

GENERAL PAVEMENT PREPARATION

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.

CLEANING AND SEALING BITUMINOUS CRACKS

THE PAVEMENT CONDITIONS AND CRACKS WERE IDENTIFIED DURING A SURVEY OF THE EXISTING APRON AREA PERFORMED ON 01/05/07. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR CLEANING AND SEALING WILL BE DONE SO AS STATED IN THE SPECIAL PROVISIONS.

THE PROPOSED PAVEMENT MILLING WILL BE ACCOMPLISHED BEFORE THE CRACKS ARE CLEANED AND SEALED. THE RESIDENT ENGINEER WILL DETERMINE IF THE CRACKS LOCATED IN A MILLED AREA ARE LARGE ENOUGH TO WARRANT CLEANING AND SEALING.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR201661 "CLEANING & SEALING BITUMINOUS CRACKS" - PER LF.

REMOVE AND REPLACE BITUMINOUS PAVEMENT

THE AREA(S) DESIGNATED AS [Hatched Pattern] ON SHEET 7 WILL HAVE THE EXISTING BITUMINOUS PAVEMENT REMOVED (FULL DEPTH) AND REPLACED WITH BITUMINOUS SURFACE COURSE. THE BITUMINOUS SURFACE COURSE USED IN THE REPLACEMENT WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED REMOVAL AND REPLACEMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ALL REMOVED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

WHERE THE PROPOSED REMOVAL AND REPLACEMENT AREA ABUTS THE EXISTING PAVEMENT, THE PAVEMENT WILL BE SAWED. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT REMOVAL AND REPLACEMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANY ADJACENT PAVEMENT DAMAGED BY THE PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR401910 "REMOVE AND REPLACE BITUMINOUS PAVEMENT" - PER S.Y.

BITUMINOUS PAVEMENT MILLING

THE AREA(S) DESIGNATED AS [Hatched Pattern] ON SHEETS 7 AND 8 WILL BE CUT OR TRIMMED TO A DEPTH OF 0.10'. THE CUTTING OR TRIMMING WILL BE DONE BY ROTO-MILLING. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE STANDARD SPECIFICATIONS.

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

PRIOR TO APPLYING THE PFC 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.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR401650 "BITUMINOUS PAVEMENT MILLING" - PER S.Y.

BITUMINOUS TACK COAT NOTES

PRIOR TO THE PLACEMENT OF THE PROPOSED 402 "POROUS FRICTION COURSE", THE AREA TO BE OVERLAID WITH THE POROUS FRICTION COURSE WILL BE SPRAYED WITH AN APPLICATION OF A BITUMINOUS TACK COAT. AN APPLICATION RATE OF 0.3 GALLONS PER SQUARE YARD WAS USED FOR CALCULATING THE QUANTITY OF TACK COAT FOR THIS APPLICATION. THE EXACT AMOUNT OF BITUMINOUS TACK COAT TO BE USED SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR603510 "BITUMINOUS TACK COAT" - PER GAL.

POROUS FRICTION COURSE

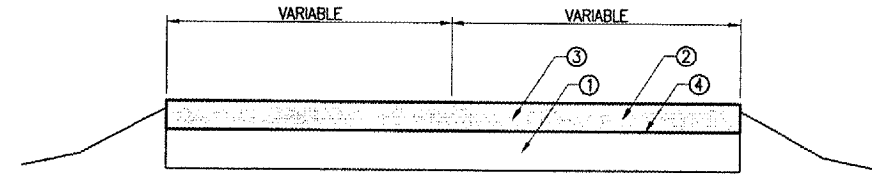
THE PROPOSED POROUS FRICTION COURSE WILL BE CONSTRUCTED IN ONE LAYER, HAVING A COMPACTED NOMINAL THICKNESS OF 0.10 FOOT.

POROUS FRICTION COURSE SHALL BE PLACED ON A CLEAN AND PREPARED SURFACE ONLY AFTER THE APPROVAL OF THE RESIDENT ENGINEER.

POROUS FRICTION COURSE WILL BE CONSTRUCTED IN THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

LEGEND - (TYPICAL SECTIONS)

- ① EXISTING PAVEMENT
- ② PROPOSED (401650) BITUMINOUS PAVEMENT MILLING - 0.10' NOMINAL DEPTH
- ③ PROPOSED (402622) POROUS FRICTION COURSE - 0.10' NOMINAL DEPTH
- ④ PROPOSED (603510) BITUMINOUS TACK COAT



PROPOSED TYPICAL SECTION

"NOT TO SCALE"

INLET ADJUSTMENT NOTES

THE TWO INLETS DESIGNATED FOR ADJUSTMENT ARE SHOWN ON SHEET 8. THEY WILL BE ADJUSTED IN FOLLOWING MANNER.

AFTER THE PAVEMENT AROUND THE INLET HAS BEEN MILLED, THE CONTRACTOR WILL SAWCUT COMPLETELY AROUND THE INLETS AT A DISTANCE OF TWO FEET (2') AWAY FROM THE INLETS. THE SAWCUTS WILL BE FULL DEPTH. THE PAVEMENT WILL BE REMOVED AND DISPOSED OF OFF THE AIRPORT SITE.

THE CONTRACTOR WILL ADJUST THE INLET TOPS TO CONFORM TO THE EXISTING PAVEMENT SLOPES AND THEN PLACE BRICKS OR BLOCKS UNDER THE INLET TOPS TO HOLD THEM IN PLACE. CONCRETE WILL BE PLACED IN THE VOIDS BETWEEN THE BRICKS AND/OR BLOCKS TO SEAL THE VOIDS AND MAKE THE STRUCTURE WATER TIGHT.

THE SUBGRADE AROUND THE INLETS WILL BE LEVELED AND COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER. BITUMINOUS SURFACE COURSE WILL BE PLACED BACK INTO THE HOLE IN LIFTS NOT TO EXCEED 3". EACH LIFT WILL BE COMPACTED BY USE OF A VIBRATORY PLATE. COMPACTON WILL BE TO THE SATISFACTION OF THE RESIDENT ENGINEER. THE FINAL LIFT WILL BE COMPACTED BY USING A VIBRATORY ROLLER.

THE SAWING, PAVEMENT REMOVAL, ADJUSTMENT OF THE INLETS, BRICKING/BLOCKING, CEMENTING, LEVELING AND COMPACTING OF THE SUBGRADE AND REPLACEMENT OF THE BITUMINOUS PAVEMENT WILL ALL BE CONSIDERED AS PART OF THE PROPOSED INLET ADJUSTMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

PAYMENT WILL MADE UNDER:

AR751940 ASDJUST INLET ____ EACH.

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**LITCHFIELD MUNICIPAL AIRPORT
LITCHFIELD, ILLINOIS**

IL PROJ.: 3-17-0063-B14
A.I.P. PROJ.: 3F-3645

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**PFC OVERLAY
AIRCRAFT APRON**

**PAVEMENT PREPARATION
AND CONSTRUCTION
PLAN NOTES**

JUN 02 2007 9:57 AM CAH
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