

REMOVE & REPLACE QUANTITIES

LOCATION	CALCULATED LENGTH	SQUARE YARDS
STA. 44+37	50 L.F.	17 S.Y.
STA. 45+17	37.5 L.F.	12.5 S.Y.
STA. 46+31	75 L.F.	25 S.Y.
175' RT.	40 L.F.	13.3 S.Y.
SUB TOTAL	202.5 L.F.	68 S.Y.

NOTE

±146 L.F. OF CRACKS TO BE CLEANED & SEALED MARKED ON THIS SHEET.

REMOVE & REPLACE BITUMINOUS PAVEMENT

THE AREA DESIGNATED AS [Hatched Pattern] ON THE CONSTRUCTION SHEETS WITHIN THESE PLANS WILL HAVE THE EXISTING PAVEMENT REMOVED (FULL DEPTH) TO THE ROCK SUBGRADE. ALL REMOVED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT. THE WIDTH OF THE REMOVAL AREA IS 3 FT.

WHERE THE PROPOSED REMOVAL AREA ABUTTS THE EXISTING PAVEMENT, THE PAVEMENT WILL BE SAWED AS SHOWN ON THE DETAIL ON THIS SHEET. THE SAWING WILL BE CONSIDERED AS PART OF THE PROPOSED PAVEMENT REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE EXISTING AGGREGATE BASE COURSE WILL BE COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER.

THE BITUMINOUS SURFACE COURSE SHALL BE AN IDOT HIGHWAY MIX, APPROVED BY THE DIVISION OF AERONAUTICS (IDA) AND SUITABLE AS PATCHING MATERIAL. AN AVERAGE OF TWO (2) NUCLEAR DENSITY TESTS PER 100 S.Y. PER LIFT WILL BE REQUIRED FOR ACCEPTANCE TESTING. THE AVERAGE OF THESE TWO (2) TESTS MUST BE ABOVE 90% FOR ACCEPTANCE. THE FINAL LIFT OF SURFACE COURSE SHALL BE INSTALLED FLUSH WITH THE EXISTING ADJACENT PAVEMENT OR TRIMMED/FILLED PRIOR TO PLACING THE POROUS FRICTION COURSE.

THE BITUMINOUS SURFACE CORSE WILL BE INSTALLED AS PER THE SUPPLEMENTAL SPECIFICATIONS EXCEPT AS STATED IN THESE PLANS. THE REMOVAL AND DISPOSAL OF THE EXISTING PAVEMENT; PROVIDING AND INSTALLING THESE MATERIALS TO GRADE IS CONSIDERED PART OF THIS PAY ITEM AND NO OTHER COMPENSATION WILL BE ALLOWED.

THE PAVEMENT CONDITIONS AND CRACKS WERE IDENTIFIED DURING A SURVEY IN THE FALL 2005 OF THE EXISTING RUNWAY.

THE REMOVAL AND REPLACEMENT OF BITUMINOUS PAVEMENT WILL BE PAID FOR UNDER ITEM:
AR401910 "REMOVE & REPLACE BITUMINOUS PAVEMENT"-----590 SQ. YDS.

THRESHOLD LIGHTS NOTE

SIX OF THE EIGHT EXISTING THRESHOLD LIGHTS ON RUNWAY END 27 WILL BE REMOVED PRIOR TO PAVING TO PROVIDE CLEARANCE FOR THE PAVING TRAIN. THE CONTRACTOR WILL STORE THESE LIGHTS UNTIL PAVING OPERATIONS ARE COMPLETE. ONCE PAVING IS COMPLETE, THE CONTRACTOR WILL INSTALL THE THRESHOLD LIGHTS TO THEIR ORIGINAL POSITIONS. THE REMOVAL, STORAGE AND RE-INSTALLATION OF THESE THRESHOLD LIGHTS WILL BE CONSIDERED PART OF THE POROUS FRICTION COURSE INSTALLATION AND NO OTHER COMPENSATION WILL BE ALLOWED.

BUTT JOINT CONSTRUCTION NOTES

THE AREA DESIGNATED BY [Hatched Pattern] ON THESE DRAWINGS SHALL BE CUT OR MILLED TO ACCOMMODATE THE POROUS FRICTION COURSE OVERLAY. THIS ITEM WILL BE COMPLETED AS DETAILED IN THE SPECIAL PROVISIONS.

IF THE MILLING OPERATION DOES NOT PROVIDE A TRUE SQUARE EDGE AT THE BUTT JOINT THEN THE EXISTING PAVEMENT WILL BE SAWED. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO "BITUMINOUS PAVEMENT MILLING" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL MILLED MATERIAL, UNLESS WANTED BY THE AIRPORT, WILL BE DISPOSED OFF BY THE CONTRACTOR, OFF THE AIRPORT SITE.

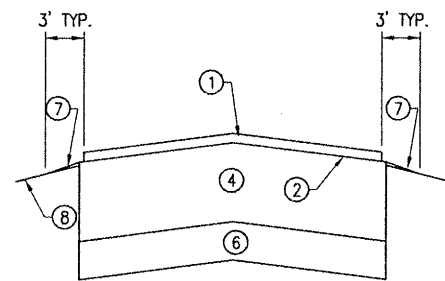
ANY ADJACENT PAVEMENT THAT IS DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE, TO THE SATISFACTION OF THE RESIDENT ENGINEER.

PRIOR TO APPLYING THE PFC OVERLAY, ALL MILLED AREAS WILL BE BROOMED AND BLOWN CLEAN OF LOOSE MATERIALS AND DEBRIS. A BITUMINOUS TACK COAT WILL BE APPLIED AS REQUIRED BY THE SPECIAL PROVISIONS. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

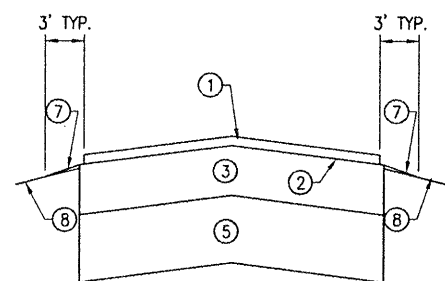
THE EXISTING PAVEMENT WILL BE MILLED TO A DEPTH OF 0.10' AT THE MATCHLINE AND TAPER TO A DEPTH OF 0.0' AT THE OTHER MILLING LIMIT.

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

THE BITUMINOUS PAVEMENT MILLING WILL BE PAID FOR UNDER ITEM:
AR401655 - BUTT JOINT CONSTRUCTION = 210 S.Y.



TYPICAL SECTION STA. 10+00 TO STA. 16+00
"NOT TO SCALE"



TYPICAL SECTION STA. 16+00 TO STA. 49+00
"NOT TO SCALE"

LEGEND FOR TYPICAL SECTIONS

- ① 402 - PROPOSED POROUS FRICTION COURSE, 0.10'
- ② 603 - PROPOSED BIT. TACK COAT (0.25 GAL. S.Y.)
- ③ 201/401 - EXISTING BIT. BASE/SURFACE COURSE (7" DEPTH)
- ④ 201/401 - EXISTING BIT. BASE/SURFACE COURSE 13" DEPTH)
- ⑤ 209 - AGGREGATE BASE COURSE (10"-12" DEPTH)
- ⑥ 209 - AGGREGATE BASE COURSE (4" DEPTH)
- ⑦ 152 - SHOULDER ADJUSTMENT
- ⑧ EXISTING GRADE

SUMMARY OF QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITIES
AR152480	SHOULDER ADJUSTMENT	S.Y.	2,844
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	1,429
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	210
AR401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	590
AR402622	POROUS FRICTION COURSE, 0.10'	S.Y.	33,634
AR603510	BITUMINOUS TACK COAT	GAL.	8,409
AR901510	SEEDING	ACRE	0.60
AR908520	EXCELSIOR BLANKET	S.Y.	2,844



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

LEGEND

- [Solid Line] EXISTING PAVEMENT
- [Hatched Pattern] PROPOSED PFC OVERLAY
- [Diagonal Hatched] PROPOSED BITUMINOUS MILLING
- [Cross-hatched] REMOVE & REPLACE BIT. PAVEMENT
- [Diagonal Hatched] PROPOSED SHOULDER ADJUSTMENT
- [Dashed Line] PROPOSED CLEAN & SEAL BITUMINOUS CRACKS

DATE	REVISION	BY

LITCHFIELD MUNICIPAL AIRPORT
LITCHFIELD, ILLINOIS

HEB Project No. 814-06RWYD 0800	Drawn R-121CON.DWG	Scale 1"=30'	Date 01/29/08
LAYOUT	BAK	12/13/05	
DRAWN	BAK	12/13/05	
REVIEWED	CAH	01/29/08	

HANSON
Hanson Professional Services Inc.
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Offices Nationwide

PROPOSED P.F.C.
ON RUNWAY 9-27
PROPOSED
CONSTRUCTION PLAN
STA. 41+00 TO STA. 49+00