

PLANS FOR REMOVAL, GRADING AND PAVING ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS

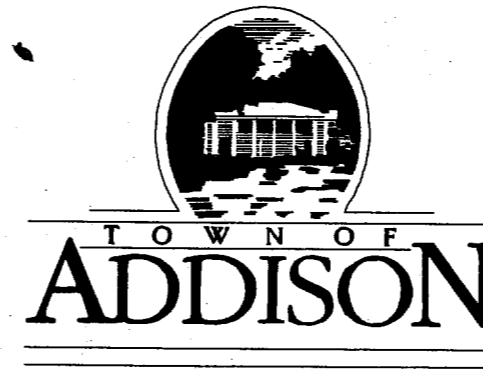
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RECORD SET

SUPER KEN WHITELEY - ADVANCED PAVING
Cell - 214-326-4296

ECS-DWIGHT GOODY
469-231-2961 ext / 972 392 3222



Michael A. Hutchison
12/27/05



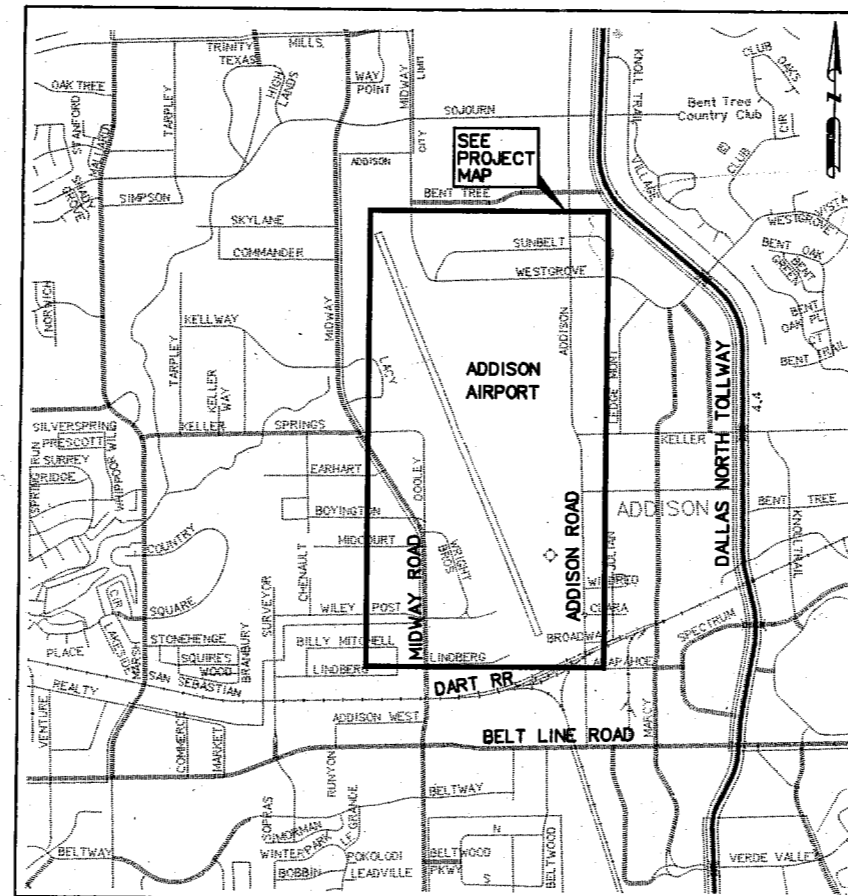
<u>JOE CHOW</u> MAYOR	
<u>JIMMY NIEMANN</u> MAYOR PRO TEMPORE	<u>GREGORY S. HIRSCH</u> DEPUTY MAYOR PRO TEMPORE
<u>TOM BRAUN</u> ROGER S. MELLOW	<u>DIANE MALLORY</u> DENNIS KRAFT
COUNCIL MEMBERS	
<u>RON WHITEHEAD</u> CITY MANAGER	
<u>NANCY CLINE, P.E.</u> DIRECTOR OF PUBLIC WORKS	

OWNER:

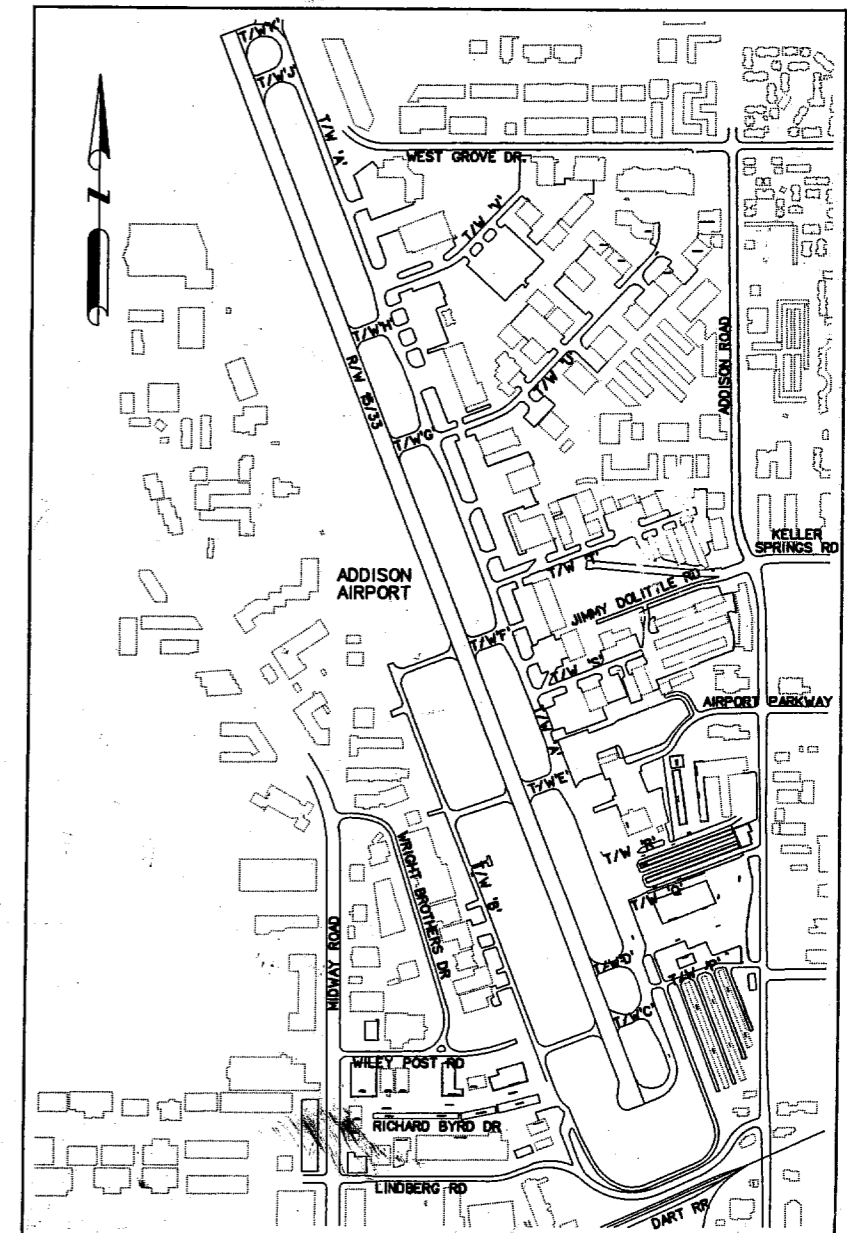
TOWN OF ADDISON
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16801 WESTGROVE
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ENGINEER:

HNTB CORPORATION
5910 W. PLANO PARKWAY, STE 200
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LOCATION MAP
NOT TO SCALE



PROJECT MAP
NOT TO SCALE

BASE BID (RICHARD BYRD NORTH, TAXIWAY "P", TAXIWAY "Q")			
ITEM NO.	DESCRIPTION	UNIT	QTY.
1	MOBILIZATION	LS	1
2	MAINTENANCE OF TRAFFIC	LS	1
3	UNCLASSIFIED EXCAVATION	SY	8,593
4	SOLID YELLOW TAXIWAY CENTERLINE MARKING	LF	7,670
5	NON-MOVEMENT AREA MARKING	LF	110
6	DASHED TAXIWAY EDGE LINE	LF	567
7	CONTINUOUS TAXIWAY EDGE LINE MARKING	LF	613
8	PAVEMENT MILLING VARIABLE DEPTH	SY	2,382
9	2" TYPE "D" HMAC (PG 76-22)	SY	19,565
10	3" TYPE "D" HMAC (PG 76-22)	SY	1,350
11	3" TYPE "B" HMAC	SY	8,593
12	4" TYPE "D" HMAC (PG 76-22)	SY	828
13	FLEXIBLE BASE MATERIAL	CY	2,149
14	FULL DEPTH 10" TYPE "B" HMAC PAVEMENT REPAIR	SY	100
15	FABRIC UNDERSEAL	SY	4,636
16	10" CEMENT TREATED BASE MATERIAL (ROAD MIXED)	SY	8,374
17	TACK COAT	GAL	860
18	PRIME COAT	GAL	2,545
19	PREPARATION AND IMPLEMENTATION OF SWPPP PER SPECIFICATIONS AND TCEQ REQUIREMENTS	LS	1
20	SW3P - INLET PROTECTION	EA	4
21	SILT FENCE	LF	204
22	COMPOST MULCH SOCK	LF	194

← BARRICADES

SHEET NO.	INDEX OF SHEETS
2	COVER SHEET / LOCATION MAP
3	SHEET INDEX / QUANTITIES
4-6	PROJECT LAYOUT / SURVEY CONTROL
GENERAL NOTES	
RICHARD BYRD DRIVE NORTH	
7-9	PHASING PLAN
10-12	REMOVAL PLANS
13-15	PAVING PLANS
16-18	GRADING PLANS
19	STORM WATER POLLUTION PREVENTION PLAN
TAXIWAY "Q"	
20-21	PAVING PLANS
TAXIWAY "R"	
22	PHASING PLAN
23	PAVING PLAN
24	STORM WATER POLLUTION PREVENTION PLAN
TAXIWAY "P"	
25-28	PHASING PLAN
29-32	PAVING PLANS
33	STORM WATER POLLUTION PREVENTION PLAN
34-35	MISCELLANEOUS DETAILS
36	STORMWATER POLLUTION PREVENTION NOTES

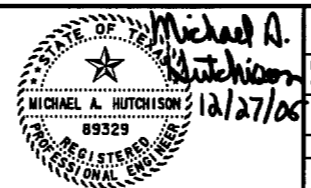
ALTERNATE BID (TAXIWAY "R")			
ITEM NO.	DESCRIPTION	UNIT	QTY.
ALT 1	SOLID YELLOW TAXIWAY CENTERLINE MARKING	LF	861
ALT 2	PAVEMENT MILLING VARIABLE DEPTH	SY	725
ALT 3	2" TYPE "D" HMAC (PG 76-22)	SY	7,264
ALT 4	FULL DEPTH 10" TYPE "B" HMAC PAVEMENT REPAIR	SY	1,090
ALT 5	FABRIC UNDERSEAL	SY	7,624
ALT 6	PREPARATION AND IMPLEMENTATION OF SWPPP PER SPECIFICATIONS AND TCEQ REQUIREMENTS	LS	1
ALT 7	SW3P - INLET PROTECTION	EA	2
ALT 8	SILT FENCE	LF	353

MC/10'
890 + o/sa mes NOT full depth

- NONE AS OF 4/19

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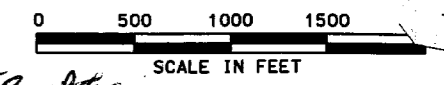
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PROJECT NO. 41308



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		2 OF 36
SHEET INDEX / QUANTITIES		
TOWN OF ADDISON, TEXAS		2

Marty Rincon
 ABOUT FIBER OPTIC
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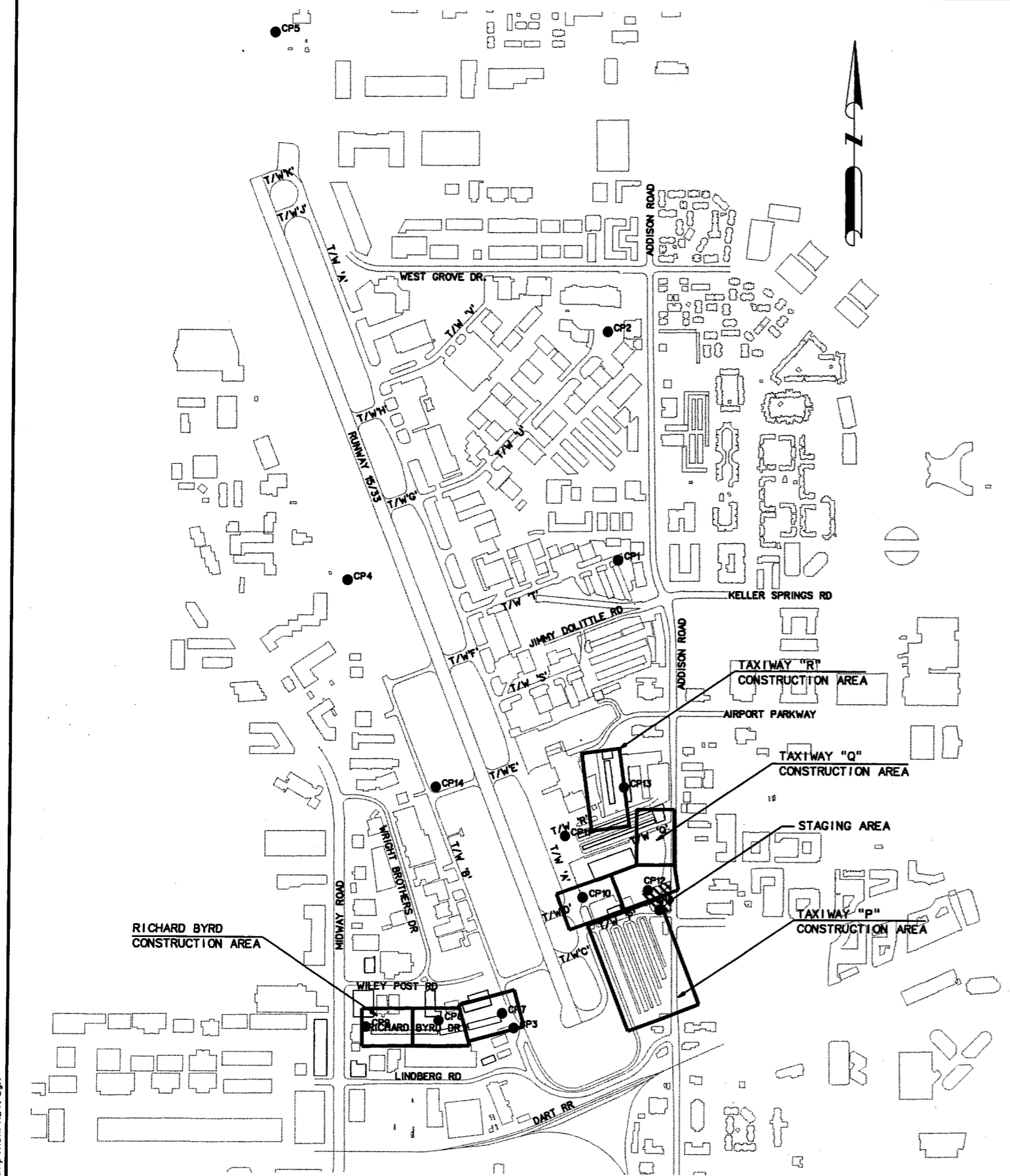
- CP# CONTROL POINT (SEE GENERAL NOTES FOR DETAILS)
- WORKING AREA
- ▨ STAGING AREA

NOTES:

1. THE CONTRACTOR WILL NEED TO COORDINATE WITH ADDISON AIRPORT OPERATIONS THROUGHOUT THE CONSTRUCTION PROCESS. THE CONTRACTOR IS TO KEEP AIRPORT OPERATIONS UPDATED REGARDING THE SCHEDULE ON A WEEKLY BASIS. THE AIRPORT OPERATIONS WILL NEED 14 DAYS NOTICE BEFORE WORK CAN BEGIN ON THE NEXT PHASE OF THE PROJECT.
2. CONTRACTOR TO VERIFY THE LIMITS OF THE STAGING AREA WITH THE ADDISON AIRPORT AND PUBLIC WORKS INSPECTION PERSONNEL PRIOR TO BEGINNING WORK. ANY DAMAGE TO PAVEMENT OR OTHER AIRPORT FACILITIES IN THE STAGING AREA MUST BE REPAIRED AT THE CONTRACTORS EXPENSE. PAVEMENT REPAIR METHOD MUST BE APPROVED BY THE OWNER, AND SHALL FOLLOW THE FULL DEPTH ASPHALT SPOT REPAIR DETAIL IN THESE PLANS.
3. CONTROL MONUMENTS (NAD83, TEXAS NORTH CENTRAL - 4202)

HORIZONTAL AND VERTICAL CONTROL MONUMENTATION IS BASED ON SURVEY PROVIDED BY MORI ENGINEERING

CP#	NORTH	EAST	ELEV	DESC.
1	7,039,689.078	2,480,245.682	638.30	TP-AA-1
2	7,041,501.126	2,480,144.730	641.92	TP-AA-2
3	7,035,957.986	2,479,444.822	632.41	TP-AA-4
4	7,039,506.860	2,478,102.160	637.40	TP-AA-5
5	7,043,848.691	2,477,497.499	652.26	TP-AA-6
6	7,036,903.681	2,480,589.730	636.69	TP-AA-7
7	7,036,071.187	2,479,350.630	633.99	TP-SPK
8	7,036,017.349	2,478,846.050	633.07	TP-SPK
9	7,035,965.251	2,478,276.722	631.37	TP-SPK
10	7,036,991.957	2,479,987.891	636.58	TP-SPK-415
11	7,037,491.871	2,479,842.184	638.53	TP-SPK-416
12	7,037,055.622	2,480,504.406	637.49	TP-SPK
13	7,037,887.924	2,480,304.682	640.52	TP-SPK
14	7,037,869.778	2,478,804.837	645.90	TP-SHUB



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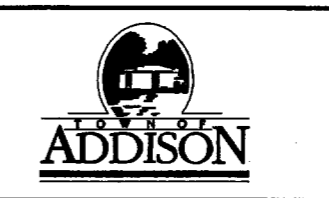
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Michael A. Hutchison
 12/27/05

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 DATE DEC. 2005
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PROJECT NO. 41308



TOWN OF ADDISON	SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS	3 OF 36
PROJECT LAYOUT/SURVEY CONTROL	
TOWN OF ADDISON, TEXAS	3

CONSTRUCTION CONTROL NOTES

I. GENERAL REQUIREMENTS

- A. IN ACCEPTING THE CONTRACTOR'S BID ON THIS PROJECT, THE TOWN OF ADDISON ASSUMES THE CONTRACTOR IS, OR HAS BECOME PRIOR TO SUBMITTING HIS/HER BID, KNOWLEDGEABLE OF THE CONSTRUCTION REQUIREMENTS, RESTRICTIONS, METHODS, MEANS, AND GENERAL CONSIDERATIONS OF DOING CONSTRUCTION WORK ON AN ACTIVE AIRPORT. WHILE A CONSCIENTIOUS AND GOOD FAITH EFFORT HAS BEEN MADE TO INCLUDE ALL APPROPRIATE AND RELEVANT REQUIREMENTS IN THESE PLANS AND SPECIFICATIONS, THE CONTRACTOR, AS A CONSIDERATION OF THIS CONTRACT, SHALL NOT USE A CLAIM OF LACK OF UNDERSTANDING OF THE COMPLEXITIES OF AIRPORT WORK AS A REASON TO CLAIM AGAINST THE TOWN OF ADDISON FOR ADDITIONAL TIME AND/OR COMPENSATION.
- B. THE GENERAL REQUIREMENTS PRESENTED IN THESE NOTES ARE SUPPLEMENTARY TO THOSE GIVEN IN THE VARIOUS SECTIONS OF THE SPECIFICATIONS. PARTICULAR ATTENTION IS DIRECTED TO THE TECHNICAL SPECIFICATIONS.
- C. THE CONTRACTOR AND HIS/HER STAFF, INCLUDING SUBCONSULTANTS, WHO WILL BE DRIVING IN THE AIRPORT OPERATIONS AREA (AOA) WILL BE REQUIRED TO ATTEND THE ADDISON AIRPORT DRIVING SCHOOL PRIOR TO CONSTRUCTION. THEY WILL ALSO BE REQUIRED TO ADHERE TO ALL RULES AND REGULATIONS PRESENTED IN THE DRIVING SCHOOL.
- D. THE OWNER SHALL BE THE INDIVIDUAL, PARTNERSHIP, FIRM OR CORPORATION AUTHORIZED BY THE OWNER (SPONSOR) TO BE RESPONSIBLE FOR SUPERVISION OF THE CONTRACT WORK.

II. SITE AVAILABILITY

- A. WORK AREAS WILL BE AVAILABLE TO THE CONTRACTOR AT THE TIME OF NOTICE TO PROCEED (NTP) AS DETAILED ON THE PROPOSED CONSTRUCTION SCHEDULE CONTAINED IN THESE DOCUMENTS AND WITHIN THE AVAILABLE CLOSURE PERIODS.
- B. RUNWAY 15/33 AND TAXIWAYS 'A' AND 'B' MUST BE OPENED FOR AIR TRAFFIC ARRIVALS/DEPARTURES EACH WEEK DAY MORNING AND EVENING. THE AVAILABLE TIME PERIOD EACH DAY FOR CONSTRUCTION ACTIVITIES DURING A TAXIWAY CLOSURE SHALL BE SET FROM 10:00 P.M. UNTIL 6:00 A.M. TYPICALLY THE OTHER TAXIWAYS WILL BE AVAILABLE TO THE CONTRACTOR DURING NORMAL BUSINESS HOURS.
- C. DUE TO WEATHER, WIND DIRECTION OR EMERGENCIES THE CONTRACTOR MAY BE DELAYED, RE-DIRECTED TO ANOTHER AREA OR SHUT DOWN.
- D. ALTHOUGH NOT ANTICIPATED FOR THIS PROJECT, FOR THE CONTRACTOR TO OPERATE WITHIN 250 FEET OF THE CENTERLINE OF ANY RUNWAY, THE RUNWAY MUST BE CLOSED BY AIR TRAFFIC CONTROL TOWER (ATCT). ALL RUNWAY CLOSURES SHALL BE CONDUCTED BY AIRPORT PERSONNEL. A RUNWAY CLOSURE REQUIRES A 24-HOUR NOTICE TO AIRPORT OPERATIONS.
- E. THE CONTRACTOR SHALL NOT ENTER THE AIRPORT OPERATIONS AREA (AOA) NOR LEAVE HIS DESIGNATED AOA WORK AREA WITHOUT AN ESCORT FROM AIRPORT OPERATIONS OR PERMISSION FROM OPERATIONS TO PERFORM HIS OWN ESCORT.

III. MAINTENANCE OF VEHICULAR TRAFFIC

A. VEHICULAR TRAFFIC

- 1. THE CONTRACTOR IS ADVISED THAT AIRPORT RUNWAY 15/33, AND ALL TAXIWAYS WILL BE ACTIVE DURING THIS CONTRACT. THE CONTRACTOR WILL BE EXPECTED TO CONDUCT THE WORK SUCH THAT THE SAFETY OF OPERATIONS IS NOT DIMINISHED AND THAT VEHICULAR FLOW IS MAINTAINED AT ALL TIMES. THE CONTRACTOR IS ADVISED, AND SHALL ACCEPT AS AN IMPORTANT CONSIDERATION OF THE WORK, THAT THE MAINTENANCE OF SAFE AND EFFICIENT ACCESS TO THE AIRPORT VIA THE ROADWAY SYSTEM IS AN INTEGRAL PART OF THE WORK. ALL TRAFFIC MAINTENANCE SHALL BE DONE IN CONFORMANCE TO THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- 2. ALL EXISTING ROADS OR PAVEMENTS USED AS ACCESS/HAUL ROADS SHALL BE MAINTAINED AND IMPROVED AS REQUIRED. THE ROAD OR PAVEMENT CONDITIONS WILL BE INSPECTED JOINTLY BY THE OWNER AND CONTRACTOR PRIOR TO AND AT THE END OF THE PROJECT. THE CONDITION OF THESE ROADS AND PAVEMENTS SHALL BE EQUAL OR BETTER THAN AT THE START OF THE PROJECT AS DETERMINED BY THE OWNER. MECHANICAL BROOMS WILL ALSO BE REQUIRED FOR THESE EXISTING PAVEMENT ACCESS ROADS AT ALL TIMES.

B. AIRCRAFT TRAFFIC

- 1. AOA NIGHT WORK SHALL BE DEFINED AS 10 P.M. TO 6 A.M. CONTRACTOR SHALL BEGIN CLEAN UP OPERATIONS NO LATER THAN 5:30 A.M. TO HAVE ALL AOA PAVEMENT OPEN NO LATER THAN 6:00 A.M.
- 2. AOA WEEKEND WORK SHALL BE DEFINED AS BEGINNING AT 9:00 A.M. SATURDAY AND MAY CONTINUE UNTIL 4:30 A.M. MONDAY.

IV. WORK WITHIN AIRPORT OPERATIONS AREA (AOA)

A. GENERAL REQUIREMENTS

ALL WORK TO BE PERFORMED WILL BE INSIDE OR ADJACENT TO THE AIRPORT OPERATIONS AREA (AOA). CONSEQUENTLY ALL WORK MUST BE PERFORMED SUCH THAT THE SECURITY OF THE AOA IS MAINTAINED.

THE CONTRACTOR WILL BE REQUIRED TO OBTAIN ALL VEHICLE PASSES AND TEMPORARY PERSONNEL SECURITY BADGES TO SATISFY ALL AIRPORT SECURITY REQUIREMENTS PRIOR TO BEGINNING WORK WITHIN THE AOA.

IN ADDITION, THE CONTRACTOR IS ADVISED THAT CERTAIN RULES AND RESTRICTIONS, AS CONTAINED IN FAA ADVISORY CIRCULAR 150/5370-2E AND AUGMENTED BY THESE PLANS AND SPECIFICATIONS, WILL APPLY TO THE WORK. THE CONTRACTOR SHALL BECOME FAMILIAR WITH ALL REQUIREMENTS APPLICABLE TO AIRPORT CONSTRUCTION AND COOPERATE WITH THE OWNER IN MAINTAINING A SAFE CONSTRUCTION SITE WHICH IS COMPATIBLE WITH AIRCRAFT AND AIRPORT OPERATIONS.

THE CONTRACTOR'S ACCESS TO THE JOB SITE AND WITHIN THE AIRCRAFT OPERATIONS AREA (AOA), SHALL BE LIMITED THROUGH THE EXISTING SECURITY GATES. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN SECURITY AT THE GATES THROUGHOUT THE DURATION OF THE PROJECT. GATES SHALL BE MANNED BY A SECURITY GUARD AT ALL TIMES WHEN THE SECURITY OF THE AIRCRAFT OPERATIONS AREA (AOA) IS BREACHED. THE GUARD WILL BE TRAINED BY THE CONTRACTOR IN THE USE OF THE RADIOS AND THE SECURITY REQUIREMENTS OF THE AOA. WHEN THE GATE IS UNGUARDED FOR WHATEVER REASON OR LENGTH OF TIME, IT SHALL BE LOCKED WITH LOCKS PROVIDED BY THE CONTRACTOR AND APPROVED BY THE OWNER. THE CONTRACTOR WILL BE LIABLE FOR ANY FINES ISSUED BY THE FAA FOR SECURITY (OR OTHER) VIOLATIONS FOR WHICH IT IS CITED. AN ASSESSMENT OF \$1,000 MAY BE ASSESSED FOR EACH AND EVERY OCCURRENCE WHERE THE GATE IS LEFT UNGUARDED AND UNLOCKED.

CONTRACTOR SHALL SUBMIT HIS 3 WEEK ROLLING SCHEDULE FOR DAILY WORK AND CLOSURE OF THE AIRFIELD PAVEMENTS. THE SCHEDULE SHALL BE APPROVED BY THE OWNER AND AIRPORT OPERATIONS PRIOR TO START OF WORK. DUE TO WEATHER, WIND DIRECTION OR UNFORESEEN EMERGENCIES THE CONTRACTOR MAY BE REQUIRED TO PULL OFF ANY GIVEN AREA AT SHORT NOTICE. EFFORTS WILL BE MADE TO ALLOW WORK IN OTHER AREAS BUT WILL NOT BE GUARANTEED. IF THE CONTRACTOR IS NOT ALLOWED TO WORK IN ANOTHER AREA IT MAY BE COUNTED AS AN APPROVED DELAY DAY WITH NO OTHER COMPENSATION, ACCORDING TO THE OWNERS APPROVAL, AND WILL BE ADDED TO THE CONTRACT TIME.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING HIS/HER OWN PROJECT OFFICE, TOILET FACILITIES AND OTHER NECESSARY BUILDINGS OR SHELTERS. THE AIRPORT SPONSOR WILL NOT PROVIDE ANY FACILITIES TO THE CONTRACTOR DURING CONSTRUCTION.

THE CONTRACTOR SHALL SUBMIT HIS/HER CONSTRUCTION WORK SCHEDULE WEEKLY TO THE OWNER PROJECTING UPCOMING WORK FOR THE NEXT THREE WEEKS. THE OWNER AND AIRPORT MANAGER SHALL REVIEW THIS PLAN WEEKLY WITH THE CONTRACTOR SO THAT EVERYONE IS AWARE OF UPCOMING CONSTRUCTION EVENTS.

THE CONTRACTOR SHALL MAINTAIN A CLEAN AND SAFE CONSTRUCTION WORK AREA. THE CONTRACTOR SHALL PERFORM CLEAN-UP OPERATIONS ON A DAILY BASIS.

THE CONTRACTOR SHALL NOT DEVIATE FROM THE APPROVED CONSTRUCTION SEQUENCE WITHOUT FIRST OBTAINING APPROVAL FROM THE OWNER. THE CONTRACTOR SHALL BRING IN HIS/HER EQUIPMENT AND SHALL KEEP THAT EQUIPMENT ON SITE FOR THE DURATION OF ITS FUNCTION.

THE CONTRACTOR SHALL HAVE SUFFICIENT EQUIPMENT AND PERSONNEL ON SITE TO ACCOMPLISH EFFICIENT AND PROMPT CONSTRUCTION OF THE VARIOUS WORK ITEMS, INCLUDING WORK ON MORE THAN ONE WORK ITEM SIMULTANEOUSLY.

NO TRENCHES IN OR DIRECTLY ADJACENT TO OPERATIONAL PAVEMENT SHALL REMAIN OPEN OVERNIGHT OR WHEN THE CONTRACTOR FINISHES WORK FOR THE DAY IN THE AREA. TRENCHES NOT BACKFILLED SHALL BE COVERED WITH STEEL PLATES TO ALLOW FOR SAFE PASSAGES BY AIRCRAFT ACROSS THE TRENCH, IF APPROVED BY THE AIRPORT MANAGER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO EXISTING FACILITIES NOT DESIGNATED FOR RECONSTRUCTION OR REPLACEMENT AT HIS/HER OWN EXPENSE. DAMAGE TO EXISTING PAVEMENTS DUE TO MOVING OR USAGE OF HEAVY EQUIPMENT OR THE TRANSPORT OF MATERIALS TO OR ON THE SITE SHALL BE REPAIRED TO EQUAL OR BETTER QUALITY BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.

THE CONTRACTOR SHALL VIDEO TAPE THE ENTIRE WORK AREA AFTER THE PRE-CONSTRUCTION MEETING AND PRIOR TO THE MOBILIZATION OF PERSONNEL AND EQUIPMENT. THE CONTRACTOR SHALL PROVIDE ONE (1) COPY OF A VIDEO TAPE(S) AND A CD WITH A DIGITAL RECORDING OF THE SITE TO BOTH THE AIRPORT MANAGER AND THE OWNER. IN AREAS WHERE CONSTRUCTION EQUIPMENT CROSSES EXISTING PAVEMENTS, THE CONTRACTOR SHALL TAKE PICTURES OR VIDEO OF THE PAVEMENT PRIOR TO COMMENCING OPERATIONS. THE CONTRACTOR SHALL PROVIDE THE OWNER AND AIRPORT MANAGER WITH ONE COPY EACH OF THE PHOTOGRAPH OR VIDEO TAPE(S) OR CD TAKEN. THIS DOCUMENTATION SHALL BE USED TO DETERMINE THE AMOUNT OF DAMAGE, IF ANY, CAUSED TO THE PAVEMENTS AND OTHER STRUCTURES BY THE CONSTRUCTION EQUIPMENT CROSSINGS AND THE QUALITY OF CONSTRUCTION WHICH SHALL BE REQUIRED FOR THE REPAIRS. NO SEPARATE BID ITEM WILL BE SET UP FOR THIS ACTIVITY, IT SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

CONSTRUCTION EQUIPMENT AND VEHICLES SHALL TRAVEL A MINIMUM AMOUNT ON NEWLY CONSTRUCTED PAVEMENTS SO THAT THE NEWLY CONSTRUCTED AREAS WILL NOT BE DAMAGED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE DONE TO UNDERGROUND CABLES ENCOUNTERED. NO DIGGING SHALL BE PERFORMED WITHOUT FIRST CONTACTING THE AIRPORT MANAGER. ANY DAMAGE TO FAA CABLE OR OTHER UNDERGROUND CABLING OR FACILITIES SHALL BE REPAIRED IN ACCORDANCE WITH THE APPLICABLE FAA SPECIFICATIONS AND IN A MANNER ACCEPTABLE TO AIRPORT MANAGER, AND THE OWNER.

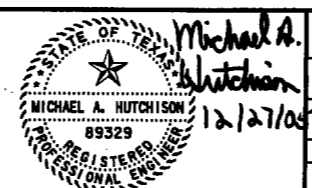
ALL ABOVE GROUND AND GROUND LEVEL ELECTRICAL RELATED APPURTENANCES (I.E., RUNWAY LIGHTS, CABLE BOXES, CABLE AND/OR DUCT MARKERS, CONDUIT, ETC.) SHALL BE PROTECTED AT ALL TIMES. ANY DAMAGE DONE TO SAID APPURTENANCES BY THE CONTRACTOR SHALL BE REPAIRED IMMEDIATELY TO LIKE QUALITY AT THE CONTRACTOR'S EXPENSE. THE REPAIRS SHALL BE PERFORMED TO THE SATISFACTION OF THE AIRPORT MANAGER, AND THE OWNER.

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Michael A. Hutchison
12/2/05

DESIGN CHECK	DEC MAH	PROJECT NO.	41308
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DATE	DEC. 2005		
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TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		4 OF 36
GENERAL NOTES		
TOWN OF ADDISON, TEXAS		4

CONTRACTOR SHALL PROVIDE A MOTORIZED MECHANICAL SWEEPER, ALONG WITH A FOREIGN OBJECTS DAMAGE (FOD) PLAN, PRIOR TO BEGINNING WORK. THE FOD PLAN SHALL BE PRESENTED BY THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. THE FOD PLAN IS SUBJECT TO APPROVAL BY THE AIRPORT MANAGER.

CONSTRUCTION WORKERS WILL NOT BE ALLOWED TO ESTABLISH OVERNIGHT RESIDENCE ON THE PREMISES. ALL CONSTRUCTION WORKERS SHALL LEAVE THE CONSTRUCTION SITE AND AIRPORT PROPERTY AT THE END OF THEIR WORK PERIOD.

ALL SAWCUTTING ON THIS PROJECT SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS ON THE PROJECT.

WORK CANNOT COMMENCE UNTIL:

- A). SUFFICIENT BARRICADES ARE IN PLACE TO CONFINE THE AREA AND CREATE A BARRIER BETWEEN AIRCRAFT AND VEHICLE MOVEMENT AREAS AND THE CONSTRUCTION AREA.
- B). ALL SAFETY EQUIPMENT FOR PERSONNEL AND CONSTRUCTION EQUIPMENT IS IN PLACE AND OPERABLE.
- C). A NOTICE TO PROCEED HAS BEEN ISSUED BY THE TOWN OF ADDISON TO THE CONTRACTOR.

A COMPLETE PROJECT SCHEDULE SHALL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING AND PRESENTED BY THE CONTRACTOR TO THE MEETING ATTENDEES. RUNWAY SHUT-DOWN DATES MAY BE DETERMINED AT THE PRE-CONSTRUCTION MEETING, OR AT A LATER TIME, AS APPROVED BY THE AIRPORT MANAGER.

ALL MATERIAL SUBMITTALS FOR ITEMS TO BE USED IN CONSTRUCTION OF THE PROJECT SHALL BE SUBMITTED TO THE OWNER FOR REVIEW AND APPROVAL 21-DAYS PRIOR TO COMMENCEMENT OF WORK. THREE-WEEK LOOK AHEAD SCHEDULES TO BE PROVIDED ON A WEEKLY BASIS AND ARE TO BE DETAILED VERSIONS OF THE PROJECT SCHEDULE. WEEKLY SCHEDULES ARE TO BE PRESENTED BY THE CONTRACTOR AT THE WEEKLY CONSTRUCTION MEETINGS.

INTERIM PROJECT SCHEDULES TO BE PROVIDED ON THE FIRST OF EACH MONTH AND INCLUDE ORIGINAL BASELINE. UPDATED TO CURRENT CONSTRUCTION ACTIVITY.

B. WORK ADJACENT TO AND ON RUNWAYS

THE CONTRACTOR SHALL:

1. NOT ALLOW ANY WORK TO BE UNDERTAKEN INSIDE OF, OR ANY PERSONNEL, EQUIPMENT, OR VEHICLES TO ENTER THE TAXIWAY OR RUNWAY RESTRICTED ZONE (OBJECT FREE AREA) WHILE ANY TAXIWAY OR RUNWAY IS "OPEN". THE RESTRICTED ZONE FOR TAXIWAY 'A' AND 'B' IS DEFINED AS THE AREA WITHIN 93- FEET OF THE TAXIWAY CENTERLINE. THE OWNER SHALL, WHEN REQUESTED BY THE CONTRACTOR AND WHEN IN CONFORMANCE TO THE APPROVED CONSTRUCTION SCHEDULE, ARRANGE FOR THE CLOSURE OF AFFECTED TAXIWAYS AND RUNWAYS. A MINIMUM OF 24 HOURS ADVANCE NOTICE IS REQUIRED TO SCHEDULE ANY AIRFIELD PAVEMENT CLOSURES.
2. BE RESPONSIBLE FOR PROVIDING ALL TEMPORARY LIGHTING AND OTHER SPECIAL EQUIPMENT THAT MAY BE NEEDED FOR NIGHTTIME CONSTRUCTION IF REQUESTED BY CONTRACTOR AND APPROVED BY THE OWNER. THE COST OF THIS EQUIPMENT SHALL BE INCLUDED IN THE GENERAL COST OF THE WORK, NO SEPARATE PAYMENT WILL BE MADE.

REQUEST THROUGH THE OWNER AND IN CONFORMANCE WITH THE PHASING PLANS THE CLOSURES OF ANY AIRFIELD PAVEMENTS. THE AIRPORT MANAGER, IN COOPERATION WITH THE FAA, WILL CLOSE THE TAXIWAYS AND RUNWAYS TO AIRCRAFT ACTIVITY TO ALLOW CONSTRUCTION ACTIVITY WITHIN THE RUNWAY/TAXIWAY RESTRICTION ZONE. THESE ZONES ARE DEFINED AS AN AREA WITHIN 250- FEET OF A RUNWAY CENTERLINE AND 93- FEET OF TAXIWAY 'A' AND 'B' CENTERLINE. THE CLOSURE PERIOD WILL BE SUBJECT TO THE FOLLOWING CRITERIA:

THE CLOSURE PERIODS WILL BE SCHEDULED IN GENERAL CONFORMANCE WITH THE PHASING PLANS. ADDITIONALLY, ANY RUNWAY CLOSURES IF APPLICABLE WILL BE DEPENDENT UPON THE WEATHER FORECAST; THE CONTRACTOR BEING FULLY MOBILIZED TO PURSUE THE WORK AT MAXIMUM EFFICIENCY (IN THE OWNER'S OPINION); AND ANY UNFORESEEN EMERGENCY WHICH, IN THE OWNER'S OPINION, MAKES THE CLOSURE UNFEASIBLE.

THE CONTRACTOR WILL BE REQUIRED TO FURNISH ALL BARRIERS, BARRICADES, AND TAXIWAY/RUNWAY CLOSED SYMBOLS AS NECESSARY. THESE ITEMS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE PRICE BID FOR MOBILIZATION.

AT THE CONCLUSION OF ANY TAXIWAY CLOSURE, THE TAXIWAY SAFETY AREA AND ASSOCIATED NAVAID CRITICAL AREA SHALL BE RESTORED TO ORIGINAL ELEVATIONS AND GRADES. THE CONTRACTOR MAY NOT CONCLUDE ANY DAYS WORK AND REMOVE HIS FORCES FROM A WORK AREA WITHOUT RESTORING THE TAXIWAY OR EXISTING TAXIWAY TO OPERATIONAL STATUS.

V. STAGING AREAS - GENERAL REQUIREMENTS

- A. THE LOCATION AND SIZE OF THE CONTRACTOR'S STAGING AREA IS SHOWN FOR REFERENCE ONLY. THE ACTUAL SIZE AND EXACT LOCATION WILL BE ESTABLISHED PRIOR TO CONSTRUCTION. THE FOLLOWING REQUIREMENTS WILL APPLY, HOWEVER:

IT IS NOT ANTICIPATED THAT THE AIRPORT'S OBSTRUCTION HEIGHT REQUIREMENTS, AS DEFINED IN FAA'S FAR PART 77, WILL RESTRICT THE CONTRACTOR'S ACTIVITIES IN THE STAGING AREA. IT IS REQUIRED, HOWEVER, THAT THIS ASSUMPTION BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNER PRIOR TO BEGINNING WORK.

THE CONTRACTOR WILL BE REQUIRED TO OBSERVE ALL EXISTING TRAFFIC FLOW DIRECTIONS WHEN ENTERING AND LEAVING THE STAGING AREA. NO COUNTER FLOW WILL BE ALLOWED ANY TIME.

THE CONTRACTOR SHALL PROVIDE PROFESSIONALLY-MADE SIGNS INDICATING THE NAME OF THE CONTRACTOR AND A MESSAGE DIRECTING ALL MATERIALS DELIVERIES TO THE STAGING AREA.

VI. SCHEDULES

- A. THE WORK IN THIS CONTRACT HAS BEEN SEQUENCED IN A MANNER WHICH WILL MINIMIZE DISRUPTION TO NORMAL AIRPORT OPERATION AND COMPLY WITH APPROPRIATE FAA SAFETY CRITERIA. THE CONTRACTOR'S DETAILED SCHEDULING OF HIS WORK MUST BE DONE WITHIN THE FRAMEWORK OF THE SPECIFIED SEQUENCE OF CONSTRUCTION AND THESE CONSTRUCTION CONTROL NOTES. FAILURE BY THE CONTRACTOR TO APPRECIATE AND UNDERSTAND THE COMPLEXITY OF THE WORK IN HIS SCHEDULING WILL NOT BE REASON FOR HIM/HER TO CLAIM FOR ADDITIONAL TIME AND/OR COMPENSATION.
- B. BECAUSE OF THE CIRCUMSTANCES OF THIS WORK, THE CONTRACTOR IS ADVISED THAT THE CONTRACT REQUIREMENTS FOR SCHEDULING OF THE WORK AND THE PENALTIES FOR FAILURE TO MAINTAIN AN APPROVED REALISTIC CONSTRUCTION SCHEDULE WILL BE STRICTLY ENFORCED. SHOULD THE CONTRACTOR FAIL TO MAINTAIN A CONSTRUCTION SCHEDULE THAT REASONABLY REFLECTS ACTUAL AND ANTICIPATED PROGRESS, ANY ADDITIONAL COSTS NECESSARY TO RESOLVE CONFLICTS WITH THE WORK THAT, IN THE OWNER'S OPINION, COULD HAVE OTHERWISE BEEN FORESEEN AND AVOIDED, WILL BE BORNE BY THE CONTRACTOR.

VII. DUST CONTROL

- A. THE CONTRACTOR SHALL PAY PARTICULAR ATTENTION TO THE DUST CONTROL REQUIREMENTS OF THIS CONTRACT. THE OPERATION OF RUNWAYS, TAXIWAYS, AND ASSOCIATED NAVAIDS ARE ESPECIALLY SENSITIVE TO DUST. *THE ENGINEER RESERVES THE RIGHT TO STOP CONTRACTOR OPERATIONS, IF NECESSARY TO BRING DUST UNDER CONTROL.* THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL WITHIN THE CONSTRUCTION LIMITS AS WELL AS ALONG ANY ROADWAYS USED BY THE EQUIPMENT AND VEHICLES.
- B. WATER TRUCKS SHALL BE MAINTAINED AT ALL TIMES SUCH THAT THE ACCESS ROADS AND CONSTRUCTION AREAS CAN BE WETTED AS NECESSARY. THE CONTRACTOR SHALL BE PREPARED, AT NO EXTRA COST TO THE OWNER, TO USE ADDITIONAL WATER TRUCKS OR OTHER MEANS SHOULD IT BE NECESSARY TO MAINTAIN DUST TO AN ACCEPTABLE LEVEL. ALL WATER TRUCKS SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS ON THE PROJECT. DUST CONTROL WILL BE STRICTLY ENFORCED.

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VIII. LIQUIDATED DAMAGES

AN EXPLANATION OF THE DISINCENTIVES ASSOCIATED WITH THIS CONTRACT IS PROVIDED IN THE SPECIAL PROVISIONS.

IX. DEMOBILIZATION

CONDITIONS OF THE PROJECT AREA UPON COMPLETION OF THE JOB SHALL BE AS GOOD AS OR BETTER THAN THE CONDITIONS PRIOR TO STARTING WORK, IN ADDITION TO THE WORK ITEMS LISTED.

THE PROJECT AREA SHALL BE FREE OF ANY CONTRACTOR STOCKPILE MATERIALS UPON COMPLETION OF THE JOB UNLESS OTHERWISE DIRECTED BY THE OWNER.

UPON COMPLETION OF THE PROJECT, ALL OF THE HAUL ROUTES SHALL BE PROPERLY CLEANED TO PREVENT OBSTRUCTION AND/OR CAUSE INCONVENIENCE TO NORMAL REGULAR TRAFFIC. ALL TEMPORARY HAUL ROUTES SHALL BE REMOVED AND BROUGHT BACK TO ORIGINAL CONDITION OR BETTER.

ANY PROPERTIES BELONGING TO THE AIRPORT SHALL BE RETURNED TO THE AIRPORT OWNER.

PROPER DRAINAGE (NO LOCALIZED PONDING) SHALL BE MAINTAINED, PRIOR TO, DURING AND AFTER MOBILIZATION.

DEMOBILIZATION SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER.

DEMOBILIZATION SHALL BE DONE IN A MANNER THAT WILL NOT CAUSE ANY INCONVENIENCE TO AIRPORT OPERATIONS.

ANY DAMAGE TO THE AIRPORT PROPERTIES DURING DEMOBILIZATION SHALL BE REPAIRED AND PAID FOR AT THE CONTRACTOR'S OWN EXPENSE.

SAFETY REGULATIONS SHALL BE OBSERVED AT ALL TIMES DURING DEMOBILIZATION.

THE COST FOR DEMOBILIZATION SHALL BE CONSIDERED SUBSIDIARY TO BID ITEM FOR MOBILIZATION.

X. PHASING

- A. AREAS THAT WILL REQUIRE TENANT RELOCATION ARE AS FOLLOWS. CONTRACTOR CANNOT WORK IN MORE THAN ONE OF THESE AREAS AT ANY GIVEN TIME.
 - 1. RICHARD BYRD NORTH
 - 2. TAXIWAY "R"
 - 3. TAXIWAY "P"
- B. CONTRACTOR MAY WORK ON TAXIWAY "Q" AND EITHER RICHARD BYRD NORTH OR TAXIWAY "R" CONCURRENTLY.
- C. CONTRACTOR CANNOT WORK ON TAXIWAY "Q" AND TAXIWAY "P" CONCURRENTLY.
- D. CONTRACTOR CANNOT WORK ON RICHARD BYRD NORTH AND TAXIWAY "P" CONCURRENTLY.
- E. CONTRACTOR CANNOT WORK ON RICHARD BYRD NORTH AND TAXIWAY "R" CONCURRENTLY.
- F. CONTRACTOR CANNOT WORK ON TAXIWAY "P" AND TAXIWAY "R" CONCURRENTLY.

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PROJECT NO. 41308



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		5 OF 36
GENERAL NOTES		
TOWN OF ADDISON, TEXAS		5

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL SCHEDULE OPERATIONS TO MINIMIZE POTENTIAL DROP-OFF HAZARDS. ANY DEVIATION TO THE CONSTRUCTION SEQUENCING PLANS CONTAINED IN THESE PLANS MUST BE APPROVED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BEGIN CONSTRUCTION WITHIN FIVE (5) CALENDAR DAYS OF THE ISSUANCE OF THE NOTICE TO PROCEED AND GIVE NOTICE TO THE TOWN, IN WRITING, BEFORE WORK BEGINS ON THE PROJECT.
3. SUBGRADES SHALL BE PROOF ROLLED. NO ADDITIONAL COMPENSATION SHALL BE PAID FOR PROOF ROLLING, IT SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.
4. THE CONTRACTOR SHALL FURNISH, AT HIS OWN COST, THE FOLLOWING TESTING SERVICES BY A REPUTABLE INDEPENDENT TESTING LABORATORY APPROVED BY THE TOWN.
 - A. FIELD DENSITY TESTS OF EMBANKMENT, SUBGRADE, OR BASE PER NCTCOG ITEMS 203 AND 301, AND AT LOCATIONS SPECIFIED BY THE INSPECTOR.
 - B. PAVEMENT TESTING SHALL BE DONE ACCORDING TO DIVISION 300, ITEM 302, ASPHALT PAVEMENT OF THE NCTCOG STD. SPECS. FOURTH EDITION, OR AS OTHERWISE INDICATED IN THE PLANS AND SPECIFICATIONS.
5. THE CONTRACTOR SHALL ADJUST ALL VALVE BOXES, METER BOXES, MANHOLES, AND OTHER UTILITY STRUCTURES TO GRADE AS NEEDED PRIOR TO AND AFTER APRON PAVING HAS BEEN COMPLETED.
6. EROSION CONTROL SHALL START WITH INITIAL CONSTRUCTION AND BE PRACTICED THROUGHOUT THE PROJECT. CONTRACTOR IS RESPONSIBLE FOR THE SW3P PORTION OF THE PROJECT INCLUDING THE N.O.I. INSPECTIONS, AND N.O.T.
7. THE CONTRACTOR SHALL MAINTAIN/REPAIR EXISTING IRRIGATION SYSTEMS TO INSURE WATERING OCCURS ON PRIVATE LANDSCAPING, NO EXTRA PAY.
8. THE CONTRACTOR SHALL PAY EXTRA ATTENTION TO NCTCOG ITEM 504.4 "BACKFILL GENERAL REQUIREMENTS" OF THE NCTCOG SPECIFICATIONS. ALL TRENCHES WILL BE BACKFILLED WITH PROPER CARE AND ANY SETTLEMENT WILL BE REMEDIED IN A TIMELY FASHION.
9. CONTRACTOR SHALL KEEP PROJECT SITE CLEAN AND ORDERLY. IT WILL BE UNACCEPTABLE TO ALLOW TRASH TO BLOW ONTO ADJACENT PROPERTIES. STRICT ATTENTION WILL BE PAID TO THIS ITEM. IF CONTRACTOR FAILS TO ADHERE TO THIS STIPULATION, OWNER RESERVES THE RIGHT TO STOP WORK UNTIL TRASH IS CLEANED UP. THIS STOPPAGE OF WORK WILL NOT EXTEND THE ORIGINAL CONTRACT TIME.
10. DUST CONTROL WILL BE STRICTLY ENFORCED AT ALL TIMES THROUGHOUT CONSTRUCTION. WATER TRUCKS MAY BE NECESSARY TO ADEQUATELY ADDRESS THE ISSUE OF DUST CONTROL. NO SEPARATE PAY ITEM WILL BE SET UP FOR THIS ACTIVITY.

UTILITY CONTACTS

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OR HER OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.

CONTRACTOR SHALL CONTACT THE TOWN OF ADDISON (972-450-2879) AND 1-800-DIG-TESS (344-8377) PRIOR TO ANY EXCAVATION.

GENERAL NOTES:

1. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE TOWN OF ADDISON STANDARDS AND SPECIFICATIONS AND THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENT (NCTCOG) STANDARDS 4TH EDITION AND SPECIFICATIONS, EXCEPT AS NOTED. IN THE EVENT OF A CONFLICT, THE TOWN OF ADDISON STANDARDS AND SPECIFICATIONS SHALL GOVERN.
2. FOR ANY STREET WORK THE CONTRACTOR SHALL BE RESPONSIBLE FOR PUBLIC SAFETY DURING CONSTRUCTION AND WILL PROVIDE THE NECESSARY TRAFFIC BARRICADES AND WARNING SIGNAGE TO PROTECT THE CONSTRUCTION SITE. ALL BARRICADES, WARNING SIGNS, LIGHTS, DEVICES, ETC. FOR THE GUIDANCE AND PROTECTION OF TRAFFIC AND PEDESTRIANS MUST CONFORM TO THE 2003 TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AS CURRENTLY AMENDED, BY THE TEXAS DEPARTMENT OF TRANSPORTATION.
3. NO PERSON SHALL OPEN, TURN OFF, INTERFERE WITH, ATTACH ANY PIPE OR HOSE TO OR TAP ANY WATER MAIN BELONGING TO THE TOWN UNLESS DULY AUTHORIZED TO DO SO BY THE TOWN OF ADDISON PUBLIC WORKS DEPARTMENT. ARRANGEMENTS FOR CONSTRUCTION WATER SHALL BE MADE THROUGH CITY OF ADDISON PUBLIC WORKS DEPARTMENT.
4. CONTRACTOR SHALL MAINTAIN ADEQUATE SANITARY FACILITIES FOR USE BY WORKERS THROUGHOUT CONSTRUCTION.
5. NO TRAFFIC SIGNS ARE TO BE RELOCATED OR REMOVED WITHOUT PRIOR APPROVAL OF THE TOWN OF ADDISON PUBLIC WORKS DEPARTMENT.
6. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING FACILITIES FROM DAMAGE. ANY DAMAGE TO EXISTING FACILITIES RESULTING FROM CONSTRUCTION WORK SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
7. THESE PLANS DO NOT EXTEND TO OR INCLUDE DESIGNS OR SYSTEMS PERTAINING TO THE SAFETY OF THE CONSTRUCTION CONTRACTOR OR ITS EMPLOYEES, AGENT OR REPRESENTATIVES IN PERFORMANCE OF THE WORK. THE SEAL OF HNTB CORPORATION ENGINEERS, INC. REGISTERED PROFESSIONAL ENGINEER(S) HEREON DOES NOT EXTEND TO ANY SUCH SAFETY SYSTEMS THAT MAY NOW OR HEREAFTER BE INCORPORATED IN THESE PLANS. THE CONSTRUCTION CONTRACTOR SHALL PREPARE OR OBTAIN THE APPROPRIATE SAFETY SYSTEMS, INCLUDING THE PLANS AND SPECIFICATIONS.
8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN NEAT AND ACCURATE PLANS OF RECORD. REDLINE SET TO BE TURNED OVER TO THE TOWN AFTER PROJECT COMPLETION.
9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ADEQUATE SITE DRAINAGE THROUGHOUT THE DURATION OF THIS PROJECT.
10. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS BEFORE CONSTRUCTION BEGINS. THIS INCLUDES STORMWATER POLLUTION PREVENTION PERMITS. ALL COSTS ASSOCIATED WITH PERMITS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
11. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THAT ELECTRIC POWER AND TELEPHONE POLES ARE NOT DISTURBED DURING CONSTRUCTION.
12. THE CONTRACTOR SHALL KEEP EXCAVATED TRENCHES FREE OF GROUNDWATER DURING CONSTRUCTION. IF NECESSARY, THE CONTRACTOR SHALL UTILIZE DEWATERING IN ORDER TO CONTROL GROUNDWATER DURING CONSTRUCTION SUCH THAT IT DOES NOT AFFECT HIS CONSTRUCTION WORK. (NO SEPARATE PAY ITEM)
13. EXISTING FACILITIES ARE SHOWN IN APPROXIMATE LOCATIONS PER INFORMATION AND RECORDS AVAILABLE. CONTRACTOR SHALL UNCOVER AND VERIFY HORIZONTAL AND VERTICAL LOCATION OF EXISTING FACILITIES PRIOR TO CONSTRUCTION.

UTILITY COORDINATION

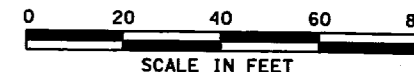
THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.



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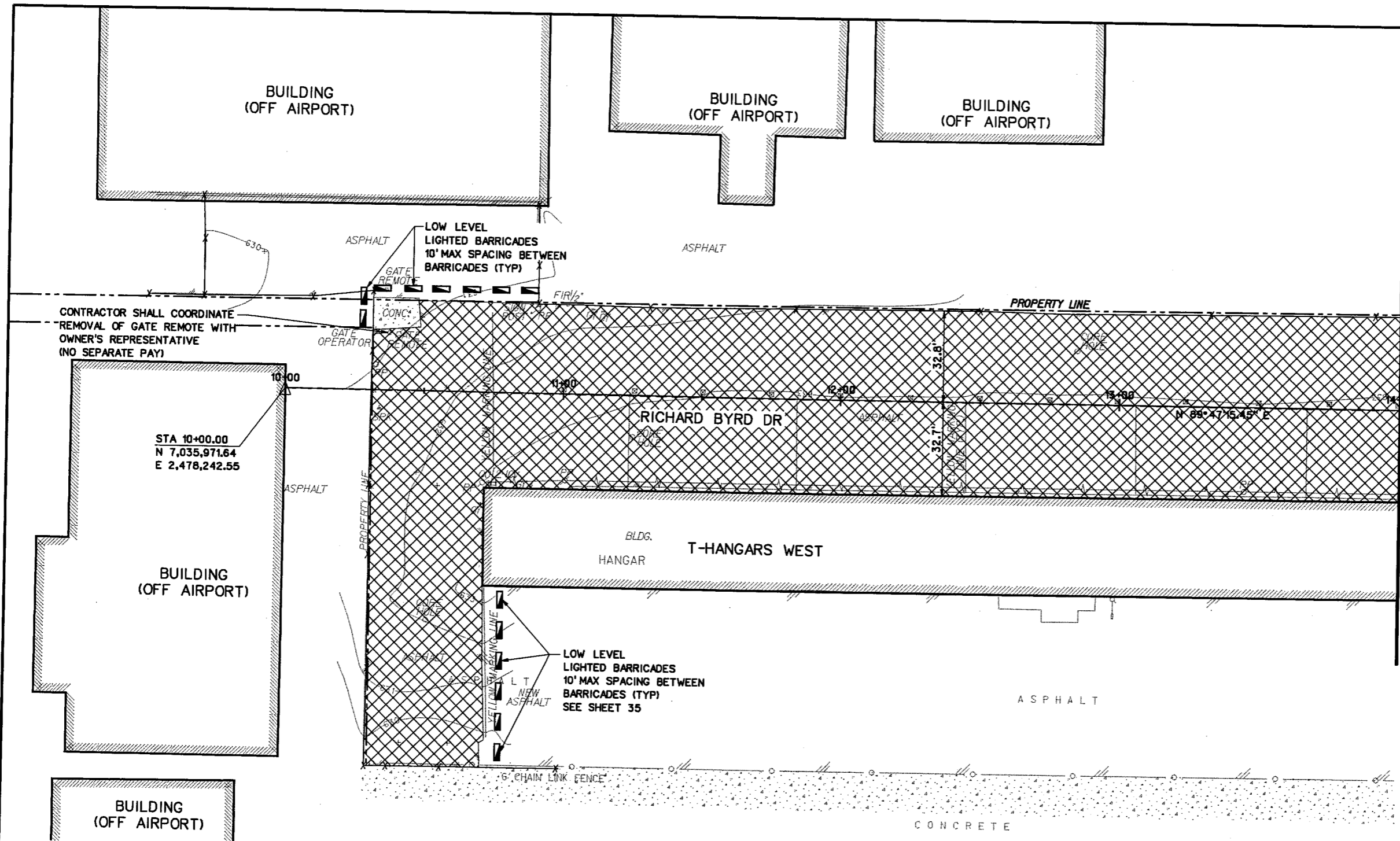


TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		6 OF 36
GENERAL NOTES		
TOWN OF ADDISON, TEXAS		6



LEGEND

- PHASE I
- LOW LEVEL LIGHTED BARRICADES
- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE PAVEMENT
- EXISTING FENCE



MATCH LINE STA 14+00

PHASING NOTES:

1. CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-392-4852 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
2. CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.
3. WORK IN PHASE I AND PHASE II MUST BE COMPLETED CONSECUTIVELY AND IN THE TIME FRAME AS DESCRIBED IN THE SPECIAL PROVISIONS UNDER THE "TIME ALLOTTED FOR COMPLETION" SECTION.
4. WORK IN PHASE II CANNOT BE STARTED UNTIL COMPLETION AND APPROVAL OF WORK IN PHASE I AND REMOVAL OF BARRICADES, AND RELOCATION OF AIRCRAFT.

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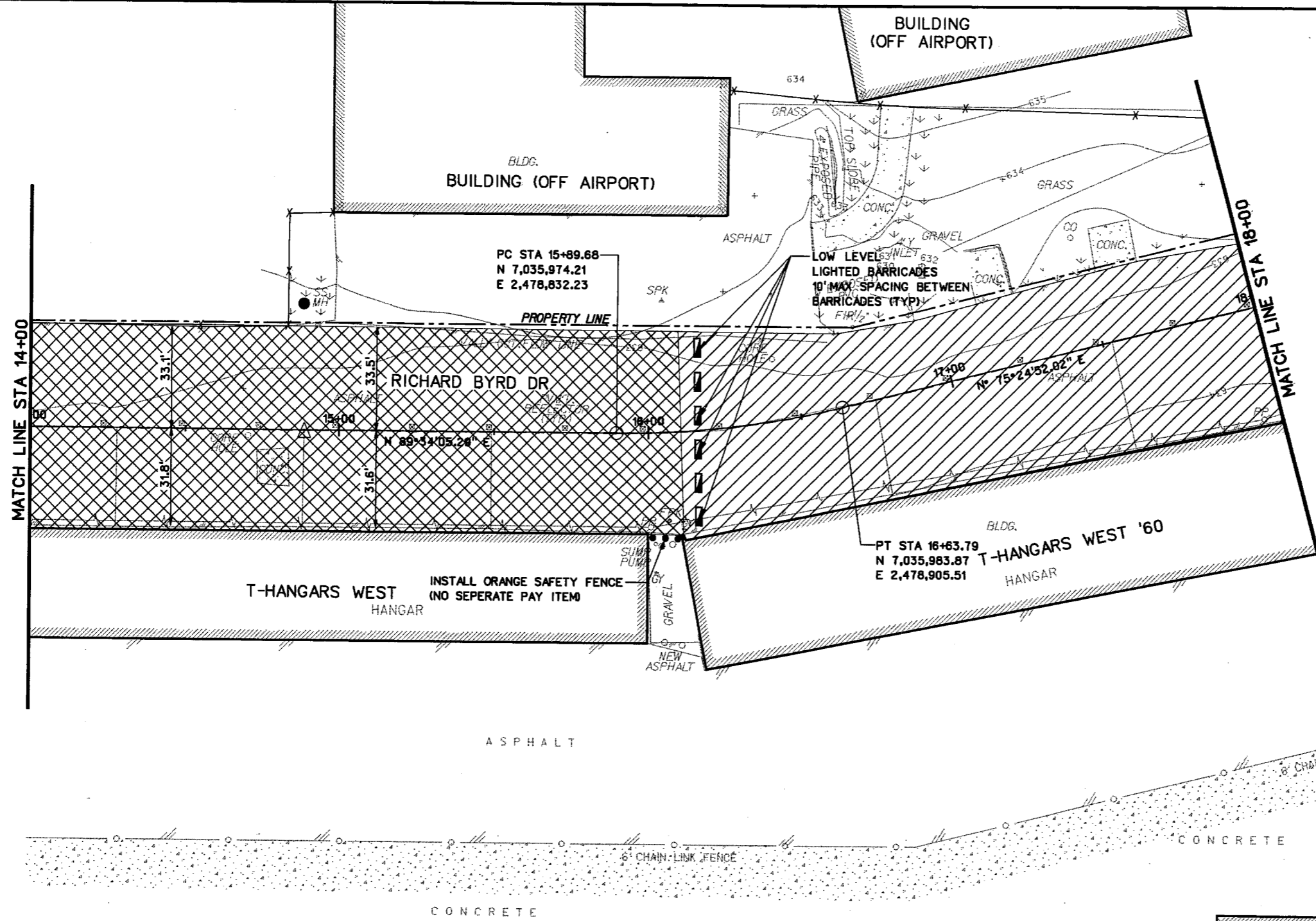
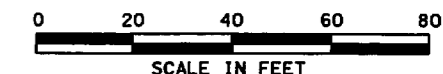
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TOWN OF ADDISON	SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS	7 OF 36
PHASING PLAN	
RICHARD BYRD DRIVE NORTH	RICHARD BYRD
BEGIN TO STA 14+00	
TOWN OF ADDISON, TEXAS	7



LEGEND

- PHASE I
- PHASE II
- GRASS
- LOW LEVEL LIGHTED BARRICADES
- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE PAVEMENT
- EXISTING FENCE

T-HANGARS WEST HANGAR
INSTALL ORANGE SAFETY FENCE (NO SEPERATE PAY ITEM)

PT STA 16+63.79
N 7,035,983.87
E 2,478,905.51
T-HANGARS WEST '60 HANGAR

ASPHALT

CONCRETE

CONCRETE

PHASING NOTES:

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BUILDING (OFF AIRPORT)

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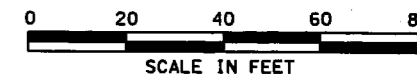
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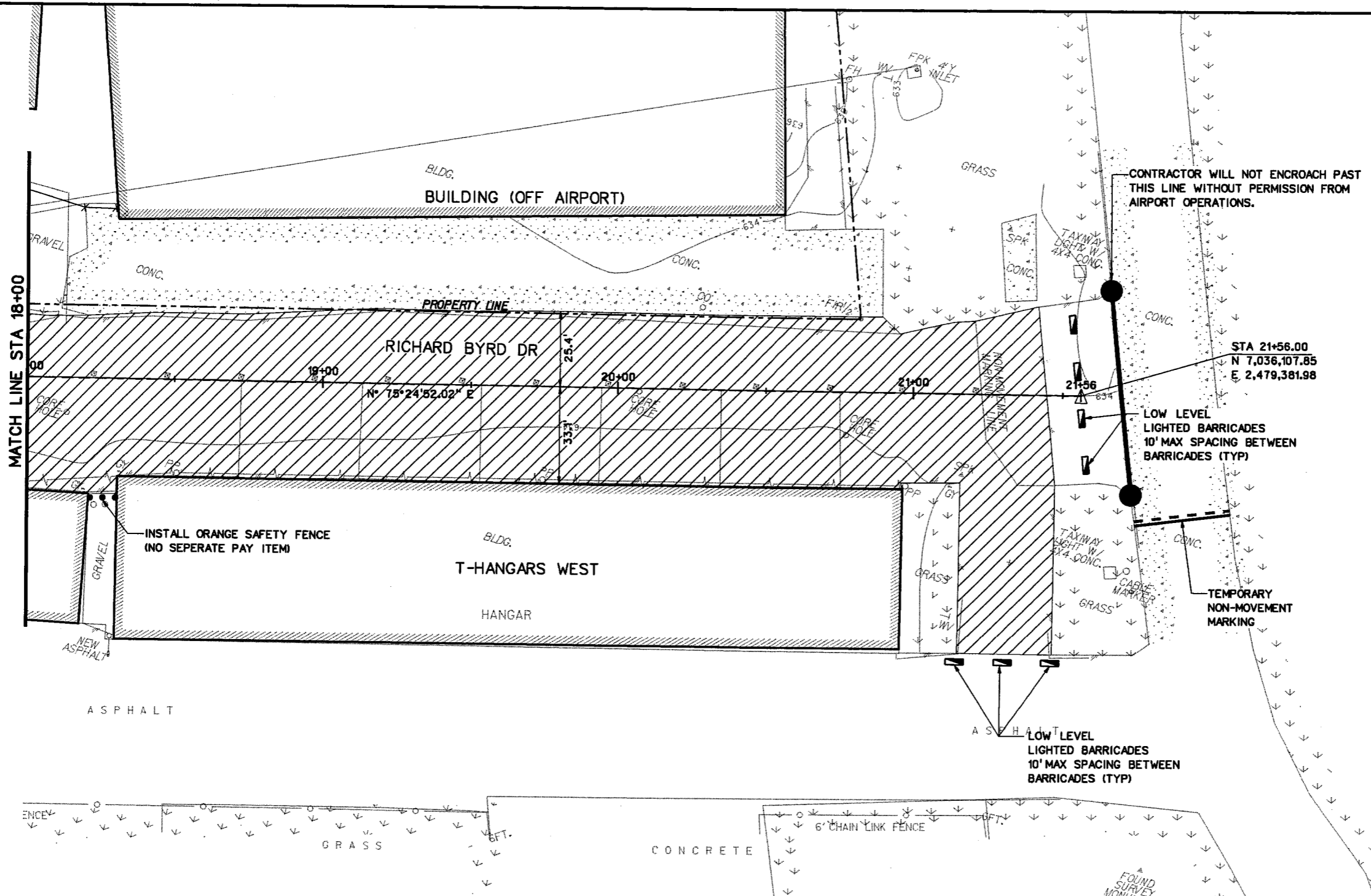


TOWN OF ADDISON	SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS	8 OF 36
PHASING PLAN	RICHARD BYRD
RICHARD BYRD DRIVE NORTH	8
STA 14+00 TO STA 18+00	
TOWN OF ADDISON, TEXAS	



LEGEND

- PHASE I
- PHASE II
- GRASS
- LOW LEVEL LIGHTED BARRICADES
- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE PAVEMENT
- EXISTING FENCE



PHASING NOTES:

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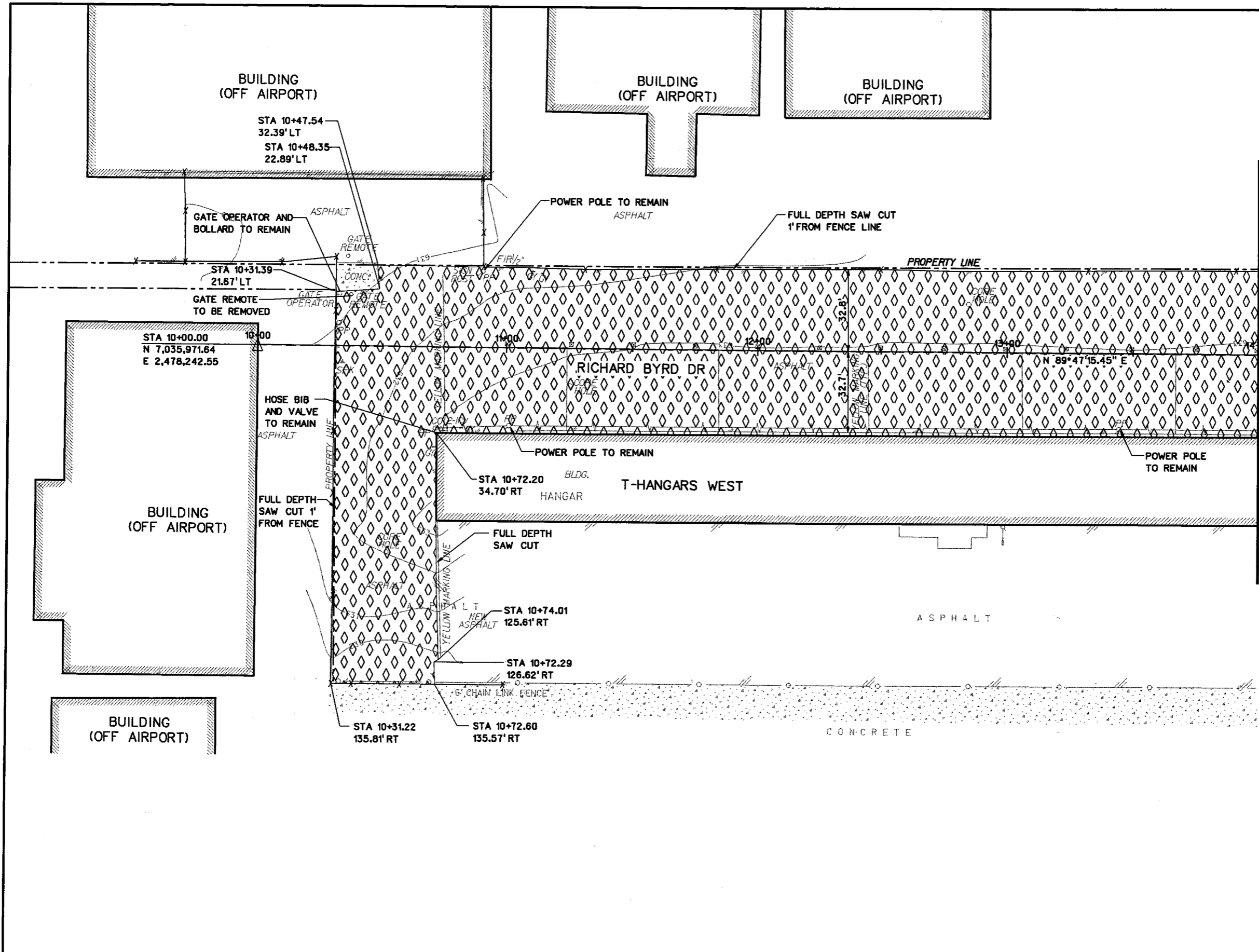
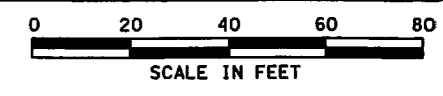
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TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		9 OF 36
PHASING PLAN		
RICHARD BYRD DRIVE NORTH		RICHARD BYRD
STA 18+00 TO END		
TOWN OF ADDISON, TEXAS		9



MATCH LINE STA 14+00

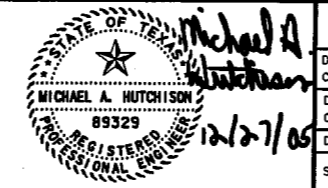
LEGEND

- ASPHALT REMOVAL
- PROPERTY LINE

- NOTES:**
1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
 2. UNDERGROUND AND OVERHEAD UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. ALL EXISTING UTILITIES MAY NOT BE SHOWN ON THE PLANS, AND THE LOCATION OF THE UTILITIES SHOWN MAY VARY FROM THE LOCATION ON THE PLANS. PRIOR TO THE BEGINNING OF ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITY ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.
 3. CONTRACTOR SHALL EXERCISE EXTREME CAUTION WORKING CLOSE TO AIRCRAFT HANGARS. ANY DAMAGE CAUSED TO HANGARS WILL BE REPAIRED TO THE OWNERS SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
 4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
 5. CONTRACTOR SHALL PROTECT EXISTING PAVEMENT ADJACENT TO PROJECT IMPROVEMENTS.

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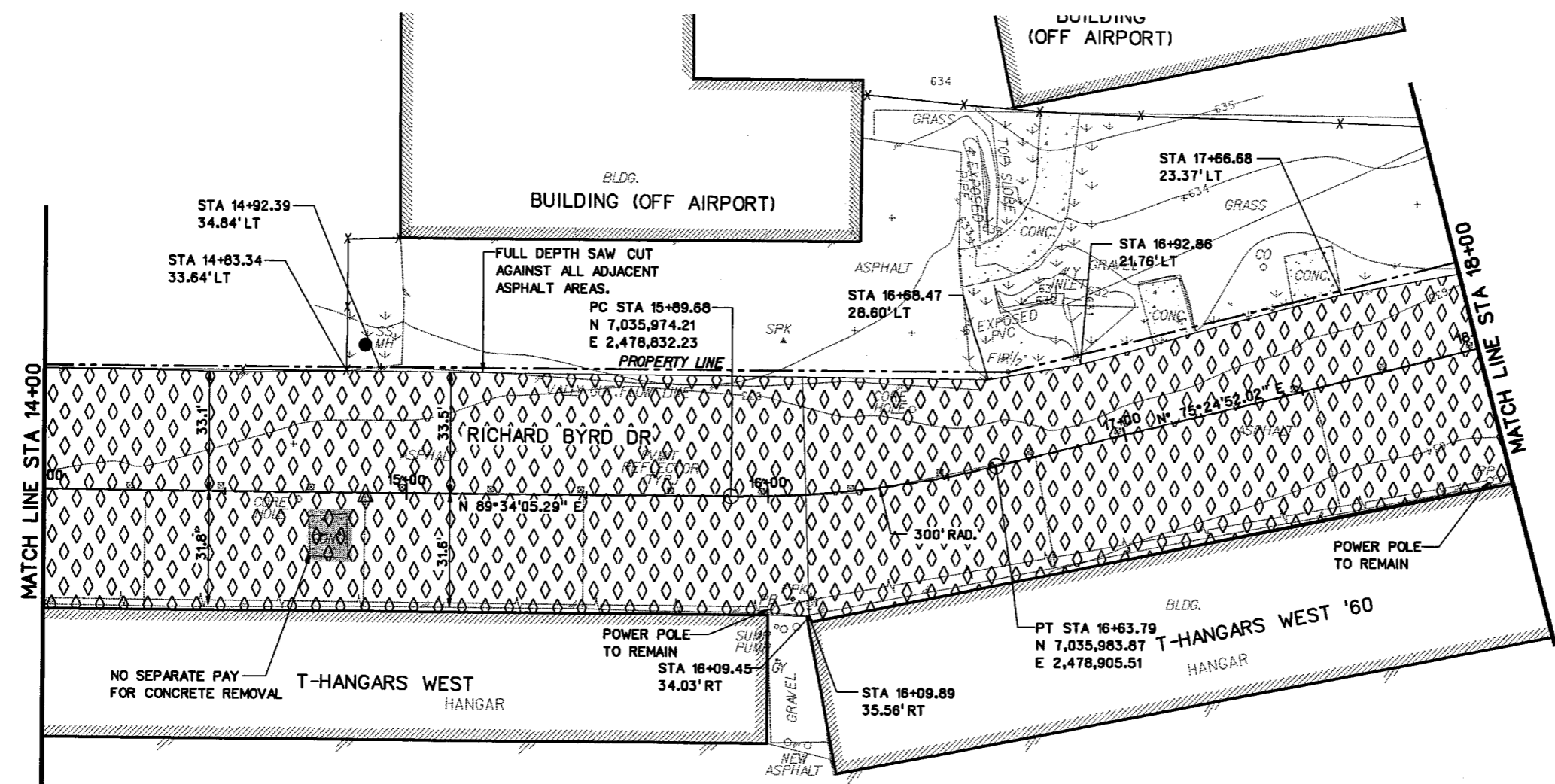
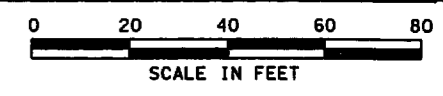
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PROJECT NO. 41308



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		10 OF 36
REMOVAL PLANS		
RICHARD BYRD DRIVE NORTH		
BEGIN TO STA 14+00		
TOWN OF ADDISON, TEXAS		RICHARD BYRD
		10



LEGEND

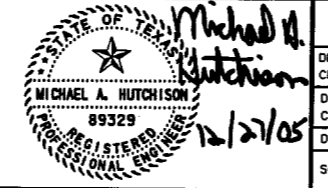
- ASPHALT REMOVAL
- PROPERTY LINE

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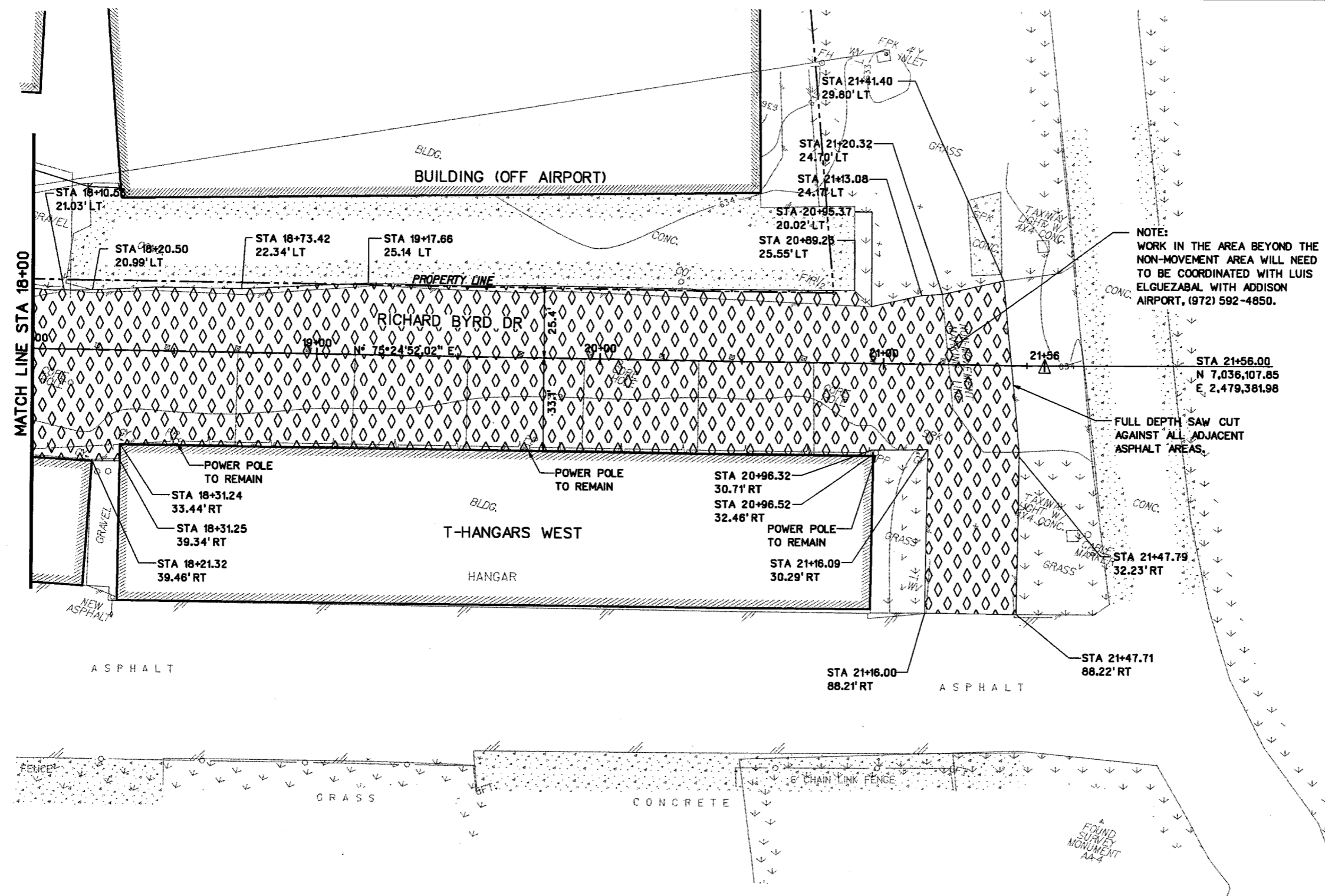
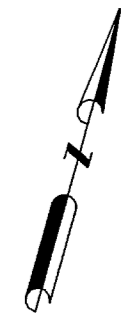
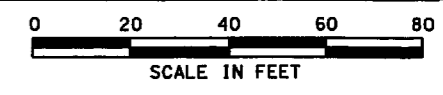
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DATE DEC. 2005
SCALE

PROJECT NO. 41308



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		11 OF 36
REMOVAL PLANS		
RICHARD BYRD DRIVE NORTH STA 14+00 TO STA 18+00		RICHARD BYRD
TOWN OF ADDISON, TEXAS		11



LEGEND

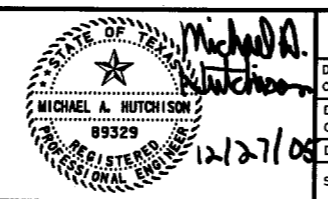
- ASPHALT REMOVAL
- PROPERTY LINE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. UNDERGROUND AND OVERHEAD UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. ALL EXISTING UTILITIES MAY NOT BE SHOWN ON THE PLANS, AND THE LOCATION OF THE UTILITIES SHOWN MAY VARY FROM THE LOCATION ON THE PLANS. PRIOR TO THE BEGINNING OF ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITY ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.
3. CONTRACTOR SHALL EXERCISE EXTREME CAUTION WORKING CLOSE TO AIRCRAFT HANGARS. ANY DAMAGE CAUSED TO HANGARS WILL BE REPAIRED TO THE OWNERS SATISFACTION AT THE EXPENSE OF THE CONTRACTOR
4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
5. CONTRACTOR SHALL PROTECT EXISTING PAVEMENT ADJACENT TO PROJECT IMPROVEMENTS.

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Engineers Architects Planners

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SCALE

PROJECT NO. 41308



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		12 OF 36
REMOVAL PLANS		RICHARD BYRD
RICHARD BYRD DRIVE NORTH		12
STA 18+00 TO END		
TOWN OF ADDISON, TEXAS		

June 2006

June 2006

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

July 2006

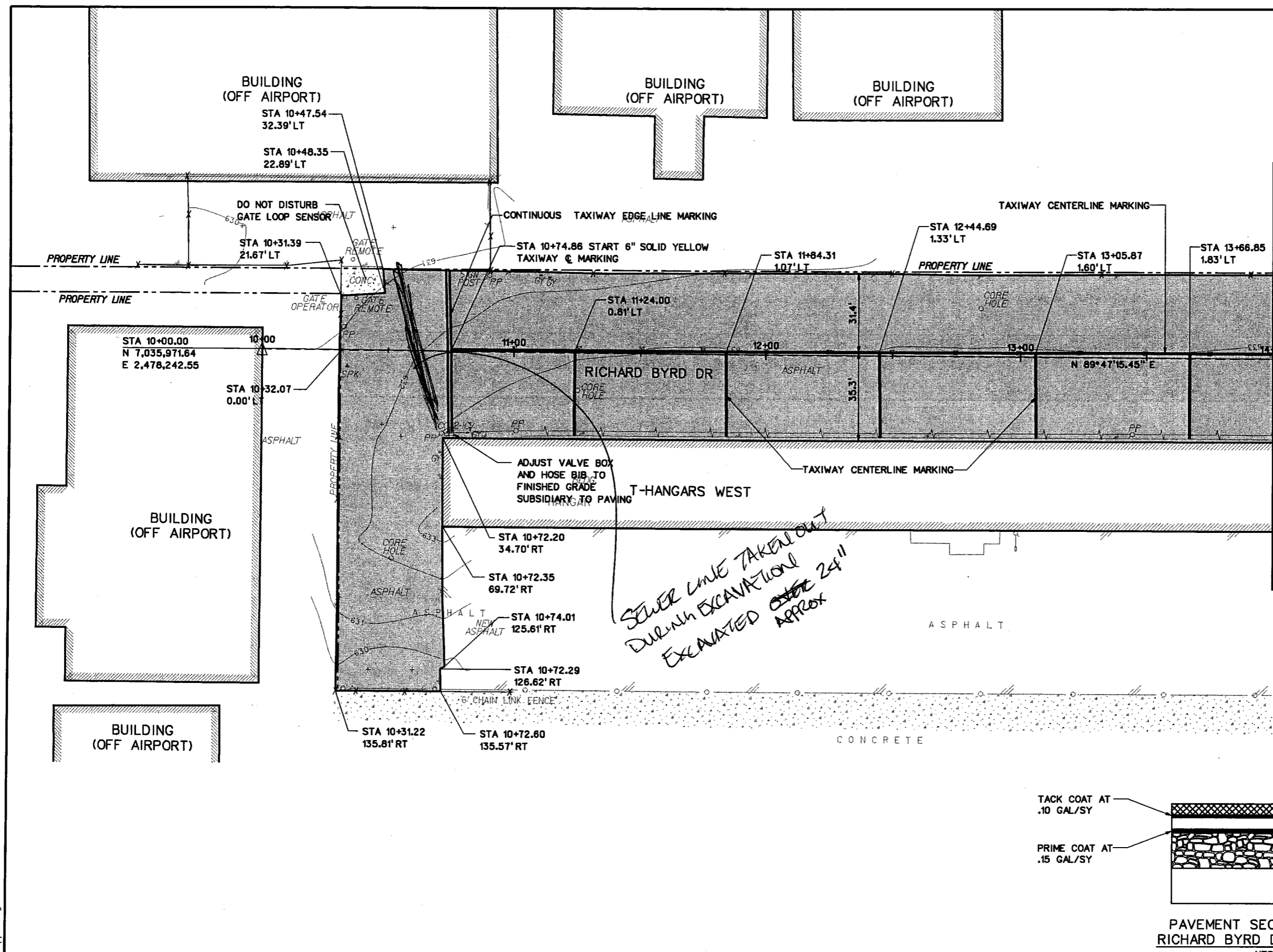
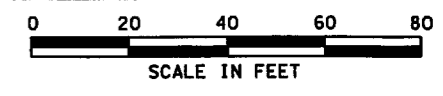
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2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

Monday	Tuesday	Wednesday	Thursday	Friday	Sat/Sun
			June 1	2	3
					4
5	6	7	8	9	10
				Finish 1st section of Byrd	11
					12
12	13	14	15	16	17
Start 2nd section of Byrd					18
					19
19	20	21	22	23	24
				Finish 2nd section of Byrd	25
					26
26	27	28	29	30	31
					32

Pavement Meeting

0-1-00
3:00pm
DATE

Name	Organization	Phone
FRANK DAVIS	BHC	903-520-5862
John Birkhoff	BHC	214 361 7900
SAM GARRETT	ADVANCED PAVING	
Case Patterson	Advanced Paving	214-325-4300
Ron Brevver	Kleinfelder	972-870-0808
Jenny Newander	TOA	972-450-2860
Melissa Newman	Airport	972-392-4858
Mark ACENEDO	TOA	972-450-2848
LISA Pyles	ADS	972 392 4855
Dave Wilde	TOA	9) 450-2847
Mike Hutchison	HNTB	972-628-3174
Nancy Cline	Addison	972-450-2878
DAVE Foster	ADS	972-392-4852
Luis ELQUEZABAL	Addison Airport	972-392-4861

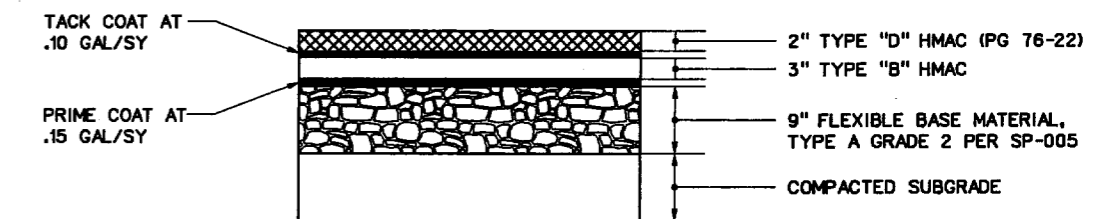


LEGEND

- PROPOSED ASPHALT PAVEMENT
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA

- NOTES:**
- CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
 - THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
 - ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
 - REFER TO SHEET #35 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
 - COMPACTED SUBGRADE SHALL BE PROOF-ROLLED IN ACCORDANCE WITH SP-002 IN THE TECHNICAL SPECIFICATIONS PRIOR TO THE PLACEMENT OF THE FLEXIBLE BASE MATERIAL.
 - HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS.
 - ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.

*SEWER LINE TAKEN OUT
DURING EXCAVATION
EXCAVATED ~~ON~~ 24"
APPROX*



PAVEMENT SECTION FOR RICHARD BYRD DRIVE NORTH
NTS

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*Michael A. Hutchison
12/27/05*

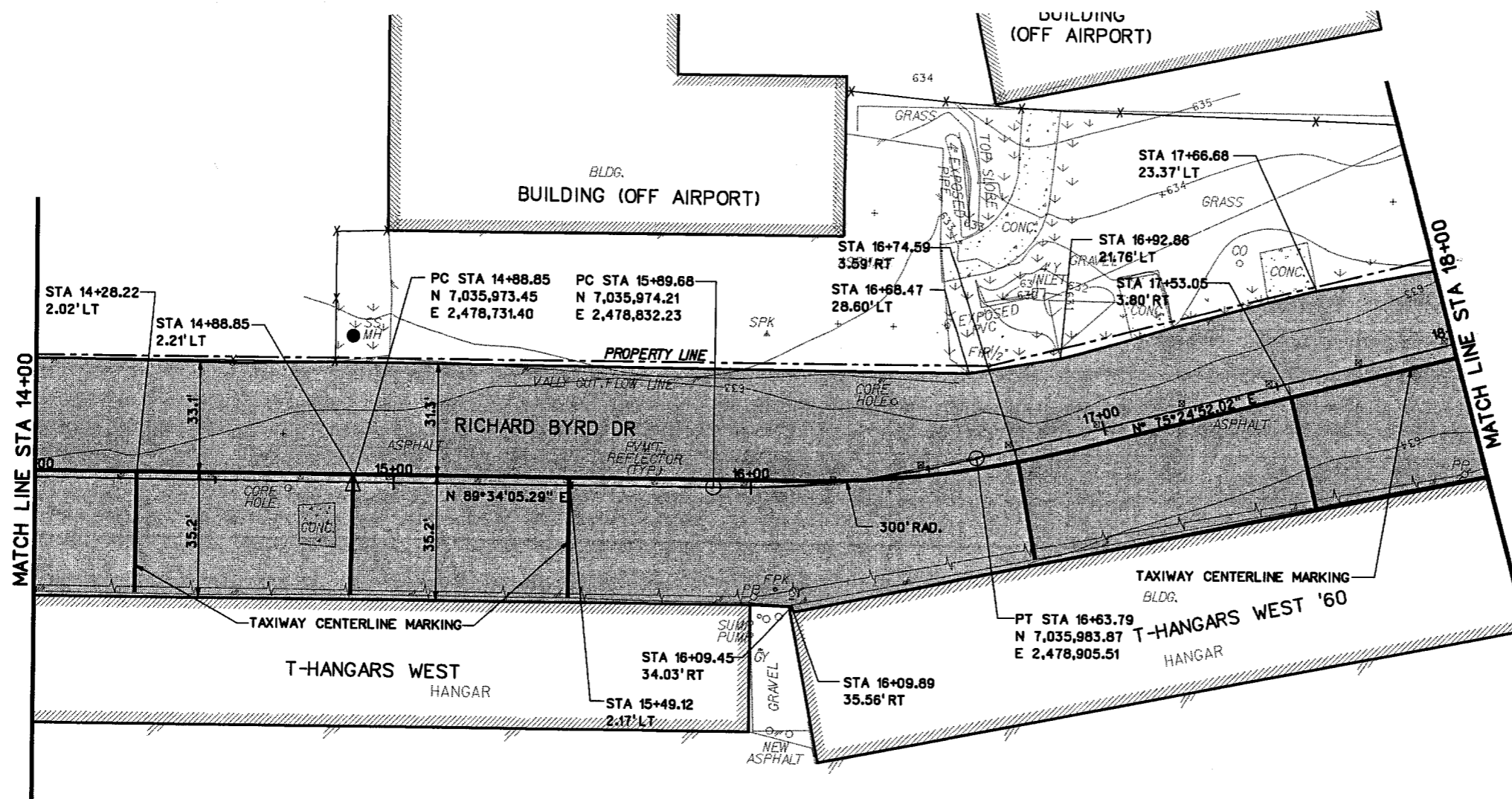
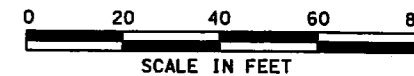
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Engineers Architects Planners

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DRAWN CHECK CCH DEC
DATE DEC. 2005
SCALE

PROJECT NO. 41308

TOWN OF ADDISON

TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		13 OF 36
PAVING PLANS		
RICHARD BYRD DRIVE NORTH		RICHARD BYRD
BEGIN TO STA 14+00		
TOWN OF ADDISON, TEXAS		13

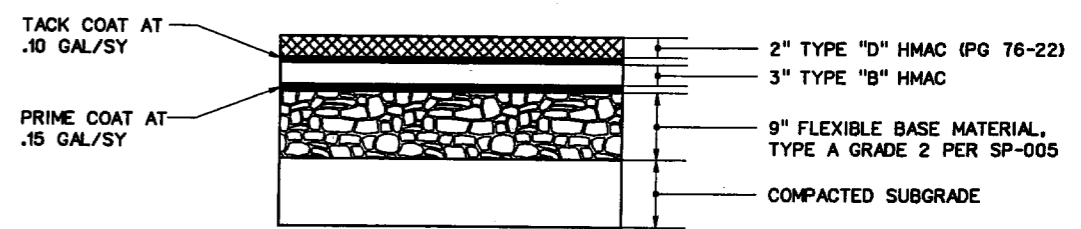
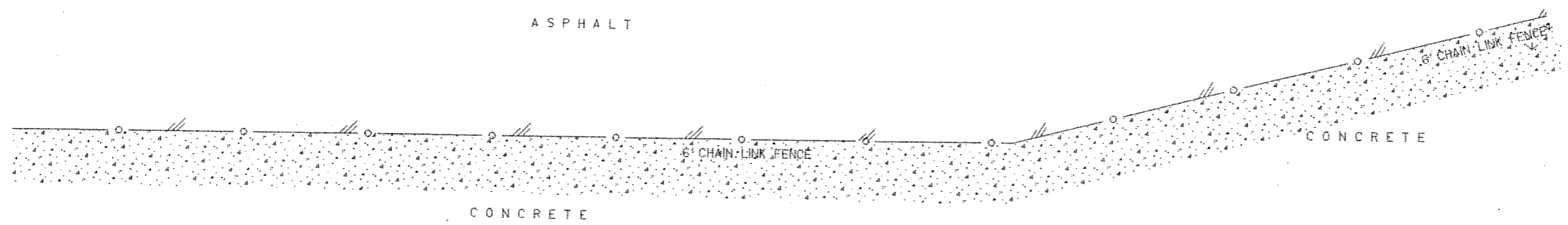


LEGEND

- PROPOSED ASPHALT PAVEMENT
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA

NOTES:

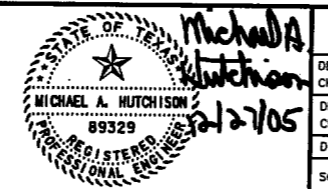
1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
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6. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS.
7. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.



PAVEMENT SECTION FOR RICHARD BYRD DRIVE NORTH
NTS

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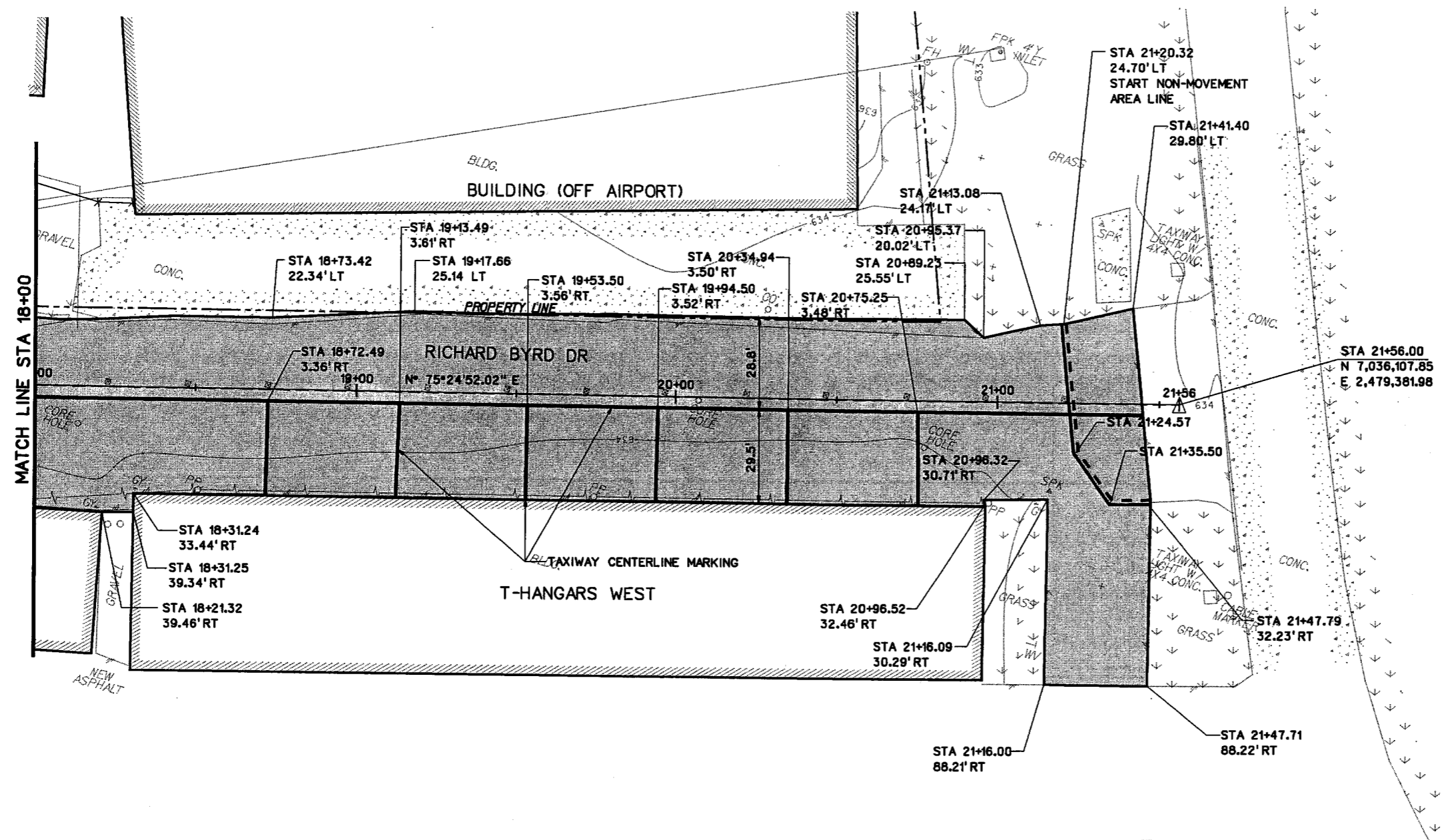
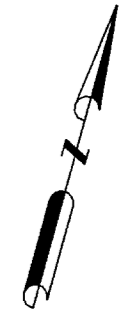
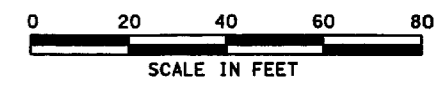
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Engineers Architects Planners

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DATE DEC. 2005
SCALE

PROJECT NO. 41308

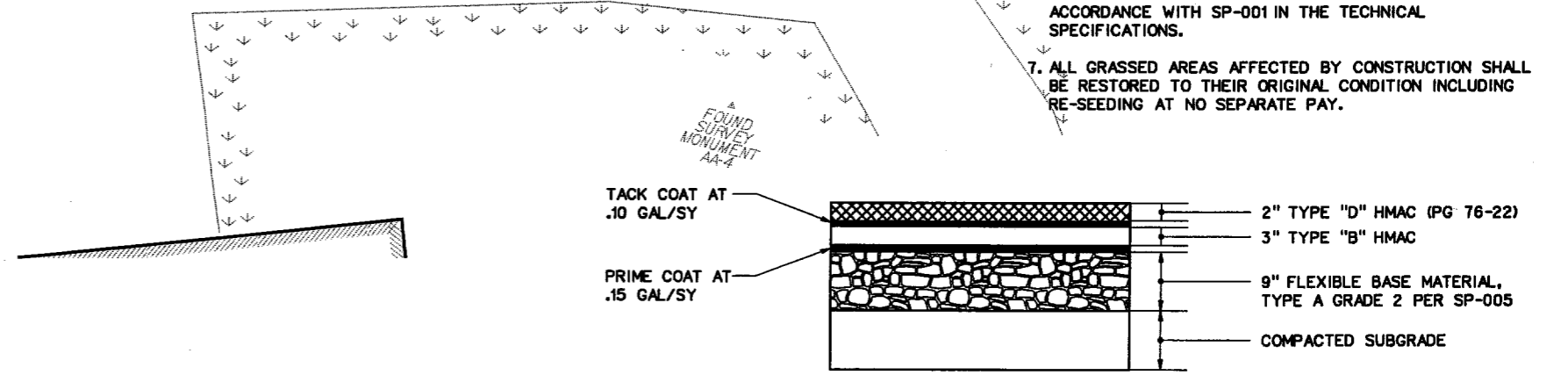


TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		14 OF 36
PAVING PLANS		
RICHARD BYRD DRIVE NORTH		RICHARD BYRD
STA 14+00 TO STA 18+00		
TOWN OF ADDISON, TEXAS		14



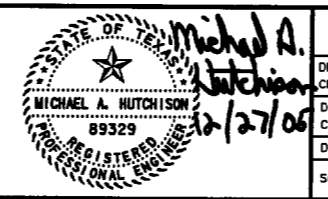
- LEGEND**
- PROPOSED ASPHALT PAVEMENT
 - TAXIWAY CENTERLINE MARKING
 - CONTINUOUS TAXIWAY EDGE LINE MARKING
 - NON-MOVEMENT AREA

- NOTES:**
1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
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 4. REFER TO SHEET #35 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
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 6. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS.
 7. ALL GRASSSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.



PAVEMENT SECTION FOR RICHARD BYRD DRIVE NORTH
NTS

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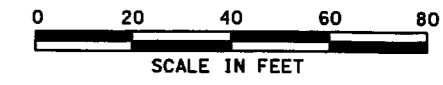
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SCALE:

PROJECT NO. 41308



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		15 OF 36
PAVING PLANS		
RICHARD BYRD DRIVE NORTH		RICHARD BYRD
STA 18+00 TO END		
TOWN OF ADDISON, TEXAS		15

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BUILDING
(OFF AIRPORT)

BUILDING
(OFF AIRPORT)

BUILDING
(OFF AIRPORT)

STA 10+47.54
32.39' LT
ELEV.=630.80'

STA 10+48.35
22.89' LT
ELEV.=631.08'

STA 10+31.39
21.67' LT
ELEV.=630.74'

MATCH EXISTING GRADES

STA 12+40.03
28.59' LT
ELEV.=632.00'

STA 13+92.69
28.45' LT
ELEV.=632.30'

STA 10+00.00
N 7035971.64
E 2478242.55

BUILDING
(OFF AIRPORT)

MATCH
EXISTING
GRADES

RICHARD BYRD DR

N 89°47'15.45" E

STA 10+71.53
34.59' RT
ELEV.=632.87'

T-HANGARS WEST

MATCH EXISTING GRADES

HALT

STA 10+74.01
125.61' RT
ELEV.=629.82'

STA 10+72.29
126.62' RT
ELEV.=629.70'

ASPHALT

BUILDING
(OFF AIRPORT)

STA 10+31.21
135.81' RT
ELEV.=629.26'

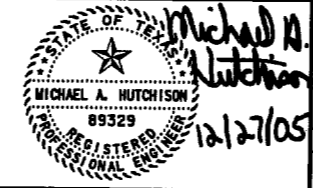
STA 10+72.60
135.57' RT
ELEV.=629.69'

CONCRETE

MATCH LINE STA 14+00

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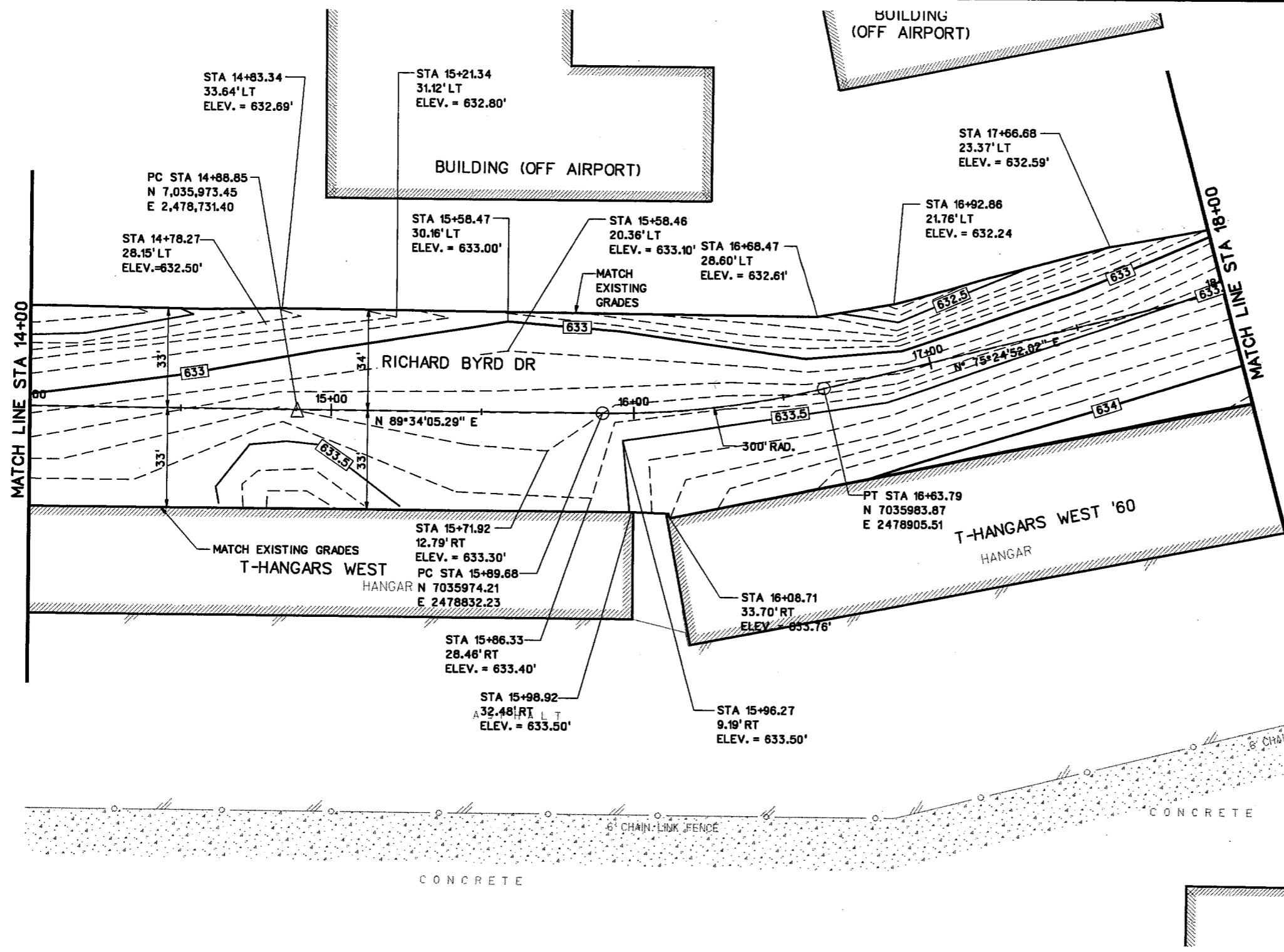
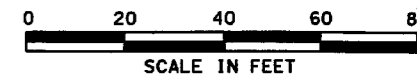
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DATE DEC. 2005
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PROJECT NO. 41308



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		16 OF 36
GRADING PLANS		
RICHARD BYRD DRIVE NORTH		RICHARD BYRD
BEGIN TO STA 14+00		
TOWN OF ADDISON, TEXAS		16



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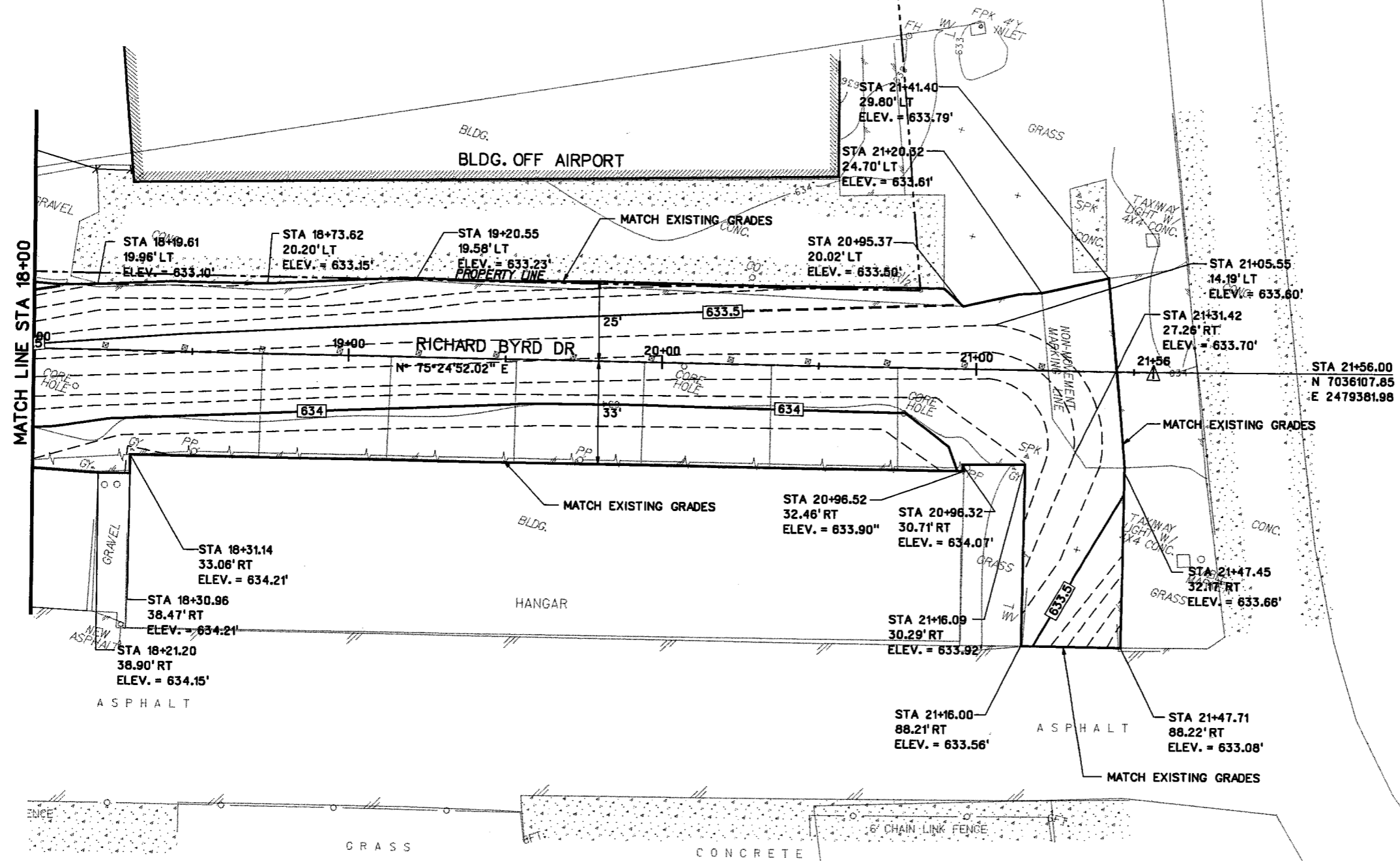
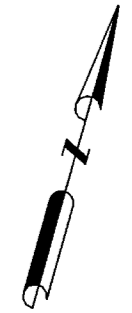
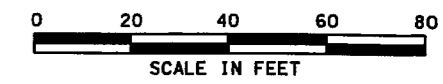
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PROJECT NO. 41308



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		17 OF 36
GRADING PLANS		
RICHARD BYRD DRIVE NORTH		RICHARD BYRD
STA 14+00 TO STA 18+00		
TOWN OF ADDISON, TEXAS		17



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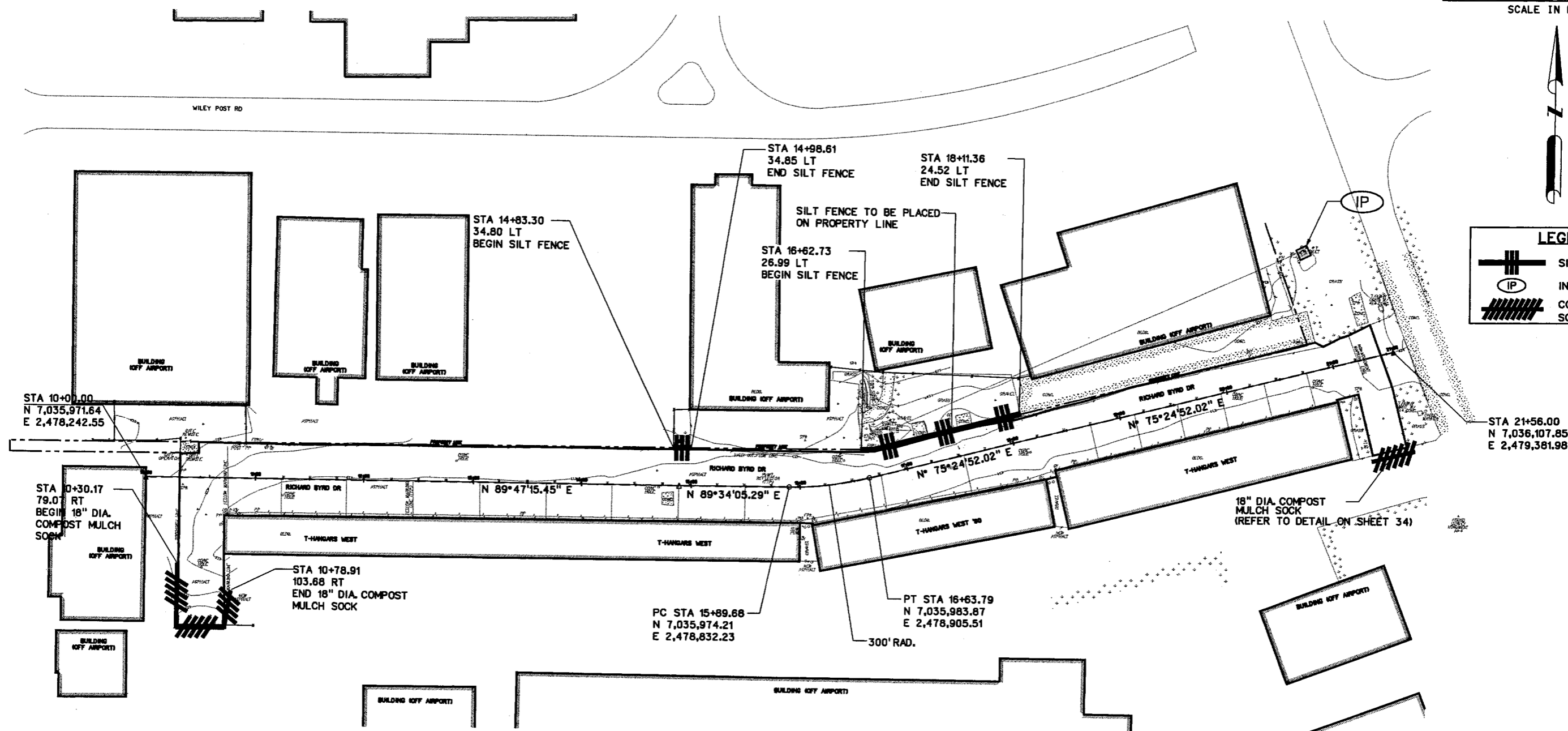
PROJECT NO. 41308



TOWN OF ADDISON	SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS	18 OF 36
GRADING PLANS	
RICHARD BYRD DRIVE NORTH	RICHARD BYRD
STA 18+00 TO END	
TOWN OF ADDISON, TEXAS	18

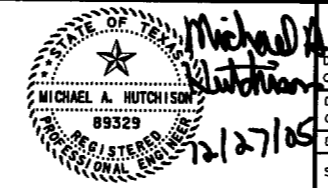


LEGEND	
	SILT FENCE
	INLET PROTECTION
	COMPOST MULCH SOCK



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PROJECT NO. 41308



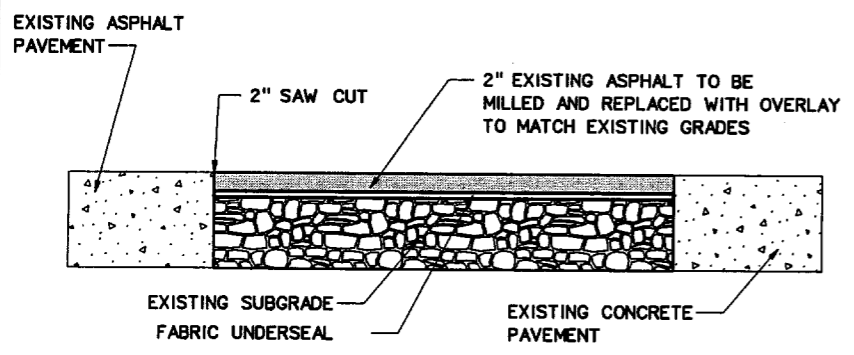
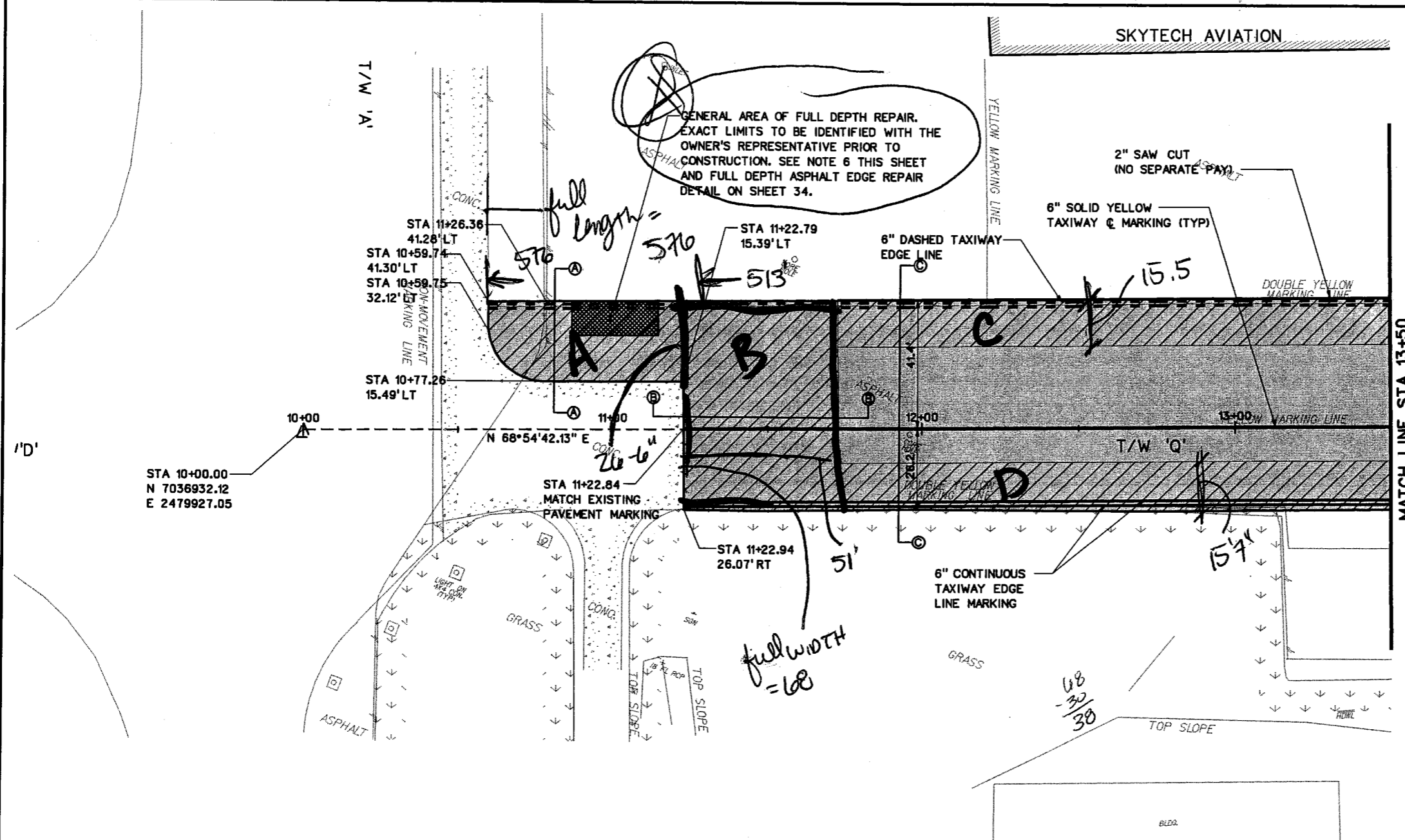
TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		19 OF 36
STORM WATER POLLUTION PREVENTION PLAN RICHARD BYRD DRIVE NORTH		RICHARD BYRD
TOWN OF ADDISON, TEXAS		19



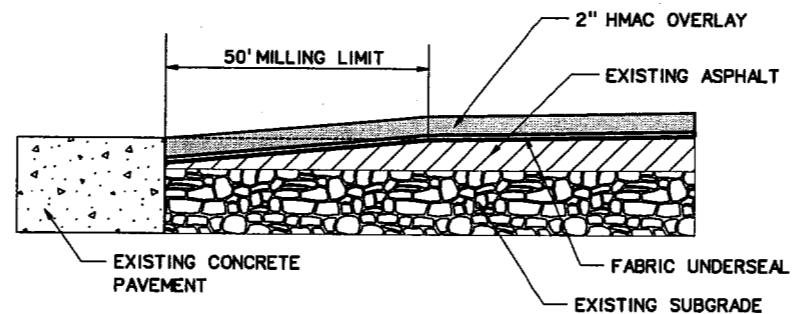
LEGEND

- MILLING LIMITS
- 2" HMAC OVERLAY WITH FABRIC UNDERSEAL
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA
- DASHED TAXIWAY EDGE LINE

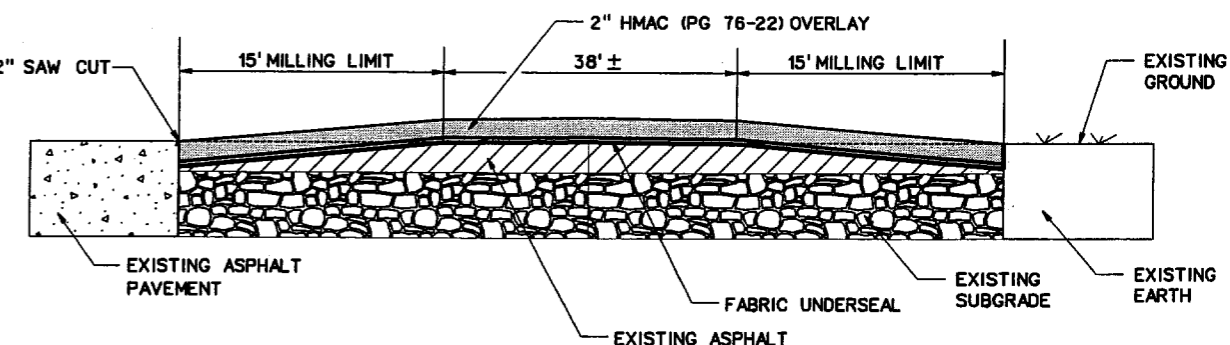
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 3. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
 4. REFER TO SHEET #35 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
 5. FULL DEPTH REPAIR AREAS SHALL BE COMPLETED PRIOR TO THE COMMENCEMENT OF THE ASPHALT OVERLAY OPERATION. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS. EXCAVATION AND DISPOSAL OF EXISTING MATERIALS AND PRIME COAT FOR FULL DEPTH REPAIR SHALL BE SUBSIDIARY TO THE BID ITEM FOR FULL DEPTH ASPHALT PAVEMENT REPAIR.
 6. THE FABRIC UNDERSEAL SHALL BE PLACED UNDER THE ENTIRE OVERLAY AREA AND IN ACCORDANCE WITH SP-003 IN THE TECHNICAL SPECIFICATIONS.
 7. THE 2" HMAC OVERLAY SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS.
 8. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.



PROPOSED SECTION A-A
NTS



PROPOSED SECTION B-B
NTS



PROPOSED SECTION C-C
NTS

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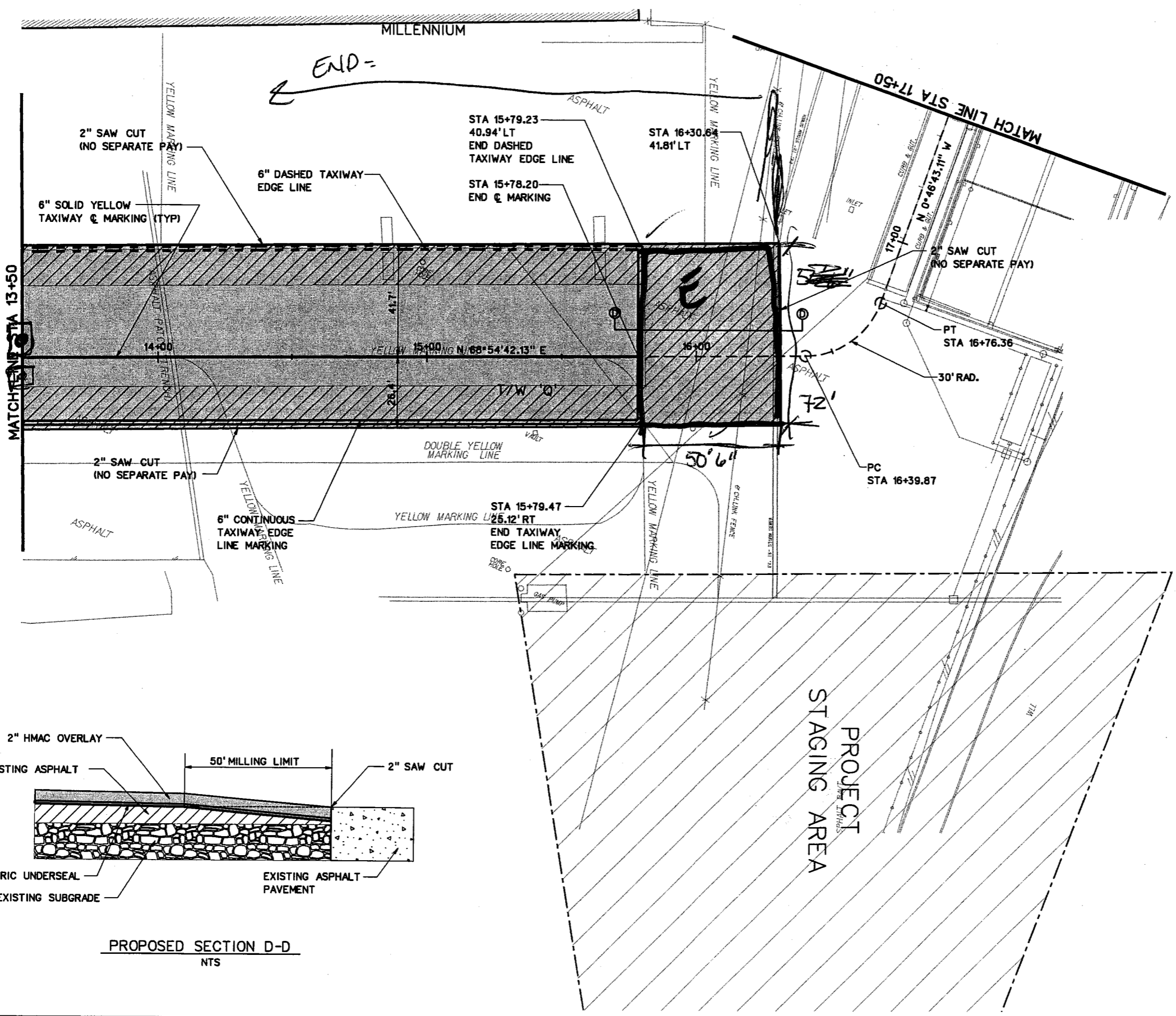
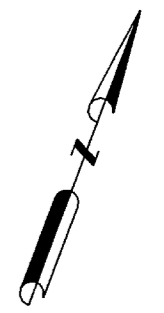
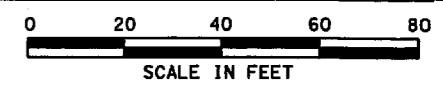
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Michael A. Hutchison
 12/27/05

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 Engineers Architects Planners
 PROJECT NO. 41308
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 DATE DEC. 2005
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TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		20 OF 36
PAVING PLANS		
TAXIWAY "Q"		TAXIWAY
BEGIN TO STA 14+00		"Q"
TOWN OF ADDISON, TEXAS		20

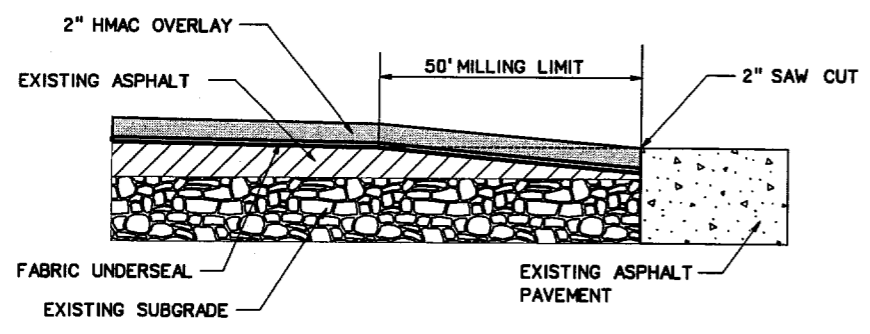


LEGEND

- MILLING LIMITS
- 2" HMAC OVERLAY WITH FABRIC UNDERSEAL
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA
- DASHED TAXIWAY EDGE LINE

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PROPOSED SECTION D-D
NTS

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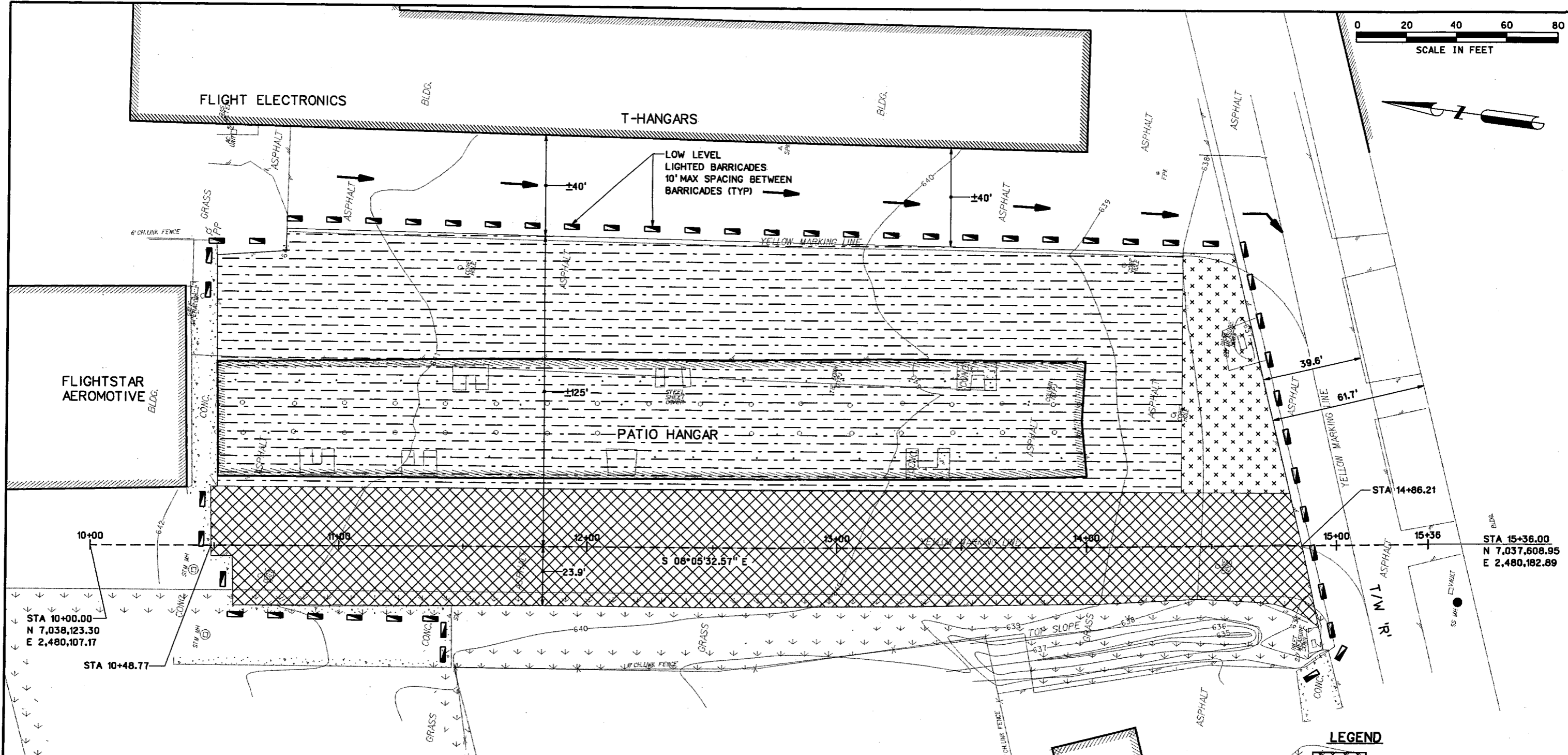
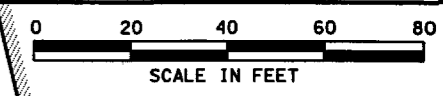
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DATE DEC 2005
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PROJECT NO. 41308



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		21 OF 36
PAVING PLANS TAXIWAY "Q"		TAXIWAY "Q"
STA 14+00 TO 17+50		21
TOWN OF ADDISON, TEXAS		



- LEGEND**
- PHASE I - NIGHT WORK ONLY
 - PHASE II - NIGHT WORK ONLY
 - PHASE III
 - LOW LEVEL LIGHTED BARRICADES
 - EXISTING ASPHALT PAVEMENT
 - EXISTING CONCRETE PAVEMENT
 - AIRCRAFT TRAFFIC FLOW

PHASING NOTES:

- CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-392-4852 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
- CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.

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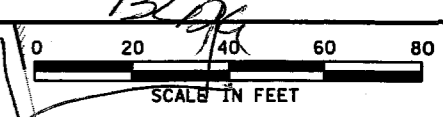
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PROJECT NO. 41508



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		22 OF 36
PHASING PLAN		TAXIWAY
TAXIWAY "R" PATIO HANGAR OVERLAY		"R"
TOWN OF ADDISON, TEXAS		22



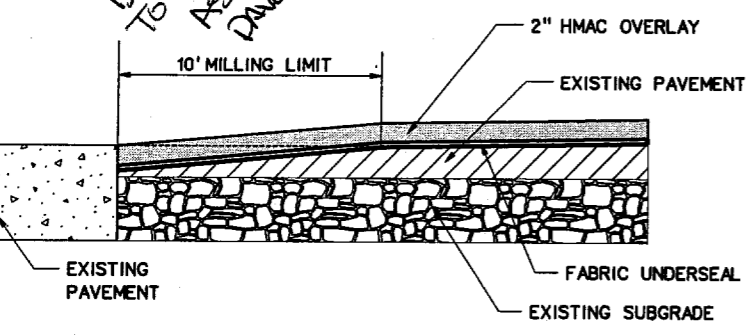
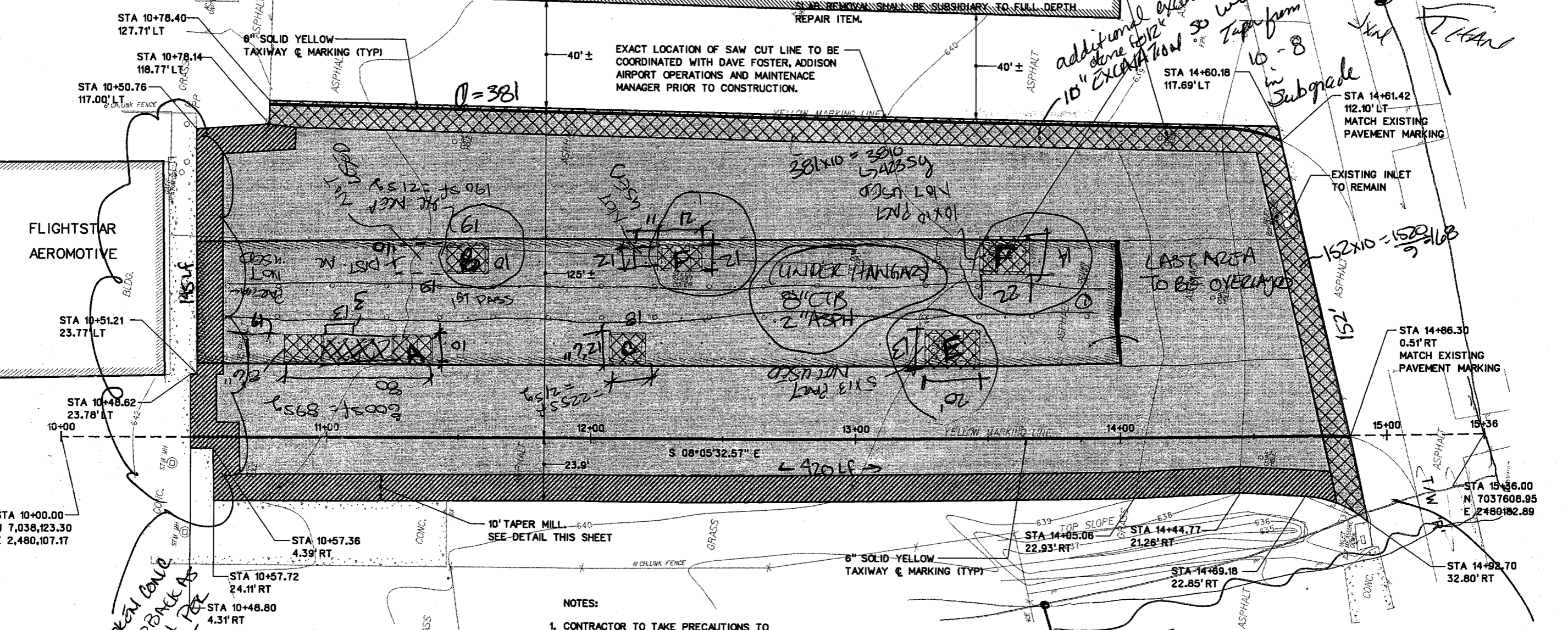
FLIGHT ELECTRONICS BLDG.

T-HANGARS

GENERAL AREAS OF FULL DEPTH REPAIR. EXACT LIMITS TO BE IDENTIFIED WITH THE OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION. SEE NOTE 6 THIS SHEET AND FULL DEPTH REPAIR DETAIL ON SHEET 34. CONCRETE SLAB REMOVAL SHALL BE SUBSIDIARY TO FULL DEPTH REPAIR ITEM.

EXACT LOCATION OF SAW CUT LINE TO BE COORDINATED WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER PRIOR TO CONSTRUCTION.

additional excavation done for 10" excavation so will take from 10-8 in Subgrade



10' TAPER-MILL DETAIL
NTS

NOTES:

- CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
- ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
- REFER TO SHEET #35 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
- FULL DEPTH REPAIR AREAS SHALL BE COMPLETED PRIOR TO THE COMMENCEMENT OF THE ASPHALT OVERLAY OPERATION. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS. EXCAVATION AND DISPOSAL OF EXISTING MATERIALS AND PRIME COAT FOR FULL DEPTH REPAIR SHALL BE SUBSIDIARY TO THE BID ITEM FOR FULL DEPTH ASPHALT PAVEMENT REPAIR.
- THE FABRIC UNDERSEAL SHALL BE PLACED UNDER THE ENTIRE OVERLAY AREA AND IN ACCORDANCE WITH SP-003 IN THE TECHNICAL SPECIFICATIONS.
- THE 2" HMAC OVERLAY SHALL BE PLACED IN ACCORDANCE WITH SP-001 IN THE TECHNICAL SPECIFICATIONS.
- ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.

LEGEND

- GENERAL LOCATION OF FULL DEPTH REPAIR
- 2" HMAC OVERLAY
- MILLING LIMITS = 10(145+420) = 683 sq ft
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA
- DASHED TAXIWAY EDGE LINE

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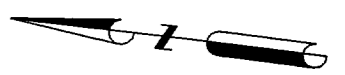
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PROJECT NO. 41308

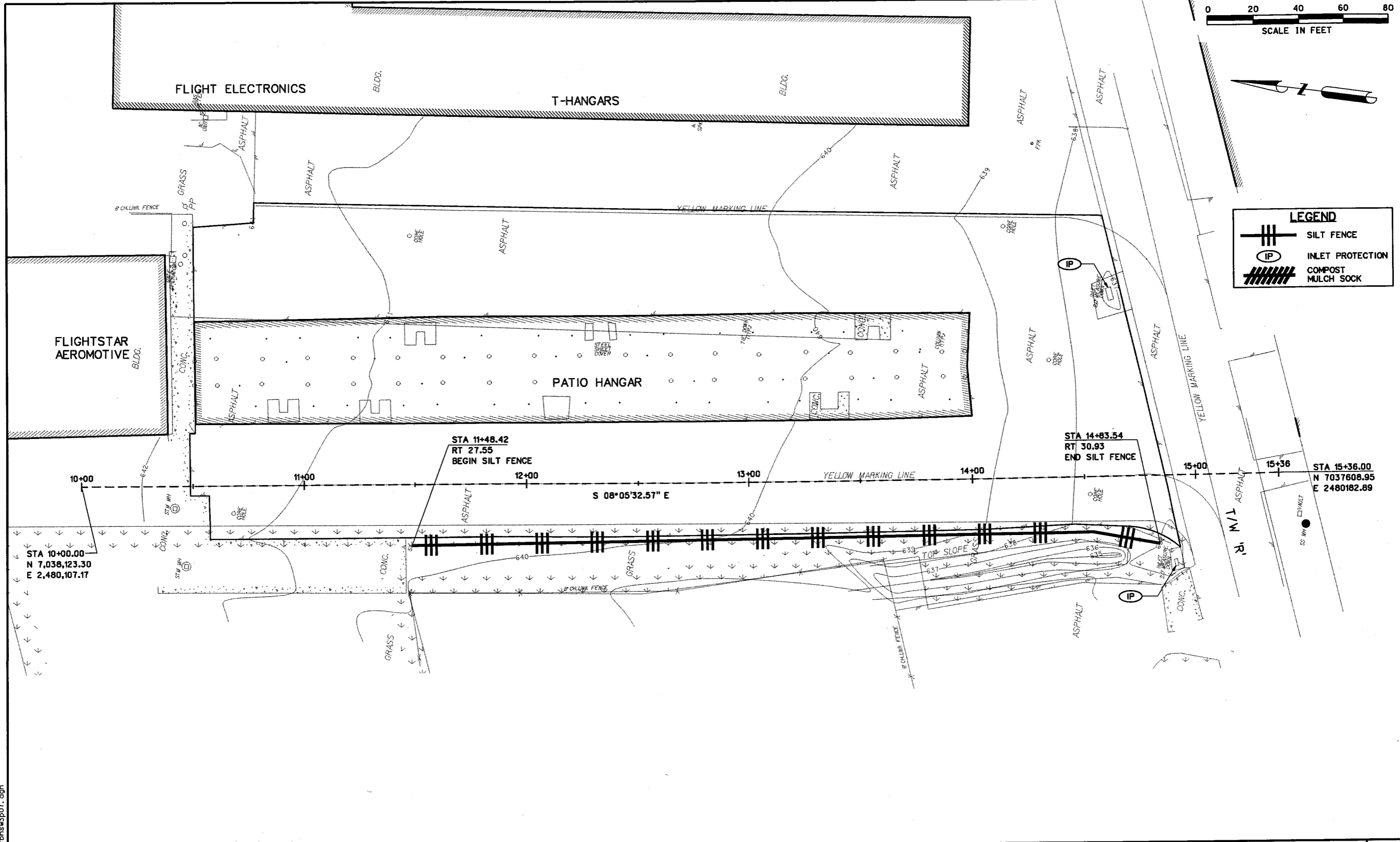


TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		23 OF 36
PAVING PLAN TAXIWAY "R" PATIO HANGAR OVERLAY		TAXIWAY "R"
TOWN OF ADDISON, TEXAS		23



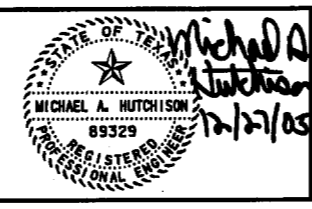
LEGEND

	SILT FENCE
	INLET PROTECTION
	COMPOST MULCH SOCK



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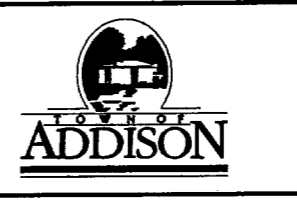
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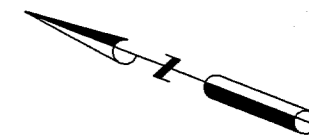
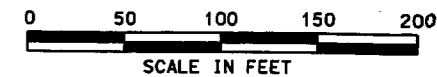
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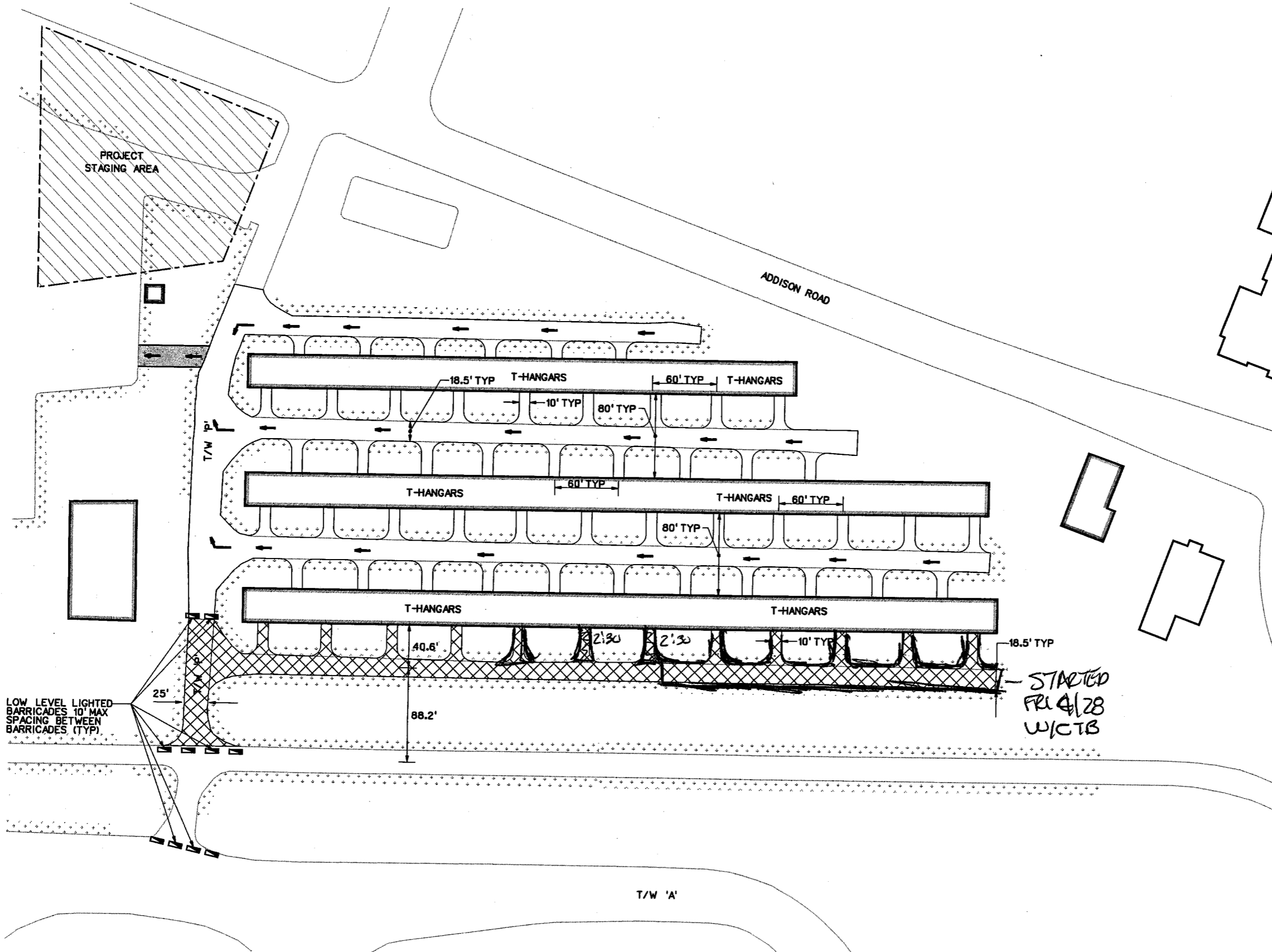


TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		24 OF 36
STORM WATER POLLUTION PREVENTION PLAN		
TAXIWAY "R" PATIO HANGAR OVERLAY		
TOWN OF ADDISON, TEXAS		



LEGEND

-  PHASE 1
-  ASPHALT CONSTRUCTED PRIOR TO PHASE 1
-  LOW LEVEL LIGHTED BARRICADES
-  AIRCRAFT TRAFFIC FLOW



LOW LEVEL LIGHTED BARRICADES 10' MAX SPACING BETWEEN BARRICADES (TYP)

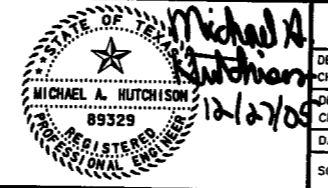
STARTED FRI 4/28 W/CTB

PHASING NOTES:

1. CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-392-4852 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
2. CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.

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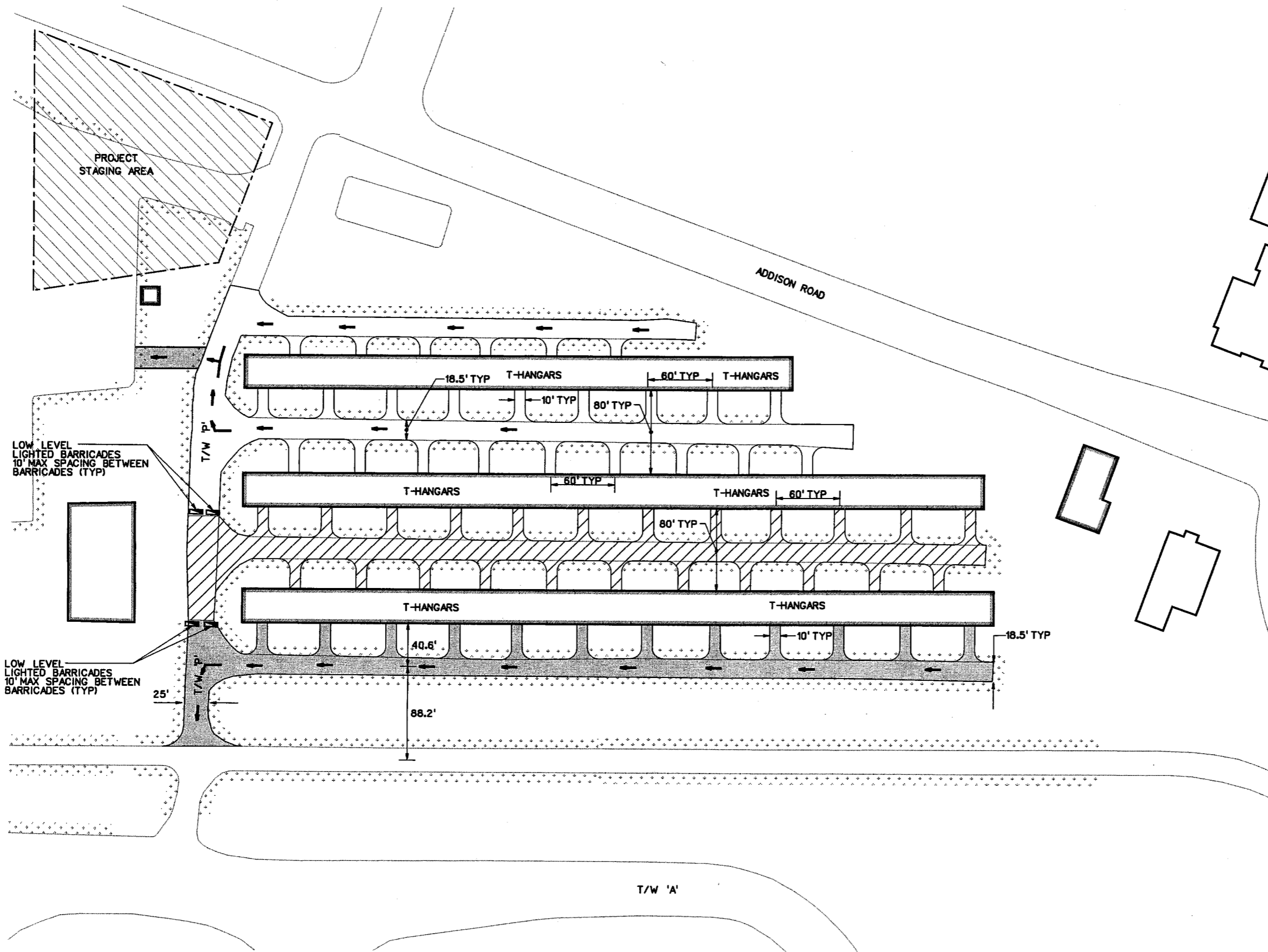


TOWN OF ADDISON	SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS	25 OF 36
PHASING PLAN TAXIWAY "P" / T HANGAR OVERLAY	TAXIWAY "p"
TOWN OF ADDISON, TEXAS	25



LEGEND

- PHASE 2
- ASPHALT CONSTRUCTED IN PREVIOUS PHASE
- LOW LEVEL LIGHTED BARRICADES
- AIRCRAFT TRAFFIC FLOW

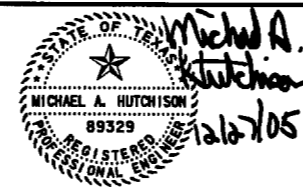


PHASING NOTES:

1. CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-392-4852 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
2. CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.

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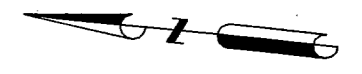


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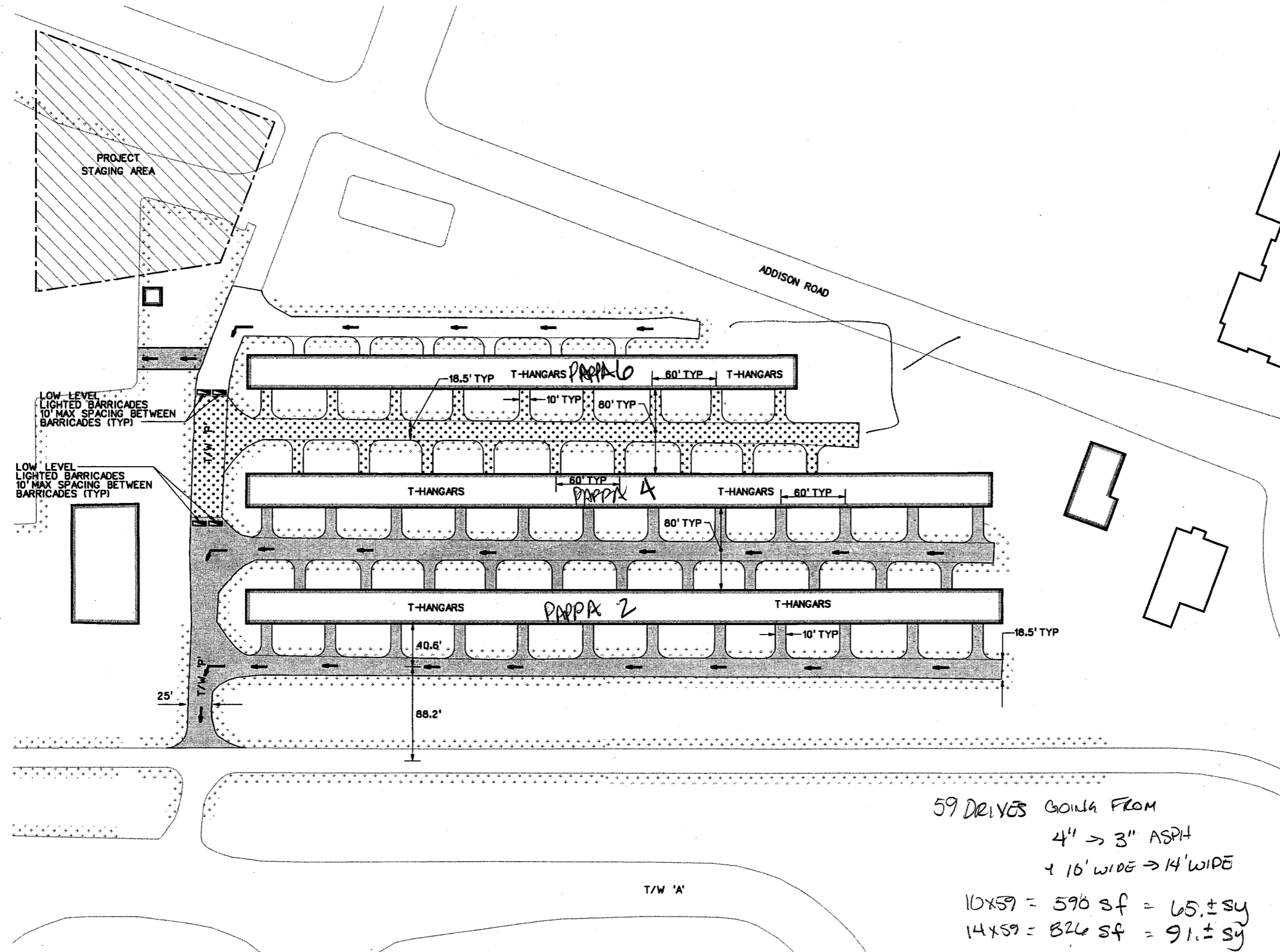


TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		26 OF 36
PHASING PLAN TAXIWAY "P" / T HANGAR OVERLAY		TAXIWAY "P"
TOWN OF ADDISON, TEXAS		26



LEGEND

-  PHASE 3
-  ASPHALT CONSTRUCTED IN PREVIOUS PHASE
-  LOW LEVEL LIGHTED BARRICADES
-  AIRCRAFT TRAFFIC FLOW



ORL BID - $\frac{10 \times 10 \times 59}{9} = 655$
 MOD FIELD - $\frac{10 \times 14 \times 59}{9} = 917$ sy
 BID QTY = $828 @ \$15.5 = \$12,834$
 FOR 4" HMAC
 $\frac{3}{59} - 4 = 236$
 $\frac{236}{590} = 0.4$
 826 3" HMAC $\rightarrow \$1.48/sy$
 $917 @ \$1.48 = \$1,357/sf$

59 DRIVES GOING FROM
 4" \rightarrow 3" ASPH
 + 16' WIDE \rightarrow 14' WIDE
 $10 \times 59 = 590 sf = 65. \pm sy$
 $14 \times 59 = 826 sf = 91. \pm sy$
 $\Delta 34 sy$

- PHASING NOTES:**
- CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-392-4852 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
 - CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.

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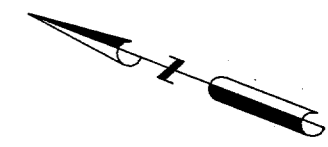
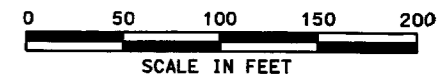


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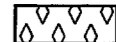



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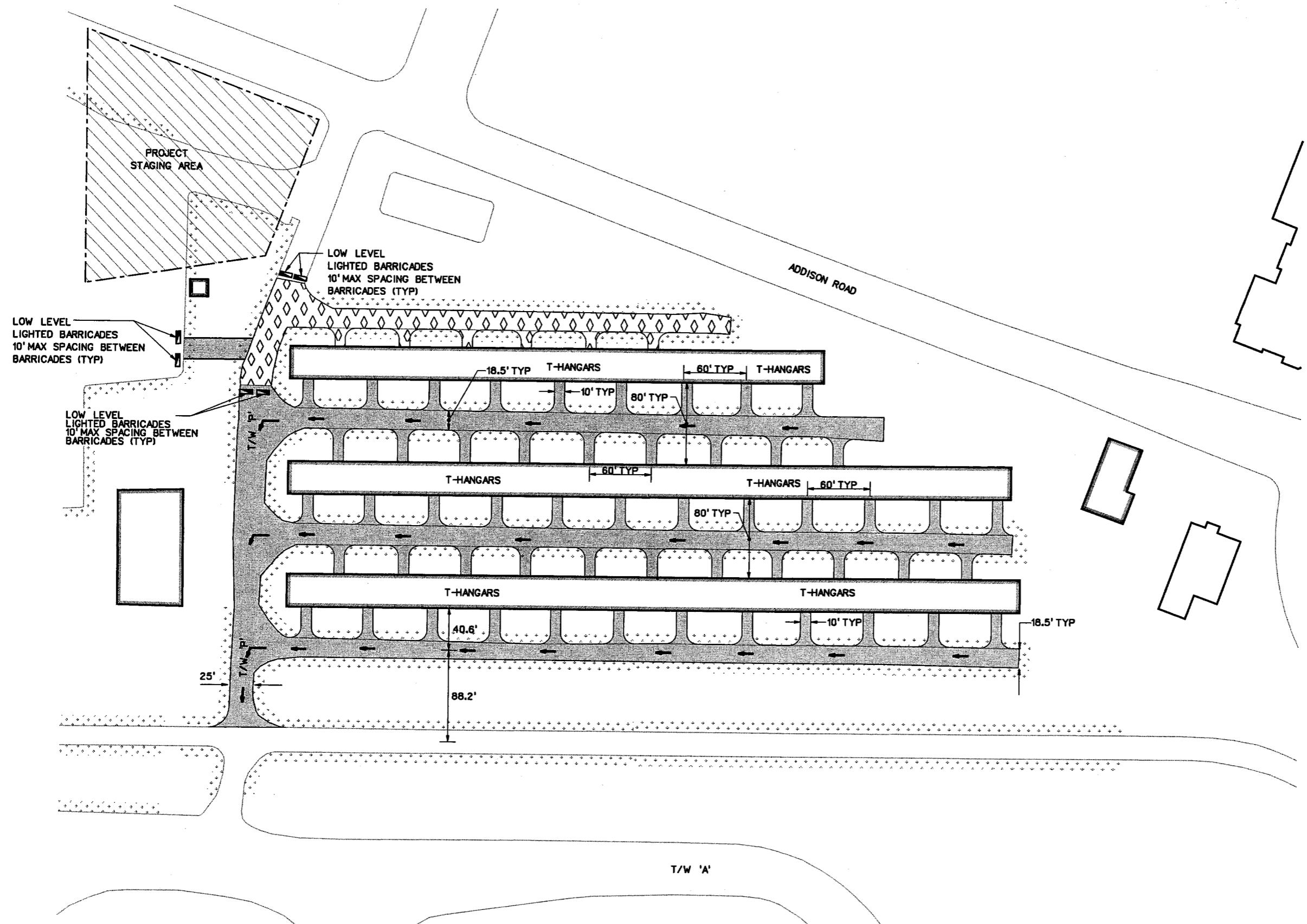


TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		27 OF 36
PHASING PLAN TAXIWAY "P" / T HANGAR OVERLAY		TAXIWAY "P"
TOWN OF ADDISON, TEXAS		27



LEGEND

-  PHASE 4
-  ASPHALT CONSTRUCTED IN PREVIOUS PHASE
-  LOW LEVEL LIGHTED BARRICADES
-  AIRCRAFT TRAFFIC FLOW



- PHASING NOTES:**
1. CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-392-4852 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
 2. CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.

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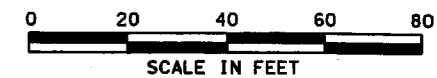
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PROJECT NO. 41308



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		28 OF 36
PHASING PLAN		TAXIWAY
TAXIWAY "P" / T HANGAR OVERLAY		"P"
TOWN OF ADDISON, TEXAS		28

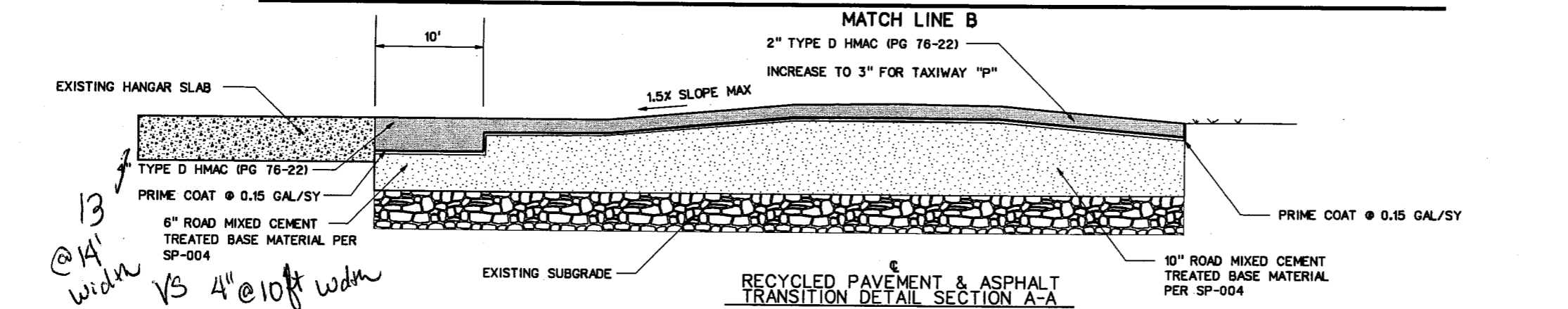
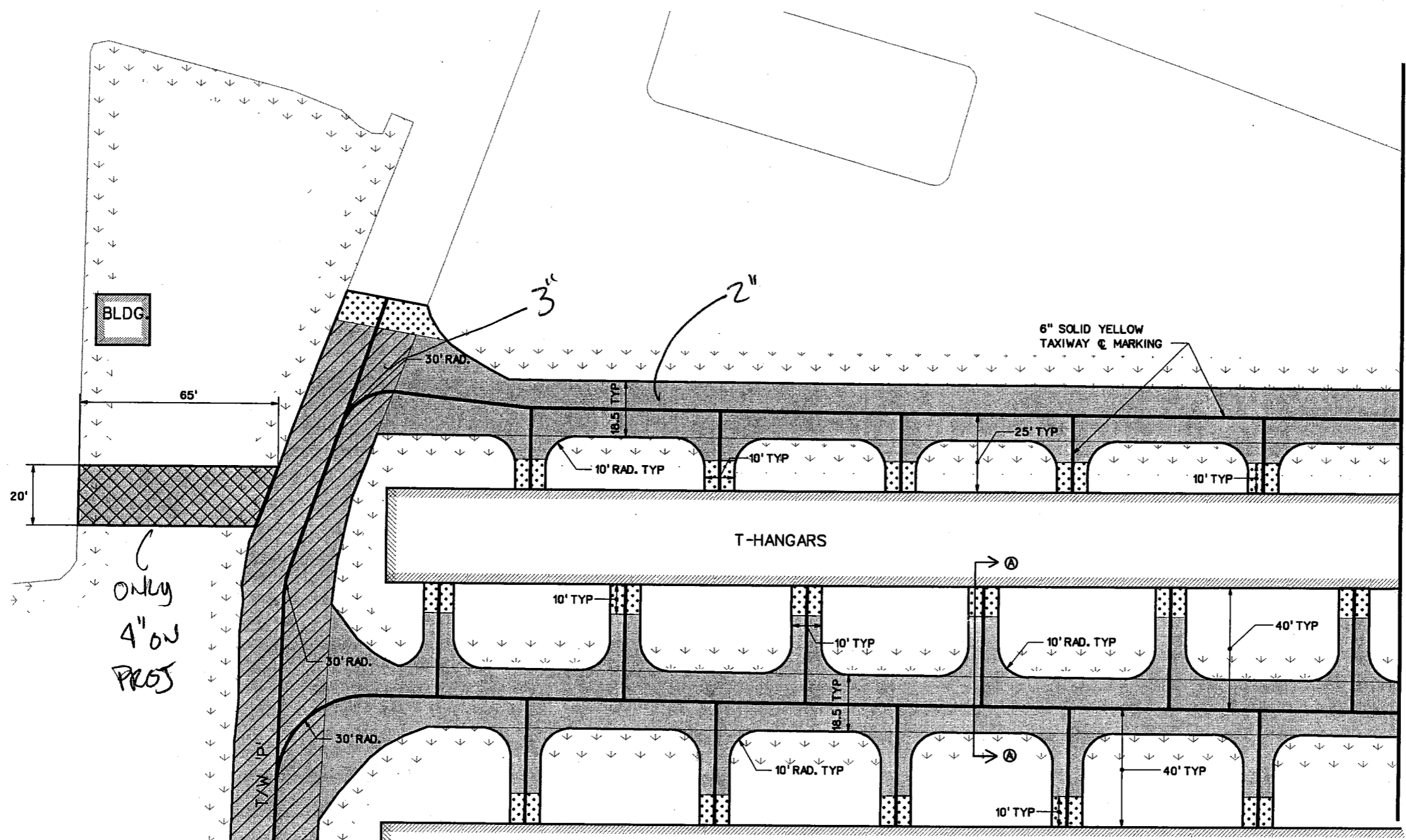


LEGEND

- PROPOSED RECYCLED PAVEMENT WITH 3" TYPE "D" HMAC (PG-22) OVERLAY (SEE DETAIL THIS SHEET)
- 4" HMAC PAVEMENT OVER COMPACTED SUBGRADE
- PROPOSED RECYCLED PAVEMENT WITH 2" TYPE "D" HMAC (PG-22) OVERLAY (SEE DETAIL THIS SHEET)
- ASPHALT TRANSITION (SEE DETAIL THIS SHEET)
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA
- DASHED TAXIWAY EDGE LINE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
3. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
4. REFER TO SHEET 35 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
5. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH ITEM SP-001 IN THE TECHNICAL SPECIFICATIONS.
6. ROAD MIXED CEMENT TREATED BASE MATERIAL SHALL BE PLACED IN ACCORDANCE WITH SP-004 IN THE TECHNICAL SPECIFICATIONS.
7. DISPOSAL OF EXCESS MATERIAL DUE TO GRADING AND TRANSITIONS SHALL BE SUBSIDIARY TO 10" ROAD MIXED CEMENT TREATED BASE MATERIAL.
8. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.
9. ALL EXISTING DRAIN PIPES UNDER HANGAR DRIVEWAYS SHALL BE REMOVED AND REPLACED WITH 4-INCH SCHEDULE 80 PVC OR APPROVED EQUAL. THE FLOW LINE OF THE PIPES SHALL MATCH THE EXISTING FLOW LINE OF THE DRAINAGE SWALE. IN THE EVENT THAT THE FLOW LINE OF THE SWALE IS TOO SHALLOW TO ALLOW A MINIMUM OF TWO-INCHES OF HMAC OVER THE PIPE, THE PIPE MAY BE BURIED TO WHERE THE SPRING LINE OF THE PIPE MATCHES THE FLOW LINE OF THE SWALE. THIS ITEM SHALL BE SUBSIDIARY TO OTHER PAY ITEMS.



only
4" ON
PROJ

13
@ 14' width VS 4" @ 10' width

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Michael A. Hutchison
12/27/05

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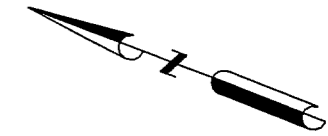
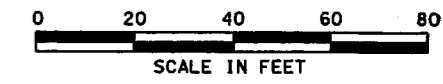
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PROJECT NO. 41308

TOWN OF ADDISON

TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		29 OF 36
PAVING PLANS		TAXIWAY
TAXIWAY "P" / T HANGAR OVERLAY		"P"
TOWN OF ADDISON, TEXAS		29

MATCH LINE B

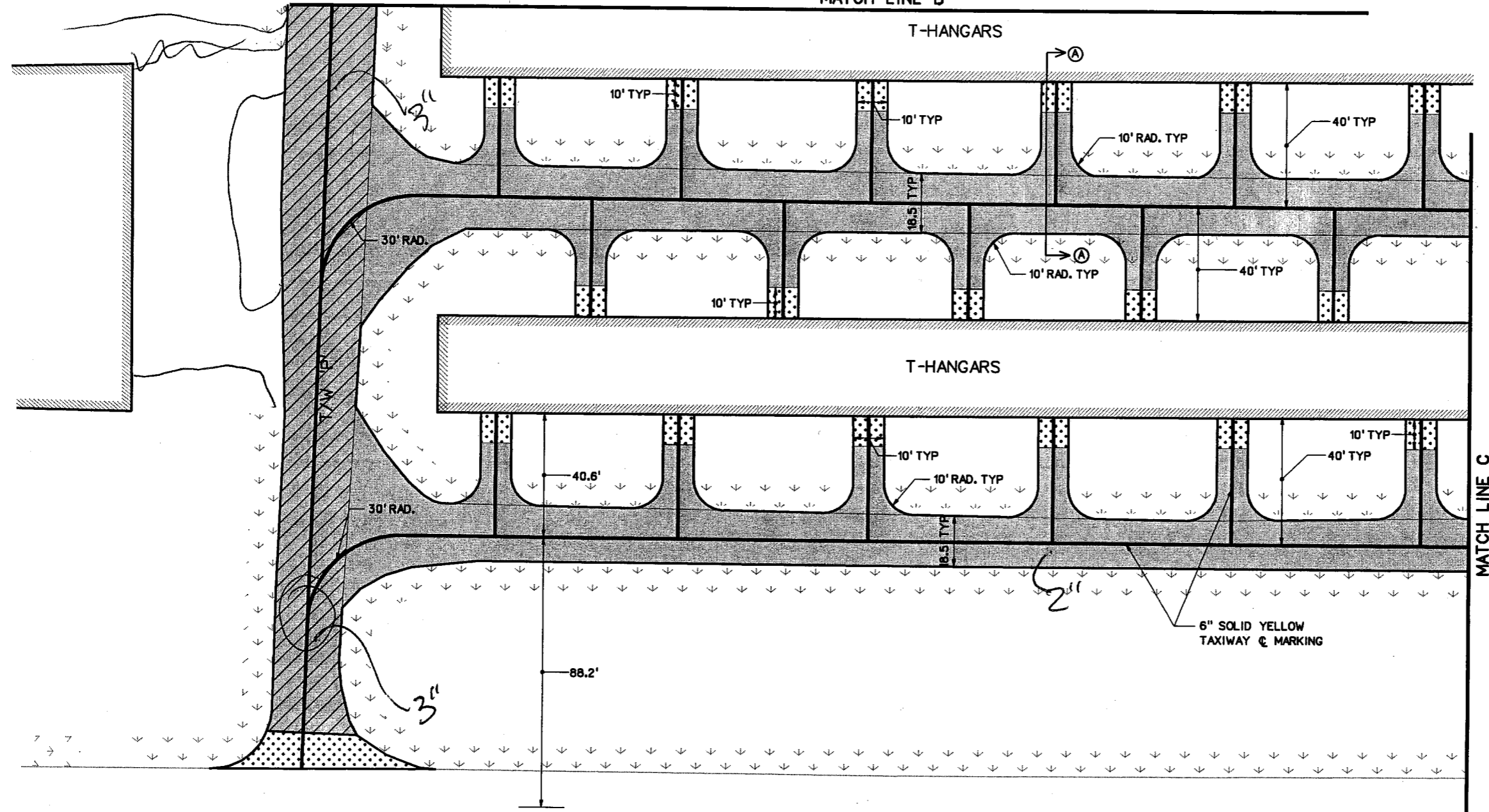


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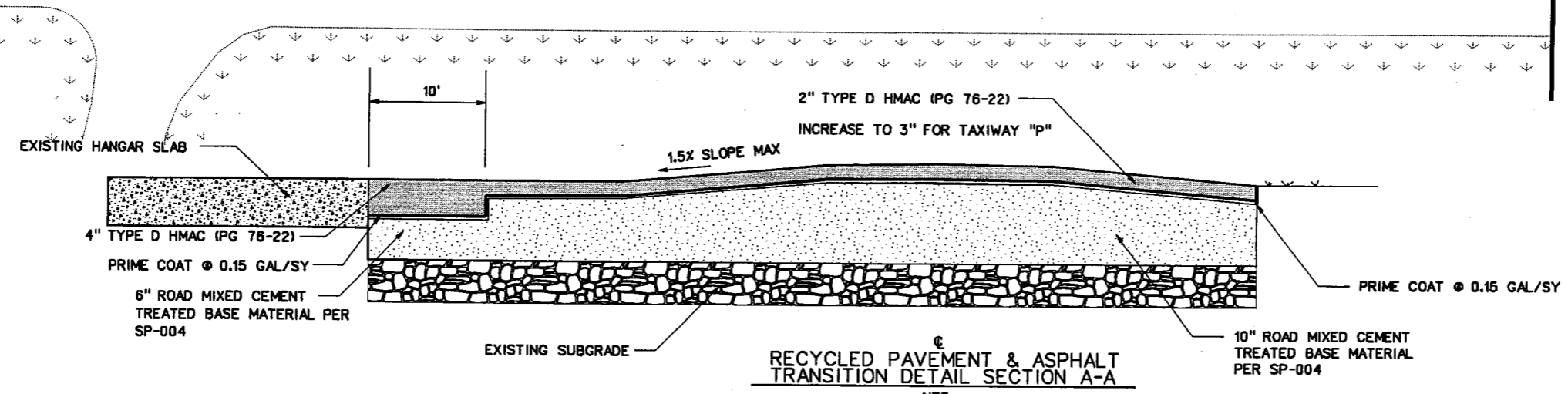
- PROPOSED RECYCLED PAVEMENT WITH 3" TYPE "D" HMAc (PG-22) OVERLAY (SEE DETAIL THIS SHEET)
- 4" HMAc PAVEMENT OVER COMPACTED SUBGRADE
- PROPOSED RECYCLED PAVEMENT (SEE DETAIL THIS SHEET)
- ASPHALT TRANSITION (SEE DETAIL THIS SHEET)
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA
- DASHED TAXIWAY EDGE LINE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
3. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
4. REFER TO SHEET 35 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
5. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH ITEM SP-001 IN THE TECHNICAL SPECIFICATIONS.
6. ROAD MIXED CEMENT TREATED BASE MATERIAL SHALL BE PLACED IN ACCORDANCE WITH SP-004 IN THE TECHNICAL SPECIFICATIONS.
7. DISPOSAL OF EXCESS MATERIAL DUE TO GRADING AND TRANSITIONS SHALL BE SUBSIDIARY TO 10" ROAD MIXED CEMENT TREATED BASE MATERIAL.
8. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.
9. ALL EXISTING DRAIN PIPES UNDER HANGAR DRIVEWAYS SHALL BE REMOVED AND REPLACED WITH 4-INCH SCHEDULE 80 PVC OR APPROVED EQUAL. THE FLOW LINE OF THE PIPES SHALL MATCH THE EXISTING FLOW LINE OF THE DRAINAGE SWALE. IN THE EVENT THAT THE FLOW LINE OF THE SWALE IS TOO SHALLOW TO ALLOW A MINIMUM OF TWO-INCHES OF HMAc OVER THE PIPE, THE PIPE MAY BE BURIED TO WHERE THE SPRING LINE OF THE PIPE MATCHES THE FLOW LINE OF THE SWALE. THIS ITEM SHALL BE SUBSIDIARY TO OTHER PAY ITEMS.

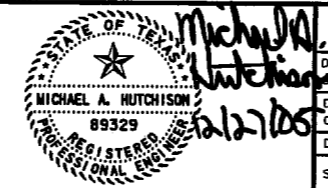


MATCH LINE C



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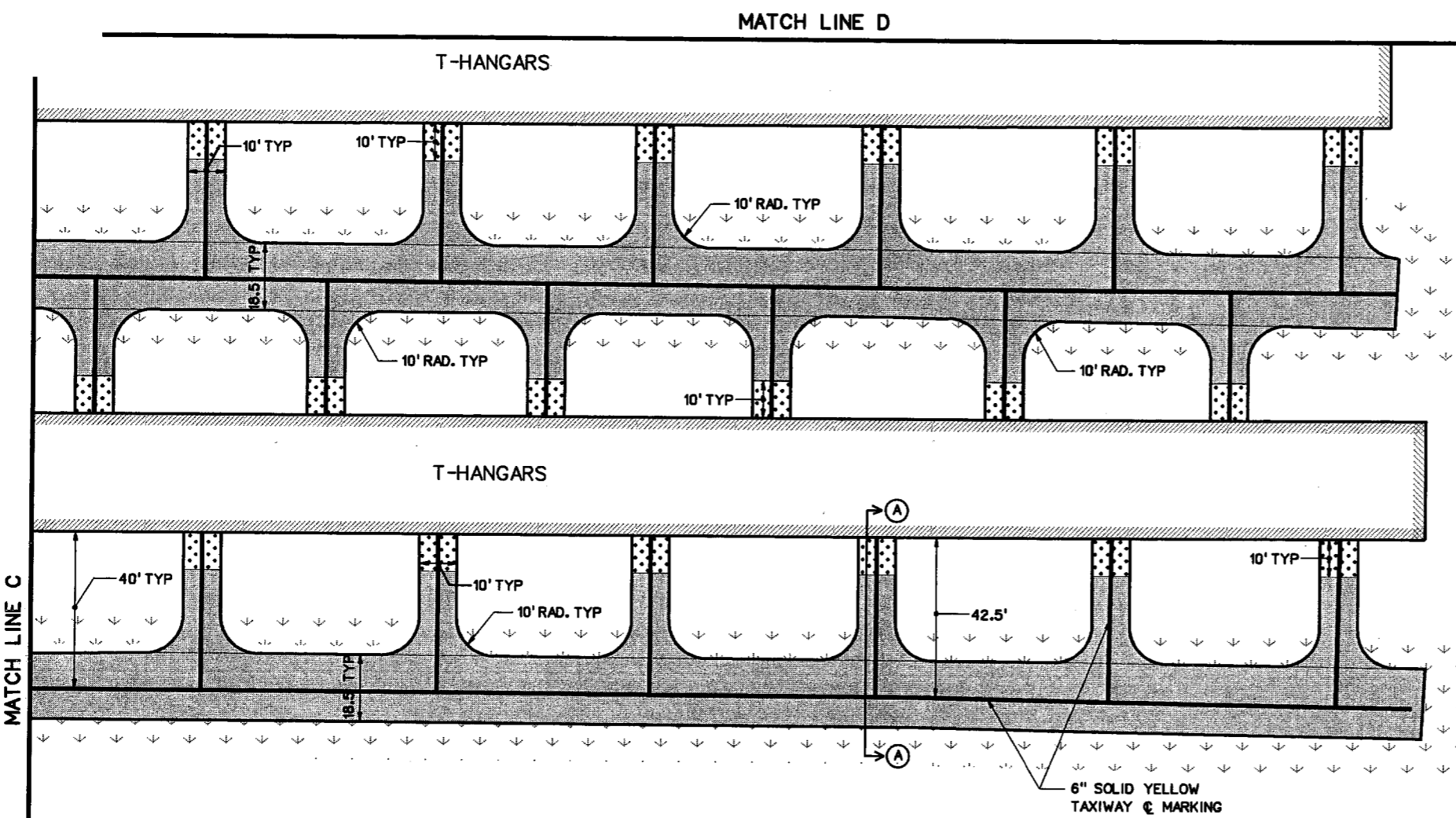
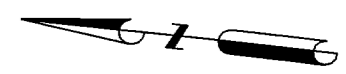
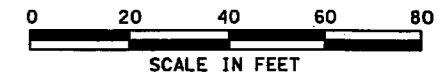
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PROJECT NO. 41308



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		31 OF 36
PAVING PLANS		TAXIWAY "P"
TAXIWAY "P" / T HANGAR OVERLAY		31
TOWN OF ADDISON, TEXAS		



LEGEND

- 4" HMAC PAVEMENT OVER COMPACTED SUBGRADE
- PROPOSED RECYCLED PAVEMENT (SEE DETAIL THIS SHEET)
- ASPHALT TRANSITION (SEE DETAIL THIS SHEET)
- TAXIWAY CENTERLINE MARKING
- CONTINUOUS TAXIWAY EDGE LINE MARKING
- NON-MOVEMENT AREA
- DASHED TAXIWAY EDGE LINE

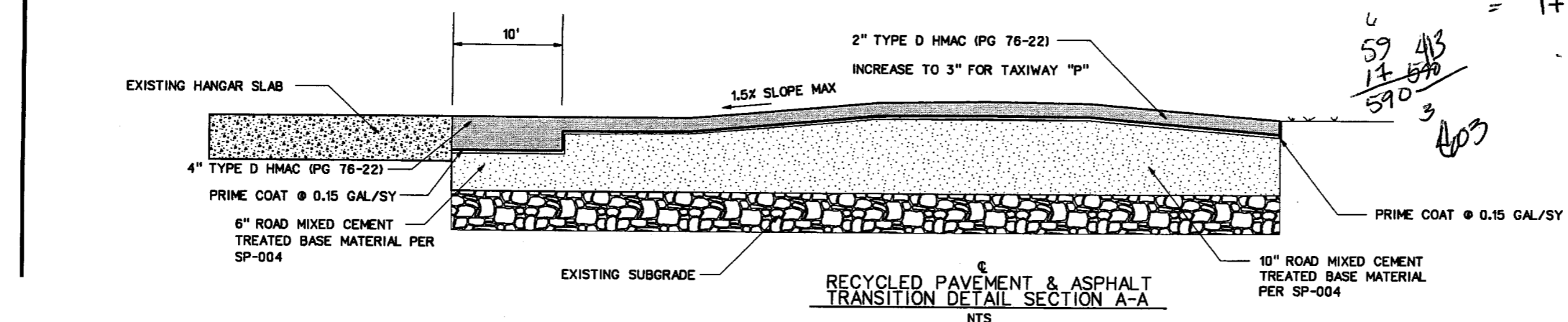
NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
3. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
4. REFER TO SHEET 35 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.
5. HOT MIX ASPHALT PAVEMENT SHALL BE PLACED IN ACCORDANCE WITH ITEM SP-001 IN THE TECHNICAL SPECIFICATIONS.
6. ROAD MIXED CEMENT TREATED BASE MATERIAL SHALL BE PLACED IN ACCORDANCE WITH SP-004 IN THE TECHNICAL SPECIFICATIONS.
7. DISPOSAL OF EXCESS MATERIAL DUE TO GRADING AND TRANSITIONS SHALL BE SUBSIDIARY TO 10" ROAD MIXED CEMENT TREATED BASE MATERIAL.
8. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING RE-SEEDING AT NO SEPARATE PAY.
9. ALL EXISTING DRAIN PIPES UNDER HANGAR DRIVEWAYS SHALL BE REMOVED AND REPLACED WITH 4-INCH SCHEDULE 80 PVC OR APPROVED EQUAL. THE FLOW LINE OF THE PIPES SHALL MATCH THE EXISTING FLOW LINE OF THE DRAINAGE SWALE. IN THE EVENT THAT THE FLOW LINE OF THE SWALE IS TOO SHALLOW TO ALLOW A MINIMUM OF TWO-INCHES OF HMAC OVER THE PIPE, THE PIPE MAY BE BURIED TO WHERE THE SPRING LINE OF THE PIPE MATCHES THE FLOW LINE OF THE SWALE. THIS ITEM SHALL BE SUBSIDIARY TO OTHER PAY ITEMS.

10x10 = 100 sf
 = 11 sy ±
 x 59
 649 sy

10x10 = 100 sf
 = 17 sy ±

59 413
 17 590
 590 3
 603



RECYCLED PAVEMENT & ASPHALT TRANSITION DETAIL SECTION A-A
 NTS

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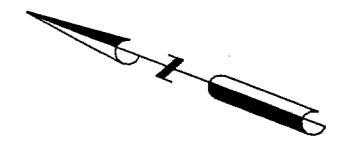
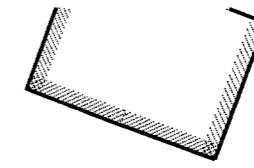
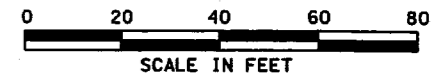
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PROJECT NO. 41308



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		32 OF 36
PAVING PLANS		TAXIWAY
TAXIWAY "P" / T HANGAR OVERLAY		"p"
TOWN OF ADDISON, TEXAS		32



MATCH LINE D

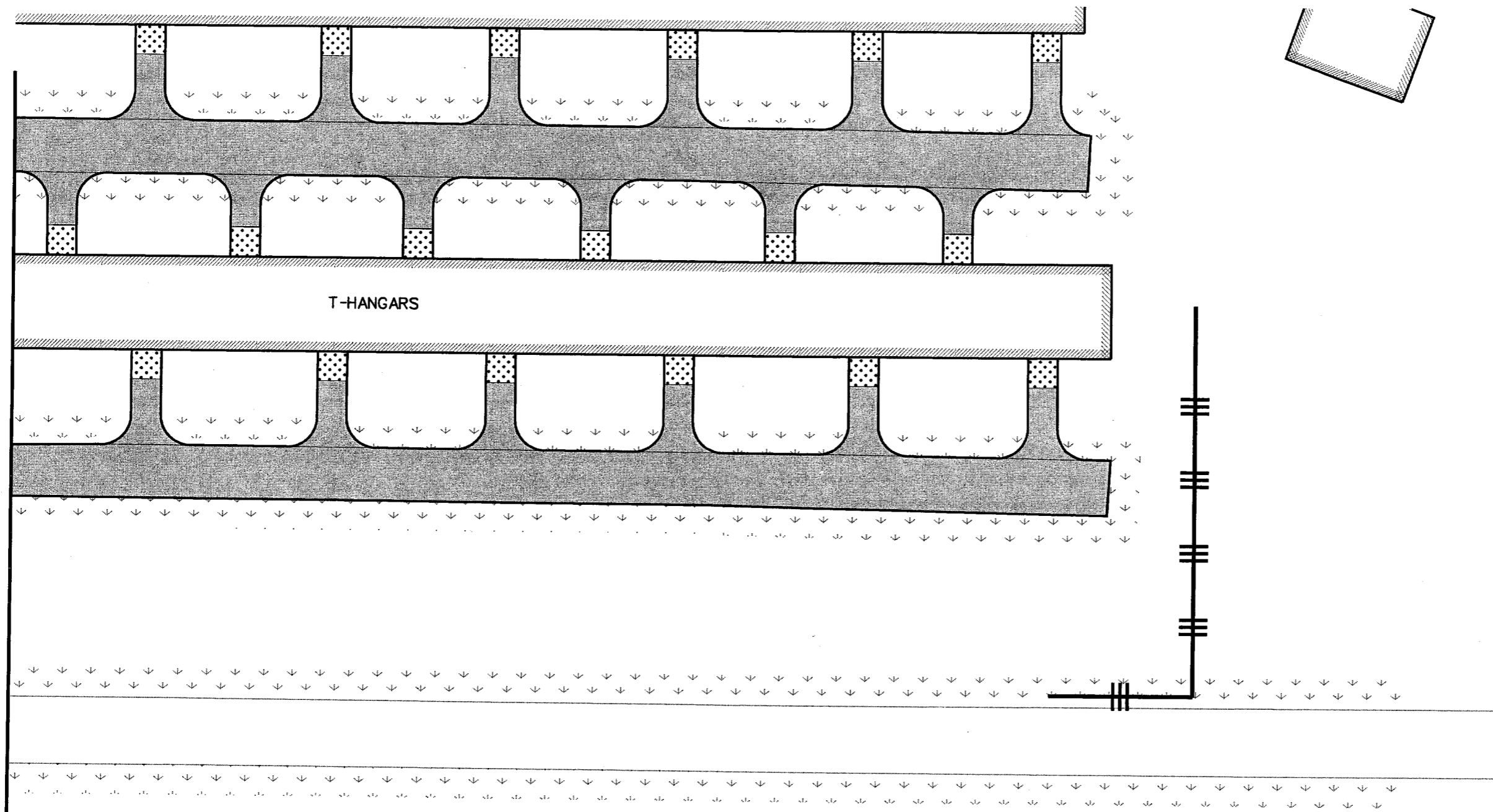
MATCH LINE C

T-HANGARS

LEGEND	
	SILT FENCE
	INLET PROTECTION
	MULCH SOCK

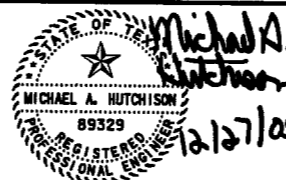
NOTE:

EXACT LOCATION OF SILT FENCE TO BE COORDINATED WITH OWNER'S REPRESENTATIVE



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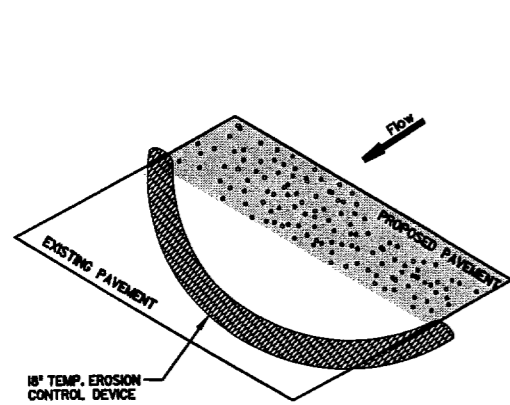
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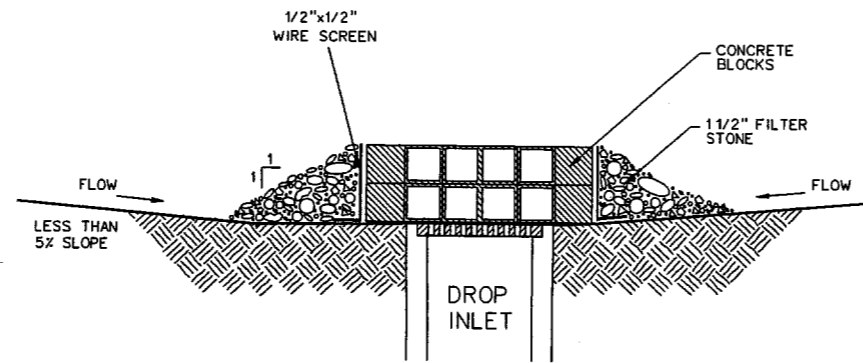
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SCALE		



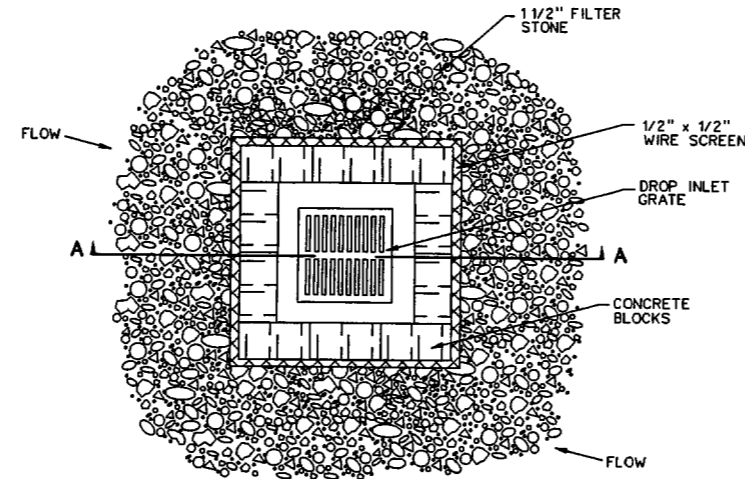
TOWN OF ADDISON	SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS	33 OF 36
STORM WATER POLLUTION PREVENTION PLAN TAXIWAY 'P' / T HANGAR OVERLAY	TAXIWAY 'P'
TOWN OF ADDISON, TEXAS	33



**COMPOST MULCH SOCK
SEDIMENT TRAP DETAIL**



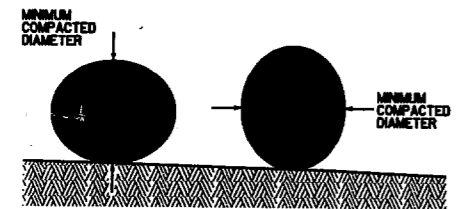
SECTION A-A



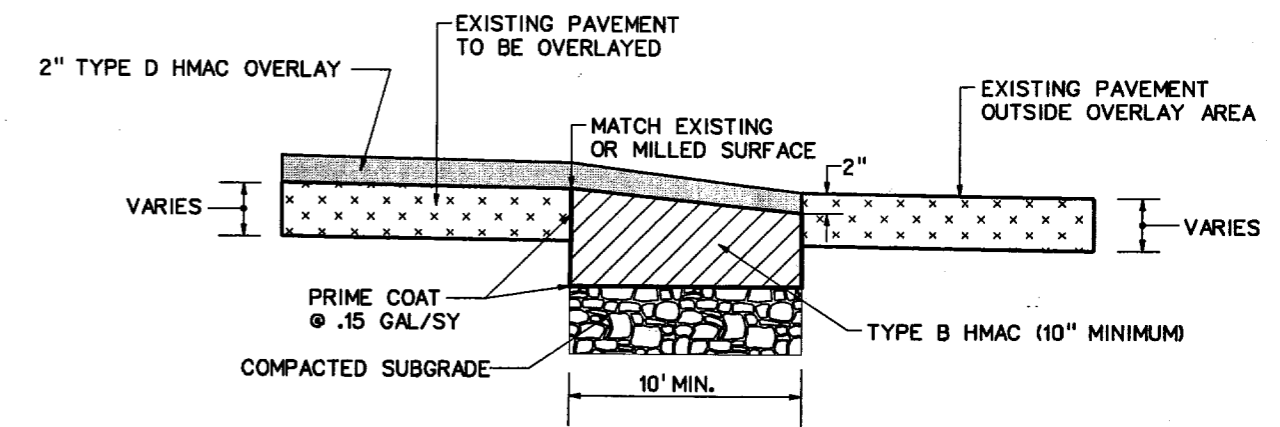
PLAN VIEW

BLOCK/GRAVEL GRATE INLET PROTECTION

N.T.S.

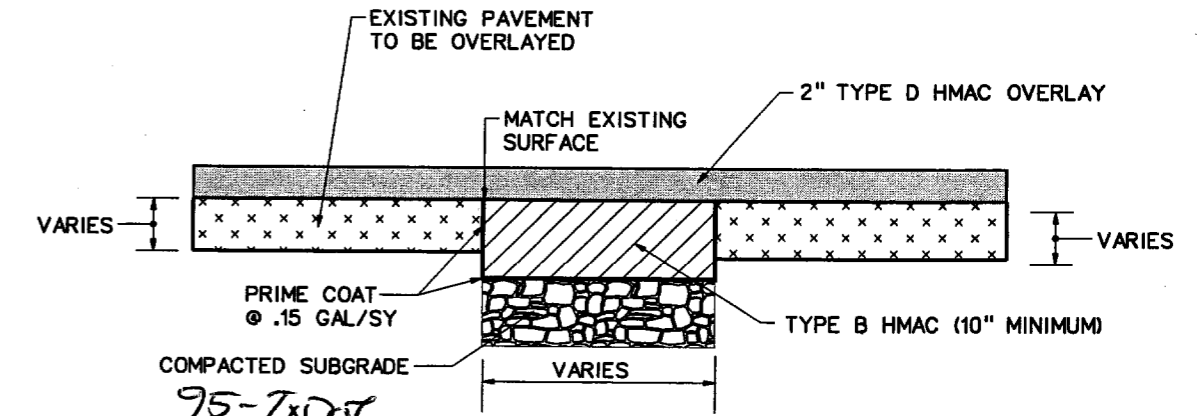


**DIAMETER MEASUREMENTS OF EROSION
CONTROL DEVICES SPECIFIED IN PLANS**



FULL DEPTH ASPHALT EDGE REPAIR

NOT TO SCALE



FULL DEPTH ASPHALT SPOT REPAIR

NOT TO SCALE

SEDIMENT BASIN & TRAP USAGE GUIDELINES

A sediment trap may be used to precipitate sediment out of runoff draining from an unstabilized area.

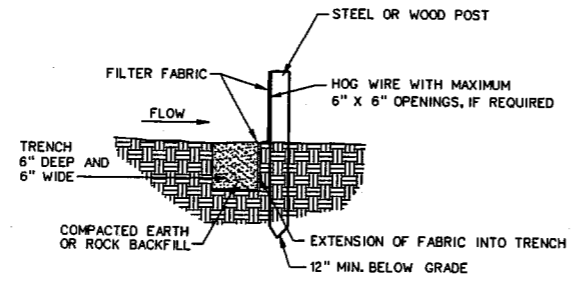
Traps. The drainage area for a sediment trap should not exceed 5 acres. The trap capacity should be 1800 CF/Acre (0.5' over the drainage area).

Sediment traps should be placed in the following locations:

1. Within drainage ditches spaced @ 500' on center
2. Immediately preceding ditch inlets
3. Just before the drainage enters a water course
4. Just before the drainage leaves the right of way

The trap should be cleaned when the capacity has been reduced by 1/2 or the sediment has accumulated to a depth of 1', whichever is less.

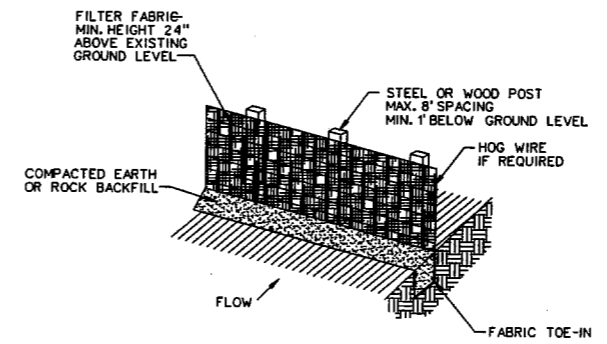
Cleaning and removal of accumulated sediment deposits is incidental and will not be paid for separately.



SECTION VIEW

SILTS FENCE

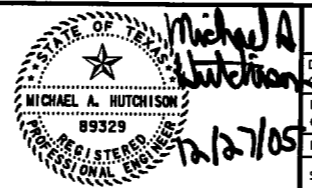
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ISOMETRIC VIEW

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PROJECT NO. 41508

Michael A. Hutchison
12/2/05



TOWN OF ADDISON		SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS		34 OF 36
MISCELLANEOUS DETAILS		
TOWN OF ADDISON, TEXAS		34

SITE DESCRIPTION

PROJECT LIMITS: ADDISON AIRPORT, ADDISON, TEXAS

LOCATION MAPS: LOCATION MAP - SEE COVER SHEET OF THE PROJECT PLANS

PROJECT DESCRIPTION:
PAVEMENT IMPROVEMENTS

MAJOR SOIL DISTURBING ACTIVITIES:
EXCAVATION

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER:

0% OF AREA DISTURBED HAS VEGETATIVE COVERING

TOTAL PROJECT AREA: 5.85 Acres

TOTAL AREA TO BE DISTURBED: 5.85 Acres

WEIGHTED RUNOFF COEFFICIENT

BEFORE CONSTRUCTION: .90
AFTER CONSTRUCTION: .90

NAME OF RECEIVING WATERS: N/A

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES

TEMPORARY: (Select T = Temporary as applicable)

- TEMPORARY SEEDING
- MULCHING (Hay or Straw)
- BUFFER ZONES
- PRESERVATION OF NATURAL RESOURCES
- FLEXIBLE CHANNEL LINER
- OTHER

PERMANENT: (Select P = Permanent as applicable)

- PLANTING
- SEEDING
- SODDING
- SOIL RETENTION BLANKET
- CHANNEL LINER
- OTHER (CURLX TO 8' BEHIND CURB)

OTHER:

Disturbed areas on which construction activities have ceased, temporarily or permanently, shall be stabilized within 14 calendar days unless they are scheduled to and do resume within 21 calendar days.

STRUCTURAL PRACTICES: (Select T = Temporary or P = Permanent as applicable)

- SILT FENCES
- HAY BALES
- ROCK FILTER DAMS
- DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- DIVERSION DIKE AND SWALE COMBINATIONS
- PIPE SLOPE DRAINS
- PAVED FLUMES
- ROCK BEDDING AT CONSTRUCTION EXIT
- TIMBER MATTING AT CONSTRUCTION EXIT
- CHANNEL LINERS
- SEDIMENT TRAPS
- SEDIMENT BASINS
- STORM INLET SEDIMENT TRAP
- STONE OUTLET STRUCTURES
- CURBS AND GUTTERS
- STORM SEWERS
- VELOCITY CONTROL DEVICES
- COMPOST MULCH SOCK

OTHER:

CURB & GUTTER, STORM SEWER INLETS, STORM SEWER, DEPRESSED AREAS, AND CULVERTS

NARRATIVE: Sequence of Construction for Storm Water Management Activities

THE STORM WATER MANAGEMENT ACTIVITIES BY PHASES ARE AS FOLLOWS:

1. INSTALL STRUCTURAL CONTROLS AND INLET PROTECTION AT EXISTING INLETS PRIOR TO DISTURBANCE OF EXISTING TOPSOIL.
2. INSTALL SILT FENCES AND DEPRESSED AREAS AS SHOWN ON PLANS.
3. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED AND APPROVED BY THE OWNER, REMOVE ALL TEMPORARY STRUCTURAL CONTROLS AND SOD ANY AREAS DISTURBED BY THEIR REMOVAL. ANY PERIMETER CONTROLS SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION OF THE AREA UPSTREAM.

STORM WATER MANAGEMENT:

1. Storm water drainage will be provided by the ditches, inlets and storm water systems which will carry drainage within the R.O.W. to the lows within the roadway and project site which drains to the existing storm sewer.

OTHER PRACTICES & REQUIREMENTS

MAINTENANCE:

All erosion and sediment controls shall be maintained in good working order. If a repair is necessary, it shall be performed at the earliest date possible but no later than 7 calendar days after the surrounding exposed ground has dried sufficiently to prevent further damage from heavy equipment. The areas adjacent to creeks and drainageways shall have priority followed by devices protecting storm sewer inlets.

INSPECTION:

An inspection will be performed by a owner approved inspector in accordance with the most recent NPDES requirements. An inspection and maintenance report will be made per each inspection. Based on the inspection results, the controls shall be revised per the inspection report. Town shall review all contractor inspections. Town Inspector to inspect erosion control devices as necessary.

WASTE MATERIALS:

All waste materials shall be collected in a metal dumpster having a secure cover. The dumpster shall meet all state and local city solid waste management regulations. All trash and debris from construction shall be deposited in the dumpster. The dumpster shall be emptied, as necessary or as required by local regulation, and hauled to a local approved land fill site. The burying of construction waste on the project site shall not be permitted.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING):

As a minimum, any products in the following categories are considered to be hazardous: paints, acids, solvents, asphalt products, chemical additives for soil stabilization and concrete curing compounds or additives. In the event of a spill which may be hazardous, the spill contractor coordinator shall be contacted immediately.

SANITARY WASTE:

All sanitary waste shall be collected from the portable units as necessary, or as required by local regulation, by a licensed sanitary waste management contractor.

OFFSITE VEHICLE TRACKING:

The contractor shall be responsible for augmenting these plans with other measures for any other temporary erosion control measures occasioned by the work, such as for haul roads and borrow pit access. All contingent erosion control practices shall be approved by the owner prior to installation or construction.

OTHER:

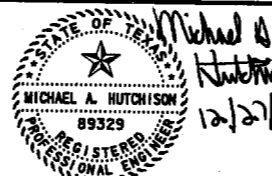
REMARKS:

1. Disposal areas, stockpiles and haul roads shall be constructed in a manner that will minimize and control the amount of sediment that may enter receiving waters. Disposal areas shall not be located in any wetland, waterbody or streambed.
2. Construction staging areas and vehicle maintenance areas shall be constructed by the Contractor in a manner to minimize the runoff of pollutants.
3. All waterways shall be cleared as soon as practicable of temporary embankment, temporary bridges, matting, falsework, piling, debris or other obstructions placed during construction operations that are not a part of the finished work.
4. There are no historical sites or endangered species impacted by this project.

Signature of Registrant & Date

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SCALE:

PROJECT NO. 41308



TOWN OF ADDISON	SHEET
ADDISON AIRPORT ASPHALT PAVEMENT IMPROVEMENTS	36 OF 36
STORM WATER POLLUTION PREVENTION NOTES	
TOWN OF ADDISON, TEXAS	36