

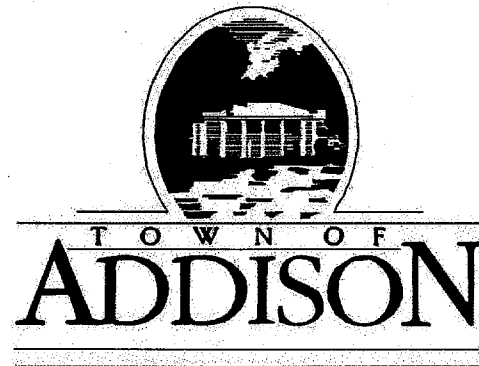
PLANS FOR DEMOLITION, GRADING, PAVING, DRAINAGE AND
STORM WATER POLLUTION PREVENTION

ADDISON AIRPORT PAVEMENT RECONSTRUCTION OF TAXIWAY SIERRA (APPROXIMATE LENGTH 730 LF)

AS BUILT PLANS



THIS SEAL APPEARING ON THIS DOCUMENT
WAS AUTHORIZED BY J.S. NICWANDER ON
OCTOBER 26, 2007



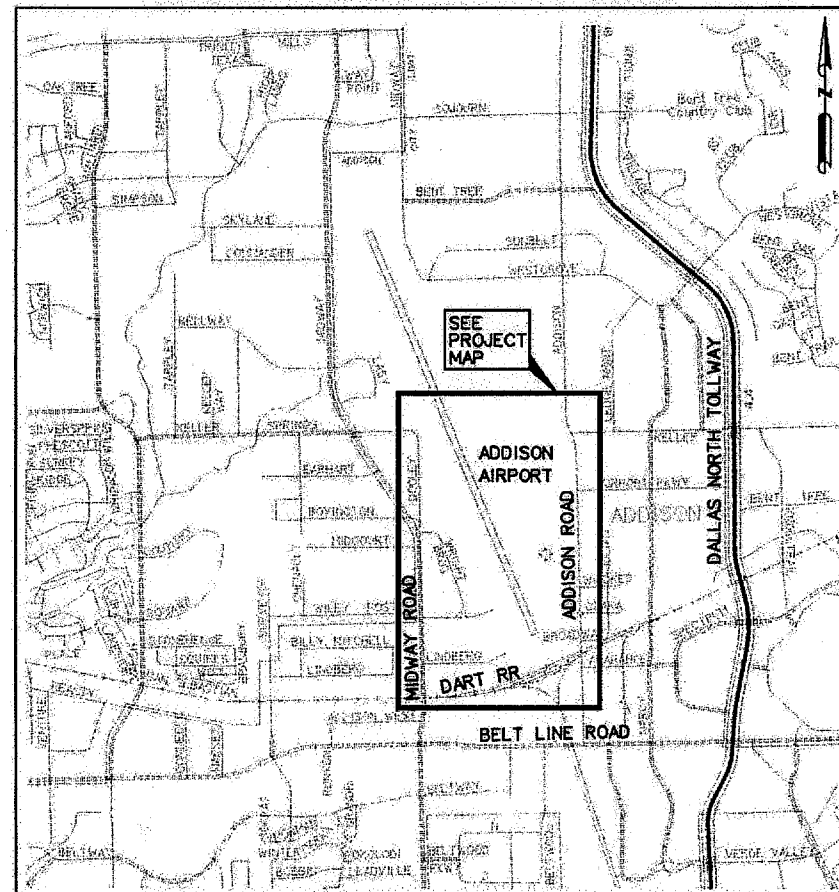
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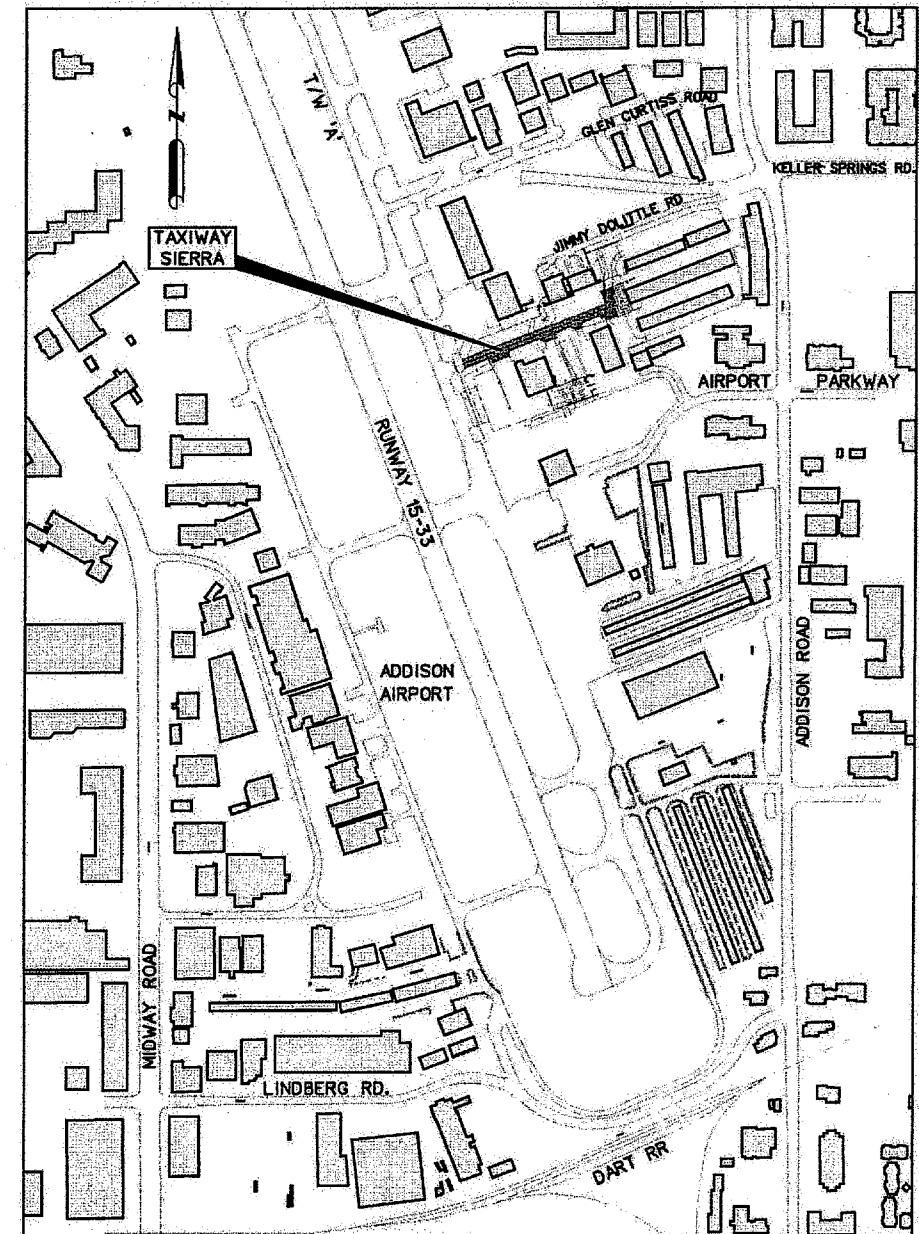
TOWN OF ADDISON
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ENGINEER:

HNTB CORPORATION
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DALLAS, TX 75093
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LOCATION MAP
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PROJECT MAP
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SHEET NO.	INDEX OF SHEETS
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DESCRIPTION - TAXIWAY SIERRA BASE BID				
ITEM	SPEC	DESCRIPTION	QUANTITY	UNIT
1	500-2001 (TXDOT)	MOBILIZATION	1	LS
2	TS-005	MAINTENANCE OF TRAFFIC	1	LS
3	506-2001 (TXDOT)	STORMWATER POLLUTION PREVENTION PLAN AND IMPLEMENTATION	1	LS
4	506-2034 (TXDOT)	SILT FENCE	120	LF
5	506-2036 (TXDOT)	BIODEGRADABLE EROSION CONTROL LOGS (18")	225	LF
6	247-2064 (TXDOT)	6" FLEXIBLE BASE (TYPE D GRADE 4)	4,500	SY
7	202.5 (NCTCOG)	BERMUDA (NON-HYBRID) W/COMPOST	2,500	SY
8	203 (NCTCOG)	REMOVE AND RELOCATE FIRE HYDRANT ASSEMBLY (COMPLETE IN PLACE)	1	EA
9	203.1 (NCTCOG)	REMOVAL OF BITUMINOUS PAVEMENTS AND BASE COURSE	4,200	SY
10	203.1 (NCTCOG)	REMOVAL OF CONCRETE PAVEMENT (7"-8" DEPTH)	75	SY
11	203.1 (NCTCOG)	REMOVAL OF STORM DRAIN	326	LF
12	203.4 (NCTCOG)	UNCLASSIFIED EXCAVATION	100	CY
13	340-2138 (TXDOT)	3" D-GR HMA, TYPE D PG 76-22 (BITUMINOUS SURFACE COURSE)	26	TON
14	302 (NCTCOG)	BITUMINOUS PRIME COAT	165	GAL
15	302 (NCTCOG)	BITUMINOUS TACK COAT	125	GAL
16	303 (NCTCOG)	10 INCH PCC PAVEMENT, NON-REINFORCED	2,350	SY
17	303 (NCTCOG)	10 INCH PCC PAVEMENT, REINFORCED	485	SY
18	303 (NCTCOG)	10-12 INCH PCC PAVEMENT, NON-REINFORCED	580	SY
19	303 (NCTCOG)	10-12 INCH PCC PAVEMENT, REINFORCED	205	SY
20	303 (NCTCOG)	10 INCH PCCP HIGH YIELD EARLY STRENGTH PAVEMENT, NON-REINFORCED	300	SY
21	303 (NCTCOG)	10 INCH PCCP HIGH YIELD EARLY STRENGTH PAVEMENT, REINFORCED	15	SY
22	303 (NCTCOG)	10-12 INCH PCC PAVEMENT, HIGH YIELD EARLY STRENGTH, NON-REINFORCED	220	SY
23	303 (NCTCOG)	10-12 INCH PCC PAVEMENT, HIGH YIELD EARLY STRENGTH, REINFORCED	3	SY
24	501.6 (NCTCOG)	12 INCH RCP, C76, CLASS IV, INCL EMBEDMENT	107	LF
25	501.6 (NCTCOG)	15 INCH RCP, C76, CLASS IV, INCL EMBEDMENT	446	LF
26	501.6 (NCTCOG)	18 INCH CLASS III TEMPORARY STORM DRAIN	53	LF
27	502 (NCTCOG)	15 INCH SLOPED END TREATMENT - AIRPORT RATED	8	EA
28	502 (NCTCOG)	12 INCH CLASS IV 45° BEND	1	EA
29	502 (NCTCOG)	PIPE TO PIPE CONNECTION (PIPE COLLAR)	1	EA
30	502.12 (NCTCOG)	#20 CATCH BASIN (2FT DEPTH) - AIRPORT RATED (HANSON OR APPROVED EQUAL)	2	EA
31	504 (NCTCOG)	STORM DRAIN BACKFILL - CLASS B	90	CY
32	804 (NCTCOG)	TEMPORARY PAVMENT MARKINGS	525	SF
33	804 (NCTCOG)	PAVEMENT MARKINGS, NON REFLECTIVE, BLACK	1,800	SF
34	804 (NCTCOG)	PAVEMENT MARKINGS TYPE I, REFLECTIVE, YELLOW	400	SF
35	804 (NCTCOG)	PAVEMENT MARKINGS, NON REFLECTIVE, YELLOW	500	SF
36	804 (NCTCOG)	TWO WAY BLUE REFLECTIVE LED MARKER WITH EPOXY INSTALLED	36	EA
37	804 (NCTCOG)	TEMPORARY PAVEMENT REPAIR	162	SY
38	502 (NCTCOG)	6 INCH CONCRETE FLUME	175	SY
39				
40	-	CONSTRUCTION CONTINGENCY	1	LS


AS BUILT PLANS



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1	11/7/07	MODIFIED QUANTITIES	JSN				

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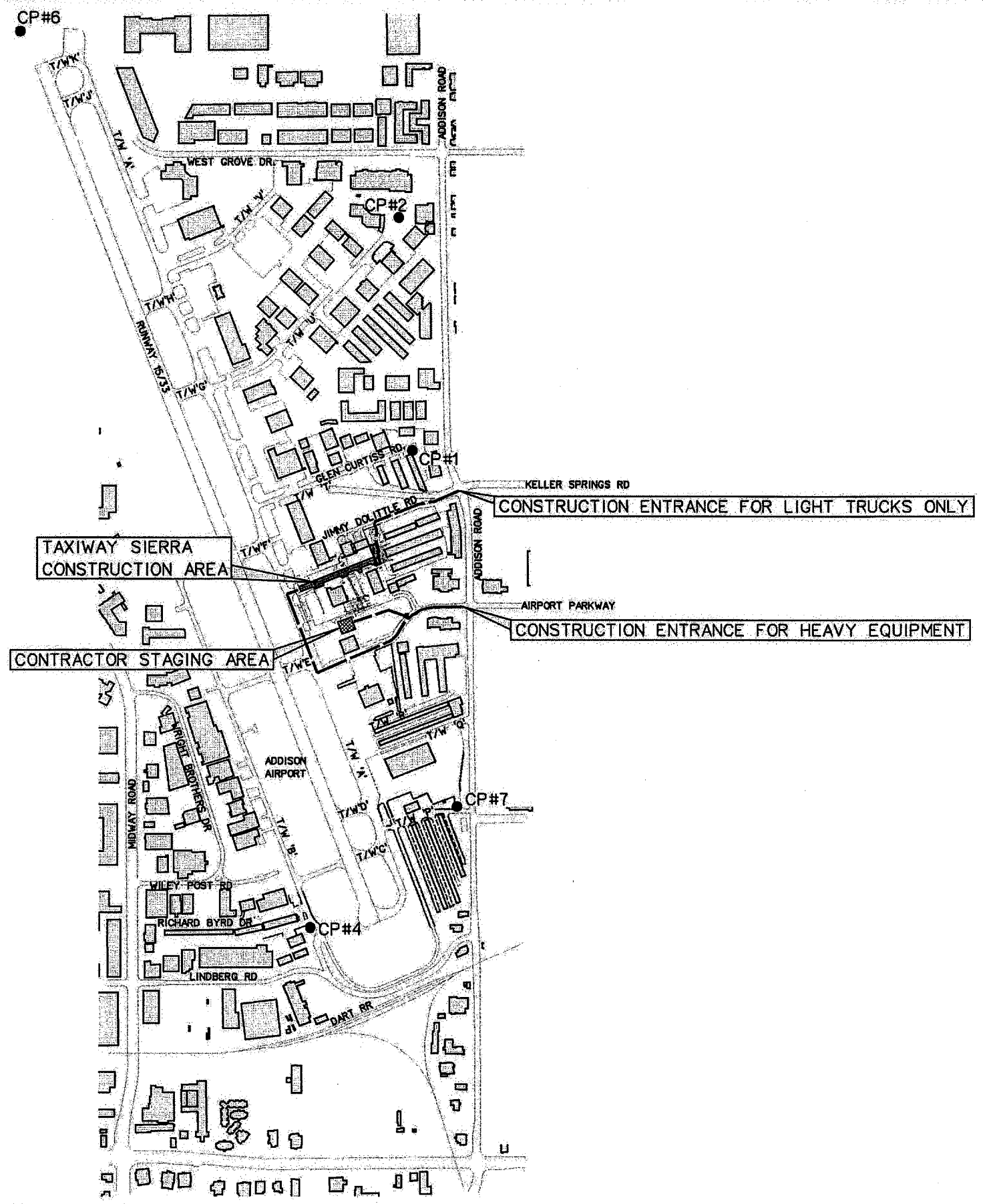
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Engineers Architects Planners

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DRAWN CHECK: CCH, MAH
DATE: SEPTEMBER 2007
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PROJECT NO. 45601



TOWN OF ADDISON		SHEET 2 OF 28
TAXIWAY SIERRA		
SHEET INDEX/QUANTITIES		2
TOWN OF ADDISON, TEXAS		QT-1



NOTES:

1. THE CONTRACTOR SHALL COORDINATE WITH ADDISON AIRPORT OPERATIONS THROUGHOUT THE CONSTRUCTION PROCESS. THE CONTRACTOR SHALL KEEP AIRPORT OPERATIONS UPDATED REGARDING THE CONSTRUCTION SCHEDULE ON A WEEKLY BASIS. AIRPORT OPERATIONS REQUIRES 10 DAYS NOTICE BEFORE WORK CAN BEGIN.
2. CONTRACTOR TO ESTABLISH THE LIMITS OF THE STAGING AREA WITH THE ADDISON AIRPORT PRIOR TO BEGINNING WORK.
3. CONTRACTOR IS RESPONSIBLE FOR CONTROL OF F.O.D. (FOREIGN OBJECTS AND DEBRIS) WITHIN THE WORK SITE AND IT'S SURROUNDINGS. IT IS ESSENTIAL THAT THESE AREAS BE KEPT CLEAN AND FREE OF TRASH AND DEBRIS AT ALL TIMES.
4. THE CONTRACTOR AND ANYONE WHO WILL BE DRIVING IN THE AOA (AIRPORT OPERATIONS AREA) WILL BE REQUIRED TO ATTEND DRIVERS TRAINING PRIOR TO ANY WORK TAKING PLACE. CONTACT JOEL JENKINSON AT (972) 392-4881 TO SCHEDULE TRAINING.
5. CONTROL MONUMENTS BASED ON (NAD83, TEXAS NORTH CENTRAL - 4202). HORIZONTAL AND VERTICAL CONTROL MONUMENTATION IS BASED ON AIRPORT MONUMENTATION DEFINED AS FOLLOWS:

CP#	NORTH	EAST	ELEV	DESCRIPTION
1	7,039,689.078	2,480,025.682	638.30	3" DISK SET IN CONCRETE INSCRIBED WITH AA-1
2	7,041,501.126	2,480,144.730	641.92	3" DISK SET IN CONCRETE INSCRIBED WITH AA-2
4	7,035,957.986	2,479,444.822	633.41	3" DISK SET IN CONCRETE INSCRIBED WITH AA-4
6	7,043,848.691	2,477,497.499	652.26	3" DISK SET IN CONCRETE INSCRIBED WITH AA-6
7	7,036,903.681	2,480,589.730	636.69	3" DISK SET IN CONCRETE INSCRIBED WITH AA-7

LEGEND AS BUILT PLANS

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

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DATE SEPTEMBER 2007
SCALE

PROJECT NO. 45601



TOWN OF ADDISON TAXIWAY SIERRA	SHEET 3 OF 28
PROJECT LAYOUT/SURVEY CONTROL	3
TOWN OF ADDISON, TEXAS	PL-1

CONSTRUCTION CONTROL NOTES

I. GENERAL REQUIREMENTS

- A. IN ACCEPTING THE CONTRACTOR'S BID ON THIS PROJECT, THE TOWN OF ADDISON BELIEVES 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 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 MONITORING OF THE CONTRACT WORK.

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 PHASING PLAN CONTAINED IN THESE DOCUMENTS AND WITHIN THE AVAILABLE CLOSURE PERIODS.
- B. RUNWAY 15/33 AND TAXIWAY 'A' MUST BE OPEN FOR AIR TRAFFIC ARRIVALS/DEPARTURES AT ALL TIMES.
- C. DUE TO INCLEMENT WEATHER CONDITIONS OR EMERGENCIES THE CONTRACTOR MAY BE DELAYED, RE-DIRECTED TO ANOTHER AREA OR SHUT DOWN.
- D. ALTHOUGH NOT ANTICIPATED FOR THIS PROJECT, IF THE CONTRACTOR OPERATES WITHIN 250 FEET OF THE CENTERLINE OF THE RUNWAY, THE RUNWAY MUST BE CLOSED BY AIRPORT MANAGEMENT. ALL RUNWAY CLOSURES SHALL BE CONDUCTED BY AIRPORT PERSONNEL. A RUNWAY CLOSURE REQUIRES A 72-HOUR NOTICE TO AIRPORT OPERATIONS.
- E. THE CONTRACTOR AND ANY OF THEIR EMPLOYEES WHO WILL BE DRIVING WITHIN THE AOA SHALL BE REQUIRED TO COMPLETE DRIVERS TRAINING.
- F. 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 TO PERFORM HIS OWN ESCORT. THIS SHALL BE STRICTLY ENFORCED WITH NO EXCEPTIONS.

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/HALL ROADS SHALL BE MAINTAINED AND IMPROVED AS REQUIRED. THE ROAD OR PAVEMENT CONDITIONS WILL BE INSPECTED JOINTLY BY THE ENGINEER/TOWN OF ADDISON 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/TOWN OF ADDISON. 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 OPERATIONS 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 AT ALL TIMES.

THE CONTRACTOR WILL BE REQUIRED TO OBTAIN VEHICLE TRAINING FOR PERSONNEL THAT WILL SATISFY 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 150/5370-2E 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 ADDISON AIRPORT SHALL COORDINATE THE ACTUAL START AND END OF EACH CLOSURE PERIOD WITH AIRPORT MANAGEMENT. IN THE EVENT OF CHANGING WEATHER CONDITIONS OR OTHER CONDITIONS INVOLVING SAFETY AND OPERATIONS OF AIRCRAFT, THE AIRPORT MANAGEMENT MAY ELIMINATE A CLOSURE PERIOD ON SHORT NOTICE.

CONTRACTOR SHALL SUBMIT A 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 INCLEMENT WEATHER CONDITIONS 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 ENGINEER'S 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.

THE CONTRACTOR SHALL SUPPLY PORTABLE HAND-HELD RADIOS, SET TO A PREDETERMINED FREQUENCY ESTABLISHED BY THE AIRPORT MANAGEMENT, TO EACH FLAGMAN, SUPERVISORY INDIVIDUAL AND ONE ADDISON AIRPORT PERSONEL 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 ADDISON AIRPORT 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 UPCOMING WORK FOR THE NEXT THREE WEEKS. THE ENGINEER, AIRPORT MANAGEMENT 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 MANAGEMENT OR ITS DESIGNATED REPRESENTATIVE.

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) OR CD 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 MANAGEMENT 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 MANAGEMENT. 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 MANAGEMENT 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 MANAGEMENT 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 MANAGEMENT.

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 CONSTRUCTION AREA AND CREATE A BARRIER BETWEEN AIRCRAFT AND VEHICLE MOVEMENT. BARRICADES SHALL CONFORM TO AC 150/5370-2E PARAGRAPH 3-9 (B). SEE BARRICADE DETAILS SHEET 22 FOR DETAILS.

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

C) A NOTICE TO PROCEED HAS BEEN ISSUED BY THE TOWN OF ADDISON TO THE CONTRACTOR.

D) A PRECONSTRUCTION SAFETY MEETING AND APPROVAL OF THE CONTRACTORS SAFETY PLAN WILL BE REQUIRED PRIOR TO ANY WORK TAKING PLACE.

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.


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

AS BUILT PLANS

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The HNTB Companies
Engineers, Architects, Planners

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DRAWN CHECK: CCH MAH
DATE: SEPTEMBER 2007
SCALE:

PROJECT NO. 45601



TOWN OF ADDISON

TOWN OF ADDISON
TAXIWAY SIERRA

GENERAL NOTES

TOWN OF ADDISON, TEXAS

SHEET
4 OF 28

4

NT-1

B. WORK ADJACENT TO AND ON RUNWAYS

THE CONTRACTOR SHALL:

1. BE RESPONSIBLE FOR PROVIDING 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.
2. 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 DEFINED AS THE AREA WITHIN 93- FEET OF THE TAXIWAY CENTERLINE. THE RESTRICTED ZONE FOR TAXIWAYS 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.

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 500-2001 (TXDOT), 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 DAY'S WORK AND REMOVE HIS FORCES FROM A WORK AREA WITHOUT RESTORING THE TAXIWAY OR EXISTING TAXIWAY TO OPERATIONAL STATUS.

THE CONTRACTOR SHALL MAINTAIN 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 SWEEPED 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 AT THE END OF AIRPORT PARKWAY 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 500-2001 (TXDOT), 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 SHOULD EQUIPMENT BE AT AN EXCESS HEIGHT OF 76'. SHOULD THE CONTRACTOR WISH TO USE A CRANE DURING THE COURSE OF CONSTRUCTION A REQUEST MUST BE MADE WELL IN ADVANCE BY THE SUBMISSION OF FAA FORM 7480 BY THE CONTRACTOR.

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. AIRPORT MANAGEMENT, OR IT'S REPRESENTATIVE 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. INCENTIVE/DISINCENTIVE

\$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. SEE SPECIFICATIONS FOR DETAILS ON A+B BIDDING REGARDING THIS ISSUE.

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.

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 500-2001 (TXDOT), 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 TO THE OTHER BID ITEMS.

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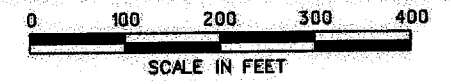


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TOWN OF ADDISON	SHEET
TAXIWAY SIERRA	5 OF 28
GENERAL NOTES	5
TOWN OF ADDISON, TEXAS	NT-2

AS BUILT PLANS



KELLER SPRINGS ROAD

CONSTRUCTION ENTRANCE FOR LIGHT TRUCKS ONLY

NOTES:

WORK IN PHASE I WILL BEGIN ON THE DATE SPECIFIED IN THE NOTICE TO PROCEED (NTP). CONTRACTOR MAY NOT PROCEED TO THE NEXT PHASE OF WORK UNTIL THE PREVIOUS PHASE HAS BEEN COMPLETED TO THE SATISFACTION OF ADDISON AIRPORT. THIS INCLUDES BUT IS NOT LIMITED TO SITE CLEAN UP, REMOVAL OF BARRICADES AND TEMPORARY PAVEMENT MARKING INSTALLATION AND REMOVAL.

THE CONTRACTOR WILL BE REQUIRED TO NOTIFY MR. JOEL JENKINSON, 972-392-4861, 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 AFFECTED AREAS.

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

NIGHT WORK HOURS ARE BETWEEN 10:00 PM AND 6:00 AM. LIGHTED BARRICADES ARE REQUIRED TO BE INSTALLED AND MAINTAINED ALONG TAXIWAYS AND ADJACENT TO WORK AREAS.






AIRPORT PARKWAY

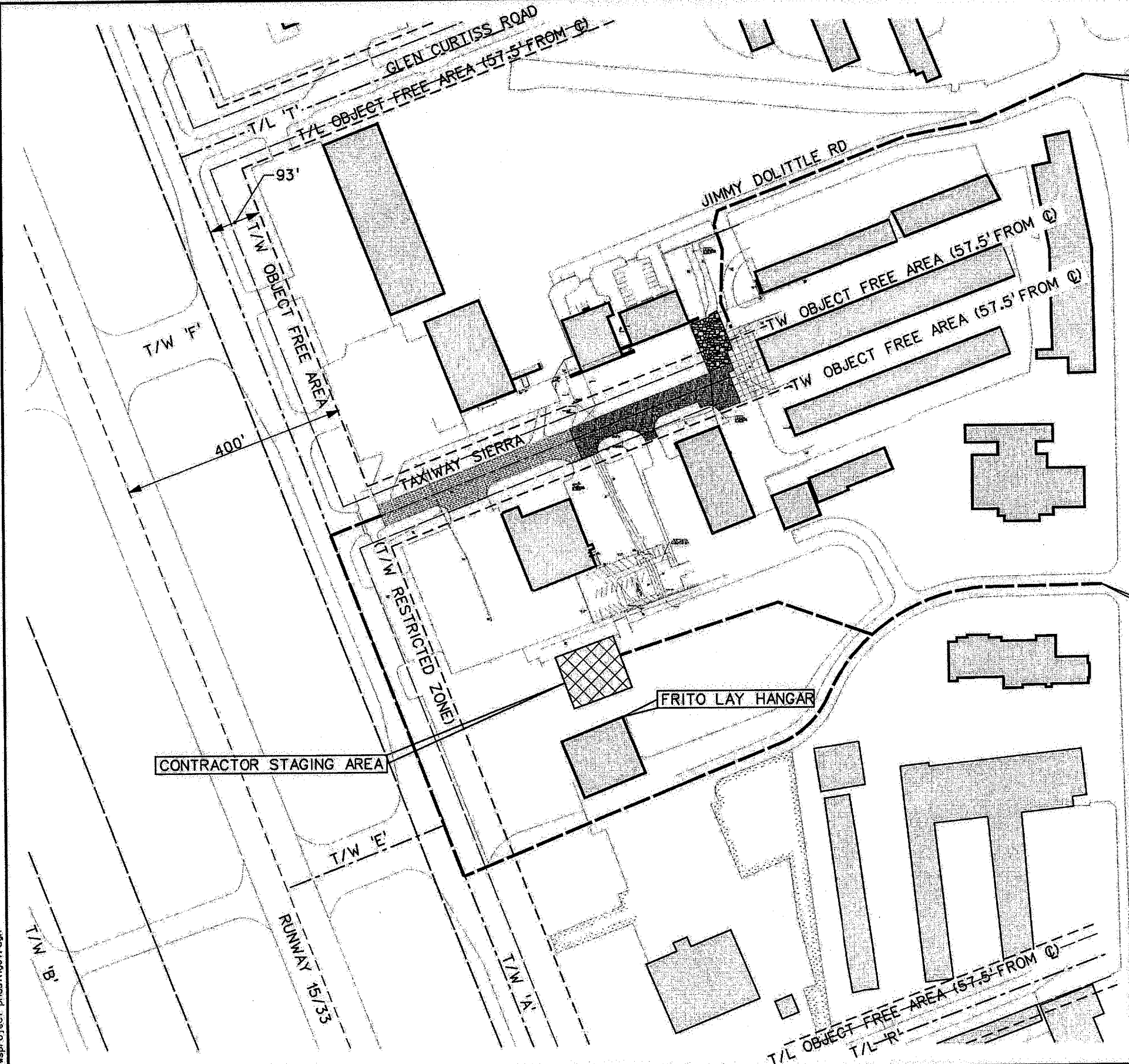
CONSTRUCTION ENTRANCE FOR HEAVY EQUIPMENT

ADDISON ROAD

AS BUILT PLANS

LEGEND


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



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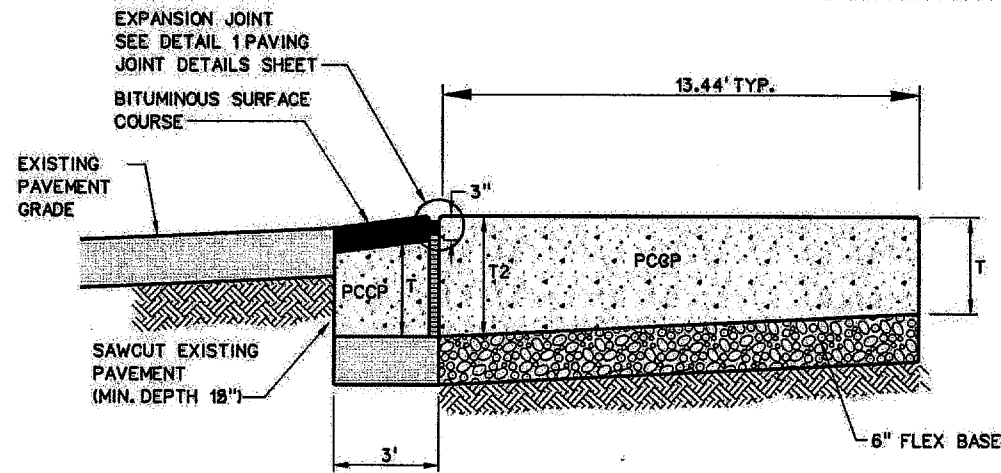
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HNTB Corporation
The HNTB Companies
Engineers Architects Planners

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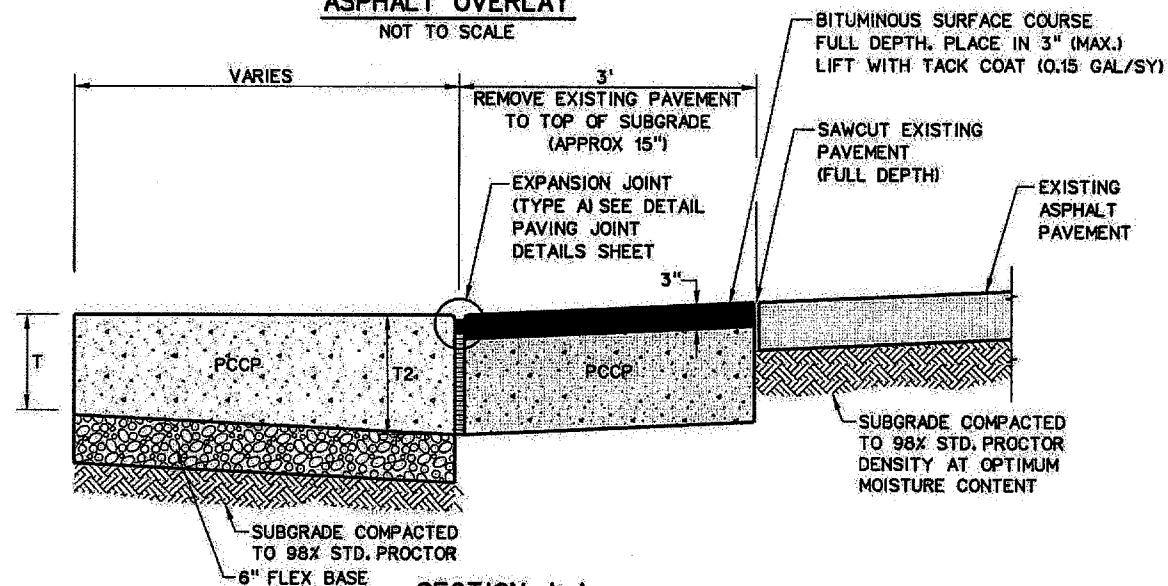
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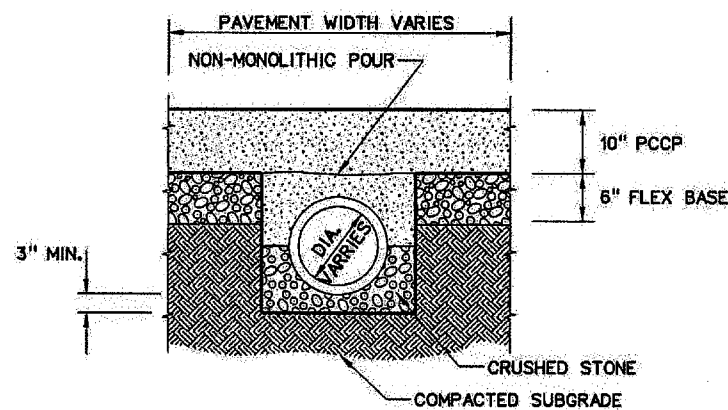
TOWN OF ADDISON		SHEET 6 OF 28
TAXIWAY SIERRA		
PROJECT PHASING PLAN		6
TOWN OF ADDISON, TEXAS		PH-1



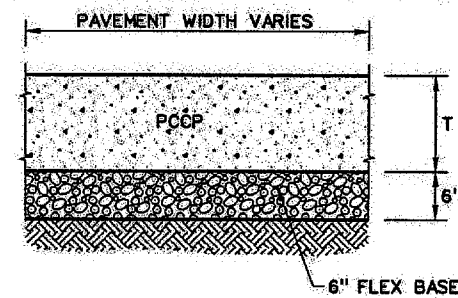
**SECTION B-B
ASPHALT OVERLAY**
NOT TO SCALE



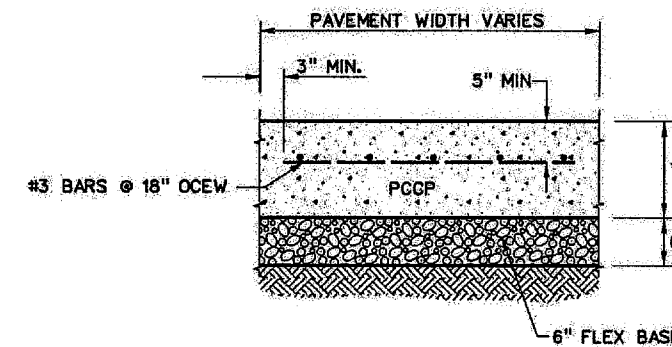
**SECTION A-A
EXISTING ASPHALT / PROPOSED CONCRETE PAVEMENT DETAIL**
SEE NOTES 1 AND 2
NOT TO SCALE



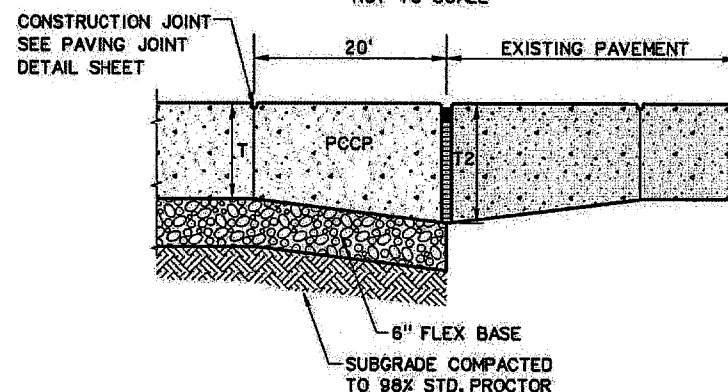
APRON STORM DRAIN DETAIL
NOT TO SCALE



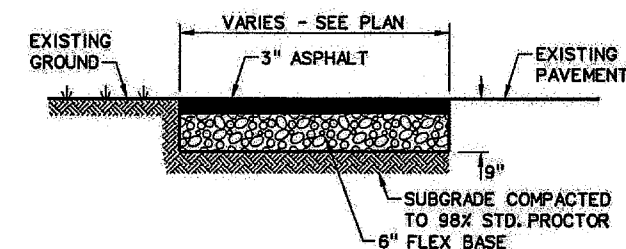
NON-REINFORCED PAVEMENT
SEE NOTES 1 AND 2
NOT TO SCALE



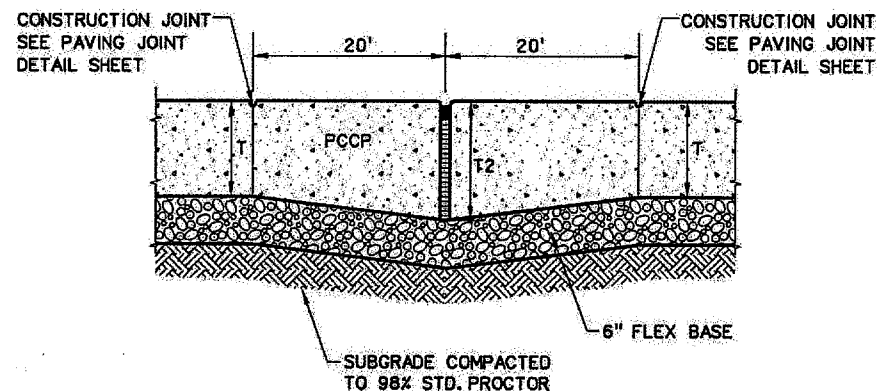
REINFORCED PAVEMENT
SEE NOTES 1 AND 2
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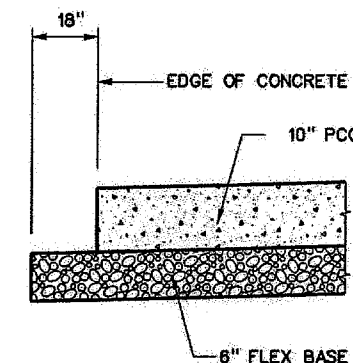
**SECTION C-C
THICKENED EDGE NON-REINFORCED PAVEMENT**
SEE NOTE 1
NOT TO SCALE



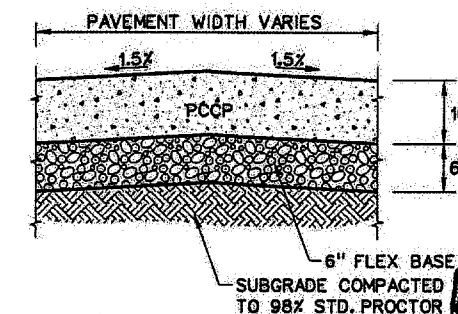
TEMPORARY ASPHALT PAVEMENT
NOT TO SCALE



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



TYPICAL PAVEMENT EDGE
NOT TO SCALE



TAXIWAY PAVEMENT
NOT TO SCALE

NOTES:

1. PAVEMENT THICKNESS
16" LIME TREATED SUBGRADE NOT USED!
T=10"
T2=12"
2. ALL SAWCUTTING ON THIS PROJECT
SHALL BE SUBSIDIARY TO THE VARIOUS
BID ITEMS.
3. SEE PAVING PLANS FOR LOCATION OF
SECTIONS.
4. FIBROUS REINFORCEMENTS FOR CONCRETE
WILL NOT BE ALLOWED.

AS BUILT PLANS

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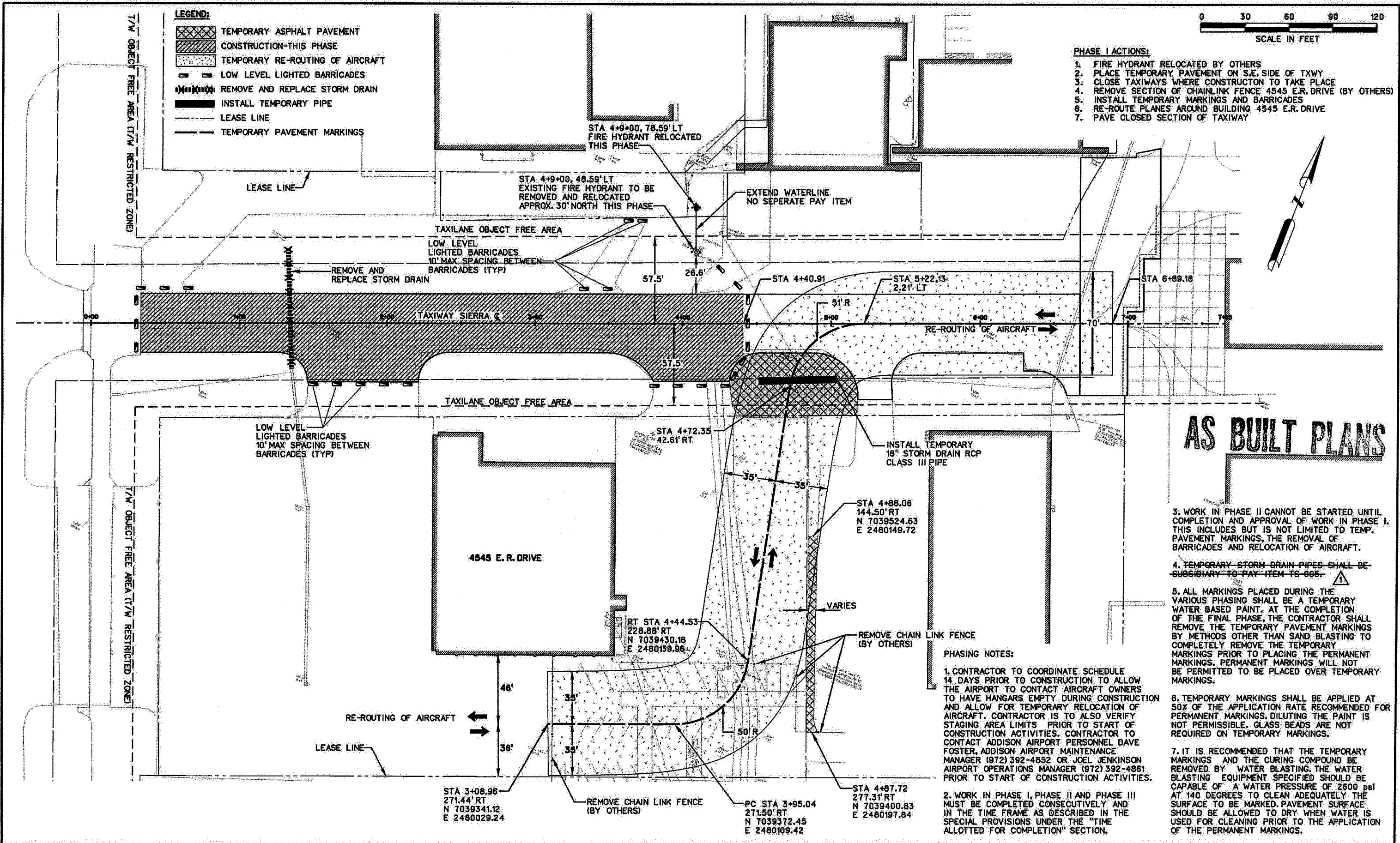


TOWN OF ADDISON TAXIWAY SIERRA	SHEET 7 OF 28
TYPICAL SECTIONS	7
TOWN OF ADDISON, TEXAS	TS-1

- LEGEND:**
- TEMPORARY ASPHALT PAVEMENT
 - CONSTRUCTION-THIS PHASE
 - TEMPORARY RE-ROUTING OF AIRCRAFT
 - LOW LEVEL LIGHTED BARRICADES
 - REMOVE AND REPLACE STORM DRAIN
 - INSTALL TEMPORARY PIPE
 - LEASE LINE
 - TEMPORARY PAVEMENT MARKINGS



- PHASE I ACTIONS:**
1. FIRE HYDRANT RELOCATED BY OTHERS
 2. PLACE TEMPORARY PAVEMENT ON S.E. SIDE OF TXWY
 3. CLOSE TAXIWAYS WHERE CONSTRUCTION TO TAKE PLACE
 4. REMOVE SECTION OF CHAINLINK FENCE 4545 E.R. DRIVE (BY OTHERS)
 5. INSTALL TEMPORARY MARKINGS AND BARRICADES
 6. RE-ROUTE PLANES AROUND BUILDING 4545 E.R. DRIVE
 7. PAVE CLOSED SECTION OF TAXIWAY



AS BUILT PLANS

3. WORK IN PHASE II CANNOT BE STARTED UNTIL COMPLETION AND APPROVAL OF WORK IN PHASE I. THIS INCLUDES BUT IS NOT LIMITED TO TEMP. PAVEMENT MARKINGS, THE REMOVAL OF BARRICADES AND RELOCATION OF AIRCRAFT.
4. TEMPORARY STORM DRAIN PIPES SHALL BE SUBSIDIARY TO PAY ITEM TS-005.
5. ALL MARKINGS PLACED DURING THE VARIOUS PHASING SHALL BE A TEMPORARY WATER BASED PAINT. AT THE COMPLETION OF THE FINAL PHASE, THE CONTRACTOR SHALL REMOVE THE TEMPORARY PAVEMENT MARKINGS BY METHODS OTHER THAN SAND BLASTING TO COMPLETELY REMOVE THE TEMPORARY MARKINGS PRIOR TO PLACING THE PERMANENT MARKINGS. PERMANENT MARKINGS WILL NOT BE PERMITTED TO BE PLACED OVER TEMPORARY MARKINGS.
6. TEMPORARY MARKINGS SHALL BE APPLIED AT 50% OF THE APPLICATION RATE RECOMMENDED FOR PERMANENT MARKINGS. DILUTING THE PAINT IS NOT PERMISSIBLE. GLASS BEADS ARE NOT REQUIRED ON TEMPORARY MARKINGS.
7. IT IS RECOMMENDED THAT THE TEMPORARY MARKINGS AND THE CURING COMPOUND BE REMOVED BY WATER BLASTING. THE WATER BLASTING EQUIPMENT SPECIFIED SHOULD BE CAPABLE OF A WATER PRESSURE OF 2600 PSI AT 140 DEGREES TO CLEAN ADEQUATELY THE SURFACE TO BE MARKED. PAVEMENT SURFACE SHOULD BE ALLOWED TO DRY WHEN WATER IS USED FOR CLEANING PRIOR TO THE APPLICATION OF THE PERMANENT MARKINGS.

- PHASING NOTES:**
1. CONTRACTOR TO COORDINATE SCHEDULE 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT. CONTRACTOR IS TO ALSO VERIFY STAGING AREA LIMITS PRIOR TO START OF CONSTRUCTION ACTIVITIES. CONTRACTOR TO CONTACT ADDISON AIRPORT PERSONNEL DAVE FOSTER, ADDISON AIRPORT MAINTENANCE MANAGER (972) 392-4852 OR JOEL JENKINSON AIRPORT OPERATIONS MANAGER (972) 392-4861 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
 2. WORK IN PHASE I, PHASE II AND PHASE III MUST BE COMPLETED CONSECUTIVELY AND IN THE TIME FRAME AS DESCRIBED IN THE SPECIAL PROVISIONS UNDER THE "TIME ALLOTTED FOR COMPLETION" SECTION.

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


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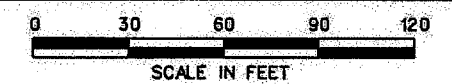
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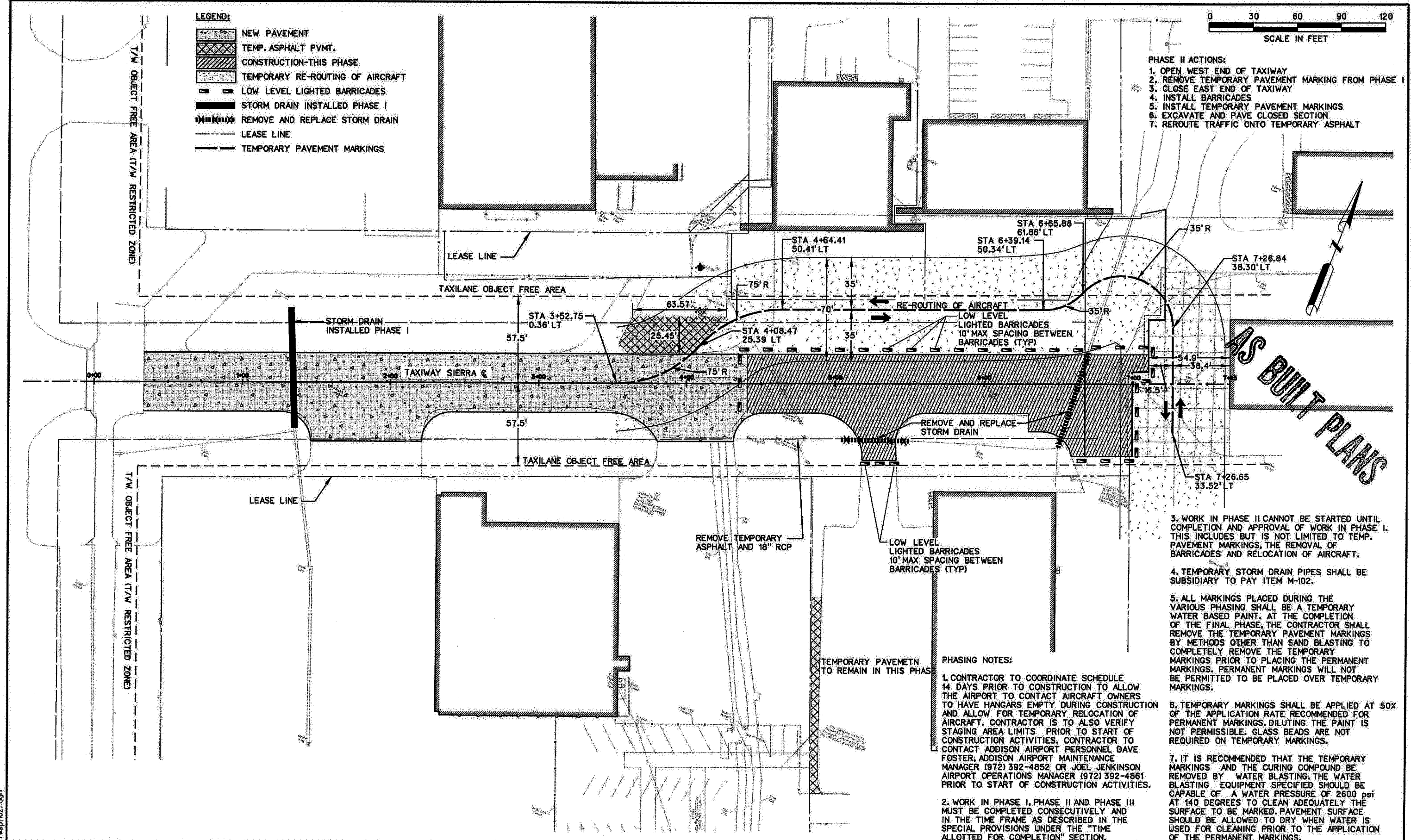


TOWN OF ADDISON		SHEET 8 OF 28
TAXIWAY SIERRA		
CONSTRUCTION PHASING PLAN - PHASE I		8
TOWN OF ADDISON, TEXAS		CP-1

- LEGEND:**
-  NEW PAVEMENT
 -  TEMP. ASPHALT PVMT.
 -  CONSTRUCTION-THIS PHASE
 -  TEMPORARY RE-ROUTING OF AIRCRAFT
 -  LOW LEVEL LIGHTED BARRICADES
 -  STORM DRAIN INSTALLED PHASE I
 -  REMOVE AND REPLACE STORM DRAIN
 -  LEASE LINE
 -  TEMPORARY PAVEMENT MARKINGS



- PHASE II ACTIONS:**
1. OPEN WEST END OF TAXIWAY
 2. REMOVE TEMPORARY PAVEMENT MARKING FROM PHASE I
 3. CLOSE EAST END OF TAXIWAY
 4. INSTALL BARRICADES
 5. INSTALL TEMPORARY PAVEMENT MARKINGS
 6. EXCAVATE AND PAVE CLOSED SECTION
 7. REROUTE TRAFFIC ONTO TEMPORARY ASPHALT



AS BUILT PLANS

3. WORK IN PHASE II CANNOT BE STARTED UNTIL COMPLETION AND APPROVAL OF WORK IN PHASE I. THIS INCLUDES BUT IS NOT LIMITED TO TEMP. PAVEMENT MARKINGS, THE REMOVAL OF BARRICADES AND RELOCATION OF AIRCRAFT.

4. TEMPORARY STORM DRAIN PIPES SHALL BE SUBSIDIARY TO PAY ITEM M-102.

5. ALL MARKINGS PLACED DURING THE VARIOUS PHASING SHALL BE A TEMPORARY WATER BASED PAINT. AT THE COMPLETION OF THE FINAL PHASE, THE CONTRACTOR SHALL REMOVE THE TEMPORARY PAVEMENT MARKINGS BY METHODS OTHER THAN SAND BLASTING TO COMPLETELY REMOVE THE TEMPORARY MARKINGS. PERMANENT MARKINGS WILL NOT BE PERMITTED TO BE PLACED OVER TEMPORARY MARKINGS.

6. TEMPORARY MARKINGS SHALL BE APPLIED AT 50% OF THE APPLICATION RATE RECOMMENDED FOR PERMANENT MARKINGS. DILUTING THE PAINT IS NOT PERMISSIBLE. GLASS BEADS ARE NOT REQUIRED ON TEMPORARY MARKINGS.

7. IT IS RECOMMENDED THAT THE TEMPORARY MARKINGS AND THE CURING COMPOUND BE REMOVED BY WATER BLASTING. THE WATER BLASTING EQUIPMENT SPECIFIED SHOULD BE CAPABLE OF A WATER PRESSURE OF 2600 psi AT 140 DEGREES TO CLEAN ADEQUATELY THE SURFACE TO BE MARKED. PAVEMENT SURFACE SHOULD BE ALLOWED TO DRY WHEN WATER IS USED FOR CLEANING PRIOR TO THE APPLICATION OF THE PERMANENT MARKINGS.

PHASING NOTES:

1. CONTRACTOR TO COORDINATE SCHEDULE 14 DAYS PRIOR TO CONSTRUCTION TO ALLOW THE AIRPORT TO CONTACT AIRCRAFT OWNERS TO HAVE HANGARS EMPTY DURING CONSTRUCTION AND ALLOW FOR TEMPORARY RELOCATION OF AIRCRAFT. CONTRACTOR IS TO ALSO VERIFY STAGING AREA LIMITS PRIOR TO START OF CONSTRUCTION ACTIVITIES. CONTRACTOR TO CONTACT ADDISON AIRPORT PERSONNEL DAVE FOSTER, ADDISON AIRPORT MAINTENANCE MANAGER (972) 392-4852 OR JOEL JENKINSON AIRPORT OPERATIONS MANAGER (972) 392-4861 PRIOR TO START OF CONSTRUCTION ACTIVITIES.
2. WORK IN PHASE I, PHASE II AND PHASE III MUST BE COMPLETED CONSECUTIVELY AND IN THE TIME FRAME AS DESCRIBED IN THE SPECIAL PROVISIONS UNDER THE "TIME ALLOTTED FOR COMPLETION" SECTION.

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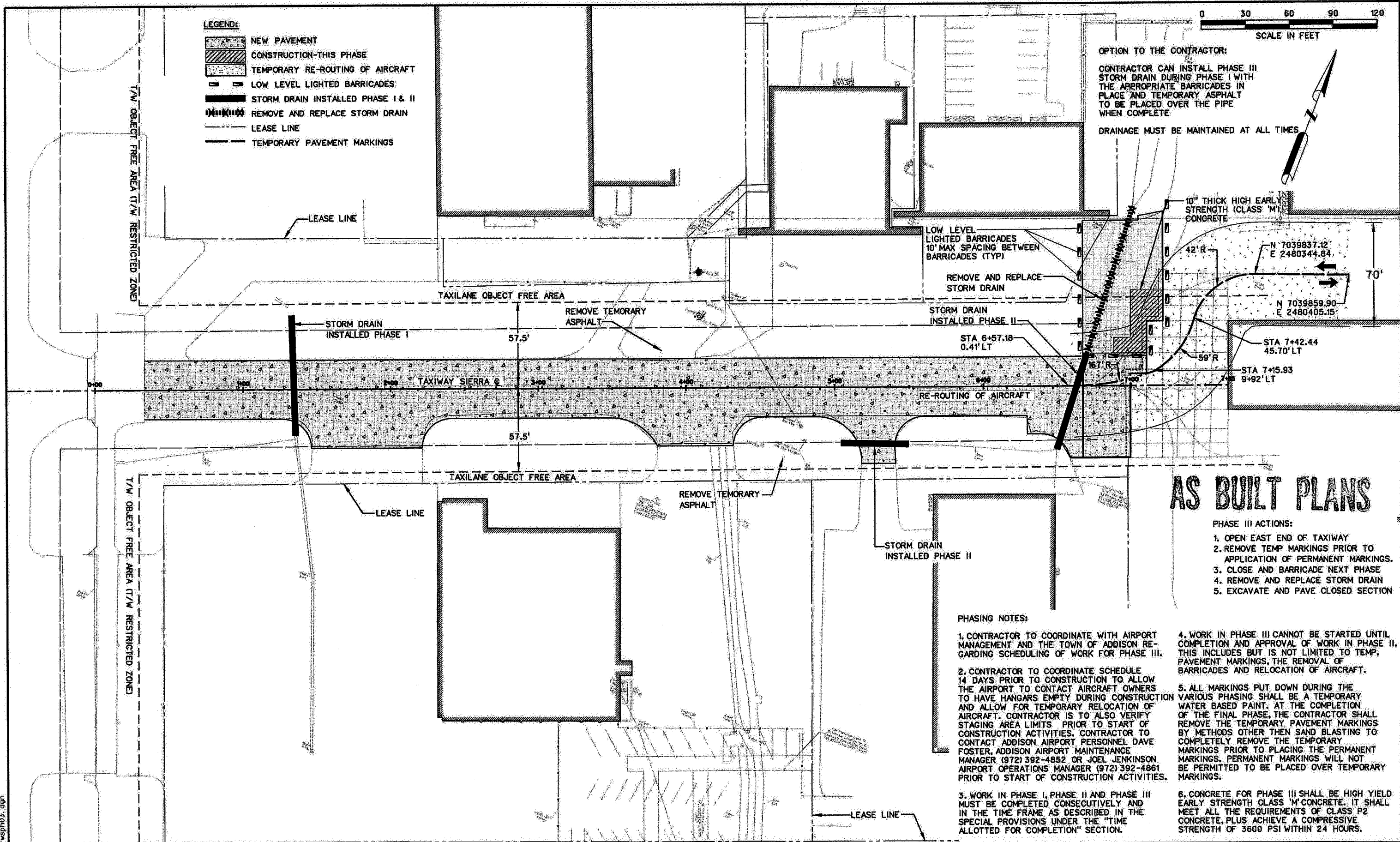
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TOWN OF ADDISON		SHEET 9 OF 28
TAXIWAY SIERRA		
CONSTRUCTION PHASING PLAN - PHASE II		9
TOWN OF ADDISON, TEXAS		CP-1



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Engineers Architects Planners

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DRAWN CHECK: CCH, MAN
DATE: SEPTEMBER 2007
SCALE:

PROJECT NO. 45801

TOWN OF ADDISON, TEXAS

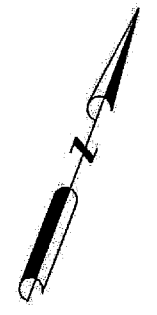
TOWN OF ADDISON
TAXIWAY SIERRA

CONSTRUCTION PHASING PLAN - PHASE III

TOWN OF ADDISON, TEXAS

SHEET 10 OF 28
10
CP-3

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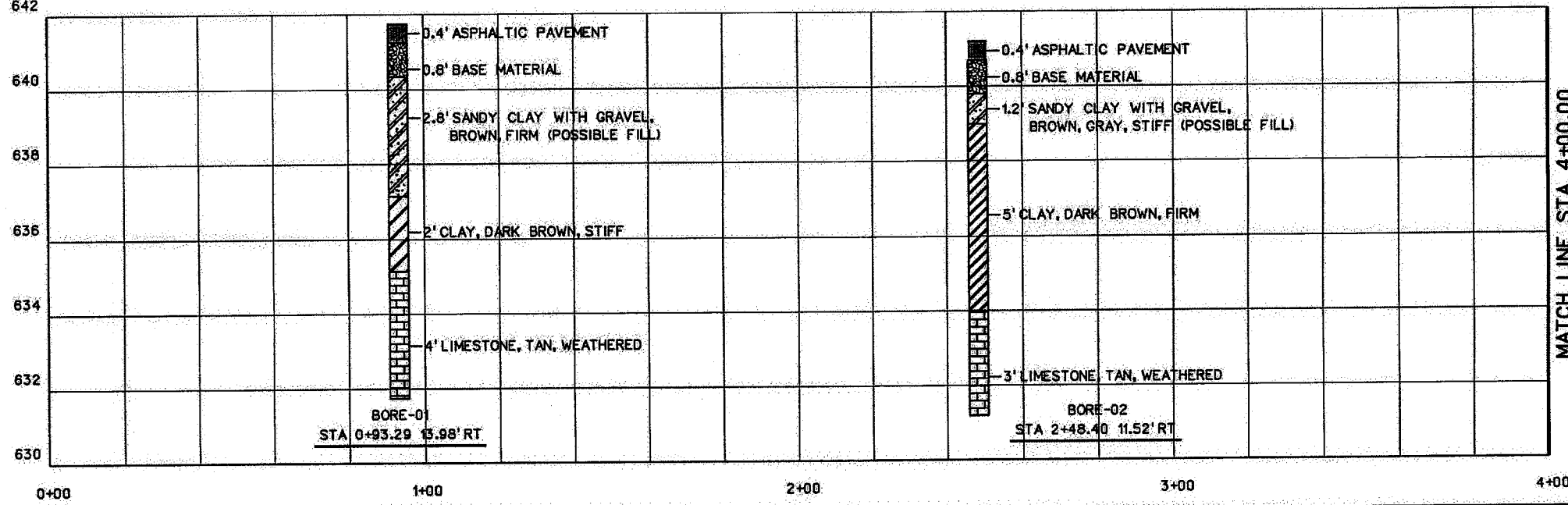
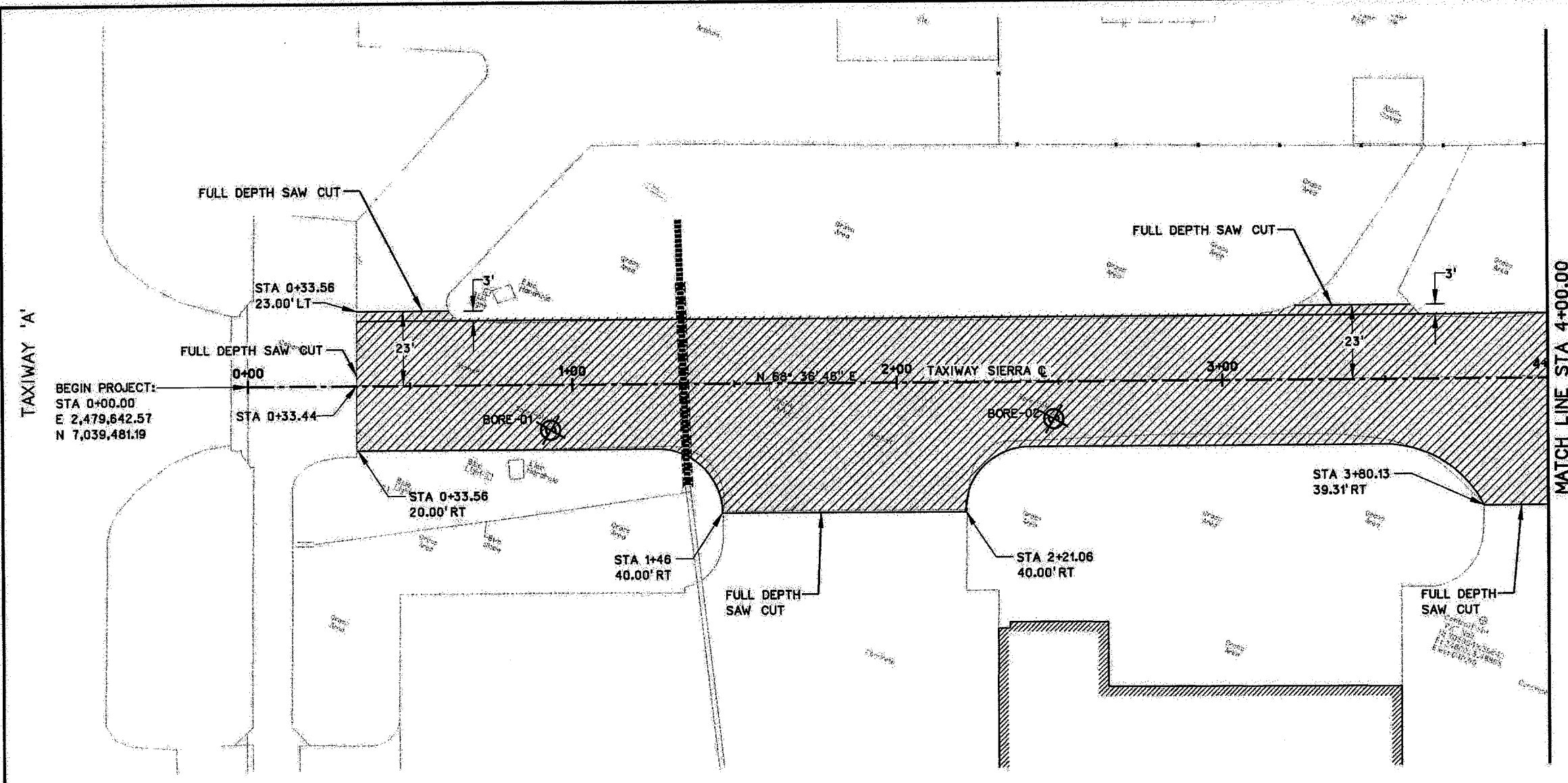


- LEGEND:**
- BORE HOLE
 - ASPHALT REMOVAL
 - STORM DRAIN REMOVAL

AS BUILT PLANS

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES. UNDERGROUND AND OVERHEAD 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 UTILITIES. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.
2. ELECTRICAL SERVICE TO BE MAINTAINED THROUGHOUT CONSTRUCTION.
3. CONTRACTOR SHALL EXERCISE EXTREME CAUTION WORKING CLOSE TO AIRCRAFT HANGARS. ANY DAMAGE CAUSED TO HANGARS WILL BE REPAIRED TO THE OWNERS SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY UTILITIES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
5. CONTRACTOR SHALL PROTECT EXISTING PAVEMENT ADJACENT TO PROJECT IMPROVEMENTS.
6. CONTRACTOR TO MILL EXISTING ASPHALT AND BASE FOR DEMOLITION. MILLINGS TO BECOME PROPERTY OF THE AIRPORT AND TO BE PLACED IN AN AREA LOCATED WITHIN AIRPORT PROPERTY, TO BE SUBSIDIARY TO THE CONTRACT BID ITEMS.



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DRAWN CHECK: CCH
DATE: SEPTEMBER 2007
SCALE:

PROJECT NO.: 45601

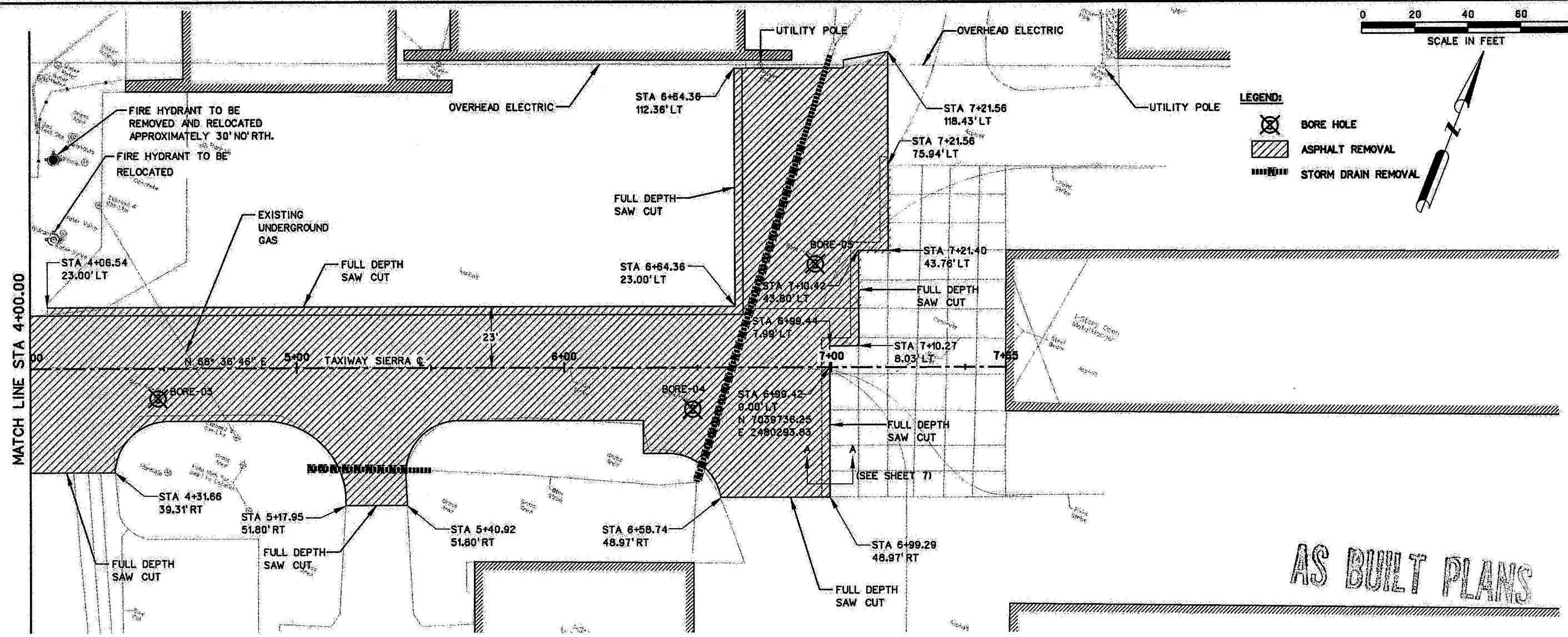


TOWN OF ADDISON		SHEET 11 OF 28
TAXIWAY SIERRA		
DEMOLITION AND BORING PLAN		11
TOWN OF ADDISON, TEXAS		DB-1



LEGEND:

- BORE HOLE
- ASPHALT REMOVAL
- STORM DRAIN REMOVAL



AS BUILT PLANS

MATCH LINE STA 4+00.00	642	1' ASPHALTIC PAVEMENT	0.4' ASPHALTIC PAVEMENT	0.8' ASPHALTIC PAVEMENT	642
	640	6' CLAY, DARK BROWN, SOFT TO FIRM	0.5' SANDY CLAY WITH GRAVEL, BROWN, STIFF (POSSIBLE FILL)	1.2' CLAY, BROWN, DARK BROWN, STIFF, WITH COARSE, ROUNDED GRAVEL, WITH SAND PARTINGS (POSSIBLE FILL)	640
	638	3' LIMESTONE, TAN, WEATHERED	7' CLAY, DARK BROWN, FIRM SOME LIMESTONE FRAGMENTS FROM 1.0-2.0 FEET.	5' CLAY, DARK BROWN, FIRM	638
	636	BORE-03 STA 4+47.78 11.44' RT	2' LIMESTONE, TAN, WEATHERED	3' LIMESTONE, TAN, WEATHERED	636
	634	5+00	BORE-04 STA 6+48.06 15.79' RT	BORE-05 STA 6+94.21 36.82' LT	634
	632	6+00	7+00	8+00	632

- NOTES:**
1. SECTION A-A SEE PAVEMENT DETAIL SHEET NUMBER 7.
 2. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES. UNDERGROUND AND OVERHEAD 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 UTILITIES. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.
 3. ELECTRICAL SERVICE TO BE MAINTAINED THROUGHOUT CONSTRUCTION.
 4. CONTRACTOR SHALL EXERCISE EXTREME CAUTION WORKING CLOSE TO AIRCRAFT HANGARS. ANY DAMAGE CAUSED TO HANGARS WILL BE REPAIRED TO THE OWNERS SATISFACTION AT THE EXPENSE OF THE CONTRACTOR.
 5. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY UTILITIES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
 6. CONTRACTOR SHALL PROTECT EXISTING PAVEMENT ADJACENT TO PROJECT IMPROVEMENTS.
 7. CONTRACTOR TO MILL EXISTING ASPHALT AND BASE FOR DEMOLITION. MILLINGS TO BECOME PROPERTY OF THE AIRPORT AND TO BE PLACED IN AN AREA LOCATED WITHIN AIRPORT PROPERTY, TO BE SUBSIDIARY TO THE CONTRACT BID ITEMS.

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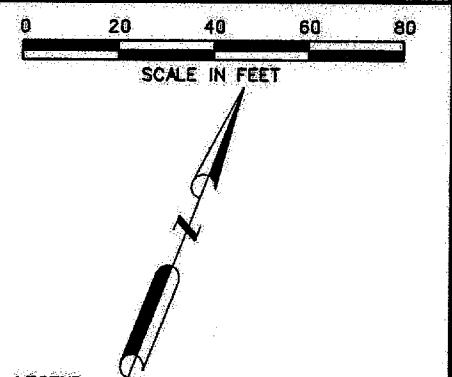
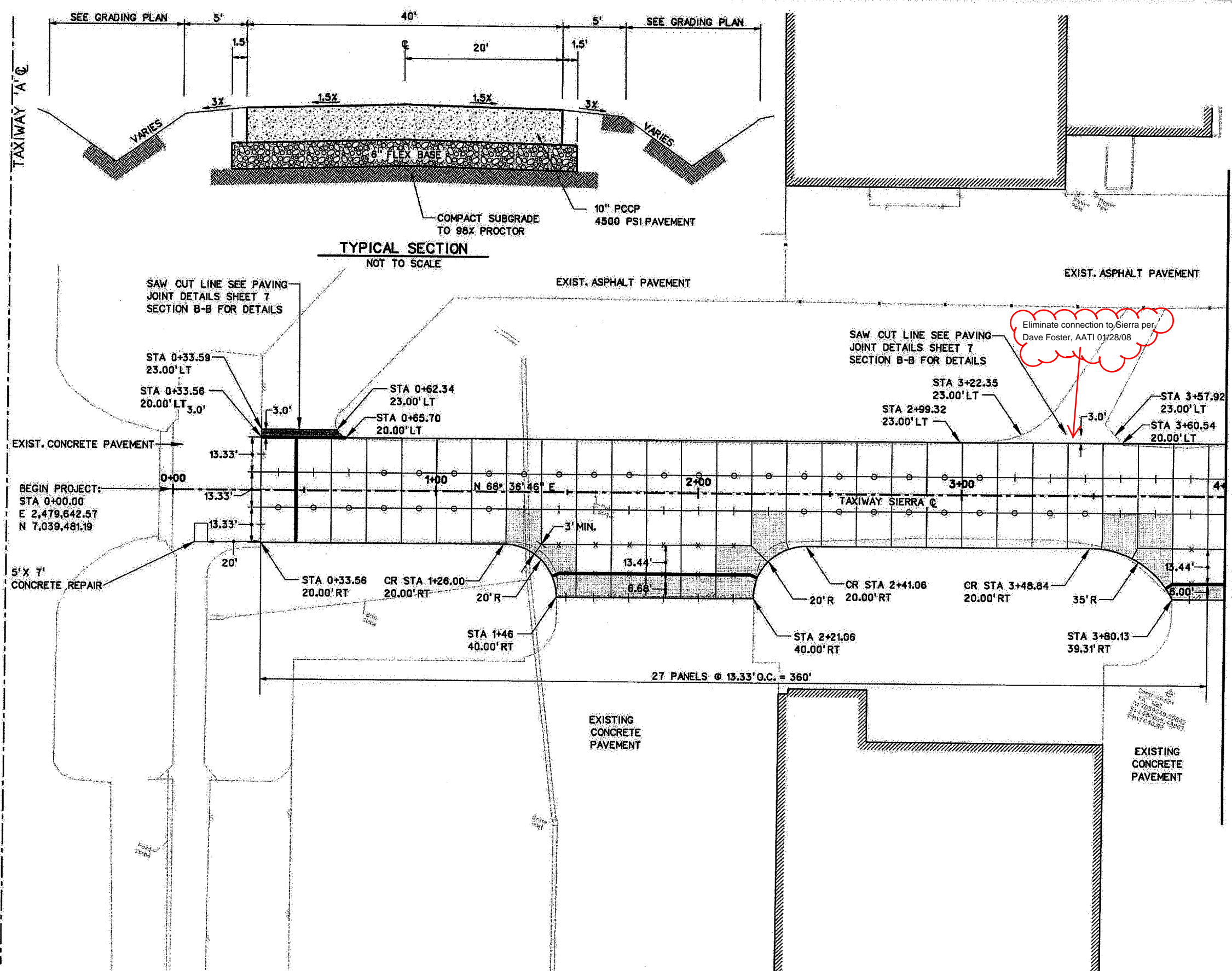
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DATE: SEPTEMBER 2007
SCALE:

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TOWN OF ADDISON		SHEET 12 OF 28
TAXIWAY SIERRA		
DEMOLITION AND BORING PLAN		12
TOWN OF ADDISON, TEXAS		DB-2



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

AS BUILT PLANS

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION. EXTREME CARE SHALL BE EXERCISED AROUND THE HANGARS AND AIRCRAFT, ANY AND ALL DAMAGE TO HANGARS AND AIRCRAFT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
3. COMPACTED SUBGRADE SHALL BE PROOF-ROLLED IN ACCORDANCE WITH SP-002 IN THE TECHNICAL SPECIFICATIONS.
4. OUTSIDE FORM FOR ALL AREAS WHERE PROPOSED CONCRETE PAVEMENT ABUTS EXISTING ASPHALT PAVEMENT, THE ASPHALT SAW CUT LINE SHALL BE USED AS THE OUTSIDE FORM.
5. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING SODDING (NO SEEDING) AT NO SEPARATE PAY.
6. SEE "TYPICAL SECTIONS" SHEET FOR SECTION 'A-A'.
7. SEE "PAVING JOINT DETAILS" SHEET 24 FOR DETAILS.
8. SEE PAVING DETAILS SHEET FOR ODD SHAPED PANEL JOINT CONSTRUCTION.
9. "DOG LEG" JOINTS SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 10' IN LENGTH, PER THE PAVING DETAILS, SEE SHEET 23.

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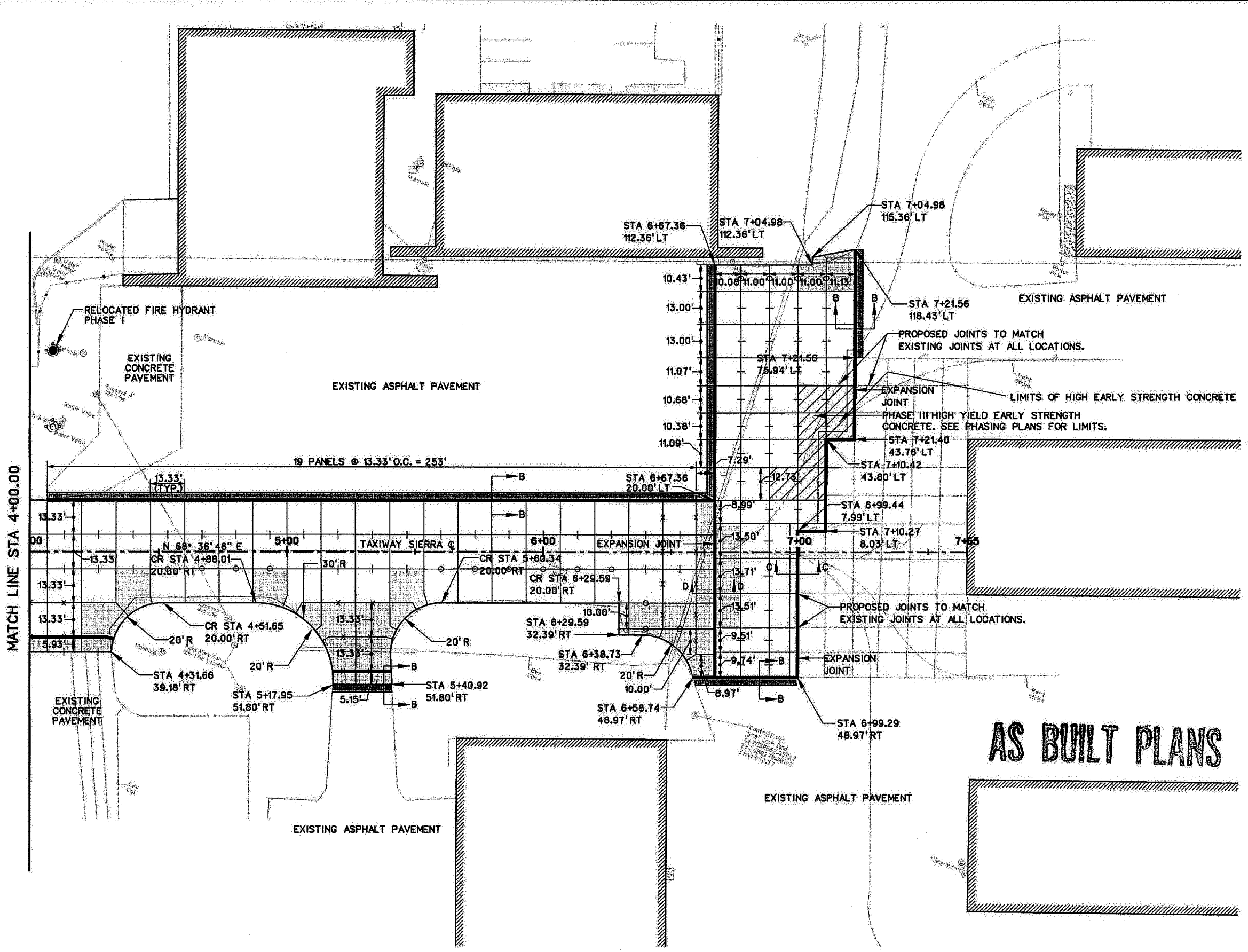
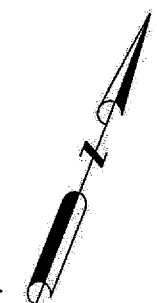
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DRAWN: CCH, MAH
CHECK: MAH
DATE: SEPTEMBER 2007
SCALE:

PROJECT NO. 45601



TOWN OF ADDISON		SHEET 13 OF 28
TAXIWAY SIERRA		
PAVING AND JOINT LAYOUT PLAN		13
TOWN OF ADDISON, TEXAS		PP-01



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
- ▨ HIGH EARLY STRENGTH CONCRETE

NOTES:

1. CONTRACTOR TO TAKE PRECAUTIONS TO PROTECT EXISTING POWER POLES AND HANGARS. POWER TO REMAIN IN SERVICE THROUGHOUT CONSTRUCTION. EXTREME CARE SHALL BE EXERCISED AROUND THE HANGARS AND AIRCRAFT. ANY AND ALL DAMAGE TO HANGARS AND AIRCRAFT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING RELOCATION OF ANY OVERHEAD UTILITIES AND GUY WIRES WITH THE APPLICABLE FRANCHISE UTILITY OWNER.
3. COMPACTED SUBGRADE SHALL BE PROOF-ROLLED IN ACCORDANCE WITH SP-002 IN THE TECHNICAL SPECIFICATIONS.
4. OUTSIDE FORM FOR ALL AREAS WHERE PROPOSED CONCRETE PAVEMENT ABUTS EXISTING ASPHALT PAVEMENT. THE ASPHALT SAW CUT LINE SHALL BE USED AS THE OUTSIDE FORM.
5. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RESTORED TO THEIR ORIGINAL CONDITION INCLUDING SODDING (NO SEEDING) AT NO SEPARATE PAY.
6. SEE "TYPICAL SECTIONS" SHEET FOR SECTION 'A-A', 'B-B' AND 'C-C'.
7. SEE "PAVING JOINT DETAILS" SHEET 24 FOR DETAILS.
8. SEE PAVING DETAILS SHEET FOR ODD SHAPED PANEL JOINT CONSTRUCTION.
9. "DOG LEG" JOINTS SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 10' IN LENGTH, PER THE PAVING DETAILS.

AS BUILT PLANS

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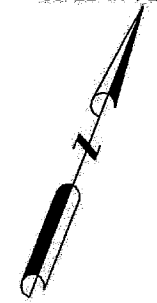
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DATE: SEPTEMBER 2007
SCALE:

PROJECT NO. 45601



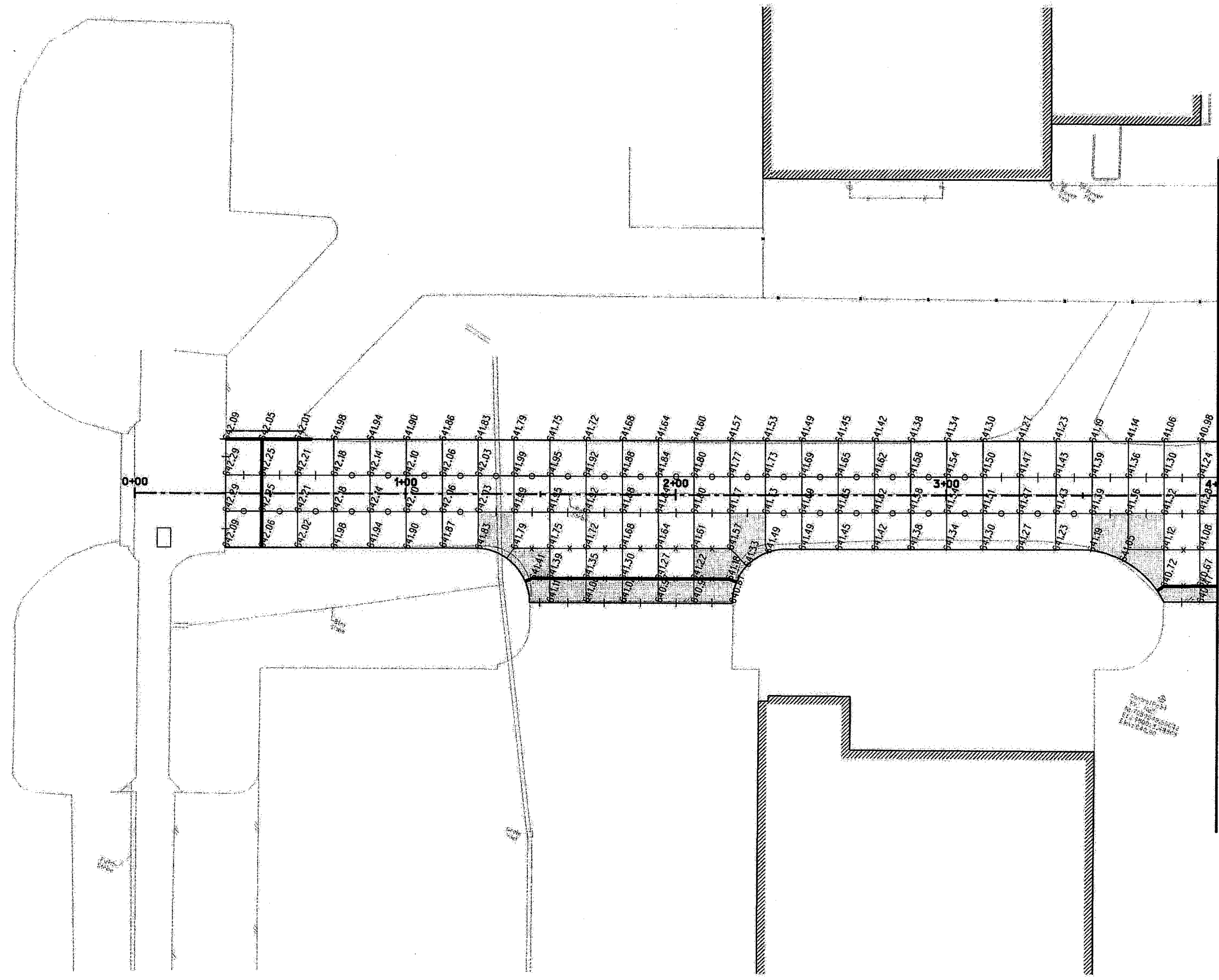
TOWN OF ADDISON		SHEET 14 OF 28
TAXIWAY SIERRA		
PAVING AND JOINT LAYOUT PLAN		14
TOWN OF ADDISON, TEXAS		PP-2



NOTE:

1. CENTERLINE ELEVATIONS TO BE 0.1' HIGHER THAN THE JOINTS ON EITHER SIDE OF THE C. IN CASE OF A DISCREPANCY, THE C ELEVATION SHOULD BE 0.05' HIGHER THAN THE JOINT WITH THE HIGHER ELEVATION.

TAXIWAY 'A' C



MATCH LINE STA 4+00.00

AS BUILT PLANS

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DATE	SEPTEMBER 2007	
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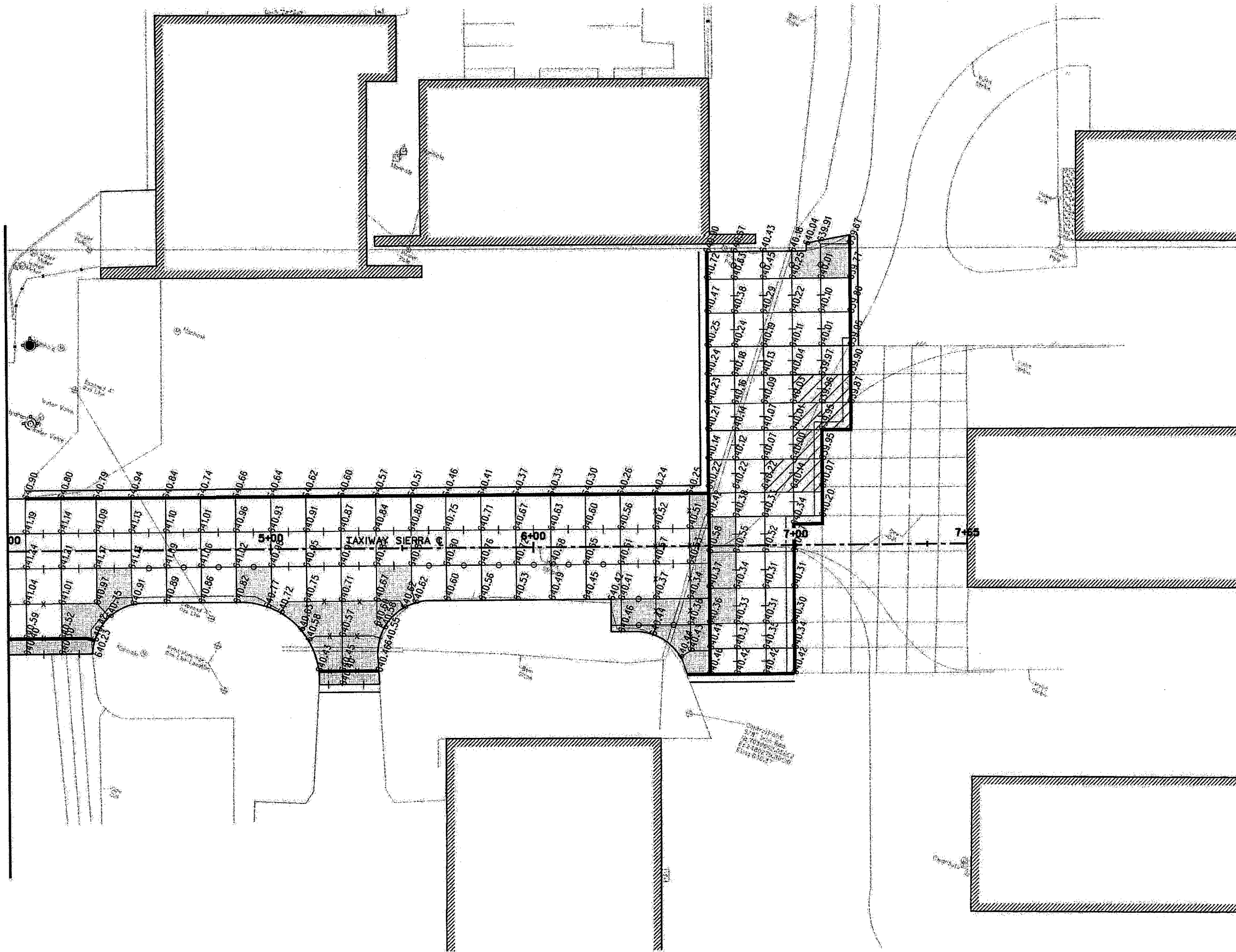
TOWN OF ADDISON		SHEET 16 OF 28
TAXIWAY SIERRA		
JOINT ELEVATIONS		16
TOWN OF ADDISON, TEXAS		JE-1



NOTE:

1. CENTERLINE ELEVATIONS TO BE 0.1' HIGHER THAN THE JOINTS ON EITHER SIDE OF THE C. IN CASE OF A DISCREPANCY, THE C ELEVATION SHOULD BE 0.05' HIGHER THAN THE JOINT WITH THE HIGHER ELEVATION.

MATCH LINE STA 4+00.00



AS BUILT PLANS

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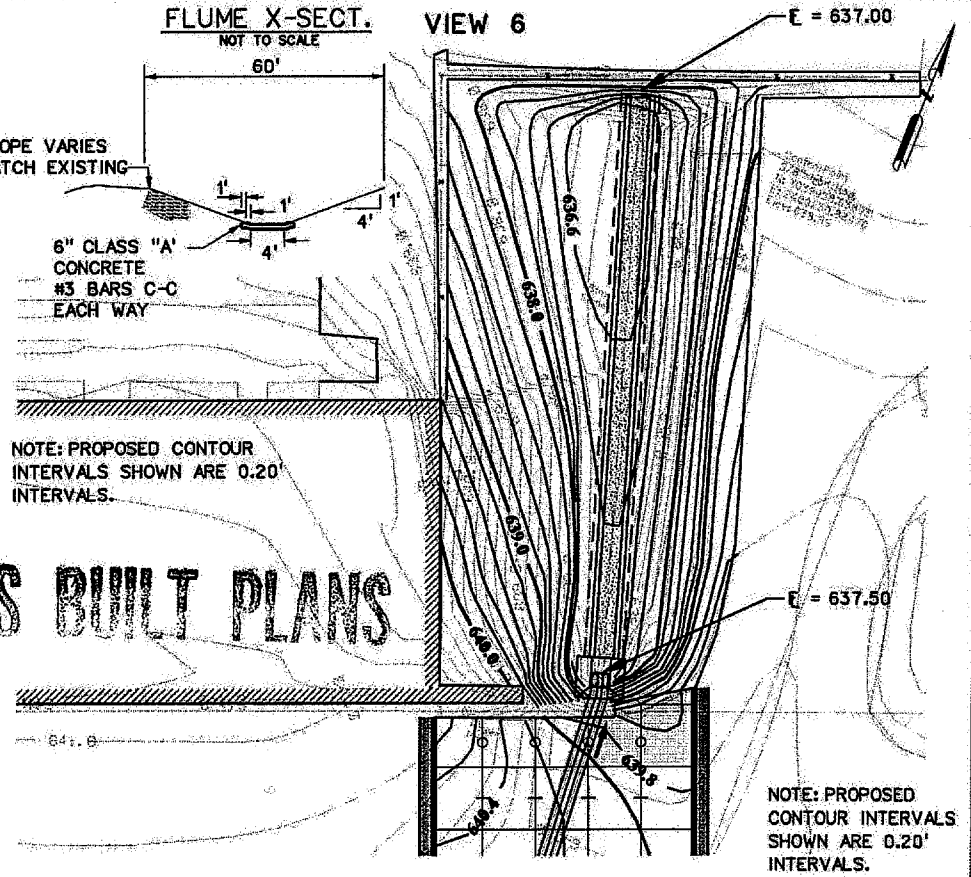
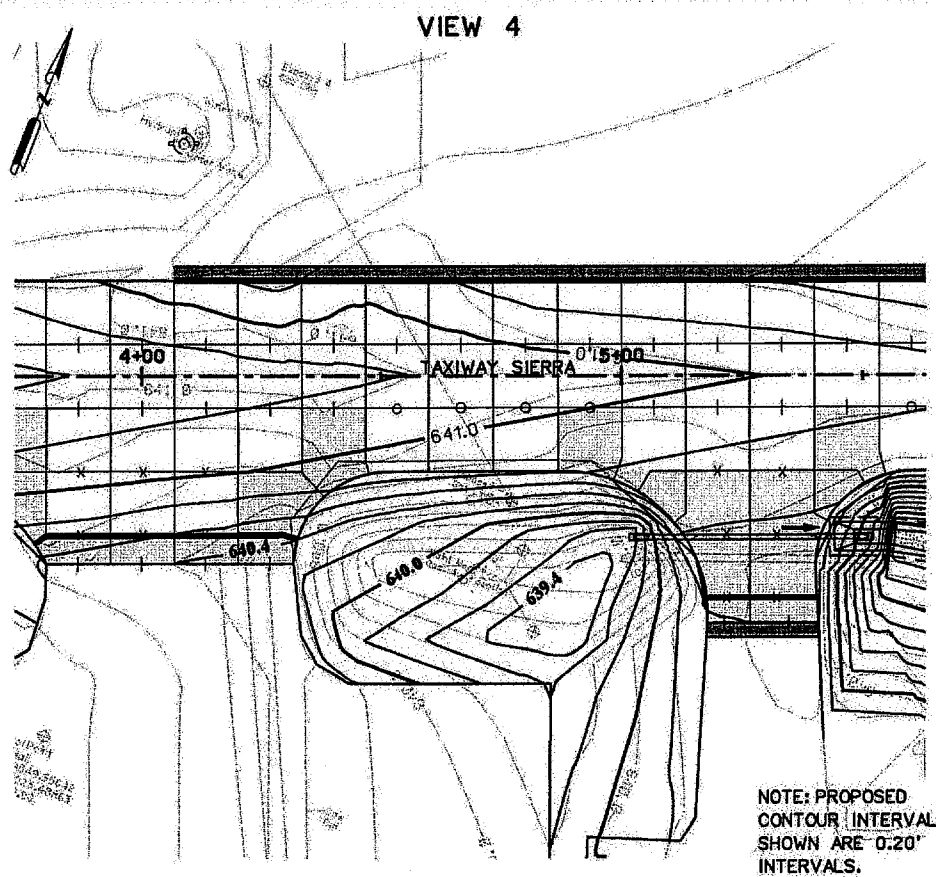
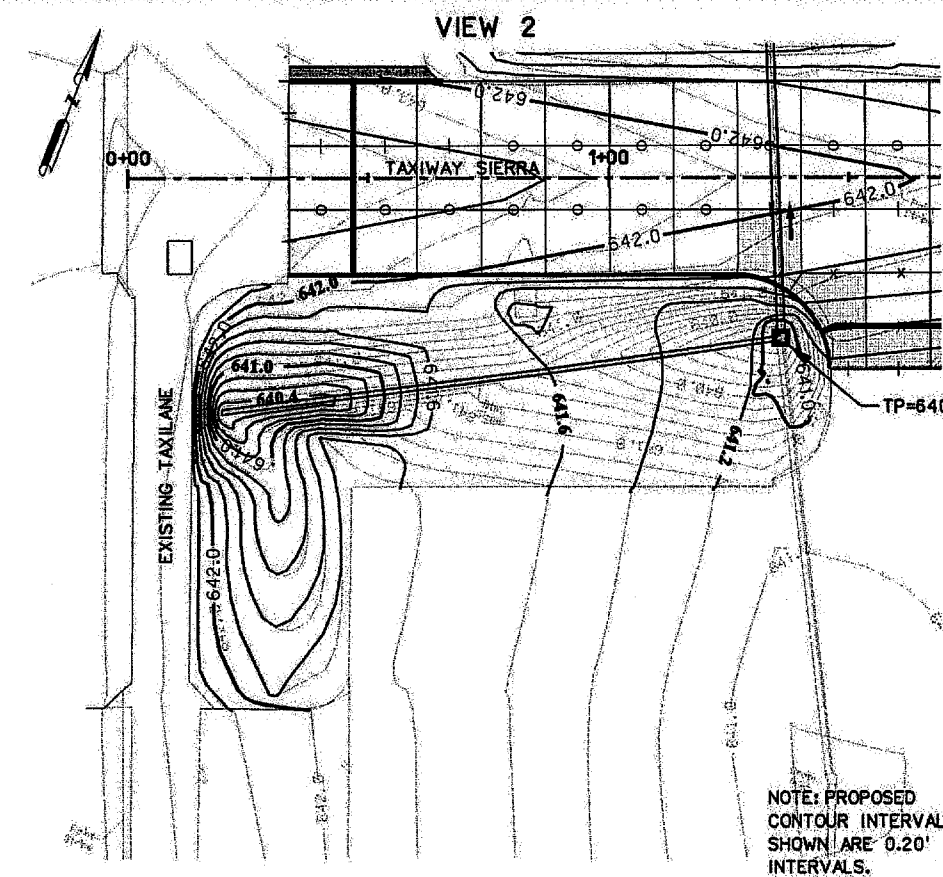
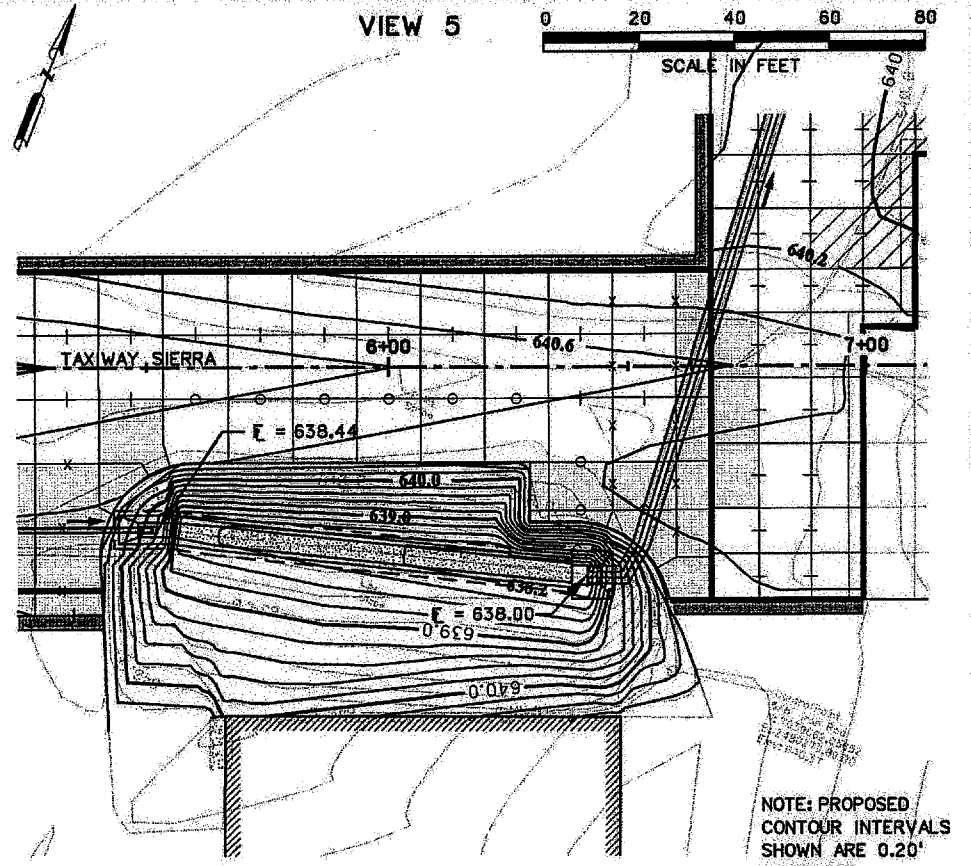
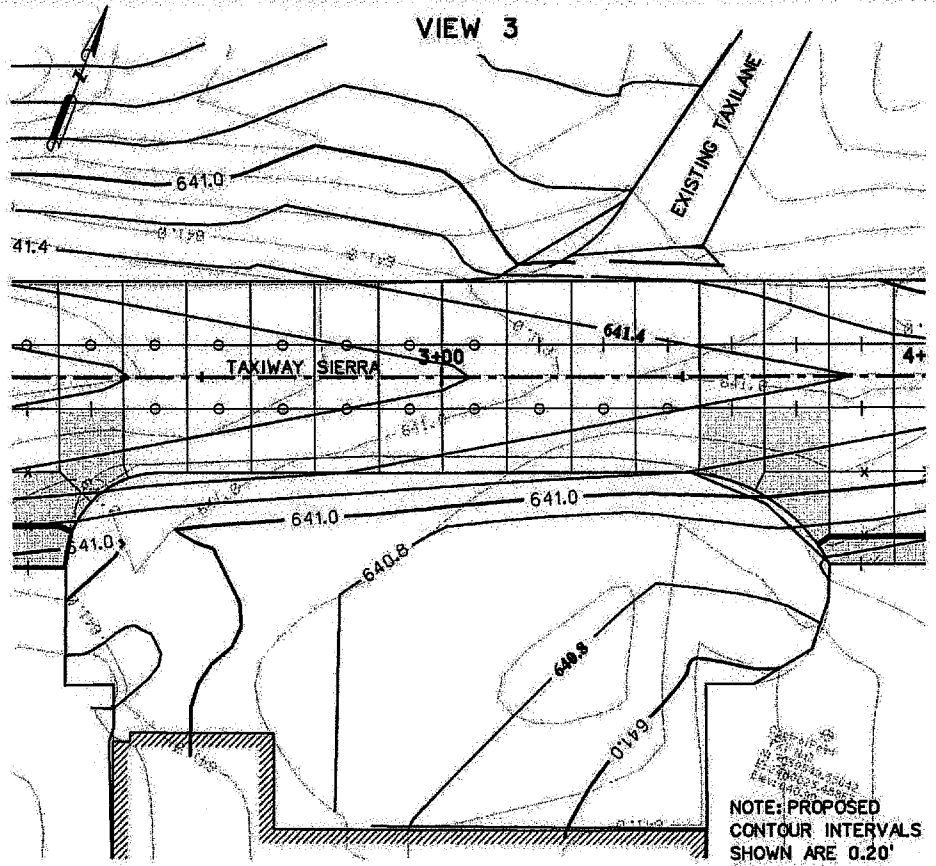
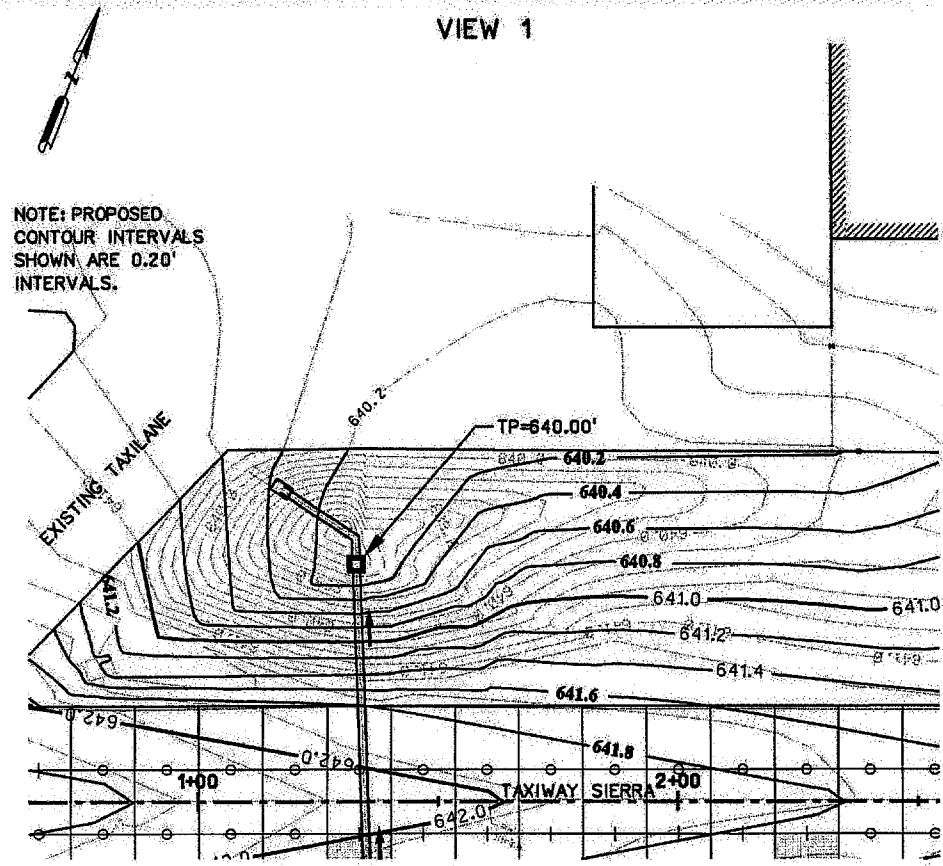
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TOWN OF ADDISON		SHEET 17 OF 28
TAXIWAY SIERRA		
JOINT ELEVATIONS		17
TOWN OF ADDISON, TEXAS		JE-2



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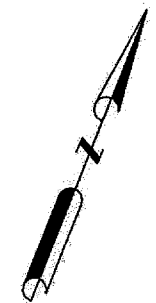
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PROJECT NO. 45601



TOWN OF ADDISON	SHEET 15 OF 28
TAXIWAY SIERRA	
GRADING PLAN	15
TOWN OF ADDISON, TEXAS	GP-1

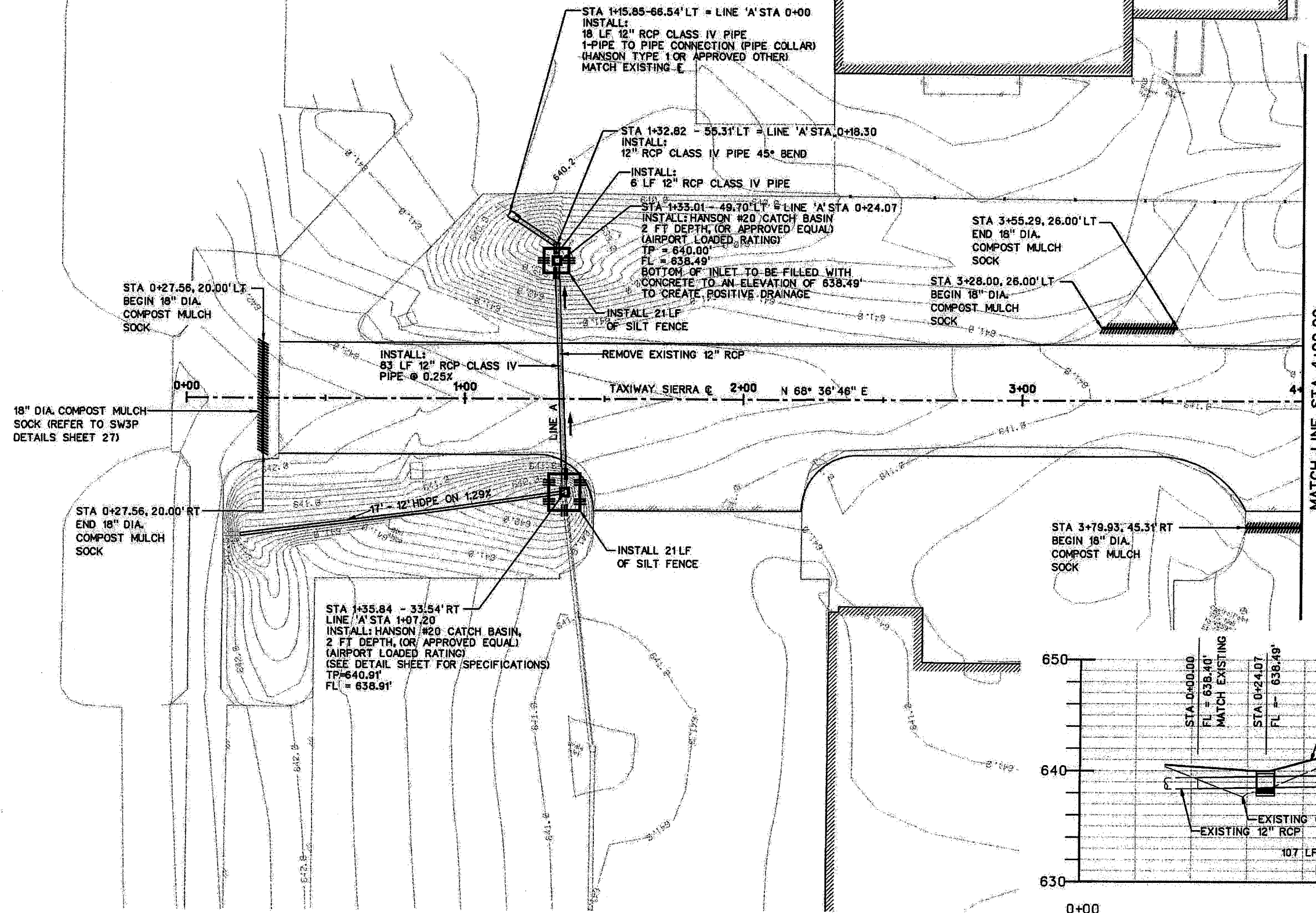


SW3P LEGEND

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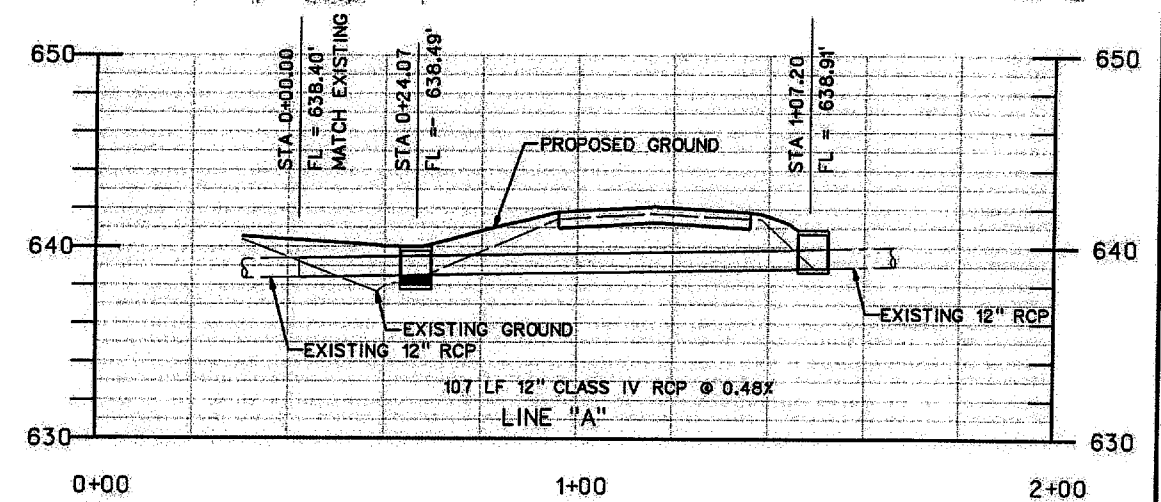
////// COMPOST MULCH SOCK

NOTE:
1. CONTRACTOR IS RESPONSIBLE FOR UTILITY LOCATION PRIOR TO CONSTRUCTION.



MATCH LINE STA 4+00.00

AS BUILT PLANS



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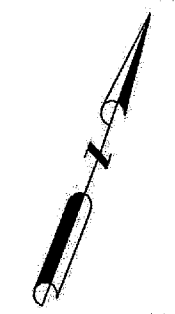
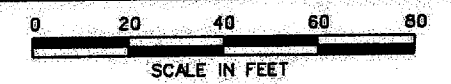
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 DRAWN: CCH
 DATE: SEPTEMBER 2007
 SCALE:

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TOWN OF ADDISON TAXIWAY SIERRA	SHEET 18 OF 28
DRAINAGE AND SW3P PLAN	18
TOWN OF ADDISON, TEXAS	DP-1

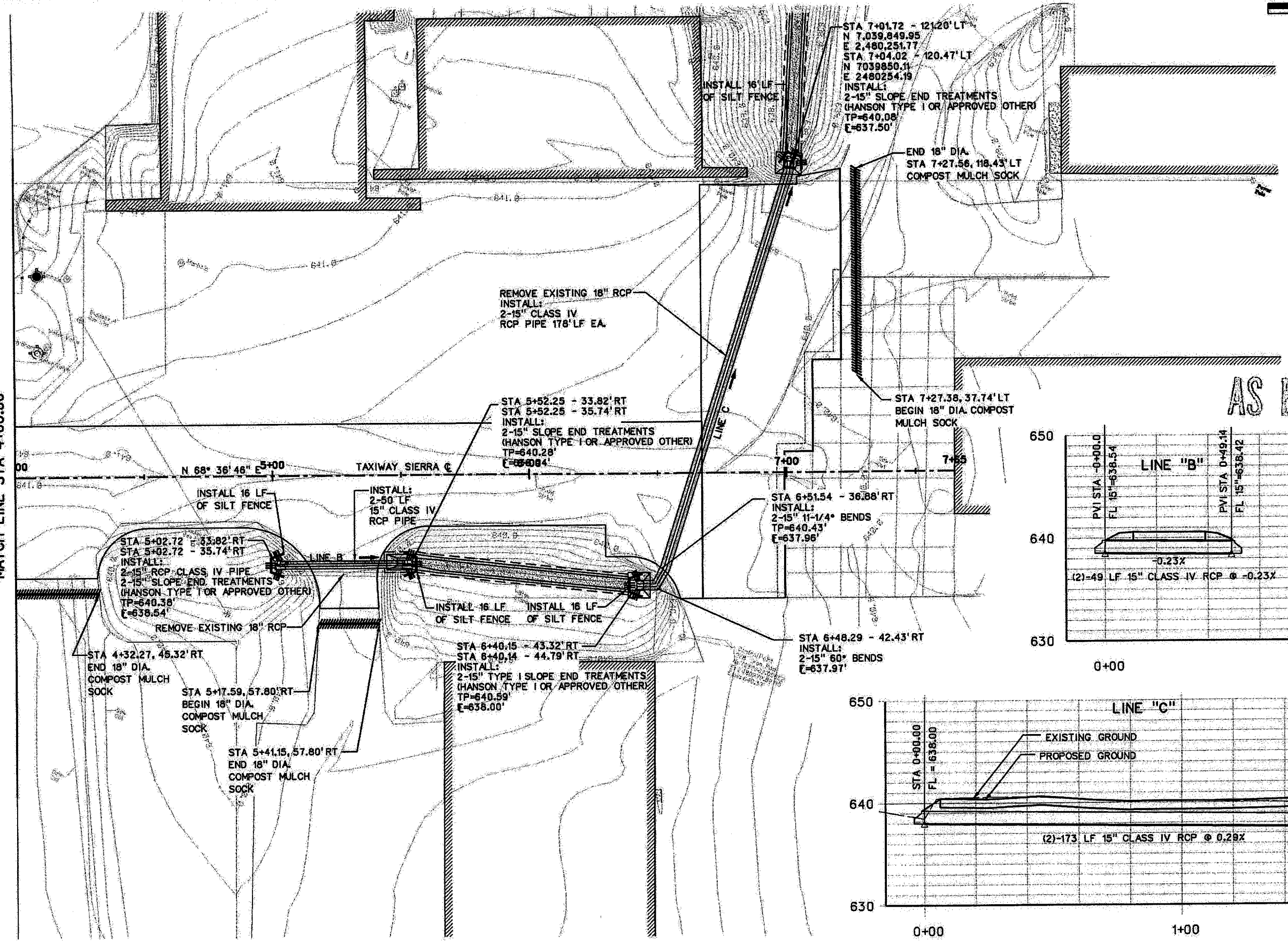


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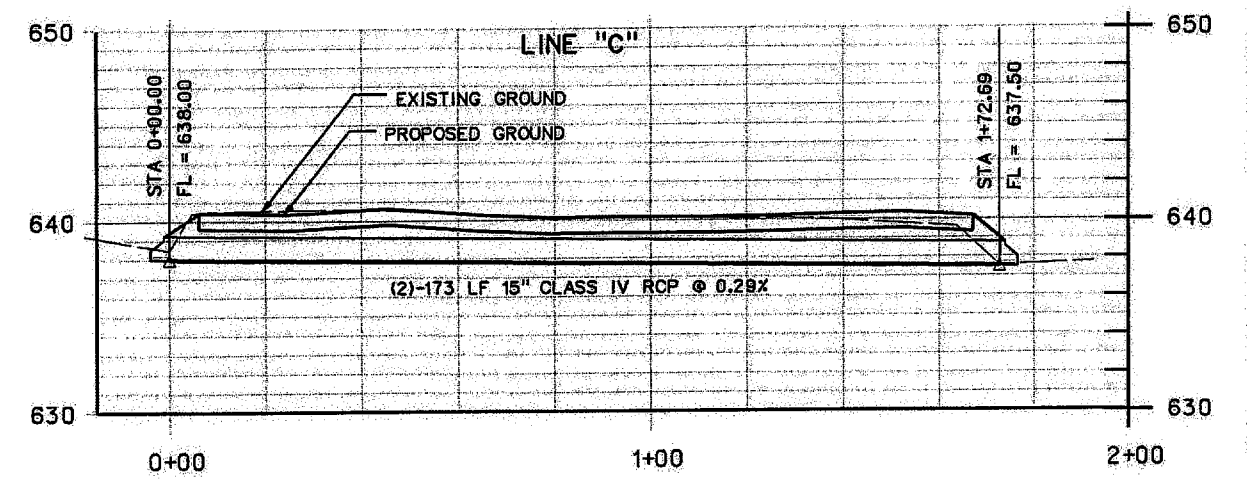
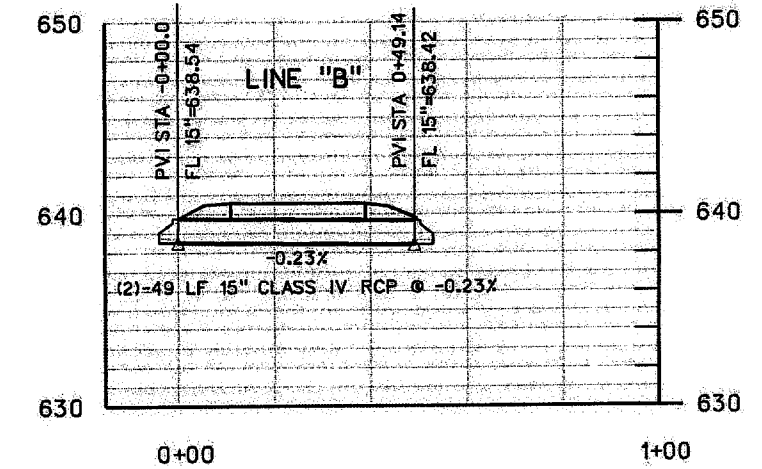
	SILT FENCE
	COMPOST MULCH SOCK

NOTE:
CONTRACTOR IS RESPONSIBLE FOR UTILITY LOCATION PRIOR TO CONSTRUCTION.

MATCH LINE STA 4+00.00



AS BUILT PLANS



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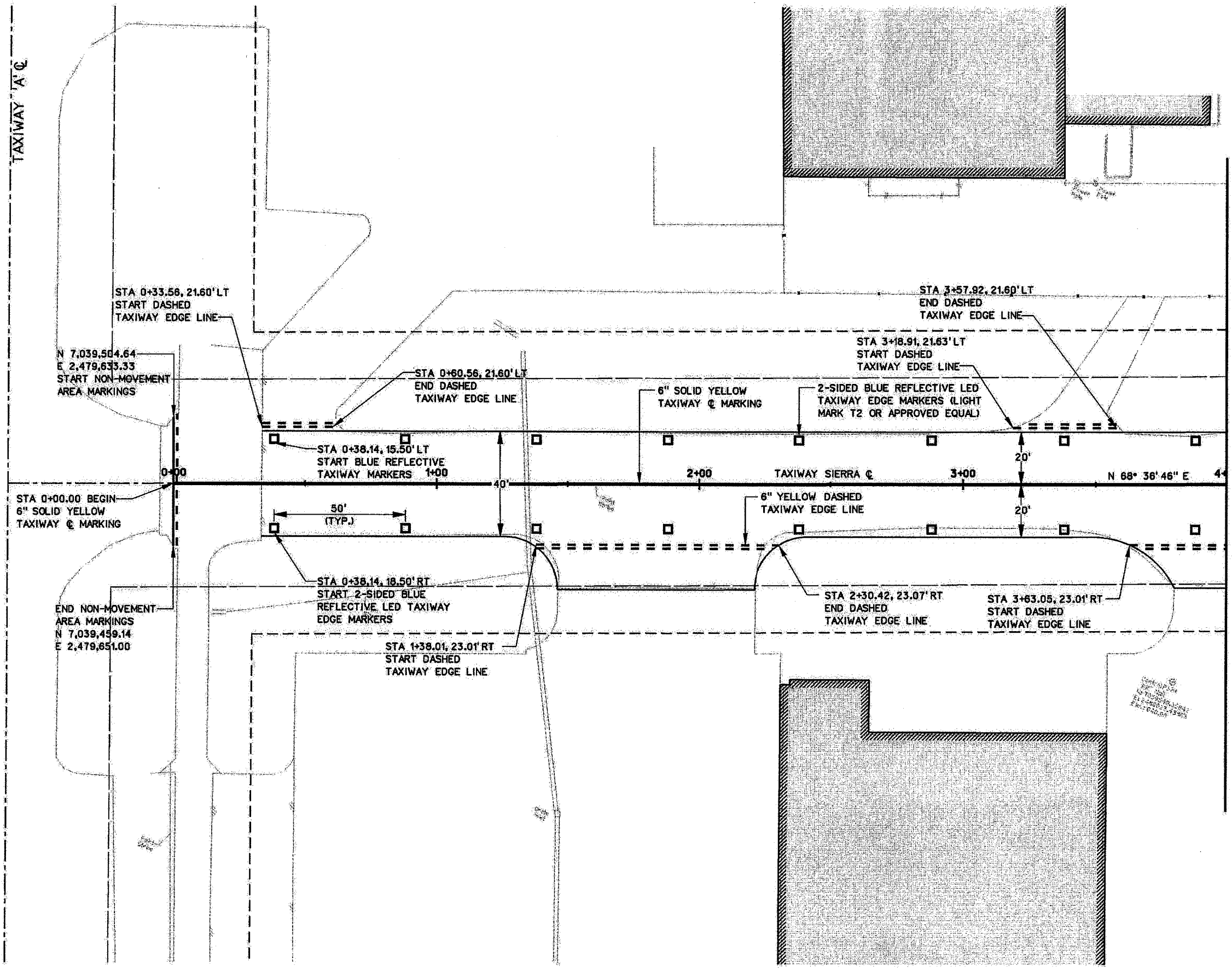
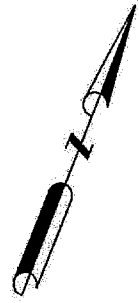
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Engineers, Architects, Planners

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DRAWN CHECK: CCH MAH
DATE: SEPTEMBER 2007
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TOWN OF ADDISON		SHEET 19 OF 28
TAXIWAY SIERRA		
DRAINAGE AND SW3P PLAN		
TOWN OF ADDISON, TEXAS		19
		DP-2



NOTES:

1. CONTRACTOR TO COORDINATE WITH TENANTS IN ACTIVE TRAFFIC AREAS WHERE EQUIPMENT WILL NEED TO BE MOVED QUICKLY WITH PLANES USING TAXIWAY.
2. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
3. REFER TO PAVEMENT MARKING DETAILS SHEET 26 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.

MATCH LINE STA 4+00.00

AS BUILT PLANS

LEGEND

- TAXIWAY CENTERLINE MARKING
- NON-MOVEMENT AREA
- DASHED TAXIWAY EDGE LINE
- 2-SIDED BLUE REFLECTIVE LED TAXIWAY EDGE MARKERS (LIGHT MARK T2 OR APPROVED EQUAL)

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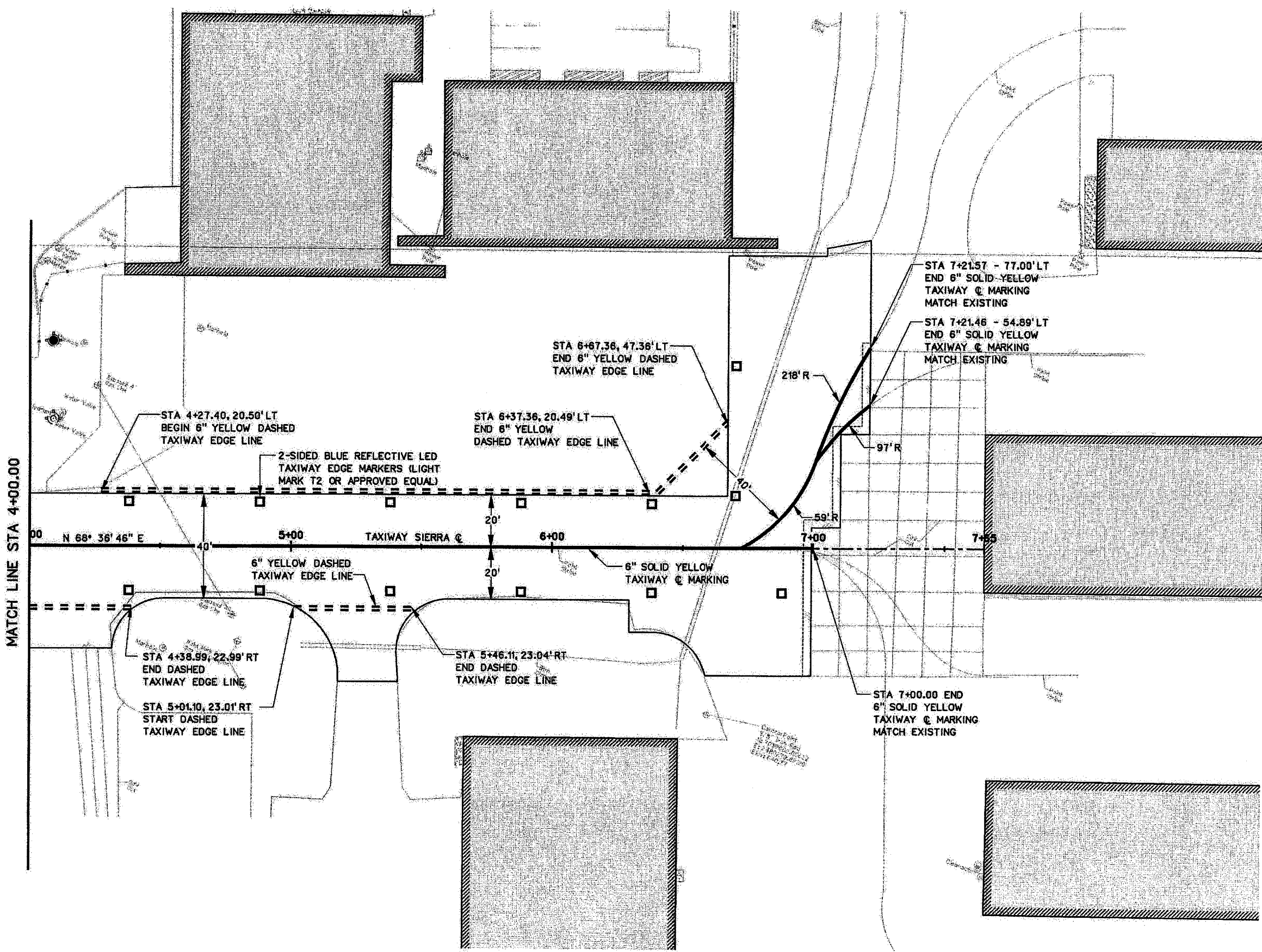


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The HNTB Companies
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DRAWN CCH MMH
CHECK MMH
DATE SEPTEMBER 2007
SCALE



TOWN OF ADDISON	SHEET 20 OF 28
TAXIWAY SIERRA	
PAVEMENT MARKING PLAN	20
TOWN OF ADDISON, TEXAS	PM-1



NOTES:

1. CONTRACTOR TO COORDINATE WITH TENANTS IN ACTIVE TRAFFIC AREAS WHERE EQUIPMENT WILL NEED TO BE MOVED QUICKLY WITH PLANES USING TAXIWAY.
2. ALL MARKINGS SHALL BE PLACED PER FAA AC 150/5340-1J.
3. REFER TO PAVEMENT MARKING DETAILS SHEET 26 FOR STRIPING DETAILS AND REFLECTIVE MEDIA NOTES.

AS BUILT PLANS

LEGEND

- TAXIWAY CENTERLINE MARKING
- NON-MOVEMENT AREA
- ==== DASHED TAXIWAY EDGE LINE
- 2-SIDED BLUE REFLECTIVE LED TAXIWAY EDGE MARKERS (LIGHT MARK T2 OR APPROVED EQUAL)

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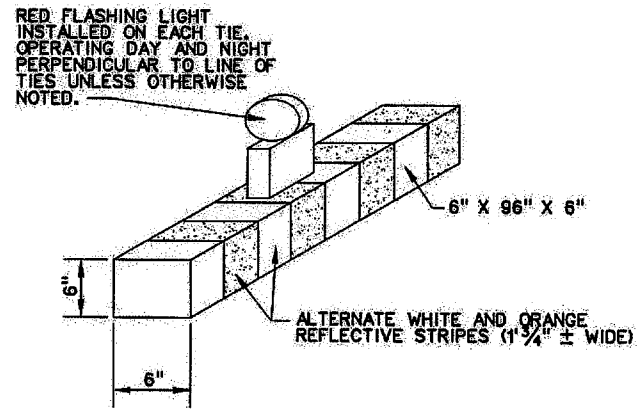
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DESIGN CHECK: JSH, MAH
 DRAWN CHECK: CCH, MAH
 DATE: SEPTEMBER 2007
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PROJECT NO.: 43601

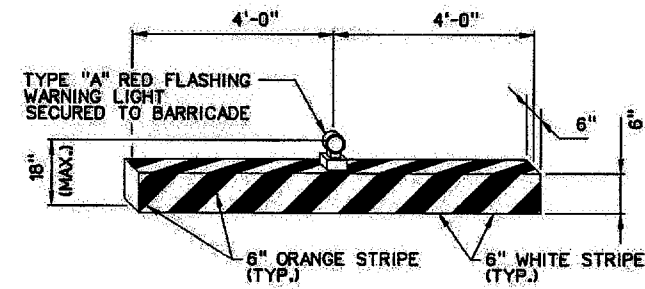


TOWN OF ADDISON	SHEET 21 OF 28
TAXIWAY SIERRA	
PAVEMENT MARKING PLAN	21
TOWN OF ADDISON, TEXAS	PM-2

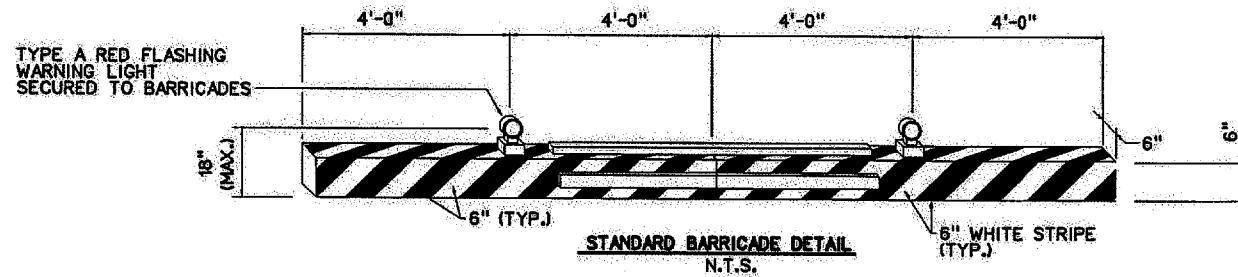


NOTE:
TYPICALLY USED WHERE THE LIMIT OF CONSTRUCTION IS ADJACENT TO THE EDGE OF PAVEMENT OF AN ACTIVE TAXIWAY OR TAXILANE.

LOW-PROFILE WATER FILLED PLASTIC BARRICADE
N.T.S.



NOTE: BARRICADES SHALL BE PLACED CONTINUOUSLY, END TO END.



NOTE:
BARRICADES SHALL BE PLACED CONTINUOUSLY, END TO END AND CONNECTED WITH "2X4" STRAPS ON THE TOP AND BOTH SIDES.

LOW LEVEL LIGHTED BARRICADE NOTES:

1. PLACEMENT AND MAINTENANCE OF BARRICADES SHALL BE CONSIDERED SUBSIDIARY TO ITEM TS-005 "MAINTENANCE OF TRAFFIC".
2. SUFFICIENT SANDBAGS SHALL BE PLACED ON EACH SUPPORT BRACE TO KEEP BARRICADE IN PLACE AT ALL TIMES.
3. CONTRACTOR SHALL DISPOSE OF SANDBAGS OFF-SITE UPON COMPLETION OF CONSTRUCTION.
4. BARRICADES SHALL BE PLACED AT 10' INTERVALS ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING BARRICADES UPON COMPLETION OF CONSTRUCTION OPERATIONS.
6. THE CONTRACTOR SHALL PROVIDE CONTINUOUS MAINTENANCE FOR ALL TEMPORARY MARKING AND BARRICADES NECESSARY FOR THE PROGRESS OF THE WORK, AT NO ADDITIONAL COST TO THE OWNER.
7. BARRICADES SHALL BE COVERED WITH REFLECTIVE SHEETING OR OTHER MATERIAL AS DIRECTED BY THE ENGINEER.
8. BARRICADES SHALL CONFORM TO FAA AC 150/5370-2E

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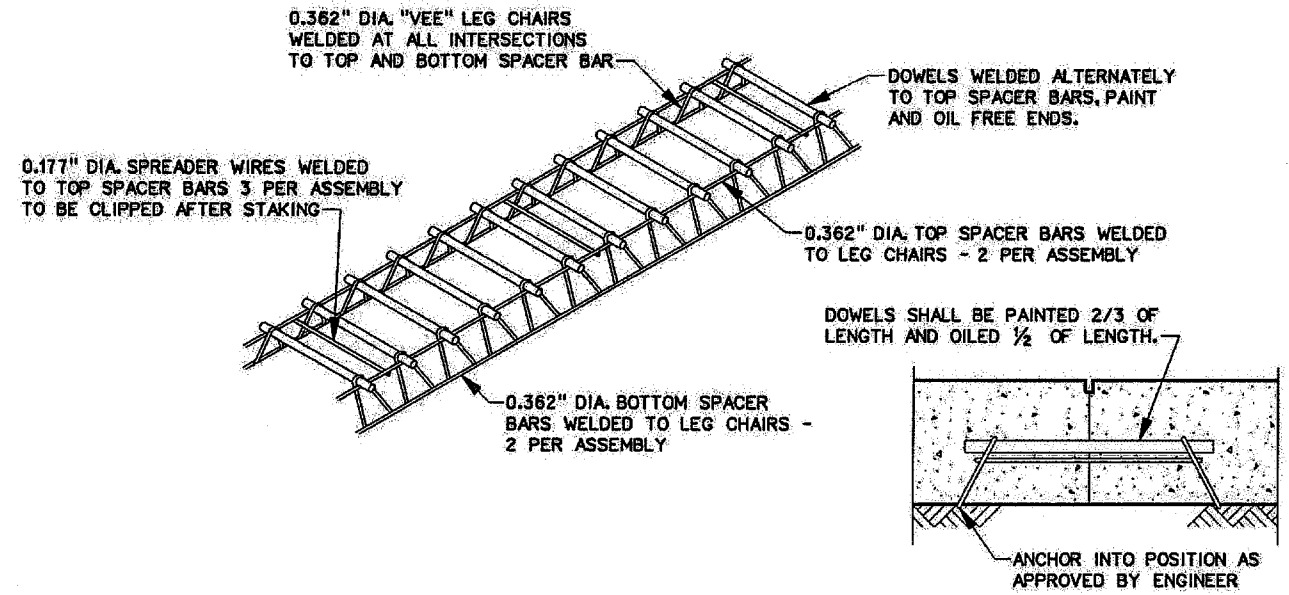
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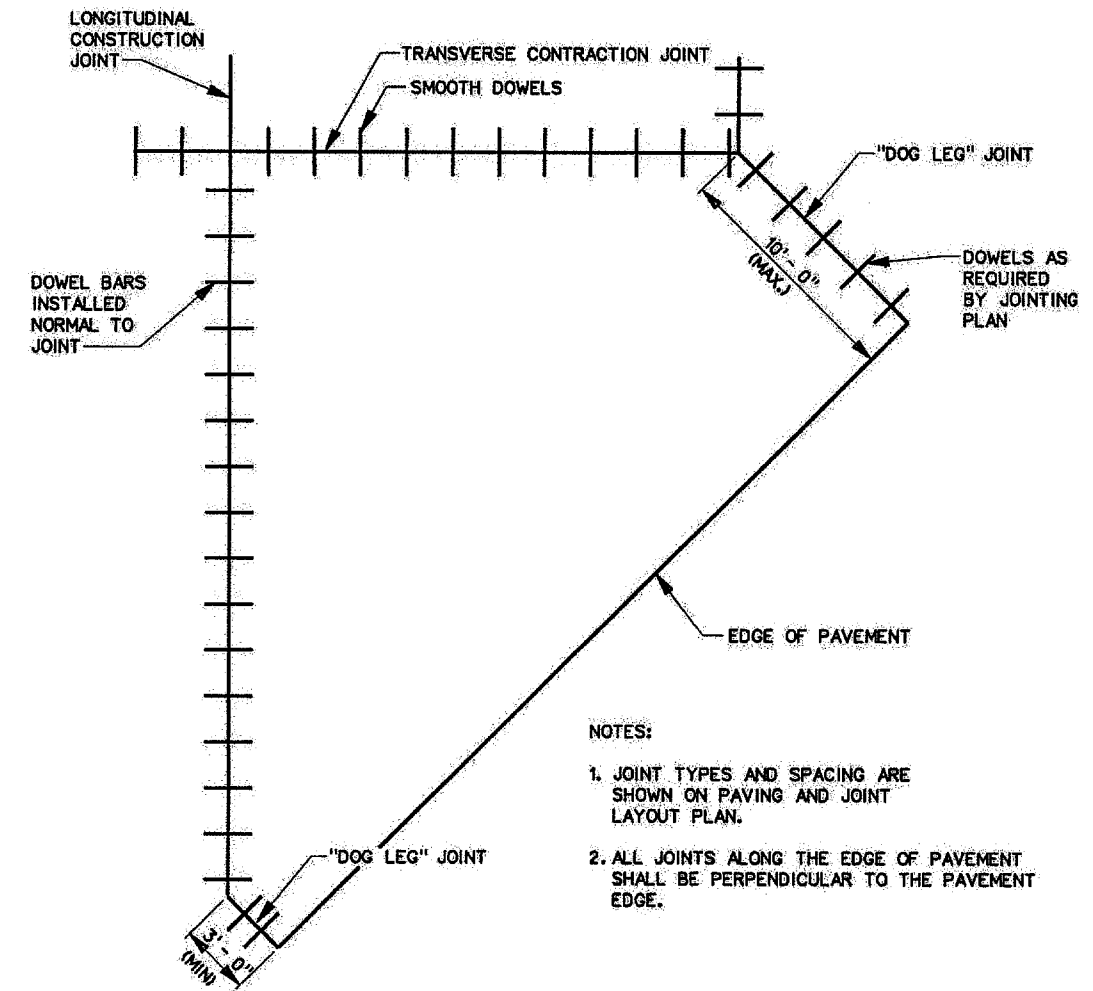
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DRAWN CHECK	CCH MAH		
DATE	SEPTEMBER 2007		
SCALE			



TOWN OF ADDISON		SHEET 22 OF 28
TAXIWAY SIERRA		
BARRICADE DETAILS		22
TOWN OF ADDISON, TEXAS		DT-1

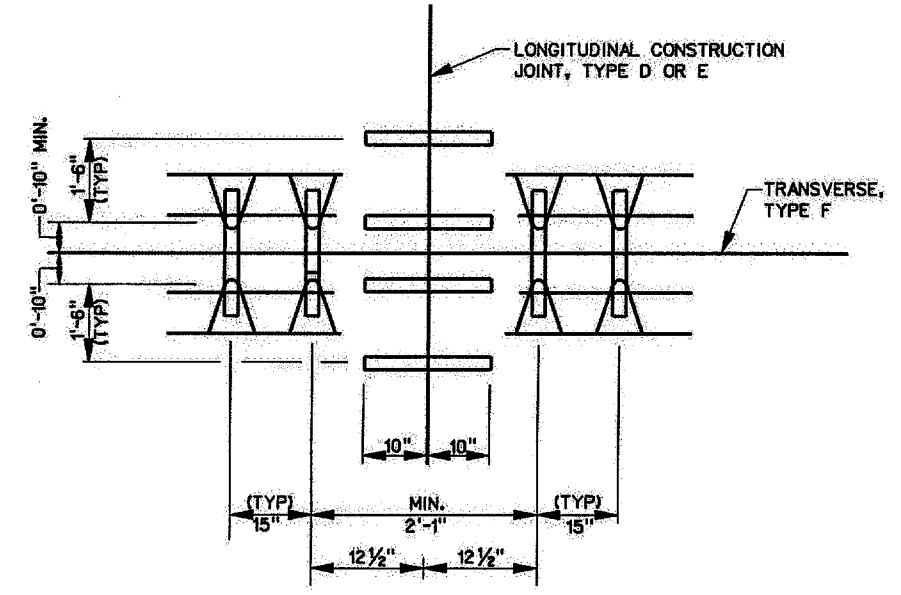


DOWEL BAR ASSEMBLY
NOT TO SCALE



TYPICAL FILLET DETAIL
NOT TO SCALE

- NOTES:
1. JOINT TYPES AND SPACING ARE SHOWN ON PAVING AND JOINT LAYOUT PLAN.
 2. ALL JOINTS ALONG THE EDGE OF PAVEMENT SHALL BE PERPENDICULAR TO THE PAVEMENT EDGE.



TYPICAL DOWEL BAR SPACING AT JOINT INTERSECTION
NOT TO SCALE

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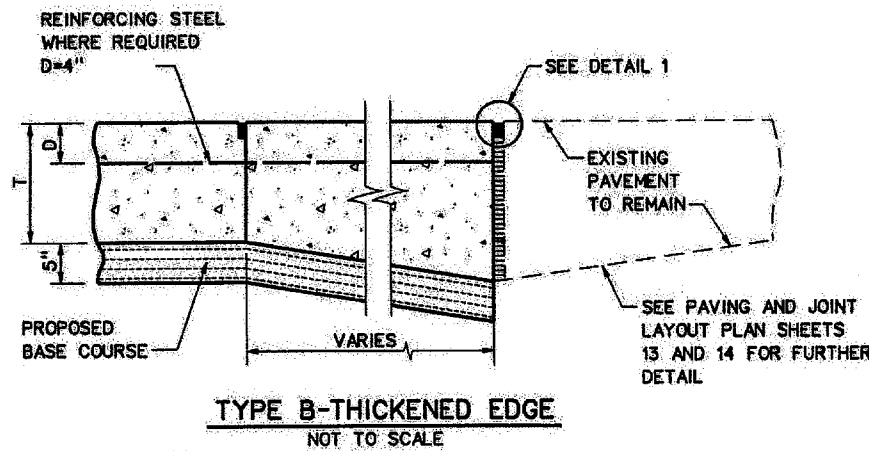
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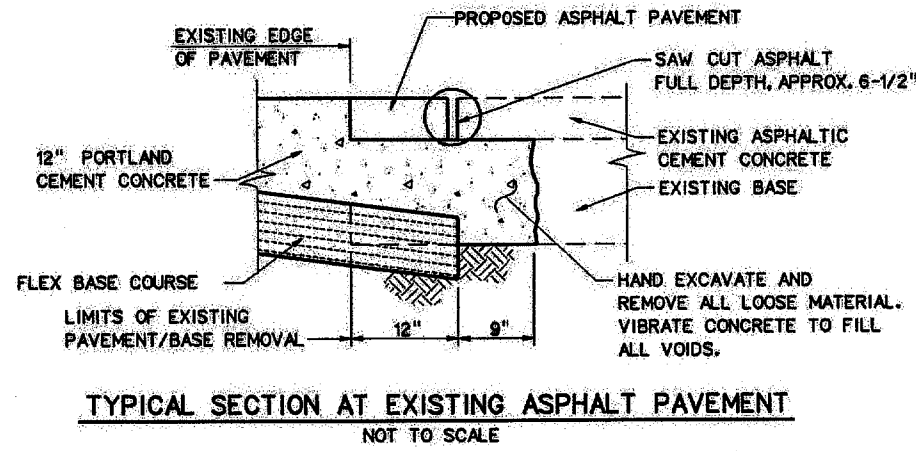
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DRAWN CHECK	CCH MAH		
DATE	SEPTEMBER 2007		
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TOWN OF ADDISON		SHEET 23 OF 28
TAXIWAY SIERRA		
PAVING DETAILS		23
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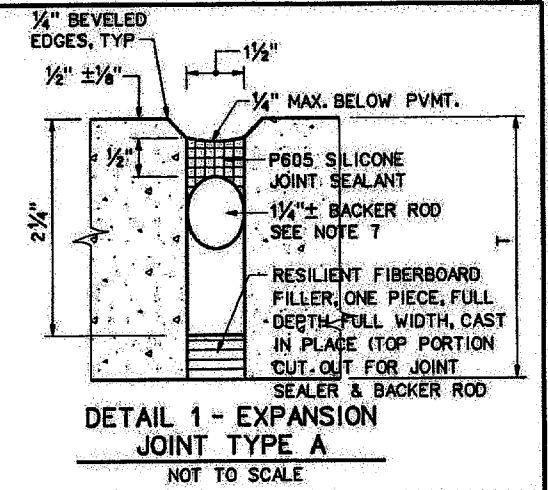


TYPE B-THICKENED EDGE
NOT TO SCALE

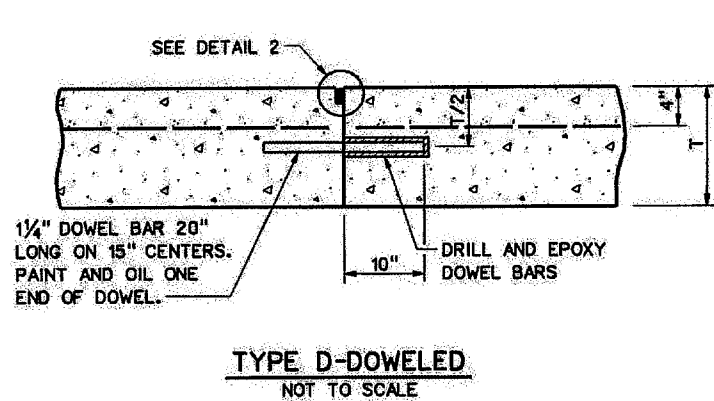


TYPICAL SECTION AT EXISTING ASPHALT PAVEMENT
NOT TO SCALE

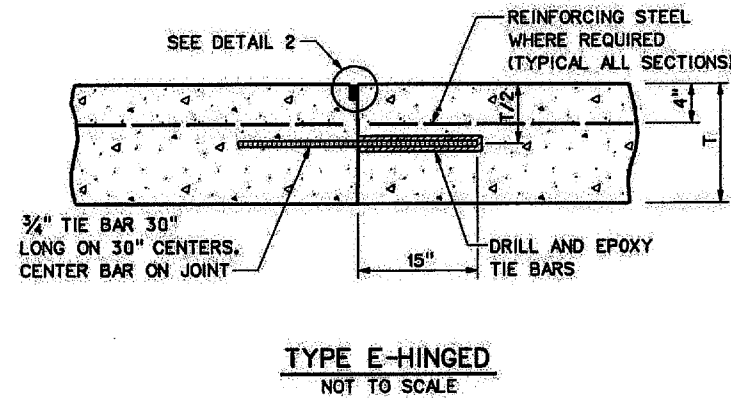
EXPANSION JOINTS



DETAIL 1 - EXPANSION JOINT TYPE A
NOT TO SCALE



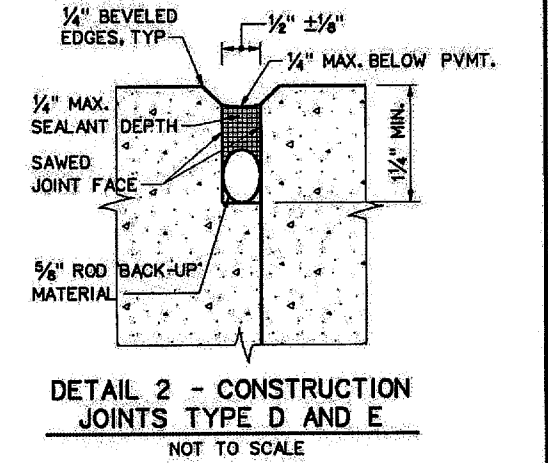
TYPE D-DOWELED
NOT TO SCALE



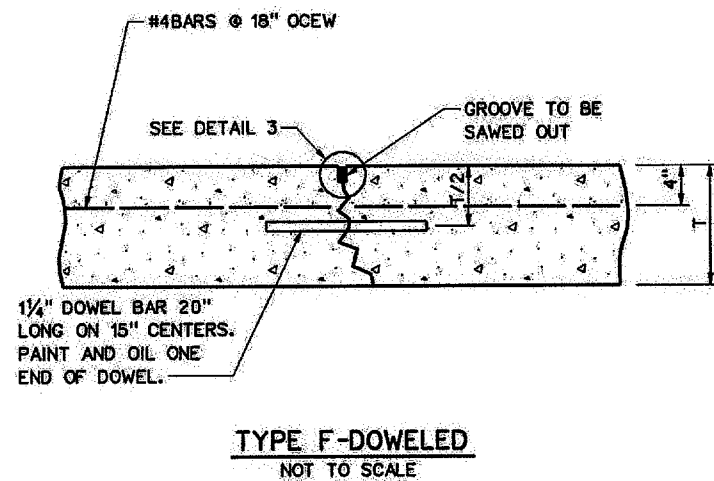
TYPE E-HINGED
NOT TO SCALE

REINFORCEMENT STEEL SHALL BE AT A MINIMUM, #3 BARS ON 12-INCH CENTERS FOR LONGITUDINAL STEEL MEMBERS AND 18-INCH SPACING FOR TRAVERSE STEEL MEMBERS. CONCRETE SHOULD INCLUDE AIR ENTRAINMENT WHICH SHALL VARY FROM 4 - 6 PERCENT.

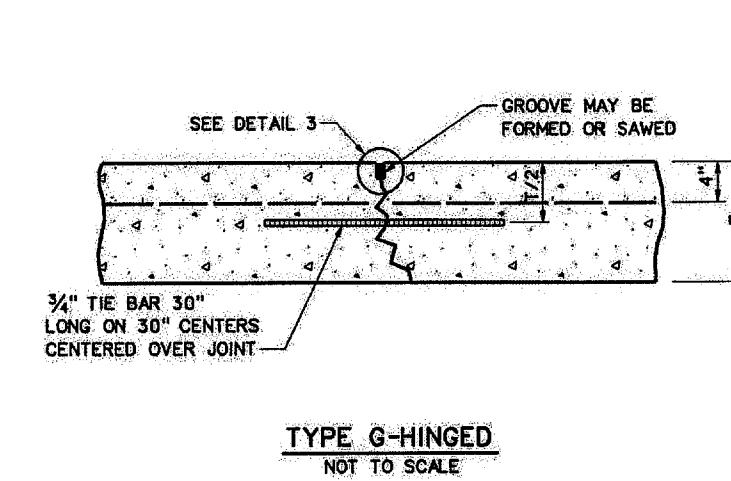
CONSTRUCTION JOINTS



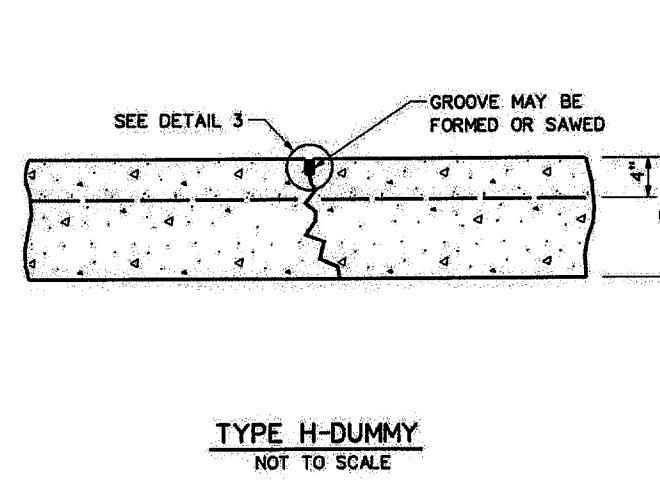
DETAIL 2 - CONSTRUCTION JOINTS TYPE D AND E
NOT TO SCALE



TYPE F-DOWELED
NOT TO SCALE

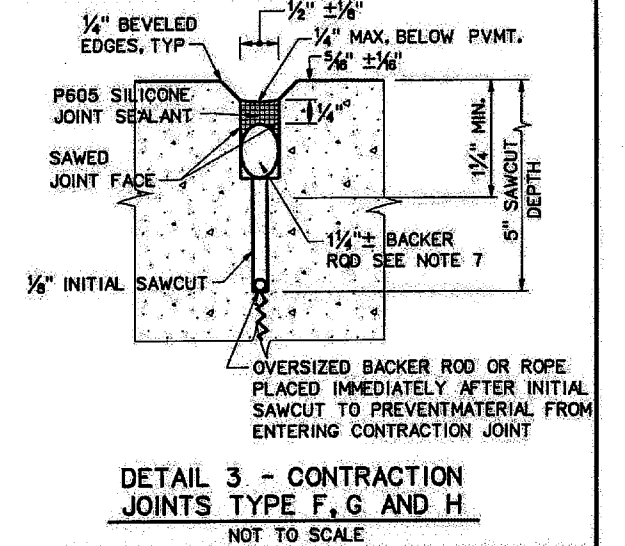


TYPE G-HINGED
NOT TO SCALE



TYPE H-DUMMY
NOT TO SCALE

CONSTRUCTION JOINTS



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

NOTES:

- LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS SHALL NOT REQUIRE INITIAL SAW CUT.
- TRANSVERSE CONSTRUCTION JOINTS SHALL BE USED ONLY AS APPROVED BY THE ENGINEER.
- DOWELS AND TIE BARS FOR CONSTRUCTION JOINTS AT EXISTING PAVEMENT EDGE SHALL BE DRILLED AND BONDED IN PLACE BY APPROVED CONSTRUCTION METHODS.
- DRILLING METHOD SHALL BE CAPABLE OF MAINTAINING DRILL HOLES (A) PARALLEL TO THE CONCRETE SURFACE AND (B) NORMAL TO THE JOINT LINE WITHIN 1/4" (±) 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 1/4" FOR 1 1/4" DOWELS AND TIE BARS.
- 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.
- 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.
- THE BACKER ROD MATERIAL SHALL BE INSTALLED WITH THE SEALANT AND SLIGHTLY OVERSIZED TO PREVENT MOVEMENT DURING THE JOINT SEALING OPERATION.

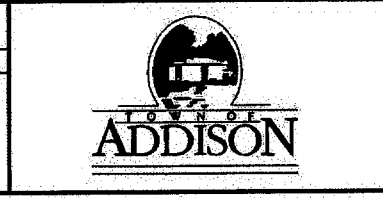
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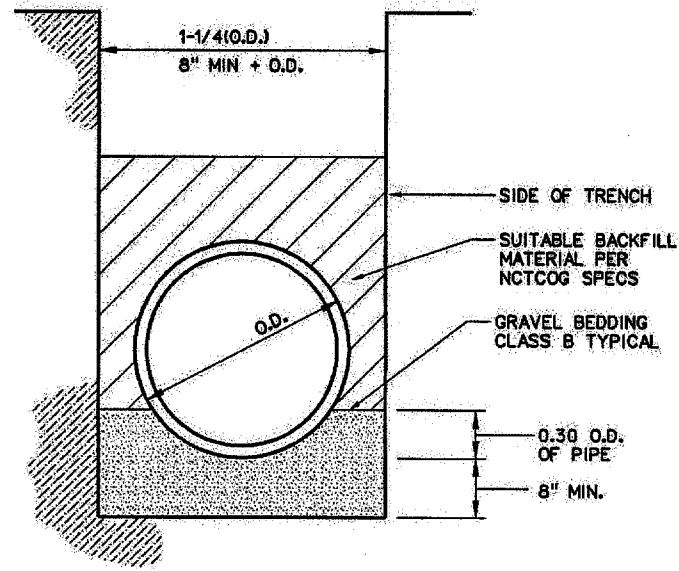
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1	11/9/07	REINFORCEMENT STEEL CLARIFICATION	JSN				

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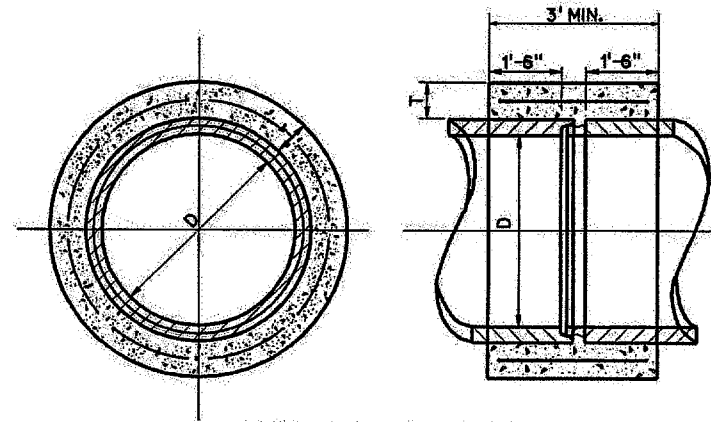
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DESIGN CHECK	JSN MAH	PROJECT NO. 45601
DRAWN CHECK	CGH MAH	
DATE	SEPTEMBER 2007	
SCALE		



TOWN OF ADDISON		SHEET
TAXIWAY SIERRA		24 OF 28
PAVING JOINT DETAILS		24
TOWN OF ADDISON, TEXAS		DT-3



STORM SEWER TRENCH BEDDING DETAIL
NOT TO SCALE



PIPE COLLAR DETAIL
NOT TO SCALE

D IN	T IN	As *
12	6	18"
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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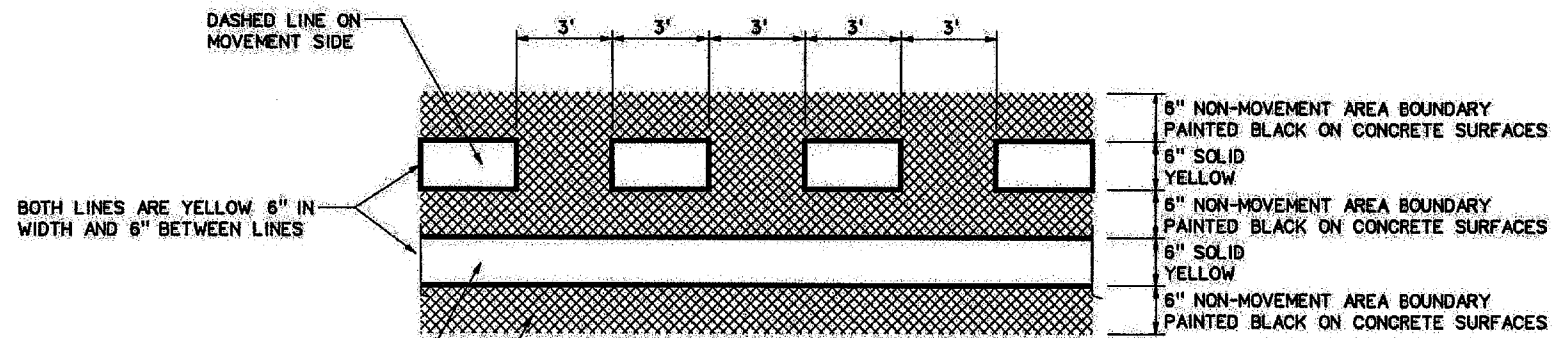
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DATE: SEPTEMBER 2007
SCALE:

PROJECT NO. 45601

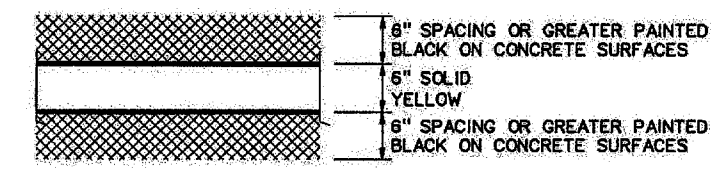
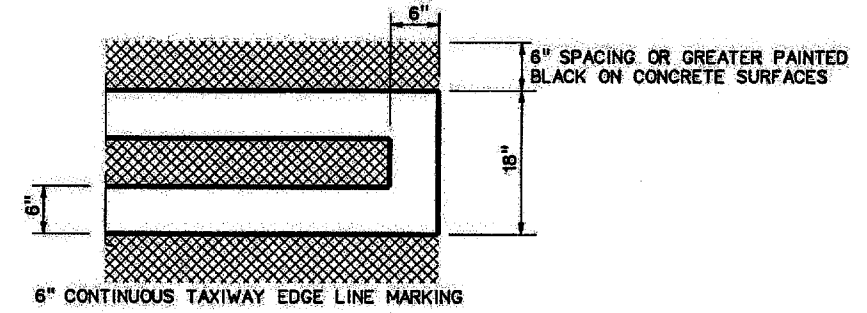


TOWN OF ADDISON	SHEET 25 OF 28
TAXIWAY SIERRA	
DRAINAGE DETAILS	25
TOWN OF ADDISON, TEXAS	DT-4



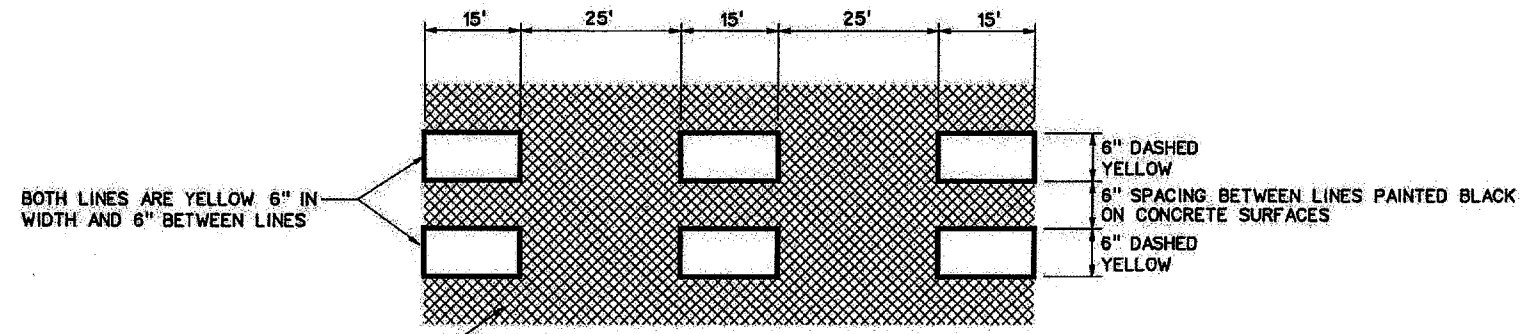
NON-MOVEMENT AREA MARKINGS
N.T.S.

NON-MOVEMENT AREA MARKINGS NOTES:
IN ORDER TO INCREASE THE VISIBILITY OF MARKINGS AT AIRPORTS THE CONTRAST OF A MARKING ON CONCRETE PAVEMENT SURFACES AND LIGHT COLORED PAVEMENTS CAN BE INCREASED BY OUTLINING ALL EDGES OF THE MARKING WITH A BLACK BORDER THAT IS 6 INCHES OR GREATER IN WIDTH.



STRIPING
N.T.S.

STRIPING NOTES:
ALL STRIPING SHALL HAVE TYPE I STRIPING MEDIA.
REFER TO ITEM 666 OF TEXAS STANDARD SPECIFICATIONS (2004)



DASHED TAXIWAY EDGE LINE MARKINGS
N.T.S.

DASHED TAXIWAY EDGE LINE MARKINGS NOTES:
SEE NON-MOVEMENT AREA MARKINGS NOTES ABOVE

AS BUILT PLANS

NOTE:
THE CONTRACTOR SHALL PROVIDE CONTINUOUS MAINTENANCE FOR ALL TEMPORARY MARKINGS NECESSARY FOR THE PROGRESS OF THE WORK, AT NO ADDITIONAL COST TO THE OWNER.

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TOWN OF ADDISON		SHEET 26 OF 28
TAXIWAY SIERRA		
PAVEMENT MARKING DETAILS		26
TOWN OF ADDISON, TEXAS		DT-5

SITE DESCRIPTION

PROJECT LIMITS: ADDISON AIRPORT, ADDISON, TEXAS

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

PROJECT DESCRIPTION:
PAVEMENT IMPROVEMENTS

MAJOR SOIL DISTURBING ACTIVITIES:
EXCAVATION

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER:
36% OF AREA DISTURBED HAS VEGETATIVE COVERING

TOTAL PROJECT AREA: 1.43 Acres

TOTAL AREA TO BE DISTURBED: 1.43 Acres

WEIGHTED RUNOFF COEFFICIENT
BEFORE CONSTRUCTION: 0.75
AFTER CONSTRUCTION: 0.75

NAME OF RECEIVING WATERS: N/A

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
- SODDING
- SOIL RETENTION BLANKET
- CHANNEL LINER
- OTHER (COURLEX TO 8' BEHIND CURB)

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)

- 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
- STORM INLET SEDIMENT TRAP
- STONE OUTLET STRUCTURES
- CURBS AND GUTTERS
- STORM SEWERS
- VELOCITY CONTROL DEVICES
- COMPOST MULCH SOCK

OTHER:

STORM SEWER INLETS, STORM SEWER, DEPRESSED AREAS, AND CULVERTS

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 OWNER, REMOVE ALL TEMPORARY STRUCTURAL CONTROLS AND SOD ANY AREAS DISTURBED BY THEIR REMOVAL. ANY PERIMETER CONTROLS SHALL REMAIN IN PLACE UNTIL FINAL STABILIZATION 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 R.O.W. to the lows within the roadway and project site which drains to the 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 owner 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. Town shall review all contractor inspections. Town Inspector to inspect erosion control devices as necessary.

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 owner 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.

AS BUILT PLANS

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PROJECT NO. 45601



TOWN OF ADDISON

TOWN OF ADDISON
TAXIWAY SIERRA

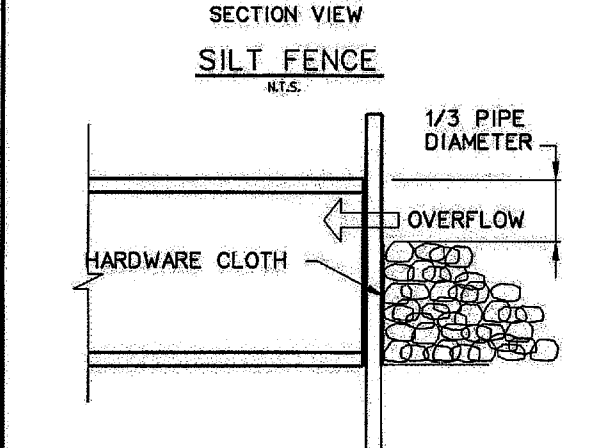
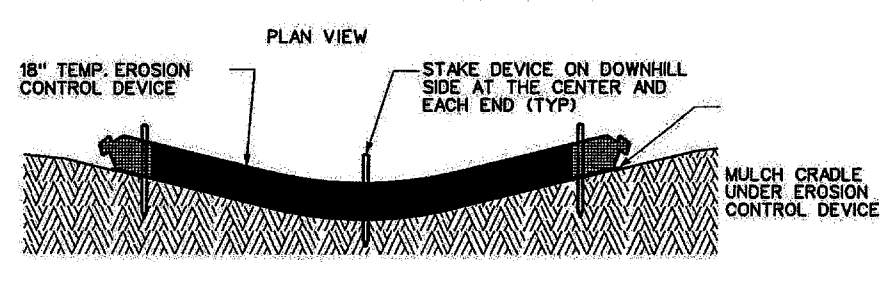
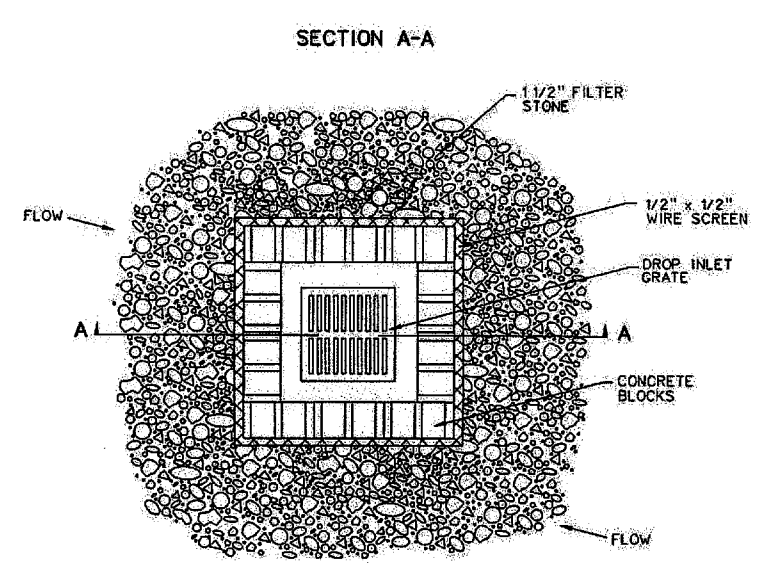
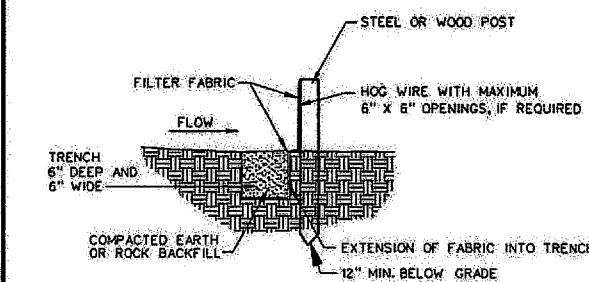
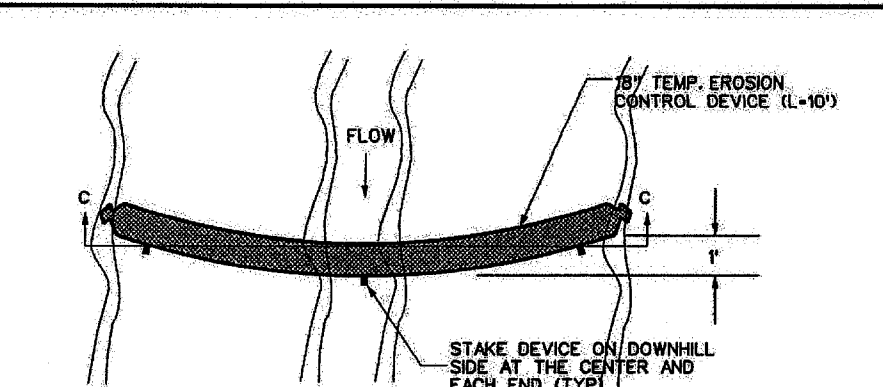
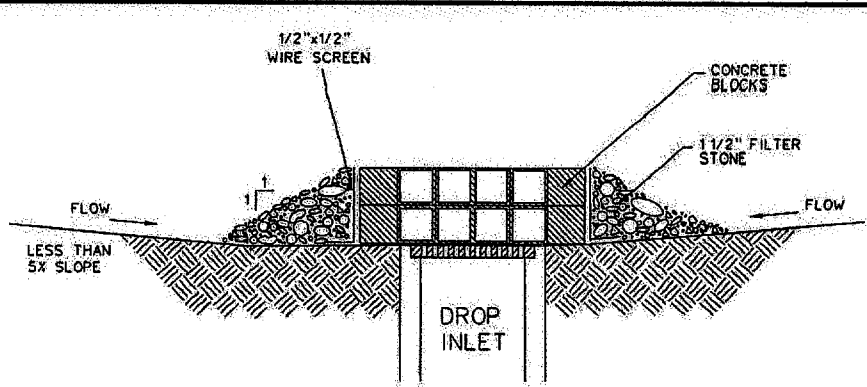
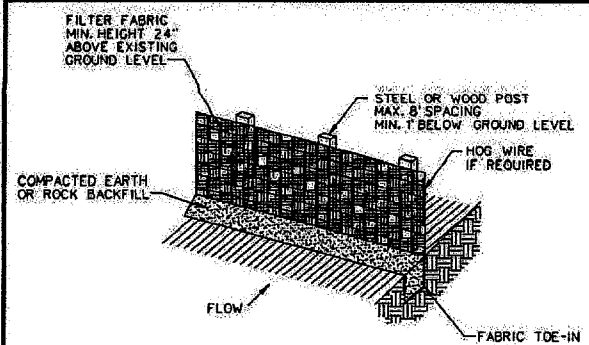
STORM WATER POLLUTION PREVENTION NOTES

TOWN OF ADDISON, TEXAS

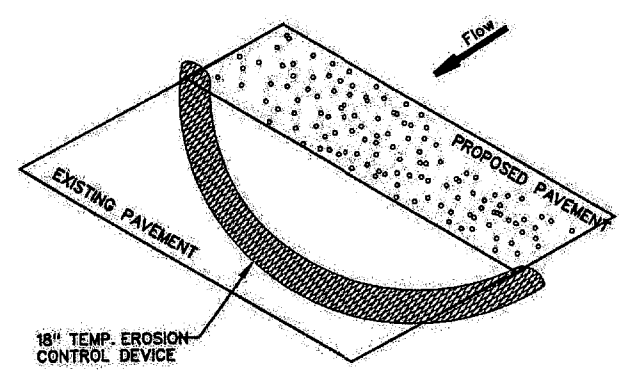
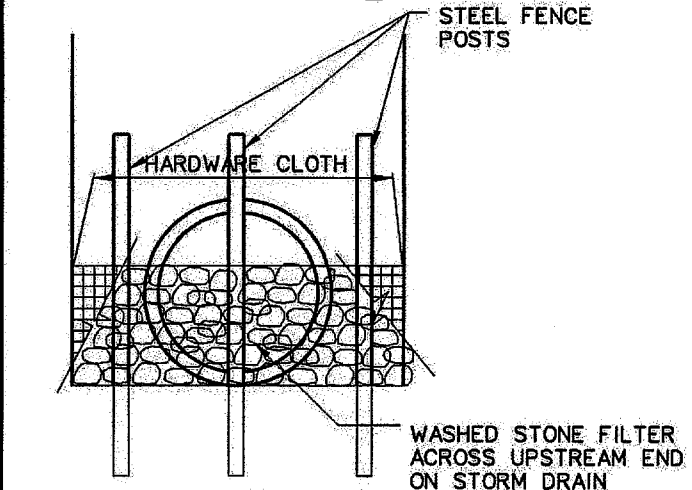
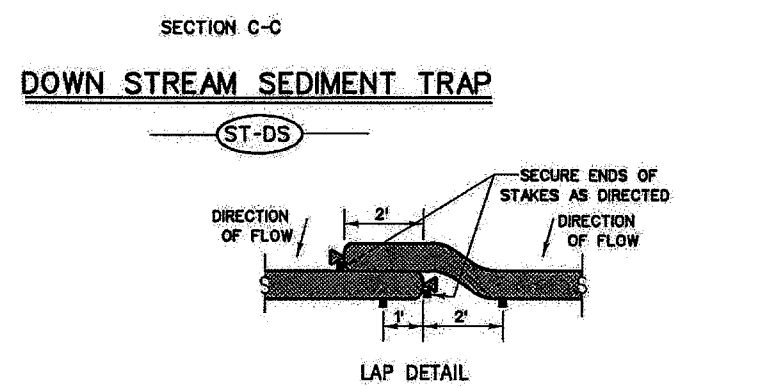
SHEET 27 OF 28

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SW3P-



BLOCK/GRAVEL DROP INLET PROTECTION
N.T.S.



COMPOST MULCH SOCK SEDIMENT TRAP DETAIL

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.
 4. 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.
 5. 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.
 6. 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.
 7. 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.
 8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING SURFACE DRAINAGE AND EROSION CONTROL FACILITIES ON SITE DURING CONSTRUCTION.
 9. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING SIDEWALKS ADJACENT TO THE PROJECT FREE OF DIRT, MUD AND DEBRIS FROM THE CONSTRUCTION AT ALL TIMES.

AS BUILT PLANS

SEDIMENT BASIN & TRAP USAGE GUIDELINES

A sediment trap may be used to precipitate sediment out of runoff draining from an unstabilized area.

Traps: The drainage area for a sediment trap should not exceed 5 acres. The trap capacity should be 1800 CF/Acre (0.5" over the drainage area).

Sediment traps should be placed in the following locations:

1. Within drainage ditches spaced @ 500' on center
2. Immediately preceding ditch inlets
3. Just before the drainage enters a water course
4. Just before the drainage leaves the right of way

The trap should be cleaned when the capacity has been reduced by 1/2" or the sediment has accumulated to a depth of 1", whichever is less.

Cleaning and removal of accumulated sediment deposits is incidental and will not be paid for separately.

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NO.	DATE	REVISION	APPROV.	NO.	DATE	REVISION	APPROV.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY J.S. NICEWANDER, P.E. 67843 ON OCTOBER 26, 2007.



HNTB
HNTB Corporation
The HNTB Companies
Engineers, Architects, Planners

DESIGN CHECK: JSN, MAH
DRAWN CHECK: CCH, MAH
DATE: SEPTEMBER 2007
SCALE:

PROJECT NO. 45601



TOWN OF ADDISON
TAXIWAY SIERRA

STORM WATER POLLUTION PREVENTION PLAN DETAILS

TOWN OF ADDISON, TEXAS

SHEET 28 OF 28
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