

RUNWAY IMPROVEMENTS

TOWN OF ADDISON ADDISON AIRPORT ADDISON, TEXAS



LOCATION MAP

Addison!
Airport

ITEMS OF WORK
ASPHALT RUNWAY RECONSTRUCTION, DRAINAGE IMPROVEMENTS,
ELECTRICAL IMPROVEMENTS



VICINITY MAP
NO SCALE

TxDOT CSJ NO. 1118ADDSN
GARVER PROJECT NO. 10081100
FEBRUARY, 2011



9010 Grand Parkway
Suite 100
Frisco, TX 75034
(972) 977-7400

EAS
ENGINEERS
ARCHITECTS

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red hatching. Accordingly, this represents an "AS BUILT" drawing. The reported exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *David*

Date: 12-9-2011



REGISTRATION NO.
F&P13



NO.	DESCRIPTION	DATE

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

COVER SHEET

JOB NO. 10081100
DATE: FEB. 2011
DESIGNED BY: WFA
DRAWN BY: JSA

SCALE: AS SHOWN
DATE: FEB. 2011

SHEET NUMBER

G-101

GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 48 HOURS BEFORE WORK IS SCHEDULED TO VERIFY UTILITY LOCATIONS (DOWNS 1-800-344-8377).
2. THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS AND THE LOCAL FAA OFFICE (FAA 972 615-2080) 48 HOURS IN ADVANCE OF CONSTRUCTION ACTIVITY TO ALLOW SUFFICIENT TIME FOR COORDINATION OF THE PROJECT AND TO LOCATE AND MARK EXISTING FIELD CABLES AND TO AVOID UNDESIRABLE FACILITY OUTAGES. THE CONTRACTOR SHALL PROVIDE 35 DAYS NOTICE TO FAA PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE CONSTRUCTION SCHEDULE TO FAA.
3. THE CONTRACTOR SHALL COMPLETE ALL WORK IN ACCORDANCE WITH THE FAA ADVISORY CIRCULAR 150/5020-2E, OR CURRENT VERSION, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" WHICH IS ATTACHED TO THE SPECIFICATIONS.
4. THE CONTRACTOR'S STAGING AREA FOR OFFICE, STOCKPILE, EQUIPMENT, ENGINEER'S OFFICE, MATERIALS STORAGE AND EMPLOYEE PARKING SHALL BE NO CLOSER THAN 20 FEET FROM ANY FENCE LINE. AIRPORT OPERATIONS SHALL APPROVE THE EXACT LOCATION OF THE STAGING AREA PRIOR TO ITS USE. THE SUGGESTED LOCATION IS SHOWN, OTHERS PROPOSED MAY BE ACCEPTABLE.
5. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING ACCESS AND MAIL ROADS OUTSIDE THE LIMITS OF CONSTRUCTION DURING CONSTRUCTION AND SHALL RESTORE THE ROADS TO A CONDITION EQUAL OR BETTER THAN THAT OF THE ORIGINAL CONDITION TO THE SATISFACTION OF THE LOCAL FAA OFFICE. ANY ADDITIONAL MAIL ROADS DESIRED BY THE CONTRACTOR IS SUBJECT TO THE APPROVAL OF THE AIRPORT AND ENGINEER.
6. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTING AND MAINTAINING TEMPORARY ACCESS AND/OR MAIL ROADS WHERE NECESSARY TO THE CONSTRUCTION LIMITS. THE CONTRACTOR SHALL COMPLETELY REMOVE THE TEMPORARY MAIL ROADS SHOWN ON THE PLANS PRIOR TO COMPLETION OF THE PROJECT AND SHALL RESTORE THE ORIGINAL SURFACE AND TURF IN THE AREA TO ITS CONDITION PRIOR TO THIS CONSTRUCTION.
7. DURING MATERIAL DELIVERY / PLACING OPERATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING AND MAINTAINING TRAFFIC CONTROL, TRAFFIC CONTROL SHALL BE INCIDENTAL TO THE TOTAL PROJECT.
8. ALL EMPLOYEES OF THE CONTRACTOR SHALL ENTER AND EXIT THE WORK SITE AT THE DESIGNATED CONTRACTOR'S ACCESS GATE (AG). AN ADEQUATE SIGN SHALL BE PROVIDED DESIGNATING THIS GATE LOCATION AS THE "CONTRACTOR EMPLOYEE ENTRANCE". MINIMUM REQUIREMENTS FOR AN ACCESS GATE ARE AS FOLLOWS:
 - A. ALL VEHICLES MUST STOP PRIOR TO ENTERING THE AIRPORT IF A GATE GUARD IS USED. THEY MUST WAIT FOR THE GATE GUARD TO SIGNAL THEM TO PROCEED. ONLY AUTHORIZED CONTRACTORS, FAA PERSONNEL, AIRPORT PERSONNEL, AND PROJECT ENGINEERS WILL BE ALLOWS ACCESS. THE CONTRACTOR WILL MAINTAIN TRAINING AND WRITTEN PROCEDURES TO THE GATE GUARD THAT MUST BE FOLLOWED DURING THE PROJECT.
 - B. SIGNIFY VEHICLES FOR THE CONTRACTOR NEED TO CHECK IN AT THE DATE THE CONTRACTOR MUST MAINTAIN POSITIVE ESCORT CONTROL OF ALL DELIVERY VEHICLES WHILE ON SITE.
 - C. THE GATE GUARD SHALL BE EQUIPPED WITH A TELEPHONE TO CONTACT AIRPORT OPERATIONS IF ANY UNAUTHORIZED VEHICLE ATTEMPTS TO ENTER THE AIRPORT OR OPERATIONS AREA.
 - D. A GATE GUARD IS REQUIRED WHEN THE GATE IS UNLOCKED. THE GATE MAY BE SECURED CLOSED AND UNLOCKED AFTER EACH VEHICLE IN USE OF USING A GATE GUARD. THE CONTRACTOR SHALL PROVIDE LOCKS ON ACCESS GATES.
 - E. 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 TSA MAY ASSESS A FINE DEPENDING ON THE SERIOUSNESS OF THE VIOLATION.
 - F. THE CONTRACTOR SHALL AT ALL TIMES ENSURE ROADS UNAUTHORIZED ACCESS TO THE AIRFIELD.
 - G. PRIVATE AND COMPANY VEHICLES OPERATING WITHIN THE AIRPORT OPERATIONS AREA (AOA) MUST HAVE A COMPANY LOCK / IDENTIFICATION ON BOTH SIDES OF THE VEHICLE. THE CONTRACTOR'S EMPLOYEES' VEHICLES OWNED BY ANY OF THE CONTRACTOR'S STAGING AREA AND NOT USED FOR CONSTRUCTION PURPOSES DO NOT REQUIRE THE IDENTIFICATION. SIGNS AS INDICATED ON THESE ARE REQUIRED ON PRIVATE VEHICLES OPERATING IN AREAS OTHER THAN THE STAGING AREA. DIRECT ACCESS ROUTES TO AND FROM THE STAGING AREA AND WITHIN THE CONSTRUCTION WORK LIMITS.
9. CONSTRUCTION WORK LIMITS ARE AS SHOWN ON THE PLANS. ANY AND ALL WORK CONDUCTED OUTSIDE THE CONSTRUCTION LIMITS, EXCEPT FOR AMENDMENTS OR APPROVALS SHALL BE ACCOMPANIED WITH THE USE OF AN AIRPORT ESCORT. AIRPORT OPERATIONS WILL PROVIDE AN ESCORT WITH ADVANCE NOTICE OF THE WORK SCHEDULE. NO WORK SHALL BE PERMITTED OUTSIDE THE CONSTRUCTION LIMITS SHOWN WITHOUT PRIOR APPROVAL BY AIRPORT OPERATIONS AND AN AIRMANAGER. AIRPORT OPERATIONS WILL NEED TO KEEP OPEN VEHICLES OPERATIONS AND IS THE PROHIBITION OF CONDUCTING THE CONSTRUCTION WORK SHALL BE COORDINATED WITH AIRPORT OPERATIONS. NO WORK IS PERMITTED NOR BE OPEN OR CLOSING. STRESS MATERIALS STOCKPILE ARE LOCATED OUTSIDE OF THE WORK AREA AS SHOWN IN THE PLANS WITHOUT PRIOR COORDINATION WITH AIRPORT OPERATIONS.
10. THE CONTRACTOR'S ACCESS TO THE AIRFIELD IS LIMITED TO THE LOCATIONS AS SHOWN ON THE PLANS. ACCESS FROM THE GATE TO THE STAGING, STORAGE, AND WORK AREA SHALL BE CONFINED TO THE ROUTES SHOWN AND OTHER ACCESS SHALL BE PROHIBITED. ACCESS VIA ANY OTHER ROUTES OR GATES WILL REQUIRE PRIOR WRITTEN APPROVAL BY AIRPORT OPERATIONS.
11. ANY TEMPORARY FACILITIES SHALL BE COMPLETELY REMOVED FROM THE SITE AT THE COMPLETION OF THE PROJECT AND THE SITE RESTORED TO ITS ORIGINAL CONDITION.

12. CONSTRUCTION LIMITS - ALL CONSTRUCTION VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE ESTABLISHED CONSTRUCTION LIMITS OR MAIL ROADS. CONSTRUCTION, STORAGE AND STOCKPILING LIMITS MUST BE APPROVED BY THE AIRPORT OR ENGINEER.

13. FUEL, DIESEL, FUEL, OR OTHER CONTAMINANTS SHALL NOT BE ALLOWED TO ENTER THE STORM DRAINAGE SYSTEM. IF, IN THE EVENT SUCH CONTAMINANTS DO ENTER THE STORM DRAINAGE SYSTEM OR DISCHARGE INTO THE, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE AIRPORT OF THE SPILL. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS INCURRED FOR CLEANUP OF CONTAMINATED AREAS ON AND OFF AIRPORT PROPERTY.

14. DUSTION SHALL BE TAKEN BY THE CONTRACTOR IN PREVENTING ANY DUST OR MUD WHICH MAY ACCUMULATE ON AND SPREADING OPERATIONS. THE CONTRACTOR SHALL CONTROL DUST AND MUD AT ALL TIMES AND MUST REMOVE FULL THE SPREADER AFTER TRUCKS OR TRAILERS. IF, IN THE OPINION OF THE AIRPORT OR ENGINEER, DUST OR MUD IS NOT BEING ADEQUATELY CONTROLLED, THEY MAY SUSPEND WORK AND MAKE NECESSARY ARRANGEMENTS FOR DUST OR MUD CONTROL. THE COSTS THEREFOR SHALL BE DEDUCTED FROM THE PROGRESS PAYMENTS DUE THE CONTRACTOR.

15. CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO OBTAIN EMPLOYER TRAINING FOR CONTRACTOR EMPLOYEES PRIOR TO ENTERING THE AIR OPERATIONS AREA.

16. MATERIAL / TOPSOIL STOCKPILES SHALL BE AT LOCATIONS APPROVED BY THE AIRPORT. MAXIMUM STOCKPILE HEIGHT IS 20 FEET.

17. THE CONTRACTOR WILL ISSUE AIRPORT APPROVED LAMINATED SAFETY CARDS SHOWING THE ACCESS GATE LOCATION, CONSTRUCTION AREA, ACCESS / MAIL ROUTE, CLOSED PARAMETERS AND HAZARDOUS SAFETY AREAS AND/OR ANY OTHER RELEVANT INFORMATION. THESE CARDS WILL BE SUPPLIED BY THE CONTRACTOR. THESE SAFETY CARDS WILL BE SPECIFIC TO EACH INTERMEDIATE PHASE OF THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR CONTINUING AND COLLECTING THESE CARDS TO ALL OF THEIR EMPLOYEES, SUBCONTRACTORS AND SUPPLIER DELIVERY DRIVERS WHO WILL CARRY THE AOA. THE CONTRACTOR IS REQUIRED TO GREET ALL EMPLOYEES OF SUBCONTRACTORS ON AIRPORT SECURITY AND SAFETY PRIOR TO ENTERING THE SAFETY CARDS. BEFORE A NEW EMPLOYEE, SUBCONTRACTOR OR SUPPLIER BEGINS WORKING ON THE AIRPORT THE CONTRACTOR IS RESPONSIBLE TO MAKE SURE THEY ARE AWARE OF AIRPORT OPERATIONS, AS WELL AS ONE THIRD A YEAR OF THE PROJECT SITE SHOWING THEM THE SPECIFIC WORK AREA, MAIL ROUTE AND THE MOVEMENT AREA THAT IS NOT TO ENTERED WITHOUT AIRPORT APPROVAL.

18. ALL EMPLOYEES OF THE CONTRACTOR OR SUBCONTRACTORS SHALL RECEIVE VEHICLE OPERATOR/PRESTORM TRAINING FROM THE PROJECT SUPERVISORMENT. ALL EMPLOYEES SHALL RECEIVE NEW TRAINING WHEN MOVED TO DIFFERENT WORK AREAS OR PHASES OF THE PROJECT. A CONSTRUCTION VEHICLE OPERATOR/PRESTORM TRAINING CHECKLIST IS PROVIDED IN THE CONTRACT SPECIFICATIONS. THE CONTRACTOR'S PROJECT SUPERVISORMENT SHALL MAINTAIN THE COMPLETED CHECKLIST AND PROVIDE TO AIRPORT PERSONNEL FOR INSPECTION UPON THEIR REQUEST.

19. IF FOR ANY REASON, THE AIRPORT OR ENGINEER FEELS THAT SAFETY IS BEING ADEQUATELY MAINTAINED, THEY MAY SUSPEND WORK UNTIL THE SAFETY ISSUE IS RESOLVED. THE COSTS THEREFOR SHALL BE DEDUCTED FROM THE PROGRESS PAYMENTS DUE THE CONTRACTOR.

20. IN THE EVENT THAT UNANTICIPATED ARCHAEOLOGICAL DEPOSITS ARE ENCOUNTERED DURING CONSTRUCTION WORK IN THE BAREMATE AREA, ALL WORK SHALL CEASE AND THE TSOET ENGINEER WILL BE NOTIFIED.

21. IN THE EVENT THAT UNANTICIPATED HAZARDOUS MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION WORK IN THE BAREMATE AREA, ALL WORK SHALL CEASE AND THE TSOET PROJECT MANAGER WILL BE NOTIFIED.

22. STOCKPILES AND STAGING AREAS WILL NOT BE PLACED WITHIN ANY WATER OF THE LIMITED DRAINAGE INCLUDING BOUNDARIES.

23. HAZARDOUS WASTE: ALL SPILLS MUST BE REPORTED IMMEDIATELY TO THE TSOET ENGINEER.

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: 

Date: 12-9-2011

REGISTRATION NO.
P-6713

A

B

C

D

E

F

G

H

I

J

K

L

M

N

O

P

Q

R

S

T

U

V

W

X

Y

Z

AA

AB

AC

AD

AE

AF

AG

AH

AI

AJ

AK

AL

AM

AN

AO

AP

AQ

AR

AS

AT

AU

AV

AW

AX

AY

AZ

BA

BB

BC

BD

BE

BF

BG

BH

BI

BJ

BK

BL

BM

BN

BO

BP

BQ

BR

BS

BT

BU

BV

BW

BX

BY

BZ

CA

CB

CC

CD

CE

CF

CG

CH

CI

CJ

CK

CL

CM

CN

CO

CP

CQ

CR

CS

CT

CU

CV

CW

CX

CY

CZ

DA

DB

DC

DD

DE

DF

DG

DH

DI

DJ

DK

DL

DM

DN

DO

DP

DQ

DR

DS

DT

DU

DV

DW

DX

DY

DZ

EA

EB

EC

ED

EE

EF

EG

EH

EI

EJ

EK

EL

EM

EN

EO

EP

EQ

ER

ES

ET

EU

EV

EW

EX

EY

EZ

FA

FB

FC

FD

FE

FF

FG

FH

FI

FJ

FK

FL

FM

FN

FO

FP

FQ

FR

FS

FT

FU

FV

FW

FX

FY

FZ

GA

GB

GC

GD

GE

GF

GG

GH

GI

GJ

GK

GL

GM

GN

GO

GP

GQ

GR

GS

GT

GU

GV

GW

GX

GY

GZ

HA

HB

HC

HD

HE

HF

HG

HH

HI

HJ

HK

HL

HM

HN

HO

HP

HQ

HR

HS

HT

HU

HV

HW

HX

HY

HZ

IA

IB

IC

ID

IE

IF

IG

IH

II

IJ

IK

IL

IM

IN

IO

IP

IQ

IR

IS

IT

IU

IV

IW

IX

IY

IZ

JA

JB

JC

JD

JE

JF

JG

JH

JI

JJ

JK

JL

JM

JN

JO

JP

JQ

JR

JS

JT

JU

JV

REGISTRATION NO.
F-616

DATE	
SCALE	
PROJECT NO.	
SHEET NO.	

TOWN OF ADDISON
ADDITION AIRPORT
ADDITION, MICHIGAN

SAFETY & RAINFALL PLAN - STAGE I

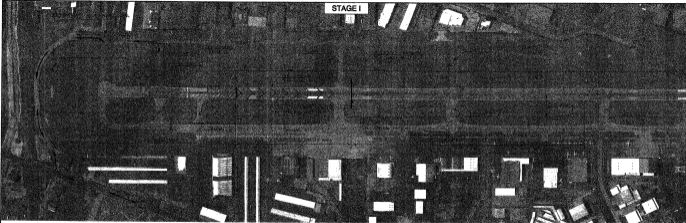
JOB NO.: 10081100
DATE: FEB. 2011
DESIGNED BY: MSA
DRAWN BY: JMH

ALL DIMENSIONS SHALL BE UNLESS OTHERWISE SPECIFIED

SHEET NUMBER

G-301

STAGE I



ENTRANCE AND STAGING DETAIL



ELECTRICAL NOTES

- REMOVE, STORE, AND PROTECT ALL EXISTING MEDIUM INTENSITY RUNWAY LIGHT (MRL) FEATURES WITHIN THE PROJECT LIMITS OF EACH SECTOR.
- INSTALL THE NEW CONCRETE CURB, CABLES, CONDUITS, AND TRANSFORMERS FOR THE HIGH INTENSITY RUNWAY LIGHTS (HIRL).
- RE-INSTALL THE EXISTING AIRS FEATURES IN PLACE OF THE PROPOSED MRL'S TO MAINTAIN A TEMPORARY AIRS SYSTEM DURING STAGED CONSTRUCTION.
- THE EXISTING AIRS FEATURES WILL BE REPLACED WITH THE NEW AIRS FEATURES WHEN ALL ELECTRICAL IMPROVEMENTS ALONG THE RUNWAY ARE COMPLETE.
- ELECTRICAL CABLE FOR THE MRL'S MAY BE UNBURIED ONLY IF THE CABLE IS PLACED IN A MINIMUM 1" CURB THAT IS PROPERLY SECURED TO THE GROUND AND BONDED TO A SYSTEM OF GROUND ROGS.
- UNBURIED CABLES MUST BE SECURED AS SHOWN IN THE ABOVE GROUND TEMPORARY CONDUIT SUPPORT DETAIL ON SHEET G-300.

PROJECT PHASING

ISLE MEDIUM INTENSITY RUNWAY 33 THRESHOLD IS RELOCATED 2200' FROM THE SOUTH RUNWAY END; THE DECLARED DISTANCES ARE AS FOLLOWS:

	BLK. 13	BLK. 33
TORA	5002'	5002'
TODA	5002'	5002'
ASDA	5002'	5002'
LSA	4820'	5002'

- PLACE RUNWAY 35 BELLS AND ALS OUT OF SERVICE, AND INSTALL TEMPORARY RELOCATED THRESHOLD LIGHTING AT STATION 5240. INSTALL TEMPORARY JUMPER CABLE AT STA. 24-50.
- PLACE AIRRAILS AS INDICATED ON PLANS. COMPLETE BOTH BELLS.
- REMOVE AND PROTECT EXISTING RUNWAY EDGE LIGHT LENSES AND REPLACE WITH RED COLORED LENSES WITHIN THE CONSTRUCTION SAFETY AREA.
- REMOVE AND PROTECT ALL LENSES WITHIN THE RUNWAY EDGE LIGHT LENSE REPLACEMENT AREA AND REPLACE WITH A WHITE/YELLOW LENSE CONFIGURATION.
- RELOCATE THE EXISTING REMAINING SIGN PANELS ALONG THE EDGE OF THE RUNWAY WITH APPROVAL BY THE ENGINEER.
- CRACKLE COVER ALL SLOPS THAT GIVE GUIDANCE TO CLOSED PORTIONS OF THE AIRPORT.

PHASE A:

- REMOVE PAVEMENT WITHIN PHASE A LIMITS.
- RECONSTRUCT PAVEMENT WITHIN PHASE A LIMITS, UNLESS OTHERWISE NOTED.

PHASE B:

- OVERLAY PAVEMENT WITH PHASE B LIMITS.
- INSTALL TEMPORARY PAVEMENT MARKINGS.

PHASE C:

- CONSTRUCT LATERAL PISA AND DRAINAGE IMPROVEMENTS
- INSTALL ELECTRICAL IMPROVEMENTS
- CLEAN UP AND REMOVE ALL OBSTRUCTIONS FROM RUNWAY SAFETY AREA.

- REMOVE TEMPORARY RELOCATED THRESHOLD LIGHTING AND MARKINGS. REMOVE AND REPLACE ALL RUNWAY EDGE LIGHT LENSES TO ITS EXISTING CONFIGURATION. REMOVE AIRRAILS. REMOVE JUMPER CABLE, UNCOVER LIGHTS AND SEAL. RETRACT NORMAL.

GENERAL NOTES:

- SEE SHEET G-300 FOR SAFETY AND PHASING DETAILS.
- ALL CONTRACTOR AND PROFESSIONAL MUST REMAIN OUT OF THE CONSTRUCTION RUNWAY SAFETY AREA WHILE THE RUNWAY IS ACTIVE.



LEGEND

CONTRACTOR'S ACCESS HML ROUTE
AS BUILT
CONTRACTOR'S DRAWING

I hereby certify that the drawings, plans, and specifications shown on this plan have been constructed in accordance with the plan except as noted in red checkmarks. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:

Date: 12-9-2011

DATE: 1/20/2011 10:51:33 AM - USER: j...
 PROJECT: 10081100 - ADDISON AIRPORT IMPROVEMENTS - STAGE I
 SHEET: G-301 - SAFETY & RAINFALL PLAN - STAGE I
 SCALE: 1" = 200' (AS SHOWN)
 DRAWN BY: JMH
 CHECKED BY: MSA
 DATE: 1/20/2011 10:51:33 AM

PROJECT PHASING

OSSE NOTAM STATING THE CLOSURE OF RUNWAY 15-33. CONSTRUCTION IS TAKING PLACE ON THE RUNWAY.

1. PLACE RUNWAY LIGHTS, PELS, WMS, BEACON, MALSR, AND ILS OUT OF SERVICE. PLACE RUNWAY CLOSURE MARKINGS LOWER BY ACCESS AIRPORT OR RUNWAY DESIGNATION MARKINGS. THE CONTRACTOR WILL MAINTAIN AND REPLACE IF NEEDED THE RUNWAY CLOSURE MARKINGS.
2. PLACE EMPARRADES AS INDICATED ON PLANS. COMPLETE WORK BELOW.



PHASE A

1. REMOVE PAVEMENT WITHIN PHASE A LIMITS.
 2. RECONSTRUCT PAVEMENT WITHIN PHASE A LIMITS.
 3. INSTALL TEMPORARY PAVEMENT SURFACES.
 4. CLEAN UP AND REMOVE ALL OBSTRUCTIONS FROM PAVEMENT AND RUNWAY SAFETY AREA. PAVEMENT SHOULD BE LEFT IN CONDITION THAT ALLOWS FOR MAINTENANCE USE BY AIRCRAFT.
3. REMOVE RUNWAY CLOSURE MARKINGS, PLACE RUNWAY LIGHTING, PELS, WMS, BEACON, MALSR, AND ILS BACK IN SERVICE. REMOVE EMPARRADES, RETRACT NOTAM, REOPEN RUNWAY.

ELECTRICAL NOTES

1. REMOVE, STORE, AND PROTECT ALL EXISTING MEDIUM INTENSITY RUNWAY LIGHT (MIRL) FEATURES WITHIN THE PROJECT LIMITS OF THIS STAGE.
2. INSTALL THE NEW CONCRETE CHISEL, CABLES, CONDUITS, AND TRANSFORMERS FOR THE HIGH INTENSITY RUNWAY LIGHTS (HIRL).
3. RE-INSTALL THE EXISTING MIRL FEATURES IN PLACE OF THE PROPOSED HIRL'S, TO MAINTAIN A TEMPORARY MIRL SYSTEM DURING STAGED CONSTRUCTION.
4. THE EXISTING MIRL FEATURES WILL BE REPLACED WITH THE NEW MIRL FEATURES WHEN ALL ELECTRICAL IMPROVEMENTS ALONG THE RUNWAY ARE COMPLETE.
5. ELECTRICAL CABLE FOR THE MIRL'S MAY BE UNGROUND ONLY IF THE CABLE IS PLACED IN A MINIMUM 1" GRCB THAT IS PROPERLY SECURED TO THE GROUND AND BUNDLED TO A SYSTEM OF GROUND RODS.
6. UNGROUND CONDUIT MUST BE SECURED AS SHOWN IN THE ABOVE GROUND TEMPORARY CONDUIT SUPPORT DETAIL ON SHEET G-305.

GENERAL NOTES

1. SEE SHEET G-306 FOR SAFETY AND PHASING DETAILS.
2. CONSTRUCTION SHALL BE PERFORMED DURING SCHEDULED CLOSURE PERIODS INDICATED ON THE PROJECT LAYOUT PLAN.
3. ALL EQUIPMENT AND PERSONNEL MUST REMAIN OUT OF THE CONSTRUCTION RUNWAY SAFETY AREA WHILE THE RUNWAY IS ACTIVE.

LEGEND

	CONTRACTOR'S ACCESS HAIL ROUTE
	CONTRACTOR'S STAGING
	CONTRACTOR'S EMPLOYEE PARKING LIGHTED BARRICADE (SEE GENERAL NOTE 1)
	PERMETER FENCE
	CONSTRUCTION RUNWAY SAFETY AREA
	GLIDESLOPE CRITICAL AREA

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

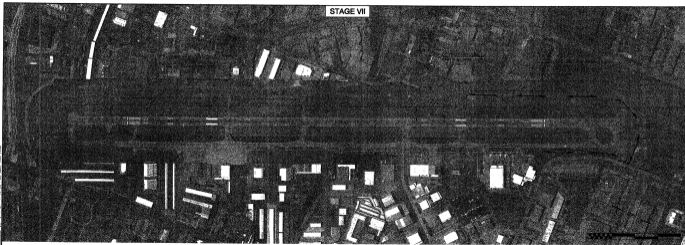
By:

Date: 12-9-2011



REGISTRATION NO.

F-0006

PROJECT NO.
DATE
SCALE

PROJECT PHASING

WORK WITHIN STAGING CONSTRUCTION IS TAKING PLACE NEAR TAXIWAY ALPHA.

PHASE A

- CONSTRUCT DRAINAGE IMPROVEMENTS.

PHASE B

- CONSTRUCT LATERAL RSA AND DRAINAGE IMPROVEMENTS.
- INSTALL ELECTRICAL IMPROVEMENTS.
- CLEAN UP AND REMOVE ALL OBSTRUCTIONS FROM RUNWAY SAFETY AREA.

ELECTRICAL NOTES

- REMOVE, STORE, AND PROTECT ALL EXISTING MEDIUM INTENSITY RUNWAY LIGHT (MIRL) FIXTURES WITHIN THE PROJECT LIMITS OF THIS STAGE.
- INSTALL THE NEW CONCRETE CONDUIT, CABLES, CONDUITS, AND TRANSFORMERS FOR THE HIGH INTENSITY RUNWAY LIGHTS (HIRL).
- RE-INSTALL THE EXISTING MIRL FIXTURES IN PLACE OF THE PROPOSED HIRL'S, TO MAINTAIN A TEMPORARY MIRL SYSTEM DURING STAGES CONSTRUCTION.
- THE EXISTING MIRL FIXTURES WILL BE REPLACED WITH THE NEW HIRL FIXTURES WHEN ALL ELECTRICAL IMPROVEMENTS ALONG THE RUNWAY ARE COMPLETE.
- ELECTRICAL CABLE FOR THE HIRL'S MAY BE UNBURIED ONLY IF THE CABLE IS PLACED IN A MINIMUM 1" O.D. CONDUIT THAT IS PROPERLY SECURED TO THE GROUND AND BONDED TO A SYSTEM OF GROUND RODS.
- UNBURIED CONDUIT MUST BE SECURED AS SHOWN IN THE ABOVE GROUND TEMPORARY CONDUIT SUPPORT DETAIL ON SHEET 0-200.

GENERAL NOTES

- SEE SHEET 0-300 FOR SAFETY AND PHASING DETAILS.
- STAGE B CONSTRUCTION SHALL BE PERFORMED DURING WORK AVAILABILITY PERIODS SHOWN BELOW.
- CONTRACTOR SHALL BE ESCORTED TO ALL WORK PERFORMED DURING PHASE B.
- ALL EQUIPMENT AND PERSONNEL MUST REMAIN OUT OF THE CONSTRUCTION RUNWAY SAFETY AREA WHILE THE RUNWAY IS ACTIVE.

 EAS
 ENGINEERING, INC.

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. According to this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:

Date: 12-9-2011

LEGEND

- CONTRACTOR'S ACCESS HAUL ROUTE
- CONTRACTOR'S STAGING
- CONTRACTOR'S EMPLOYEE PARKING LIGHTED BARRICADE (SEE GENERAL NOTE 1)
- PERMETER FENCE
- RSA - CONSTRUCTION RUNWAY SAFETY AREA
- GLEDESLOPE CRITICAL AREA

CONTRACT TIME

PHASE	WORK AVAILABILITY
PHASE A	ANYTIME
PHASE B	NIGHT CLOSURE

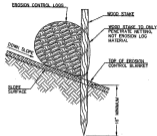
TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, MISSOURI

RUNWAY IMPROVEMENTS

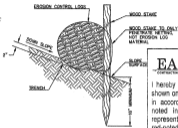
SAFETY & PHASING PLAN -
STAGE VIIJOB NO: 12081107
DATE: FEB. 2011
DESIGNED BY: NRM
DRAWN BY: JAHNO. 200 OF 200
SHEETS
IT IS THE POLICY OF
GARVER ENGINEERING
TO BE GREEN

SHEET NUMBER

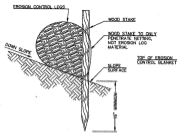
G-307



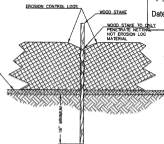
INSTALLATION WITH BLANKET
NO SCALE



INSTALLATION WITH TRENCH
NO SCALE



INSTALLATION ON BARE SOIL
NO SCALE



INSTALLATION DETAILS (FRONT VIEW)
NO SCALE

TEMPORARY EROSION CONTROL LOG
NO SCALE

NOTE: TRENCH OPTION IS MOST APPLICABLE IN LOOSE, UNCONSOLIDATED SOILS.

1-1/2" x 1-1/2" x 36" WOODEN STAKES ARE RECOMMENDED FOR 0°, 3°, AND 5° SEGMENT LOGS.

1-1/2" x 1-1/2" x 48" WOODEN STAKES ARE RECOMMENDED FOR 30° SEGMENT LOGS.

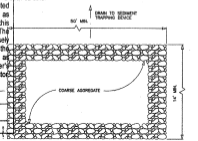
EROSION CONTROL NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR THE PROPER INSTALLATION OF THESE DEVICES AS SHOWN ON THIS SHEET, AND DESCRIBED IN THE SPECIFICATIONS. ADDITIONAL EROSION CONTROLS AND/OR ADJUSTMENT OF LOCATIONS FOR EROSION CONTROL MAY BE REQUIRED.
 2. Silt FENCES, Silt CHICK, Silt FILTERS AND Silt FILTER BARRIERS SHALL BE INSTALLED PER MANUFACTURER RECOMMENDATIONS AND ACCORDING TO THESE PLANS.
 3. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL EROSION CONTROL DEVICES ALREADY IN PLACE. CONTRACTOR SHALL REMOVE AND REPLACE EROSION CONTROL LOGS NEEDED FOR CONSTRUCTION OR ACCESS. ALL EROSION CONTROL LOGS BE IN PLACE AT ALL TIMES DURING CONSTRUCTION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO USE WHATEVER MEANS NECESSARY TO CONTROL AND LIMIT SILT AND SEDIMENT LEAVING THE SITE. SPECIFICALLY, THE CONTRACTOR SHALL PROTECT ALL TANKS, TRENCHES, BARRING AREAS, STREAMS, CREEKS, STORM DRAIN SYSTEMS AND ALLEYS FROM EROSION DEPOSITS.

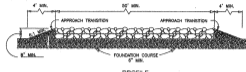
EAS
CONTRACTOR, LP
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Danny*
Date: 12-9-2011



PLAN



PROFILE

CONSTRUCTION EXIT (TYPE 1)
NO SCALE

GENERAL NOTES:

1. THE LENGTH OF THE TYPE 1 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
2. THE COARSE AGGREGATE SHOULD BE OPEN GRADES WITH A SIZE OF 4" TO 8".
3. THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6:1 AND CONSTRUCTED AS SPECIFIED BY THE ENGINEER.
4. THE CONSTRUCTION EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
5. THE CONSTRUCTION EXIT SHALL BE GRADDED TO ALLOW DRAINAGE TO A SEGMENT TRAPPING DEVICE.
6. THE DIMENSIONS SHOWN HEREON ARE SUGGESTIONS AND MAY BE MODIFIED BY THE ENGINEER.

EAS CONTRACTOR, LP, 2011, 17000 S. 117th Ave., Overland Park, Kansas 66209
 913.646.1000, www.eascontractor.com, 17000 S. 117th Ave., Overland Park, Kansas 66209
 913.646.1000, www.eascontractor.com, 17000 S. 117th Ave., Overland Park, Kansas 66209



REGISTRATION NO. P4713



NO.									
REVISIONS									
NO.									
DATE									
BY									
CHECKED									
APPROVED									

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

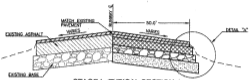
RUNWAY IMPROVEMENTS

STORMWATER POLLUTION PREVENTION PLAN SHEETS

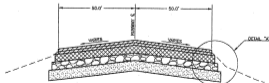
JOB NO: 10081100
DATE: FEB. 2011
DESIGNED BY: MPH
DRAWN BY: JMH

EAS CONTRACTOR, LP
17000 S. 117th Ave.
Overland Park, Kansas 66209
913.646.1000

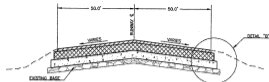
G-402



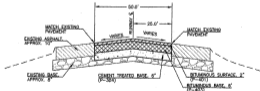
STAGE I - TYPICAL SECTION 1
STA. 14+80 TO STA. 19+30
NO SCALE



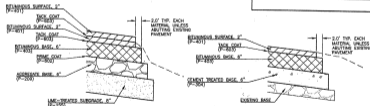
STAGE I - TYPICAL SECTION 2
STA. 19+30 TO STA. 22+00
NO SCALE



STAGE II - TYPICAL SECTION 1
STA. 26+00 TO STA. 41+75
NO SCALE



STAGE II - TYPICAL SECTION 2
STA. 41+75 TO STA. 44+00
NO SCALE



DETAIL 'A'
NO SCALE

DETAIL 'B'
NO SCALE

LEGEND	
	BITUMINOUS SURFACE (P-401)
	BITUMINOUS BASE (P-403)
	AGGREGATE BASE (P-204)
	CEMENT TREATED BASE (P-304)
	LIME-TREATED SUBGRADE (P-155)
	EXISTING ASPHALT (TO REMAIN)
	EXISTING BASE (TO REMAIN)

NOTES

- THESE SECTIONS SHOW PAVEMENT ONLY. GRADING TYPICAL SECTIONS OUTSIDE OF THESE SECTIONS ARE SHOWN ON SHEET P-100. SEE CROSS SECTIONS FOR DETAILS.
- THE QUANTITY OF LIME FOR ESTIMATING PURPOSES, WAS DETERMINED TO BE 78 LIME CONTENT AT A DEPTH OF 3 INCHES. THE AMOUNT OF LIME APPLIED WILL BE DETERMINED BASED ON SPECIFICATION ITEM P-100-31.

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the Representative or the General Contractor.

By: *[Signature]*
Date: 12-9-2011

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR THE CONSTRUCTION AND MAINTENANCE OF AIRPORTS, SIXTH EDITION, 2003, AS AMENDED BY THE 2004 AND 2005 SUPPLEMENTAL SPECIFICATIONS, AND THE 2006 SUPPLEMENTAL SPECIFICATIONS, AND THE 2007 SUPPLEMENTAL SPECIFICATIONS, AND THE 2008 SUPPLEMENTAL SPECIFICATIONS, AND THE 2009 SUPPLEMENTAL SPECIFICATIONS, AND THE 2010 SUPPLEMENTAL SPECIFICATIONS, AND THE 2011 SUPPLEMENTAL SPECIFICATIONS, AND THE 2012 SUPPLEMENTAL SPECIFICATIONS, AND THE 2013 SUPPLEMENTAL SPECIFICATIONS, AND THE 2014 SUPPLEMENTAL SPECIFICATIONS, AND THE 2015 SUPPLEMENTAL SPECIFICATIONS, AND THE 2016 SUPPLEMENTAL SPECIFICATIONS, AND THE 2017 SUPPLEMENTAL SPECIFICATIONS, AND THE 2018 SUPPLEMENTAL SPECIFICATIONS, AND THE 2019 SUPPLEMENTAL SPECIFICATIONS, AND THE 2020 SUPPLEMENTAL SPECIFICATIONS, AND THE 2021 SUPPLEMENTAL SPECIFICATIONS, AND THE 2022 SUPPLEMENTAL SPECIFICATIONS, AND THE 2023 SUPPLEMENTAL SPECIFICATIONS, AND THE 2024 SUPPLEMENTAL SPECIFICATIONS, AND THE 2025 SUPPLEMENTAL SPECIFICATIONS.



DATE	
SCALE	
PROJECT NO.	
SHEET NO.	

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

TYPICAL SECTIONS & DETAILS

JAN 10, 2008/1300
DATE: FEB, 2011
DESIGNED BY: MWA
DRAWN BY: JAM

C-001



REGISTRATION NO.
P-6713



DATE: 12-9-2011

DATE	
DESCRIPTION	
BY	
CHECKED	
DATE	

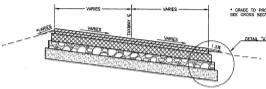
TOWN OF ADDICKS
ADDICKS AIRPORT
RUNWAY IMPROVEMENTS

TYPICAL SECTION
& DETAILS

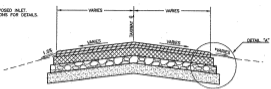
JOB NO.: 10081130
DATE: FEB. 2011
DESIGNED BY: MPH
DRAWN BY: JAH

SCALE: AS SHOWN
SHEET NUMBER

C-002



STAGE III - TAXIWAY 'J' TYPICAL SECTION
NO SCALE

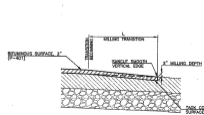


STAGE III - TAXIWAY 'K' TYPICAL SECTION
NO SCALE

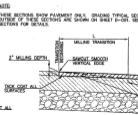
LEGEND

	BITUMINOUS SURFACE (P-401)
	BITUMINOUS BASE (P-402)
	AGGREGATE BASE (P-204)
	LIME TREATED SUBGRADE (P-150)
	EXISTING ASPHALT (TO REMAIN)
	EXISTING BASE (TO REMAIN)

Revised to match Runway



OVERLAY TRANSITION DETAIL
NO SCALE

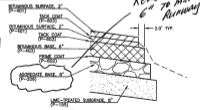


OVERLAY TRANSITION REMOVAL DETAIL
NO SCALE

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in the notes. Accordingly this represents the "AS BUILT" drawing. The contractor's acceptance does not adversely affect the intended performance of the installation or they represent changes as authorized by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: 12-9-2011

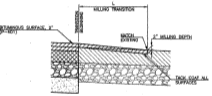


DETAIL 'A'
NO SCALE

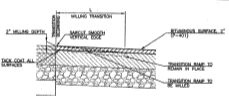
TRANSITION LENGTH

DESCRIPTION	L
RUNWAY	20'
TAXIWAY	15'

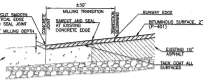
1. IS TYPICAL UNLESS OTHERWISE NOTED ON THE PLANS



RECONSTRUCTION TRANSITION DETAIL
NO SCALE



RECONSTRUCTION TRANSITION REMOVAL DETAIL
NO SCALE



CONCRETE MILLING & ASPHALT OVERLAY TRANSITION DETAIL
NO SCALE



RUNWAY GROOVING DETAIL
NO SCALE

- NOTES**
1. THE DEPTH OF 80 PERCENT OR MORE OF THE GROOVES SHALL NOT BE LESS THAN 1/4".
 2. THE GROOVES SHALL BE CONTINUOUS FOR THE ENTIRE RUNWAY LENGTH AND TRANSVERSE (PERPENDICULAR) TO THE DIRECTION OF AIRCRAFT LANDING AND TAKEOFF OPERATIONS.
 3. THE GROOVES SHALL BE SPACED WITHIN 10 FEET OF THE RUNWAY PAVEMENT EDGE.
 4. THE GROOVES SHALL NOT VARY MORE THAN 3 INCHES IN ALIGNMENT FOR 75 FEET ALONG THE RUNWAY LENGTH, ALLOWING FOR REALIGNMENT EVERY 500 FEET ALONG THE RUNWAY LENGTH.

THE PROJECT NO. IS - 10081130 - 002 - 3. THESE DRAWINGS WERE PREPARED BY GARVER, INC. UNDER AGREEMENT WITH THE TOWN OF ADDICKS. THE TOWN OF ADDICKS IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO GARVER, INC. BY THE TOWN OF ADDICKS. THE TOWN OF ADDICKS IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO GARVER, INC. BY THE TOWN OF ADDICKS. THE TOWN OF ADDICKS IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO GARVER, INC. BY THE TOWN OF ADDICKS.

AIRPORT PAVEMENT DESIGN									
STATE	CITY		AIRPORT						
TOWNSHIP	ADDRESS		ADDRESS AIRPORT (ADG)						
PROJECT NUMBER	PROJECT		PROJECT PURPOSE						
TDOT C/L No. 118AD001N	TOWNSHIP		GENERAL L.L.C.						
PROJECT DESCRIPTION									
The improvement includes full-depth pavement repairs at the north end, the south end, and the Taxiway Focusee (interlocking), a full-length asphalt overlay, followed by grinding.									
GROSS ALLOWABLE AIRCRAFT WEIGHT (KIPS)									
SINGLE WHEEL	DUAL WHEEL	DUAL TOWBAR		S-WAY		L-WAY		DCIS	
N/A	180	N/A		N/A		N/A		N/A	
DESIGN CRITERIA									
DESIGN A1	EDGE DISPARITY	DIRT	K ₁	SOIL ADJUST. FACT	LRD	FLOR. STRENGTH	ES	C	F
Dist W-1-10	20	7.3	N/A	150	CH	N/A	N/A	N/A	N/A
Dist W-1-10	100			110					
Dist W-1-60	33			98					
Dist W-1-45	66			85					
Dist W-1-71	150			70					
Dist W-1-48	150			48					
Dist W-1-47	150			47					
Dist W-1-41	745			41					
TYPICAL SECTIONS									
NON CRITICAL AREAS					CRITICAL AREAS				
Typical sections are shown on sheets C-001 and C-002									
DESIGN DETAILS									
TECHNICAL REQUIREMENTS									
NO.	COURSE	THICKNESS	HORIZONTAL REINFORCING	TYPING	HORIZONTAL TOLERANCE	APPROX.			OPERATION
North & South Reconstruction Typical Section									
1	Bituminous Surface	4"							P-401
2	Bituminous Base	4"							P-405
3	Crushed Aggregate	3"							P-209
4	Levee	3"							P-135
Focusee Interlocking Reconstruction Typical Section									
1	Reinforced Concrete	6"							P-491
2	Reinforced Base	6"							P-493
3	Concrete Tapered Base	6"							P-334
MAX. PORE SPACE (75%) Expressions Permitted Below									

SOIL ANALYSIS																
TEST HOLE	DEPTH OF SAMPLE	GRAIN SIZE DISTRIBUTION (%)										% FINE	LL	PL	I _{BC}	
		2"	2"	1"	3/4"	3/8"	3/16"	4	10	40	100					200
B-1	2.5-4.0												77	68	44	GC
B-2	1.2-1.8												43	42	23	GC
B-3	2.0-4.0												35	71	47	CH
B-4	1.2-4.0												69	40	20	CL
B-5	1.5-4.0												64	79	56	CH
B-6	0.9-1.5												35	32	18	GC
B-7	0.7-1.3												42	36	18	GC
B-7	2.0-4.0												92	35	21	CL
B-8	1.4-4.0												81	40	22	CL
B-9	1.4-4.0												81	40	22	CL
B-10	1.5-4.0												76	41	6	CL
B-11	1.6-4.0												90	66	36	CH
B-12	0.9-4.0												91	80	51	CH
SUBGRADE CHARACTERISTICS																
AVERAGE FROST PENETRATION			SUBSURFACE DRAINAGE			CP			FROST DESIGN METHOD ¹							
COMMENTS													1. Apply only when material is used above base 2. Select one 3. Attach block showing location of borings			

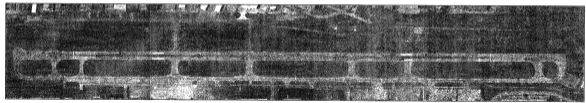
EAS
CONSTRUCTION

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011



RUNWAY PAVEMENT BORING LOCATIONS
NO SCALE

11/15/2011 10:00:00 AM - Bureau of Transportation Planning and Design, 1200 ZIEGLER BLVD, SUITE 100, COLUMBUS, OH 43260-1000
 11/15/2011 10:00:00 AM - Bureau of Transportation Planning and Design, 1200 ZIEGLER BLVD, SUITE 100, COLUMBUS, OH 43260-1000



REGISTRATION NO.
F-0119



DATE	
DESCRIPTION	
DATE	
DATE	

TOWNSHIP OF ADDISON
ADDISON AIRPORT
ADDISON, OHIO

RUNWAY IMPROVEMENTS

FAA FORM 002-1
PAVEMENT DESIGN

JOB NO.: 1001190
DATE: FEB. 2011
DESIGNED BY: MRM
DRAWN BY: JAP

SHEET NUMBER

C-003



REGISTRATION NO.
P-6713



EL.
 FIN.
 PROPOSED
 EXISTING

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS
 RUNWAY IMPROVEMENTS

SHEET NO. 1081130
 DATE: FEB. 2011
 DESIGNED BY: MJK
 DRAWN BY: JAK
 CHECKED BY: JAK
 PROJECT NO. 1081130

SHEET NUMBER

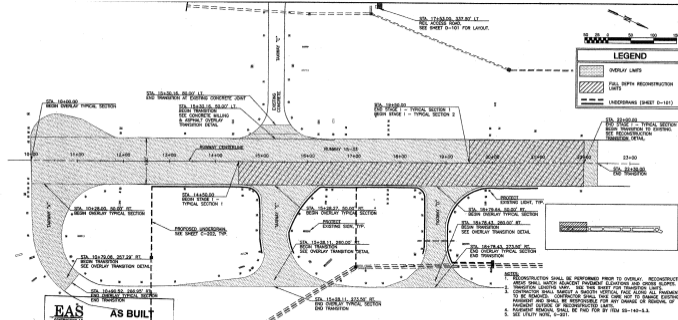
C-101

LEGEND

- OVERLAY LIMITS
- FULL DEPTH RECONSTRUCTION LIMITS
- UNDERDRAWS (SHEET D-181)



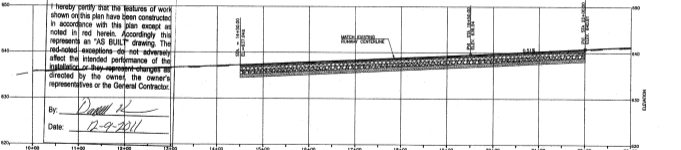
10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00
 100' 200' 300' 400' 500' 600' 700' 800' 900' 1000'
 1/4" = 100'



EAS
CONSULTANTS, LTD.
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: David H. [Signature]
 Date: 12-9-2011



1. RECONSTRUCTION SHALL BE PERFORMED PRIOR TO OVERLAY. RECONSTRUCTED AREAS SHALL MATCH ADJACENT PAVEMENT ELEVATIONS AND CROSS SLOPES.
2. TRANSITION LENGTHS VARY. SEE THIS SHEET FOR TRANSITION LIMITS.
3. CONTRACTOR SHALL MAINTAIN A SMOOTH VERTICAL FACE ALONG ALL PAVEMENT TO BE REMOVED. CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE EXISTING PAVEMENT AND SHALL BE RESPONSIBLE FOR ANY DAMAGE OR REMOVAL OF PAVEMENT OUTSIDE OF RECONSTRUCTED LIMITS.
4. RAHWORTH REMOVAL SHALL BE PND FOR BY ITEM 55-140-8.1.
5. SEE UTILITY NOTE, 9-201.

0 25 50 75 100 150

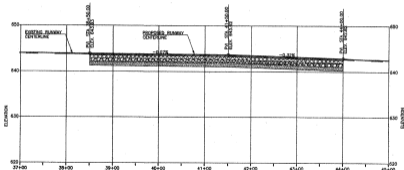
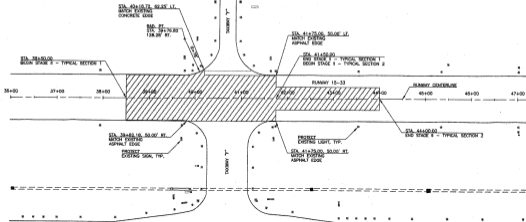
LEGEND
 FULL DEPTH RECONSTRUCTION LAMPS

EAS
ENGINEERING AND ARCHITECTS
AS BUILT

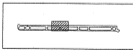
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The indicated exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

 By: 

Date: 12-9-2011


NOTES:

- RECONSTRUCTION AREAS SHALL MATCH ADJACENT PAYMENT ELEVATIONS AND CROSS SLOPES.
- CONTRACTOR SHALL SMOOTH A SMOOTH VERTICAL FACE ALONG ALL PAYMENT TO BE REMOVED. CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE EXISTING PAYMENT AND SHALL BE RESPONSIBLE FOR ANY DAMAGE OR REMOVAL OF PAYMENT OUTSIDE OF RECONSTRUCTED LIMITS.
- PAYMENT REMOVAL SHALL BE PERFORMED FOR BY ITEM 25-140-5.3.
- THE PROPOSED RUNWAY VERTICAL ALIGNMENT SHOWS THE PROPOSED 2" ASPHALT OVERLAY.
- SEE UTILITY NOTE, G-201.



THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE SUPERVISOR'S SIGNATURE AND SEAL. ANY CHANGES TO THIS DRAWING MUST BE MADE BY THE SUPERVISOR. THE SUPERVISOR'S SIGNATURE AND SEAL ARE REQUIRED FOR THIS DRAWING TO BE VALID. THE SUPERVISOR IS NOT RESPONSIBLE FOR THE ACCURACY OF THIS DRAWING. THE SUPERVISOR IS NOT RESPONSIBLE FOR THE ACCURACY OF THIS DRAWING. THE SUPERVISOR IS NOT RESPONSIBLE FOR THE ACCURACY OF THIS DRAWING.

 TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

**STAGE I -
 RUNWAY**
 PLAN AND PROFILE

 JOB NO.: 10081900
 DATE: FEB. 2011
 DRAWN BY: AMR
 CHECKED BY: JAV
 SCALE: AS SHOWN
 SHEET NUMBER

C-201




RUNWAY IMPROVEMENTS

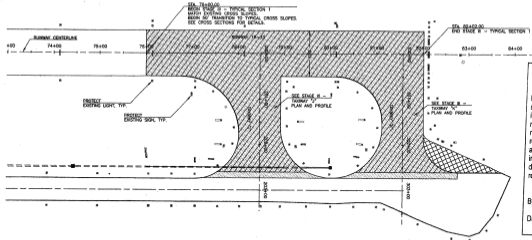


REGISTRATION NO. P-4713



LEGEND

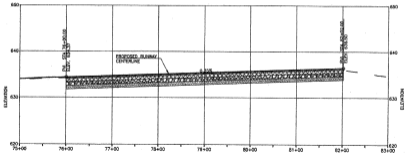
-  OVERLAY LIMITS
-  FULL DEPTH RECONSTRUCTION LIMITS
-  PAVEMENT REMOVAL ONLY



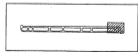
EAS
CONTRACTORS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: Daniel K. [Signature]
Date: 12-9-2011



- NOTES:**
1. RECONSTRUCTION SHALL BE PERFORMED PRIOR TO OVERLAY.
 2. SEE CROSS SECTIONS FOR DETAILS.
 3. TRANSITION LENGTHS VARY. SEE THIS SHEET FOR TRANSITION LIMITS.
 4. CONTRACTOR SHALL SMOOTH A SMOOTH VERTICAL FACE ALONG ALL PAVEMENT TO BE REMOVED. CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE EXISTING PAVEMENT AND SHALL BE RESPONSIBLE FOR ANY CHANGE OR REMOVAL OF PAVEMENT OUTSIDE OF RECONSTRUCTED LIMITS.
 5. PAVEMENT REMOVAL SHALL BE PAID FOR BY ITEM 10-140-5.3.
 6. SEE UTILITY NOTE, Q-201.



DATE: 12/15/2011 10:58 AM - 405 - Runway Improvements/Drawings/plan_120912/014.dwg - P:\01\120912\014.dwg - User: jkelly - 12/15/2011 10:58 AM - 405 - Runway Improvements/Drawings/plan_120912/014.dwg - P:\01\120912\014.dwg - User: jkelly - 12/15/2011 10:58 AM - 405 - Runway Improvements/Drawings/plan_120912/014.dwg - P:\01\120912\014.dwg - User: jkelly - 12/15/2011 10:58 AM - 405 - Runway Improvements/Drawings/plan_120912/014.dwg - P:\01\120912\014.dwg - User: jkelly - 12/15/2011 10:58 AM - 405 - Runway Improvements/Drawings/plan_120912/014.dwg

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS
RUNWAY IMPROVEMENTS
STAGE -
RUNWAY
PLAN AND PROFILE

JOB NO. 10081700
DATE: FEB. 2011
DESIGNED BY: NWH
DRAWN BY: JAW

DATE PLOTTED: 12/15/2011 11:02 AM
PLOT BY: jkelly

SHEET NUMBER
C-301

REGISTRATION NO.
F-076

SCALE



LEGEND



- NOTES:
1. RECONSTRUCTION SHALL BE PERFORMED PRIOR TO OVERLAY. SEE CROSS SECTIONS FOR DETAILS.
 2. TRANSITION LENGTHS SHOWN. SEE THIS SHEET FOR TRANSITION LIMITS.
 3. CONTRACTOR SHALL SMOOTH A SMOOTH VERTICAL FACE ALONG ALL PAVEMENT TO BE REMOVED. CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE EXISTING PAVEMENT AND SHALL BE RESPONSIBLE FOR ANY DAMAGE OR REMOVAL OF PAVEMENT DESIGN OF DISCONTINUED LIMITS.

A. PAVEMENT REMOVAL SHALL BE PAID FOR BY ITEM 20-140-5.3

B. SEE CITY NOTE 0-006

GARVER, INC.

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

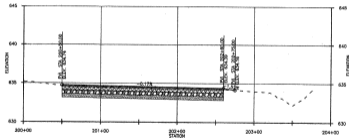
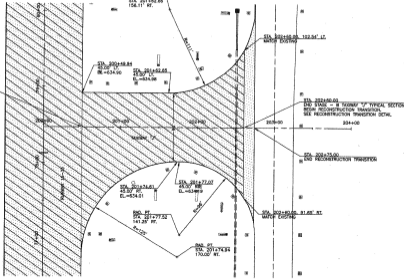
By: *Dan...*Date: 12-9-2011TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, WISCONSINSTAGE -
AIRWAY &
PLAN & PROFILEJOB NO.: 100R100
DATE: FEB. 2011
DESIGNED BY: MRM
DRAWN BY: JHMWET SEAL FOR
PAVED SURFACE
SEE CITY NOTE 0-006
FOR ALL ROAD
CONSTRUCTION

SHEET NUMBER

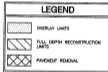
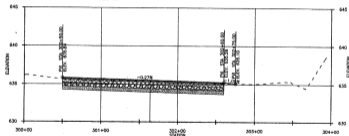
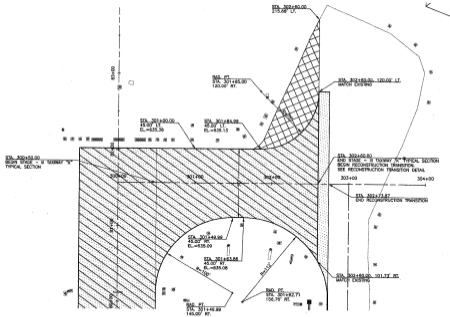
C-302

DATE: 12/09/11 10:03:10 AM - 487 - Drawn: mrm/checked: jhm/verified: jhm/plot: 12/09/11 10:03:10 AM
 USER: jhm/PROJECT: 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100
 PROJECT: 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100
 DRAWING: 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100
 SHEET: 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100 - 100R100

STA. 200+00.00
END STAGE - B TYPICAL SECTION



THE LEGEND, NOTES, AND ALL OTHER INFORMATION CONTAINED HEREON SHALL BE CONSIDERED PART OF THIS DRAWING. THE TOWN OF ADDISON IS NOT RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DATA PROVIDED BY THE CONTRACTOR.



- NOTES:
1. RECONSTRUCTION SHALL BE PERFORMED PRIOR TO OVERLAY. SEE CROSS SECTIONS FOR DETAILS.
 2. TRANSITION LENGTHS LIMIT. SEE THIS SHEET FOR TRANSITION LIMITS.
 3. CONTRACTOR SHALL SURFACE A SMOOTH VERTICAL FACE ALONG ALL PAVED/REMOVAL TO BE REMOVED. CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE EXISTING PAVEMENT AND SHALL BE RESPONSIBLE FOR ANY DAMAGE OR REMOVAL OF PAVEMENT OUTSIDE OF RECONSTRUCTED LIMITS.
 4. PAVED/REMOVAL SHALL BE PAID FOR BY ITEM 521-140-5.3.
 5. SEE OTHER NOTE, 0-201.

EAS
CONSULTING

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011



REGISTRATION NO. P-2710



NO.	DATE	DESCRIPTION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

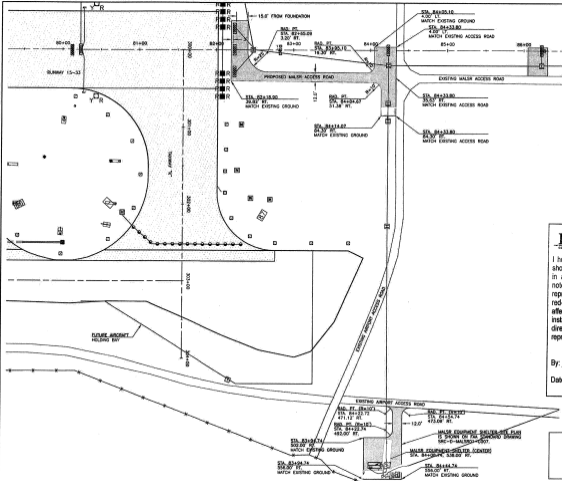
RUNWAY IMPROVEMENTS

STAGE -
TAXWAY "A"
PLAN & PROFILE

JOB NO. 1081100
DATE: FEB. 2011
DESIGNED BY: MFM
CHECKED BY: JHM
DATE: FEB. 2011
SCALE: AS SHOWN
SHEET NUMBER

C-303

016 1/10/2011 08:11:08 -- 401 - Runway Improvement/Drawings/ADD_C234_A44104.dwg User:JAN (A) Date: 6/10/2011 2:22 PM Add: JAMES (A) Runway Improvement/Drawings/ADD_C234_A44104.dwg User:JAN (A) Date: 6/10/2011 2:22 PM Add: JAMES (A) Runway Improvement/Drawings/ADD_C234_A44104.dwg User:JAN (A) Date: 6/10/2011 2:22 PM Add: JAMES (A)



LEGEND

- [Patterned Box] PAVEMENT RECONSTRUCTION LIMITS
- [Patterned Box] MAINTENANCE AREA TYPICAL SECTION

- NOTES**
1. MAINTENANCE AREA TYPICAL SECTION IS SHOWN ON SHEET A. CROSS SECTION - AGGREGATE SURFACE PLOT AREA, ON FAA STANDARD DRAWING SRC-D-MAL300-0208.
 2. MAINTENANCE AREA DIMENSIONS ARE SHOWN ON FAA STANDARD DRAWING SRC-D-MAL300-0208.
 3. A WIDTH OF 6 FEET OF EROSION CONTROL MATTING AND TEST SHALL BE PLACED AROUND ALL PROPOSED MAINTENANCE AREA PAVES, ACCESS ROADS, AND MAINT SHELTER SITE.

EAS
ENGINEERS ARCHITECTS SURVEYORS

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Dennis [Signature]*
Date: *12-9-2011*



REGISTRATION NO. 7479
6-11P-01
Professional Engineer
State of Texas
1998

NO.	DATE	DESCRIPTION	BY	CHKD.	APP'D.
1	12/9/11	CHANGE GROUP #1	JAN	JAN	JAN
2	12/9/11	CHANGE GROUP #2	JAN	JAN	JAN
3	12/9/11	CHANGE GROUP #3	JAN	JAN	JAN
4	12/9/11	CHANGE GROUP #4	JAN	JAN	JAN
5	12/9/11	CHANGE GROUP #5	JAN	JAN	JAN
6	12/9/11	CHANGE GROUP #6	JAN	JAN	JAN

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

MAINTENANCE PLAN

JOB NO.: 11081100
DATE: APR. 2011
DESIGNED BY: JAN
DRAWN BY: JAN

SCALE: AS SHOWN
SHEET NUMBER

C-304



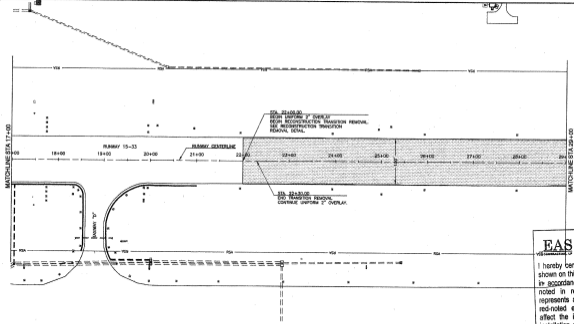
RESTRICTION NO.
P-0173



LEGEND

OVERLAY LIMITS

RSA - CONSTRUCTION RUNWAY SAFETY AREA (RSA)



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *David OC*

Date: 12-9-2011

- NOTES**
- STAGE IV CONSTRUCTION SHALL BE PERFORMED DURING WEEKEND CLOSURE PERIODS. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL DETERMINE THE LOCATION OF THE OVERLAY TRANSITION FOR CONCLUDING EACH WEEKEND CLOSURE.
 - TWOBY OVERLAY SHALL BE COMPLETED DURING THE SAME WEEKEND CLOSURE AS THE RUNWAY OVERLAY ADJACENT TO THE TWOBY.
 - STAGE IV CONSTRUCTION MAY NOT CROSS INTO THE CONSTRUCTION RUNWAY SAFETY AREA (RSA) 200' FROM RUNWAY CENTERLINE.
 - AT THE END OF EACH WORK PERIOD A TRANSITION SHOULD BE CONSTRUCTED TO PROVIDE A TRANSITION FROM THE COMPLETED COURSE OF THE OVERLAY TO THE EXISTING PAVEMENT.



DATE: 12/09/11 10:52 AM
 USER: dsullivan
 PROJECT: ADDITION AIRPORT
 SHEET: 401
 TITLE: STAGE IV OVERLAY PLAN

NO.	REVISION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

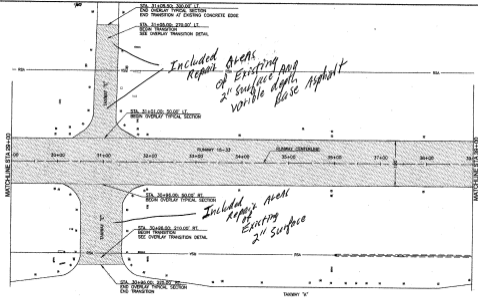
RUNWAY IMPROVEMENTS

STAGE IV OVERLAY PLAN

JOB NO.: 10801100
 DATE: FEB. 2011
 DESIGNED BY: MRM
 CHECKED BY: JMS
 IN CHARGE: JMS
 SHEET NUMBER

C-401

THE UNIVERSITY OF TEXAS AT AUSTIN, TEXAS, IS THE SOLE OWNER OF THE AIRPORT AND AIRFIELD. THE UNIVERSITY OF TEXAS AT AUSTIN, TEXAS, IS THE SOLE OWNER OF THE AIRPORT AND AIRFIELD. THE UNIVERSITY OF TEXAS AT AUSTIN, TEXAS, IS THE SOLE OWNER OF THE AIRPORT AND AIRFIELD.



LEGEND

OVERLAY LIMITS

RSA - CONSTRUCTION RUNWAY SAFETY AREA (RSA)



REGISTRATION NO. *4474*

PROF. ENGINEER

STATE OF TEXAS

1944

NO.	DATE	DESCRIPTION

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

RUNWAY IMPROVEMENTS

DESIGN-
 OVERLAY PLAN

JOB NO: 15081103
 DATE: FEB. 2011
 DESIGNED BY: MPM
 DRAWN BY: JAM

SCALE: AS SHOWN
 SHEET NUMBER

C-402

EAS AS BUILT

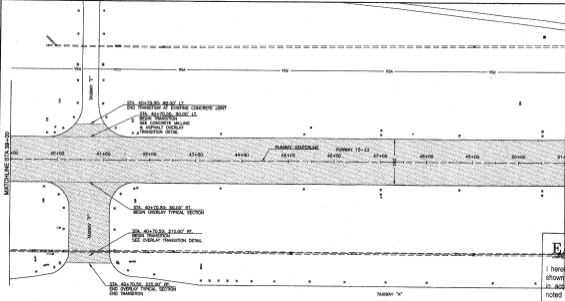
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Daniel*

Date: *12-9-2011*

- NOTES**
- STAGE II CONSTRUCTION SHALL BE PERFORMED DURING WEEKEND CLOSURE PERIODS. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL DETERMINE THE LOCATION OF THE OVERLAY TRANSITION FOR COMPLETING EACH WEEKEND CLOSURE.
 - EXCESSIVE OVERLAY SHALL BE COMPLETED DURING THE SAME WEEKEND CLOSURE AS THE RUNWAY OVERLAY ADJACENT TO THE TAXIWAY.
 - STAGE II CONSTRUCTION MAY NOT CROSS INTO THE CONSTRUCTION RUNWAY SAFETY AREA (RSA) 200' FROM RUNWAY CENTERLINE.
 - AT THE END OF EACH WORK PERIOD A TRANSITION SHOULD BE CONSTRUCTED TO PROVIDE A TRANSITION FROM THE COMPLETED COURSE OF THE OVERLAY TO THE EXISTING PAVEMENT.





STA 46+32.80, 48.97 FT.
END TRANSITION AT EXISTING CONCRETE JOINT

STA 48+70.00, 36.00 FT.
BEGIN TRANSITION
SEE CONCRETE MILLING
& ASPHALT OVERLAY
TRANSITION DETAIL.

STA 40+70.50, 36.00' FT.
BEGIN OVERLAY TYPICAL SECTION

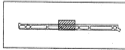
STA 40+70.50, 212.00' FT.
BEGIN TRANSITION
SEE OVERLAY TYPICAL SECTION

STA 45+70.50, 212.00' FT.
END OVERLAY TYPICAL SECTION
END TRANSITION

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

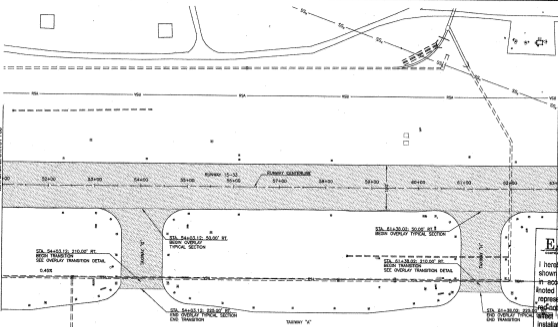
By:
Date: 12-9-2011



EAS PROJECT NUMBER: 087 PROJECT: Runway 15-33, Taxiway A, Taxiway B, Taxiway C, Taxiway D, Taxiway E, Taxiway F, Taxiway G, Taxiway H, Taxiway I, Taxiway J, Taxiway K, Taxiway L, Taxiway M, Taxiway N, Taxiway O, Taxiway P, Taxiway Q, Taxiway R, Taxiway S, Taxiway T, Taxiway U, Taxiway V, Taxiway W, Taxiway X, Taxiway Y, Taxiway Z, Taxiway AA, Taxiway AB, Taxiway AC, Taxiway AD, Taxiway AE, Taxiway AF, Taxiway AG, Taxiway AH, Taxiway AI, Taxiway AJ, Taxiway AK, Taxiway AL, Taxiway AM, Taxiway AN, Taxiway AO, Taxiway AP, Taxiway AQ, Taxiway AR, Taxiway AS, Taxiway AT, Taxiway AU, Taxiway AV, Taxiway AW, Taxiway AX, Taxiway AY, Taxiway AZ, Taxiway BA, Taxiway BB, Taxiway BC, Taxiway BD, Taxiway BE, Taxiway BF, Taxiway BG, Taxiway BH, Taxiway BI, Taxiway BJ, Taxiway BK, Taxiway BL, Taxiway BM, Taxiway BN, Taxiway BO, Taxiway BP, Taxiway BQ, Taxiway BR, Taxiway BS, Taxiway BT, Taxiway BU, Taxiway BV, Taxiway BW, Taxiway BX, Taxiway BY, Taxiway BZ, Taxiway CA, Taxiway CB, Taxiway CC, Taxiway CD, Taxiway CE, Taxiway CF, Taxiway CG, Taxiway CH, Taxiway CI, Taxiway CJ, Taxiway CK, Taxiway CL, Taxiway CM, Taxiway CN, Taxiway CO, Taxiway CP, Taxiway CQ, Taxiway CR, Taxiway CS, Taxiway CT, Taxiway CU, Taxiway CV, Taxiway CW, Taxiway CX, Taxiway CY, Taxiway CZ, Taxiway DA, Taxiway DB, Taxiway DC, Taxiway DD, Taxiway DE, Taxiway DF, Taxiway DG, Taxiway DH, Taxiway DI, Taxiway DJ, Taxiway DK, Taxiway DL, Taxiway DM, Taxiway DN, Taxiway DO, Taxiway DP, Taxiway DQ, Taxiway DR, Taxiway DS, Taxiway DT, Taxiway DU, Taxiway DV, Taxiway DW, Taxiway DX, Taxiway DY, Taxiway DZ, Taxiway EA, Taxiway EB, Taxiway EC, Taxiway ED, Taxiway EE, Taxiway EF, Taxiway EG, Taxiway EH, Taxiway EI, Taxiway EJ, Taxiway EK, Taxiway EL, Taxiway EM, Taxiway EN, Taxiway EO, Taxiway EP, Taxiway EQ, Taxiway ER, Taxiway ES, Taxiway ET, Taxiway EU, Taxiway EV, Taxiway EW, Taxiway EX, Taxiway EY, Taxiway EZ, Taxiway FA, Taxiway FB, Taxiway FC, Taxiway FD, Taxiway FE, Taxiway FF, Taxiway FG, Taxiway FH, Taxiway FI, Taxiway FJ, Taxiway FK, Taxiway FL, Taxiway FM, Taxiway FN, Taxiway FO, Taxiway FP, Taxiway FQ, Taxiway FR, Taxiway FS, Taxiway FT, Taxiway FU, Taxiway FV, Taxiway FW, Taxiway FX, Taxiway FY, Taxiway FZ, Taxiway GA, Taxiway GB, Taxiway GC, Taxiway GD, Taxiway GE, Taxiway GF, Taxiway GG, Taxiway GH, Taxiway GI, Taxiway GJ, Taxiway GK, Taxiway GL, Taxiway GM, Taxiway GN, Taxiway GO, Taxiway GP, Taxiway GQ, Taxiway GR, Taxiway GS, Taxiway GT, Taxiway GU, Taxiway GV, Taxiway GW, Taxiway GX, Taxiway GY, Taxiway GZ, Taxiway HA, Taxiway HB, Taxiway HC, Taxiway HD, Taxiway HE, Taxiway HF, Taxiway HG, Taxiway HH, Taxiway HI, Taxiway HJ, Taxiway HK, Taxiway HL, Taxiway HM, Taxiway HN, Taxiway HO, Taxiway HP, Taxiway HQ, Taxiway HR, Taxiway HS, Taxiway HT, Taxiway HU, Taxiway HV, Taxiway HW, Taxiway HX, Taxiway HY, Taxiway HZ, Taxiway IA, Taxiway IB, Taxiway IC, Taxiway ID, Taxiway IE, Taxiway IF, Taxiway IG, Taxiway IH, Taxiway II, Taxiway IJ, Taxiway IK, Taxiway IL, Taxiway IM, Taxiway IN, Taxiway IO, Taxiway IP, Taxiway IQ, Taxiway IR, Taxiway IS, Taxiway IT, Taxiway IU, Taxiway IV, Taxiway IW, Taxiway IX, Taxiway IY, Taxiway IZ, Taxiway JA, Taxiway JB, Taxiway JC, Taxiway JD, Taxiway JE, Taxiway JF, Taxiway JG, Taxiway JH, Taxiway JI, Taxiway JJ, Taxiway JK, Taxiway JL, Taxiway JM, Taxiway JN, Taxiway JO, Taxiway JP, Taxiway JQ, Taxiway JR, Taxiway JS, Taxiway JT, Taxiway JU, Taxiway JV, Taxiway JW, Taxiway JX, Taxiway JY, Taxiway JZ, Taxiway KA, Taxiway KB, Taxiway KC, Taxiway KD, Taxiway KE, Taxiway KF, Taxiway KG, Taxiway KH, Taxiway KI, Taxiway KJ, Taxiway KK, Taxiway KL, Taxiway KM, Taxiway KN, Taxiway KO, Taxiway KP, Taxiway KQ, Taxiway KR, Taxiway KS, Taxiway KT, Taxiway KU, Taxiway KV, Taxiway KW, Taxiway KX, Taxiway KY, Taxiway KZ, Taxiway LA, Taxiway LB, Taxiway LC, Taxiway LD, Taxiway LE, Taxiway LF, Taxiway LG, Taxiway LH, Taxiway LI, Taxiway LJ, Taxiway LK, Taxiway LL, Taxiway LM, Taxiway LN, Taxiway LO, Taxiway LP, Taxiway LQ, Taxiway LR, Taxiway LS, Taxiway LT, Taxiway LU, Taxiway LV, Taxiway LW, Taxiway LX, Taxiway LY, Taxiway LZ, Taxiway MA, Taxiway MB, Taxiway MC, Taxiway MD, Taxiway ME, Taxiway MF, Taxiway MG, Taxiway MH, Taxiway MI, Taxiway MJ, Taxiway MK, Taxiway ML, Taxiway MM, Taxiway MN, Taxiway MO, Taxiway MP, Taxiway MQ, Taxiway MR, Taxiway MS, Taxiway MT, Taxiway MU, Taxiway MV, Taxiway MW, Taxiway MX, Taxiway MY, Taxiway MZ, Taxiway NA, Taxiway NB, Taxiway NC, Taxiway ND, Taxiway NE, Taxiway NF, Taxiway NG, Taxiway NH, Taxiway NI, Taxiway NJ, Taxiway NK, Taxiway NL, Taxiway NM, Taxiway NN, Taxiway NO, Taxiway NP, Taxiway NQ, Taxiway NR, Taxiway NS, Taxiway NT, Taxiway NU, Taxiway NV, Taxiway NW, Taxiway NX, Taxiway NY, Taxiway NZ, Taxiway OA, Taxiway OB, Taxiway OC, Taxiway OD, Taxiway OE, Taxiway OF, Taxiway OG, Taxiway OH, Taxiway OI, Taxiway OJ, Taxiway OK, Taxiway OL, Taxiway OM, Taxiway ON, Taxiway OO, Taxiway OP, Taxiway OQ, Taxiway OR, Taxiway OS, Taxiway OT, Taxiway OU, Taxiway OV, Taxiway OW, Taxiway OX, Taxiway OY, Taxiway OZ, Taxiway PA, Taxiway PB, Taxiway PC, Taxiway PD, Taxiway PE, Taxiway PF, Taxiway PG, Taxiway PH, Taxiway PI, Taxiway PJ, Taxiway PK, Taxiway PL, Taxiway PM, Taxiway PN, Taxiway PO, Taxiway PP, Taxiway PQ, Taxiway PR, Taxiway PS, Taxiway PT, Taxiway PU, Taxiway PV, Taxiway PW, Taxiway PX, Taxiway PY, Taxiway PZ, Taxiway QA, Taxiway QB, Taxiway QC, Taxiway QD, Taxiway QE, Taxiway QF, Taxiway QG, Taxiway QH, Taxiway QI, Taxiway QJ, Taxiway QK, Taxiway QL, Taxiway QM, Taxiway QN, Taxiway QO, Taxiway QP, Taxiway QQ, Taxiway QR, Taxiway QS, Taxiway QT, Taxiway QU, Taxiway QV, Taxiway QW, Taxiway QX, Taxiway QY, Taxiway QZ, Taxiway RA, Taxiway RB, Taxiway RC, Taxiway RD, Taxiway RE, Taxiway RF, Taxiway RG, Taxiway RH, Taxiway RI, Taxiway RJ, Taxiway RK, Taxiway RL, Taxiway RM, Taxiway RN, Taxiway RO, Taxiway RP, Taxiway RQ, Taxiway RR, Taxiway RS, Taxiway RT, Taxiway RU, Taxiway RV, Taxiway RW, Taxiway RX, Taxiway RY, Taxiway RZ, Taxiway SA, Taxiway SB, Taxiway SC, Taxiway SD, Taxiway SE, Taxiway SF, Taxiway SG, Taxiway SH, Taxiway SI, Taxiway SJ, Taxiway SK, Taxiway SL, Taxiway SM, Taxiway SN, Taxiway SO, Taxiway SP, Taxiway SQ, Taxiway SR, Taxiway SS, Taxiway ST, Taxiway SU, Taxiway SV, Taxiway SW, Taxiway SX, Taxiway SY, Taxiway SZ, Taxiway TA, Taxiway TB, Taxiway TC, Taxiway TD, Taxiway TE, Taxiway TF, Taxiway TG, Taxiway TH, Taxiway TI, Taxiway TJ, Taxiway TK, Taxiway TL, Taxiway TM, Taxiway TN, Taxiway TO, Taxiway TP, Taxiway TQ, Taxiway TR, Taxiway TS, Taxiway TT, Taxiway TU, Taxiway TV, Taxiway TW, Taxiway TX, Taxiway TY, Taxiway TZ, Taxiway UA, Taxiway UB, Taxiway UC, Taxiway UD, Taxiway UE, Taxiway UF, Taxiway UG, Taxiway UH, Taxiway UI, Taxiway UJ, Taxiway UK, Taxiway UL, Taxiway UM, Taxiway UN, Taxiway UO, Taxiway UP, Taxiway UQ, Taxiway UR, Taxiway US, Taxiway UT, Taxiway UY, Taxiway UZ, Taxiway VA, Taxiway VB, Taxiway VC, Taxiway VD, Taxiway VE, Taxiway VF, Taxiway VG, Taxiway VH, Taxiway VI, Taxiway VJ, Taxiway VK, Taxiway VL, Taxiway VM, Taxiway VN, Taxiway VO, Taxiway VP, Taxiway VQ, Taxiway VR, Taxiway VS, Taxiway VT, Taxiway VY, Taxiway VZ, Taxiway WA, Taxiway WB, Taxiway WC, Taxiway WD, Taxiway WE, Taxiway WF, Taxiway WG, Taxiway WH, Taxiway WI, Taxiway WJ, Taxiway WK, Taxiway WL, Taxiway WM, Taxiway WN, Taxiway WO, Taxiway WP, Taxiway WQ, Taxiway WR, Taxiway WS, Taxiway WT, Taxiway WY, Taxiway WZ, Taxiway XA, Taxiway XB, Taxiway XC, Taxiway XD, Taxiway XE, Taxiway XF, Taxiway XG, Taxiway XH, Taxiway XI, Taxiway XJ, Taxiway XK, Taxiway XL, Taxiway XM, Taxiway XN, Taxiway XO, Taxiway XP, Taxiway XQ, Taxiway XR, Taxiway XS, Taxiway XT, Taxiway XY, Taxiway XZ, Taxiway YA, Taxiway YB, Taxiway YC, Taxiway YD, Taxiway YE, Taxiway YF, Taxiway YG, Taxiway YH, Taxiway YI, Taxiway YJ, Taxiway YK, Taxiway YL, Taxiway YM, Taxiway YN, Taxiway YO, Taxiway YP, Taxiway YQ, Taxiway YR, Taxiway YS, Taxiway YT, Taxiway YZ, Taxiway ZA, Taxiway ZB, Taxiway ZC, Taxiway ZD, Taxiway ZE, Taxiway ZF, Taxiway ZG, Taxiway ZH, Taxiway ZI, Taxiway ZJ, Taxiway ZK, Taxiway ZL, Taxiway ZM, Taxiway ZN, Taxiway ZO, Taxiway ZP, Taxiway ZQ, Taxiway ZR, Taxiway ZS, Taxiway ZT, Taxiway ZY, Taxiway ZZ

- #### NOTES:
- STAKE 1/4 CONSTRUCTIONS SHALL BE PERFORMED DURING WEEKEND CLOSURE PERIOD. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL DETERMINE THE LOCATION OF THE OVERLAY TRANSITION FOR DISCLOSURE EACH WEEKEND CLOSURE.
 - RANWAY OVERLAY SHALL BE COMPLETED DURING THE SAME WEEKEND CLOSURE AS THE RANWAY OVERLAY ADJACENT TO THE TAXIWAY.
 - STAKE 1/4 CONSTRUCTION MAY NOT CROSS INTO THE CONSTRUCTION RANWAY SAFETY AREA (RSA) 200' FROM RANWAY CENTERLINE.
 - AT THE END OF EACH WORK PERIOD A TRANSITION SHOULD BE CONSTRUCTED TO PROVIDE A TRANSITION FROM THE COMPLETED COURSE OF THE OVERLAY TO THE EXISTING PAVEMENT.

	DATE	DRAWING NO.	JOB NO.	SHEET NO.	SHEET TOTAL
TOWN OF ADDISON ADDISON AIRPORT ADDISON, TEXAS					
RUNWAY IMPROVEMENTS					
EDGE- OVERLAY PLAN					
JOB NO: 10861108 DATE: FEB. 2011 DESIGNED BY: MFM CHECKED BY: JHA					
SHEET NO: 11 SHEET TOTAL: 11					
C-403					



LEGEND

[Stippled Area] OVERLAY LIMITS

--- CRSA --- CONSTRUCTION RUNWAY SAFETY AREA (CRSA)

0 25 50 100 150

N

GARVER

REGISTRATION NO. 10345

STATE OF ARIZONA

ENGINE & SURVEYOR

10000

[Signature]

DRAWN: J. B. WILSON, DATE: 12-9-2011, BY: J. B. WILSON, CHECKED: J. B. WILSON, TITLE: PROJECT ENGINEER, SCALE: AS SHOWN, SHEET: 1 OF 1, PROJECT: ADONIS AIRPORT RUNWAY IMPROVEMENTS, DRAWING NO.: 12-09-2011-01

NO.	DATE	REVISIONS

TOWN OF ADONIS
ADONIS AIRPORT
ADONIS TOWN

RUNWAY IMPROVEMENTS

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011

- NOTES:**
1. STAGE II CONSTRUCTION SHALL BE PERFORMED DURING WEEKEND CLOSURE PERIODS. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL DETERMINE THE LOCATION OF THE OVERLAY TRANSITION FOR COMPLETING EACH WEEKEND CLOSURE.
 2. TAXIWAY OVERLAY SHALL BE COMPLETED DURING THE SAME WEEKEND CLOSURE AS THE RUNWAY OVERLAY ADJACENT TO THE TAXIWAY.
 3. STAGE III CONSTRUCTION MAY NOT CROSS INTO THE CONSTRUCTION RUNWAY SAFETY AREA (CRSA) 200' FROM RUNWAY CENTERLINE.
 4. AT THE END OF EACH WORK PERIOD A TRANSITION SHOULD BE CONSTRUCTED TO PROVIDE A TRANSITION FROM THE COMPLETED COURSE OF THE OVERLAY TO THE EXISTING PAVEMENT.

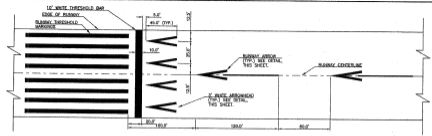


JOB NO: 10091100
DATE: FEB. 2011
DESIGNED BY: JMW
DRAWN BY: JBI

STATE OF ARIZONA
REGISTERED PROFESSIONAL ENGINEER
No. 52976
EXPIRES: 12-31-2011

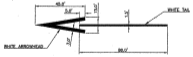
SHEET NUMBER
C-404

DATE: 10/26/16 10:08:13 AM - 4237 - Runway Improvement/As-Built/AS BUILT - Plan Sheet - 10/26/2016 9:17 AM User: jshah@dot.ks.gov
 PROJECT: 2016-006 - Runway Improvement/As-Built/AS BUILT - Plan Sheet - 10/26/2016 9:17 AM User: jshah@dot.ks.gov
 DRAWING: 10/26/2016 9:17 AM User: jshah@dot.ks.gov
 SHEET: 10/26/2016 9:17 AM User: jshah@dot.ks.gov
 TITLE: Runway Improvement/As-Built/AS BUILT - Plan Sheet - 10/26/2016 9:17 AM User: jshah@dot.ks.gov



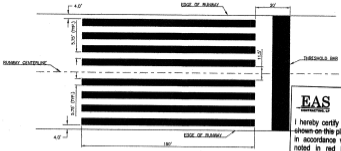
RUNWAY DISPLACED THRESHOLD MARKINGS

NO SCALE
 NOTE:
 ALL MARKINGS ARE WHITE WITH 6" BLACK OUTLINE.



RUNWAY ARROW MARKINGS

NO SCALE
 NOTE:
 ALL MARKINGS ARE WHITE WITH 6" BLACK OUTLINE.



RUNWAY THRESHOLD MARKINGS

NO SCALE
 NOTE:
 ALL MARKINGS ARE WHITE WITH 6" BLACK OUTLINE.



RUNWAY SIDE STRIPE MARKING

NO SCALE
 NOTE:
 ALL MARKINGS ARE WHITE WITH 6" BLACK OUTLINE.



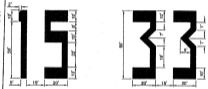
RUNWAY CENTERLINE MARKINGS

NO SCALE
 NOTE:
 ALL MARKINGS ARE WHITE WITH 6" BLACK OUTLINE.

EAS
 ENGINEERING ARCHITECTS SURVEYORS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: [Signature]
 Date: 12-9-2016



RUNWAY DESIGNATION NUMERALS

NO SCALE
 NOTE:
 ALL MARKINGS ARE WHITE WITH 6" BLACK OUTLINE.



REGISTRATION NO. 14-0718



NO.	DATE	REVISIONS

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

RUNWAY IMPROVEMENTS

PAVEMENT MARKING DETAILS I

JOB NO.: 15081133
 DATE: FEB. 2011
 DESIGNED BY: MHN
 DRAWN BY: JAH

SEE TO BE PART OF THIS DRAWING
 ALL ARE NOT TO BE CONSIDERED
 UNLESS SHOWN BY THIS DRAWING

SHEET NUMBER
M-001

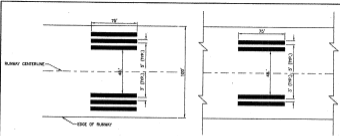
NO.	DATE	REVISION

 TOWN OF ADDISON AIRPORT
 ADDRESS: 10001
 RUNWAY IMPROVEMENTS

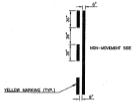
PROJECT MARKING DETAILS I

 JOB NO.: 10081100
 DATE: FEB. 2011
 DESIGNED BY: MKN
 DRAWN BY: JAH

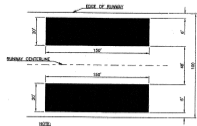
 ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED ARE IN FEET AND INCHES.
 1" = 10'-0" UNLESS OTHERWISE SPECIFIED

 SHEET NUMBER
M-002


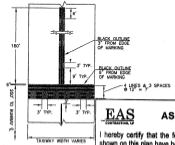
RUNWAY TOUCHDOWN ZONE MARKINGS
 60 SCALE
 NOTES:
 ALL MARKINGS ARE WHITE WITH 6" BLACK OUTLINE.



NON-MOVEMENT AREA MARKINGS
 SCALE: NONE
 NOTES:
 NO BLACK OUTLINE.



RUNWAY AIMING POINT MARKINGS
 60 SCALE
 NOTES:
 ALL MARKINGS ARE WHITE WITH 6" BLACK OUTLINE.

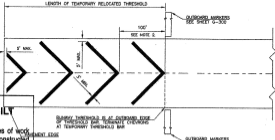


TAXIWAY HOLD LINE ENHANCED CENTERLINE MARKING DETAIL
 NO SCALE
 NOTES:
 ALL MARKINGS ARE YELLOW.

EAS
 CONSULTING, INC.
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: Danny R.
 Date: 12-9-2011



TEMPORARY CHEVRONS
 60 SCALE

MARKINGS ARE YELLOW AND AT AN ANGLE OF 45 DEGREES TO THE RUNWAY CENTERLINE.
 SPACING MAY BE DOUBLED IF LENGTH OF AREA EXCEEDS 1000 FEET.
 MARKINGS SHALL BE CONSTRUCTED FROM COLORED PLASTIC, OR SIMILAR MATERIALS APPROVED BY THE ENGINEER.
 MARKINGS MUST BE CONFIGURED AND SECURED TO PREVENT MOVEMENT BY PROP WASH, JET BLAST, OR OTHER MEANS.

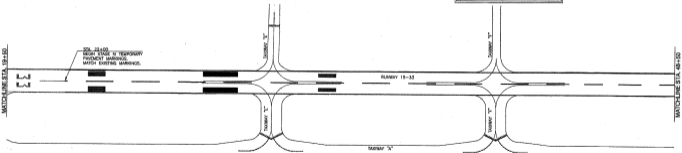
THE TOWN OF ADDISON AIRPORT IS THE OWNER OF THIS PROJECT. THE TOWN ENGINEER IS TRAVIS A. GOLDER, P.E., LICENSE NO. 10001. THE PROJECT ENGINEER IS JAMES A. HARRIS, P.E., LICENSE NO. 10001. THE PROJECT ARCHITECT IS GARVER, INC., LICENSE NO. 10001. THE PROJECT CONTRACTOR IS JAH.

THE UNIVERSITY OF TEXAS AT ARLINGTON, TEXAS, IS THE ENGINEER OF RECORD FOR THIS PROJECT. THE UNIVERSITY OF TEXAS AT ARLINGTON, TEXAS, IS THE ENGINEER OF RECORD FOR THIS PROJECT. THE UNIVERSITY OF TEXAS AT ARLINGTON, TEXAS, IS THE ENGINEER OF RECORD FOR THIS PROJECT.

LEGEND	
	EXISTING PAVEMENT MARKINGS (STAGE I & STAGE II)
	PROPOSED PAVEMENT MARKINGS (STAGE IV)



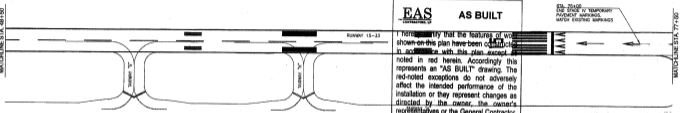
REGISTRATION NO. 74813



STAGE IV TEMPORARY MARKINGS

NOTES:

1. AFTER COMPLETION OF THE OVERLAY, DURING EACH RUNWAY CLOSURE, STAGE IV MARKINGS SHALL BE APPLIED TO THE OVERLAY AT A 33% APPLICATION RATE WITH NO REFLECTIVE BEADS PRIOR TO OPENING THE RUNWAY TO AIRCRAFT.
2. PLACEMENT OF ALL TEMPORARY MARKINGS IS SHOWN ON THE STAGE IV MARKING PLAN.



EAS
ENGINEERING ARCHITECTS SURVEYORS

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan, except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Daniel E.*

Date: 12-9-2014

STA. 75+00
USE STAGE IV TEMPORARY PAVEMENT MARKINGS. MATCH EXISTING MARKINGS.

NO.	DATE	REVISIONS

TOWN OF ADDRESS
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

STAGE IV - PAVEMENT MARKINGS

JOB NO. 12081103
DATE: FEB. 2014
DESIGNED BY: MMW
DRAWN BY: JAH

1" = 40' AS SHOWN
DATE PLOTTED: 12/9/14
SHEET NUMBER

M-402

REGISTRATION NO.
P-8713TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

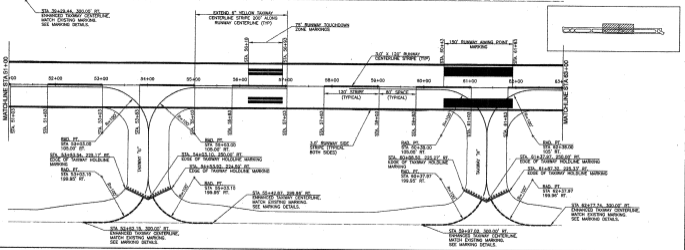
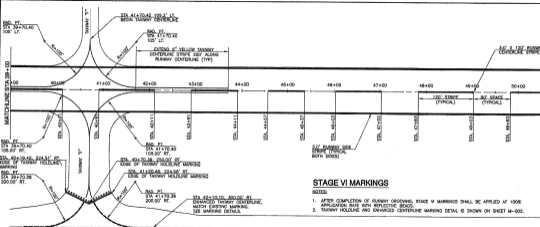
TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXASJOB NO. 10081100
DATE: FEB. 2011
DESIGNED BY: WPH
DRAWN BY: JAH
SCALE: AS SHOWN
SHEET NO. 603
SHEET NUMBER

M-603

EAS **AS BUILT**

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-inked exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Daniel R. [Signature]*
Date: 12-9-2011



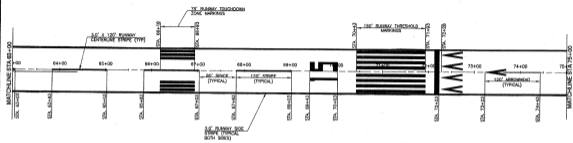
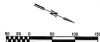
THE INFORMATION CONTAINED ON THIS DRAWING IS THE PROPERTY OF GARVER, INC. AND IS TO BE USED ONLY FOR THE PROJECT AND LOCATION SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF GARVER, INC.



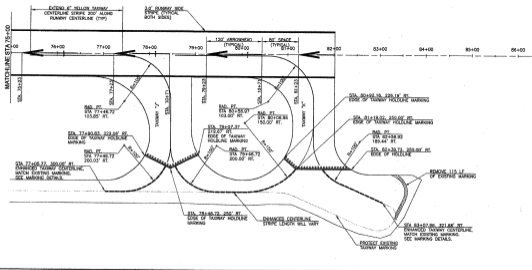
REGISTRATION NO. P-8173



DATE	
BY	
CHECKED	
IN CHARGE	
PROJECT NO.	
SHEET NO.	

TOWN OF ADDICKS
ADDICKS AIRPORT
ADDICKS, TEXASSTAGE -
PAYMENT
MARKING IVJOB NO.: 1080100
DATE: FEB. 2011
DESIGNED BY: MCM
DRAWN BY: JAH
SCALE: AS SHOWN
DATE PLOTTED: 02/09/11
PLOT BY: JAHSHEET NUMBER
M-604**STAGE VI MARKINGS****NOTES**

1. AFTER COMPLETION OF RUNWAY GRADING, STAGE VI MARKINGS SHALL BE APPLIED AT 100% APPLICATION RATE WITH REFLECTIVE BEADS.
2. RUNWAY HOLDLINE AND DASHED CENTERLINE MARKING DETAIL IS SHOWN ON SHEET M-603.

**EAS** AS BUILT
01-700

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: 12-9-2011



STA. 63+00 TO 64+00 - SEE SHEET M-603
 STA. 64+00 TO 65+00 - SEE SHEET M-603
 STA. 65+00 TO 66+00 - SEE SHEET M-603
 STA. 66+00 TO 67+00 - SEE SHEET M-603
 STA. 67+00 TO 68+00 - SEE SHEET M-603
 STA. 68+00 TO 69+00 - SEE SHEET M-603
 STA. 69+00 TO 70+00 - SEE SHEET M-603
 STA. 70+00 TO 71+00 - SEE SHEET M-603
 STA. 71+00 TO 72+00 - SEE SHEET M-603
 STA. 72+00 TO 73+00 - SEE SHEET M-603
 STA. 73+00 TO 74+00 - SEE SHEET M-603
 STA. 74+00 TO 75+00 - SEE SHEET M-603
 STA. 76+00 TO 77+00 - SEE SHEET M-604
 STA. 77+00 TO 78+00 - SEE SHEET M-604
 STA. 78+00 TO 79+00 - SEE SHEET M-604
 STA. 79+00 TO 80+00 - SEE SHEET M-604
 STA. 80+00 TO 81+00 - SEE SHEET M-604
 STA. 81+00 TO 82+00 - SEE SHEET M-604
 STA. 82+00 TO 83+00 - SEE SHEET M-604
 STA. 83+00 TO 84+00 - SEE SHEET M-604
 STA. 84+00 TO 85+00 - SEE SHEET M-604
 STA. 85+00 TO 86+00 - SEE SHEET M-604
 STA. 86+00 TO 87+00 - SEE SHEET M-604
 STA. 87+00 TO 88+00 - SEE SHEET M-604
 STA. 88+00 TO 89+00 - SEE SHEET M-604
 STA. 89+00 TO 90+00 - SEE SHEET M-604
 STA. 90+00 TO 91+00 - SEE SHEET M-604
 STA. 91+00 TO 92+00 - SEE SHEET M-604
 STA. 92+00 TO 93+00 - SEE SHEET M-604
 STA. 93+00 TO 94+00 - SEE SHEET M-604
 STA. 94+00 TO 95+00 - SEE SHEET M-604
 STA. 95+00 TO 96+00 - SEE SHEET M-604
 STA. 96+00 TO 97+00 - SEE SHEET M-604
 STA. 97+00 TO 98+00 - SEE SHEET M-604
 STA. 98+00 TO 99+00 - SEE SHEET M-604
 STA. 99+00 TO 100+00 - SEE SHEET M-604

NO.	DATE	REVISIONS

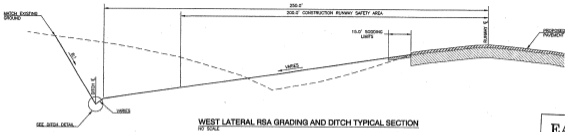
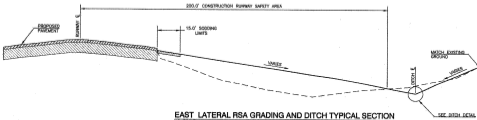
 TOWN OF ADDICK
 ADDICK AIRPORT
 ADDICK, MOISS

RUNWAY IMPROVEMENTS

 SHOWING
 TYPICAL SECTIONS

 JOB NO.: 10881100
 DATE: FEB. 2011
 DESIGNED BY: MFM
 DRAWN BY: JSH

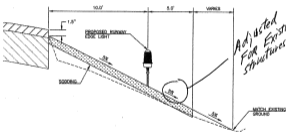
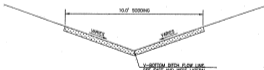
SHEET NUMBER

D-001

WEST LATERAL RSA GRADING AND DITCH TYPICAL SECTION
 NOT SCALE

EAST LATERAL RSA GRADING AND DITCH TYPICAL SECTION
 NOT SCALE

EAS
 CONSULTING, LLC
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-inked exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: David L. Davis
 Date: 12-9-2011


RUNWAY SHOULDER GRADING TYPICAL SECTION
 NOT SCALE

DITCH DETAIL
 NOT SCALE

Adjusted For Existing Structures to Remain

- NOTES:**
1. ALL DISTURBED AREAS AROUND PAVEMENT SHALL HAVE 15 FEET OF SOG FROM PAVEMENT EDGE.
 2. ALL BILETS SHALL HAVE 5 FEET OF SOG AROUND THEM ON ALL SIDES.
 3. DROGON CONTROL MATING AND SEEDING WILL BE PLACED IN ALL DISTURBED AREAS.

10/24/2010 10:00 AM - 000 - Project: Runway Improvements/10881100/000 - 001.dwg - Job: Runway Improvements/10881100/000 - 001.dwg - Job: Runway Improvements/10881100/000 - 001.dwg
 User: MFM/10881100/000 - 001.dwg - Job: Runway Improvements/10881100/000 - 001.dwg - Job: Runway Improvements/10881100/000 - 001.dwg
 Date: 12/9/2011 2:27 PM - Job: Runway Improvements/10881100/000 - 001.dwg - Job: Runway Improvements/10881100/000 - 001.dwg

DATE: 1/24/11 11:59 AM
 PROJECT: GARVER CONSULTING ENGINEERS
 DRAWING: 2011-001
 SHEET: 2011-001-117
 TITLE: PAVEMENT IMPROVEMENTS
 TOWN OF ADDISON AIRPORT
 ADDISON, TEXAS
 DRAWN BY: JAH
 CHECKED BY: JAH
 DATE: 1/24/11 11:59 AM



REGISTRATION NO.
F-6718



DATE	
BY	
CHECKED	
DATE	
BY	
CHECKED	

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS
PAVEMENT IMPROVEMENTS

DRAINAGE
DETAILS

JOB NO.: 2011-001
DATE: FEB. 2011
DESIGNED BY: JAH
DRAWN BY: JAH

SCALE: AS SHOWN
SHEET NUMBER

D-002

Δ = SHOWN ON PLAN

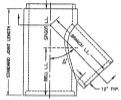
EAS
ENGINEERS ARCHITECTS SURVEYORS

AS BUILT

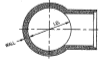
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Daniel C. [Signature]*

Date: 12-9-2011

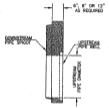


PLAN VIEW

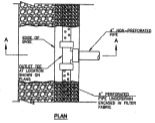


APPROXIMATE SECTION

TONGUE AND GROOVE PIPE
TYPICAL CONCENTRIC WYE
NO SCALE

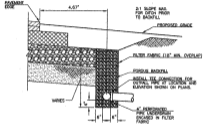


REDUCING STOPPER
NO SCALE

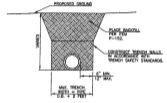


PLAN

UNDERDRAIN SYSTEM
NO SCALE



SECTION A-A



OUTLET PIPE UNDER TURF
NO SCALE



REGISTRATION NO. 561219



PROFESSIONAL ENGINEER

CIVIL ENGINEERING

STATE OF CALIFORNIA

EXPIRES 12/31/11

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

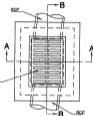
NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

NO. 00000000000000000000

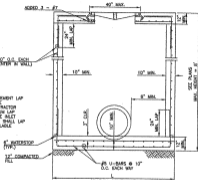
D-003



PLAN (SINGLE GRATE)

GRATE DESIGN PARAMETERS	
MATERIAL	DUCTILE IRON
WEIR PERIMETER	8.8 FT. MIN.
FREE OPEN AREA	2.4 S.F. MIN.
WHEEL LOADING	100,000 LBS. MIN.

SEE TABLE DETAIL AND SPECIFICATIONS FOR GRATE REQUIREMENTS.



SECTION "A-A"

AIRFIELD GRATE INLET (HEAVY AIRCRAFT)
NO SOLE

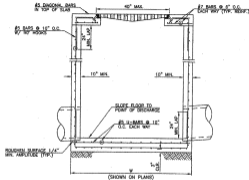
NOTE:

MINIMUM STEEL REINFORCEMENT LAP SHALL BE APPLIED WHERE APPLICABLE. IF THE CONTRACTOR CANNOT MEET THE MINIMUM LAP REQUIREMENT DUE TO THE MALET HEIGHT, THE CONTRACTOR SHALL LAP STEEL THE MAXIMUM AVAILABLE LENGTH.

8" EXTENSION (TYP.)
12" COMPACTED FILL

(SHOWN ON PLUMB)

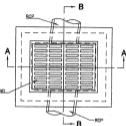
(SHOWN ON PLUMB)



SECTION "B-B"

ROUGH SURFACE 1/2" MIN. AMPLITUDE (TYP.)

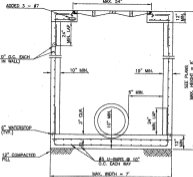
(SHOWN ON PLUMB)



PLAN (DOUBLE GRATE)

GRATE DESIGN PARAMETERS	
MATERIAL	DUCTILE IRON
WEIR PERIMETER	12.8 FT. MIN.
FREE OPEN AREA	4.8 S.F. MIN.
WHEEL LOADING	100,000 LBS. MIN.

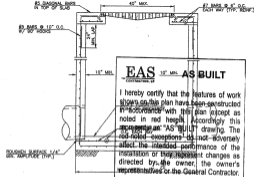
SEE TABLE DETAIL AND SPECIFICATIONS FOR GRATE REQUIREMENTS.



SECTION "A-A"

AIRFIELD DOUBLE GRATE INLET (HEAVY AIRCRAFT)
NO SOLE

NOTE: MINIMUM STEEL REINFORCEMENT LAP SHALL BE APPLIED WHERE APPLICABLE. IF THE CONTRACTOR CANNOT MEET THE MINIMUM LAP REQUIREMENT DUE TO THE MALET HEIGHT, THE CONTRACTOR SHALL LAP STEEL THE MAXIMUM AVAILABLE LENGTH.

8" EXTENSION (TYP.)
12" COMPACTED FILL

SECTION "B-B" AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red highlight. According to this drawing, the "AS BUILT" drawing, the red noted extensions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representative or the General Contractor.

SECTION "B-B"

DATE: 12-9-2011

BY: [Signature]

DATE: 12-9-2011

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXASDRAINAGE
DETAILS IJOB NO.: 10881100
DATE: FEB. 2011
DESIGNED BY: [Signature]
DRAWN BY: JMA
CHECKED BY: [Signature]
SCALE: AS SHOWN
SHEET NUMBER

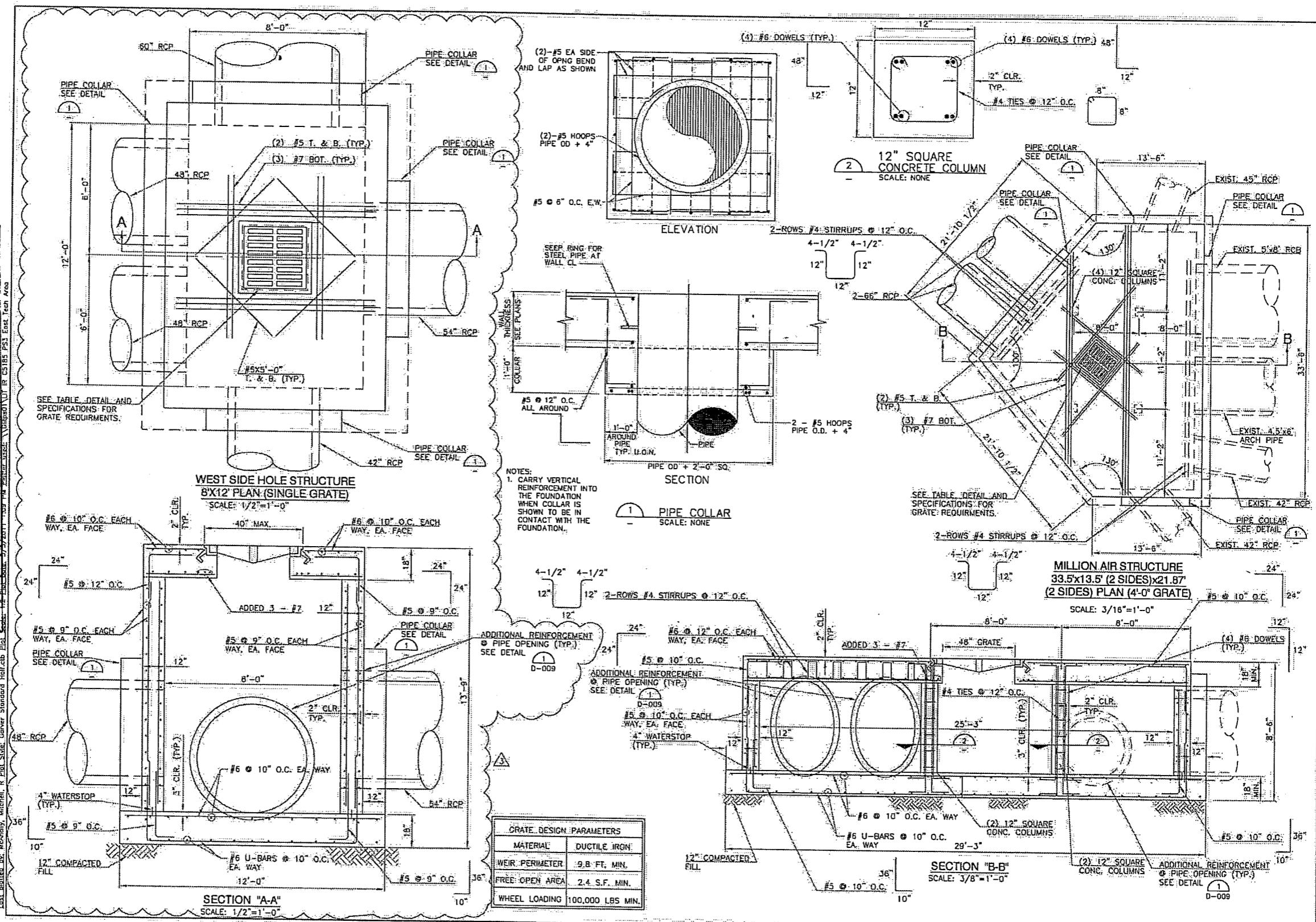
RUNWAY IMPROVEMENTS

EAS AS BUILT
CONTRACTING, LP

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Frank O. McIlwain*
Date: *2-8-2012*

File: I:\2010\10081100 - ADS - Runway Improvements\Drawings\JES_D007.dwg
 User: JES Date: 3/4/2011 7:19 PM
 Plot: JES.ctb
 Plot Date: 3/4/2011 7:19 PM
 Plot Scale: 1/8"=1'-0"
 Plot Size: 36" x 48"
 Plot Orientation: Landscape
 Plot Path: I:\2010\10081100 - ADS - Runway Improvements\Drawings\JES_D007.dwg



GARVER

REGISTRATION NO. F-5713

STATE OF TEXAS
FRANK O. MCILWAIN
LICENSED PROFESSIONAL ENGINEER

REV.	DATE	DESCRIPTION	BY	FOR
1	3/11/11	ADDENDUM NO. 1	FOH	FOH
2	4/14/11	TW 'E' MITL	FOH	FOH
3	5/5/11	CHANGE ORDER #2	FOH	FOH

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

DRAINAGE DETAILS VI

JOB NO.: 10081100
DATE: APR, 2011
DESIGNED BY: MRM
DRAWN BY: MRH/JAH

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

SHEET NUMBER
D-007

RUNWAY IMPROVEMENTS

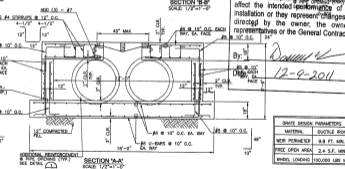
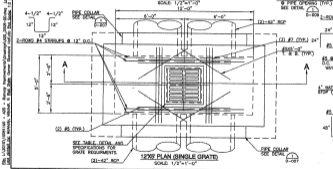
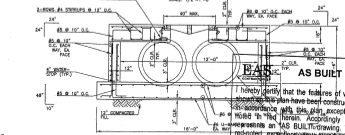
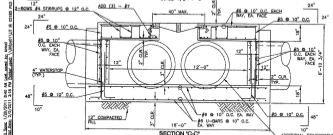
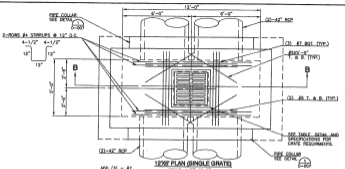
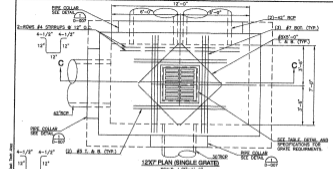


NO.	
REVISION	
DATE	

TOWN OF ADDISON
ADDISON AIRPORT
RAILWAY IMPROVEMENTS

DRAWING DETAILS

JOB NO.: 1004150	DATE: FEB. 09, 2011
DESIGNED BY: LUD	CHECKED BY: RYAN/CLM
SHEET NUMBER	D-008



AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan, except as noted herein. Accordingly this represents an AS BUILT drawing. The reduced scale drawings may not necessarily reflect the intended performance of the installation or they represent changes as directed by the owner, the owner's representative or the General Contractor.

Donna K
Date: **12-9-2011**

GRATE DESIGN PARAMETERS	
MATERIAL:	DUCTILE IRON
NEW PERFORATED:	3.8 FT. MIN.
FREE OPEN AREA:	2.4 S.F. MIN.
WHEEL LOADING:	150,000 LBS PER

THE PLAN(S) SHOWN IS/ARE A SERVICE IMPROVEMENT DRAWING(S) FOR THE PROJECT LISTED ABOVE. THE DATE OF THIS PLAN(S) IS/ARE THE DATE(S) IT/WERE DESIGNED BY GARVER. THE PLAN(S) IS/ARE NOT TO BE USED FOR ANY OTHER PROJECT, LOCATION, OR DATE WITHOUT THE WRITTEN CONSENT OF GARVER.


 TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

 TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

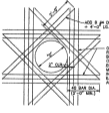
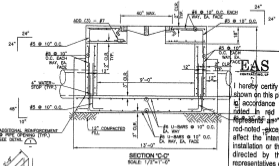
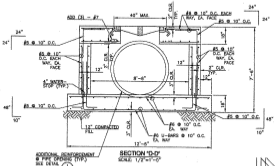
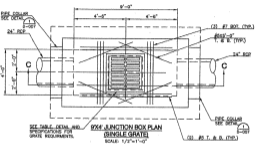
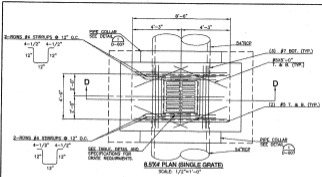
RUNWAY IMPROVEMENTS

 DRAWING
DETAILS 18

 JOB NO. 10681102
DATE: FEB. 2011
DESIGNED BY: [Signature]
DRAWN BY: MPA/DAH

 SCALE: 1/2"=1'-0"
PROJECT: [Signature]
DATE: [Signature]
SHEET NO. 18 OF 19

D-009



ADDITIONAL REINFC @ SOUND OPENINGS IN WALLS OR SLABS
SCALE: NONE

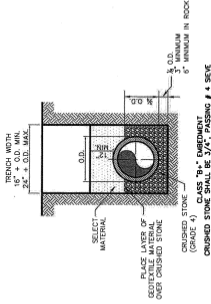
EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

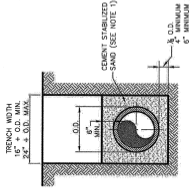
 By: [Signature]
Date: 12-9-2011

GRATE DESIGN PARAMETERS	
MATERIAL	DUCTILE IRON
WEIR PERIMETER	3.8 FT. MIN.
FREE OPEN AREA	2.4 S.F. MIN.
WHEEL LOADING	100,000 LBS. MIN.

SEE 12-2011 CORRECTION SHEET FOR THIS DRAWING. DATE: 12-2011. REVISED BY: MPA/DAH.



TYPICAL P.V.C. WASTEWATER MAIN EMBEDMENT



EAS
ENGINEERS ARCHITECTS

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-colored exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *D. Waller*

Date: 12-9-2011

- NOTE:
1. CEMENT STABILIZED SAND SHALL HAVE A MINIMUM OF 10% CEMENT PER CUBIC YARD OF CEMENT STABILIZED SAND MIXTURE, BASED ON LOOSE DRY WEIGHT VOLUME (AT LEAST 2.5 BAGS OF CEMENT PER CUBIC YARD OF MIXTURE). THE USE OF BROWN COLORING IN CEMENT STABILIZED SAND IS REQUIRED FOR PRESSURE RATED WASTEWATER MAIN AND LATERAL BEDDING.

P.V.C. WASTEWATER MAIN CEMENT STABILIZED SAND EMBEDMENT

Addison

PUBLIC WORKS DEPARTMENT

P.V.C. WASTEWATER MAIN EMBEDMENT

STANDARD CONSTRUCTION DETAILS
WASTEWATER

DATE:
AUGUST, 2010

REV DATE:

SHEET:
60-WWS



NO.	
DATE	
DESCRIPTION	

 TOWN OF ADDISON
 ADDISON AIRPORT
 ADDITIONAL WORK
 RUNWAY IMPROVEMENTS

 STATE
 MISSOURI
 DIVISION OF
 TRANSPORTATION

 JOB NO: 10691106
 DATE: FEB. 2011
 DESIGNED BY: LHM
 DRAWN BY: JEM
 CHECKED BY: JEM
 IN CHARGE: JEM

 SHEET
 1 OF 36

D-101

LEGEND

- OVERLAY LIMITS (SHEET C-101)
- FULL DEPTH RECONSTRUCTION LIMITS (SHEET C-101)
- HERE PIPE 4" NON-PERFORATED UNDERDRAIN (GULLET PIPE)
- HERE PIPE 4" PERFORATED UNDERDRAIN
- DIRECTION OF FLOW
- INLET

EAS AS BUILT

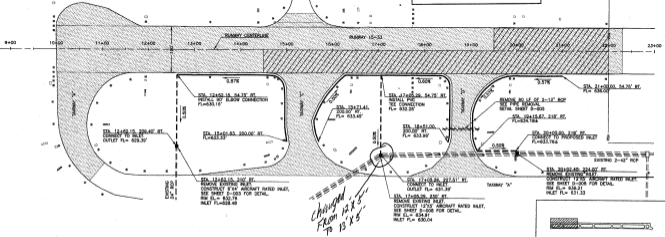
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an AS-BUILT drawing. The red noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the Owner, the owner's representatives or the General Contractor.

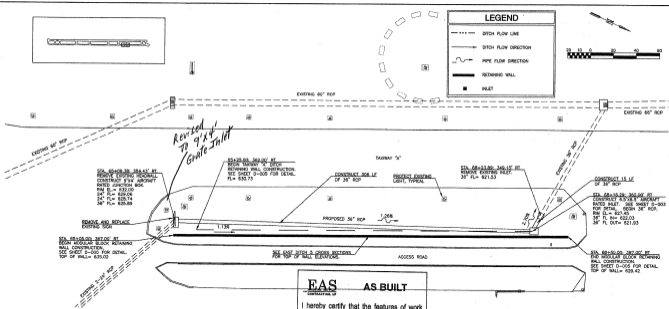
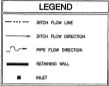
 By: Donna V
 Date: 12-9-2011

ACCESS TO LINDBERGH DR.

MATCH EXISTING CONCRETE PAVE

- NOTES:**
1. UNDERDRAINS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF P-208 CRUSHED AGGREGATE IN THE RECONSTRUCTION AREAS OF THE RUNWAY.
 2. ALL UNDERDRAIN DETAILS ARE SHOWN ON SHEET D-102.
 3. RUNWAY AND TAXIWAY EDGE LIGHTS EXIST WITHIN THE ENDOURSION LIMITS OF THE UNDERDRAIN. EXTREME CAUTION FOR BURIED CABLE SHALL BE TAKEN WHILE TRENCHING IN THIS AREA.
 4. SEE UTILITY NOTE, G-201.

 STA. 17+03.20, 232.8V LT
 CONSTRUCT 1/2" ACCESS ROAD.
 SEE P&S UTILITY DRAWING
 SHEET SAC-5-MALS901-0008
 FOR TYPICAL SECTION.

 DATE: 10/20/11 10:45 AM
 USER: JEM
 PROJECT: ADDISON AIRPORT IMPROVEMENTS
 DRAWING: D-101
 SHEET: 1 OF 36

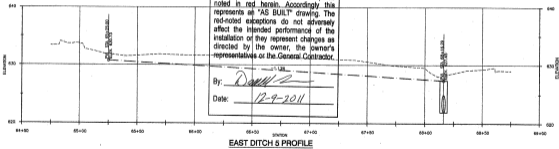


EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: Donna

Date: 12-9-2011



DATE: 12/9/2011 11:45 AM. USER: JAW. PROJECT: ADRIAN AIRPORT - RUNWAY IMPROVEMENTS. SHEET: E-303 OF E-303.00. SCALE: AS SHOWN. PLOTTER: HPGL. PLOT: 11/17/2011 11:45 AM.



REGISTRATION NO.
F-8113



NO.	DATE	DESCRIPTION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS
RUNWAY IMPROVEMENTS

STAGE 3 - DRAINAGE PLAN II

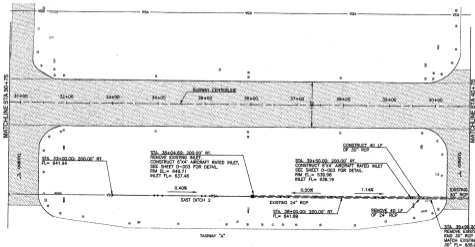
JAW NO: 10081930
DATE: FEB, 2011
DESIGNED BY: JAW
CHECKED BY: JAW
SCALE: AS SHOWN
DATE: 12/9/2011

SHEET NUMBER

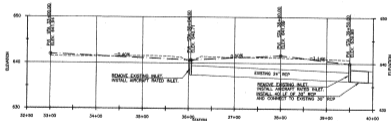
D-303


LEGEND

- OVERLAY LIMITS
- DITCH FLOW LINE
- INLET
- DITCH FLOW DIRECTION
- CONSTRUCTION RUNWAY SAFETY AREA



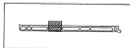
- NOTES:
1. SPACE VS CONSTRUCTION MAY NOT CROSS INTO THE CONSTRUCTION RUNWAY SAFETY AREA (RSA) 200' FROM RUNWAY CENTERLINE.
 2. EAST LATERAL RSA GRADING AND DITCH TYPICAL SECTION SHOWN BY SHEET 0-301.


EAST DITCH 2 PROFILE

EAS AS BUILT
 I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

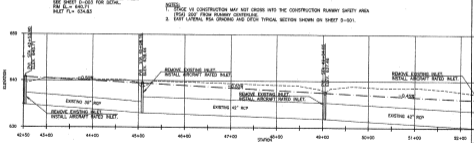
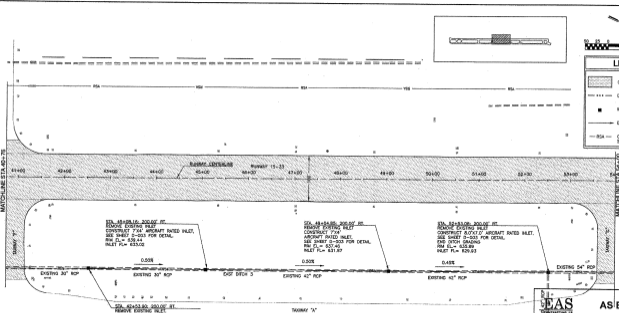
By:

Date: 12-9-2011





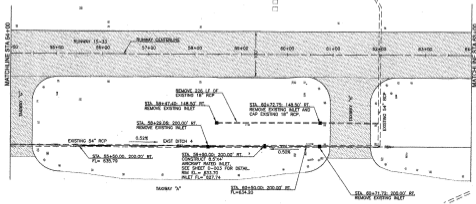
LEGEND	
	OVERLAY LIMITS
	DITCH FLOOR LINE
	DITCH FLOW DIRECTION
	CONSTRUCTION RUNWAY SAFETY AREA



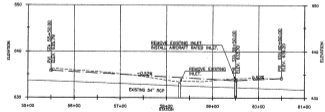
EAS AS BUILT
 I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representative or the General Contractor.

Date: *12-9-2011*

L:\2010\10081100 - Add - Runway Improvement\2010\10081100 - Add - Runway Imp. Job - Date: 1/2/2011 10:00 AM Scale: 1"=40' Plot Date: 1/2/2011 1:55 PM User: jah
 L:\2010\10081100 - Add - Runway Improvement\2010\10081100 - Add - Runway Imp. Job - Date: 1/2/2011 1:55 PM User: jah



- NOTES**
1. STAGE 16 CONSTRUCTION MAY NOT CROSS INTO THE CONSTRUCTION RUNWAY SAFETY AREA (RSA) 200' FROM RUNWAY CENTERLINE.
 2. EAST LATERAL RSA GRADING AND DITCH TYPICAL SECTION SHOWN ON SHEET 3-201.



EAST DITCH 4 PROFILE

EAS CONSTRUCTED, L.P. **AS BUILT**

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:

Date: 12-9-2011



REGISTRATION NO. 22841



TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

EDGEVIEW EAST LATERAL RSA
GRADING & DRAINAGE PLAN IV

JOB NO.: 10081100
DATE: FEB. 2011
DESIGNED BY: BMH
DRAWN BY: JSH

SHEET 48/68

D-504

DATE PLOTTED: 01/20/12 09:54:47 AM
 PLOTTER: HP DesignJet 2400 LPS
 PLOT SCALE: 1/8" = 1'-0"
 PLOT SHEET: 48 OF 68
 PLOT FILE: C:\Projects\10081100\Drawings\48.dwg
 PLOT DEVICE: HP DesignJet 2400 LPS
 PLOT DATE: 01/20/12 09:54:47 AM
 PLOT TIME: 09:54:47 AM
 PLOT USER: JSH



DATE	
BY	
CHECKED	
IN CHARGE	

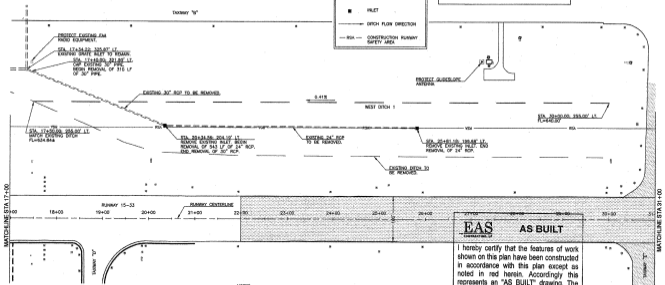
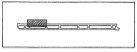
 TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS
 RUNWAY IMPROVEMENTS

 STAGE V
 WEST LATERAL IGA
 GRADING &
 DRAINAGE PLAN

 JOB NO. 110871100
 DATE: FEB. 2011
 DESIGNED BY: MMW
 DRAWN BY: JAH
 NO. OF SHEETS: 11
 SHEET NO. OF 11
 DATE PLOTTED: 12-9-2011

LEGEND

- OVERLAY LIMITS
- DITCH FLOW LINE
- INLET
- DITCH FLOW DIRECTION
- CONSTRUCTION RUNWAY SAFETY AREA



EAS AS BUILT

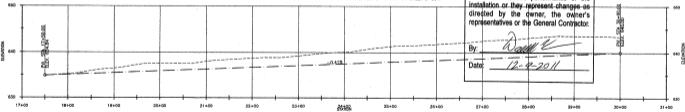
Construction Co.

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:

Date: 12-9-2011

- NOTES:**
1. STAGE III CONSTRUCTION MAY NOT CROSS INTO THE CONSTRUCTION RUNWAY SAFETY AREA (RSA) 200' FROM RUNWAY CENTERLINE.
 2. WEST LATERAL IGA GRADING AND DITCH TYPICAL SECTION SHOWN ON SHEET D-003.


WEST DITCH 1 PROFILE

THE CITY OF ADDISON HAS REVIEWED THIS DRAWING FOR CONFORMANCE WITH THE CITY OF ADDISON AIRPORT MASTER PLAN AND HAS APPROVED THE DRAWING FOR CONSTRUCTION. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF GARVER INC.



REGISTRATION NO. 7-6713



NO.	DESCRIPTION
1	CONSTRUCTION
2	DATE
3	BY
4	DATE
5	BY
6	DATE

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, ILLINOIS

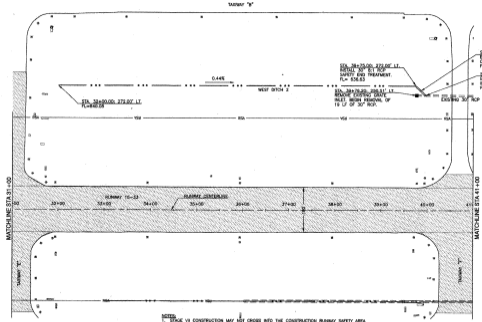
RUNWAY IMPROVEMENTS

EDGE-V-
WEST LATERAL RSA
GRADING &
DRAINAGE PLAN 1

JOB NO: 10881103
DATE: FEB. 2011
DESIGNED BY: MRM
DRAWN BY: JML

SCALE: 1" = 20' (VERTICAL)
1" = 40' (HORIZONTAL)
SHEET NUMBER

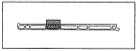
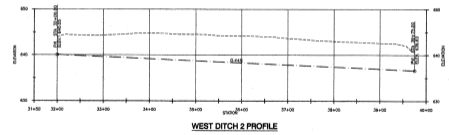
D-506



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Dave L*
Date: 12-9-2011



I, Dale L. Johnson, being duly sworn, depose and say that I am the Designer of the above described project and that I am duly licensed as a Professional Engineer in the State of Illinois. I declare under penalty of perjury that the foregoing is true and correct. Executed on 12-9-2011 at Addison, Illinois.



REGISTRATION NO. P-0713



NO.	DESCRIPTION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, ILLINOIS

RUNWAY IMPROVEMENTS

STAGE IV
WEST LATERAL IGA
GRADING &
DRAINAGE PLAN II

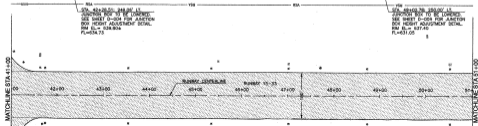
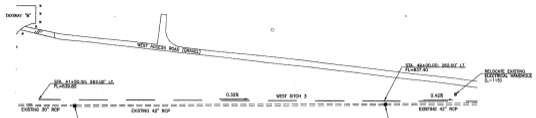
JOB NO: 10561108
DATE: FEB. 2011
DESIGNED BY: BHM
DRAWN BY: JAH

SHEET NUMBER
D-507

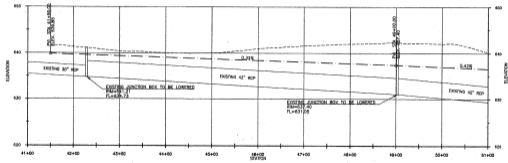


LEGEND

- OVERLAY LIMITS
- DITCH FLOW LINE
- PILE
- DITCH FLOW DIRECTION
- IGA - CONSTRUCTION RUNWAY SAFETY AREA



- NOTES:**
1. STAGE IV CONSTRUCTION MAY NOT CROSS INTO THE CONSTRUCTION RUNWAY SAFETY AREA (RWSA) 200' FROM RUNWAY CENTERLINE.
 2. WEST LATERAL IGA GRADING AND DITCH TYPICAL SECTION SHOWN ON SHEET D-001.



WEST DITCH 3 PROFILE

EAS
ENGINEERING & ARCHITECTURE, S.C.

AS BUILT

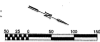
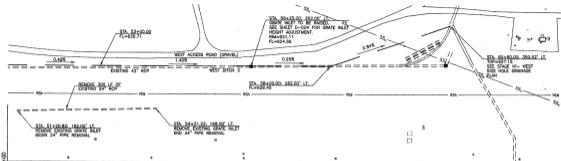
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *David S. Johnson*

Date: 12-9-2011

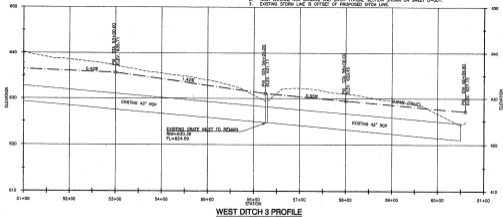
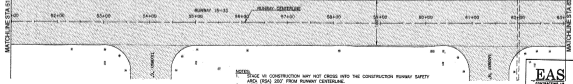


12-10-11 10:58 AM - 10561108 - Runway Improvements Construction Plan II - Stage IV - West Lateral IGA Grading & Drainage Plan II - Sheet D-507
 12-10-11 10:58 AM - 10561108 - Runway Improvements Construction Plan II - Stage IV - West Lateral IGA Grading & Drainage Plan II - Sheet D-507



LEGEND

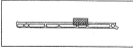
- [Patterned Box] OVERLAY LIMITS
- [Dashed Line] DITCH FLOW LINE
- [Solid Line] PAVEMENT
- [Arrow] DITCH FLOW DIRECTION
- [Dotted Area] CONSTRUCTION RUNWAY SAFETY AREA



EAS **AS BUILT**

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

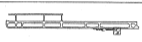
By: [Signature]
Date: 12-9-2011



12-9-2011 10:45 AM
 C:\Users\jgibson\Documents\10081100\AS BUILT\10081100_PBA_IV.dwg
 12/9/2011 10:45 AM
 10081100_PBA_IV.dwg
 12/9/2011 10:45 AM
 10081100_PBA_IV.dwg
 12/9/2011 10:45 AM
 10081100_PBA_IV.dwg



REGISTRATION NO. P-4718



LEGEND

- REMOVAL LIMITS
- DITCH FLOW LINE
- DITCH FLOW DIRECTION
- PIPE FLOW DIRECTION
- CSA - CONSTRUCTION RUNWAY SAFETY AREA

NOTES:
1. ALL REMOVAL ITEMS WITHIN THIS AREA WILL BE SUBSEQUENT TO EAS 50-125.

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:
Date: 12-9-2011

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS
RUNWAY IMPROVEMENTS

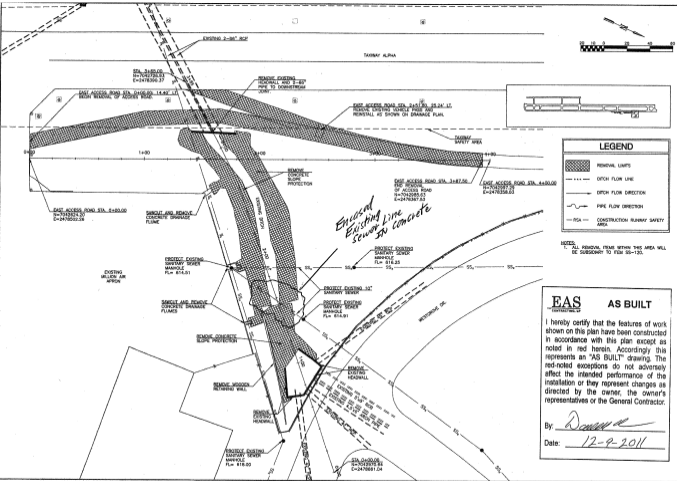
STAGE IV -
MILKIN AIR
DITCH
DEMOLITION PLAN

JOB NO: 10081100
DATE: FEB. 2011
DESIGNED BY: MWA
DRAWN BY: JAY

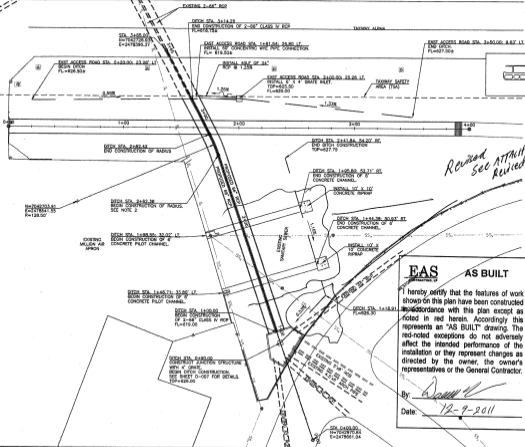
MILKIN AIR
DITCH
DEMOLITION PLAN
EAS 50-125
SHEET NUMBER

D-701

DATE PLOTTED: 12/12/11 10:26 AM. PLOT FILE: C:\PROJECTS\10081100\10081100.dwg. PLOT SCALE: 1:1. PLOT DEVICE: HP DesignJet T530. PLOTTER: HP DesignJet T530. PLOTTER DRIVER: HP DesignJet T530. PLOTTER MODEL: HP DesignJet T530. PLOTTER SERIAL: HP DesignJet T530. PLOTTER FIRMWARE: HP DesignJet T530. PLOTTER LANGUAGE: HP DesignJet T530. PLOTTER STATUS: HP DesignJet T530.



Enclosed Existing Sewer Line in Concrete



*Revised
See ATTACHED sheet D-702
Revised*

LEGEND	
	REMOVAL LIMITS
	DITCH FLOW LINE
	DITCH FLOW DIRECTION
	PIPE FLOW DIRECTION
	CONSTRUCTION RUNWAY SAFETY AREA

EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

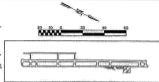
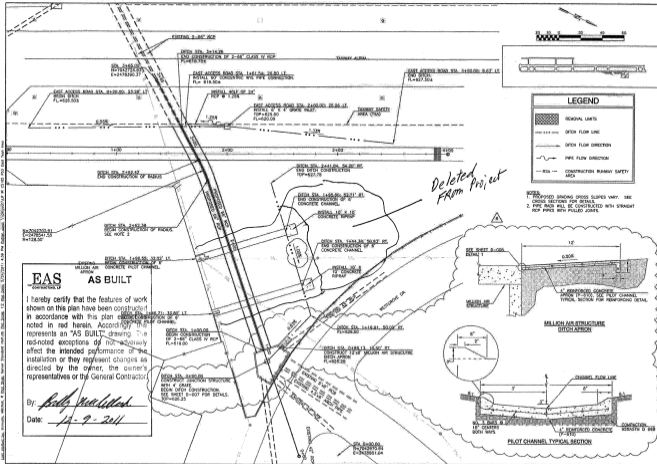
By:

Date: 12-9-2011

- NOTES
- PROPOSED GRADING CROSS SLOPES VARY: SEE CROSS SECTIONS FOR DETAILS.
 - PIPE PIPES WILL BE CONSTRUCTED WITH STRAIGHT 90° ELBOWS WITH PULLED JOINTS.

ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED SHALL BE IN FEET AND DECIMALS THEREOF. 1/8"=1'-0" SCALE. ALL NOTES SHALL BE READ AND UNDERSTOOD IN CONNECTION WITH THE DRAWING. THE DRAWING IS THE PROPERTY OF GARVER INC. AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF GARVER INC.

NO.	REVISIONS	DATE
TOWN OF ADDISON MILLEN AIRPORT ADDISON, ILLINOIS		
RUNWAY IMPROVEMENTS		
STATE OF ILLINOIS MILLEN AIR OTIS CHAMPAIGN		
JOB NO. 10081100		
DATE: FEB. 2011		
DESIGNED BY: MWA		
DRAWN BY: AW		
SCALE: AS SHOWN		
SHEET NUMBER		
D-702		



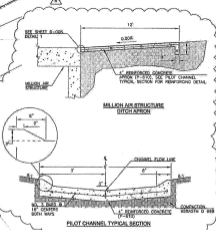
LEGEND

- REMOVAL LIMITS
- DITCH FLOW LINE
- DITCH FLOW DIRECTION
- PIPE FLOW DIRECTION
- CONSTRUCTION RIBBON SAFETY AREA

NOTES

- PROPOSED SINKING DEEPS SLOPES VARY. SEE CROSS SECTIONS FOR DETAILS.
- PIPE WORK WILL BE CONSTRUCTED WITH STRAIGHT PIPE PIPES WITH PULLED JOINTS.

Deleted From Project



EAS
CONSTRUCTED

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan as noted in red herein. Accordingly, this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Bobby McMillen*
Date: *12-9-2011*

GARVER

REGISTRATION NO. 5833

STATE OF MISSISSIPPI

Professional Engineer Seal

NO.	DATE	DESCRIPTION	BY	CHKD.
1	12/9/11	ISSUED FOR PERMIT	BM	BM
2	12/9/11	ISSUED FOR PERMIT	BM	BM
3	12/9/11	ISSUED FOR PERMIT	BM	BM
4	12/9/11	ISSUED FOR PERMIT	BM	BM

TOWN OF ADDISON
ADDITION APPURT
ADDITION TO
DRAINAGE IMPROVEMENTS

STAGE V - MILLER AVE DITCH DRAINAGE PLAN

JOB NO.: 10081100
DATE: APR. 2011
DESIGNED BY: AMB
DRAWN BY: JAM
CHECKED BY: JAM
DATE OF FIELD CHECK: 04/20/11
SHEET NUMBER

D-702



REGISTRATION NO.

E-1113

**EAS**
ENGINEERS ARCHITECTS
AS BUILT

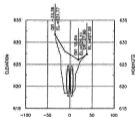
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: Steve K. Smith
Date: 12-9-2011

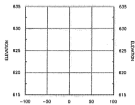
REV.	DATE	BY	DESCRIPTION	ISSUED BY
1	5/2/11	CHANG	ISSUED AS BUILT	SMITH
2	12/9/11	SMITH	ISSUED AS BUILT	SMITH

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, MISSOURIMILLIKER
0701
CROSS SECTIONS

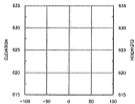
RUNWAY IMPROVEMENTS

JOB NO: 1001110
DATE: APR. 2011
DESIGNED BY: SMITH
DRAWN BY: SMITHEAS ENGINEERS ARCHITECTS
501 W. WASHINGTON ST.
ST. LOUIS, MO 63101
TEL: 314.481.1100
WWW.EAS-ENGINEERS.COMSHEET NUMBER
MDX1

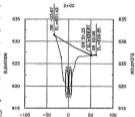
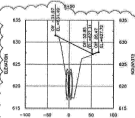
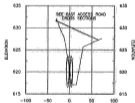
1+00



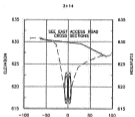
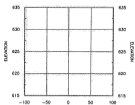
0+50



0+00



1+00

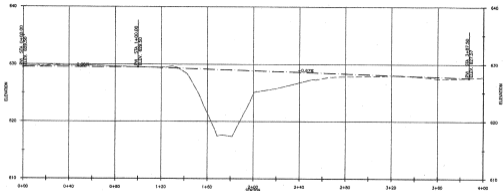
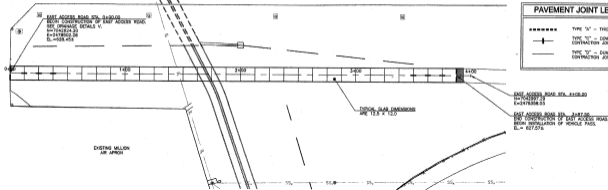


2+00

EAS ENGINEERS ARCHITECTS
501 W. WASHINGTON ST.
ST. LOUIS, MO 63101
TEL: 314.481.1100
WWW.EAS-ENGINEERS.COM


PAVEMENT JOINT LEGEND

- TYPE 'A' - THICKEND EDGE
- TYPE 'B' - DOWNED EDGE
- TYPE 'C' - DUMPT CONTRACTOR JOINT


EAST ACCESS ROAD PROFILE
EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:

Date:

12-9-2011

NO.	DESCRIPTION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

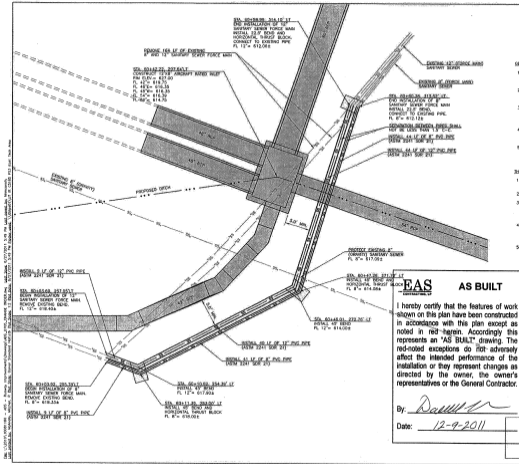
STAGE VI -
EAST ACCESS ROAD
JOINT PLAN &
PROFILE

JOB NO.: 10081100
DATE: FEB. 2011
DESIGNED BY: MHA
DRAWN BY: JAH

NO. 0100000000
ADDISON AIRPORT
EAST ACCESS ROAD
JOINT PLAN &
PROFILE

SHEET NUMBER

D-703



- GENERAL NOTES**
- FOR HORIZONTAL THURST BLOCK DETAIL, SEE TOWN OF ADDISON PUBLIC WORKS DEPARTMENT STANDARD CONSTRUCTION DETAILS WATER 30-104 TO 30-106.
 - CONSTRUCTION OF THE SANITARY SEWER RELOCATION SHALL FOLLOW ALL OUTLINES SET BY TOWN AND THE TOWN OF ADDISON.
 - CLASS B REBAR SHALL BE USED FOR PVC WATERMASTER PIPE EMBEDMENT. SEE TOWN OF ADDISON PUBLIC WORKS DEPARTMENT STANDARD CONSTRUCTION DETAIL, MASTERBAR 30-100/1.
 - SANITARY SEWER FORCE MAIN PVC PIPE SHALL MEET ASTM 2241 20R 21 REQUIREMENTS AND BE WHITE IN COLOR.
 - SANITARY SEWER FORCE MAIN SHALL BE TESTED IN ACCORDANCE WITH SPECIFICATION ITEM 506.5 "HYDROSTATIC TEST".

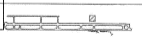
- THURST BLOCK GENERAL NOTES**
- CONCRETE FOR THE THURST BLOCK SHALL BE PND FOR WEA PER ITEM 9-010-0.1 "CONCRETE ENCASEMENT".
 - FOUR CONCRETE FOR BLOCK AGAINST UNDISTURBED EARTH.
 - CONCRETE MAY BE WEDGED AS REQUIRED BY FIELD CONDITIONS WHILE AND AS DIRECTED BY THE ENGINEER. THE VOLUME OF CONCRETE SHALL NOT BE LESS THAN SHOWN HERE.
 - USE POLYETHYLENE WRAP OR EQUAL BETWEEN CONCRETE AND BRICK TO PREVENT THE CONCRETE FROM STICKING TO IT. THE WRAP WILL BE CONSIDERED SUBORDINATE TO THE CONCRETE.
 - CONCRETE SHALL NOT EXTEND BEYOND PIPE JOINTS.

EAS
ENGINEERING & ARCHITECTURE, S.C.

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red therein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Daniel*
Date: 12-9-2011



REGISTRATION NO. 6913

NO.	DATE	DESCRIPTION	BY	CHK.	APP.
1	12/1/11	CONCRETE BLOCK	JM	JM	
2	12/1/11	EMBEDMENT REBAR	JM	JM	
3	12/1/11	WEDGED PER OWNER REQUEST	JM	JM	
4	12/1/11	SANITARY SEWER FORCE MAIN	JM	JM	

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON TOWN

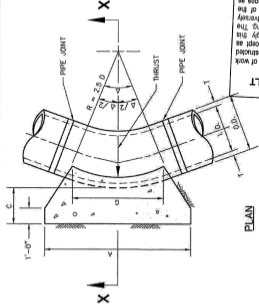
STAGE II - WEST SIDE HOLE
SANITARY SEWER RELOCATION

PLAN NO: 10001180
DATE: APRIL 2011
DESIGNED BY: MHA
CHECKED BY: JSH

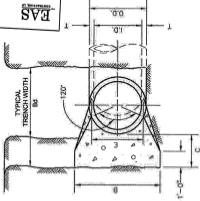
DATE PLOTTED: 12/12/11
PLOT BY: JSH

SHEET NUMBER

D-705



PLAN



SECTION X-X

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. According to this represents an "AS BUILT" drawing. The noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

EAS
ENGINEERS ARCHITECTS SURVEYORS

AS BUILT

By: *Paula Powell*
Date: 12-9-2011

Addison.
PUBLIC WORKS DEPARTMENT

HORIZONTAL THRUST BLOCK
AT PIPE BEND

STANDARD CONSTRUCTION DETAILS
WATER

DATE:
AUGUST, 2010

REV DATE:

SHEET:
SD-104



AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red. This represents an AS BUILT™ drawing. The Red-tolerated exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Andy McCall*
Date: *12-9-2011*

I.D. (IN.)	G THRUST (TONS)	EARTH			ROCK			I.D. (IN.)	G THRUST (TONS)	EARTH			ROCK				
		A (FT.)	B (FT.)	VOL. (C.Y.)	A (FT.)	B (FT.)	VOL. (C.Y.)			A (FT.)	B (FT.)	VOL. (C.Y.)	A (FT.)	B (FT.)	VOL. (C.Y.)		
46.8	1.0	2.6	2.0	1.5	0.2	1.0	1.5	0.1	46.8	1.5	3.9	2.0	2.0	0.2	1.5	1.5	0.1
10.12	1.5	5.9	2.5	2.5	0.3	2.0	1.5	0.2	10.12	2.2	8.7	3.5	2.5	0.5	2.0	2.5	0.3
16.18	2.2	13.2	3.5	4.0	0.8	2.5	3.0	0.4	16.18	3.2	19.5	4.5	4.5	1.2	3.0	3.5	0.6
20	2.4	16.3	4.5	4.0	1.0	3.0	3.0	0.5	20	3.6	24.1	5.0	4.5	1.5	3.5	3.5	0.7
24	2.9	23.4	6.0	4.0	1.4	3.5	3.5	0.7	24	4.3	34.6	8.0	4.5	2.5	4.5	4.0	1.1
30	3.6	27.5	6.5	5.0	1.9	3.5	4.0	0.9	30	5.4	40.6	8.5	5.0	3.2	5.5	4.0	1.8
36	4.4	39.5	7.0	6.0	3.4	4.5	4.5	1.6	36	6.5	58.5	10.0	6.0	5.3	6.5	4.5	2.6
42	5.1	53.8	8.0	7.0	5.1	5.5	5.0	2.5	42	7.5	79.6	11.5	7.0	8.1	8.0	5.0	4.2
48	5.8	70.3	9.0	8.0	7.4	6.0	6.0	3.7	48	8.6	104.0	13.0	8.0	11.9	9.0	6.0	6.3
54	6.5	89.0	10.0	9.0	10.3	7.0	6.5	5.3	54	9.7	131.5	15.0	9.0	17.1	10.3	6.5	8.9
60	7.3	110.0	11.0	10.0	13.9	7.5	7.5	7.3	60	10.7	162.4	16.5	10.0	23.1	11.0	7.5	12.0
66	8.0	132.9	12.5	11.0	18.9	8.5	8.0	9.5	66	11.8	196.5	18.0	11.0	30.1	12.0	8.5	16.2
72	8.7	156.2	13.5	12.0	24.0	9.0	9.0	12.3	72	12.9	233.9	19.5	12.0	38.6	14.0	8.5	20.7
78	9.4	185.6	14.5	13.0	30.0	10.0	9.5	15.6	78	13.9	274.5	21.5	13.0	49.8	14.5	9.5	25.9
84	10.1	215.3	15.5	14.0	37.1	10.5	10.5	19.5	84	15.0	318.4	23.0	14.0	61.2	15.3	10.5	32.6
90	10.9	247.1	16.5	15.0	45.0	11.5	11.0	23.9	90	16.1	365.5	24.5	15.0	74.5	17.5	10.5	39.6
96	11.6	281.2	18.0	16.0	55.5	12.5	11.5	28.9	96	17.1	415.6	26.0	16.0	89.3	18.3	11.5	48.3

A = 87.50'

A = 90'

I.D. (IN.)	G THRUST (TONS)	EARTH			ROCK			I.D. (IN.)	G THRUST (TONS)	EARTH			ROCK				
		A (FT.)	B (FT.)	VOL. (C.Y.)	A (FT.)	B (FT.)	VOL. (C.Y.)			A (FT.)	B (FT.)	VOL. (C.Y.)	A (FT.)	B (FT.)	VOL. (C.Y.)		
46.8	2.1	5.6	3.0	2.0	0.3	2.0	1.5	0.2	46.8	2.7	7.1	5.0	1.5	0.4	2.0	2.0	0.2
10.12	3.1	12.6	5.5	2.5	0.8	3.5	2.0	0.4	10.12	4.0	16.0	8.5	2.5	1.0	3.5	2.5	0.5
16.18	4.7	28.3	7.5	4.0	1.9	5.5	3.0	0.9	16.18	6.0	36.0	9.0	4.0	2.4	4.5	4.0	1.0
20	5.2	34.9	9.0	4.0	2.3	5.5	3.5	1.2	20	6.6	44.4	10.0	4.5	3.1	6.0	4.0	1.5
24	6.2	50.3	11.5	4.5	3.5	6.5	4.0	1.8	24	7.9	64.0	14.5	4.5	5.0	8.0	4.0	2.1
30	7.8	58.9	12.0	5.0	4.8	7.5	4.0	2.2	30	9.9	75.0	15.0	5.0	6.7	10.0	4.0	3.3
36	9.4	84.9	14.5	6.0	6.2	9.5	4.5	3.8	36	11.9	108.0	18.0	6.0	11.4	12.0	4.5	5.3
42	10.9	115.5	17.0	7.0	12.8	11.0	5.5	6.3	42	13.9	147.0	21.0	7.0	17.8	14.0	5.5	8.7
48	12.5	150.9	19.0	8.0	18.4	13.0	6.0	9.2	48	15.9	192.0	24.0	8.0	28.2	16.0	6.0	12.4
54	14.0	191.0	21.5	9.0	26.0	15.0	6.5	12.9	54	17.9	243.0	27.0	9.0	36.9	18.0	7.0	18.1
60	15.6	235.8	24.0	10.0	35.6	16.0	7.5	17.6	60	19.9	299.8	30.0	10.0	50.3	20.0	7.5	24.0
66	17.1	285.3	26.0	11.0	46.0	18.0	8.0	23.0	66	21.8	362.8	33.0	11.0	66.2	22.0	8.5	32.5
72	18.7	339.5	28.5	12.0	57.8	19.0	9.0	28.4	72	23.8	431.8	36.0	12.0	85.6	24.0	9.0	41.0
78	20.2	398.5	31.0	13.0	75.7	21.0	9.5	37.4	78	25.7	506.7	39.0	13.0	108.2	26.0	10.0	53.2
84	21.8	462.1	33.5	14.0	94.7	22.0	10.5	46.5	84	27.7	587.7	42.0	14.0	134.4	28.0	10.5	64.8
90	23.3	530.5	35.5	15.0	114.4	24.5	11.0	58.2	90	29.0	674.6	45.0	15.0	164.9	30.0	11.5	81.2
96	24.9	603.6	38.0	16.0	138.9	25.5	12.0	70.0	96	31.6	767.5	48.0	16.0	199.0	32.0	12.0	95.1

TABLES OF DIMENSIONS AND QUANTITIES

PUBLIC WORKS DEPARTMENT

Advison

HORIZONTAL THRUST BLOCK DIMENSIONS & QUANTITIES

STANDARD CONSTRUCTION DETAILS WATER

DATE: August, 2010

REV DATE:

SHEET: 50-908

I.D. (IN.)	T (IN.)	A - 1/25° (FT.)	A + 22.50° (FT.)	E (FT.)
4.6,8	0.4	1.5	1.5	0.9
10,12	0.5	1.5	1.5	1.2
16,18	0.6	1.5	1.5	1.6
20	0.7	1.5	1.5	1.8
24	0.9	1.5	1.5	2.1
30	2.9	1.5	1.9	2.6
36	4.5	1.5	2.3	3.1
42	5.0	1.8	2.6	3.8
48	5.5	2.0	3.0	4.1
54	6.0	2.3	3.4	4.6
60	6.5	2.5	3.8	5.1
66	6.8	2.8	4.1	5.7
72	7.5	3.0	4.5	6.3
78	7.5	3.3	4.9	6.7
84	8.0	3.5	5.3	7.2
90	8.5	3.8	5.6	7.7
96	9.0	4.0	6.0	8.2

EAS
ENGINEERING & ARCHITECTURE

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011

I.D. (IN.)	G (FT.)	THRUST (TONS) (FT.)	EARTH			I.D. (IN.)	G (FT.)	THRUST (TONS) (FT.)	EARTH								
			A (FT.)	B (FT.)	VOL. (C.Y.) (FT.)				A (FT.)	B (FT.)	VOL. (C.Y.) (FT.)						
A = 11.25°																	
4.6,8	0.4	1.0	1.0	1.5	0.1	1.0	0.1	4.6,8	0.8	2.0	1.5	1.5	0.1	1.0	0.1		
10,12	0.6	2.2	1.5	0.1	1.0	1.5	0.1	10,12	1.1	4.4	2.0	2.5	0.1	1.5	0.1		
16,18	0.8	3.0	2.0	2.5	0.3	1.5	2.0	0.2	16,18	1.6	8.8	3.0	3.5	0.6	2.0	2.5	0.3
20	0.9	6.2	2.0	3.5	0.4	1.5	3.0	0.3	20	1.8	12.3	3.5	3.5	0.7	2.0	3.0	0.4
24	1.1	8.9	3.0	3.5	0.5	1.5	3.0	0.3	24	2.2	17.7	4.0	4.5	1.0	3.0	3.5	0.5
30	1.4	10.4	3.0	3.5	0.6	2.0	3.5	0.4	30	2.7	20.7	5.0	4.5	1.5	3.0	4.0	0.6
36	1.7	15.0	3.5	4.5	0.9	2.0	4.0	0.5	36	3.3	29.8	5.5	5.5	2.3	4.0	4.0	1.3
42	1.9	20.4	4.5	5.0	1.5	2.5	5.0	0.8	42	3.8	40.5	7.0	6.0	3.9	4.5	5.0	2.1
48	2.2	26.6	4.5	6.0	2.0	2.5	6.0	1.1	48	4.4	52.9	8.0	7.0	5.7	4.5	6.0	2.8
54	2.5	33.7	6.0	6.0	3.0	3.0	6.0	1.4	54	4.9	67.0	9.0	8.0	8.0	6.0	6.0	4.1
60	2.7	41.6	6.0	7.0	3.6	3.0	7.0	1.8	60	5.5	82.7	9.5	9.0	10.6	6.0	7.0	5.3
66	3.0	50.3	6.5	8.0	5.1	3.5	8.0	2.7	66	6.0	100.1	10.5	10.0	14.1	6.5	8.0	7.2
72	3.3	59.9	7.5	8.0	6.3	4.0	8.0	3.3	72	6.6	119.1	11.0	11.0	17.6	7.5	8.0	9.1
78	3.6	70.2	8.0	9.0	8.1	4.0	9.0	3.9	78	7.1	139.8	12.0	12.0	22.5	8.0	9.0	11.7
84	3.8	81.5	8.5	10.0	10.3	4.5	10.0	5.3	84	7.6	162.1	13.0	12.5	27.2	8.5	10.0	14.8
90	4.1	93.5	9.5	10.0	12.2	5.0	10.0	6.3	90	8.2	186.1	14.0	13.5	33.7	9.5	10.0	17.7
96	4.4	106.4	10.0	11.0	15.0	5.0	11.0	7.4	96	8.7	211.7	15.0	14.5	41.2	10.0	11.0	21.8

A = 22.50°

TABLES OF DIMENSIONS AND QUANTITIES

Advisors
PUBLIC WORKS DEPARTMENT

**HORIZONTAL THRUST BLOCK
DIMENSIONS & QUANTITIES**

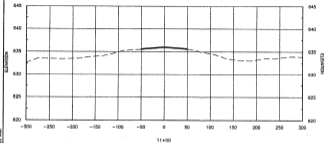
**STANDARD CONSTRUCTION DETAILS
WATER**

DATE: AUGUST, 2010

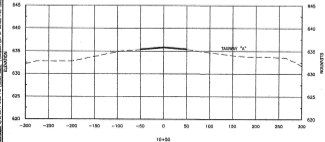
REV DATE:

SHEET: 50-WBS

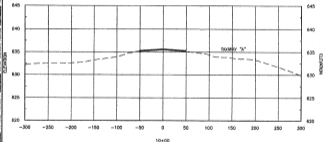
PROJECT: Runway Improvements/Overhaul/AS-BUILT - 12-9-2011
 DATE: FEB. 2011
 DESIGNED BY: MAM
 DRAWN BY: JAH
 SHEET NUMBER: RWX1



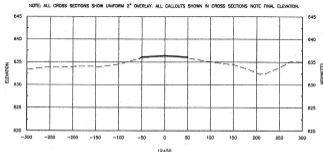
11+00



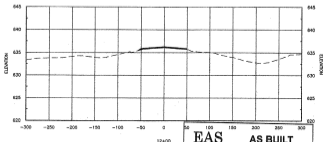
11+50



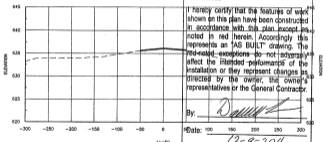
12+00



12+50



12+00



12+50

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011

NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



REGISTRATION NO. F-2010



DATE	
DATE	
DATE	
DATE	

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TENN

RUNWAY CROSS SECTIONS

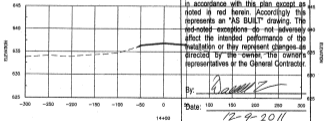
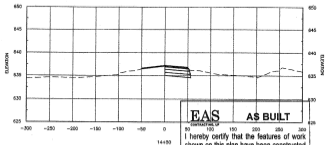
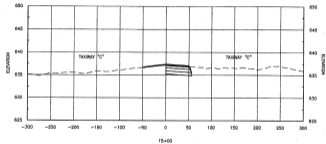
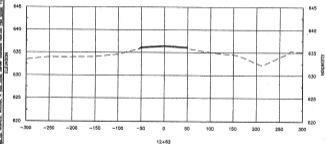
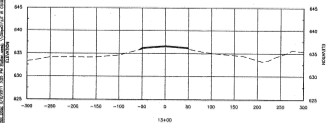
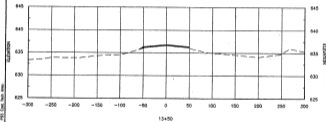
JOB NO.: 10081130
DATE: FEB. 2011
DESIGNED BY: MAM
DRAWN BY: JAH

SCALE: 1" = 20' (VERTICAL)
1" = 100' (HORIZONTAL)
SHEET NUMBER

RWX1

RUNWAY IMPROVEMENTS

NOTE: ALL CROSS SECTIONS SHOW UNIFORM 1" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owners representative or the General Contractor.

By: 

Date: 12-9-2011



REGISTRATION NO. 15114



TOWN OF ADDISON
ADDISON AIRPORT
ADDISON TEXAS

RUNWAY
CROSS SECTIONS

SHEET NO.: 10081100
DATE: FEB. 2011
DESIGNED BY: MFM
DRAWN BY: JAH

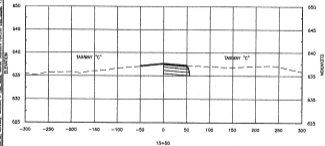
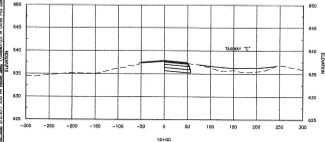
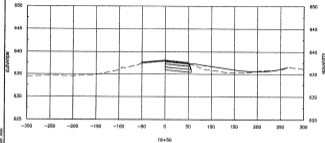
SCALE: AS SHOWN
DATE: FEB. 2011
SHEET NO.: 10081100
SHEET NUMBER

RWX2

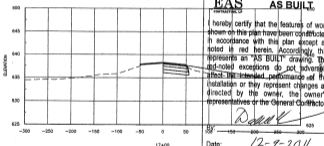
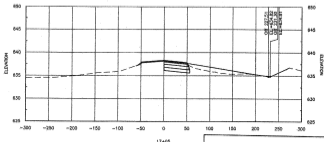
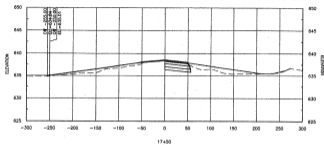
RUNWAY IMPROVEMENTS

ALL DIMENSIONS SHOWN - UNLESS OTHERWISE SPECIFIED - ARE IN FEET AND INCHES TO THE NEAREST 1/4". ALL DIMENSIONS TO THE CENTERLINE OF THE ROAD SHALL BE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.

ELEVATION



NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly, this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

David

Date: 12-9-2011



REGISTRATION NO. P-6913



DATE	
SCALE	
SHEET NO.	
TOTAL SHEETS	

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, MISSOURI

RUNWAY CROSS SECTIONS

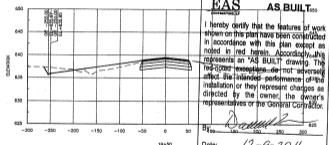
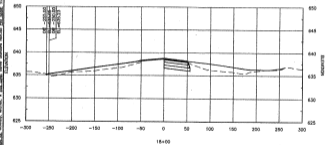
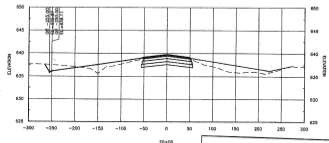
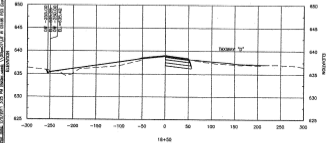
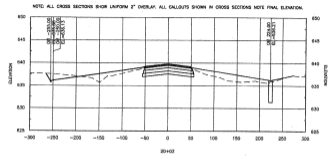
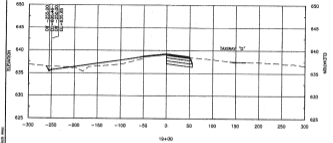
JOB NO. 10281100
DATE: FEB. 2011
DESIGNED BY: JWH
DRAWN BY: JWH

DATE OF SCALE
AND ALL WORK
SHOWN HEREON
IS TO BE IN
ACCORDANCE
WITH THE
SHEET NUMBER

RWX3

RUNWAY IMPROVEMENTS

THE INFORMATION CONTAINED HEREIN IS THE PROPERTY OF THE TOWN OF ADDISON AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. THE INFORMATION CONTAINED HEREIN IS NOT TO BE USED FOR ANY OTHER PROJECT OR FOR ANY OTHER PURPOSE.



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly, this represents an "AS BUILT" drawing. The red noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

[Signature]
 By: _____

Date: 12-9-2011



REGISTRATION NO. 44713



NO.	REVISION

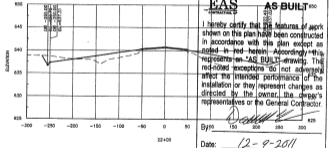
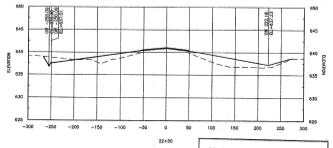
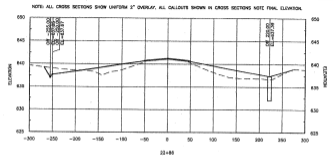
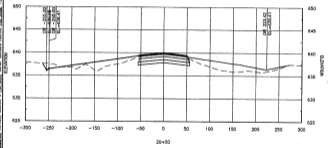
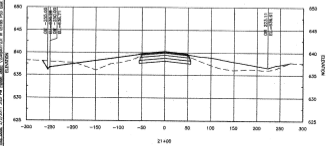
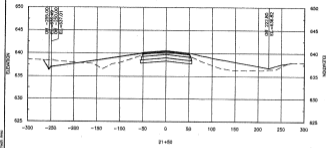
TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

RUNWAY IMPROVEMENTS

RUNWAY CROSS SECTIONS


JOB NO.: 10081100
 DATE: FEB. 2011
 DESIGNED BY: MFM
 CHECKED BY: JAH
 SHEET NAME: RWX4

See Section 1001.114 - 025 - Pavement Maintenance/Replacement (Pave Mark, Seal, Crack Seal, Patch, Seal Coat, Overlay, Mill/Overlay, etc.) at 025149.010. See also Section 1001.114 - 025 - Pavement Maintenance/Replacement (Pave Mark, Seal, Crack Seal, Patch, Seal Coat, Overlay, Mill/Overlay, etc.) at 025149.010. See also Section 1001.114 - 025 - Pavement Maintenance/Replacement (Pave Mark, Seal, Crack Seal, Patch, Seal Coat, Overlay, Mill/Overlay, etc.) at 025149.010.



EAS **AS BUILT**

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. According to this representation, "AS BUILT" drawings. These red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:  Date: 12-9-2011

GARVER

REGISTRATION NO. 44173

STATE OF MISSOURI

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY CROSS SECTIONS

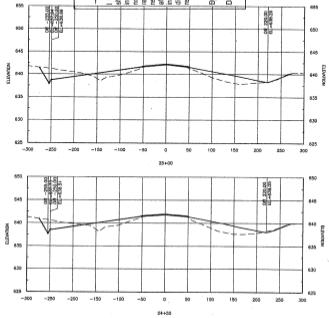
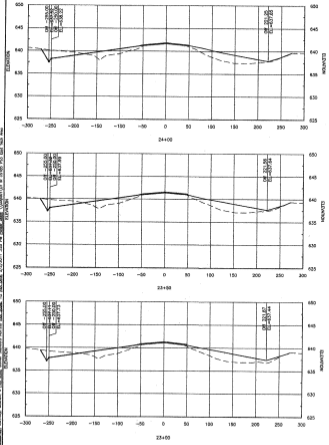
RUNWAY IMPROVEMENTS

JOB NO: 10091100
DATE: FEB. 2011
DESIGNED BY: MMH
CHECKED BY: JAH

PROJECT NO. 10091100
SHEET NO. 12 OF 12
SHEET PLACED

RWX5

The information on this drawing was prepared by EAS International, Inc. on or about 12/9/2011. It is the property of EAS International, Inc. and is not to be used for any other project without the written consent of EAS International, Inc. All other information is the property of the client and is not to be used for any other project without the written consent of the client.



NOTE: ALL CROSS SECTIONS SHOW LAYDOWN 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.

EAS INTERNATIONAL, INC.
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan, except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Danny R.*
 Date: 12-9-2011



REGISTRATION NO. F813



DATE	DESCRIPTION

TOWN OF ADDISON
 ADDISON AIRPORT
 AIRSIDE TIER 3
 RUNWAY IMPROVEMENTS

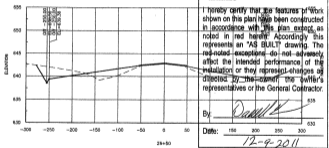
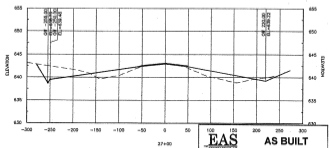
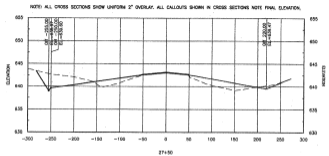
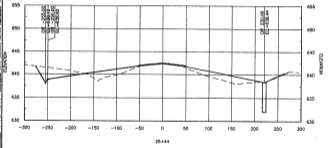
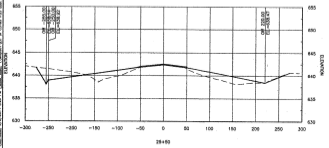
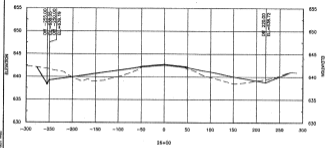
RUNWAY CROSS SECTIONS

JOB NO: 10811108
 DATE: FEB. 2011
 DESIGNED BY: MWA
 DRAWN BY: JMI

IN THE EVENT OF A DISPUTE, THE USER SHALL ACCEPT THE USER'S OBLIGATION TO PROTECT THE USER'S INTERESTS.
 SHEET NUMBER

RWX6

1. ALL DIMENSIONS ARE IN FEET - DIMENSIONS IN PARENTHESES ARE IN METERS. 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. 4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. 5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. 6. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. 7. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. 8. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. 9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. 10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.



EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red hereon. According to this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011



REGISTRATION NO. F-8713



DATE	
SCALE	
DESCRIPTION	
NO.	

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

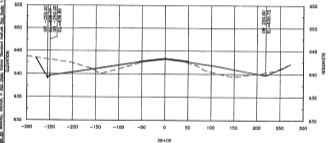
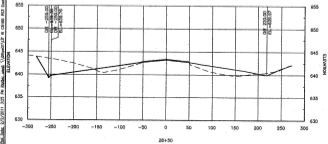
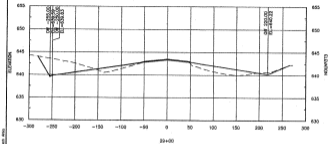
RUNWAY CROSS SECTIONS

JOB NO: 0581102
DATE: FEB. 2011
DESIGNED BY: SMM
DRAWN BY: JAH

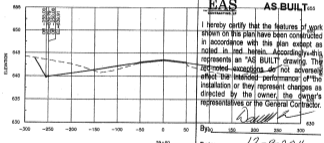
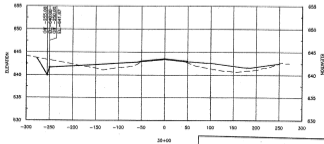
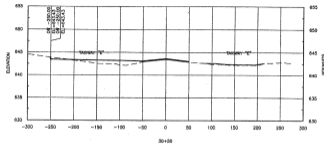
SCALE: AS SHOWN
BY THE WAY
IF THE SCALE OF THE SHEET IS NOT SHOWN
SHEET NUMBER

RWX7

PROJECT: ADDITION OF RUNWAY AND TAXIWAY AT ADDISON AIRPORT, ADDISON, TEXAS
 DRAWING NO.: 12-9-2011-001
 SHEET NO.: 12-9-2011-001 OF 001
 DATE: 12-9-2011
 DESIGNED BY: JAH
 DRAWN BY: JAH
 CHECKED BY: JAH
 APPROVED BY: JAH
 PROJECT NO.: 15061100
 DATE: FEB. 2011
 SHEET NO.: 12-9-2011-001 OF 001



NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in and herein. Accordingly, this represents an "AS BUILT" drawing. The noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011



REGISTRATION NO. P-6793



NO.	DATE	ELEVATION

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

RUNWAY IMPROVEMENTS

RUNWAY CROSS SECTIONS

JOB NO.: 15061100
 DATE: FEB. 2011
 DESIGNED BY: JAH
 DRAWN BY: JAH

PLS. P. 12-9-2011
 12-9-2011
 SHEET NO. 12-9-2011-001 OF 001

SHEET NUMBER

RWX8

NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL ELEVATIONS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



REGISTRATION NO.
F-4713



28

DESCRIPTION

SHEET NO.

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, MISSOURI

RUNWAY
CROSS SECTIONS

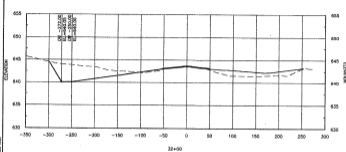
RUNWAY IMPROVEMENTS

JOB NO.: 10081103
DATE: FEB. 2011
DESIGNED BY: MWM
CHECKED BY: JAH

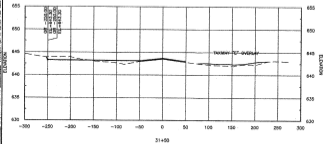
SCALE: AS SHOWN
DATE: FEB. 2011
BY: MWM

SHEET NUMBER

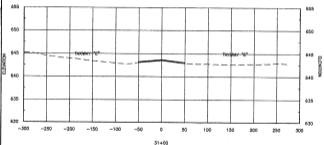
RWX9



32+00



31+00



31+00

DATE: 12/21/2011 11:58 AM - AEC - Project Name: Runway Improvements, RWX1-001.dwg - LAST DATE: 1/22/2011 2:28 PM - PLOT DATE: 2/1/2011 10:59 AM - PLOT SCALE: 1/8"=1'-0" - PLOT SHEET: 28 OF 28 - PLOT SIZE: 11.00x17.00 - PLOT ORIENT: L - PLOT DEVICE: HP DesignJet 500 - PLOT STATUS: SUCCESS - PLOT BY: MWM

EAS
ENGINEERS, INC.

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:

Date:

12-9-2011

NOTE: ALL CROSS SECTIONS SHOW LAFORM 1" OVERLAY. ALL CALLOUTS SHOW IN CROSS SECTIONS NOTE FINAL ELEVATION.



REGISTRATION NO.
PA0113



DATE	DESCRIPTION

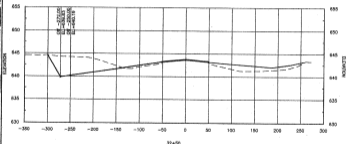
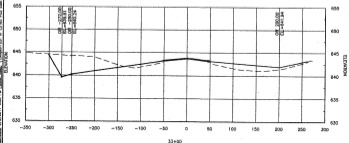
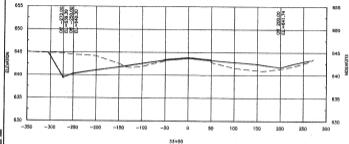
TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS
RUNWAY CROSS SECTIONS

JOB NO.: 10081100
DATE: FEB. 2011
DESIGNED BY: WBU
DRAWN BY: JHM

SCALE: 1" = 40'
DATE PLOTTED: 12/9/11
PLOT BY: JHM

SHEET NUMBER
RWX10



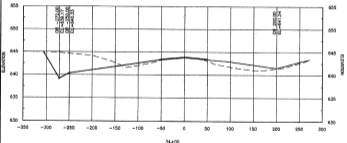
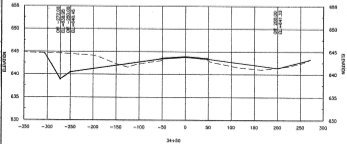
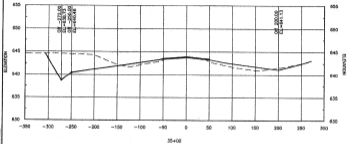
EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: 12-9-2011

10/11/2011 10:00 AM - 485 - Runway Improvements/Drawings/AS BUILT/33+80.dwg User: JHM Date: 12/09/11 1:14 PM Plot: 10/11/2011 10:00 AM
 10/11/2011 10:00 AM - 485 - Runway Improvements/Drawings/AS BUILT/33+80.dwg User: JHM Date: 12/09/11 1:14 PM Plot: 10/11/2011 10:00 AM

THE TOWN OF ADDISON IS A CITY OF THE STATE OF TEXAS. THE TOWN ENGINEER HAS REVIEWED THIS DRAWING AND HAS FOUND IT TO BE IN ACCORDANCE WITH THE TOWN ENGINEERING ACT AND THE TOWN ENGINEERING REGULATIONS. THE TOWN ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE DRAWING AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE TOWN ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE DRAWING AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON.



NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.

EAS
ENGINEERING AND ARCHITECTURE, S.A.

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Danny R*

Date: 12-9-2011



REGISTRATION NO.
PARTS



NO.	DESCRIPTION	DATE	BY

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

RUNWAY
CROSS SECTIONS

JOB NO.: 10087103
DATE: FEB. 2011
DESIGNED BY: MPM
DRAWN BY: JAH

NO. 10087103
ADDISON AIRPORT
RUNWAY IMPROVEMENTS
CROSS SECTIONS

SHEET NUMBER

RWX11

REGISTRATION NO.
F-8713

DATE

DESCRIPTION

DATE

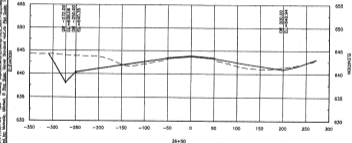
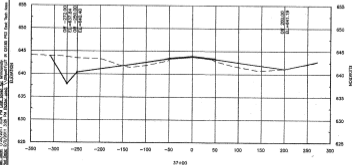
TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

SUBWAY
CROSS SECTIONSJOB NO.: 10281108
DATE: FEB. 2011
DESIGNED BY: MHA
DRAWN BY: JAH

SHEET NUMBER

RWX13


EAS
ENGINEERING ARCHITECTS, S.C.
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:

Date: 12-9-2011

REGISTRATION NO.
PARTS

NO.

DESCRIPTION

NO.

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXASRUNWAY
CROSS SECTIONS

RUNWAY IMPROVEMENTS

JOB NO.: 10881102

DATE: FEB, 2011

DESIGNED BY: LARA

DRAWN BY: JHM

CHECKED BY: JHM

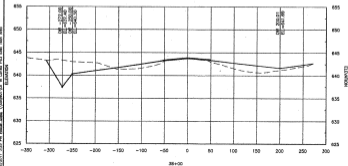
DATE: FEB 2011

SCALE: AS SHOWN

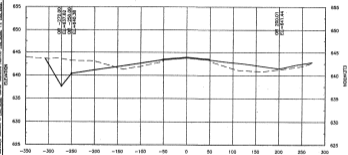
SHEET NUMBER

RWX14

DATE: 12/09/2010 10:40 AM - PROJECT: AIRPORT IMPROVEMENTS - CONSTRUCTION OF RUNWAY 14R AND TAXIWAY A-1. DRAWING NO.: RWX14. SHEET NO.: 14 OF 14. TOTAL SHEETS: 14. DRAWN BY: JHM. CHECKED BY: JHM. DATE: 12/09/2010. SCALE: AS SHOWN. PROJECT LOCATION: TOWN OF ADDISON, TEXAS. PROJECT NO.: 10881102. JOB NO.: 10881102. DATE: FEB, 2011. DESIGNED BY: LARA. DRAWN BY: JHM. CHECKED BY: JHM. DATE: FEB 2011. SCALE: AS SHOWN. SHEET NUMBER: RWX14.



38+00



37+50

EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Danell*

Date: 12-9-2011

NOTE: ALL CROSS SECTIONS SHOW UNIFORM 1" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



REGISTRATION NO.
P-8713



DATE

DESCRIPTION

SHEET NO.

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY
CROSS SECTIONS

RUNWAY IMPROVEMENTS

JOB NO.: 1001100

DATE: FEB. 2011

DESIGNED BY: JAW

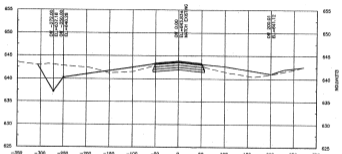
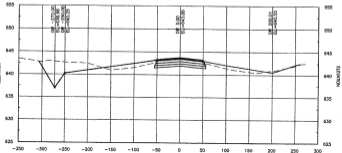
CHECKED BY: JAW

DATE: 12-9-2011

SHEET NUMBER

RWX15

This drawing was prepared by the undersigned in accordance with the provisions of the Texas Engineering and Land Surveying Act, Chapter 901, Texas Government Code, and the Rules and Regulations of the State Board of Engineering and Land Surveying. I am a duly Licensed Professional Engineer in the State of Texas, License No. 12427. I have prepared this drawing to the best of my knowledge and belief in accordance with the standards of practice for the profession. I am not providing any warranty, expressed or implied, for the use of this drawing for any purpose other than that for which it was prepared. I am not responsible for any errors or omissions in this drawing or for any consequences arising from its use.



EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Donna Williams*

Date: 12-9-2011

NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAP. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



REGISTRATION NO.
F-070



NO.	DATE	DESCRIPTION

TOWN OF ADIRSON
ADIRSON AIRPORT
ADIRSON, ILLINOIS
RUNWAY IMPROVEMENTS

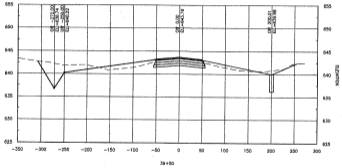
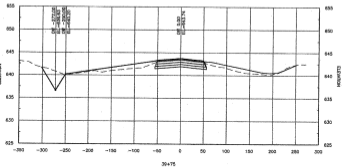
RUNWAY
CROSS SECTIONS

JOB NO.: 12081100
DATE: FEB. 2011
DESIGNED BY: MSH
DRAWN BY: JAH

SCALE: AS SHOWN
DATE: FEB. 2011
BY: JAH

SHEET NUMBER
RWX16

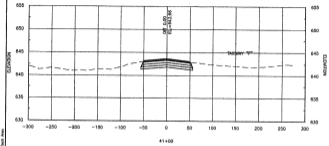
1. DATE: 02/02/2011, 2. TIME: 10:00 AM, 3. DRAWN BY: JAH, 4. CHECKED BY: MSH, 5. PROJECT: TOWN OF ADIRSON AIRPORT RUNWAY IMPROVEMENTS, 6. SHEET: RWX16 OF 16, 7. SCALE: AS SHOWN, 8. DATE: FEB. 2011, 9. BY: JAH



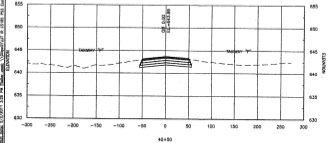
EAS AS BUILT
 I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
 Date: 12-9-2011

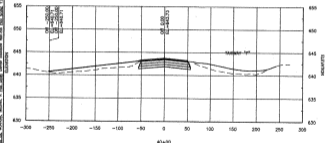
7. THE TOWN OF ADDISON HAS NOT BEEN ADVISED BY THE CONTRACTOR OF ANY CHANGES TO THE ORIGINAL CONTRACT DOCUMENTS. THE CONTRACTOR IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE TOWN OF ADDISON. THE TOWN OF ADDISON IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE CONTRACTOR.



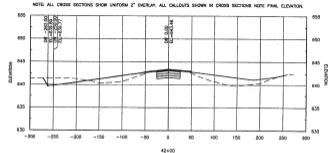
41+00



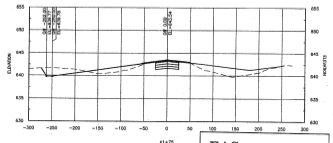
41+50



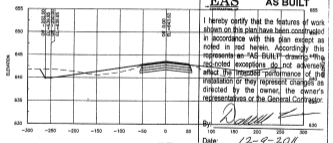
42+00



42+50



41+75



41+50

NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. According to this representation "AS BUILT" drawings and the noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011



REGISTRATION NO. F-8713



NO.	DATE	REVISION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON TEXAS
RUNWAY IMPROVEMENTS

RUNWAY CROSS SECTIONS

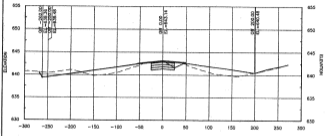
JOB NO: 10581109
DATE: FEB. 2011
DESIGNED BY: MM
DRAWN BY: JSH

DATE: 12-9-2011

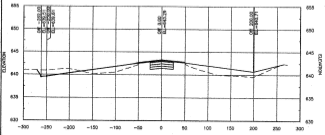
SHEET NUMBER

RWX17

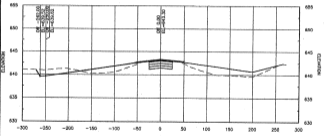
Title: C:\UT\110\1101100 - 402 - Runway Improvement\Drawings\AS-Built - Elevations.dwg Date: 12/09/2011 1:52 PM Plot Date: 12/09/2011 1:52 PM
 User: jrb User: jrb
 Plot Device: HPGL Color (Color) Plot Size: 36x48 Paper: 36x48
 Plot Style: Runway.dwt Plot Color: Black
 Plot Scale: 1:1 Plot Range: All
 Plot Orientation: Portrait
 Plot Date: 12/09/2011 1:52 PM
 Plot Time: 1:52 PM
 Plot User: jrb



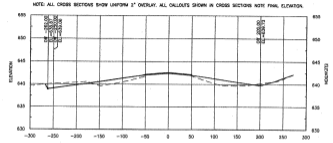
43+00



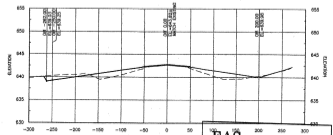
42+84



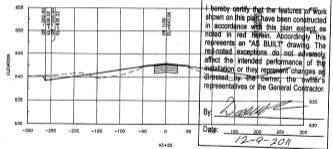
42+80



44+50



44+00




43+50

NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTY FINAL ELEVATION.

EAS
ENGINEERS ARCHITECTS SURVEYORS

AS BUILT

I hereby certify that the features of Work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the writer's representatives or the General Contractor.

By: 

Date: 12-9-2011



REG. NO.	24170
REG. CLASS.	Professional Engineer
REG. EXPIRES	12/31/2011
REG. ISSUED	12/31/2009
REG. TYPE	Professional Engineer
REG. STATE	Michigan

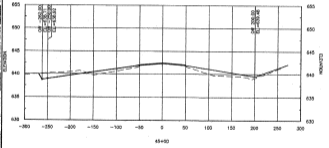
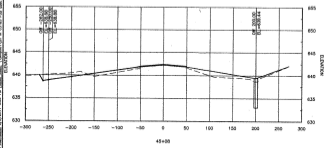
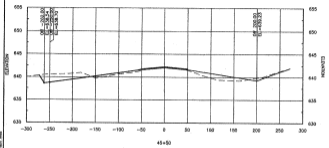
TOWN OF ADDISON	
ADDISON AIRPORT	
ADDISON, ILLINOIS	
RUNWAY CROSS SECTIONS	
RUNWAY IMPROVEMENTS	

JOB NO.: 10281100
 DATE: FEB. 2011
 DESIGNED BY: JRB
 DRAWN BY: JAH

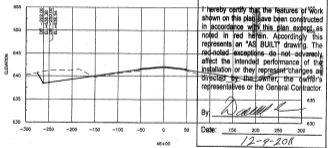
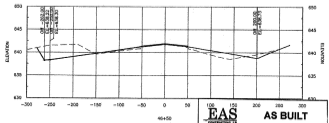
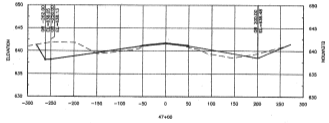
SEE THE CITY OF ADDISON WEBSITE FOR THE LOCATION OF THIS PROJECT

RWX18

12-9-2018 10:00 AM - 10:00 AM - Review of drawings for the runway improvements at Addison Airport. The drawings show the runway improvements and the cross sections. The drawings are for the runway improvements and the cross sections. The drawings are for the runway improvements and the cross sections.



NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS MEET FINAL ELEVATION.



EAS
ENGINEERS ARCHITECTS SURVEYORS

AS BUILT

I hereby certify that the features of Work shown on this plan have been constructed in accordance with this plan, except as noted in red herein. According to this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes authorized by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2018



NO.	DATE	REVISIONS

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

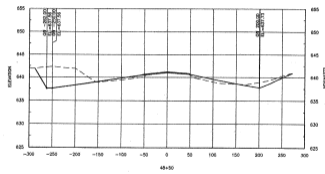
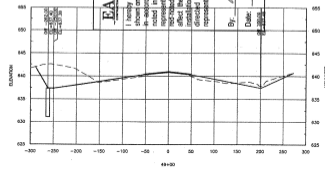
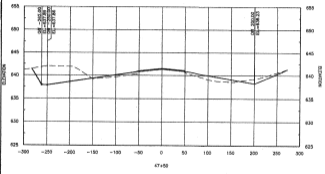
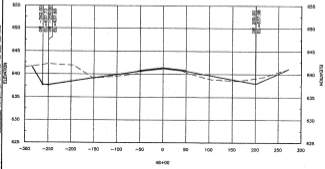
RUNWAY CROSS SECTIONS

JOB NO: 10081100
DATE: FEB. 2011
DESIGNED BY: MARY SWAIN, P.E.
DRAWN BY: JAH

SCALE: AS SHOWN
DATE: FEB. 2011
DRAWN BY: JAH
SHEET NUMBER

RWX19

DATE: 12/09/2010 10:58 AM - DRAWN BY: JAH - CHECKED BY: JAH - DATE: 12/09/2010 10:58 AM - PROJECT: RWX20 - SHEET: RWX20 - SCALE: 1"=40'-0" - TOTAL SHEETS: 12 - SHEET NO.: 20 OF 12 - SHEET TITLE: RUNWAY IMPROVEMENTS - DRAWING NO.: RWX20 - PROJECT NO.: 10081100 - JOB NO.: 10081100 - TOWN OF ADDISON, TEXAS



EAS CONSULTANTS

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with the plan, except as noted in red herein. Accordingly, this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
 Date: 12-9-2011

NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CULVERTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



NO.	REVISION

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

RUNWAY IMPROVEMENTS

RUNWAY CROSS SECTIONS

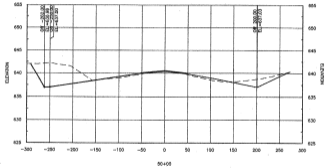
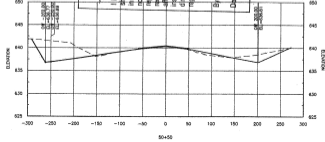
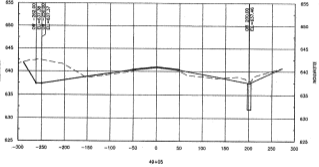
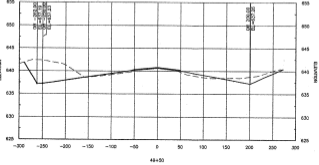
JOB NO.: 10081100
 DATE: FEB. 2011
 SCALE: BY: JAH
 DRAWN BY: JAH

DATE PLOTTED: 12/09/2010 10:58 AM
 PLOTTED BY: JAH

SHEET NUMBER

RWX20

TOWN OF ADDISON, MISSOURI - Runway Improvement / Airport Runway Upgrade. Addendum No. 2. Final 2D/3D. Owner furnished with 2D/3D. 03/20/11. 1377 W. Main Street, Independence, MO 64657. At 2350 W. 92nd St. Sub Area. ELEVATION



EAS
INCORPORATED

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as indicated by the owner, the owner's representatives or the General Contractor.

By: *D. Wallik*

Date: 12-9-2011



REGISTRATION NO. E-5131



TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, MISSOURI

RUNWAY
CROSS SECTIONS

JOB NO. 10661100
DATE: FEB. 2011
DESIGNED BY: MMW
DRAWN BY: JAH

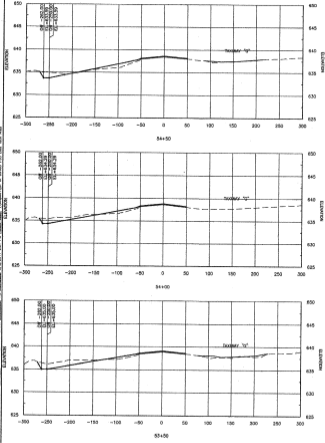
SCALE: AS SHOWN
FOR GENERAL INFORMATION
IT IS NOT TO BE USED FOR
CONSTRUCTION PURPOSES
UNLESS SPECIFICALLY
NOTED OTHERWISE

SHEET NUMBER

RWX21

RUNWAY IMPROVEMENTS

DATE: 1/20/10
PROJECT: Runway Improvement/Construction
JOB NO: 1008110
DESIGNED BY: MFM
DRAWN BY: JAN

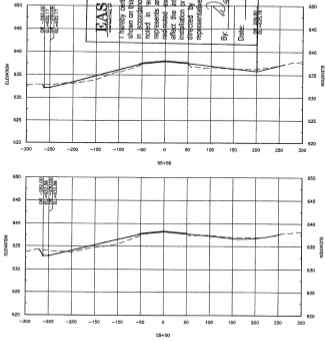


NOTE: ALL CROSS SECTIONS SHOW UNIFORM 1" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.

EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly, this represents an "AS BUILT" drawing. The indicated exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: 12-9-2011



NO.	DATE	DESCRIPTION	BY

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, MISSOURI

RUNWAY IMPROVEMENTS

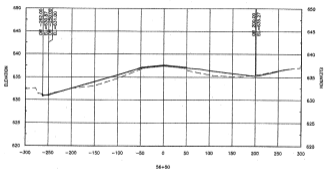
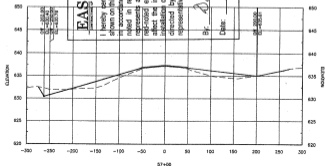
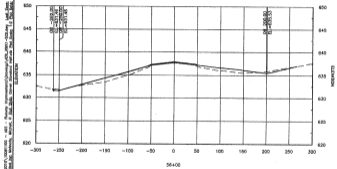
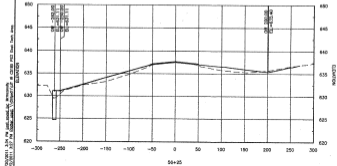
RUNWAY
CROSS SECTIONS

JOB NO: 1008110
DATE: FEB 2011
DESIGNED BY: MFM
DRAWN BY: JAN

PROJECT: Runway Improvement/Construction
JOB NO: 1008110
DESIGNED BY: MFM
DRAWN BY: JAN

RWX23

NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



EAS
ENGINEERS AND ARCHITECTS

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with the plan except as noted in red ink. Accordingly this represents an "AS BUILT" drawing. The exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: 12-9-2011

600 L:\ASB\RWX24\00 - RWX24 - Runway Improvements\Drawings\ASB\RWX24-00.dwg, Job Date: 12/09/2011, 3:29 PM, Job: RWX24, Job Title: RWX24, Project: RWX24, Client: RWX24, Designer: RWX24, Checker: RWX24, Date Plotted: 12/09/2011, 3:29 PM, Plotter: HP DesignJet 2450, Scale: 1:1, Sheet: 1 of 1, Title: RWX24 - Runway Improvements



NO.	DATE	REVISIONS

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

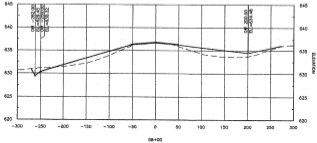
RUNWAY CROSS SECTIONS

JOB NO.: 12081100
DATE: FEB. 2011
DESIGNED BY: WMA
DRAWN BY: JJA

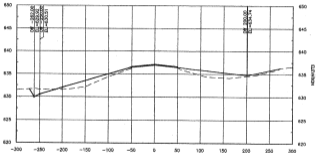
THIS IS A TRUE AND CORRECT COPY OF THE ORIGINAL DRAWING AS SUBMITTED TO THE TOWN OF ADDISON FOR RECORD.

SHEET NUMBER
RWX24

DATE: 12/9/2011 10:52 AM
 USER: JLM
 PROJECT: RWX25 - Runway Improvements
 SHEET: 12-9-2011
 DRAWN BY: JLM
 CHECKED BY: JLM
 ELEVATION

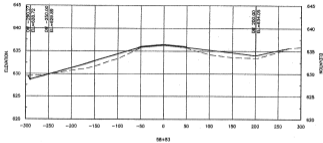


56+00

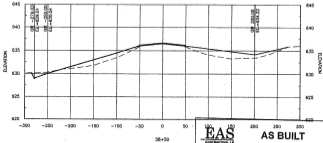


57+50

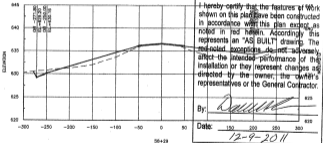
NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



56+83



56+50



56+29

EAS
 AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:

[Signature]

Date:

12-9-2011



REGISTRATION NO.

STATE OF TEXAS



NO.

CROSSSECTION

FILE DATE

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS
 RUNWAY IMPROVEMENTS

RUNWAY
 CROSS SECTIONS

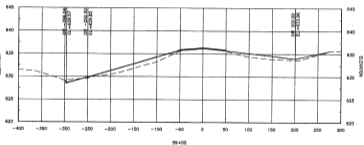
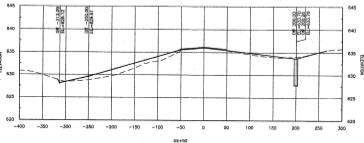
SHEET NO: 12081100
 DATE: FEB. 2011
 DESIGNED BY: MFM
 CHECKED BY: JLM

"AS BUILT" DRAWING
 ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS FOR TEXAS HIGHWAYS AND TRANSPORTATION DEPARTMENT

SHEET NUMBER

RWX25

1. ALL ELEVATIONS SHOWN ARE FINAL UNLESS NOTED OTHERWISE. 2. ALL DISTANCES ARE IN FEET UNLESS NOTED OTHERWISE. 3. ALL DISTANCES ARE TO THE CENTERLINE OF THE ROAD UNLESS NOTED OTHERWISE. 4. ALL DISTANCES ARE TO THE CENTERLINE OF THE ROAD UNLESS NOTED OTHERWISE. 5. ALL DISTANCES ARE TO THE CENTERLINE OF THE ROAD UNLESS NOTED OTHERWISE. 6. ALL DISTANCES ARE TO THE CENTERLINE OF THE ROAD UNLESS NOTED OTHERWISE. 7. ALL DISTANCES ARE TO THE CENTERLINE OF THE ROAD UNLESS NOTED OTHERWISE. 8. ALL DISTANCES ARE TO THE CENTERLINE OF THE ROAD UNLESS NOTED OTHERWISE. 9. ALL DISTANCES ARE TO THE CENTERLINE OF THE ROAD UNLESS NOTED OTHERWISE. 10. ALL DISTANCES ARE TO THE CENTERLINE OF THE ROAD UNLESS NOTED OTHERWISE.



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011



NO.	DATE	DESCRIPTION

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

RUNWAY IMPROVEMENTS

RUNWAY CROSS SECTIONS

JOB NO.: 15681300
 DATE: FEB. 2011
 DESIGNED BY: [Name]
 DRAWN BY: JAV

NO. OF SHEETS: 10
 SHEET NO.: 10
 TOTAL SHEETS: 10

RWX26



REGISTRATION NO.

64313



SHEET NO.

ENCLOSURE

SHEET DATE

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

RUNWAY
CROSS SECTIONS

JOB NO: 10091108

DATE: FEB, 2011

DRAWING BY: JWH

CHECKED BY: JWH

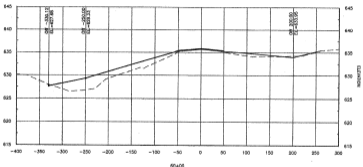
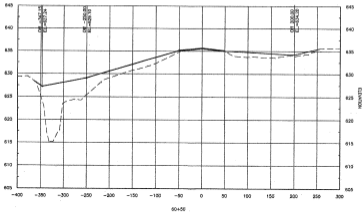
DESIGNED BY: JWH

DRAWN BY: JWH

SCALE: AS SHOWN

SHEET NUMBER

RWX27



EAS

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:

Date:

12-9-2011

REGISTRATION NO.
P-8713

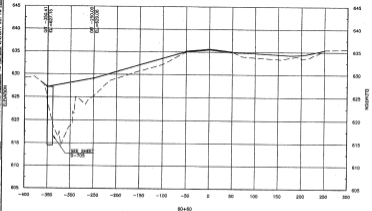
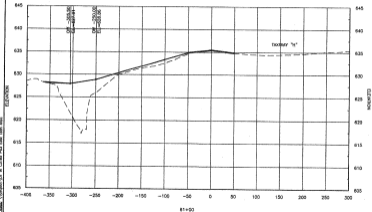
DATE

DESCRIPTION

SHEET

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS
RUNWAY IMPROVEMENTSRUNWAY
CROSS SECTIONSJOB NO.: 10021100
DATE: FEB. 2011
DESIGNED BY: MAW
DRAWN BY: JAHSCALE: AS SHOWN
SHEET NUMBER

RWX28



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011



REGISTRATION NO.
F-0119



DATE

DESCRIPTION

NO. OF SHEETS

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

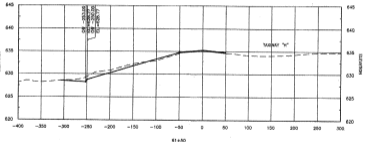
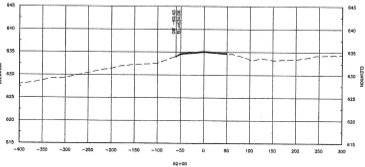
RUNWAY
CROSS-SECTIONS

JOB NO.: 12081100
DATE: FEB. 2011
DESIGNED BY: LMM
DRAWN BY: JAH

NO. OF SHEETS IN SET: 10
SHEET NO.: 29 OF 39
SHEET TITLE: R/W CROSS-SECTION

SHEET NUMBER
RWX29

THE TOWN OF ADDISON, TEXAS, IS THE OWNER OF THIS PROJECT. THE PROJECT IS THE IMPROVEMENT OF THE RUNWAY AT THE ADDISON AIRPORT. THE PROJECT IS BEING CONSTRUCTED BY THE TOWN OF ADDISON. THE PROJECT IS BEING CONSTRUCTED BY THE TOWN OF ADDISON. THE PROJECT IS BEING CONSTRUCTED BY THE TOWN OF ADDISON.



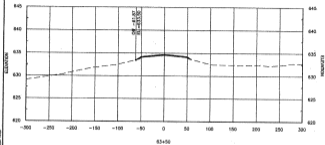
EAS
ENGINEERS ARCHITECTS

AS BUILT

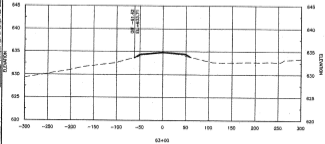
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:
Date: 12-4-2011

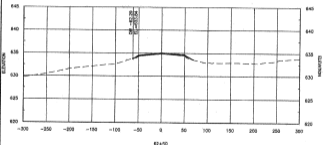
File: L:\2011\2011102 - AS - Runway Improvements\Drawings\AS-Built - 02.dwg, 10/20/11, 2:16 PM, last saved by: hmcintosh
 User: hmcintosh, Date: 10/20/11, 2:16 PM, Plot Date: 10/20/11, 2:16 PM, Plot Scale: 1:1, Plot Size: 36" x 48"
 User: hmcintosh, Date: 10/20/11, 2:16 PM, Plot Date: 10/20/11, 2:16 PM, Plot Scale: 1:1, Plot Size: 36" x 48"



63+50

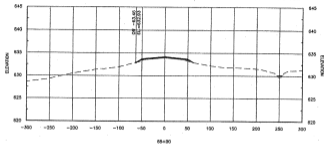


64+00

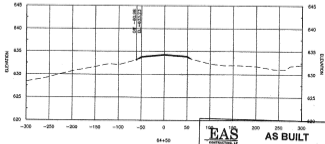


64+50

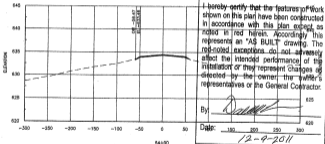
NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOW IN CROSS SECTIONS NOTE FINAL ELEVATION.



65+00



65+50




66+00

EAS
ENGINEERS ARCHITECTS

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the writer's representatives or the General Contractor.

By: 

Date: 12-9-2011



REGISTRATION NO.
44912



TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, MISSOURI

RUNWAY IMPROVEMENTS
CROSS SECTIONS

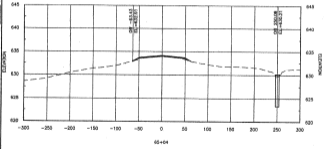
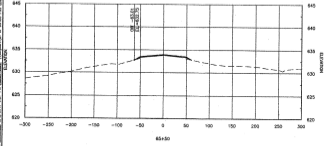
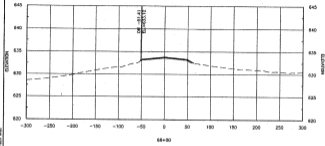
JOB NO.: 10281103
DATE: FEB. 2011
DESIGNED BY: MPW
DRAWN BY: JAH

DATE OF THIS DRAWING
12-9-2011
BY: EAS
CHECKED BY: JAH

SHEET NUMBER

RWX30

1. All ELEVATIONS ARE IN FEET - ALL ELEVATIONS ARE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED. 2. ALL ELEVATIONS ARE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED. 3. ALL ELEVATIONS ARE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED. 4. ALL ELEVATIONS ARE TO THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.



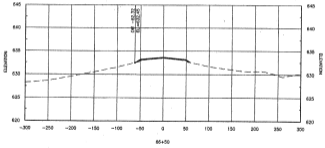
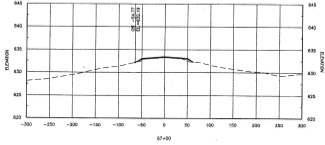
NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.

EAS **AS BUILT**

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly, this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

Dr. *David L. ...*

Date: 12-8-2011



NO.	DATE	DESCRIPTION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

RUNWAY CROSS SECTIONS

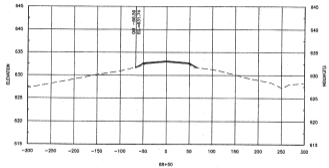
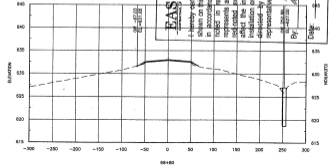
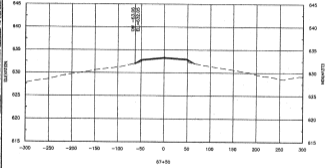
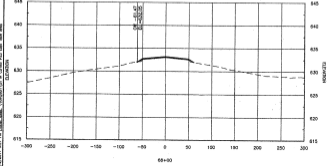
JOB NO: 10281102
DATE: FEB. 2011
DESIGNED BY: WRH
DRAWN BY: JAH

DATE OF THIS SHEET: 12-8-2011

SHEET NUMBER

RWX31

14362 - Runway Improvements/Construction, 8001 435th Ave., Lake Park, IA 50450, 515-247-3434, www.townofaddison.com
 14362 - Runway Improvements/Construction, 8001 435th Ave., Lake Park, IA 50450, 515-247-3434, www.townofaddison.com
 14362 - Runway Improvements/Construction, 8001 435th Ave., Lake Park, IA 50450, 515-247-3434, www.townofaddison.com
 14362 - Runway Improvements/Construction, 8001 435th Ave., Lake Park, IA 50450, 515-247-3434, www.townofaddison.com



EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The indicated exceptions do not adversely affect the intended performance of the insulation or they represent changes as indicated by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
 Date: 12-9-2011



NO.	DESCRIPTION	DATE

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, IOWA

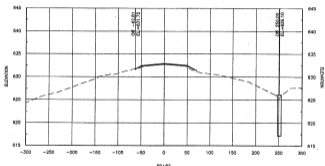
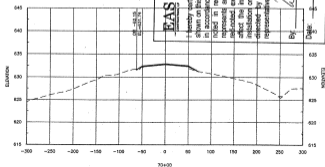
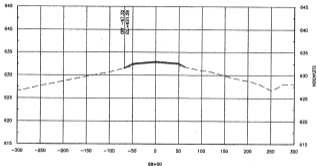
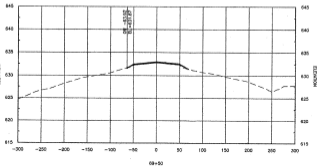
RUNWAY IMPROVEMENTS

RUNWAY CROSS SECTIONS

JOB NO.: 10091100
 DATE: FEB. 2011
 DESIGNED BY: JAH
 DRAWN BY: JAH

SHEET NUMBER
RWX32

DATE: 1/20/11 11:13 AM - USER: jay@addison-airport.com
 PROJECT: ADDISON AIRPORT RUNWAY IMPROVEMENTS
 SHEET: RWX33
 DRAWN BY: JAP
 CHECKED BY: JAP
 DATE: 1/20/11 11:13 AM - USER: jay@addison-airport.com



EAS
 ENGINEERS ARCHITECTS SURVEYORS

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The indicated exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *D. Damm*

Date: 12-9-2011

REGISTRATION NO.



TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, MISSOURI

RUNWAY
 CROSS SECTIONS

JOB NO.: 10081100
 DATE: FEB. 2011
 DESIGNED BY: JAP
 DRAWN BY: JAP

SCALE: 1" = 40' HORIZONTAL
 1" = 4' VERTICAL
 IF ANY PART OF THIS DRAWING IS TO BE USED FOR ANY OTHER PROJECT, THE USER SHALL OBTAIN THE WRITTEN PERMISSION OF EAS ENGINEERS ARCHITECTS SURVEYORS.

SHEET NUMBER

RWX33

RUNWAY IMPROVEMENTS

NO.

DESCRIPTION

NO.

DESCRIPTION

NO.

DESCRIPTION

NO.

DESCRIPTION

NO.

DESCRIPTION

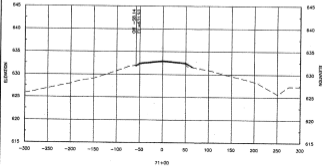
NO.

DESCRIPTION

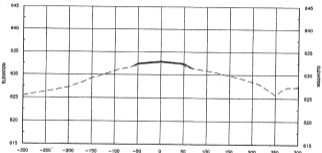
NO.

DESCRIPTION

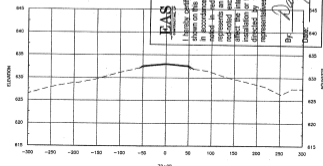
2. All proposed work shall be done in accordance with the latest specifications of the State of Missouri, the Federal Aviation Administration, and the International Airports Association. All work shall be done in accordance with the latest specifications of the State of Missouri, the Federal Aviation Administration, and the International Airports Association. All work shall be done in accordance with the latest specifications of the State of Missouri, the Federal Aviation Administration, and the International Airports Association.



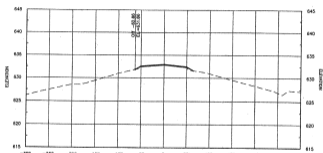
71+00



70+50



72+00



71+50

AS BUILT

EAS
ENGINEERS ARCHITECTS

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted herein. According to this represents an "AS BUILT" drawing. The noted exceptions do not adversely affect the intended performance of the installation or they represent changes as dictated by the owner, the owner's representatives or the General Contractor.

By: *[Signature]* Date: 12-9-2011

NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL ELEVATIONS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



REGISTRATION NO. P-013
 State of Missouri

 FRANK S. HOLLAND
 6830

NO.	REVISIONS	
NO.	REVISIONS	
NO.	REVISIONS	

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, MISSOURI

RUNWAY
 CROSS SECTIONS

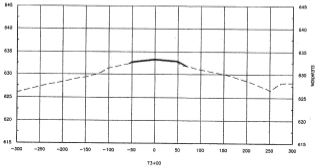
200 NO. 13081130
 DATE: FEB. 2011
 DESIGNED BY: KEVIN GARVER BY: JAH

SCALE: 1" = 40' HORIZONTAL
 1" = 10' VERTICAL

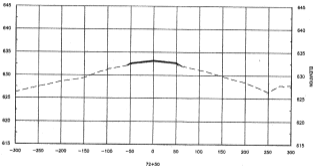
SHEET NUMBER

RWX34

DATE: 07/20/11
 DRAWN BY: J. W. WILSON
 CHECKED BY: J. W. WILSON
 PROJECT: TOWN OF ADDISON AIRPORT IMPROVEMENTS
 SHEET: 12-9-2011

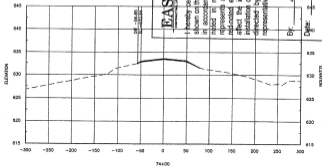


73+00



72+50

NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



EAS
 ENGINEERS
 ARCHITECTS

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The indicated exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *David L. ...*
 Date: 12-9-2011

JOB NO.: 12081102
 DATE: FEB. 2011
 DESIGNED BY: MWA
 DRAWN BY: JWW

TOWN OF ADDISON
 AIRPORT IMPROVEMENTS
 AIRPORT

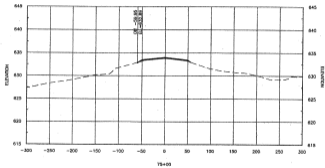
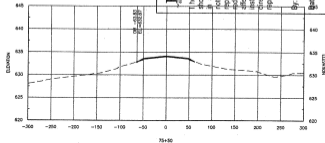
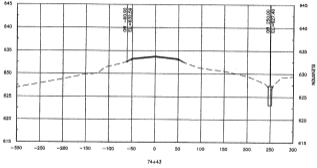
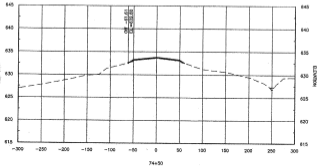
SHEET NUMBER
RWX35

TOWN OF ADDISON
 AIRPORT IMPROVEMENTS
 AIRPORT

NO.	DATE	DESCRIPTION



DATE: 12/09/2010 10:58 AM - USER: jay (owner) PROJECT: AASB - RWY IMP - 15081100 - DATE: 12/09/2011 10:58 AM - USER: jay (owner) DRAWN BY: JAH
 PROJECT: AASB - RWY IMP - 15081100 - DATE: 12/09/2011 10:58 AM - USER: jay (owner) DRAWN BY: JAH
 PROJECT: AASB - RWY IMP - 15081100 - DATE: 12/09/2011 10:58 AM - USER: jay (owner) DRAWN BY: JAH



EAS
ENGINEERS ARCHITECTS SURVEYORS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The spot-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *D. D. D...*
 Date: 12-9-2011



NO.	DATE	DESCRIPTION

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS
 RUNWAY IMPROVEMENTS

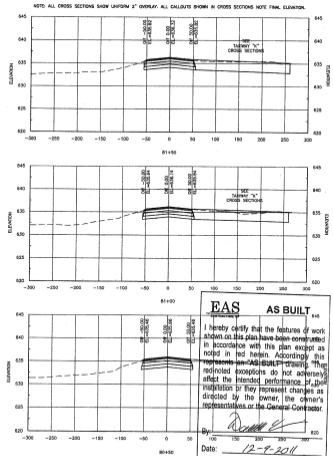
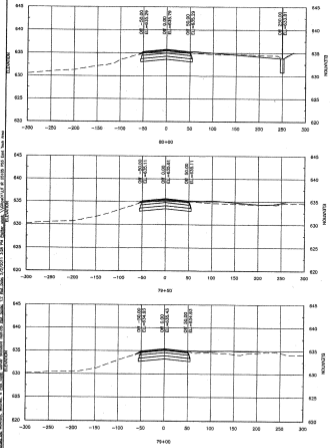
FLYWAY
 CROSS SECTIONS

JOB NO.: 15081100
 DATE: FEB, 2011
 DESIGNED BY: MFM
 DRAWN BY: JAH

SCALE: AS SHOWN
 ALL DIMENSIONS IN FEET AND INCHES
 UNLESS OTHERWISE SPECIFIED

SHEET NUMBER
RWX36

DATE: 12/9/2011 10:58 AM, PROJECT: Runway Improvements, DRAWING NO: RWX38, SHEET NO: 12-9-2011, DATE: FEB. 2011, DRAWN BY: JMM, CHECKED BY: JMM, DESIGNED BY: JMM, PROJECT: Runway Improvements, DRAWING NO: RWX38, SHEET NO: 12-9-2011, DATE: FEB. 2011, DRAWN BY: JMM, CHECKED BY: JMM, DESIGNED BY: JMM



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an AS-BUILT drawing. The noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011



TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, IOWA
 RUNWAY IMPROVEMENTS
 RUNWAY CROSS SECTIONS

JOB NO.: 12081190
 DATE: FEB. 2011
 DESIGNED BY: JMM
 DRAWN BY: JMM
 SHEET NUMBER
RWX38



REGISTRATION NO.

F-0115

2/2/04



REV.	DATE	DESCRIPTION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

RUNWAY
CROSS SECTIONS

JOB NO.: 10861103

DATE: FEB. 2011

DESIGNED BY: MFM

DRAWN BY: JMH

IN CHARGE: MFM

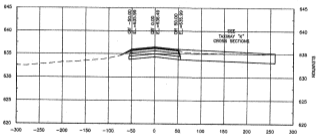
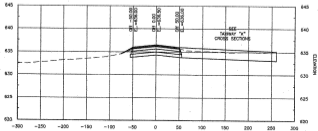
CHECKED BY: MFM

DATE: 12-9-2011

SHEET NUMBER

RWX39

EAS CONSULTING, INC. - 6601 North Loop West, Suite 100, Houston, TX 77057. Tel: 281.444.1100. Fax: 281.444.1101. Website: www.easinc.com
 ADDISON AIRPORT - 6601 North Loop West, Suite 100, Houston, TX 77057. Tel: 281.444.1100. Fax: 281.444.1101. Website: www.easinc.com



EAS

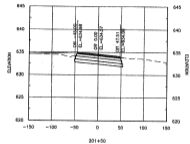
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

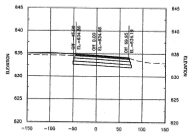
By: *Dauke*

Date: 12-9-2011

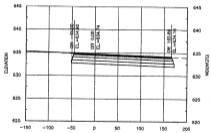
File: L:\ASB\10061100 - 100 - Runway Improvement\ASB\10061100 - 100 - Runway Improvement.dwg
 Date: 12/9/2011 9:59:49 AM
 User: jeh
 Plot Date: 12/9/2011 10:11:52 AM
 Plot Scale: 1/8" = 1'-0"
 Plot Size: 11.0000 x 17.0000
 Plot Orientation: Landscape
 Plot Style: ASB.ctb
 Plot Device: HPGL2
 Plot Driver: HPGL2
 Plot File: L:\ASB\10061100 - 100 - Runway Improvement\ASB\10061100 - 100 - Runway Improvement.dwg



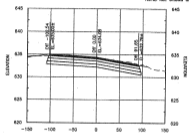
201+50



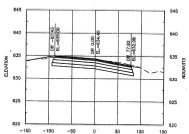
201+00



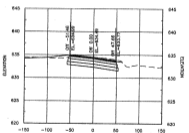
200+50



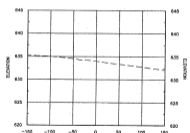
200+80



202+00



202+00



EAS
ENGINEERING ARCHITECTS SURVEYORS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011

NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALLOUTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



REGISTRATION NO. 19711

PAGE 12



NO.	DATE	DESCRIPTION

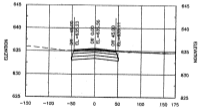
TOWN OF ADDRESS
 ADDRESS AIRPORT
 ADDRESS TRUSS
 RUNWAY IMPROVEMENTS

TABWAY "J"
 CROSS SECTION

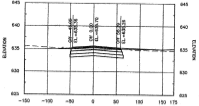
JOB NO: 10061100
 DATE: FEB. 2011
 DESIGNED BY: MJK
 DRAWN BY: JAH
 EAS
 ENGINEERING ARCHITECTS SURVEYORS
 1000 W. 10TH ST. #100
 CHICAGO, ILL. 60607

SHEET NUMBER
TWJ-X1

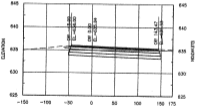
NOTE: ALL CROSS SECTIONS SHOW UNIFORM 2" OVERLAY. ALL CALCULTS SHOWN IN CROSS SECTIONS NOTE FINAL ELEVATION.



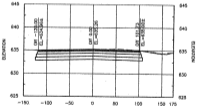
301+00



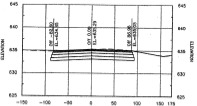
301+50



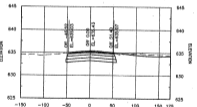
302+00



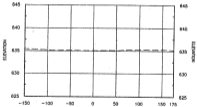
302+50



303+00



304+00



EAS
 ENGINEERS, INC.
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Dennis [Signature]*
 Date: 12-9-2011

12/9/11 10:00:00 - 425 - Bureau Improvement/Change/AS-Built - 27/301 (0 to 1) - 301 - 100 - 200 - 300 - 301 - 302 - 303 - 304 - 305 - 306 - 307 - 308 - 309 - 310 - 311 - 312 - 313 - 314 - 315 - 316 - 317 - 318 - 319 - 320 - 321 - 322 - 323 - 324 - 325 - 326 - 327 - 328 - 329 - 330 - 331 - 332 - 333 - 334 - 335 - 336 - 337 - 338 - 339 - 340 - 341 - 342 - 343 - 344 - 345 - 346 - 347 - 348 - 349 - 350 - 351 - 352 - 353 - 354 - 355 - 356 - 357 - 358 - 359 - 360 - 361 - 362 - 363 - 364 - 365 - 366 - 367 - 368 - 369 - 370 - 371 - 372 - 373 - 374 - 375 - 376 - 377 - 378 - 379 - 380 - 381 - 382 - 383 - 384 - 385 - 386 - 387 - 388 - 389 - 390 - 391 - 392 - 393 - 394 - 395 - 396 - 397 - 398 - 399 - 400 - 401 - 402 - 403 - 404 - 405 - 406 - 407 - 408 - 409 - 410 - 411 - 412 - 413 - 414 - 415 - 416 - 417 - 418 - 419 - 420 - 421 - 422 - 423 - 424 - 425 - 426 - 427 - 428 - 429 - 430 - 431 - 432 - 433 - 434 - 435 - 436 - 437 - 438 - 439 - 440 - 441 - 442 - 443 - 444 - 445 - 446 - 447 - 448 - 449 - 450 - 451 - 452 - 453 - 454 - 455 - 456 - 457 - 458 - 459 - 460 - 461 - 462 - 463 - 464 - 465 - 466 - 467 - 468 - 469 - 470 - 471 - 472 - 473 - 474 - 475 - 476 - 477 - 478 - 479 - 480 - 481 - 482 - 483 - 484 - 485 - 486 - 487 - 488 - 489 - 490 - 491 - 492 - 493 - 494 - 495 - 496 - 497 - 498 - 499 - 500 - 501 - 502 - 503 - 504 - 505 - 506 - 507 - 508 - 509 - 510 - 511 - 512 - 513 - 514 - 515 - 516 - 517 - 518 - 519 - 520 - 521 - 522 - 523 - 524 - 525 - 526 - 527 - 528 - 529 - 530 - 531 - 532 - 533 - 534 - 535 - 536 - 537 - 538 - 539 - 540 - 541 - 542 - 543 - 544 - 545 - 546 - 547 - 548 - 549 - 550 - 551 - 552 - 553 - 554 - 555 - 556 - 557 - 558 - 559 - 560 - 561 - 562 - 563 - 564 - 565 - 566 - 567 - 568 - 569 - 570 - 571 - 572 - 573 - 574 - 575 - 576 - 577 - 578 - 579 - 580 - 581 - 582 - 583 - 584 - 585 - 586 - 587 - 588 - 589 - 590 - 591 - 592 - 593 - 594 - 595 - 596 - 597 - 598 - 599 - 600 - 601 - 602 - 603 - 604 - 605 - 606 - 607 - 608 - 609 - 610 - 611 - 612 - 613 - 614 - 615 - 616 - 617 - 618 - 619 - 620 - 621 - 622 - 623 - 624 - 625 - 626 - 627 - 628 - 629 - 630 - 631 - 632 - 633 - 634 - 635 - 636 - 637 - 638 - 639 - 640 - 641 - 642 - 643 - 644 - 645 - 646 - 647 - 648 - 649 - 650 - 651 - 652 - 653 - 654 - 655 - 656 - 657 - 658 - 659 - 660 - 661 - 662 - 663 - 664 - 665 - 666 - 667 - 668 - 669 - 670 - 671 - 672 - 673 - 674 - 675 - 676 - 677 - 678 - 679 - 680 - 681 - 682 - 683 - 684 - 685 - 686 - 687 - 688 - 689 - 690 - 691 - 692 - 693 - 694 - 695 - 696 - 697 - 698 - 699 - 700 - 701 - 702 - 703 - 704 - 705 - 706 - 707 - 708 - 709 - 710 - 711 - 712 - 713 - 714 - 715 - 716 - 717 - 718 - 719 - 720 - 721 - 722 - 723 - 724 - 725 - 726 - 727 - 728 - 729 - 730 - 731 - 732 - 733 - 734 - 735 - 736 - 737 - 738 - 739 - 740 - 741 - 742 - 743 - 744 - 745 - 746 - 747 - 748 - 749 - 750 - 751 - 752 - 753 - 754 - 755 - 756 - 757 - 758 - 759 - 760 - 761 - 762 - 763 - 764 - 765 - 766 - 767 - 768 - 769 - 770 - 771 - 772 - 773 - 774 - 775 - 776 - 777 - 778 - 779 - 780 - 781 - 782 - 783 - 784 - 785 - 786 - 787 - 788 - 789 - 790 - 791 - 792 - 793 - 794 - 795 - 796 - 797 - 798 - 799 - 800 - 801 - 802 - 803 - 804 - 805 - 806 - 807 - 808 - 809 - 810 - 811 - 812 - 813 - 814 - 815 - 816 - 817 - 818 - 819 - 820 - 821 - 822 - 823 - 824 - 825 - 826 - 827 - 828 - 829 - 830 - 831 - 832 - 833 - 834 - 835 - 836 - 837 - 838 - 839 - 840 - 841 - 842 - 843 - 844 - 845 - 846 - 847 - 848 - 849 - 850 - 851 - 852 - 853 - 854 - 855 - 856 - 857 - 858 - 859 - 860 - 861 - 862 - 863 - 864 - 865 - 866 - 867 - 868 - 869 - 870 - 871 - 872 - 873 - 874 - 875 - 876 - 877 - 878 - 879 - 880 - 881 - 882 - 883 - 884 - 885 - 886 - 887 - 888 - 889 - 890 - 891 - 892 - 893 - 894 - 895 - 896 - 897 - 898 - 899 - 900 - 901 - 902 - 903 - 904 - 905 - 906 - 907 - 908 - 909 - 910 - 911 - 912 - 913 - 914 - 915 - 916 - 917 - 918 - 919 - 920 - 921 - 922 - 923 - 924 - 925 - 926 - 927 - 928 - 929 - 930 - 931 - 932 - 933 - 934 - 935 - 936 - 937 - 938 - 939 - 940 - 941 - 942 - 943 - 944 - 945 - 946 - 947 - 948 - 949 - 950 - 951 - 952 - 953 - 954 - 955 - 956 - 957 - 958 - 959 - 960 - 961 - 962 - 963 - 964 - 965 - 966 - 967 - 968 - 969 - 970 - 971 - 972 - 973 - 974 - 975 - 976 - 977 - 978 - 979 - 980 - 981 - 982 - 983 - 984 - 985 - 986 - 987 - 988 - 989 - 990 - 991 - 992 - 993 - 994 - 995 - 996 - 997 - 998 - 999 - 1000 - 1001 - 1002 - 1003 - 1004 - 1005 - 1006 - 1007 - 1008 - 1009 - 1010 - 1011 - 1012 - 1013 - 1014 - 1015 - 1016 - 1017 - 1018 - 1019 - 1020 - 1021 - 1022 - 1023 - 1024 - 1025 - 1026 - 1027 - 1028 - 1029 - 1030 - 1031 - 1032 - 1033 - 1034 - 1035 - 1036 - 1037 - 1038 - 1039 - 1040 - 1041 - 1042 - 1043 - 1044 - 1045 - 1046 - 1047 - 1048 - 1049 - 1050 - 1051 - 1052 - 1053 - 1054 - 1055 - 1056 - 1057 - 1058 - 1059 - 1060 - 1061 - 1062 - 1063 - 1064 - 1065 - 1066 - 1067 - 1068 - 1069 - 1070 - 1071 - 1072 - 1073 - 1074 - 1075 - 1076 - 1077 - 1078 - 1079 - 1080 - 1081 - 1082 - 1083 - 1084 - 1085 - 1086 - 1087 - 1088 - 1089 - 1090 - 1091 - 1092 - 1093 - 1094 - 1095 - 1096 - 1097 - 1098 - 1099 - 1100 - 1101 - 1102 - 1103 - 1104 - 1105 - 1106 - 1107 - 1108 - 1109 - 1110 - 1111 - 1112 - 1113 - 1114 - 1115 - 1116 - 1117 - 1118 - 1119 - 1120 - 1121 - 1122 - 1123 - 1124 - 1125 - 1126 - 1127 - 1128 - 1129 - 1130 - 1131 - 1132 - 1133 - 1134 - 1135 - 1136 - 1137 - 1138 - 1139 - 1140 - 1141 - 1142 - 1143 - 1144 - 1145 - 1146 - 1147 - 1148 - 1149 - 1150 - 1151 - 1152 - 1153 - 1154 - 1155 - 1156 - 1157 - 1158 - 1159 - 1160 - 1161 - 1162 - 1163 - 1164 - 1165 - 1166 - 1167 - 1168 - 1169 - 1170 - 1171 - 1172 - 1173 - 1174 - 1175 - 1176 - 1177 - 1178 - 1179 - 1180 - 1181 - 1182 - 1183 - 1184 - 1185 - 1186 - 1187 - 1188 - 1189 - 1190 - 1191 - 1192 - 1193 - 1194 - 1195 - 1196 - 1197 - 1198 - 1199 - 1200 - 1201 - 1202 - 1203 - 1204 - 1205 - 1206 - 1207 - 1208 - 1209 - 1210 - 1211 - 1212 - 1213 - 1214 - 1215 - 1216 - 1217 - 1218 - 1219 - 1220 - 1221 - 1222 - 1223 - 1224 - 1225 - 1226 - 1227 - 1228 - 1229 - 1230 - 1231 - 1232 - 1233 - 1234 - 1235 - 1236 - 1237 - 1238 - 1239 - 1240 - 1241 - 1242 - 1243 - 1244 - 1245 - 1246 - 1247 - 1248 - 1249 - 1250 - 1251 - 1252 - 1253 - 1254 - 1255 - 1256 - 1257 - 1258 - 1259 - 1260 - 1261 - 1262 - 1263 - 1264 - 1265 - 1266 - 1267 - 1268 - 1269 - 1270 - 1271 - 1272 - 1273 - 1274 - 1275 - 1276 - 1277 - 1278 - 1279 - 1280 - 1281 - 1282 - 1283 - 1284 - 1285 - 1286 - 1287 - 1288 - 1289 - 1290 - 1291 - 1292 - 1293 - 1294 - 1295 - 1296 - 1297 - 1298 - 1299 - 1300 - 1301 - 1302 - 1303 - 1304 - 1305 - 1306 - 1307 - 1308 - 1309 - 1310 - 1311 - 1312 - 1313 - 1314 - 1315 - 1316 - 1317 - 1318 - 1319 - 1320 - 1321 - 1322 - 1323 - 1324 - 1325 - 1326 - 1327 - 1328 - 1329 - 1330 - 1331 - 1332 - 1333 - 1334 - 1335 - 1336 - 1337 - 1338 - 1339 - 1340 - 1341 - 1342 - 1343 - 1344 - 1345 - 1346 - 1347 - 1348 - 1349 - 1350 - 1351 - 1352 - 1353 - 1354 - 1355 - 1356 - 1357 - 1358 - 1359 - 1360 - 1361 - 1362 - 1363 - 1364 - 1365 - 1366 - 1367 - 1368 - 1369 - 1370 - 1371 - 1372 - 1373 - 1374 - 1375 - 1376 - 1377 - 1378 - 1379 - 1380 - 1381 - 1382 - 1383 - 1384 - 1385 - 1386 - 1387 - 1388 - 1389 - 1390 - 1391 - 1392 - 1393 - 1394 - 1395 - 1396 - 1397 - 1398 - 1399 - 1400 - 1401 - 1402 - 1403 - 1404 - 1405 - 1406 - 1407 - 1408 - 1409 - 1410 - 1411 - 1412 - 1413 - 1414 - 1415 - 1416 - 1417 - 1418 - 1419 - 1420 - 1421 - 1422 - 1423 - 1424 - 1425 - 1426 - 1427 - 1428 - 1429 - 1430 - 1431 - 1432 - 1433 - 1434 - 1435 - 1436 - 1437 - 1438 - 1439 - 1440 - 1441 - 1442 - 1443 - 1444 - 1445 - 1446 - 1447 - 1448 - 1449 - 1450 - 1451 - 1452 - 1453 - 1454 - 1455 - 1456 - 1457 - 1458 - 1459 - 1460 - 1461 - 1462 - 1463 - 1464 - 1465 - 1466 - 1467 - 1468 - 1469 - 1470 - 1471 - 1472 - 1473 - 1474 - 1475 - 1476 - 1477 - 1478 - 1479 - 1480 - 1481 - 1482 - 1483 - 1484 - 1485 - 1486 - 1487 - 1488 - 1489 - 1490 - 1491 - 1492 - 1493 - 1494 - 1495 - 1496 - 1497 - 1498 - 1499 - 1500 - 1501 - 1502 - 1503 - 1504 - 1505 - 1506 - 1507 - 1508 - 1509 - 1510 - 1511 - 1512 - 1513 - 1514 - 1515 - 1516 - 1517 - 1518 - 1519 - 1520 - 1521 - 1522 - 1523 - 1524 - 1525 - 1526 - 1527 - 1528 - 1529 - 1530 - 1531 - 1532 - 1533 - 1534 - 1535 - 1536 - 1537 - 1538 - 1539 - 1540 - 1541 - 1542 - 1543 - 1544 - 1545 - 1546 - 1547 - 1548 - 1549 - 1550 - 1551 - 1552 - 1553 - 1554 - 1555 - 1556 - 1557 - 1558 - 1559 - 1560 - 1561 - 1562 - 1563 - 1564 - 1565 - 1566 - 1567 - 1568 - 1569 - 1570 - 1571 - 1572 - 1573 - 1574 - 1575 - 1576 - 1577 - 1578 - 1579 - 1580 - 1581 - 1582 - 1583 - 1584 - 1585 - 1586 - 1587 - 1588 - 1589 - 1590 - 1591 - 1592 - 1593 - 1594 - 1595 - 1596 - 1597 - 1598 - 1599 - 1600 - 1601 - 1602 - 1603 - 1604 - 1605 - 1606 - 1607 - 1608 - 1609 - 1610 - 1611 - 1612 - 1613 - 1614 - 1615 - 1616 - 1617 - 1618 - 1619 - 1620 - 1621 - 1622 - 1623 - 1624 - 1625 - 1626 - 1627 - 1628 - 1629 - 1630 - 1631 - 1632 - 1633 - 1634 - 1635 - 1636 - 1637 - 1638 - 1639 - 1640 - 1641 - 1642 - 1643 - 1644 - 1645 - 1646 - 1647 - 1648 - 1649 - 1650 - 1651 - 1652 - 1653 - 1654 - 1655 - 1656 - 1657 - 1658 - 1659 - 1660 - 1661 - 1662 - 1663 - 1664 - 1665 - 1666 - 1667 - 1668 - 1669 - 1670 - 1671 - 1672 - 1673 - 1674 - 1675 - 1676 - 1677 - 1678 - 1679 - 1680 - 1681 - 1682 - 1683 - 1684 - 1685 - 1686 - 1687 - 1688 - 1689 - 1690 - 1691 - 1692 - 1693 - 1694 - 1695 - 1696 - 1697 - 1698 - 1699 - 1700 - 1701 - 1702 - 1703 - 1704 - 1705 - 1706 - 1707 - 1708 - 1709 - 1710 - 1711 - 1712 - 1713 - 1714 - 1715 - 1716 - 1717 - 1718 - 1719 - 1720 - 1721 - 1722 - 1723 - 1724 - 1725 - 1726 - 1727 - 1728 - 1729 - 1730 - 1731 - 1732 - 1733 - 1734 - 1735 - 1736 - 1737 - 1738 - 1739 - 1740 - 1741 - 1742 - 1743 - 1744 - 1745 - 1746 - 1747 - 1748 - 1749 - 1750 - 1751 - 1752 - 1753 - 1754 - 1755 - 1756 - 1757 - 1758 - 1759 - 1760 - 1761 - 1762 - 1763 - 1764 - 1765 - 1766 - 1767 - 1768 - 1769 - 1770 - 1771 - 1772 - 1773 - 1774 - 1775 - 1776 - 1777 - 1778 - 1779 - 1780 - 1781 - 1782 - 1783 - 1784 - 1785 - 1786 - 1787 - 1788 - 1789 - 1790 - 1791 - 1792 - 1793 - 1794 - 1795 - 1796 - 1797 - 1798 - 1799 - 1800 - 1801 - 1802 - 1803 - 1804 - 1805 - 1806 - 1807 - 1808 - 1809 - 1810 - 1811 - 1812 - 1813 - 1814 - 1815 - 1816 - 1817 - 1818 - 1819 - 1820 - 1821 - 1822 - 1823 - 1824 - 1825 - 1826 - 1827 - 1828 - 1829 - 1830 - 1831 - 1832 - 1833 - 1834 - 1835 - 1836 - 1837 - 1838 - 1839 - 1840 - 1841 - 1842 - 1843 - 1844 - 1845 - 1846 - 1847 - 1848 - 1849 - 1850 - 1851 - 1852 - 1853 - 1854 - 1855 - 1856 - 1857 - 1858 - 1859 - 1860 - 1861 - 1862 - 1863 - 1864 - 1865 - 1866 - 1867 - 1868 - 1869 - 1870 - 1871 - 1872 - 1873 - 1874 - 1875 - 1876 - 1877 - 1878 - 1879 - 1880 - 1881 - 1882 - 1883 - 1884 - 1885 - 1886 - 1887 - 1888 - 1889 - 1890 - 1891 - 1892 - 1893 - 1894 - 1895 - 1896 - 1897 - 1898 - 1899 - 1900 - 1901 - 1902 - 1903 - 1904 - 1905 - 1906 - 1907 - 1908 - 1909 - 1910 - 1911 - 1912 - 1913 - 1914 - 1915 - 1916 - 1917 - 1918 - 1919 - 1920 - 1921 - 1922 - 1923 - 1924 - 1925 - 1926 - 1927 - 1928 - 1929 - 1930 - 1931 - 1932 - 1933 - 1934 - 1935 - 1936 - 1937 - 1938 - 1939 - 1940 - 1941 - 1942 - 1943 - 1944 - 1945 - 1946 - 1947 - 1948 - 1949 - 1950 - 1951 - 1952 - 1953 - 1954 - 1955 - 1956 - 1957 - 1958 - 1959 - 1960 - 1961 - 1962 - 1963 - 1964 - 1965 - 1966 - 1967 - 1968 - 1969 - 1970 - 1971 - 1972 - 1973 - 1974 - 1975 - 1976 - 1977 - 1978 - 1979 - 1980 - 1981 - 1982 - 1983 - 1984 - 1985 - 1986 - 1987 - 1988 - 1989 - 1990 - 1991 - 1992 - 1993 - 1994 - 1995 - 1996 - 1997 - 1998 - 1999 - 2000 - 2001 - 2002 - 2003 - 2004 - 2005 - 2006 - 2007 - 2008 - 2009 - 2010 - 2011 - 2012 - 2013 - 2014 - 2015 - 2016 - 2017 - 2018 - 2019 - 2020 - 2021 - 2022 - 2023 - 2024 - 2025 - 2026 - 2027 - 2028 - 2029 - 2030 - 2031 - 2032 - 2033 - 2034 - 2035 - 2036 - 2037 - 2038 - 2039 - 2040 - 2041 - 2042 - 2043 - 2044 - 2045 - 2046 - 2047 - 2048 - 2049 - 2050 - 2051 - 2052 - 2053 - 2054 - 2055 - 2056 - 2057 - 2058 - 2059 - 2060 - 2061 - 2062 - 2063 - 2064 - 2065 - 2066 - 2067 - 2068 - 2069 - 2070 - 2071 - 2072 - 2073 - 2074 - 2075 - 2076 - 2077 - 2078 - 2079 - 2080 - 2081 - 2082 - 2083 - 2084 - 2085 - 2086 - 2087 - 2088 - 2089 - 2090 - 2091 - 2092 - 2093 - 2094 - 2095 - 2096 - 2097 - 2098 - 2099 - 2100 - 2101 - 2102 - 2103 - 2104 - 2105 - 2106 - 2107 -



44

45

46

47

48

 TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

 SHEET DITCH 6
CROSS SECTIONS

RUNWAY IMPROVEMENTS

JOB NO: 10087180

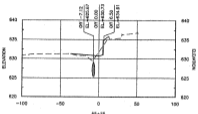
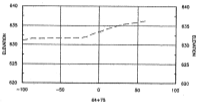
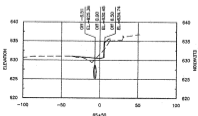
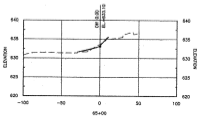
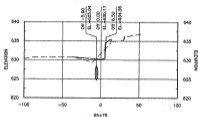
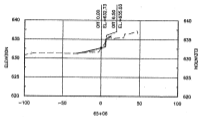
DATE: FEB. 2011

DESIGNED BY: MARS

DRAWN BY: JAH

PROJECT CONTROL NUMBER:

SHEET NUMBER

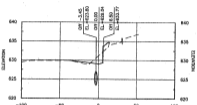
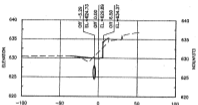
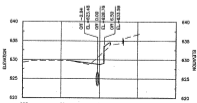
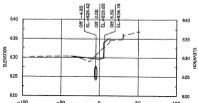
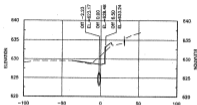
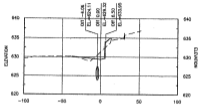
ED5-X1

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:

Date: 12-9-2011

EAS - Bridge Improvement/Change/CR/06/1500.dwg 1:48 Scale N:\Projects\1500\1500.dwg 11/16/2011 2:10 PM J.L.C. (08/25/09) (JLR) - AutoCAD 2010
 Title Block: 12/9/2011 2:24 PM J.L.C. (08/25/09) (JLR) - AutoCAD 2010



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-9-2011



REGISTRATION NO.

ASCE

Professional Engineer



DATE	DESCRIPTION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, MICHIGAN

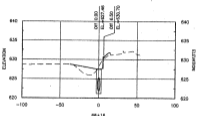
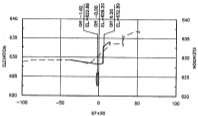
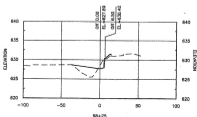
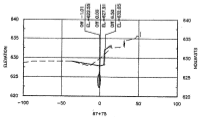
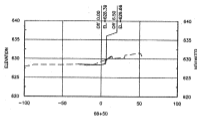
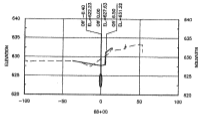
RUNWAY IMPROVEMENTS

DIST DITCH 5
CROSS SECTION

JOB NO.: 10881102
DATE: FEB, 2011
DESIGNED BY: MFM
DRAWN BY: JRM
IN THE OFFICE OF:
EAS INC.
SHEET NUMBER




12-9-2010 11:51:10 AM - 002 - Review Improvement of existing cross sections for STA. 67+00 TO STA. 68+50. The existing cross sections were reviewed and found to be in compliance with the current design criteria. The existing cross sections were reviewed and found to be in compliance with the current design criteria. The existing cross sections were reviewed and found to be in compliance with the current design criteria.



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: 

Date: 12-9-2011

STA. 67+50 TO STA. 68+50



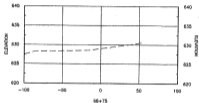
NO.	DATE	DESCRIPTION

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS
 RUNWAY IMPROVEMENTS

JOB NO: 10961100
 DATE: FEB. 2011
 DESIGNED BY: WILLY GONZALEZ, INC. - JAH
 SHEET NO: 67+50 TO 68+50
 SHEET TOTAL: 10
 PROJECT NO: 10961100

ED5-X3

12/29/11 10:08 AM - ASD - Review Annotations/Drawings/ED5-X4.dwg - Job Date: 12/29/2011 8:28 AM Job Number: 111000000
 12/29/11 10:08 AM - ASD - Review Annotations/Drawings/ED5-X4.dwg - Job Date: 12/29/2011 8:28 AM Job Number: 111000000
 12/29/11 10:08 AM - ASD - Review Annotations/Drawings/ED5-X4.dwg - Job Date: 12/29/2011 8:28 AM Job Number: 111000000



STA.68+75 TO STA.68+75

EAS
ENGINEERS, ARCHITECTS & SURVEYORS

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *D. [Signature]*

Date: 12-9-2011



NO.	DATE	DESCRIPTION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

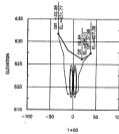
SHEET 6
CROSS SECTIONS

JOB NO. 10007100
DATE: FEB. 2011
DESIGNED BY: MMW
DRAWN BY: JAH

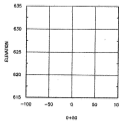
SCALE: AS SHOWN
DATE: FEB. 2011
PROJECT: 10007100

SHEET NUMBER

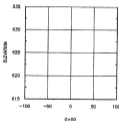
ED5-X4



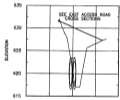
1+00



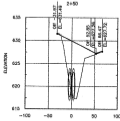
2+00



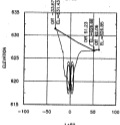
3+00



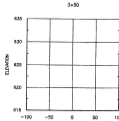
2+50



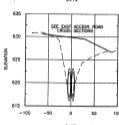
2+40



1+50



3+50




3+14


EAS
 ENGINEERING, INC.
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *D. Mullin*
 Date: 12-9-2011



REGISTRATION NO. 35414



TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

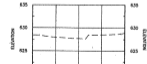
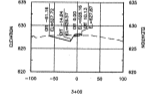
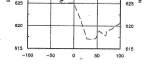
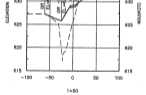
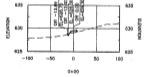
MULLIN AIR CENTER
CROSS SECTIONS

JOB NO.: 10050100
DATE: FEB. 2011
DRAWING BY: MMH
CHECKED BY: JMH

SHEET NO. 35414
35414-03

MDX1

12-9-2011 10:54 AM - User: gregory.henderson@cityofadison.com, Job: 12-9-2011 10:54 AM, Job Name: 12-9-2011 10:54 AM, Job Path: \\server\projects\12-9-2011 10:54 AM - User: gregory.henderson@cityofadison.com, Job: 12-9-2011 10:54 AM, Job Name: 12-9-2011 10:54 AM, Job Path: \\server\projects\12-9-2011 10:54 AM



STA 2+00 TO STA 4+00

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: 12-9-2011



NO.	DATE	DESCRIPTION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

EAS ACCESS ROAD
CROSS SECTIONS

JOB NO. 12081100
DATE: FEB. 2011
DESIGNED BY: AMB
DRAWN BY: JAH

EAS
12-9-2011
12-9-2011

EARX1

LEGEND AND ABBREVIATIONS

EXISTING	NEW	ITEM DESCRIPTION
o	o	L-800T TRIMMED EDGE LIGHT
o	o	L-800E RUNWAY EDGE LIGHT, COLOR AS INDICATED
o	o	L-800E RUNWAY THRESHOLD LIGHT, COLOR AS INDICATED
o	o	L-800E RUNWAY EDGE LIGHT, COLOR AS INDICATED
o	o	L-800A RUNWAY CENTERLINE LIGHTS, COLOR AS INDICATED
o	o	BASE MOUNTED LIGHT
o	o	L-80A RUNWAY BASE LIGHT
o	o	L-800D LIGHT BARR FLAGOR BOX
o	o	L-800S SIGNAGE SIGN
o	o	L-800E WINDOZE
o	o	L-800T WINDOZE WITH MOUNTED CIRCLE
o	o	L-800A REMAINING SIGNAGE
o	o	L-800S ELEVATED REFLECTOR
o	o	L-800S FLUSH MOUNT REFLECTOR
o	o	L-800D PRECISION APPROACH PAVI INDICATOR SIGN
o	o	L-800A RUNWAY END IDENTIFICATION LIGHT [SIGNAL]
o	o	ELECTRICAL DUCT, NUMBER AND SIZE OF CONDUITS INDICATED
o	o	DUCT MANHOLE
o	o	MANHOLE
o	o	MANHOLE
o	o	3/4" x 1/2" COPPER CLAS CRACKED ROD
o	o	SENSE LIGHTING CIRCUIT WITH COUNTERPOISE, NUMBER OF HIGH AMPERE INDICATOR NUMBER OF CABLES
o	o	EQUIPMENT TO BE COMPLETELY DEMOUNTED AND REMOVED. AREA TO BE RESTORED
o	o	AGA AIRPORT OPERATIONS AREA
o	o	OBST FREE AREA
o	o	9FD OBSTACLE FREE ZONE
o	o	RUNWAY SAFETY AREA
o	o	PC POINT OF COMMENCEMENT
o	o	PC POINT OF TERMINATION

CAUTION NOTES

- UNDESIGNATED UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. HOWEVER, ALL EXISTING UTILITIES ARE NOT SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THE UTILITIES PROVIDED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITIES LOCATION MARKINGS UNTIL THEY ARE NO LONGER NEEDED.

GENERAL CONSTRUCTION NOTES

- THE CONTRACTOR SHALL SCHEDULE THE AIRFIELD LIGHTING SYSTEM PRIOR TO INSTALLATION OF ANY TRENCH, CABLE OR LIGHTING APPARATUS. THE ATTEMPT IS TO SCHEDULE THE INSTALLATION AT THE LOCATION INDICATED, NOTING ANY DEVIATION FROM PLANS. ENGINEERS TO THE CONTRACTOR PRIOR TO INSTALLATION. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF AN EXPERIENCED AND LICENSED SURVEYOR AND SHALL MAKE ANY SURVEY ADJUSTMENTS PRIOR TO INSTALLATION AT HIS ADDITIONAL COST TO THE OWNER.
- WHY CRIMP FIXTURES EXIST DIMENSIONS AND LAYOUT LOCATIONS BE APPROVED WITH FAA REQUIREMENTS. SUBMIT TO ENGINEER FOR APPROVAL PRIOR TO WORK. THIS WORK SHALL COME WITH THE RETAIL SURVEY MARKS.
- THE CONTRACTOR SHALL FIELD MARK AND GROUND SURVEY POINT OF TANGENCY LOCATIONS WITH UNEMBEDDED BRASS MARKERS.
- THE EXISTING AND THE PROPOSED LOCATIONS OF LIGHTING CABLES ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING AND GRAPING THE EXISTING LIGHTING ENDS TO BEGINNING THEIR EXISTING LOCATION. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEMS IN A PROPER CONDITION UNTIL NEW LIGHTING SYSTEMS HAVE BEEN INSTALLED AND ACCEPTED. THE CONTRACTOR SHALL PROTECTIVELY AND FAIRLY AND UNOBVIOUSLY WITH THE CABLE IDENTIFICATION MARKERS BEING TO IDENTIFY THE LIGHTING SYSTEMS TO THE OWNER AND QUALIFIER. COORDINATE IDENTIFICATION MARKS WITH THE OWNER AND QUALIFIER. MAKE ALL CONNECTIONS, ADDITIONS, ETC. ON THE 45-DEGREE [WARNING].
- THE CONTRACTOR SHALL PERFORM WEDGER TESTS ON EACH REGULATOR CABLE PRIOR TO ANY WORK ON THE ELECTRICAL SYSTEM AND AFTER THE ACCEPTANCE TEST PERIOD.
- THE CONTRACTOR SHALL SUBMIT HIS RETAIL WEDGER TEST REPORTS TO THE OWNER AND ENGINEER PRIOR TO ANY WORK ON THE ELECTRICAL SYSTEM. THIS REPORT SHALL BE APPROVED AND SIGNED BY THE OWNER PRIOR TO THE CONTRACTOR PROCEEDING WITH HIS WORK.
- THE CONTRACTOR SHALL CHECK THE LOAD ON EACH REGULATOR PRIOR TO ANY WORK ON THE ELECTRICAL SYSTEM AND AFTER THE ACCEPTANCE TEST PERIOD.
- LOADING/TUNING PROCEDURES AND MESSAGE TESTING REQUIREMENTS SHALL BE SUBMITTED TO AND PASSED BY THE FAA FIRST OF L-100 RUNWAY FUEL.
- CONDUITS AND DUCTS UNDER PAVED AREAS SHALL BE CONCRETE ENCASED.
- CONDUITS AND DUCTS UNDER NON-PAVED AREAS SHALL BE NON-ENCASED. UNLESS OTHERWISE NOTED.
- DURING CONSTRUCTION, PROTECT ALL EQUIPMENT, DUCTS, CONDUITS, CABLES, ETC. THAT ARE TO REMAIN IN PLACE.
- THE CONTRACTOR SHALL START THE PAVE LOCATIONS PRIOR TO ANY WORK. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF AN EXPERIENCED AND LICENSED SURVEYOR AND SHALL MAKE ANY SURVEY ADJUSTMENTS PRIOR TO BEING BASED UPON THE HIGH OBSTACLE CLEARANCE SURFACE AND THE OBSTRUCTIONS WITHIN THE AREA THAT ARE TO REMAIN. PAVE LOCATIONS SHALL BE CORRECTED FOR RUNWAY LONGITUDINAL GRADIENT.

ELECTRICAL SAFETY NOTES

- SERIES CIRCUITS CAN BE DANGEROUS AND/OR FATAL.
- LOCKOUT/TAGOUT PROCEDURES SHALL BE FOLLOWED.
- ALL LIGHTING REGULATORS SHALL BE TURNED OFF AND TAGES OUT OF SERVICE BEFORE ANY WORK IS DONE ON ANY SERIES CIRCUIT.
- THE ELECTRICAL RESISTANCE AND INSULATION INTEGRITY OF EACH WEDGED CABLE SHALL BE TESTED BEFORE THE CIRCUIT IS ENERGIZED.
- THE CONTRACTOR SHALL BE EXTREMELY CAREFUL WHILE EXCAVATING IN THE EXISTING CIRCUITS. ALL CABLE WHICH IS HIDDEN DURING EXCAVATION SHALL BE PROTECTED OR SHIELDED OR THE LENGTH OF CABLE REPLACED. A SAFETY MANAGER SHALL BE INSTALLED AT ALL SPICE LOCATIONS MORE THAN 4' AWAY FROM A LIVE OR DEAD SPICE. THE SAFETY MANAGER SHALL BE SUPPLIED BY THE CONTRACTOR AT HIS ADDITIONAL COST TO THE OWNER.

EXISTING MATERIALS

- REMOVE EXISTING DUCT-BURNED CABLE IN PLACE. (TYPICAL)
- REMOVE EXISTING BASE-MOUNTED RUNWAY EDGE LIGHT. (TYPICAL)
- REMOVE EXISTING BASE-MOUNTED HULL BOLL SIGNMENT CABLES. REMOVE LIGHTS AND BOLL. INSTALL NEW CABLE AND RECONNECT CONDUIT FROM LIGHT TO LIGHT. BRUSHLESS SIGN BOLL.
- REMOVE EXISTING BASE-MOUNTED RUNWAY THRESHOLD LIGHT. (TYPICAL)
- REMOVE EXISTING BASE-MOUNTED RUNWAY END LIGHTS. (TYPICAL)
- REMOVE EXISTING FAN-SHAPED HIGH SYSTEM AND RETURN TO FAN.
- REMOVE EXISTING WALKER SHIELDER SIGN STRUCTURE AND SUPPORT STRUCTURE. INCLUDING SIGNS, HANDLES AND ACCESSORIES. REPAIR EXISTING BASE-MOUNTED RUNWAY THRESHOLD LIGHTS WITH NEW WORK WITH CLOSE PROXIMITY TO LIGHT BOLL.
- REMOVE EXISTING 100-WATT COPPER CONTROL CABLE FROM VAULT TO TOWER.
- REMOVE EXISTING FAN BOLL POWER AND CONTROL CABLES FROM EXISTING CONTROL STATION TO REL. LINE'S MANHOLE CONDUITS IN PLACE.
- REMOVE EXISTING IMPROVED WALKER 8-LIGHT BOLL PATCH CONCRETE TO MATCH SURROUNDING AREA.
- DEMOLISH EXISTING CONCRETE BASE.
- REMOVE EXISTING FAN-CONTROL REL SYSTEM AND RETURN EQUIPMENT TO AIR TOWER. REMOVE EXISTING MANHOLE CONDUITS IN PLACE.
- REMOVE EXISTING RUNWAY CABLES FROM EXISTING DUCT BANKS, HANDLES AND MANHOLES.
- EXISTING BASE-MOUNTED TOWER LIGHT LOCATIONS TO REMAIN. (TYPICAL)
- EXISTING BASE-MOUNTED SIGNAGE SIGNS TO REMAIN. (TYPICAL)
- EXISTING BASE-MOUNTED L-800E WINDOZE TO REMAIN.
- EXISTING ELECTRICAL WALKER REFER TO ELECTRICAL ONE-LINE AND DETAIL SHEETS FOR WORK REQUIREMENTS.
- EXISTING FAN AIR TRAFFIC CONTROL TOWER (ACTS) REFER TO ELECTRICAL DETAIL SHEETS FOR WORK REQUIREMENTS.
- EXISTING BASE-MOUNTED L-800T WINDOZE AND SEGMENTED CIRCLE TO REMAIN.
- REMOVE EXISTING REL CABLES FROM EXISTING DUCT BANK. REMOVE DUCT BANK IN PLACE. CONTRACTOR SHALL VERIFY CABLE POSITION. DUCT BANK SHALL BE PRESENCE OF TOWER'S IN ORDER TO AVOID HAZARD.
- REMOVE EXISTING TRIMMED EDGE LIGHT AND STORE FOR LATER REINSTALLATION. BRUSHLESS SIGNAGE.
- DEMOLISH EXISTING REL CONTROL STATION INCLUDING WALKER BOLL AND PAVE MARKING AND STORE (APPROVED) AS DIRECTED BY THE FAA. FIELD LOCATE EXISTING AND RELOCATE WALKER POWER FROM EXISTING TO NEW EQUIPMENT ON NEW PERMISSIBLE REL CONTROL STATION.
- REMOVE EXISTING WALKER POWER AND CONTROL CABLES. AMBISON CONDUITS IN PLACE.
- DEMOLISH EXISTING CLEFTED WALKER 5-LIGHT BOLL AND SUPPORT STRUCTURE INCLUDING SIGNS, HANDLES AND ACCESSORIES. REPAIR EXISTING PATCH CONCRETE TO MATCH EXISTING.
- DEMOLISH EXISTING WALKER FLAGLER LIGHT AND SUPPORT STRUCTURE. INCLUDING SIGNS, HANDLES AND ACCESSORIES. REPAIR EXISTING PATCH CONCRETE TO MATCH EXISTING.
- REMOVE EXISTING WALKER SHIELDER AND ACCESSORIES, REMOVE EXISTING FAN.
- EXISTING WALKER SHIELDER TRANSFORMER TO BE REMOVED BY THE FIELD. CONTRACTOR WILL WORK WITH LICENSED ELECTRICAL ENGINEER TO OBTAIN SIGNATURE TO BUILDING BOLL REMOVED. REFER EXISTING DRAWING TO MATCH EXISTING.
- BRUSHLESS EXISTING WALKER POWER DISTRIBUTION ASSEMBLY INCLUDING BOLLER, SIGNS, HANDLES AND ACCESSORIES. REPAIR EXISTING PATCH CONCRETE TO MATCH EXISTING.
- REMOVE EXISTING WALKER 100-WATT COPPER CONTROL CABLE FROM VAULT TO TOWER.
- REMOVE EXISTING FAN MANHOLE AND RETURN DISTRIBUTION PANEL.
- REMOVE EXISTING WALKER WALKER POWER DISTRIBUTION PANEL. REFER EXISTING DRAWING TO MATCH EXISTING CONDUITS AND AMBISON CONDUIT SYSTEM IN PLACE.
- REMOVE EXISTING BASE-MOUNTED TOWER LIGHT (TYPICAL OF 4)

- REMOVE EXISTING RUNWAY 33 SIGNAGE SHIELDER POWER CABLE IN PLACE.
- EXISTING RUNWAY 33 SIGNAGE SHIELDER AND ACCESSORIES TO REMAIN.
- REMOVE ALL EXISTING AMBISON CABLES FROM EXISTING DUCT BANK WHICH IS TO BE RELOCATED. SEE 2-DOOR FOR NEW DUCT BANK LOCATION.
- DEMOLISH MANHOLE AND DUCT BANK FOR NEW 2-DOOR CONSTRUCTION. AMBISON REMAINING DUCT IN PLACE.
- REMOVE AND STORE EXISTING TOWER GUARDRAIL BOLL BRUSHLESS EXISTING CONCRETE BASE LIGHTS EXISTING CONDUIT FOR EXISTING TO NEW LOCATION.



REGISTRATION NO. F-4113



NO.	DATE	DESCRIPTION	BY	CHKD.	DATE
1	2/14/14	ISSUE FOR PERMITS	JAW	MMW	
2	2/14/14	ISSUE FOR PERMITS	JAW	MMW	
3	2/14/14	ISSUE FOR PERMITS	JAW	MMW	
4	2/14/14	ISSUE FOR PERMITS	JAW	MMW	
5	2/14/14	ISSUE FOR PERMITS	JAW	MMW	
6	2/14/14	ISSUE FOR PERMITS	JAW	MMW	
7	2/14/14	ISSUE FOR PERMITS	JAW	MMW	

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: *12-8-2011*

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

ELECTRICAL
LEGEND
AND NOTES

JOB NO: 1008130
DATE: APR. 2011
DESIGNED BY: MMW
DRAWN BY: JAN

NO. OF SHEETS: 15
SHEET NO.: 15

E-001

DATE PLOTTED: 2/14/14 11:55 AM. PLOT FILE: I:\Projects\2011\111317\111317.dwg. PLOT SCALE: 1.00. PLOT SHEET: 15 OF 15. PLOT SIZE: 24.00x36.00. PLOT ORIENT: L. PLOT UNIT: MM.

INSTALLATION NOTES:

- 1) CONCRETE REINFORCED BY REBAR. FIELD LOCATE PIPING AND CONTROL CABLES AND PROTECT DURING CONSTRUCTION.
- 2) INSTALL NEW 1-8/32 RAINY SIDE LIGHT WITH RED/YELLOW LENS SET. (TYPICAL)
- 3) INSTALL NEW 1-8/32 RAINY SIDE LIGHT WITH RED/YELLOW LENS SET. (TYPICAL)
- 4) INSTALL NEW 1-8/32 RAINY SIDE LIGHT WITH RED/YELLOW LENS SET. (TYPICAL)
- 5) INSTALL NEW BALE POWER CIRCUITS TO 8-LIGHT BARR. EXTEND BACK TO AND MAKE ALL FINAL CONNECTIONS WITH THE EXISTING MAIN POWER DISTRIBUTION PANEL.
- 6) INSTALL NEW LIGHTING CIRCUIT, BRANCH TYPE "N". (TYPICAL)
- 7) INSTALL NEW 18"-2" CONCRETE-ENCLOSED DUCT BANK. INSTALL GROUND RODS AND DUCT MARKERS.
- 8) EXISTING TYPICAL TYPING OR INSCRIPTION SIGN TO REMAIN. DO NOT REMOVE. (TYPICAL)
- 9) EXISTING TYPICAL EDGE LIGHT TO REMAIN. DO NOT REMOVE. (TYPICAL)
- 10) REINFORCE EXISTING MANHOLE. CONNECT CONDUITS/POLYBUTYLENE LABEL ALL NEW AND EXISTING CABLES. (TYPICAL)
- 11) INSTALL NEW 1-8/32 RAINY SIDE LIGHT WITH A GREEN/YELLOW LENS SET.
- 12) INSTALL NEW 1-8/32 RAINY SIDE LIGHT WITH A GREEN/YELLOW LENS SET.
- 13) INSTALL NEW 1-8/32 RAINY SIDE LIGHT WITH CLEAR/YELLOW SET. (TYPICAL)
- 14) INSTALL NEW LIGHTING CIRCUIT, BRANCH TYPE "N".
- 15) INSTALL NEW IMPROVEMENT 1-8/32 LED-100 TYPICAL RAINY SIDE LIGHTS. BRACKET AND REPAIR TYPING. COORDINATE EXACT REFERENCE POINTS FOR THE EXISTING.
- 16) INSTALL NEW CONCRETE ENCLOSED 1-8/32 JUNCTION CAN (TYPICAL)
- 17) EXISTING 1-8/32 JOINT W/REBAR. DO NOT EXISTING.
- 18) INSTALL NEW 1-8/32 MANHOLE WITH SIGN. (TYPICAL)
- 19) INSTALL NEW 1-8/32 PAIN SYSTEM.
- 20) CONSTRUCT NEW 18"-2" CONCRETE-ENCLOSED RAINY SIDE WITH CLEAR LENS.
- 21) INSTALL NEW 1-8/32 RAINY SIDE LIGHT WITH CLEAR LENS SET. (TYPICAL)
- 22) CONSTRUCT NEW 18"-2" CONCRETE-ENCLOSED DUCT BANK.
- 23) INSTALL NEW 18"-2" CONCRETE-ENCLOSED DUCT BANK. CONDUIT TO NEW MAINS DUCT BANK. WORK INCLUDES EASE, CONDUIT, AND CONDUIT FITTINGS TO BE PROVIDED BY THE PAIN. FINISHING SPRING.
- 24) INSTALL NEW IMPROVEMENT 3-LIGHT WALKER BAR WITH DRIVE AWAY FROM RAINY CENTRAL.
- 25) EXISTING 1-8/32 W/NOCON AND REINFORCED CIRCLE TO REMAIN. DO NOT REMOVE.
- 26) EXISTING ELECTRICAL VAULT. INSTALL NEW REGULATORS FOR NEW SERVO CIRCUITS. SEE ONE-LINE AND DETAIL SHEETS FOR WORK REQUIREMENTS.
- 27) EXISTING 15-LIGHT BAR STATION TO REMAIN.
- 28) INSTALL NEW 18"-2" CONCRETE-ENCLOSED MANHOLE BELLS. INSTALL EXISTING UNIT ASSEMBLY. BRACKET AND JUNCTION CAN. CONDUITS, FITTINGS AND APPROPRIATIONS. SEE PAIN SCHEDULE DRAWINGS FOR ADDITIONAL WORK REQUIREMENTS.
- 29) REINFORCE EXISTING MANHOLE. INSTALL DRAINAGE SYSTEM. INSTALL NEW NON-METALLIC CABLE RIGID ON WALL. RACE EXISTING AND NEW 3/4" DIA. NEW MAINS. TAG ON 10' W/1" GAGE TYPICAL.
- 30) INSTALL NEW 3-STEP TO 5-STEP CONDUIT KIT TO UPGRADE EXISTING RUN BOX.
- 31) INSTALL NEW LIGHTING CIRCUIT BRANCH TYPE "N" TO EXISTING SCHEDULE BOX.
- 32) INSTALL NEW LED-100 1-8/32 ELIMATED GARD LIGHT. (TYPICAL)
- 33) INSTALL NEW 8-SPAND FIBER CABLE BETWEEN ALONG COMPUTERS IN THE VAULT AND THE ASS. UTILIZE EXISTING 18"-4" DUCT LABEL CABLES IN MANHOLE.
- 34) INSTALL NEW 18"-2" CONCRETE-ENCLOSED.
- 35) INSTALL NEW NON-METALLIC CABLES IN EXISTING 18"-4" DUCT BANK. UTILITY SPARE DUCT LABEL ALL NEW AND EXISTING CABLES IN MANHOLE.
- 36) EXISTING JCT. MAKE ALL FINAL CONNECTIONS FOR ALONG COMPUTER FOR FIRST FLOOR AND TALK-ROOMS IN CA.

- 37) INSTALL NEW LIGHTING CIRCUIT CABLES IN EXISTING DUCT BANK.
- 38) CONSTRUCT NEW 18"-2" CONCRETE-ENCLOSED DUCT BANK WITH DUCT MARKERS AND DUCT LABELS. INSTALL NEW FIBER/LED APPROVED ALL PIPING AND CONTROL CABLES TO EQUIPMENT ROOMS 2" AND CONDUIT/POLE SYSTEM WITH THESE BORE SIZES.
- 39) INSTALL NEW 18"-2" CONCRETE-ENCLOSED DUCT BANK. CONNECT TO NEW DUCT BANK. LABEL ALL CABLES.
- 40) INSTALL NEW 18"-2" CONCRETE-ENCLOSED DUCT BANK FROM 18"-2" MANHOLE TO NEW 18"-2" CONCRETE-ENCLOSED DUCT BANK. APPROXIMATE CONTROL CABLES. NEW POWER AND CONTROL CABLES TO EXISTING.
- 41) VERIFY EXISTING SERVICE EQUIPMENT TO INSTALL NEW 1-8/32 IMPROVEMENT RAINY SIDE LIGHTS. VERIFY CIRCUIT TO MANHOLE. CAP WITH THE SCHEDULE.
- 42) INSTALL NEW 1-8/32 JUNCTION CAN FOR FUTURE IMPROVEMENT BELLS. INSTALL 2" CONDUIT FROM CAN TO CAN AND FROM CAN TO MANHOLE. CAP COVER AND WATERPROOF.
- 43) INSTALL NEW 18"-2" CONCRETE-ENCLOSED DUCT BANK. BRACKET RODS AND DUCT MARKERS.
- 44) REINFORCE EXISTING MANHOLE TO NEW MAIN. (TYPICAL OF 4)
- 45) INSTALL NEW 1-8/32 RAINY SIDE LIGHT. (TYPICAL)
- 46) CAP 1" DIA. SUBMIT W/PROVIDER.
- 47) EXISTING MAIN POWER DISTRIBUTION PANEL. COORDINATE NEW 18"-4" DUCT BANK CONNECTION AT PANEL OR ADJACENT PAIN MANHOLE. BRACKET NEW CONDUIT. SEE PAIN SCHEDULE DRAWINGS.
- 48) CONSTRUCT NEW 18"-4" CONCRETE-ENCLOSED DUCT BANK WITH DUCT MARKERS AND DUCT LABELS. INSTALL LIGHTING CIRCUIT WITH 2" AND CONDUIT/POLE SYSTEM FROM THE SCHEDULE BORE.
- 49) CONNECT EXISTING 18" HELD BACK TO RAINY CIRCUIT. MAKE ALL FINAL CONNECTIONS.
- 50) VERIFY THE CONCRETE ENCLOSED MANHOLE WITH A SLIGHT OF OVER THE DUCTILE RAINY SIDE LIGHT. BRACKET RODS AND DUCT MARKERS. MAKE A 2" DIA. BRUSH COVER. AND THE CONDUIT DRAIN SYSTEM SHALL BE 1/2" DIA. PIPING. VERIFY THE SCHEDULE BORE. APPROXIMATE THE ELECTRICAL CONDUIT SYSTEM. CONDUIT BORE PIPES SHALL ALWAYS BE SCHEDULE BORE. THE 18" HELD BACK SHALL BE 18" DIA. ELECTRICAL CONDUIT SYSTEM WITH A MINIMUM 1" TYPICAL SCHEDULE BORE. APPROXIMATE DIRECT BY APPROVED BY THE ENGINEER.
- 51) INSTALL NEW FIBER/LED 18"-2" CONCRETE-ENCLOSED DUCT BANK. BRACKET RODS AND DUCT MARKERS. BRACKET RODS AND DUCT MARKERS. REINFORCE EXISTING MANHOLE. BRACKET RODS AND DUCT MARKERS. CONNECT CONDUITS/POLYBUTYLENE LABEL ALL NEW AND EXISTING CABLES. (TYPICAL)
- 52) INSTALL NEW 18"-2" CONCRETE-ENCLOSED DUCT BANK. BRACKET RODS AND DUCT MARKERS. BRACKET RODS AND DUCT MARKERS. REINFORCE EXISTING MANHOLE. BRACKET RODS AND DUCT MARKERS. CONNECT CONDUITS/POLYBUTYLENE LABEL ALL NEW AND EXISTING CABLES. (TYPICAL)
- 53) EXISTING 1-LIGHT BAR TO REMAIN.
- 54) EXISTING PAIN MANHOLE TO REMAIN. LABEL ALL NEW AND EXISTING CONDUITS.
- 55) EXISTING WALKER SIGNAGE RESPONSE TO REMAIN.
- 56) EXISTING MAIN POWER AND CONTROL CIRCUITS TO MAINS AND FIBER/LED IN SIGN.
- 57) EXISTING MAINS FIBER TO REMAIN.
- 58) EXISTING PAIN DUCT BANK. INSTALL NEW FIBER/LED SIGN WALKER SIGN TO EXISTING MAINS DUCT BANK. (TYPICAL)
- 59) EXISTING WALKER SIGNAGE AND PAIN MANHOLE TO REMAIN. SEE PAIN SCHEDULE DRAWINGS.
- 60) EXISTING UNDERGROUND SECONDARY SERVICE FOR WALKER SIGNAGE TO REMAIN.
- 61) COORDINATE ALL PAIN AND AIRPORT CONDUIT CROSSING LOCATIONS. MARKING WALKER SIGN ON AIRPORT CONDUIT AND INTERNAL PAIN CONDUIT. MARKER "N" BEING APPROVED CONDUIT TYPICAL.

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red hereon. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Porty Newell*
 Date: 12-8-2011

See Attached Revised Sheet E-002



REGISTRATION NO. 44073



DATE	
SCALE	
REVISIONS	

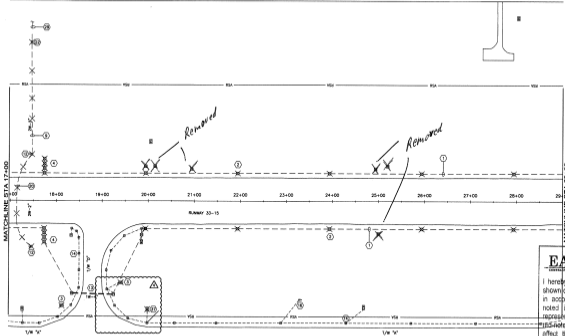
TOWN OF ADDISON
 AIRPORT
 ADDITION, TEXAS
 ELECTRICAL
 LEGEND
 AND NOTES

JOB NO: 10081100
 DATE: FEB. 2011
 DESIGNED BY: JSM
 DRAWN BY: JSM

PROJECT NO.
 10081100
 SHEET NUMBER

E-002

106-152079-0001(02) - A02 - Remove Improvements/Obstacles/EAS, E101, 2Mx40, 1/8/2011, 8:33 AM [add, modify, delete]
 106-152079-0001(02) - A02 - Remove Improvements/Obstacles/EAS, E101, 2Mx40, 1/8/2011, 8:33 AM [add, modify, delete]
 106-152079-0001(02) - A02 - Remove Improvements/Obstacles/EAS, E101, 2Mx40, 1/8/2011, 8:33 AM [add, modify, delete]



GENERAL NOTES:
 1. SEE SHEET E-100 FOR KEYED NOTES.

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
 Date: 12-8-2011

REGISTRATION NO. E-278

NO.	DATE	DESCRIPTION	DESIGNED BY	CHECKED BY	IN CHARGE
1	12/07/11	ISSUE FOR PERMITS			
2	03/07/11	ISSUE FOR PERMITS			
3	01/11/11	ISSUE FOR PERMITS			
4	01/11/11	ISSUE FOR PERMITS			
5	01/11/11	ISSUE FOR PERMITS			
6	01/11/11	ISSUE FOR PERMITS			
7	03/07/11	ISSUE FOR PERMITS			

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

RUNWAY IMPROVEMENTS

ELECTRICAL
 REMOVAL
 PLAN I

JOB NO. 11081112
 DATE: APR. 2011
 DESIGNED BY: WMA
 DRAWN BY: JSA

SHEET NUMBER
E-102



REGISTRATION NO.
R-2712



DATE: 12/20/11

NO.	DATE	REVISION	BY	CHKD
1	12/20/11	ISSUE FOR BIDDING	JAN	JK
2	12/20/11	ISSUE FOR CONSTRUCTION	JAN	JK

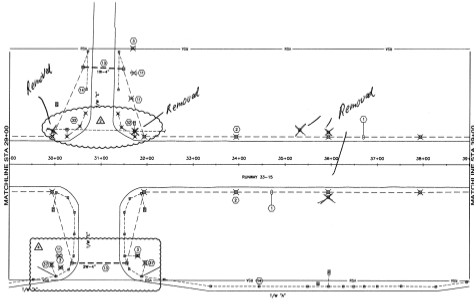
TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, UTAH
RUNWAY IMPROVEMENTS

ELECTRICAL
REVISIONAL
PLANS

JOB NO. 10881100
DATE: APR. 2011
DESIGNED BY: MMS
DRAWN BY: JAH

PROJECT NO. 10881100
SHEET NO. 10881100-02
SHEET NUMBER

E-103



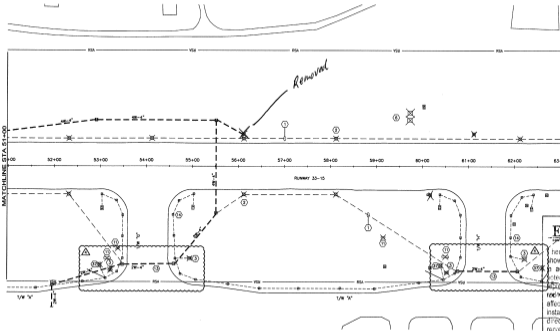
GENERAL NOTES:
1. SEE SHEET E-101 FOR REVISION NOTES.

EAS
ENGINEERS ARCHITECTS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: 12-8-2011

12/20/2011 10:00 AM - JAH - Addison Improvement (10881100)_EAS-AS-BUILT.dwg - Job No. 10881100 - 02 - 12/20/2011 10:00 AM - JAH - Addison Improvement (10881100)_EAS-AS-BUILT.dwg
 12/20/2011 10:00 AM - JAH - Addison Improvement (10881100)_EAS-AS-BUILT.dwg - Job No. 10881100 - 02 - 12/20/2011 10:00 AM - JAH - Addison Improvement (10881100)_EAS-AS-BUILT.dwg
 12/20/2011 10:00 AM - JAH - Addison Improvement (10881100)_EAS-AS-BUILT.dwg - Job No. 10881100 - 02 - 12/20/2011 10:00 AM - JAH - Addison Improvement (10881100)_EAS-AS-BUILT.dwg


GENERAL NOTES

1. SEE SHEET E-001 FOR KEYED NOTES

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By:

Date:

12-8-2011

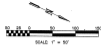
NO.	DATE	DESCRIPTION	BY	CHK'D
1	12/01/11	ISSUED FOR PERMITS	JKH	JKH
2	01/17/12	ISSUED FOR CONSTRUCTION	JKH	JKH
3	03/22/12	ISSUED FOR AS-BUILT	JKH	JKH
4	04/23/12	ISSUED FOR RECORD	JKH	JKH
5	04/23/12	ISSUED FOR RECORD	JKH	JKH

 TOWN OF ANDERSON
ANDERSON AIRPORT
ANDERSON, TENN.

 ELECTRICAL
FINAL
PLAN

 JOB NO.: 10861100
DATE: APR. 2011
DESIGNED BY: WMA
DRAWN BY: JKH

 SHEET NUMBER
E-105



REGISTRATION NO.
P-0712



04/1/20

12

REVISIONS

DATE

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

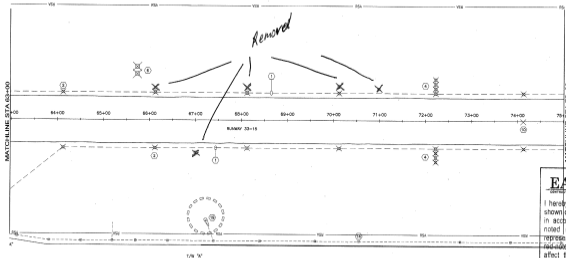
ELECTRICAL
REMOVAL
PLAN VI

ADD NO: 10051108
DATE: FEB. 2011
DESIGNED BY: WMA
DRAWN BY: JKH

EAS
REGISTERED PROFESSIONAL ENGINEER
STATE OF TEXAS
NO. 00402716
EXPIRES: 12/31/2014

SHEET NUMBER

E-106



GENERAL NOTES:

- SEE SHEET E-001 FOR KEYED NOTES.

EAS
REGISTERED PROFESSIONAL ENGINEER

AS BUILT

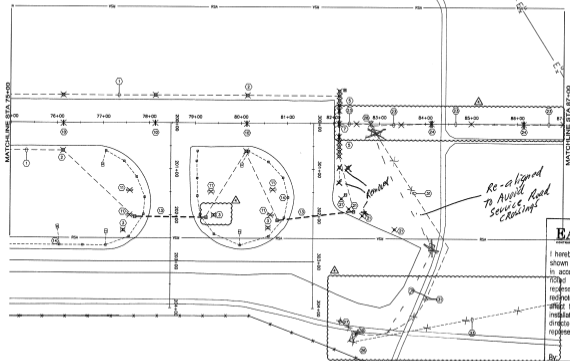
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: *12-9-2011*

THE TOWN OF ADDISON, TEXAS, HAS ADOPTED THE STANDARD SPECIFICATIONS FOR ROAD AND AIRPORT CONSTRUCTION, SIXTH EDITION, 2007, AS AMENDED BY THE 2009 AND 2010 AMENDMENTS. THESE SPECIFICATIONS ARE AVAILABLE FROM THE TOWN OF ADDISON, 1500 WEST 13TH STREET, ADDISON, TEXAS 75001.

046 1107071000100 - 000 - Runway Improvements/Overhaul/EAS/AS-BUILT, Add, 1000, 17/07/2011, Add. All work shall be subject to review and approval by: safety, training, E, 0101, 0105, 0109, 0110, 0111, 0112, 0113, 0114, 0115, 0116, 0117, 0118, 0119, 0120, 0121, 0122, 0123, 0124, 0125, 0126, 0127, 0128, 0129, 0130, 0131, 0132, 0133, 0134, 0135, 0136, 0137, 0138, 0139, 0140, 0141, 0142, 0143, 0144, 0145, 0146, 0147, 0148, 0149, 0150, 0151, 0152, 0153, 0154, 0155, 0156, 0157, 0158, 0159, 0160, 0161, 0162, 0163, 0164, 0165, 0166, 0167, 0168, 0169, 0170, 0171, 0172, 0173, 0174, 0175, 0176, 0177, 0178, 0179, 0180, 0181, 0182, 0183, 0184, 0185, 0186, 0187, 0188, 0189, 0190, 0191, 0192, 0193, 0194, 0195, 0196, 0197, 0198, 0199, 0200, 0201, 0202, 0203, 0204, 0205, 0206, 0207, 0208, 0209, 0210, 0211, 0212, 0213, 0214, 0215, 0216, 0217, 0218, 0219, 0220, 0221, 0222, 0223, 0224, 0225, 0226, 0227, 0228, 0229, 0230, 0231, 0232, 0233, 0234, 0235, 0236, 0237, 0238, 0239, 0240, 0241, 0242, 0243, 0244, 0245, 0246, 0247, 0248, 0249, 0250, 0251, 0252, 0253, 0254, 0255, 0256, 0257, 0258, 0259, 0260, 0261, 0262, 0263, 0264, 0265, 0266, 0267, 0268, 0269, 0270, 0271, 0272, 0273, 0274, 0275, 0276, 0277, 0278, 0279, 0280, 0281, 0282, 0283, 0284, 0285, 0286, 0287, 0288, 0289, 0290, 0291, 0292, 0293, 0294, 0295, 0296, 0297, 0298, 0299, 0300, 0301, 0302, 0303, 0304, 0305, 0306, 0307, 0308, 0309, 0310, 0311, 0312, 0313, 0314, 0315, 0316, 0317, 0318, 0319, 0320, 0321, 0322, 0323, 0324, 0325, 0326, 0327, 0328, 0329, 0330, 0331, 0332, 0333, 0334, 0335, 0336, 0337, 0338, 0339, 0340, 0341, 0342, 0343, 0344, 0345, 0346, 0347, 0348, 0349, 0350, 0351, 0352, 0353, 0354, 0355, 0356, 0357, 0358, 0359, 0360, 0361, 0362, 0363, 0364, 0365, 0366, 0367, 0368, 0369, 0370, 0371, 0372, 0373, 0374, 0375, 0376, 0377, 0378, 0379, 0380, 0381, 0382, 0383, 0384, 0385, 0386, 0387, 0388, 0389, 0390, 0391, 0392, 0393, 0394, 0395, 0396, 0397, 0398, 0399, 0400, 0401, 0402, 0403, 0404, 0405, 0406, 0407, 0408, 0409, 0410, 0411, 0412, 0413, 0414, 0415, 0416, 0417, 0418, 0419, 0420, 0421, 0422, 0423, 0424, 0425, 0426, 0427, 0428, 0429, 0430, 0431, 0432, 0433, 0434, 0435, 0436, 0437, 0438, 0439, 0440, 0441, 0442, 0443, 0444, 0445, 0446, 0447, 0448, 0449, 0450, 0451, 0452, 0453, 0454, 0455, 0456, 0457, 0458, 0459, 0460, 0461, 0462, 0463, 0464, 0465, 0466, 0467, 0468, 0469, 0470, 0471, 0472, 0473, 0474, 0475, 0476, 0477, 0478, 0479, 0480, 0481, 0482, 0483, 0484, 0485, 0486, 0487, 0488, 0489, 0490, 0491, 0492, 0493, 0494, 0495, 0496, 0497, 0498, 0499, 0500, 0501, 0502, 0503, 0504, 0505, 0506, 0507, 0508, 0509, 0510, 0511, 0512, 0513, 0514, 0515, 0516, 0517, 0518, 0519, 0520, 0521, 0522, 0523, 0524, 0525, 0526, 0527, 0528, 0529, 0530, 0531, 0532, 0533, 0534, 0535, 0536, 0537, 0538, 0539, 0540, 0541, 0542, 0543, 0544, 0545, 0546, 0547, 0548, 0549, 0550, 0551, 0552, 0553, 0554, 0555, 0556, 0557, 0558, 0559, 0560, 0561, 0562, 0563, 0564, 0565, 0566, 0567, 0568, 0569, 0570, 0571, 0572, 0573, 0574, 0575, 0576, 0577, 0578, 0579, 0580, 0581, 0582, 0583, 0584, 0585, 0586, 0587, 0588, 0589, 0590, 0591, 0592, 0593, 0594, 0595, 0596, 0597, 0598, 0599, 0600, 0601, 0602, 0603, 0604, 0605, 0606, 0607, 0608, 0609, 0610, 0611, 0612, 0613, 0614, 0615, 0616, 0617, 0618, 0619, 0620, 0621, 0622, 0623, 0624, 0625, 0626, 0627, 0628, 0629, 0630, 0631, 0632, 0633, 0634, 0635, 0636, 0637, 0638, 0639, 0640, 0641, 0642, 0643, 0644, 0645, 0646, 0647, 0648, 0649, 0650, 0651, 0652, 0653, 0654, 0655, 0656, 0657, 0658, 0659, 0660, 0661, 0662, 0663, 0664, 0665, 0666, 0667, 0668, 0669, 0670, 0671, 0672, 0673, 0674, 0675, 0676, 0677, 0678, 0679, 0680, 0681, 0682, 0683, 0684, 0685, 0686, 0687, 0688, 0689, 0690, 0691, 0692, 0693, 0694, 0695, 0696, 0697, 0698, 0699, 0700, 0701, 0702, 0703, 0704, 0705, 0706, 0707, 0708, 0709, 0710, 0711, 0712, 0713, 0714, 0715, 0716, 0717, 0718, 0719, 0720, 0721, 0722, 0723, 0724, 0725, 0726, 0727, 0728, 0729, 0730, 0731, 0732, 0733, 0734, 0735, 0736, 0737, 0738, 0739, 0740, 0741, 0742, 0743, 0744, 0745, 0746, 0747, 0748, 0749, 0750, 0751, 0752, 0753, 0754, 0755, 0756, 0757, 0758, 0759, 0760, 0761, 0762, 0763, 0764, 0765, 0766, 0767, 0768, 0769, 0770, 0771, 0772, 0773, 0774, 0775, 0776, 0777, 0778, 0779, 0780, 0781, 0782, 0783, 0784, 0785, 0786, 0787, 0788, 0789, 0790, 0791, 0792, 0793, 0794, 0795, 0796, 0797, 0798, 0799, 0800, 0801, 0802, 0803, 0804, 0805, 0806, 0807, 0808, 0809, 0810, 0811, 0812, 0813, 0814, 0815, 0816, 0817, 0818, 0819, 0820, 0821, 0822, 0823, 0824, 0825, 0826, 0827, 0828, 0829, 0830, 0831, 0832, 0833, 0834, 0835, 0836, 0837, 0838, 0839, 0840, 0841, 0842, 0843, 0844, 0845, 0846, 0847, 0848, 0849, 0850, 0851, 0852, 0853, 0854, 0855, 0856, 0857, 0858, 0859, 0860, 0861, 0862, 0863, 0864, 0865, 0866, 0867, 0868, 0869, 0870, 0871, 0872, 0873, 0874, 0875, 0876, 0877, 0878, 0879, 0880, 0881, 0882, 0883, 0884, 0885, 0886, 0887, 0888, 0889, 0890, 0891, 0892, 0893, 0894, 0895, 0896, 0897, 0898, 0899, 0900, 0901, 0902, 0903, 0904, 0905, 0906, 0907, 0908, 0909, 0910, 0911, 0912, 0913, 0914, 0915, 0916, 0917, 0918, 0919, 0920, 0921, 0922, 0923, 0924, 0925, 0926, 0927, 0928, 0929, 0930, 0931, 0932, 0933, 0934, 0935, 0936, 0937, 0938, 0939, 0940, 0941, 0942, 0943, 0944, 0945, 0946, 0947, 0948, 0949, 0950, 0951, 0952, 0953, 0954, 0955, 0956, 0957, 0958, 0959, 0960, 0961, 0962, 0963, 0964, 0965, 0966, 0967, 0968, 0969, 0970, 0971, 0972, 0973, 0974, 0975, 0976, 0977, 0978, 0979, 0980, 0981, 0982, 0983, 0984, 0985, 0986, 0987, 0988, 0989, 0990, 0991, 0992, 0993, 0994, 0995, 0996, 0997, 0998, 0999, 1000.



GENERAL NOTES:

1. SEE SHEET E-101 FOR KEYED NOTES.

EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: _____

Date: 12-8-2011



REGISTRATION NO.
P-8713



NO.	REVISION	DATE
1	ISSUE FOR BIDDING	07/07/2011
2	ISSUE FOR CONSTRUCTION	07/07/2011
3	ISSUE FOR CONSTRUCTION	07/07/2011
4	ISSUE FOR CONSTRUCTION	07/07/2011
5	ISSUE FOR CONSTRUCTION	07/07/2011
6	ISSUE FOR CONSTRUCTION	07/07/2011
7	ISSUE FOR CONSTRUCTION	07/07/2011

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

ELECTRICAL
REMOVAL
PLAN

JOB NO.: 10807100
DATE: APR. 2011
DESIGNED BY: MMW
DRAWN BY: JSH

SHEET NUMBER

E-107



REGISTRATION NO.
P4723



NO.	DATE	DESCRIPTION	BY	CHK	APP	FOR
1	12/17/11	CHANGE ORDER #1				
2	12/17/11	CHANGE ORDER #2				
3	12/17/11	ISSUES RESOLVED				
4	12/17/11	ISSUES RESOLVED				

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON TEXAS

RUNWAY IMPROVEMENTS

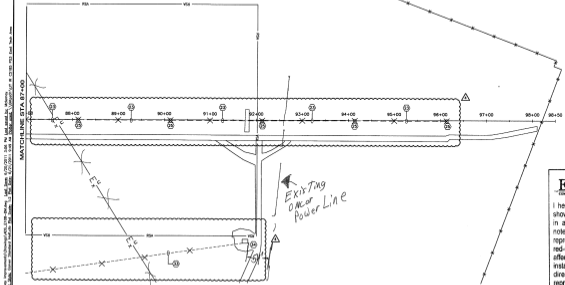
ELECTRICAL
REVISION
PLAN #E

JOB NO: 10861100
DATE: APR. 2011
DESIGNED BY: WMA
DRAWN BY: JWA

SCALE: AS SHOWN
DATE: APR. 2011
PROJECT: ADDISON AIRPORT
SHEET: 12 OF 12

SHEET NUMBER

E-108



GENERAL NOTES:

1. SEE SHEET E-001 FOR RELATED NOTES.

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: Dawn

Date: 12-8-2011

THE UNIVERSITY OF TEXAS AT AUSTIN - TEXAS DEPARTMENT OF TRANSPORTATION, 4901 BRIDGE STREET, AUSTIN, TEXAS 78758-0001, TEL: 512/475-1000, FAX: 512/475-1001, WWW: www.txdot.gov
 GARVER INC., 2500 WEST 13TH STREET, SUITE 200, FORT WORTH, TEXAS 76102, TEL: 817/342-2200, FAX: 817/342-2201, WWW: www.garver.com



REGISTRATION NO.
F-2713



NO.	DATE	DESCRIPTION	BY	FOR	FOR
1	12/8/2011	CHANGE ORDER #1	MMW	MMW	MMW
2	12/8/2011	ISSUE FOR BIDDING	MMW	MMW	MMW
3	12/8/2011	ALLOW FOR STAKE REVISIONS	MMW	MMW	MMW
4	12/8/2011	ISSUE FOR BIDDING	MMW	MMW	MMW

TOWN OF ADONISON
ADONISON AIRPORT
ADONISON, MISSOURI

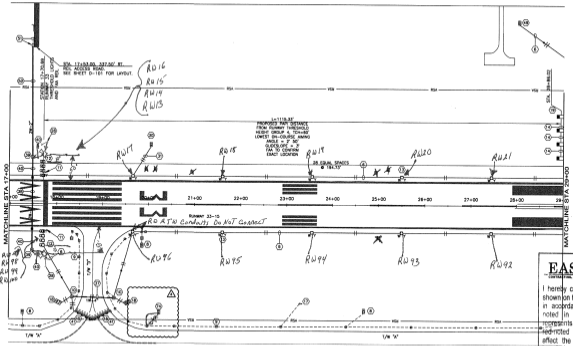
RUNWAY IMPROVEMENTS

ELECTRICAL
INSTALLATION
PLANS

JOB NO.: 15081100
DATE: APR. 2011
DESIGNED BY: MMW
DRAWN BY: JMH

SCALE: AS SHOWN
DATE: 12-8-2011

SHEET NUMBER
E-202



GENERAL NOTES:
1. SEE SHEET E-000 FOR KEYED NOTES.

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: 12-8-2011

DATE: 12/28/2011 09:00:00 AM - PROJECT: Runway Improvements/ADONISON AIRPORT - PLAN: EAS - SHEET: E-202 - USER: JMH - PLOT DATE: 12/28/2011 10:00:00 AM - PLOT SCALE: 1" = 50' - PLOT SIZE: 11.00" x 17.00" - PLOT ORIGIN: 0.00, 0.00 - PLOT RANGE: 0.00, 0.00 - PLOT RESOLUTION: 300 DPI - PLOT METHOD: PLOT



REGISTRATION NO.
P4713



NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY
1	11/27/11	CHANGE SHEET #3	EP
2	12/27/11	MARKING REVISIONS	TR
3	12/27/11	RELEASED BY STATE RECORDS	TR
4	1/22/12	CHANGE TRACK TRACK MAN	TR

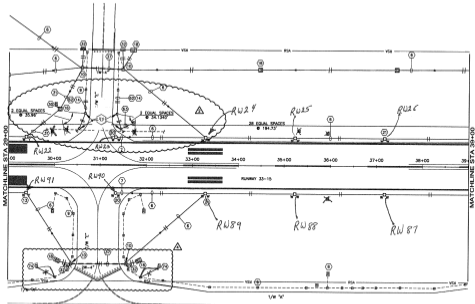
TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS
RUNWAY IMPROVEMENTS

ELECTRICAL
INSTALLATION
PLANS

JOB NO. 1081150
DATE: APR. 2011
DESIGNED BY: LHM
DRAWN BY: JAH

SHEET NO. 1
ELECTRICAL
INSTALLATION
PLANS
SHEET NUMBER

E-203



GENERAL NOTES:

- SEE SHEET E-202 FOR NOTES.

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: 

Date: 12-8-2011



REGISTRATION NO.
R-2732



NO.	DATE	REVISION	BY	CHK'D
1	11/17/11	ISSUE FOR PERMITS	FW	FW
2	12/14/11	REVISIONS	FW	FW
3	1/17/12	AS BUILT	FW	FW
4	1/17/12	AS BUILT	FW	FW
5	1/17/12	AS BUILT	FW	FW
6	1/17/12	AS BUILT	FW	FW
7	1/17/12	AS BUILT	FW	FW

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

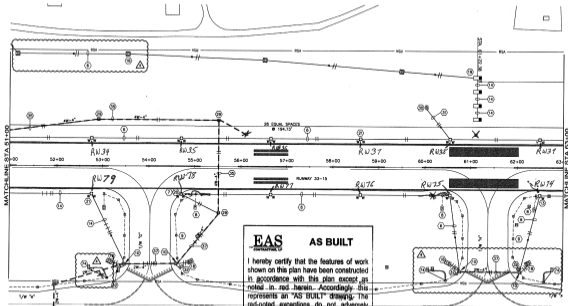
ELECTRICAL
INSTALLATION
PLAN V

JOB NO. 10891100
DATE: APR. 2011
DESIGNED BY: WSA
DRAWN BY: JSL

SHEET NUMBER

E-205

DATE: 1/17/12 10:58:11 AM - JOB: 10891100 - PROJECT: Runway Improvements - Runway 33-15 - PLAN: EAS AS BUILT - SHEET: E-205
 DRAWN BY: JSL - CHECKED BY: WSA - DATE: 1/17/12 10:58:11 AM - SCALE: 1" = 50' - PROJECT: Runway Improvements - Runway 33-15 - PLAN: EAS AS BUILT - SHEET: E-205



EAS AS BUILT

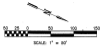
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly, this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: 

Date: 12-8-2011

GENERAL NOTES:

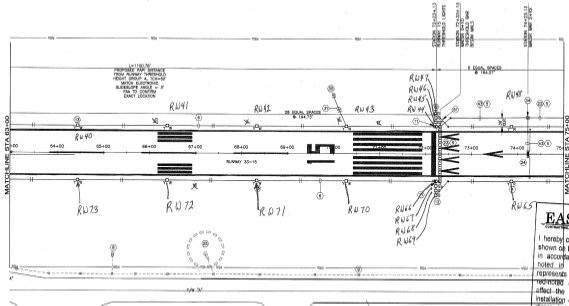
1. SEE SHEET E-000 FOR KEYED NOTES.



REGISTRATION NO.
F-5713



01/17/2011



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: Dan Hill

Date: 12-8-2011

DATE: 01/17/2011 11:04 AM
 USER: JG
 PROJECT: ADDISON AIRPORT
 SHEET: E-206
 DRAWN BY: JG
 CHECKED BY: JG
 APPROVED BY: JG

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

ELECTRICAL
 INSTALLATION
 PLAN V

JOB NO: 10581100
 DATE: FEB. 2011
 DESIGNED BY: JG
 DRAWN BY: JG

NO. 5 NEW 1/2" P.
 1/4" DIA. HOLE
 CUT OUT TO BE
 WELD REPAIR

SHEET NUMBER

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

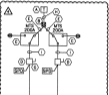
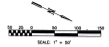
RUNWAY IMPROVEMENTS

NO.	DESCRIPTION	BY	DATE	CHKD.	DATE
1	ISSUED FOR PERMITS	MM	04/21/2011	MM	04/21/2011
2	ISSUED FOR CONSTRUCTION	MM	04/21/2011	MM	04/21/2011
3	ISSUED FOR AS-BUILT RECORDING	MM	04/21/2011	MM	04/21/2011
4	ISSUED FOR ARCHIVE	MM	04/21/2011	MM	04/21/2011

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

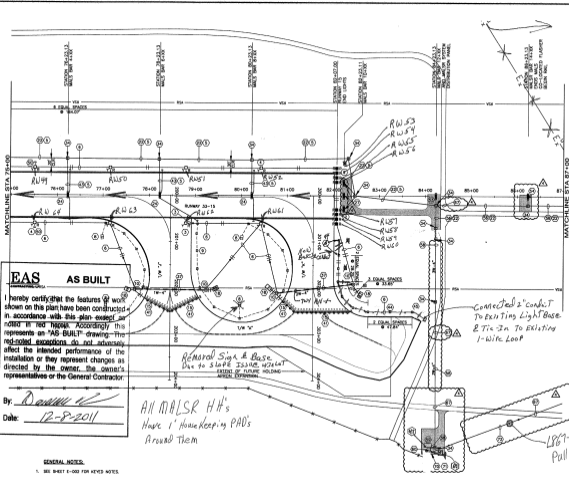
ELECTRICAL
INSTALLATION
PLAN-18

JOB NO.: 13061100
DATE: APRIL 2011
DESIGNED BY: MMW
DRAWN BY: JAH
SCALE: AS SHOWN
SHEET NUMBER


FAA MARKED ONE-LINE DIAGRAM
SCALE: NONE

ONE-LINE KEYED NOTES:

1. FRO-INSULATED SOLAR TRANSFORMER BY ULILITY, 120/240V, 16, 3# SECONDARY.
2. INSTALL NEW ZETA METER BASE WITH 600V-1/2" UOL.
3. INSTALL NEW ZETA MANUAL TRANSFER SWITCH WITH PORTABLE GENERATOR RECEPTACLE.
4. INSTALL NEW FUSED ZETA NEAR HEAVY DUTY DISCONNECT SWITCH AND BLADE PROTECTIVE DEVICE.
5. INSTALL NEW (2) 240V-120V TYPE 2P/N/PE/UL62 CONDUCTORS.
6. INSTALL NEW (2) 240V-120V-1/2" UOL TYPE 2P/N/PE/UL62 CONDUCTORS.
7. SEE KEYED NOTE TO THE CONTRACTOR SHALL PROVIDE ALL ACCESSORIES TO CHANGE THE LARGER 3/4" WIRE SIZE TO EQUIPMENT #1 BACK AND EXISTING SWITCH FOR NEW FEEDER TO THE EXISTING LOCALIZER SHELTER HOLDING NEAR 2# ANCHORING BOLTS, LOCALIZER SHELTER WILL BE RELOCATED FOR FINAL CONNECTIONS. FEEDER WILL BE INCREASED IN SIZE FROM #2 TO 3/4" TO ACCOMMODATE FOR VOLTAGE DROP.
8. INSTALL NEW (2) 240V-120V TYPE 2P/N/PE/UL62 CONDUCTORS FROM XMM TO METER.
9. INSTALL NEW (2) 240V-120V-1/2" UOL TYPE 2P/N/PE/UL62 CONDUCTORS.


EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red highlight. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: 12-8-2011

All MALSRR HH's Have 1' House Keeping PAD's Around Them

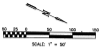
Remove Sign & Base Due to Slope Issue w/ paint extent of future holding special expansion.

Connected 2' Conduit to Existing Light Base 2" Tie-In to Existing 1-Wire Loop

LP67-D Pull Can Installed

GENERAL NOTES:
1. SEE SHEET E-002 FOR KEYED NOTES

DATE PLOTTED: 11/07/2011 10:58 AM - PLOTTER: HP DesignJet 2400 - PLOT: 11/07/2011 11:55 AM - PLOT: 11/07/2011 11:55 AM - PLOT: 11/07/2011 11:55 AM



REGISTRATION NO.
F-4713



DATE: 12/11/11

NO.	DATE	DESCRIPTION	BY	CHK	APP
1	12/11/11	ISSUED FOR PERMITS	JAH		
2	12/27/11	ISSUED FOR CONSTRUCTION	JAH		
3		AS BUILT			
4		CHANGES			

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS
RUNWAY IMPROVEMENTS

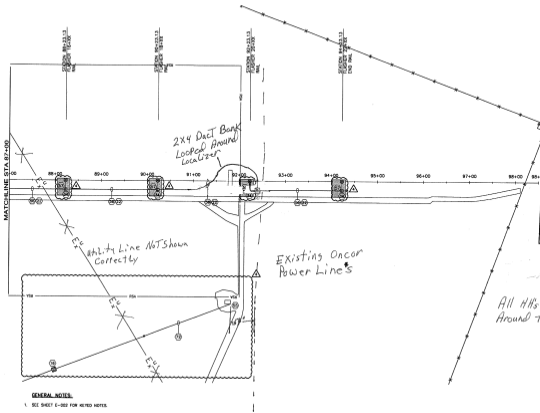
ELECTRICAL
INSTALLATION
PLANS

JOB NO. 10081100
DATE: APR. 2011
DESIGNED BY: MFM
DRAWN BY: JAH

PROJECT NO. 10081100
SHEET NO. 10081100-01

SHEET NUMBER

E-208



EAS
ENGINEERS ARCHITECTS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: D. [Signature]
Date: 12-8-2011

All AHUs have i-housekeeping PADS Around Them

GENERAL NOTES:
1. SEE SHEET E-202 FOR NOTED NOTES.

THE TOWN OF ADDISON IS A CITY OF TEXAS. THE TOWN ENGINEER HAS REVIEWED THIS PLAN AND HAS FOUND IT TO BE IN ACCORDANCE WITH THE TOWN ENGINEERING REGULATIONS. THE TOWN ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PLAN AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE TOWN ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE PLAN AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

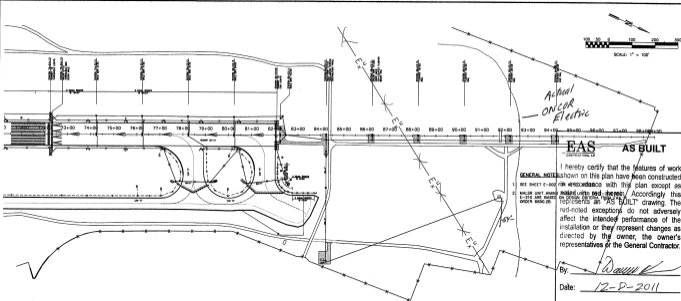
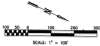
REGISTRATION NO.
E-213

NO.	DESCRIPTION	DATE	BY	CHKD.	DATE	BY	CHKD.
1	ISSUED						
2	CHANGE ORDER #1						
3	CHANGE ORDER #2						
4	CHANGE ORDER #3						
5	CHANGE ORDER #4						
6	CHANGE ORDER #5						
7	CHANGE ORDER #6						
8	CHANGE ORDER #7						
9	CHANGE ORDER #8						
10	CHANGE ORDER #9						
11	CHANGE ORDER #10						

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS
HIGHWAY IMPROVEMENTSMAILS
PLAN AND PROFILE IJOB NO.: 10081108
DATE: APRIL, 2011
DESIGNED BY: MMW
DRAWN BY: JMI

SHEET NUMBER

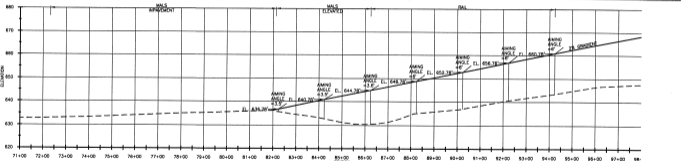
E-209



I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted. According to the 'AS BUILT' drawing, the red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the contractor's representative or the General Contractor.

By: *David K.*
Date: 12-9-2011

GENERAL NOTES:
1. SEE SHEET E-200 FOR CHANGES.
2. MAILS UNIT AND E-213 ARE MARKED UNDER 6880.20.



DATE: 11/20/10 10:00:00 AM - MS - Bureau: improment\2\Drawings\ASB_EAS_2010\ASB_EAS_2010.dwg (ASB_EAS_2010.dwg) 6/15/2011 8:19 AM Last saved by: MWH
 USER: MWH (192.168.1.10) - MS - Bureau: improment\2\Drawings\ASB_EAS_2010\ASB_EAS_2010.dwg (ASB_EAS_2010.dwg) 6/15/2011 8:21 AM Last saved by: MWH
 USER: MWH (192.168.1.10) - MS - Bureau: improment\2\Drawings\ASB_EAS_2010\ASB_EAS_2010.dwg (ASB_EAS_2010.dwg) 6/15/2011 8:21 AM Last saved by: MWH

TYPE	STATION	GROUND ELEVATION	TOP OF FOUNDATION ELEV.	PROPOSED MAJOR LIGHT ELEV.	PROPOSED SETTING ANGLE	EXISTING STRUCTURE TYPE	NEW STRUCTURE TYPE	STANDARD DRAWING LIGHT DETAIL	REMARKS
MAJOR	12+00	635.80	635.80	635.80	0	EXISTING MAJOR LIGHT	NEW MAJOR LIGHT	12-00-01	REPLACE
MAJOR	14+00	631.72	631.72	631.72	0	EXISTING MAJOR LIGHT	NEW MAJOR LIGHT	14-00-01	REPLACE
MAJOR	16+00	634.60	634.60	634.60	0	EXISTING MAJOR LIGHT	NEW MAJOR LIGHT	16-00-01	REPLACE
MAJOR	18+00	637.41	637.41	637.41	0	EXISTING MAJOR LIGHT	NEW MAJOR LIGHT	18-00-01	REPLACE
MAJOR	20+00	640.02	640.02	640.02	0	EXISTING MAJOR LIGHT	NEW MAJOR LIGHT	20-00-01	REPLACE
MAJOR	22+00	642.30	642.30	642.30	0	EXISTING MAJOR LIGHT	NEW MAJOR LIGHT	22-00-01	REPLACE

TABLE NOTES:

1. DEMOLISH EXISTING MAJOR STRUCTURE.
2. INSTALL NEW MAJOR STRUCTURE.

* CONTRACTOR SHALL VERIFY GROUND ELEVATIONS PRIOR TO ANY WORK.
 ** CONTRACTOR SHALL CORRELATE EXISTING GROUND ELEVATIONS WITH MAJOR FOUNDATION DETAIL REQUIREMENTS AND SUBMIT TO ENGINEER FOR APPROVAL.

TOP of Foundation Elevation's

$$10+00 = 635.80$$

$$12+00 = 632.80$$

$$14+00 = 631.72$$

$$16+00 = 634.60$$

$$18+00 = 637.41$$

$$20+00 = 640.02$$

$$22+00 = 642.30$$

EAS
CONTRACTORS

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *David E.*

Date: 12-8-2011



REGISTRATION NO.
F-5712



NO.	DATE	DESCRIPTION	BY	CHKD.
1	12/07/11	CHANGE ORDER #1	ED	MM
2	12/07/11	CHANGE ORDER #2	ED	MM
3	12/07/11	CHANGE ORDER #3	ED	MM
4	12/07/11	ISSUE NO. 1	ED	MM
5	12/07/11	ISSUE NO. 2	ED	MM

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

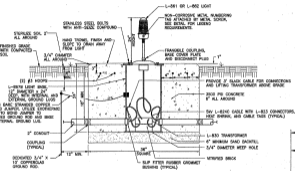
RUNWAY IMPROVEMENTS

SHEET
PLAN AND PROFILE

JOB NO.: 10081180
DATE: APR. 2011
DESIGNED BY: MMW
DRAWN BY: JAH

SHEET NUMBER

E-210



BASE MOUNT NOTES:

1. INSTALL FUTURE TO MARKING TAG AND SET SURFACE FACE FINISHED EDGE
2. COORDINATE EXACT LIGHT BASE AND CONDUIT DRIVING LOCATIONS WITH CHIEFER FROM TO WORK. INSTALL A BASE WITH 1-COMPOUND GASK WITH A 1/2" CONDUIT HOLE FROM FINISH SURFACE. SCHEDULE 40 CONDUIT SHALL BE INSTALLED INTO A CONDUIT FROM OPEN END OF CONDUIT. APPROXIMATE TOP OF LIGHTS TO BE 4" BELOW DRIVE.
3. INSTALL NEW L-802 CONNECTOR WITH HIGH SHEAR AND CABLE TAGS AT ALL LOCATIONS AND SIGNATURE SHEET.
4. LOCATED DRIVING AND SHALL NOT BE SPACED TO SEPARATE COUNTERPOISE SYSTEM.

BASE MOUNTED LIGHT INSTALLATION
NOTES:

1. COUNTERPOISE GROUND ROSE SHALL BE COMPOUND 3/4" X 10" GUL SPACED A MINIMUM OF 500' APART.
2. CONNECT COUNTERPOISE GROUND ROSE AND CONDUCTORS WITH COUNTERPOISE WELD GASK.
3. GROUND ROSE SHALL BE DRIVEN VERTICALLY FULL DEPTH PLUS 6" COVER UNLESS.
4. WHERE CONDUIT RINGS ARE ADJACENT TO FINISHMENT, SUCH AS ALONG RUNWAY OR TAXIWAY EDGES, THE COUNTERPOISE SHALL BE INSTALLED AT MINIMUM 1/2" ABOVE FINISHMENT FROM EDGE OF FINISHMENT TO THE CONDUIT.
5. WHERE CONDUIT RINGS ARE NOT ADJACENT TO FINISHMENT, THE COUNTERPOISE SHALL BE INSTALLED AT MINIMUM ABOVE THE CONDUIT.

RUNWAYS

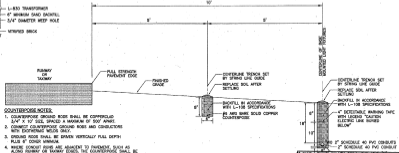


TAXIWAYS



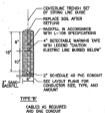
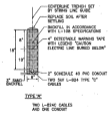
GENERAL NOTE:
1. ALONG BUTTING SHALL MATCH WITH NEXT ONE (REFER TO THE TAG TEXT).

ALONG TOUCH-SCREEN BUTTONS
CLICK NOTE



COUNTERPOISE NOTES:

1. COUNTERPOISE GROUND ROSE SHALL BE COMPOUND 3/4" X 10" GUL SPACED A MINIMUM OF 500' APART.
2. CONNECT COUNTERPOISE GROUND ROSE AND CONDUCTORS WITH COUNTERPOISE WELD GASK.
3. GROUND ROSE SHALL BE DRIVEN VERTICALLY FULL DEPTH PLUS 6" COVER UNLESS.
4. WHERE CONDUIT RINGS ARE ADJACENT TO FINISHMENT, SUCH AS ALONG RUNWAY OR TAXIWAY EDGES, THE COUNTERPOISE SHALL BE INSTALLED AT MINIMUM 1/2" ABOVE FINISHMENT FROM EDGE OF FINISHMENT TO THE CONDUIT.
5. WHERE CONDUIT RINGS ARE NOT ADJACENT TO FINISHMENT, THE COUNTERPOISE SHALL BE INSTALLED AT MINIMUM ABOVE THE CONDUIT.



TYPE 1:
TWO L-802 CABLES AND ONE CONDUIT

TYPE 2:
CABLES AS REQUIRED AND ONE CONDUIT

BASE MOUNTED FIXTURES AND CONDUIT TRENCH (DETAILS CURRENT SYSTEMS)
CLICK NOTE

EAS AS BUILT
EAS PROJECT NO. 10-00000000-01
ADDISON, TX

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: 12-7-2011



REGISTRATION NO. F-5110



12/7/2011

DATE	12/7/2011
BY	[Signature]
CHECKED	[Signature]
IN CHARGE	[Signature]
DESIGNED	[Signature]
DRAWN	[Signature]
SCALE	

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS
RUNWAY IMPROVEMENTS

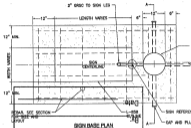
ELECTRICAL
(DETAILS)

JOB NO. 12081004
DATE: FEB. 2011
DESIGNED BY: JWA
DRAWN BY: JWA

SCALE: AS SHOWN
SHEET NUMBER

E-303

10/11/2011 10:58:11 AM C:\Users\jwa\Documents\2011\12\12081004\12081004-01.dwg PLOT DATE: 12/7/2011 10:58:11 AM PLOT BY: JWA

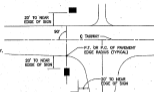
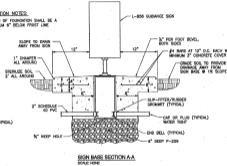


I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

AS BUILT

FOUNDATION NOTES:

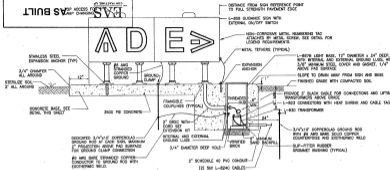
1. DEPTH OF FOUNDATION SHALL BE A MINIMUM 8" BELOW FINISH LINE.



AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Andy Van Lint*
Date: 12-9-2011



SIGN NOTES:

1. INSTALL SIGN IN ACCORDANCE WITH FAN GUIDELINES AND MANUFACTURER'S RECOMMENDATIONS.
2. INSTALL NEW L-800 CONNECTOR RIGS WITH NEW STRAP AND CABLE TIES AT ALL LIGHTS AND GUARANTEE BRIMS.
3. SUBMIT SIGN AND BASE CAN INSTALLATION METHOD SHEET DRAWINGS FOR REVIEW AND APPROVAL PRIOR TO STARTING WORK.
4. DETERMINE PROPER INSTALLATION LOCATION, ELEVATION, AND ORIENTATION PRIOR TO CONCRETE POUR.
5. CONNECT THE COUNTERPOISE TO CONCRETE ROD 12" FROM CONCRETE PAD. DO NOT CONNECT COUNTERPOISE TO LIGHT BASE CAN.
6. INSTALL A DESIGNATED EQUIPMENT SAFETY CONCRETE ROD WITH EXTREMELY WELD AT EACH SIGN.
7. UNLESS ONLY EXTERIOR WELDS BELOW GRADE.
8. PROVIDE GUARANTEE BACK CABLE FOR EACH CABLE ENTERING LIGHT BASE SO THAT L-800 CONNECTORS CAN BE LIFTED 5/16" OF THE BASE ABOVE GRADE.
9. PROVIDE TENDONS FOR ALL SIGNS USING 3/16" STAINLESS STEEL ANCHOR CABLE AND STAINLESS STEEL HANGERS.
10. TENDON AND HOOKUP DRIVING CONDUCTOR SHALL BE SUFFICIENT LENGTH TO ALLOW THE TENDON/CABLE TO BE RELEASED PROPERLY AND POWER CABLE TO CONNECT TO THE SIGN WALLS ONLY.
11. FILL THE SPACES AREAS AROUND THE SIGN AND GRADE SOIL TO PROVIDE DRAINAGE AWAY FROM SIGN BASE.

SIGN MOUNTED SIGN INSTALLATION
SCALE: NONE



REGISTRATION NO. 14574



DATE	12-9-2011
BY	Andy Van Lint
CHECKED	
DATE	
BY	
CHECKED	
DATE	
BY	
CHECKED	
DATE	
BY	
CHECKED	
DATE	
BY	
CHECKED	
DATE	
BY	

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS
RUNWAY IMPROVEMENTS

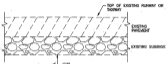
ELECTRICAL DETAILS

JOB NO.: 10087190
DATE: APR. 2011
DESIGNED BY: NSM
DRAWN BY: JAS

SCALE: NONE

E-304

DATE: 04/20/2011 10:51:11 AM - AMT - Revit - Project: C:\projects\10087190\10087190.dwg - 10087190 - 12/9/2011 11:17 AM - USER: ANDY.VANLINT - SHEET: E-304 - 1/2\"/>



INSTALL 16 # AND 2 #C S&W CROWN OVERLAP WITH POLYETHYLENE PIPE
 WHERE LEAVING EXISTING PAVEMENT AND INSTALL 3"-4" S&W 11 POLYETHYLENE PIPES AS SCHEDULED FOR 3" CHANNEL SYSTEM
NOTES:

INSTALL NEW SERIES LIGHTING CIRCUIT INCLUDING MULTIPLE L-BEND CHANNELS WITH 20\"/>

DIRECTIONAL BONDING SOLID-ROSE

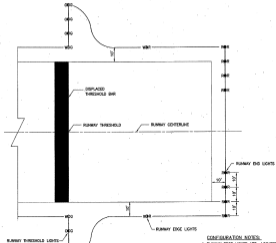
- EXISTING 4" PIPES MINIMUM 15' BEYOND EACH PASSENGER EDGE WITH S&W
- FOR OTHER PASSENGER EDGES BEYOND EDGE LIGHTS, SUCH AS FIREWATER ROAD, EXISTING 4" PIPES MINIMUM 10' BEYOND EACH PASSENGER EDGE WITH S&W
- INSTALL DUCT BANKING AT EACH END FOR DUCT BANKS AND S&W CUT LOCATIONS. DUCTING LOCATION SHALL BE MINIMUM 10' BEYOND RUNWAY SAFETY AREA BOUNDARY.
- INSTALL 3/4" x 1/2" COPPERWELD GALVING ROD AT EACH END OF ELECTRICAL DUCT AND ROAD COUNTERDROPS USING EXTREMELY WELDED.



SQUARE IDENTIFICATION TAG NOTES:

- INSTALL SQUARE TO MEASURING TAG AND SET SCREW FACE PASSENGER EDGE. NUMBERING TAG SHALL BE NON-CORROSIVE METAL TYPE ATTACHED BY METAL BOLDS.
- PROVIDE WEATHER RESISTING BRASS TAG WITH BLACK FILLED 3/16" TALL LETTERS/NUMBERS AND 1/2" TALL NUMBERS. LOGO SHALL INCLUDE CIRCUIT CONFIGURATION AND NUMBER, ROUND OR SQUARE AS INDICATED BY LOGO/KEY.
- TAGS SHALL BE INSTALLED SEQUENTIALLY ALONG THE PATH OF THE RUNWAY/RUNWAY CIRCUIT IN THE ORDER THAT THE SERIES CIRCUIT LIGHTS IS CONNECTED, NEW CIRCUIT TO THE NUMBERING SHALL OCCUR AT THE FIRST AIRFIELD EQUIPMENT FEATURE AS THE CIRCUIT LEAVES THE AIRFIELD ELECTRICAL WALL.
- LIGHT FIXTURES, SUBGRADE SINGS, ETC. ALL ON THE SAME CIRCUIT SHALL BE MARKED IN THE SAME SEQUENTIAL FASHION.
- RUNWAY LIGHT IDENTIFICATION TAGS ARE REQUIRED FOR THE FOLLOWING RUNWAY CIRCUITS:
 - RUNWAY 15 "RW 15", "01-100"
 - RUNWAY 25 "RW 25", "01-100"
- SQUARE TAGS AND SQUARE SAMPLES FOR OWNER/ENGINEER REVIEW AND TYPE COLLECTION.

AIRFIELD EQUIPMENT IDENTIFICATION TAG SOLID-ROSE



CONFIGURATION NOTES:

- RUNWAY END LIGHTS ARE LOCATED ON A LINE APPROPRIATELY 10' FROM THE RUNWAY PASSENGER EDGE.
- DISPLACED THRESHOLD LIGHT SHALL BE LOCATED IN LINE WITH THE RUNWAY EDGE LIGHTS.
- DISPLACED END LIGHT SHALL BE LOCATED IN LINE WITH THE RUNWAY EDGE LIGHTS.

RUNWAY THRESHOLD / END LIGHTING CONFIGURATION

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except those noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Andy VanCott*

Date: 12-9-2011

DATE: 12/09/2011 10:40 AM BY: EAS User: EAS-001/12/09/2011 10:40 AM
 USER: EAS-001/12/09/2011 10:40 AM
 PROJECT: 12-09-2011 10:40 AM
 DRAWING: 12-09-2011 10:40 AM



REGISTRATION NO.
F0173



12/9/2011

NO.	DESCRIPTION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS
RUNWAY IMPROVEMENTS

ELECTRICAL DETAILS/M

JOB NO. 1209106
DATE: FEB. 2011
DESIGNED BY: NEM
DRAWN BY: JAA

NO. OF SHEETS
TOTAL SHEETS
SHEET NUMBER

E-306



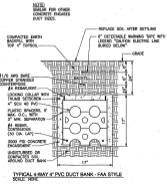
REGISTRATION NO.
F-213



EAS AS BUILT

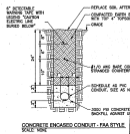
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Andy Tom*
Date: *12-7-2011*



TYPICAL 4-WAY 4" PVC DUCT BANK - FAA STYLE
SCALE: 1/8" = 1'-0"

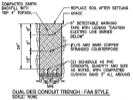
- #### ELECT AND TRENCH NOTES:
- TRENCHING SHALL BE PERFORMED IN ACCORDANCE WITH FAA SPECIFICATION FAA-C-12615.
 - WORKING SURFACE PROTECTION AND EROSION CONTROL SHALL BE PERFORMED IN ACCORDANCE WITH FAA STANDARD FAA-27-813a.
 - ADJUST THE DEPTH OF THE ELECTRICAL DUCTS AS REQUIRED TO MAINTAIN THE MINIMUM COVER REQUIREMENT INDICATED AND AVOID EXISTING UTILITIES.
 - REINFORCING BARS SHALL BE 1/2" X 12' OR 3/4" X 12' OR 1" X 12' ON CENTER AND PLACED AT 90° ON CENTER BETWEEN SPACING AND AT LEAST ONE (1) OF THE LONGER END OF EACH CONDUIT.
 - GROUND RODS SHALL BE DRIVEN VERTICALLY FALL SITES PLUS 12" OVER MINIMUM.
 - GROUND ROD STRIKES SHALL VARY BY 1/2" TO 3/4" TO PREVENT RESONANCE.
 - GROUND RODS SHALL BE OFFSET IF FROM BUILT CONDUIT/POLE.
 - CONNECT CONTERPOISE GROUND RODS AND REINFORCING BARS WITH EXTERIORING REBAR.
 - REINFORCING BARS SHALL BE 1/2" X 12' OR 3/4" X 12' OR 1" X 12' ON CENTER AND PLACED AT 90° ON CENTER BETWEEN SPACING AND AT LEAST ONE (1) OF THE LONGER END OF EACH CONDUIT.
 - ALL CONDUIT UNDER TYPED SHOULD BE CONCRETE ENCASED.
 - REINFORCING BARS SHALL BE 1/2" X 12' OR 3/4" X 12' OR 1" X 12' ON CENTER AND PLACED AT 90° ON CENTER BETWEEN SPACING AND AT LEAST ONE (1) OF THE LONGER END OF EACH CONDUIT.
 - REINFORCING BARS SHALL BE 1/2" X 12' OR 3/4" X 12' OR 1" X 12' ON CENTER AND PLACED AT 90° ON CENTER BETWEEN SPACING AND AT LEAST ONE (1) OF THE LONGER END OF EACH CONDUIT.
 - POWER 2' CLEARANCE BETWEEN CONDUITS AND 4' CLEARANCE BETWEEN POWER AND CONTROL CONDUITS.



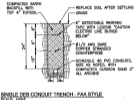
CONCRETE ENCASED CONDUIT - FAA STYLE
SCALE: 1/8" = 1'-0"



- #### MARKER NOTES:
- LETTERS SHALL BE 4" HIGH, 3" WIDE, STRIKE 1/2" WIDE APPROXIMATE 1/4" DEEP. LETTERS SHALL BE STROKED.
 - MARKERS SHALL BE 6" THICK MINIMUM AND PROJECT 1" ABOVE GRADE.
 - UPSIDE THE LETTERS "W" FOR POWER, "C" FOR CONTROL AND "T" FOR TELEPHONE AND LETTER REARRANGING FOR ALL TYPES OF CABLES IN THE ELECTRICAL DUCT.
 - STABILIZE SOIL 1' ALL AROUND.
 - SIZE OF CORRECT MARKERS IS NECESSARY TO THE ASSIGNED SENS OF DUCT OR DUAL.
- CONCRETE SQUARE MARKERS - FAA STYLE
SCALE: 1/8" = 1'-0"



DUAL CELL CONDUIT TRENCH - FAA STYLE
SCALE: 1/8" = 1'-0"



SINGLE CELL CONDUIT TRENCH - FAA STYLE
SCALE: 1/8" = 1'-0"

FILED: 1/10/2012 10:00 AM - 0401 - Planning Department/Operations/MAIL ROOM - 4444 - 11th Street, Sacramento, California 95814 - 916-445-5000 FAX: 916-445-5000

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

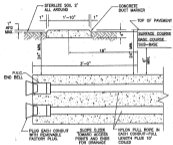
ELECTRICAL
SHEETS VI

JOB NO: 10081180
DATE: FEB. 2011
DESIGNED BY: AMJ
DRAWN BY: JMI

DATE OF THIS PLAN
APPROVAL: 1/10/2012
BY: ANDY TOM
TITLE: ELECTRICAL

SHEET NUMBER
E-308

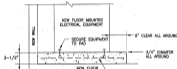
RUNWAY IMPROVEMENTS



DUCT NOTES:

1. STERILIZE ELECTRICAL DUCT IF BEYOND EDGE OF PAVEMENT OR EXPOSED AND CONNECT TO TRACHEIDES OR MANHOLES AS INDICATED ON THE PLAN.
2. SIMILAR FOR OTHER DUCT SIZES.

TYPICAL CONCRETE ENCASED DUCTBANK INSTALLATION, SCALE HERE



NOTES:

1. PROVIDE SIMILAR HOUSEKEEPING PADS FOR ALL NEW FLOOR MOUNTED ELECTRICAL EQUIPMENT INCLUDING SWITCHES, PANELBOARDS AND TRANSFORMERS.
2. INSTALL STAINLESS STEEL EXPANSION ANCHORS AND SECURE ALL EQUIPMENT TO PAD.

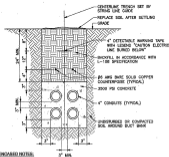
EQUIPMENT CONCRETE HOUSEKEEPING PAD DETAIL, SCALE HERE



MARKER NOTES:

1. LETTERS SHALL BE 4\"/>

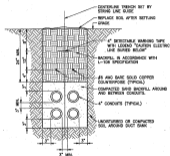
CONCRETE SLAB MARKERS, SCALE HERE



ENCASED NOTES:

1. CONDUITSPICE WIRE SHALL BE INSTALLED ABOVE MULTIPLE CONDUITS / DUCT BANKS FOR AIRFIELD LIGHTING CABLES, WITH THE ACTIVE RING TO PROVIDE A COMPLETE CODE OF PROTECTION OVER THE AIRFIELD LIGHTING CABLES.
2. INSTALL 3/4\"/>

4-WAY NON-ENCASED DUCT BANK, SCALE HERE



NON-ENCASED NOTES:

1. CONDUITSPICE WIRE SHALL BE INSTALLED ABOVE MULTIPLE CONDUITS / DUCT BANKS FOR AIRFIELD LIGHTING CABLES, WITH THE ACTIVE RING TO PROVIDE A COMPLETE CODE OF PROTECTION OVER THE AIRFIELD LIGHTING CABLES.
2. INSTALL 3/4\"/>

4-WAY NON-ENCASED DUCT BANK, SCALE HERE

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: *12-9-2011*



REGISTRATION NO. P-5733



12/17/2011

NO. SITE	
DESCRIPTION	

TOWN OF ACCOSON
ADDITION AIRPORT
ADDITION, TEXAS

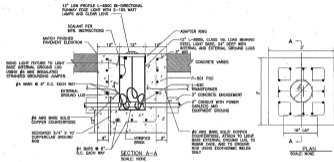
ELECTRICAL
DETAILS/M

JOB NO. 11087100
DATE: FEB. 2011
DESIGNED BY: NEM
DRAWN BY: JAM

PROJECT NO. 11087100
SHEET NUMBER

E-309

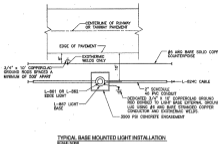
ALL RIGHTS RESERVED - NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM GARVER ENGINEERS, ARCHITECTS AND PLANNERS, INC. 1200 WEST 19TH AVENUE, SUITE 200, DENVER, CO 80202-2277, TEL: 303.733.1200, FAX: 303.733.9444, WWW.GARVERINC.COM



INSTALLMENT NOTES

1. INSTALL PER L-882 CONNECTOR KIT WITH HEAT SHIELD AND CABLE TAGS AT ALL LIGHTS AND SPANNE SONS.
2. ATTACH AND CONNECT COUNTERPOISE SYSTEM AND GROUND RODS USING EXTERMINAL WELDS ONLY. CONNECT THE COUNTERPOISE TO EACH METAL BASE OR INSTALLER UNDER ROD OR FLEXIBLE FIBERGLASS. JOIN THE COUNTERPOISE TO THE BROWN CABLE AND TO THE PAVEMENT BASE.
3. INSTALL PAVEMENT LIGHT FIXTURES IN ACCORDANCE WITH FINA COULING AND MANUFACTURER'S RECOMMENDATIONS.
4. COORDINATE EXACT LIGHT BASE AND CONDUIT DRIVING LOCATIONS WITH ENGINEER PRIOR TO WORK. INSTALL BASES WITH T-COMPRISED CARB NEX A 2\"/>

BASE MOUNTED RUNWAY PAVEMENT LIGHT INSTALLATION
SCALE: NONE



INSTALLATION NOTES

1. INSTALL PER L-882 CONNECTOR KIT WITH HEAT SHIELD AND CABLE TAGS AT ALL LIGHTS AND SPANNE SONS.
2. ATTACH AND CONNECT COUNTERPOISE SYSTEM AND GROUND RODS USING EXTERMINAL WELDS ONLY.
3. INSTALL FIXTURE HANGING TAG AND SET SCREW TIGHTLY PAVEMENT EDGE.
4. COORDINATE EXACT LIGHT BASE AND CONDUIT DRIVING LOCATIONS WITH ENGINEER PRIOR TO WORK. INSTALL BASES WITH T-COMPRISED CARB NEX A 2\"/>

J S AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: [Signature]

Date: 12-9-2011



REGISTRATION NO. P-4875



12/1/2011

DATE	DESCRIPTION

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

ELECTRICAL
DETAILS 1

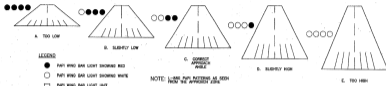
JOB NO. 1001100
DATE: FEB. 2011
DESIGNED BY: WMA
DRAWN BY: JAM

NO. OF SHEETS
OF THIS PROJECT
DATE OF SHEET
ISSUE

SHEET NUMBER

E-312

DATE: 12/07/2011 10:42 AM - GARVER HAS PROVIDED THIS DRAWING AS A SERVICE TO THE CLIENT. IT IS THE CLIENT'S RESPONSIBILITY TO VERIFY THE ACCURACY OF THE INFORMATION PROVIDED. GARVER IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. GARVER HAS PROVIDED THIS DRAWING AS A SERVICE TO THE CLIENT. IT IS THE CLIENT'S RESPONSIBILITY TO VERIFY THE ACCURACY OF THE INFORMATION PROVIDED. GARVER IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS.



L-880 PAPI SYSTEM AIMING	
HEIGHT GROUP 1	3° VISUAL GLIDE PATH
PAPI UNIT AIMING ANGLE FROM HORIZONTAL (DEG-MIN-SEC)	
D	03° 30' 00"
C	03° 10' 00"
B	02° 50' 00"
A	02° 30' 00"

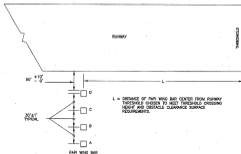
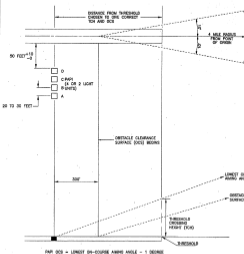

 L-880 PAPI SYSTEM CONFIGURATION (FAA REQUIREMENTS).
SCALE: AS SHOWN

DIAGRAM NOTES:

1. THE NOMINAL LIGHT UNIT HEIGHT MAY NOT BE LESS THAN 10 FEET (3.05 M) FROM THE RUNWAY EDGE OR TO OTHER RUNWAYS OR TAXIWAYS.
2. THE PAPI LIGHT UNIT MUST HAVE A LATERAL SEPARATION OF 20 FEET FOR L-880 SYSTEMS. MEET THE DISTANCE BETWEEN LIGHT UNITS IS MEASURED CENTER TO CENTER.
3. FOR THE L-880, THE DISTANCE BETWEEN LIGHT UNITS MAY NOT VARY BY MORE THAN 4 FT.
4. EACH LIGHT UNIT MUST BE AIMED OPTIMUM INTO THE APPROACH ZONE ON A LINE PARALLEL TO THE RUNWAY CENTERLINE WITHIN A TOLERANCE OF $\pm 1/2$ DEGREE.
5. THE BEAM CENTER OF ALL LIGHT UNITS MUST BE WITHIN 4 INCHES OF A HORIZONTAL PLANE.
6. THE PAPI HORIZONTAL PLANE MUST BE WITHIN 1 FOOT OF THE SURFACE OF THE RUNWAY CENTERLINE AT THE INTERSECT POINT OF THE VISUAL GLIDE PATH WITH THE RUNWAY.
7. THE FRONT FACE OF EACH LIGHT UNIT IN A BAR MUST BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE WITHIN 6 INCHES.
8. THE DISTANCE FROM THRESHOLD TO THE PAPI MUST BE CORRECTED FOR RUNWAY LONGITUDINAL SLOPE.
9. ON A PRECISION INSTRUMENT RUNWAY, ALL THE PAPI AT THE SAME ANGLE AS THE US ELECTRONIC GLIDE PATH.

AIMING NOTES:

1. THE VISUAL GLIDE PATH ANGLE IS THE CENTER OF THE ON-COURSE ZONE. USE 2.4° NOMINAL 3° SURFACE WHEN MEASURED FROM THE HORIZONTAL SURFACE OF THE RUNWAY.
 - A. FOR NON-30° RUNWAYS, THE GLIDE PATH MAY BE ADJUSTED TO 4 DEGREES MAXIMUM TO PROVIDE OBSTACLE CLEARANCE.
 - B. IF THE PAPI GLIDE PATH IS CHANGED TO THE HIGHER ANGLE FROM THE NOMINAL 3 DEGREE, IT MUST BE COMMENSURATED IN A NOTICE TO AIRMAN (NTA) AND PUBLISHED IN THE AIRPORT FACILITY DIRECTORY.
2. PAPI OBSTACLE CLEARANCE SURFACE (OCS).
 - A. THE PAPI OCS PROVIDES THE PACE WITH A MINIMUM APPROACH CLEARANCE.
 - B. THE PAPI MUST BE POSITIONED AND ANGLED SO NO OBSTACLES PENETRATE ITS SURFACE.
 - (1) THE OCS BEING 300 FEET IN FRONT OF THE PAPI SYSTEM.
 - (2) THE OCS IS PROJECTED INTO THE APPROACH ZONE AT AN ANGLE ONE DEGREE LESS THAN THE AIMING ANGLE OF THE THIRD LIGHT BAR FROM THE RUNWAY FOR AN L-880 SYSTEM, OR THE OUTSIDE LIGHT UNIT FOR AN L-880 SYSTEM.

 L-880 PAPI SYSTEM AIMING DIAGRAM (FAA REQUIREMENTS).
SCALE: AS SHOWN

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

 By: *[Signature]*
 Date: 12-9-2011

 TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

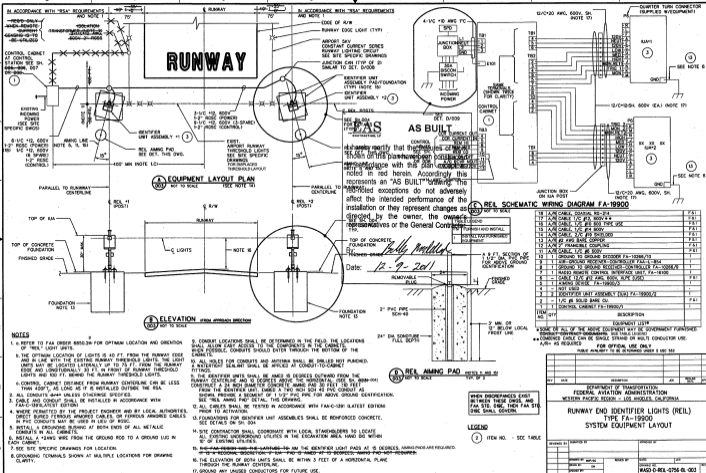
 ELECTRICAL
 DETAILS: E

 JOB NO. 11087102
 DATE: FEB. 2011
 DESIGNED BY: WEA
 DRAWN BY: JAA

 SHEET NO. 02
 OF 02
 TOTAL SHEETS
 12-9-2011

 SHEET NUMBER
E-314

RUNWAY IMPROVEMENTS



rel aming pad
 shown on this plan is for
 reference with the plan
 noted in red herein. According to this
 represents an "AS BUILT" drawing. The
 noted exceptions do not adversely
 affect the intended performance of the
 installation or they represent changes as
 directed by the owner, the owner's
 representatives or the General Contractor.

Date: 12-9-2011

REMOVABLE PLANK

3" MIN. OR BELOW LOCAL PROJECT LINE

WHEN DISCREPANCIES EXIST BETWEEN THESE DWGS. AND FAA STD. SPEC. THEN FAA STD. SPEC. SHALL GOVERN.

LEGEND

(2) ITEM NO. - SEE TABLE

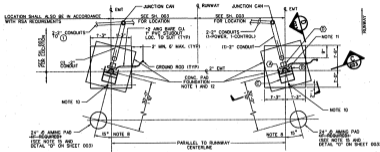
REV	DATE	DESCRIPTION	BY	CHKD	APP'D

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 WESTERN PACIFIC REGION - LOS ANGELES, CALIFORNIA

**RUNWAY END IDENTIFIER LIGHTS (REIL)
 TYPE FA-19900
 SYSTEM EQUIPMENT LAYOUT**

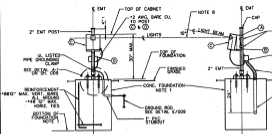
ISSUED BY: []
 CHECKED BY: []
 DATE: []
 DESIGNED BY: []
 DRAWN BY: []

WADD-D-REL-0756-B-003



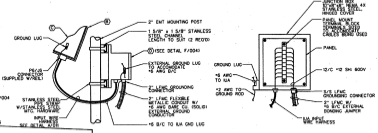
A PLAN RAIL UNIT #1
SCALE 3/4" = 1'-0"

B PLAN RAIL UNIT #2
SCALE 3/4" = 1'-0"



C ELEVATION C
SCALE 3/4" = 1'-0"

D ELEVATION D
SCALE 3/4" = 1'-0"



F DETAIL - JUNCTION BOX
SCALE NOT TO SCALE

AS BUILT
NOT TO SCALE

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: 12-9-2011

- LEGEND**
- ① MOUNTING BRACKET
 - ② ADJUSTABLE BRACKET
 - ③ RAIL BOX CABINET/POLE
 - ④ JUNCTION BOX

WHEN DISCREPANCIES EXIST BETWEEN THESE DIMS. AND THE AS BUILT DIMS. THEN THE AS BUILT DIMS. SHALL GOVERN.



NOTES

1. FOUNDATIONS FOR LIGHT UNITS SHALL BE FULL DEPTH FORMED REINFORCED CONCRETE. SEE DETAILS ON DRAWING. TO BE CONCRETE FOUNDATION. FOUNDATION SHALL BE 1'-0" FROM EXTERIOR FACE OF CABINET. FOUNDATION SHALL BE 1'-0" FROM EXTERIOR FACE OF CABINET. FOUNDATION SHALL BE 1'-0" FROM EXTERIOR FACE OF CABINET. FOUNDATION SHALL BE 1'-0" FROM EXTERIOR FACE OF CABINET.
2. A GROUND BONDING SHALL BE INSTALLED AT END OF ALL METALLIC CONDUITS IN ALL CABINETS.
3. A #6 AWG BARE COPPER WIRE SHALL BE INSTALLED FROM THE EXTERNAL GROUND LUG ON THE JUNCTION BOX TO THE GROUND ROD AT EACH RAIL CABINET.
4. ALL HOLES FOR CONDUITS SHALL BE DRILLED AND FINISHED. A WATER TIGHT SEALANT SHALL BE APPLIED AT CONDUIT TO CABINET FITTINGS.
5. CONDUITS AND WIPES SHALL BE IN SIZES SHOWN AND SHALL BE RIGID GALVANIZED STEEL. TWO (2) LOCKWASHERS SHALL BE USED AT EACH ENTRANCE WITH CABINETS.
6. GROUND RODS SHALL BE INSTALLED AT THE IDENTIFIER STATION FOUNDATIONS. ALL CONNECTIONS TO GROUND RODS AND CONDUIT SHALL BE MADE BY EXISTING METALLIC CONDUIT.
7. ALL CONDUITS SHALL BE A MINIMUM OF 1/2" BELOW FINISHED GRADE. EXCEPT WHERE NOTED.
8. IDENTIFIER LIGHT UNITS SHALL BE ARMED & DEGREES OBTAINED FROM THE RUNWAY CENTERLINE AND 10 DEGREES ABOVE THE HORIZONTAL.
9. PROVIDE #6 AWG BARE COPPER SOLD EXTERNAL BONDING JUMPER ACROSS LIQUID TIGHT FLEXIBLE METALLIC CONDUIT.
10. A #4 UNDER HANGING RAIL SHALL BE INSTALLED INTO THE CONCRETE FOUNDATION FOR THE BOX AT THE POINT WHERE THE 10 DEGREE HORIZONTAL ARMING ANGLE INTERSECTS THE FOUNDATION.
11. CLAMP MOUNTING BRACKET TO 2" ENT AS PER MANUFACTURER'S INSTRUCTIONS. ALL HARDWARE TO BE 316 STAINLESS STEEL.
12. THE #6-AWG-BARE-COPPER-WIRE-LAYERS-#6-AWG-IDENTIFIER-LIGHT-PADS-AT-10-DEGREE-11-10-A-DEGREE-ORIENTATION-ARMING-PADS-ARE-REQUIRED.

FOR OFFICIAL USE ONLY
PUBLIC RELEASE IS BE DETERMINED UNDER E.O. 12958

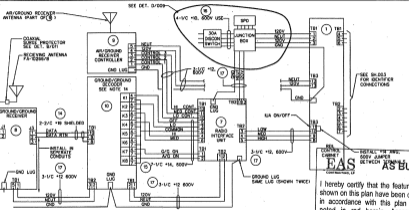
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN PACIFIC REGION - LOS ANGELES, CALIFORNIA

**RUNWAY END IDENTIFIER LIGHTS (REIL)
TYPE FA-19900
REIL INSTALLATION LAYOUT**

ISSUED BY: [] DATE: []
 CHECKED BY: [] DATE: []
 APPROVED BY: [] DATE: []

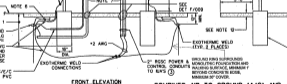
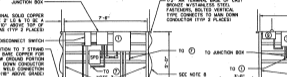
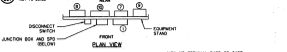
PROJECT NO: []
 SHEET NO: [] OF []
 DRAWN BY: []
 DATE: []

SCALE: 3/4" = 1'-0"



- NOTES**
1. REINFORCED CONCRETE FOUNDATION. TOP OF CONCRETE FOUNDATION SHALL BE 1' MAX. ABOVE FINISHED GRADE. BOTTOM OF CONCRETE FOUNDATION SHALL BE 3 FT. MINIMUM BELOW FINISHED GRADE OR 12" MIN. BELOW LOCAL FROST LINE, WHICHEVER IS GREATER. CONCRETE SHALL BE REINFORCED WITH 18 GAGE BARS, 18 GAGE COMPRESSIVE STRENGTH. REINFORCING STEEL SHALL BE ASTM A615, GRADE 60. 1" DIA. REINFORCING BARS SHALL BE 180° BENT. REINFORCING BARS SHALL BE WELDED TO CONCRETE WITH WELDED CONNECTIONS. SEE DET. 17-009.
 2. ALL CONDUITS 1" RIGID UNLESS OTHERWISE SPECIFIED.
 3. CABLE SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE FAA AND LOCAL CABLE INSTALLATION STANDARDS.
 4. DO NOT CUT OR TRIM ANTENNA.
 5. INSTALL A DISCONNECT SWITCH AT BOTH ENDS OF ALL CONDUITS IN ALL CABINETS.
 6. NOT USED.
 7. CONTROL STATION CASE FRAME SUPPORT. FRAME SHALL BE WELDED WHEN THE CASE IS IDENTIFIED OUTSIDE THE FRAME SUPPORT AREA OR "TRANSFORMER". WHEN THE CASE IS LOCATED WITHIN THE FRAME SAFETY-CASED FRAME, SEE FRAME SUPPORT DETAILS ON SH. 001.
 8. GROUND THE FRAME BY ATTACHING 32 STRANDS OF #17 GAUGE BARE COPPER WIRE TO THE FRAME WITH A DISCONNECT CLAMP AND ATTACHING THE OTHER END TO A GROUND ROD.
 9. CONDUIT LOCATIONS SHALL BE DETERMINED IN THE FIELD. THE LOCATIONS SHALL ALLOW EASY ACCESS TO THE COMPONENTS IN THE CABINETS. WHEN POSSIBLE, CONDUITS SHOULD ENTER THROUGH THE BOTTOM OF THE CABINET.
 10. ALL HOLES FOR CONDUITS AND ANTENNA SHALL BE DRILLED, NOT PUNCHED. A WATER-TIGHT SEALANT SHALL BE APPLIED AT CONDUIT-TO-CABINET FITTINGS.
 11. DRILL HOLES IN THE SIDE OF RECEIVER CABINET AND MOUNT CONDUIT CONNECTOR RELOCATED FROM INTERNAL MOUNTING BRACKET TO LOCATION SHOWN.
 12. GROUNDING-GRAB-BARS CONCRETE SURFACING SHALL BE FOUR INCH (4") THICK. GRADE-GRAB-BARS SHALL BE 1/2" DIA. REINFORCING BARS SURFACING SHALL BE THREE FEET (3'-0") HIGH. ALL AROUND FRAME WHEN CONTROL STATION IS IDENTIFIED WITHIN THE FRAME SAFETY-CASED FRAME SHALL BE IDENTIFIED WITH "CONTROL STATION IDENTIFIED WITHIN FRAME SAFETY-CASED FRAME".
 13. ALL CABLES SHALL BE TESTED IN ACCORDANCE WITH FAA-C-1381 LATEST EDITION PRIOR TO ACTIVATION.
 14. USE LEADS THE RIGID WITH THE REMOTE RADIO CONTROL INTERFACE UNIT GROUND REPLACEMENT OF THE 8 RELAYS IN THE RECEIVER WITH A BATTERY AND BREAK-BEFORE-MAKE RELAY UNIT 24V DC.
 15. REFER TO FARMSHEET FOR DETAILS.
 16. UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS SHALL BE IN INCHES.

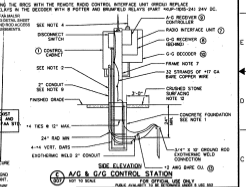
(301) ELECTRICAL SYSTEM WIRING GROUND TO GROUND & AIR TO GROUND CONTROL
NOT TO SCALE



(302) COMBINED AIR TO GROUND (A/G) AND GROUND TO GROUND (G/G) CONTROL STATION
SCALE: 3/4" = 1'-0"

I hereby certify that the features shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By *[Signature]*
Date: *12-9-2011*



(303) A/G & G/G CONTROL STATION
NOT TO SCALE

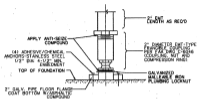
REV.	DATE	DESCRIPTION	BY	CHKD.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN PACIFIC REGION - LOS ANGELES, CALIFORNIA
RUNWAY END IDENTIFIER LIGHTS (REIL)
TYPE FA-15500
COMBINED A/G & G/G
RADIO CONTROL INSTALLATION

DESIGNED BY: *[Name]* DRAWN BY: *[Name]*
CHECKED BY: *[Name]* IN CHARGE: *[Name]*
DATE: *12/9/11* PROJECT NO.: *11-001*
SHEET NO.: *10* OF *10*

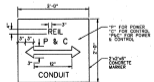
FAA D-R-1758-01-001

LEGEND
② - ITEM NO. - SEE TABLE ON SH. 003



1
NOT TO SCALE

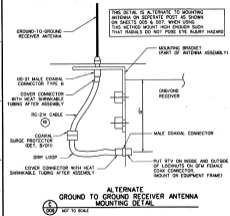
2" DIA. EMT STRUCTURAL LEG ASSEMBLY



2
NOT TO SCALE

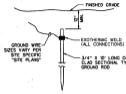
TYPICAL CABLE MARKER DETAIL

NOTE: CABLE MARKERS TO BE INSTALLED PER FAA-E-001 LATEST EDITION



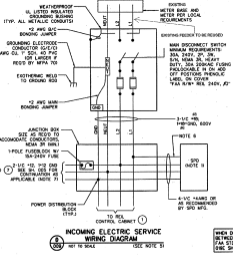
3
NOT TO SCALE

ALTERNATE GROUND TO GROUND RECEIVER ANTENNA MOUNTING DETAIL



4
NOT TO SCALE

TYPICAL GROUND ROD INSTALLATION



5
NOT TO SCALE

INCOMING ELECTRIC SERVICE WIRING DIAGRAM

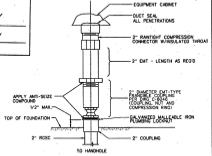
WHEN DISCREPANCIES EXIST BETWEEN THESE DWGS. AND FAA STD. SPEC. THEN FAA STD. SPEC. SHALL GOVERN.

EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: *12-9-2011*

- NOTES**
1. SURGE PROTECTION DEVICE (SPD) SHALL CONFORM TO THE REQUIREMENTS OF FAA STD-08 LATEST EDITION.
 2. WHERE SPD IS SPECIFICALLY LISTED FOR LOW VOLT APPLICATIONS, THE SPD MAY BE INSTALLED ON THE LINE SIDE OF THE FACILITY DISCONNECT IN SUCH CASES THE SPD SHALL BE PROTECTED BY 200KVA FUSES.
 3. APPLY DUCT SEALANT TO ALL ENCLASURE CONDUIT OPENINGS.
 4. THE SPD SHALL BE INSTALLED AS CLOSE AS POSSIBLE (WITHIN 10') OF SERVICE SWITCH. SHARP BENDS OR KINKS IN WIRING SHALL BE AVOIDED.
 5. IN HIGHLY CORROSIVE CONDITIONS USE NEAR 4X STAINLESS STEEL ENCLASURES IN LICH OF NEAR 3X.
 6. SEAL CONDUIT EXTERIOR SPD WITH DUCT SEALANT TO PREVENT FLASHOVER INTO ANCHOR BOX.
 7. SECURE SPD FOR INSTALLATIONS USING REMOTE CONTROL RADIO INTERFACE (RCRI) WITH GROUND CONNECT AND A GSEL.
 8. IDENTIFY CABLE MARKER AT 200' INTERVALS AND AT EVERY CHANGE IN DIRECTION.



6
NOT TO SCALE

EQUIPMENT CABINET WIRING LEG ASSEMBLY

NOTE: THIS DETAIL REQUIRED WHEN USED WITH FRANGIBLE FRAME SUPPORTS

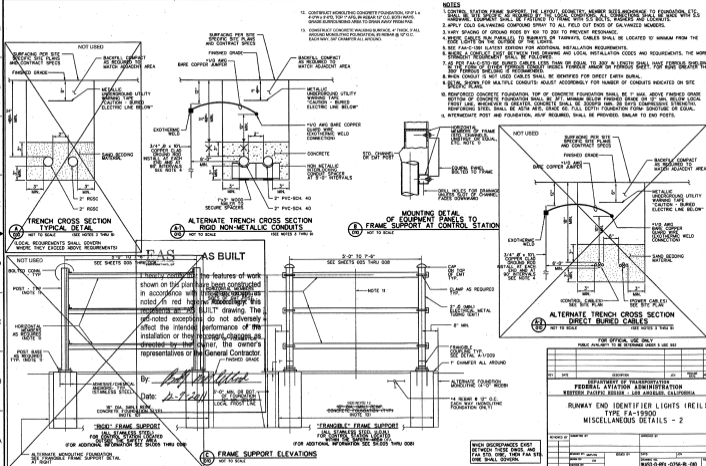
FOR OFFICIAL USE ONLY
PUBLIC RELEASE IS PROHIBITED (SEE FAR 12.101)

REV	DATE	DESCRIPTION	BY	CHECKED

RUNWAY END IDENTIFIER LIGHTS (REIL)
TYPE FA-19900
MISCELLANEOUS DETAILS - 1

DESIGNED BY	DATE	PROJECT NO.	ISSUED BY	DATE
DRAWN BY				
CHECKED BY				

FAA FORM 8-REL-0156-BL-008



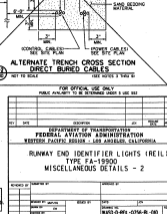
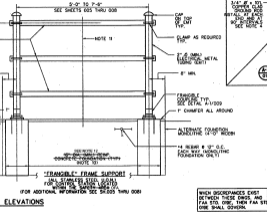
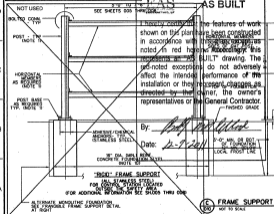
- NOTES**
1. CONTROL STATION FRAME SUPPORT, THE LAYOUT, GEOMETRY, MEMBER SIZES AND CHANGE TO FOUNDATION, ETC. SHALL BE SITE SPECIFIC AS REQUIRED BY LOCAL CONDITIONS. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE FOLLOWING NOTES AND LOCAL REQUIREMENTS.
 2. APPLY COLD GALVANIZING COMPOUND SPRAY TO ALL FIELD CUT ENDS OF GALVANIZED MEMBERS.
 3. VARY SPACING OF GROUND RODS BY 50% TO 200% TO PREVENT RESONANCE.
 4. WHERE CABLES RUN PARALLEL TO REBAR OR TACKERS, CABLES SHALL BE LOCATED TO MINIMIZE FROM THE EDGE LIGHTS ON THE OUTSIDE OF THE LIGHTS.
 5. SEE FAA-C-1081 LATEST EDITION FOR ADDITIONAL INSTALLATION REQUIREMENTS.
 6. WHERE A CONFLICT EXIST BETWEEN THIS DRAWING AND LOCAL INSTALLATION CODES AND REQUIREMENTS, THE MORE STRINGENT REQUIREMENT SHALL BE FOLLOWED.
 7. AS PER FAA-C-1081 IF BURIED CABLES LESS THAN 30 IN. FROM TO 300 IN. IN LENGTH SHALL HAVE FERRULES SHEATHED IN THE FORM OF BURIED FERRULES. CONDUIT SHALL BE IDENTIFIED FOR DIRECT EARTH BURNAL.
 8. WHEN CONDUIT IS NOT USED CABLES SHALL BE IDENTIFIED FOR DIRECT EARTH BURNAL.
 9. DETAIL SHOWN FOR MULTIPLE CONDUITS; ADJUST ACCORDINGLY FOR NUMBER OF CONDUITS MOUNTED ON THIS SPECIFIC PLANS.
 10. REINFORCED CONCRETE FOUNDATION TOP OF CONCRETE FOUNDATION SHALL BE 1" MINIMUM ABOVE FINISHED GRADE. THE BOTTOM OF CONCRETE FOUNDATION SHALL BE 3" MINIMUM BELOW FINISHED GRADE OR 12" MIN. BELOW LOCAL FROST LINE, WHICHEVER IS GREATER. CONCRETE SHALL BE 3000 PSI MIN. 28 DAYS COMPRESSIVE STRENGTH. REINFORCING STEEL SHALL BE ASTM A63. FULL CATCH FOUNDATION FORM SCHEMATIC OR COUL.
 11. INTERMEDIATE POST AND FOUNDATION, WHEN REQUIRED, SHALL BE PROVIDED SIMILAR TO END POSTS.

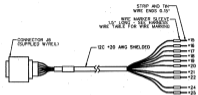
NOT TO SCALE (SEE NOTES 3 & 5)
LOCAL REQUIREMENTS SHALL GOVERN WHERE THEY EXCEED ABOVE REQUIREMENTS

NOT TO SCALE (SEE NOTES 3 & 5)

MOUNTING DETAIL OF EQUIPMENT PANELS TO FRAME SUPPORT AT CONTROL STATION

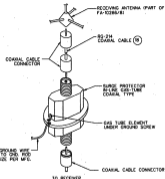
NOT TO SCALE (SEE NOTES 3 & 5)



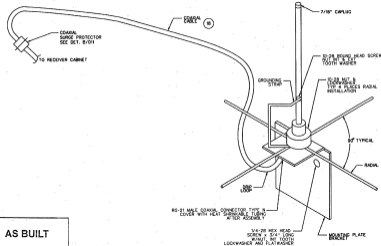


(A) SMA INPUT WIRE HARNESS
NOT TO SCALE

HARNESS WIRE TABLE		
WIRE FROM	TO WIRE HARNESS	WIRE
16	20-A	20 AWG
17	20-B	20 AWG
18	20-C	20 AWG
19	20-D	20 AWG
20	20-E	20 AWG
21	20-F	20 AWG
22	20-G	20 AWG
23	20-H	20 AWG
24	20-I	20 AWG
25	20-J	20 AWG



(B) DETAIL - COAXIAL SURGE PROTECTOR
NOT TO SCALE



(C) RECEIVER ANTENNA ASSEMBLY, DETAIL
NOT TO SCALE

EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Paul M. Miller*
Date: 12-9-2011

WHEN DISCREPANCIES EXIST BETWEEN THESE DWGS. AND FAA STD. DWS., THEN FAA STD. DWS. SHALL GOVERN.

LEGEND

2 - ITEM NO. - SEE TABLE ON SH.003

FOR OFFICIAL USE ONLY
PUBLIC RELEASE IS BE FORWARDED UNDER E.O. 13526

REV	DATE	DESCRIPTION	APP'D	DATE

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN PACIFIC REGION - LOS ANGELES, CALIFORNIA

**RUNWAY END IDENTIFIER LIGHTS (REIL)
TYPE FA-1990
MISCELLANEOUS DETAILS -3**

DESIGNED BY	DATE	ISSUED BY	DATE
CHECKED BY	DATE		

FAA FORM 750 (REV. 10-6-78)

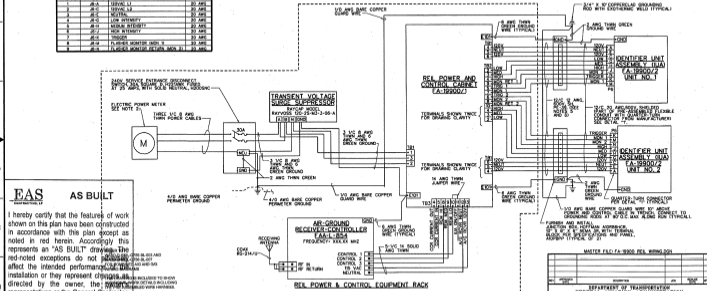


1 DETAIL - PRE-ASSEMBLED INPUT WIRE HARNESS NOT TO SCALE

HARNESS WIRE TABLE			
WIRE NO.	NO. POSITION	FACTORY-INSTALLED LABEL ON WIRE	WIRE GA.
1	1	JB-A SERIAL 11	20 AWG
2	2	JB-C SERIAL 12	20 AWG
3	3	JB-E SERIAL 13	20 AWG
4	4	JB-D LOW INTENSITY	20 AWG
5	5	JB-H MEDIUM INTENSITY	20 AWG
6	6	JB-J HIGH INTENSITY	20 AWG
7	7	JB-K TROUBLE	20 AWG
8	8	JB-M FLASHER MONITOR (MOD. 1)	20 AWG
9	9	JB-N FLASHER MONITOR (DETAIL MOD. 2)	20 AWG

NOTES:

- ALL CONNECTIONS TO PERMETER CONDUCTOR AND GROUNDING RODS SHALL BE MADE USING EXOTHERMIC WELDS PER SPECIFICATIONS.
- CONTRACTOR SHALL FURNISH AND INSTALL A METER BASE FOR USE WITH UNDERGROUND SERVICE FOR SPECIFIC ELECTRICAL COMPANY'S SPECIFICATIONS TO BE OBTAINED FROM THE LOCAL UTILITY AND NOTIFY THEE COMPANY THAT THEY COULD BE SUBJECT TO INTERFERENCE FROM OVERHEAD LINES AND THEREFORE THE ELECTRICAL COMPANY FROM WHICH THE METER IS TO BE OBTAINED SHOULD BE NOTIFIED IN ADVANCE.
- INSTALL 3/4" X 1/2" COPPER/CLAD GROUND RODS AT 80' INTERVALS IN TRENCH ALONG CABLE RUN PER SPECIFICATION FAA-G-88C, SECTION 3A.4E.
- INSTALL BURIED CABLE HARNESS PER DETAIL FA-1990A-2-2000.
- GROUND ANY UNUSED CONDUCTORS FOR FUTURE USE.
- ALL CABLES SHALL BE TESTED IN ACCORDANCE WITH FAA-C-138 (LATEST EDITION) PRIOR TO ACTIVATION.



EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not necessarily affect the intended performance of the installation or they represent changes as directed by the owner, the contractor's representatives or the General Contractor.

By: [Signature]
Date: 12-9-2011

MASTER FILE: FA-9908 DEL. WIRING DIA.

NO.	DESCRIPTION	DATE	BY

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

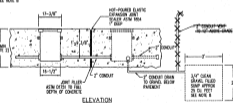
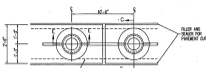
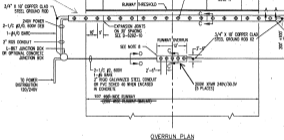
REIL
WIRING DIAGRAM

SOUTHWEST: [] SOUTHWEST STANDARD: [] TO: []

REVISION: [] SHEET NO: [] DATE: []

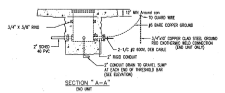
PROJECT: [] DRAWING NO: []

11 THRESHOLD LIGHTS REQUIRED FOR 100' WIDE RUNWAY

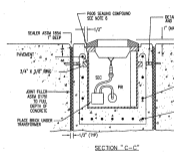


NOTES

1. ALL LIGHT BASES SHALL BE GROUNDED AS SHOWN IN SECTION "I-I". THE GROUND WIRE SHALL BE RUN THROUGH EACH BASE IN THE LIGHT BARS AND GROUNDED AT EACH CAN TO THE #6 BASE COPPER GUARD WIRE. SEE ENCL D-4292-1 FOR LOCATION OF GROUND RODS.
2. CONCRETE FOUNDATION TO HAVE A MINIMUM DEPTH OF 2'-0" OR BE 1'-0" BELOW LOCAL FROST LINE, WHICHEVER DEPTH IS GREATER.
3. SET THE LIGHT BASE WITH CONSTRUCTION PLINWOOD COVER SUPPLIED WITH THE BASE.
4. LIGHT BASES SHALL CONFORM TO FAA ADVISORY CIRCULAR A/C 150/2045-47 "SPECIFICATION FOR AIRPORT LIGHT BASES AND TRANSFORMER HOUSING".
5. THE CONTRACTOR SHALL PROVIDE 2-1/2" X 1 1/4" LONG STAINLESS STEEL BOLTS AND STAINLESS STEEL SPRT LOCKWASHERS FOR BOLTING MOUNTING RING TO LIGHT BASE, L-88T.
6. FILL SPACE WITH SEALING COMPOUND #906 FOR CONCRETE PAVEMENT OR USE FLURVE RING WITH ENCL. PROVEER CERTIFICATION OF THAT SEALER IS COMPATIBLE WITH PAVEMENT TYPE.
7. ENCASE 3/4" SMP CRUSHED STONE WITH FILTER FABRIC.
8. DRAIN PIPE AND GRANEL SMP SHALL BE INSTALLED ON BOTH ENDS OF THRESHOLD LIGHT BAR.
9. USE AMP-SIZE COMPOUND WHEN INSTALLING STAINLESS STEEL BOLTS.
10. SEMI-FLUSH THRESHOLD LIGHT FA-1030 IS FOR ZONE 6, 6.6 AMP LAMP.
11. DOWELS SHALL BE CENTERED IN PAVEMENT THICKNESS AND SHALL BE CENTERED AT SET WITH EDGE OF PAVEMENT. ALL DOWELS SHALL HAVE SAME DIMENSIONS UNLESS TABLE IN ZONE 1. DOWELS SHALL BE SPACED 10" APART BETWEEN LIGHT UNITS IN ZONE 2. DOWELS SHALL BE SPACED 24" APART BETWEEN LIGHT UNITS.
12. SEAL UNUSED HOLE IN LIGHT BASES WITH PIPE PLUGS.



DOWEL SIZES	
PAVEMENT THICKNESS	DOWEL AND EXPANSION JOINT BAR SIZE
8" - 9"	3/4"
9" - 10"	1" - 1 1/4"
10" - 12"	1" - 1 1/2"
12" - 14"	1 1/2"
14" - 24"	2"

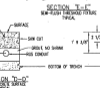
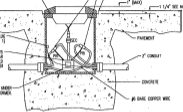


EAS
ENGINEERS ARCHITECTS SURVEYORS

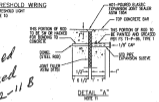
AS BUILT

I hereby certify that the features shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly, this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the contractor, or their representatives or the General Contractor.

By: *Paul J. [Signature]*
Date: *12-9-2011*



See Attached Revised D-6292-11 B



REV.	DATE	DESCRIPTION	DESIGNED	APPROVED

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC 20515

FA-11500 MALSR WITH RMS
SEMI-FLUSH LIGHTS, DETAILS FOR
RUNWAY OVERRUN INSTALLATION

DATE: 2/28/2008
SCALE: 1/8" = 1'-0"

D-6292-11 B

11 THRESHOLD LIGHTS REQUIRED FOR 100' WIDE RUNWAY

3/4" x 1/2" COVER GLASS
STEEL GROUND SIDE

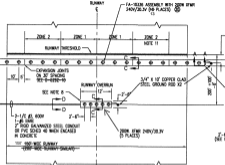
2-1/2" PVC PIPE 3/4" DIA

2-1/2" PVC CONDUIT

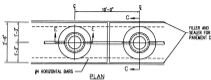
1-1/2" ANCHOR BOLT OR OPTIONAL CONCRETE ANCHOR BOLT

TO POWER DISTRIBUTION 120/240V

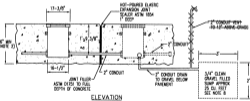
REFER TO PLAN SHEET 8-200 FOR LIGHTS CONFIGURATION



OVERVIEW PLAN



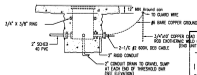
PLAN



ELEVATION

NOTES

1. ALL LIGHT BASES SHALL BE GROUNDED AS SHOWN IN SECTION "E-E". THE GROUND WIRE SHALL BE RUN THROUGH EACH BASE IN THE LIGHT BASES AND GROUNDED AT EACH END TO THE #6 BARE COPPER GROUND WIRE. SEE DWG 8-200-10 FOR LOCATION OF GROUND WIRE.
2. CONCRETE FOUNDATION TO HAVE A MINIMUM DEPTH OF 2'-6" OR 1'-0" BELOW LOCAL FROST LINE. MINIMUM DEPTH IS GREATER.
3. SET THE LIGHT BASE WITH CONSTRUCTION FLYWOOD COVER SUPPLIED WITH THE BASE.
4. LIGHT BASES SHALL CONFORM TO FAA ADVISORY CIRCULAR A/C 150/5345-12 SPECIFICATION FOR AIRPORT LIGHT BASES AND TRANSFORMER HOUSING.
5. THE CONTRACTOR SHALL PROVIDE 3/8"-18 x 1 1/4" LONG STAINLESS STEEL BOLTS AND STAINLESS STEEL SPLIT LOCKWASHERS FOR BOLTING MOUNTING RING TO LIGHT BASE, 1-R68.
6. FILL SPACE WITH SEALING COMPOUND #3666 FOR CONCRETE PAVEMENT OR USE FLANGE BOLT WITH DIAL PROVE CERTIFICATION THAT SEALER IS COMPATIBLE WITH PAVEMENT TYPE.
7. ENCASE 3/4" SAND CRUSHED STONE WITH FILTER FABRIC.
8. DRAIN PIPE AND GRAVEL SUMP SHALL BE INSTALLED ON BOTH ENDS OF THRESHOLD LIGHT BAR.
9. USE ANTI-SEIZURE COMPOUND WHEN INSTALLING STAINLESS STEEL BOLTS.
10. SEMIFLUSH THRESHOLD LIGHT FA-10236 IS FOR 200W, 6.6 AMP LAMP.
11. SOWELS SHALL BE CENTERED IN PAVEMENT THICKNESS AND SHALL BE STRAIGHT AT 90° WITH EDGE OF PAVEMENT. ALL SOWELS SHALL HAVE SAME DIMENSIONS UNLESS NOTED. IN ZONE 1, SOWELS SHALL BE SPACED 12" APART BETWEEN LIGHT LIMITS. IN ZONE 2, SOWELS SHALL BE SPACED 24" APART BETWEEN LIGHT LIMITS.
12. SEAL UNUSED HOLE IN LIGHT BASES WITH PIPE PLUGS.



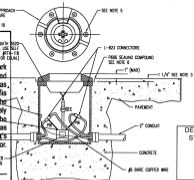
SECTION "A-A"
(END VIEW)

EAS
ENGINEERING & ARCHITECTURE
INCORPORATED

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner. The Engineer's representatives or the General Contractor.

By: *Douglas R.*
Date: *12-8-2011*

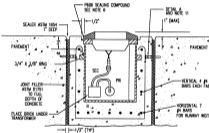


SECTION "T-T"
SIDE-TO-SIDE VIEWED FROM TYPICAL

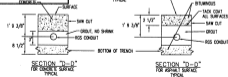


SEMIFLUSH THRESHOLD WIRING FOR EACH THRESHOLD LIGHT NOTE 10

CONCRETE	
PAVEMENT THICKNESS	CONCRETE AND EXPANSION JOINTS THICKNESS
8 - 12"	3/4"
12 - 18"	1 - 1/4"
18 - 20"	1 - 1/2"
20 - 24"	2"



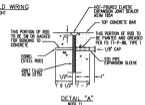
SECTION "C-C"



SECTION "D-D"
FOR CONCRETE SURFACE
TYPICAL

SECTION "D-D"
FOR ASPHALT SURFACE
TYPICAL

DETAILS FOR STATIONS:
0+10
2+30
4+30
6+30
8+30



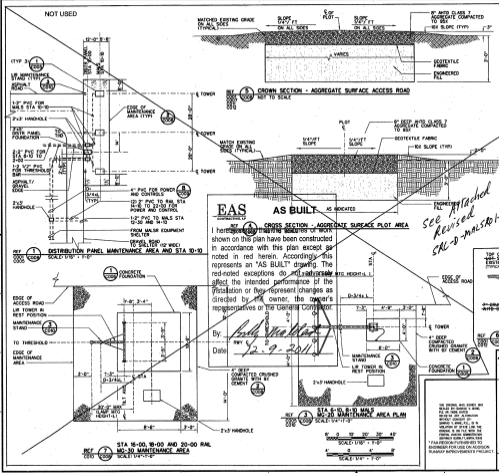
DETAIL "A"
NOTE 11

REV	DATE	DESCRIPTION	DESIGNED BY

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FA-11500 MALSRS WITH RMS
SEMI-FLUSH LIGHTS, DETAILS FOR
RUNWAY OVERRUN INSTALLATION

SCALE	DATE	BY	CHECKED	DATE	BY



- GENERAL NOTES:**
- ACCESS ROAD/PILOT AREA**
- CUT AND DISPOSED OF ROAD AND PLOT/FARMING AREA EXCAVATION MATERIAL
 - SCAFFERD AND COMPACTED THE ACCESS ROAD AND TURNAROUND AREA SURGRADE TO 95% OF MAXIMUM DENSITY AT 4" OR 2" OPTIMUM MOISTURE CONTENT IN ACCORDANCE WITH ASTM D-1557.
 - MINIMUM SLOPE FOR ALL SECTIONS OF ACCESS ROAD AND TURNAROUND AREA ARE 1/4" FT.
 - GRADE 10" ON EACH SIDE OF THE ACCESS ROAD (FOR THE ENTIRE LENGTH OF THE ROAD, PLOT/FARMING AREA AND THE TURNAROUND AREA) TO MAINTAIN THE MINIMUM SLOPE NECESSARY FOR PROPER DRAINAGE.
 - THE ACCESS ROAD DOES GENERALLY FOLLOW THE SLOPE OF THE EXISTING GROUND.
- REFERENCED DRAWINGS:**
- MSD-0-14-0000-0001 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0002 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0003 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0004 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0005 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0006 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0007 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0008 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0009 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0010 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0011 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0012 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0013 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0014 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0015 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0016 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0017 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0018 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0019 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0020 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0021 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0022 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0023 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0024 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0025 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0026 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0027 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0028 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0029 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0030 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0031 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0032 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0033 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0034 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0035 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0036 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0037 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0038 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0039 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0040 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0041 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0042 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0043 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0044 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0045 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0046 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0047 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0048 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0049 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0050 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0051 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0052 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0053 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0054 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0055 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0056 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0057 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0058 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0059 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0060 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0061 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0062 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0063 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0064 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0065 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0066 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0067 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0068 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0069 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0070 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0071 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0072 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0073 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0074 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0075 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0076 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0077 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0078 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0079 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0080 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0081 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0082 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0083 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0084 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0085 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0086 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0087 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0088 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0089 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0090 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0091 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0092 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0093 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0094 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0095 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0096 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0097 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0098 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0099 - 1" X 1/2" PLAN
 - MSD-0-14-0000-0100 - 1" X 1/2" PLAN

EAS
ENGINEERING AND ARCHITECTURE SERVICES

AS BUILT AS INDICATED

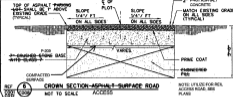
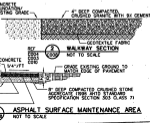
NOT TO SCALE

CROSS SECTION - AGGREGATE SURFACE PLOT AREA

I heretofore certifies that the details of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly, this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
 Date: 12-9-2011

*See Attached
 Revised
 SAC-0-MALSRA-1000*



PARSONS

SEARCHED INDEXED
 SERIALIZED FILED

DEC 11 2011
 FEDERAL BUREAU OF INVESTIGATION
 PORT NORTON, VA

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 CENTRAL SERVICE AREA
 PORT NORTON, VA

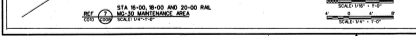
MALSR

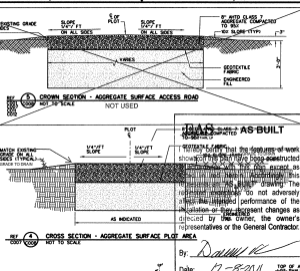
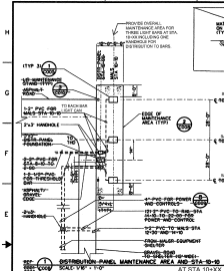
MALSR MAINTENANCE AREA DETAILS AND STA 10+10 LAYOUT

SEARCHED BY: GREGORY APOSTOL
 INDEXED BY: GREGORY APOSTOL
 SERIALIZED BY: GREGORY APOSTOL
 FILED BY: GREGORY APOSTOL

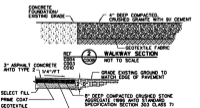
DATE: 12/9/2011
 TIME: 10:00 AM
 OFFICE: PORT NORTON

PROJECT: MALSR MAINTENANCE AREA
 DRAWING NO: SAC-0-MALSRA-1000





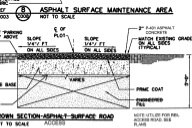
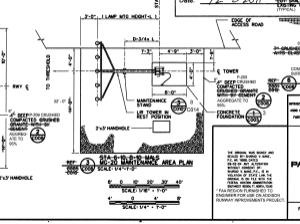
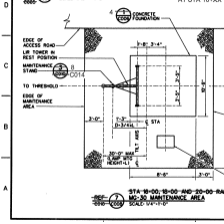
- GENERAL NOTES:**
ACCESS ROAD/PLOT AREA
1. CUT AND DISPOSED OF ROAD AND PLOT/PARKING AREA EXCAVATION MATERIAL.
 2. SCARIFIED AND COMPACTED THE ACCESS ROAD AND TURNAROUND AREA SUBGRADE TO 95% OF MAXIMUM DENSITY AT - OR - 3% OPTIMUM MOISTURE CONTENT IN ACCORDANCE WITH ASTM D-698.
 3. MINIMUM SLOPE FOR ALL SECTIONS OF ACCESS ROAD AND TURNAROUND AREA ARE 1/4" FT.
 4. GRADE 10' ON EACH SIDE OF THE ACCESS ROAD FOR THE ENTIRE LENGTH OF THE ROAD, PLOT/PARKING AREA AND THE TURNAROUND AREA TO MAINTAIN THE MINIMUM SLOPE NECESSARY FOR PROPER DRAINAGE.
 5. THE ACCESS ROAD DOES GENERALLY FOLLOW THE SLOPE OF THE EXISTING GROUND.
- REFERENCED DRAWINGS:**
- SPO-D-MALSR00-C001 WATERLINE PLAN
 - SPO-D-MALSR00-C003 MAIL STATIONS 0+10, 0+10, 10+10, 10+10, 10+10
 - SPO-D-MALSR00-C009 MAIL STATIONS 14+10, 18+10, 20+10, 20+10, 20+10
 - SPO-D-MALSR00-0000 TURNAROUND AND LOT-TOWER TURNAROUND DETAILS
 - SPO-D-MALSR00-0000 SIDEWALK/STREET DETAILS



AS-BUILT

By: *Daniel K*

Date: 12-8-2011



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION CENTRAL SERVICE AREA			
MALSR		PORT NORTH TX	
MALSR MAINTENANCE AREA DETAILS AND STA 10+10 LAYOUT			
SEARCHED	INDEXED	MAPS/REVISED	APPROVED
INDEXED BY	DATE	INDEXED BY	DATE
APPROVED BY	DATE	APPROVED BY	DATE
PROJECT	DATE	PROJECT	DATE
SCALE	DATE	SCALE	DATE

PARSONS

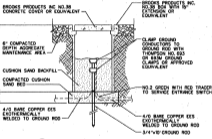
6250 W. NORTH TEXAS

FOR FURTHER INFORMATION, CONTACT THE PROJECT MANAGER AT THE ADDRESS ABOVE OR THE PROJECT MANAGER AT THE ADDRESS ABOVE.

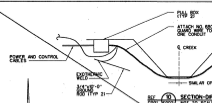
FOR REGIONAL PROJECTS, CONTACT THE REGIONAL PROJECT MANAGER AT THE ADDRESS ABOVE.

FOR LOCAL PROJECTS, CONTACT THE LOCAL PROJECT MANAGER AT THE ADDRESS ABOVE.

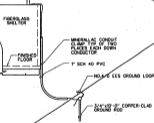
NOTE:
UTILITIES FOR GROUND ROD ACCESS WELL AT
NEW PAVEL CONTROL STATION



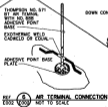
REF 2
E002 E003
NOT TO SCALE



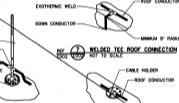
REF 10
E002 E003
NOT TO SCALE



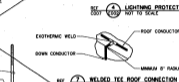
REF 1
E002 E003
NOT TO SCALE



REF 5
E002 E003
NOT TO SCALE



REF 8
E002 E003
NOT TO SCALE



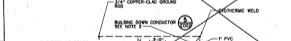
REF 7
E002 E003
NOT TO SCALE



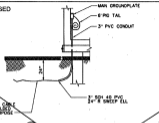
REF 4
E002 E003
NOT TO SCALE



REF 6
E002 E003
NOT TO SCALE



REF 1
E002 E003
NOT TO SCALE



REF 2
E002 E003
NOT TO SCALE

NOT USED

NOTES:

- EARTH ELECTRODE SYSTEM
FURNISH AND INSTALL NO.4/0 BARE COPPER STRANDED CONDUCTOR 2'-3\"/>
- LIGHTNING PROTECTION
DOWN CONDUCTOR SHALL BE THOMPSON NO.571 OR EQUAL METAL DOWN CONDUCTOR 3/4\"/>

EAS AS BUILT

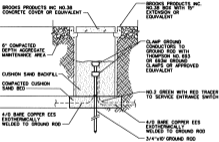
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Roby M. Lillard*
Date: *12-9-2011*

*See Attached Revised sheet
SOL-D-MALSR-002*

PARSONS FEDERAL AVIATION ADMINISTRATION CENTRAL SERVICE AREA FORT WORTH, TEXAS		DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION CENTRAL SERVICE AREA MALSR FORT WORTH, TEXAS	
ELECTRICAL GROUNDING DETAILS			
SEARCHED BY: <i>DAVID HAYES</i> INDEXED BY: <i>DAVID HAYES</i> SERIALIZED BY: <i>DAVID HAYES</i> FILED BY: <i>DAVID HAYES</i>	CHECKED BY: <i>DAVID HAYES</i> APPROVED BY: <i>DAVID HAYES</i>	SEARCHED BY: <i>DAVID HAYES</i> INDEXED BY: <i>DAVID HAYES</i> SERIALIZED BY: <i>DAVID HAYES</i> FILED BY: <i>DAVID HAYES</i>	CHECKED BY: <i>DAVID HAYES</i> APPROVED BY: <i>DAVID HAYES</i>

NOTES:
LUGS FOR GROUND ROD ACCESS WELL AT
MELT REL. CONTROL STATION AND MALS SR
BUILDING.



REF. 3 GROUNDING ACCESS WELL
5000 (100) NOT TO SCALE

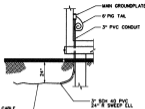


CONNECTION TO BE MADE AT EACH CAN

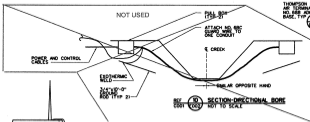
REF. 1 GROUNDING LUG DETAIL
5000 (100) NOT TO SCALE



REF. 2 500 MCM DETAIL
5000 (100) NOT TO SCALE

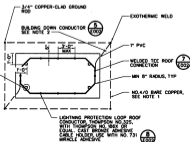


REF. 2 500 MCM DETAIL
5000 (100) NOT TO SCALE

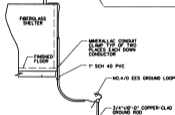


REF. 10 SECTION-DIRECTIONAL BORE
5000 (100) NOT TO SCALE

THOMPSON NO. 571 BT
AIR TERMINAL WITH
NO. 856 ADHESIVE POINT
BASE. TYP.



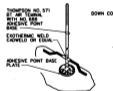
REF. 4 LIGHTNING PROTECTION PLAN
5000 (100) NOT TO SCALE



REF. 5 DOWN CONDUCTOR
5000 (100) NOT TO SCALE



REF. 7 WELDED TEE ROOF CONNECTION
5000 (100) NOT TO SCALE



REF. 6 AIR TERMINAL CONNECTION
5000 (100) NOT TO SCALE



REF. 8 CABLE HOLDER
5000 (100) NOT TO SCALE

NOTES:

- EARTH ELECTRODE SYSTEM**
 - FURNISH AND INSTALL NO. 4 1/2 BARE COPPER STRANDED CONDUCTOR 2'-0" BELOW GRADE AND 2'-0" TO 8'-0" FROM BUILDING SURFACE.
 - ALL CONNECTIONS TO THE EES SHALL BE MADE BY AN EXOTHERMIC WELD.
- LIGHTNING PROTECTION**
 - DOWN CONDUCTOR SHALL BE THOMPSON NO. 325 OR EQUAL. INSTALL DOWN CONDUCTOR IN 7" SCH 40 PVC CONDUIT FOR MECHANICAL PROTECTION FROM 1'-0" BELOW GRADE TO 8'-0" ABOVE GRADE. TERMINATE CONDUIT BELOW GRADE WITH A SWEEPER ELL.
 - CONNECTION OF DOWN CONDUCTOR TO GROUND ROD SHALL BE MADE BY AN EXOTHERMIC WELD. DOWN CONDUCTOR SHALL TERMINATE ON A GROUND ROD.
 - ATTACH DOWN CONDUCTOR TO AIR TERMINAL BY EXOTHERMIC WELD. USE CAUTION IN WELDING ON FIBERGLASS ROOF. A PROTECTIVE COVER SHALL BE PLACED ON THE FIBERGLASS ROOF FROM THE WELDING.
 - AIR TERMINAL SHALL BE SOLID COPPER 3/4" LONG WITH A 7/8" DAME TEE THOMPSON HANGERS OF EQUAL.
 - ATTACH AIR TERMINAL TO SHELTER ROOF USING AN ADHESIVE POINT BASE THOMPSON HANGERS OF EQUAL. ATTACH BASE TO ROOF WITH ADHESIVE MATRIX. COPPER ROOF CONDUCTOR SHALL BE THOMPSON NO. 325 OR EQUAL.

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Daniel Z...*
COPPER END LUG
NO. 8 5000
Date: *12-6-2011*
1/4" SS NUT AND BOLT

REF. 9 MOUNTING STAND GROUNDING LUG DETAIL
5000 (100) NOT TO SCALE

FORWARDING & DELIVERY
4000 AIRFIELD ROAD
SUITE 100
FORT WORTH, TEXAS 76107

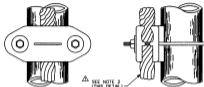
2. BUILT-IN AS REQUIRED FOR AS-BUILT
DATE: 12/6/2011
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CENTRAL SERVICE AREA
FORT WORTH, TX
MALS SR
ELECTRICAL GROUNDING DETAILS

PARSONS

PROJECT NO: 080307-03
PROJECT NAME: PLANTING BARRIERS
DRAWN BY: ENRIE FERNANDEZ
CHECKED BY: ENRIE FERNANDEZ
DATE: 08/22/2009
SCALE: AS SHOWN
SHEET NO: 080307-03-0000
SHEET TOTAL: 080307-03-0000

THE ORIGINAL WAS BOUND AND READY BY BRUCE L. FERNANDEZ, P.E. AT THE OFFICE OF BRUCE L. FERNANDEZ, P.E. IN FORT WORTH, TEXAS. IT IS A COPY OF THIS PLAN. THE ORIGINAL IS IN THE OFFICE OF BRUCE L. FERNANDEZ, P.E. IN FORT WORTH, TEXAS. IT IS A COPY OF THIS PLAN. THE ORIGINAL IS IN THE OFFICE OF BRUCE L. FERNANDEZ, P.E. IN FORT WORTH, TEXAS. IT IS A COPY OF THIS PLAN.

*FAA REGION FURNISHED TO ENGINEER FOR LOG ON ADDRESS SURVEY IMPROVEMENT PROJECT.



MATERIAL:
CASTING - BRONZE ALLOY
HARDWARE - SILICON BRONZE OR STAINLESS STEEL

SOURCES:
A. BUNURY "DAB" TYPE
B. THOMPSON NO. 282 SERIES
C. ANDERSON CONNECTOR "CO" TYPE
D. OR APPROVED EQUAL

- NOTES:
1. TWO EACH U-BOLT CLAMPS TO BE USED TO ATTACH AIR TERMINALS TO PIPE STANDARDS.
2. USE PROPER SIZE U-BOLT CLAMP TO FIT CABLE AND PIPE.

U-BOLT TYPE CLAMP

DOWN CONDUCTOR OR AIR TERMINAL TO PIPE TOWER LEG AND PIPE STANDARD

RECOMMENDED EXOTHERMIC WELD COMPONENTS

REQUIRED CABLE CONNECTION	MOLD	WELD METAL
THOMPSON NO.32 TO SHD. ROD	DPF-180C	250
THOMPSON NO.32 TO NO.32	PTC-62BC	90
SOLID AWG NO.2 TO NO.32	PTC-621	90
STRANDED AWG NO.2 TO NO.32	PTC-621V	90
STRANDED AWG NO.4/0 TO NO.32	PTC-208C	165
STRANDED AWG NO.4/0 TO NO.28R	PTC-208D	300
THOMPSON 28R TO GROUND ROD	DPF-180	250
STRANDED AWG NO.4/0 TO NO.4/0	PTC-202D	300
THOMPSON NO.28R TO NO.28R	PTC-604D	300
STRANDED AWG NO.4/0 TO AWG NO.2	PTC-201V	165
STRANDED AWG NO.4/0 TO SHD. ROD	DPF-180D	250
NO.32 TO VERTICAL STEEL	VHRC	300 (SEE NOTE 2)
NO.28R TO VERTICAL STEEL	VHRC	2-150 (SEE NOTE 2)

NOTES:

- DELETED
- FOR CABLE TO STEEL PIPE AND PIPE DIRECTION AND NORMAL PIPE SIZE TO VV MOLD NUMBER.

EQUIVALENT CATALOG NUMBERS FOR THOMPSON, ROBBINS, AND A/C CABLE

- A. THOMPSON NO.32
ROBBINS NO.1
A/C C-122
- B. THOMPSON NO.28R
ROBBINS NO.224
A/C C-128

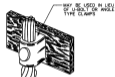


MATERIAL: CAST BRONZE
HARDWARE: SILICON BRONZE OR STAINLESS STEEL

SOURCES:
1. THOMPSON NO.142
2. INDEPENDENT NO.288A
3. ROBBINS 81X
4. A/C NO.0559

ANGLE TYPE CLAMP

DOWN CONDUCTOR TO ANGLE OR CHANNEL IRON



TYPE VV



TYPE GP



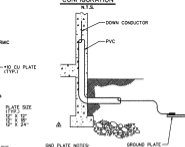
TYPE PF

EXOTHERMIC WELD NOTES:

- QUICKSEAL MADE BY JOHNS-HEWVILLE SHALL BE USED TO SEAL AROUND EACH CABLE ON OUTSIDE OF THE MOLD FOR ALL CABLE CONNECTIONS.
- THE CABLES SHALL BE CLEANED WITH A WIRE BRUSH AND CLAMPED TO PREVENT THEM MOVING FROM MOLDS PRIOR TO SPOONING WELD.
- MOLDS ARE TO BE OF THE TYPE APPROVED FOR PROPER CONNECTION AND CLEANED PRIOR TO EACH MOLD SHALL BE DRIED WITH PROPER TORCH BEFORE USING.
- MOLDS SHALL NOT BE MOVED.

EXOTHERMIC WELD CONNECTIONS

TYPICAL DOWN CONDUCTOR INSTALLED CONFIGURATION



- GROUND PLATE NOTES: UNLESS OTHERWISE SPECIFIED:
- FIELD-MADE GND PLATE SIZE MAY VARY.
 - RUNNING CONDUCTOR IN PVC TO GND PLATE DEPTH.
 - EXOTHERMICALLY WELD ALL CONNECTIONS MADE TO THE GND PLATE.

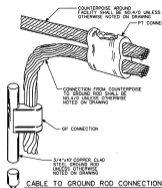
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C. 20515

GROUNDING STANDARDS TYPICAL CONNECTIONS

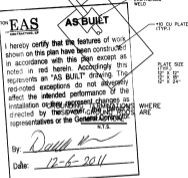
FORM ORIGINAL DRAWN BY: CHRISTIAN C. CALLAHAN TCE
FORM ORIGINAL CHECKED BY: G. R. RIVERA

SUPERVISOR OF SECTION, GEN-154
MANAGER OF BRNGLD, GEN-155
DIVISION: AIRPORT FACILITIES
DIVISION: GEN-154/155

DATE: 12-6-2011
BY: [Signature]
CHECKED BY: [Signature]



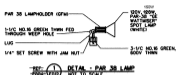
CABLE TO GROUND ROD CONNECTION



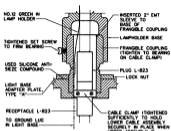
EAS
ENGINEERING AND SURVEILLANCE
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

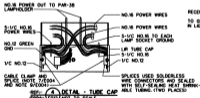
By: *[Signature]*
Date: 12-8-2011



REV. 0004 (REV) DETAIL - PAR 38 LAMP NOT TO SCALE



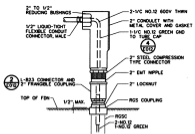
REV. 0006 (REV) L-823 CONNECTOR DETAIL NOT TO SCALE



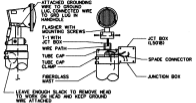
REV. 0004 (REV) DETAIL - TUBE CAP NOT TO SCALE



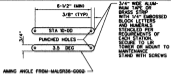
REV. 0004 (REV) DETAIL NOT TO SCALE



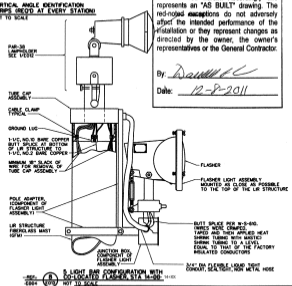
REV. 0004 (REV) DETAIL NOT TO SCALE



REV. 0006 (REV) SECTION NOT TO SCALE



REV. 0004 (REV) VERTICAL ANGLE IDENTIFICATION STRIPS (REV. 0004) NOT TO SCALE



REV. 0004 (REV) S LIGHT BAR CONFIGURATION WITH NO-LOCATED FLASHERS, STA 14-00 NOT TO SCALE

REV. 0004	AS-BUILT	DATE	12-8-2011
REV. 0004	AS-BUILT	DATE	12-8-2011

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CENTRAL SERVICE AREA
FORT WORTH, TX

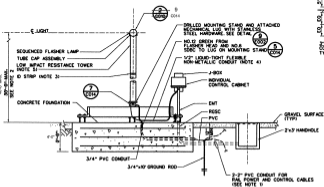
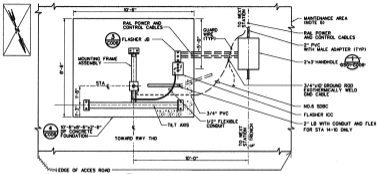
PARSONS

MISCELLANEOUS DETAILS
FOR 14-XX

NO. 0000000000	DATE	12-8-2011
REV. 0004	DATE	12-8-2011
REV. 0004	DATE	12-8-2011

FORT WORTH TEXAS

8



15+XX, 16+XX, 20+XX
 STA 15-00, 16-00, 20-00 AND 21-00
 FLASHER FOR NO-30 RAIL STATION
 SCALE: 1/2" = 1'-0"
 STA 14-10 - FLASHER IS AND ICC ONLY.
 SEE DETAIL 1000S FOR FOUNDATION
 AND TOWER. SEE NOTE 51

EAS
 AS BUILT

3 NO. 5 REBARS AROUND

TO BASE OF MAST

INDIVIDUAL CONTROL CABINET

ANCHOR BOX

2" ENT (TYP)

2" PLATE WITH FRANGIBLE COUPLER

2" FRANGIBLE WITH ROSC COUPLER (TYP)

2" RESE (TYP)

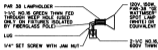
2'-4"

SCALE: 1/2" = 1'-0"

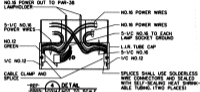
By: *[Signature]*
 Date: 12-8-2011

- NOTES:**
- CABLES AND CONNECTIONS OF POWER AND CONTROL TO THE JUNCTION BOX, INDIVIDUAL CONTROL CABINET AND THE FLASHER RESEMBLE THE ASSEMBLY TYPE SHOWN IN DRAWING 1000-0000-0000-0000-0000.
 - SURVEYED FOUNDATION ELEVATIONS AND OUT LIR TOWERS TO MEET DESIGN LIGHT ELEVATIONS SHOWN ON SRC-D-MALS901-C000-0-000 AND 0-010.
 - INSTALLED IDENTIFICATION STRIPS TO LIGHT STAND, ONE PER STATION. SEE DETAIL 1000.
 - PROVIDED ENOUGH 1/2" FLEXIBLE CONDUIT TO ALLOW LOWERING OF TOWER.
 - FOR MO-30 ASSEMBLY INSTRUCTION SEE SRC-D-MALS901-C000-0-000-SERIES, CE-D-745-10-10
 - 1" DEEP COMBED, COMPACTED GRANITE WITH 3/4" CONCRETE AROUND RAIL STATIONS. SEE DETAIL 7.
 - CONCRETE FOUNDATION HAS A MINIMUM DEPTH OF AS SHOWN ON DRAWING OR BE 1'-0" BELOW FROST LINE WHICHEVER DEPTH IS GREATER.
 - MALS ON STA 14-10 IS CO-LOCATED WITH RAIL. PROVIDED 5x6" FOUNDATION WITH TILT. DETAIL. SEE DWG SRC-D-MALS901-C000 AND -020.
 - SEE DWG SRC-D-MALS901-C000 FOR MO-30 MOUNTING DETAILS.
- REFERENCED DRAWINGS:**
- SRC-D-000-0000 - HANDBOLE AND ENT-1 DETAILS
 - SRC-D-MALS901-C000 - MOUNTING FRAMES
 - SRC-D-MALS901-C000 - MALS STATIONS 4-10, 12-10, 12-30, 14-10
 - SRC-D-MALS901-C000 - MALS MAINTENANCE AREA DETAILS AND STA 10-10 LAYOUT
 - SRC-D-MALS901-C000 - TRENCHING AND LIR TOWER MOUNTING DETAILS
 - SRC-D-MALS901-C000 - MISCELLANEOUS DETAILS
 - SRC-D-MALS901-C004 - LIR TOWER DETAILS
 - SRC-D-MALS901-E002 - ELECTRICAL GROUNDING DETAILS
 - SRC-D-MALS901-E000-000-000-000-0
 - SRC-D-MALS901-E000 - ELECTRICAL DETAILS 40-0
 - SRC-D-MALS901-E000 - LIR-SPRINKLER RESISTANCE-WO-STRUCTURE
 - SRC-D-MALS901-E000 - LIR-STRUCTURES

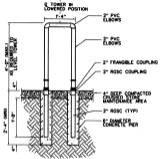
<p>THE DESIGN AND CONSTRUCTION OF THIS PROJECT HAS BEEN REVIEWED AND APPROVED BY THE FEDERAL AVIATION ADMINISTRATION (FAA) FOR THE AIRPORT SECURITY PROGRAM (ASP) PROJECT.</p> <p>DATE: 12-8-2011</p>	<p>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION CENTRAL SERVICE AREA MALSR FORT WORTH, TX</p>
<p>PARSONS</p> <p>14+10-16+00-18+00-20+00-21+00-19+XX, 18+XX, 20+XX</p> <p>SCALE: 1/2" = 1'-0"</p>	<p>RAIL STATIONS</p> <p>14+10-16+00-18+00-20+00-21+00-19+XX, 18+XX, 20+XX</p> <p>SCALE: 1/2" = 1'-0"</p>



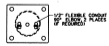
REF. 1 DETAIL - PAR 38 LAMP
 SCALE: NOT TO SCALE



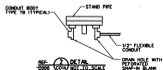
REF. 4 DETAIL
 NOT TO SCALE
 TYPICAL WIRING AT TUBE CAP AT TOP OF MAST



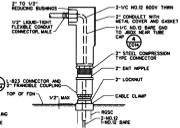
REF. 5 DETAIL
 SCALE: 1/2" = 1'-0"



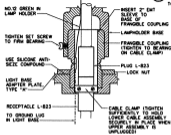
REF. 2 DETAIL
 SCALE: NOT TO SCALE



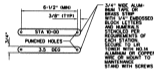
REF. 7 DETAIL
 SCALE: NOT TO SCALE



REF. 6 DETAIL
 SCALE: NOT TO SCALE
 APPLIES TO MALS (STEADY BURNING STATIONS ONLY)



REF. 8 DETAIL
 SCALE: NOT TO SCALE



REF. 3 DETAIL
 SCALE: NOT TO SCALE

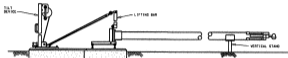
EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with the plan except as noted on this drawing. According to the requirements of the plan, the contractor is responsible for the installation or they represent changes as ordered by the owner. The owner's representative is the General Contractor.

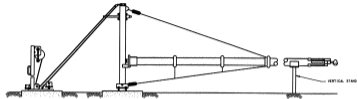
By: *[Signature]*
 Date: 12-8-2011

PARSONS FEDERAL AVIATION ADMINISTRATION CENTRAL SERVICE AREA FORT WORTH, TEXAS	PROJECT: LOCATION: DATE: DRAWING NO:
	DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION CENTRAL SERVICE AREA FORT WORTH, TEXAS MAIL STOP: LIR TOWER DETAILS
DRAWN BY: CHECKED BY: DESIGNED BY: DATE:	REVISIONS: NO. DATE DESCRIPTION 1 12/8/11 PREPARED FOR EAS/BST 2 12/8/11

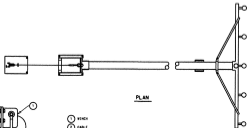
THIS DRAWING HAS BEEN APPROVED FOR CONSTRUCTION BY THE FAA. IT IS THE USER'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE FAA AND OTHER AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE FAA AND OTHER AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE FAA AND OTHER AGENCIES.



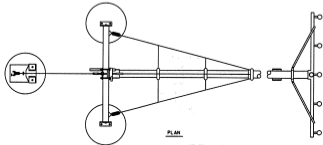
ELEVATION
M6-20 IN SERVICE POSITION



ELEVATION
M6-20 IN SERVICE POSITION



PLAN

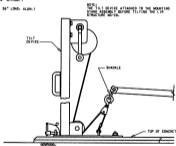


PLAN

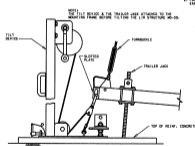
1. WICK
 2. CABLE
 3. PULLEY
 4. TILT DEVICE
 5. TRAILER JACK
 6. SHANKLE
 7. TILT DEVICE ATTACHED TO MOUNTING FRAME ASSEMBLY

EAS
ASBUILT
 I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. According to this drawing, the "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation. They represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Donna J. Holt*
 Date: 12-6-2011



TILT DEVICE ATTACHED TO MOUNTING STAND ASSEMBLY
FOR LIR STRUCTURE M6-20



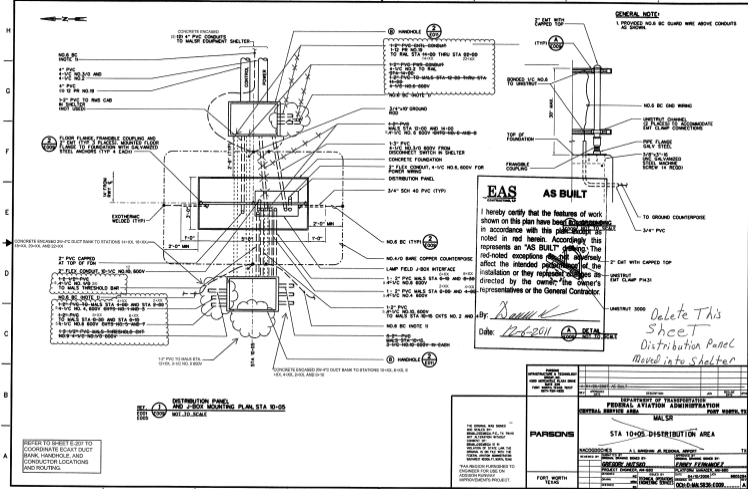
ATTACHING TILT DEVICE TO MOUNTING FRAME ASSEMBLY
FOR LIR STRUCTURE M6-20

GENERAL NOTES:

- TRAILER JACK IS COMMERCIAL TYPE-WESBAM BRAND.
- FOR EACH WALKER FACILITY WITH LIR STRUCTURES, ONE TILT DEVICE IS USED. EACH M6-20 HAS ONE TRAILER JACK.

DRAWING NO. AS-BUILT-RUN-21-001		DATE	12/6/11
REV. NO.		DESCRIPTION	DATE
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION KANSAS CITY, MISSOURI			
LIR RAISING & LOWERING INSTRUCTIONS MALSR - RUNWAY 24-33 THE EASTERN IOWA AIRPORT CEDAR-RAPIDS, IOWA			
DESIGNED BY	APPROVED BY	DATE	REV.
AIRWAY FACILITY DIVISION 400 EAST JEFFERSON STREET KANSAS CITY, MISSOURI 64108	CHRIS GLATT CHRIS GLATT ANDREW J. HOLT	12/6/11 12/6/11 12/6/11	1 2 3
SHEET TITLE NAME: MALSR SHEET NO.: C10 31 PROJECT NO.: CE-0-7416-10-20		SHEET DATE: 12/6/11 SHEET NO.: 11	

GENERAL NOTE:
1. PROVIDE NO. 6 GROUND WIRE ABOVE CONDUITS AS SHOWN.



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan, except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes authorized by the owner. The owner's representatives or the General Contractor.

By: *[Signature]*
Date: *12-6-2011*

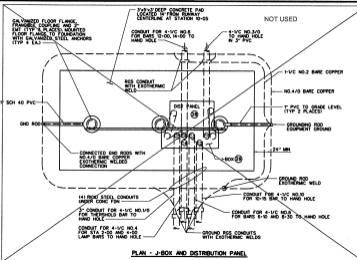
Delete This Sheet Distribution Panel Moved into Shelter

DISTRIBUTION PANEL AND J-BOX MOUNTING PLAN, STA 10-00
NOT TO SCALE

REFER TO SHEET E-207 TO COORDINATE SCANT CUTOUT BANK, HANDHOLE, AND CONDUCTOR LOCATIONS AND ROUTING.

DESIGN STRUCTURE & TOWERING AND ARCHITECTURE PARSONS 1000 WEST 7TH STREET FORT WORTH, TEXAS 76102-7000 TEL: 817.339.2000	DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION CENTRAL SERVICE AREA MALSR PORT WORTH, TX	
	STA 10+05 DISTRIBUTION AREA	
PROJECT NO. 03-0000-0001-0000 SHEET NO. 1000-1000-0000	DRAWN BY: <i>[Name]</i> CHECKED BY: <i>[Name]</i> DATE: <i>[Date]</i>	PROJECT NO. 03-0000-0001-0000 SHEET NO. 1000-1000-0000

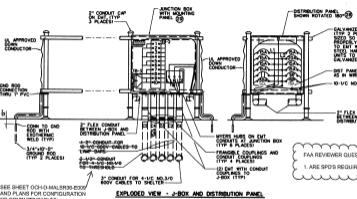
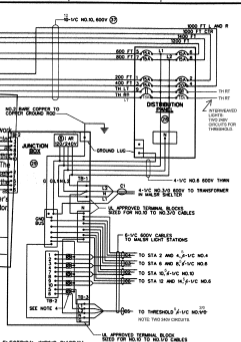
THIS DRAWING WAS PREPARED BY THE ARCHITECTURE & TOWERING DIVISION OF PARSONS AND IS TO BE USED ONLY FOR THE PROJECT AND LOCATION SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE USED FOR ANY OTHER PROJECT OR LOCATION WITHOUT THE WRITTEN PERMISSION OF PARSONS. PARSONS ASSUMES NO LIABILITY FOR THE DESIGN OR CONSTRUCTION OF ANY PROJECT OR LOCATION IDENTIFIED HEREON.



EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with the plan except as noted in red margin. Accordingly this represents an "AS BUILT" drawing. The indicated exceptions do not adversely affect the intended performance of the installation or they represent changes authorized by the owner, the owner's representatives or the General Contractor.

By: *Daniel V. [Signature]*
 Date: *12-6-2014*



FAA REVIEWER QUESTION:
 1. ARE SPD'S REQUIRED?

- NOTES:**
1. SEE SITE PLAN FOR LOCATION OF DISTRIBUTION PANEL AND J-BOX.
 2. SEE CDS FOR ITEMS REFERENCED BY CIRCLED NUMBERS.
 3. STABILIZED DIST. PANEL AND J-BOX BY ADDING GALVANIZED FLOOR FLANGE WITH FRANGIBLE COUPLING TO BACK OF BOX.
 4. SURGE PROTECTORS FOR LIGHTNING PROTECTION IS A REGIONAL SITE SPECIFIC REQUIREMENT.

MODIFIED FROM STANDARD DRAWING D-6212-6

NO.	DATE	DESCRIPTION	BY	CHKD

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
 CENTRAL SERVICE AREA MALSR FORT WORTH, TX

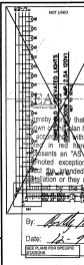
MALSR
DISTRIBUTION PANEL AND JUNCTION BOX MOUNTING DETAILS

NO.	DATE	DESCRIPTION	BY	CHKD

DESIGNED BY: **BRADLEY HUTCHINS**
 DRAWN BY: **TONYCA BRONKHORST**
 CHECKED BY: **BRADLEY HUTCHINS**
 DATE: 05/16/2008

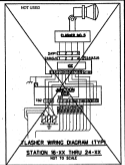
APPROVED BY: **FRANKY FERNANDEZ**
 DATE: 05/16/2008

PROJECT NUMBER: MALSR FLIGHTLINE BRIDGE, MALSR
 DRAWING NUMBER: 000-D-MALSR30-000



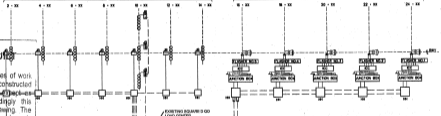
FOR THE MODERNIZATION IMPROVEMENTS PROJECT, NEW SEMI-FLUSH LIGHTING WORK IS INDICATED AT 1-1150-0-0, 2-1150-0-0, 3-1150-0-0, 4-1150-0-0, 5-1150-0-0 AND 6-1150-0-0.

OTHER FLUSH LIGHTING WORK IS FOR INFORMATION ONLY AND CONTRACTORS USE COORDINATION AND INFORMATION TO THE NEW SEMI-FLUSH LIGHTING WORK TO THE EXISTING MAIN SYSTEM.



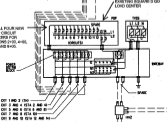
MALS (MEDIUM INTENSITY) APPROACH LIGHTING SYSTEM

RAIL (RUNWAY ALIGNMENT INDICATOR LIGHTS)



that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Kevin M. McMillan*
Date: *12-9-2011*
SEE PLANS FOR SPECIFIC REQUIREMENTS



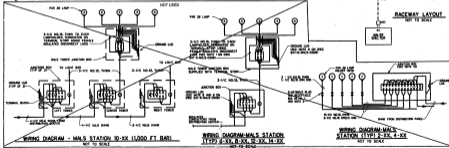
MALS RACEWAY AND CABLE SCHEDULE

FROM	TO	RACEWAY	CABLE
MALS 1-XX	MALS 2-XX	2" X 4" (10' X 10')	12-14 AWG (10' X 10')
MALS 2-XX	MALS 3-XX	2" X 4" (10' X 10')	12-14 AWG (10' X 10')
MALS 3-XX	MALS 4-XX	2" X 4" (10' X 10')	12-14 AWG (10' X 10')
MALS 4-XX	MALS 5-XX	2" X 4" (10' X 10')	12-14 AWG (10' X 10')
MALS 5-XX	MALS 6-XX	2" X 4" (10' X 10')	12-14 AWG (10' X 10')

THRESHOLD LIGHTING GRID DOT 1 - 1000 FT (2" X 10")

SEE PLANS FOR SPECIFIC CONDUIT AND CABLE REQUIREMENTS

See Revised Sheet SW 58-0-MALS-Error Attached



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *Kevin M. McMillan*

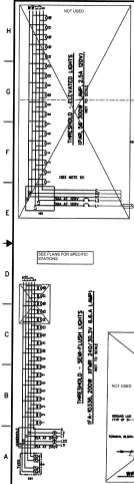
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ATS - TECHNICAL OPERATIONS CENTRAL SERVICE AREA

MALS
TYPE FA-1150-0 WITHOUT RMS
SYSTEM ELECTRICAL DIAGRAM
RUNWAY XX

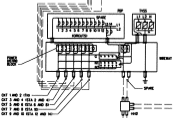
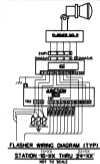
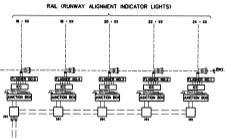
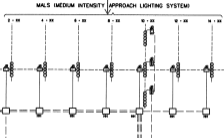
REVISIONS:

NO.	DATE	DESCRIPTION
1	12/9/2011	AS BUILT

DATE: 12/9/2011
BY: KEVIN M. McMILLAN
JOB NO: 58-0-MALS-002



FOR THE ADDITIONAL IMPROVEMENTS PROJECT, NEW SEMI-FLUSH LIGHTING WORK IS REQUIRED AT THRESHOLD, 30-X, 20-X, 21-X, 22-X, 23-X, 24-X AND 25-X.

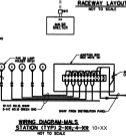
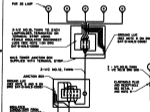
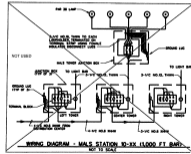


MALS RACEWAY AND CABLE SCHEDULE			
FROM	TO	RACEWAY	CABLE
1-XX	2-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
2-XX	3-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
3-XX	4-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
4-XX	5-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
5-XX	6-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
6-XX	7-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
7-XX	8-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
8-XX	9-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
9-XX	10-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
10-XX	11-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
11-XX	12-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
12-XX	13-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
13-XX	14-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
14-XX	15-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
15-XX	16-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
16-XX	17-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
17-XX	18-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
18-XX	19-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
19-XX	20-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
20-XX	21-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
21-XX	22-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
22-XX	23-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
23-XX	24-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"
24-XX	25-XX	1-1/2" x 1/2" x 1/2"	1-1/2" x 1/2" x 1/2"

AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as shown in red herein. According to this certificate an "AS BUILT" drawing. The red noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

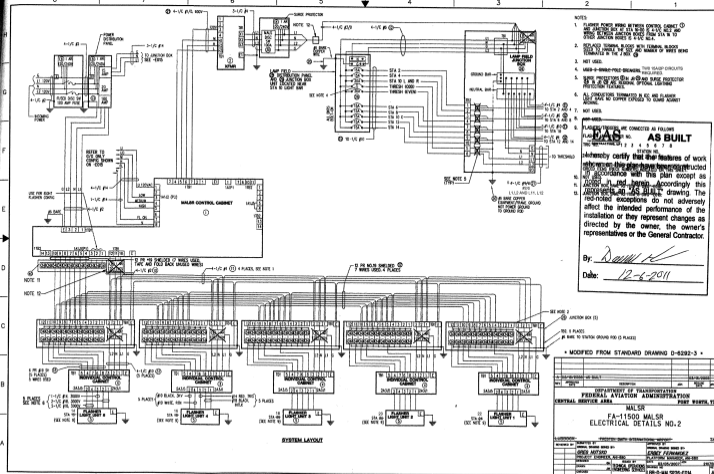
By: *[Signature]*
Date: 12-6-2011



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ATD - TECHNICAL OPERATIONS CENTRAL SERVICE AREA

MALS
TYPE FA-11500 WITHOUT RMS
SYSTEM ELECTRICAL DIAGRAM
RUNWAY XX

CHECKED BY: []
DATE: []
DRAWN BY: []
DATE: []
SCALE: []
PROJECT: []
SHEET: []



- NOTES
- FLASHER POWER WIRING BETWEEN CONTROL CABINET AND ANTRON BOX AT STA 10 IS 4-1/2 VDC. ALL OTHER ELECTRICAL ANTRON POWER FROM STA 10 TO OTHER ANTRON BOXES IS 4-1/2 VDC. ALL WIRING TERMINATED IN THE J-BOX.
 - REPLACED TERMINAL BLOCKS WITH TERMINAL BLOCKS DESIGNED TO HANDLE THE SIZE AND NUMBER OF WIRES BEING TERMINATED IN THE J-BOX.
 - NOT USED.
 - WAS 4-WIRE-POLE-BROWNS. THIS CLASS CIRCUITS REQUIRED.
 - SWITCH PROTECTORS ARE 4-1/2 VDC AND SWITCH PROTECTOR IS 4-1/2 VDC. NO NEONAL OPTICAL LIGHTING PROTECTION FEATURES.
 - ALL CONDUCTORS TERMINATED IN IDC AND FLASHER LIGHT SHALL BE COPPER EXPOSED TO GROUND AGAINST ACIDING.
 - NOT USED.
 - NOT USED.

FLASHER/STRINGS ARE CONNECTED AS FOLLOWS

FLASHER CONTROL NO.	1	2	3	4	5	6	7
STATION NO.	1	2	3	4	5	6	7

I hereby certify that the features of work shown on this drawing have been constructed in accordance with this plan except as noted in red herein. Accordingly this drawing is an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
 Date: 12-6-2011

• MODIFIED FROM STANDARD DRAWING D-6292-3 •

DATE	REVISION	BY	CHKD

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 CENTRAL SERVICE AREA

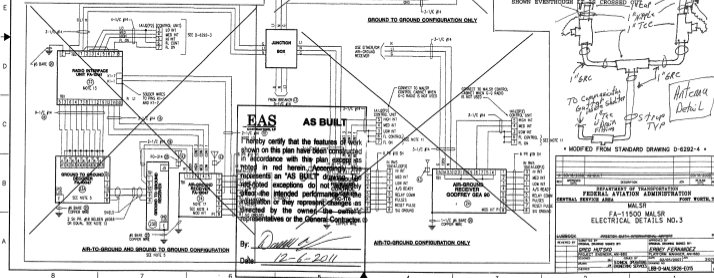
MALSR
 FA-11500 MALSR
 ELECTRICAL DETAILS NO.2

DATE: 12-6-2011

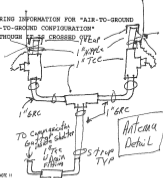
DESIGNED BY: JAMES W. HARRIS
 CHECKED BY: GARY FERNANDEZ
 DRAWN BY: PATRICIA WOODRUFF
 TITLE: ELECTRICAL DETAILS NO. 2
 PROJECT: MALSR PROGRAM
 DRAWING NO: LAD-D-MALSR35-02H

SYSTEM LAYOUT

TYPICAL ITEMS FOR MALS SYSTEMS (NOTE 13)	
ITEM NO.	DESCRIPTION
1	CONTROL CABINET FA-1507
2	300VA POWER TRANSFORMER FA-1504
3	DISCONNECT SWITCH 250/250 250 500 AMP 50 WITH SURGE PROTECTOR
4	NOTHING CONTROL CABINET FA-1503
5	FLIGHT LOG UNIT FA-1503
6	ONE 24 AMP OVERCURRENT PROTECTIVE FA-1506
7	SURGE PROTECTOR 60/100 500/1000
8	PLUG REE RECEPTACLE L-2503
9	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
10	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
11	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
12	BRASSER SERIAL 200A 200A 24
13	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
14	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
15	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
16	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
17	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
18	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
19	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
20	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
21	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
22	2" FLEXIBLE CONDUIT
23	NO. 6 BARE COPPER WIRE
24	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
25	GROUNDING RECEIVER DECOUPLER FA-1506/FA-1506A
26	THRESHOLD LIGHTS (ELEVATED WITH GREEN FILTER)
27	APERTURE BOX 24 1/2 IN. S.O.B. TYPE 14880
28	LAMP FIELD DISTRIBUTION CABLE
29	APERTURE BOX INTERFACED TO 20-200-100 WITH TORN BLOOD GAS BLEND
30	GROUNDING PROTECTION DEVICE 1 1/2 IN. LIFT 2 1/2 IN. 11 AMP DISCONNECT BLOCK
31	COMM. CABLE 80-24
32	MULTIPOINT GROUNDING BLOCK
33	CABLE 1/2 IN. S.O.B. BODY TYPE 14880
34	DISCONNECT SW. 50 AMP
35	CONTROL UNIT APERTURE BOX
36	LAMP STATION APERTURE BOX
37	POLYPHASE LIGHTING APERTURE BOX



- NOTES:
1. NOT USED.
 2. NOT USED.
 3. NOT USED.
 4. NOT USED.
 5. NOT USED.
 6. ALL AIRTER WIRING IS 1AW FAA-T-120V OR CURRENT EDITION.
 7. ALL AIRTER/GROUND CABLE USED IN STRUT-BURNING LIGHTS ARE THIN STRANDED BELLOW SHOULD ARE RATED FOR UNDERGROUND USE.
 8. THE NO. 6 WIRE IS HARD WIRE IS SOLID COPPER IN NON-METALLIC CONDUIT.
 9. ALL CABLE HAS CONDUIT INSTALLATION ARE 1AW FAA-T-120V OR LATEST EDITION.
 10. ALL LIGHTING PROTECTORS AND GROUNDING IS IN CONFORMANCE WITH FAA-T-120V AND FAA-T-120V-2.
 11. NOT USED.
 12. 2 PR NO. 8 INDIVIDUALLY SHIELDED CABLE SHIELD IS SO BARE OR EQUAL.
 13. ITEM NUMBERS ARE SHOWN AS CIRCLED NUMBERS ON THIS THIRD COPY.



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been completed in accordance with this plan except as noted in red herein. According to this represents an "AS BUILT" drawing. It has noted exceptions do not necessarily affect the intended performance of the installation or they represent changes as directed by the owner, the contractor, representatives or the General Contractor.

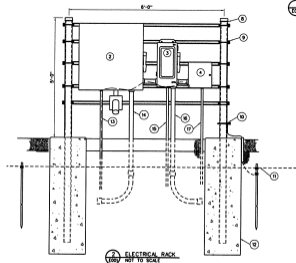
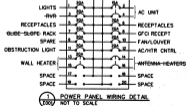
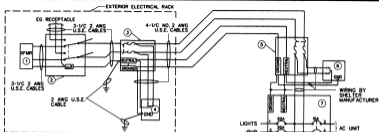
By: *[Signature]*
 Date: 12-6-2011

* MODIFIED FROM STANDARD DRAWING D-6192-4 *

PROJECT NO.	FA-11500
DATE	12-6-2011
DESIGNED BY	JOHN J. BROWN
CHECKED BY	JOHN J. BROWN
APPROVED BY	JOHN J. BROWN
REVISIONS	

DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION
 CENTRAL SERVICE AREA
 MALSR
 FA-11500 MALSR
 ELECTRICAL DETAILS NO. 3

REVISION	DESCRIPTION	DATE
1	AS BUILT	12-6-2011



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: 12-6-2011

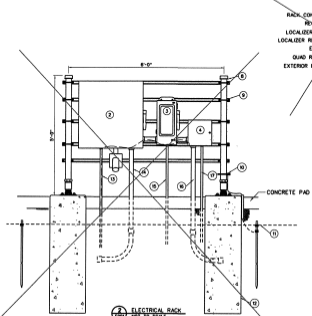
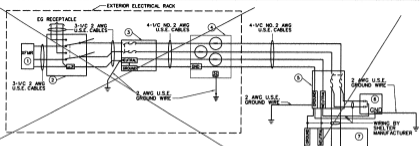
MARKED LEGEND:

- ① EXISTING TRANSFORMER 30 KVA, 240/120V, TRANSFORMER BY UTILITY
- ② MAINLINE TRANSFER SWITCH, DOUBLE THROW SAFETY SWITCH, SQUARE D NO. 8248, 300A, NEMA 3R, FUSED AND INSTALLED RECEPTACLE FOR 2" (MOUNT) CABLE, DISCONNECTOR-HUBBELL, NO. A-60010W MOUNTED IN A 10 DEGREE ANGLE BACK, 804-HUBBELL, NO. 8000-W
- ③ HEAVY DUTY SAFETY SWITCH 25/240 V, 300A, 2 POLE, NEMA 3E-30, 30-SEAL, NEUTRAL, FUSIBLE DISCONNECT SWITCH, LOCKABLE IN ON AND OFF POSITION, ITEM NUMBER 3, HUBBELL, OR APPROVED EQUAL, FUSED AT 100 AMPS, PROVIDE ONE SET OF SPARE FUSES
- ④ SURGE PROTECTION DEVICE, RAYBOSN 100-25-40-3-00-A-H
- BY OTHERS ⑤ DISCONNECT SWITCH MOUNTED INSIDE THE SHELTER, 300A, 240V, WITH FUSES
- BY OTHERS ⑥ INCOMING POWER SURGE ARRESTOR, 100/240V
- BY OTHERS ⑦ 300A BREAKER PANEL, LUGS ONLY, 20 CIRCUITS, WITH BOLT ON BREAKERS
- ⑧ 2\"/>
- ⑨ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ⑩ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ⑪ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ⑫ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ⑬ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ⑭ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ⑮ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ⑯ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ⑰ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ⑱ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ⑲ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ⑳ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉑ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉒ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉓ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉔ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉕ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉖ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉗ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉘ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉙ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉚ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉛ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉜ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉝ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉞ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㉟ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊱ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊲ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊳ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊴ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊵ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊶ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊷ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊸ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊹ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊺ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊻ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊼ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊽ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊾ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>
- ㊿ GALVANIZED STEEL PIPE WITH CAP (1 1/2\"/>

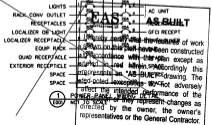
CONSTRUCTION NOTES

1. INSTALL 2\"/>
- 2. INSTALL WEATHERPROOF LOGS/STAYS FOR CONDUIT PENETRATIONS, APPLY SILICONE OVER LOGS/STAYS AND SEAL ALL MANUFACTURER AND FIELD DRILLED HOLES TO PREVENT WATER IN THE EQUIPMENT.
- 3. INSTALL RED ANTIKIND PLASTIC MARKING WITH 5/8\"/>

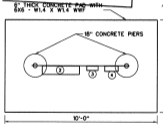
NO.	REVISION	DATE	BY	CHKD.	APP.
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION AVO - TECHNICAL OPERATIONS CENTRAL SERVICE AREA					
-65 ELECTRICAL DETAILS					
DRAWN BY: [Name]					
CHECKED BY: [Name]					
DATE: 02/08/2008					
SCALE: AS SHOWN					
PROJECT: [Name]					
SHEET NO: [Number]					
TOTAL SHEETS: [Number]					



2 ELECTRICAL RACK
NOT TO SCALE



By: *[Signature]*
Date: 12-6-2011



2 TOP VIEW CONCRETE FOR ELECTRICAL RACK
NOT TO SCALE

NUMBERED LEGEND:

- 1 EXISTING TRANSFORMER
- 2 MANUAL TRANSFER SWITCH DOUBLE THROW SWITCH SQUARE TO 250 AMPERS 150A HEAVY DUTY FURNACE AND WINDMILL RECEPTACLE FOR 250 AMPERS ENGINE/GENERATOR-HUBBELL MULTIGROUNDED MOUNTED IN A 1/2\"/>

CONSTRUCTION NOTES

- 1 INSTALL 1/2\"/>

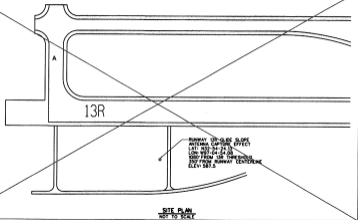
NO.	REVISION	DATE	BY	CHKD	APPD

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AVO - TECHNICAL OPERATIONS CENTRAL SERVICE AREA

E-GC
ELECTRICAL DETAILS

SCALE	DATE	BY	CHKD	APPD

SFW-3-LOC3R-0001



SITE PLAN
NOT TO SCALE

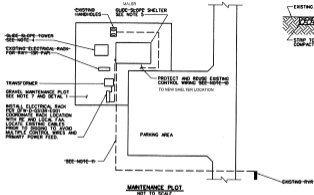
EAS
CORPORATION

AS BUILT

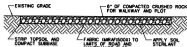
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*

Date: *12-6-2011*



MAINTENANCE PLOT
NOT TO SCALE

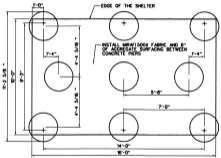


AGGREGATE PLOT
NOT TO SCALE

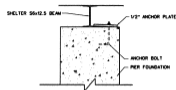
NOTES:

1. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN EXCAVATING IN AREAS OF EXISTING ELECTRICAL CABLES OR UTILITIES. EXISTING CABLES AND/OR UTILITIES SHALL BE LOCATED AND MARKED IN ADVANCE OF CONSTRUCTION. HAND DIGGING IS REQUIRED BY THE CONTRACTOR AT HIS/HER EXPENSE. THE LOCATION OF ANY CABLES AND UTILITIES SHOWN IS APPROXIMATE ONLY. LOCATIONS SHALL BE VERIFIED BY THE CONTRACTOR.
2. THE CONTRACTOR SHALL VERIFY AND REMOVE ALL EXISTING ELECTRICAL ANTENNA TOWERS AND SUPPORTS AND REMOVE THE ANTENNAS.
3. THE CONTRACTOR SHALL CAREFULLY DESIGN, AND BEARING CAPACITY, REINFORCING, FOUNDATION, GRADE, FORM, SURFACE, INTERIOR, EXTERIOR, INSULATION AND DETAILS, CONSTRUCTION FROM THE EXISTING ANTENNA FOUNDATION. THE CONTRACTOR SHALL VERIFY THAT ALL FOUNDATIONS AND FOUNDATION DETAILS ARE CONFORMANT WITH ALL APPLICABLE CODES AND REGULATIONS.
4. INSTALL NEW ANTENNA LIGHTNING PROTECTION TOWER SPRINGING, CONDUIT, AND ELECTRICAL WIRING.
5. REMOVE EXISTING SHELTER AND FOUNDATION. INSTALL NEW FOUNDATION AND SHELTER. INSTALL NEW SECONDARY POWER CABLES IN 1/2\"/>
- 6. ALL WORK UNDER THE EXISTING SLOPE SURFACE SHALL BE VERIFIED THAT THE SLOPE SYSTEM IS NOT BEING DISTURBED. SHALL BE CONFORMANT WITH THE RESIDENT ENGINEER, AIRPORT AUTHORITY, AND THE LOCAL FAA SLOPE.
- 7. RESTORE ALL AREAS THAT WERE DISTURBED DUE TO CONSTRUCTION. ACTIVITY STOP EXISTING GRAVEL TO REMOVE VIBRATION, USE APPLY STEEL MAT, FILL AND COMPACTED CRUSHED ROCK ON THE ENTIRE MAINTENANCE AREA.
- 8. SEE ALL OTHER ASSOCIATED DRAWINGS IN THIS SET REGARDING THE DEMOLITION OF THE EXISTING SYSTEM AND THE NEW CONSTRUCTION.
- 9. THE LOCAL FAA WILL REMOVE AND KEEP THE AIR OPERATIONS UNIT FROM THE EXISTING SLOPE.
- 10. CONTRACTOR TO CONDUCT A FIELD SURVEILLANCE AND PHOTOGRAPHIC SURVEY TO VERIFY THE LOCATION AND COORDINATE WITH THE LOCAL FAA. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING SLOPE AND VERIFY THE LOCATION OF THE EXISTING SLOPE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE EXISTING SLOPE AND VERIFY THE LOCATION OF THE EXISTING SLOPE.
- 11. APPROXIMATE LOCATION OF EXISTING PAVEMENT AND CONTROL GROUPE FROM WORK THE EXISTING SLOPE SURFACE SHALL BE 1-1/2\"/>

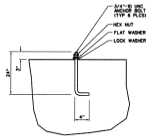
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		AEO - TECHNICAL OPERATIONS		CENTRAL SERVICE AREA													
GS																	
SITE PLAN RUNWAY 13R GLIDE SLOPE																	
DALLAS-FORT WORTH NEW AIRBORNE AIRPORT																	
<table border="1" style="width: 100%; text-align: center;"> <tr> <th>NO.</th> <th>REVISED</th> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> <th>CHKD</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>						NO.	REVISED	DESCRIPTION	DATE	BY	CHKD						
NO.	REVISED	DESCRIPTION	DATE	BY	CHKD												
<table border="1" style="width: 100%; text-align: center;"> <tr> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>						DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION												
DWG NO: 0200-001 SHEET NO: 0200-001																	



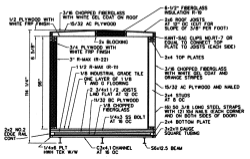
IN ORDER TO ALLOW FOR THE CONDUITS TO ENTER THE FLOOR OF THE SHELTER, THE CENTER CONCRETE PIERS NEED TO BE SHIFTED 16" TOWARD THE CENTER OF THE SHELTER.



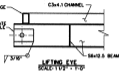
DETAIL-SHELTER ANCHOR SCHEME
NOT TO SCALE
TYPICAL IN 6 PLACES



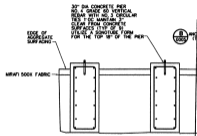
DETAIL-SHELTER ANCHOR BOLT
NOT TO SCALE



CONSTRUCTION DETAIL
SCALE 1/2" = 1'-0"



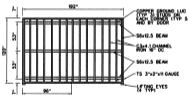
LIFTING EYE
SCALE 1/2" = 1'-0"



AS BUILT

I hereby certify that the features of work shown on this drawing have been constructed in accordance with this site except as noted herein. Accordingly this represents an "AS BUILT" drawing. The exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner or the owner's representative or the General Contractor.

By: *[Signature]*
Date: 12-6-2011



90" x 90" SHD PLAN
NOT TO SCALE

SCALE: 1/2" = 1'-0"
SCALE: 1/2" = 1'-0"

REVISIONS		DATE	BY	CHKD
1	ISSUED FOR CONSTRUCTION	12/16/2011	MM	MM

78033 12/16/2011 MM

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AVO - TECHNICAL OPERATIONS CENTRAL SERVICE AREA

LOC
SHELTER FOUNDATION DETAILS

SCALE: 1/2" = 1'-0"

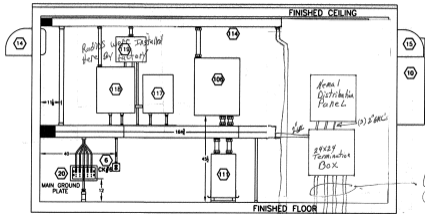
DATE: 12/16/2011

BY: MM

CHKD: MM

SCALE: 1/2" = 1'-0"

SCALE: 1/2" = 1'-0"



PER FAA DIRECTIONS, IN ORDER TO HAVE FLOOR PENETRATIONS, THE FAA CREW IN OKLAHOMA CITY WILL INSTALL THE EQUIPMENT INSIDE THE SHELTER AS SHOWN ON THE ATTACHED SKETCH INCLUDED IN THESE STANDARD DRAWINGS. THE SHELTER WILL ARRIVE IN ADDISON WITH THE FLOOR PENETRATIONS AND NIPPLES INSTALLED THROUGH THE FLOOR, SO THE CONSTRUCTION CONTRACTOR WILL NEED TO INSTALL A NIPPLE, UNION, SWEEP & THEN RUN CONDUIT TO THE DESTINATION, IN ORDER TO ALLOW FOR THE CONDUITS TO ENTER THE FLOOR OF THE SHELTER, THE CENTER CONCRETE PIERS NEED TO BE SHIFTED 1" TOWARD THE CENTER OF THE SHELTER.

(3) 2" GRC to AIRSR STATIONS
(1) 1" PVC to GND (EE)

1/2" GRC
4/2 conduits for Ant's

BACK WALL VIEW

**BILL OF MATERIALS
EQUIPMENT INSTALLED BY FAALC AML-7080**

ITEM NO.	QTY.	UNIT OF MEAS.	PART NUMBER	PART DESCRIPTION
101	1	EA	USDA CORP. 0-MSR3030K	WORK STATION, 30 1/2" x 60" x 30"
102	3	EA	FAA	GROUND WIRE KIT, 4/0 AWG (WELDING CABLE)
103	3	AF	FAA	CHANNEL BRACKET, CONDUIT MTS (NOT INSTALLED)
104	1	EA	FAA	SHELTER ACCESSORY KIT (NOT SHOWN)
105	1	EA	FAA	COMMUNICATIONS DATA/COMM JUNCTION BOX
105A	1	EA	SEMI-30	TELECOMMUNICATIONS PUNCH BLOCK
106	2	EA	CITEL 12801	SURGE PROTECTION, 170 VOLTS
106C	1	EA	CITEL F-132A/1250C88	BASE, HOLDS UP TO 13 E280 MODULES
107	1	EA	01-23-1140 REV-A	MALSR CONTROL CABINET, 24" x 20" x 8"
107	0	EA	FA-11509	RMS CABINET, 30" x 30" x 12-3/4"
108	1	EA	FAA	FLASHER CONTROL RMS DATA JUNCTION BOX, 24V, 12" x 14" x 8-3/4"
108A	0	EA	CITEL 128012	SURGE PROTECTION, 12 VOLTS DC
108B	0	EA	CITEL 128024	SURGE PROTECTION, 24 VOLTS DC
108C	0	EA	CITEL 128048	SURGE PROTECTION, 48 VOLTS DC
108D	3	EA	CITEL 12801	SURGE PROTECTION, 170 VOLTS
108E	0	EA	CITEL 12801	SURGE PROTECTION, 170 VOLTS
108F	0	EA	CITEL 12801	SURGE PROTECTION, 170 VOLTS
108G	0	EA	CITEL 12801	SURGE PROTECTION, 170 VOLTS
108H	1	EA	CITEL 128016	BASE, DIN RAIL, VOLTS UP TO 8 E280 MODULES

109	3	EA	18H12BLP	ASSEMBLY, INTERFACE BOX 12" x 18" x 8 1/2"
110	1	EA	FAA DE-0-3616	STEADY BURNER FLASHER OUTPUT TISS JUNCTION BOX, 24V, 24" x 24" x 8"
110A	6	EA	76844-000	SURGE ARRESTOR, 42MM
110B	1	EA	DE-C-3007	SURGE ARRESTOR, BASE PLATE
111	1	EA	FA-11504	TRANSFORMER, 13" x 23" x 13"
112	2	EA	SQUARE D, 10223H	105AMP, POWER DISCONNECT, 24V, 18" x 110" x 8 1/2" x 1/2"
113	1	EA	SQUARE D, 10223H	50AMP, FLASHER OUTPUT POWER DISCONNECT, POWER, OUT, 24V, 13" x 17" x 8 1/2" x 1/2"
114	1	EA	HOFFMAN	CONDUIT, RACKWAY, 4" x 4" SECTIONS
115	0	EA	CONTROL INDUSTRIES INC, MODEL, DC 115A	MALSR AIR TO GROUND RECEIVER CONTROLLER 16" x 12" x 8"
116A	0	EA	FAA DE-10-7393	AIR-TO-GROUND RADIO ANTENNA KIT
117	1	EA	NSN 6295-00-301-5276-1 FA-16100	MALSR GROUND TO GROUND (GRC) 20" x 16" x 7.4"
118	1	EA	NSN 6895-01-295-8095-1 FA-10268/10	MALSR GROUND TO GROUND DECODER 24" x 20" x 6"
119	1	EA	NSN 6811-01-295-8096-1 FA-10266/9	MALSR GROUND TO GROUND RECEIVER 13" x 16" x 7"
120	1	EA	UNITY	CONDUIT, RACKWAY, 6" x 6" SECTIONS

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an 'AS BUILT' drawing. The noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *DAVID G...*
Date: 12-6-2011

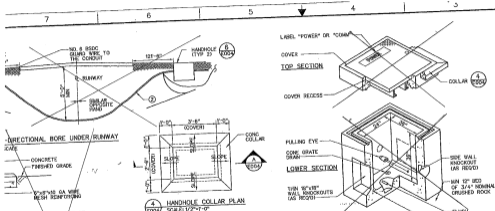
NO.	REVISION	DATE	BY	APP'D BY

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

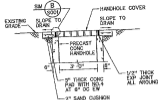
REVISED ADDISON SHELTER

REVISIONS BY: [Grid of initials]

DATE: [Grid of dates]

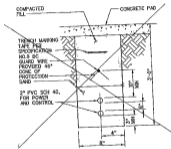


4 HANDHOLE COLLAR PLAN
SCALE: 1/2"=1'-0"



SECTION SCALE: 1/2"=1'-0"

5 TYPICAL HANDHOLE
NOT TO SCALE (SEE HANDHOLE NOTES)



TRENCH DETAIL
NOT TO SCALE

SPECIAL NOTES:

① CABLES INSTALLED IN DUCT HAVE CABLE MARKERS INSTALLED EVERY 300' AT EACH END OF DUCTS AND EACH CHANGE IN DIRECTION OF CABLE EXCEPT MARKERS WERE NOT USED IN CONCRETE OR ASPHALT SURFACES.

② PROVIDED 2" ROISC UNDER RUNWAY 34.

HANDHOLE NOTES:

1. ALL STEEL, INCLUDING FASTENERS, OTHER THAN REBAR, ARE NOT DERIVED GALVANIZED AFTER FABRICATION.

2. ALL HANDHOLES CONFORM TO LATEST FAA, ASTM, AND AASHTO SPECIFICATIONS.

A) TYPE A
24" x 36" x 2" PRECAST CONCRETE, AIRCRAFT LOAD RATED, EXTRA HEAVY-DUTY, 10,000-PSI PRECAST, INC. OR APPROVED EQUAL, WITH GALVANIZED, H-20 RATED BOLT-DOWN FRAME WITH HINGED AND TORQUED DOOR ASSEMBLY (INVERTED OR APPROVED EQUAL).

B) TYPE B
24" x 36" x 3/4" PRECAST CONCRETE, H-20 LOAD RATED, 10,000-PSI PRECAST, INC. OR APPROVED EQUAL, WITH GALVANIZED, H-20 RATED BOLT-DOWN FRAME WITH HINGED AND TORQUED DOOR ASSEMBLY (INVERTED OR APPROVED EQUAL).

3. PROVIDED GROUND ROD ADJACENT TO EACH HANDHOLE AND CONNECTED GUARD WIRE PER SPEC.

4. GROUT ALL CONDUIT PENETRATIONS.

5. PROVIDED DRAIN WITH CORE GRATE.

1' Collar/House Keeping Pad Detail

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red ink. Accordingly, this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

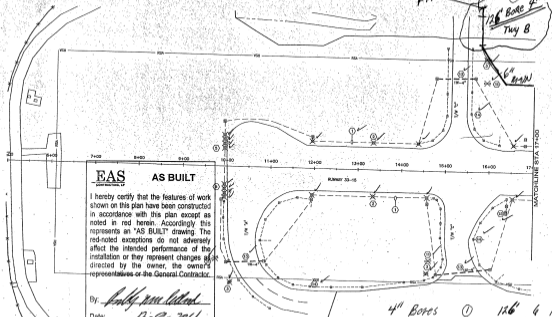
By: *Paul M. [Signature]*
Date: 12-8-2011

Concrete for Hand Hole p.d.f

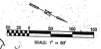
DATE REVISED & TECHNICAL	BY	DATE
400 MINIMUM FLASH WIRE		
PORT WIRE SHALL BE 1/2\"/>		

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
PORT WORTH, TX

Irrigation Plan
Addison 6/1/2011.



capped and left
for
future
use



EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: *12-9-2011*

GENERAL NOTES:
1. SEE SHEET 6-59 FOR KEYED NOTES.

- 4" BORES
- ① 126' 6 FT Depth
 - ② 260' 10 FT Depth
 - ③ 126' 6 FT Depth
 - ④ 146' 6 FT Depth
 - ⑤ 40' 6 FT depth
 - ⑥ 146' 6 FT Depth
 - ⑦ 50' 4 FT Depth
 - ⑧ 135' 10 FT Depth
 - ⑨ 135' 6 FT Depth

GARVER

REGISTRATION NO. P2716

TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

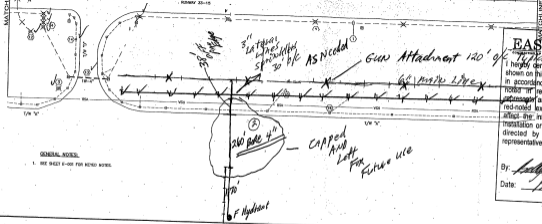
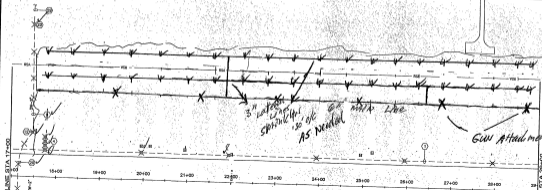
ELECTRICAL
REMOVAL
PLAN

JOB NO. 1008192C
DATE: FEB. 2011
DESIGNED BY: WMS
DRAWN BY: JWI

NO. 6 OF 6 SHEETS

SHEET NUMBER
I-001

DATE PLOTTED: 03/01/12 10:45 AM - USER: P:\Projects\1008192C\Drawings\1008192C-001.dwg PLOT SCALE: 1"=30' PLOT DATE: 03/01/12 10:45 AM PLOT BY: JWI



GENERAL NOTES:
 1. SEE SHEET 8-001 FOR RENO NOTES.

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: [Signature]
 Date: 12-9-2011

GARVER

REGISTRATION NO. F-0712

TOWN OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

RUNWAY IMPROVEMENTS

ELECTRICAL REMOVAL PLAN I

2010 REG. 10081100
 EXPIRES FEB. 2014
 DESIGNED BY: MMH
 DRAWN BY: JAH

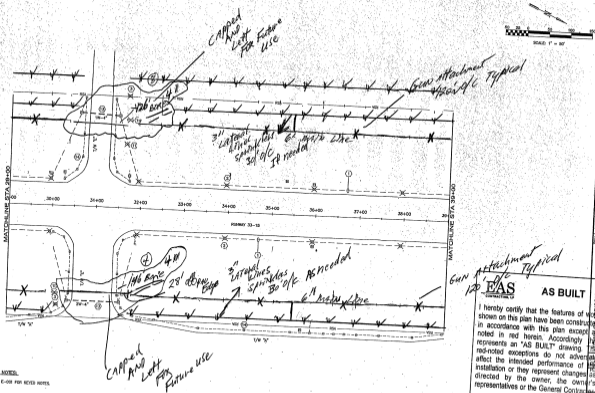
DATE: 12-9-2011

SHEET NUMBER: I-002

DATE PLOTTED: 12/14/11 10:40 AM
 PLOTTER: HP DesignJet 2450
 PLOT SCALE: 1" = 40'
 PLOT SHEET: I-002
 PLOT TITLE: RUNWAY IMPROVEMENTS
 PLOT USER: JAH
 PLOT PATH: \\garver\plotters\2450\I-002.dwg
 PLOT STATUS: SUCCESS
 PLOT TIME: 00:00:00

STATE OF TEXAS, COUNTY OF ...
REGISTERED PROFESSIONAL ENGINEER, LICENSE NO. ...
REGISTERED PROFESSIONAL SURVEYOR, LICENSE NO. ...
REGISTERED PROFESSIONAL LAND SURVEYOR, LICENSE NO. ...

GENERAL NOTES:
A. SEE SHEET E-08 FOR REVER NOTES



REGISTRATION NO. F-873



DATE: 12-9-2011

NO.	DESCRIPTION

AS BUILT

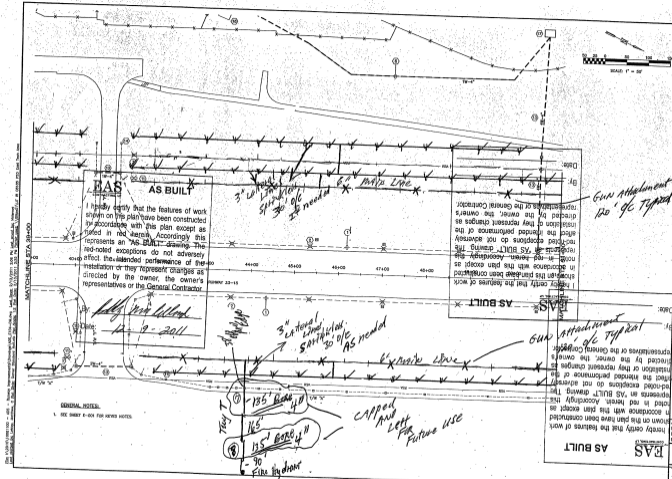
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly, this drawing represents an "AS BUILT" drawing and noted exceptions do not adversely affect the intended performance of installation or they represent changes directed by the owner, the owner's representatives or the General Contractor.

By: *[Signature]*
Date: *12-9-2011*

REGISTERED PROFESSIONAL ENGINEER
STATE OF TEXAS
JANUARY 2008

RUNWAY IMPROVEMENTS

I 003



EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red hereon. According to this represents an AS BUILT drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

Handwritten: Holly Wick Wood
Date: 12-9-2011

EAS AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red hereon. According to this represents an AS BUILT drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

Handwritten: Gun Attachment 120' 9\"/>

EAS AS BUILT

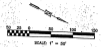
I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red hereon. According to this represents an AS BUILT drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

Handwritten: Gun Attachment 120' 9\"/>

GENERAL NOTES:
1. SEE SHEET E-004 FOR NOTES NOTES

Handwritten: 135' Bore 4\"/>

Handwritten: CAPPED AND LEFT FOR FUTURE USE



GARVER
REGISTRATION NO. F4713

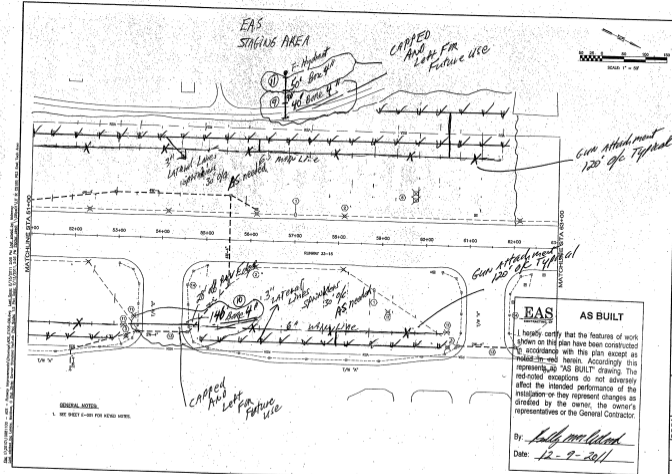
TOWN OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

RUNWAY IMPROVEMENTS

DATE: FEB. 2011
DRAWN BY: MFM
CHECKED BY: JSM

EAS

DIRECT NUMBER
1007



REGISTRATION NO.
P478



NO.	DATE	REVISION

TOWN OF ADDISON AIRPORT
ADDISON, TEXAS
RUNWAY IMPROVEMENTS

ELECTRICAL
REMOVAL
PLAN

JOB NO: 1008130
DATE: FEB. 2011
DESIGNED BY: MHA
DRAWN BY: JAH

SHEET NUMBER
I.005



GENERAL NOTES
1. SEE SHEET E-201 FOR GENERAL NOTES.

EAS
AS BUILT

I hereby certify that the features of work shown on this plan have been constructed in accordance with this plan except as noted in red herein. Accordingly this represents an "AS BUILT" drawing. The red-noted exceptions do not adversely affect the intended performance of the installation or they represent changes as directed by the owner, the owner's representatives or the General Contractor.

By: Bobby M. Wood
Date: 12-9-2011