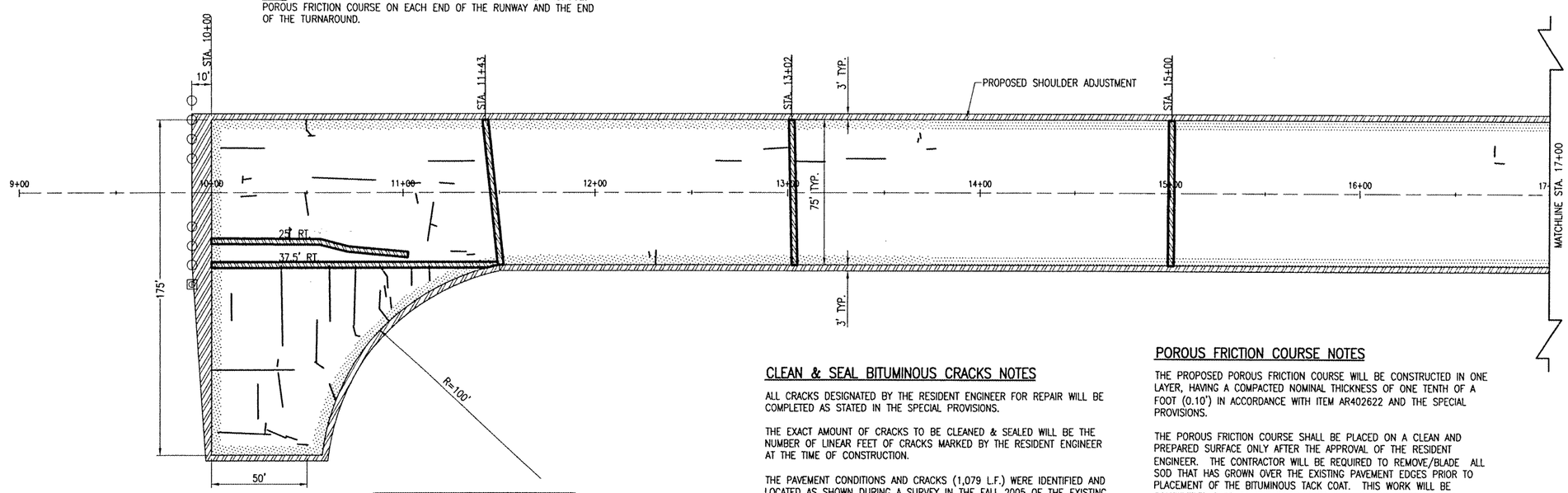
NOTE: THE SHOULDER ADJUSTMENT WILL BE FLUSH WITH THE PROPOSED POROUS FRICTION COURSE ON EACH END OF THE RUNWAY AND THE END OF THE TURNAROUND.



REMOVE & REPLACE QUANTITIES		
LOCATION	CALCULATED LENGTH	SQUARE YARDS
25' RT.	103 L.F.	34.3 S.Y.
37.5' RT.	149 L.F.	49.7 S.Y.
STA. 11+43	75 L.F.	25 S.Y.
STA. 13+02	75 L.F.	25 S.Y.
STA. 15+00	75 L.F.	25 S.Y.
STA. 17+53	75 L.F.	25 S.Y.
STA. 20+94	75 L.F.	25 S.Y.
STA. 23+12	75 L.F.	25 S.Y.
STA. 24+36	62.5 L.F.	20.8 S.Y.
SUB TOTAL	764.5 L.F.	255 S.Y.

CLEAN & SEAL BITUMINOUS CRACKS NOTES

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR REPAIR WILL BE COMPLETED AS STATED IN THE SPECIAL PROVISIONS.

THE EXACT AMOUNT OF CRACKS TO BE CLEANED & SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

THE PAVEMENT CONDITIONS AND CRACKS (1,079 L.F.) WERE IDENTIFIED AND LOCATED AS SHOWN DURING A SURVEY IN THE FALL 2005 OF THE EXISTING RUNWAY. IN A SUBSEQUENT SURVEY AN ADDITIONAL (350 L.F.) OF CRACKS WERE IDENTIFIED.

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

THE BITUMINOUS CRACK CLEANING & SEALING WILL BE PAID FOR UNDER ITEM:

AR201661 – CLEAN & SEAL BITUMINOUS CRACKS = 1,429 L.F.

POROUS FRICTION COURSE NOTES

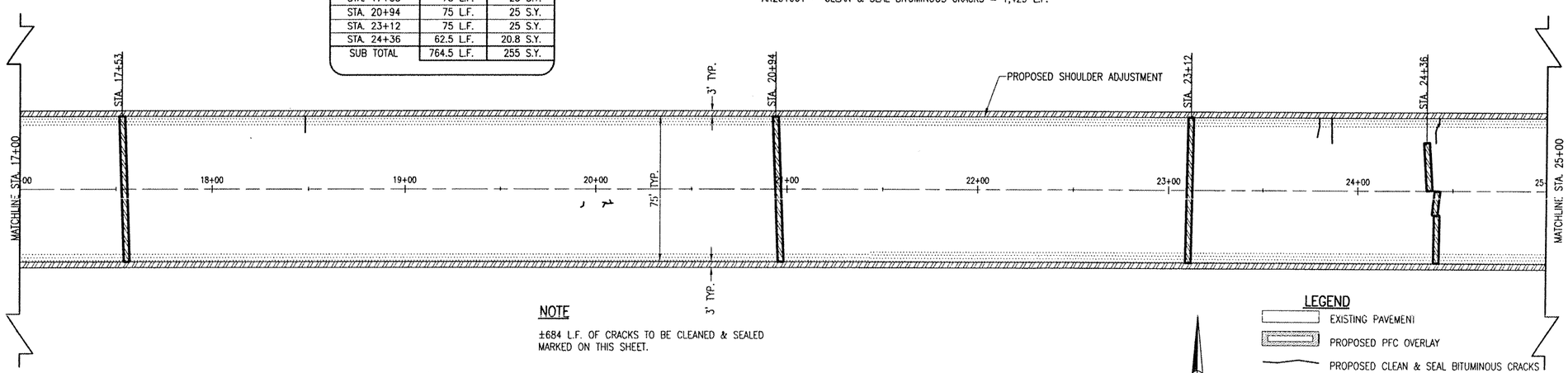
THE PROPOSED POROUS FRICTION COURSE WILL BE CONSTRUCTED IN ONE LAYER, HAVING A COMPACTED NOMINAL THICKNESS OF ONE TENTH OF A FOOT (0.10') IN ACCORDANCE WITH ITEM AR402622 AND THE SPECIAL PROVISIONS.

THE POROUS FRICTION COURSE SHALL BE PLACED ON A CLEAN AND PREPARED SURFACE ONLY AFTER THE APPROVAL OF THE RESIDENT ENGINEER. THE CONTRACTOR WILL BE REQUIRED TO REMOVE/BLADE ALL SOD THAT HAS GROWN OVER THE EXISTING PAVEMENT EDGES PRIOR TO PLACEMENT OF THE BITUMINOUS TACK COAT. THIS WORK WILL BE CONSIDERED PART OF THE POROUS FRICTION COURSE INSTALLATION.

THE SURFACES TO BE OVERLAYED WILL BE SPRAYED WITH AN APPLICATION OF A BITUMINOUS TACK COAT. AN APPLICATION RATE OF 0.25 GAL/S.Y. (DILUTED) WAS USED FOR CALCULATING THE QUANTITY OF TACK FOR THIS APPLICATION. THE EXACT RATE OF APPLICATION WILL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

THE PROPOSED POROUS FRICTION COURSE WILL BE PAID FOR UNDER ITEM

AR402622 – POROUS FRICTION COURSE, 0.10' = 33,634 S.Y.



NOTE

±684 L.F. OF CRACKS TO BE CLEANED & SEALED MARKED ON THIS SHEET.

LEGEND

- EXISTING PAVEMENT
- PROPOSED PFC OVERLAY
- PROPOSED CLEAN & SEAL BITUMINOUS CRACKS
- REMOVE & REPLACE BIT. PAVEMENT
- PROPOSED SHOULDER ADJUSTMENT

0' 15' 30' 60'

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

DATE	REVISION	BY

LITCHFIELD MUNICIPAL AIRPORT
LITCHFIELD, ILLINOIS

IL. PROJ.: 3LF-3559 A.I.P. PROJ.: 3-17-0063-B13

HEI Project No. 814-06RWYD 0800
Filename R-121CON.DWG
Scale 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.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Offices Nationwide

PROPOSED P.F.C. ON RUNWAY 9-27

PROPOSED CONSTRUCTION PLAN STA. 10+00 TO STA. 25+00

4

APR 11, 2008 10:27 AM HAGLO00332
J:\PROJECTS\LITCHFIELD\814-06RWY-AIRPORT\SHEETS\R-121CON.DWG – STA. 10+00 TO 25+00