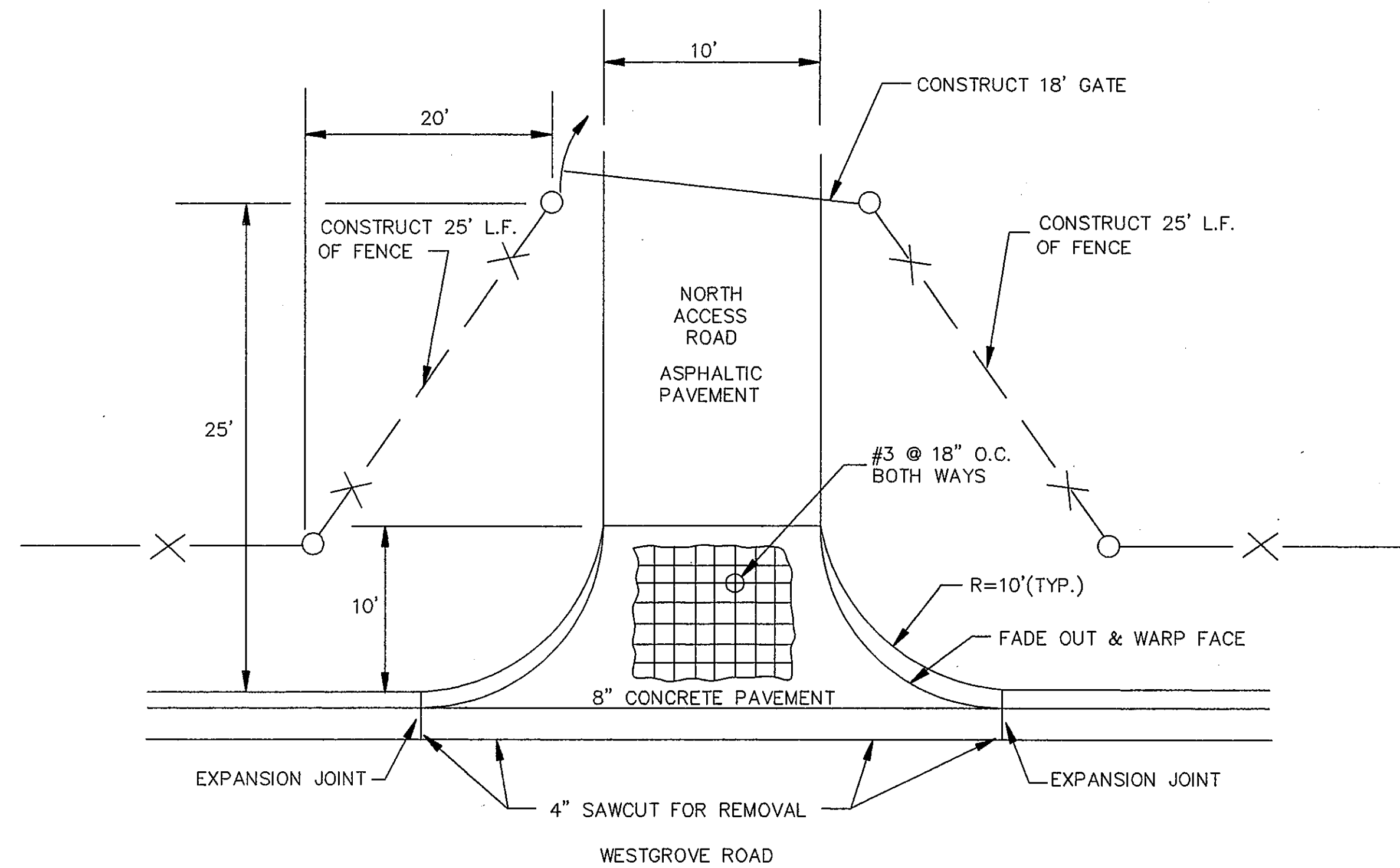


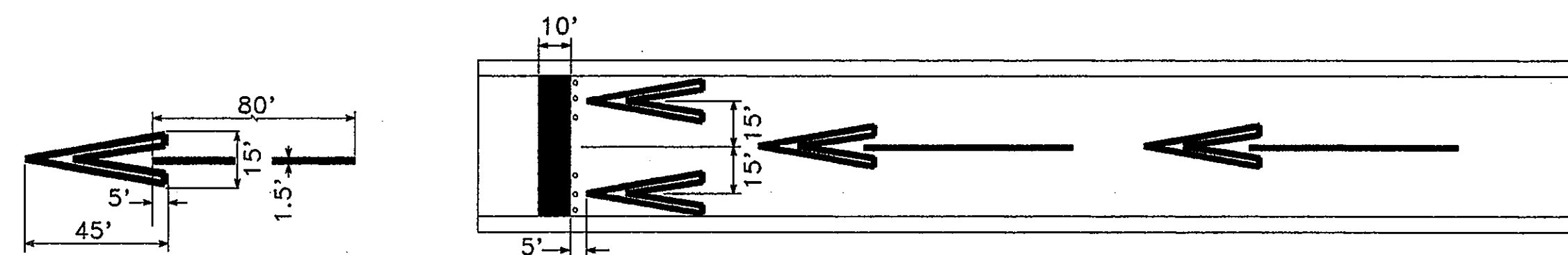
CONCRETE DRIVEWAY NOTES



CONCRETE DRIVEWAY DETAIL

N.T.S.

1. CONCRETE SHALL BE A MINIMUM OF 5 SACK 3,000 PSI CONCRETE IN 26 DAYS.
  2. CONTRACTION JOINTS SHALL BE SPACED NO MORE THAN 15' APART BOTH TRANSVERSELY AND LONGITUDINALLY. ONE HALF INCH PREMOLDED BITUMINOUS OR REDWOOD EXPANSION MATERIAL SHALL BE PLACED WHERE EXISTING CURB & GUTTER HAVE BEEN SAWED AT RADIUS BEGINNINGS. EXPANSION JOINT SHALL EXTEND THE ENTIRE DEPTH AND LENGTH OF THE CONCRETE SECTIONS.
  3. DRIVEWAY APPROACH SHALL HAVE A RISE OF NOT LESS THAN 6" NOR MORE THAN 9" FROM THE GUTTER TO A POINT 10' BEHIND THE GUTTER.
  4. THE REMOVAL AND REPLACEMENT OF PORTIONS OF EXISTING CONCRETE PAVEMENT SHALL REQUIRE A BREAKOUT GROOVE TO BE SAVED BY THE USE OF AN APPROVED POWER DRIVEN CONCRETE SAW. WHERE DESIGNATED LOCATIONS COINCIDE WITH OR FALL WITHIN THREE (3) FEET OF THE PRESENT LOCATION OF EITHER DUMMY JOINTS, CONSTRUCTION JOINTS OR EXPANSION JOINTS, BREAKOUT SHALL BE TO THE EXISTING JOINT; THEN THERE WILL BE NO NECESSITY FOR CUTTING ADDITIONAL GROOVES. THE GROOVES SHALL BE CUT PERPENDICULAR TO THE SURFACE AND SHALL BE SAWED TO A MINIMUM DEPTH OF FOUR (4) INCHES. STEEL REINFORCING BARS THREE-EIGHTHS (3/8) INCH #3 SHALL BE DOWEL A MINIMUM OF SIX (6) INCHES INTO EXISTING CONCRETE STREET.
  5. EXPOSED SURFACES SHALL HAVE A MONOLITHIC FINISH BY TROWELING WITH A STEEL TROWEL AND BRUSHED LIGHTLY WITH AN APPROVED BROOM. THE EDGE OF ALL CONCRETE SHALL BE NEATLY ROUNDED TO THE REQUIRED RADII WITH AN EDGING TOOL. IN NO CASE SHALL THE SURFACE BE LEFT SLICK OR WITH A GLOSS FINISH.
  6. A PERSON WHO MAKES A PAVEMENT CUT OR EXCAVATION OR PLACES AN EMBANKMENT IN OR ALONG A PUBLIC STREET, ALLEY, OR SIDEWALK, SHALL PLACE BARRICADES, WARNING SIGNS AND SIGNAL LIGHTS AT LOCATIONS SUFFICIENT TO WARN THE PUBLIC OF THE HAZARD OF THE CUT, EXCAVATION OR EMBANKMENT AND WHICH ARE IN COMPLIANCE WITH THE UNIFORM TRAFFIC CONTROL DEVICES, PART V.
- ALL SAWCUTTING, PAVEMENT REMOVAL, CURB AND GUTTER REMOVAL, EXCAVATION, EMBANKMENT, MATERIALS, LABOR, EQUIPMENT NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE ITEM P-610-5.1 CONCRETE DRIVEWAY.

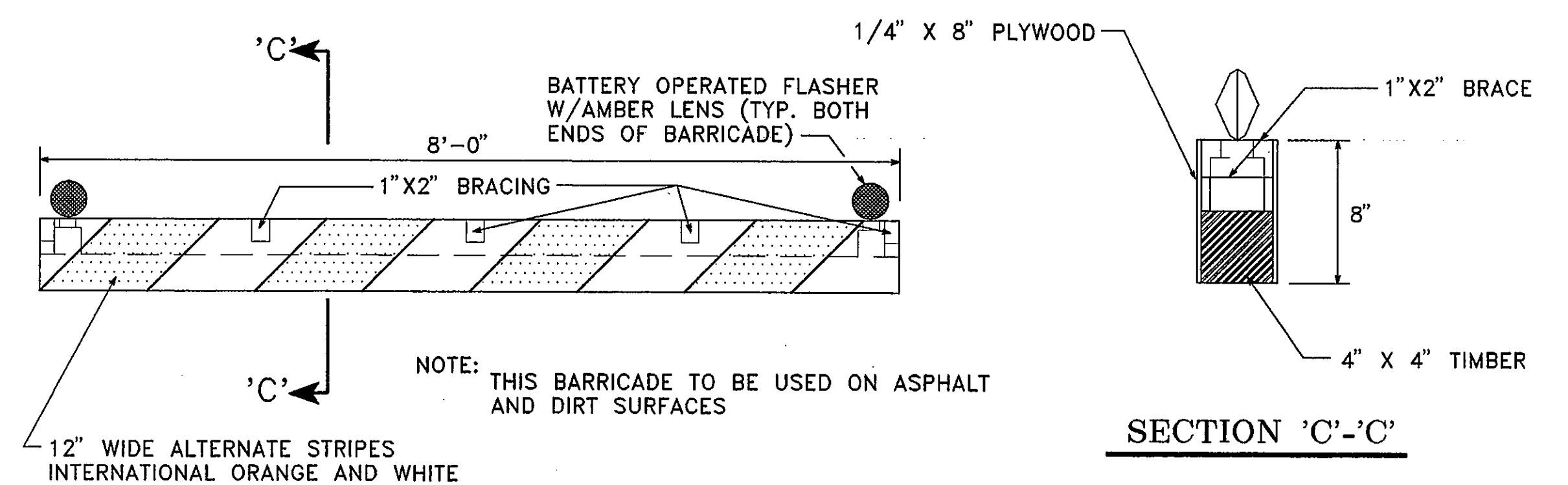


NOTES:

1. ALL MARKINGS IN THE RELOCATED AREA ARE YELLOW EXCEPT THE THRESHOLD BAR WHICH IS WHITE, USE 1/2 NORMAL APPLICATION RATE. EXISTING RUNWAY STRIPE WILL BE REMOVED BEFORE DISPLACED THRESHOLD MARKINGS ARE PLACED. PRIOR TO OPENING NEW RUNWAY REMOVE ALL TEMPORARY MARKINGS BY WATER OR SAND BLASTING.
2. SIX TEMPORARY BATTERY OPERATED STEADY BURNING LIGHTS WILL BE PLACED AT DUSK AT DISPLACED THRESHOLD LOCATION. LENSES WILL BE GREEN ON ONE SIDE (APPROACH END) AND RED ON THE OTHER (DEPARTURE DIRECTION)
3. REMOVING EXISTING RUNWAY STRIPE, PLACING THRESHOLD MARKINGS, TEMPORARY LIGHTS AND REMOVING TEMPORARY MARKINGS AND REPLACING ORIGINAL THRESHOLD MARKINGS SHALL BE PAID UNDER ITEM P-620-5.1.

RELOCATED THRESHOLD MARKINGS

N.T.S.

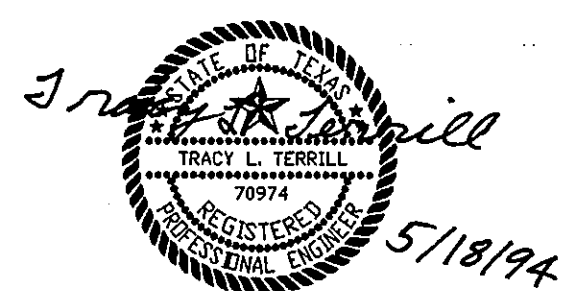


ELEVATION

TIMBER BARRICADE (TYPE "A")

N.T.S.

AS BUILT  
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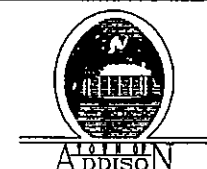


THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

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ADDISON AIRPORT

MISCELLANEOUS DETAILS

SHEET 27  
DATE: MAY, 1994