

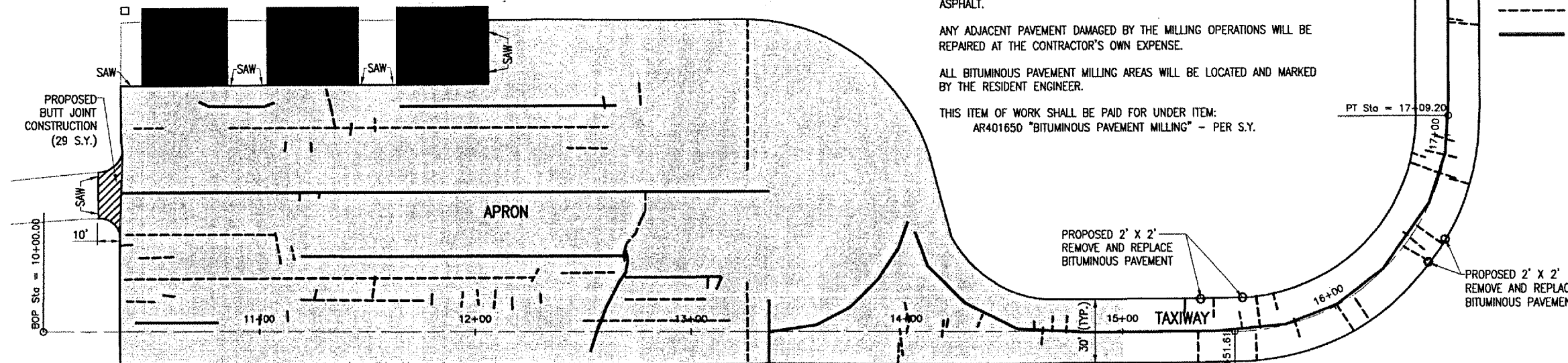
**GENERAL PAVEMENT PREPARATION NOTES**

THE CONTRACTOR WILL BE RESPONSIBLE FOR THE FOLLOWING WORK ITEMS BEFORE A TACK COAT CAN BE APPLIED:

- \* BLADE THE EARTH AND SOD BACK FROM EDGE OF THE PAVEMENT.
- \* USE A PESTICIDE TO KILL ALL WEEDS ON THE EXISTING PAVEMENT SURFACE.
- \* ONCE THE WEEDS HAVE DIED USE A TORCH TO BURN OFF WEEDS.
- \* POWER BROOM THE LOOSE UNWANTED MATERIAL OFF THE PAVEMENT.

THE ABOVE WORK WILL BE CONSIDERED INCIDENTAL TO PAY ITEM AR603510 "BITUMINOUS TACK COAT" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SUMMARY OF QUANTITIES				
ITEM	DESCRIPTION	UNIT	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR201660	BITUMINOUS CRACK REPAIR	L.F.	1,311	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	6,364	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	95	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	144	



**BITUMINOUS PAVEMENT MILLING**

THE AREA(S) DESIGNATED AS [ ] 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 AS SHOWN ON THIS SHEET. 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.

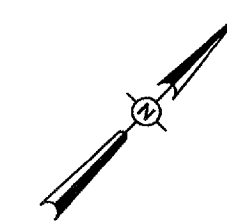
ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM: AR401650 "BITUMINOUS PAVEMENT MILLING" - PER S.Y.

PROPOSED BUTT JOINT CONSTRUCTION (66 S.Y.)

**LEGEND**

- EXISTING PAVEMENT
- EXISTING BUILDING
- PROPOSED IMPROVEMENTS
- PROPOSED BUTTJOINT CONSTRUCTION
- PROPOSED BITUMINOUS PAVEMENT MILLING
- PROPOSED BITUMINOUS CRACK REPAIR
- PROPOSED REMOVE AND REPLACE BITUMINOUS PAVEMENT



0' 15' 30' 60'  
FULL SIZE SCALE: 1" = 30'  
HALF SIZE SCALE: 1" = 60'

**REMOVE AND REPLACE BITUMINOUS PAVEMENT**

THE ITEM "REMOVE AND REPLACE BITUMINOUS PAVEMENT" WILL BE UTILIZED TO PERFORM LARGE CRACK REPAIR.

THE QUANTITY OF CRACKS TO BE REPAIRED WAS ESTABLISHED BY THE COMPLETION OF A CRACK SURVEY (SPRING 2006), AND CONSISTS OF THOSE CRACKS FOUND TO BE GREATER THAN ONE INCH IN WIDTH AT THE TIME OF THE SURVEY, AND EXHIBITING ROLLED EDGES. ALL CRACKS TO RECEIVE REPAIR SHALL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

THE CRACKS SHALL BE REMOVED FROM THE PAVEMENT BY ONE OF TWO METHODS, OR A COMBINATION OF THE TWO. THE FIRST ALTERNATIVE IS TO SAWCUT THE WIDTH OF THE AREA TO BE REPAIRED BY USING A WHEEL SAW AND REMOVE THE PAVEMENT TO THE SPECIFIED DEPTH USING A BACKHOE OR OTHER MECHANICAL MEANS. THE SECOND ALTERNATIVE IS TO USE A SKID STEER (OR EQUIVALENT) MOUNTED MILLING HEAD TO REMOVE THE PAVEMENT TO THE REQUIRED DEPTH. REGARDLESS OF THE METHOD USED TO REMOVE THE PAVEMENT, THE EDGE OF THE TRENCH FORMED WILL HAVE A VERTICAL FACE PRIOR TO THE PLACEMENT OF THE BITUMINOUS MATERIAL. THE WIDTH OF REPAIR WILL BE 3' WIDE, CENTERED ON THE CRACK. THE DEPTH OF REPAIR WILL BE THE FULL DEPTH OF THE EXISTING PAVEMENT.

THE CONTRACTOR WILL DISPOSE OF THE EXCAVATED MATERIAL OFF THE AIRPORT SITE AT NO ADDITIONAL COST TO THE CONTRACT.

THE BOTTOM OF THE TRENCH WILL BE CLEANED AND COMPACTED TO PREVENT FUTURE SETTLEMENT, AND ACCEPTED BY THE RESIDENT ENGINEER. ONCE THE TRENCH IS CLEANED, THE BASE AGGREGATE COMPACTED, AND ACCEPTED, AN APPLICATION OF BITUMINOUS TACK MATERIAL WILL BE APPLIED TO THE VERTICAL BITUMINOUS FACE AND THE AGGREGATE BASE. THE REPAIR TRENCH WILL BE BACKFILLED WITH BITUMINOUS SURFACE COURSE MATERIAL (401), IN LIFTS OF THICKNESS NO GREATER THAN 3". THE FINAL LIFT SHALL BE FLUSH WITH THE SURFACE OF THE EXISTING BITUMINOUS PAVEMENT OR THE CONTRACTOR WILL BE REQUIRED TO MILL THE FINAL LIFT FLUSH AT HIS EXPENSE. EACH LIFT SHALL BE COMPACTED AND ACCEPTED BY THE RESIDENT ENGINEER. NO NUCLEAR DENSITY TESTING SHALL BE REQUIRED TO COMPLETE THIS TASK.

**REMOVE AND REPLACE BITUMINOUS PAVEMENT (CONT.)**

ANY DAMAGE TO THE EXISTING ADJACENT PAVEMENT WILL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE. THE QUANTITY OF PAVEMENT REMOVAL, MILLING AND/OR SAWCUTS, IF UTILIZED, TACK MATERIAL, AND BITUMINOUS SURFACE COURSE MATERIAL (401) NECESSARY TO COMPLETE THIS TASK WILL BE CONSIDERED INCIDENTAL TO THE TASK, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE QUANTITY OF BITUMINOUS CRACK REPAIR TO BE PAID FOR SHALL BE THE NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED, IN ACCORDANCE WITH THE SPECIAL PROVISIONS, CONSTRUCTION DRAWINGS, AND ACCEPTED BY THE ENGINEER. MEASUREMENT OF BITUMINOUS CRACK REPAIR FOR PAYMENT SHALL BE TO THE NEAREST SQUARE YARD.

PAYMENT FOR THIS ITEM OF WORK WILL BE UNDER ITEM: AR401910 "REMOVE & REPLACE BIT. PAVEMENT" - PER S.Y.

**PAVEMENT SAWING NOTES**

THE PROPOSED SAWING WILL PROVIDE A STRAIGHT PAVEMENT EDGE TO BUTT AGAINST.

THE RESIDENT ENGINEER WILL MARK THE PROPOSED SAW LINE IN THE FIELD.

ANY BITUMINOUS PAVEMENT CUT FROM THE SAWING OPERATIONS WILL BE COLLECTED AND DISPOSED OF OFF THE AIRPORT SITE.

THE SAWING AND DISPOSAL OF ANY WASTE MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED

**AR401655 BUTT JOINT CONSTRUCTION NOTES**

THE PROPOSED BUTT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM AR401655 "BUTT JOINT CONSTRUCTION" AS STATED ON PAGE 295 OF THE SUPPLEMENTAL SPECIFICATION AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THIS ITEM SHALL CONSIST OF REMOVING THE EXISTING BITUMINOUS PAVEMENT SURFACE BY MILLING IN ORDER TO CONSTRUCT A BUTT JOINT FOR THE TRANSITION OF THE PROPOSED BITUMINOUS OVERLAY AT THE LOCATIONS AS SHOWN ON THE PLANS.

THE PAVEMENT SURFACE WILL THEN BE MILLED TO A DEPTH OF 0.125' AT THE BUTT END AND WILL TAPER TO 0 IN. AT THE OPPOSITE END. THE PLANNER MUST BE CAPABLE OF MILLING THE SURFACE TO THE DESIRED ELEVATIONS AND GRADES.

PRIOR TO THE PLACEMENT OF THE BITUMINOUS SURFACE COURSE (401), ALL MILLED AREAS WILL BE BROOMED AND BLOWN CLEAN OF LOOSE MATERIALS AND DEBRIS. A BITUMINOUS TACK COAT WILL BE APPLIED ACCORDING TO THE SUPPLEMENTAL SPECIFICATIONS FOR ITEM 603 DATED JULY 1, 2004 AT A RATE OF 0.15 GAL/SY. 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 PAVEMENT MILLING WILL BE PAID FOR UNDER ITEM: AR401655 "BUTT JOINT CONSTRUCTION" - PER S.Y.

**BITUMINOUS CRACK REPAIR**

THE CRACKS TO BE REPAIRED WERE OBTAINED FROM A SURVEY (SPRING 2006) AND CONSIST OF THE CRACKS IN NEED OF REPAIR AT THE TIME OF THE SURVEY. OTHER LESS SEVERE, MAINTAINED CRACKS EXIST AND WILL NOT REQUIRE FURTHER REPAIR. THE ACTUAL LENGTH AND NUMBER OF CRACKS TO BE REPAIRED AS PART OF THIS PROJECT WILL BE DESIGNATED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION. THE PROJECT QUANTITY IS BASED ON THE AMOUNT OF CRACKS SURVEYED.

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.

AN APPLICATION OF BITUMINOUS TACK MATERIAL WILL BE APPLIED TO THE VERTICAL BITUMINOUS FACE AND THE AGGREGATE BASE. THE REPAIR TRENCH WILL BE BACKFILLED WITH BITUMINOUS SURFACE COURSE MATERIAL (401), IN LIFTS OF THICKNESS NO GREATER THAN 3". THE FINAL LIFT SHALL BE FLUSH WITH THE SURFACE OF THE EXISTING BITUMINOUS PAVEMENT OR THE CONTRACTOR WILL BE REQUIRED TO MILL THE FINAL LIFT FLUSH AT HIS OWN EXPENSE. EACH LIFT SHALL BE COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER AND ACCEPTED. NO NUCLEAR DENSITY TESTING SHALL BE REQUIRED FOR THIS TASK.

ANY DAMAGE TO THE EXISTING ADJACENT PAVEMENT WILL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE. THE QUANTITY OF PAVEMENT REMOVAL, MILLING AND/OR SAWCUTS, IF UTILIZED, TACK MATERIAL, AND BITUMINOUS SURFACE COURSE MATERIAL (401) NECESSARY TO COMPLETE THIS TASK WILL BE CONSIDERED INCIDENTAL TO THE TASK, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE BITUMINOUS CRACK REPAIR WILL BE PAID FOR UNDER ITEM: AR201660 "BITUMINOUS CRACK REPAIR" - PER L.F.

AUG 24, 2007 9:18 AM BAK \\AIRPORTS\SAVANNA\826-077X\AIRPORT SHEETS\R-111PRP.DWG - Pmnt. Prep. Plan

TR-004

DATE	REVISION

TRI-TOWNSHIP AIRPORT  
SAVANNA, CARROLL COUNTY  
ILLINOIS

A.I.P. PROJ.: J-17-0091-B13  
I.L. PROJ.: SFY-3712

Revision Project No. 826071X.D 0800	04/02/07
Revision R-111PRP.DWG	04/04/07
Scale 1" = 30'	06/12/07
Date 04/04/07	
LAYOUT CCC	
DRAWN CCC	
REVIEWED CAH	



OVERLAY HANGAR  
APRON AND TAXIWAY

PROPOSED  
PAVEMENT PREPARATION  
PLAN