

TA002

DATE	REVISION	BY

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR150540	HAUL ROUTE	L.S.	1	
AR152480	SHOULDER ADJUSTMENT	S.Y.	3,998	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	5,000	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	36,295	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	1,037	
AR402610	POROUS FRICTION COURSE	TON	3,130	
AR603510	BITUMINOUS TACK COAT	GAL.	12,703	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	35,259	
AR620525	PAVEMENT MARKING-BLACK BORDER	S.F.	214	
AR800481	REMOVE & REPLACE BIT. PAVEMENT, RUNWAY	S.Y.	70	

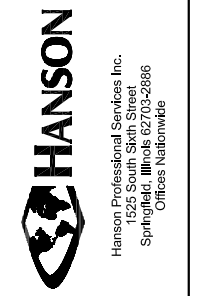
INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	PROPOSED SAFETY PLAN
4	PROPOSED PAVEMENT PREPARATION PLAN STA. 262+00 TO STA. 276+00
5	PROPOSED PAVEMENT PREPARATION PLAN STA. 276+00 TO STA. 290+00
6	PROPOSED PAVEMENT PREPARATION PLAN STA. 290+00 TO STA. 302+00
7	PROPOSED CONSTRUCTION PLAN STA. 262+00 TO STA. 276+00
8	PROPOSED CONSTRUCTION PLAN STA. 276+00 TO STA. 290+00
9	PROPOSED CONSTRUCTION PLAN STA. 290+00 TO STA. 302+00
10	PROPOSED TYPICAL SECTIONS
11	PROPOSED MARKING PLAN STA. 262+00 TO STA. 276+00
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13	PROPOSED MARKING PLAN STA. 290+00 TO STA. 302+00

TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS

IL. PROJ.: TAZ-3890 A.I.P. PROJ.: 3-17-0100-B11

Hanson Project No. 08A0189D_0800	Filename R-002FLP.DWG	LAYOUT	RAW	03/10/09
Scale NOT TO SCALE	Date 03/10/09	DRAWN	BAK	03/10/09
		REVIEWED	RAW	04/02/09



REHABILITATE RUNWAY
18-36 AND TAXIWAY "A"

SUMMARY OF QUANTITIES
AND
INDEX TO SHEETS

SCOPE OF WORK

PROJECT INCLUDES: THE RECONSTRUCTION OF RUNWAY 18-36, TAXIWAY A, AND EACH OF THE INTERSECTING CROSSOVER TAXIWAYS BY MILLING AND REPLACEMENT OF THE BITUMINOUS SURFACE ON RUNWAY 18-36 AND EACH CROSSOVER AND REMOVAL AND REPLACEMENT OF BITUMINOUS PAVEMENT FAILURE ON TAXIWAY A. ASSOCIATED WORK INCLUDES CLEANING AND SEALING OF CRACKS, REMOVAL AND REPLACEMENT OF BITUMINOUS PAVEMENT, AND PAVEMENT MARKING.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE PROPOSED GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY.

UTILITY NOTE

NO EXCAVATION IS ANTICIPATED AS PART OF THIS PROJECT, HOWEVER IF EXCAVATION BECOMES NECESSARY THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL UNDERGROUND NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UNDERGROUND IMPROVEMENTS WILL BE LOCATED AT THE CONTRACTOR'S OWN EXPENSE PRIOR TO THE START OF CONSTRUCTION ACTIVITIES THAT COULD IMPACT UNDERGROUND UTILITIES.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI-TRAILER TRUCK. RUNWAY 9R-27L WILL BE CLOSED ON DAYS WHICH MILLING AND PAVING OPERATIONS ARE TO OCCUR WITHIN THE AREA BETWEEN CRITICAL POINT NO. 1 AND NO. 2 (200' EITHER SIDE OF RUNWAY 9R-27L).

HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL CONSTRUCT AND USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE HAUL ROUTE AND PARKING AREA (AS NECESSARY) WILL BE CONSTRUCTED USING THE WASTE MILLINGS FROM RUNWAY 18-36 AND THE TAXIWAYS. THE PROPOSED PARKING AREA SHOWN SHALL BE SIZED TO ACCOMMODATE THE CONTRACTOR'S EQUIPMENT AND NO LARGER. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR WILL RESTORE THE PARKING AREA AND LEAVE THE HAUL ROUTE IN PLACE TO THE SIZE AND SHAPE INDICATED ON THE PAVEMENT PREPARATION PLAN. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL GRADE, FERTILIZE, SEED AND MULCH AREAS ADJACENT TO THE HAUL ROUTE THAT MAY BE DAMAGED AS A RESULT OF THE PROJECT TO RESTORE IT TO ITS ORIGINAL CONDITION. THE CONTRACTOR WILL ROLL THE SOD STRIP AREA FROM SPRESSER STREET TO APPROXIMATELY 100 FEET WEST OF RUNWAY 18-36 CENTERLINE. ROLLING OF THE SOD STRIP AND RESTORATION OF THE AREAS ADJACENT TO THE HAUL ROUTE WILL BE CONSIDERED INCIDENTAL TO THE HAUL ROUTE PAY ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CONTRACTOR RESPONSIBILITIES

THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON THIS SHEET. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THIS AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

THE CONTRACTOR SHALL MAKE EVERY EFFORT TO PROVIDE ACCESS BETWEEN RUNWAY 9R-27L, THE FUEL FARM, AND HANGARS. RUNWAY 9R-27L WILL BE OPEN ON THE WEEKEND AND ACCESS TO FUEL AND THE HANGARS WILL BE MAXIMIZED.

ALL WORK PERFORMED SHALL BE DONE IN AN ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

NO TRENCHES OR HOLES WILL REMAIN OPEN OVERNIGHT.

LEGEND

- EXISTING IMPROVEMENTS
- PROPOSED IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
- PROPOSED BENCHMARK
- PROPOSED BARRICADES
- PROPOSED TRAFFIC CONES

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.

J.U.L.I.E. INFORMATION

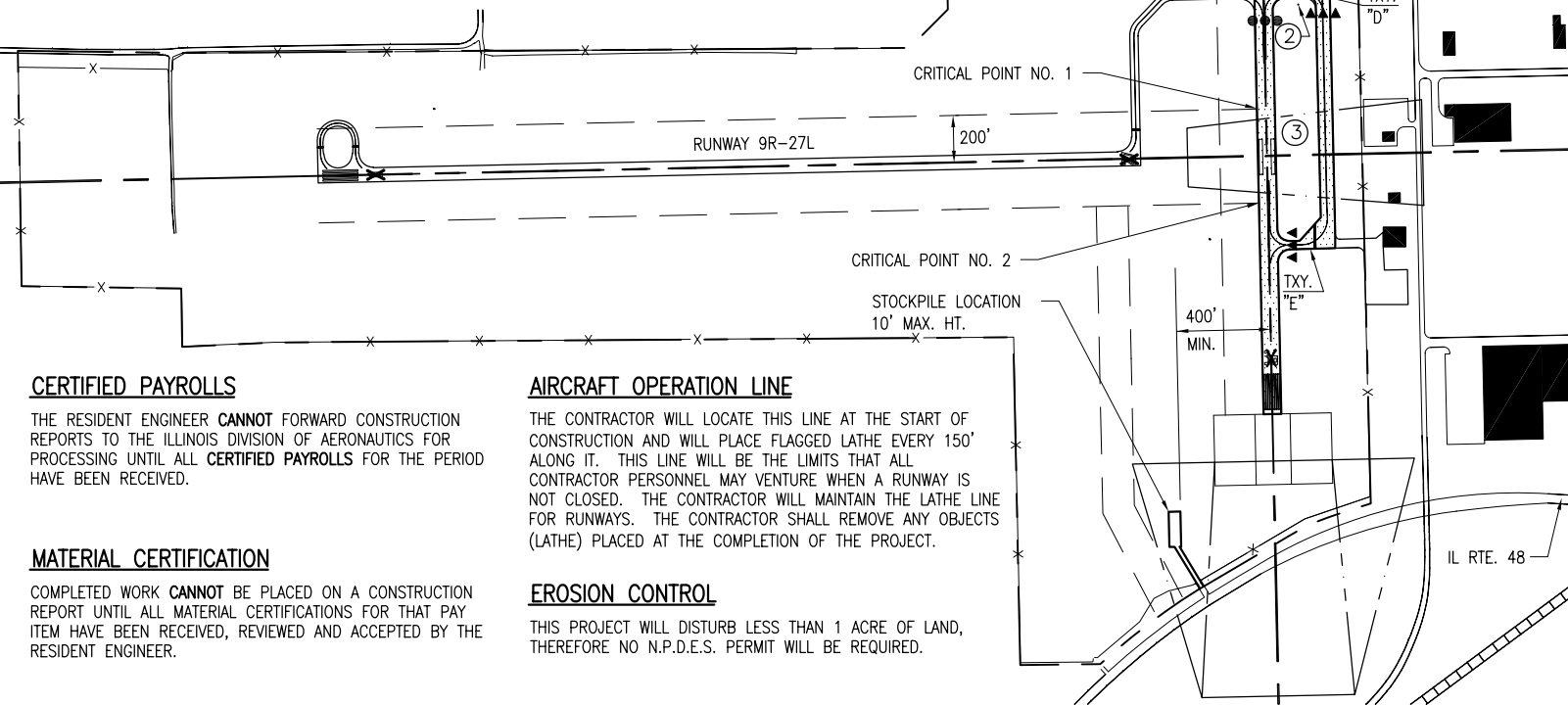
COUNTY: CHRISTIAN
 CITY: TAYLORVILLE
 TOWNSHIP: TAYLORVILLE
 SECTION NO.: 32
 ADDRESS: TAYLORVILLE MUNICIPAL AIRPORT
 R.R. #3, BOX 364
 TAYLORVILLE, ILLINOIS 62568

CRITICAL POINT NO. 1 DATA

N: 1,043,926.76
 E: 2,533,266.89
 LATITUDE: 39° 31' 49.51"
 LONGITUDE: 89° 19' 39.13"
 ELEVATION: 616'
 DESCRIPTION: WEST EDGE OF PAVEMENT OF RUNWAY 18-36, 200' NORTH OF RUNWAY RUNWAY 9R-27L CENTERLINE.

CRITICAL POINT NO. 2 DATA

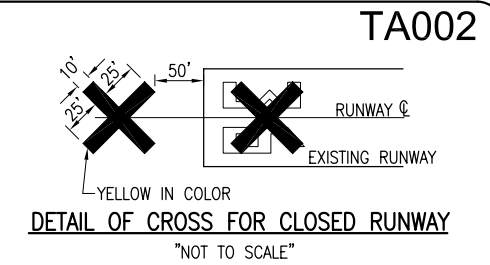
N: 1,043,526.76
 E: 2,533,275.81
 LATITUDE: 39° 31' 45.56"
 LONGITUDE: 89° 19' 39.06"
 ELEVATION: 616'
 DESCRIPTION: WEST EDGE OF PAVEMENT OF RUNWAY 18-36, 200' SOUTH OF RUNWAY RUNWAY 9R-27L CENTERLINE.



BENCHMARK DATA		
NO.	DESCRIPTION	ELEV.
1	"TAYPORT", STAINLESS STEEL ROD	614.22
2	CHISELED "X" ON SW CORNER OF CONC. PAD, "36-18" SIGN	616.05
3	CHISELED "X" ON SW CORNER OF CONC. PAD OF DROP INLET	616.05

BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS SHOWN OR AS DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY-BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE UNDER ITEM AR150530 TRAFFIC MAINTENANCE, PER LUMP SUM, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. NO BARRICADE WILL BE USED ON A RUNWAY SURFACE, ONLY TRAFFIC CONES WHERE NECESSARY.



NOTE:

COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE AIRPORT MANAGER. THE CROSSES WILL BE PLACED AS SHOWN AND SECURED IN A MANNER APPROVED BY THE MANAGER. THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES INCLUDING ANY TURF DAMAGE FROM THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED. A MINIMUM OF THREE SETS OF CLOSURE MARKERS SHALL BE PROVIDED BY THE CONTRACTOR FOR USE THROUGHOUT THE PROJECT.

PROPOSED SAFETY PLAN

GENERAL - THE TAYLORVILLE MUNICIPAL AIRPORT IS COMPRISED OF THREE RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING RUNWAY 18-36 (N-S RUNWAY), AS WELL AS THE SOD STRIP, (RUNWAY 9L-27R), THROUGHOUT THE DURATION OF THE PROJECT. RUNWAY 9R-27L SHALL BE CLOSED DURING MAINLINE PAVING AND MILLING OPERATIONS. RUNWAY 9R-27L WILL BE OPEN AFTER 5 P.M. EACH FRIDAY AND CLOSED, IF REQUIRED, EACH MONDAY MORNING. TAXIWAY "A" WILL BE CLOSED WHEN WORK IS BEING ACCOMPLISHED WITHIN 80 FT OF THE TAXIWAY CENTERLINE. THE TAXIWAY WILL BE OPEN TO PROVIDE ACCESS FROM RUNWAY 9R-27L, THE FUEL FARM, AND HANGARS WHENEVER CONSTRUCTION ACTIVITIES ARE HALTED AND DURING THE WEEKENDS. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAYS AND TAXIWAYS WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ALL AIRFIELD PAVEMENTS WITHIN THE PROJECT AREA SHALL BE BROOMED CLEAN PRIOR TO BEING REOPENED. THE AIRPORT PERSONNEL WILL INSPECT THE RUNWAY/TAXIWAY PRIOR TO OPENING.

ACCESS TO RUNWAY 9R-27L, THE FUEL FARM AND THE HANGARS WILL BE MAINTAINED THROUGHOUT THE PROJECT EXCEPT DURING PAVING AND MILLING OPERATIONS AS DESCRIBED ABOVE. THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE TO THE RESIDENT ENGINEER PRIOR TO WORK BEGINNING, DEFINING THE ORDER IN WHICH THE WORK SHALL BE ACCOMPLISHED. THE RESPECTIVE WORK AREAS WILL BE BARRICADED AS SHOWN TO PREVENT INADVERTANT TAXIING INTO ACTIVE CONSTRUCTION AREAS. AT NO TIME WILL BARRICADES BE USED ON A RUNWAY SURFACE TO MAINTAIN OR LIMIT TRAFFIC.

IDENTIFICATION - WHEN THE CONTRACTORS VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (122.80 MHz) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE TAYLORVILLE MUNICIPAL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

150-ENGINEER'S FIELD OFFICE NOTES

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE FURNISHED, MAINTAINED, AND REMOVED IN ACCORDANCE WITH ITEM AR150510 "ENGINEER'S FIELD OFFICE" AS STATED ON PAGE 168 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE LOCATION OF THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.

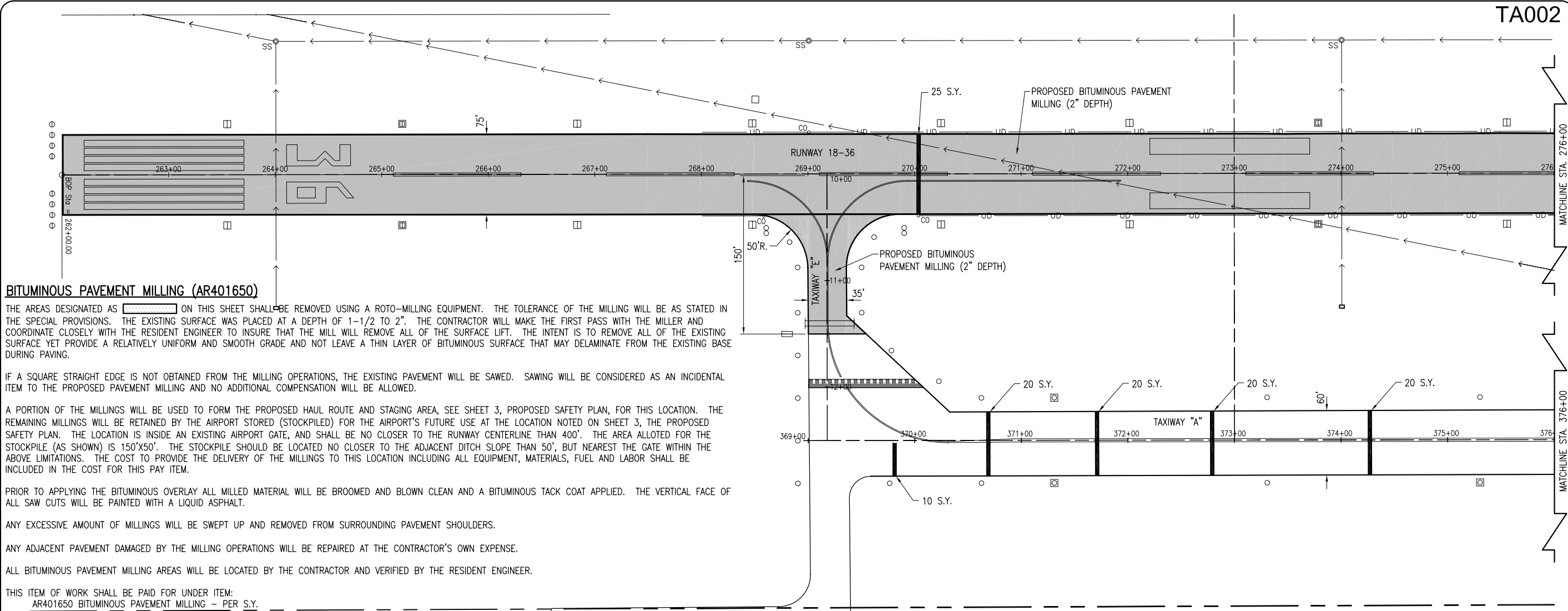
THE ENGINEERING FIRM WILL MAKE PAYMENT FOR ALL LONG DISTANCE TELEPHONE CALLS IN EXCESS OF ONE HUNDRED DOLLARS (\$100.00) PER MONTH.

THE CONTRACTOR WILL FURNISH A CELL PHONE TO THE RESIDENT ENGINEER FOR HIS EXCLUSIVE USE FOR THE DURATION OF THIS PROJECT. THE RESIDENT ENGINEER WILL USE THIS PHONE FOR PROJECT BUSINESS ONLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CHARGES ASSOCIATED WITH THIS CELL PHONE.

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE PAID FOR UNDER ITEMS: AR150510 ENGINEER'S FIELD OFFICE ____ 1 L.S.

JUN 05, 2009 12:30 PM WALLE00723 I:\AIRPORTS\T.VILLE\08A0189D\CADD\AIRPORT_SHEET\R-003SFY.DWG - SAFETY

<p>TA002</p>	
<p>DATE: _____</p> <p>REVISION: _____</p> <p>BY: _____</p>	<p>DATE: _____</p> <p>REVISION: _____</p> <p>BY: _____</p>
<p>TAYLORVILLE MUNICIPAL AIRPORT TAYLORVILLE, ILLINOIS</p>	
<p>IL. PROJ.: TAZ-3890 A.I.P. PROJ.: 3-17-0100-B11</p>	
<p>Hanson Project No. 08A0189D_0800 File Name: R-003SFY.DWG Scale: 1" = 400' Date: 03/10/09</p>	
<p>LAYOUT: 03/10/09</p> <p>RAW: 03/10/09</p>	<p>BAK: 03/10/09</p> <p>KDM: 04/14/09</p>
<p>HANSON Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-5286 Offices Nationwide</p>	
<p>REHABILITATE RUNWAY 18-36 AND TAXIWAY "A"</p>	
<p>PROPOSED SAFETY PLAN</p>	
<p>3</p> <p>3 of 13 sheets</p>	



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.

A PORTION OF THE MILLINGS WILL BE USED TO FORM THE PROPOSED HAUL ROUTE AND STAGING AREA, SEE SHEET 3, PROPOSED SAFETY PLAN, FOR THIS LOCATION. THE REMAINING MILLINGS WILL BE RETAINED BY THE AIRPORT STORED (STOCKPILED) FOR THE AIRPORT'S FUTURE USE AT THE LOCATION NOTED ON SHEET 3, THE PROPOSED SAFETY PLAN. THE LOCATION IS INSIDE AN EXISTING AIRPORT GATE, AND SHALL BE NO CLOSER TO THE RUNWAY CENTERLINE THAN 400'. THE AREA ALLOTTED FOR THE STOCKPILE (AS SHOWN) IS 150'X50'. THE STOCKPILE SHOULD BE LOCATED NO CLOSER TO THE ADJACENT DITCH SLOPE THAN 50', BUT NEAREST THE GATE WITHIN THE ABOVE LIMITATIONS. THE COST TO PROVIDE THE DELIVERY OF THE MILLINGS TO THIS LOCATION INCLUDING ALL EQUIPMENT, MATERIALS, FUEL AND LABOR SHALL BE INCLUDED IN THE COST FOR THIS PAY ITEM.

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 & REPLACE BIT. 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.

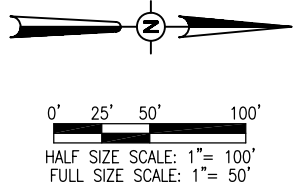
THE BOTTOM OF THE TRENCH WILL BE CLEANED AND COMPACTED TO PREVENT FUTURE SETTLEMENT, AND ACCEPTED BY THE RESIDENT ENGINEER. ONCE THE TRENCH IS CLEANED, THE BASE AGGREGATE COMPACTED, AND ACCEPTED, AN APPLICATION OF BITUMINOUS TACK MATERIAL WILL BE APPLIED TO THE VERTICAL BITUMINOUS FACE AND THE AGGREGATE 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 & REPLACE BIT. PAVEMENT - PER S.Y.

- LEGEND**
- [Solid Grey] EXISTING PAVEMENT
 - [Hatched] PROPOSED BITUMINOUS PAVEMENT MILLING (2" DEPTH)
 - [Thick Solid Black] PROPOSED REMOVE AND REPLACE BITUMINOUS PAVEMENT
 - [Thin Solid Black] EXISTING BUILDING
 - [Dashed] EXISTING PROPERTY LINE
 - [Double Line] EXISTING MARKING
 - [Line with Dots] 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 'R'] EXISTING STAKE MOUNTED RUNWAY LIGHT
 - [Square with 'B'] EXISTING BASE MOUNTED RUNWAY LIGHT
 - [Circle with 'S'] EXISTING STAKE MOUNTED RUNWAY THRESHOLD LIGHT
 - [Square with 'T'] EXISTING TAXI GUIDANCE SIGN
 - [Square with 'I'] EXISTING INLET
 - [Circle with 'SS'] EXISTING STORM SEWER MANHOLE
 - [Circle with 'CO'] EXISTING UNDERDRAIN CLEAN OUT

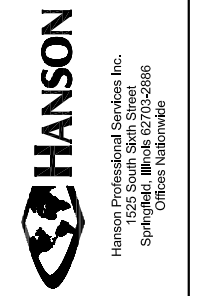


DATE	REVISION	BY

TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS

IL. PROJ.: TAZ-3890 A.I.P. PROJ.: 3-17-0100-B11

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

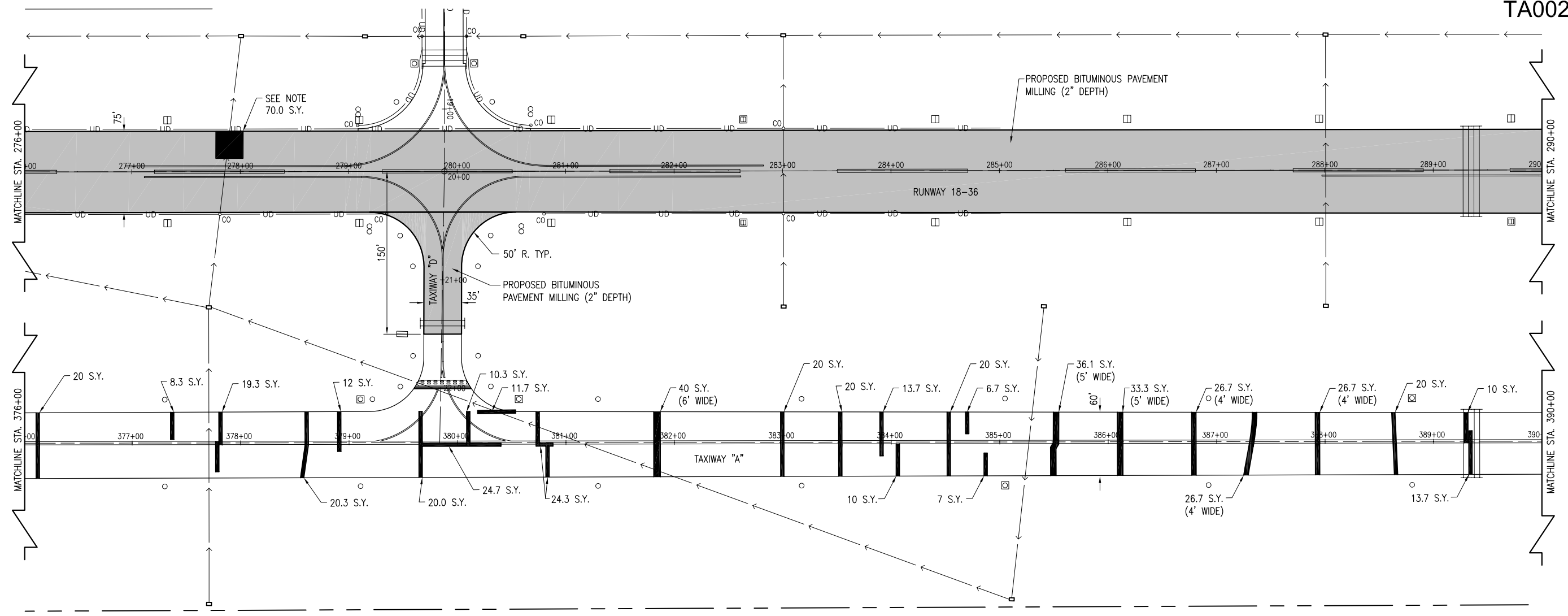


REHABILITATE RUNWAY 18-36 AND TAXIWAY "A"

PROPOSED PAVEMENT PREPARATION PLAN

STA. 262+00 TO STA. 276+00

JUN 05, 2009 12:35 PM WALLE00723 I:\AIRPORTS\TAYLORVILLE\08A0189D\CADD\AIRPORT\SHEET\R-111PRP.DWG - STA. 262+00 TO STA. 276+00



CLEANING AND SEALING BITUMINOUS CRACKS

A NOMINAL AMOUNT OF CLEANING AND SEALING OF BITUMINOUS CRACKS IS INCLUDED IN THE PROJECT TO ADDRESS AREAS THAT MAY WARRANT SEALING FOLLOWING THE MILLING OPERATIONS. THE AMOUNT INCLUDED IS 5000 LINEAL FEET. THE RESIDENT ENGINEER SHALL INSPECT THE PAVEMENT SURFACE FOLLOWING THE MILLING OPERATIONS AND IDENTIFY THE CRACKS THAT WILL REQUIRE CLEANING AND SEALING.

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR CLEANING AND SEALING WILL BE DONE SO AS STATED IN THE SPECIAL PROVISIONS.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR201661 "CLEANING & SEALING BITUMINOUS CRACKS" - PER L.F.

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 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED MAY 11, 2007.

THIS ITEM SHALL BE USED IN ITEM AR401910 - REMOVE & REPLACE BIT. PAVEMENT, PER S.Y.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS SURFACE COURSE METHOD 1, SUPERPAVE.

THE PROPOSED BITUMINOUS SURFACE COURSE METHOD 1, SUPERPAVE WILL BE DESIGNED TO A SUPERPAVE DESIGN OF (LESS) THAN 60,000 POUNDS.

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:

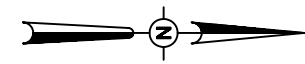
ALL PAVEMENT EDGES (LONGITUDINAL, RADIUS, AND PAVEMENT ENDS) MUST BE LEFT IN PROPER ALIGNMENT AS SHOWN ON THE PLANS. THIS MAY BE ACCOMPLISHED BY THE TRIMMING METHOD OUTLINED ABOVE OR AT THE CONTRACTOR'S OPTION BY SAWING AFTER THE PAVING HAS BEEN COMPLETED. NO ADDITIONAL COMPENSATION WILL BE MADE IF THE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

REMOVE & REPLACE BIT. PAVEMENT, RUNWAY

FOLLOWING THE COMPLETION OF THE CONSTRUCTION PLANS AN ADDITIONAL AREA OF PAVEMENT FAILURE WAS OBSERVED AND IS PROPOSED TO BE REPAIRED AS PART OF THE PROJECT. AS A TEMPORARY MEASURE, THE IMMEDIATE AREA OF FAILURE WAS EXCAVATED AND BACKFILLED WITH PORTLAND CEMENT CONCRETE. THE EXTENT OF THE TEMPORARY REPAIR MEASURES APPROXIMATELY 24-INCHES X 24-INCHES, AND EXTENDS APPROXIMATELY 30-INCHES IN DEPTH. THIS VOLUME OF CONCRETE WILL REQUIRE REMOVAL AND THE AREA REPAIRED IN ACCORDANCE WITH THE CONSTRUCTION PLANS AND THE SPECIAL PROVISION FOR ITEM AR800481 - REMOVE & REPLACE BIT. PAVEMENT, RUNWAY.

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING (2" DEPTH)
- PROPOSED REMOVE AND REPLACE BITUMINOUS PAVEMENT
- EXISTING PROPERTY LINE
- EXISTING MARKING
- EXISTING ELECTRICAL DUCT
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING STAKE MOUNTED RUNWAY LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING TAXI GUIDANCE SIGN
- EXISTING INLET
- EXISTING UNDERDRAIN CLEAN OUT



0' 25' 50' 100'
HALF SIZE SCALE: 1" = 100'
FULL SIZE SCALE: 1" = 50'

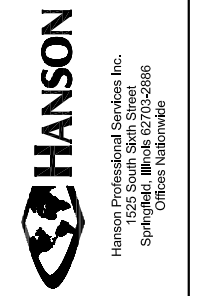
JUN 05, 2009 12:34 PM WALLE00723 I:\AIRPORTS\TAVILLE\08A0189D\CADD\AIRPORT\SHHEE\R-111PRP.DWG - STA. 276+00 TO STA. 290+00

DATE	REVISION	BY

TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS

IL. PROJ.: TAZ-3890 A.I.P. PROJ.: 3-17-0100-B11

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



REHABILITATE RUNWAY
18-36 AND TAXIWAY "A"

PROPOSED PAVEMENT
PREPARATION PLAN

STA. 276+00 TO STA. 290+00