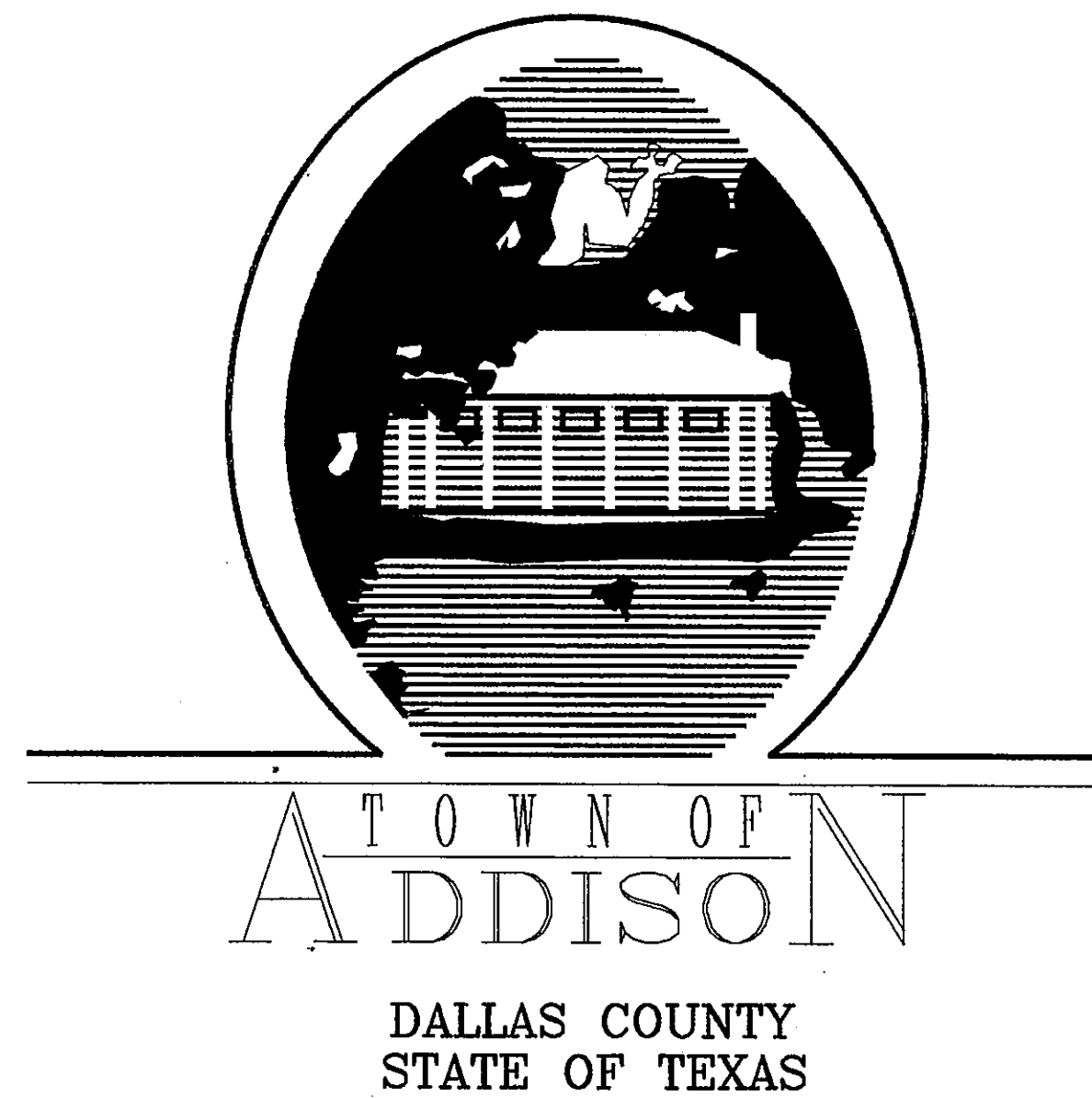


INDEX OF DRAWINGS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET AND LOCATION MAP
2	AIRPORT LAYOUT PLAN
3-4	SUMMARY OF QUANTITIES
5	PHASING PLAN
6	TYPICAL SECTIONS
7	PAVING DETAILS
8	DRAINAGE AREA MAP
9	HORIZONTAL CONTROL LAYOUT
10	TAXIWAY "A" EXT. PLAN AND PROFILE SHEET
11-13	NEW SERVICE ROAD PLAN AND PROFILE SHEETS
14	RUN-UP APRON PLAN SHEET
15-18A	RUN-UP APRON PROFILE & CROSS SECTIONS
19	DRAINAGE DETAILS
20-22	JUNCTION BOX DETAILS
23	HORIZONTAL INLET TYPE H
24	GRATE DETAILS TYPE H
25	MANHOLE DETAILS TYPE M
26	CONCRETE HEADWALLS FOR PIPE CULVERTS
27	MISCELLANEOUS DETAILS
28	FENCING DETAILS
29	BORING LOGS
30	UTILITY PLAN
31	MARKING PLAN AND DETAILS
32-33	AIRFIELD LIGHTING IMPROVEMENTS
34	LOCALIZER SHELTER RELOCATION
35	AIRFIELD LIGHTING INSTALLATION DETAILS
36	CABLE AND CONDUIT DETAILS
37	AIRFIELD GUIDANCE SIGN DETAILS
38	MANHOLE AND HANDHOLE DETAILS
39-40	TAXIWAY "A" CROSS SECTIONS
41	TAXIWAY "C" CROSS SECTIONS
42-45	NEW SERVICE ROAD CROSS SECTIONS
46-47	BASELINE "A" CROSS SECTIONS



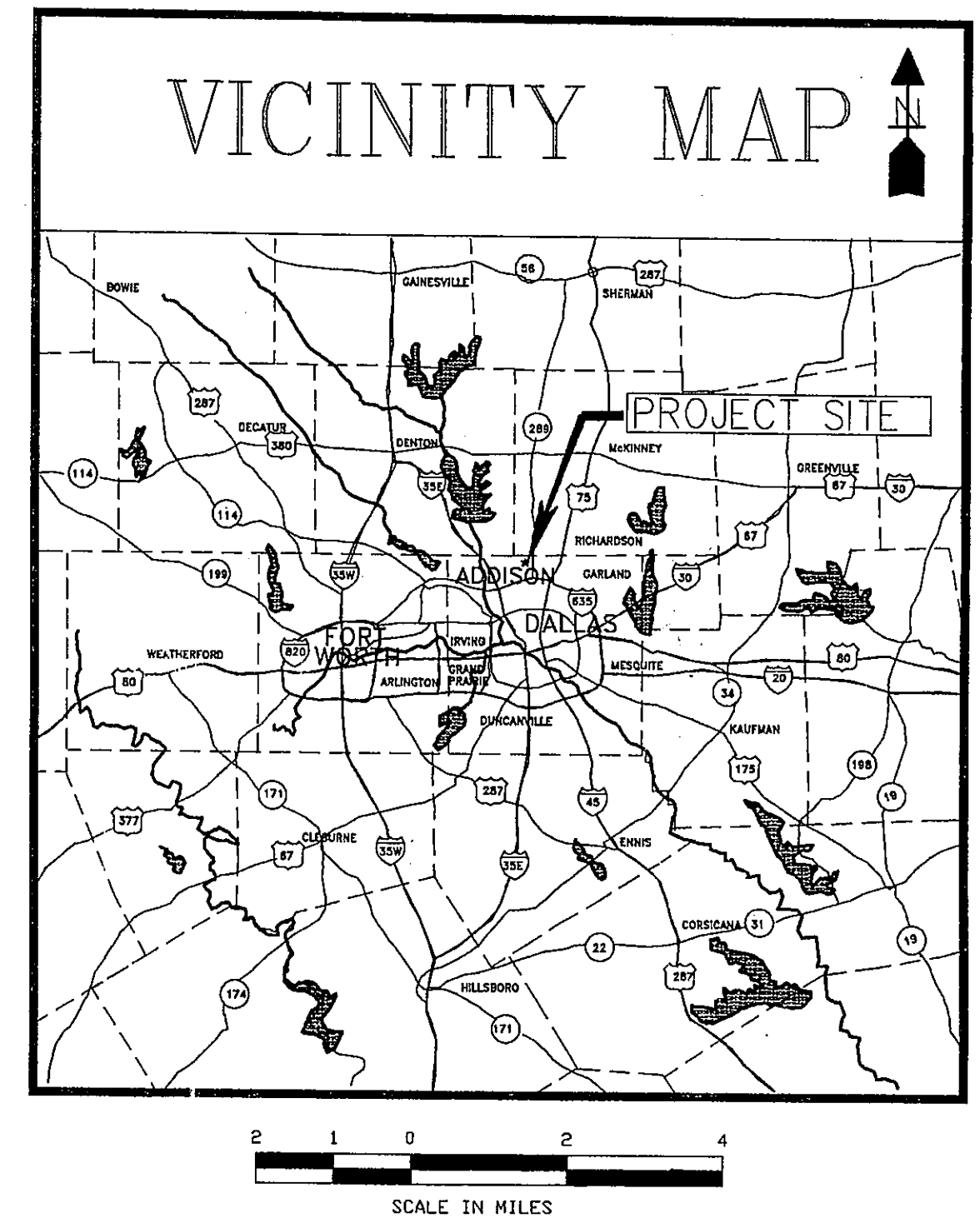
CONSTRUCT RUNUP APRON, TAXIWAY EXTENSION, SERVICE ROAD AND DRAINAGE IMPROVEMENTS

ADDISON AIRPORT

BID NUMBER: 94-33

A.I.P. PROJECT NO. 3-48-0063-06

MAY, 1994



Greiner, Inc. IN ASSOCIATION WITH:
FORT WORTH, TEXAS PSA ENGINEERING, INC.
ENGINEERS ARCHITECTS PLANNERS

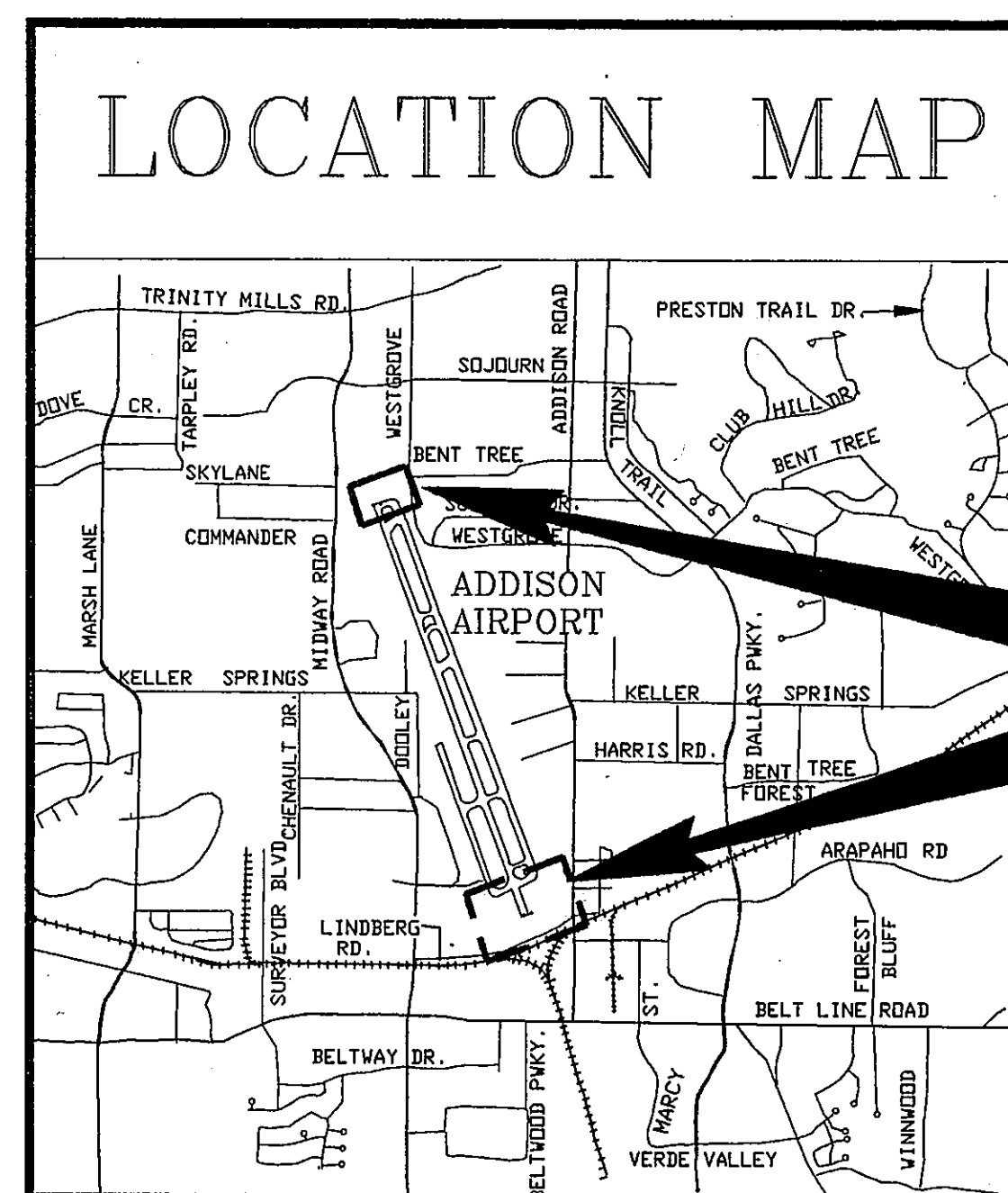


THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

TYPE OF CONSTRUCTION:

PAVING, DRAINAGE, SURFACE GRADING,
LIGHTING (M.I.T.L.), MARKING AND GUIDANCE SIGNS

REVISIONS		
DATE	DESCRIPTION	BY



PROPOSED IMPROVEMENTS

RECOMMENDED FOR APPROVAL Darrell Tompa
DESIGN ENGINEER

DATE May 18, 1994

RECOMMENDED FOR APPROVAL Tracy L. Terrill
PROJECT ENGINEER

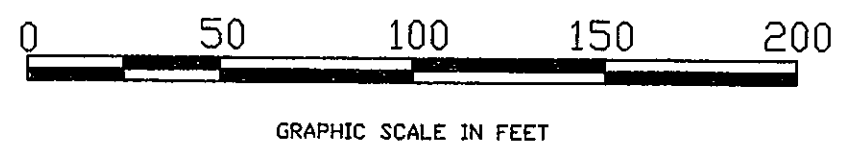
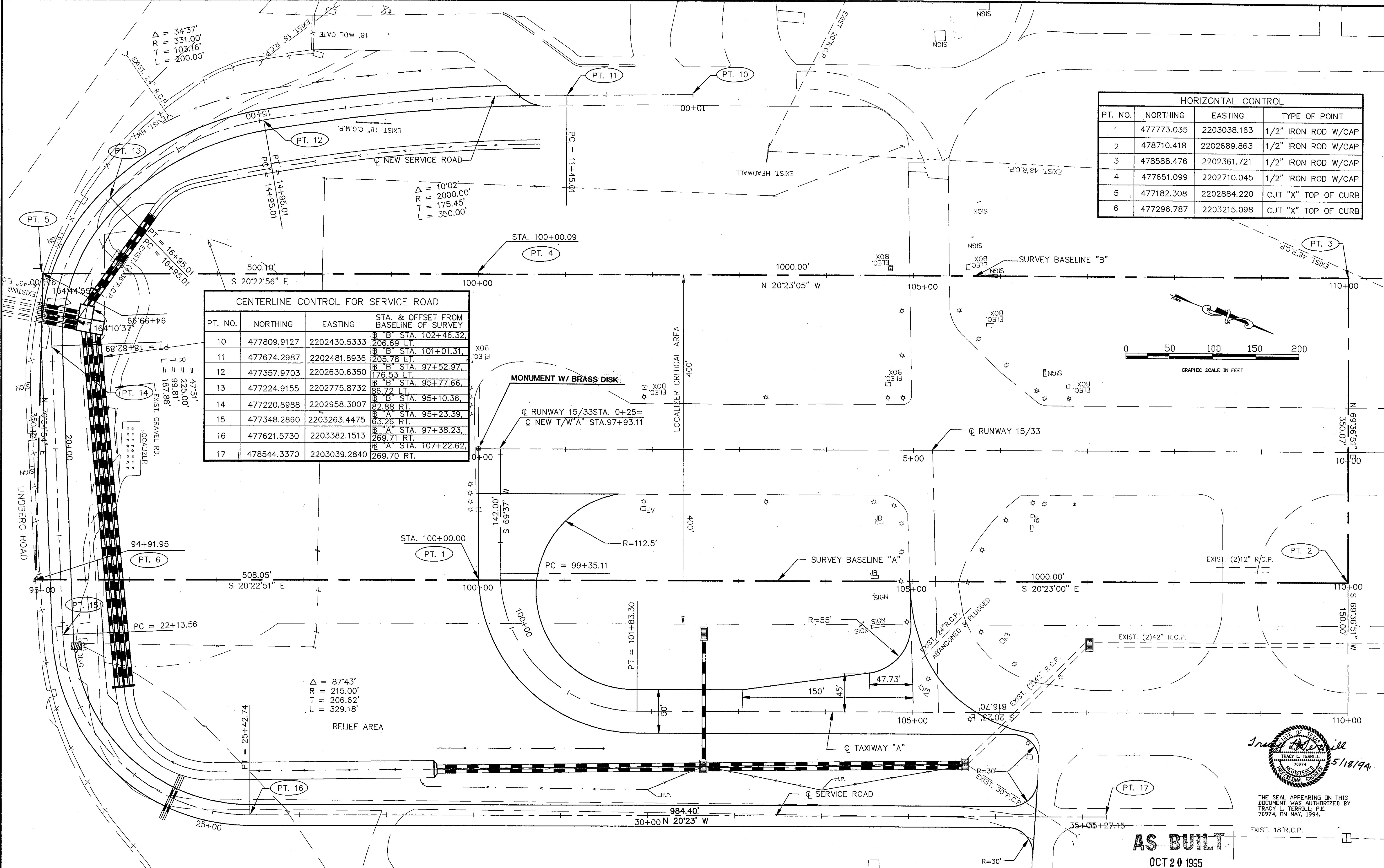
DATE May 18, 1994
John Baumgartner
APPROVED DIRECTOR OF PUBLIC WORKS

DATE May 16, 1994
SET

AS BUILT
OCT 20 1995

HORIZONTAL CONTROL			
PT. NO.	NORTHING	EASTING	TYPE OF POINT
1	477773.035	2203038.163	1/2" IRON ROD W/CAP
2	478710.418	2202689.863	1/2" IRON ROD W/CAP
3	478588.476	2202361.721	1/2" IRON ROD W/CAP
4	477651.099	2202710.045	1/2" IRON ROD W/CAP
5	477182.308	2202884.220	CUT "X" TOP OF CURB
6	477296.787	2203215.098	CUT "X" TOP OF CURB

CENTERLINE CONTROL FOR SERVICE ROAD			
PT. NO.	NORTHING	EASTING	STA. & OFFSET FROM BASELINE OF SURVEY
10	477809.9127	2202430.5333	"B" STA. 102+46.32, 206.69 LT.
11	477674.2987	2202481.8936	"B" STA. 101+01.31, 205.78 LT.
12	477357.9703	2202630.6350	"B" STA. 97+52.97, 176.53 LT.
13	477224.9155	2202775.8732	"B" STA. 95+77.66, 86.72 LT.
14	477220.8988	2202958.3007	"B" STA. 95+10.36, 82.88 RT.
15	477348.2860	2203263.4475	"A" STA. 95+23.39, 63.26 RT.
16	477621.5730	2203382.1513	"A" STA. 97+38.23, 269.71 RT.
17	478544.3370	2203039.2840	"A" STA. 107+22.62, 269.70 RT.



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

AS BUILT
OCT 20 1995

DESIGN: T.L.T.	A.L.P. NO. 3-48-0063-06	Date	Revisions	By
DRAWN: M.J.C.	BID NO. 94-33			
CHECKED: L.D.T.	JOB NO. Y8024.60			
SCALE: 1"=50'				

Greiner, Inc.
Greiner, Inc.
Fort Worth, Texas

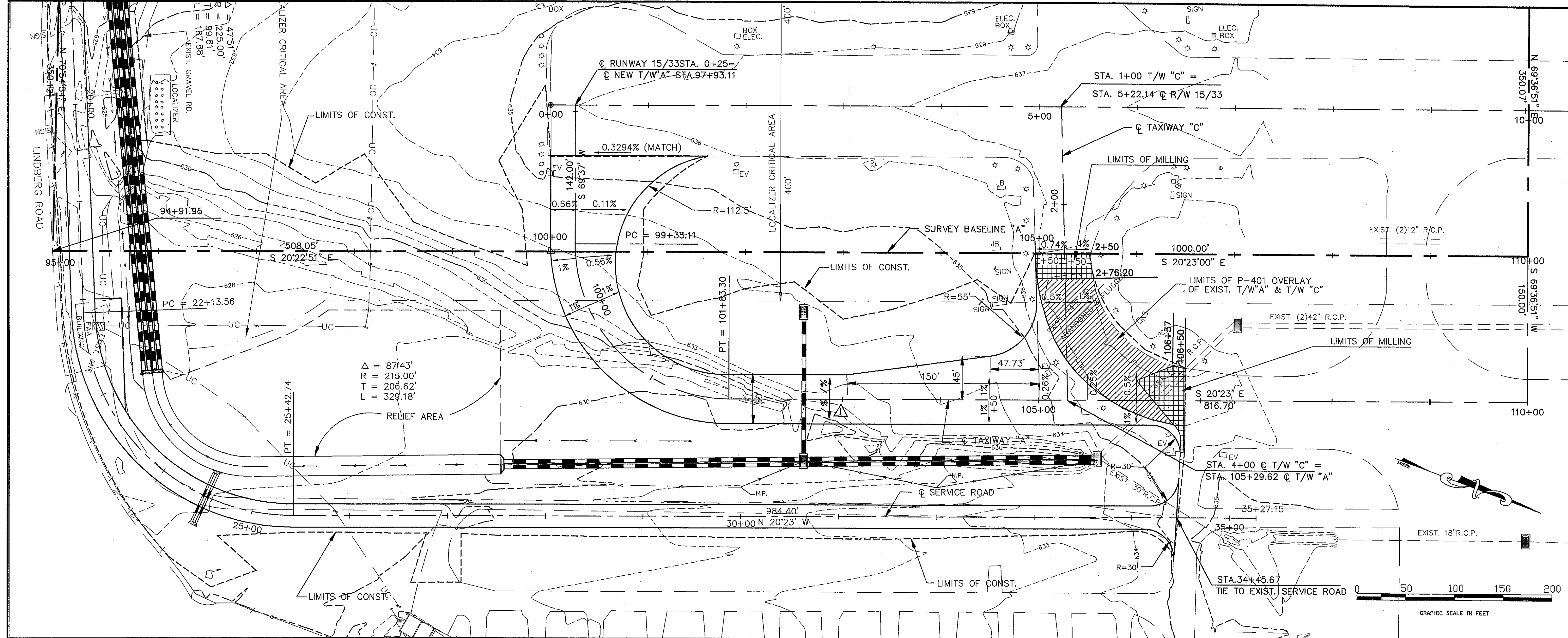
Engineers, Architects
and Planners



ADDISON AIRPORT

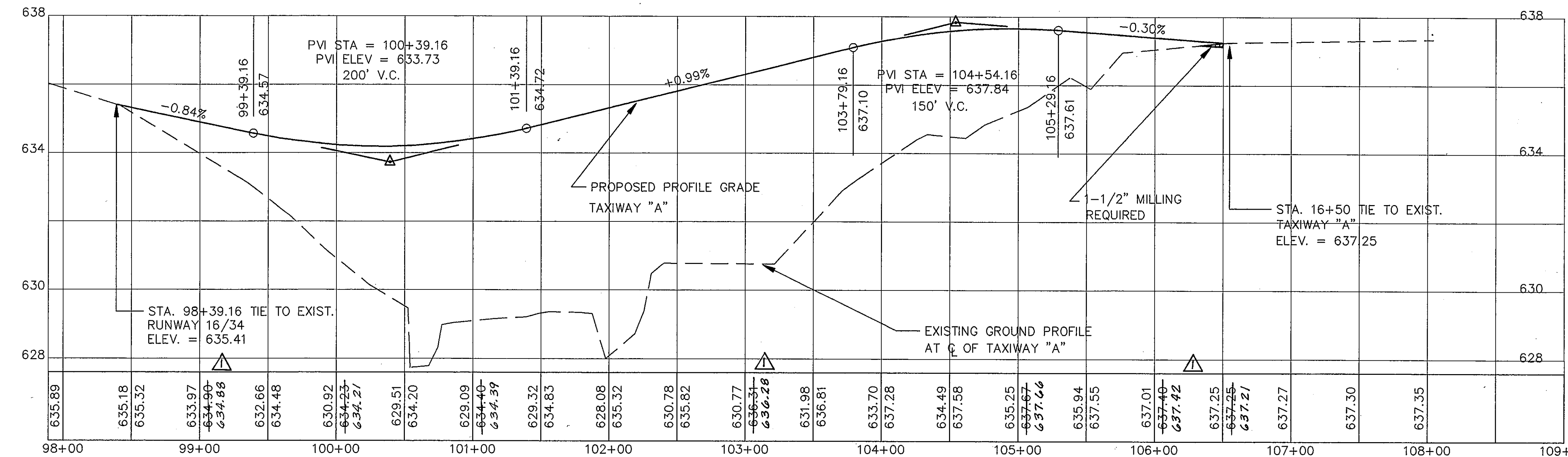
HORIZONTAL CONTROL LAYOUT

SHEET 9
DATE: MAY, 1994



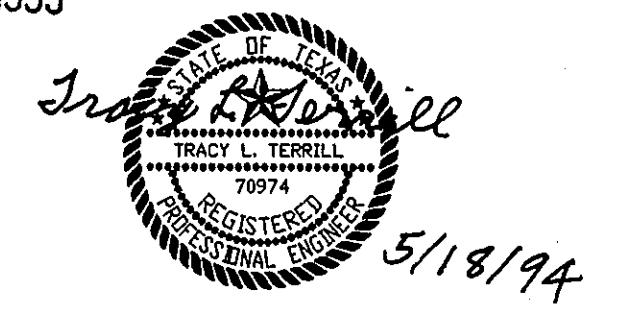
LEGEND

- PROP. TYPE "H" INLET (MOD.)
- EXIST. RUNWAY OR TAXIWAY LIGHT
- EXIST. INLET
- EXIST. JUNCTION BOX
- EXIST. ELECTRICAL VAULT
- EXIST. UNDERGROUND POWER
- EXIST. POWER POLE W/ GUY WIRE



CAUTION UNDERGROUND UTILITIES
 CONTACT UTILITY COMPANIES FOR
 LOCATION PRIOR TO CONSTRUCTION
 ANY DAMAGE TO EXISTING FACILITIES
 WILL BE THE SOLE RESPONSIBILITY
 OF THE CONTRACTOR. ANY REPAIRS
 OR DAMAGES SHALL BE PAID FOR
 BY THE CONTRACTOR AT NO EXPENSE
 TO THE OWNER.

AS BUILT
 OCT 20 1995



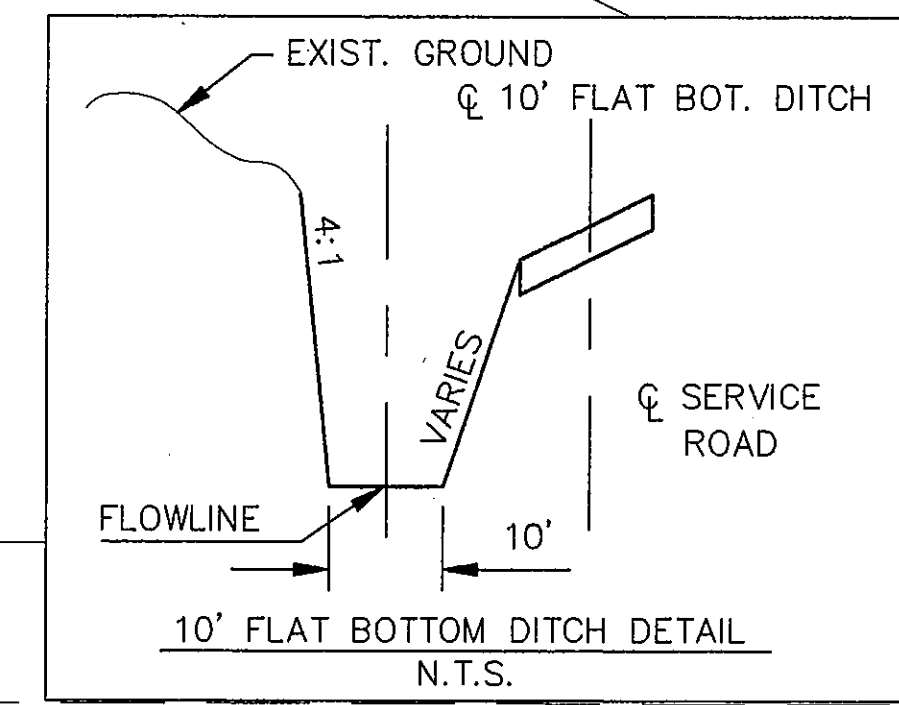
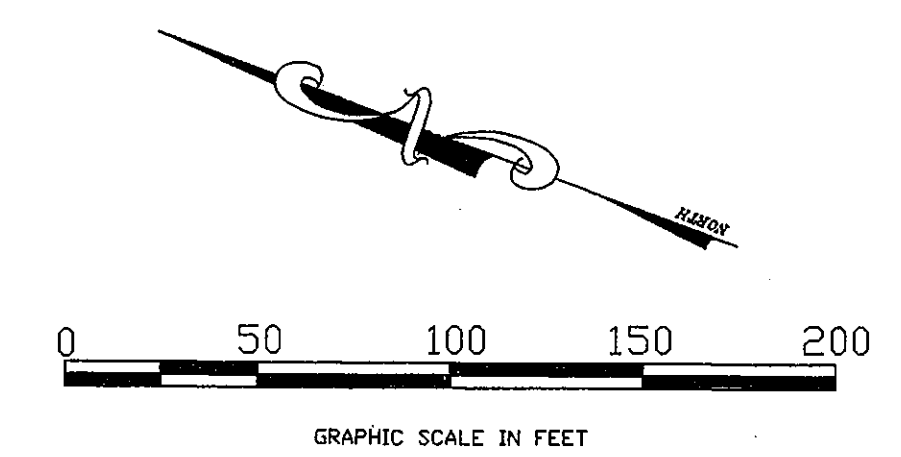
THE SEAL APPEARING ON THIS
 DOCUMENT WAS AUTHORIZED BY
 TRACY L. TERRILL, P.E.
 70974, DN MAY, 1994.

DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06	DATE: 4-20-95	BY: JRH
DRAWN: M.J.G.	BID NO. 94-33	REVISIONS: AS BUILT CHANGES	
CHECKED: L.D.T.	JOB NO. Y8024.60		
SCALE:			

Greiner, Inc.
 Greiner, Inc.
 Fort Worth, Texas
 Engineers, Architects
 and Planners

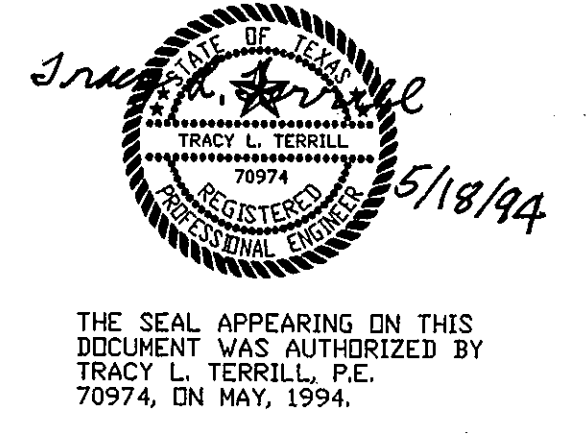
ADDISON AIRPORT

TAXIWAY "A" EXTENSION
 STA. 97+93.11 TO STA. 106+50
 SHEET 10
 DATE: MAY, 1994

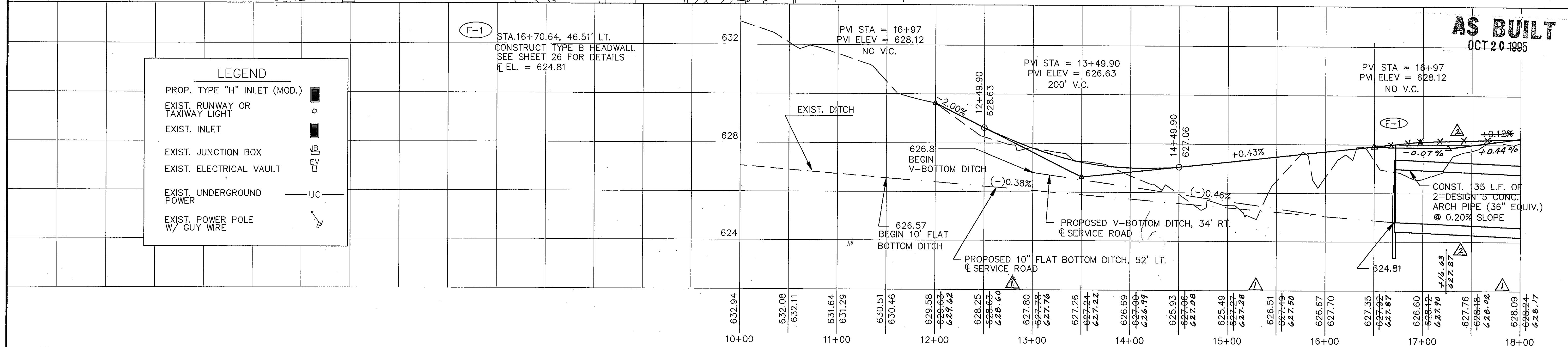


LEGEND

PROP. TYPE "H" INLET (MOD.)	
EXIST. RUNWAY OR TAXIWAY LIGHT	
EXIST. INLET	
EXIST. JUNCTION BOX	
EXIST. ELECTRICAL VAULT	
EXIST. UNDERGROUND POWER	
EXIST. POWER POLE W/ GUY WIRE	



AS BUILT
OCT 20 1995

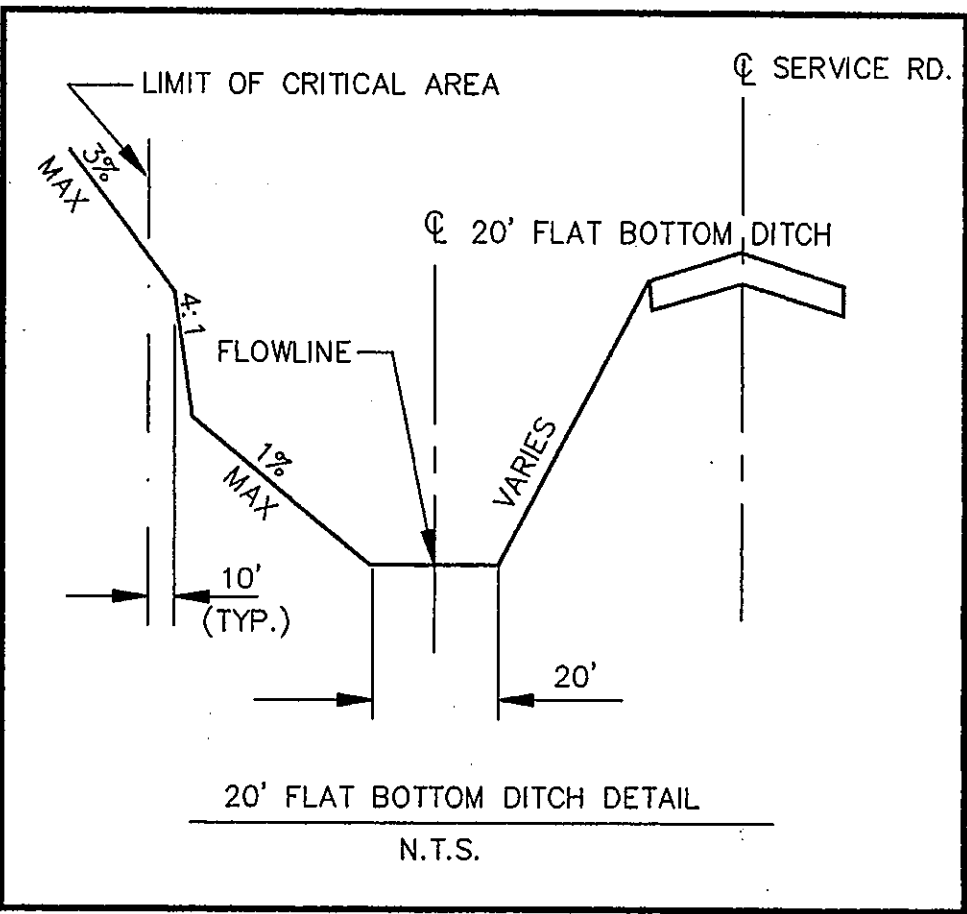
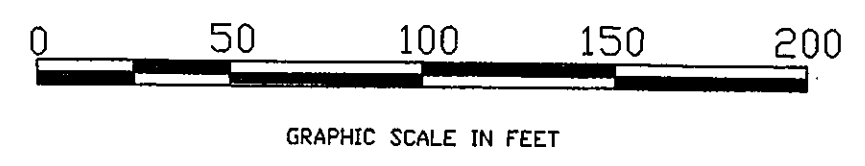
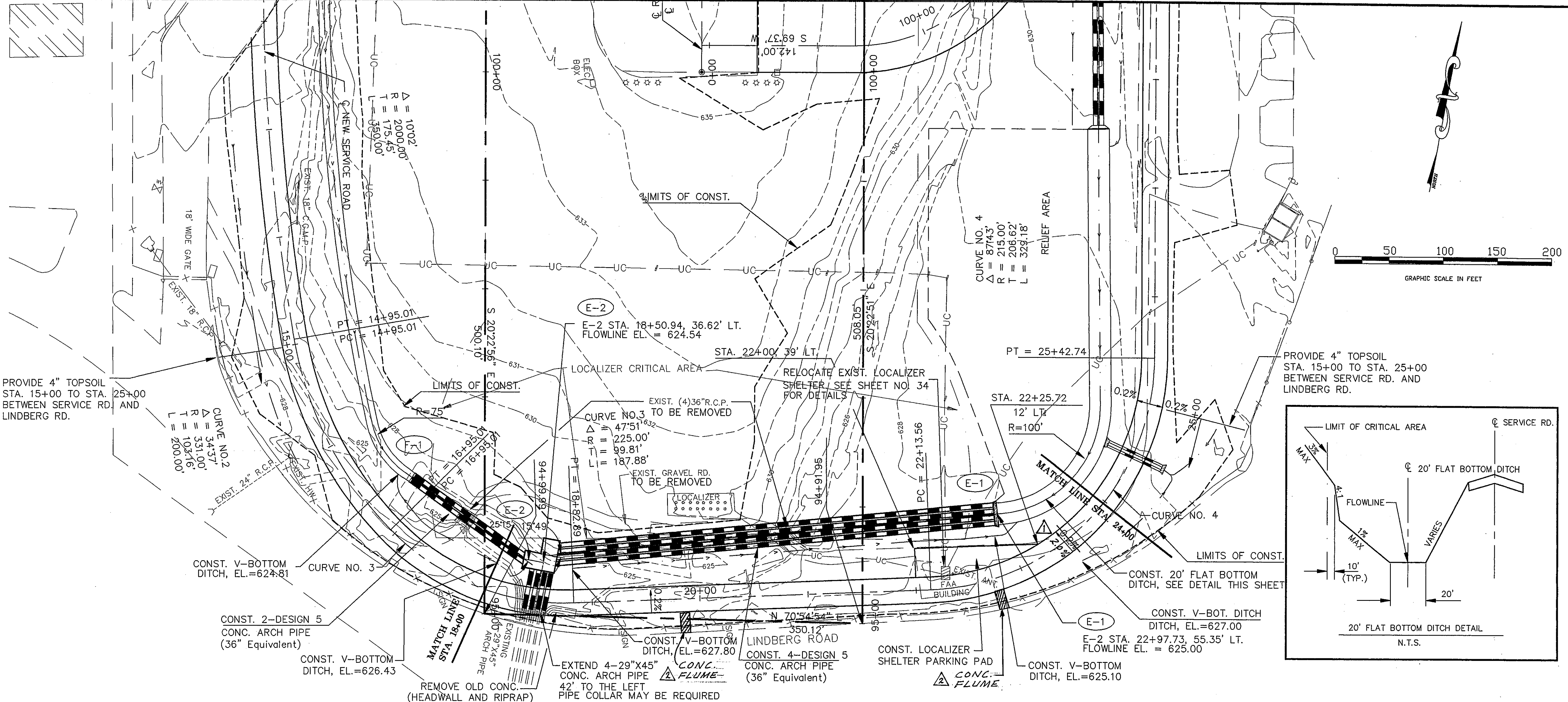


DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06	4-20-95	AS-BUILT CHANGES	JRH
DRAWN: M.J.G.	BID NO. 94-33	11-29-95	FIELD CHANGE CONC. FLUME	JRH
CHECKED: L.D.T.	JOB NO. Y8024.60	Date	Revisions	By
SCALE: 1"=50'				

Greiner, Inc.
Engineers, Architects and Planners
Fort Worth, Texas

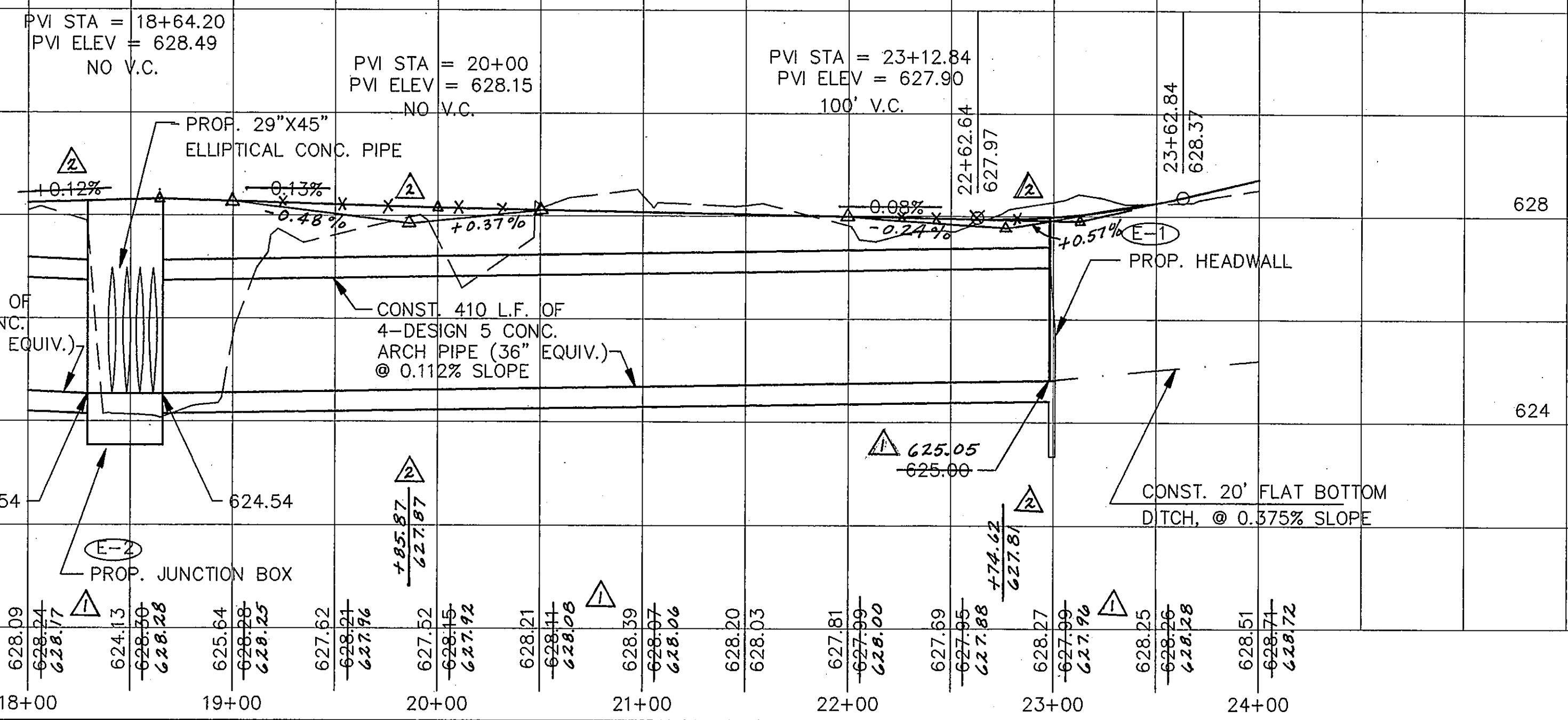
ADDISON AIRPORT

NEW SERVICE RD. & DRAINAGE IMPROVEMENTS
STA. 10+00 TO STA. 18+00



LEGEND	
PROP. TYPE "H" INLET (MOD.)	
EXIST. RUNWAY OR TAXIWAY LIGHT	
EXIST. INLET	
EXIST. JUNCTION BOX	
EXIST. ELECTRICAL VAULT	
EXIST. UNDERGROUND POWER	UC
EXIST. POWER POLE W/ GUY WIRE	

E-2 STA. 18+50.94, 36.62' LT.
CONSTRUCT JUNCTION BOX
SEE SHEETS 20, 21 & 22 FOR DETAILS
FL EL. = 624.54

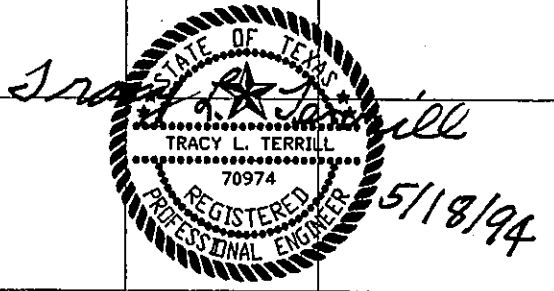


E-1 STA. 22+97.73, 55.35' LT.
CONSTRUCT TYPE B HEADWALL (MOD.)
SEE SHEET 26 FOR DETAILS
FL EL. = 625.00

NOTE: EXTEND 4-29"X45" CONC. ELLIPTICAL PIPE 42' LT. IF TONGUE AND GROOVE NOT AVAILABLE, CONSTRUCT CONC. PIPE COLLAR TO CONNECT EXTENSION TO EXISTING PIPES. REMOVAL OF EXISTING HEADWALL WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE ELLIPTICAL PIPE.

AS BUILT

OCT 20 1995



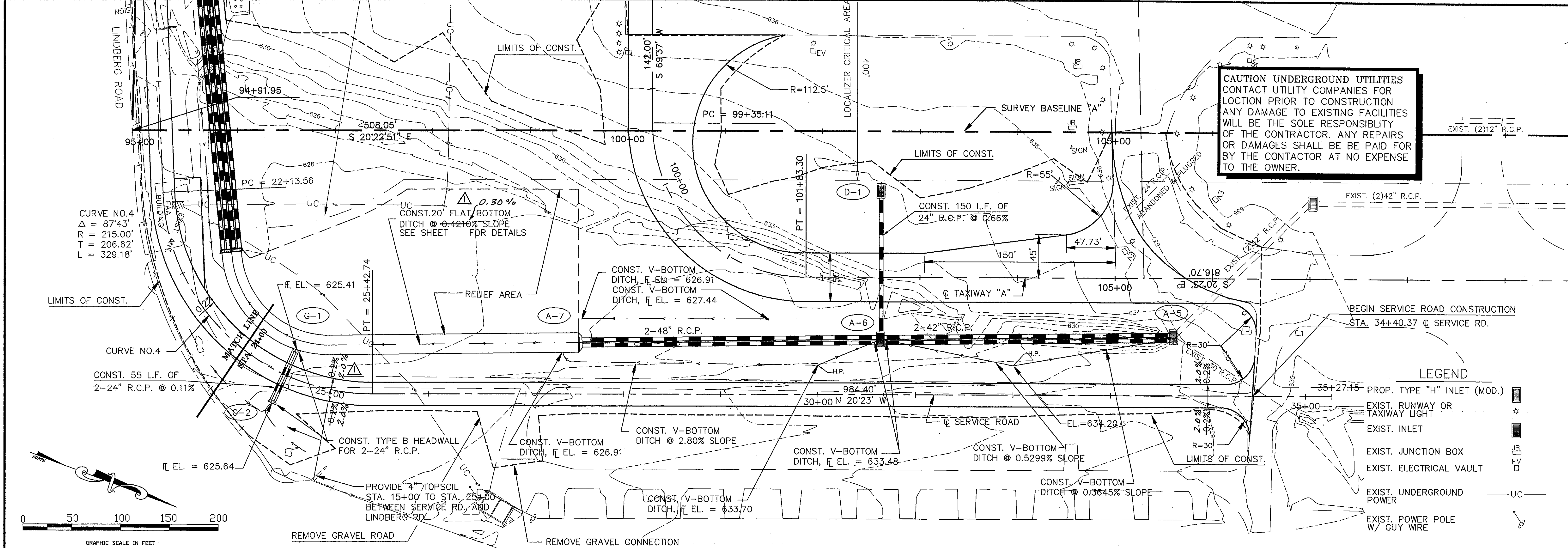
DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06	4-20-95	MS-BUILT CHANGES	JRH
DRAWN: M.J.C.	BID NO. 94-33	11-21-98	FIELD CHANGE, CONC. FLUME	JRH
CHECKED: L.D.T.	JOB NO. Y8024.60	Date	Revisions	By
SCALE:				

Greiner, Inc.
Engineers, Architects and Planners
Greiner, Inc.
Fort Worth, Texas

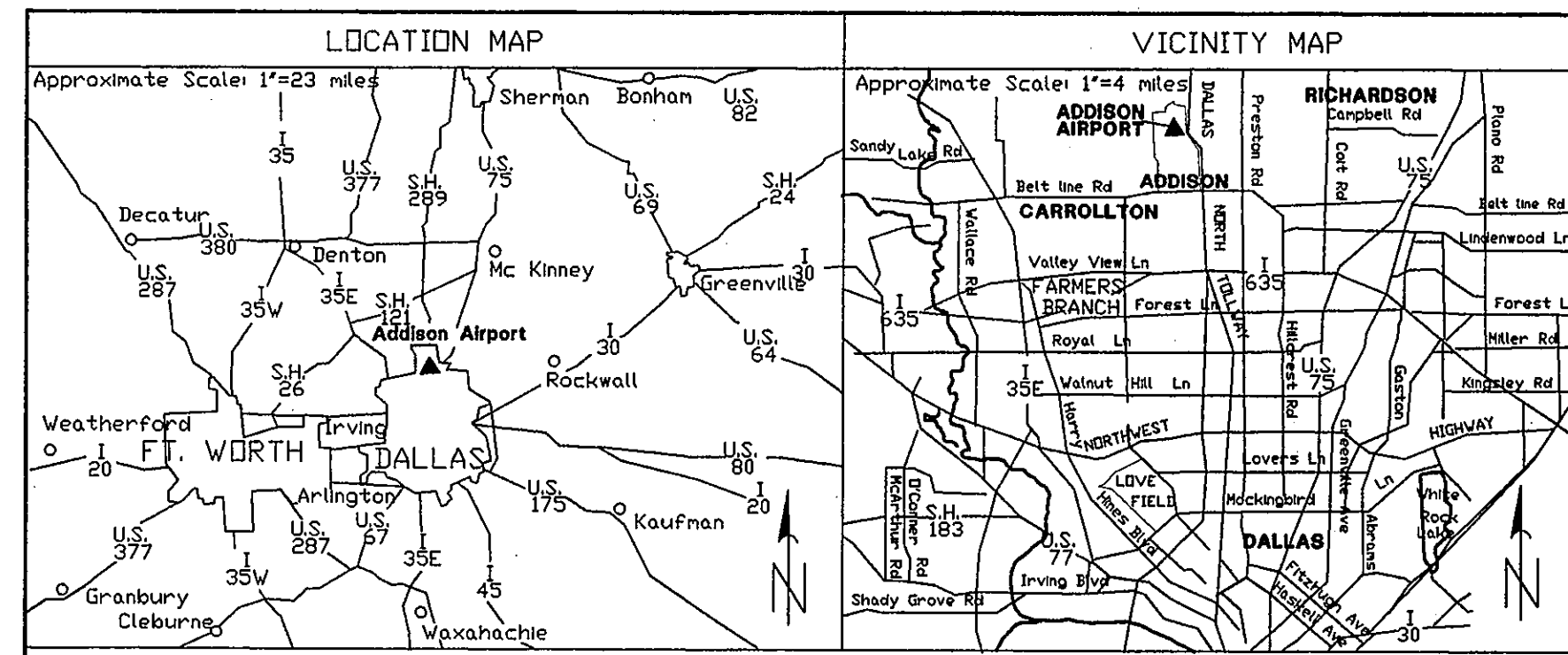
ADDISON AIRPORT

NEW SERVICE RD. & DRAINAGE IMPROVEMENTS
STA. 18+00 TO STA. 24+00

SHEET 12
DATE: MAY, 1994



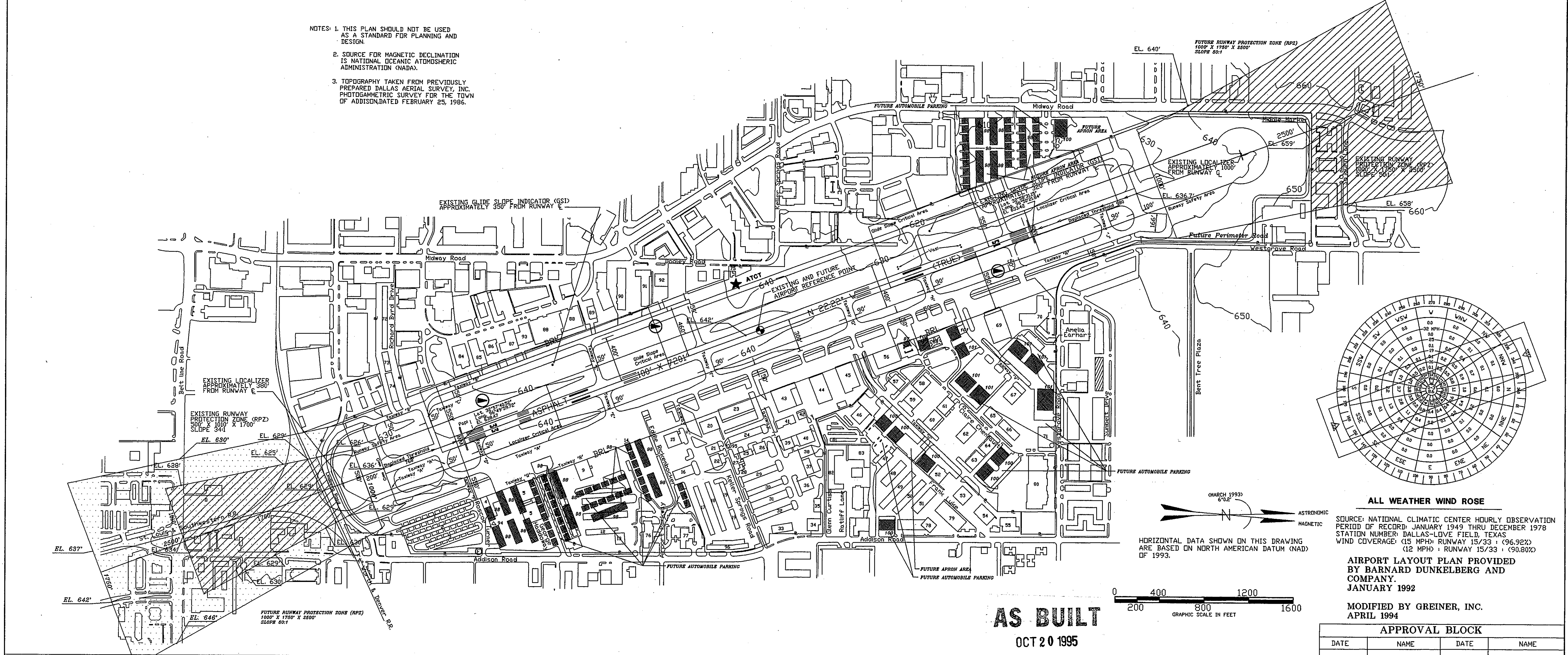
634	(G-1) STA. 24+50, 25' LT. CONSTRUCT MITERED END SECTION FOR 2-24" R.C.P. F.L. EL. = 625.41 SEE SHEET 19 FOR DETAILS	(D-1) T/W "A" STA. 30+65, 89' LT. CONSTRUCT TYPE H INLET (MOD.) F.L. EL. = 628.63 GRATE EL. = 632.60 SEE SHEET 24 FOR DETAILS	PVI STA = 30+81 PVI ELEV = 634.88 200' V.C.	PVI STA = 33+65 PVI ELEV = 634.99 50' V.C.	(A-7) STA. 27+57.54, 52.79' LT. CONSTRUCT TYPE B HEADWALL FOR 2-48" R.C.P. F.L. EL. = 626.56 SEE SHEET 26 FOR DETAILS
634	(G-2) STA. 24+50, 30' LT. CONSTRUCT TYPE B HEADWALL FOR 2-24" R.C.P. F.L. EL. = 625.64 SEE SHEET 26 FOR DETAILS	CONST. V-BOTTOM DITCH @ 3.63% SLOPE	PROP. SWALE	CONST. 298 L.F. OF 42 R.C.P. @ 0.5101% SLOPE	(A-6) STA. 30+65, 56.37' LT. CONSTRUCT TYPE "H" INLET RISER W/ TYPE "M" (MOD.) M.H. BOT. SEE SHEET 23 FOR DETAILS GRATE EL. = 633.59 F.L. EL. = 627.64
630	PVI STA = 23+12.84 PVI ELEV = 627.90 100' V.C.	EXIST. GROUND AT Q OF SERVICE RD.	PROP. SWALE	CONST. 304 L.F. OF 48" R.C.P. @ 0.3552% SLOPE	(A-5) STA. 33+64.68, 60.09' LT. EXIST. TYPE "H" INLET RISER W/ TYPE "M" (MOD.) M.H. BOT. GRATE EL. = 633.59 F.L. EL. = 629.16
626	PROP. MITERED END SECTION	PROP. HEADWALL	PROP. 2-24" R.C.P.	CONST. V-BOTTOM DITCH @ 2.680% SLOPE	
	PROPOSED 20' FLAT BOTTOM DITCH, LT.				



BUILDINGS	
1. T-HANGER 'CITY' (300)	16. AIRPORT FLYING SCHOOL
2. T-HANGER 'CITY' (400)	17. PATIO HANGER (1500)
3. T-HANGER 'CITY' (500)	18. PATIO HANGER (1400)
4. RITEWAY	19. T-HANGER 'CITY' (600)
5. COLLINS HANGER	20. HANGER SIX
6. T-HANGER 'CITY'	21. JET 10 HANGER
7. T-HANGER 'CITY'	22. JET 1 & 2 HANGER
8. BRAG. TEX.	23. STERN AIR
9. OHNI FLITE	24. PATIO HANGER (1600)
10. PATIO HANGER	25. JET 3 & 4 HANGER
11. CHUCK VAGLEY (700)	26. JET 5 & 6 HANGER
12. CHUCK VAGLEY (800)	27. PORT-A-FORT
13. HENLEY AIRCRAFT SERVICES/FLITE ELECTRONICS	28. PORT-A-FORT
14. CENTER LINE AVIATION/THE AVIATION	29. 1000 SERVICES HANGER
15. ADDISON FLIGHT TRAINING CENTER	30. T-HANGER 'CITY' (1100)
31. PATIO HANGER (1200)	46. FOSTER EDWARDS
32. HILL & HAYES (1300)	47. PERSONAL VAY AVIATION
33. ULTIMATIC SPORTS GRILL/ESPARANZA ENERGY	48. FRIENDLY AVIATION
34. AMERICAN FLIERS	49. FRIENDLY AVIATION
35. TOY BARN	50. FRIENDLY AVIATION
36. LENDIX HANGER	51. FRIENDLY AVIATION
37. JET 7 & 8 HANGER	52. LEONARD THOMAS
38. JET 9 HANGER	53. LEONARD THOMAS
39. JET 11 HANGER	54. FRIENDLY AVIATION
40. RADAR PROP.	55. RALEIGH BLANKELY
41. VIRIETTA HANGER	56. MISSION HANGER
42. WARFIELD	57. KEITH ENVIRONMENTAL SYSTEMS
43. HEDRICK BEECHCRAFT 1	58. EHA AIR
44. HEDRICK BEECHCRAFT 2	59. FILSAM HANGER
45. HEDRICK BEECHCRAFT 3	60. DALLAS SKIES
61. ABS AIRCRAFT & SERVICES, INC.	76. FIRE DEPARTMENT
62. TAUSCHER & ASSOCIATES	77. POLICE DEPARTMENT
63. ADDISON AIRCRAFT STORAGE	78. ADDISON TOWER/OFFICE BUILDING
64. HONARCH AIR	79. ADDISON TOWER/OFFICE BUILDING
65. FIRST AERD	80. WESTGROVE AIR PLAZA
66. REMEN	81. ADDISON LOCKER
67. ROSSWELL	82. AIRPORT PLAZA
68. JETPORT	83. ADDISON CAR CARE CENTER
69. ADDISON AIR TERMINAL	84. AIRTEX TOOL
70. HILLMAN AIR	85. HOWARD TWITCHELL
71. ITALIX CORPORATION	86. RECON/KEITH THOMPSON
72. CD-OP HANGER	87. J & V FORESTWAY AVIATION
73. CD-OP HANGER	88. ENYARD INDUSTRIES
74. CD-OP HANGER	89. GATEWAY ENGINEERING
75. AIR TRAFFIC CONTROL TOWER	90. EXECUTIVE WEST/DELMO JOHNSON
91. EXECUTIVE WEST/DELMO JOHNSON	92. BELTWAY CONSTRUCTION
92. BELTWAY CONSTRUCTION	93. BERRY, REYNOLDS, WILLIAMS HANGER
93. BERRY, REYNOLDS, WILLIAMS HANGER	94. CORNERSTONE
94. CORNERSTONE	95. RESTRODDM
95. RESTRODDM	96. CONCOURSE PLAZA
96. CONCOURSE PLAZA	97. FUTURE AIR TRAFFIC CONTROL TOWER
97. FUTURE AIR TRAFFIC CONTROL TOWER	98. FUTURE T-HANGER
98. FUTURE T-HANGER	99. FUTURE EXECUTIVE HANGAR
99. FUTURE EXECUTIVE HANGAR	100. FUTURE CORPORATE HANGAR
100. FUTURE CORPORATE HANGAR	101. FUTURE FBO/CORPORATE HANGAR
101. FUTURE FBO/CORPORATE HANGAR	102. FUTURE FBO

REVISIONS			
NO.	REVISION	CHK.	DATE
1	REVISED EXISTING GEOMETRY PER CONSTRUCTION PLANS - GREINER INC.		3/93

NOTES: 1. THIS PLAN SHOULD NOT BE USED AS A STANDARD FOR PLANNING AND DESIGN.
2. SOURCE FOR MAGNETIC DECLINATION IS NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION (NADA).
3. TOPOGRAPHY TAKEN FROM PREVIOUSLY PREPARED DALLAS AERIAL SURVEY, INC. PHOTOGRAMMETRIC SURVEY FOR THE TOWN OF ADDISON, DATED FEBRUARY 25, 1986.



MODIFICATION OF STANDARDS							
ITEM	AIRPORT REFERENCE CODE		STANDARD		MODIFICATION		REMARKS
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	
RUNWAY C TO TAXIWAY A E	ARC D-II	ARC D-II	400'	400'	300'	300'	
RUNWAY SAFETY AREA LENGTH - R/V 33	ARC D-II	ARC D-II	1000'	1000'	450'	450'	
RUNWAY E TO BUILDING RESTRICTION LINE	ARC D-II	ARC D-II	750'	750'	550'	550'	
RUNWAY E TO TAXIWAY HOLD POSITIONS, EAST	ARC D-II	ARC D-II	250'	250'	200'	200'	

RUNWAY DATA			
ITEM	15/33		REMARKS
	EXISTING	FUTURE	
RUNWAY LENGTH	720'	720'	
RUNWAY WIDTH	100'	100'	
RUNWAY MARKINGS	PRECISION	PRECISION	
RUNWAY LIGHTING	MIRL	MIRL	
RUNWAY SAFETY AREA	400' X 865'	400' X 865'	
INTRUMENT RUNWAY	15-33	15-33	
NAVIGATIONAL AIDS	ILS LOC NDV RVR	ILS LOC NDV RVR	
LANDING AIDS	VASI, MALSR	VASI, MALSR	
APPROACH SURFACES	341/501	501/501	
PAVEMENT STRENGTH (1000 POUNDS)	80S, 100D, 160T	80S, 100D, 160T	
PAVEMENT TYPE	ASPHALT	ASPHALT	
EFFECTIVE RUNWAY GRADIENT (%)	0.03	0.03	
(2) WIND COVERAGE (15 mph)	96.92	96.92	
APPROACH CATEGORY	CAT. I	CAT. I	

AIRPORT DATA				
ITEM	EXISTING		FUTURE	
	VALUE	UNIT	VALUE	UNIT
AIRPORT ELEVATION (AMSL)	642	FEET	642	FEET
AIRPORT REFERENCE POINT (ARP)	1000' X 1700'	LOC. 32/140'	1000' X 1700'	LOC. 32/140'
MEAN MAX. TEMP. HOTTEST MONTH (°F)	96.1		96.1	
AIRPORT PROPERTY (ACRES)	368		368	
UNICOM (MHz)	122.950		122.950	
NPIAS CATEGORY	TRANSPORT		TRANSPORT	
AIRPORT REFERENCE CODE (ARC)	D-II		D-II	
ATCT (MHz)	121.9		121.9	

LAYOUT PLAN LEGEND				
ITEM	EXISTING		FUTURE	
	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
BUILDING RESTRICTION LINE	---	BUILDING RESTRICTION LINE	---	BUILDING RESTRICTION LINE
AIRPORT PROPERTY LINE	---	AIRPORT PROPERTY LINE	---	AIRPORT PROPERTY LINE
FENCE	---	FENCE	---	FENCE
CLEAR ZONE	---	CLEAR ZONE	---	CLEAR ZONE
BUILDINGS	█	BUILDINGS	█	BUILDINGS
AIRFIELD PAVEMENT	▨	AIRFIELD PAVEMENT	▨	AIRFIELD PAVEMENT
AVIGATION EASEMENT OR RPZ EASEMENT	▨	AVIGATION EASEMENT OR RPZ EASEMENT	▨	AVIGATION EASEMENT OR RPZ EASEMENT
FUEL STORAGE	○	FUEL STORAGE	○	FUEL STORAGE
BEACON	○	BEACON	○	BEACON
LIGHTED WIND CONE & SEGMENTED CIRCLE	○	LIGHTED WIND CONE & SEGMENTED CIRCLE	○	LIGHTED WIND CONE & SEGMENTED CIRCLE
PRECISION APPROACH PATH INDICATOR (PAPI)	○	PRECISION APPROACH PATH INDICATOR (PAPI)	○	PRECISION APPROACH PATH INDICATOR (PAPI)
RUNWAY END IDENTIFIER LIGHTS (REIL)	○	RUNWAY END IDENTIFIER LIGHTS (REIL)	○	RUNWAY END IDENTIFIER LIGHTS (REIL)

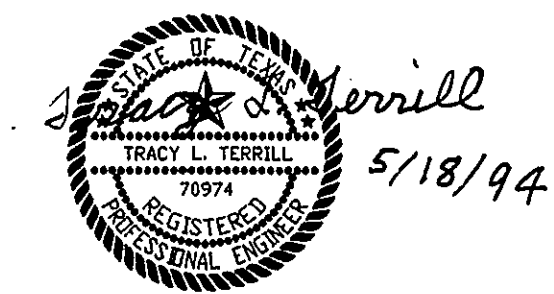
ITEM NUMBER	ITEM DESCRIPTION	UNITS	BID QUANTITY			CHANGE ORDERS	FINAL QUANTITY			REMARKS
			TOTAL	A.I.P.	NON A.I.P.		TOTAL	A.I.P.	NON A.I.P.	
P-152-4.1	UNCLASSIFIED EXCAVATION	C.Y.	17218	17218						
P-152-4.2	EMBANKMENT IN PLACE	C.Y.	11120	11120						
P-154-5.1	SUBBASE COURSE	C.Y.	3825	3825						
P-155-8.1	LIME-TREATED SUBGRADE	S.Y.	13012	13012						
P-155-8.2	LIME	lbs.	580000	580000						
P-209-5.1	CRUSHED AGGREGATE BASE COURSE	C.Y.	2980	2980						
P-401-8.1	BITUMINOUS SURFACE COURSE	TON	3520	3520						
P-401-8.2	MILLING EXISTING PAVEMENT	S.Y.	392	392						
P-602-5.1	BITUMINOUS PRIME COAT	GAL.	4120	4120						
P-603-5.1	BITUMINOUS TACK COAT	GAL.	3200	3200						
P-610-5.1	CONCRETE DRIVEWAY	EA.	1	1						
P-620-5.1	RUNWAY AND TAXIWAY PAINTING	S.F.	3700	3700						
F-162-5.1	CHAIN-LINK FENCE (6'FABRIC/3 STRAND BARBED WIRE)	L.F.	50	50						
F-162-5.2	18' SWING GATE	EA.	1	1						
D-701-5.1	24" REINFORCED CONCRETE PIPE	L.F.	260	260						
D-701-5.2	42" REINFORCED CONCRETE PIPE	L.F.	596	596						
D-701-5.3	48" REINFORCED CONCRETE PIPE	L.F.	608	608						
D-701-5.4	DES. 5 REINFORCED CONCRETE PIPE ARCH (36"EQ)	L.F.	1910	1910						
D-701-5.5	29"x45" REINFORCED CONCRETE ELLIPTICAL PIPE	L.F.	168	168						
D-751-5.1	GRATE INLET (TYPE H) (MOD)	EA.	1	1						
D-751-5.2	GRATE INLET (TYPE H)(MOD) W/MANHOLE BOTTOM (TYPE M)(MOD)	EA.	1	1						
D-751-5.3	JUNCTION BOX	EA.	1	1						
D-752-5.1	2-24 INCH HEADWALL (TYPE B)	EA.	1	1						
D-752-5.2	2-48 INCH HEADWALL (TYPE B)	EA.	1	1						
D-752-5.3	2-DES. 5 PIPE ARCH HEADWALL (TYPE B)(MOD)	EA.	1	1						
D-752-5.4	4-DES. 5 PIPE ARCH HEADWALL (TYPE B)(MOD)	EA.	1	1						
D-752-5.5	2-24 INCH RCP 4:1 MITERED END SECTION	EA.	1	1						
D-754-5.1	CONCRETE CURB AND GUTTER	L.F.	33	33						
T-901-5.1	SEEDING AND MULCHING	S.Y.	42700	42700						
T-905-5.1	TOPSOILING (FURNISHED FROM OFF THE SITE)	C.Y.	250	250						
S-1	REMOVE EXISTING PORTLAND CEMENT CONCRETE PAVEMENT	S.Y.	30	30						
S-2	REMOVAL OF EXISTING DRAINAGE PIPE	L.F.	168	168						
L-108-5.1	INSTALL CABLE TRENCH, 4" WIDE	L.F.	3800	3800						
L-108-5.2	INSTALL 5 KV UNDERGROUND CABLE	L.F.	3800	3800						
L-108-5.3	INSTALL #8 COUNTERPOISE WIRE	L.F.	3800	3800						
L-108-5.4	INSTALL GROUND ROD	EA.	8	8						
L-108-5.5	SPLICE/CONNECT TO EXISTING CIRCUIT	EA.	8	8						
L-108-5.6	SPLICE/CONNECT TO EXISTING POWER	EA.	4	4						
L-108-5.7	INSTALL ANTENNA & CONTROL CABLES IN 4-4" CONDUIT	L.F.	320	320						
L-108-5.8	INSTALL PRIMARY POWER CABLES IN CONDUIT	L.F.	1200	1200						
L-108-5.9	REMOVE & REINSTALL (25) PAIRS CONTROL CABLE	L.F.	70	70						
L-108-5.10	PROVIDE TEMPORARY CIRCUITS	L.S.	1	1						

CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS

SAFETY

SECURITY

- The Contractor shall acquaint his supervisors of the airport activity and operations that are inherent of this active airport and shall conduct his construction activities to conform to all routine and emergency air traffic requirements and guidelines on safety specified in Special Provisions of the contract documents.
 - All Contractor vehicles that are authorized to operate on the airport outside of the designated construction area are limited to haul routes as specified on the plans. Contractor vehicles in the active Aircraft Operations Area (AOA) shall display in full view above the vehicle a 3' x 3' or larger, orange and white checkerboard flag, each checkerboard color being 1' square, or a flashing amber (yellow) dome type light, and escorted under the control of the Contractor mobile (two-way) radio operator on the job at all times. During daytime operations the mobile operator shall be in constant contact with ATCT ground control. Any vehicle operating in the active AOA during the hours of darkness should be equipped with a flashing amber (yellow) dome type light, mounted on top of the vehicle and of such intensity to conform to local codes for maintenance and emergency vehicles.
 - All Contractor vehicles that are required to cross active runways and instrument of approach clear zones shall do so under the direct control of a flagman who is in direct (two-way) radio communication with the ground controller of the Air Traffic Control Tower, on ground control frequency. The flagman and radio operator shall be trained and instructed by Airport Management in the regulations governing operations on the AOA. The flagman and radio operator shall remain with his vehicle at all times. Contractor shall furnish flagmen equipped with two-way radios as well as furnishing a two-way to be utilized by the Engineer. All aircraft traffic on runways, taxiways and aprons shall have priority over Contractor's traffic.
 - No runway, taxiway, apron or airport roadway shall be closed without written approval of the Airport transmitted by the Engineer to enable necessary "Notices to Airmen" (NOTAM) or advisories to airport services or tenants. A minimum of 48 hours notice of requested closing shall be directed to the Engineer, who will coordinate the request with the Owner. Daily coordination between the Air Traffic Ground Controller, Engineer's representative and Contractor's Superintendent shall be maintained to establish the limits of construction for that day.
 - Any construction activity within 150' of an active runway edge or 40' from an active taxiway edge or open excavations in excess of 1 1/2" inches deep within the above areas, will require closure of the affected runway or taxiway, unless otherwise approved by the owner. Closure requires the same provisions as paragraph four above. See phasing notes sheet 5 for additional closure requirements.
 - Stockpiled material should be constrained in a manner to prevent movement resulting from aircraft jet blast or wind conditions in excess at 10 knots.
 - Open trenches, excavations and stockpiled material located in the AOA shall be prominently marked with flags and lighted by approved light units during hours of restricted visibility and darkness.
 - Debris, waste and loose material capable of causing damage to aircraft landing gears, propellers or being ingested in jet engines shall not be allowed on active aircraft movement areas. If these materials are observed to be on active aircraft movement areas, they will be removed immediately and or continuously during construction. Contractor is required to maintain on site a power sweeper with vacuum abilities to maintain the area debris free. This requirement is of the utmost importance. Any damage to aircraft as a result of non-compliance will be the sole responsibility of the Contractor.
 - The Engineer will arrange with the owner for inspection prior to opening for aircraft use any runway or taxiway that has been closed for work, on or adjacent thereto, or that has been used for a crossing point or haul by the Contractor. Prior to opening any runway or taxiway, an Inspector duly authorized by the City (not part of the Engineer's staff) shall inspect and approve the runway or taxiways for use.
 - The Contractor's Security Officer (C.S.O.) will be responsible for all safety precautions. Prior to the commencement of the work the C.S.O. shall provide the Engineer an outline of a proposed accident and fire protection plan for all work contemplated under the contract and conduct at least one safety meeting each month for each shift and require the attendance of all supervisors at such meetings. Copies of the minutes of safety meetings shall be kept on file in the Contractor's field office and available upon demand by the Engineer.
- General Intent: It is intended that the Contractor shall comply with all requirements of the airport security plan and with the security requirements specified herein. The Contractor shall designate to the Engineer in writing, the name of his "Contractor Security Officer" (C.S.O.). The C.S.O. shall represent the Contractor on the security requirements for the contract.
 - Contractor Personnel Security Orientation: The Contractor Security Officer shall be responsible for briefing all Contractor personnel on these requirements and, from time to time, and other security provisions adopted by the owner. All new Contractor employees shall be briefed on these requirements prior to working in the construction area. The Contractor Personnel Security Officer shall be required to attend the Preconstruction Meeting before the project begins.
 - Access to the Site: Contractor's access to the site shall be as shown on plans. No other access points shall be allowed unless approved by the Engineer. All contractor traffic authorized to enter the site shall be experienced in the route or guided by Contractor personnel. The Contractor shall be responsible for traffic control to and from the various construction areas on the site, and for the operations of the access gate to the site. A Contractor's flagman or traffic control person shall monitor and coordinate all Contractor traffic at the access gate with Security. The Contractor shall not permit any unauthorized construction personnel or traffic on the site. The Contractor is responsible for immediate clean up of any debris deposited along the access route as a result of his construction traffic. Direction signing at the access gate and along the delivery route to the storage area, plant site or work site shall be as directed by the Engineer.
 - Materials Delivery to the Site: All Contractor's material orders for delivery to the work site will use as a delivery address, the street name assigned to the access point at the Contractor's storage site at the airport.
 - Construction Area Limits: The limits of construction, material storage areas, plant site, equipment storage area, parking area and other areas defined as required for the Contractor's exclusive use during construction shall be marked by the Contractor. The Contractor shall erect and maintain around the perimeter of these areas suitable fencing, marking and/or warning devices visible for day/night use. Temporary barricades, flagging and flashing warning lights will be required at critical access points. Type of marking and warning devices shall be approved by the Owner, through the Engineer.
 - Identification Personnel: All employees of Contractor or Subcontractors requiring access to the construction site are required to be supplied with identification badges, identifiable hard hats, or other identification as approved by the Engineer, to be worn at all times while within the area.
 - Identification Vehicles: The Contractor, through the Contractor Security Officer, shall establish and maintain a list of Contractor and Subcontractor vehicles authorized to operate on the site and shall issue a permit to each vehicle to be made available upon demand by the Engineer. Vehicles delivering materials to the Contractor's site shall pick up a temporary pass at the access gate and surrender same upon leaving the gate. Vehicle permits shall be assigned in a manner to assure positive identification at all times. In lieu of issuing individual vehicle permits, the C.S.O. can require each vehicle to display a large company sign on both sides of vehicle and advise Security and Operations through the Engineer, with a current list of companies authorized to enter and conduct work on the airport. Contractor employee personal vehicles shall be restricted to the Contractor's storage area and are not allowed on the airfield at any time.



AS BUILT

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, DN MAY, 1994.

OCT 20 1995

DESIGN: T.L.T.
DRAWN: J.R.H.
CHECKED: L.D.T.
SCALE: N/A

A.I.P. NO. 3-48-0063-06
BID NO. 94-33
JOB NO. Y8024.60

Date _____ Revisions _____ By _____

Greiner, Inc.
Greiner, Inc.
Fort Worth, Texas

Engineers, Architects
and Planners



ADDISON AIRPORT

SUMMARY OF QUANTITIES
AND CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS

SHEET
3
DATE: MAY, 1994

ITEM NUMBER	ITEM DESCRIPTION	UNITS	BID QUANTITY			CHANGE ORDERS	FINAL QUANTITY			REMARKS
			TOTAL	A.I.P.	NON A.I.P.		TOTAL	A.I.P.	NON A.I.P.	
L-110-5.1	INSTALL 1-4" PVC CONDUIT	L.F.	960	960						
L-110-5.2	INSTALL 1-4" ENCASE SPLIT CONDUIT	L.F.	100	100						
L-110-5.3	INSTALL 2-4" ENCASE CONDUIT	L.F.	160	160						
L-110-5.4	INSTALL 4-4" PVC CONDUIT	L.F.	260	260						
L-110-5.5	INSTALL 4-4" ENCASE CONDUIT	L.F.	60	60						
L-110-5.6	INSTALL CONCRETE ELECTRICAL HANDHOLE	EA.	12	12						
L-110-5.7	RELOCATE EXISTING HANDHOLE	EA.	3	3						
L-110-5.8	RELOCATE LOCALIZER SHELTER	L.S.	1	1						
L-125-5.1	REMOVE EXISTING EDGE LIGHT	EA.	8	8						
L-125-5.2	INSTALL M.I.T.L. TAXIWAY EDGE LIGHT	EA.	47	47						
L-125-5.3	INSTALL GUIDANCE SIGN (1 MOD)	EA.	1	1						
L-125-5.4	INSTALL GUIDANCE SIGN (2 MOD)	EA.	4	4						
L-125-5.5	REPLACE GUIDANCE SIGN PANEL	EA.	5	5						
L-125-5.6	RELOCATE EXISTING GUIDANCE SIGN	EA.	4	4						
GP-70-11	THIRD PARTY INSURANCE	L.S.	1		1					

GENERAL CONTRACT NOTES

- HAUL ROUTES** - Location of haul routes on the airport site shall be as specified on the plans or as approved by the Engineer. It shall be the Contractor's responsibility to coordinate off-site haul routes (state highways, county roads, or city streets) with the appropriate owner who has jurisdiction over the affected route. The Contractor shall provide appropriate signage on and off the airport to direct deliveries to the staging area. On-site haul routes shall be maintained by the Contractor and shall be restored to their original condition upon completion as being used as a haul route. The before and after condition of on-site haul routes shall be jointly inspected and determined by the Contractor and the Engineer. Fencing, drainage, grading and other miscellaneous construction required to construct temporary haul routes or access points on the airport will be the Contractor's total responsibility and shall be approved by the Engineer prior to the work. All service roads and access roads shall remain open during construction.
- CONTRACTOR UTILITIES** - The Contractor's staging area, shown on the phasing plans, does not have any utilities. The Contractor may make provisions for the utilities. The Contractor shall pay for all connection costs and shall pay for power and telephone.
- SAFETY AND SECURITY** - The Contractor shall conduct his activities in a safe and secure manner as specified in the "Contractor's Safety and Security Requirements" as above and in the special provisions section 311.
- SEEDING AND MULCHING** - All areas which are disturbed by the Contractor shall be seeded and mulched. Payment for seeding and mulching for shoulder areas shall be made under item T-901-5.1 Seeding and Mulching. All other seeding and mulching, outside the limits of construction as defined by the cross-sections shall be incidental to the project.
- There are no borrow or waste sites on the airport. All waste materials shall be disposed of off-site at no expense to the owner.



AS BUILT

OCT 20 1995

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

DESIGN: T.L.T.
DRAWN: J.R.H.
CHECKED: L.D.T.
SCALE: N/A

A.I.P. NO. 3-48-0063-06
BID NO. 94-33
JOB NO. Y8024.60

Date _____ Revisions _____ By _____

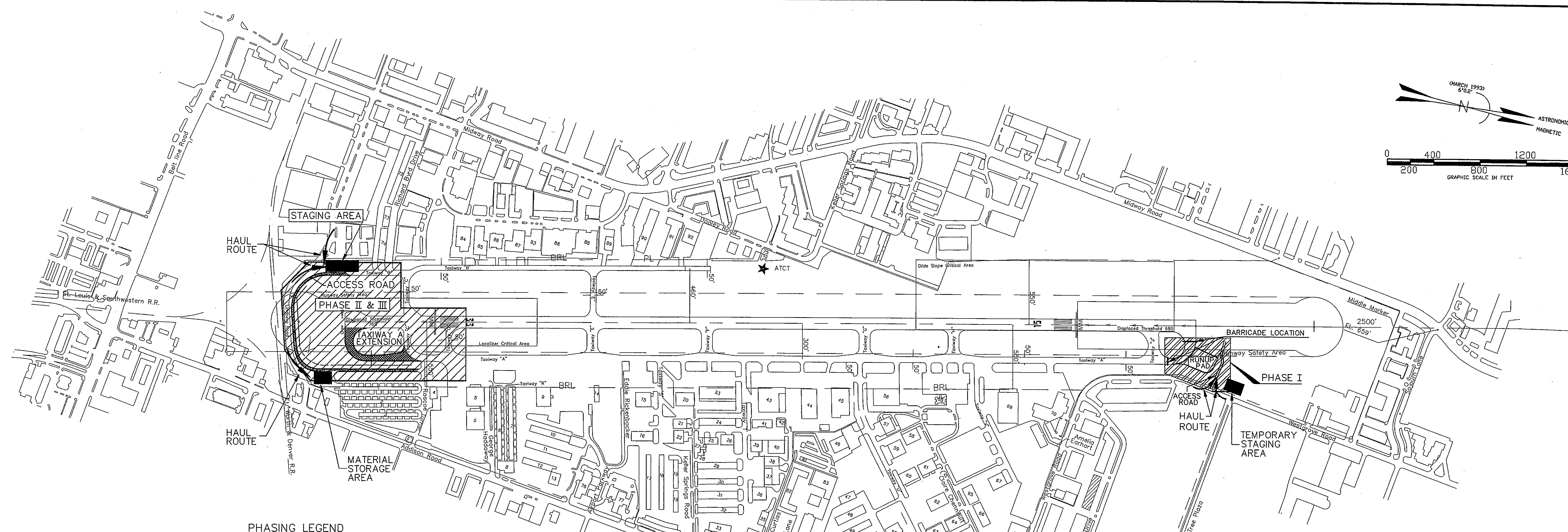
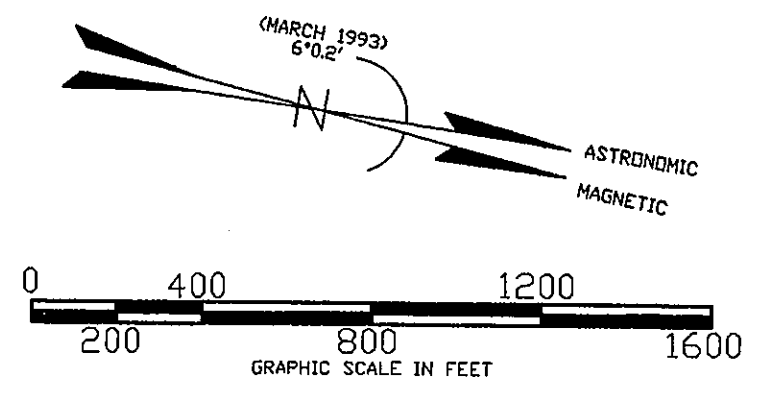
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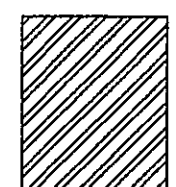
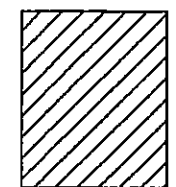
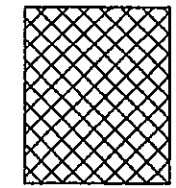
ADDISON AIRPORT

SUMMARY OF QUANTITIES
AND GENERAL CONTRACT NOTES

SHEET
4
DATE: MAY, 1994



PHASING LEGEND

PHASE	DESCRIPTION	CALENDAR DAYS	COMMENTS
I 	CLOSE NORTH T/W A . RELOCATE FAA CABLE AND ACCESS ROAD. CONSTRUCT RUN-UP PAD. INSTALL MEDIUM INTENSITY TAXIWAY EDGE LIGHTS AND RELOCATE GUIDANCE SIGNS. MARK RUN-UP AREA AND TAXIWAY A.	30	ACCESS TO THE RUNWAY VIA TAXIWAY J SHALL BE MAINTAINED.
II 	RELOCATE FAA BUILDING & CABLES INSTALL DRAINAGE PIPES, FILL IN EXISTING DITCH, EXCAVATE RELIEF AREA AND DITCHES. CONSTRUCT EMBANKMENTS FOR SERVICE ROAD AND TAXIWAY A EXTENSION. LIME TREATMENT OF SUBGRADE. CONSTRUCT JUNCTION BOX AND BOTTOM SECTIONS OF INLETS.	60	TEMPORARILY DISPLACE THRESHOLD 950' NORTH (STA. 16+00) FOR CONSTRUCTION WITHIN 150' OF THE RUNWAY CENTERLINE. CONSTRUCTION WITHIN 150' OF THE RUNWAY CENTERLINE WILL BE KEPT TO AN ABSOLUTE MINIMUM AND SHALL BE CLOSELY COORDINATED WITH THE ENGINEER AND ADDISON AIRPORT. TEMPORARY RAMPS AND GRADING SHALL BE INSTALLED AT THE END OF EACH DAY'S WORK AND THE DISPLACED THRESHOLD REMOVED. DELAY CONSTRUCTION OF WALLS & SIDES OF INLETS AND JUNCTION BOXES AS NECESSARY TO PROVIDE DRAINAGE DURING CONSTRUCTION. PLACE HAY BALES AROUND THE UPSTREAM END OF PIPES AT THE END OF EACH DAY'S PLACEMENT TO PROVIDE STORMWATER POLLUTION PROTECTION. PLACE HAY BALES SURROUNDING INLET AND JUNCTION BOX LOCATIONS DURING CONSTRUCTION ACTIVITIES. PLACE ROCK DAM UPSTREAM FROM ENTRANCE TO PIPE ARCHES AFTER THE HEADWALLS ARE IN PLACE.
III 	CONSTRUCT SUBBASE, BASE AND SURFACE OF SERVICE ROAD AND TAXIWAY A EXTENSION. CONSTRUCT LIGHTING AND SIGNING. COMPLETE EMBANKMENT AND DRAINAGE CONSTRUCTION. MARK TAXIWAY A AND RUNWAY. SEED AND MULCH DISTURBED AREAS.	30	TEMPORARILY DISPLACE THRESHOLD 950' NORTH AS IN PHASE 2. ROCK DAMS AND HAY BALES SHALL BE MAINTAINED UNTIL VEGETATION SUBSTANTIALLY COVERS DISTURBED AREAS.

Tracy L. Terrill
 REGISTERED PROFESSIONAL ENGINEER
 70974
 5/18/94

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

AS BUILT

OCT 20 1995

DESIGN: T.L.T.	A.I.P. NO. 9-18-0083-06
DRAWN: J.R.H.	BID NO.: 94-83
CHECKED: L.D.T.	JOB NO.: Y8024.60
SCALE: 1"=400'	
Date	Revisions
	By

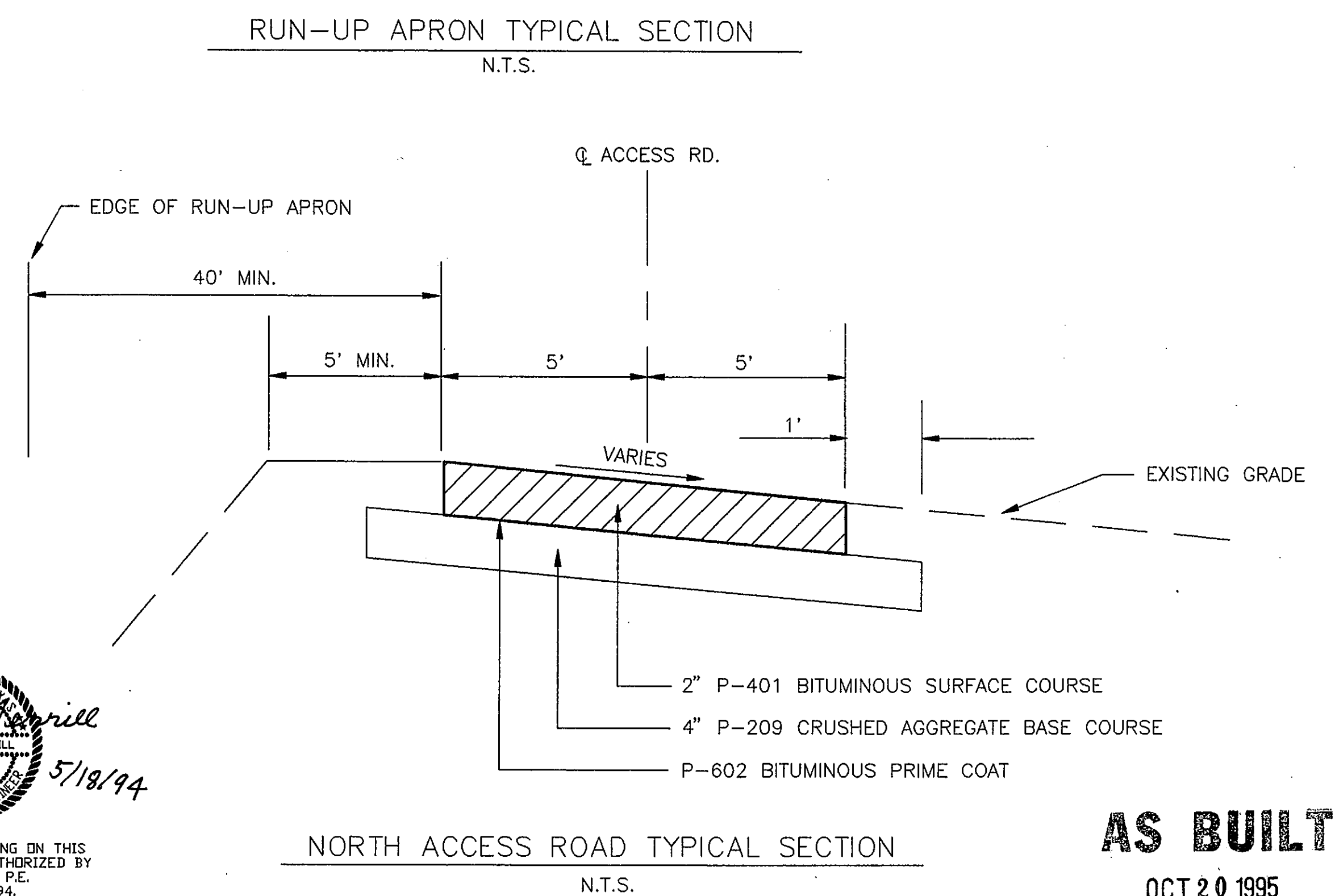
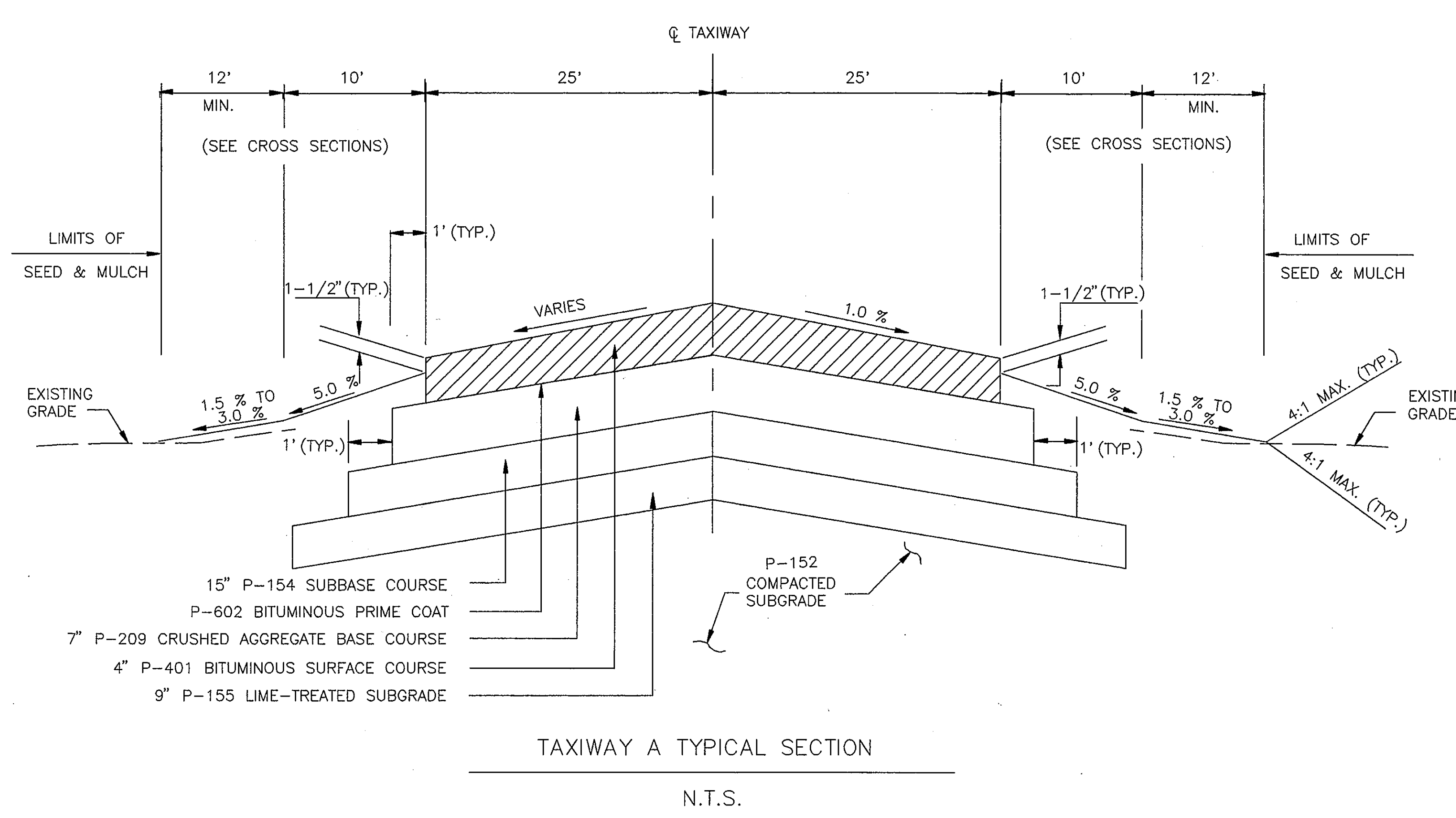
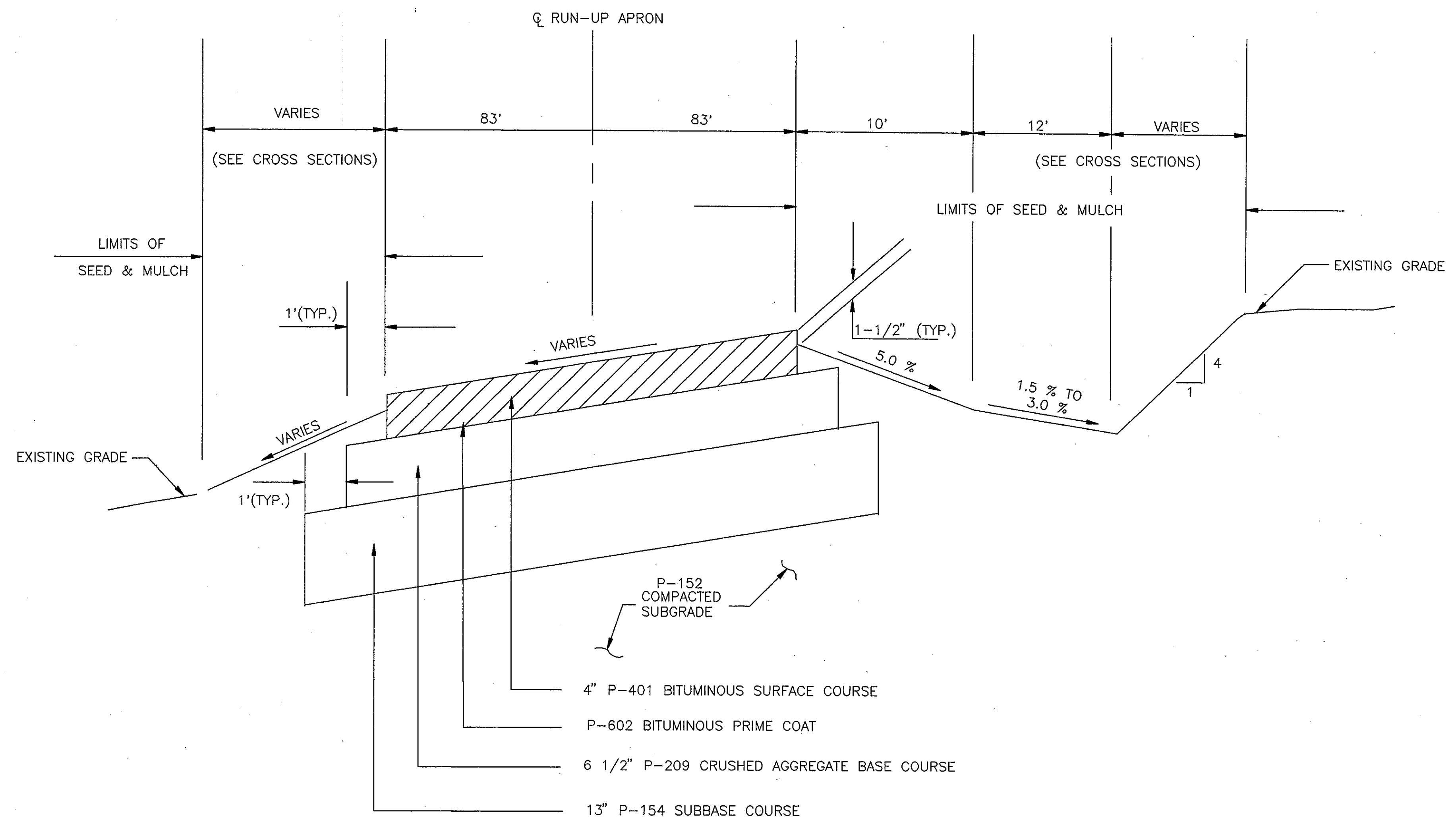
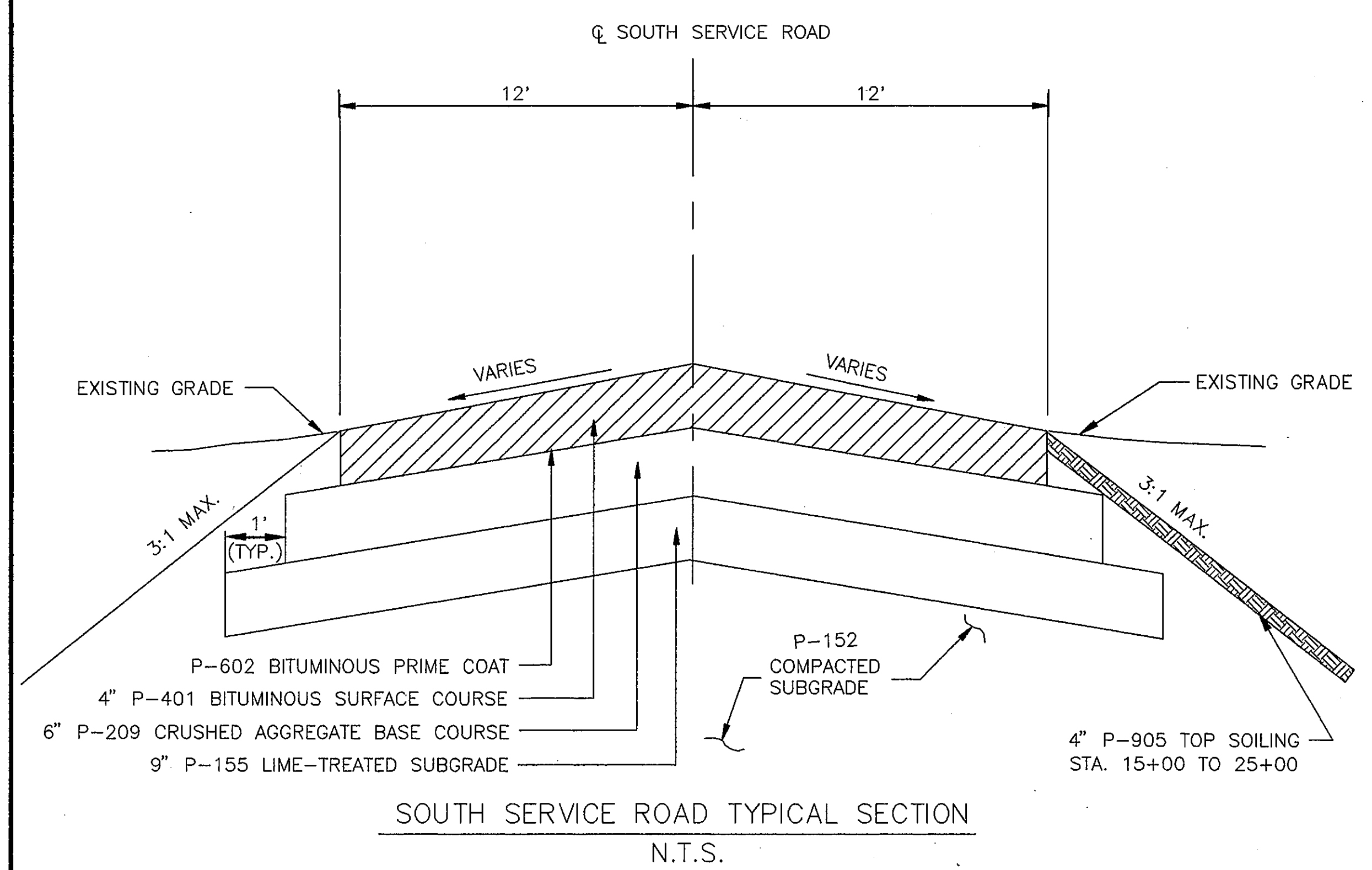
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ADDISON AIRPORT

PHASING PLAN

SHEET
 5
 DATE: MAY, 1994



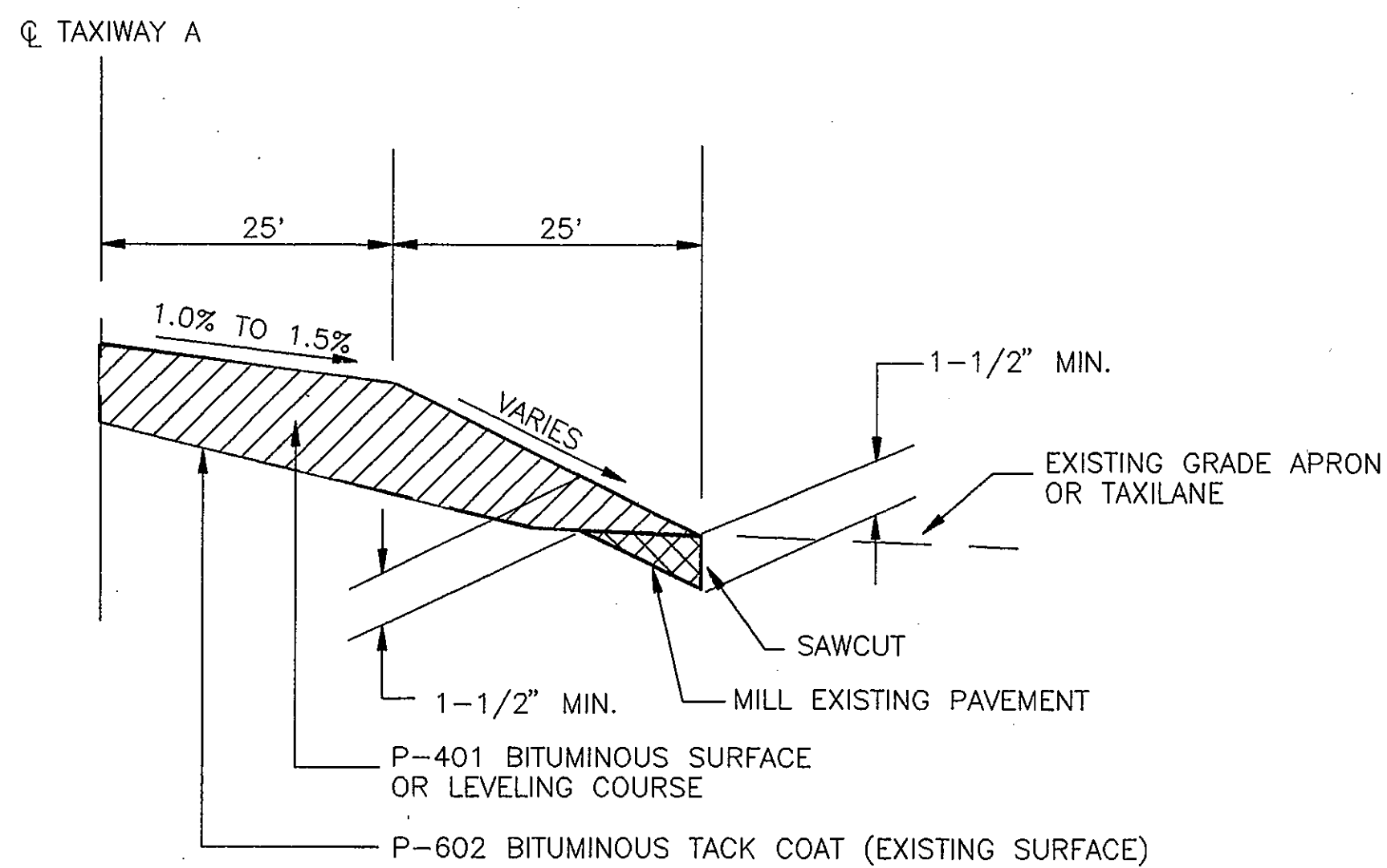
THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, IN MAY, 1994.

DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06	Date
DRAWN: J.R.H.	BID NO. 94-33	Revisions
CHECKED: L.D.T.	JOB NO. 18024.60	By
SCALE: AS NOTED		

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ADDISON AIRPORT

AS BUILT
 OCT 20 1995
 TYPICAL SECTIONS
 SHEET 6
 DATE: MAY, 1994



PAVEMENT TIE-IN DETAIL AT APRON OR TAXILANE
N.T.S.

PAVEMENT DESIGN CRITERIA

RUN-UP APRON

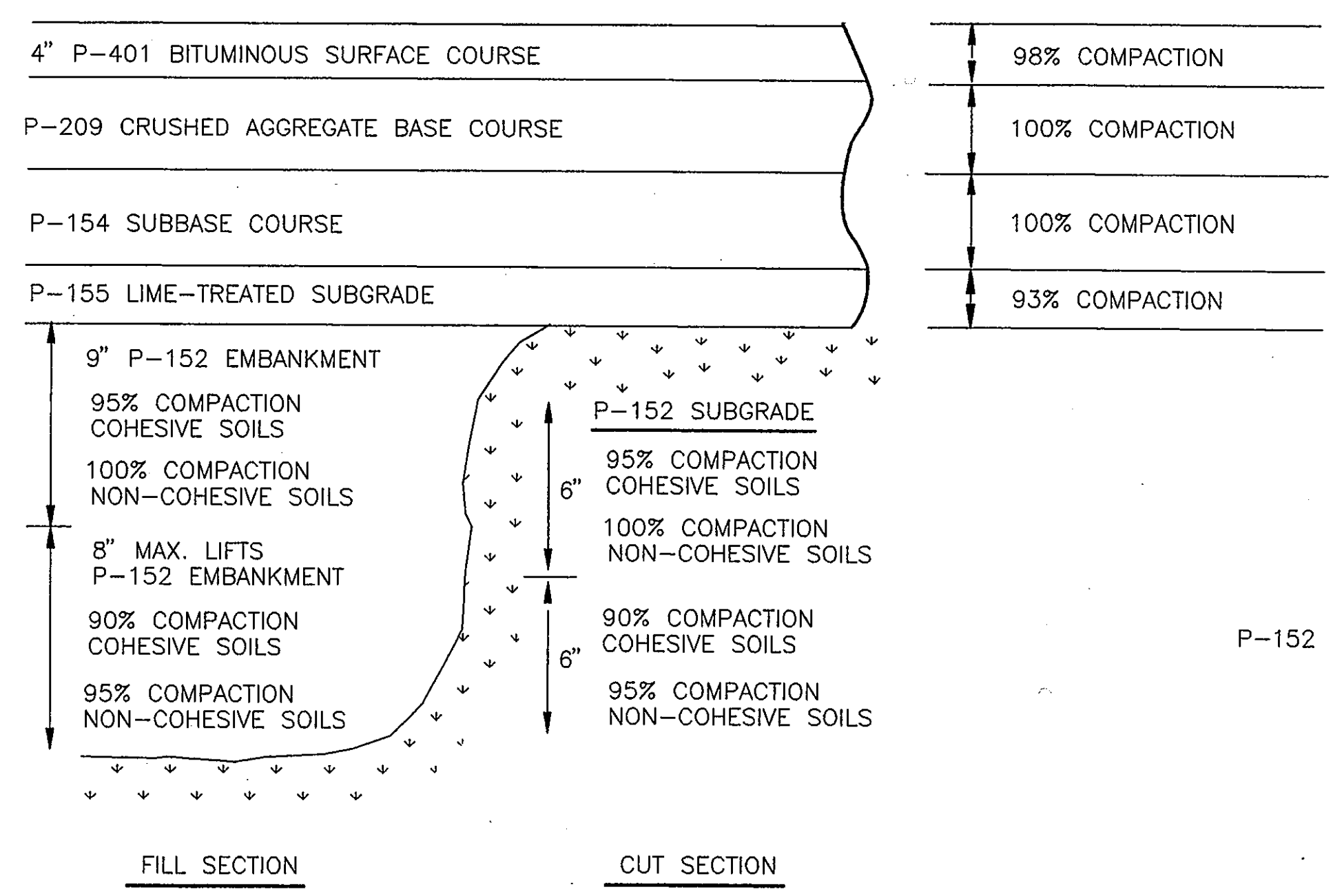
DUAL WHEEL AT 65,300 LBS.
SUBGRADE CBR = 5.0
EQUIVALENT ANNUAL DEPARTURES = 9700

TAXIWAY A EXTENSION

DUAL WHEEL AT 65,300 LBS.
SUBGRADE CBR = 3.0
EQUIVALENT ANNUAL DEPARTURES = 9700

COMPACTION SCHEDULE

ASPHALT PAVEMENT SECTION FOR TAXIWAY AND RUN-UP APRON
N.T.S.



GENERAL PAVING NOTES

P-152 MATERIAL EXCAVATED FROM AREAS REQUIRING EXCAVATION TO CONFORM TO THE LINES AND GRADES SHOWN ON THE PLANS MAY BE INCORPORATED INTO EMBANKMENT AREAS IF APPROVED IN WRITING BY THE ENGINEER. ANY ADDITIONAL BORROW MATERIAL REQUIRED FOR EMBANKMENT SHALL BE OBTAINED FROM OFFSITE SOURCES. ALL MATERIAL REQUIRED FOR EMBANKMENT SHALL MEET ALL THE REQUIREMENTS SPECIFIED IN P-152 EXCAVATION AND EMBANKMENT. THE MAXIMUM DIAMETER OF ANY ROCK INCORPORATED INTO THE EMBANKMENT SHALL BE 4 INCHES. ALL COSTS ASSOCIATED WITH EMBANKMENT SHALL BE INCLUDED IN ITEM P-152-4.7 EMBANKMENT IN PLACE.

ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED IN ACCORDANCE WITH SPECIFICATION T-901 SEEDING AND T-908 MULCHING.

P-154 THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE BORING LOGS ON SHEET 29. IN THE EVENT THAT A SOLID LAYER OF LIMESTONE IS ENCOUNTERED ABOVE THE BOTTOM GRADE OF THE P-154 SUBGRADE COURSE, THE THICKNESS OF THE SUBBASE COURSE MAY BE REDUCED SO THAT THE SUBBASE RESTS DIRECTLY ON THE LIMESTONE. PRIOR TO PLACING SUBBASE ON TOP OF LIMESTONE, THE TOP OF THE LIMESTONE SHALL BE CLEANED TO REMOVE CLAY AND OTHER UNDESIRABLE MATERIALS. THE THICKNESS OF THE BITUMINOUS SURFACE COURSE AND THE CRUSHED AGGREGATE BASE SHALL NOT BE REDUCED FROM THE THICKNESSES SHOWN ON THE PLANS.

P-401 BITUMINOUS SURFACE, LEVELING AND BASE COURSES - THE JOB MIX FORMULA SHALL BE PREPARED BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIFICATIONS. COMPACTED LIFTS SHALL BE LIMITED TO 1-1/2" MAXIMUM THICKNESS FOR SURFACE AND LEVELING COURSES AND 2" MAXIMUM THICKNESS FOR BASE COURSES. THICKER LIFTS SHALL BE PERMITTED IF THE CONTRACTOR CAN PROVE TO THE SATISFACTION OF THE ENGINEER THAT ALL DENSITY REQUIREMENTS ARE MET. NEW PAVEMENT THAT HAS BEEN IN PLACE MORE THAN 12 HOURS SHALL BE HEATED PRIOR TO PLACEMENT OF ADJACENT LIFTS.

PAVEMENT MILLING SHALL BE IN ACCORDANCE WITH TxDOT SPECIFICATION ITEM 254, SCARIFYING EXISTING PAVEMENT. PAYMENT SHALL BE MADE UNDER P-401-6.3 MILLING EXISTING PAVEMENT, MEASURED BY SQUARE YARDS OF OLD PAVEMENT IN ITS ORIGINAL POSITION. NO SEPARATE PAYMENT SHALL BE MADE FOR THE HAULING AND DISPOSING OF THE MILLED MATERIAL. COST FOR DISPOSAL SHALL BE INCIDENTAL TO MILLING OPERATION.

P-603 BITUMINOUS TACK COAT - MATERIAL SHALL BE SS-1h DILUTED AT APPROXIMATELY 60 PERCENT ASPHALT AND 40 PERCENT WATER. RS-2, AT THE SAME DILUTION RATE, IS AN ALLOWABLE SUBSTITUTE, IF APPROVED IN ADVANCE BY THE ENGINEER. THE ESTIMATED QUANTITY IS BASED ON AN AVERAGE APPLICATION RATE OF 0.10 GAL./SY OF DILUTED MIXTURE, ASSUMED WITH 1-1/2" P-401 OVERLAY LIFTS. THE ACTUAL RATE IN THE FIELD MAY BE ADJUSTED OR WAIVED BY THE ENGINEER, DEPENDING ON THE CONDITION OF SURFACES BEING TACKED.

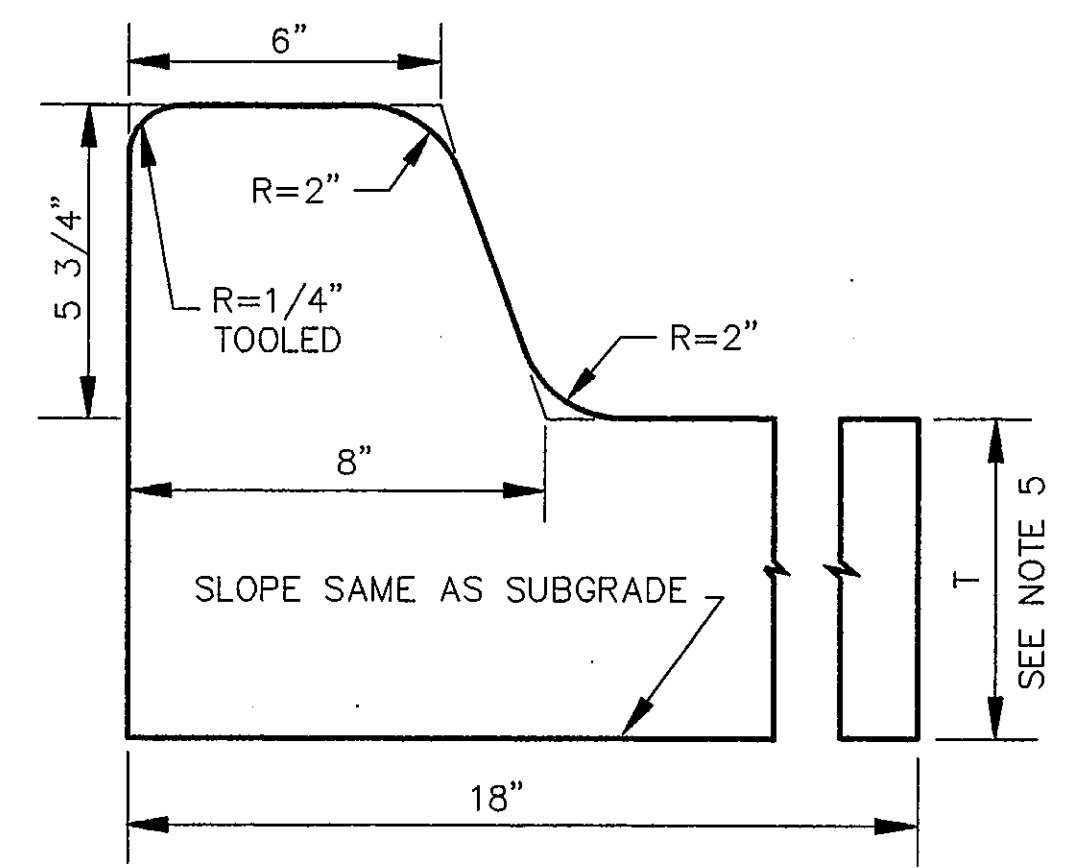
CURB AND GUTTER NOTES

- WHEN REINFORCING STEEL IS REQUIRED OR PLACED AT CONTRACTOR'S OPTION, ONE OF THE FOLLOWING SCHEMES OF REINFORCEMENT SHALL BE REQUIRED. THE MANNER OF PLACEMENT AND LOCATION SHALL BE TO THE SATISFACTION OF THE ENGINEER.
 - TYPE I CURB AND GUTTER (REINF.) OR TYPE II CURB AND GUTTER (REINF.) SHALL HAVE LONGITUDINAL REINFORCING BARS AS FOLLOWS: THREE #3, TWO #4, TWO #5, OR ONE #6.
 - ALL TYPES OF CURB (REINF.) SHALL HAVE ONE #3 OR #4 BAR FOR LONGITUDINAL REINFORCEMENT.
- REINFORCING BARS SHALL BE LAPPED A MINIMUM OF 15".
- WHEN CURB OR CURB AND GUTTER IS PLACED BY A SEPARATE POUR ADJACENT TO OR ATOP CONCRETE PAVEMENT, CURB OR CURB AND GUTTER SHALL BE TIED TO PAVEMENT IN A MANNER SATISFACTORY TO THE ENGINEER WITH 8-INCH LONG #3 OR #4 BARS SPACED AT 5 FEET AND EXPANSION AND/OR CONTRACTION JOINTS OF CURB AND GUTTER SHALL MATCH THOSE OF PAVEMENT.

WHEN CURB OR CURB AND GUTTER IS NOT CONSTRUCTED ADJACENT TO CONCRETE PAVEMENT. THE FOLLOWING SHALL GOVERN:

- REINFORCED CURB OR CURB AND GUTTER SHALL HAVE NO CONTRACTION JOINTS.
- NON-REINFORCED CURB OR CURB AND GUTTER SHALL HAVE FORMED, TOOLED OR SAWED CONTRACTION JOINTS AT 10' ±. THE DEPTH OF THESE JOINTS SHALL BE SUFFICIENT TO INSURE CRACKING AT THE JOINTS.
- REINFORCED CURB OR CURB AND GUTTER SHALL HAVE EXPANSION JOINTS AT POINTS OF CURVATURE AND AT INTERVALS NO GREATER THAN 120' IN ALL CURVES AND AT STRUCTURES SUCH AS BRIDGES, BOX CULVERTS, CURB INLETS, ETC.
- NON-REINFORCED CURB OR CURB AND GUTTER SHALL HAVE EXPANSION JOINTS AT POINTS OF CURVATURE ON CURVES OF RADIUS LESS THAN 25' AND AT STRUCTURES SUCH AS BRIDGES, BOX CULVERTS, CURB INLETS, ETC.

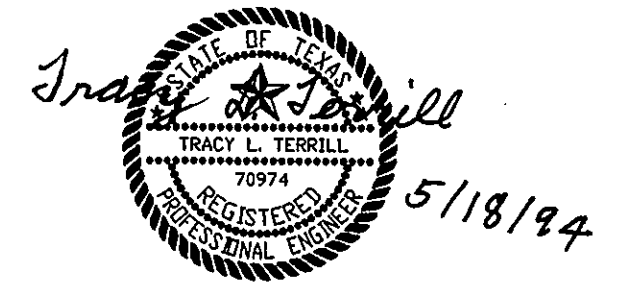
- ONE-HALF INCH EXPANSION JOINT MATERIAL SHALL BE PROVIDED WHERE CURB OR CURB AND GUTTER IS ADJACENT TO SIDEWALK OR RIPRAP.
- AT CONTRACTOR'S OPTION, DIMENSION "T" MAY BE THICKNESS OF PAVEMENT STRUCTURE. IN NO CASE SHALL "T" BE LESS THAN 6".



CURB AND GUTTER TYPE II

AS BUILT

OCT 20 1995



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06		
DRAWN: J.R.H.	BID NO. 94-33		
CHECKED: L.D.T.	JOB NO. Y8024.60	Date	Revisions
SCALE: AS NOTED			By

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Fort Worth, Texas

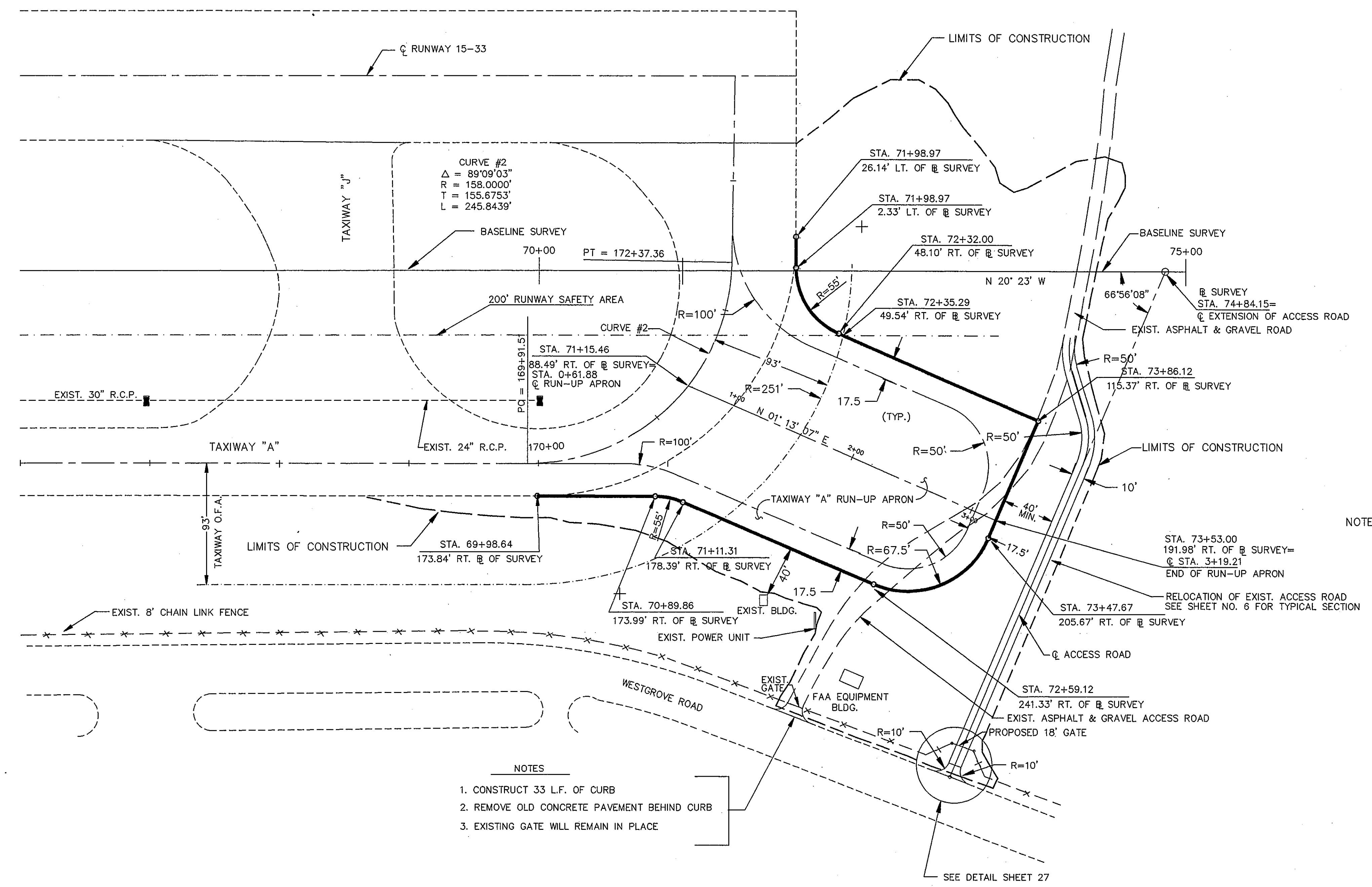
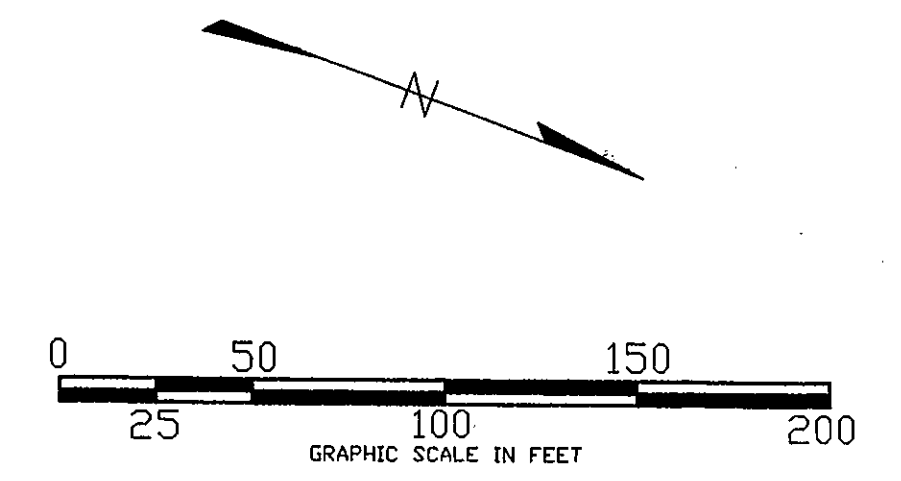
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ADDISON AIRPORT

PAVING DETAILS

SHEET 7
DATE: MAY, 1994



CAUTION UNDERGROUND UTILITIES
CONTACT UTILITY COMPANIES FOR
LOCATION PRIOR TO CONSTRUCTION
ANY DAMAGE TO EXISTING FACILITIES
WILL BE THE SOLE RESPONSIBILITY
OF THE CONTRACTOR. ANY REPAIRS
OR DAMAGES SHALL BE PAID FOR
BY THE CONTRACTOR AT NO EXPENSE
TO THE OWNER.

NOTE:
SEE SHEET NO. 33 FOR
FAA CABLE LOCATION IN
THIS AREA.

- NOTES
1. CONSTRUCT 33 L.F. OF CURB
 2. REMOVE OLD CONCRETE PAVEMENT BEHIND CURB
 3. EXISTING GATE WILL REMAIN IN PLACE



AS BUILT
OCT 20 1995

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, DN MAY, 1994.

DESIGN: <u>T.L.T.</u>	A.I.P. NO. <u>3-48-0063-06</u>		
DRAWN: <u>M.J.G.</u>	BID NO. <u>94-33</u>		
CHECKED: <u>L.D.T.</u>	JOB NO. <u>Y8024.60</u>		
SCALE: 1" = 50'		Date	Revisions

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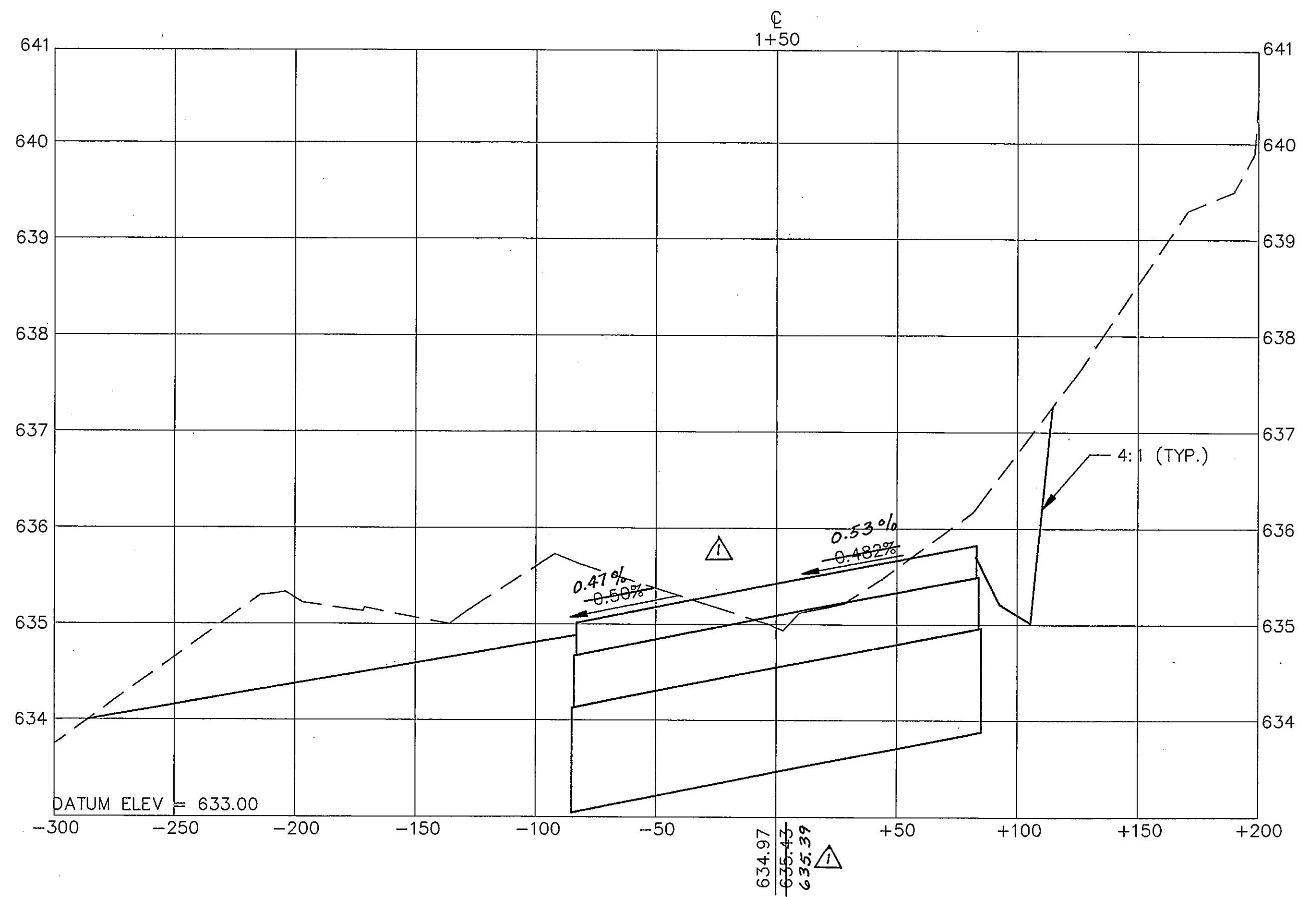
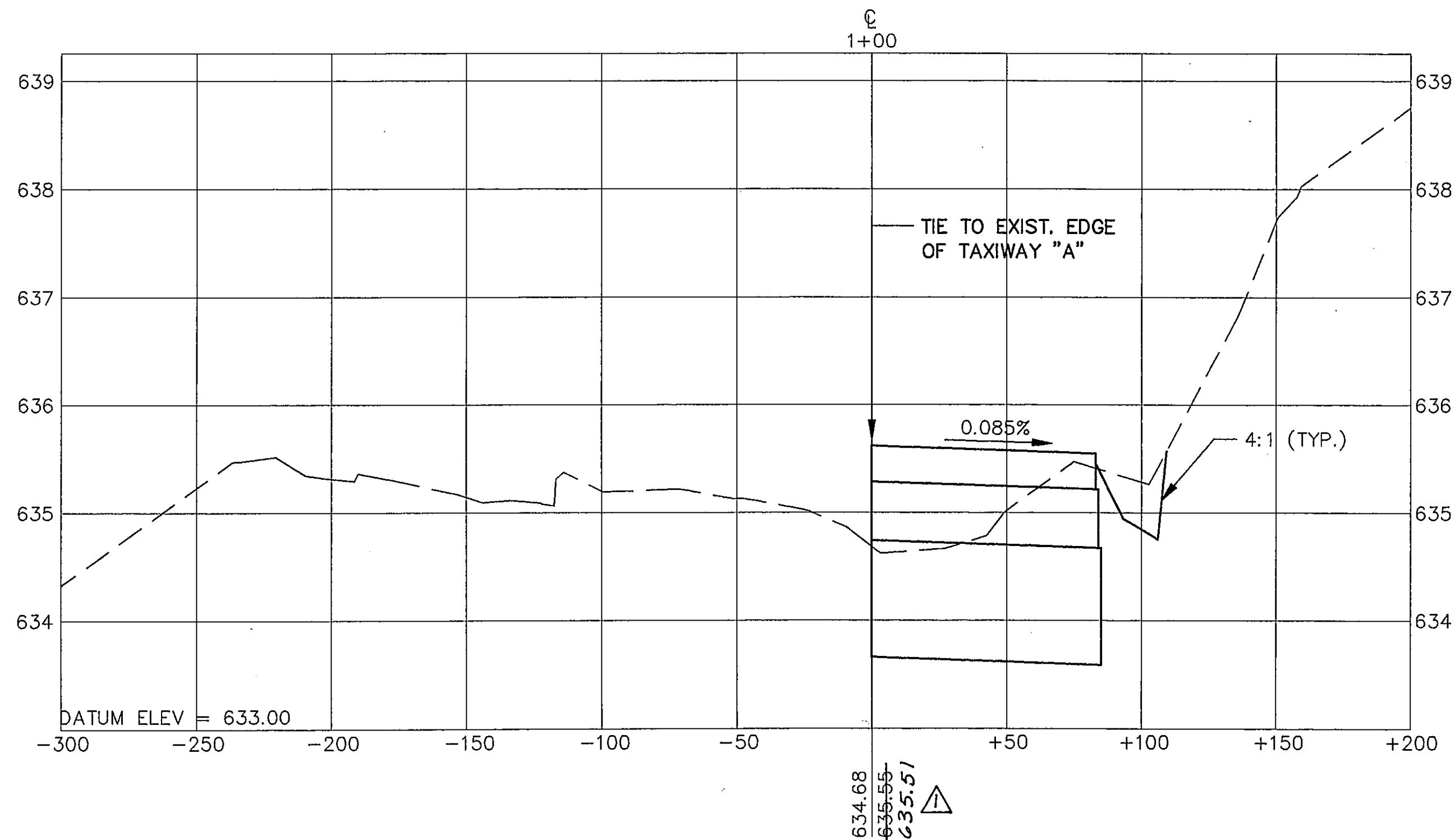
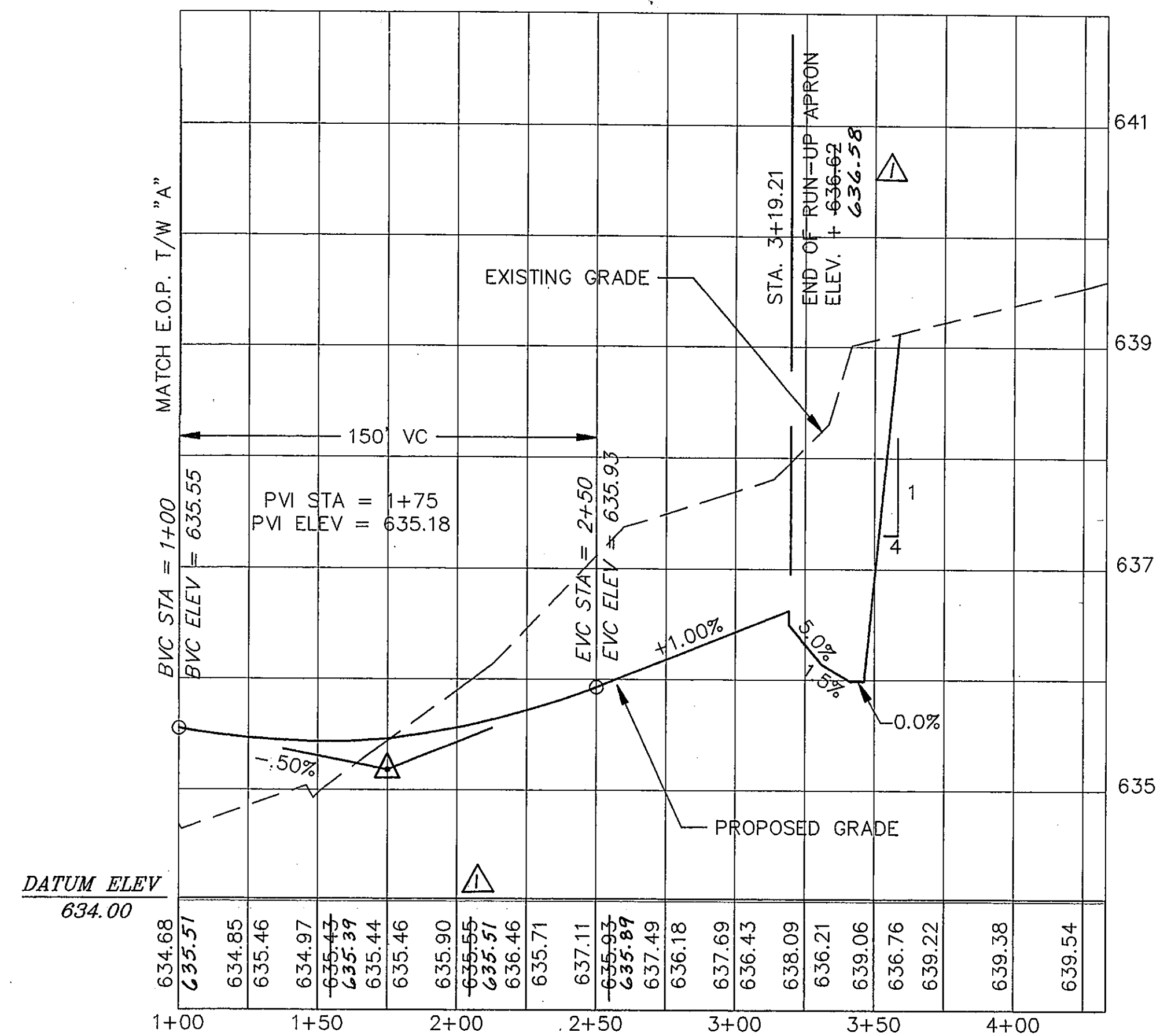
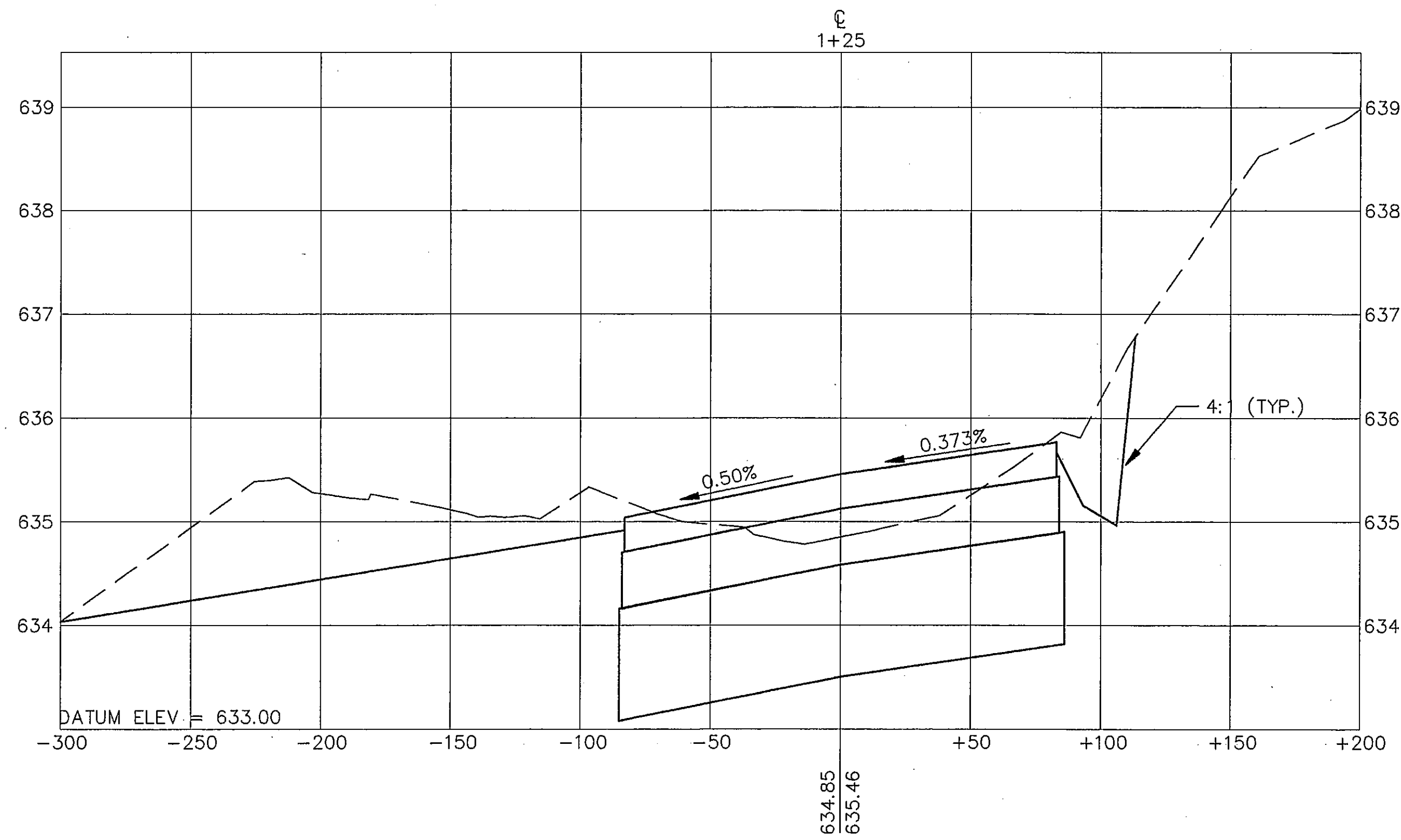
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RUN-UP APRON
STA. 1+00 TO STA. 3+19.21

SHEET 14
DATE: MAY, 1994



AS BUILT
OCT 20 1995



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DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06	DATE: 4-20-95	BY: JKH
DRAWN: M.J.G.	BID NO. 94-33	REVISIONS: AS BUILT CHANGES	
CHECKED: L.D.T.	JOB NO. Y8024.60		
SCALE: 1" = 40' HORIZ. 1" = 1' VERT.			

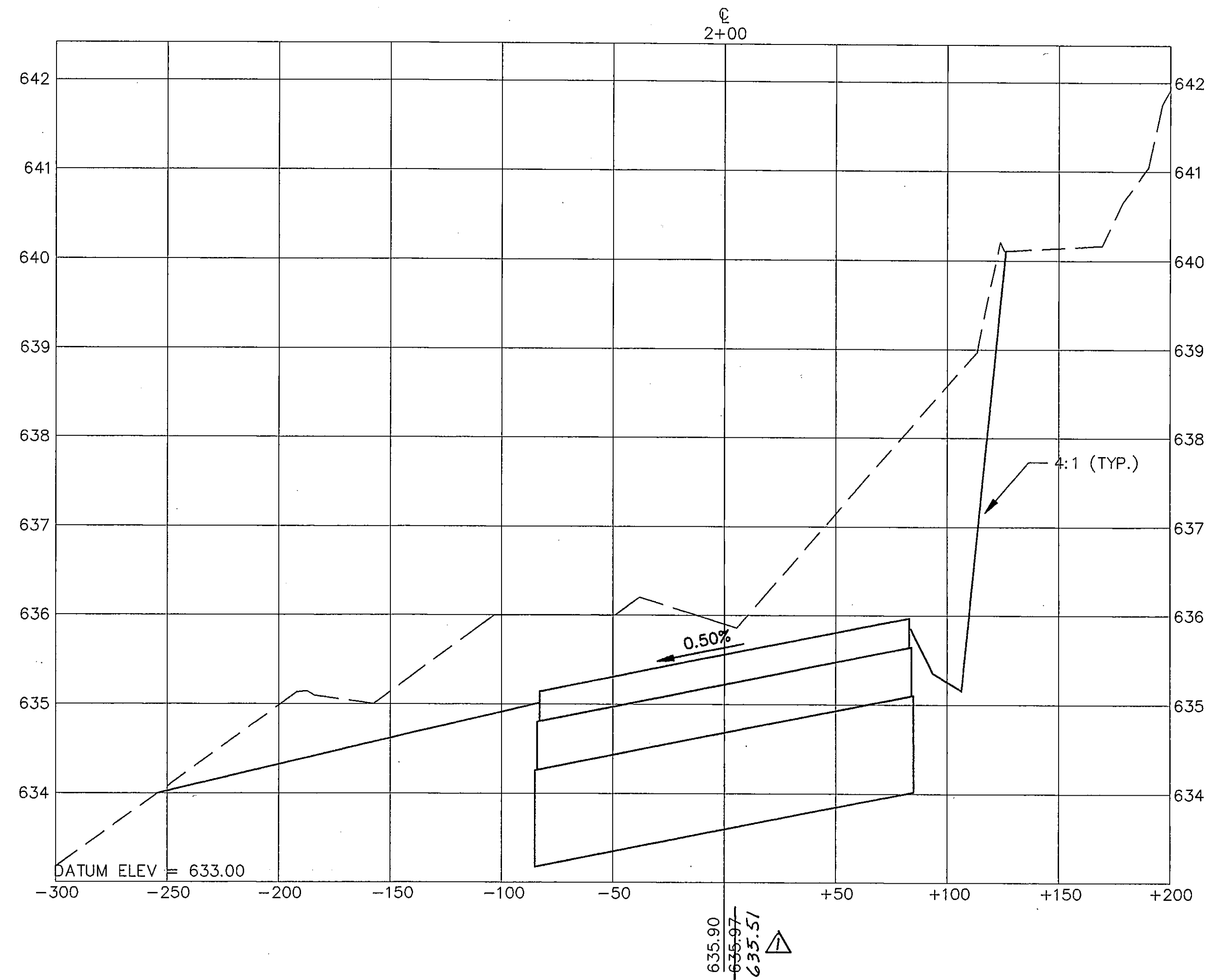
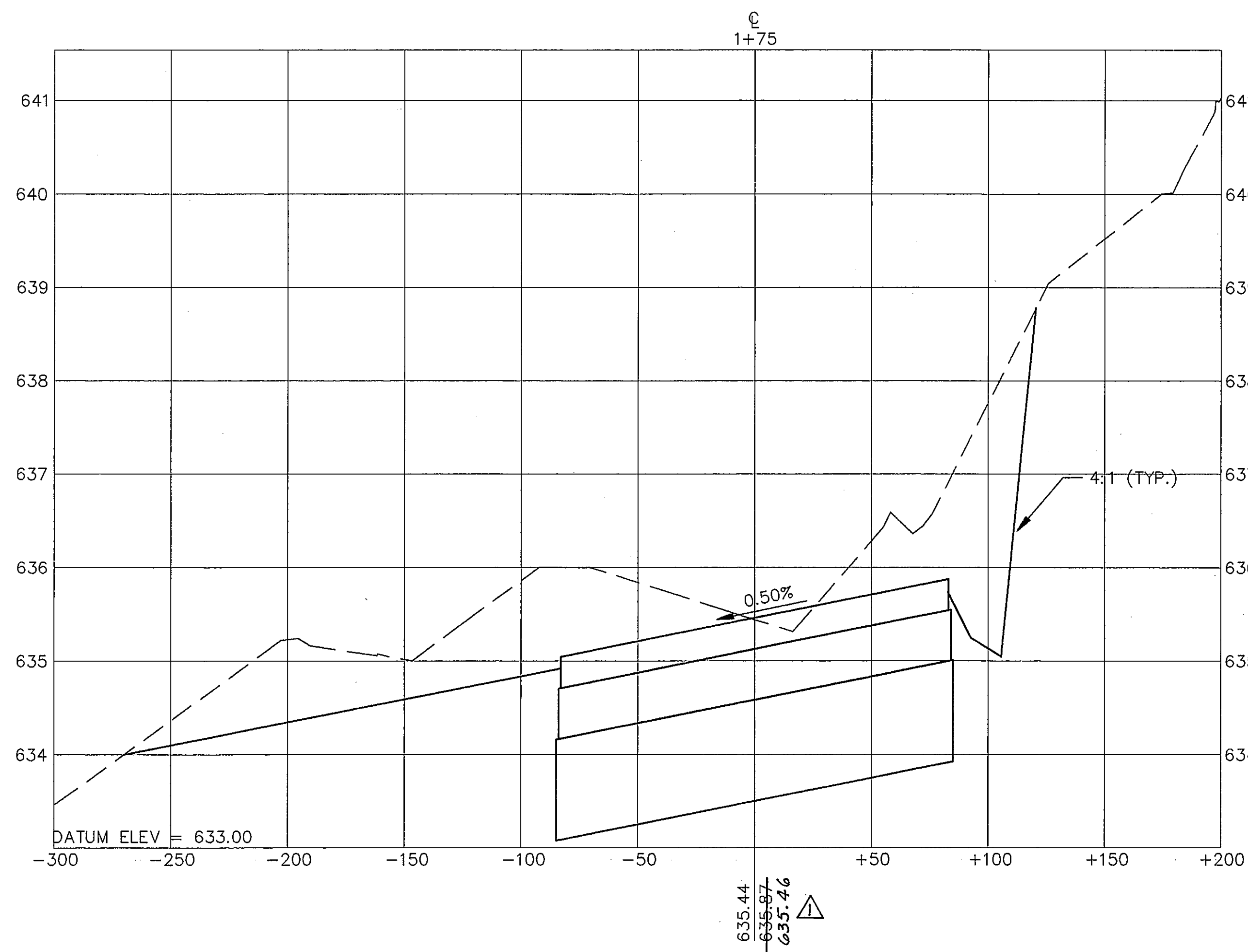
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RUNUP APRON PROFILE AND CROSS SECTIONS
STA. 1+00 TO STA. 1+50



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AS BUILT
OCT 20 1995

DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06		
DRAWN: M.J.G.	BID NO. 94-33		
CHECKED: L.D.T.		4-20-95	AS BUILT CHANGES
SCALE: 1" = 40' HORIZ. 1" = 1' VERT.	JOB NO. Y8024.60	Date	Revisions

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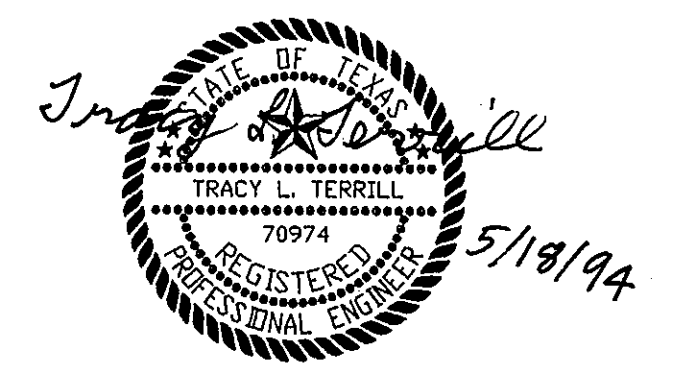
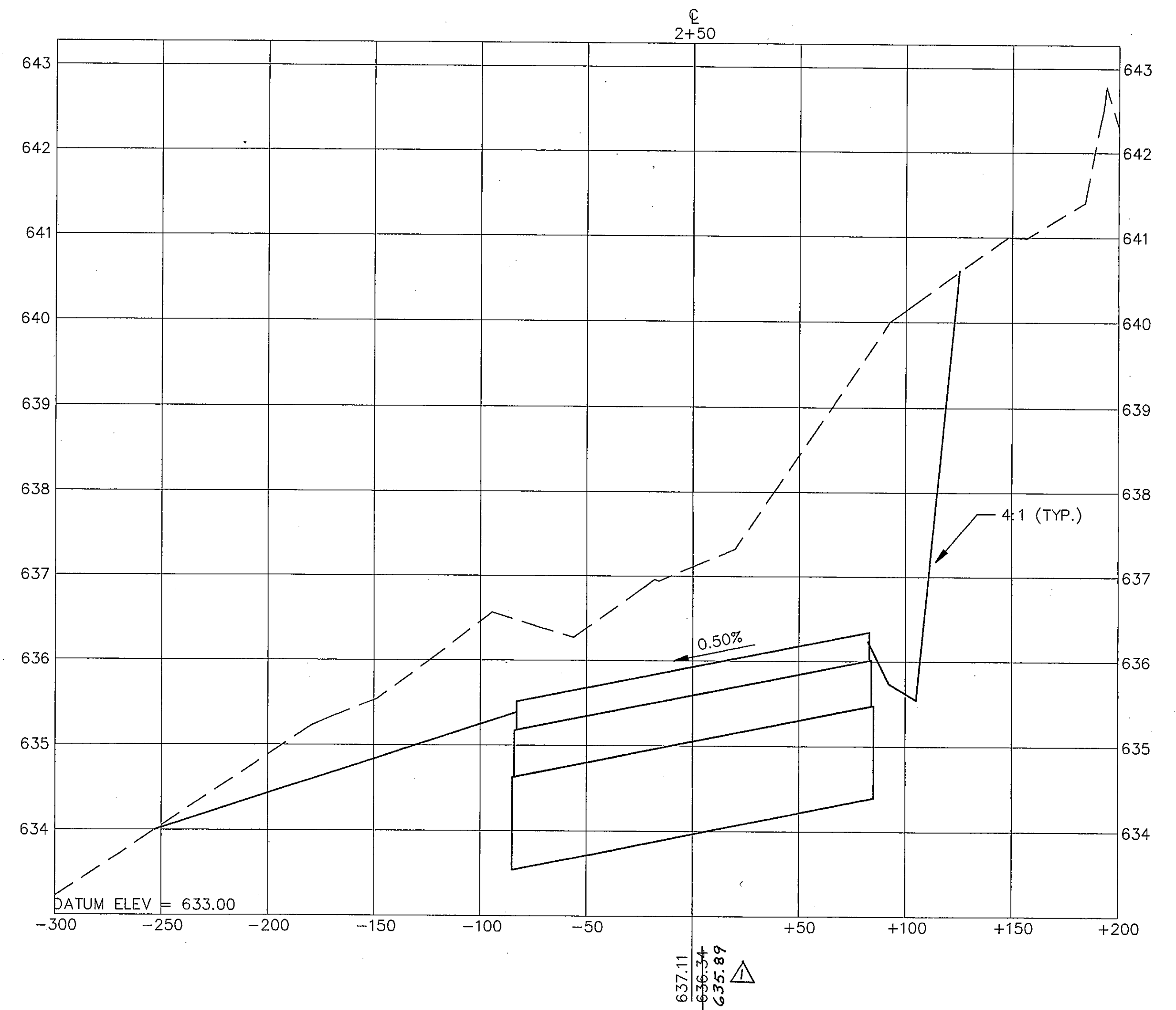
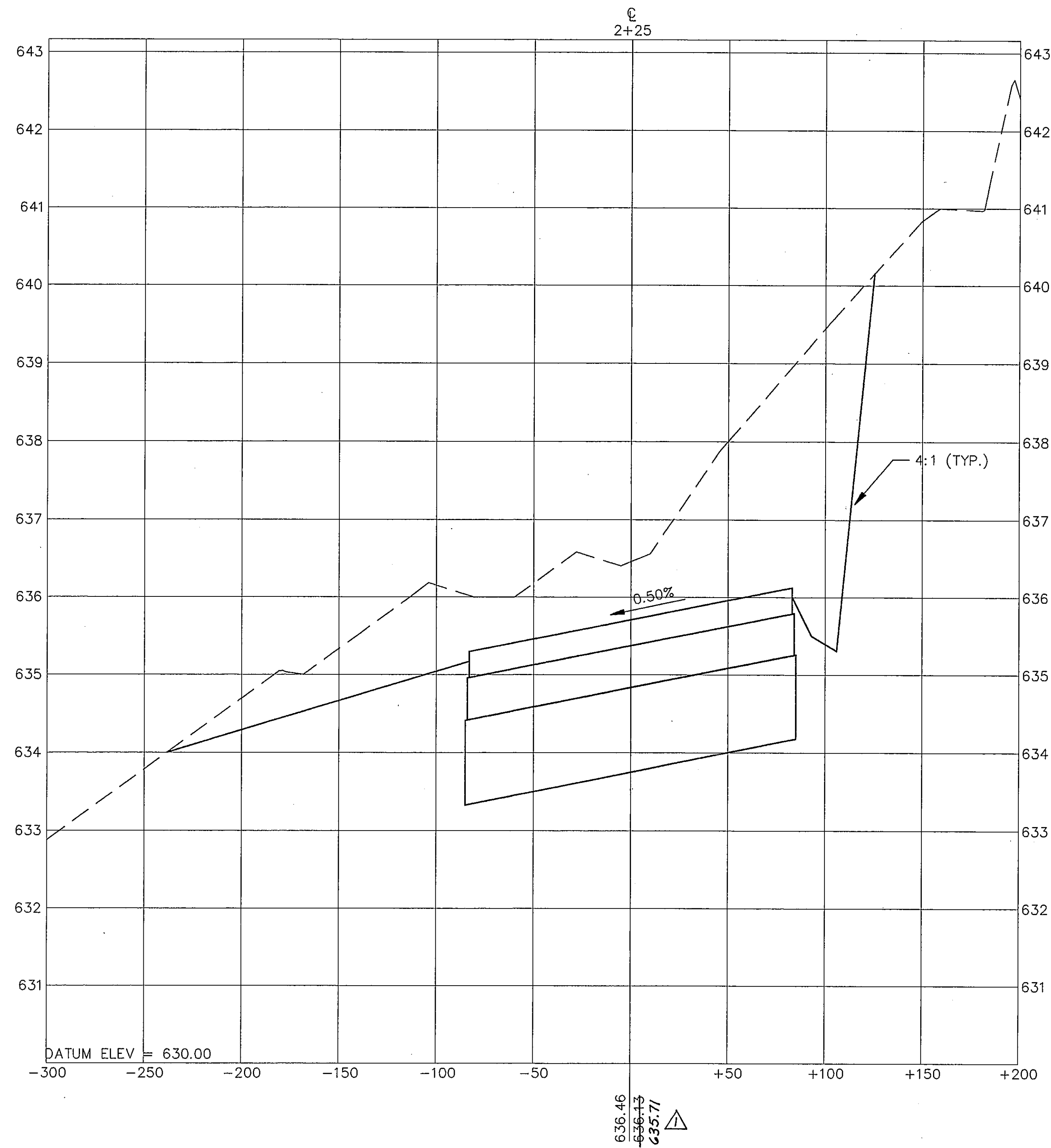
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ADDISON AIRPORT

RUNUP APRON CROSS SECTIONS
STA. 1+75 TO STA. 2+00

SHEET
16
DATE MAY, 1994



AS BUILT
OCT 20 1995

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

DESIGN: T.L.T.	ALP. NO.: 3-48-0063-06	
DRAWN: M.J.G.	BID NO.: 94-33	
CHECKED: L.D.T.	JOB NO.: Y8024.60	
SCALE: 1" = 40' HORIZ. 1" = 1' VERT.	Date	Revisions
		By

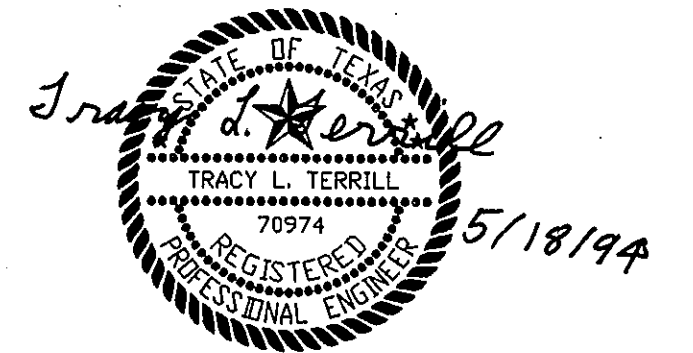
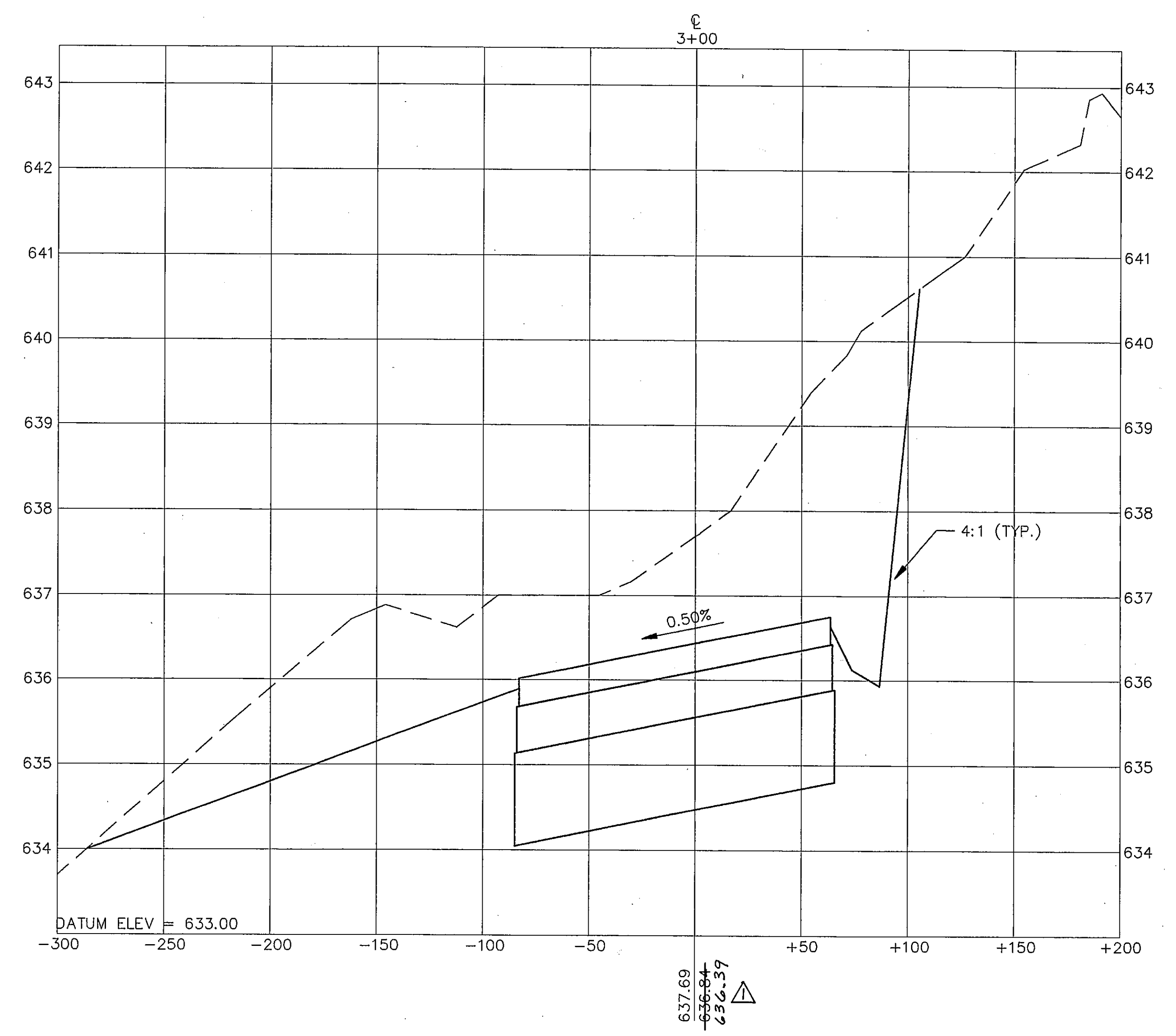
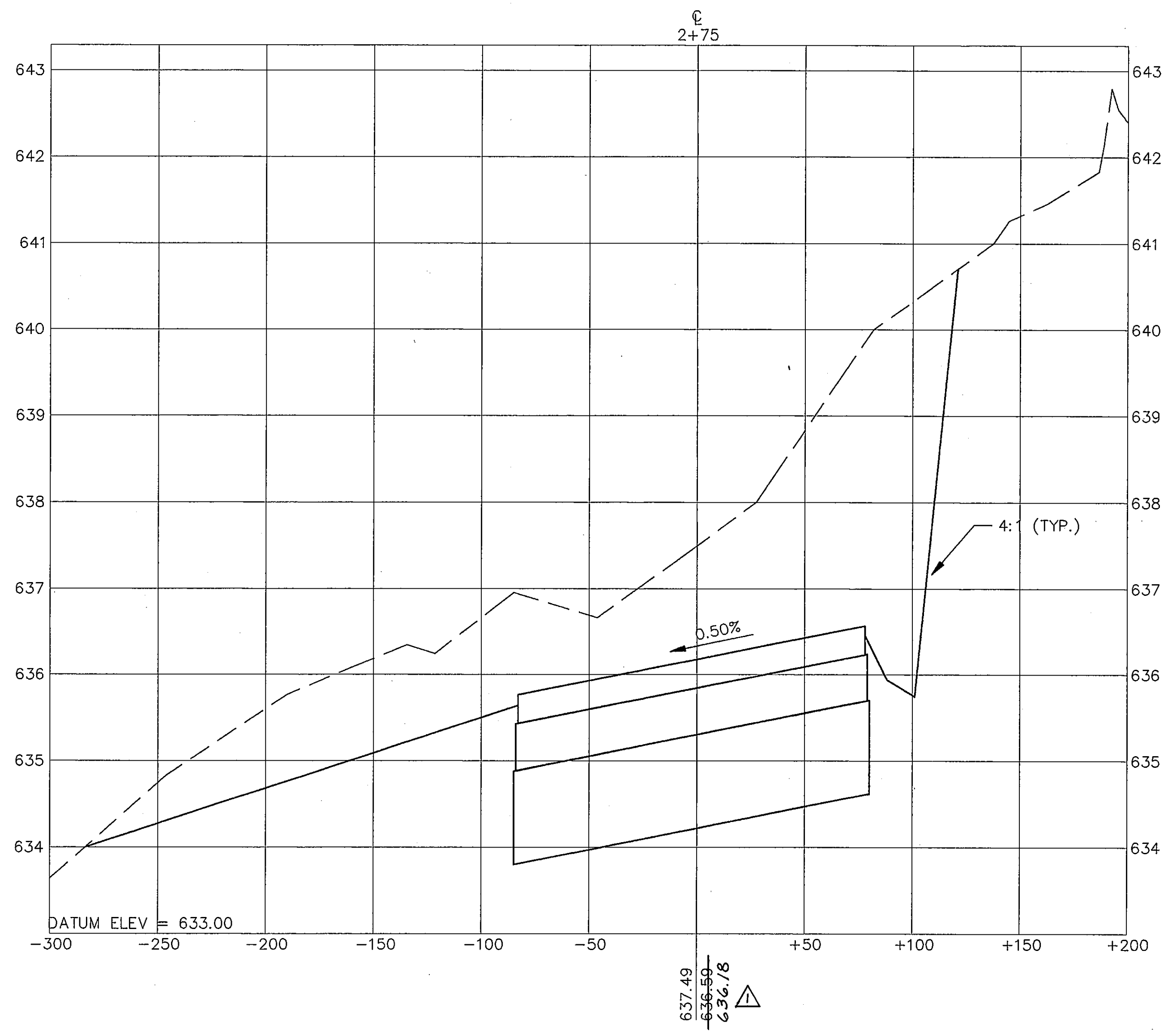
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RUNUP APRON CROSS SECTIONS
STA. 2+25 TO STA. 2+50



AS BUILT
OCT 20 1995

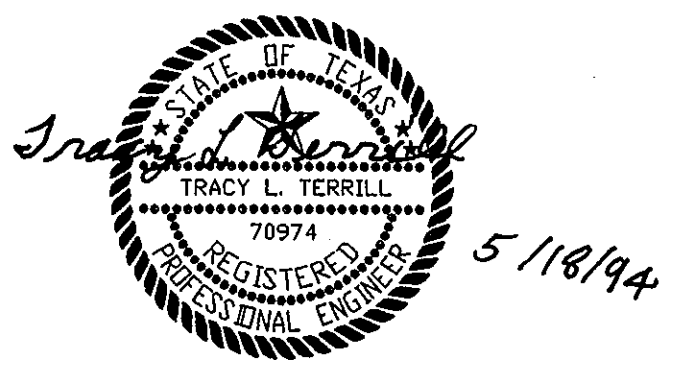
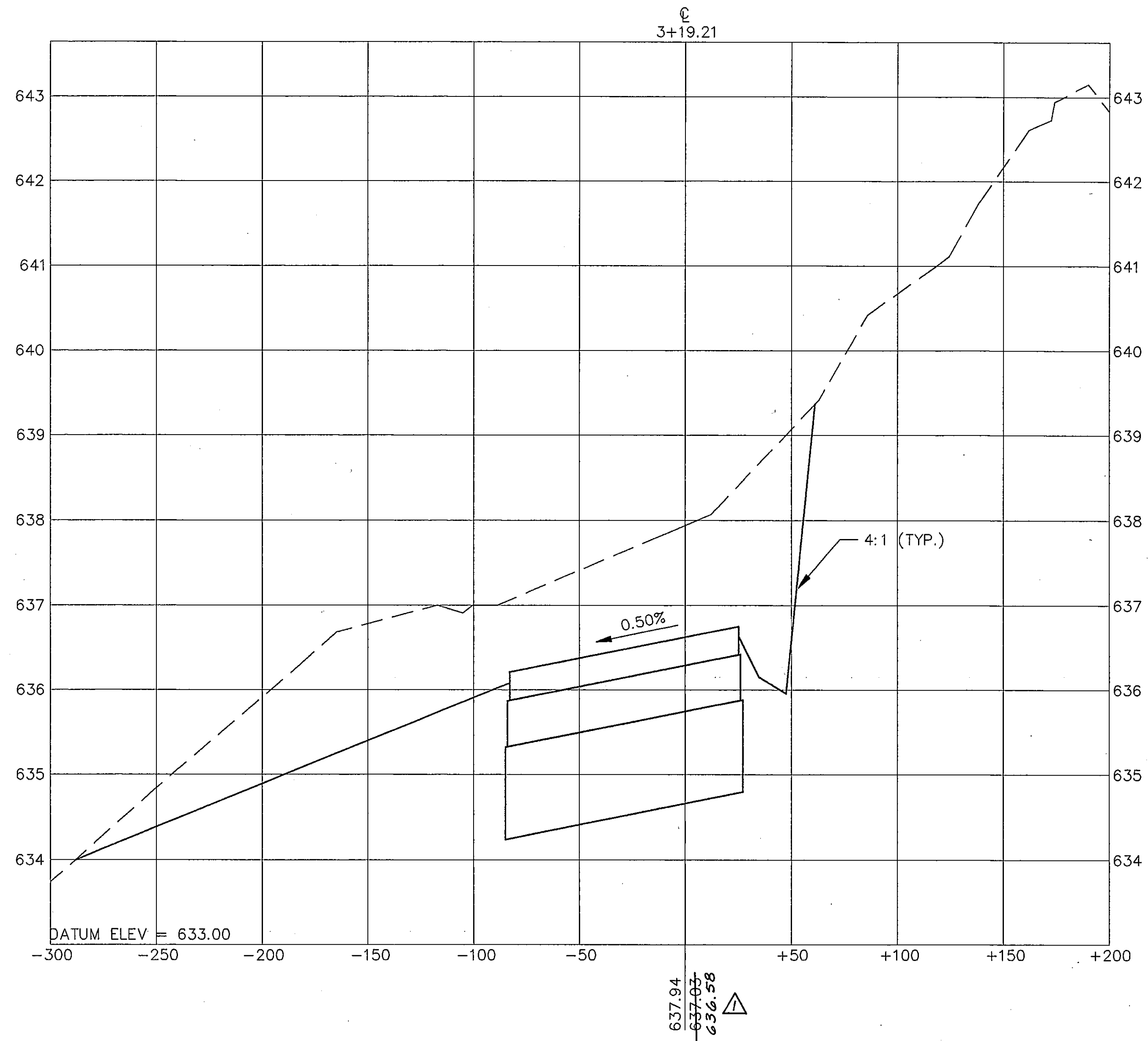
THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

DESIGN: T.L.T.	ALP. NO.: 3-48-0063-06		
DRAWN: M.J.G.	BID NO.: 94-33		
CHECKED: L.D.T.			
SCALE: 1" = 40' HORIZ. 1" = 1' VERT.	JOB NO.: Y8024.60	DATE: 4-20-95	REVISIONS: AS BUILT CHANGES
		BY: JKH	

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RUNUP APRON CROSS SECTIONS
STA. 2+75 TO STA. 3+00



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OCT 20 1995

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DESIGN: T.L.T.	A.I.P. NO: 3-48-0063-06		
DRAWN: M.J.C.	BID NO: 94-33		
CHECKED: L.D.T.		4-20-95	AS BUILT CHANGES
SCALE: 1" = 40' HORIZ. 1" = 1' VERT.	JOB NO: Y8024.60	Date	Revisions

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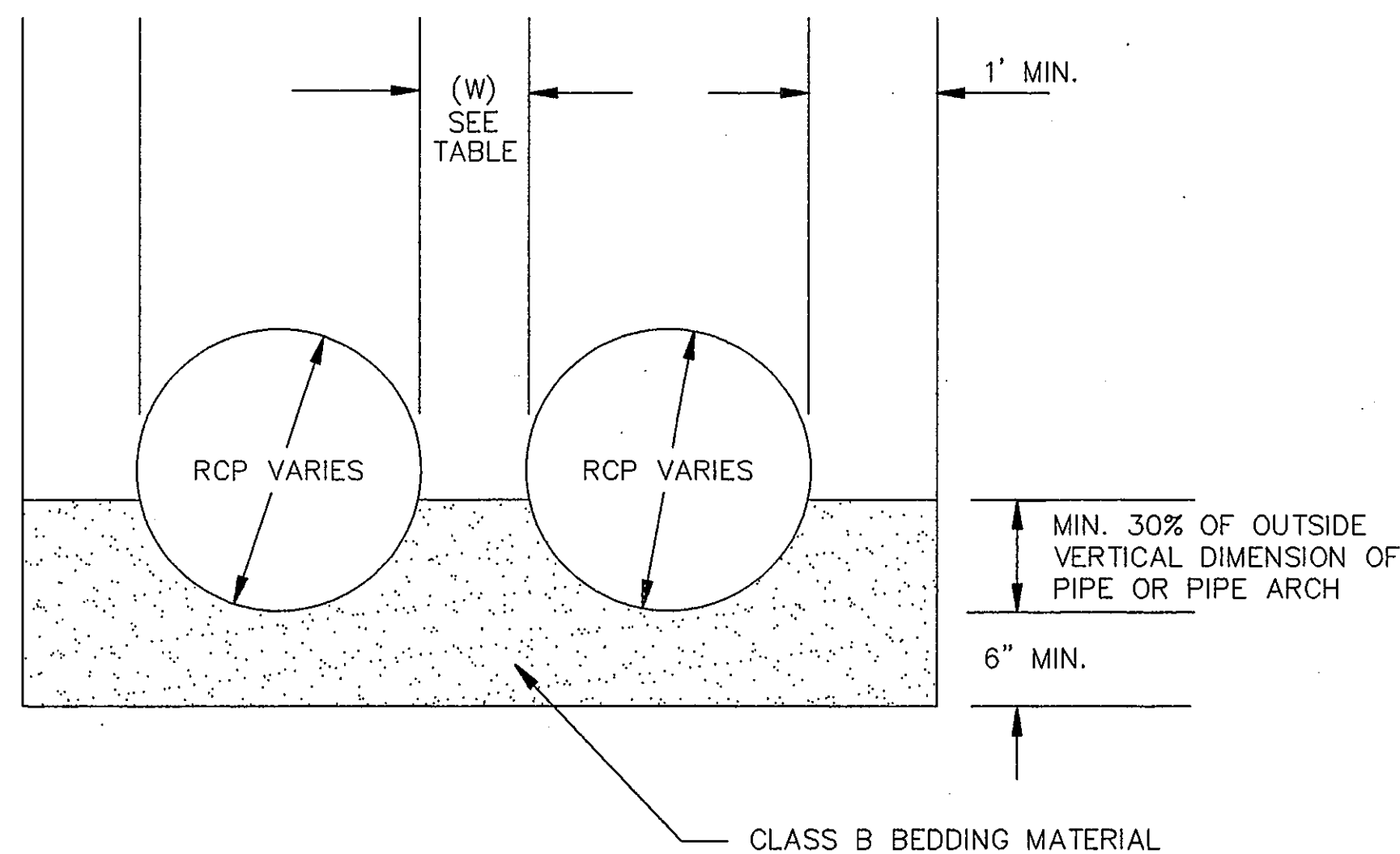
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RUNUP APRON CROSS SECTIONS
STA. 3+19.41

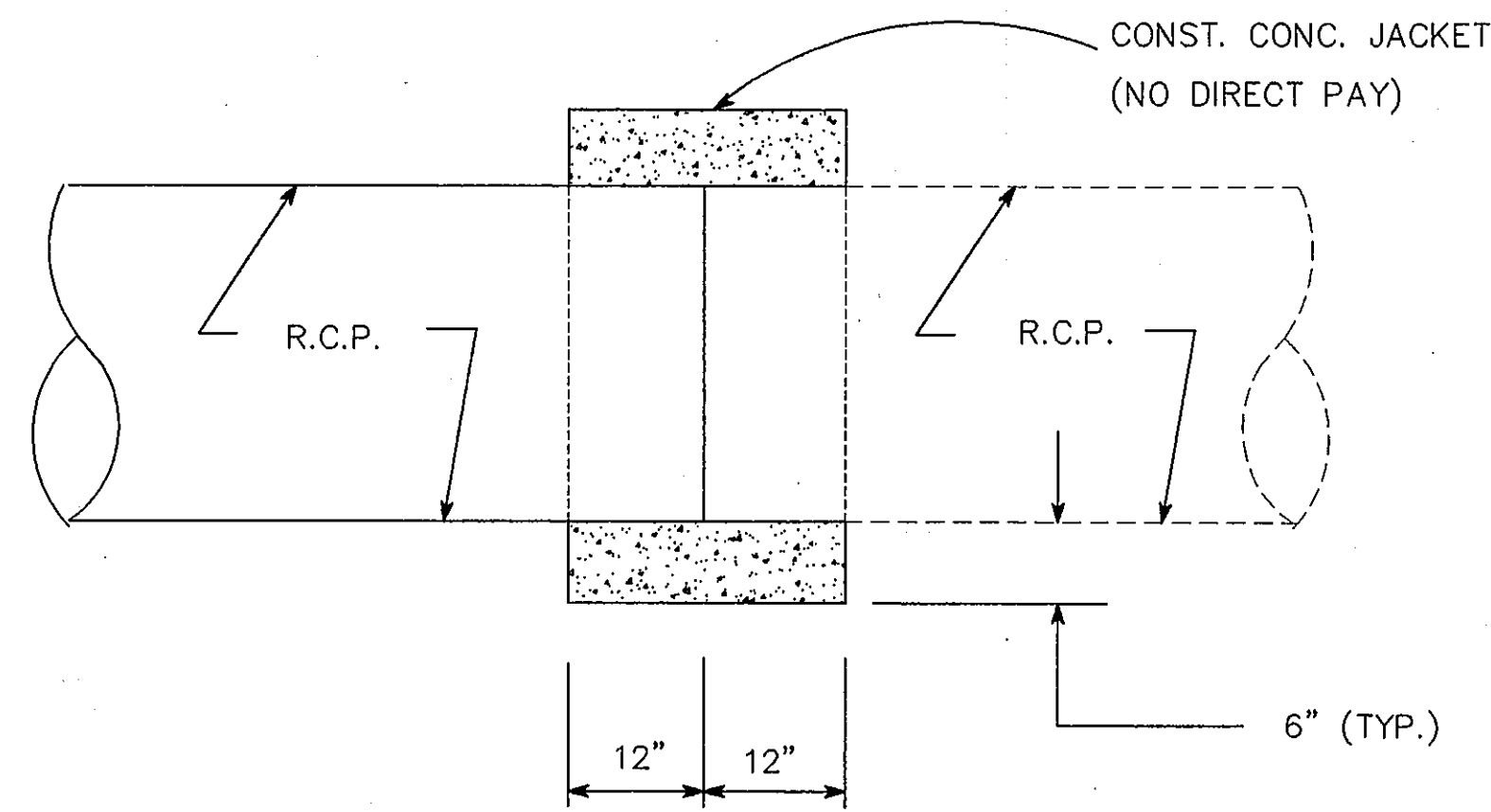
SHEET 18A
DATE MAY, 1994



PIPE SIZE	TYPE	(W) CLEAR DISTANCE MINIMUM
24"	RCP	0'-11"
42"	RCP	1'-5"
48"	RCP	1'-7"
DES. 5 (36" EQ.)	CONC. PIPE ARCH	1'-3"

PIPE BEDDING DETAIL

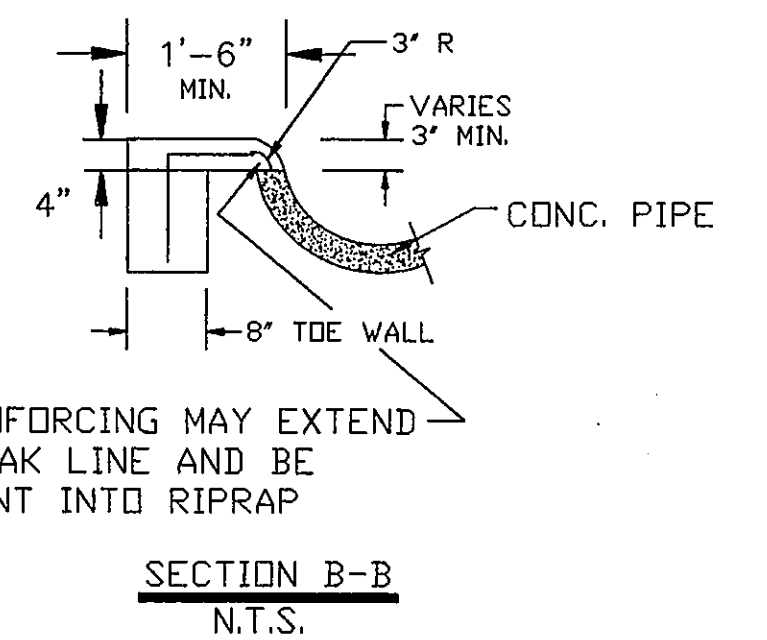
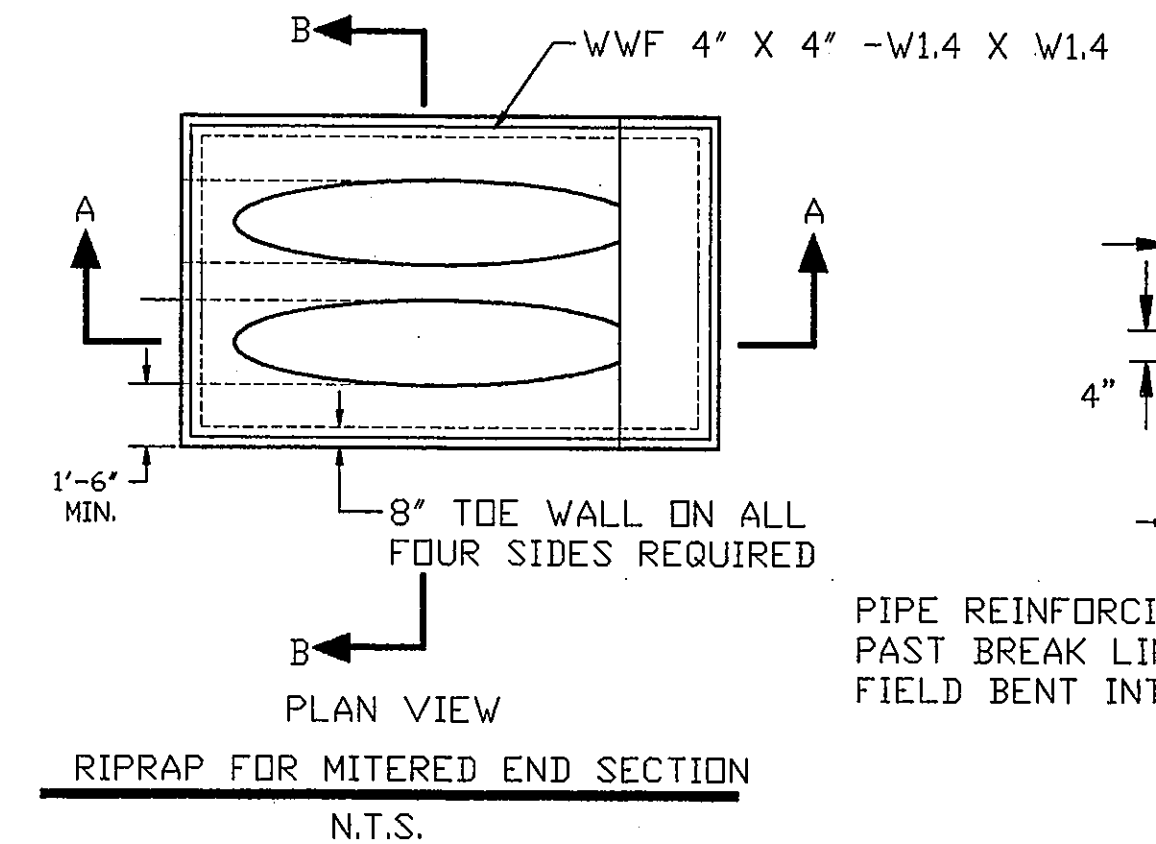
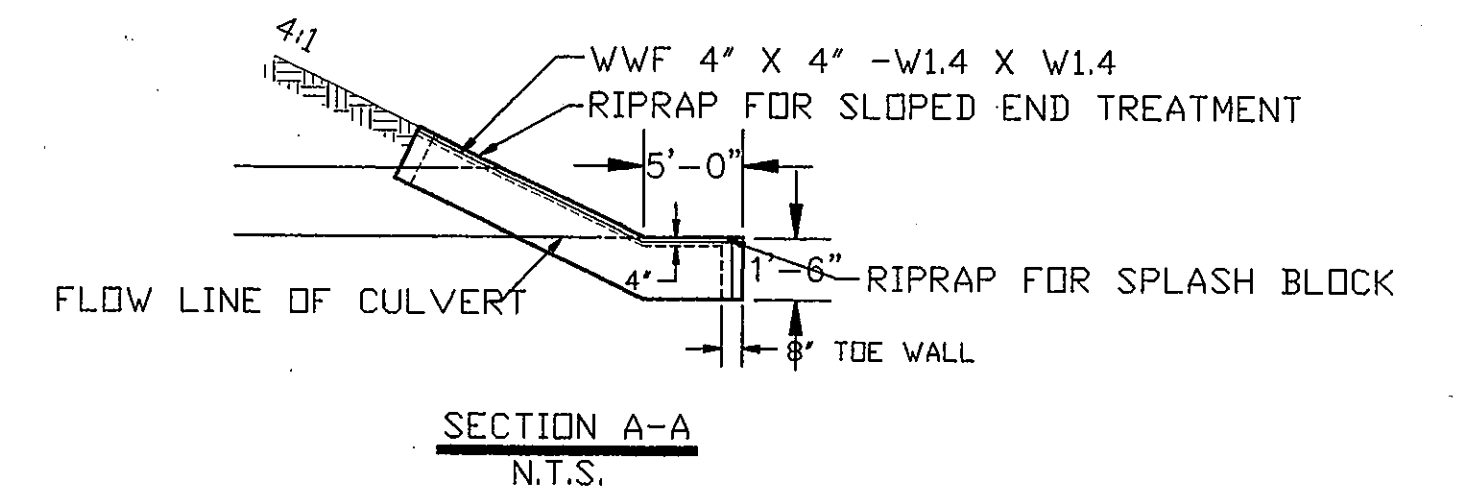
N.T.S.



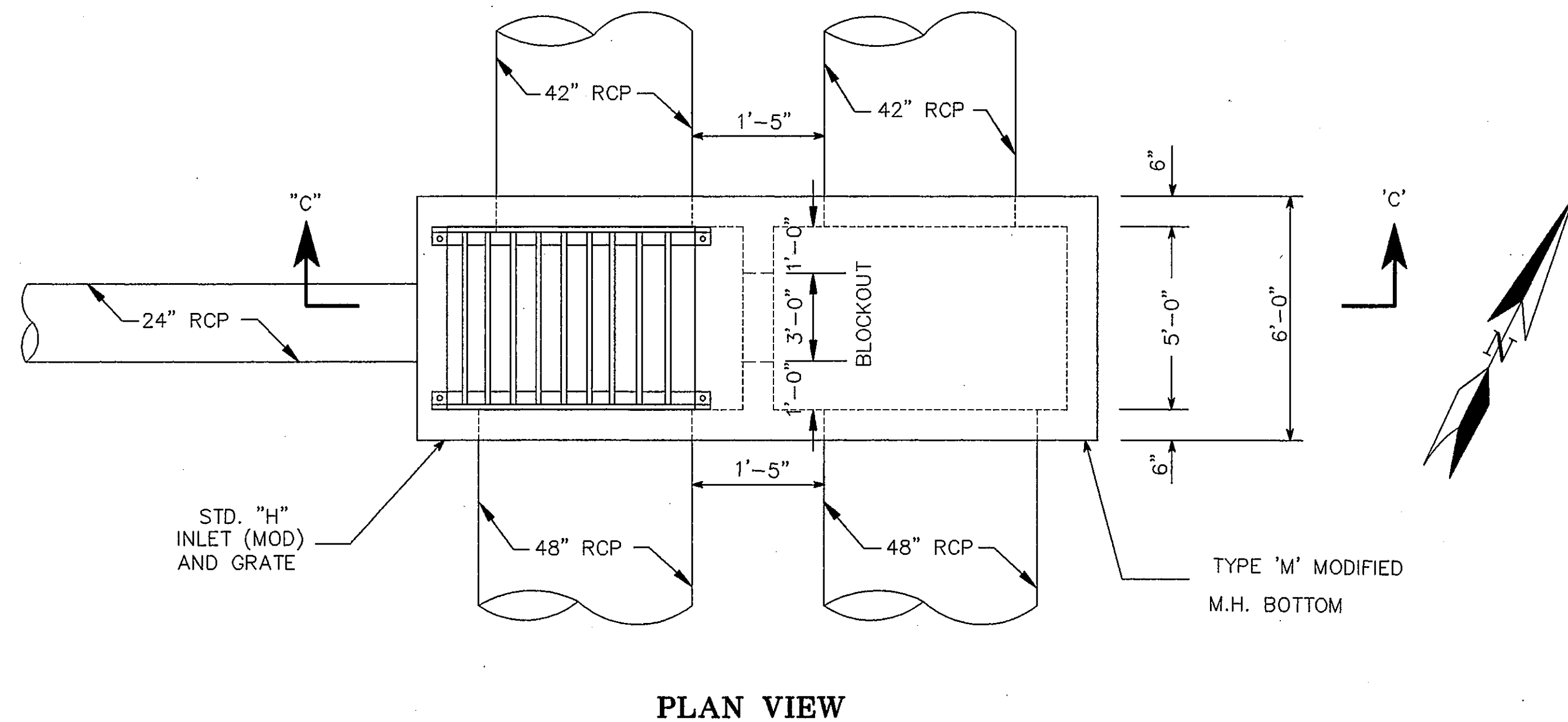
CONC. JACKET DETAIL

N.T.S.

NOTE: CONCRETE JACKETS MAY BE REQUIRED AT THE CONNECTIONS TO THE EXISTING 4-29"X45" ELLIPTICAL PIPES AND TO THE EXISTING 2-42" RCP'S. THE COST OF THE CONCRETE JACKETS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO THE PIPE INSTALLATION.

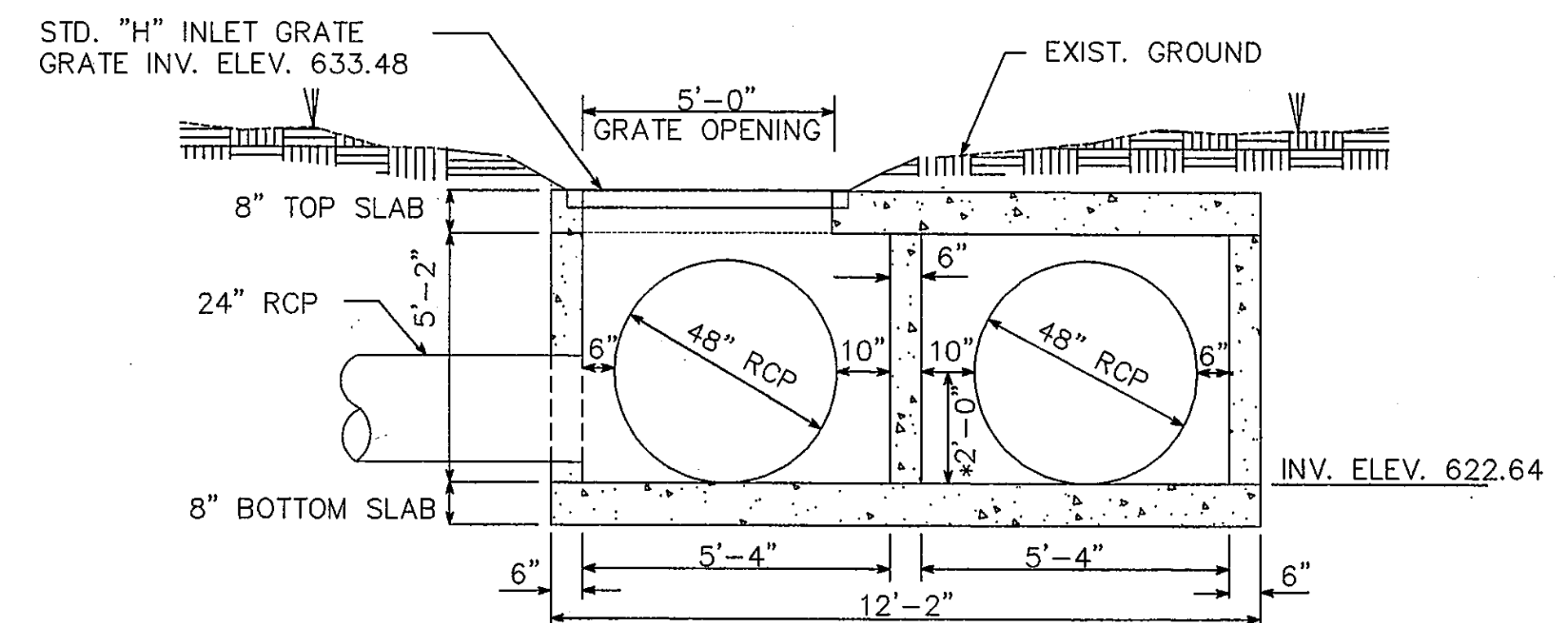


RIPRAP FOR THE MITERED END SECTION WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE MITERED END SECTION.



STRUCTURE A-6 DETAILS (TYPE 'H' INLET W/ TYPE 'M' MOD. M. H. BOT.)

N.T.S.



SECTION 'C - C'

* NOTE: BLOCKOUT IN CENTER WALL (2'-0" HIGH X 3'-0" WIDE)



AS BUILT

OCT 20 1995

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DESIGN: T.L.T.	A.I.P. NO: 3-48-0063-06	Date	Revisions	By
DRAWN: J.R.H.	BID NO: 94-33			
CHECKED: L.D.T.	JOB NO: 18024.60			
SCALE: AS NOTED				

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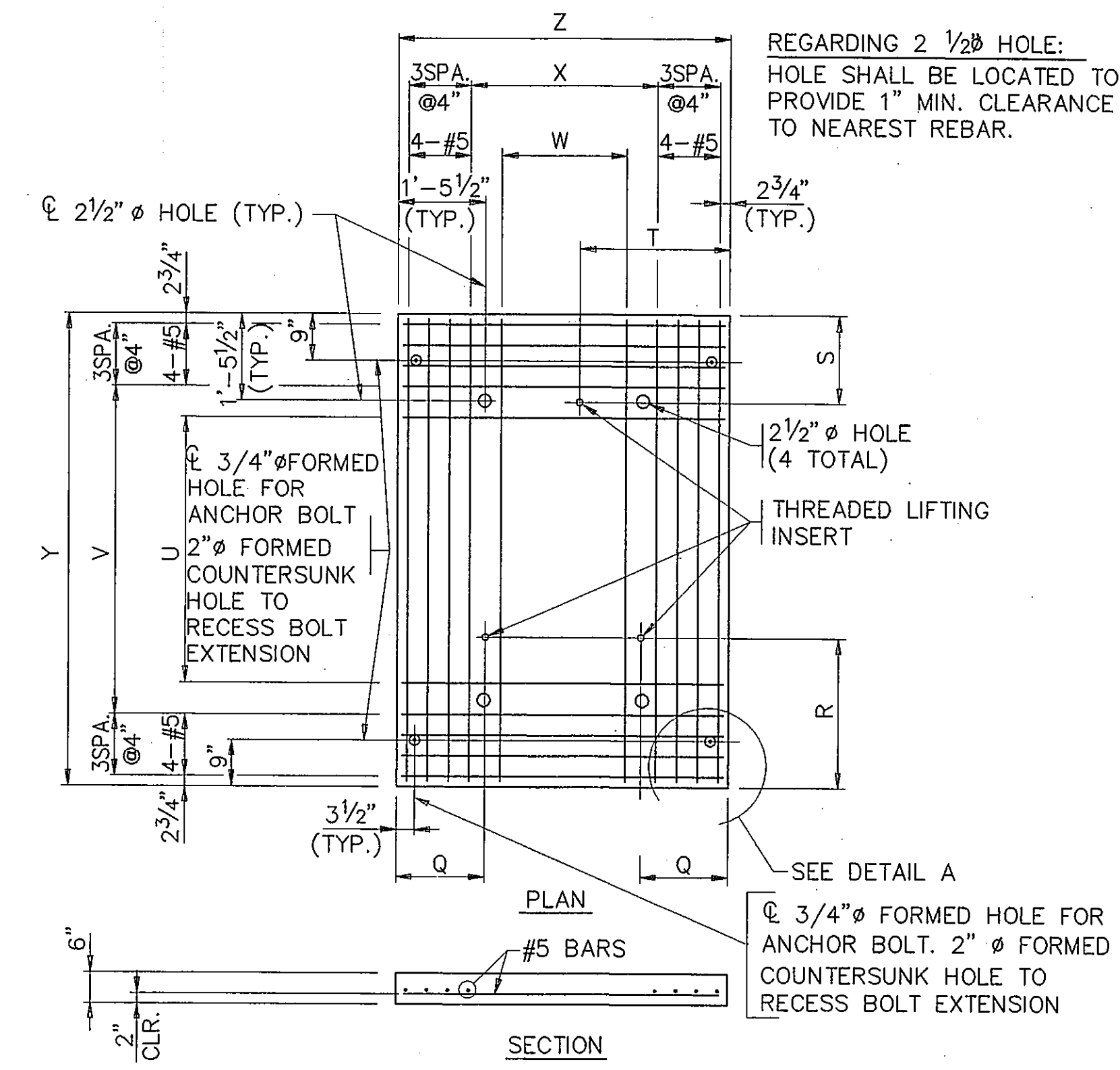
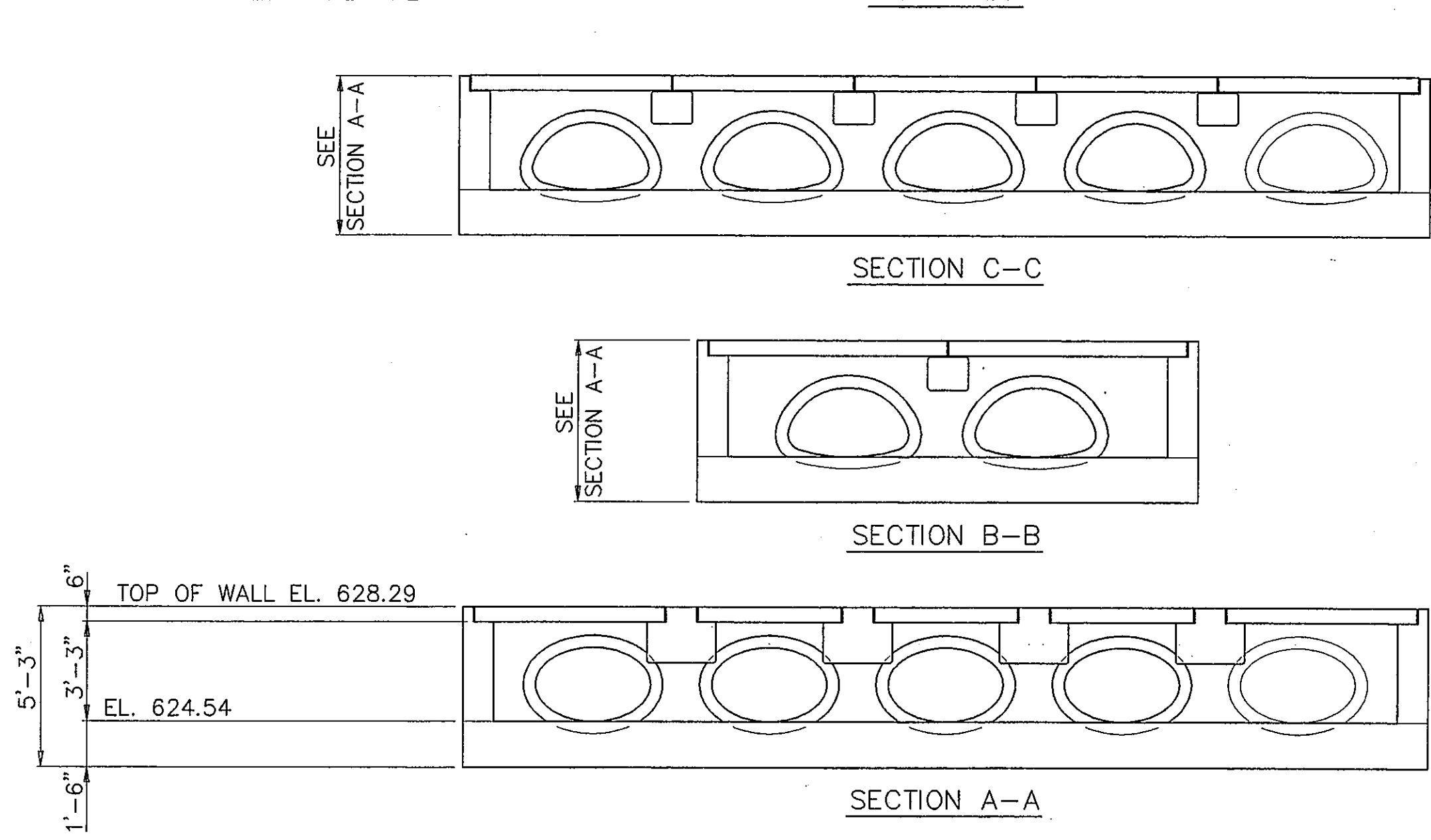
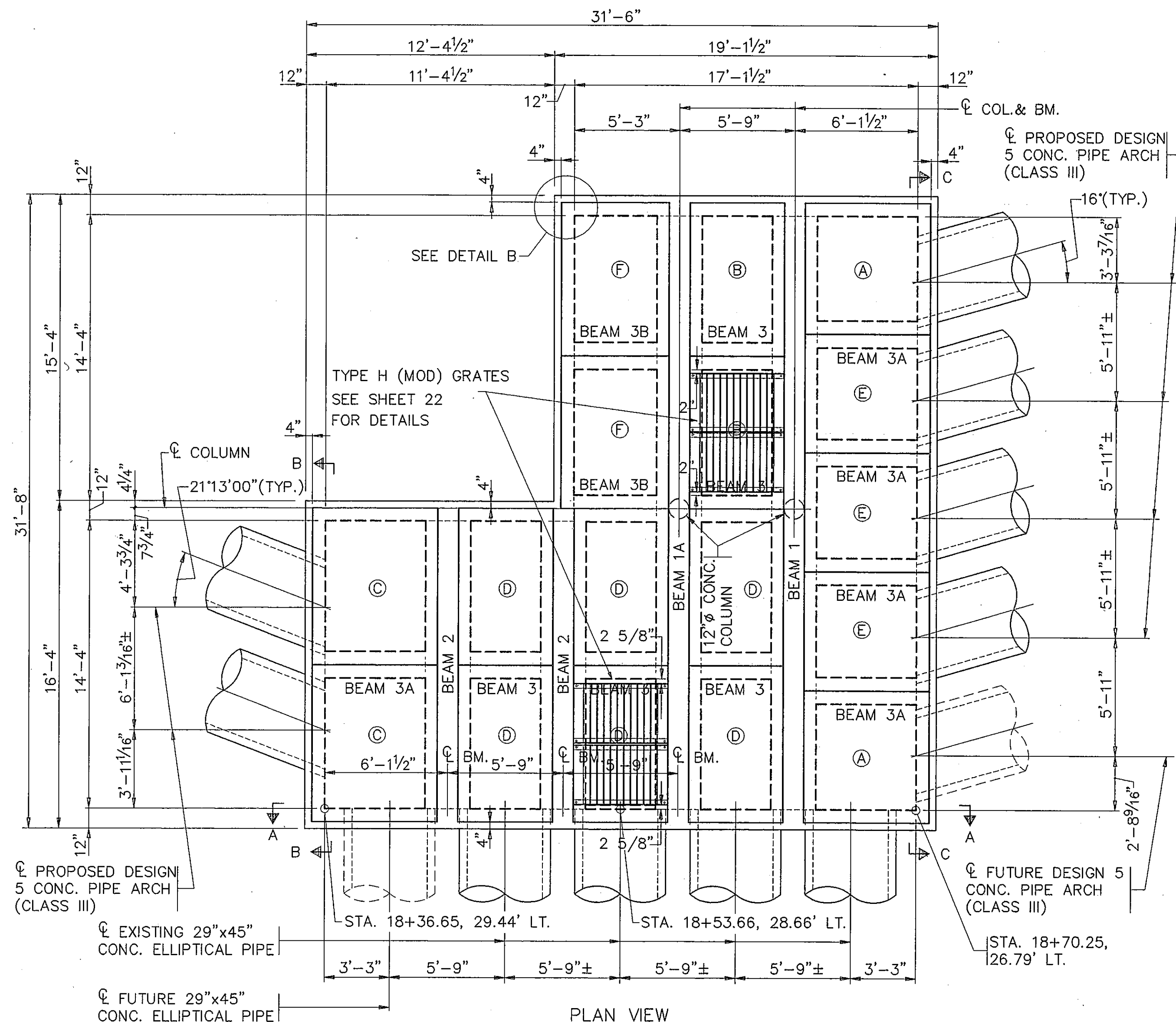
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DRAINAGE DETAILS

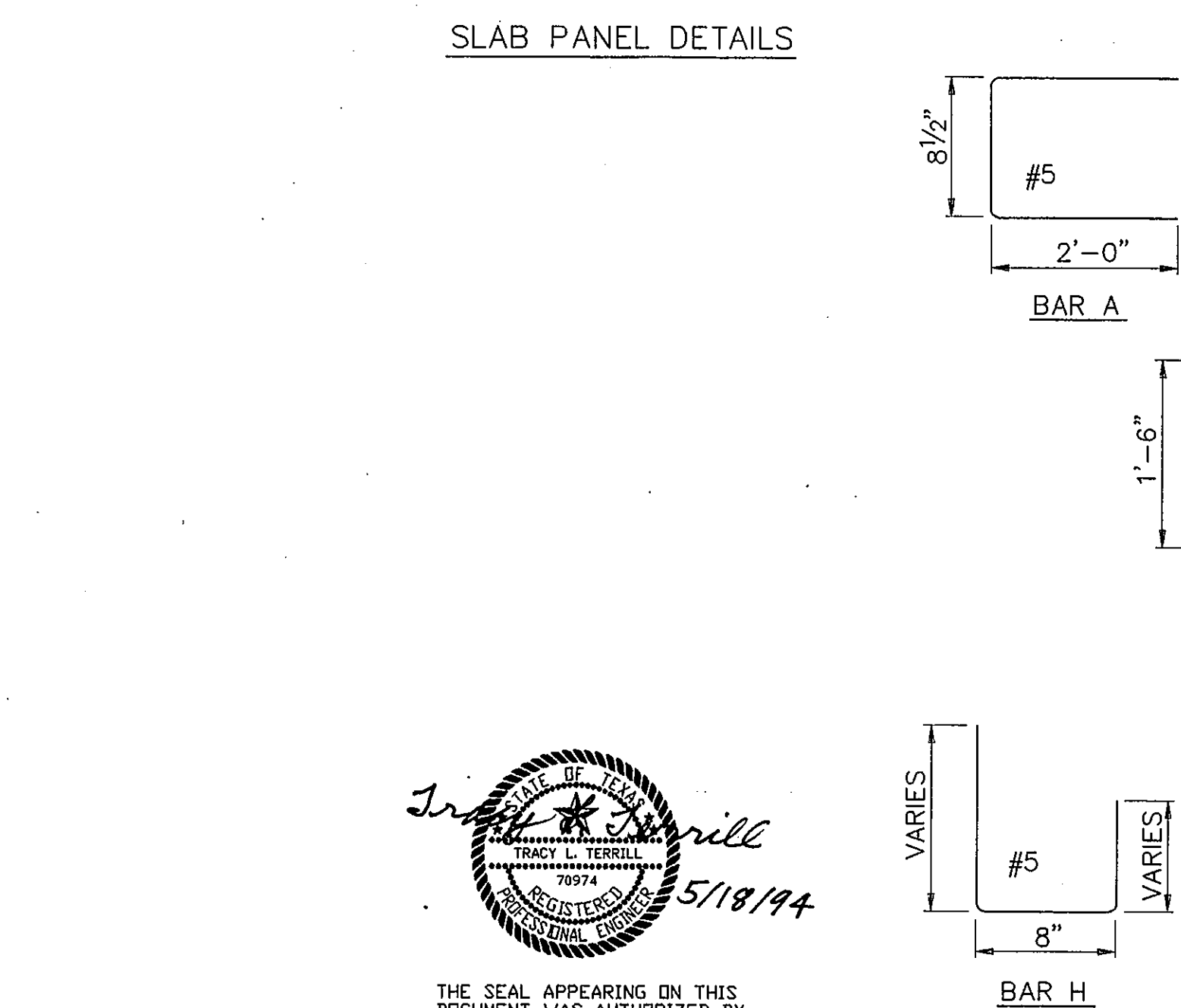
SHEET 19
DATE: MAY, 1994



SLAB PANEL DIMENSION TABLE

MARK	A	B	C	D	E	F
Z	6'-2 1/2"	4'-8"	6'-2 1/2"	4'-8"	5'-10 1/16"	5'-4"
Y	6'-6 7/16"	7'-7 1/2"	7'-9 1/4"	7'-9 1/4"	6'-2 1/2"	7'-7 1/2"
X	8 EQ. SPA.	5 EQ. SPA.	8 EQ. SPA.	5 EQ. SPA.	7 EQ. SPA.	6 EQ. SPA.
W	7-#5	4-#5	7-#5	4-#5	6-#5	5-#5
V	9 EQ. SPA.	12 EQ. SPA.	11 EQ. SPA.	11 EQ. SPA.	8 EQ. SPA.	11 EQ. SPA.
U	8-#5	11-#5	10-#5	10-#5	7-#5	10-#5
T	2'-10 1/4"	2'-4"	2'-10 1/4"	2'-4"	2'-11 3/8"	2'-5"
S	1'-6"	1'-5"	1'-6"	1'-5"	1'-5"	1'-5"
R	2'-5"	2'-5"	2'-5"	2'-5"	2'-0"	2'-5"
Q	1'-5"	1'-0"	1'-5"	1'-0"	1'-5"	1'-5"

NOTE: DIMENSION "Y" SHALL BE PLACED PARALLEL TO BEAMS 1, 1A AND 2 EXCEPT PANEL "E" WHICH SHALL BE PLACED NORMAL TO BEAM 1.



REGARDING 2 1/2" HOLE:
HOLE SHALL BE LOCATED TO PROVIDE 1" MIN. CLEARANCE TO NEAREST REBAR.

DESIGN DATA:
ASSUMED LIVE LOAD = HS20-44
DESIGN FILL = NONE
CONCRETE: f_c = 4000 PSI BOTTOM SLAB, COLUMN AND WALLS
f_s = 4500 PSI BEAMS AND SLAB PANELS
REINFORCING STEEL: ASTM A615 (GRADE 60)
BAR DIMENSIONS SHOWN ARE OUT TO OUT. STANDARD CRSI HOOK DETAILS SHALL APPLY EXCEPT AS NOTED.

DESIGN SPECIFICATIONS:
AASHTO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES", 1992 ED. WITH ADDENDA AND TEXAS STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANS. "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS, STREETS AND BRIDGES", 1982 ED.

COMPUTED FOUNDATIONS LOAD (DEAD + LIVE) = 1200 LBS. PER SQ. FT.
GROUND LINE ASSUMED AT TOP OF JUNCTION BOX.

ALL DIMENSIONS WITH THE "±" SYMBOL SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO FABRICATION/CONSTRUCTION OF THE AFFECTED COMPONENT OF THE STRUCTURE.

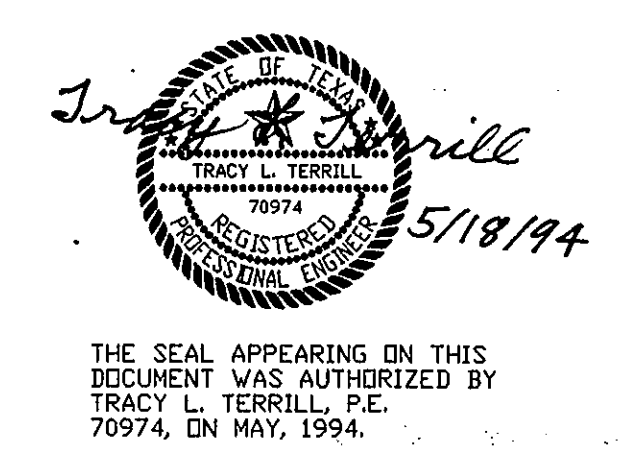
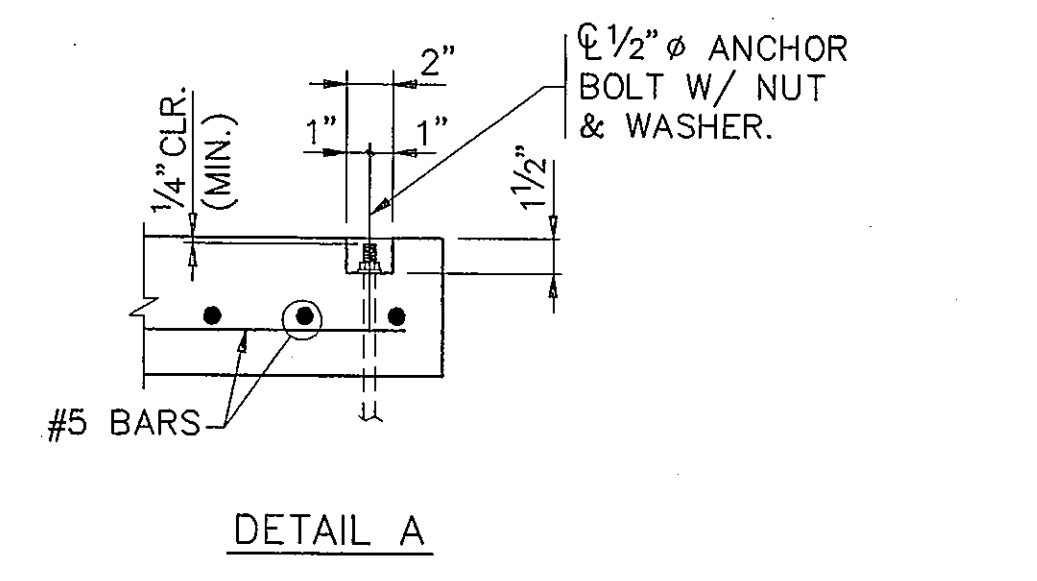
BACKFILLING SHALL NOT OCCUR UNTIL THE ENTIRE JUNCTION BOX IS IN PLACE AND CURED AND ALL ADJOINING STRUCTURES HAVE BEEN ATTACHED.

ALL PIPES SHALL BE FULLY SUPPORTED BY THEIR FOUNDATIONS. BEARING PADS SHALL BE 1/4" CONTINUOUS ELASTOMERIC (50 DUROMETER) AND ATTACHED WITH AN EPOXY ADHESIVE. HOLES FOR ANCHOR BOLTS SHALL BE PREPUNCHED PRIOR TO INSTALLATION.

THREADED INSERTS SHALL HAVE A 2000# (MIN.) LIFTING CAPACITY. INSERTS SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

SLAB PANEL BEARING AREA ON ALL BEAMS SHALL BE FINISHED TO A TRUE LEVEL PLANE WHICH SHALL NOT VARY PERCEPTIBLY FROM A STRAIGHT EDGE PLACED IN ANY DIRECTION ACROSS THE AREA.

ANCHOR BOLTS, NUTS AND WASHER SHALL CONFORM TO STANDARD SPECIFICATIONS. ANCHOR BOLTS SHALL BE TYPE ASTM-A307.



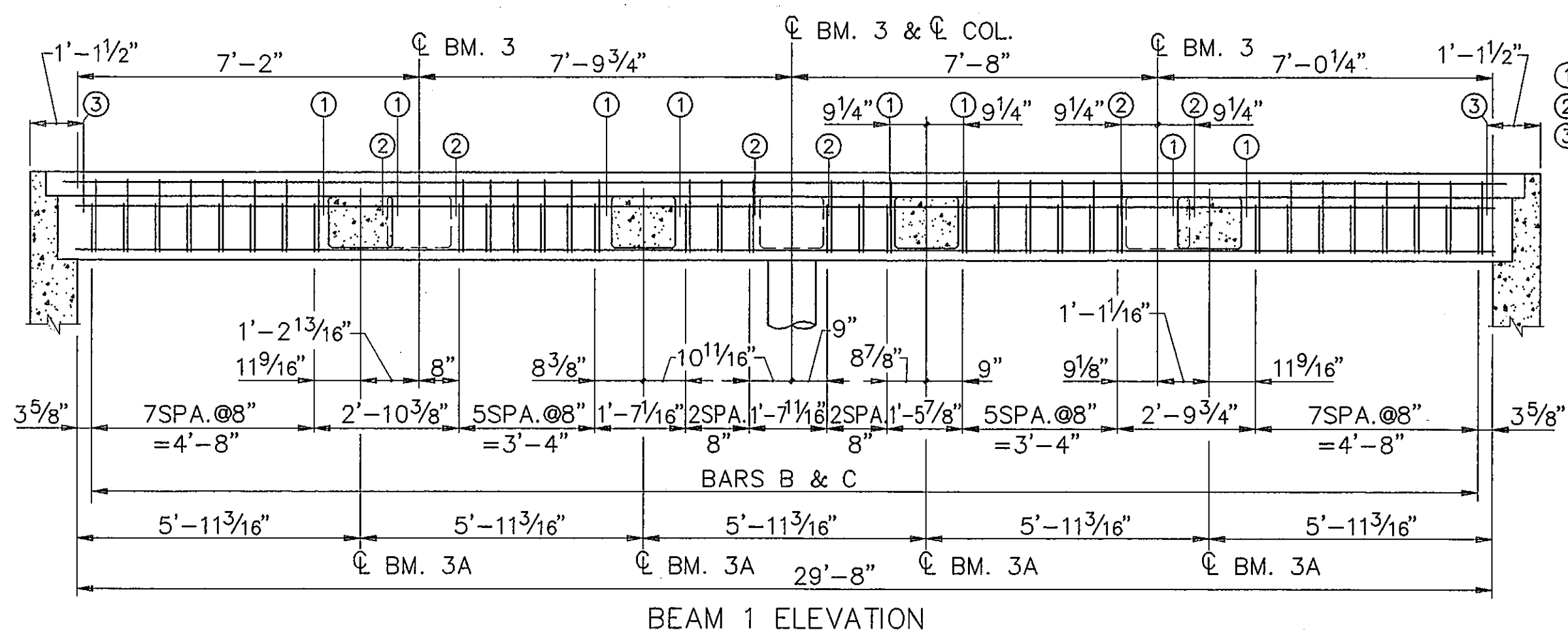
AS BUILT
OCT 20 1995

DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06
DRAWN: M.J.G.	BID NO. 94-33
CHECKED: L.D.T.	JOB NO. Y8024.60
SCALE: NOT TO SCALE	

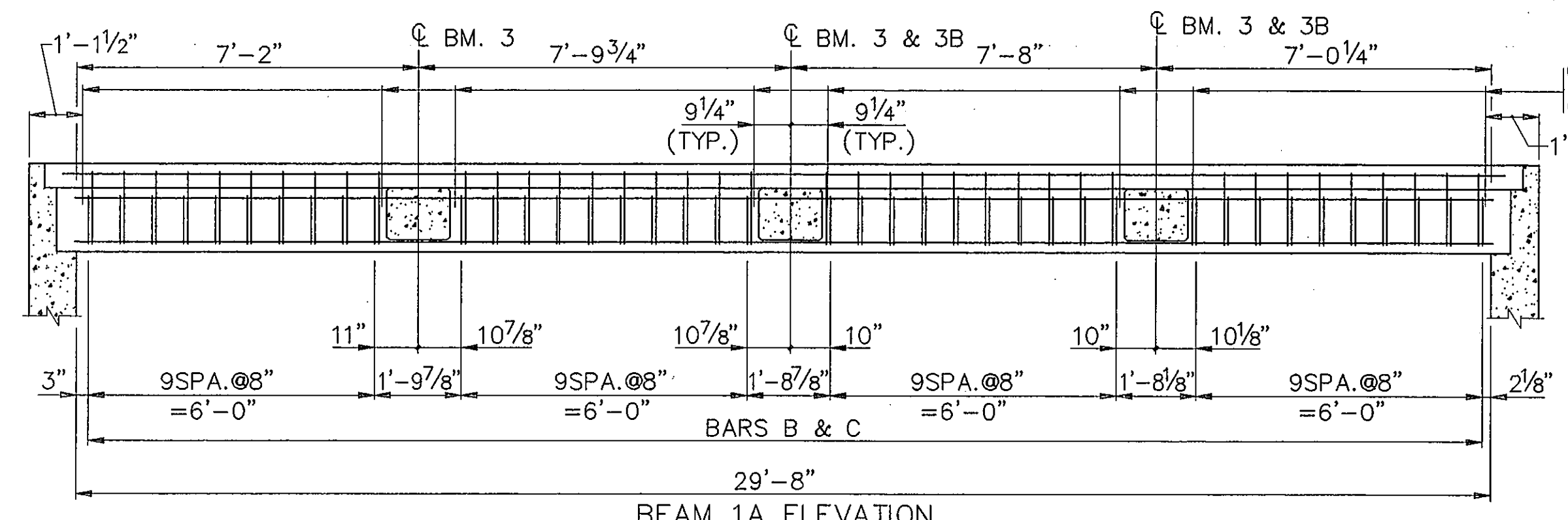
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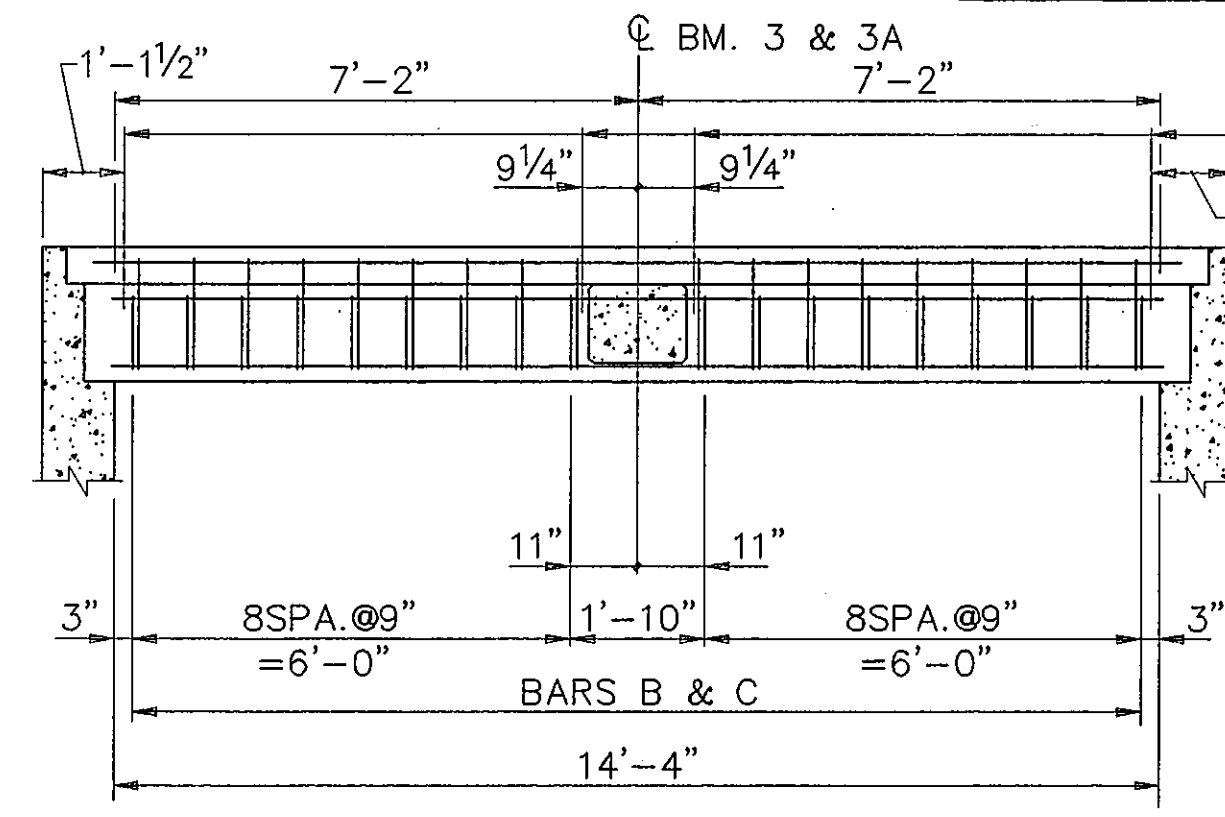
JUNCTION BOX DETAILS
SHEET 20
DATE: MAY, 1994



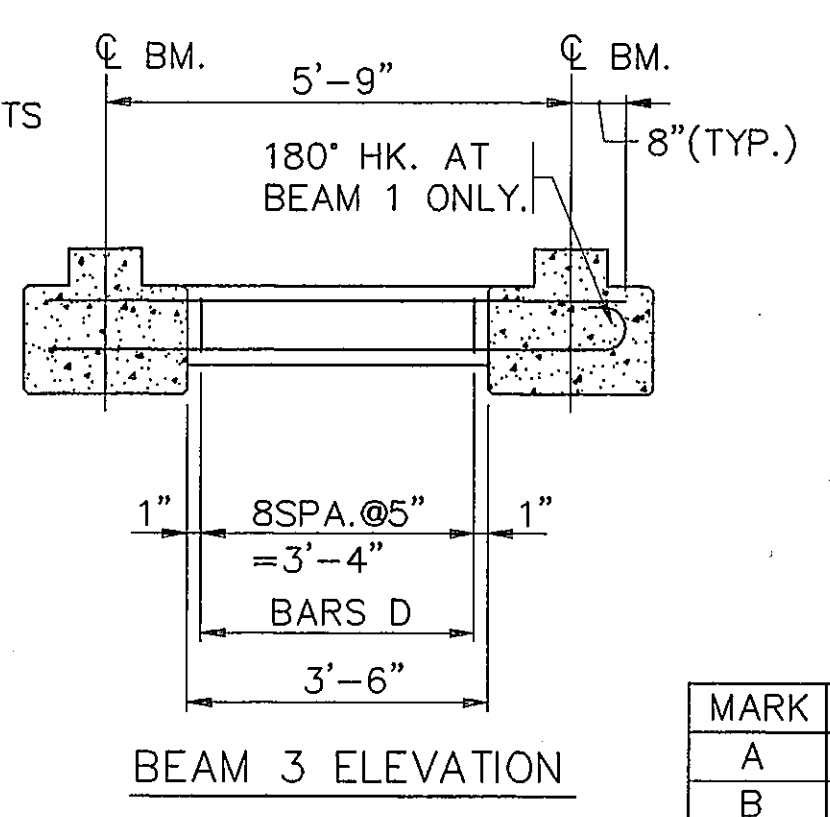
BEAM 1 ELEVATION



BEAM 1A ELEVATION



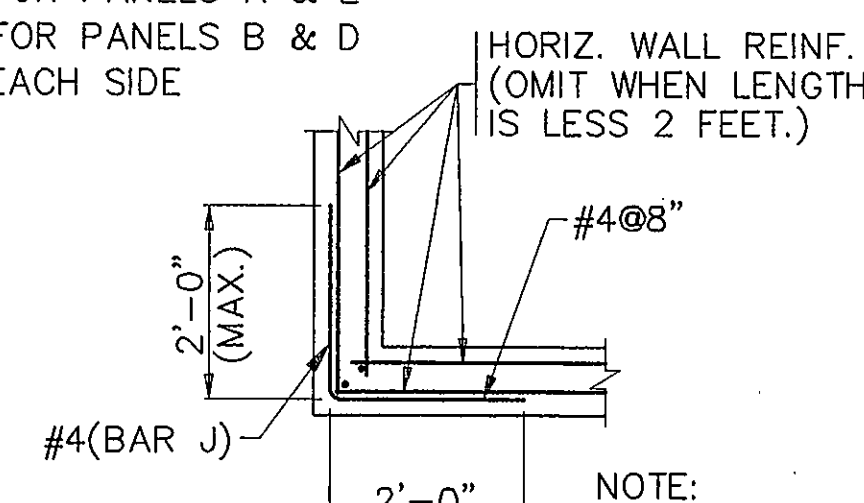
BEAM 2 ELEVATION



BEAM 3 ELEVATION

ANCHOR BOLTS

- ① LOCATION FOR PANELS A & E
- ② LOCATION FOR PANELS B & D
- ③ TYP. FOR EACH SIDE



DETAIL B
(PLAN SECTION AT CORNER)

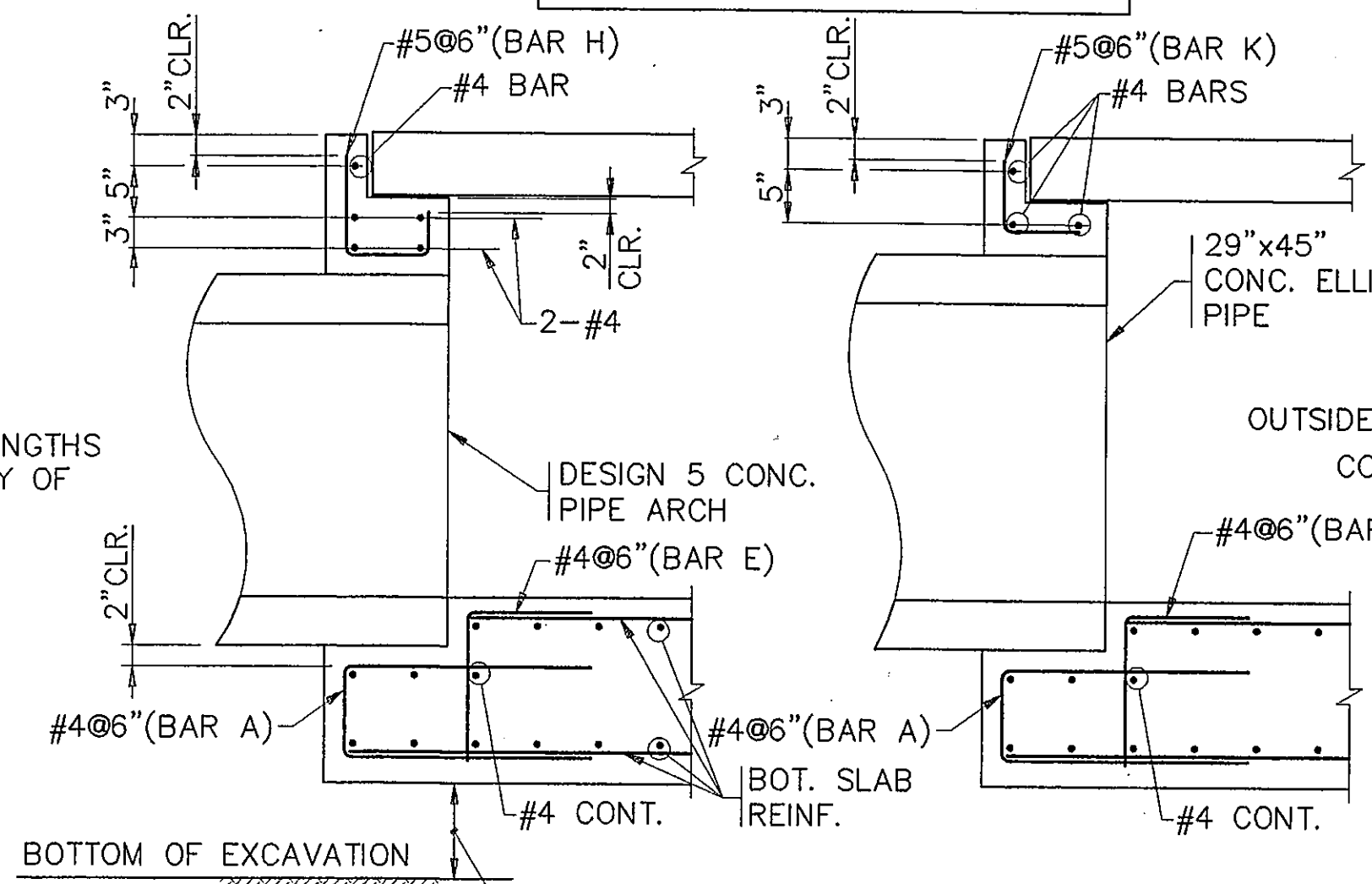
THE TYPE AND QUANTITY OF FOUNDATION CONDITIONING MATERIAL USED AND THE PLACEMENT OF THIS MATERIAL SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. THE REMOVAL OF UNSUITABLE MATERIAL SHALL BE AS DIRECTED BY THE ENGINEER. THE LIMITS OF THE EXCAVATION SHALL BE AT LEAST THE LIMITS OF THE BOX.

NOTE: REGARDING ANCHOR BOLTS STIRRUPS MAY BE SHIFTED SLIGHTLY FOR ANCHOR BOLT PLACEMENT.

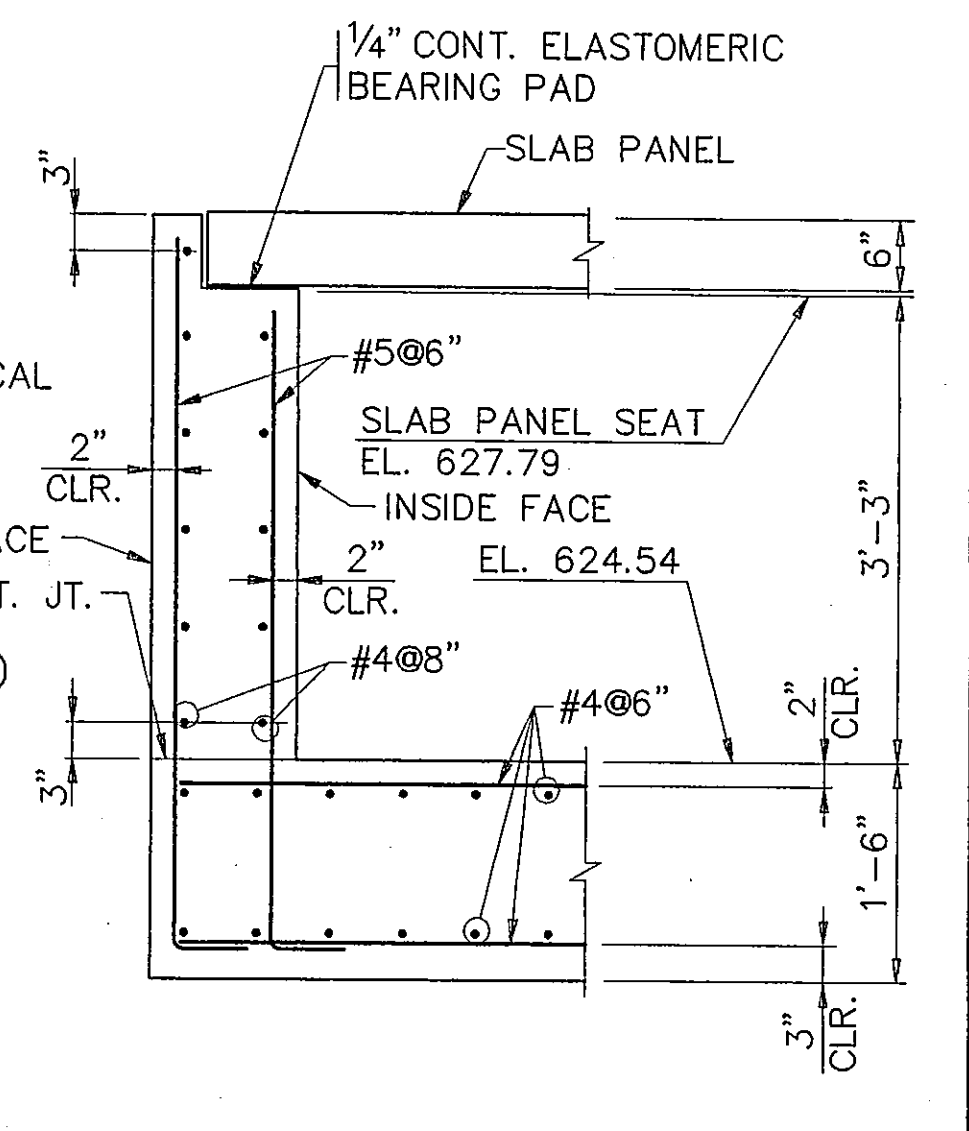
MARK	BEAM 3A	BEAM 3B
A	6'-1 1/2"	5'-3"
B	0"	2 1/4"
C	12SPA. @ 5" = 5'-0"	9SPA. @ 5" = 3'-9"
D	5'-0"	4'-1 1/2"

BEAM 3A & 3B ELEVATION

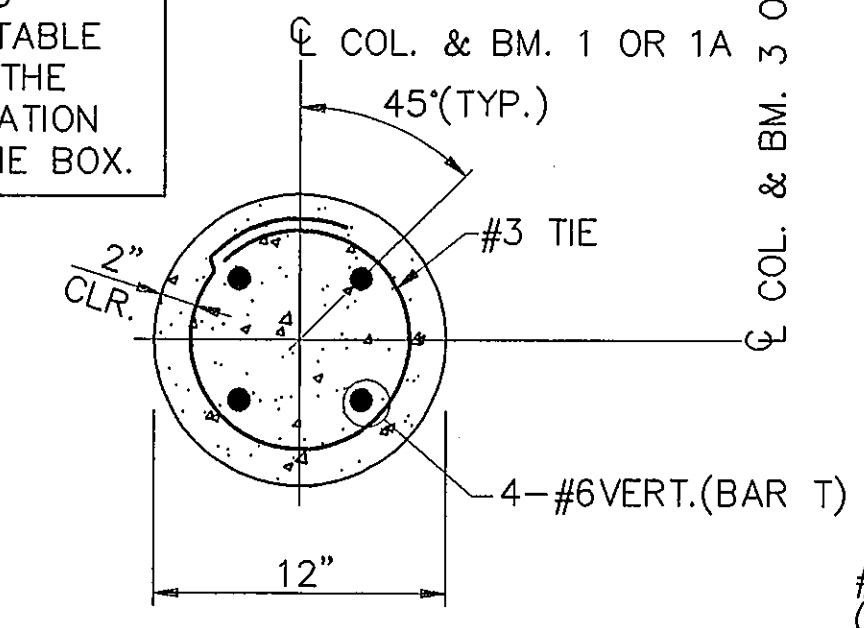
FOR INFORMATION NOT SHOWN SEE WALL & BOT. SLAB SECTION.



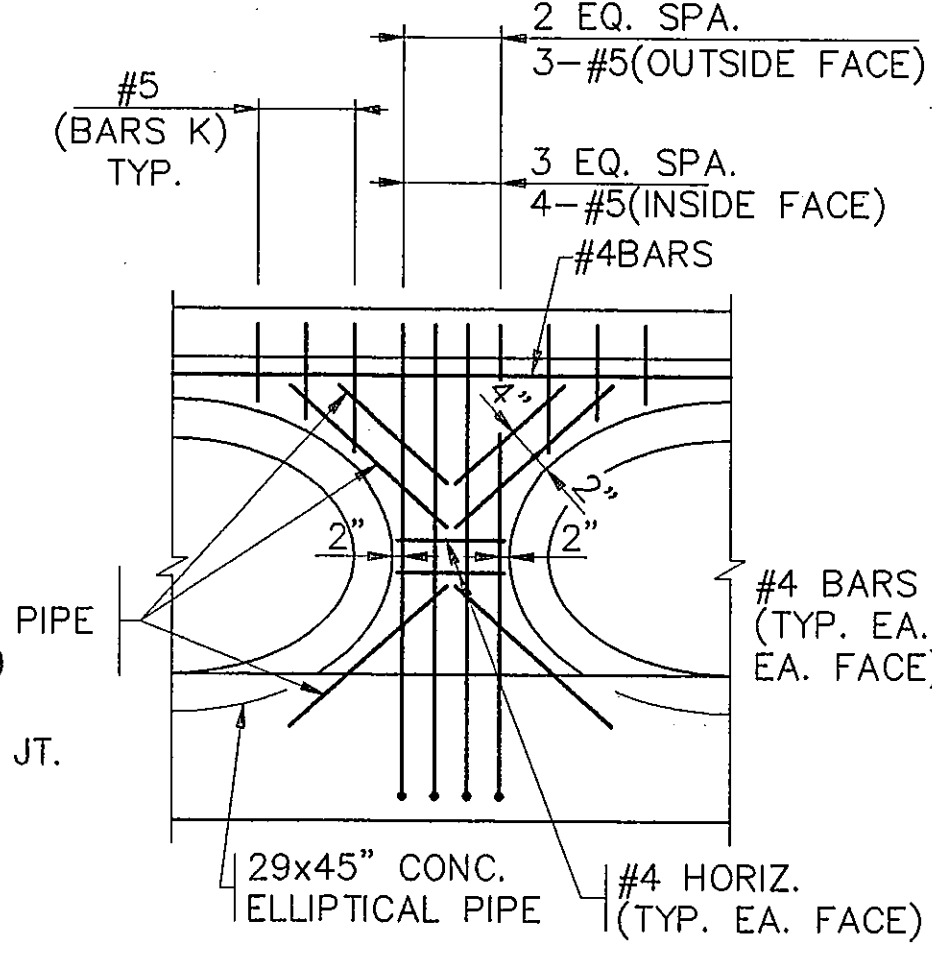
WALL SECTIONS AT PIPES



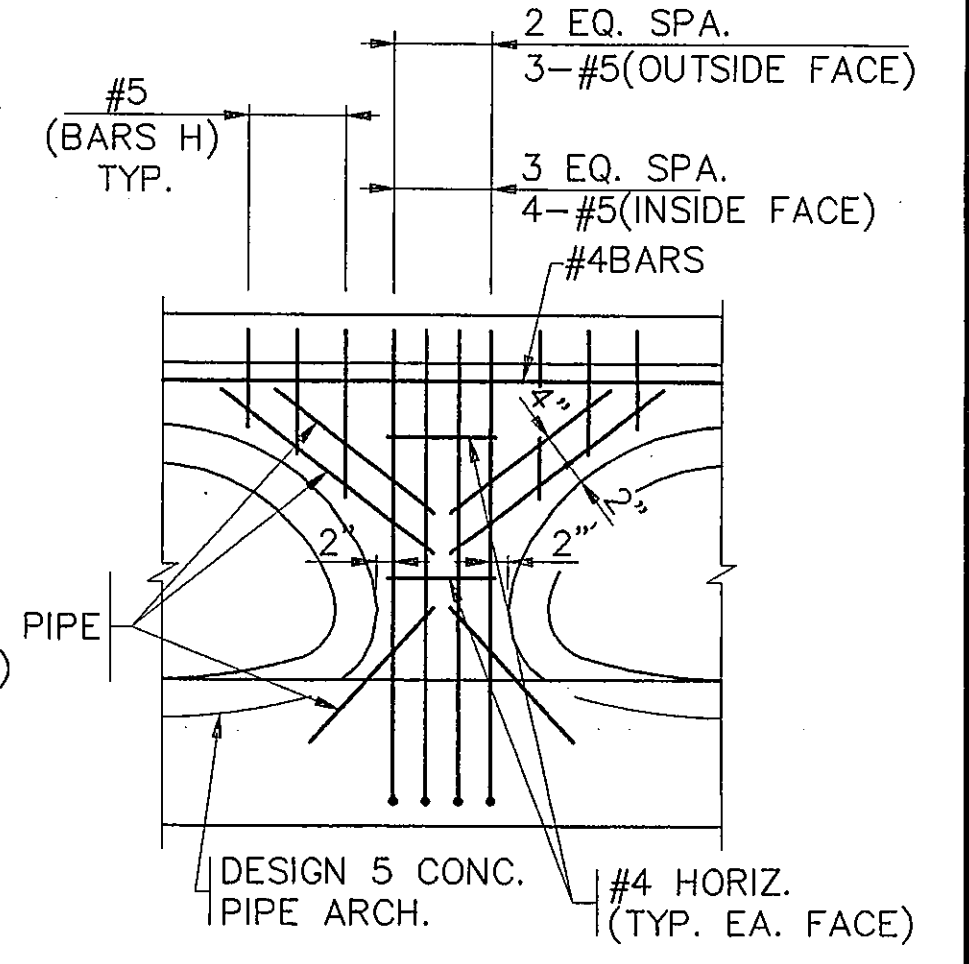
WALL & BOTTOM SLAB SECTION



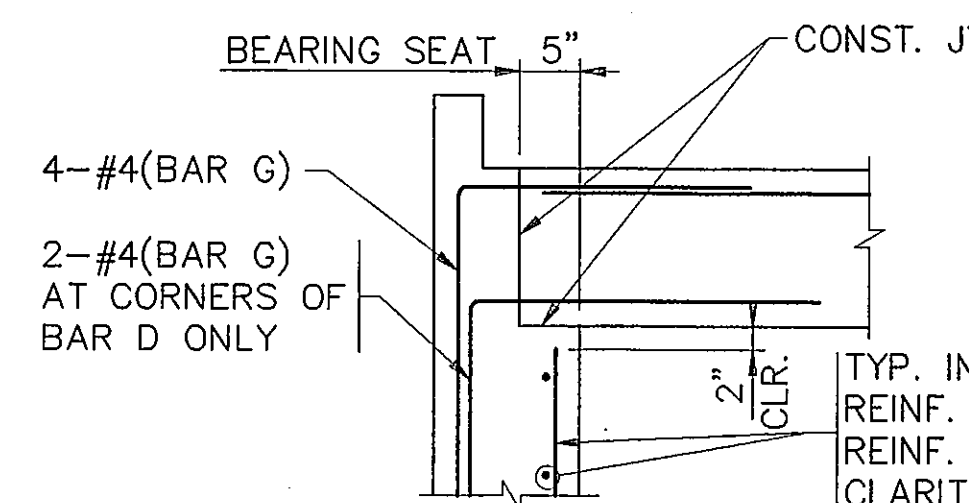
SECTION THRU COLUMN



ADDITIONAL REINF. AROUND PIPES
SCALE: 1/2"=1'-0"

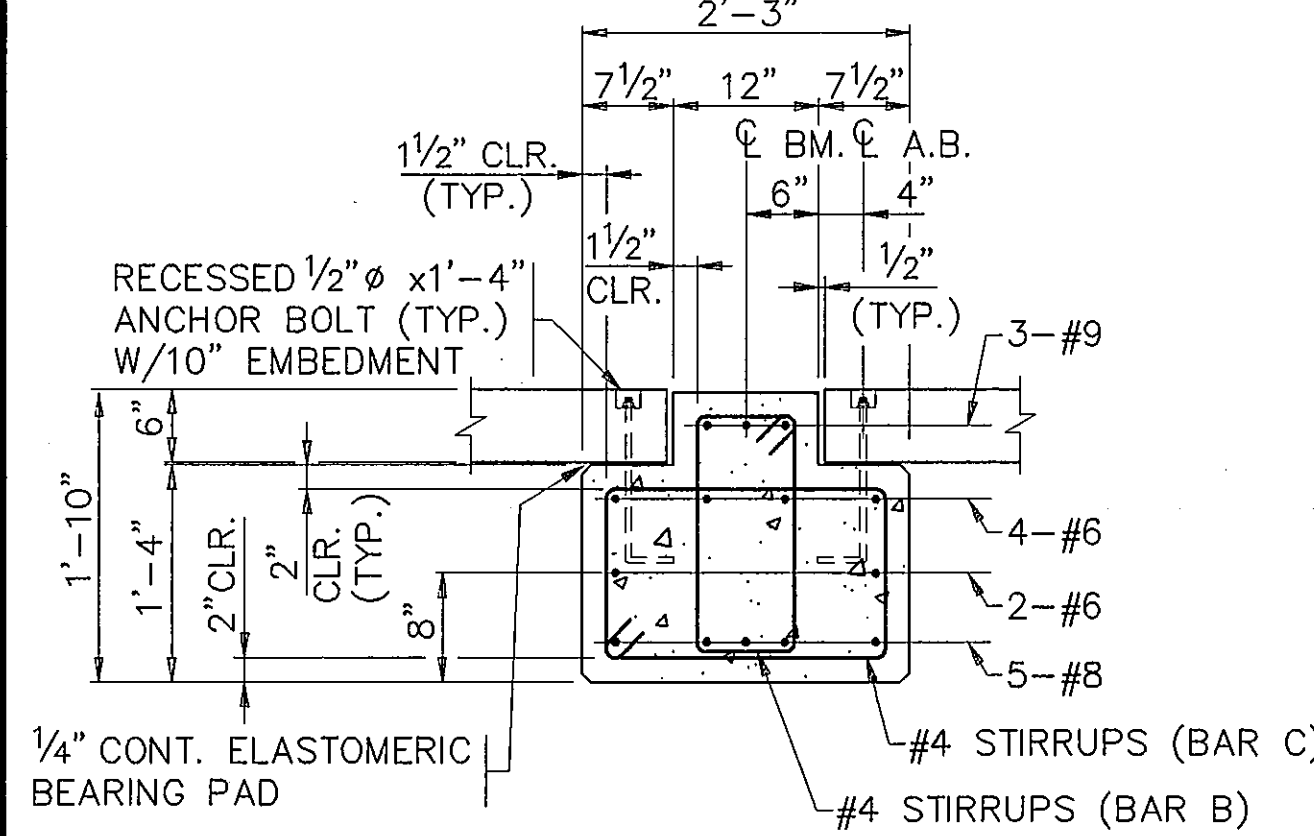


BLOCK OUT AT BEAMS 3A & 3B

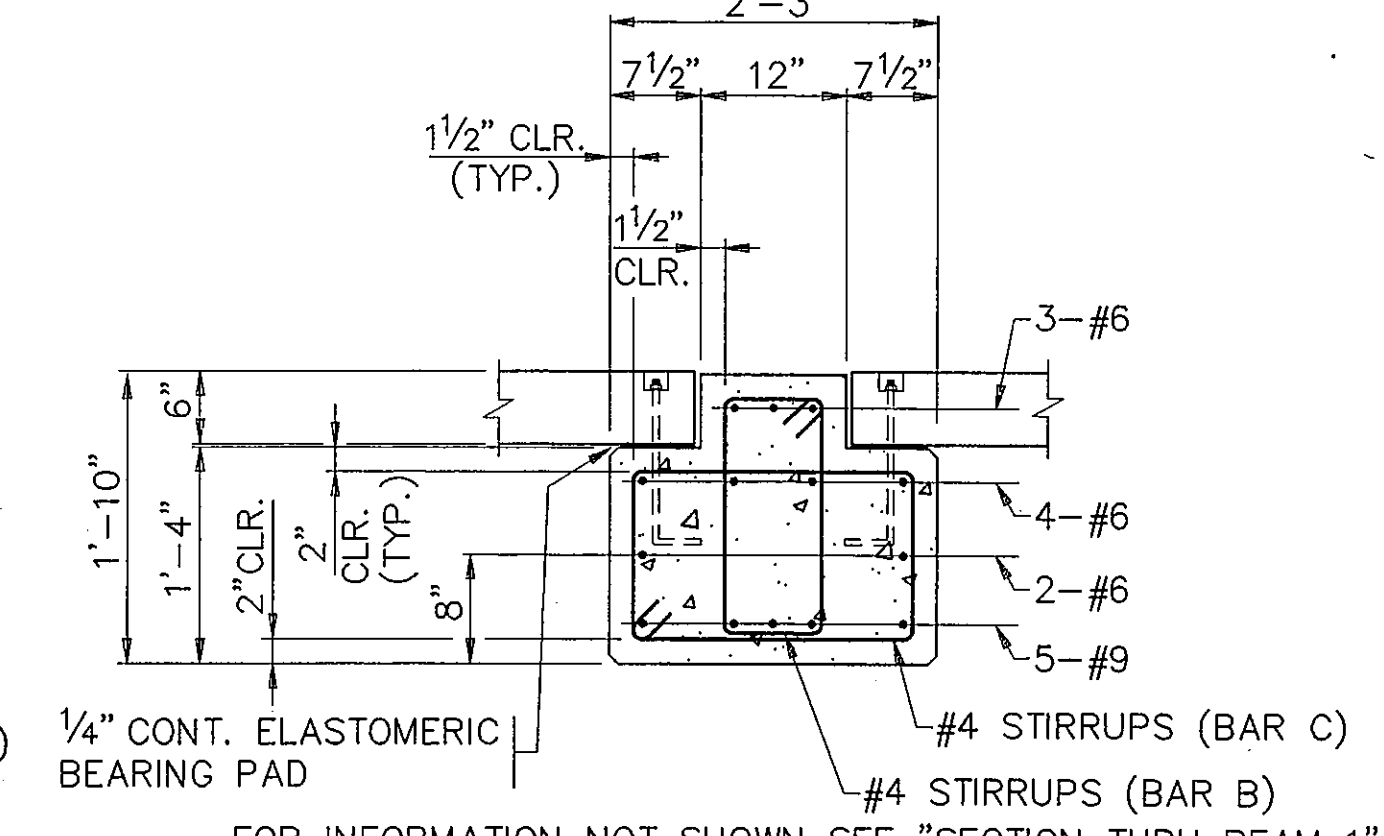


BLOCK OUT AT BEAMS 3A & 3B

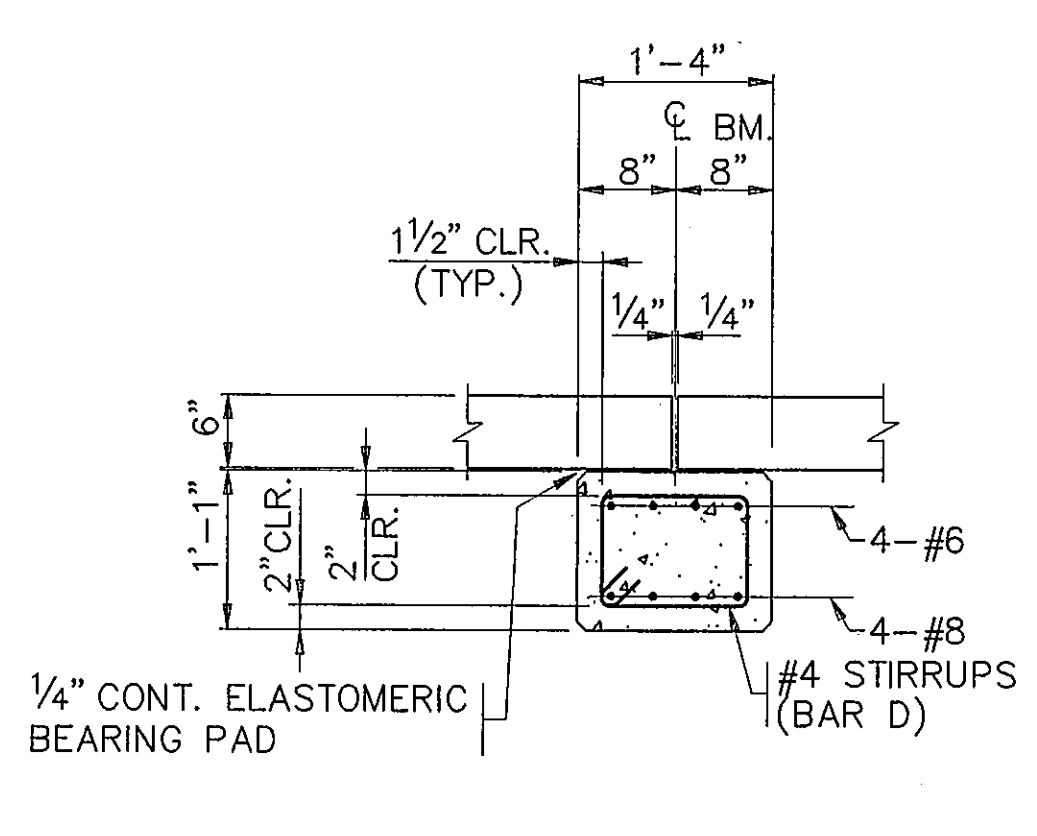
INVERT ALTERNATE STIRRUPS. ALL BEAMS.



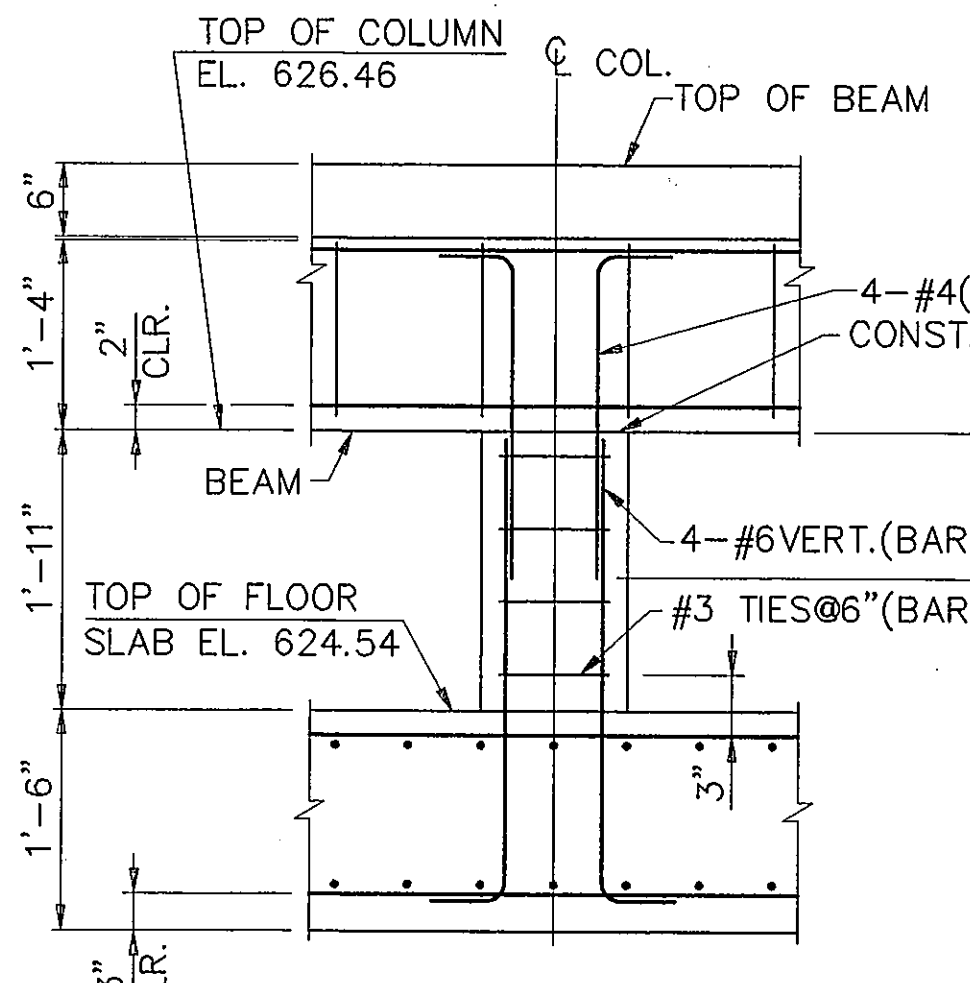
SECTION THRU BEAM 1



SECTION THRU BEAM 2



SECTION THRU BEAM 3, 3A & 3B



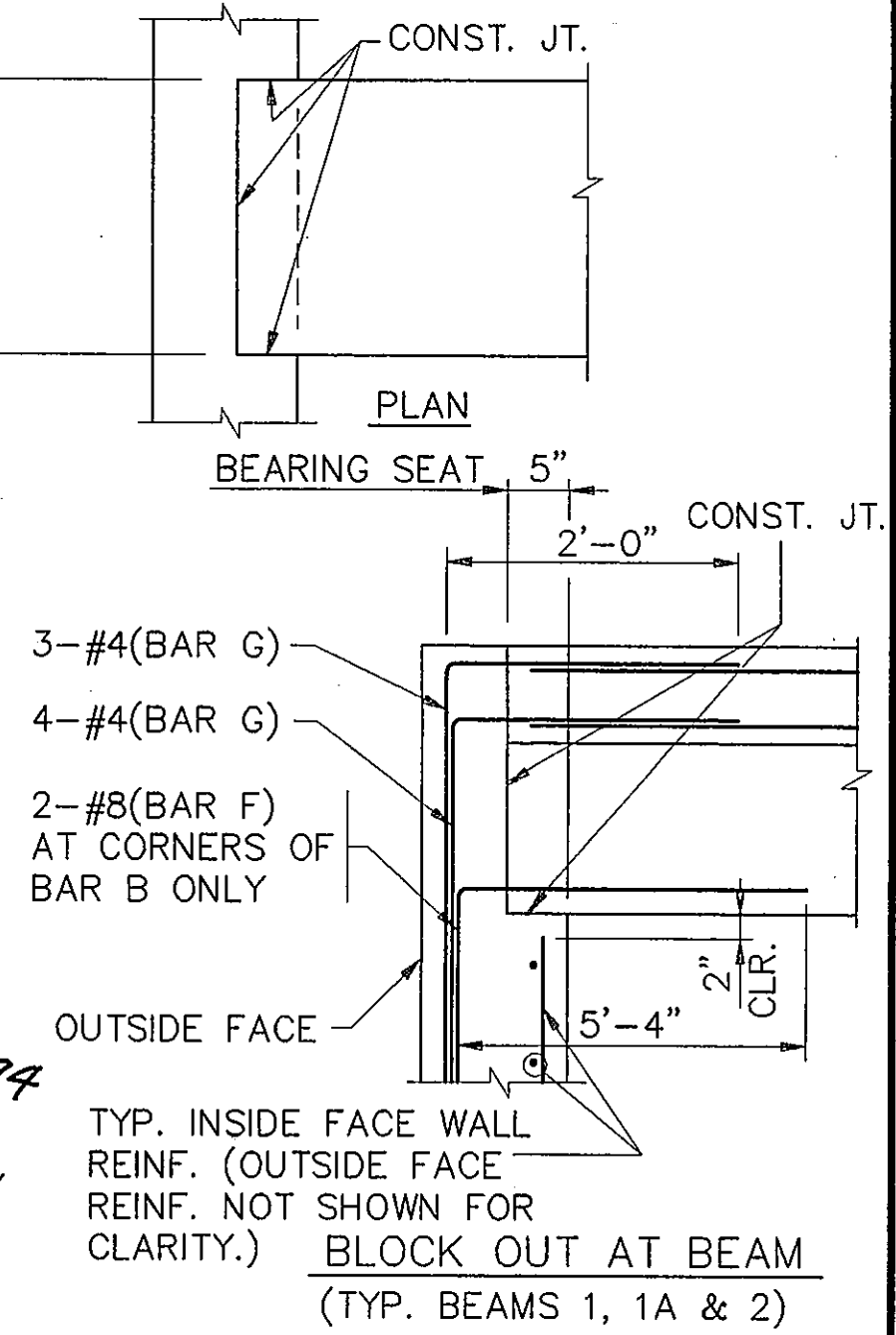
COLUMN ELEVATION

AS BUILT

OCT 20 1995



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BLOCK OUT AT BEAM
(TYP. BEAMS 1, 1A & 2)

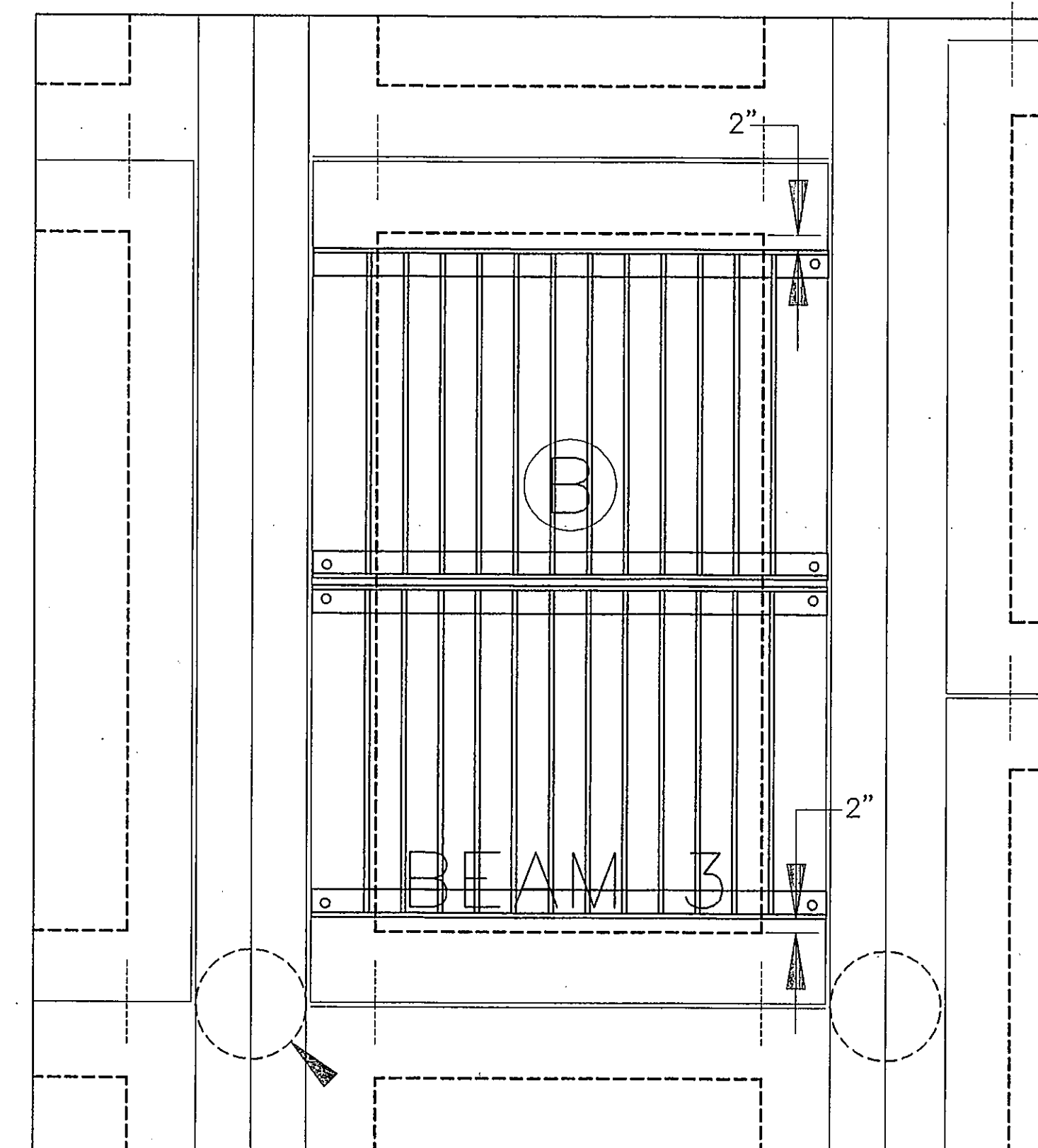
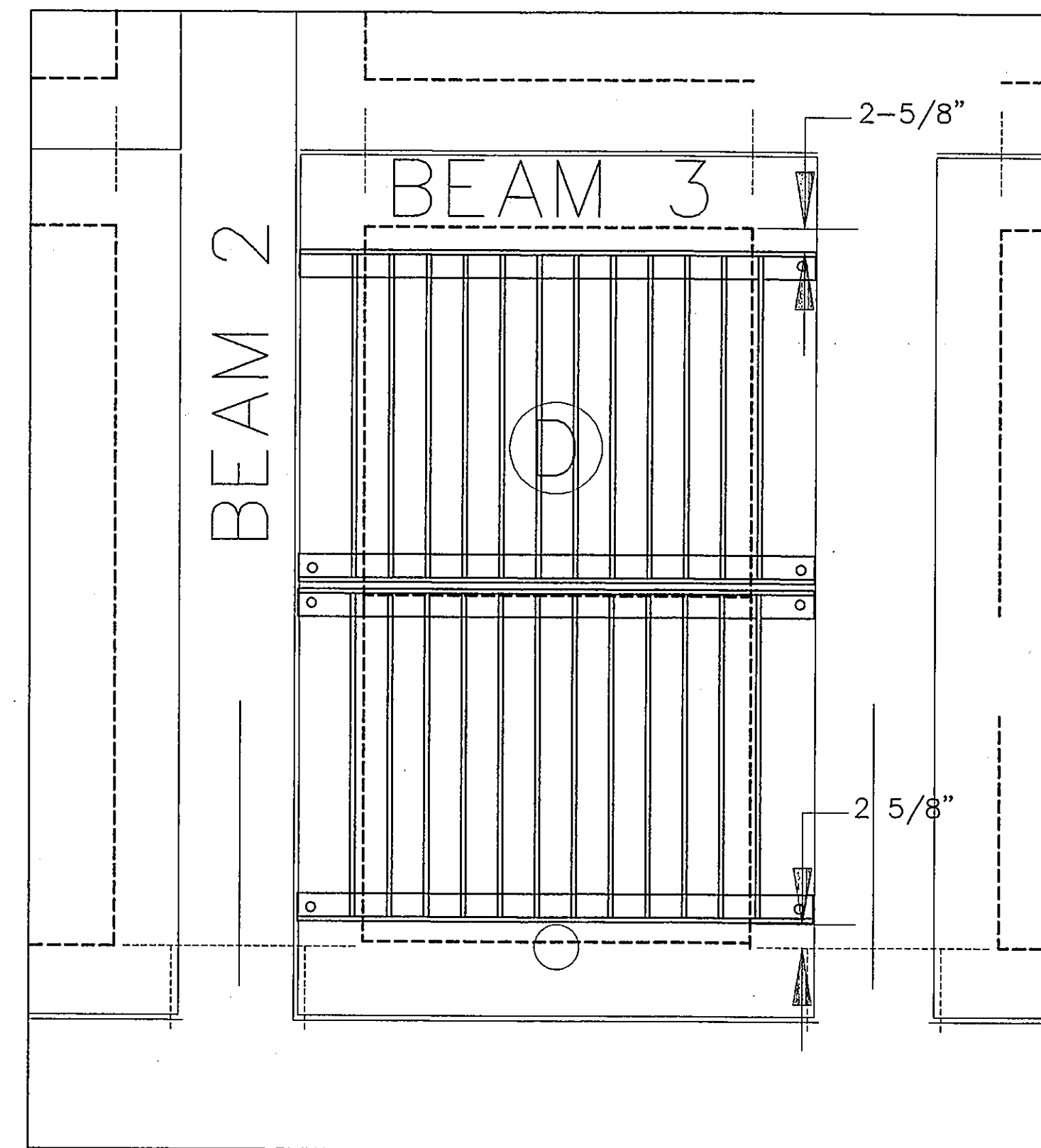
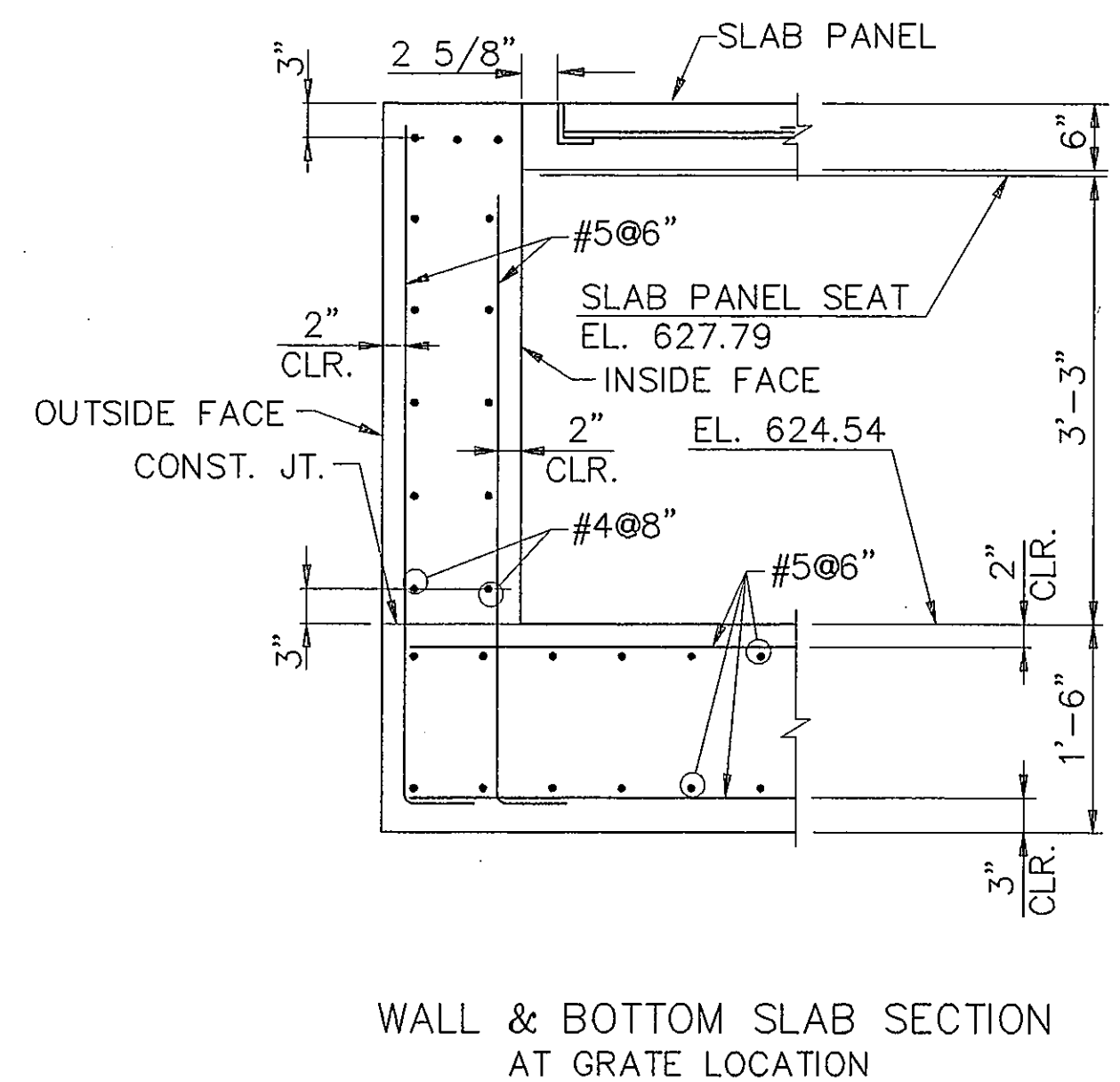
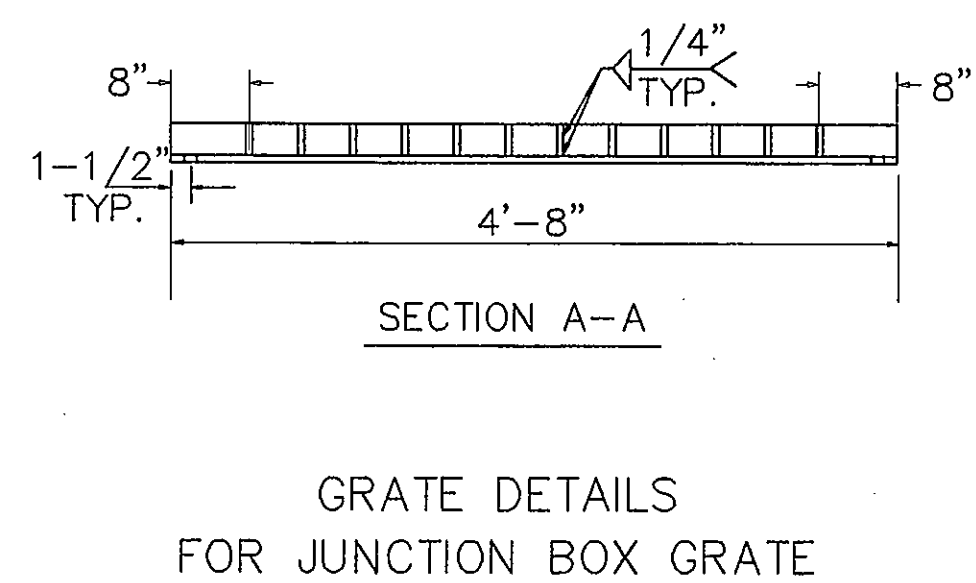
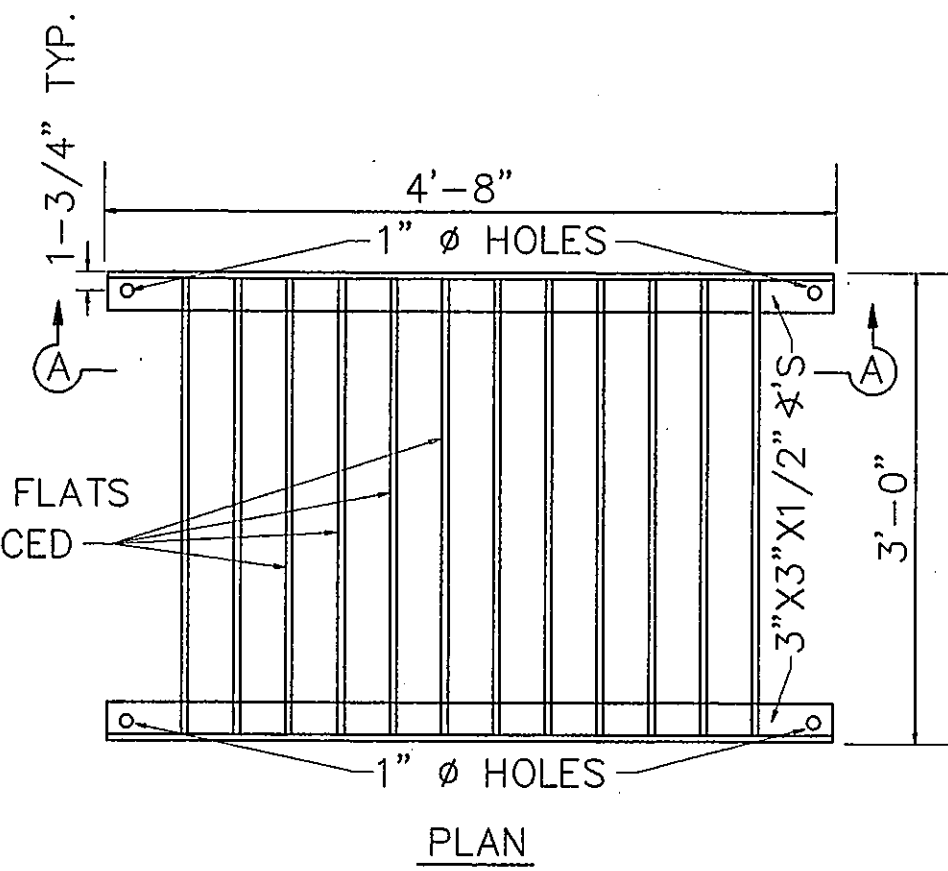
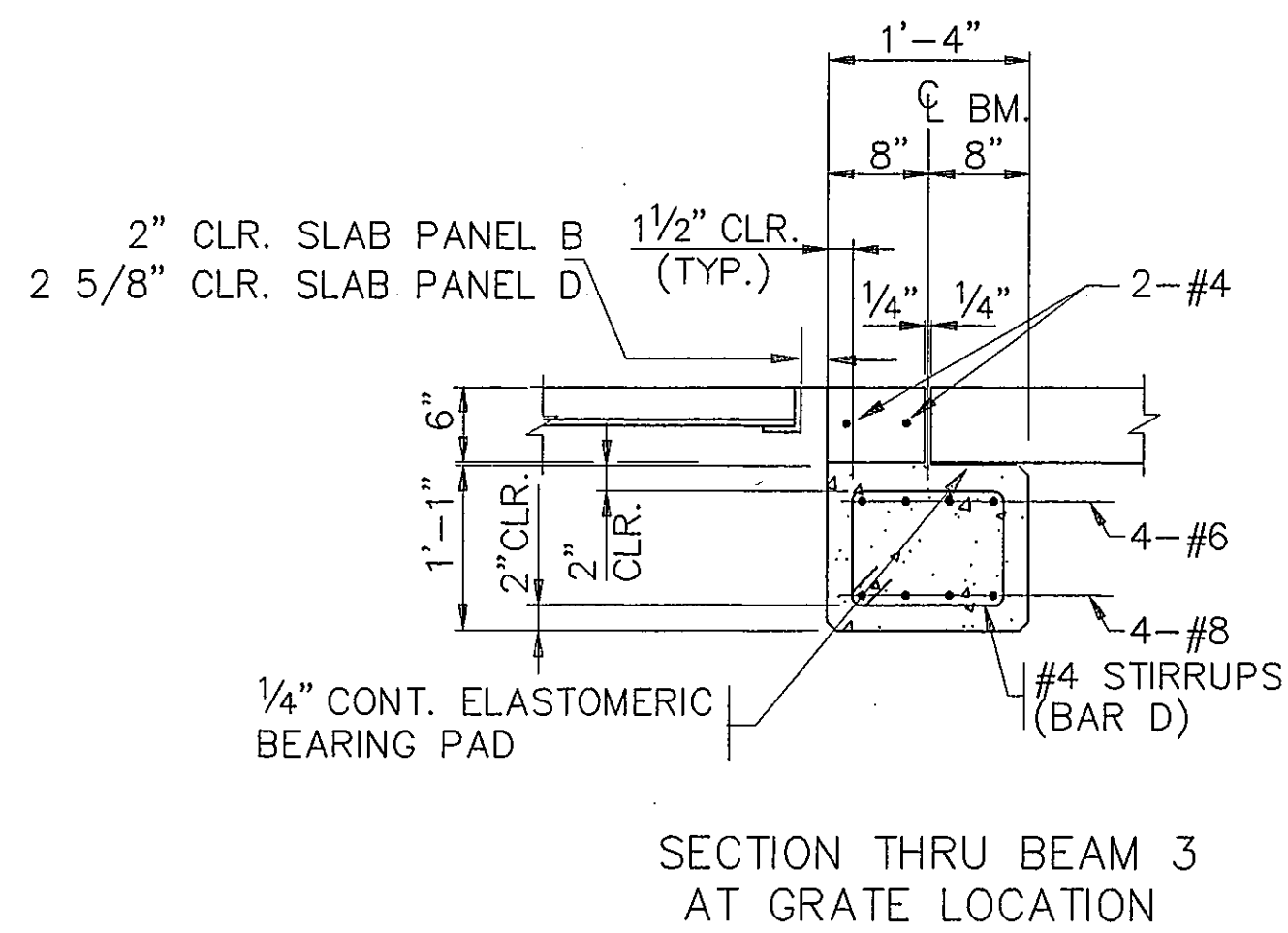
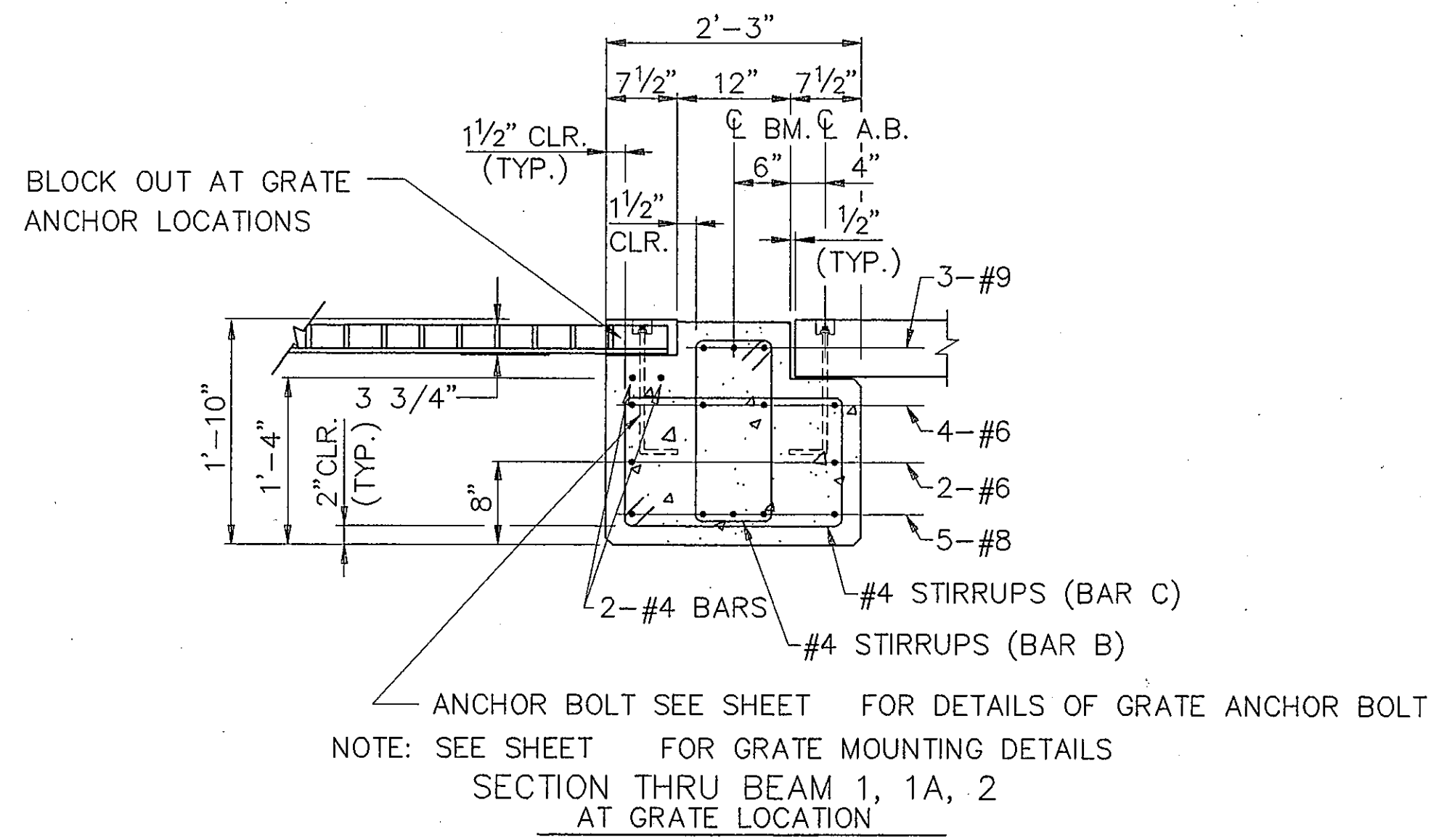
DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06	Date	Revisions	By
DRAWN: M.J.G.	BID NO. 94-33			
CHECKED: L.D.T.	JOB NO. Y8024.60			
SCALE: NOT TO SCALE				

Greiner, Inc.
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ADDISON AIRPORT

JUNCTION BOX DETAILS



GENERAL NOTES

1. THE BEAMS AND WALLS ADJACENT TO GRATES SHALL BE MODIFIED AS SHOWN.
2. THE GRATES SHALL BE INCLUDED IN THE PRICE FOR THE JUNCTION BOX.
3. ANCHOR BOLTS FOR THE GRATE MOUNTING ARE SET BACK FARTHER FROM THE EDGE OF CONCRETE THAN STANDARD DETAIL. CONTRACTOR SHALL EXERCISE CARE TO PLACE ANCHOR BOLTS IN THE PROPER POSITION.



AS BUILT
OCT 20 1995

THE SEAL APPEARING IN THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, IN MAY, 1994.

DESIGN: T.L.T.	A.L.P. NO. 3-48-0063-06	Date	Revisions	By
DRAWN: M.J.G.	BID NO. 94-33			
CHECKED: L.D.T.	JOB NO. Y2024.60			
SCALE: NOT TO SCALE				

Greiner, Inc.
Greiner, Inc.
Fort Worth, Texas

Engineers, Architects
and Planners



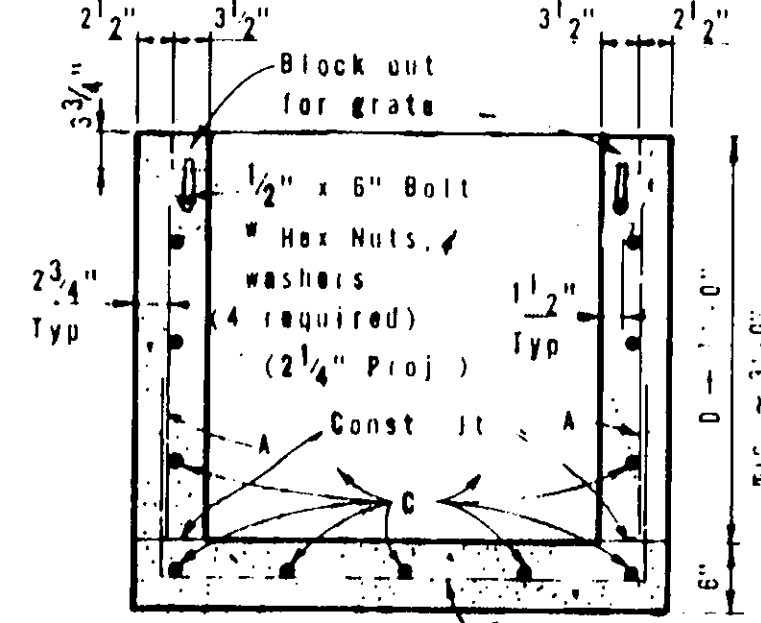
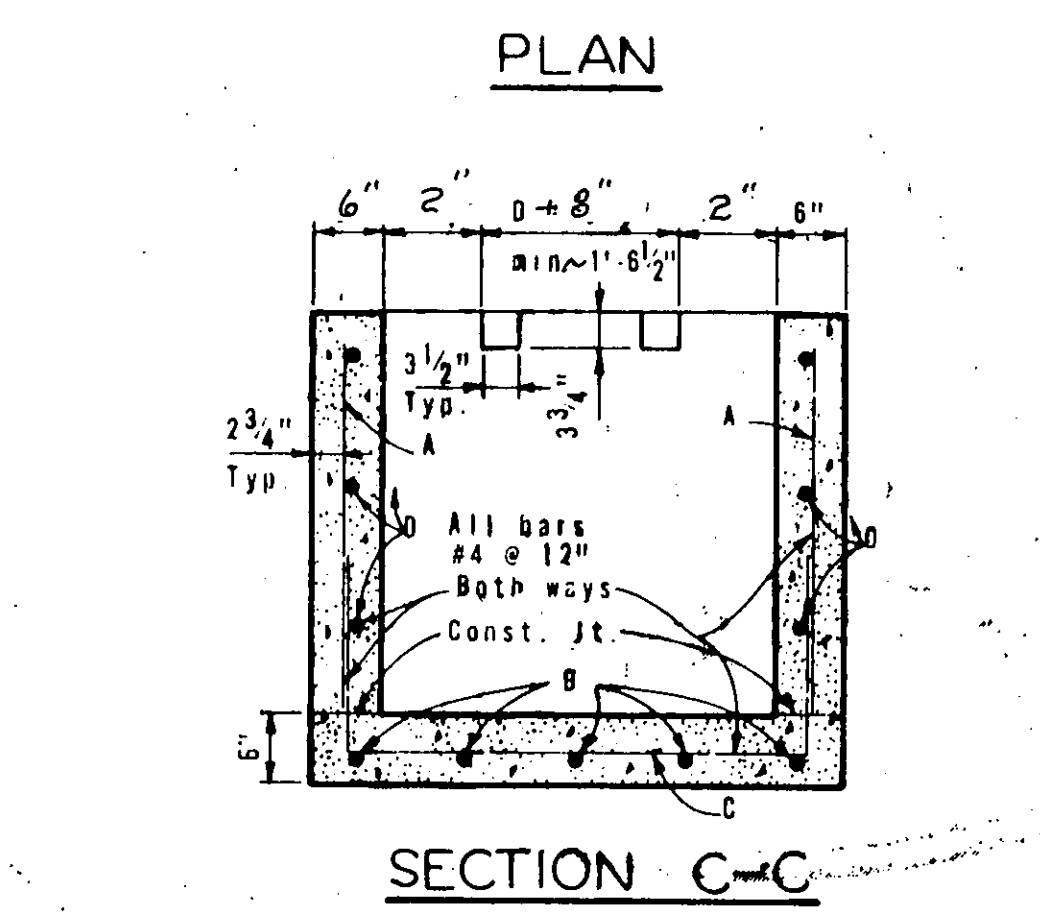
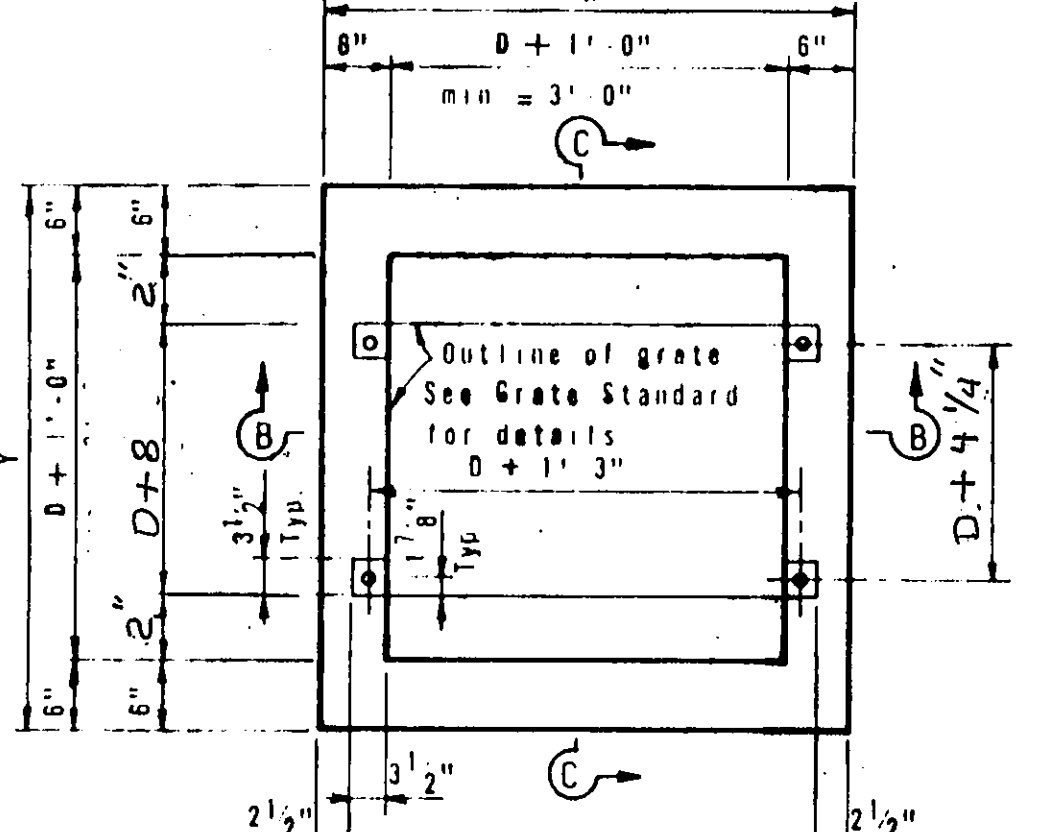
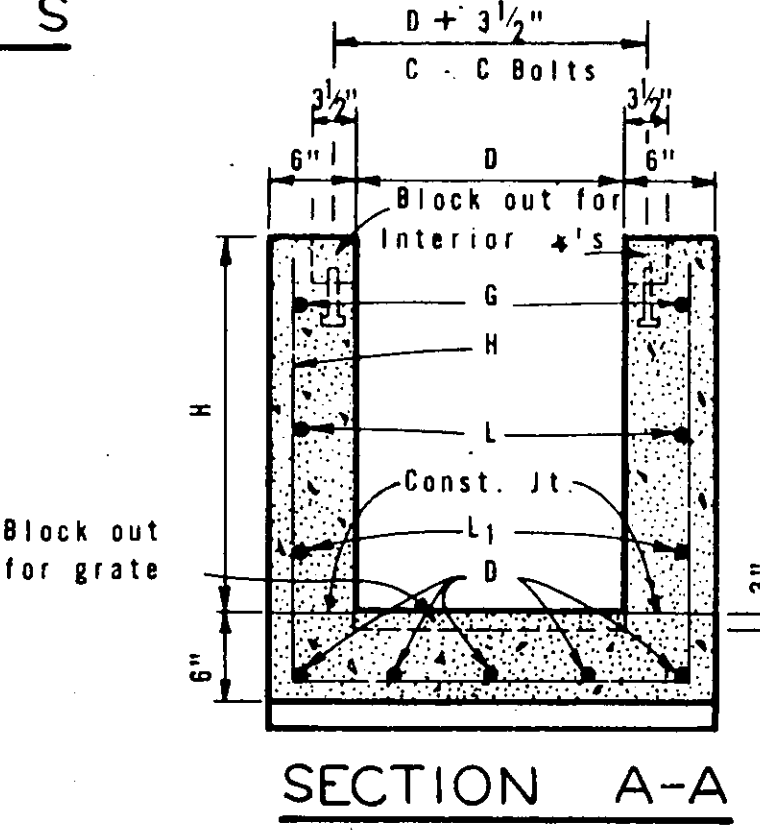
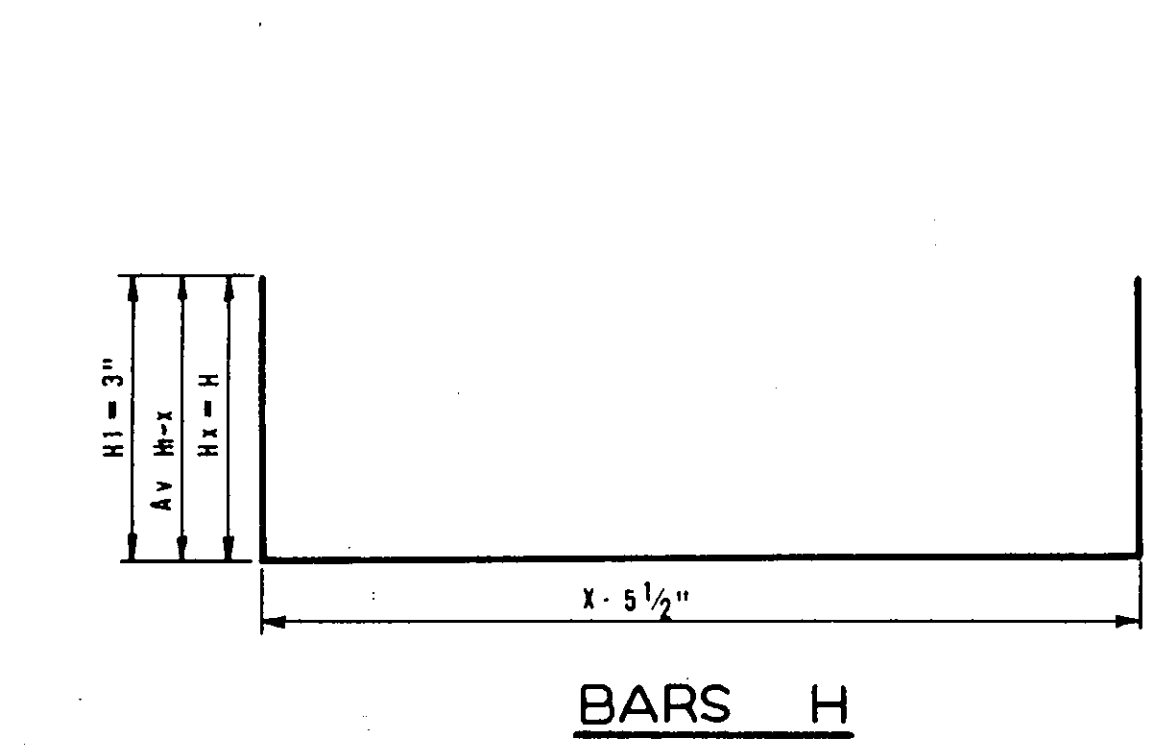
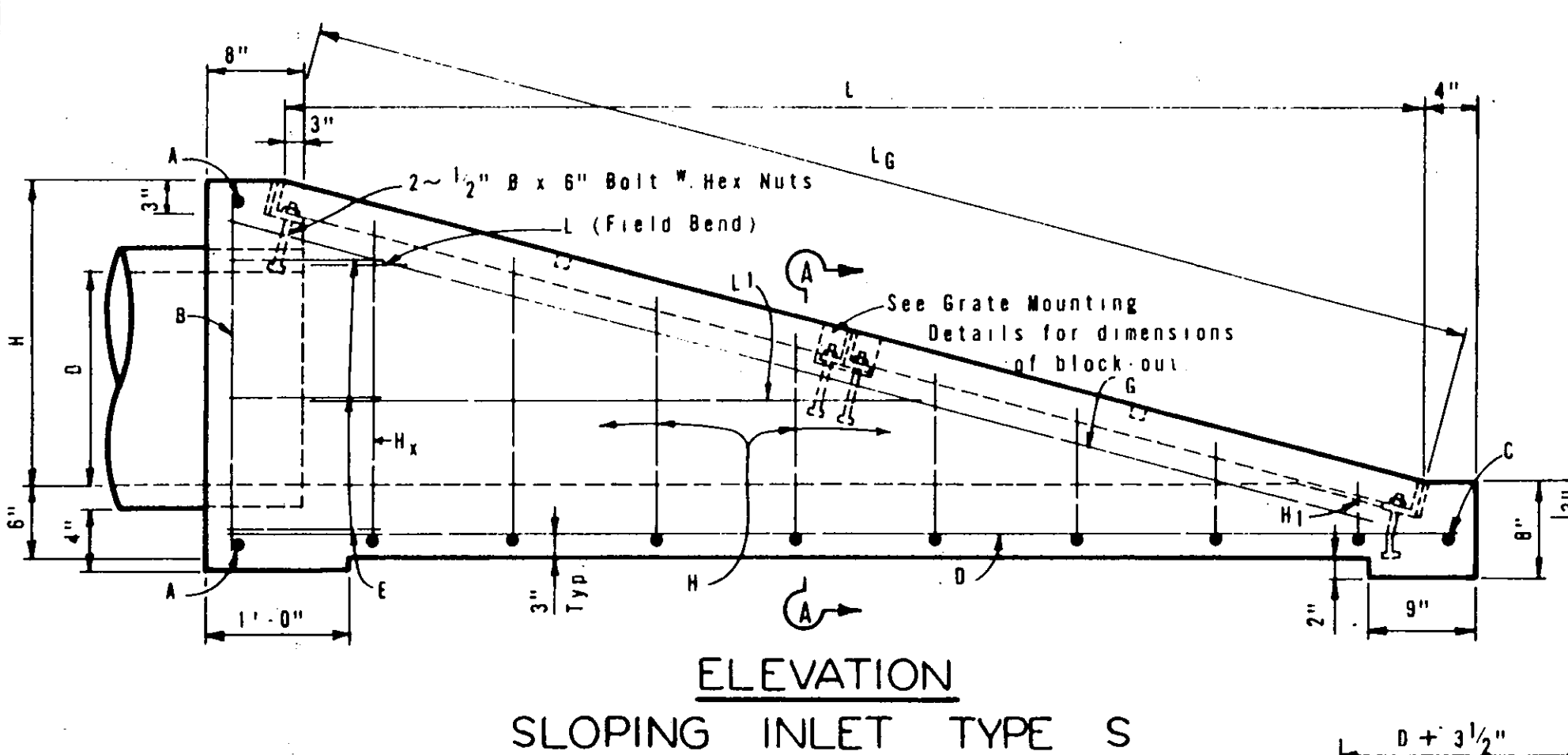
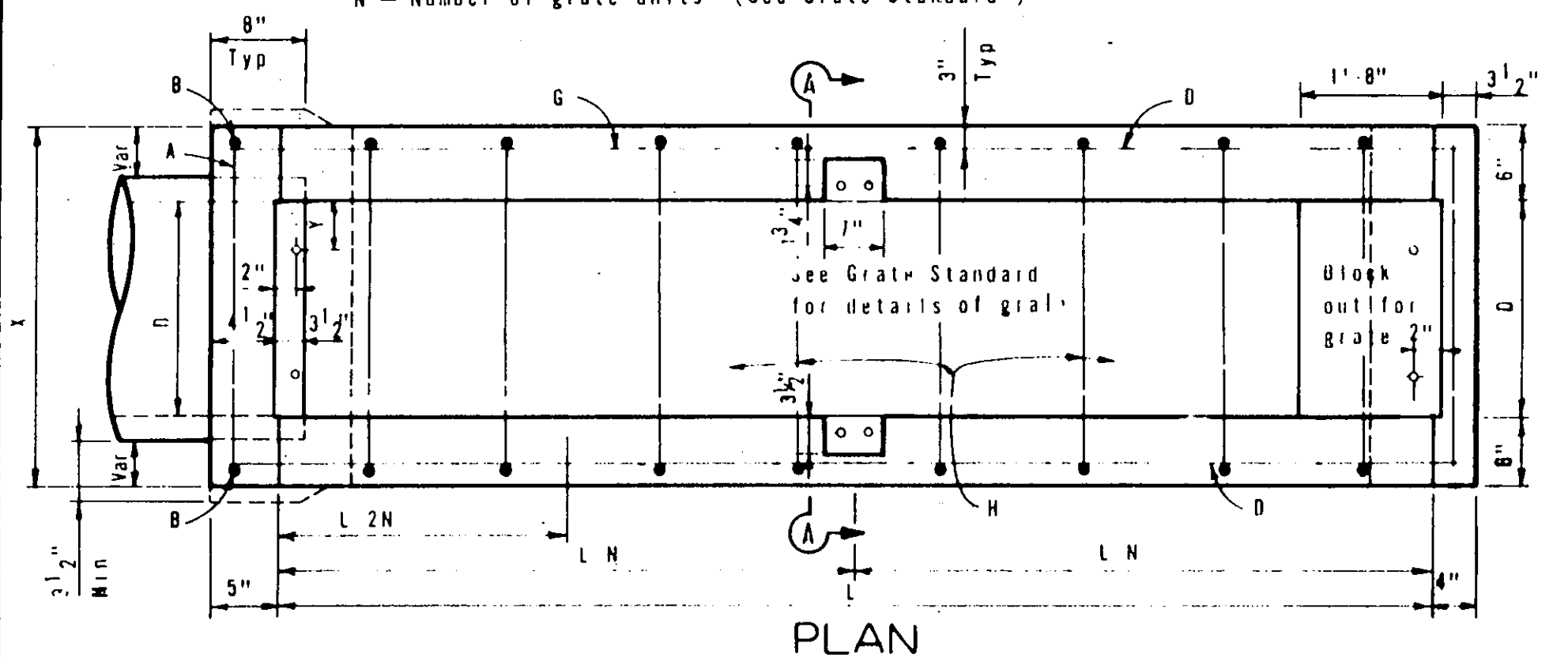
ADDISON AIRPORT

GRATE DETAILS FOR JUNCTION BOX

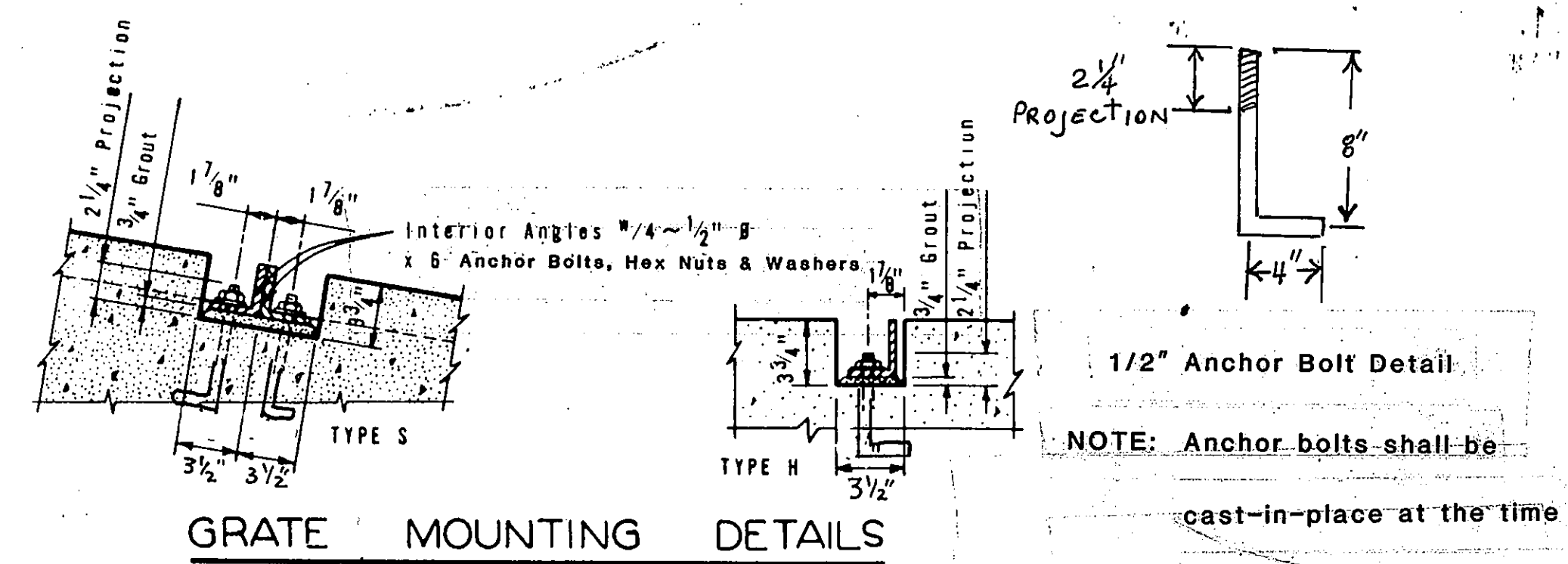
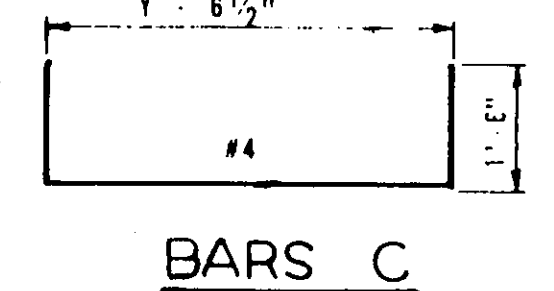
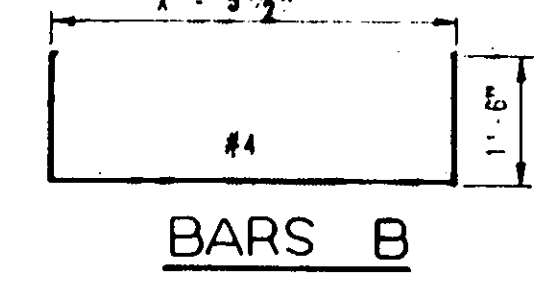
SHEET
22

SLOPE	Y	N	DIAM OF PIPE = D	TABLE OF DIMENSIONS			BILL OF REINFORCING STEEL FOR SLOPING INLET																								TOTAL QUANT																						
				X	H	L	BARS A			BARS B			BARS C			BARS D			BARS E			BARS G			BARS H AV.			BARS L			BARS Li AV.			LBS	CY																		
							NO	SIZE	SPA	LGTH	WT.	NO	SIZE	SPA	LGTH	WT.	NO	SIZE	SPA	LGTH	WT.	NO	SIZE	SPA	LGTH	WT.	NO	SIZE	SPA	LGTH	WT.	NO	SIZE			SPA	LGTH	WT.															
6:1	4 1/2"	2	18"	2'-6"	2'-1 1/2"	12'-9"	2	#4	~	2'-3"	3	2	#4	~	2'-5"	3	1	#4	~	2'-3"	2	3	#4	12"	13'-3"	27	6	#4	12"	2'-6"	10	2	#4	~	13'-5"	18	12	#4	12"	4'-5"	35	2	#4	12"	2'-0"	3	2	#4	12"	6'-10"	9	110	1.1
6:1	5"	2	24"	3'-0"	2'-8"	16'-0"	2	#4	~	2'-10"	4	2	#4	~	3'-0"	4	1	#4	~	2'-9"	2	4	#4	12"	16'-6"	44	8	#4	12"	2'-6"	13	2	#4	~	16'-9"	22	15	#4	12"	5'-6"	55	2	#4	12"	2'-0"	3	2	#4	12"	9'-10"	13	160	1.7
6:1	5 1/2"	3	30"	3'-6"	3'-2 1/2"	19'-3"	2	#4	~	3'-5"	5	2	#4	~	3'-9"	5	1	#4	~	3'-3"	2	4	#4	12"	19'-9"	53	8	#4	12"	2'-6"	13	2	#4	~	20'-0"	27	19	#4	12"	6'-6"	83	2	#4	12"	2'-0"	3	4	#4	12"	10'-1"	27	218	2.4
6:1	6"	3	36"	4'-0"	3'-9"	22'-6"	2	#4	~	4'-0"	5	2	#4	~	4'-2"	5	1	#4	~	3'-9"	3	5	#4	12"	23'-0"	77	10	#4	12"	2'-6"	17	2	#4	~	23'-3"	31	22	#4	12"	7'-7"	111	2	#4	12"	2'-0"	3	6	#4	12"	13'-9"	55	307	3.3
6:1	6 1/2"	3	42"	4'-6"	4'-3 1/2"	25'-9"	2	#4	~	4'-7"	6	2	#4	~	4'-9"	6	1	#4	~	4'-3"	3	5	#4	12"	26'-3"	88	10	#4	12"	2'-6"	17	2	#4	~	26'-8"	36	25	#4	12"	8'-7"	143	2	#4	12"	2'-0"	3	6	#4	12"	13'-10"	55	357	4.4
6:1	4 1/2"	4	48"	5'-0"	4'-10"	29'-0"	2	#4	~	5'-2"	7	2	#4	~	5'-4"	7	1	#4	~	4'-9"	3	6	#4	12"	29'-6"	118	12	#4	12"	2'-6"	20	2	#4	~	29'-10"	40	29	#4	12"	9'-7"	186	2	#4	12"	2'-0"	3	8	#4	12"	14'-5"	77	461	5.7

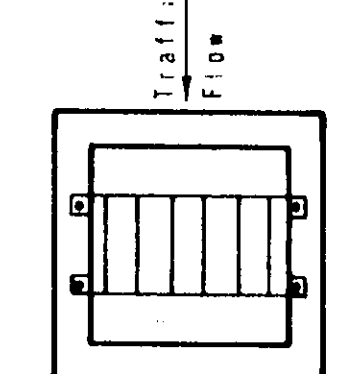
Note: For pipe sizes of 21", 27", and 33" use inlets for pipe sizes 24", 30", and 36" respectively.
 N = Number of grate units (See Grate Standard)



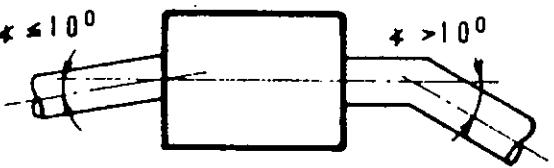
SECTION B-B



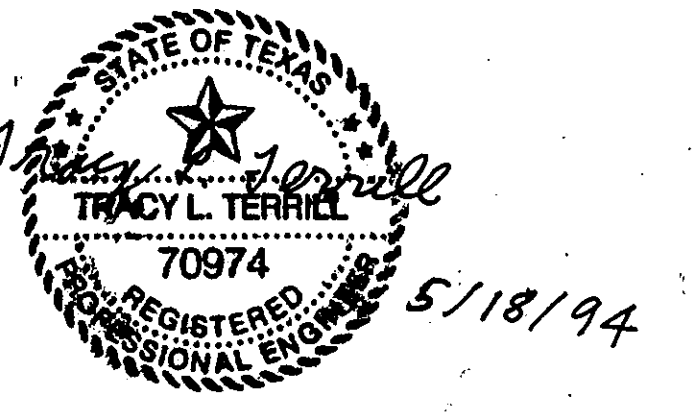
GENERAL NOTES
 Quantities shown herein are for the Contractor's information only. Unless otherwise shown in the plans, payment will be made for each inlet of the type specified. Exposed edges shall be chamfered 3/4". Alternate design drawings bearing the seal of a registered professional engineer will be acceptable for precast construction of inlets. Shop drawings will not be required. The contractor may with the approval of the Engineer furnish inlets of equivalent structural design. In areas of conflict between reinforcing steel, blockouts, pipes, anchor bolts or other reinforcing steel, the reinforcement shall be bent or adjusted to clear as directed by the Engineer. If possible, horizontal grate inlet should be oriented such that both traffic and ditch water approach parallel to bars on grate. If this is not possible, orientation should favor traffic flow.



Connecting pipes should enter within 10° of normal to inlet wall. If necessary, pipe elbow or curved approach alignment should be used to stay within this limit.



The pipe diameter, "D", to be used in determining horizontal dimensions of Type "H" inlet, shall be the largest pipe entering or exiting the inlet which would control that particular wall dimension. For vertical dimension, use largest "D" or 1'-0" above highest pipe soffit as a minimum dimension.



AS-BUILT

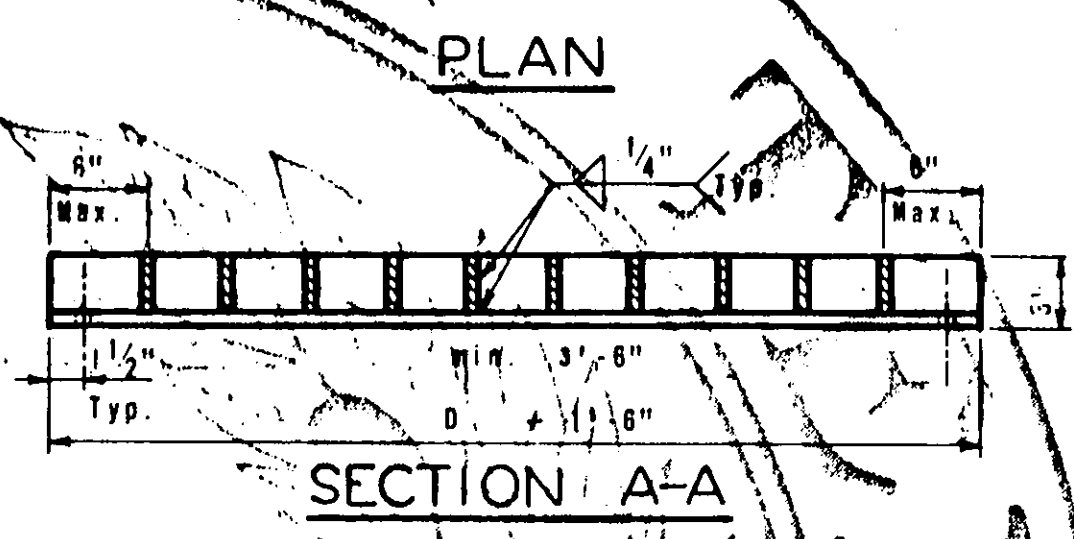
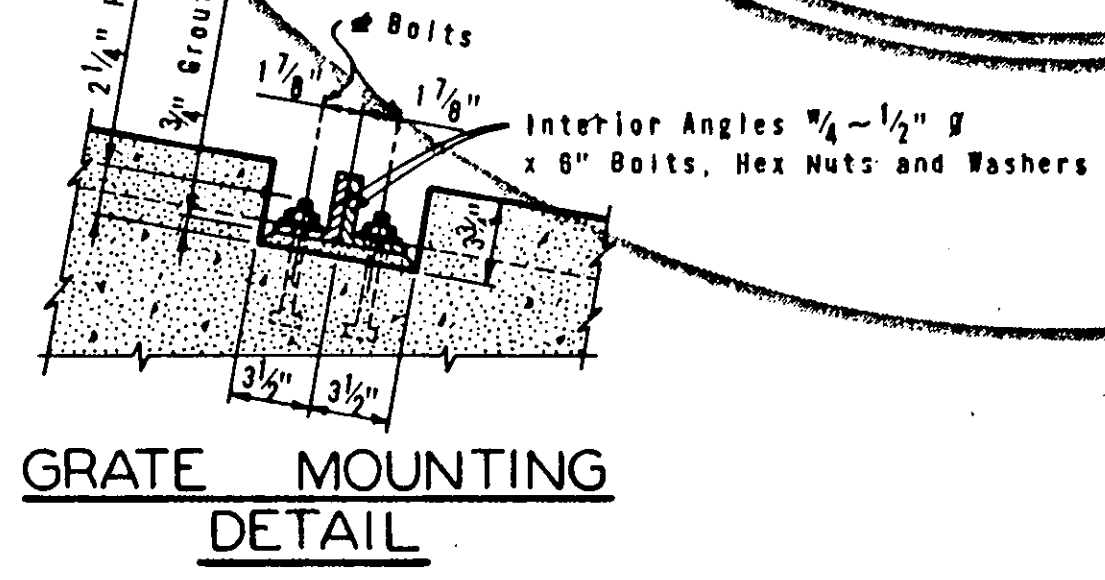
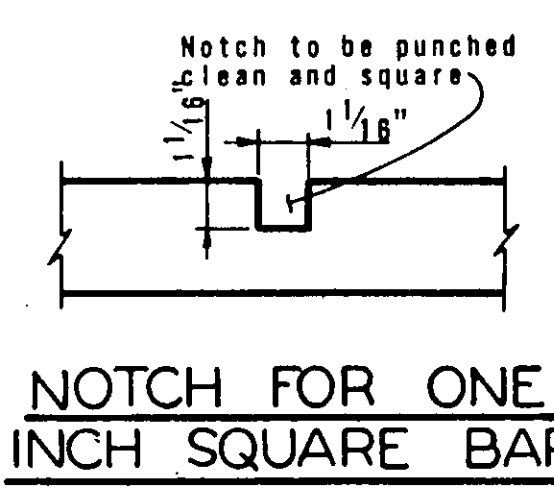
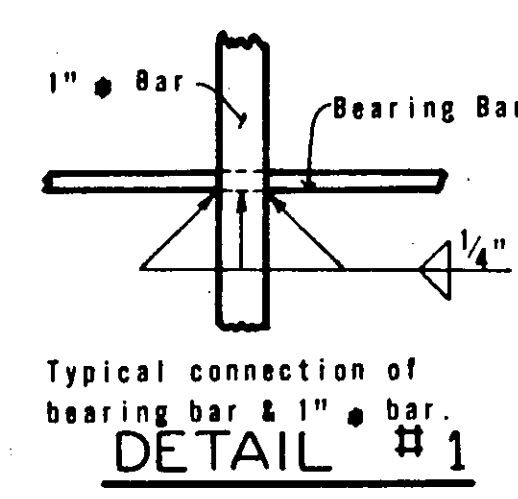
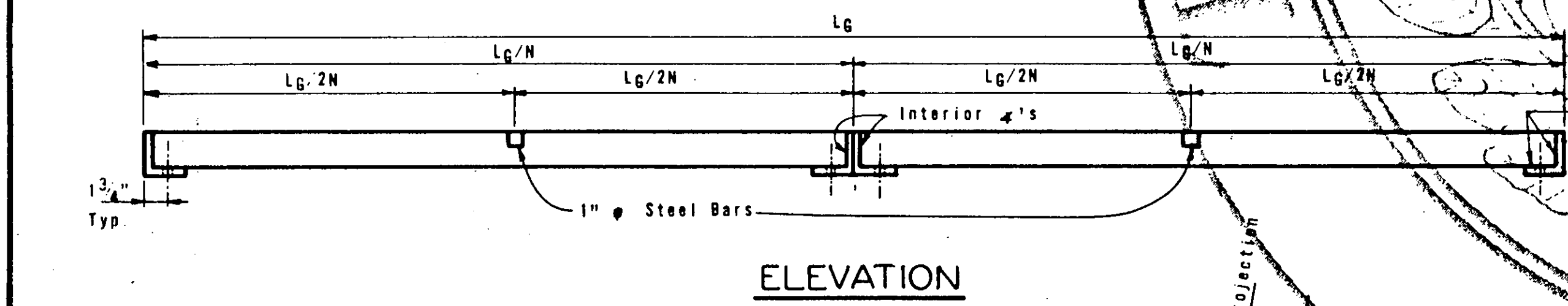
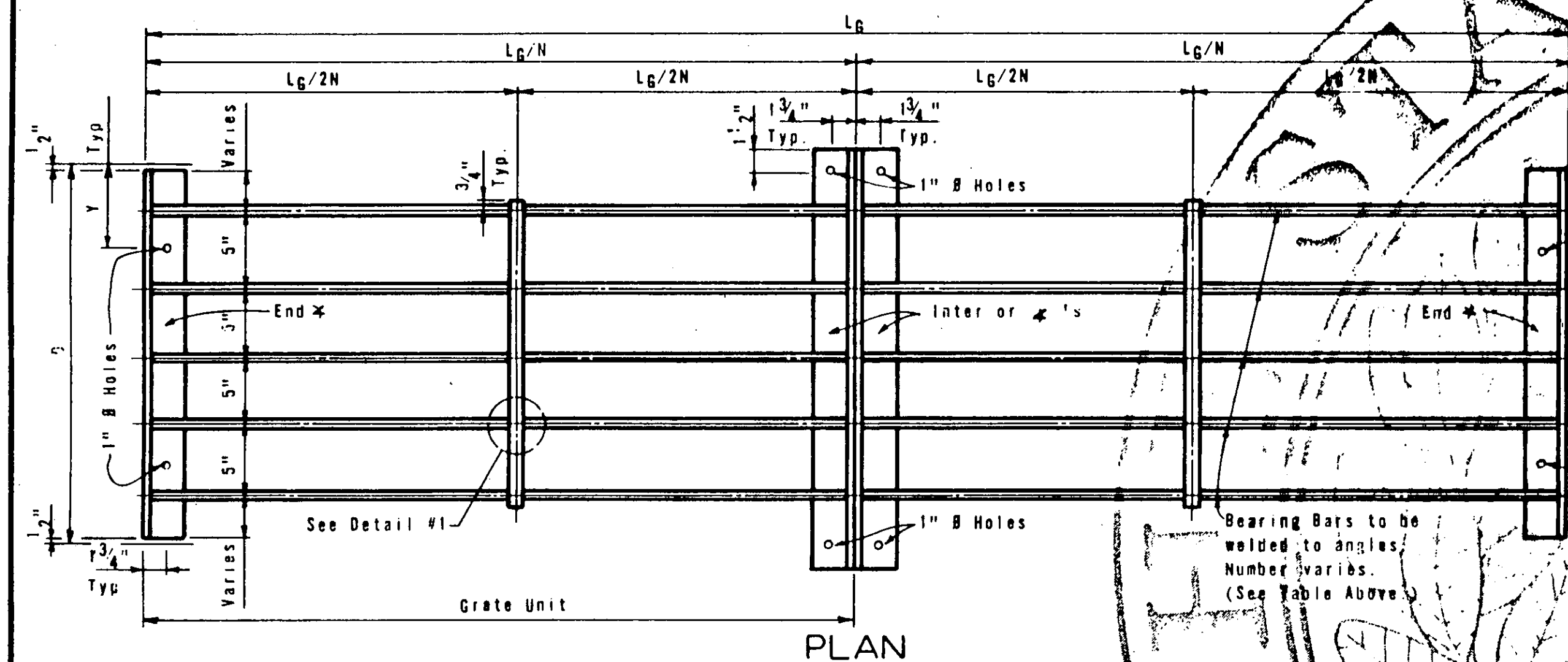
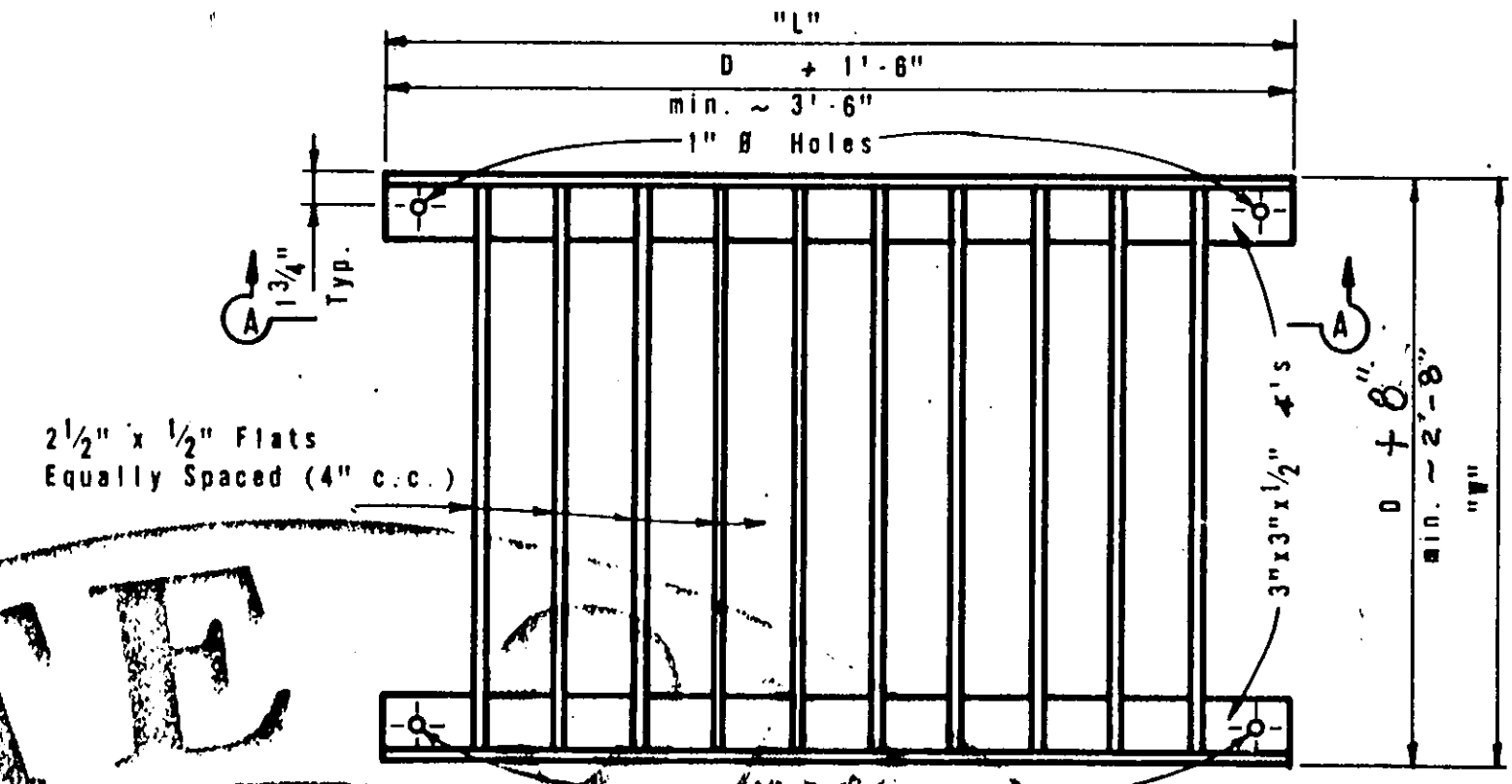
10-20-95

STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION
 SLOPING INLET TYPE S AND HORIZONTAL INLET TYPE H
 IL-S IL-H

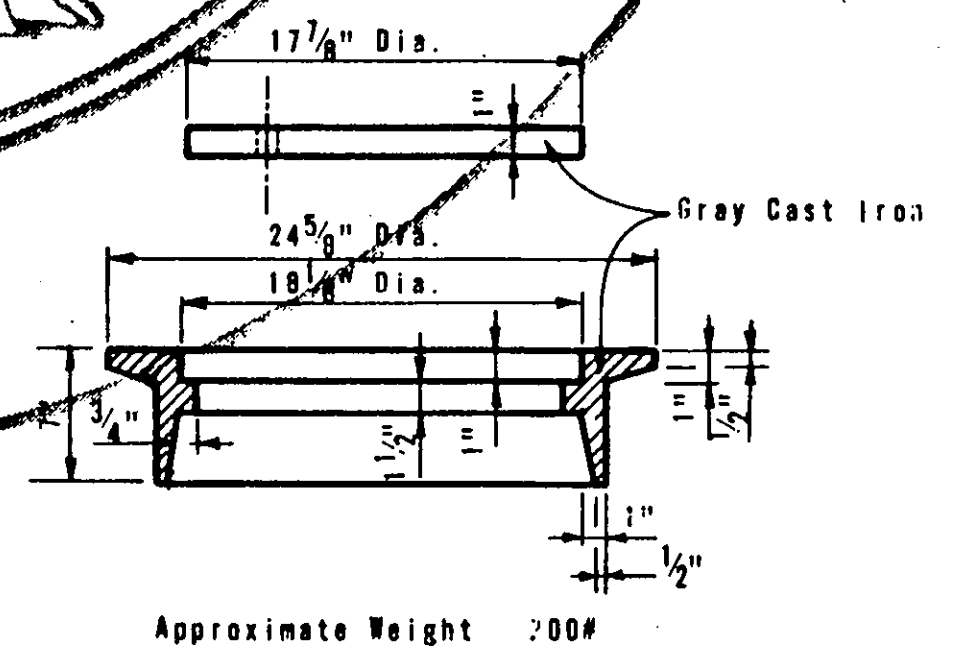
ORIGINAL DRAWING DATE: DEC. 1977	STATE DISTRICT	FEDERAL AID PROJECT	SHEET
DW.: ADC	REVISIONS	6	23
CK.: THD	Rev. 8-86 Gen. Notes		
DW.: MGB	COUNTY	SECTION	JOB
CK.: THD			HIGHWAY

SLOPE	Y	DIAM. OF PIPE = D	GRATE QUANTITIES FOR SLOPING INLET													TOTAL WEIGHT LBS.				
			Z	TOTAL	BEARING BARS @ 5" C.C.			INTERIOR ANGLES			END ANGLES			1" # BARS						
					NO.	SIZE	LG/N	WT.	NO.	SIZE	LGTH	WT.	NO.	SIZE	LGTH		WT.	NO.	LGTH	WT.
6:1	4 1/2"	18"	2	2	8	2 1/2" x 1/2"	6'-5 3/4"	220	2	3" x 3" x 1/2"	2'-0 1/2"	38	2	3" x 3" x 1/2"	1'-5"	27	2	1'-4 1/2"	9	295
6:1	5"	24"	2	2	10	2 1/2" x 1/2"	8'-1 3/8"	345	2	3" x 3" x 1/2"	2'-6 1/2"	40	2	3" x 3" x 1/2"	1'-11"	36	2	1'-9 1/2"	12	441
6:1	5 1/2"	30"	3	3	18	2 1/2" x 1/2"	6'-6 1/8"	498	4	3" x 3" x 1/2"	3'-0 1/2"	114	2	3" x 3" x 1/2"	2'-5"	45	3	2'-2 1/2"	23	680
6:1	6"	36"	3	3	21	2 1/2" x 1/2"	7'-7 1/4"	679	4	3" x 3" x 1/2"	3'-6 1/2"	133	2	3" x 3" x 1/2"	2'-11"	53	3	2'-7 1/2"	27	892
6:1	6 1/2"	42"	3	3	24	2 1/2" x 1/2"	8'-8 9/16"	889	4	3" x 3" x 1/2"	4'-0 1/2"	152	2	3" x 3" x 1/2"	3'-5"	64	3	3'-0 1/2"	31	1,136
6:1	4 1/2"	48"	4	4	40	2 1/2" x 1/2"	7'-4 1/8"	1,249	6	3" x 3" x 1/2"	4'-6 1/2"	256	2	3" x 3" x 1/2"	3'-11"	74	4	3'-10 1/2"	53	1,632

N = Number of grate units.
For pipe diameters of 21", 27", and 33" use grates for pipe diameters of 24", 30" and 36", respectively.

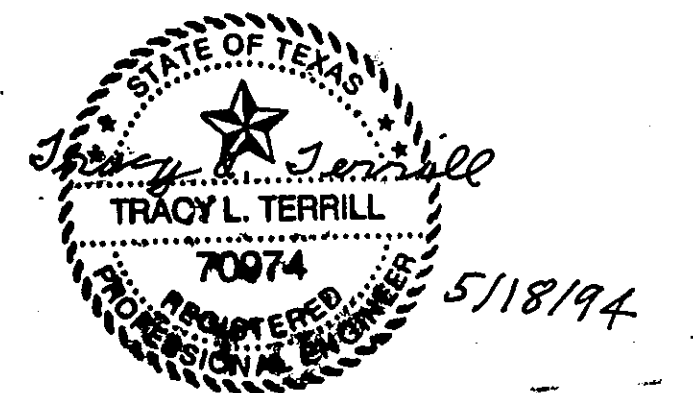


GRATE DETAILS FOR HORIZONTAL INLET TYPE H (MOD)



RING AND COVER DETAILS TYPE C

GENERAL NOTES
Structural Steel for grates shall conform to the requirements of ASTM Designation A-36 or AISI Designation #1010 - #1020.
Rings and covers of slightly different dimensions but approximately the same weight may be substituted if approved by the Engineer.

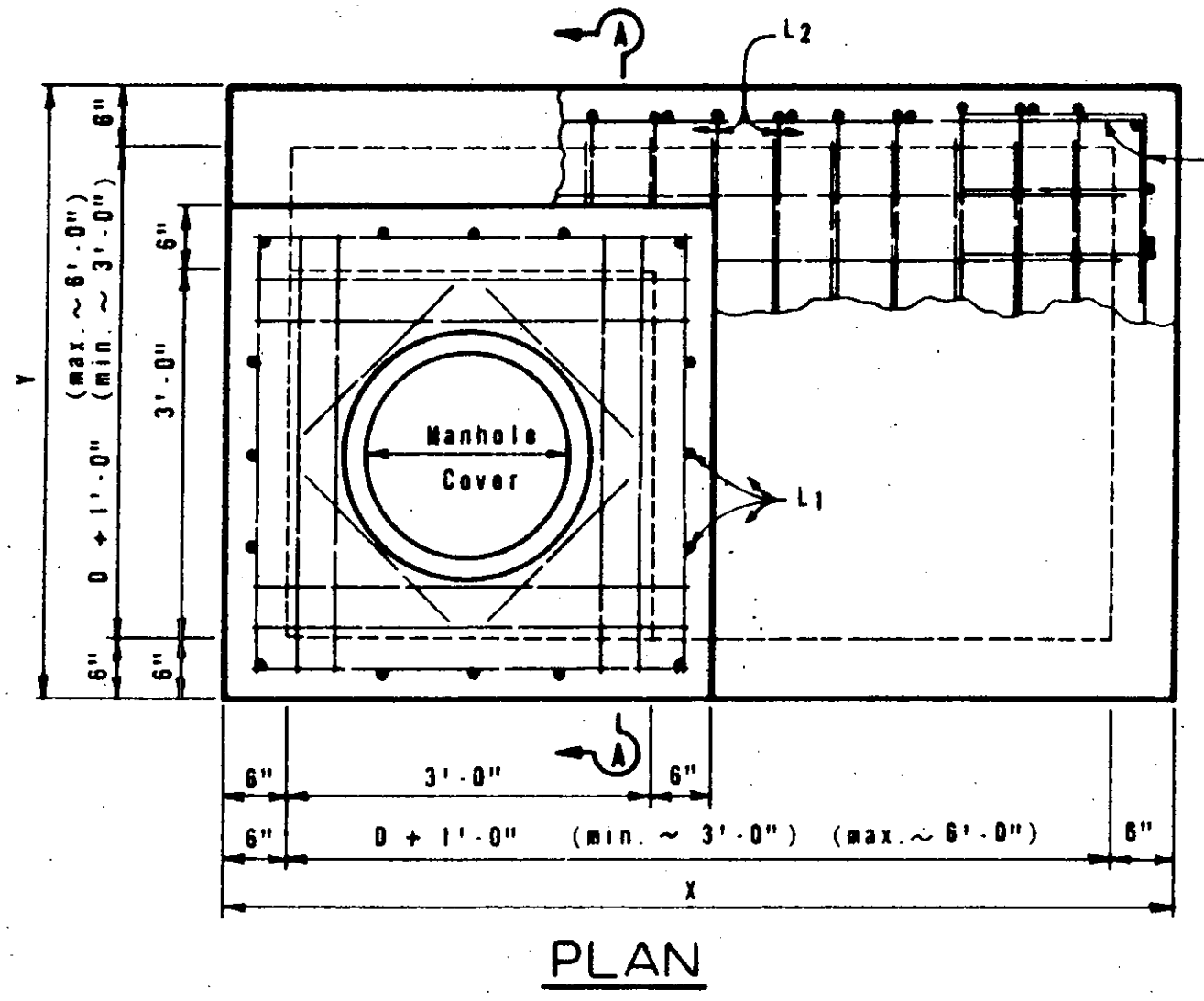


AS-BUILT
10-20-95

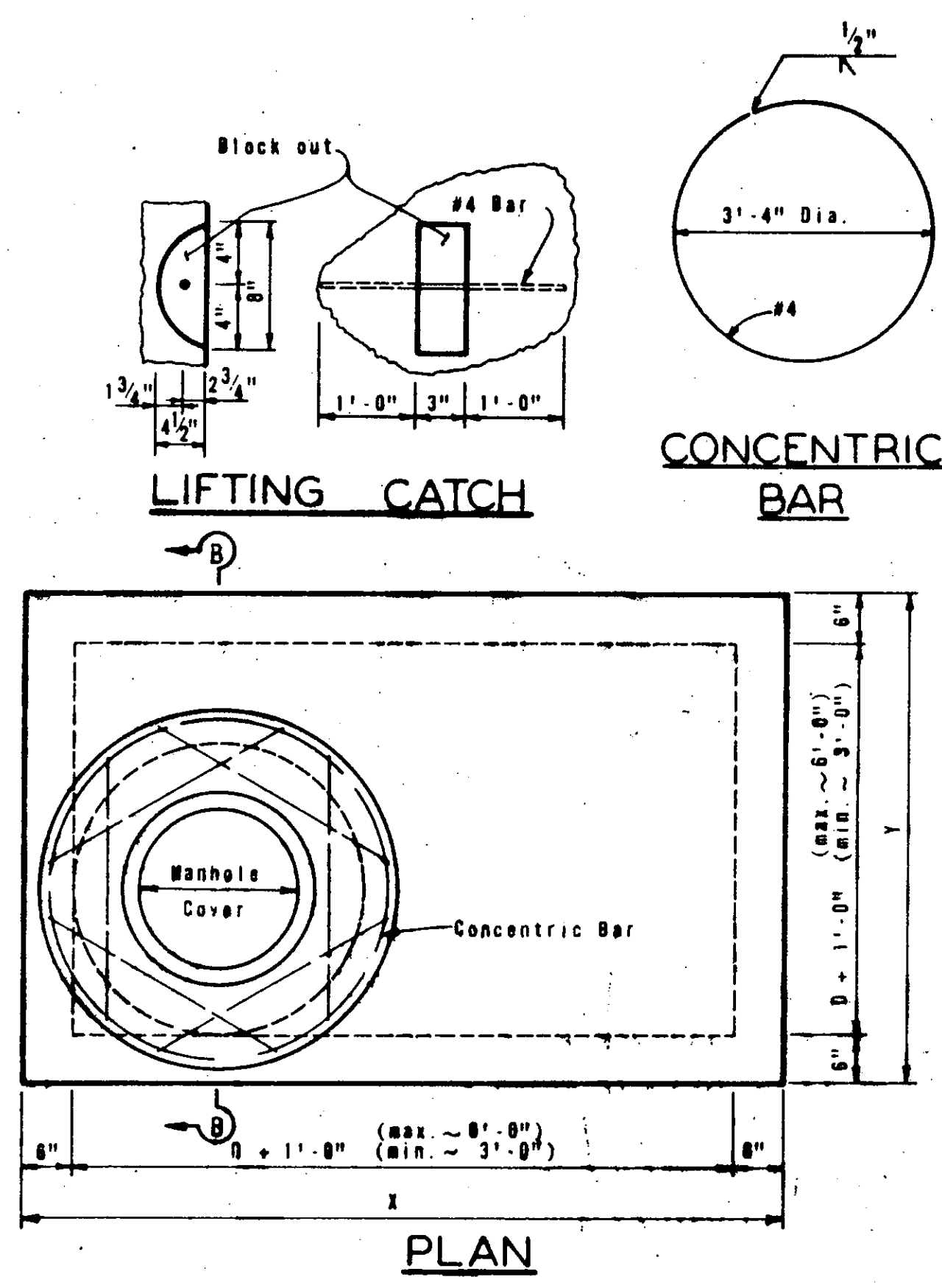
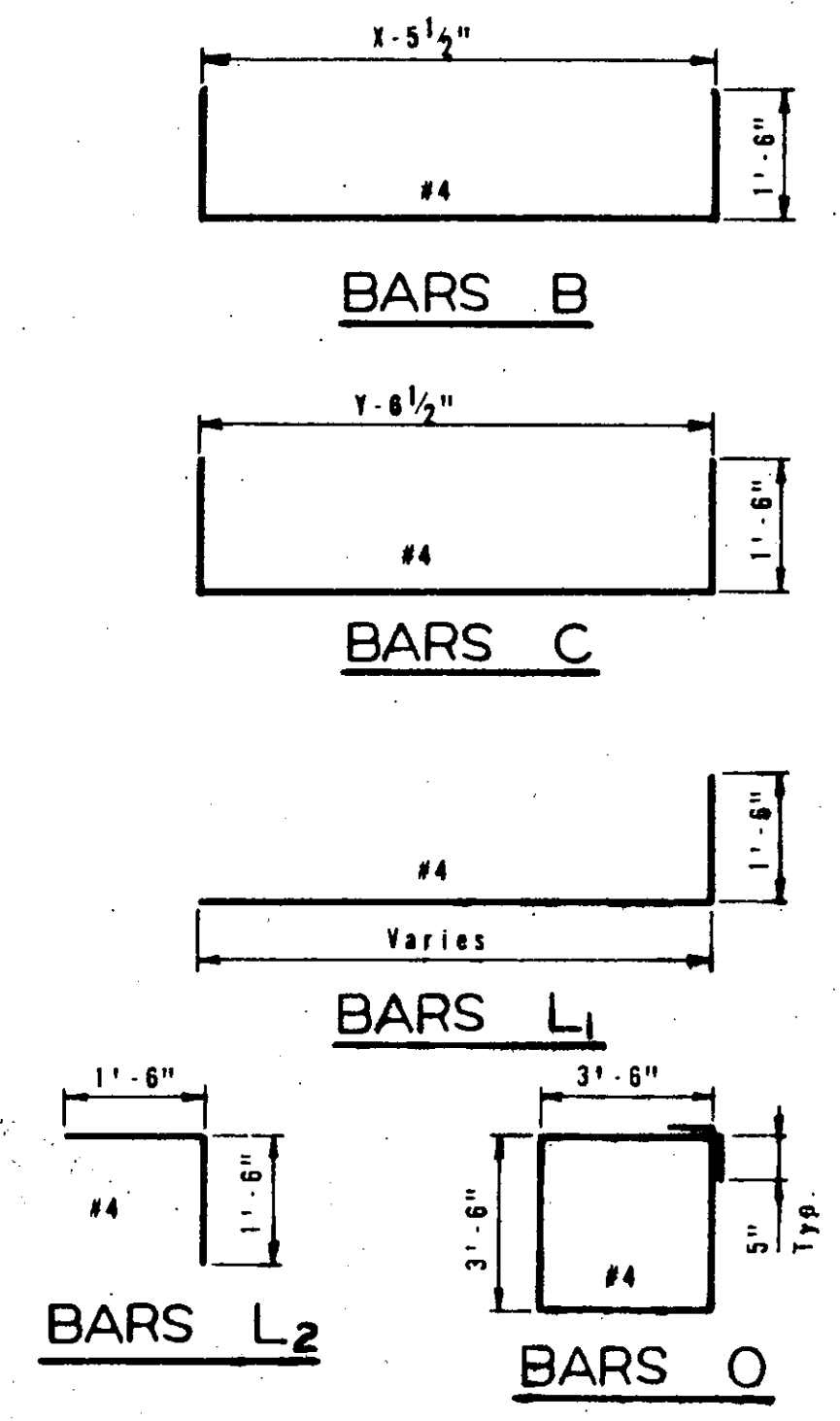
STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION
GRATE (TYPE S),
GRATE (TYPE H)(MOD)
RING & COVER (TYPE C)
ILG-S ILG-H(MOD)RC-C

ORIGINAL DRAWING DATE: DEC. 1977	STATE FEDERAL DISTRICT REGION	FEDERAL AID PROJECT	SHEET
DM: ADC	REVISIONS	6	24
CK: THD	REV. 4-94 GRATE DIMENSIONS		
DM: MGB	COUNTY	CONTROL SECTION	JOB
CK: THD			

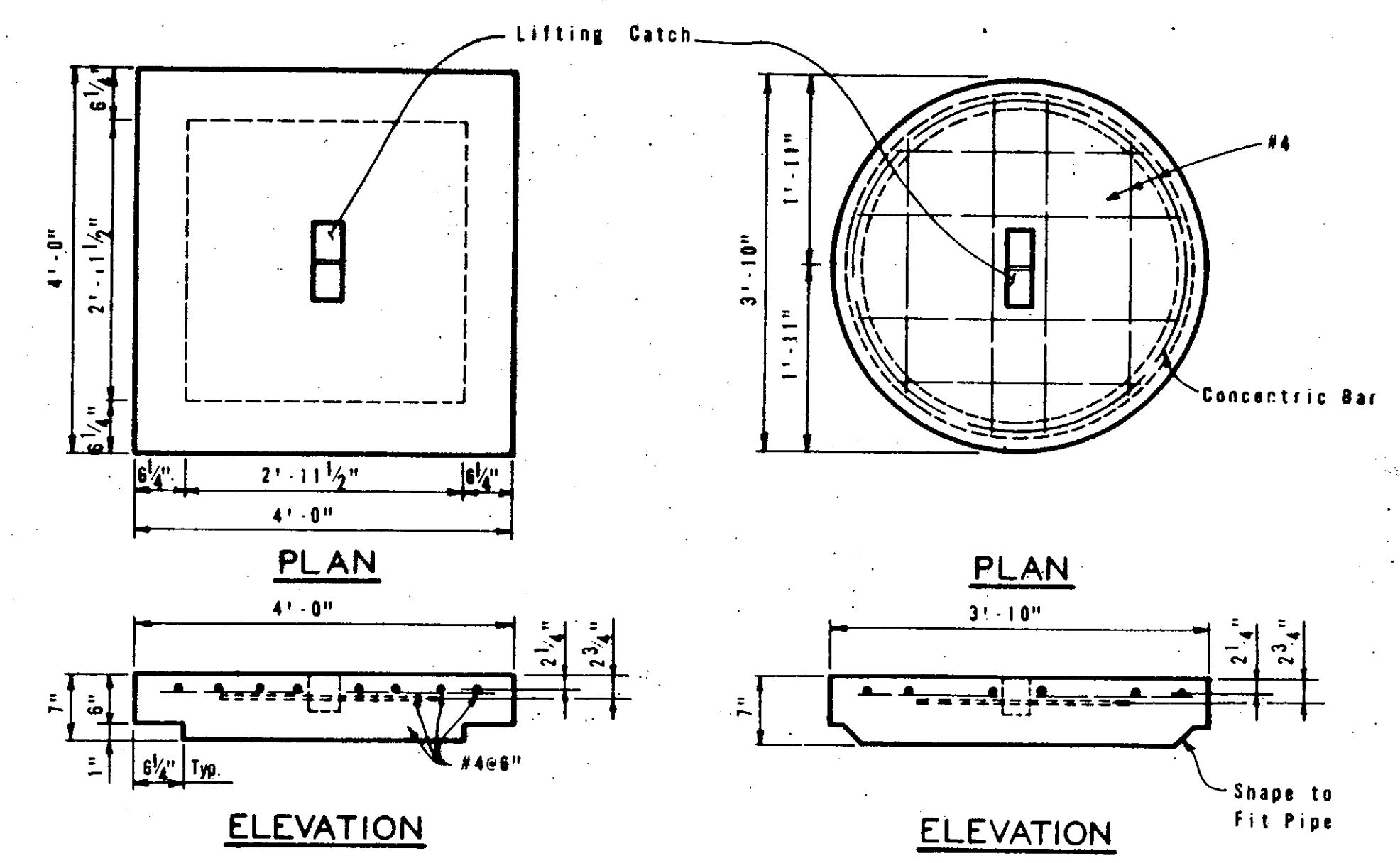
Note: Riser, either cast-in-place or concrete pipe, may be located in any corner.



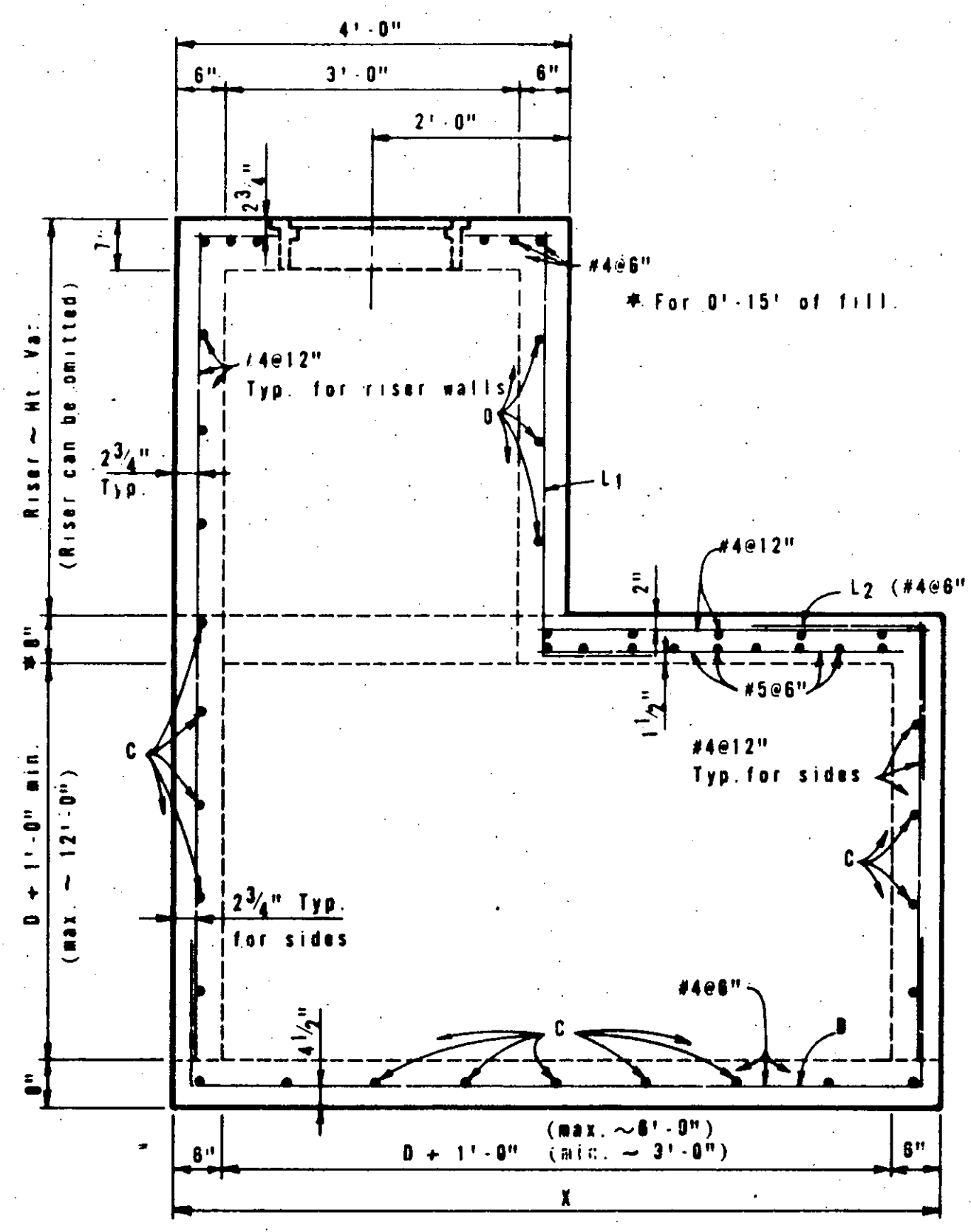
PLAN



PLAN

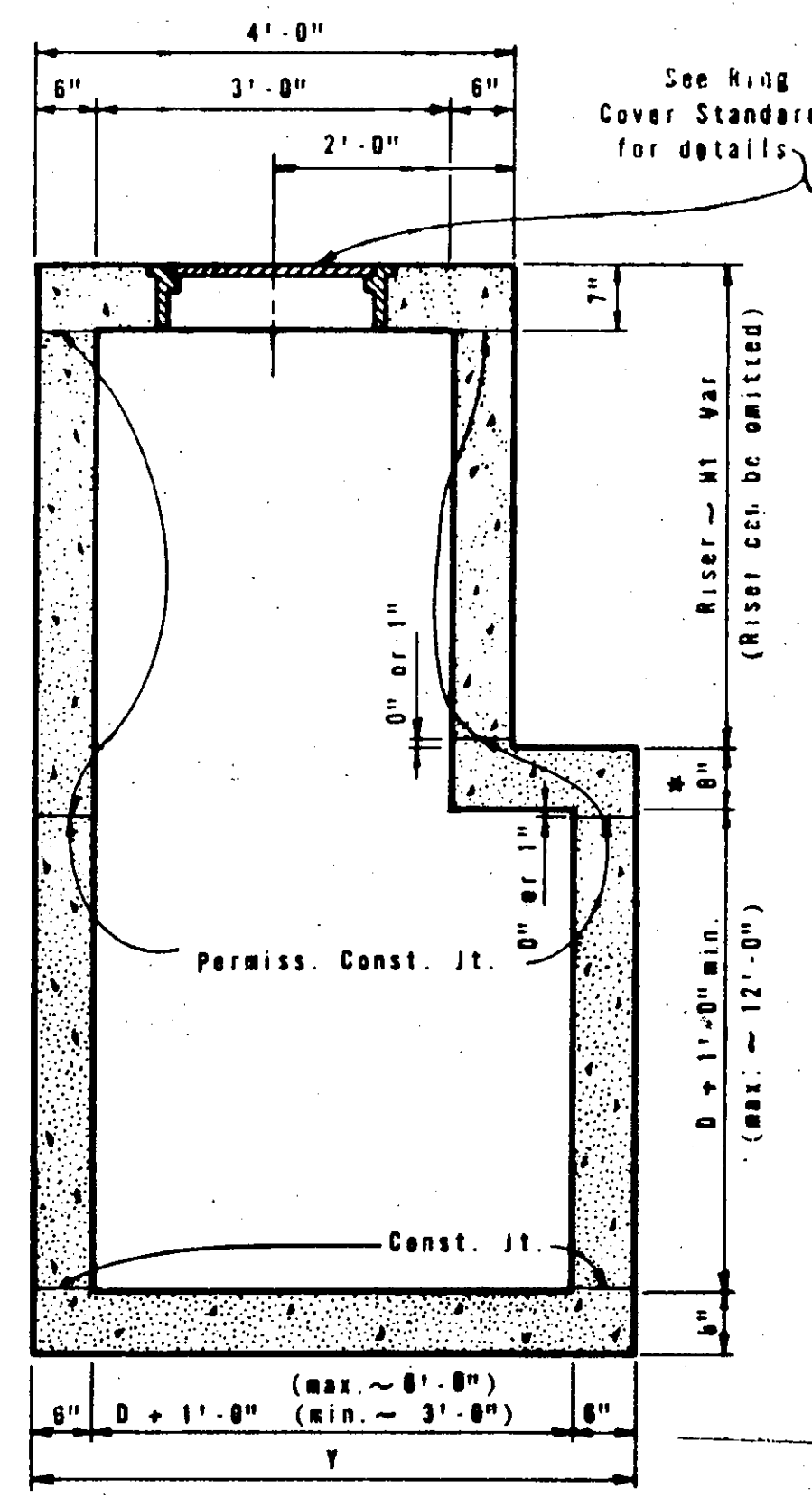


OPTIONAL PRECAST CONCRETE LIFT-OFF COVERS

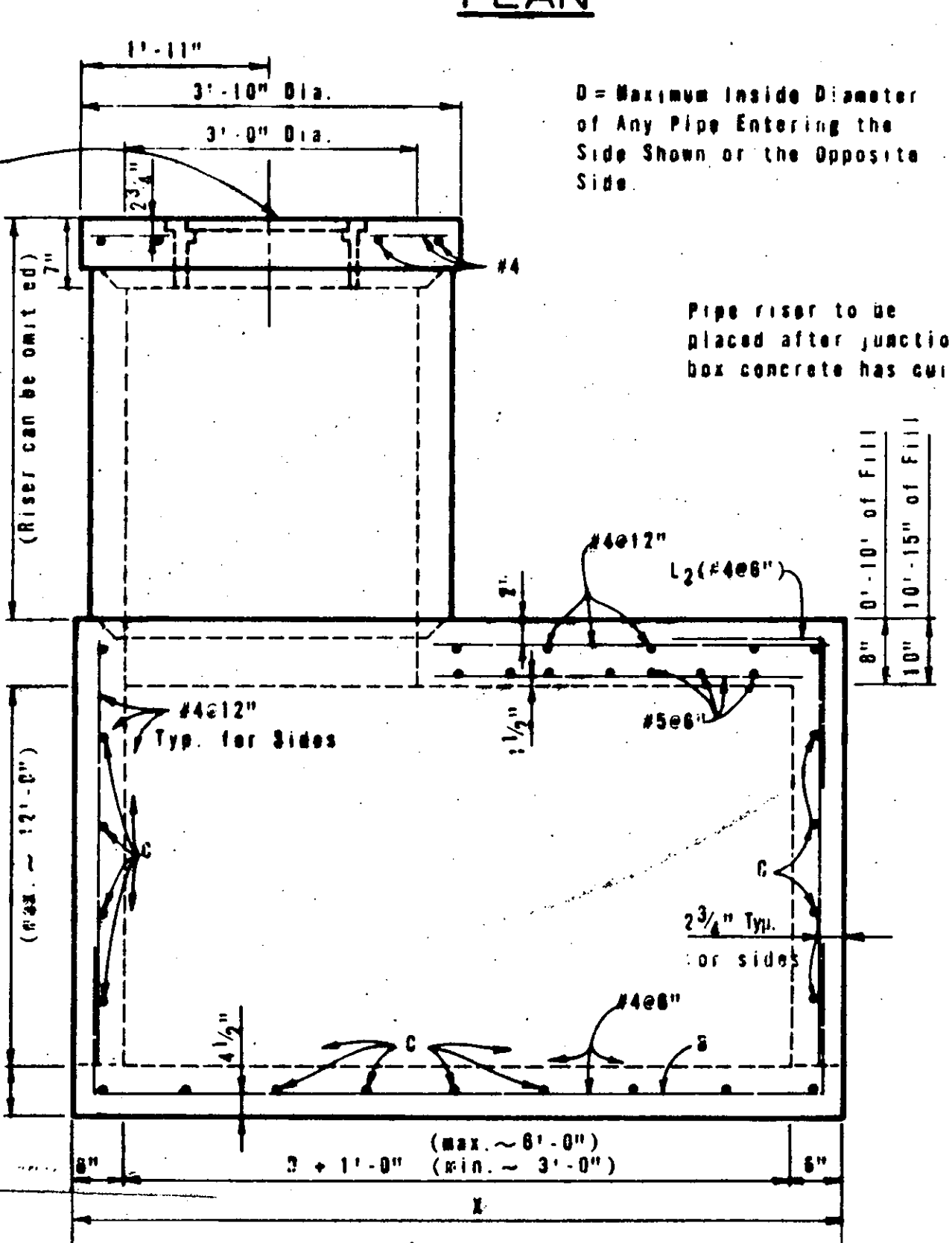


ELEVATION

MANHOLE WITH CAST-IN-PLACE RISER

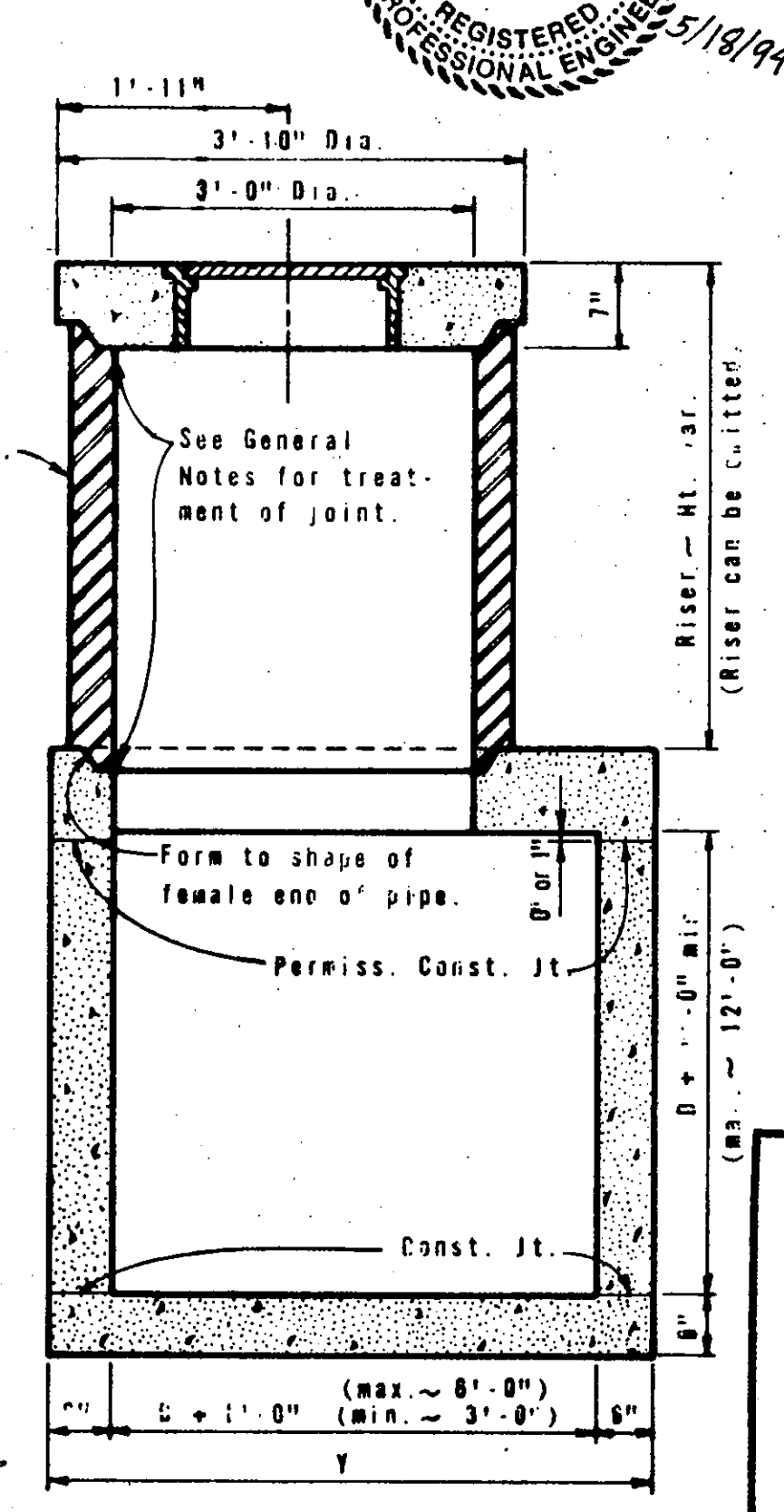


SECTION A-A



ELEVATION

OPTIONAL MANHOLE WITH PIPE RISER

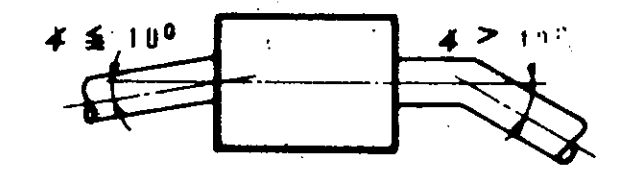


SECTION B-B



GENERAL NOTES

Unless otherwise shown in the plans, payment will be made for each Manhole of the Type M.
Exposed edges shall be chamfered 3/4".
Alternate design drawings bearing the seal of a registered professional engineer will be acceptable for precast construction of manholes.
Shop drawings will not be required.
The contractor may with the approval of the Engineer furnish manholes of equivalent structural design.
In areas of conflict between reinforcing steel, block-outs, pipes, anchor bolts or other reinforcing steel, the reinforcement shall be bent or adjusted to clear as directed by the Engineer.
The riser may be constructed of reinforced concrete as shown or of Reinforced Concrete Pipe, Class III, in accordance with ASTM Designation C-76 if pipe is used, joints shall conform to the Item "Reinforced Concrete Pipe Joints". Precast Concrete Lift Off Cover may be substituted for "Ring and Cover".
Connecting pipes should enter within 15° of normal to inlet wall; if necessary, pipe above or curved approach segments should be used to stay within this limit.



Pipes may enter any or all walls. The maximum size of pipe that can be accommodated is 60". More than one pipe may enter a side, subject to the maximum box dimensions shown. The clear distance between adjacent pipes should be 9" minimum.

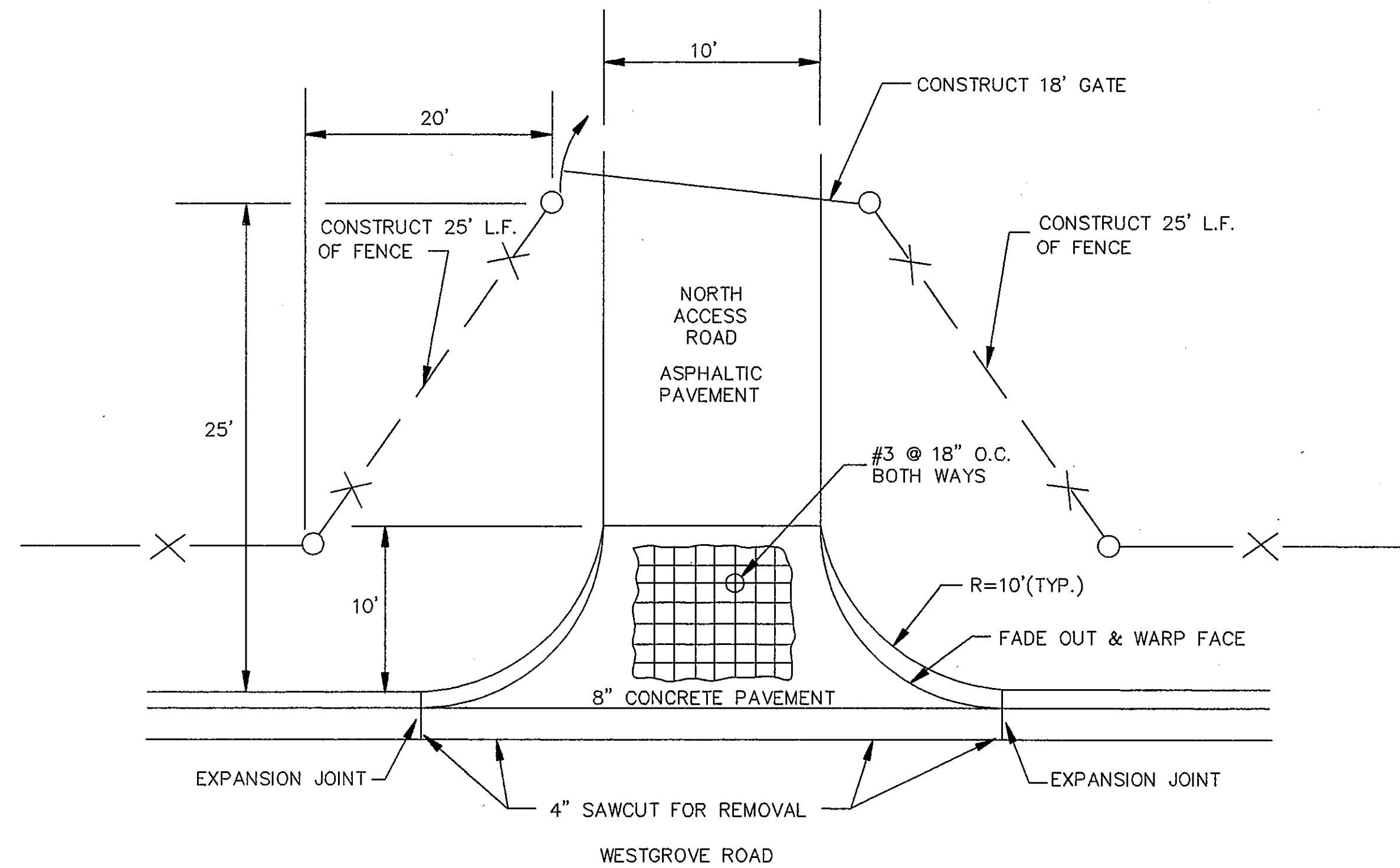
AS BUILT OCT 20 1995

STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION
MANHOLE TYPE M
(JUNCTION BOX WITH ACCESS)

MH-M

ORIGINAL DRAWING DATE DEC. 1977	STATE	FEDERAL	FEDERAL AID PROJECT	SHEET
DR: ADC	TX	6		25
CR: THD	REV. 8-88 GEN. NOTES			
DR: MCB	COUNTY	DISTRICT	SECTION	JOB
CR: THD				DATE

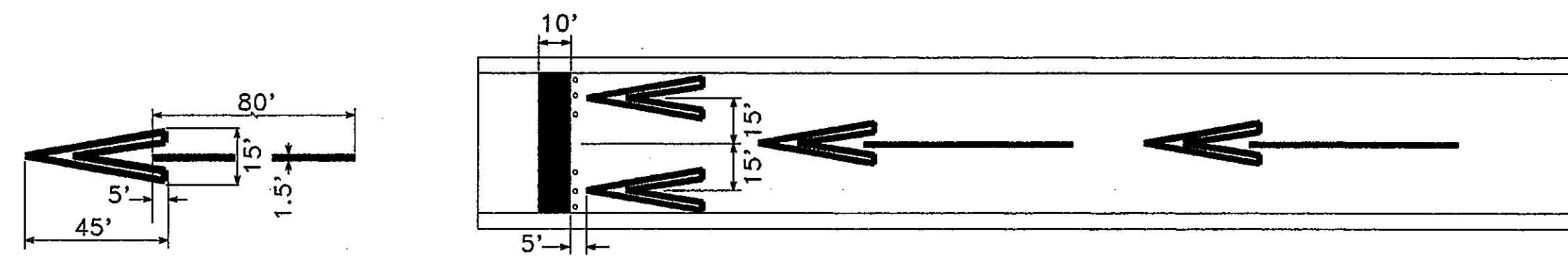
CONCRETE DRIVEWAY NOTES



CONCRETE DRIVEWAY DETAIL

N.T.S.

1. CONCRETE SHALL BE A MINIMUM OF 5 SACK 3,000 PSI CONCRETE IN 26 DAYS.
 2. CONTRACTION JOINTS SHALL BE SPACED NO MORE THAN 15' APART BOTH TRANSVERSELY AND LONGITUDINALLY. ONE HALF INCH PREMOLDED BITUMINOUS OR REDWOOD EXPANSION MATERIAL SHALL BE PLACED WHERE EXISTING CURB & GUTTER HAVE BEEN SAWED AT RADIUS BEGINNINGS. EXPANSION JOINT SHALL EXTEND THE ENTIRE DEPTH AND LENGTH OF THE CONCRETE SECTIONS.
 3. DRIVEWAY APPROACH SHALL HAVE A RISE OF NOT LESS THAN 6" NOR MORE THAN 9" FROM THE GUTTER TO A POINT 10' BEHIND THE GUTTER.
 4. THE REMOVAL AND REPLACEMENT OF PORTIONS OF EXISTING CONCRETE PAVEMENT SHALL REQUIRE A BREAKOUT GROOVE TO BE SAVED BY THE USE OF AN APPROVED POWER DRIVEN CONCRETE SAW. WHERE DESIGNATED LOCATIONS COINCIDE WITH OR FALL WITHIN THREE (3) FEET OF THE PRESENT LOCATION OF EITHER DUMMY JOINTS, CONSTRUCTION JOINTS OR EXPANSION JOINTS, BREAKOUT SHALL BE TO THE EXISTING JOINT; THEN THERE WILL BE NO NECESSITY FOR CUTTING ADDITIONAL GROOVES. THE GROOVES SHALL BE CUT PERPENDICULAR TO THE SURFACE AND SHALL BE SAWED TO A MINIMUM DEPTH OF FOUR (4) INCHES. STEEL REINFORCING BARS THREE-EIGHTHS (3/8) INCH #3 SHALL BE DOWEL A MINIMUM OF SIX (6) INCHES INTO EXISTING CONCRETE STREET.
 5. EXPOSED SURFACES SHALL HAVE A MONOLITHIC FINISH BY TROWELING WITH A STEEL TROWEL AND BRUSHED LIGHTLY WITH AN APPROVED BROOM. THE EDGE OF ALL CONCRETE SHALL BE NEATLY ROUNDED TO THE REQUIRED RADII WITH AN EDGING TOOL. IN NO CASE SHALL THE SURFACE BE LEFT SLICK OR WITH A GLOSS FINISH.
 6. A PERSON WHO MAKES A PAVEMENT CUT OR EXCAVATION OR PLACES AN EMBANKMENT IN OR ALONG A PUBLIC STREET, ALLEY, OR SIDEWALK, SHALL PLACE BARRICADES, WARNING SIGNS AND SIGNAL LIGHTS AT LOCATIONS SUFFICIENT TO WARN THE PUBLIC OF THE HAZARD OF THE CUT, EXCAVATION OR EMBANKMENT AND WHICH ARE IN COMPLIANCE WITH THE UNIFORM TRAFFIC CONTROL DEVICES, PART V.
- ALL SAWCUTTING, PAVEMENT REMOVAL, CURB AND GUTTER REMOVAL, EXCAVATION, EMBANKMENT, MATERIALS, LABOR, EQUIPMENT NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE ITEM P-610-5.1 CONCRETE DRIVEWAY.

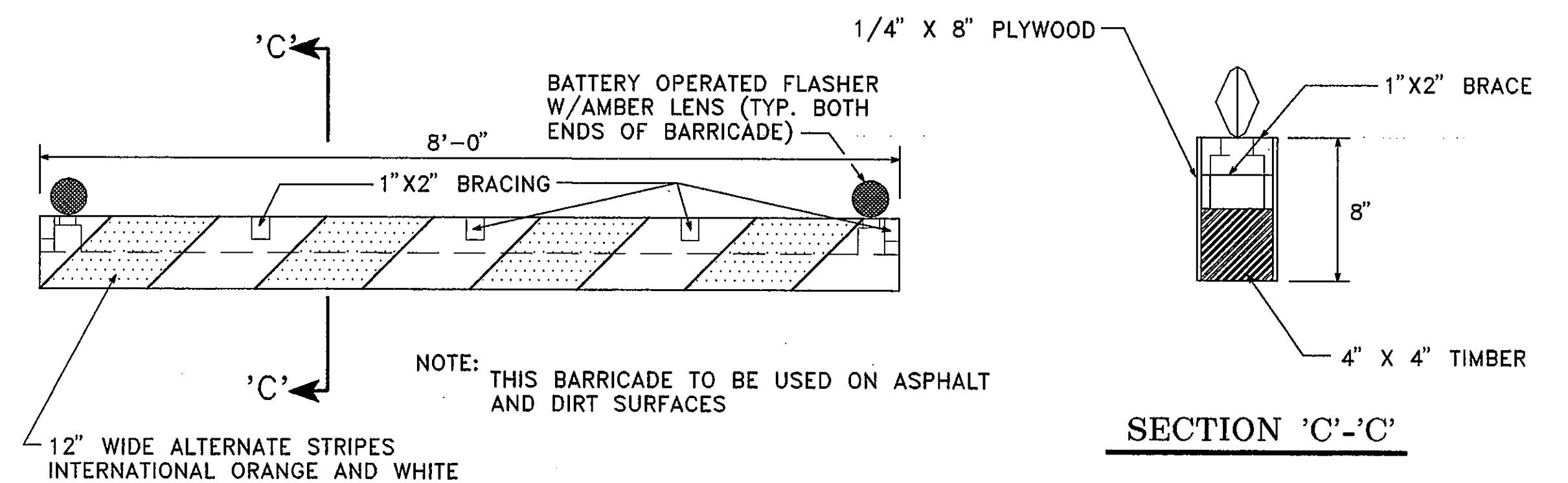


NOTES:

1. ALL MARKINGS IN THE RELOCATED AREA ARE YELLOW EXCEPT THE THRESHOLD BAR WHICH IS WHITE, USE 1/2 NORMAL APPLICATION RATE. EXISTING RUNWAY STRIPE WILL BE REMOVED BEFORE DISPLACED THRESHOLD MARKINGS ARE PLACED. PRIOR TO OPENING NEW RUNWAY REMOVE ALL TEMPORARY MARKINGS BY WATER OR SAND BLASTING.
2. SIX TEMPORARY BATTERY OPERATED STEADY BURNING LIGHTS WILL BE PLACED AT DUSK AT DISPLACED THRESHOLD LOCATION. LENSES WILL BE GREEN ON ONE SIDE (APPROACH END) AND RED ON THE OTHER (DEPARTURE DIRECTION)
3. REMOVING EXISTING RUNWAY STRIPE, PLACING THRESHOLD MARKINGS, TEMPORARY LIGHTS AND REMOVING TEMPORARY MARKINGS AND REPLACING ORIGINAL THRESHOLD MARKINGS SHALL BE PAID UNDER ITEM P-620-5.1.

RELOCATED THRESHOLD MARKINGS

N.T.S.

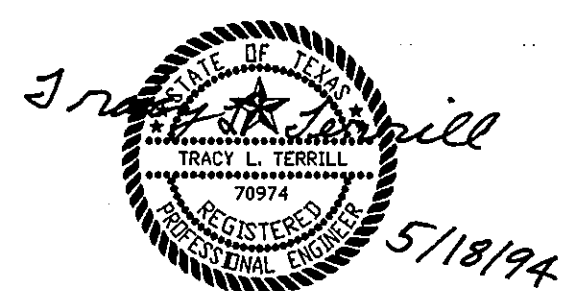


ELEVATION

TIMBER BARRICADE (TYPE "A")

N.T.S.

AS BUILT
OCT 20 1995



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06	Date	Revisions	By
DRAWN: J.R.H.	BID NO. 94-33			
CHECKED: L.D.T.	JOB NO. Y8024.60			
SCALE: NOT TO SCALE				

Greiner, Inc.
Greiner, Inc.
Fort Worth, Texas

Engineers, Architects
and Planners



ADDISON AIRPORT

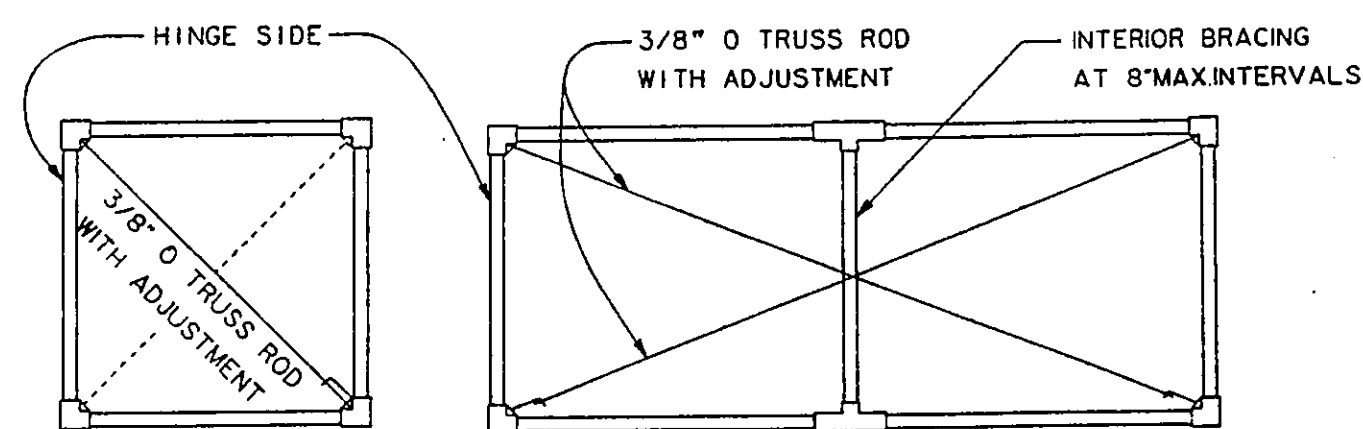
MISCELLANEOUS DETAILS

SHEET
27
DATE: MAY, 1994

GATE FRAME DIMENSIONS & WEIGHTS (FED. SPEC. RR-F-191)					
DESCRIPTION	SECTION	STEEL FRAME		ALUMINUM FRAME #	
		OUTER DIMENSION (INCHES)	WEIGHT (LBS./FT.)	OUTER DIMENSION (INCHES)	WEIGHT
FABRIC HEIGHT 6' & LESS & LEAF WIDTH 8' OR LESS	○	1.66	2.27	1.90	0.94
	□	1.50	1.90	2.00	0.94
FABRIC HEIGHT OVER 6' & / OR ALL LEAF WIDTHS OVER 8'	○	1.90	2.72	1.90	0.94
	□	2.00	2.60	2.00	0.94
INTERIOR BRACING	○	1.66	2.27	1.90	0.94
	□	1.50	1.90	2.00	0.94

* SEE FAA SPEC. F-162 FOR DETAILS TO BE USED ONLY WITH ALUMINUM FENCE

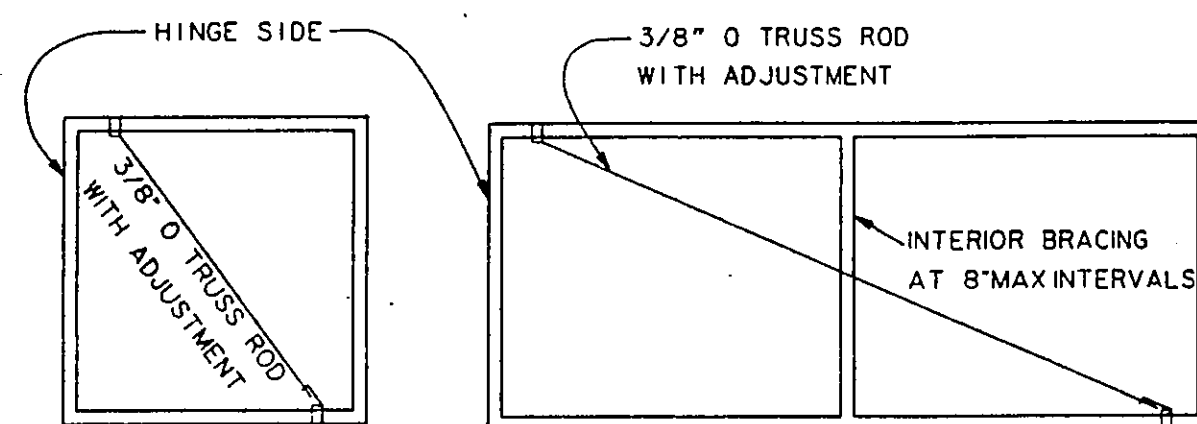
WHEN BARBED WIRE TOP IS SPECIFIED, THE GATE FRAME END MEMBERS SHALL BE EXTENDED 12" MINIMUM ABOVE TOP HORIZONTAL MEMBER TO ATTACH THREE UNIFORMLY SPACED WIRES. SPACE ADDITIONAL SUPPORTS AT 8" MAXIMUM.



8' WIDE OR LESS

MORE THAN 8' WIDE

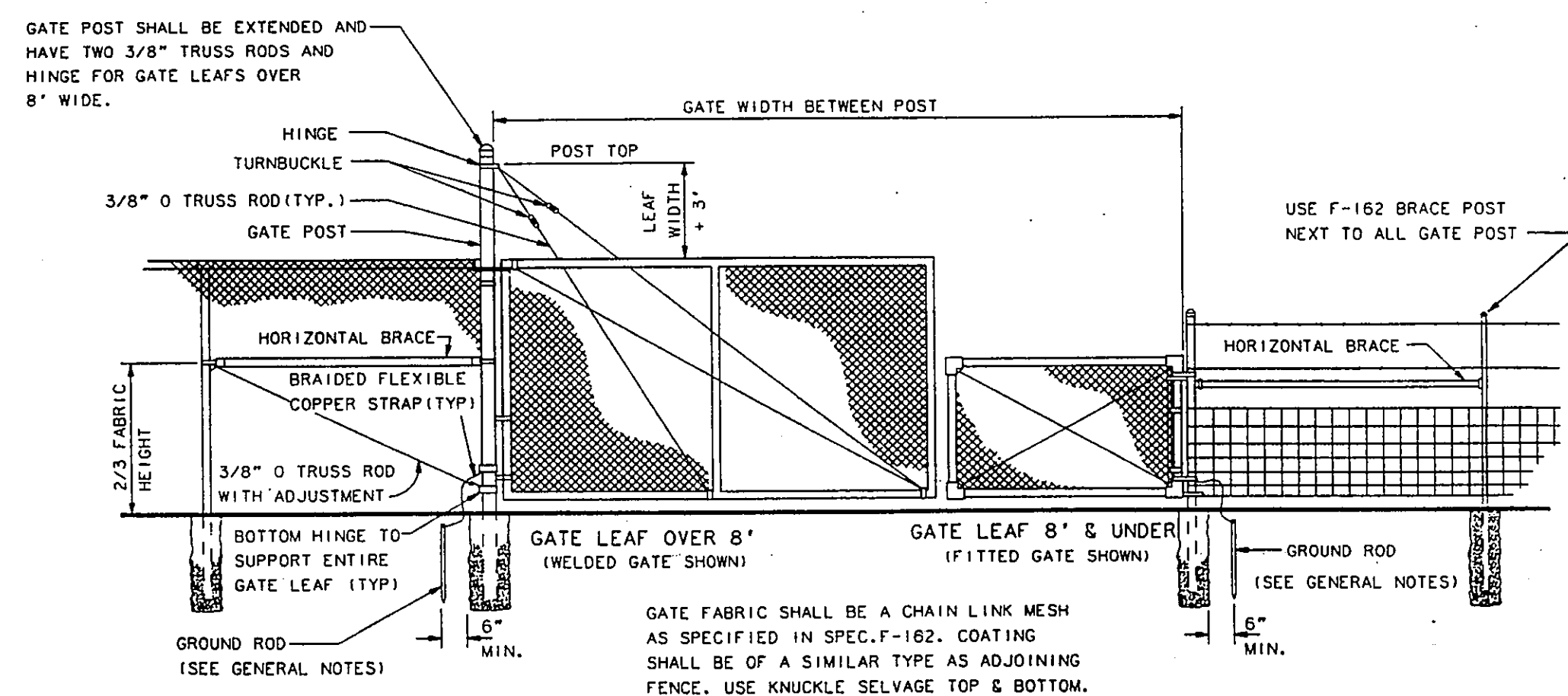
FITTED CONNECTIONS



8' WIDE OR LESS
(TRUSS ROD NOT REQUIRED FOR LEAFS 5' AND UNDER)

MORE THAN 8' WIDE

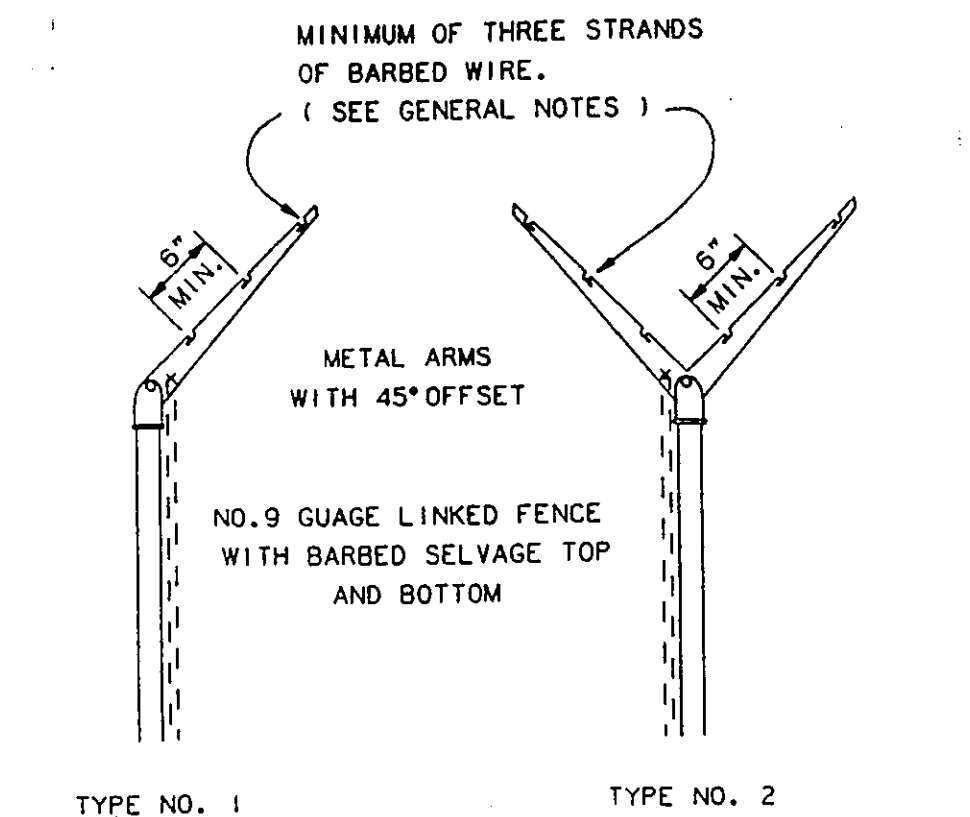
**WELDED CONNECTIONS
GATE FRAMES**



GATE FABRIC SHALL BE A CHAIN LINK MESH AS SPECIFIED IN SPEC. F-162. COATING SHALL BE OF A SIMILAR TYPE AS ADJOINING FENCE. USE KNUCKLE SELVAGE TOP & BOTTOM.

DIMENSIONS	GATE WIDTH (ONE LEAF)			
	6' AND LESS	OVER 6' THROUGH 10'	OVER 10' THROUGH 15'	OVER 15' THROUGH 18'
A	12"	16"	20"	24"
B	48"	56"	62"	68"
C.Y. CONC.	0.13	0.26	0.45	0.70

NOTE: NO SEPARATE PAYMENT FOR CONC. USED FOR FENCE POST ANCHORS.



FENCE POST SHALL BE SET BACK SO BARBED WIRE DOES NOT EXTEND OVER PROPERTY LINES. TYPE NO. 1 ARMS SHALL BE INSTALLED ON SIDE AWAY FROM AIRPORT PROPERTY OR AIRCRAFT OPERATIONS AREA.

BARBED WIRE EXTENSION ARMS

CHAIN LINK FENCE MEMBERS DIMENSIONS & WEIGHTS (FED. SPEC. RR-F-00191)					
DESCRIPTION	SECTION	STEEL FRAME		ALUMINUM FRAME #	
		OUTSIDE DIMENSIONS (INCHES)	WEIGHT (LBS./FT.)	OUTSIDE DIMENSIONS (INCHES)	WEIGHT (LBS./FT.)
CORNER, BRACE, END, & PULL POSTS	○	2.375	3.65	2.375	1.253
	□	2.00	3.65	2.50	1.253
	○	2.875	5.79	2.875	2.00
	□	2.50	5.70	3.00	2.00
	ROLL FORM	3.5 x 3.5	5.10		
GATE POSTS	○	2.875	5.79	2.875	2.00
	□	2.50	5.70	3.00	2.00
	ROLL FORM	3.5 x 3.5	5.10		
GATE LEAF WIDTH OVER 6' THRU 13'	○	4.00	9.10	4.00	3.00
	○	6.625	18.97	6.625	7.00
	○	8.625	24.70	8.625	10.50
	○	1.90	2.72	1.90	0.94
LINE POSTS	○	2.375	3.65	2.375	1.25
	○	1.90	2.72	1.90	0.94
FABRIC HEIGHTS 6' & LESS	○	1.875x1.625	2.70	1.875x1.625	0.91
	○	x0.113		x0.113	
FABRIC HEIGHTS 8' & LESS	○	2.25x1.95	4.10	2.25x1.95	1.25
	○	x0.143		x0.143	
RAIL & BRACES	○	1.660	1.806	1.660	0.786
	○	1.625x1.250	1.35		

NOTES: CLASS E FENCE

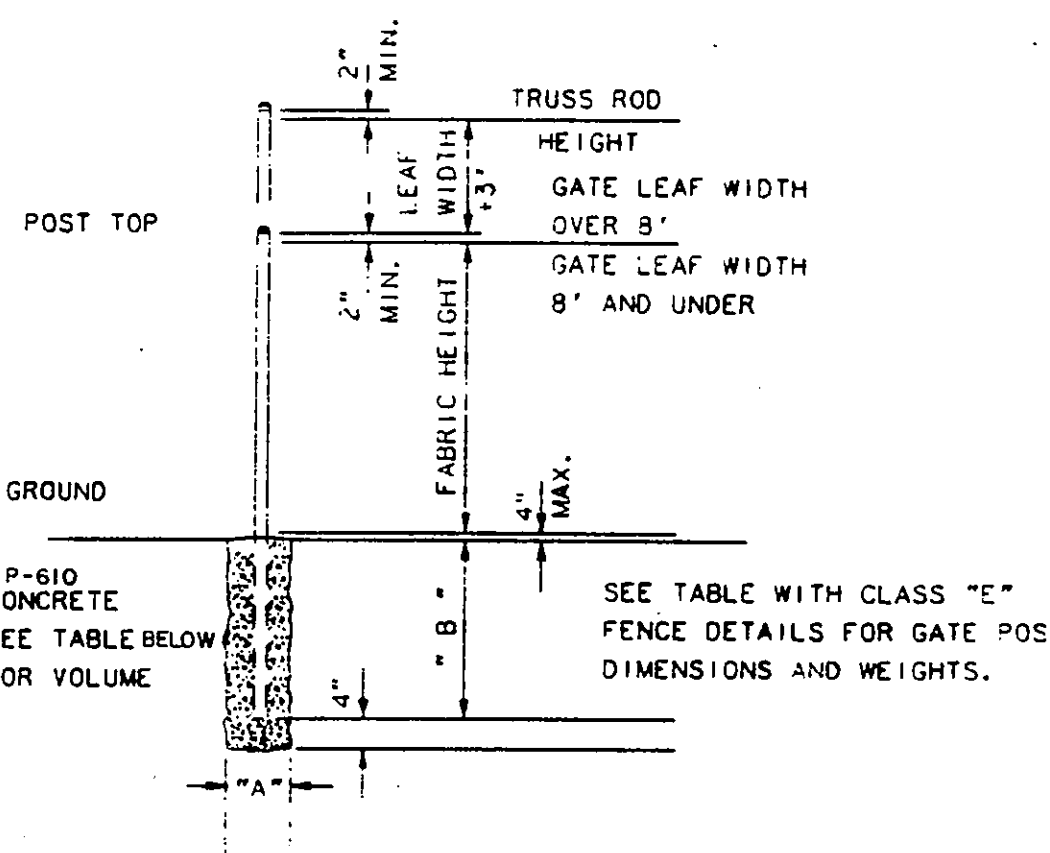
- FABRIC: 2"x2" NO. 9 GAUGE WIRE MESH PER ASTM A392-CLASS 11 (GALVANIZED) ASTM A401 (ALUMINUM COATED) ASTM B112-ALLOY 6061-T94 (ALUMINUM COATED) FED. SPEC. RR-F-191 (POLYETHYLENE-CHLORIDE COATED) UNLESS OTHERWISE SPECIFIED ON CONTRACT PLANS.
- SELVAGE, RAILS & TENSION WIRES: FENCES 60" AND UNDER IN TERMINAL AREAS SHALL HAVE KNUCKLE SELVAGE AND RAILS TOP AND BOTTOM. HAZARDOUS AND SECURITY AREAS TO BE FENCED SHALL HAVE BARBED SELVAGE TOP AND BOTTOM WITHOUT RAILS. WHEN RAILS ARE OMITTED, NO. 7 GAUGE STEEL OR NO. 8 GAUGE ALUMINUM TENSION WIRES SHALL BE PROVIDED. IF RAILS AND BARBED SELVAGE ARE SPECIFIED THE BARBS SHALL EXTEND 1" ABOVE THE TOP RAIL.
- POSTS: SEE TABLE AT LEFT.
- FABRIC FASTENERS: MINIMUM 3/16"x3/4" STRETCHER BAR BANGED TO TERMINAL POSTS, OR INTEGRAL FABRIC FITTINGS ON TERMINAL POSTS. USE NO. 6 WIRE CLIPS FOR LINE POSTS AND NO. 9 WIRE CLIPS FOR BRACES, RAILS, AND TENSION WIRES. ALL FASTENERS SPACED 14" MAX. VERTICALLY, 24" MAX. HORIZONTALLY.
- COATINGS: ZINC COATINGS ON POSTS, RAILS, GATE FRAMES AND STEEL FITTINGS SHALL AVERAGE 2.0 OZ./SQ. FT. PER ASTM A123. NO INDIVIDUAL SPECIMEN SHALL HAVE LESS THAN 1.6 OZ./SQ. FT. IF OTHER TYPES OF COATINGS ARE FURNISHED, THEY SHALL MEET THE APPROPRIATE ASTM OR FEDERAL SPECIFICATION IN NOTE 1.
- FENCE HEIGHT: THE FABRIC HEIGHT IS THE NORMAL FENCE HEIGHT.

GENERAL NOTES

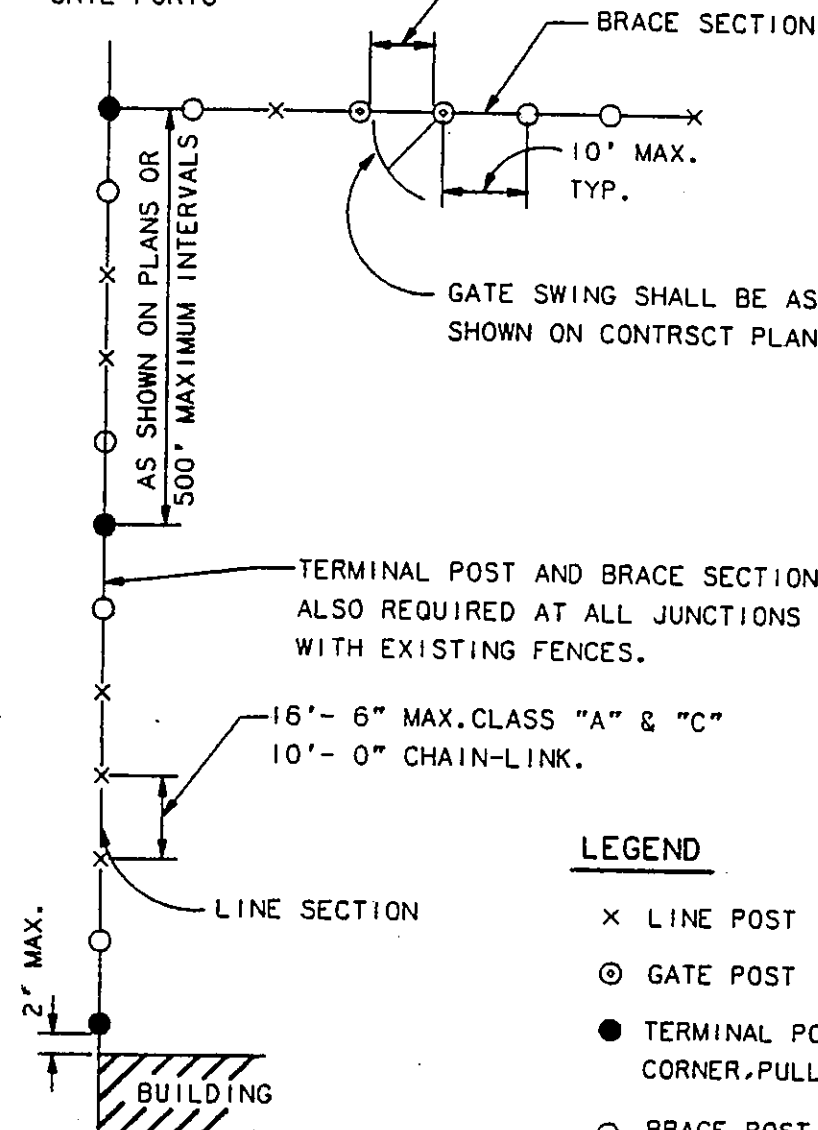
- DIMENSIONS:**
ALL DIMENSIONS, SIZES, GAUGES, WEIGHTS OR THICKNESSES SHOWN ARE THE MINIMUM ACCEPTABLE. UNLESS OTHERWISE INDICATED.
- SPECIFICATIONS:**
THE FEDERAL SPECIFICATIONS SHOWN SHALL BE INTERPRETED TO MEAN THE LATEST ISSUE OR AMENDMENT OF SUCH SPECIFICATION IN EFFECT OF THE DATE OF PLAN APPROVAL.
FAA SPECIFICATIONS SHOWN ARE FROM THE FEDERAL AVIATION ADMINISTRATION STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS.
MATERIALS AND CONSTRUCTION METHODS NOT DETAILED HEREON, SHALL BE IN ACCORDANCE WITH THE FAA SPECIFICATIONS LIST UNLESS OTHERWISE NOTED ON THE CONTRACT PLANS.
- MEASUREMENTS:**
FENCES ARE MEASURED IN PLACE, FROM OUTSIDE TO OUTSIDE OF END CORNER OR GATE POST. MEASUREMENT DOES NOT INCLUDE GATE OPENINGS.
GATES ARE MEASURED IN UNITS FOR EACH TYPE AND SIZE INSTALLED.

CHAIN LINK FENCE, CLASS E, FAA SPEC. F-162

OVERALL POST HEIGHTS VARY WITH POST TOP DESIGN OF MANUFACTURER



GATE WIDTH SPECIFIED IS CLEAR OPENING BETWEEN GATE PORTS



LEGEND

- × LINE POST
- GATE POST
- TERMINAL POST, END CORNER, PULL (ANCHOR)
- BRACE POST

**TYPICAL FENCE LAYOUT
ALL CLASSES**



AS BUILT
OCT 20 1995

DESIGN: T.L.T.	A.P. NO. 9-48-0063-06		
DRAWN: M.J.C.	BID NO. 94-33		
CHECKED: L.D.T.	JOB NO. Y8024.60	Date	Revisions
SCALE: NOT TO SCALE			By

Greiner, Inc.
Greiner, Inc.
Fort Worth, Texas
Engineers, Architects
and Planners

ADDISON AIRPORT

FENCING DETAILS

SHEET 28
DATE: MAY, 1994

LOG OF BORING NO. B-1

PROJECT: ADDISON AIRPORT IMPROVEMENTS
CLIENT: GREINER, INC.
DATE: 2/11/94

LOCATION: SEE FIGURE 1
ADDISON, TEXAS
SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA					DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.					
DEPTH (FT)	SAMPLE TYPE	N: SPT BLOW/SFT	T: THD BLOW/SFT	P: HAND PEN. TSF	MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTICITY INDEX, %	MINUS NO. 200 SIEVE, %	COMPRESSIVE STRENGTH, KSF	FAILURE STRAIN (%)	CONFINING PRESSURE (PSI)
1.75		25										
2.0		32										
1.75		85										
DESCRIPTION OF STRATUM												
Grayish brown calcareous CLAY with white limestone fragments and pebbles (CH)												
4.0												
Tan and orange brown calcareous CLAY with pebbles												
6.0												
Tan LIMESTONE												
10.0												

LOG OF BORING NO. B-2

PROJECT: ADDISON AIRPORT IMPROVEMENTS
CLIENT: GREINER, INC.
DATE: 2/11/94

LOCATION: SEE FIGURE 1
ADDISON, TEXAS
SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA					DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.					
DEPTH (FT)	SAMPLE TYPE	N: SPT BLOW/SFT	T: THD BLOW/SFT	P: HAND PEN. TSF	MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTICITY INDEX, %	MINUS NO. 200 SIEVE, %	COMPRESSIVE STRENGTH, KSF	FAILURE STRAIN (%)	CONFINING PRESSURE (PSI)
2.0		30										
3.25		51										
2.0		27										
1.5		24										
DESCRIPTION OF STRATUM												
Brown, light brown and tan calcareous CLAY with limestone gravel (FILL)												
3.0												
Dark grayish brown CLAY												
5.0												
Tan LIMESTONE												
10.0												

94-038 SOUTHWESTERN LABORATORIES, INC.

LOG OF BORING NO. B-3

PROJECT: ADDISON AIRPORT IMPROVEMENTS
CLIENT: GREINER, INC.
DATE: 2/11/94

LOCATION: SEE FIGURE 1
ADDISON, TEXAS
SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA					DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.					
DEPTH (FT)	SAMPLE TYPE	N: SPT BLOW/SFT	T: THD BLOW/SFT	P: HAND PEN. TSF	MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTICITY INDEX, %	MINUS NO. 200 SIEVE, %	COMPRESSIVE STRENGTH, KSF	FAILURE STRAIN (%)	CONFINING PRESSURE (PSI)
4.5		30										
1.25		72										
1.25		29										
4.3		43										
DESCRIPTION OF STRATUM												
Dark grayish brown calcareous CLAY with gravel (CH)												
2.0												
Dark brown to grayish brown calcareous CLAY												
3.0												
Tan calcareous CLAY												
4.0												
Tan LIMESTONE												
10.0												

LOG OF BORING NO. B-4

PROJECT: ADDISON AIRPORT IMPROVEMENTS
CLIENT: GREINER, INC.
DATE: 2/11/94

LOCATION: SEE FIGURE 1
ADDISON, TEXAS
SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA					DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.					
DEPTH (FT)	SAMPLE TYPE	N: SPT BLOW/SFT	T: THD BLOW/SFT	P: HAND PEN. TSF	MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTICITY INDEX, %	MINUS NO. 200 SIEVE, %	COMPRESSIVE STRENGTH, KSF	FAILURE STRAIN (%)	CONFINING PRESSURE (PSI)
1.5												
1.5												
DESCRIPTION OF STRATUM												
Light brown calcareous CLAY with limestone gravel												
1.0												
Yellowish brown to tan calcareous CLAY												
2.0												
Tan calcareous CLAY												
3.0												
Tan LIMESTONE												
10.0												

94-038 SOUTHWESTERN LABORATORIES, INC.

LOG OF BORING NO. B-5

PROJECT: ADDISON AIRPORT IMPROVEMENTS
CLIENT: GREINER, INC.
DATE: 2/11/94

LOCATION: SEE FIGURE 1
ADDISON, TEXAS
SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA					DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.					
DEPTH (FT)	SAMPLE TYPE	N: SPT BLOW/SFT	T: THD BLOW/SFT	P: HAND PEN. TSF	MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTICITY INDEX, %	MINUS NO. 200 SIEVE, %	COMPRESSIVE STRENGTH, KSF	FAILURE STRAIN (%)	CONFINING PRESSURE (PSI)
3.5												
1.5												
1.5												
DESCRIPTION OF STRATUM												
Light brown calcareous CLAY with limestone gravel (FILL)												
1.0												
Tan LIMESTONE fragments with tan and brown CLAY (FILL)												
3.0												
Light brown calcareous CLAY												
5.0												
Tan weathered LIMESTONE												
6.0												
Tan and light brown calcareous CLAY												
8.0												
Tan LIMESTONE												
10.0												

LOG OF BORING NO. B-6

PROJECT: ADDISON AIRPORT IMPROVEMENTS
CLIENT: GREINER, INC.
DATE: 2/11/94

LOCATION: SEE FIGURE 1
ADDISON, TEXAS
SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA					DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.					
DEPTH (FT)	SAMPLE TYPE	N: SPT BLOW/SFT	T: THD BLOW/SFT	P: HAND PEN. TSF	MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTICITY INDEX, %	MINUS NO. 200 SIEVE, %	COMPRESSIVE STRENGTH, KSF	FAILURE STRAIN (%)	CONFINING PRESSURE (PSI)
1.7												
4.6												
2.1												
2.5												
DESCRIPTION OF STRATUM												
Light brown calcareous CLAY with white and tan limestone fragments												
3.0												
Tan calcareous CLAY												
4.0												
Tan LIMESTONE												
10.0												

94-038 SOUTHWESTERN LABORATORIES, INC.

LOG OF BORING NO. B-7

PROJECT: ADDISON AIRPORT IMPROVEMENTS
CLIENT: GREINER, INC.
DATE: 2/11/94

LOCATION: SEE FIGURE 1
ADDISON, TEXAS
SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA					DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.					
DEPTH (FT)	SAMPLE TYPE	N: SPT BLOW/SFT	T: THD BLOW/SFT	P: HAND PEN. TSF	MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTICITY INDEX, %	MINUS NO. 200 SIEVE, %	COMPRESSIVE STRENGTH, KSF	FAILURE STRAIN (%)	CONFINING PRESSURE (PSI)
1.75		31										
30		82										
29		53										
78												
DESCRIPTION OF STRATUM												
Dark grayish brown calcareous CLAY with limestone pebbles (CH)												
2.0												
Grayish brown to light brown calcareous CLAY with limestone pebbles												
7.0												
Tan and light brown calcareous CLAY												
10.0												

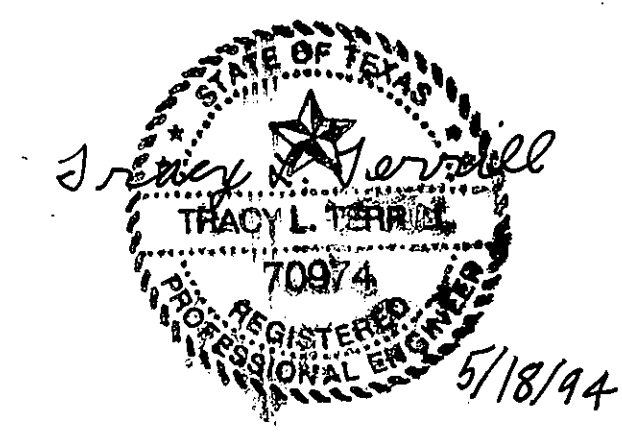
LOG OF BORING NO. B-8

PROJECT: ADDISON AIRPORT IMPROVEMENTS
CLIENT: GREINER, INC.
DATE: 2/11/94

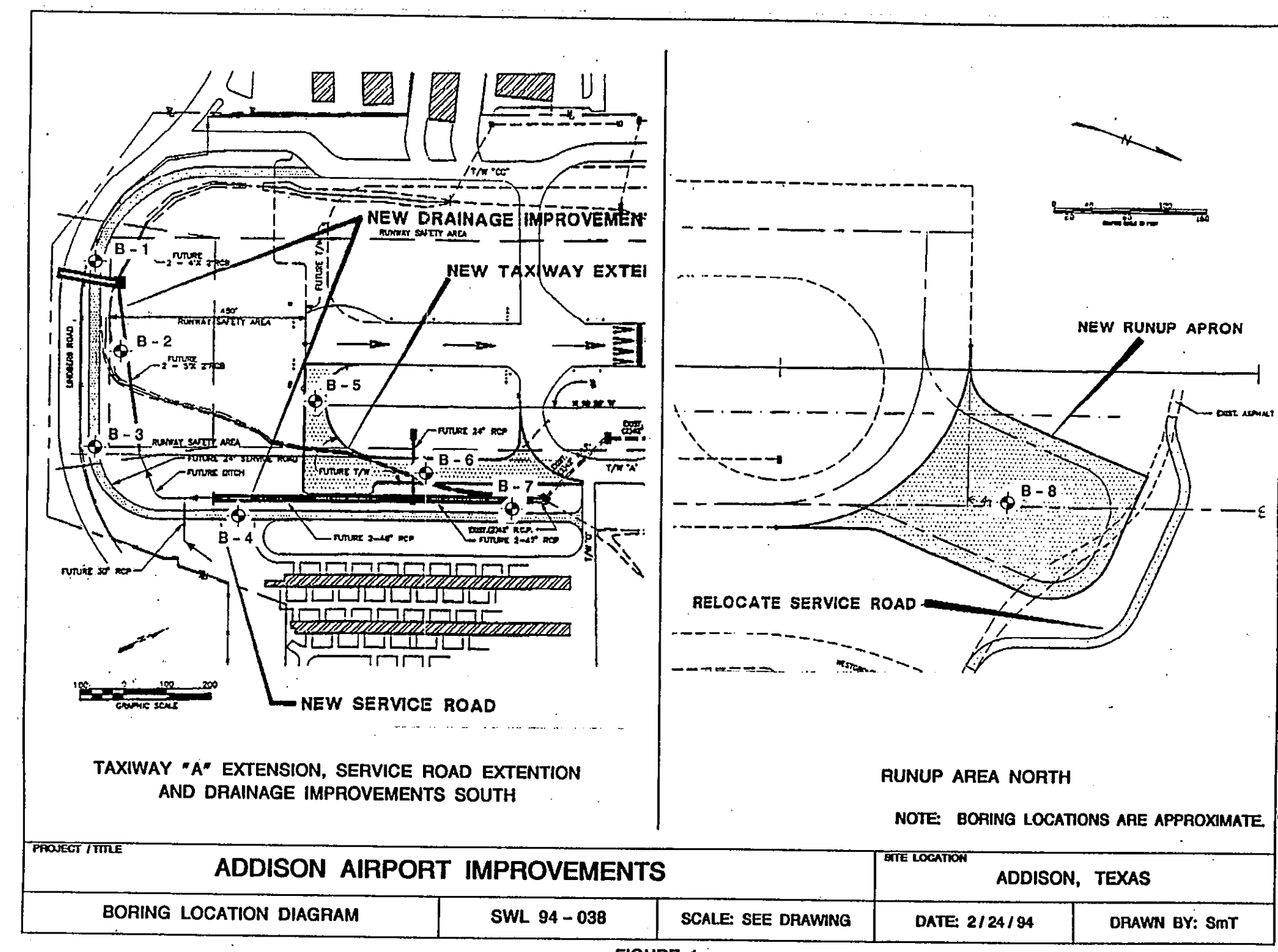
LOCATION: SEE FIGURE 1
ADDISON, TEXAS
SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA					DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.					
DEPTH (FT)	SAMPLE TYPE	N: SPT BLOW/SFT	T: THD BLOW/SFT	P: HAND PEN. TSF	MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTICITY INDEX, %	MINUS NO. 200 SIEVE, %	COMPRESSIVE STRENGTH, KSF	FAILURE STRAIN (%)	CONFINING PRESSURE (PSI)
1.7												
4.6												
2.1												
2.5												
DESCRIPTION OF STRATUM												
Tan and light brown calcareous CLAY with white limestone fragments (CL)												
2.0												
Tan and white LIMESTONE												
3.5												
Gray LIMESTONE												
10.0												

94-038 SOUTHWESTERN LABORATORIES, INC.



AS-BUILT
OCT 20 1995



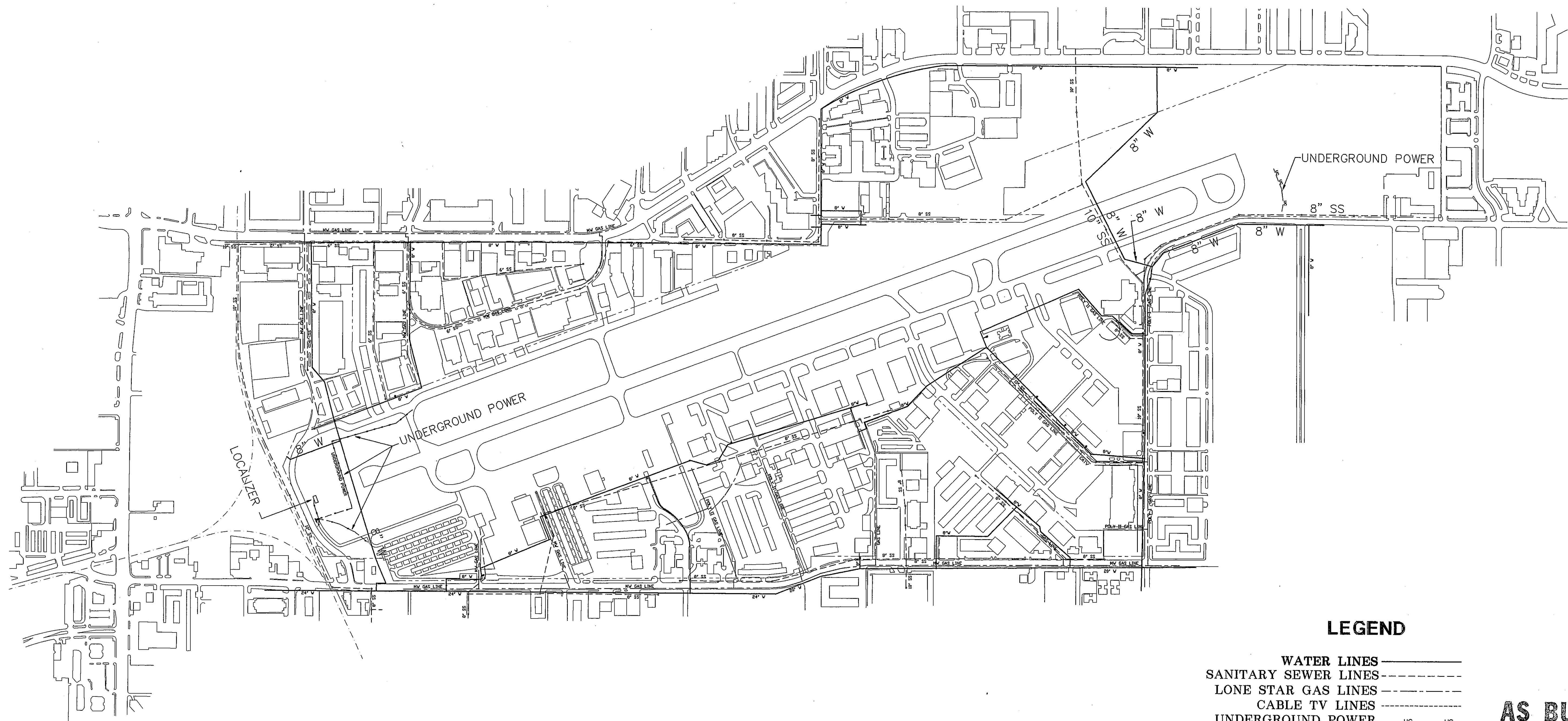
PROJECT TITLE		ADDISON AIRPORT IMPROVEMENTS		SITE LOCATION		ADDISON, TEXAS	
BORING LOCATION DIAGRAM		SWL 94-038	SCALE: SEE DRAWING	DATE: 2/24/94	DRAWN BY: Smt		

DESIGN: T.L.T.	ALP. NO. 3-48-0063-06
DRAWN: M.J.C.	BID NO. 94-33
CHECKED: L.D.T.	JOB NO. Y8024.60
SCALE: NOT TO SCALE	

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Fort Worth, Texas

ADDISON AIRPORT

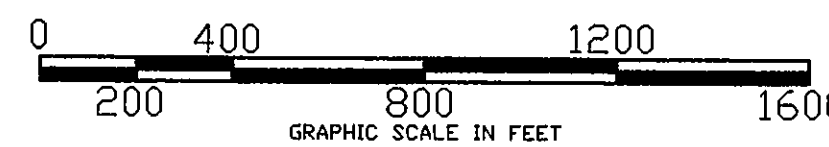
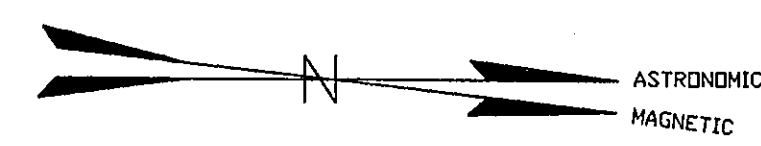
BORING LOGS



LEGEND

- WATER LINES ————
- SANITARY SEWER LINES - - - - -
- LONE STAR GAS LINES - - - - -
- CABLE TV LINES - - - - -
- UNDERGROUND POWER — UC — UC —

AS BUILT
OCT 20 1995



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

DESIGN: <u>T.L.T.</u>	A.I.P. NO. <u>3-48-0063-06</u>	Date	Revisions	By
DRAWN: <u>M.J.C.</u>	BID NO. <u>94-33</u>			
CHECKED: <u>L.D.T.</u>	JOB NO. <u>Y8024.60</u>			
SCALE: 1" = 400'				

Greiner, Inc.
Greiner, Inc.
Fort Worth, Texas

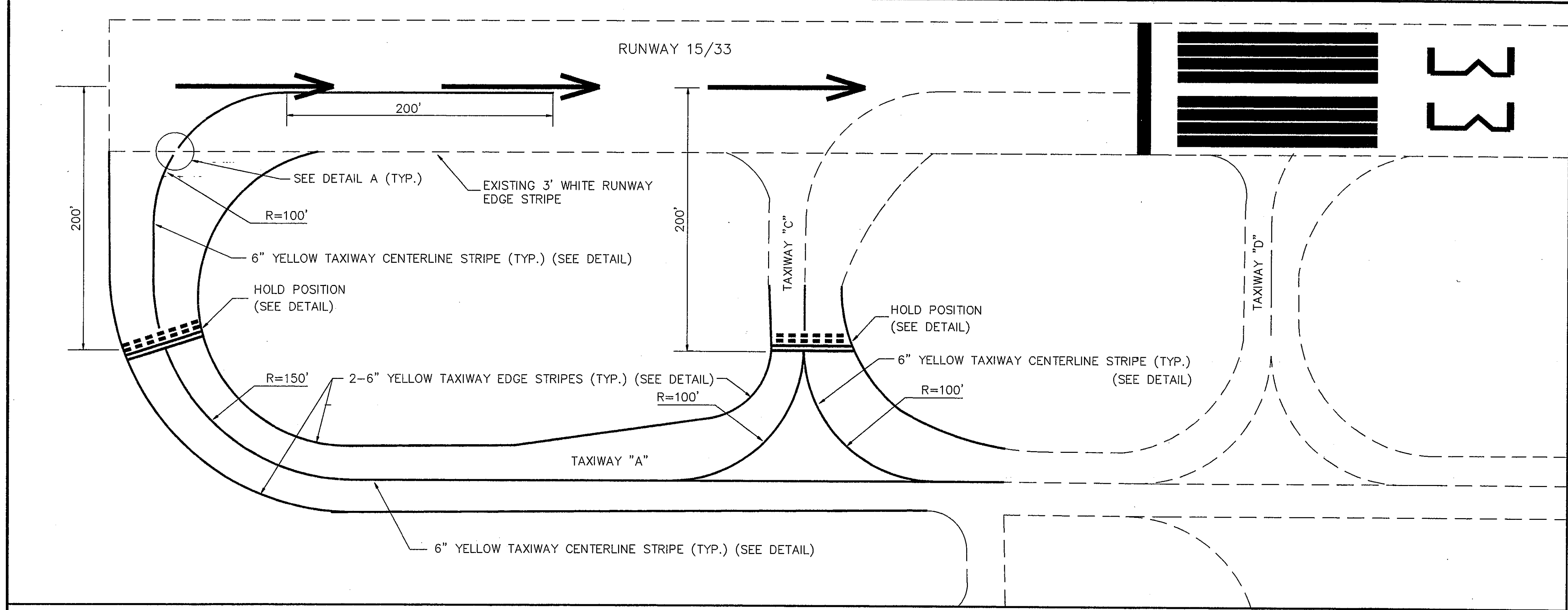
Engineers, Architects
and Planners



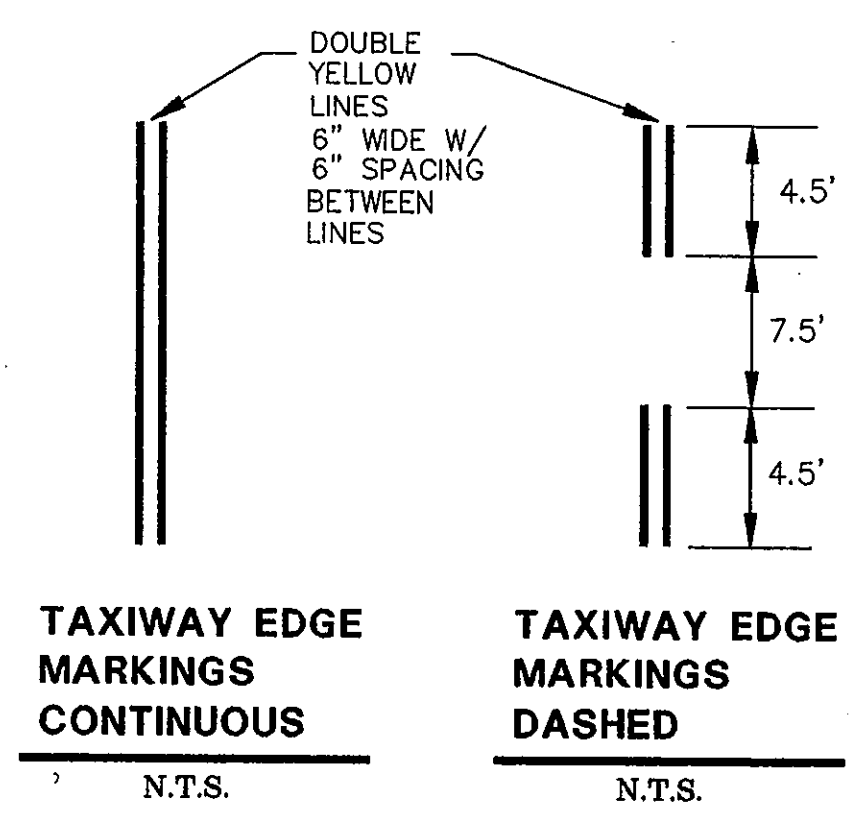
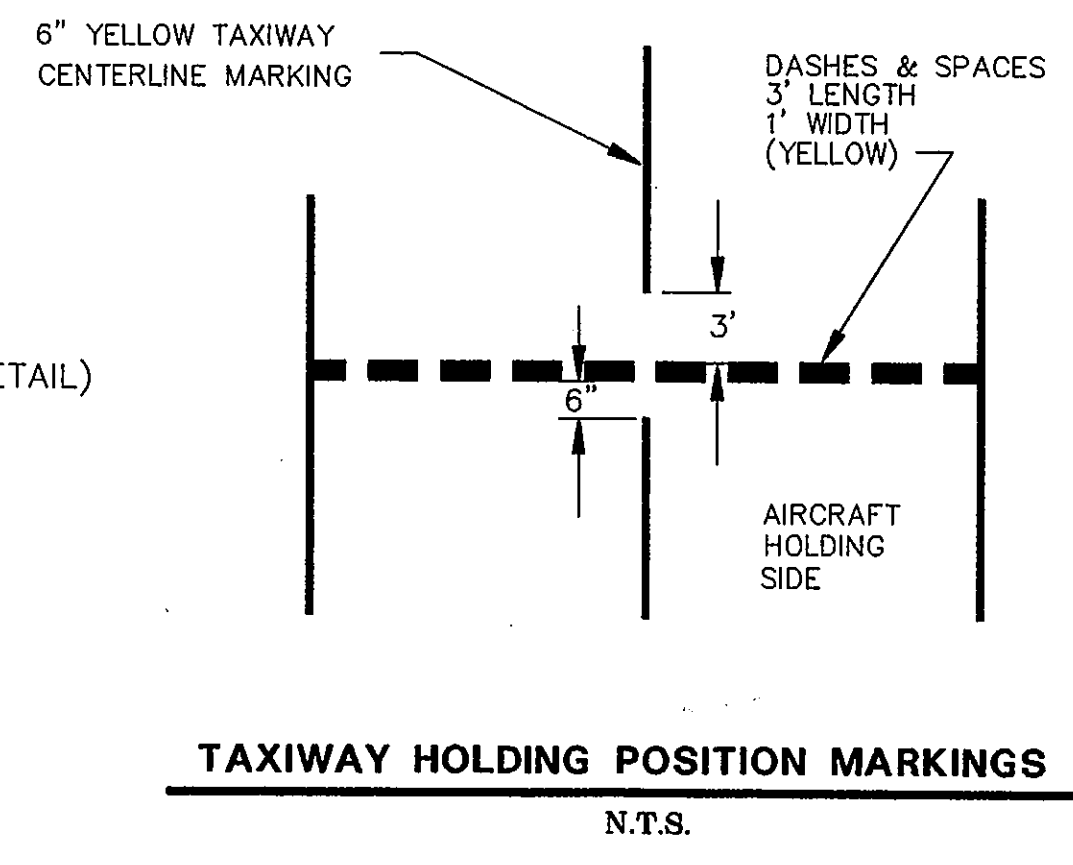
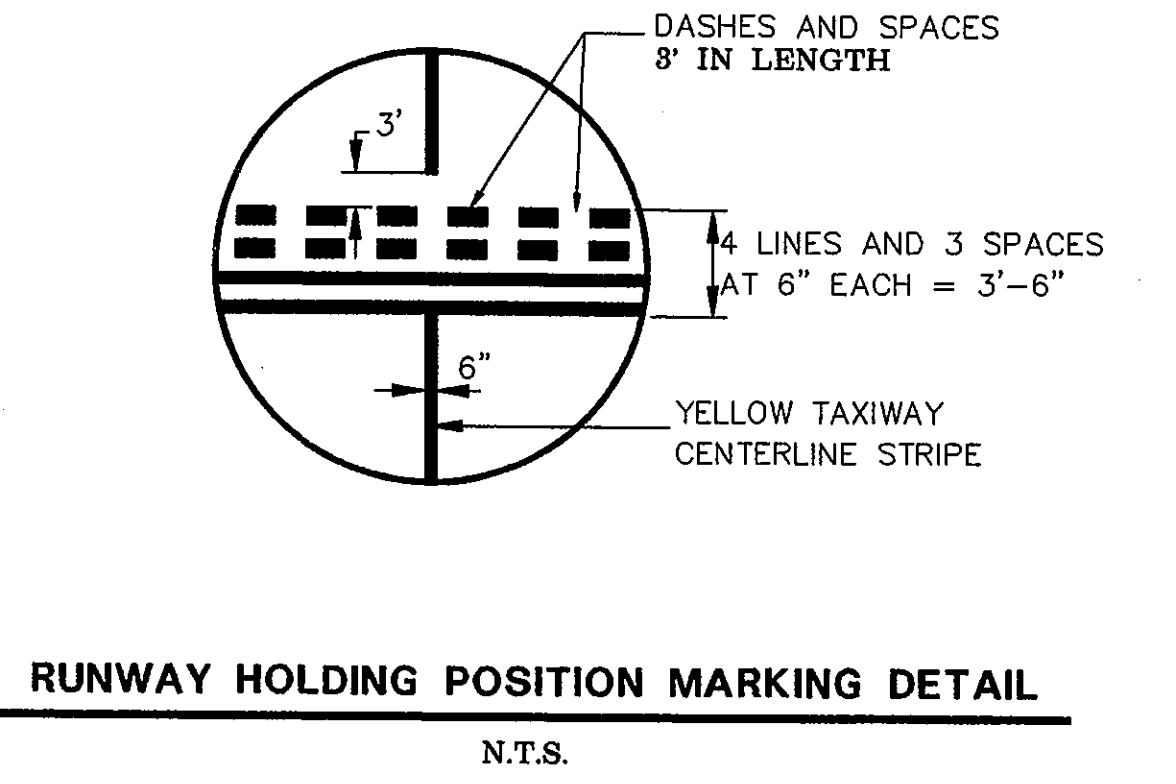
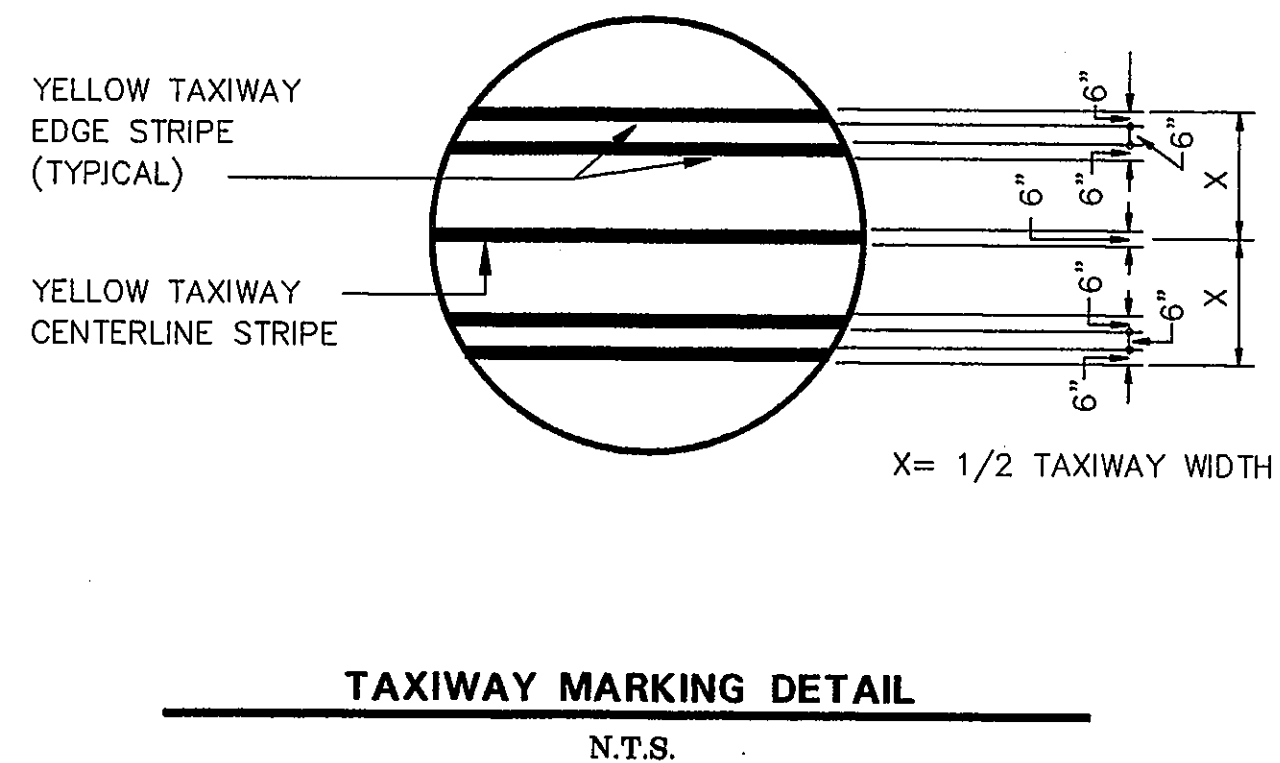
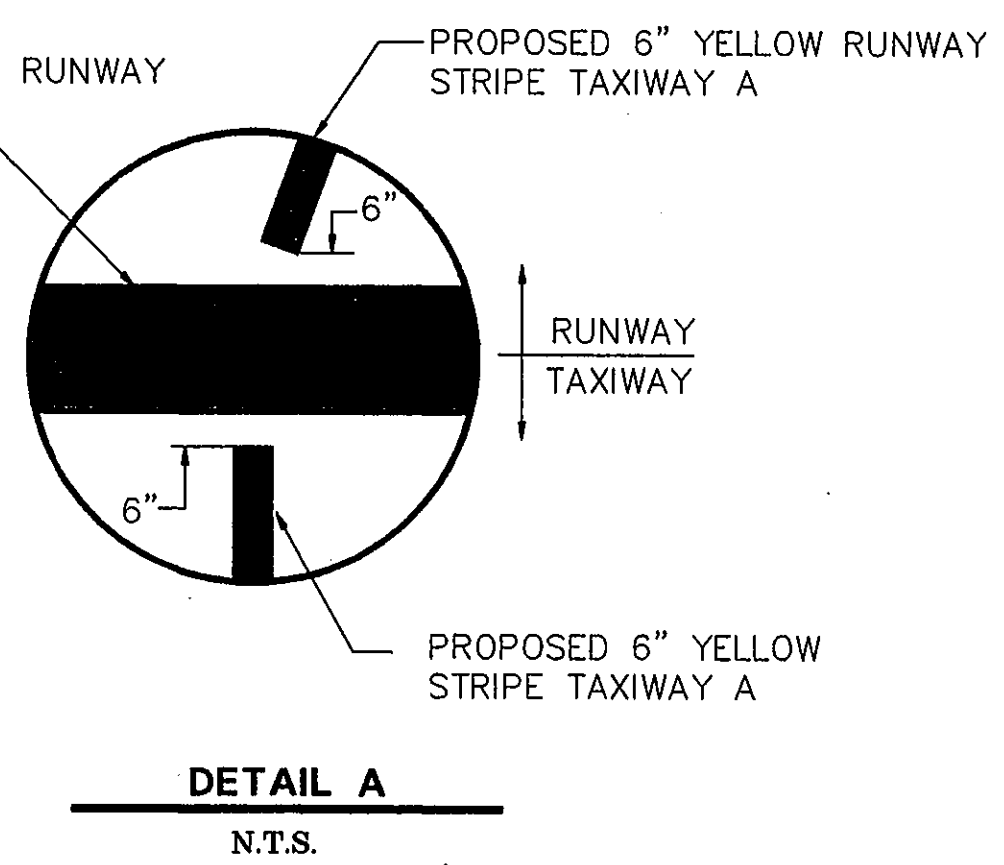
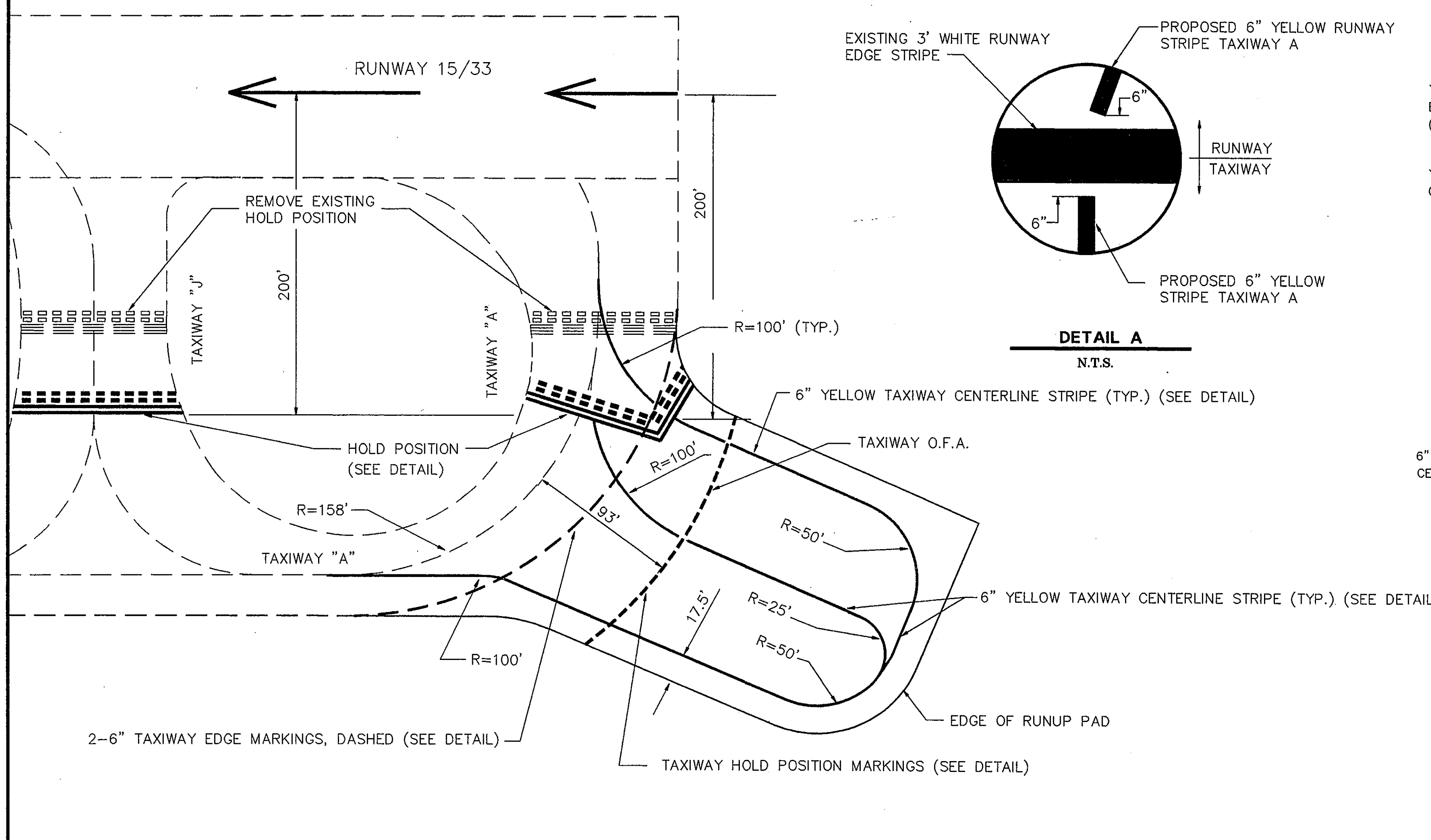
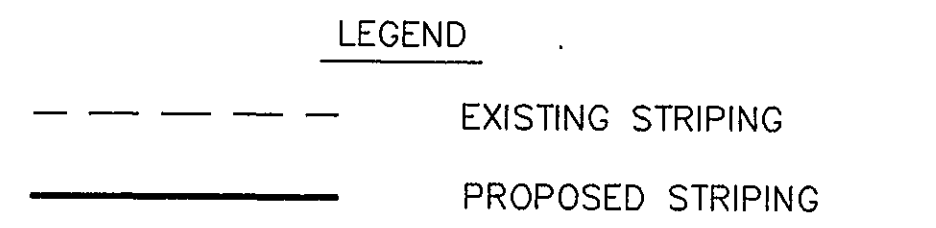
ADDISON AIRPORT

UTILITY PLAN

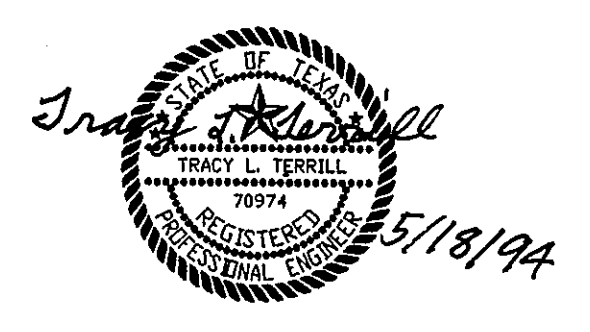
SHEET
30
DATE/MAY, 1994



- GENERAL MARKING NOTES**
1. ALL TAXIWAY MARKING SHALL BE REFLECTIVE AVIATION YELLOW.
 2. EXISTING TAXIWAY MARKINGS SHALL BE REMOVED TO THE APPROVAL OF THE ENGINEER, PRIOR TO REMARKING FOR PROPOSED STRIPING LAYOUT.
 3. ALL MARKINGS SHALL BE IN ACCORDANCE WITH SPECIFICATION P-620.
 4. HAND SPRAYING IS NOT ACCEPTABLE.
 5. ANY MARKING TO BE OBLITERATED SHALL BE INCIDENTAL TO THE COST OF P-620 MARKING.



AS BUILT
OCT 20 1995



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

DESIGN: T.L.T.	A.L.P. NO: 3-48-0063-06	Date	Revisions	By
DRAWN: J.R.H.	BID NO: 94-33			
CHECKED: L.D.T.	JOB NO: Y8024.60			
SCALE: 1"=50'				

Greiner, Inc.
Engineers, Architects and Planners
Fort Worth, Texas



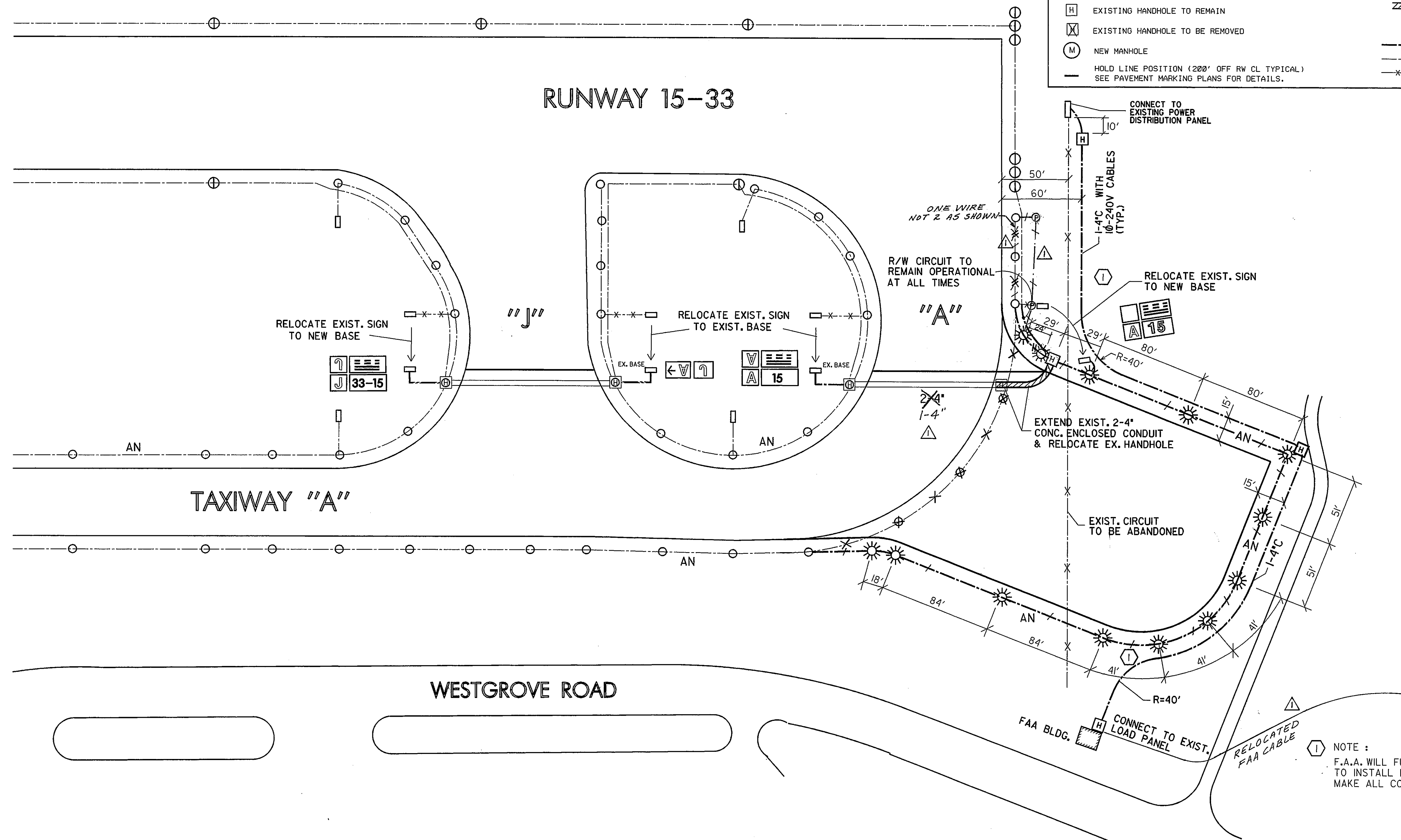
ADDISON AIRPORT

MARKING PLAN AND DETAILS

SHEET 31
DATE/MAY, 1994

LEGEND:

- MANDATORY GUIDANCE SIGN TO BE INSTALLED AND LOCATED 35' FROM EDGE OF PAVEMENT AT THE TAXIWAY HOLD LINE.
- ADVISORY GUIDANCE SIGN TO BE INSTALLED AND LOCATED 35' FROM EDGE OF PAVEMENT AT P.C. OR P.T. LOCATION.
- TAXIWAY LOCATION SIGN TO BE INSTALLED AS A PART OF GUIDANCE SIGN AS INDICATED ON PLAN
- RUNWAY SAFETY AREA HOLD LINE TO BE INSTALLED ON THE OPPOSITE SIDE OF MANDATORY GUIDANCE SIGN AT 200' FROM R/W CL AND 35' OFF ADJ. TAXIWAYS AS INDICATED ON PLAN
- NEW CONCRETE HANDHOLE TO BE LOCATED 10' FROM EDGE OF PAVEMENT AND AT THE END OF THE CONDUIT CROSSING THE TAXIWAY
- PULL BOX
- EXISTING HANDHOLE TO REMAIN
- EXISTING HANDHOLE TO BE REMOVED
- NEW MANHOLE
- HOLD LINE POSITION (200' OFF RW CL TYPICAL) SEE PAVEMENT MARKING PLANS FOR DETAILS.
- EXISTING SIGN AND FOUNDATION
- PROPOSED SIGN AND FOUNDATION
- EXISTING RUNWAY EDGELIGHT TO BE REMOVED.
- EXISTING TAXIWAY EDGELIGHT TO BE REMOVED, SALVAGED & RETURNED TO ADDISON AIRPORT.
- EXISTING TAXIWAY EDGELIGHT TO REMAIN
- PROPOSED TAXIWAY EDGELIGHT
- EXISTING ELECTRICAL CONDUIT
- NEW ELECTRICAL CONDUIT OR DUCT BANK SIZE AS INDICATED ON PLAN
- KS PROPOSED CIRCUIT DESIGNATION
- PROPOSED CIRCUIT
- EXISTING CIRCUIT
- REMOVE EXISTING CIRCUIT



NOTE: F.A.A. WILL FURNISH ALL CABLES FOR CONTRACTOR TO INSTALL IN 1-4" CONDUIT. CONTRACTOR SHALL MAKE ALL CONNECTIONS TO EXISTING FACILITY.

AS BUILT
OCT 20 1995

DESIGN: P. SRIBHEN, P.E.	A.I.P. NO. 3-48-0063-06		
DRAWN: PSA ENGINEERING	BID NO.: 94-33	4-20-95	AS-BUILT CHANGES
CHECKED: P. SRIBHEN, P.E.	JOB NO.: PSA 9402	Date	Revisions
SCALE: 1"= 40'			By J.R.H.

Greiner Fort Worth, Texas
Engineers, Architects and Planners

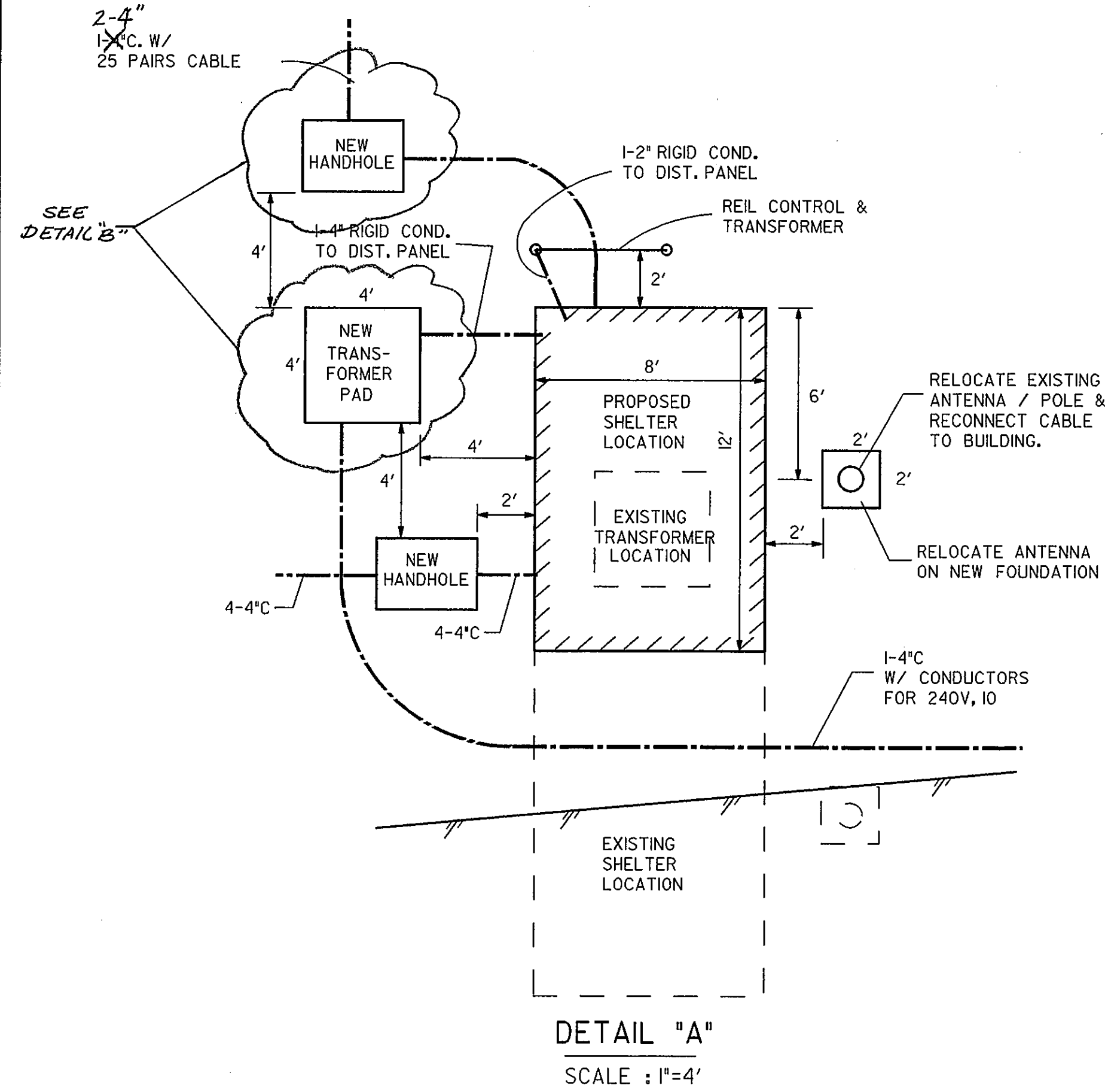
In Association With:
ASA ENGINEERING DALLAS, TEXAS

ADDISON AIRPORT

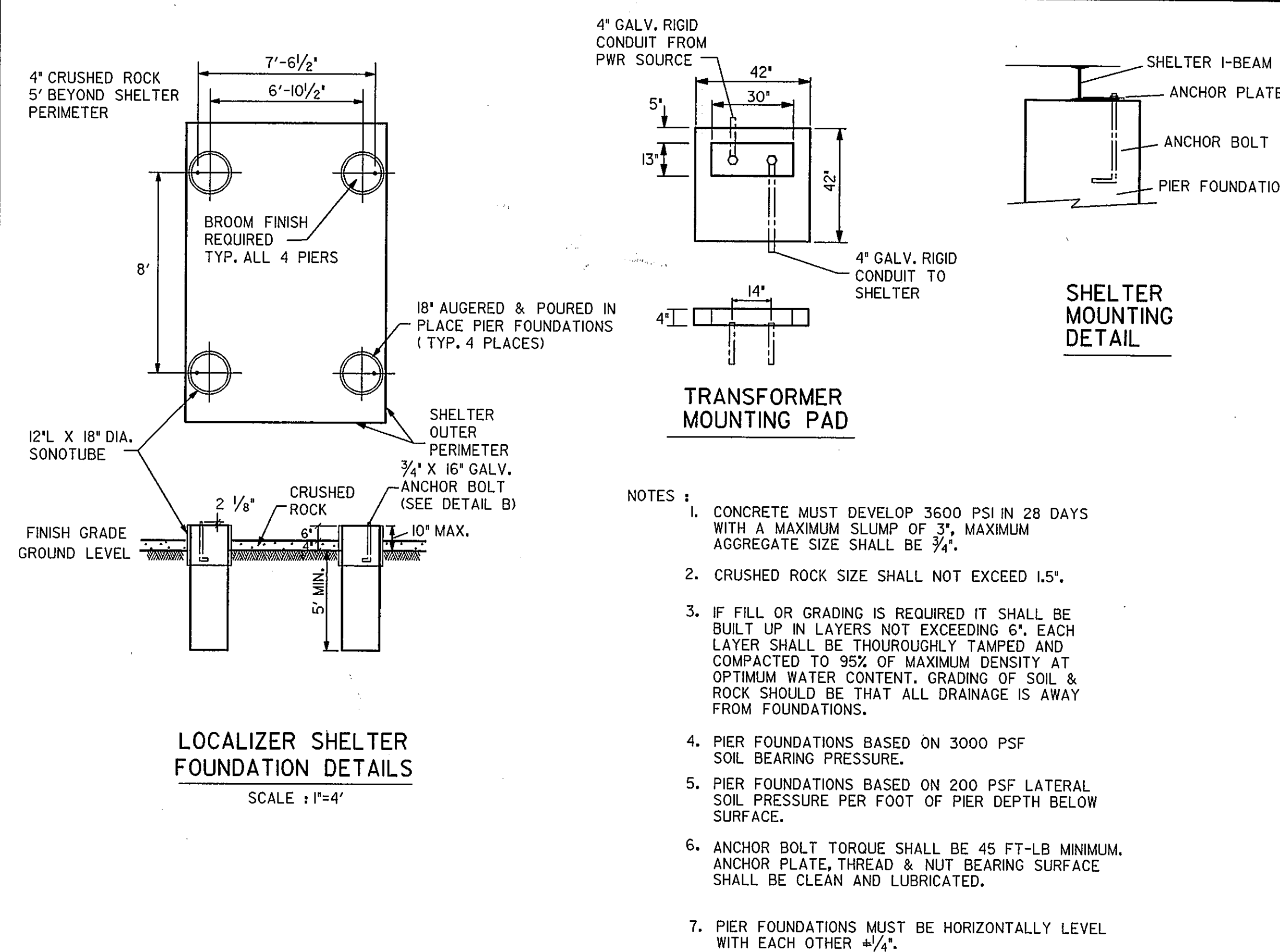
AIRFIELD LIGHTING IMPROVEMENTS

SHEET 33

NOTE: APRIL 7, 1994



DETAIL "A"
SCALE: 1"=4'



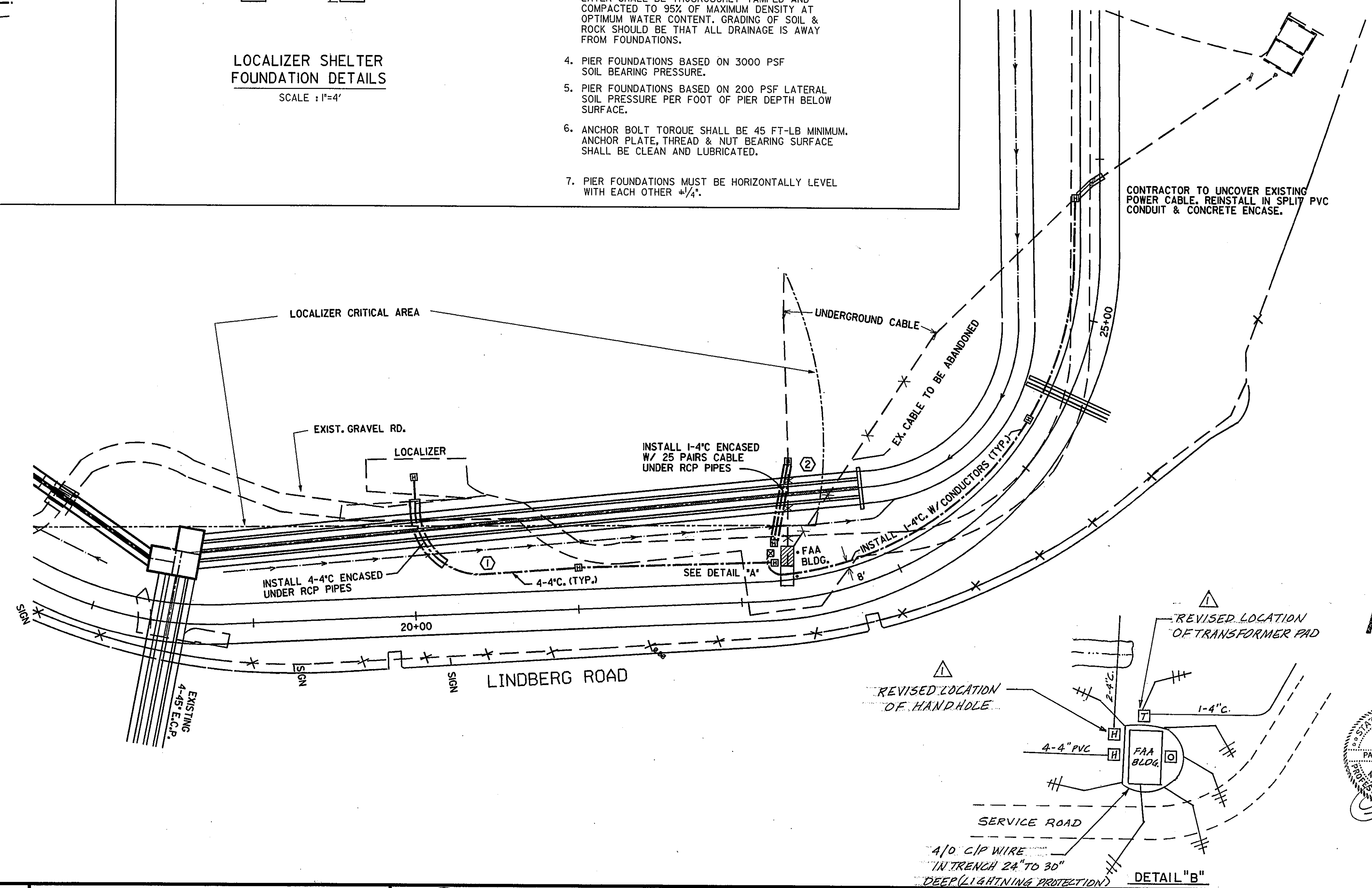
LOCALIZER SHELTER FOUNDATION DETAILS
SCALE: 1"=4'

TRANSFORMER MOUNTING PAD

SHELTER MOUNTING DETAIL

- NOTES:
1. CONCRETE MUST DEVELOP 3600 PSI IN 28 DAYS WITH A MAXIMUM SLUMP OF 3", MAXIMUM AGGREGATE SIZE SHALL BE 3/4".
 2. CRUSHED ROCK SIZE SHALL NOT EXCEED 1.5".
 3. IF FILL OR GRADING IS REQUIRED IT SHALL BE BUILT UP IN LAYERS NOT EXCEEDING 6". EACH LAYER SHALL BE THOROUGHLY TAMPED AND COMPACTED TO 95% OF MAXIMUM DENSITY AT OPTIMUM WATER CONTENT. GRADING OF SOIL & ROCK SHOULD BE THAT ALL DRAINAGE IS AWAY FROM FOUNDATIONS.
 4. PIER FOUNDATIONS BASED ON 3000 PSF SOIL BEARING PRESSURE.
 5. PIER FOUNDATIONS BASED ON 200 PSF LATERAL SOIL PRESSURE PER FOOT OF PIER DEPTH BELOW SURFACE.
 6. ANCHOR BOLT TORQUE SHALL BE 45 FT-LB MINIMUM. ANCHOR PLATE, THREAD & NUT BEARING SURFACE SHALL BE CLEAN AND LUBRICATED.
 7. PIER FOUNDATIONS MUST BE HORIZONTALLY LEVEL WITH EACH OTHER +/- 1/4".

- NOTE:
1. CONTRACTOR TO VERIFY BOLT CIRCLE FOR ANTENNA FOUNDATION.
 2. CONTRACTOR TO COORDINATE WITH FAA FACILITIES STAFF FOR BUILDING AND CABLES RELOCATION.
 3. CONTRACTOR TO INSPECT & BE FAMILIAR WITH EXISTING CONDITION PRIOR TO CONSTRUCTION.
 4. ALL WORK SHOWN IS INCIDENTAL TO BID ITEM FOR "RELOCATE LOCALIZER SHELTER".
 5. ALL CABLES WILL BE FURNISHED BY F.A.A. FOR INSTALLATION BY CONTRACTOR IN 4-4" CONDUIT. F.A.A. PERSONNEL WILL MAKE ALL CONNECTIONS TO EXISTING FACILITIES.
 6. CONTRACTOR SHALL UNCOVER, PROTECT FROM ANY DAMAGE, EXISTING 25-PAIR CONTROL CABLE AND TO REINSTALL INSIDE 1-4" CONDUIT. F.A.A. PERSONNEL WILL MAKE ALL CONNECTIONS TO EXISTING FACILITIES.



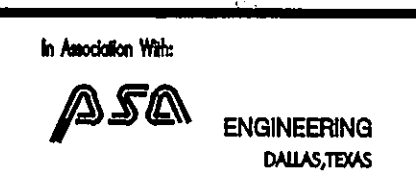
AS BUILT
OCT 20 1995



C:\dgn\ads3\lwa3b.dgn May 14 1994 11:57:42

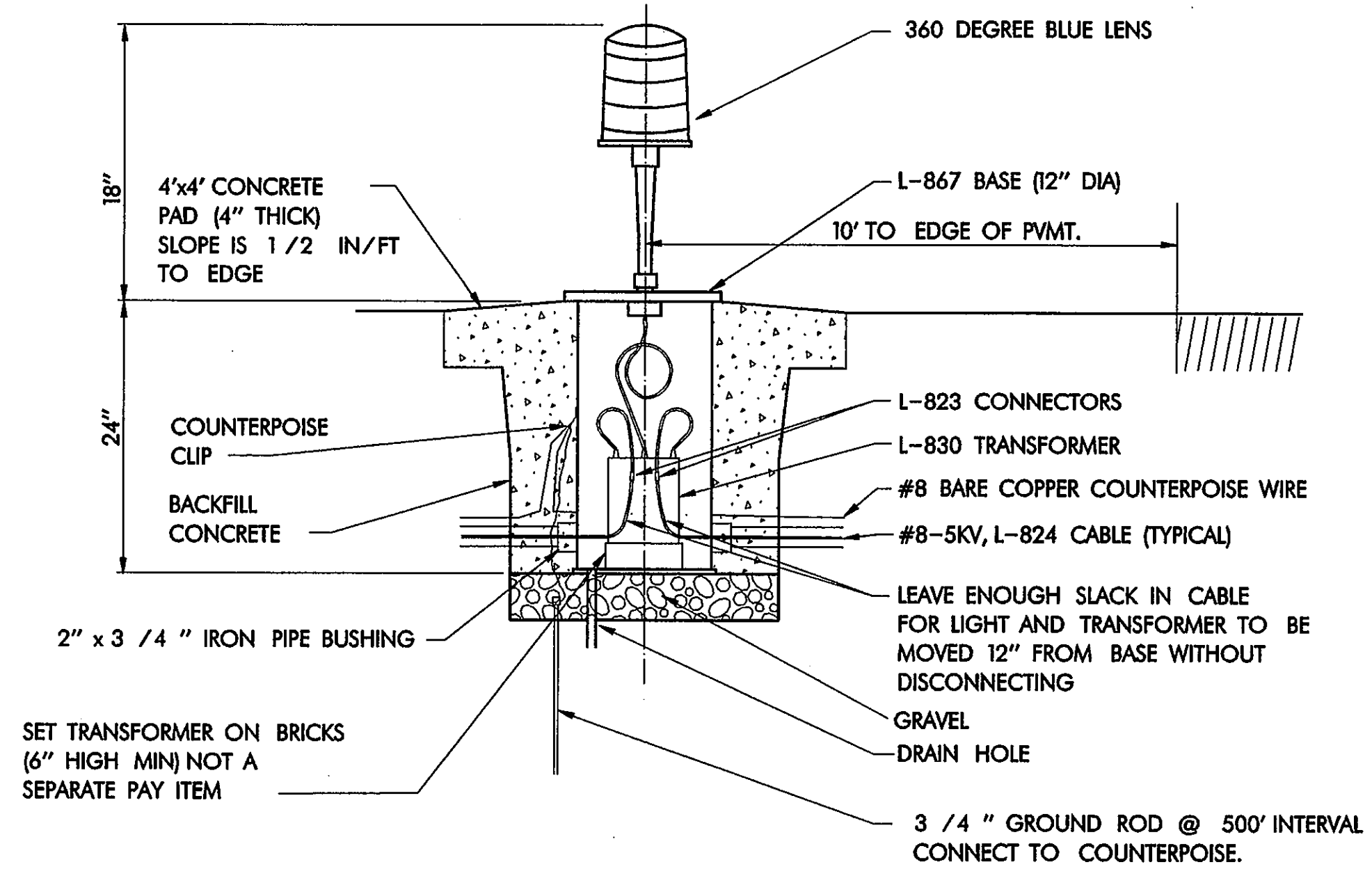
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DRAWN: PSA ENGINEERING	BID NO.: 94-33	4-20-95	AS-BUILT CHANGES
CHECKED: P. SRIBHEN, P.E.	JOB NO.: PSA 9402	Date	Revisions
SCALE: 1"=40'			By: JRH

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ADDISON AIRPORT

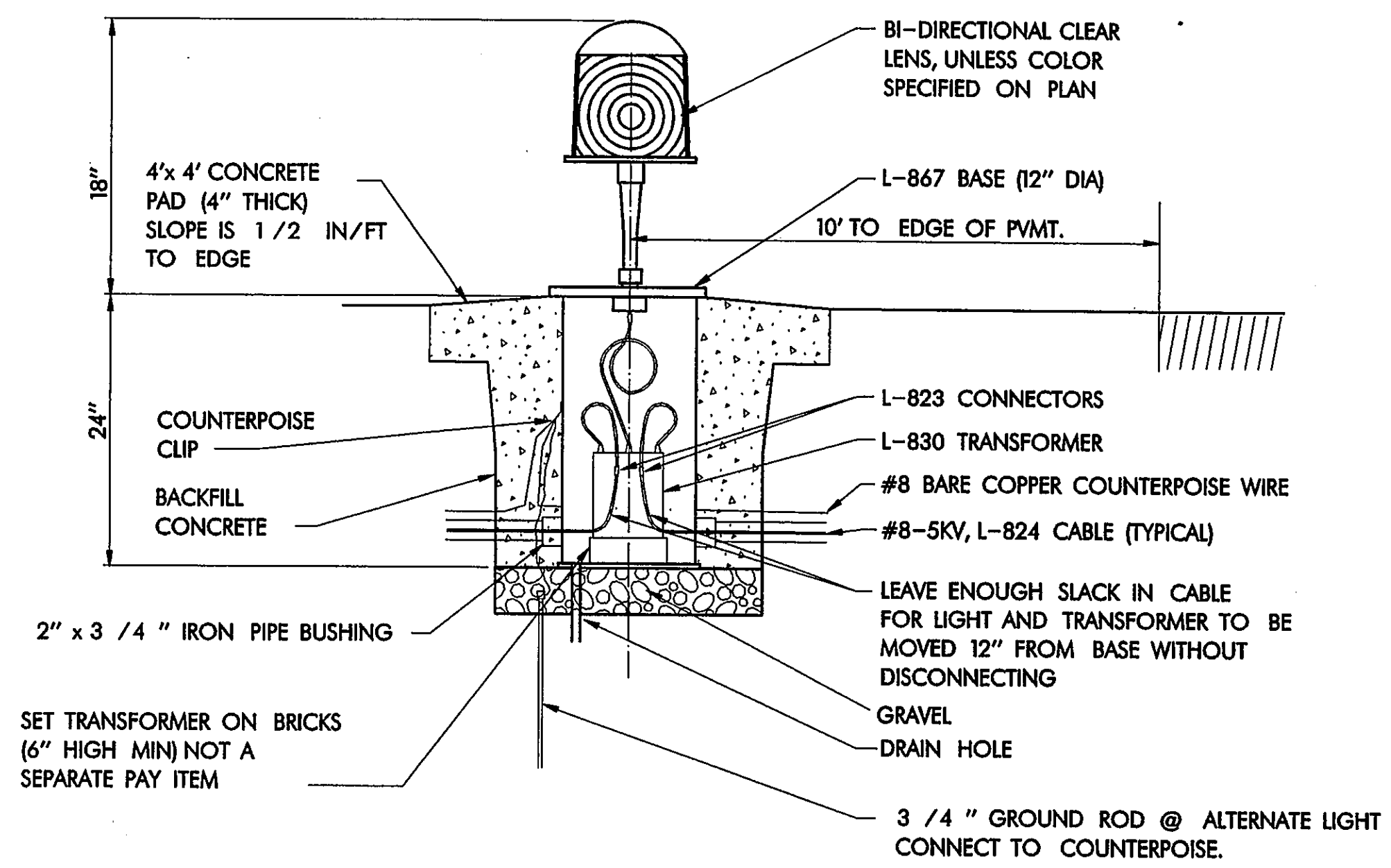
LOCALIZER SHELTER RELOCATION



CAUTION:
EXISTING BURIED CABLE FOR RUNWAY
CIRCUIT LOCATED APPROX. 8' TO 12'
FROM EDGE OF RUNWAY PAVEMENT.

ELEVATED T/W LIGHTING INSTALLATION

NOT TO SCALE



CAUTION:
EXISTING BURIED CABLE FOR RUNWAY
CIRCUIT LOCATED APPROX. 8' TO 12'
FROM EDGE OF RUNWAY PAVEMENT.

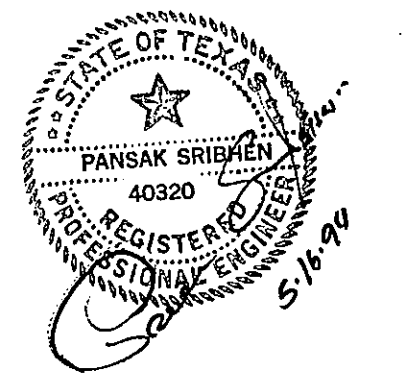
ELEVATED R/W LIGHTING INSTALLATION

NOT TO SCALE

GENERAL NOTES:

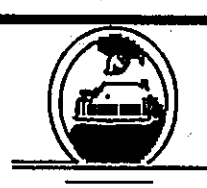
1. CONTRACTOR TO VERIFY EXISTING CONDITIONS TO HIS OWN SATISFACTION PRIOR TO ANY EXCAVATION. ANY DAMAGE TO EXISTING SYSTEMS SHALL BE REPAIRED IMMEDIATELY AT CONTRACTOR'S EXPENSE.
2. EXISTING UNDERGROUND CABLES ARE LOCATED BASED ON AVAILABLE INFORMATION.
3. ALL EXCAVATION WITHIN 5' OF ALL KNOWN UNDERGROUND CABLES SHALL BE DUG BY HAND. F.A.A. CABLES ARE APPROXIMATELY 26" BELOW GRADE.
4. ALL FIELD SPLICE ON PROPOSED CIRCUIT TO BE PERFORMED USING MANUFACTURED KIT APPROVED BY F.A.A.
5. CONTRACTOR SHALL MAINTAIN RUNWAY LIGHTING SYSTEM FOR NEXT DAY OPERATION.
6. ALL EXIST R/W LIGHTING CIRCUITS TO REMAIN OPERATIONAL.
7. ALL F.A.A. CABLES TO BE SPLICED BY F.A.A. PERSONNEL ONLY, CONTACT F.A.A. AT LEAST ONE WEEK IN ADVANCE.
8. INSPECTION OF LIGHTING SYSTEM BY AIRPORT OPERATION STAFF IS REQUIRED PRIOR TO RUNWAY REACTIVATION.
9. ALL DETAILS SHOWN ON THIS SHEET ARE INCIDENTAL TO BID ITEM, UNLESS NOTED OTHERWISE.

AS BUILT
OCT 20 1995



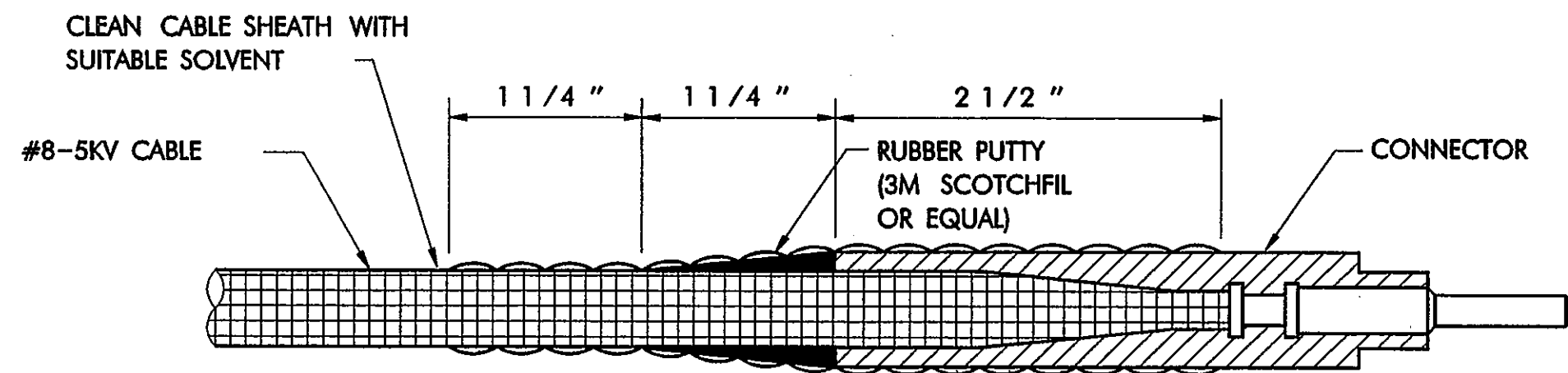
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DRAWN: PSA ENGINEERING	BID NO.: 94-33			
CHECKED: P. SRIBHEN, P.E.	JOB NO.: PSA 9402	Date	Revisions	By
SCALE:				

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Engineers, Architects
and Planners



ADDISON AIRPORT

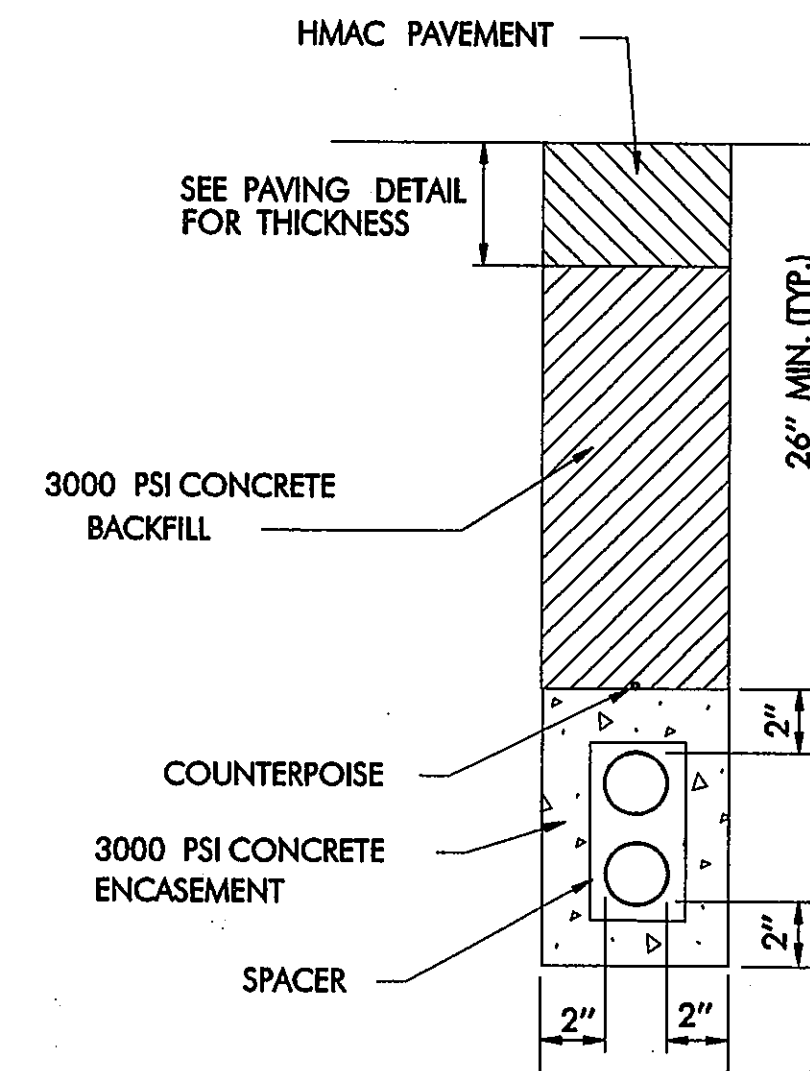
AIRFIELD LIGHTING INSTALLATION DETAILS



NOTE:
CONTRACTOR SHALL USE HEAT SHRINKABLE TUBING IN LIEU OF TAPE.
DIRECT FLAME HEATING OF HEAT SHRINKABLE TUBING WILL NOT BE PERMITTED.

CONNECTOR DETAIL

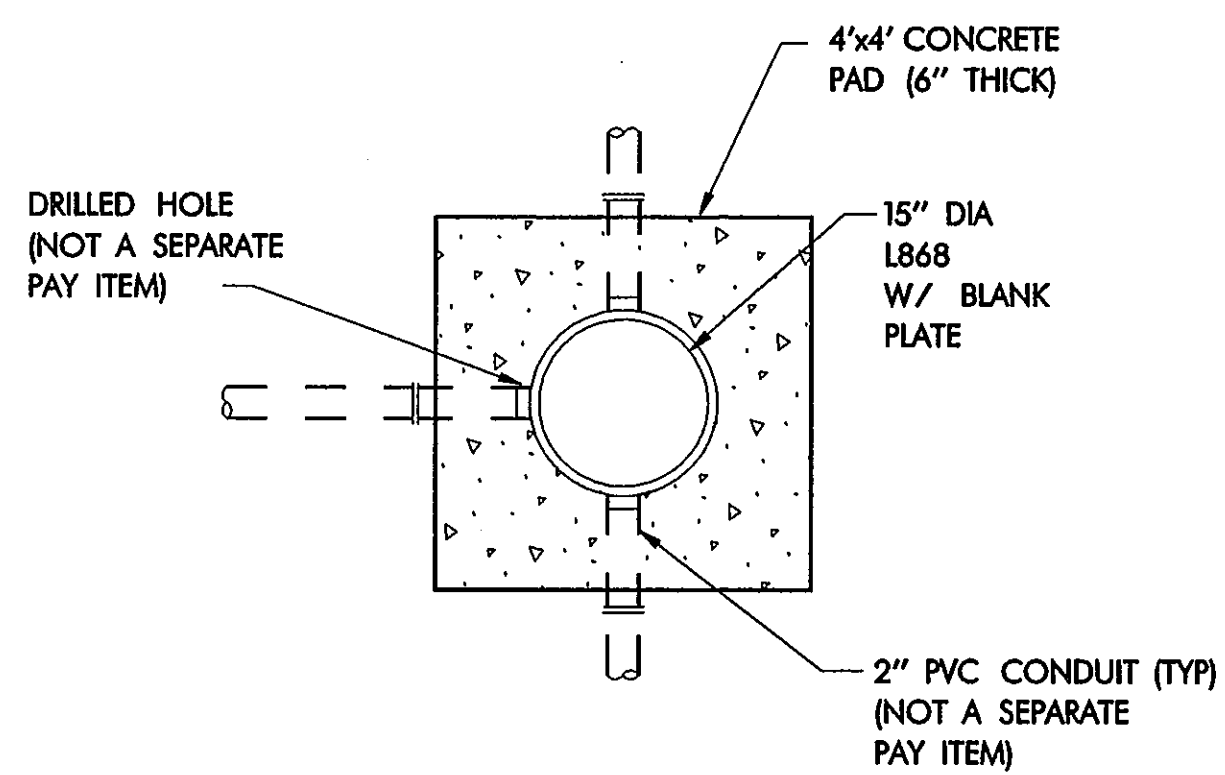
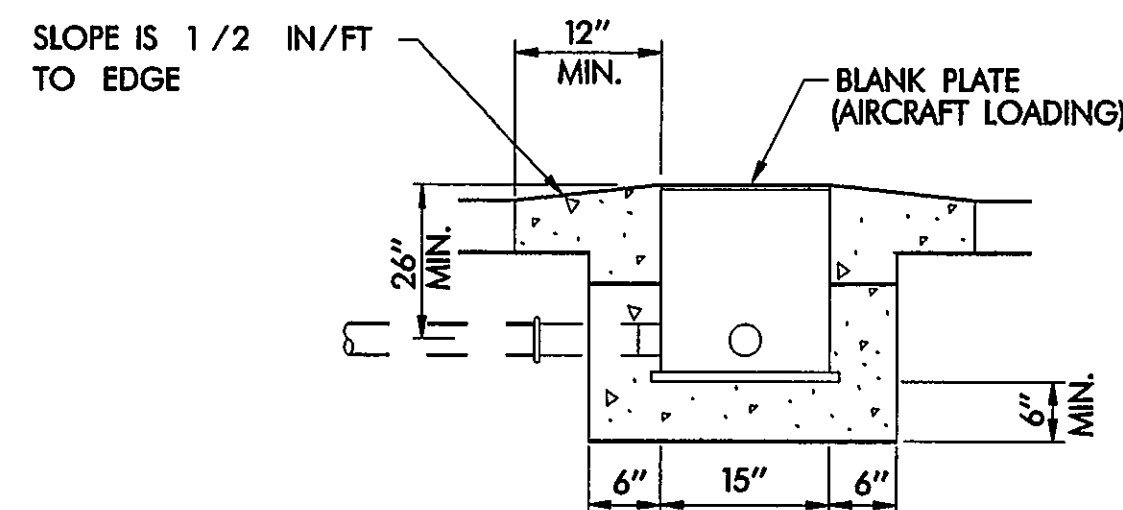
NOT TO SCALE



2-4" CONDUIT

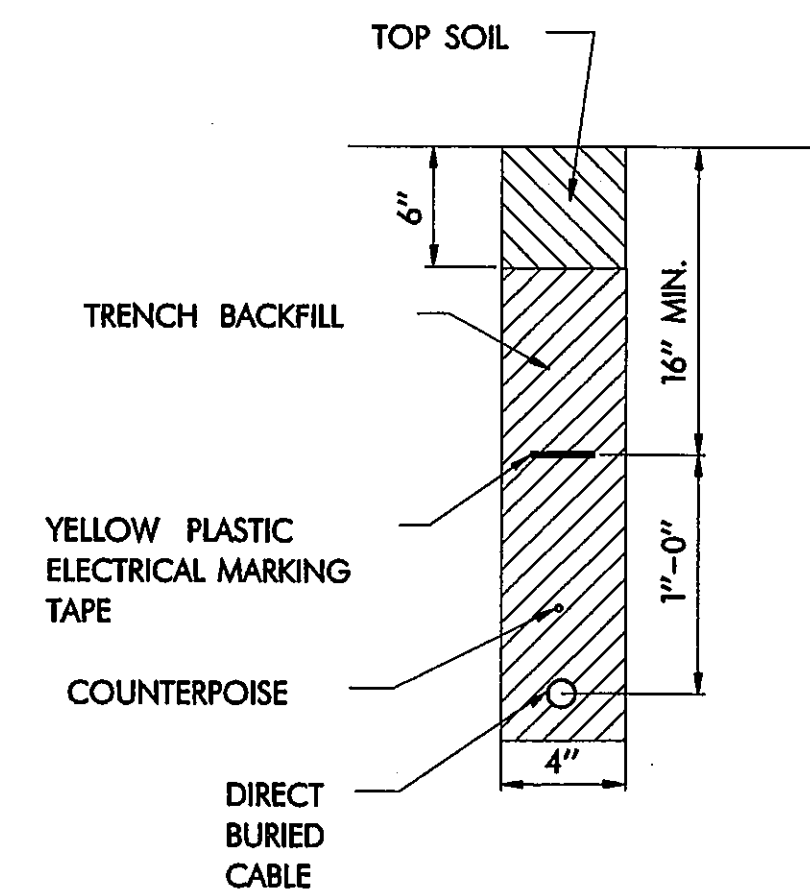
CONDUIT INSTALLATION DETAIL

NOT TO SCALE



PULLBOX DETAIL

NOT TO SCALE

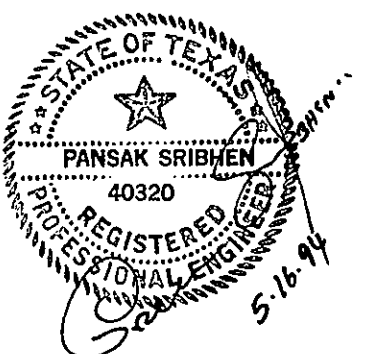


DIRECT BURIED CABLE INSTALLATION

NOT TO SCALE

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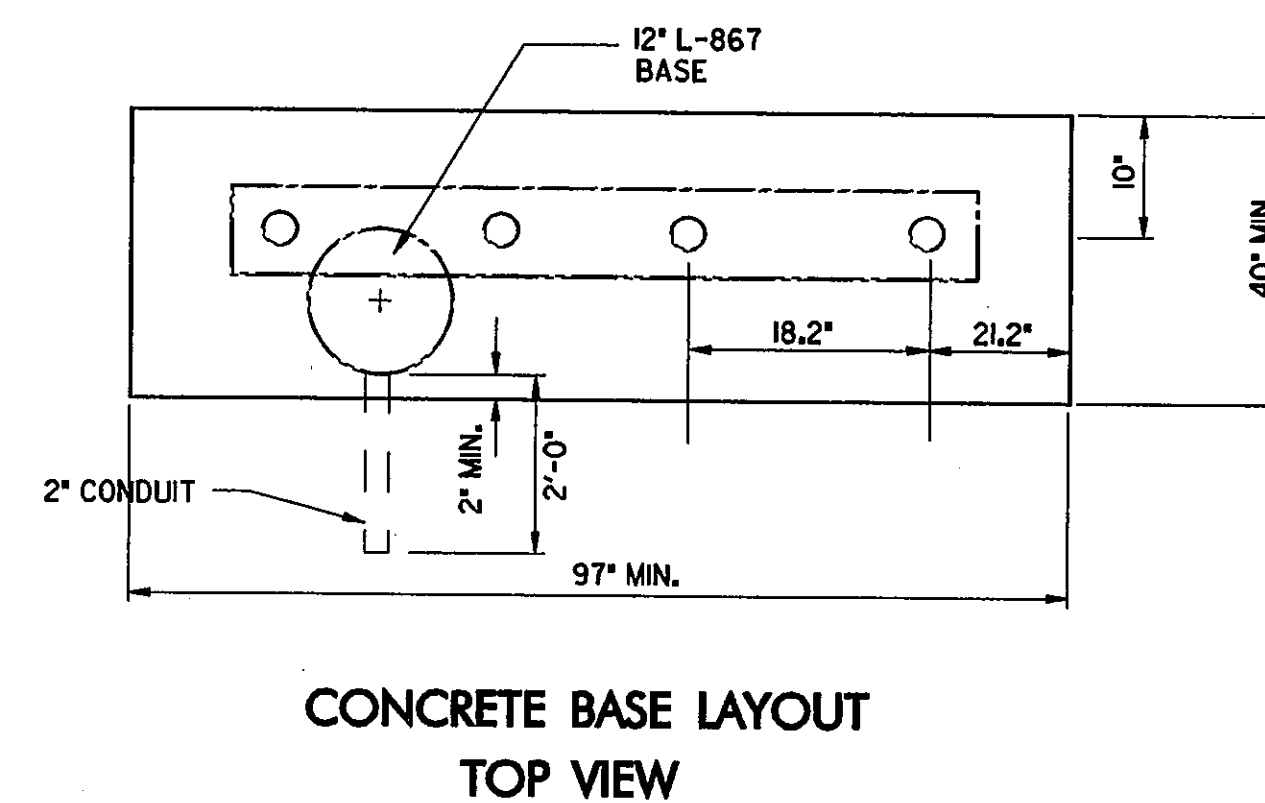
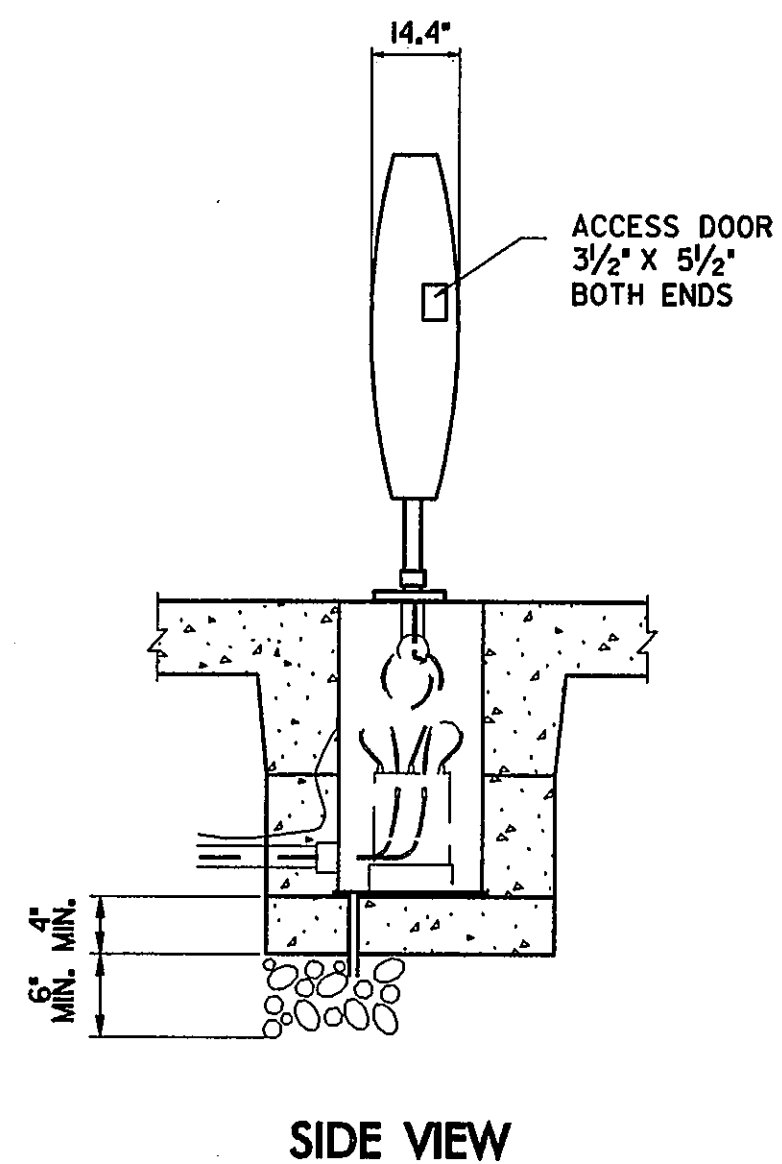
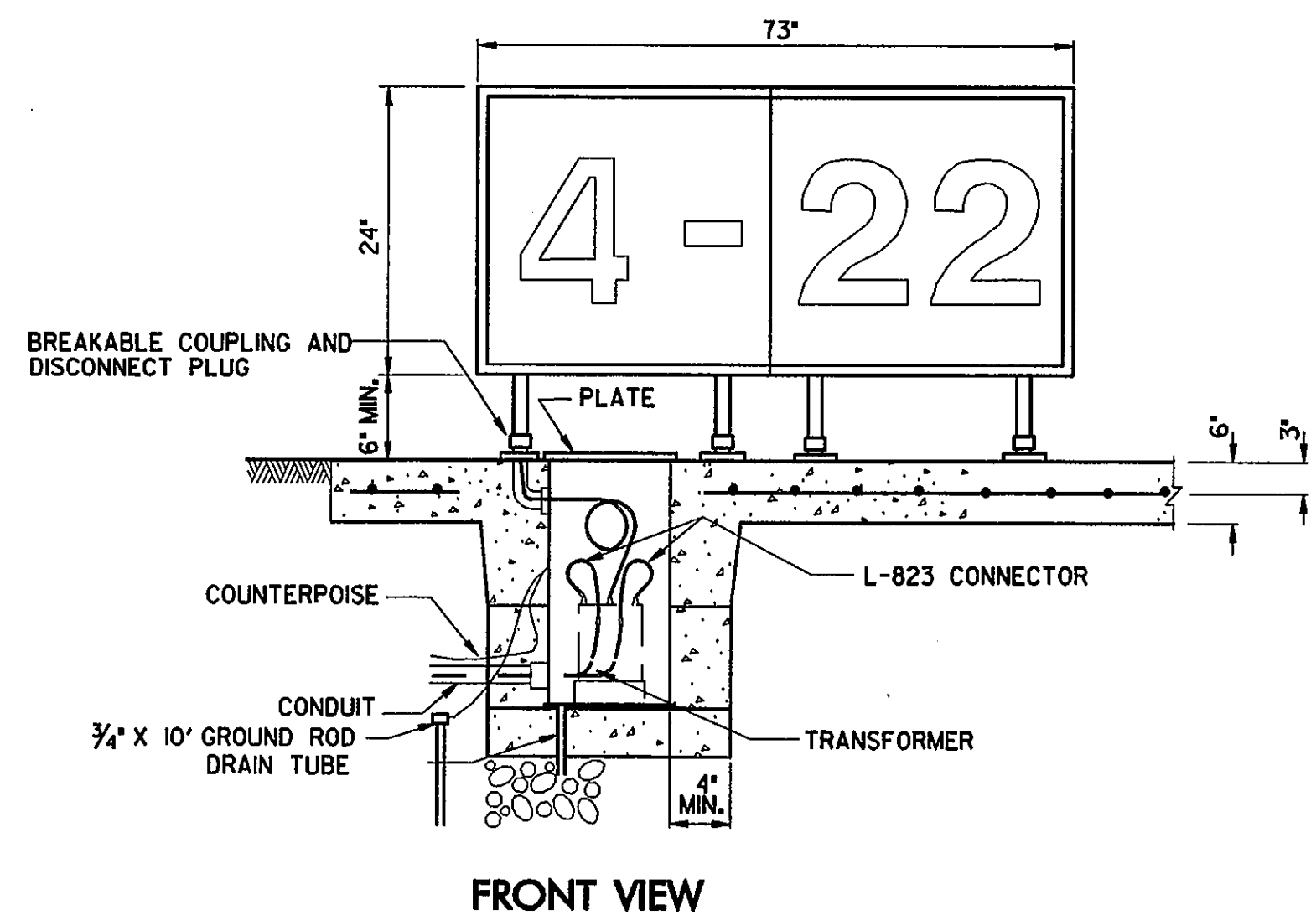


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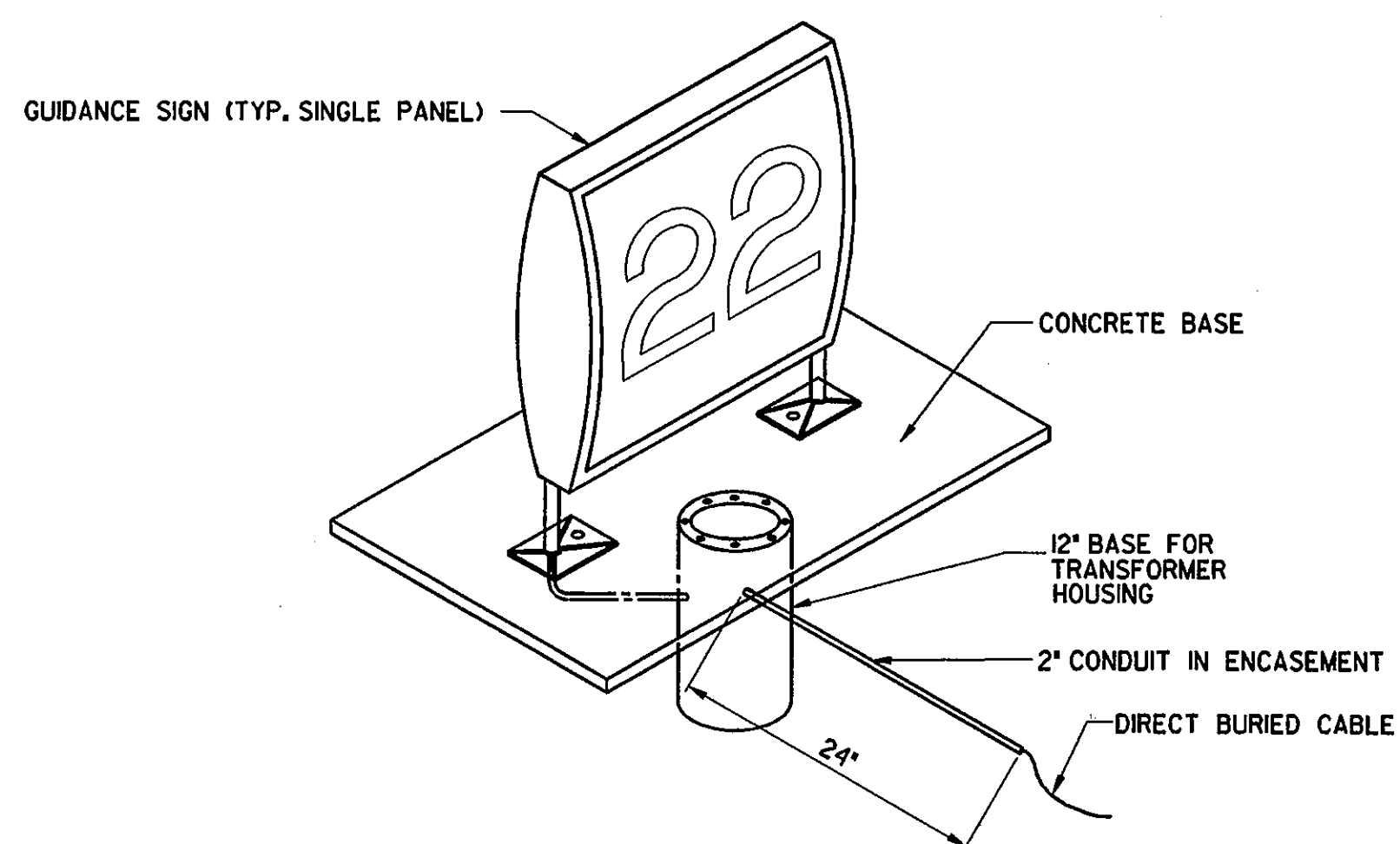
CABLE AND CONDUIT DETAILS

SHEET 36

DATE: APRIL 7, 1994



INTERNALLY LIGHTED
MANDATORY GUIDANCE SIGN
(DOUBLE PANELS)

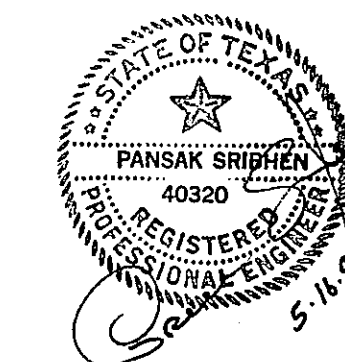


NOTES:

- 1.) BASIC UNIT IS 73" X 24" WIDE X 14.4" DEEP AND IS CONSTRUCTED OF ALUMINUM POLYCARBONATE PLASTIC. THE ALUMINUM TOP IS REMOVABLE FOR LEGEND PANEL CHANGES.
- 2.) LIGHT SHALL BE PROVIDED BY STANDARD FLORESCENT 60W/120V LAMPS.
- 3.) MOUNTING WILL BE WITH ONE SLIPFITTER AND FRANGE COUPLING.
- 4.) GUIDANCE SIGNS SHALL CONFORM TO FAA ADVISORY CIRCULAR AC-150/5345-44B, FAA TYPE L-858, SIZE 3, STYLE 2, CLASS I
- 5.) SIGN SHALL BE DOUBLE SIDED.

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OCT 20 1995



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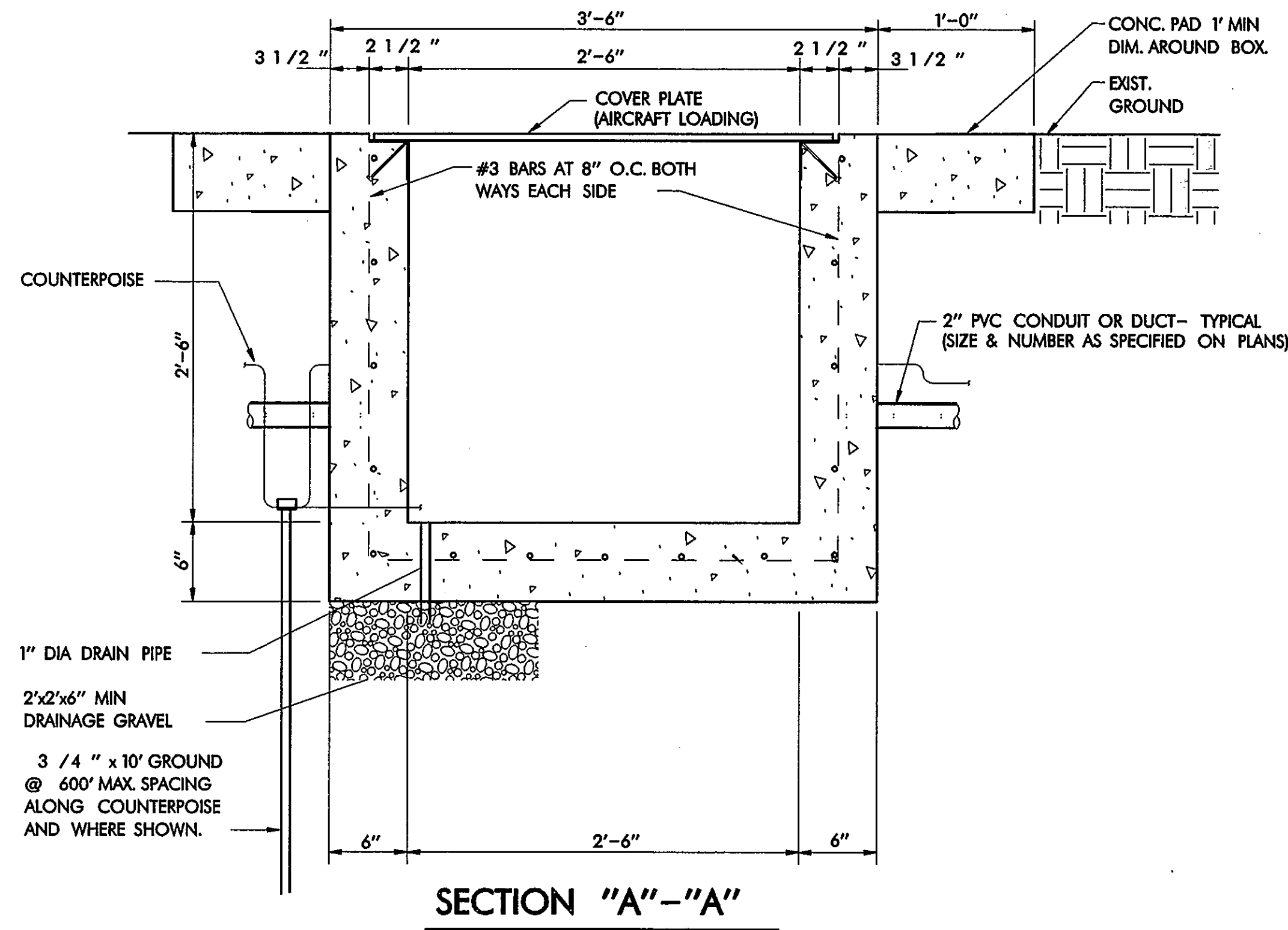
In Association With:
ASA ENGINEERING
DALLAS, TEXAS



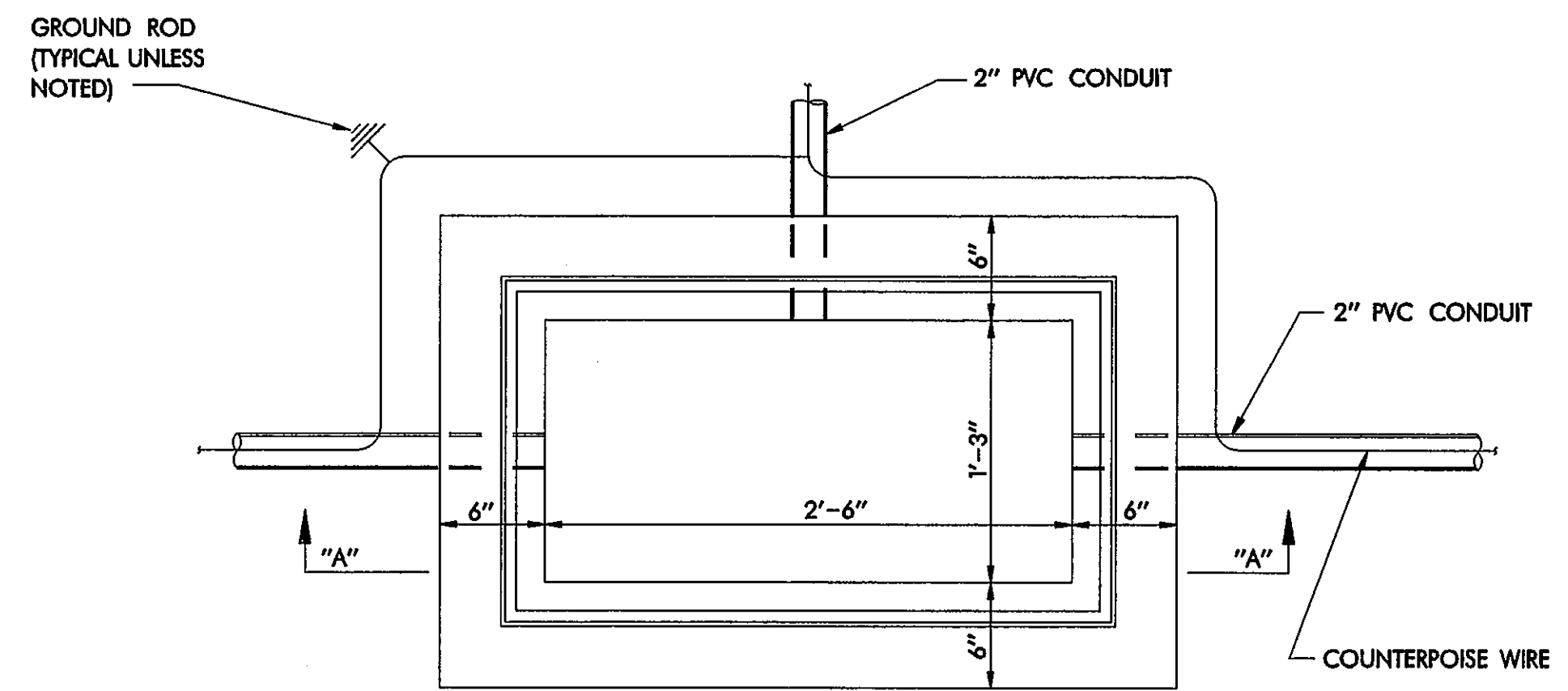
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AIRFIELD GUIDANCE SIGN DETAILS

SHEET
37



SECTION "A"-"A"

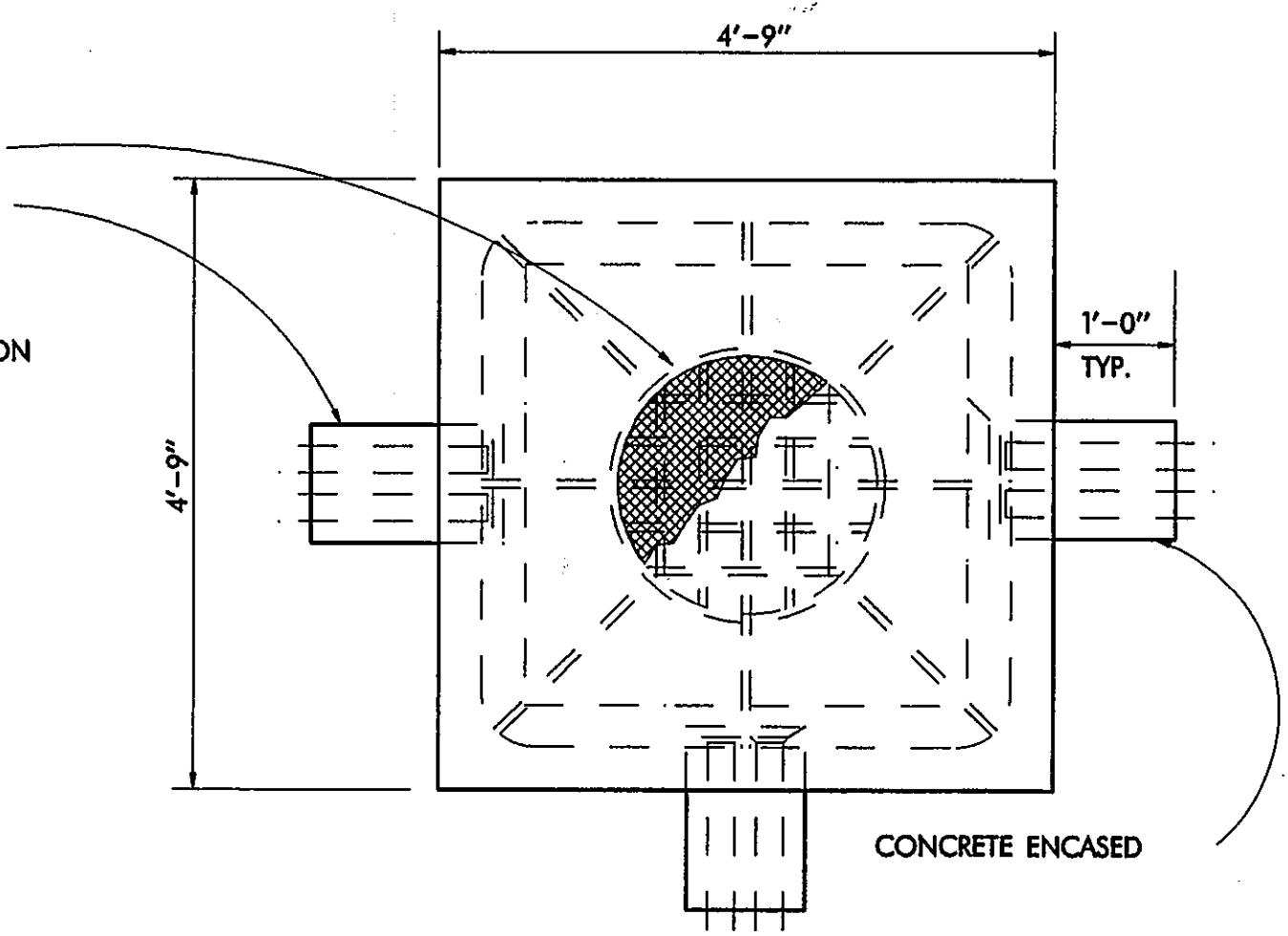


PLAN VIEW

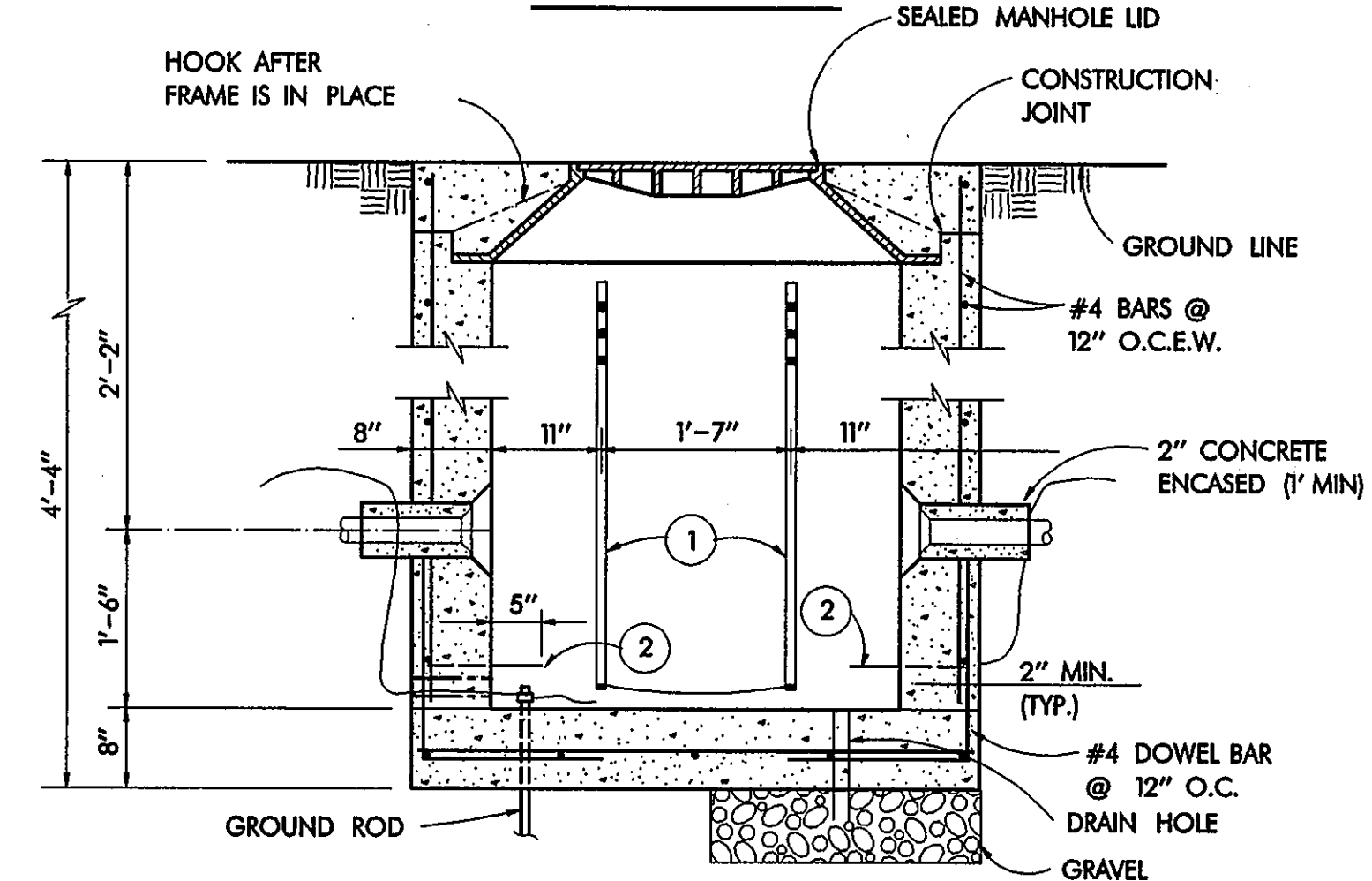
CONCRETE HANDHOLE DETAILS

NO SCALE

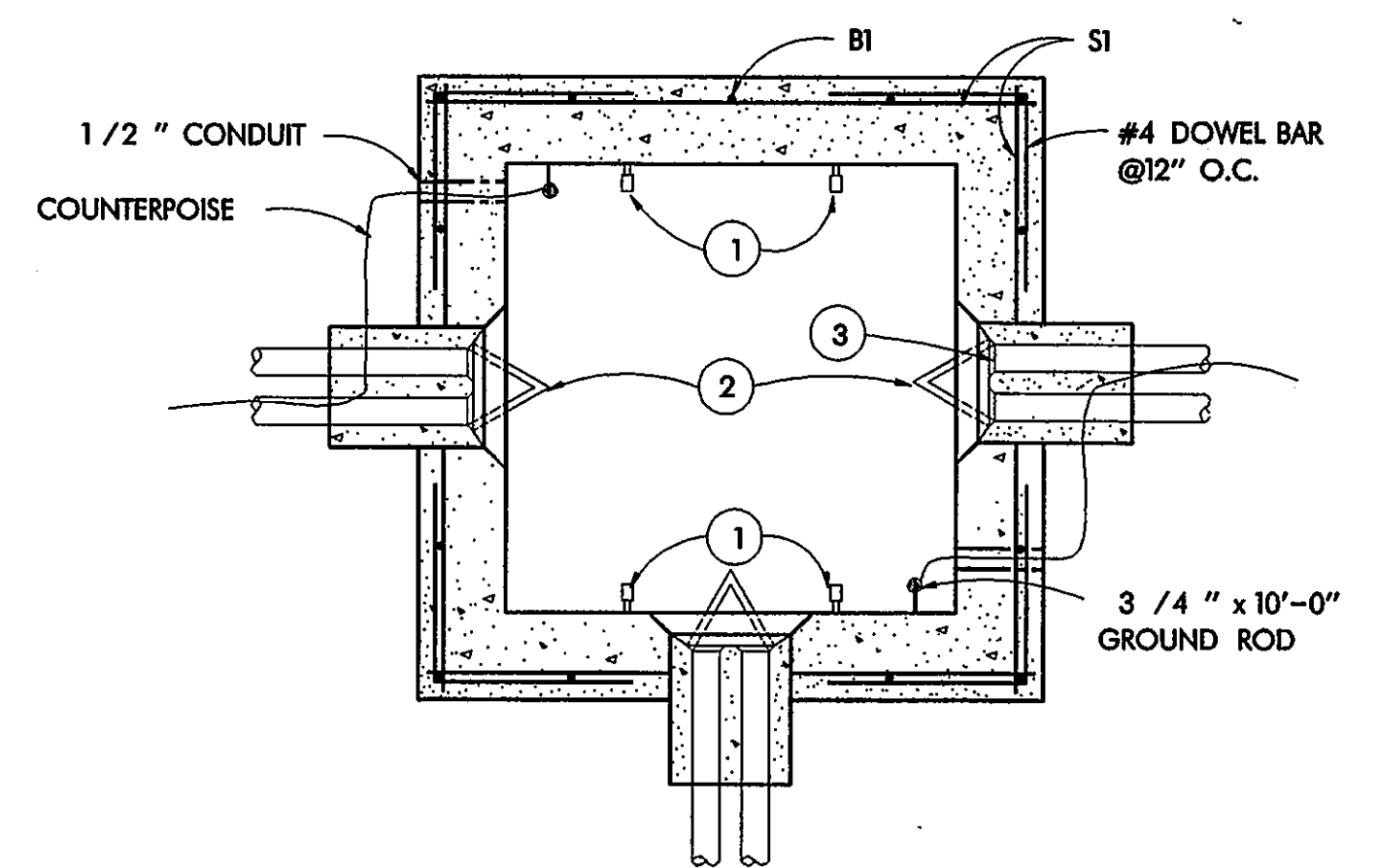
MANHOLE FRAME AND COVER - SEE MANHOLE NOTES
 CONTRACTOR TO FURNISH SHOP DRAWINGS SHOWING DETAILS OF CONDUIT ENTRANCE AT EACH LOCATION. (TYPICAL) CONDUIT ENTRANCES SHOWN ON PLAN DRAWINGS



TOP VIEW



SECTION



PLAN VIEW

MANHOLE DETAIL

NOT TO SCALE

MANHOLE LEGEND

- 1 CABLE RACKS - JOSLYN # J-5126 OR EQUAL
CABLE HOOKS - JOSLYN # J-5131 OR EQUAL
LOCATION MAY VARY TO FIT LOCAL CONDITION.
- 2 PULLING-IN IRONS: INSTALL OPPOSITE CONDUIT ENTRANCE. POSITION BELOW LEVEL OF CONDUIT ENTRANCE.
- 3 TERMINATE ALL DUCTS IN LIGHT AND HEAVY DUTY MANHOLE WITH END BELLS.

MANHOLE NOTES

MANHOLE FRAME AND COVER SHALL BE HEAVY DUTY TYPE, AIRCRAFT LOADING, CAPACITY 110 PSI MIN., WEATHER SEALED.

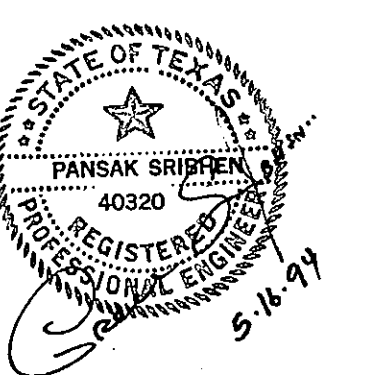
DIAMETER OF MANHOLE CLEAR OPENING IS 30".

CASTING TO BE MADE GRAY CAST IRON CLASS 30 IN ACCORDANCE WITH FED. SPEC. QQ-1-652.

MANHOLE REINFORCING SCHEDULE				
	MARK	AMOUNT	SIZE	LENGTH
HEAVY DUTY BOX FOR PAVED AREA OR UNPAVED AREA	S1	24	#4	4'-6"
	B1	16	#4	4'-11"

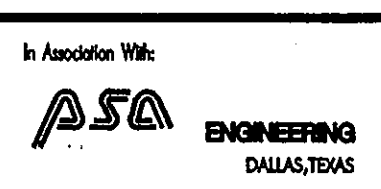
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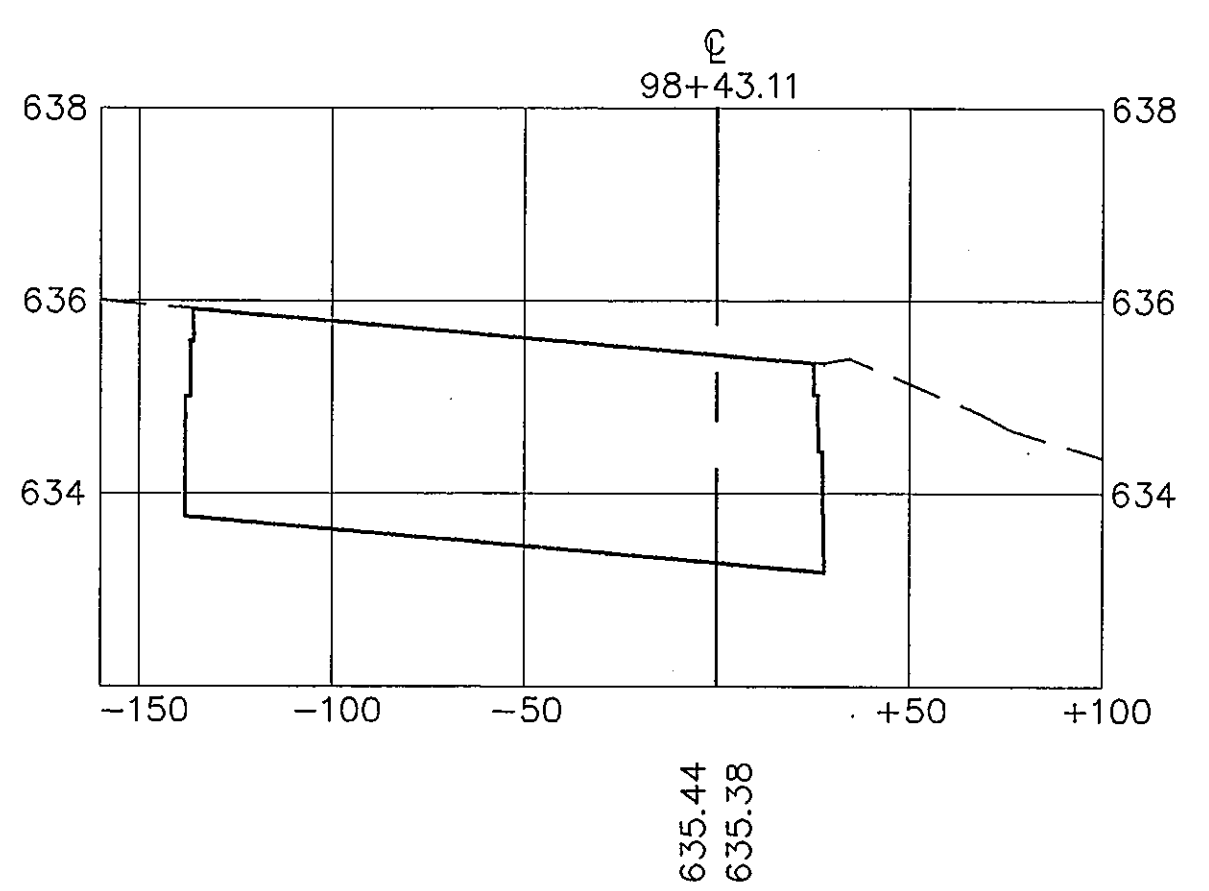
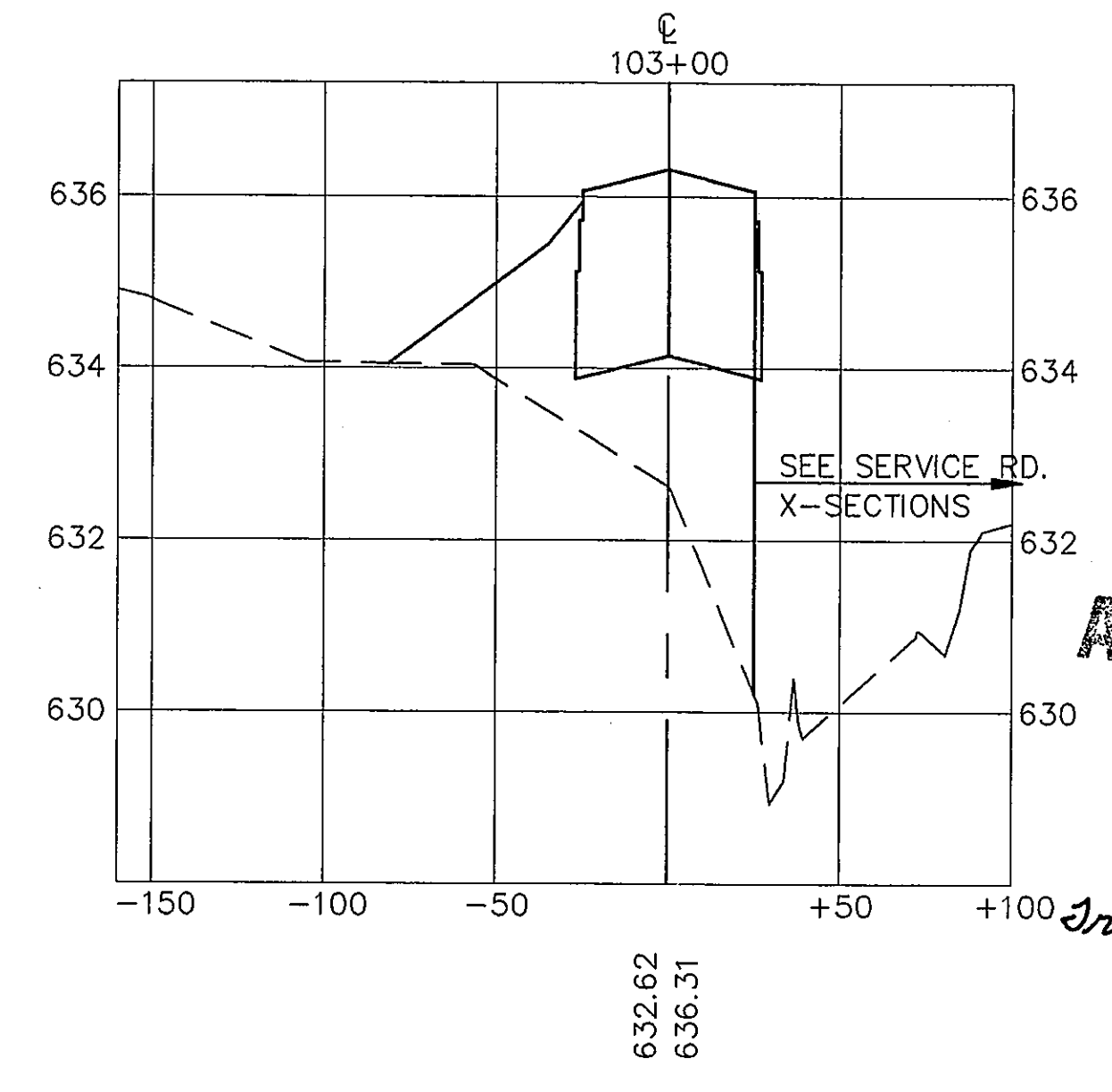
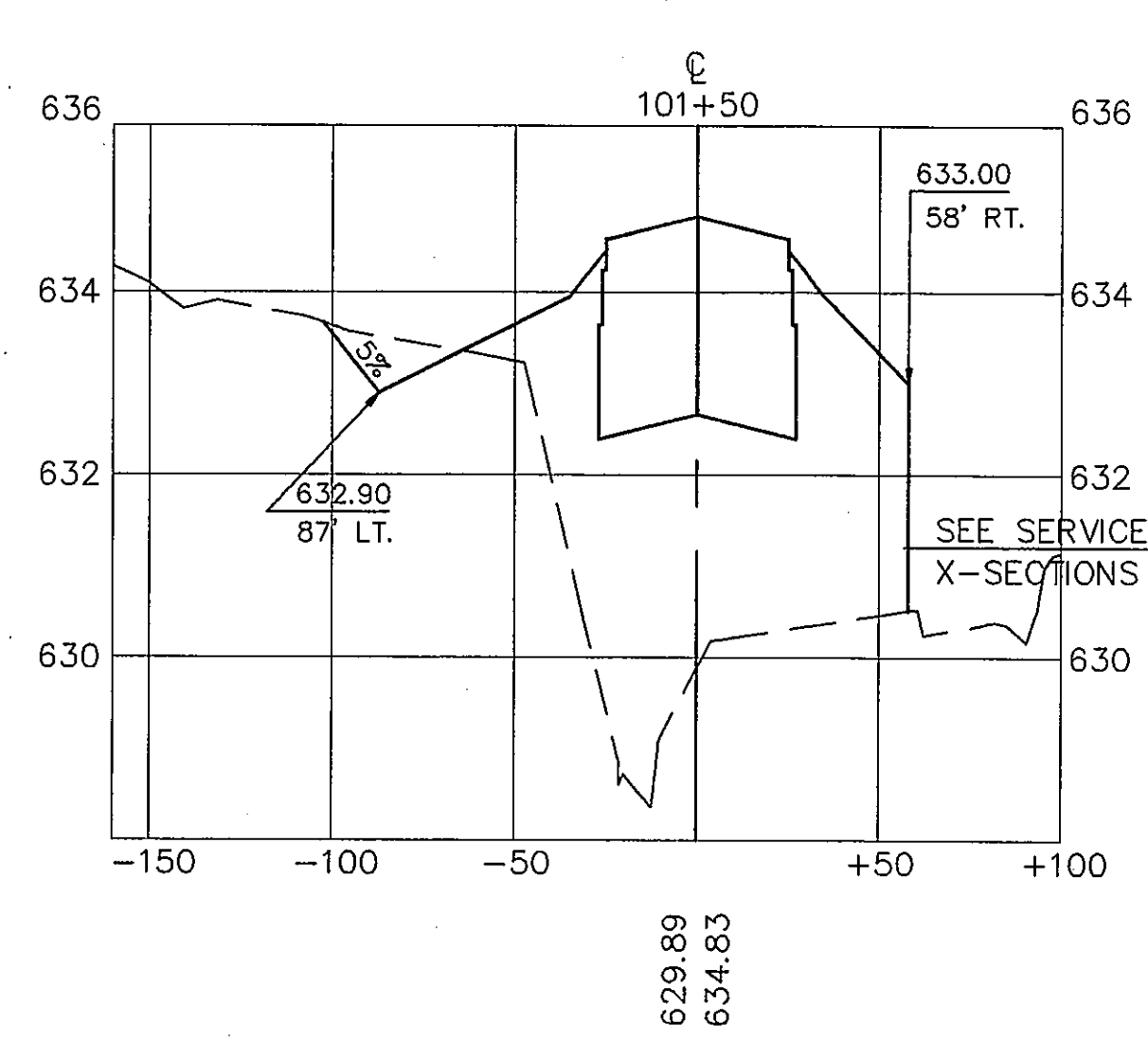
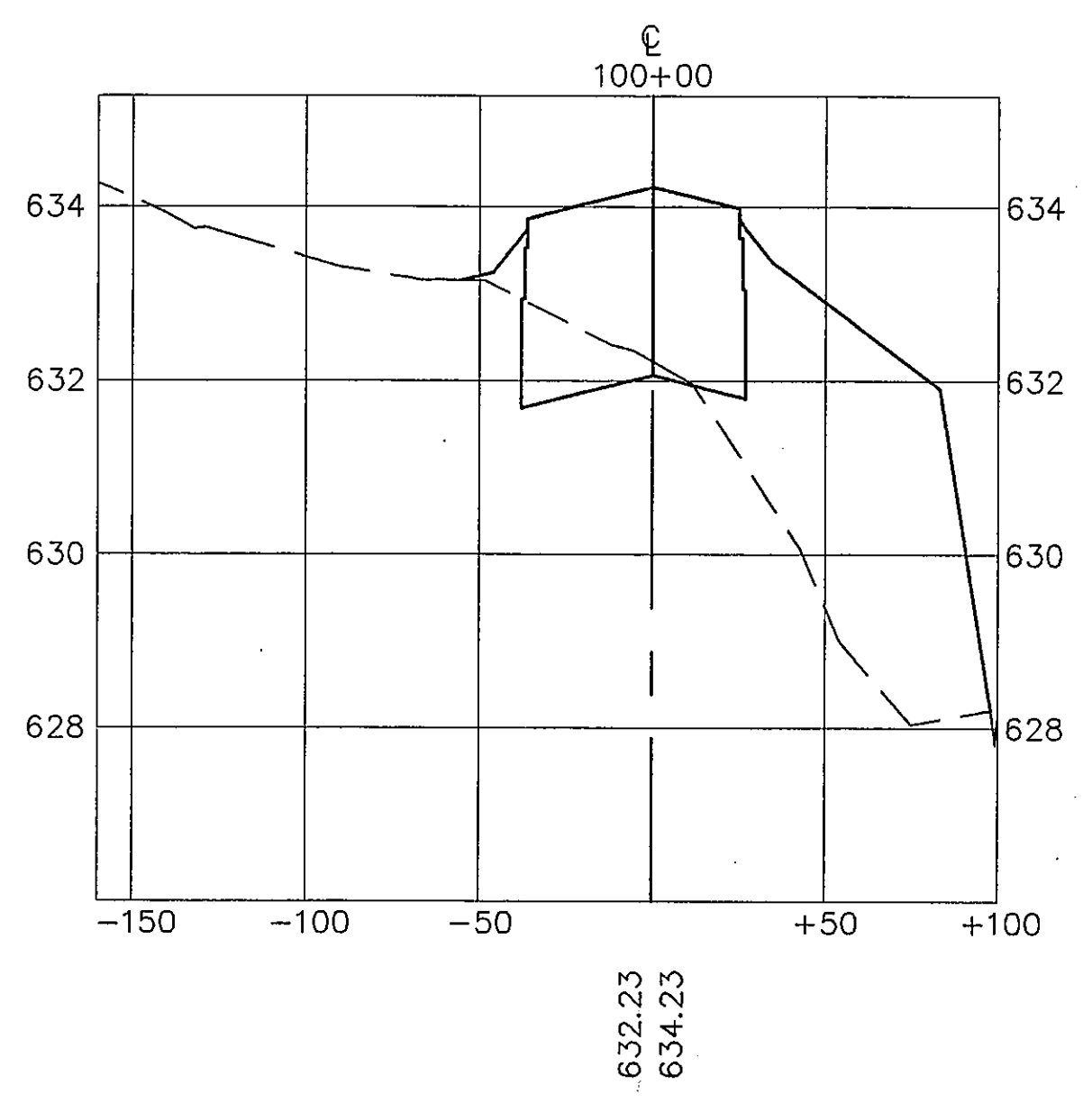
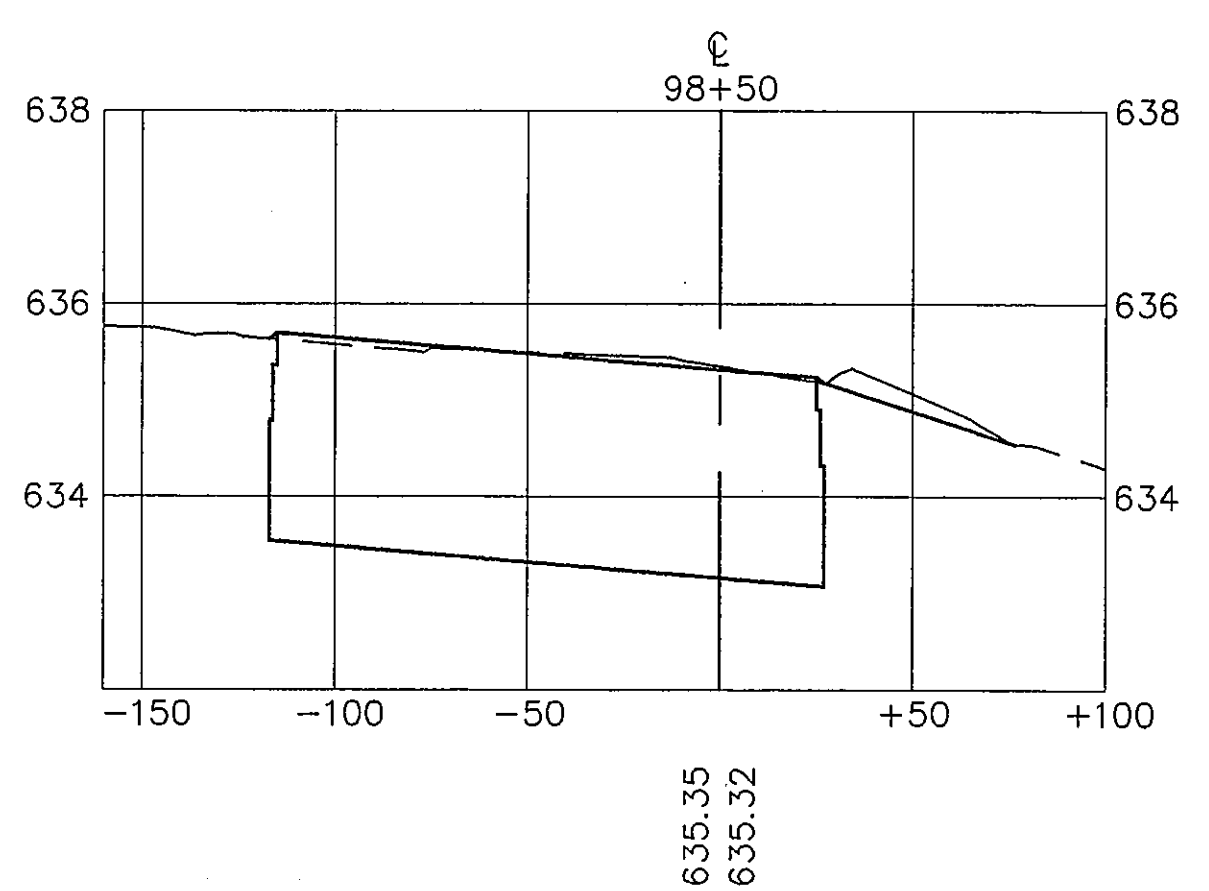
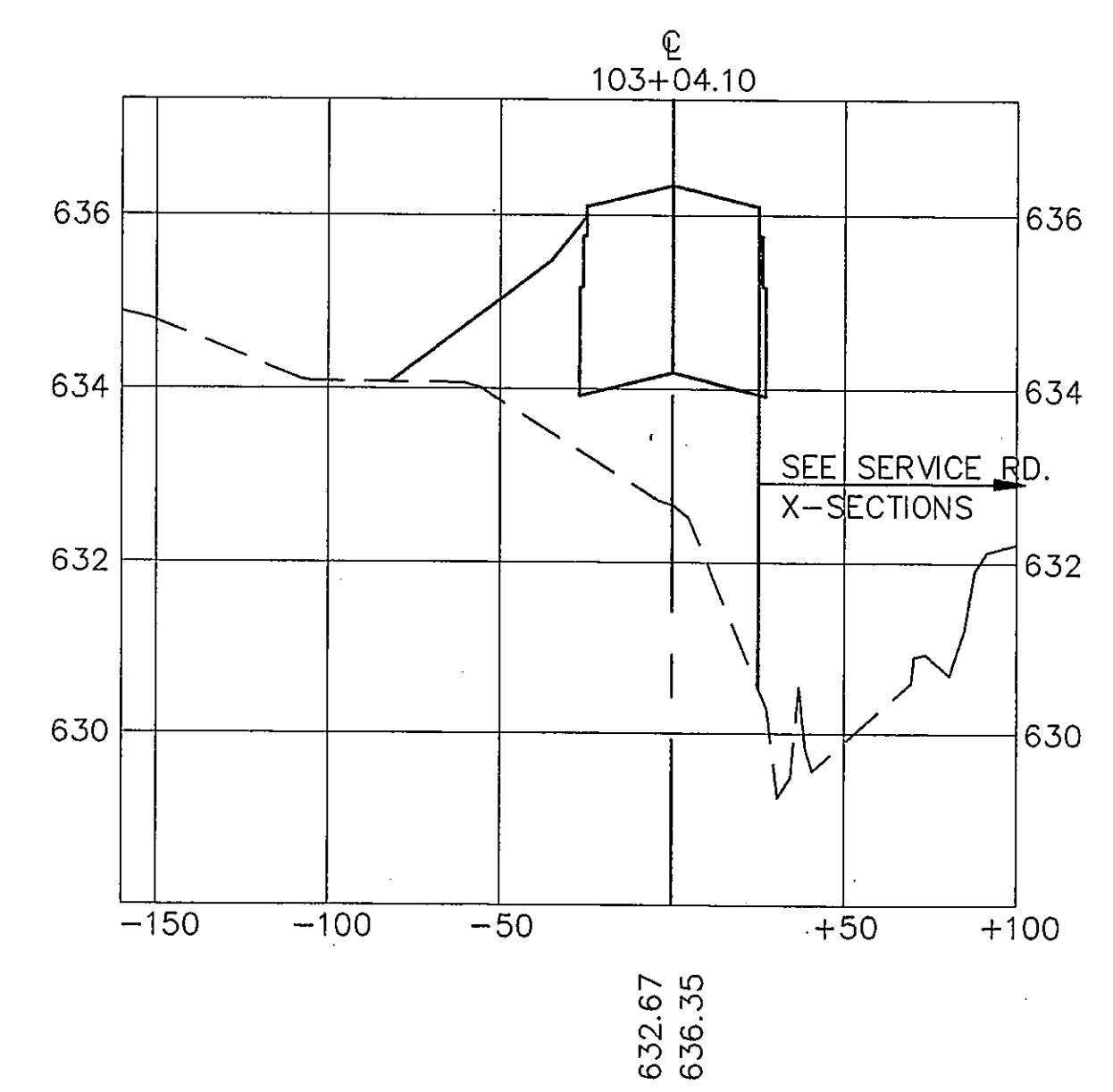
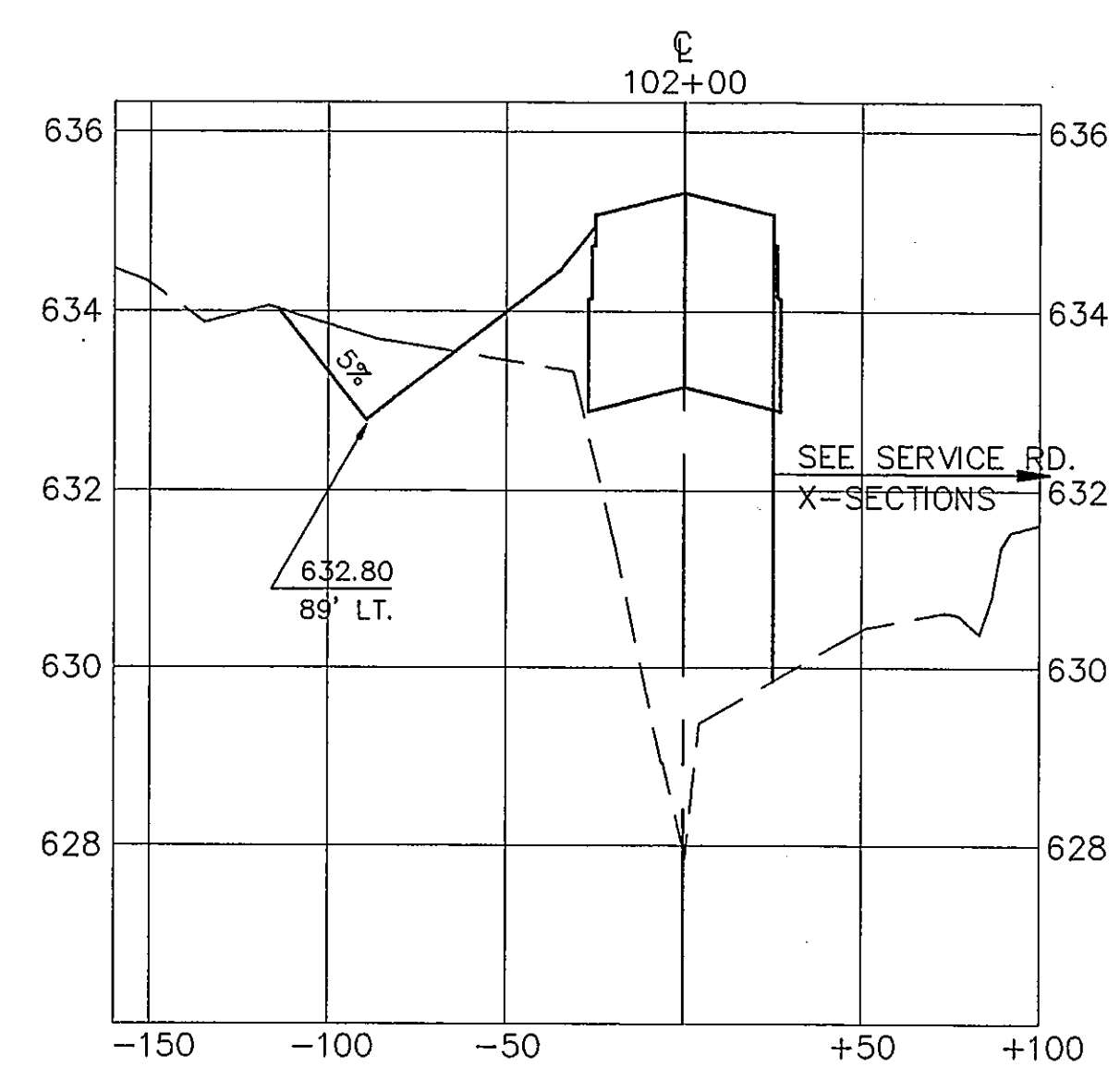
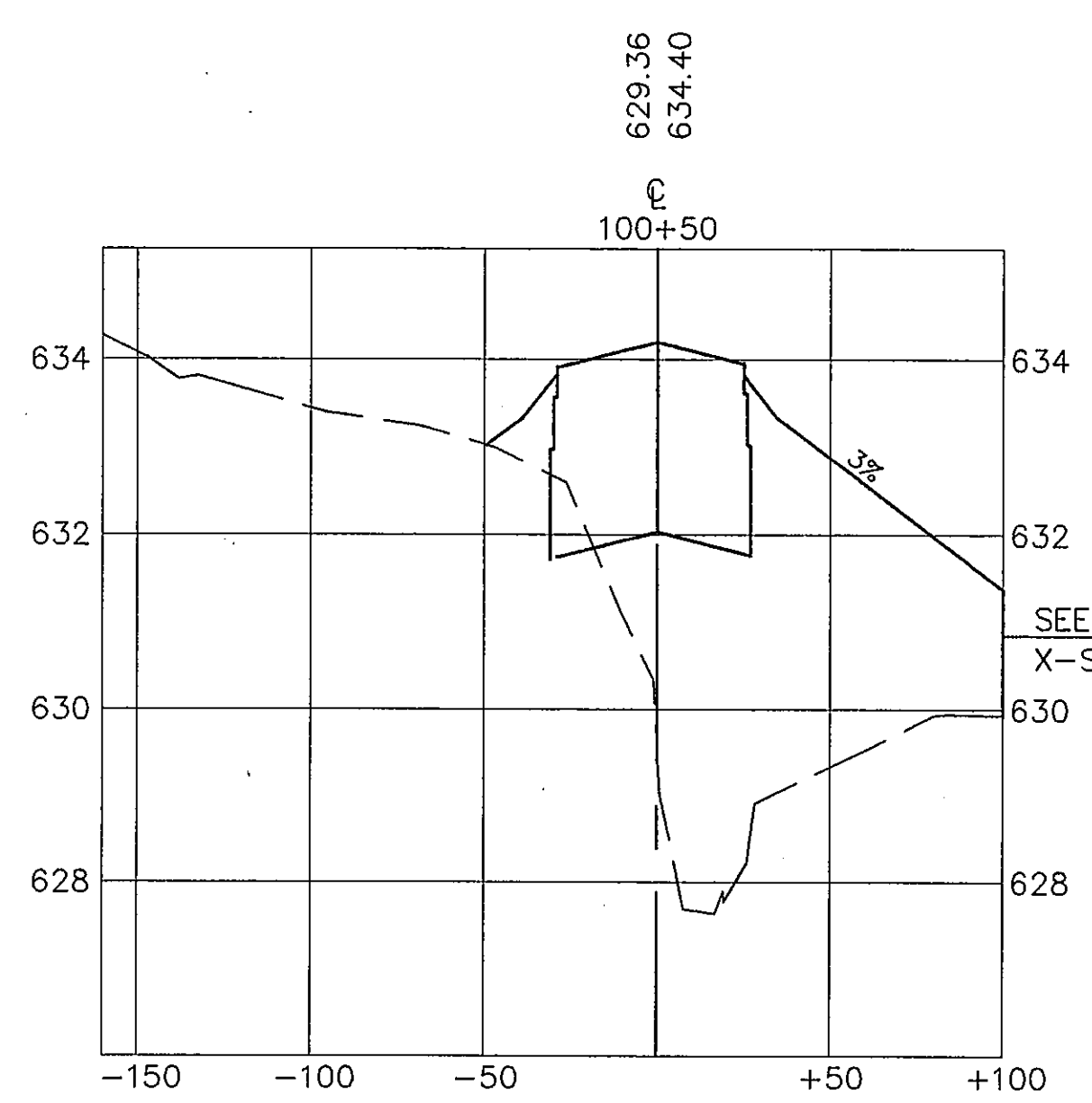
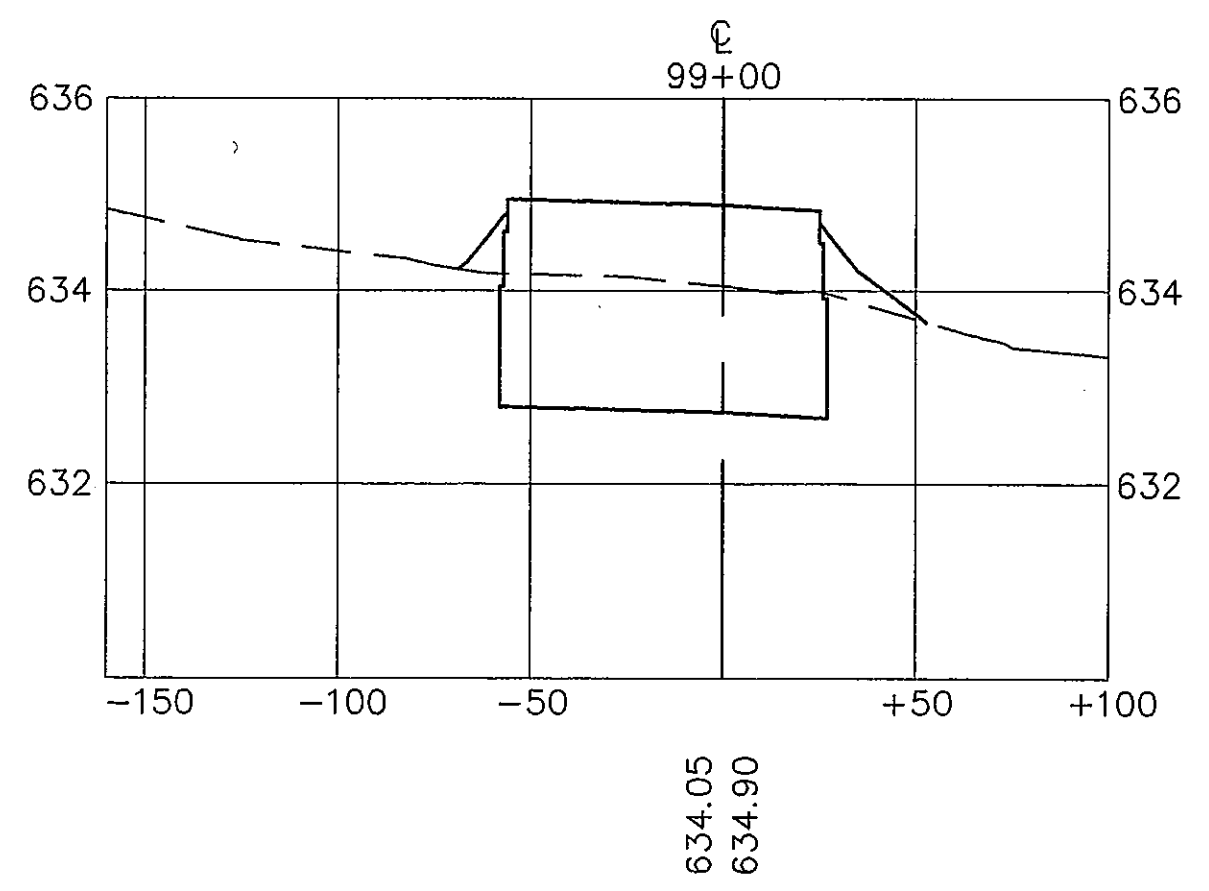
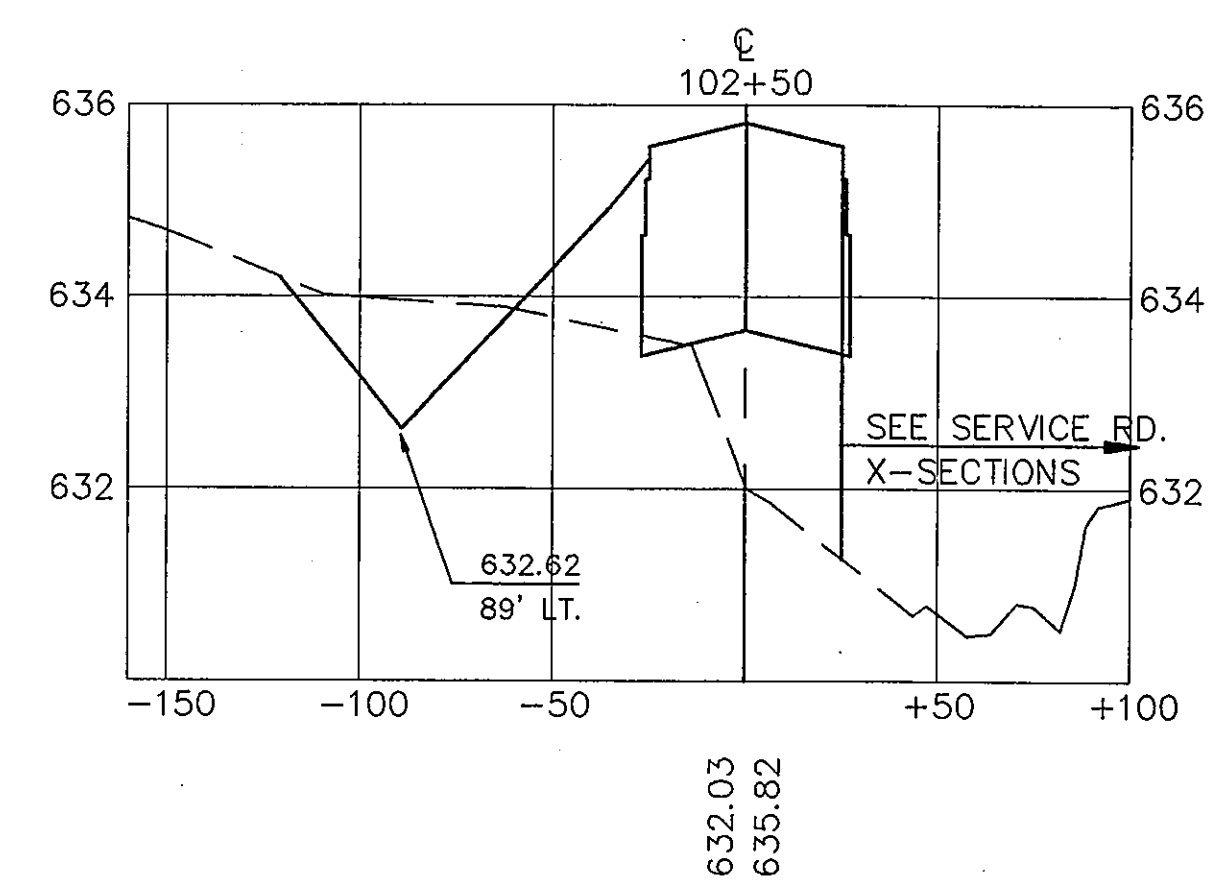
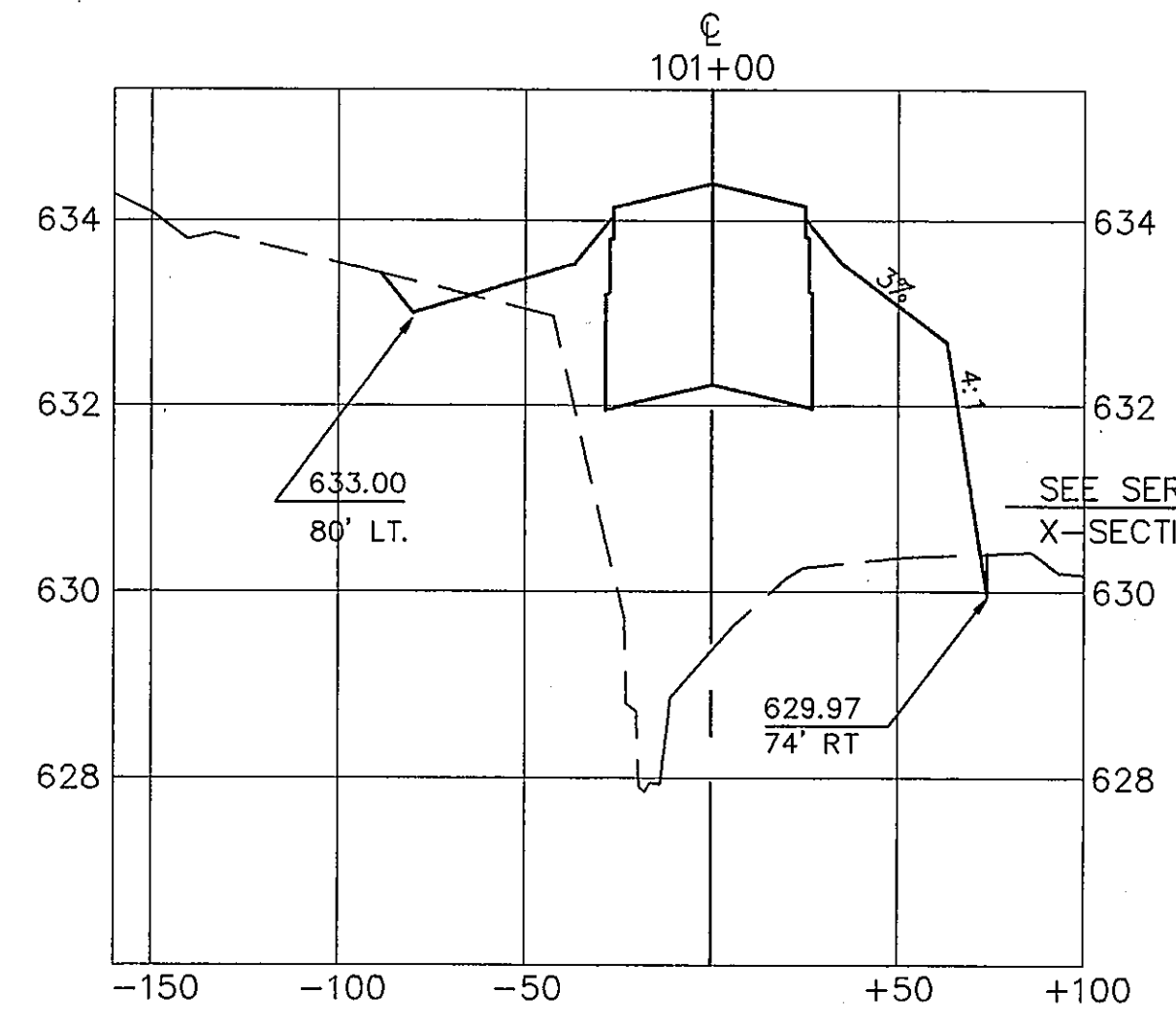
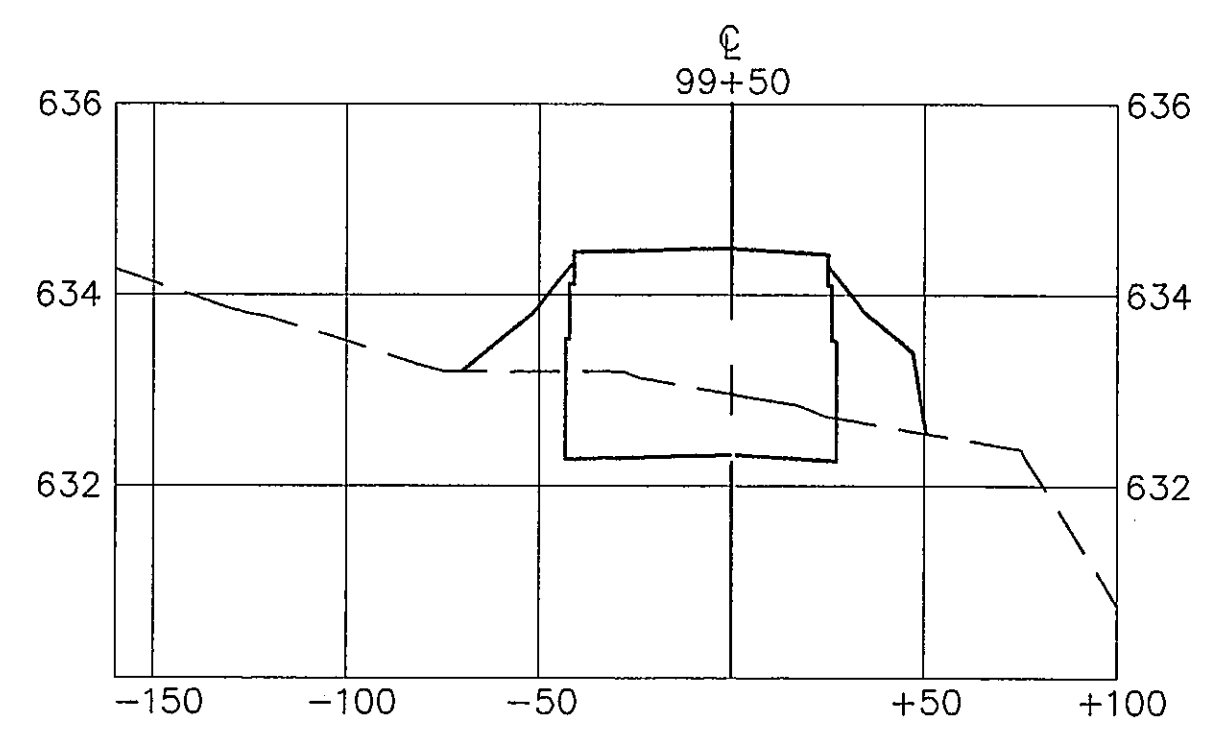
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DRAWN: PSA ENGINEERING	BID NO.: 94-33			
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SCALE:				

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ADDISON AIRPORT

MANHOLE AND HANDHOLE DETAILS



AS BUILT
OCT 20 1995

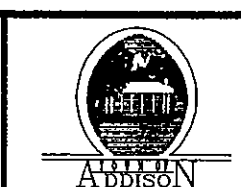


THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

DESIGN: <u>T.L.T.</u>	A.I.P. NO: <u>3-48-0063-06</u>	Date	Revisions	By
DRAWN: <u>M.J.C.</u>	BID NO: <u>94-33</u>			
CHECKED: <u>L.D.T.</u>	JOB NO: <u>Y8024.60</u>			
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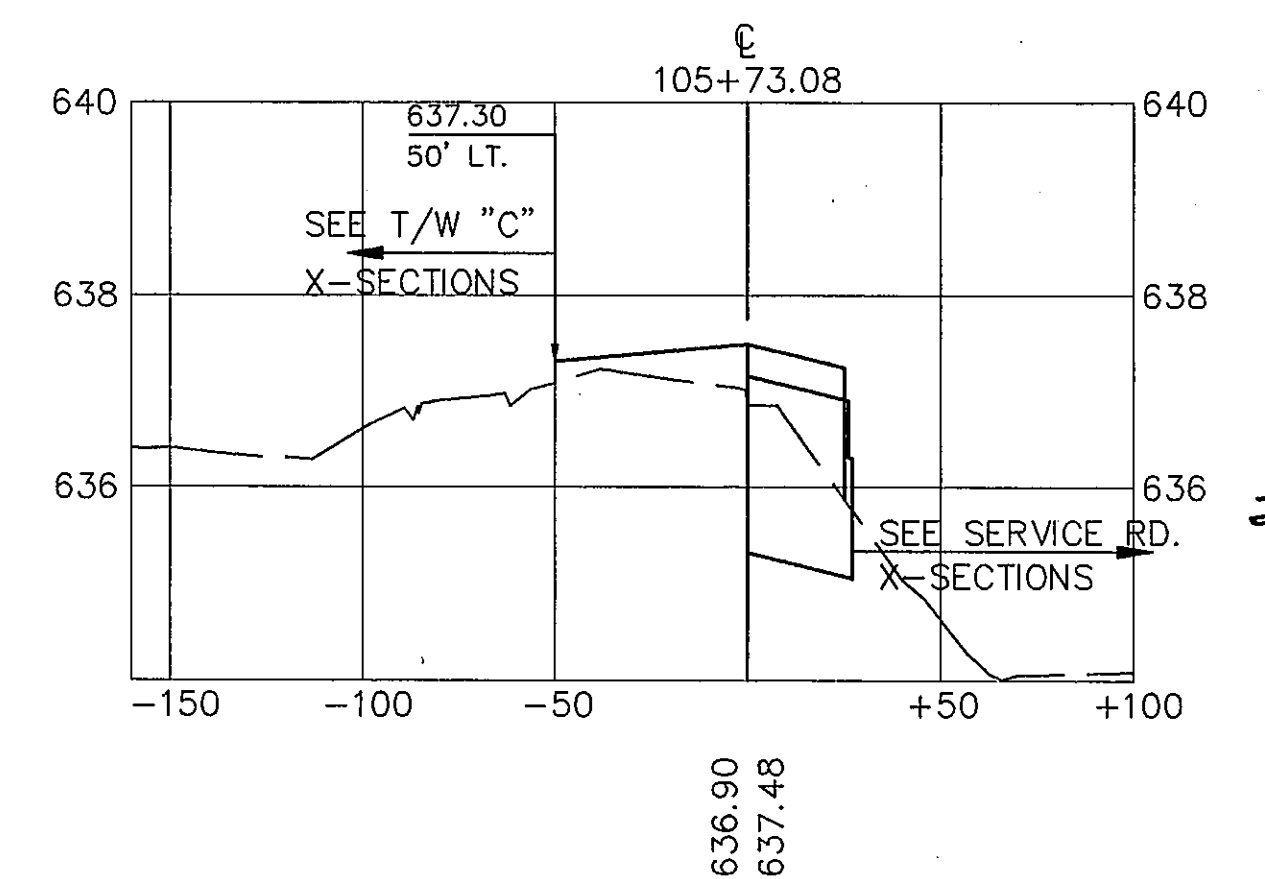
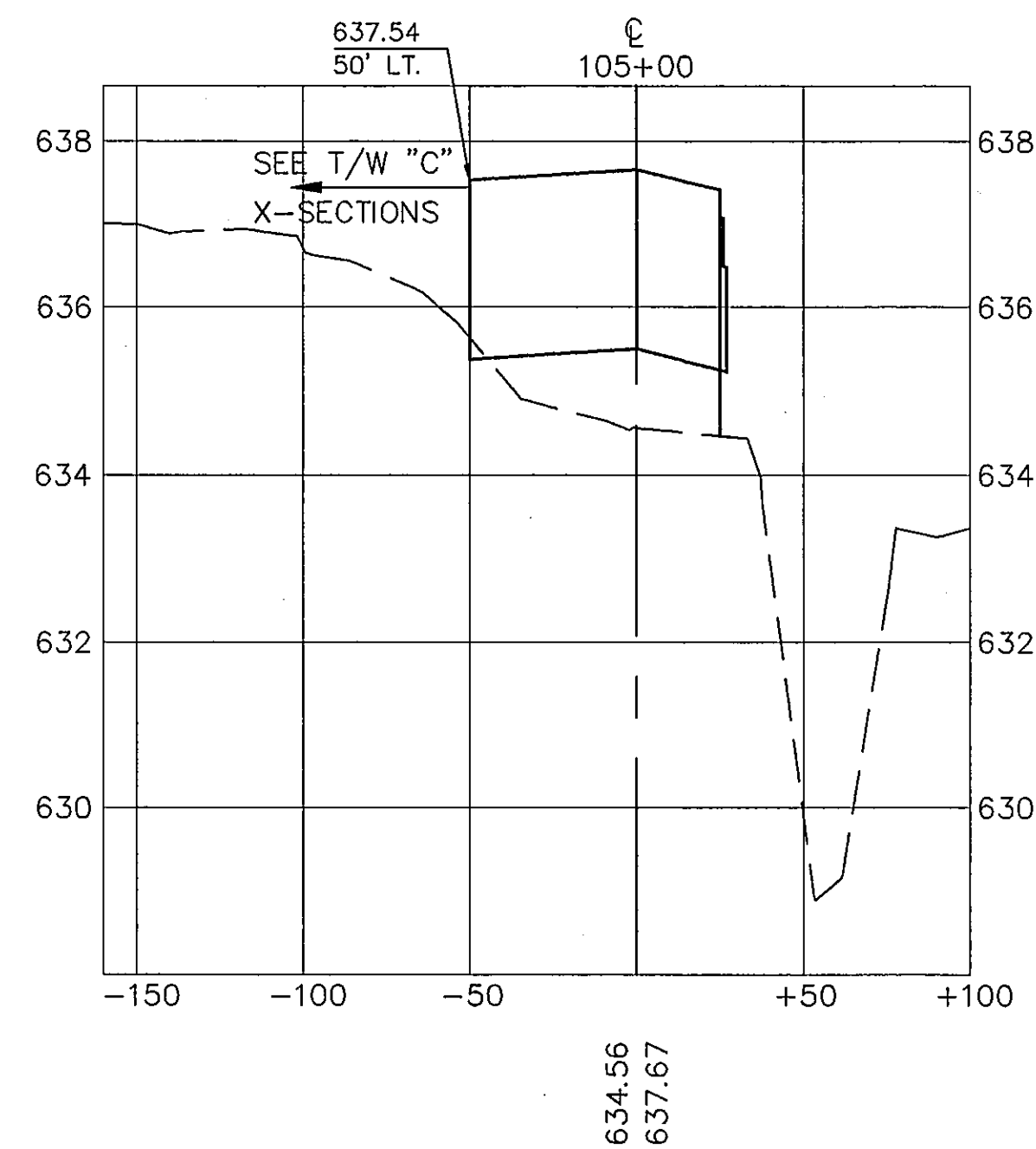
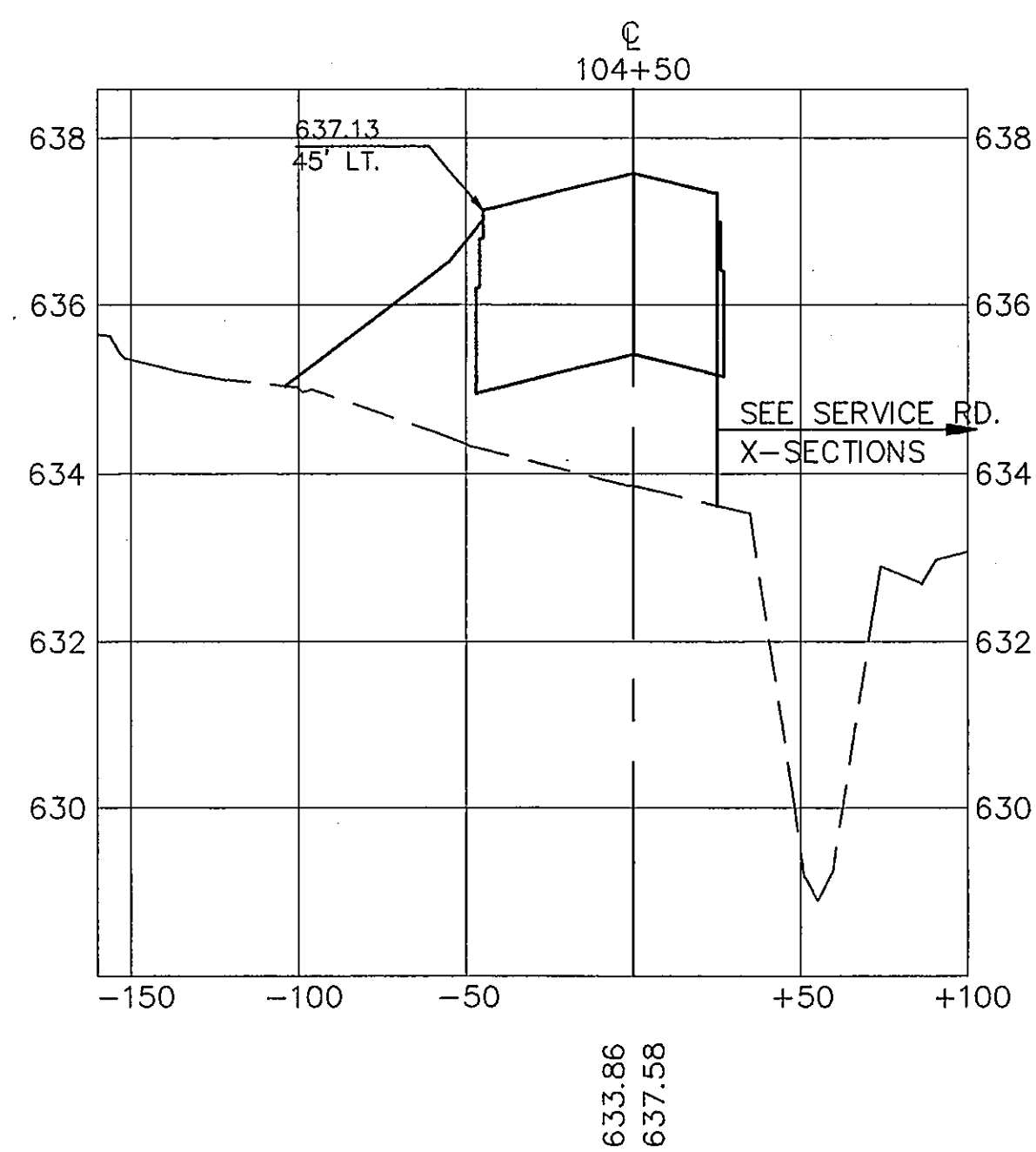
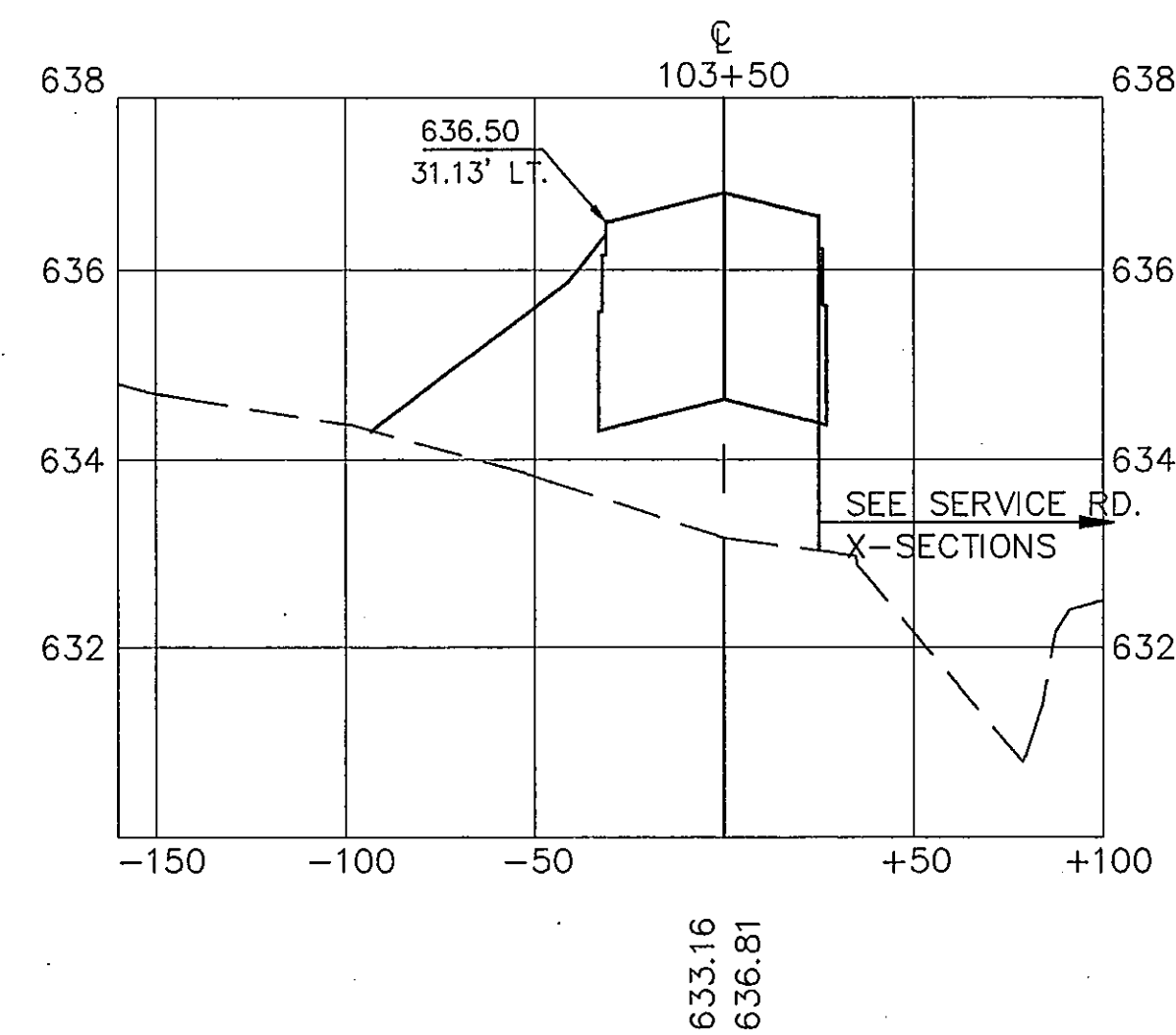
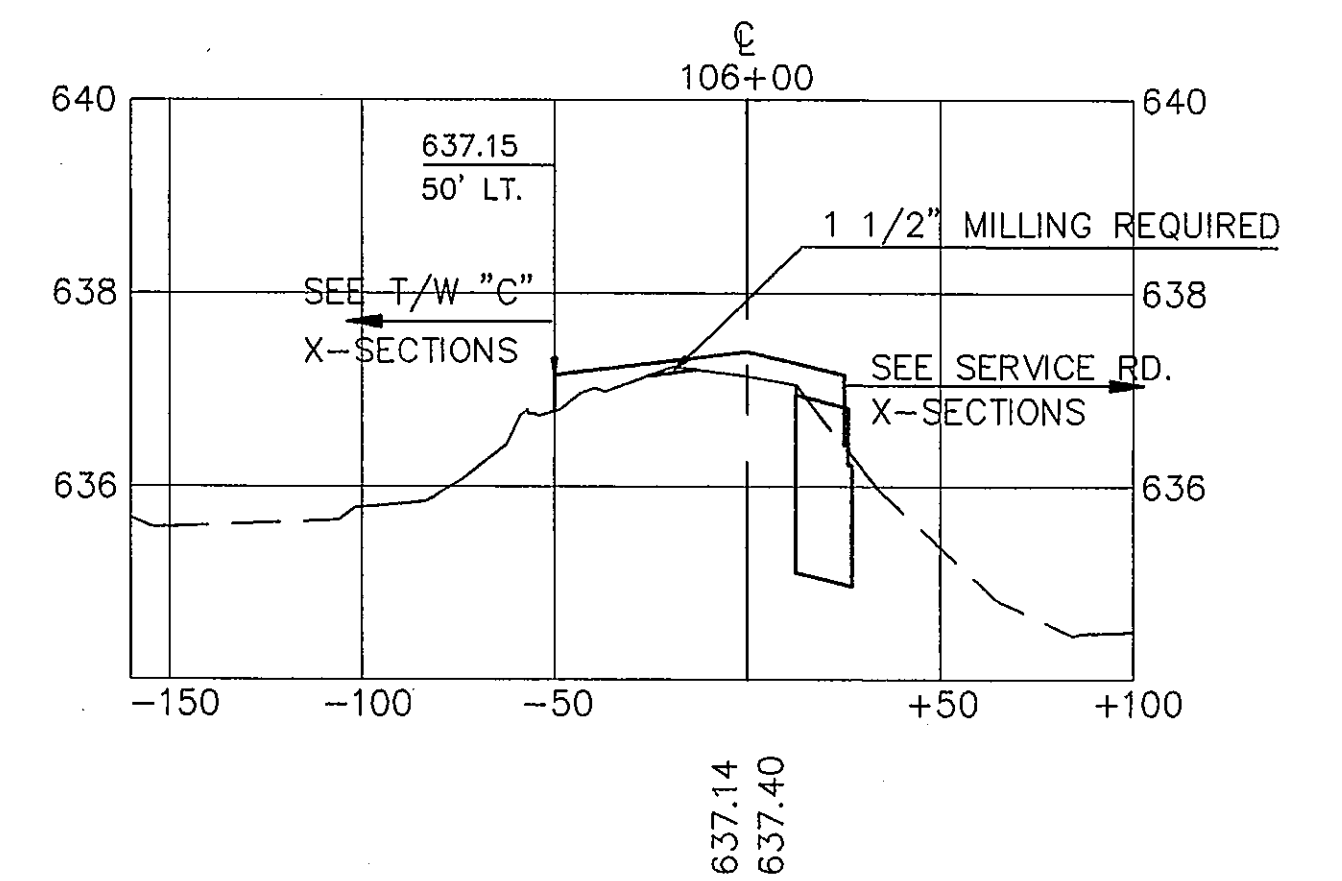
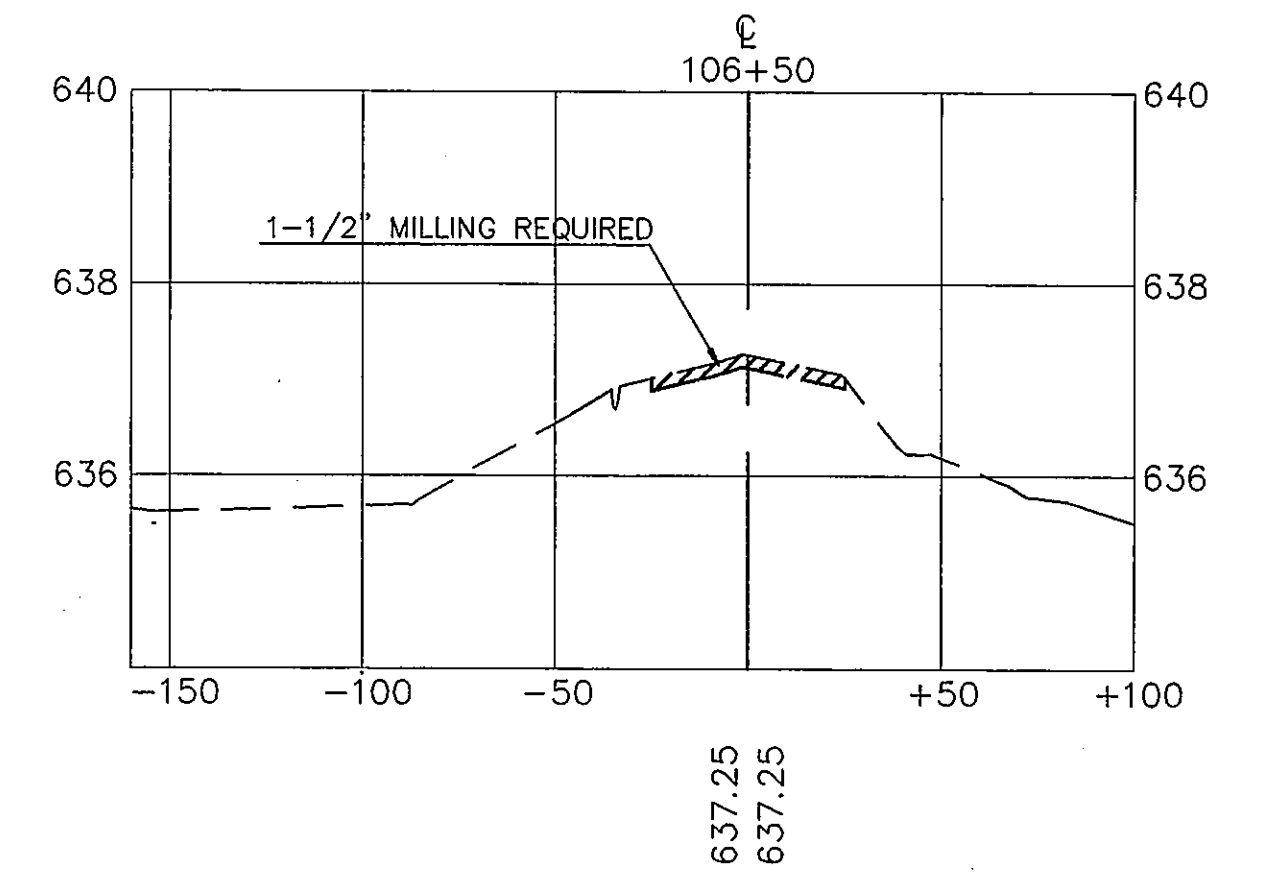
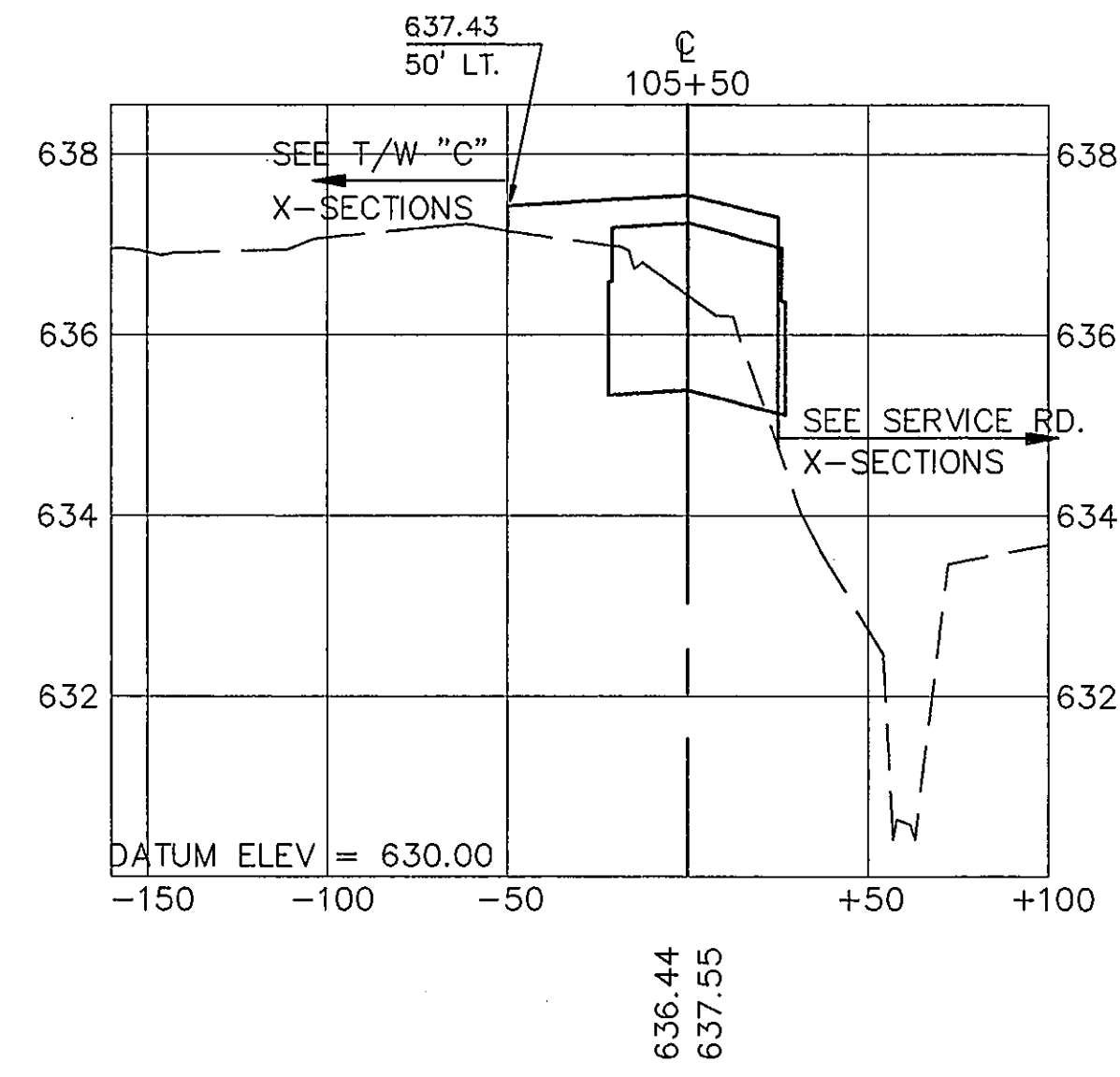
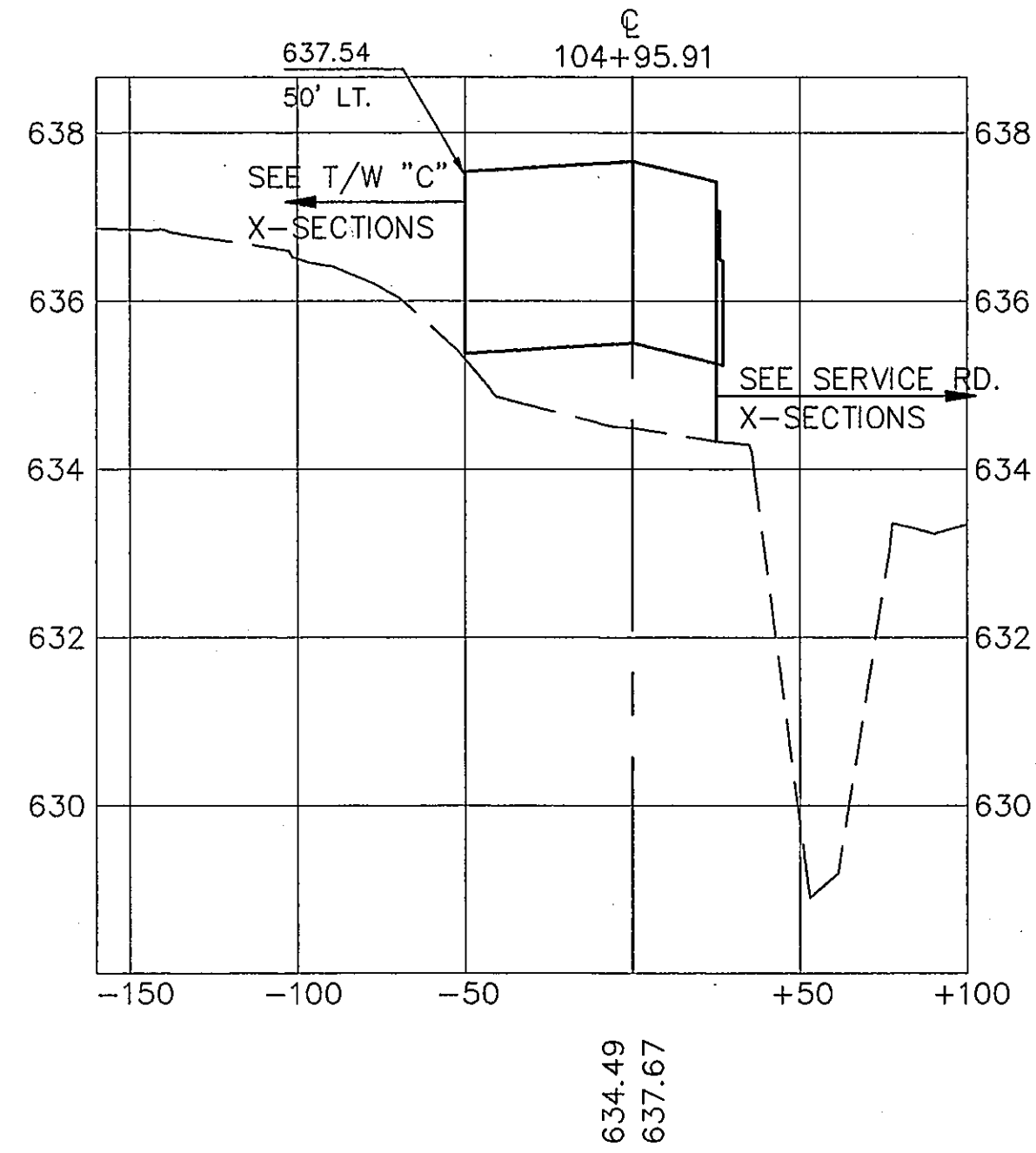
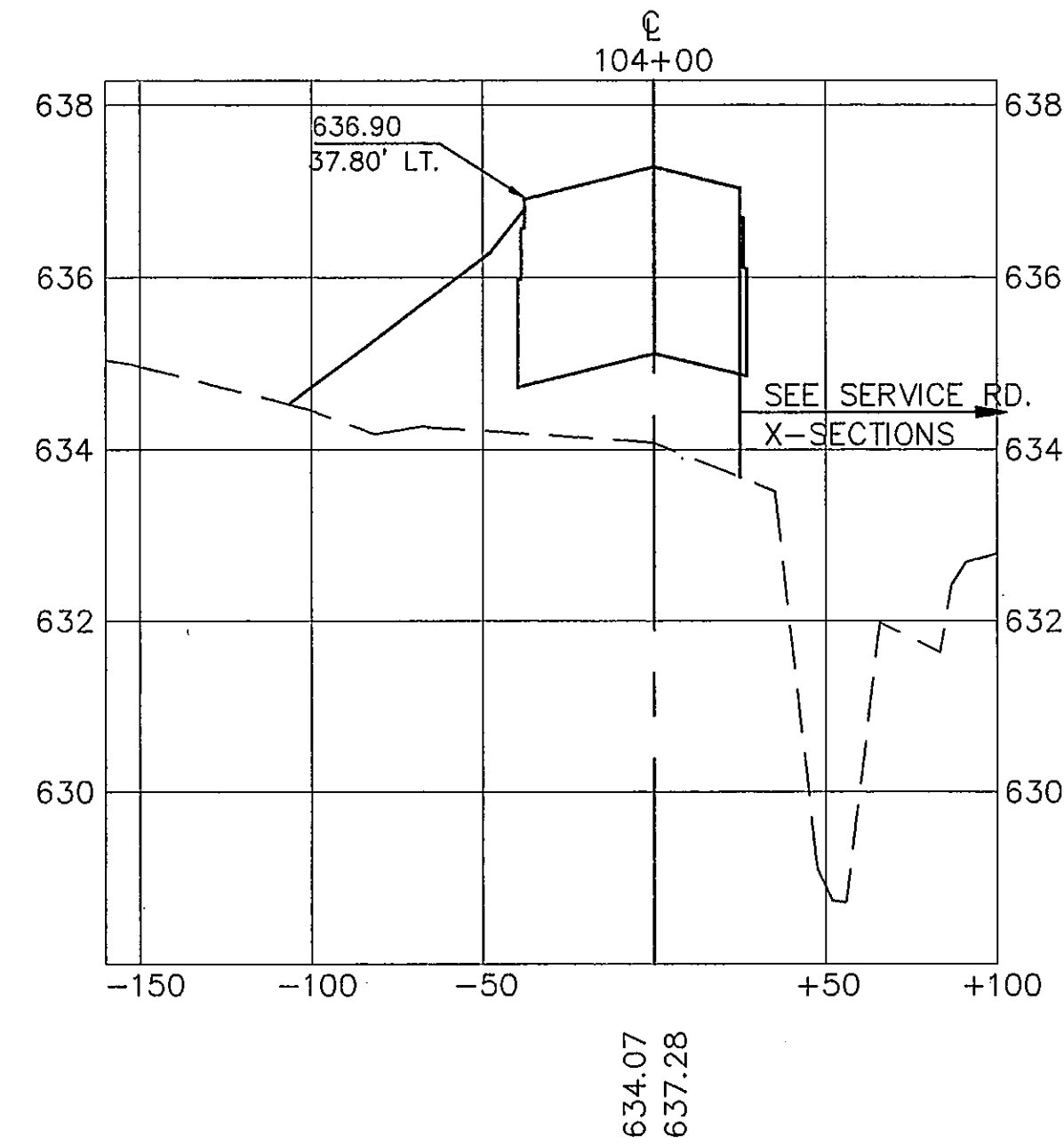
Greiner, Inc.
Greiner, Inc.
Fort Worth, Texas

Engineers, Architects
and Planners



ADDISON AIRPORT

TAXIWAY "A" AND DRAINAGE SECTIONS
STA. 98+43.11 TO STA. 103+04.10



AS BUILT

OCT 20 1995



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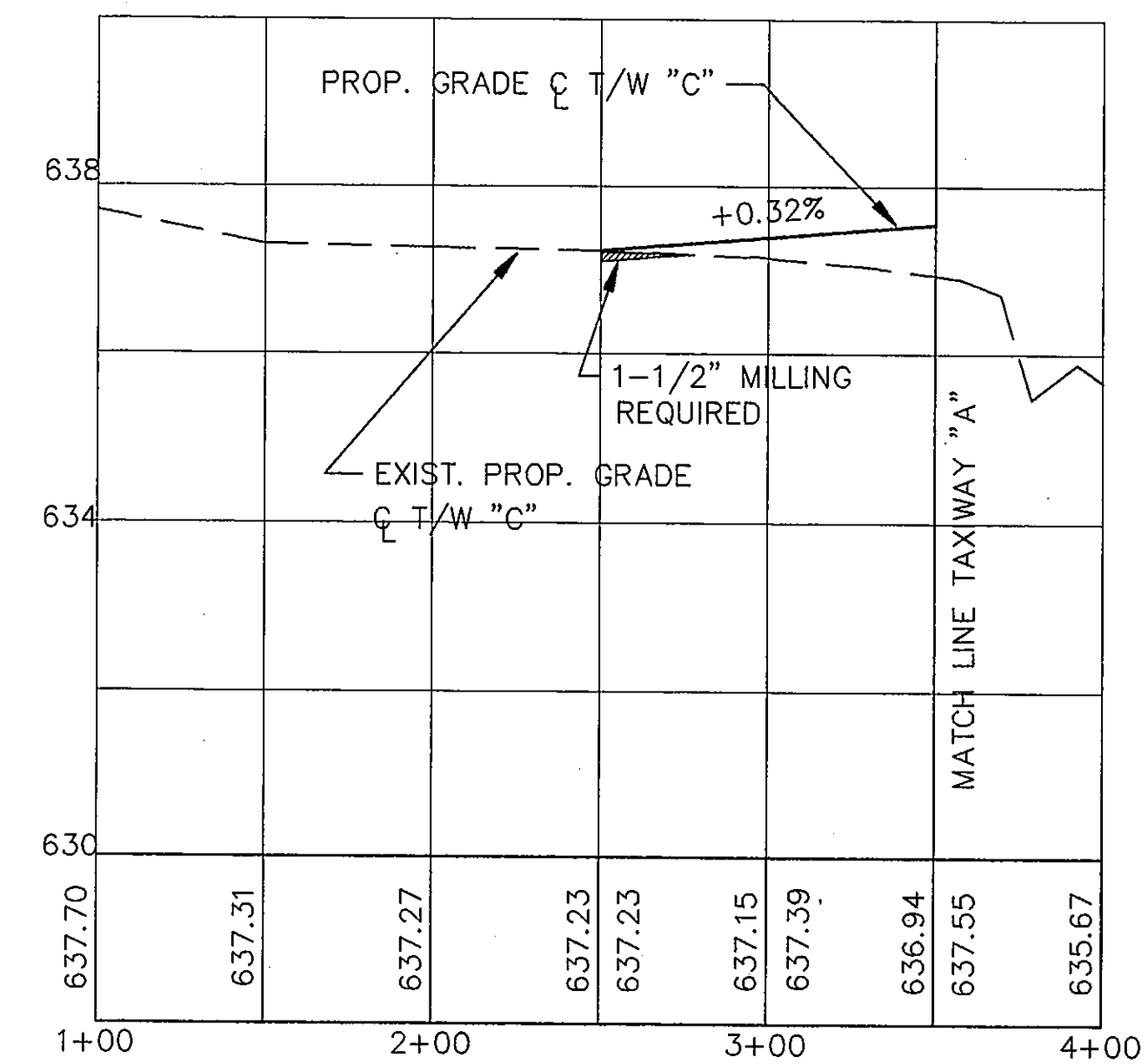
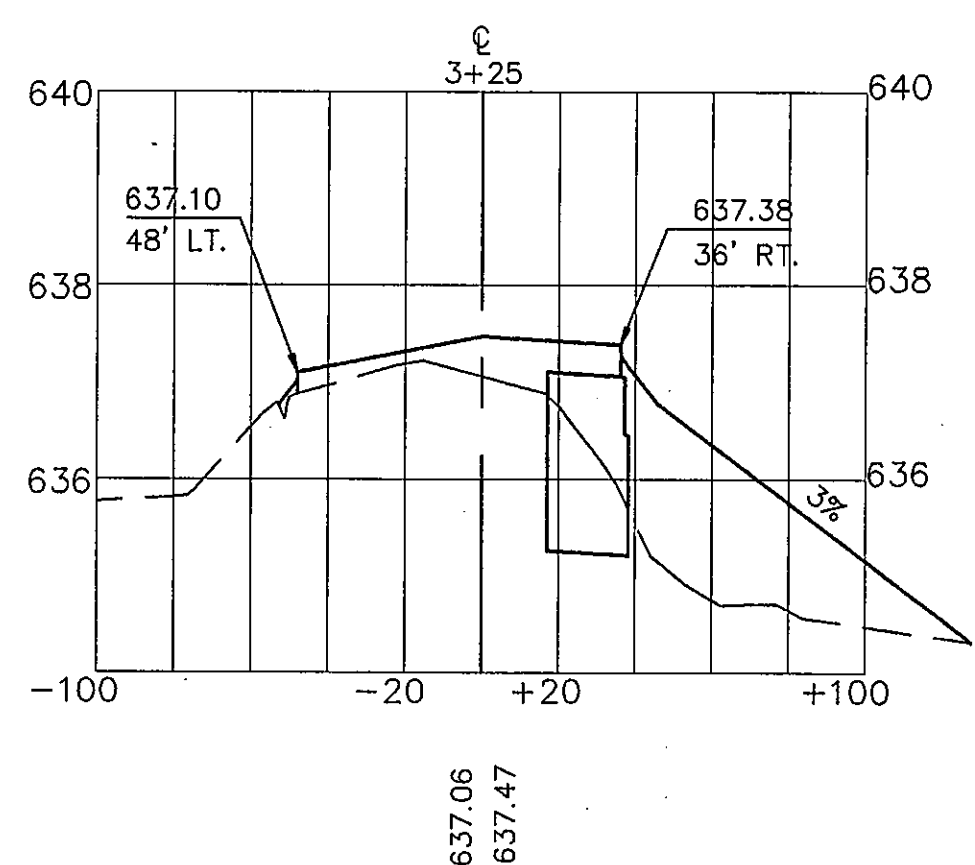
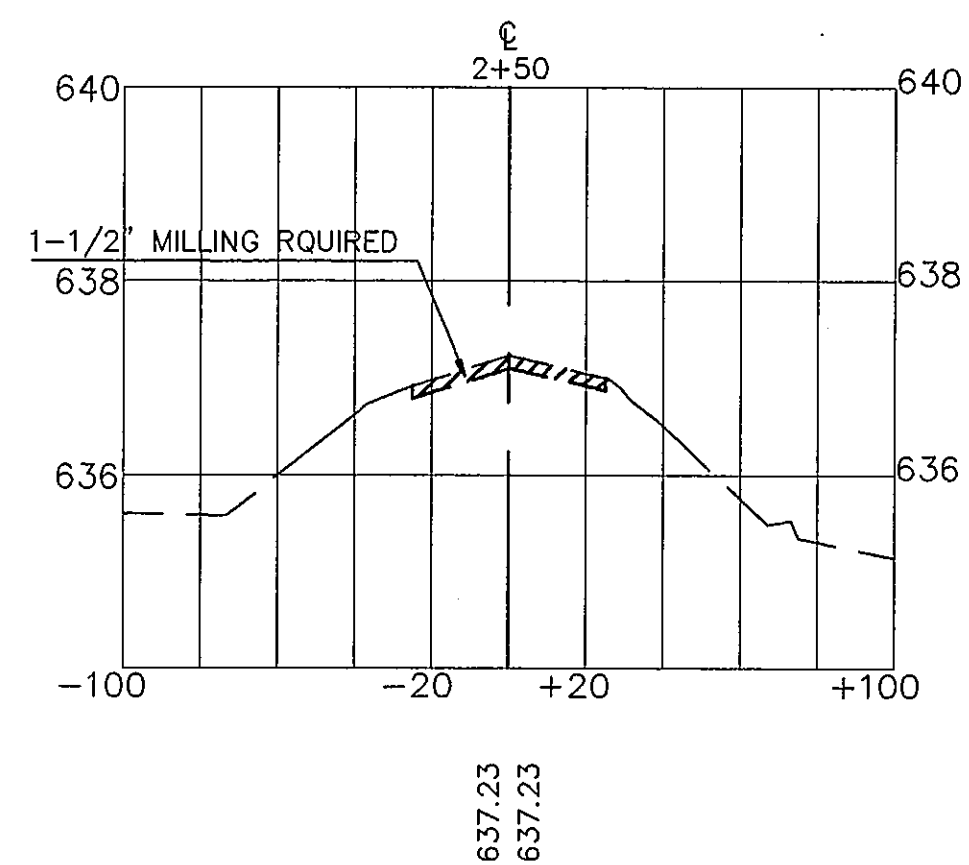
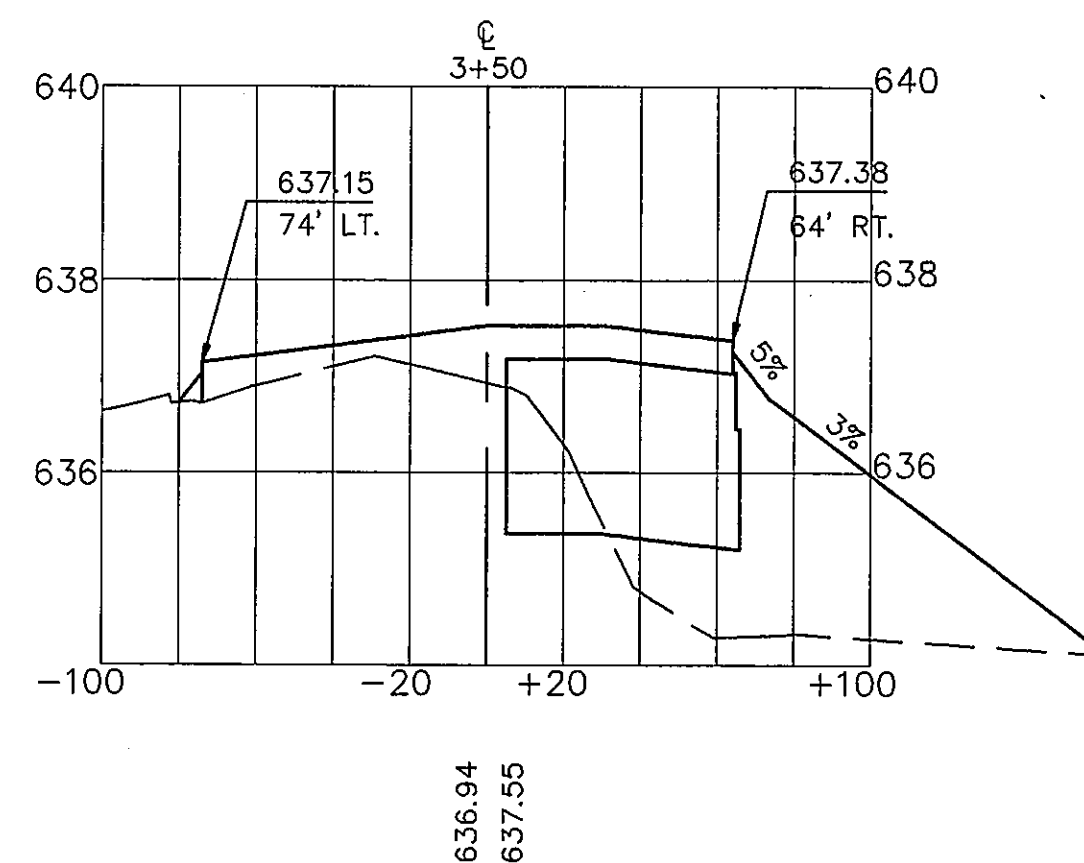
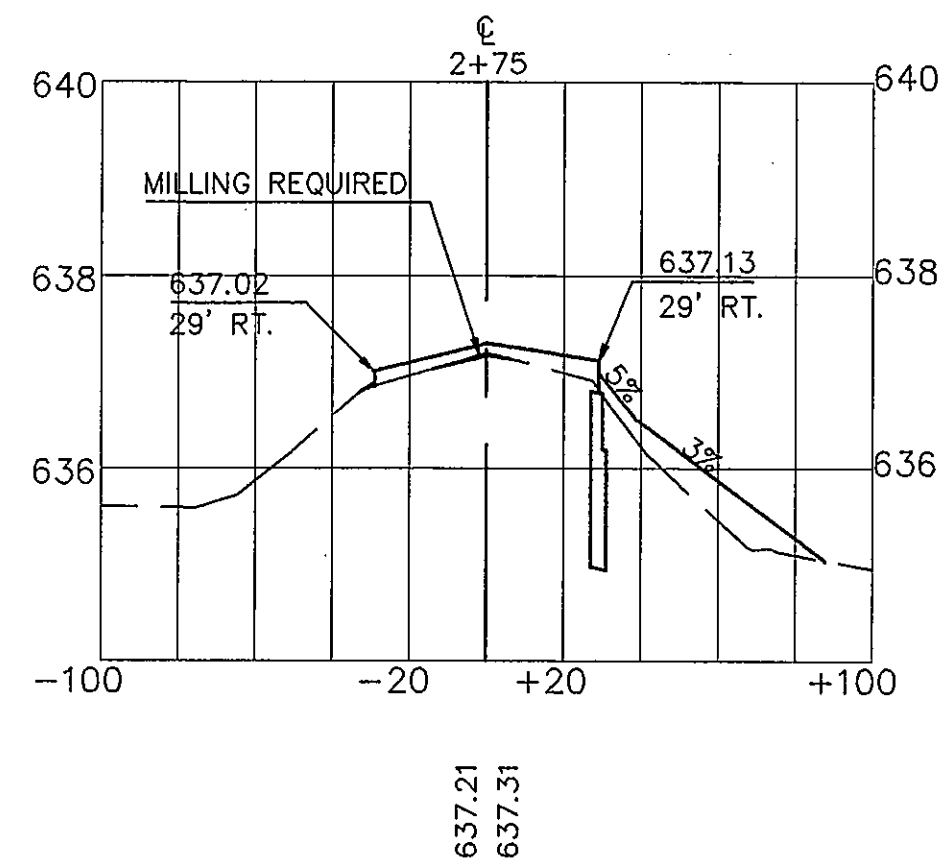
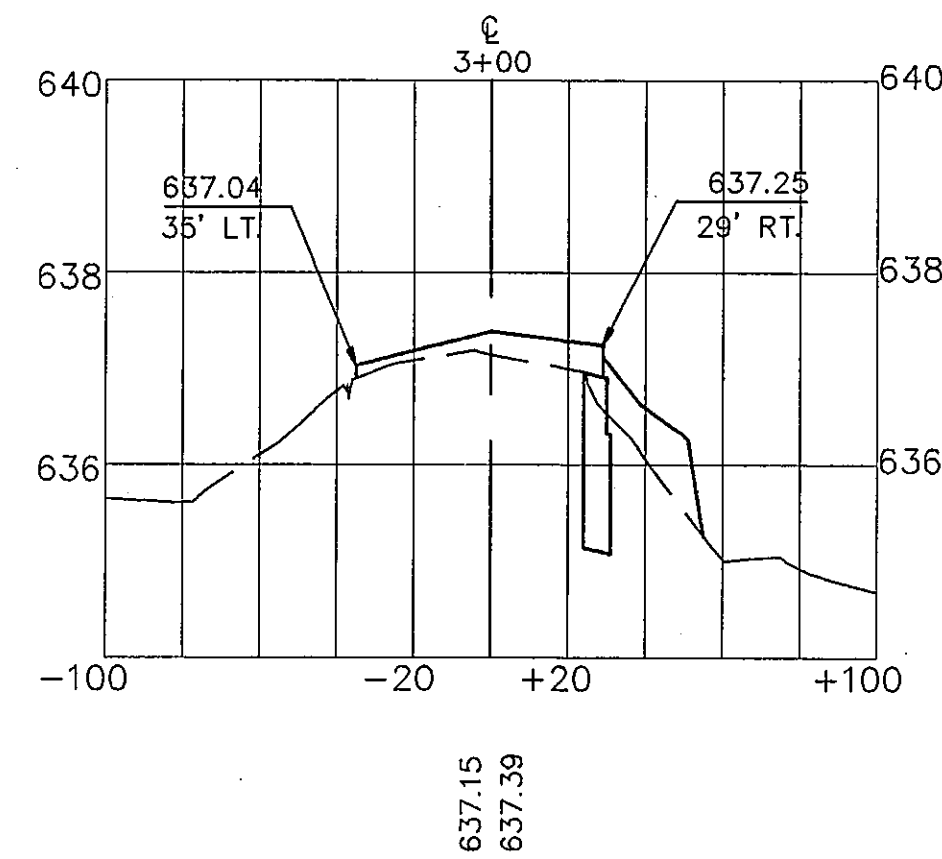
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DRAWN: M.J.G.	BID NO. 94-33			
CHECKED: L.D.T.	JOB NO. Y8024.80			
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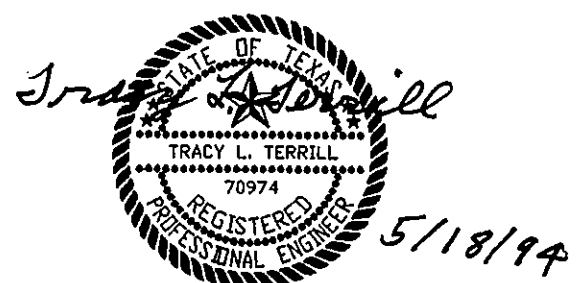
ADDISON AIRPORT

TAXIWAY "A" AND DRAINAGE SECTIONS
STA. 103+50 TO STA. 106+50



AS BUILT

OCT 20 1995



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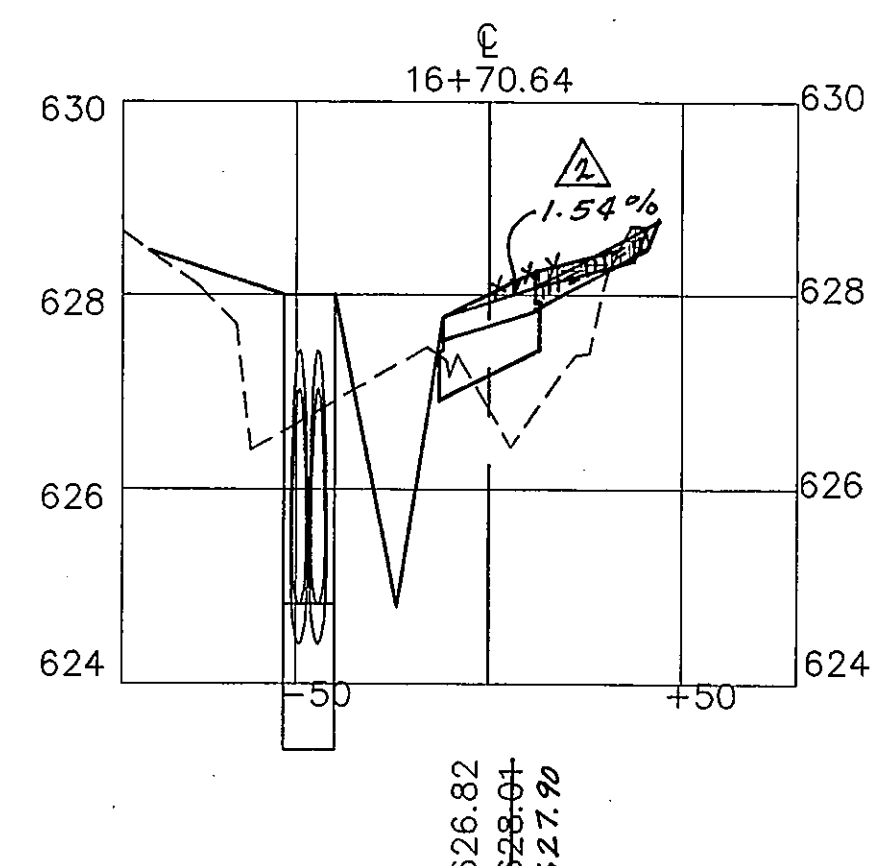
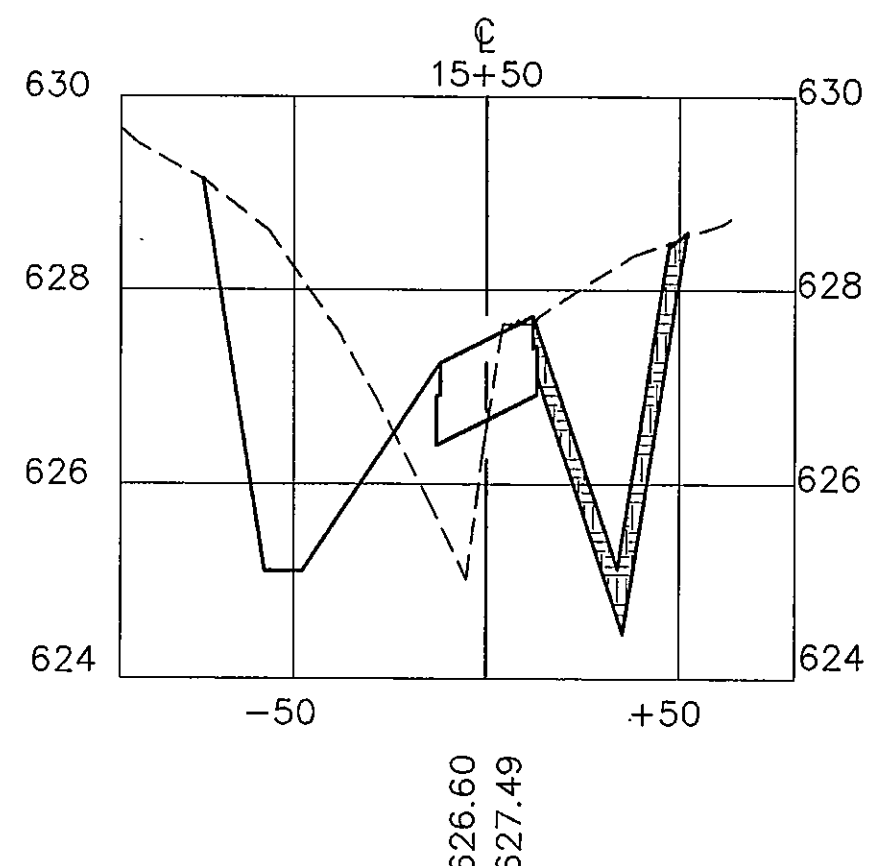
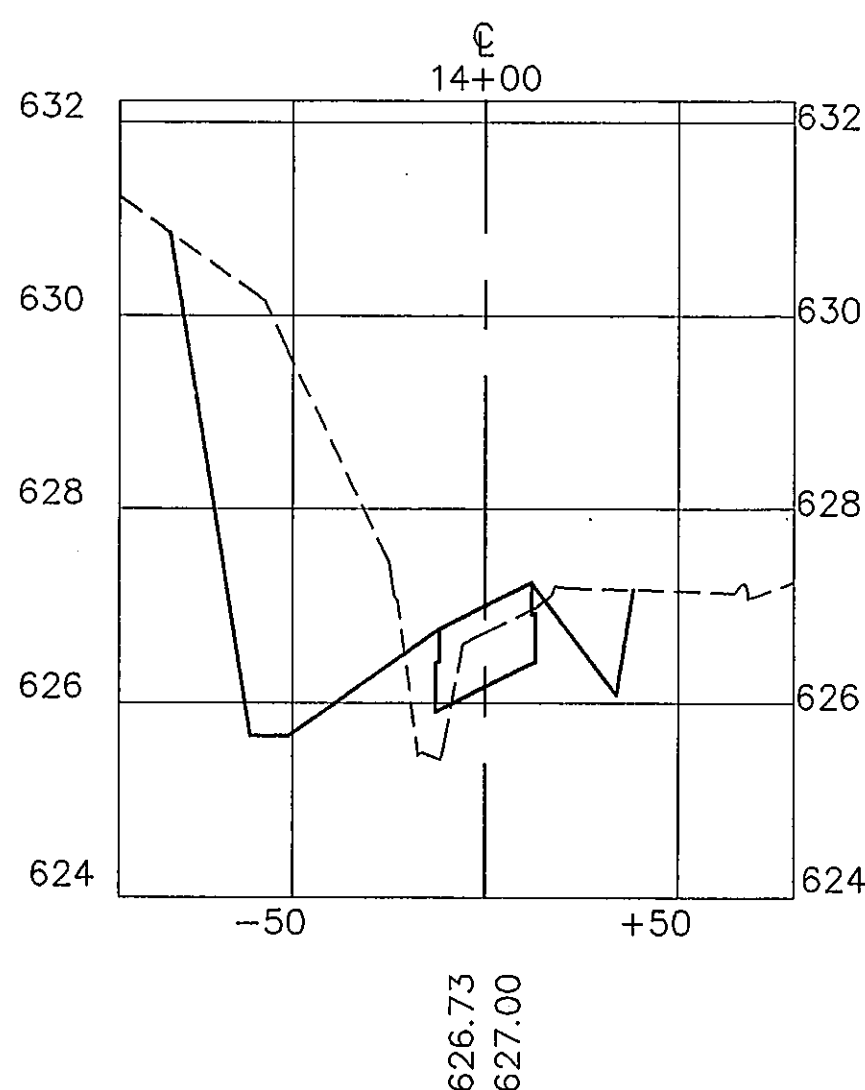
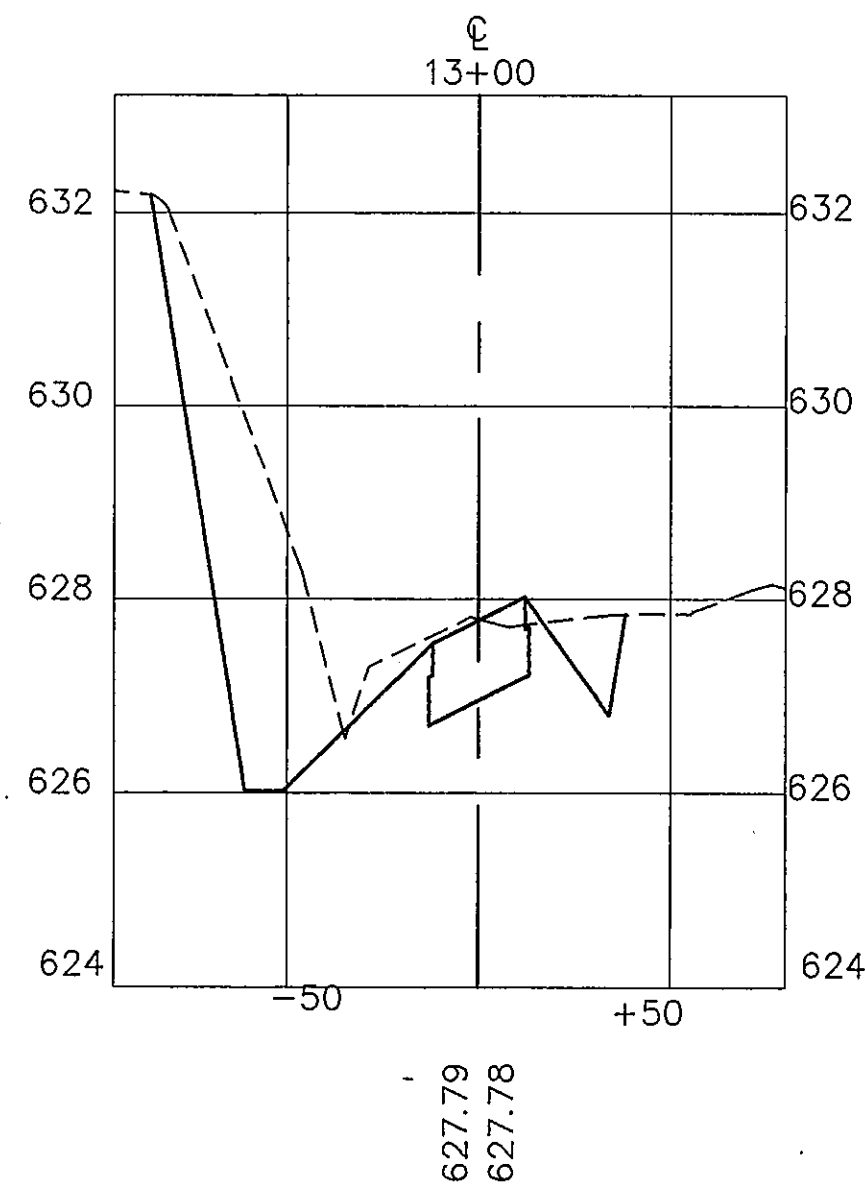
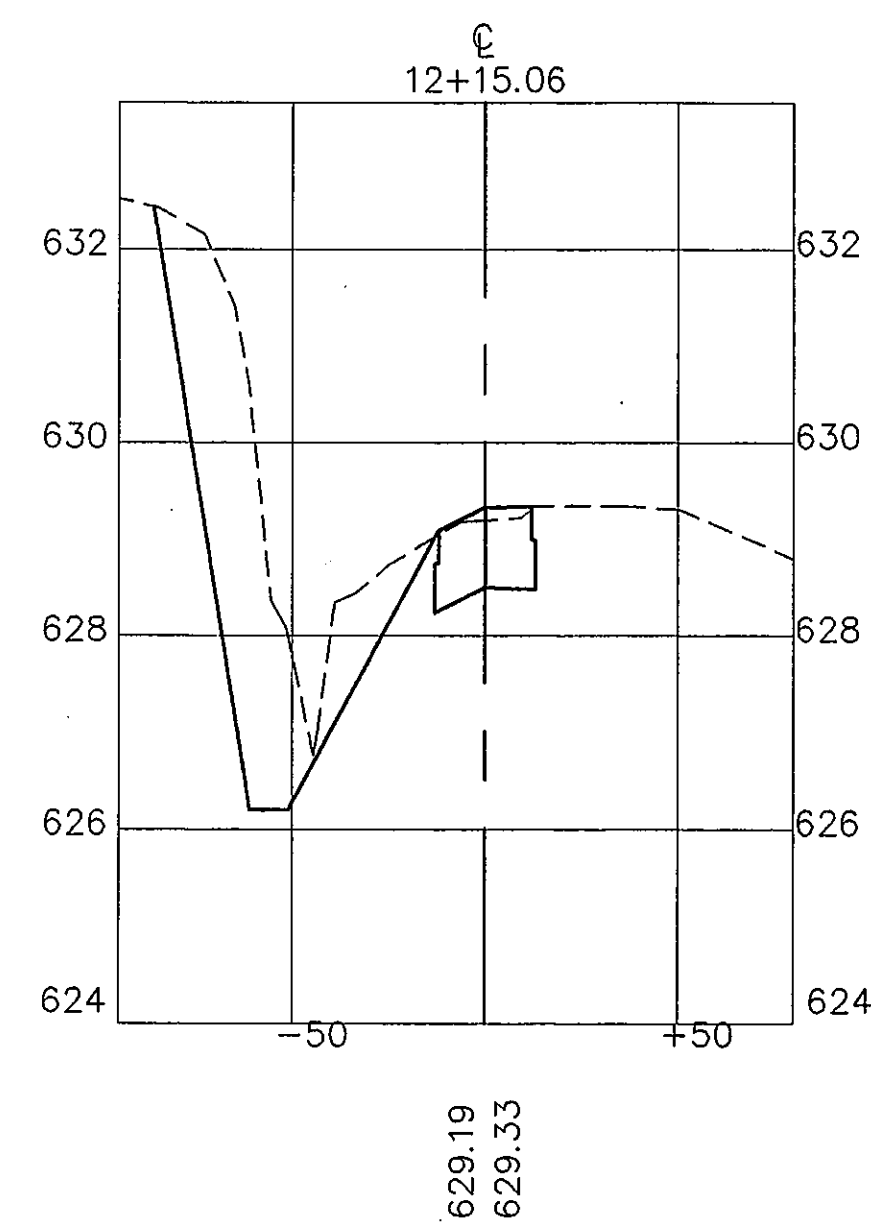
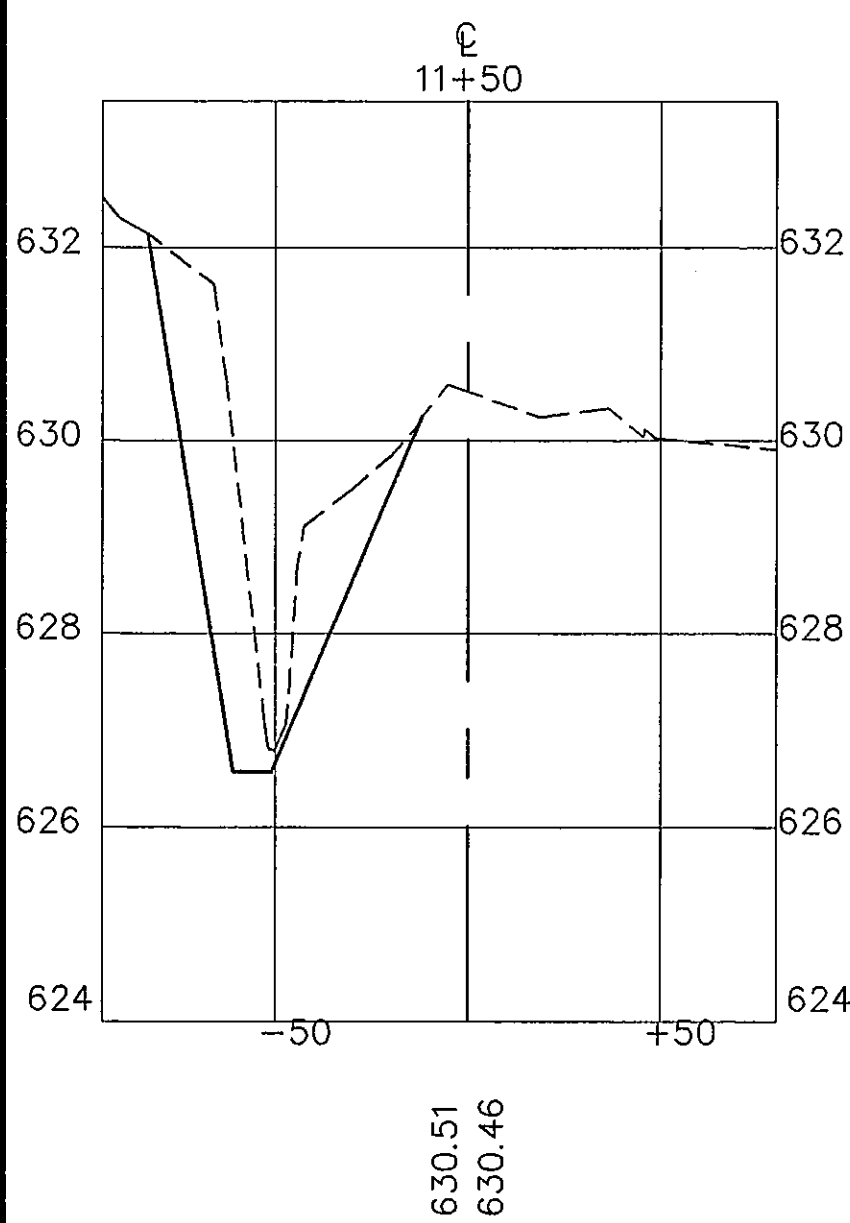
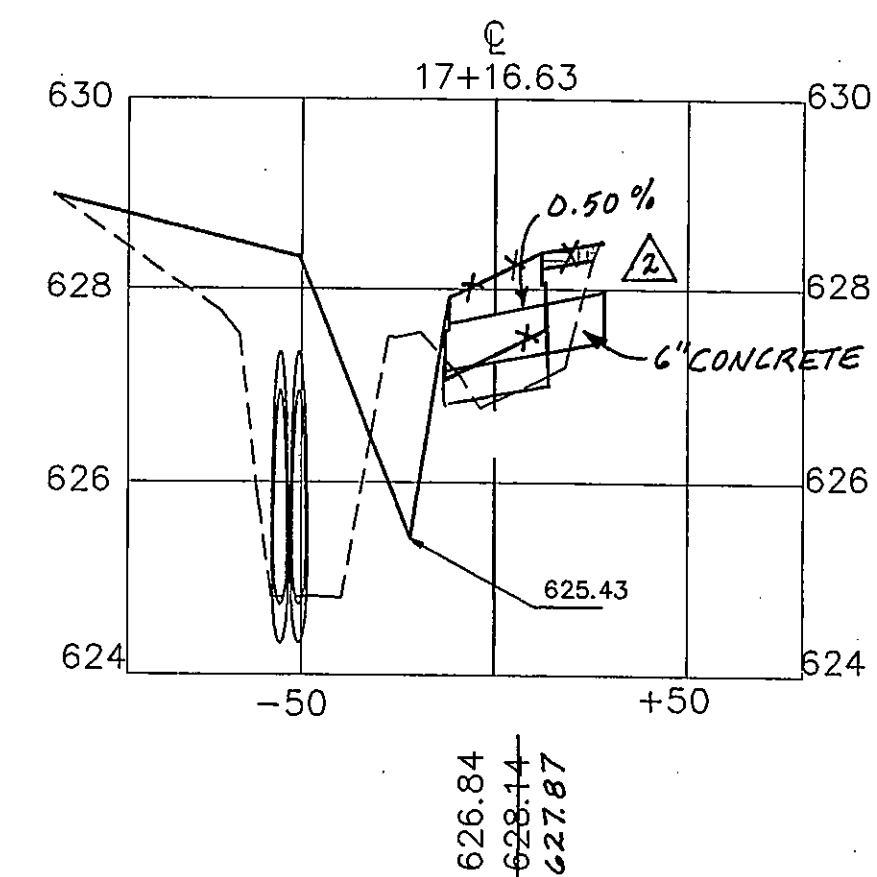
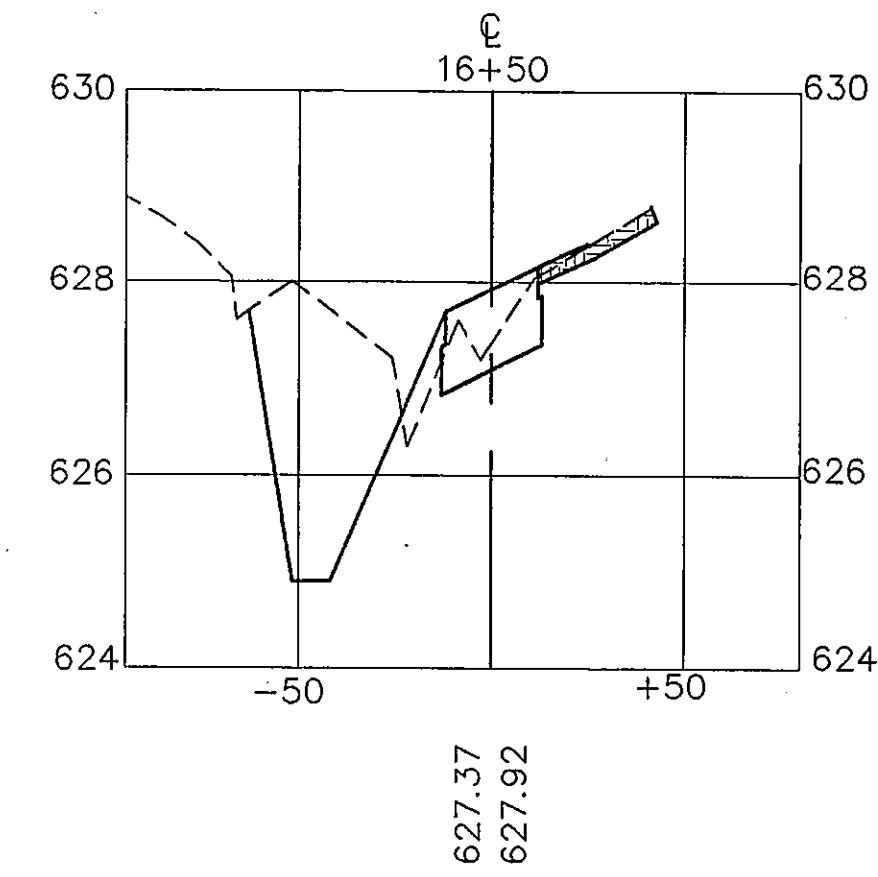
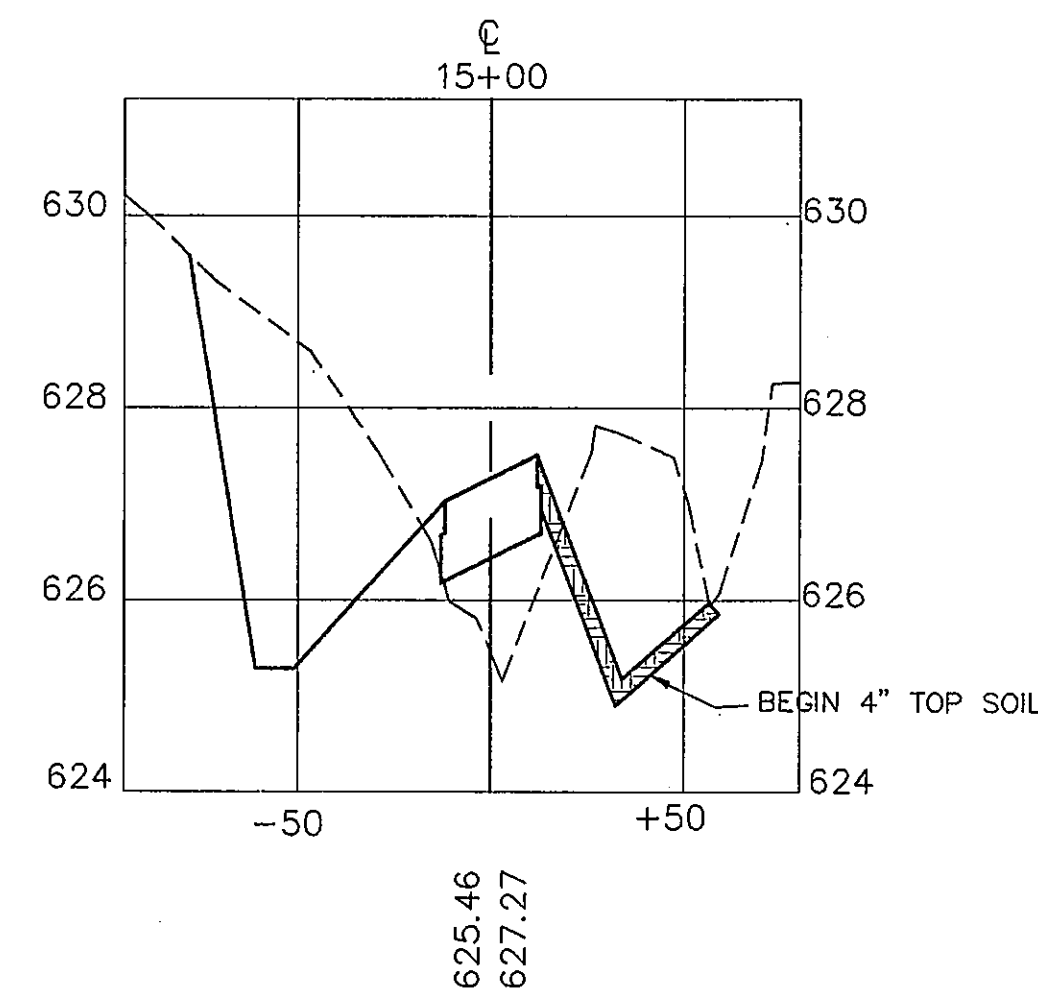
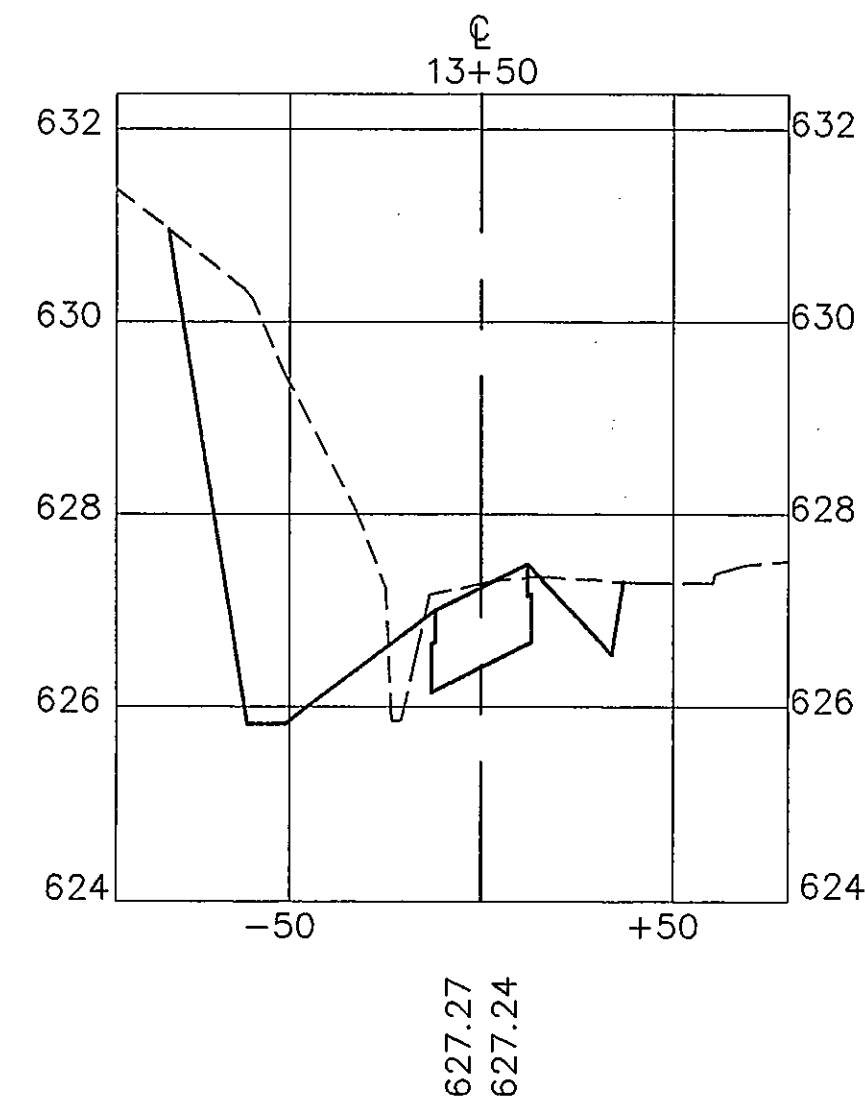
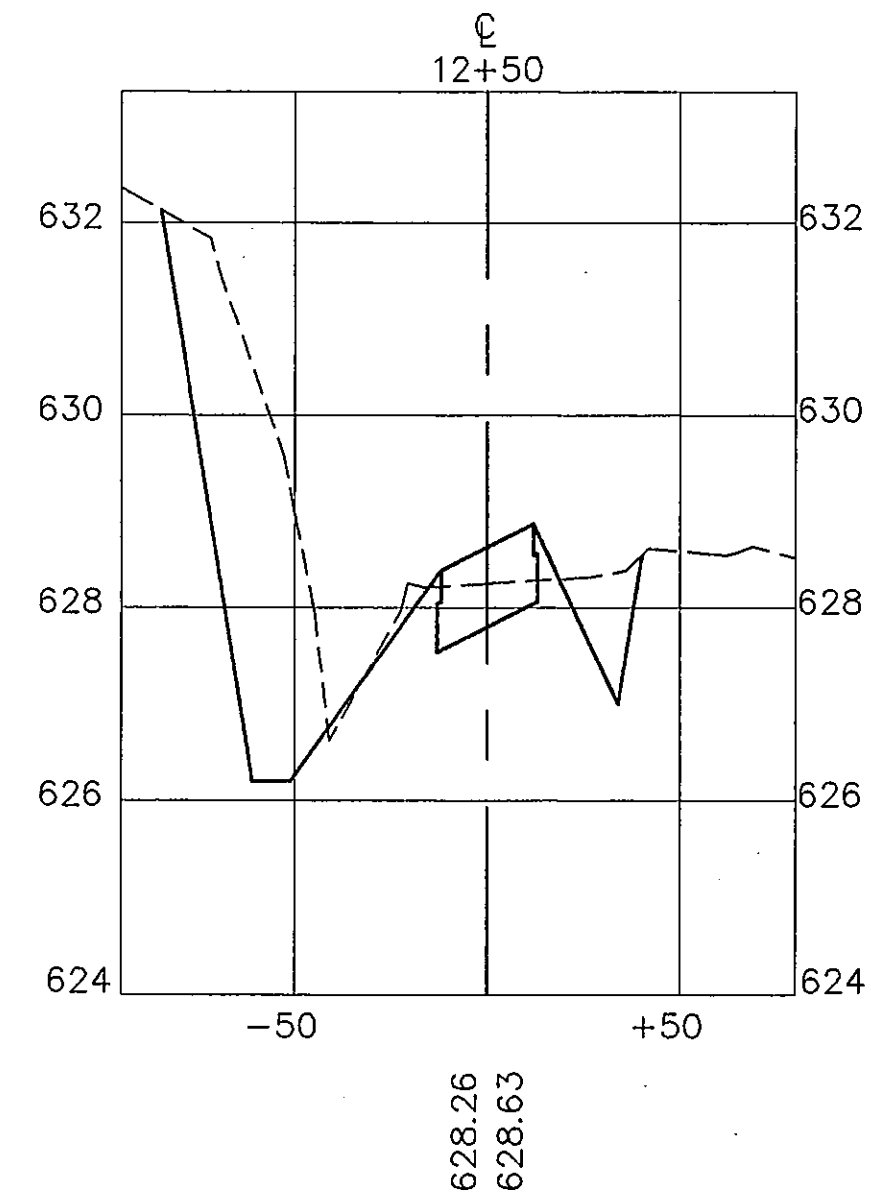
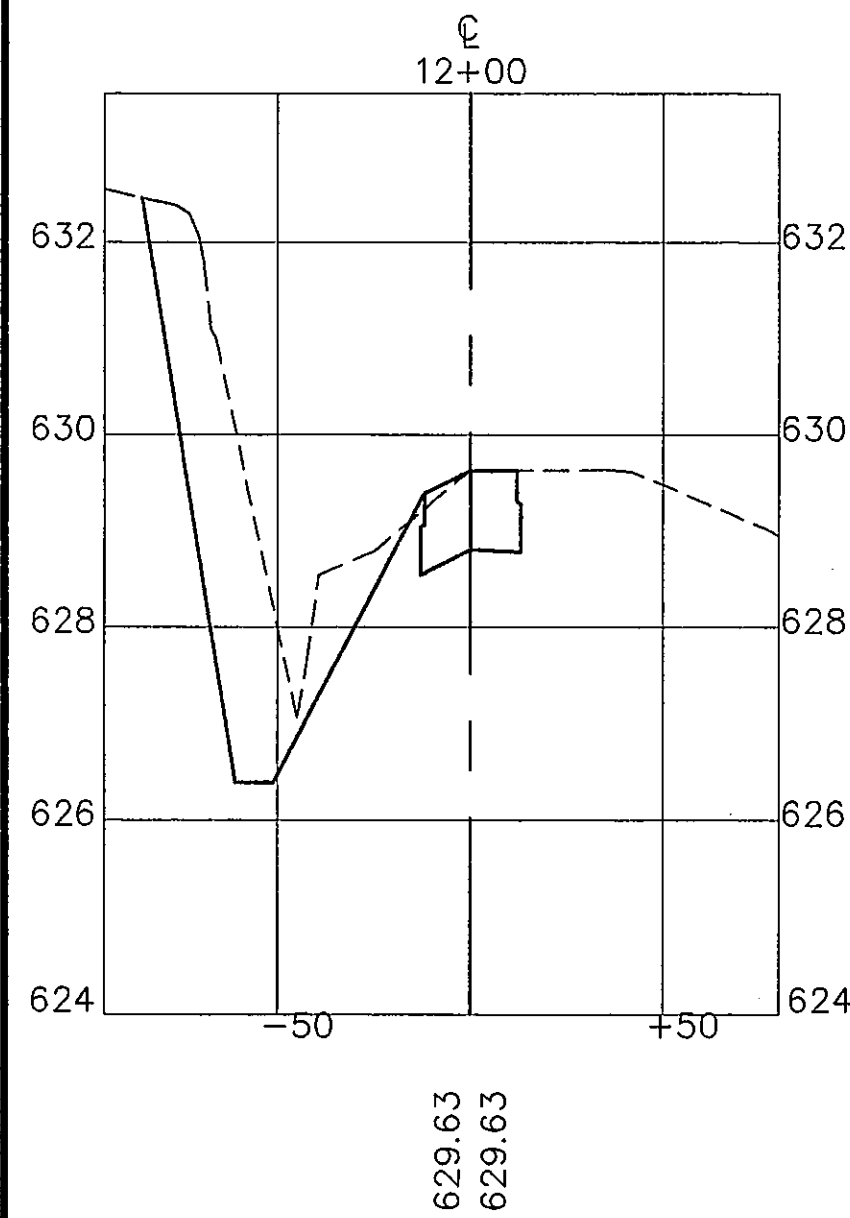


ADDISON AIRPORT

TAXIWAY "C" PROFILE AND SECTIONS
STA. 2+50 TO STA. 3+50

SHEET
41

DATE: MAY, 1994



AS BUILT

OCT 20 1995

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06		
DRAWN: M.J.C.	BID NO. 94-44		
CHECKED: L.D.T.	JOB NO. YB024.60	11-19-94	FIELD CHANGE
SCALE: 1" = 50' HORIZ. 1" = 2' VERT.		Date	Revisions
			By

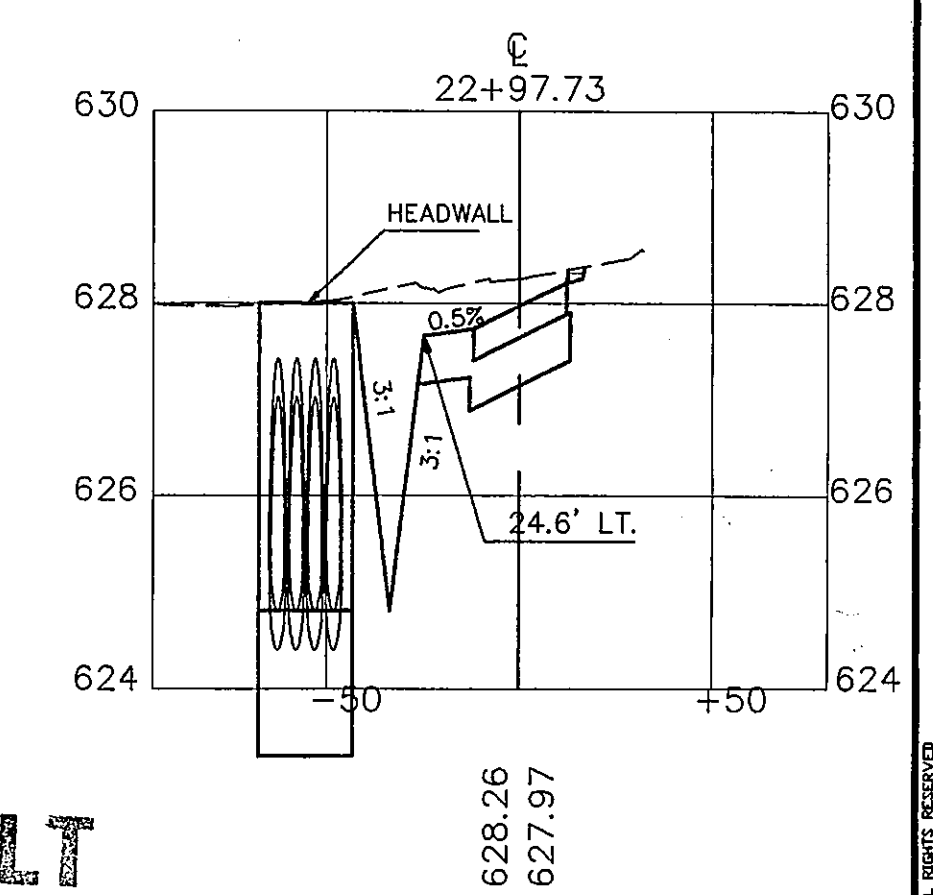
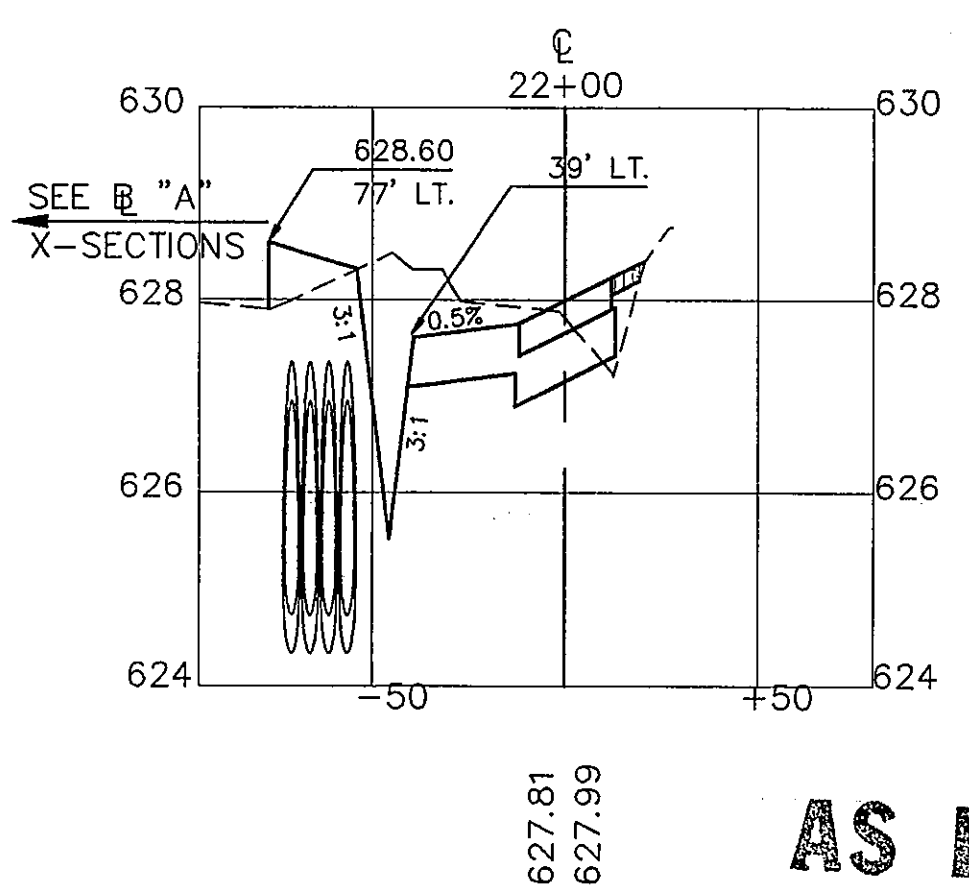
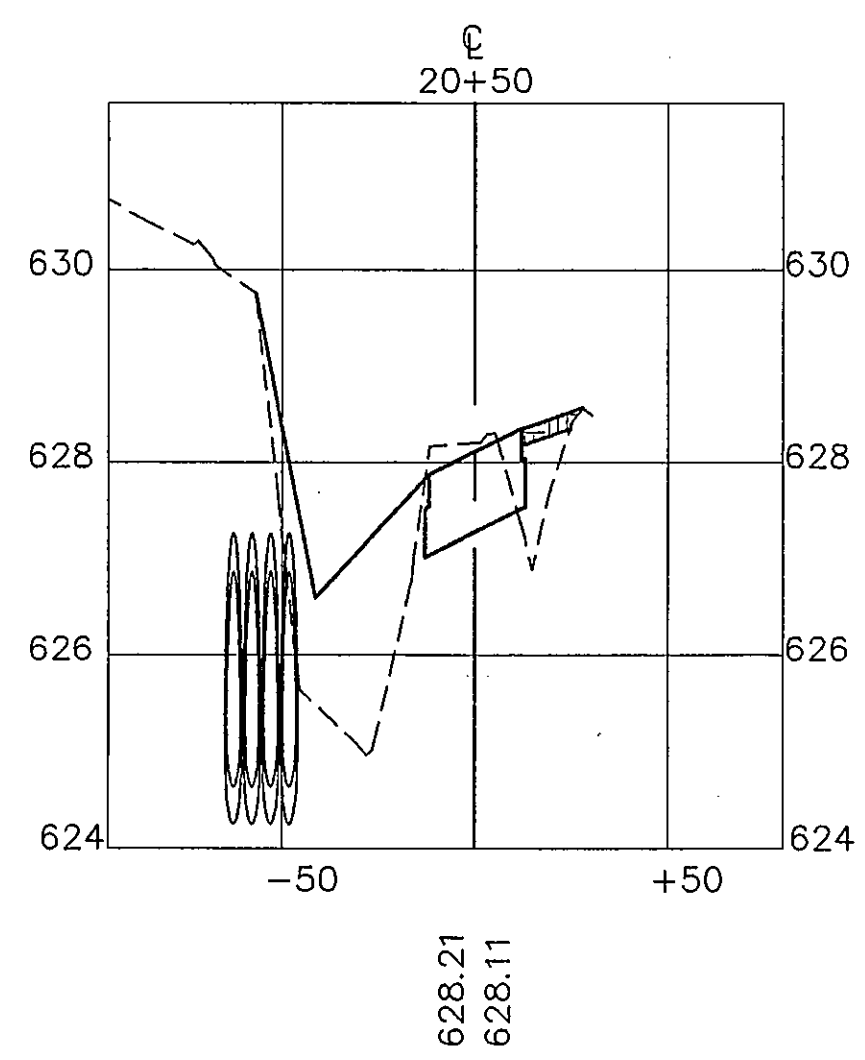
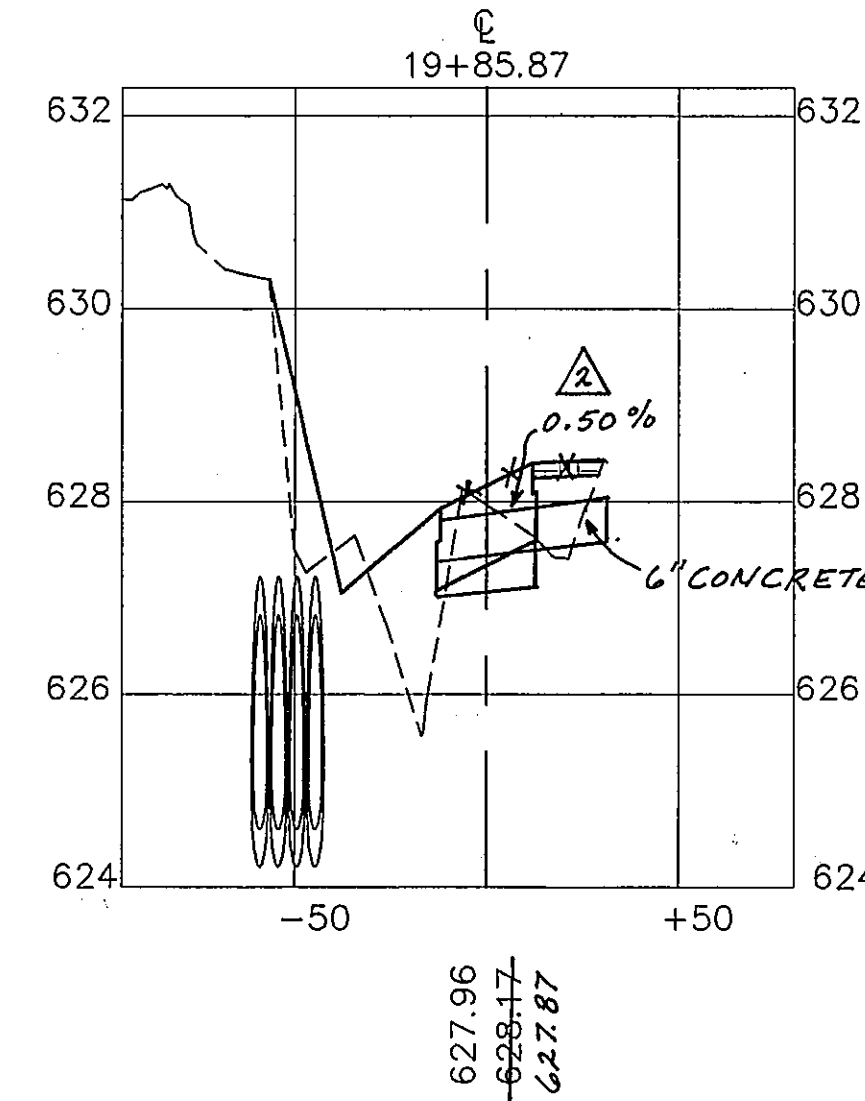
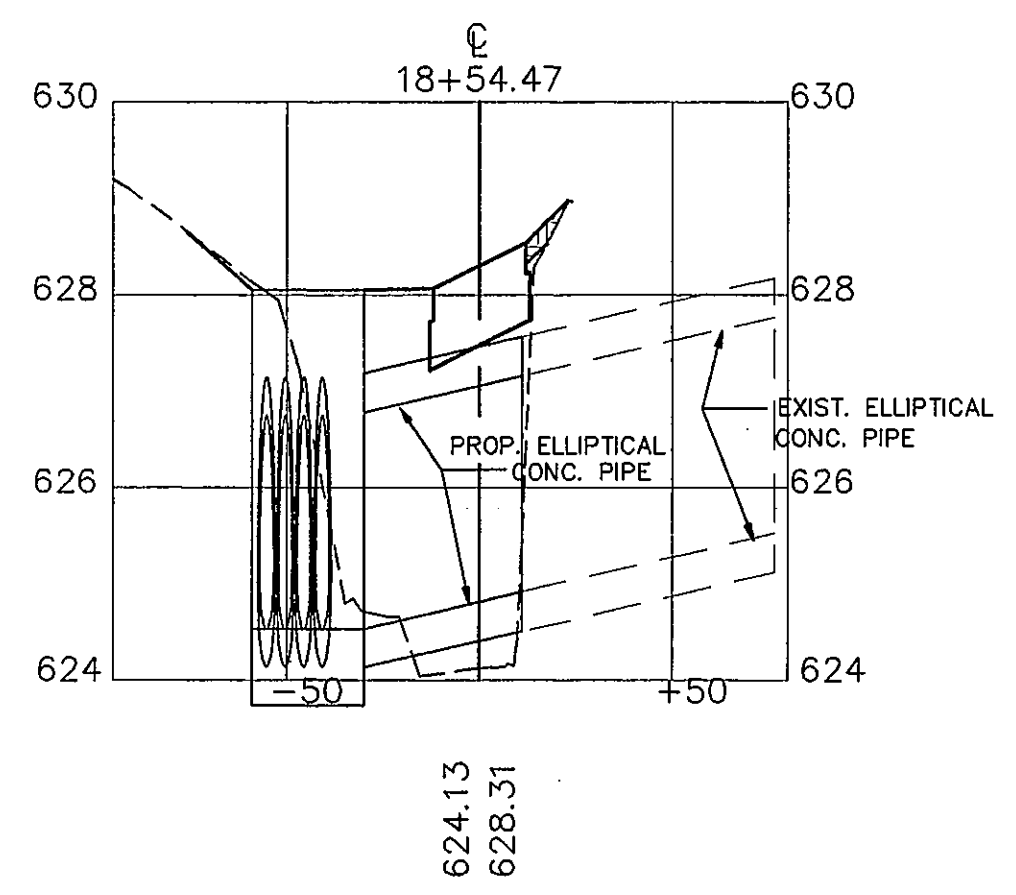
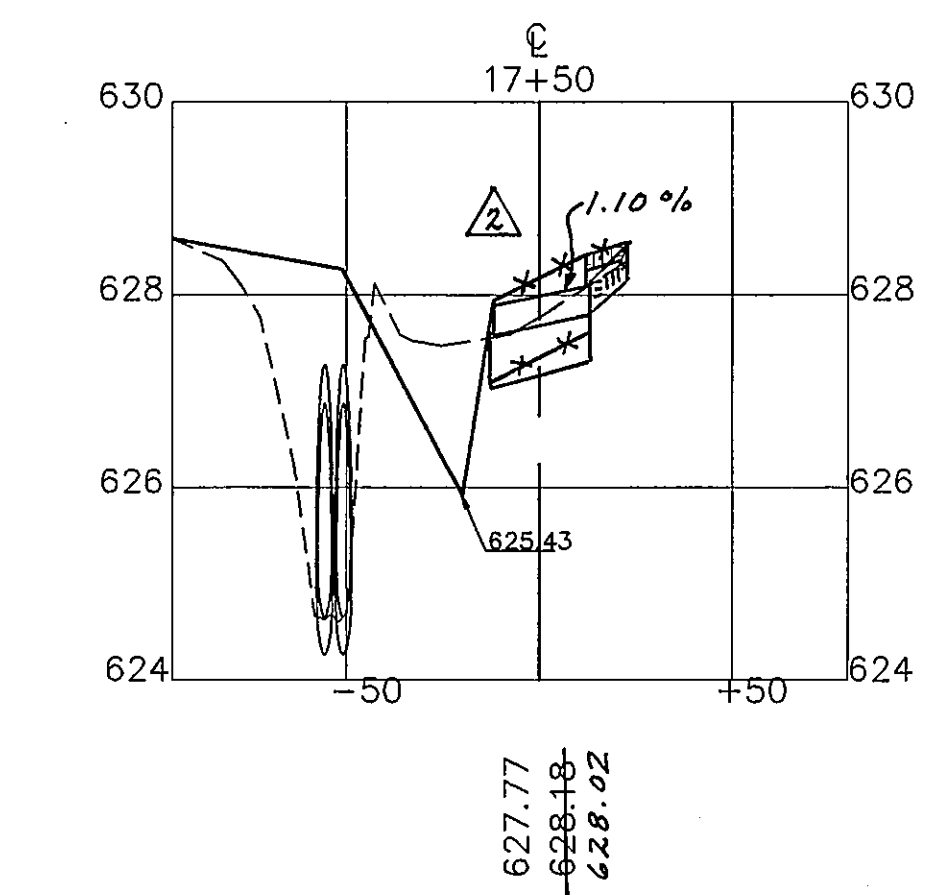
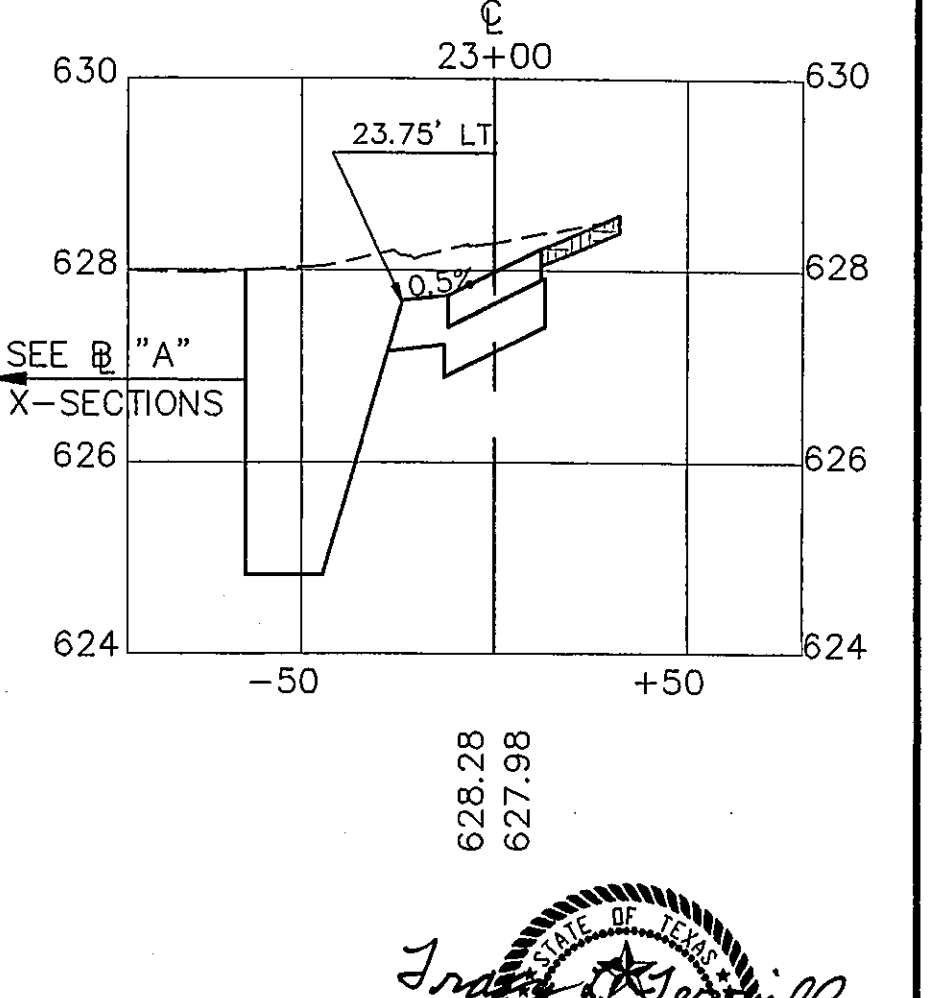
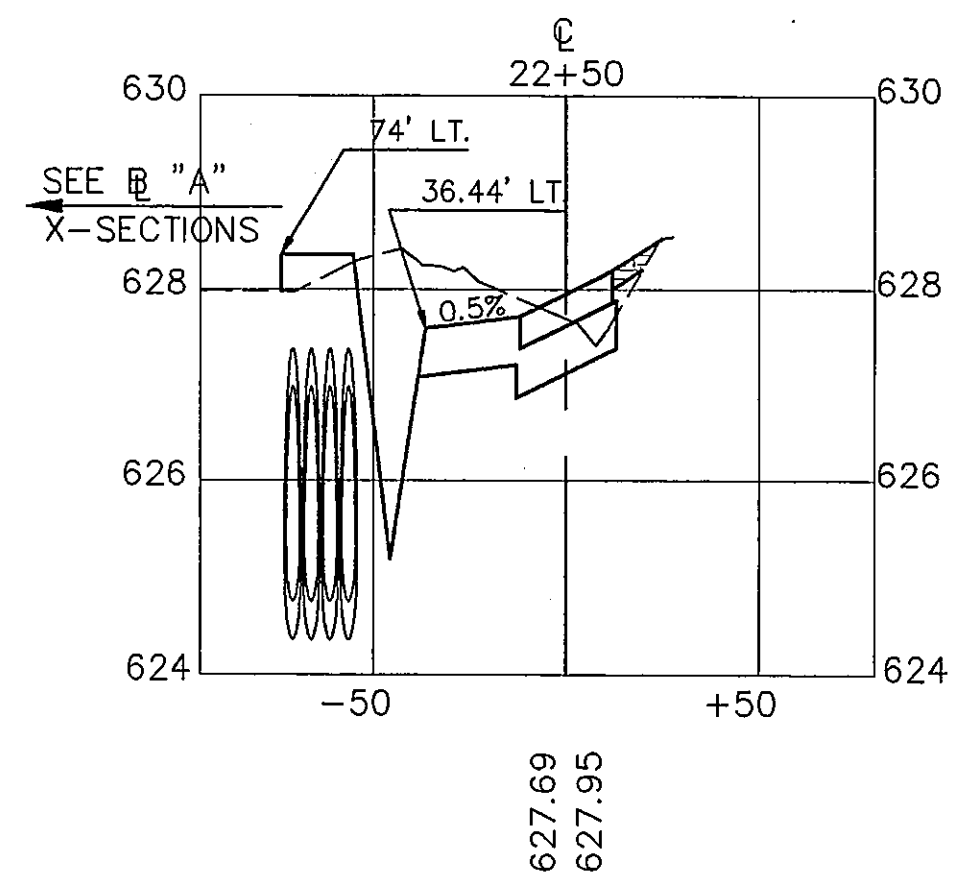
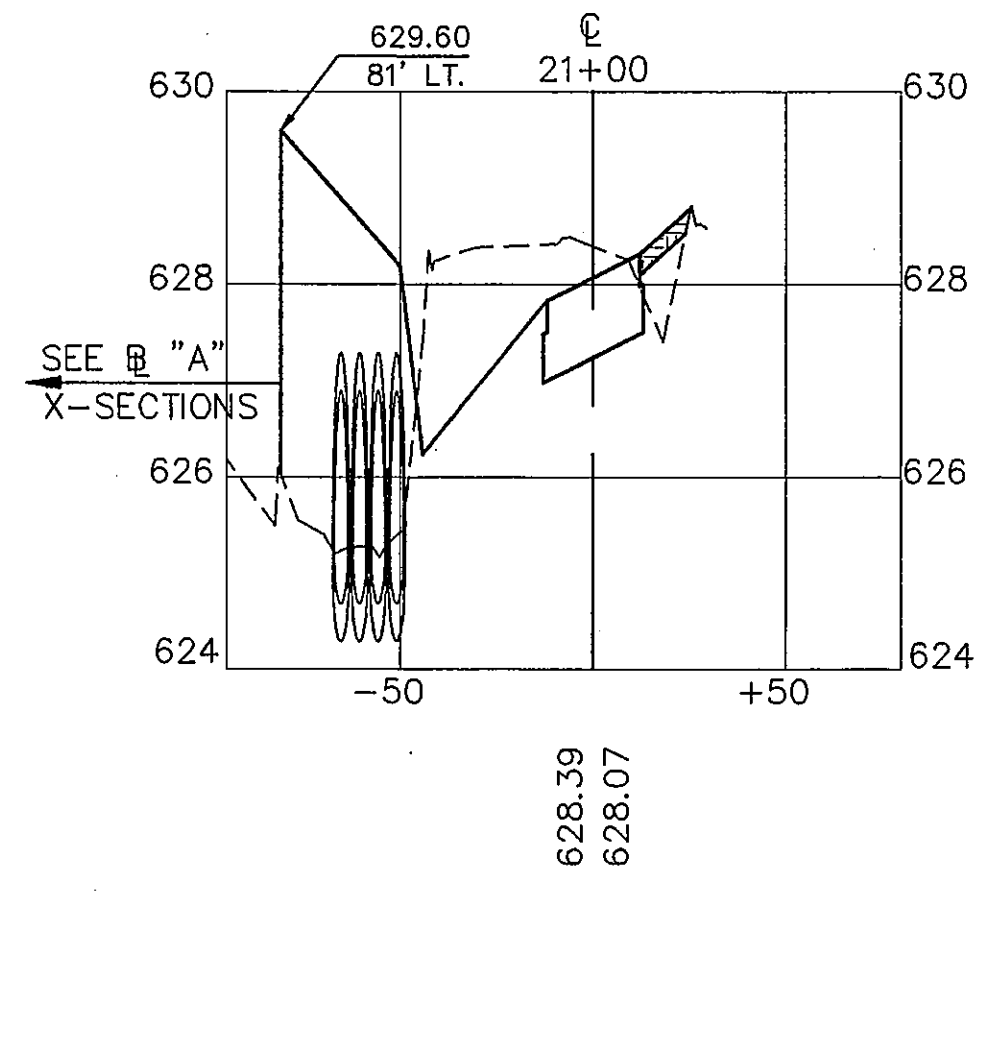
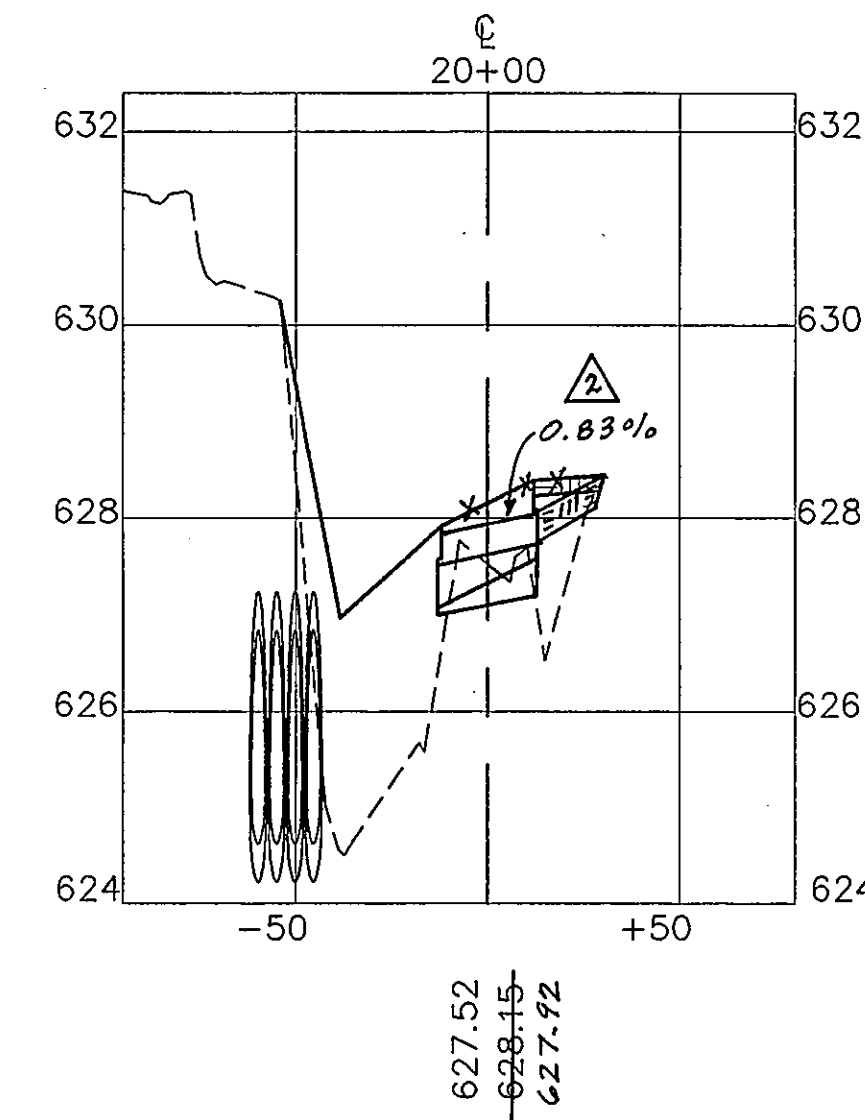
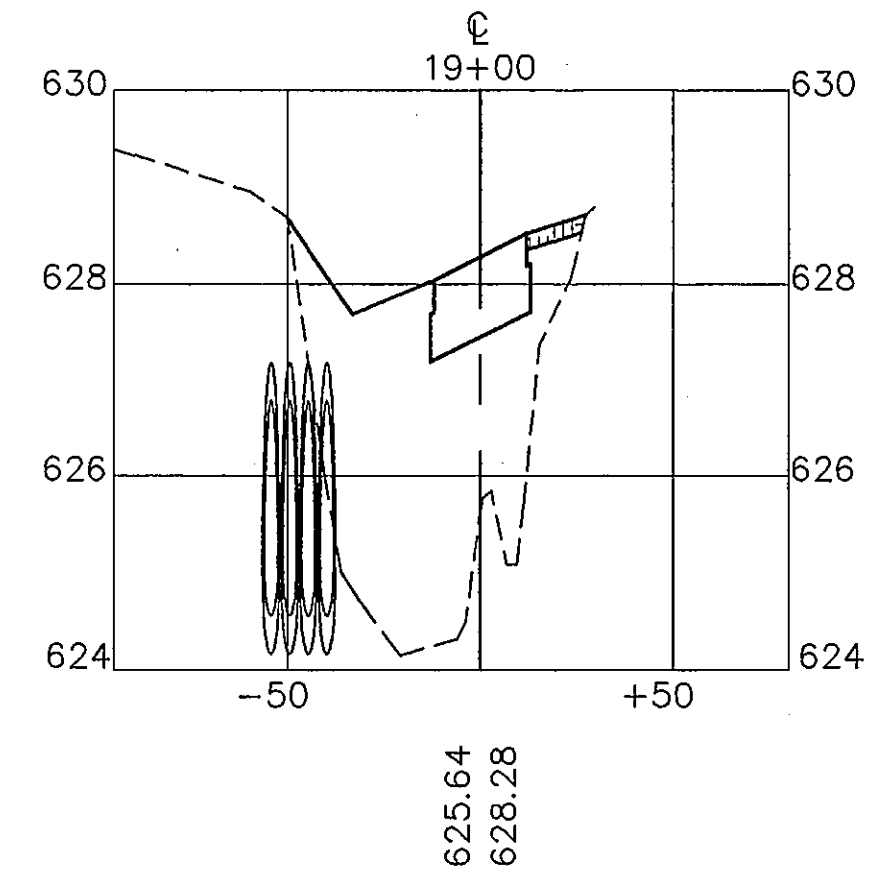
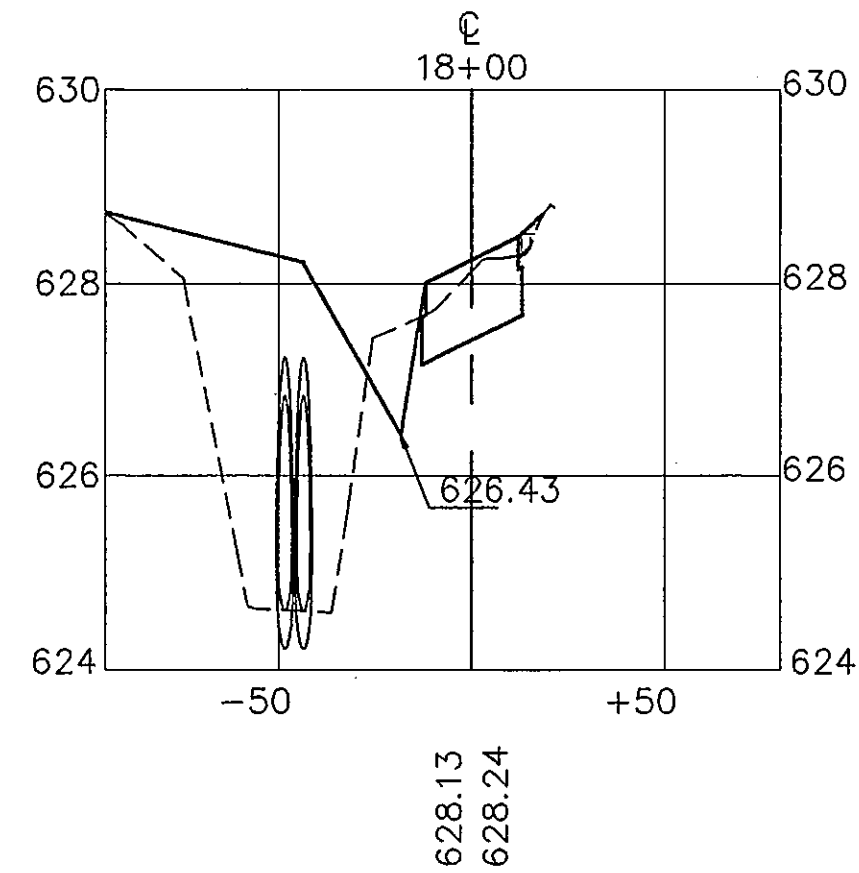
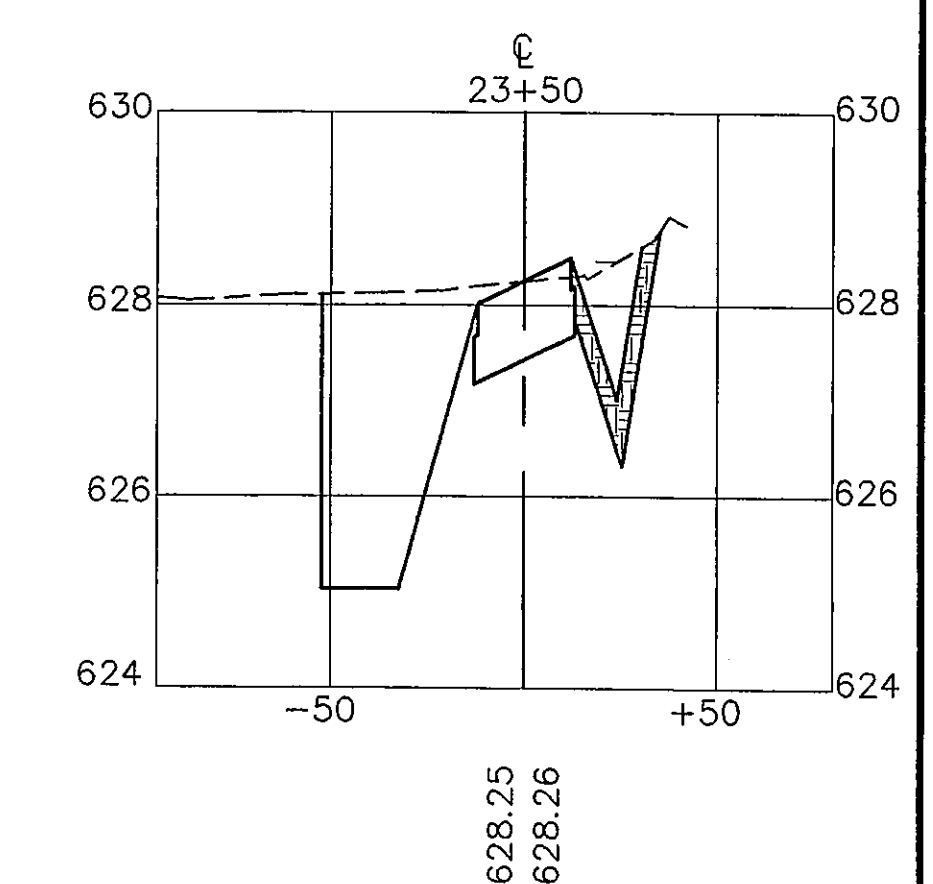
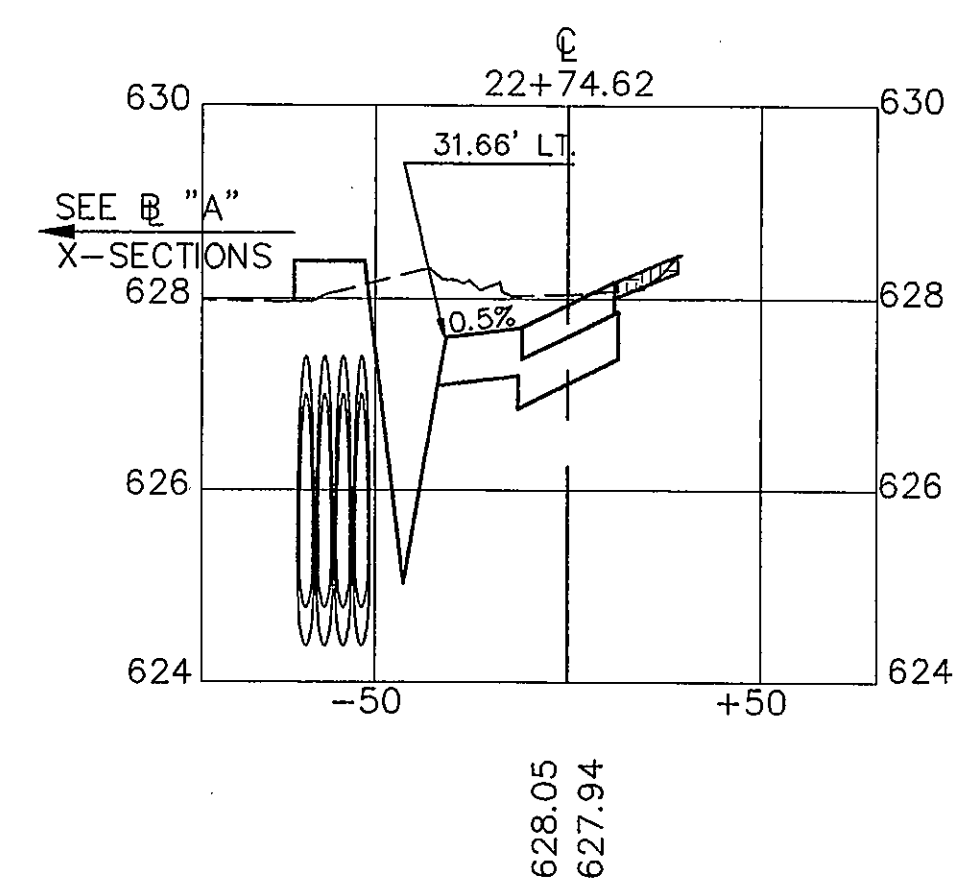
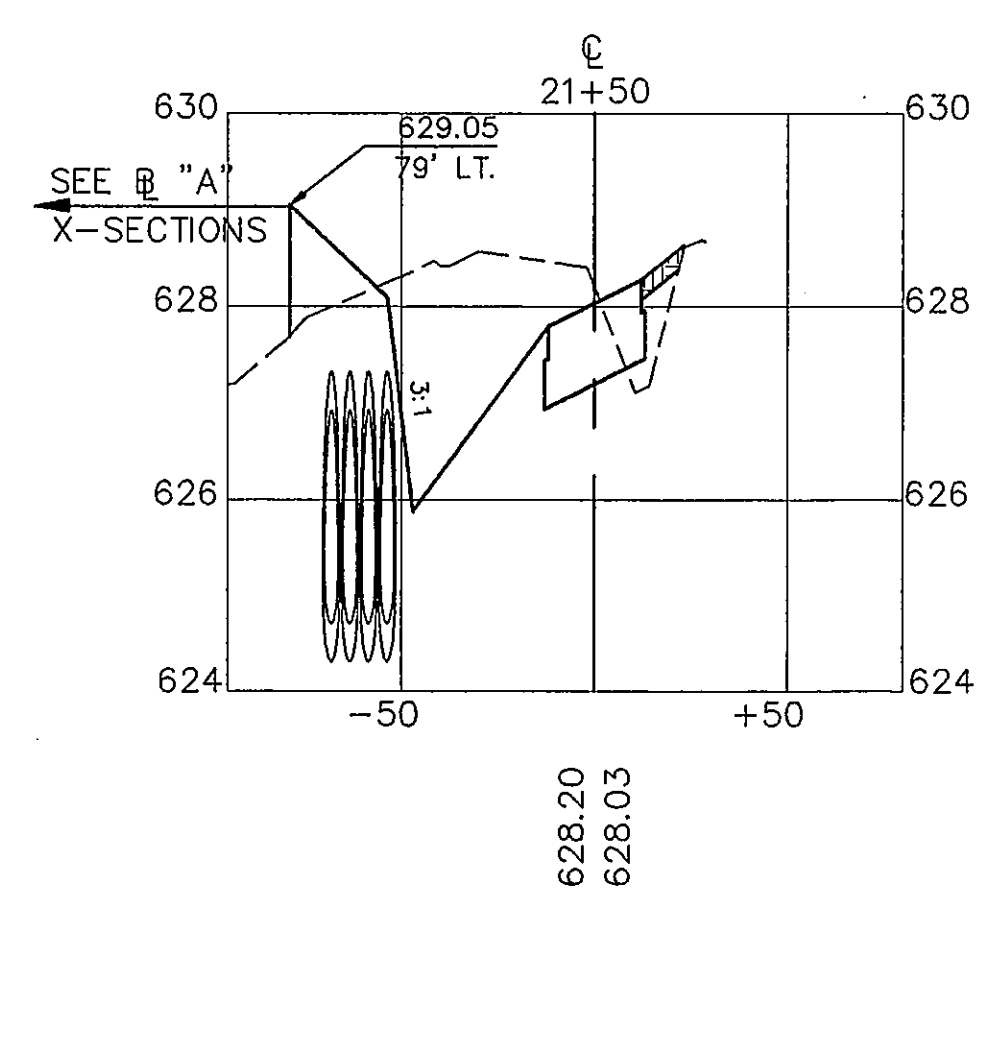
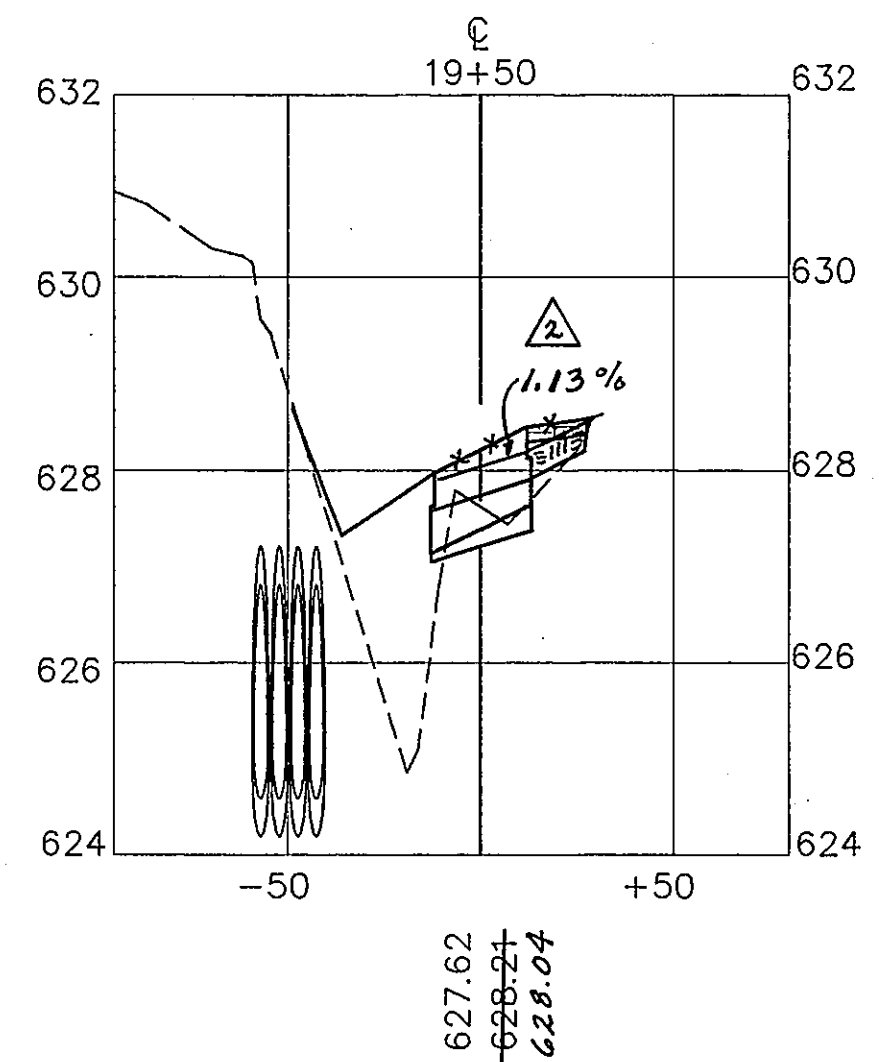
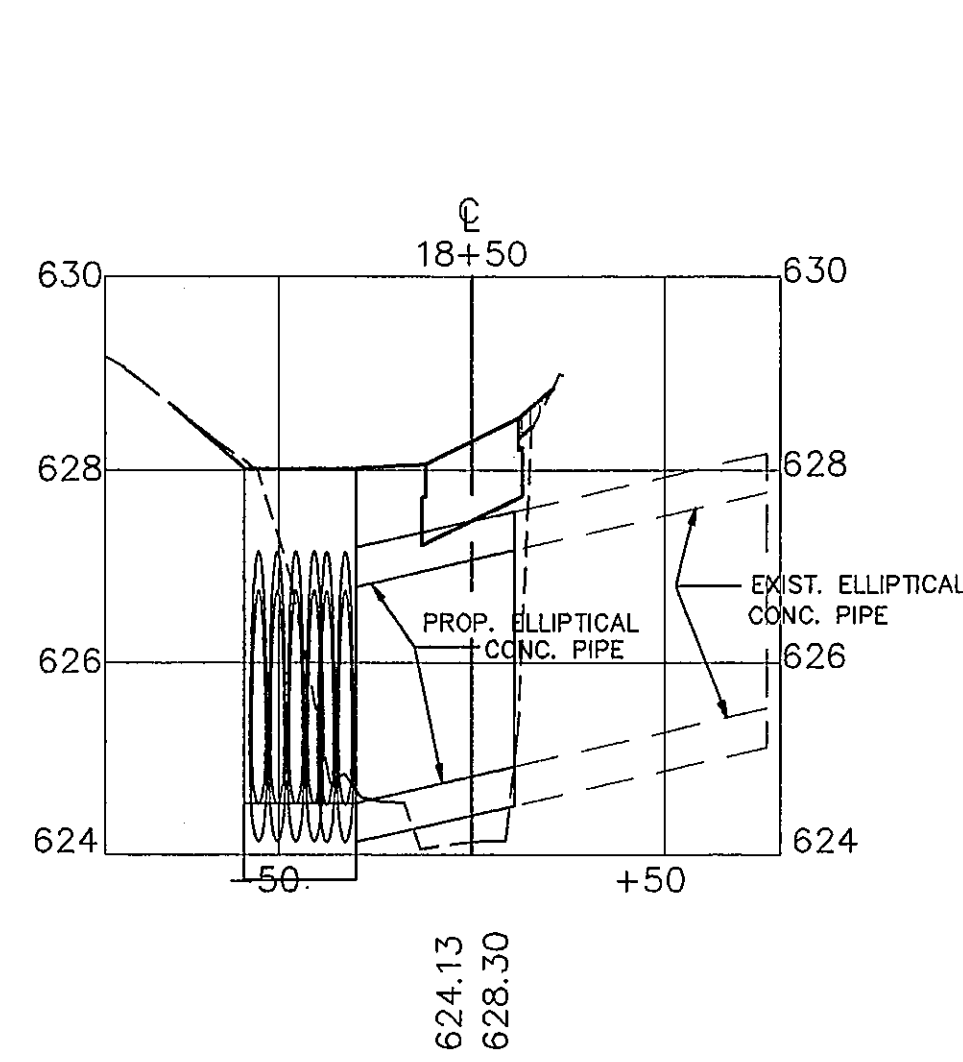
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ADDISON AIRPORT

SERVICE ROAD AND DRAINAGE SECTIONS
STA. 11+50 TO 17+16.63



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AS BUILT
OCT 20 1995

DESIGN: T.L.T.	ALP. NO. 3-48-0063-06		
DRAWN: M.J.C.	BID NO. 94-33		
CHECKED: L.D.T.	JOB NO. Y8024.60	11-29-94	FIELD CHANGE
SCALE: 1" = 50' HORIZ. 1" = 2' VERT.		Date	Revisions

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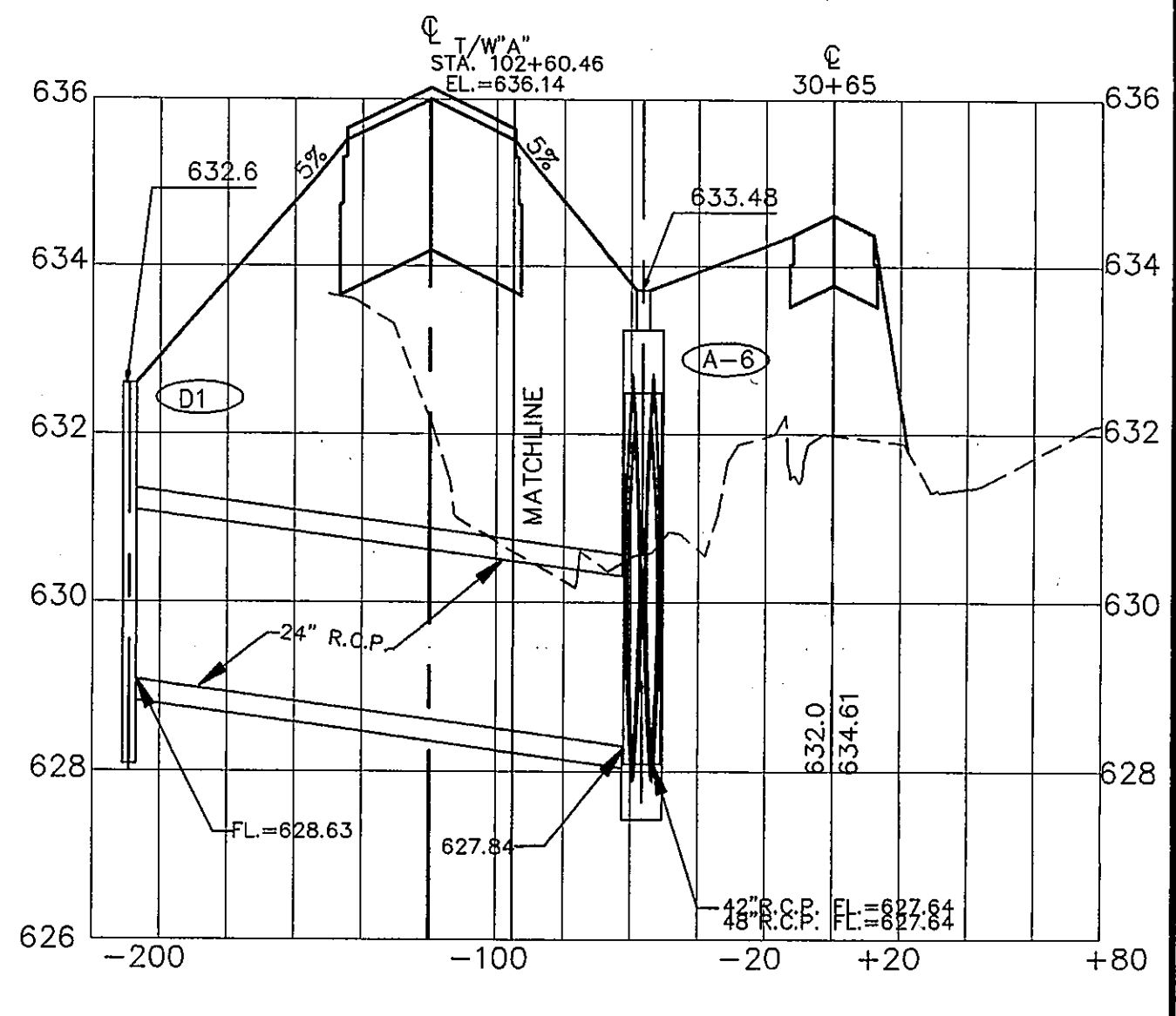
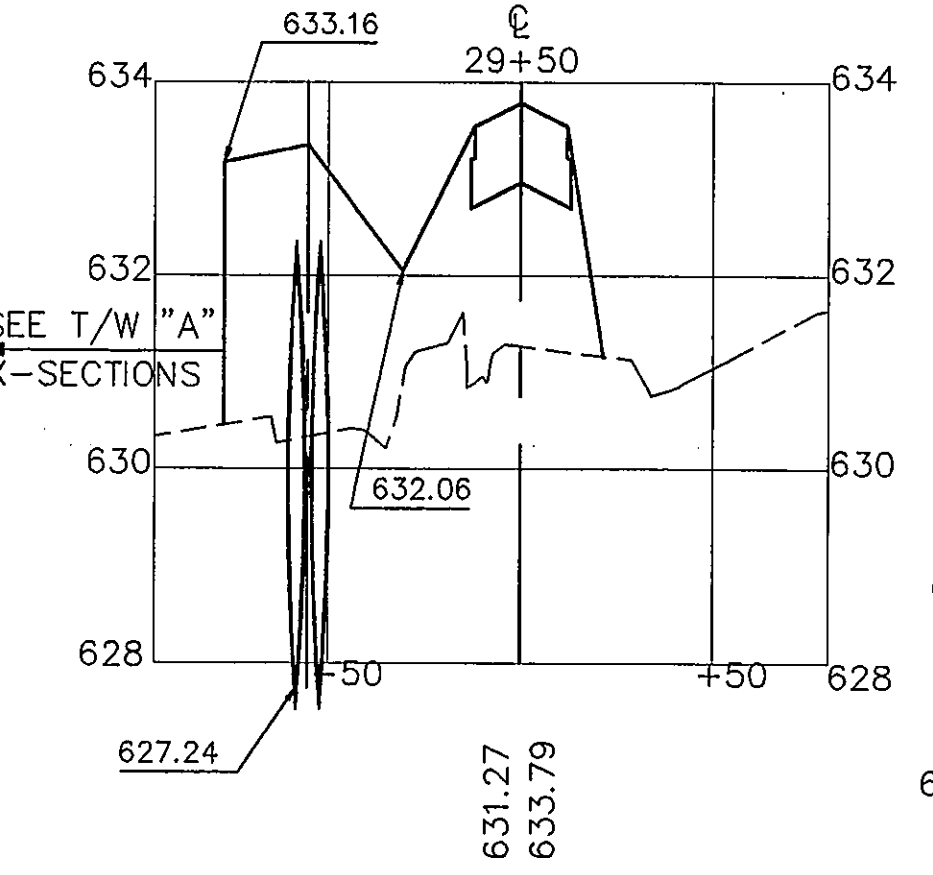
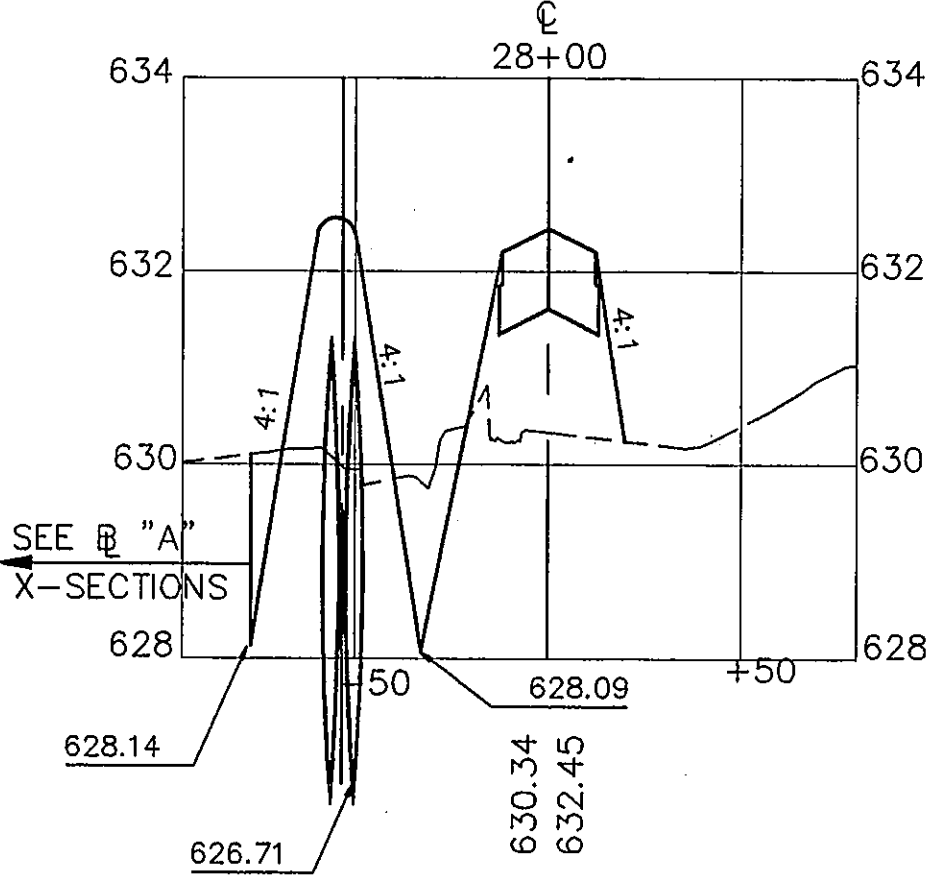
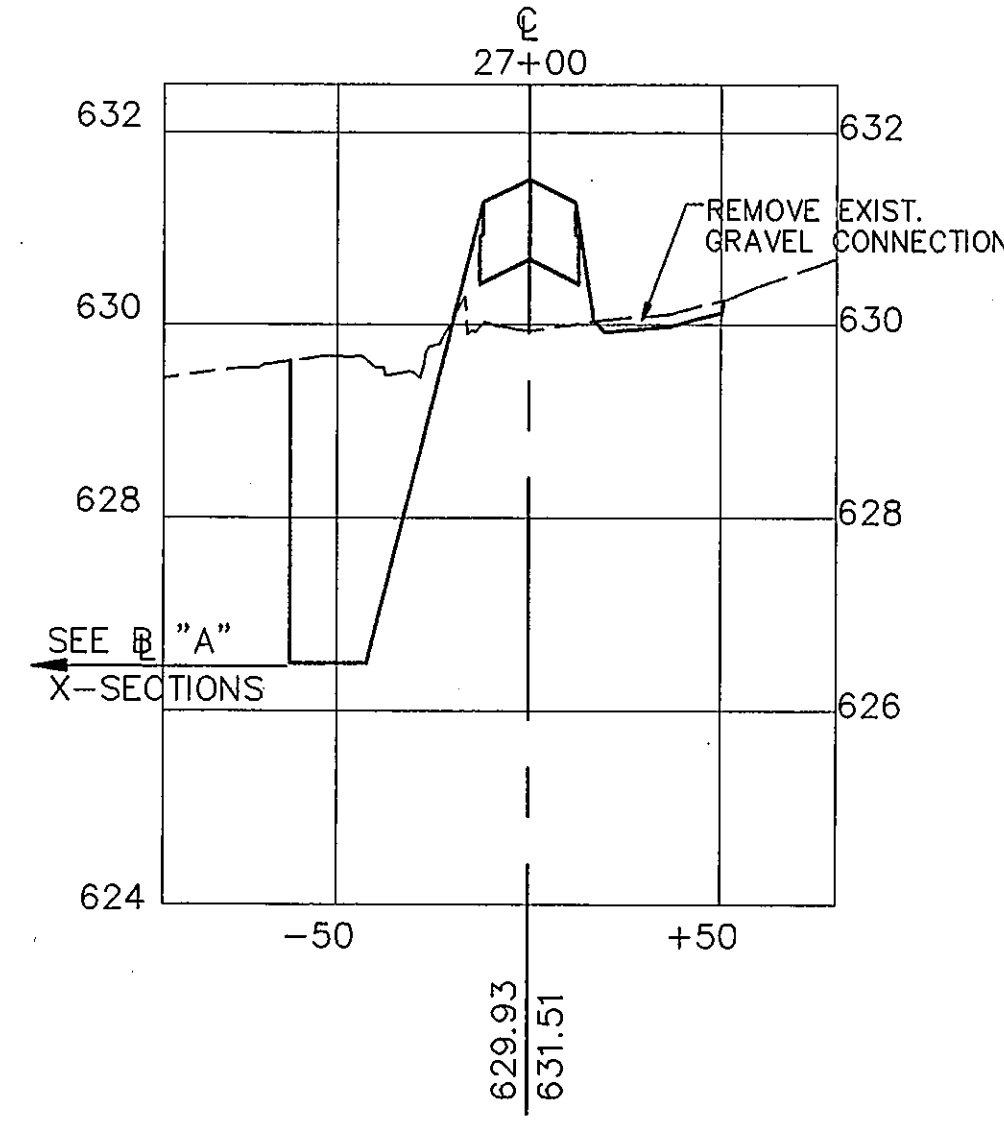
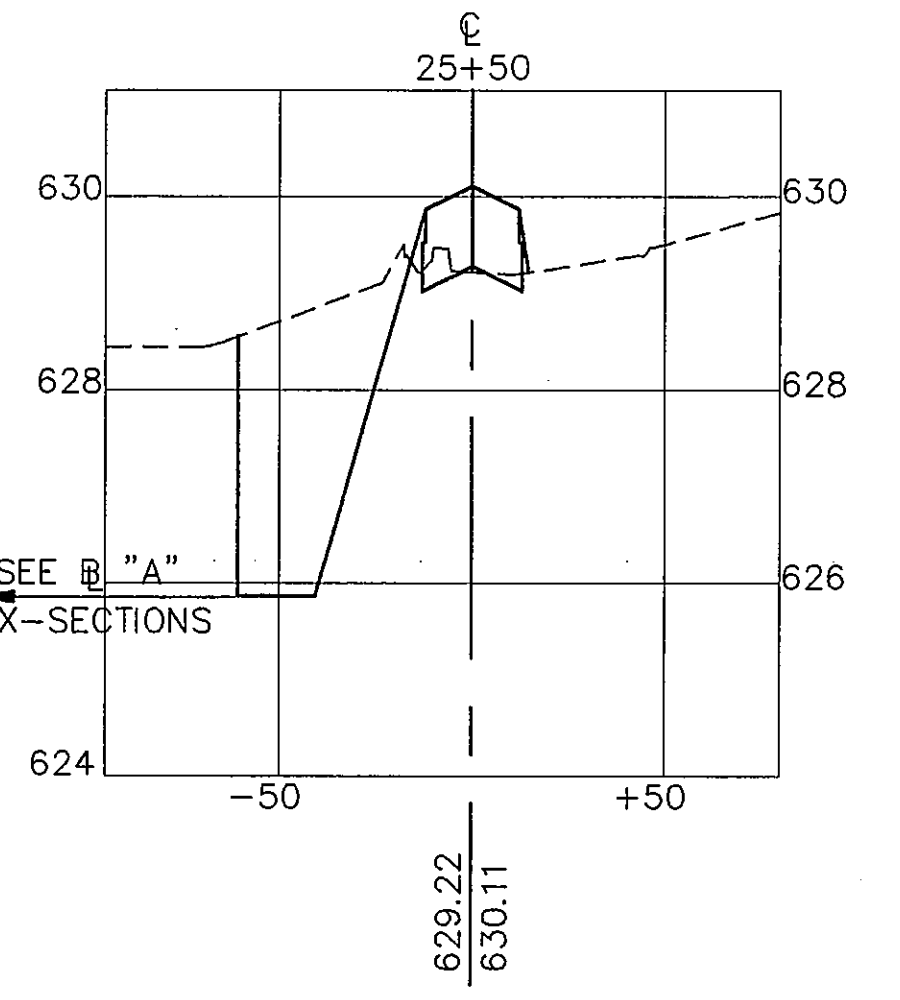
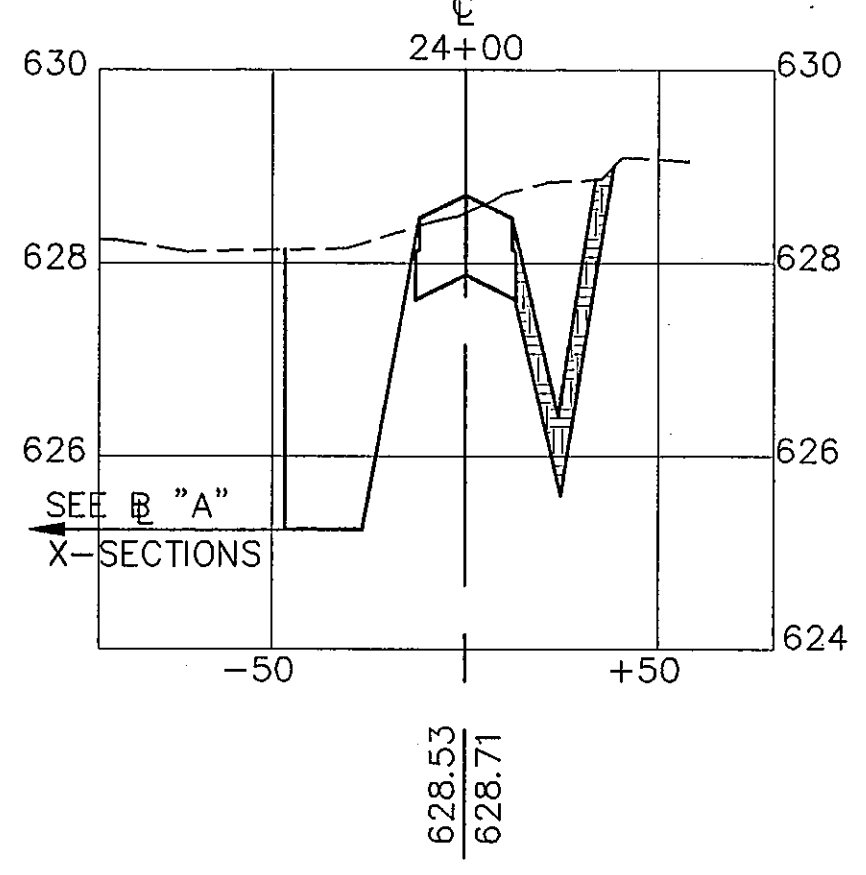
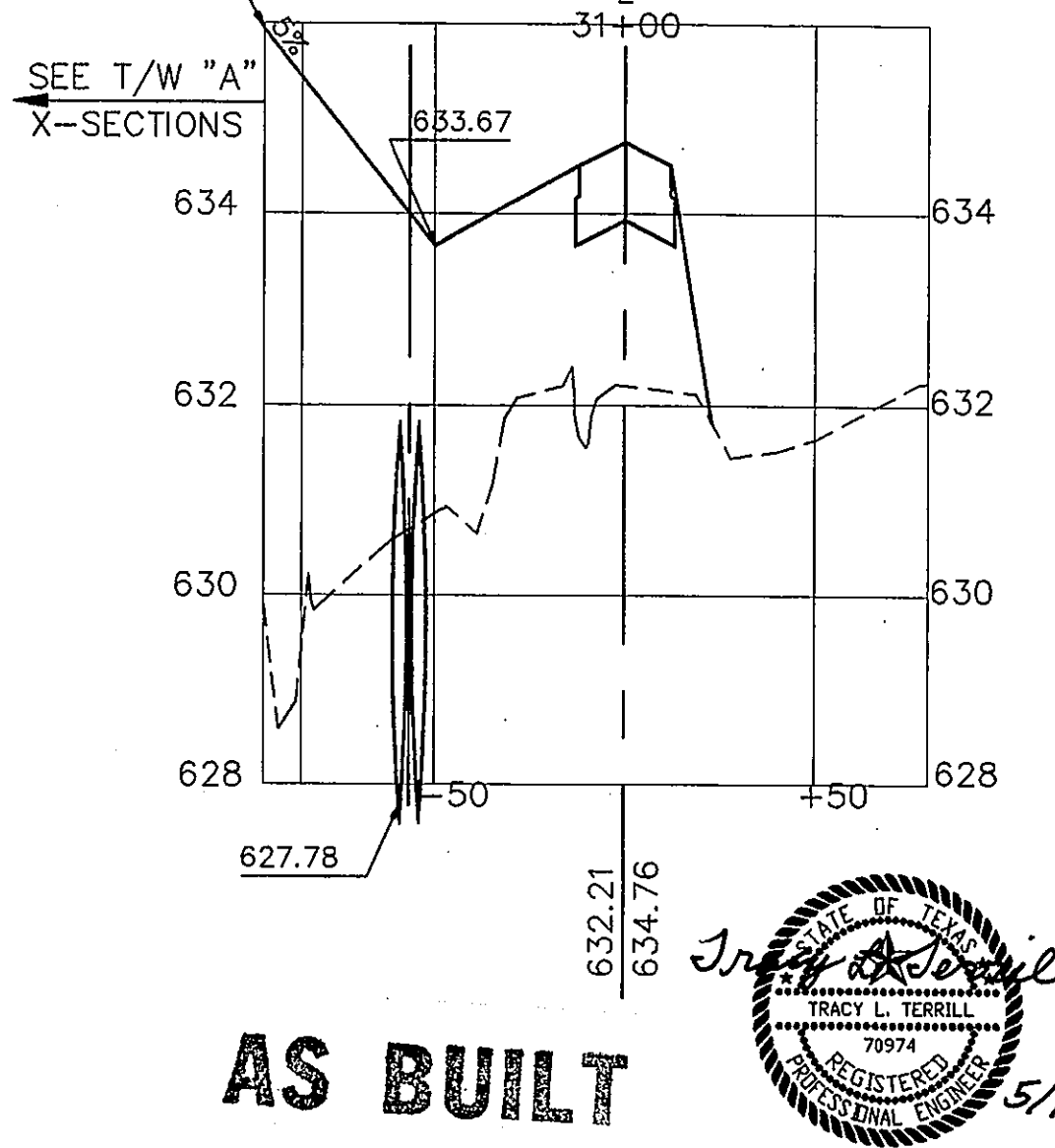
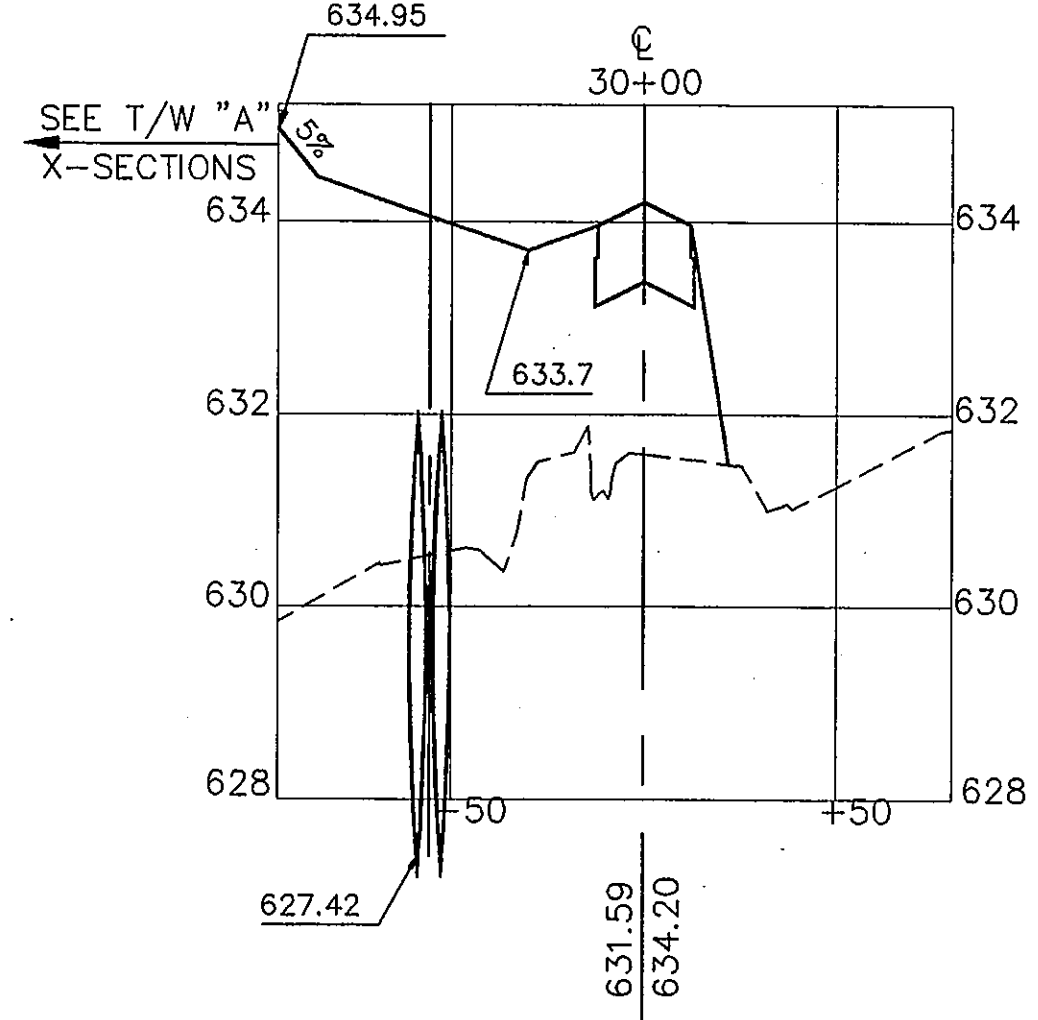
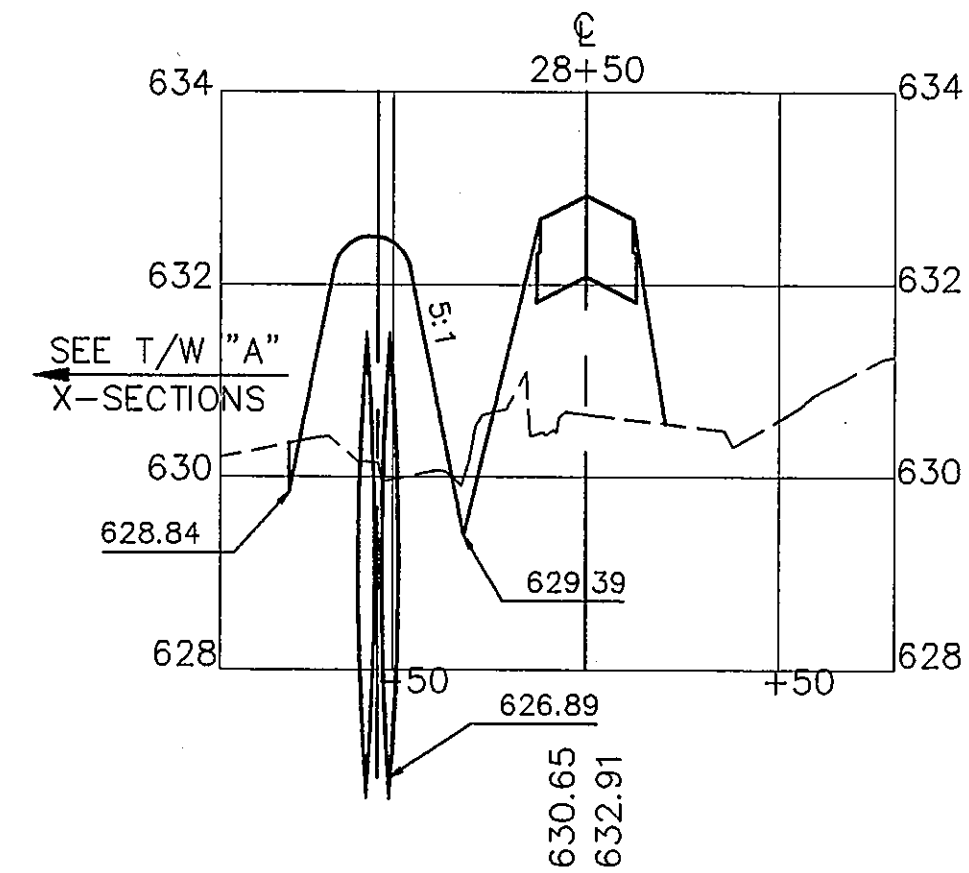
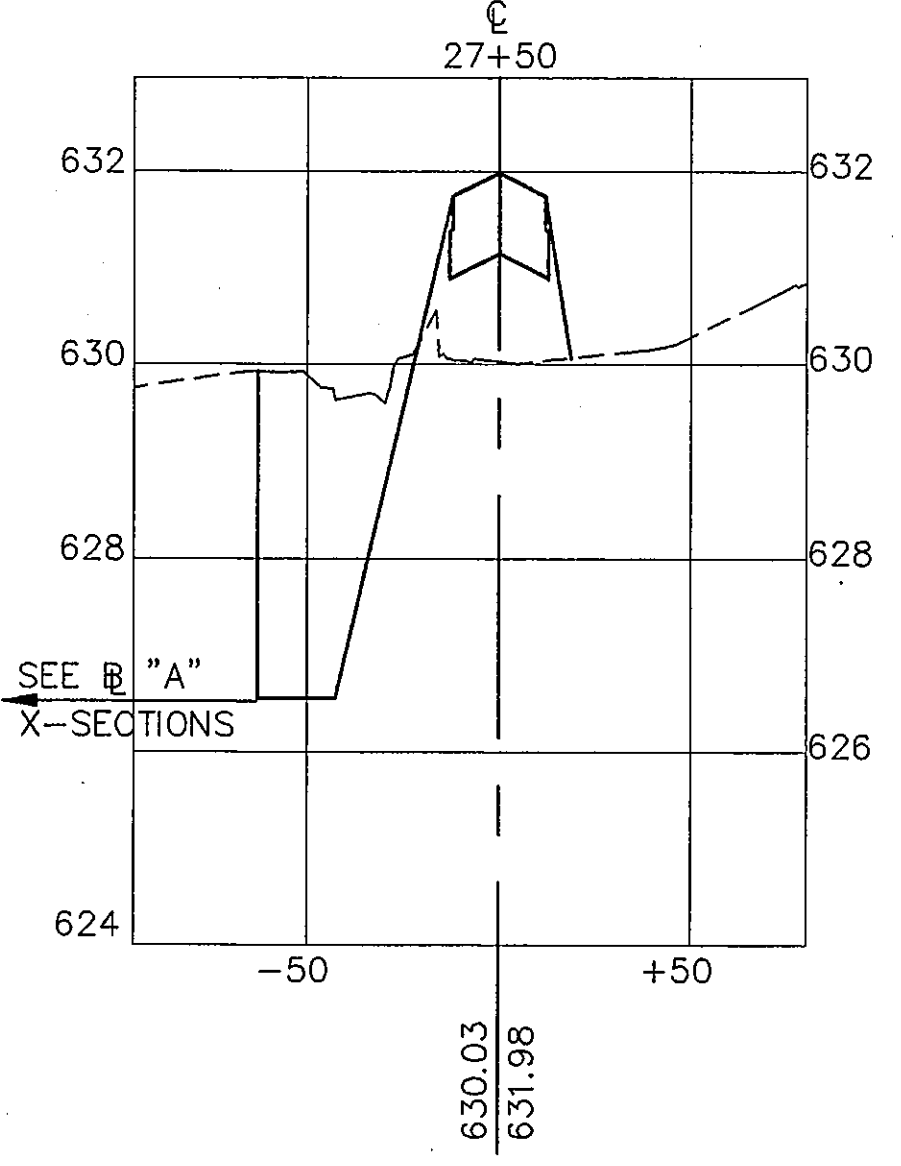
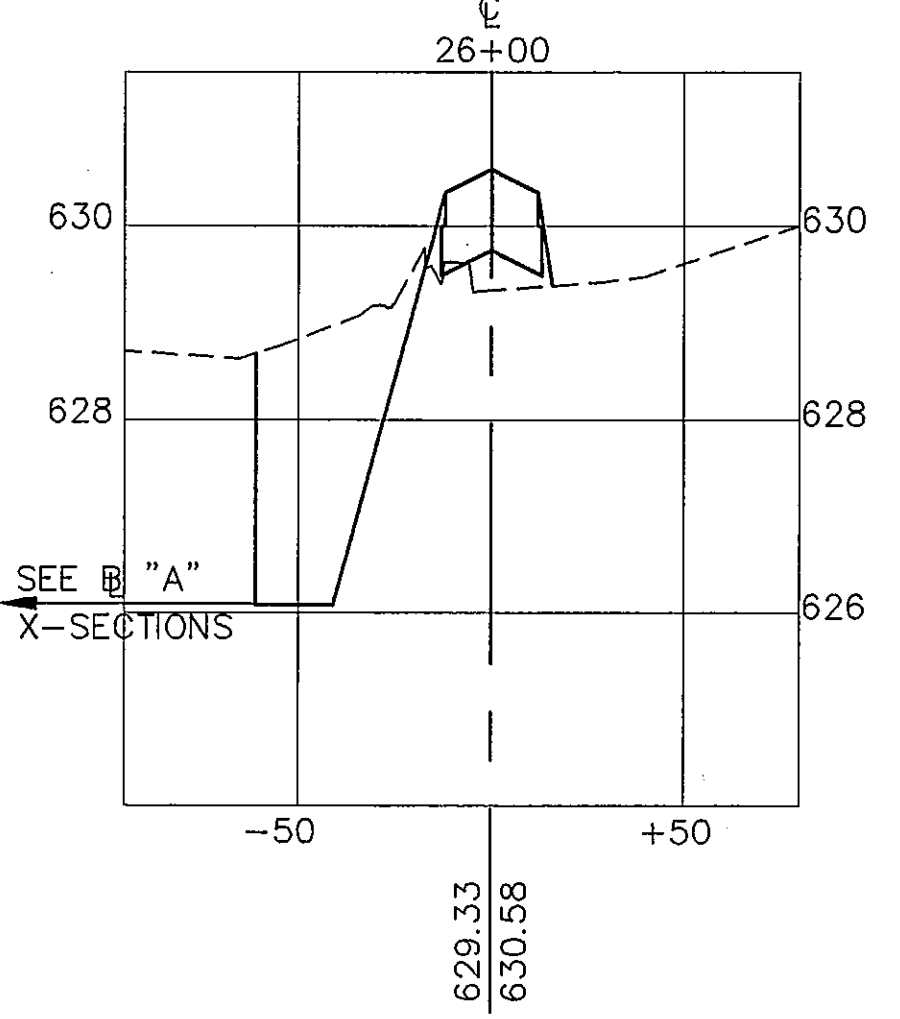
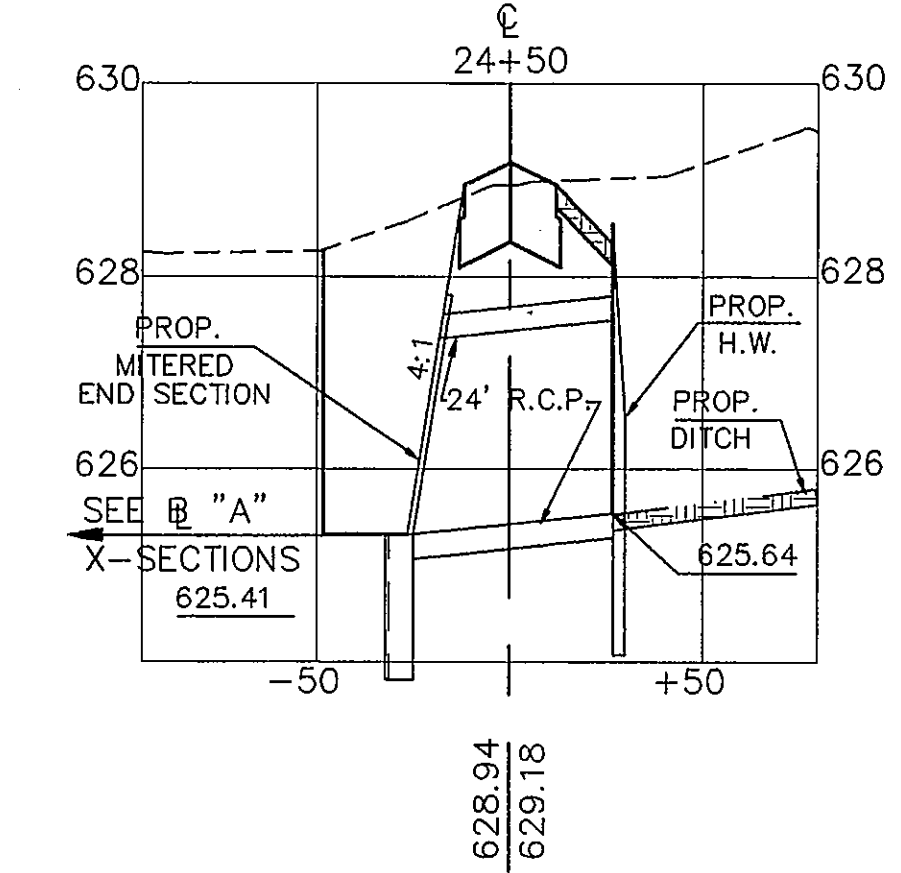
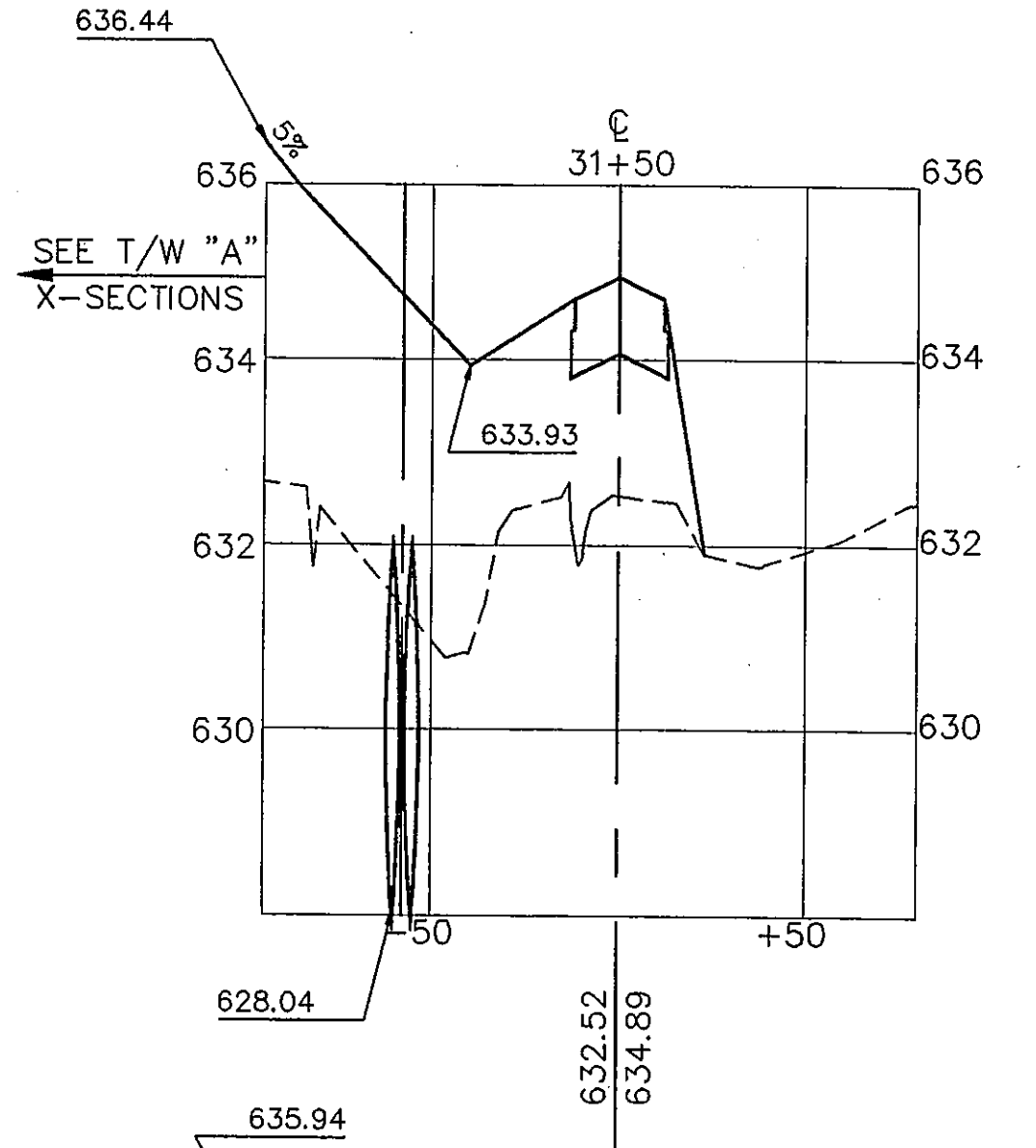
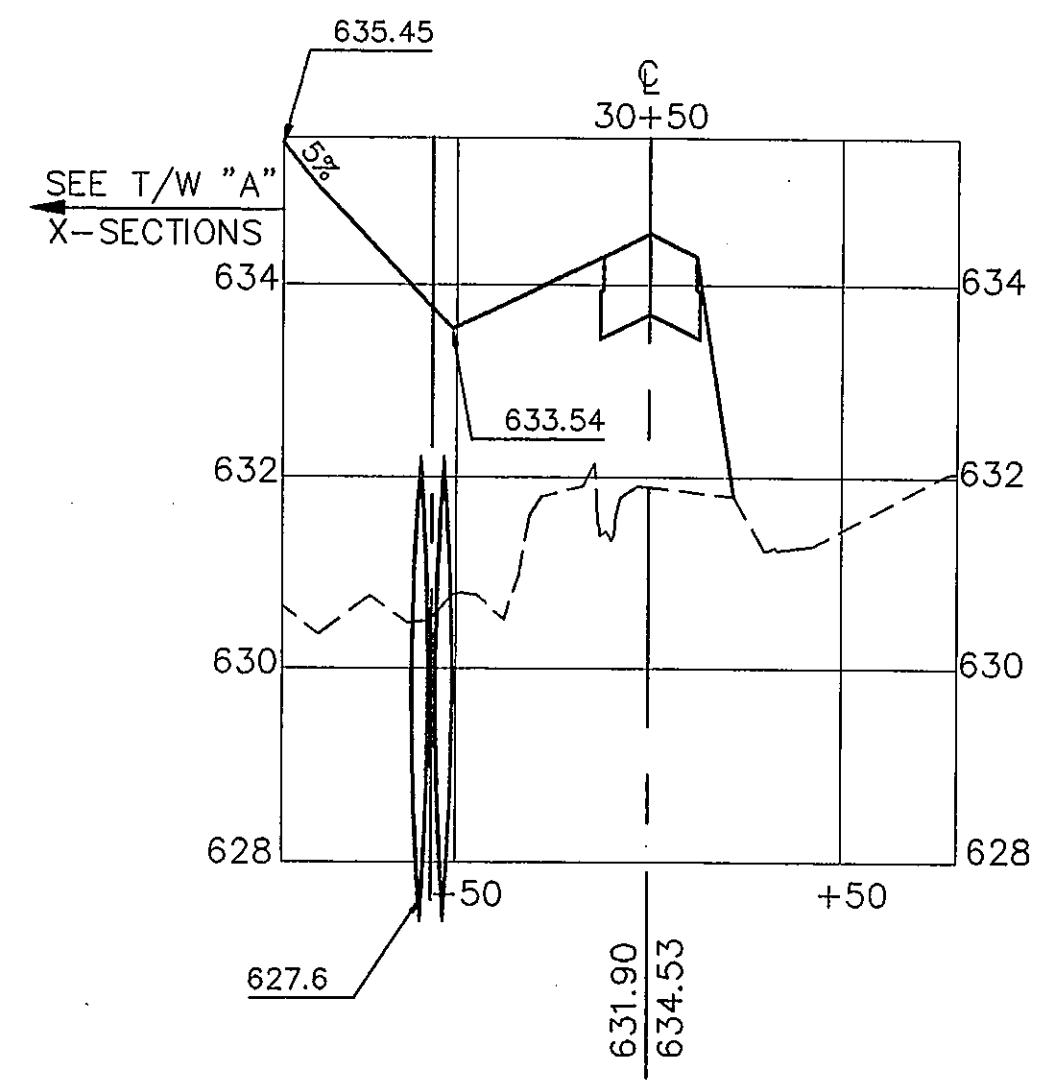
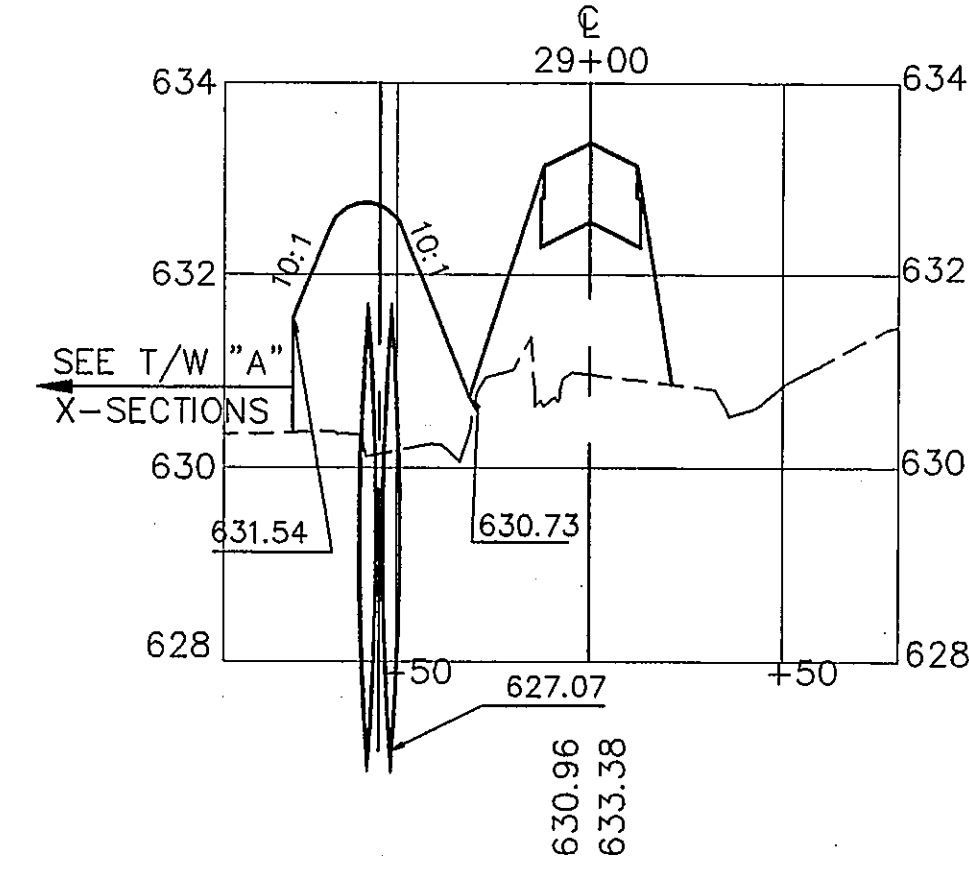
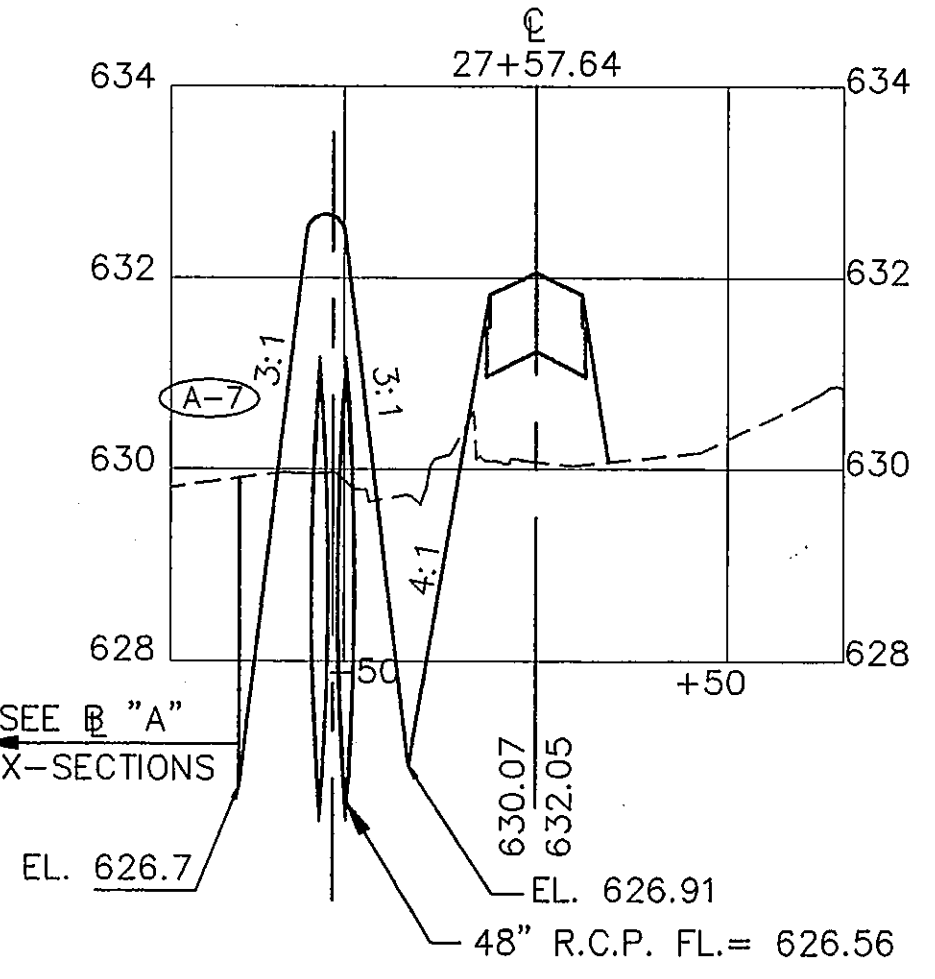
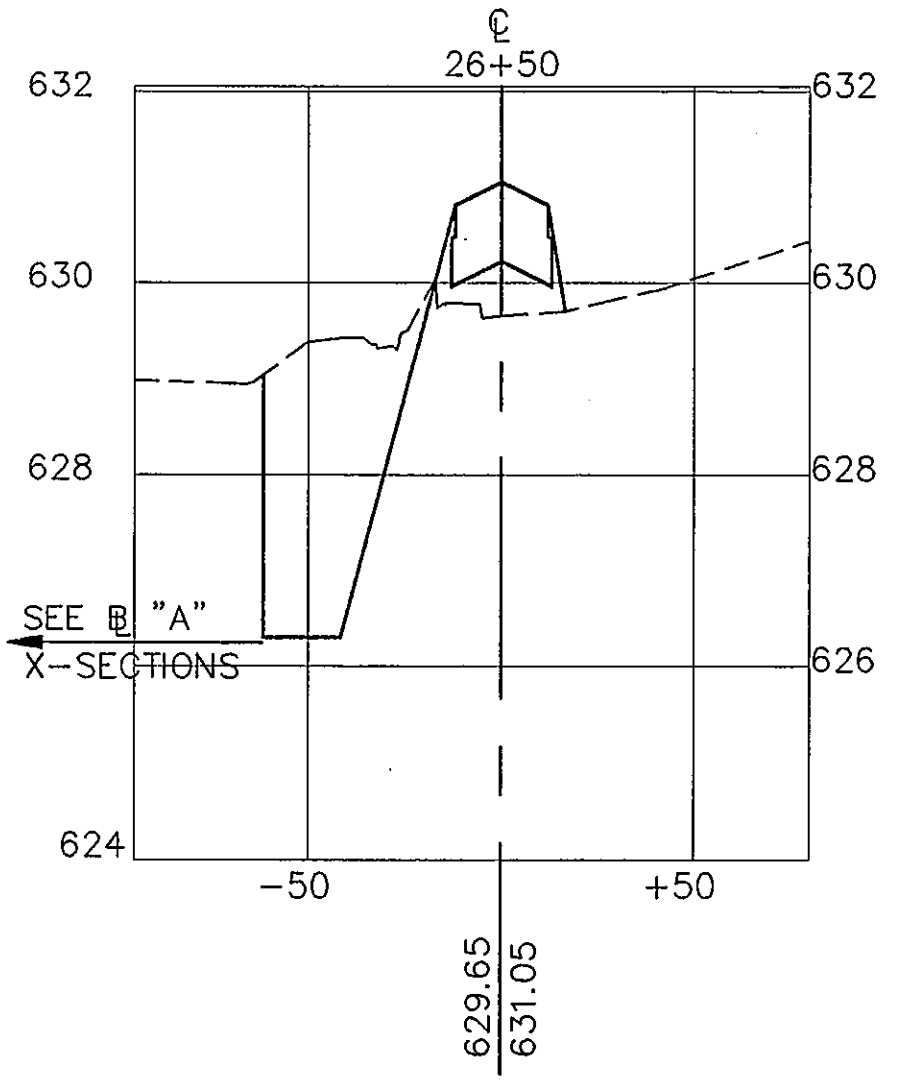
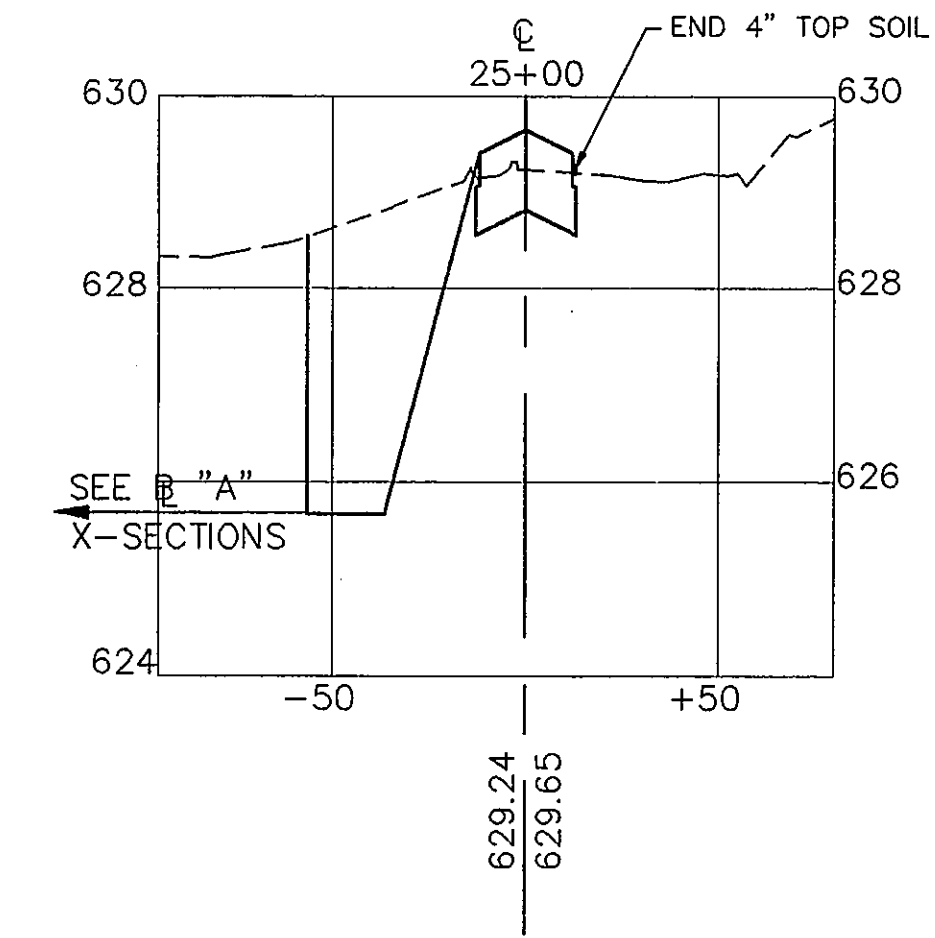
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ADDISON AIRPORT

SERVICE ROAD AND DRAINAGE SECTIONS
STA. 17+50 TO 23+50

SHEET 43
DATE: MAY, 1994



AS BUILT
OCT 20 1995



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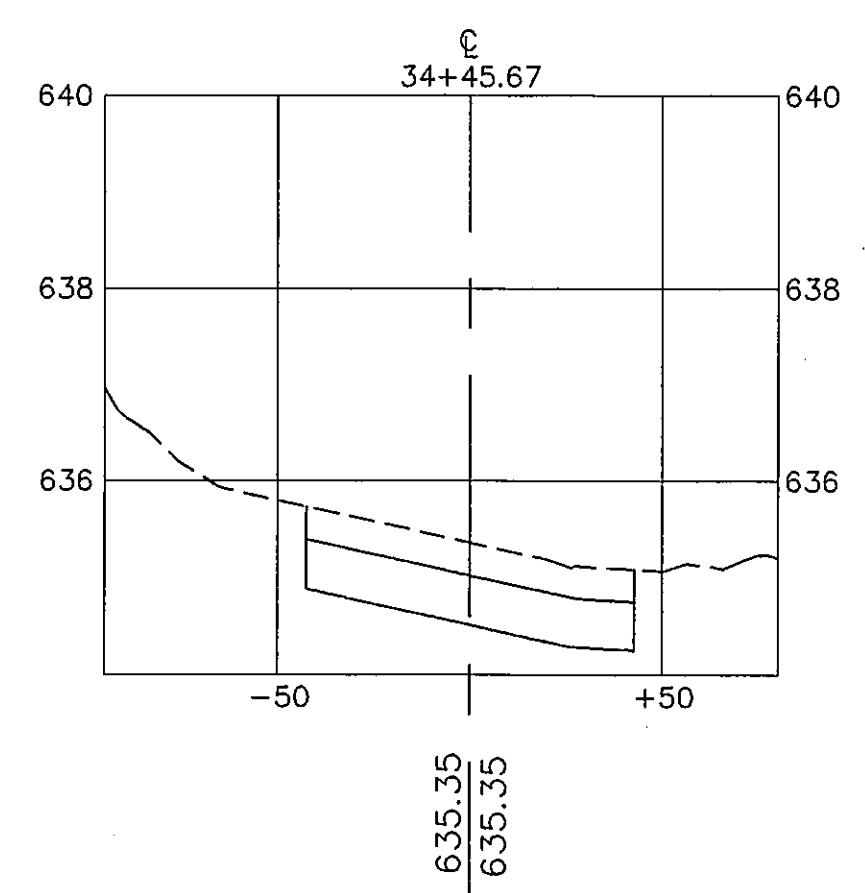
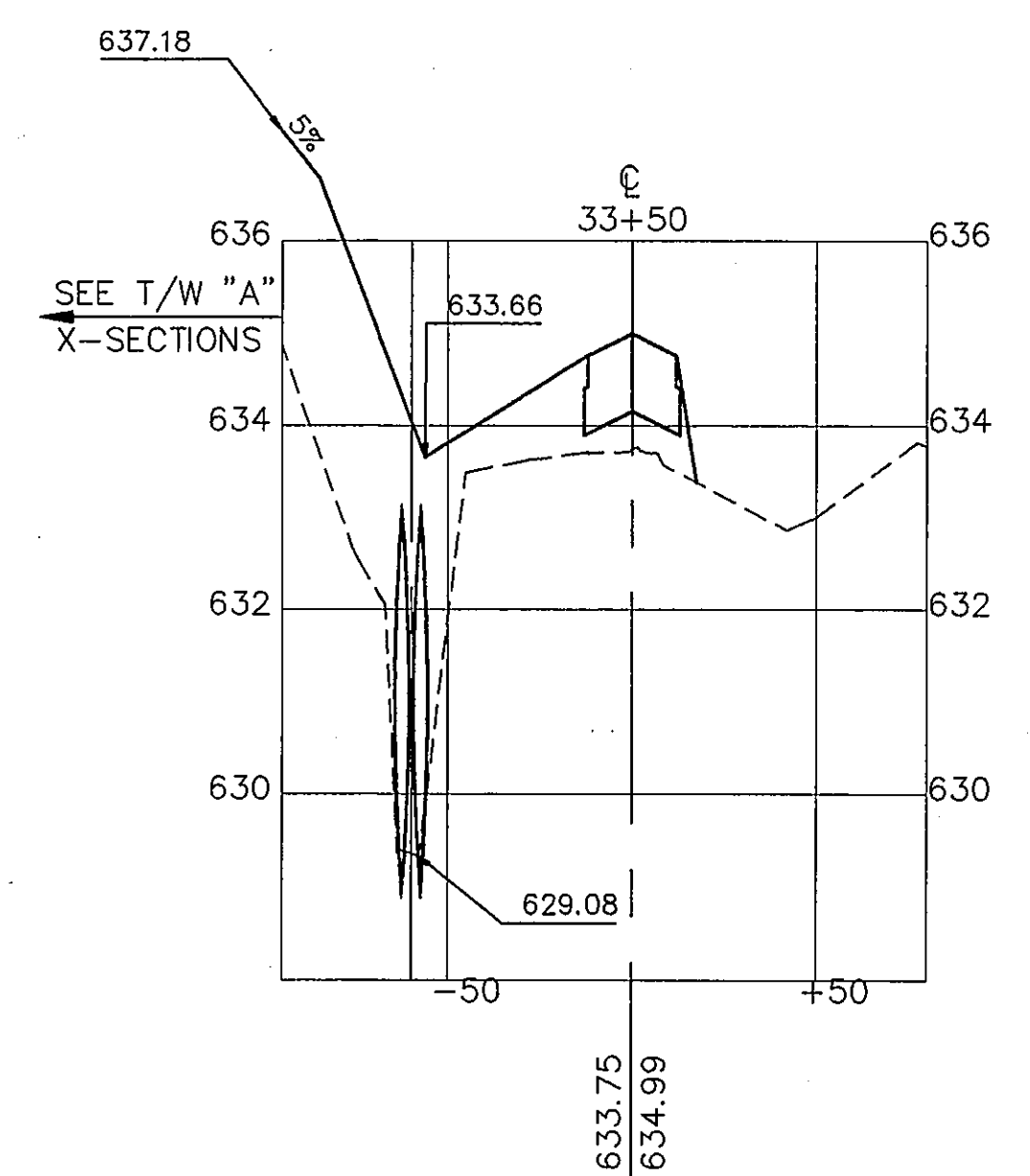
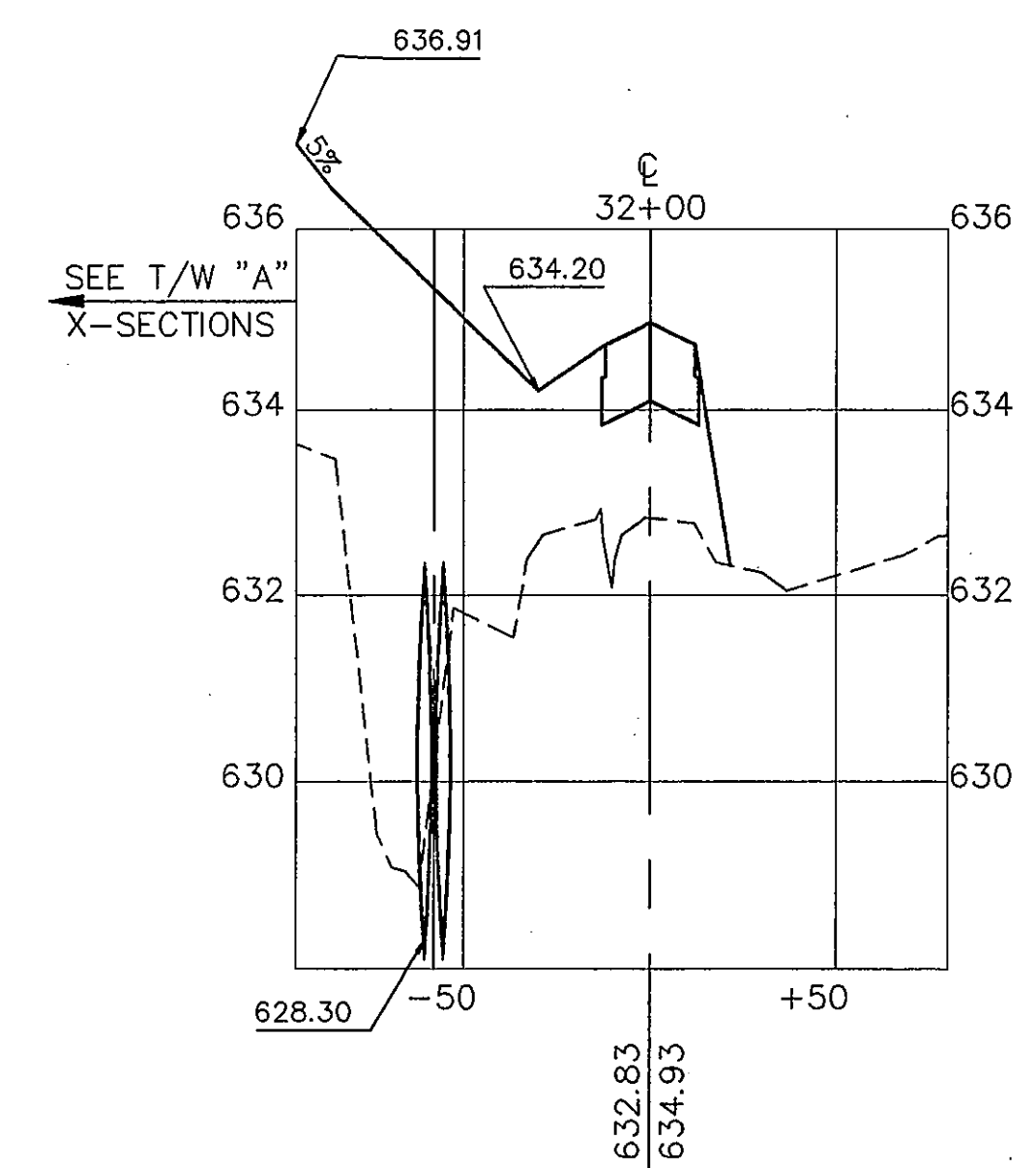
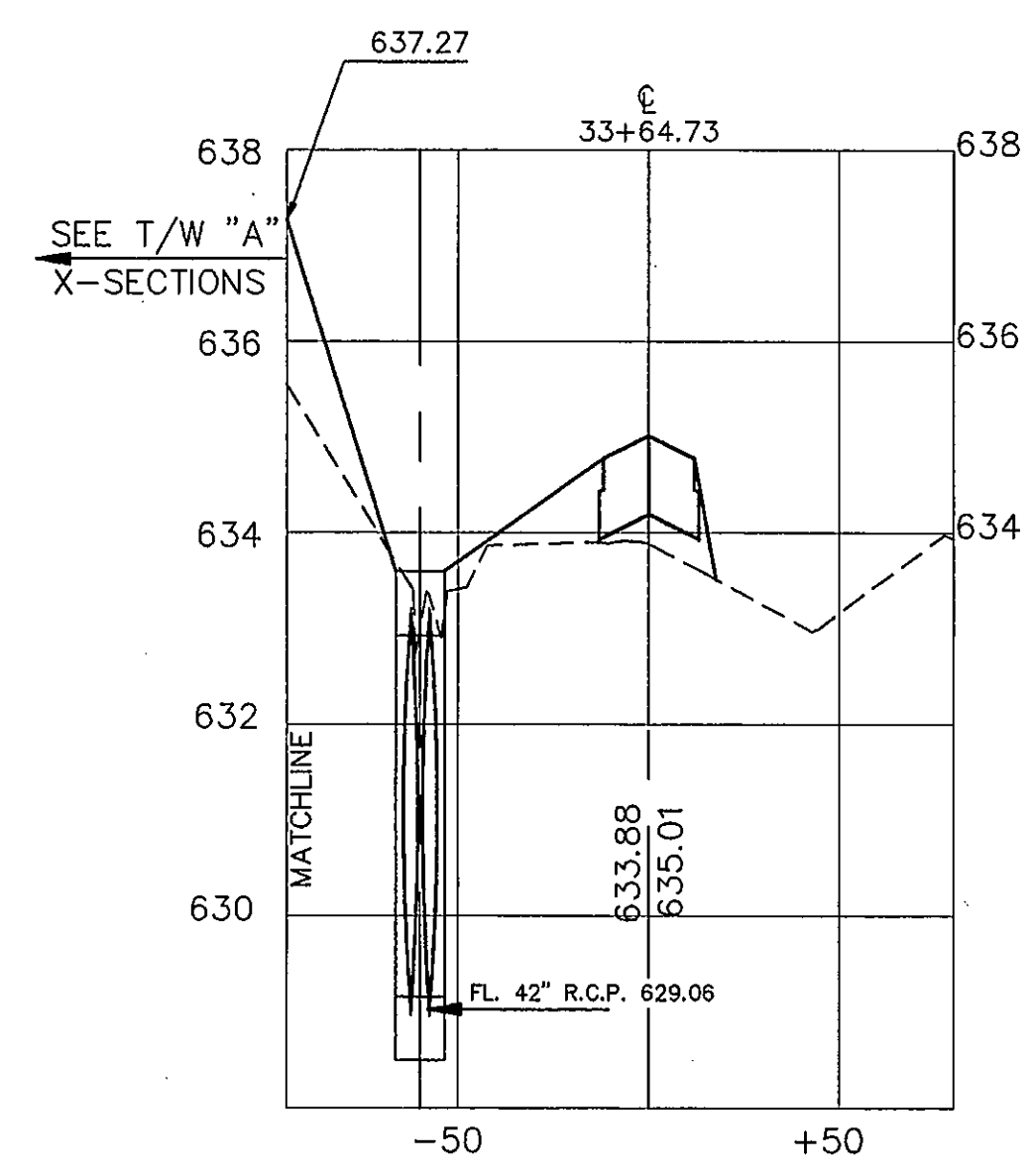
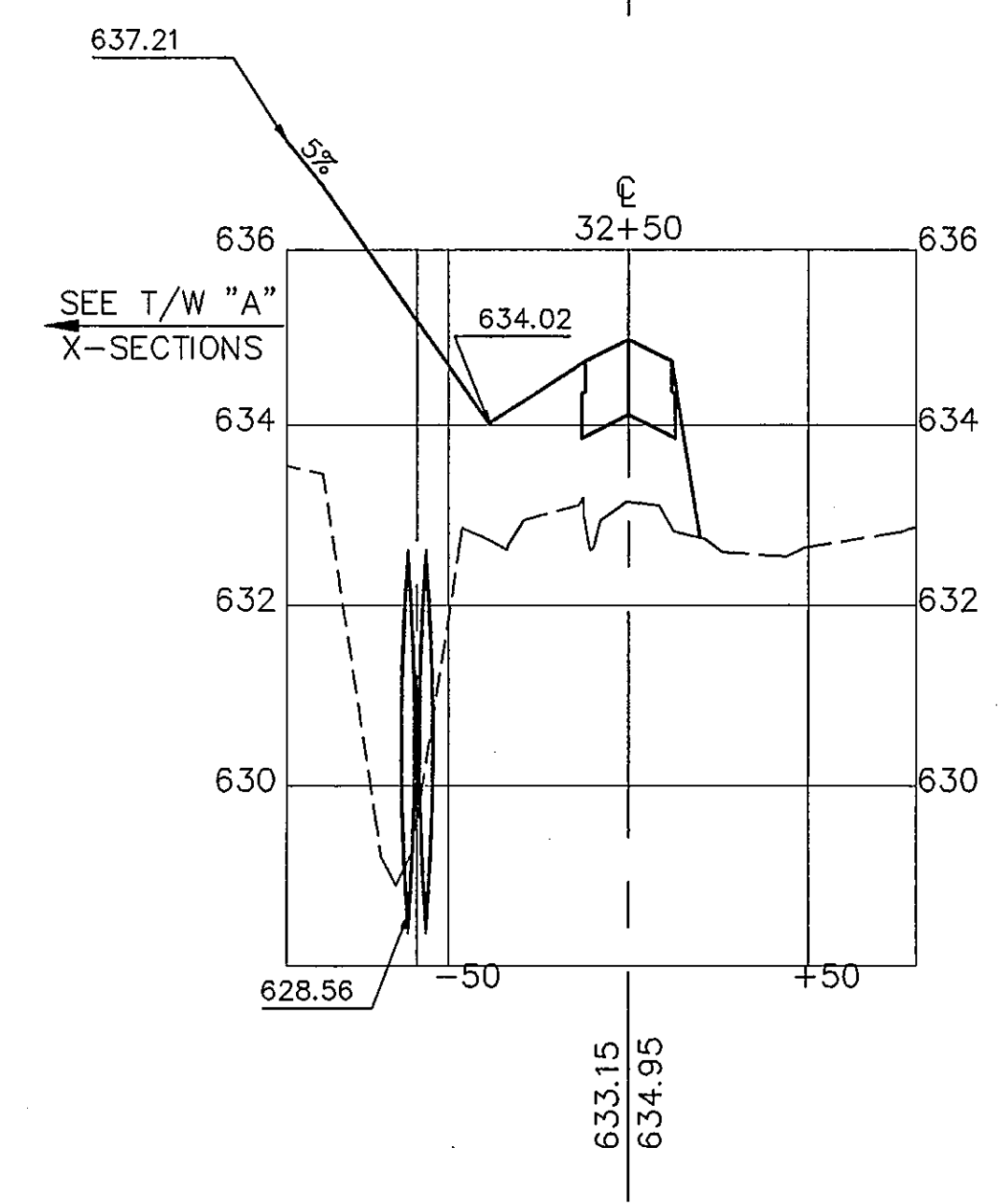
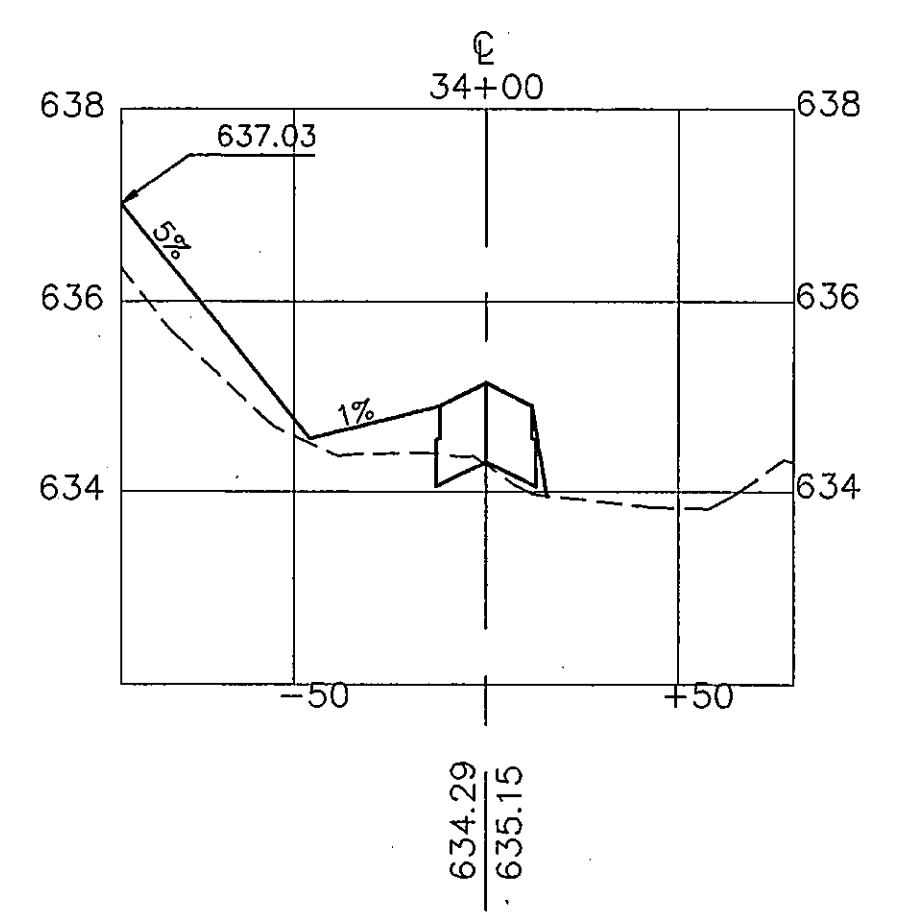
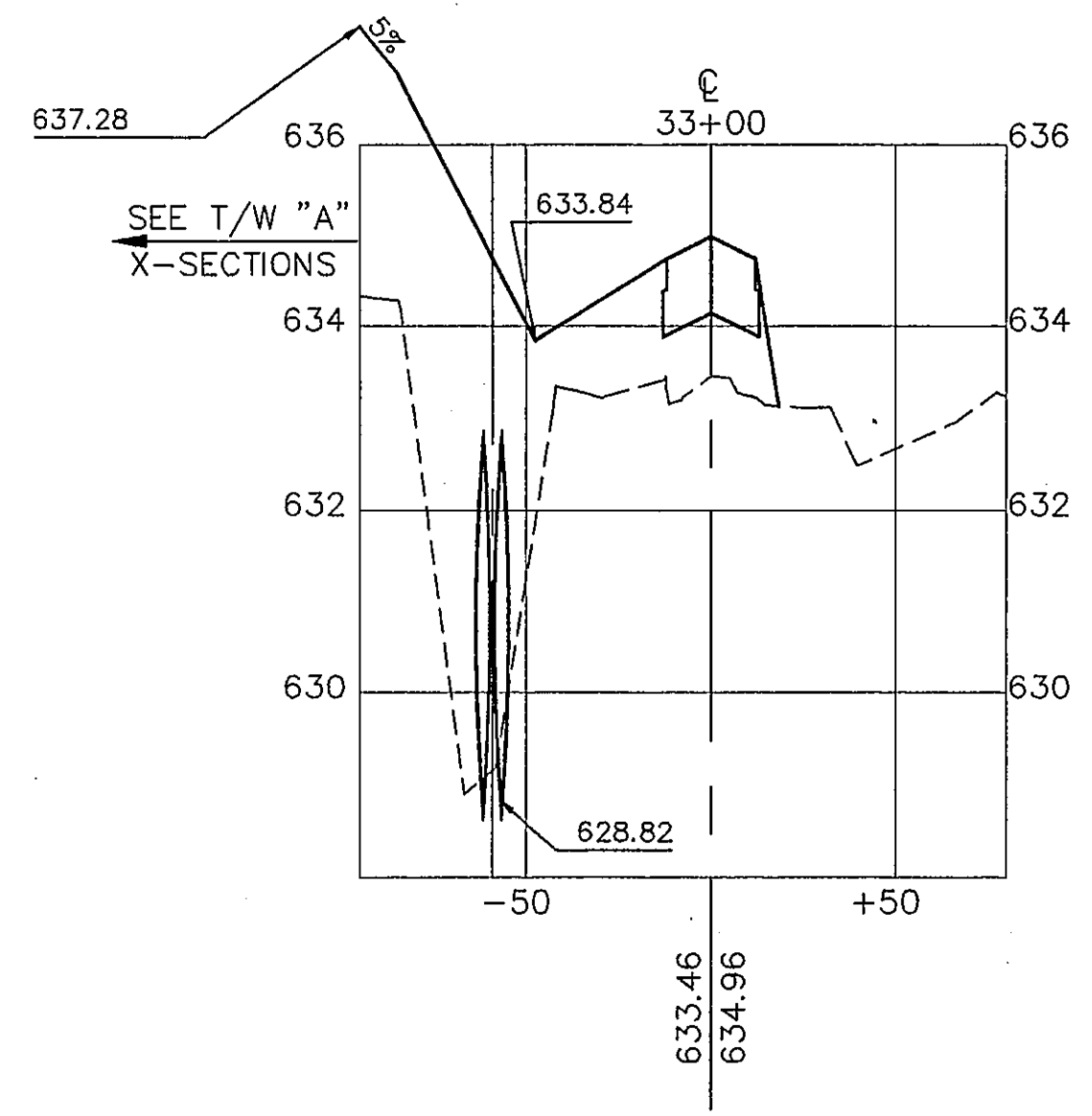
DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06	Date	Revisions	By
DRAWN: M.J.C.	BID NO. 94-33			
CHECKED: L.D.T.	JOB NO. YB024.60			
SCALE: 1" = 50' HORIZ. 1" = 2' VERT.				

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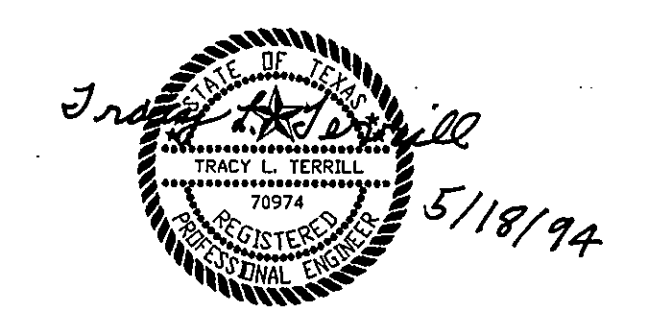


ADDISON AIRPORT

SERVICE ROAD AND DRAINAGE SECTIONS
STA. 24+00 TO 31+50



AS BUILT
OCT 20 1995



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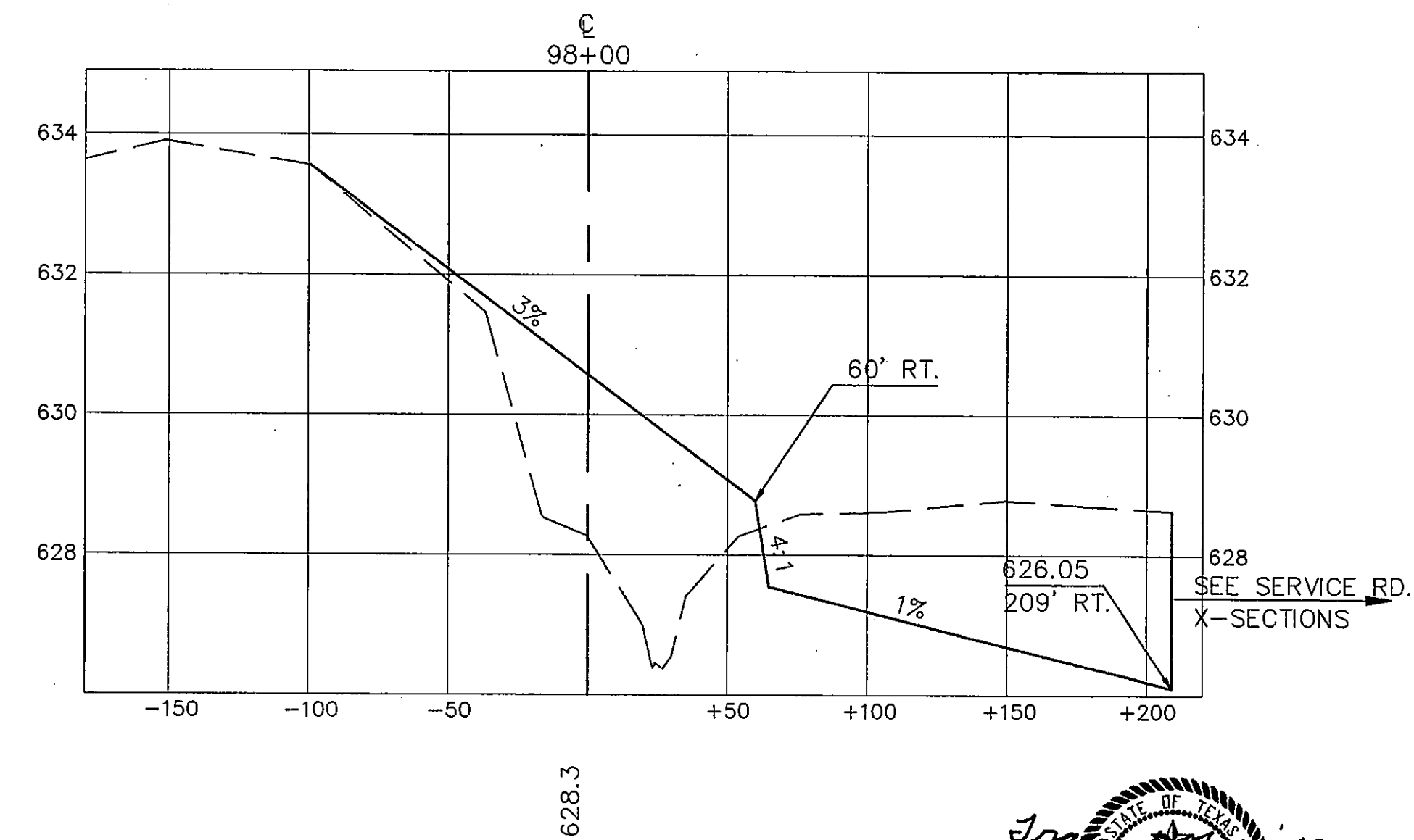
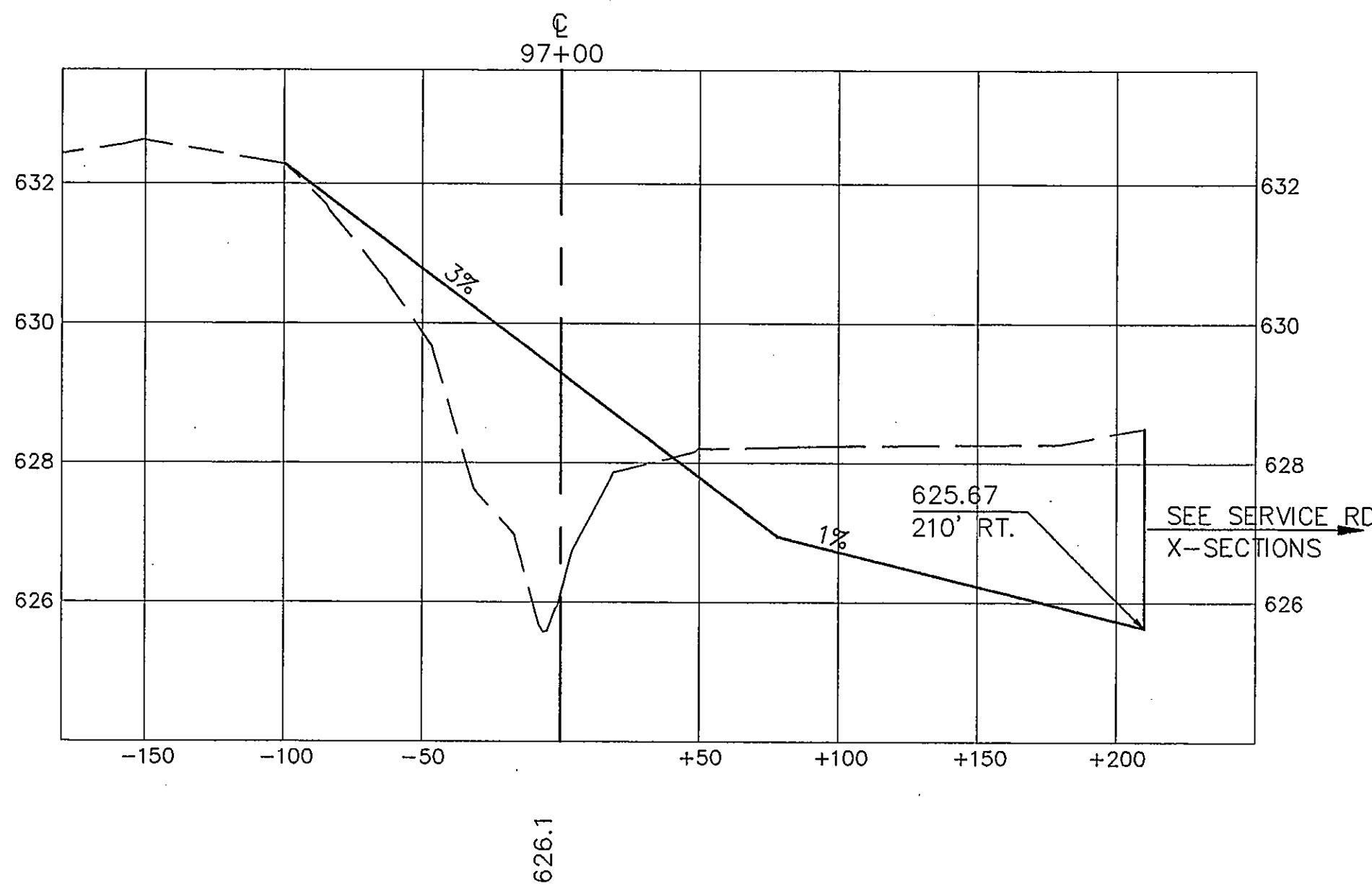
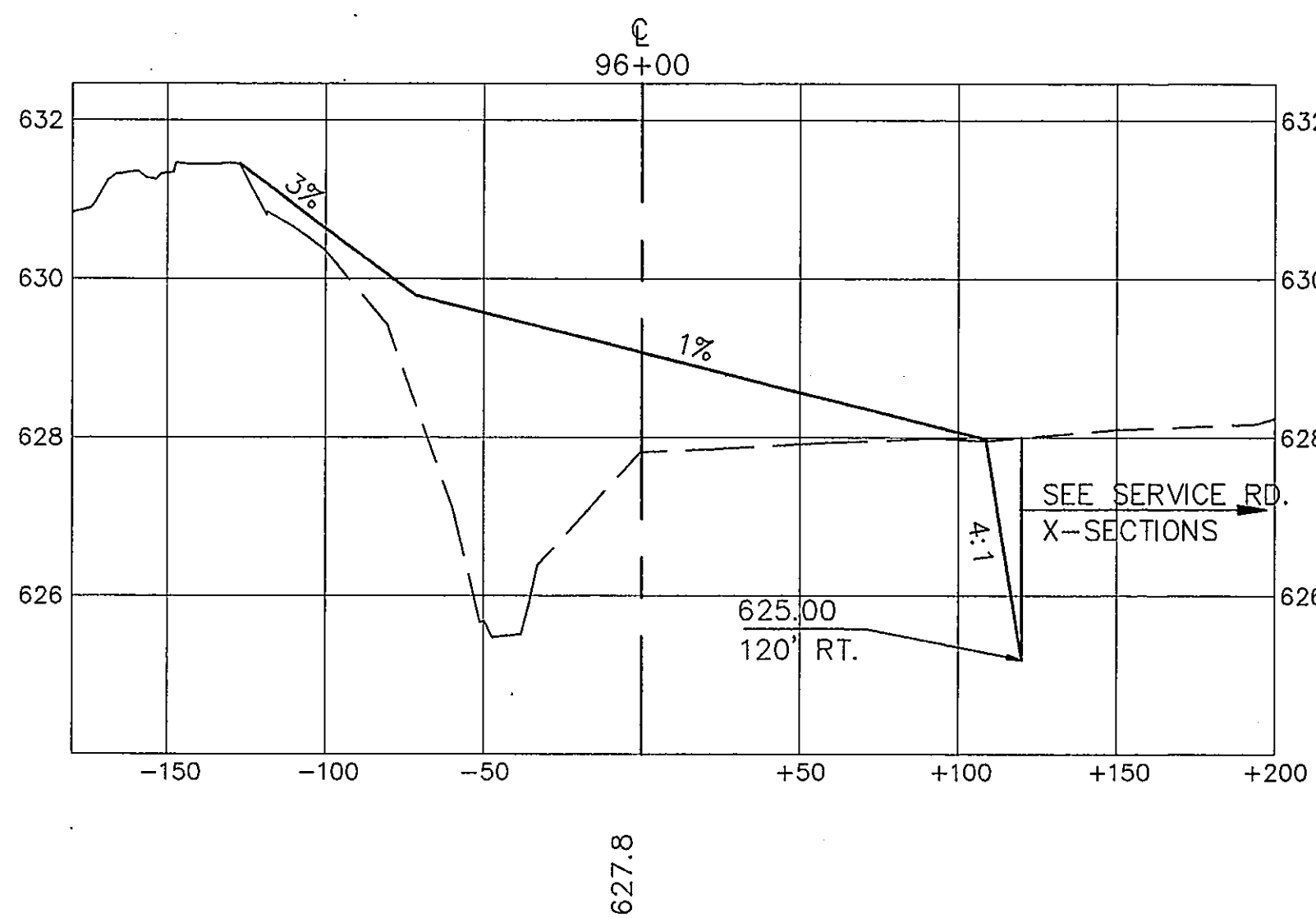
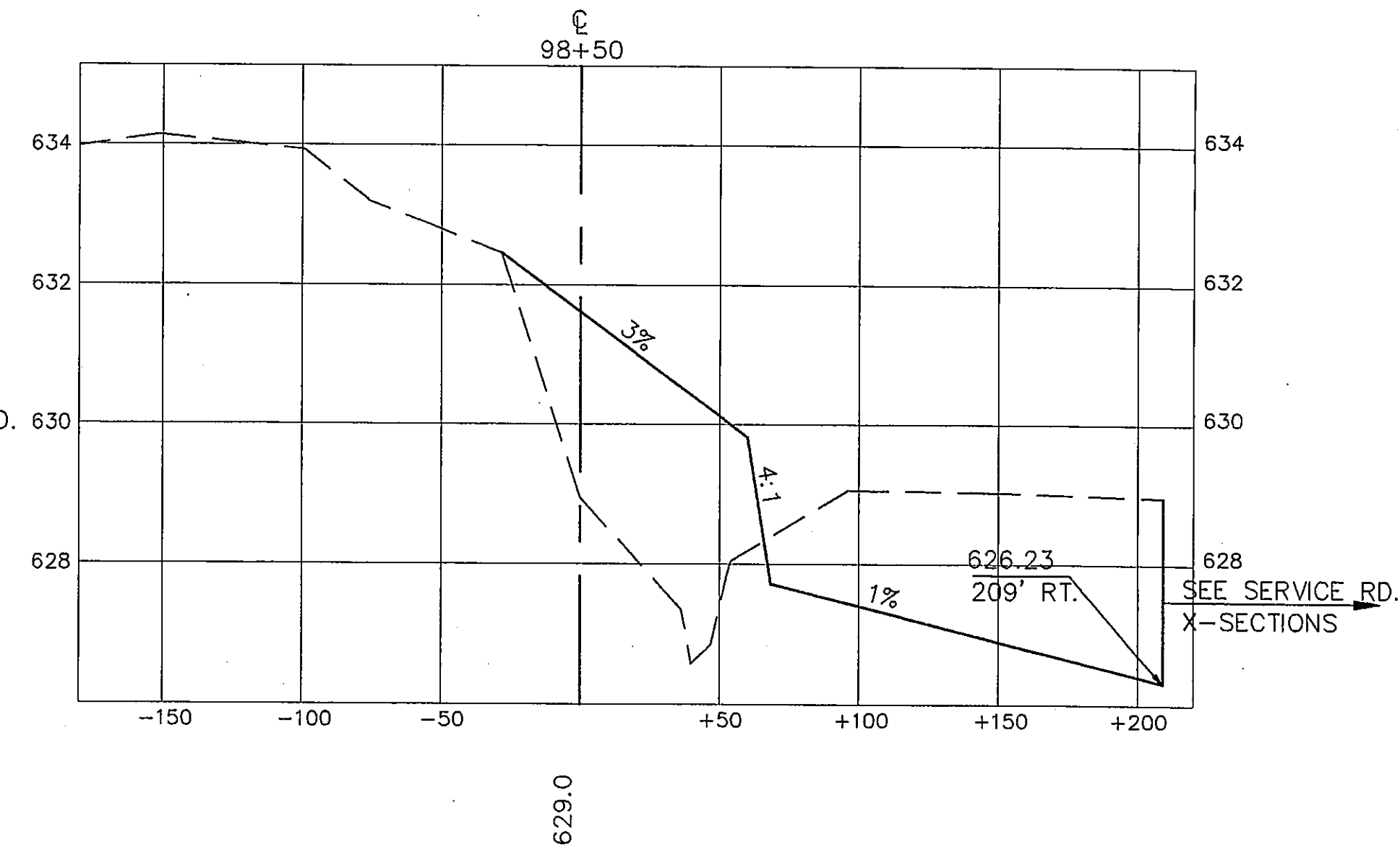
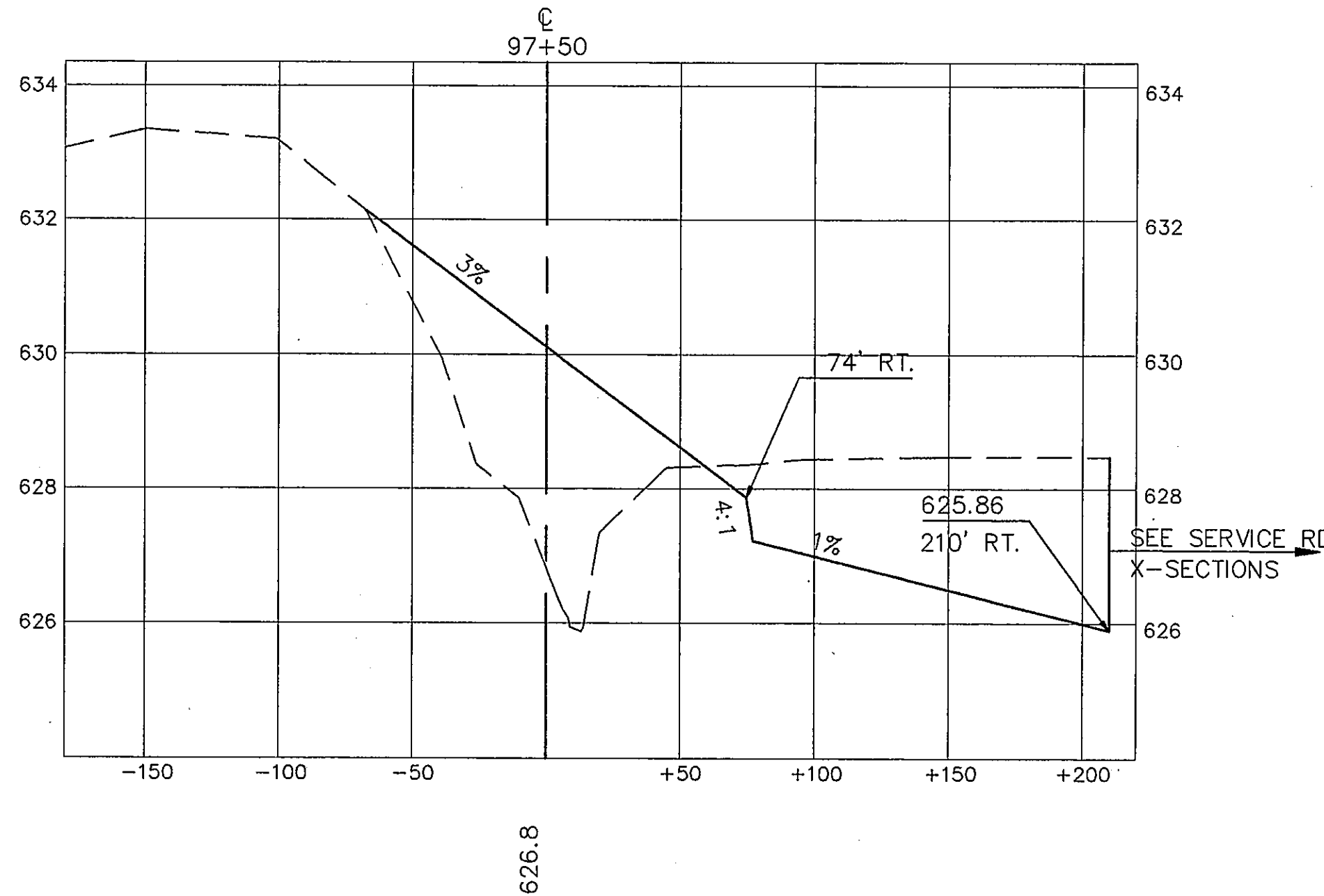
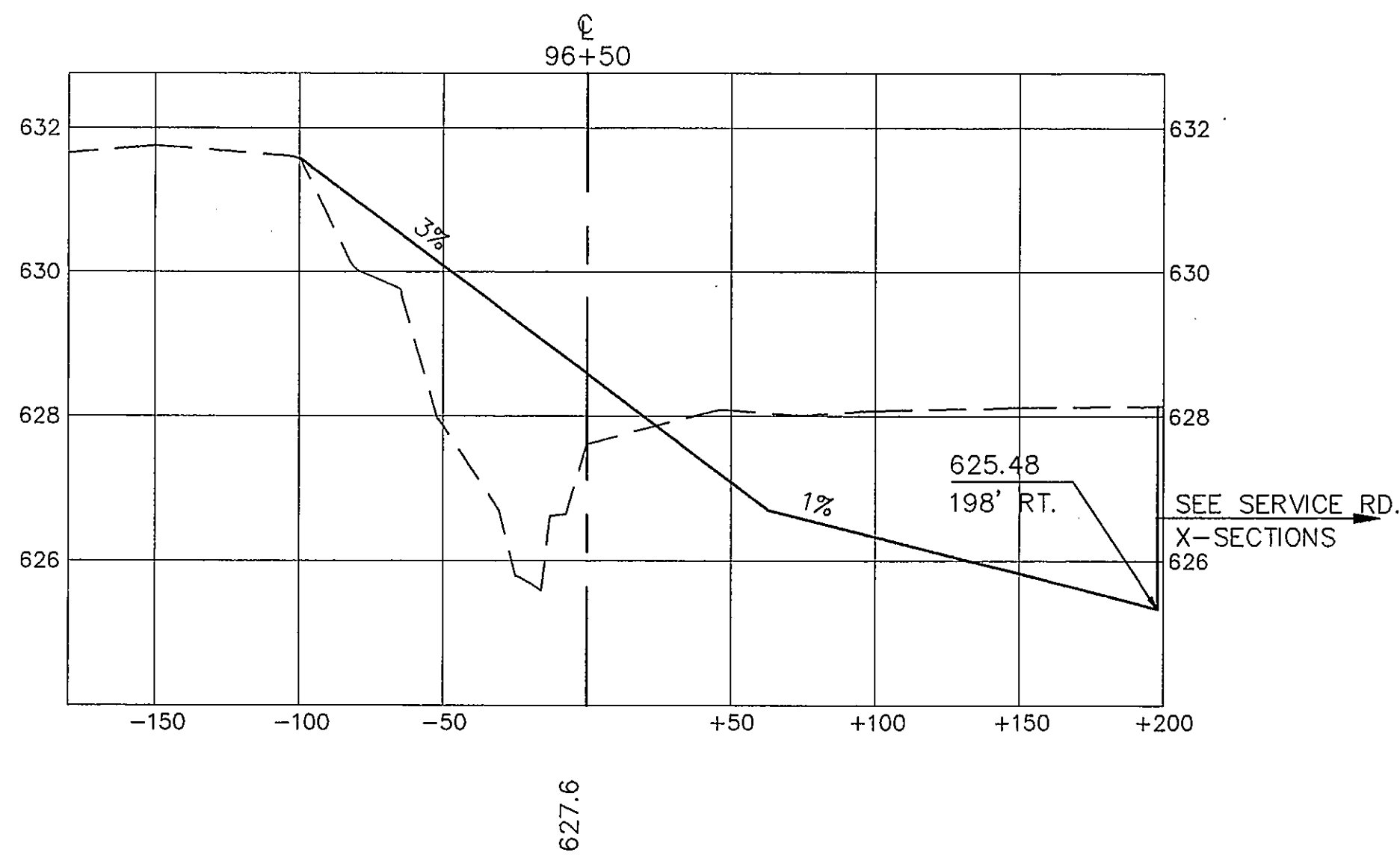
DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06	Date	Revisions	By
DRAWN: M.J.C.	BID NO. 94-33			
CHECKED: L.D.T.	JOB NO. Y8024.60			
SCALE: 1" = 50' HORIZ. 1" = 2' VERT.				

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ADDISON AIRPORT

SERVICE ROAD AND DRAINAGE SECTIONS
STA. 32+00 TO STA. 34+45.67



AS BUILT
OCT 20 1995

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06		
DRAWN: M.J.G.	BID NO. 94-33		
CHECKED: L.D.T.	JOB NO. Y9024.60	Date	Revisions
SCALE: 1" = 30' HORIZ. 1" = 2' VERT.			By

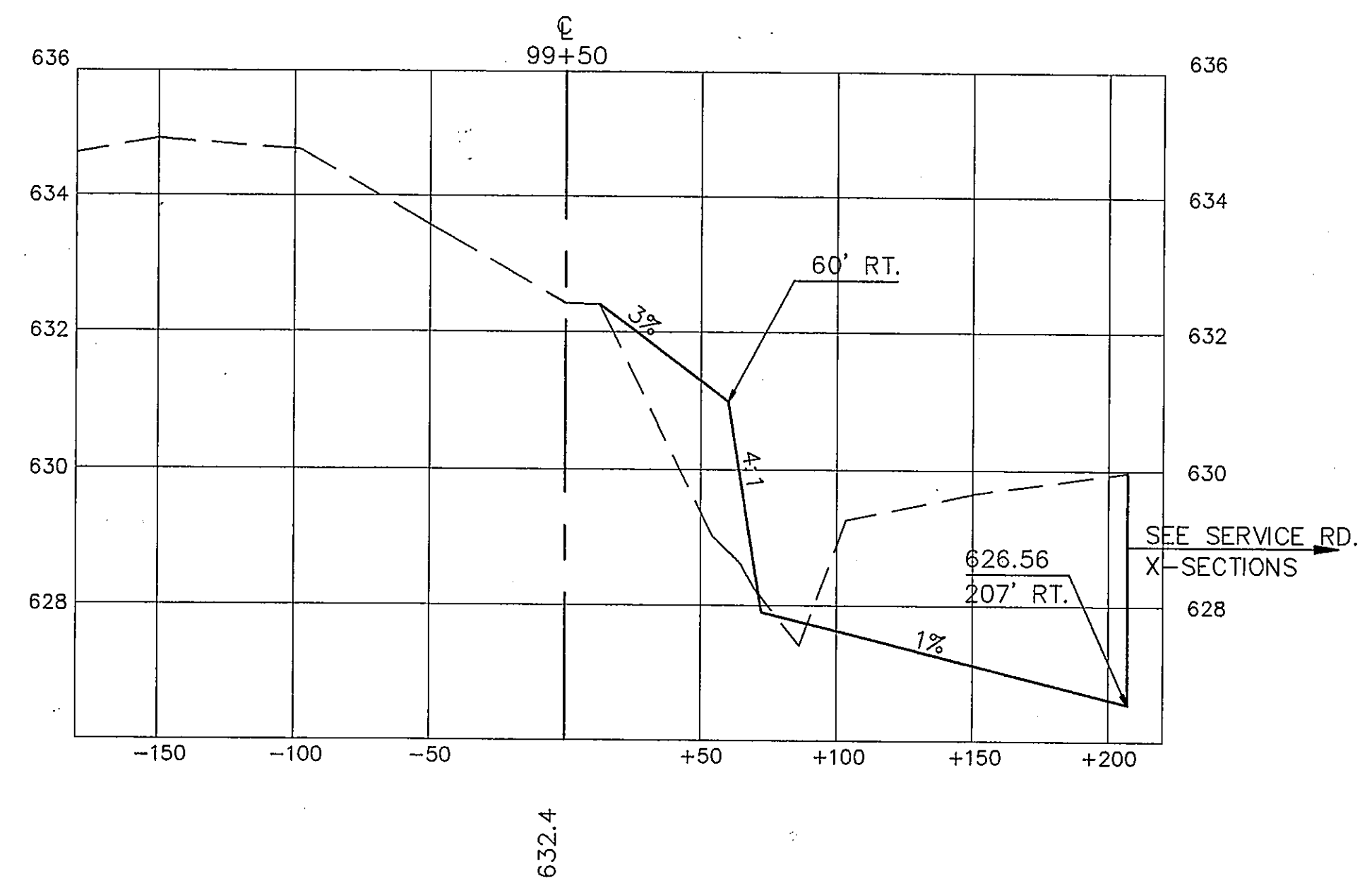
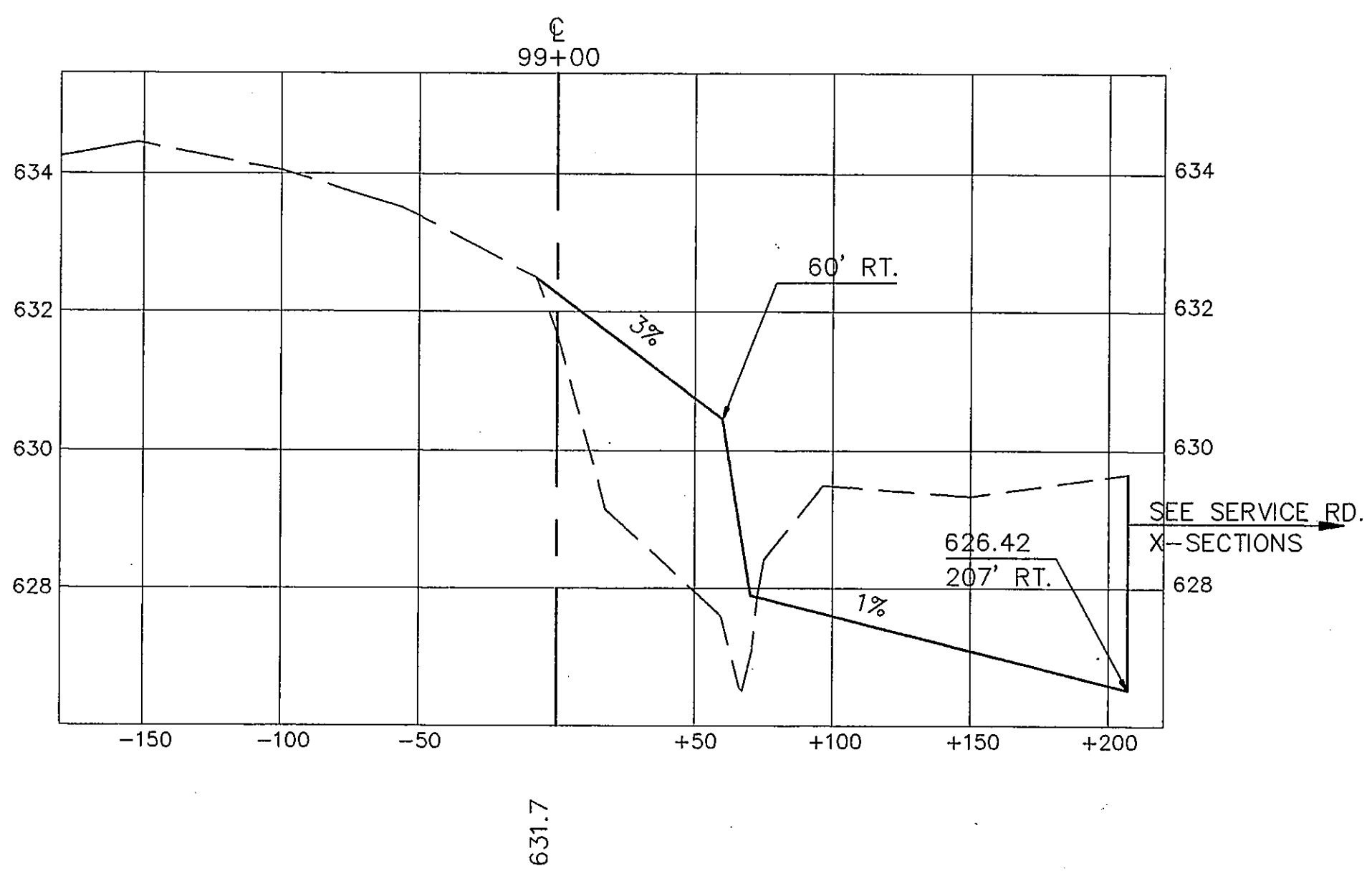
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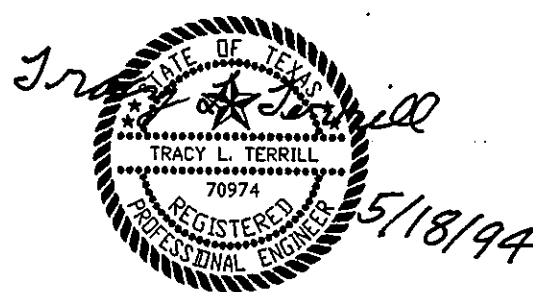
ADDISON AIRPORT

SURVEY BASELINE 'A' SECTIONS
STA. 96+00 TO STA. 98+50



AS BUILT

OCT 20 1995



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON MAY, 1994.

DESIGN: T.L.T.	A.I.P. NO. 3-48-0063-06	Date	Revisions	By
DRAWN: M.J.C.	BID NO. 94-33			
CHECKED: L.D.T.	JDB NO. Y8024.60			
SCALE: 1" = 50' HORIZ. 1" = 2' VERT.				

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ADDISON AIRPORT

SURVEY BASELINE 'A' SECTIONS
STA. 99+00 TO STA. 99+50