

ADDISON MUNICIPAL AIRPORT ADDISON, TEXAS

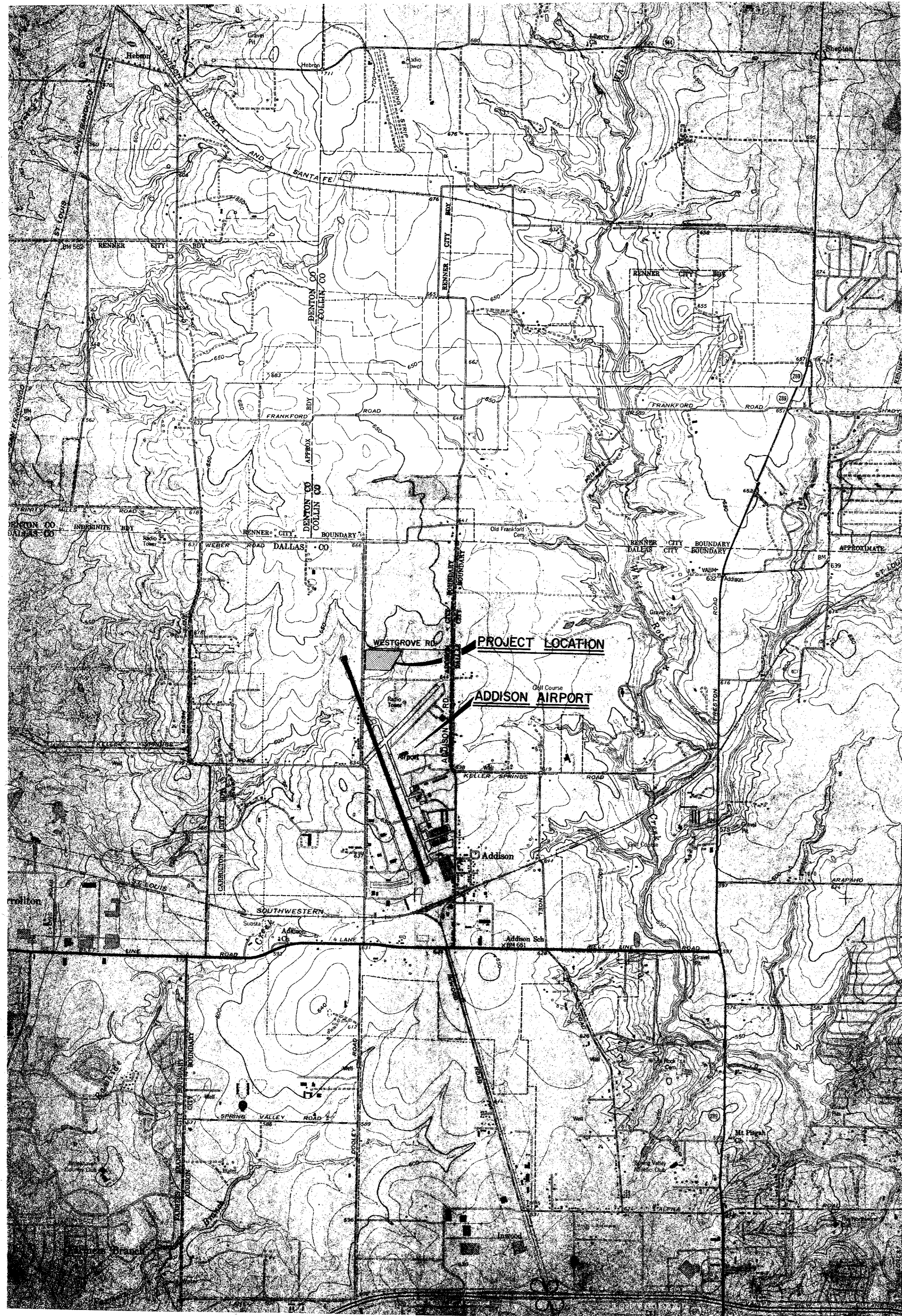
NORTH 40 - PHASE II IMPROVEMENTS

JERRY REDDING, MAYOR

ALDERMAN

JOHN B. ALLEN STEWART BAETTY
BARRY FINKELSTEIN RICHARD RODER
BILL SELLMAYER

RON WHITEHEAD, CITY MANAGER
RALPH SEELY, DIRECTOR OF FINANCE
HENRY STUART, DIRECTOR OF AVIATION

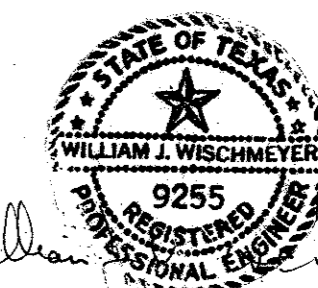


CITY OF ADDISON
APPROVED
BUILDING DEPARTMENT
CONSTRUCTION
DATE: 2-2-83
NOTE: CONTRACTOR IS HEREBY INSTRUCTED TO EXERCISE CARE IN MEETING OR EXCEEDING ALL REQUIREMENTS OF BOTH NATIONAL AND LOCAL CODES AND/OR ORDINANCES APPLICABLE TO HIS WORK. APPROVAL OF THESE DRAWINGS SHALL NOT BE CONSTRUED TO RELIEVE RESPONSIBILITY OR LIABILITY VARIANCE TO SUCH CODES.

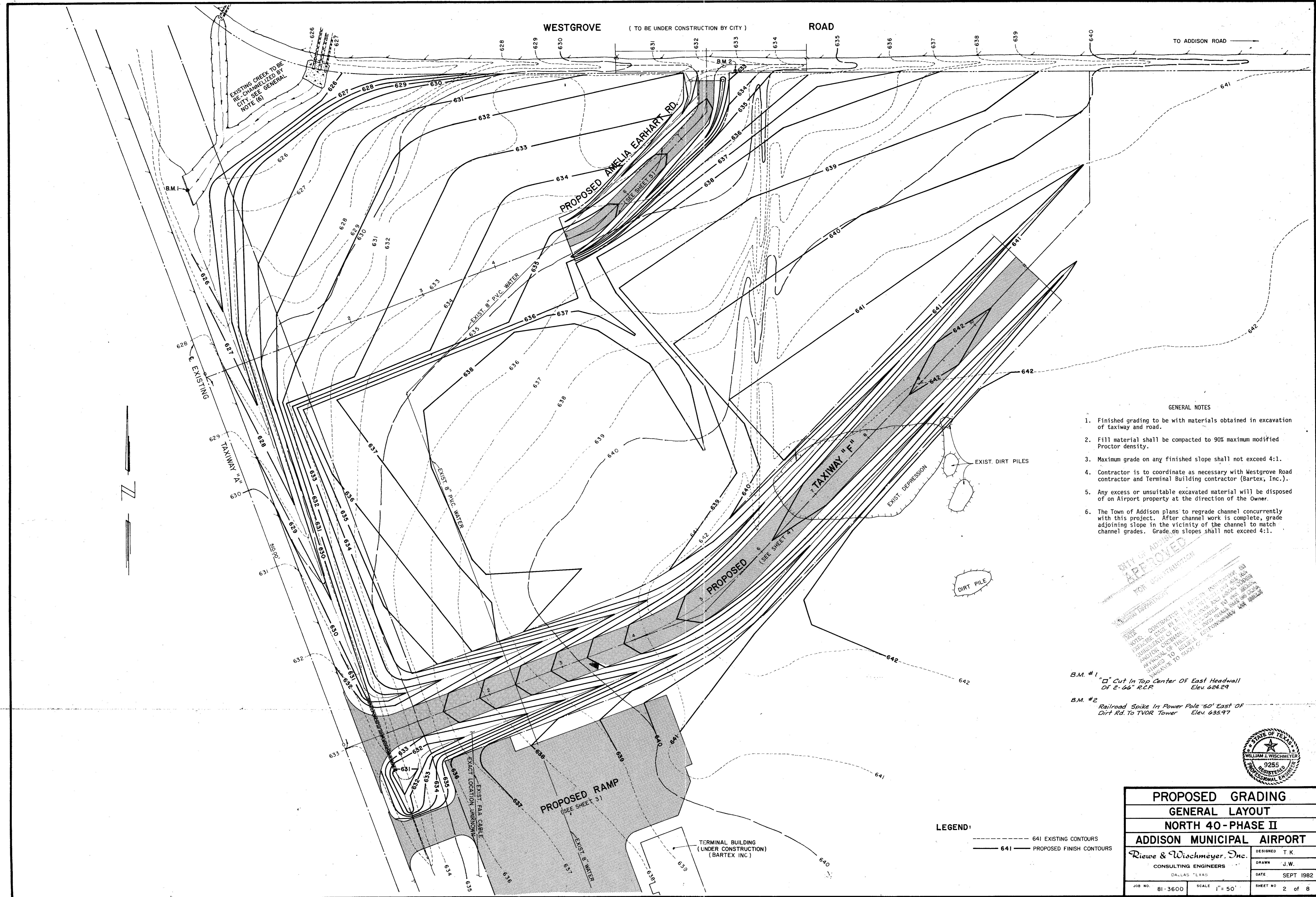
NOTES

1. NO CONSTRUCTION TRAFFIC SHALL BE PERMITTED IN OPERATIONAL AREAS.
2. CONTRACTOR'S ACCESS ROUTES SHALL BE APPROVED BY THE OWNER PRIOR TO USE.
3. NO CONSTRUCTION EQUIPMENT SHALL BE PARKED IN ANY AREA EXCEPT THE PARKING AREA DESIGNATED BY THE OWNER.
4. ALL CONSTRUCTION EQUIPMENT AND VEHICLES SHALL BE PROVIDED WITH A FLAG PLACED SO AS TO BE READILY VISIBLE. THE FLAG SHALL BE NOT LESS THAN 3 FEET SQUARE CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OR NOT LESS THAN 1 FOOT ON EACH SIDE.
5. IN THE EVENT OF AIRCRAFT EMERGENCY, THE CONTRACTOR SHALL PROMPTLY COMPLY WITH ANY INSTRUCTIONS ISSUED BY THE AIRPORT MANAGEMENT.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO UNDERGROUND CABLES. NO DIGGING SHALL BE PERFORMED WITHOUT FIRST CONTACTING THE LOCAL FAA MAINTENANCE REPRESENTATIVE. ANY DAMAGE TO FAA CABLE OR UNDERGROUND FACILITIES SHALL BE REPAIRED IN ACCORDANCE WITH APPLICABLE FAA SPECIFICATIONS AND IN A MANNER ACCEPTABLE TO THE LOCAL FAA MAINTENANCE REPRESENTATIVE AND THE ENGINEER.

Riewe & Wischmeyer, Inc.
CONSULTING ENGINEERS
DALLAS, TEXAS



William J. Wischmeyer



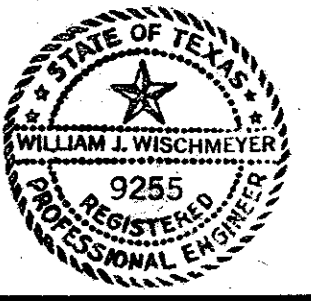
GENERAL NOTES

1. Finished grading to be with materials obtained in excavation of taxiway and road.
2. Fill material shall be compacted to 90% maximum modified Proctor density.
3. Maximum grade on any finished slope shall not exceed 4:1.
4. Contractor is to coordinate as necessary with Westgrove Road contractor and Terminal Building contractor (Bartex, Inc.).
5. Any excess or unsuitable excavated material will be disposed of on Airport property at the direction of the Owner.
6. The Town of Addison plans to regrade channel concurrently with this project. After channel work is complete, grade adjoining slope in the vicinity of the channel to match channel grades. Grade on slopes shall not exceed 4:1.

CITY OF ADDISON APPROVED
 FOR CONSTRUCTION
 PLANNING DEPARTMENT
 NOTES: CONTRACTOR TO VERIFY INSTRUMENT NOTES CARE IN ALL PLANS AND NOTES. CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND DEPTH OF ALL UTILITIES AND FOR THE PROTECTION OF SAME. APPROVAL OF THESE PLANS SHALL BE LIMITED TO THE INFORMATION PROVIDED TO SUCH CITY.

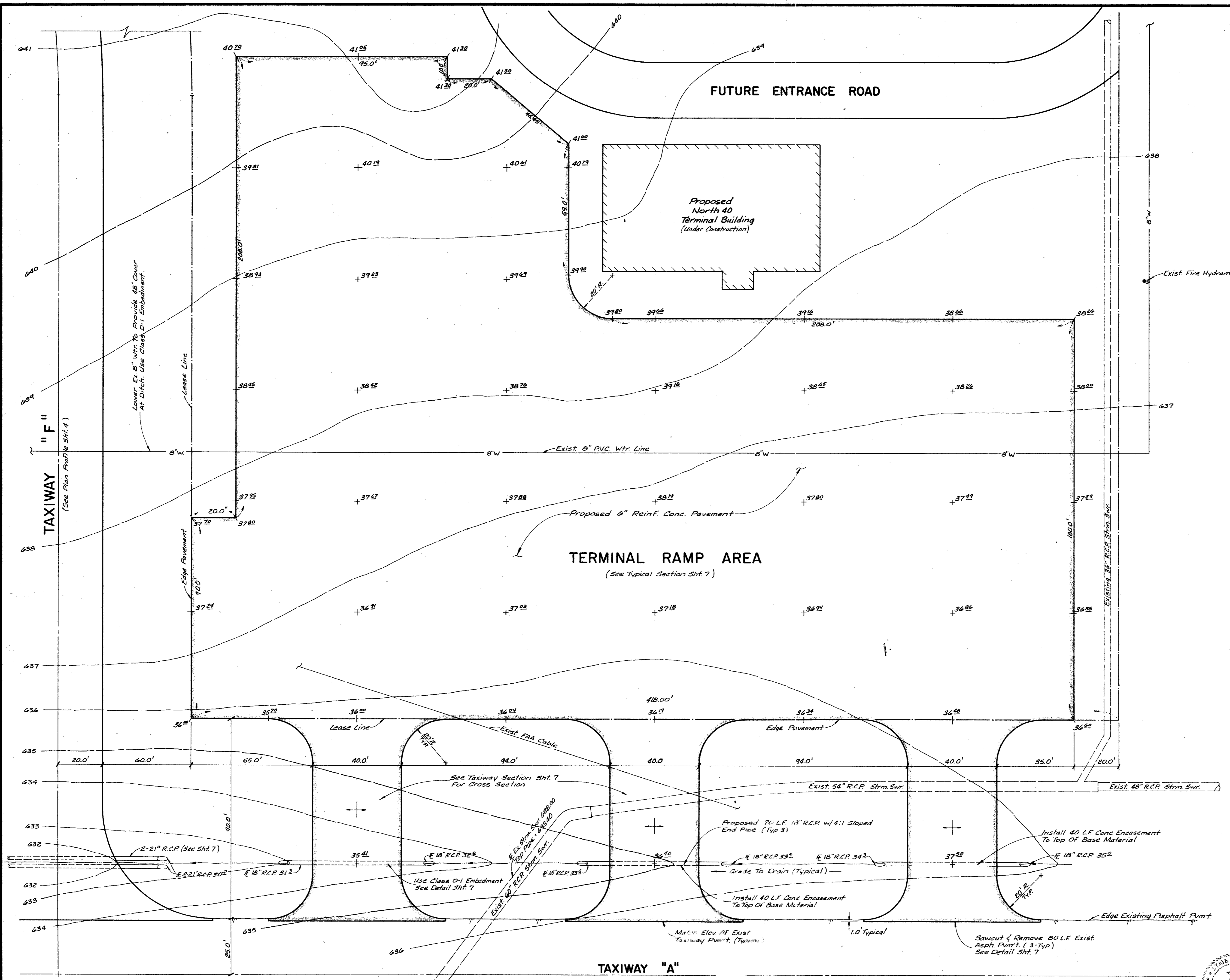
B.M. #1 \square Cut In Top Center Of East Headwall Of 2-66 R.C.P. Elev. 624.29

B.M. #2 Railroad Spike In Power Pole 50' East Of Dirt Rd. To TVOR Tower Elev. 635.97



LEGEND:
 - - - - - 641 EXISTING CONTOURS
 ———— 641 PROPOSED FINISH CONTOURS

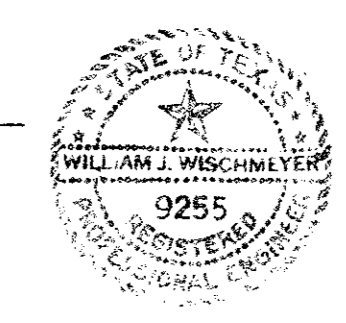
PROPOSED GRADING	
GENERAL LAYOUT	
NORTH 40-PHASE II	
ADDISON MUNICIPAL AIRPORT	
<i>Riewe & Wischmeyer, Inc.</i>	
CONSULTING ENGINEERS	DESIGNED T.K.
DALLAS, TEXAS	DRAWN J.W.
DATE SEPT 1982	DATE SEPT 1982
JOB NO. 81-3600	SCALE 1" = 50'
SHEET NO. 2	OF 8

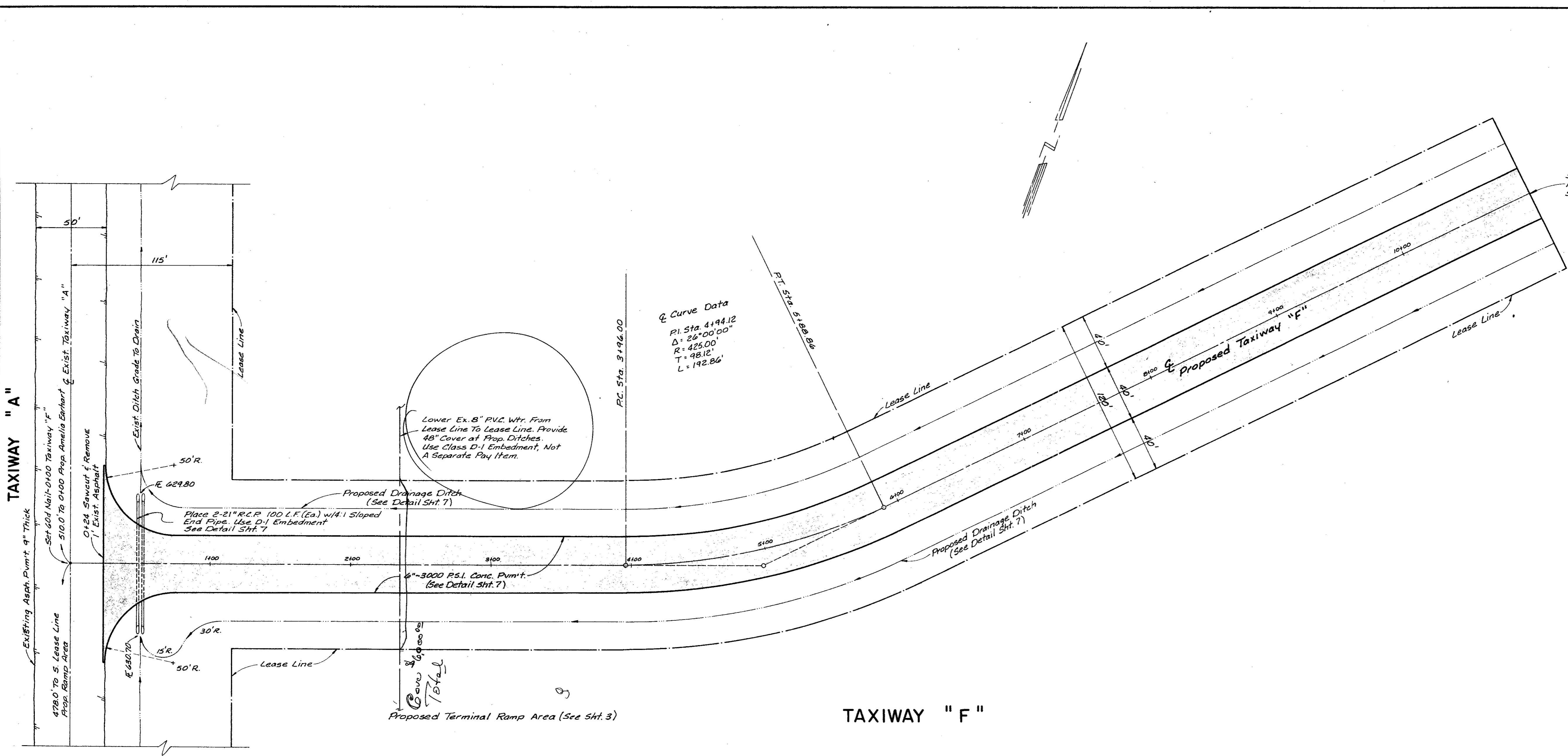


- LEGEND**
- + 37.29 Top of Pavement Elevation
 - + 36.88 Top of Edge of Pavement Elevation
 - - - Lease Line
 - Exist. Contour Line
- Add 600' To Pavement Elevations Shown.

- Notes:**
1. Contractor To Coordinate Work In Vicinity Of Terminal Bldg. w/ Bldg. Contractor. (Bartex Inc.)
 2. Ramp To Have Sawed Dummy Joints At 20 Foot On Center Each Way.
 3. If Ramp Is Constructed In More Than (1) Cont. Conc. Pour Place Expansion Jts. At end Of Each Pour
 4. Grade Surrounding Area To Drain w/4:1 Max. Slopes
"D" Cut In Top Center Of East Headwall
BM #1 Of 2.46" R.C.P. Elev. 624.29

PROPOSED PAVING	
TERMINAL RAMP AREA	
NORTH 40 - PHASE II	
ADDISON MUNICIPAL AIRPORT	
Riewe & Wischmeyer, Inc.	
DESIGNED T.K.	DRAWN R.W.C.
CONSULTING ENGINEERS	DATE SEPT. 1982
DALLAS, TEXAS	SHEET NO. 3 of 8
JOB NO. 82-0500	SCALE 1"=20'





CITY OF ADDISON
APPROVED
 FOR CONSTRUCTION

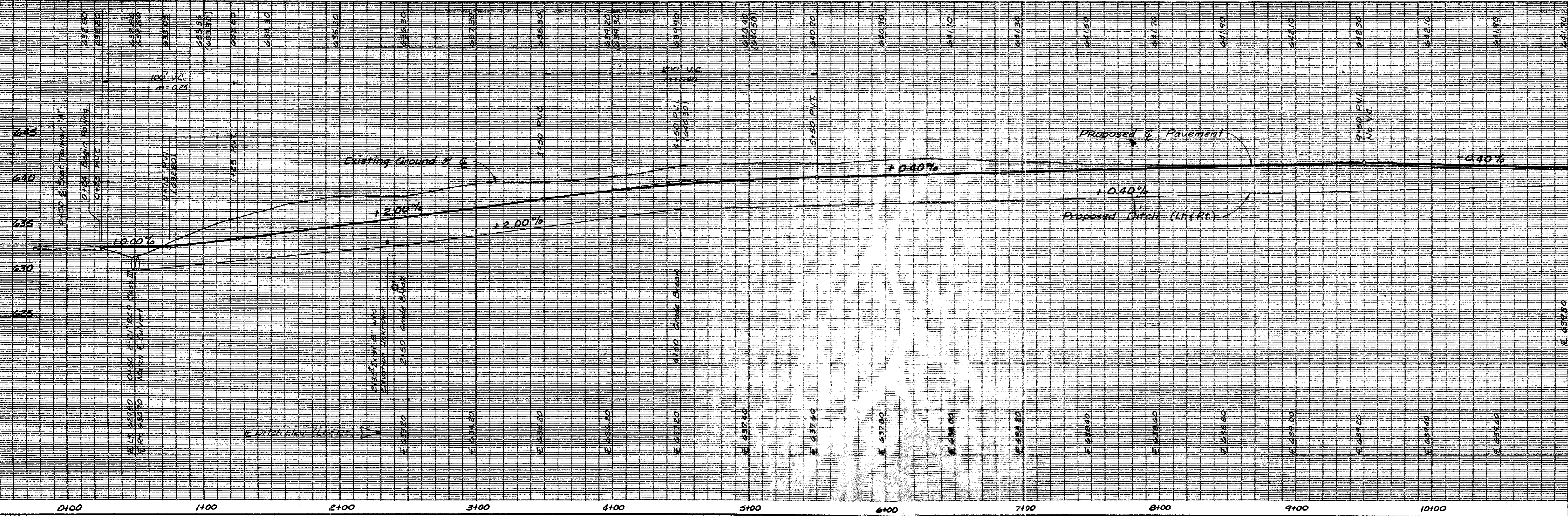
BUILDINGS DEPARTMENT

DATE: _____

CONTRACTOR IS HEREBY INSTRUCTED TO TAKE CARE IN MEETING OR EXCEEDING ALL REQUIREMENTS OF BOTH NATIONAL AND LOCAL BUILDING DEPARTMENTS APPLICABLE TO THIS WORK. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND SHALL NOT BE CONSIDERED RESPONSIBLE FOR ANY SUCH CODES.

BY: _____
 Engineer of East Headwall
 Elev. 624.29

B.M. #1 "D" CUT



PROPOSED PAVING

TAXIWAY "F"

NORTH 40 - PHASE II

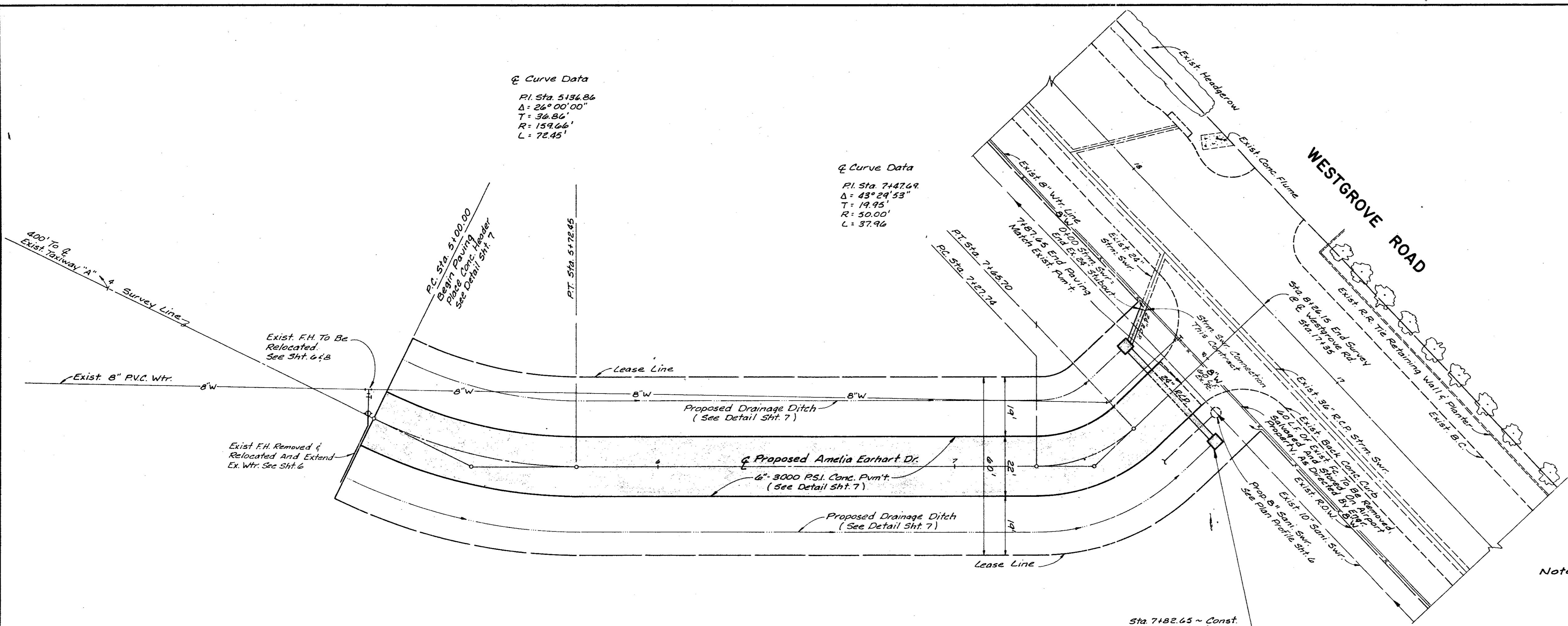
ADDISON MUNICIPAL AIRPORT

RIEWE & WISCHMEYER, INC.

DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
T.K.	R.W.C.	SEPT. 82	H: 1"=40' V: 1"= 6'			4 OF 8

Q Curve Data
 P.I. Sta 5136.86
 $\Delta = 26^{\circ}00'00''$
 $T = 384.96'$
 $R = 159.66'$
 $L = 72.45'$

Q Curve Data
 P.I. Sta 7147.69
 $\Delta = 43^{\circ}24'53''$
 $T = 19.95'$
 $R = 50.00'$
 $L = 37.96'$



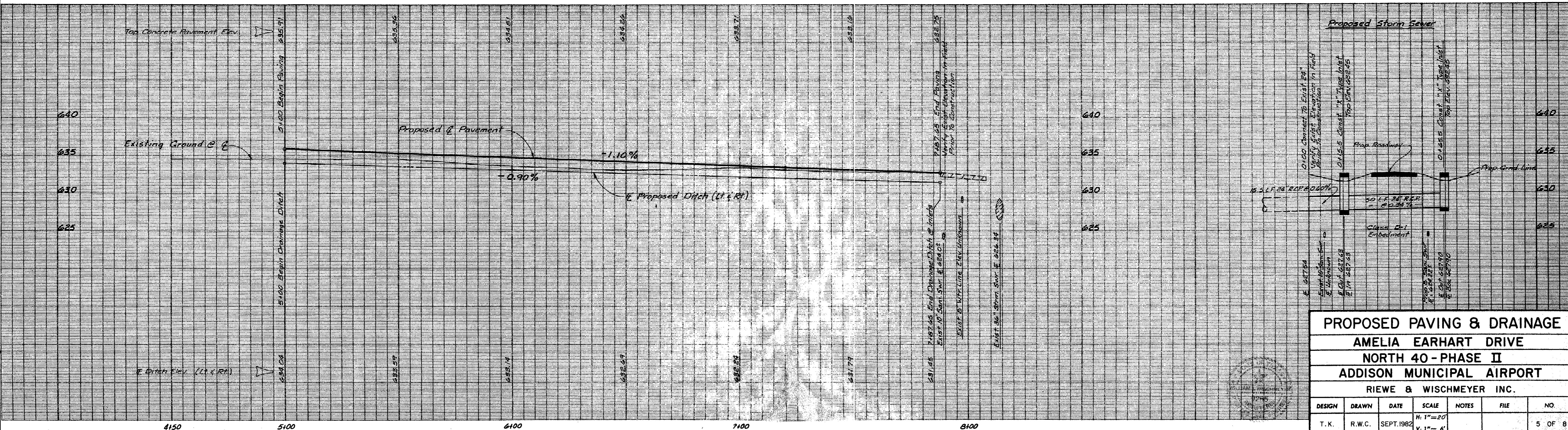
Note: Improvements For Westgrove Rd. Shown As Existing Will Be Under Construction During This Contract.

APPROVED FOR CONSTRUCTION

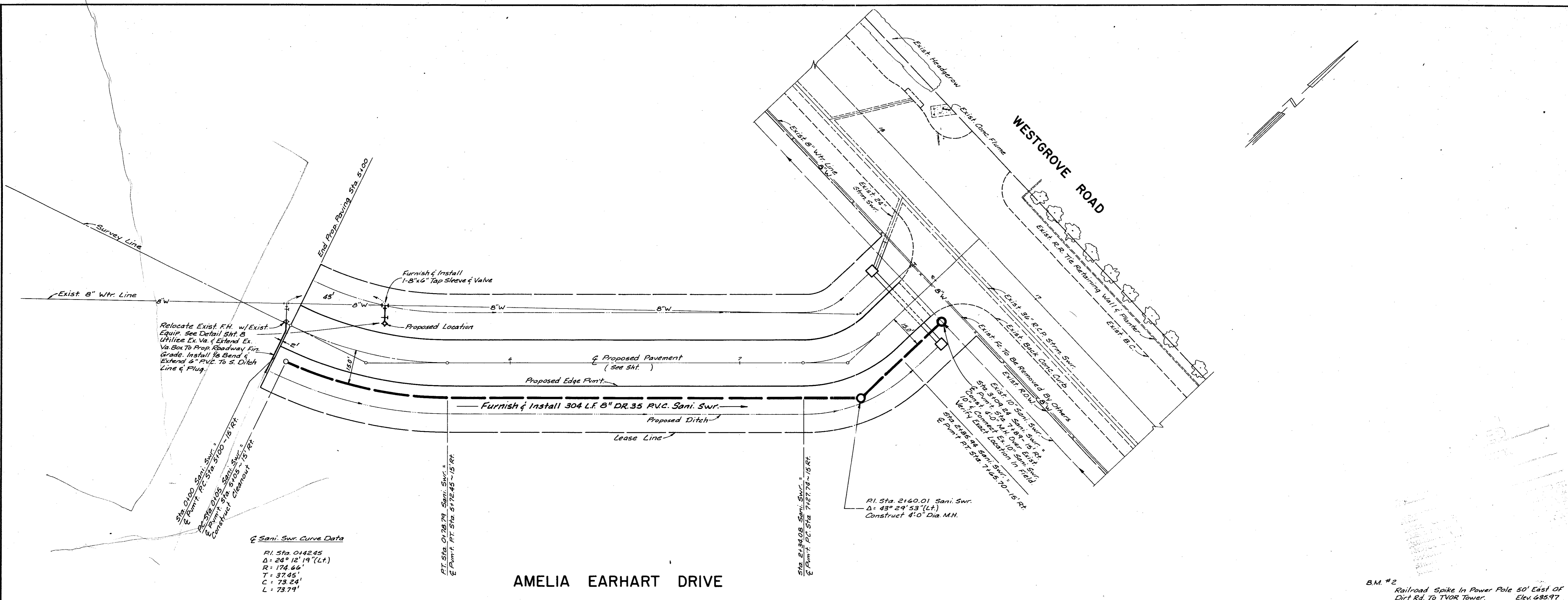
THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

AMELIA EARHART DRIVE

B.M. #2 Railroad Spike In Power Pole 50' East Of Dirt Rd. To TVOR Tower. Elev. 635.97



PROPOSED PAVING & DRAINAGE						
AMELIA EARHART DRIVE						
NORTH 40 - PHASE II						
ADDITION MUNICIPAL AIRPORT						
RIEWE & WISCHMEYER INC.						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
T.K.	R.W.C.	SEPT. 1982	H. 1"=20' V. 1"=6'			5 OF 8



Relocate Exist. F.H. w/ Exist. Equip. See Detail Sht. B. Utilize Ex. Va. & Extend Ex. Va. Box To Prop. Roadway Fin. Grade. Install 1/8 Bend & Extend 8" PVC. To S. Ditch Line & Plug.

Sta. 0+00 Sani. Swr. & Pmnt. P.C. Sta. 5+00 ~ 15 RT.
 Sta. 0+75 Sani. Swr. & Pmnt. P.C. Sta. 5+00 ~ 15 RT.
 Sta. 0+75 Sani. Swr. & Pmnt. P.C. Sta. 5+00 ~ 15 RT.
 Construct Cleanout

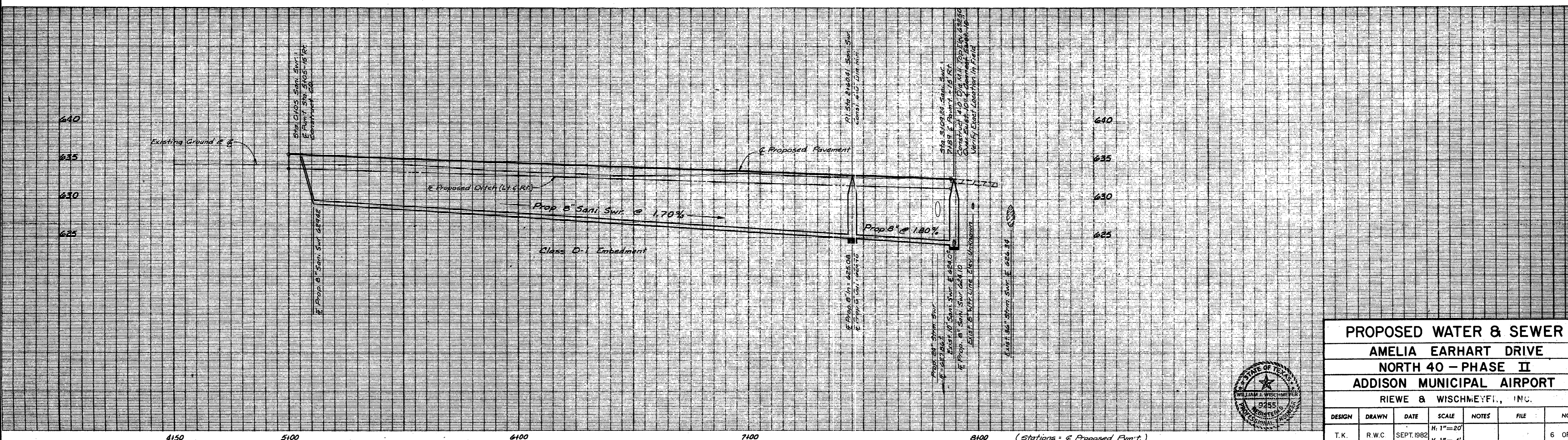
Sani. Swr. Curve Data
 P.I. Sta. 0+42.45
 $\Delta = 28^{\circ} 12' 19" (LT.)$
 R = 174.66'
 T = 37.45'
 C = 73.24'
 L = 73.79'

Sta. 0+78.79 Sani. Swr. & Pmnt. P.I. Sta. 5+22.45 ~ 15 RT.

Sta. 2+94.08 Sani. Swr. & Pmnt. P.C. Sta. 7+27.78 ~ 15 RT.

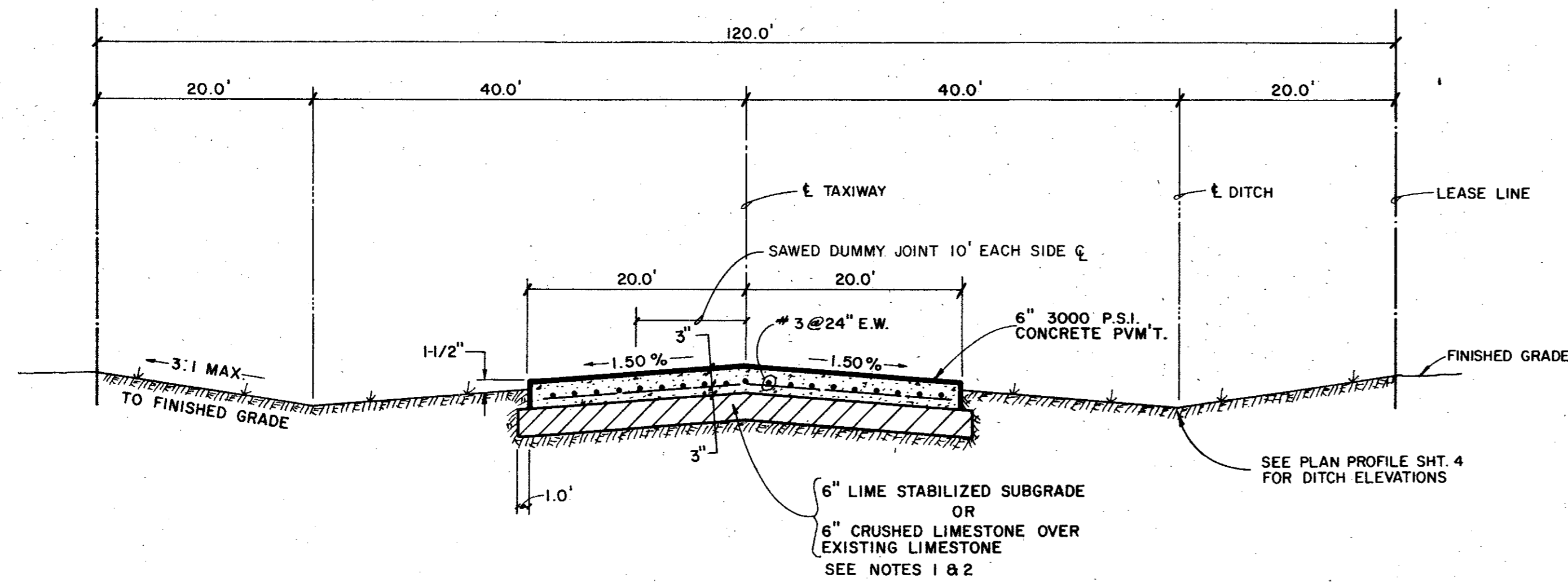
P.I. Sta. 2+60.01 Sani. Swr. $\Delta = 43^{\circ} 29' 53" (LT.)$
 Construct 4'0" Dia. M.H.

B.M. #2
 Railroad Spike In Power Pole 50' East Of Dirt Rd. To TVOR Tower. Elev. 635.97

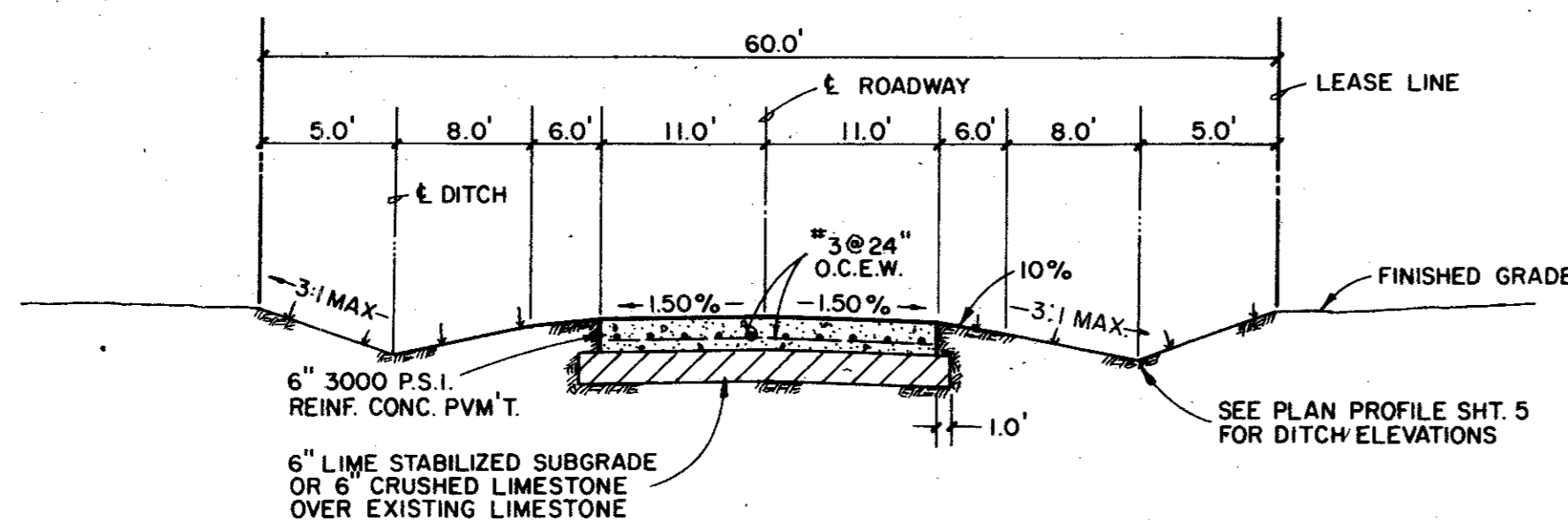


PROPOSED WATER & SEWER AMELIA EARHART DRIVE NORTH 40 - PHASE II ADDISON MUNICIPAL AIRPORT RIEWE & WISCHMEYER, INC.						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
T.K.	R.W.C.	SEPT. 1982	H. 1"=20' V. 1"=6'			6 OF 8

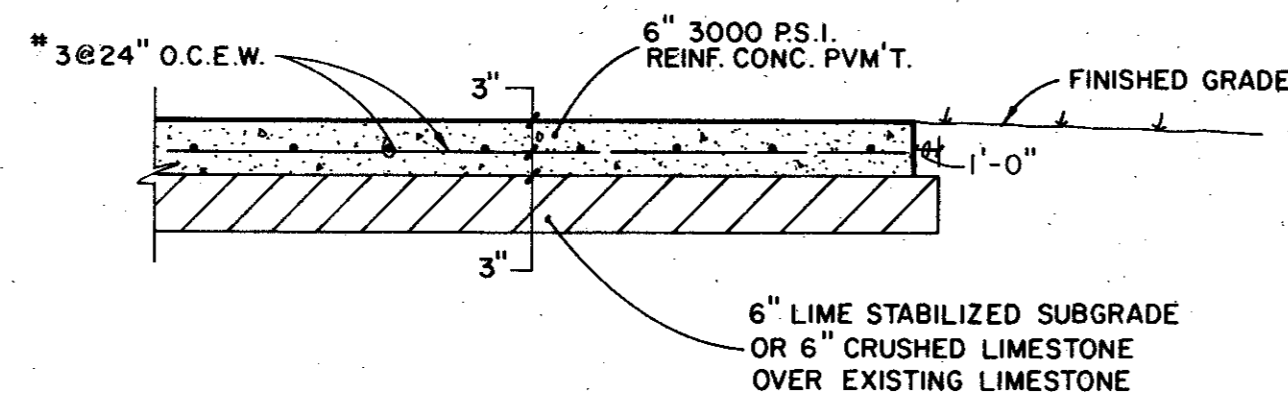




TAXIWAY SECTION
NO SCALE



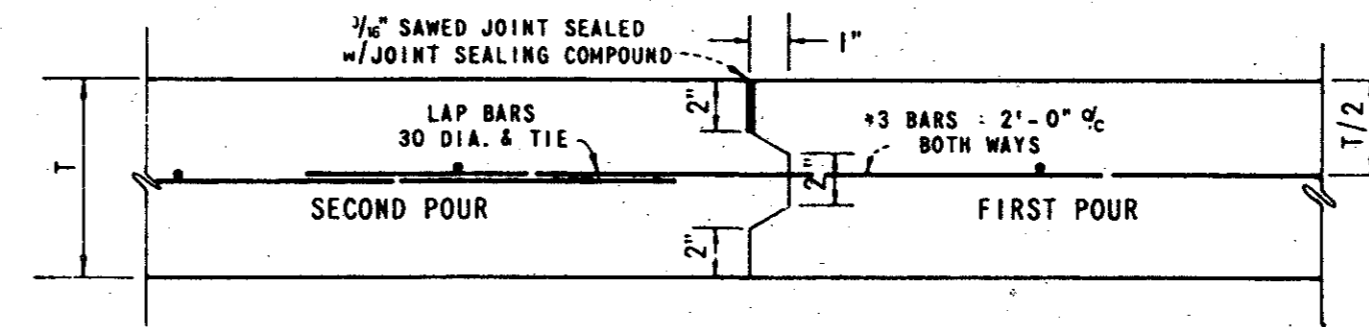
ROADWAY SECTION
NO SCALE



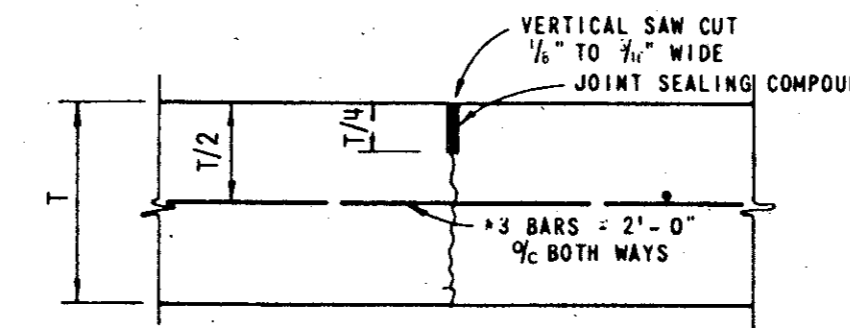
RAMP SECTION
NO SCALE

ROADWAY GENERAL NOTES:

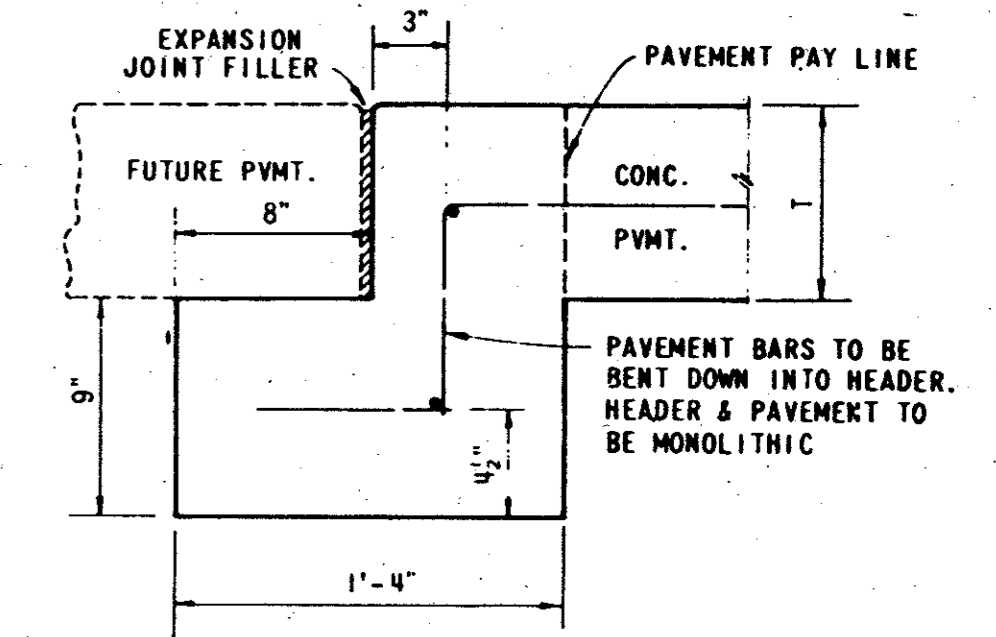
1. Lime Stabilized Subgrade: to be used when subgrade is of clay material. Lime shall be applied at the rate of 6% by dry weight in order to achieve a plasticity index of 15 or less. Compaction is to be to a minimum of 95% of Standard Proctor density (ASTM D698), at or slightly above optimum moisture 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.



CONSTRUCTION JOINT



SAWED DUMMY JOINT
20' MAXIMUM SPACING



STREET HEADER

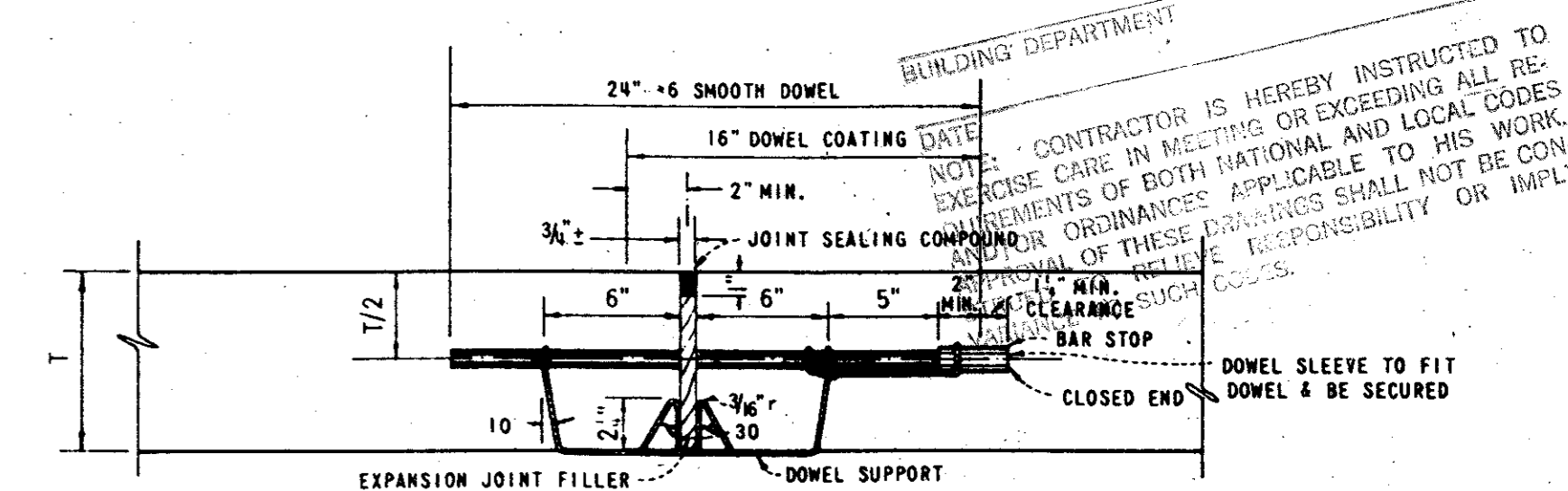
CONCRETE CONSTRUCTION GENERAL NOTES

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.

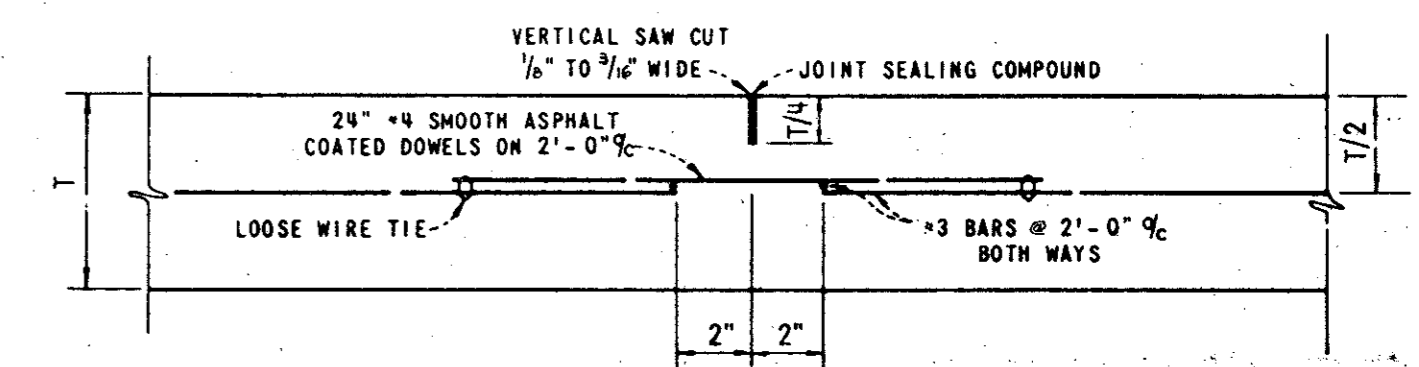
Pavement layout will necessitate that all construction and warping joints coincide with lane lines. Thru lane construction will be continuous with all left turn lanes and transitions to be poured as fill-ins subject to approval by the Engineer.

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.

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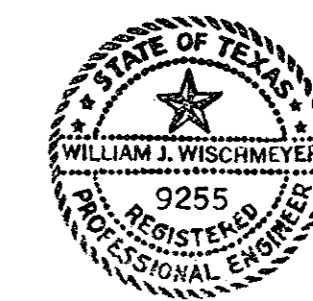


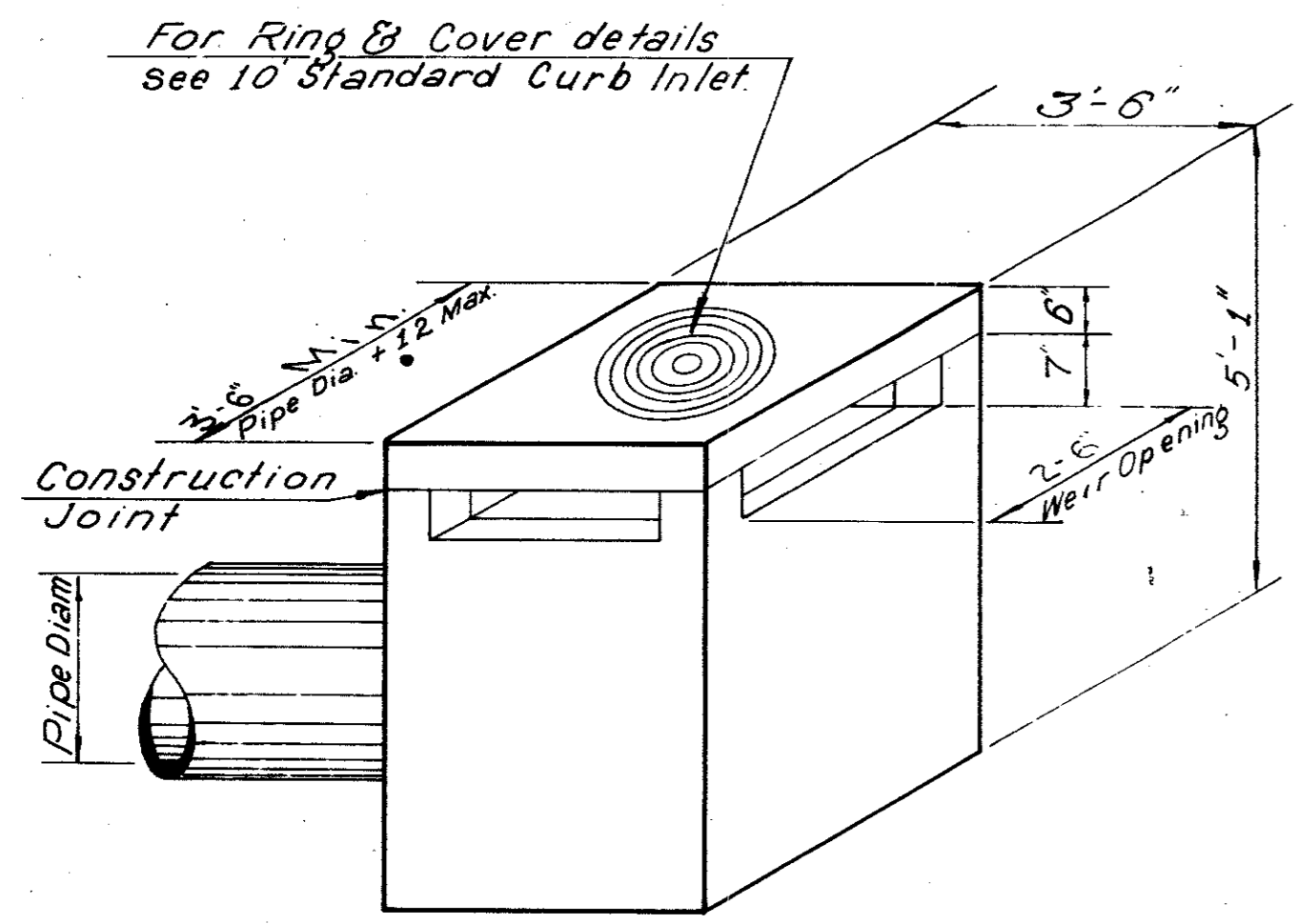
TRANSVERSE EXPANSION JOINT



TRANSVERSE CONTRACTION JOINT
(60 FT. MAX. SPACING)

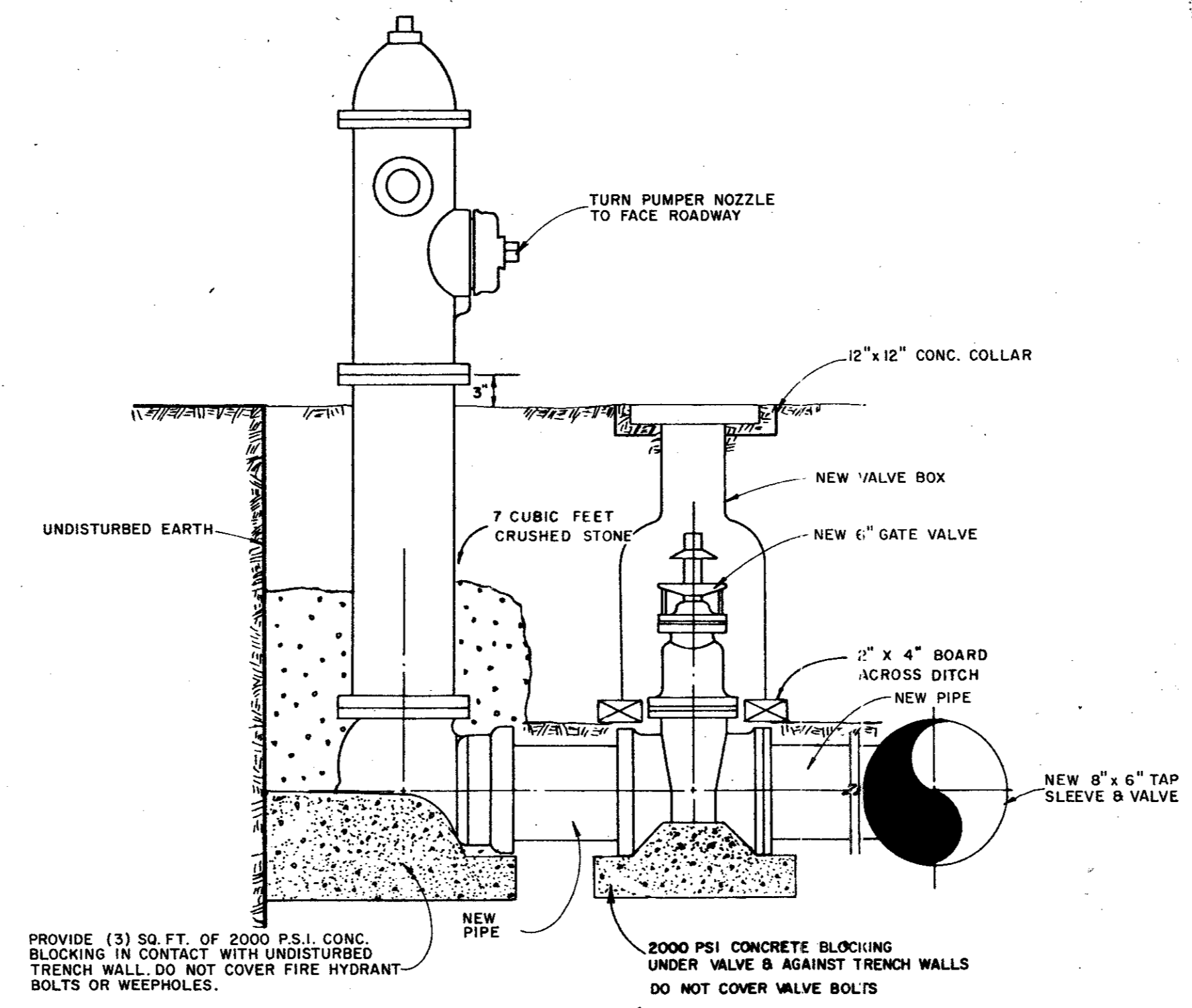
ROADWAY SECTIONS	
PAVING DETAILS	
NORTH 40 - PHASE II	
ADDISON MUNICIPAL AIRPORT	
Riewe & Wischmeyer, Inc.	DESIGNED T.K.
CONSULTING ENGINEERS	DRAWN - R.W.C.
DALLAS, TEXAS	DATE - SEPT. 1982
JOB NO. 81-3600	SCALE - NO SCALE
	SHEET NO. 7 OF 8



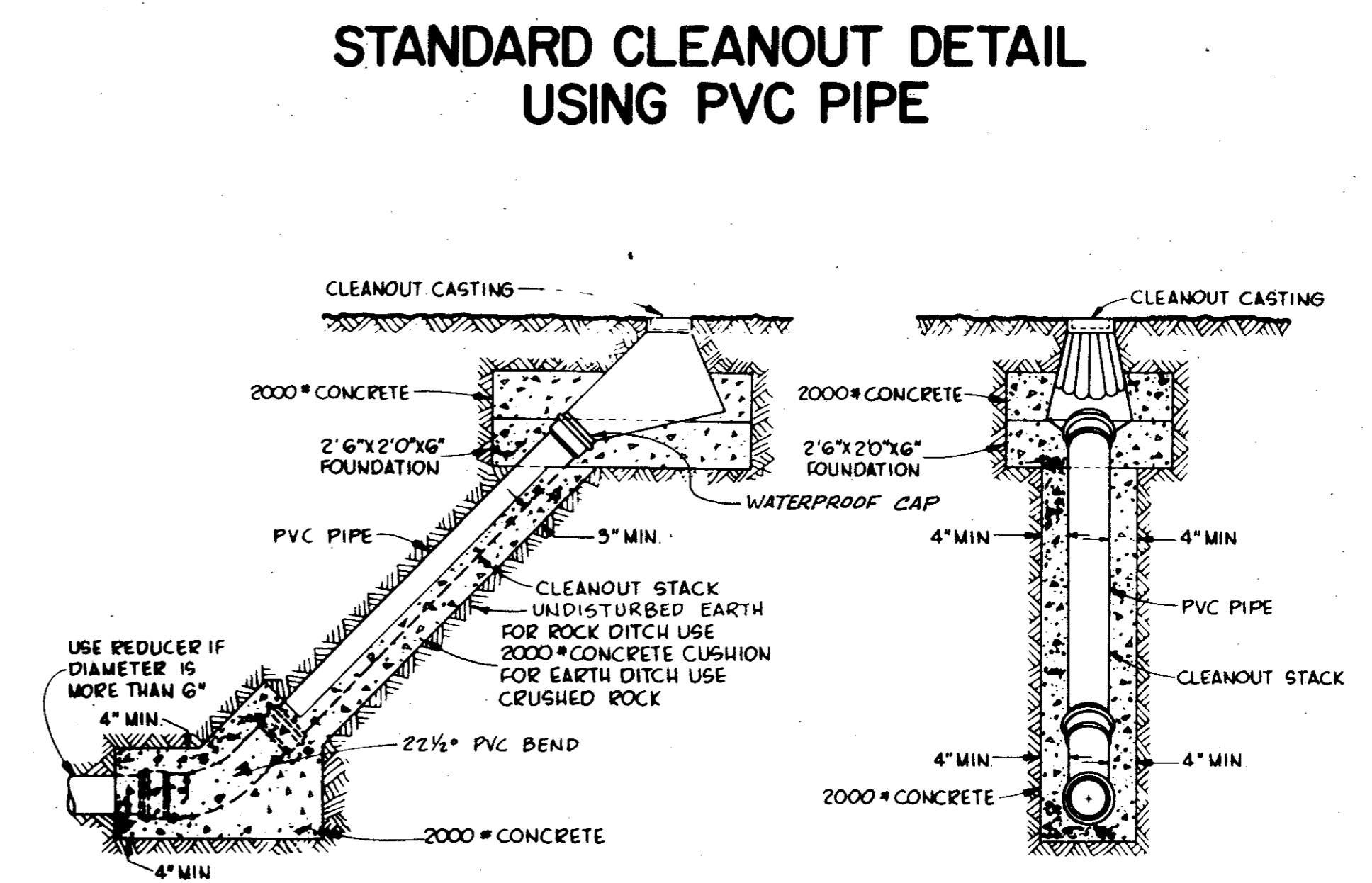


NOTE:
Type "X" Inlet - Weir opening are required on four sides
Type "Y" Inlet - Weir opening are required on two opposite sides

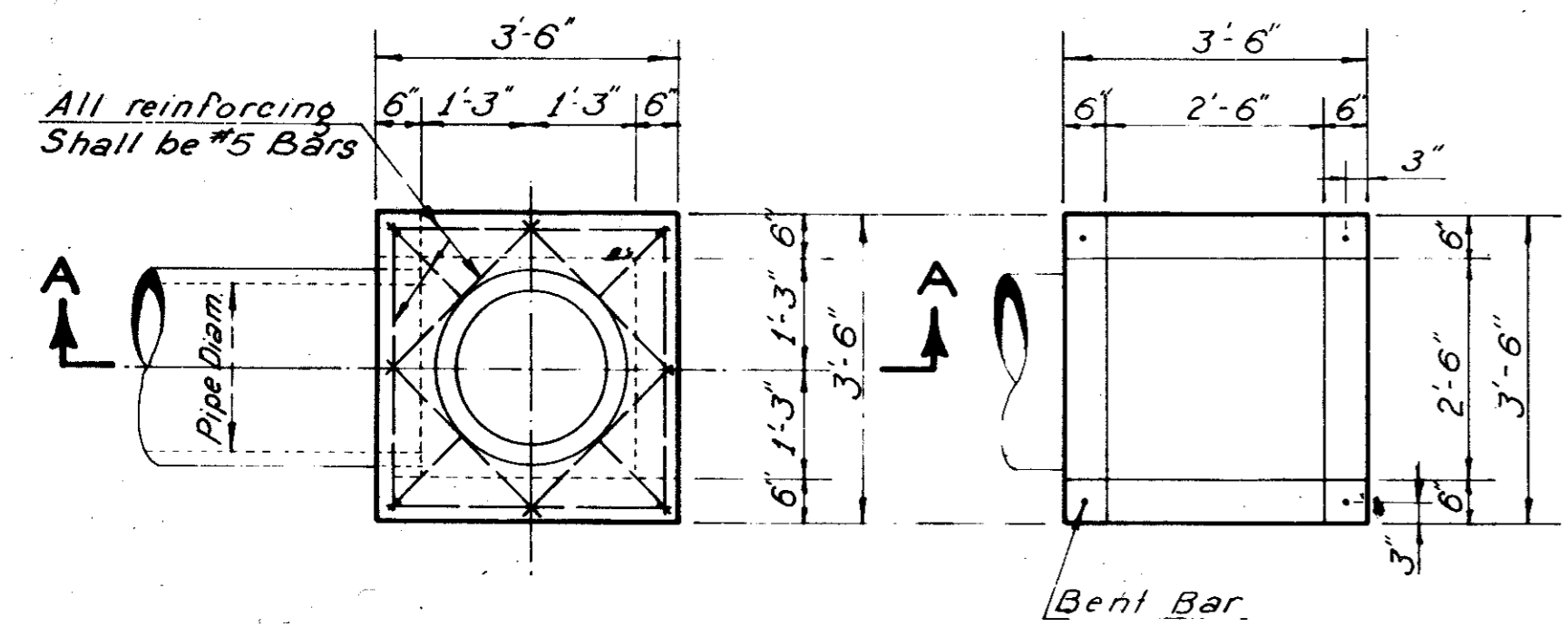
ISOMETRIC DETAIL



FIRE HYDRANT DETAIL

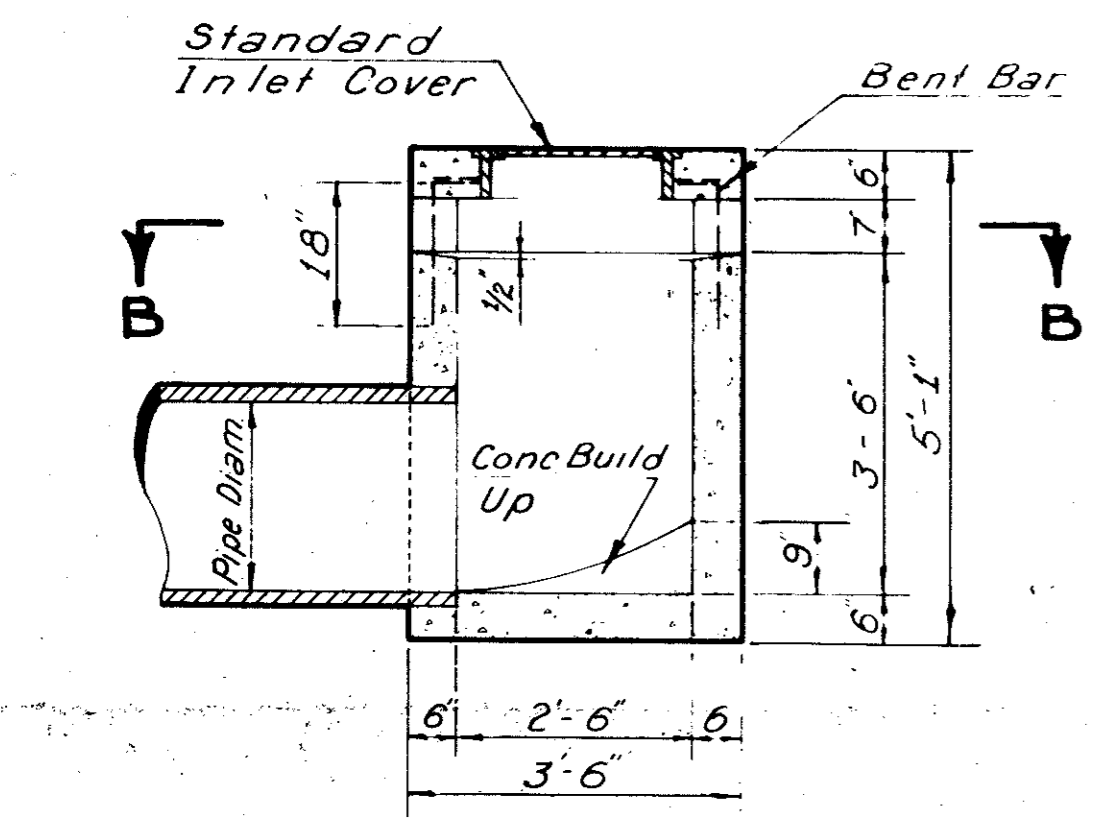


STANDARD CLEANOUT DETAIL USING PVC PIPE



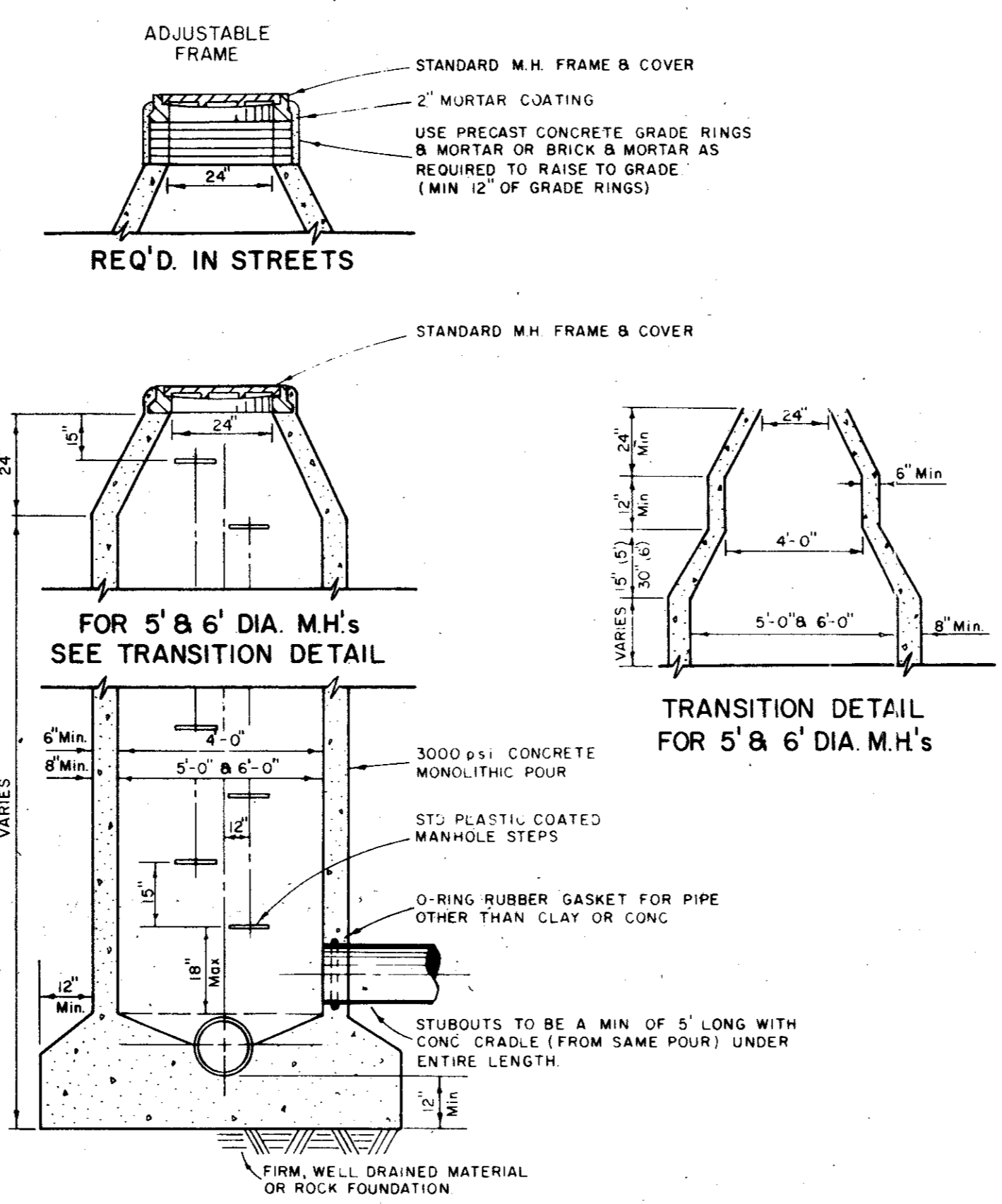
PLAN

SECTION B-B

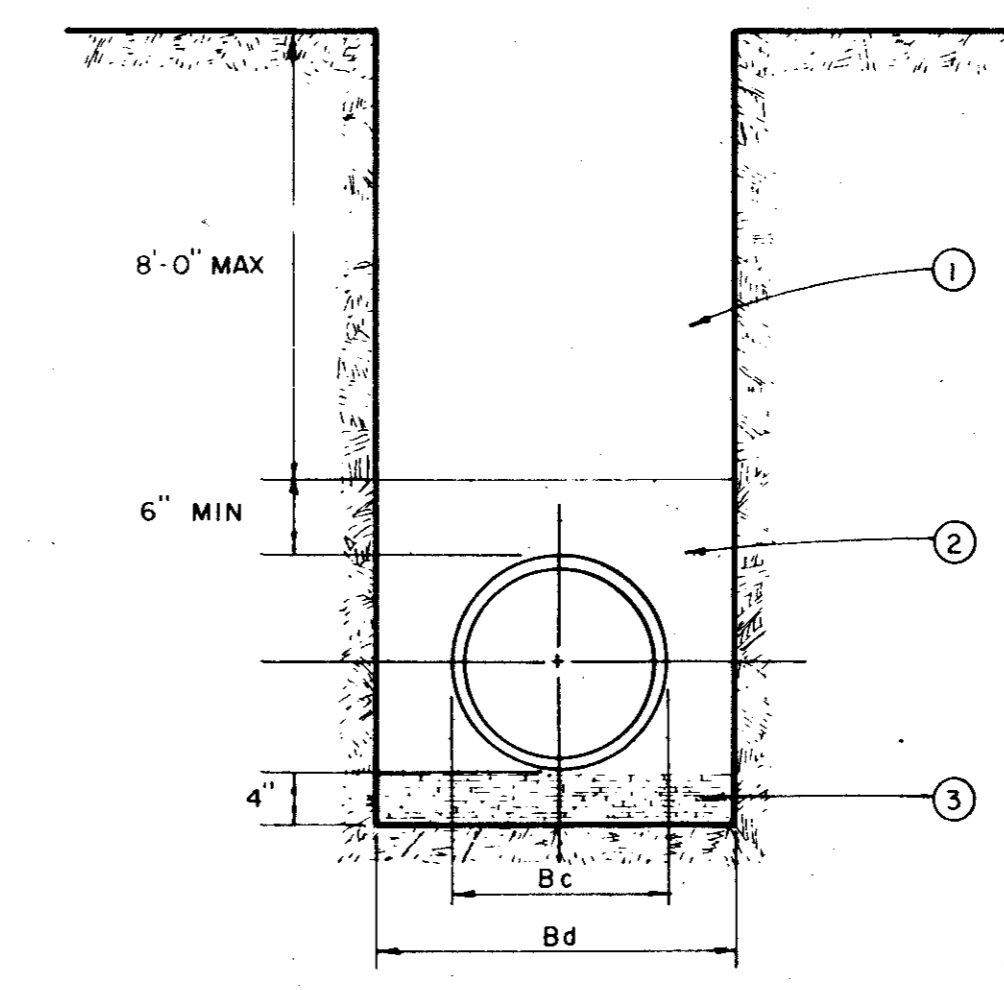


SECTION A-A

STANDARD TYPE "X" & "Y" INLETS
SCALE: 1/2" = 1'-0"



STANDARD CAST-IN-PLACE MANHOLE



CLASS D-1 EMBEDMENT

Bedding Angle = 30°
Load Factor = 1.3
E' = 200
NOT A SEPARATE PAY ITEM

EMBEDMENT MATERIALS

- ① MATERIAL EXCAVATED FROM TRENCH - MAX. SIZE OF ROCKS, CLODS LUMPS, ETC. LIMITED TO 6" IN GREATEST DIMENSION. COMPACT BY WATER JETTING.
- ② GRANULAR MATERIAL (FREEFLOW SAND) - SEE SPECIFICATION SECTION 0221. MATERIAL TO BE FREE OF ROCKS, CLODS, LUMPS AND ORGANIC MATERIAL. CAREFULLY SPADE MATERIAL IN PLACE AND COMPACT BY JETTING WITH WATER.
- ③ GRANULAR MATERIAL (FREEFLOW SAND) - SEE SPECIFICATION SECTION 0221. MATERIAL TO BE FREE OF ROCKS, CLODS, LUMPS AND ORGANIC MATERIAL. GRADE TO UNIFORMLY SUPPORT BARREL OF PIPE. EXCAVATE DEPRESSION FOR EACH BELL. LIGHTLY TAMP TO CONSOLIDATE MATERIAL.
- ④ CRUSHED STONE - STANDARD GRADATION, SEE SPECIFICATION SECTION 0221.
- ⑤ IN ROCK TRENCHES THE MINIMUM UNDERCUT WILL BE 6" EXCEPT WHERE CONCRETE IS TO BE USED.

UTILITY DETAILS	
INLET DETAIL	
NORTH 40 - PHASE II	
ADDISON MUNICIPAL AIRPORT	
Riewe & Wischmeyer, Inc.	DESIGNED T.K.
CONSULTING ENGINEERS	DRAWN R.W.C.
DALLAS, TEXAS	DATE SEPT. 1982
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	SHEET NO. 8 OF 8

