

PAVEMENT PREPARATION

BITUMINOUS SURFACE COURSE

THE EXISTING CONCRETE SHALL BE PREPARED PRIOR TO PAVING THE POROUS FRICTION COURSE OVERLAY. THE CONTRACTOR SHALL REMOVE ALL LOOSE MATERIAL AND DEBRIS FROM SPALLS, SCALING, POP-OUTS, AND CRACKS BY MEANS OF HIGH PRESSURE AIR OR WATER. THE MATERIAL AND DEBRIS SHALL BE REMOVED FROM THE AIRPORT PROPERTY BY THE CONTRACTOR.

ONCE LOOSE MATERIAL IS REMOVED AND THE PARTIAL DEPTH SPALLS AND PATCH AREAS ARE CLEANED TO THE SATISFACTION OF THE RESIDENT ENGINEER, A BITUMINOUS TACK COAT SHALL BE APPLIED TO THE SIDES AND BOTTOM AND A BITUMINOUS SURFACE COURSE SHALL BE PLACED AND COMPACTED SO THAT THE FINAL SURFACE OF THE PATCH IS FLUSH WITH THE SURROUNDING PAVEMENT.

PLAN QUANTITY OF BITUMINOUS SURFACE COURSE WAS CALCULATED ANTICIPATING 1,555 S.Y. OF REPAIR AREA AT A MAXIMUM DEPTH OF 2 INCHES.

ALL WORK, LABOR, EQUIPMENT, AND MATERIALS ASSOCIATED WITH THE REMOVAL OF LOOSE MATERIAL, PREPARATION AND CLEANING, BITUMINOUS TACK COAT AND BITUMINOUS SURFACE COURSE REQUIRED FOR THE PATCH AREAS SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM AR401610 BITUMINOUS SURFACE COURSE PER TON.

BUTT JOINT CONSTRUCTION

BITUMINOUS AND PC CONCRETE PAVEMENT MILLING SHALL BE REQUIRED AT THE LOCATIONS IDENTIFIED ON THESE CONSTRUCTION PLANS TO CONSTRUCT A BUTT JOINT FOR THE PROPOSED POROUS FRICTION COURSE MATERIAL TO MATCH THE EXISTING PAVEMENT GRADE. MILLING DEPTHS VARY FROM 0.10-FT (1.2 INCHES) AT THE JOINT AND TAPER TO ZERO AT THE LOCATION PROVIDED ON THESE PLANS. BUTT JOINT CONSTRUCTION SHALL BE COMPLETED IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

PAYMENT WILL BE MADE UNDER ITEM AR401655 BUTT JOINT CONSTRUCTION PER SQUARE YARD.

CONCRETE SURFACE CLEANING

CONCRETE SURFACE CLEANING SHALL CONSIST OF THE REMOVAL OF EXCESSIVE OLD JOINT SEALANT FROM THE CONCRETE SURFACE ADJACENT TO SOME OF THE EXISTING JOINTS USING A SANDBLASTING OPERATION IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THESE LOCATIONS ARE NOT UNIFORM AND ARE APPROXIMATELY THREE INCHES WIDE ON EITHER SIDE OF THE EXISTING JOINT. JOINTS REQUIRING SURFACE CLEANING WILL BE IDENTIFIED IN FIELD BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL TAKE PRECAUTION TO REMOVE ONLY EXCESS JOINT MATERIAL OUTSIDE THE JOINT AND AVOID REMOVING MATERIAL FROM WITHIN THE JOINT RESERVOIR.

PAYMENT WILL BE MADE UNDER ITEM AR800571 CONCRETE SURFACE CLEANING PER LINEAR FOOT.

SURFACE POPOUT REPAIR

SURFACE POPOUT REPAIR SHALL CONSIST OF THE CLEANING AND FILLING OF SMALL HOLES OR CAVITIES IN THE CONCRETE SURFACE THAT HAVE RESULTED FROM ENTRAPMENT OF AIR BUBBLES, UNSOUND AGGREGATE OR A CONTAMINATING MATERIAL SUCH AS MUD, WOOD OR GLASS. REPAIR METHODS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE HOLES ARE LOCATED SPORADICALLY THROUGHOUT THE PROJECT LIMITS AND TYPICALLY DO NOT EXCEED 3/4 INCH IN DIAMETER. HOWEVER, EXTRA PAYMENT WILL NOT BE CONSIDERED FOR POPOUT REPAIR HOLES EXCEEDING 3/4 INCH DIAMETER.

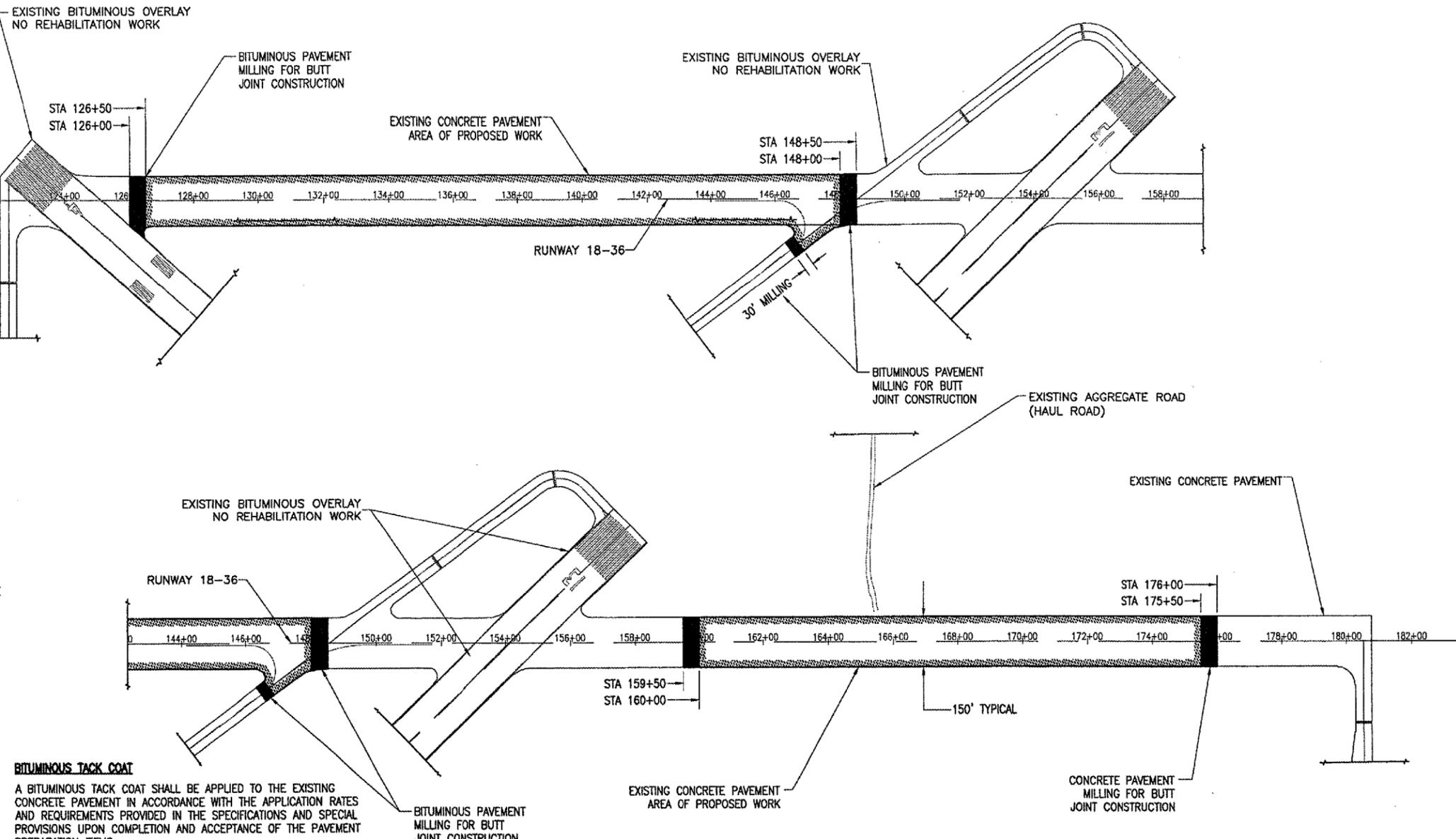
PAYMENT WILL BE MADE UNDER ITEM AR800572 SURFACE POPOUT REPAIR PER EACH.

PAVEMENT REMOVAL & REPLACEMENT

PAVEMENT REMOVAL AND REPLACEMENT SHALL CONSIST OF THE REMOVAL AND REPLACEMENT OF PAVEMENT SLABS THAT HAVE STRUCTURAL FAILURE OR RANDOM TRANSVERSE OR LONGITUDINAL CRACKS THAT EXTEND THROUGH THE DEPTH OF THE CONCRETE PAVEMENT. THE PAVEMENTS SHALL BE REMOVED FULL-DEPTH AND REPLACED IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE REPAIR METHOD WILL REQUIRE REMOVAL AND REPLACING COMPLETE AND PORTIONS OF CONCRETE SLABS TO THE BOTTOM OF THE PAVEMENT TO RESTORE THE DETERIORATED AREAS. THE DETERIORATED CONCRETE WILL BE REMOVED, THE PATCH AREA PREPARED, PATCH MATERIAL PLACED, DOWELS INSTALLED AND THE JOINT SYSTEM WILL BE REFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

THE RESIDENT ENGINEER WILL IDENTIFY THE PAVEMENTS REQUIRING REMOVAL AND REPLACEMENT IN THE FIELD PRIOR TO THE START OF CONSTRUCTION.

THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS FOR CONSTRUCTION METHODS AND REQUIREMENTS OF THE PAVEMENT REMOVAL AND REPLACEMENT. THESE PAVEMENT AREAS SHALL BE PAID UNDER ITEM AR800569 PAVEMENT REMOVAL & REPLACEMENT PER SQUARE YARD.



BITUMINOUS TACK COAT

A BITUMINOUS TACK COAT SHALL BE APPLIED TO THE EXISTING CONCRETE PAVEMENT IN ACCORDANCE WITH THE APPLICATION RATES AND REQUIREMENTS PROVIDED IN THE SPECIFICATIONS AND SPECIAL PROVISIONS UPON COMPLETION AND ACCEPTANCE OF THE PAVEMENT PREPARATION ITEMS.

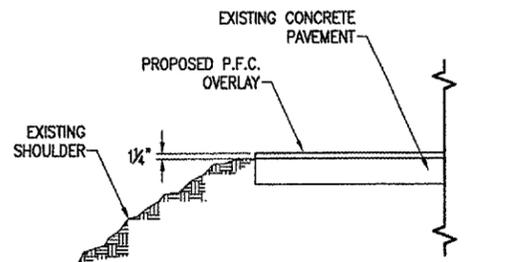
BITUMINOUS TACK COAT FOR THIS APPLICATION SHALL BE PAID UNDER ITEM ARB03510 BITUMINOUS TACK COAT PER GALLON.

POROUS FRICTION COURSE

ONCE THE EXISTING CONCRETE PAVEMENT IS PREPARED TO THE SATISFACTION OF THE RESIDENT ENGINEER, A POLYMER MODIFIED POROUS FRICTION COURSE SHALL BE APPLIED IN ACCORDANCE WITH THE SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS. THE NOMINAL COMPACTED THICKNESS OF THE POROUS FRICTION COURSE SHALL BE A MINIMUM OF 0.10-FT (1.2 INCHES).

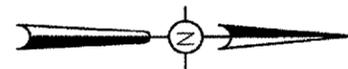
THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 1-800-892-0123.



SHOULDER WORK

EXISTING SHOULDER IS CURRENTLY AT THE ELEVATION OF THE EXISTING PAVEMENT. THE PROPOSED POROUS FRICTION COURSE OVERLAY WILL ALLOW FOR 1/4" DROP FROM EDGE OF RUNWAY PAVEMENT TO EARTH SHOULDER. THEREFORE NO SHOULDER WORK WILL BE REQUIRED.



0' 100' 200' 400'
 HALF SIZE SCALE: 1" = 400'
 FULL SIZE SCALE: 1" = 200'

LEGEND

- PROPOSED POROUS FRICTION COURSE OVERLAY
- EXISTING PAVEMENT
- PROPOSED MILLING AND P.F.C. OVERLAY

DATE	REVISION	BY

QUINCY REGIONAL AIRPORT
 BALDWIN FIELD
 ADAMS COUNTY, ILLINOIS



UPPER SHEET NO.	DATE
06/16/05	DAK
06/20/05	DAK
06/25/05	JDW



REHABILITATE
 RUNWAY 18-36
 EXISTING
 SITE
 PLAN