

**BITUMINOUS PAVEMENT MILLING (AR401650)**

THE AREAS DESIGNATED AS [Hatched Pattern] ON THIS SHEET SHALL BE REMOVED USING A ROTO-MILLING EQUIPMENT. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE SPECIAL PROVISIONS. THE EXISTING SURFACE WAS PLACED AT A DEPTH OF 1-1/2 TO 2". THE CONTRACTOR WILL MAKE THE FIRST PASS WITH THE MILLER AND COORDINATE CLOSELY WITH THE RESIDENT ENGINEER TO INSURE THAT THE MILL WILL REMOVE ALL OF THE SURFACE LIFT. THE INTENT IS TO REMOVE ALL OF THE EXISTING SURFACE YET PROVIDE A RELATIVELY UNIFORM AND SMOOTH GRADE AND NOT LEAVE A THIN LAYER OF BITUMINOUS SURFACE THAT MAY DELAMINATE FROM THE EXISTING BASE DURING PAVING.

IF A SQUARE STRAIGHT EDGE IS NOT OBTAINED FROM THE MILLING OPERATIONS, THE EXISTING PAVEMENT WILL BE SAWED. SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT MILLING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

MOST OF THE MILLED MATERIAL WILL BE DISPOSED OFF OF THE AIRPORT SITE. SEE SHEET 3, PROPOSED SAFETY PLAN, FOR LOCATION OF WASTE MILLINGS. THE MILLINGS WILL BE USED TO FORM THE PROPOSED HAUL ROUTE AND STAGING AREA.

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 EXCESSIVE AMOUNT OF MILLINGS WILL BE SWEEPED UP AND REMOVED FROM SURROUNDING PAVEMENT SHOULDERS.

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 BY THE CONTRACTOR AND VERIFIED BY THE RESIDENT ENGINEER.

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

**REMOVE & REPLACE BIT. PAVEMENT (AR401910)**

ITEM AR401910 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 PAVEMENT CONDITION AND CRACK SURVEY PERFORMED IN THE FEBRUARY 2009, 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 BY THE CONTRACTOR AND VERIFIED 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 UNLESS OTHERWISE NOTED, AND CENTERED ON THE CRACK. THE DEPTH OF REPAIR WILL BE THE FULL DEPTH OF THE EXISTING PAVEMENT. SEE THE TYPICAL SECTIONS, SHEET 10, FOR THE EXISTING PAVEMENT DEPTHS (BASED ON RECORD AS-BUILT CONSTRUCTION PLANS).

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 NOT TO EXCEED 3 INCHES IN DEPTH. THE FINAL LIFT SHALL BE FLUSH WITH THE SURFACE OF THE EXISTING BITUMINOUS PAVEMENT. EACH LIFT SHALL BE COMPACTED AND ACCEPTED BY THE RESIDENT ENGINEER. THE FINAL LIFT OF SURFACE WILL BE TESTED FOR FINAL ACCEPTANCE. THE SURFACE WILL BE TESTED EVERY 100 S.Y. AND WILL MEET OR EXCEED 93% FOR FULL PAYMENT.

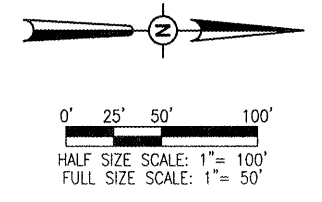
ANY DAMAGE TO THE EXISTING ADJACENT PAVEMENT WILL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE. THE QUANTITY OF PAVEMENT REMOVAL, MILLING AND/OR SAWCUTS, IF UTILIZED, TACK MATERIAL, AND BITUMINOUS SURFACE COURSE MATERIAL (401) NECESSARY TO COMPLETE THIS TASK WILL BE CONSIDERED INCIDENTAL TO THE TASK, 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.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:  
AR401910 REMOVE AND REPLACE BITUMINOUS PAVEMENT - PER S.Y.

**LEGEND**

- [Hatched Pattern] EXISTING PAVEMENT
- [Hatched Pattern] PROPOSED BITUMINOUS PAVEMENT MILLING (2" DEPTH)
- [Solid Black] PROPOSED REMOVE AND REPLACE BITUMINOUS PAVEMENT
- [Solid Black] EXISTING BUILDING
- [Dashed Line] EXISTING PROPERTY LINE
- [Double Line] EXISTING MARKING
- [Double Line] EXISTING ELECTRICAL DUCT
- [Line with Arrow] EXISTING STORM SEWER
- [Line with 'UD'] EXISTING UNDERDRAIN
- [Circle with 'O'] EXISTING STAKE MOUNTED TAXIWAY LIGHT
- [Square with 'O'] EXISTING BASE MOUNTED TAXIWAY LIGHT
- [Square with 'O'] EXISTING STAKE MOUNTED RUNWAY LIGHT
- [Square with 'O'] EXISTING BASE MOUNTED RUNWAY LIGHT
- [Circle with 'O'] EXISTING STAKE MOUNTED RUNWAY THRESHOLD LIGHT
- [Square with 'O'] EXISTING TAXI GUIDANCE SIGN
- [Square with 'O'] EXISTING INLET
- [Circle with 'SS'] EXISTING STORM SEWER MANHOLE
- [Circle with 'CO'] EXISTING UNDERDRAIN CLEAN OUT



DATE	REVISION	BY

TAYLORVILLE MUNICIPAL AIRPORT  
TAYLORVILLE, ILLINOIS

IL. PROJ.: TAZ-3890 A.I.P. PROJ.: 3-17-0100-811

Hanson Project No. 08A0189D_0800	RAW	03/10/09
Filename: R-111PRP.DWG	BAK	03/10/09
Scale: 1" = 50'	KOM	04/14/09
Date: 03/10/09		



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Springfield, Illinois 62703-2886  
Offices Nationwide

REHABILITATE RUNWAY  
18-36 AND TAXIWAY "A"  
PROPOSED PAVEMENT  
PREPARATION PLAN  
STA. 262+00 TO STA. 276+00

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