THE BITUMINOUS TACK COAT (603) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR603 "BITUMINOUS TACK COAT" AS STATED ON PAGE 62 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE PROPOSED BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM: AR603510 BITUMINOUS TACK COAT - PER GALLON

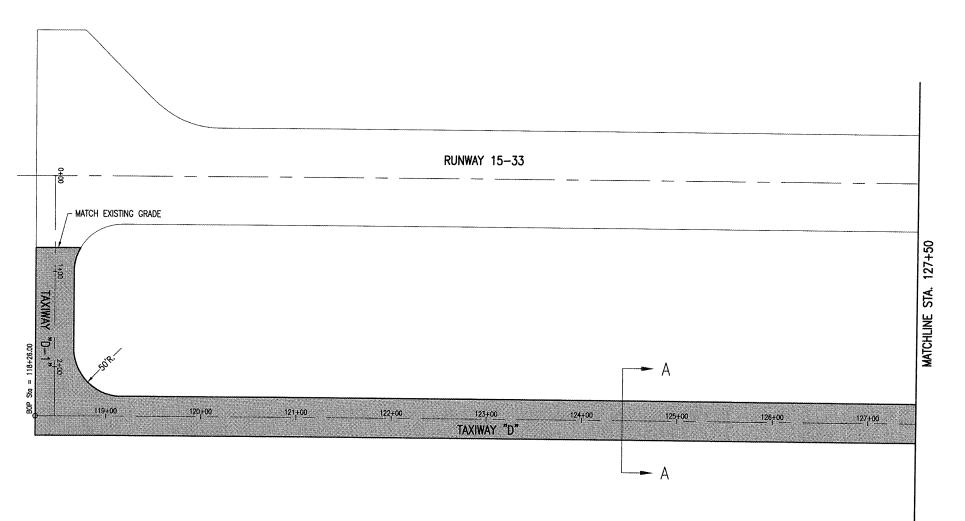
BITUMINOUS SURFACE COURSE (AR401620)

THE PROPOSED BITUMINOUS PAVEMENT SHALL CONFORM TO ITEM 401003 BITUMINOUS SURFACE COURSE - METHOD 1, SUPERPAVE (UNDER 2500 TONS/PAY ITEM/LOCATION), AS DESCRIBED IN THE SUPPLEMENTAL AND RECURRING SPECIAL PROVISIONS, CHECK SHEET #21, ADOPTED MAY 11. 2007. THE MATERIAL SHALL BE DESIGNED FOR AIRCRAFT UNDER 60,000

THE BITUMINOUS SURFACE COURSE SHALL BE PLACED AT A NOMINAL DEPTH OF 1-1/2 IN. USING A TRAVELING SKI AND MATCHING SHOE.

THE PROPOSED BITUMINOUS SURFACE COURSE WILL BE PAID FOR UNDER

AR401620 BITUMINOUS SURFACE COURSE - PER TON.



## **EARTH SHOULDER NOTE:**

IN PREPARATION FOR PAVING, THE EXISTING TAXIWAY SHOULDER AREAS WILL BE MOWED, TILLED, AND THEN GRADED TO A DEPTH EQUAL TO THAT OF THE PROPOSED MILLING (1-1/2 IN. MIN.) IN ORDER TO PREVENT THE PAVER FROM INTRODUCING SOD AND SOIL INTO THE MIX, AS THE PAVING NEAR THE TAXIWAY EDGES IS PERFORMED.

FOLLOWING THE PAVING OPERATIONS, THE SHOULDERS WILL BE RESTORED, THE GRADING SHALL SHAPE THE EARTH SHOULDER TO CONFORM TO THE EARTH SHOULDER DETAIL ON THIS SHEET. AFTER THE SHOULDER IS RESTORED, IT WILL BE ROLLED TO ACHIEVE CONSOLIDATION AND MINIMAL COMPACTION. FERTILIZING, SEEDING, AND MULCHING SHALL BE ACCOMPLISHED IN ACCORDANCE TO ITEMS 901 AND 908 OF THE SUPPLEMENTAL SPECIFICATIONS DATED JULY 1, 2004.

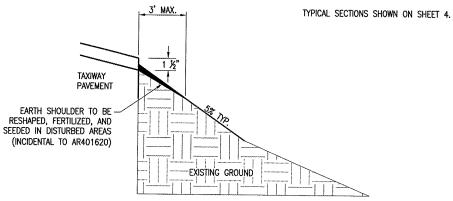
NO ADDDITIONAL PAYMENT FOR THE GRADING, FERTILIZING, SEEDING, OR MULCHING ITEMS WILL BE MADE TO THE CONTRACTOR. PAYMENT FOR THE WORK SHALL BE INCLUDED IN THE BID AMOUNT PER TON FOR ITEM AR401620 - BITUMINOUS SURFACE COURSE, PER TON.

ANY TURF AREAS DISTURBED BY THE CONTRACTOR WILL BE RESHAPED, FERTILIZED AND SEEDED ACCORDING TO THE ABOVE PARAGRAPH.

ALL ROCK, ASPHALT OR CONCRETE DEBRIS LEFT FROM THE PAVING OPERATION WILL BE REMOVED FROM THE AIRPORT SITE PRIOR TO THE SEEDING OPERATIONS.

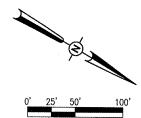
THE PRIME CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATION BETWEEN ALL SUB-CONTRACTORS AS TO THEIR RESPONSIBILITIES PERTAINING TO THE GRADING, FERTILIZING, SEEDING, OR MULCHING OPERATIONS.

## TYPICAL SECTION NOTE



## EARTH SHOULDER DETAIL

NOT TO SCALE



**LEGEND** 

EXISTING PAVEMENT

PROPOSED PAVEMENT IMPROVEMENTS

FULL SIZE SCALE: 1"= 50' HALF SIZE SCALE: 1"= 100'

HANSON

8 of 30 sheets

MV056