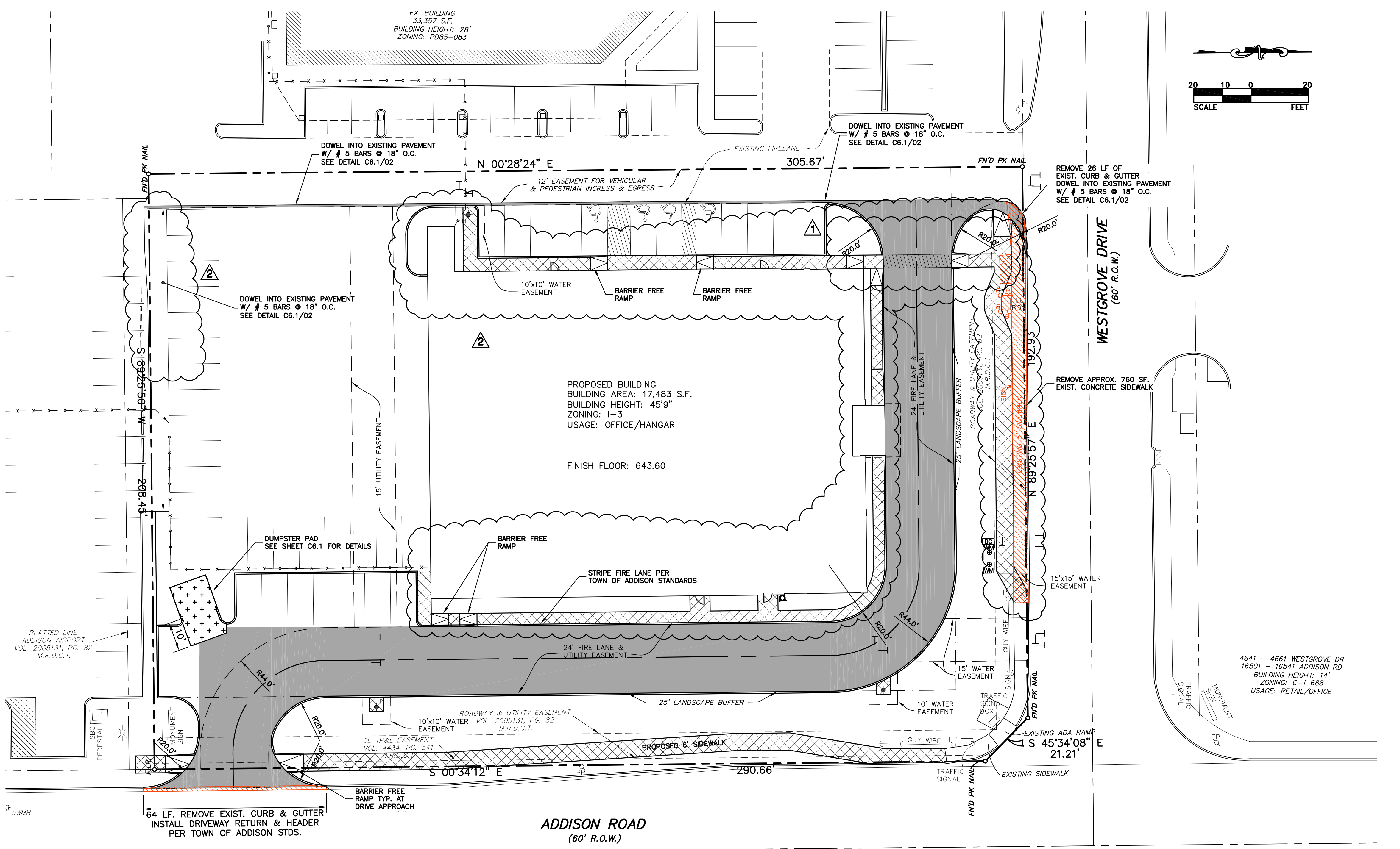


PAVING GENERAL NOTES

1. **STANDARDS AND SPECIFICATIONS:** ALL MATERIALS, CONSTRUCTION METHODS, WORKMANSHIP, EQUIPMENT, SERVICES AND TESTING FOR ALL IMPROVEMENTS SHALL BE IN ACCORDANCE WITH THE PROJECT DOCUMENTS AND THE GOVERNING AUTHORITIES' REQUIREMENTS. IN THE EVENT OF A CONFLICT BETWEEN THE PROJECT DOCUMENTS AND THE GOVERNING AUTHORITIES' REQUIREMENTS, THE MORE STRINGENT SHALL APPLY.
2. **PAVEMENT WARRANTY:** THE CONTRACTOR SHALL PROVIDE A TWO (2) YEAR UNCONDITIONAL MAINTENANCE FREE WARRANTY ON ALL PAVEMENT SURFACES.
3. **PROOF-ROLL SUBGRADE:** PRIOR TO PREPARATION OF THE SUBGRADE, THE SUBGRADE SHALL BE PROOF-ROLLED WITH HEAVY PNEUMATIC EQUIPMENT. ANY SOFT OR PUMPING AREAS SHALL BE EXCAVATED TO FIRM SUBGRADE AND BACKFILLED AND COMPACTED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT.
4. **PAVEMENT SUBGRADE PREPARATION:** PAVEMENT SUBGRADE SHALL BE PREPARED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT. THE SUBGRADE SHALL BE SCARIFIED TO A DEPTH OF SIX INCHES (6") AND COMPACTED TO AT LEAST 95% OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D 698) AND WITHIN THE RANGE OF -1.0% BELOW TO 5.0% ABOVE THE MATERIAL'S OPTIMUM MOISTURE CONTENT. DENSITY TEST MUST BE TAKEN NO MORE THAN 72 HOURS PRIOR TO PLACEMENT OF CONCRETE. THE SUBGRADE SHALL BE PROTECTED AND MAINTAINED IN A MOIST CONDITION UNTIL THE PAVEMENT IS PLACED. PAVEMENT SUBGRADES SHALL BE GRADED TO PREVENT PONDING AND INFILTRATION OF EXCESSIVE MOISTURE ON OR ADJACENT TO THE PAVEMENT SUBGRADE.
5. **CONCRETE PAVEMENT DESIGN:** ALL ON SITE CONCRETE PAVEMENTS SHALL BE THE THICKNESS, COMPRESSIVE STRENGTH (28 DAYS) AND REINFORCED AS SHOWN ON THE PAVING PLAN AND DETAILS. THE CONCRETE SHALL HAVE A WATER-CEMENT RATIO TO PRODUCE A MINIMUM OF 3 TO MAXIMUM OF 5 INCH SLUMP AND CONTAIN PERCENT-ENTRAINED AIR RANGING FROM 4 TO 6. FLY ASH IN CONCRETE IS PROHIBITED.
6. **REINFORCING BARS:** ALL REINFORCING BARS SHALL BE GRADE 60 KSI DEFORMED BILLET STEEL BARS, UNCOATED FINISH. SIZE AND SPACING SHALL BE IN ACCORDANCE WITH THE PAVING PLAN AND DETAILS.
7. **BAR CHAIRS:** ALL REINFORCING STEEL AND DOWEL BARS IN PAVEMENT SHALL BE SUPPORTED AND MAINTAINED AT THE CORRECT CLEARANCES BY THE USE OF BAR CHAIRS.
8. **WEATHER CONDITIONS FOR CONCRETE PLACEMENT:** CONCRETE SHALL NOT BE PLACED WHEN THE TEMPERATURE IS BELOW 40 DEGREES FAHRENHEIT AND FALLING, BUT MAY BE PLACED WHEN THE TEMPERATURE IS ABOVE 35 DEGREES FAHRENHEIT AND RISING. THE TEMPERATURE READING SHALL BE TAKEN IN THE SHADE AWAY FROM ARTIFICIAL HEAT. DO NOT PLACE CONCRETE WHILE IT IS RAINING OR RAIN IS IMMINENT.
9. **CONCRETE PLACEMENT:** CONCRETE SHALL BE PLACED IN STRIPS NOT TO EXCEED 30' IN WIDTH, UNLESS PUMPED.
10. **CONCRETE PAVEMENT CURING:** CONCRETE SHALL BE BROOM FINISHED AND CURED FOR A MINIMUM OF 72 HOURS.
11. **PAVEMENT JOINTING:**
 - a. **JOINT LAYOUT:** CONTRACTOR SHALL PREPARE A JOINT LAYOUT AND PROVIDE IT TO THE ENGINEER FOR REVIEW. THE JOINT LAYOUT SHALL BE PROVIDED A MINIMUM OF ONE (1) WEEK PRIOR TO PLACING PAVEMENT. JOINTS SHALL BE SPACED AS FOLLOWS:

CONTROL JOINTS:	5' PAVEMENT:	15' MAX.
	6' PAVEMENT:	15' MAX.
EXPANSION JOINTS:		90' MAX.

THE JOINT PATTERN SHALL BE CAREFULLY LAID OUT BY THE CONTRACTOR TO AVOID IRREGULAR SHAPES. EXPANSION JOINTS SHALL NOT BE LOCATED ALONG "VALLEYS" IN THE PAVEMENT SUSCEPTIBLE TO STORM WATER DRAINAGE FLOW.
 - b. **SAW CUTTING:** SAW CUTTING SHALL BE DONE WITHIN 8 HOURS OF POUR OR AS SOON AS CONCRETE CAN SUPPORT WEIGHT. ALL SAWED JOINTS ARE TO BE TRUE IN ALIGNMENT AND SHALL CONTINUE THROUGH THE CURB. RADIAL JOINTS SHALL BE NO SHORTER THAN 18 INCHES.
 - c. **JOINT SEALING:** JOINTS SHALL BE SAWN, CLEANED OF DEBRIS, DIRT, DUST, SCALE, CURING COMPOUND AND CONCRETE, BLOWN DRY AND IMMEDIATELY SEALED. UNLESS NOTED OTHERWISE, SEALANT MATERIAL SHALL BE HOT Poured RUBBER JOINT SEALING COMPOUND.
12. **PAVEMENT REMOVAL:** BREAKOUTS FOR REMOVAL OF EXISTING PAVEMENT AND CURBS SHALL BE MADE BY FULL DEPTH SAW CUT WHEN ADJACENT TO PROPOSED PAVEMENT AND/OR CURBS.
13. **CONNECTION TO EXISTING PAVEMENT:** PROPOSED PAVEMENT AND/OR CURBS SHALL MATCH THE ELEVATION OF EXISTING PAVEMENT AND/OR CURBS.
14. **TESTING:** TESTING SHALL BE PERFORMED BY A QUALIFIED TESTING LABORATORY, EMPLOYED AND PAID DIRECTLY BY THE OWNER. TESTING SHALL BE PERFORMED, AT A MINIMUM, IN ACCORDANCE WITH THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT. IN THE EVENT THE RESULTS OF THE INITIAL TESTING DO NOT COMPLY WITH THE PLANS AND THE SPECIFICATIONS, SUBSEQUENT TESTS NECESSARY TO DETERMINE THE ACCEPTABILITY OF CONSTRUCTION SHALL BE AT THE CONTRACTOR'S EXPENSE. PAVEMENT FOUND TO BE DEFICIENT IN STRENGTH OR THICKNESS SHALL BE REMOVED AND REPLACED SOLELY AT THE EXPENSE OF THE CONTRACTOR.
15. **CLEAN UP FOR FINAL ACCEPTANCE:** THE CONTRACTOR SHALL MAKE A FINAL CLEAN UP OF ALL PAVED AREAS PRIOR TO ACCEPTANCE BY THE OWNER. THIS CLEAN UP SHALL INCLUDE POWER WASHING THE PAVEMENT IF REQUIRED.
16. **ALL PEDESTRIAN FACILITIES IN THE PUBLIC R.O.W. MUST CONFORM TO THE MOST RECENT VERSION OF PUBLIC RIGHT OF WAY ACCESSIBILITY GUIDELINES.**



PAVING LEGEND	
	5\"-3,500 PSI REINFORCED CONCRETE ON 6\" COMPACTED SUBGRADE REINF. W/ #3 @18\" O.C.E.W.
	6\"-3,500 PSI REINFORCED CONCRETE ON 6\" COMPACTED SUBGRADE REINF. W/ #3 @18\" O.C.E.W.
	8\"-3,500 PSI REINFORCED CONCRETE ON 6\" COMPACTED SUBGRADE REINF. W/ #3 @18\" O.C.E.W.
	4\"-3,000 PSI REINFORCED CONCRETE SIDEWALK REINF. W/ #3 @ 18\" O.C.E.W.

AS-BUILT
10/25/2018

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY VICTOR LISSIAK, JR., P.E. 30565 ON 10/25/2018



BENCHMARK:
1. SQUARE CUT ON THE CURB INLET AT THE NORTHEAST CORNER OF THE INTERSECTION OF SUNBELT DRIVE AND WESTGROVE DRIVE. ELEVATION=628.54
2. LIGHT POLE CONCRETE BASE IN THE EXCEL PARKWAY MEDIAN WEST OF ADDISON ROAD. ELEVATION=644.41

ZONING: PD-CC-707
REVISED: 06/16/17
REVISED: 04/21/17

PAVING PLAN					
MEHRDAD HANGAR					
ADDISON AIRPORT					
LEASEHOLD ESTATES TRACT II 1458 ACRES GROUND LEASE #080A-29 ALP#U23 4700 WESTGROVE DRIVE ADDISON, TEXAS					
VIEWTECH INC.					
4205 BELTWAY DR. ADDISON, TX. 75001			TEXAS FIRM REGISTRATION NO. F2658 (972) 661-8187 FAX (972) 661-8172		
DESIGN	DRAWN	DATE	SCALE	JOB #	SHEET
AW	AW	10/24/16	1"=20'	2015-224	C6