PLANS FOR DEMOLITION, GRADING, PAVING, DRAINAGE AND
STORM WATER POLLUTION PREVENTION

ADDISON AIRPORT

PAVEMENT RECONSTRUCTION OF APRON 'A' AND HANGARS 'A', 'B' AND 'C'

TxDOT CSJ No. 0318ADDON

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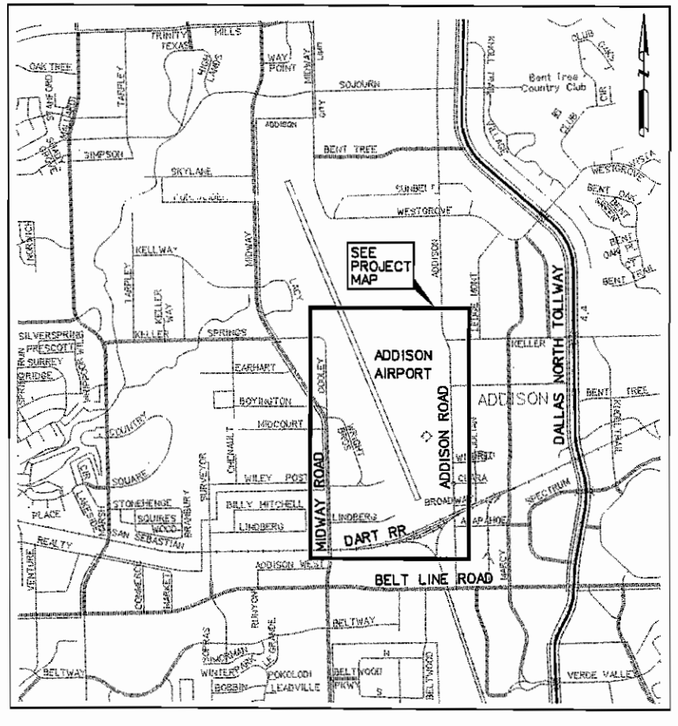
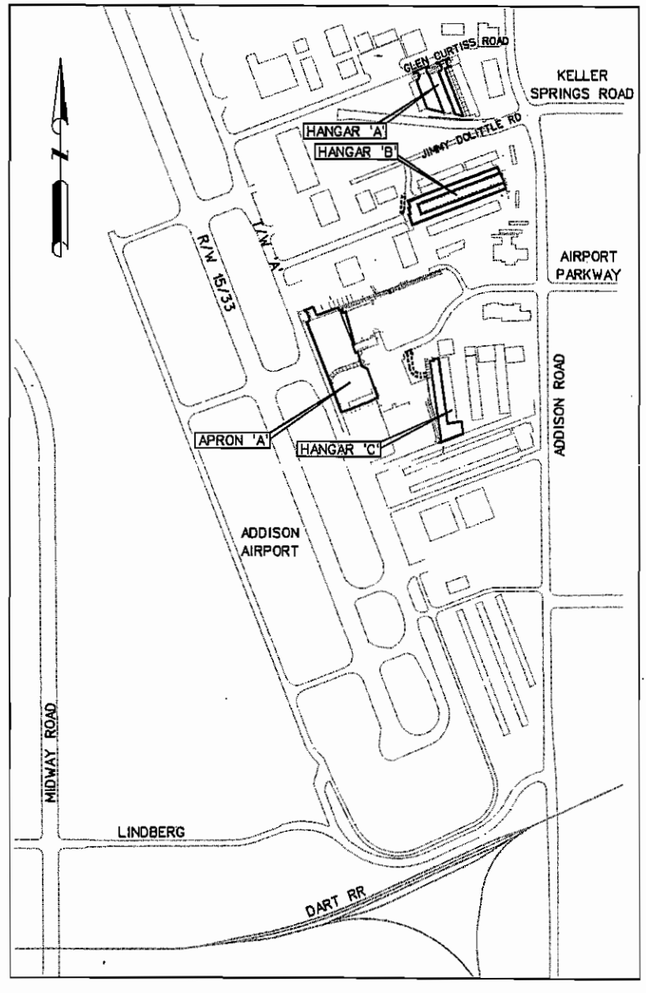


LOCATION MAP
NOT TO SCALE



PROJECT MAP
NOT TO SCALE

HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

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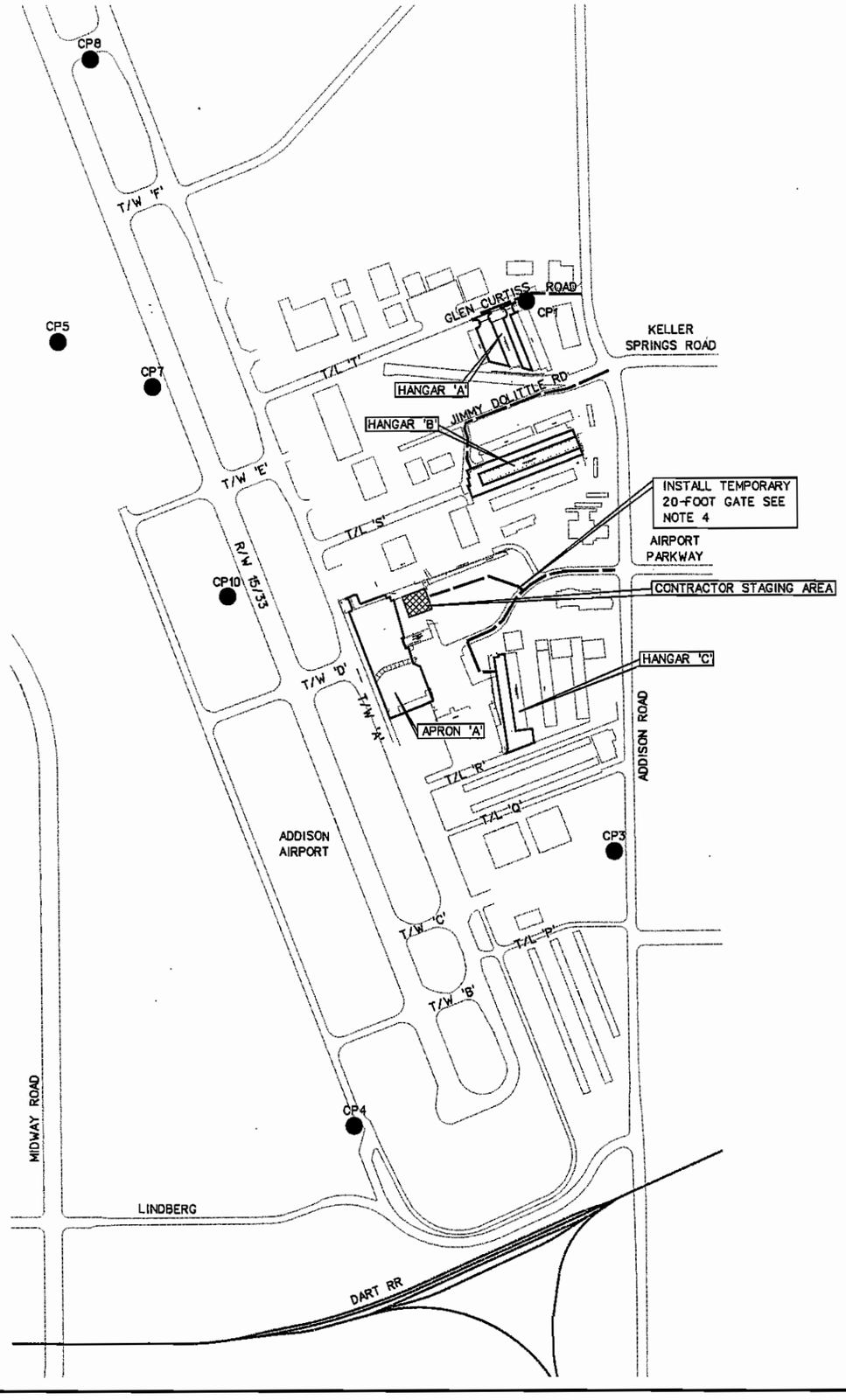

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NOTES:

1. THE CONTRACTOR WILL NEED TO COORDINATE WITH ADDISON AIRPORT OPERATIONS THROUGHOUT THE CONSTRUCTION PROCESS. THE CONTRACTOR IS TO KEEP AIRPORT OPERATIONS UPDATED REGARDING THE SCHEDULE ON A WEEKLY BASIS. THE AIRPORT OPERATIONS WILL NEED 14 DAYS NOTICE BEFORE WORK CAN BEGIN ON THE NEXT PHASE OF THE PROJECT.
2. CONTRACTOR TO VERIFY THE LIMITS OF THE STAGING AREA WITH THE ADDISON AIRPORT PRIOR TO BEGINNING WORK.
3. CONTROL MONUMENTS (NAD83, TEXAS NORTH CENTRAL - 4202)
4. CONTRACTOR TO COORDINATE WITH THE TOWN OF ADDISON PRIOR TO INSTALLATION OF TEMPORARY GATE. EXISTING IRRIGATION SYSTEM TO BE CUT AND PLUGGED BY THE TOWN OF ADDISON WITHIN THE LIMITS OF THE GATE. CONTRACTOR TO PROVIDE ASPHALT TRANSITION AGAINST THE BACK OF CURBS FOR TEMPORARY CONSTRUCTION ACCESS.

HORIZONTAL AND VERTICAL CONTROL MONUMENTATION IS BASED ON A DAL-TECH, 2002, SURVEY PROVIDED BY THE ADDISON AIRPORT

CP#	NORTH	EAST	ELEV	DESC.
1	7,039,689.078	2,480,245.682	638.30	AA-1
2	7,041,501.128	2,480,144.730	641.92	AA-2
3	7,037,202.352	2,480,632.193	638.03	AA-3
4	7,035,957.986	2,479,444.822	632.41	AA-4
5	7,039,506.863	2,478,102.163	637.40	AA-5
6	7,043,849.691	2,477,497.499	652.28	AA-6
7	7,039,305.132	2,478,531.657	640.77	AB2786
8	7,040,772.156	2,478,253.153	633.02	AB7648
9	7,043,042.492	2,477,532.021	637.40	AH7852
10	7,036,354.486	2,478,875.925	642.02	CS1308

LEGEND

- CONTRACTOR HAUL ROUTE
- CONTRACTOR STAGING AREA
- CP# CONTROL POINT (SEE GENERAL NOTES FOR DETAILS)

J. S. NICEWANDER 87843 LICENSED PROFESSIONAL ENGINEER STATE OF TEXAS

7-17-03

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'

PROJECT LAYOUT

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
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CONSTRUCTION CONTROL NOTES

I. GENERAL REQUIREMENTS

A. IN ACCEPTING THE CONTRACTOR'S BID ON THIS PROJECT, THE TOWN OF ADDISON AND TxDOT ASSUMES THE CONTRACTOR IS, OR HAS BECOME PRIOR TO SUBMITTING HIS/HER BID, KNOWLEDGEABLE OF THE CONSTRUCTION REQUIREMENTS, RESTRICTIONS, METHODS, MEANS, AND GENERAL CONSIDERATIONS OF DOING CONSTRUCTION WORK ON AN ACTIVE AIRPORT. WHILE A CONSCIENTIOUS AND GOOD FAITH EFFORT HAS BEEN MADE TO INCLUDE ALL APPROPRIATE AND RELEVANT REQUIREMENTS IN THESE PLANS AND SPECIFICATIONS, THE CONTRACTOR, AS A CONSIDERATION OF THIS CONTRACT, SHALL NOT USE A CLAIM OF LACK OF UNDERSTANDING OF THE COMPLEXITIES OF AIRPORT WORK AS A REASON TO CLAIM AGAINST THE TOWN OF ADDISON AND TxDOT FOR ADDITIONAL TIME AND/OR COMPENSATION.

B. THE GENERAL REQUIREMENTS PRESENTED IN THESE NOTES ARE SUPPLEMENTARY TO THOSE GIVEN IN THE VARIOUS SECTIONS OF THE SPECIFICATIONS. PARTICULAR ATTENTION IS DIRECTED TO DIVISION IV: TECHNICAL SPECIFICATIONS AND TO APPENDIX A, CONSTRUCTION SAFETY PLAN.

C. THE CONTRACTOR AND HIS/HER STAFF, INCLUDING SUBCONSULTANTS, WHO WILL BE DRIVING IN THE AIRPORT OPERATIONS AREA (AOA) WILL BE REQUIRED TO ATTEND THE ADDISON AIRPORT DRIVING SCHOOL PRIOR TO CONSTRUCTION. THEY WILL ALSO BE REQUIRED TO ADHERE TO ALL RULES AND REGULATIONS PRESENTED IN THE DRIVING SCHOOL.

D. THE ENGINEER SHALL BE THE INDIVIDUAL, PARTNERSHIP, FIRM OR CORPORATION AUTHORIZED BY THE OWNER (SPONSOR) TO BE RESPONSIBLE FOR ENGINEERING SUPERVISION OF THE CONTRACT WORK AND ACTING DIRECTLY OR THROUGH THE AUTHORIZED REPRESENTATIVE.

E. THE RESIDENT PROJECT REPRESENTATIVE (RPR) WILL BE ONSITE AND WORK IN CONJUNCTION WITH THE ENGINEER THROUGHOUT THE DURATION OF THE PROJECT.

II. SITE AVAILABILITY

A. ALL WORK AREAS WILL BE AVAILABLE TO THE CONTRACTOR AT THE TIME OF NOTICE TO PROCEED (NTP) AS DETAILED ON THE PROPOSED CONSTRUCTION SCHEDULE CONTAINED IN THESE DOCUMENTS AND WITHIN THE AVAILABLE CLOSURE PERIODS.

B. RUNWAY 15/33 AND TAXIWAY 'A' MUST BE OPENED FOR AIR TRAFFIC ARRIVALS/DEPARTURES EACH WEEK DAY MORNING AND EVENING. THE AVAILABLE TIME PERIOD EACH DAY FOR CONSTRUCTION ACTIVITIES DURING A TAXIWAY CLOSURE SHALL BE SET FROM 10:00 P.M. UNTIL 6:00 A.M. TYPICALLY THE OTHER TAXIWAYS WILL BE AVAILABLE TO THE CONTRACTOR DURING NORMAL BUSINESS HOURS.

C. DUE TO WEATHER, WIND DIRECTION OR EMERGENCIES THE CONTRACTOR MAY BE DELAYED, RE-DIRECTED TO ANOTHER AREA OR SHUT DOWN.

D. ALTHOUGH NOT ANTICIPATED FOR THIS PROJECT, FOR THE CONTRACTOR TO OPERATE WITHIN 250 FEET OF THE CENTERLINE OF ANY RUNWAY, THAT RUNWAY MUST BE CLOSED BY AIR TRAFFIC CONTROL TOWER (ATCT). ALL RUNWAY CLOSURES SHALL BE CONDUCTED BY AIRPORT PERSONNEL. A RUNWAY CLOSURE REQUIRES A 24-HOUR NOTICE TO AIRPORT OPERATIONS.

E. THE CONTRACTOR SHALL NOT ENTER THE AIRPORT OPERATIONS AREA (AOA) NOR LEAVE HIS DESIGNATED AOA WORK AREA WITHOUT AN ESCORT FROM AIRPORT OPERATIONS OR PERMISSION FROM OPERATIONS TO PERFORM HIS OWN ESCORT.

III. MAINTENANCE OF VEHICULAR TRAFFIC

A. VEHICULAR TRAFFIC

1. THE CONTRACTOR IS ADVISED THAT AIRPORT RUNWAY 15/33, AND ALL TAXIWAYS WILL BE ACTIVE DURING THIS CONTRACT. THE CONTRACTOR WILL BE EXPECTED TO CONDUCT THE WORK SUCH THAT THE SAFETY OF OPERATIONS IS NOT DIMINISHED AND THAT VEHICULAR FLOW IS MAINTAINED AT ALL TIMES. THE CONTRACTOR IS ADVISED, AND SHALL ACCEPT AS AN IMPORTANT CONSIDERATION OF THE WORK, THAT THE MAINTENANCE OF SAFE AND EFFICIENT ACCESS TO THE AIRPORT VIA THE ROADWAY SYSTEM IS AN INTEGRAL PART OF THE WORK. ALL TRAFFIC MAINTENANCE SHALL BE DONE IN CONFORMANCE TO THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

2. ALL EXISTING ROADS OR PAVEMENTS USED AS ACCESS/HAUL ROADS SHALL BE MAINTAINED AND IMPROVED AS REQUIRED. THE ROAD OR PAVEMENT CONDITIONS WILL BE INSPECTED JOINTLY BY THE ENGINEER/RPR AND CONTRACTOR PRIOR TO AND AT THE END OF THE PROJECT. THE CONDITION OF THESE ROADS AND PAVEMENTS SHALL BE EQUAL OR BETTER THAN AT THE START OF THE PROJECT AS DETERMINED BY THE ENGINEER/RPR. MECHANICAL BROOMS WILL ALSO BE REQUIRED FOR THESE EXISTING PAVEMENT ACCESS ROADS AT ALL TIMES.

B. AIRCRAFT TRAFFIC

1. THE CONTRACTOR IS ADVISED THAT ALL AIRPORT TAXIWAYS, RUNWAYS AND RAMPS WILL BE ACTIVE DURING THIS CONTRACT WITH THE EXCEPTION OF THOSE PAVEMENTS CLOSED EACH DAY DURING THE DEFINED CLOSURE PERIODS. THE CONTRACTOR WILL BE EXPECTED TO CONDUCT THE WORK SUCH THAT THE SAFETY OF OPERATIONS IS NOT DIMINISHED AND THAT AIRCRAFT FLOW IS MAINTAINED AT ALL TIMES. THE CONTRACTOR IS FURTHER ADVISED, AND SHALL ACCEPT AS AN IMPORTANT CONSIDERATION OF THE WORK, THAT THE MAINTENANCE OF SAFE AND EFFICIENT OPERATION OF THE AIRPORT DPERATIONS AREA (AOA) IS AN INTEGRAL PART OF THE WORK. ALL CONSTRUCTION INTERFACE WITH AIRCRAFT PAVEMENTS, TAXIWAY CROSSINGS, AND SECURITY REQUIREMENTS AS CONTAINED IN FAA ADVISORY CIRCULAR 150/5370-2E WILL APPLY.

2. AOA NIGHT WORK SHALL BE DEFINED AS 10 P.M. TO 6 A.M. CONTRACTOR SHALL BEGIN CLEAN UP OPERATIONS NO LATER THAN 5:30 A.M. TO HAVE ALL AOA PAVEMENT OPEN NO LATER THAN 6:00 A.M.

3. AOA WEEKEND WORK SHALL BE DEFINED AS BEGINNING AT 9:00 A.M. SATURDAY AND MAY CONTINUE UNTIL 4:30 A.M. MONDAY.

IV. WORK WITHIN AIRPORT OPERATIONS AREA (AOA).

A. GENERAL REQUIREMENTS

ALL WORK TO BE PERFORMED WILL BE INSIDE OR ADJACENT TO THE AIRPORT OPERATIONS AREA (AOA). CONSEQUENTLY ALL WORK MUST BE PERFORMED SUCH THAT THE SECURITY OF THE AOA IS MAINTAINED.

THE CONTRACTOR WILL BE REQUIRED TO OBTAIN ALL VEHICLE PASSES AND TEMPORARY PERSONNEL SECURITY BADGES TO SATISFY ALL AIRPORT SECURITY REQUIREMENTS PRIOR TO BEGINNING WORK WITHIN THE AOA.

IN ADDITION, THE CONTRACTOR IS ADVISED THAT CERTAIN RULES AND RESTRICTIONS, AS CONTAINED IN FAA ADVISORY CIRCULAR 150/5370-2D AND AUGMENTED BY THESE PLANS AND SPECIFICATIONS, WILL APPLY TO THE WORK. THE CONTRACTOR SHALL BECOME FAMILIAR WITH ALL REQUIREMENTS APPLICABLE TO AIRPORT CONSTRUCTION AND COOPERATE WITH THE ENGINEER IN MAINTAINING A SAFE CONSTRUCTION SITE WHICH IS COMPATIBLE WITH AIRCRAFT AND AIRPORT OPERATIONS.

THE CONTRACTOR'S ACCESS TO THE JOB SITE AND WITHIN THE AIRCRAFT OPERATIONS AREA (AOA), SHALL BE LIMITED THROUGH THE EXISTING SECURITY GATES. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN SECURITY AT THE GATES THROUGHOUT THE DURATION OF THE PROJECT. GATES SHALL BE MANNED BY A SECURITY GUARD AT ALL TIMES WHEN THE SECURITY OF THE AIRCRAFT OPERATIONS AREA (AOA) IS BREACHED. THE GUARD WILL BE TRAINED BY THE CONTRACTOR IN THE USE OF THE RADIOS AND THE SECURITY REQUIREMENTS OF THE AOA. WHEN THE GATE IS UNGUARDED FOR WHATEVER REASON OR LENGTH OF TIME, IT SHALL BE LOCKED WITH LOCKS PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE CONTRACTOR WILL BE LIABLE FOR ANY FINES ISSUED BY THE FAA FOR SECURITY (OR OTHER) VIOLATIONS FOR WHICH IT IS CITED. AN ASSESSMENT OF $1,000 MAY BE ASSESSED FOR EACH AND EVERY OCCURRENCE WHERE THE GATE IS LEFT UNGUARDED AND UNLOCKED.

THE RPR SHALL COORDINATE THE ACTUAL START AND END OF EACH CLOSURE PERIOD WITH THE ATCT. IN THE EVENT OF CHANGING WEATHER CONDITIONS OR OTHER CONDITIONS INVOLVING SAFETY AND OPERATIONS OF AIRCRAFT, THE ATCT MAY ELIMINATE A CLOSURE PERIOD ON SHORT NOTICE.

CONTRACTOR SHALL SUBMIT HIS 3 WEEK ROLLING SCHEDULE FOR DAILY WORK AND CLOSURE OF THE AIRFIELD PAVEMENTS. THE SCHEDULE SHALL BE APPROVED BY THE ENGINEER AND AIRPORT OPERATIONS PRIOR TO START OF WORK. DUE TO WEATHER, WIND DIRECTION OR UNFORESEEN EMERGENCIES THE CONTRACTOR MAY BE REQUIRED TO PULL OFF ANY GIVEN AREA AT SHORT NOTICE. EFFORTS WILL BE MADE TO ALLOW WORK IN OTHER AREAS BUT WILL NOT BE GUARANTEED. IF THE CONTRACTOR IS NOT ALLOWED TO WORK IN ANOTHER AREA IT MAY BE COUNTED AS A WEATHER DAY WITH NO OTHER COMPENSATION, ACCORDING TO THE ENGINEERS APPROVAL.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING HIS/HER OWN PROJECT OFFICE, TOILET FACILITIES AND OTHER NECESSARY BUILDINGS OR SHELTERS. THE AIRPORT SPONSOR WILL NOT PROVIDE ANY FACILITIES TO THE CONTRACTOR DURING CONSTRUCTION. ALL FACILITIES AND SERVICE FOR THE RESIDENT PROJECT REPRESENTATIVE (RPR) SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS ON THIS PROJECT. THE CONTRACTOR SHALL PROVIDE LOCKABLE AND SEPARATE OFFICE SPACE FOR THE RPR TO INCLUDE A DEDICATED TELEPHONE AN SERVICE TO THE FIELD OFFICE, A CELL PHONE; FAX MACHINE WITH SUPPLIES AND DEDICATED SERVICE, COPY MACHINE AND SUPPLIES, OFFICE DESK, FILING CABINETS, DRAFTING TABLE, MEETING TABLE, CHAIRS, ENTRANCE STEPS, AIR CONDITIONING/HEATING, DRINKING WATER, AND INSIDE TOILET FACILITIES (NO PORTABLE EXTERIOR TOILETS). TOILET FACILITIES SHALL BE MAINTAINED IN WORKING CONDITION BY THE CONTRACTOR AT ALL TIMES. THE CONTRACTOR SHALL PAY ALL MONTHLY UTILITY BILLS AND INSTALLATION FEES. THE RPR OFFICE TRAILER SHALL BE LOCATED IN THE DESIGNATED AREA WITH A CLEAR VIEW OF THE PROJECT AREA. ALL EQUIPMENT AND FACILITIES PROVIDED FOR THE RPR SHALL BE FOR THE EXCLUSIVE USE OF THE RPR FOR THE DURATION OF ALL CONSTRUCTION ACTIVITIES.

THE CONTRACTOR SHALL SUPPLY PORTABLE HAND-HELD RADIOS (AVIATION BAND), SET TO A PREDETERMINED FREQUENCY ESTABLISHED BY THE AIRPORT MANAGER, TO EACH FLAGMAN, SUPERVISORY INDIVIDUAL AND RPR SO THAT THEY MAY KEEP IN CONSTANT CONTACT AT ALL TIMES WITH THE AIRPORT OPERATIONS OFFICE. UPON COMPLETION OF THE PROJECT AND ACCEPTANCE BY THE OWNER, THE RPR SHALL RETURN THE RADIO SET TO THE CONTRACTOR.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL PORTABLE HAND-HELD RADIO SETS IN WORKING ORDER AT ALL TIMES FOR THE DURATION OF THE PROJECT.

THE CONTRACTOR SHALL SUBMIT HIS/HER CONSTRUCTION WORK SCHEDULE TO THE ENGINEER PROJECTING HIS UPCOMING WORK FOR THE NEXT THREE WEEKS. THE ENGINEER, AIRPORT MANAGER AND RESIDENT PROJECT REPRESENTATIVE SHALL REVIEW THIS PLAN WEEKLY WITH THE CONTRACTOR SO THAT EVERYONE IS AWARE OF UPCOMING CONSTRUCTION EVENTS.

THE CONTRACTOR SHALL MAINTAIN A CLEAN AND SAFE CONSTRUCTION WORK AREA. THE CONTRACTOR SHALL PERFORM CLEAN-UP OPERATIONS ON A DAILY BASIS.

THE CONTRACTOR SHALL NOT DEVIATE FROM THE APPROVED CONSTRUCTION SEQUENCE WITHOUT FIRST OBTAINING APPROVAL FROM THE ENGINEER. THE CONTRACTOR SHALL BRING IN HIS/HER EQUIPMENT AND SHALL KEEP THAT EQUIPMENT ON SITE FOR THE DURATION OF ITS FUNCTION.

THE CONTRACTOR SHALL HAVE SUFFICIENT EQUIPMENT AND PERSONNEL ON SITE TO ACCOMPLISH EFFICIENT AND PROMPT CONSTRUCTION OF THE VARIOUS WORK ITEMS, INCLUDING WORK ON MORE THAN ONE WORK ITEM SIMULTANEOUSLY.

NO TRENCHES IN OR DIRECTLY ADJACENT TO OPERATIONAL PAVEMENT SHALL REMAIN OPEN OVERNIGHT OR WHEN THE CONTRACTOR FINISHES WORK FOR THE DAY IN THE AREA. TRENCHES NOT BACKFILLED SHALL BE COVERED WITH STEEL PLATES TO ALLOW FOR SAFE PASSAGES BY AIRCRAFT ACROSS THE TRENCH, IF APPROVED BY THE AIRPORT MANAGER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO EXISTING FACILITIES NOT DESIGNATED FOR RECONSTRUCTION OR REPLACEMENT AT HIS/HER EXPENSE DAMAGE TO EXISTING PAVEMENTS DUE TO MOVING OR USAGE OF HEAVY EQUIPMENT OR THE TRANSPORT OF MATERIALS TO OR ON THE SITE SHALL BE REPAIRED TO EQUAL OR BETTER QUALITY BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.

THE CONTRACTOR SHALL VIDEO TAPE THE ENTIRE WORK AREA AFTER THE PRE-CONSTRUCTION MEETING AND PRIOR TO THE MOBILIZATION OF PERSONNEL AND EQUIPMENT. THE CONTRACTOR SHALL PROVIDE ONE (1) COPY OF THIS VIDEO TAPE(S) TO BOTH THE AIRPORT MANAGER AND THE ENGINEER. IN AREAS WHERE CONSTRUCTION EQUIPMENT CROSSES EXISTING PAVEMENTS, THE CONTRACTOR SHALL TAKE PICTURES OR VIDEO OF THE PAVEMENT PRIOR TO COMMENCING OPERATIONS. THE CONTRACTOR SHALL PROVIDE THE ENGINEER AND AIRPORT MANAGER WITH ONE COPY EACH OF THE PHOTOGRAPH OR VIDEO TAPE(S) TAKEN. THIS DOCUMENTATION SHALL BE USED TO DETERMINE THE AMOUNT OF DAMAGE, IF ANY, CAUSED TO THE PAVEMENTS BY THE CONSTRUCTION EQUIPMENT CROSSINGS AND THE QUALITY OF CONSTRUCTION WHICH SHALL BE REQUIRED FOR THE REPAIRS. NO SEPARATE BID ITEM WILL BE SET UP FOR THIS ACTIVITY, IT SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

CONSTRUCTION EQUIPMENT AND VEHICLES SHALL TRAVEL A MINIMUM AMOUNT ON NEWLY CONSTRUCTED PAVEMENTS SO THAT THE NEWLY CONSTRUCTED AREAS WILL NOT BE DAMAGED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO UNDERGROUND CABLES ENCOUNTERED. NO DIGGING SHALL BE PERFORMED WITHOUT FIRST CONTACTING THE AIRPORT MANAGER. ANY DAMAGE TO FAA CABLE OR OTHER UNDERGROUND CABLING OR FACILITIES SHALL BE REPAIRED IN ACCORDANCE WITH THE APPLICABLE FAA SPECIFICATIONS AND IN A MANNER ACCEPTABLE TO AIRPORT MANAGER, TXDOT AND THE ENGINEER.

ALL ABOVE GROUND AND GROUND LEVEL ELECTRICAL RELATED APPURTENANCES (I.E., RUNWAY LIGHTS; CABLE BOXES, CABLE AND/OR DUCT MARKERS, CONDUIT, ETC.) SHALL BE PROTECTED AT ALL TIMES. ANY DAMAGE DONE TO SAID APPURTENANCES BY THE CONTRACTOR SHALL BE REPAIRED IMMEDIATELY TO LIKE QUALITY AT THE CONTRACTOR'S EXPENSE. THE REPAIRS SHALL BE PERFORMED TO THE SATISFACTION OF THE AIRPORT MANAGER, TXDOT AND THE ENGINEER.

CONTRACTOR SHALL PROVIDE A MOTORIZED MECHANICAL SWEEPER, ALONG WITH A FOREIGN OBJECTS DAMAGE (FOD) PLAN, PRIOR TO BEGINNING WORK. THE FOD PLAN SHALL BE PRESENTED BY THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. THE FOD PLAN IS SUBJECT TO APPROVAL BY THE AIRPORT MANAGER.

CONSTRUCTION WORKERS WILL NOT BE ALLOWED TO ESTABLISH OVERNIGHT RESIDENCE ON THE PREMISES. ALL CONSTRUCTION WORKERS SHALL LEAVE THE CONSTRUCTION SITE AND AIRPORT PROPERTY AT THE END OF THEIR WORK PERIOD.

ALL SAWCUTTING ON THIS PROJECT SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS ON THE PROJECT.

WORK CANNOT COMMENCE UNTIL:

A). SUFFICIENT BARRICADES ARE IN PLACE TO CONFINE THE AREA AND CREATE A BARRIER BETWEEN AIRCRAFT AND VEHICLE MOVEMENT AREAS AND THE CONSTRUCTION AREA.

B). ALL SAFETY EQUIPMENT FOR PERSONNEL AND CONSTRUCTION EQUIPMENT IS IN PLACE AND OPERABLE.

C). A NOTICE TO PROCEED HAS BEEN ISSUED BY TXDOT AVIATION DIVISION TO THE CONTRACTOR.

ALL MATERIAL SUBMITTALS FOR ITEMS TO BE USED IN CONSTRUCTION OF THE PROJECT SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL 21-DAYS PRIOR TO COMMENCEMENT OF WORK. THREE-WEEK LOOK AHEAD SCHEDULES TO BE PROVIDED ON A WEEKLY BASIS AND BE EXPANDED AND ENHANCED VERSIONS OF THE PROJECT SCHEDULE. WEEKLY SCHEDULES TO BE PRESENTED BY THE CONTRACTOR AT THE WEEKLY CONSTRUCTION MEETINGS.

A COMPLETE PROJECT SCHEDULE SHALL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING AND PRESENTED BY THE CONTRACTOR TO THE MEETING ATTENDEES. RUNWAY SHUT-DOWN DATES MAY BE DETERMINED AT THE PRE-CONSTRUCTION MEETING, OR AT A LATER TIME, AS APPROVED BY THE AIRPORT MANAGER.

INTERIM PROJECT SCHEDULES TO BE PROVIDED ON THE FIRST OF EACH MONTH AND INCLUDE ORIGINAL BASELINE. UPDATED TO CURRENT CONSTRUCTION ACTIVITY.

6/13/03

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'

GENERAL NOTES

TOWN OF ADDISON, TEXAS

Design JSN	Drawn CFS	DATE	PROJECT NO.	SHEET
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B. WORK ADJACENT TO AND ON RUNWAYS

THE CONTRACTOR SHALL:

1. NOT ALLOW ANY WORK TO BE UNDERTAKEN INSIDE OF, OR ANY PERSONNEL, EQUIPMENT, OR VEHICLES TO ENTER THE TAXIWAY OR RUNWAY RESTRICTED ZONE (OBJECT FREE AREA) WHILE ANY TAXIWAY OR RUNWAY IS "OPEN". THE RESTRICTED ZONE FOR TAXIWAY 'A' IS OEFINED AS THE AREA WITHIN 93-FEET OF THE TAXIWAY CENTERLINE. THE RESTRICTEO ZONE FOR TAXIWAYS 'R', 'S' AND 'T' IS DEFINED AS THE AREA WITHIN 57.5-FEET OF THE TAXIWAY CENTERLINES. THE ENGINEER SHALL, WHEN REQUESTED BY THE CONTRACTOR AND WHEN IN CONFORMANCE TO THE APPROVED CONSTRUCTION SCHEDULE, ARRANGE FOR THE CLOSURE OF AFFECTED TAXIWAYS AND RUNWAYS. A MINIMUM OF 24 HOURS ADVANCE NOTICE IS REQUIRED TO SCHEDULE ANY AIRFIELD PAVEMENT CLOSURES.

2. BE RESPONSIBLE FOR PROVIOING ALL TEMPORARY LIGHTING AND OTHER SPECIAL EQUIPMENT THAT MAY BE NEEDED FOR NIGHTTIME CONSTRUCTION IF REQUESTED BY CONTRACTOR AND APPROVED BY ENGINEER. THE COST OF THIS EQUIPMENT SHALL BE INCLUDED IN THE GENERAL COST OF THE WORK, NO SEPARATE PAYMENT WILL BE MADE.

REQUEST THROUGH THE ENGINEER AND IN CONFORMATION WITH THE PHASING PLANS THE CLOSURES OF ANY AIRFIELD PAVEMENTS. THE AIRPORT MANAGER, IN COOPERATION WITH THE FAA, WILL CLOSE THE TAXIWAYS AND RUNWAYS TO AIRCRAFT ACTIVITY TO ALLOW CONSTRUCTION ACTIVITY WITHIN THE RUNWAY/TAXIWAY RESTRICTION ZONE. THESE ZONES ARE DEFINED AS AN AREA WITHIN 250-FEET OF A RUNWAY CENTERLINE AND 93-FEET OF A TAXIWAY 'A' CENTERLINE. THE CLOSURE PERIOD WILL BE SUBJECT TO THE FOLLOWING CRITERIA:

THE CLOSURE PERIODS WILL BE SCHEDULED IN GENERAL CONFORMANCE WITH THE PHASING PLANS. ADDITIONALLY, THE RUNWAY CLOSURE WILL BE DEPENDENT UPON THE WEATHER FORECAST; THE CONTRACTOR BEING FULLY MOBILIZED TO PURSUE THE WORK AT MAXIMUM EFFICIENCY (IN THE ENGINEER'S OPINION); AND ANY UNFORESEEN EMERGENCY WHICH, IN THE ENGINEER'S AND CITY'S OPINIONS, MAKES THE CLOSURE UNFEASIBLE.

THE CONTRACTOR WILL BE REQUIRED TO FURNISH ALL BARRIERS, BARRICADES, AND TAXIWAY/RUNWAY CLOSED SYMBOLS AS NECESSARY. THESE ITEMS WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE PRICE BID FOR M-101, MOBILIZATION.

AT THE CONCLUSION OF ANY TAXIWAY CLOSURE, THE TAXIWAY SAFETY AREA AND ASSOCIATED NAVAID CRITICAL AREA SHALL BE RESTORED TO ORIGINAL ELEVATIONS AND GRADES. THE CONTRACTOR MAY NOT CONCLUDE A DAYS WORK AND REMOVE HIS FORCES FROM A WORK AREA WITHOUT RESTORING THE TAXIWAY OR EXISTING TAXIWAY TO OPERATIONAL STATUS.

THE CONTRACTOR SHALL MAINTAIN AT THE JOB SITE AT ALL TIMES WHILE THE CONSTRUCTION UNDER THIS CONTRACT IS IN PROGRESS A SELF-PROPELLED, SELF-CONTAINED VACUUM SWEEPER WITH NOT LESS THAN A 10-FOOT (3-M) BROOM (4 CUBIC YARD (3 CU. M) CAPACITY) APPROVED BY THE ENGINEER. THE SWEEPER SHALL OPERATE AS NECESSARY TO KEEP AIRCRAFT PAVEMENTS, ACCESS ROADS AND THE WORK AREAS CLEAN. AT THE CLOSE OF EACH DAY'S WORK, ALL AIRFIELD PAVEMENTS USED OR DIRTIED BY THE CONTRACTOR, SHALL AGAIN BE SWEPT AND CLEANED OF ALL LOOSE AGGREGATE, SAND, DIRT OR DEBRIS FOR APPROVAL BY THE AIRPORT OPERATIONS PRIOR TO REOPENING THE PAVEMENTS FOR AIRCRAFT.

V. STAGING AREAS - GENERAL REQUIREMENTS

A. THE LOCATION AND SIZE OF THE CONTRACTOR'S STAGING AREA IS SHOWN FOR REFERENCE ONLY. THE ACTUAL SIZE AND EXACT LOCATION WILL BE ESTABLISHED PRIOR TO CONSTRUCTION. THE FOLLOWING REQUIREMENTS WILL APPLY, HOWEVER:

ACCESS TO THE STAGING AREA SHALL BE OFF AIRPORT PARKWAY. ALL CONSTRUCTION SITE ACCESS SHALL BE VIA THE SECURITY GATE ADJACENT THE CUSTOMS FACILITY AND THROUGH THE STAGING AREA OR AS DIRECTED BY AIRPORT OPERATIONS. THE CONTRACTOR SHALL NOT PREVENT ACCESS TO THE SECURITY GATE BY AIRPORT STAFF, FAA PERSONNEL, THE ENGINEER OR THE ENGINEER'S SUBCONSULTANTS. ALL OF THE CONTRACTOR'S ACTIVITY WILL BE STAGED FROM THIS AREA. ALL FIELD OFFICE AND EMPLOYEE PARKING WILL BE LIMITED TO THE AREA ALONG AIRPORT PARKWAY. ONLY VEHICLES REQUIRED TO PERFORM LEGITIMATE FUNCTIONS BY THE CONTRACTOR ON THIS PROJECT AND FULLY COVERED UNDER THE CONTRACTOR'S INSURANCE AS SPECIFIED WITHIN THE SPECIAL PROVISIONS, WILL BE ALLOWED WITHIN THE AOA. THE CONTRACTOR WILL BE RESPONSIBLE FOR TRANSPORTING EMPLOYEES FROM THE STAGING AREA TO AND FROM THE WORK AREAS.

THE STAGING AREA WILL REMAIN THROUGHOUT THE CONSTRUCTION. THE COST OF ANY FENCING AND ANY OTHER WORK REQUIRED TO PREPARE THE STAGING AREA SHALL BE INCLUDED IN THE PRICE BID FOR ITEM M-101, MOBILIZATION.

THE STAGING AREA WILL BE ESTABLISHED ON AN ABANDONED AIRFIELD PAVEMENT. THE CONTRACTOR MAY DO GRADING AND DRAINAGE WORK TO ADAPT THE INGRESS/EGRESS AREA TO HIS SPECIFIC NEEDS. UPON COMPLETION OF THE WORK, HOWEVER, THE AREA WILL BE RESTORED TO THE ORIGINAL CONDITION.

IT IS NOT ANTICIPATED THAT THE AIRPORT'S OBSTRUCTION HEIGHT REQUIREMENTS, AS DEFINED IN FAA'S FAR PART 77, WILL RESTRICT THE CONTRACTOR'S ACTIVITIES IN THE STAGING AREA. IT IS REQUIRED, HOWEVER, THAT THIS ASSUMPTION BE VERIFIED BY THE CONTRACTOR THROUGH THE ENGINEER PRIOR TO BEGINNING WORK. APPROVAL BY THE FAA IS REQUIRED TO CHECK HEIGHT RESTRICTIONS SHOULD THE EQUIPMENT WILL BE RESTRICTED TO A HEIGHT OF 119' FOR HANGAR 'A', 76' FOR HANGAR 'B', AND 40' FOR HANGAR 'C'

CONTRACTOR WISH TO USE A CRANE DURING THE COURSE OF CONSTRUCTION. THIS APPROVAL MUST BE REQUESTED WELL IN ADVANCE BY THE SUBMISSION OF FAA FORM T460 THROUGH THE ENGINEER.

THE CONTRACTOR WILL BE REQUIRED TO OBSERVE ALL EXISTING TRAFFIC FLOW DIRECTIONS WHEN ENTERING AND LEAVING THE STAGING AREA. NO COUNTER FLOW WILL BE ALLOWED ANY TIME.

THE CONTRACTOR SHALL PROVIDE PROFESSIONALLY-MADE SIGNS INDICATING THE NAME OF THE CONTRACTOR AND A MESSAGE DIRECTING ALL MATERIALS DELIVERIES TO THE STAGING AREA.

VI. SCHEDULES

A. THE WORK IN THIS CONTRACT HAS BEEN SEQUENCED IN A MANNER WHICH WILL MINIMIZE DISRUPTION TO NORMAL AIRPORT OPERATION AND COMPLY WITH APPROPRIATE FAA SAFETY CRITERIA. THE CONTRACTOR'S DETAILED SCHEDULING OF HIS WORK MUST BE DONE WITHIN THE FRAMEWORK OF THE SPECIFIED SEQUENCE OF CONSTRUCTION AND THESE CONSTRUCTION CONTROL NOTES. FAILURE BY THE CONTRACTOR TO APPRECIATE AND UNDERSTAND THE COMPLEXITY OF THE WORK IN HIS SCHEDULING WILL NOT BE REASON FOR HIM/HER TO CLAIM FOR ADDITIONAL TIME AND/OR COMPENSATION.

B. BECAUSE OF THE CIRCUMSTANCES OF THIS WORK, THE CONTRACTOR IS ADVISED THAT THE CONTRACT REQUIREMENTS FOR SCHEDULING OF THE WORK AND THE PENALTIES FOR FAILURE TO MAINTAIN AN APPROVED REALISTIC CONSTRUCTION SCHEDULE WILL BE STRICTLY ENFORCED. SHOULD THE CONTRACTOR FAIL TO MAINTAIN A CONSTRUCTION SCHEDULE THAT REASONABLY REFLECTS ACTUAL AND ANTICIPATED PROGRESS, ANY ADDITIONAL COSTS NECESSARY TO RESOLVE CONFLICTS WITH THE WORK THAT, IN THE ENGINEER'S OPINION, COULD HAVE OTHERWISE BEEN FORESEEN AND AVOIDED, WILL BE BORNE BY THE CONTRACTOR.

VII. DUST CONTROL

A. THE CONTRACTOR SHALL PAY PARTICULAR ATTENTION TO THE DUST CONTROL REQUIREMENTS OF THIS CONTRACT. THE OPERATION OF RUNWAYS, TAXIWAYS, AND ASSOCIATED NAVAIDS ARE ESPECIALLY SENSITIVE TO DUST. THE ENGINEER RESERVES THE RIGHT TO STOP CONTRACTOR OPERATIONS, IF NECESSARY TO BRING DUST UNDER CONTROL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL WITHIN THE CONSTRUCTION LIMITS AS WELL AS ALONG ANY ROADWAYS USED BY THE EQUIPMENT AND VEHICLES.

B. WATER TRUCKS SHALL BE MAINTAINED AT ALL TIMES SUCH THAT THE ACCESS ROADS AND CONSTRUCTION AREAS CAN BE WETTED AS NECESSARY. THE CONTRACTOR SHALL BE PREPARED, AT NO EXTRA COST TO THE OWNER, TO USE ADDITIONAL WATER TRUCKS OR OTHER MEANS SHOULD IT BE NECESSARY TO MAINTAIN DUST TO AN ACCEPTABLE LEVEL. ALL WATER TRUCKS SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS ON THE PROJECT.

VIII. LIQUIDATED DAMAGES

FAILURE TO REOPEN A RUNWAY AT THE DESIGNATED TIME WILL RESULT IN LIQUIDATED DAMAGES OF $500 PER 15 MINUTE INCREMENT BEYOND THE SCHEDULED REOPENING TIME.

$100 PER 30-MINUTE INCREMENT FOR EACH 30-MINUTE INTERVAL A TAXIWAY IS DELAYED FROM ITS SCHEDULED REOPENING.

$1,000 PER DAY FOR EACH DAY THE PROJECT COMPLETION IS DELAYED FROM ITS SCHEDULED COMPLETION DATE.

IX. DEMOBILIZATION

CONDITIONS OF THE PROJECT AREA UPON COMPLETION OF THE JOB SHALL BE GOOD AS OR BETTER THAN THE CONDITIONS PRIOR TO STARTING WORK, IN ADDITION TO THE WORK ITEMS LISTED.

THE PROJECT AREA SHALL BE FREE OF ANY CONTRACTOR STOCKPILE MATERIALS UPON COMPLETION OF THE JOB UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

UPON COMPLETION OF THE PROJECT, ALL OF THE HAUL ROUTES SHALL BE PROPERLY CLEANED TO PREVENT OBSTRUCTION AND/OR CAUSE INCONVENIENCE TO NORMAL REGULAR TRAFFIC. ALL TEMPORARY HAUL ROUTES SHALL BE REMOVED AND BROUGHT BACK TO ORIGINAL CONDITION OR BETTER.

THE RPR TRAILER, ALL OF THE CONSTRUCTION EQUIPMENT, AND ANY FACILITIES TEMPORARILY PLACED ON SITE FOR THE PROJECT SHALL BE REMOVED FROM THE SITE.

ANY PROPERTIES BELONGING TO THE AIRPORT SHALL BE RETURNED TO THE AIRPORT OWNER.

PROPER DRAINAGE (NO LOCALIZED PONDING) SHALL BE MAINTAINED, PRIOR TO, DURING AND AFTER MOBILIZATION.

DEMOBILIZATION SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER.

DEMOBILIZATION SHALL BE DONE IN A MANNER THAT WILL NOT CAUSE ANY INCONVENIENCE TO AIRPORT OPERATIONS.

ANY DAMAGE TO THE AIRPORT PROPERTIES DURING DEMOBILIZATION SHALL BE REPAIRED AND PAID FOR AT THE CONTRACTOR'S OWN EXPENSE.

SAFETY REGULATIONS SHALL BE OBSERVED AT ALL TIMES DURING DEMOBILIZATION.

THE COST FOR DEMOBILIZATION SHALL BE CONSIDERED SUBSIDIARY TO ITEM 1, M-101, MOBILIZATION.

THE CONTRACTOR SHALL VIDEO TAPE THE ENTIRE WORK AREA AFTER THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED. THE CONTRACTOR SHALL PROVIDE ONE (1) COPY OF THIS VIDEO TAPE(S) TO BOTH THE AIRPORT MANAGER AND THE ENGINEER. THE COST OF PREPARING VIDEO SHALL BE SUBSIDIARY RO THE OTHE BID ITEMS.

5/13/03

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'

GENERAL NOTES

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	4

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DESCRIPTION - APRON 'A'
BASE BID

ITEM	SPEC	DESCRIPTION	QUANTITY	UNIT
1	SP-M-101	MOBILIZATION	1	LS
2	SP-M-102	MAINTENANCE OF TRAFFIC	1	LS
3	P-150-1	REMOVE BITUMINOUS PAVEMENTS	10,100	SY
4	P-150-2	REMOVE CONCRETE PAVEMENT	560	SY
5	P-152-1	UNCLASSIFIED EXCAVATION	5,200	CY
6	P-155-1	LIME-TREATED SUBGRADE, 6" DEPTH	11,750	SY
7	P-155-2	LIME (5%)	211	TON
8	P-157-1	SILT FENCE	550	LF
9	P-304-1	CEMENT TREATED BASE COURSE, 6"	12,200	SY
10	P-401-1	BITUMINOUS SURFACE COURSE	110	TON
11	P-501-1	12 INCH PCC PAVEMENT, NON-REINFORCED	7,625	SY
12	P-501-2	12 INCH PCC PAVEMENT, REINFORCED	850	SY
13	P-501-3	12-15 INCH PCC PAVEMENT, NON-REINFORCED	2,250	SY
14	P-501-4	12-15 INCH PCC PAVEMENT, REINFORCED	1,075	SY
15	P-603-1	BITUMINOUS TACK COAT	92	GAL
16	P-612-1	MILLING BITUMINOUS PAVEMENT, 1 ½" DEPTH	410	SY
17	P-620-1	PAVEMENT MARKING, NON REFLECTIVE 4" YELLOW	8,100	SF
18	F-162-1	20-FOOT TEMPORARY GATE	1	EA
19	T-904-1	SODDING	250	SY
20	SP-21	TIE DOWNS - NEENAH R-3490-A	54	EA
21	SP-22	GATE ASSEMBLY	1	EA

DESCRIPTION - HANGARS 'A'
ADDITIVE ALTERNATE NO. 1

ITEM	SPEC	DESCRIPTION	QUANTITY	UNIT
1	SP-M-101	MOBILIZATION	1	LS
2	SP-M-102	MAINTENANCE OF TRAFFIC	1	LS
3	P-150-1	REMOVE BITUMINOUS PAVEMENTS	3,160	SY
4	P-152-1	UNCLASSIFIED EXCAVATION	250	CY
5	P-157-1	SILT FENCE	315	LF
6	P-304-1	CEMENT TREATED BASE, 6"	3,100	SY
7	P-401-1	BITUMINOUS SURFACE COURSE	35	TON
8	P-501-5	8 INCH PCC PAVEMENT, NON-REINFORCED	1,050	SY
9	P-501-6	8 INCH PCC PAVEMENT, REINFORCED	972	SY
10	P-501-7	8-10 INCH PCC PAVEMENT, NON-REINFORCED	533	SY
11	P-501-8	8-10 INCH PCC PAVEMENT, REINFORCED	575	SY
12	P-603-1	BITUMINOUS TACK COAT	30	GAL
13	T-904-1	SODDING	760	SY

DESCRIPTION - HANGARS 'B'
ADDITIVE ALTERNATE NO. 2

ITEM	SPEC	DESCRIPTION	QUANTITY	UNIT
1	SP-M-101	MOBILIZATION	1	LS
2	SP-M-102	MAINTENANCE OF TRAFFIC	1	LS
3	P-150-1	REMOVE BITUMINOUS PAVEMENTS	5,020	SY
4	P-152-1	UNCLASSIFIED EXCAVATION	250	CY
5	P-157-1	SILT FENCE	1,115	LF
6	P-304-1	CEMENT TREATED BASE, 6"	4,440	SY
7	P-401-1	BITUMINOUS SURFACE COURSE	100	TON
8	P-401-2	BITUMINOUS SURFACE COURSE - TEMPORARY PVMT	30	TON
9	P-501-5	8 INCH PCC PAVEMENT, NON-REINFORCED	1,650	SY
10	P-501-7	8-10 INCH PCC PAVEMENT, NON-REINFORCED	2,762	SY
11	P-603-1	BITUMINOUS TACK COAT	90	GAL
12	T-904-1	SODDING	170	SY

DESCRIPTION - HANGARS 'C'
ADDITIVE ALTERNATE NO. 3

ITEM	SPEC	DESCRIPTION	QUANTITY	UNIT
1	SP-M-101	MOBILIZATION	1	LS
2	SP-M-102	MAINTENANCE OF TRAFFIC	1	LS
3	P-150-1	REMOVE BITUMINOUS PAVEMENTS	3,120	SY
4	P-150-3	REMOVE DRAINAGE STRUCTURE	1	EA
5	P-150-4	REMOVE PIPE	141	LF
6	P-152-1	UNCLASSIFIED EXCAVATION	1,250	CY
7	P-157-1	SILT FENCE	420	LF
8	P-304-1	CEMENT TREATED BASE, 6"	2,960	SY
9	P-401-1	BITUMINOUS SURFACE COURSE	35	TON
10	P-501-5	8 INCH PCC PAVEMENT, NON-REINFORCED	1,750	SY
11	P-501-6	8 INCH PCC PAVEMENT, REINFORCED	93	SY
12	P-501-7	8-10 INCH PCC PAVEMENT, NON-REINFORCED	790	SY
13	P-501-8	8-10 INCH PCC PAVEMENT, REINFORCED	325	SY
14	P-603-1	BITUMINOUS TACK COAT	35	GAL
15	D-701-1	18" CLASS IV RCP	141	LF
16	D-751-1	INLET, TYPE A	1	EA
17	F-162-1	20-FOOT TEMPORARY GATE	1	EA
18	T-904-1	SODDING	570	SY

BASIS OF ESTIMATE*

SPEC	DESCRIPTION	BASIS	UNIT
P-401	BITUMINOUS SURFACE COURSE	$\frac{\text{110 \#/SY/IN X PVMT THICKNESS (IN) X AREA (SY)}}{\text{2000 (LB/TON)}}$	TON
P-155	LIME	$\frac{\text{36 LB/SY PER THE SOILS REPORT X SY}}{\text{2000 (LB/TON)}}$	TON
P-603	BITUMINOUS TACK COAT	0.15 GAL/SY OF PVMT X SY	GAL

*FOR CONTRACTOR INFORMATION ONLY. EXAMPLES SHOWN DO NOT NECESSARILY REFLECT ACTUAL PROJECT QUANTITIES, BUT ARE SHOWN TO DEMONSTRATE HOW THOSE QUANTITIES WERE DERIVED.

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'

QUANTITIES

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	5

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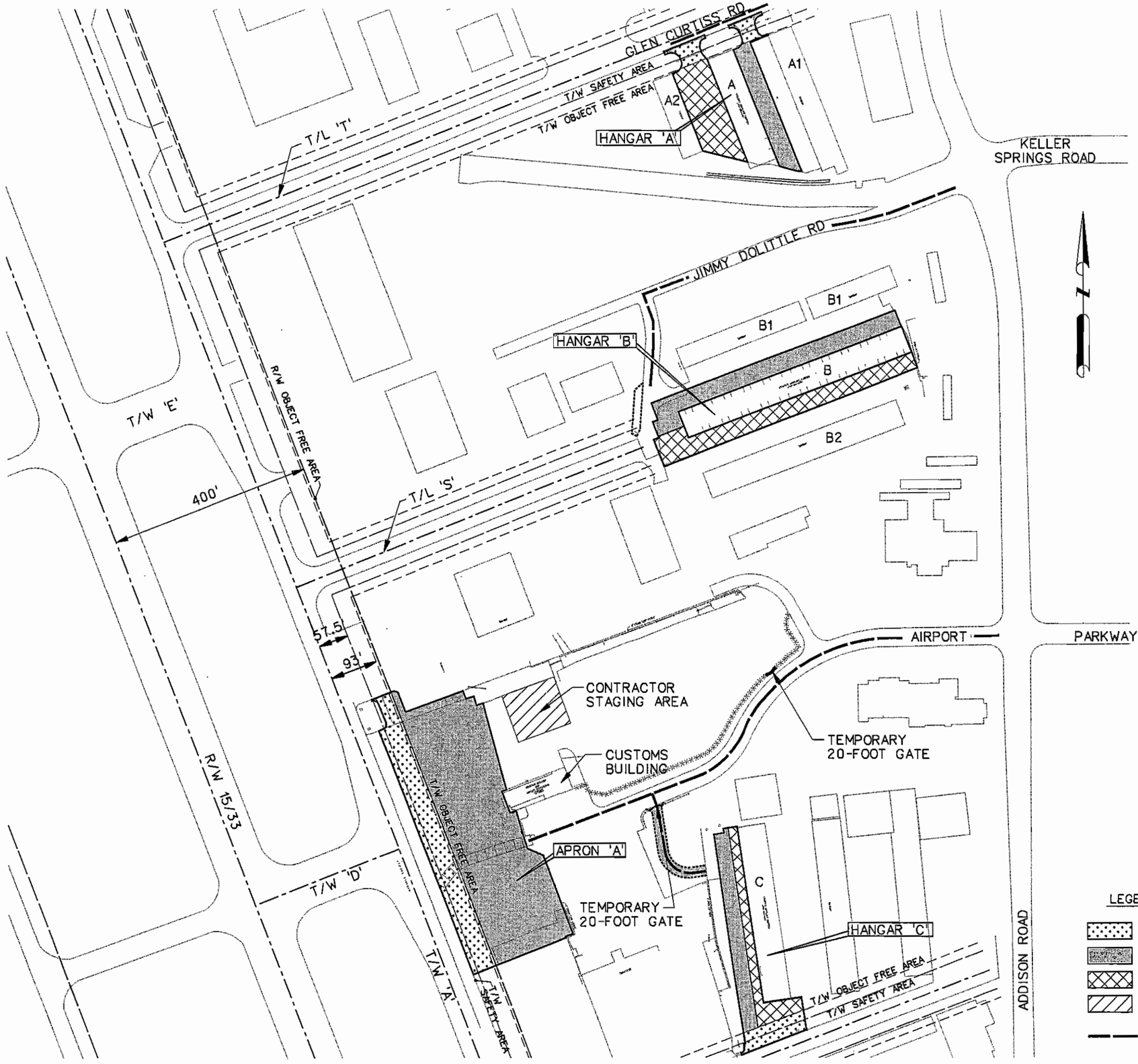

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SCALE IN FEET

NOTES:

CONTRACTOR WILL BE ALLOWED TO WORK ON THE APRON AND PORTIONS OF EACH OF THE HANGARS SIMULTANEOUSLY.

WORK IN PHASE I WILL BEGIN ON THE DATE SPECIFIED IN THE NOTICE TO PROCEED (NTP) AND COMPLETED WITHIN 84 CALENDAR DAYS (12 WEEKS). WORK IN PHASE II WILL BE COMPLETED WITH IN 70 CALENDAR DAYS.

WORK ON THE APRON WILL NOT BEGIN UNTIL AFTER JULY 3RD, 2003. INCLUDED IN THIS PHASE IS THE REPLACEMENT OF EXISTING ASPHALT PAVEMENT ON APRON 'A' WITH CONCRETE PAVEMENT.

WORK IN BOTH PHASES WILL INCLUDE THE REMOVAL OF EXISTING ASPHALT PAVEMENT ON ONE SIDE OF EACH OF THE IDENTIFIED HANGARS AND REPLACEMENT WITH CONCRETE PAVEMENT.

THE CONTRACTOR WILL BE REQUIRED TO NOTIFY MR. DAVE FOSTER, 972-392-4852, ADDISON AIRPORT OPERATIONS 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO RELOCATE ANY AIRPLANES NECESSARY PRIOR TO CONSTRUCTION. CONTRACTOR WILL COORDINATE WITH THE ADDISON AIRPORT CONCERNING THE TEMPORARY RELOCATION OF AIRPLANES PARKED IN EFFECTED AREAS.

ALL OF APRON 'A' SHALL BE CONSTRUCTED IN PHASE 1.

ALL WORK WITHIN 93' OF TAXIWAY 'A' AND 58' OF TAXILANES 'R' AND 'T' CENTERLINES CAN ONLY BE PERFORMED DURING PERIODS WHEN THE TAXIWAY/TAXILANE IS CLOSED, BETWEEN 10:00 P.M. AND 6:00 A.M. LIGHTED BARRICADES ARE REQUIRED TO BE INSTALLED AND MAINTAINED ALONG THE TAXIWAYS ADJACENT TO THE WORK AREA.

CONTRACTOR TO VERIFY LIMITS OF THE STAGING AREA WITH THE ADDISON AIRPORT AT THE PRE-CONSTRUCTION MEETING.

SEE SHEET 2, PROJECT LAYOUT FOR CONTRACTOR HAUL ROUTE AT HANGAR 'A'

CONTRACTOR WILL COORDINATE WITH THE TOWN OF ADDISON FIRE DEPARTMENT DURING CONSTRUCTION OF APRON 'A' TO ESTABLISH AN ALTERNATE EMERGENCY ROUTE DURING CONSTRUCTION.

LEGEND

- NIGHT WORK
- PHASE I
- PHASE II
- STAGING AREA
- CONTRACTOR HAUL ROUTE

STATE OF TEXAS
J. S. HICEWANDER
87944
REGISTERED PROFESSIONAL ENGINEER
7-17-03

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'

PROJECT PHASING PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	6

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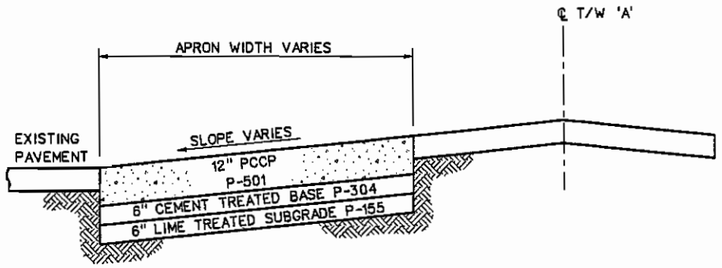
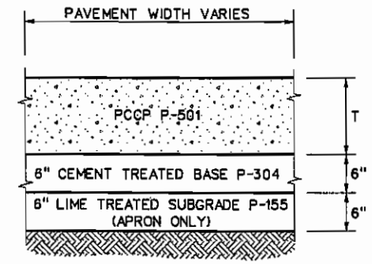
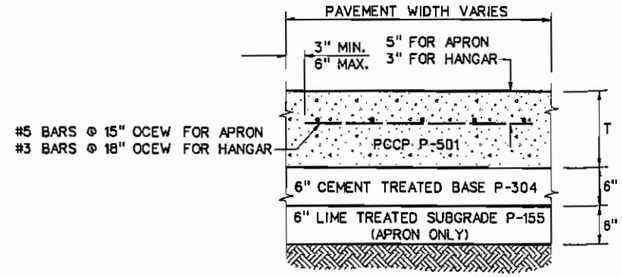


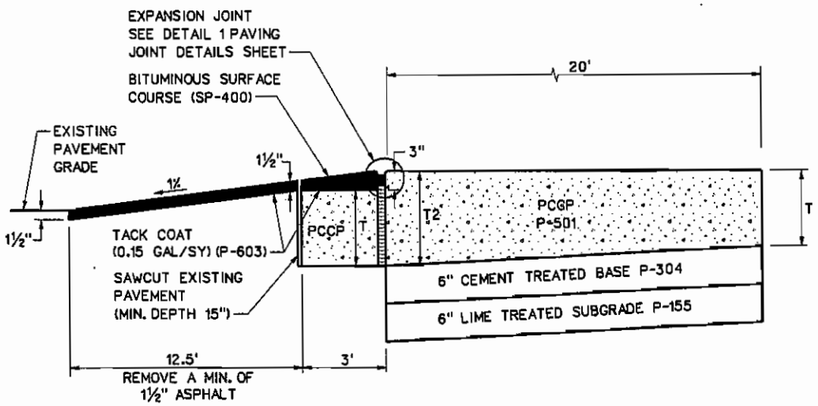
APRON 'A' PAVEMENT DETAIL
NOT TO SCALE



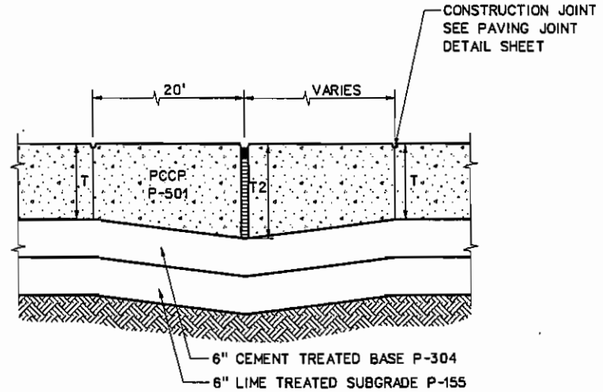
NON-REINFORCED PAVEMENT
SEE NOTES 1 AND 2
NOT TO SCALE



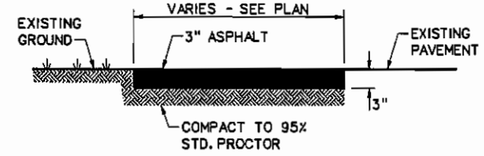
REINFORCED PAVEMENT
SEE NOTES 1 AND 2
NOT TO SCALE



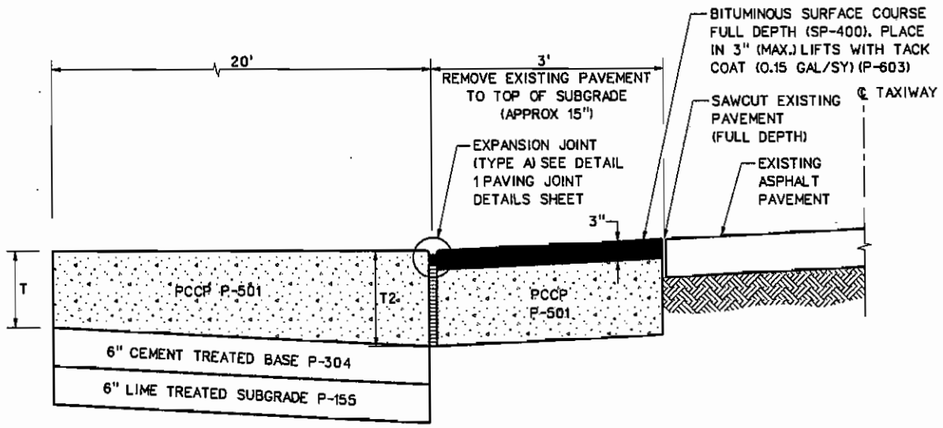
SECTION B-B
ASPHALT OVERLAY
NOT TO SCALE



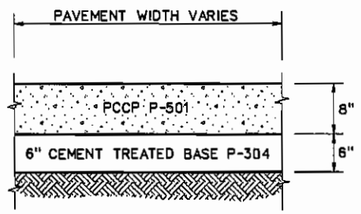
SECTION C-C
THICKENED EDGE NON-REINFORCED PAVEMENT
SEE NOTE 1
NOT TO SCALE



TEMPORARY PAVEMENT
NOT TO SCALE



SECTION A-A
EXISTING ASPHALT / PROPOSED CONCRETE PAVEMENT DETAIL
SEE NOTES 1 AND 2
NOT TO SCALE



HANGAR PAVEMENT
NOT TO SCALE

NOTES:

1. APRON PAVEMENT THICKNESS
   T=12"
   T2=15"

2. HANGAR PAVEMENT THICKNESS
(6" LIME TREATED SUBGRADE NOT USED)
   T=8"
   T2=10"

3. ALL SAWCUTTING ON THIS PROJECT SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS ON THIS PROJECT.

4. SEE PAVING PLANS FOR LOCATION OF SECTIONS.

JAMES S. NEEL 87843 REGISTERED PROFESSIONAL ENGINEER
5/13/03

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 AND HANGAR TYPICAL SECTIONS

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
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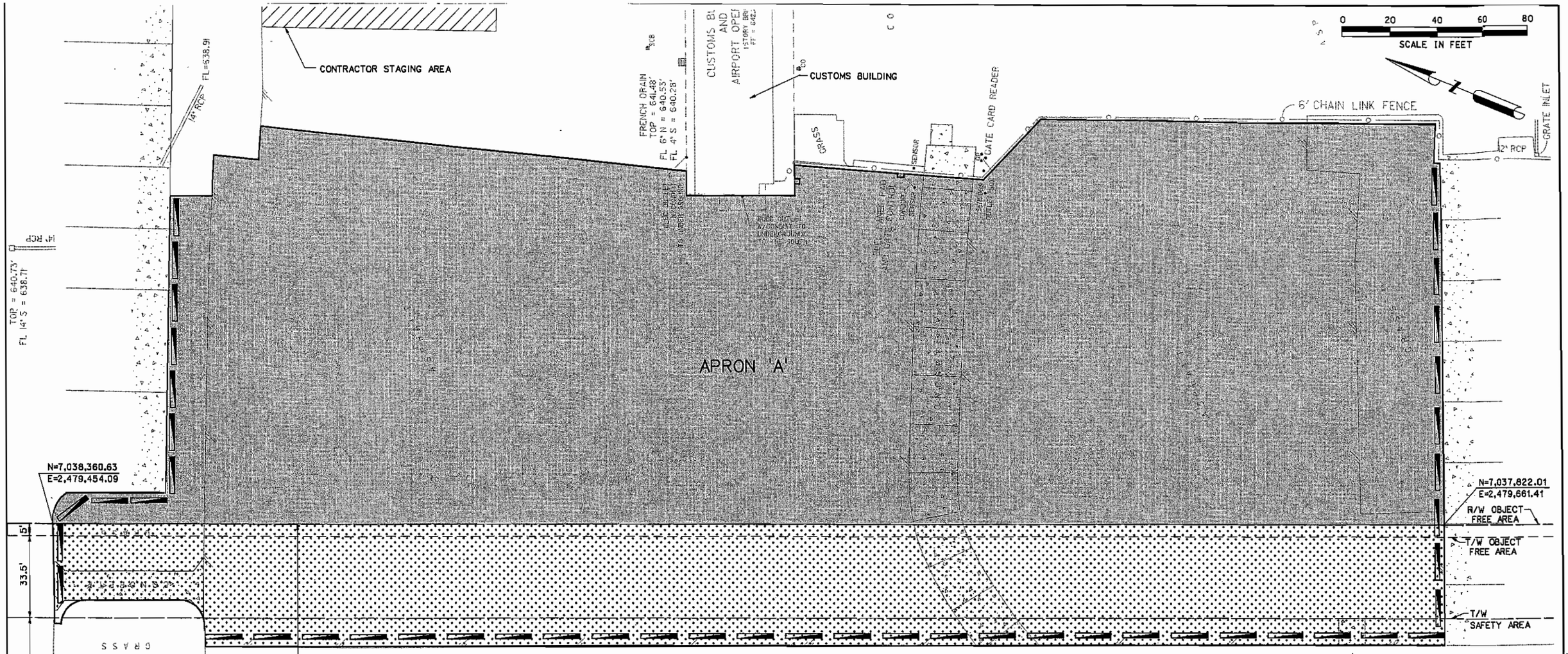


PHASING

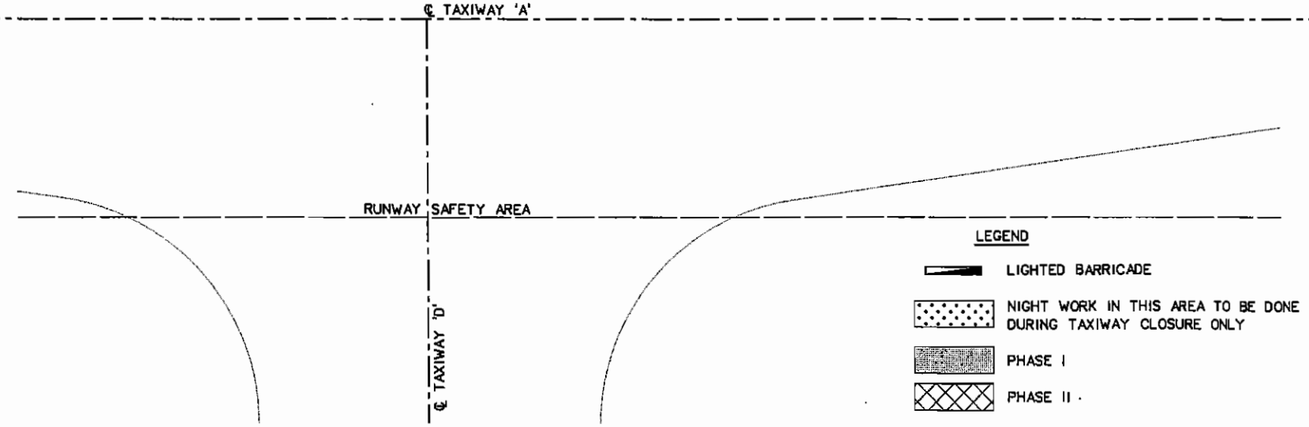
1. HANGAR 'A' WORK (SEE SHEETS 13-16)

2. HANGAR 'B' WORK (SEE SHEETS 17-20)

3. HANGAR 'C' WORK (SEE SHEETS 21-24)

4. APRON 'A' WORK WILL NOT BEGIN UNTIL AFTER JULY 3, 2003. INCLUDED IN THIS PHASE IS THE REPLACEMENT OF EXISTING ASPHALT PAVEMENT ON APRON 'A' WITH CONCRETE PAVEMENT. ALL WORK WITHIN 93' OF THE TAXIWAY 'A' CENTERLINE CAN ONLY BE PERFORMED DURING PERIODS WHEN THE TAXIWAY IS CLOSED, BETWEEN 10:00 PM AND 6:00 AM. LIGHTED BARRICADES ARE REQUIRED TO BE INSTALLED AND MAINTAINED ALONG TAXIWAY 'A' ADJACENT TO THE WORK AREA.

5. CONTRACTOR TO VERIFY THE STAGING AREA LIMITS WITH THE ADDISON AIRPORT AT THE PRE-CONSTRUCTION MEETING.



LEGEND

- LIGHTED BARRICADE
- NIGHT WORK IN THIS AREA TO BE DONE DURING TAXIWAY CLOSURE ONLY
- PHASE I
- PHASE II

J.S. NICEWANDER 87843 LICENSED PROFESSIONAL ENGINEER STATE OF TEXAS

7-17-03

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' CONSTRUCTION PHASING PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	8

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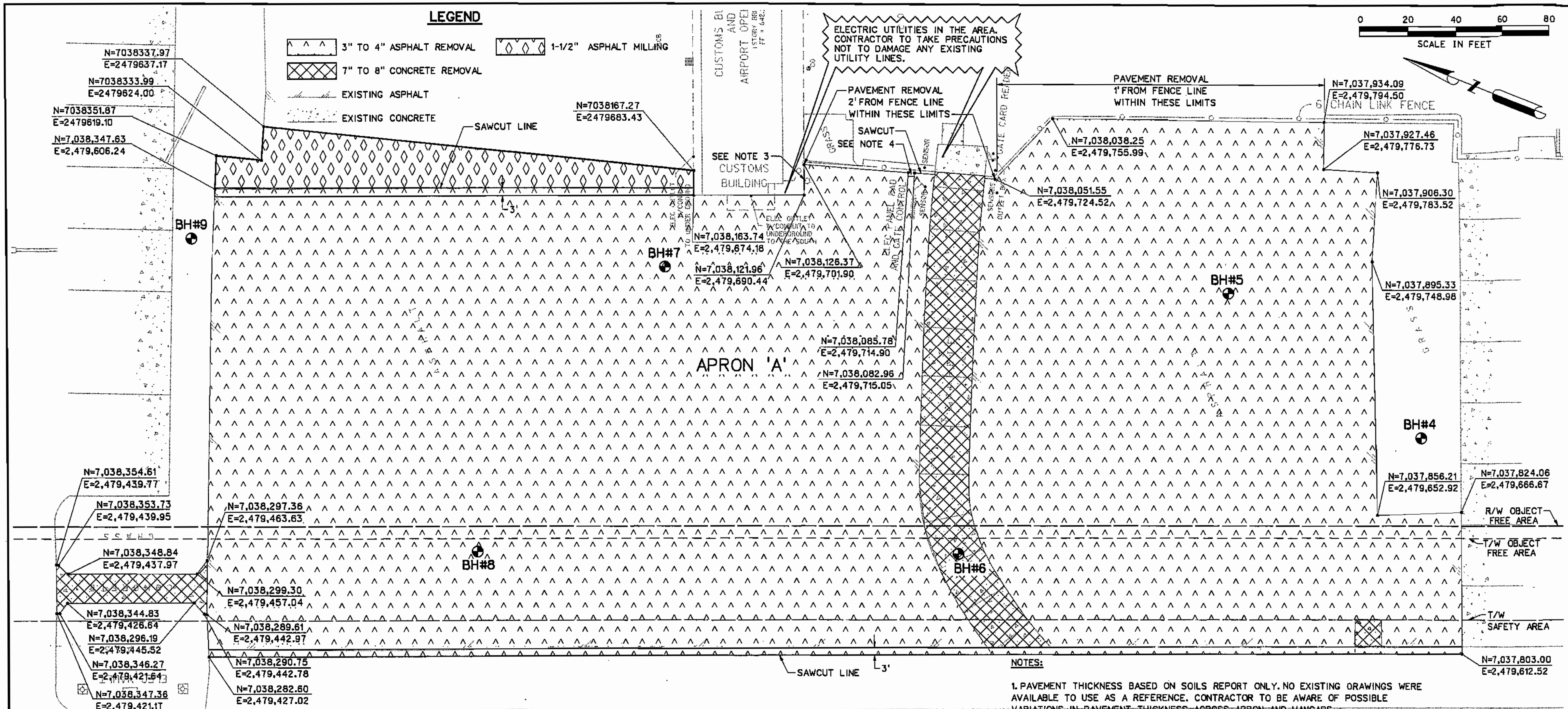
LEGEND
3" TO 4" ASPHALT REMOVAL
1-1/2" ASPHALT MILLING
7" TO 8" CONCRETE REMOVAL
EXISTING ASPHALT
EXISTING CONCRETE
SAWCUT LINE
ELECTRIC UTILITIES IN THE AREA. CONTRACTOR TO TAKE PRECAUTIONS NOT TO DAMAGE ANY EXISTING UTILITY LINES.
PAVEMENT REMOVAL 2' FROM FENCE LINE WITHIN THESE LIMITS
PAVEMENT REMOVAL 1' FROM FENCE LINE WITHIN THESE LIMITS
SCALE IN FEET
0 20 40 60 80
CHAIN LINK FENCE
SEE NOTE 3
CUSTOMS BUILDING
SAWCUT
SEE NOTE 4
APRON 'A'
BH#9
BH#7
BH#5
BH#4
BH#8
BH#6
R/W OBJECT FREE AREA
T/W OBJECT FREE AREA
T/W SAFETY AREA
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E=2479637.17
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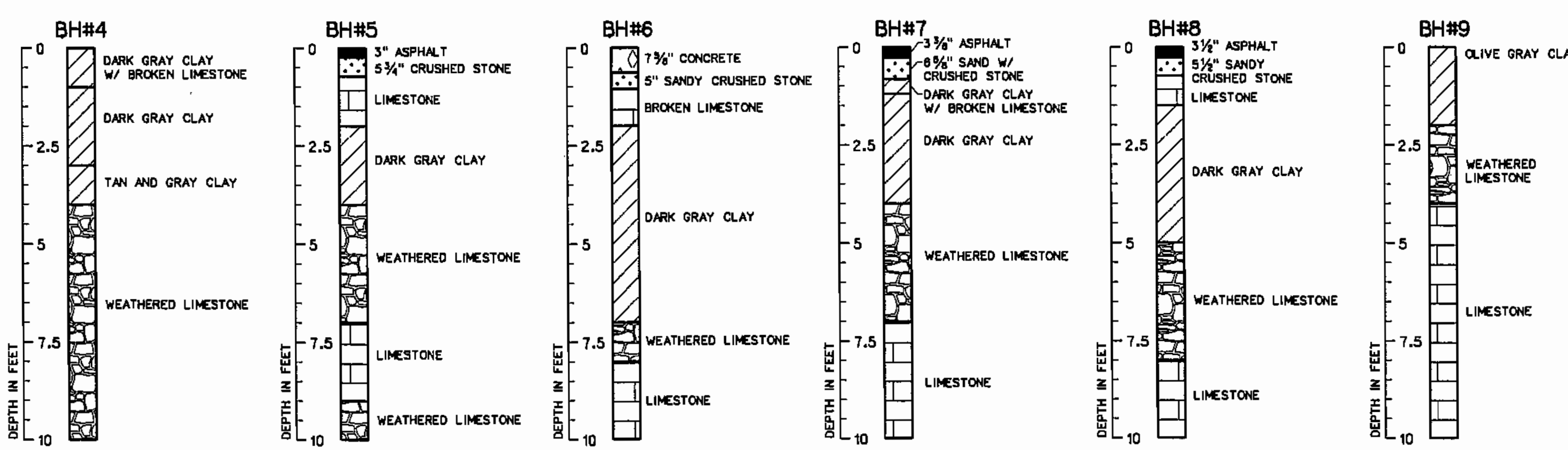
SAWCUT LINE
3'


BH#4
DARK GRAY CLAY W/ BROKEN LIMESTONE
DARK GRAY CLAY
TAN AND GRAY CLAY
WEATHERED LIMESTONE
BH#5
3" ASPHALT
5¾" CRUSHED STONE
LIMESTONE
DARK GRAY CLAY
WEATHERED LIMESTONE
LIMESTONE
WEATHERED LIMESTONE
BH#6
7⅜" CONCRETE
5" SANDY CRUSHED STONE
BROKEN LIMESTONE
DARK GRAY CLAY
WEATHERED LIMESTONE
LIMESTONE
BH#7
3⅜" ASPHALT
8⅝" SAND W/ CRUSHED STONE
DARK GRAY CLAY W/ BROKEN LIMESTONE
DARK GRAY CLAY
WEATHERED LIMESTONE
LIMESTONE
BH#8
3½" ASPHALT
5½" SANDY CRUSHED STONE
LIMESTONE
DARK GRAY CLAY
WEATHERED LIMESTONE
LIMESTONE
BH#9
OLIVE GRAY CLAY
WEATHERED LIMESTONE
LIMESTONE
DEPTH IN FEET
0
2.5
5
7.5
10

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.

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 CFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	9

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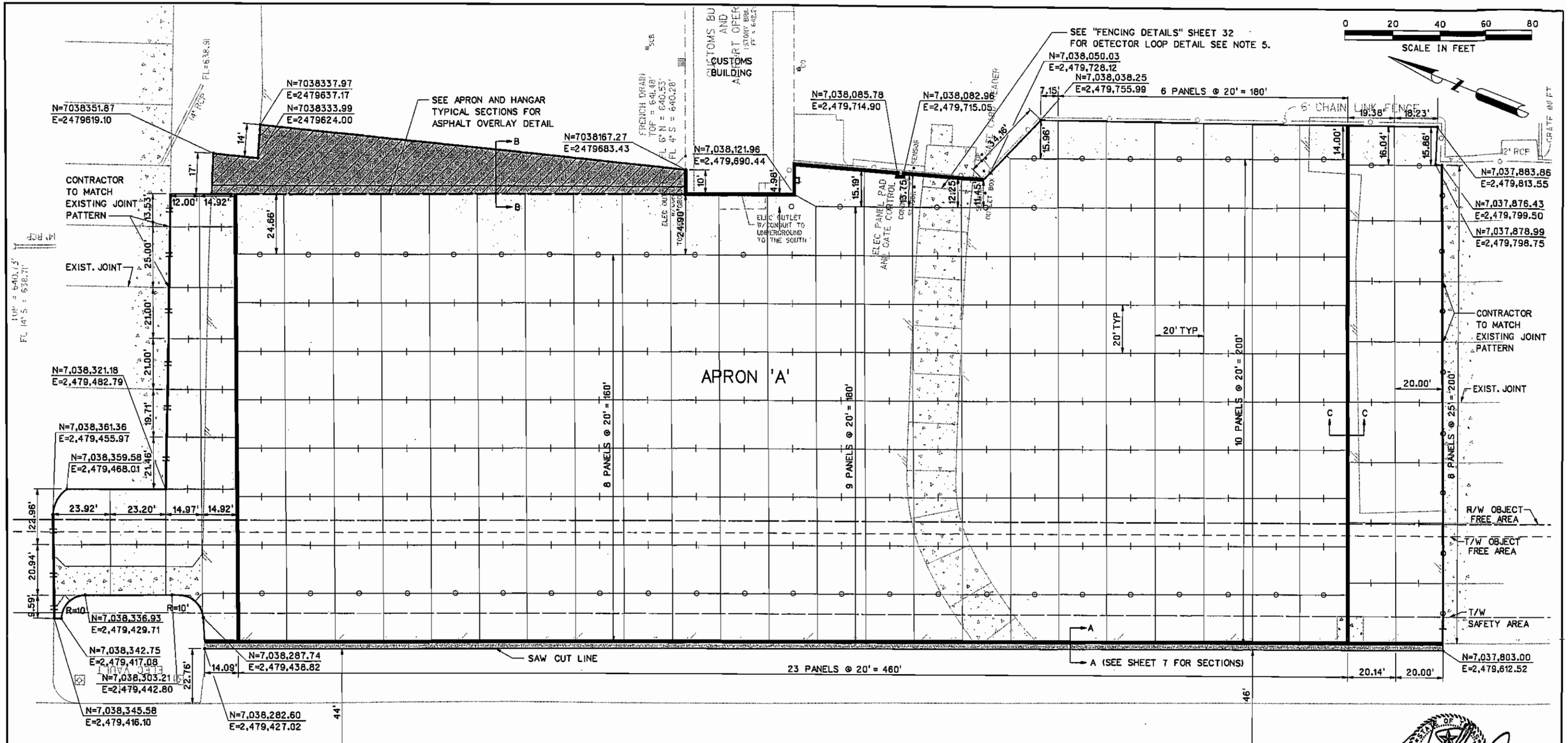

NOTES:

1. EXTREME CARE SHALL BE EXERCISED AROUND THE APRON AND AIRCRAFT. APRON SHALL BE VACANT OF AIRCRAFT AND OTHER EQUIPMENT BEFORE OPERATIONS BEGIN. ANY AND ALL DAMAGE TO APRON AND AIRCRAFT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

2. SEE PAVING DETAILS SHEET FOR ODD SHAPED PANEL JOINT CONSTRUCTION.

3. SEE "APRON AND HANGAR TYPICAL SECTIONS" SHEET FOR SECTIONS 'A-A', 'B-B', AND 'C-C'.

4. SEE "PAVING JOINT DETAILS" SHEET FOR PAVING JOINTS DETAILS.

5. ELECTRICAL GATE SHALL FUNCTION IN THE SAME MANNER AFTER CONSTRUCTION AS IT DOES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH GATE OPERATION PRIOR TO BIDDING PROJECT. ALL LABOR AND MATERIALS NECESSARY TO ACCOMPLISH THIS SHALL BE SUBSIDIARY TO ITEM SP-22 "GATE ASSEMBLY".

LEGEND

- TYPE "B" THICKENED EDGE EXPANSION JOINT
- TYPE "D" DOWELED CONSTRUCTION JOINT
- TYPE "E" HINGED (TIED) CONSTRUCTION JOINT
- TYPE "F" DOWELED CONTRACTION JOINT
- TYPE "G" HINGED (TIED) CONTRACTION JOINT
- TYPE "H" DUMMY CONTRACTION JOINT
- REINFORCED SLAB
- NON-REINFORCED SLAB
- ASPHALT PAVEMENT

STATE OF TEXAS
JOHN S. HENDERSON
87643
REGISTERED PROFESSIONAL ENGINEER

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' PAVING AND
JOINT LAYOUT PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	10

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0 20 40 60 80
SCALE IN FEET

CUSTOMS BUILDING

CUSTOMS BL AND AIRPORT OPER

FRENCH DRAIN TOP = 641.48' FL 6"N = 640.53' FL 6"S = 640.28'

MATCH EXISTING GRADES

MATCH EXISTING GRADES

6' CHAIN LINK FENCE

SENSOR

GATE GUARD READER

APRON 'A'

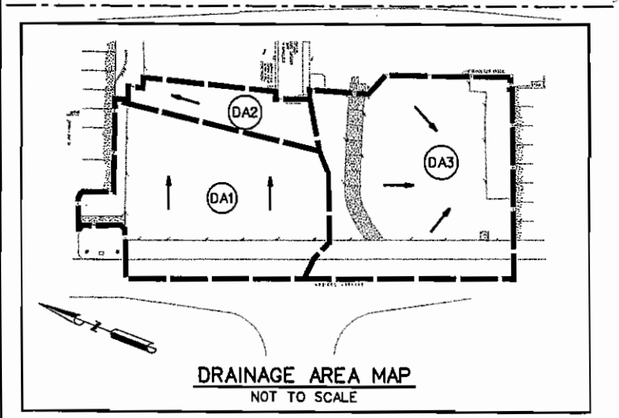
MATCH EXISTING GRADES

MATCH EXISTING GRADES

MATCH EXISTING GRADES

ASPHALT TAXIWAY

℄ TAXIWAY 'A'



DRAINAGE AREA MAP
NOT TO SCALE

APRON DRAINAGE TABLE					
DRAINAGE AREA	AREA (ACRES)	C	Tc* (min)	I-100 (in/hr)	Q (cfs)
DA1	1.607	0.90	10	8.74	12.64
DA2	0.336	0.90	10	8.74	2.64
DA3	1.711	0.90	10	8.74	13.45

*BASED ON TOWN OF ADDISON DRAINAGE GUIDELINES

LEGEND

- 641.5 PROPOSED 0.5' CONTOUR
- PROPOSED 0.1' CONTOUR
- 641.5 EXISTING 0.5' CONTOUR
- EXISTING 0.1' CONTOUR
- DRAINAGE AREA DIVIDE
- XXXXXXXXX SILT FENCE

STATE OF TEXAS
87843
REGISTERED PROFESSIONAL ENGINEER
6/26/03

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' GRADING, DRAINAGE AND SW3P PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	11

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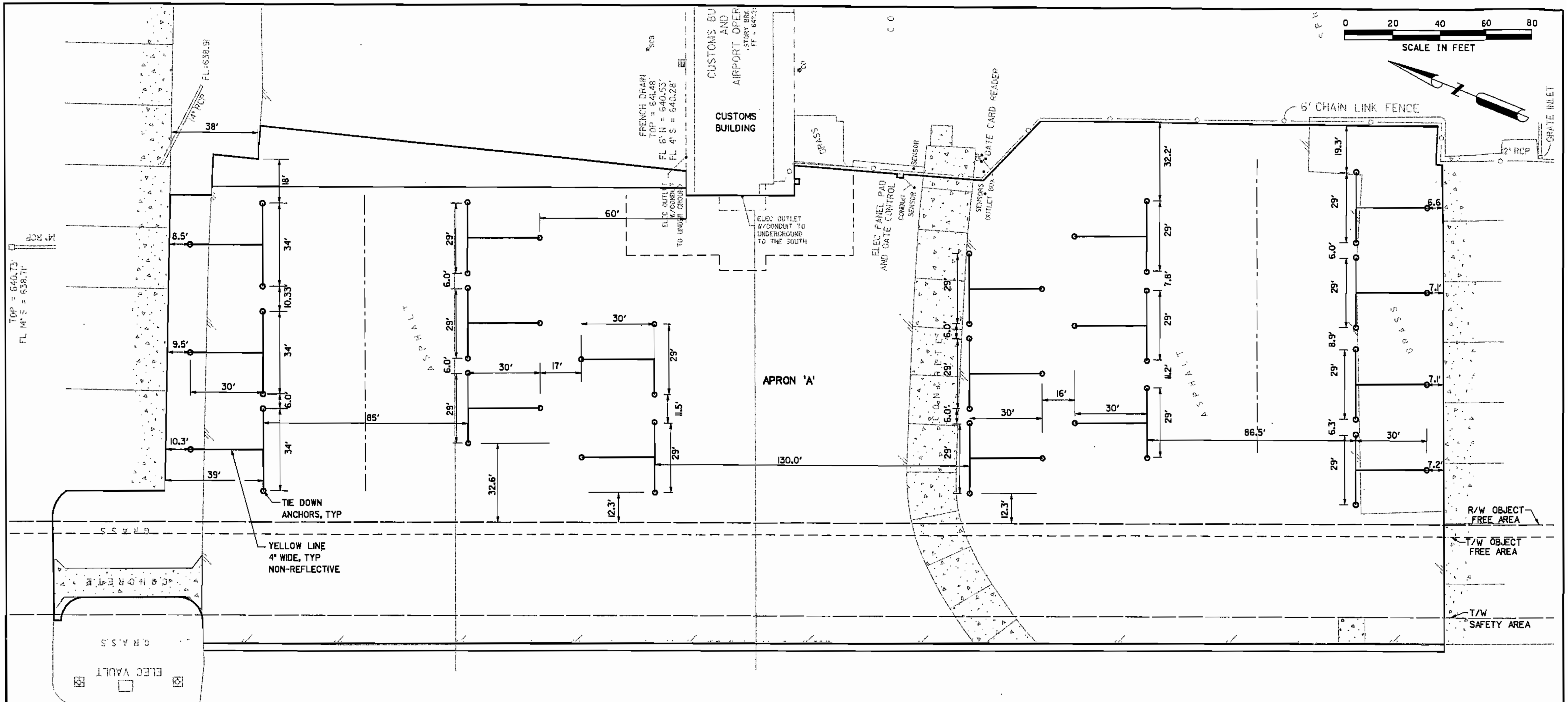

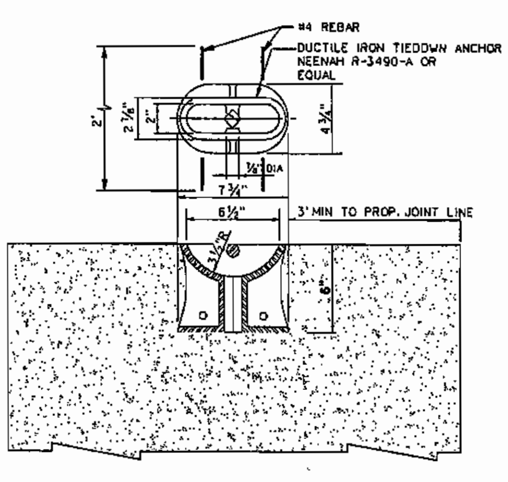

TYPE II TIEDOWN ANCHOR DETAIL

NOT TO SCALE

NOTES

1. TIE DOWN IS PLACED ON SUBGRADE AND FILLED WITH SAND TO EXCLUDE CONCRETE DURING THE POURING AND FINISHING OPERATION. SAND SHALL BE WASHED OUT WHEN COMPLETED. A WOOD OR METAL STAKE IS PLACED IN THE SQUARE SOCKET TO PREVENT DISPLACEMENT DURING THE POUR. AN ALTERNATIVE METHOD OF SETTING THE TIE DOWN ANCHOR IS TO PUSH THE ANCHOR IN POSITION IN THE WET CONCRETE. BOTH METHODS ARE APPROVED.
2. TIE DOWN ANCHORS SHALL BE NO CLOSER THEN 3-FEET TO A PROPOSED JOINT LINE.

LEGEND

o TIE DOWN ANCHOR LOCATION

NO.	DATE	REVISION	APPROV.

HNTB ARCHITECTS ENGINEERS PLANNERS

TOWN OF ADDISON

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

APRON 'A' TIE DOWN LAYOUT PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	12

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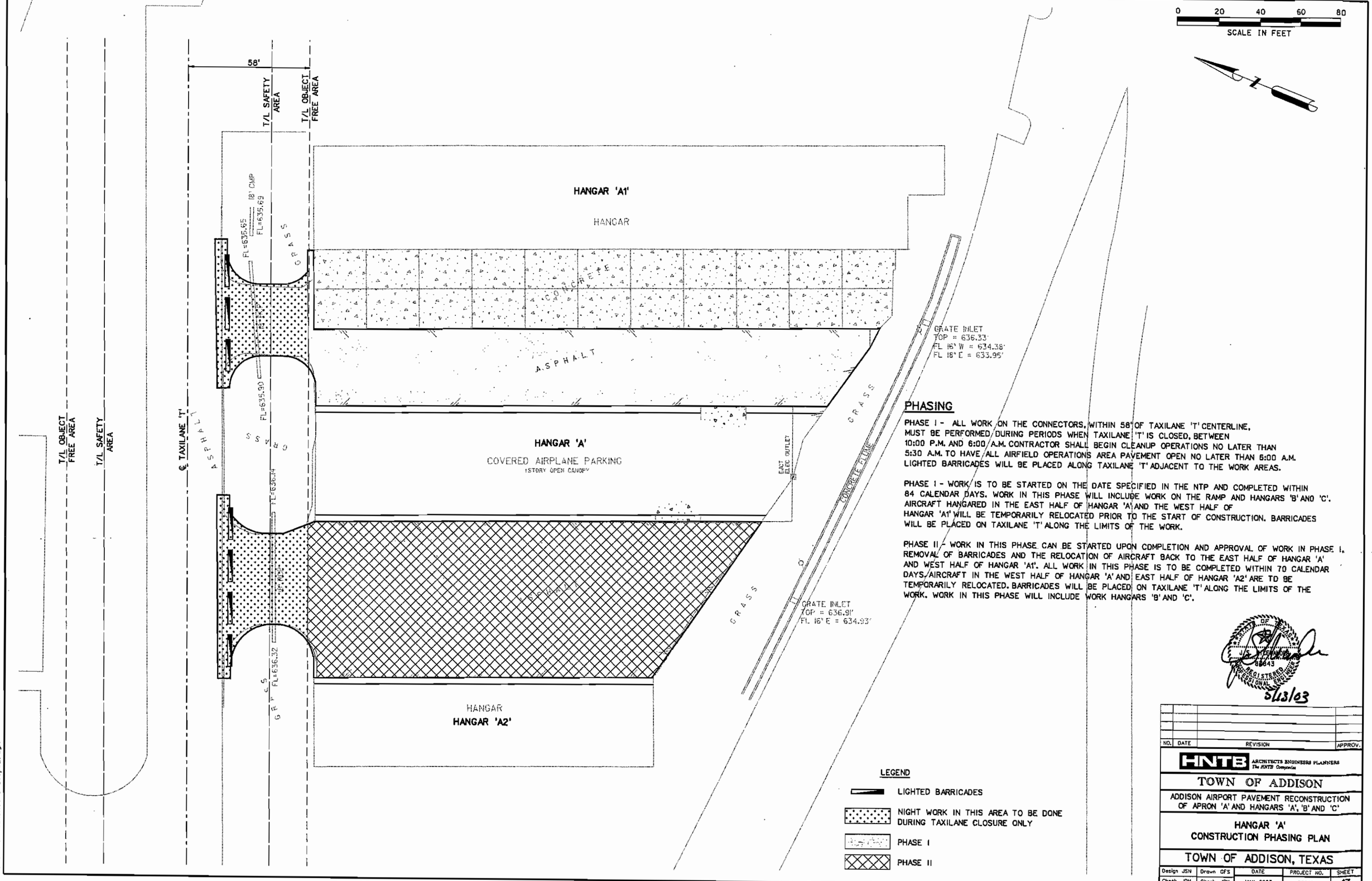

PHASING

PHASE I - ALL WORK ON THE CONNECTORS, WITHIN 58' OF TAXILANE 'T' CENTERLINE, MUST BE PERFORMED DURING PERIODS WHEN TAXILANE 'T' IS CLOSED, BETWEEN 10:00 P.M. AND 6:00 A.M. CONTRACTOR SHALL BEGIN CLEANUP OPERATIONS NO LATER THAN 5:30 A.M. TO HAVE ALL AIRFIELD OPERATIONS AREA PAVEMENT OPEN NO LATER THAN 6:00 A.M. LIGHTED BARRICADES WILL BE PLACED ALONG TAXILANE 'T' ADJACENT TO THE WORK AREAS.

PHASE I - WORK IS TO BE STARTED ON THE DATE SPECIFIED IN THE NTP AND COMPLETED WITHIN 84 CALENDAR DAYS. WORK IN THIS PHASE WILL INCLUDE WORK ON THE RAMP AND HANGARS 'B' AND 'C'. AIRCRAFT HANGARED IN THE EAST HALF OF HANGAR 'A' AND THE WEST HALF OF HANGAR 'A1' WILL BE TEMPORARILY RELOCATED PRIOR TO THE START OF CONSTRUCTION. BARRICADES WILL BE PLACED ON TAXILANE 'T' ALONG THE LIMITS OF THE WORK.

PHASE II - WORK IN THIS PHASE CAN BE STARTED UPON COMPLETION AND APPROVAL OF WORK IN PHASE I. REMOVAL OF BARRICADES AND THE RELOCATION OF AIRCRAFT BACK TO THE EAST HALF OF HANGAR 'A' AND WEST HALF OF HANGAR 'A1'. ALL WORK IN THIS PHASE IS TO BE COMPLETED WITHIN 70 CALENDAR DAYS. AIRCRAFT IN THE WEST HALF OF HANGAR 'A' AND EAST HALF OF HANGAR 'A2' ARE TO BE TEMPORARILY RELOCATED. BARRICADES WILL BE PLACED ON TAXILANE 'T' ALONG THE LIMITS OF THE WORK. WORK IN THIS PHASE WILL INCLUDE WORK HANGARS 'B' AND 'C'.

NO.	DATE	REVISION	APPROV.

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The HNTB Companies

TOWN OF ADDISON

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

HANGAR 'A' CONSTRUCTION PHASING PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	13

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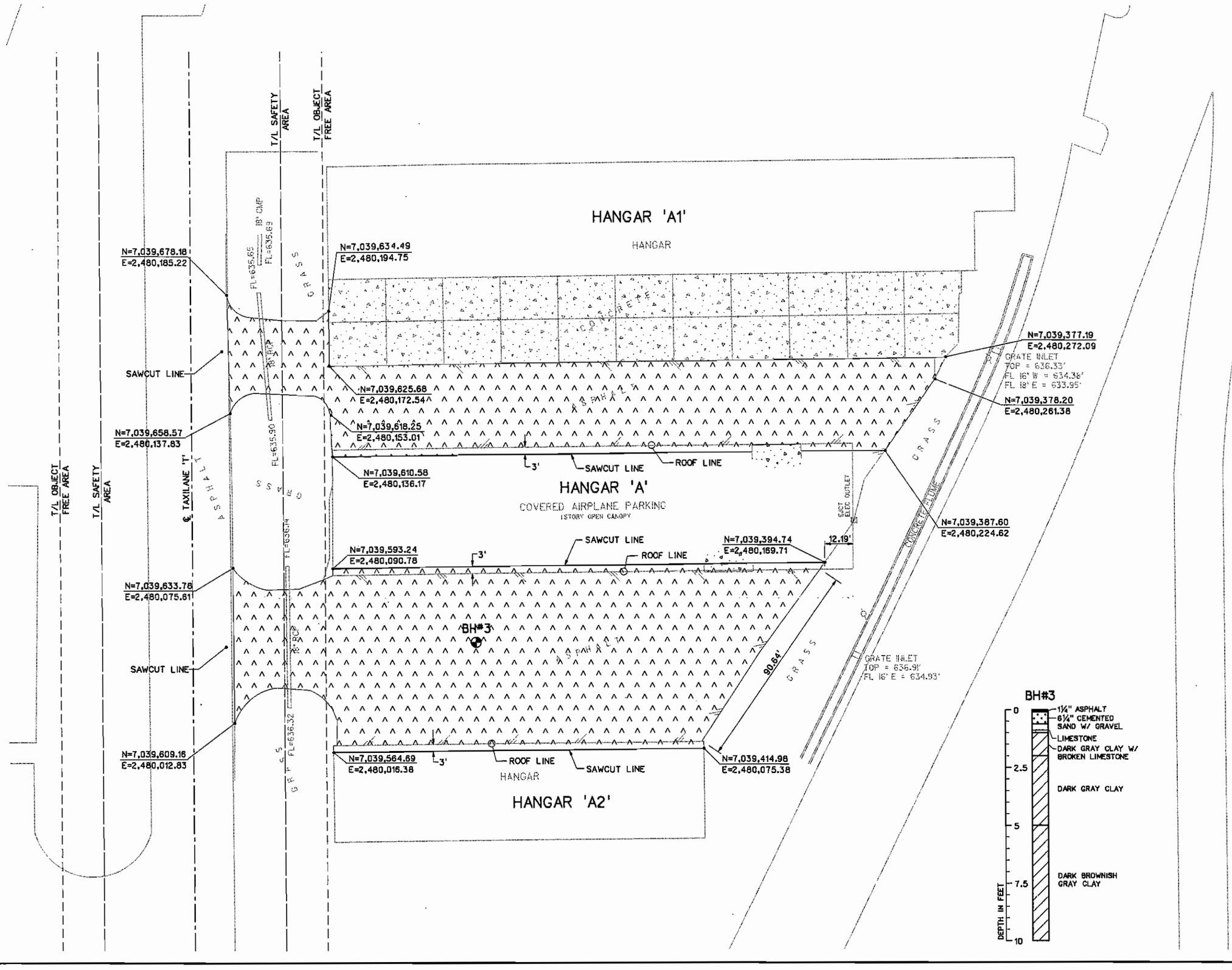

0 20 40 60 80

SCALE IN FEET

NOTE:

1. EXISTING DRAINAGE STRUCTURES TO REMAIN IN PLACE. DITCHES TO BE REGRADED TO PROMDTE POSITIVE DRAINAGE THROUGHOUT THE DRAINAGE STRUCTURES.

2. ALL SAW CUTTING ON THIS PROJECT SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS ON THE PROJECT.

3. 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 UTLITIES 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

LEGEND:

- ASPHALT REMOVAL
- CONCRETE REMOVAL
- EXISTING ASPHALT
- EXISTING CONCRETE

BH#3

STATE OF TEXAS
87843
REGISTERED PROFESSIONAL ENGINEER
5/12/03

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'

HANGAR 'A' DEMOLITION AND BORING PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
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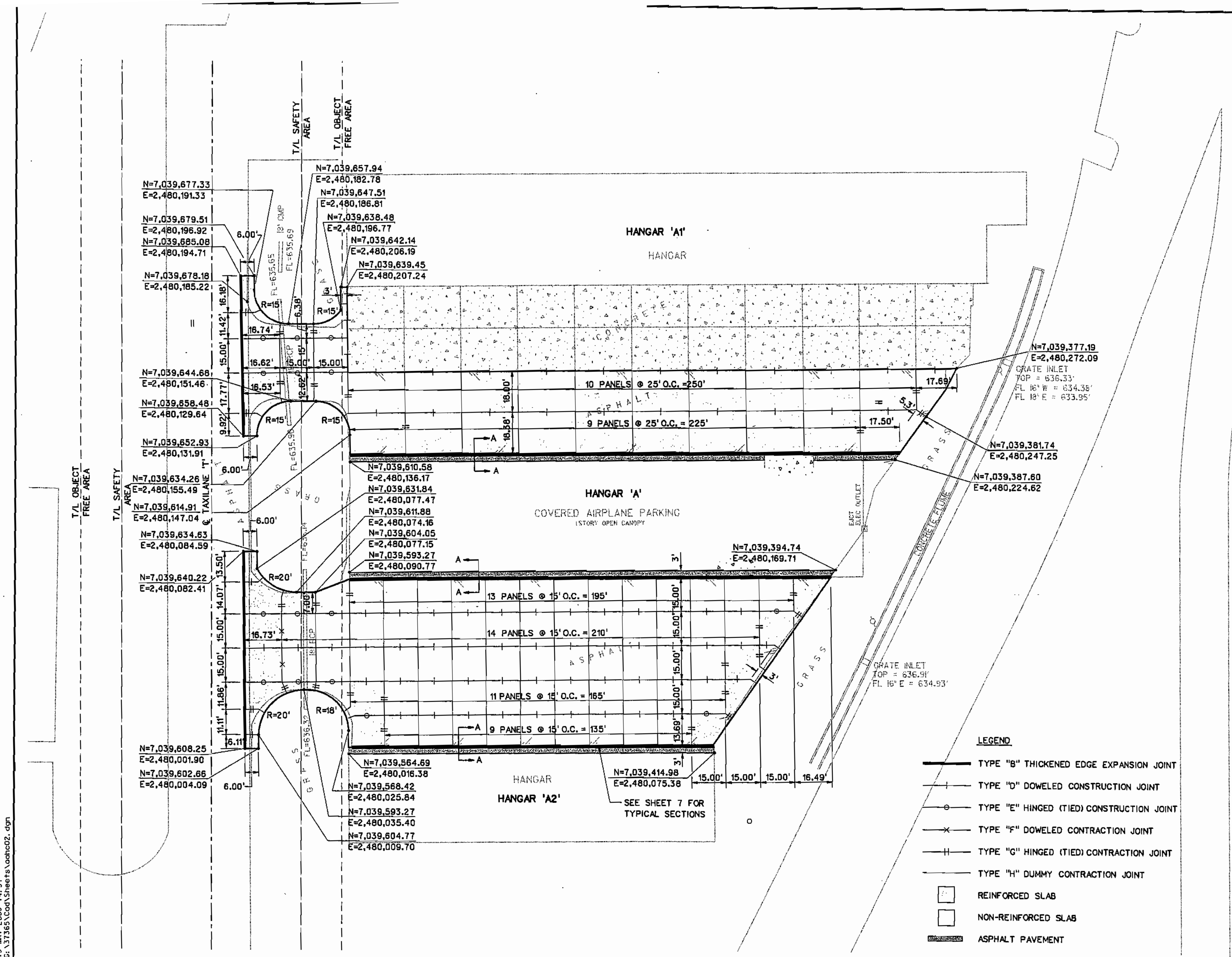

0 20 40
SCALE IN FEET
HANGAR 'A1'
HANGAR
HANGAR 'A'
COVERED AIRPLANE PARKING
1 STORY OPEN CANOPY
HANGAR
HANGAR 'A2'
T/L SAFETY AREA
T/L OBJECT FREE AREA
℄ TAXILANE 'T'
CONCRETE
ASPHALT
GRASS
CONCRETE FLUME
10 PANELS @ 25' O.C. =250'
9 PANELS @ 25' O.C. = 225'
13 PANELS @ 15' O.C. = 195'
14 PANELS @ 15' O.C. = 210'
11 PANELS @ 15' O.C. = 165'
9 PANELS @ 15' O.C. = 135'
N=7,039,677.33 E=2,480,191.33
N=7,039,679.51 E=2,480,196.92
N=7,039,685.08 E=2,480,194.71
N=7,039,678.18 E=2,480,185.22
N=7,039,657.94 E=2,480,182.78
N=7,039,647.51 E=2,480,186.81
N=7,039,638.48 E=2,480,196.77
N=7,039,642.14 E=2,480,206.19
N=7,039,639.45 E=2,480,207.24
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N=7,039,658.48 E=2,480,129.64
N=7,039,652.93 E=2,480,131.91
N=7,039,634.26 E=2,480,155.49
N=7,039,614.91 E=2,480,147.04
N=7,039,634.63 E=2,480,084.59
N=7,039,640.22 E=2,480,082.41
N=7,039,608.25 E=2,480,001.90
N=7,039,602.66 E=2,480,004.09
N=7,039,610.58 E=2,480,136.17
N=7,039,631.84 E=2,480,077.47
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N=7,039,604.05 E=2,480,077.15
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N=7,039,568.42 E=2,480,025.84
N=7,039,593.27 E=2,480,035.40
N=7,039,604.77 E=2,480,009.70
N=7,039,414.98 E=2,480,075.38
N=7,039,394.74 E=2,480,169.71
N=7,039,377.19 E=2,480,272.09
N=7,039,381.74 E=2,480,247.25
N=7,039,387.60 E=2,480,224.62
GRATE INLET
TOP = 636.33'
FL 18" W = 634.38'
FL 18" E = 633.95'
GRATE INLET
TOP = 636.91'
FL 16" E = 634.93'
ELEC OUTLET
18" CMP
FL=635.65
FL=635.69
FL=635.96
FL=636.32
18" RCP
R=15'
R=20'
R=18'
SEE SHEET 7 FOR TYPICAL SECTIONS
LEGEND
TYPE "B" THICKENED EDGE EXPANSION JOINT
TYPE "D" DOWELED CONSTRUCTION JOINT
TYPE "E" HINGED (TIED) CONSTRUCTION JOINT
TYPE "F" DOWELED CONTRACTION JOINT
TYPE "G" HINGED (TIED) CONTRACTION JOINT
TYPE "H" DUMMY CONTRACTION JOINT
REINFORCED SLAB
NON-REINFORCED SLAB
ASPHALT PAVEMENT
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NOTES:

1. EXTREME CARE SHALL BE EXERCI: THE HANGARS AND AIRCRAFT. HANG BE VACANT OF AIRCRAFT AND OTHE BEFORE OPERATIONS BEGIN. ANY AN DAMAGE TO HANGARS AND AIRCRAFT THE RESPONSIBILITY OF THE CONTF REPAIR AT HIS OWN EXPENSE.

2. SEE "APRON AND HANGAR TYPICA SHEET FOR SECTION 'A-A'.

3. SEE "PAVING JOINT DETAILS" SHE PAVING JOINTS DETAILS.

STATE OF TEXAS
J. E. NIEWENHUIS
87843
REGISTERED PROFESSIONAL ENGINEER
5/13

NO.	DATE	REVISION

HNTB ARCHITECTS ENGINE
The HNTB Companies

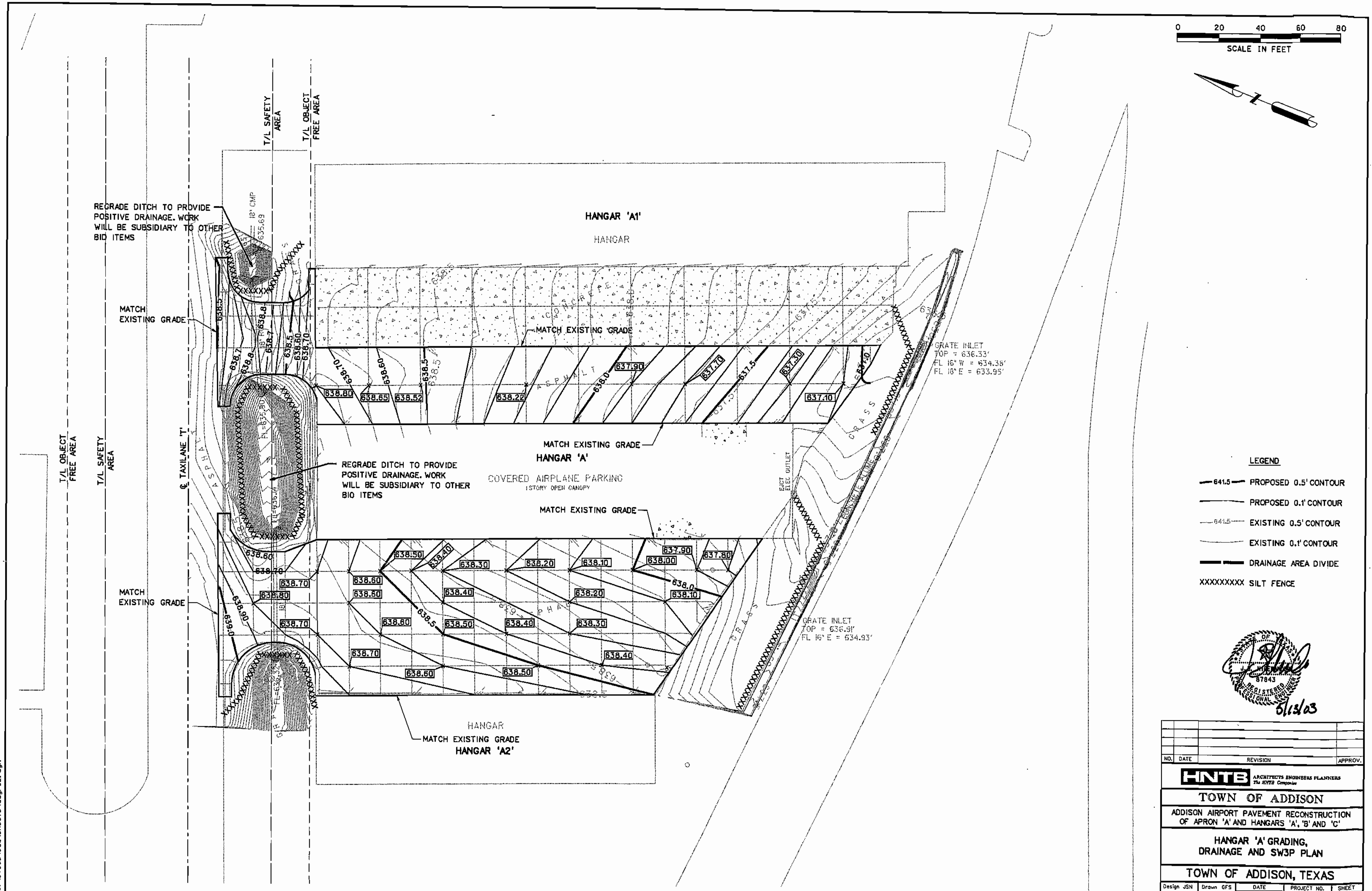
TOWN OF ADDIS

ADDISON AIRPORT PAVEMENT RECO
OF APRON 'A' AND HANGARS 'A', '

HANGAR 'A' PAVING A
JOINT LAYOUT PLA

TOWN OF ADDISON, T

Design JSN	Drawn GFS	DATE	PROJE



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HNTB ARCHITECTS ENGINEERS PLANNERS The HNTB Companies

TOWN OF ADDISON

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

HANGAR 'A' GRADING, DRAINAGE AND SW3P PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
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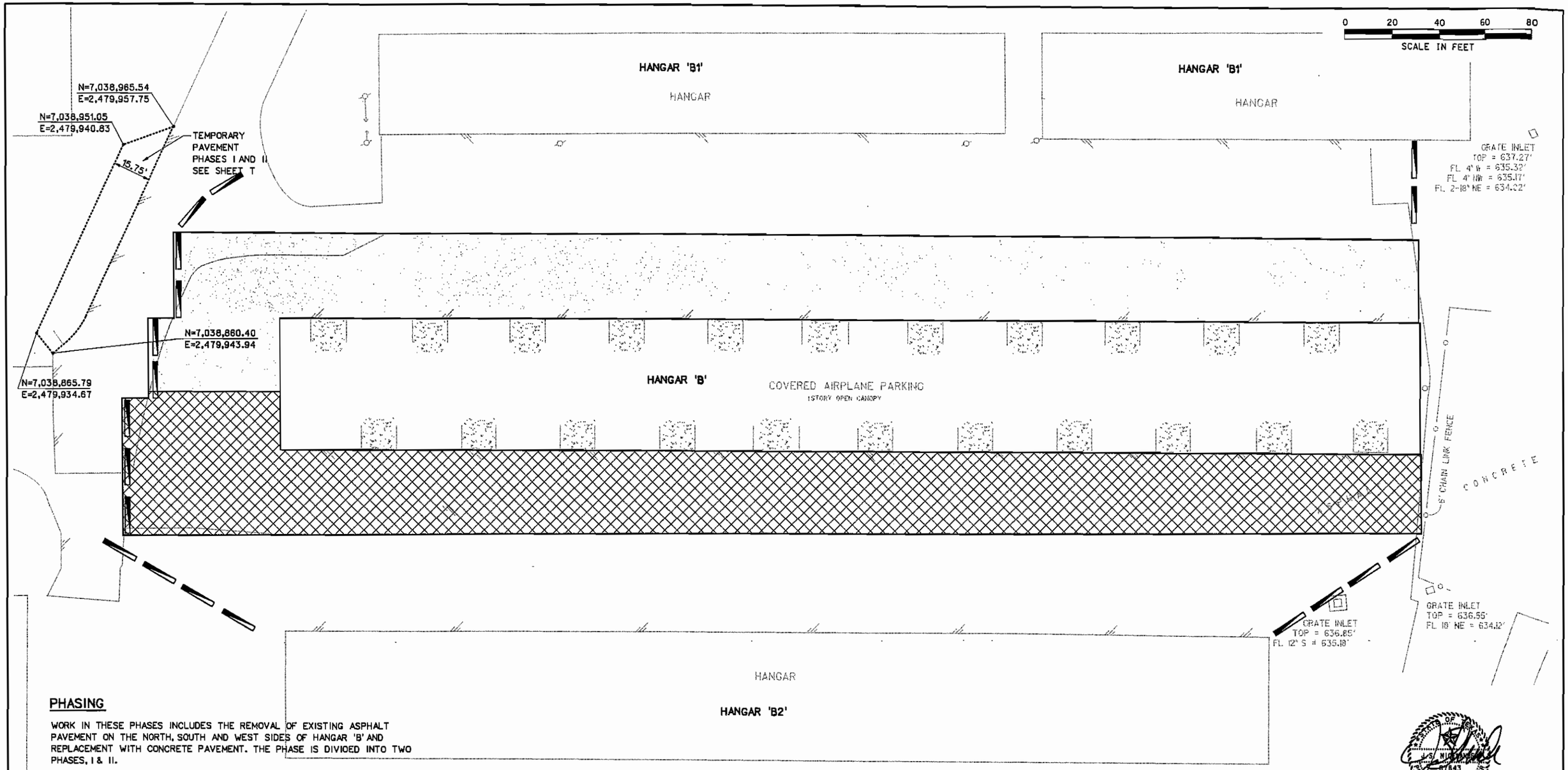

PHASING

WORK IN THESE PHASES INCLUDES THE REMOVAL OF EXISTING ASPHALT PAVEMENT ON THE NORTH, SOUTH AND WEST SIDES OF HANGAR 'B' AND REPLACEMENT WITH CONCRETE PAVEMENT. THE PHASE IS DIVIDED INTO TWO PHASES, I & II.

PHASE I - ALL WORK IN THIS PHASE IS TO BE COMPLETED WITHIN 84 CALENDAR DAYS. PRIOR TO THE START OF WORK, ALL AIRCRAFT HANGARED IN THE SOUTH HALF OF HANGAR 'B1' AND THE NORTH HALF OF HANGAR 'B' ARE TO BE RELOCATED. INSTALL BARRICADES AROUND THE LIMITS OF THE WORK ON THE WEST END OF HANGAR 'B' AND ACROSS THE ENTRANCE TO THE AREA BETWEEN HANGARS 'B' & 'B1'. WORK IN THIS PHASE WILL INCLUDE WORK ON THE RAMP AND HANGARS 'A' AND 'C'.

PHASE II - WORK IN THIS PHASE WILL START UPON COMPLETION OF PHASE I, THE REMOVAL OF PHASE I BARRICADES AND THE RELOCATION OF AIRCRAFT BACK INTO THE SOUTH SIDE OF HANGAR 'B1' AND THE NORTH SIDE OF HANGAR 'B'. PRIOR TO THE START OF WORK IN THIS PHASE, ALL AIRCRAFT HANGARED IN THE SOUTH HALF OF HANGAR 'B' AND THE NORTH HALF OF HANGAR 'B2' ARE TO BE RELOCATED. INSTALL BARRICADES AROUND THE LIMITS OF THE WORK ON THE WEST END OF HANGAR 'B' AND ACROSS THE EAST AND WEST ENTRANCES TO THE AREA BETWEEN HANGARS 'B' & 'B2'. THE CONTRACTOR IS REQUIRED TO COORDINATE WITH AIRPORT OPERATIONS AND THE AIRPORT TENANT AT THE SW CORNER OF HANGAR 'B' FOR ACCESS TO THE SOUTH. ALL WORK IN THIS PHASE IS TO BE COMPLETED WITHIN 70 CALENDAR DAYS. WORK IN THIS PHASE WILL INCLUDE WORK ON THE RAMP AND HANGARS 'A' AND 'C'.

LEGEND

- LIGHTED BARRICADES
- NIGHT WORK IN THIS AREA TO BE DONE DURING TAXILANE CLOSURE ONLY
- PHASE I
- PHASE II

J.S. HUDDLESTON 87843 REGISTERED PROFESSIONAL ENGINEER STATE OF TEXAS
5/18/03

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'

HANGAR 'B'
CONSTRUCTION PHASING PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
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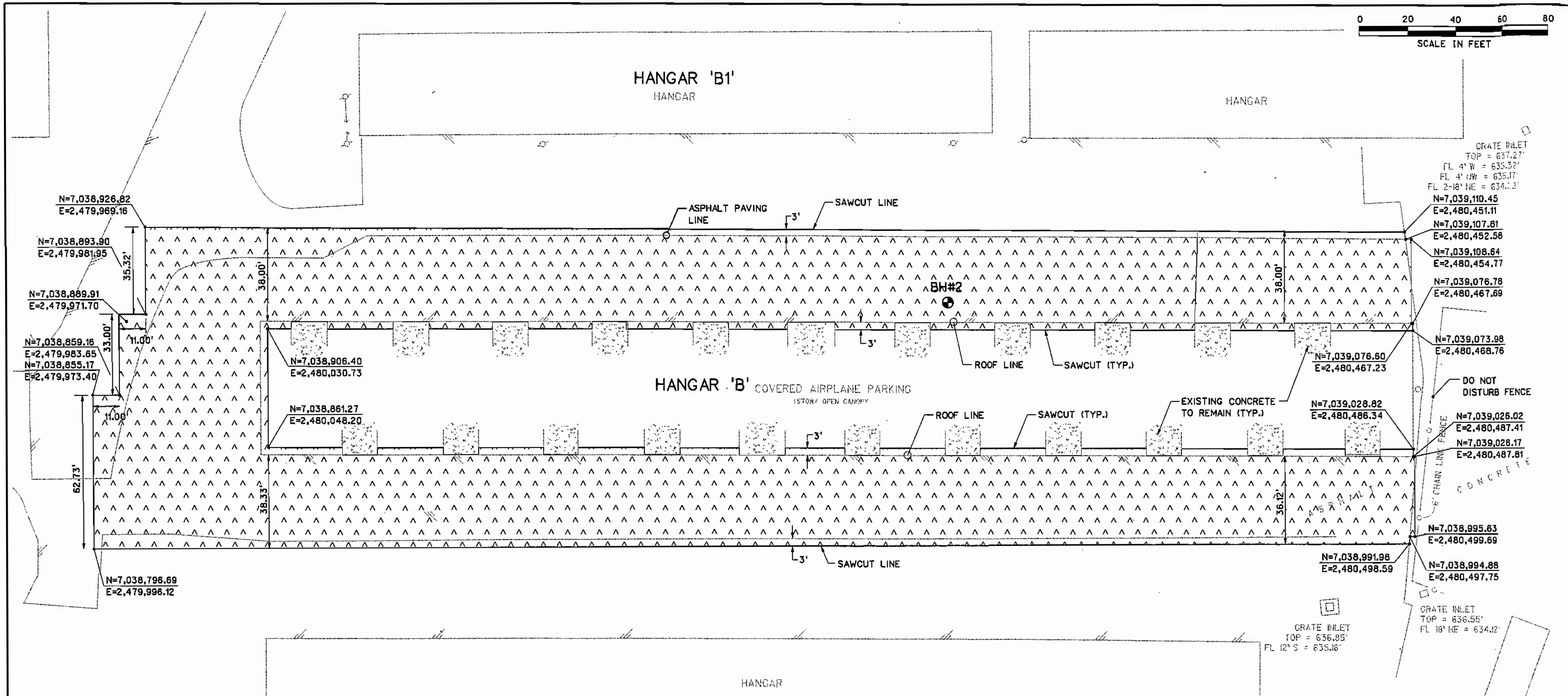
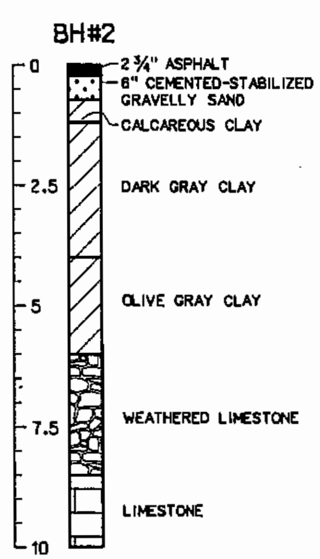
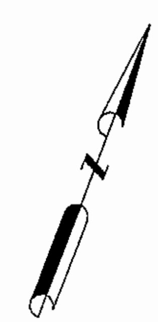


NOTES:

1. ALL SAWCUTTING ON THIS PROJECT SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS ON THIS PROJECT.

2. 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





LEGEND:

- ASPHALT REMOVAL
- CONCRETE REMOVAL
- EXISTING ASPHALT
- EXISTING CONCRETE

6/12/03

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'

HANGAR 'B' DEMOLITION AND BORING PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	18

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0 20 40 60 80
SCALE IN FEET

HANGAR 'B1'
HANGAR

HANGAR

TEMPORARY PAVEMENT

SEE PAVING JOINT DETAILS SHEET FOR "TYPICAL SECTION AT EXISTING ASPHALT DETAIL" FOR ALL CONNECTIONS TO EXISTING ASPHALT PAVEMENT

GRATE INLET
TOP = 637.27'
FL 4" W = 635.32'
FL 4" NW = 635.17'
FL 2-18" NE = 634.22'

41 PANELS @ 11.5' O.C. TYP = 471.5'

N=7,038,926.82
E=2,479,969.16

N=7,038,894.37
E=2,479,981.43

N=7,038,889.91
E=2,479,971.70

N=7,038,859.16
E=2,479,983.65

N=7,038,855.17
E=2,479,973.40

N=7,039,110.45
E=2,480,451.11

N=7,038,906.40
E=2,480,030.73

N=7,039,076.78
E=2,480,467.69

N=7,039,076.60
E=2,480,467.23

N=7,039,073.06
E=2,480,477.22

HANGAR 'B' COVERED AIRPLANE PARKING
1STORY OPEN CANOPY

N=7,038,861.27
E=2,480,048.20

N=7,039,028.82
E=2,480,486.34

N=7,039,026.02
E=2,480,487.41

N=7,039,026.17
E=2,480,487.81

6' CHAIN LINK FENCE

CONCRETE

ASPHALT

45 PANELS @ 10.5' O.C. TYP = 472.5'

N=7,038,991.98
E=2,480,498.59

N=7,038,796.69
E=2,479,998.12

GRATE INLET
TOP = 636.85'
FL 12" S = 635.18'

GRATE INLET
TOP = 636.35'
FL 18" NE = 634.12'

HANGAR

HANGAR 'B2'

NOTES:

1. EXTREME CARE SHALL BE EXERCISED AROUND THE HANGARS AND AIRCRAFT. HANGAR SHALL BE VACANT OF AIRCRAFT AND OTHER EQUIPMENT BEFORE OPERATIONS BEGIN. ANY AND ALL DAMAGE TO HANGARS AND AIRCRAFT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

2. SEE "APRON AND HANGAR TYPICAL SECTIONS" SHEET FOR SECTION 'A-A'.

3. SEE "PAVING JOINT DETAILS" SHEET FOR PAVING JOINTS DETAILS.

LEGEND

- TYPE "B" THICKENED EDGE EXPANSION JOINT
- TYPE "D" DOWELED CONSTRUCTION JOINT
- TYPE "E" HINGED (TIED) CONSTRUCTION JOINT
- TYPE "F" DOWELED CONTRACTION JOINT
- TYPE "G" HINGED (TIED) CONTRACTION JOINT
- TYPE "H" DUMMY CONTRACTION JOINT
- REINFORCED SLAB
- NON-REINFORCED SLAB
- ASPHALT PAVEMENT

STATE OF TEXAS
87843
REGISTERED PROFESSIONAL ENGINEER
5/13/03

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'

HANGAR 'B' PAVING AND JOINT LAYOUT PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	19

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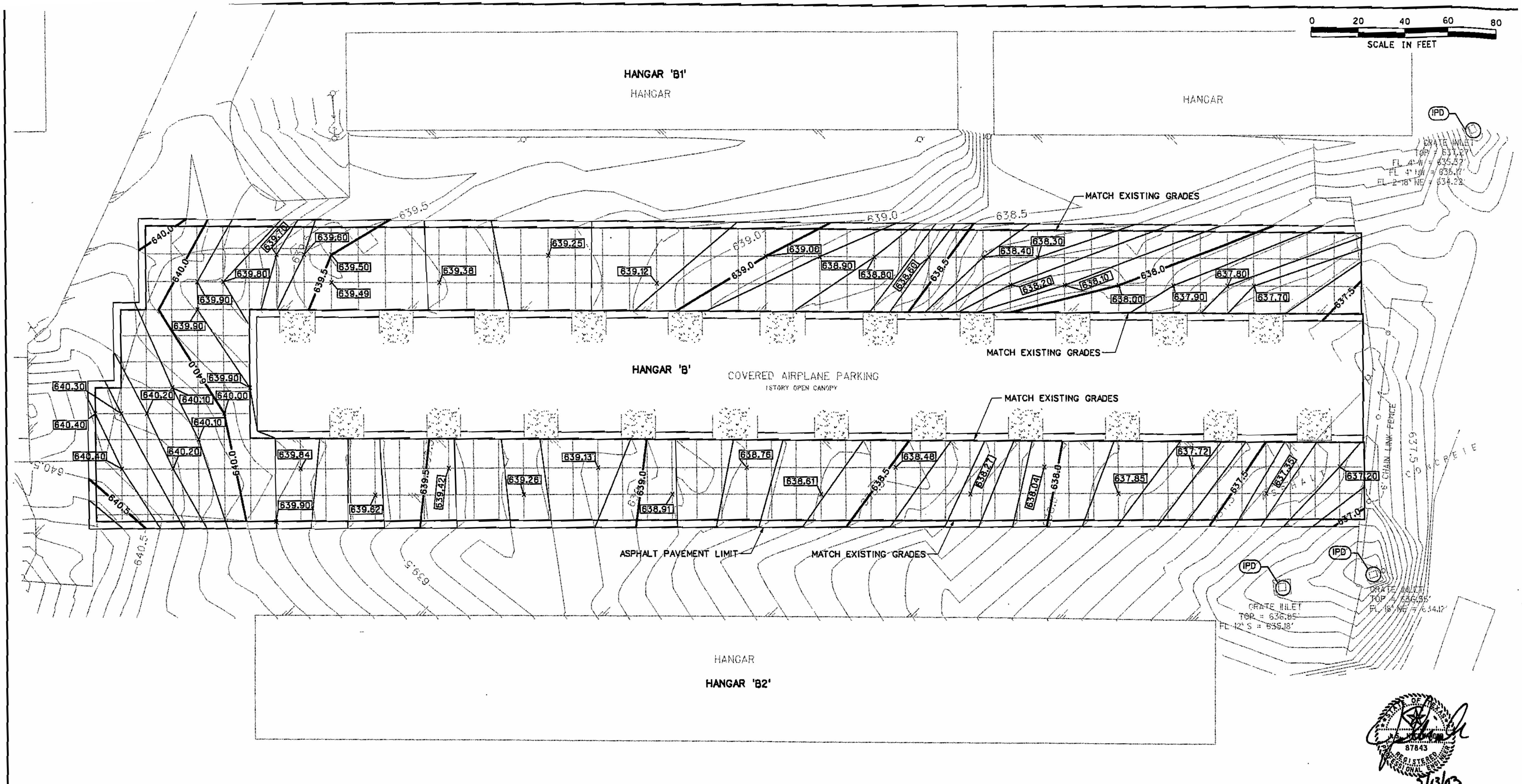

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NOTES:

1. CONTRACTOR TO MATCH EXISTING ELEVATIONS AT ALL CONCRETE PADS UNDERNEATH HANGAR B

LEGEND

- 641.5 PROPOSED 0.5' CONTOUR
- PROPOSED 0.1' CONTOUR
- 641.5 EXISTING 0.5' CONTOUR
- EXISTING 0.1' CONTOUR
- DRAINAGE AREA DIVIDE
- IPD INLET PROTECTION (DROP)

STATE OF TEXAS
J.S. NICEWANDER
87843
REGISTERED PROFESSIONAL ENGINEER
5/13/03

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'

HANGAR 'B' GRADING, DRAINAGE AND SW3P PLAN

TOWN OF ADDISON, TEXAS

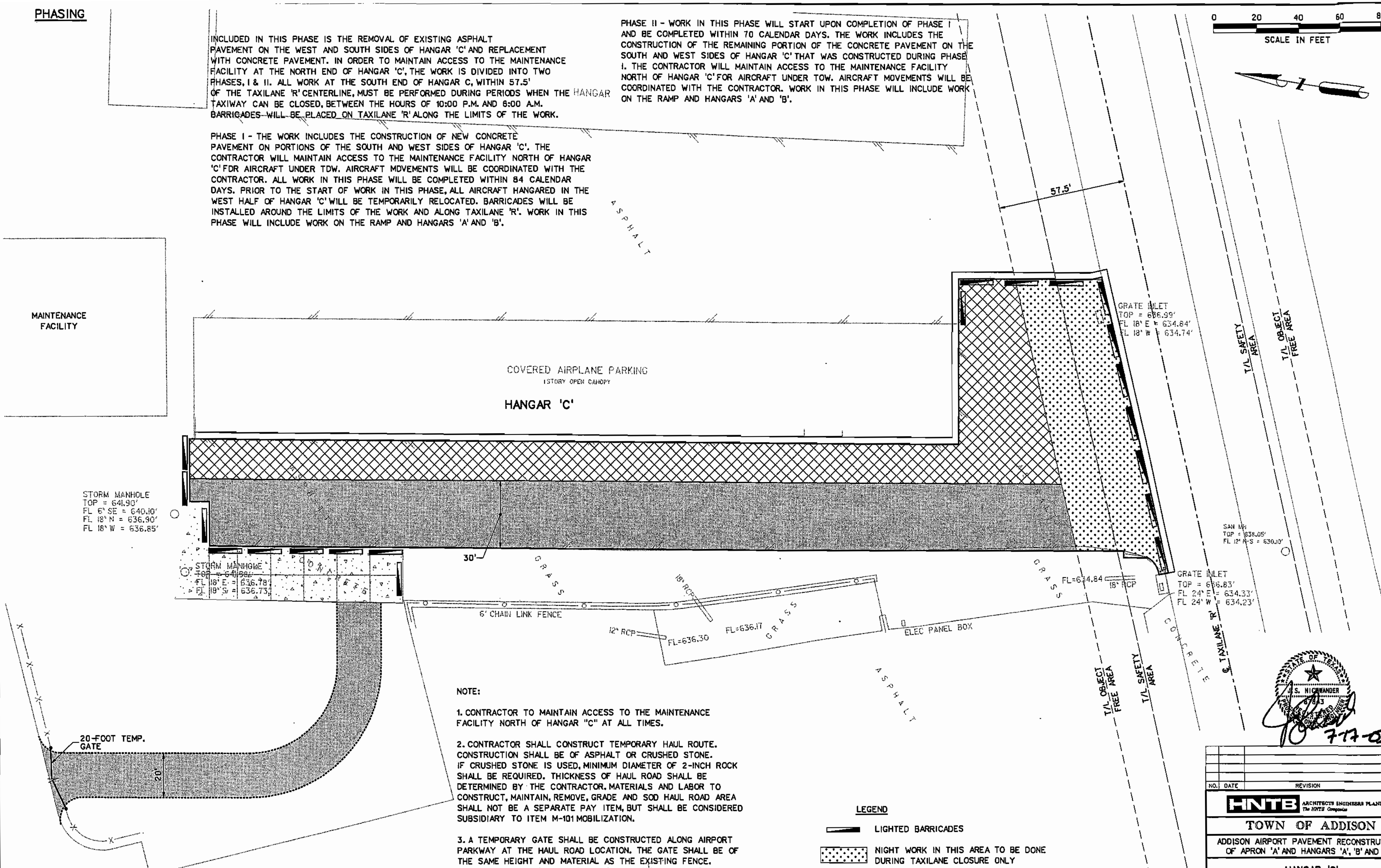
Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH				

PHASING

INCLUDED IN THIS PHASE IS THE REMOVAL OF EXISTING ASPHALT PAVEMENT ON THE WEST AND SOUTH SIDES OF HANGAR 'C' AND REPLACEMENT WITH CONCRETE PAVEMENT. IN ORDER TO MAINTAIN ACCESS TO THE MAINTENANCE FACILITY AT THE NORTH END OF HANGAR 'C', THE WORK IS DIVIDED INTO TWO PHASES, I & II. ALL WORK AT THE SOUTH END OF HANGAR C, WITHIN 57.5' OF THE TAXILANE 'R' CENTERLINE, MUST BE PERFORMED DURING PERIODS WHEN THE TAXIWAY CAN BE CLOSED, BETWEEN THE HOURS OF 10:00 P.M. AND 6:00 A.M. BARRICADES WILL BE PLACED ON TAXILANE 'R' ALONG THE LIMITS OF THE WORK.

PHASE I - THE WORK INCLUDES THE CONSTRUCTION OF NEW CONCRETE PAVEMENT ON PORTIONS OF THE SOUTH AND WEST SIDES OF HANGAR 'C'. THE CONTRACTOR WILL MAINTAIN ACCESS TO THE MAINTENANCE FACILITY NORTH OF HANGAR 'C' FOR AIRCRAFT UNDER TOW. AIRCRAFT MOVEMENTS WILL BE COORDINATED WITH THE CONTRACTOR. ALL WORK IN THIS PHASE WILL BE COMPLETED WITHIN 84 CALENDAR DAYS. PRIOR TO THE START OF WORK IN THIS PHASE, ALL AIRCRAFT HANGARED IN THE WEST HALF OF HANGAR 'C' WILL BE TEMPORARILY RELOCATED. BARRICADES WILL BE INSTALLED AROUND THE LIMITS OF THE WORK AND ALONG TAXILANE 'R'. WORK IN THIS PHASE WILL INCLUDE WORK ON THE RAMP AND HANGARS 'A' AND 'B'.

PHASE II - WORK IN THIS PHASE WILL START UPON COMPLETION OF PHASE I AND BE COMPLETED WITHIN 70 CALENDAR DAYS. THE WORK INCLUDES THE CONSTRUCTION OF THE REMAINING PORTION OF THE CONCRETE PAVEMENT ON THE SOUTH AND WEST SIDES OF HANGAR 'C' THAT WAS CONSTRUCTED DURING PHASE I. THE CONTRACTOR WILL MAINTAIN ACCESS TO THE MAINTENANCE FACILITY NORTH OF HANGAR 'C' FOR AIRCRAFT UNDER TOW. AIRCRAFT MOVEMENTS WILL BE COORDINATED WITH THE CONTRACTOR. WORK IN THIS PHASE WILL INCLUDE WORK ON THE RAMP AND HANGARS 'A' AND 'B'.



NOTE:

1. CONTRACTOR TO MAINTAIN ACCESS TO THE MAINTENANCE FACILITY NORTH OF HANGAR "C" AT ALL TIMES.

2. CONTRACTOR SHALL CONSTRUCT TEMPORARY HAUL ROUTE. CONSTRUCTION SHALL BE OF ASPHALT OR CRUSHED STONE. IF CRUSHED STONE IS USED, MINIMUM DIAMETER OF 2-INCH ROCK SHALL BE REQUIRED. THICKNESS OF HAUL ROAD SHALL BE DETERMINED BY THE CONTRACTOR. MATERIALS AND LABOR TO CONSTRUCT, MAINTAIN, REMOVE, GRADE AND SOD HAUL ROAD AREA SHALL NOT BE A SEPARATE PAY ITEM, BUT SHALL BE CONSIDERED SUBSIDIARY TO ITEM M-101 MOBILIZATION.

3. A TEMPORARY GATE SHALL BE CONSTRUCTED ALONG AIRPORT PARKWAY AT THE HAUL ROAD LOCATION. THE GATE SHALL BE OF THE SAME HEIGHT AND MATERIAL AS THE EXISTING FENCE. MATERIALS AND LABOR TO CONSTRUCT, MAINTAIN, AND REMOVE THE TEMPORARY GATE, ALONG WITH THE REPAIR OF THE FENCE AFTER THE GATE IS REMOVED SHALL NOT BE A SEPARATE PAY ITEM, BUT SHALL BE CONSIDERED SUBSIDIARY TO ITEM M-101 MOBILIZATION. THE FENCE SHALL BE IN AS GOOD OR BETTER CONDITION AFTER THE GATE IS REMOVED AS IT WAS PRIOR TO CONSTRUCTION.

LEGEND

- LIGHTED BARRICADES
- NIGHT WORK IN THIS AREA TO BE DONE DURING TAXILANE CLOSURE ONLY
- PHASE I
- PHASE II

J.S. NICKWANDER 87843 REGISTERED PROFESSIONAL ENGINEER

7-17-03

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'

HANGAR 'C' CONSTRUCTION PHASING PLAN

TOWN OF ADDISON, TEXAS

		DATE	PROJECT NO.	SHEET
Design JSN	Drawn GFS	MAY 2003	37365	21
Check JDH	Check JSN			

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HANGAR

ASPHALT

MAINTENANCE FACILITY

COVERED AIRPLANE PARKING
1 STORY OPEN CANOPY

HANGAR 'C'

ROOF LINE

SAWCUT LINE

3'

23.5'

N=7,038,094.57
E=2,480,138.25

N=7,038,092.76
E=2,480,141.63

N=7,037,762.63
E=2,480,264.39

N=7,037,751.92
E=2,480,190.18

N=7,037,700.60
E=2,480,273.24

N=7,037,693.30
E=2,480,276.06

BH#1

STORM MANHOLE
TOP = 641.30'
FL 6" SE = 640.10'
FL 18" N = 636.90'
FL 18" W = 636.85'

N=7,038,090.51
E=2,480,110.49

N=7,038,081.75
E=2,480,111.84

N=7,038,078.88
E=2,480,092.14

STORM MANHOLE
TOP = 641.66'
FL 18" E = 636.78'
FL 18" S = 636.73'

6' CHAIN LINK FENCE

12" RCP

FL=636.30

FL=636.17

18" RCP

GRASS

ELEC PANEL BOX

GRATE INLET
TOP = 636.09'
FL 18" E = 634.84'
FL 18" W = 634.74'

EXISTING INLET
TO BE REMOVED
AND REPLACED

REMOVE 141 LF
EXISTING PIPE

FL=634.84

18" RCP

GRATE INLET
TOP = 636.83'
FL 24" E = 634.33'
FL 24" W = 634.23'

N=7,037,642.70
E=2,480,145.53

SAN MH
TOP = 638.05'
FL 12" N,S = 630.10'

T/L SAFETY AREA

T/L OBJECT FREE AREA

℄ TAXILANE 'R'

CONCRETE

0 20 40
SCALE IN

LEGEND:

ASPHAL

CONCRE

EXISTIN

EXISTIN

BH#1

DEPTH IN FEET	
0	2¼" ASPHALT 6¾" CEMENTED-STABILIZED GRAVELLY SAND DARK GRAY CLAY W/ LIMESTONE FRAGMENTS
2.5	DARK GRAY CLAY
5	WEATHERED LIMESTONE
7.5	
10	LIMESTONE

NOTE:

ALL SAWCUTTING ON THIS PROJECT SHALL BE SUBSIDIARY TO THE VARIOUS BID ITEMS ON THE PROJECT.

67843
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	REVISION

HNTB ARCHITECTS | The HNTB Comp

TOWN OF AD

ADDISON AIRPORT PAVEMENT F
OF APRON 'A' AND HANGARS

HANGAR 'C' DEMOL
AND BORING PL

TOWN OF ADDISON

Design JSN | Drawn GFS | DATE

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HANGAR

ASPHALT

MAINTENANCE FACILITY

COVERED AIRPLANE PARKING
1 STORY OPEN CANOPY

HANGAR 'C'

SCALE IN FEET
0 20 40 60 80

N=7,037,762.63
E=2,480,264.39

4 PANELS @ 15' O.C. = 60'

N=7,037,700.60
E=2,480,273.24

N=7,037,693.30
E=2,480,276.06

8.16'

CRATE INLET
TOP = 636.99'
FL 18" E = 634.84'
FL 18" W = 634.74'

3' TYP.

PANELS @ 15' O.C.

T/L SAFETY AREA

T/L OBJECT FREE AREA

N=7,038,094.57
E=2,480,138.25

N=7,038,092.76
E=2,480,141.63

N=7,037,751.92
E=2,480,190.16

3'

A

A

17.84'

15' TYP.

15' TYP.

STORM MANHOLE
TOP = 641.90'
FL 6" SE = 640.10'
FL 18" N = 636.90'
FL 18" W = 636.85'

N=7,038,090.51
E=2,480,110.49

N=7,038,081.75
E=2,480,111.84

N=7,038,078.88
E=2,480,092.14

12.82' 15.00' 15.00' 15.00' 15.00' 15.00'

STORM MANHOLE
TOP = 641.98'
FL 18" E = 636.78'
FL 18" S = 636.73'

16 PANELS @ 15' O.C. = 240'

12.8'

5 PANELS @ 15' O.C. = 75'

EXIST. JOINT

MATCH EXISTING JOINT
APPROX. 15' O.C.

GRASS

18" RCP

6' CHAIN LINK FENCE

12" RCP

FL=636.30

FL=636.17

GRASS

ELEC PANEL BOX

N=7,037,667.48
E=2,480,151.16

N=7,037,667.05
E=2,480,148.19

FL=634.84

18" RCP

R=10'

N=7,037,656.15
E=2,480,149.75

N=7,037,649.82
E=2,480,143.06

SAN MH
TOP = 638.05'
FL 12" N-S = 630.10'

N=7,037,642.70
E=2,480,145.53

CRATE INLET
TOP = 636.83'
FL 24" E = 634.33'
FL 24" W = 634.23'

ASPHALT

CONCRETE

T/L OBJECT FREE AREA

T/L SAFETY AREA

C TAXILANE 'B'

20-FOOT TEMP. GATE

TEMPORARY PAVEMENT (CONTRACTOR HAUL ROUTE)

NOTES:

1. EXTREME CARE SHALL BE EXERCISED AROUND THE HANGARS AND AIRCRAFT. HANGAR SHALL BE VACANT OF AIRCRAFT AND OTHER EQUIPMENT BEFORE OPERATIONS BEGIN. ANY AND ALL DAMAGE TO HANGARS AND AIRCRAFT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

2. CONTRACTOR TO MATCH EXISTING JOINT LINES ALONG THE MAINTENANCE FACILITY PAVEMENT.

3. SEE "APRON AND HANGAR TYPICAL SECTIONS" SHEET FOR SECTION 'A-A'.

4. SEE "PAVING JOINT DETAILS" SHEET FOR PAVING JOINTS DETAILS.

LEGEND

- TYPE "B" THICKENED EDGE EXPANSION JOINT
- TYPE "D" DOWELED CONSTRUCTION JOINT
- TYPE "E" HINGED (TIED) CONSTRUCTION JOINT
- TYPE "F" DOWELED CONTRACTION JOINT
- TYPE "G" HINGED (TIED) CONTRACTION JOINT
- TYPE "H" DUMMY CONTRACTION JOINT
- REINFORCED SLAB
- NON-REINFORCED SLAB
- ASPHALT PAVEMENT

STATE OF TEXAS
J.S. NICKANDER
87843
LICENSED PROFESSIONAL ENGINEER

7-17-03

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'

HANGAR 'C' PAVING AND JOINT LAYOUT PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	23

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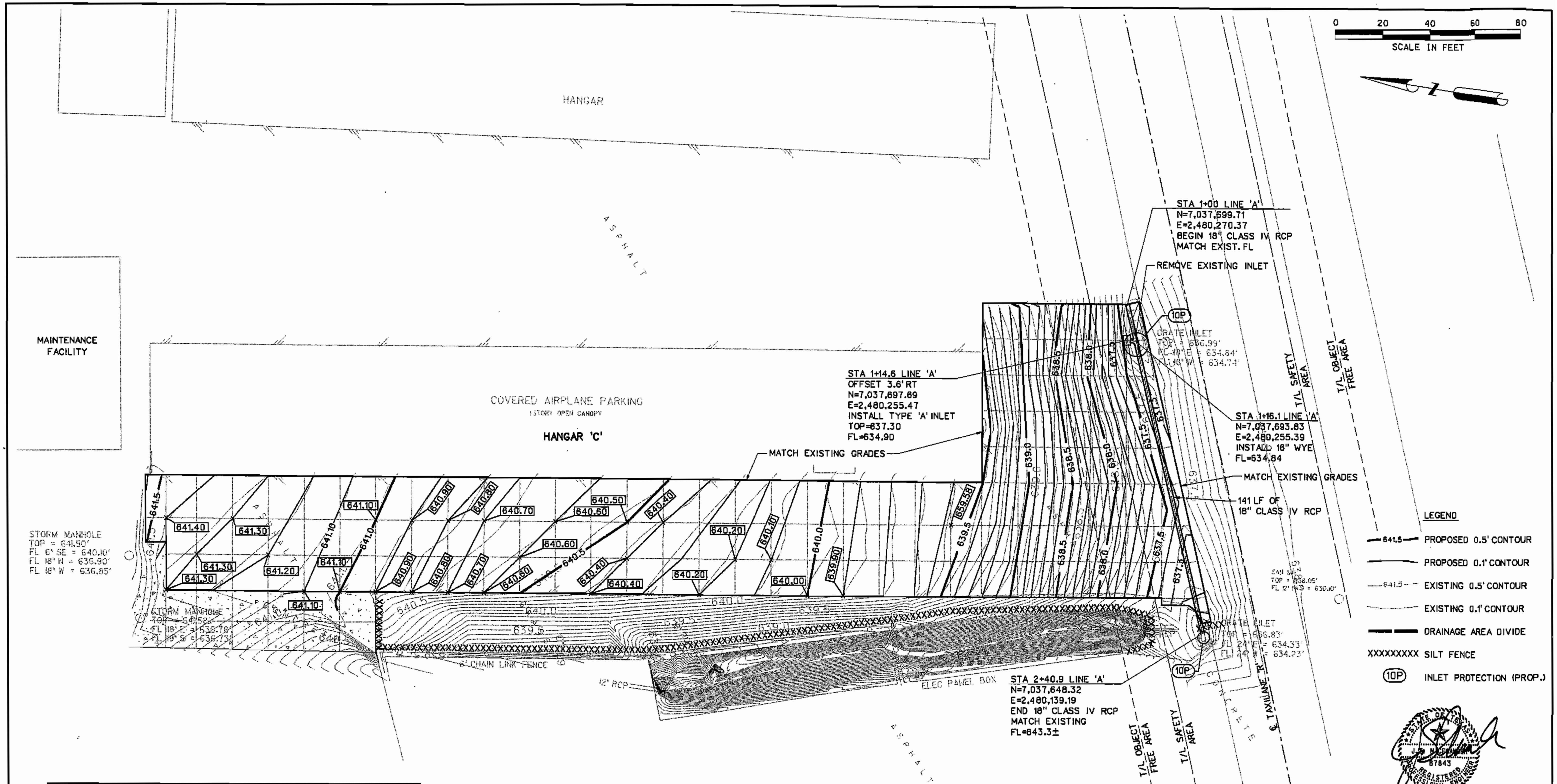

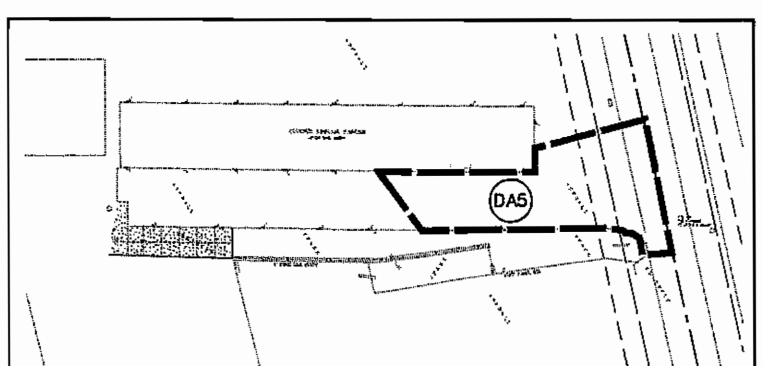

DRAINAGE AREA MAP
NOT TO SCALE

HANGAR 'C' DRAINAGE TABLE

DRAINAGE AREA	AREA (ACRES)	C	Tc (min)	I-100 (in/hr)	Q (cfs)
DA5	0.323	0.90	10	8.74	2.54

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'

HANGAR 'C' GRADING, DRAINAGE AND SW3P PLAN

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	24

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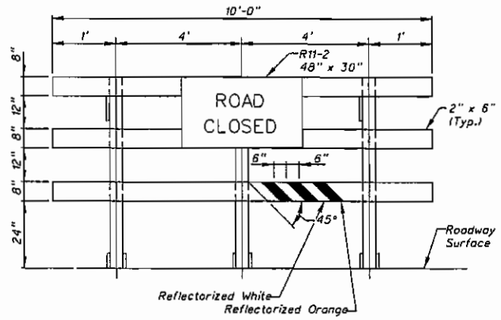
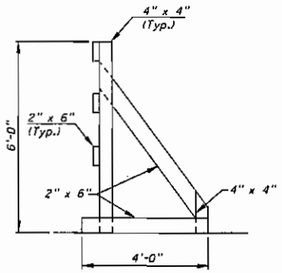
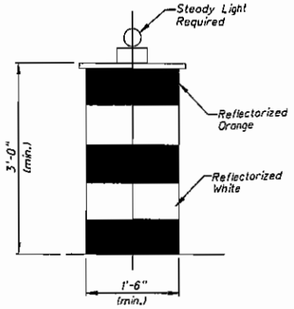


ELEVATION

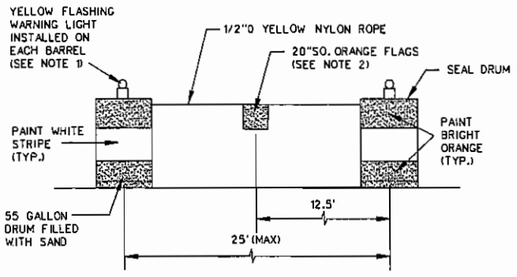


END VIEW

TYPICAL TYPE III BARRICADE
N.T.S.



TYPICAL DRUM
N.T.S.



BARREL BARRICADE
N.T.S.

TYPICALLY USED FOR TAXIWAYS, TAXILANES AND RUNWAYS TO DEFINE THE CONSTRUCTION AREA.

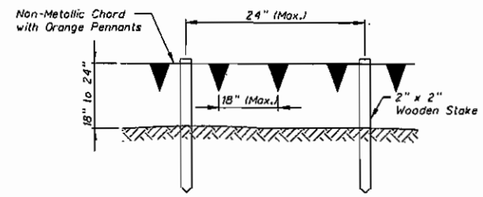
NOTES:

1.- FLASHING YELLOW LIGHTS SHALL BE BATTERY POWERED AND SHALL OPERATE INDEPENDENTLY OF EACH OTHER.

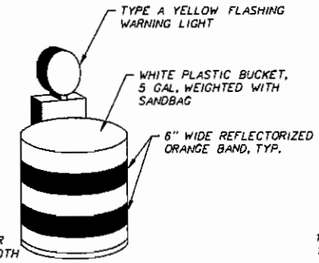
2.- 20" x 20" SQUARE ORANGE FLAGS SHALL BE INSTALLED SO THAT THE FLAG IS ALWAYS IN THE EXTENDED POSITION.

LEGEND

- Crossing Flagger
- Barrier
- Barricade
- Delineation Flagging
- Closed Runway or Taxiway Marker

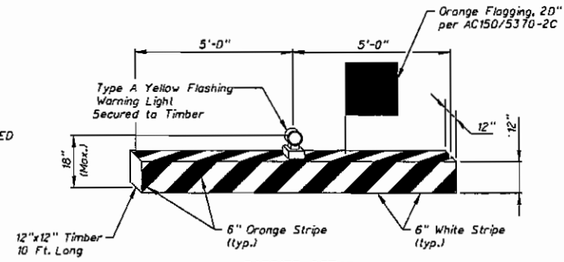


DELINEATION FLAGGING DETAIL
N.T.S.

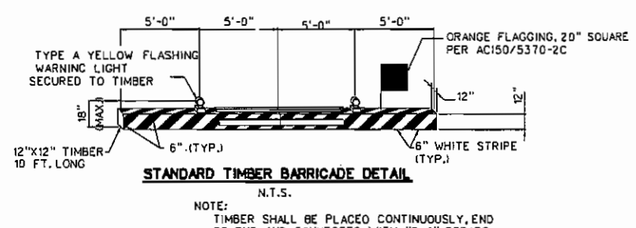


NOTE:
BARRICADES TO BE SPACED 5'ON CENTER MAXIMUM ACROSS WIDTH OF ALL CLOSED T/W - R/W ACCESS POINTS.

BARRICADE DETAIL
N.T.S.

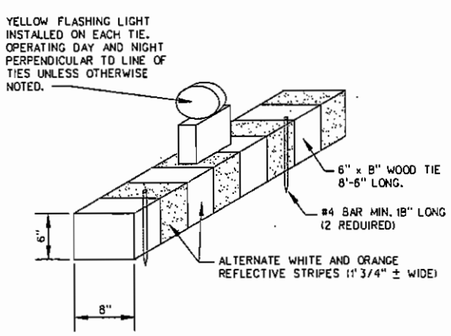


BARRIER DETAIL
N.T.S.
NOTE: Timbers Shall Be Placed Continuously, End to End.



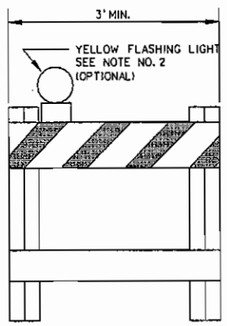
STANDARD TIMBER BARRICADE DETAIL
N.T.S.

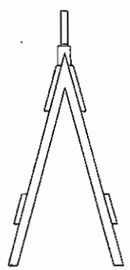
NOTE:
TIMBER SHALL BE PLACED CONTINUOUSLY, END TO END AND CONNECTED WITH "2x4" STRAPS ON THE TOP AND BOTH SIDES.



TYPICALLY USED WHERE THE LIMIT OF CONSTRUCTION IS ADJECENT TO THE EDGE OF PAVEMENT OF AN ACTIVE TAXIWAY OR TAXILANE.

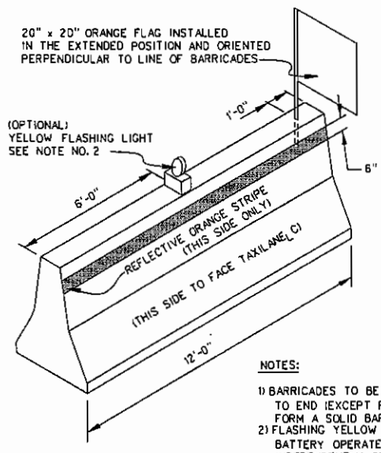
RAILROAD TIES BARRICADE
N.T.S.





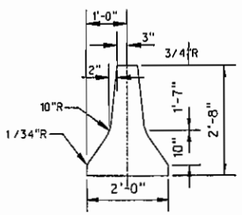
NOTES:
1) THIS APPROVED CONTROL DEVICE MAY BE USED ON PUBLIC HIGHWAYS, ROADS AND STREETS.
2) FLASHING YELLOW LIGHTS SHALL BE BATTERY OPERATED AND OPERATE INDEPENDENTLY OF EACH OTHER

TYPE-I BARRICADE
N.T.S.



NOTES:
1) BARRICADES TO BE PLACED END TO END (EXCEPT FOR OPENINGS) TO FORM A SOLID BARRIER WALL.
2) FLASHING YELLOW LIGHTS SHALL BE BATTERY OPERATED AND OPERATE INDEPENDENTLY OF EACH OTHER

JERSEY CURB BARRICADE
N.T.S.



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TOWN OF ADDISON

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

BARRICADE DETAILS

TOWN OF ADDISON, TEXAS

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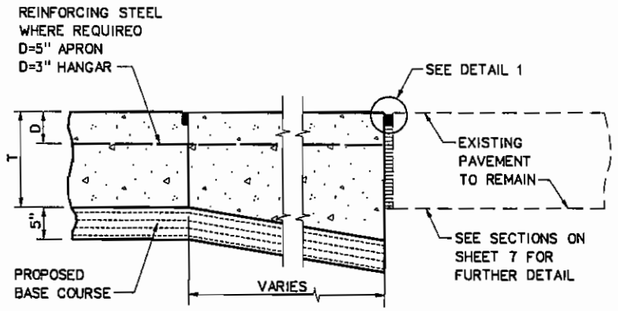
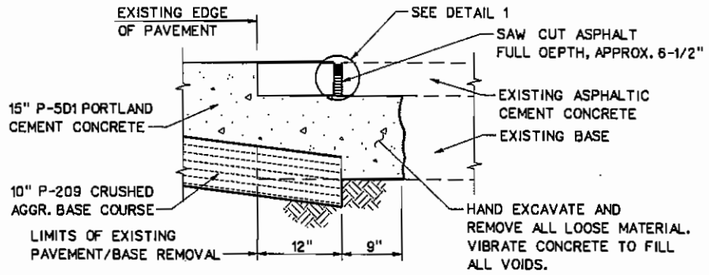
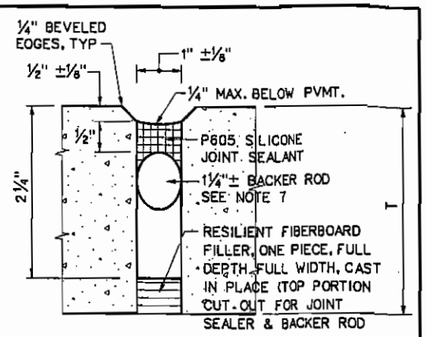


TYPE B-THICKENED EDGE
NOT TO SCALE

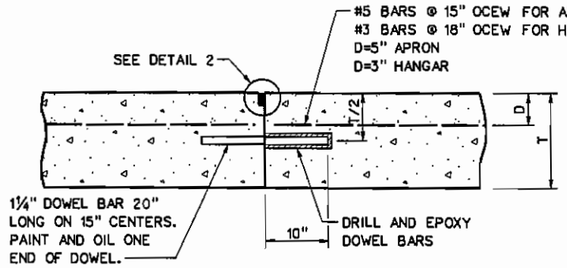


TYPICAL SECTION AT EXISTING ASPHALT PAVEMENT
NOT TO SCALE

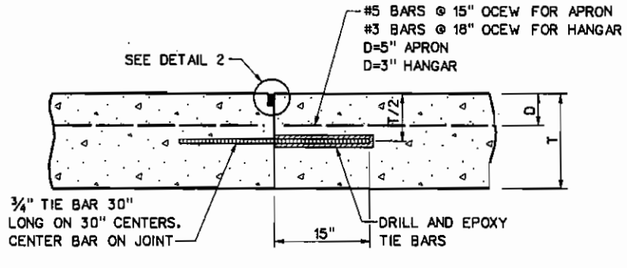
EXPANSION JOINTS



DETAIL 1 - EXPANSION JOINT TYPE A
NOT TO SCALE

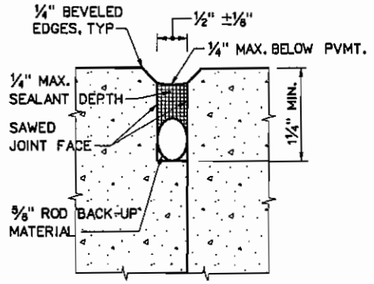


TYPE D-DOWELED
NOT TO SCALE

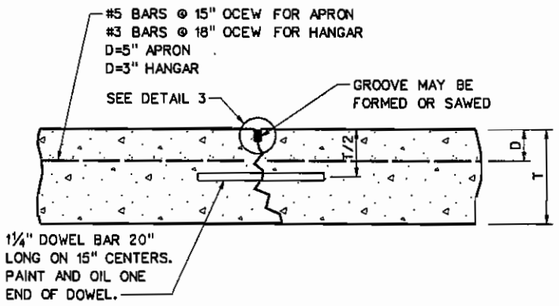


TYPE E-HINGED
NOT TO SCALE

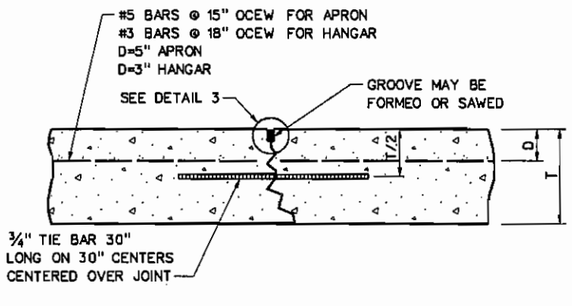
CONSTRUCTION JOINTS



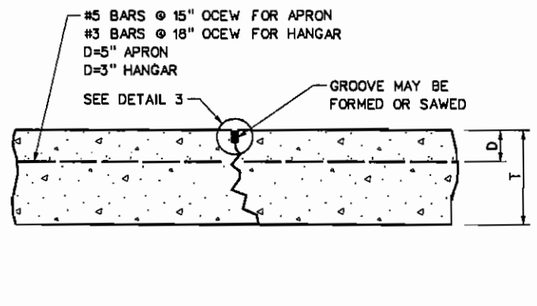
DETAIL 2 - CONSTRUCTION JOINTS TYPE D AND E
NOT TO SCALE



TYPE F-DOWELED
NOT TO SCALE

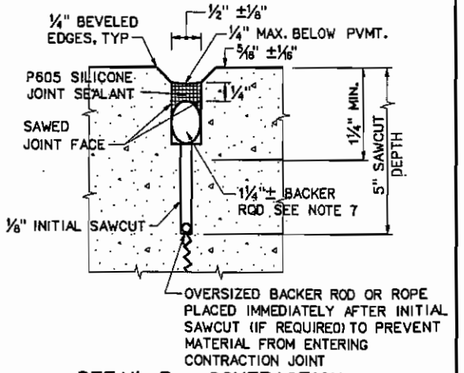


TYPE G-HINGED
NOT TO SCALE



TYPE H-DUMMY
NOT TO SCALE

CONTRACTION JOINTS



DETAIL 3 - CONTRACTION JOINTS TYPE F, G AND H
NOT TO SCALE

NOTES:

1. LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS SHALL NOT REQUIRE INITIAL SAW CUT.
2. TRANSVERSE CONSTRUCTION JOINTS SHALL BE USED ONLY AS APPROVED BY THE ENGINEER.
3. DOWELS AND TIE BARS FOR CONSTRUCTION JOINTS AT EXISTING PAVEMENT EDGE SHALL BE DRILLED AND BONDED IN PLACE BY APPROVED CONSTRUCTION METHODS.
4. DRILLING METHOD SHALL BE CAPABLE OF MAINTAINING DRILL HOLES (A) PARALLEL TO THE CONCRETE SURFACE AND (B) NORMAL TO THE JOINT LINE WITHIN ¼"(±) AT THE END OF THE DOWEL OR TIE BAR EXCEPT WHERE SPECIFIED OTHERWISE. DRILL HOLES SHALL BE ACCURATELY LAID OUT SO THAT THE MAX. DEVIATION DOES NOT EXCEED 1". DRILL HOLE DIAMETER TO BE APPROXIMATELY 1-3/4" FOR 1-3/8" DOWELS AND TIE BARS.
5. AFTER THE DRILLING IS COMPLETE AND PRIOR TO THE INSTALLATION OF THE DOWELS OR TIE BARS, THE HOLES SHALL BE THOROUGHLY CLEANED TO REMOVE DRILLING DUST, CONCRETE CHIPS AND ANY MATERIAL DETRIMENTAL TO DEVELOPING BOND.
6. EPOXY GEL SHALL BE APPLIED TO THE DOWEL AND SUFFICIENT GEL PLACED IN THE BACK OF THE HOLE WITH A MECHANICAL MIXER/PUMP DEVICE SO THAT A SLIGHT AMOUNT OF GEL WILL BE FORCED OUT WHEN THE DOWEL OR TIE BAR IS INSERTED AND TAPPED TO THE CORRECT POSITION. IT WILL BE NECESSARY TO TWIST THE BAR BACK AND FORTH SEVERAL TIMES TO ELIMINATE THE AIR ENTRAPPED IN THE HOLE. SMALL WEDGES MAY BE USED TO SUPPORT THE DOWEL OR TIE BAR IN CORRECT ALIGNMENT UNTIL THE GEL HARDENS.
7. THE BACKER ROD MATERIAL SHALL BE INSTALLED WITH THE SEALANT AND SLIGHTLY OVERSIZED TO PREVENT MOVEMENT DURING THE JOINT SEALING OPERATION.
8. THE WIDTH OF ALL JOINTS SHALL BE CORRECTED FOR 88°F.
9. T=12" FOR APRON 'A'
   T=8" FOR HANGARS

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HNTB ARCHITECTS ENGINEERS PLANNERS
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TOWN OF ADDISON

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

PAVING JOINT DETAILS

TOWN OF ADDISON, TEXAS

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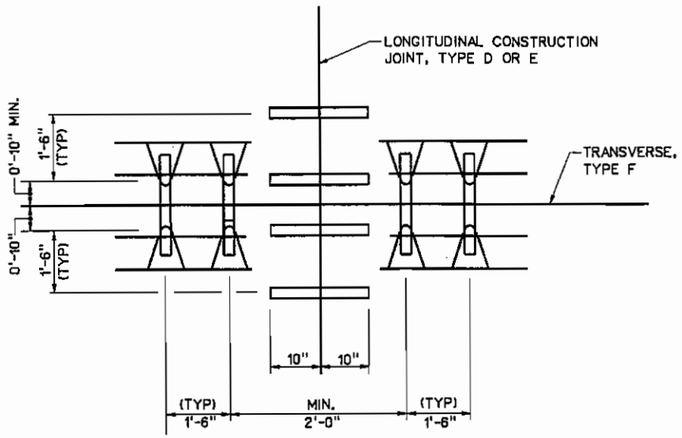
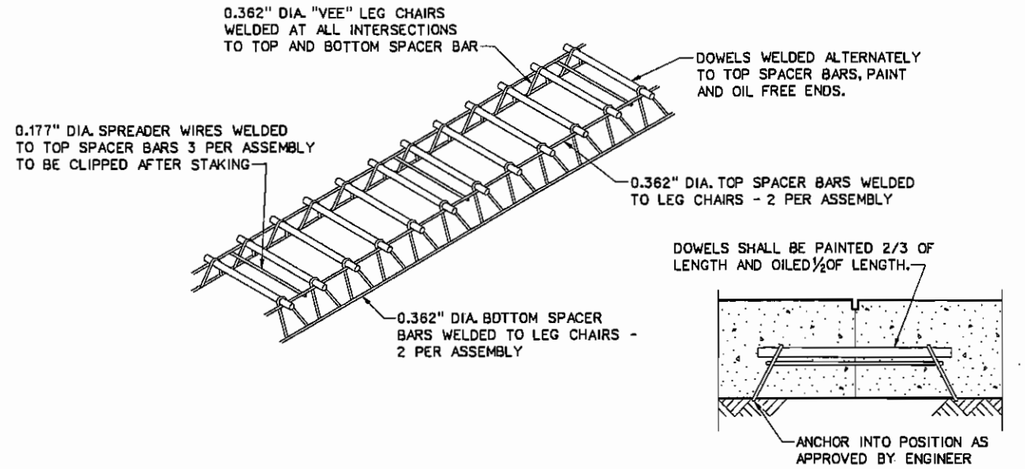


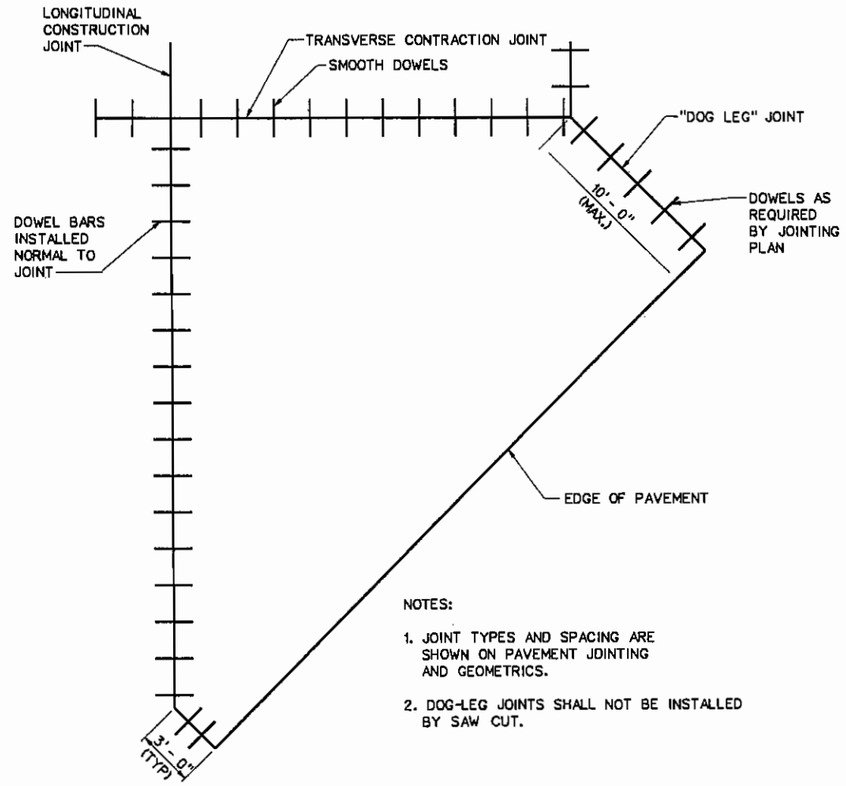
TYPICAL DOWEL BAR SPACING AT JOINT INTERSECTION

NOT TO SCALE



DOWEL BAR ASSEMBLY

NOT TO SCALE



NOTES:

1. JOINT TYPES AND SPACING ARE SHOWN ON PAVEMENT JOINTING AND GEOMETRICS.
2. DOG-LEG JOINTS SHALL NOT BE INSTALLED BY SAW CUT.

TYPICAL FILLET DETAIL

NOT TO SCALE

87843 REGISTERED PROFESSIONAL ENGINEER
5/13/03

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TOWN OF ADDISON

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

PAVING DETAILS

TOWN OF ADDISON, TEXAS

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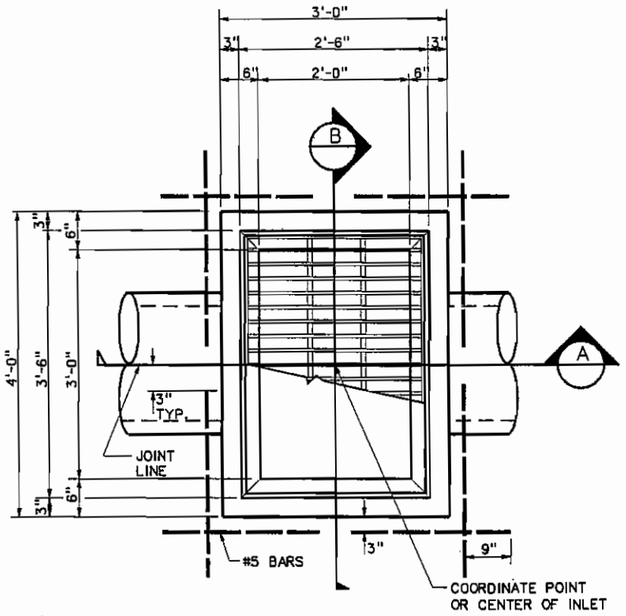
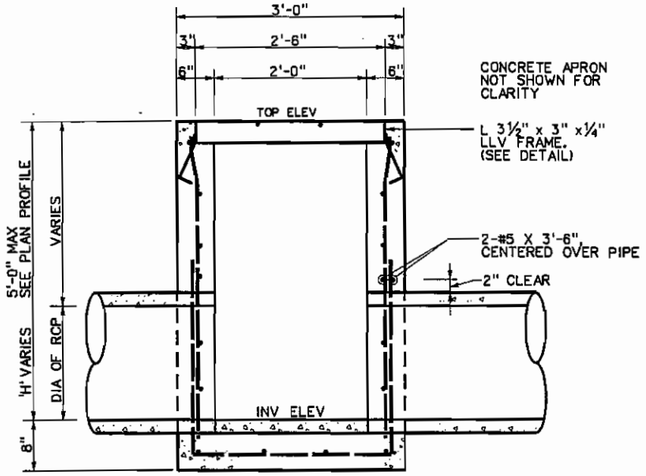
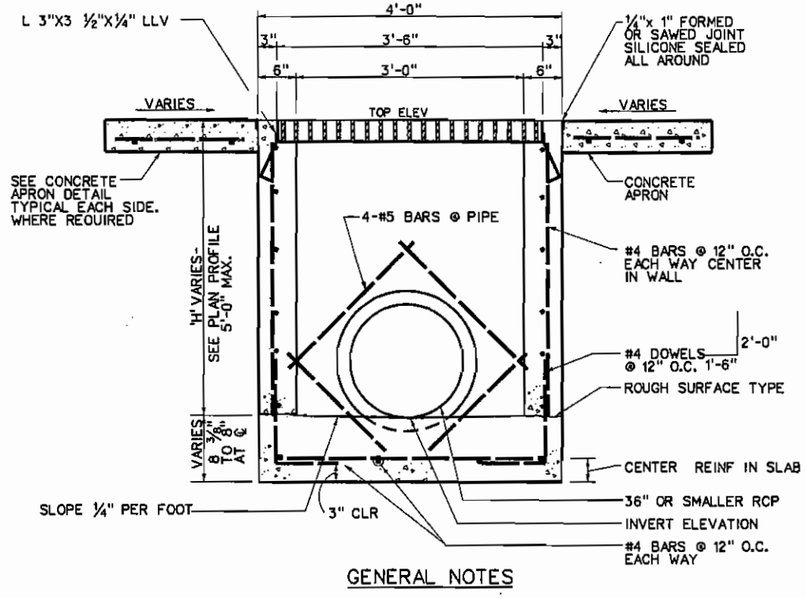


TYPE 'A' INLET PLAN VIEW
NOT TO SCALE

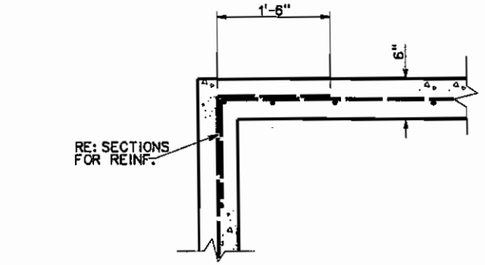


A SECTION TYPE 'A' INLET
NOT TO SCALE



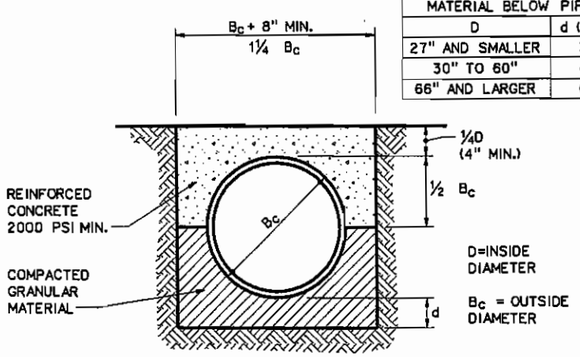
GENERAL NOTES

B SECTION TYPE 'A' INLET
NOT TO SCALE

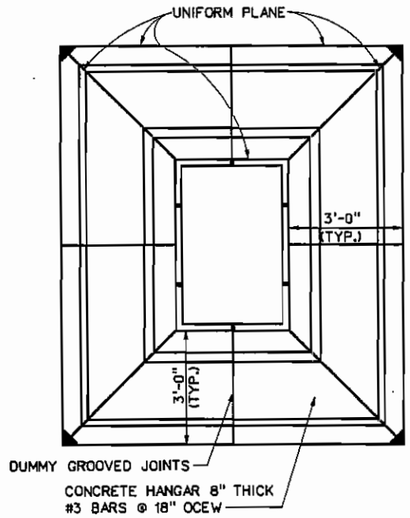


CONCRETE REINFORCEMENT DETAIL IN WALLS
NOT TO SCALE

DEPTH OF BEDDING MATERIAL BELOW PIPE	
D	d (MIN.)
27" AND SMALLER	3"
30" TO 60"	4"
66" AND LARGER	6"



CONCRETE ARCH TRENCH BEDDING DETAIL
NOT TO SCALE



PLAN

CONCRETE APRON WILL BE INCLUDED AND CONSIDERED INCIDENTAL TO THE PRICE BID FOR D-751, INLETS.

TYPICAL CONCRETE APRON DETAIL FOR TYPE 'A' INLETS
NOT TO SCALE

GENERAL NOTES

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 POUNDS PER SQUARE INCH AT 28 DAYS. DESIGN MIX FOR 4,000 POUND CONCRETE SHALL CONTAIN A MINIMUM OF 500 POUNDS OF CEMENTIOUS MATERIAL PER CUBIC YARD AND SHALL CONFORM TO THE REQUIREMENTS OF ITEM P-610 OF THE SPECIFICATIONS.
2. REINFORCING STEEL SHALL CONFORM TO ASTM DESIGNATION A-615, GRADE 80.
3. REINFORCING BARS SHALL BE SUPPORTED, SPACED AND ACCURATELY SECURED IN PLACE BY BOLSTERS, SPACERS OR CHAIRS IN ACCORDANCE WITH ITEM P-610 OF THE SPECIFICATIONS, AND IN ACCORDANCE WITH ACI "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES".
4. ALL REINFORCING STEEL SHALL BE LAPPED A MINIMUM OF 36 BAR DIAMETERS AT ALL CORNERS AND AT ALL SPLICE POINTS UNLESS OTHERWISE NOTED ON THE PLANS.
5. ALL REINFORCING STEEL SHALL BE CUT AND BENT AS REQUIRED TO CLEAR PIPES.
6. ALL INLETS OVER A DEPTH OF 5 FEET SHALL BE FURNISHED WITH MANHOLE STEPS, STEPS SHALL CONFORM TO DETAILS SHOWN ON THE PLANS AND TO THE SPECIFICATIONS.
7. CONSTRUCTION JOINTS WILL BE PERMITTED AS SHOWN ON THE PLANS.
8. CONSTRUCTION JOINTS SHOWN AT THE BASE OF STRUCTURES MAY BE RAISED A MAXIMUM OF 6" AT THE OPTION OF THE CONTRACTOR. IF THE CONSTRUCTION JOINT IS RAISED THE LENGTH OF VERTICAL STEEL MUST BE ADJUSTED ACCORDINGLY.
9. PIPE LINES WILL ENTER GRATE INLETS AT LOCATIONS INDICATED ON THE PLANS.
10. CHAMFER ALL EXPOSED CONCRETE CORNERS ¾".
11. ALL MATERIALS FOR GRATING SHALL BE HOT DIP GALVANIZED AFTER FABRICATION.
12. PRE-MANUFACTURE INLETS WITH H-20 LOADING MAY BE BROOKS 24-24-CB, UTILITY PRECAST CB2424 OR APPROVED EQUAL.

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

TYPE 'A' INLET DETAILS

TOWN OF ADDISON, TEXAS

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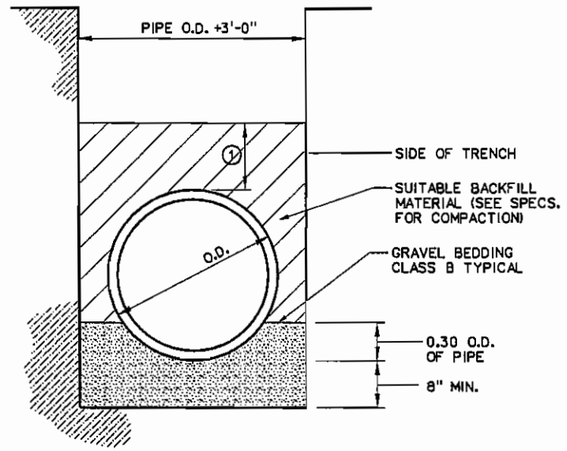


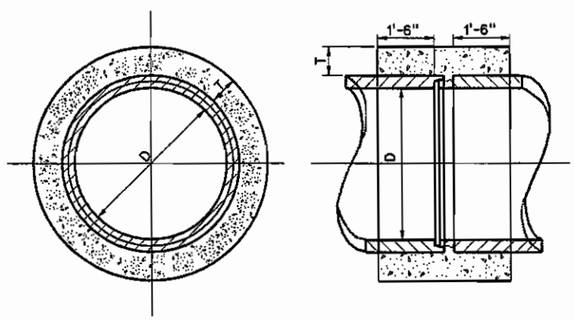
(1) MEET THE REQUIREMENTS SET BY THE CONTRACTOR'S GEOTECHNICAL ENGINEER FOR TRENCH SAFETY.

STORM SEWER TRENCH BEDDING DETAIL

NOT TO SCALE

NOTES:

1. BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES. FILL THE VOIDS BETWEEN BALES WITH SURPLUS STRAW. PLACE BALES WITH BINDING PARALLEL TO GROUND SURFACE.
2. EACH BALE SHALL BE ENBEDDED IN SOIL A MINIMUM OF 4 INCHES.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY WOOD STAKES DRIVEN THROUGH THE BALES. THE FIRST STAKE IN EACH BALE SHALL BE ANGLED TOWARDS THE PREVIOUS BALE TO FORCE THE BALES TOGETHER.
4. BALES SHALL BE BOUND BY EITHER WIRE OR NYLON ROPE TIED ACROSS THE HAY BALES.
5. MAINTENANCE OR REPALCEMENT OF BALES SHALL BE PERFORMED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.
6. HYDROSEEDING SHALL BE APPLIED WITHIN 5 CALENDAR DAYS AFTER FINAL GRADING OF THE PARTICULAR PHASE OF CONSTRUCTION.
7. TEMPORARY PROTECTION OF EXPOSED STOCKPILES OF SOIL SHALL BE PROVIDED AS SOON AS POSSIBLE BY COVERING WITH PROTECTIVE LINERS.
8. WHEN PERMANENT SEEDING IS SPECIFIED FOR THE SAME AREAS CALLED OUT TO BE SEEDED FOR SILTATION AND EROSION CONTROL PURPOSES, ALL ITEMS RELATED TO SUCH PERMANENT SEEDING WILL REMAIN AS PAY ITEMS OF THE CONSTRUCTION PLANS BUT WILL BE INSTALLED ONLY AS NEEDED (AS DETERMINED BY THE ENGINEER).



PIPE COLLAR DETAIL

NOT TO SCALE

D IN	T IN	As *
15	6	21"
18	6	24"
24	6	30"
30	6	42"
36	6	48"
42	6	54"
48	9	60"
54	9	66"
60	9	72"
66	9	78"
72	12	84"
78	12	90"
84	12	96"
96	12	108"

* STEEL CAGE REQUIRED FOR COLLAR IS EQUIVALENT TO CAGE USED IN PIPE SIZE AS SHOWN IN COLUMN As AND FOR SAME CLASS OF PIPE USED.

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HNTB ARCHITECTS ENGINEERS PLANNERS
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TOWN OF ADDISON

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

DRAINAGE DETAILS

TOWN OF ADDISON, TEXAS

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SITE DESCRIPTION

PROJECT LIMITS: U.S. CARGO APRON PAVEMENT SURROUNDING HANGARS 'A', 'B' & 'C'

LOCATION MAPS: LOCATION MAP - SEE COVER SHEET OF THE PROJECT PLANS

PROJECT DESCRIPTION:

PAVEMENT RECONSTRUCTION, REPLACING ASPHALT PAVEMENT WITH CONCRETE PAVEMENT

MAJOR SOIL DISTURBING ACTIVITIES:

EXCAVATION AND EMBANKMENT FOR APRON

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER:

THE SOIL IS GENERALLY A BROWN CLAY WITH LIMESTONE FRAGMENTS. THE VEGETATION IS BERMUDA/ST. AUGUSTINE GRASS. APPROXIMATELY 3.0% OF THE PROJECT IS VEGETATION.

TOTAL PROJECT AREA: 4.50 Acres

TOTAL AREA TO BE DISTURBED: 4.40 Acres (94%)

WEIGHTED RUNOFF COEFFICIENT

BEFORE CONSTRUCTION: 0.90
AFTER CONSTRUCTION: 0.90

NAME OF RECEIVING WATERS:

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES

TEMPORARY: (Select T = Temporary as applicable)

___ TEMPORARY SEEDING
___ MULCHING (Hay or Straw)
___ BUFFER ZONES
___ PRESERVATION OF NATURAL RESOURCES
___ FLEXIBLE CHANNEL LINER
___ OTHER

PERMANENT: (Select P = Permanent as applicable)

___ PLANTING
___ SEEDING
P SODDING
___ SOIL RETENTION BLANKET
___ CHANNEL LINER
___ OTHER

OTHER:

Disturbed areas on which construction activities have ceased, temporarily or permanently, shall be stabilized within 14 calendar days unless they are scheduled to and do resume within 21 calendar days.

STRUCTURAL PRACTICES: (Select T = Temporary or P = Permanent as applicable)

T SILT FENCES
___ HAY BALES
___ ROCK FILTER DAMS
___ 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
T STORM INLET SEDIMENT TRAP
___ STONE OUTLET STRUCTURES
___ CURBS AND GUTTERS
___ STORM SEWERS
___ VELOCITY CONTROL DEVICES

OTHER:

NARRATIVE: Sequence of Construction for Storm Water Management Activities

THE STORM WATER MANAGEMENT ACTIVITIES BY PHASES ARE AS FOLLOWS:

1. INSTALL STRUCTURAL CONTROLS AND INLET PROTECTION AT EXISTING INLETS PRIOR TO DISTURBANCE OF EXISTING TOPSOIL.
2. INSTALL SILT FENCES AND DEPRESSED AREAS AS SHOWN ON PLANS.
3. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED AND APPROVED BY THE ENGINEER, REMOVE ALL TEMPORARY STRUCTURAL CONTROLS AND SEED ANY AREAS DISTURBED BY THEIR REMOVAL. ANY PERIMETER CONTROLS SHALL REMAIN IN PLACE UNTIL FINAL STABALIZATION OF THE AREA UPSTREAM.

STORM WATER MANAGEMENT:

1. Storm water drainage will be provided by the ditches, inlets and storm water systems which will carry drainage within the paving limits within the project site which drains to an existing storm sewer.

OTHER PRACTICES & REQUIREMENTS

MAINTENANCE:

All erosion and sediment controls shall be maintained in good working order. If a repair is necessary, it shall be performed at the earliest date possible but no later than 7 calendar days after the surrounding exposed ground has dried sufficiently to prevent further damage from heavy equipment. The areas adjacent to creeks and drainageways shall have priority followed by devices protecting storm sewer inlets.

INSPECTION:

An inspection will be performed by a contractor approved inspector in accordance with the most recent NPDES requirements. An inspection and maintenance report will be made per each inspection. Based on the inspection results, the controls shall be revised per the inspection report. City shall review all contractor inspections. City inspector to inspect erosion control devices every 14 calendar days.

WASTE MATERIALS:

All waste materials shall be collected in a metal dumpster having a secure cover. The dumpster shall meet all state and local city solid waste management regulations. All trash and debris from construction shall be deposited in the dumpster. The dumpster shall be emptied, as necessary or as required by local regulation, and hauled to a local approved land fill site. The burying of construction waste on the project site shall not be permitted.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING):

As a minimum, any products in the following categories are considered to be hazardous: paints, acids, solvents, asphalt products, chemical additives for soil stabilization and concrete curing compounds or additives. In the event of a spill which may be hazardous, the spill contractor coordinator shall be contacted immediately.

SANITARY WASTE:

All sanitary waste shall be collected from the portable units as necessary, or as required by local regulation, by a licensed sanitary waste management contractor.

OFFSITE VEHICLE TRACKING:

The contractor shall be responsible for augmenting these plans with other measures for any other temporary erosion control measures occasioned by the work, such as for haul roads and borrow pit access. All contingent erosion control practices shall be approved by the Engineer prior to installation or construction.

OTHER:

REMARKS:

1. 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 wetland, waterbody or streambed.

2. Construction staging areas and vehicle maintenance areas shall be constructed by the Contractor in a manner to minimize the runoff of pollutants.

3. All waterways shall be cleared as soon as practicable of temporary embankment, temporary bridges, matting, falsework, piling, debris or other obstructions placed during construction operations that are not a part of the finished work.

4. There are no historical sites or endangered species impacted by this project.

J. S. HOLMES 87843 REGISTERED PROFESSIONAL ENGINEER
5/13/03

_____, P.E.
Signature of Registrant & Date

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'

STORM WATER POLLUTION PREVENTION NOTES

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	30

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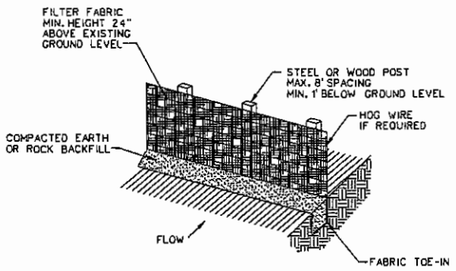
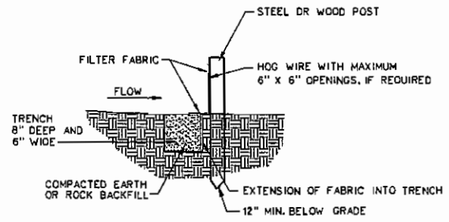


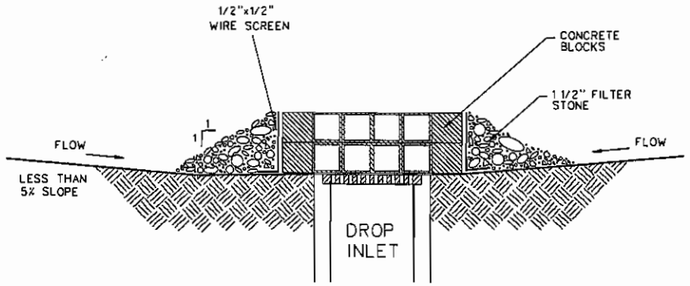
ISOMETRIC VIEW



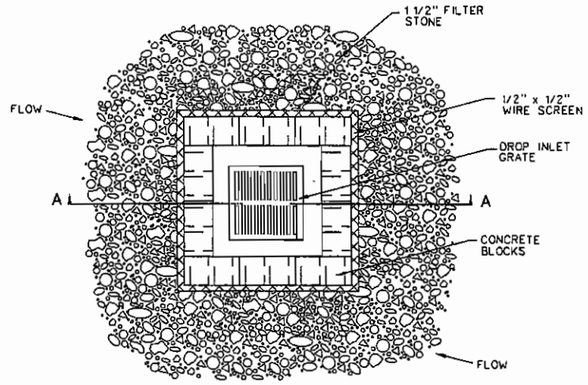
SECTION VIEW

SILT FENCE

N.T.S.



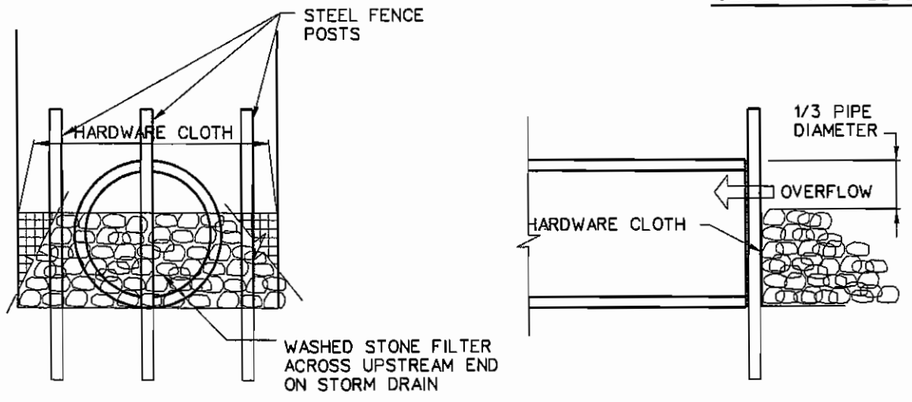
SECTION A-A



PLAN VIEW

BLOCK/GRAVEL DROP INLET PROTECTION

N.T.S.



STONE FILTER INLET PROTECTION FOR STORM DRAIN UNDER CONSTRUCTION AND FOR EXISTING CULVERTS

NOT TO SCALE

STANDARD GENERAL NOTES:

1. THE STORM WATER POLLUTION PREVENTION PLAN MUST BE IMPLEMENTED BY THE CONTRACTOR.

2. A CONSTRUCTION SITE NOTICE MUST BE FILLED OUT BY THE CONTRACTOR AND POSTED ON SITE. THE CONTRACTOR MUST PROVIDE A COPY OF THE CONSTRUCTION SITE NOTICE TO THE CITY.

3. THE CITY AND THE CONTRACTOR ARE EACH REQUIRED TO COMPLETE EROSION CONTROL INSPECTION REPORTS:

   A) EVERY 2 WEEKS AND WITHIN 24 HOURS OF RAINFALL EVENTS OR
   B) ONCE A WEEK ON A SPECIFIC DAY OF THE WEEK DESIGNATED BY THE SWPPP.

THE CONTRACTOR'S REPORTS MUST BE KEPT BY THE CONTRACTOR ON SITE WITH THE UP-TO-DATE SWPPP. THE CONTRACTOR MUST AUTHORIZE AN APPROPRIATE PERSON IN THEIR FIRM TO CERTIFY THESE REPORTS.

4. EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL PLAN FOR THE PROJECT SHALL BE INSTALLED PRIOR TO THE START OF LAND DISTURBING ACTIVITIES ON THE PROJECT.

5. ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS FOR THE PROJECT. CHANGES ARE TO BE APPROVED BEFORE CONSTRUCTION BY THE DESIGN ENGINEER AND THE TOWN OF ADDISON ENGINEERING DIVISION.

6. IF THE EROSION CONTROL PLAN CANNOT CONTROL EROSION AND OFF-SITE SEDIMENTATION FROM THE PROJECT THE EROSION CONTROL PLAN WILL BE REQUIRED TO BE REVISED AND/OR ADDITIONAL EROSION CONTROL DEVICES WILL BE REQUIRED ON SITE.

7. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING SURFACE DRAINAGE AND EROSION CONTROL FACILITIES ON SITE DURING CONSTRUCTION.

8. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING SIDEWALKS ADJACENT TO THE PROJECT FREE OF DIRT, MUD AND DEBRIS FROM THE CONSTRUCTION AT ALL TIMES.

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'

STORM WATER POLLUTION PREVENTION PLAN DETAILS

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	31

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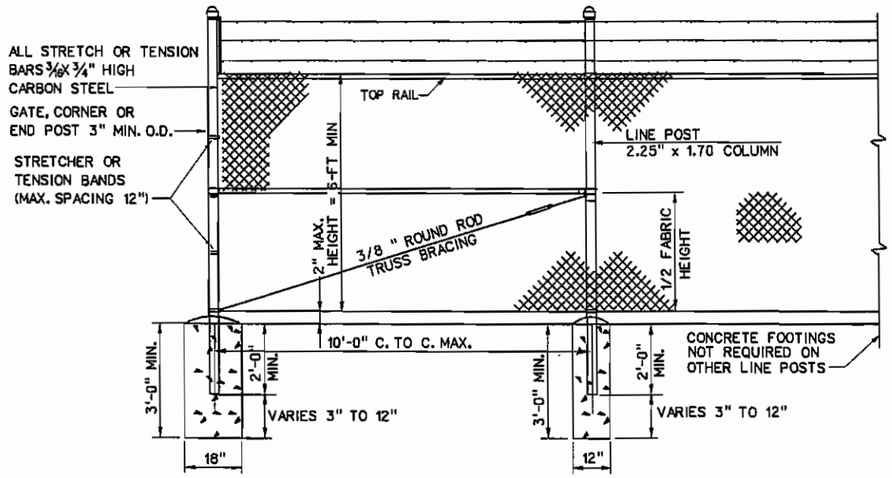
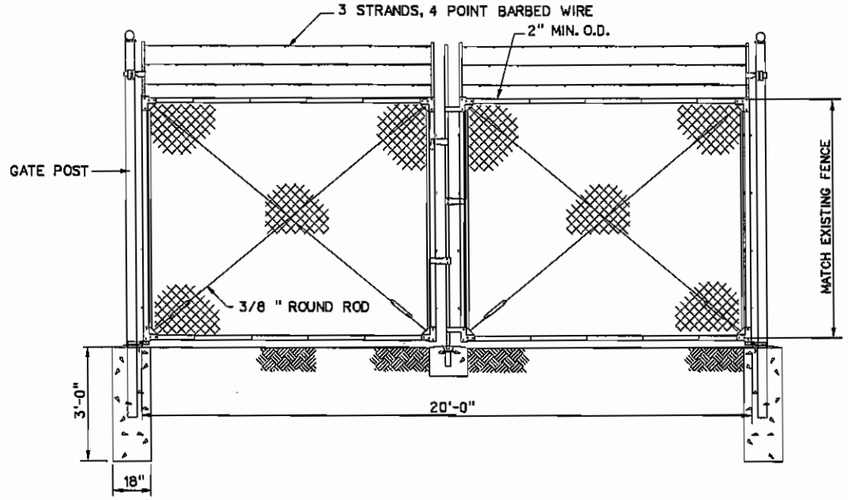
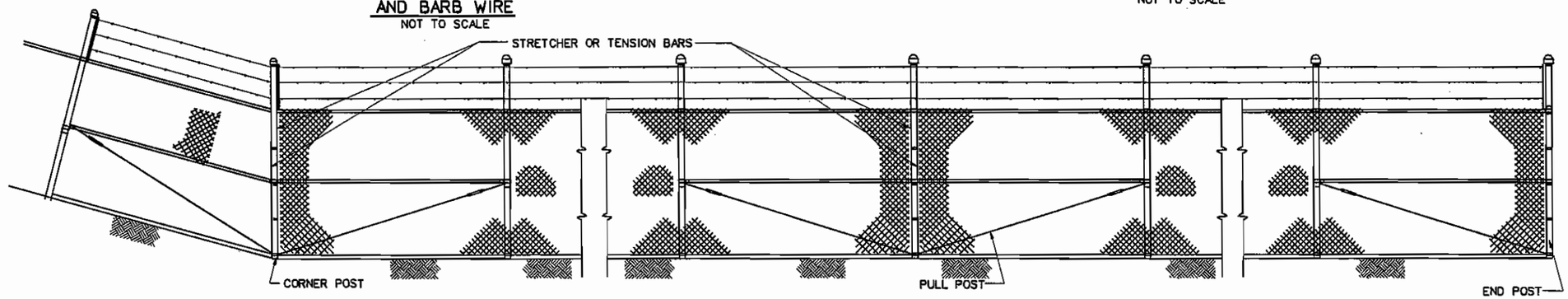


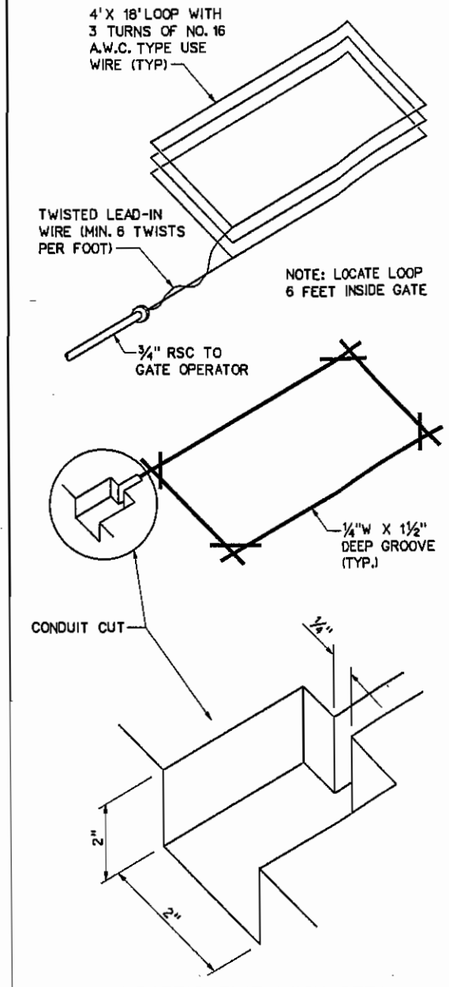
CHAIN-LINK WIRE FENCE WITH EXTENSION ARMS AND BARB WIRE
NOT TO SCALE



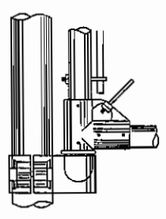
DOUBLE SWING GATE
NOT TO SCALE



METHOD OF BRACING END, CORNER, AND PULL POST
NOT TO SCALE



TRAFFIC EXIT LOOP DETAIL
NOT TO SCALE

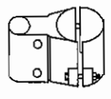


BOTTOM CORNER AND HINGE

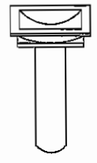
LATCH FORK

LATCH FORK

LOCK KEEPER GUIDE



UPPER HINGE

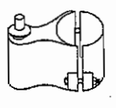


CATCH FOR PLUNGER BAR

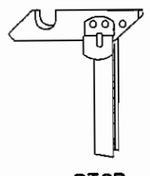
LOCK KEEPER GUIDE

FORK CATCH

LOCK KEEPER



BOTTOM HINGE



STOP (TO HOLD GATE OPEN)

NOTES:

1. HORIZONTAL BRACE RAILS, TRUSS BRACING AND STRETCHER OR TENSION BARS ATTACHED TO POST BY MEANS OF BANDS, SHALL BE USED FOR END, CORNER, ANGLE, AND INTERMEDIATE BRACE POSTS AND WHERE REQUIRED BY THE ENGINEER.
2. FITTINGS SHOWN ARE SUGGESTED ONLY. SIMILAR DESIGNS MEETING THE APPROVAL OF THE ENGINEER MAY BE USED. ALL FITTINGS TO BE MALLEABLE IRON, CAST IRON, OR PRESSED STEEL.
3. MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH F.A.A. STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS OF THIS CONTRACT.

STATE OF TEXAS
J. S. NICEWANDER
7-17-03

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'

FENCE DETAILS

TOWN OF ADDISON, TEXAS

Design JSN	Drawn GFS	DATE	PROJECT NO.	SHEET
Check JDH	Check JSN	MAY 2003	37365	32

16-JUL-2003 12:29
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