



REGISTRATION NO.
F-5713

RECORD DRAWINGS
03/10/2015

REV.	DATE	DESCRIPTION	BY

ADDISON AIRPORT
ADDISON, TEXAS
RUNWAY 33 RSA IMPROVEMENTS

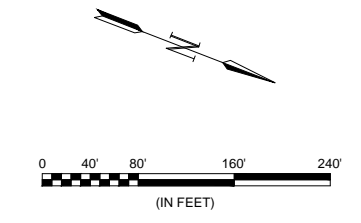
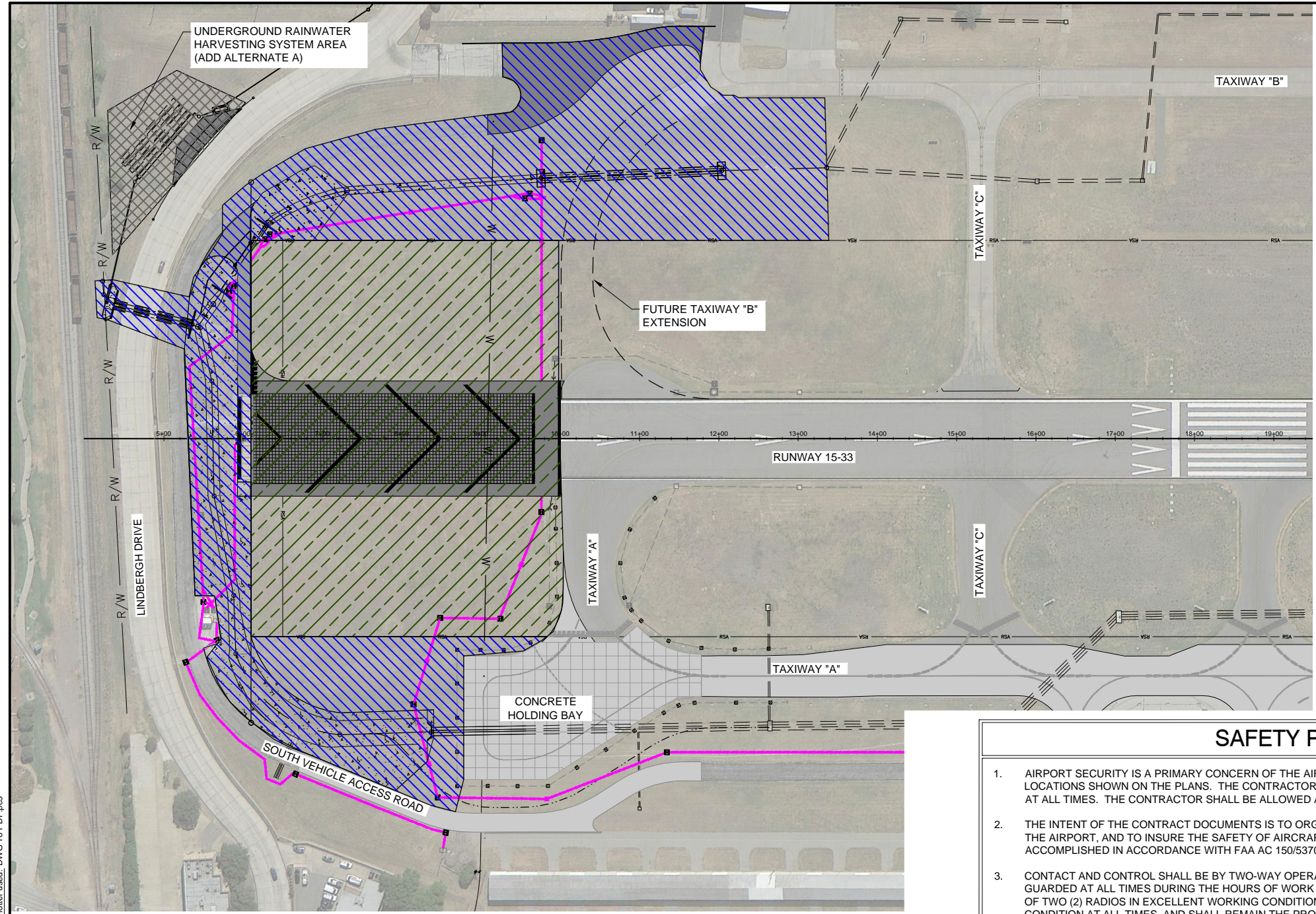
SAFETY & PHASING
PLAN - OVERALL

JOB NO.: 13081100
DATE: NOV. , 2013
DESIGNED BY: BCB
DRAWN BY: BCB

BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
G-201

SHEET NUMBER
4



LEGEND

- RUNWAY 33 RSA IMPROVEMENTS (BASE BID)
- DRAINAGE IMPROVEMENTS (BASE BID)
- RAINWATER HARVESTING (ADD ALTERNATE A)
- PROPOSED ELECTRICAL CABLE
- PROPOSED WATER LINE

CONTRACT TIME

PHASE	CALENDAR DAYS	WORK AVAILABILITY
PHASE 1* (150 DAYS)		ANYTIME
PHASE 2 (60 DAYS)		SEE SHEET #####
PHASE 3* (150 DAYS)		ANYTIME

*CONTRACT TIME WILL BE SUSPENDED BETWEEN JULY 2ND - 4TH

- ### SAFETY PLAN / WORK RESTRICTIONS
- AIRPORT SECURITY IS A PRIMARY CONCERN OF THE AIRPORT. THE CONTRACTOR SHALL BE ALLOWED ACCESS TO THE CONSTRUCTION AREAS AT THE LOCATIONS SHOWN ON THE PLANS. THE CONTRACTOR'S ACCESS GATES INTO THE SECURED AREA OF THE AIRPORT SHALL BE KEPT GUARDED OR LOCKED AT ALL TIMES. THE CONTRACTOR SHALL BE ALLOWED ACCESS AT ADDITIONAL LOCATIONS WITH THE APPROVAL OF THE OWNER AND THE ENGINEER.
 - THE INTENT OF THE CONTRACT DOCUMENTS IS TO ORGANIZE AND CONTROL THE WORK SO THAT IT IS ACCOMPLISHED WITH MINIMUM INCONVENIENCE TO THE AIRPORT, AND TO INSURE THE SAFETY OF AIRCRAFT MOVEMENTS AT THE AIRPORT DURING THE CONSTRUCTION PERIOD. ALL WORK SHALL BE ACCOMPLISHED IN ACCORDANCE WITH FAA AC 150/5370-2F, OR LATEST VERSION.
 - CONTACT AND CONTROL SHALL BE BY TWO-WAY OPERATION RADIO, TUNED TO THE FREQUENCY SPECIFIED BY THE ENGINEER. THE RADIO SHALL BE GUARDED AT ALL TIMES DURING THE HOURS OF WORK FOR RECEIPT OF INFORMATION OR INSTRUCTIONS. THE CONTRACTOR SHALL FURNISH A MINIMUM OF TWO (2) RADIOS IN EXCELLENT WORKING CONDITION FOR THE USE OF HIS PERSONNEL. ALL RADIOS SHALL BE MAINTAINED IN GOOD AND OPERABLE CONDITION AT ALL TIMES, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR UPON COMPLETION OF THE PROJECT.
 - AT ALL TIMES AIRCRAFT MOVEMENT SHALL HAVE THE RIGHT OF WAY OVER THE CONTRACTOR'S EQUIPMENT.
 - ALL WORK WITHIN THE AIRPORT PERIMETER FENCE SHALL BE ACCOMPLISHED AFTER NOTAMS HAVE BEEN ISSUED AND COORDINATION WITH THE OWNER, THROUGH THE ENGINEER, HAS BEEN COMPLETED.
 - ALL EQUIPMENT AND VEHICLES OPERATING INSIDE THE AIRPORT PERIMETER FENCE MUST BE MARKED WITH THE CONTRACTOR'S NAME AND BE LEGIBLE FROM 200 FEET. EQUIPMENT AND VEHICLES SHALL BE MARKED WITH 3' x 3' ORANGE CHECKED FLAGS AND YELLOW FLASHING DOME-TYPE LIGHTS.
 - THE CONTRACTOR'S OPERATIONS, MOVEMENTS AND WORK ARE RESTRICTED TO THE CONSTRUCTION WORK LIMITS AS SHOWN ON SHEETS ##### AND #####.
 - DURING CONSTRUCTION, THE CONTRACTOR'S EQUIPMENT WILL CROSS AN ACTIVE TAXIWAY. WORK ON AN ACTIVE TAXIWAY WILL BE LIMITED TO THE LOCATION SHOWN ON THE SAFETY AND PHASING PLANS, OR AS DIRECTED BY THE ENGINEER.
 - THE CONTRACTOR SHALL INSURE THAT THE PAVEMENT SURFACE WITHIN AN ACTIVE TAXIWAY IS KEPT CLEAN FROM DIRT, MUD, AND OTHER DEBRIS FROM THE CONTRACTOR'S EQUIPMENT.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SECURITY OF ALL HIS/HER ACCESS GATES BY KEEPING THE ACCESS GATE LOCKED OR GUARDED AT ALL TIMES. ANY AND ALL FINES THAT MAY BE LEVIED ON THE AIRPORT FOR A SECURITY VIOLATION IN CONNECTION WITH THE ACCESS GATE OR THE CONTRACTOR'S ACTIVITIES SHALL BE PAID BY THE CONTRACTOR. THE FAA OR THE AIRPORT MAY ASSESS A FINE DEPENDING ON THE SERIOUSNESS OF THE INFRACTION.
 - ALL VEHICLES ARE PROHIBITED FROM ENTERING UNAUTHORIZED MOVEMENT AREAS.
 - THE CONTRACTOR SHALL PROVIDE THE NAME AND TELEPHONE NUMBER OF A PERSON TO ACT AS THE CONTRACTOR'S REPRESENTATIVE, AVAILABLE 24 HRS. PER DAY, SHOULD PROBLEMS ARISE WHICH WOULD REQUIRE THE CONTRACTOR'S IMMEDIATE ATTENTION.
 - ALL CONTRACTOR EMPLOYEES SHALL SUCCESSFULLY COMPLETE AIRFIELD DRIVER TRAINING PRIOR TO DRIVING BEYOND THE CONTRACTOR PARKING AREA. MATERIAL DELIVERIES SHALL BE ESCORTED BY SOMEONE THAT HAS SUCCESSFULLY COMPLETED AIRFIELD DRIVER TRAINING.

ITEMS OF WORK

PHASE	DESCRIPTION
I	DRAINAGE IMPROVEMENTS INCLUDING CULVERT AND INLET REMOVAL AND REPLACEMENT, CONSTRUCT FLAT BOTTOM DITCH IN PLACE OF EXISTING PIPES BEHIND LOCALIZER, REGRADING FOR ADDITIONAL DETENTION AREA AND FLOW LINES, INSTALLATION OF CONCRETE SLOPE PROTECTION IN VARIOUS LOCATIONS, INSTALLATION OF CURBS ALONG THE WEST SIDE OF THE SOUTH ACCESS ROAD, AND STRAIGHTENING THE CREEK DOWNSTREAM OF THE AIRPORT'S OUTFALL AND INSTALL GROUTED RIPRAP. CONSTRUCTION OF NEW FAA ACCESS ROAD AND RELOCATE FAA CABLE.
II	EMAS FOUNDATION BED CONSTRUCTION, EMAS BLOCK INSTALLATION, PAINTING OF EMAS PAVEMENT, UNDERDRAIN INSTALLATION, FAA CABLE RELOCATION UNDER THE EMAS, WATER LINE IMPROVEMENTS, AND LATERAL RSA GRADING.
III	INSTALL 48" HDPE CISTERN, PRETREATMENT MANHOLE, PUMP MANHOLE WITH PUMP CONTROL AND NEW ELECTRICAL SERVICE (ADD ALTERNATE A)

File: I:\2014\14081101 - ads emas construction\Drawings\RECORD\ADS_EMAS_G201_P1.dwg Last saved by: S Johnson
 Last plotted by: Suarez, Javier Plot Style: AECMonochrome.ctb Plot Date: 3/10/2015 4:38 PM Plotter used: DWG To PDF.pc3