

**GENERAL PAVEMENT PREPARATION NOTES**

THE CONTRACTOR WILL BE RESPONSIBLE FOR THE FOLLOWING WORK ITEMS BEFORE A TACK COAT CAN BE APPLIED:

- \* BLADE THE EARTH AND SOD BACK FROM EDGE OF THE PAVEMENT.
- \* USE A PESTICIDE TO KILL ALL WEEDS ON THE EXISTING PAVEMENT SURFACE.
- \* ONCE THE WEEDS HAVE DIED USE A TORCH TO BURN OFF WEEDS.
- \* POWER BROOM THE LOOSE UNWANTED MATERIAL OFF THE PAVEMENT.

THE ABOVE WORK WILL BE CONSIDERED INCIDENTAL TO PAY ITEM AR603510 "BITUMINOUS TACK COAT" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**TIE DOWN REMOVAL NOTES**

THE EXISTING TIE DOWNS LOCATED IN THE AREAS TO BE OVERLAID WILL BE REMOVED AND DISPOSED OF OFF THE AIRPORT SITE.

THE CONTRACTOR WILL SEPARATE THE TIE DOWNS TO BE REMOVED FROM THE SURROUNDING PAVEMENT PRIOR TO PULLING THE TIE DOWN OUT. REMOVAL OF THE TIE DOWN WILL NOT CAUSE ANY DISPLACEMENT OF THE SURROUNDING PAVEMENT. ANY DISPLACEMENT WILL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER.

THE CONTRACTOR WILL BACKFILL THE HOLE WITH CRUSHED AGGREGATE OR SAND TO THE TOP OF THE EXISTING SUBGRADE AND BACKFILL THE REMAINING PORTION WITH BITUMINOUS TO EXISTING GRADE PRIOR TO PROPOSED BITUMINOUS OVERLAY. SEE DETAIL ON THIS SHEET.

THE REMOVAL AND DISPOSAL OF THE TIE DOWNS AND BACKFILLING OF THE HOLES WILL BE PAID FOR UNDER ITEM:  
AR510900 "REMOVE TIE DOWN" - PER EACH

**AR401655 BUTT JOINT CONSTRUCTION NOTES**

THE PROPOSED BUTT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM AR401655 "BUTT JOINT CONSTRUCTION" AS STATED ON PAGE 295 OF THE SUPPLEMENTAL SPECIFICATION AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THIS ITEM SHALL CONSIST OF REMOVING THE EXISTING BITUMINOUS PAVEMENT SURFACE BY MILLING IN ORDER TO CONSTRUCT A BUTT JOINT FOR THE TRANSITION OF THE PROPOSED BITUMINOUS OVERLAY AT THE LOCATIONS AS SHOWN ON THE PLANS.

THE PAVEMENT SURFACE WILL THEN BE MILLED TO A DEPTH OF 0.125' AT THE BUTT END AND WILL TAPER TO 0 IN. AT THE OPPOSITE END. THE PLANNER MUST BE CAPABLE OF MILLING THE SURFACE TO THE DESIRED ELEVATIONS AND GRADES.

PRIOR TO THE PLACEMENT OF THE BITUMINOUS SURFACE COURSE (401), 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 0.15 GAL/SY. 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.

THE PAVEMENT MILLING WILL BE PAID FOR UNDER ITEM:  
AR401655 "BUTT JOINT CONSTRUCTION" - PER SQUARE YARD

**PAVEMENT SAWING NOTES**

THE PROPOSED SAWING WILL PROVIDE A STRAIGHT PAVEMENT EDGE TO BUTT AGAINST.

THE RESIDENT ENGINEER WILL MARK THE PROPOSED SAW LINE IN THE FIELD.

ANY BITUMINOUS PAVEMENT CUT FROM THE SAWING OPERATIONS WILL BE COLLECTED AND DISPOSED OF OFF THE AIRPORT SITE.

THE SAWING AND DISPOSAL OF ANY WASTE MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED

**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 (SPRING 2006), 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.

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 OF THICKNESS NO GREATER THAN 3". 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. NO NUCLEAR DENSITY TESTING SHALL BE REQUIRED TO COMPLETE THIS TASK.

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

**SE002**

SUMMARY OF QUANTITIES				
ITEM	DESCRIPTION	UNIT	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR201660	BITUMINOUS CRACK REPAIR	L.F.	425	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	1330	
AR401910	REMOVE AND REPLACE BITUMINOUS PAVEMENT	S.Y.	200	
AR510900	REMOVE TIE DOWN	EACH	42	
AR603510	BITUMINOUS TACK COAT	GAL.	3002	
AR751940	ADJUST INLET	EACH	1	

**BITUMINOUS CRACK REPAIR**

THE CRACKS TO BE REPAIRED WERE OBTAINED FROM A SURVEY (SPRING 2006) AND CONSIST OF THE CRACKS IN NEED OF REPAIR AT THE TIME OF THE SURVEY. OTHER LESS SEVERE, MAINTAINED CRACKS EXIST AND WILL NOT REQUIRE FURTHER REPAIR. THE ACTUAL LENGTH AND NUMBER OF CRACKS TO BE REPAIRED AS PART OF THIS PROJECT WILL BE DESIGNATED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION. THE PROJECT QUANTITY IS BASED ON THE AMOUNT OF CRACKS SURVEYED.

THE CRACKS SHALL BE CUT OPEN USING AN "EARTH SAW" OR "VERMEER TRENCHER" AT A WIDTH OF 10" PLUS OR MINUS 1", AND A DEPTH OF 8".

THE EXCAVATED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE BY THE CONTRACTOR.

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 OF THICKNESS NO GREATER THAN 3". 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 OWN EXPENSE. EACH LIFT SHALL BE COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER AND ACCEPTED. NO NUCLEAR DENSITY TESTING SHALL BE REQUIRED FOR THIS TASK.

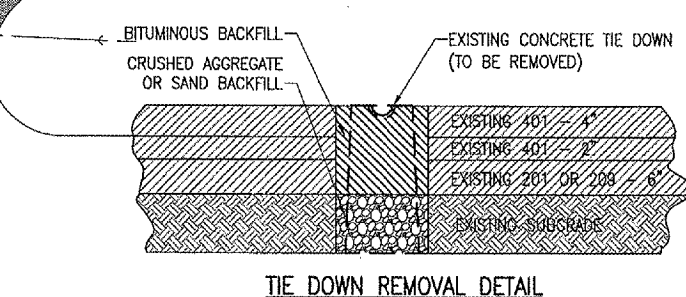
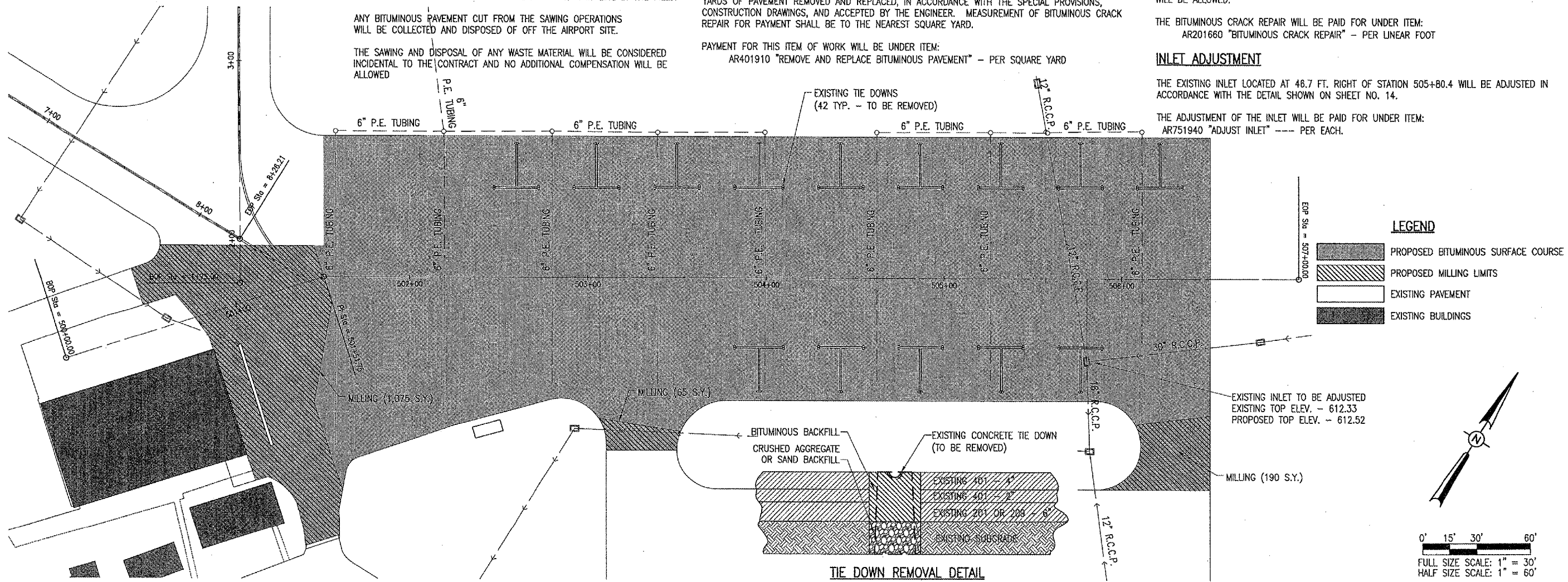
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THE BITUMINOUS CRACK REPAIR WILL BE PAID FOR UNDER ITEM:  
AR201660 "BITUMINOUS CRACK REPAIR" - PER LINEAR FOOT

**INLET ADJUSTMENT**

THE EXISTING INLET LOCATED AT 46.7 FT. RIGHT OF STATION 505+80.4 WILL BE ADJUSTED IN ACCORDANCE WITH THE DETAIL SHOWN ON SHEET NO. 14.

THE ADJUSTMENT OF THE INLET WILL BE PAID FOR UNDER ITEM:  
AR751940 "ADJUST INLET" - PER EACH.



**LEGEND**

- PROPOSED BITUMINOUS SURFACE COURSE
- PROPOSED MILLING LIMITS
- EXISTING PAVEMENT
- EXISTING BUILDINGS

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

EXISTING INLET TO BE ADJUSTED  
EXISTING TOP ELEV. - 612.33  
PROPOSED TOP ELEV. - 612.52

MILLING (190 S.Y.)

JUL 05, 2006 8:53 PM RAW  
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BY		REVISION	
DATE			
SHELBY COUNTY AIRPORT SHELBYVILLE, ILLINOIS			
ILL. PROJ.: 210-3615	A.I.P. PROJ.: 3-17-0083-87		
MEI Project No. 827-06APN	Drawn: R-111PRP.DWG	LAYOUT	05/01/06
Scale: 1" = 30'	Date: 05/01/06	DRAWN	05/01/06
		REVIEWED	05/31/06
<b>HANSON</b> Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62705-2686 Offices Nationwide			
OVERLAY RWY. & APN. INSTALL UNDERDRAINS PROPOSED APRON PAVEMENT PREPARATION PLAN			
<b>13</b>			
13 of 33 sheets			