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XREF: AIRTBK.DWG

PROJECT: SE701075CADD

NOTES:

1. ALL CONSTRUCTION ACTIVITIES WILL TAKE PLACE WHILE THE AIRPORT IS ACTIVE. THE CONTRACTOR IS ADVISED THAT SAFETY IS OF PRIMARY IMPORTANCE AND SHALL PLAN ALL ACTIVITIES TO MINIMIZE RISKS TO OPERATING AIRCRAFT AND HIS PERSONNEL.
2. THE RUNWAY 33 LOCALIZER AND GLIDESLOPE AND THE RUNWAY 15 APPROACH LIGHTS (MALSR) WILL BE OUT OF SERVICE FOR THE DURATION OF THE PROJECT.
3. ALL CONSTRUCTION EQUIPMENT SHALL BE PARKED IN THE CONTRACTOR'S STAGING AREA EACH NIGHT, WHICH IS OUTSIDE OF THE OBJECT FREE AREA (OFA).
4. NO OPEN TRENCHES, STOCKPILES, PARKED EQUIPMENT, OR STORED MATERIALS WILL BE PERMITTED TO REMAIN OVERNIGHT WITHIN THE RUNWAY SAFETY AREA (RSA) OR OBJECT FREE AREA (OFA).
5. THE LIMITS OF WORK DEPICTED BELOW ARE INTENDED TO DEFINE THE CONTRACTOR'S WORK AREA IN THE RUNWAY 15 ESA AREA. WORK WITHIN OTHER AREAS OF THE AIRPORT IS REQUIRED TO COMPLETE CONTRACT. IN THOSE AREAS, WORK WILL PROCEED ON A PULL-BACK BASIS.
6. DURING WORK WITHIN THE RUNWAY 15 EXTENDED SAFETY AREA (ESA) THE RUNWAY 33 DEPARTURE THRESHOLD WILL BE

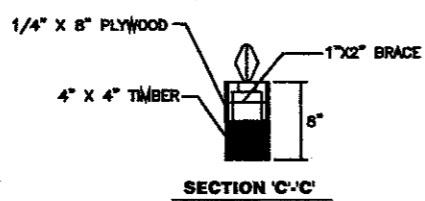
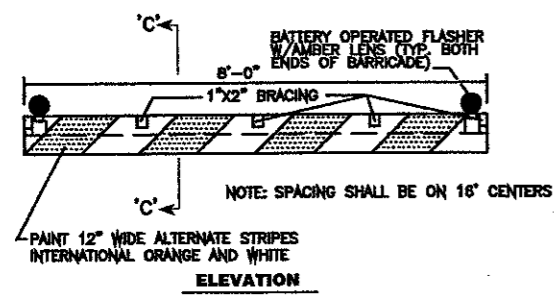
RELOCATED 978' SOUTH OF THE APPROACH END OF RUNWAY 15, AND WILL COINCIDE WITH THE RUNWAY 15 DISPLACED THRESHOLD. THE FOLLOWING DECLARED DISTANCES SHALL BE IN EFFECT:

	RUNWAY 15	RUNWAY 33
LDA	5,529'	5,442'
TORA	6,387'	6,219'
TODA	7,197'	6,219'
ASDA	6,507'	6,219'

7. THE FOLLOWING TEMPORARY MODIFICATIONS TO THE EXISTING RUNWAY AND THRESHOLD LIGHTS WILL BE REQUIRED PRIOR TO WORK WITHIN THE EXTENDED SAFETY AREA IN ORDER TO IMPLEMENT THE DECLARED DISTANCES ESTABLISHED ABOVE:
  - RUNWAY LIGHTS BETWEEN THE EXISTING DISPLACED THRESHOLD AND END OF PAVEMENT AT APPROACH END OF RUNWAY 15 REQUIRE BLUE / RED LENSES, WITH RED LENSES VISIBLE FROM APPROACH ON RUNWAY 15.
  - THRESHOLD LIGHTS AT THE EXISTING DISPLACED THRESHOLD REQUIRE RED / GREEN LENSES, WITH THE GREEN LENSES VISIBLE FROM APPROACH ON RUNWAY 15.

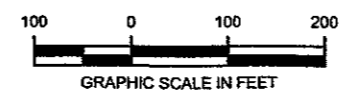
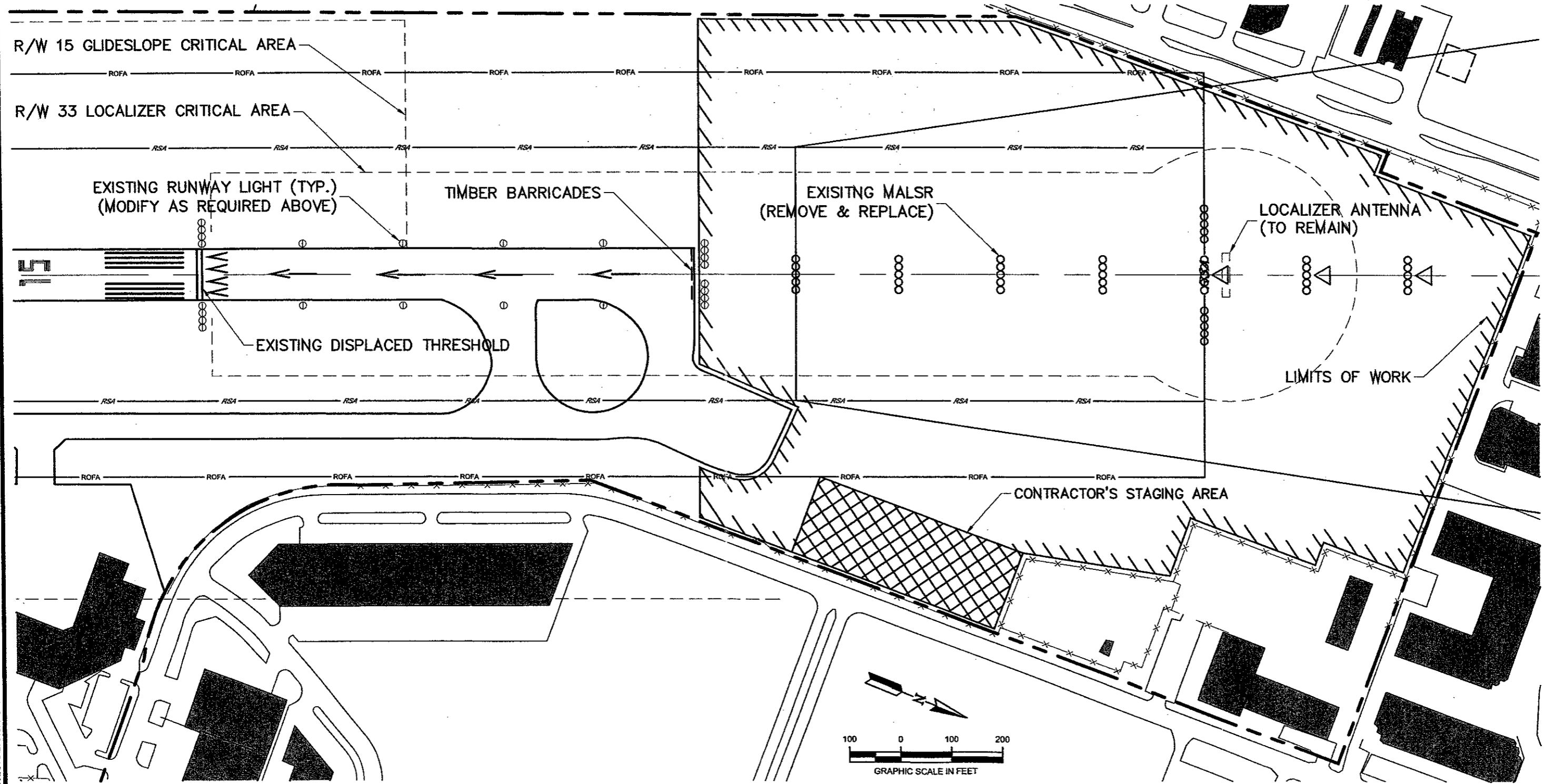
- THRESHOLD LIGHTS AT THE APPROACH END OF RUNWAY 15 REQUIRE BLUE / ED LENSES, WITH RED LENSES VISIBLE FROM APPROACH ON RUNWAY 15.

8. THE CONTRACTOR IS CAUTIONED THAT JET AIRCRAFT DEPARTING RUNWAY 15 WILL PRODUCE JET BLAST WITH VELOCITIES THAT MAY EXCEED 200 MPH. ALL MEN, EQUIPMENT, AND MATERIALS MUST REMAIN CLEAR OF AREAS IMPACTED BY JET BLAST. CONSTRUCTION WITHIN THESE AREAS MAY PROCEED ON A PULL-BACK BASIS WHEN AIRCRAFT ARE DEPARTING ON RUNWAY 15.
9. CONSTRUCTION ACTIVITIES RELATED TO THE INSTALLATION OF THE PRECISION APPROACH PATH INDICATORS (PAPIs) AND PERMANENT IMPLEMENTATION OF DECLARED DISTANCE STANDARDS MAY PROCEED AT THE CONTRACTOR'S DISCRETION WITHIN THE CONTRACT TIME.
10. THE CONTRACTOR SHALL FOLLOW LOCK OUT - TAG OUT PROCEDURES FOR ALL ELECTRICAL WORK ON THIS PROJECT.
11. CORRECT OPERATION OF THE AIRFIELD LIGHTING SYSTEM WILL BE VERIFIED EACH NIGHT PRIOR TO THE CONTRACTOR'S FORCES DEPARTING FOR THE NIGHT.
12. LIGHTED BARRICADES SHALL BE CHECKED FOR PROPER OPERATION EACH NIGHT, INCLUDING WEEKENDS AND HOLIDAYS.



**TIMBER BARRICADE**

N.T.S.



PROJECT NO.	701075
BID NO.	E701075.00
DESIGN	RGS
DRAWN	BJM
CHECKED	
SCALE	1"=100'
<b>ADDISON AIRPORT</b>	
<b>URS Greiner Woodward Clyde</b>	
400 Arcom Center Boulevard, Suite 108 Fort Worth, TX 76105 www.usrcorp.com	
PROJECT NAME	<b>RUNWAY 15 ESA GRADING</b>
DRAWING TITLE	<b>PHASING &amp; SAFETY PLAN</b>
DRAWING NO.	<b>G1.4</b>
DATE	12/8/00