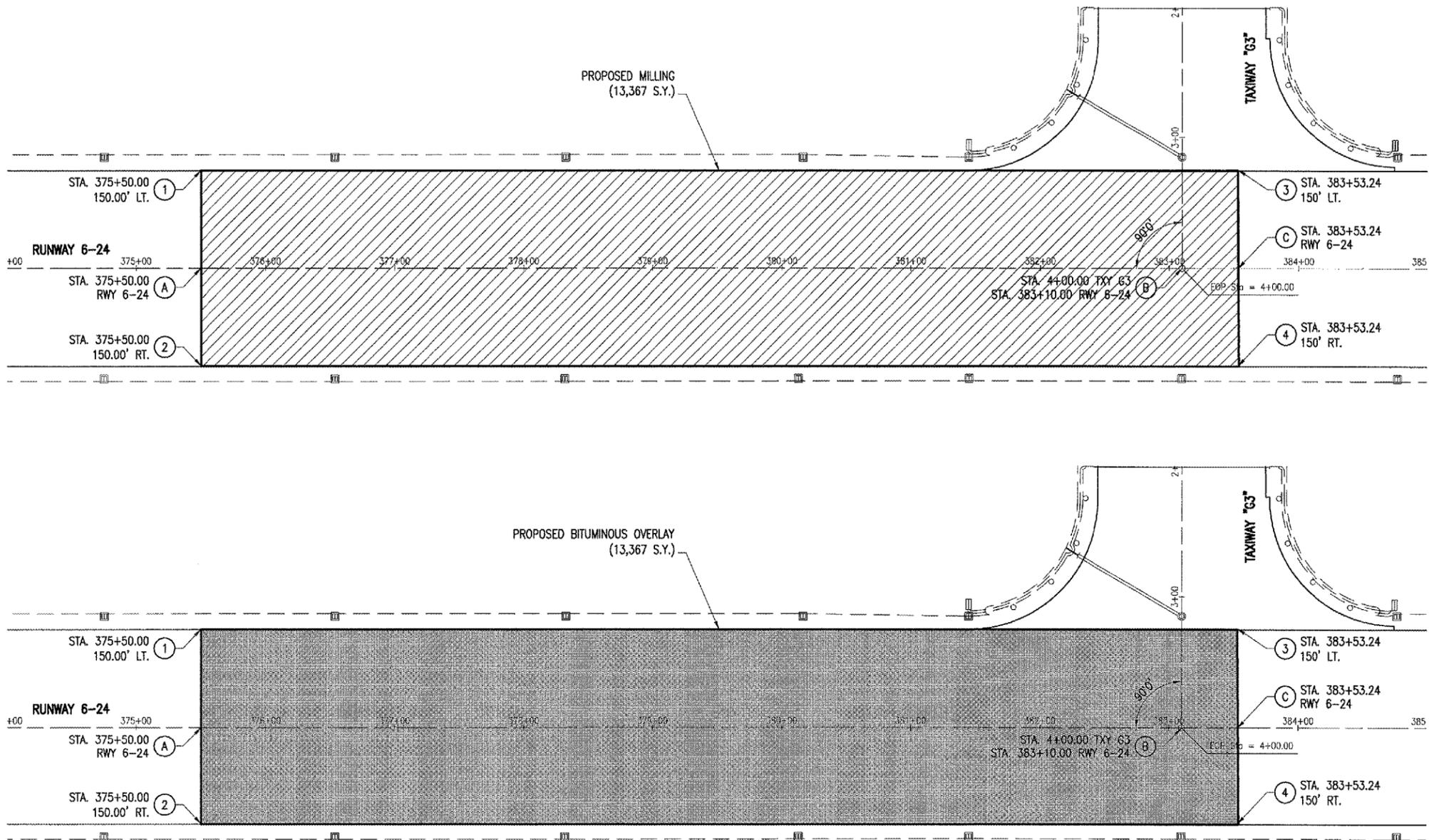


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BITUMINOUS PAVEMENT MILLING (AR401650) DE067

THE DESIGNATED MILLING AREAS ON THIS SHEET WILL BE CUT OR TRIMMED AS SHOWN ON THE CROSS-SECTIONS. THE CUTTING OR TRIMMING WILL BE DONE BY ROTO-MILLING. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE SPECIAL PROVISIONS FOR BITUMINOUS SURFACE COURSE, 401-4.14 SURFACE TEST OF STANDARD SPECIFICATIONS.

WHERE THE BITUMINOUS SURFACING MATCHES EXISTING PAVEMENT, THE EXISTING PAVEMENT WILL BE SAWS IF A VERTICAL FACE IS NOT ACHIEVED BY THE MILLING OPERATIONS. SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT MILLING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL MILLED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

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 ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

UTILITIES

ELECTRICAL CABLES PARALLEL THE PAVEMENTS WITH 10' TO 15' SEPARATION AND ARE BURIED AT A DEPTH OF APPROXIMATELY 18 INCHES. ALSO, OTHER CABLES ARE BURIED IN THE VICINITY. BEFORE ANY DIGGING OR TRENCHING, ALL CABLES ARE TO BE LOCATED BY THE CONTRACTOR.

BITUMINOUS SURFACE COURSE NOTES:

1. THE BITUMINOUS MIX FOR THIS PROJECT SHALL COMPLY WITH ITEM AR401004 BITUMINOUS SURFACE COURSE - METHOD II, SUPERPAVE AS STATED IN THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
2. IN TABLE 2 SUPERPAVE DESIGN CRITERIA TRAFFIC MIXTABLE, USE CRITERIA FOR AIRCRAFT OVER 60,000 FOR RUNWAY AND TAXIWAY.

LEGEND

- EXISTING PAVEMENT
- PROPOSED MILLING
- PROPOSED BITUMINOUS PAVEMENT
- EXISTING ELECTRICAL CABLE
- EXISTING BASE MOUNT RUNWAY LIGHT
- EXISTING FLUSH MOUNT RUNWAY LIGHT
- EXISTING BASE MOUNT TAXIWAY LIGHT
- EXISTING STAKE MOUNT TAXIWAY LIGHT
- EXISTING TAXIWAY GUIDANCE SIGN

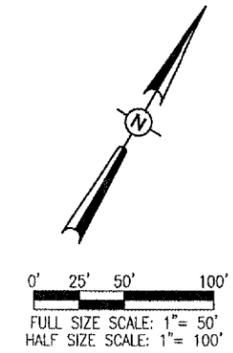
SCOPE OF WORK

THE WORK CONSISTS OF THE RECONSTRUCTION OF RUNWAY 6/24 BETWEEN STA. 375+50 AND STA. 383+53.24. THE WORK INCLUDES MILLING, ASPHALT PAVING, GROOVING, EARTH SHOULDERS, SEEDING, MULCHING, RUNWAY AND TAXIWAY MARKING.

ID.	STATION	OFFSET	NORTHING	EASTING
A	375+50.00	0	1154275.55	837153.05
B	383+10.00	0	1154661.62	837807.69
C	383+53.24	0	1154683.58	837844.94

NO.	STATION	OFFSET	NORTHING	EASTING
1	375+50.00	150.00' LT.	1154340.15	837114.96
2	375+50.00	150.00' RT.	1154211.28	837190.95
3	383+53.24	150.00' LT.	1154748.79	837806.48
4	383+53.24	150.00' RT.	1154619.43	837882.77

ITEM No.	DESCRIPTION	UNIT	QUANTITY	AS BUILT QUANTITY
AR401610	BITUMINOUS SURFACE COURSE	TON	3,079	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	13,388	
AR603510	BITUMINOUS TACK COAT	GAL.	4,017	



DECATUR AIRPORT DECATUR, ILLINOIS A.I.P. PROJ.: 3-17-0033-30 I.L. PROJ.: DEC-3667	RECONSTRUCT A PORTION OF RUNWAY 6/24, TAXIWAY A AND C RWY 6-24 RECONSTRUCTION PROPOSED CONSTRUCTION PLAN	6 of 26 sheets	REVISION DATE	802-07RWY R-12\CON.DWG Scale: 1"=50' Date: 12/01/06	LAYOUT CCC 12/01/06	DRAWN CCC 12/01/06	REVIEWED WJM/RAW 12/15/06
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