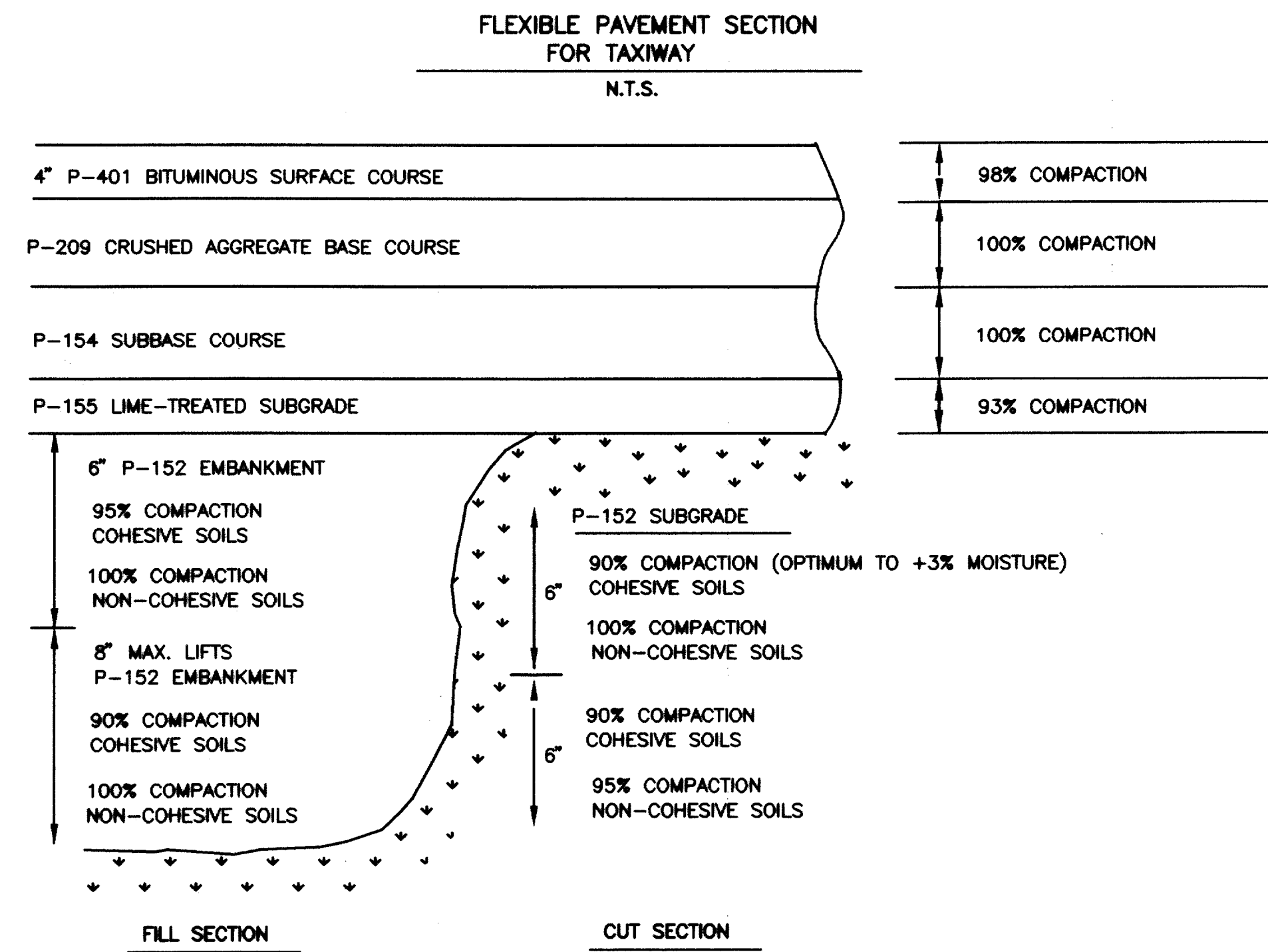
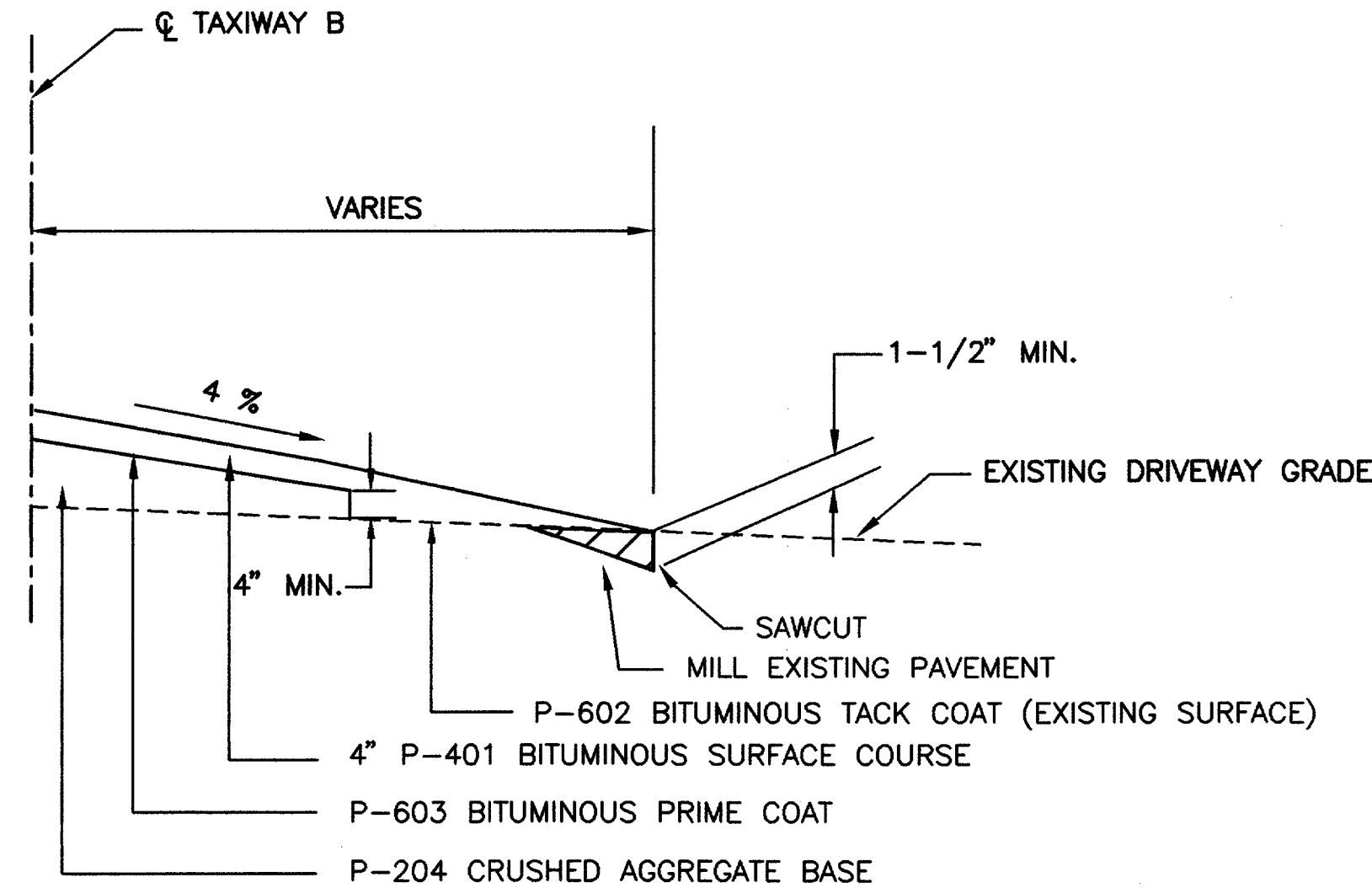
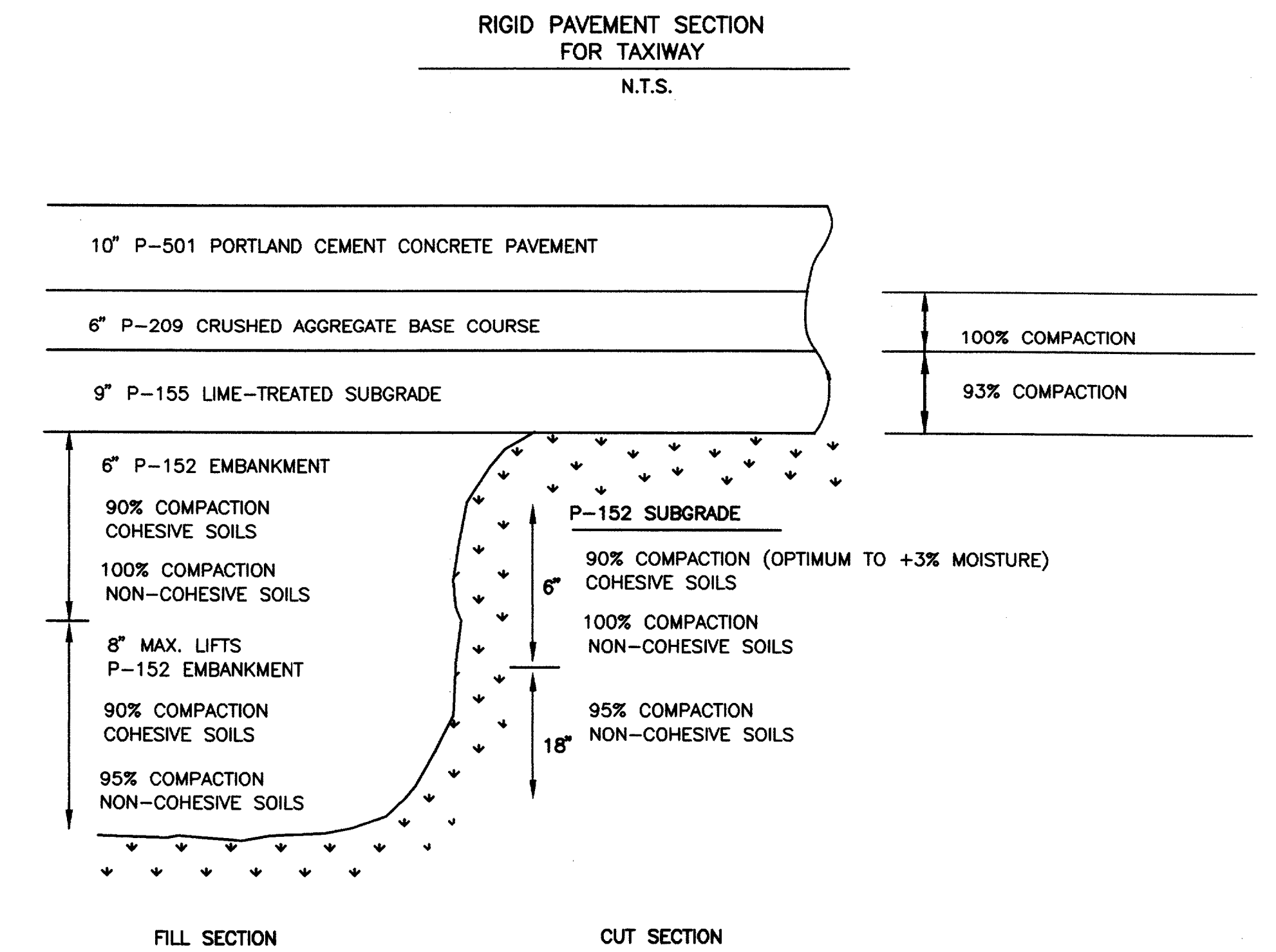


**COMPACTION SCHEDULE**



**COMPACTION SCHEDULE**



**GENERAL ASPHALT 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 SEEDED AND MULCHED IN ACCORDANCE WITH SPECIFICATION ~~P-904~~ SEEDING AND ~~P-906~~ MULCHING.  
TxDOT 164 TxDOT 164
- P-154 THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE BORING LOGS ON SHEETS 28-29. 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-155 THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE BORING LOGS ON SHEETS 28-29. IN THE EVENT THAT A SOLID LAYER OF LIMESTONE IS ENCOUNTERED ABOVE THE BOTTOM GRADE OF THE P-155 LIME TREATED SUBGRADE, THE THICKNESS OF THE LIME TREATED SUBGRADE MAY BE REDUCED SO THAT THE LIME TREATMENT RESTS DIRECTLY ON THE LIMESTONE. THE THICKNESS OF THE PORTLAND CONCRETE PAVEMENT OR 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.
- P-602 ESTIMATED RATE OF APPLICATION IS 0.25 GAL./SY.
- 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.

**PAVEMENT TIE-IN DETAIL AT ACP TAPER FROM TAXIWAY TO DRIVEWAY**

**GENERAL PAVING NOTES**

- P-155 RATE OF LIME APPLICATION IS ESTIMATED AT 44.55 LBS./SY DRY WEIGHT. RATE MAY BE ADJUSTED BASED ON ACTUAL DRY DENSITY OF SOILS TO ACHIEVE 6 % LIME BASED ON DRY WEIGHTS.

**PAVEMENT DESIGN CRITERIA**

FLEXIBLE PAVEMENT TAXIWAY B & CONNECTORS	RIGID PAVEMENT TAXIWAY B & CONNECTORS
DUAL WHEEL AT 65,300 LBS. SUBGRADE CBR = 3.0 EQUIVALENT ANNUAL DEPARTURES = 9700	DUAL WHEEL AT 65,300 LBS. SUBGRADE FOUNDATION MODULUS = 50 EQUIVALENT ANNUAL DEPARTURES = 9700

**GENERAL CONCRETE PAVING NOTES**

- P-501 PORTLAND CEMENT CONCRETE PAVEMENT - THE CONTRACTOR SHALL PREPARE THE JOB MIX FORMULA IN ACCORDANCE WITH THE SPECIFICATIONS. ALL JOINTS SHALL BE SAWED UNLESS OTHER METHODS CAN BE DEMONSTRATED TO PRODUCE EQUAL RESULTS AND APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL FLUSH THE JOINT OUT WITH WATER IMMEDIATELY AFTER THE SECOND SAWING OF THE JOINT. THE CONTRACTOR SHALL EXERCISE EXTREME CARE DURING AND AFTER SAWING OPERATIONS SO AS NOT TO FILL OPEN JOINTS WITH SLURRY, DEBRIS, SAND, ETC., PRIOR TO JOINT SEALING. TRANSVERSE JOINT ALIGNMENT SHALL MATCH EXISTING JOINTS, ALL JOINT SAWING SHALL BE INCIDENTAL TO ITEM P-501.
- P-605 JOINT SEALING FILLER - ALL JOINT SEALING FOR PAVEMENT SHALL BE INCIDENTAL TO ITEM P-501. THE CONTRACTOR SHALL FURNISH THE ENGINEER WITH HIS PLAN FOR JOINT CONSTRUCTION INCLUDING MATERIAL SAMPLES AND TEST DATA TO DEMONSTRATE ITS ACCEPTANCE UNDER THIS SPECIFICATION. ALL JOINTS, NEW AND EXISTING, SHALL BE THOROUGHLY CLEANED OF ALL SLURRY, DEBRIS, SAND, AND OR ANY OTHER NON-COMPRESSIBLE MATERIAL IMMEDIATELY PRIOR TO SEALING OPERATIONS WITH COMPRESSED AIR OR RE-SAWING. CORK MATERIAL SHALL NOT BE USED.

**AS BUILT**  
1-11-99



DESIGN: T.L.T.	TXDOT NO: 9842 ADDSN		
DRAWN: J.R.H.	REV NO: 98-04		
CHECKED: J.L.B.	JOB NO: E708024.80	Date	Revisions
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Engineers, Architects  
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**ADDISON AIRPORT**

**PAVING DETAILS**

**SHEET 26**  
DATE: DEC. 1997