

SEQ AREA BUILDING, PAVEMENT, AND UTILITY DEMOLITION

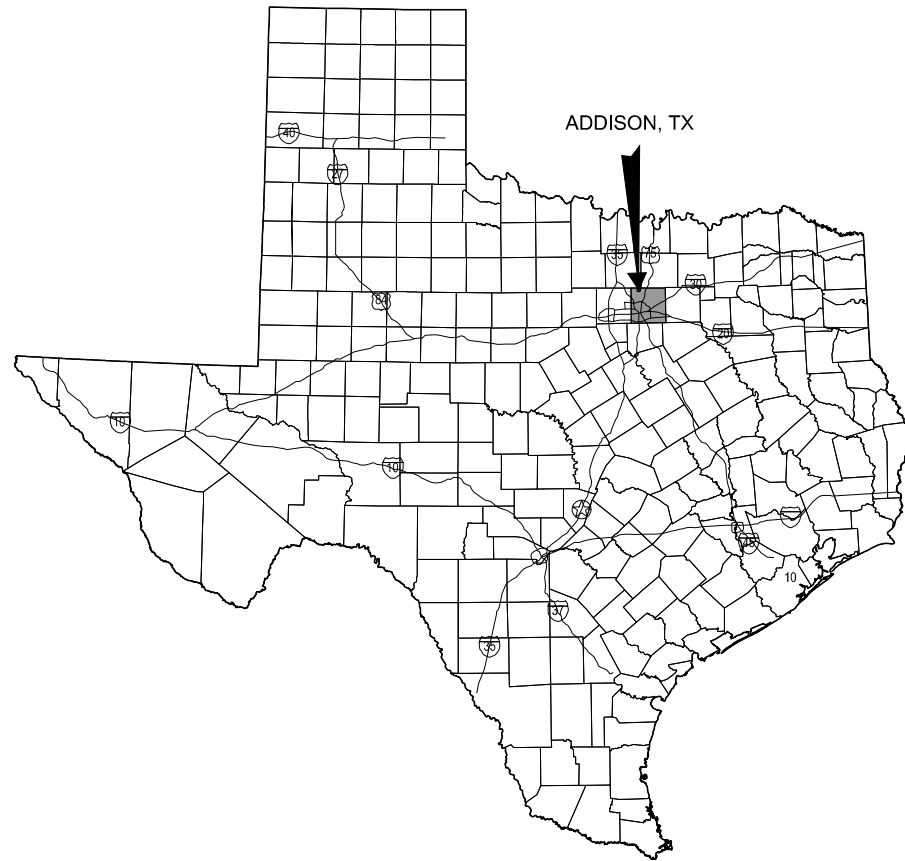
ADDISON AIRPORT

ADDISON, TEXAS



REGISTRATION NO.
F-5713

RECORD DRAWINGS
(JUNE 2018)



LOCATION MAP



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REV.	DATE	DESCRIPTION	BY



ADDISON AIRPORT
ADDISON, TEXAS
SEQ AREA BUILDING,
PAVEMENT, AND UTILITY DEMOLITION

TOWN OF ADDISON BID NO. 17-185
GARVER PROJECT NO. 17081100
JUNE 2017



3010 Gaylord Parkway
Suite 190
Frisco, TX 75034
(972) 377-7480

RECORD DRAWINGS
06/08/2018

To the best knowledge of the Engineer, these drawings have been generally conformed to the construction of the improvements based on information supplied by the owner, contractor and/or resident project representative. The accuracy of the information contained within these record drawings is not guaranteed.

Brandon C. Beville, P.E.
Date: 06/08/2018

COVER SHEET

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-101

SHEET NUMBER
1

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Last plotted by: Lang, Madison S. Plot Style: AECmonochrome.ctb Plot Date: 6/8/2018 11:20 AM Plotter Used: None

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.



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PAVEMENT, AND UTILITY DEMOLITION

GENERAL NOTES

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

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DRAWING NUMBER
G-102
SHEET NUMBER **2**

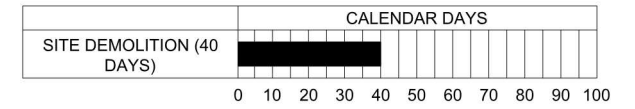
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ITEMS OF WORK

BASE BID SCHEDULE 1	<ol style="list-style-type: none"> 1. REMOVE THE THREE T-HANGARS, THE AXIS HANGAR AND THE BATHROOM BUILDING. 2. REMOVE APPROX. 15532 S.Y. OF ASPHALT PAVEMENT. 3. REMOVE THE IDENTIFIED UTILITIES.
BASE BID SCHEDULE 2	<ol style="list-style-type: none"> 1. REMOVE THE THREE T-HANGARS. 2. REMOVE APPROX. 9042 S.Y. OF ASPHALT PAVEMENT. 3. REMOVE THE IDENTIFIED UTILITIES.

NOTE: EITHER BASE BID SCHEDULE 1 OR BASE BID SCHEDULE 2 WILL BE AWARDED.

CONTRACT TIME



CONTRACT TIME NOTES:

1. CONTRACT TIME IS THE SAME REGARDLESS OF AWARDED SCHEDULE.
2. FENCE INSTALLATION AND UTILITY RELOCATION WORK IS BEING PERFORMED UNDER SEPARATE CONTRACTS. THE DEMO WORK UNDER THIS CONTRACT CAN NOT BEGIN UNTIL THE FENCE & UTILITY RELOCATION WORK IS COMPLETE.



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PROJECT LAYOUT PLAN

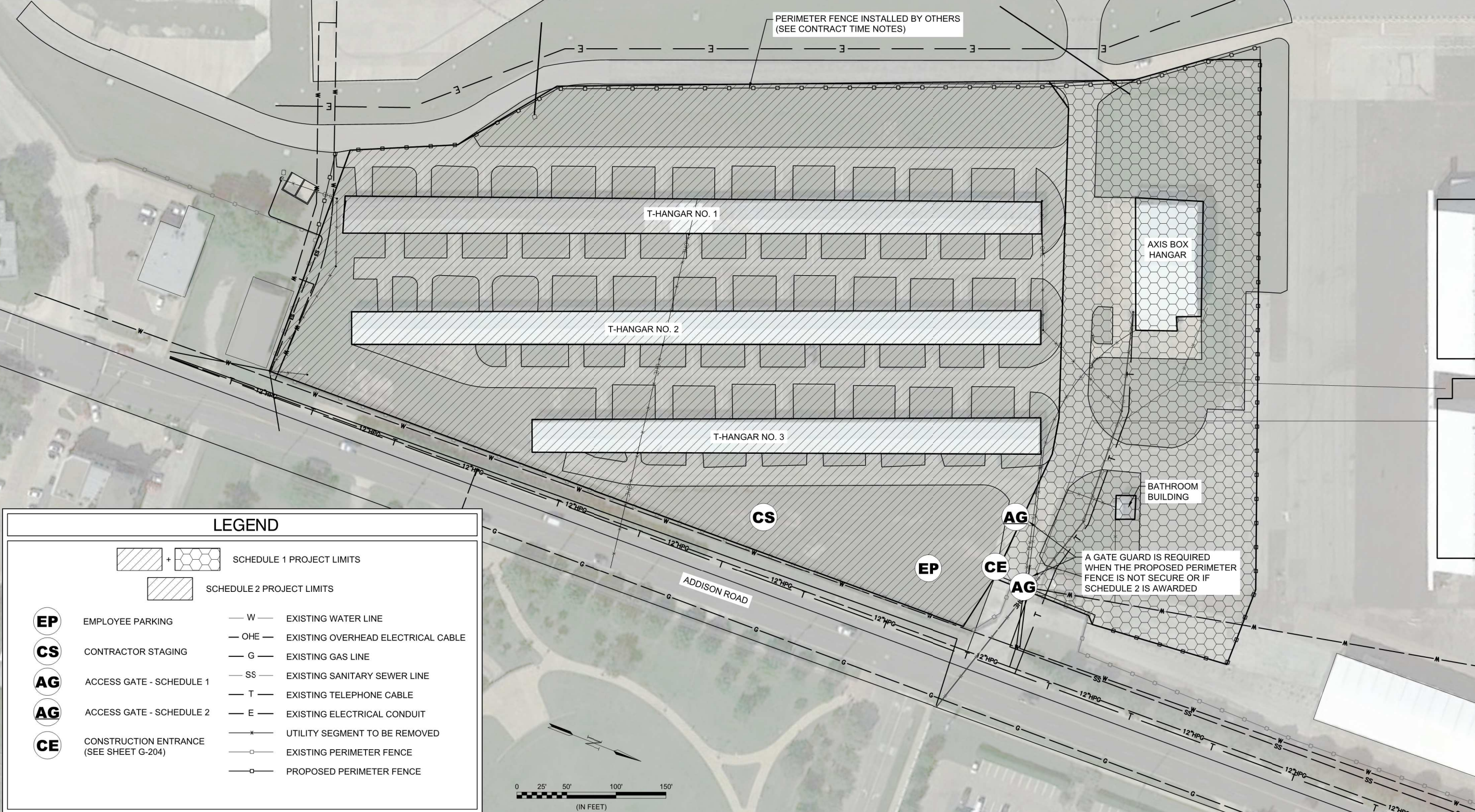
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DESIGNED BY: KKR
DRAWN BY: KKR

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DRAWING NUMBER
G-103

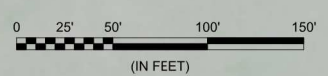
SHEET NUMBER
3

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LEGEND

	SCHEDULE 1 PROJECT LIMITS		EXISTING WATER LINE
	SCHEDULE 2 PROJECT LIMITS		EXISTING OVERHEAD ELECTRICAL CABLE
	EMPLOYEE PARKING		EXISTING GAS LINE
	CONTRACTOR STAGING		EXISTING SANITARY SEWER LINE
	ACCESS GATE - SCHEDULE 1		EXISTING TELEPHONE CABLE
	ACCESS GATE - SCHEDULE 2		EXISTING ELECTRICAL CONDUIT
	CONSTRUCTION ENTRANCE (SEE SHEET G-204)		UTILITY SEGMENT TO BE REMOVED
			EXISTING PERIMETER FENCE
			PROPOSED PERIMETER FENCE





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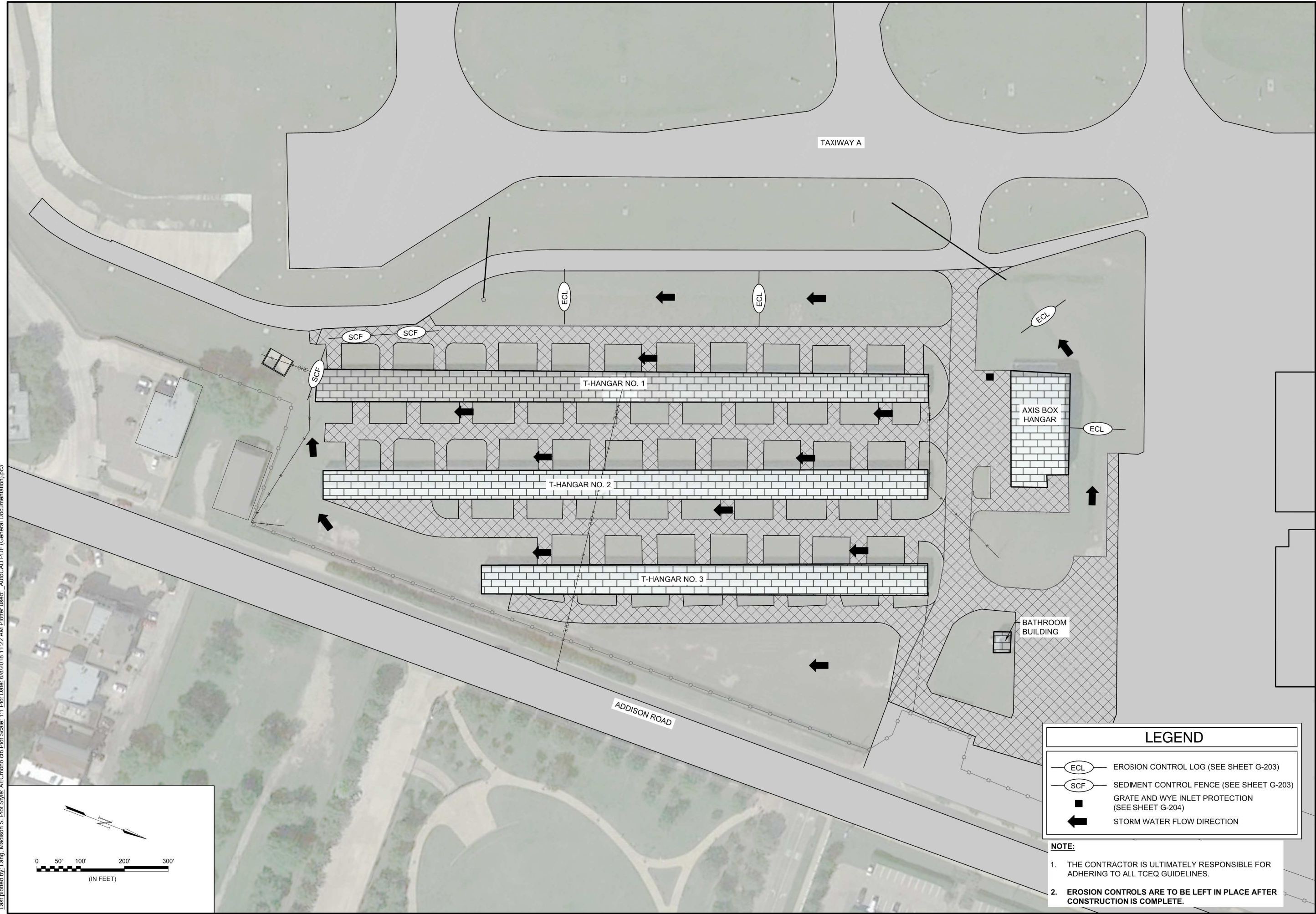
SWPPP LAYOUT PLAN

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

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DRAWING NUMBER
G-201

SHEET NUMBER
4



LEGEND

- EROSION CONTROL LOG (SEE SHEET G-203)
- SEDIMENT CONTROL FENCE (SEE SHEET G-203)
- GRATE AND WYE INLET PROTECTION (SEE SHEET G-204)
- STORM WATER FLOW DIRECTION

NOTE:

- THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR ADHERING TO ALL TCEQ GUIDELINES.
- EROSION CONTROLS ARE TO BE LEFT IN PLACE AFTER CONSTRUCTION IS COMPLETE.

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ADDISON AIRPORT
ADDISON, TEXAS

**SEQ AREA BUILDING,
PAVEMENT, AND UTILITY DEMOLITION**

SWPPP NOTES

JOB NO.: 17081100
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DRAWN BY: KKR

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DRAWING NUMBER
G-202

SHEET NUMBER
5

Site Description

PROJECT LIMITS: Addison Airport, Addison, TX

PROJECT DESCRIPTION: Demolition of existing pavement and hangars on the South East Quadrant of the airport.

MAJOR SOIL DISTURBING ACTIVITIES: Demolition will disturb the entire area of the South East Quadrant. Grading will be performed to allow for surface drainage before the developer takes over the area for construction.

TOTAL PROJECT AREA: 9.96 ACRES

TOTAL AREA TO BE DISTURBED: 4.90 ACRES

WEIGHTED RUNOFF COEFFICIENT
(AFTER CONSTRUCTION): 0.3

EXISTING CONDIDTION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER: The existing cover is clayey with Bermuda grass and is in fair condition. Existing vegetative cover is at 85%

NAME OF RECEIVING WATERS: The Addison airport is in the Hutton Branch watershed and the receiving water is Elm Fork Trinity River.

SOIL STABILIZATION PRACTICES:

- _____ TEMPORARY SEEDING
- PERMANENT PLANTING, SODDING, OR SEEDING
- _____ MULCHING
- _____ SOIL RETENTION BLANKET
- _____ BUFFER ZONES
- _____ PRESERVATION OF NATURAL RESOURCES

OTHER: _____

STRUCTURAL PRACTICES:

- SILT FENCES
- _____ HAY BALES
- _____ ROCK BERMS
- _____ DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- _____ DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- _____ DIVERSION DIKE AND SWALE COMBINATIONS
- _____ PIPE SLOPE DRAINS
- _____ PAVED FLUMES
- _____ ROCK BEDDING AT CONSTRUCTION EXIT
- _____ TIMBER MATTING AT CONSTRUCTION EXIT
- _____ CHANNEL LINERS
- SEDIMENT TRAPS
- _____ SEDIMENT BASINS
- STORM INLET SEDIMENT TRAP
- _____ STONE OUTLET STRUCTURES
- _____ CURBS AND GUTTERS
- _____ STORM SEWERS
- _____ VELOCITY CONTROL DEVICES

OTHER: _____

NARRATIVE – SEQUENCE OF CONTRUSTION (STORM WATER MANAGEMENT) ACTIVITIES:

Erosion and sediment controls shall be installed at the beginning of the project. Once installed, these devices will be maintained during the duration of the project. Erosion and sediment controls will be removed at the project's completion.

STORM WATER MANAGEMENT: Existing storm sewers and drainage ditches will be used to remove water from the site. Storm water from the site will flow sediment trap to filter sediment from storm water runoff before it leaves the site.

OTHER EROSION AND SEDIMENT CONTROLS

MAINTENANCE:
ALL EROSION AND SEDIMENT CONTROLS WILL BE MAINTAINED IN GOOD WORKING ORDER. IF A REPAIR IS NECESSARY, IT WILL BE DONE AT THE EARLIEST DATE POSSIBLE, BUT NO LATER THAN 7 CALENDAR DAYS AFTER THE SURROUNDING EXPOSED GROUND HAS DRIED SUFFICIENTLY TO PREVENT DAMAGE FROM HEAVY EQUIPMENT. THE AREAS ADJACENT TO CREEKS AND DRAINAGE WAYS SHALL HAVE PRIORITY FOLLOWED BY DEVICES USED FOR SILT REDUCTION IN THE DISTURBED AREAS.

INSPECTION:
AN INSPECTION WILL BE PERFORMED BY A RESIDENT PROJECT REPRESENTATIVE EVERY 7 DAYS AN INSPECTION REPORT WILL BE MADE PER EACH INSPECTION. BASED ON THE INSPECTION RESULTS, THE CONTROLS SHALL BE REVISED PER THE INSPECTION REPORT.

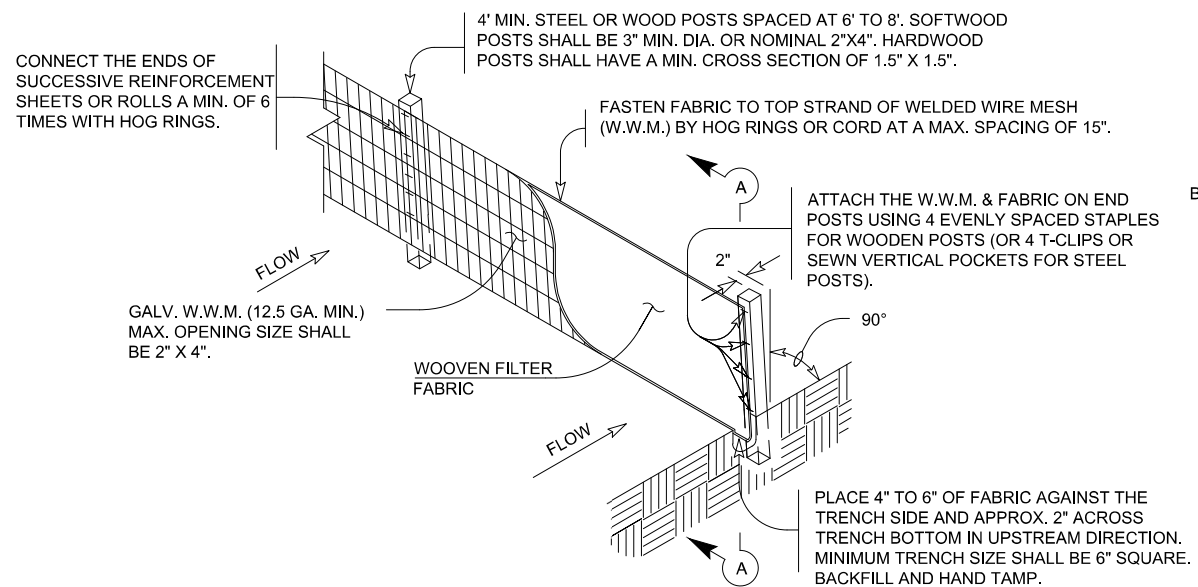
WASTE MATERIALS:
ALL WASTE MATERIALS WILL BE COLLECTED AND STORED IN A SECURELY LIDDED METAL DUMPSTER. THE DUMPSTER WILL MEET ALL STATE AND LOCAL SOLID WASTE MANAGEMENT REGULATIONS. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE WILL BE DEPOSITED IN THE DUMPSTER. THE DUMPSTER WILL BE EMPTIED AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION AT AN APPROVED LANDFILL. NO CONSTRUCTION WASTE MATERIAL WILL BE BURIED ON SITE.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING):
AT A MINIMUM, ANY PRODUCTS IN THE FOLLOWING CATEGORIES ARE CONSIDERED TO BE HAZARDOUS: PAINTS ACIDS FOR CLEANING MASONRY SURFACES, CLEANING SOLVENTS, ASPHALT PRODUCTS, CHEMICAL ADDITIVES FOR SOIL STABILIZATION, AND CONCRETE CURING COMPOUNDS AND ADDITIVES. IN THE EVENT OF A SPILL WHICH MAY BE HAZARDOUS, THE SPILL COORDINATOR SHOULD BE CONTACTED IMMEDIATELY.

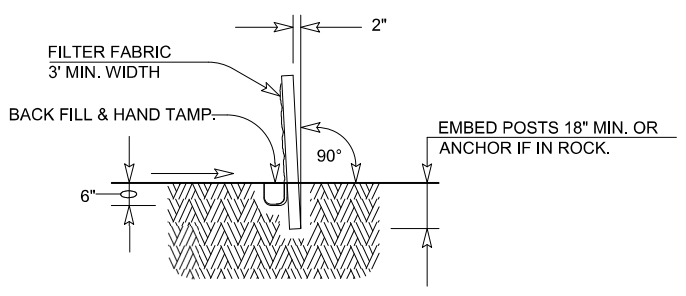
SANITARY WASTE:
ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION.

OFFSITE VEHICLE TRACKING:
 HAUL ROADS DAMPENED FOR DUST CONTROL
 LOADED HAUL TRUCKS TO BE COVERED WITH TARPAULIN
 EXCESS DIRT ON ROAD REMOVED DAILY
 STABILIZED CONSTRUCTION ENTRANCE

OTHER:
REMARKS:
DISPOSAL AREAS, STOCKPILES, AND HAUL ROADS SHALL BE CONSTRUCTED IN A MANNER THAT WILL MINIMIZE AND CONTROL THE AMOUNT OF SEDIMENT THAT MAY ENTER RECEIVING WATERS. DISPOSAL AREAS SHALL NOT BE LOCATED IN ANY WETLANDS, WATERBODY OR STREAMBED. CONSTRUCTION STAGING AREAS AND VEHICLE MAINTENANCE AREAS SHALL BE CONSTRUCTED BY THE CONTRACTOR IN A MANNER TO MINIMIZE THE RUNOFF OF POLLUTANTS. ALL WATERWAYS SHALL BE CLEARED AS SOON AS PRACTICAL OF TEMPORARY EMBANKMENT, TEMPORARY BRIDGES, MATTING, FALSE WORK, PILING, DEBRIS OR OTHER OBSTRUCTIONS PAGED DURING CONSTRUCTION OPERATION THAT ARE NOT A PART OF THE FINISHED WORK.



1
G-203 **SEDIMENT CONTROL FENCE**
SCALE: NONE



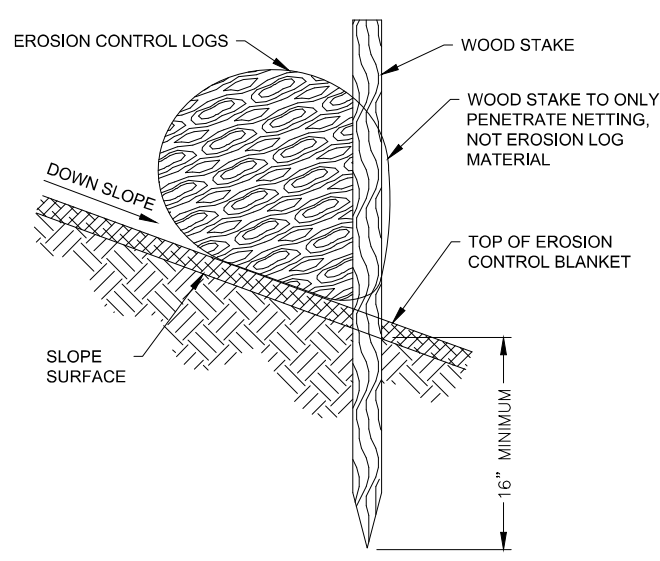
1A
G-203 **SECTION A-A**
SCALE: NONE

EROSION CONTROL NOTES:

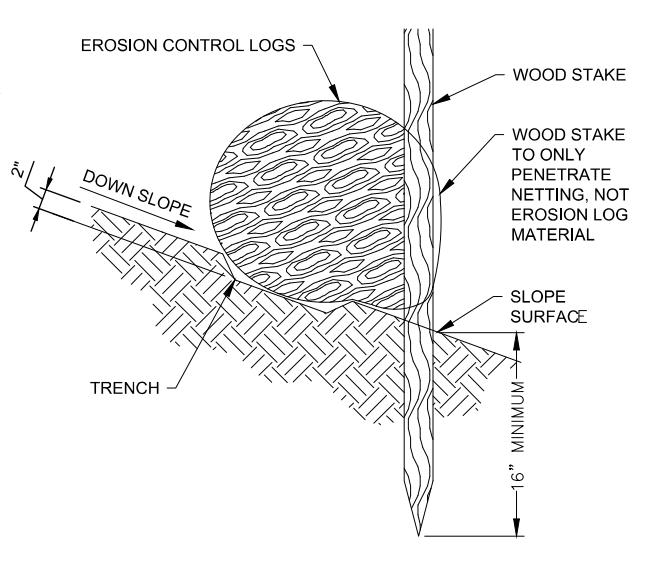
1. THE CONTRACTOR IS RESPONSIBLE FOR THE PROPER INSTALLATION OF THESE DEVICES AS SHOWN ON THIS SHEET, AND DESCRIBED IN THE SPECIFICATIONS. ADDITIONAL EROSION CONTROL AND/OR ADJUSTMENT OF LOCATIONS FOR EROSION CONTROL MAY BE REQUIRED.
2. SILT FENCES, DITCH CHEXX, INLET FILTERS AND INLET FILTER BARRIERS SHALL BE INSTALLED PER MANUFACTURER RECOMMENDATIONS AND ACCORDING TO THESE PLANS.
3. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL EROSION CONTROL DEVICES ALREADY IN PLACE. CONTRACTOR SHALL REMOVE AND REPLACE EROSION CONTROL AS NEEDED FOR CONSTRUCTION OR ACCESS. ALL EROSION CONTROL MUST BE IN PLACE AT ALL TIMES DURING CONSTRUCTION.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO USE WHATEVER MEANS NECESSARY TO CONTROL AND LIMIT SILT AND SEDIMENT LEAVING THE SITE. SPECIFICALLY, THE CONTRACTOR SHALL PROTECT ALL TAXIWAYS, TAXILANES, PARKING AREAS, STREAMS, CREEKS, STORM DRAIN SYSTEMS AND INLETS FROM EROSION DEPOSITS.

GENERAL NOTES:

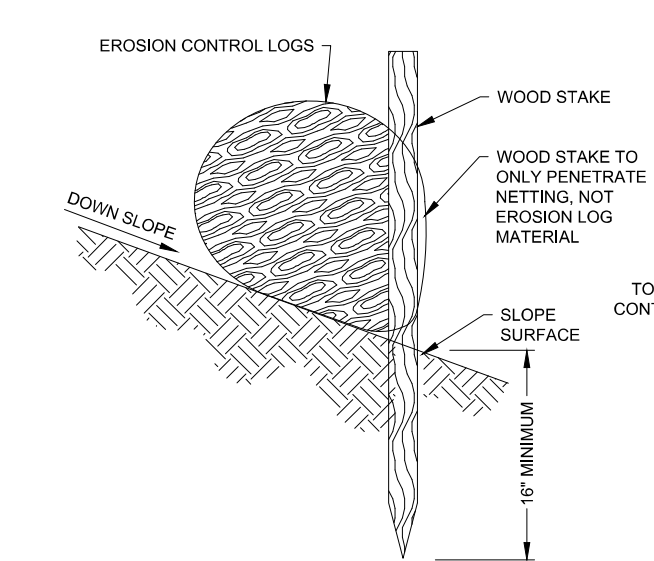
1. IF SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, FILTER DAMS SHOULD BE PLACED NEAR THE TOE OF SLOPES WHERE EROSION IS ANTICIPATED, UPSTREAM AND/OR DOWNSTREAM AT DRAINAGE STRUCTURES, AND IN ROADWAY DITCHES AND CHANNELS TO COLLECT SEDIMENT.
2. MATERIALS (AGGREGATE, WIRE MESH, SANDBAGS, ETC.) SHALL BE AS INDICATED BY THE SPECIFICATION FOR "ROCK FILTER DAMS FOR EROSION AND SEDIMENTATION CONTROL".
3. SIDE SLOPES SHOULD BE 2:1 OR FLATTER. DAMS WITHIN THE SAFETY ZONE SHALL HAVE SIDESLOPES OF 6:1 OR FLATTER.
4. MAINTAIN A MINIMUM OF 1' BETWEEN TOP OF ROCK FILTER DAM WEIR AND TOP OF EMBANKMENT FOR FILTER DAMS AT SEDIMENT TRAPS.
5. FILTER DAMS SHOULD BE EMBEDDED A MINIMUM OF 4" INTO EXISTING GROUND.
6. THE SEDIMENT TRAP FOR PONDING OF SEDIMENT LADEN RUNOFF SHALL BE OF THE DIMENSIONS SHOWN ON THE PLANS.
7. ROCK FILTER DAM TYPES 2 & 3 SHALL BE SECURED WITH 20 GAUGE GALVANIZED WOVEN WIRE MESH WITH 1" DIAMETER HEXAGONAL OPENINGS. THE AGGREGATE SHALL BE PLACED ON THE MESH TO THE HEIGHT & SLOPES SPECIFIED. THE MESH SHALL BE FOLDED AT THE UPSTREAM SIDE OVER THE AGGREGATE AND TIGHTLY SECURED TO ITSELF ON THE DOWNSTREAM SIDE USING WIRE TIES OR HOG RINGS. IN STREAM USE THE MESH SHOULD BE SECURED OR STAKED TO THE STREAM BED PRIOR TO AGGREGATE PLACEMENT.
8. SACK GABIONS SHOULD BE STAKED DOWN WITH 3/4" DIA. REBAR STAKES.
9. FLOW OUTLET SHOULD BE ONTO A STABILIZED AREA (VEGETATION, ROCK, ETC.).
10. THE GUIDELINES SHOWN HERE ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.



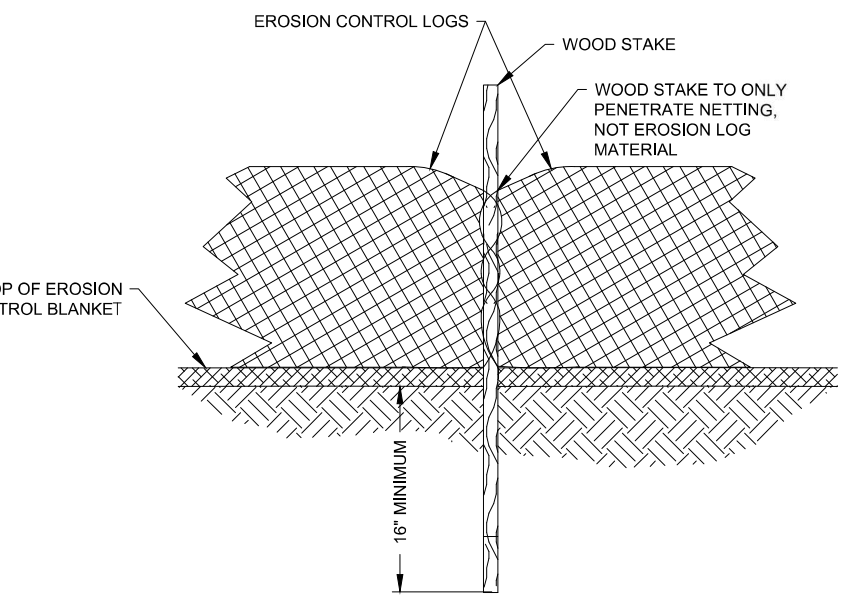
2A
G-203 **INSTALLATION WITH BLANKET**
SCALE: NONE



2B
G-203 **INSTALLATION WITH TRENCH**
SCALE: NONE



2C
G-203 **INSTALLATION ON BARE SOIL**
SCALE: NONE



2D
G-203 **INSTALLATION DETAILS (FRONT VIEW)**
SCALE: NONE

2
G-203 **EROSION CONTROL LOG**
SCALE: NONE

NOTES:

1. TRENCH OPTION IS MOST APPLICABLE IN LOOSE, UNCONSOLIDATED SOILS.
2. 1-1/8" X 1-1/8" X 30" WOODEN STAKES ARE RECOMMENDED FOR 6", 9", AND 12" SEDIMENT LOGS.
3. 1-1/8" X 1-1/8" X 48" WOODEN STAKES ARE RECOMMENDED FOR 20" SEDIMENT LOGS.

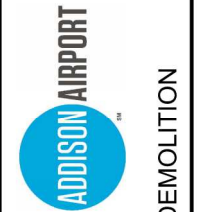
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Last plotted by: Lang, Madison S. Plot Style: AECmon.ctb Plot Scale: 1:1 Plot Date: 6/6/2018, 11:23 AM Printer used: AutoCAD PDF (General Documentation).ps3



REGISTRATION NO.
F-5713

RECORD DRAWINGS
(JUNE 2018)

REV.	DATE	DESCRIPTION	BY



ADDISON AIRPORT
ADDISON, TEXAS
SEQ AREA BUILDING,
PAVEMENT, AND UTILITY DEMOLITION

SWPPP DETAILS I

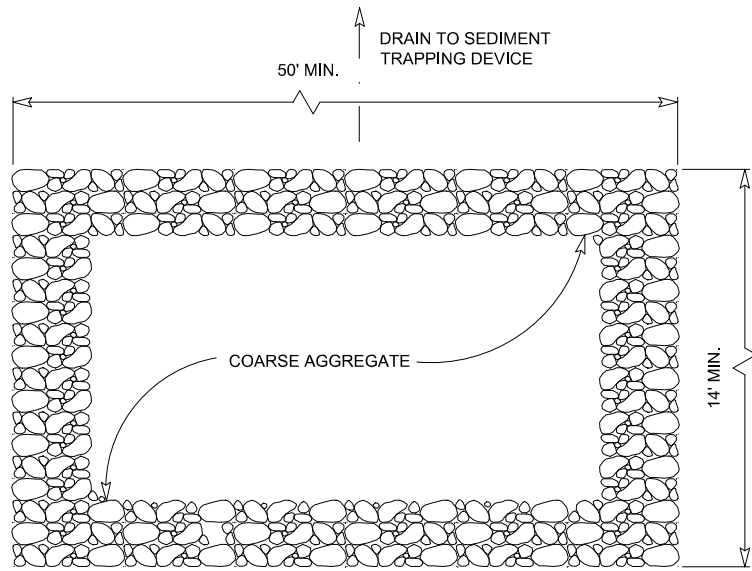
JOB NO.: 17081100
DATE: JUNE, 2017
DESIGNED BY: KKR
DRAWN BY: KKR

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
G-203

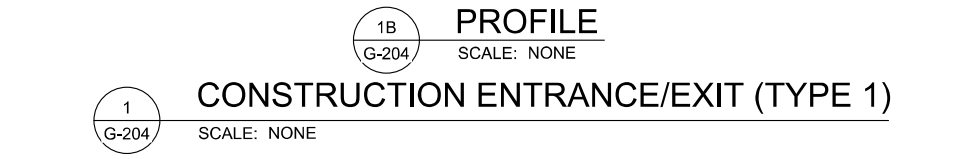
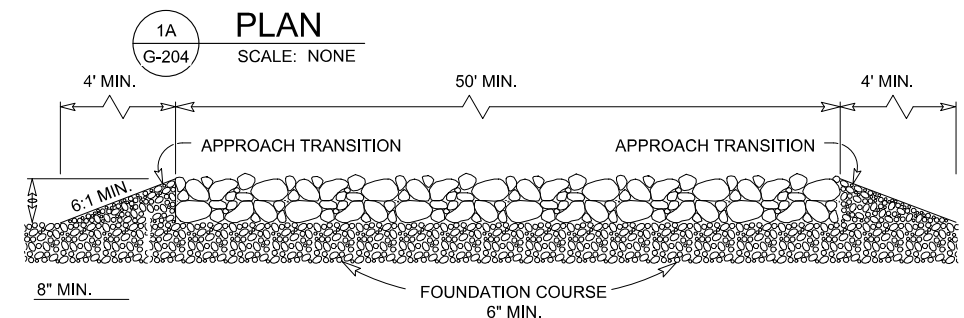
SHEET NUMBER
6

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 Last plotted by: Lang, Madison S. Plot Style: AECmonochrome.ctb, Scale: 1:1, Plot Date: 6/6/2018, 11:23 AM, Printer used: _AutoCAD PDF (General Documentation).ps3

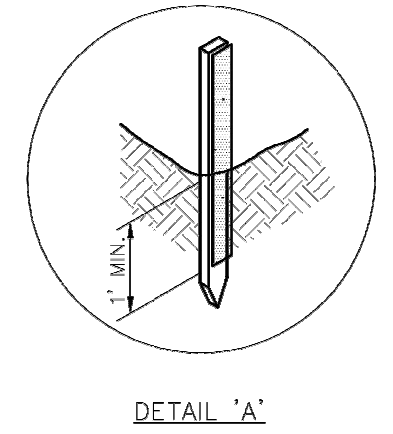
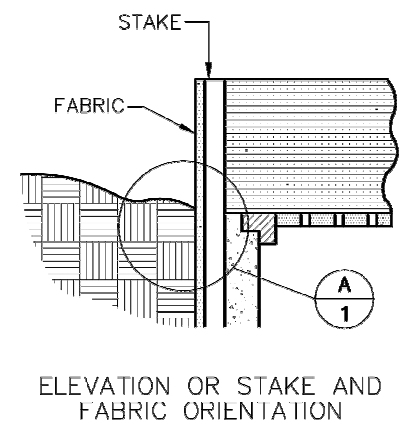
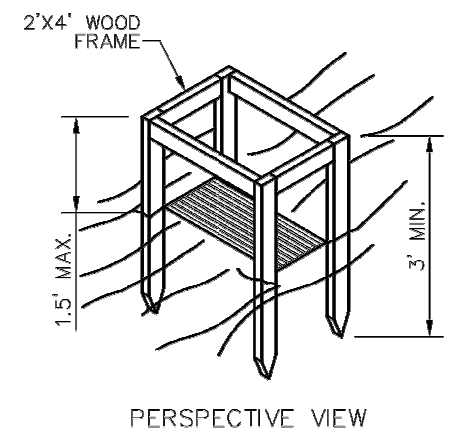
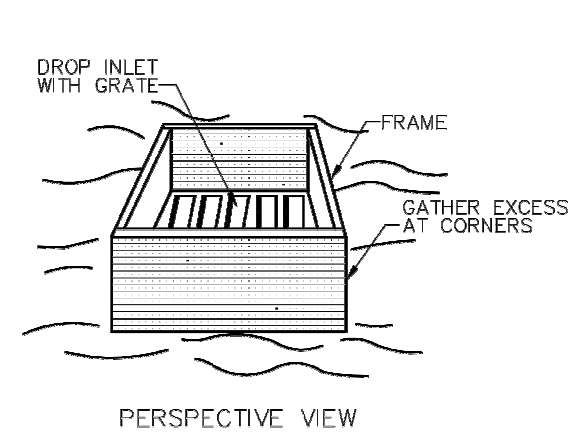


CONSTRUCTION ENTRANCE/EXIT NOTES:

1. THE LENGTH OF THE TYPE 1 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
2. THE COARSE AGGREGATE SHOULD BE OPEN GRADED WITH A SIZE OF 4" TO 8".
3. THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6:1 AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
4. THE CONSTRUCTION EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
5. THE CONSTRUCTION EXIT SHALL BE GRADED TO ALLOW DRAINAGE TO A SEDIMENT TRAPPING DEVICE.



CONSTRUCTION ENTRANCE/EXIT (TYPE 1)



SPECIFIC APPLICATION
 THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE THE INLET DRAINS A RELATIVELY FLAT AREA (SLOPE NO GREATER THAN 5%) WHERE THE INLET SHEET OR OVER-LAND FLOWS (NOT TO EXCEED 1 C.F.S.) ARE TYPICAL. THE METHOD SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS SUCH AS IN STREETS OR HIGHWAY MEDIANS.

 PUBLIC WORKS DEPARTMENT	GRATE AND WYE INLET PROTECTION	STANDARD CONSTRUCTION DETAILS EROSION CONTROL		
		DATE: AUGUST, 2010	REV DATE: -	SHEET : SD-EC04

2 GRATE AND WHY INLET PROTECTION
 G-204 SCALE: NONE

REGISTRATION NO. F-5713

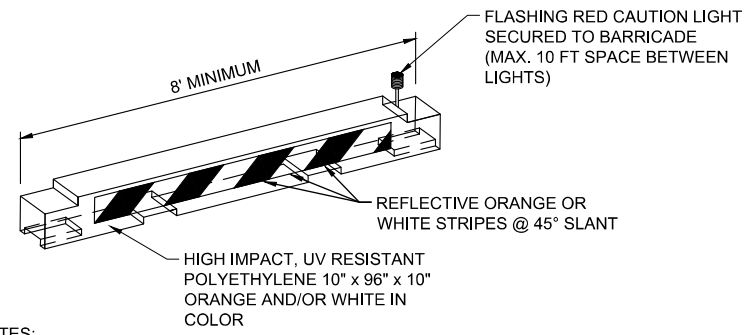
RECORD DRAWINGS
 (JUNE 2018)

REV.	DATE	DESCRIPTION	BY

ADDISON AIRPORT
 ADDISON, TEXAS
 SEQ AREA BUILDING,
 PAVEMENT, AND UTILITY DEMOLITION

SWPPP DETAILS II
 JOB NO.: 17081100
 DATE: JUNE, 2017
 DESIGNED BY: KKR
 DRAWN BY: KKR
BAR IS ONE INCH ON ORIGINAL DRAWING
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 DRAWING NUMBER
G-204
 SHEET NUMBER
7

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 Last plotted by: Lang, Madison S. Plot Style: AECmonochrome.ctb Plot Scale: 1:1 Plot Date: 6/6/2018 11:23 AM Plotter used: _AutoCAD PDF (General Documentation).ps3



NOTES:

1. BARRICADES SHALL MEET THE REQUIREMENTS OF THE CURRENT FAA ADVISORY CIRCULAR 150/5370-2 AND BE APPROVED BY THE ENGINEER.
2. CONTRACTOR SHALL WEIGHT BARRICADE TO PREVENT DISPLACEMENT. THE METHOD SHALL BE APPROVED BY THE ENGINEER.
3. CONTRACTOR SHALL PROVIDE BARRICADES WITH WORKING LIGHTS, VIA BATTER OR OTHER MEASURE. OAR WILL MONITOR CONDITION OF LIGHTS DAILY. CONTRACTOR SHALL ENSURE LIGHTS ARE PROPERLY WORKING BEFORE LEAVING THE SITE EACH DAY.

**LOW PROFILE AIRCRAFT
BARRICADE (MOVEMENT AREAS)**

1
C-001

SCALE: NONE



REGISTRATION NO.
F-5713

RECORD DRAWINGS
(JUNE 2018)

REV.	DATE	DESCRIPTION	BY



ADDISON AIRPORT
ADDISON, TEXAS

SEQ AREA BUILDING,
PAVEMENT, AND UTILITY DEMOLITION

MISCELLANEOUS
DETAILS I

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

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0 1"
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DRAWING NUMBER
C-001

SHEET NUMBER
8

SCHEDULE 1 - BASE BID

DEMOLITION NOTES:

- HANGARS: THE HANGARS TO BE REMOVED UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED ON SHEETS C-100 AND C-101 RESPECTIVELY. THE CONTRACTOR SHALL REMOVE ALL ABOVE GROUND INFRASTRUCTURE PERTAINING TO THE IDENTIFIED HANGAR REGARDLESS OF MATERIAL TYPE, AND SIZE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE REMOVAL OF ALL ITEMS INSIDE THE HANGARS. FURTHERMORE, THE CONTRACTOR SHALL REMOVE THE HANGAR FOUNDATION AND OTHER UNDERGROUND STRUCTURAL COMPONENT OF THE HANGAR.
- PAVEMENT: PAVEMENT TO BE REMOVED UNDER SCHEDULE 1 AND SCHEDULE 2 IS IDENTIFIED ON SHEETS C-100 AND C-101 RESPECTIVELY. THE CONTRACTOR SHALL REMOVE THE EXISTING PAVEMENT TO THE DELINEATED LIMITS. SEE DEMOLITION AND DISPOSAL SPECIFICATION FOR MORE DETAILS.
- GRADING AND SEEDING WILL BE PERFORMED BY THE AIRPORT AFTER DEMO WORK IS COMPLETE.
- GUIDELINES ON UTILITY REMOVAL FOR SCHEDULE 1 AND SCHEDULE 2 CAN BE FOUND ON SHEETS C-102 AND C-104 RESPECTIVELY.
- THE MISCELLANEOUS DEMOLITION AND DISPOSAL ITEM INCLUDES ANY ITEM NOT INCLUDED UNDER OTHER PAY ITEMS, THAT IS DEEMED TO BE REMOVED.
- SEE UTILITY NOTE ON SHEET G-102.



REGISTRATION NO.
F-5713

RECORD DRAWINGS
(JUNE 2018)

REV.	DATE	DESCRIPTION	BY



ADDISON AIRPORT
ADDISON, TEXAS

SEQ AREA BUILDING,
PAVEMENT, AND UTILITY DEMOLITION

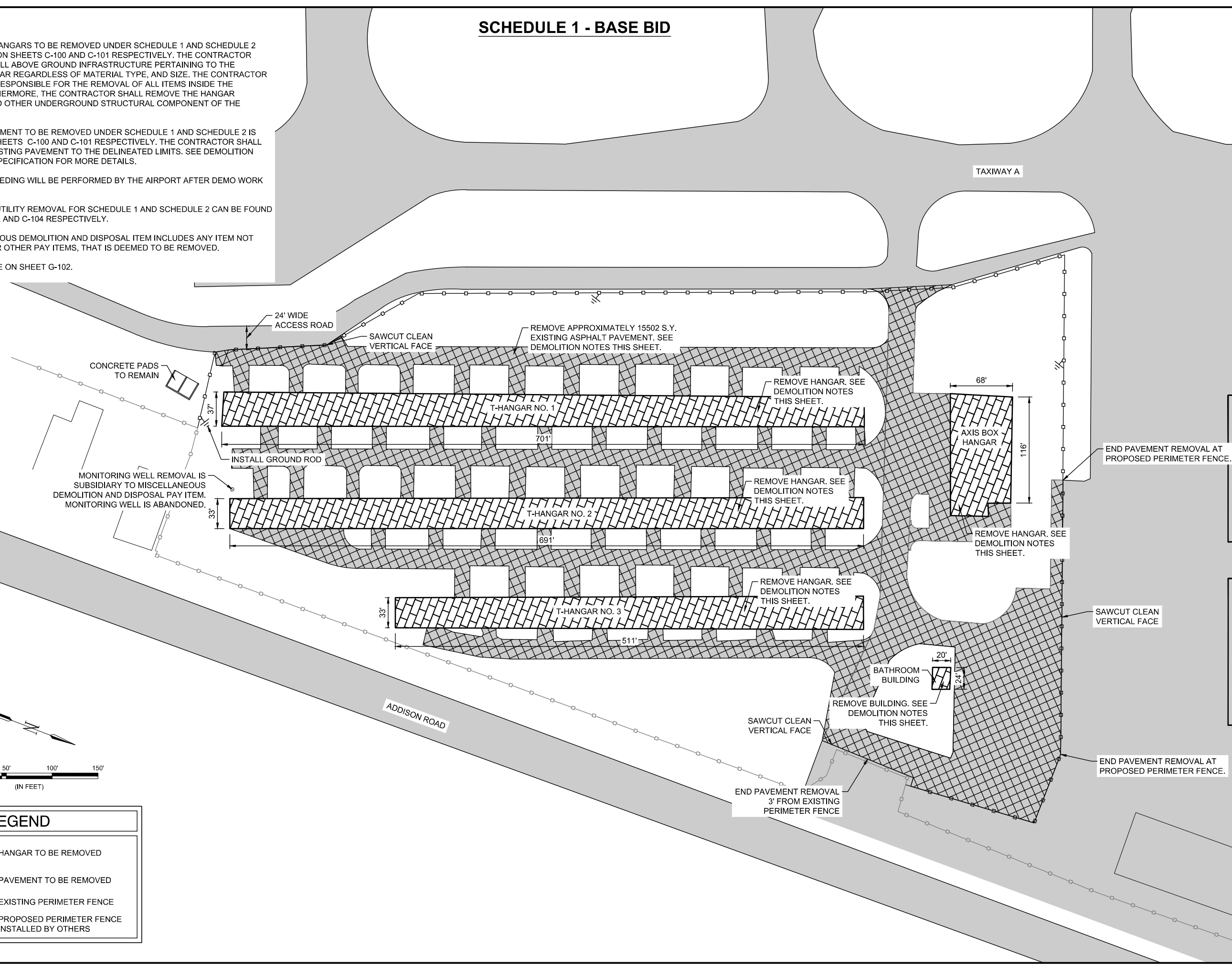
PAVEMENT AND
HANGAR DEMOLITION
PLAN - SCHEDULE 1

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

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THIS SHEET, ADJUST
SCALES ACCORDINGLY.

DRAWING NUMBER
C-100

SHEET
NUMBER **9**



LEGEND

- HANGAR TO BE REMOVED
- PAVEMENT TO BE REMOVED
- EXISTING PERIMETER FENCE
- PROPOSED PERIMETER FENCE INSTALLED BY OTHERS

File: I:\2018\18081100 - ads on call services\Drawings\RECORD\SEQ Demolition\seq-full demo_ssm - standard\ADS-SEQ-C100-DP-DEMO.dwg, Last Save: 6/8/2018, 9:30 AM, Last saved by: MSLang
 Last plotted by: Lang, Madison S. Plot Style: AECmon.ctb Plot Scale: 1:1 Plot Date: 6/8/2018, 11:23 AM, Printer used: AutoCAD PDF (General Documentation).pc3

SCHEDULE 2 - BASE BID

DEMOLITION NOTES:

- HANGARS: THE HANGARS TO BE REMOVED UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED ON SHEETS C-100 AND C-101 RESPECTIVELY. THE CONTRACTOR SHALL REMOVE ALL ABOVE GROUND INFRASTRUCTURE PERTAINING TO THE IDENTIFIED HANGAR REGARDLESS OF MATERIAL TYPE, AND SIZE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR THE REMOVAL OF ALL ITEMS INSIDE THE HANGARS. FURTHERMORE, THE CONTRACTOR SHALL REMOVE THE HANGAR FOUNDATION AND OTHER UNDERGROUND STRUCTURAL COMPONENT OF THE HANGAR.
- PAVEMENT: PAVEMENT TO BE REMOVED UNDER SCHEDULE 1 AND SCHEDULE 2 IS IDENTIFIED ON SHEETS C-100 AND C-101 RESPECTIVELY. THE CONTRACTOR SHALL REMOVE THE EXISTING PAVEMENT TO THE DEMONSTRATED LIMITS. SEE DEMOLITION AND DISPOSAL SPECIFICATION FOR MORE DETAILS.
- GRADING AND SEEDING WILL BE PERFORMED BY THE AIRPORT AFTER DEMO WORK IS COMPLETE.
- GUIDELINES ON UTILITY REMOVAL FOR SCHEDULE 1 AND SCHEDULE 2 CAN BE FOUND ON SHEETS C-102 AND C-104 RESPECTIVELY.
- THE MISCELLANEOUS DEMOLITION AND DISPOSAL ITEM INCLUDES ANY ITEM NOT INCLUDED UNDER OTHER PAY ITEMS, THAT IS DEEMED TO BE REMOVED.
- SEE UTILITY NOTE ON SHEET G-102.



REGISTRATION NO.
F-5713

RECORD DRAWINGS
(JUNE 2018)

REV.	DATE	DESCRIPTION	BY



ADDISON AIRPORT
ADDISON, TEXAS
SEQ AREA BUILDING,
PAVEMENT, AND UTILITY DEMOLITION

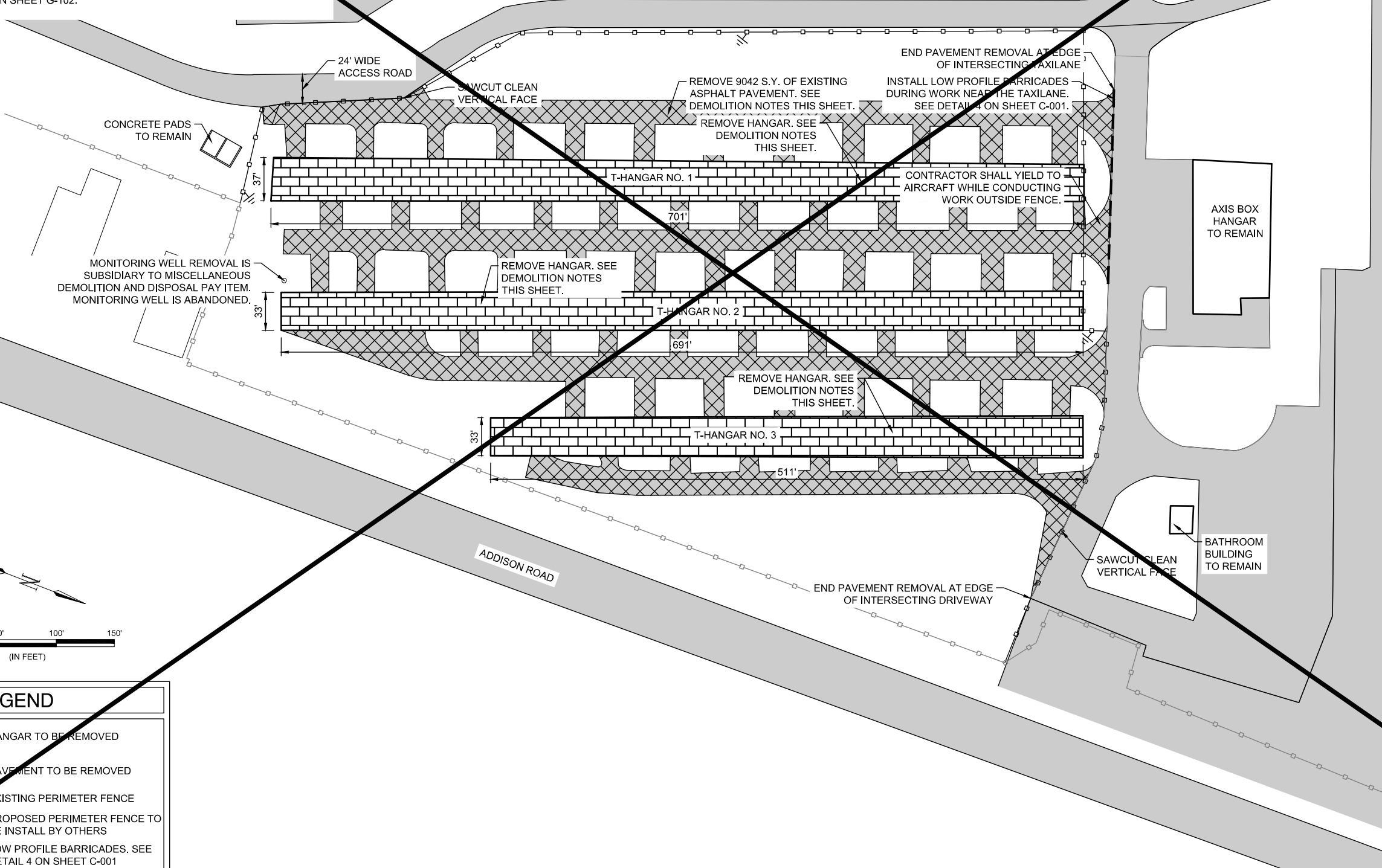
PAVEMENT AND
HANGAR DEMOLITION
PLAN - SCHEDULE 2

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

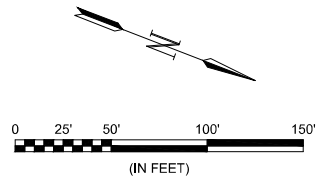
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SCALES ACCORDINGLY.

DRAWING NUMBER
C-101

SHEET
NUMBER **10**



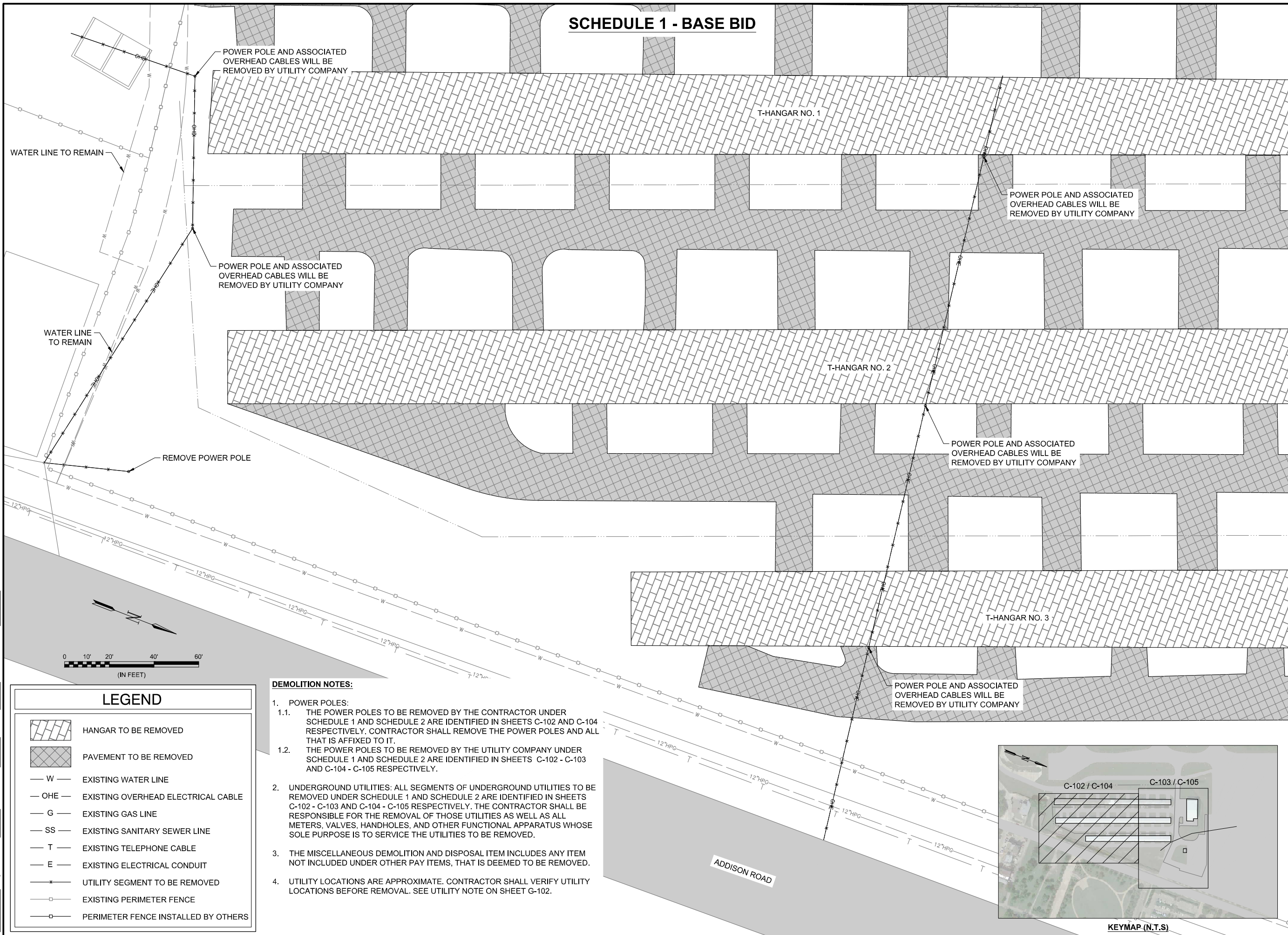
MONITORING WELL REMOVAL IS
SUBSIDIARY TO MISCELLANEOUS
DEMOLITION AND DISPOSAL PAY ITEM.
MONITORING WELL IS ABANDONED.



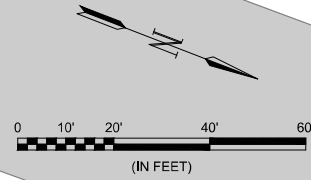
LEGEND	
	HANGAR TO BE REMOVED
	PAVEMENT TO BE REMOVED
	EXISTING PERIMETER FENCE
	PROPOSED PERIMETER FENCE TO BE INSTALLED BY OTHERS
	LOW PROFILE BARRICADES. SEE DETAIL 4 ON SHEET C-001

File: I:\2018\18081100 - ads on call services\Drawings\RECORD\SEQ\Demolition\seq-full demo_ssm - standard\ADS-SEQ-C100-CP-DEM.dwg, Last Save: 6/8/2018, 9:30 AM, Last saved by: MSLang
 Last plotted by: Lang, Madison S. Plot Style: AECmonochrome.ctb, Scale: 1:1, Plot Date: 6/8/2018, 11:23 AM, Plotter used: _AutoCAD PDF (General Documentation).pc3

SCHEDULE 1 - BASE BID



MATCHLINE SEE SHEET C-103

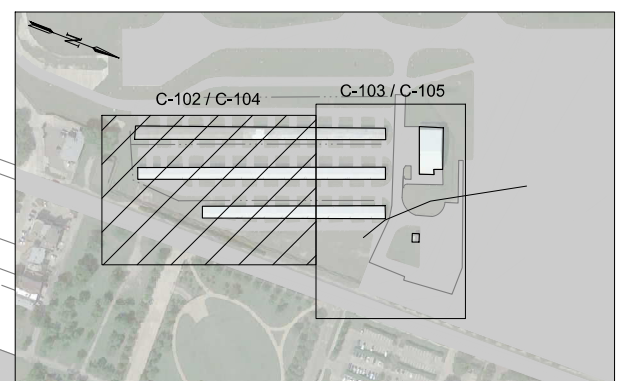


LEGEND

- HANGAR TO BE REMOVED
- PAVEMENT TO BE REMOVED
- EXISTING WATER LINE
- EXISTING OVERHEAD ELECTRICAL CABLE
- EXISTING GAS LINE
- EXISTING SANITARY SEWER LINE
- EXISTING TELEPHONE CABLE
- EXISTING ELECTRICAL CONDUIT
- UTILITY SEGMENT TO BE REMOVED
- EXISTING PERIMETER FENCE
- PERIMETER FENCE INSTALLED BY OTHERS

DEMOLITION NOTES:

1. POWER POLES:
 - 1.1. THE POWER POLES TO BE REMOVED BY THE CONTRACTOR UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED IN SHEETS C-102 AND C-104 RESPECTIVELY. CONTRACTOR SHALL REMOVE THE POWER POLES AND ALL THAT IS AFFIXED TO IT.
 - 1.2. THE POWER POLES TO BE REMOVED BY THE UTILITY COMPANY UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED IN SHEETS C-102 - C-103 AND C-104 - C-105 RESPECTIVELY.
2. UNDERGROUND UTILITIES: ALL SEGMENTS OF UNDERGROUND UTILITIES TO BE REMOVED UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED IN SHEETS C-102 - C-103 AND C-104 - C-105 RESPECTIVELY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THOSE UTILITIES AS WELL AS ALL METERS, VALVES, HANDHOLES, AND OTHER FUNCTIONAL APPARATUS WHOSE SOLE PURPOSE IS TO SERVICE THE UTILITIES TO BE REMOVED.
3. THE MISCELLANEOUS DEMOLITION AND DISPOSAL ITEM INCLUDES ANY ITEM NOT INCLUDED UNDER OTHER PAY ITEMS, THAT IS DEEMED TO BE REMOVED.
4. UTILITY LOCATIONS ARE APPROXIMATE. CONTRACTOR SHALL VERIFY UTILITY LOCATIONS BEFORE REMOVAL. SEE UTILITY NOTE ON SHEET G-102.



KEYMAP (N.T.S.)



REGISTRATION NO.
F-5713

RECORD DRAWINGS
(JUNE 2018)

REV.	DATE	DESCRIPTION



ADDISON AIRPORT
ADDISON, TEXAS

SEQ AREA BUILDING,
PAVEMENT, AND UTILITY DEMOLITION

UTILITY DEMOLITION
PLAN I - SCHEDULE 1

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

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C-102

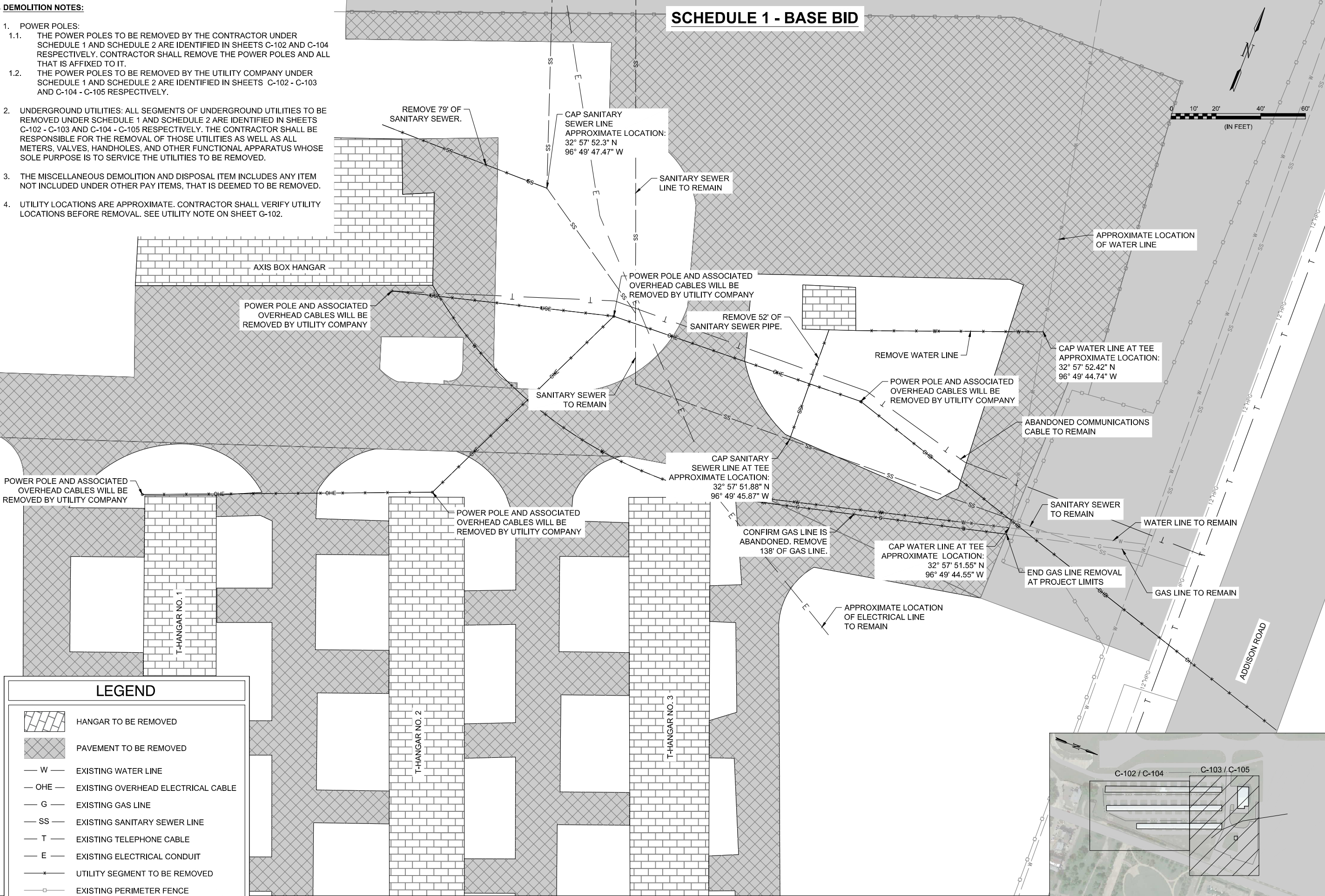
SHEET
NUMBER **11**

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Last plotted by: Lang, Madison S. Plot Style: AECmonochrome.ctb Plot Date: 6/8/2018 11:24 AM Plotter used: None

DEMOLITION NOTES:

1. POWER POLES:
 - 1.1. THE POWER POLES TO BE REMOVED BY THE CONTRACTOR UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED IN SHEETS C-102 AND C-104 RESPECTIVELY. CONTRACTOR SHALL REMOVE THE POWER POLES AND ALL THAT IS AFFIXED TO IT.
 - 1.2. THE POWER POLES TO BE REMOVED BY THE UTILITY COMPANY UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED IN SHEETS C-102 - C-103 AND C-104 - C-105 RESPECTIVELY.
2. UNDERGROUND UTILITIES: ALL SEGMENTS OF UNDERGROUND UTILITIES TO BE REMOVED UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED IN SHEETS C-102 - C-103 AND C-104 - C-105 RESPECTIVELY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THOSE UTILITIES AS WELL AS ALL METERS, VALVES, HANDHOLES, AND OTHER FUNCTIONAL APPARATUS WHOSE SOLE PURPOSE IS TO SERVICE THE UTILITIES TO BE REMOVED.
3. THE MISCELLANEOUS DEMOLITION AND DISPOSAL ITEM INCLUDES ANY ITEM NOT INCLUDED UNDER OTHER PAY ITEMS, THAT IS DEEMED TO BE REMOVED.
4. UTILITY LOCATIONS ARE APPROXIMATE. CONTRACTOR SHALL VERIFY UTILITY LOCATIONS BEFORE REMOVAL. SEE UTILITY NOTE ON SHEET G-102.

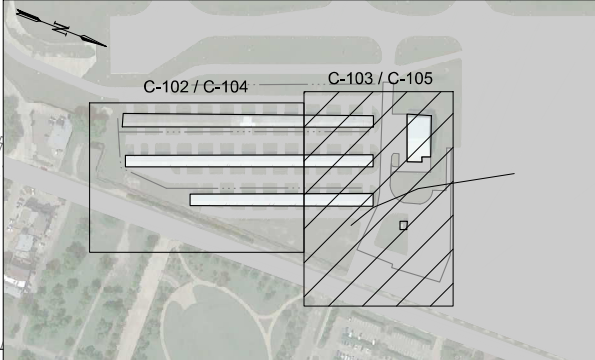
SCHEDULE 1 - BASE BID



LEGEND

- HANGAR TO BE REMOVED
- PAVEMENT TO BE REMOVED
- EXISTING WATER LINE
- EXISTING OVERHEAD ELECTRICAL CABLE
- EXISTING GAS LINE
- EXISTING SANITARY SEWER LINE
- EXISTING TELEPHONE CABLE
- EXISTING ELECTRICAL CONDUIT
- UTILITY SEGMENT TO BE REMOVED
- EXISTING PERIMETER FENCE
- PERIMETER FENCE INSTALLED BY OTHERS

MATCHLINE SEE SHEET C-102



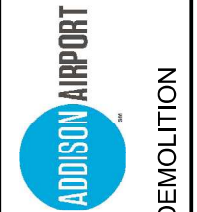
KEYMAP (N.T.S.)



REGISTRATION NO. F-5713

RECORD DRAWINGS
(JUNE 2018)

REV.	DATE	DESCRIPTION	BY



ADDISON AIRPORT
ADDISON, TEXAS

SEQ AREA BUILDING,
PAVEMENT, AND UTILITY DEMOLITION

UTILITY DEMOLITION
PLAN II - SCHEDULE 1

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

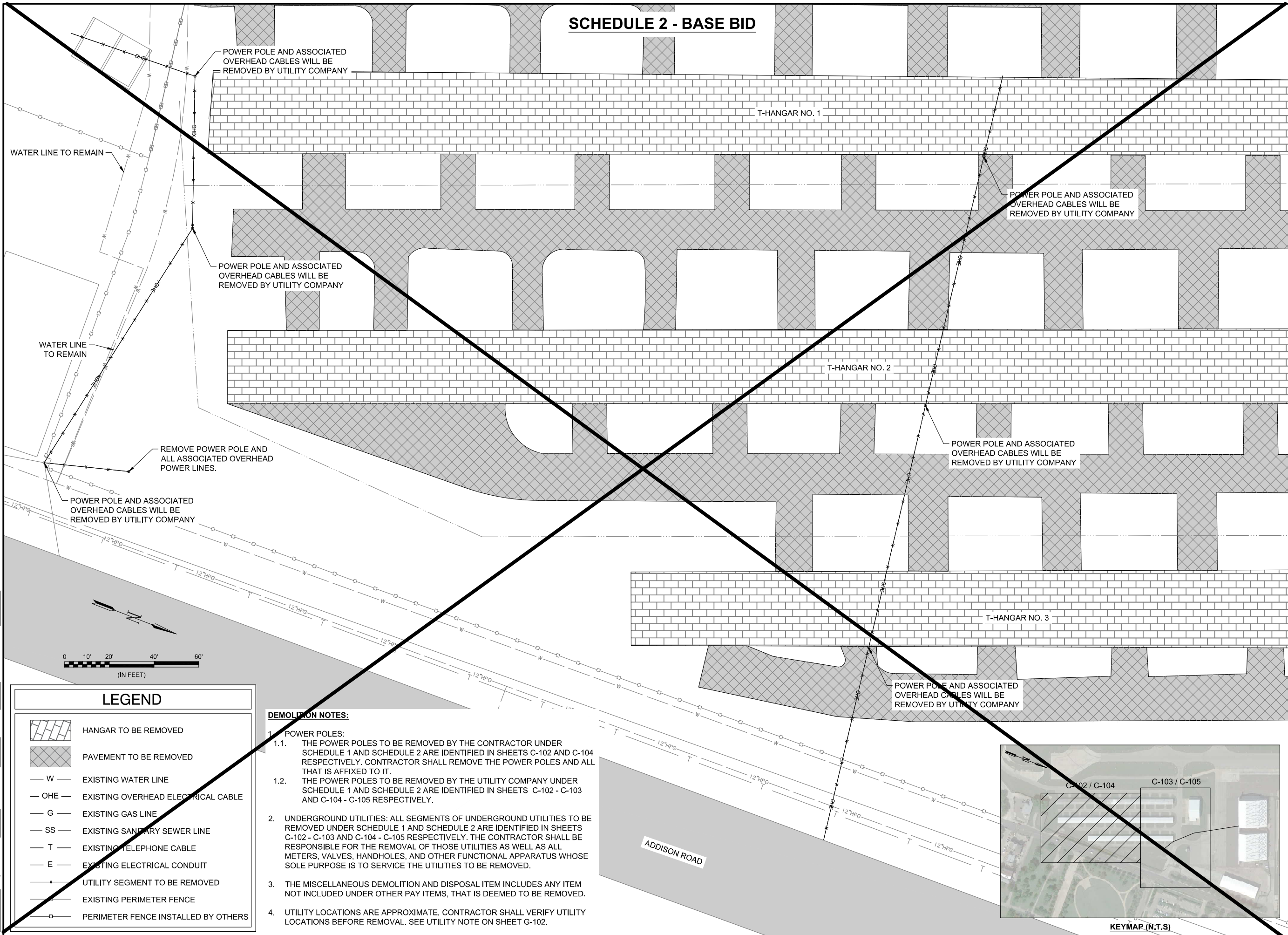
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DRAWING NUMBER
C-103

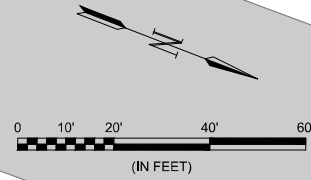
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SCHEDULE 2 - BASE BID



MATCHLINE SEE SHEET C-103



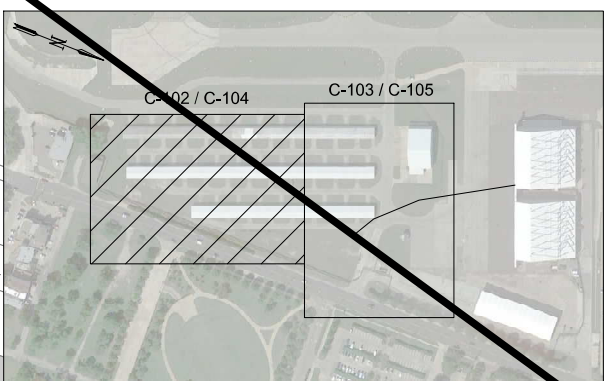
LEGEND

- HANGAR TO BE REMOVED
- PAVEMENT TO BE REMOVED
- EXISTING WATER LINE
- EXISTING OVERHEAD ELECTRICAL CABLE
- EXISTING GAS LINE
- EXISTING SANDIARY SEWER LINE
- EXISTING TELEPHONE CABLE
- EXISTING ELECTRICAL CONDUIT
- UTILITY SEGMENT TO BE REMOVED
- EXISTING PERIMETER FENCE
- PERIMETER FENCE INSTALLED BY OTHERS

DEMOLITION NOTES:

1. POWER POLES:
 - 1.1. THE POWER POLES TO BE REMOVED BY THE CONTRACTOR UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED IN SHEETS C-102 AND C-104 RESPECTIVELY. CONTRACTOR SHALL REMOVE THE POWER POLES AND ALL THAT IS AFFIXED TO IT.
 - 1.2. THE POWER POLES TO BE REMOVED BY THE UTILITY COMPANY UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED IN SHEETS C-102 - C-103 AND C-104 - C-105 RESPECTIVELY.
2. UNDERGROUND UTILITIES: ALL SEGMENTS OF UNDERGROUND UTILITIES TO BE REMOVED UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED IN SHEETS C-102 - C-103 AND C-104 - C-105 RESPECTIVELY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THOSE UTILITIES AS WELL AS ALL METERS, VALVES, HANDHOLES, AND OTHER FUNCTIONAL APPARATUS WHOSE SOLE PURPOSE IS TO SERVICE THE UTILITIES TO BE REMOVED.
3. THE MISCELLANEOUS DEMOLITION AND DISPOSAL ITEM INCLUDES ANY ITEM NOT INCLUDED UNDER OTHER PAY ITEMS, THAT IS DEEMED TO BE REMOVED.
4. UTILITY LOCATIONS ARE APPROXIMATE. CONTRACTOR SHALL VERIFY UTILITY LOCATIONS BEFORE REMOVAL. SEE UTILITY NOTE ON SHEET G-102.

ADDISON ROAD



KEYMAP (N.T.S)

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Last plotted by: Lang, Madison S. Plot Style: AECmonochrome.ctb Plot Scale: 1:2.5849 Plot Date: 6/8/2018 11:24 AM Printer Used: None



REGISTRATION NO.
F-5713

RECORD DRAWINGS
(JUNE 2018)

REV.	DATE	DESCRIPTION



ADDISON AIRPORT
ADDISON, TEXAS
**SEQ AREA BUILDING,
PAVEMENT, AND UTILITY DEMOLITION**

UTILITY DEMOLITION
PLAN I - SCHEDULE 2

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
C-104

SHEET NUMBER
13

SCHEDULE 2 - BASE BID

DEMOLITION NOTES:

1. POWER POLES:
 - 1.1. THE POWER POLES TO BE REMOVED BY THE CONTRACTOR UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED IN SHEETS C-102 AND C-104 RESPECTIVELY. CONTRACTOR SHALL REMOVE THE POWER POLES AND ALL THAT IS AFFIXED TO IT.
 - 1.2. THE POWER POLES TO BE REMOVED BY THE UTILITY COMPANY UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED IN SHEETS C-102 - C-103 AND C-104 - C-105 RESPECTIVELY.
2. UNDERGROUND UTILITIES: ALL SEGMENTS OF UNDERGROUND UTILITIES TO BE REMOVED UNDER SCHEDULE 1 AND SCHEDULE 2 ARE IDENTIFIED IN SHEETS C-102 - C-103 AND C-104 - C-105 RESPECTIVELY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF THOSE UTILITIES AS WELL AS ALL METERS, VALVES, HANDHOLES, AND OTHER FUNCTIONAL APPARATUS WHOSE SOLE PURPOSE IS TO SERVICE THE UTILITIES TO BE REMOVED.
3. THE MISCELLANEOUS DEMOLITION AND DISPOSAL ITEM INCLUDES ANY ITEM NOT INCLUDED UNDER OTHER PAY ITEMS, THAT IS DEEMED TO BE REMOVED.
4. UTILITY LOCATIONS ARE APPROXIMATE. CONTRACTOR SHALL VERIFY UTILITY LOCATIONS BEFORE REMOVAL. SEE UTILITY NOTE ON SHEET G-102.



REGISTRATION NO. F-5713

RECORD DRAWINGS
(JUNE 2018)

REV.	DATE	DESCRIPTION	BY

ADDISON AIRPORT
ADDISON, TEXAS

SEQ AREA BUILDING, PAVEMENT, AND UTILITY DEMOLITION

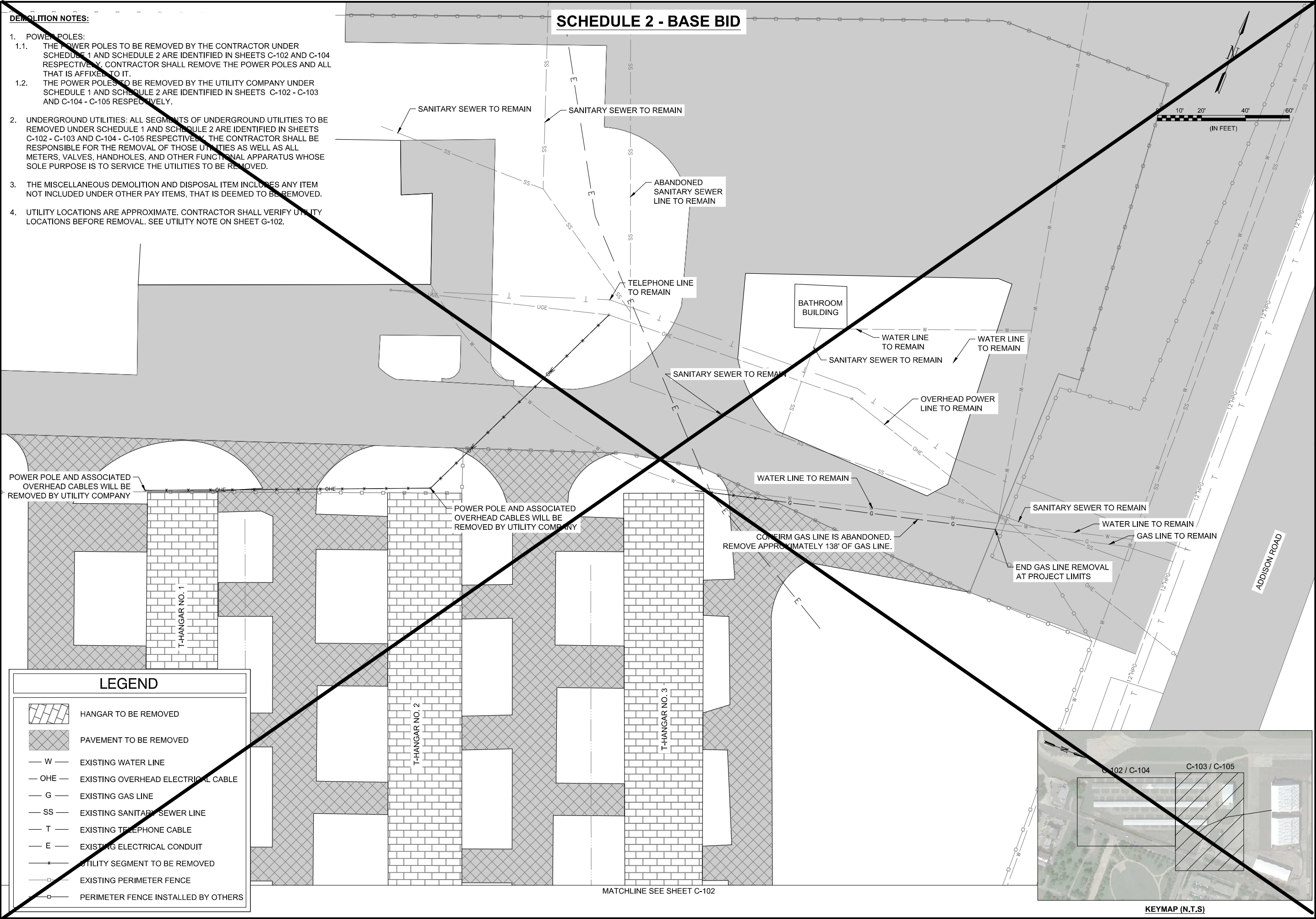
UTILITY DEMOLITION
PLAN II - SCHEDULE 2

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

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
C-105

SHEET NUMBER
14



POWER POLE AND ASSOCIATED OVERHEAD CABLES WILL BE REMOVED BY UTILITY COMPANY

POWER POLE AND ASSOCIATED OVERHEAD CABLES WILL BE REMOVED BY UTILITY COMPANY

WATER LINE TO REMAIN

CONFIRM GAS LINE IS ABANDONED. REMOVE APPROXIMATELY 138' OF GAS LINE.

SANITARY SEWER TO REMAIN

WATER LINE TO REMAIN

GAS LINE TO REMAIN

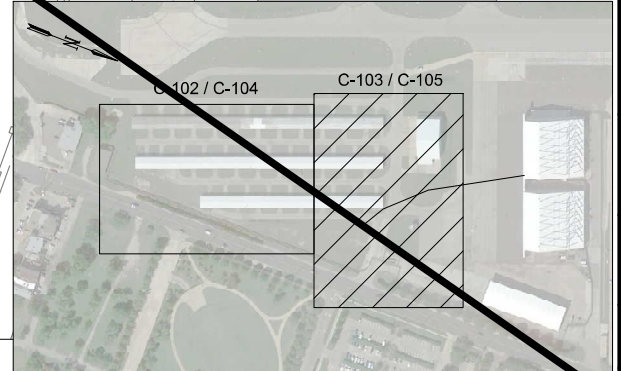
END GAS LINE REMOVAL AT PROJECT LIMITS

ADDISON ROAD

MATCHLINE SEE SHEET C-102

LEGEND

- HANGAR TO BE REMOVED
- PAVEMENT TO BE REMOVED
- EXISTING WATER LINE
- EXISTING OVERHEAD ELECTRICAL CABLE
- EXISTING GAS LINE
- EXISTING SANITARY SEWER LINE
- EXISTING TELEPHONE CABLE
- EXISTING ELECTRICAL CONDUIT
- UTILITY SEGMENT TO BE REMOVED
- EXISTING PERIMETER FENCE
- PERIMETER FENCE INSTALLED BY OTHERS



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