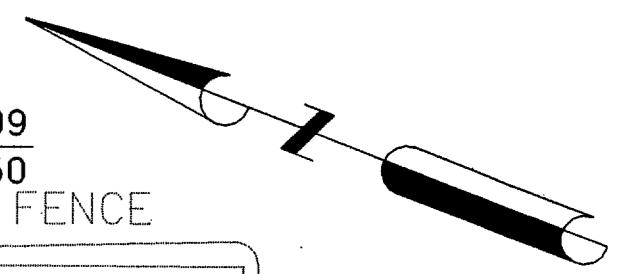
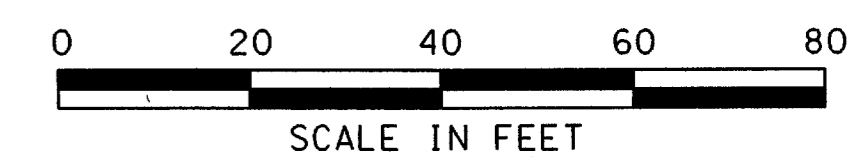


LEGEND

- 3" TO 4" ASPHALT REMOVAL
- 1-1/2" ASPHALT MILLING
- 7" TO 8" CONCRETE REMOVAL
- EXISTING ASPHALT
- EXISTING CONCRETE



N=7038337.97
E=2479637.17

N=7038333.99
E=2479624.00

N=7038351.87
E=2479619.10

N=7038347.63
E=2479606.24

N=7038167.27
E=2479683.43

ELECTRIC UTILITIES IN THE AREA.
CONTRACTOR TO TAKE PRECAUTIONS
NOT TO DAMAGE ANY EXISTING
UTILITY LINES.

PAVEMENT REMOVAL
2' FROM FENCE LINE
WITHIN THESE LIMITS

PAVEMENT REMOVAL
1' FROM FENCE LINE
WITHIN THESE LIMITS

N=7,037,934.09
E=2,479,794.50
CHAIN LINK FENCE

N=7,037,927.46
E=2,479,776.73

N=7,038,038.25
E=2,479,755.99

N=7,038,051.55
E=2,479,724.52

N=7,037,906.30
E=2,479,783.52

N=7,037,895.33
E=2,479,748.98

APRON 'A'

N=7,038,163.74
E=2,479,674.18

N=7,038,121.96
E=2,479,690.44

N=7,038,126.37
E=2,479,701.90

N=7,038,085.78
E=2,479,714.90

N=7,038,082.96
E=2,479,715.05

BH#5

BH#4

N=7,037,856.21
E=2,479,652.92

N=7,037,824.06
E=2,479,666.67

N=7,038,354.61
E=2,479,439.77

N=7,038,353.73
E=2,479,439.95

N=7,038,297.36
E=2,479,463.63

N=7,038,348.84
E=2,479,437.97

BH#8

N=7,038,299.30
E=2,479,457.04

N=7,038,289.61
E=2,479,442.97

N=7,038,344.83
E=2,479,426.64

N=7,038,296.19
E=2,479,445.52

N=7,038,346.27
E=2,479,421.64

N=7,038,347.36
E=2,479,421.17

N=7,038,290.75
E=2,479,442.78

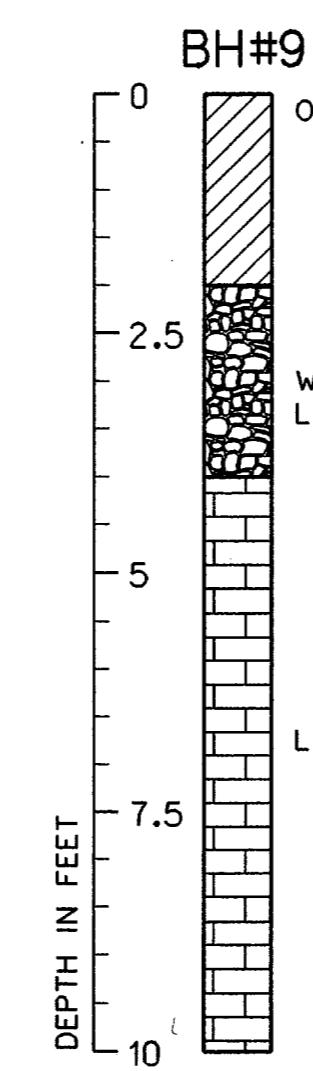
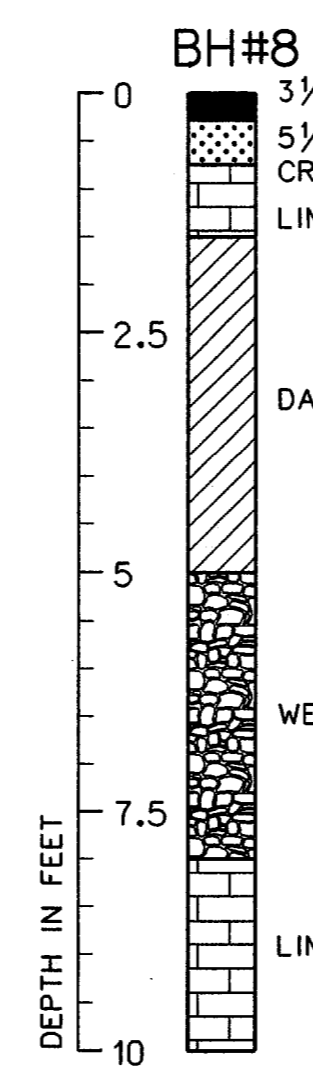
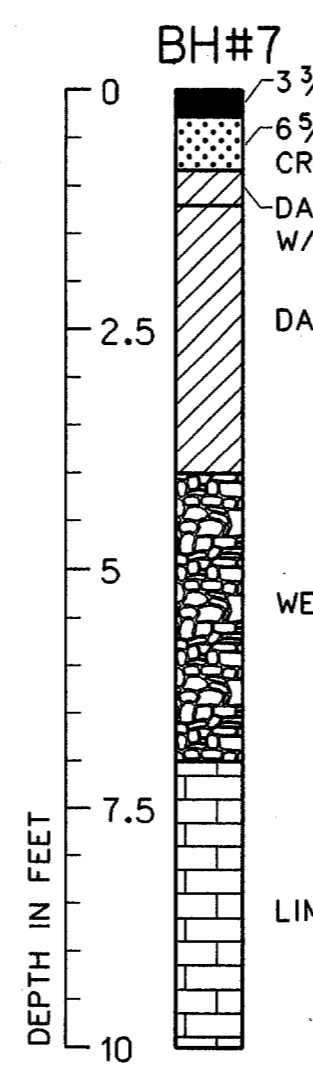
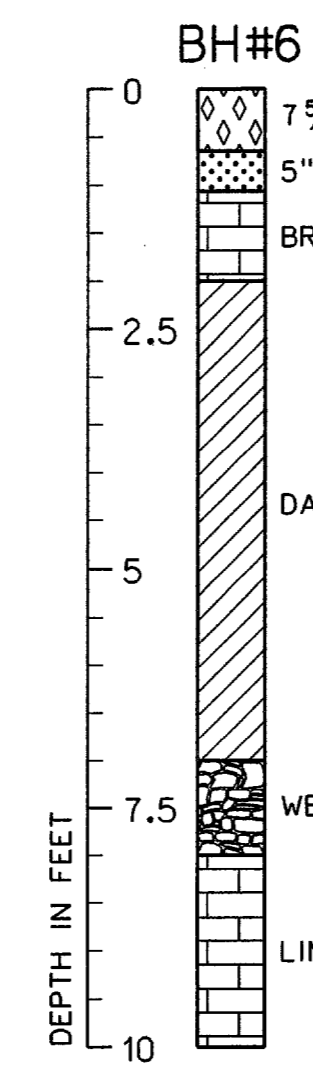
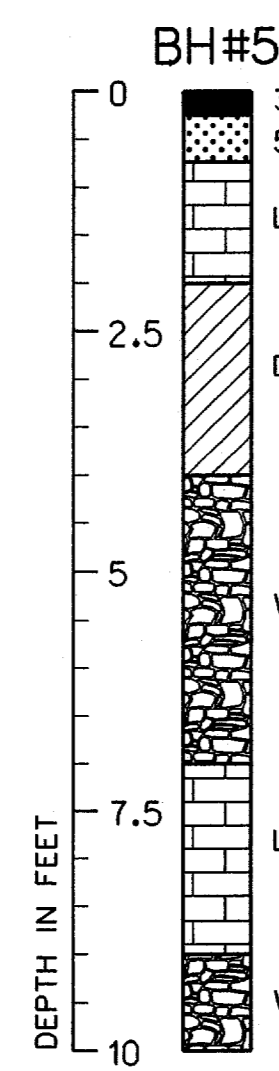
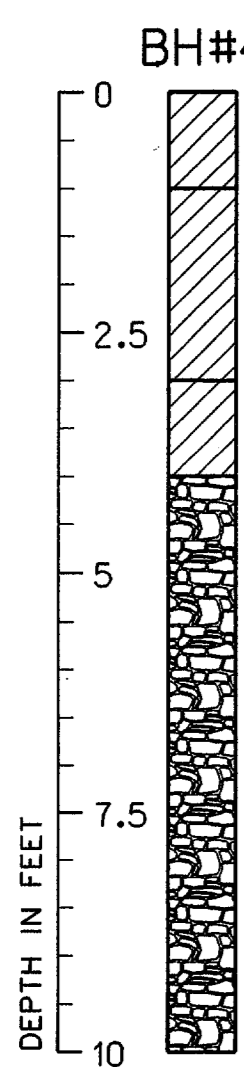
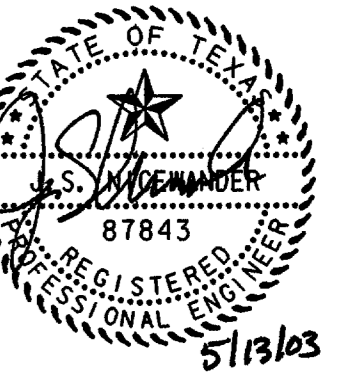
N=7,038,282.60
E=2,479,427.02

BH#6

N=7,037,803.00
E=2,479,612.52

NOTES:

1. PAVEMENT THICKNESS BASED ON SOILS REPORT ONLY. NO EXISTING DRAWINGS WERE AVAILABLE TO USE AS A REFERENCE. CONTRACTOR TO BE AWARE OF POSSIBLE VARIATIONS IN PAVEMENT THICKNESS ACROSS APRON AND HANGARS.
2. ELECTRIC UTILITIES IN AREA. CONTRACTOR TO PROVIDE ALTERNATIVE POWER SOURCE TO CUSTOMS BUILDING IF NEEDED AT NO ADDITIONAL COST. THERE SHALL BE CONTINUOUS POWER TO THE CUSTOMS BUILDING.
3. EXISTING LIGHT POLE AND CONCRETE BASE TO REMAIN IN PLACE AND IN SERVICE DURING CONSTRUCTION.
4. EXISTING ELECTRICAL PAD AND GATE CONTROL ON CONCRETE BASE TO REMAIN IN PLACE DURING CONSTRUCTION.
5. REFER TO PHASING PLANS FOR WORK INSIDE OF RUNWAY OBJECT FREE AREA AND TAXIWAY OBJECT FREE AREA.
6. ALL SAWCUTTING ON THIS PROJECT SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS ON THE PROJECT.
7. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. ALL EXISTING UTILITIES MAY NOT BE SHOWN ON THE PLANS, AND THE LOCATION OF THE UTILITIES SHOWN MAY VARY FROM THE LOCATION ON THE PLANS. PRIOR TO THE BEGINNING OF ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITY ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.



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NO.	DATE	REVISION	APPROV.

HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

TOWN OF ADDISON
ADDISON AIRPORT PAVEMENT RECONSTRUCTION
OF APRON 'A' AND HANGARS 'A', 'B' AND 'C'

APRON 'A' DEMOLITION AND BORING PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	9