

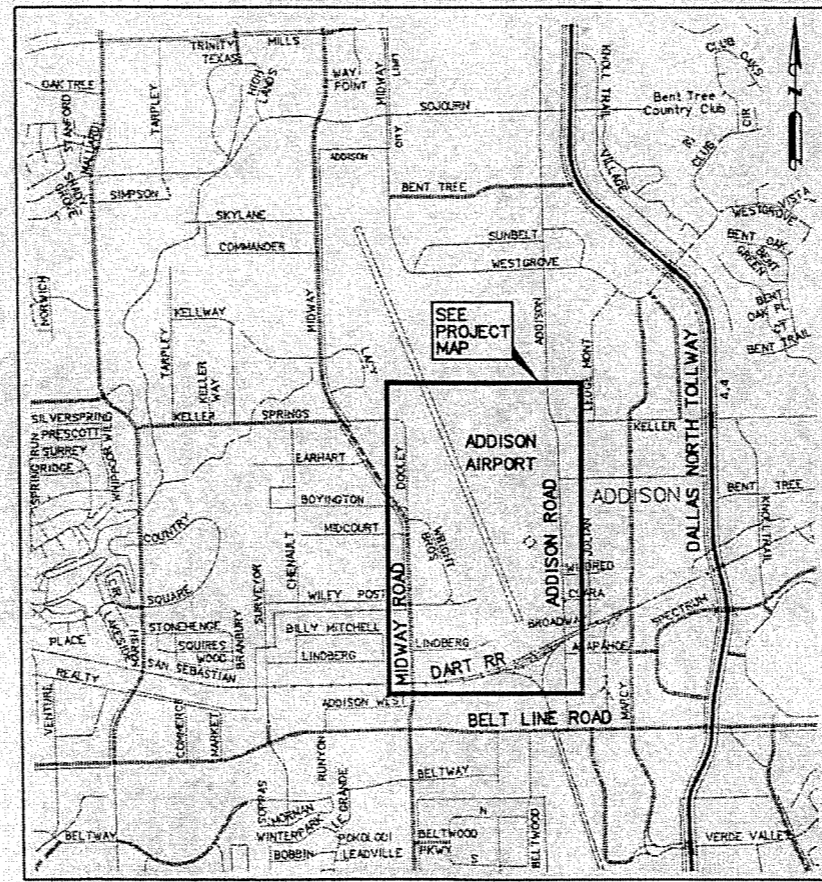
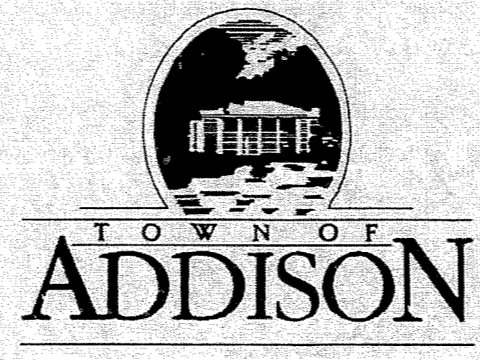
Extra Set 9-30-03
NTP-12

PLANS FOR REMOVAL, GRADING AND PAVING

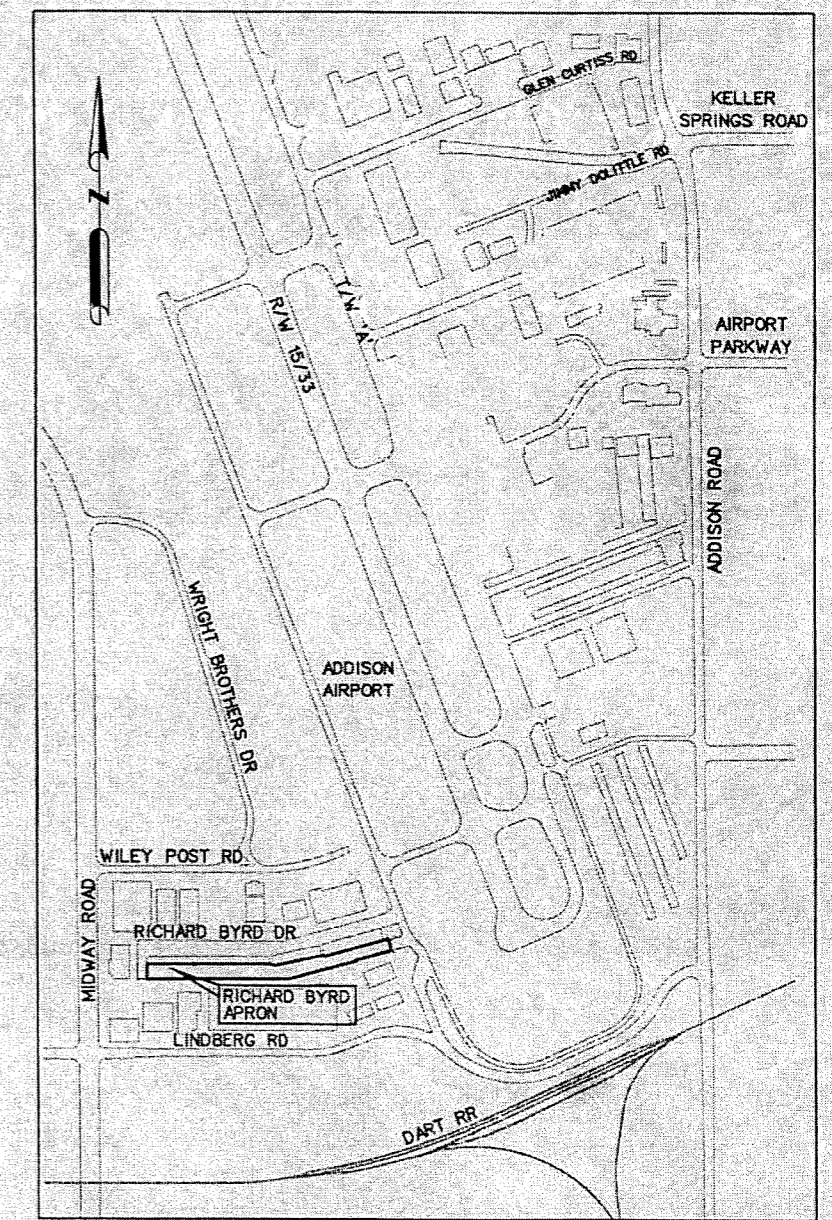
ADDISON AIRPORT

RICHARD BYRD DRIVE PAVEMENT REPLACEMENT

SHEET NO.	INDEX OF SHEETS
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G-1 TO G-3	GRADING PLAN
EC-1 TO EC-3	EROSION CONTROL PLAN



LOCATION MAP
NOT TO SCALE



PROJECT MAP
NOT TO SCALE

OWNER:
TOWN OF ADDISON
DEPARTMENT OF PUBLIC WORKS
16801 WESTGROVE
P.O. BOX 144
ADDISON, TEXAS 75001
(972) 450-2886

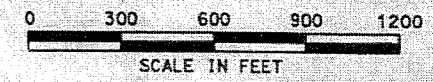
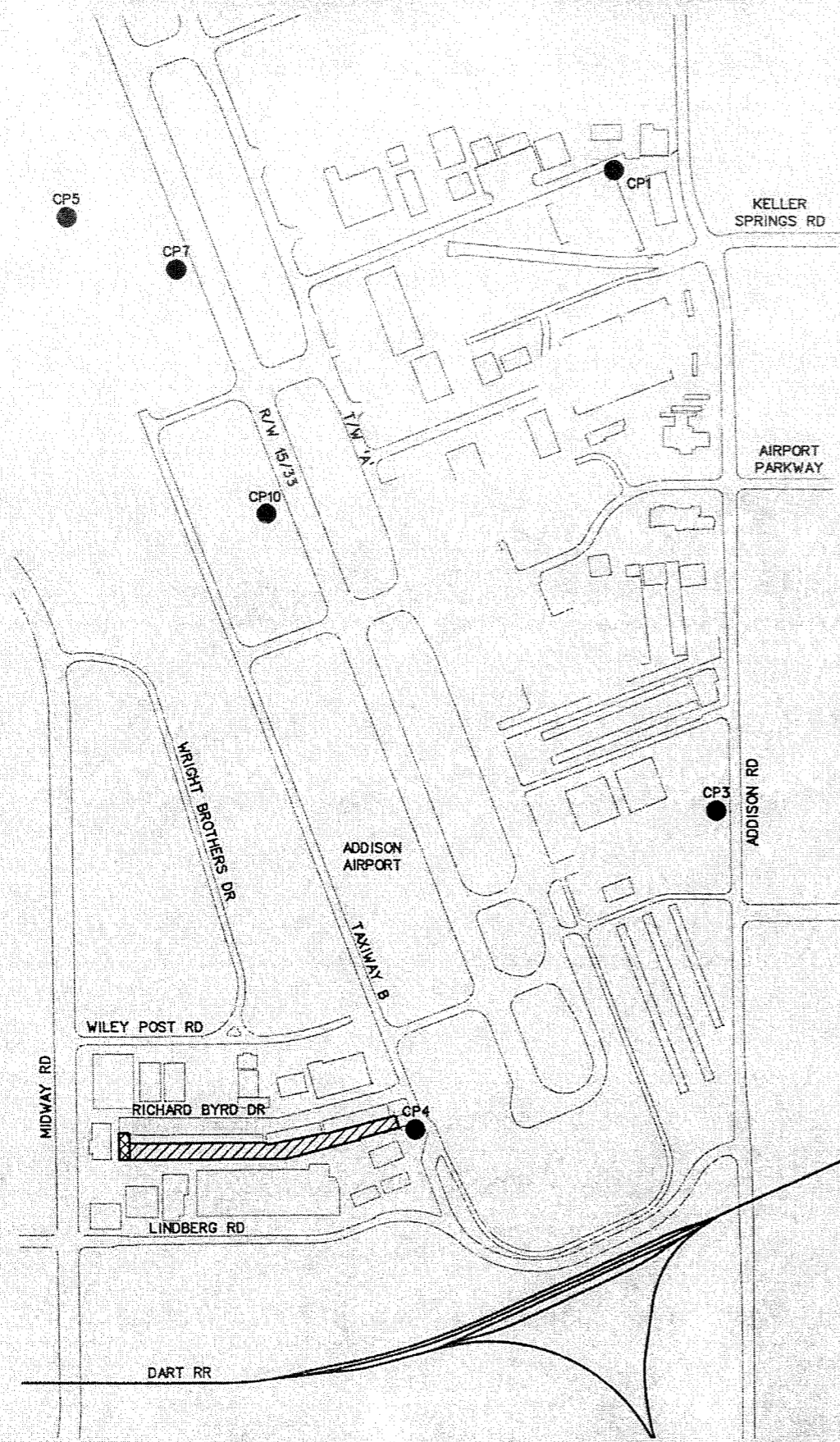
ENGINEER:
HNTB CORPORATION
5910 WEST PLANO PARKWAY, SUITE 200
DALLAS, TEXAS 75093
(972) 661-5626

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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 PRIOR TO BEGINNING WORK.
3. CONTROL MONUMENTS (NAD83, TEXAS NORTH CENTRAL - 4202)
4. HAUL ROUTE FOR THIS PROJECT WILL BE ESTABLISHED AT THE PRECONSTRUCTION MEETING

HORIZONTAL AND VERTICAL CONTROL MONUMENTATION IS BASED ON A DAL-TECH, 2002, SURVEY PROVIDED BY THE ADDISON AIRPORT

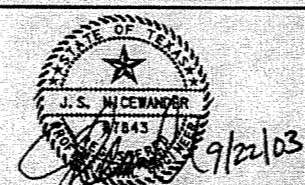
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3	7,037,202.352	2,480,632.193	638.03	AA-3
4	7,035,957.986	2,479,444.822	632.41	AA-4
5	7,039,506.863	2,478,102.163	637.40	AA-5
7	7,039,305.132	2,478,531.657	640.77	AB2788
10	7,038,354.486	2,478,875.925	642.02	CS1308

LEGEND

- CONTRACTOR HAUL ROUTE
- CONTRACTOR STAGING AREA
- CP# CONTROL POINT (SEE GENERAL NOTES FOR DETAILS)
- PAVEMENT REPLACEMENT

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NO.	DATE	REVISION	APPROV.	NO.	DATE	REVISION	APPROV.



HNTB ARCHITECTS ENGINEERS PLANNERS <small>The HNTB Companies</small>	
DESIGN CHECK	JSH
DRAWN	QFS
DATE	SEPTEMBER 2003
SCALE	



TOWN OF ADDISON RICHARD BRYD DRIVE	SHEET
PROJECT LAYOUT / SURVEY CONTROL	
TOWN OF ADDISON, TEXAS	PL-1

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 AND TO APPENDIX 'A'
- 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 ENGINEER SHALL BE THE INDIVIDUAL, PARTNERSHIP, FIRM OR CORPORATION AUTHORIZED BY THE OWNER (SPONSOR) TO BE RESPONSIBLE FOR ENGINEERING SUPERVISION OF THE CONTRACT WORK AND ACTING DIRECTLY OR THROUGH THE AUTHORIZED REPRESENTATIVE.

II. SITE AVAILABILITY

- A. ALL 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 TAXIWAY '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, THAT 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 ENGINEER 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 ENGINEER. MECHANICAL BROOMS WILL ALSO BE REQUIRED FOR THESE EXISTING PAVEMENT ACCESS ROADS AT ALL TIMES.

B. AIRCRAFT TRAFFIC

- 1. THE CONTRACTOR IS ADVISED THAT ALL AIRPORT TAXIWAYS, RUNWAYS AND RAMPS WILL BE ACTIVE DURING THIS CONTRACT WITH THE EXCEPTION OF THOSE PAVEMENTS CLOSED EACH DAY DURING THE DEFINED CLOSURE PERIODS. THE CONTRACTOR WILL BE EXPECTED TO CONDUCT THE WORK SUCH THAT THE SAFETY OF OPERATIONS IS NOT DIMINISHED AND THAT AIRCRAFT FLOW IS MAINTAINED AT ALL TIMES. THE CONTRACTOR IS FURTHER ADVISED, AND SHALL ACCEPT AS AN IMPORTANT CONSIDERATION OF THE WORK, THAT THE MAINTENANCE OF SAFE AND EFFICIENT OPERATION OF THE AIRPORT OPERATIONS AREA (AOA) IS AN INTEGRAL PART OF THE WORK. ALL CONSTRUCTION INTERFACE WITH AIRCRAFT PAVEMENTS, TAXIWAY CROSSINGS, AND SECURITY REQUIREMENTS AS CONTAINED IN FAA ADVISORY CIRCULAR 150/5370-2E WILL APPLY.
- 2. 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.
- 3. 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 150/5370-2D 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 ENGINEER 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 ENGINEER. 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 ENGINEER 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 A WEATHER DAY WITH NO OTHER COMPENSATION, ACCORDING TO THE ENGINEERS APPROVAL.

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 TO THE ENGINEER PROJECTING HIS UPCOMING WORK FOR THE NEXT THREE WEEKS. THE ENGINEER 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 ENGINEER. 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 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 THIS VIDEO TAPE(S) TO BOTH THE AIRPORT MANAGER AND THE ENGINEER. 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 ENGINEER AND AIRPORT MANAGER WITH ONE COPY EACH OF THE PHOTOGRAPH OR VIDEO TAPE(S) 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.

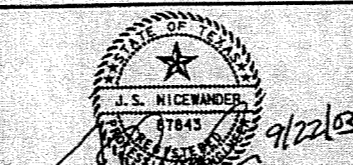
CONSTRUCTION EQUIPMENT AND VEHICLES SHALL TRAVEL A MINIMUM AMOUNT ON NEWLY CONSTRUCTED PAVEMENTS SO THAT THE NEWLY CONSTRUCTED AREAS WILL NOT BE DAMAGED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE 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 ENGINEER.

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 ENGINEER.

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NO.	DATE	REVISION	APPROV.	NO.	DATE	REVISION	APPROV.



HNTB		ARCHITECTS ENGINEERS PLANNERS The HNTB Companies
DESIGN	JSN	PROJECT NO. 39151
CHECK	JOH	
DRAWN	DFS	
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DATE	SEPTEMBER 2003	



TOWN OF ADDISON	SHEET
RICHARD BRYD DRIVE	
GENERAL NOTES	
TOWN OF ADDISON, TEXAS	N-1

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.

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

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.

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 'B' IS DEFINED AS THE AREA WITHIN 93-FEET OF THE TAXIWAY CENTERLINE. THE ENGINEER 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 ENGINEER. THE COST OF THIS EQUIPMENT SHALL BE INCLUDED IN THE GENERAL COST OF THE WORK, NO SEPARATE PAYMENT WILL BE MADE.

REQUEST THROUGH THE ENGINEER 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 A TAXIWAY 'A' 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, THE RUNWAY CLOSURE WILL BE DEPENDENT UPON THE WEATHER FORECAST; THE CONTRACTOR BEING FULLY MOBILIZED TO PURSUE THE WORK AT MAXIMUM EFFICIENCY (IN THE ENGINEER'S OPINION); AND ANY UNFORESEEN EMERGENCY WHICH, IN THE ENGINEER'S AND TOWN'S OPINIONS, 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 M-101, 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 A 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:

ACCESS TO THE STAGING AREA SHALL BE OFF RICHARD BYRD DRIVE. ALL CONSTRUCTION SITE ACCESS SHALL BE VIA THE SECURITY GATE ADJACENT TO THE CUSTOMS FACILITY AND THROUGH THE STAGING AREA OR AS DIRECTED BY AIRPORT OPERATIONS. THE CONTRACTOR SHALL NOT PREVENT ACCESS TO THE SECURITY GATE BY AIRPORT STAFF, FAA PERSONNEL, THE ENGINEER OR THE ENGINEER'S SUBCONSULTANTS. ALL OF THE CONTRACTOR'S ACTIVITY WILL BE STAGED FROM THIS AREA. ALL FIELD OFFICE AND EMPLOYEE PARKING WILL BE LIMITED TO THE AREA ALONG RICHARD BYRD DRIVE. ONLY VEHICLES REQUIRED TO PERFORM LEGITIMATE FUNCTIONS BY THE CONTRACTOR ON THIS PROJECT AND FULLY COVERED UNDER THE CONTRACTOR'S INSURANCE AS SPECIFIED WITHIN THE SPECIAL PROVISIONS, WILL BE ALLOWED WITHIN THE AOA. THE CONTRACTOR WILL BE RESPONSIBLE FOR TRANSPORTING EMPLOYEES FROM THE STAGING AREA TO AND FROM THE WORK AREAS.

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 ENGINEER 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 ENGINEER'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.

VIII. LIQUIDATED DAMAGES

FAILURE TO REOPEN A RUNWAY AT THE DESIGNATED TIME WILL RESULT IN LIQUIDATED DAMAGES OF \$500 PER 15 MINUTE INCREMENT BEYOND THE SCHEDULED REOPENING TIME.

\$100 PER 30-MINUTE INCREMENT FOR EACH 30-MINUTE INTERVAL A TAXIWAY IS DELAYED FROM ITS SCHEDULED REOPENING.

\$1,000 PER DAY FOR EACH DAY THE PROJECT COMPLETION IS DELAYED FROM ITS SCHEDULED COMPLETION DATE.

IX. DEMOBILIZATION

CONDITIONS OF THE PROJECT AREA UPON COMPLETION OF THE JOB SHALL BE 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 ENGINEER.

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.

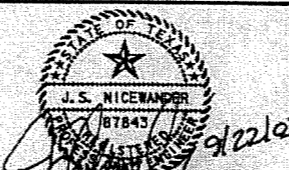
SAFETY REGULATIONS SHALL BE OBSERVED AT ALL TIMES DURING DEMOBILIZATION.

THE COST FOR DEMOBILIZATION SHALL BE CONSIDERED SUBSIDIARY TO ITEM 1, M-101, MOBILIZATION.

THE CONTRACTOR SHALL VIDEO TAPE THE ENTIRE WORK AREA AFTER THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED. THE CONTRACTOR SHALL PROVIDE ONE (1) COPY OF THIS VIDEO TAPE(S) TO BOTH THE AIRPORT MANAGER AND THE ENGINEER. THE COST OF PREPARING VIDEO SHALL BE SUBSIDIARY TO THE OTHER BID ITEMS.

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DATE	SEPTEMBER 2003	



TOWN OF ADDISON	SHEET
RICHARD BRYD DRIVE	
GENERAL NOTES	

ROADWAY 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 PROCF 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, AT LOCATIONS SPECIFIED BY THE INSPECTOR.
 - B. PAVEMENT TESTING SHALL BE DONE ACCORDING TO SECTION 5.7.4, CONSTRUCTION METHODS, OF THE NCTCOG SPECS.
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.
7. MAINTAIN/REPAIR EXISTING IRRIGATION SYSTEMS TO INSURE WATERING OCCURS ON PRIVATE LANDSCAPING, NO EXTRA PAY.
8. THE CONTRACTOR SHALL PAY EXTRA ATTENTION TO ITEM 6.2.9 "BACKFILL" OF THE NCTCOG SPECIFICATIONS. THE OWNER WILL EXPECT ALL TRENCHES TO BE BACKFILLED WITH PROPER CARE AND ANY SETTLEMENT TO 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 1-800-DIG-TESS (344-8377) PRIOR TO ANY EXCAVATION.

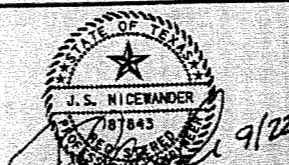
GENERAL NOTES:

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 AND SPECIFICATIONS, EXCEPT AS NOTED. IN THE EVENT OF A CONFLICT, THE TOWN OF ADDISON STANDARDS AND SPECIFICATIONS SHALL GOVERN.
2. 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 1980 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.
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.
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.

ITEM NO.	DESCRIPTION	UNIT	EST. QTY.
101	MOBILIZATION	L.S.	1
102	MAINTENANCE OF TRAFFIC	L.S.	1
103	UNCLASSIFIED PAVEMENT EXCAVATION	C.Y.	2,820
104	FURNISH, PLACE AND COMPACT 8" THICK LIME STABILIZED SUBGRADE, INCLUDING PROOFROLLING	S.Y.	7,240
105	FURNISH AND PLACE HYDRATED LIME (8% PER SOILS REPORT)	TON	180
106	FURNISH AND PLACE 3" CEMENT TREATED BASE	S.Y.	7,240
107	FURNISH AND PLACE 3" BITUMINOUS PAVEMENT	TON	1,225
108	TACK COAT (0.15 GAL PER SY)	GAL	1,100
109	FURNISH AND PLACE 6" YELLOW TAXIWAY CENTERLINE STRIPE	L.F.	1,075
110	FURNISH AND PLACE 6" DOUBLE SOLID YELLOW STRIPE	L.F.	65
111	SILT FENCE	L.F.	1,120
112	SW3P - INLET PROTECTION	EA	1

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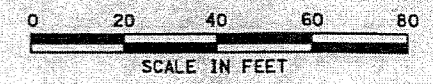
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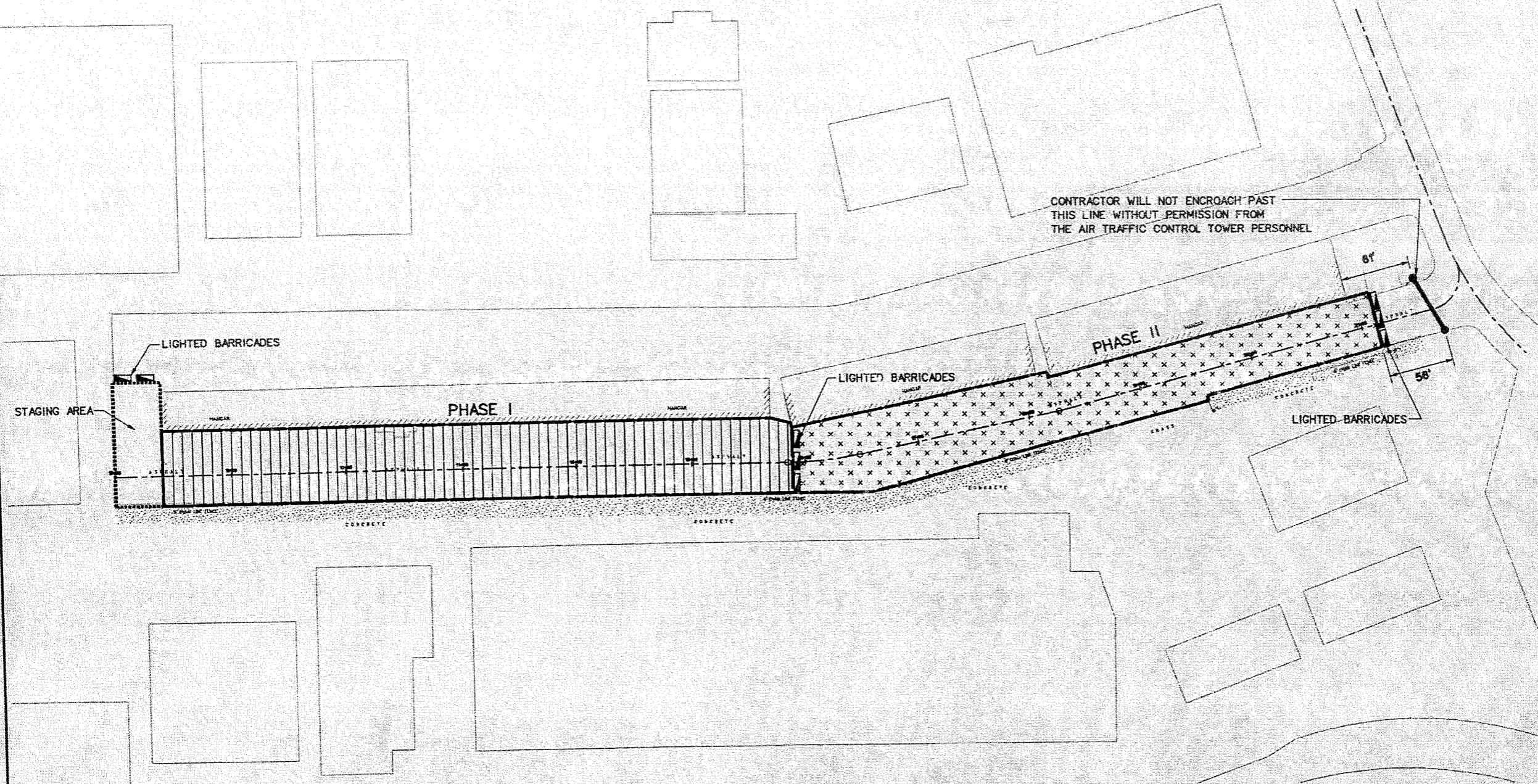
TOWN OF ADDISON RICHARD BRYD DRIVE		SHEET GENERAL NOTES AND QUANTITIES TOWN OF ADDISON, TEXAS N-3
GENERAL NOTES AND QUANTITIES		
TOWN OF ADDISON, TEXAS		



LEGEND

-  PHASE I
-  PHASE II
-  LIGHTED BARRICADES

CONTRACTOR WILL NOT ENCR OACH PAST THIS LINE WITHOUT PERMISSION FROM THE AIR TRAFFIC CONTROL TOWER PERSONNEL



PHASING NOTES:

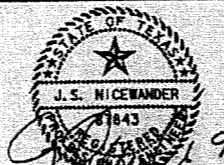
1. CONTRACTOR TO VERIFY STAGING AREA LIMITS WITH DAVE FOSTER, ADDISON AIRPORT OPERATIONS AND MAINTENANCE MANAGER 972-788-9334 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
2. CONTRACTOR TO COORDINATE SCHEDULE WITH ADDISON AIRPORT. CONTRACTOR TO CONTACT DAVE FOSTER 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT.

3. WORK IN PHASE I WILL BEGIN ON THE DATE SPECIFIED IN THE NTP AND BE COMPLETED WITHIN 45 CALENDAR DAYS. WORK IN PHASE II SHALL BE COMPLETED WITHIN 45 CALENDAR DAYS OF APPROVAL FOR WORK IN THIS PHASE.

4. WORK IN PHASE II CAN NOT BE STARTED UNTIL COMPLETION AND APPROVAL OF WORK IN PHASE I AND REMOVAL OF BARRICADES AND THE RELOCATION OF AIRCRAFT BACK TO THE WESTERN HANGAR.

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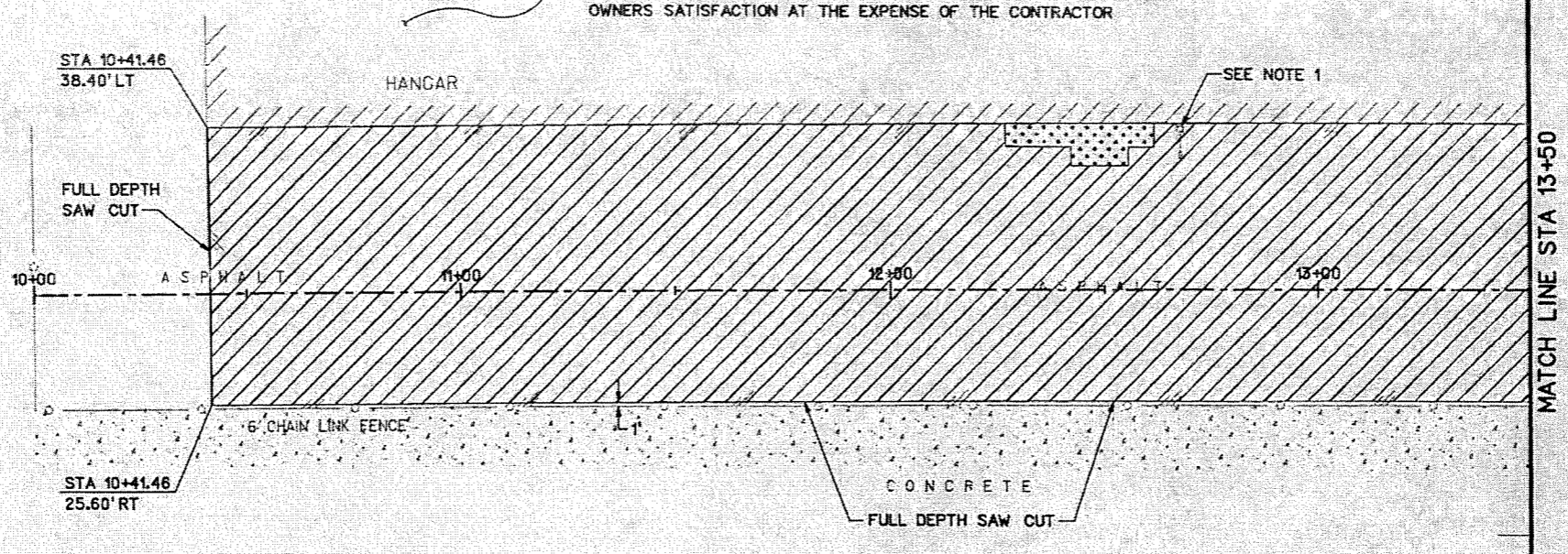
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TOWN OF ADDISON	SHEET
RICHARD BRYD DRIVE	
PHASING PLAN	
TOWN OF ADDISON TEXAS	CR-1




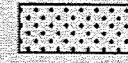
CONTRACTOR SHALL EXERCISE EXTREME CAUTION WORKING CLOSE TO AIRCRAFT HANGARS. ANY DAMAGE CAUSED TO HANGARS WILL BE REPAIRED TO THE OWNERS SATISFACTION AT THE EXPENSE OF THE CONTRACTOR



NOTES:

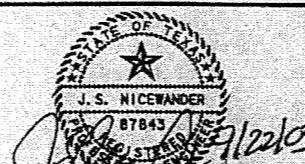
1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLE. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.
2. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. ALL EXISTING UTILITIES MAY NOT BE SHOWN 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. ITEM 103 'UNCLASSIFIED PAVEMENT EXCAVATION SHALL CONFORM TO ITEM 3.3 'UNCLASSIFIED STREET EXCAVATION OF THE MTCOG SPECIFICATIONS, 3RD EDITION

LEGEND

-  ASPHALT REMOVAL
-  CONCRETE REMOVAL

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HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

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TOWN OF ADDISON
RICHARD BRYD DRIVE

REMOVAL PLAN

TOWN OF ADDISON ENGINEERS

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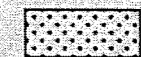
CONTRACTOR SHALL EXERCISE EXTREME CAUTION WORKING CLOSE TO AIRCRAFT HANGARS. ANY DAMAGE CAUSED TO HANGARS WILL BE REPAIRED TO THE OWNERS SATISFACTION AT THE EXPENSE OF THE CONTRACTOR

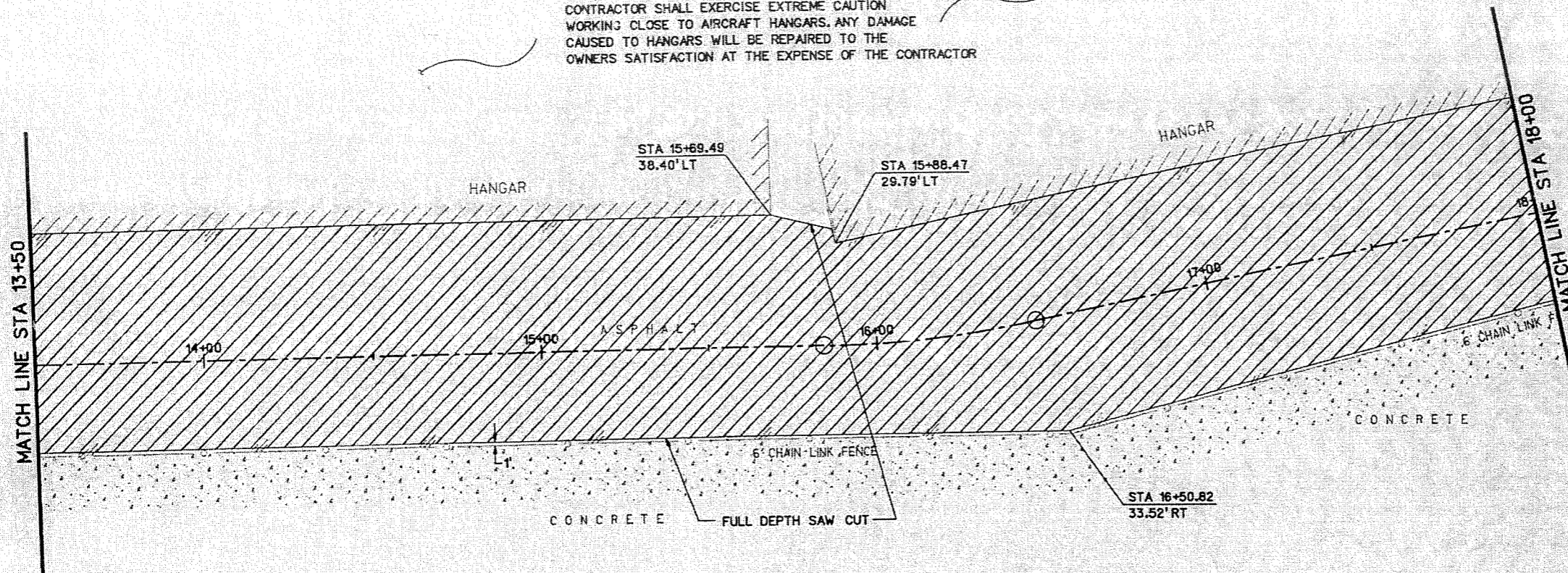
NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLE. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.

2. UNDERGROUND 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.

LEGEND

-  ASPHALT REMOVAL
-  CONCRETE REMOVAL



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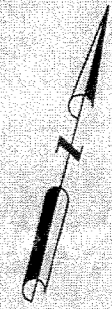
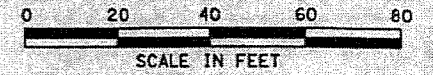
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The HNTB Companies

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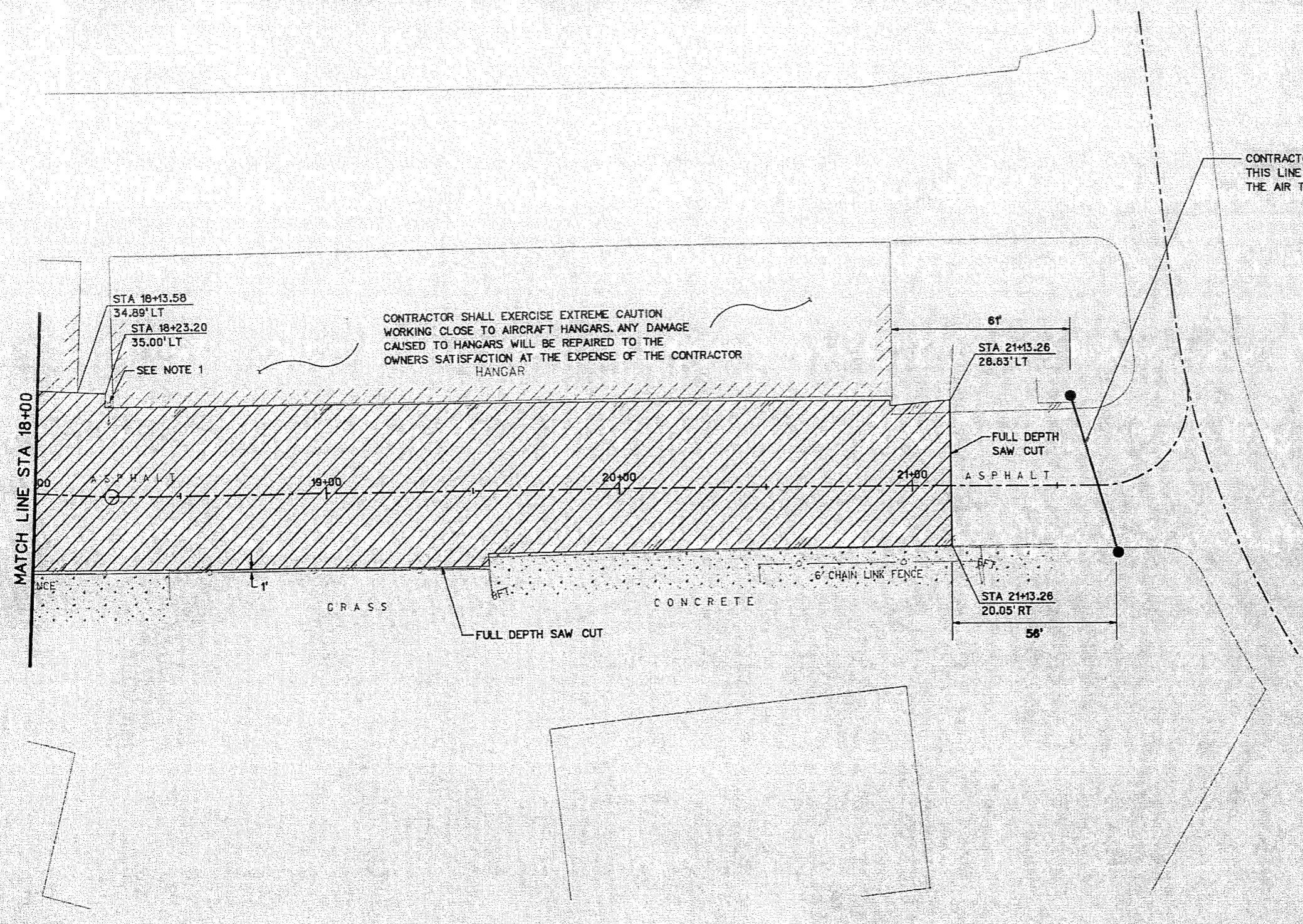
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RICHARD BRYD DRIVE	
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TOWN OF ADDISON, TEXAS	



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STA 18+13.58
34.89' LT
STA 18+23.20
35.00' LT
SEE NOTE 1

61'
STA 21+13.26
28.83' LT

FULL DEPTH SAW CUT

56'
STA 21+13.26
20.05' RT

MATCH LINE STA 18+00

ASPHALT

19+00

20+00

21+00

ASPHALT

GRASS

GRASS

CONCRETE

FULL DEPTH SAW CUT

6' CHAIN LINK FENCE

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HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

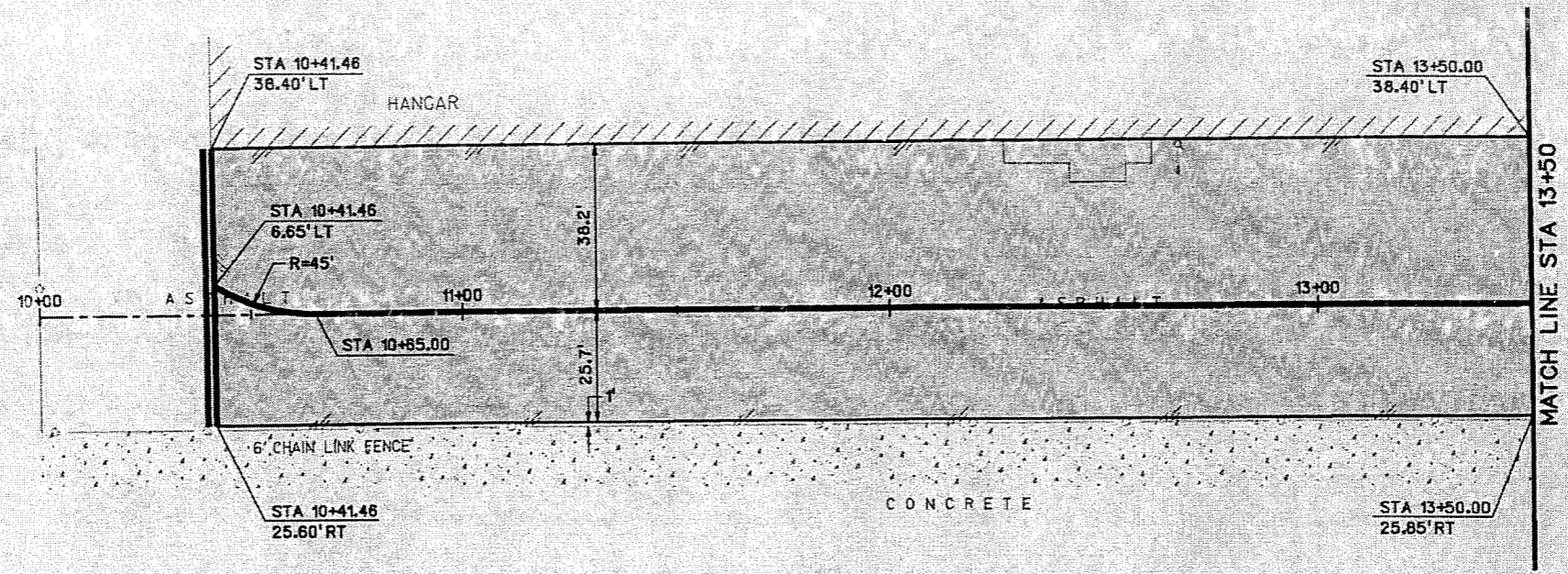
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PROJECT NO. 39131



TOWN OF ADDISON
RICHARD BRYD DRIVE
REMOVAL PLAN
TOWN OF ADDISON TEXAS

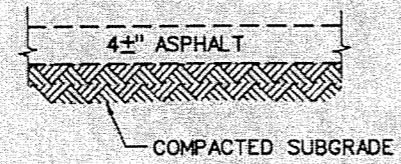
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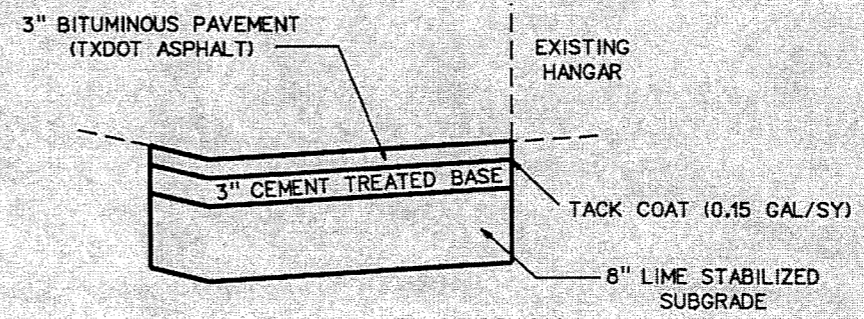
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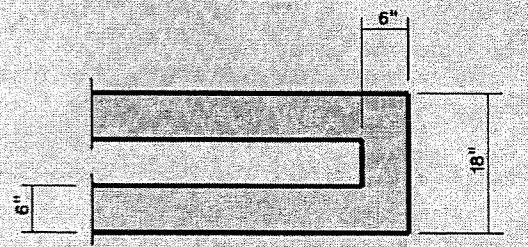
- PROPOSED ASPHALT PAVEMENT
- 6" SOLID YELLOW TAXILANE CENTERLINE MARKING
- 6" DOUBLE YELLOW STRIPE



EXISTING ASPHALT SECTION
 (PER SOILS REPORT-
 SEE SPECIFICATIONS FOR BORINGS)
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PROPOSED ASPHALT SECTION
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6" DOUBLE YELLOW SOLID STRIPE



6" TAXILANE CENTERLINE MARKING

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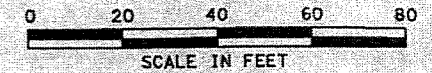


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 The HNTB Companies

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TOWN OF ADDISON RICHARD BRYD DRIVE	SHEET
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TOWN OF ADDISON, TEXAS	P-1

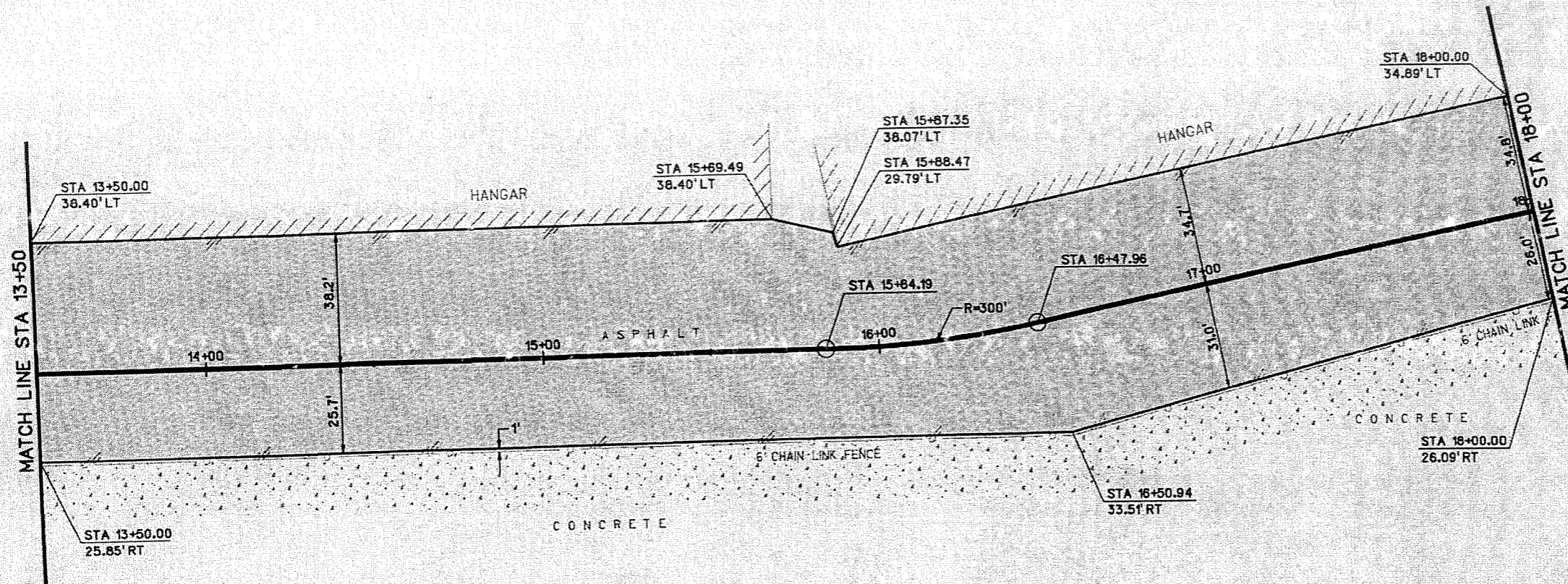


NOTES:

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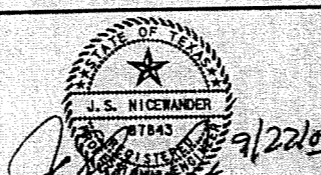
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-  PROPOSED ASPHALT PAVEMENT
-  6" SOLID YELLOW TAXILANE CENTERLINE MARKING



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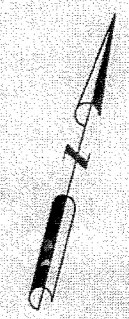
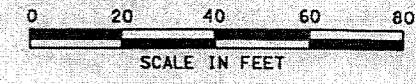
HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

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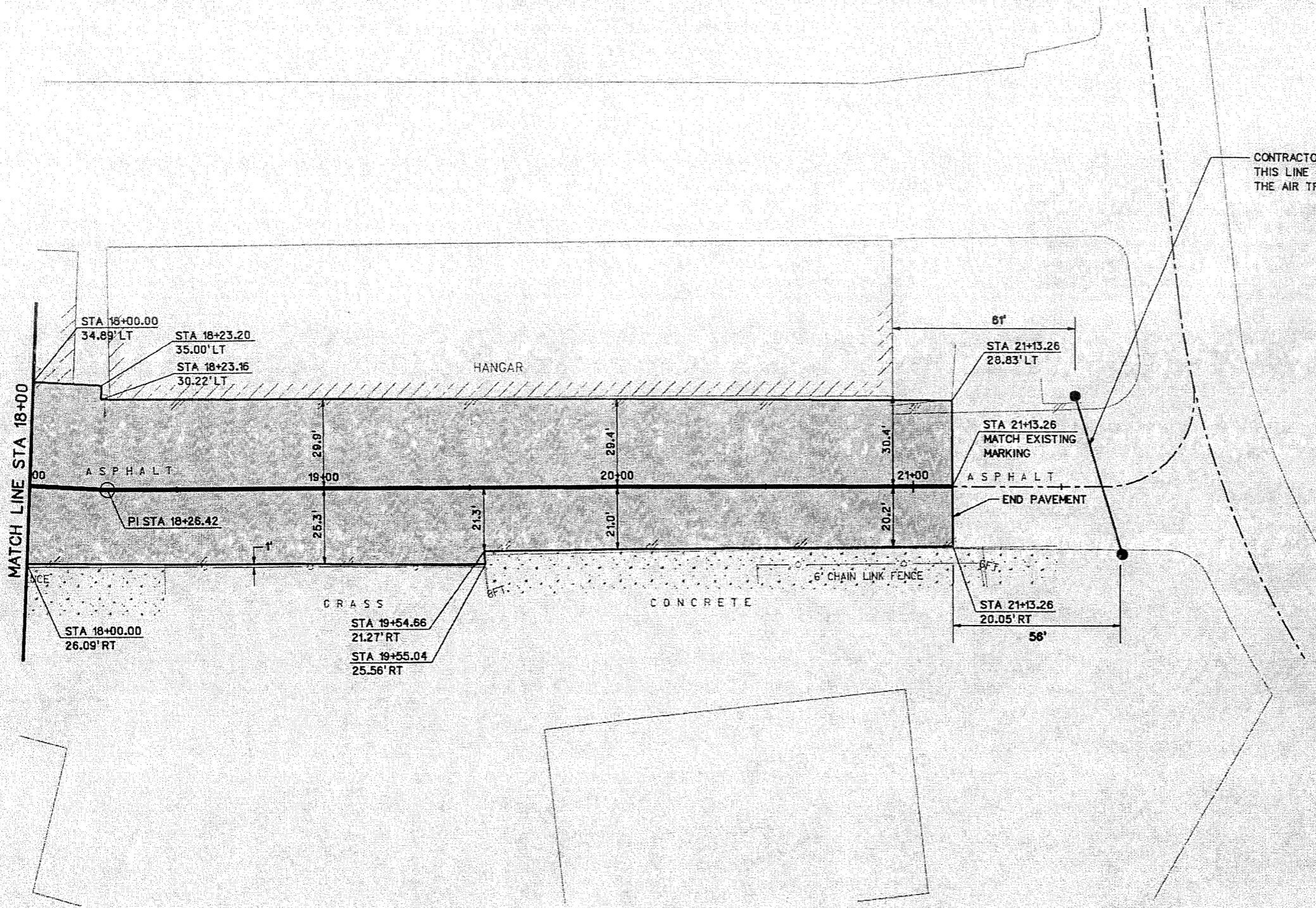
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TOWN OF ADDISON		SHEET
RICHARD BRYD DRIVE		
PAVING PLAN		
TOWN OF ADDISON, TEXAS		P-2



CONTRACTOR WILL NOT ENCR OACH PAST THIS LINE WITHOUT PERMISSION FROM THE AIR TRAFFIC CONTROL TOWER PERSONNEL



NOTES:
 1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLE. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION.

LEGEND

- PROPOSED ASPHALT PAVEMENT
- 6" SOLID YELLOW TAXILANE CENTERLINE MARKING

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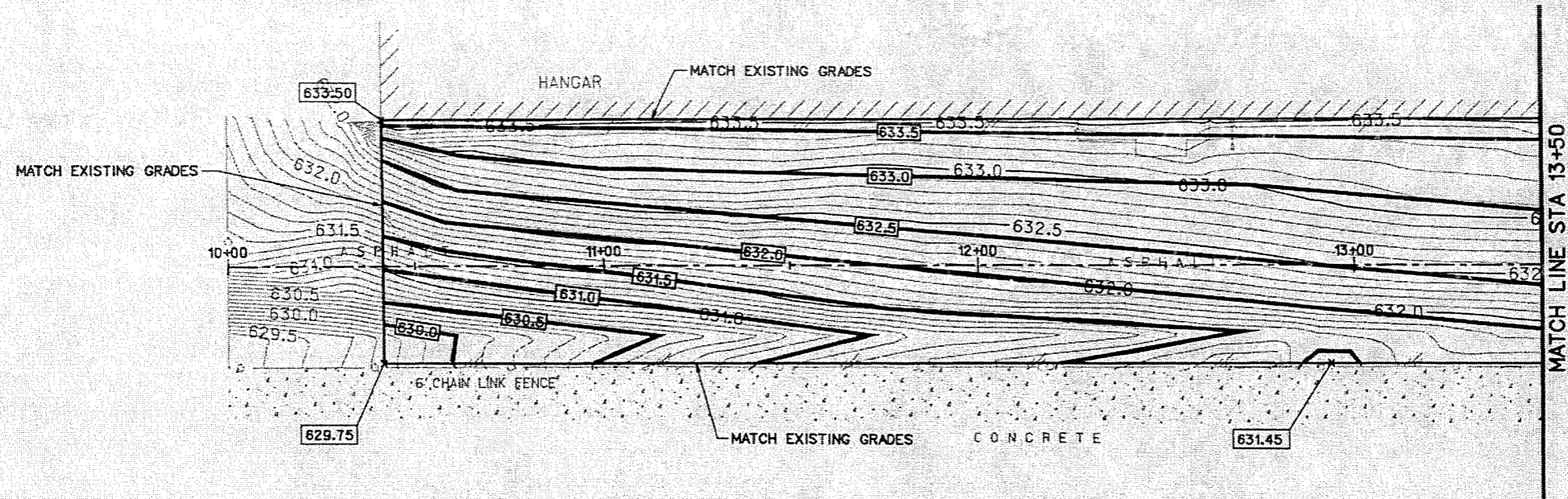
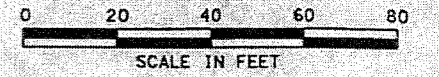
HNTB ARCHITECTS ENGINEERS PLANNERS
 The HNTB Companies

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PROJECT NO. 39131



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RICHARD BRYD DRIVE	
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TOWN OF ADDISON TEXAS	P-3



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HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

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PROJECT NO. 39131

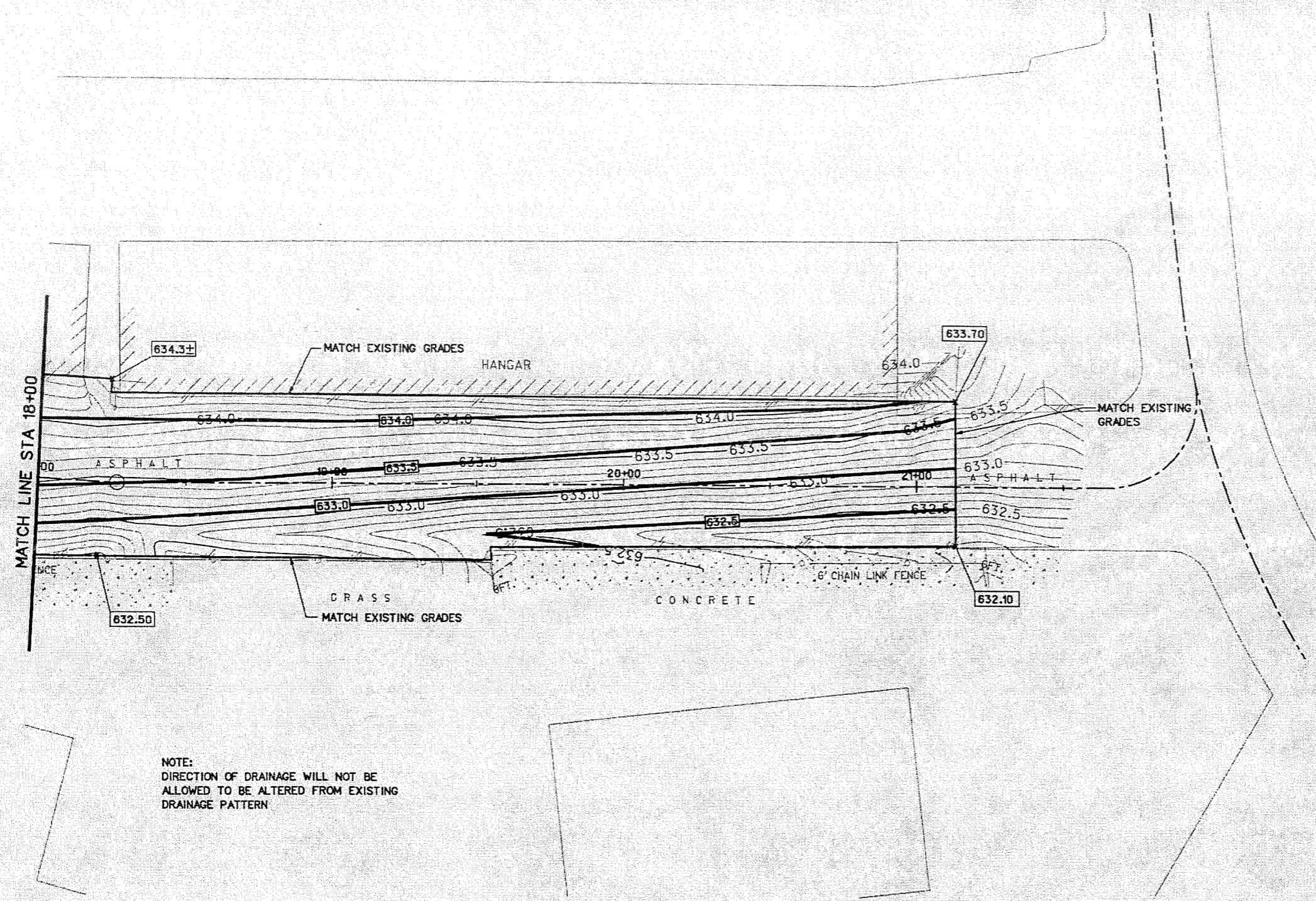
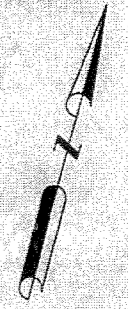
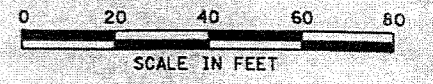


TOWN OF ADDISON
RICHARD BRYD DRIVE

GRADING PLAN

TOWN OF ADDISON, TEXAS

SHEET
G-1



NOTE:
DIRECTION OF DRAINAGE WILL NOT BE
ALLOWED TO BE ALTERED FROM EXISTING
DRAINAGE PATTERN

21-SEP-2003 19:09 G:\35131\Coord\Sheets\rbgr03.dgn

NO.	DATE	REVISION	APPROV.	NO.	DATE	REVISION	APPROV.

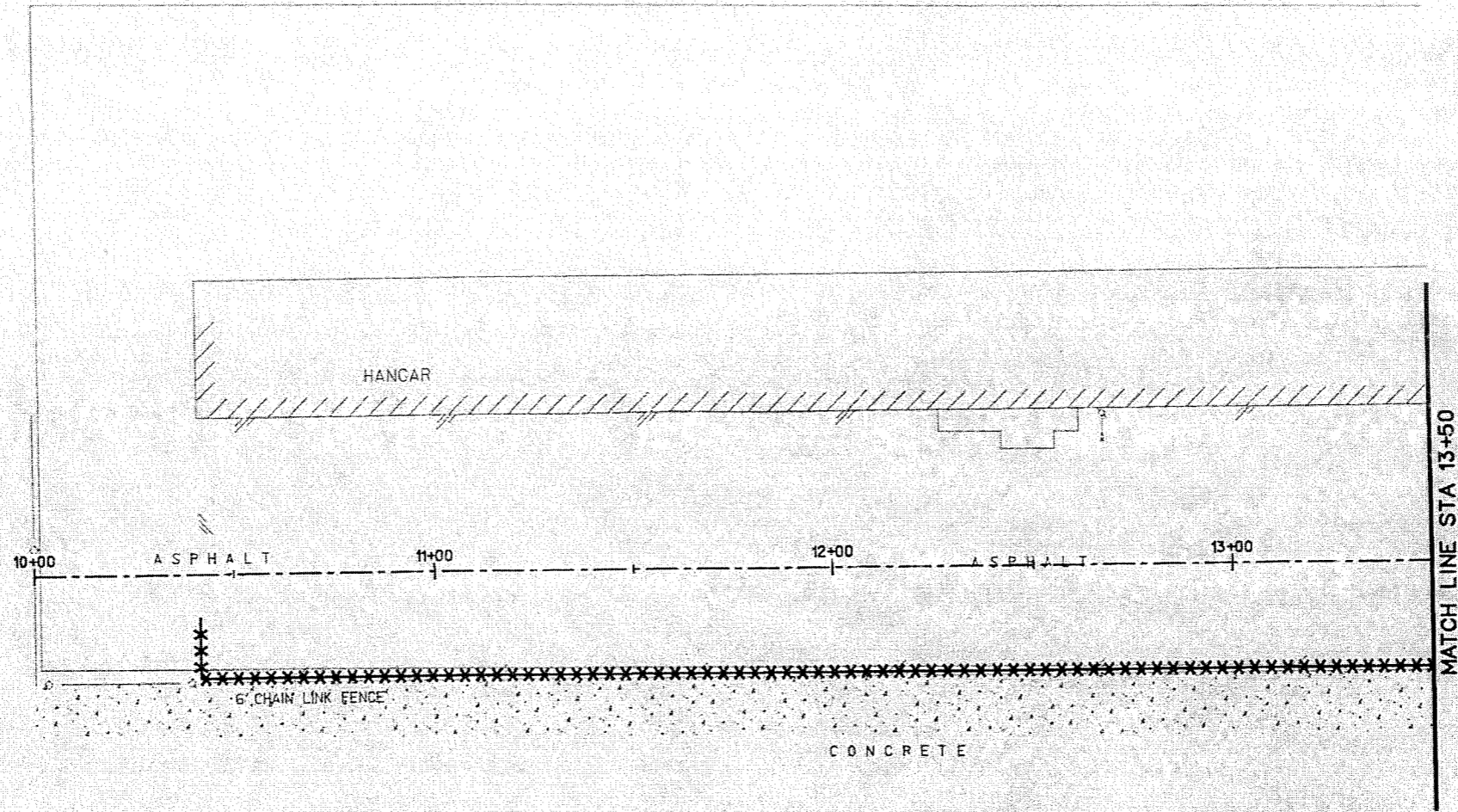
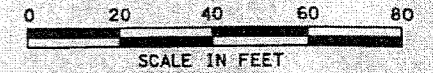


HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

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CHECK	JOH		
DRAWN CHECK	DFS		
CHECK	JSN		
DATE	SEPTEMBER 2003		
SCALE			

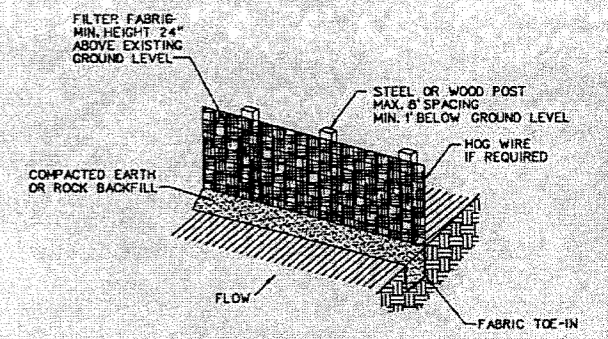


TOWN OF ADDISON	SHEET
RICHARD BRYD DRIVE	
GRADING PLAN	
TOWN OF ADDISON TEXAS	C-3

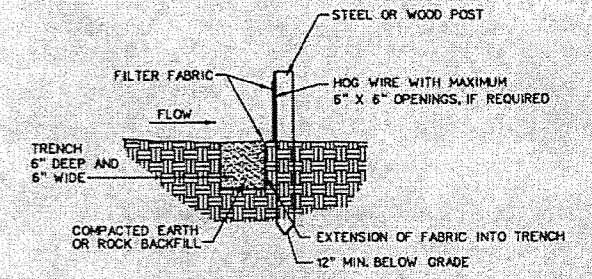


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- ***** SILT FENCE
- (IP) INLET PROTECTION



ISOMETRIC VIEW

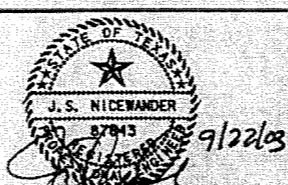


SECTION VIEW

SILT FENCE
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HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

DESIGN CHECK	JSH	PROJECT NO.	39131
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DATE	SEPTEMBER 2003		
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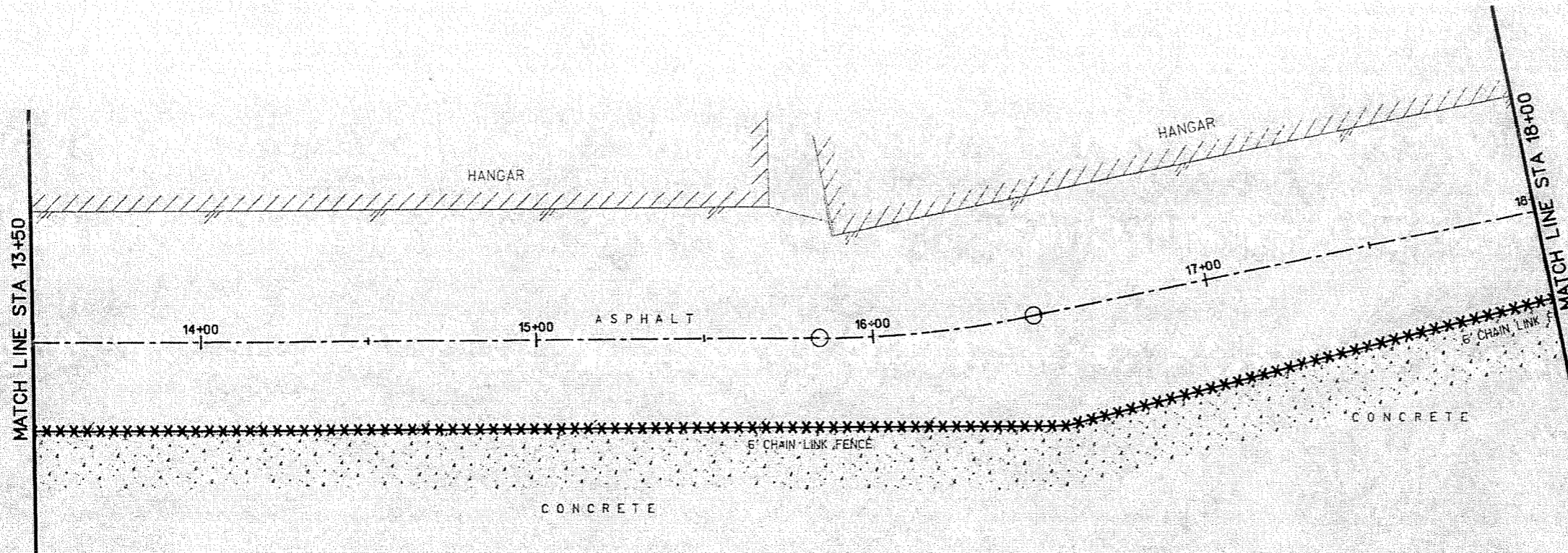


TOWN OF ADDISON	SHEET
RICHARD BRYD DRIVE	
EROSION CONTROL PLAN	EC-1
TOWN OF ADDISON, TEXAS	



LEGEND

***** SILT FENCE



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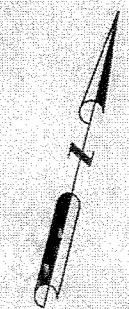
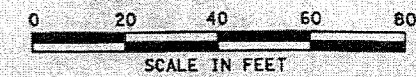


HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Company

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DATE	SEPTEMBER 2003		
SCALE			

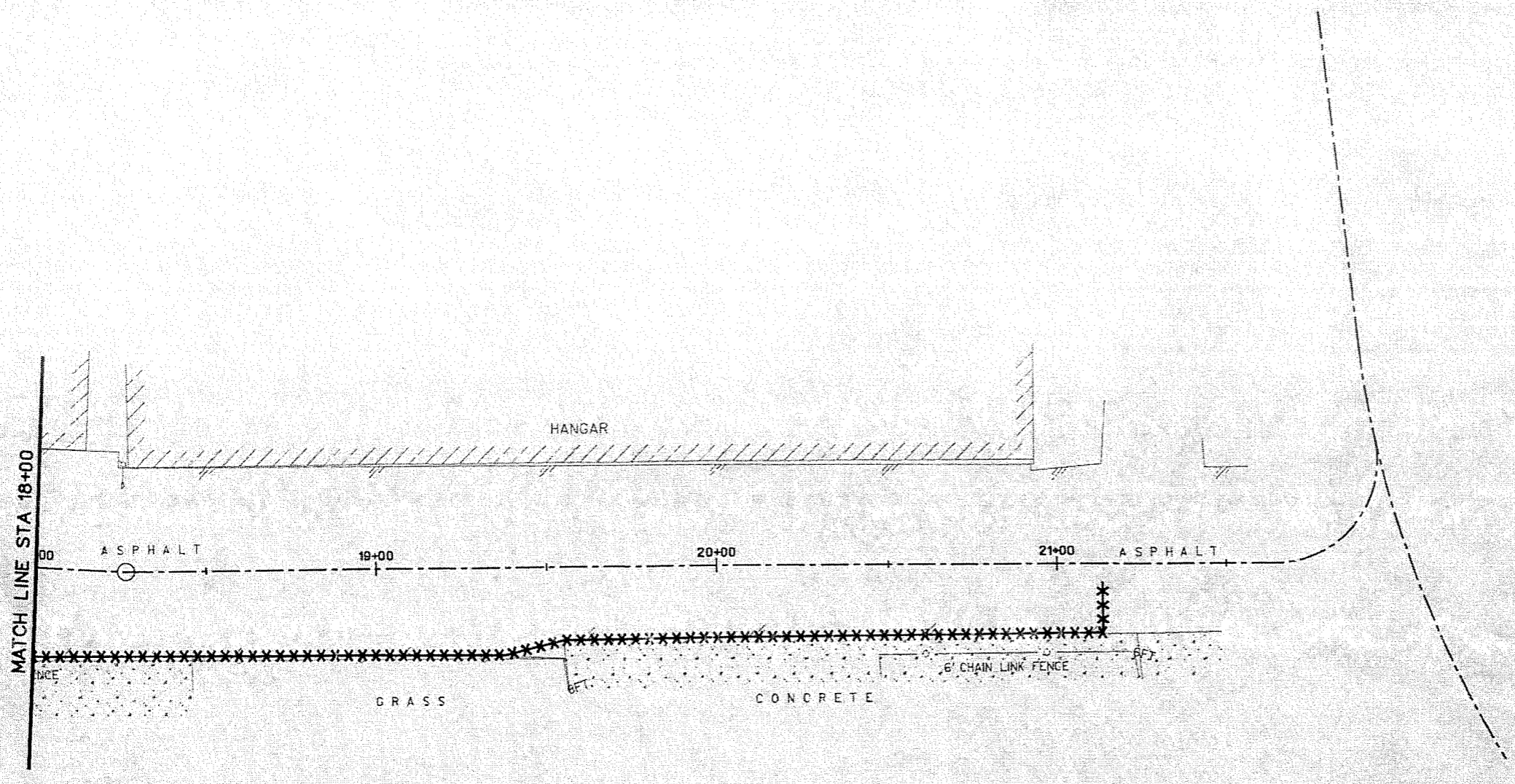


TOWN OF ADDISON	SHEET
RICHARD BRYD DRIVE	
EROSION CONTROL PLAN	EC-2
TOWN OF ADDISON, TEXAS	



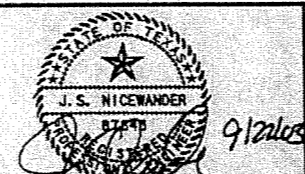
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HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

DESIGN CHECK JSH
CHECK JSH
DRAWN GFS
CHECK JSH
DATE SEPTEMBER 2003
SCALE

PROJECT NO. 39131



TOWN OF ADDISON
RICHARD BRYD DRIVE
EROSION CONTROL PLAN
TOWN OF ADDISON, TEXAS

SHEET
EC-3