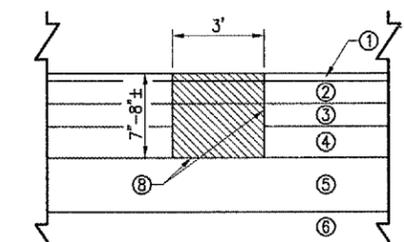


TYPICAL SECTION A-A
"NOT TO SCALE"



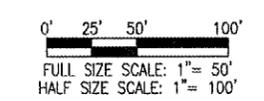
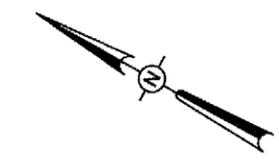
TYPICAL SECTION B-B
"NOT TO SCALE"

LEGEND FOR EXISTING TYPICAL SECTION

- ① EXISTING POROUS FRICTION COURSE (5/8" DEPTH)
- ② EXISTING BITUMINOUS SURFACE COURSE (2"± DEPTH)
- ③ EXISTING BITUMINOUS BASE COURSE (2"± DEPTH)
- ④ EXISTING BITUMINOUS SURFACE COURSE (3"± DEPTH)
- ⑤ EXISTING AGGREGATE BASE COURSE (9 - 10" DEPTH)
- ⑥ EXISTING EARTH SUBGRADE
- ⑦ EXISTING EARTH FILLETS
- ▨ PROPOSED 401 BITUMINOUS SURFACE COURSE MATERIAL (2", 3", AND 3" DEPTHS, RESPECTIVELY, INCIDENTAL TO ITEM AR401910)
- ⑧ PROPOSED 603 BITUMINOUS TACK COAT (AS NEEDED, INCIDENTAL TO ITEM AR401910)

LEGEND

- ▭ EXISTING PAVEMENT
- ▨ PROPOSED BUTT JOINT CONSTRUCTION
- PROPOSED REMOVE & REPLACE BITUMINOUS PAVEMENT
- ⊙ EXISTING THRESHOLD LIGHTS
- EXISTING RUNWAY/TAXIWAY LIGHTS



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 (AUG. 2005), 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, 7 TO 8 INCHES ±.

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 3 LIFTS OF 2 INCHES, 3 INCHES, AND 3 INCHES, RESPECTIVELY. 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.

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 AND REPLACE BITUMINOUS PAVEMENT" - PER SQUARE YARD

CLEANING AND SEALING BITUMINOUS CRACKS

FOLLOWING A VISUAL SURVEY OF THE EXISTING RUNWAY SURFACE, A PROPOSED PLAN QUANTITY OF 13,000 LINEAR FEET OF CRACK CLEANING AND SEALING WAS ESTABLISHED. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER.

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR CLEANING AND SEALING WILL BE DONE SO AS DESCRIBED IN THE RECURRING SPECIAL PROVISIONS, DATED JULY 1 2004.

THIS ITEM OF WORK WILL BE PAID FOR AT THE CONTRACT PRICE PER LINEAR FOOT OF CLEANING AND SEALING CRACKS, COMPLETE; WHICH PRICE AND PAYMENT SHALL CONSTITUTE FULL COMPENSATION FOR ALL ROUTING, CLEANING, PREPARATION AND DISPOSAL OF ALL LOOSE MATERIALS; AND FOR ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM.

PAYMENT FOR THIS ITEM OF WORK WILL BE UNDER ITEM:
AR201661 "CLEAN & SEAL BITUMINOUS CRACKS" - PER LINEAR FOOT.

QUANTITIES - PAVEMENT PREPARATION				
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	AS BUILT QUANTITY
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	13,000	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	2,186	
AR401910	REMOVE AND REPLACE BITUMINOUS PAVEMENT	S.Y.	350	

BUTT JOINT CONSTRUCTION NOTES:

THE PAVEMENT AREAS DESIGNATED AS ▨ ON THESE DRAWINGS SHALL BE CUT OR MILLED TO ACCOMMODATE THE PROPOSED POROUS FRICTION COURSE OVERLAY. THIS ITEM WILL BE COMPLETED AS DETAILED IN THE SPECIAL PROVISIONS.

THE EXISTING PAVEMENT WILL BE SAWS AT THE LOCATIONS SHOWN ON THESE PLANS. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO "BUTT JOINT CONSTRUCTION" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL MILLED MATERIAL WILL BE DISPOSED OF BY THE CONTRACTOR, OFF THE AIRPORT SITE, UNLESS OTHERWISE DIRECTED BY THE AIRPORT DIRECTOR AT THE TIME OF CONSTRUCTION.

ANY ADJACENT PAVEMENT OR EQUIPMENT THAT IS DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE, TO THE SATISFACTION OF THE ENGINEER.

PRIOR TO THE APPLICATION OF THE PFC OVERLAY, 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 0.25 GAL/SY. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

THE EXISTING PAVEMENT WILL BE MILLED TO A DEPTH OF 0.10' AT THE BUTT JOINT.

PAYMENT FOR THIS ITEM OF WORK WILL BE UNDER ITEM:
AR401655 "BUTT JOINT CONSTRUCTION" - PER SQUARE YARD.

THRESHOLD LIGHT REMOVAL

THE CONTRACTOR MAY TEMPORARILY REMOVE THE STAKE MOUNTED THRESHOLD LIGHTS SHOWN ON THIS SHEET AND SHEET 6 FOR ACCESS TO THE RUNWAY ENDS FOR THE MILLING AND PAVING EQUIPMENT.

THE REMOVAL, STORAGE, AND REPLACEMENT OF THE LIGHTS WHEN THE TASK IS COMPLETE, AS WELL AS ANY DAMAGE SUSTAINED IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR, WILL BE CONSIDERED INCIDENTAL TO THE PROJECT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

DATE	REVISION	BY							
MT. VERNON AIRPORT MT. VERNON, ILLINOIS A.I.P. PROJ.: 3-17-0074-B12 I.L. PROJ.: MYN-3539									
LAYOUT	CCC	08/16/05	DRAWN	CCC	08/16/05	REVIEWED	RAW	12/12/05	
HANSON Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62705-2886 Offices Nationwide									
RUNWAY 15-33 P.F.C. OVERLAY PROPOSED PAVEMENT PREPARATION PLAN STA. 100+00 TO 110+00									
4									
4 of 29 sheets									

MAR 30, 2006 2:26 PM CCC
 I:\AIRPORTS\MOUNTAIN VERNON\819-06RWYD\AIRPORT\SHEETS\11-11PRP.DWG - Sta. 100+00 to 110+00