

GENERAL NOTES

1. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 48 HOURS BEFORE WORK IS STARTED TO VERIFY UTILITY LOCATIONS (DIGTESS 1-800-344-8377).
2. THE CONTRACTOR SHALL NOTIFY ADDISON AIRPORT OPERATIONS AND THE LOCAL FAA OFFICE (FAA 972 615-2060) 48 HOURS IN ADVANCE OF CONSTRUCTION ACTIVITY TO ALLOW SUFFICIENT TIME FOR COORDINATION OF NOTAMS AND TO LOCATE AND MARK EXISTING FIELD CABLES AND TO AVOID UNSCHEDULED FACILITY OUTAGES. THE CONTRACTOR SHALL PROVIDE 35 DAYS NOTICE TO FAA PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE CONSTRUCTION SCHEDULE TO FAA.
3. THE CONTRACTOR SHALL COMPLETE ALL WORK IN ACCORDANCE WITH THE FAA ADVISORY CIRCULAR 150/5370-2F, OR CURRENT VERSION, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
4. THE CONTRACTOR'S STAGING AREA FOR OFFICE, STOCKPILE, EQUIPMENT, ENGINEER'S OFFICE, MATERIALS STORAGE AND EMPLOYEE PARKING SHALL BE NO CLOSER THAN 25 FEET FROM ANY FENCE LINE. ADDISON OPERATIONS SHALL APPROVE THE EXACT LOCATION OF THE STAGING AREA PRIOR TO ITS USE. THE SUGGESTED LOCATION IS SHOWN, OTHERS PROPOSED MAY BE ACCEPTABLE.
5. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING ACCESS AND HAUL ROADS OUTSIDE THE LIMITS OF CONSTRUCTION DURING CONSTRUCTION AND SHALL RESTORE THE ROADS TO A CONDITION EQUAL TO OR BETTER THAN ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER. THE LOCATION OF ANY ADDITIONAL HAUL ROADS DESIRED BY THE CONTRACTOR IS SUBJECT TO THE APPROVAL OF THE AIRPORT AND ENGINEER.
6. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTING AND MAINTAINING TEMPORARY ACCESS AND/OR HAUL ROADS WHERE NECESSARY TO THE CONSTRUCTION LIMITS. THE CONTRACTOR SHALL COMPLETELY REMOVE THE TEMPORARY HAUL ROADS SHOWN ON THE PHASING PLANS UPON COMPLETION OF THE PROJECT AND SHALL RESTORE THE GROUND SURFACE AND TURF IN THE AREA TO ITS CONDITION PRIOR TO THIS CONSTRUCTION.
7. DURING MATERIAL DELIVERY / PAVING OPERATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL. TRAFFIC CONTROL SHALL BE INCIDENTAL TO THE TOTAL PROJECT.
8. ALL EMPLOYEES OF THE CONTRACTOR SHALL ENTER AND EXIT THE WORK SITE AT THE DESIGNATED CONTRACTOR'S ACCESS GATE (AG). AN ADEQUATE SIGN SHALL BE PROVIDED DESIGNATING THIS GATE LOCATION AS THE "CONSTRUCTION EMPLOYEE ENTRANCE". MINIMUM REQUIREMENTS FOR AN ACCESS GATE ARE AS FOLLOWS:
 - A. ALL VEHICLES MUST STOP PRIOR TO ENTERING THE AIRPORT. IF A GATE GUARD IS USED, THEY MUST WAIT FOR THE GATE GUARD TO SIGNAL THEM TO PROCEED. ONLY AUTHORIZED CONTRACTORS, FAA PERSONNEL, AIRPORT PERSONNEL, AND PROJECT ENGINEERS WILL BE ALLOWED ACCESS. THE CONTRACTOR WILL FURNISH TRAINING AND WRITTEN PROCEDURES TO THE GATE GUARD THAT MUST BE FOLLOWED DURING THE PROJECT.
 - B. A GATE GUARD IS REQUIRED WHEN THE PROJECT AREA IS OPEN TO THE AIRPORT OPERATIONS AREA (AOA). WHEN THE PROPOSED PERIMETER FENCE IS INSTALLED TO SECURE THE PROJECT SIRE FROM THE AOA, A GATE GUARD IS NOT REQUIRED.
 - C. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A SECURE PERIMETER.
 - D. THE ACCESS GATE MUST BE LOCKED AT THE END OF EVERY DAY.
 - E. ANY AND ALL FINES THAT MAY BE LEVIED ON THE AIRPORT FOR A SECURITY VIOLATION IN CONNECTION WITH THE CONTRACTOR'S ACTIVITIES SHALL BE PAID BY THE CONTRACTOR. THE FAA MAY ASSESS A FINE DEPENDING ON THE SERIOUSNESS OF THE INFRACTION.
 - F. THE CONTRACTOR SHALL AT ALL TIMES ENSURE AGAINST UNAUTHORIZED ACCESS TO THE AIRFIELD.
9. CONSTRUCTION WORK LIMITS ARE AS SHOWN ON THE PLANS. ANY AND ALL WORK CONDUCTED OUTSIDE THE CONSTRUCTION LIMITS, EXCEPT FOR MAINTENANCE ON BARRICADES SHALL BE ACCOMPLISHED WITH THE USE OF AN AIRPORT ESCORT. THE CONTRACTOR WILL PROVIDE AN ESCORT WITH A MINIMUM NOTICE OF TWO WORKING DAYS. NO WORK OR TRAVEL WILL BE PERMITTED OUTSIDE THE CONSTRUCTION LIMITS SHOWN WITHOUT PRIOR APPROVAL BY AIRPORT OPERATIONS AND AN AUTHORIZED ESCORT. AIRPORT OPERATIONS WILL NEED TO KEEP OPEN VARIOUS TAXIWAYS ADJACENT OR IN THE PROXIMITY OF OR CROSSING THE CONSTRUCTION AREA. THE WORK SHALL BE COORDINATED WITH AIRPORT OPERATIONS. NO WORK IS PERMITTED NOR ARE OPEN EXCAVATIONS, STORED MATERIALS, STOCKPILES OR EQUIPMENT ALLOWED OUTSIDE OF THE WORK AREA AS SHOWN IN THE PLANS WITHOUT PRIOR COORDINATION WITH AIRPORT OPERATIONS.
10. THE CONTRACTOR'S ACCESS TO THE AIRFIELD IS LIMITED TO THE LOCATIONS AS SHOWN ON THE PLANS. ACCESS FROM THE GATE TO THE STAGING, STORAGE AND WORK AREAS SHALL BE CONFINED TO THE ROUTES SHOWN AND WITHIN THE WORK AREA LIMITS. ACCESS VIA ANY OTHER ROUTES OR GATES WILL REQUIRE PRIOR WRITTEN APPROVAL BY AIRPORT OPERATIONS.
11. ANY TEMPORARY FACILITIES SHALL BE COMPLETELY REMOVED FROM THE SITE AT THE COMPLETION OF THE PROJECT AND THE SITE RESTORED TO ITS ORIGINAL CONDITION.
12. CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. CONSTRUCTION, STORAGE AND STOCKPILING LIMITS MUST BE APPROVED BY THE AIRPORT OR ENGINEER.
13. FUEL, DIESEL FUEL, OR OTHER CONTAMINANTS SHALL NOT BE ALLOWED TO ENTER THE STORM SEWER SYSTEM. IF, IN THE EVENT SUCH CONTAMINANTS DO ENTER THE STORM SEWER SYSTEM OR GROUND WATER, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE

AIRPORT OF THE SPILL. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS INCURRED FOR CLEANUP OF CONTAMINATED AREAS ON AND OFF AIRPORT PROPERTY.

14. CAUTION SHALL BE TAKEN BY THE CONTRACTOR IN PREVENTING ANY DUST OR MUD WHICH MAY BECOME A HAZARD TO AIR AND GROUND OPERATIONS. THE CONTRACTOR SHALL CONTROL DUST AND MUD AT ALL TIMES AND MAY REQUIRE FULL TIME OPERATION WATER TRUCKS OR SWEEPERS. IF, IN THE OPINION OF THE AIRPORT OR THE ENGINEER, DUST OR MUD IS NOT BEING ADEQUATELY CONTROLLED THEY MAY SUSPEND WORK AND MAKE NECESSARY ARRANGEMENTS FOR DUST OR MUD CONTROL. THE COSTS THEREFORE SHALL BE DEDUCTED FROM THE PROGRESS PAYMENTS DUE THE CONTRACTOR.
15. CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO OBTAIN DRIVER'S TRAINING FOR CONTRACTOR EMPLOYEES PRIOR TO ENTERING THE AIR OPERATIONS AREA.
16. MATERIAL / TOPSOIL STOCKPILES SHALL BE AT LOCATIONS APPROVED BY THE AIRPORT. MAXIMUM STOCKPILE HEIGHT IS 20 FEET.
17. WHILE THE FENCE IS BEING CONSTRUCTED, OR DURING WORK OUTSIDE OF THE CONSTRUCTION FENCE, A SUPERINTENDENT WHO HAS BEEN NON-MOVEMENT AREA TRAINED MUST BE ON SITE.
18. NON-MOVEMENT AREA TRAINING IS CONDUCTED BY THE AIRPORT AT NO COST.
19. IF FOR ANY REASON, THE AIRPORT OR ENGINEER FEELS THAT SAFETY IS NOT BEING ADEQUATELY MAINTAINED, THEY MAY SUSPEND WORK UNTIL THE SAFETY ISSUE IS RESOLVED. THE COSTS THEREFORE SHALL BE DEDUCTED FROM THE PROGRESS PAYMENTS DUE THE CONTRACTOR.

SAFETY AND PHASING NOTES

1. AIRPORT SECURITY IS A PRIMARY CONCERN OF THE AIRPORT. THE CONTRACTOR SHALL BE ALLOWED ACCESS TO THE CONSTRUCTION AREAS AT THE LOCATIONS SHOWN ON THE PLANS. THE CONTRACTOR'S ACCESS GATES INTO THE SECURED AREA OF THE AIRPORT SHALL BE KEPT GUARDED OR LOCKED AT ALL TIMES. THE CONTRACTOR SHALL BE ALLOWED ACCESS AT ADDITIONAL LOCATIONS WITH THE APPROVAL OF THE OWNER AND THE ENGINEER.
2. THE INTENT OF THE CONTRACT DOCUMENTS IS TO ORGANIZE AND CONTROL THE WORK SO THAT IT IS ACCOMPLISHED WITH MINIMUM INCONVENIENCE TO THE AIRPORT, AND TO INSURE THE SAFETY OF AIRCRAFT MOVEMENTS AT THE AIRPORT DURING THE CONSTRUCTION PERIOD. ALL WORK SHALL BE ACCOMPLISHED IN ACCORDANCE WITH FAA AC 150/5370-2F, OR LATEST VERSION.
3. AT ALL TIMES AIRCRAFT MOVEMENT SHALL HAVE THE RIGHT OF WAY OVER THE CONTRACTOR'S EQUIPMENT.
4. ALL WORK WITHIN THE AIRPORT PERIMETER FENCE SHALL BE ACCOMPLISHED AFTER NOTAMS HAVE BEEN ISSUED AND COORDINATION WITH THE OWNER, THROUGH THE ENGINEER, HAS BEEN COMPLETED.
5. ALL EQUIPMENT AND VEHICLES OPERATING INSIDE THE AIRPORT PERIMETER FENCE MUST BE MARKED WITH THE CONTRACTOR'S NAME AND BE LEGIBLE FROM 200 FEET. EQUIPMENT AND VEHICLES SHALL BE MARKED WITH 3' x 3' ORANGE CHECKED FLAGS AND YELLOW FLASHING DOME-TYPE LIGHTS.
6. THE CONTRACTOR'S OPERATIONS, MOVEMENTS AND WORK ARE RESTRICTED TO THE CONSTRUCTION WORK LIMITS AS SHOWN ON SHEET G-103.
7. EQUIPMENT SHALL NOT EXCEED A HEIGHT OF 15' UNLESS GIVEN PRIOR APPROVAL BY ENGINEER.

CAUTION: UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.

TEXAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES SUFFICIENT ADVANCE NOTIFICATION THROUGH THE TEXAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-344-8377. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TEXAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.



REGISTRATION NO.
F-5713

RECORD DRAWINGS
(JUNE 2018)

REV.	DATE	DESCRIPTION	BY



ADDISON AIRPORT
ADDISON, TEXAS

SEQ AREA BUILDING,
PAVEMENT, AND UTILITY DEMOLITION

GENERAL NOTES

JOB NO.: 17081100
DATE: JUNE, 2017
DESIGNED BY: KKR
DRAWN BY: KKR

BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

G-102

SHEET NUMBER **2**