

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			

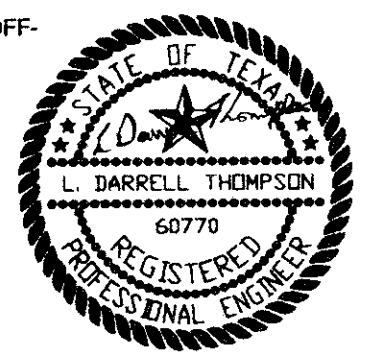
- The Contractor shall acquaint his supervisors of the airport activity and operations that are inherent of this active airport and shall conduct his construction activities to conform to all routine and emergency air traffic requirements and guidelines on safety specified in Special Provisions of the contract documents.
- All Contractor vehicles that are authorized to operate on the airport outside of the designated construction 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.
- All Contractor vehicles that are 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 flagmen shall be equipped with two-way radios as well as flashing 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 SEEDED AND MULCHING FOR AREAS RECEIVING SHOULDER GRADING SHALL BE MADE UNDER ITEM T-901-5.1 SEEDING AND MULCHING. ALL OTHER SEEDED 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.



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

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**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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