



PROPOSED TYPICAL SECTION "A-A"
"NOT TO SCALE"

AR208-OVERSIZE AGGREGATE NOTES

THE OVERSIZE AGGREGATE (208) SHALL BE PLACED IN ACCORDANCE WITH ITEM 208 "OVERSIZE AGGREGATE" AS STATED ON PAGE 40 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THIS ITEM OF WORK SHALL CONSIST OF INSTALLING A LAYER OF OVERSIZE AGGREGATE TO ESTABLISH A STABLE SUBBASE UNDER THE PROPOSED PAVEMENT. THE LAYER WILL BE 6 IN. THICK AND PLACED TO THE GRADES AND LOCATIONS AS SHOWN ON THE CONSTRUCTION PLANS AND THE CROSS-SECTIONS. THE OVERSIZE AGGREGATE SHALL BE INSTALLED IN ACCORDANCE TO THE STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF AIRPORTS, ITEM 208 PROCEDURES WITH THE FOLLOWING EXCEPTIONS BELOW.

THE OVERSIZE AGGREGATE MATERIAL SHALL BE A CA-2 COURSE AGGREGATE MEETING THE GRADATIONS, AS SPECIFIED UNDER ARTICLE 10004.01 IN THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2007. A 3-IN. TOP SIZE WILL BE ALLOWED FOR THE AGGREGATE MATERIAL.

THE OVERSIZE AGGREGATE MATERIAL MAY BE PLACED IN ONE LIFT. A MINIMUM OF THREE PASSES WITH A STEEL WHEEL ROLLER WILL BE MADE TO OBTAIN COMPACTION.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT BID PRICE PER TON OF OVERSIZE AGGREGATE, WHICH PRICE AND PAYMENT WILL CONSTITUTE FULL COMPENSATION FOR PREPARING SUBGRADE, FURNISHING, HAULING, AND PLACING THE MATERIALS; FOR SPREADING, COMPACTING, AND ROLLING; AND FOR FURNISHING ALL LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

THE PROPOSED OVERSIZE AGGREGATE WILL BE PAID FOR UNDER ITEM:
AR208540 OVERSIZE AGGREGATE _____ PER TON.

AR209-CRUSHED AGGREGATE BASE COURSE NOTES

THE CRUSHED AGGREGATE BASE COURSE (209) SHALL BE PLACED IN ACCORDANCE WITH ITEM 209 "CRUSHED AGGREGATE BASE COURSE" AS STATED ON PAGE 45 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE CRUSHED AGGREGATE BASE COURSE MATERIAL (CA-6) WILL BE USED TO CONSTRUCT A BASE COURSE FOR THE PROPOSED BITUMINOUS BASE COURSE (201). THE CRUSHED AGGREGATE BASE COURSE MATERIAL WILL BE 6" IN DEPTH AND COMPACTED TO NOT LESS THAN 95 PERCENT DENSITY.

THE PROPOSED AGGREGATE FOR THE BASE COURSE MATERIAL SHALL MEET THE REQUIREMENTS OF GRADATION "B" IN TABLE 1 OF THE SUPPLEMENTAL SPECIFICATIONS.

209-3.2 EQUIPMENT. ADD THE FOLLOWING PARAGRAPHS TO THIS SECTION:

"PROVISIONS SHALL BE MADE BY THE CONTRACTOR FOR FURNISHING WATER AT THE PLANT AND AT THE SITE OF THE WORK BY EQUIPMENT OF AMPLE CAPACITY AND OF SUCH DESIGN AS TO ASSURE UNIFORM MIXING AND APPLICATION."

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER A PROCTOR CURVE SHOWING OPTIMUM DENSITY AND MOISTURE FOR THE SUPPLIED BASE COURSE MATERIAL.

THE COMPACTION CONTROL TEST TO BE USED SHALL BE FAA COMPACTION CONTROL TEST T-611 FOR AIRCRAFT WEIGHING MORE THAN 60,000 LBS.

209-4.1. DELETE THE FIFTH SENTENCE AND REPLACE IT WITH THE FOLLOWING:

"IF AT THE TIME THE AGGREGATES ARE WEIGHED THEY CONTAIN MORE THAN SIX (6) PERCENT OF ABSORBED AND FREE MOISTURE BY WEIGHT, A DEDUCTION FOR THE MOISTURE IN EXCESS OF THIS AMOUNT SHALL BE MADE IN DETERMINING THE PAY QUANTITY."

LEGEND FOR TYPICAL SECTION "A-A"

- ① PROPOSED AR401: BITUMINOUS SURFACE COURSE (1.5" DEPTH)
- ② PROPOSED AR603: BITUMINOUS TACK COAT (0.10 GAL./S.Y.)
- ③ PROPOSED AR201: BITUMINOUS BASE COURSE (2" DEPTH)
- ④ PROPOSED AR201: BITUMINOUS BASE COURSE (3" DEPTH)
- ⑤ PROPOSED AR602: BITUMINOUS PRIME COAT (0.35 GAL./S.Y.)
- ⑥ PROPOSED AR209: CRUSHED AGGREGATE BASE COURSE (6" DEPTH)
- ⑦ PROPOSED AR208 OVERSIZED AGGREGATE (6" DEPTH)
- ⑧ PROPOSED AR152: UNCLASSIFIED EXCAVATION

602-BITUMINOUS PRIME COAT NOTES:

THE BITUMINOUS PRIME COAT (602) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR602 "BITUMINOUS PRIME COAT" AS STATED ON PAGE 58 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE PROPOSED BITUMINOUS PRIME COAT SHALL BE PLACED ON THE PROPOSED AGGREGATE BASE COURSE PRIOR TO THE PLACEMENT OF THE FIRST LIFT OF PROPOSED BITUMINOUS BASE COURSE. THE PROPOSED AGGREGATE BASE COURSE SHALL HAVE A PRIME COAT OF BITUMINOUS MATERIAL APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

THE PROPOSED BITUMINOUS PRIME COAT WILL BE PAID FOR UNDER ITEM:
AR602510 BITUMINOUS PRIME COAT _____ PER GAL.

603-BITUMINOUS TACK COAT NOTES:

THE BITUMINOUS TACK COAT (603) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR603 "BITUMINOUS TACK COAT" AS STATED ON PAGE 62 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE PROPOSED BITUMINOUS TACK COAT SHALL BE PLACED ON THE PROPOSED BITUMINOUS PAVEMENT PRIOR TO THE PLACEMENT OF THE NEXT LIFT OF PROPOSED BITUMINOUS SURFACE COURSE. THE PROPOSED BITUMINOUS PAVEMENT SHALL HAVE A TACK COAT OF BITUMINOUS MATERIAL APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.

THE PROPOSED BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM:
AR603510 BITUMINOUS TACK COAT _____ PER GAL.

AR201003 BITUMINOUS BASE COURSE - METHOD II, SUPERPAVE

THE BITUMINOUS BASE COURSE (201) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR201003 "BITUMINOUS BASE COURSE-METHOD II, SUPERPAVE" AS STATED ON PAGE 209 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004 AND THE INTERIM REVISION TO THE SUPPLEMENTAL AND RECURRING SPECIAL PROVISIONS ADOPTED MAY 11, 2007.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING TWO LIFTS OF BITUMINOUS BASE COURSE THE FIRST LIFT WILL BE 3 INCHES AND THE SECOND WILL BE TWO INCHES (5 INCH DEPTH TOTAL) ON THE PROPOSED CRUSHED AGGREGATE BASE COURSE FOR THE PROPOSED TAXIWAY EXTENSION.

ALL BITUMINOUS PAVEMENT WILL BE PAVED IN ACCORDANCE WITH PAGE 209 OF THE RECURRING SPECIAL PROVISIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS BASE COURSE.

THE PROPOSED BITUMINOUS BASE COURSE WILL BE DESIGNED TO A SUPERPAVE DESIGN OF (MORE) THAN 60,000 POUNDS FOR RUNWAY/TAXIWAY PAVEMENTS.

201-4.9 ADD THE FOLLOWING TO THIS SECTION:

WHEN HAND SPREADING IS PERMITTED, THE MIXTURE WILL BE DISTRIBUTED AND SPREAD USING HAND TOOLS. WHEN THE WORK IS COMPLETED, THE LAYER WILL HAVE THE REQUIRED THICKNESS AND CONFORM TO THE GRADE AND SURFACE CONTOUR SHOWN ON THE PLANS.

201-4.11 ADD THE FOLLOWING TO THIS PARAGRAPH:

ALL PAVEMENT EDGES (LONGITUDINAL, RADIUS, AND PAVEMENT ENDS) MUST BE LEFT IN PROPER ALIGNMENT AS SHOWN ON THE PLANS. THIS MAY BE ACCOMPLISHED BY THE TRIMMING METHOD OUTLINED ABOVE OR AT THE CONTRACTOR'S OPTION BY SAWING AFTER THE PAVING HAS BEEN COMPLETED. NO ADDITIONAL COMPENSATION WILL BE MADE IF THE SAWING METHOD IS USED.

AR401611 BITUMINOUS SURFACE COURSE - METHOD 1, SUPERPAVE

THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR401003 "BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE" AS STATED ON PAGE 269 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004 AND THE INTERIM REVISION TO THE SUPPLEMENTAL AND RECURRING SPECIAL PROVISIONS ADOPTED MAY 11, 2007.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING TWO LIFTS OF BITUMINOUS SURFACE COURSE (1 1/2 INCH DEPTH) ON A BITUMINOUS BASE COURSE.

ALL BITUMINOUS PAVEMENT WILL BE PAVED IN ACCORDANCE WITH PAGE 269 OF THE RECURRING SPECIAL PROVISIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS SURFACE COURSE.

THE PROPOSED BITUMINOUS SURFACE COURSE WILL BE DESIGNED TO A SUPERPAVE DESIGN OF (MORE) THAN 60,000 POUNDS FOR RUNWAY/TAXIWAY PAVEMENTS.

401-4.9 ADD THE FOLLOWING TO THIS SECTION:

WHEN HAND SPREADING IS PERMITTED, THE MIXTURE WILL BE DISTRIBUTED AND SPREAD USING HAND TOOLS. WHEN THE WORK IS COMPLETED, THE LAYER WILL HAVE THE REQUIRED THICKNESS AND CONFORM TO THE GRADE AND SURFACE CONTOUR SHOWN ON THE PLANS.

401-4.12 ADD THE FOLLOWING TO THIS PARAGRAPH:

ALL PAVEMENT EDGES (LONGITUDINAL, RADIUS, AND PAVEMENT ENDS) MUST BE LEFT IN PROPER ALIGNMENT AS SHOWN ON THE PLANS. THIS MAY BE ACCOMPLISHED BY THE TRIMMING METHOD OUTLINED ABOVE OR AT THE CONTRACTOR'S OPTION BY SAWING AFTER THE PAVING HAS BEEN COMPLETED. NO ADDITIONAL COMPENSATION WILL BE MADE IF THE SAWING METHOD IS USED.

DATE	REVISION				
<p>ST. LOUIS REGIONAL AIRPORT</p> <p>St. Louis Regional Airport</p> <p>EAST ALTON, ILLINOIS</p> <p>A.I.P. PROJ.: 3-17-0002-B42</p> <p>IL PROJ.: ALN-3825</p>					
File Name: R-121CON.DWG Scale: NOT TO SCALE Date: 02/11/08	LAYOUT DRAWN: BAK REVIEWED: CAH	02/11/08 02/11/08 02/11/08			
<p>HANSON</p> <p>Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62709-2886 Offices Nationwide</p>					
<p>RUNWAY SAFETY AREA IMPROVEMENTS</p>		<p>PROPOSED TYPICAL SECTION AND NOTES FOR RUNWAY END 35</p>			
<p style="font-size: 2em; font-weight: bold;">36</p> <p style="font-size: small;">36 of 81 sheets</p>					

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