

CLEANING AND SEALING BITUMINOUS CRACKS

THE PAVEMENT CONDITIONS AND CRACKS WERE IDENTIFIED DURING A SURVEY (MARCH 2005) OF THE EXISTING APRON AREA. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR CLEANING AND SEALING WILL BE DONE SO AS STATED IN THE SPECIAL PROVISIONS.

THE PROPOSED PAVEMENT MILLING WILL BE ACCOMPLISHED BEFORE THE CRACKS ARE CLEANED AND SEALED. THE RESIDENT ENGINEER WILL DETERMINE IF THE CRACKS LOCATED IN A MILLED AREA ARE LARGE ENOUGH TO WARRANT CLEANING AND SEALING.

ALL CLEANING AND SEALING OF BITUMINOUS CRACKS SHALL BE PAID FOR UNDER ITEM:
AR201661 "CLEAN & SEAL BITUMINOUS CRACKS" _____ 3,000 L.F.

FENCE REMOVAL NOTES

THE EXISTING FENCE TO BE REMOVED IS SHOWN ON THIS SHEET. THE CONTRACTOR WILL REMOVE THE FABRIC, POSTS, ETC. AND DISPOSE OF ALL MATERIAL OFF THE AIRPORT SITE.

THE CONTRACTOR WILL FILL ALL HOLES (MADE FROM THE REMOVAL OF THE FENCE) WITH BITUMINOUS MATERIAL PRIOR TO THE POROUS FRICTION COURSE AND BITUMINOUS SURFACE COURSE BEING LAYED.

ALL TURFED AREAS DISTURBED BY THE PROPOSED FENCE REMOVAL WILL BE LIMED, FERTILIZED, AND SEEDED IN ACCORDANCE WITH ITEM 901 "SEEDING". THIS WORK WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED FENCE REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE PROPOSED FENCE REMOVAL WILL BE PAID FOR UNDER ITEM:
AR162900 "REMOVE CLASS E FENCE" _____ 62 LIN. FT.

BITUMINOUS PAVEMENT MILLING

THE AREA DESIGNATED AS [Hatched Pattern] ON THIS SHEET WILL BE CUT OR TRIMMED AS SHOWN ON THE CROSS-SECTIONS. THE CUTTING OR TRIMMING WILL BE DONE BY ROTO-MILLING. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE STANDARD SPECIFICATIONS.

THE EXISTING PAVEMENT WILL BE SAWS AROUND THE EXISTING FLUME DRAINS. SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT MILLING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL MILLED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

PRIOR TO APPLYING THE BITUMINOUS OVERLAY ALL MILLED MATERIAL WILL BE BROOMED AND BLOWN CLEAN AND A BITUMINOUS TACK COAT APPLIED. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

THE BITUMINOUS PAVEMENT MILLING WILL BE PAID FOR UNDER ITEM:
AR401650 "BITUMINOUS PAVEMENT MILLING" _____ 1,500 SQ. YDS.

WATER WELL ADJUSTMENT NOTES

THE CONTRACTOR WILL SIZE THE PROPOSED NEENAH (OR EQUAL) METAL ADJUSTING RINGS TO MATCH THE DIAMETER OF THE EXISTING FRAME AND THE PROPOSED ELEVATION. MORE THAN ONE RING MAY BE REQUIRED.

THE CONTRACTOR WILL REMOVE THE EXISTING LID FROM THE WATER WELL AND PLACE THE RINGS TO MATCH THE PROPOSED TOP ELEVATION.

THE EXISTING LID WILL BE RE-USED ON THE ADJUSTED STRUCTURE.

THE PROPOSED WATER WELL ADJUSTMENT WILL BE PAID FOR UNDER:
ITEM AR751952 "ADJUST SPECIAL STRUCTURE" _____ PER EACH

BITUMINOUS CRACK REPAIR

THE LENGTH AND NUMBER OF CRACKS TO BE REPAIRED WILL BE DESIGNATED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

THE CRACKS SHALL BE CUT OPEN USING AN "EARTH SAW" OR "VERMEER TRENCHER" AT A WIDTH OF 10" PLUS OR MINUS 1", AND A DEPTH OF 8".

THE EXCAVATED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE BY THE CONTRACTOR.

THE REPAIR TRENCH WILL BE FILLED WITH BITUMINOUS SURFACE COURSE IN 3 LIFTS. THE FIRST TWO LIFTS 3-1/2 INCHES AND THE LAST LIFT 1-1/2 INCHES. THE BITUMINOUS MATERIAL FOR THE FIRST LIFTS WILL BE COMPACTED IN THE TRENCH BY A SHOE, ROLLER OR OTHER MEANS APPROVED BY THE RESIDENT ENGINEER PRIOR TO FILLING. THE LAST LIFT MAY BE COMPACTED BY CONVENTIONAL ROLLER AND TRIMMED TO THE EXISTING PAVEMENT SURFACE.

THE BITUMINOUS CRACK REPAIR WILL BE PAID FOR UNDER ITEM:
AR201660 "BITUMINOUS CRACK REPAIR" _____ 1,700 LIN. FT.

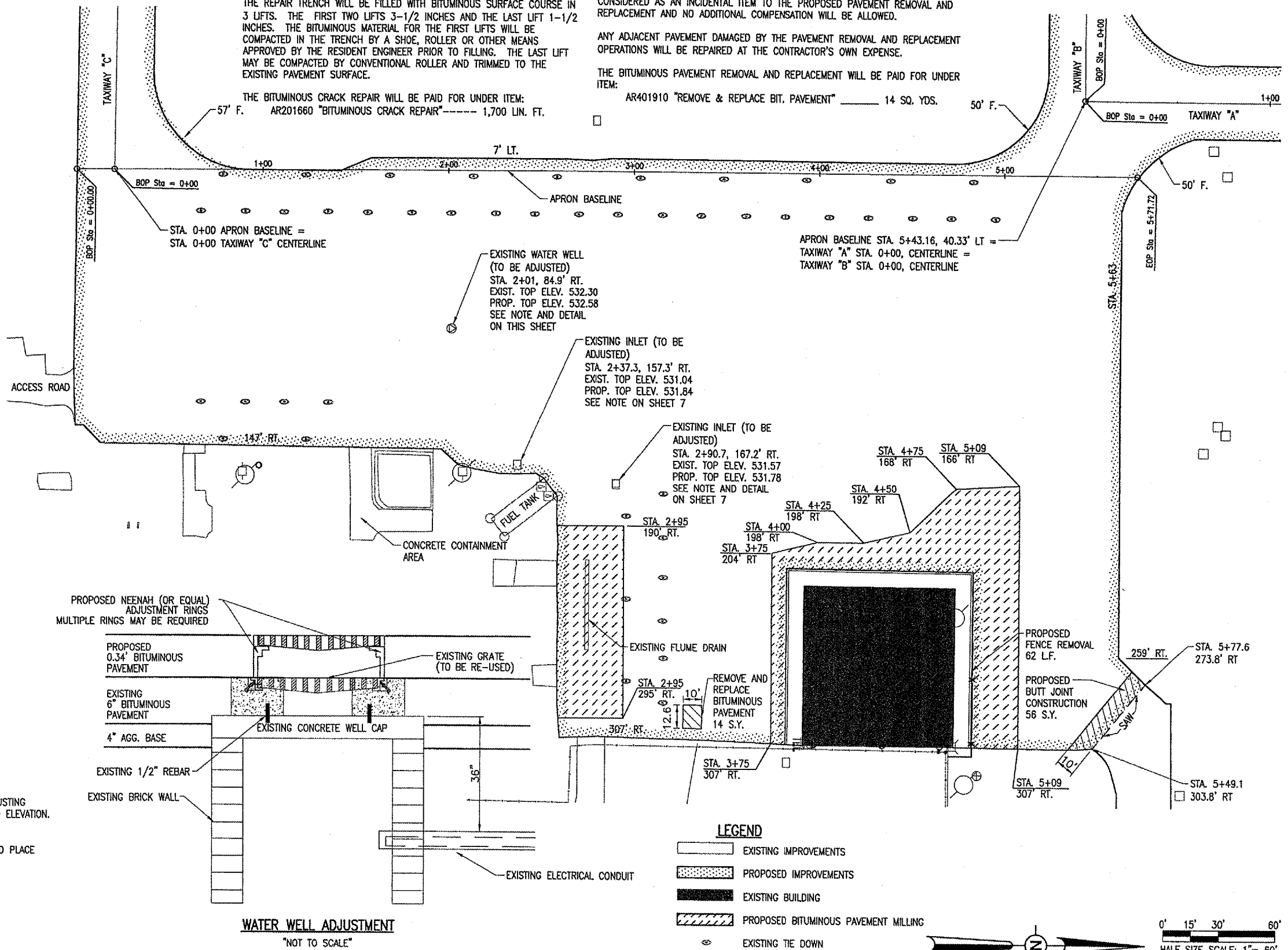
REMOVE AND REPLACE BITUMINOUS PAVEMENT NOTES

THE AREA DESIGNATED AS [Hatched Pattern] ON THIS SHEET WILL HAVE THE EXISTING BITUMINOUS PAVEMENT REMOVED (FULL DEPTH) AND REPLACED WITH BITUMINOUS MATERIAL TO THE EXISTING PAVEMENT ELEVATION. THE BITUMINOUS MATERIAL USED IN THE REPLACEMENT WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED REMOVAL AND REPLACEMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ALL REMOVED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

WHERE THE PROPOSED REMOVAL AND REPLACEMENT AREA ABUTS THE EXISTING PAVEMENT, THE PAVEMENT WILL BE SAWS FULL DEPTH. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT REMOVAL AND REPLACEMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANY ADJACENT PAVEMENT DAMAGED BY THE PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

THE BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT WILL BE PAID FOR UNDER ITEM:
AR401910 "REMOVE & REPLACE BIT. PAVEMENT" _____ 14 SQ. YDS.



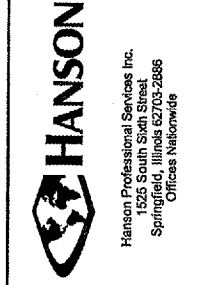
VA017

DATE	REVISION	BY

VANDALIA MUNICIPAL AIRPORT
VANDALIA, ILLINOIS

IL PROJ.: VLA-3432 A.I.P. PROJ.: 3-17-0102-88

ILD Project No. 830-05APND-0800	03/23/05
Revision R-111PRP.DWG	BKB
Scale 1" = 30'	BAK
Date 03/23/05	CAH
LAYOUT	05/09/05
DRAWN	03/23/05
REVIEWED	05/09/05



APRON AND TAXIWAYS RECONSTRUCTION

PROPOSED APRON PAVEMENT PREPARATION PLAN

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