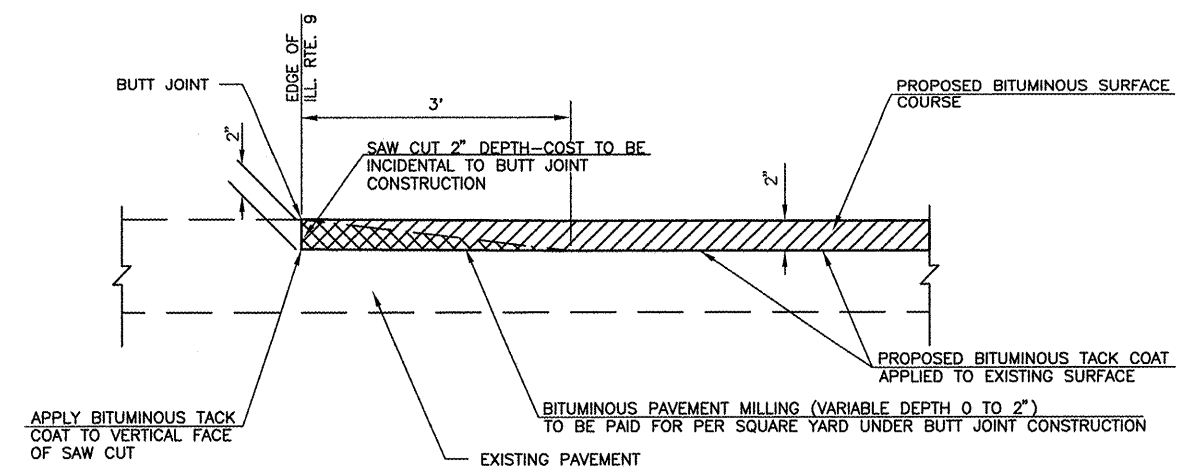
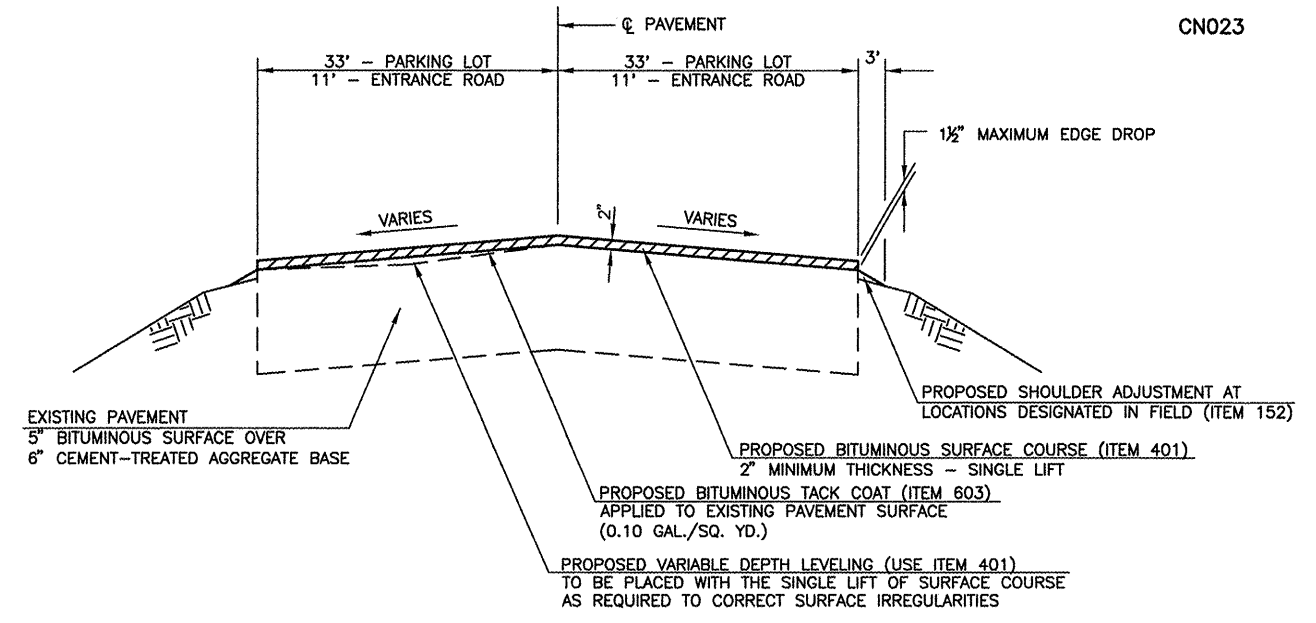


**BASE COURSE CRACK REPAIR DETAIL**  
NOT TO SCALE



**BITUMINOUS BUTT JOINT CONSTRUCTION DETAIL**  
NOT TO SCALE



**RESURFACING TYPICAL SECTION**  
NOT TO SCALE

**GENERAL NOTES**

1. OPEN PAVING JOINTS AND/OR CRACKS IN THE EXISTING SURFACE OF THE PAVEMENT SHALL BE DESIGNATED BY THE PROJECT ENGINEER IN THE FIELD TO BE REPAIRED PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR THE DESIGNATED TYPE OF CRACK REPAIR.
2. THE QUANTITIES FOR BITUMINOUS CRACK REPAIR HAVE BEEN ESTIMATED BY MEASURING CRACK REPAIR IN SELECTED REPRESENTATIVE LOCATIONS ON THE PAVEMENT. THESE QUANTITIES MAY BE INCREASED OR REDUCED AT THE TIME OF CONSTRUCTION BASED UPON THE CRACK WORK THAT IS MARKED OUT BY THE RESIDENT ENGINEER AFTER FIELD INSPECTION OF THE PAVEMENT CRACKS.
3. ANY SOD WHICH HAS ENCRONCHED UPON THE PAVEMENT EDGE SHALL BE BLADED BACK PRIOR TO THE PROPOSED BITUMINOUS SURFACE COURSE APPLICATION. THE ENTIRE PAVEMENT SURFACE SHALL BE SWEEPED TO REMOVE ALL LOOSE MATERIALS BEFORE THE APPLICATION OF BITUMINOUS TACK COAT. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR PAVEMENT PREPARATION.
4. A BITUMINOUS TACK COAT SHALL BE APPLIED TO THE EXISTING PAVEMENT PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE. THE APPLICATION RATE SHOWN ON THE TYPICAL SECTION IS THE TOTAL RATE OF DILUTED TACK COAT. THE PLAN QUANTITY FOR BITUMINOUS TACK COAT HAS BEEN DETERMINED USING A RATE OF 0.05 GAL./SQ. YD OF UNDILUTED EMULSION. THE EXACT AMOUNT OF DILUTED BITUMINOUS TACK COAT TO BE USED SHALL BE DETERMINED BY THE PROJECT ENGINEER AT THE TIME OF CONSTRUCTION. THE QUANTITY OF BITUMINOUS TACK COAT TO BE PAID FOR SHALL BE THE NUMBER OF GALLONS OF UNDILUTED EMULSION USED AND ACCEPTED.
5. THE BITUMINOUS SURFACE COURSE SHALL BE ABUTTED TO THE EXISTING PAVEMENT AT ILL. RTE. 9 AS SHOWN ON THE BITUMINOUS BUTT JOINT CONSTRUCTION DETAIL. THE EXISTING PAVEMENT CONFINED WITHIN THE BITUMINOUS PAVEMENT MILLING AREA WILL BE REMOVED IN ACCORDANCE WITH THE DETAIL FROM 0 TO 2" DEPTH AT THE BUTT JOINT LOCATION. FILLING OF THE MILLED AREA WILL BE MADE USING BITUMINOUS SURFACE COURSE MIX AND WILL BE PAID FOR PER TON FOR BITUMINOUS SURFACE COURSE.
6. AT LOCATIONS WHERE THE EDGE DROP FROM THE FINISHED SURFACE TO THE EXISTING TURF SHOULDER EXCEEDS 1 1/2", THE SHOULDER SHALL BE ADJUSTED AS SHOWN IN THE TYPICAL SECTION USING SOIL OBTAINED OFF SITE THAT IS FREE OF HEAVY SOD, DECAYED VEGETATIVE MATTER, RUBBISH, AGGREGATE AND OTHER UNSUITABLE MATERIAL. THE SHOULDER ADJUSTMENT AREAS SHALL BE FERTILIZED AND SEEDDED AND THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR SHOULDER ADJUSTMENT.
7. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE WORK AREA, INCLUDING THE CONTRACTOR'S PARKING AREA SHALL BE REGRADED AND RESEEDDED AND/OR RESTORED TO THEIR ORIGINAL CONDITION. THIS RESTORATION SHALL BE ACCOMPLISHED BY THE CONTRACTOR AT HIS OWN EXPENSE UPON COMPLETION OF THIS IMPROVEMENT PROJECT.

INGERSOLL AIRPORT CANTON, ILLINOIS	
<b>TYPICAL SECTION AND SPECIAL DETAILS</b>	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: T.J.D. DATE: MARCH, 2009	ILL. PROJ. NO. CTK-3861 AIP PROJ. NO. 3-17-0008-B11