

PAVEMENT TIE-IN DETAIL
AT APRON OR TAXILANE
N.T.S.

PAVEMENT DESIGN CRITERIA

RUN-UP APRON

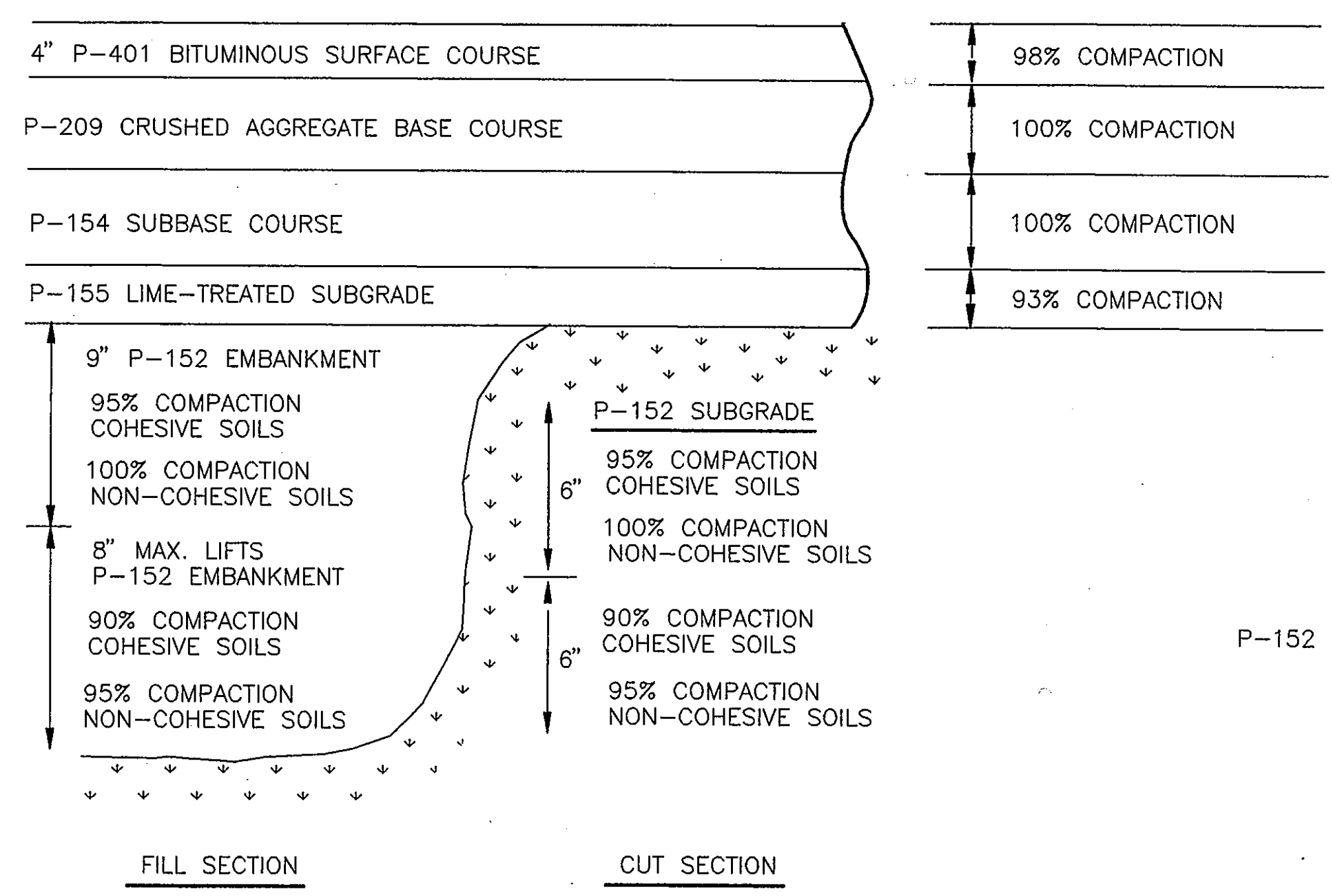
DUAL WHEEL AT 65,300 LBS.
SUBGRADE CBR = 5.0
EQUIVALENT ANNUAL DEPARTURES = 9700

TAXIWAY A EXTENSION

DUAL WHEEL AT 65,300 LBS.
SUBGRADE CBR = 3.0
EQUIVALENT ANNUAL DEPARTURES = 9700

COMPACTION SCHEDULE

ASPHALT PAVEMENT SECTION
FOR TAXIWAY AND RUN-UP APRON
N.T.S.

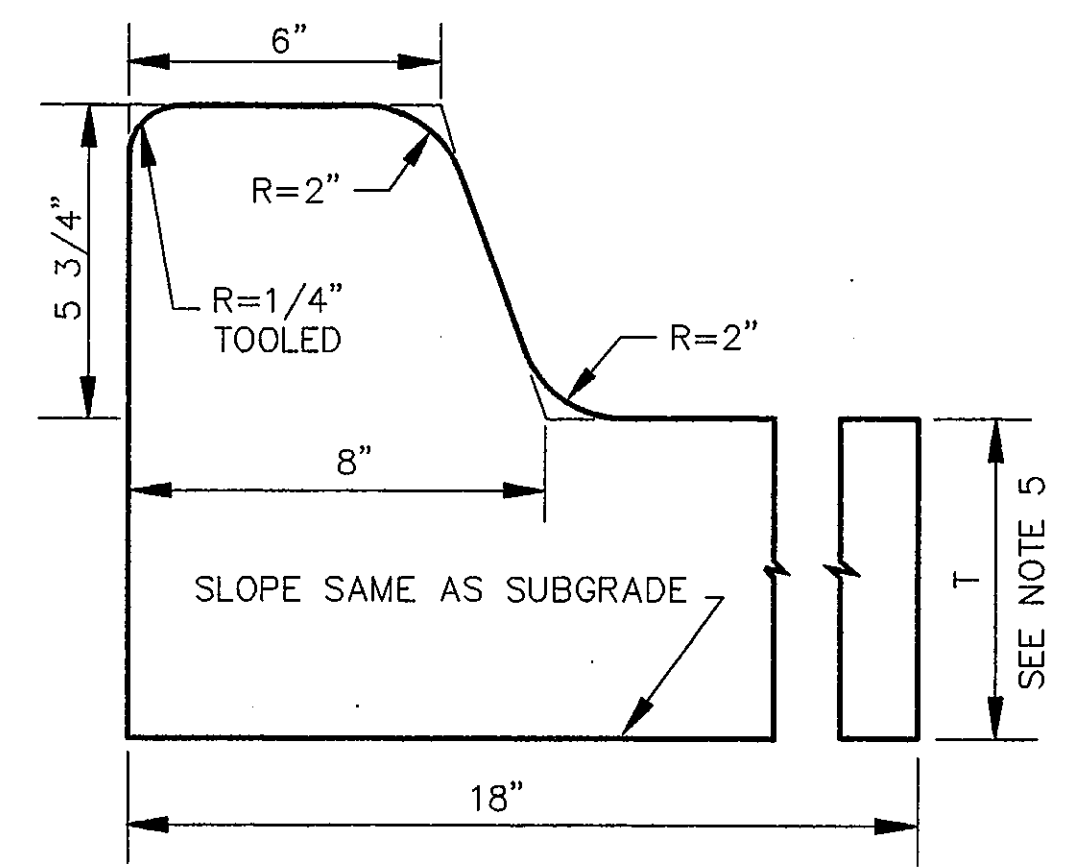


CURB AND GUTTER NOTES

- WHEN REINFORCING STEEL IS REQUIRED OR PLACED AT CONTRACTOR'S OPTION, ONE OF THE FOLLOWING SCHEMES OF REINFORCEMENT SHALL BE REQUIRED. THE MANNER OF PLACEMENT AND LOCATION SHALL BE TO THE SATISFACTION OF THE ENGINEER.
 - TYPE I CURB AND GUTTER (REINF.) OR TYPE II CURB AND GUTTER (REINF.) SHALL HAVE LONGITUDINAL REINFORCING BARS AS FOLLOWS: THREE #3, TWO #4, TWO #5, OR ONE #6.
 - ALL TYPES OF CURB (REINF.) SHALL HAVE ONE #3 OR #4 BAR FOR LONGITUDINAL REINFORCEMENT.
- REINFORCING BARS SHALL BE LAPPED A MINIMUM OF 15".
- WHEN CURB OR CURB AND GUTTER IS PLACED BY A SEPARATE POUR ADJACENT TO OR ATOP CONCRETE PAVEMENT, CURB OR CURB AND GUTTER SHALL BE TIED TO PAVEMENT IN A MANNER SATISFACTORY TO THE ENGINEER WITH 8-INCH LONG #3 OR #4 BARS SPACED AT 5 FEET AND EXPANSION AND/OR CONTRACTION JOINTS OF CURB AND GUTTER SHALL MATCH THOSE OF PAVEMENT.

WHEN CURB OR CURB AND GUTTER IS NOT CONSTRUCTED ADJACENT TO CONCRETE PAVEMENT. THE FOLLOWING SHALL GOVERN:

 - REINFORCED CURB OR CURB AND GUTTER SHALL HAVE NO CONTRACTION JOINTS.
 - NON-REINFORCED CURB OR CURB AND GUTTER SHALL HAVE FORMED, TOOLED OR SAWED CONTRACTION JOINTS AT 10' ±. THE DEPTH OF THESE JOINTS SHALL BE SUFFICIENT TO INSURE CRACKING AT THE JOINTS.
 - REINFORCED CURB OR CURB AND GUTTER SHALL HAVE EXPANSION JOINTS AT POINTS OF CURVATURE AND AT INTERVALS NO GREATER THAN 120' IN ALL CURVES AND AT STRUCTURES SUCH AS BRIDGES, BOX CULVERTS, CURB INLETS, ETC.
 - NON-REINFORCED CURB OR CURB AND GUTTER SHALL HAVE EXPANSION JOINTS AT POINTS OF CURVATURE ON CURVES OF RADIUS LESS THAN 25' AND AT STRUCTURES SUCH AS BRIDGES, BOX CULVERTS, CURB INLETS, ETC.
- ONE-HALF INCH EXPANSION JOINT MATERIAL SHALL BE PROVIDED WHERE CURB OR CURB AND GUTTER IS ADJACENT TO SIDEWALK OR RIPRAP.
- AT CONTRACTOR'S OPTION, DIMENSION "T" MAY BE THICKNESS OF PAVEMENT STRUCTURE. IN NO CASE SHALL "T" BE LESS THAN 6".

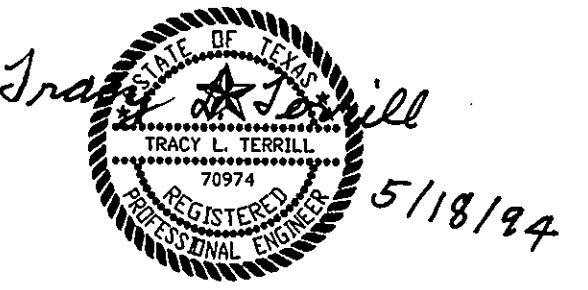


CURB AND GUTTER TYPE II

GENERAL PAVING NOTES

- P-152 MATERIAL EXCAVATED FROM AREAS REQUIRING EXCAVATION TO CONFORM TO THE LINES AND GRADES SHOWN ON THE PLANS MAY BE INCORPORATED INTO EMBANKMENT AREAS IF APPROVED IN WRITING BY THE ENGINEER. ANY ADDITIONAL BORROW MATERIAL REQUIRED FOR EMBANKMENT SHALL BE OBTAINED FROM OFFSITE SOURCES. ALL MATERIAL REQUIRED FOR EMBANKMENT SHALL MEET ALL THE REQUIREMENTS SPECIFIED IN P-152 EXCAVATION AND EMBANKMENT. THE MAXIMUM DIAMETER OF ANY ROCK INCORPORATED INTO THE EMBANKMENT SHALL BE 4 INCHES. ALL COSTS ASSOCIATED WITH EMBANKMENT SHALL BE INCLUDED IN ITEM P-152-4.7 EMBANKMENT IN PLACE.
- ALL DISTURBED AREAS SHALL BE SEEDING AND MULCHED IN ACCORDANCE WITH SPECIFICATION T-901 SEEDING AND T-908 MULCHING.
- P-154 THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE BORING LOGS ON SHEET 29. IN THE EVENT THAT A SOLID LAYER OF LIMESTONE IS ENCOUNTERED ABOVE THE BOTTOM GRADE OF THE P-154 SUBGRADE COURSE, THE THICKNESS OF THE SUBBASE COURSE MAY BE REDUCED SO THAT THE SUBBASE RESTS DIRECTLY ON THE LIMESTONE. PRIOR TO PLACING SUBBASE ON TOP OF LIMESTONE, THE TOP OF THE LIMESTONE SHALL BE CLEANED TO REMOVE CLAY AND OTHER UNDESIRABLE MATERIALS. THE THICKNESS OF THE BITUMINOUS SURFACE COURSE AND THE CRUSHED AGGREGATE BASE SHALL NOT BE REDUCED FROM THE THICKNESSES SHOWN ON THE PLANS.
- P-401 BITUMINOUS SURFACE, LEVELING AND BASE 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 FOR SURFACE AND LEVELING COURSES AND 2" MAXIMUM THICKNESS FOR BASE COURSES. THICKER LIFTS SHALL BE PERMITTED IF THE CONTRACTOR CAN PROVE TO THE SATISFACTION OF THE ENGINEER THAT ALL DENSITY REQUIREMENTS ARE MET. NEW PAVEMENT THAT HAS BEEN IN PLACE MORE THAN 12 HOURS SHALL BE HEATED PRIOR TO PLACEMENT OF ADJACENT LIFTS.
- PAVEMENT MILLING SHALL BE IN ACCORDANCE WITH TxDOT SPECIFICATION ITEM 254, SCARIFYING EXISTING PAVEMENT. PAYMENT SHALL BE MADE UNDER P-401-6.3 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 FOR DISPOSAL 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.

AS BUILT



OCT 20 1995

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

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Fort Worth, Texas

Engineers, Architects
and Planners



ADDISON AIRPORT

PAVING DETAILS

SHEET 7
DATE: MAY, 1994