

* 1.0% MINIMUM SLOPE ALONG RUNWAY, EXCEPT AT TAXIWAY INTERSECTIONS FOR TAXIWAYS A, C AND F. SEE TAXIWAY PROFILE SHEETS 9 AND 10, AND PAVING PLAN SHEETS 6-8.

NOTE: CONTRACTOR SHALL NOT DISTURB RUNWAY EDGE LIGHTS DURING SHOULDER GRADING OPERATIONS. IN CASES WHERE SHOULDER GRADING IS REQUIRED BEYOND 10' FROM RUNWAY EDGE OF PAVEMENT, EXISTING EDGE LIGHTS SHALL BE PROTECTED AND KEPT VISIBLE TO AIRPORT USERS UNTIL NEW LIGHTS ARE INSTALLED.

GENERAL PAVING NOTES

P-152 OFF-SITE BORROW MATERIAL SHALL BE USED IN THE SHOULDER GRADING AND SHALL MEET THE REQUIREMENTS AS SPECIFIED IN P-152 EXCAVATION AND EMBANKMENT. ALL COSTS ASSOCIATED WITH THE BORROW MATERIAL SHALL BE INCLUDED IN THE SHOULDER GRADING PAY ITEM.

SHOULDER GRADING SHALL BE MEASURED PER LINEAR FOOT (METER) AS MEASURED ALONG THE PAVEMENT EDGE, REGARDLESS OF WIDTH. ALL GRADED AREAS SHALL BE SEEDED AND MULCHED.

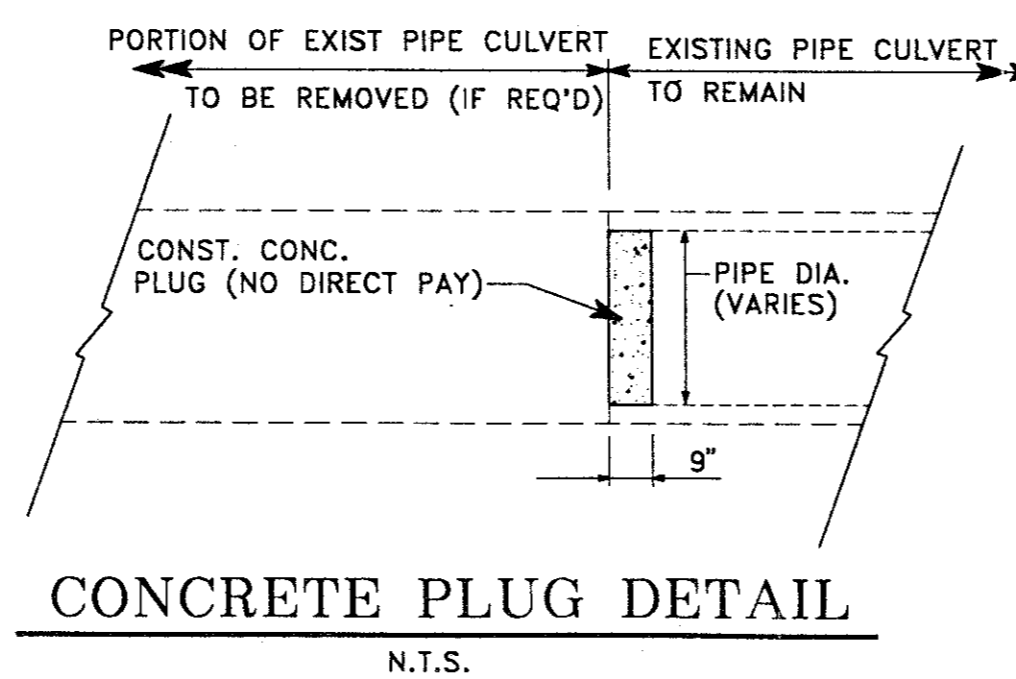
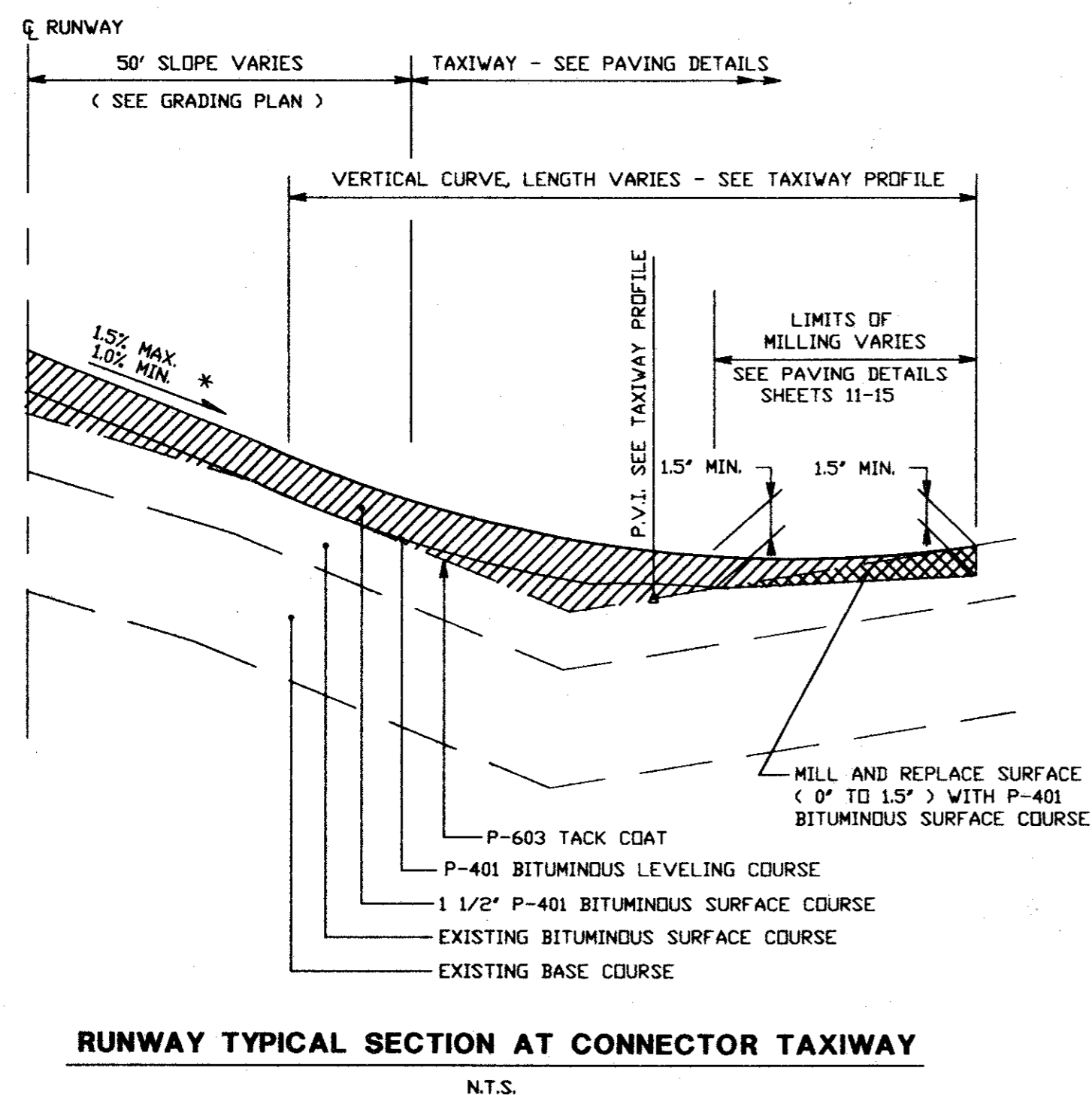
P-401 BITUMINOUS SURFACE AND LEVELING COURSES - THE JOB MIX FORMULA SHALL BE PREPARED BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIFICATIONS. COMPACTED LIFTS SHALL BE LIMITED TO 1 1/2" MAXIMUM THICKNESS. ALL JOINTS ON NEW PAVEMENT THAT HAVE BEEN IN PLACE MORE THAN 12 HOURS SHALL BE HEATED. ALL PAYMENT SHALL BE MADE UNDER ITEM P-410-6.1.

PAVEMENT MILLING SHALL BE IN ACCORDANCE WITH TxDOT SPECIFICATION ITEM 254 SCARIFYING EXISTING PAVEMENT. PAYMENT SHALL BE MADE UNDER P-401-6.2(b) MILLING EXISTING PAVEMENT, MEASURED BY SQUARE YARDS OF OLD PAVEMENT IN ITS ORIGINAL POSITION. NO SEPARATE PAYMENT SHALL BE MADE FOR THE HAULING AND DISPOSING OF THE MILLED MATERIAL. COST SHALL BE INCIDENTAL TO MILLING OPERATION.

P-603 BITUMINOUS TACK COAT - MATERIAL SHALL BE SS-1h DILUTED AT APPROXIMATELY 60 PERCENT ASPHALT AND 40 PERCENT WATER. RS-2, AT THE SAME DILUTION RATE, IS AN ALLOWABLE SUBSTITUTE, IF APPROVED IN ADVANCE BY THE ENGINEER. THE ESTIMATED QUANTITY IS BASED ON AN AVERAGE APPLICATION RATE OF 0.10 GAL./SY OF DILUTED MIXTURE, ASSUMED WITH 1-1/2" P-401 OVERLAY LIFTS. THE ACTUAL RATE IN THE FIELD MAY BE ADJUSTED OR WAIVED BY THE ENGINEER DEPENDING ON THE CONDITION OF SURFACES BEING TACKED.

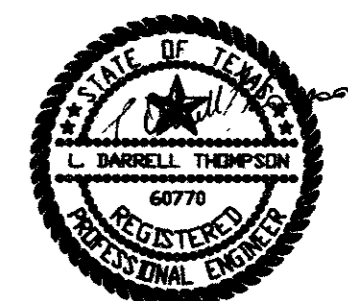
CONSTRUCTION JOINT NOTES

1. CONSTRUCTION JOINTS OCCURRING IN 1-1/2" SURFACE COURSE FROM PREVIOUS DAYS CONSTRUCTION SHALL BE SAWCUT AND REMOVED PRIOR TO CONTINUATION OF NEW ADJACENT PAVEMENT CONSTRUCTION.
2. CONSTRUCTION JOINTS OCCURRING IN LEVELING COURSE MAY REMAIN IN PLACE, AT THE ENGINEER'S DISCRETION.
3. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO COMPLETE A DAYS OPERATION ACROSS THE FULL WIDTH OF THE RUNWAY PAVEMENT IN ORDER TO MINIMIZE THE AMOUNT OF LONGITUDINAL CONSTRUCTION JOINTS.
4. THE LONGITUDINAL JOINT IN ONE LAYER SHALL OFFSET THAT IN THE LAYER IMMEDIATELY BELOW BY AT LEAST ONE FOOT (30 CM); HOWEVER, THE JOINT IN THE TOP LAYER OR SHALL BE AT THE CENTERLINE OF THE PAVEMENT. TRANSVERSE JOINTS IN ONE LAYER SHALL BE OFFSET BY AT LEAST TWO FEET (60 CM) FROM TRANSVERSE JOINTS IN PREVIOUS LAYERS. TRANSVERSE JOINTS IN ADJACENT LANES SHALL BE OFFSET A MINIMUM OF 10 FEET (3 M).
5. NO SEPARATE PAYMENT SHALL BE MADE FOR CONSTRUCTION JOINTS (TAPERS). COST FOR CONSTRUCTION AND REMOVAL OF CONSTRUCTION JOINTS (TAPERS) SHALL BE INCIDENTAL TO ITEM P-401. BITUMINOUS MATERIALS USED IN CONSTRUCTION OF JOINTS (TAPERS) SHALL BE PAID AT THE CONTRACT UNIT PRICE OF ITEM P-401.



AS BUILT

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ADDISON AIRPORT

RUNWAY REHABILITATION
TYPICAL SECTIONS & DETAILS

SHEET
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