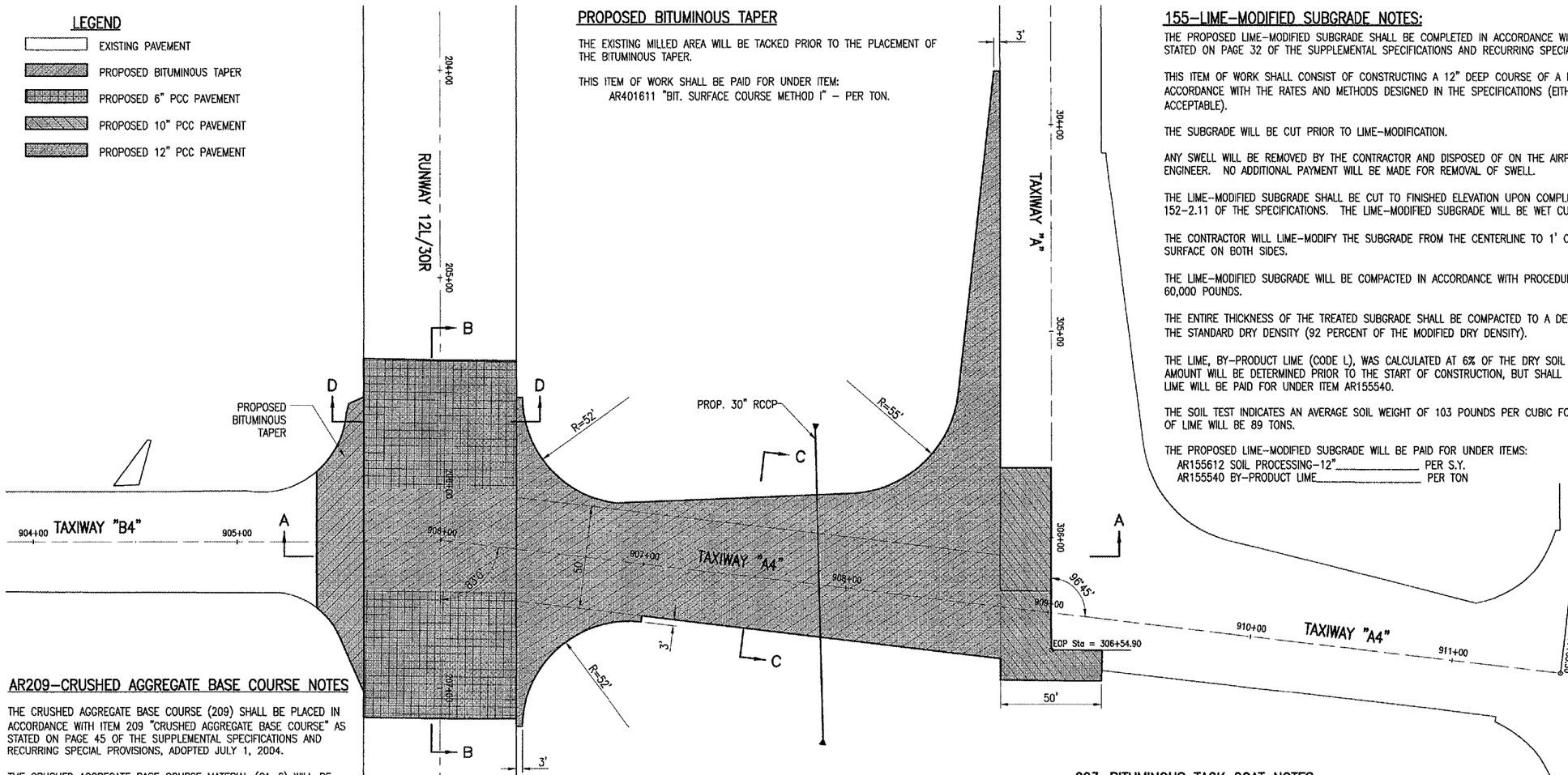
SD047

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS TAPER
- PROPOSED 6" PCC PAVEMENT
- PROPOSED 10" PCC PAVEMENT
- PROPOSED 12" PCC PAVEMENT



PROPOSED BITUMINOUS TAPER

THE EXISTING MILLED AREA WILL BE TACKED PRIOR TO THE PLACEMENT OF THE BITUMINOUS TAPER.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR401611 "BIT. SURFACE COURSE METHOD 1" – PER TON.

155-LIME-MODIFIED SUBGRADE NOTES:

THE PROPOSED LIME-MODIFIED SUBGRADE SHALL BE COMPLETED IN ACCORDANCE WITH ITEM 155 "LIME TREATED SUBGRADE" AS STATED ON PAGE 32 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING A 12" DEEP COURSE OF A MIXTURE OF SOIL, LIME AND WATER IN ACCORDANCE WITH THE RATES AND METHODS DESIGNED IN THE SPECIFICATIONS (EITHER THE WET OR DRY METHODS IS ACCEPTABLE).

THE SUBGRADE WILL BE CUT PRIOR TO LIME-MODIFICATION.

ANY SWELL WILL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF ON THE AIRPORT SITE AS DIRECTED BY THE RESIDENT ENGINEER. NO ADDITIONAL PAYMENT WILL BE MADE FOR REMOVAL OF SWELL.

THE LIME-MODIFIED SUBGRADE SHALL BE CUT TO FINISHED ELEVATION UPON COMPLETION (0.05+) IN ACCORDANCE TO SECTION 152-2.11 OF THE SPECIFICATIONS. THE LIME-MODIFIED SUBGRADE WILL BE WET CURED FOR 2 DAYS.

THE CONTRACTOR WILL LIME-MODIFY THE SUBGRADE FROM THE CENTERLINE TO 1' OUTSIDE OF THE PROPOSED PAVEMENT SURFACE ON BOTH SIDES.

THE LIME-MODIFIED SUBGRADE WILL BE COMPACTED IN ACCORDANCE WITH PROCEDURES FOR AIRCRAFT WEIGHING (MORE) THAN 60,000 POUNDS.

THE ENTIRE THICKNESS OF THE TREATED SUBGRADE SHALL BE COMPACTED TO A DENSITY OF NOT LESS THAN (95 PERCENT OF THE STANDARD DRY DENSITY (92 PERCENT OF THE MODIFIED DRY DENSITY).

THE LIME, BY-PRODUCT LIME (CODE L), WAS CALCULATED AT 6% OF THE DRY SOIL WEIGHT AT MAXIMUM DENSITY. THE ACTUAL AMOUNT WILL BE DETERMINED PRIOR TO THE START OF CONSTRUCTION, BUT SHALL NOT EXCEED 6% BY WEIGHT. THE COST OF LIME WILL BE PAID FOR UNDER ITEM AR155540.

THE SOIL TEST INDICATES AN AVERAGE SOIL WEIGHT OF 103 POUNDS PER CUBIC FOOT. THEREFORE, THE MAXIMUM TONNAGE OF LIME WILL BE 89 TONS.

THE PROPOSED LIME-MODIFIED SUBGRADE WILL BE PAID FOR UNDER ITEMS:
AR155612 SOIL PROCESSING-12"_____ PER S.Y.
AR155540 BY-PRODUCT LIME_____ 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 PAVEMENT. THE CRUSHED AGGREGATE BASE COURSE MATERIAL WILL BE 4" IN DEPTH AND COMPACTED TO NOT LESS THAN 95 PERCENT DENSITY OF THE MODIFIED PROCTOR.

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 MODIFIED 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."

AR401611 BITUMINOUS SURFACE COURSE – METHOD 1

THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR401001 "BITUMINOUS SURFACE COURSE-METHOD 1" AS STATED ON PAGE 245 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING 1 LIFT OF BITUMINOUS SURFACE COURSE (2 INCH DEPTH EACH) ON THE EXISTING BITUMINOUS PAVEMENT & REPLACEMENT OF PAVEMENT REMOVAL ALSO.

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 MARSHALL DESIGN OF (MORE) 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.

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.

0' 15' 30' 60'
FULL SIZE SCALE: 1"= 30'
HALF SIZE SCALE: 1"= 60'

DATE	REVISION	BY

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B17
IL PROJ.: CPS-3664

HSI Project No. 845077XYO 0800
Filename R-121CON.DWG
Scale 1"=30'
Date 1/12/07

LAYOUT	JAC	1/12/07
DRAWN	CCC	1/12/07
REVIEWED	CAH	01/26/07

HANSON
Hanson Professional Services Inc.
4227 Earth City Expressway, Suite 130
St. Louis, MO 63045-1308
Offices Nationwide

CONSTRUCT TAXIWAY "A4"

PROPOSED CONSTRUCTION PLAN

APR 18, 2007 1:10 PM BAK
I:\AIRPORTS\ST. LOUIS DOWNTOWN\845077XY\AIRPORT\SHEETS\R-121CON.DWG - Construction Plan