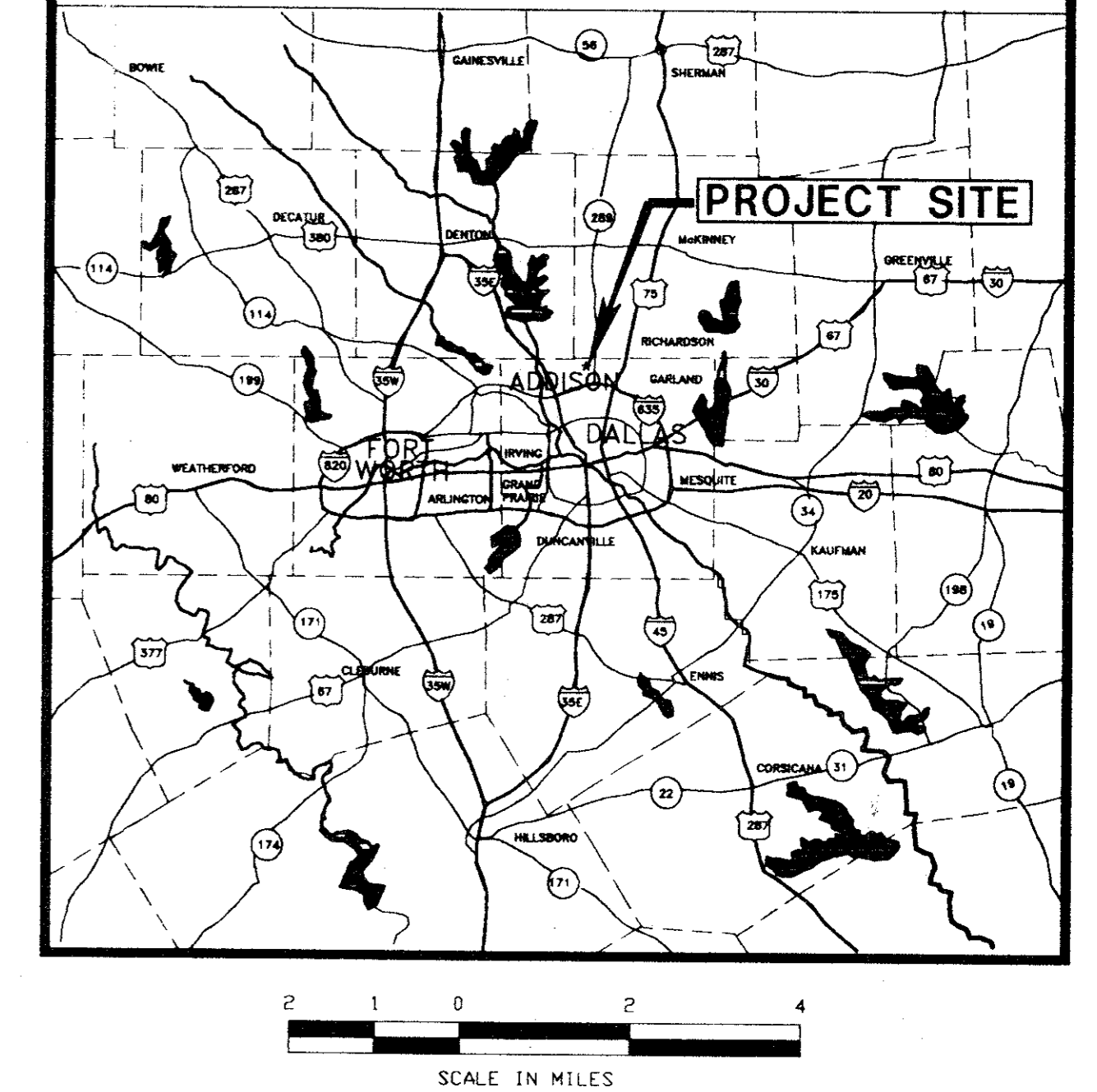


TOWN OF  
ADDISON

DALLAS COUNTY  
STATE OF TEXAS

VICINITY MAP



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\* OMITTED-NOT APPLICABLE TO AS-BUILTS

# RUNWAY REHABILITATION AND INSTALL MEDIUM INTENSITY RUNWAY LIGHTING (M.I.R.L.)

## ADDISON AIRPORT

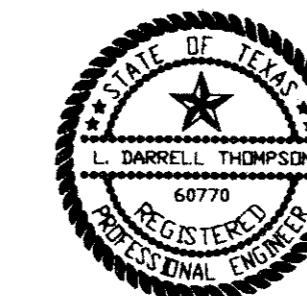
BID NUMBER 92-29

A.I.P. PROJECT NO. 3-48-0063-04-92

JUNE, 1992

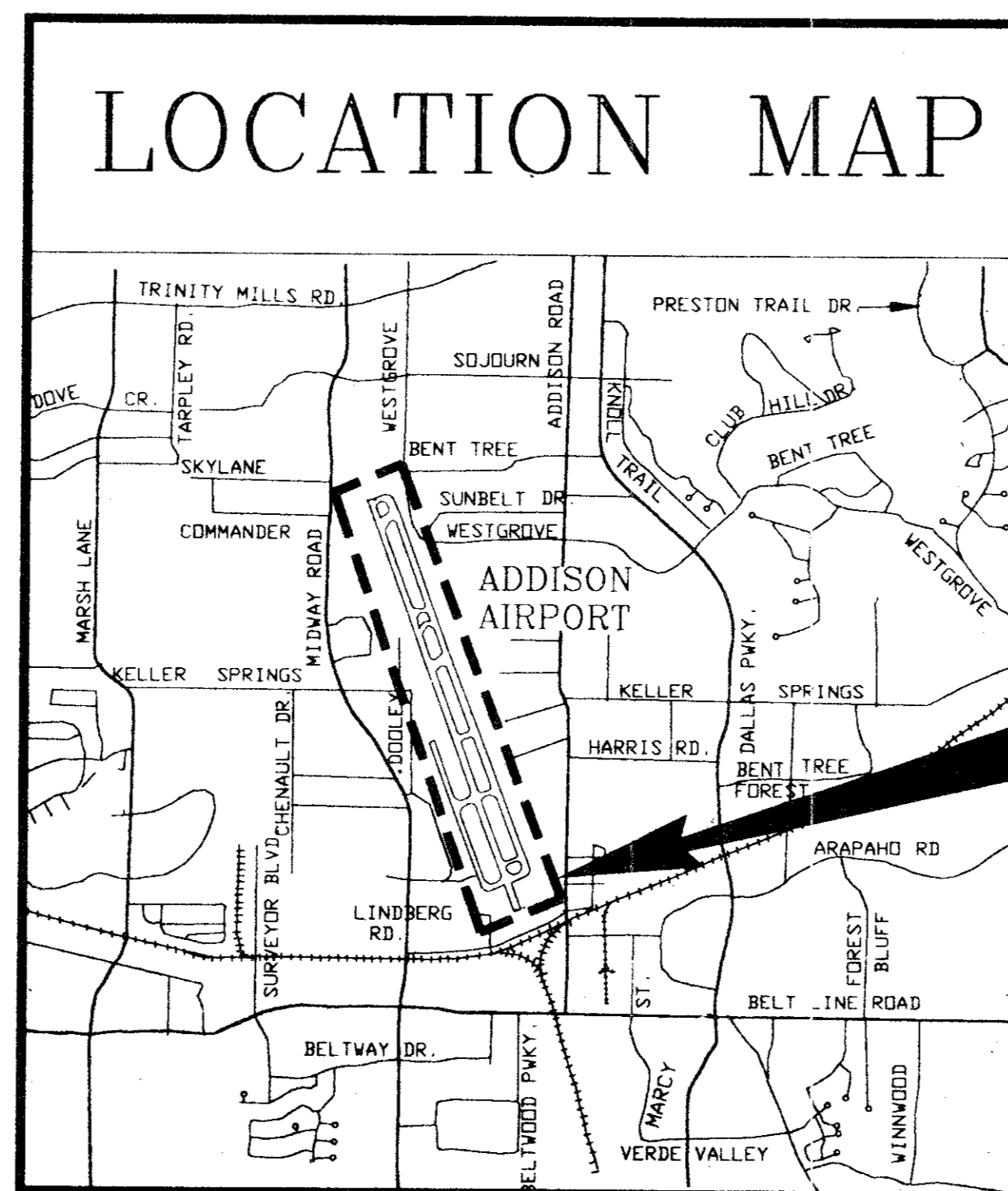
**Greiner, Inc.**  
FORT WORTH, TEXAS  
ENGINEERS ARCHITECTS PLANNERS

IN ASSOCIATION WITH:  
PSA ENGINEERING, INC.



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY L. DARRELL THOMPSON, P.E. 60770, ON JUNE, 1992.

### LOCATION MAP



**PROPOSED IMPROVEMENTS**

TYPE OF CONSTRUCTION: PAVING, MARKING AND LIGHTING (M.I.R.L.)

REVISIONS		
DATE	DESCRIPTION	BY

RECOMMENDED FOR APPROVAL

*D. ...*

DESIGN ENGINEER

DATE June 1, 1992

RECOMMENDED FOR APPROVAL

*Karen E. ...*  
PROJECT ENGINEER

DATE June 1992

APPROVED

*...*  
CITY ENGINEER

**AS BUILT**

NRV 1 0 1993

DATE June 1992

SET

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNITS	BID QUANTITY			CHANGE ORDERS			FINAL QUANTITY			REMARKS
			TOTAL	A.I.P.	NON A.I.P.	TOTAL	A.I.P.	NON A.I.P.	TOTAL	A.I.P.	NON A.I.P.	
P-101-2.1	MOBILIZATION	L.S.	1	1				1	1			
P-152-4.1	SHOULDER GRADING	L.F.	15,325	15,325				15,325	15,325			
P-401-6.1	BITUMINOUS SURFACE COURSE	TON	20,500	20,500				20,500	20,500			
P-401-6.2	MILLING EXISTING PAVEMENT	S.Y.	4,100	4,100				4,100	4,100			
P-401-6.3	RUNWAY PAVEMENT GROOVING	S.Y.	63,830	63,830				63,830	63,830			
P-603-5.1	BITUMINOUS TACK COAT	GAL	29,000	29,000				29,000	29,000			
P-620-5.1	RUNWAY AND TAXIWAY PAINTING	S.F.	106,600	106,600				106,600	106,600			
P-620-5.2	TEMPORARY RUNWAY AND TAXIWAY PAINTING	S.F.	159,900	159,900				159,900	159,900			
T-901-5.1	SEEDING	S.Y.	16,400	16,400				16,400	16,400			
L-108-5.1	CABLE TRENCH, 4" WIDE	L.F.	20,400	20,400				20,400	20,400			
L-108-5.2	UNDERGROUND CABLE, 5KV, 1/C, TYPE C, INSTALLED IN TRENCH, DUCT OR CONDUIT	L.F.	48,500	48,500				48,500	48,500			
L-108-5.3	#8 AWG BARE COUNTERPOISE WIRE, INSTALLED IN TRENCH, DUCT OR CONDUIT	L.F.	24,000	24,000				24,000	24,000			
L-108-5.4	GROUND ROD AND GROUND CONNECTION, INSTALLED-IN-PLACE	EA	50	50				50	50			
L-108-5.5	CONNECT / SPLICE CABLE TO EXISTING WINDCONE CABLES	EA	4	4				4	4			
L-109-5.1	INSTALL 30 KW, 6.6 AMP L-828 CONSTANT CURRENT REGULATOR	EA	1	1				1	1			
L-109-5.2	REMOVE AND REINSTALL EXISTING 7.5 KW CONSTANT CURRENT REGULATOR	EA	1	1				1	1			
L-109-5.3	INSTALL ELECTRICAL EQUIPMENT PANELS AND APPURTENANCES	L.S.	1	1				1	1			
L-109-5.4	INSTALL CONTROL / RELAY EQUIPMENT FOR ATCT CONTROL PANEL	L.S.	1	1				1	1			
L-109-5.5	INSTALL LIGHTING CONTROL PANEL INCLUDING COUNTER MODIFICATIONS IN EXISTING AIR TRAFFIC CONTROL TOWER	L.S.	1	1				1	1			
L-109-5.6	INSTALL CONDUIT, WIRING, CONTROL CABLES AND APPURTENANCES FROM VAULT TO ATC TOWER CAB	L.S.	1	1				1	1			
L-109-5.7	CONSTRUCT AIRFIELD LIGHTING VAULT BUILDING AND ALL APPURTENANCES	L.S.	1	1				1	1			
L-110-5.1	INSTALL 1-4" RIGID CONDUIT, JACK AND BORED UNDER EXISTING PAVEMENT, COMPLETE-IN-PLACE	L.F.	1,750	1,750				1,750	1,750			
L-110-5.2	INSTALL 4-4" UNDERGROUND ELECTRICAL SCHEDULE 40, PVC, CONCRETE ENCASED COMPLETE-IN-PLACE	L.F.	800	800				800	800			
L-110-5.3	INSTALL PRECAST CONCRETE ELECTRICAL HANDHOLE, COMPLETE-IN-PLACE	EA	26	26				26	26			
L-110-5.4	INSTALL PRECAST CONCRETE ELECTRICAL MANHOLE, COMPLETE-IN-PLACE	EA	3	3				3	3			
L-110-5.5	INSTALL PRECAST CONCRETE ELECTRICAL PULLBOX, COMPLETE-IN-PLACE	EA	28	28				28	28			
L-125-5.1	REMOVE AND SALVAGE EXISTING AIRFIELD LIGHT FIXTURE	EA	100	100				100	100			
L-125-5.2	INSTALL MEDIUM INTENSITY RUNWAY LIGHT (MIRL) BASE MOUNTED WITH TRANSFORMER, COMPLETE-IN-PLACE	EA	70	70				70	70			
L-125-5.3	INSTALL RUNWAY END LIGHT, BASE MOUNTED WITH TRANSFORMER, COMPLETE-IN-PLACE	EA	14	14				14	14			
L-125-5.4	INSTALL RUNWAY DISPLACED THRESHOLD LIGHT, BASE MOUNTED W/ TRANSFORMER, COMPLETE IN PLACE	EA	14	14				14	14			
L-125-5.5	INSTALL MEDIUM INTENSITY TAXIWAY LIGHT, (MITL) BASE MOUNTED WITH TRANSFORMER, COMPLETE-IN-PLACE	EA	76	76				76	76			
L-125-5.6	INSTALL GUIDANCE SIGN, BASE MOUNTED WITH TRANSFORMER, COMPLETE-IN-PLACE	EA	11	11				11	11			
L-125-5.7	ADJUST EXISTING MALSR IN-PAVEMENT LIGHTS, COMPLETE-IN-PLACE	EA	20	20				20	20			
GP-70-11	THIRD PARTY INSURANCE	L.S.	1	1				1	1			

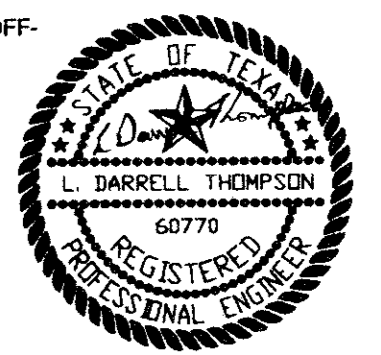
- The Contractor shall acquaint his supervisors of the airport activity and operations that are inherent of this active airport and shall conduct his construction activities to conform to all routine and emergency air traffic requirements and guidelines on safety specified in Special Provisions of the contract documents.
- All Contractor vehicles that are authorized to operate on the airport outside of the designated construction area are limited to haul routes as specified on the plans. Contractor vehicles in the active Aircraft Operations Area (AOA) shall display in full view above the vehicle a 3' x 3' orange and white checkerboard flag, each checkerboard color being 1" square and escorted under the control of the Contractor mobile (two-way) radio operator on the job at all times. During daytime operations the mobile operator shall be in constant contact with ATCT group control. Any vehicle operating in the active AOA during the hours of darkness should be equipped with a flashing amber (yellow) dome type light, mounted on top of the vehicle and of such intensity to conform to local codes for maintenance and emergency vehicles.
- A Contractor vehicle that is required to cross active runways and instrument approach areas shall do so under the direct control of a flagman who is in direct (two-way) radio communication with the ground controller of the Air Traffic Control Tower, on ground control frequency. The flagman and radio operator shall be trained and instructed by Airport Management in the regulations governing operations on the AOA. The flagman and radio operator shall remain with his vehicle at all times. Contractor mobile (two-way) radio operator shall be equipped with two-way radios as well as flashing amber dome type light as directed by the Engineer. All airport traffic on runways, taxiways and aprons shall have priority over Contractor's traffic.
- No runway, taxiway, apron or airport roadway shall be closed without written approval of the Airport Manager by the Engineer. To enable necessary "Notices to Airmen" (NTA's) or advisories to airport services tenants. A minimum of 48 hours notice of requested closing shall be directed to the Engineer, who will coordinate the request with the Owner.
- Any construction activity within 200' of an active runway edge or 40' from an active taxiway edge or open excavations in excess of 1 1/2" inches deep within the above areas, will require closure of the affected runway or taxiway, unless otherwise approved by the owner. Closure requires the same provisions as paragraph four above. See phasing notes sheet 4 for additional closure requirements.
- Stockpiled material should be constrained in a manner to prevent movement resulting from aircraft jet blast or wind conditions in excess of 10 knots.
- Open trenches, excavations and stockpiled material located in the AOA shall be prominently marked with flags and lighted by approved light units during hours of restricted visibility and darkness.
- Debris, waste and loose material, capable of causing damage to aircraft landing gears, propellers or being ingested in jet engines shall not be allowed on active aircraft movement areas. If these materials are observed to be on active aircraft movement areas, they will be removed immediately and continuously during construction. Contractor is required to maintain on site a power sweeper with vacuum abilities to maintain the area debris free. This requirement is of the utmost importance. Any damage to aircraft as a result of non-compliance will be the sole responsibility of the Contractor.
- The Engineer will arrange with the owner for inspection prior to opening for aircraft use any runway or taxiway that has been closed for work, on or adjacent thereto, or that has been used for a crossing point or route by the Contractor. Prior to opening any runway or taxiway an inspector duly authorized by the City (not part of the Engineer's staff) shall inspect and approve the runway or taxiways for use.
- The Contractor's Security Officer (C.S.O.) will be responsible for all safety precautions. Prior to the commencement of the work the C.S.O. shall provide the Engineer an outline of a proposed accident and fire protection plan for all work contemplated under the contract and conduct at least one safety meeting each month for each shift and require the attendance of all supervisors at such meetings. Copies of the minutes of safety meetings shall be kept on file in the Contractor's field office and available upon demand by the Engineer.

SAFETY

SECURITY

GENERAL CONTRACT NOTES

- HAUL ROUTES - LOCATION OF HAUL ROUTES ON THE AIRPORT SITE SHALL BE AS SPECIFIED ON THE PLANS OR AS APPROVED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. THE CONTRACTOR SHALL PROVIDE APPROPRIATE SIGNAGE ON AND OFF THE AIRPORT TO DIRECT DELIVERIES TO THE STAGING AREA. ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK. ALL SERVICE ROADS AND ACCESS ROADS SHALL REMAIN OPEN DURING DURING CONSTRUCTION.
- CONTRACTOR UTILITIES - THE CONTRACTOR'S STAGING AREA, SHOWN ON THE PHASING PLANS, DOES NOT HAVE ANY UTILITIES. THE CONTRACTOR MAY MAKE PROVISIONS FOR THE UTILITIES. THE CONTRACTOR SHALL PAY FOR ALL CONNECTION COSTS AND SHALL PAY FOR POWER AND TELEPHONE.
- SAFETY AND SECURITY - THE CONTRACTOR SHALL CONDUCT HIS ACTIVITIES IN A SAFE AND SECURE MANNER AS SPECIFIED IN THE 'CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS' AS ABOVE AND IN THE SPECIAL PROVISIONS SECTION 311.
- SEEDING AND MULCHING - ALL AREAS WHICH ARE DISTURBED BY THE CONTRACTOR SHALL BE SEEDED AND MULCHED. PAYMENT FOR SEEDING AND MULCHING FOR AREAS RECEIVING SHOULDER GRADING SHALL BE MADE UNDER ITEM T-901-5.1 SEEDING AND MULCHING. ALL OTHER SEEDING AND MULCHING SHALL BE INCIDENTAL TO THE PROJECT.
- ALL WASTE MATERIALS FROM MILLING OPERATIONS SHALL BE DISPOSED OF OFF-SITE AT NO EXPENSE TO THE OWNER.



6-1-92

NOV 10 1993

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THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY L. DARRELL THOMPSON, P.E. 60770, ON JUNE, 1992.

DESIGN: **K.E.G.**  
DRAWN: **J.R.H.**  
CHECKED: **L.D.T.**

A.I.P. NO.: 3-48-0063-04-92  
BID NO.: 92-29  
JOB NO.: Y8024.30  
DATE: \_\_\_\_\_  
REVISIONS: \_\_\_\_\_  
BY: \_\_\_\_\_  
AUTH: \_\_\_\_\_

**Greiner**  
Engineers, Architects  
and Planners  
Fort Worth, Texas



ADDISON AIRPORT

SUMMARY OF QUANTITIES  
AND CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS

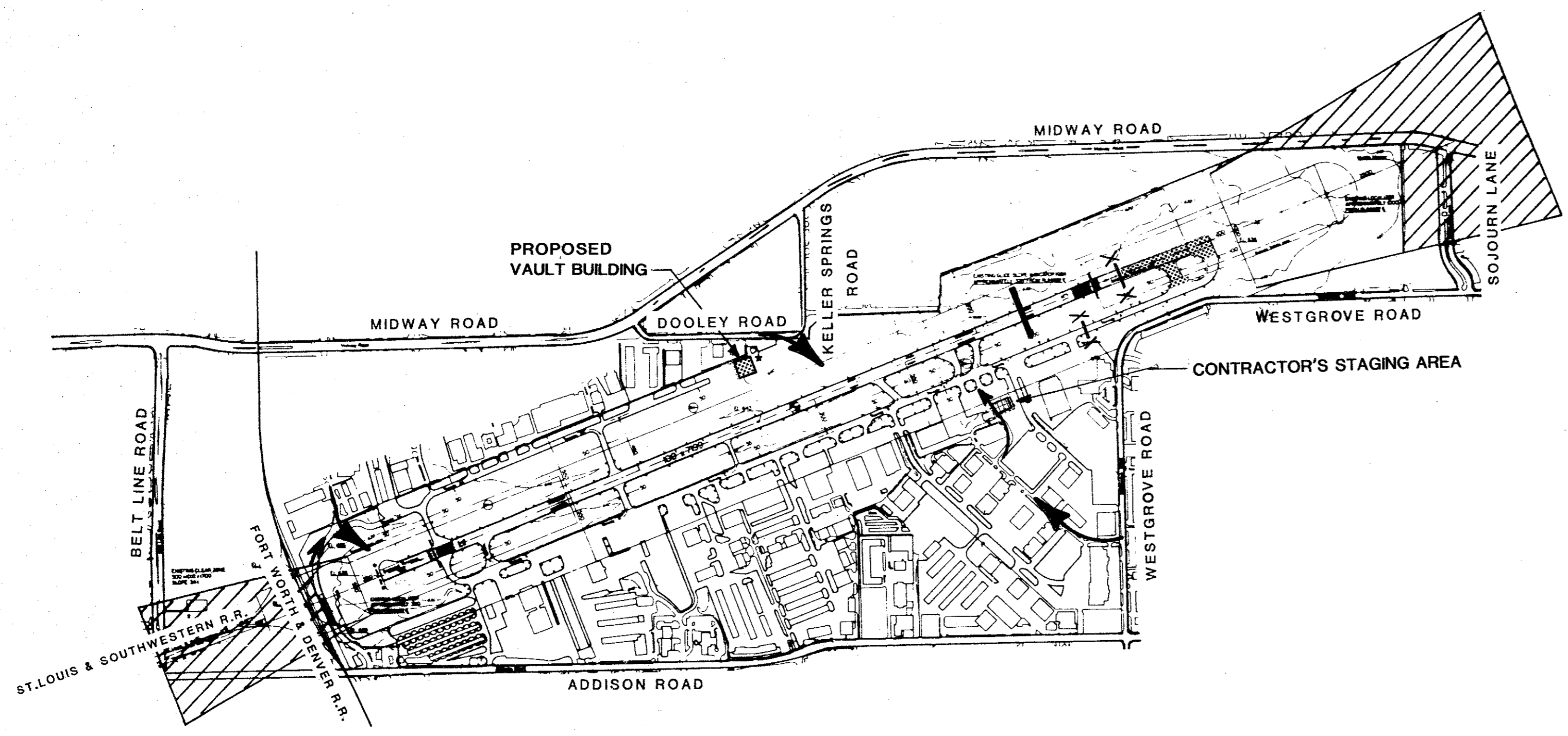
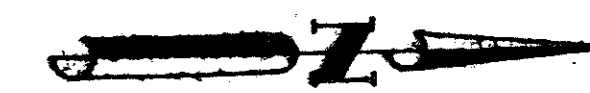
SHEET

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DATE: JUNE, 1992

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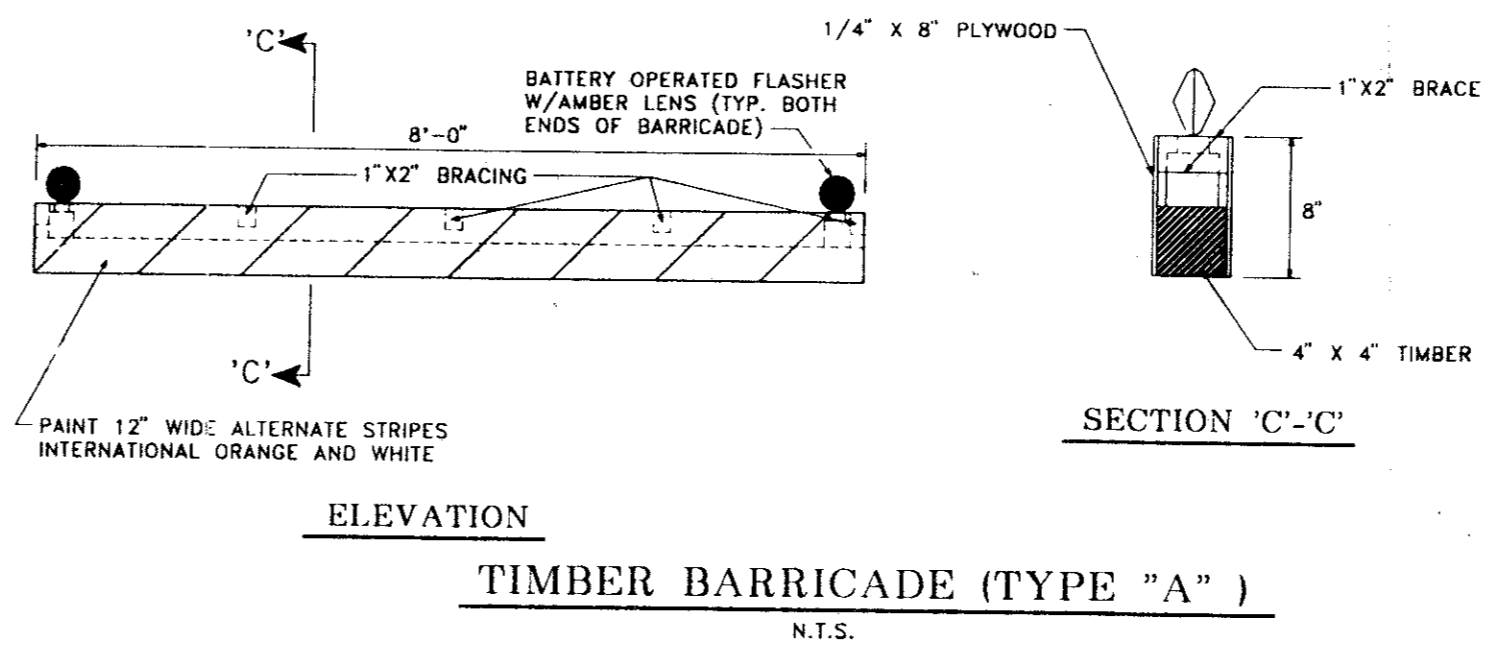
**LEGEND**

- DAY WORK (PAVING, LIGHTING, AND MARKING)
- BARRICADES
- DISPLACED THRESHOLD
- CONTRACTOR STAGING AREA
- HAUL ROUTES

\* TEMPORARILY DISPLACE R/W 15 THRESHOLD 730' FOR DAY WORK.

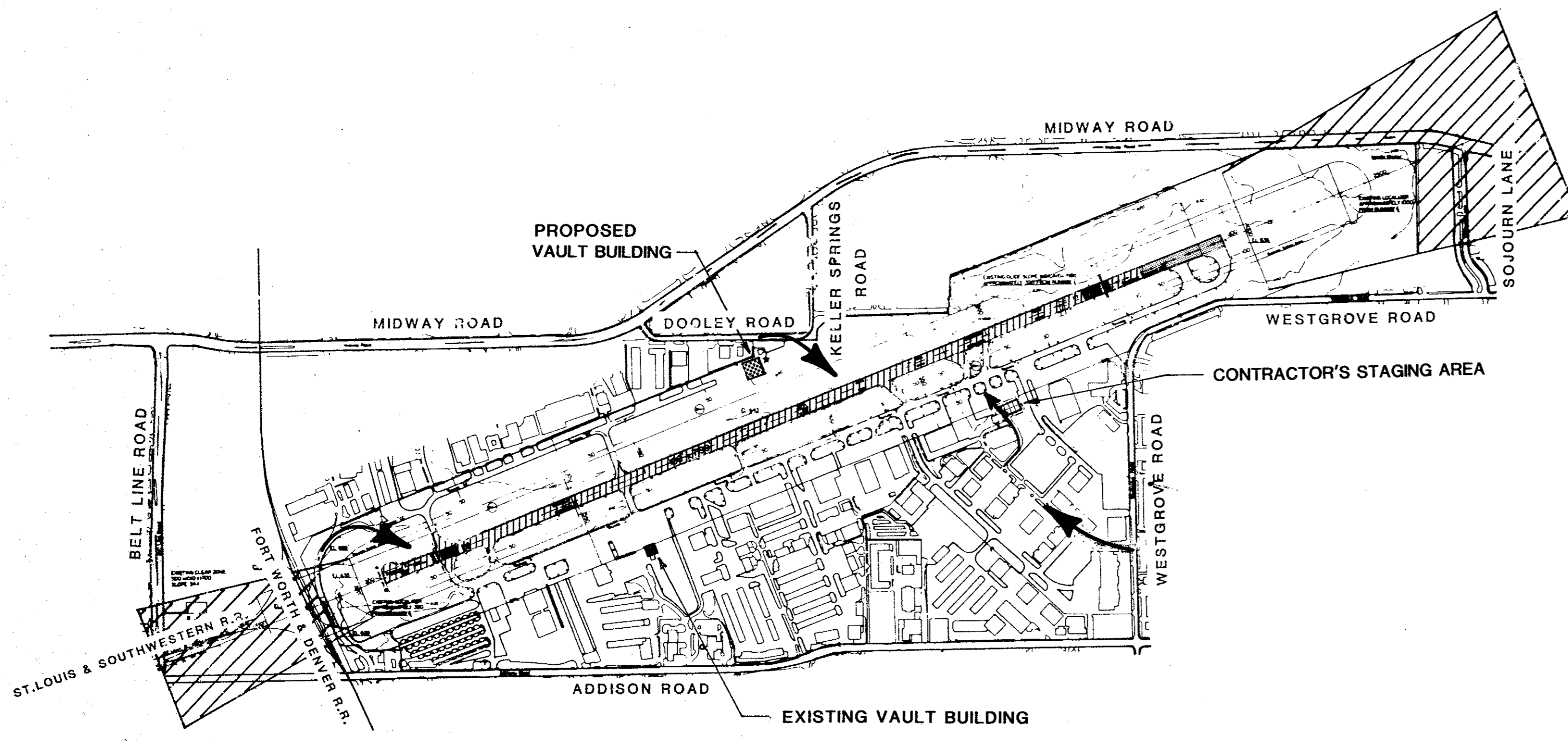
USABLE RUNWAY:  
 TAKEOFF - R/W 15 - 5100'  
                   R/W 33 - 5470'  
 LANDING - R/W 15 - 5470'  
                   R/W 33 - 5000'

**PHASE A**



**CONSTRUCTION PHASING NOTES**

- THE TOTAL CONTRACT TIME IS 108 CALENDAR DAYS.
- PHASE A - 16 CALENDAR DAYS**
- CONTRACTOR MOBILIZATION.
  - DISPLACE RUNWAY 15 THRESHOLD 730 FEET SOUTH OVER ONE WEEKEND, STARTING ON FRIDAY AT 9:00 P.M. BARRICADES SHALL BE PLACED AND MAINTAINED ON TAXIWAY A DURING DISPLACEMENT OF THRESHOLD AS INDICATED ON THE PLAN.
  - PAVE, LIGHT (MIRL) AND TEMPORARILY MARK THE NORTHERN 730 FEET OF THE RUNWAY AND CONNECTOR TAXIWAYS G AND H. CONSTRUCTION ACTIVITIES RUN 24 HOURS A DAY.
  - CONSTRUCTION OF AIRFIELD ELECTRICAL VAULT BUILDING BEGINS.
  - REMOVE RUNWAY THRESHOLD DISPLACEMENT ON MONDAY AT 6:00 A.M. AND RE-OPEN RUNWAY 15-33 TO ITS NORMAL LENGTH.
- PHASE B - 92 CALENDAR DAYS**
- CLOSE RUNWAY 15-33 AT NIGHT BETWEEN THE HOURS OF 9:00 P.M. AND 6:00 A.M. COORDINATE CLOSURE WITH ENGINEER TO INSURE PROPER NOTAM'S ARE ISSUED (SEE SAFETY NOTE ON SHEET 3).  
 NOTE: NO CONSTRUCTION ACTIVITIES WILL TAKE PLACE ON THE RUNWAY OR TAXIWAYS FROM 6:00 A.M. SEPTEMBER 19, 1992 THROUGH 9:00 P.M. SEPTEMBER 27, 1992.
  - PAVE, LIGHT (MIRL) AND TEMPORARILY MARK THE SOUTHERN 6,470 FEET OF THE RUNWAY AND CONNECTOR TAXIWAYS DURING NIGHT TIME CLOSURE.
  - CONTINUE CONSTRUCTION OF AIRFIELD LIGHTING VAULT.
  - OPEN RUNWAY DAILY BY 6:00 A.M. CONTRACTOR SHALL CEASE CONSTRUCTION ACTIVITIES BY 5:00 A.M. DAILY TO ALLOW FOR FINAL CLEANUP AND INSPECTION OF THE RUNWAY AND TAXIWAY SAFETY AREAS PRIOR TO THE 6:00 A.M. RUNWAY RE-OPENING.
  - RUNWAY PAVEMENT GROOVING OPERATIONS SHALL COMMENCE AFTER A 21 DAY CURE PERIOD HAS ELAPSED FOR THE PAVEMENT. RUNWAY PAVEMENT GROOVING SHALL TAKE PLACE DURING THE NIGHT TIME RUNWAY CLOSURE. DURING GROOVING OPERATIONS, THE CONTRACTOR SHALL HAVE SUFFICIENT EQUIPMENT ON HAND TO BE ABLE TO COMPLETELY CLEAN THE RUNWAY OF GROOVING SLURRY, AND CLEAR THE RUNWAY OF MEN AND EQUIPMENT WITHIN AN HOUR'S NOTICE.
  - UPON COMPLETION OF RUNWAY PAVEMENT GROOVING, FINAL PAVEMENT MARKING SHALL BE APPLIED DURING THE RUNWAY NIGHT TIME CLOSURE.
  - RE-OPEN RUNWAY 15-33 FOR 24-HOUR OPERATION.



**LEGEND**

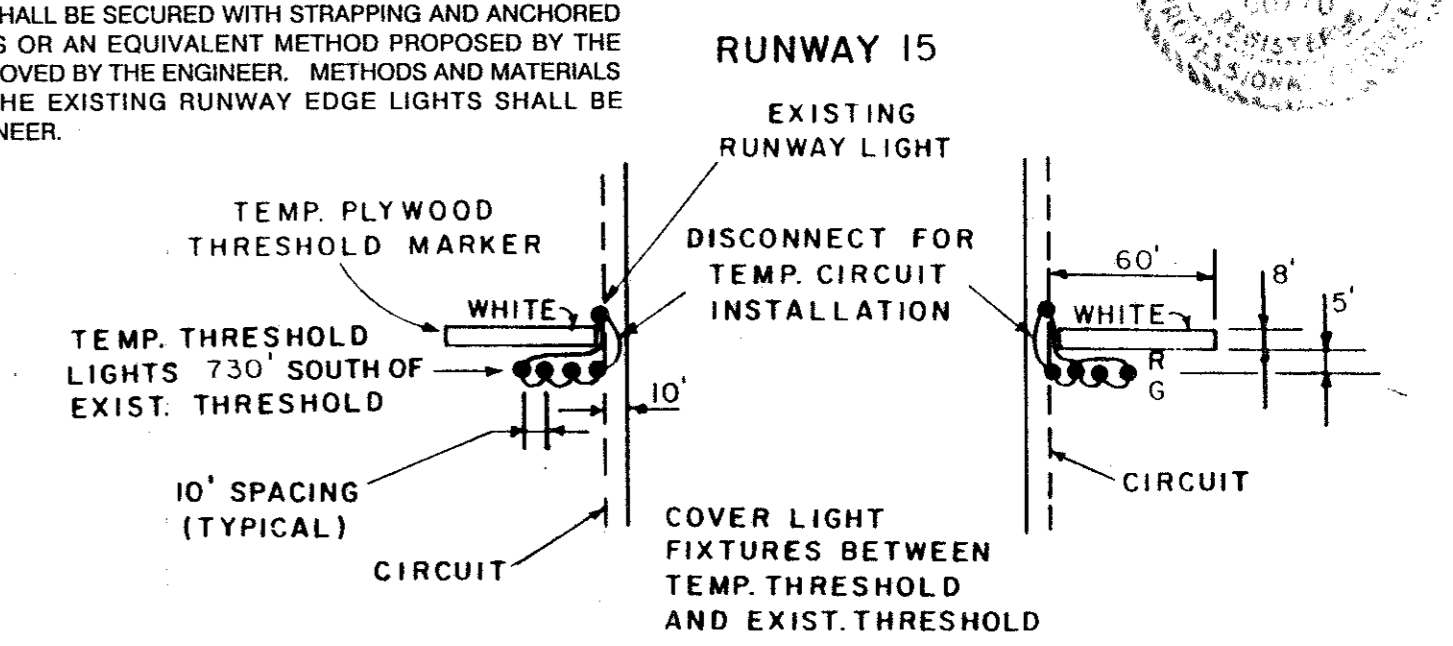
- NIGHT WORK (PAVING, LIGHTING, GROOVING AND MARKING)
- NIGHT WORK (GROOVING AND MARKING)
- DAY WORK (VAULT BUILDING)
- CONTRACTOR'S STAGING AREA
- HAUL ROUTES

\* RUNWAY CLOSED AT NIGHT BETWEEN THE HOURS OF 9:00 P.M. AND 6:00 A.M. CONTRACTOR TO VACATE THE RUNWAY BY 5:00 A.M. EACH MORNING IN ORDER FOR THE CITY TO CONDUCT AN INSPECTION BEFORE OPENING THE PAVEMENT TO AIRCRAFT TRAFFIC.

**PHASE B**

AS BUILT  
 NOV 10 1993

A TEMPORARY DISPLACED THRESHOLD SHALL BE PLACED AT THE LOCATION SHOWN ON THE PLANS AND SHALL INCLUDE TEMPORARY THRESHOLD LIGHTS (8 L-962, SPIT LENS, RED/GREEN), TWO (2) WHITE TEMPORARY PLYWOOD THRESHOLD MARKERS (8' X 60") AND TEMPORARY LIGHT CIRCUITS. THE COST OF INSTALLING, MAINTAINING AND REMOVING OF THE TEMPORARY DISPLACED THRESHOLD IS INCIDENTAL TO THE PROJECT. TEMPORARY PLYWOOD THRESHOLD MARKERS SHALL BE SECURED WITH STRAPPINGS AND ANCHORED WITH SCREW ANCHORS OR AN EQUIVALENT METHOD PROPOSED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. METHODS AND MATERIALS USED TO COVERED THE EXISTING RUNWAY EDGE LIGHTS SHALL BE APPROVED BY THE ENGINEER.



TEMPORARY DISPLACED THRESHOLD  
 N.T.S.

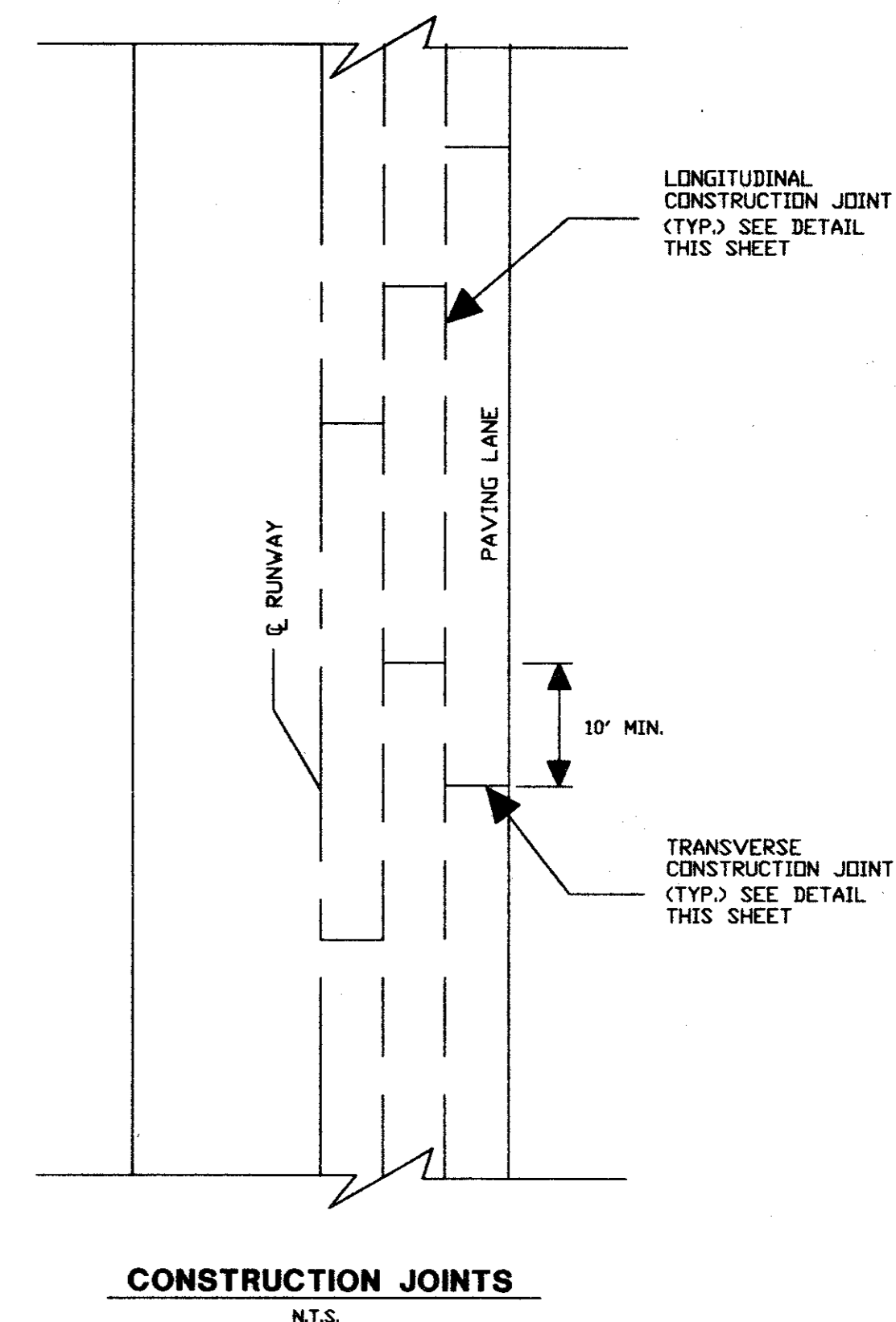
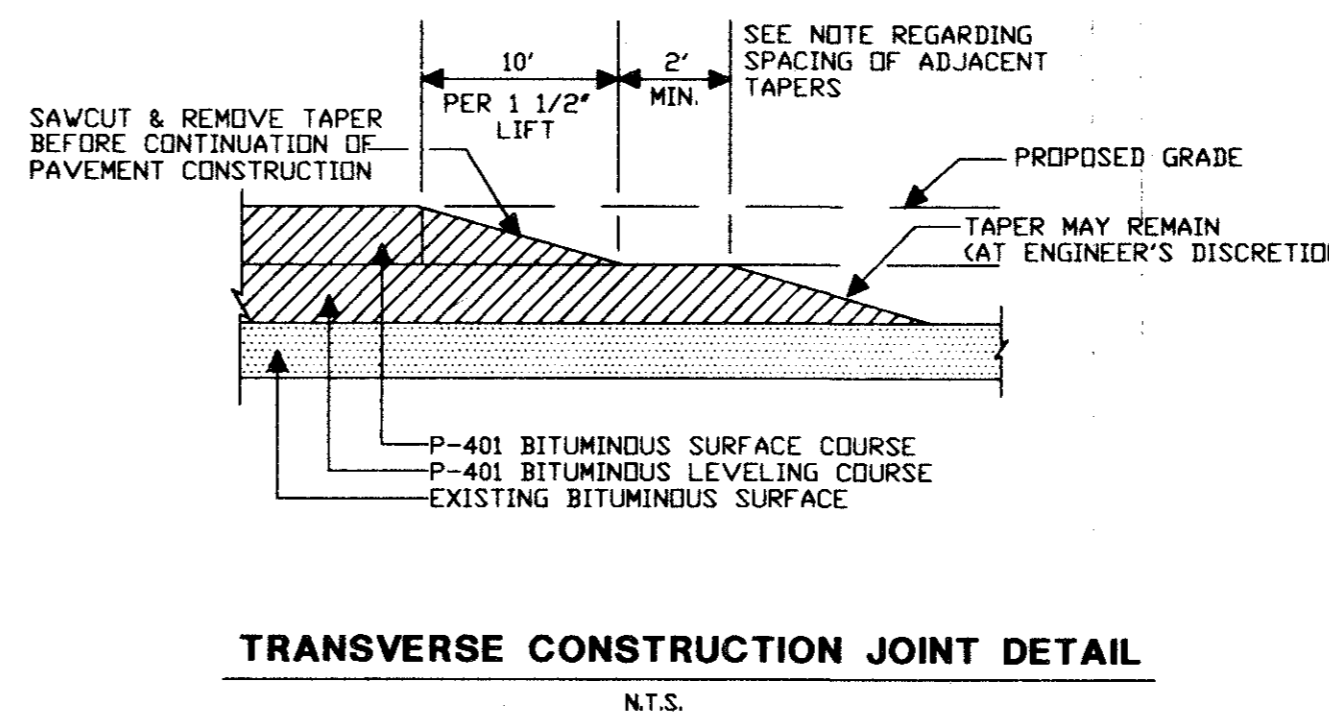
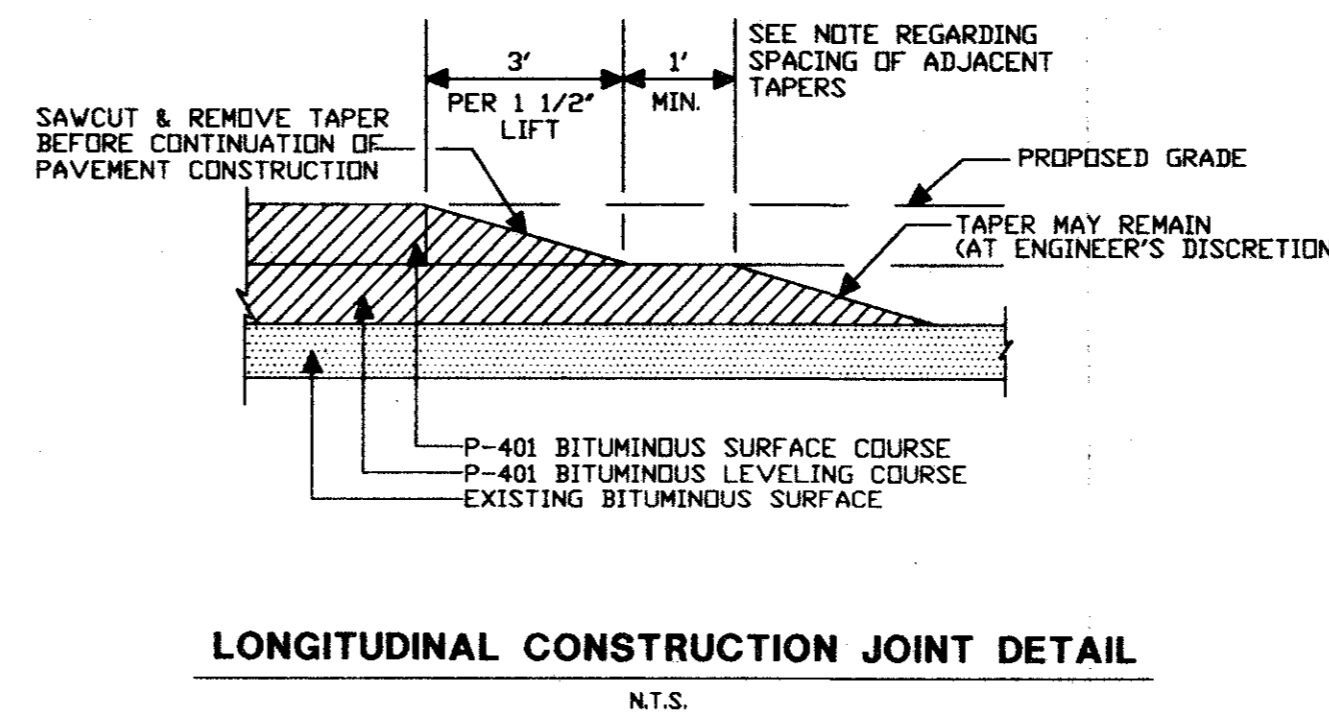
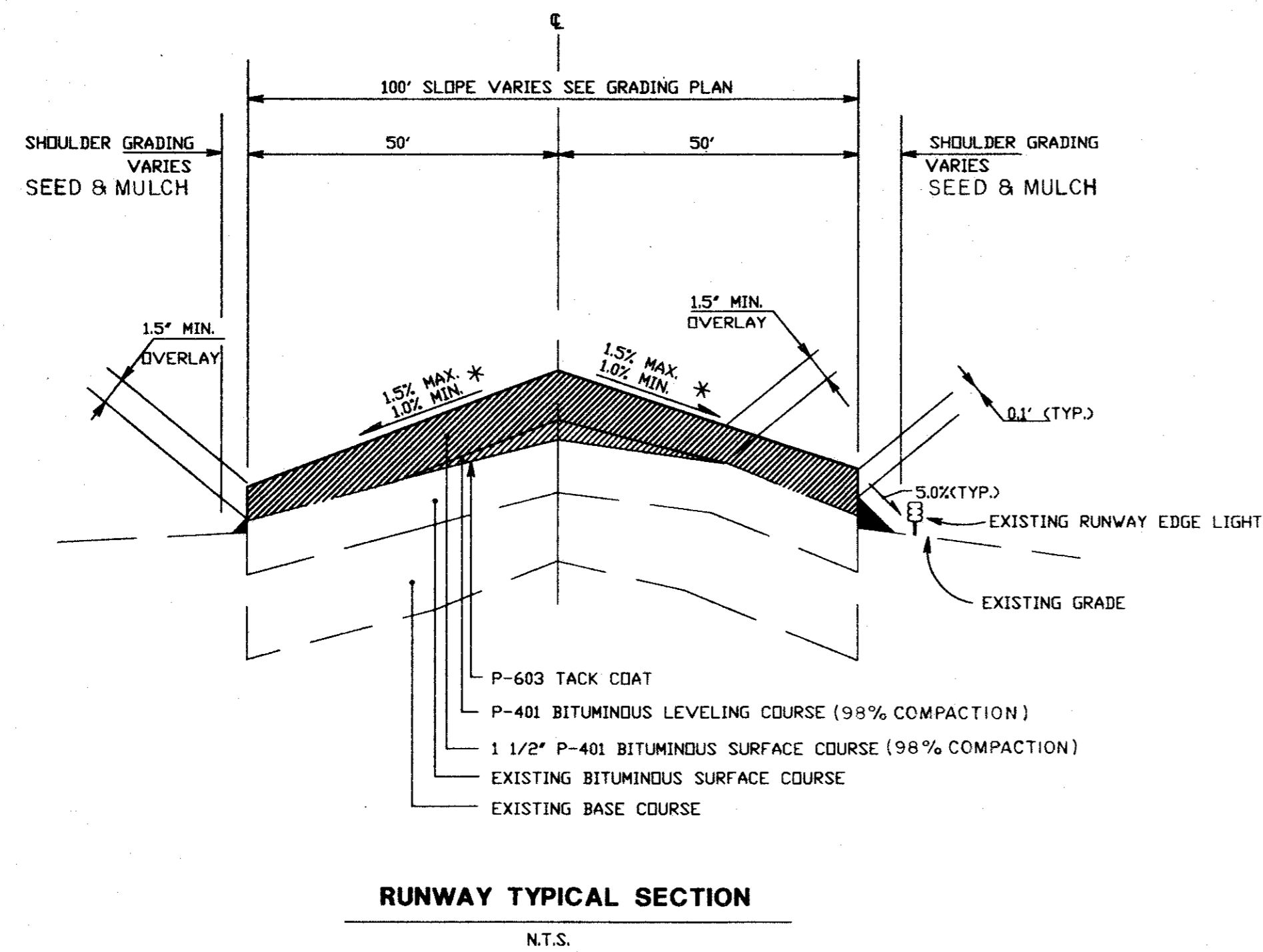
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DRAWN	J.H.	BD NO. 92-29
CHECKED	D.T.	JOB NO. Y8024.30
SCALE:	1" = 800'	DATE
		REVISIONS
		BY
		AUTH

**Greiner** Engineers, Architects and Planners  
 Greiner, Inc.  
 FORT WORTH, TEXAS



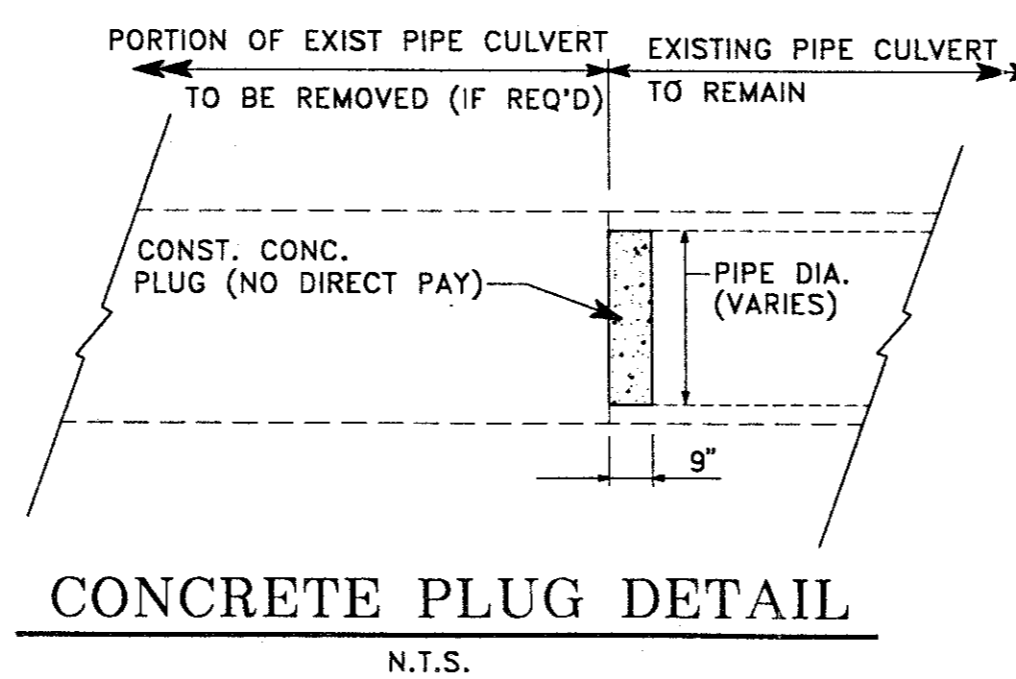
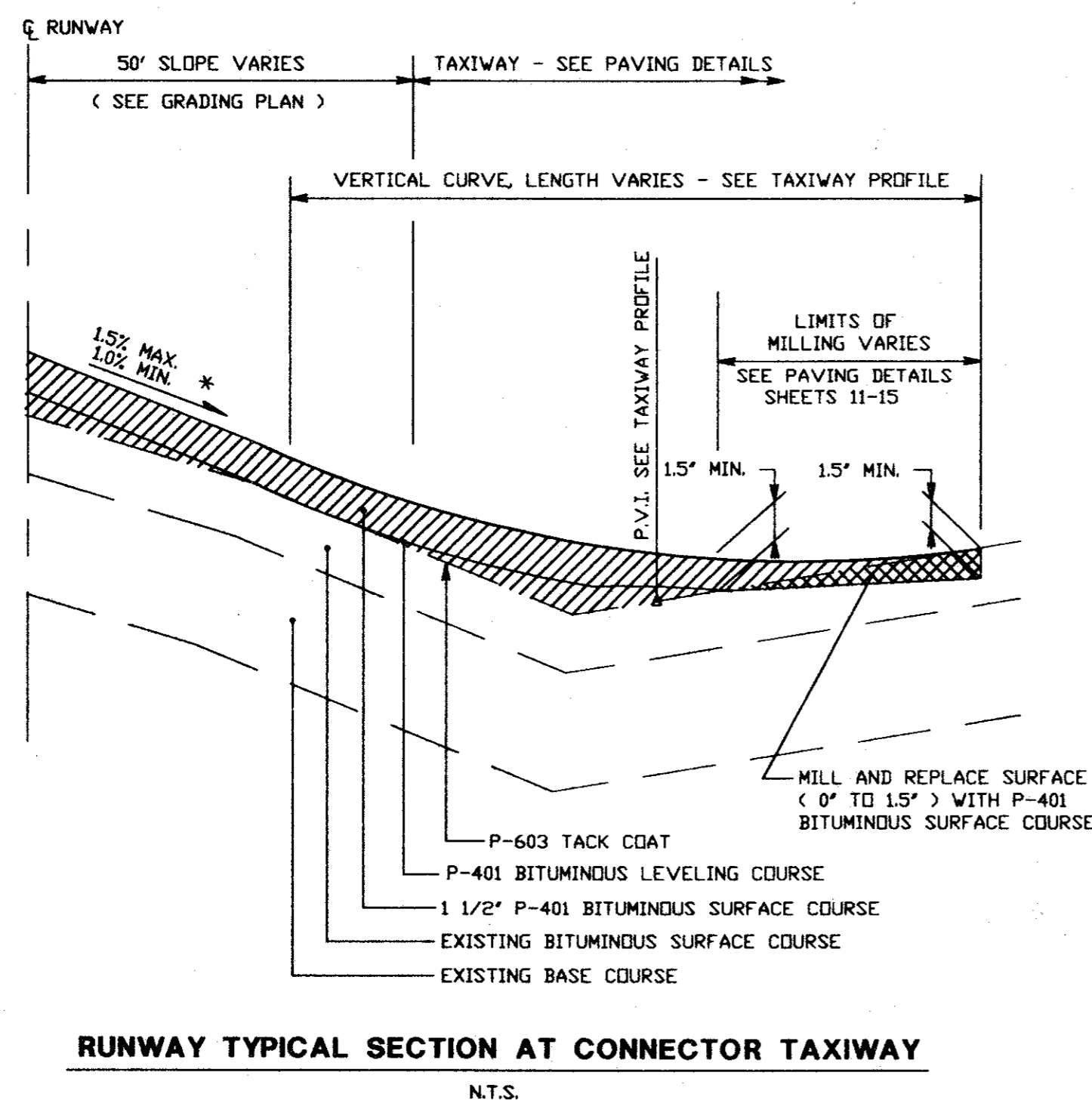
ADDISON AIRPORT

**RUNWAY REHABILITATION PHASING PLAN**



\* 1.0 % MINIMUM SLOPE ALONG RUNWAY, EXCEPT AT TAXIWAY INTERSECTIONS FOR TAXIWAYS A,C AND F. SEE TAXIWAY PROFILE SHEETS 9 AND 10, AND PAVING PLAN SHEETS 6-8.

NOTE: CONTRACTOR SHALL NOT DISTURB RUNWAY EDGE LIGHTS DURING SHOULDER GRADING OPERATIONS. IN CASES WHERE SHOULDER GRADING IS REQUIRED BEYOND 10' FROM RUNWAY EDGE OF PAVEMENT, EXISTING EDGE LIGHTS SHALL BE PROTECTED AND KEPT VISIBLE TO AIRPORT USERS UNTIL NEW LIGHTS ARE INSTALLED.



**GENERAL PAVING NOTES**

P-152 OFF-SITE BORROW MATERIAL SHALL BE USED IN THE SHOULDER GRADING AND SHALL MEET THE REQUIREMENTS AS SPECIFIED IN P-152 EXCAVATION AND EMBANKMENT. ALL COSTS ASSOCIATED WITH THE BORROW MATERIAL SHALL BE INCLUDED IN THE SHOULDER GRADING PAY ITEM.

SHOULDER GRADING SHALL BE MEASURED PER LINEAR FOOT (METER) AS MEASURED ALONG THE PAVEMENT EDGE, REGARDLESS OF WIDTH. ALL GRADED AREAS SHALL BE SEEDED AND MULCHED.

P-401 BITUMINOUS SURFACE AND LEVELING COURSES - THE JOB MIX FORMULA SHALL BE PREPARED BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIFICATIONS. COMPACTED LIFTS SHALL BE LIMITED TO 1 1/2\"/>

PAVEMENT MILLING SHALL BE IN ACCORDANCE WITH TxDOT SPECIFICATION ITEM 254 SCARIFYING EXISTING PAVEMENT. PAYMENT SHALL BE MADE UNDER P-401-6.2(b) MILLING EXISTING PAVEMENT, MEASURED BY SQUARE YARDS OF OLD PAVEMENT IN ITS ORIGINAL POSITION. NO SEPARATE PAYMENT SHALL BE MADE FOR THE HAULING AND DISPOSING OF THE MILLED MATERIAL. COST SHALL BE INCIDENTAL TO MILLING OPERATION.

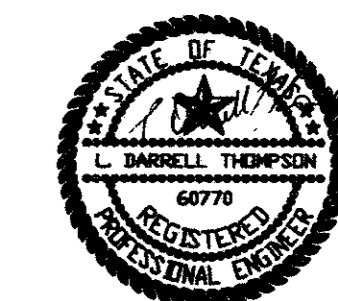
P-603 BITUMINOUS TACK COAT - MATERIAL SHALL BE SS-1h DILUTED AT APPROXIMATELY 60 PERCENT ASPHALT AND 40 PERCENT WATER. RS-2, AT THE SAME DILUTION RATE, IS AN ALLOWABLE SUBSTITUTE, IF APPROVED IN ADVANCE BY THE ENGINEER. THE ESTIMATED QUANTITY IS BASED ON AN AVERAGE APPLICATION RATE OF 0.10 GAL./SY OF DILUTED MIXTURE, ASSUMED WITH 1-1/2\"/>

**CONSTRUCTION JOINT NOTES**

1. CONSTRUCTION JOINTS OCCURRING IN 1-1/2" SURFACE COURSE FROM PREVIOUS DAYS CONSTRUCTION SHALL BE SAWCUT AND REMOVED PRIOR TO CONTINUATION OF NEW ADJACENT PAVEMENT CONSTRUCTION.
2. CONSTRUCTION JOINTS OCCURRING IN LEVELING COURSE MAY REMAIN IN PLACE, AT THE ENGINEER'S DISCRETION.
3. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO COMPLETE A DAYS OPERATION ACROSS THE FULL WIDTH OF THE RUNWAY PAVEMENT IN ORDER TO MINIMIZE THE AMOUNT OF LONGITUDINAL CONSTRUCTION JOINTS.
4. THE LONGITUDINAL JOINT IN ONE LAYER SHALL OFFSET THAT IN THE LAYER IMMEDIATELY BELOW BY AT LEAST ONE FOOT (30 CM); HOWEVER, THE JOINT IN THE TOP LAYER OR SHALL BE AT THE CENTERLINE OF THE PAVEMENT. TRANSVERSE JOINTS IN ONE LAYER SHALL BE OFFSET BY AT LEAST TWO FEET (60 CM) FROM TRANSVERSE JOINTS IN PREVIOUS LAYERS. TRANSVERSE JOINTS IN ADJACENT LANES SHALL BE OFFSET A MINIMUM OF 10 FEET (3 M).
5. NO SEPARATE PAYMENT SHALL BE MADE FOR CONSTRUCTION JOINTS (TAPERS). COST FOR CONSTRUCTION AND REMOVAL OF CONSTRUCTION JOINTS (TAPERS) SHALL BE INCIDENTAL TO ITEM P-401. BITUMINOUS MATERIALS USED IN CONSTRUCTION OF JOINTS (TAPERS) SHALL BE PAID AT THE CONTRACT UNIT PRICE OF ITEM P-401.

**AS BUILT**

NOV 10 1993



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DESIGN: J.C.	ALP. NO. 3-48-0063-04-92
DRAWN: M.G.	BID NO. 92-29
CHECKED: D.T.	JOB NO. YB024.30
SCALE: N.T.S.	Date
	Revisions
	By

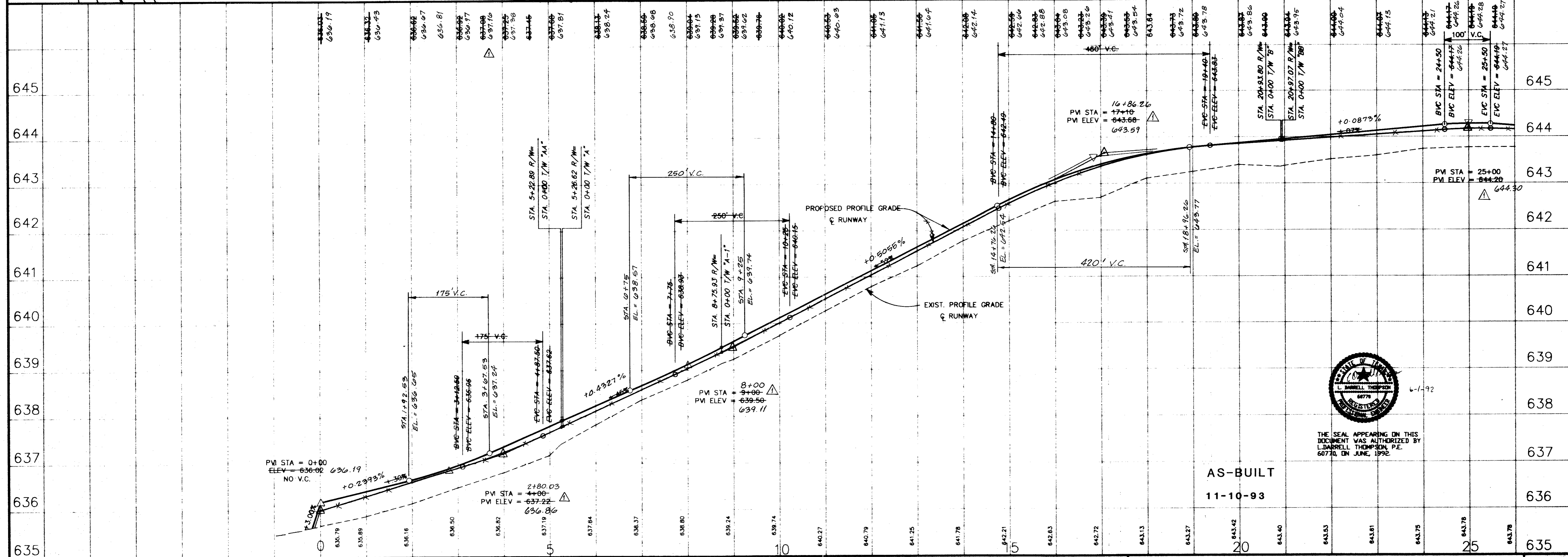
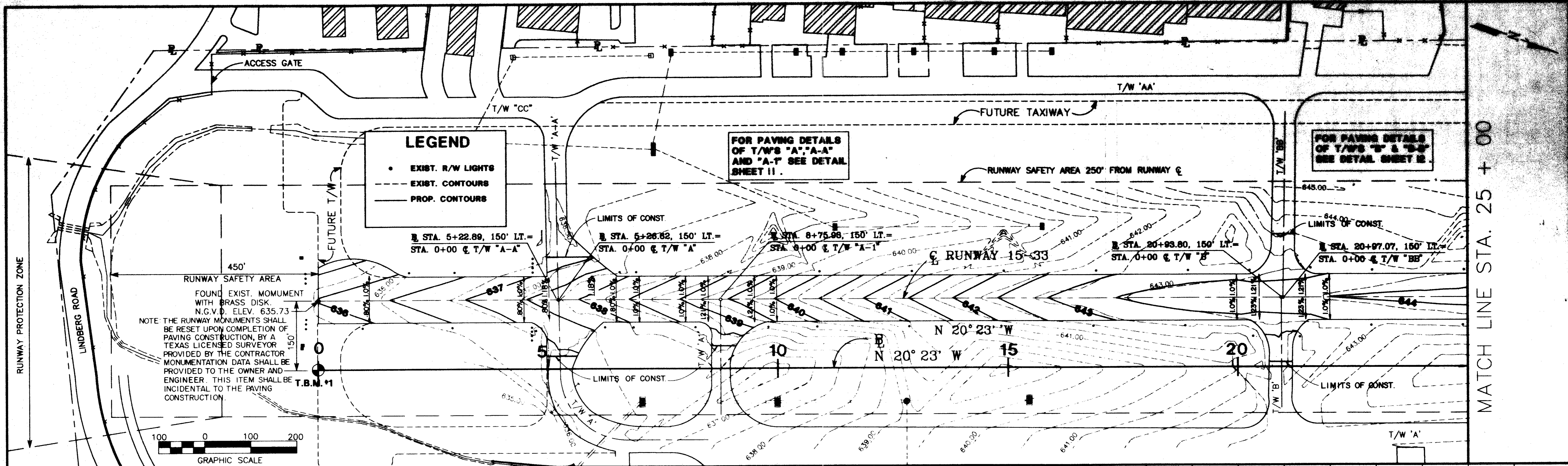
**Greiner**  
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Greiner, Inc.  
Fort Worth, Texas



**ADDISON AIRPORT**

**RUNWAY REHABILITATION**  
TYPICAL SECTIONS & DETAILS

SHEET  
5



DESIGN: J.C.	A.I.P. NO.: 3-48-0063-04-92	7-10-93	FIELD CHANGE #1
DRAWN: J.C.	BID NO.: 92-29		
CHECKED: J.C.	JOB NO.: Y8024.30	Date	Revisions
SCALE: 1" = 100' HORIZ. 1" = 1' VERT.			By: [Signature]

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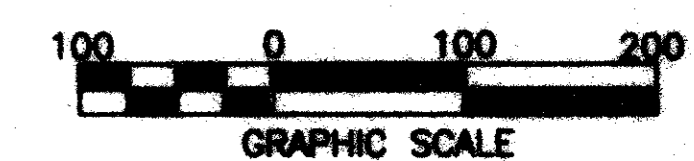
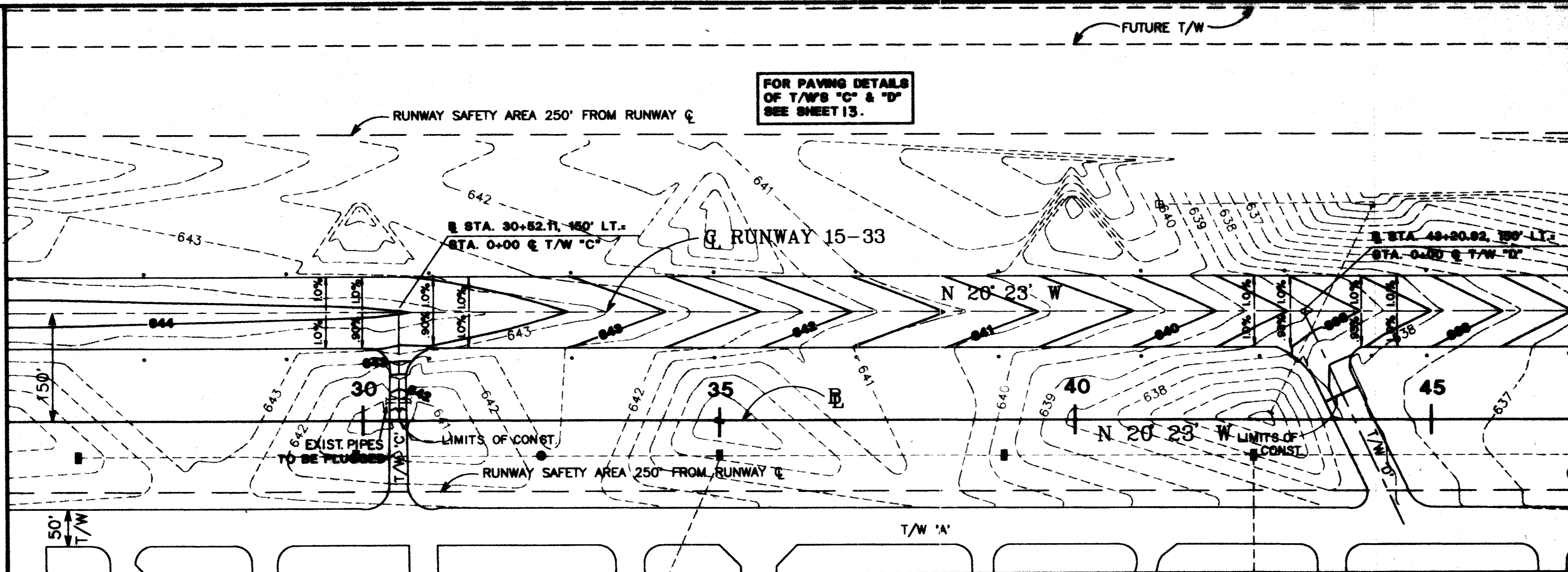
**RUNWAY REHABILITATION  
PAVING PLAN**

PAVING PLAN AND PROFILES—STA. 0+00 TO 25+00

SHEET 6

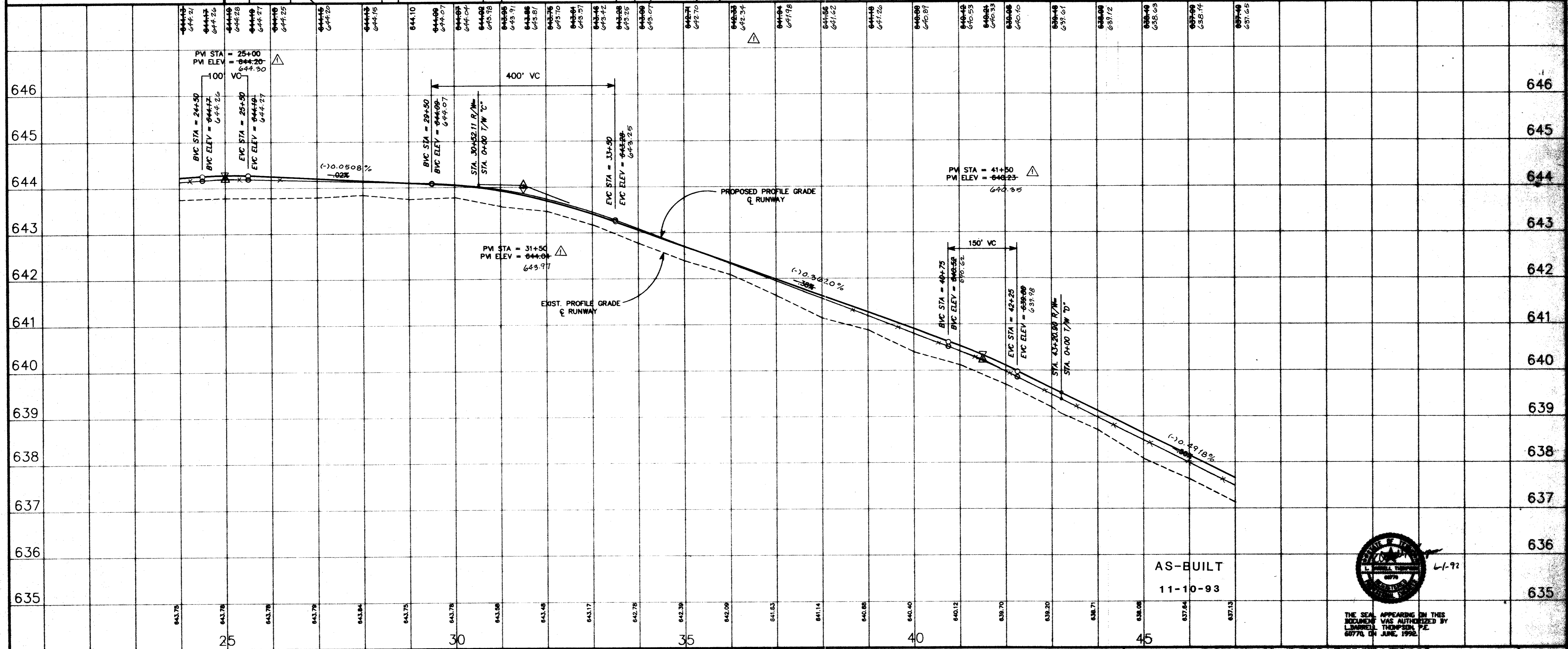
MATCH LINE STA. 25 + 00

MATCH LINE STA. 47 + 00

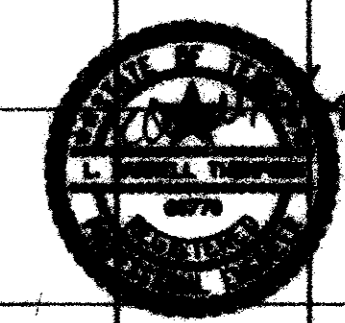


**LEGEND**

- EXIST. R/W LIMITS
- - - EXIST. CONTOURS
- PROP. CONTOURS



AS-BUILT  
11-10-93



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DESIGN: J.C.  
DRAWN: J.C.  
CHECKED: J.C.  
SCALE: 1" = 100' HORIZ.  
1" = 1' VERT.

A.P. NO. 2-48-0063-04-92	1-10-93	FIELD CHANGE # 1	By
JOB NO. 78024.30	Date	Revisions	

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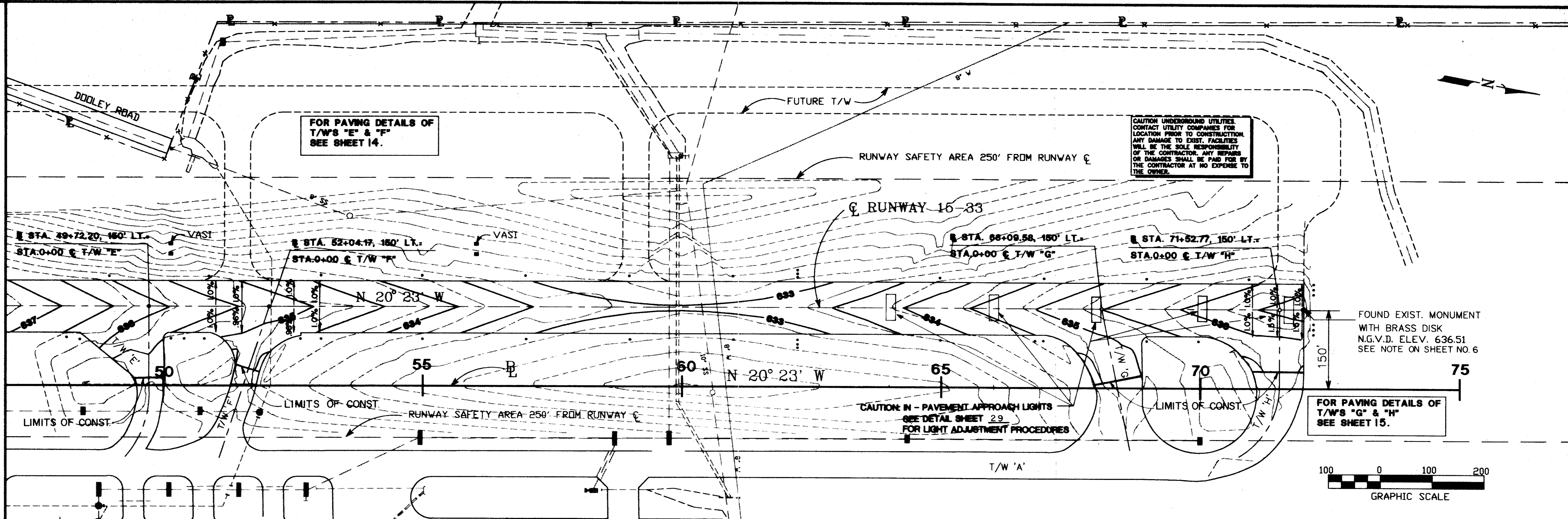
**RUNWAY REHABILITATION  
PAVING PLAN**  
PAVING PLAN AND PROFILES—STA. 25+00 TO STA. 47+00

SHEET  
7

**LEGEND**

- EXIST. R/W LIGHTS
- - - EXIST. CONTOURS
- PROP. CONTOURS

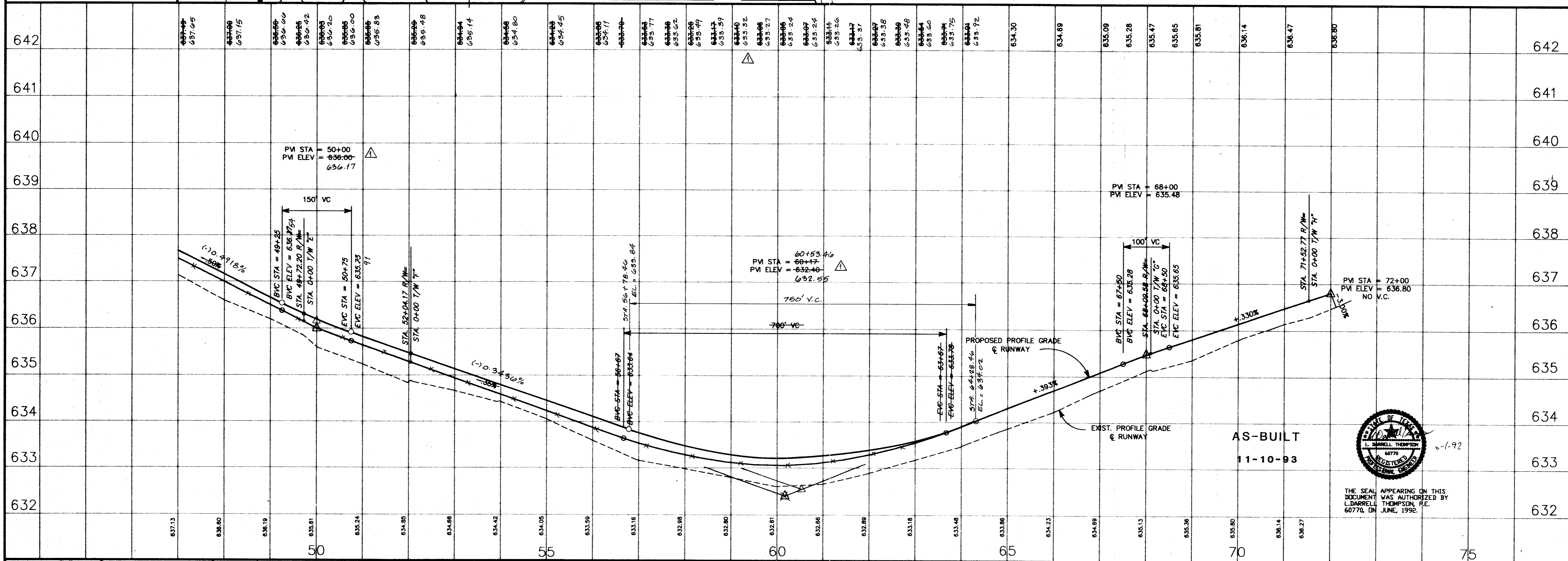
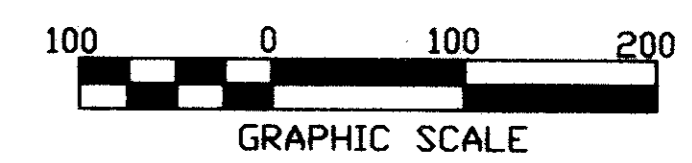
MATCH LINE STA. 47 + 00



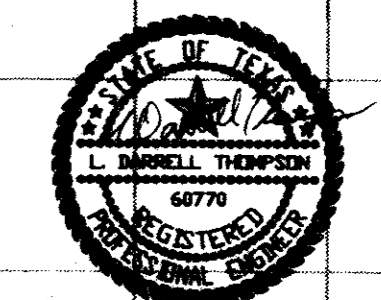
CAUTION UNDERGROUND UTILITIES  
CONTACT UTILITY COMPANIES FOR  
LOCATION PRIOR TO CONSTRUCTION.  
ANY DAMAGE TO EXIST. FACILITIES  
WILL BE THE SOLE RESPONSIBILITY  
OF THE CONTRACTOR. ANY REPAIRS  
OR DAMAGES SHALL BE PAID FOR BY  
THE CONTRACTOR AT NO EXPENSE TO  
THE OWNER.

FOUND EXIST. MONUMENT  
WITH BRASS DISK  
N.G.V.D. ELEV. 636.51  
SEE NOTE ON SHEET NO. 6

FOR PAVING DETAILS OF  
T/W'S "G" & "H"  
SEE SHEET 15.



AS-BUILT  
11-10-93



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DOCUMENT  
WAS AUTHORIZED BY  
L. DARRELL THOMPSON, P.E.  
60770, IN  
JUNE, 1992.

DESIGN: J.C.	A.I.P. NO. 3-48-0063-04-92	9-10-92	FIELD CHANGE #1	By: kea/mld
DRAWN: M.G.	BID NO. 92-25			
CHECKED: D.T.	JOB NO. Y8024.30	Date	Revisions	
SCALE: 1" = 100' HORIZ. 1" = 1' VERT.				

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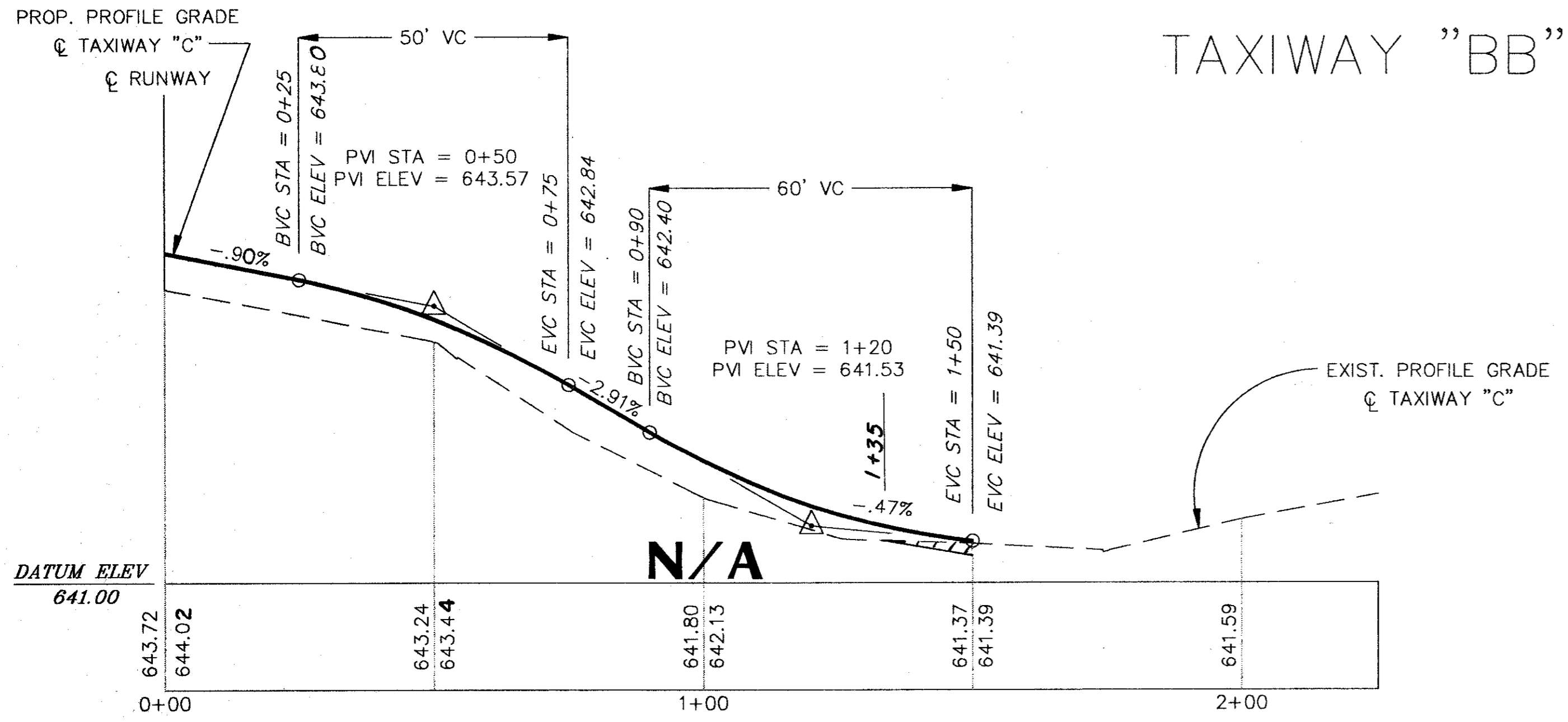
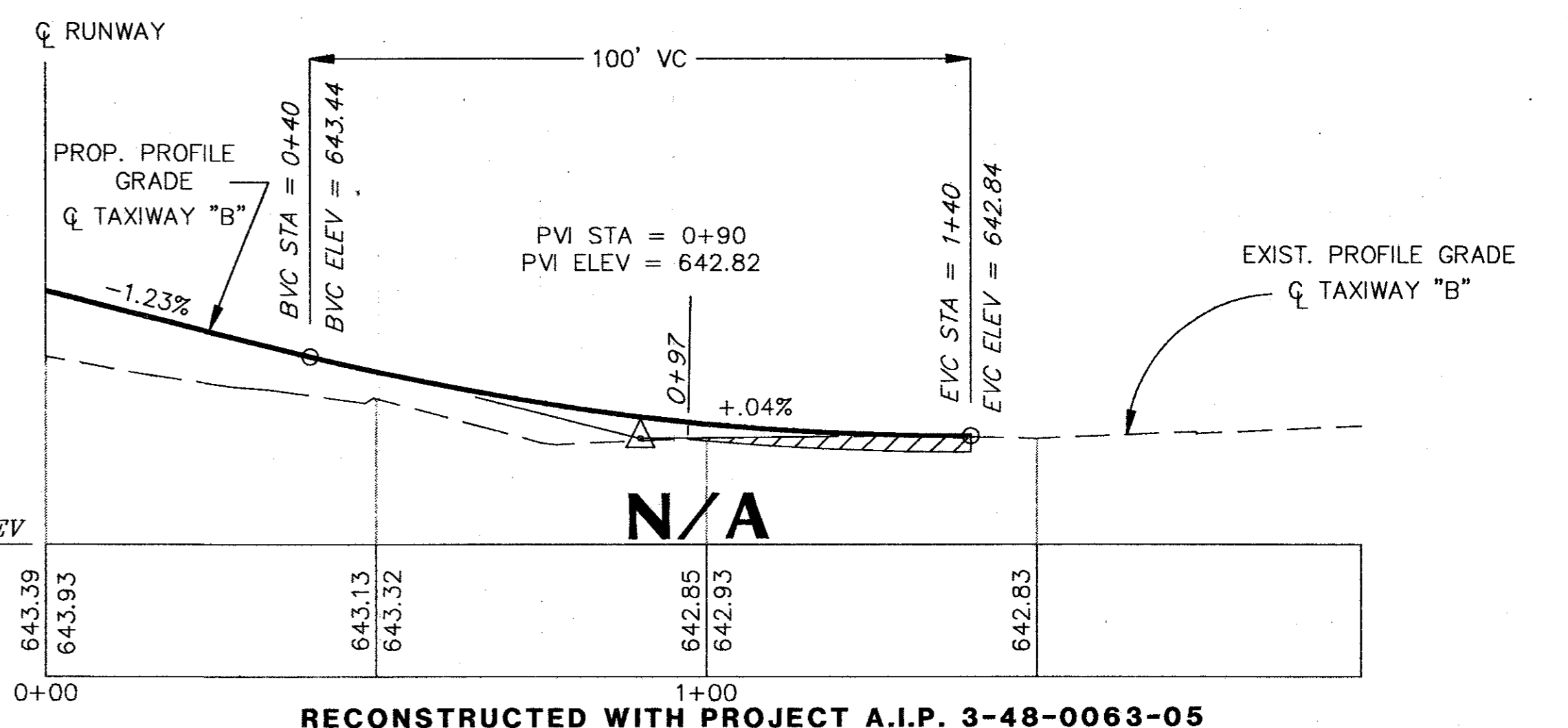
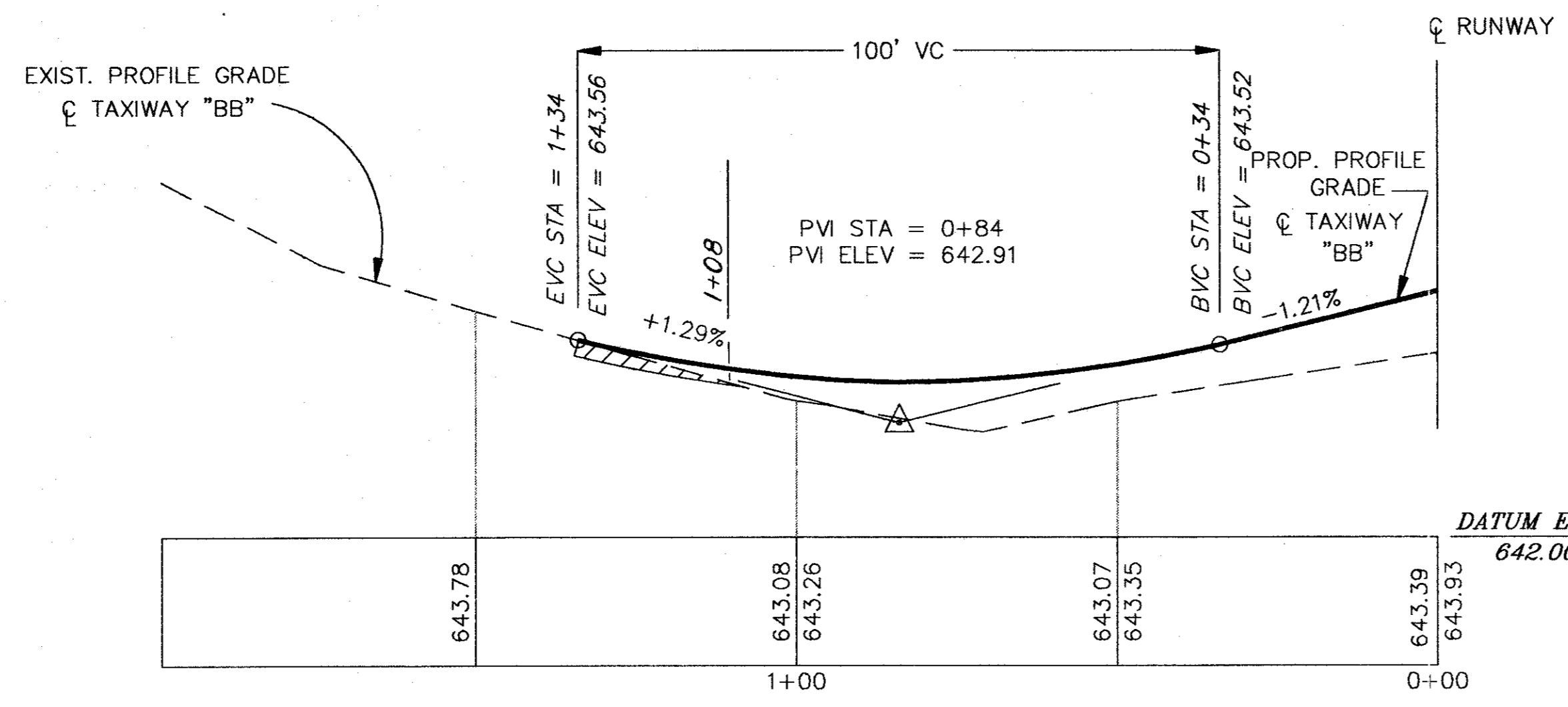


**ADDISON AIRPORT**

**RUNWAY REHABILITATION  
PAVING PLAN**  
PAVING PLAN AND PROFILES—STA. 47+00 TO STA. 72+00

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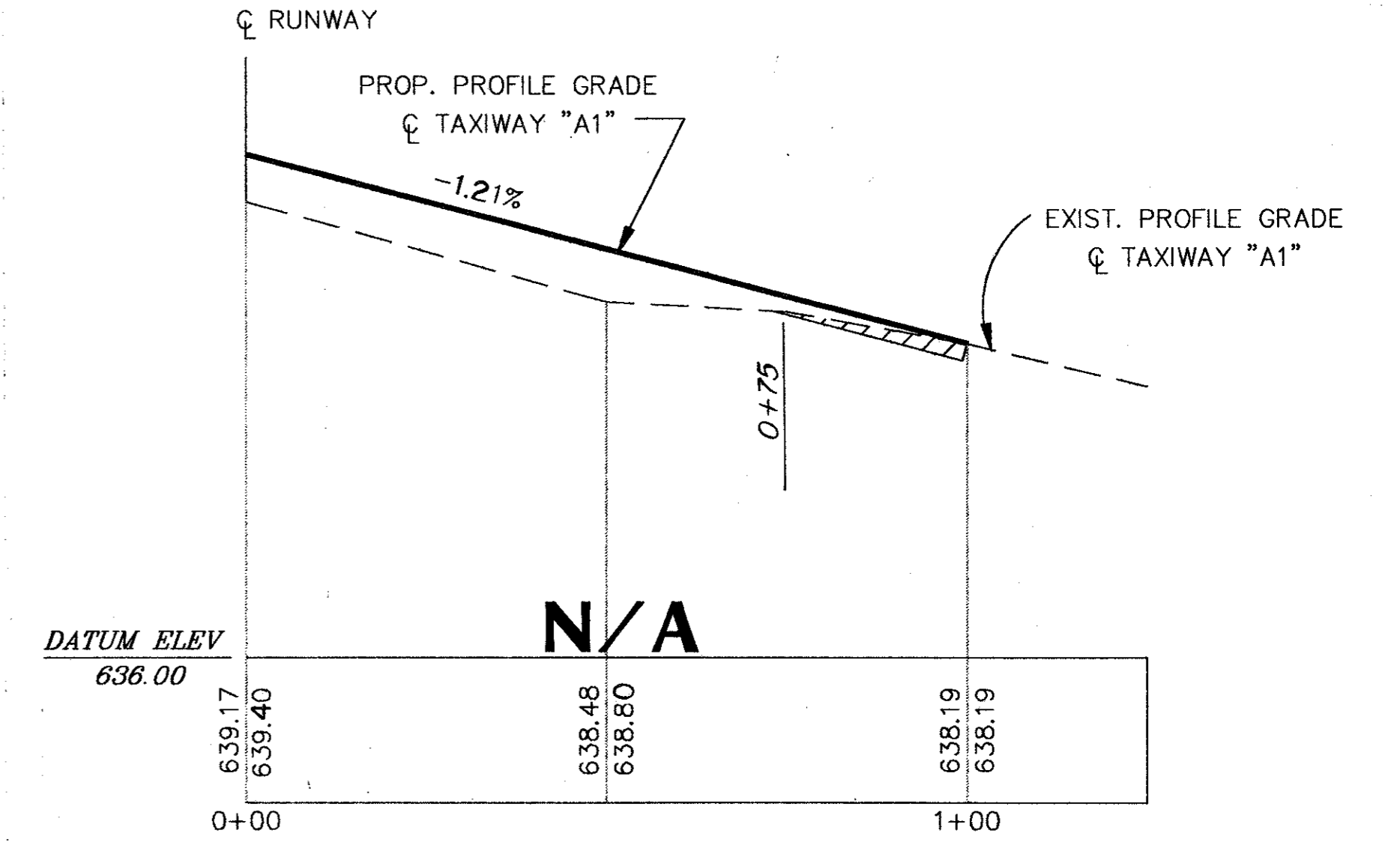




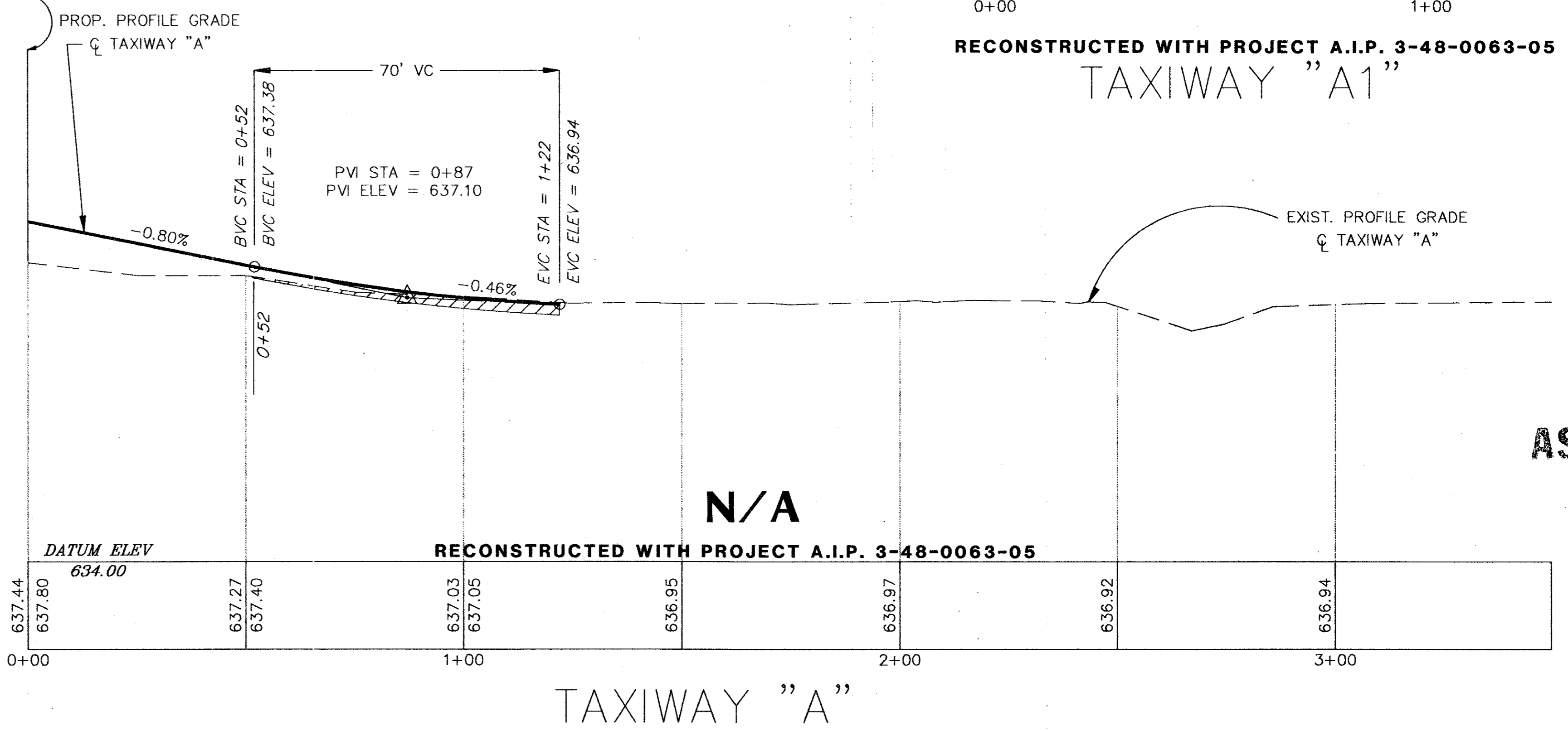
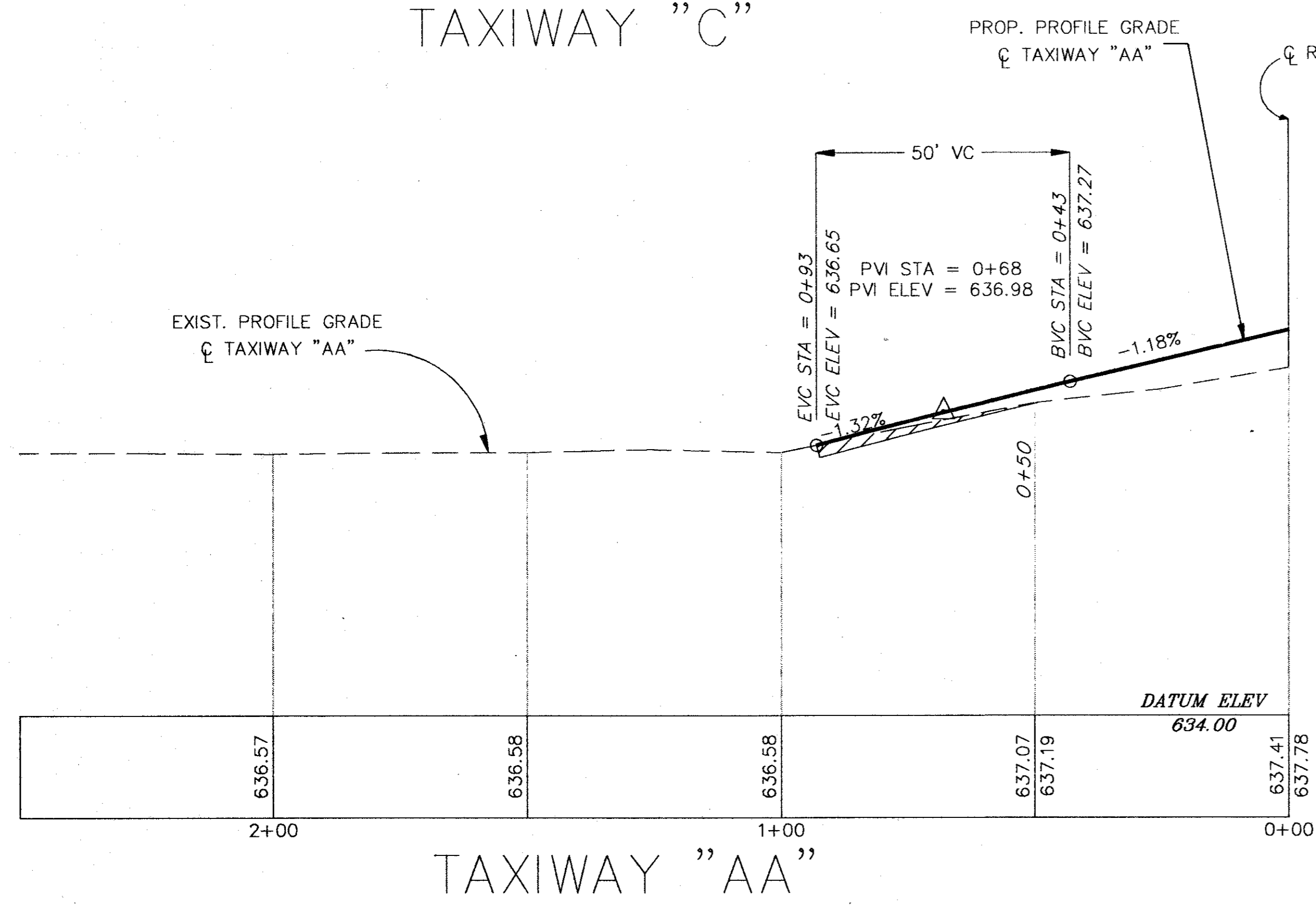
RECONSTRUCTED WITH PROJECT A.I.P. 3-48-0063-05

LEGEND

EXIST. PAVEMENT TO BE MILLED

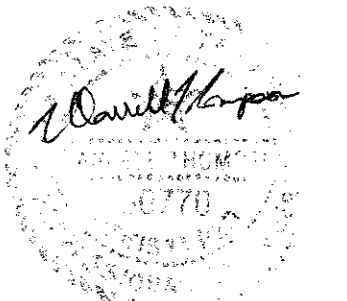


RECONSTRUCTED WITH PROJECT A.I.P. 3-48-0063-05



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NOV 10 1993



DESIGN: J.C.	A.I.P. NO. 3-48-0063-04-92	Date	Revisions	By
DRAWN: M.G.	BID NO. 92-29			
CHECKED: D.T.	JOB NO. Y8024.30			
SCALE: 1" = 20' HORIZ. 1" = 1' VERT.				

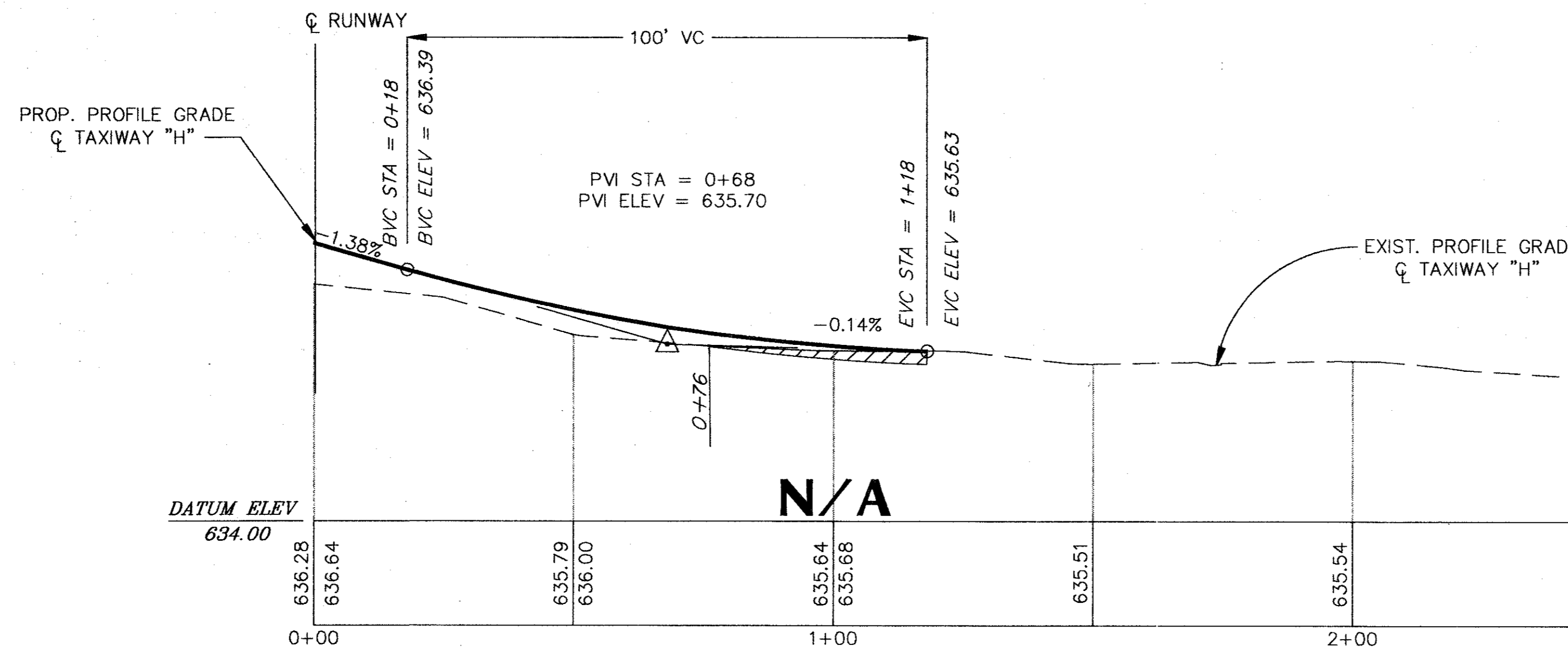
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**ADDISON AIRPORT**

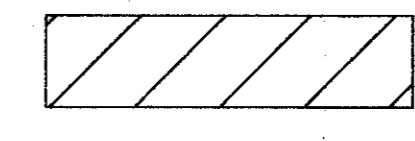
**RUNWAY REHABILITATION  
TAXIWAY PROFILES**

SHEET 9  
DATE: JUNE 1992

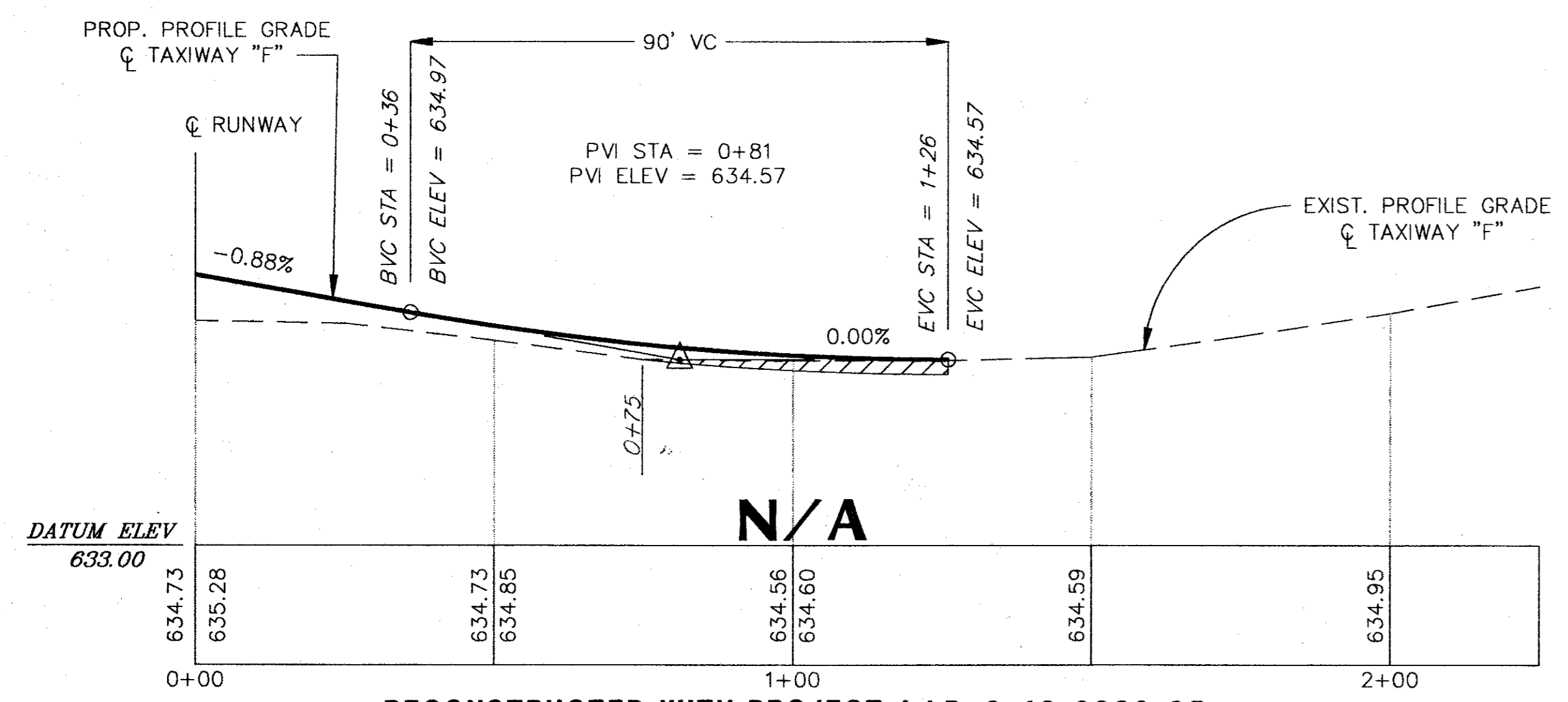


RECONSTRUCTED WITH PROJECT A.I.P. 3-48-0063-05  
TAXIWAY "H"

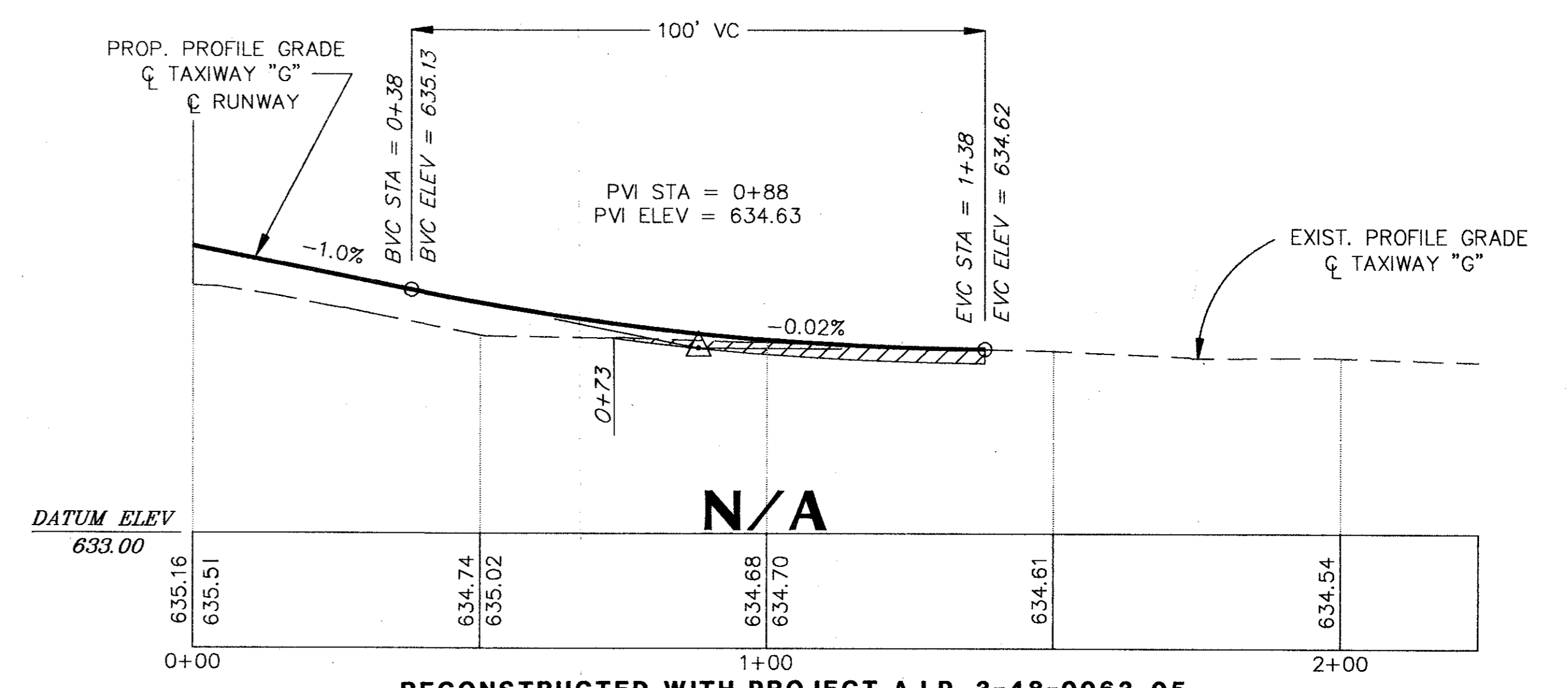
LEGEND



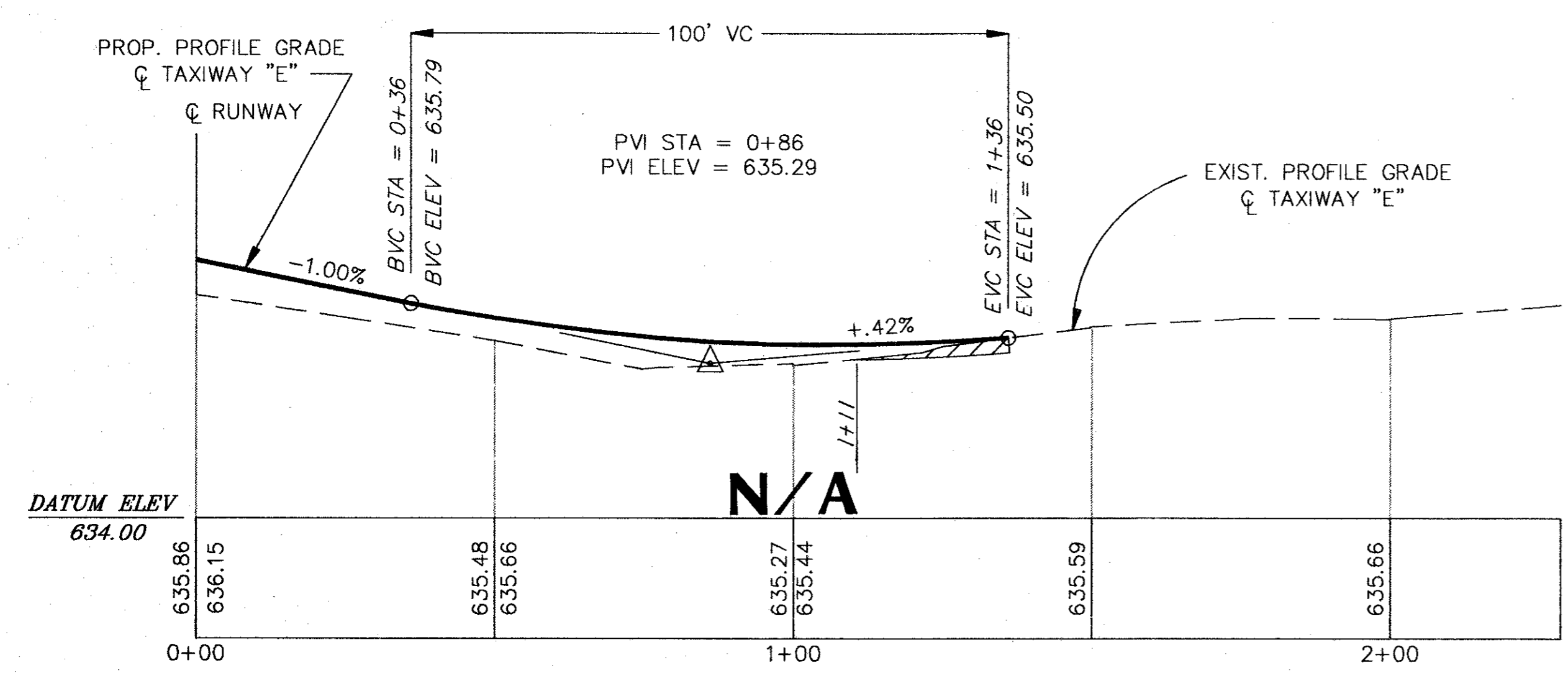
EXIST. PAVEMENT TO BE MILLED



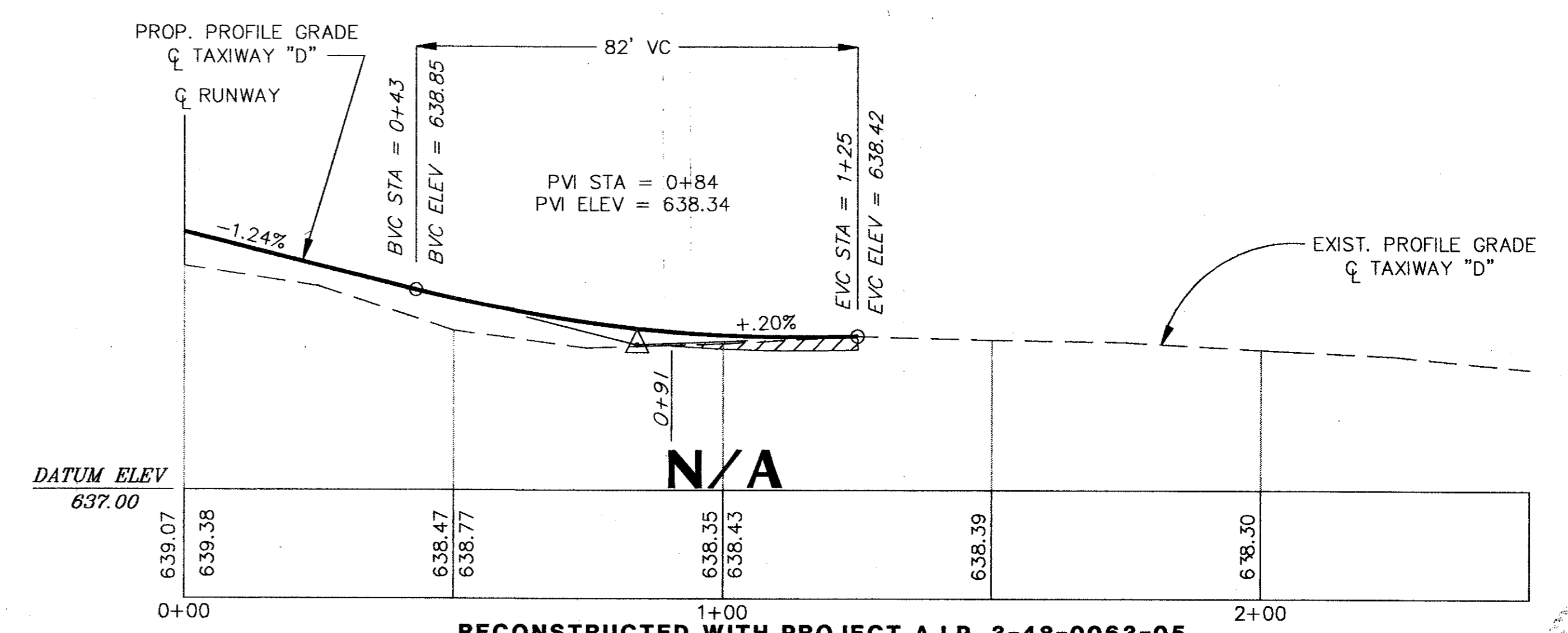
RECONSTRUCTED WITH PROJECT A.I.P. 3-48-0063-05  
TAXIWAY "F"



RECONSTRUCTED WITH PROJECT A.I.P. 3-48-0063-05  
TAXIWAY "G"

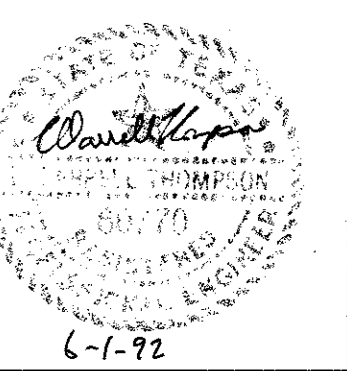


RECONSTRUCTED WITH PROJECT A.I.P. 3-48-0063-05  
TAXIWAY "E"



RECONSTRUCTED WITH PROJECT A.I.P. 3-48-0063-05  
TAXIWAY "D"

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NOV 10 1993



DESIGN: J.C.	A.I.P. NO: 3-48-0063-04-92	Date	Revisions	By
DRAWN: M.G.	BID NO: 92-29			
CHECKED: D.T.	JOB NO: Y8024.30			
SCALE: 1" = 20' HORIZ. 1" = 1' VERT.				

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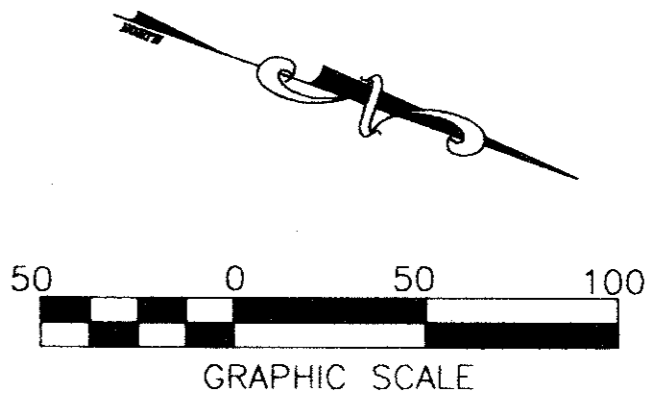
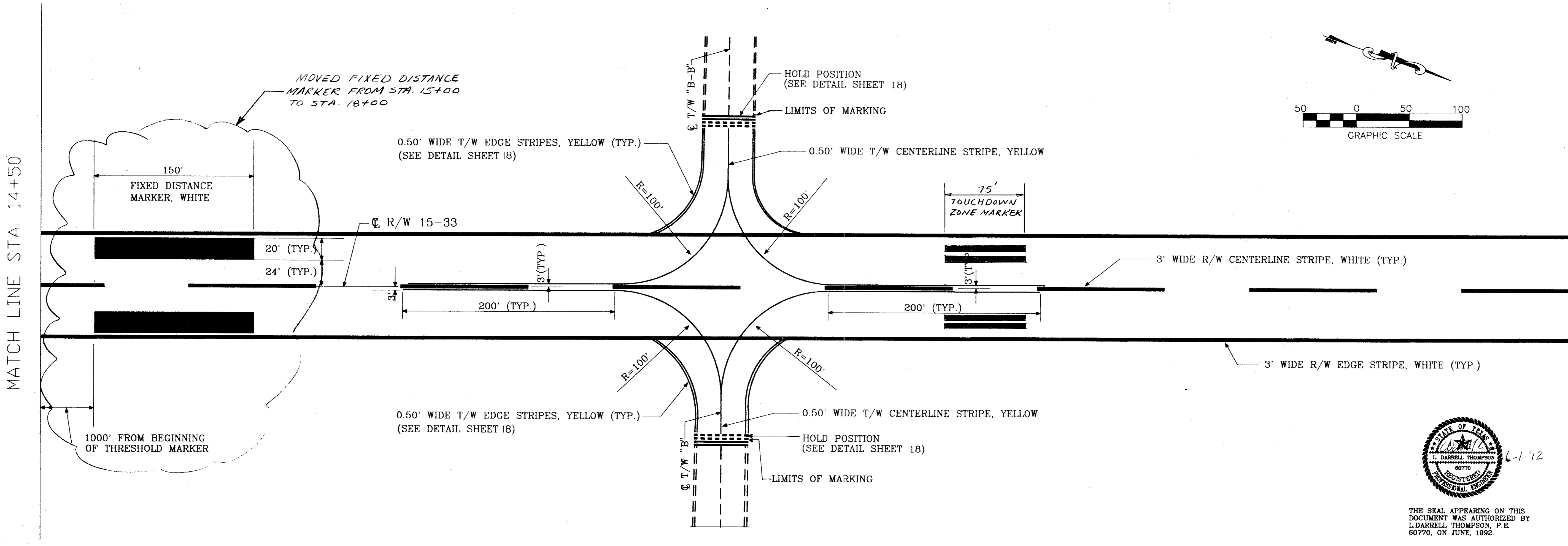
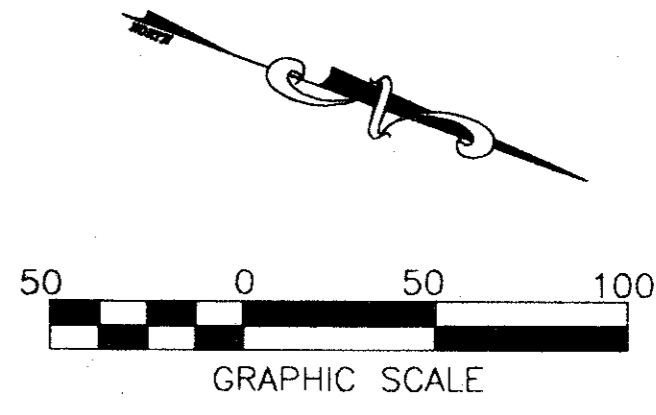
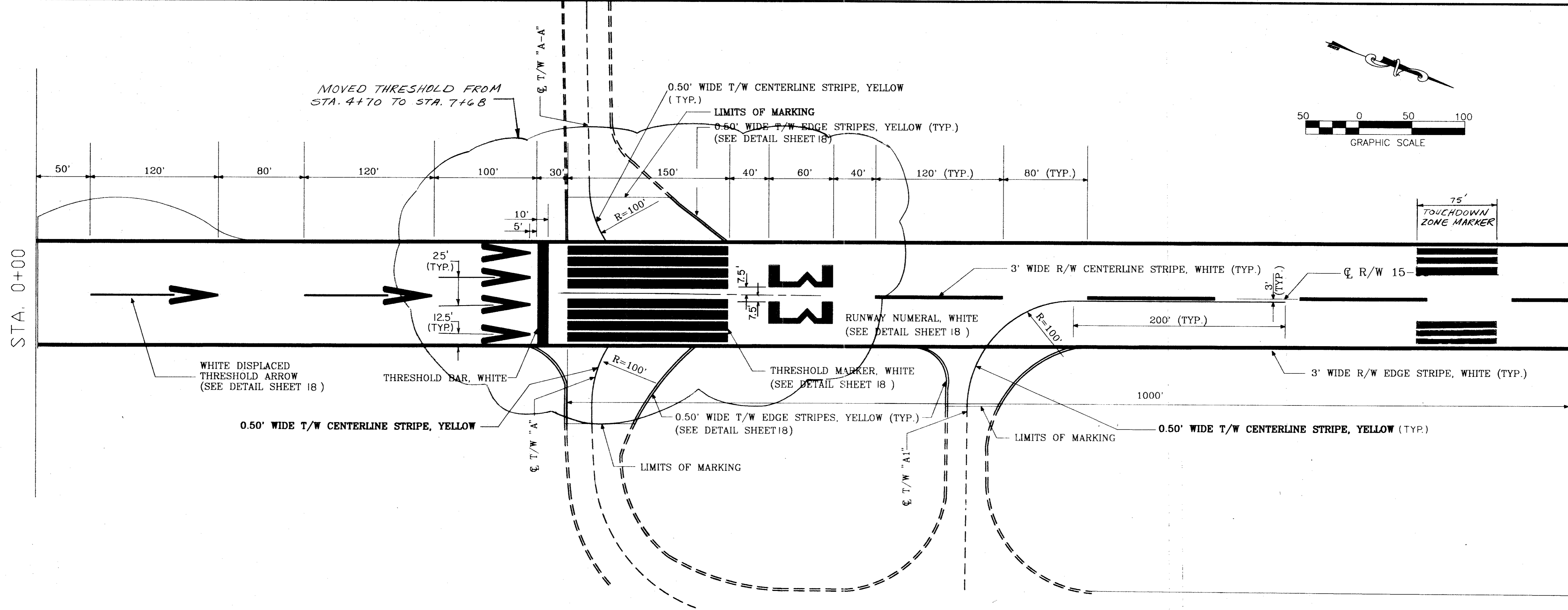


**ADDISON AIRPORT**

RUNWAY REHABILITATION  
TAXIWAY PROFILES

SHEET  
10  
DATE: JUNE 1992

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11-10-93

DESIGN: <b>K.E.G.</b>	A.I.P. NO: <b>3-48-0063-04-92</b>	Date	Revisions	By
DRAWN: <b>J.R.H.</b>	BID NO: <b>92-29</b>			
CHECKED: <b>D.T.</b>	JOB NO: <b>Y8024.30</b>			
SCALE: <b>1"=50'</b>				

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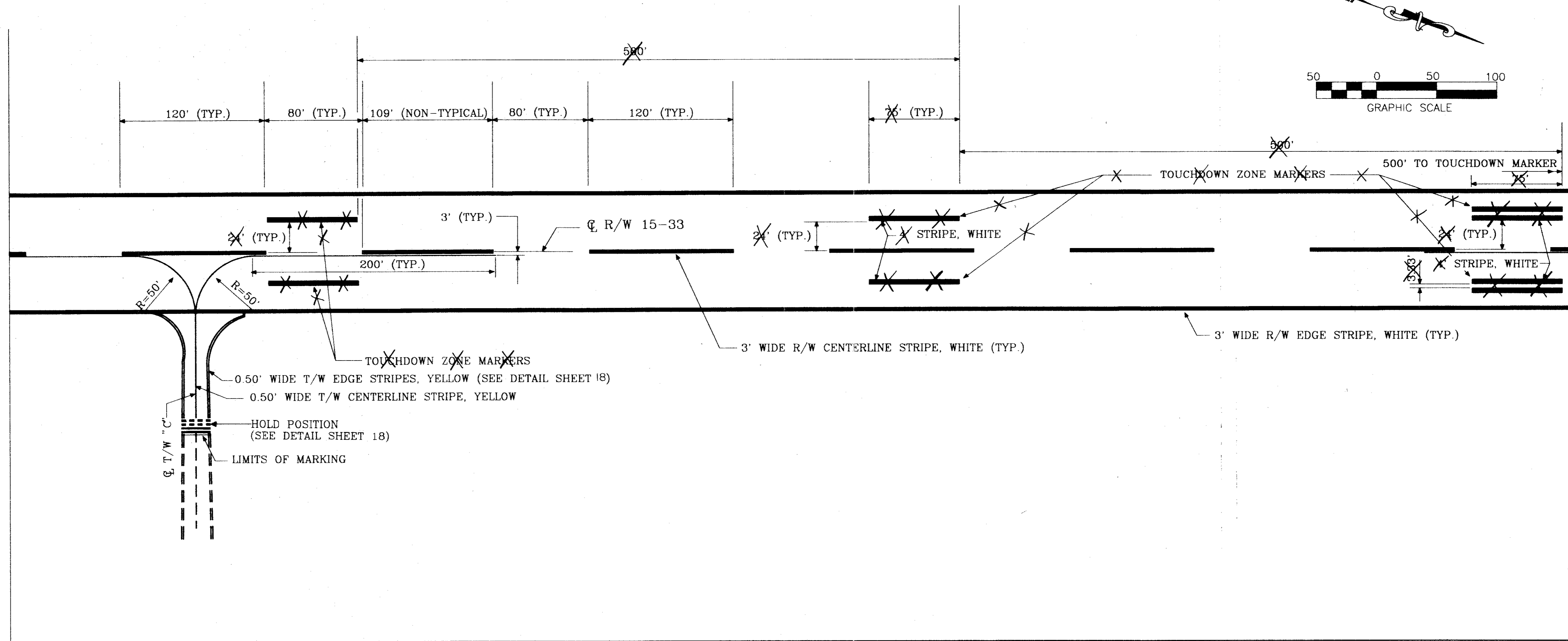


**ADDISON AIRPORT**

PAVEMENT MARKING PLAN AND DETAILS  
STA. 0+00 TO STA. 29+00

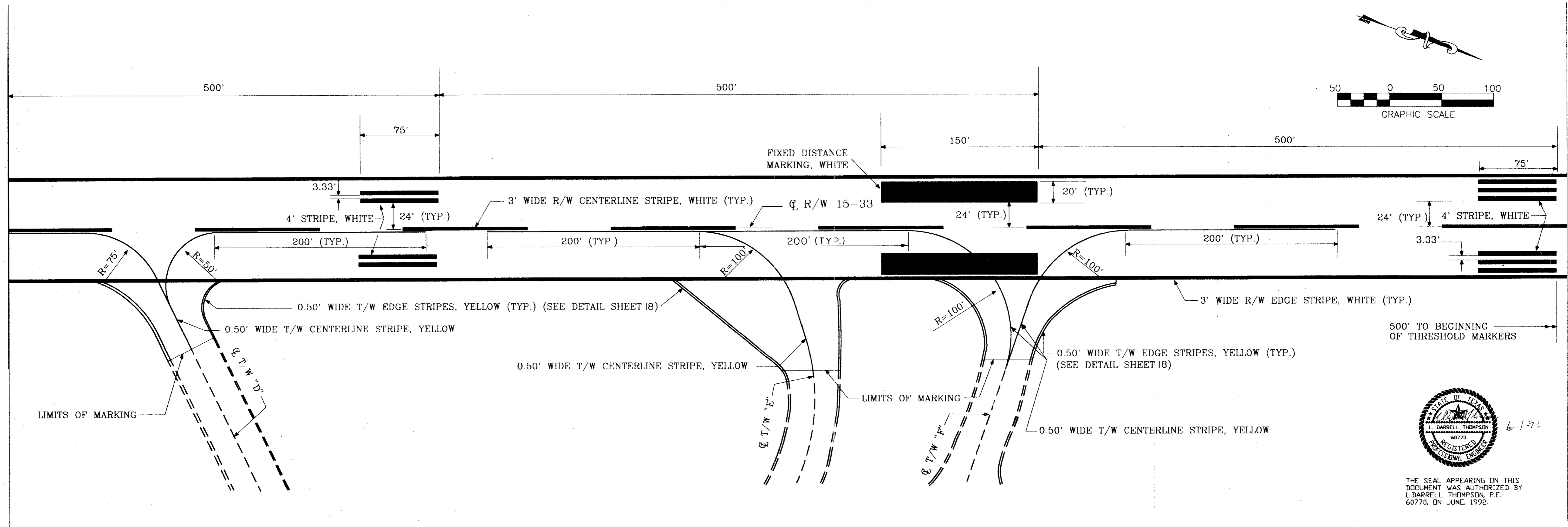
SHEET  
16  
DATE: JUNE, 1993

MATCH LINE STA. 29+00

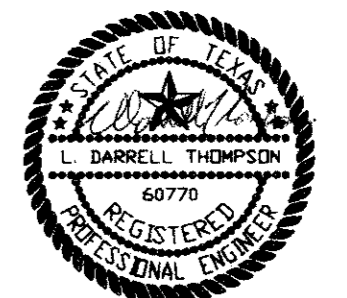


MATCH LINE STA. 42+00

MATCH LINE STA. 42+00



MATCH LINE STA. 57+00



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AS-BUILT  
11-10-93

DESIGN: <b>K.F.C.</b>	A.I.P. NO: <b>3-48-0063-04-92</b>	Date	Revisions	By
DRAWN: <b>J.R.H.</b>	BID NO: <b>92-29</b>			
CHECKED: <b>D.T.</b>	JOB NO: <b>Y8024.30</b>			
SCALE: <b>1"=50'</b>				

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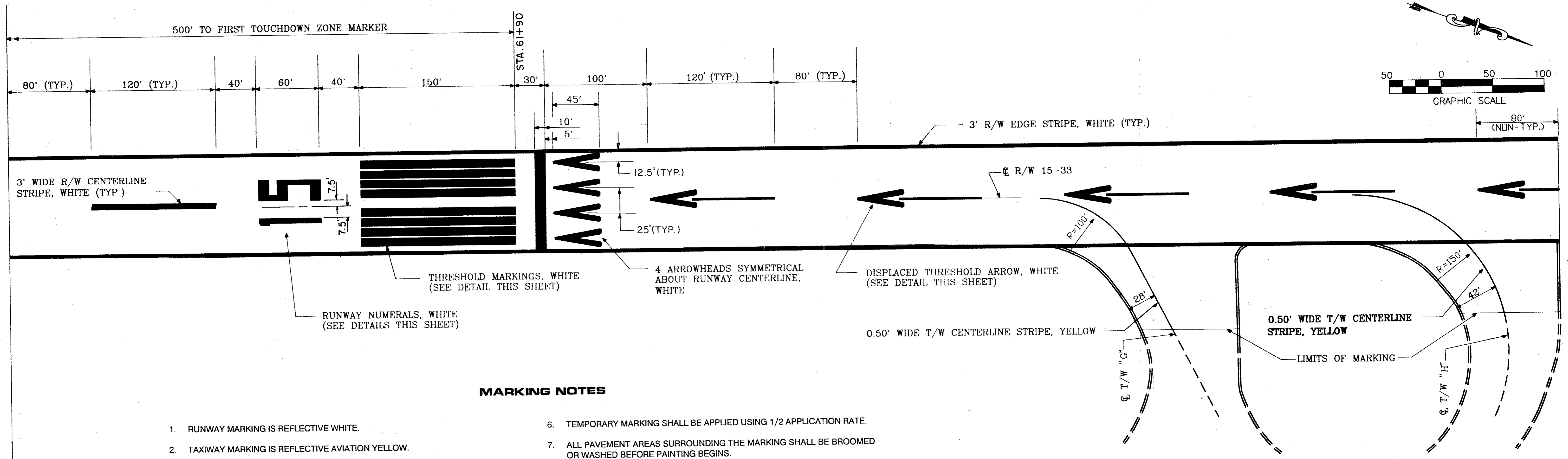


**ADDISON AIRPORT**

PAVEMENT MARKING PLAN AND DETAILS  
STA. 29+00 TO STA. 57+00

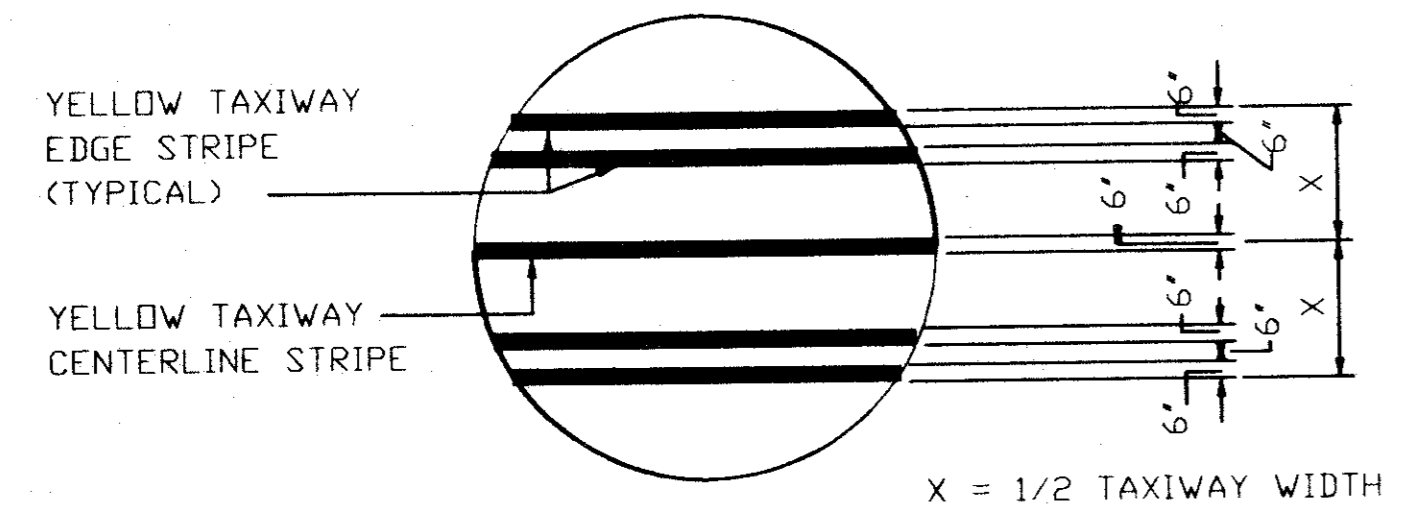
SHEET  
17  
DATE: JUNE, 1992

MATCH LINE STA. 57+00

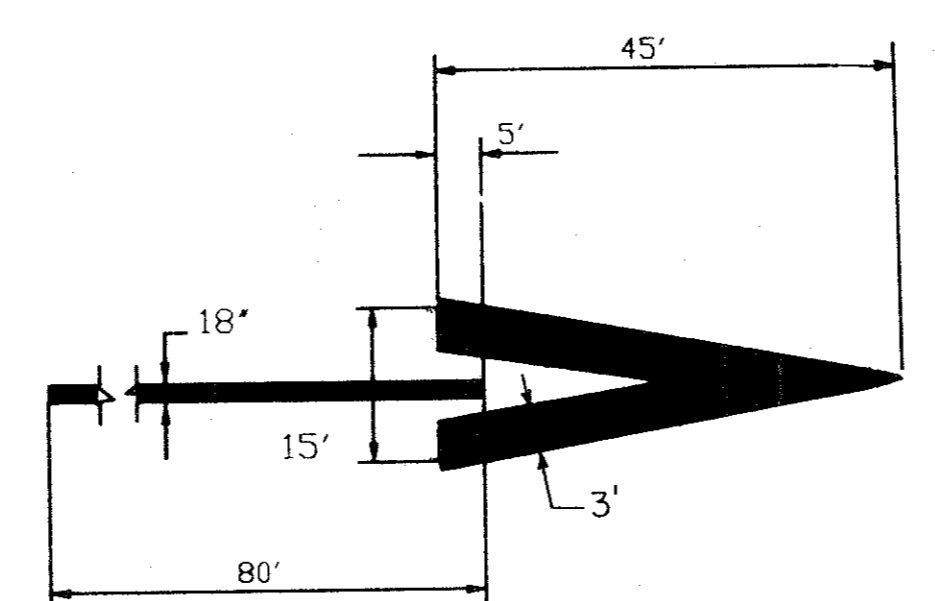


**MARKING NOTES**

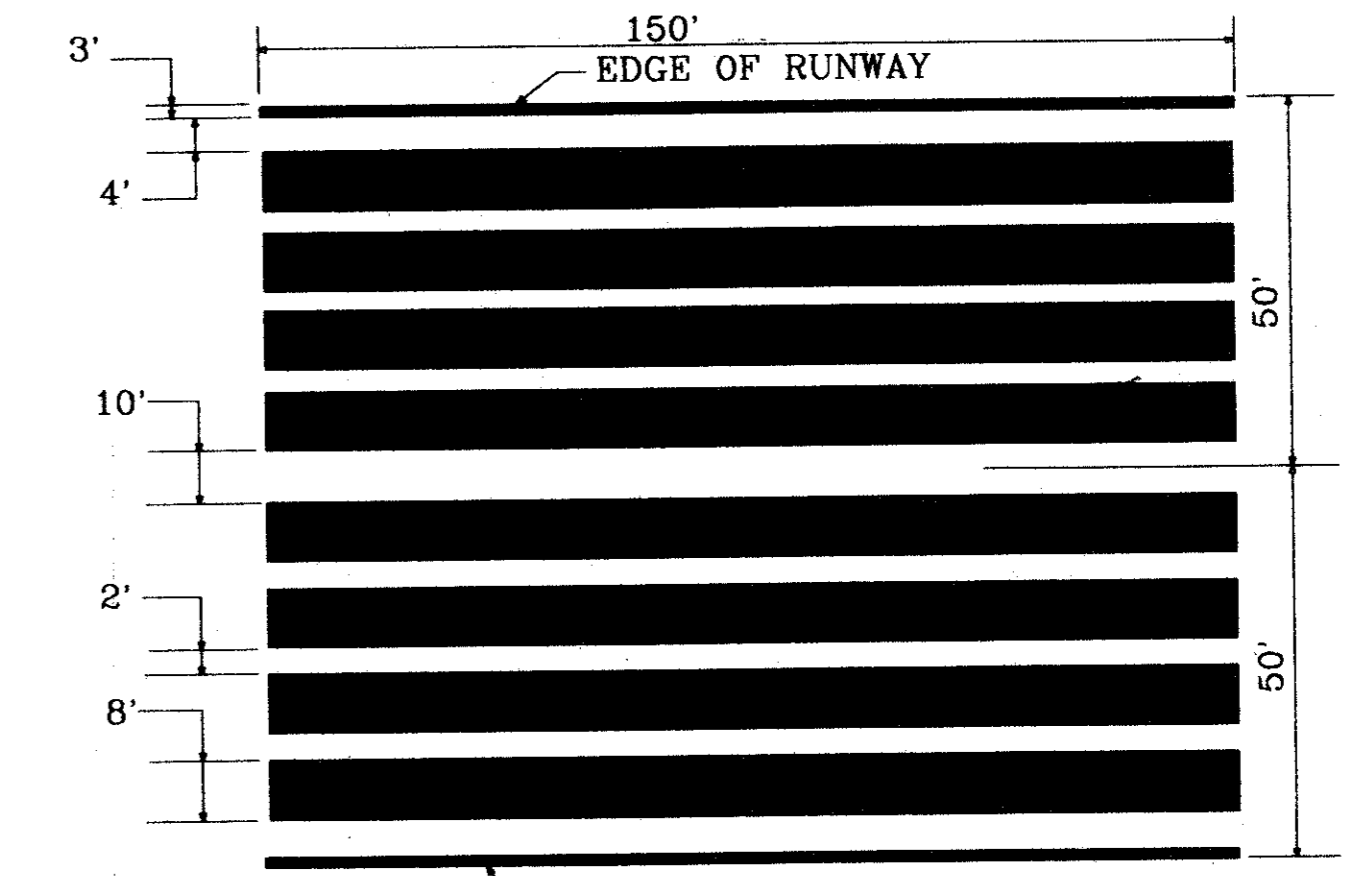
1. RUNWAY MARKING IS REFLECTIVE WHITE.
2. TAXIWAY MARKING IS REFLECTIVE AVIATION YELLOW.
3. ALL RUNWAY MARKINGS SHALL BE SOLID.
4. ALL MARKINGS SHALL BE IN ACCORDANCE WITH FAA SPECIFICATION P-620.
5. ALL YELLOW TAXIWAY MARKING SHALL BE INTERRUPTED WHEN INTERSECTING WHITE RUNWAY MARKINGS. THERE SHALL BE A 6" SPACE BETWEEN THE END OF THE YELLOW MARKING AND THE WHITE MARKING.
6. TEMPORARY MARKING SHALL BE APPLIED USING 1/2 APPLICATION RATE.
7. ALL PAVEMENT AREAS SURROUNDING THE MARKING SHALL BE BROOMED OR WASHED BEFORE PAINTING BEGINS.
8. AFTER EACH NIGHT'S PAVING OPERATION, ALL ORIGINAL MARKING REMOVED OR OBLITERATED SHALL BE REPLACED WITH TEMPORARY MARKING PRIOR TO THE RUNWAY BEING RE-OPENED TO TRAFFIC. MARKING SHALL CONFORM TO MARKING PLANS. FINAL MARKING SHALL NOT BE PLACED UNTIL GROOVING OPERATION HAS BEEN COMPLETED.
9. THE IN-PAVEMENT APPROACH LIGHTS SHALL NOT BE OBLITERATED BY RUNWAY MARKING. SEE LIGHTING PLAN SHEET 25 FOR LIGHT LOCATIONS.



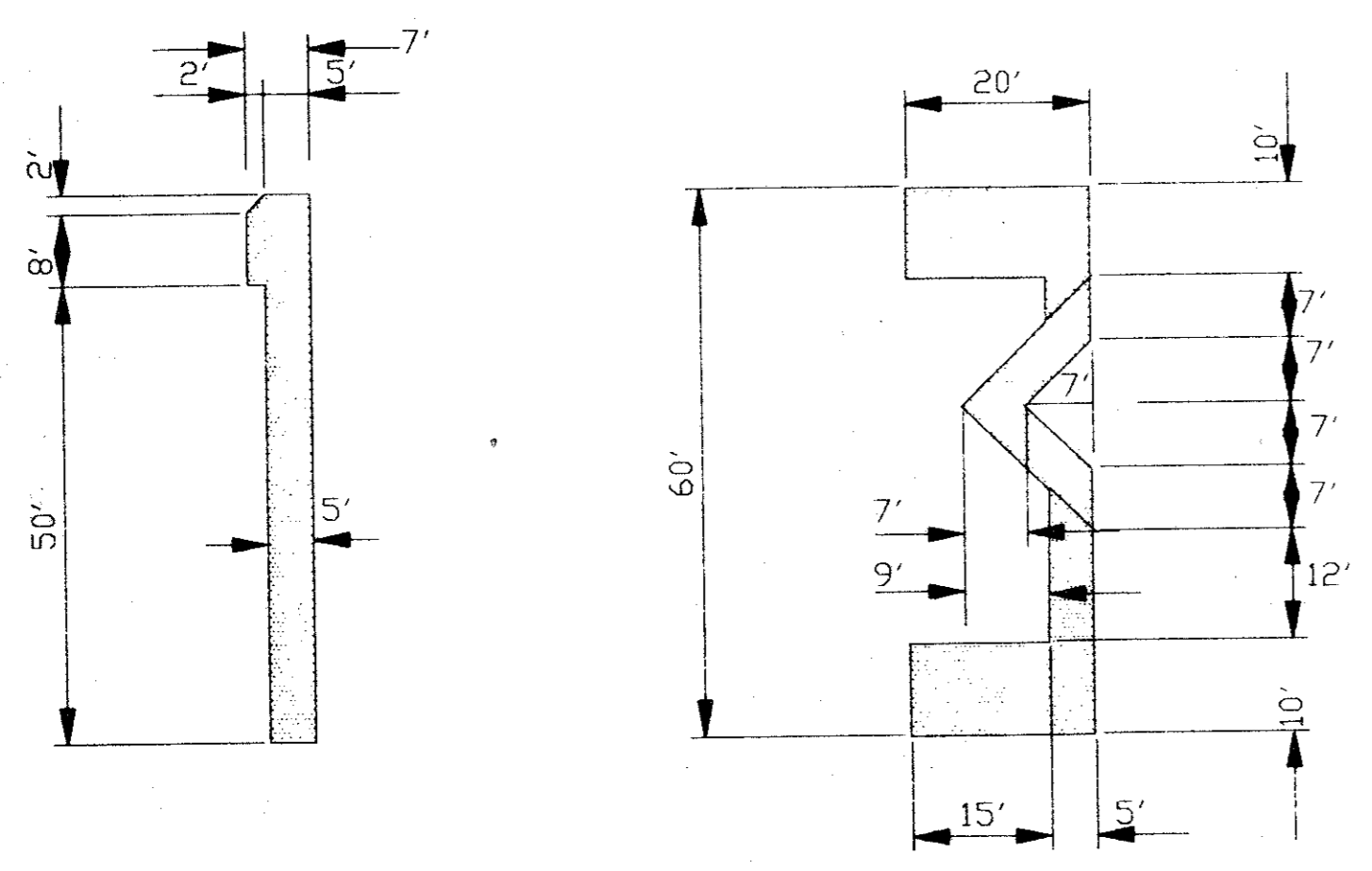
TAXIWAY MARKING DETAIL  
N.T.S.



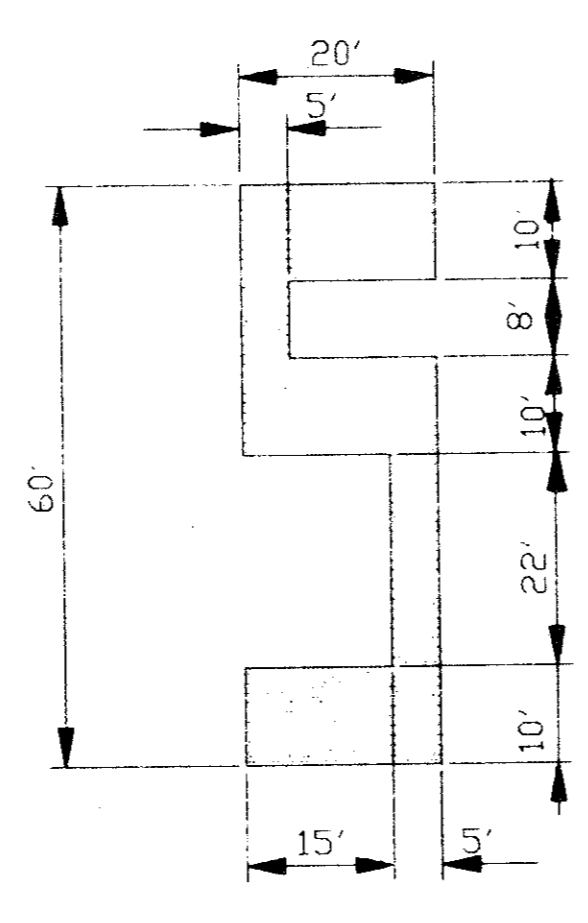
DISPLACED THRESHOLD ARROW DETAIL  
N.T.S.



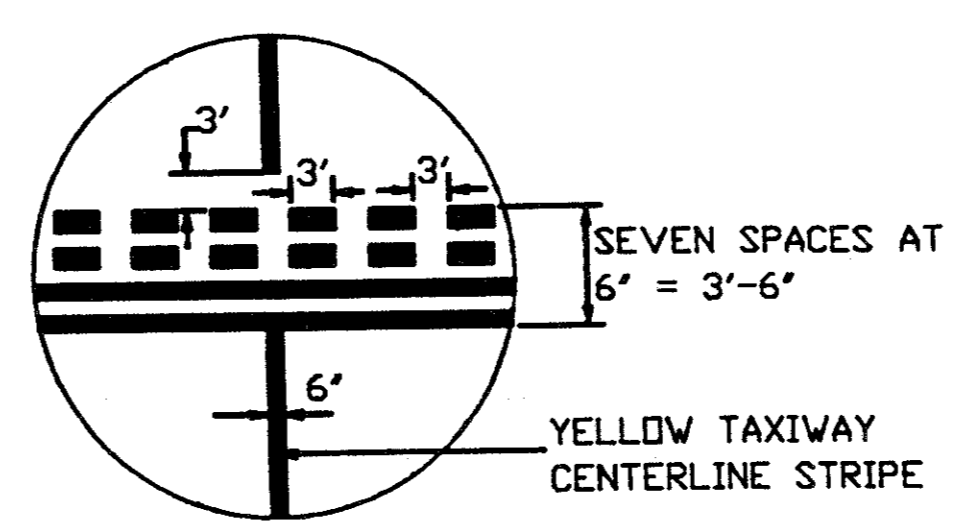
RUNWAY THRESHOLD MARKINGS  
N.T.S.



RUNWAY NUMERALS  
N.T.S.



TAXIWAY HOLD LINE MARKING DETAIL  
N.T.S.



AS-BUILT  
11-10-93

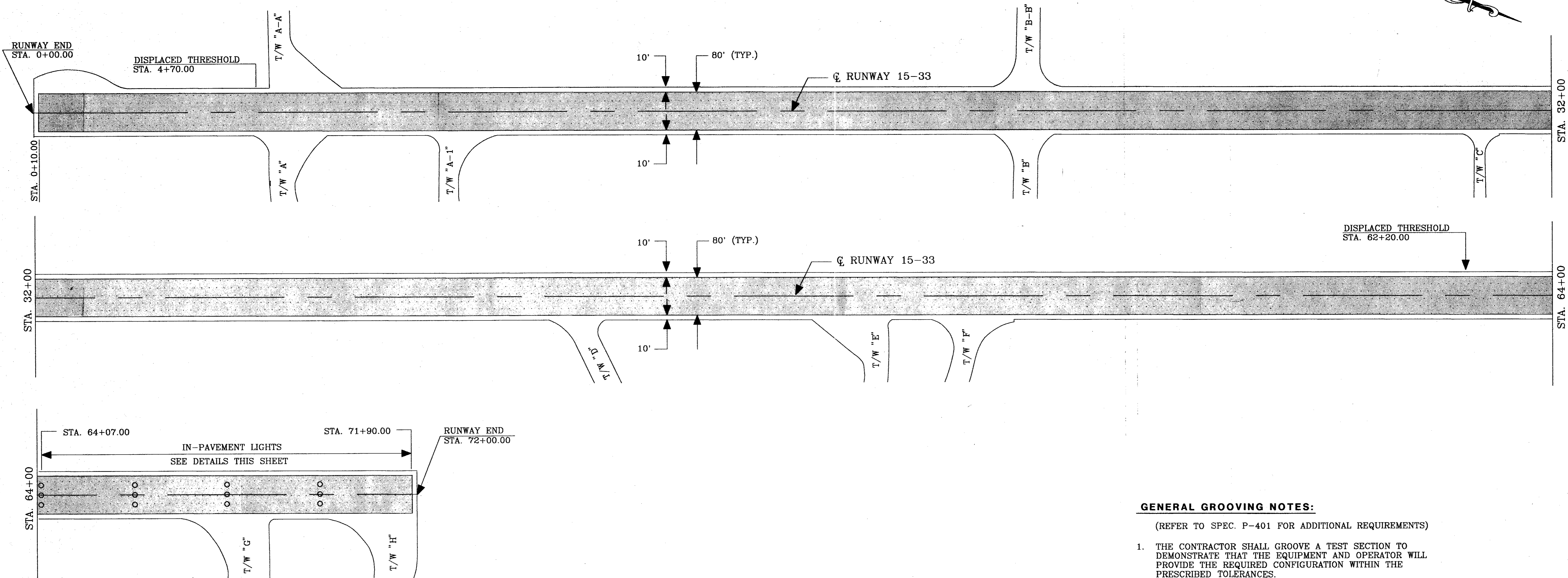
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DESIGN: <b>K.E.G.</b>	A.I.P. NO. <b>3-48-0063-04-92</b>	Date	Revisions	By
DRAWN: <b>J.R.H.</b>	BID NO. <b>92-29</b>			
CHECKED: <b>D.T.</b>	JOB NO. <b>Y8024.30</b>			
SCALE: <b>1"=50'</b>				

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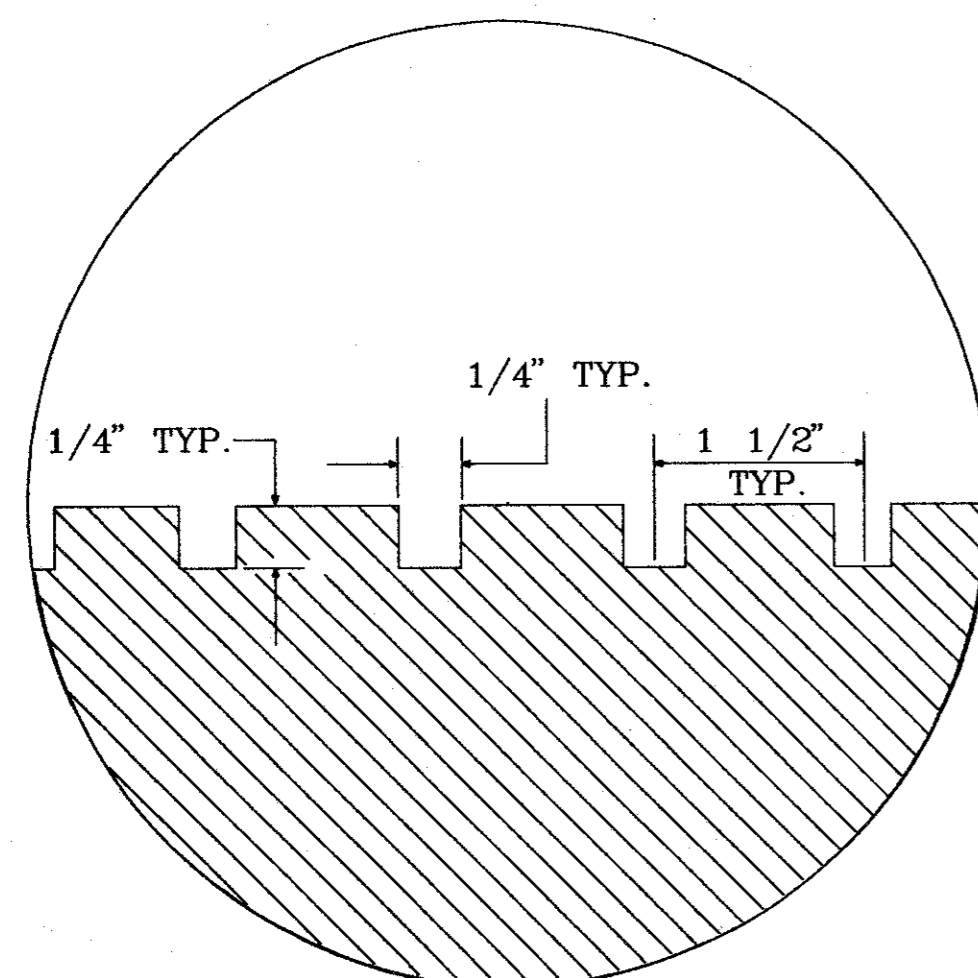
PAVEMENT MARKING PLAN AND DETAILS  
STA. 57+00 TO STA. 71+99.49



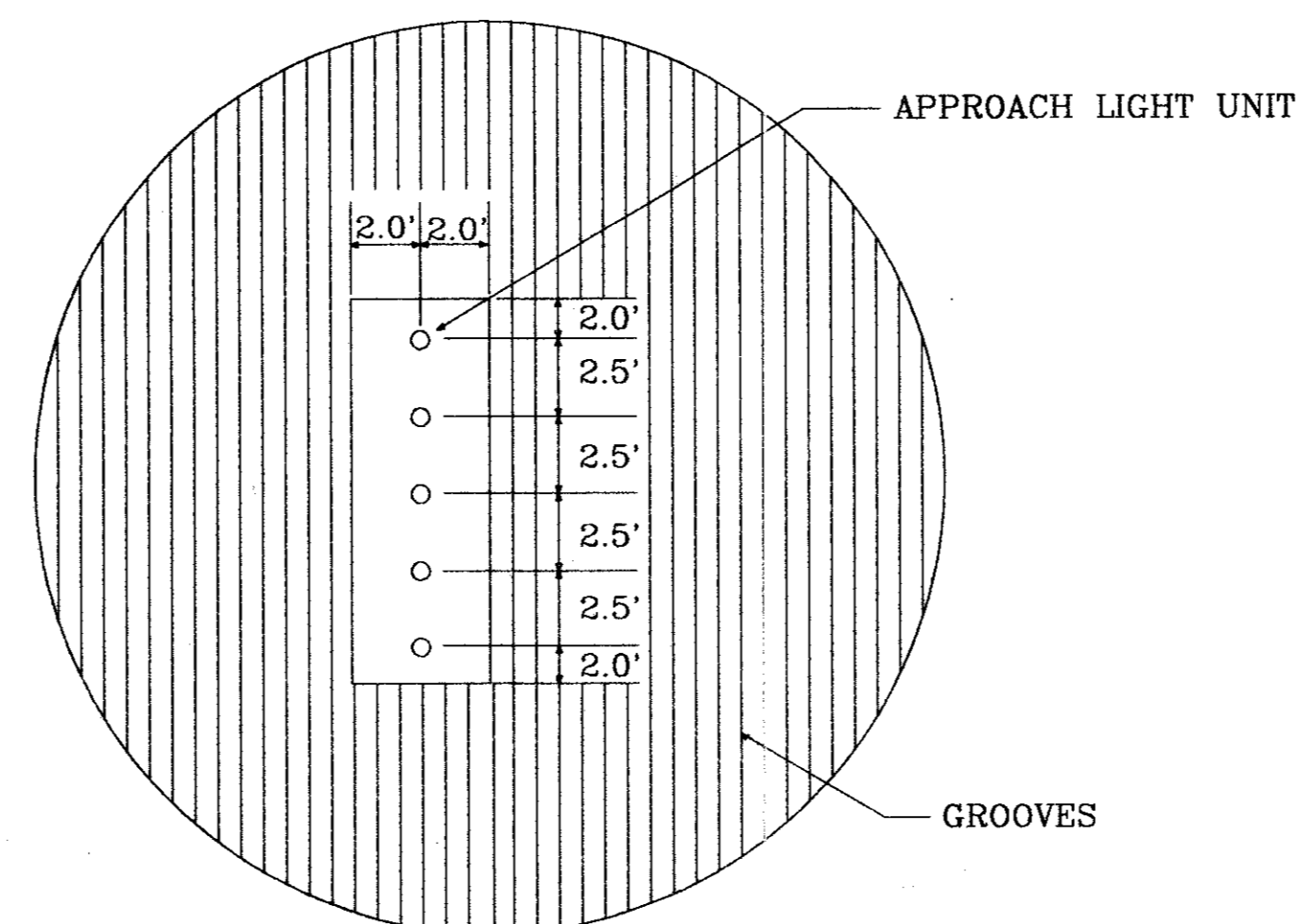
**GENERAL GROOVING NOTES:**

(REFER TO SPEC. P-401 FOR ADDITIONAL REQUIREMENTS)

1. THE CONTRACTOR SHALL GROOVE A TEST SECTION TO DEMONSTRATE THAT THE EQUIPMENT AND OPERATOR WILL PROVIDE THE REQUIRED CONFIGURATION WITHIN THE PRESCRIBED TOLERANCES.
2. GROOVE CROSS-SECTIONS SHALL BE 1/4" X 1/4" AS SHOWN. GROOVE LENGTH SHALL BE AS SHOWN. GROOVING SHALL BE 90 DEGREES TO RUNWAY CENTERLINE.
3. THE FOLLOWING TOLERANCES WILL BE PERMITTED:
  - A. +1 1/2" IN ALIGNMENT PER 50' LENGTH OF GROOVE
  - B. +1/16" IN DEPTH OF GROOVE
  - C. +1/16" IN WIDTH OF GROOVE
  - D. 1 1/2" = MIN. DISTANCE BETWEEN GROOVES
  - E. 1 3/4" = MAX. DISTANCE BETWEEN GROOVES EXCEPT: 2' BETWEEN READJUSTMENTS OF GROOVING EQUIPMENT
  - F. GROOVES SHALL BE SAWED NO CLOSER THAN 2" FROM CENTERLINE OF LIGHT FIXTURE
  - G. CLEANUP IS EXTREMELY IMPORTANT AND SHALL BE CONTINUOUS THROUGHOUT GROOVING OPERATION. THE WASTE MATERIAL COLLECTED DURING THE GROOVING OPERATION MUST BE DISPOSED OF BY THE CONTRACTOR.



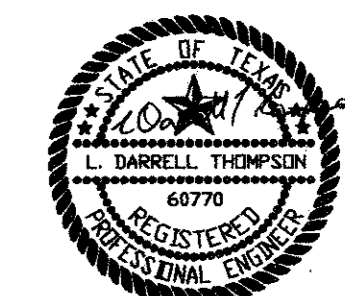
BITUMINOUS GROOVING DETAIL  
N.T.S.



GROOVES AROUND IN-PAVEMENT APPROACH LIGHTS  
N.T.S.

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NOV 10 1993



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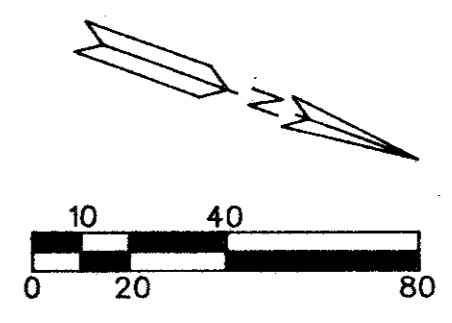
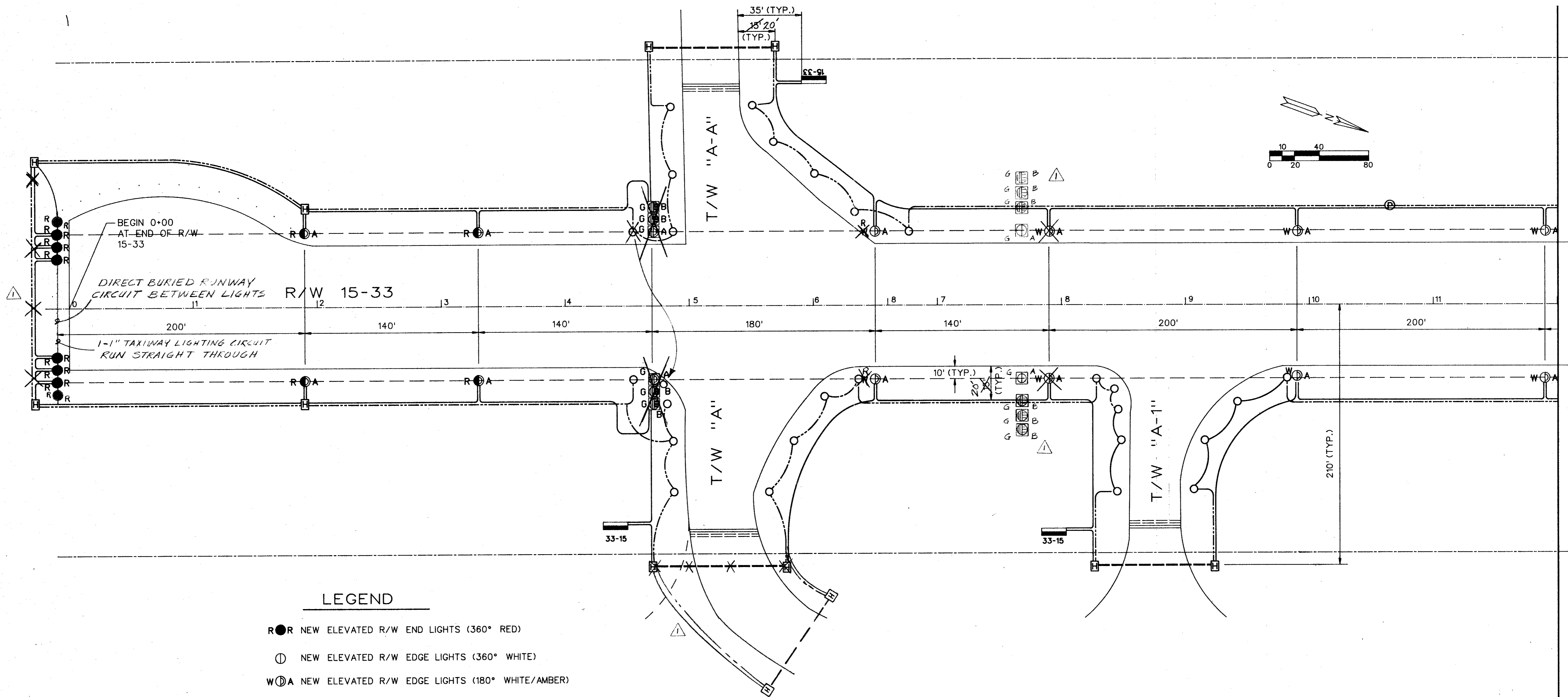
DESIGN: <b>K.E.G.</b>	A.I.P. NO: <b>3-48-0063-04-92</b>		
DRAWN: <b>J.E.H.</b>	BID NO: <b>92-29</b>		
CHECKED: <b>D.T.</b>	JOB NO: <b>YB024.30</b>	Date	Revisions
SCALE: 1"=100'		By	

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Greiner, Inc.  
Fort Worth, Texas



**ADDISON AIRPORT**

**RUNWAY REHABILITATION**  
GROOVING LAYOUT PLAN AND DETAILS



**LEGEND**

- R ● NEW ELEVATED R/W END LIGHTS (360° RED)
- ⊙ NEW ELEVATED R/W EDGE LIGHTS (360° WHITE)
- W ⊙ A NEW ELEVATED R/W EDGE LIGHTS (180° WHITE/AMBER)
- G ⊙ B NEW ELEVATED R/W THRESHOLD LIGHTS (180° GREEN/BLANK)
- NEW ELEVATED T/W EDGE LIGHTS (360° BLUE)
- NEW MANDATORY R/W GUIDANCE SIGNS AT EXISTING HOLDLINE
- NEW T/W EDGE LIGHT CIRCUIT (TW-1)
- NEW R/W EDGE LIGHT CIRCUIT (RW-1)
- ⊕ NEW ELECTRICAL PULLBOX
- ⊞ NEW ELECTRICAL HANDHOLE
- MH NEW ELECTRICAL MANHOLE
- NEW 1 - 4" CONDUIT UNDER PAVEMENT
- EXISTING R/W LIGHTING CIRCUIT (TO BE ABANDONED)
- ⊞ EXISTING MALS R LIGHTS TO BE ADJUSTED TO NEW ELEVATION
- ≡≡≡ EXISTING HOLDLINE MARKING

MATCHLINE STA 12+00

**AS BUILT**  
NOV 10 1993



C:\DGN\ADS\ADSBORDR.DGN

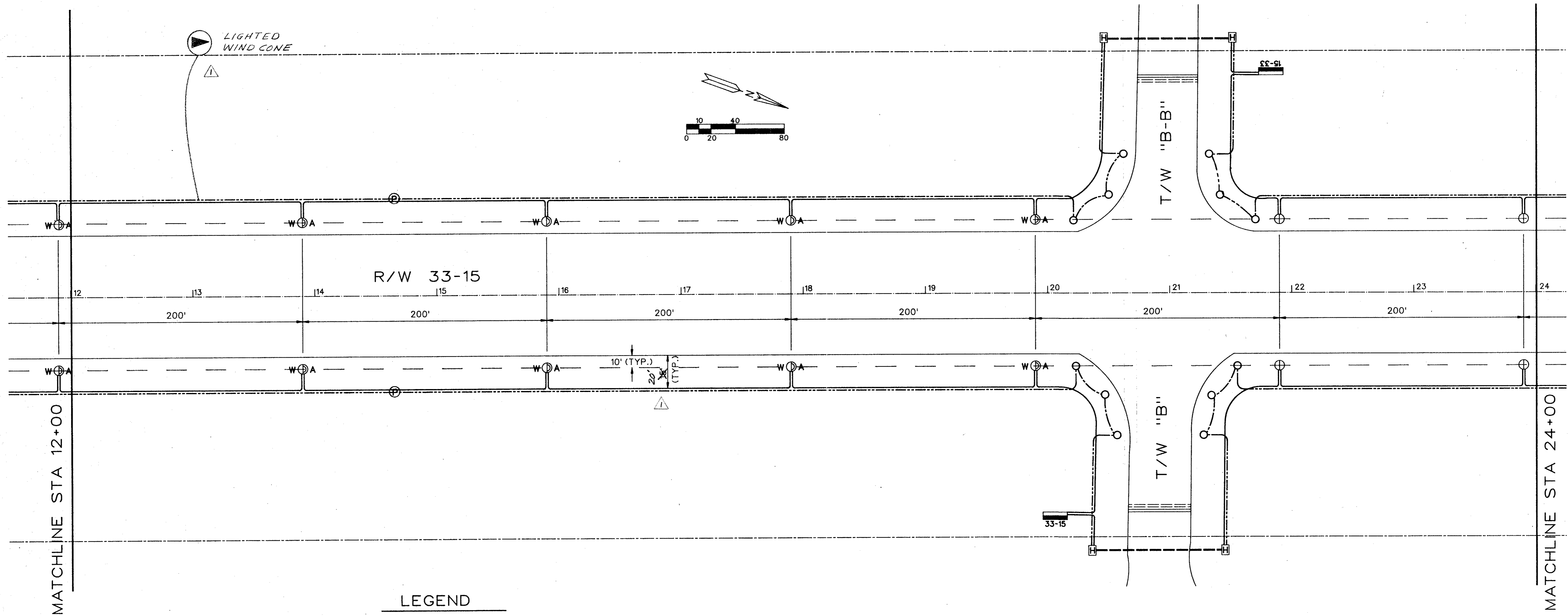
DESIGN: D. WHITAKER, P.E.	A.I.P. NO. 3-48-0063-04-92		
DRAWN: PSA ENGINEERING	BID NO. 92-29		
CHECKED: P. SRIBHEN, P.E.	JOB NO. PSA 9205	11-8-93	AS-BUILT REVISIONS
SCALE: 1" = 40'		Date	Revisions
			By J.R.H.

**Greiner** Fort Worth, Texas  
Engineers, Architects and Planners

In Association With  
**ASA** ENGINEERING DALLAS, TEXAS

**ADDISON AIRPORT**

**AIRFIELD LIGHTING IMPROVEMENTS**  
R/W LIGHTING LAYOUT/CIRCUIT PLAN



**LEGEND**

- NEW ELEVATED R/W END LIGHTS (360° RED)
- NEW ELEVATED R/W EDGE LIGHTS (360° WHITE)
- ⊙ NEW ELEVATED R/W EDGE LIGHTS (180° WHITE/AMBER)
- ⊞ NEW ELEVATED R/W THRESHOLD LIGHTS (180° GREEN/BLANK)
- NEW ELEVATED T/W EDGE LIGHTS (360° BLUE)
- NEW MANDATORY R/W GUIDANCE SIGNS AT EXISTING HOLDLINE
- NEW T/W EDGE LIGHT CIRCUIT (TW-1)
- NEW R/W EDGE LIGHT CIRCUIT (RW-1)
- ⊕ NEW ELECTRICAL PULLBOX
- ⊞ NEW ELECTRICAL HANDHOLE
- MH NEW ELECTRICAL MANHOLE
- NEW 1 - 4" CONDUIT UNDER PAVEMENT
- EXISTING R/W LIGHTING CIRCUIT (TO BE ABANDONED)
- ⊞ EXISTING MALSRL LIGHTS TO BE ADJUSTED TO NEW ELEVATION
- ≡≡≡ EXISTING HOLDLINE MARKING

**AS BUILT**  
NOV 10 1993



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DESIGN: D. WHITAKER, P.E.	A.I.P. NO. 3-48-0063-04-92		
DRAWN: PSA ENGINEERING	BD NO. 92-29	11-9-93	AS-BUILT REVISIONS
CHECKED: P. SRIBHEN, P.E.	JOB NO. PSA 9205	Date	Revisions
SCALE: 1"=40'			By J.R.H.

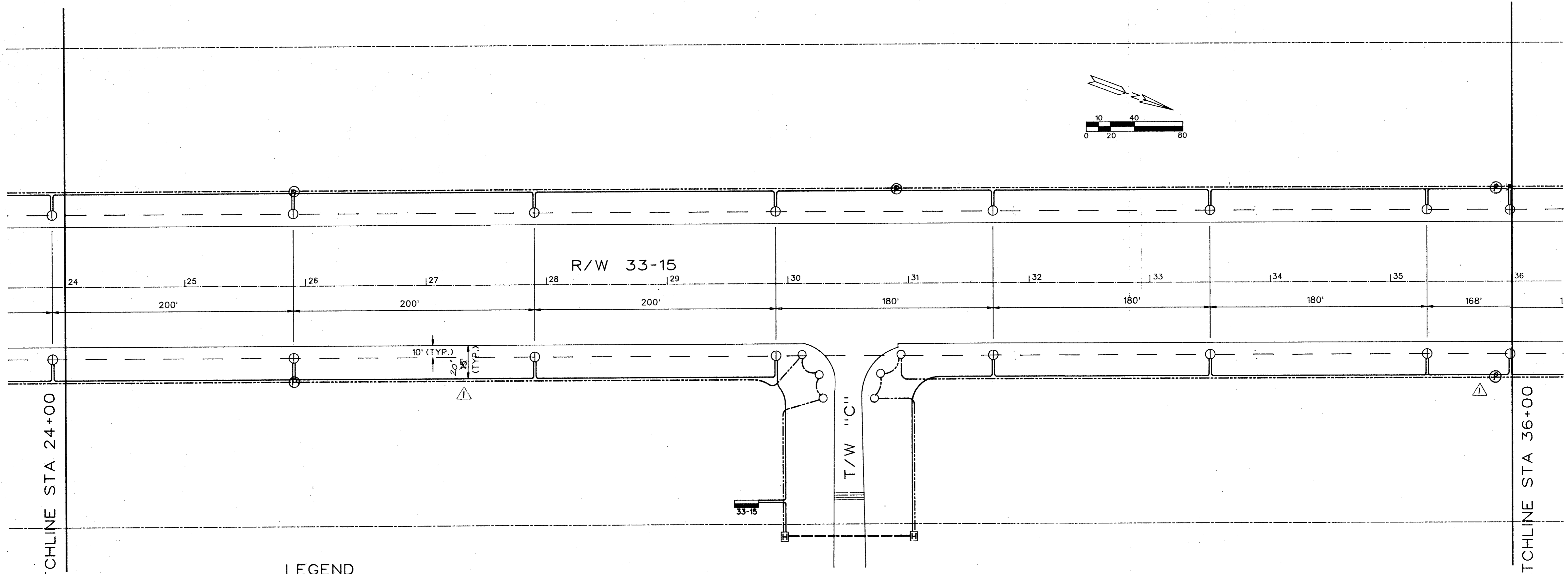
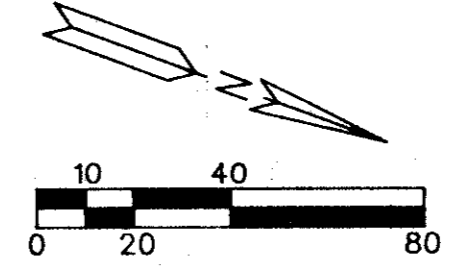
**Greiner** Fort Worth, Texas  
Engineers, Architects and Planners

In Association With:  
**ASA** ENGINEERING DALLAS, TEXAS

**ADDISON AIRPORT**

**AIRFIELD LIGHTING IMPROVEMENTS**  
R/W LIGHTING LAYOUT / CIRCUIT PLAN



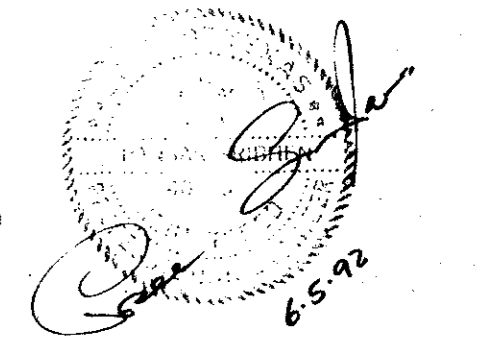


**LEGEND**

- NEW ELEVATED R/W END LIGHTS (360° RED)
- ⊙ NEW ELEVATED R/W EDGE LIGHTS (360° WHITE)
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- EXISTING R/W LIGHTING CIRCUIT (TO BE ABANDONED)
- ▣ EXISTING MALSRLIGHTS TO BE ADJUSTED TO NEW ELEVATION
- ≡≡≡ EXISTING HOLDLINE MARKING

**AS BUILT**

NOV 10 1993



LP - 3

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DESIGN: D. WHITAKER, P.E.  
 DRAWN: PSA ENGINEERING  
 CHECKED: P. SRIBHEN, P.E.  
 SCALE: 1"=40'

A.I.P. NO. 3-48-0063-04-92		
BTD NO. 92-29	11-8-93	AS-BUILT REVISIONS
JOB NO. PSA 9205	Date	Revisions
		By

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 Engineers, Architects  
 and Planners

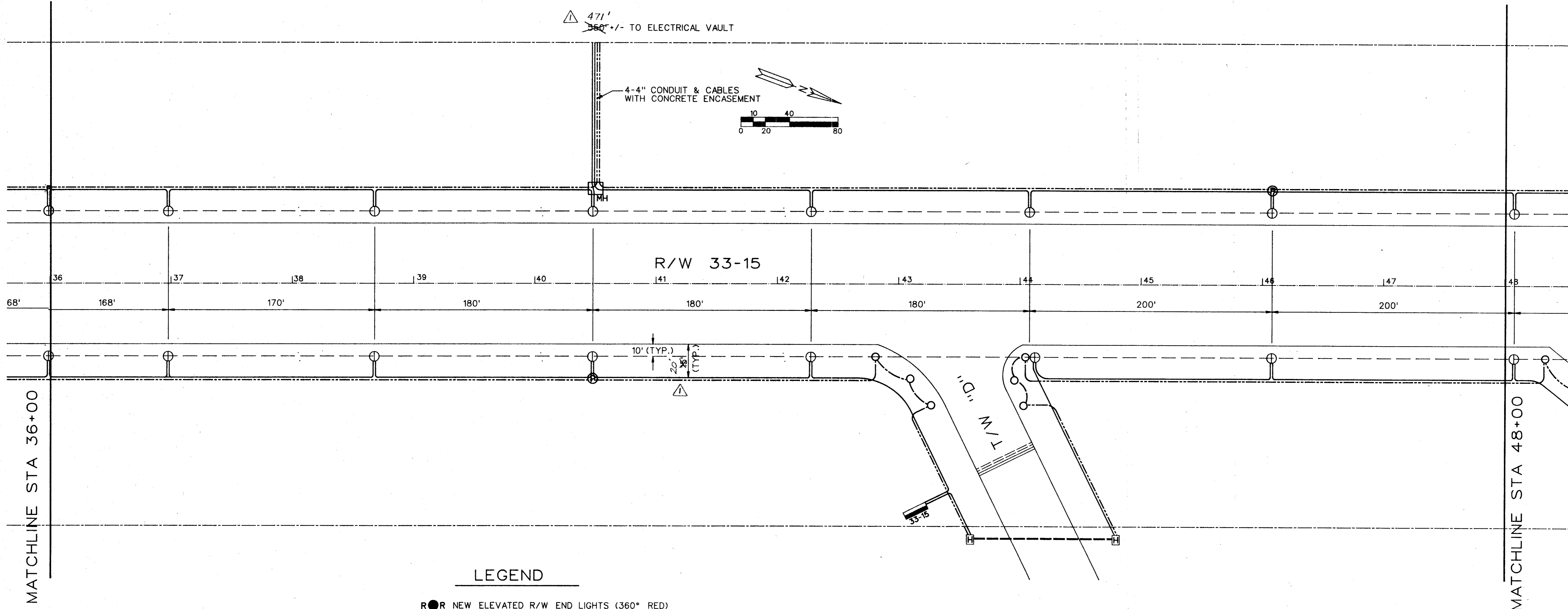
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**ADDISON AIRPORT**

**AIRFIELD LIGHTING IMPROVEMENTS**  
 R/W LIGHTING LAYOUT/CIRCUIT PLAN

**SHEET 22**  
 DATE: JAE, 1992



### LEGEND

- NEW ELEVATED R/W END LIGHTS (360° RED)
- NEW ELEVATED R/W EDGE LIGHTS (360° WHITE)
- ⊙ NEW ELEVATED R/W EDGE LIGHTS (180° WHITE/AMBER)
- ⊙ NEW ELEVATED R/W THRESHOLD LIGHTS (180° GREEN/BLANK)
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- NEW T/W EDGE LIGHT CIRCUIT (TW-1)
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- Ⓜ NEW ELECTRICAL HANDHOLE
- Ⓜ NEW ELECTRICAL MANHOLE
- NEW 1 - 4" CONDUIT UNDER PAVEMENT
- EXISTING R/W LIGHTING CIRCUIT (TO BE ABANDONED)
- ⊠ EXISTING MALSR LIGHTS TO BE ADJUSTED TO NEW ELEVATION
- ≡≡≡ EXISTING HOLDLINE MARKING

**AS BUILT**

NOV 10 1993

LP - 4

C:\DGN\ADS\ADSBORDR.DGN

DESIGN: D. WHITAKER, P.E.	A.I.P. NO. 3-48-0063-04-92		
DRAWN: PSA ENGINEERING	BID NO. 92-29		
CHECKED: P. SRIBHEN, P.E.	11-8-93	AS-BUILT REVISIONS	J.R.H.
SCALE: 1"=40'	JOB NO. PSA 9205	Date	By

**Greiner** Fort Worth, Texas  
Engineers, Architects  
and Planners

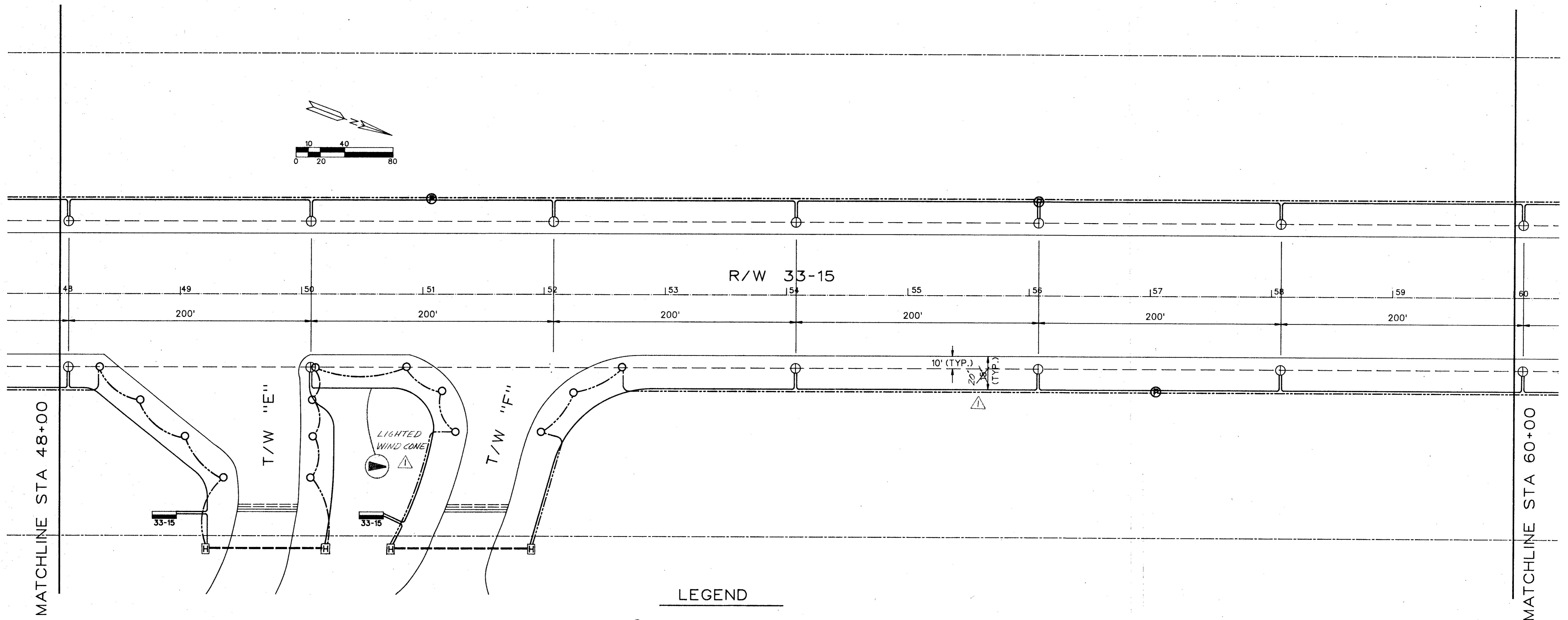
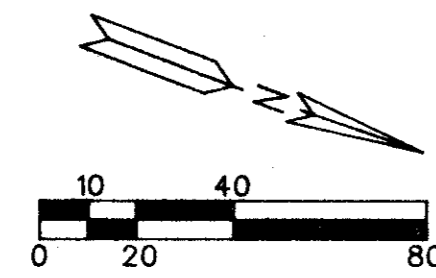
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**ADDISON AIRPORT**

**AIRFIELD LIGHTING IMPROVEMENTS**  
R/W LIGHTING LAYOUT/CIRCUIT PLAN

SHEET  
23  
DATE: JUNE, 1992



**LEGEND**

- R NEW ELEVATED R/W END LIGHTS (360° RED)
- NEW ELEVATED R/W EDGE LIGHTS (360° WHITE)
- ⊙ NEW ELEVATED R/W EDGE LIGHTS (180° WHITE/AMBER)
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- ⊞ EXISTING MALSRL LIGHTS TO BE ADJUSTED TO NEW ELEVATION
- ▬▬▬ EXISTING HOLDLINE MARKING

**AS BUILT**

NOV 10 1993

LP - 5

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DESIGN: D. WHITAKER, P.E.	A.I.P. NO. 3-48-0063-04-92		
DRAWN: PSA ENGINEERING	BID NO. 92-29	11-8-93	J.K.H.
CHECKED: P. SRIBHEN, P.E.	JOB NO. PSA 9205	AS-BUILT REVISION	
SCALE: 1" = 40'		Date	By

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and Planners

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DALLAS, TEXAS

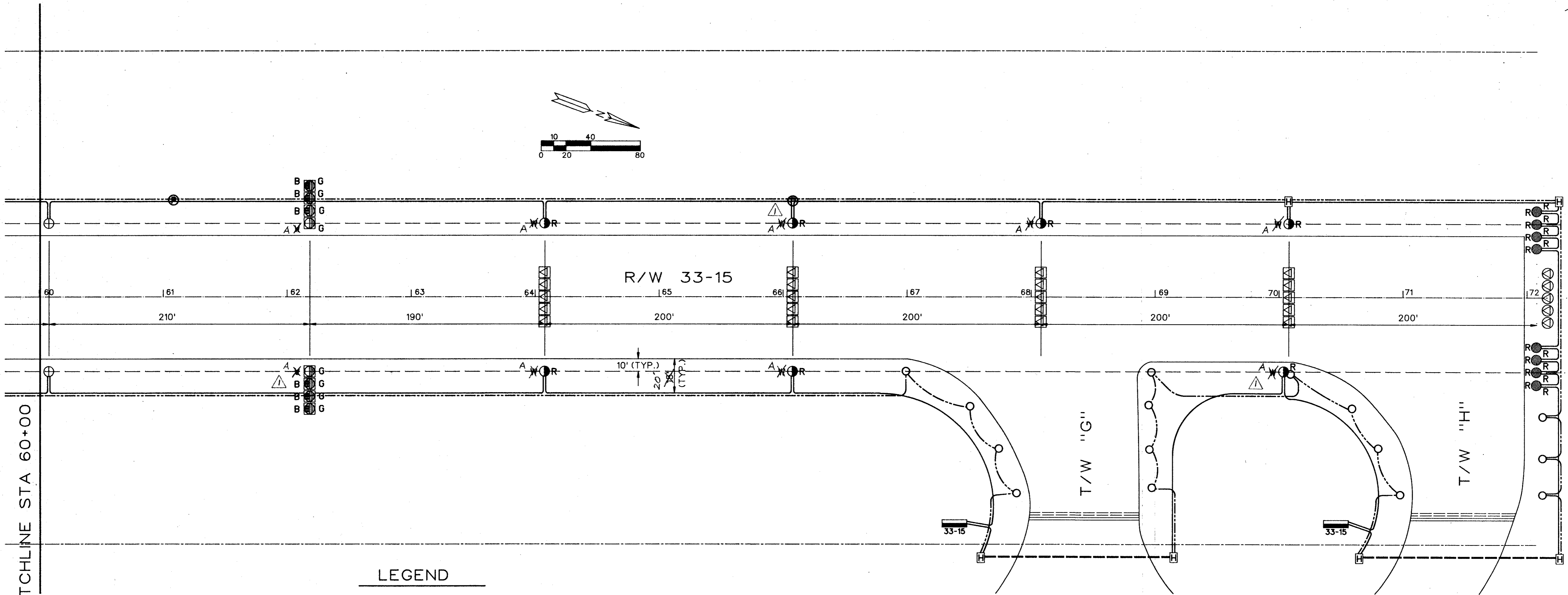


**ADDISON AIRPORT**

**AIRFIELD LIGHTING IMPROVEMENTS**  
R/W LIGHTING LAYOUT / CIRCUIT PLAN

**SHEET 24**

DATE: JUNE, 1992



MATCHLINE STA 60+00

**LEGEND**

- R NEW ELEVATED R/W END LIGHTS (360° RED)
- ⊙ NEW ELEVATED R/W EDGE LIGHTS (360° WHITE)
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- ≡≡≡ EXISTING HOLDLINE MARKING

**AS BUILT**  
NOV 10 1993

C:\DGN\ADS\ADSBORDR.DGN

DESIGN: D. WHITAKER, P.E.  
DRAWN: PSA ENGINEERING  
CHECKED: P. SRIBHEN, P.E.  
SCALE: 1" = 40'

A.I.P. NO. 3-48-0063-04-92		
BTD NO. 92-29	11-8-93	AS-BUILT REVISION
JOB NO. PSA 9205	Date	Revisions
		By J.R.H.

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DALLAS, TEXAS



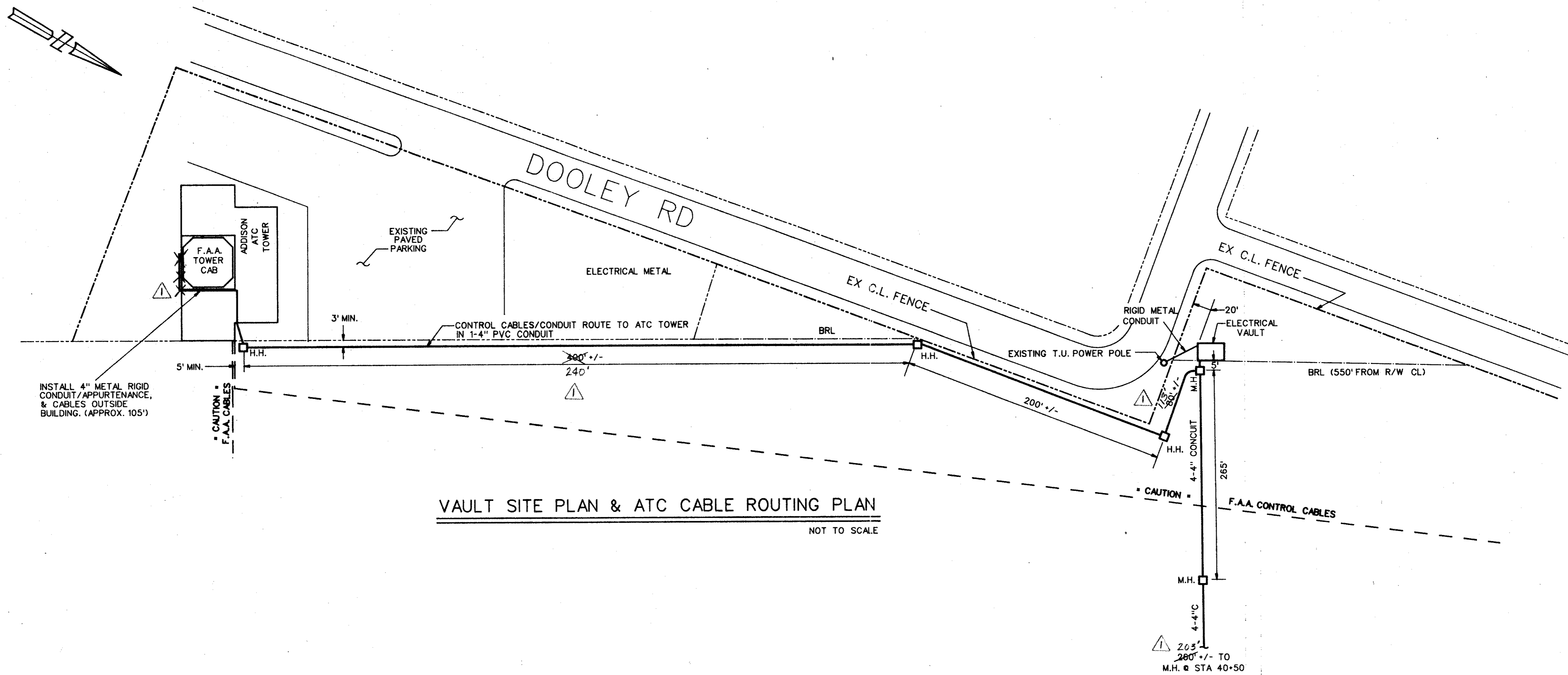
**ADDISON AIRPORT**

**AIRFIELD LIGHTING IMPROVEMENTS**  
R/W LIGHTING LAYOUT/CIRCUIT PLAN

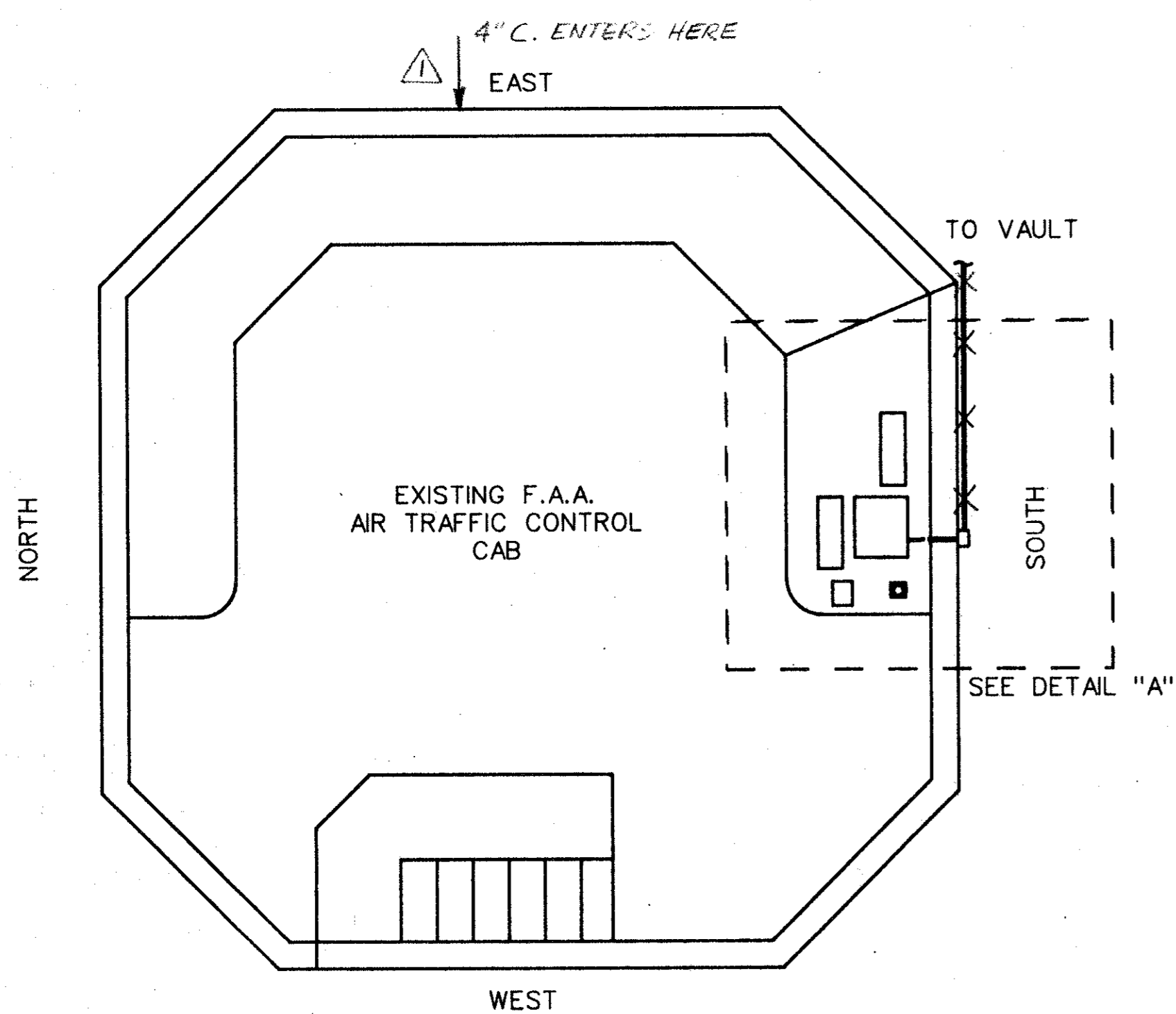
LP - 6

SHEET  
25

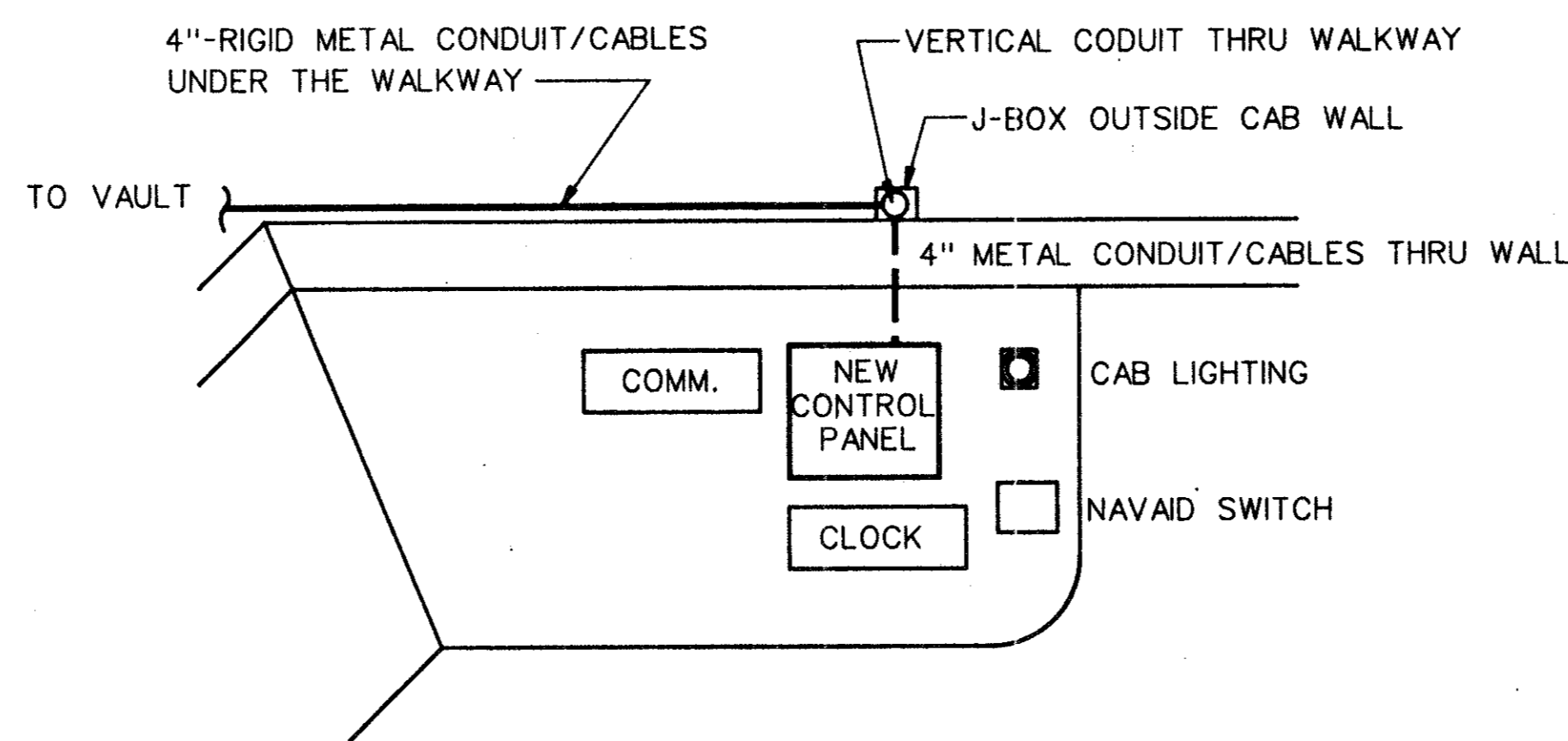
DATE: JUNE 1992



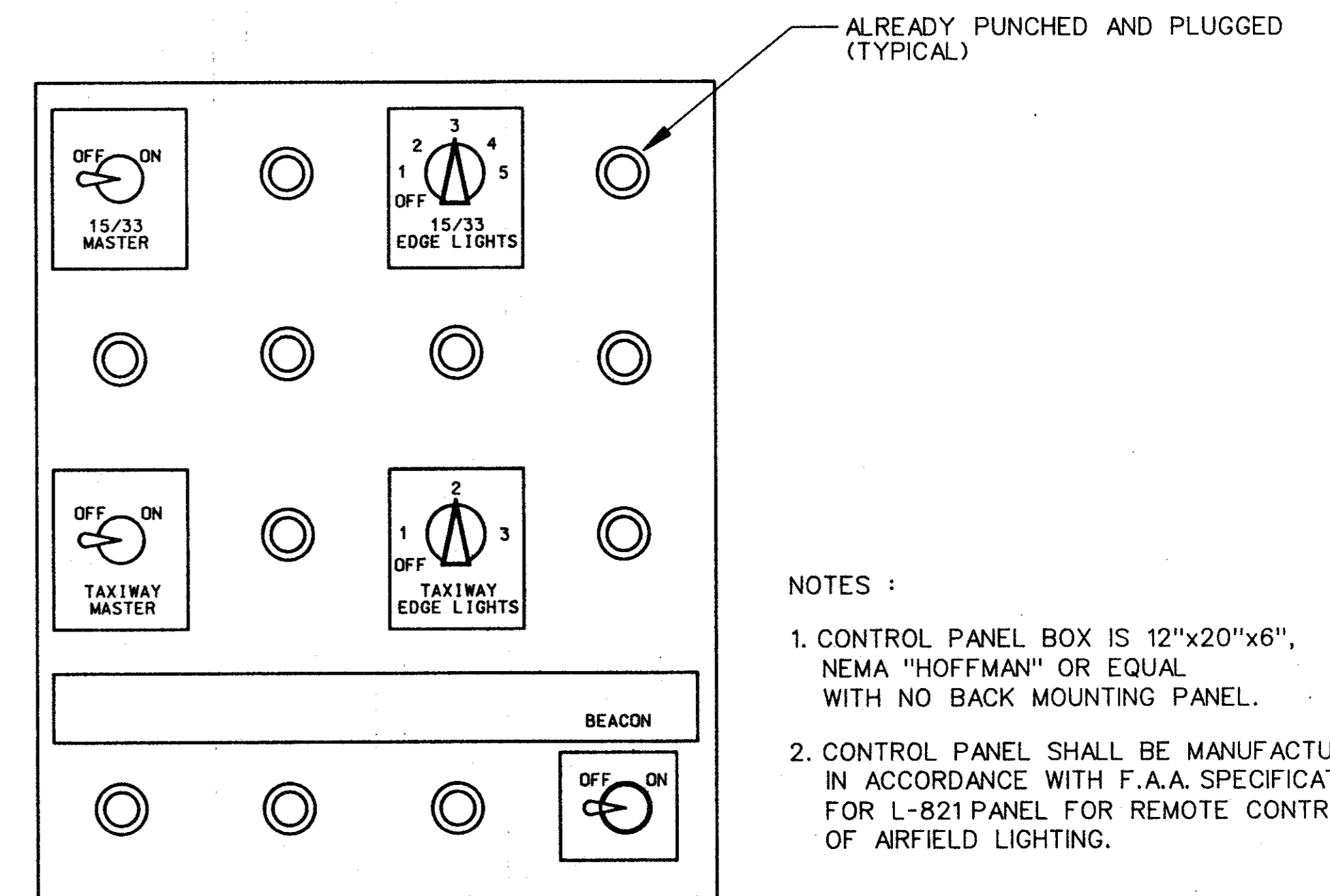
**VAULT SITE PLAN & ATC CABLE ROUTING PLAN**  
NOT TO SCALE



**TOWER CAB MODIFICATION**  
NOT TO SCALE



**DETAIL "A"**  
NOT TO SCALE



NOTES :

- CONTROL PANEL BOX IS 12"x20"x6", NEMA "HOFFMAN" OR EQUAL WITH NO BACK MOUNTING PANEL.
- CONTROL PANEL SHALL BE MANUFACTURED IN ACCORDANCE WITH F.A.A. SPECIFICATIONS. FOR L-821 PANEL FOR REMOTE CONTROL OF AIRFIELD LIGHTING.

**AIRFIELD LIGHTING CONTROL PANEL**  
NOT TO SCALE

**AS BUILT**  
NOV 10 1993

LP - 7

DESIGN: G. DABNEY, P.E.	A.I.P. NO. 3-48-0063-04-92		
DRAWN: PSA ENGINEERING	BID NO. 92-29	11-8-93	AS-BUILT REVISIONS
CHECKED: P. SRIBHEN, P.E.	JOB NO. PSA 9205	Date	Revisions
SCALE:		By	

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DALLAS, TEXAS

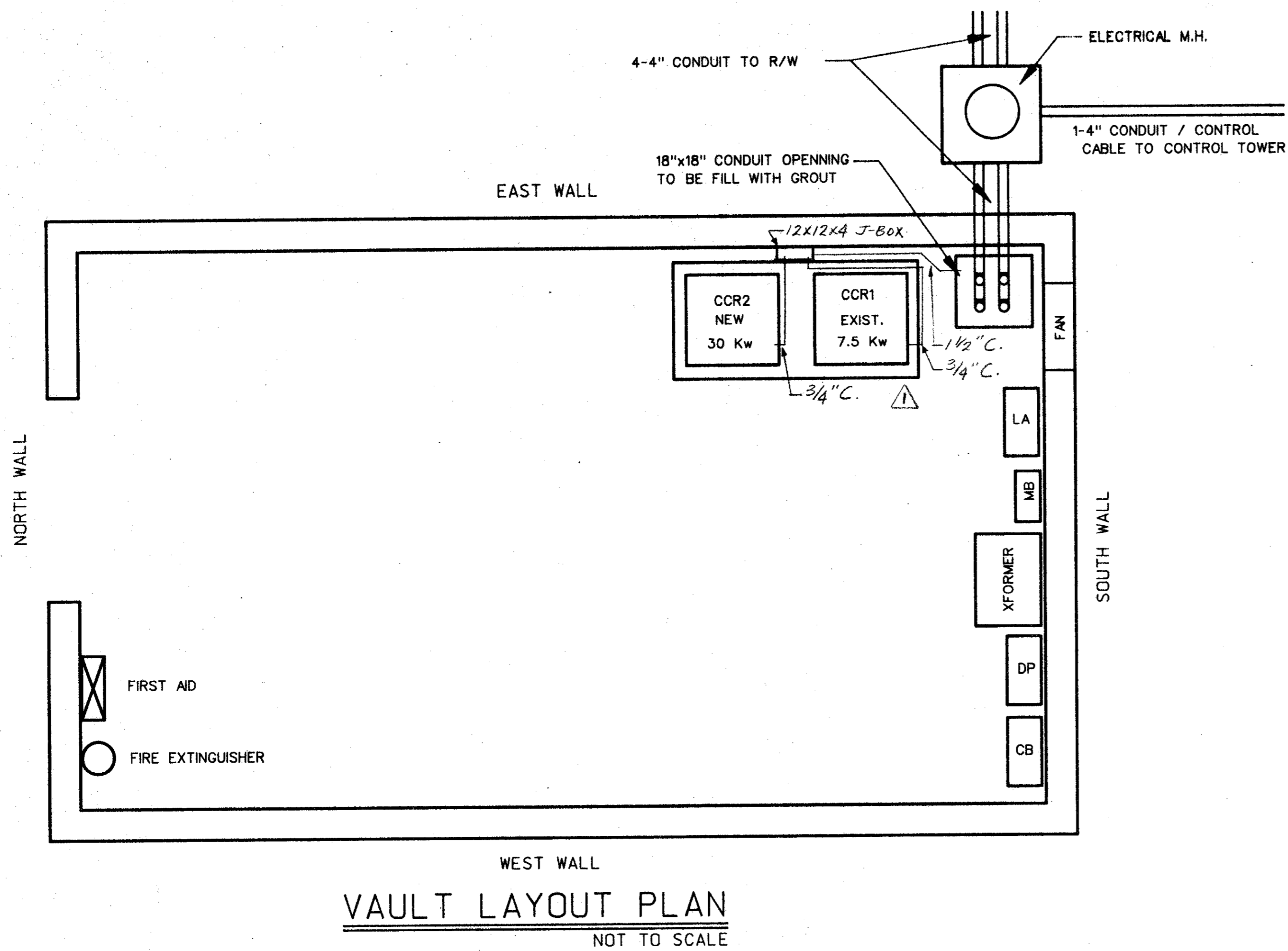


**ADDISON AIRPORT**

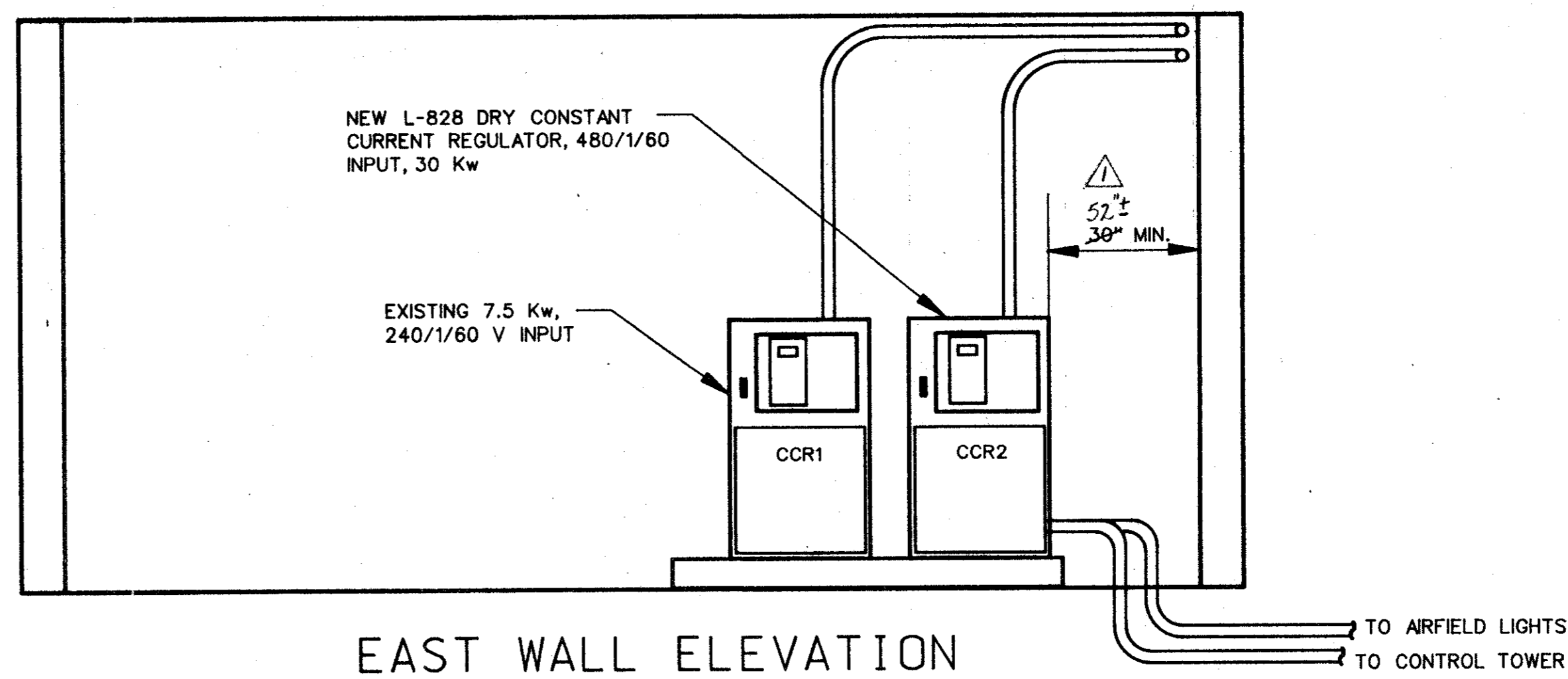
**A.T.C. TOWER CONTROL PANEL**

SHEET  
26

DATE: JAN, 1992

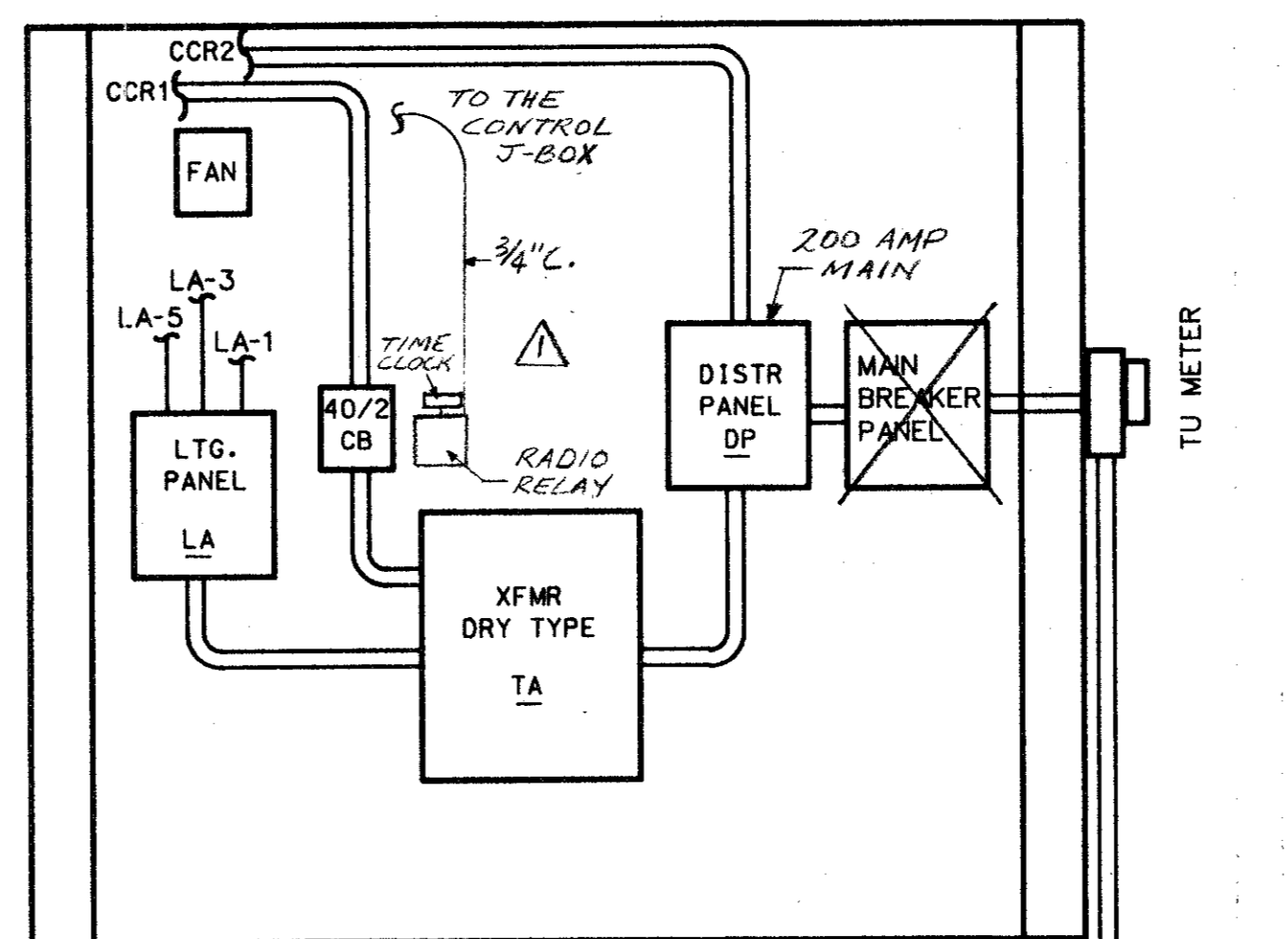


**VAULT LAYOUT PLAN**  
NOT TO SCALE



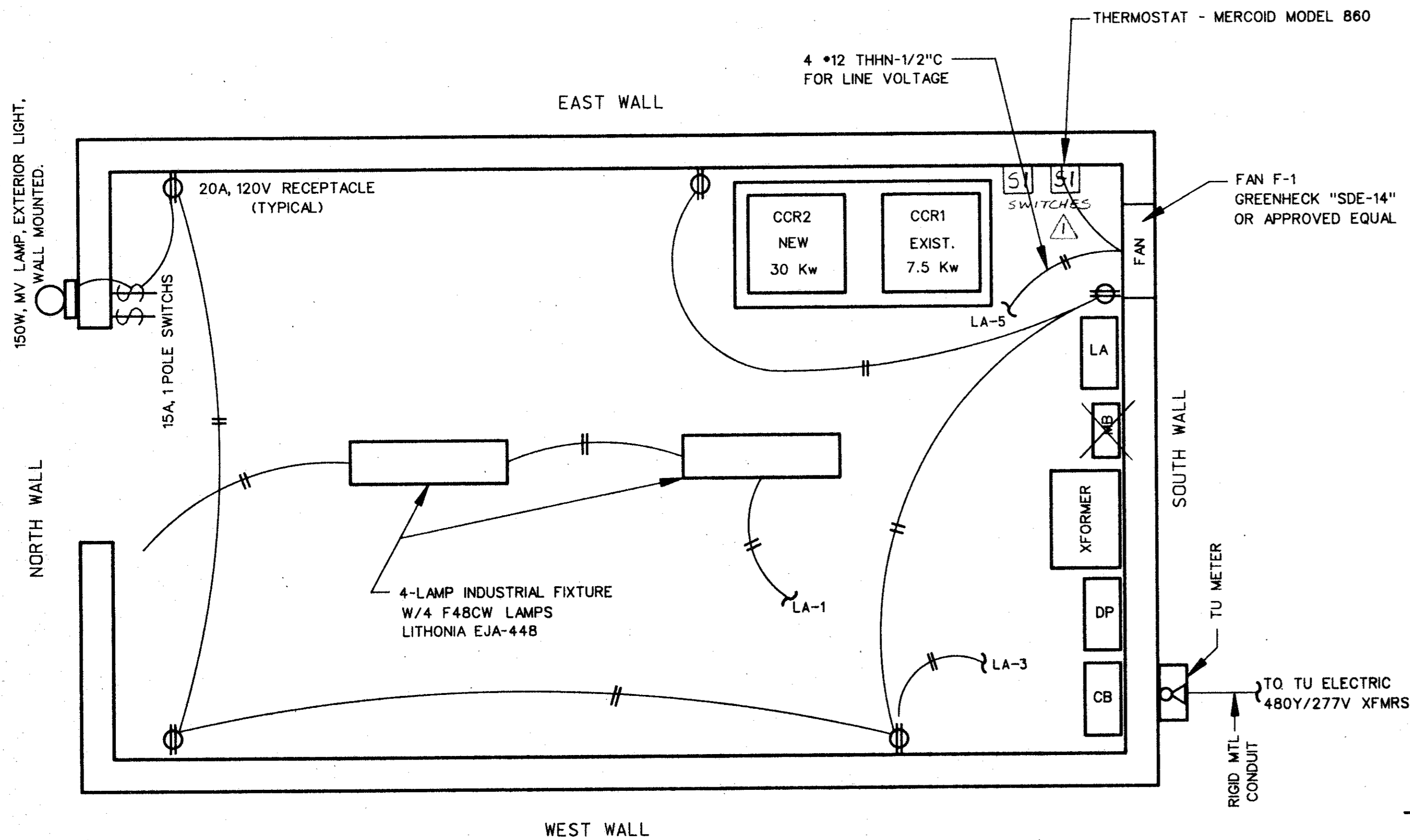
**EAST WALL ELEVATION**  
NOT TO SCALE

BRANCH CIRCUIT TOTALS										MAIN DIST. PANEL	
29 KVA CONNECTED										225 AMP	
34 AMP CONNECTED										480 VOLT P-P	
REMARKS:										277 VOLT P-N	
1 GE TYPE CCB										3 PHASE	
										4 WIRE	
										25,000 AC	
LOAD (VA)	(AMP)	(HP)	TY	PKT NO.	DESCRIPTION	DEVICES	CONDUCTORS	CON	START		
7689	16			1	TRANSFORMER TA	CB 40 2 1	*8	*10	1"	NONE	
21000	44			2	CCR2	CB 60 2 1	*8	*10	1"	NONE	
				3	SPACE ONLY	CB 100 3					
				4	SPACE ONLY	CB 100 3					
				5	SPACE ONLY	CB 100 3					
				6	SPACE ONLY	CB 100 3					
				7	SPACE ONLY	CB 100 3					
				8	SPACE ONLY	CB 100 3					
				9	SPACE ONLY	CB 100 3					
				10	SPACE ONLY	CB 100 3					
				11	SPACE ONLY	CB 100 3					
				12	SPACE ONLY	CB 100 3					

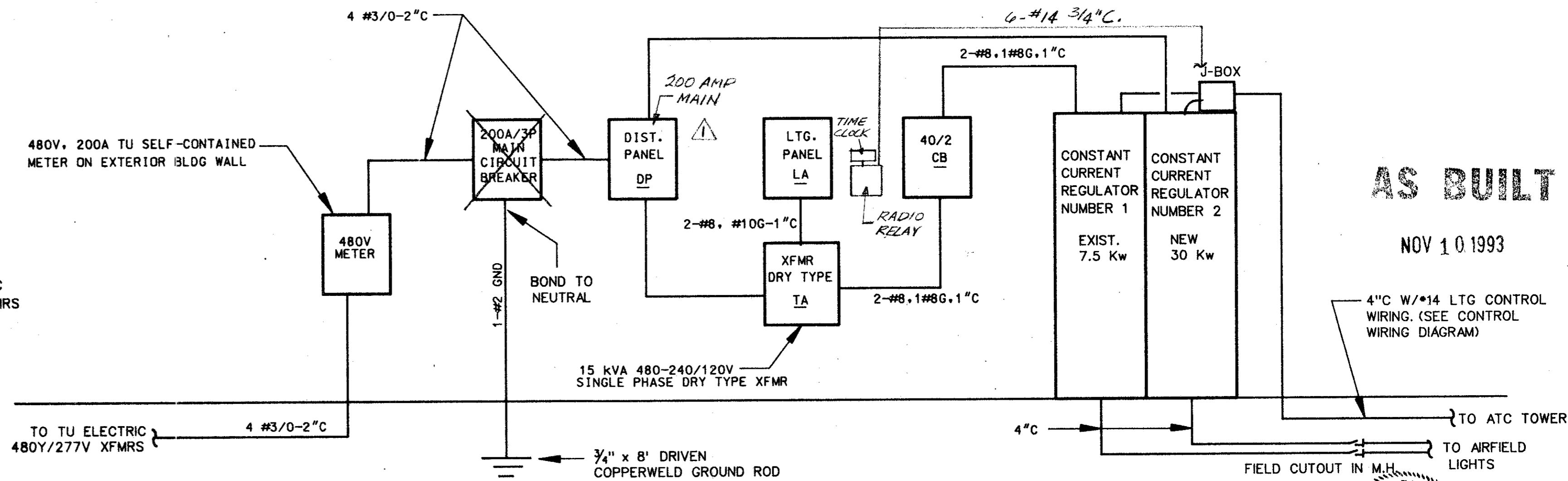


**SOUTH WALL ELEVATION**  
NOT TO SCALE

GE TYPE AE										LIGHTING PANEL BOARD								
REMARKS:										50 AMP								
1 SURFACE MOUNTED										240 VOLT P-P								
2 PROVIDE GROUND BUS										120 VOLT P-N								
										1 PHASE								
										3 WIRE								
										10,000 AC SYMMETRICAL								
B PH (AMP)	A PH (AMP)	N (AMP)	LOAD (VA)	TY	DESCRIPTION	WIRE	PKT BK AMP /P	NO	NO	PKT BK AMP /P	WIRE	DESCRIPTION	TY	LOAD (VA)	N (AMP)	A PH (AMP)	B PH (AMP)	
	2.5	2.5	300	LT	LIGHTING	*12 20/1	1 2	/1				SPACE ONLY						
	7.5	7.5	900	RP	RECEPTACLES	*12 20/1	3 4	/1				SPACE ONLY						
	9.3	9.3	1115	MM	FAN F-1	*12 20/1	5 6	/1				SPACE ONLY						
					SPARE	20/1	7 8	/1				SPACE ONLY						
					SPARE	20/1	9 10	/1				SPACE ONLY						
					SPARE	20/1	11 12	/1				SPACE ONLY						
					SPARE	20/1	13 14	/1				SPACE ONLY						
					SPARE	20/1	15 16	/1				SPACE ONLY						
					SPARE	20/1	17 18	/1				SPACE ONLY						



**VAULT WIRING DIAGRAM**  
NOT TO SCALE



**ELECTRICAL RISER DIAGRAM**  
NOT TO SCALE

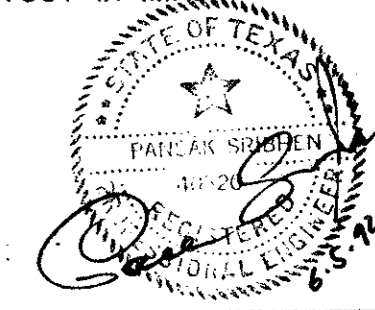
- NOTES:
- ALL ELECTRICAL WORKS SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE
  - CONDUCTORS SHALL BE COPPER THHN
  - CONDUITS SHALL BE RIGID GALVANIZED STEEL ABOVE GRADE, SCHEDULE 80 PVC NON-METALLIC RIGID BELOW GRADE

- NOTES:
- ALL WIRING SHOWN IS COPPER TYPE "THHN".
  - ALL CONDUIT IS RIGID STEEL ABOVE GRADE, RIGID SCHEDULE 80 BELOW GRADE.

**AS BUILT**

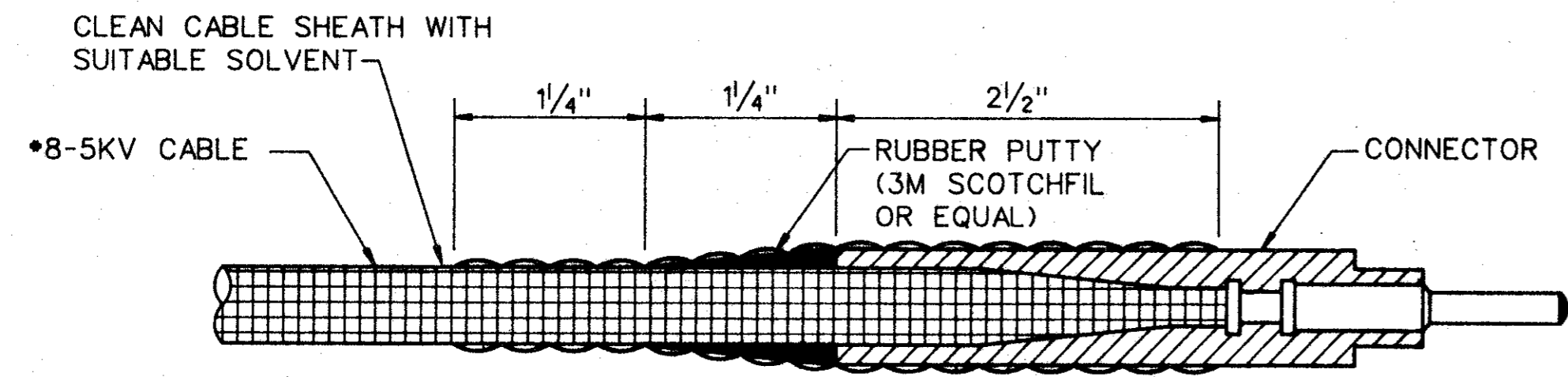
NOV 10 1993

4" C W/ #14 LTG CONTROL WIRING. (SEE CONTROL WIRING DIAGRAM)



LP - 8

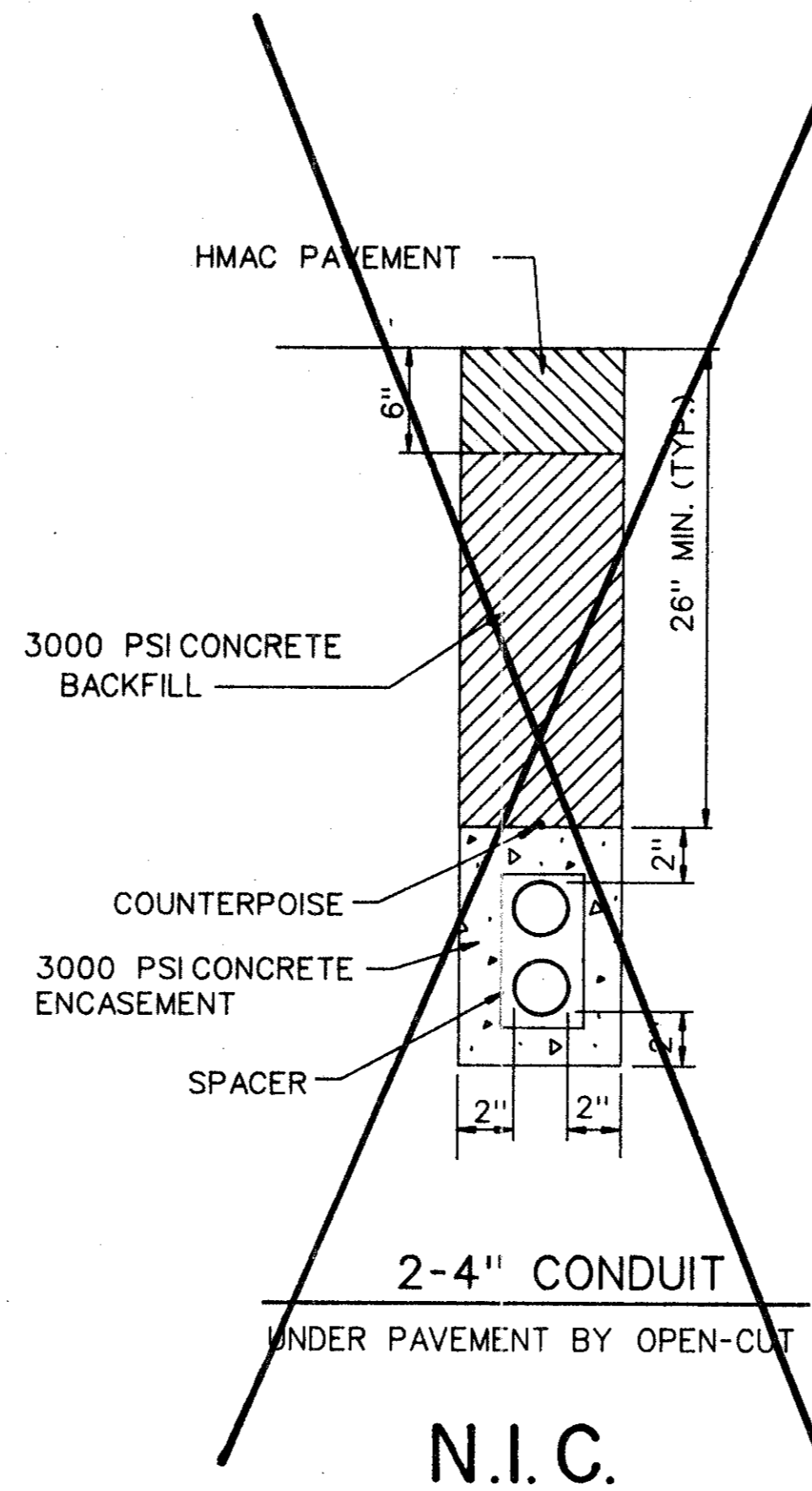




NOTE:  
CONTRACTOR SHALL USE HEAT SHRINKABLE TUBING IN LIEU OF TAPE.  
DIRECT FLAME HEATING OF HEAT SHRINKABLE TUBING WILL NOT BE PERMITTED.

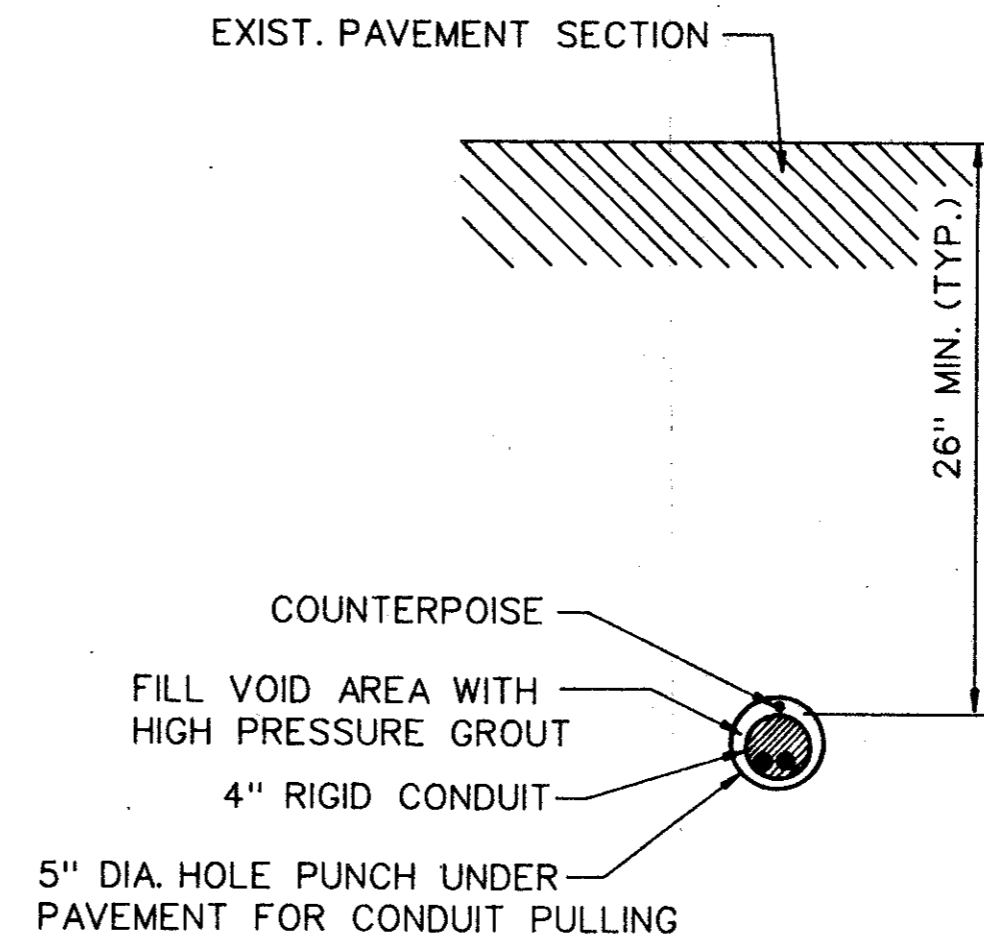
**CONNECTOR DETAIL**

NOT TO SCALE

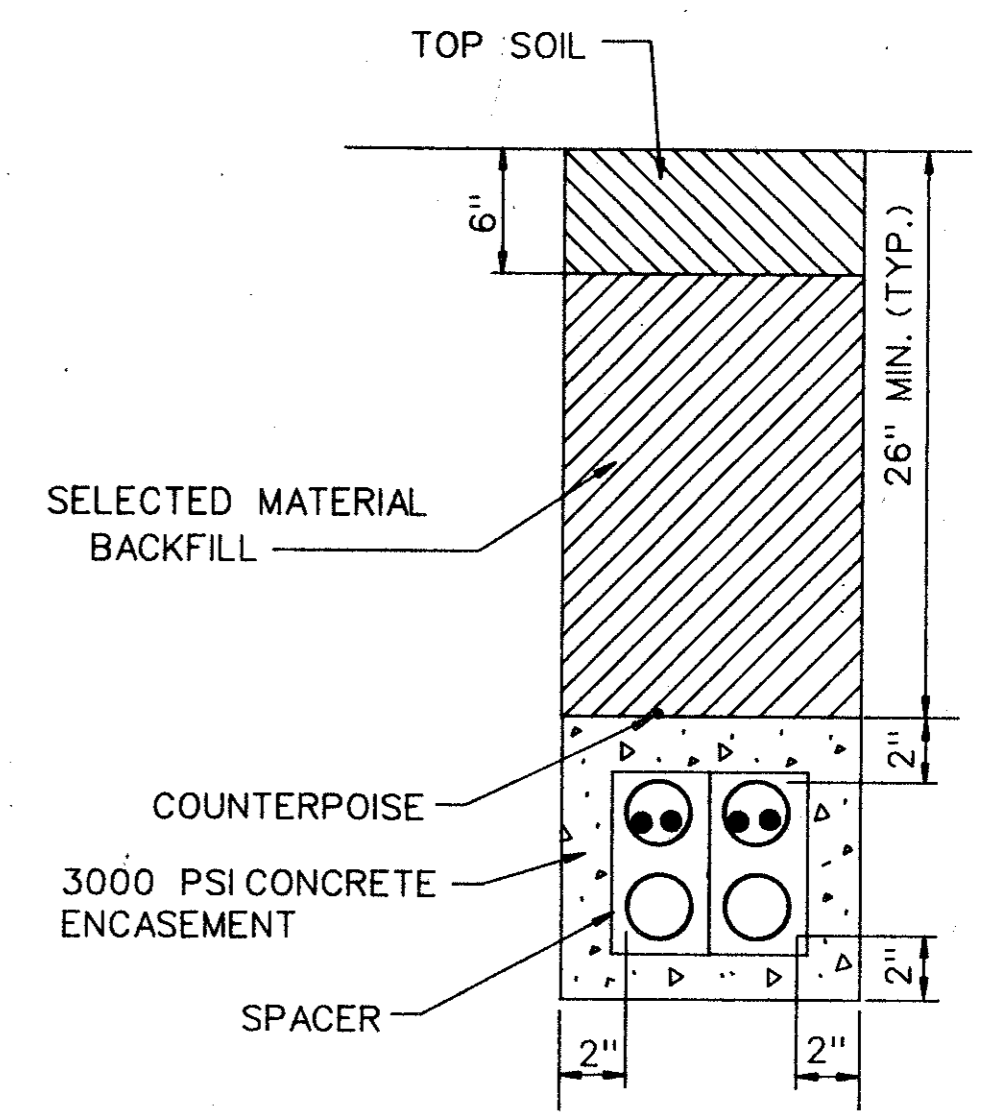


**2-4" CONDUIT**  
UNDER PAVEMENT BY OPEN-CUT

N.I.C.



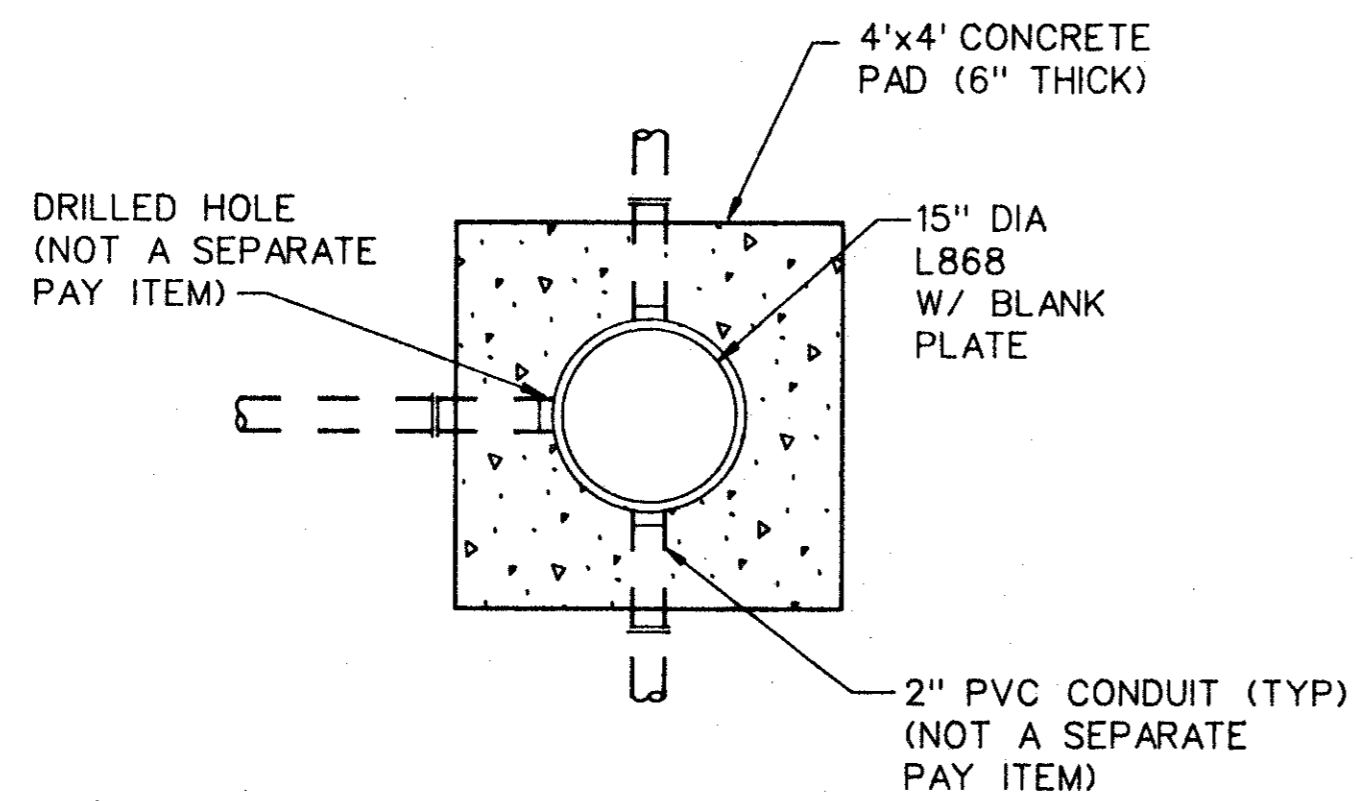
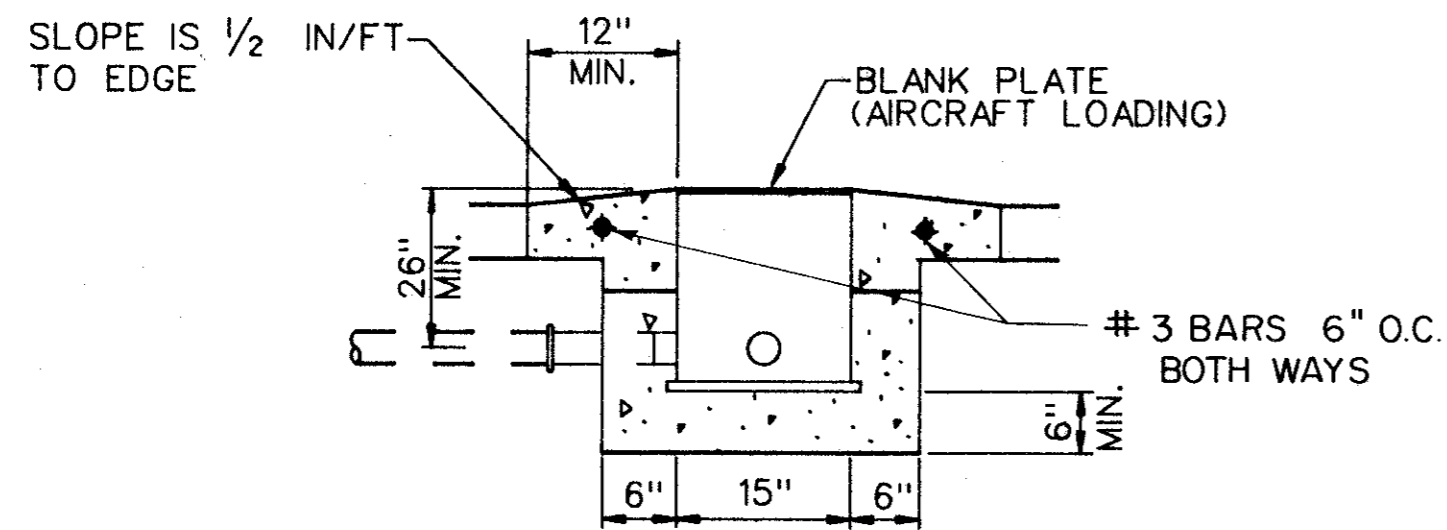
**1-4" CONDUIT**  
UNDER PAVEMENT



**4-4" CONDUIT**  
WITH CONCRETE ENCASEMENT

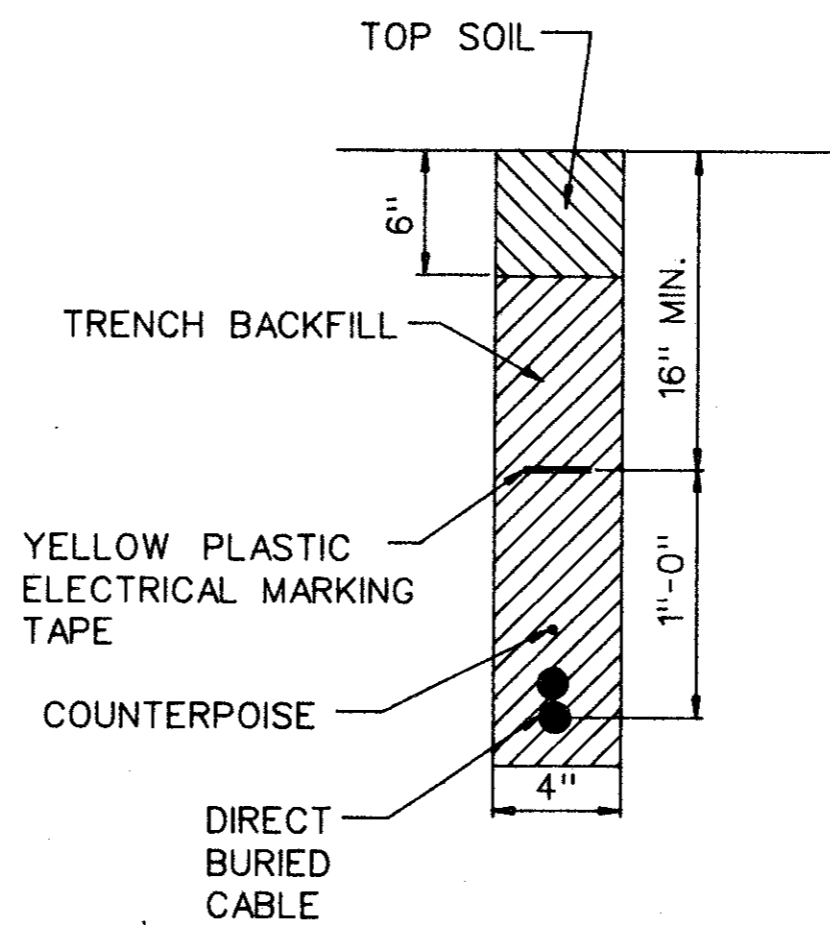
**CONDUIT INSTALLATION DETAIL**

NOT TO SCALE



**PULLBOX DETAIL**

NOT TO SCALE



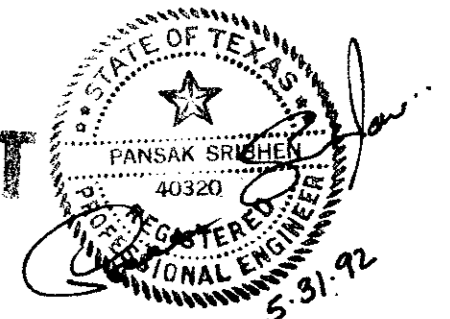
**DIRECT BURIED CABLE INSTALLATION**

NOT TO SCALE

★ ALL DETAILS SHOWN ON THIS SHEET ARE INCIDENTAL TO BID ITEM, UNLESS NOTED OTHERWISE.

**AS BUILT**

NOV 10 1993



LD - 1

DESIGN: PSA ENGINEERING	ALP. NO.: 3-48-0063-04-92
DRAWN: PSA ENGINEERING	BID NO.: 92 - 29
CHECKED: P. SRIBHEN	JOB NO.: PSA 9205
SCALE:	

Date	Revisions	By

**Greiner** Fort Worth, Texas  
Engineers, Architects  
and Planners

In Association With:  
**ASA** ENGINEERING  
DALLAS, TEXAS



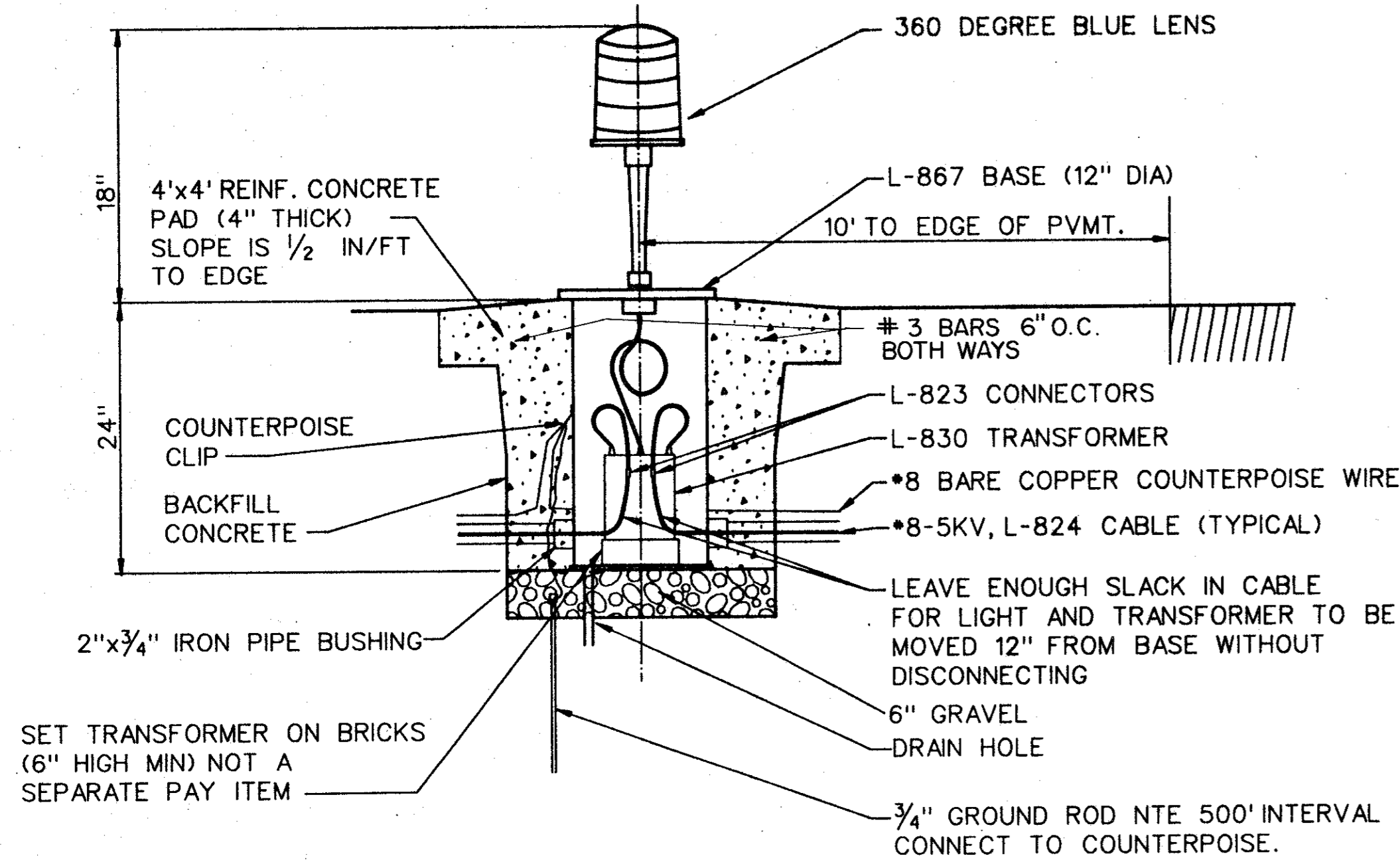
**ADDISON AIRPORT**

**AIRFIELD LIGHTING IMPROVEMENTS**  
CABLE AND CONDUIT DETAILS

**SHEET 28**

DATE: JUNE, 1992

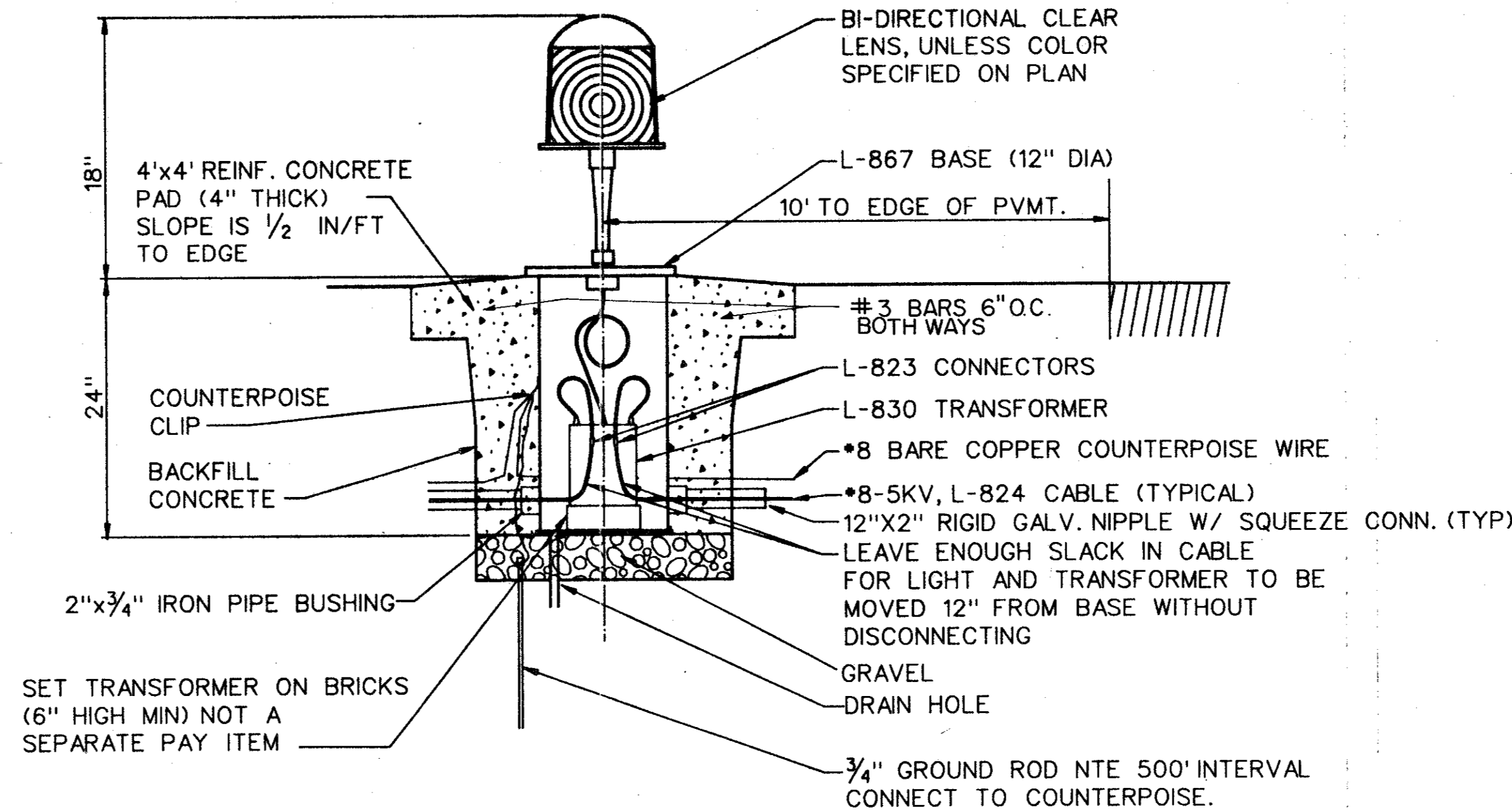
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**CAUTION:**  
EXISTING BURIED CABLE FOR RUNWAY  
CIRCUIT LOCATED APPROX. 8' TO 12'  
FROM EDGE OF RUNWAY PAVEMENT.

**ELEVATED T/W LIGHTING INSTALLATION**

NOT TO SCALE



**CAUTION:**  
EXISTING BURIED CABLE FOR RUNWAY  
CIRCUIT LOCATED APPROX. 8' TO 12'  
FROM EDGE OF RUNWAY PAVEMENT.

**ELEVATED R/W LIGHTING INSTALLATION**

NOT TO SCALE

**CONSTRUCTION PROCEDURE :**

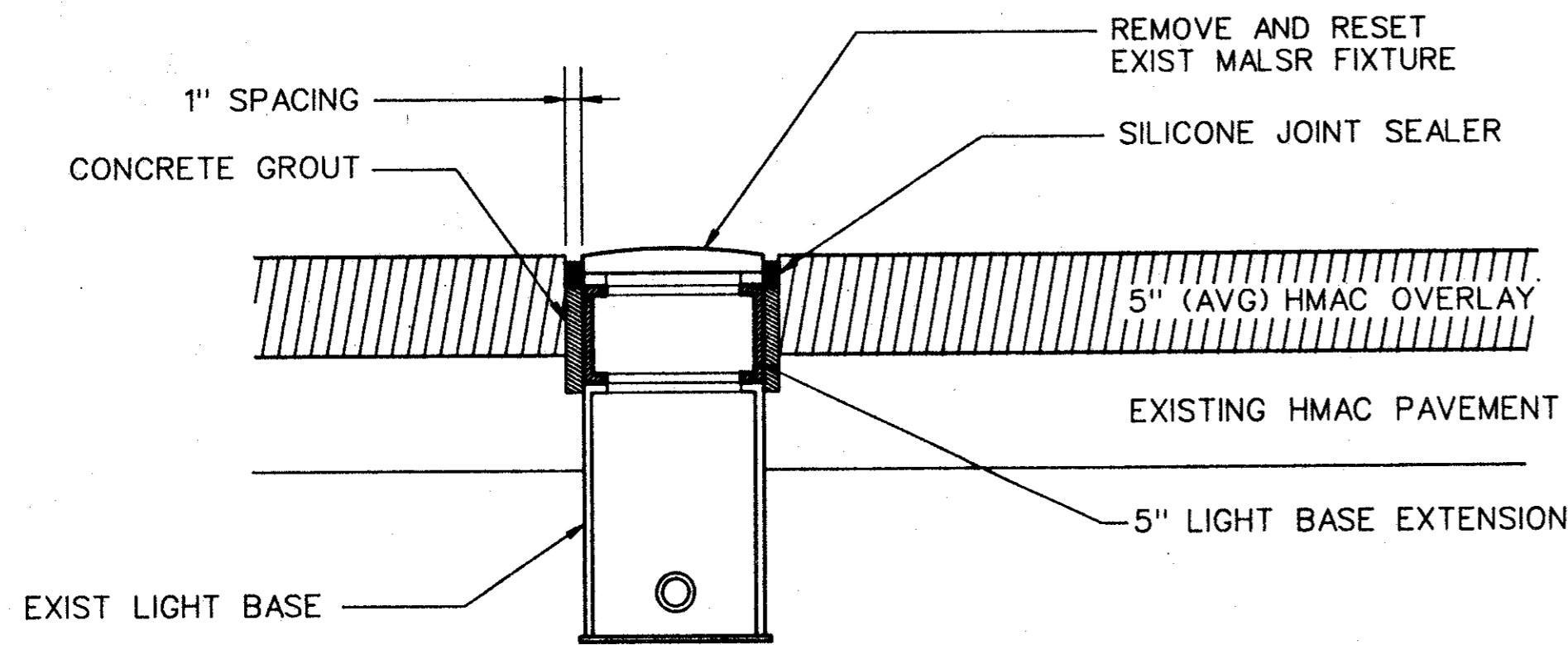
- ① TRENCH/BORE AND INSTALL NEW BURIED CABLES AND COUNTERPOISE WIRE. TRENCH/BORE TO BE COMPLETELY BACKFILL NIGHTLY PRIOR TO 6:00 AM RE-OPENING OF THE RUNWAY.
- ② CONSTRUCT NEW ELECTRICAL VAULT BUILDING.
- ③ INSTALL AND COMPLETE NEW EDGE LIGHT BASES & PAVED APRON.
- ④ CONNECT NEW CABLES TO NEW TRANSFORMER.
- ⑤ INSTALL NEW EDGE LIGHTS FIXTURE AND CONNECT TO TRANSFORMER.
- ⑥ INSTALL AND COMPLETE CONDUITS/CABLES TO NEW ELECTRICAL VAULT.
- ⑦ INSTALL NEW 30 KW CONSTANT CURRENT REGULATOR.
- ⑧ CONNECT NEW RUNWAY CIRCUIT TO 30 KW CCR & ACTIVATED.
- ⑨ REMOVE & REINSTALL EXISTING 7.5 KW REGULATOR IN NEW VAULT.
- ⑩ CONNECT NEW TAXIWAY CIRCUIT TO 7.5 KW CCR & ACTIVATED.
- ⑪ INSTALL AND COMPLETE CONTROL CABLES/PANEL FOR ATC TOWER CAB.
- ⑫ SALVAGE EXISTING R/W EDGE LIGHTS FOR OWNER & PLUG EXIST CABLE.

**GENERAL NOTES:**

1. CONTRACTOR TO VERIFY EXISTING CONDITIONS TO HIS OWN SATISFACTION PRIOR TO ANY EXCAVATION. ANY DAMAGE TO EXISTING SYSTEMS SHALL BE REPAIRED IMMEDIATELY AT CONTRACTOR'S EXPENSE.
2. EXISTING UNDERGROUND CABLES ARE LOCATED BASED ON AVAILABLE INFORMATION.
3. ALL EXCAVATION WITHIN 5' OF ALL KNOWN UNDERGROUND CABLES SHALL BE DUG BY HAND. F.A.A. CABLES ARE APPROXIMATELY 26" BELOW GRADE.
4. ALL FIELD SPLICE ON PROPOSED CIRCUIT TO BE PERFORMED USING MANUFACTURED KIT APPROVED BY F.A.A.
5. CONTRACTOR SHALL MAINTAIN RUNWAY LIGHTING SYSTEM FOR NEXT DAY OPERATION.
6. ALL EXIST R/W LIGHTING CIRCUITS TO REMAIN OPERATIONAL.
7. ALL F.A.A. CABLES TO BE SPLICED BY F.A.A. PERSONNEL ONLY, CONTACT F.A.A. AT LEAST ONE WEEK IN ADVANCE.
8. INSPECTION OF LIGHTING SYSTEM BY RESIDENT PROJECT REPRESENTATIVE IS REQUIRED PRIOR TO RUNWAY REACTIVATION.
9. ALL DETAILS SHOWN ON THIS SHEET ARE INCIDENTAL TO BID ITEM, UNLESS NOTED OTHERWISE.

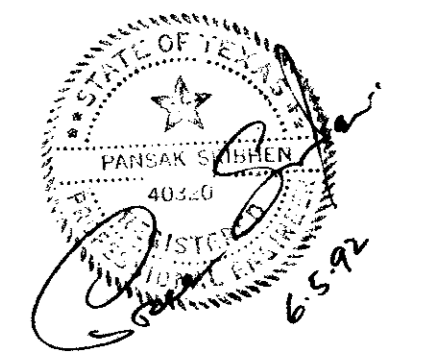
**LIGHT BASE EXTENSION PROCEDURE :**

- ① REMOVE EXISTING FIXTURE AND COVER WITH MUD PLATE AND PLYWOOD COVER.
- ② AFTER OVERLAY, DRILL 4" CORE HOLE (PILOT) CENTER ON STEEL MUD PLATE.
- ③ THE HEIGHT OF THE L-868 EXTENSION SHALL BE DETERMINED AS FOLLOWS :
  - RECORD FINAL ELEVATION OF THE TOP OF MIDPOINT OF STEEL COVER PLATE.
  - RECORD FINAL ELEVATION OF THE TOP OF COMPLETED OVERLAY PAVEMENT.
  - THE HEIGHT OF THE L-868 EXTENSION SHALL BE 3/4" LESS THAN THE DIMENSION FROM THE TOP OF STEEL COVER PLATE TO TOP OF PAVEMENT.
  - THE EDGE OF THE LIGHT FIXTURE SHALL MATCH THE FINISHED PAVEMENT SURFACE.
- ④ CORE OVERLAY 1" DIAMETER LARGER THAN FIXTURE BASE.
- ⑤ REMOVE MUD PLATE & PLYWOOD COVER.
- ⑥ INSTALL NEW BASE EXTENSION (MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE TO AID IN INSTALLATION OF EXTENSION).
- ⑦ REINSTALL LIGHT FIXTURE AND CONNENCT TO EXISTING TRANSFORMER.
- ⑧ GROUT AROUND THE BASE EXTENSION OUTSIDE VOID.
- ⑨ APPLY JOINT SEALER AROUND THE FIXTURE.



**MALSR IN-PAVEMENT ADJUSTMENT**

NOT TO SCALE



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LD-2

DESIGN: PSA ENGINEERING	ALP. NO. 3-48-0063-04-92			
CHECKED: PSA ENGINEERING	BD NO. 92-29			
SCALE:	JOB NO. PSA 9205	Date	Revisions	By

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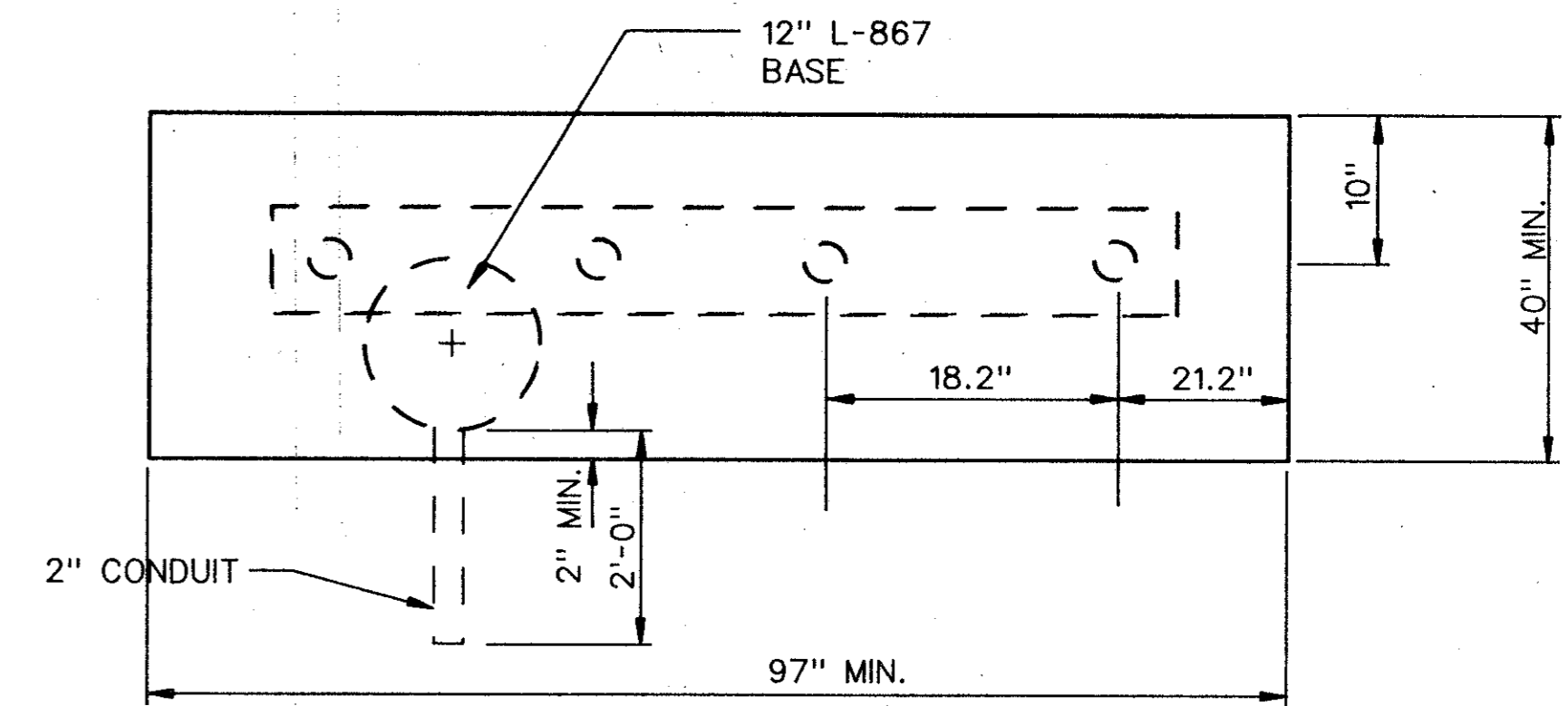
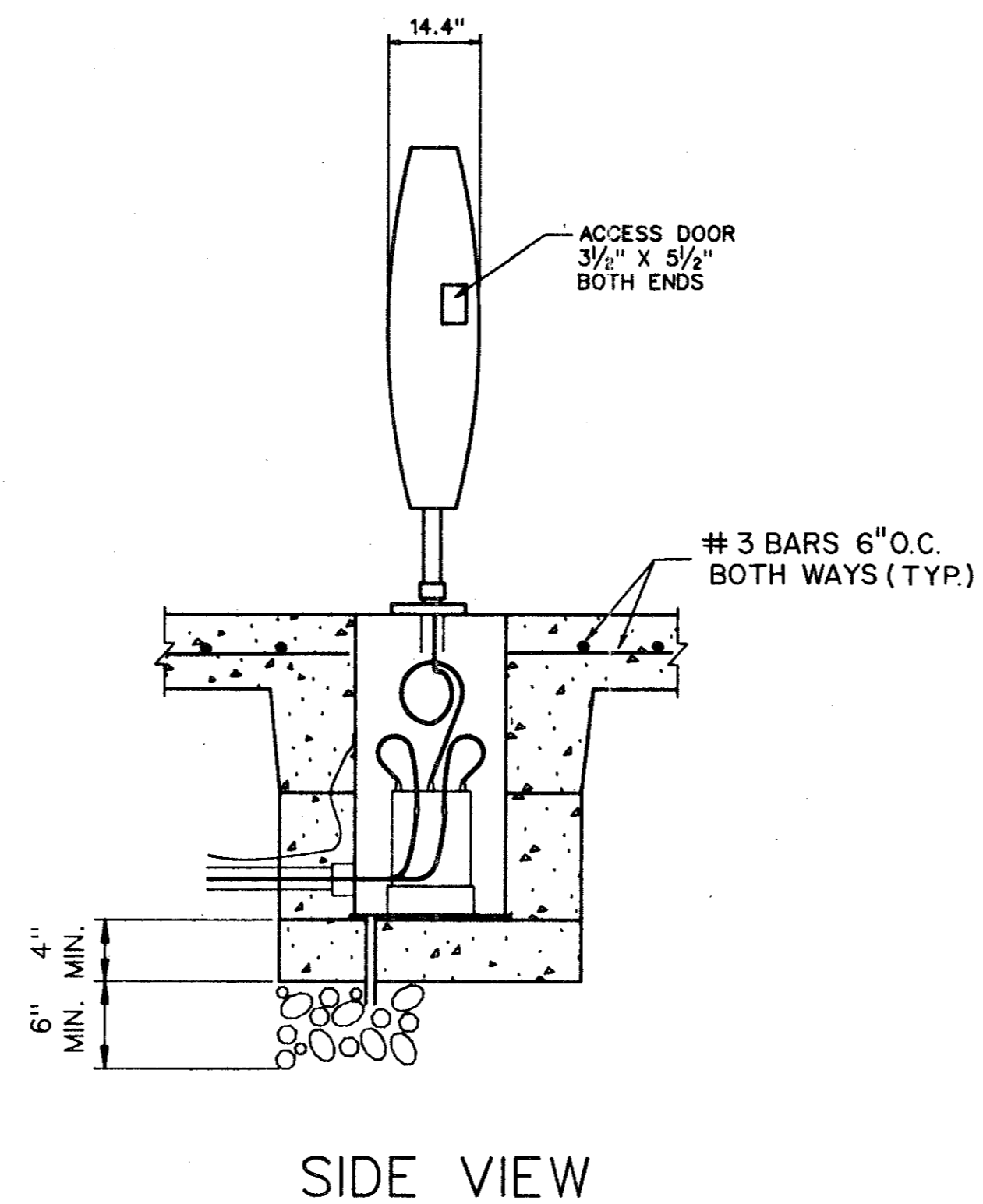
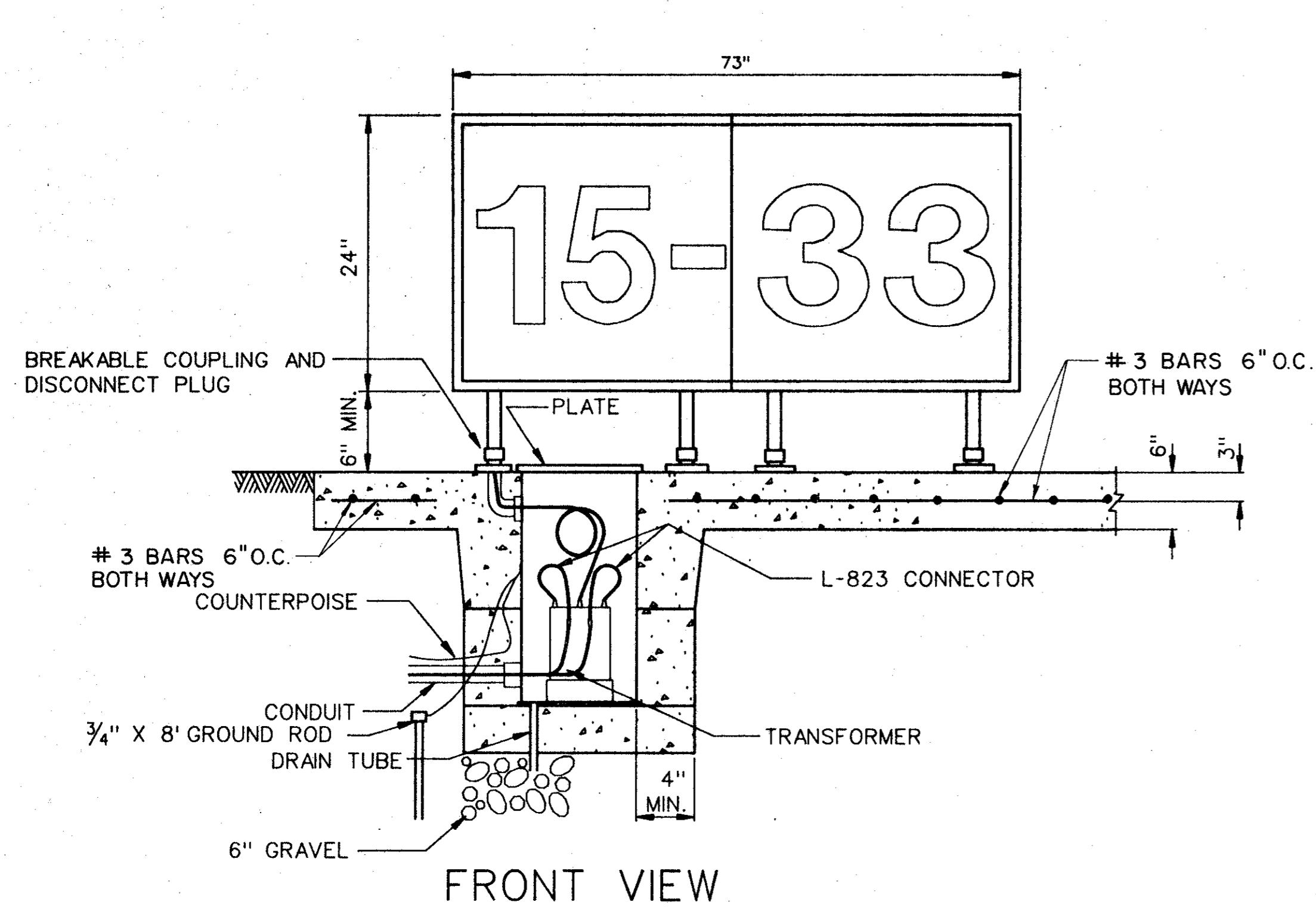


**ADDISON AIRPORT**

**AIRFIELD LIGHTING IMPROVEMENTS**  
AIRFIELD LIGHTING INSTALLATION DETAILS

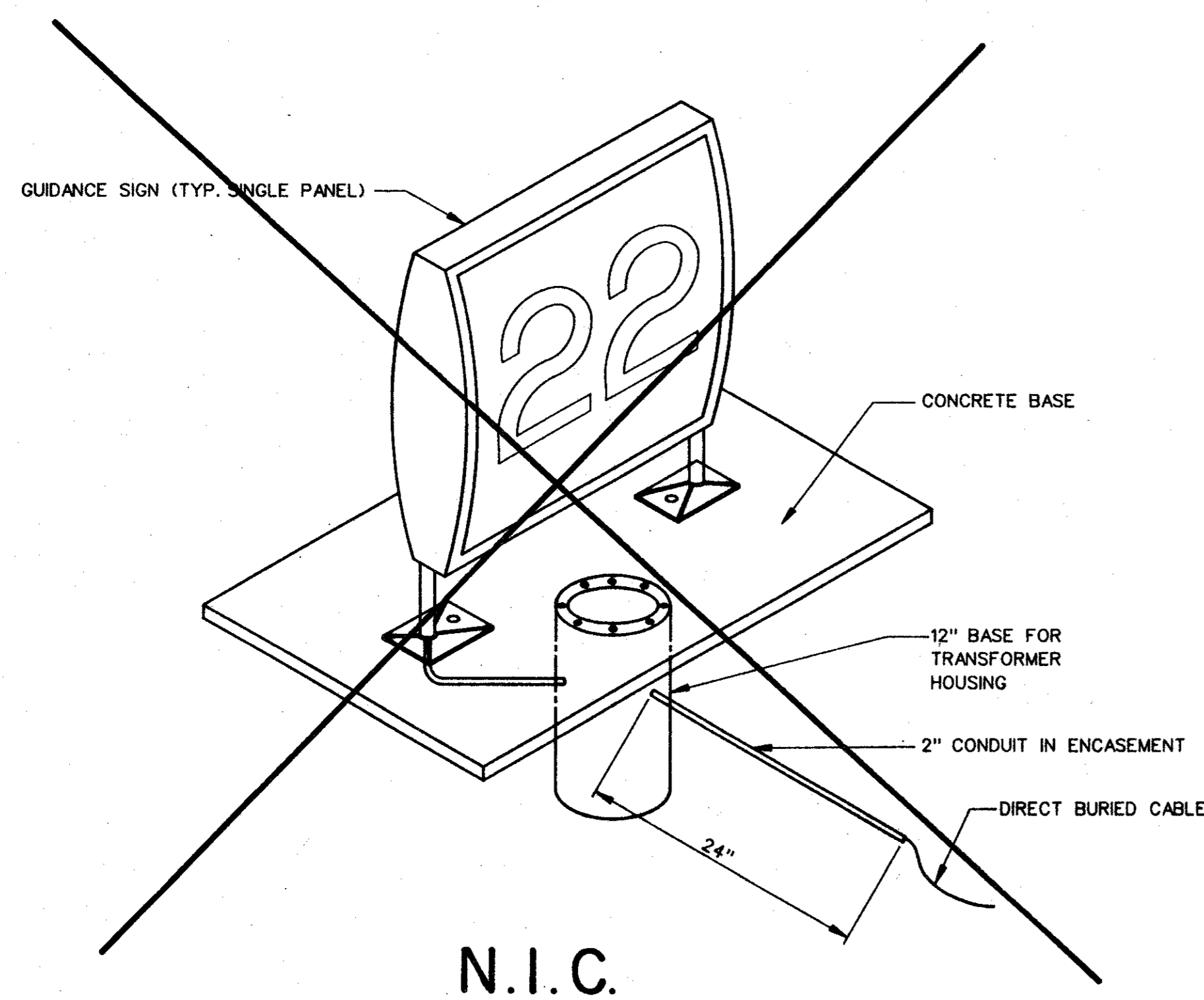
SHEET  
29  
DATE: JUNE, 1992





CONCRETE BASE LAYOUT  
TOP VIEW

INTERNALLY LIGHTED  
MANDATORY GUIDANCE SIGN  
(DOUBLE PANELS)



NOTES:

- 1.) BASIC UNIT IS 73" X 24" WIDE X 14.4" DEEP AND IS CONSTRUCTED OF ALUMINUM POLYCARBONATE PLASTIC. THE ALUMINUM TOP IS REMOVABLE FOR LEGEND PANEL CHANGES.
- 2.) LIGHT SHALL BE PROVIDED BY STANDARD FLORESCENT 60W/120V LAMPS.
- 3.) MOUNTING WILL BE WITH ONE SLIPFITTER AND FRANGE COUPLING.
- 4.) SIGN SHALL HAVE WHITE LETTERING WITH RED BACKGROUND.
- 5.) GUIDANCE SIGNS SHALL CONFORM TO FAA ADVISORY CIRCULAR AC-150/5345-44B, FAA CLASS 2/SIZE 2, L-858 SIGN.
- 6.) GUIDANCE SIGNS SHALL BE DOUBLE SIDED.
- 7.) SIGN FACE SHALL DISPLAY AS SHOWN ON THE PLANS. SIGN FACES ON OPPOSIT SIDE ARE BLANK (BLACK COLOR)

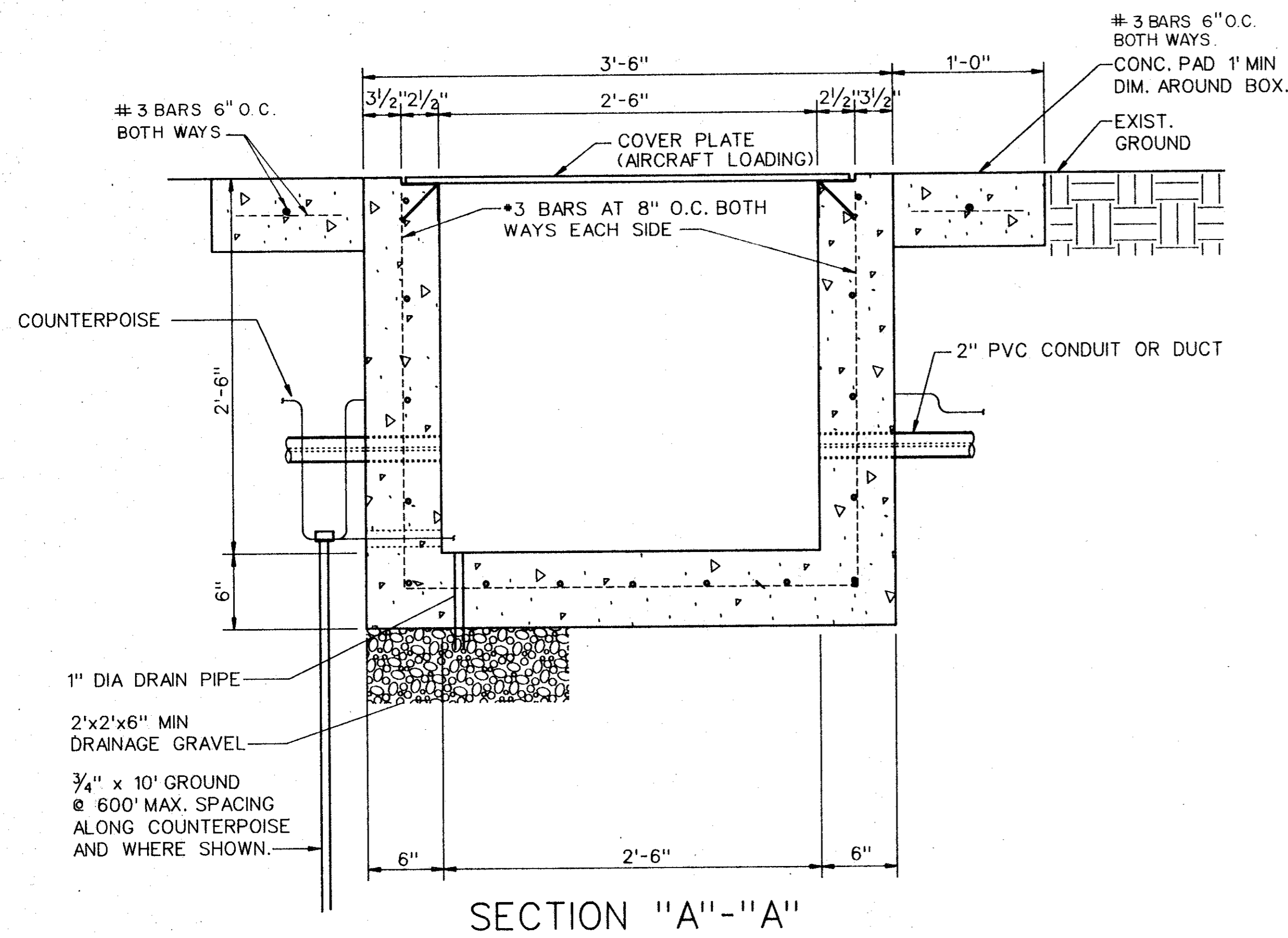


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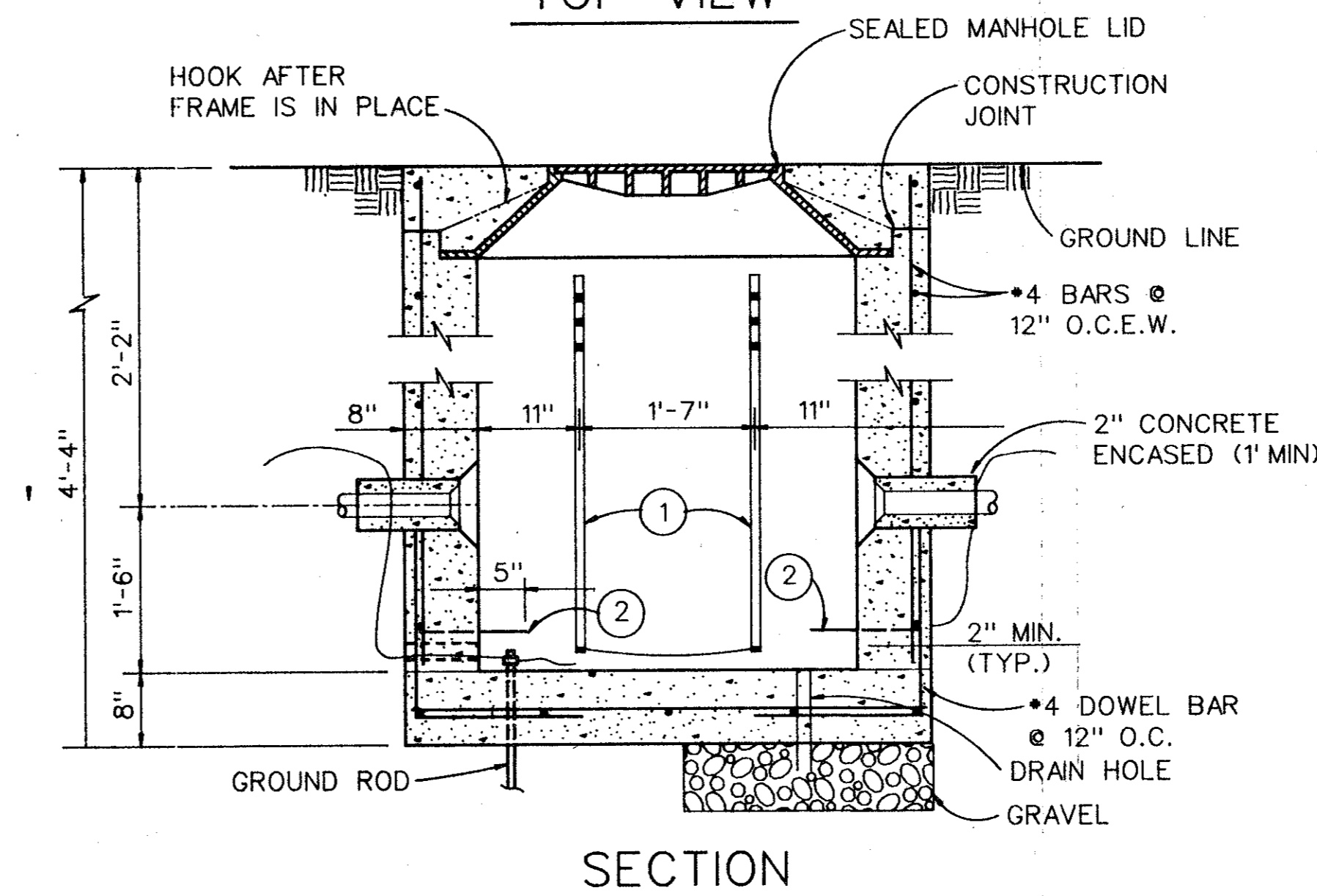
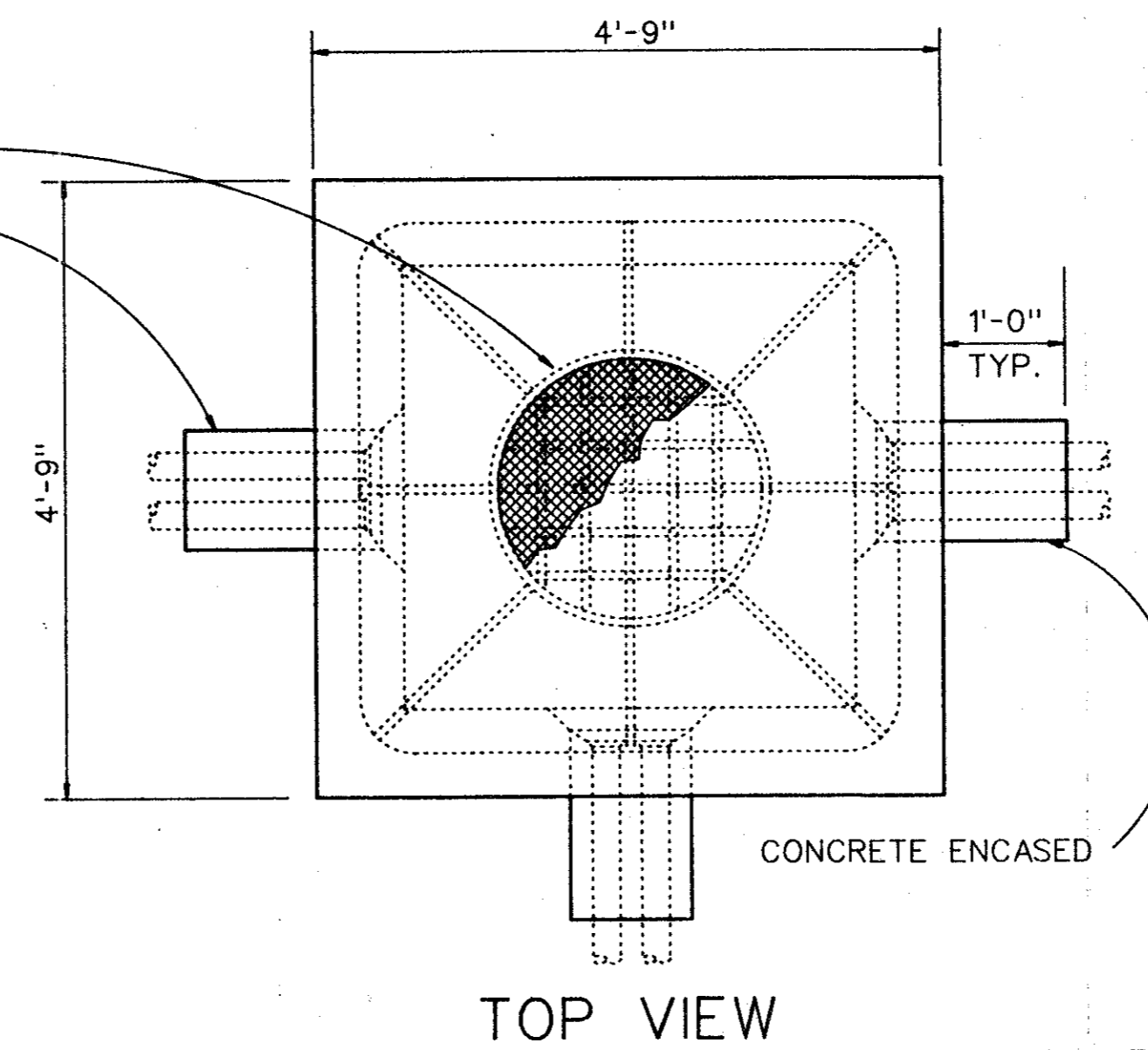
LD-3





MANHOLE FRAME AND COVER  
- SEE MANHOLE NOTES

CONTRACTOR TO FURNISH  
SHOP DRAWINGS SHOWING  
DETAILS OF CONDUIT ENTRANCE  
AT EACH LOCATION. (TYPICAL)  
CONDUIT ENTRANCES SHOWN ON  
PLAN DRAWINGS



**MANHOLE LEGEND**

- ① CABLE RACKS - JOSLYN • J-5126 OR EQUAL  
CABLE HOOKS - JOSLYN • J-5131 OR EQUAL  
LOCATION MAY VARY TO FIT LOCAL  
CONDITION.
- ② PULLING-IN-IRONS: INSTALL OPPOSITE CONDUIT ENTRANCE.  
POSITION BELOW LEVEL OF CONDUIT ENTRANCE.
- ③ TERMINATE ALL DUCTS IN LIGHT AND HEAVY DUTY  
MANHOLE WITH END BELLS.

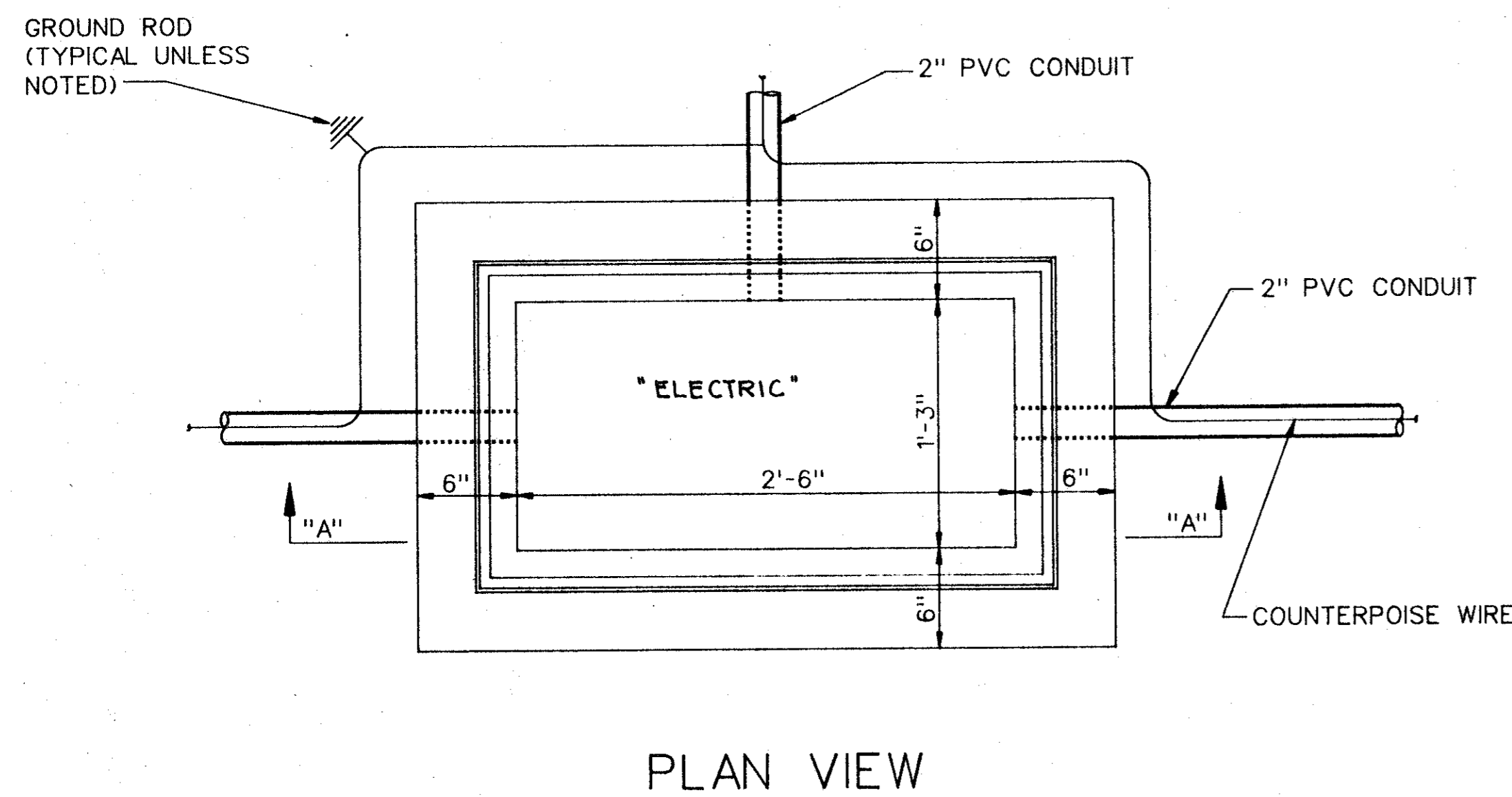
**MANHOLE NOTES**

MANHOLE FRAME AND COVER SHALL BE  
HEAVY DUTY TYPE, AIRCRAFT LOADING, CAPACITY  
110 PSI MIN., WEATHER SEALED, WITH "ELECTRIC" CAST INTO TOP.

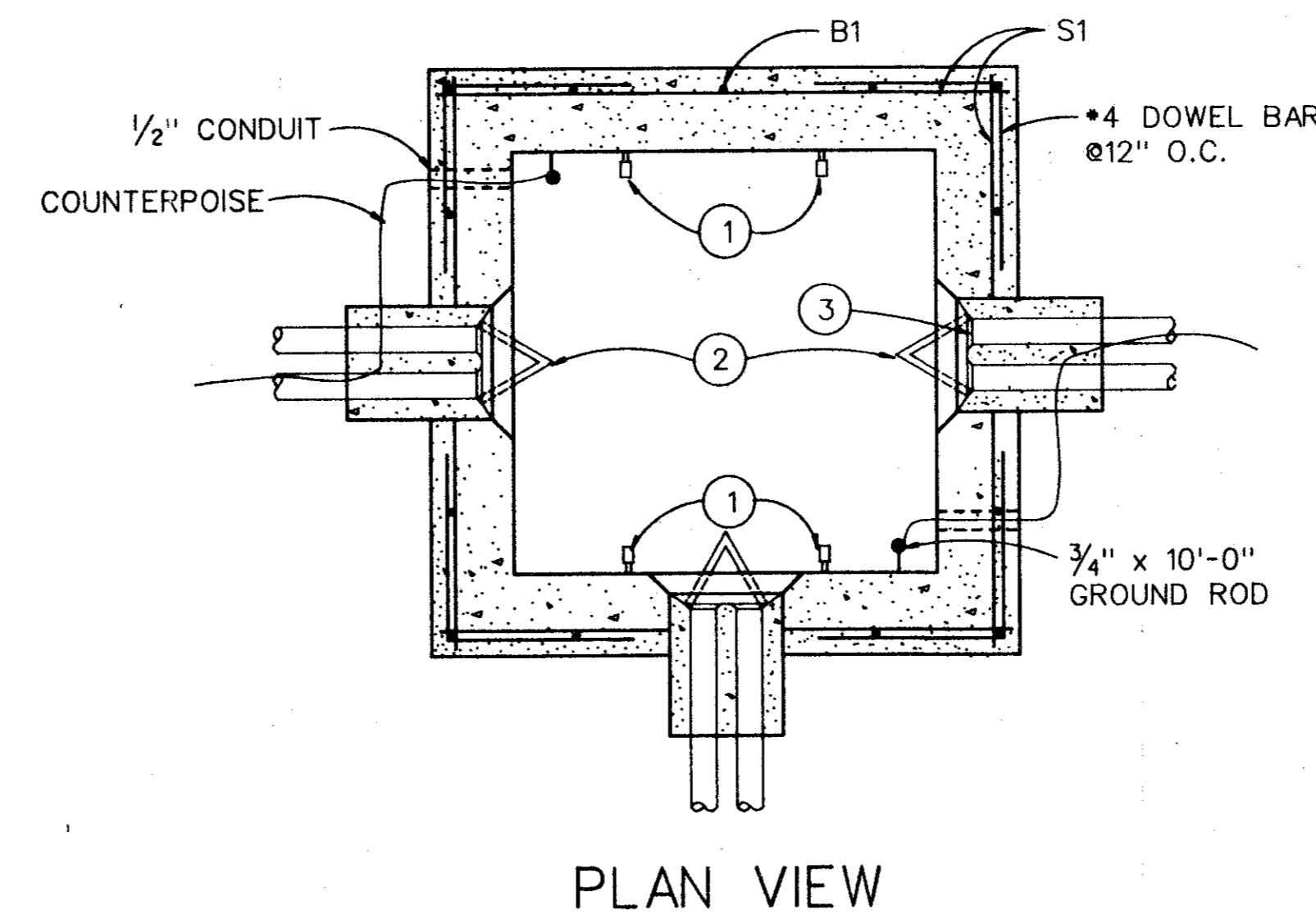
DIAMETER OF MANHOLE CLEAR OPENING IS 30".

CASTING TO BE MADE GRAY CAST IRON CLASS 30 IN  
ACCORDANCE WITH FED. SPEC. QQ-1-652.

MANHOLE REINFORCING SCHEDULE				
	MARK	AMOUNT	SIZE	LENGTH
HEAVY DUTY BOX FOR PAVED AREA OR UNPAVED AREA	S1	24	•4	4'-6"
	B1	16	•4	4'-11"



**CONCRETE HANDHOLE DETAILS**  
NO SCALE

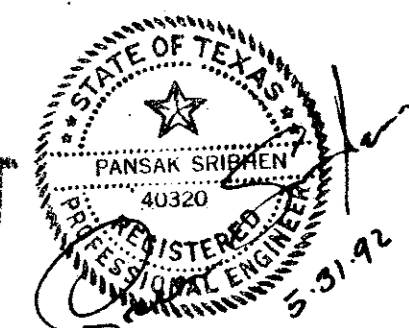


**MANHOLE DETAIL**  
NOT TO SCALE

★ ALL DETAIL SHOWN ON THIS SHEET ARE  
INCIDENTAL TO BID ITEM, UNLESS NOTED  
OTHERWISE.

**AS BUILT**

NOV 10 1993



LD - 4

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DESIGN: PSA ENGINEERING  
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CHECKED: P. SRIBHEN  
SCALE:

A.L.P. NO. 3-48-0063-04-92  
BID NO.: 92-29  
JOB NO.: PSA 9205

Date	Revisions	By

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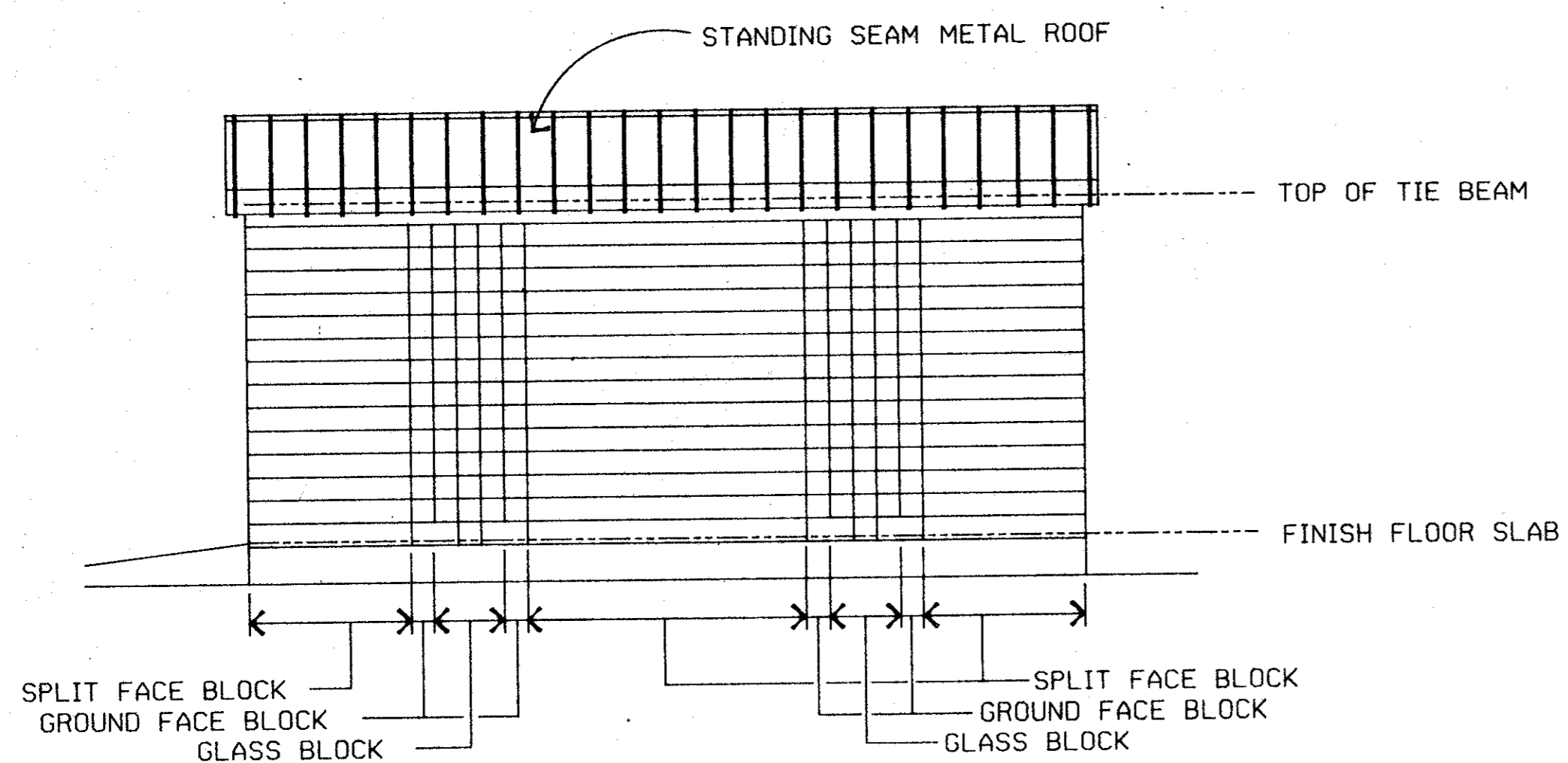
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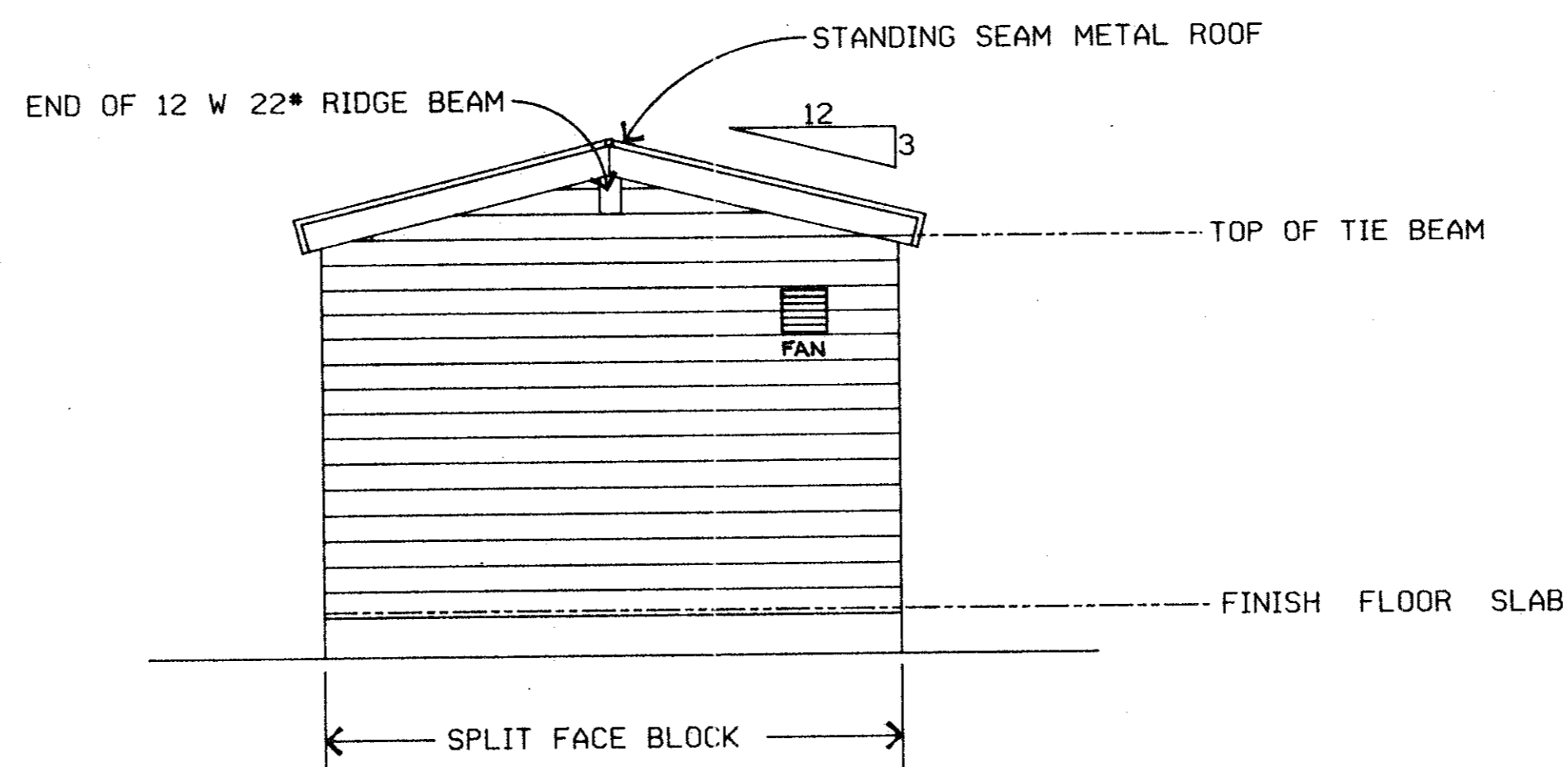
**ADDISON AIRPORT**

**AIRFIELD LIGHTING IMPROVEMENTS**  
MANHOLE & HANDHOLE DETAILS

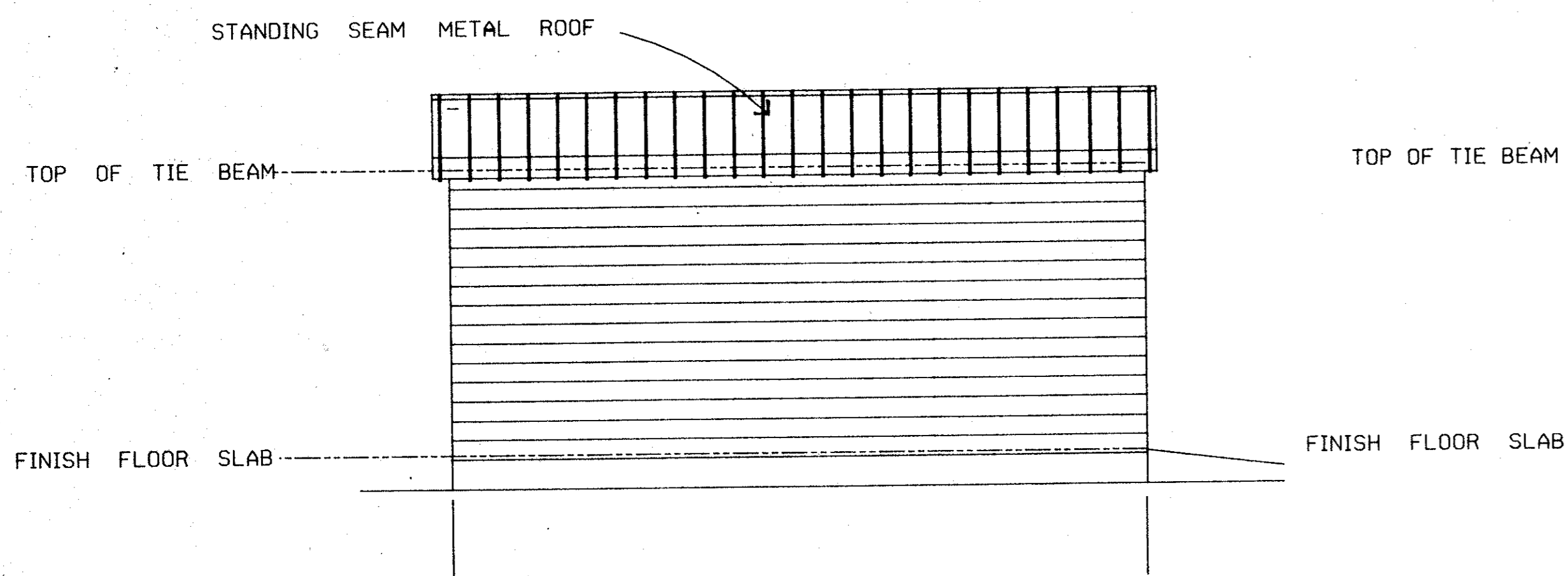
SHEET  
31  
DATE: JUNE, 1992



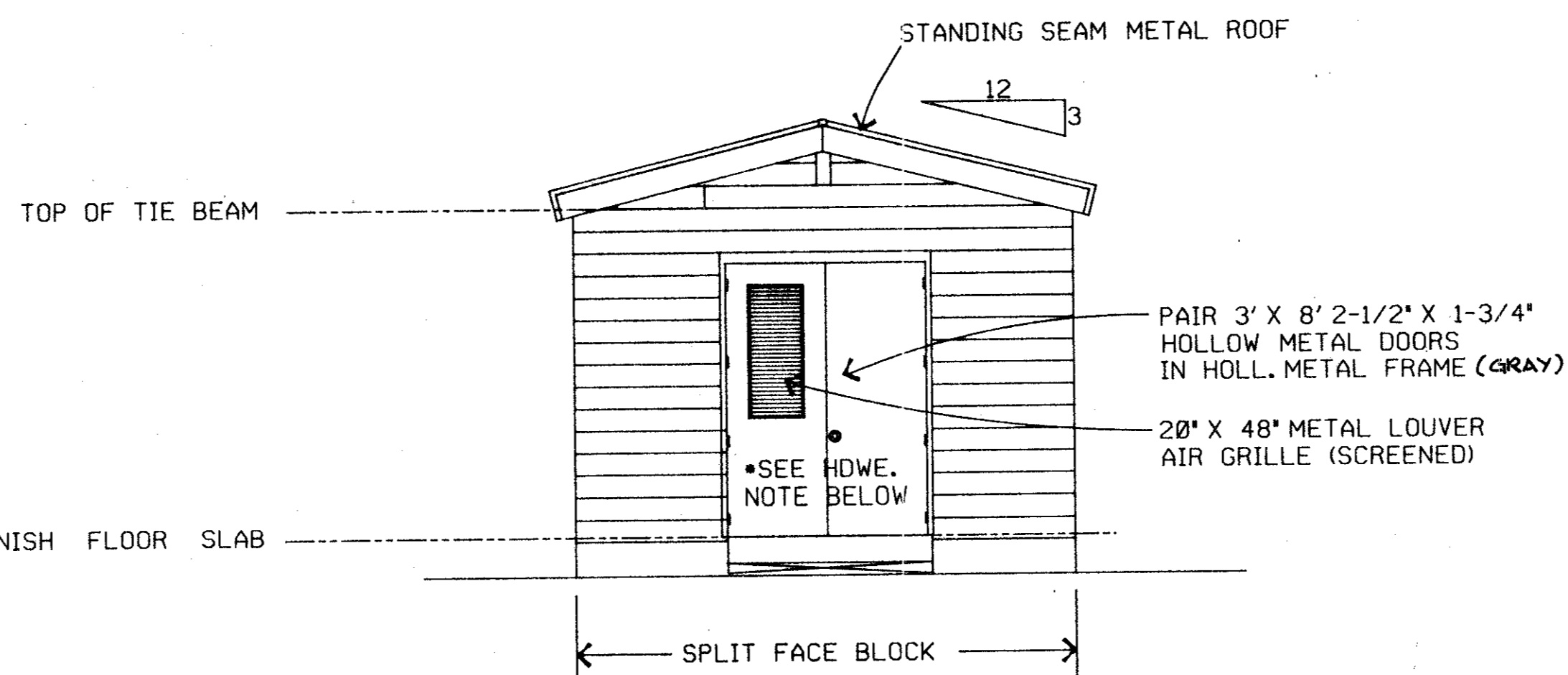
WEST ELEVATION  
SCALE : 1/4" = 1'



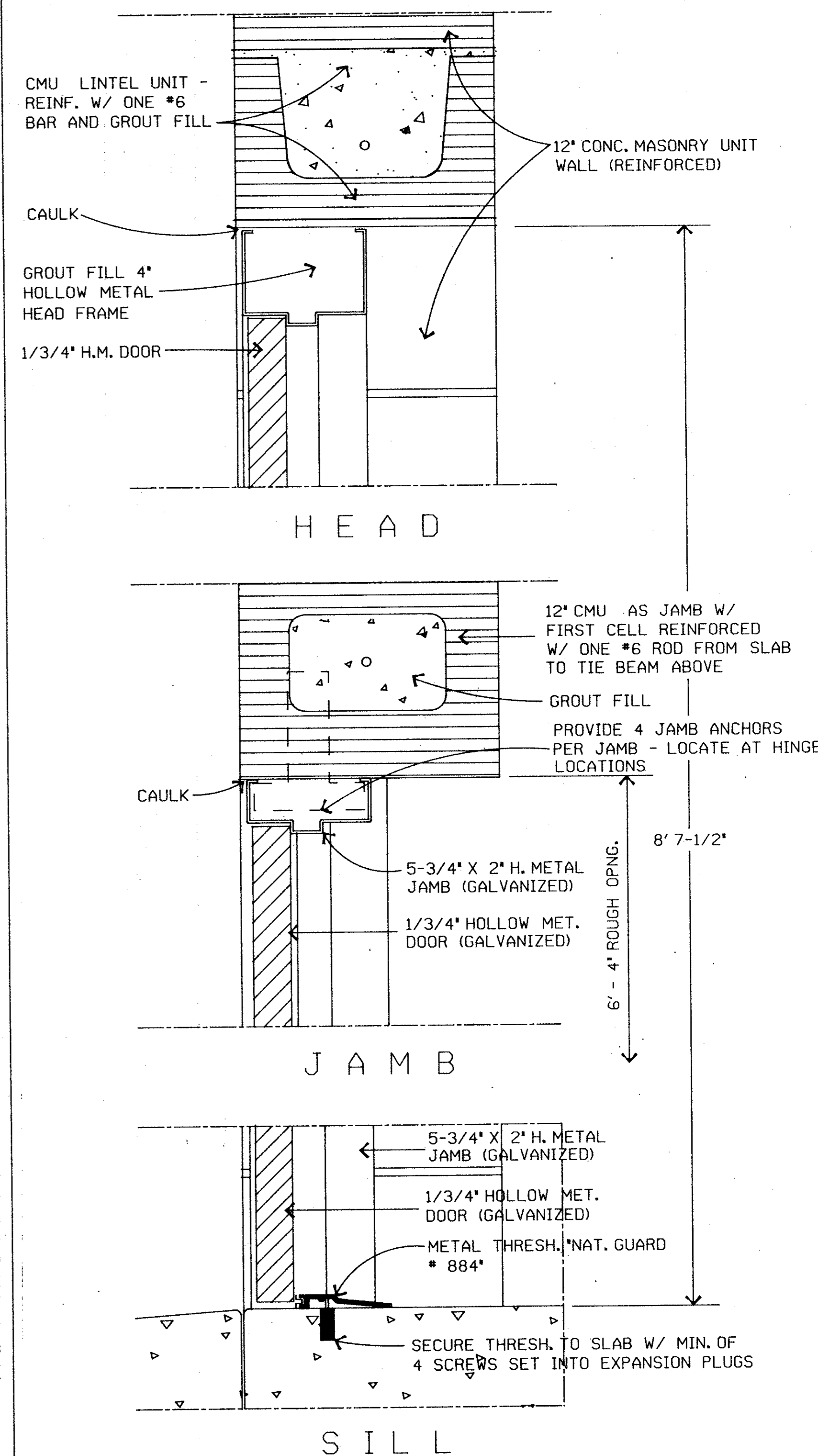
SOUTH ELEVATION  
SCALE : 1/4" = 1'



EAST ELEVATION  
SCALE : 1/4" = 1'



NORTH ELEVATION  
SCALE : 1/4" = 1'



DOOR DETAILS  
SCALE : 3" = 1'

• DOOR HARDWARE SCHEDULE : (1 PR. H.M. DOORS)

1. 4 PR. BUTTS A8111 4-1/2 X 4-1/2 626
2. 1 EA. LOCKSET SERIES 1000, GRADE 1, F04
3. 2 EA. FLUSH BOLTS L04081 626
4. 2 EA. OVERHEAD STOPS C08511
5. 1 SET WEATHERSTRIP - NAT. GUARD # 160A
6. 1 EA. THRESHOLD - NAT. GUARD # 884

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DRAWN: PSA ENGINEERING	BID NO. 92-29		
CHECKED: P. SRIBHEN	JOB NO. PSA 9205	Date	Revisions
SCALE:		By	

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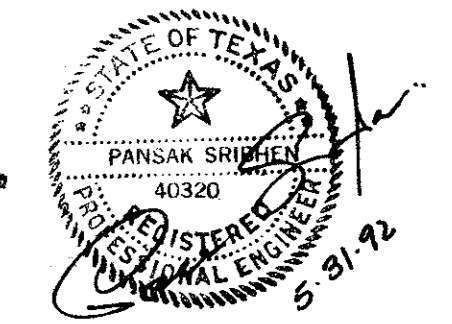


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AIRFIELD LIGHTING IMPROVEMENTS  
ELECTRICAL VAULT ELEVATIONS

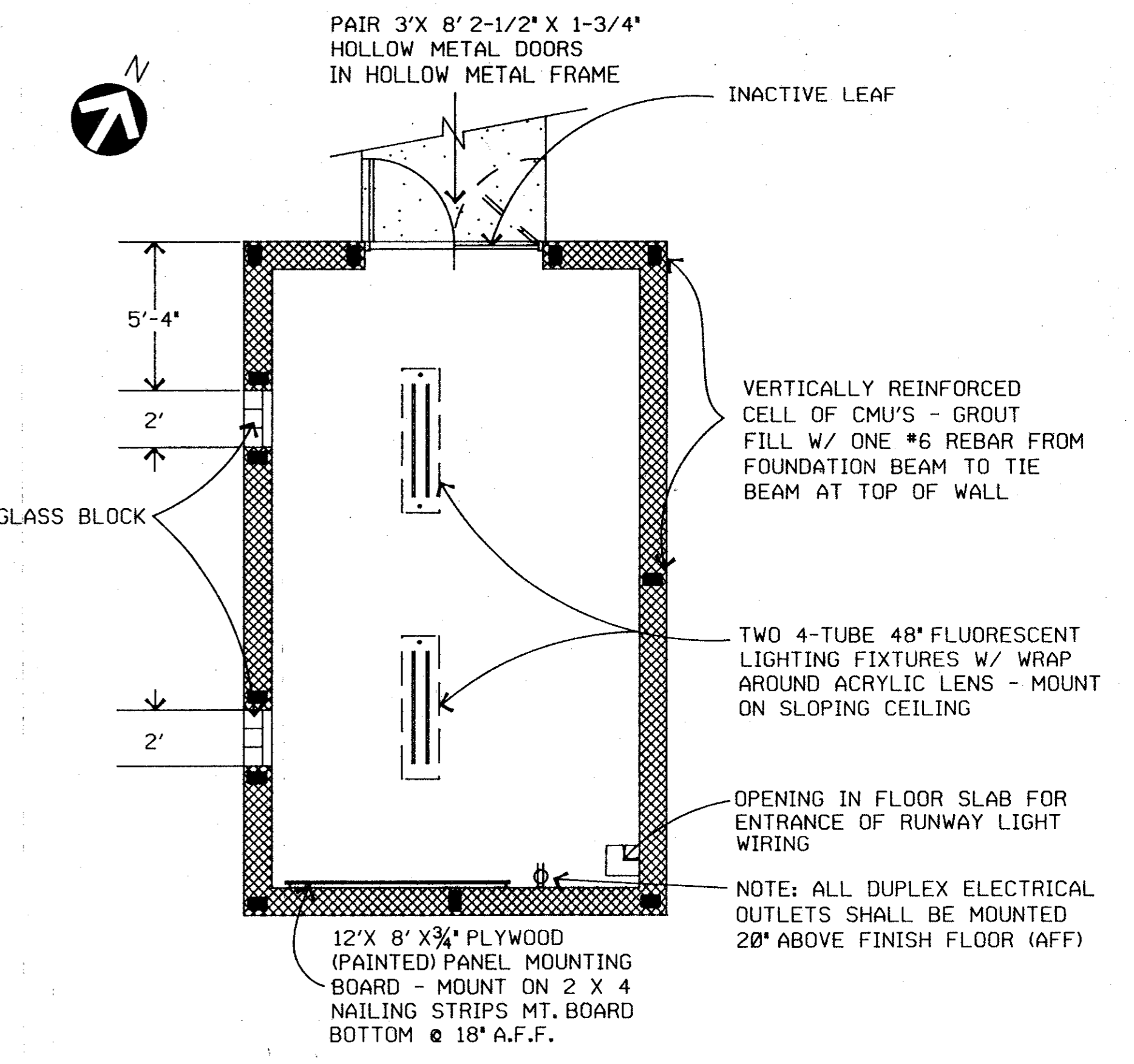
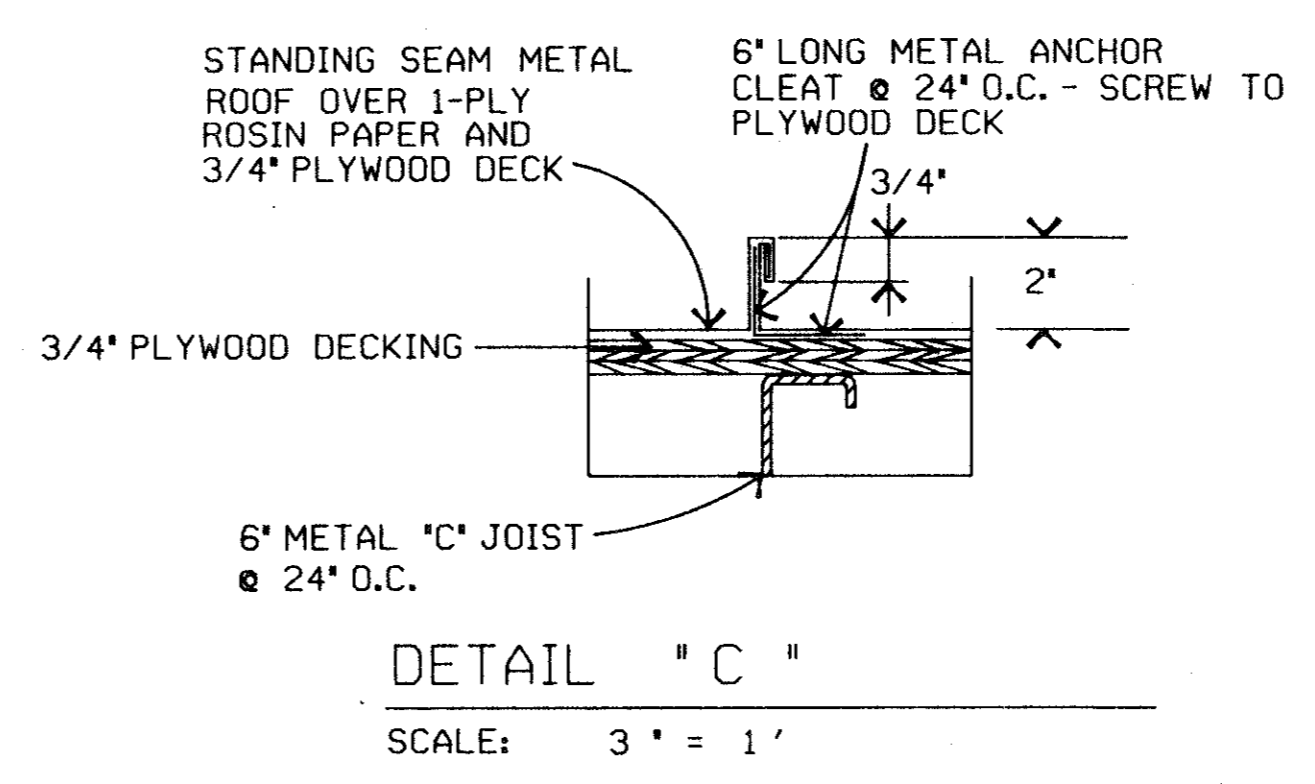
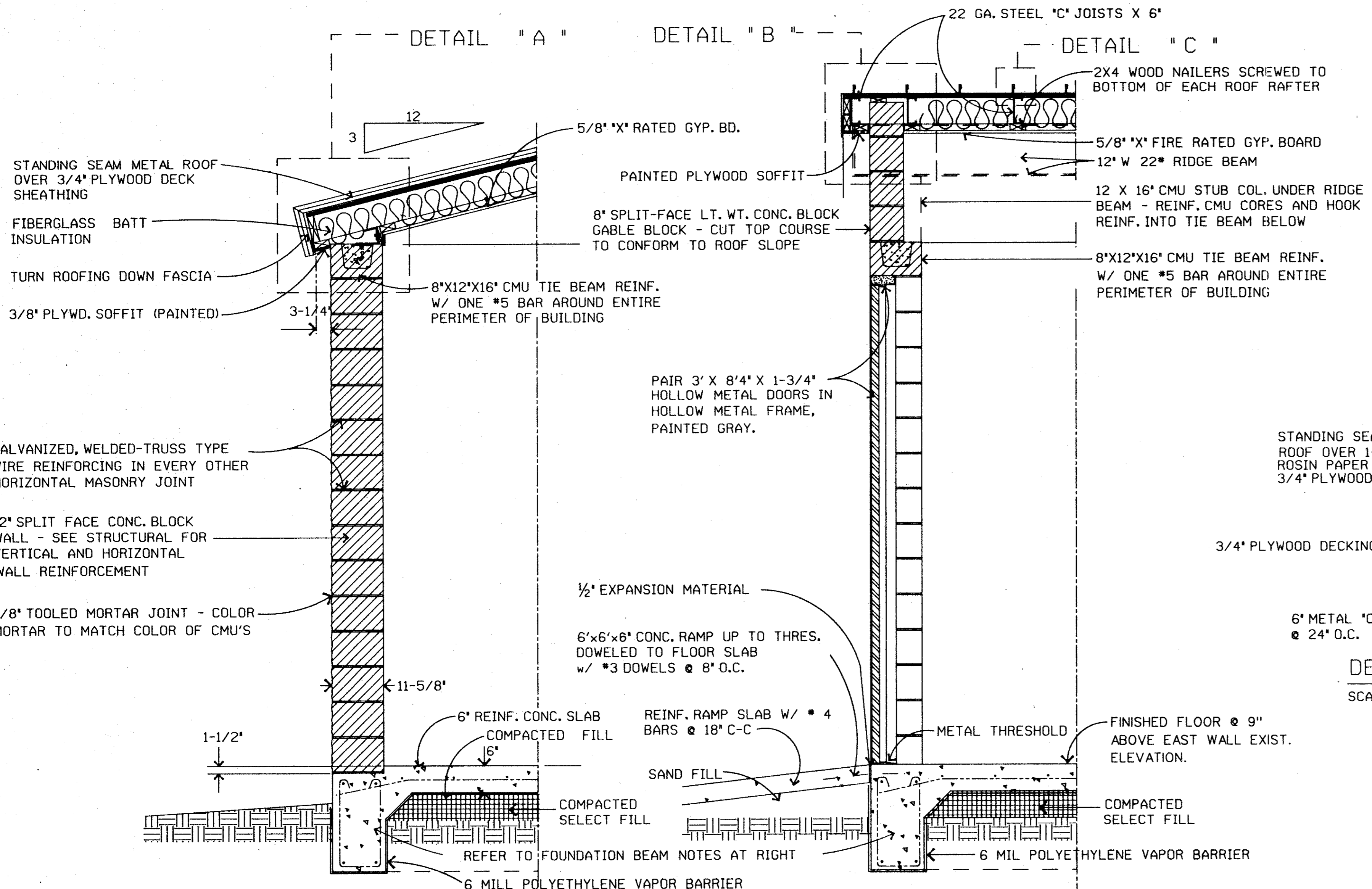
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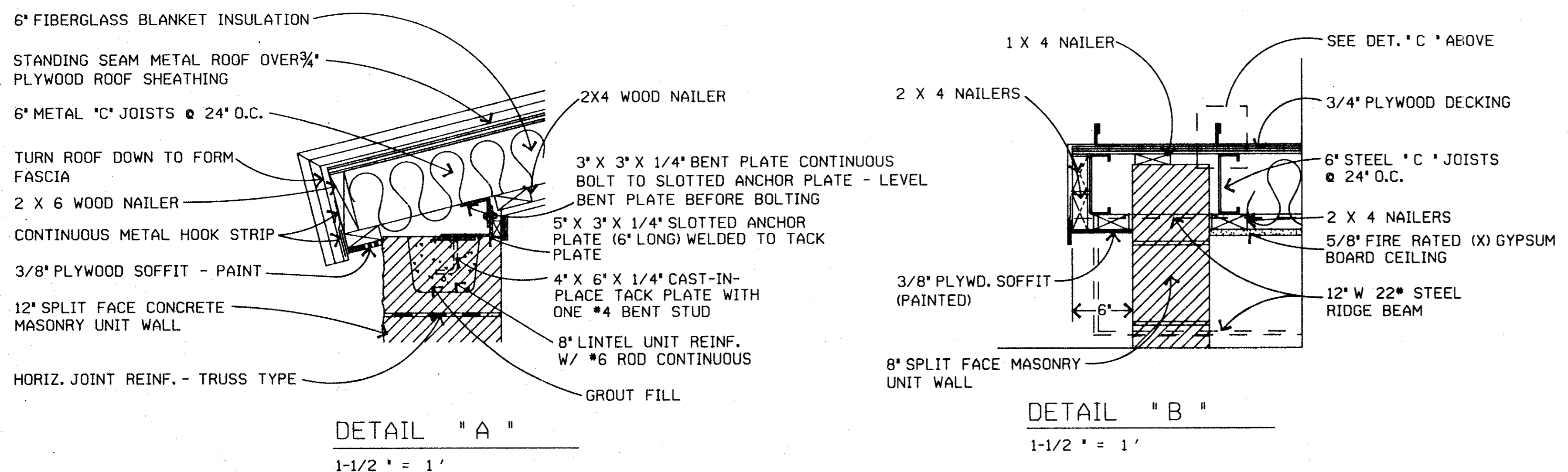
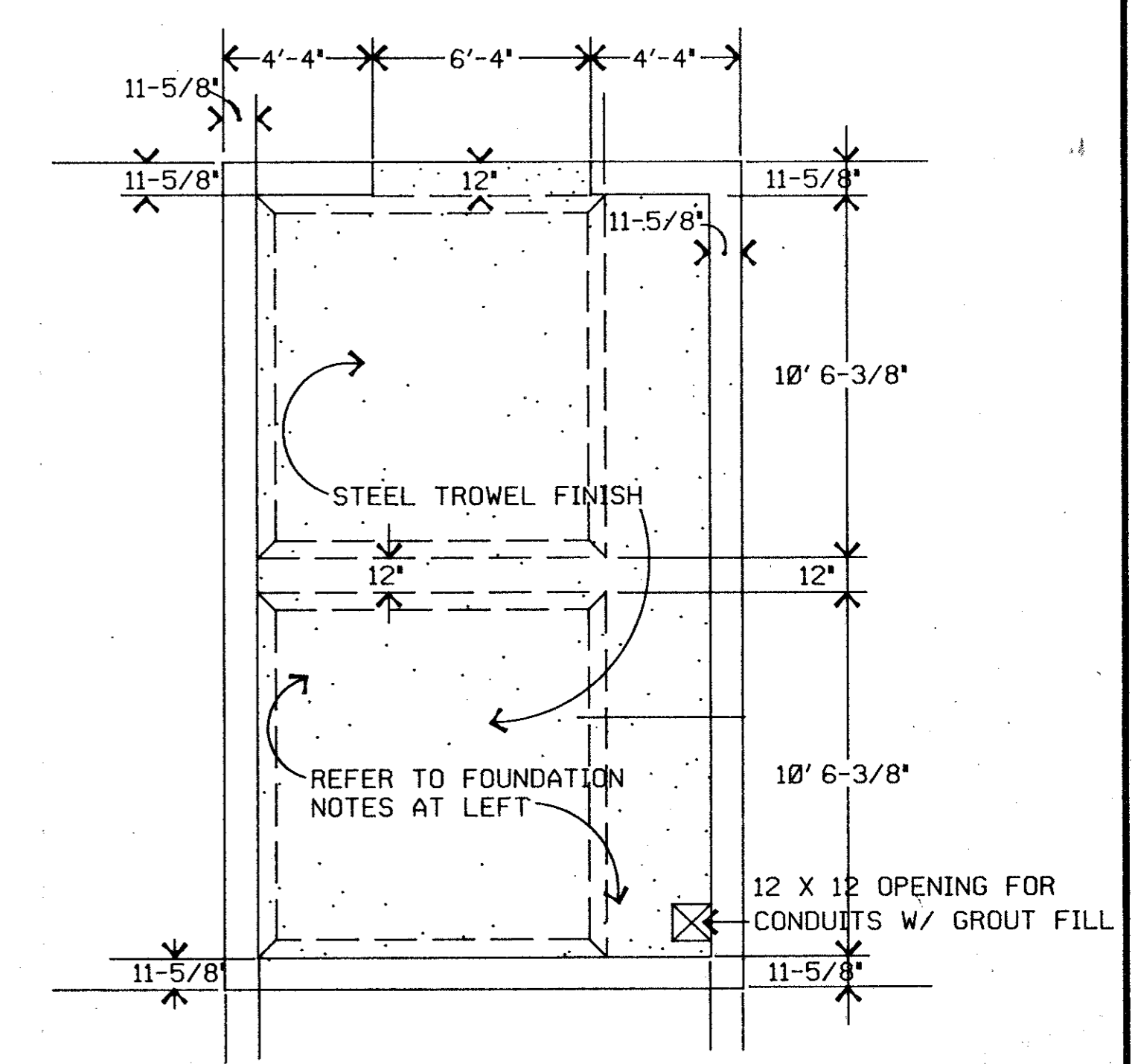


LV - 1

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- FOUNDATION NOTES:**
1. REINFORCE ALL SLAB BEAMS WITH TWO #6 RODS IN TOP OF BEAM AND TWO #6 BARS IN BOTTOM OF BEAM CONTINUOUSLY. USE #3 'U' STIRRUPS @ 12" O.C. CONTINUOUSLY IN ALL BEAMS. DOUBLE STIRRUPS (6" SPACING) FOR 48" IN EACH DIRECT. FROM THE FOUR SLAB CORNERS.
  2. REINFORCE 6" CONCRETE FLOOR SLAB WITH #4 RODS PARALLEL AND PERPENDICULAR TO DIRECTION OF FOUNDATION BEAMS. WIRE TIE EVERY OTHER INTERSECTION OF SLAB STEEL. THREAD REINF. BARS UNDER TOP BEAM BARS.
  3. SUPPORT ALL BARS ON HARD BURNED CLAY BRICK BATTS AT NOT LESS THAN 18" O.C.
  4. POUR ENTIRE FOUNDATION OVER TWO PLYS OF 6-MIL POLYETHYLENE FILM AS A VAPOR BARRIER. SEAL FILM SEAMS WITH METALLIC TAPE.
  5. PROVIDE A MINIMUM OF 6" COMPACTED SELECT FILL UNDER ALL SLAB PANELS
  6. CONCRETE USED IN FOUNDATION SHALL ATTAIN A STRENGTH OF 3,000 PSI COMPRESSIVE STRENGTH @ 28 DAYS CURING TIME.



**AS BUILT**  
NOV 10 1993  
LV 2

DESIGN: S. PENNINGTON	A.I.P. NO. 3-48-0063-04-92
DRAWN: PSA ENGINEERING	BID NO.: 92-29
CHECKED: P. SRIBHEN	JOB NO.: PSA 9205
SCALE:	Date

Revisions	By

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