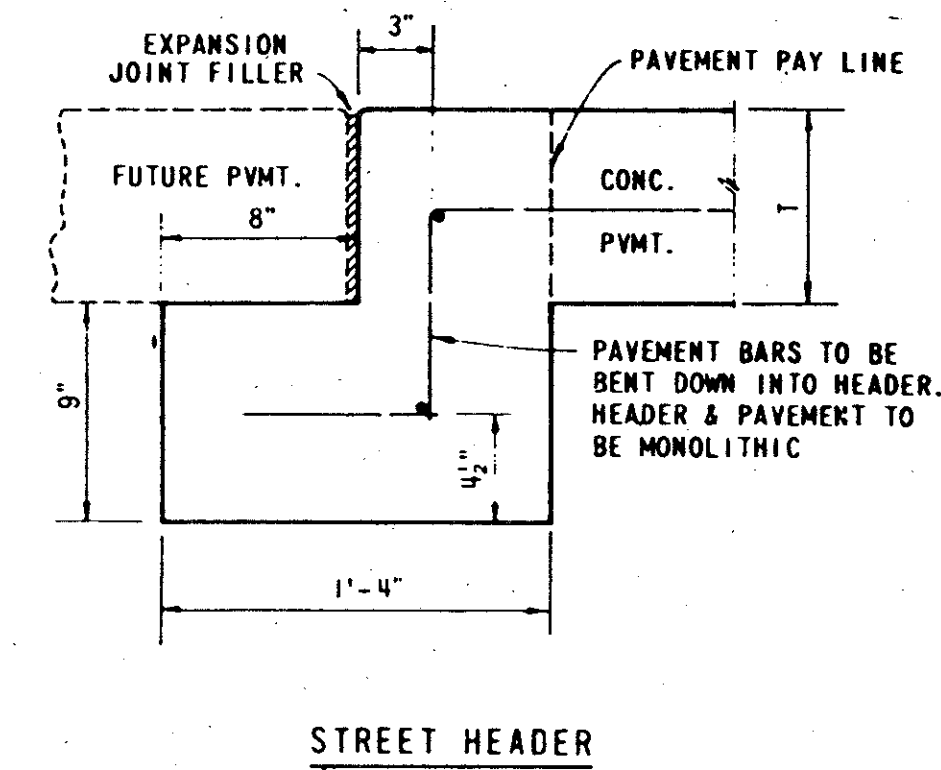
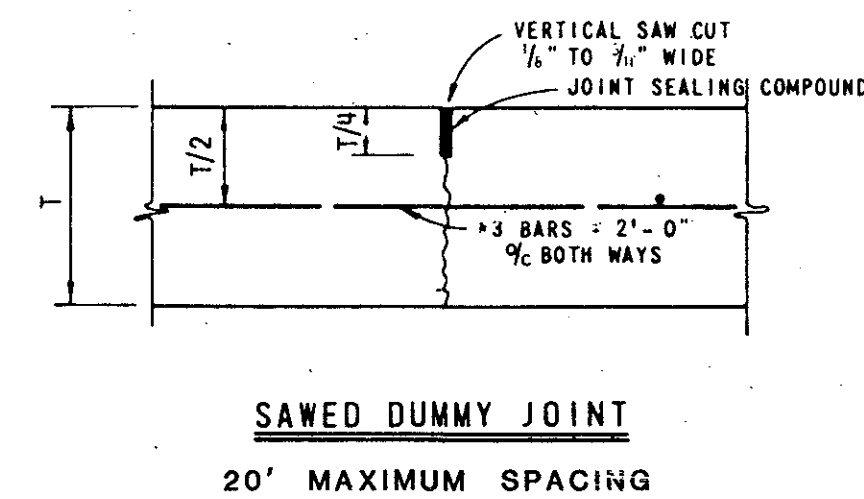
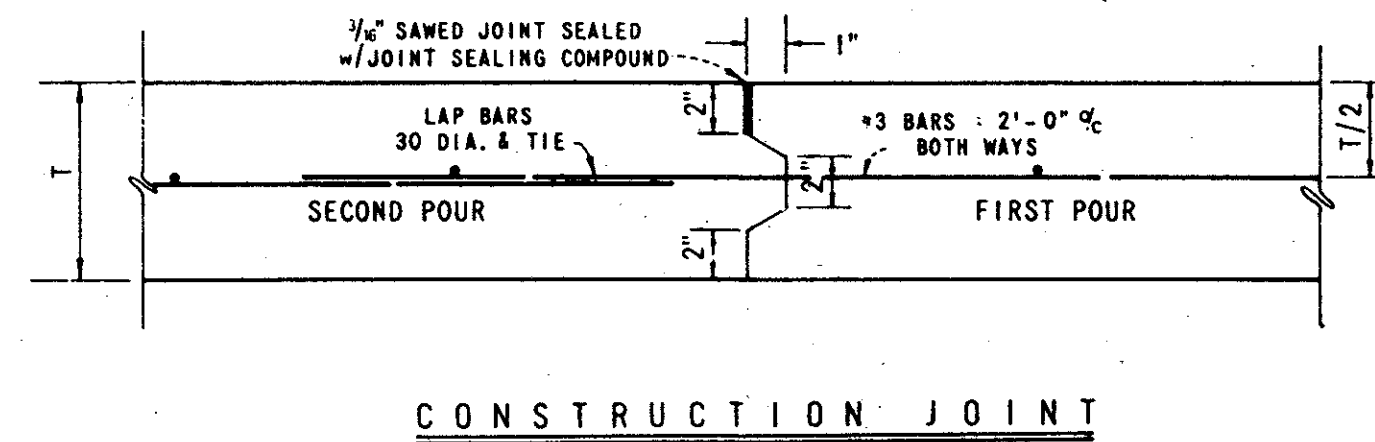


**ROADWAY GENERAL NOTES:**

1. Lime Stabilized Subgrade: to be used when subgrade is of clay material. Lime shall be applied at the rate of 6% by dry weight in order to achieve a plasticity index of 15 or less. Compaction is to be to a minimum of 95% of Standard Proctor density (ASTM D698), at or slightly above optimum moisture content.
2. Crushed Limestone Base: to be used when subgrade is of limestone material. Limestone is to be crushed by suitable methods to obtain a maximum size of 2 inches. Base material is to be compacted to 90% Modified Proctor Density at a moisture content of 2 to 6 percent above optimum.
3. Topsoil material removed during excavation is to be placed in ditches after excavation to the proper grades.
4. Road and taxiway shall receive a broom finish. Ramp shall receive a brush finish.

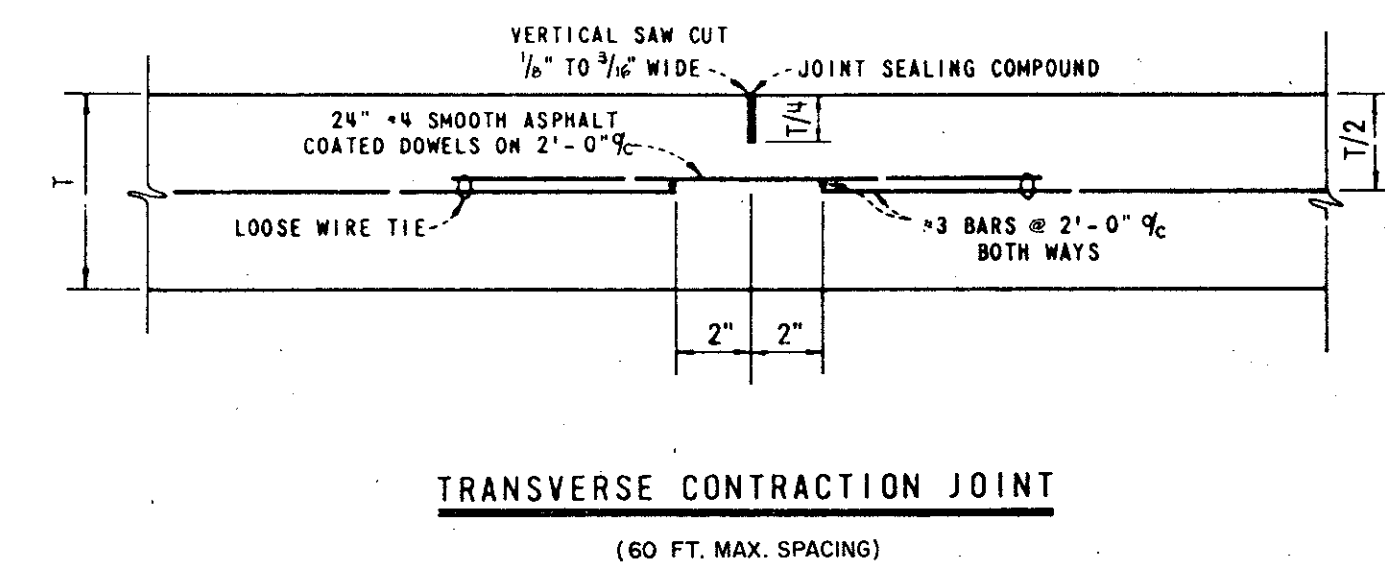
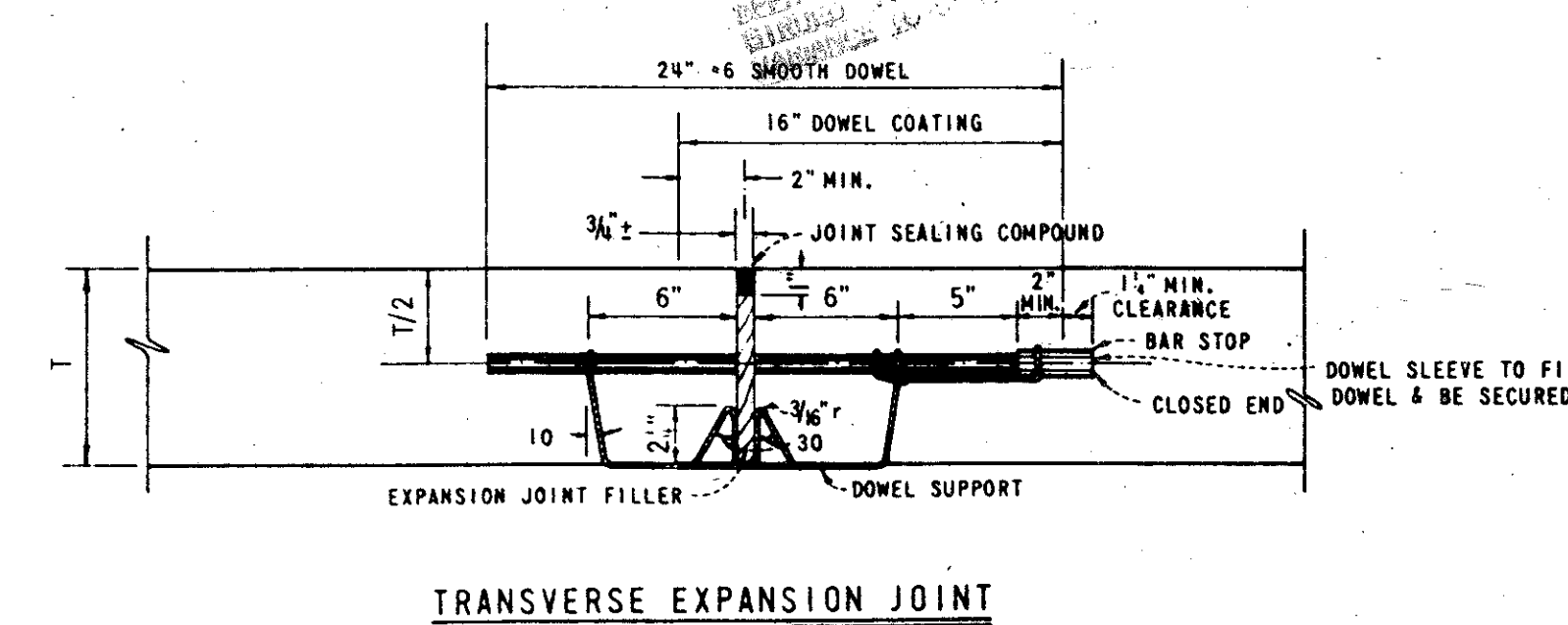


**CONCRETE CONSTRUCTION GENERAL NOTES**

Steel chairs approved by the Engineer shall be used to support reinforcing steel and shall be placed at the intersection of longitudinal and transverse bars at 4'-0" spacing.

Pavement layout will necessitate that all construction and warping joints coincide with lane lines. Thru lane construction will be continuous with all left turn lanes and transitions to be poured as fill-ins subject to approval by the Engineer.

Contractor shall provide transverse construction joint similar in detail to longitudinal construction joint or expansion joint at the end of each days pour or when directed by the Engineer.



<b>ROADWAY SECTIONS</b>		
<b>PAVING DETAILS</b>		
<b>NORTH 40 - PHASE II</b>		
<b>ADDISON MUNICIPAL AIRPORT</b>		
Riewe & Wischmeyer, Inc.		DESIGNED T.K.
CONSULTING ENGINEERS		DRAWN R.W.C.
DALLAS, TEXAS		DATE SEPT. 1982
JOB NO. 81-3600	SCALE NO SCALE	SHEET NO. 7 OF 8

