

ITEM NUMBER	ITEM DESCRIPTION	UNITS	BID QUANTITY			CHANGE ORDERS	FINAL QUANTITY Δ			REMARKS
			TOTAL	A.I.P.	NON A.I.P.		TOTAL	A.I.P.	NON A.I.P.	
GP-70-II.1	THIRD PARTY INSURANCE	L.S.	1		1					ALL FINAL QUANTITIES INCLUDED IN C.O.# 2
P-152-4.1	UNCLASSIFIED EXCAVATION	C.Y.	715	715			715	715		
P-152-4.7	EMBANKMENT	C.Y.	2935	2935			2935	2935		
P-152-4.8	SURFACE GRADING	S.Y.	15,091	15,091			17,060	17,060		
P-620-5.1	RELOCATE R/W & THRES. MARKING & LIGHTS	L.S.	1	1		CHANGE ORDER NO. 1 2-3-92	1	1		COST INCREASE
F-162-5.1	CHAIN LINK FENCE 6' FAB. W/3 STRAND B.W.	L.F.	59	59			59	59		
D-701-5.1(A)	24" R.C.P.	L.F.	2256	2256			2346	2346		
D-701-5.1(B)	30" R.C.P.	L.F.	2241	2241			2184	2184		
D-701-5.1(C)	36" R.C.P.	L.F.	1109	1109			1066	1066		
D-701-5.1(D)	42" R.C.P.	L.F.	2981	2981			2894	2894		
D-701-5.1(E)	48" R.C.P.	L.F.	387	387			403.5	403.5		
D-701-5.1(F)	54" R.C.P.	L.F.	1560	1560			1538	1538		
D-701-5.1(G)	60" R.C.P.	L.F.	710	710			612	612		
D-701-5.1(H)	66" R.C.P.	L.F.	1325	1325			1135	1135		
D-701-5.1(I)	72" R.C.P.	L.F.	60	60			60	60		
D-751-5.1(A)	GRATE INLETS (TYPE H)	EA.	33	33			35	35		
D-751-5.1(B)	GRATE INLET RISER (TYPE H)	EA.	1	1			1	1		
D-751-5.1(C)	GRATE INLET RISER (TYPE H) w/ M.H. BOT. (TYPE M)	EA.	2	2			2	2		
D-751-5.1(D)	GRATE INLET RISER (TYPE H)w/M.H.BOT.(TYPE M)(MOD)	EA.	$\Delta 5 \cancel{2}$	$\Delta 5 \cancel{2}$			5	5		
D-751-5.1(E)	GRATE INLET (TYPE H)(MOD.)	EA.	$\Delta 0 \cancel{2}$	$\Delta 0 \cancel{2}$			0	0		
D-751-5.1(F)	MANHOLES (TYPE M)	EA.	6	6			5	5		
D-751-5.1(G)	MANHOLE (TYPE M MOD.)	EA.	2	2			2	2		
D-751-5.1(H)	JUNCTION BOX (TYPE M)(MODIFIED)	EA.	1	1			1	1		
D-752-5.1(A)	48" HEADWALL (TYPE A)	EA.	1	1			1	1		
D-752-5.1(B)	54" HEADWALL (TYPE A)	EA.	1	1			1	1		
D-752-5.1(C)	72" HEADWALL (TYPE A)	EA.	1	1			1	1		
D-752-5.1(D)	DBL. 7' X 6' CONC. BOX CULVERT	L.F.	250	250			247	247		
D-752-5.1(E)	DBL. 7' X 5' CONC. BOX CULVERT	L.F.	251	251			258	258		
D-752-5.1(F)	BOX CULVERT WINGWALLS	EA.	2	2			2	2		
T-901-5.1	SEEDING	M.S.F.	208	208			836	836		
S - 1 (A)	REMOVE AND REPLACE EXIST. ASPHLT. PAVMT.	S.Y.	1684	1684			1490	1490		
S - 1 (B)	REMOVE AND REPLACE EXIST. CONC. PAVMT.	S.Y.	340	340			534	534		
S - 2(A)	REM. OF EXIST. DRAINAGE STRUCTS.	E.A.	10	10			16	16		
S - 2(B)	REM. OF EXIST. DRAINAGE PIPES	L.F.	1487	1487			1476	1476		
S - 3	TRENCH SAFTEY	L.F.	8426	8426			9935	9935		
S - 4	MOBILIZATION	L.S.	1	1			1	1		
S - 5	MODIFY TYPE "H" INLET GRATES	EA.	N/A	N/A		CHANGE ORDER NO. 2 (FINAL) 4-24-92	25	25		
S - 6	SURFACE GRADING FOR INLETS S-43 AND S-23	L.S.	N/A	N/A		CHANGE ORDER NO. 2 (FINAL) 4-24-92	1	1		

CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS

SAFETY

SECURITY

- The contractor shall acquaint his supervisors of the airport activity and operations that are inherent of this active airport and shall conduct his construction activities to conform to all routine and emergency air traffic requirements and guidelines on safety specified in Special Provisions of the contract documents.
 - All contractor vehicles that are authorized to operate on the airport outside of the designated construction areas are limited to haul routes as specified on the plans. In the active Aircraft Operations Area (AOA) shall display in full view above the vehicle a 3' x 3' or larger, orange and white checkerboard flag, each checkerboard color being 1' square and escorted under the control of the contractor mobile (two-way) radio operator on the job at all times. The mobile operator shall be in constant contact with ATCT group control. Any vehicle operating in the active AOA during the hours of darkness should be equipped with a flashing amber (yellow) dome type light, mounted on top of the vehicle and of such intensity to conform to local codes for maintenance and emergency vehicles.
 - All contractor vehicles that are required to cross active runways and instrument of approach clear zones shall do so under the direct control of a flagman who is in direct (two-way) radio communication with the ground controller of the Air Traffic Control Tower, on ground control frequency. The flagman and radio operator shall be trained and instructed by Airport Management in the regulations governing operations on the AOA. The flagman and radio operator shall remain with his vehicle at all times. Contractor shall furnish flagmen equipped with two-way radios as well as furnishing a two-way to be utilized by the Engineer. All aircraft traffic on runways, taxiways and aprons shall have priority over contractor's traffic.
 - No runway, taxiway, apron or airport roadway shall be closed without written approval of the Airport transmitted by the Engineer to enable necessary "Notices to Airmen" (NOTAM) or advisories to airport services or tenants. A minimum of 48 hours notice of requested closing shall be directed to the Engineer, who will coordinate the request with the owner.
 - Any construction activity within 250' of an active runway edge or 40' from an active taxiway edge or open excavations in excess of 4" inches deep within the above areas, will require closure of the affected runway or taxiway, unless otherwise approved by the owner. Closure requires the same provisions as paragraph four above. See phasing notes sheet 4 for additional closure requirements.
 - Stockpiled material should be constrained in a manner to prevent movement resulting from aircraft jet blast or wind conditions in excess at 10 knots.
 - Open trenches, excavations and stockpiled material located in the AOA shall be prominently marked with flags and lighted by approved light units during hours of restricted visibility and darkness.
 - Debris, waste and loose material capable of causing damage to aircraft landing gears, propellers or being ingested in jet engines shall not be allowed on active aircraft movement areas. If these materials are observed to be on active aircraft movement areas, they will be removed immediately and or continuously during construction. Contractor is required to maintain on site a power sweeper with vacuum abilities to maintain the area debris free. This requirement is of the utmost importance. Any damage to aircraft as a result of non-compliance will be the sole responsibility of the contractor.
 - The Engineer will arrange with the owner for inspection prior to opening for aircraft use any runway or taxiway that has been closed for work, on or adjacent thereto, or that has been used for a crossing point or haul by the Contractor.
 - The Contractor's Security Officer (C.S.O.) will be responsible for all safety precautions. Prior to the commencement of the work the C.S.O. shall provide the Engineer an outline of a proposed accident and fire protection plan for all work contemplated under the contract and conduct at least one safety meeting each month for each shift and require the attendance of all supervisors at such meetings. Copies of the minutes of safety meetings shall be kept on file in the contractor's field office and available upon demand by the Engineer.
- General Intent: It is intended that the contractor shall comply with all requirements of the airport security plan and with the security requirements specified herein. The contractor shall designate to the Engineer in writing, the name of his "Contractor Security Officer" (C.S.O.). The C.S.O. shall represent the contractor on the security requirements for the contract.
 - Contractor Personnel Security Orientation: The Contractor Security Officer shall be responsible for briefing all contractor personnel on these requirements and, from time to time, and other security provisions adopted by the owner. All new contractor employees shall be briefed on these requirements prior to working in the construction area. The Contractor Personnel Security Officer shall be required to attend the preconstruction meeting before the project begins.
 - Access to the Site: Contractor's access to the site shall be as shown on plans. No other access points shall be allowed unless approved by the Engineer. All contractor traffic authorized to enter the site shall be experienced in the route or guide by contractor personnel. The contractor shall be responsible for traffic control to and from the various construction areas on the site, and for the operations of the access gate to the site. A contractor's flagman or traffic control person shall monitor and coordinate all contractor traffic at the access gate with Security. The contractor shall not permit any unauthorized construction personnel or traffic on the site. The contractor is responsible for immediate clean up of any debris deposited along the access route as a result of his construction traffic. Direction signing at the access gate and along the delivery route to the storage area, plant site or work site shall be as directed by the Engineer.
 - Materials Delivery to the Site: All Contractor's material orders for delivery to the work site will use as a delivery address, the street name assigned to the access point at the contractor's storage site at the airport.
 - Construction Area Limits: The limits of construction, material storage areas, plant site, equipment storage area, parking area and other areas defined as required for the contractor's exclusive use during construction shall be marked by the contractor. The contractor shall erect and maintain around the perimeter of these areas suitable fencing, marking and or warning devices visible for day/night use. Temporary barricades, flagging and flashing warning lights will be required at critical access points. Type of marking and warning devices shall be approved by the owner, through the Engineer.
 - Identification Personnel: All employees of contractor or subcontractors requiring access to the construction site are required to be supplied with identification badges, identifiable hard hats, and other identification approved by the Engineer, to be worn at all times while within the area.
 - Identification Vehicles: The contractor, through the Contractor Security Officer, shall establish and maintain a list of contractor and subcontractor vehicles authorized to operate on the site and shall issue a permit to each vehicle to be made available upon demand by the Engineer. Vehicles delivering materials to the contractor site shall pick up a temporary pass at the access gate and surrender same upon leaving the gate. Vehicle permits shall be assigned in a manner to assure positive identification at all times. In lieu of issuing individual vehicle permits the C.S.O. can require each vehicle to display a large company sign on both sides of vehicle and advise Security and Operations through the Engineer, with a current list of companies authorized to enter and conduct work on the airport. Contractor employee personal vehicles shall be restricted to the Contractor's storage area and are not allowed on the airfield at any time.

AS BUILT

JUL 30 1992



DESIGN: R.C.R.
DRAWN: M.J.G.
CHECKED: D.W.P.

A.I.P. NO.: 3-48-0063-03-91
S.P. NO.:
JOB NO.: Y8024.22

DATE	REVISIONS	BY	AUTH
7-24-92	CHANGE ORDER No. 2	MJA	REG
8-30-92	ADDENDUM No. 1	MJA	REG

Greiner
Greiner, Inc.
Fort Worth, Texas
Engineers, Architects
and Planners



ADDISON AIRPORT

DRAINAGE IMPROVEMENTS
SUMMARY OF QUANTITIES
AND CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS

SHEET
3
DATE: SEPT 1991