

BITUMINOUS CRACK REPAIR (AR201660)

A NOMINAL AMOUNT OF BITUMINOUS CRACK REPAIR HAS BEEN INCLUDED IN THE PLAN QUANTITIES BASED ON THE ANTICIPATION THAT SEVERAL, BUT NOT ALL, EXISTING CRACKS THAT ARE GREATER THAN 1 INCH IN WIDTH AT THE EXISTING SURFACE, BUT NOT EXHIBITING ROLLED EDGES, WILL NEED TO BE REPAIRED FOLLOWING THE MILLING OPERATIONS. THE QUANTITY INCLUDED IS BASED UPON A PAVEMENT CONDITION AND CRACK SURVEY WHICH WAS PERFORMED IN THE SPRING OF 2008, AND THE ANTICIPATED CONDITION OF THE CRACKS ONCE THE EXISTING SURFACE IS MILLED. 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, FOLLOWING THE MILLING OPERATIONS.

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 MATCHING THAT OF THE EXISTING PAVEMENT, FOLLOWING THE CRACK CENTERLINE AS CLOSELY AS OBTAINABLE WITH THE SUGGESTED EQUIPMENT. SEE SHEET 4 FOR THE TYPICAL SECTIONS OF THE EXISTING PAVEMENT (BASED ON RECORD AS-BUILT CONSTRUCTION PLANS).

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. NO AGGREGATE BASE IS ANTICIPATED BASED ON RECORD AS-BUILT CONSTRUCTION PLANS. THE REPAIR TRENCH WILL BE BACKFILLED WITH BITUMINOUS SURFACE COURSE MATERIAL (401), IN LIFTS OF THICKNESS NO GREATER THAN 3 INCHES. THE FINAL LIFT SHALL BE FLUSH WITH THE SURFACE OF THE MILLED SURFACE 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.

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.

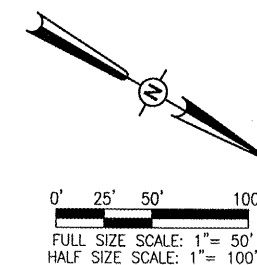
THE BITUMINOUS CRACK REPAIR WILL BE PAID FOR UNDER ITEM:
AR201660 BITUMINOUS CRACK REPAIR - PER L.F.

TYPICAL SECTION NOTE

TYPICAL SECTIONS SHOWN ON SHEET 4.

LEGEND

- EXISTING PAVEMENT
- PROPOSED REMOVE & REPLACE BIT. PAVEMENT
- PROPOSED MILLING



DATE	REVISION	BY

MT. VERNON AIRPORT

 MT. VERNON, ILLINOIS
 IL PROJ.: MVN-3818 A.I.P. PROJ.: 3-17-0074-B18

Hanson Project No. 08A0003D	
Filename R=111PRP.DWG	
Scale 1" = 50'	
Date 08/18/08	
LAYOUT 02/15/08	
DRAWN MLH 02/26/08	
REVIEWED RAW 06/24/08	

HANSON

 Hanson Professional Services Inc.
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 Offices Nationwide

REHABILITATE TAXIWAYS
 "C" AND "D"
 INSTALL ELECTRICAL
 EQUIPMENT
 PROPOSED PAVEMENT
 PREPARATION PLAN
 STA. 140+50 TO STA. 151+75