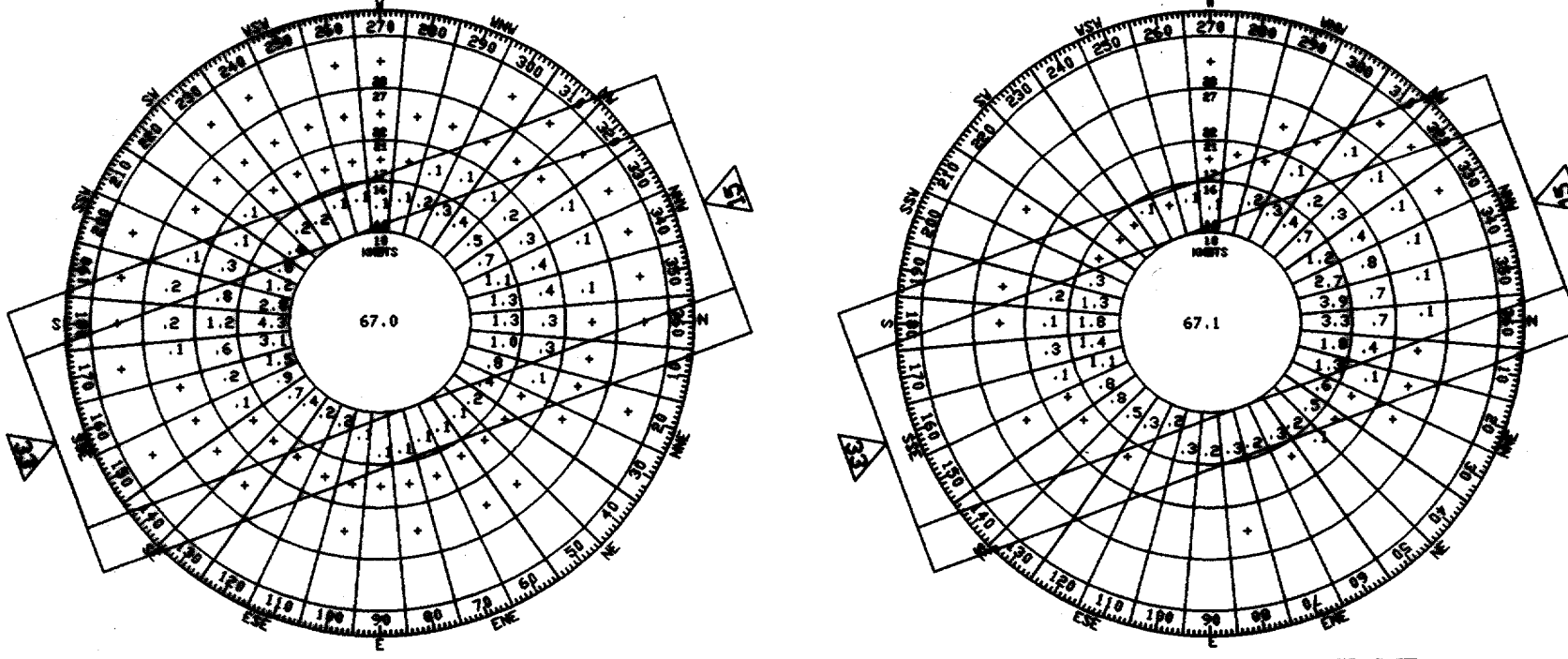


BUILDING LEGEND

THIS DRAWING MODIFIED BY URS GREINER ON 11-20-97.

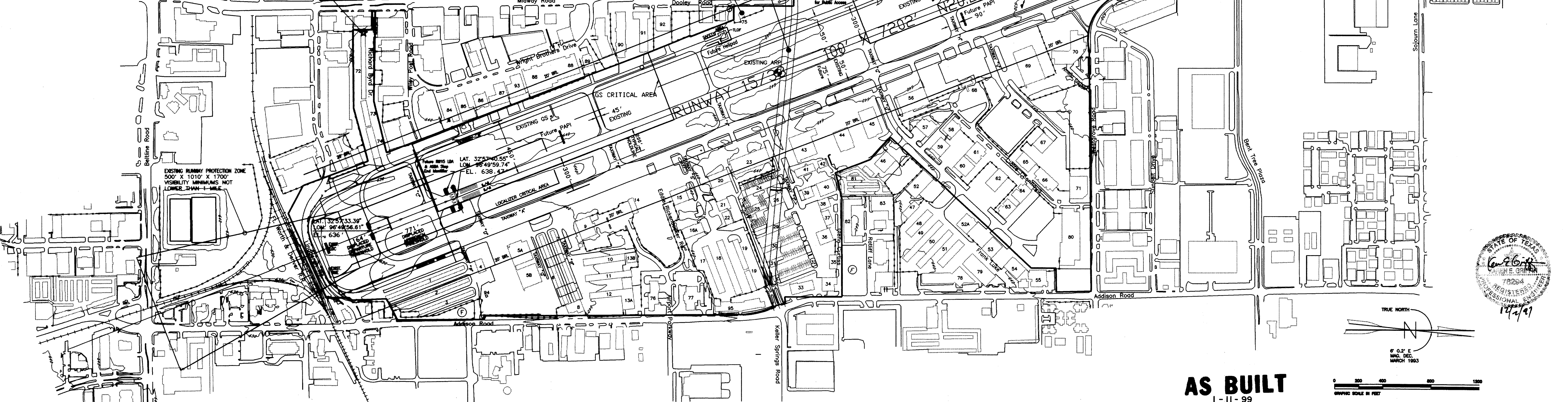
Table with 10 columns: # TENANT OR OWNER, TOP ELEVATION, # TENANT OR OWNER, TOP ELEVATION, # TENANT OR OWNER, TOP ELEVATION, # TENANT OR OWNER, TOP ELEVATION, # TENANT OR OWNER, TOP ELEVATION, # TENANT OR OWNER, TOP ELEVATION. Lists various tenants and their building elevations.



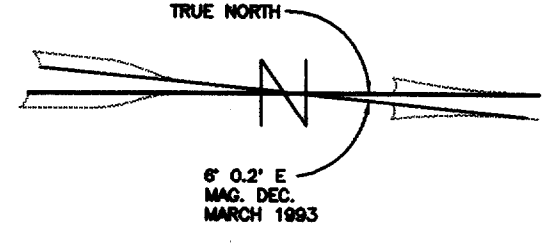
IFR WIND COVERAGE SUMMARY
WIND COVERAGE PROVIDED UNDER IFR CONDITIONS (10-INCH)
WIND COVERAGE PROVIDED UNDER VFR CONDITIONS (10-INCH)
SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, NATIONAL CLIMATIC DATA CENTER, STATION: DALLAS, TEXAS, PERIOD OF RECORD: 1986-1995

ALL WEATHER WINDROSE
10.5-KNOT CROSSWIND 95.8%
16-KNOT CROSSWIND 98.8%
SOURCE: NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, NATIONAL CLIMATIC DATA CENTER, STATION: DALLAS, TEXAS, PERIOD OF RECORD: 1986-1995

IFR WINDROSE
Future Rotating Beacon Location



EXISTING RUNWAY PROTECTION ZONE (RPZ) 500' X 1010' X 1700' VISIBILITY MINIMUMS NOT LOWER THAN 1 MILE



AS BUILT
11-99

DECLARED DISTANCES table with columns: ITEM, RUNWAY 15, RUNWAY 33. Rows include TAKEOFF RUN AVAILABLE (TORA), TAKEOFF DISTANCE AVAILABLE (TODA), ACCELERATE-STOP DISTANCE AVAILABLE (ASDA), LANDING DISTANCE AVAILABLE (LDA).

NON-STANDARD CONDITIONS table with columns: ITEM, EXISTING, FUTURE, COMMENTS, APPROVAL DATE. Rows include RUNWAY 33 SAFETY AREA LENGTH, RUNWAY 15 SAFETY AREA LENGTH, RUNWAY 33 OBSTACLE TO CLEARANCE.

RUNWAY DATA table with columns: RUNWAY 15/33, EXISTING, FUTURE. Rows include RUNWAY WIDTH AND LENGTH, RUNWAY MARKING, RUNWAY SAFETY AREA, RUNWAY OBSTACLE FREE ZONE, NAVIGATION AIDS, LANDING AIDS, APPROACH SURFACES, APPROACH VISIBILITY MINIMUMS, THRESHOLD STRIP CRITERIA, PAVEMENT STRENGTH, PAVEMENT TYPE, EFFECTIVE RUNWAY GRADIENT, % ALL NUMBER WIND CORRECTION, FAR PART 77 CATEGORY, AIRPORT REFERENCE CODE (ARC), RUNWAY LINE-OF-SIGHT CRITERIA MET, CONTROL AIRCRAFT TOUCHDOWN ZONE ELEVATION.

AIRPORT DATA table with columns: ITEM, EXISTING, FUTURE. Rows include AIRPORT ELEVATION (AMSL), AIRPORT REFERENCE POINT (ARP), MEAN MAX. TEMP. HOTTEST MONTH, AIRPORT PROPERTY (ACRES), UNICOM (MHz), NPAS CATEGORY, CONTROL TOWER (MHz).

LAYOUT PLAN LEGEND table with columns: ITEM, EXISTING, FUTURE. Rows include BUILDING RESTRICTION LINE, AIRPORT PROPERTY LINE, FENCE, AVIATION EASEMENT, RUNWAY PROTECTION ZONE, BUILDINGS, AIRFIELD PAVEMENT, FUEL STORAGE, ROTATING BEACON, LIGHTED WIND CONE & SEGMENTED CIRCLE, PRECISION APPROACH PATH INDICATOR (PAPI), RUNWAY END IDENTIFIER LIGHTS (REILS), VISUAL APPROACH SLOPE INDICATOR (VASI), THRESHOLD LIGHTS (DISPLACED THRESHOLD LIGHTS), HELICOPTER TOUCHDOWN AND LIFT-OFF AREA (TLOF), WINDCONE.

NOTE: 1. THIS DRAWING SHOULD NOT BE USED AS A STANDARD FOR PLANNING OR DESIGN. 2. BASE MAP PROVIDED BY AERIAL DATA SERVICE, TULSA, OKLAHOMA (SEPT. 1995). 3. MAGNETIC DECLINATION TAKEN FROM 1983 AIRPORT LAYOUT PLAN BY GREINER, INC., FORT WORTH, TEXAS. 4. HORIZONTAL COORDINATE DATUM IS BASED ON NAD83. 5. RUNWAY THRESHOLD LAT/LONG INFORMATION TAKEN FROM CG 788 ADDISON AIRPORT, DALLAS, TEXAS (DEC. 1995). 6. RUNWAY PAVEMENT END LAT/LONG INFORMATION CALCULATED USING "VELOCITY YIELD" COMPUTER PROGRAM. 7. REFER TO RUNWAY PROTECTION ZONE (RPZ) PLAN & PROFILE DRAWINGS FOR ROADWAY/RAILROAD CLEARANCE INFORMATION.

ADDISON AIRPORT ADDISON, TEXAS
AIRPORT LAYOUT PLAN
Barnard Dunkelberg & Company Tulsa, Oklahoma
FOUR NUMBER
METRIC SCALE
SCALE 1" = 400'
DATE JUNE, 1997
DRAWING NUMBER 2

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.	
ALTERNATE BID NUMBER 1 (CONCRETE)										
P-104-5.1	Asphalt Pavement Demolition	SY	19,420	19,420			16,360			
P-104-5.2	Concrete Pavement Demolition	SY	1,740	1,740			4856.5			
P-152-4.1	Unclassified Excavation	CY	23,100	23,100			23,398			
P-154-5.1	Subbase Course	CY	280	280			218			
P-155-8.1	Lime Treated Subgrade	SY	18,500	18,500			18,176			
P-155-8.2	Lime	TON	415	415			401			
P-209-5.1	Crushed Aggregate Base Course	CY	3,100	3,100			3,325			
TxDOT 340-1	Type A Hotmix Base Course	TON	835	835			577			
TxDOT 340-2	Type A Hotmix Subbase Course	TON	630	630			404			
TxDOT 340-3	Type D Hotmix Surface Course	TON	545	545			629			
P-401-8.4	Milling Existing Pavement	SY	500	500			524			
P-501-8.1	Portland Cement Concrete Pavement (10')	SY	16,700	16,700			17,876			
P-501-8.2	Portland Cement Concrete Pavement (8')	SY	1,780	1,780			2,145			
P-602-5.1	Bituminous Prime Coat	GAL	440	440			610			
P-603-5.1	Bituminous Tack Coat	GAL	170	170			255			
P-620-5.1	Runway and Taxiway Painting	SF	24,230	24,230			24,230			
P-701-5.1	30" Reinforced Concrete Pipe	LF	705	705			705			
P-701-5.2	36" Reinforced Concrete Pipe	LF	710	710			710			
P-701-5.3	42" Reinforced Concrete Pipe	LF	1,822	1,822			1,822			
TxDOT 402-1	Trench Excavation Protection	LF	3,200	3,200			3,237			
D-751-5.1	Grate Inlet (Type "H", Mod.)	EA	6	6			6			
D-751-5.2	Grate Inlet (Type "H" Mod. with Type "M" Mod. Manhole Bottom)	EA	1	1			1			
D-751-5.3	Type "M" Manhole	EA	2	2			2			
P-601-5.1	Seeding and Mulching	SY	70,100	70,100			70,100			
TxDOT 164.1										
S-1-4.1	Remove and Replace Existing Portland Cement Concrete Pavement	SF	235	235			258			
L-106-5.1	L-824C #8, 5kv Cable (Installed in duct)	LF	10,100	10,100			8,621			
L-106-5.2	#6 AWG Bare Copper / Counterpoise (Installed above duct)	LF	4,300	4,300			4,300			
L-110-5.1	2" PVC One-way Elect. Duct - Type "A"	LF	3,700	3,700			3,700			
L-110-5.2	2" PVC One-way Elect. Duct - Type "B", Concrete Encased	LF	790	790			643			
L-110-5.3	4" PVC Two-way Elect. Duct - Type "C", Concrete Encased	LF	55	55			130			
L-110-5.4	Four-way FAA Duct - Type "D"	LF	75	75			75			
L-110-5.5	Three-way FAA Duct - Type "E"	LF	80	80			80			
L-110-5.6	Three-way FAA Duct - Type "F"	LF	80	80			80			
L-110-5.7	2" PVC One-way Split FAA Duct - Type "G"	LF	20	20			0			
L-110-5.8	Sand Encase Exposed FAA Cable - Type "H"	LF	20	20			20			
L-110-5.9	Install Precast Handhole	EA	2	2			2			
L-110-5.10	Relocate Existing Handhole	EA	2	2			0			
L-125-5.1	Remove & Reinstall Existing (MITL) Fixture	EA	8	8			8			
L-125-5.2	L-861T MITL Base Mounted Fixture (Blue)	EA	63	63			93			
L-125-5.3	L-850C R/W Semi-flush, Bidirectional (MIRL)	EA	1	1			1			
L-125-5.4	L-858 Guidance Sign - Size III (1 Module) Single Face	EA	3	3			3			
L-125-5.5	L-858 Guidance Sign - Size III (2 Module) Single Face	EA	7	7			7			
L-125-5.6	L-858 Guidance Sign - Size III (3 Module) Single Face	EA	2	2			2			
L-125-5.7	L-858 Guidance Sign - Size III (3 Module) Double Face	EA	1	1			1			
L-125-5.8	Remove & Reinstall Existing Guidance Sign	EA	1	1			1			
GP-70-11	Third Party Insurance	LS	1	1			0			

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 ~~TxDOT 164.1~~ **TxDOT 164.1** 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 additional expense to the owner. A letter from the owner of the borrow or waste site certifying that the owner is satisfied with the condition of the borrow or waste site shall be delivered to the Engineer prior to the processing of the final payment.
- The contractor shall be responsible for submitting and maintaining an Erosion and Stormwater Pollution Control Plan for this project and for submitting a Notice of Intent to the Environmental Protection Agency.

AS BUILT
1-11-99



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

TxDOT NO: 9842 ADDSN
BID NO: 98-04
JOB NO: F70024.80

Date _____ Revisions _____ By _____



Engineers, Architects
and Planners



ADDISON AIRPORT

**SUMMARY OF QUANTITIES
AND GENERAL CONTRACT NOTES**

**SHEET
3**

DATE: DEC, 1997

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.	
	ALTERNATE BID NUMBER 2 (ASPHALT)									
P-104-5.1	Asphalt Pavement Demolition	SY	19,420	19,420						
P-104-5.2	Concrete Pavement Demolition	SY	1,740	1,740						
P-152-4.1	Unclassified Excavation	CY	30,100	30,100						
P-154-5.1	Subbase Course	CY	7,120	7,120						
P-155-8.1	Lime Treated Subgrade	SY	19,500	19,500						
P-155-8.2	Lime	TON	435	435						
P-209-5.1	Crushed Aggregate Base Course	CY	3,700	3,700						
P-401-8.1	Bituminous Surface Course	TON	4,320	4,320						
P-401-8.2	Bituminous Base Course	TON	1,040	1,040						
P-401-8.3	Bituminous Subbase Course	TON	650	650						
P-401-8.4	Milling Existing Pavement	SY	500	500						
P-501-8.2	Portland Cement Concrete Pavement (8")	SY	1,780	1,780						
P-602-5.1	Bituminous Prime Coat	GAL	4,110	4,110						
P-603-5.1	Bituminous Tack Coat	GAL	1,920	1,920						
P-620-5.1	Runway and Taxiway Painting	SF	12,750	12,750						
P-701-5.1	30" Reinforced Concrete Pipe (Class III)	LF	705	705						
P-701-5.3	36" Reinforced Concrete Pipe (Class III)	LF	710	710						
P-701-5.4	42" Reinforced Concrete Pipe (Class III)	LF	1,822	1,822						
TxDOT 402-1	Trench Excavation Protection	LF	3,200	3,200						
D-751-5.1	Grate Inlet (Type "H", Mod.)	EA	6	6						
D-751-5.2	Grate Inlet (Type "H" Mod. with Type "M" Mod. Manhole Bottom)	EA	1	1						
D-751-5.3	Type "M" Manhole	EA	2	2						
D-751-5.1	Seeding and Mulching	SY	70,100	70,100						
TxDOT 164.1	Remove and Replace Existing Portland Cement Concrete Pavement	SY	235	235						
L-108-5.1	L-824C #8, 5kv Cable (Installed in duct)	LF	10,100	10,100						
L-108-5.2	#6 AWG Bare Copper / Counterpoise (Installed above duct)	LF	4,300	4,300						
L-110-5.1	2" PVC One-way Electrical Duct - Type "A"	LF	3,700	3,700						
L-110-5.2	2" PVC One-way Elect. Duct - Type "B", Concrete Encased	LF	790	790						
L-110-5.3	4" PVC One-way Elect. Duct - Type "C", Concrete Encased	LF	55	55						
L-110-5.4	Four-way FAA Duct - Type "D"	LF	75	75						
L-110-5.5	Three-way FAA Duct - Type "E"	LF	80	80						
L-110-5.6	Three-way FAA Duct - Type "F"	LF	80	80						
L-110-5.7	2" PVC One-way Split FAA Duct - Type "G"	LF	20	20						
L-110-5.8	Sand Encase Exposed FAA Cable - Type "H"	LF	20	20						
L-110-5.9	Install Precast Handhole	EA	2	2						
L-110-5.10	Relocate Existing Handhole	EA	2	2						
L-125-5.1	Remove & Reinstall Existing (MITL) Fixture	EA	8	8						
L-125-5.2	L-861T MITL Base Mounted Fixture (Blue)	EA	63	63						
L-125-5.3	L-850C R/W Semi-flush, Bidirectional (MIRL)	EA	1	1						
L-125-5.4	L-858 Guidance Sign - Size III (1 Module) Single Face	EA	3	3						
L-125-5.5	L-858 Guidance Sign - Size III (2 Module) Single Face	EA	7	7						
L-125-5.6	L-858 Guidance Sign - Size III (3 Module) Single Face	EA	2	2						
L-125-5.7	L-858 Guidance Sign - Size III (3 Module) Double Face	EA	1	1						
L-125-5.8	Remove & Reinstall Existing Guidance Sign	EA	1	1						
GP-70-11	Third Party Insurance	LS	1		1					

CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS

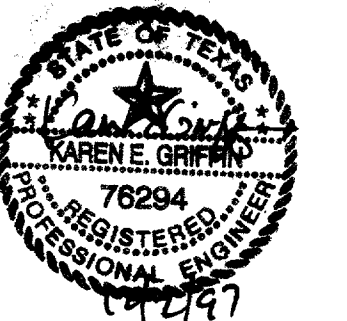
SAFETY

- 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 of 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, 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 shall inspect and approve the runway or taxiways for use.
- The Contractor's Security Officer (C.S.O.) will be responsible for compliance with all State and Federal Safety Regulations. Prior to beginning work, the C.S.O. shall provide the Engineer an outline of a proposed safety and fire protection plan for all work contemplated under the contract and conduct at least one safety meeting each week 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.

SECURITY

- 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. The C.S.O. shall not be the Project Superintendent.
- 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. Any sign placed in the course of the project shall be in accordance with the Texas Manual of Uniform Traffic Control Devices (TMUTCD), the applicable FAA Advisory Circular, or as approved in writing from shop drawings submitted to the Engineer prior to sign placement.
- 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
1-11-99



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

TxDOT NO. 9842 ADDSN
BID NO. 98-04
JOB NO. F708024.80

Date _____
Revisions _____
By _____

URS Greiner
4100 Aron Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891

Engineers, Architects
and Planners



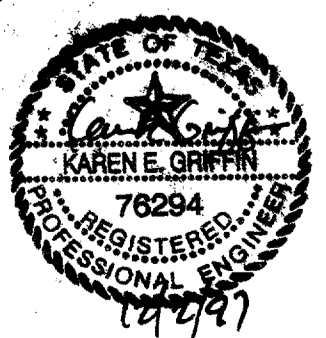
ADDISON AIRPORT

SUMMARY OF QUANTITIES
AND CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS

SHEET
4
DATE: DEC. 1999

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.	
ALTERNATE BID NUMBER 3										
L-108-5.1	L-824C #8, 5kv Cable (Installed in duct)	LF	5,700	5,700			0			
L-108-5.2	#6 AWG Bare Copper / Counterpoise (Installed above duct)	LF	5,000	5,000			4,130			
L-110-5.1	2" PVC One-way Elect. Duct - Type "A"	LF	4,440	4,440			4,921			
L-125-5.1	Remove & Reinstall Existing (MITL) Fixture	EA	10	10			0			
L-125-5.2	L-861T MITL Base Mounted Fixture (Blue)	EA	35	35			0			
ALTERNATE BID NUMBER 4										
L-853-4.1	L-853 Elevated Retroreflective Edge Marker	EA	35	35						

AS BUILT
1-11-99



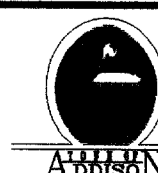
DESIGN: T.L.T.
DRAWN: J.R.H.
CHECKED: R.L.B.
SCALE: N/A

TXDOT NO: 9842 ADDSN
BID NO: 98-04
JOB NO: E700024.80

Date _____ Revisions _____ By _____

URS Greiner
4100 Arnon Carter Blvd, Suite 106
Fort Worth, TX 76155
(817) 545-0891

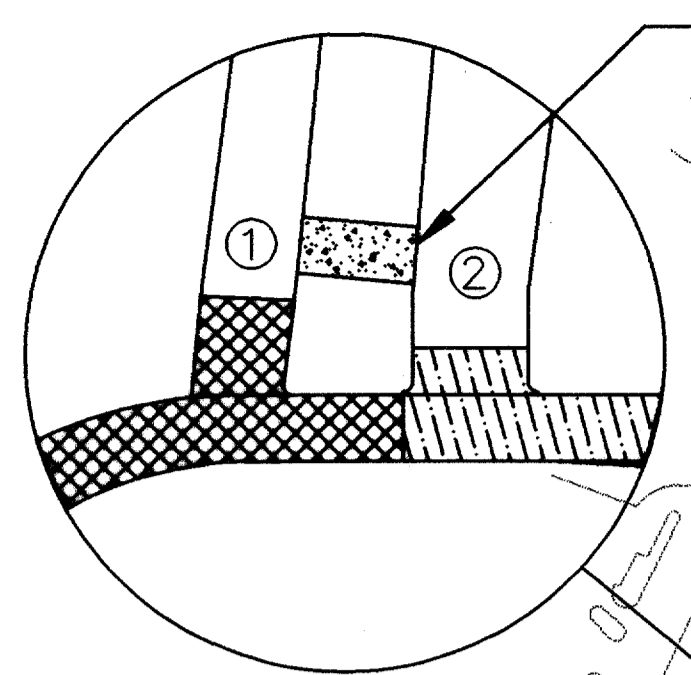
Engineers, Architects
and Planners



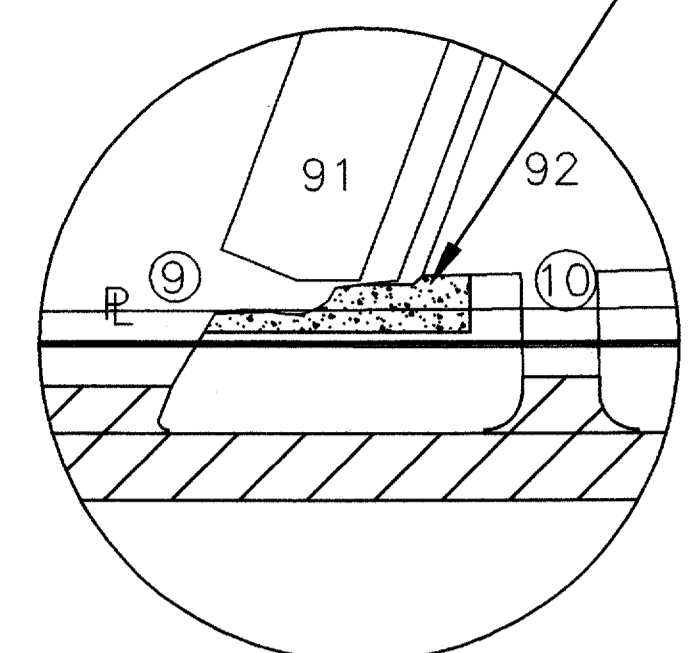
ADDISON AIRPORT

SUMMARY OF QUANTITIES
ADDITIVE ALTERNATE NO. 3

SHEET
4A
DATE: DEC. 1997

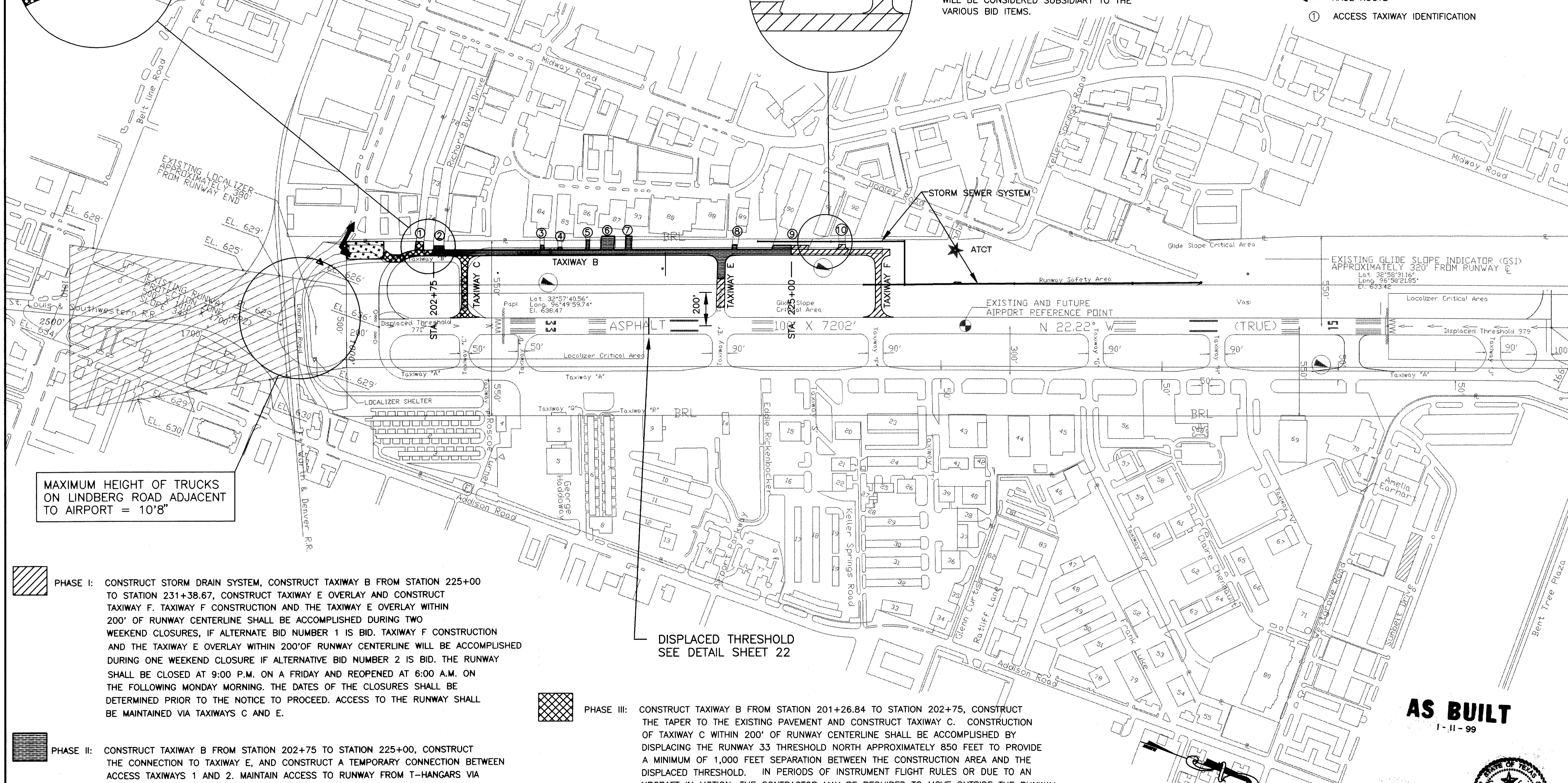


PHASES II AND III
 3' ACP BY 30' WIDE TEMPORARY DRIVEWAY CONNECTION.
 CONNECTION SHALL BE REMOVED UPON COMPLETION OF PHASES II AND III AND THE AREA RESTORED TO ITS PREVIOUS CONDITION. COST SHALL NOT BE PAID DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.
 A PROPERLY TRAINED WINGWALKER OR FLAGMAN SHALL BE STATIONED AT THIS LOCATION DURING WORKING HOURS TO ASSIST AIRCRAFT IN TAXIING THROUGH THE AREA SAFELY.



PHASE I
 TEMPORARY CONNECTION FOR TOWED AIRCRAFT ONLY.
 25' WIDE DRIVEWAY CONNECTION SHALL BE CONSTRUCTED OF BASE COURSE AND SURFACE MATERIAL SALVAGED FROM THE EXISTING TAXIWAY PAVEMENT.
 CONNECTION SHALL BE REMOVED UPON COMPLETION OF PHASE I AND THE AREA RESTORED TO ITS PREVIOUS CONDITION.
 COST SHALL NOT BE PAID DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS.

- LEGEND:**
- PHASE I (STORM DRAIN, TW B, TW E, TW F)
 - PHASE II (TW B)
 - PHASE III (TW B & TW C)
 - CONTRACTOR STAGING AREA
 - HAUL ROUTE
 - ACCESS TAXIWAY IDENTIFICATION



MAXIMUM HEIGHT OF TRUCKS ON LINDBERG ROAD ADJACENT TO AIRPORT = 10'8"

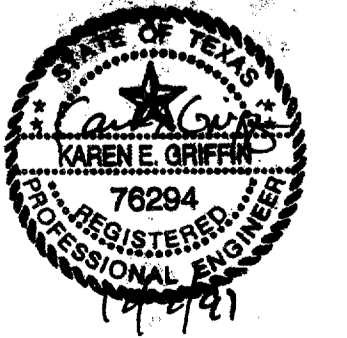
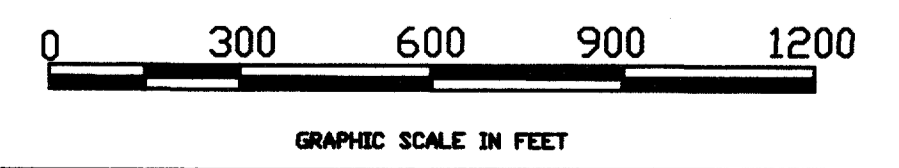
PHASE I: CONSTRUCT STORM DRAIN SYSTEM, CONSTRUCT TAXIWAY B FROM STATION 225+00 TO STATION 231+38.67, CONSTRUCT TAXIWAY E OVERLAY AND CONSTRUCT TAXIWAY F. TAXIWAY F CONSTRUCTION AND THE TAXIWAY E OVERLAY WITHIN 200' OF RUNWAY CENTERLINE SHALL BE ACCOMPLISHED DURING TWO WEEKEND CLOSURES, IF ALTERNATE BID NUMBER 1 IS BID. TAXIWAY F CONSTRUCTION AND THE TAXIWAY E OVERLAY WITHIN 200' OF RUNWAY CENTERLINE WILL BE ACCOMPLISHED DURING ONE WEEKEND CLOSURE IF ALTERNATIVE BID NUMBER 2 IS BID. THE RUNWAY SHALL BE CLOSED AT 9:00 P.M. ON A FRIDAY AND REOPENED AT 6:00 A.M. ON THE FOLLOWING MONDAY MORNING. THE DATES OF THE CLOSURES SHALL BE DETERMINED PRIOR TO THE NOTICE TO PROCEED. ACCESS TO THE RUNWAY SHALL BE MAINTAINED VIA TAXIWAYS C AND E.

PHASE II: CONSTRUCT TAXIWAY B FROM STATION 202+75 TO STATION 225+00, CONSTRUCT THE CONNECTION TO TAXIWAY E, AND CONSTRUCT A TEMPORARY CONNECTION BETWEEN ACCESS TAXIWAYS 1 AND 2. MAINTAIN ACCESS TO RUNWAY FROM T-HANGARS VIA EXISTING TAXIWAYS B AND C. MAINTAIN ACCESS FROM ACCESS TAXIWAYS 9 AND 10 TO RUNWAY VIA NEW TAXIWAYS B AND F.

PHASE III: CONSTRUCT TAXIWAY B FROM STATION 201+26.84 TO STATION 202+75, CONSTRUCT THE TAPER TO THE EXISTING PAVEMENT AND CONSTRUCT TAXIWAY C. CONSTRUCTION OF TAXIWAY C WITHIN 200' OF RUNWAY CENTERLINE SHALL BE ACCOMPLISHED BY DISPLACING THE RUNWAY 33 THRESHOLD NORTH APPROXIMATELY 850 FEET TO PROVIDE A MINIMUM OF 1,000 FEET SEPARATION BETWEEN THE CONSTRUCTION AREA AND THE DISPLACED THRESHOLD. IN PERIODS OF INSTRUMENT FLIGHT RULES OR DUE TO AN AIRCRAFT IN MOTION, THE CONTRACTOR MAY BE REQUIRED TO MOVE OUTSIDE THE RUNWAY SAFETY AREA PERIODICALLY. THIS SHALL BE DONE AT NO EXTRA COST TO THE OWNER.

DISPLACED THRESHOLD
 SEE DETAIL SHEET 22

AS BUILT
 1-11-99



DESIGN T.L.T.	TXDOT NO. 9842 ADDSN	Date	Revisions	By
DRAWN P.J.O.	BID NO. 98-04			
CHECKED R.L.B.	JOB NO. F700024.80			
SCALE: 1"=400'				

URS Greiner
 4100 Amon Carter Blvd., Suite 108
 Fort Worth, TX 76155
 (817) 545-0891

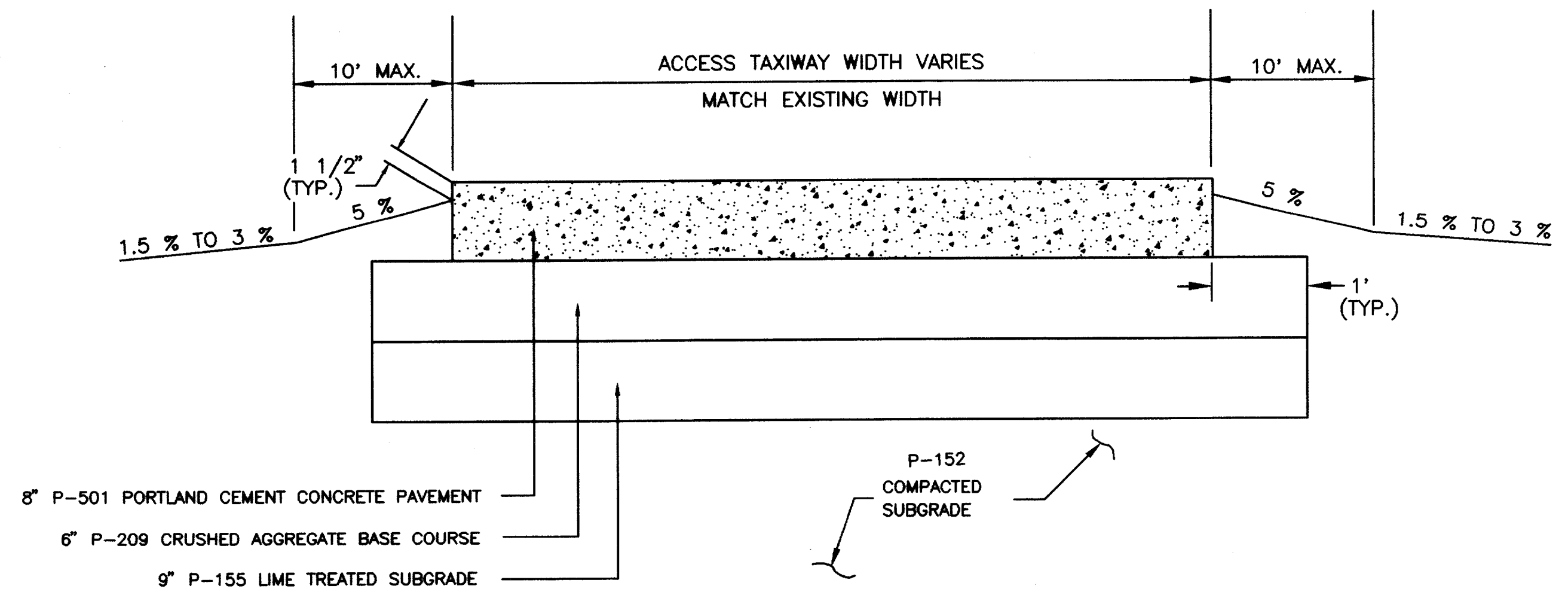
Engineers, Architects
 and Planners

ADDISON AIRPORT

PHASING PLAN

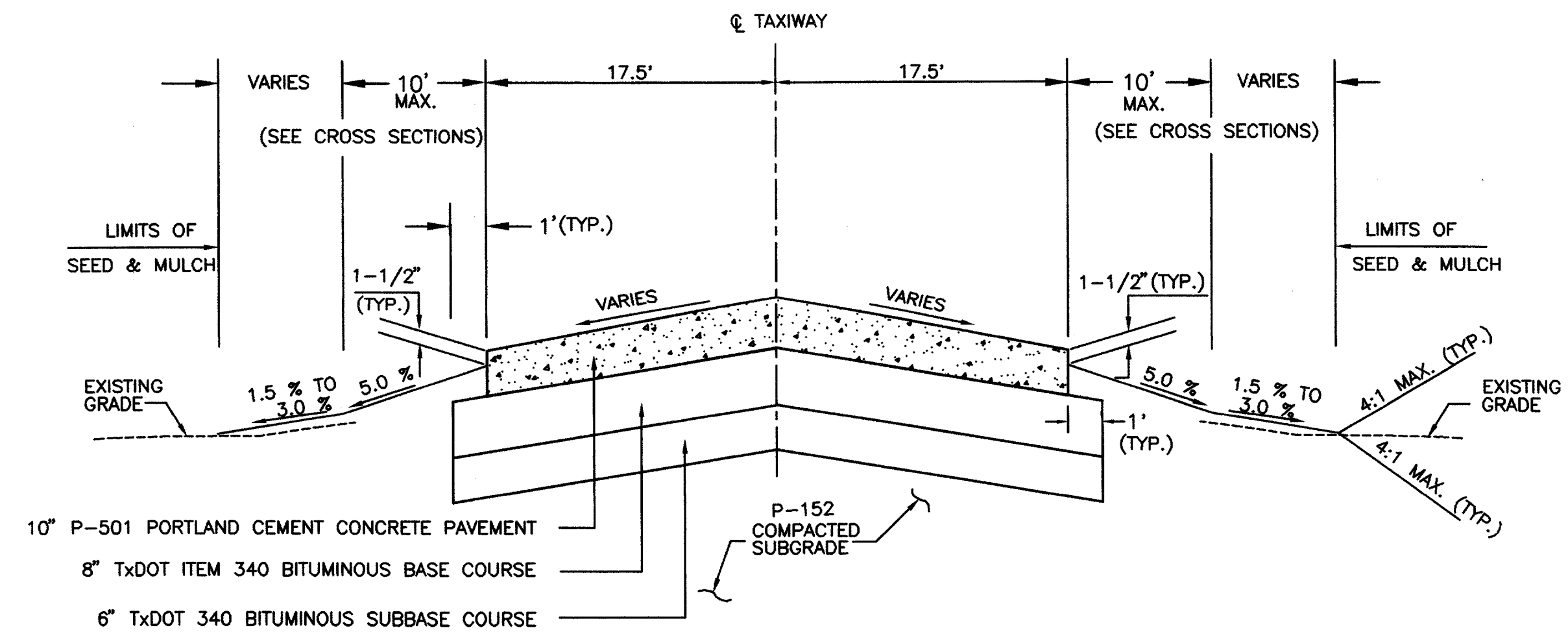
SHEET **5**

DATE: DEC, 1997



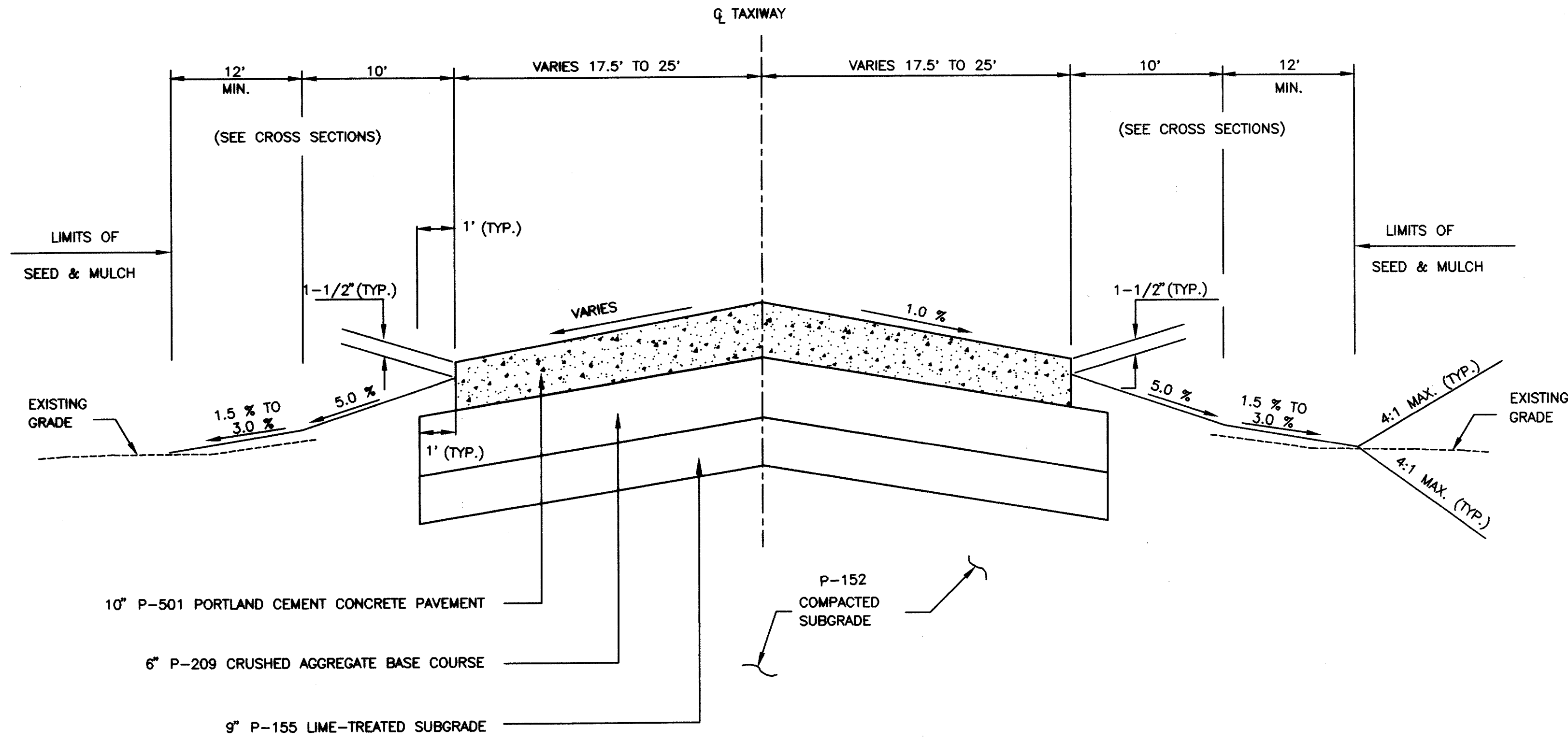
8" P-501 PORTLAND CEMENT CONCRETE PAVEMENT
 6" P-209 CRUSHED AGGREGATE BASE COURSE
 9" P-155 LIME TREATED SUBGRADE

TYPICAL ACCESS TAXIWAY &
 GLIDE SLOPE ACCESS ROAD SECTION
 WITH CONCRETE SURFACE
 N.T.S.
(ALTERNATE BID NO. 1)



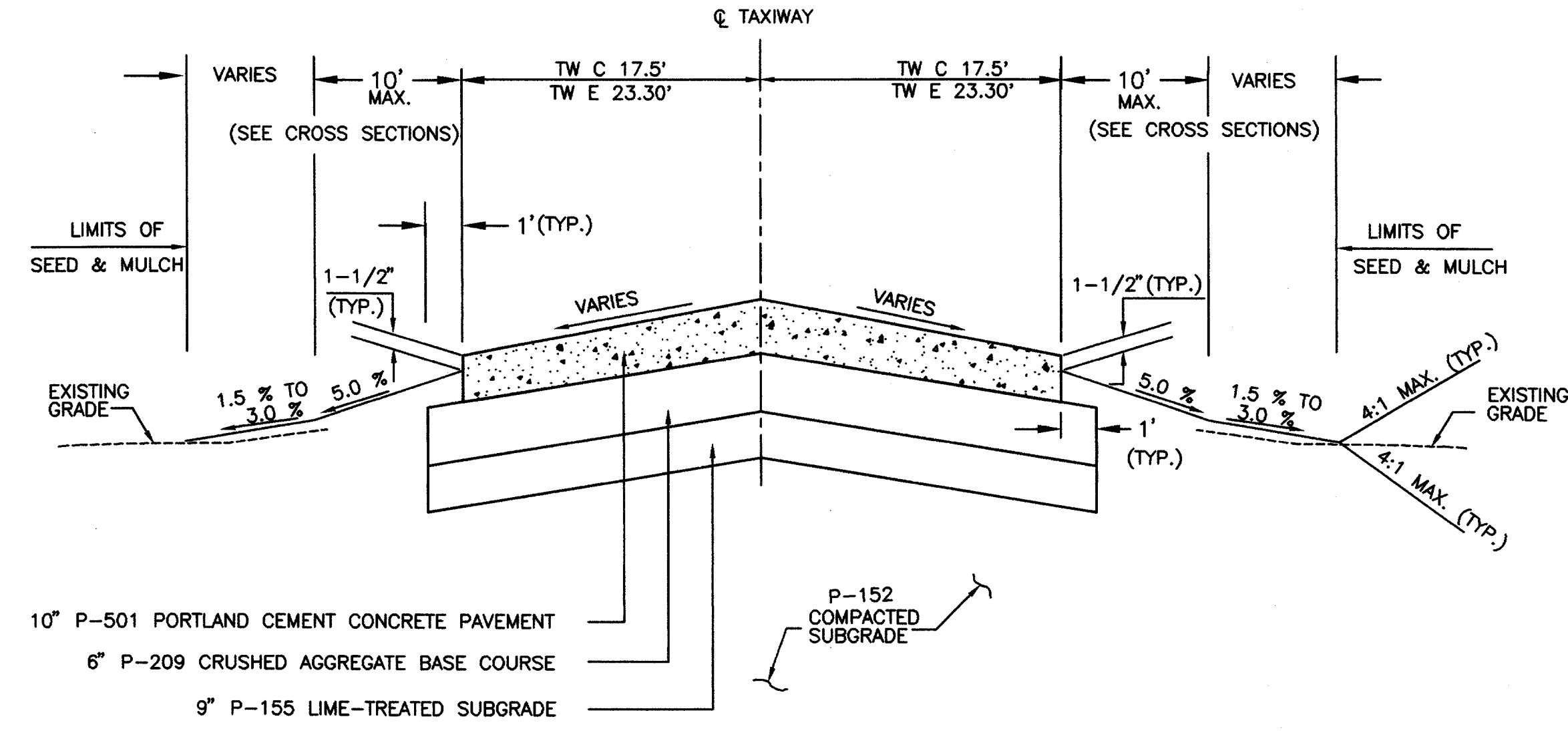
10" P-501 PORTLAND CEMENT CONCRETE PAVEMENT
 8" TxDOT ITEM 340 BITUMINOUS BASE COURSE
 6" TxDOT 340 BITUMINOUS SUBBASE COURSE

TAXIWAY F TYPICAL SECTION
 STA. 2+50 TO 4+00
 N.T.S.
(ALTERNATE BID NO. 1)



10" P-501 PORTLAND CEMENT CONCRETE PAVEMENT
 6" P-209 CRUSHED AGGREGATE BASE COURSE
 9" P-155 LIME-TREATED SUBGRADE

TAXIWAY B TYPICAL SECTION
 N.T.S.
(ALTERNATE BID NO. 1)



10" P-501 PORTLAND CEMENT CONCRETE PAVEMENT
 6" P-209 CRUSHED AGGREGATE BASE COURSE
 9" P-155 LIME-TREATED SUBGRADE

TAXIWAY C TYPICAL SECTION
 TAXIWAY E STA 0+00 TO 1+63.6
 TAXIWAY F STA 0+00 TO 2+50
 N.T.S.
(ALTERNATE BID NO. 1)

AS BUILT
 1-11-99



DESIGN: T.L.T.
 DRAWN: J.R.H.
 CHECKED: R.L.B.
 SCALE: AS NOTED

TAXIWAY NO. 9842 ADDSN
 BID NO. 98-04
 JOB NO. E709024.80

Date	Revisions	By

URS Greiner
 4100 Aron Carter Blvd., Suite 108
 Fort Worth, TX 76135
 (817) 545-0891

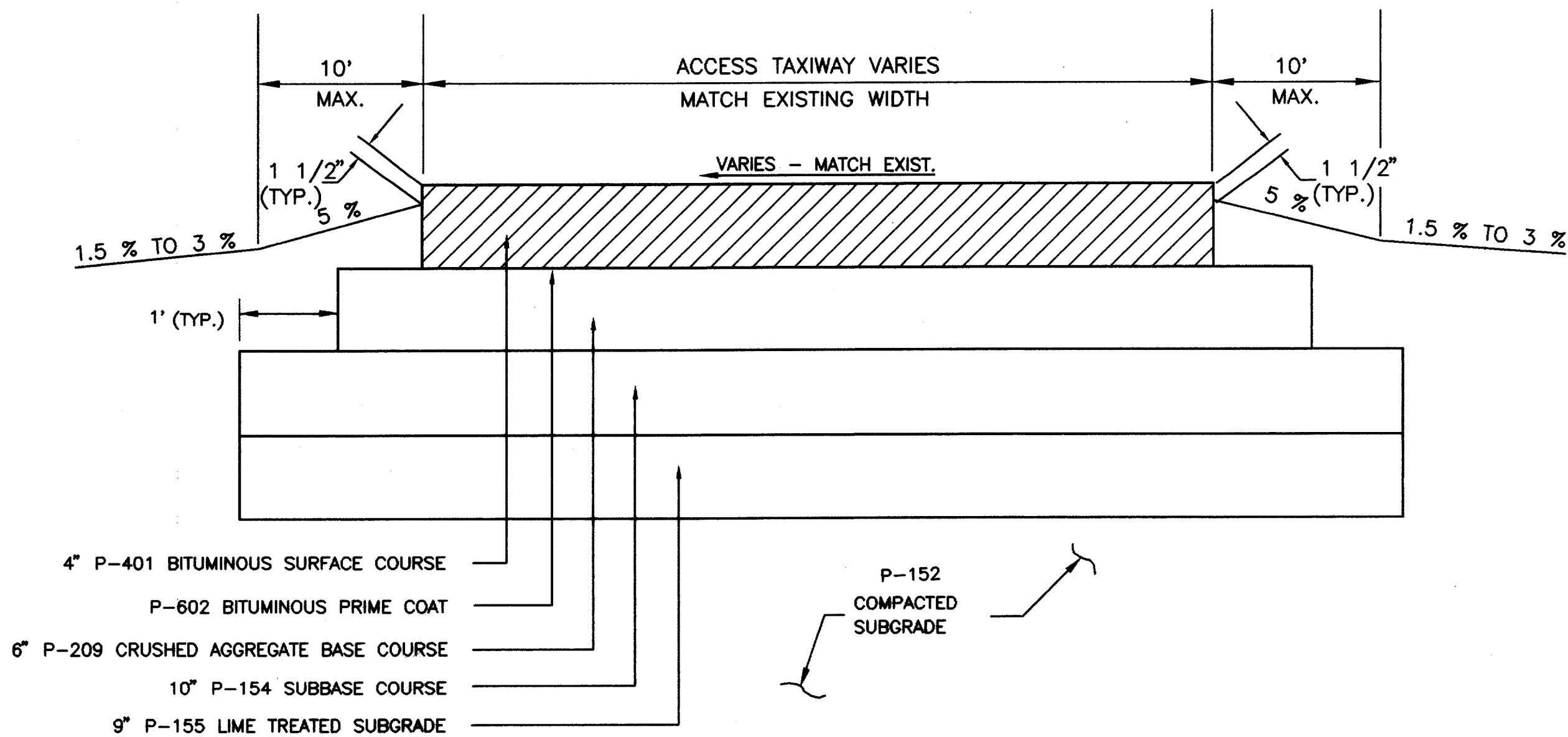
Engineers, Architects
 and Planners



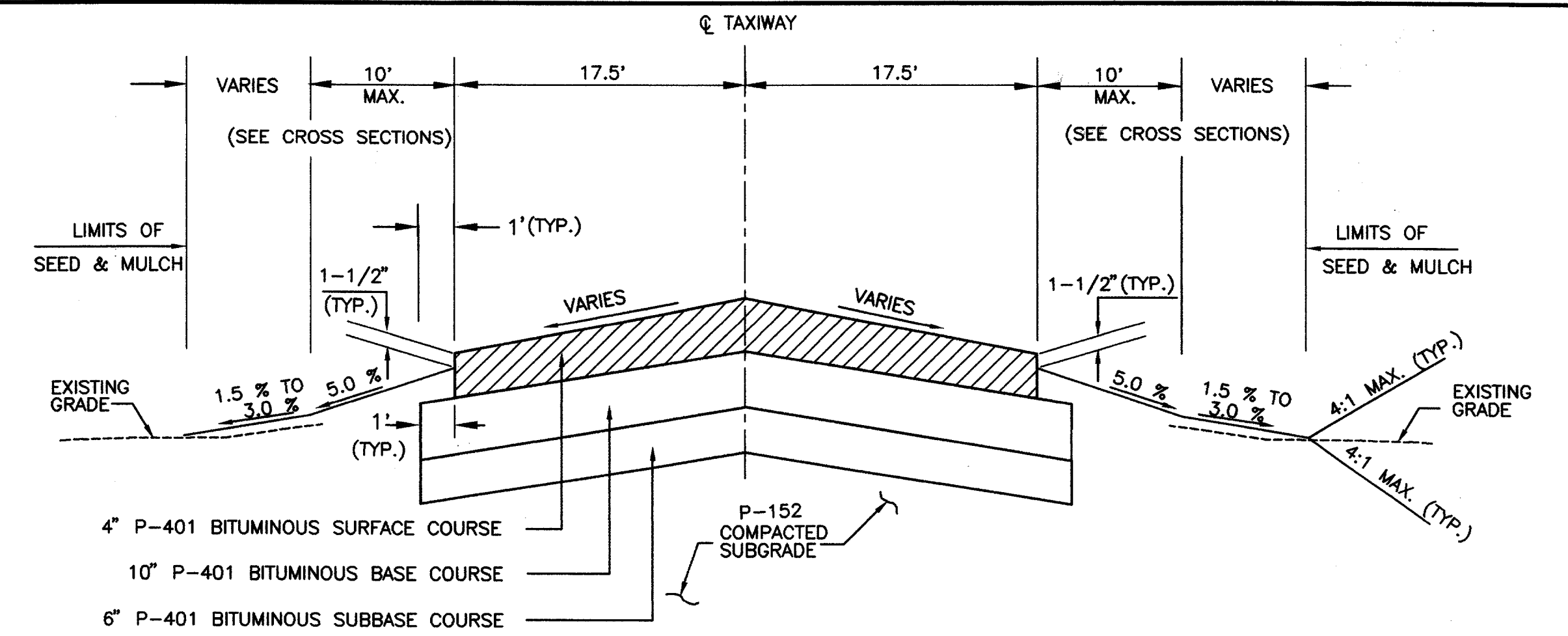
ADDISON AIRPORT

CONCRETE PAVEMENT TYPICAL SECTIONS

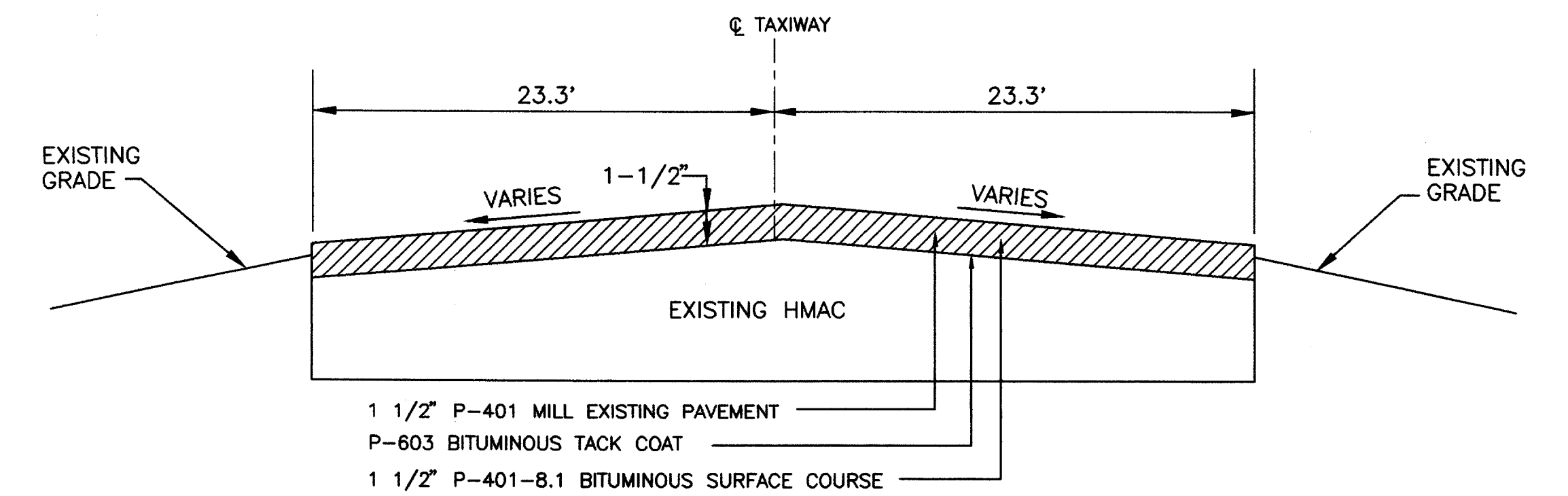
SHEET
6
 DATE: DEC. 1997



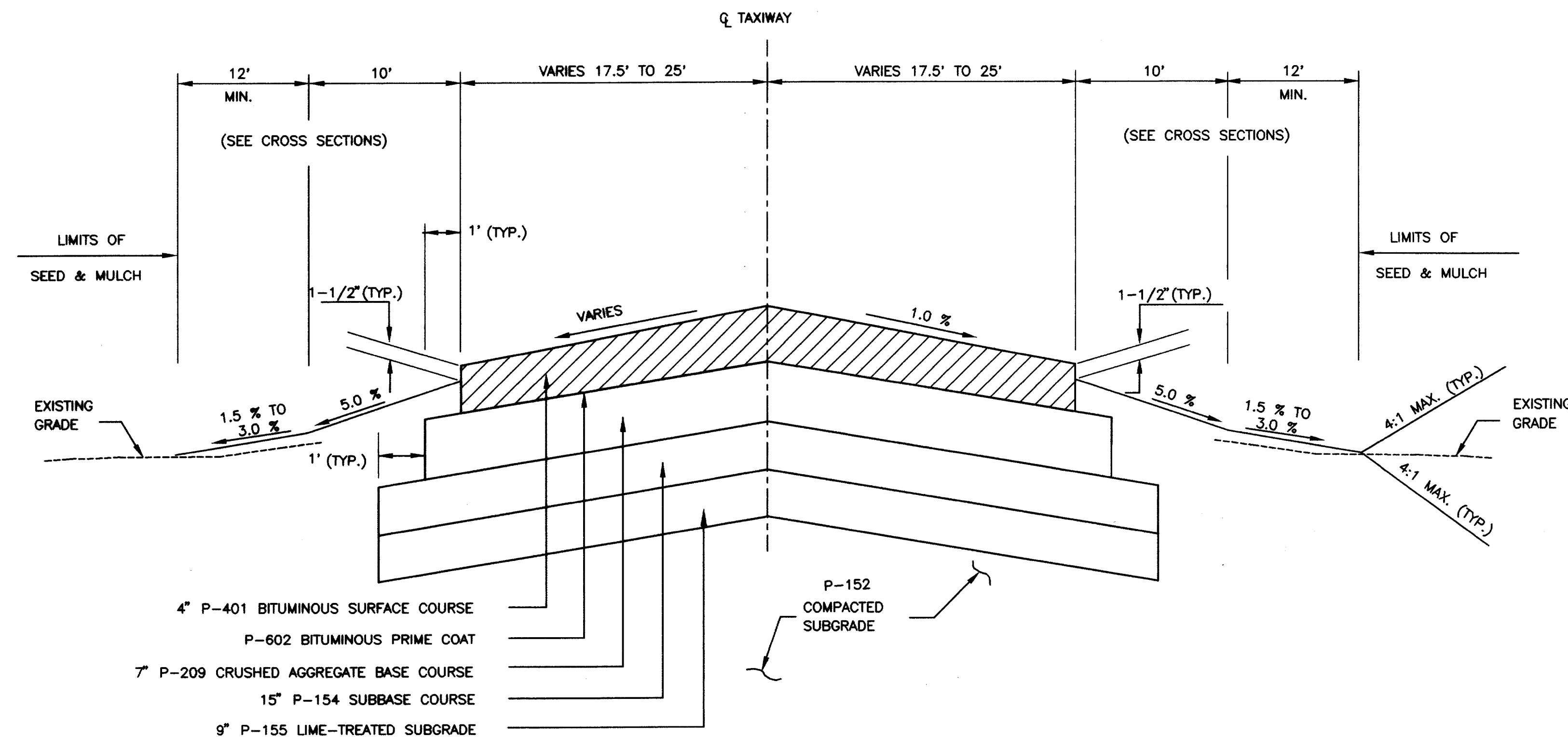
TYPICAL ACCESS TAXIWAY SECTION WITH ASPHALT SURFACE
N.T.S.
(ALTERNATE BID NO. 2)



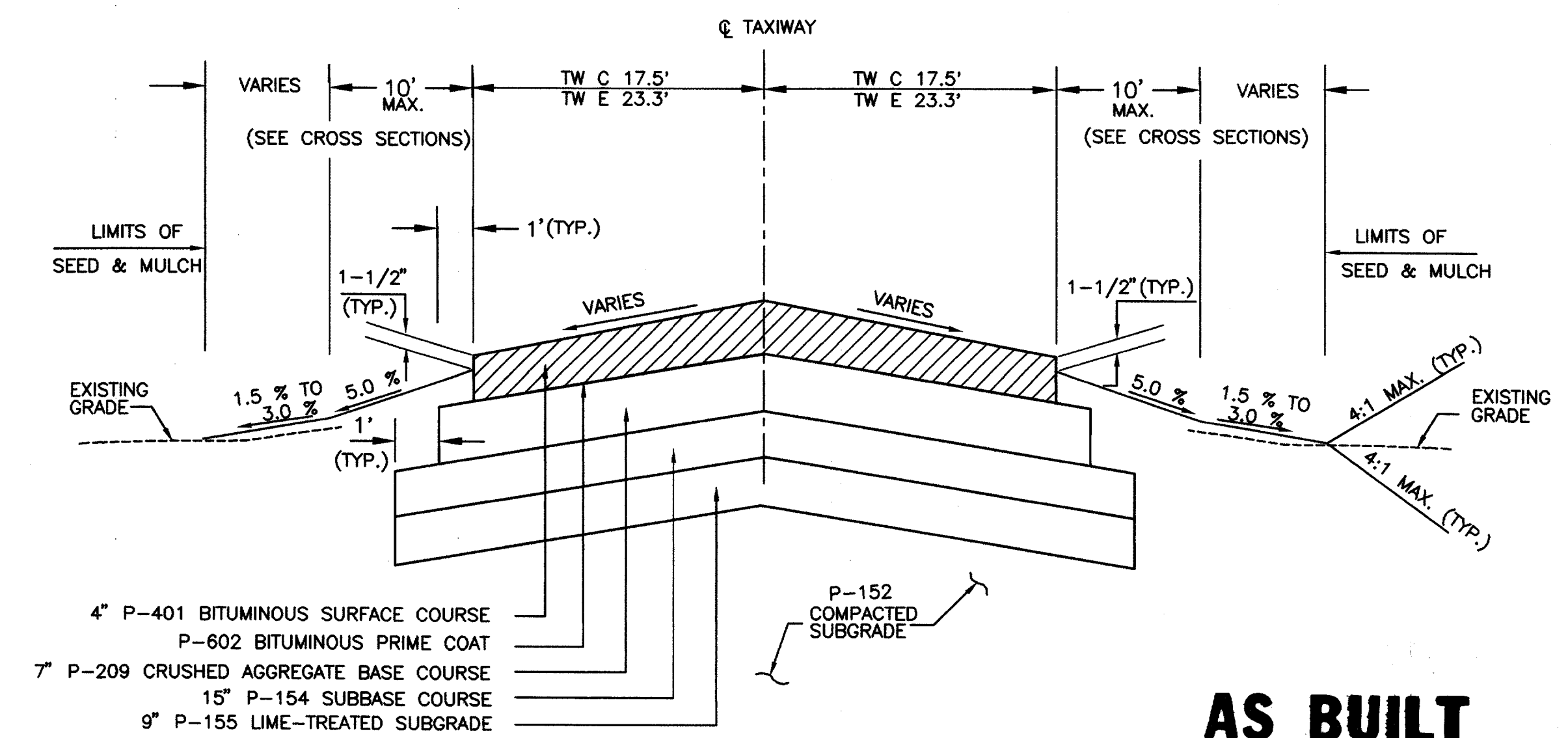
TAXIWAY F TYPICAL SECTION
STA. 2+50 TO 4+00
N.T.S.
(ALTERNATE BID NO. 2)



TAXIWAY E OVERLAY TYPICAL SECTION
N.T.S.
STA. 1+63.6 TO STA. 3+16



TAXIWAY B TYPICAL SECTION
N.T.S.
(ALTERNATE BID NO. 2)



TAXIWAY C TYPICAL SECTION
TAXIWAY E STA. 0+00 TO 1+63.6
TAXIWAY F STA. 0+00 TO 2+50
N.T.S.
(ALTERNATE BID NO. 2)

AS BUILT
1-11-99



DESIGN: T.L.T.	TXDOT NO: 9842 ADDSN		
DRAWN: J.R.H.	BID NO: 98-04		
CHECKED: R.L.B.	JOB NO: F708024.80	Date	Revisions
SCALE: AS NOTED			By

URS Greiner
4100 Aron Carter Blvd., Suite 108
Fort Worth, TX 76156
(817) 545-0891

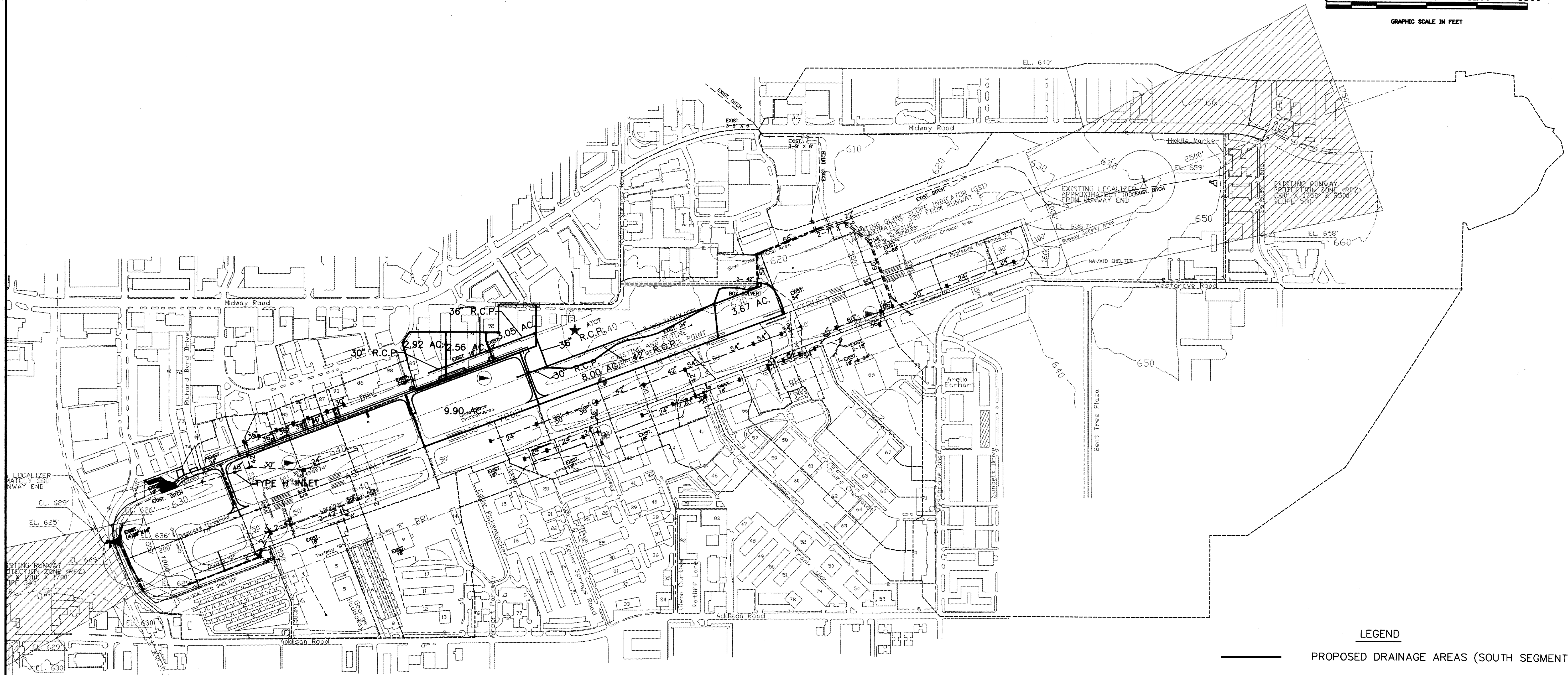
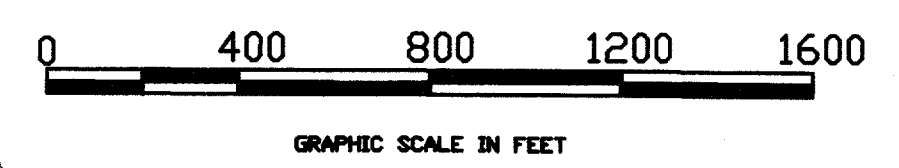
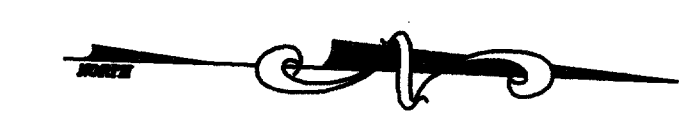
Engineers, Architects
and Planners



ADDISON AIRPORT

ASPHALT PAVEMENT TYPICAL SECTIONS

SHEET
7
DATE: DEC, 1997



LEGEND

- PROPOSED DRAINAGE AREAS (SOUTH SEGMENT)
- PROPOSED DRAINAGE SYSTEM
- EXISTING DRAINAGE AREAS
- +42"--- EXISTING DRAINAGE SYSTEM

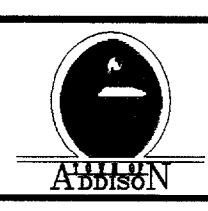
AS BUILT
1-11-99



DESIGN: T.L.T.	PROJECT NO: 9842 ADDSN	Date	Revisions	By
DRAWN: J.R.H.	BID NO: 98-04			
CHECKED: R.L.B.	JOB NO: F708024.80			
SCALE: 1"=400'				

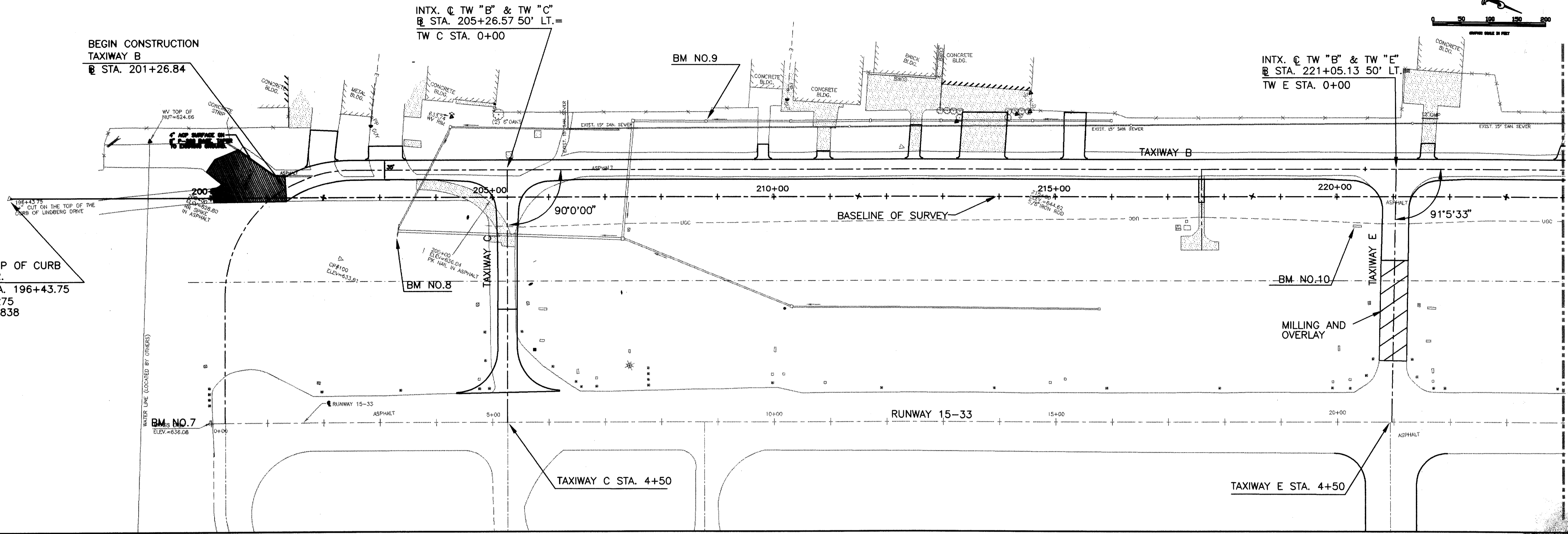
URS Greiner
4100 Amon Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891

Engineers, Architects
and Planners



ADDISON AIRPORT

DRAINAGE AREA MAP



CUT "++" TOP OF CURB
LINDBERG DR.
BASELINE STA. 196+43.75
N 477247.5275
E 2202646.6838

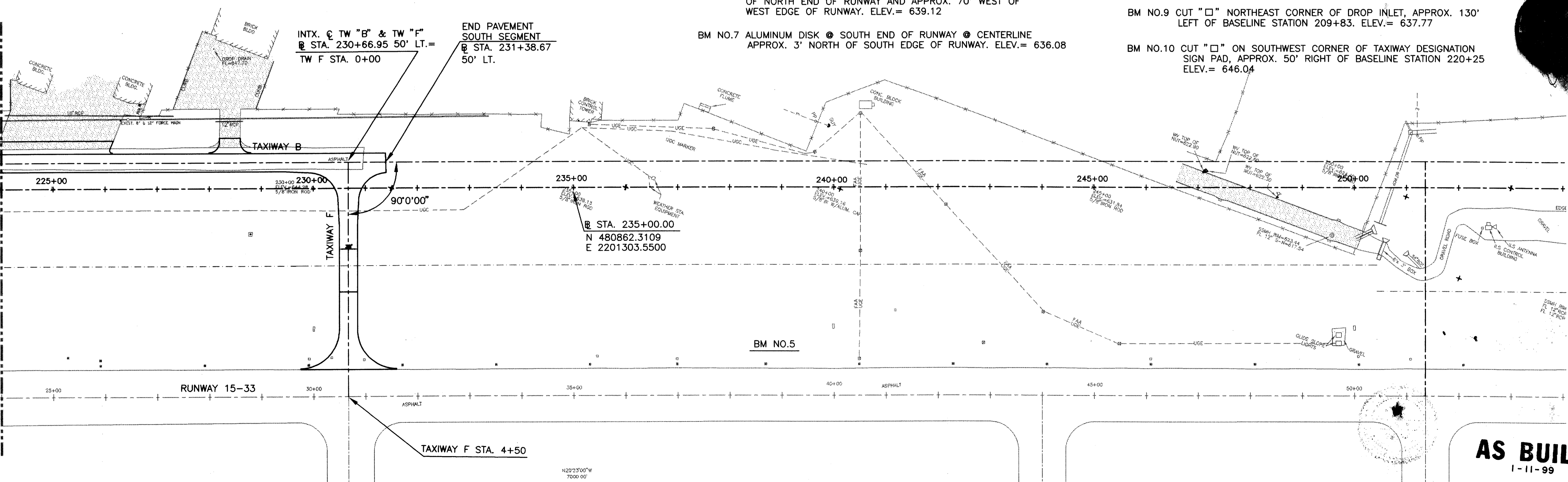
BEGIN CONSTRUCTION
TAXIWAY B
STA. 201+26.84

INTX. @ TW "B" & TW "C"
STA. 205+26.57 50' LT.=
TW C STA. 0+00

INTX. @ TW "B" & TW "E"
STA. 221+05.13 50' LT.=
TW E STA. 0+00

MATCH LINE STA. 224+00 SEE BELOW

MATCH LINE STA. 224+00 SEE ABOVE



INTX. @ TW "B" & TW "F"
STA. 230+66.95 50' LT.=
TW F STA. 0+00

END PAVEMENT
SOUTH SEGMENT
STA. 231+38.67
50' LT.

STA. 235+00.00
N 480862.3109
E 2201303.5500

BM NO. 5 CUT "□" ON NORTHWEST CORNER OF CONC. BASE OF
NUMBER SIGN DISTANCE MARKER APPROX. 3200' SOUTH
OF NORTH END OF RUNWAY AND APPROX. 70' WEST OF
WEST EDGE OF RUNWAY. ELEV.= 639.12

BM NO. 7 ALUMINUM DISK @ SOUTH END OF RUNWAY @ CENTERLINE
APPROX. 3' NORTH OF SOUTH EDGE OF RUNWAY. ELEV.= 636.08

BM NO. 8 CUT "□" ON WEST END HEADWALL, APPROX. 45' RIGHT OF
BASELINE STATION 203+32. ELEV.= 633.38

BM NO. 9 CUT "□" NORTHEAST CORNER OF DROP INLET, APPROX. 130'
LEFT OF BASELINE STATION 209+83. ELEV.= 637.77



BM NO. 10 CUT "□" ON SOUTHWEST CORNER OF TAXIWAY DESIGNATION
SIGN PAD, APPROX. 50' RIGHT OF BASELINE STATION 220+25
ELEV.= 646.04

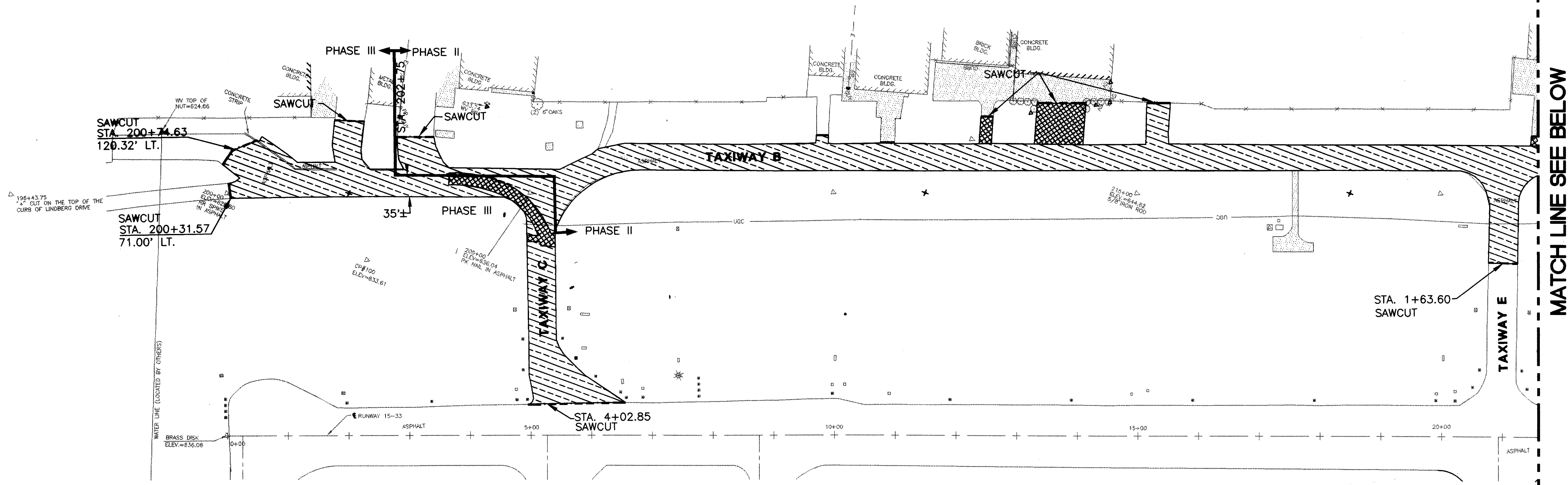
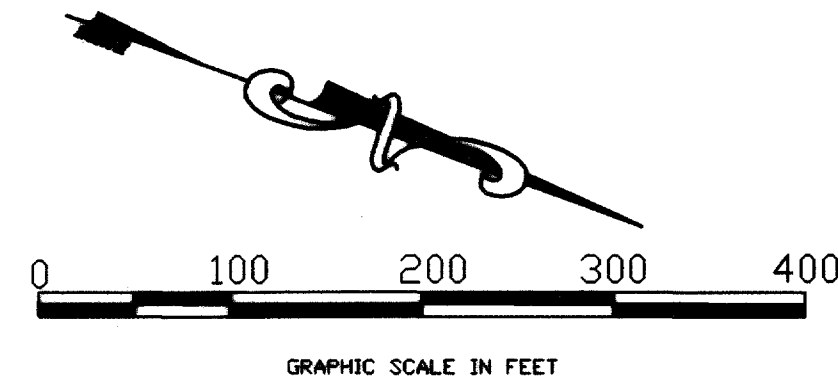
AS BUILT
1-11-99

NOTES

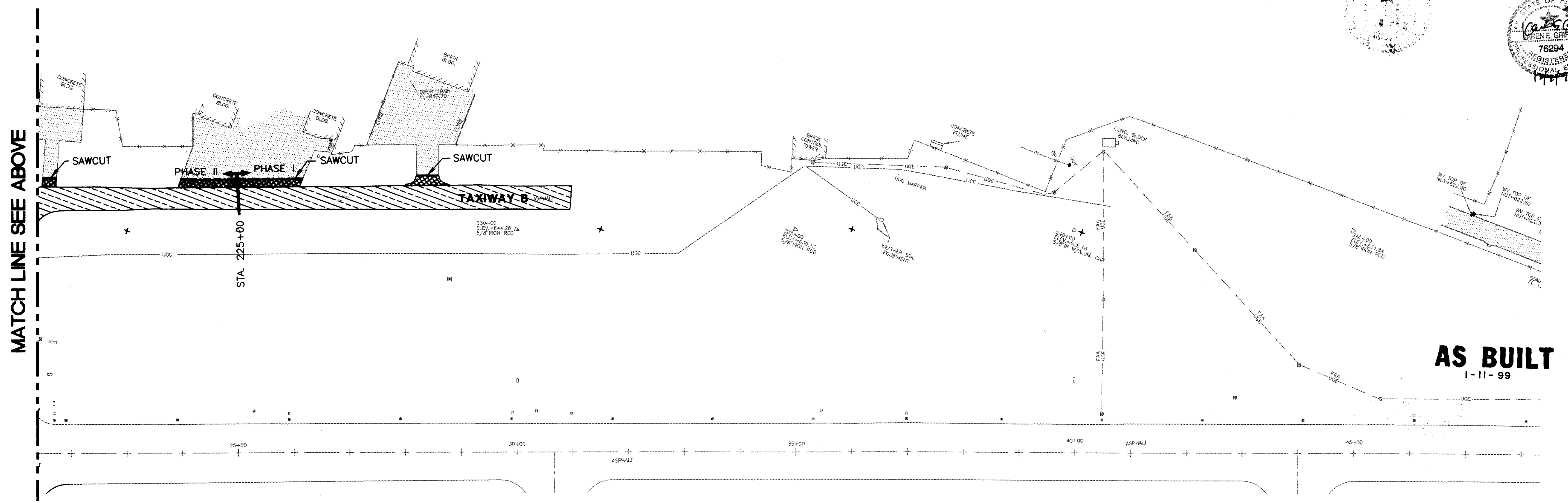
SEE DRAWINGS 11-13 FOR DRIVEWAY DEMOLITION LIMITS

LEGEND

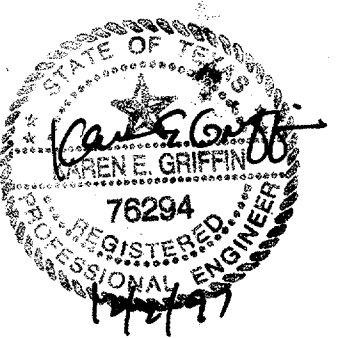
-  REMOVE EXIST. ASPHALT PAVEMENT
-  REMOVE EXIST. PCC PAVEMENT



MATCH LINE SEE BELOW



AS BUILT
1-11-99

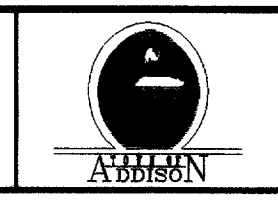


DESIGN: T.L.T.	TXDOT NO: 9842 ADDSN
DRAWN: M.J.G.	BID NO: 98-04
CHECKED: R.B.	JOB NO: E708024.80
SCALE: HORIZ. 1"=50'	
VERT. 1"=5'	

Date	Revisions	By

URS Greiner
4100 Aron Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891

Engineers, Architects
and Planners



ADDISON AIRPORT

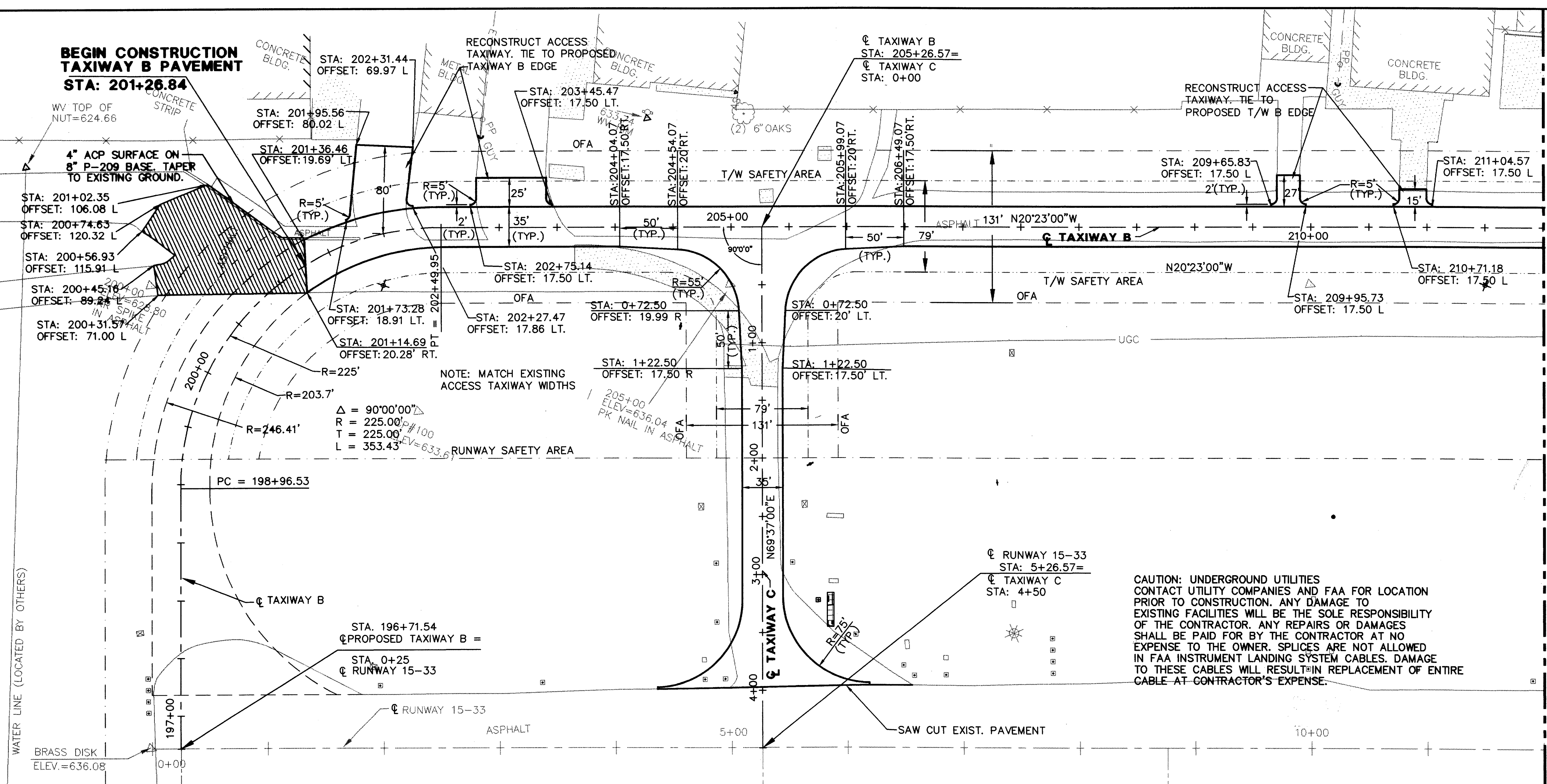
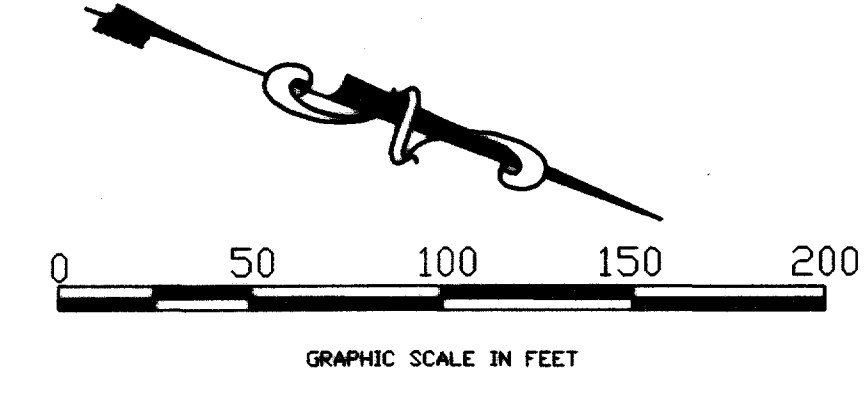
**WEST TAXIWAY "B" PLAN AND PROFILE
PAVEMENT DEMOLITION PLAN**

MATCH LINE STA. 212+00 SEE SHEET NO. 12

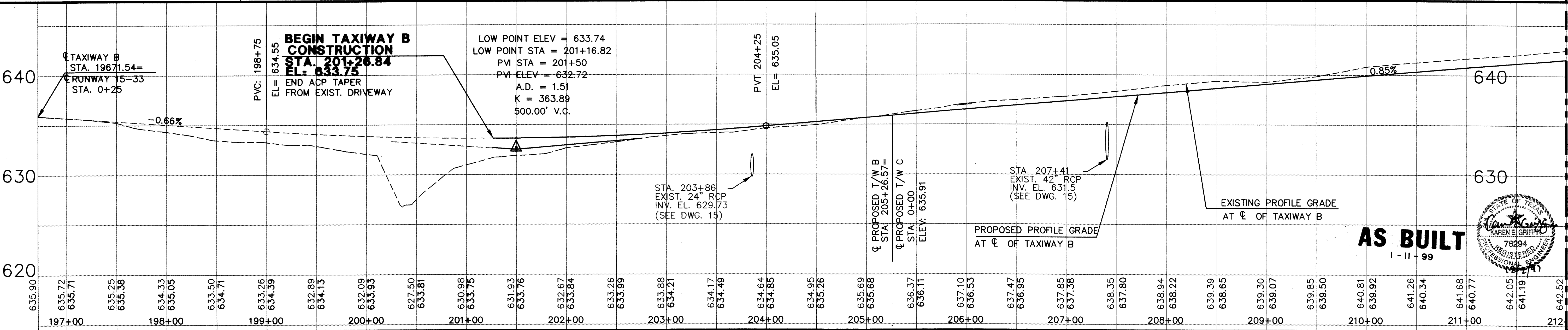
MATCH LINE STA. 212+00

BEGIN CONSTRUCTION TAXIWAY B PAVEMENT
STA: 201+26.84

LEGEND	
○	POWER POLE
⊕	FIRE HYDRANT
*	STROBE LIGHT
■	WATER METER
—	OVERHEAD ELECTRIC
△	WATER VALVE
—	GUY WIRE
□	ELECTRIC BOX
⊞	ELECTRIC VAULT
+	SIGN
▲	SURVEY POINT
•	UNDER GROUND CABLE MARKER
+	BORING HOLE LOCATION
+	TAXIWAY/RUNWAY SIGN
+	CONC PAD
▨	CONCRETE PAVEMENT
▨	EXIST. RUNWAY LIGHT
▨	ACP OVERLAY
▨	LIMITS OF MILLING



CAUTION: UNDERGROUND UTILITIES CONTACT UTILITY COMPANIES AND FAA 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. SPLICES ARE NOT ALLOWED IN FAA INSTRUMENT LANDING SYSTEM CABLES. DAMAGE TO THESE CABLES WILL RESULT IN REPLACEMENT OF ENTIRE CABLE AT CONTRACTOR'S EXPENSE.



DESIGN	T.L.T.
DRAWN	M.J.G.
CHECKED	R.B.
SCALE	HORIZ. 1"=50' VERT. 1"=5'
PROJECT NO.	9842 ADDSN
DIST. NO.	98-04
JOB NO.	E708024.80

Date	Revisions	By

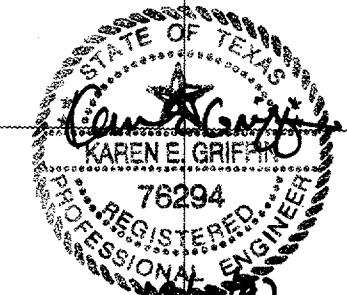
URS Greiner
 4100 Aron Center Blvd., Suite 108
 Fort Worth, TX 76155
 (817) 545-0891

Engineers, Architects
 and Planners



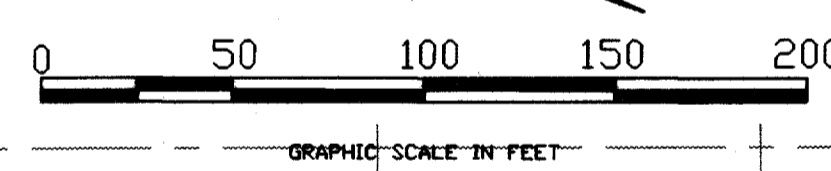
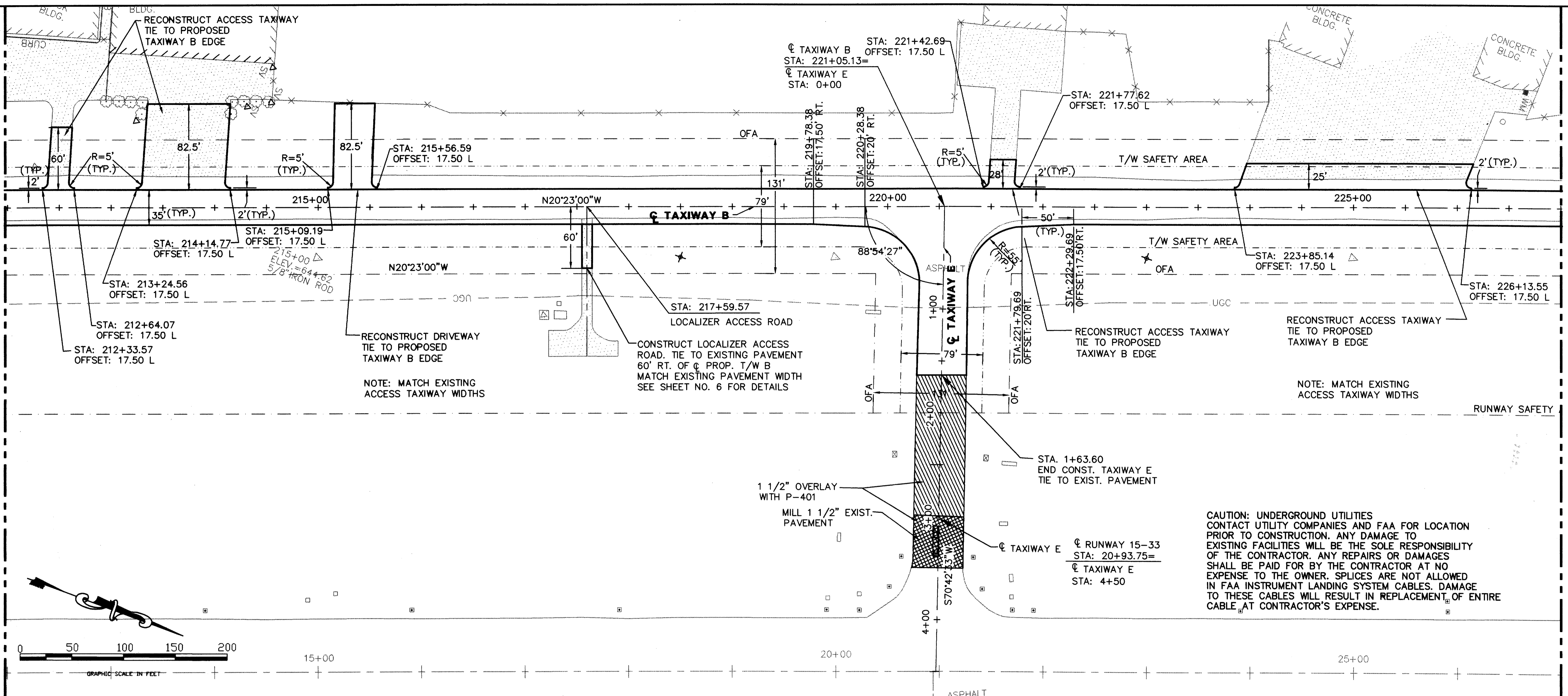
ADDISON AIRPORT

WEST TAXIWAY "B" PLAN AND PROFILE
 STA. 196+71.54 TO STA. 212+00



MATCH LINE STA. 212+00 SEE SHEET NO. 11

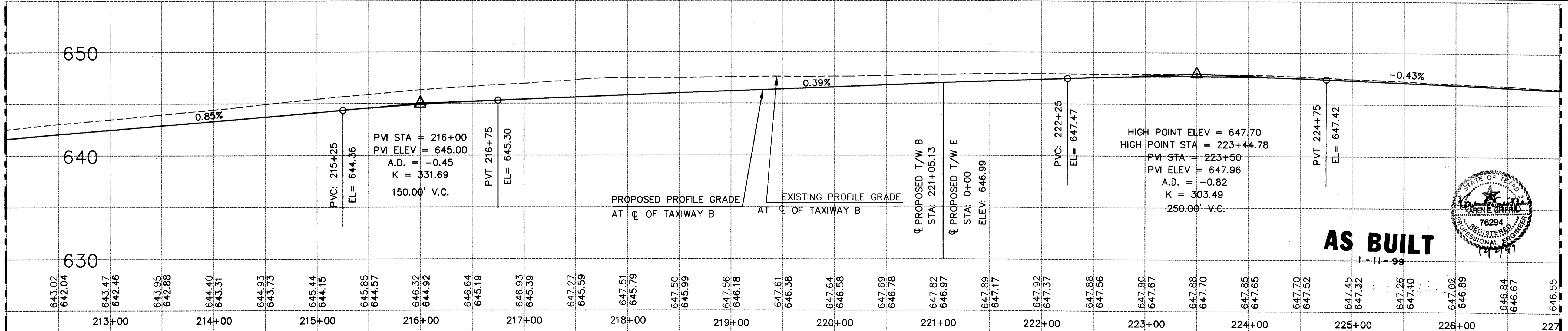
MATCH LINE STA. 227+00 SEE SHEET NO. 13



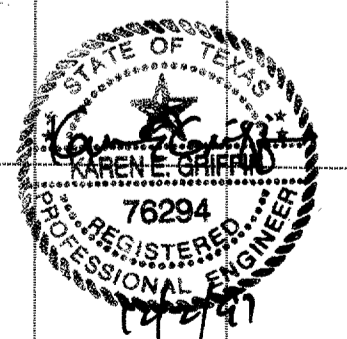
CAUTION: UNDERGROUND UTILITIES CONTACT UTILITY COMPANIES AND FAA FOR LOCATION PRIOR TO CONSTRUCTION. ANY DAMAGE TO EXISTING FACILITIES WILL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. ANY REPAIRS OR DAMAGES SHALL BE PAID FOR BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER. SPLICES ARE NOT ALLOWED IN FAA INSTRUMENT LANDING SYSTEM CABLES. DAMAGE TO THESE CABLES WILL RESULT IN REPLACEMENT OF ENTIRE CABLE AT CONTRACTOR'S EXPENSE.

MATCH LINE STA. 212+00

MATCH LINE STA. 227+00



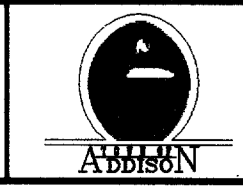
AS BUILT



DESIGN: T.L.T.
DRAWN: M.J.G.
CHECKED: R.B.
SCALE: HORIZ. 1"=50'
VERT. 1"=5'

Date	Revisions	By

URS Greiner
4100 Arnon Carter Blvd., Suite 108
Fert Worth, TX 76155
(817) 545-0891
Engineers, Architects and Planners

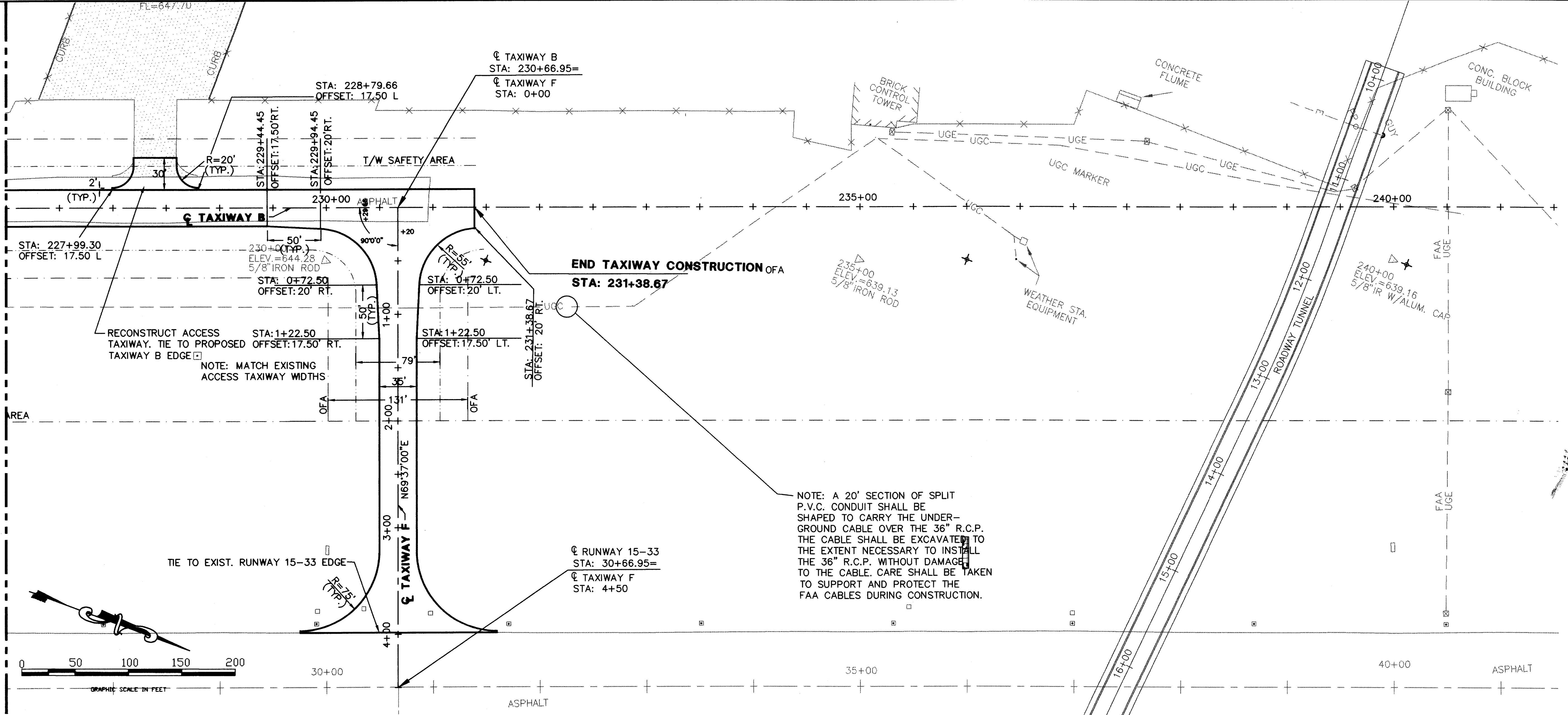


ADDISON AIRPORT

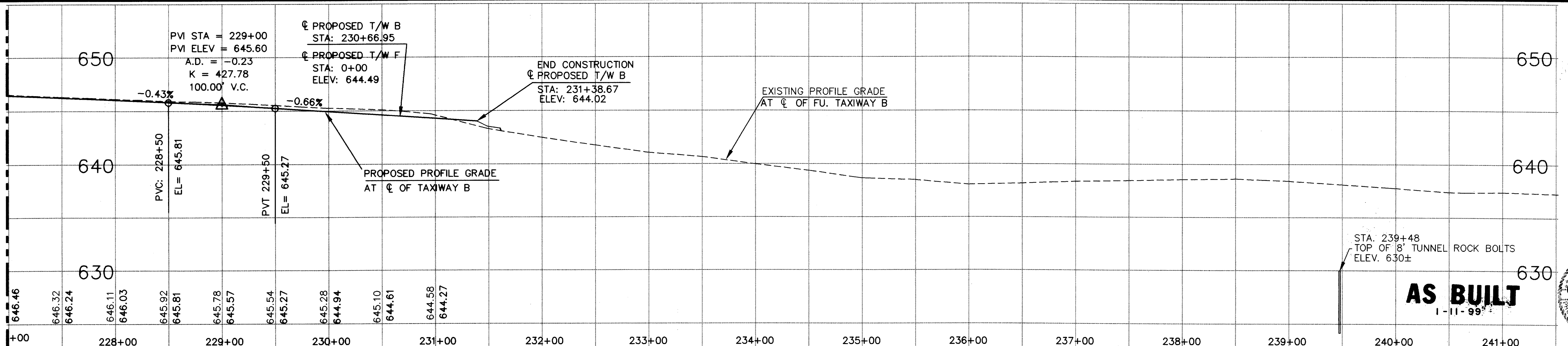
WEST TAXIWAY "B" PLAN AND PROFILE
STA. 212+00 TO STA. 227+00

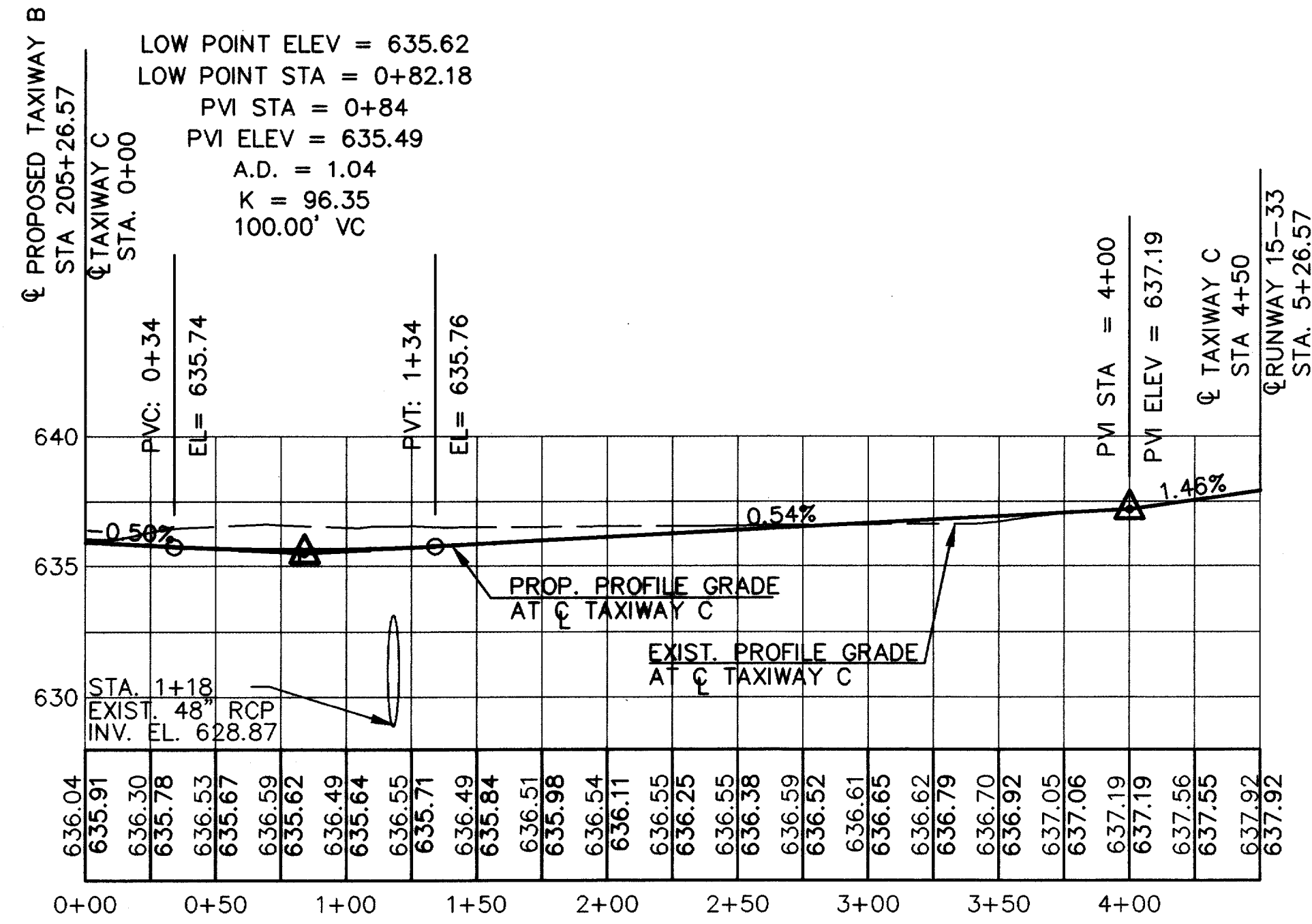
SHEET 12
DATE: DEC, 1997

MATCH LINE STA. 227+00 SEE SHEET NO. 12

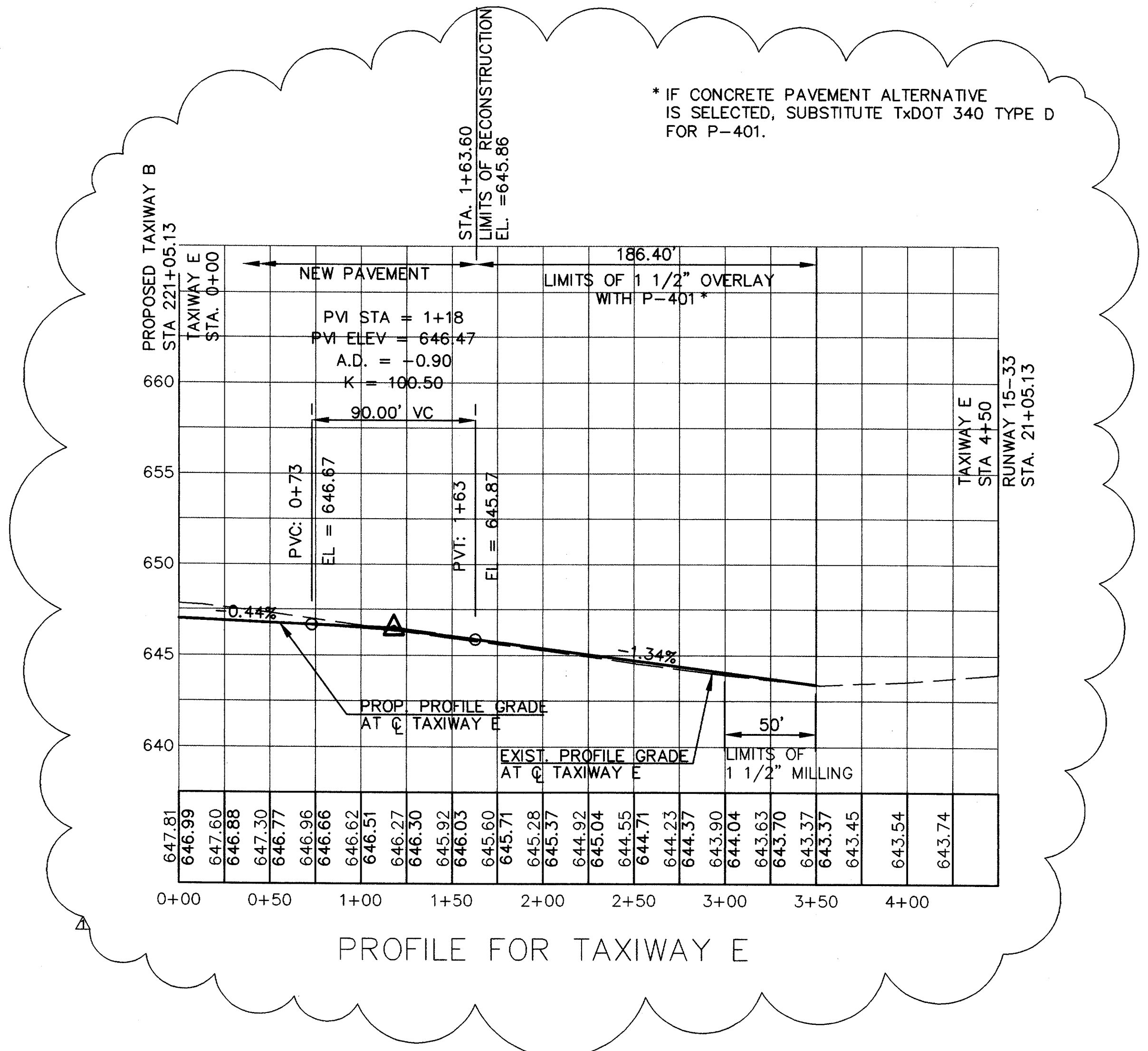


MATCH LINE STA. 227+00

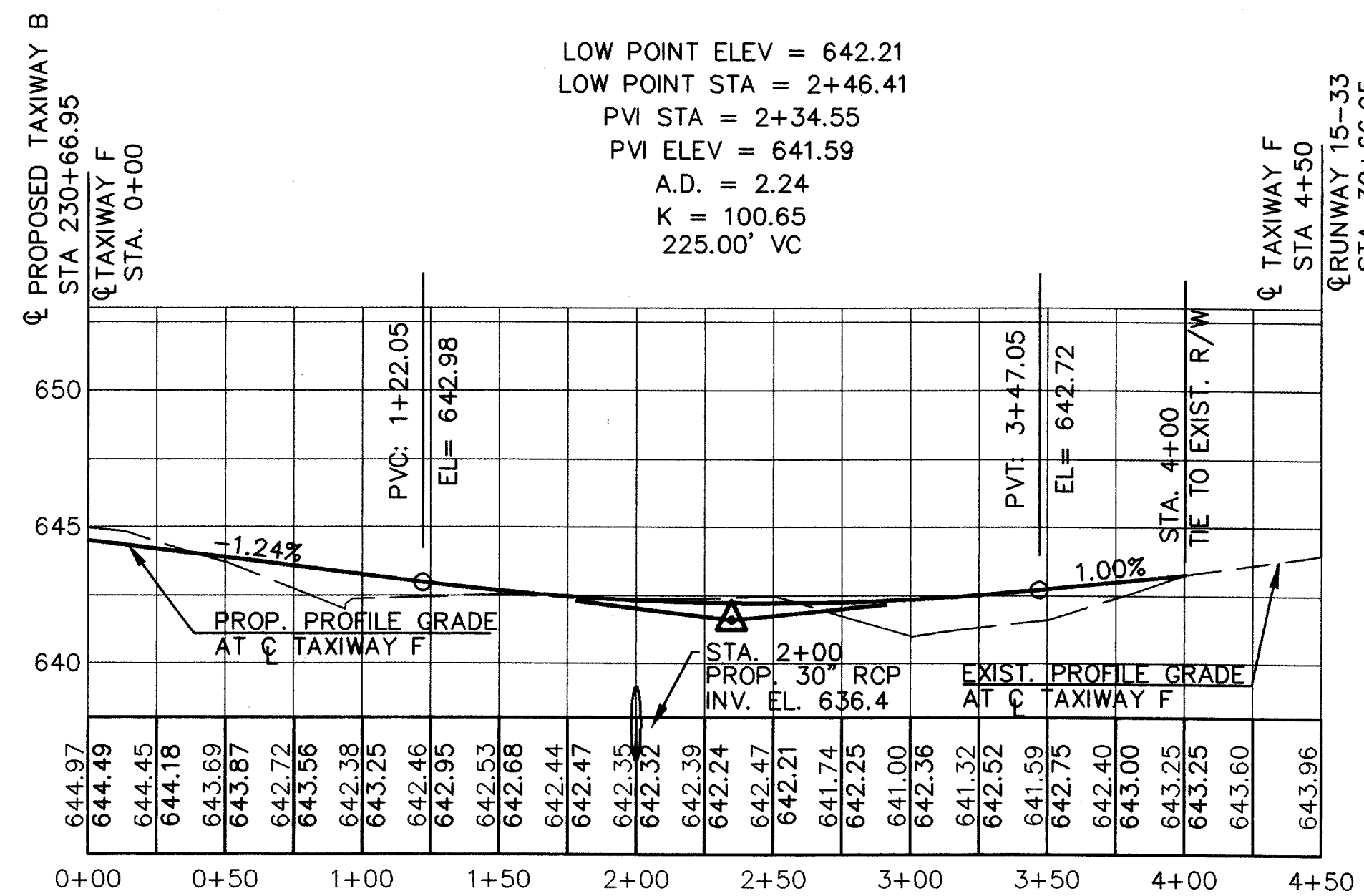




PROFILE FOR TAXIWAY C



PROFILE FOR TAXIWAY E



PROFILE FOR TAXIWAY F

DESIGN: T.L.T.
 DRAWN: M.J.C.
 CHECKED: R.L.B.
 SCALE: 1" = 50' HORIZ.
 1" = 5' VERT.

TXDOT NO. 9842 ADDSN
 BID NO. 98-04
 JOB NO. E708024.80

Date	Revisions	By

URS Greiner
 4100 Arnon Carter Blvd., Suite 108
 Fort Worth, TX 76155
 (817) 545-0891

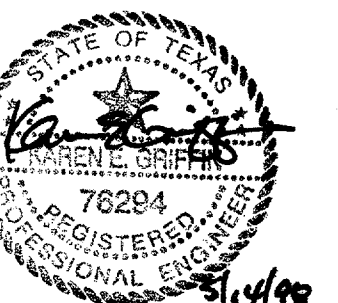
Engineers, Architects
 and Planners



ADDISON AIRPORT

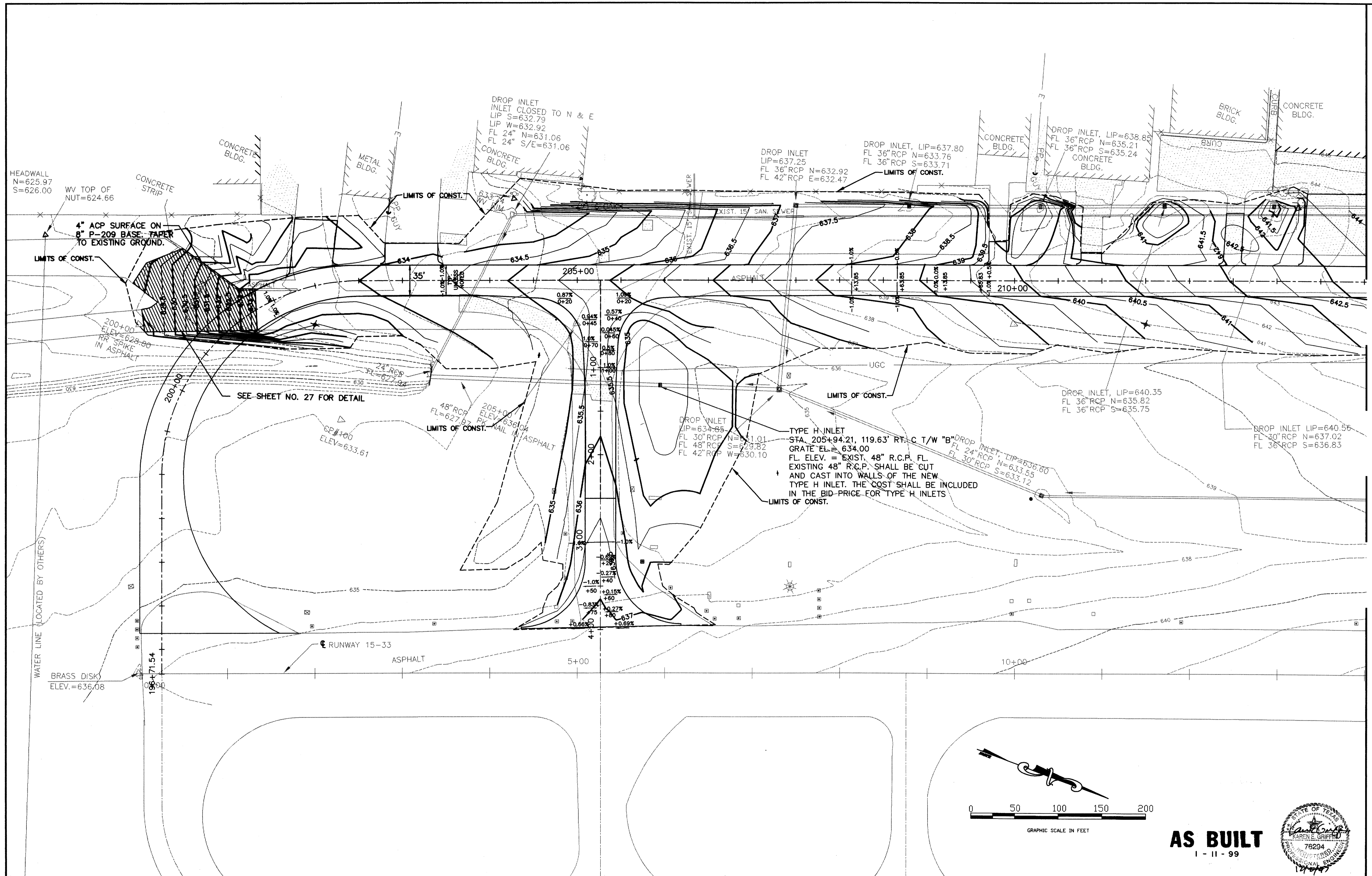
WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
 TAXIWAY C, E AND F PROFILES

AS BUILT
 1-11-99



SHEET
14
 DATE: DEC, 1997

MATCH LINE STA. 214+00 SEE SHEET NO.16



HEADWALL
N=625.97
S=626.00

WV TOP OF
NUT=624.66

4" ACP SURFACE ON
8" P-209 BASE, TAPER
TO EXISTING GROUND.

LIMITS OF CONST.

200+00
ELEV=628.80
RR SPIKE
IN ASPHALT

SEE SHEET NO. 27 FOR DETAIL

CP#100
ELEV=633.61

48" RCP
FL=627.87
PK NAIL IN ASPHALT

DROP INLET
LIP=634.85
FL 30" RCP N=631.01
FL 48" RCP S=629.82
FL 42" RCP W=630.10

TYPE H INLET
STA. 205+94.21, 119.63' RT. C T/W "B"
GRATE EL. = 634.00
FL. ELEV. = EXIST. 48" R.C.P. FL.
EXISTING 48" R.C.P. SHALL BE CUT
AND CAST INTO WALLS OF THE NEW
TYPE H INLET. THE COST SHALL BE INCLUDED
IN THE BID PRICE FOR TYPE H INLETS

DROP INLET, LIP=636.60
FL 24" RCP N=633.55
FL 30" RCP S=633.12

DROP INLET, LIP=640.35
FL 36" RCP N=635.82
FL 36" RCP S=635.75

DROP INLET LIP=640.56
FL 30" RCP N=637.02
FL 36" RCP S=636.83

WATER LINE (LOCATED BY OTHERS)

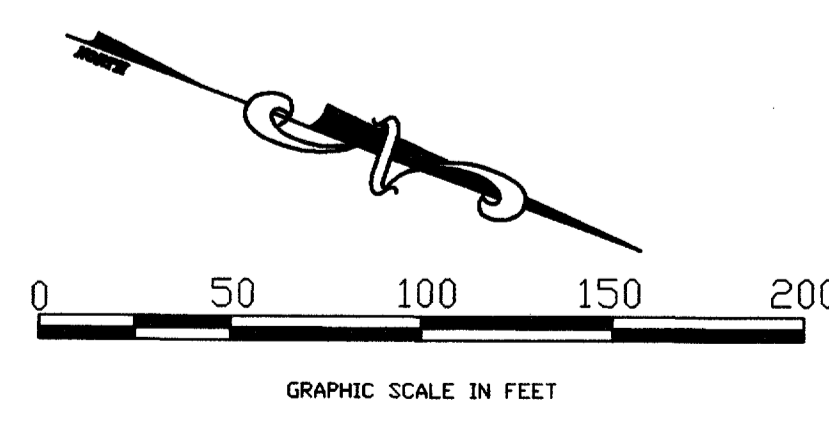
BRASS DISK
ELEV.=636.08

RUNWAY 15-33

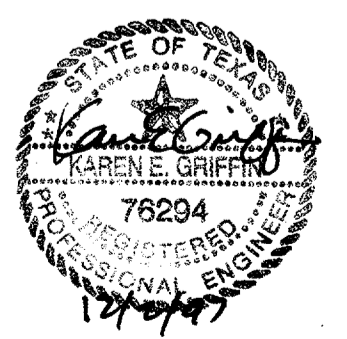
ASPHALT

5+00

10+00



AS BUILT
1 - 11 - 99



DESIGN T.L.T.
DRAWN M.J.G.
CHECKED R.L.B.
SCALE 1"=50'

PROJECT NO. 9842 ADDSN
JOB NO. E709024.80

Date	Revisions	By

URS Greiner
4100 Arnon Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891

Engineers, Architects
and Planners



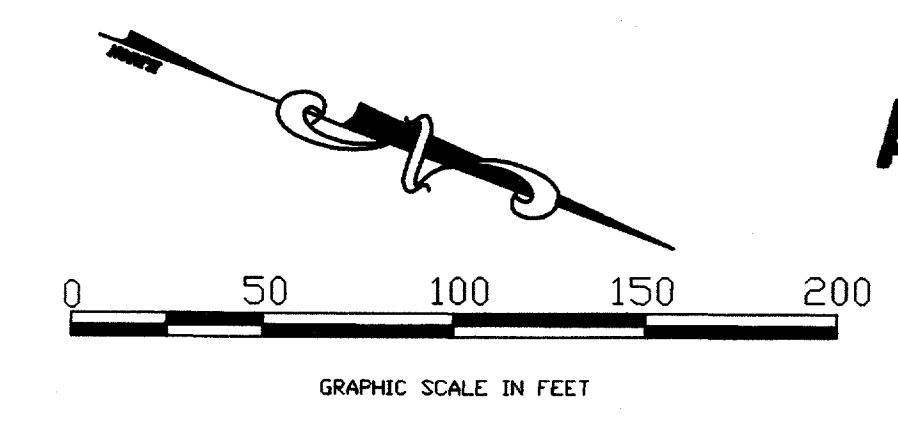
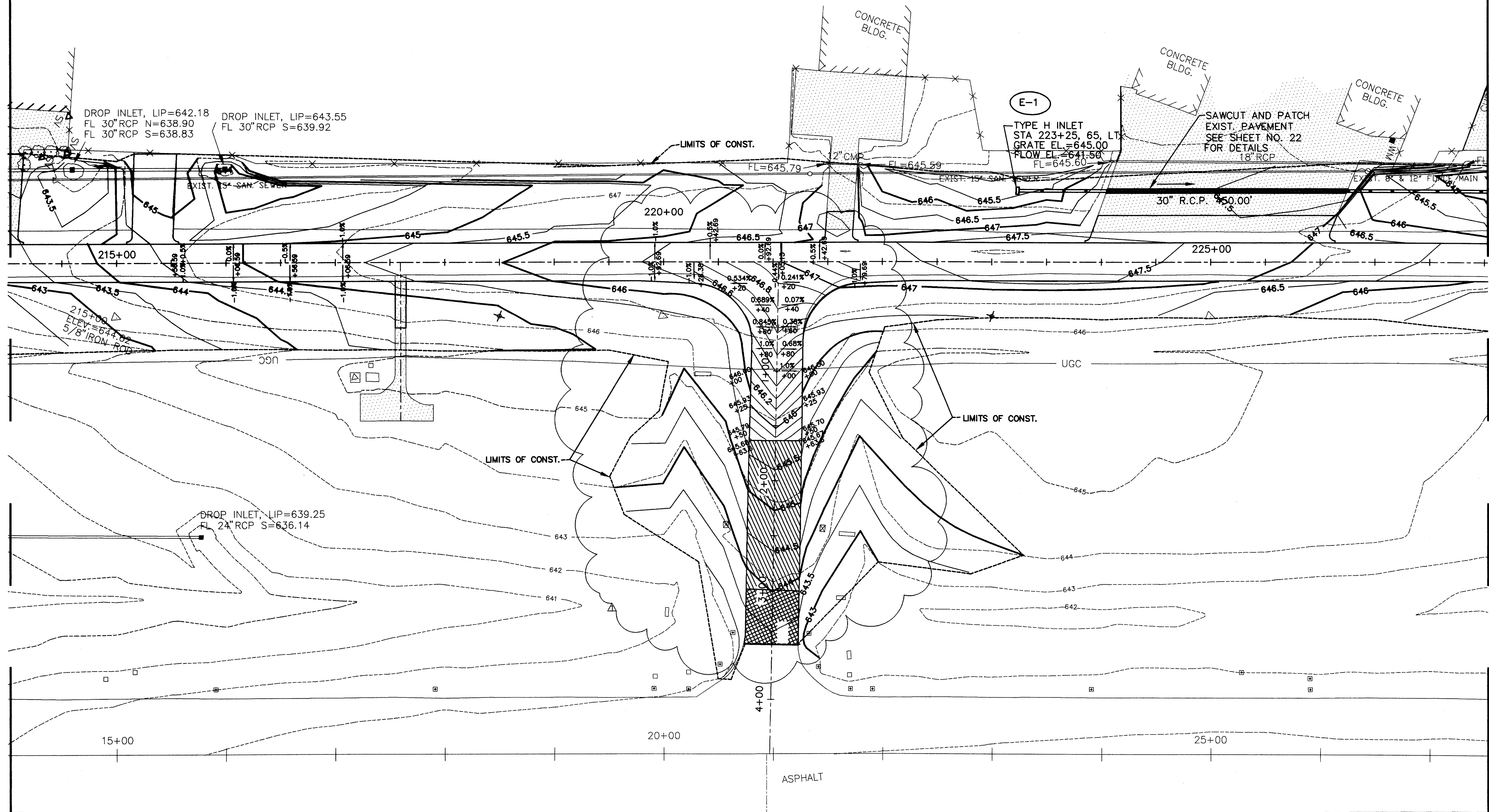
ADDISON AIRPORT

WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
GRADING PLAN

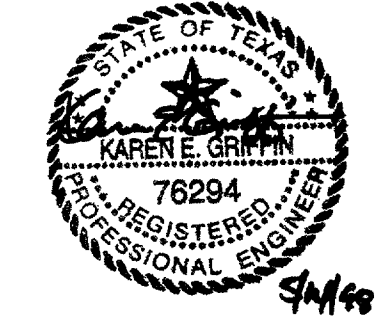
SHEET
15
DATE: DEC, 1997

MATCH LINE STA. 214+00 SEE SHEET NO.15

MATCH LINE STA. 227+50 SEE SHEET NO.17



AS BUILT
1-11-99



DESIGN: TLT
 DRAWN: M.J.G.
 CHECKED: R.L.B.
 SCALE: 1"=50'

PROJECT NO. 9842 ADDSN	
DWG NO. 98-04	
JOB NO. F708024.80	
Date	Revisions
	By

URS Greiner
 Engineers, Architects
 and Planners
 4100 Armon Carter Blvd., Suite 108
 Fort Worth, TX 76135
 (817) 545-0891

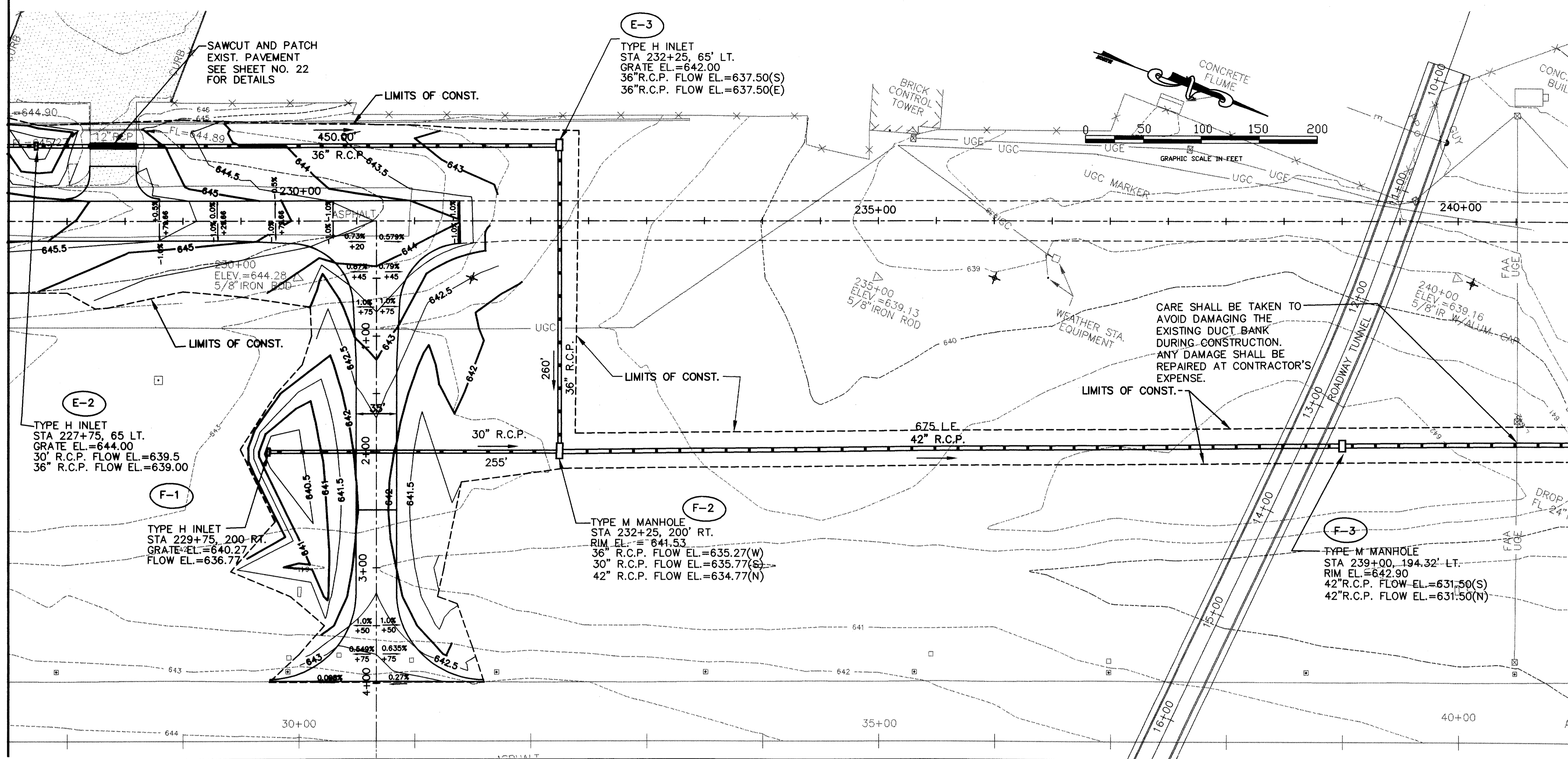


ADDISON AIRPORT

WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS GRADING PLAN

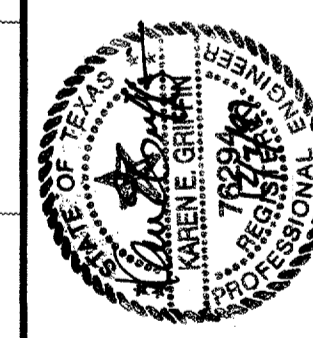
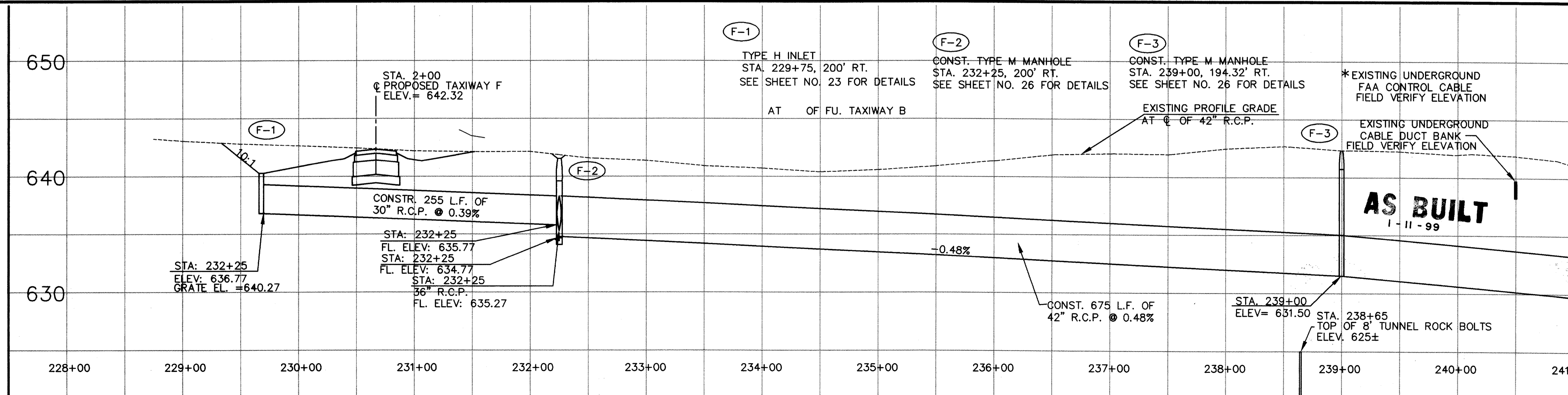
MATCH LINE STA. 227+50 SEE SHEET NO.16

MATCH LINE STA. 241+00 SEE SHEET NO.18



MATCH LINE

MATCH LINE



DESIGN: T.L.T.
 DRAWN: M.L.G.
 CHECKED: R.L.B.
 SCALE: 1"=50'

PROJECT NO: 9842 ADDSN
 BID NO: 98-04
 JOB NO: E708024.80

Date	Revisions	By

URS Greiner
 4100 Aman Center Blvd., Suite 108
 Fort Worth, TX 76155
 (817) 545-0891
 Engineers, Architects
 and Planners

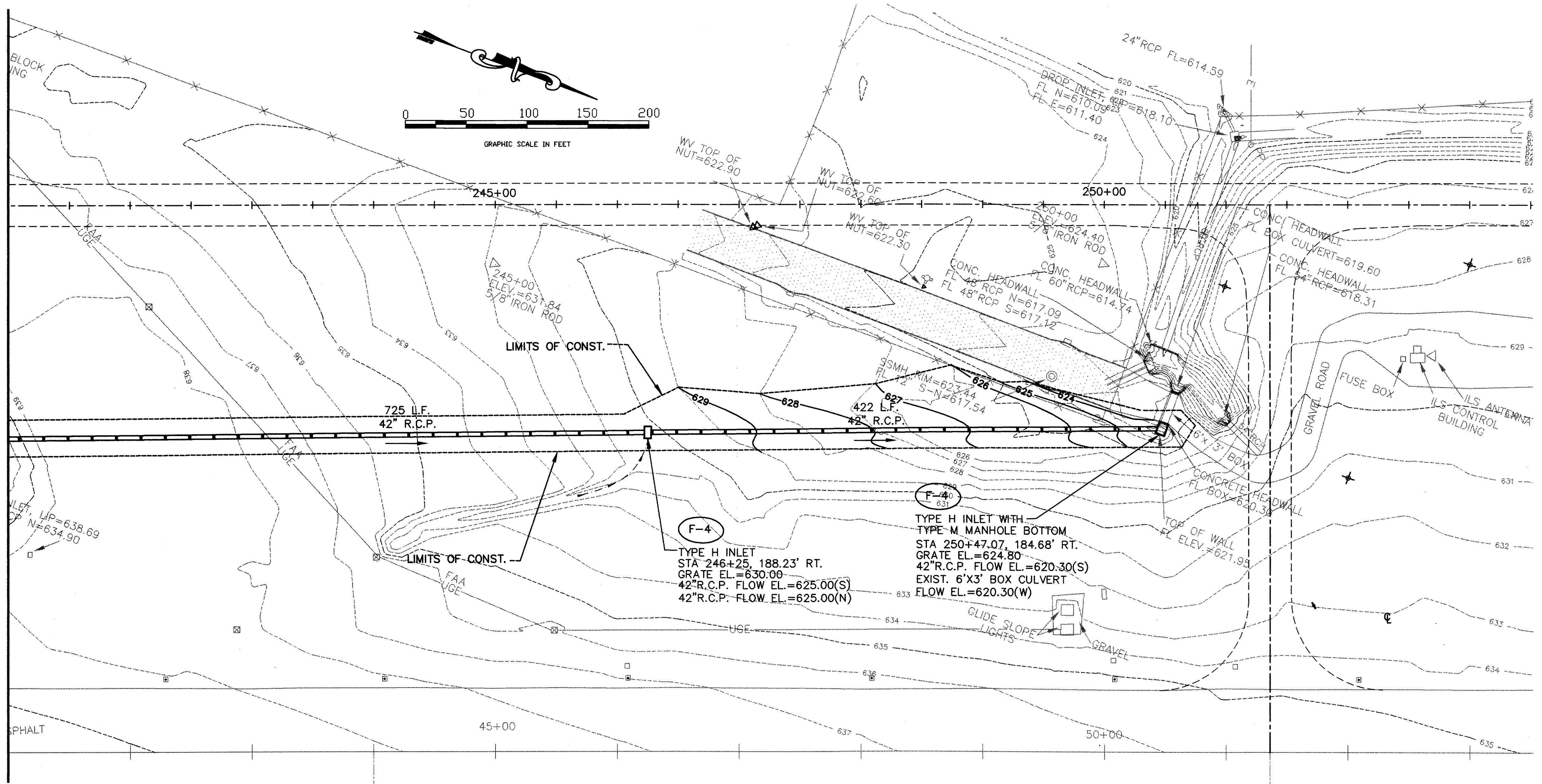


ADDISON AIRPORT

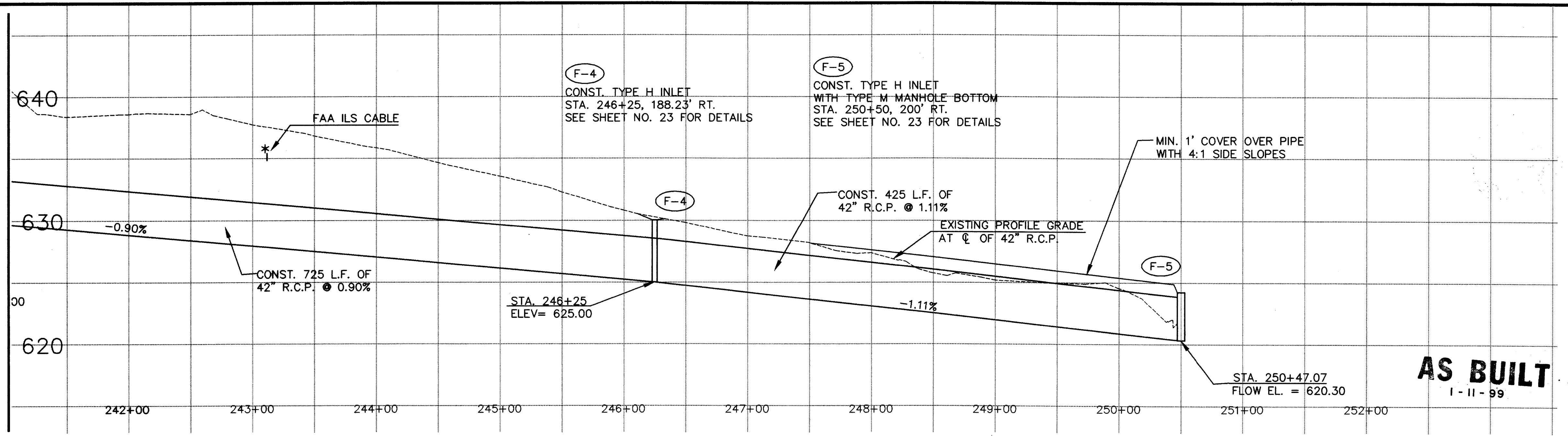
**WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
 GRADING PLAN**

SHEET 17
 DATE: DEC. 1997

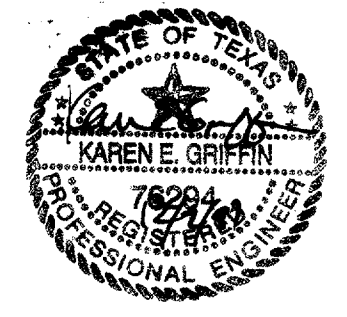
MATCH LINE STA. 241+00 SEE SHEET NO.17



MATCH LINE

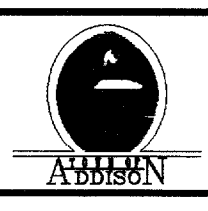


AS BUILT
1-11-99



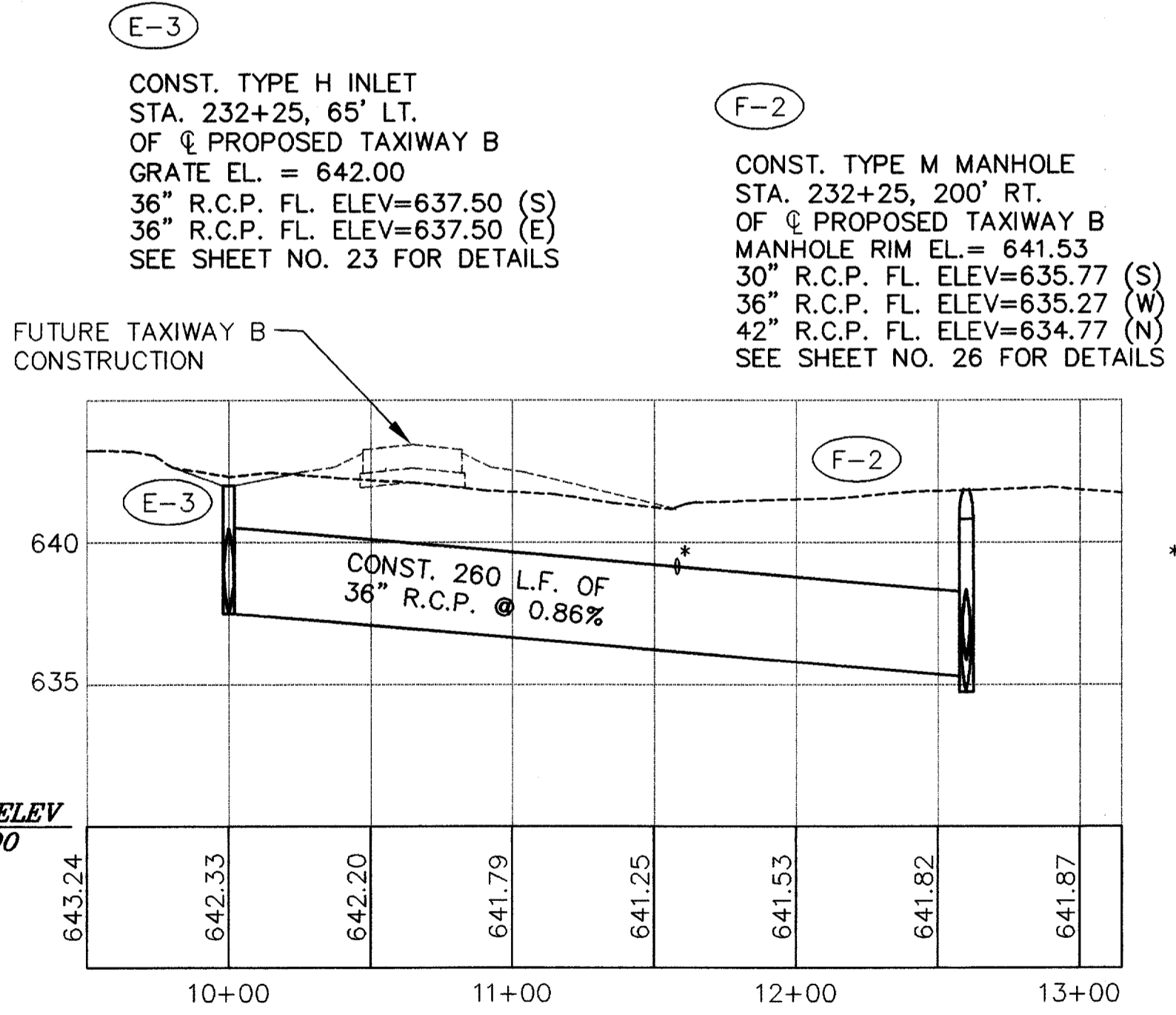
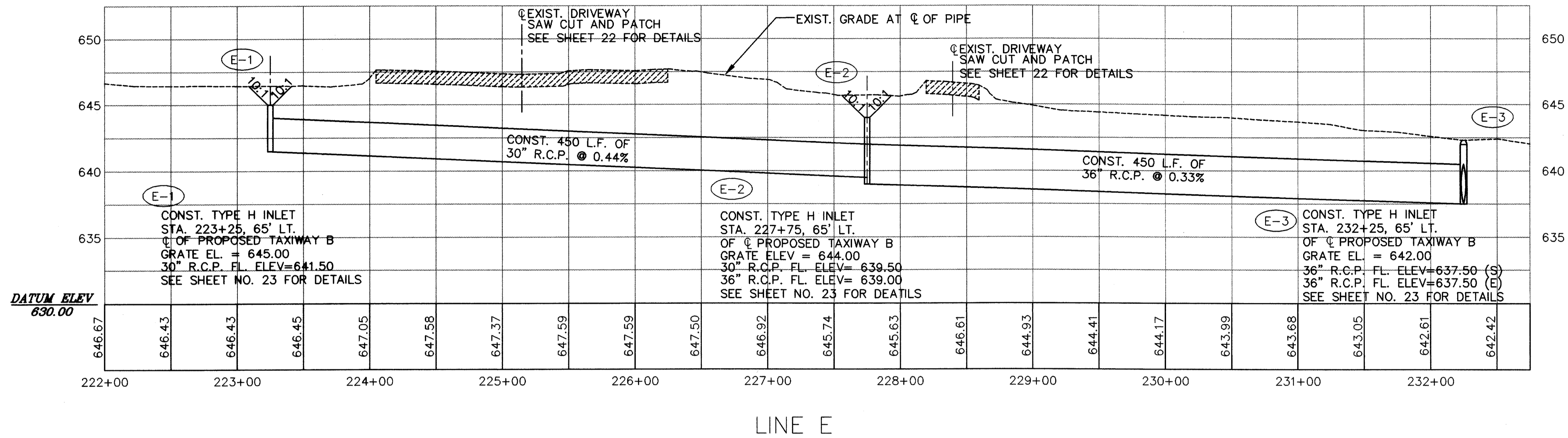
DESIGN: T.L.T.	TXDOT NO: 9842 ADDSN		
DRAWN: M.J.G.	REV NO: 04		
CHECKED: R.T.B.	JOB NO: F708024.80	Date	Revisions
SCALE: 1"=50'		By	

URS Greiner
4100 Arzen Center Blvd., Suite 108
Ft. Worth, TX 76155
(817) 545-0891
Engineers, Architects
and Planners



ADDISON AIRPORT

**WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
GRADING PLAN**

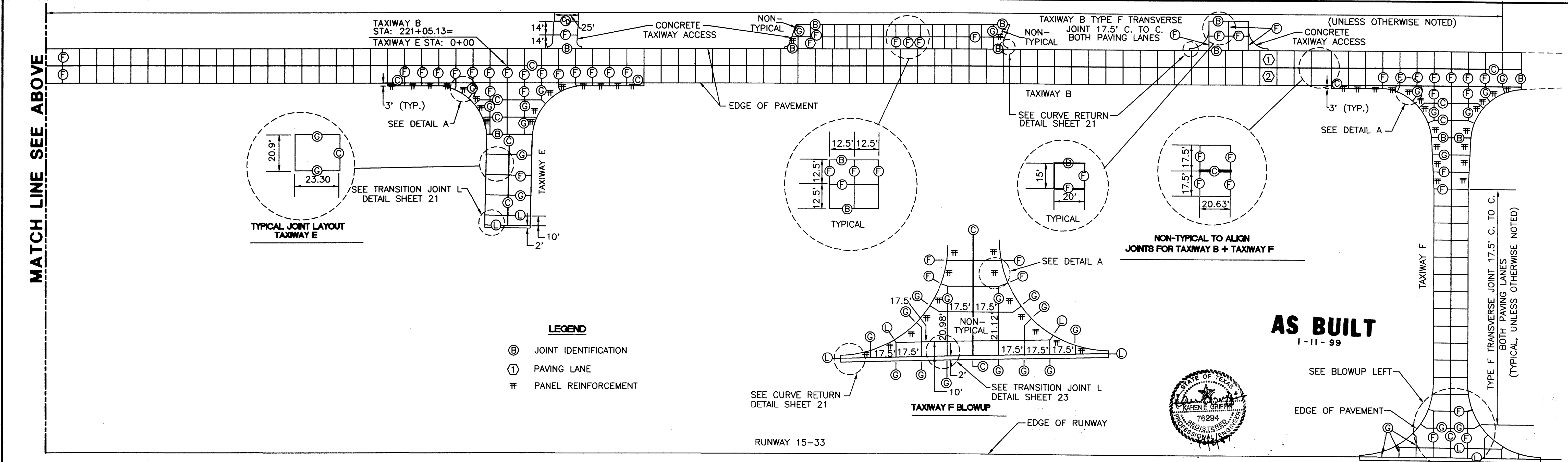
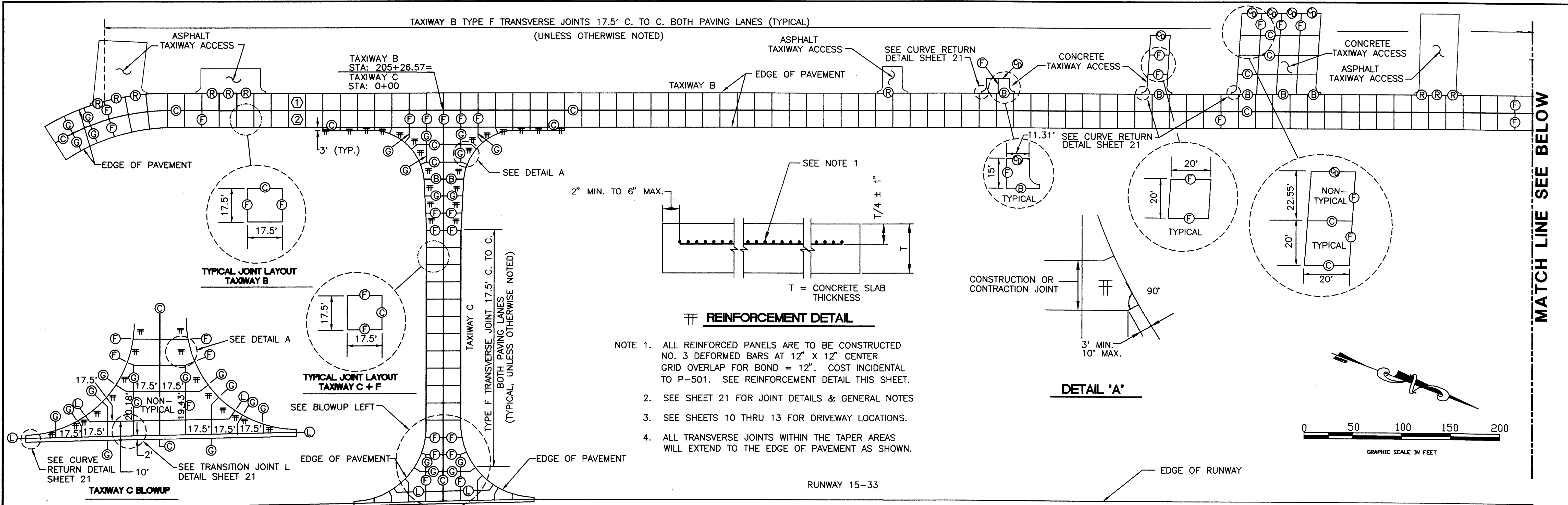


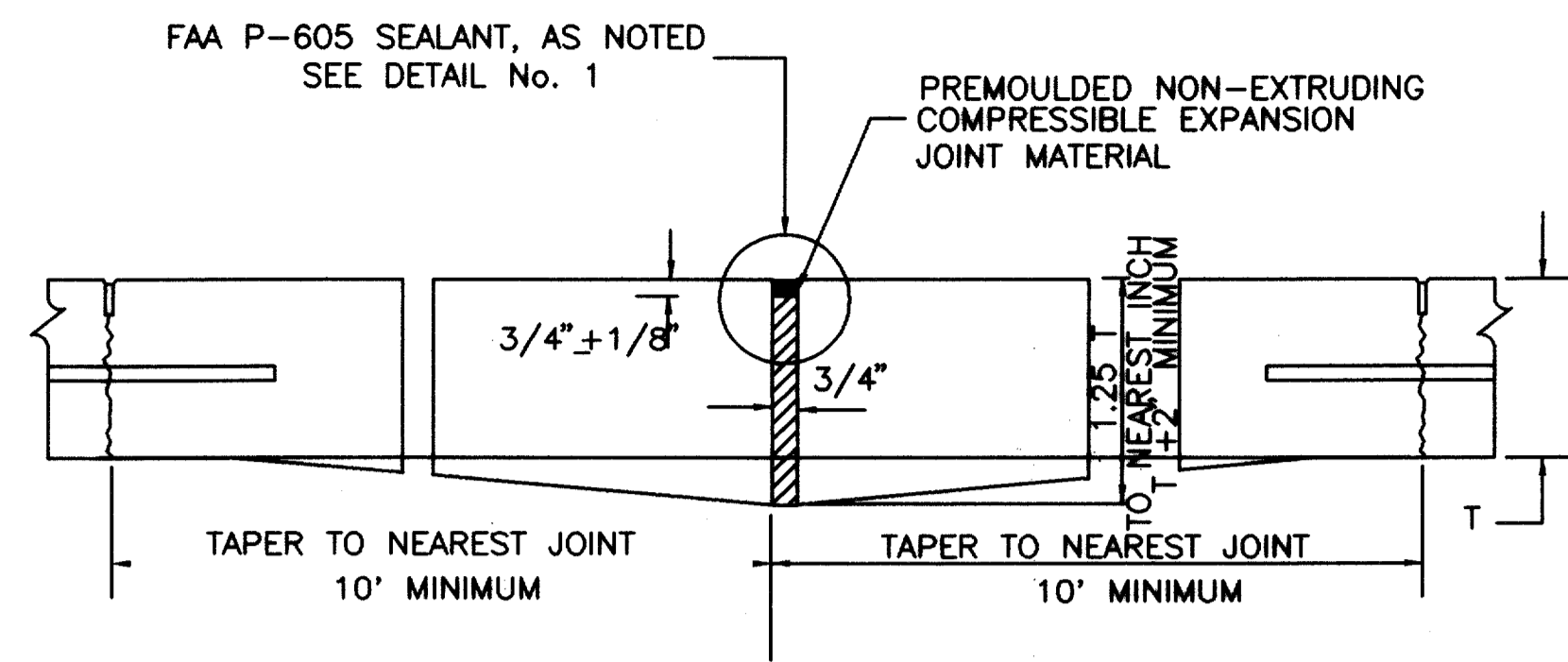
CAUTION: UNDERGROUND UTILITIES
 CONTACT UTILITY COMPANIES FOR LOCATION
 PRIOR TO CONSTRUCTION. ANY DAMAGE TO
 EXISTING FACILITIES WILL BE THE SOLE RESPONSIBILITY
 OF THE CONTRACTOR. ANY REPAIRS OR DAMAGES
 SHALL BE PAID FOR BY THE CONTRACTOR AT NO
 EXPENSE TO THE OWNER. SPLICES ARE NOT ALLOWED
 IN FAA INSTRUMENT LANDING SYSTEM CABLES. DAMAGE
 TO THESE CABLES WILL RESULT IN REPLACEMENT OF ENTIRE
 CABLE AT CONTRACTOR'S EXPENSE.

*EXISTING UNDERGROUND
 FAA CONTROL CABLE
 FIELD VERIFY ELEVATION
 FAA CABLES TO BE PLACED
 IN SPLIT P.V.C. CONDUIT OVER
 PROPOSED STORM DRAIN.



AS BUILT
 1 - 11 - 99

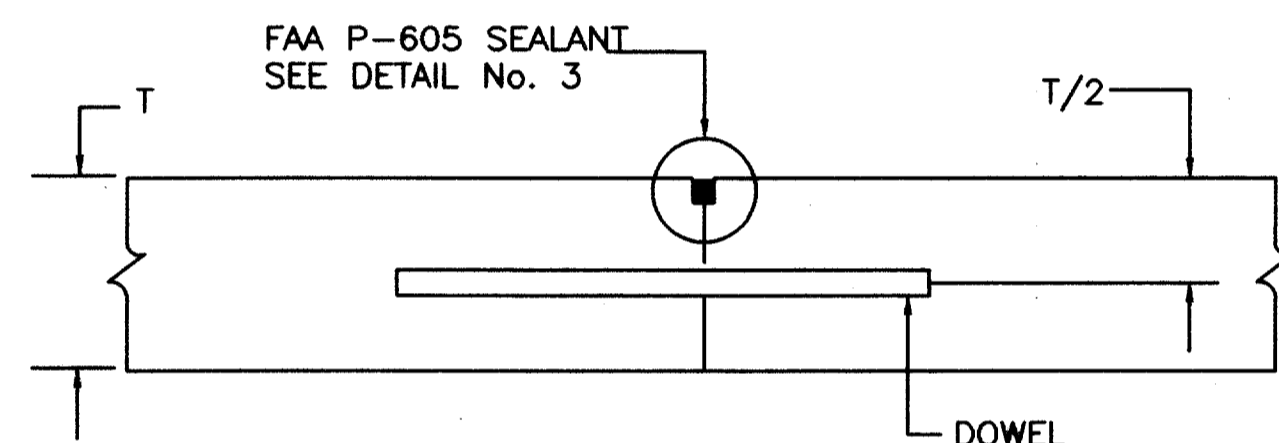




NOTE:

PREMOLDED JOINT MATERIAL SHALL BE NON-EXTRUDING TYPE, CONFORMING TO ASTM D 1751 - PREFORMED POLYCHLOROPRENE ELASTOMERIC JOINT SEALS FOR CONCRETE FOR CONCRETE PAVEMENT. NO CORK ALLOWED.

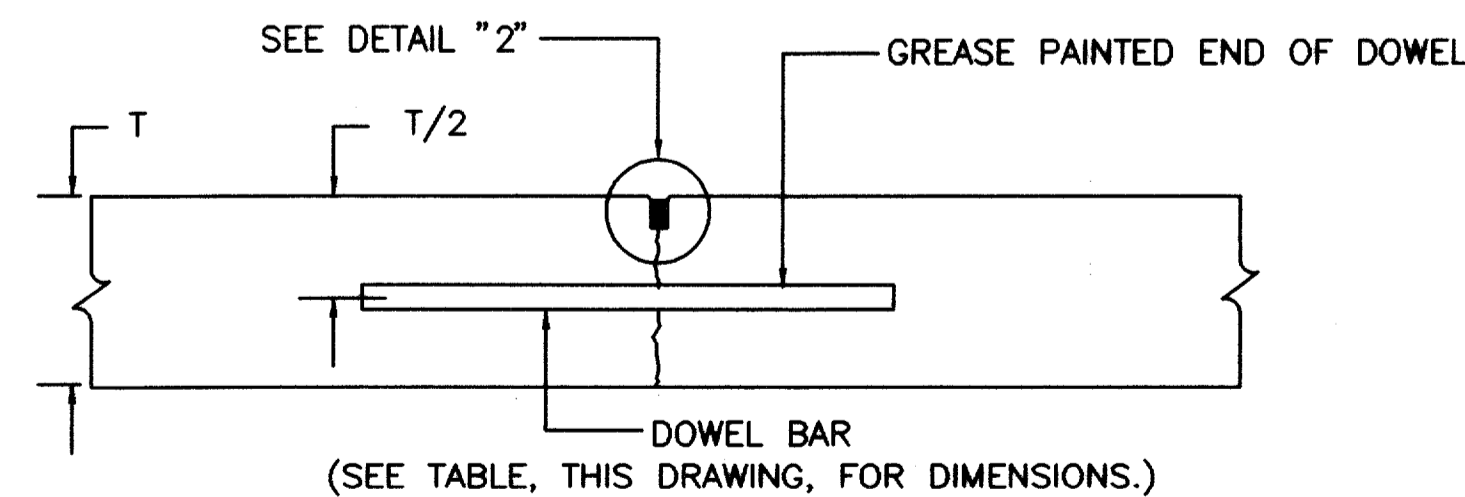
TYPE B THICKENED EDGE EXPANSION JOINT



NOTE:

- FOR TYPE (D) JOINT ABUTTING EXISTING P.C.C. PAVEMENT CONTRACTOR SHALL DRILL AND EPOXY DOWEL BAR INTO EXISTING P.C.C. PAVEMENT.
- DO NOT PLACE CLOSER THAN 15" TO TRANSVERSE JOINT.

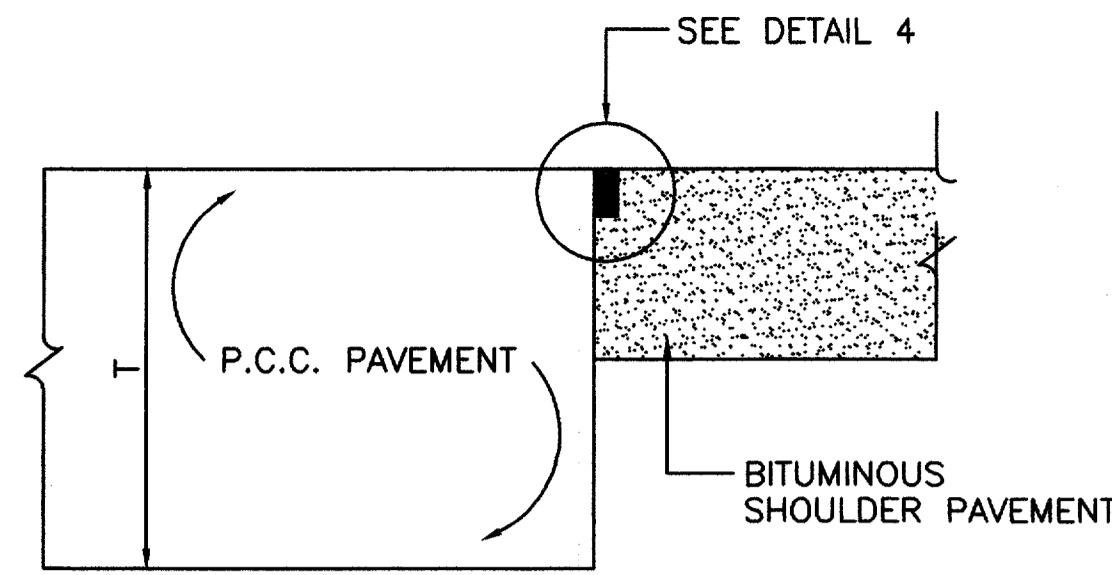
TYPE C CONSTRUCTION JOINTS



- DO NOT PLACE CLOSER THAN 15" TO TRANSVERSE JOINT.

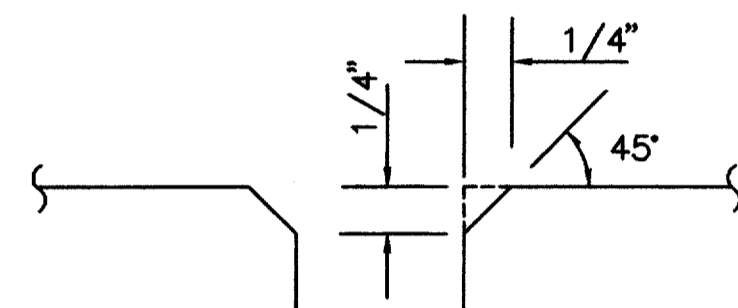
TYPE F DOWELED JOINT

CONTRACTION JOINTS

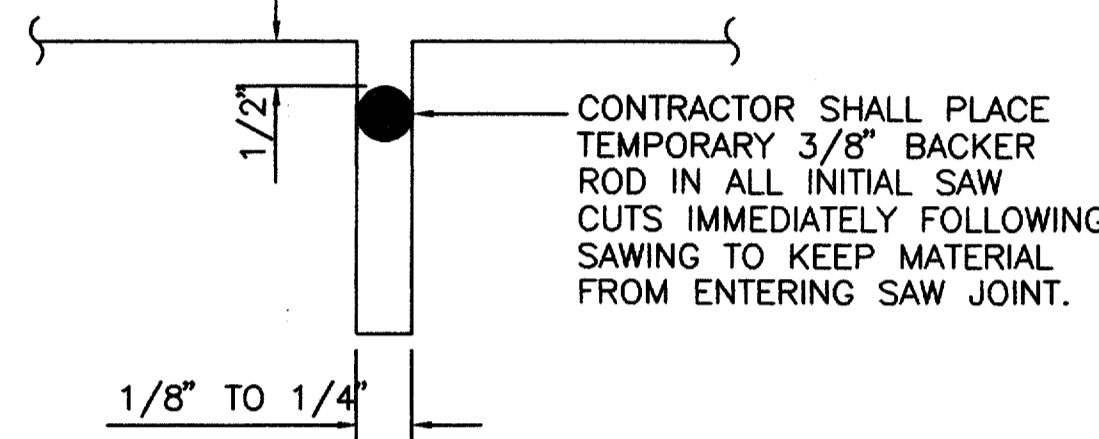


TYPE R CONCRETE / ASPHALT CONNECTION JOINT

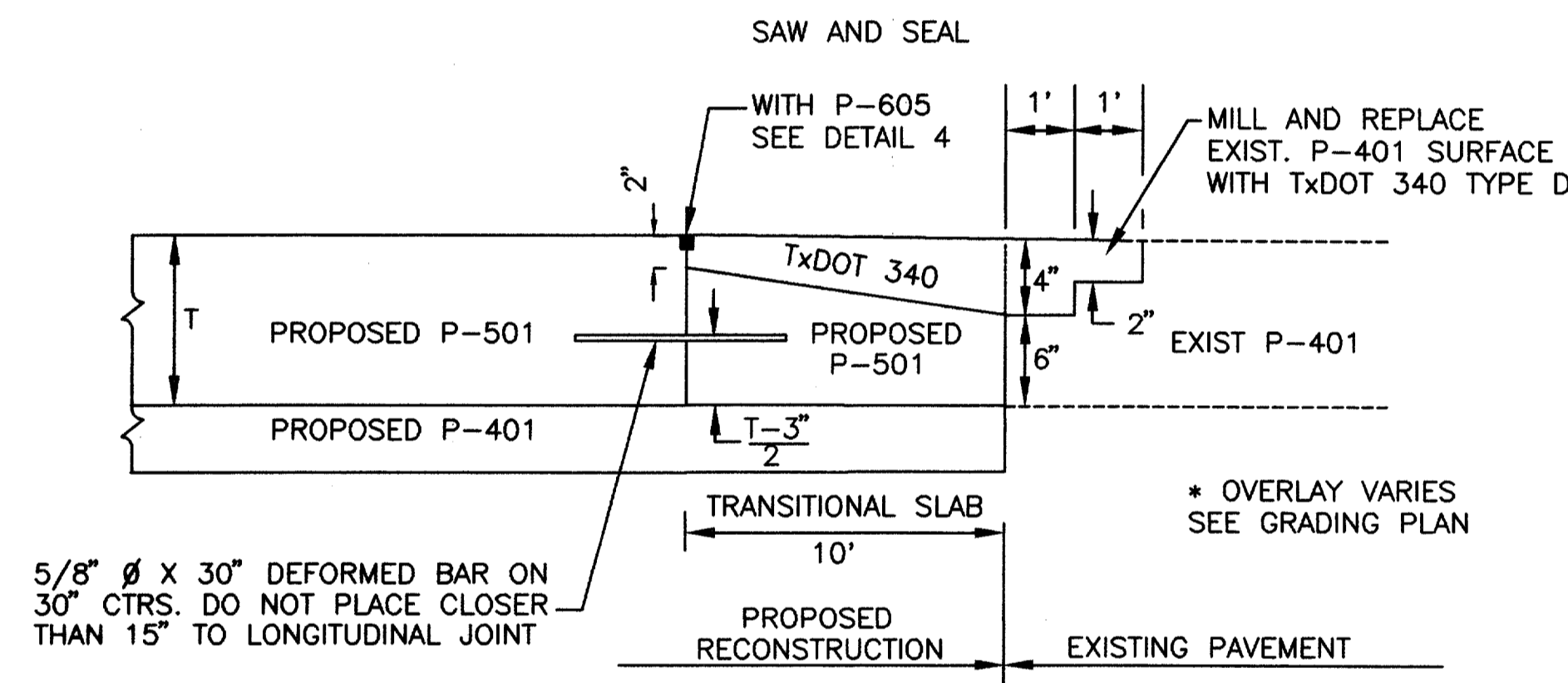
N.T.S.



BEVELED EDGE DETAIL

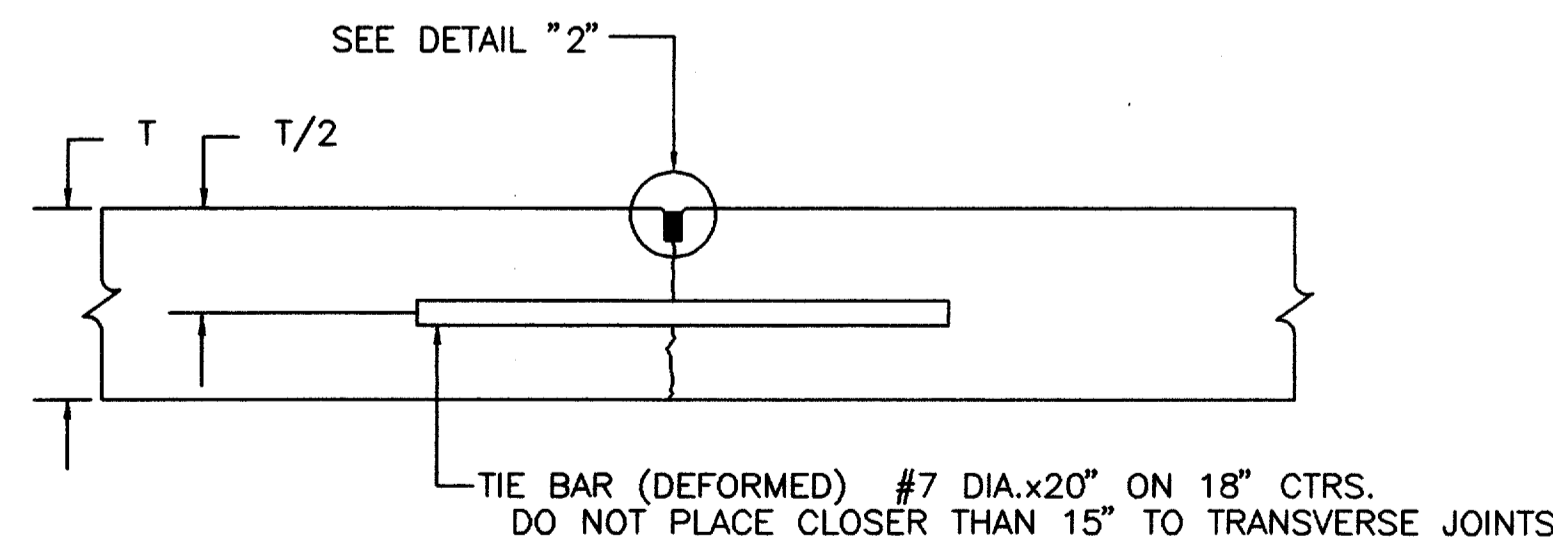


INITIAL SAW CUT DETAIL

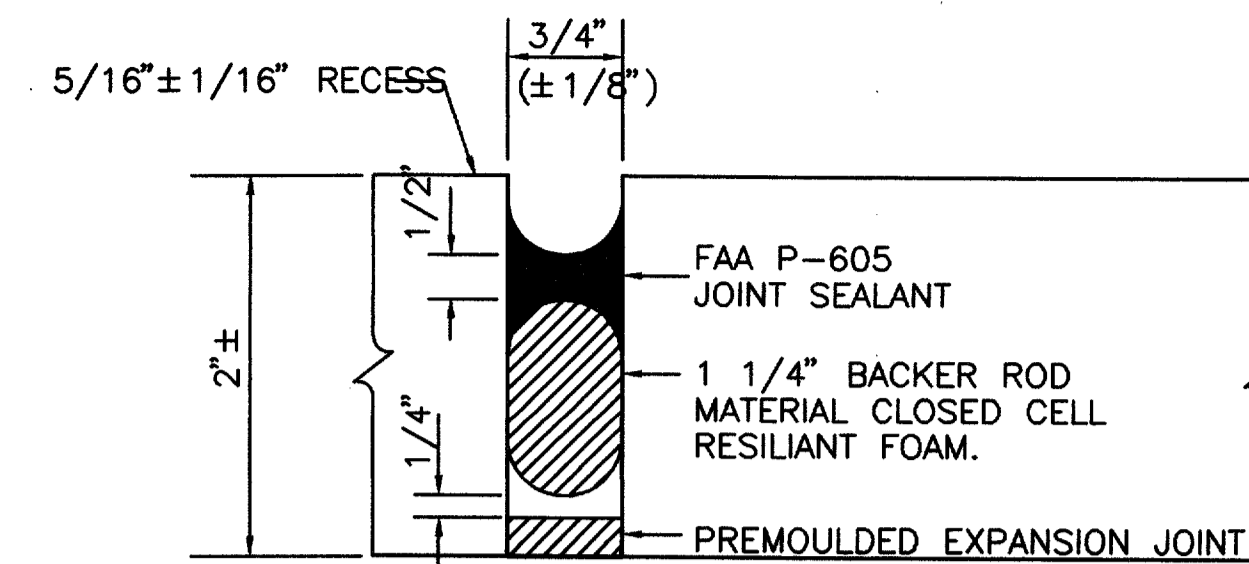


TYPE L TRANSITION JOINT

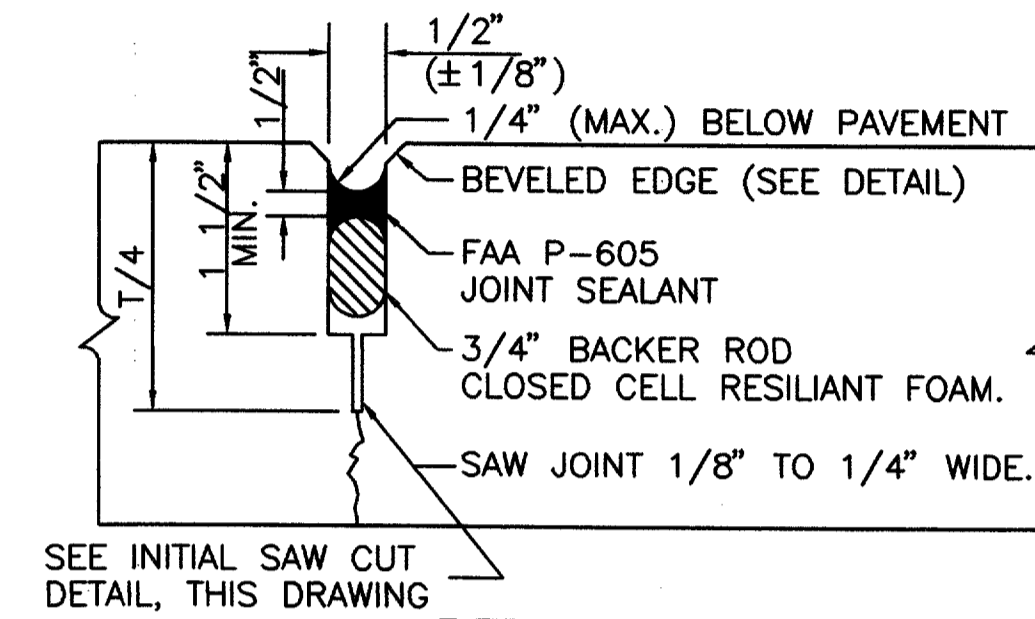
N.T.S.



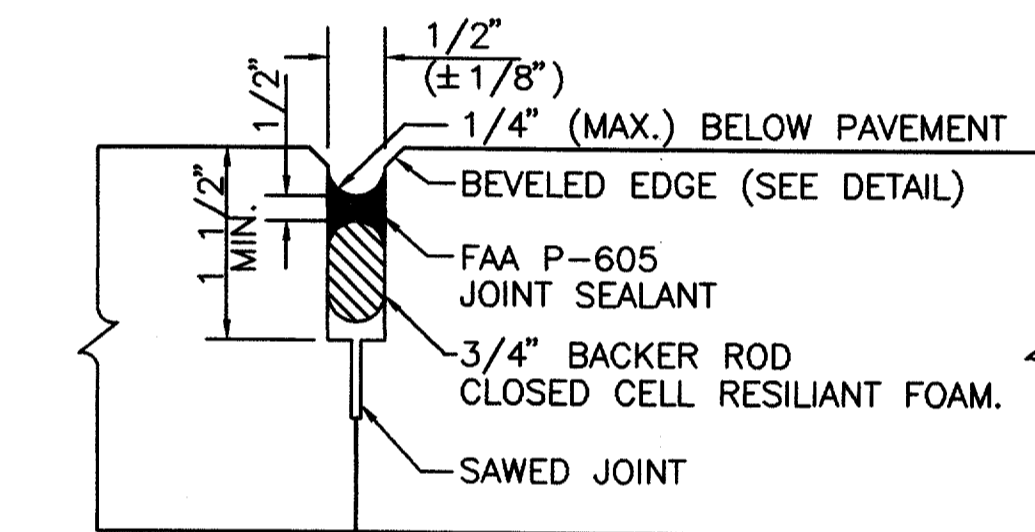
TYPE G HINGED JOINT WITH TIE BAR



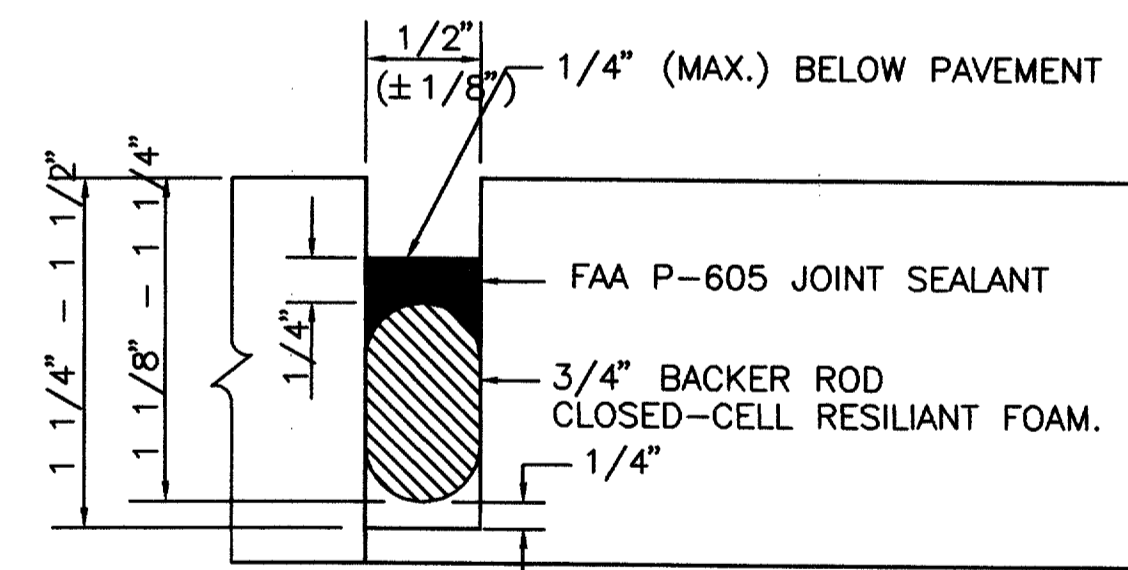
DETAIL 1



DETAIL 2



DETAIL 3



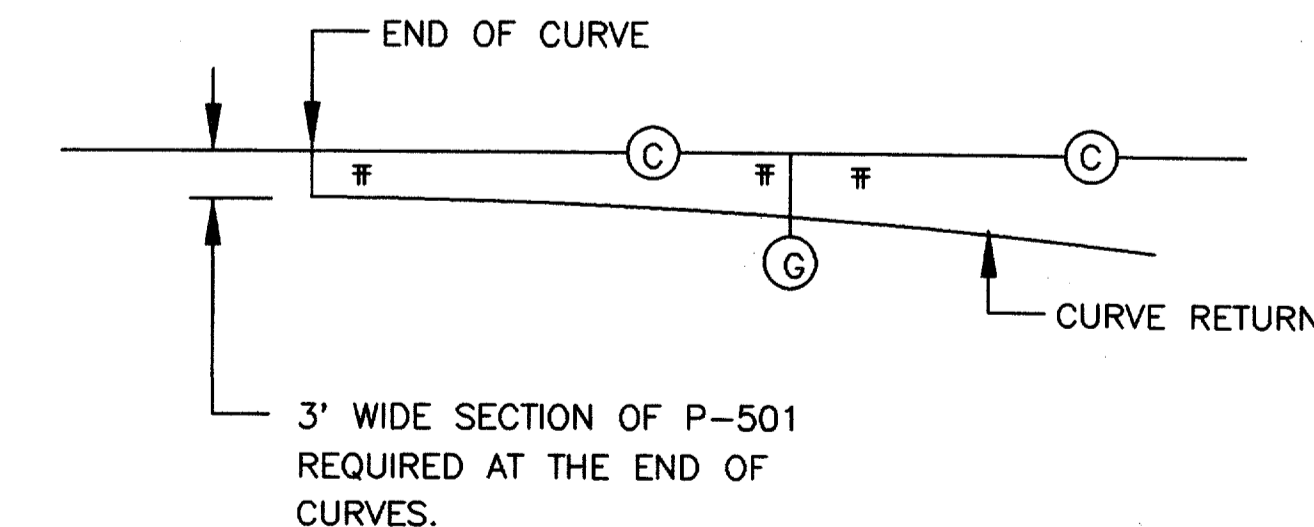
DETAIL 4

DIMENSIONS + SPACING OF DOWEL BARS			
THICKNESS OF SLAB (T)	DIA. (d) MIN.	LENGTH	SPACING
6" - 7"	3/4"	18"	12"
8" - 12"	1"	19"	12"
13" - 16"	1 1/4"	20"	15"
17" - 20"	1 1/2"	20"	18"
21" - 24"	2"	24"	18"

DOWEL BAR INSTALLATION DEVICE (WIRE CAGE OR BASKET) AND METHOD OF ANCHORING INTO POSITION SHALL BE APPROVED BY THE ENGINEER.

GENERAL NOTES:

- ALL JOINT CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH F.A.A. SPEC P-501 AND P-605 OR AS NOTED.
- ALL MATERIALS AND WORK REQUIRED FOR JOINTS ARE INCIDENTAL TO ITEM P-501.
- DOWELS SHALL BE SHOP PAINTED WITH ONE COAT OF LEAD OR TAR PAINT AND THE FREE HALF GREASED IN THE FIELD WITH A HIGH MELTING POINT GREASE.
- THE MATERIALS AND METHODS SHOWN ON THIS DRAWING ARE THE MINIMUM REQUIREMENTS. OTHER MATERIALS AND METHODS MAY BE USED IF APPROVED BY THE ENGINEER.
- ALL JOINTS SHALL BE SEALED IN ACCORDANCE WITH F.A.A. SPEC. P-605 OR AS NOTED.
- EDGES OF SLAB SHALL BE SPRAYED WITH AN APPROVED CURING MATERIAL BEFORE MAKING ADJACENT POUR. A TRANSVERSE CONSTRUCTION JOINT SHALL BE INSTALLED WHEN PAVING OPERATIONS ARE INTERRUPTED FOR MORE THAN 30 MINUTES OTHER THAN AT EXPANSION JOINTS OR END OF SLAB. SEE TYPE "C" JOINT DETAIL. IF THE INTERRUPTION IS LESS THAN 8 FEET FROM A PLANNED JOINT THE FRESH CONCRETE SHALL BE REMOVED EITHER BACK TO THE PREVIOUSLY INSTALLED JOINT OR TO A POINT 8 FEET MINIMUM FROM THE NEXT PLANNED JOINT.
- ALL CONSTRUCTION JOINTS THAT ARE NOT OPEN AND FREE OF FOREIGN MATERIAL TO THE FULL WIDTH AND DEPTH SHALL BE CLEANED BY SAWING FULL WIDTH AND DEPTH.
- THIS STANDARD PLAN CONFORMS TO AND AUGMENTS F.A.A. AC 150/5370-10, STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS, AND AC 150/5320-6C, AIRPORT PAVEMENT DESIGN AND EVALUATION.
- THE CONTRACTOR SHALL MAKE SPECIAL PROVISIONS TO KEEP THE FINISH CONCRETE SURFACE FREE OF FOREIGN MATERIAL (I.E. AGGREGATE, OILS, ETC.) THROUGHOUT THE PROJECT. SWEEPERS, VACUUM TRUCKS, ETC. SHALL BE UTILIZED AS NECESSARY BY THE CONTRACTOR AND / OR AS DIRECTED BY THE RESIDENT ENGINEER TO MAINTAIN THIS PROVISION.
- TWO PART DOWELS MAY BE ALLOWED FOR TYPE C JOINT UNDER THE FOLLOWING CONDITIONS:
 - THE DOWEL MUST BE APPROVED BASED ON SHOP DRAWINGS SUBMITTED TO THE ENGINEER.
 - THE CONTRACTOR MUST DEMONSTRATE ON THE FIRST DAY OF PAVING THAT THE METHOD OF INSERTION INTO THE FRESH CONCRETE WILL RESULT IN THE CORRECT SPACING AND ALIGNMENT OF THE DOWEL. THE INSERTION METHOD SHALL NOT RESULT IN EXCESSIVE EDGE SLUMP. IF THE CONTRACTOR CANNOT SATISFACTORILY INSERT THE DOWELS TO THE CORRECT LINE AND GRADE ON THE FIRST DAY OF PAVING, THEN THE CONTRACTOR SHALL DRILL AND EPOXY THE DOWELS FOR THE REMAINDER OF THE PAVING OPERATION.



DETAIL 'B' CURVE RETURN TIE-IN DETAIL

N.T.S.



AS BUILT
1 - 11 - 99

DESIGN: T.L.T.	TXDOT NO. 9842 ADDSN	Date
DRAWN: J.R.H.	BID NO. 98-04	Revisions
CHECKED: R.I.B.	JOB NO. E708024.80	By
SCALE: N.T.S.		

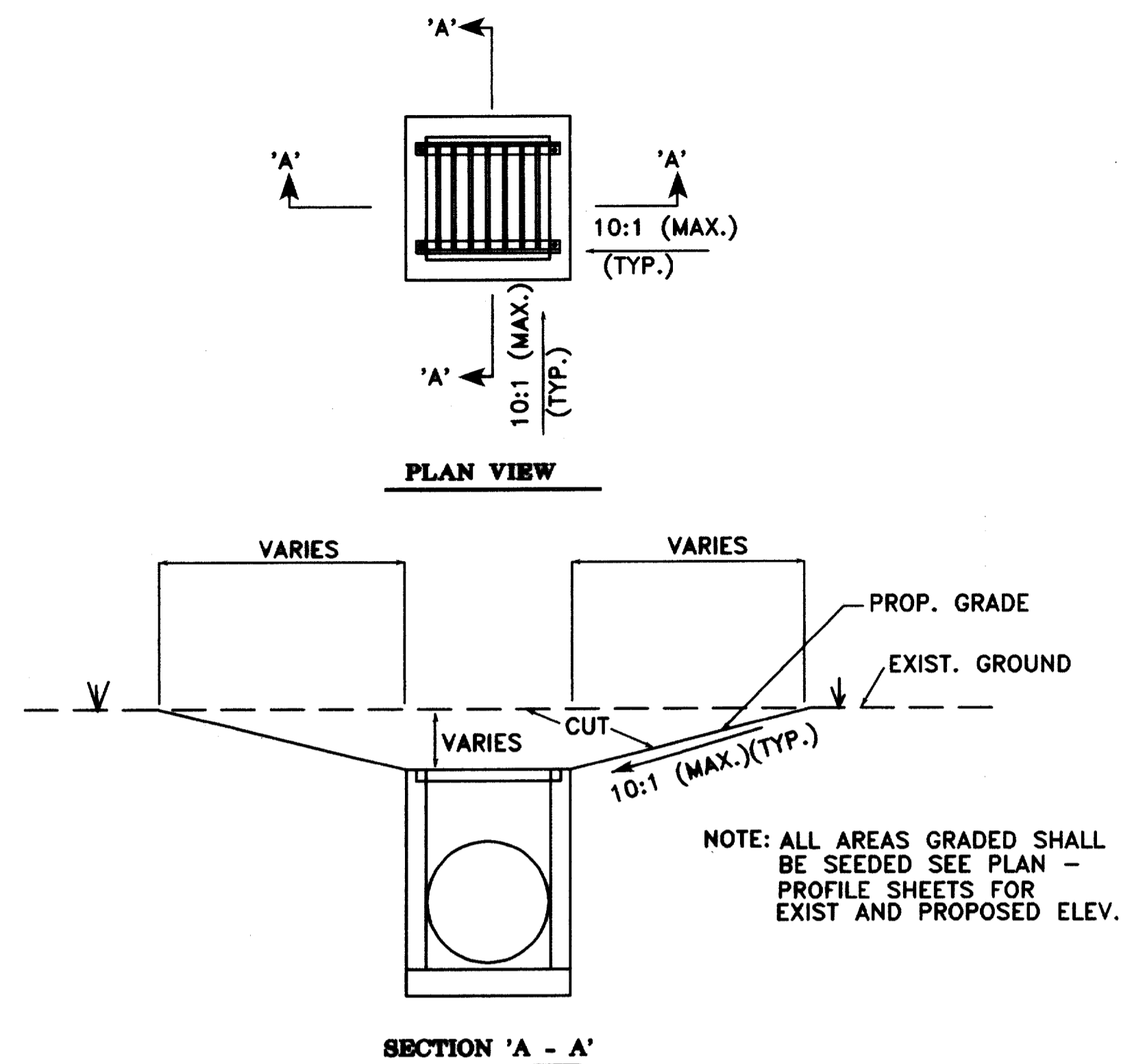
URS Greiner
4100 Amon Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891

Engineers, Architects and Planners

ADDISON AIRPORT

JOINT LAYOUT DETAILS

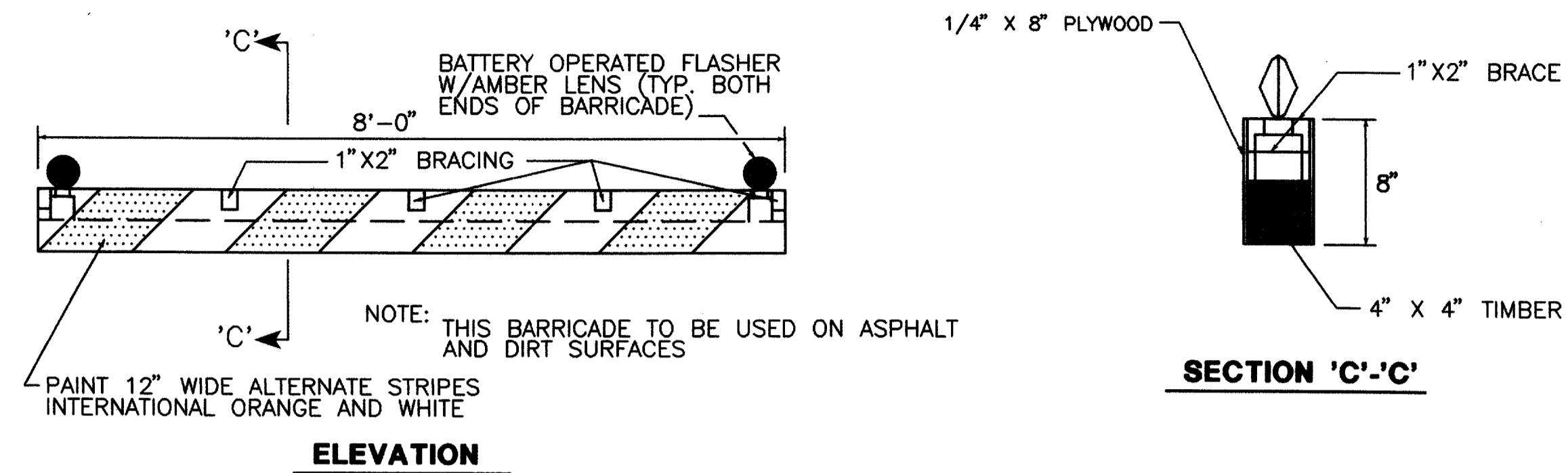
SHEET 21
DATE: DEC. 1997



TYPICAL INLET GRADING DETAILS

N.T.S.

NOTE: ALL AREAS GRADED SHALL BE SEEDED SEE PLAN - PROFILE SHEETS FOR EXIST AND PROPOSED ELEV.

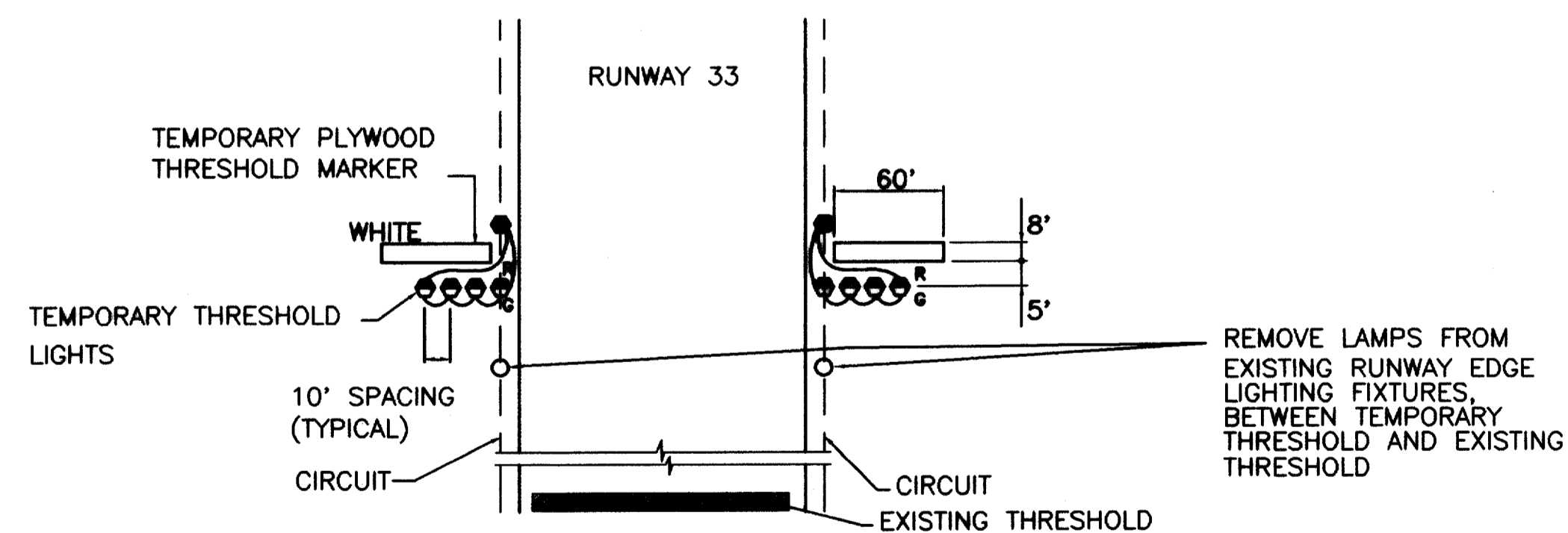


TIMBER BARRICADE (TYPE "A")

N.T.S.

ELEVATION

SECTION 'C'-'C'



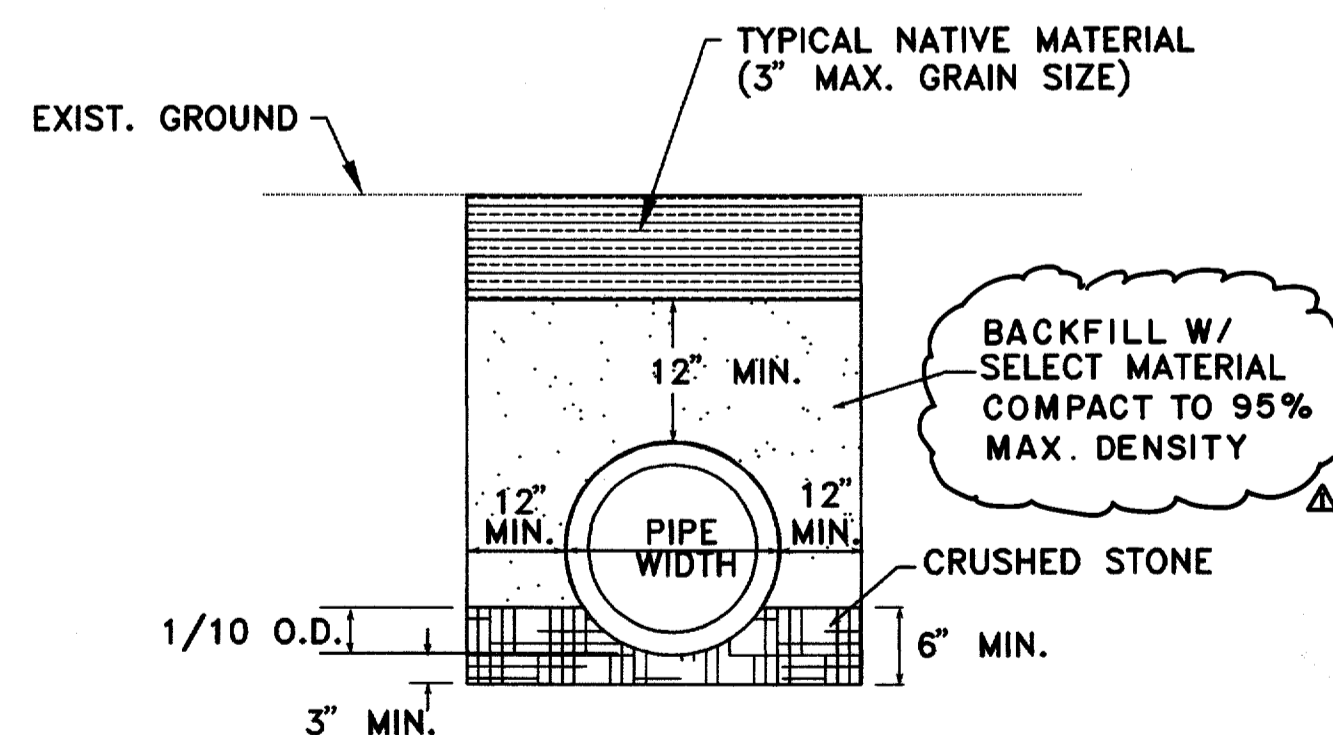
TEMPORARY DISPLACED THRESHOLD

N.T.S.

NOTES:

1. TEMPORARY DISPLACED THRESHOLD SHALL BE PLACED AT THE LOCATION SHOWN ON THE PLANS AND SHALL INCLUDE TEMPORARY THRESHOLD LIGHTS (8 L-862, SPLIT LENS, RED/GREEN), (2) WHITE TEMPORARY PLYWOOD THRESHOLD MARKERS (8' X 60") AND TEMPORARY LIGHT CIRCUITS. EXISTING RUNWAY THRESHOLD LIGHTS MAY BE USED. THE COST OF INSTALLING, MAINTAINING AND REMOVING OF THE TEMPORARY DISPLACED THRESHOLD IS INCIDENTAL TO THE PROJECT.

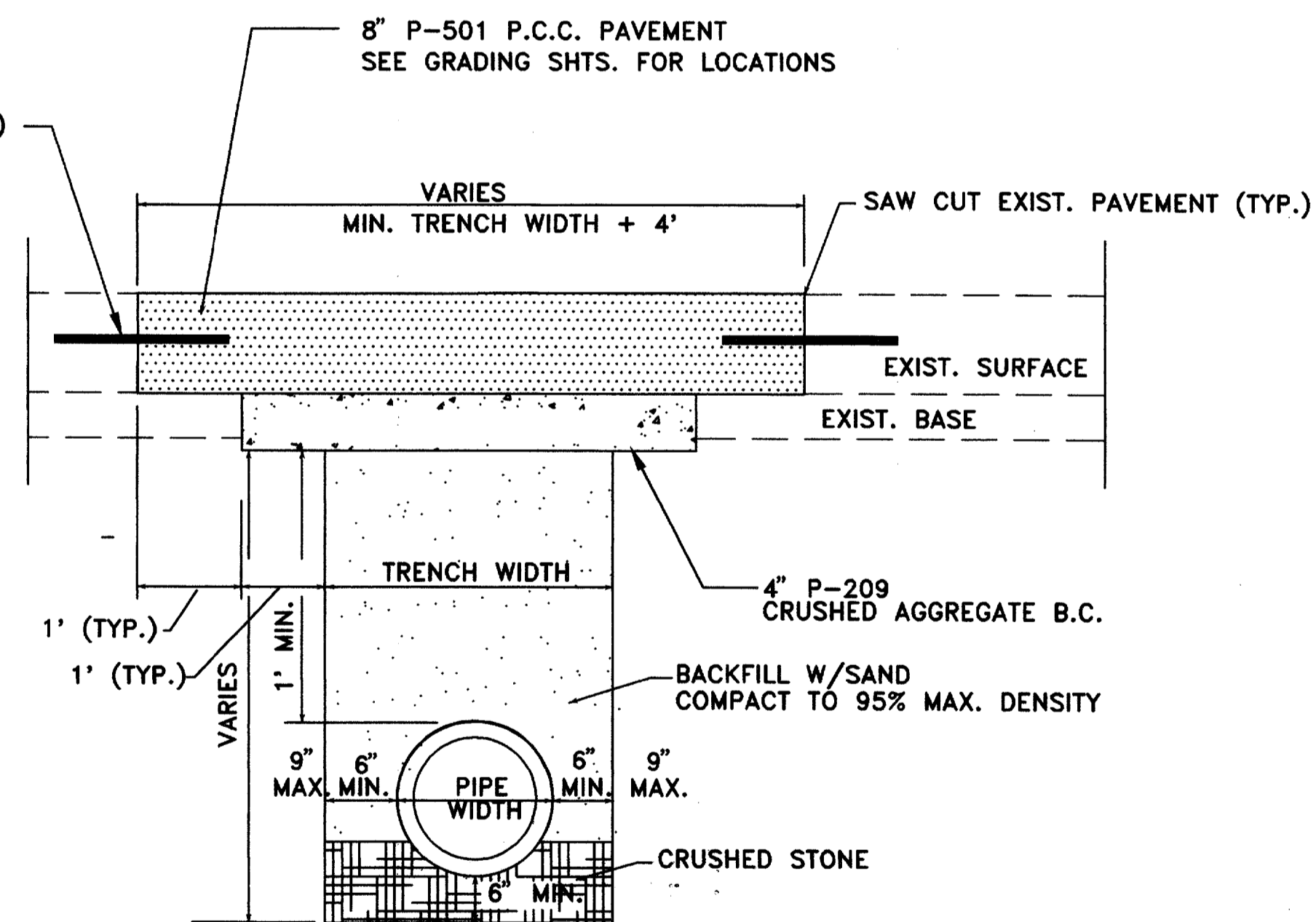
2. MARKING FOR TEMPORARY DISPLACING THRESHOLD R/W 33 INCLUDES OUTBOARD THRESHOLD MARKERS.



**EMBEDMENT DETAIL FOR STORM SEWER
DETAIL NO. 1**

N.T.S.

1" X 19" DOWEL @ 12" O.C. (TYP.) DRILL AND EPOXY INTO EXIST. CONC. PAVEMENT DO NOT PLACE CLOSER THAN 15" TO TRANSVERSE JOINT.



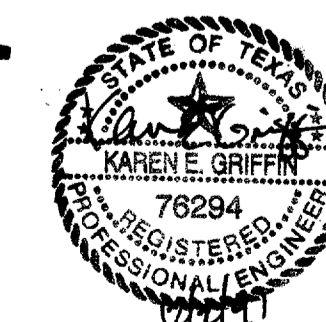
NOTES: ① ALL EXIST. MARKINGS SHALL BE REPLACED UPON COMPLETION OF PAVING OPERATIONS (NO DIRECT PAY)

② COST FOR EARTHWORK (EXCAVATION) ASSOCIATED WITH PIPE TRENCH SHALL BE INCIDENTAL TO THE PRICE OF THE PIPE.

**PAVEMENT REPLACEMENT DETAIL
DETAIL NO. 2**

N.T.S.

AS BUILT
1-11-99



DESIGN: T.L.T.	TXJOB NO. 9842 ADDSN	1-11-99 06-Built
DRAWN: J.R.H.	3113 NO. 98-04	
CHECKED: R.L.B.	JOB NO. #708024.80	
SCALE: N.T.S.		

URS Greiner
4100 Arson Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891

Engineers, Architects
and Planners



ADDISON AIRPORT

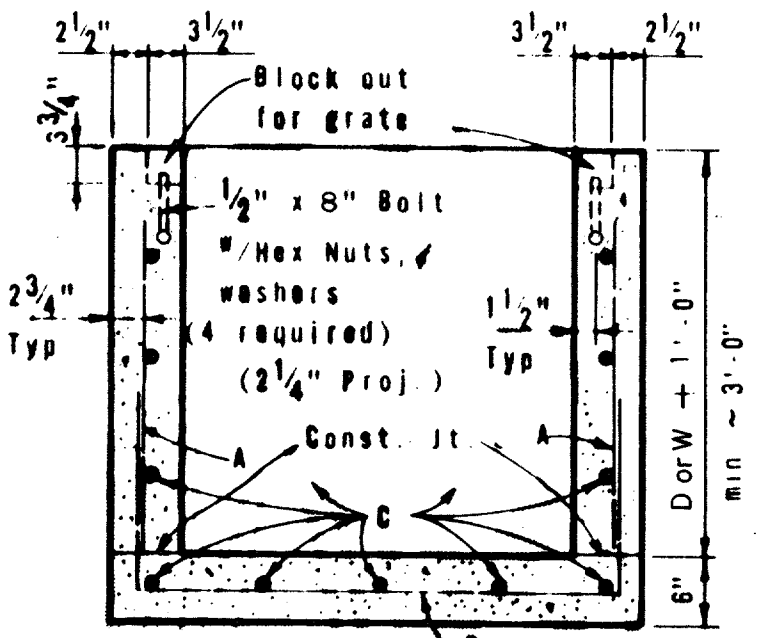
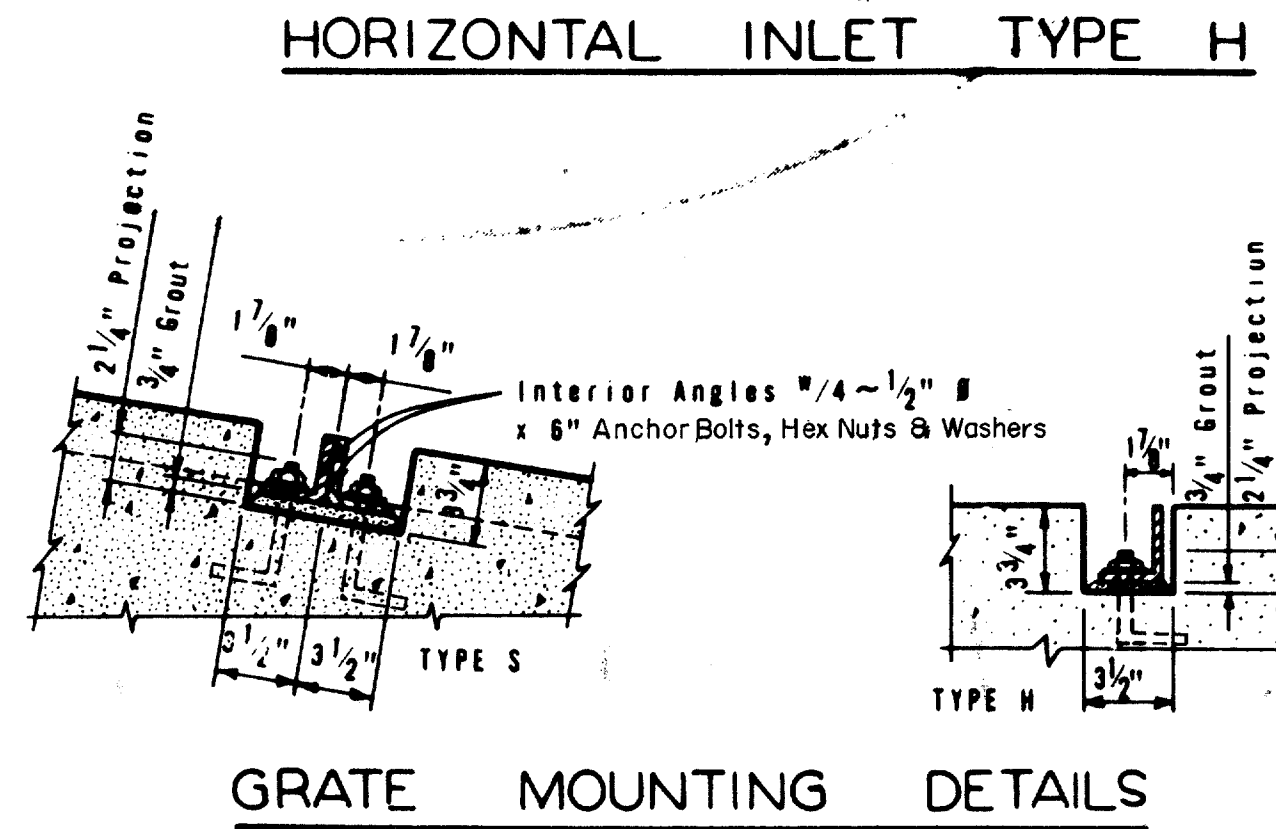
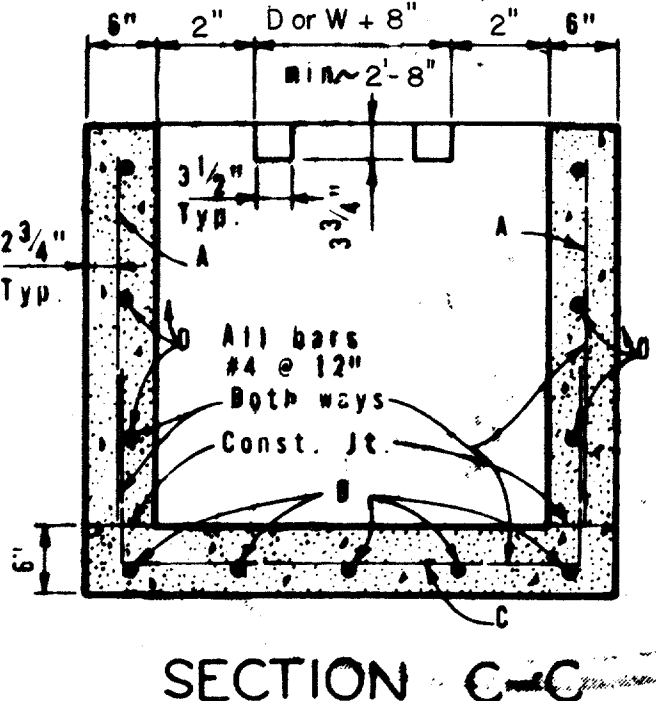
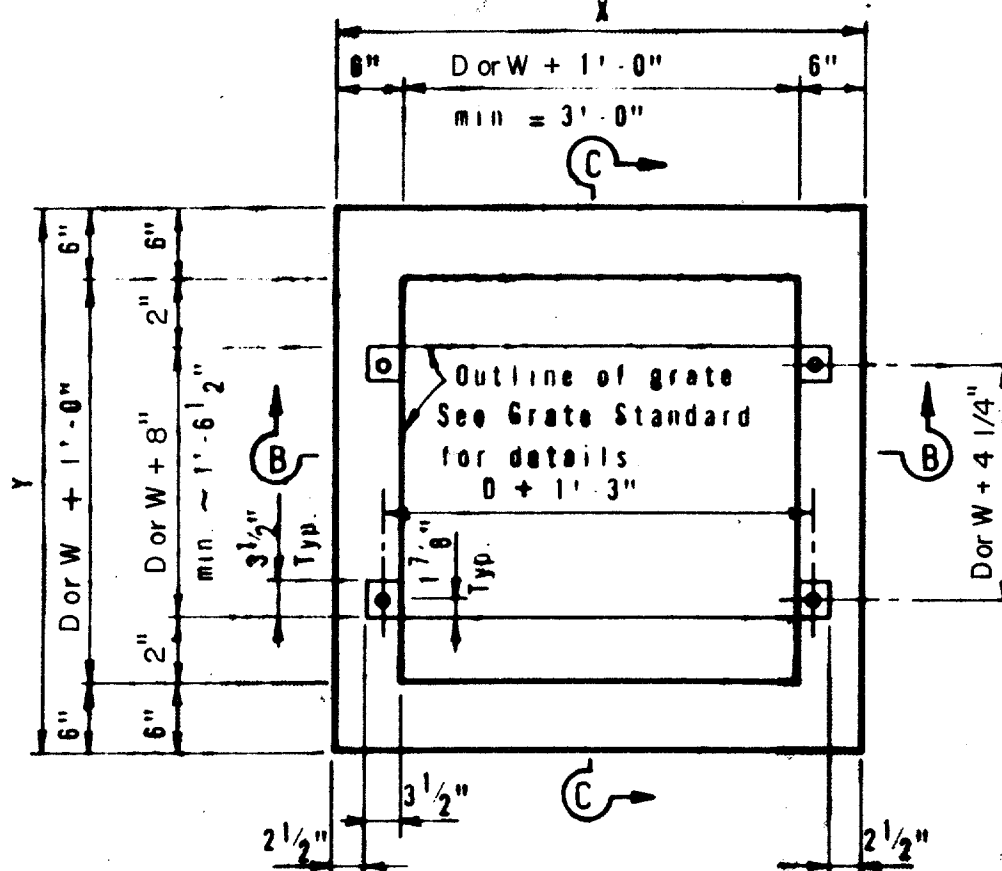
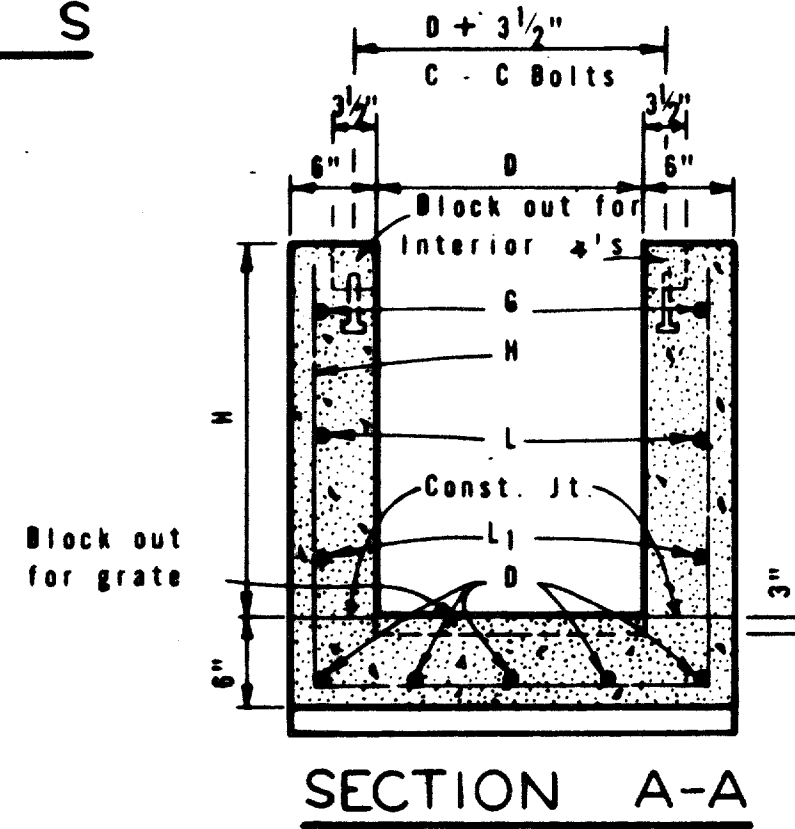
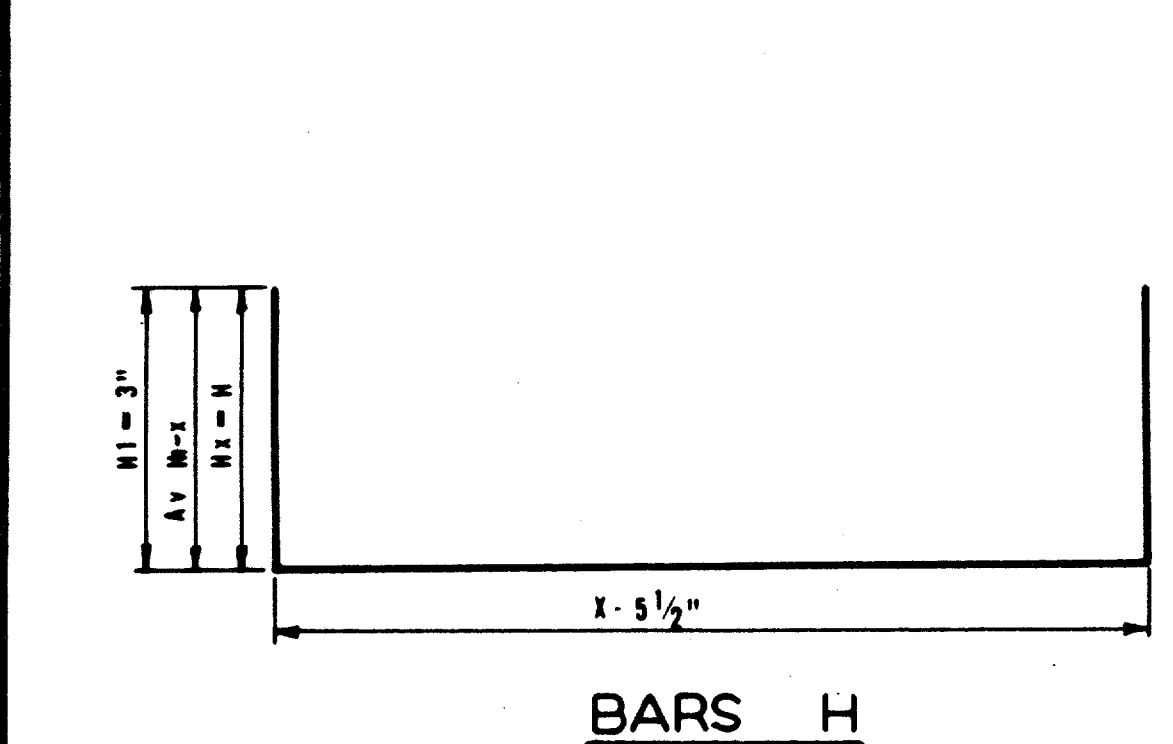
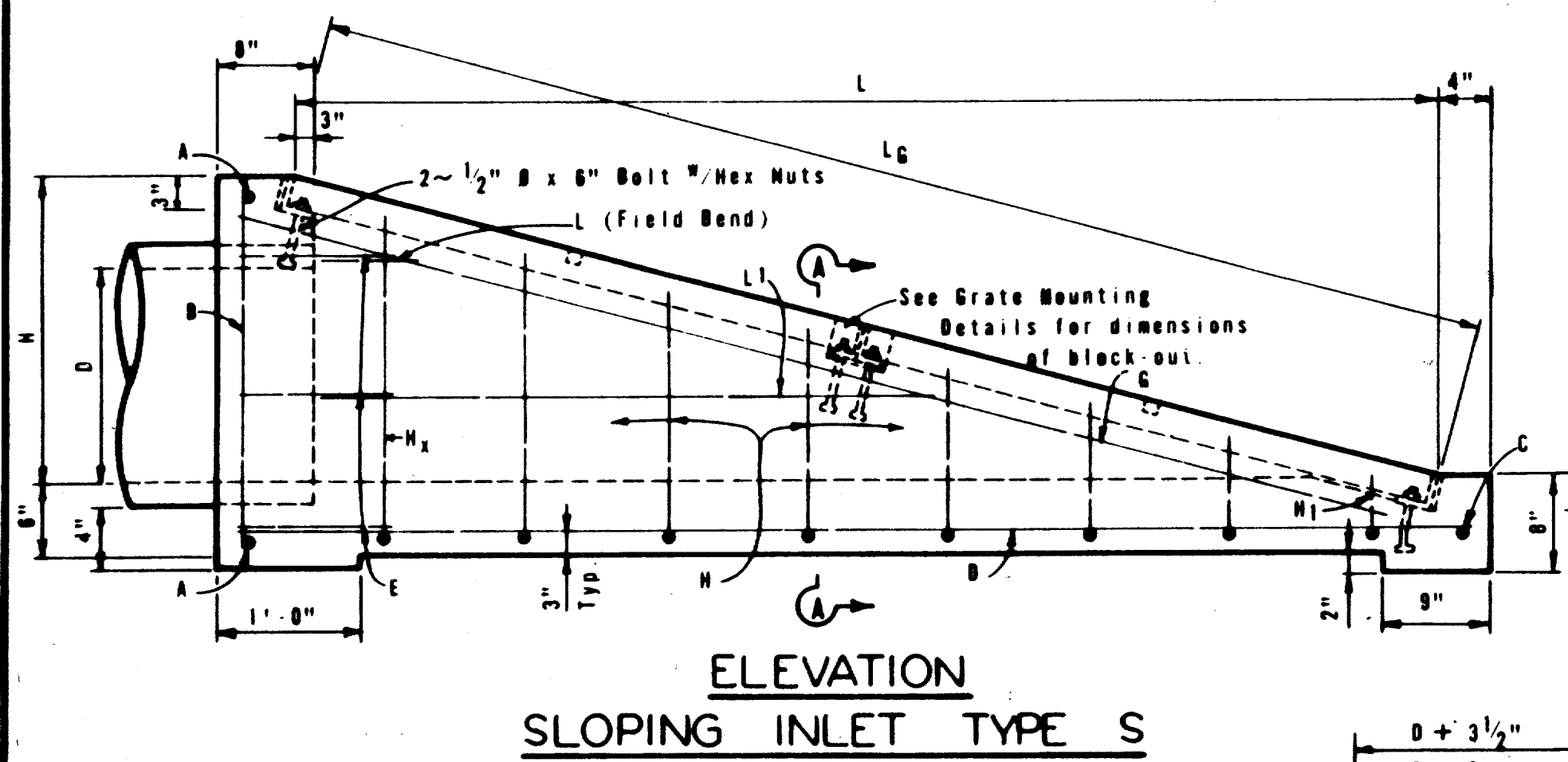
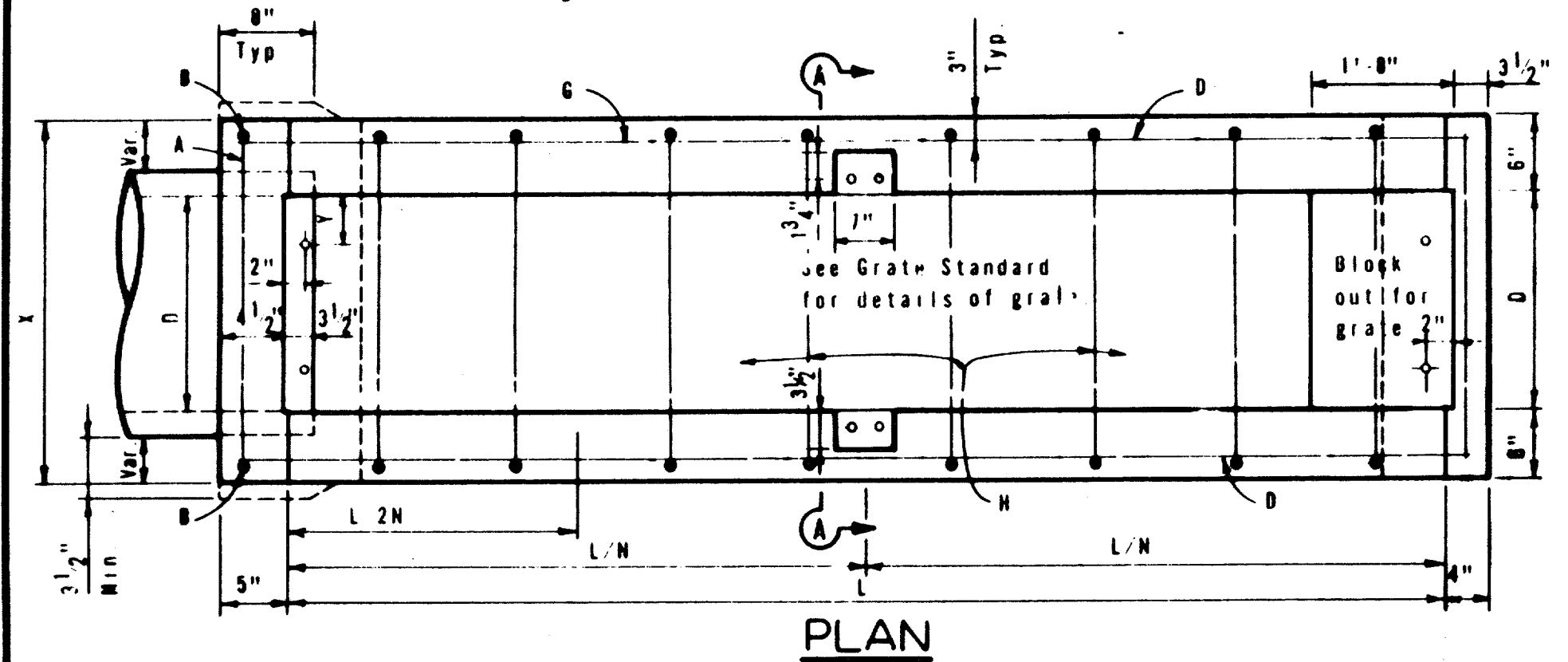
MISCELLANEOUS DETAILS

SHEET
22

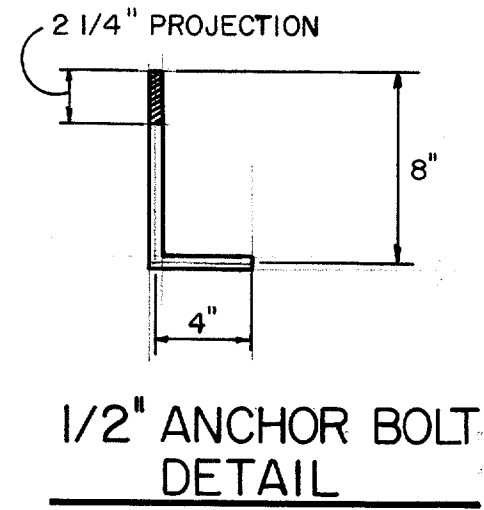
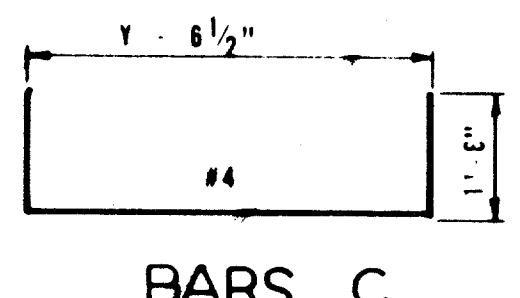
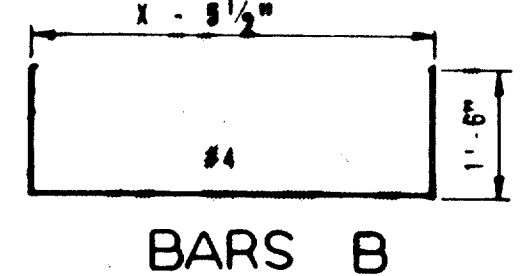
DATE: DEC. 1997

SLOPE	Y	N	DIAM OR PIPE D	BILL OF REINFORCING STEEL FOR SLOPING INLET																												TOTAL QUANT.																					
				TABLE OF DIMENSIONS			BARS A			BARS B			BARS C			BARS D			BARS E			BARS G			BARS H AV			BARS L			BARS L _i AV			LBS	C.Y.																		
				X	H	L	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	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.)



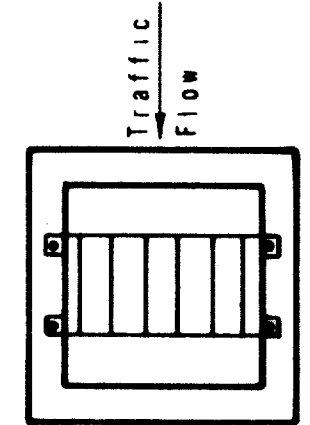
SECTION B-B



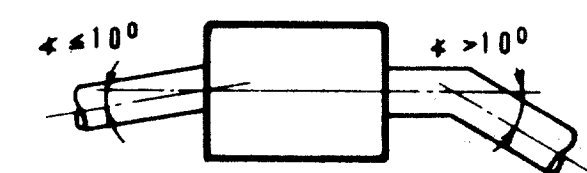
NOTE: ANCHOR BOLTS SHALL BE CAST-IN-PLACE AT THE TIME INLET WALLS ARE CAST.

GENERAL NOTES

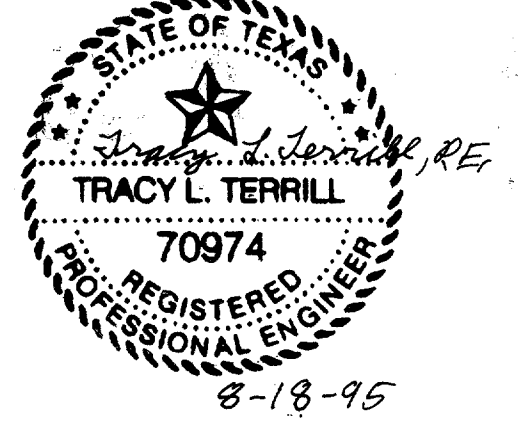
Quantities shown hereon are for the Contractor's information only. Unless otherwise shown in the plans, payment will be made for each inlet of the Type specified. Exposed edges shall be chamfered 3/4". Alternate design drawings bearing the seal of a registered professional engineer will be acceptable 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 should be used to stay within this limit.



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



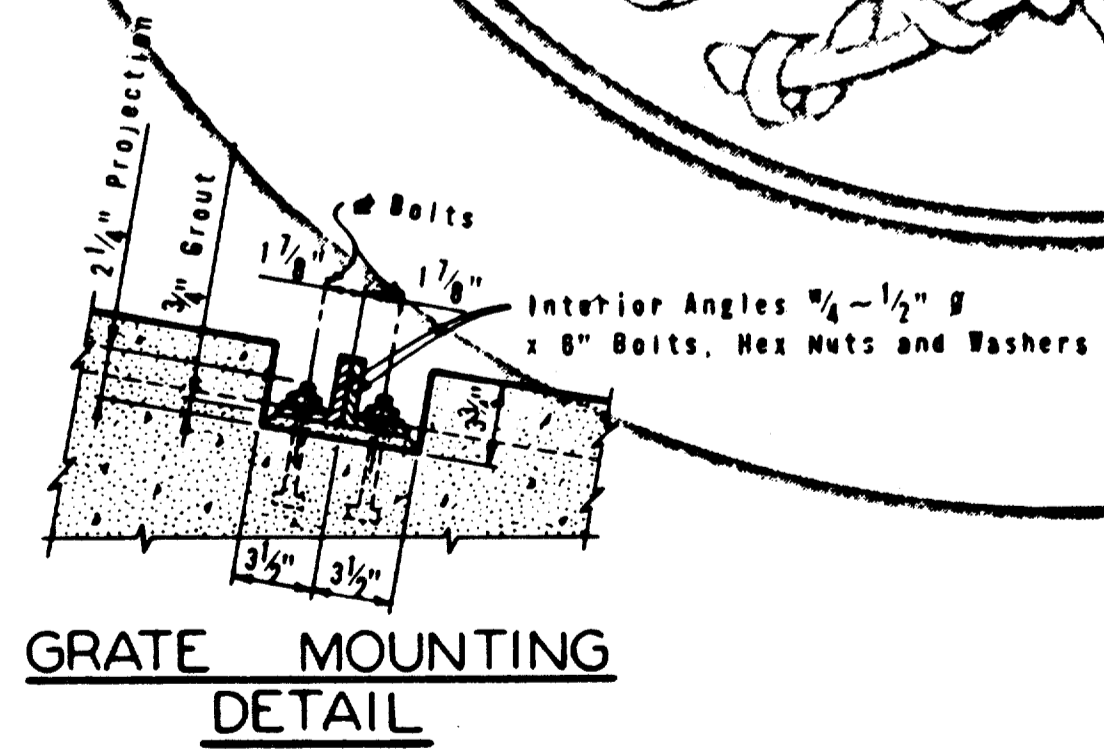
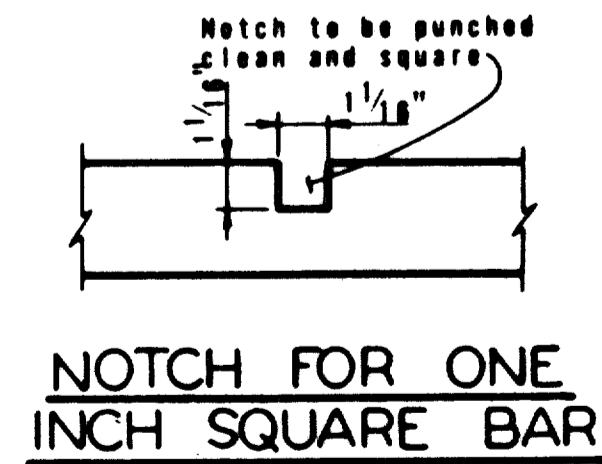
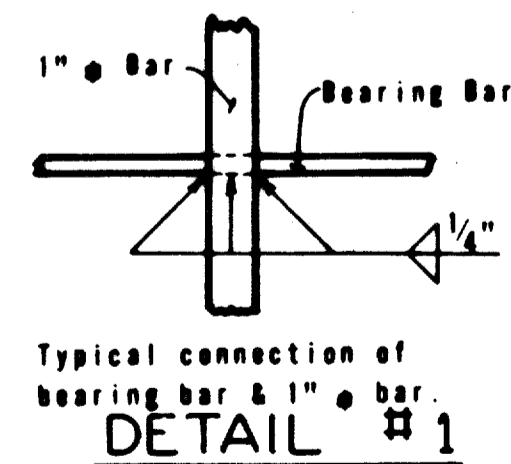
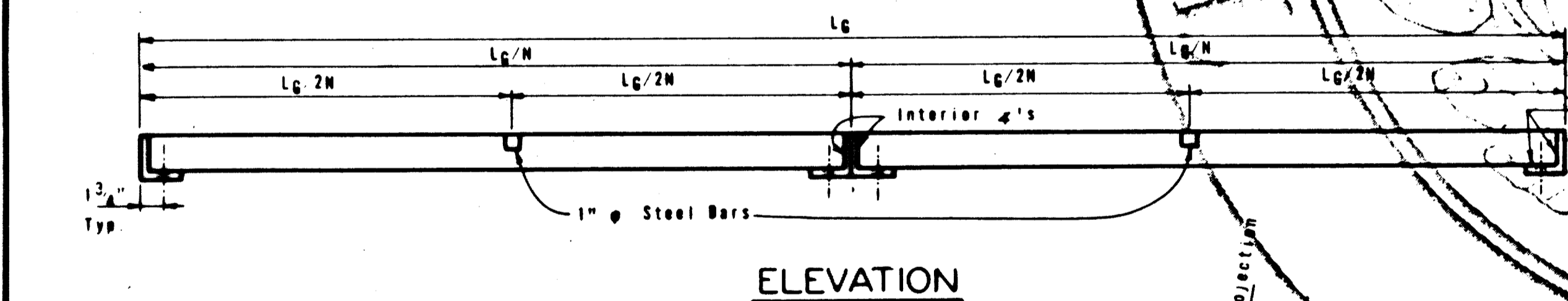
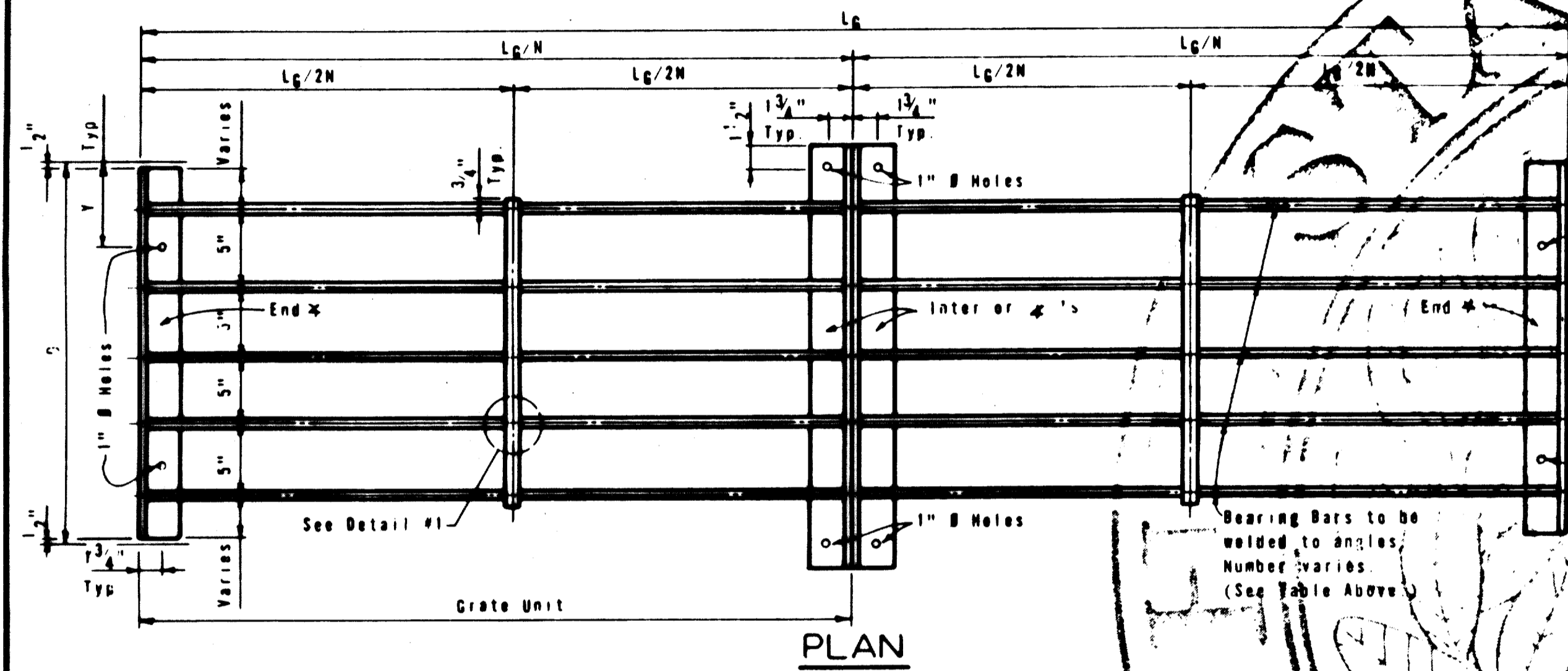
AS BUILT
1-11-99

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

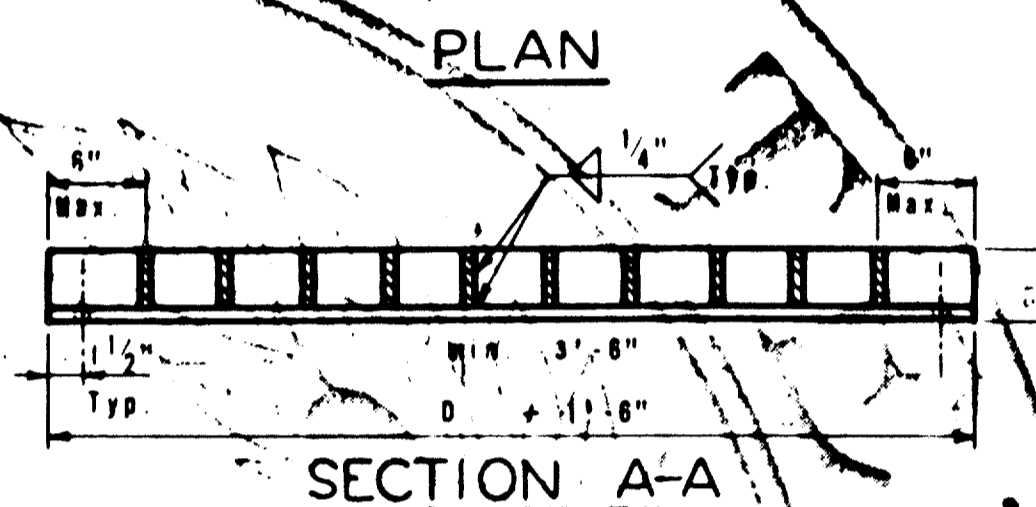
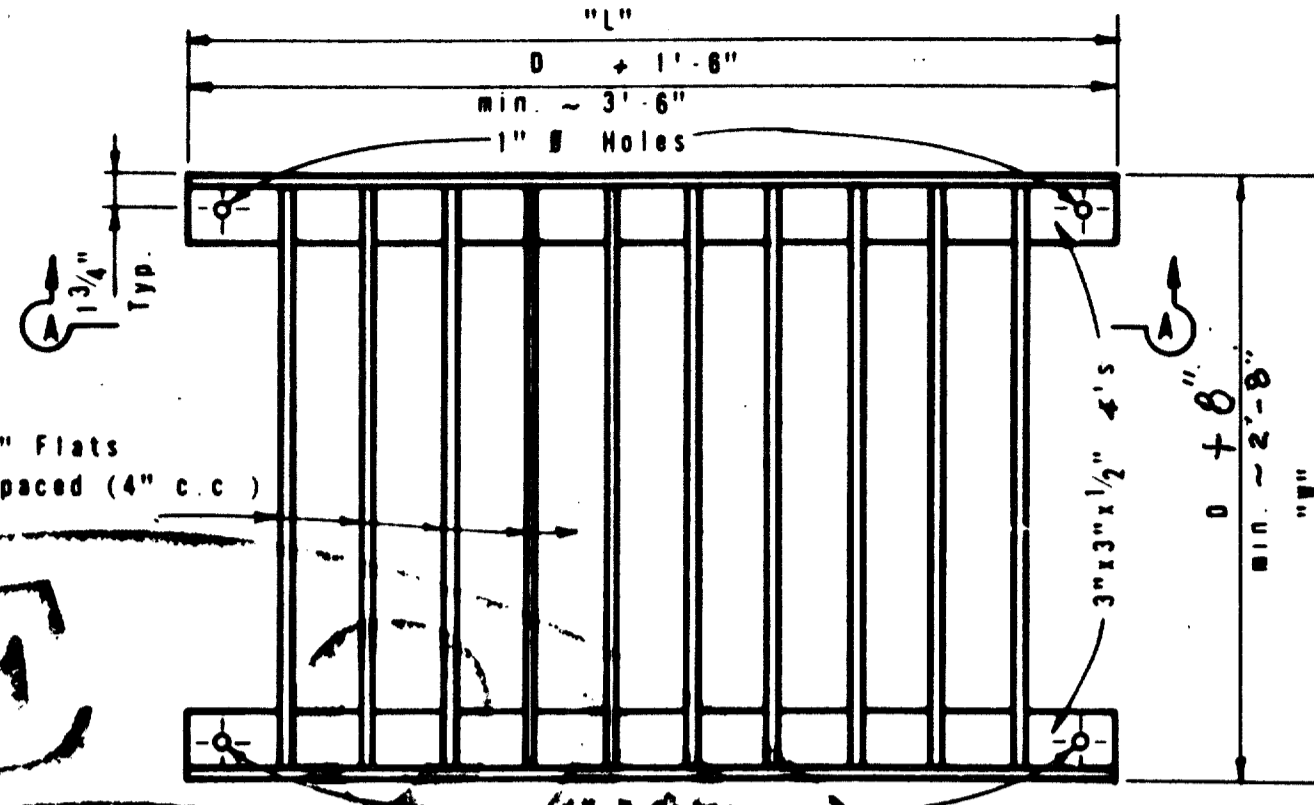
ORIGINAL DRAWING DATE: DEC. 1977	STATE DISTRICT	FEDERAL REGION	FEDERAL AID PROJECT	SHEET
BY: ADC	6			23
CHK: THD				
DATE: MGB				
CHK: THD				

SLOPE	Y	DIAM. PIPE = D	GRATE QUANTITIES FOR SLOPING INLET																	
			TOTAL	BEARING BARS @ 5" C.C.				INTERIOR ANGLES				END ANGLES				1" BARS		TOTAL WEIGHT LBS.		
				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"x1/2"	6'-5 3/4"	220	2	3"x3"x1/2"	2'-0 1/2"	30	2	3"x3"x1/2"	1'-5"	27	2	1'-4 1/2"	9	295
6:1	5"	24"	2	2	10	2 1/2"x1/2"	8'-1 3/4"	345	2	3"x3"x1/2"	2'-0 1/2"	40	2	3"x3"x1/2"	1'-5"	36	2	1'-9 1/2"	12	441
6:1	5 1/2"	30"	3	3	18	2 1/2"x1/2"	6'-6 1/4"	480	4	3"x3"x1/2"	3'-0 1/2"	114	2	3"x3"x1/2"	2'-5"	45	3	2'-2 1/2"	23	680
6:1	6"	36"	3	3	21	2 1/2"x1/2"	7'-7 1/4"	678	4	3"x3"x1/2"	3'-0 1/2"	133	2	3"x3"x1/2"	2'-11"	53	3	2'-7 1/2"	27	892
6:1	6 1/2"	42"	3	3	24	2 1/2"x1/2"	8'-0 5/8"	808	4	3"x3"x1/2"	4'-0 1/2"	152	2	3"x3"x1/2"	3'-5"	64	3	3'-0 1/2"	31	1,136
6:1	4 1/2"	48"	4	4	40	2 1/2"x1/2"	7'-4 1/4"	1,248	6	3"x3"x1/2"	4'-0 1/2"	256	2	3"x3"x1/2"	3'-11"	74	4	3'-10 1/2"	53	1,632

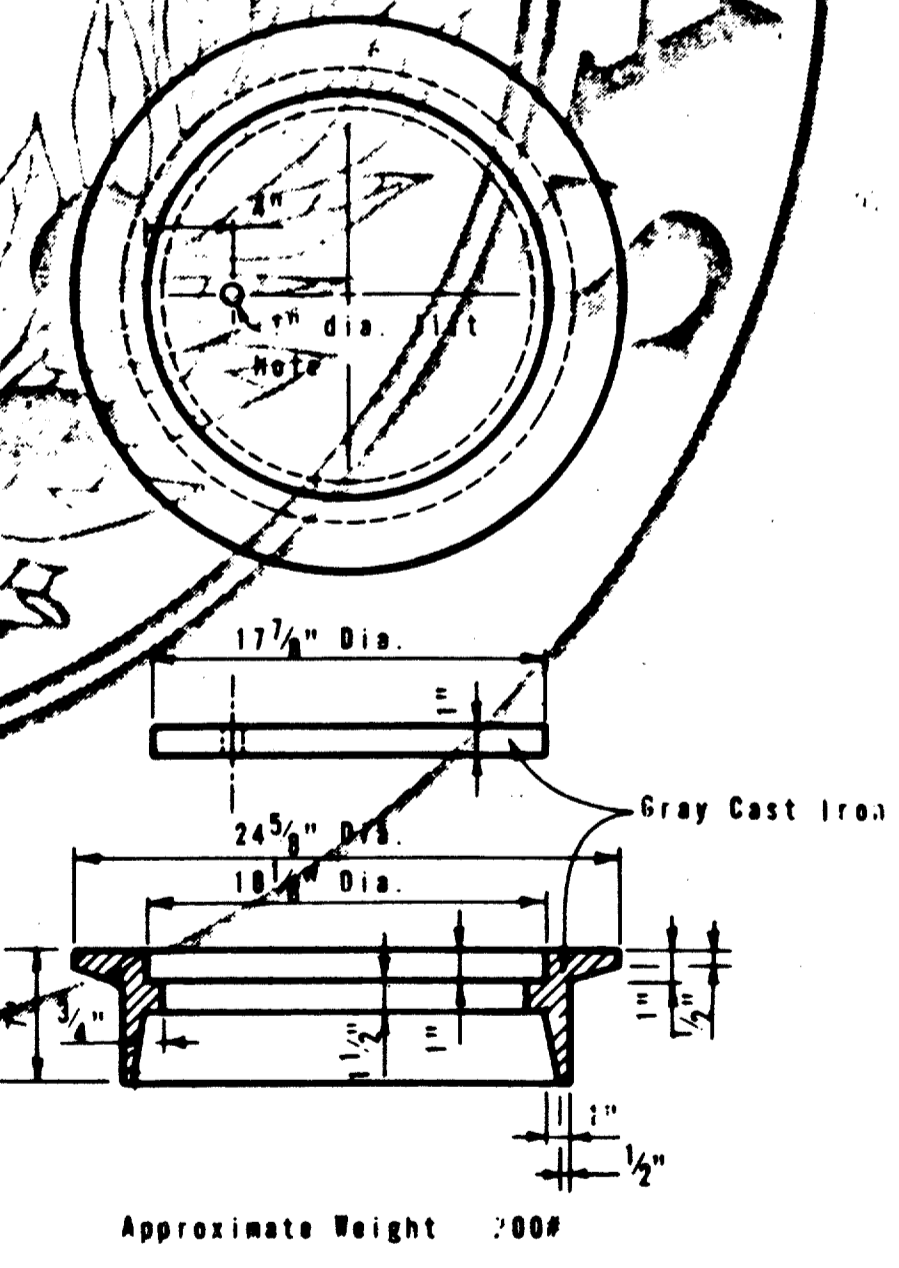
N = Number of grate units.
 For pipe diameters of 21", 27", and 33" use grates for pipe diameters of 24", 30" and 36", respectively.



GRATE DETAILS FOR SLOPING INLET TYPE S

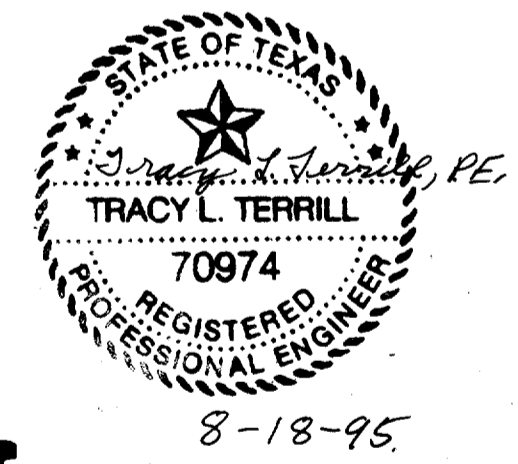


GRATE DETAILS FOR HORIZONTAL INLET TYPE H (MOD)



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.

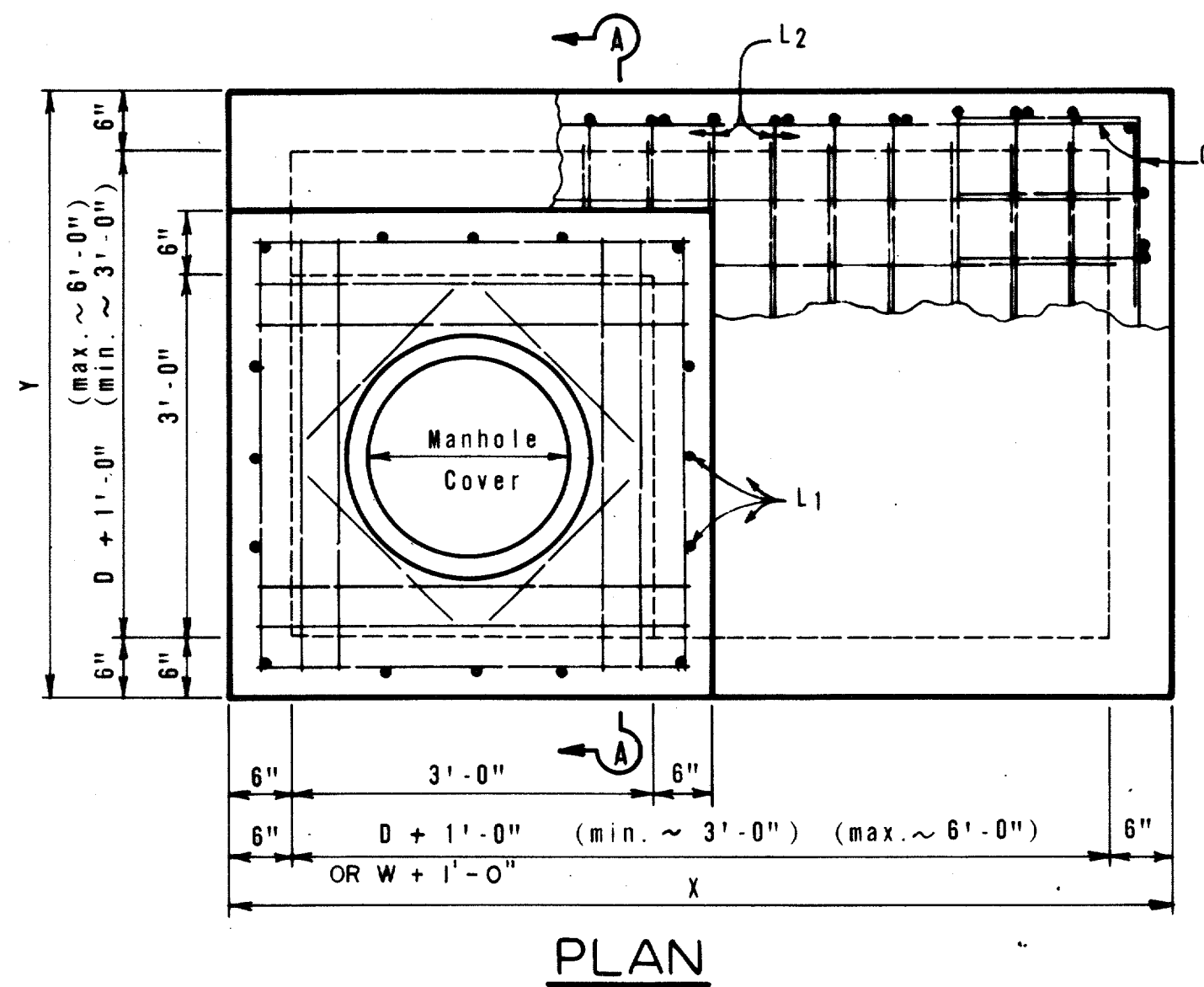


AS BUILT
 1-11-99

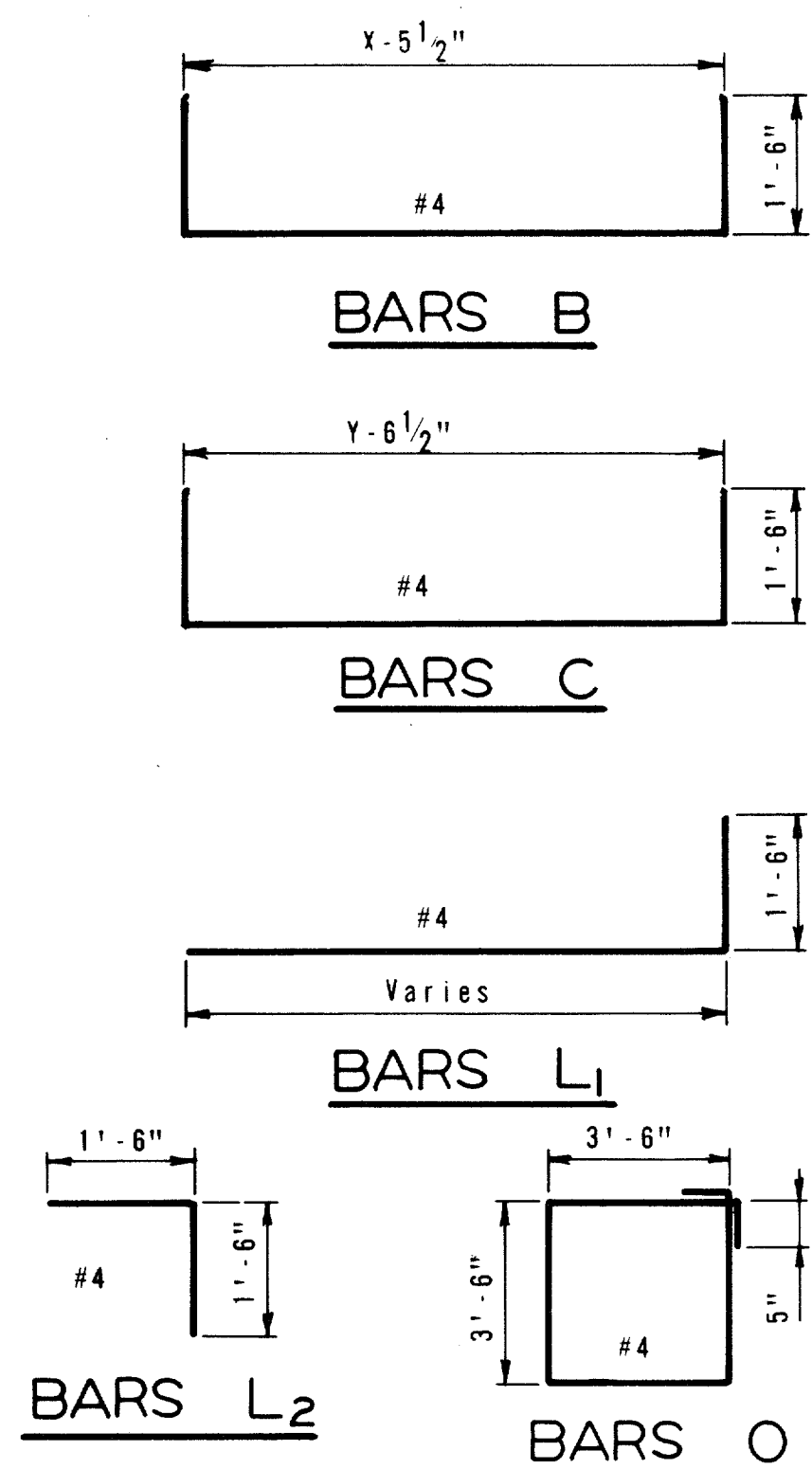
STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION
 GRATE (TYPE S),
 GRATE (TYPE H)(MOD)
 RING & COVER (TYPE C)
 ILG-S ILG-H(MOD)RC-C

ORIGINAL DRAWING DATE: DEC. 1977	STATE DISTRICT: 6	FEDERAL AID PROJECT:	SHEET: 24
DR.: ADC	REVISIONS:	COUNTY:	DATE: FEBRUARY
CR.: THD	REV. 4-94 GRATE DIMENSIONS	DISTRICT:	JOB:
DW.: MGB		CITY:	
CK.: THD			

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

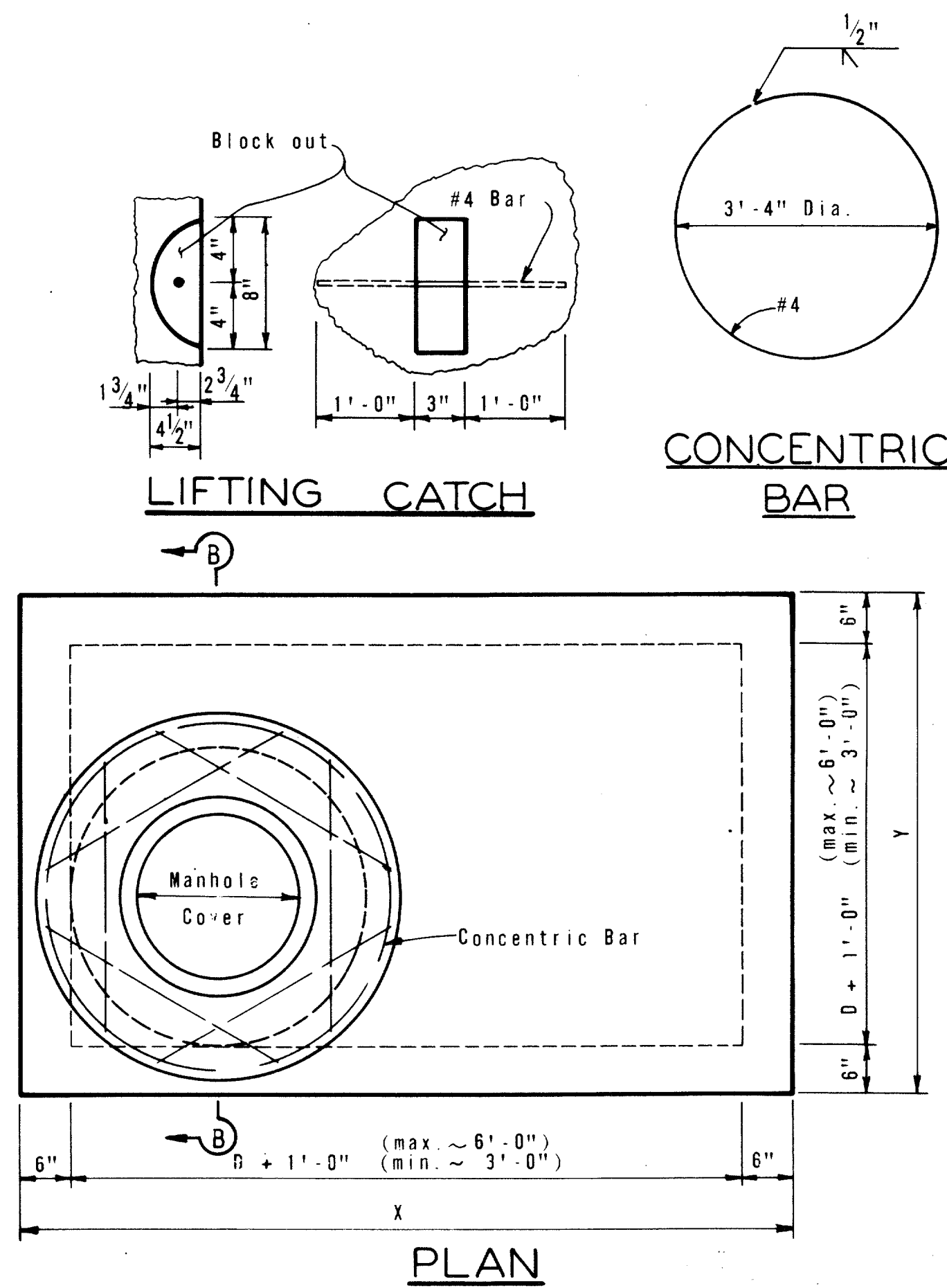


PLAN

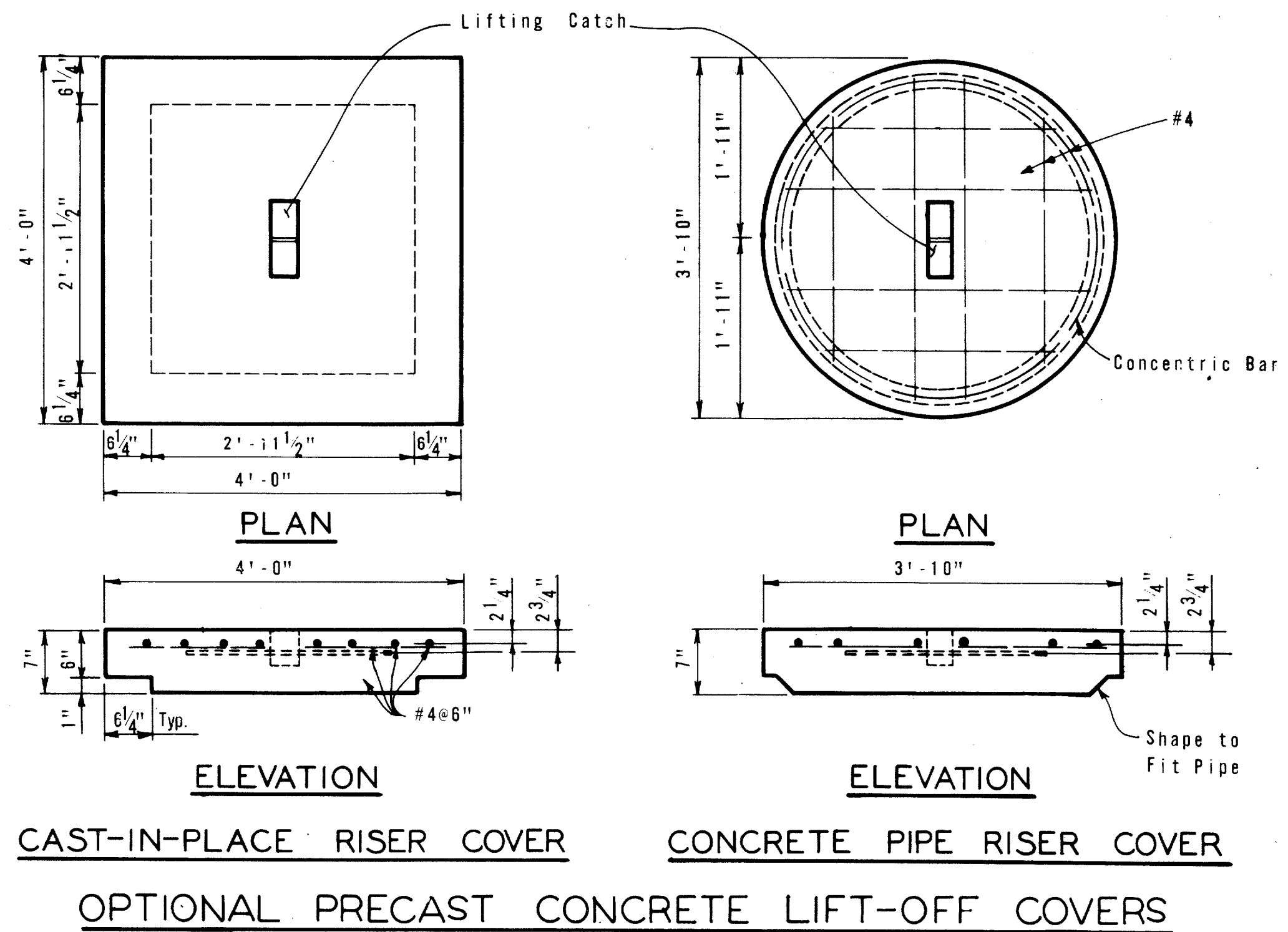


BARS L₂

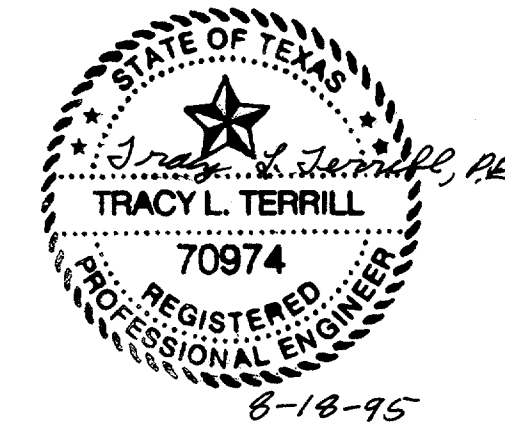
BARS O



PLAN



OPTIONAL PRECAST CONCRETE LIFT-OFF COVERS



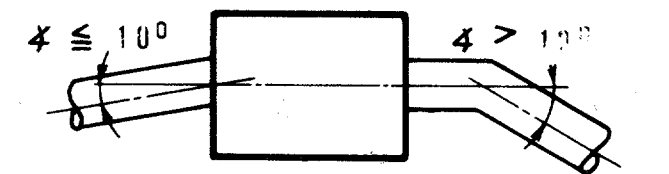
GENERAL NOTES

Unless otherwise shown in the plans, payment will be made for each Manhole of the Type M.
Exposed edges shall be chamfered 3/4".
The Contractor may propose alternate procedures for the construction of Manholes, including precast units. Plans for such proposed alternates shall be submitted to the Engineer for review and approval before construction.

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 elbow or curved approach alignment 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
1-11-99

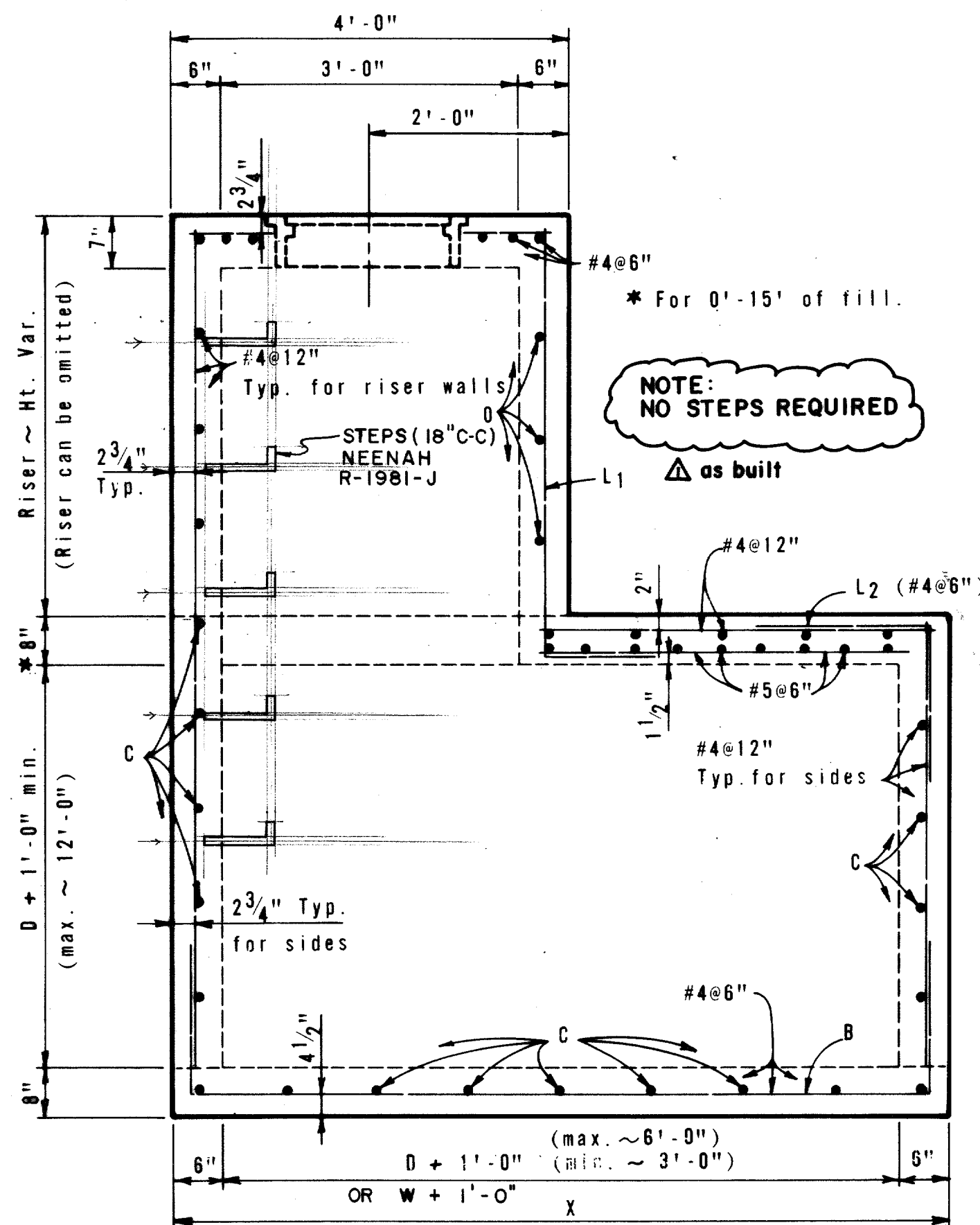


STATE DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

MANHOLE TYPE M
(JUNCTION BOX WITH ACCESS)

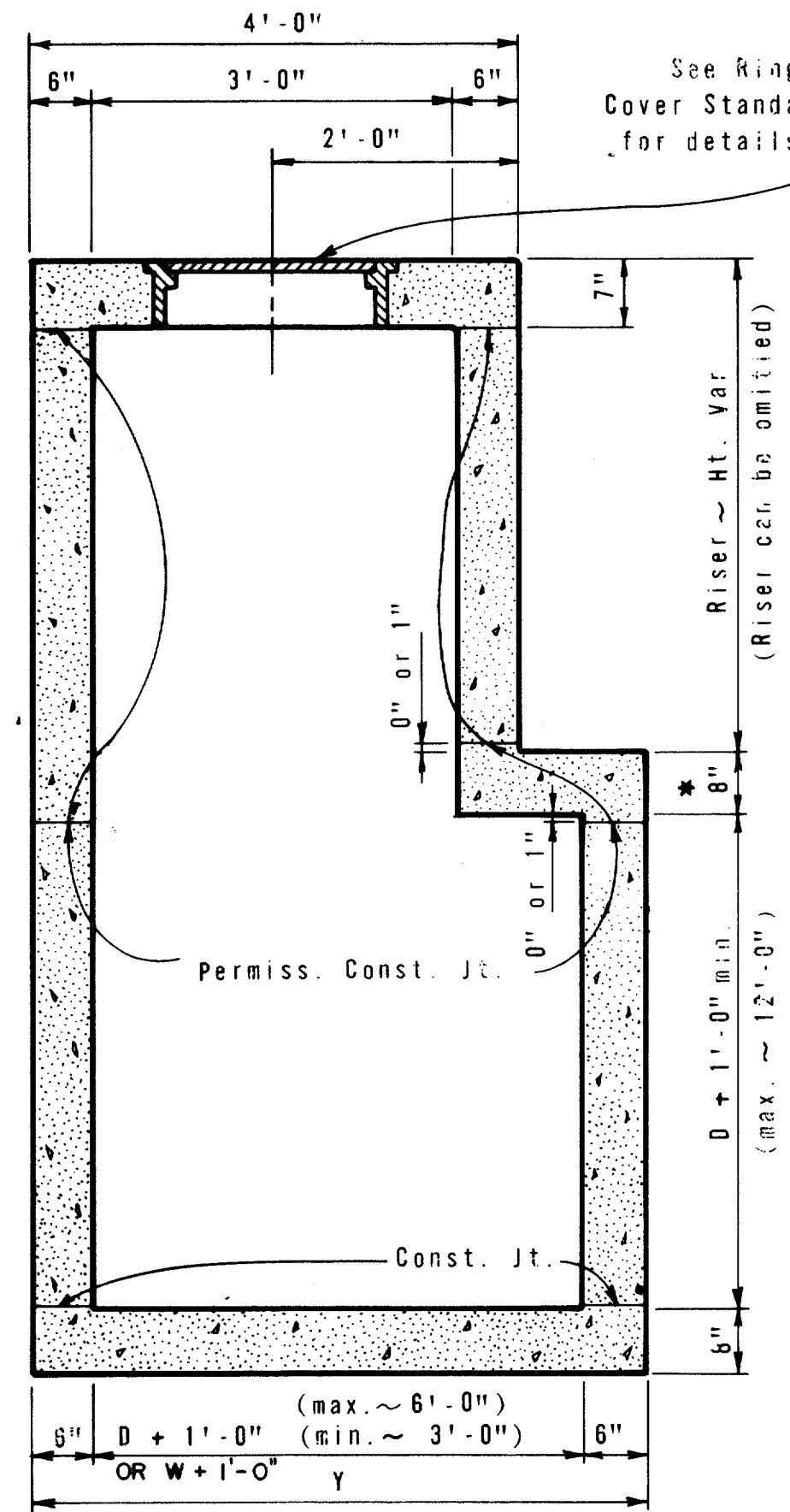
MH-M

ORIGINAL DRAWING DATE: DEC. 1977	STATE DISTRICT: 6	FEDERAL AID PROJECT:	SHEET: 25
REVISIONS:	COUNTY:	CONTROL SECTION:	JOB:
DN: ADC			
CK: THD			
DW: MGB			
CK: THD			

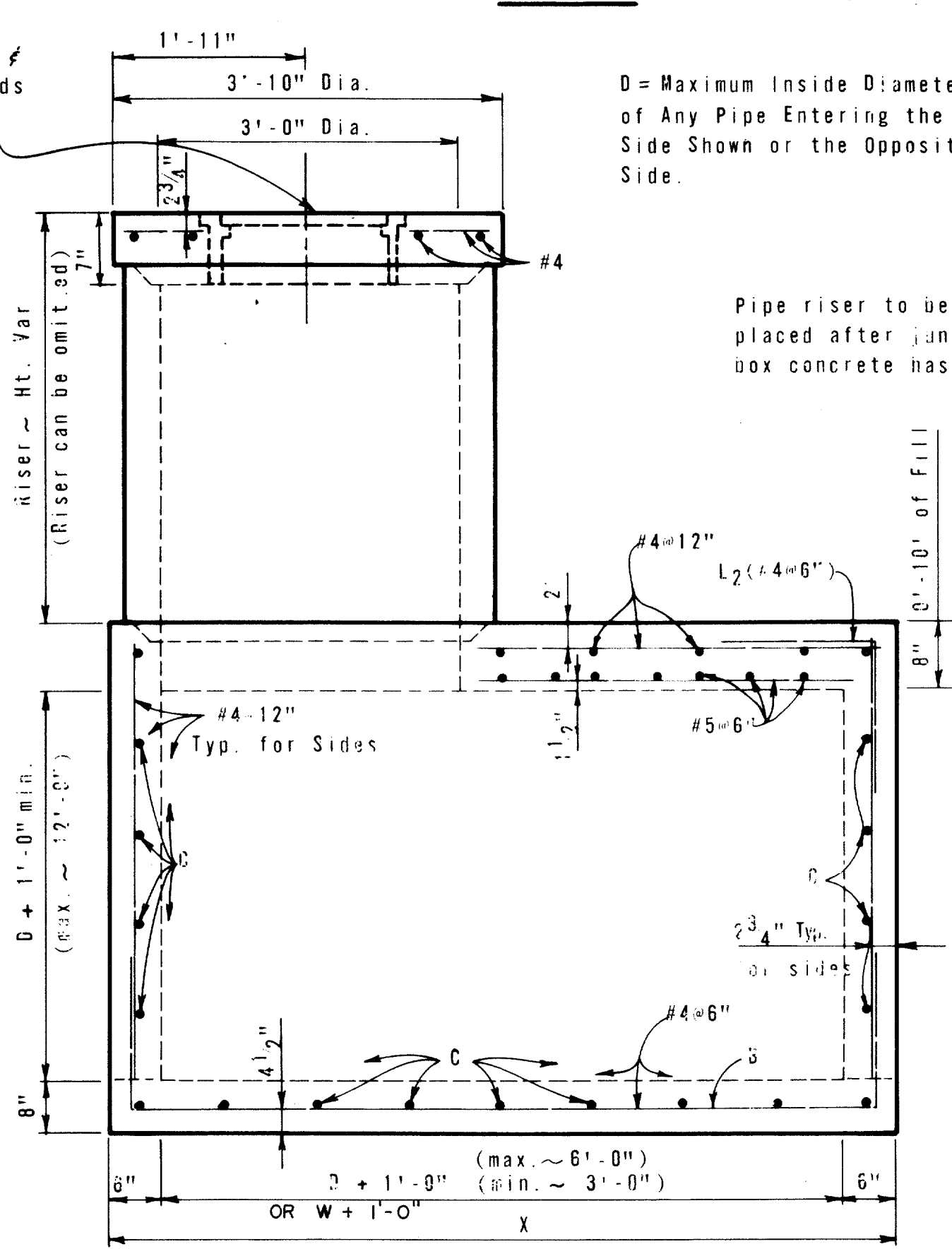


ELEVATION

MANHOLE WITH CAST-IN-PLACE RISER

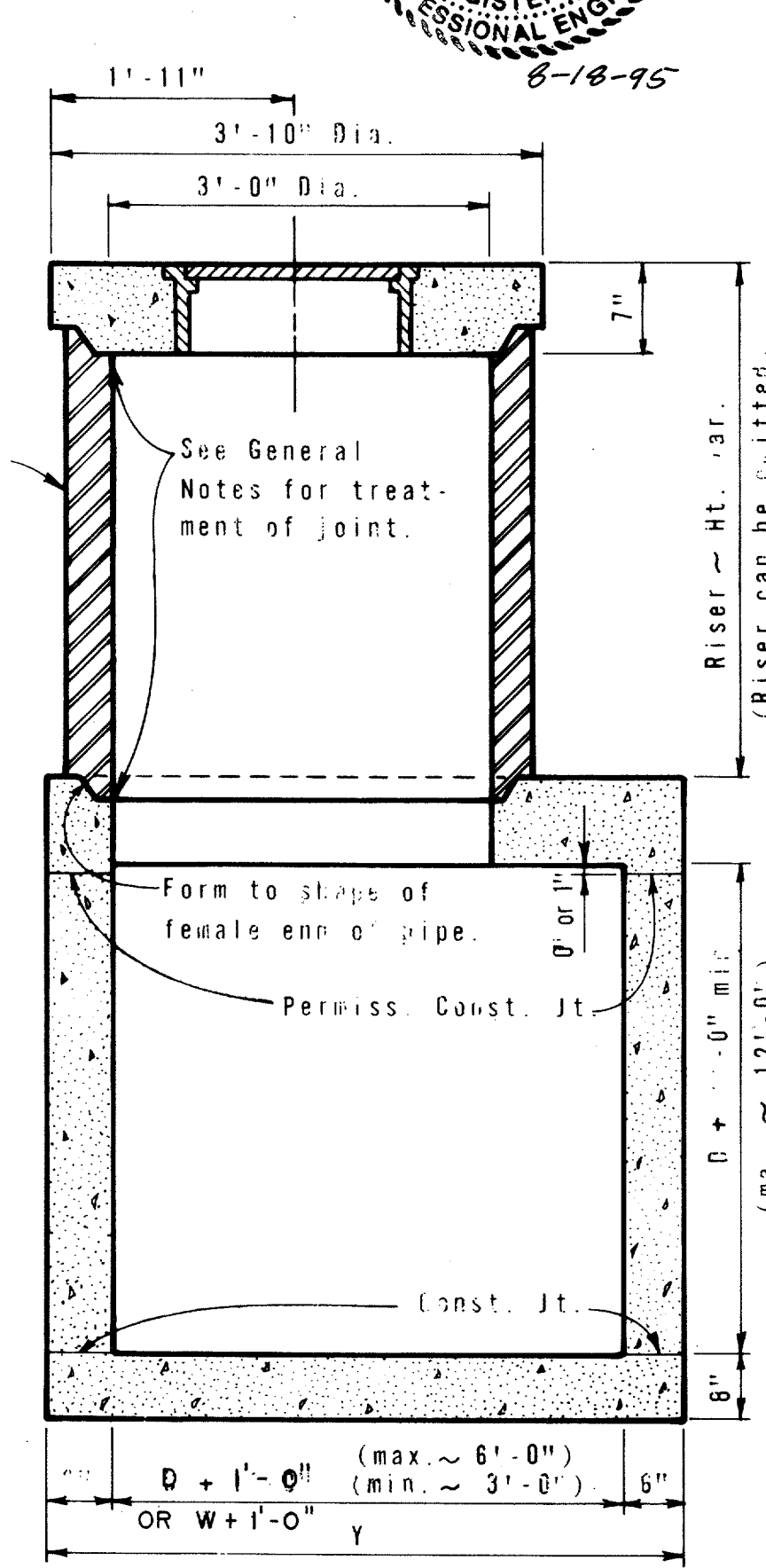


SECTION A-A



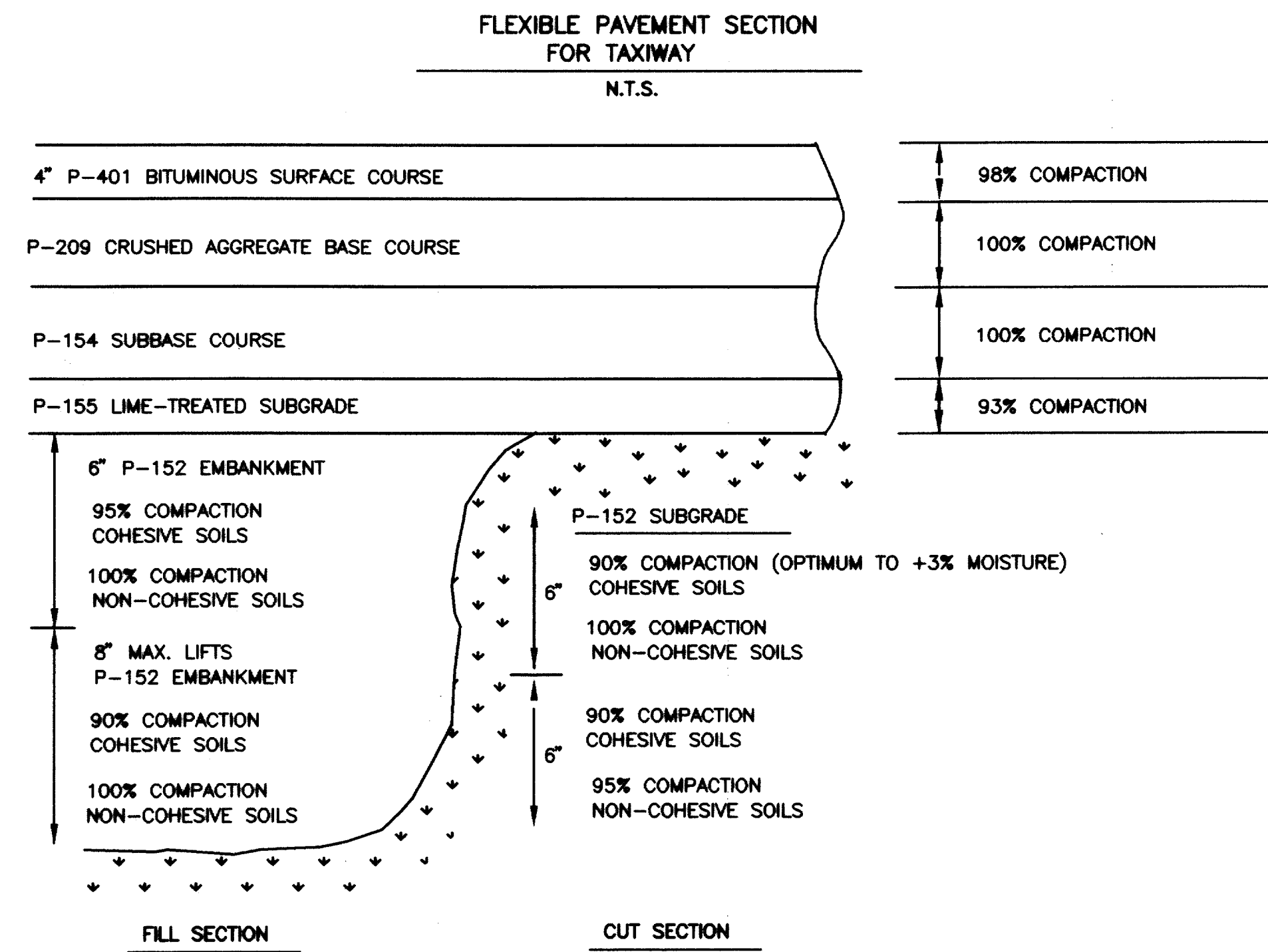
ELEVATION

OPTIONAL MANHOLE WITH PIPE RISER

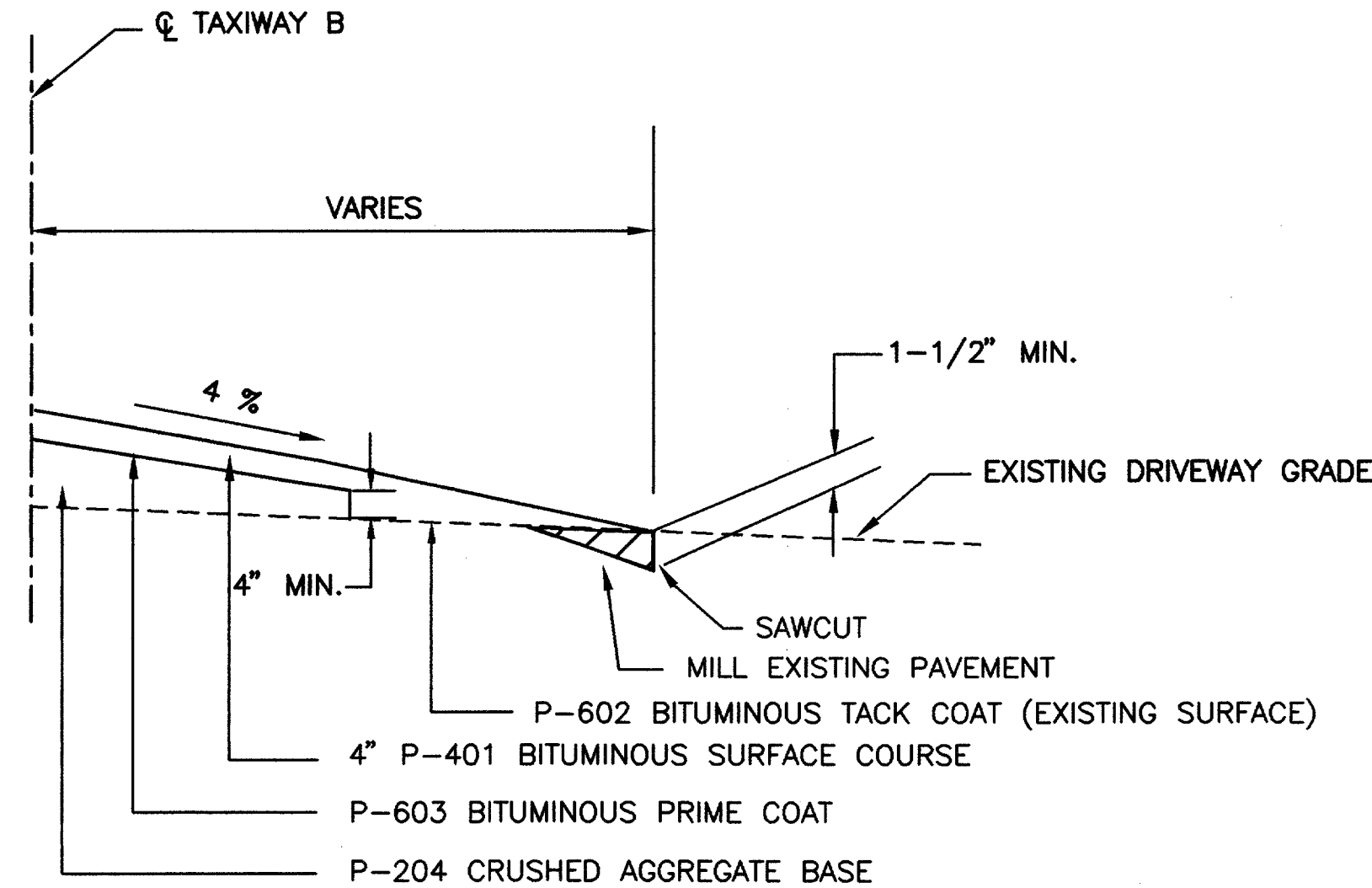
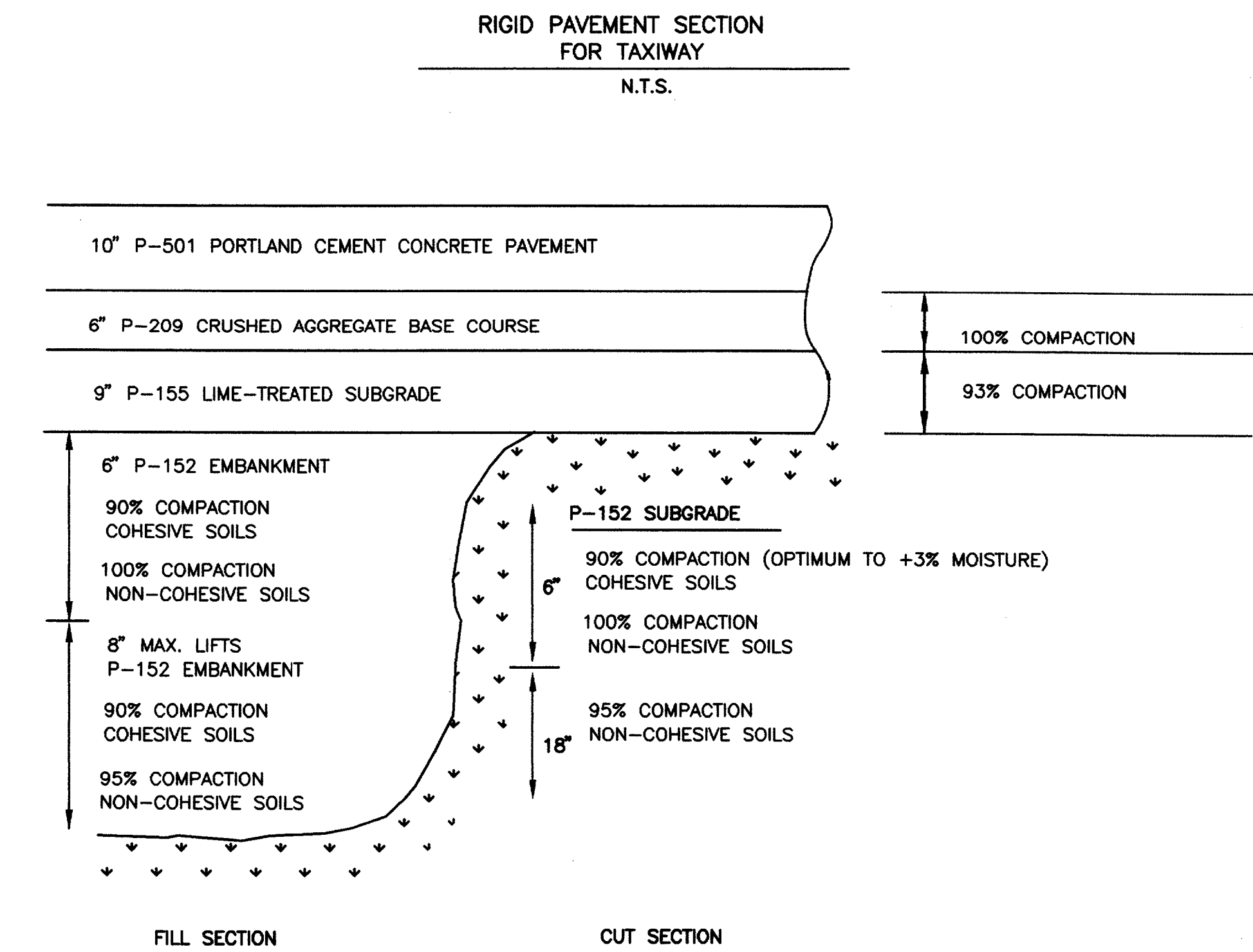


SECTION B-B

COMPACTION SCHEDULE



COMPACTION SCHEDULE



GENERAL ASPHALT 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 ~~P-904~~ SEEDING AND ~~P-906~~ MULCHING.
TxDOT 164 TxDOT 164
- P-154 THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE BORING LOGS ON SHEETS 28-29. 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-155 THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE BORING LOGS ON SHEETS 28-29. IN THE EVENT THAT A SOLID LAYER OF LIMESTONE IS ENCOUNTERED ABOVE THE BOTTOM GRADE OF THE P-155 LIME TREATED SUBGRADE, THE THICKNESS OF THE LIME TREATED SUBGRADE MAY BE REDUCED SO THAT THE LIME TREATMENT RESTS DIRECTLY ON THE LIMESTONE. THE THICKNESS OF THE PORTLAND CONCRETE PAVEMENT OR 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.
- P-602 ESTIMATED RATE OF APPLICATION IS 0.25 GAL./SY.
- 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.

PAVEMENT TIE-IN DETAIL AT ACP TAPER FROM TAXIWAY TO DRIVEWAY

GENERAL PAVING NOTES

- P-155 RATE OF LIME APPLICATION IS ESTIMATED AT 44.55 LBS./SY DRY WEIGHT. RATE MAY BE ADJUSTED BASED ON ACTUAL DRY DENSITY OF SOILS TO ACHIEVE 6 % LIME BASED ON DRY WEIGHTS.

PAVEMENT DESIGN CRITERIA

FLEXIBLE PAVEMENT TAXIWAY B & CONNECTORS	RIGID PAVEMENT TAXIWAY B & CONNECTORS
DUAL WHEEL AT 65,300 LBS. SUBGRADE CBR = 3.0 EQUIVALENT ANNUAL DEPARTURES = 9700	DUAL WHEEL AT 65,300 LBS. SUBGRADE FOUNDATION MODULUS = 50 EQUIVALENT ANNUAL DEPARTURES = 9700

GENERAL CONCRETE PAVING NOTES

- P-501 PORTLAND CEMENT CONCRETE PAVEMENT - THE CONTRACTOR SHALL PREPARE THE JOB MIX FORMULA IN ACCORDANCE WITH THE SPECIFICATIONS. ALL JOINTS SHALL BE SAWED UNLESS OTHER METHODS CAN BE DEMONSTRATED TO PRODUCE EQUAL RESULTS AND APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL FLUSH THE JOINT OUT WITH WATER IMMEDIATELY AFTER THE SECOND SAWING OF THE JOINT. THE CONTRACTOR SHALL EXERCISE EXTREME CARE DURING AND AFTER SAWING OPERATIONS SO AS NOT TO FILL OPEN JOINTS WITH SLURRY, DEBRIS, SAND, ETC., PRIOR TO JOINT SEALING. TRANSVERSE JOINT ALIGNMENT SHALL MATCH EXISTING JOINTS, ALL JOINT SAWING SHALL BE INCIDENTAL TO ITEM P-501.
- P-605 JOINT SEALING FILLER - ALL JOINT SEALING FOR PAVEMENT SHALL BE INCIDENTAL TO ITEM P-501. THE CONTRACTOR SHALL FURNISH THE ENGINEER WITH HIS PLAN FOR JOINT CONSTRUCTION INCLUDING MATERIAL SAMPLES AND TEST DATA TO DEMONSTRATE ITS ACCEPTANCE UNDER THIS SPECIFICATION. ALL JOINTS, NEW AND EXISTING, SHALL BE THOROUGHLY CLEANED OF ALL SLURRY, DEBRIS, SAND, AND OR ANY OTHER NON-COMPRESSIBLE MATERIAL IMMEDIATELY PRIOR TO SEALING OPERATIONS WITH COMPRESSED AIR OR RE-SAWING. CORK MATERIAL SHALL NOT BE USED.

AS BUILT
1-11-99



DESIGN: T.L.T.	TXDOT NO: 9842 ADDSN		
DRAWN: J.R.H.	REV NO: 98-04		
CHECKED: J.L.B.	JOB NO: E708024.80	Date	Revisions
SCALE: N.T.S.			By

URS Greiner
4100 Amon Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891

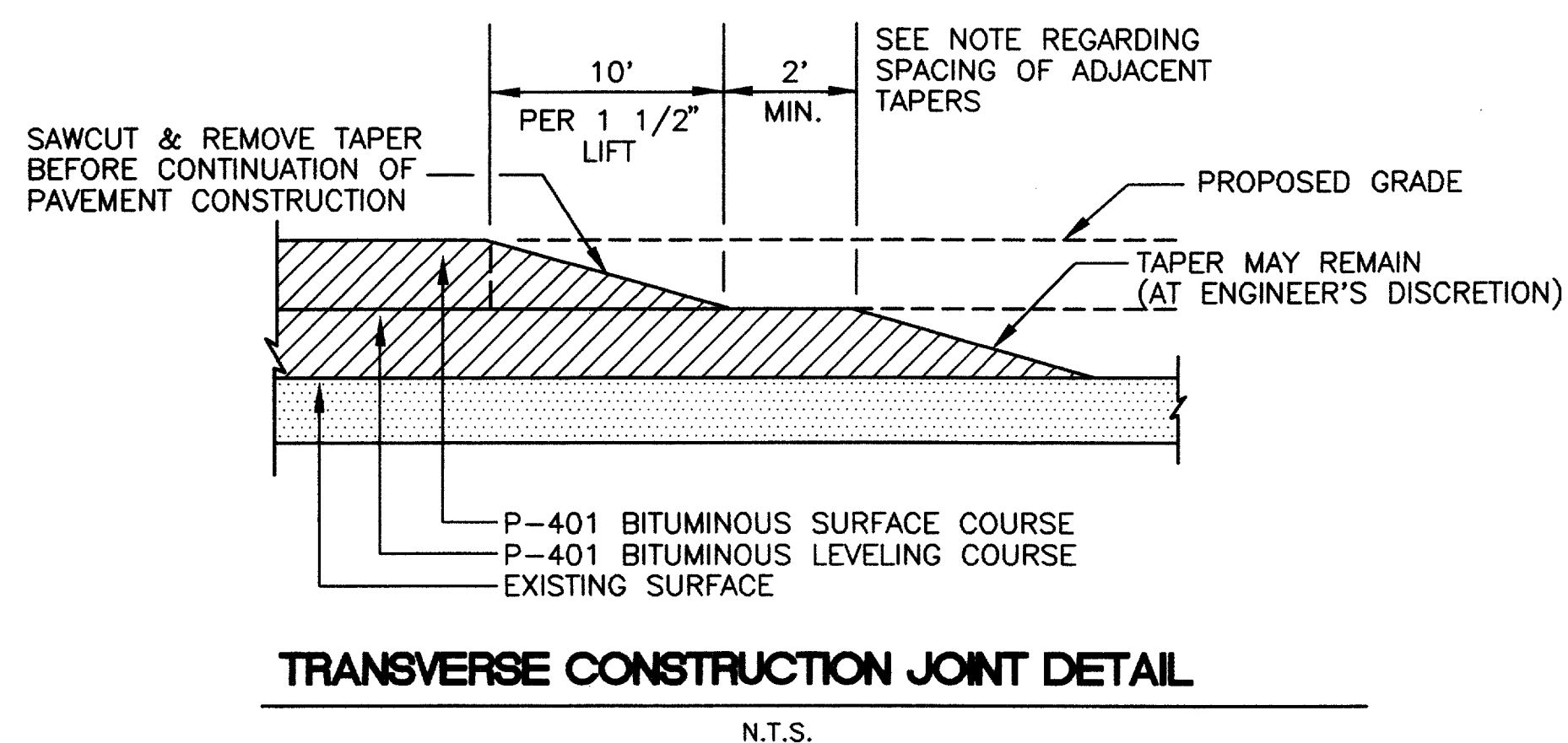
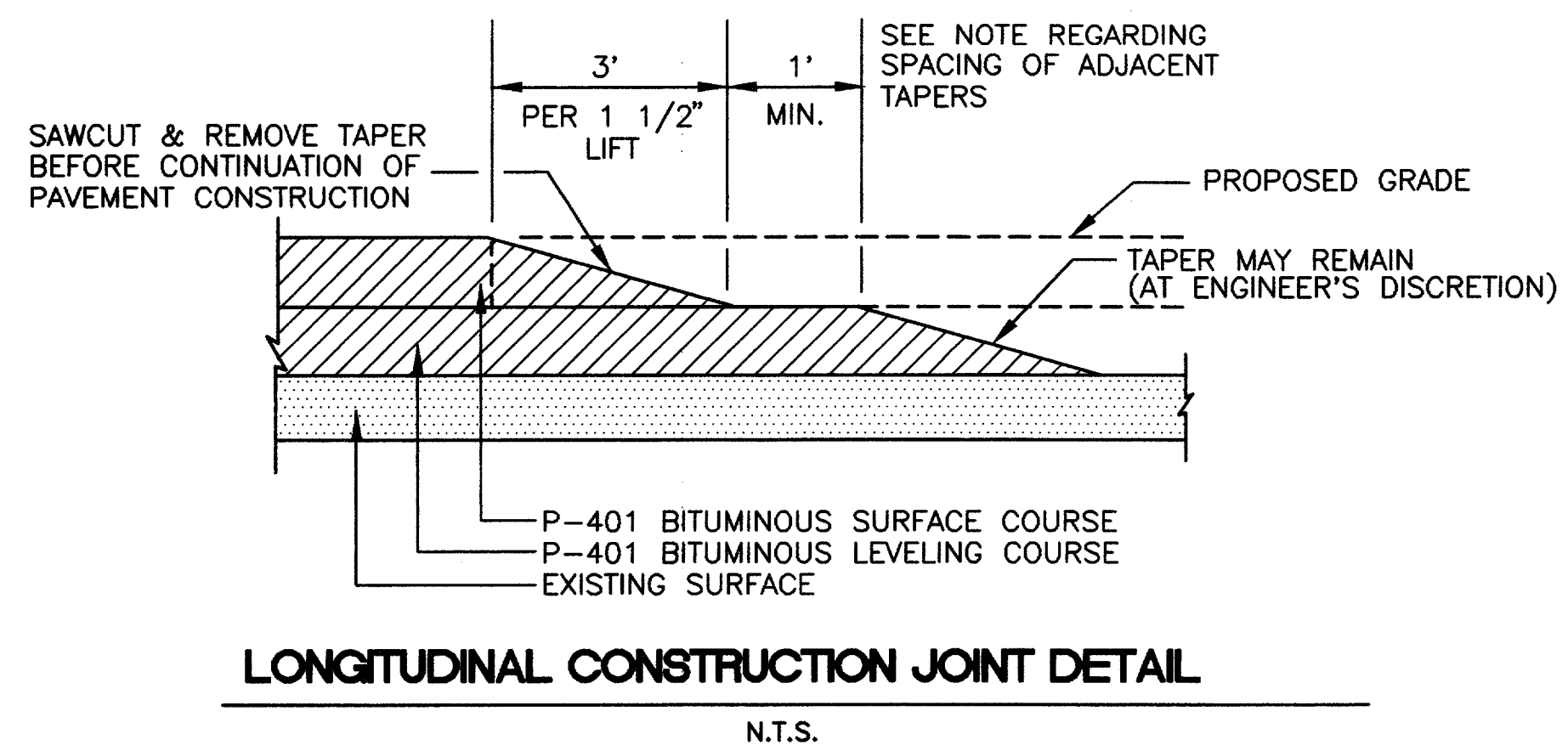
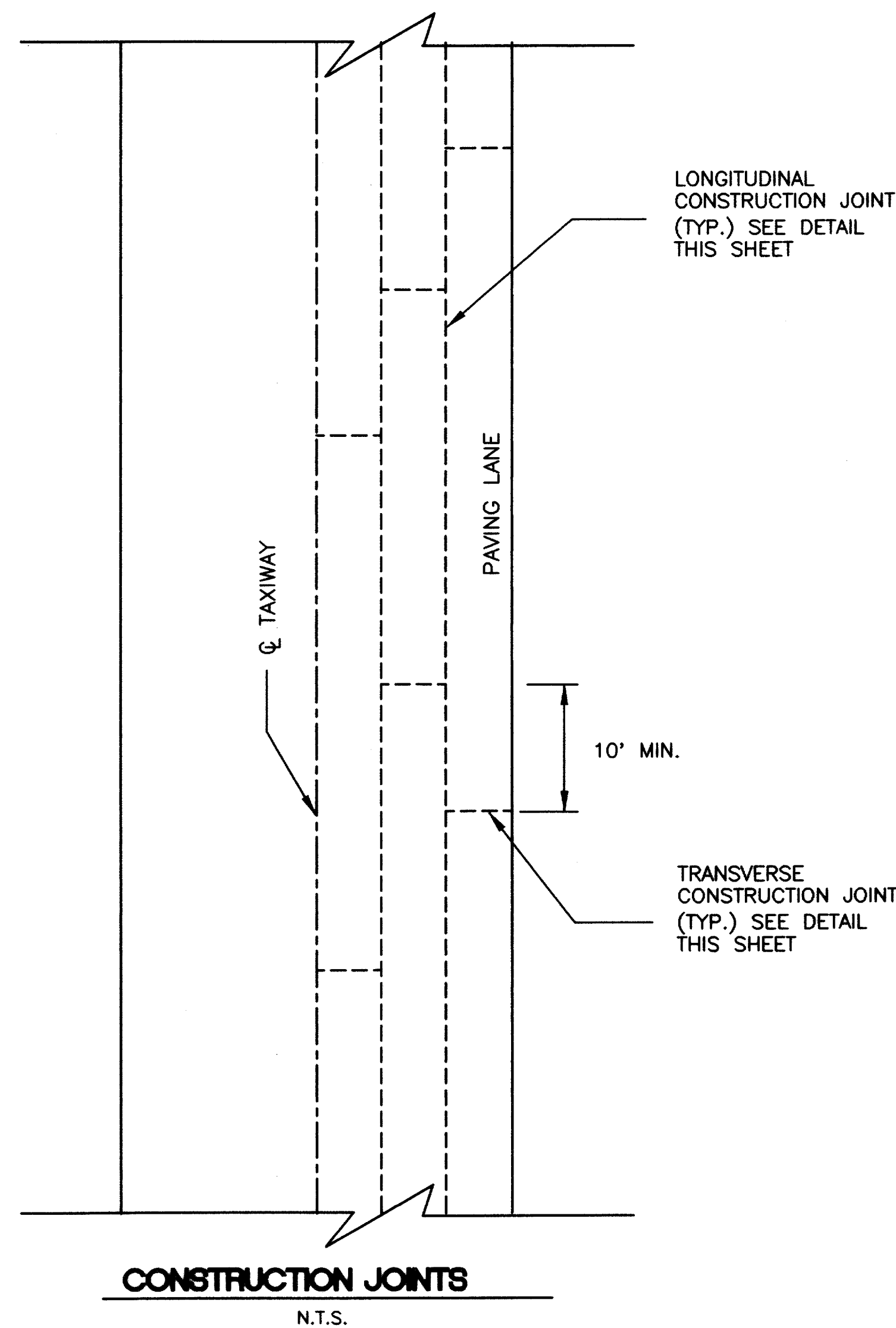
Engineers, Architects
and Planners



ADDISON AIRPORT

PAVING DETAILS

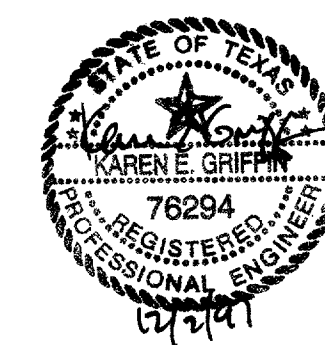
SHEET 26
DATE: DEC. 1997



CONSTRUCTION JOINT DETAILS

1. CONSTRUCTION JOINTS OCCURRING IN 1-1/2" SURFACE COURSE FROM PREVIOUS DAYS CONSTRUCTION SHALL BE SAWCUT AND REMOVED PRIOR TO CONTINUATION OF NEW ADJACENT PAVEMENT CONSTRUCTION. TAPERS MAY BE ELIMINATED AT THE ENGINEERS DISCRETION, IF PAVING LANES ARE NOT OPEN TO TRAFFIC.
2. CONSTRUCTION JOINTS OCCURRING IN LEVELING COURSE MAY REMAIN IN PLACE AT THE ENGINEER'S DISCRETION.
3. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO COMPLETE A DAYS OPERATION ACROSS THE FULL WIDTH OF THE RUNWAY PAVEMENT IN ORDER TO MINIMIZE THE AMOUNT OF LONGITUDINAL CONSTRUCTION JOINTS.
4. THE LONGITUDINAL JOINT IN ONE LAYER SHALL OFFSET THAT IN THE LAYER IMMEDIATELY BELOW BY AT LEAST ONE FOOT (30 CM); HOWEVER, THE JOINT IN THE TOP LAYER SHALL BE AT THE CENTERLINE OF THE PAVEMENT. TRANSVERSE JOINTS IN ONE LAYER SHALL BE OFFSET BY AT LEAST TWO FEET (60 CM) FROM TRANSVERSE JOINTS IN PREVIOUS LAYERS. TRANSVERSE JOINTS IN ADJACENT LINES SHALL BE OFFSET A MINIMUM OF 10 FEET (3 M).
5. NO SEPARATE PAYMENT SHALL BE MADE FOR CONSTRUCTION JOINTS (TAPERS). COST FOR CONSTRUCTION AND REMOVAL OF CONSTRUCTION JOINTS (TAPERS) SHALL BE INCIDENTAL TO ITEM P-401. BITUMINOUS MATERIALS USED IN CONSTRUCTION OF JOINTS (TAPERS) SHALL BE PAID AT THE CONTRACT UNIT PRICE OF ITEM P-401.

AS BUILT
1-11-99



DESIGN: T.L.T.	TXDOT NO. 9842 ADDSN		
DRAWN: J.R.H.	SHEET NO. 22-04		
CHECKED: R.L.B.	JOB NO. E708024.80	Date	Revisions
SCALE: N.T.S.		By	

URS Greiner
4100 Aron Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891

Engineers, Architects
and Planners

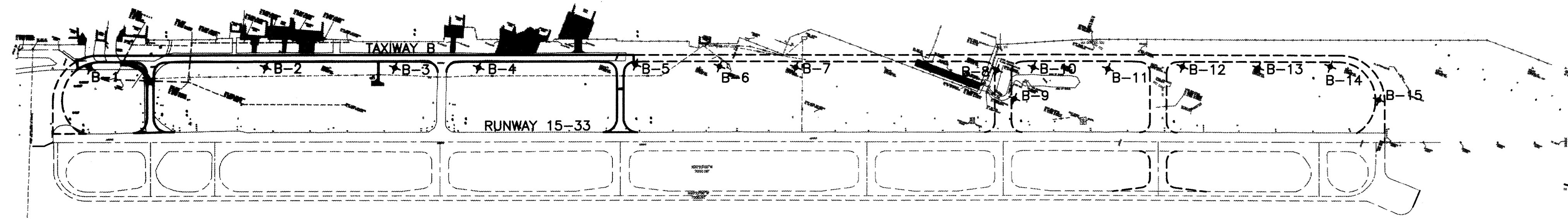


ADDISON AIRPORT

ASPHALT JOINT DETAILS

SHEET 27

DATE: DEC. 1997



LOG OF BORING NO. B-1

PROJECT: ADDISON AIRPORT IMPROVEMENTS-WEST TAXIWAY SHEET 1 of 1
 CLIENT: GREINER, INC. LOCATION: SEE FIGURE-1 ADDISON, TEXAS
 DATE: 1/31/95 SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA				DRILLING METHODS: Boring advanced using continuous flight auger drilling equipment.	GROUNDWATER INFORMATION: No seepage encountered during drilling. Boring dry at completion.	DESCRIPTION OF STRATUM
DEPTH (FT)	SOIL & ROCK SYMBOL	WATER TYPE	MOISTURE CONTENT, %	LIQUID LIMIT, %	PLASTICITY INDEX, %			
1		P=1.5	31	63	28	37	Dark brownish grey CLAY with roots and occasional limestone fragments (CH)	
2								
3		P=1.0	36				Dark greyish brown CLAY with limestone fragments	
4							Tan and white LIMESTONE with soft limestone and yellow and grey clay layers	
5								
6								
7								
8								
9								
10								

REMARKS: _____

LOG OF BORING NO. B-2

PROJECT: ADDISON AIRPORT IMPROVEMENTS-WEST TAXIWAY SHEET 1 of 1
 CLIENT: GREINER, INC. LOCATION: SEE FIGURE-1 ADDISON, TEXAS
 DATE: 1/31/95 SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA				DRILLING METHODS: Boring advanced using continuous flight auger drilling equipment.	GROUNDWATER INFORMATION: No seepage encountered during drilling. Boring dry at completion.	DESCRIPTION OF STRATUM
DEPTH (FT)	SOIL & ROCK SYMBOL	WATER TYPE	MOISTURE CONTENT, %	LIQUID LIMIT, %	PLASTICITY INDEX, %			
1							Dark brownish grey CLAY with roots and occasional limestone fragments	
2								
3							Tan and white LIMESTONE with soft limestone and yellow and grey clay layers	
4								
5								
6								
7							Grey LIMESTONE	
8								
9								
10								

REMARKS: _____

LOG OF BORING NO. B-3

PROJECT: ADDISON AIRPORT IMPROVEMENTS-WEST TAXIWAY SHEET 1 of 1
 CLIENT: GREINER, INC. LOCATION: SEE FIGURE-1 ADDISON, TEXAS
 DATE: 1/31/95 SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA				DRILLING METHODS: Boring advanced using continuous flight auger drilling equipment.	GROUNDWATER INFORMATION: No seepage encountered during drilling. Boring dry at completion.	DESCRIPTION OF STRATUM
DEPTH (FT)	SOIL & ROCK SYMBOL	WATER TYPE	MOISTURE CONTENT, %	LIQUID LIMIT, %	PLASTICITY INDEX, %			
1		P=1.25	34	79	32	47	96	Dark brownish grey CLAY with roots and occasional limestone fragments (CH)
2								
3								Tan and white LIMESTONE with soft limestone and yellow and grey clay layers
4								
5								
6								Grey LIMESTONE
7								
8								
9								
10								

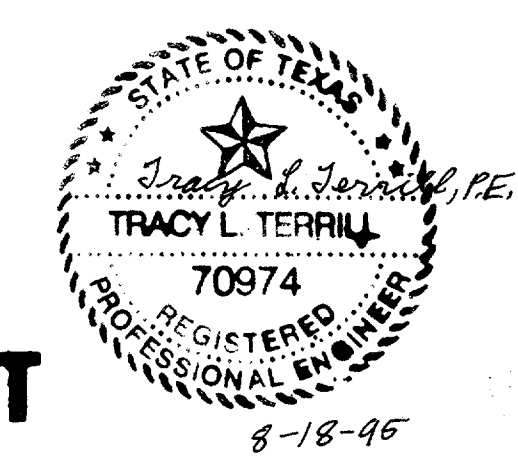
REMARKS: _____

LOG OF BORING NO. B-4

PROJECT: ADDISON AIRPORT IMPROVEMENTS-WEST TAXIWAY SHEET 1 of 1
 CLIENT: GREINER, INC. LOCATION: SEE FIGURE-1 ADDISON, TEXAS
 DATE: 1/31/95 SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA				DRILLING METHODS: Boring advanced using continuous flight auger drilling equipment.	GROUNDWATER INFORMATION: No seepage encountered during drilling. Boring dry at completion.	DESCRIPTION OF STRATUM
DEPTH (FT)	SOIL & ROCK SYMBOL	WATER TYPE	MOISTURE CONTENT, %	LIQUID LIMIT, %	PLASTICITY INDEX, %			
1								Dark brownish grey CLAY with roots and occasional limestone fragments
2								Yellow, brown and orange calcareous CLAY with white and tan limestone fragments and layers
3								
4								
5								Tan and white LIMESTONE with soft limestone and yellow and grey clay layers
6								
7								Grey LIMESTONE
8								
9								
10								

REMARKS: _____



AS BUILT
1-11-99

8-18-95

DESIGN: T.L.T.	TxDOT NO. 9842 ADDSN	Date	Revisions	By
DRAWN: L.R.H.	APP NO. 2-12-0663-97			
CHECKED: R.L.B.	BID NO. 95-12 98-04			
SCALE: 1"=40'	JOB NO. E708024.70			

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

Engineers, Architects
and Planners



ADDISON AIRPORT

BORING LOGS

SHEET 28
DATE: APR. 1995

LOG OF BORING NO. B-5

PROJECT: ADDISON AIRPORT IMPROVEMENTS-WEST TAXIWAY SHEET 1 of 1
CLIENT: GREINER, INC. LOCATION: SEE FIGURE 1
DATE: 1/31/95 ADDISON, TEXAS SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA				DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.	GROUNDWATER INFORMATION: No seepage encountered during drilling. Boring dry at completion.	DESCRIPTION OF STRATUM							
SOIL & ROCK SYMBOL	DEPTH (FT)	WATER TYPE	N: SPT BLOWBFT	T: THD BLOWBFT	P: HAND PEN. TIF				MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTIC LIMIT, %	PLASTICITY INDEX, %	MINOR NO. 200 SEVE. %	COMPRESSION STRENGTH, LSF
	1														Dark brownish gray CLAY with roots and occasional limestone fragments
	2														Dark grayish brown CLAY with limestone fragments
	3														Tan and white LIMESTONE with soft limestone and yellow and gray clay layers
	4														
	5														
	6														
	7														
	8														
	9														
	10														

LOG OF BORING NO. B-6

PROJECT: ADDISON AIRPORT IMPROVEMENTS-WEST TAXIWAY SHEET 1 of 1
CLIENT: GREINER, INC. LOCATION: SEE FIGURE 1
DATE: 1/31/95 ADDISON, TEXAS SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA				DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.	GROUNDWATER INFORMATION: No seepage encountered during drilling. Boring dry at completion.	DESCRIPTION OF STRATUM							
SOIL & ROCK SYMBOL	DEPTH (FT)	WATER TYPE	N: SPT BLOWBFT	T: THD BLOWBFT	P: HAND PEN. TIF				MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTIC LIMIT, %	PLASTICITY INDEX, %	MINOR NO. 200 SEVE. %	COMPRESSION STRENGTH, LSF
	1		P=1.25	35							79	31	48	95	Dark brownish gray CLAY with roots and occasional limestone fragments (CH)
	2														Dark grayish brown CLAY with limestone fragments
	3														Yellow, brown and orange calcareous CLAY with white and tan limestone fragments and layers
	4														
	5														Tan and white LIMESTONE with soft limestone and yellow and gray clay layers
	6														
	7														
	8														
	9														
	10														

LOG OF BORING NO. B-7

PROJECT: ADDISON AIRPORT IMPROVEMENTS-WEST TAXIWAY SHEET 1 of 1
CLIENT: GREINER, INC. LOCATION: SEE FIGURE 1
DATE: 1/31/95 ADDISON, TEXAS SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA				DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.	GROUNDWATER INFORMATION: No seepage encountered during drilling. Boring dry at completion.	DESCRIPTION OF STRATUM							
SOIL & ROCK SYMBOL	DEPTH (FT)	WATER TYPE	N: SPT BLOWBFT	T: THD BLOWBFT	P: HAND PEN. TIF				MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTIC LIMIT, %	PLASTICITY INDEX, %	MINOR NO. 200 SEVE. %	COMPRESSION STRENGTH, LSF
	1														Dark brownish gray CLAY with roots and occasional limestone fragments
	2														Yellow, brown and orange calcareous CLAY with white and tan limestone fragments and layers
	3														Tan and white LIMESTONE with soft limestone and yellow and gray clay layers
	4														
	5														Grey LIMESTONE
	6														
	7														
	8														
	9														
	10														

LOG OF BORING NO. B-8

PROJECT: ADDISON AIRPORT IMPROVEMENTS-WEST TAXIWAY SHEET 1 of 1
CLIENT: GREINER, INC. LOCATION: SEE FIGURE 1
DATE: 1/31/95 ADDISON, TEXAS SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA				DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.	GROUNDWATER INFORMATION: No seepage encountered during drilling. Boring dry at completion.	DESCRIPTION OF STRATUM							
SOIL & ROCK SYMBOL	DEPTH (FT)	WATER TYPE	N: SPT BLOWBFT	T: THD BLOWBFT	P: HAND PEN. TIF				MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTIC LIMIT, %	PLASTICITY INDEX, %	MINOR NO. 200 SEVE. %	COMPRESSION STRENGTH, LSF
	1		P=1.25	28											Brown, yellowish brown and gray CLAY with white, tan and gray limestone fragments (FLL)
	2														
	3														
	4														
	5		P=1.75	22											Dark grayish brown CLAY with limestone fragments
	6														
	7														
	8														Grey LIMESTONE
	9														
	10														

LOG OF BORING NO. B-9

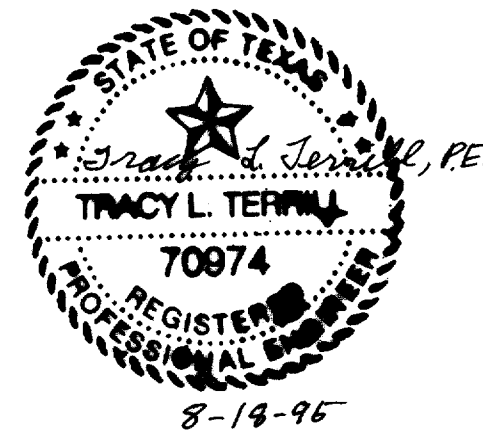
PROJECT: ADDISON AIRPORT IMPROVEMENTS-WEST TAXIWAY SHEET 1 of 1
CLIENT: GREINER, INC. LOCATION: SEE FIGURE 1
DATE: 1/31/95 ADDISON, TEXAS SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA				DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.	GROUNDWATER INFORMATION: No seepage encountered during drilling. Boring dry at completion.	DESCRIPTION OF STRATUM							
SOIL & ROCK SYMBOL	DEPTH (FT)	WATER TYPE	N: SPT BLOWBFT	T: THD BLOWBFT	P: HAND PEN. TIF				MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTIC LIMIT, %	PLASTICITY INDEX, %	MINOR NO. 200 SEVE. %	COMPRESSION STRENGTH, LSF
	1		P=4.0	20											Brown, yellowish brown and gray CLAY with white, tan and gray limestone fragments (FLL)
	2														Tan, white and gray LIMESTONE FRAGMENTS with brown and yellow CLAY (FLL)
	3														
	4														
	5														
	6														Dark brownish gray CLAY with roots and occasional limestone fragments
	7														
	8		P=2.25	34											
	9														
	10														

LOG OF BORING NO. B-10

PROJECT: ADDISON AIRPORT IMPROVEMENTS-WEST TAXIWAY SHEET 1 of 1
CLIENT: GREINER, INC. LOCATION: SEE FIGURE 1
DATE: 1/31/95 ADDISON, TEXAS SURFACE ELEV: _____

FIELD DATA		LABORATORY DATA				DRILLING METHOD(S): Boring advanced using continuous flight auger drilling equipment.	GROUNDWATER INFORMATION: Seepage encountered at 4' during drilling. Water at 8' at completion.	DESCRIPTION OF STRATUM							
SOIL & ROCK SYMBOL	DEPTH (FT)	WATER TYPE	N: SPT BLOWBFT	T: THD BLOWBFT	P: HAND PEN. TIF				MOISTURE CONTENT, %	DRY DENSITY POUNDS/CU FT	LIQUID LIMIT, %	PLASTIC LIMIT, %	PLASTICITY INDEX, %	MINOR NO. 200 SEVE. %	COMPRESSION STRENGTH, LSF
	1		P=4.5+								39	20	19		Brown, gray and yellowish brown CLAY with wood fragments, sand lenses and tan, white and gray limestone fragments (FLL)
	2														Gray and white LIMESTONE FRAGMENTS with brown CLAY (FLL)
	3														
	4		P=3.75	15											Yellow, brown and orange calcareous CLAY with white and tan limestone fragments and layers
	5														
	6														
	7														
	8														
	9														
	10														



DESIGN: T.L.T.	TXDOT NO. 9842 ADDSN	Date
DRAWN: J.R.H.	APP. NO. 3-18-0062-07	Revisions
CHECKED: R.L.B.	BID NO. 95-17 98-04	By
SCALE: N/A	JOB NO. E708024.70	

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

Engineers, Architects
and Planners

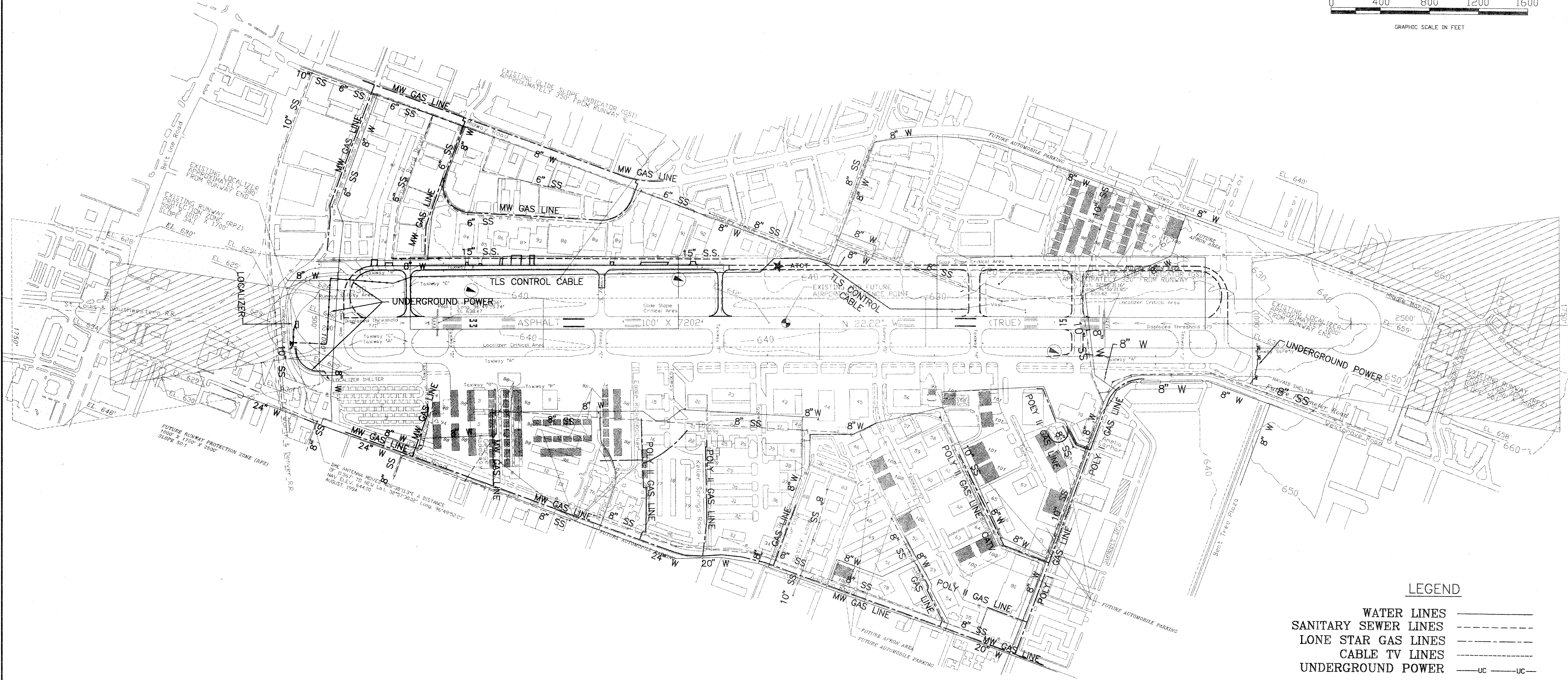
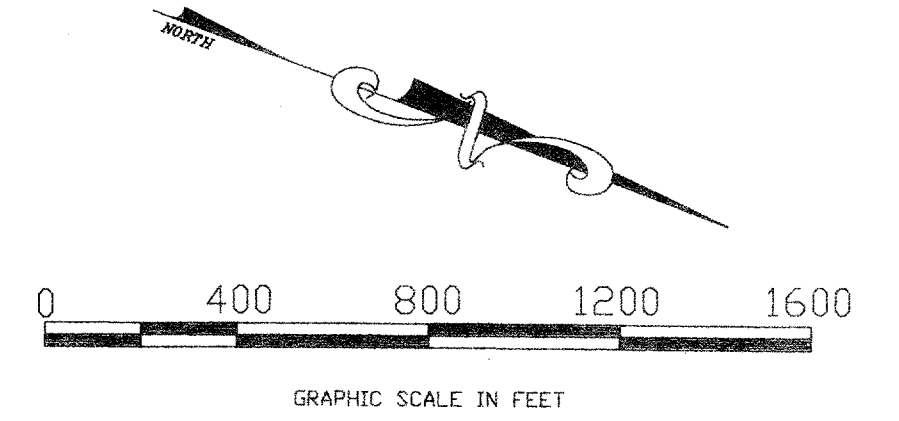


ADDISON AIRPORT

AS BUILT
1-11-99

BORING LOGS

SHEET 29
DATE: APR. 1998



LEGEND

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



AS BUILT
 1-11-99

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY TRACY L. TERRILL, P.E. 70974, ON AUGUST, 1995.

DESIGN: T.L.T.	TXDOT NO. 9842 ADDSN		
DRAWN: E.J.O.	REV. NO. 3-12-0069-97		
CHECKED: R.I.B.	BID NO. 66-17 98-04		
SCALE: 1"=400'	JOB NO. E708024.70	Date	Revisions
			By

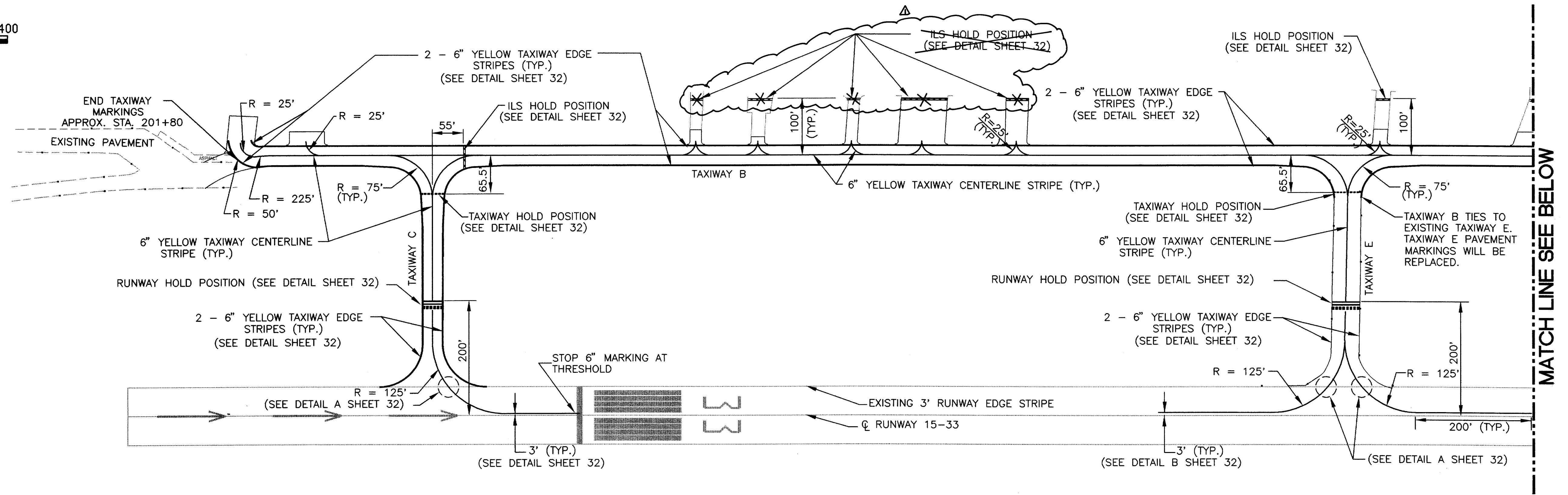
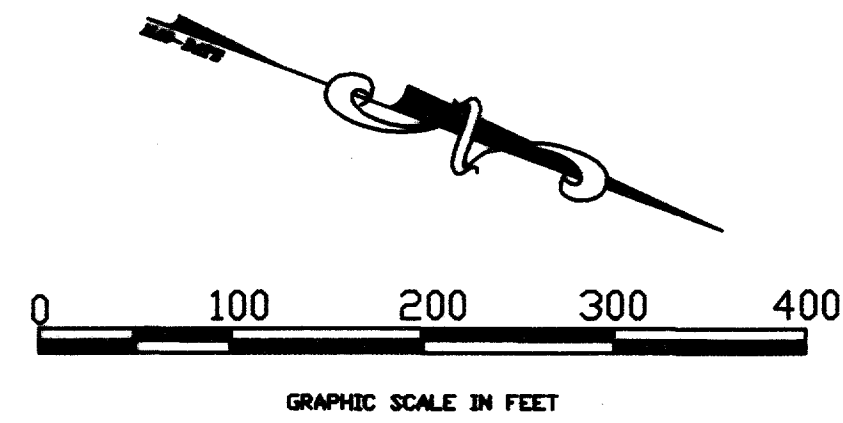
Greiner, Inc.
 Greiner, Inc.
 Fort Worth, Texas

Engineers, Architects
 and Planners

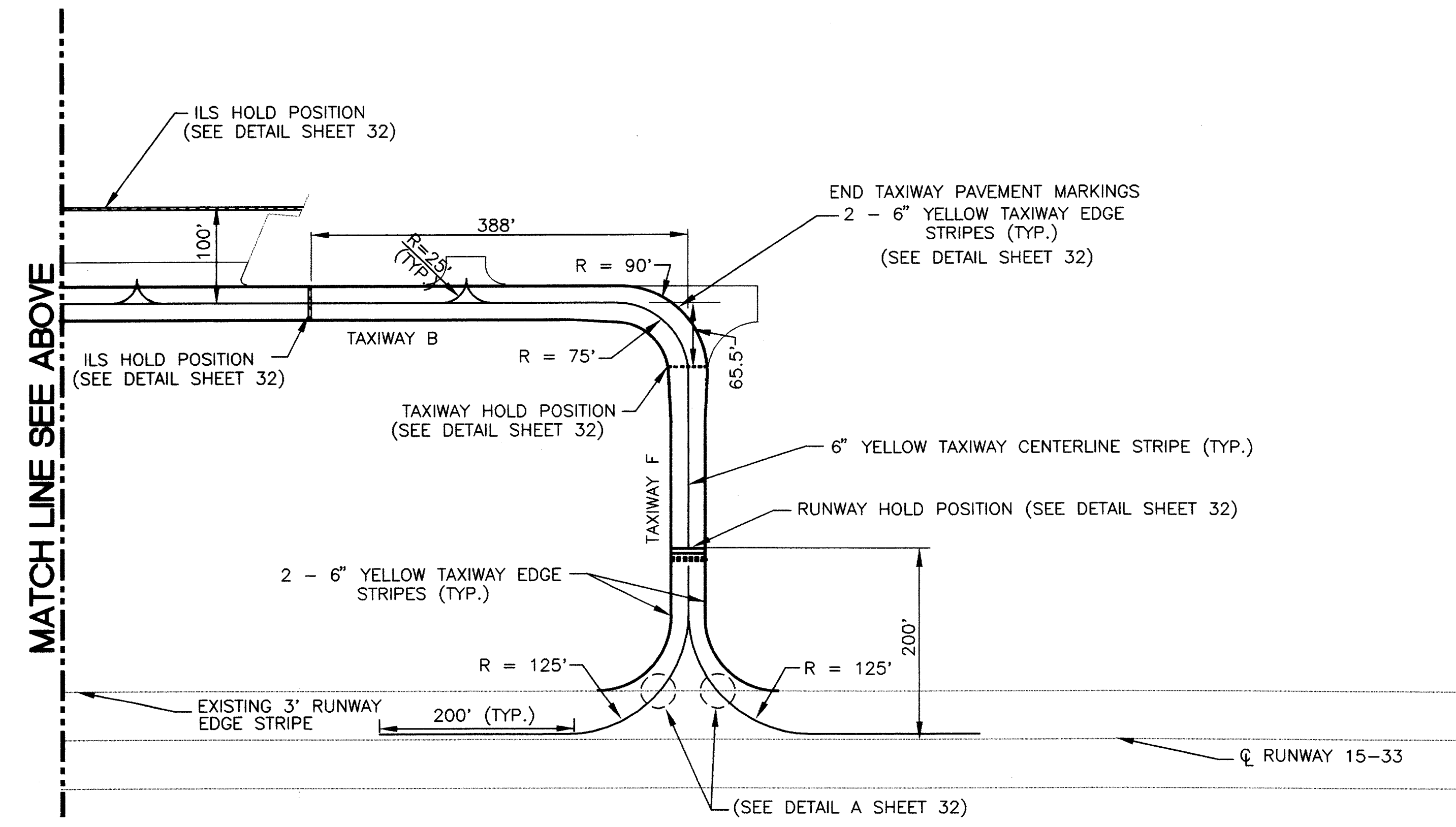
ADDISON AIRPORT

UTILITY PLAN

SHEET **30**
 DATE: AUG. 1995



MATCH LINE SEE BELOW



MATCH LINE SEE ABOVE

AS BUILT
1-11-99



DESIGN: T.L.T.	TXDOT NO: 9842 ADDSN	1-11-99	as built A	MG
DRAWN: J.R.H.	BID NO: 98-04			
CHECKED: R.L.B.	JOB NO: E708024.80	Date	Revisions	By
SCALE: 1"=100'				

URS Greiner
4100 Amon Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891

Engineers, Architects
and Planners

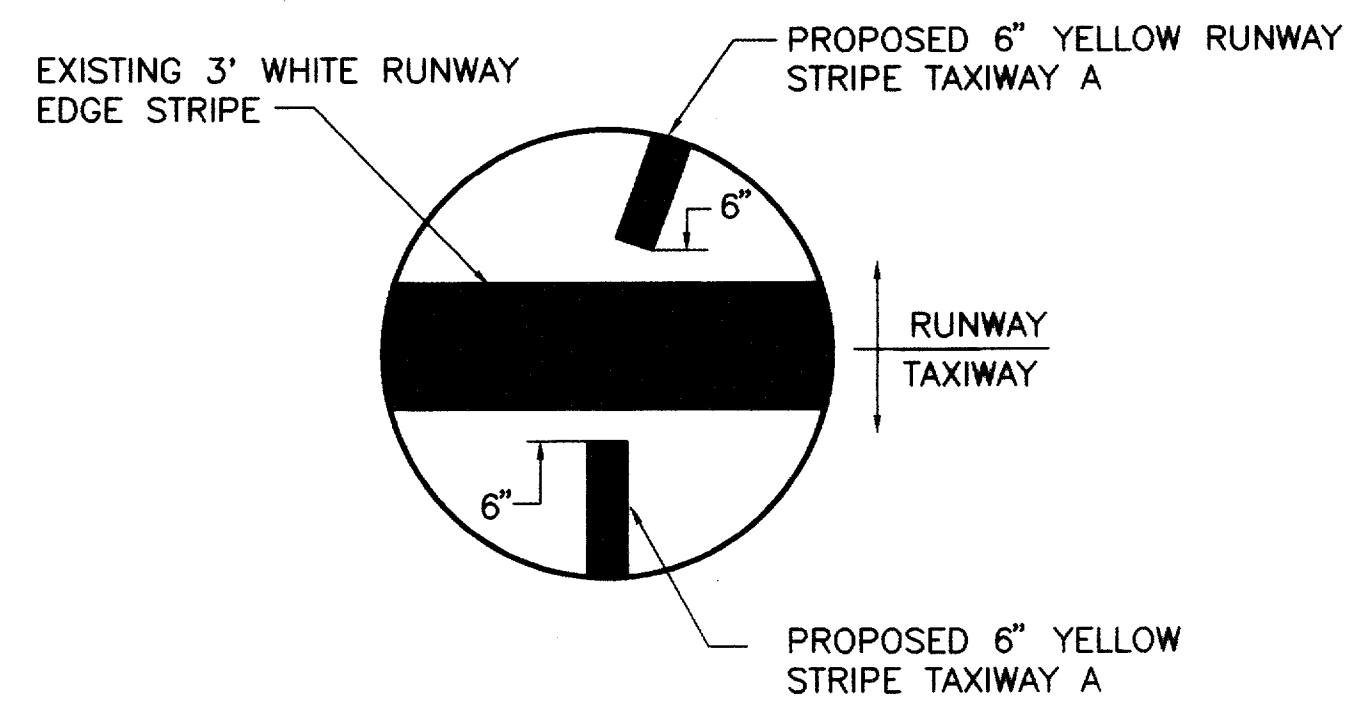
ADDISON AIRPORT

PAVEMENT MARKING PLAN

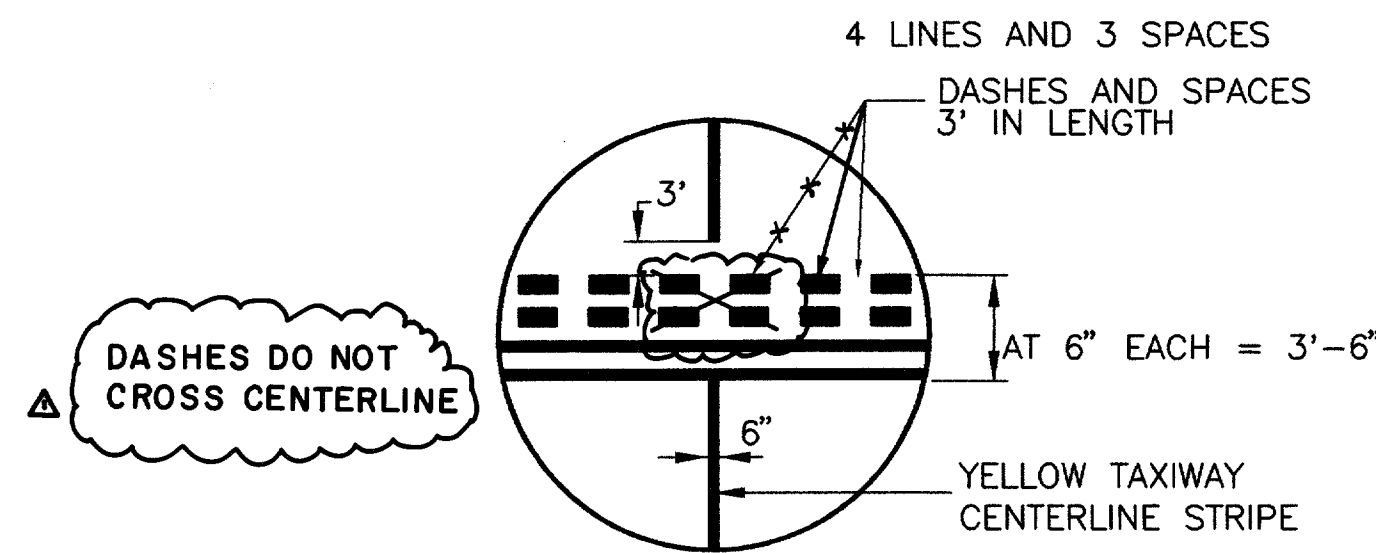
SHEET **31**
DATE: DEC, 1997

GENERAL MARKING NOTES

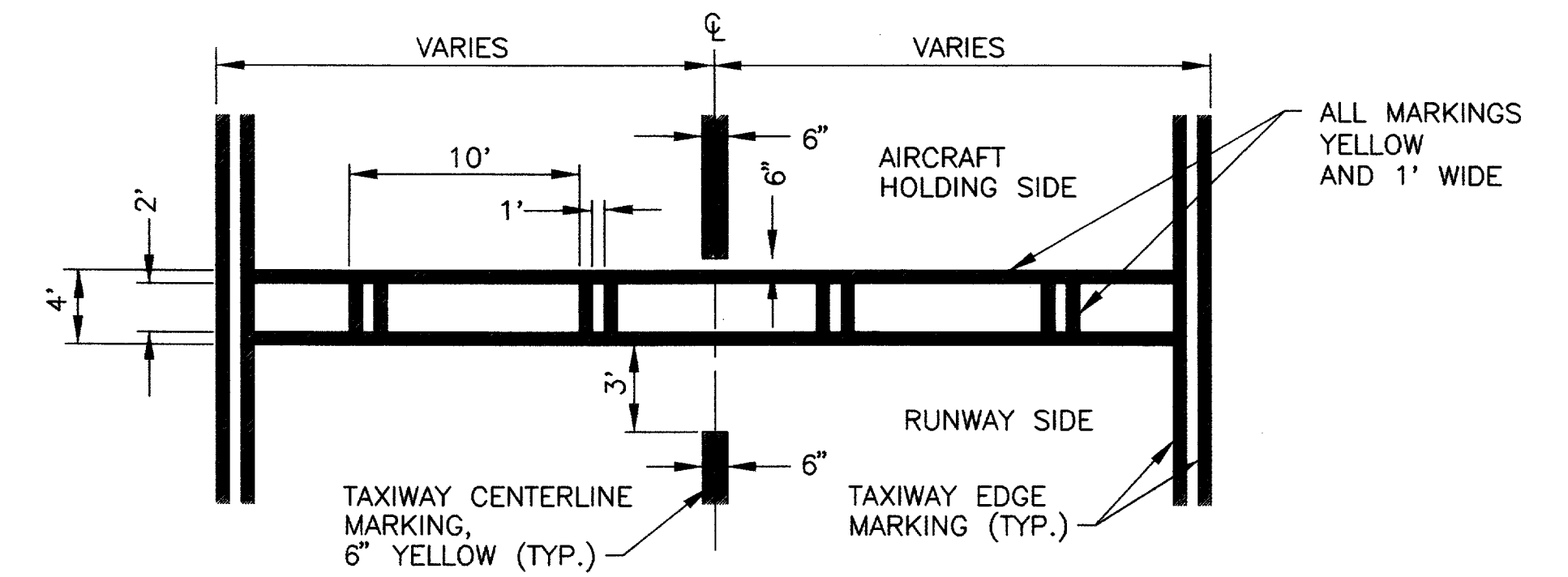
1. ALL TAXIWAY MARKING SHALL BE REFLECTIVE AVIATION YELLOW.
2. EXISTING TAXIWAY MARKINGS SHALL BE REMOVED TO THE APPROVAL OF THE ENGINEER, PRIOR TO REMARKING FOR PROPOSED STRIPING LAYOUT.
3. ALL MARKINGS SHALL BE IN ACCORDANCE WITH SPECIFICATION P-620.
4. HAND SPRAYING IS NOT ACCEPTABLE.
5. ANY MARKING TO BE OBLITERATED SHALL BE INCIDENTAL TO THE COST OF P-620 MARKING.
6. ALL MARKINGS ON CONCRETE PAVEMENT SHALL BE OUTLINED WITH 6" WIDE BLACK PAINT BORDER (FED. SPEC. TT-P-110) EXCEPT WHERE ADJACENT TO SHOULDER.



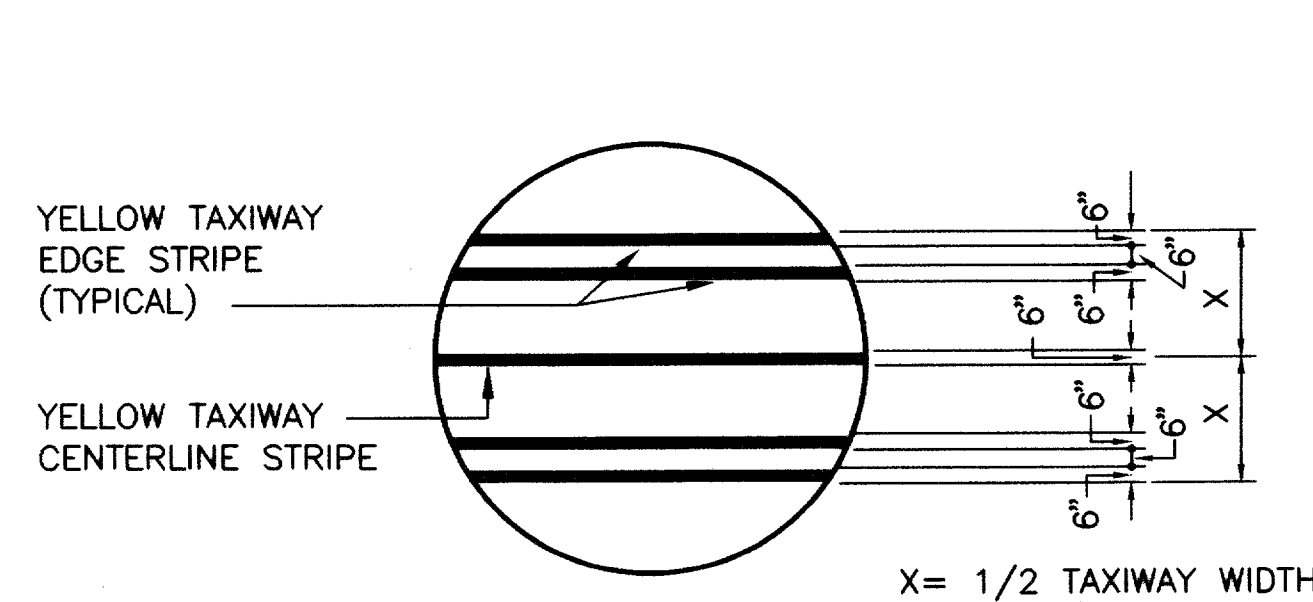
DETAIL A
N.T.S.



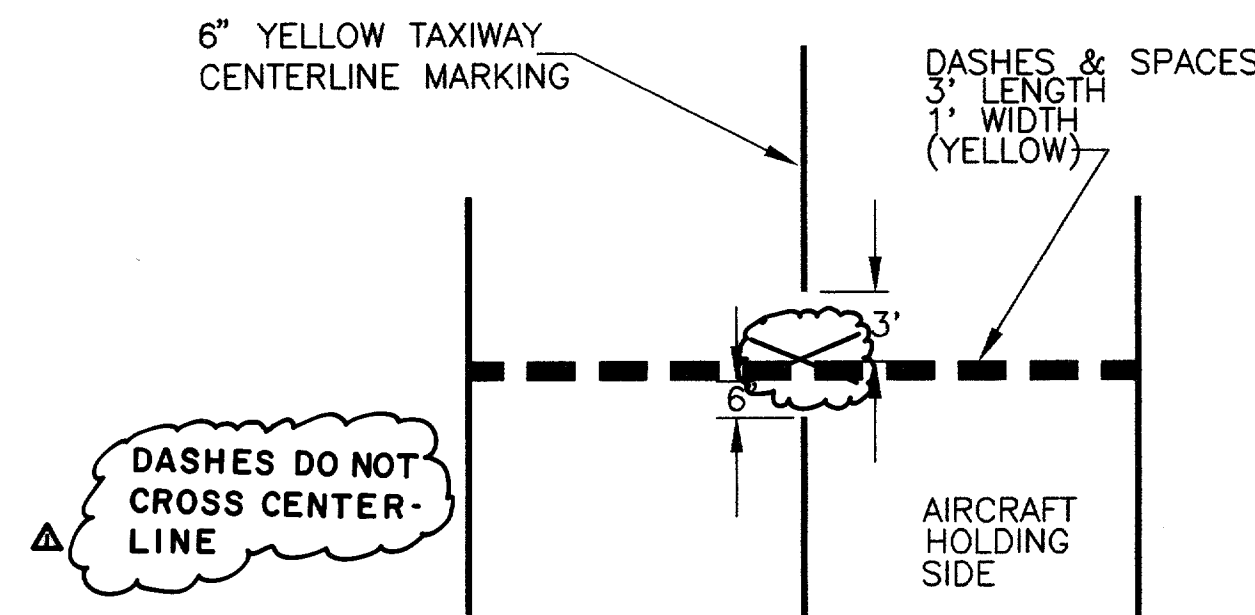
RUNWAY HOLDING POSITION MARKING DETAIL
N.T.S.



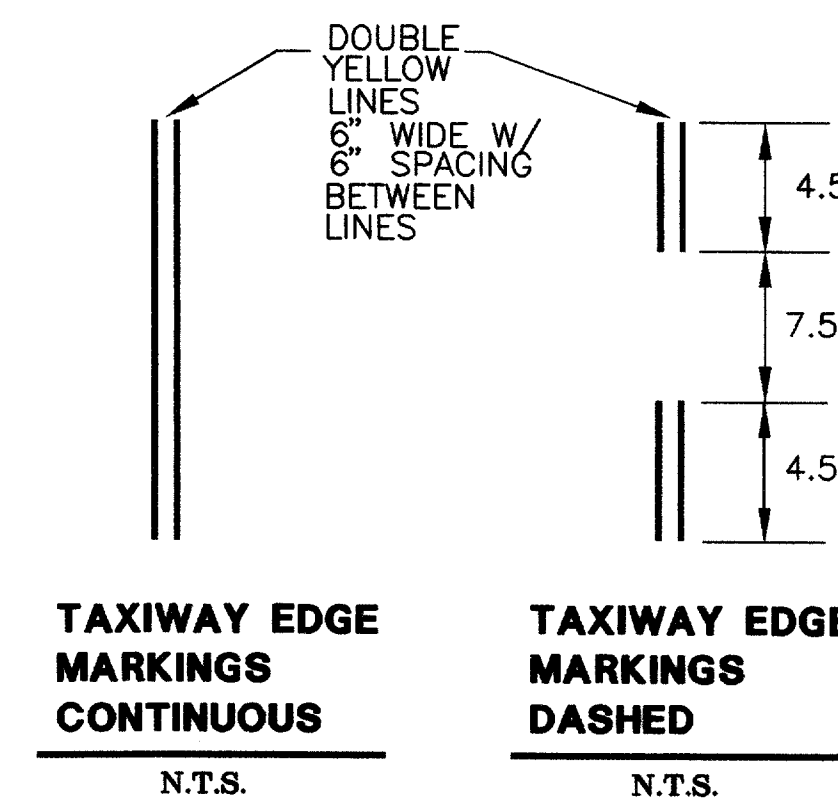
ILS HOLDING POSITION MARKING
N.T.S.



TAXIWAY MARKING DETAIL
N.T.S.

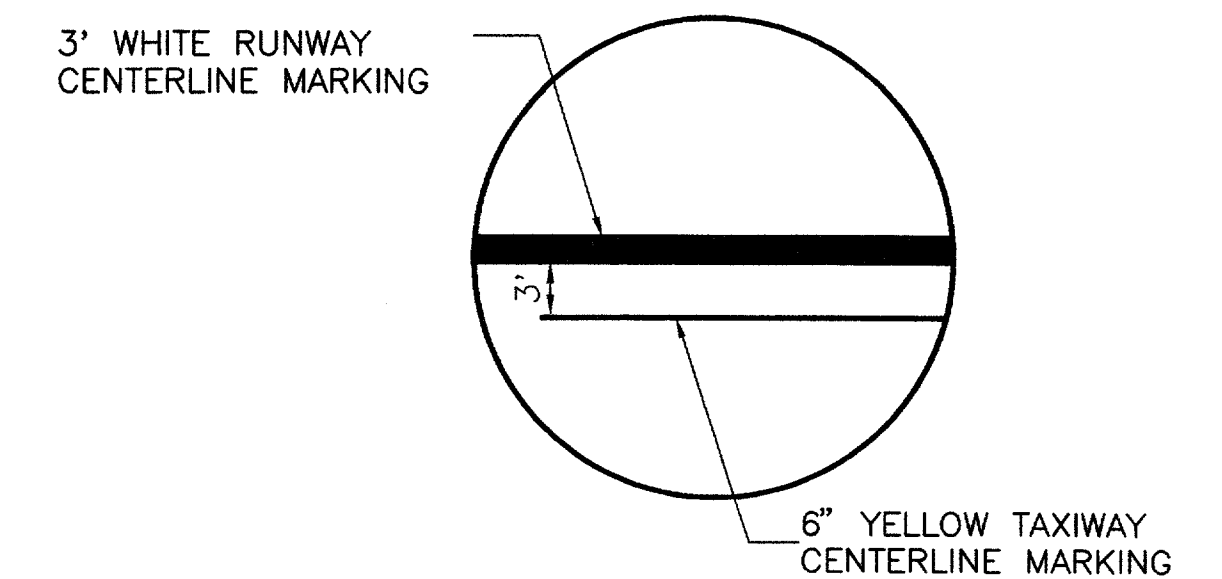


TAXIWAY HOLDING POSITION MARKINGS
N.T.S.



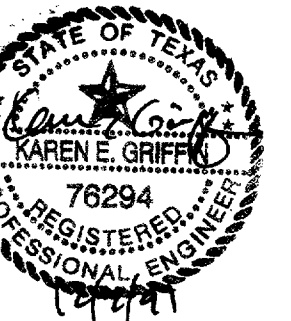
TAXIWAY EDGE MARKINGS CONTINUOUS
N.T.S.

TAXIWAY EDGE MARKINGS DASHED
N.T.S.



DETAIL "B"
N.T.S.

AS BUILT
1-11-99



DESIGN: T.L.T.	TXDOT NO: 9842 ADDSN	1-11-99 as built A	MG
DRAWN: J.R.H.	BID NO: 98-04		
CHECKED: R.L.B.	JOB NO: E708024.80	Date	Revisions
SCALE: N.T.S.		By	

URS Greiner
4100 Amon Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891

Engineers, Architects and Planners

ADDISON AIRPORT

PAVEMENT MARKING DETAILS

SHEET **32**

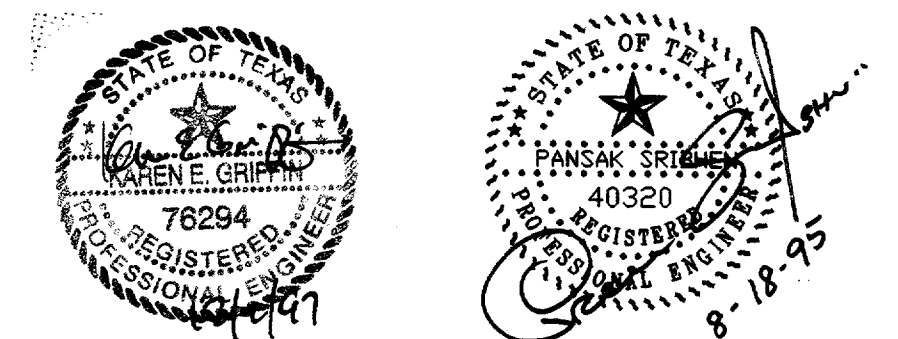
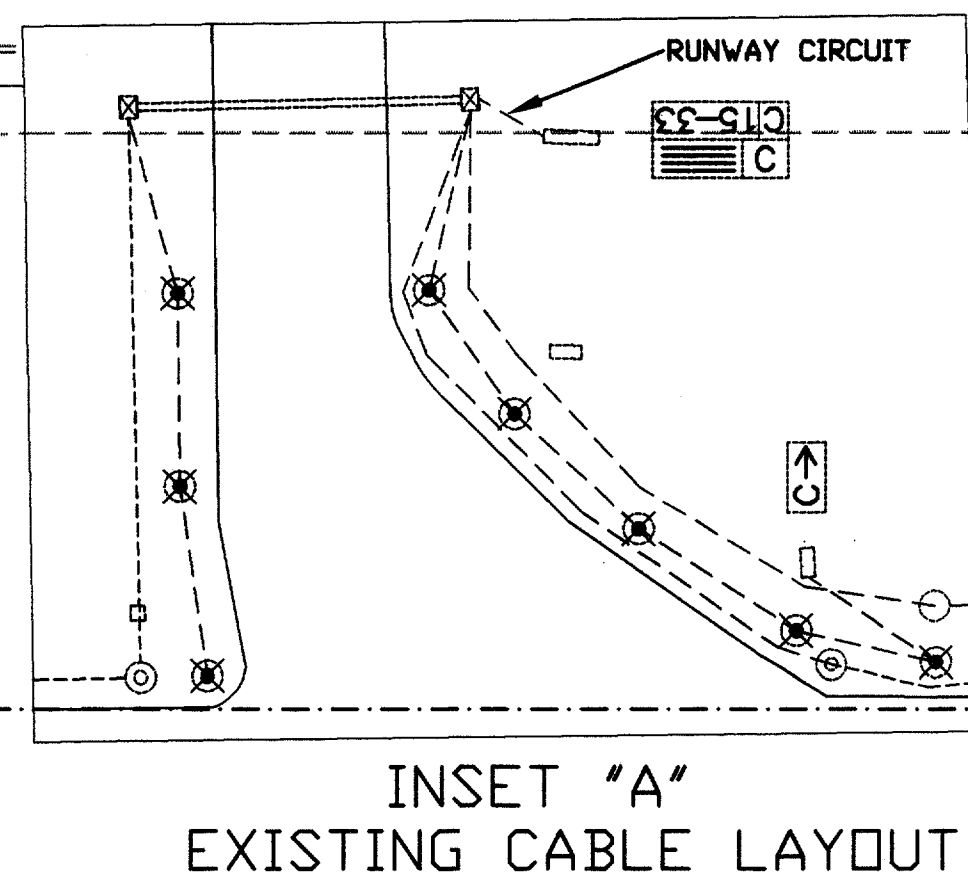
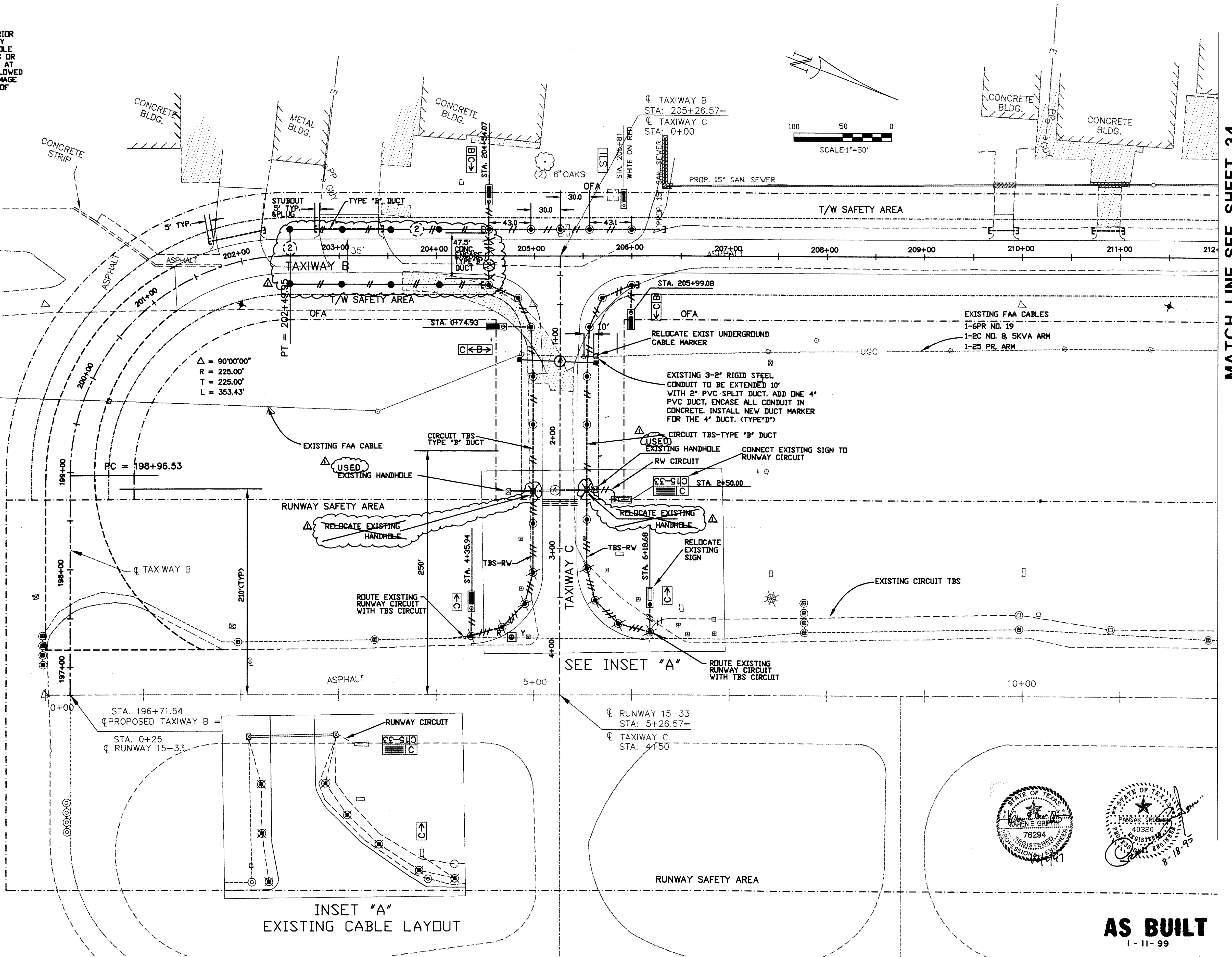
DATE: DEC. 1997

CAUTION: UNDERGROUND UTILITIES

CONTACT UTILITY COMPANIES AND FAA 48 HOUR PRIOR TO CONSTRUCTION FOR LOCATION OF UTILITIES. 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. SPLICES ARE NOT ALLOWED IN FAA INSTRUMENT LANDING SYSTEMS CABLES. DAMAGE TO THESE CABLES WILL RESULT IN REPLACEMENT OF THE ENTIRE CABLE AT CONTRACTOR'S EXPENSE. CALL FAA AT 214-239-4042 OR 214-490-4750. FAX 214-490-7324.

LEGEND	
●	POWER POLE
⊕	FIRE HYDRANT
★	STROBE LIGHT
—	OVERHEAD ELECTRIC
△	WATER VALVE
—	GUY WIRE
—	EDGE OF ASPHALT
■	ELECTRIC BOX
↑	SIGN
□	UNDER GRD CABLE MKR
+	BORING HOLE LOCATION
—	DISTANCE TO GO SIGN
□	CONC PAD
□	CONCRETE PAVEMENT
⊕	NEW L-858 SIZE 3 SIGN
⊕	RELOCATED EXISTING GUIDANCE SIGN
⊕	EXIST. GUIDANCE SIGN
—	NEW T/V CIRCUIT
---	EXISTING R/V CIRCUIT
---	EXISTING T/V CIRCUIT
⊕	EXISTING T/V LIGHTS (RELOCATED)
⊕	EXISTING RUNWAY LIGHT
○	EXISTING MANHOLE
●	L-858 TYP. (TAXIWAY LIGHT BASE IDENTIFICATION)
⊕	NEW HANDHOLE
⊕	L-858 TYP. (TAXIWAY LIGHT BASE IDENTIFICATION)
⊕	EXISTING HANDHOLE
④	2-4" PVC DUCTS *
②	1-2" PVC DUCT *
■	DUCT MARKER
—	5' STUBOUT & CAP

* NUMBER IN CIRCLE INDICATES SIZE OF CONDUIT. LINES INDICATE NUMBER OF DUCTS.

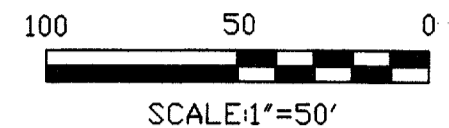
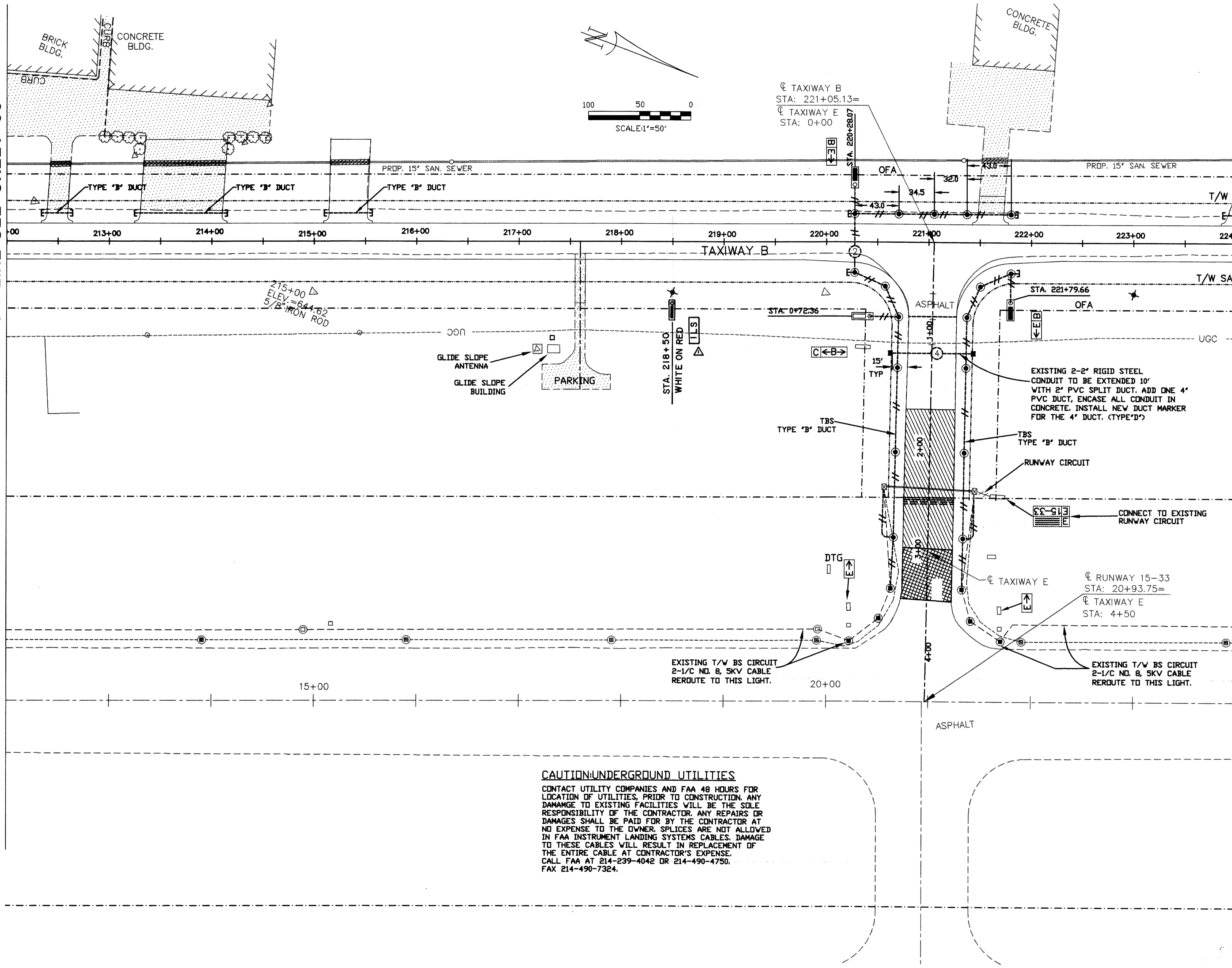


AS BUILT
1-11-99

MATCH LINE-SEE SHEET 34

MATCH LINE-SEE SHEET 33

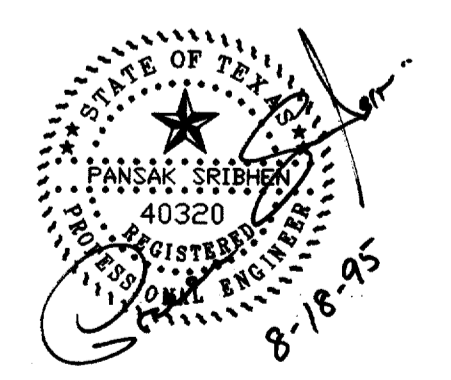
MATCH LINE-SEE SHEET 35



LEGEND	
•	POWER POLE
⊕	FIRE HYDRANT
*	STROBE LIGHT
—	OVERHEAD ELECTRIC
△	WATER VALVE
—	GUY WIRE
↔	EDGE OF ASPHALT
⊠	ELECTRIC BOX
+	SIGN
□	UNDER GRD CABLE HRKR
+	BORING HOLE LOCATION
—	DISTANCE TO GO SIGN
□	CONC PAD
□	CONCRETE PAVEMENT
⊠	NEW L-858 SIZE 3 SIGN
⊠	RELOCATED EXISTING GUIDANCE SIGN
⊠	EXIST GUIDANCE SIGN
—	NEW T/W CIRCUIT
—	EXISTING R/W CIRCUIT
—	EXISTING T/W CIRCUIT
⊠	EXISTING T/W LIGHTBASE TO BE RELOCATED
⊠	EXISTING RUNWAY LIGHT
⊠	EXISTING MANHOLE
⊠	L-861 WITH GLUE TAXIWAY LIGHT BASE MOUNTED NEW
⊠	NEW HANDHOLE
⊠	L-858 R/W IMPAV LT (WHITE/WHITE-WHITE-YELLOW)
⊠	EXISTING HANDHOLE
⊠	2-4" PVC DUCTS *
⊠	1-2" PVC DUCTS *
⊠	DUCT MARKER
⊠	5' STUBOUT & CAP

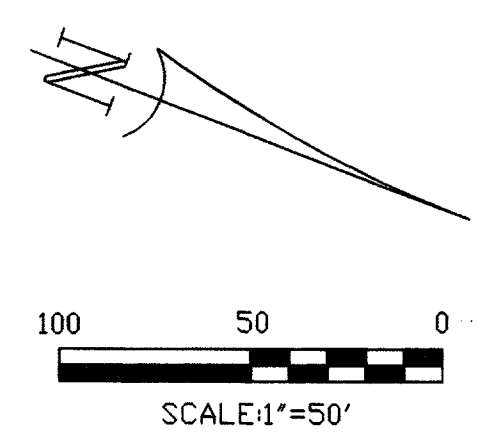
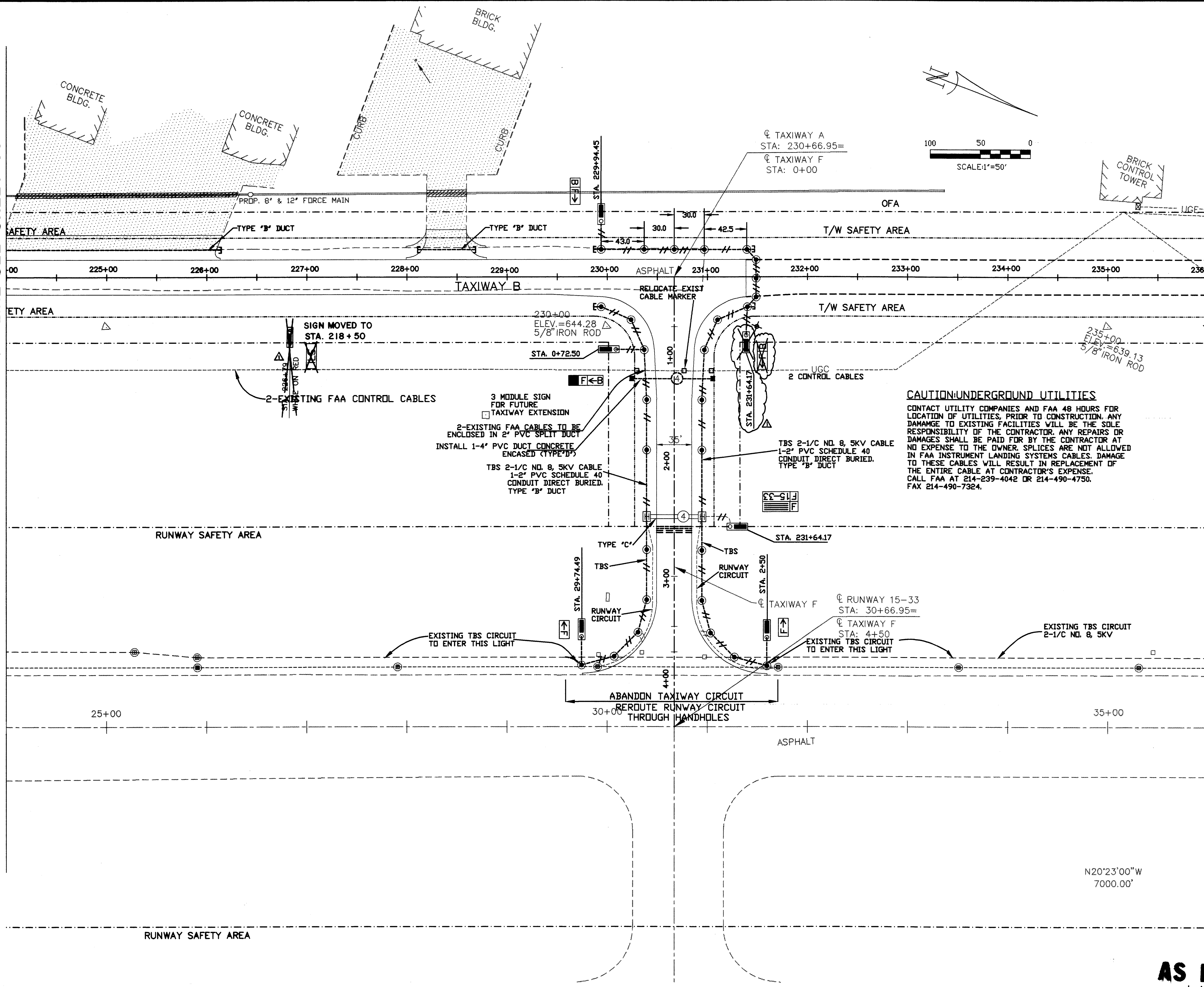
* NUMBER IN CIRCLE INDICATES SIZE OF CONDUIT. LINES INDICATE NUMBER OF DUCTS.

CAUTION! UNDERGROUND UTILITIES
 CONTACT UTILITY COMPANIES AND FAA 48 HOURS FOR LOCATION OF UTILITIES, 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. SPLICES ARE NOT ALLOWED IN FAA INSTRUMENT LANDING SYSTEMS CABLES. DAMAGE TO THESE CABLES WILL RESULT IN REPLACEMENT OF THE ENTIRE CABLE AT CONTRACTOR'S EXPENSE. CALL FAA AT 214-239-4042 OR 214-490-4750. FAX 214-490-7324.



AS BUILT
1 - 11 - 99

MATCH LINE-SEE SHEET 35

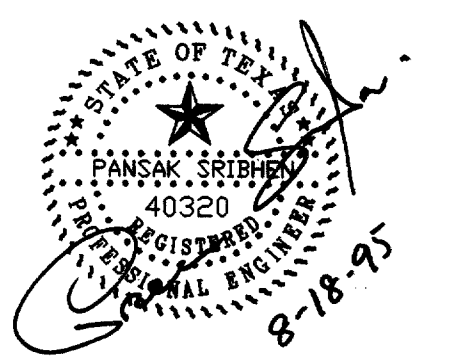


STA. 236+00

LEGEND	
•	POWER POLE
⊕	FIRE HYDRANT
*	STROBE LIGHT
—	OVERHEAD ELECTRIC
△	WATER VALVE
—	GUY WIRE
—	EDGE OF ASPHALT
⊠	ELECTRIC BOX
+	SIGN
□	UNDER GRD CABLE MRKR
+	BORING HOLE LOCATION
—	DISTANCE TO GO SIGN
□	CONC PAD
□	CONCRETE PAVEMENT
⊠	NEW L-858 SIZE 3 SIGN
⊠	RELOCATED EXISTING GUIDANCE SIGN
⊠	EXIST GUIDANCE SIGN
---	NEW T/W CIRCUIT
---	EXISTING R/W CIRCUIT
---	EXISTING T/W CIRCUIT
⊠	EXISTING T/W LIGHTBASE MOUNTED TO BE RELOCATED
⊠	EXISTING RUNWAY LIGHT
⊠	EXISTING MANHOLE
⊠	L-861 MTL CLUED TAXIWAY LIGHT BASE MOUNTED NEW
⊠	NEW HANDHOLE
⊠	L-850C R/W INPAVT LY WHITE/WHITE-YELLOW
⊠	EXISTING HANDHOLE
⊠	2-4" PVC DUCT *
⊠	1-2" PVC DUCT *
⊠	DUCT MARKER
⊠	5' STUBOUT & CAP

CAUTION: UNDERGROUND UTILITIES
 CONTACT UTILITY COMPANIES AND FAA 48 HOURS FOR LOCATION OF UTILITIES. 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. SPLICES ARE NOT ALLOWED IN FAA INSTRUMENT LANDING SYSTEMS CABLES. DAMAGE TO THESE CABLES WILL RESULT IN REPLACEMENT OF THE ENTIRE CABLE AT CONTRACTOR'S EXPENSE. CALL FAA AT 214-239-4042 OR 214-490-4750. FAX 214-490-7324.

* NUMBER IN CIRCLE INDICATES SIZE OF CONDUIT. LINES INDICATE NUMBER OF DUCTS.



AS BUILT
1-11-99

DESIGN: R.W.G.	TxDOT NO. 9642 ADDSN	1-11-99 as built A	MG
DRAWN: MIR	DATE: 2-18-99		
CHECKED: P.S.A.	BID NO. 98-04		
SCALE: 1" = 50'	JOB NO. E708024.70	Date	Revisions

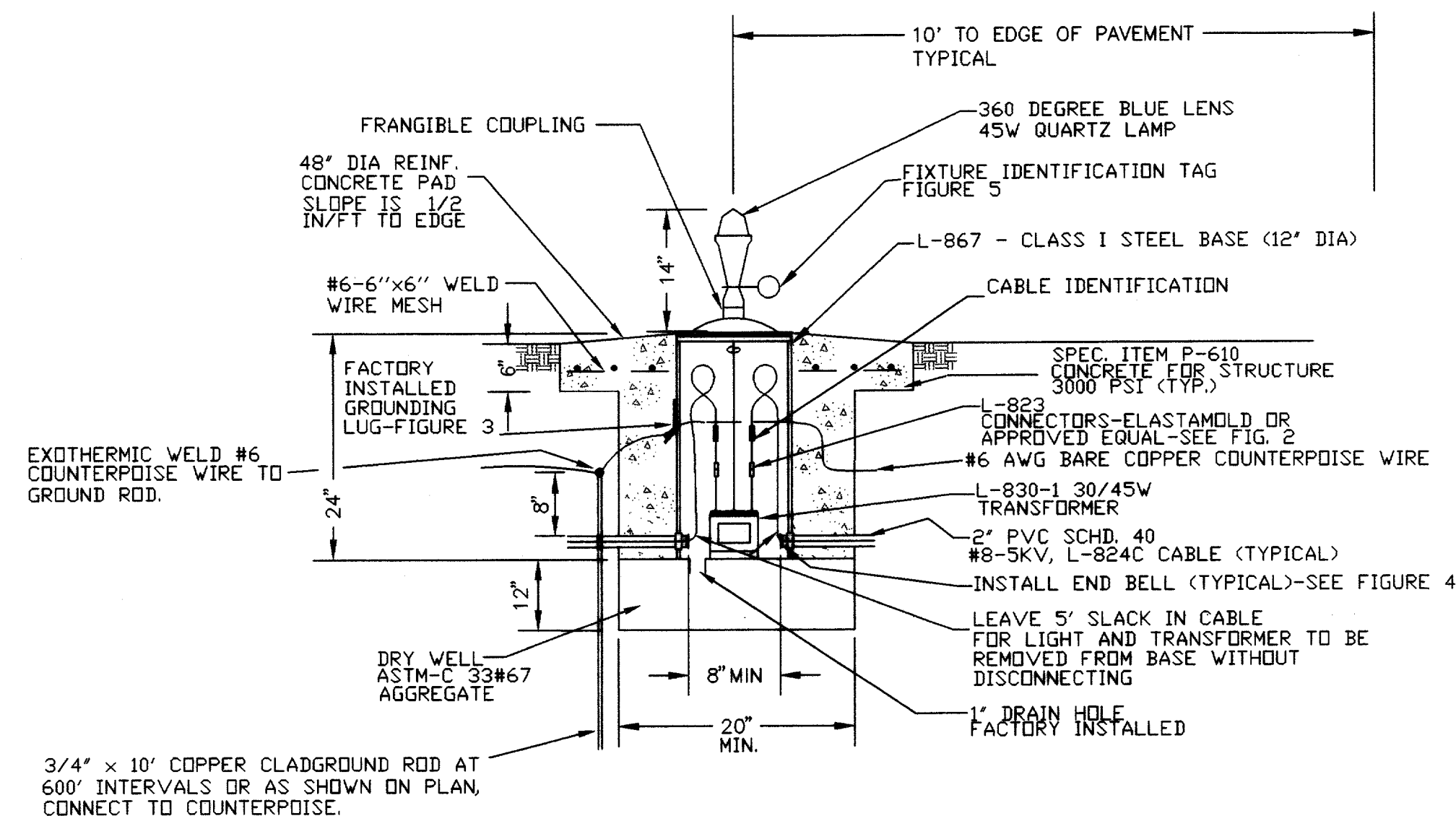
Greiner, Inc.
Greiner, Inc.
Fort Worth, Texas



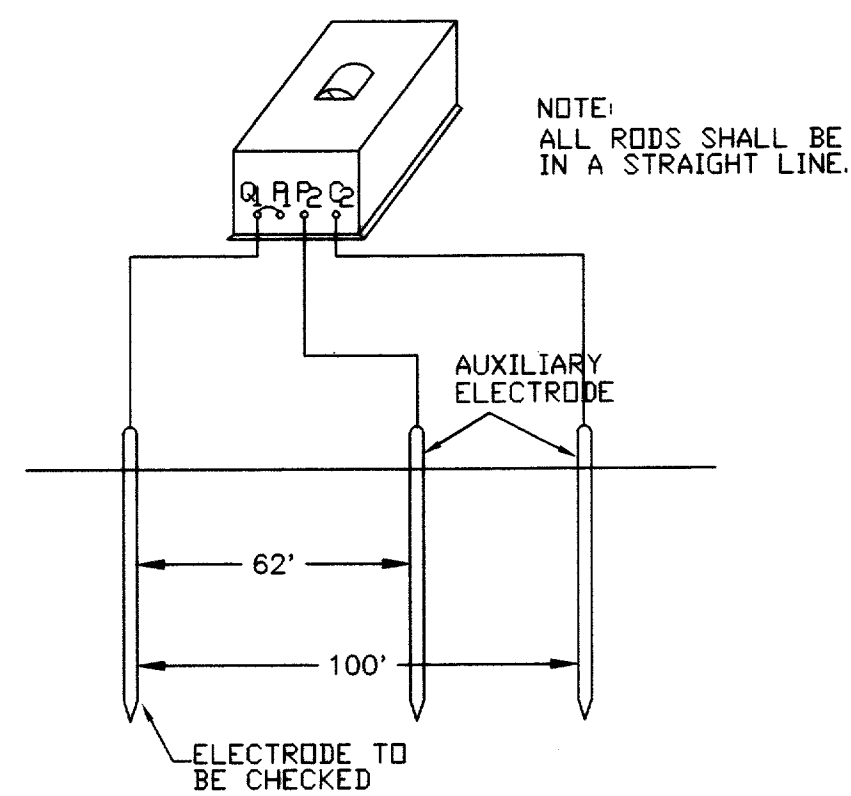
ADDISON AIRPORT

TAXIWAY "B" LIGHTING
LIGHTING LAYOUT-STA. 224+00 TO 236+00

SHEET **35**
DATE: AUG 1995



L-861T ELEVATED T/W LIGHTING INSTALLATION
NTS



GROUND TEST - FALL OF POTENTIAL METHOD
NTS

GROUND ROD TEST - BEFORE ANY WIRE IS CONNECTED TO THE GROUND RODS, EACH ROD SHALL BE TESTED IN THE PRESENCE OF THE ENGINEER. A WRITTEN RECORD OF THE RESULTS OF EACH INDIVIDUAL TEST SHALL BE PREPARED AND SIGNED BY THE CONTRACTOR AND THE ENGINEER. A DIRECT READING, SINGLE TEST, PORTABLE GROUND TESTING MEGGER SHALL BE USED TO TEST EACH GROUND ROD. THE AUXILIARY OR REFERENCED GROUND RODS SHALL BE 5/8" COPPER CLAD STEEL, NOT LESS THAN 4' IN LENGTH, AND DRIVEN IN 3 1/2' DEEP, AND SHALL BE INSTALLED IN A STRAIGHT LINE FROM THE GROUND ROD BEING TESTED. NO 12 AWG STRANDED WIRE LEADS WITH HIGH GRADE INSULATION SHALL BE CONNECTED TO THE ROD BEING TESTED, THE TWO REFERENCE RODS, AND TO THE PROPER GROUNDING POST ON THE INSTRUMENT. A POINTER INDICATES THE RESISTANCE TO EARTH IN OHMS, THE ENGINEER SHALL BE NOTIFIED. THESE TESTS SHALL NOT BE MADE WITHIN 48 HOURS AFTER RAINFALL OR DURING RAINY OR FOGGY WEATHER. IN ADDITION, AFTER GROUND RODS ARE TESTED AND CONNECTED, A COMPLETE SYSTEM TEST SHALL BE MADE IN A SIMILAR MANNER, USING THE SAME METHOD, AND THE SYSTEM TEST SHALL NOT EXCEED 25 OHMS.

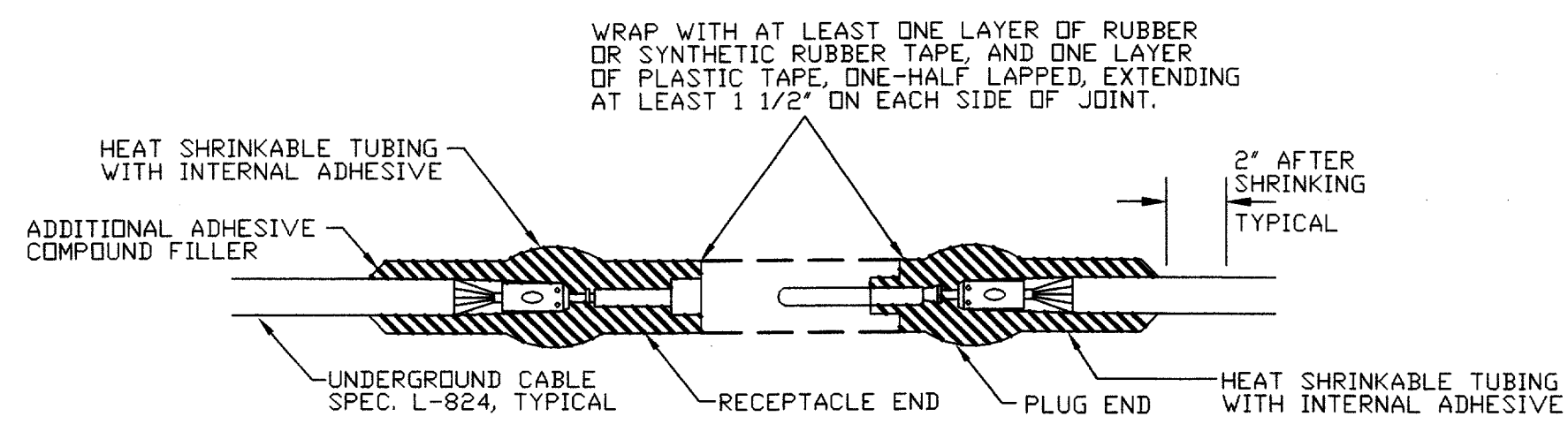


FIGURE 1
FOR SPLICES FOR USE AT JUNCTION OF
HOMERUN WITH LOOP CIRCUIT.

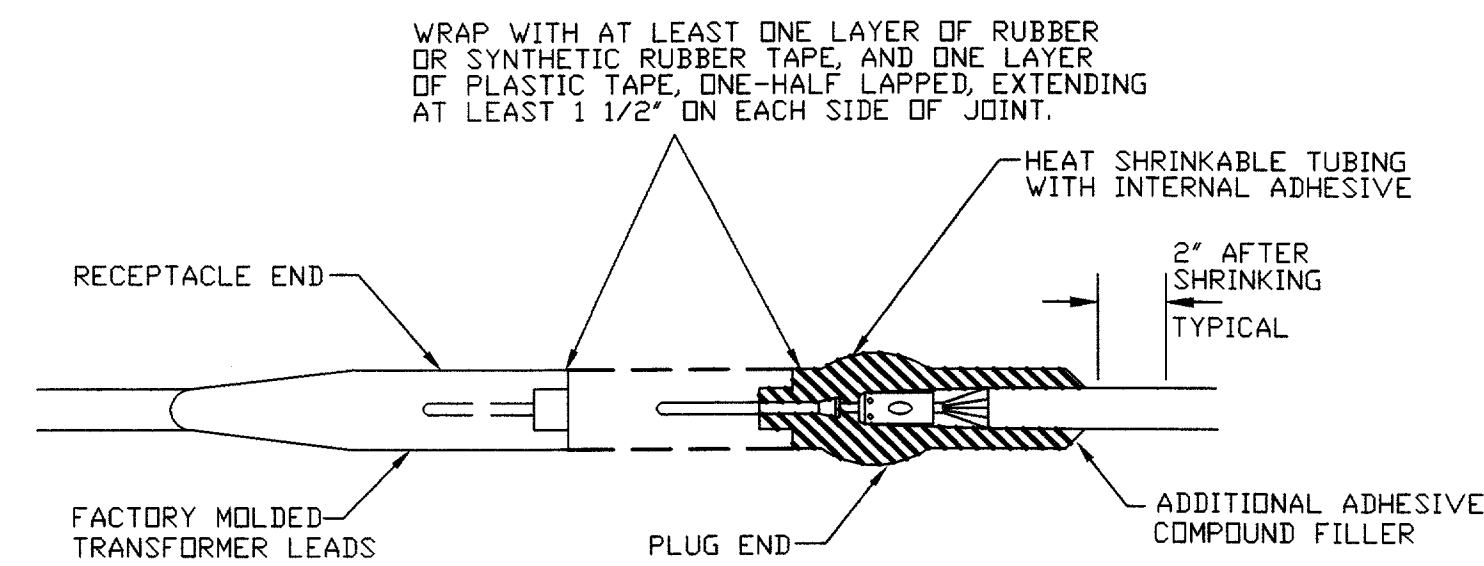


FIGURE 2
FOR SPLICES AT RUNWAY LIGHTS

CABLE SPLICES
NTS

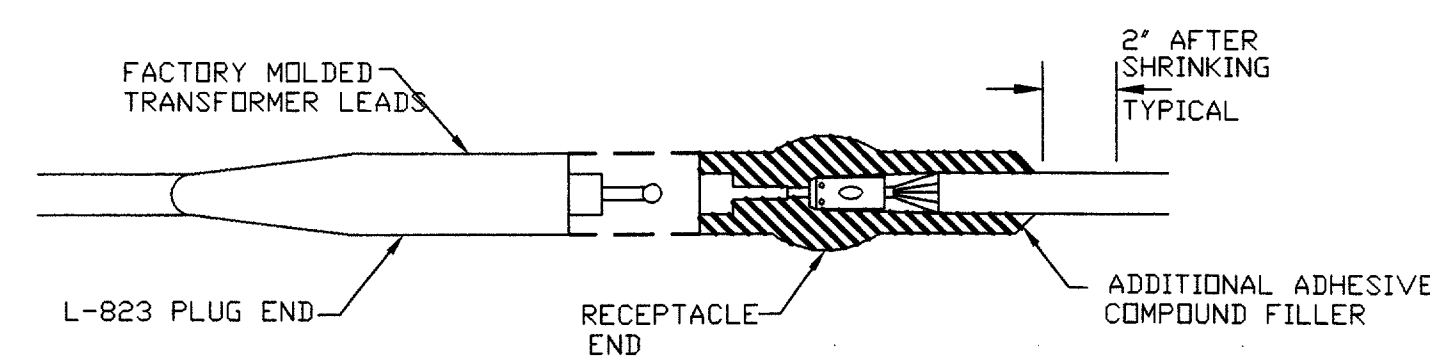


FIGURE 3
FACTORY GROUND LUG DETAIL
NTS

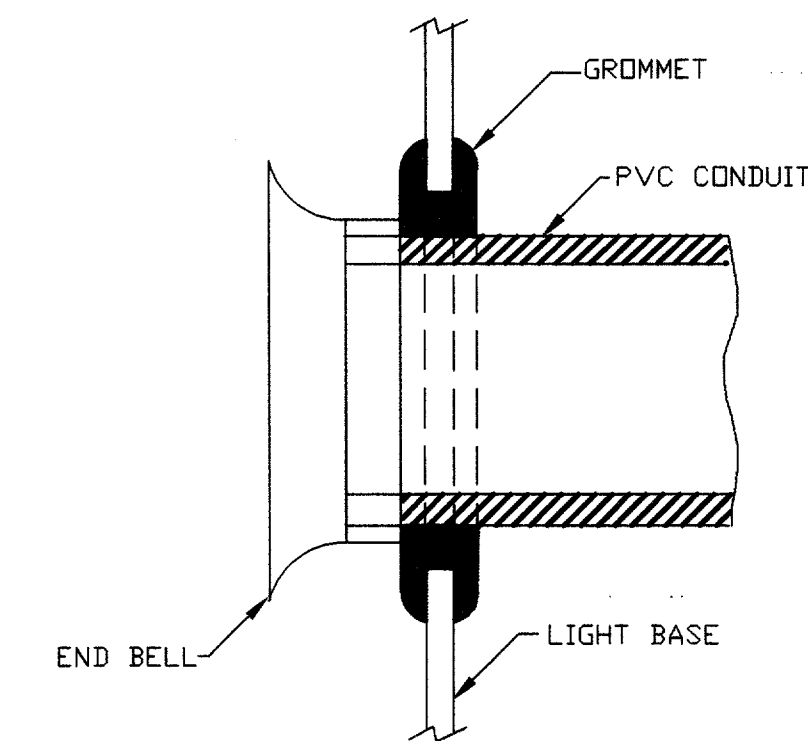


FIGURE 4
CONDUIT ENTRANCE TO BASE
NTS

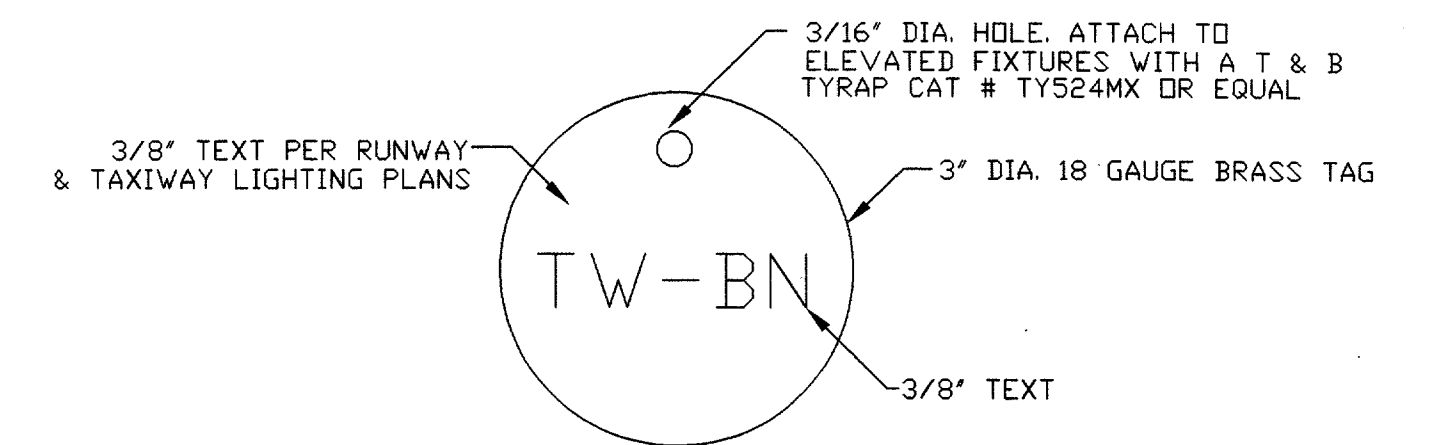
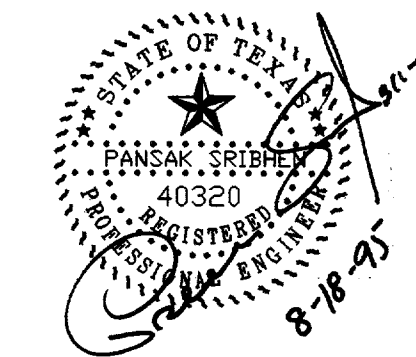


FIGURE 5
FIXTURE IDENTIFICATION TAG
NTS



AS BUILT
1-11-99

DESIGN: <u>R.W.G.</u>	TxDOT NO. <u>9842 ADDSN</u>		
DRAWN: <u>MIR</u>	DATE: <u>9-18-99</u>		
CHECKED: <u>P.S.A.</u>	BID NO.: <u>98-04</u>		
SCALE: <u>1"=50'</u>	JOB NO.: <u>Y8024.60</u>	Date	Revisions

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

ASA
ENGINEERING
DALLAS, TEXAS 75287



ADDISON AIRPORT

TAXIWAY "B" LIGHTING
TAXIWAY EDGE LIGHTS & CABLE DETAIL

SHEET
36
DATE: AUG 1999

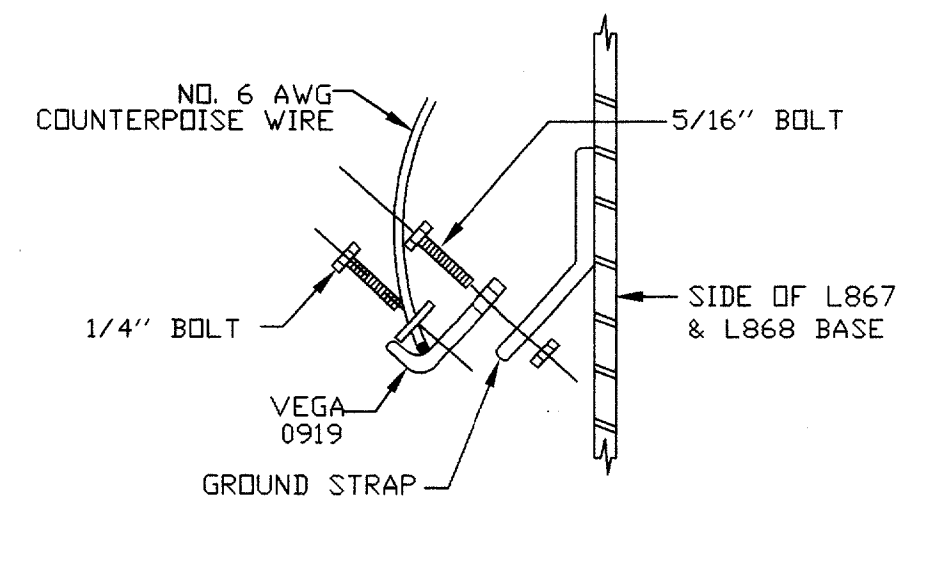
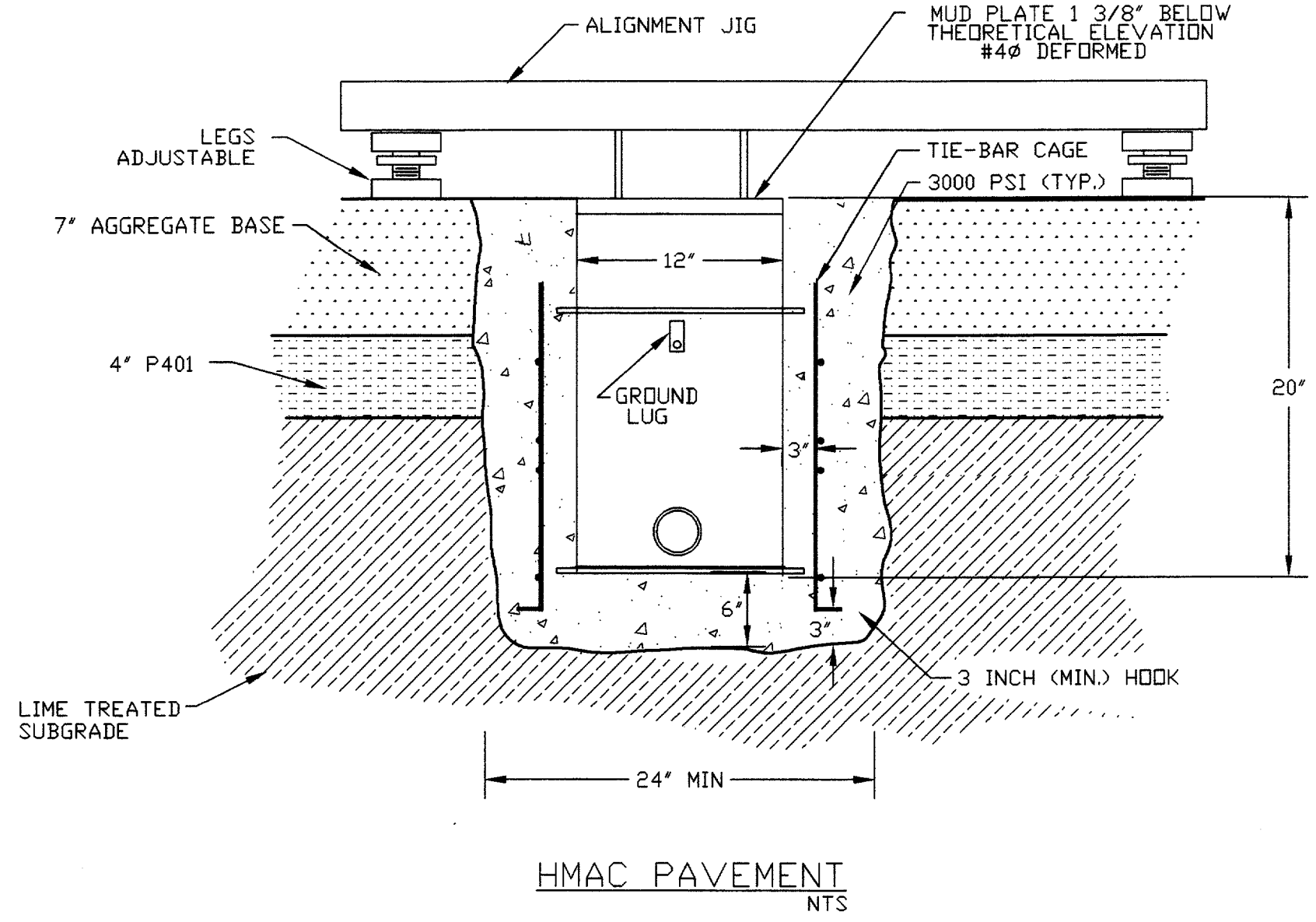
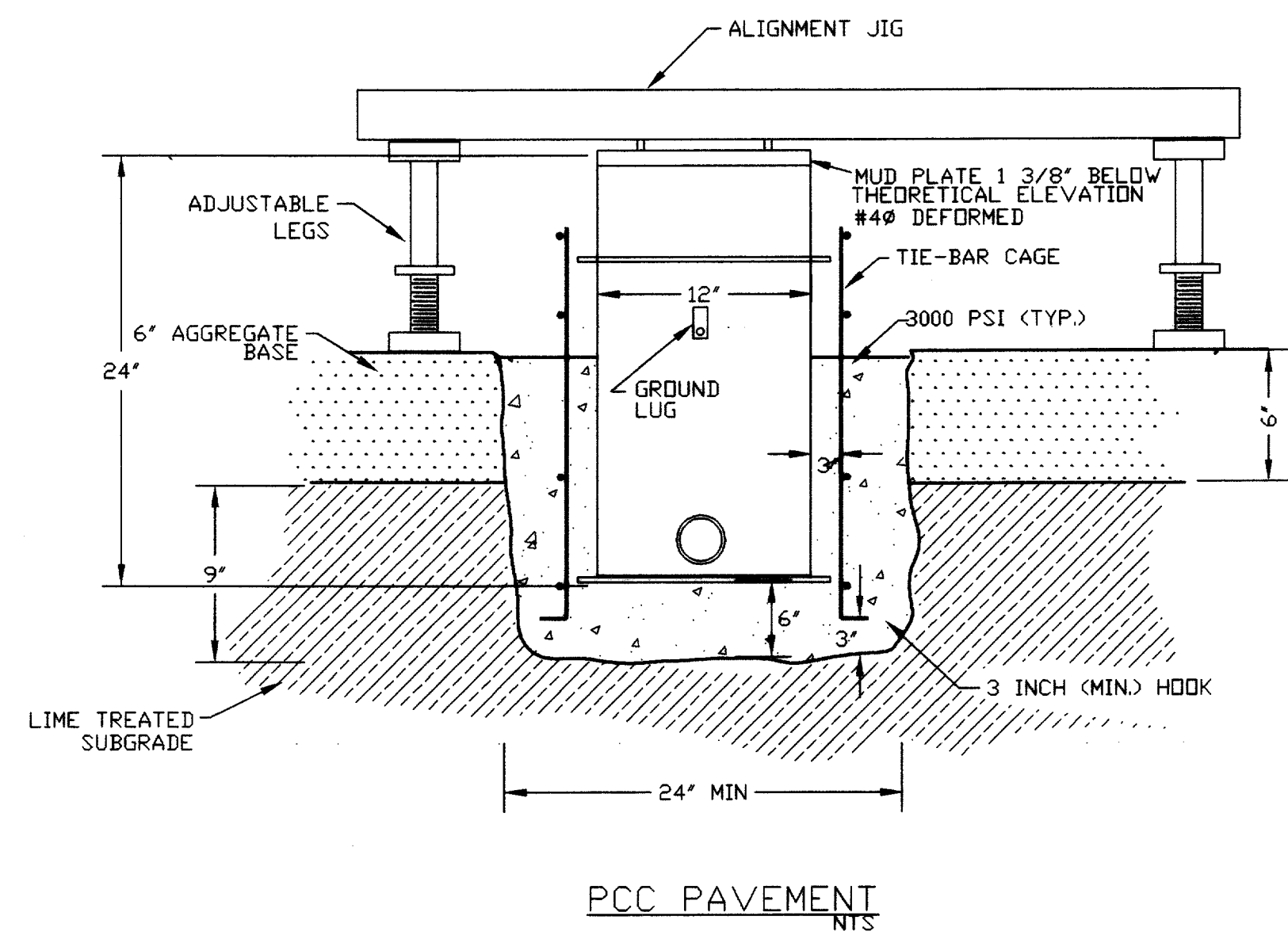
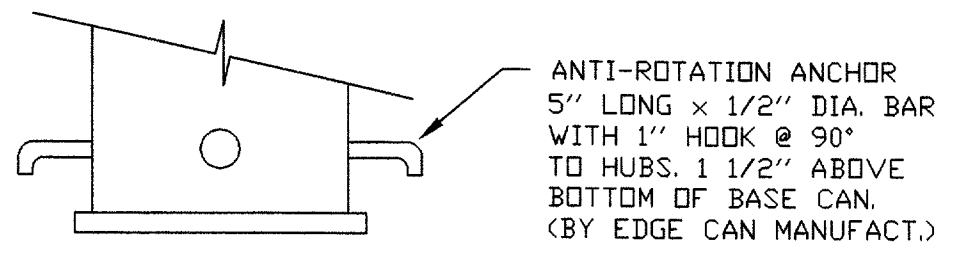
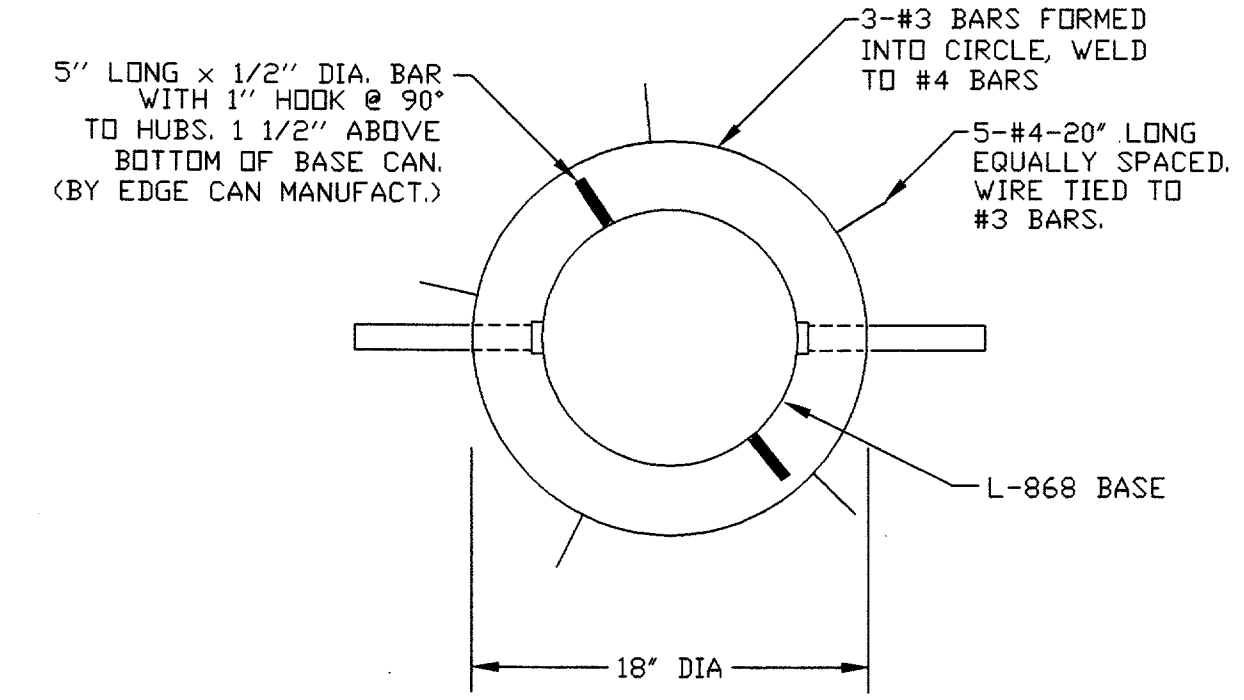


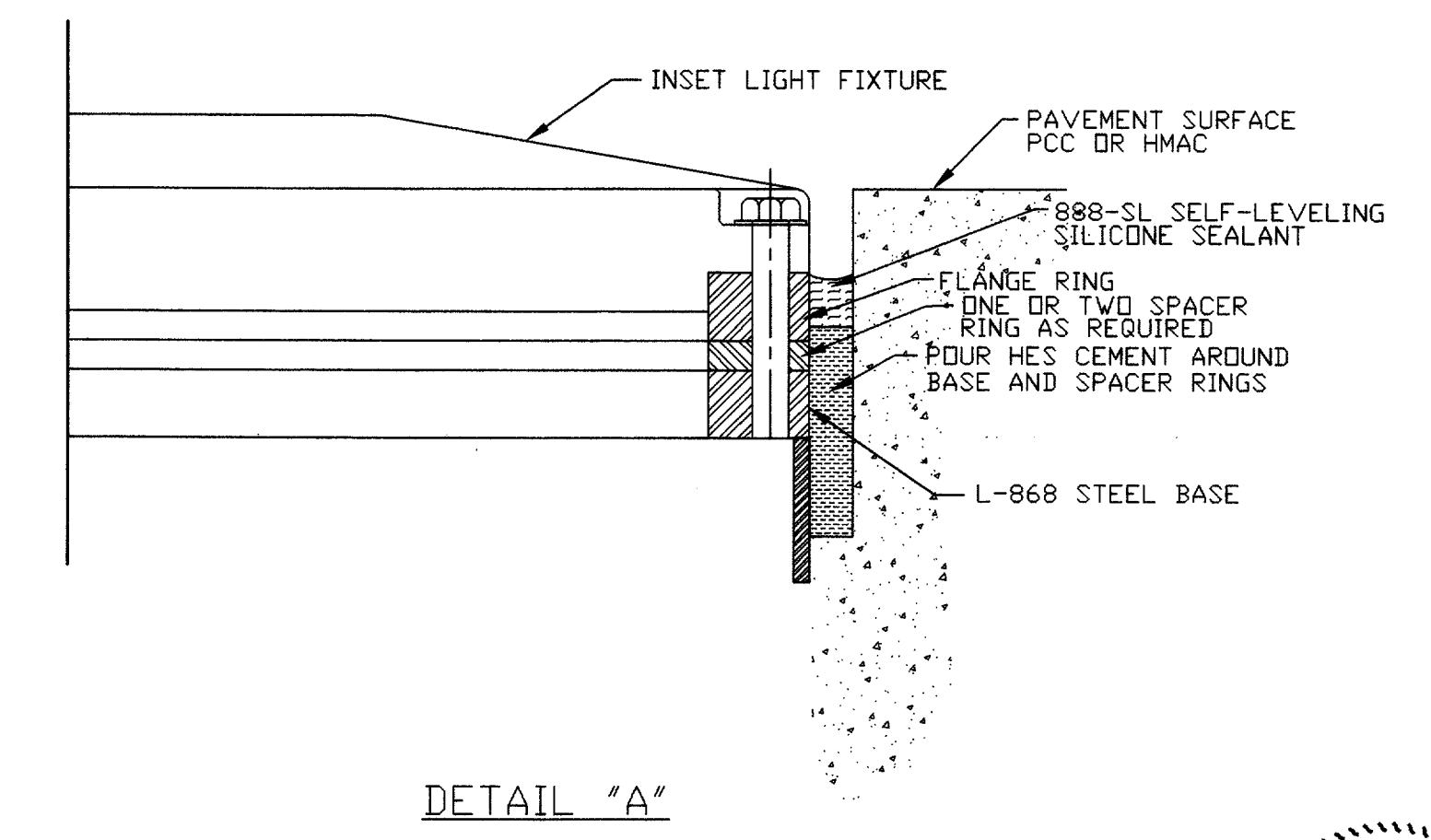
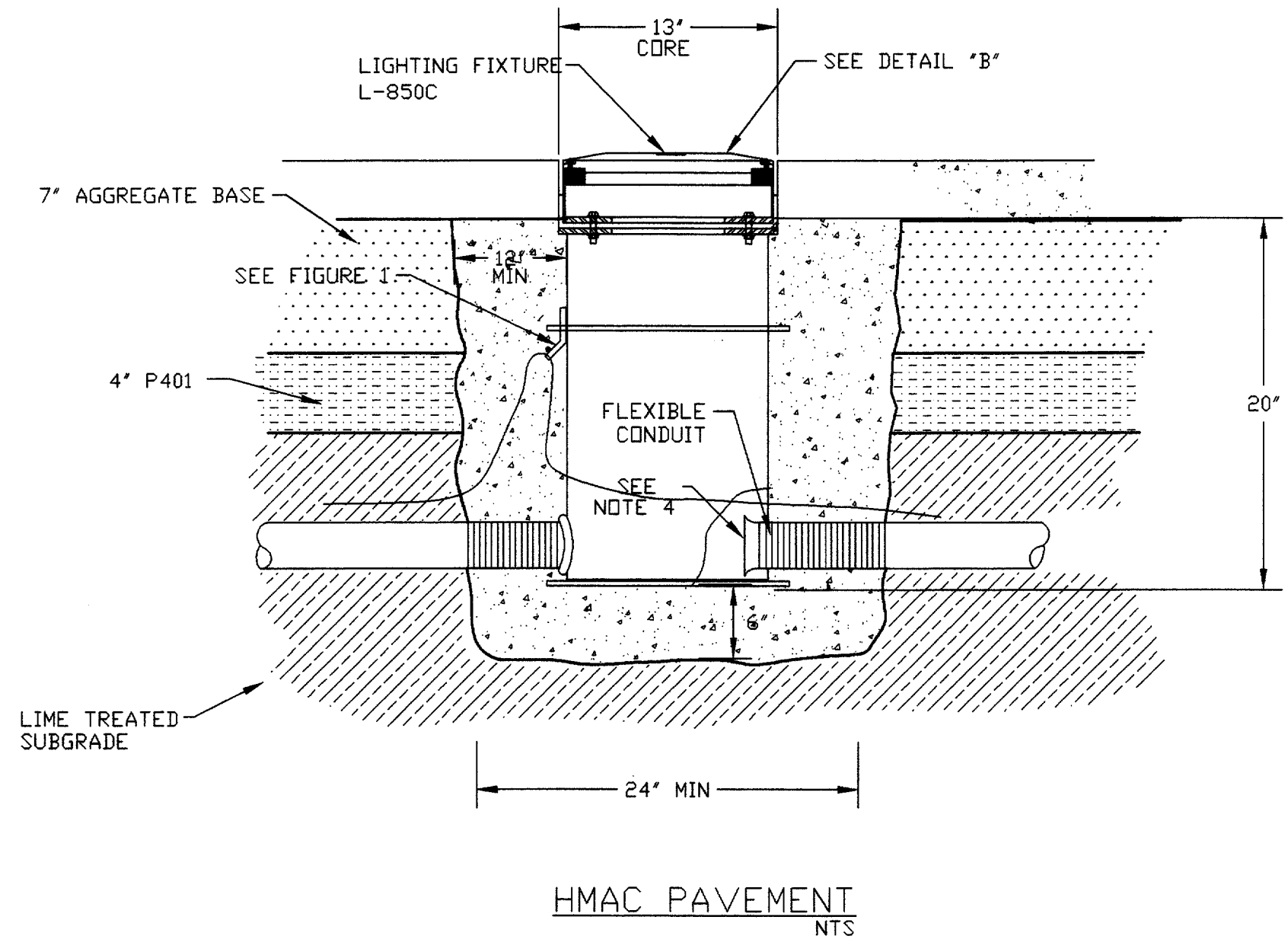
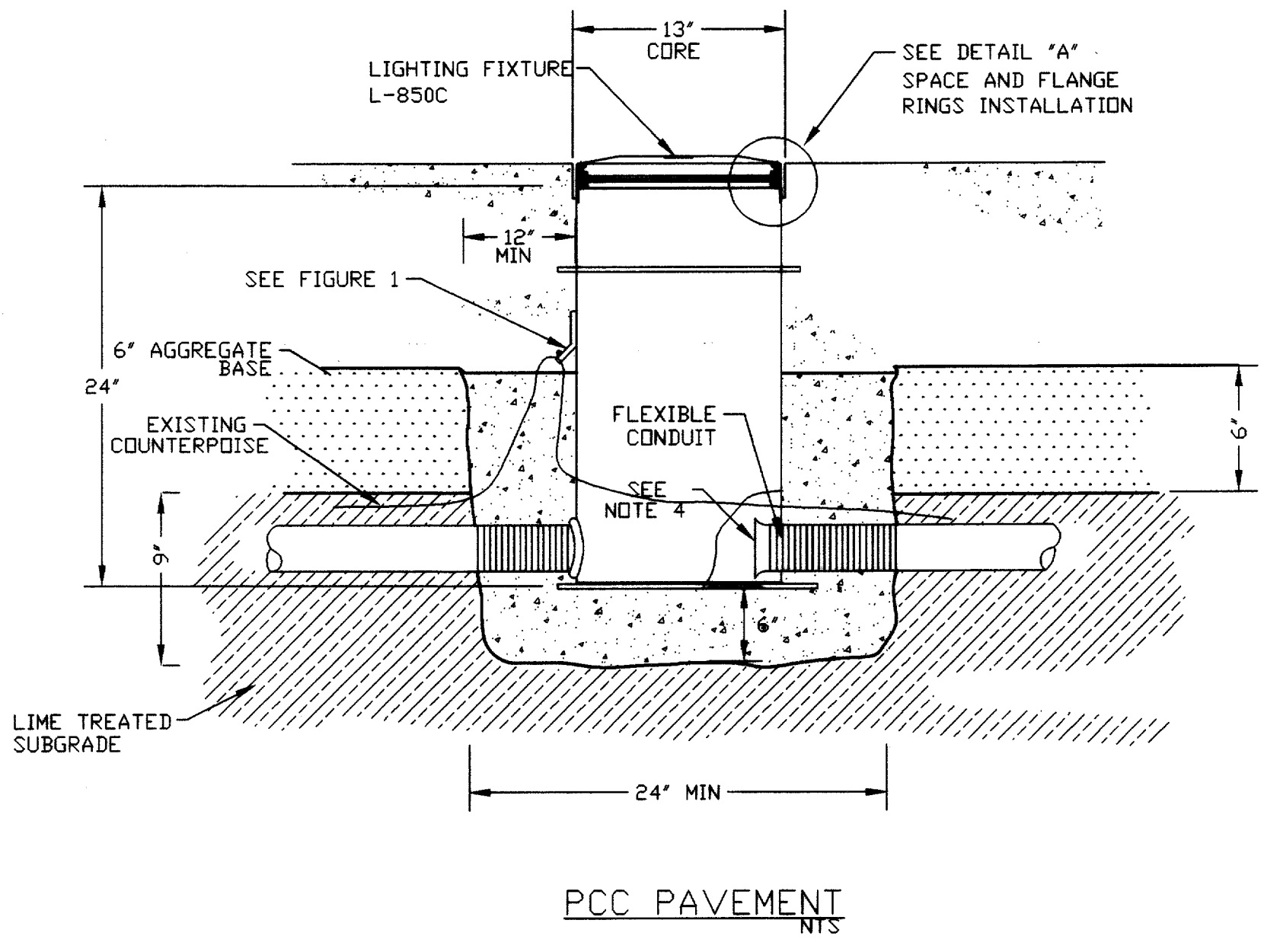
FIGURE 1
FACTORY GROUND LUG DETAIL
NTS

- 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. SEE CABLE AND EDGE HEIGHT DETAIL SHEET FOR L-823 CONNECTORS.
 3. ALL THREADED CONNECTIONS SHALL BE COATED WITH 'ANTI-SEIZE' OR 'IDEAL NDALOX' COMPOUND PRIOR TO ASSEMBLY.
 4. COORDINATE INSTALLATION WITH EARTHWORK AND PAVING CONTRACTOR.
 5. TAXIWAY SURFACE SHALL BE SANDBLASTED CLEAN TO REMOVE ANY MATERIAL DEPOSITED ON THE SURFACE LEFT WHILE CORING.
 6. REUSE EXISTING TRANSFORMER.

ALIGNMENT JIG DETAIL
NO REFERENCE EDGE AVAILABLE
NTS

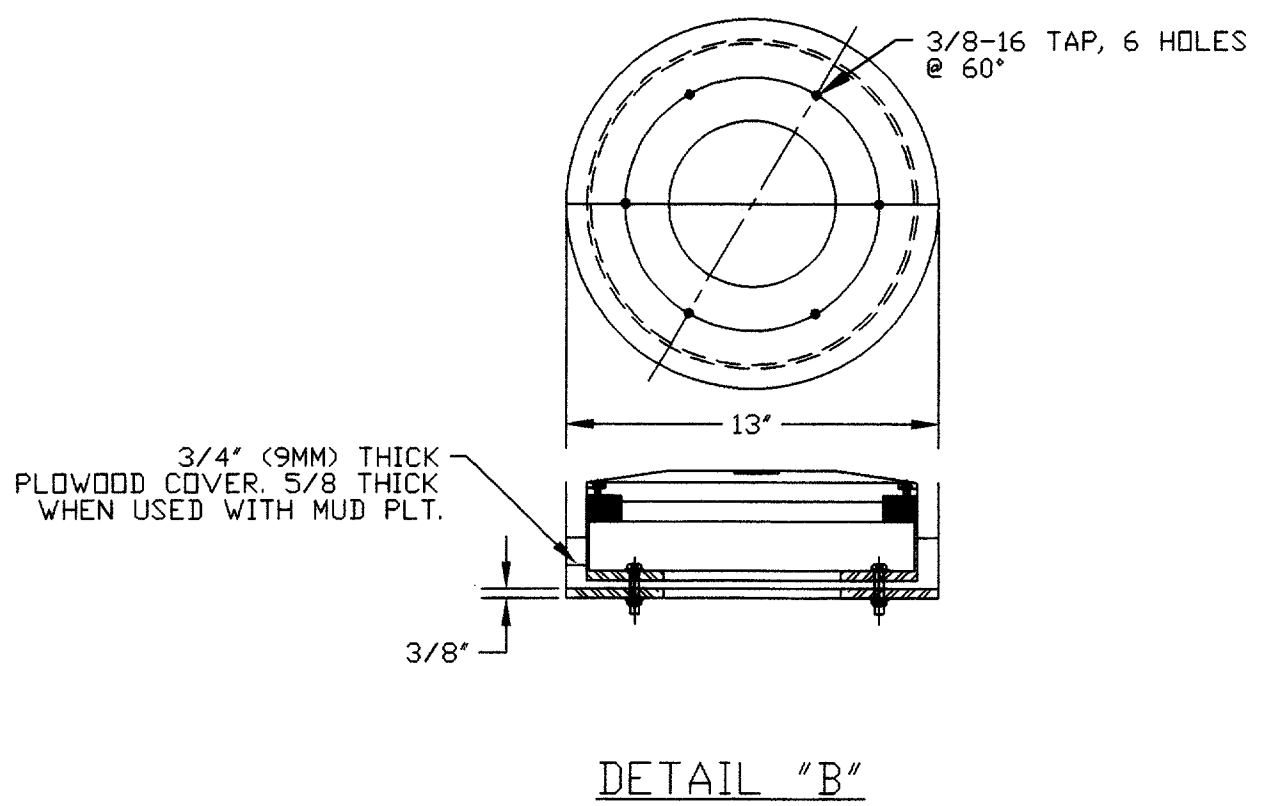


PLAN
ELEVATION
TIE BAR CAGE DETAIL
NTS



DETAIL "A"

- NOTES:**
1. THE USE OF MUD PLATES, CONSTRUCTION RINGS, EXTENSIONS, ETC., DEPENDANT ON PAVING TECHNIQUES.
 2. ORIENTATION TOLERANCE FOR THE BASE IS 1/2 DEGREE FROM THE AZIMUTH SHOWN ON PLANS.
 3. L-850C MOUNTS ON A 12"x24" L-868 BASE.
 4. CONDUITS SHALL PROTRUDE INTO LIGHT BASE 2.00' FOR PVC, INCLUDING END BELL.
 5. ADD APPROPRIATE SANDBAGS OR WEIGHT TO TOP TO PREVENT FLDATING.
 6. ROD CONCRETE UNDER BASE TO ASSURE THERE IS NO VOID IN CONCRETE UNDER BASE.
 7. THERE SHALL BE TWO FEET OF SLACK CABLE OUTSIDE OF BASE TO MAKE REQUIRED SPLICES AND CABLE TERMINATION.



DETAIL "B"

- NOTES:**
1. FIXTURE EDGE SHALL BE FLUSH WITH FINISHED GRADE.
 2. ATTACH THE LIGHT FIXTURE TO THE LIGHT BASE WITH STAINLESS STEEL BOLTS AND ANTI-ROTATIONAL WASHERS AT A TORQUE RECOMMENDED BY THE MANUFACTURER OF THE LIGHT BASE (USUALLY 180 IN. LBS.). PROVIDE A THIN LAYER OF SELF-LEVELING SILICONE SEALER BETWEEN THE SPACER OR FLANGE RING AND THE LIGHT-BASE FLANGE.

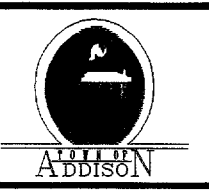


AS BUILT
1-11-99

DESIGN: R.W.C.	TXDOT NO. 9842 ADDSN		
DRAWN: MIR	APP. NO. 0-40-0000-00		
CHECKED: P.S.A.	BID NO. 98-04		
SCALE: 1"=50'	JOB NO. Y8024.60	Date	Revisions

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

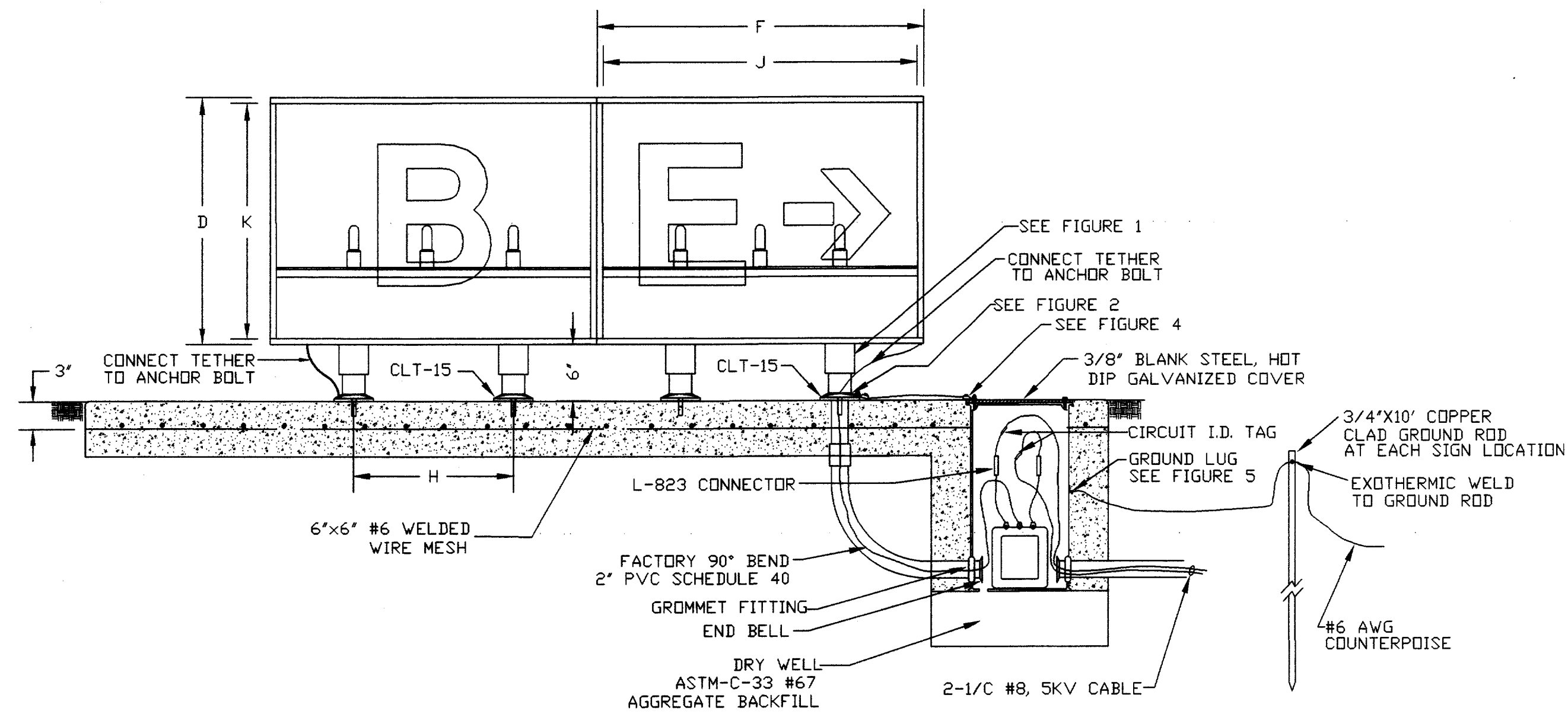
ASA ENGINEERING
DALLAS, TEXAS 75287



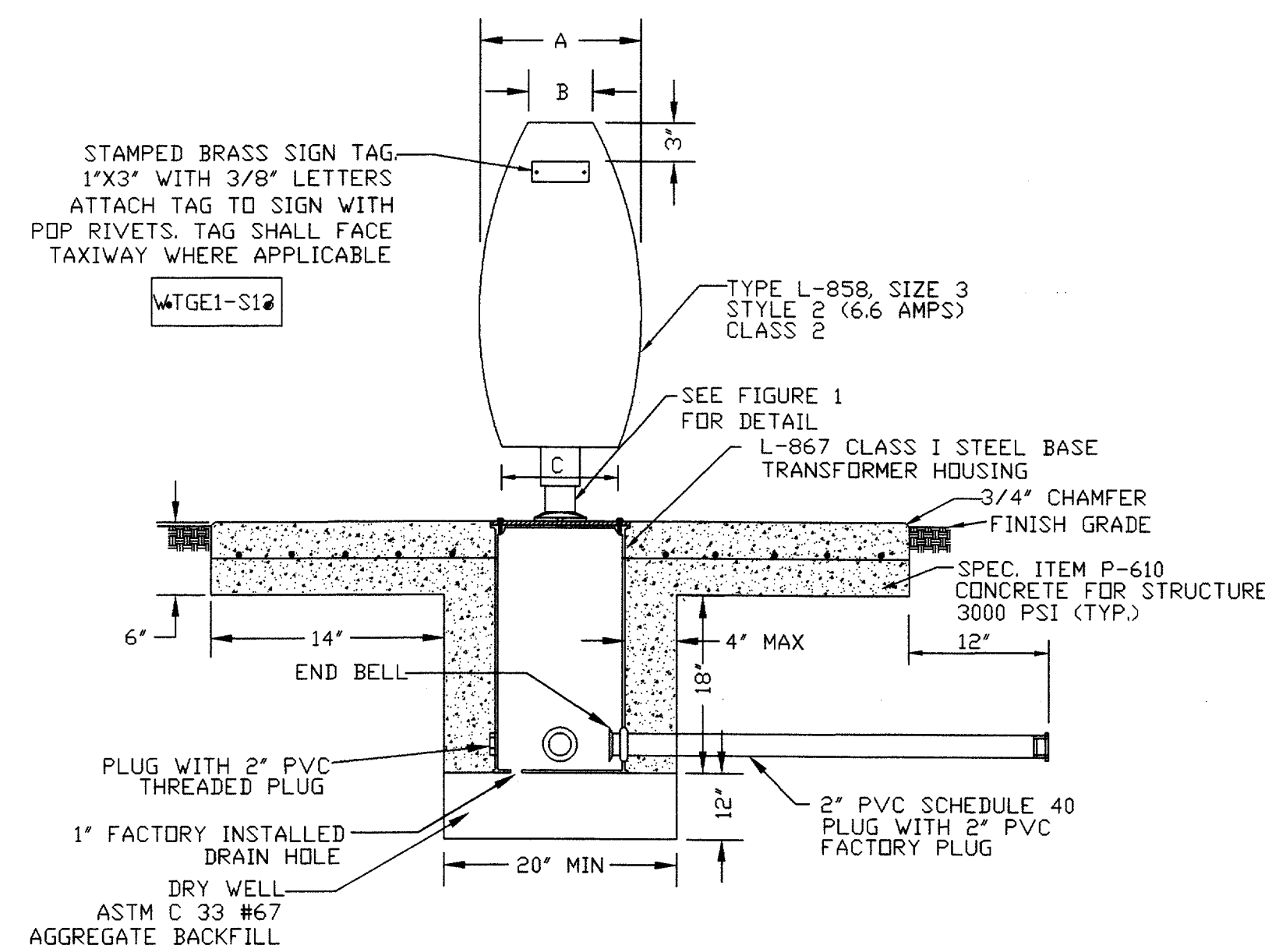
ADDISON AIRPORT

**TAXIWAY "B" LIGHTING
RUNWAY SEMI-FLUSH LIGHT DETAIL**

SHEET 37
DATE: AUG 1995



SECTION



SECTION
NTS

SIZE	3
LTR	18
LAMPS	3
A	15.8"
B	6.0"
C	11.0"
D	31.3"
F	42.0"
G	10.6"
H	20.9"
J	40.4"
K	30.0"

SIZE 3 SIGN DIMENSIONS

- NOTES:
1. BASIC UNIT IS CONSTRUCTED OF ALUMINUM POLYCARBONATE PLASTIC. THE ALUMINUM TOP IS REMOVABLE FOR LEGEND PANEL CHANGES.
 2. LIGHT SHALL BE PROVIDED BY STANDARD QUARTZ LAMPS.
 3. MOUNTING WILL BE WITH FRANGIBLE COUPLINGS.
 4. SIGN SHALL HAVE LETTERING AND BACKGROUND COLOR PER AC 150/5340-18C.
 5. GUIDANCE SIGNS SHALL CONFORM TO FAA ADVISORY CIRCULAR AC-150/5345-44E, FAA CLASS 1, STYLE 2, SIZE 3, L-858 SIGN.
 6. GUIDANCE SIGNS SHALL BE DOUBLE SIDED.
 7. SIGN FACE SHALL DISPLAY INFORMATION AS SHOWN ON THE PLANS. SIGN FACES THAT ARE BLANKS SHALL HAVE BLACK PANELS.

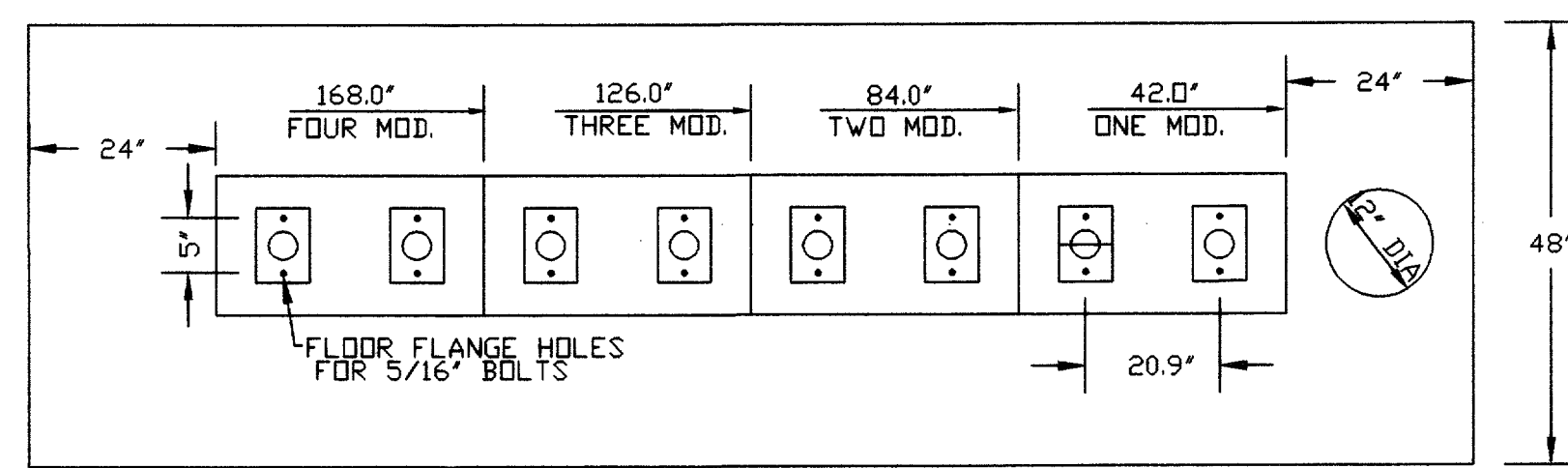
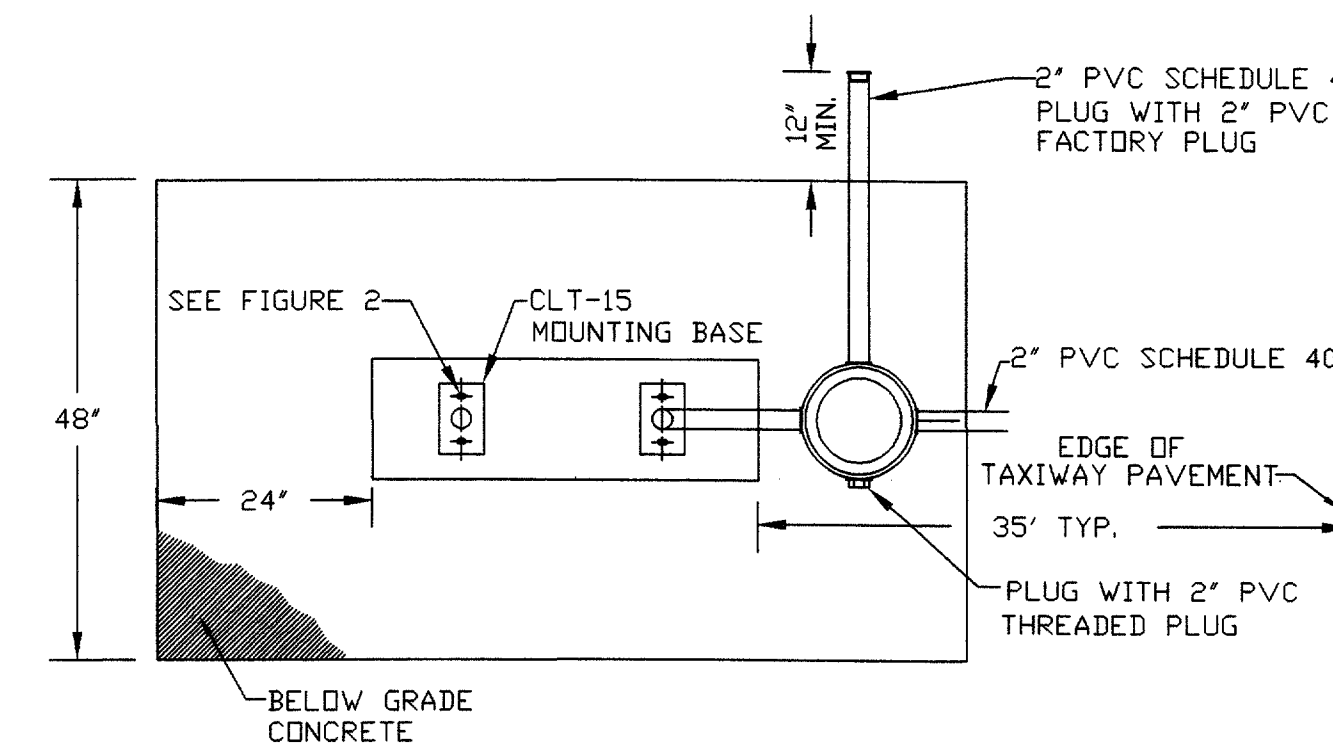


FIGURE 3

SIZE 3 SIGN BASE DIMENSIONS
NTS



L-858 GUIDANCE SIGN BASE PLAN
NTS

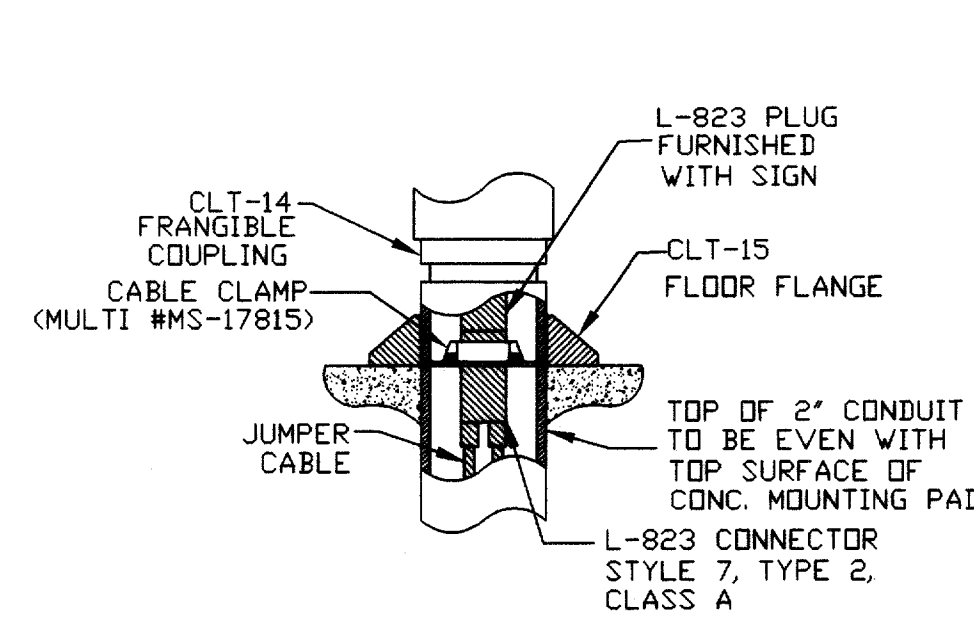


FIGURE 1

ELECTRICAL CONNECTION DETAIL
NTS

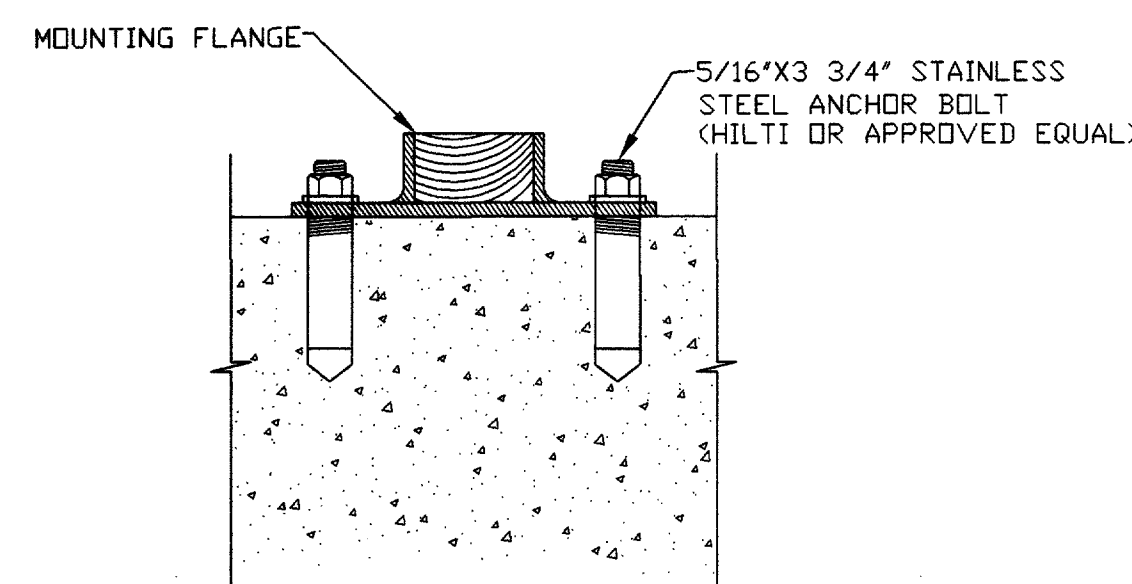


FIGURE 2

ANCHOR BOLT DETAIL
NTS

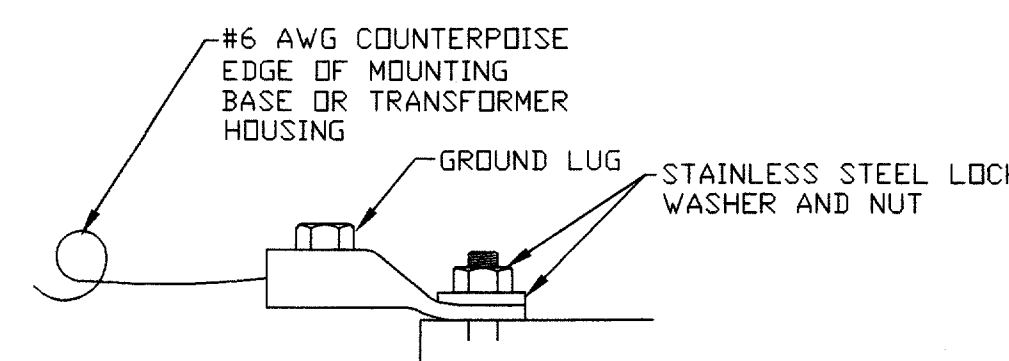


FIGURE 4

GROUND CONNECTOR DETAIL
NTS

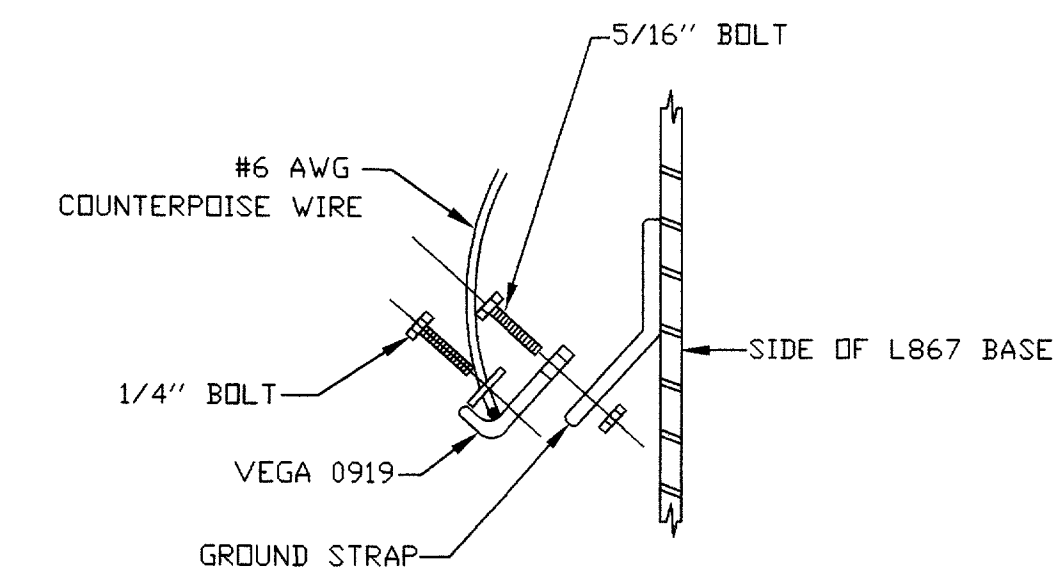
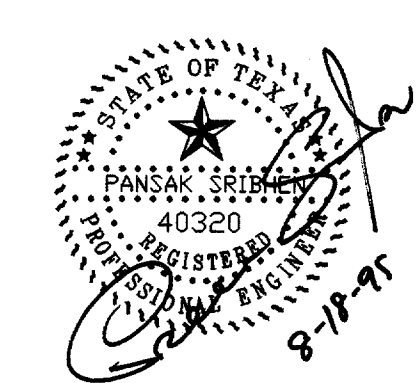


FIGURE 5

FACTORY GROUND LUG DETAIL
NTS



AS BUILT
1-11-99

DESIGN: R.W.C.	TxDOT NO. 9842 ADDSN		
DRAWN: MIR	APP. NO. 98-04		
CHECKED: P.S.A.	BID NO. 98-04		
SCALE: 1"=50'	JOB NO. Y8024.60	Date	Revisions

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

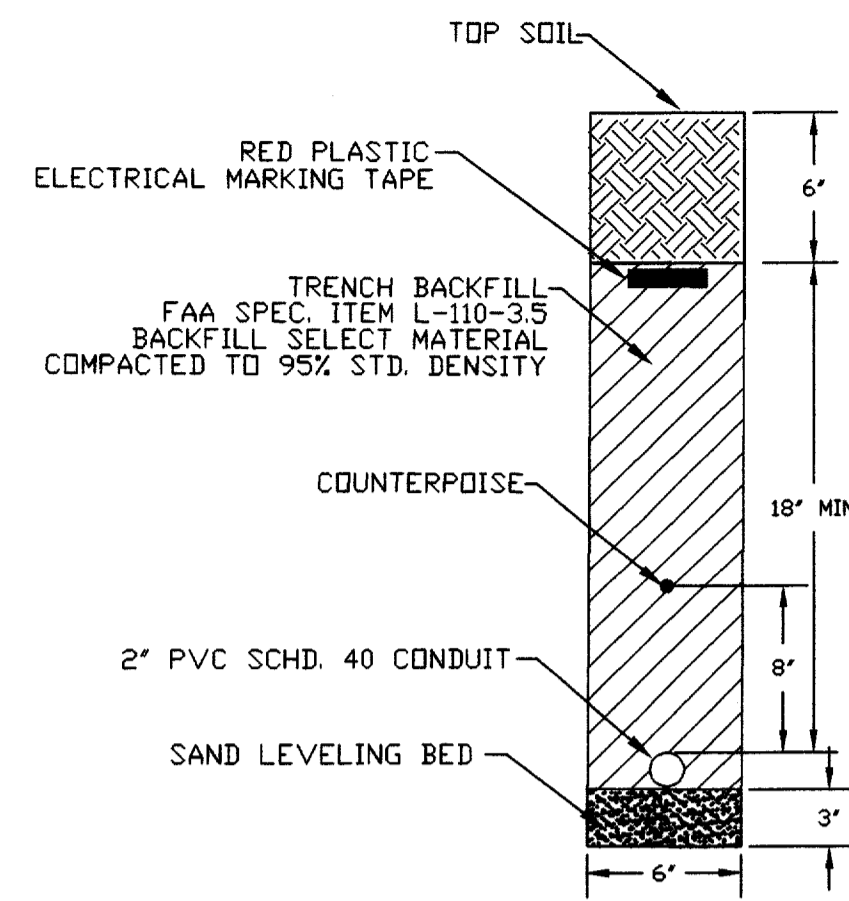
ASA
ENGINEERING
DALLAS, TEXAS 75287



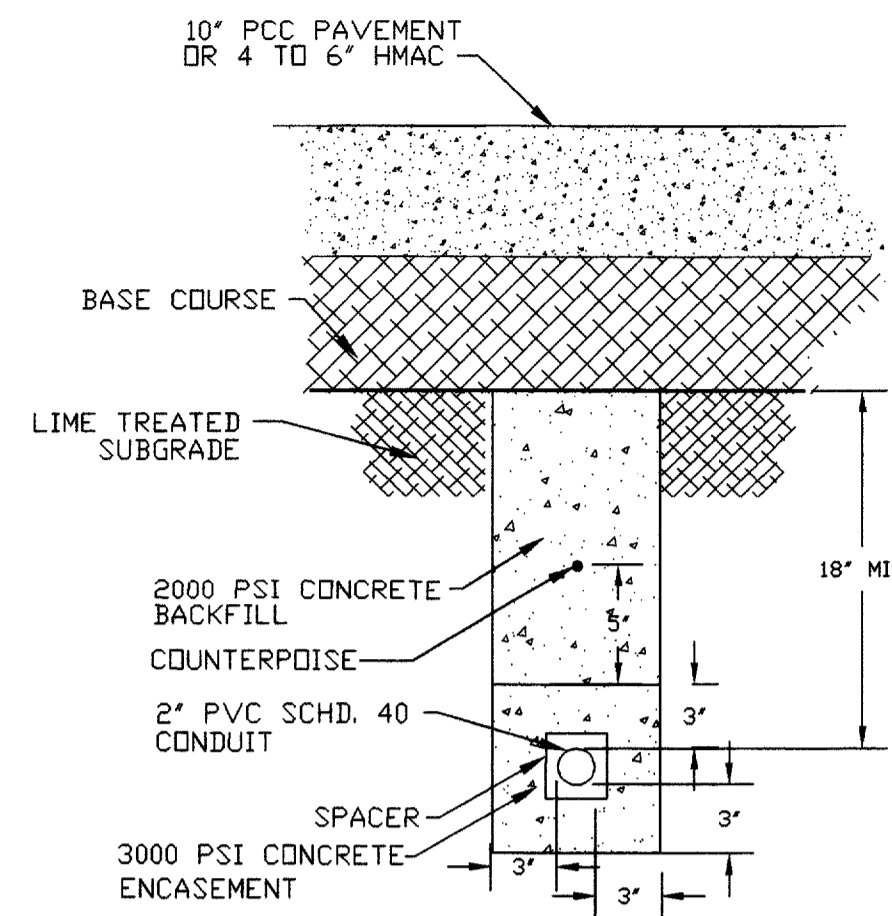
ADDISON AIRPORT

**TAXIWAY "B" LIGHTING
GUIDANCE SIGN DETAIL**

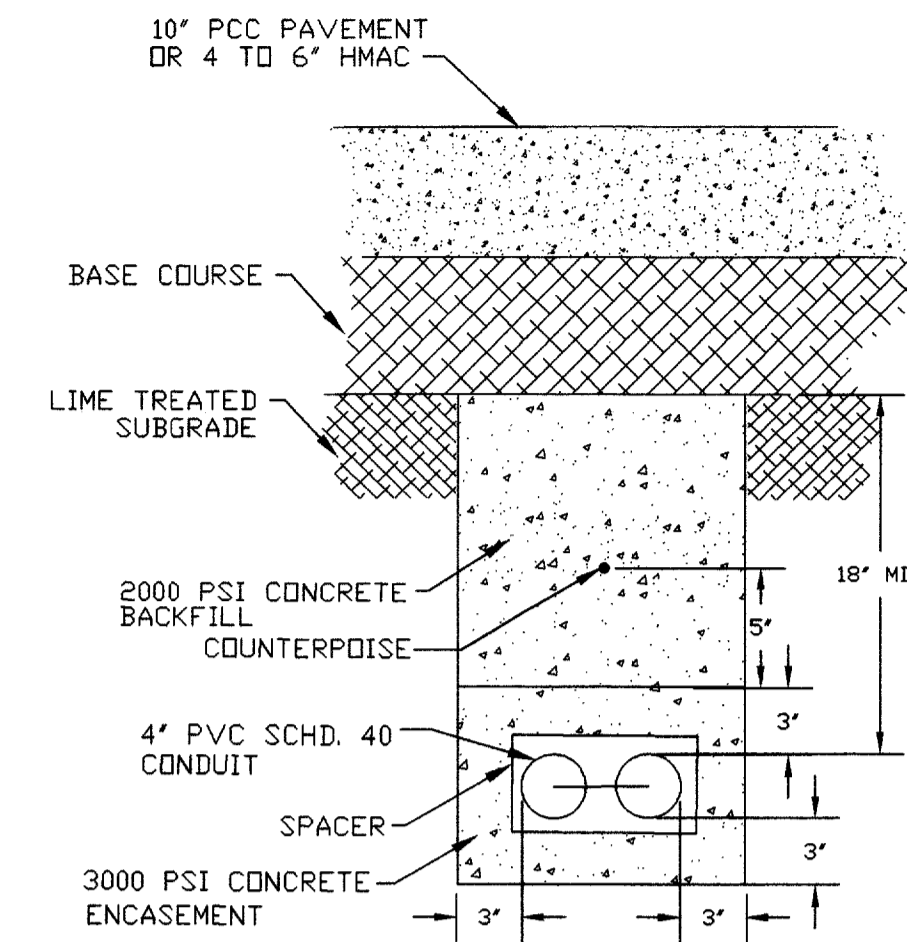
SHEET 38
DATE: AUG 1998



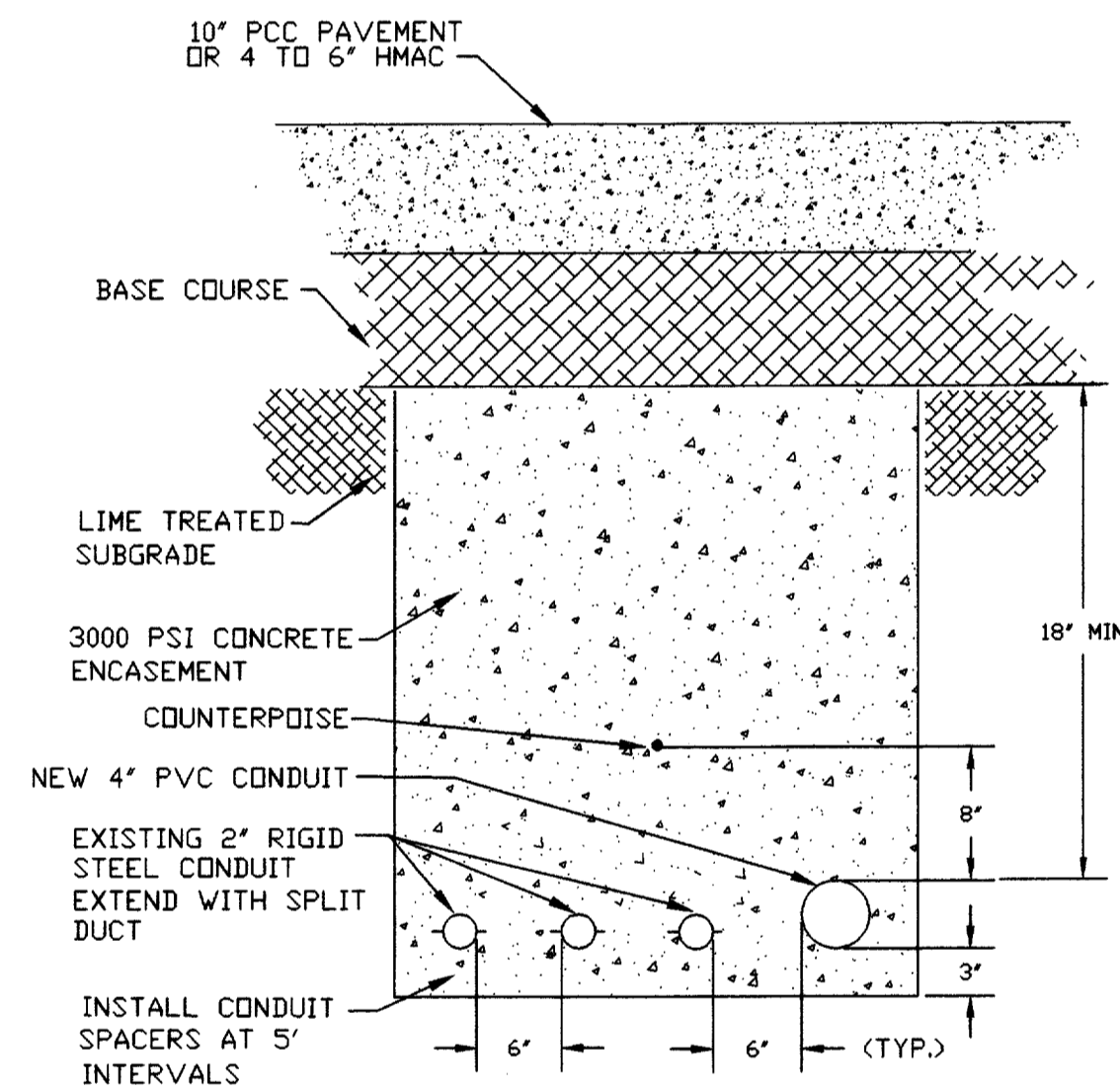
2" PVC ONE-WAY ELECTRICAL DUCT-TYPE "A"
NTS



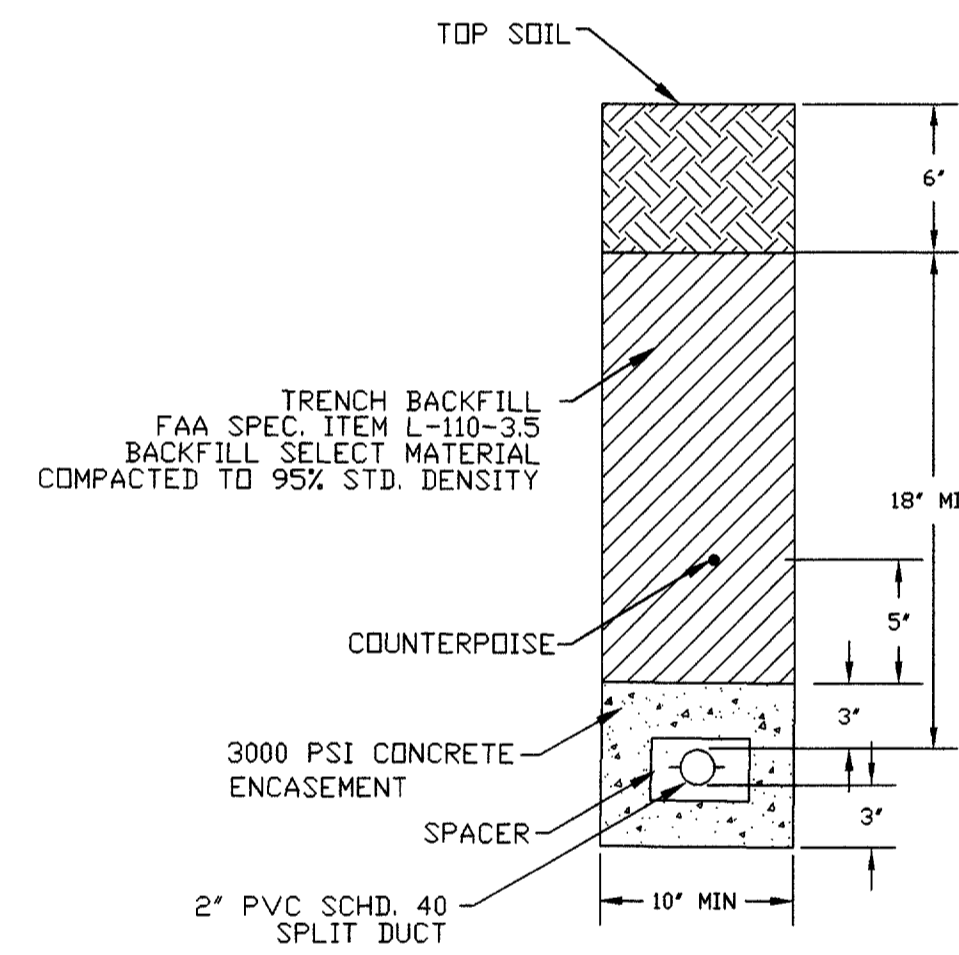
2" PVC ONE-WAY ELECTRICAL DUCT-TYPE "B"
UNDER PAVEMENT
NTS



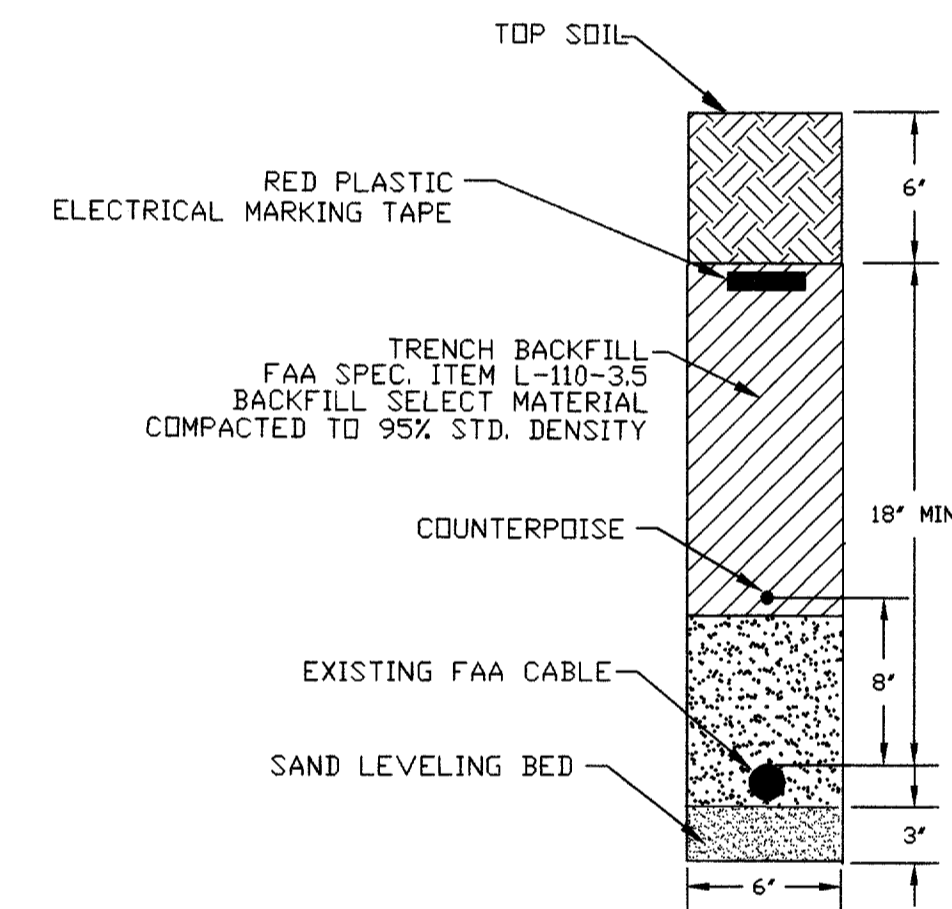
4" PVC TWO-WAY ELECTRICAL DUCT-TYPE "C"
UNDER PAVEMENT
NTS



THREE & FOUR-WAY FAA DUCTS-TYPE "D", "E" & "F"
UNDER PAVEMENT
NTS



2" PVC ONE-WAY SPLIT FAA DUCT-TYPE "G"
NTS
NOTE: OVER STORM DRAIN - ENCLOSING FAA CABLE, IF MORE THAN ONE CABLE
MAINTAIN 6" CLEARANCE BETWEEN CONDUITS.



SAND ENCASE FAA CABLE-TYPE "H"
NTS

NOTES: PRETAIN TO FAA CABLE DUCTS

- TAXIWAY "C" TYPE "D" EXTEND 3 EXISTING 2" RIGID STEEL CONDUITS CONTAINING 2-WITH 1 CONTROL CABLE EACH AND 1 WITH 2400 VOLT ARM. CABLE USING PVC SPLIT DUCT. EXTENDED 15' BEYOND EDGE OF TAXIWAY. INSTALL ONE 4" PVC CONDUIT WITH NYLON PULL ROPE, PLUG OR CAP BOTH ENDS.
- TAXIWAY "E" TYPE "E" EXTEND 2 EXISTING 2" RIGID STEEL CONDUITS (1 EACH) 1 CONTROL CABLE WITH 2" PVC SPLIT DUCT 15' BEYOND TAXIWAY EDGE. INSTALL ONE 4" PVC CONDUIT WITH NYLON PULL ROPE, PLUG OR CAP ENDS OF CONDUIT.
- TAXIWAY "F" TYPE "F" INCLOSE 2 EXISTING FAA CONTROL CABLE WITH 2" PVC SPLIT DUCT (15' BEYOND THE RUNWAY EDGE). INSTALL ONE 4" PVC CONDUIT WITH NYLON PULL ROPE PLUG OR CAP ENDS OF CONDUIT.

GENERAL NOTES:

1. THIS NOTE IS APPLIED TO ALL UNDER PAVEMENT DUCTS.
2. TAXIWAY "C" & "B" DUCTS SHALL BE INSTALLED AFTER PLACEMENT OF THE 9" LIME TREATED SUBGRADE AND PRIOR TO THE PLACEMENT OF 6" CRUSHED AGGREGATE BASE.
3. TAXIWAY "E" & "F" DUCTS SHALL BE INSTALLED AFTER COMPACTION OF THE SUBGRADE AND PRIOR TO THE PLACEMENT OF THE 6" TXDOT ITEM 340 BITUMINOUS BASE COURSE.
4. NOTE CONCRETE PAVEMENT TYPICAL SECTION SHEET NO. 5 AND ASPHALT PAVEMENT TYPICAL SECTION SHEET NO. 6 FOR ACTUAL BASE COURSE DEPTH FOR VARIOUS TAXIWAYS AND TYPE OF FINISH COURSE.



AS BUILT
1 - 11 - 99

DESIGN: R.W.G.	TXDOT NO. 9842 ADDSN		
DRAWN: MIR	DATE: 3-10-99		
CHECKED: P.S.A.	BID NO.: 98-04		
SCALE: 1"=50'	JOB NO.: Y8024.60	Date	Revisions

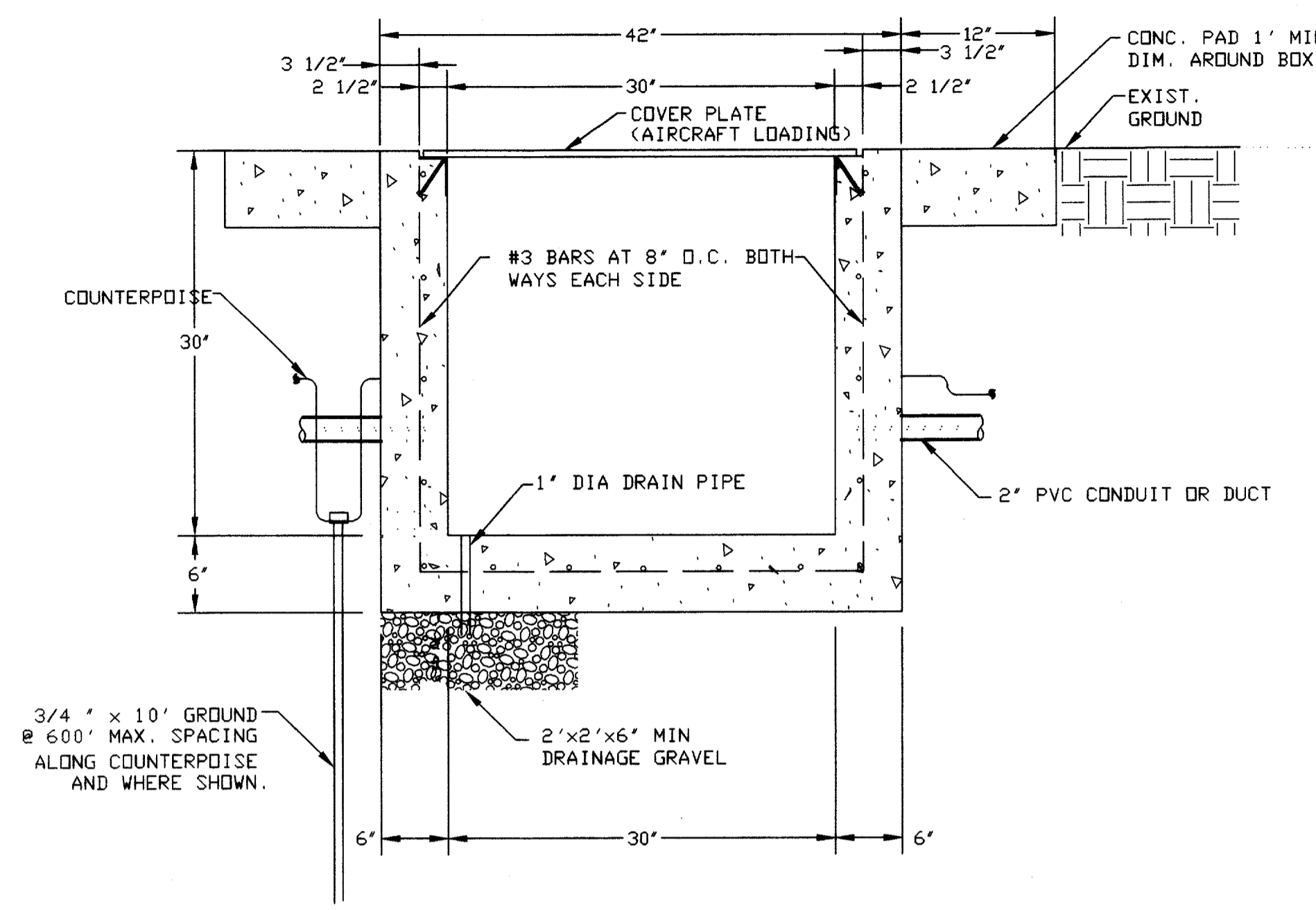
Greiner, Inc.
Greiner, Inc.
Fort Worth, Texas



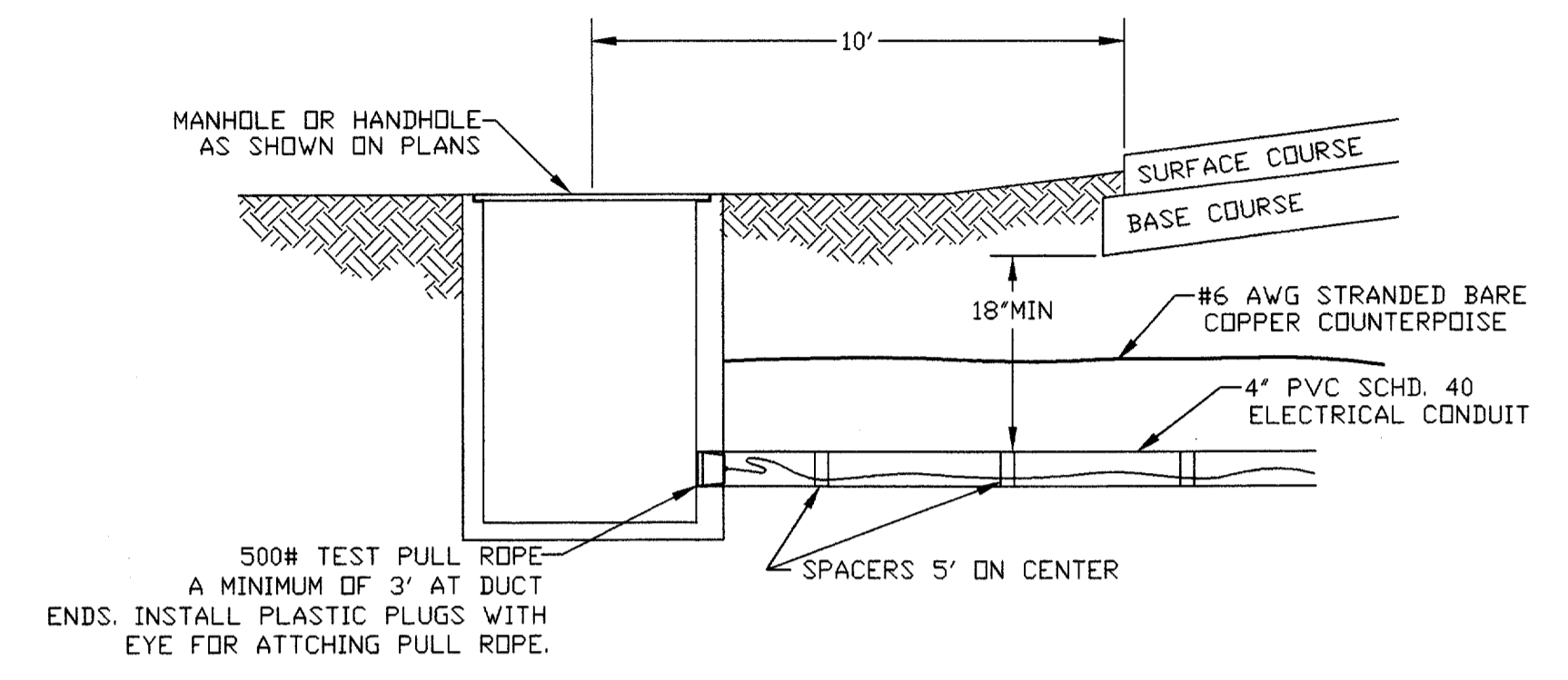
ADDISON AIRPORT

TAXIWAY "B" LIGHTING
ELECTRICAL CONDUIT & DUCT DETAIL

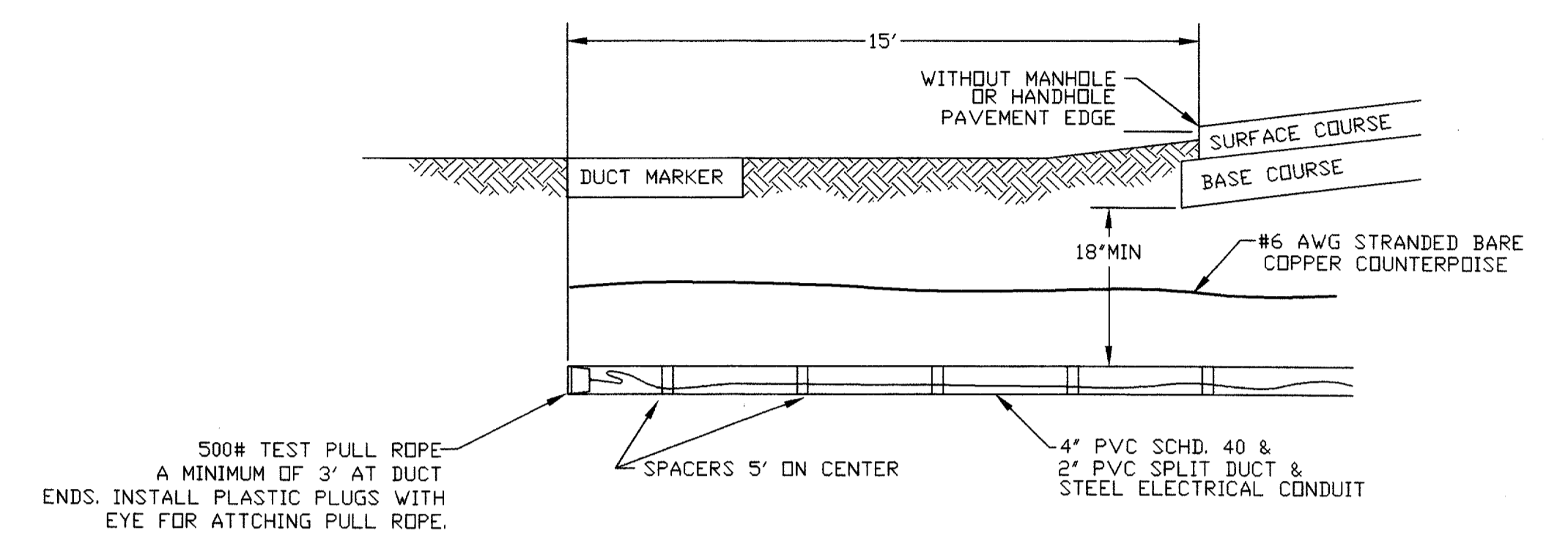
SHEET **39**
DATE: AUG 1998



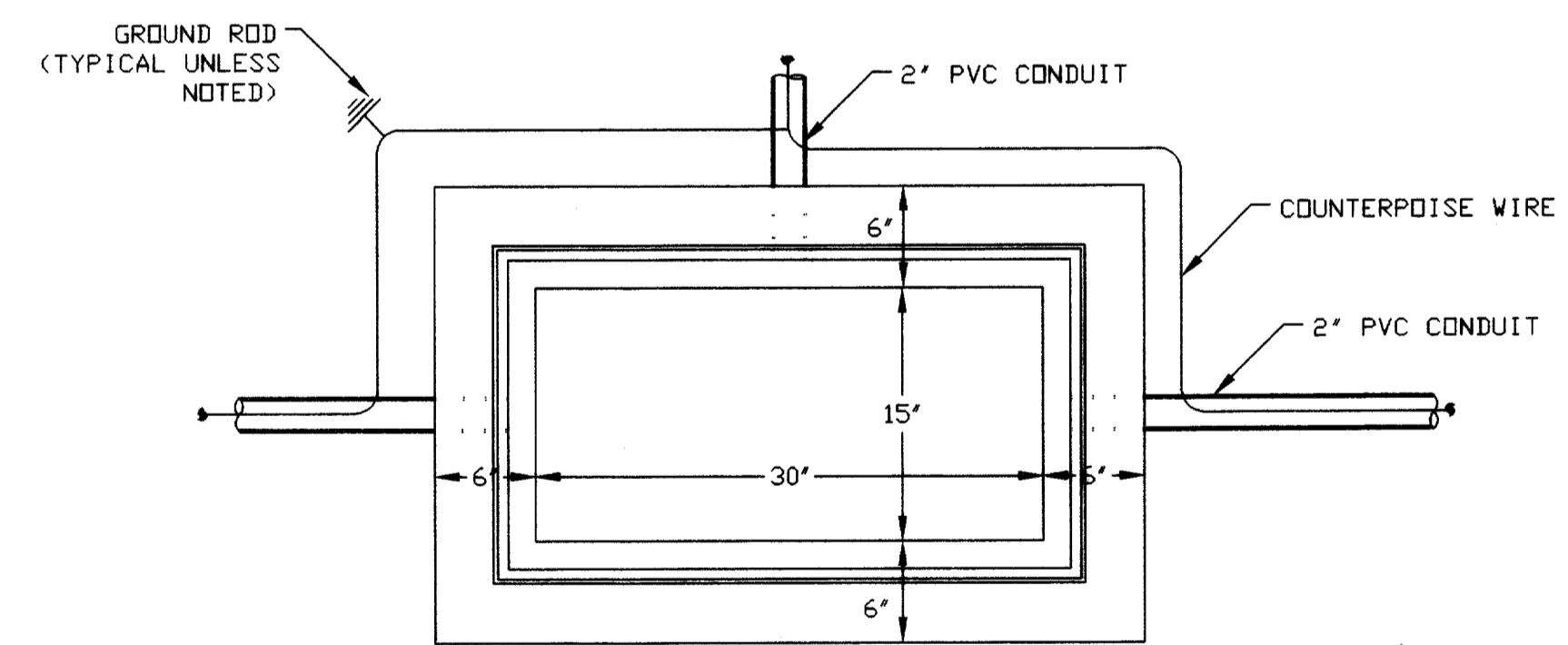
SECTION



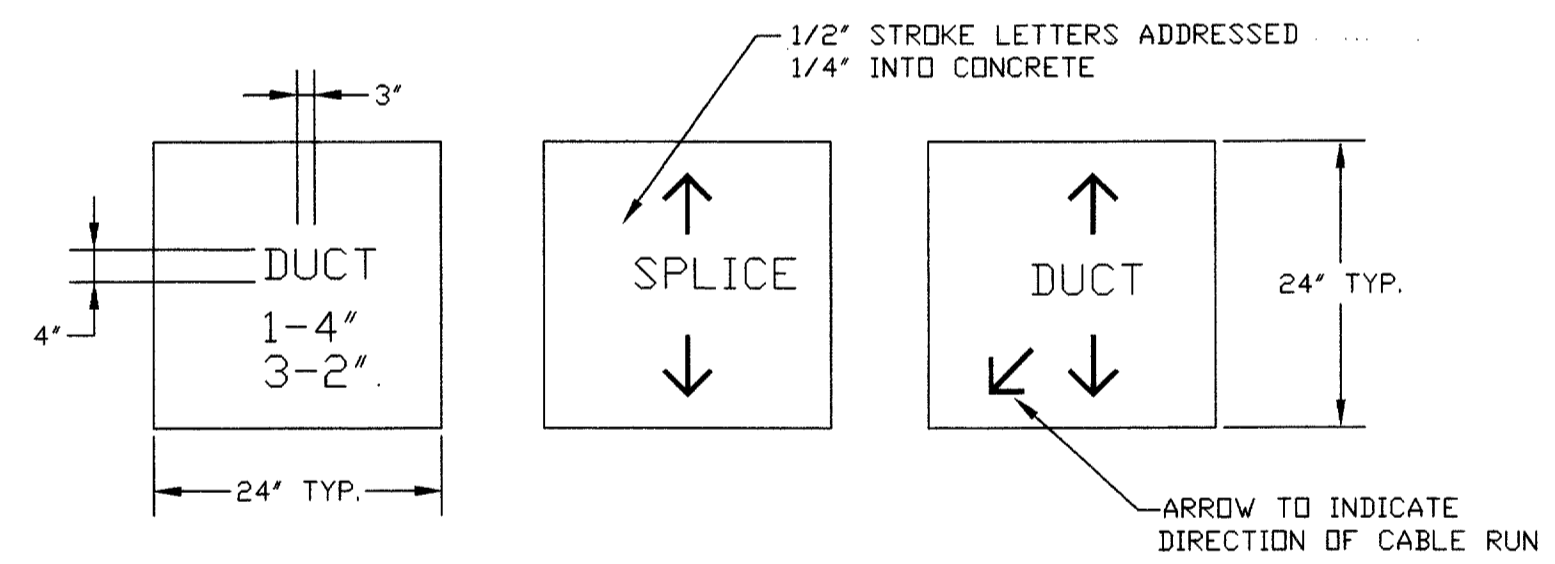
ELEVATION
UNDERGROUND ELECTRICAL DUCT
NTS



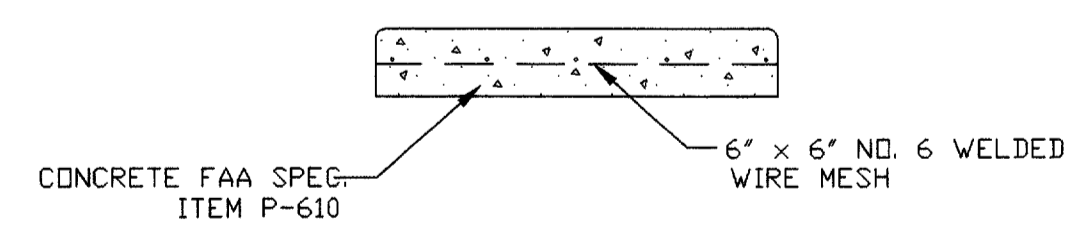
ELEVATION
UNDERGROUND FAA DUCT
NTS
NOTE: SEE CONDUIT & DUCT DETAIL SHEET.



PLAN VIEW
CONCRETE HANDHOLE DETAILS
NTS



PLAN VIEWS



SECTION VIEW
CABLE AND DUCT MARKER
NTS



AS BUILT
1-11-99

DESIGN: R.V.C.	TXDOT NO. 9842 ADDSN	Date	Revisions	By
DRAWN: M.R.	2-19-9962-06			
CHECKED: P.S.A.	BID NO. 98-04			
SCALE: 1"=50'	JOB NO. Y8024.60			

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

ASA
ENGINEERING
DALLAS, TEXAS 75287



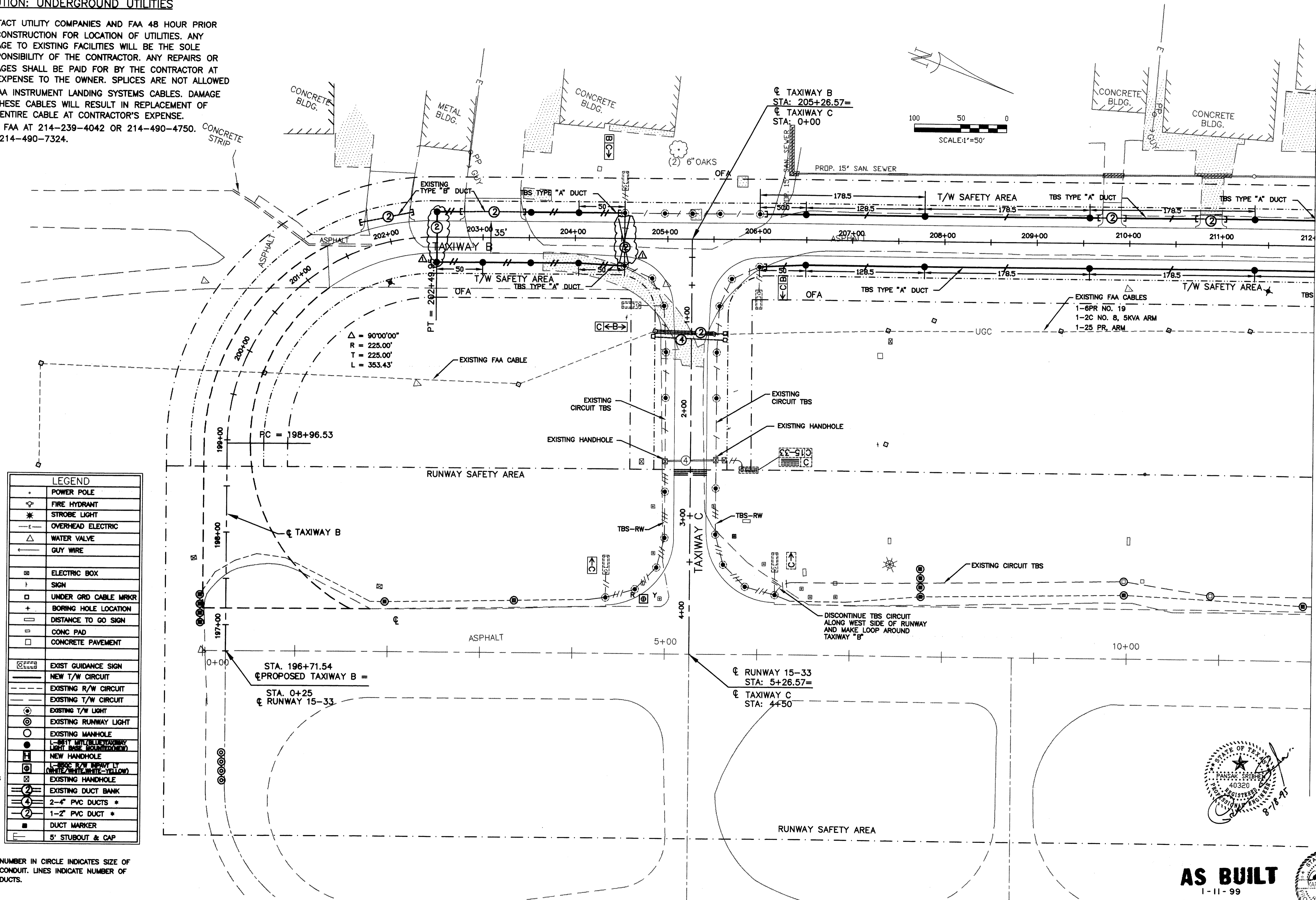
ADDISON AIRPORT

TAXIWAY "B" LIGHTING
HANDHOLE DETAIL

SHEET
40
DATE: AUG 1995

CAUTION: UNDERGROUND UTILITIES

CONTACT UTILITY COMPANIES AND FAA 48 HOUR PRIOR TO CONSTRUCTION FOR LOCATION OF UTILITIES. 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. SPLICES ARE NOT ALLOWED IN FAA INSTRUMENT LANDING SYSTEMS CABLES. DAMAGE TO THESE CABLES WILL RESULT IN REPLACEMENT OF THE ENTIRE CABLE AT CONTRACTOR'S EXPENSE. CALL FAA AT 214-239-4042 OR 214-490-4750. FAX 214-490-7324.



LEGEND	
•	POWER POLE
⊕	FIRE HYDRANT
*	STROBE LIGHT
—	OVERHEAD ELECTRIC
△	WATER VALVE
—	GUY WIRE
⊠	ELECTRIC BOX
⊡	SIGN
□	UNDER GRD CABLE MARKER
+	BORING HOLE LOCATION
—	DISTANCE TO GO SIGN
□	CONC PAD
□	CONCRETE PAVEMENT
⊠	EXIST GUIDANCE SIGN
—	NEW T/W CIRCUIT
---	EXISTING R/W CIRCUIT
---	EXISTING T/W CIRCUIT
⊙	EXISTING T/W LIGHT
⊙	EXISTING RUNWAY LIGHT
○	EXISTING MANHOLE
⊠	L-8511 WITH BLUE HAZARD LIGHT BASE (ROUND/NEW)
⊠	NEW HANDHOLE
⊠	L-8500 R/W IMPACT LY (WHITE/WHITE-YELLOW)
⊠	EXISTING HANDHOLE
⊠	EXISTING DUCT BANK
⊠	2-4" PVC DUCTS *
⊠	1-2" PVC DUCT *
⊠	DUCT MARKER
⊠	5' STUBOUT & CAP

ALTERNATE NO. 4
 L-853 ELEVATED RETROREFLECTIVE EDGE MARKER
 NOTE: ALTERNATE NO. 4 CONSISTS OF PLACING REFLECTIVE MARKERS IN LIEU OF L-8611 EDGE LIGHTS

* NUMBER IN CIRCLE INDICATES SIZE OF CONDUIT. LINES INDICATE NUMBER OF DUCTS.

MATCH LINE - SEE SHEET 42



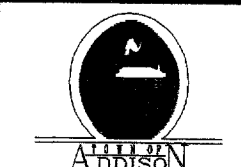
AS BUILT
1-11-99



DESIGN: R.V.C.	TXDOT NO. 9842 ADDSN	1-11-99	AS BUILT	MG
DRAWN: MTR	APP. NO. 2-19-0063-02			
CHECKED: E.S.A.	BID NO. 95-12-98-04			
SCALE: 1" = 50'	JOB NO. E708024.70	Date	Revisions	By

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

ASA ENGINEERING
DALLAS, TEXAS 75287



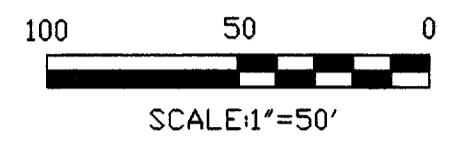
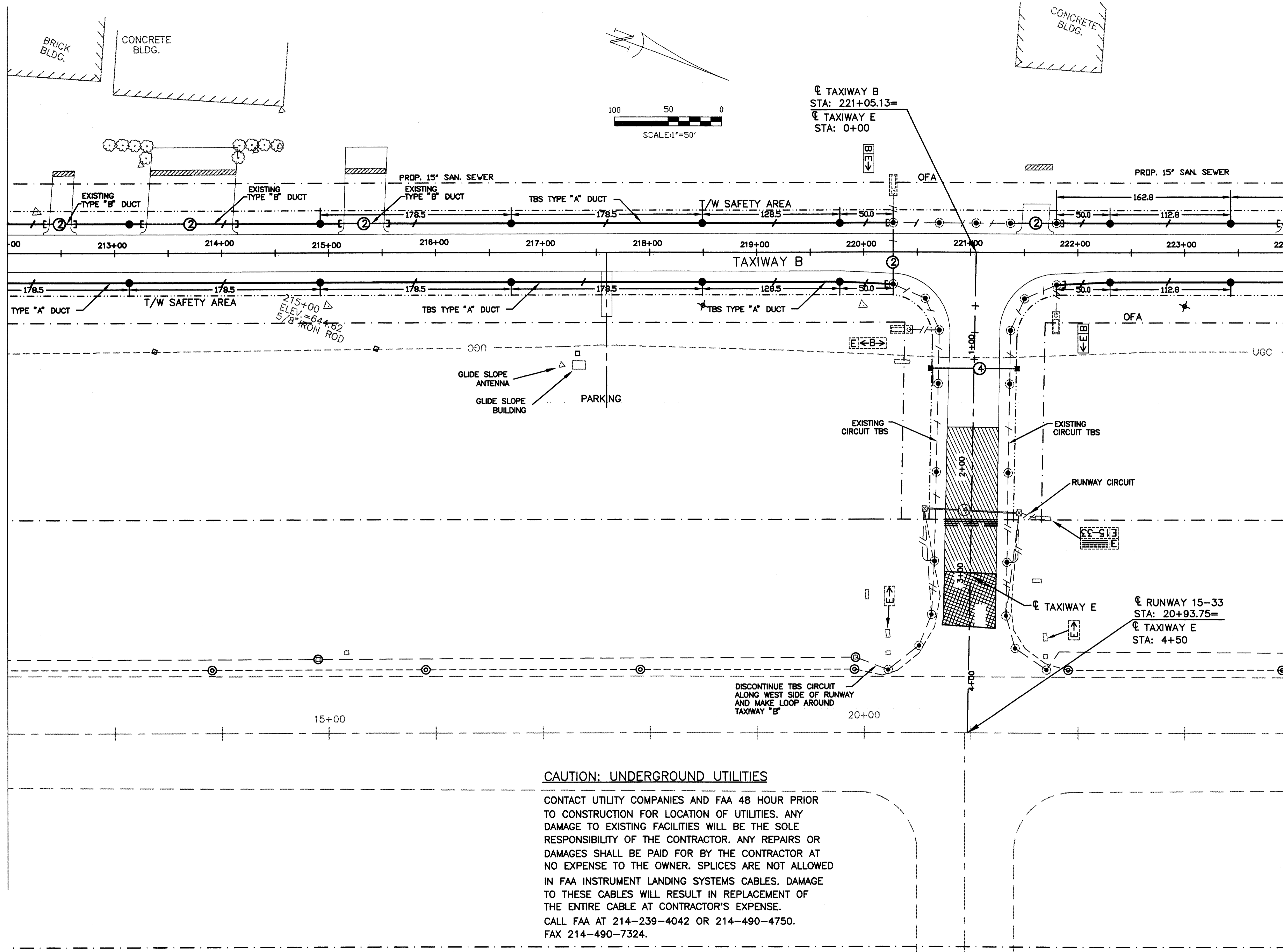
ADDISON AIRPORT

ADDITIVE ALT. NO. 3/4 - TAXIWAY "B"
LIGHTING LAYOUT - STA. 201+50 TO 212+00

SHEET **41**
DATE: AUG 1996

MATCH LINE - SEE SHEET 41

MATCH LINE - SEE SHEET 43



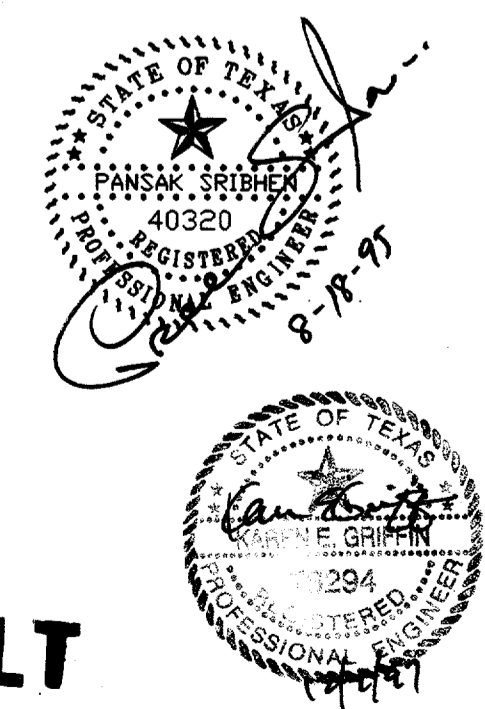
LEGEND	
•	POWER POLE
⊕	FIRE HYDRANT
*	STROBE LIGHT
—○—	OVERHEAD ELECTRIC
△	WATER VALVE
—	GUY WIRE
⊞	ELECTRIC BOX
+	SIGN
□	UNDER GRD CABLE MRKR
+	BORING HOLE LOCATION
—	DISTANCE TO GO SIGN
▭	CONC PAD
▭	CONCRETE PAVEMENT
—	EXIST GUIDANCE SIGN
—	NEW T/W CIRCUIT
---	EXISTING R/W CIRCUIT
---	EXISTING T/W CIRCUIT
⊙	EXISTING T/W LIGHT
⊙	EXISTING RUNWAY LIGHT
○	EXISTING MANHOLE
○	L-861T MTL (BLUE/TAXIWAY LIGHT BASE MOUNTED/NEW)
⊞	NEW HANDHOLE
⊞	L-860C R/W REPAV LT (WHITE/WHITE-WHITE-YELLOW)
⊞	EXISTING HANDHOLE
⊞	EXISTING DUCT BANK
⊞	2-4" PVC DUCTS *
⊞	1-2" PVC DUCT *
⊞	DUCT MARKER
⊞	5' STUBOUT & CAP

* NUMBER IN CIRCLE INDICATES SIZE OF CONDUIT. LINES INDICATE NUMBER OF DUCTS.

ALTERNATE NO. 4
 L-853 ELEVATED RETROREFLECTIVE EDGE MARKER
 NOTE: ALTERNATE NO. 4 CONSISTS OF PLACING REFLECTIVE MARKERS IN LIEU OF L-861T EDGE LIGHTS

CAUTION: UNDERGROUND UTILITIES
 CONTACT UTILITY COMPANIES AND FAA 48 HOUR PRIOR TO CONSTRUCTION FOR LOCATION OF UTILITIES. 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. SPLICES ARE NOT ALLOWED IN FAA INSTRUMENT LANDING SYSTEMS CABLES. DAMAGE TO THESE CABLES WILL RESULT IN REPLACEMENT OF THE ENTIRE CABLE AT CONTRACTOR'S EXPENSE. CALL FAA AT 214-239-4042 OR 214-490-4750. FAX 214-490-7324.

AS BUILT
1-11-99



DESIGN: R.W.G.	TXDOT NO. 9842 ADDSN	Date	Revisions	By
DRAWN: MTR	APP. NO. 2-18-0062-07			
CHECKED: E.S.A.	BID NO. 95-18 98-04			
SCALE: 1" = 50'	JOB NO. E708024.70			

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

ASO ENGINEERING
DALLAS, TEXAS 75287

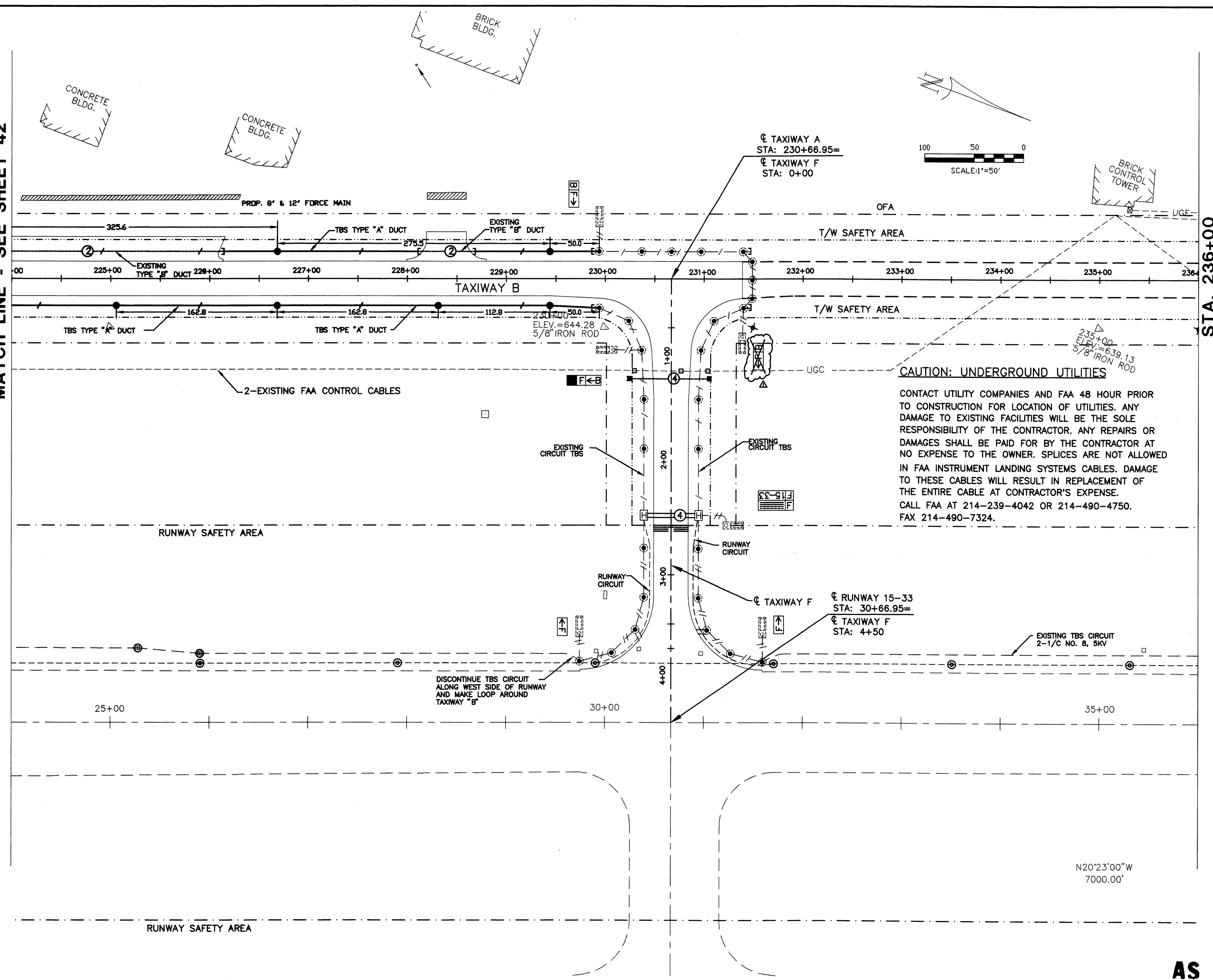


ADDISON AIRPORT

ADDITIVE ALT. NO. 3/4 - TAXIWAY "B"
LIGHTING LAYOUT - STA. 212+00 TO 224+00

SHEET **42**
DATE: AUG 1995

MATCH LINE - SEE SHEET 42



LEGEND	
•	POWER POLE
⊕	FIRE HYDRANT
*	STROBE LIGHT
—E—	OVERHEAD ELECTRIC
△	WATER VALVE
—G—	GUY WIRE
⊞	ELECTRIC BOX
+	SIGN
□	UNDER GRD CABLE MRKR
+	BORING HOLE LOCATION
—D—	DISTANCE TO GO SIGN
□	CONC PAD
□	CONCRETE PAVEMENT
—G—	EXIST GUIDANCE SIGN
—	NEW T/W CIRCUIT
---	EXISTING R/W CIRCUIT
---	EXISTING T/W CIRCUIT
⊙	EXISTING T/W LIGHT
⊙	EXISTING RUNWAY LIGHT
○	EXISTING MANHOLE
●	L-861T MTL(BLUE)TAXIWAY LIGHT BASE MOUNTED(NEW)
⊞	NEW HANDHOLE
⊞	L-850C R/W IMPAV LY (WHITE/WHITE/WHITE-YELLOW)
⊞	EXISTING HANDHOLE
②	EXISTING DUCT BANK
④	2-4" PVC DUCTS *
②	1-2" PVC DUCT *
■	DUCT MARKER
—	5' STUBOUT & CAP

* NUMBER IN CIRCLE INDICATES SIZE OF CONDUIT. LINES INDICATE NUMBER OF DUCTS.

ALTERNATE NO. 4

● L-853 ELEVATED RETROREFLECTIVE EDGE MARKER

NOTE: ALTERNATE NO. 4 CONSISTS OF PLACING REFLECTIVE MARKERS IN LIEU OF L-861T EDGE LIGHTS



AS BUILT
1-11-99

DESIGN: R.W.C.	TXDOT NO. 9842 ADDSN	1-11-99 as built Δ	MG
DRAWN: MIR	APP. NO. 8-10-0000-07		
CHECKED: P.S.A.	BID NO. 98-18 98-04		
SCALE: 1" = 50'	JOB NO. F708024.70	Date	Revisions

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

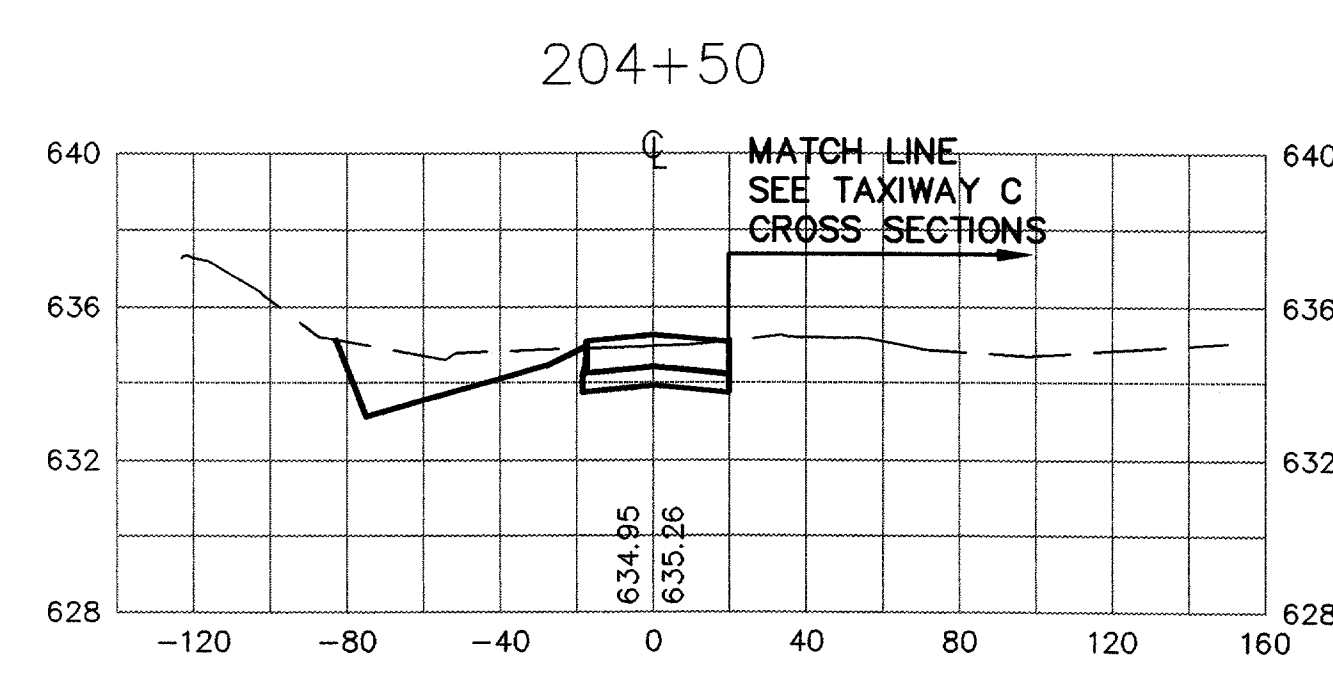
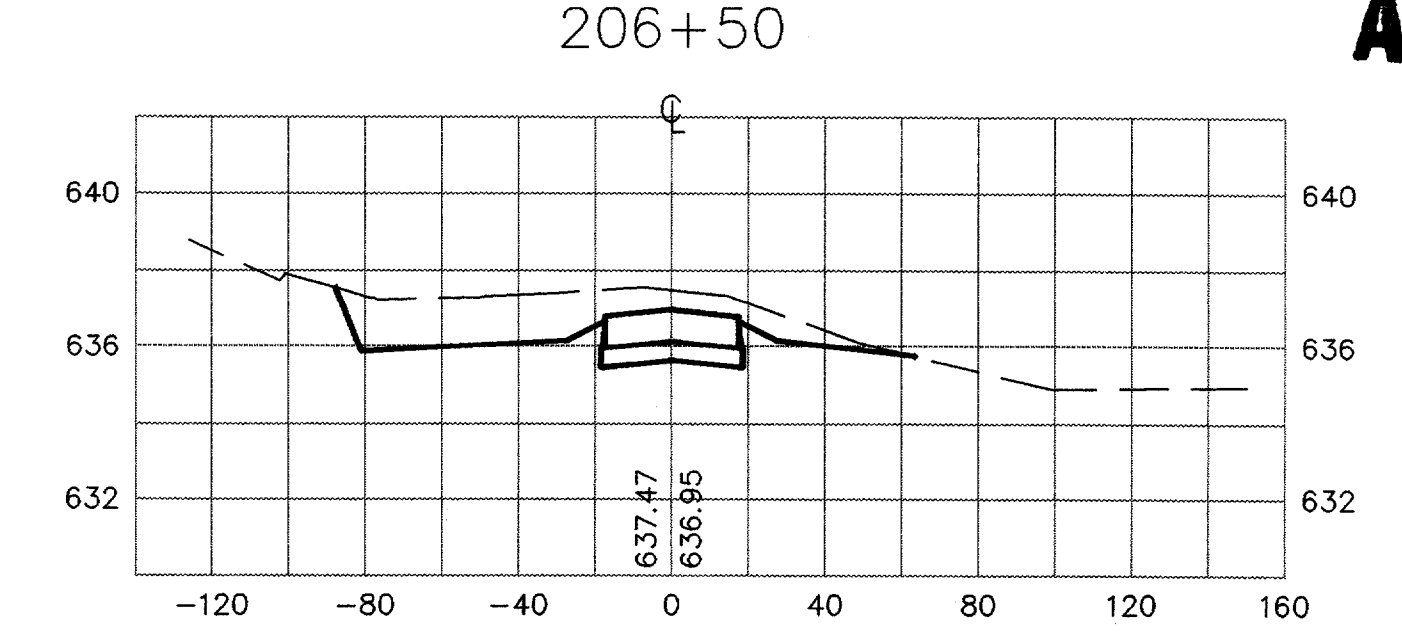
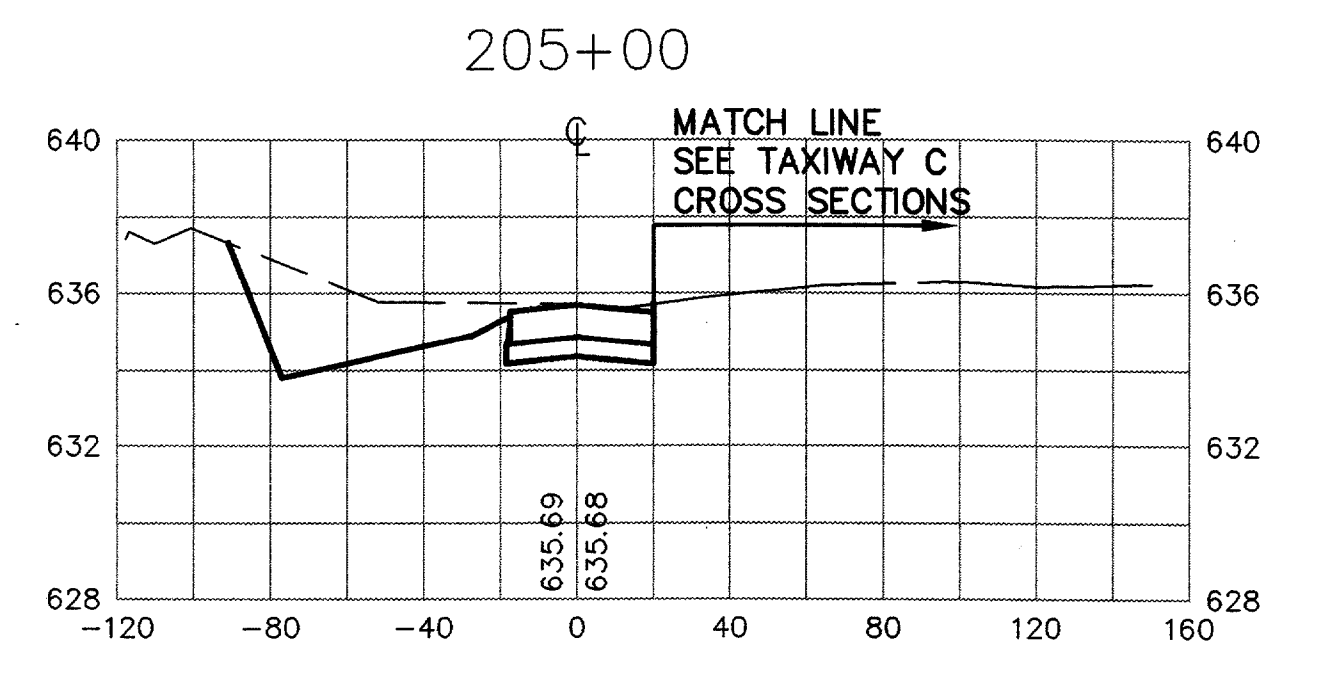
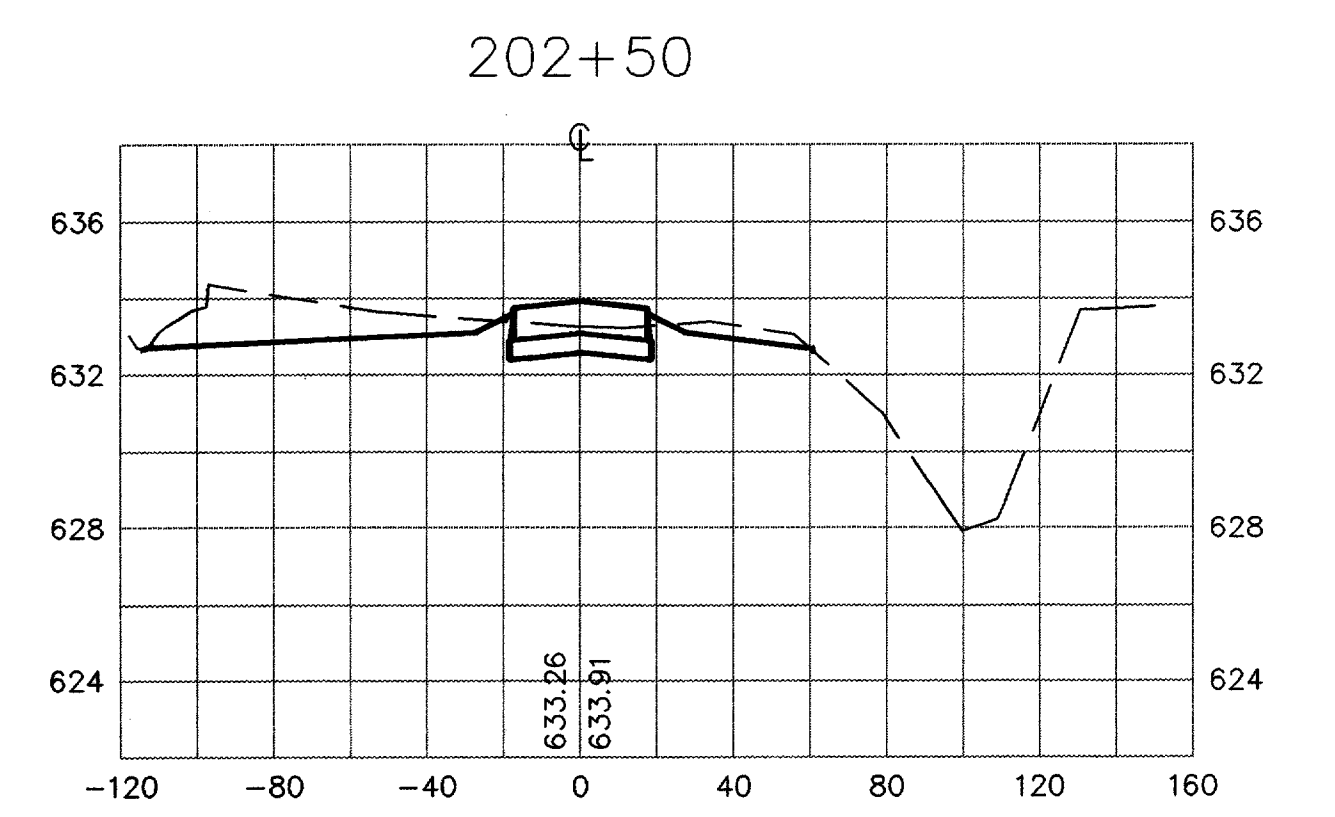
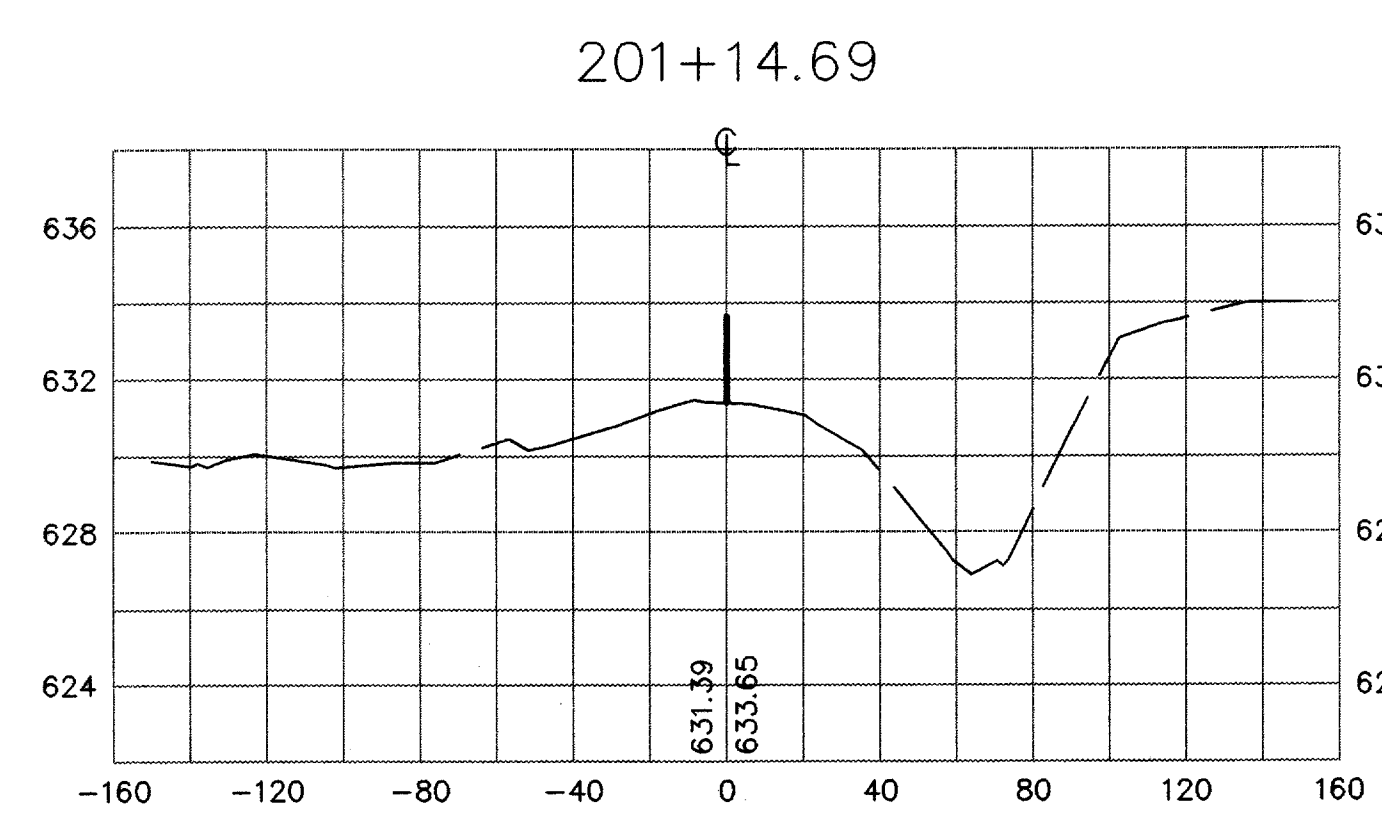
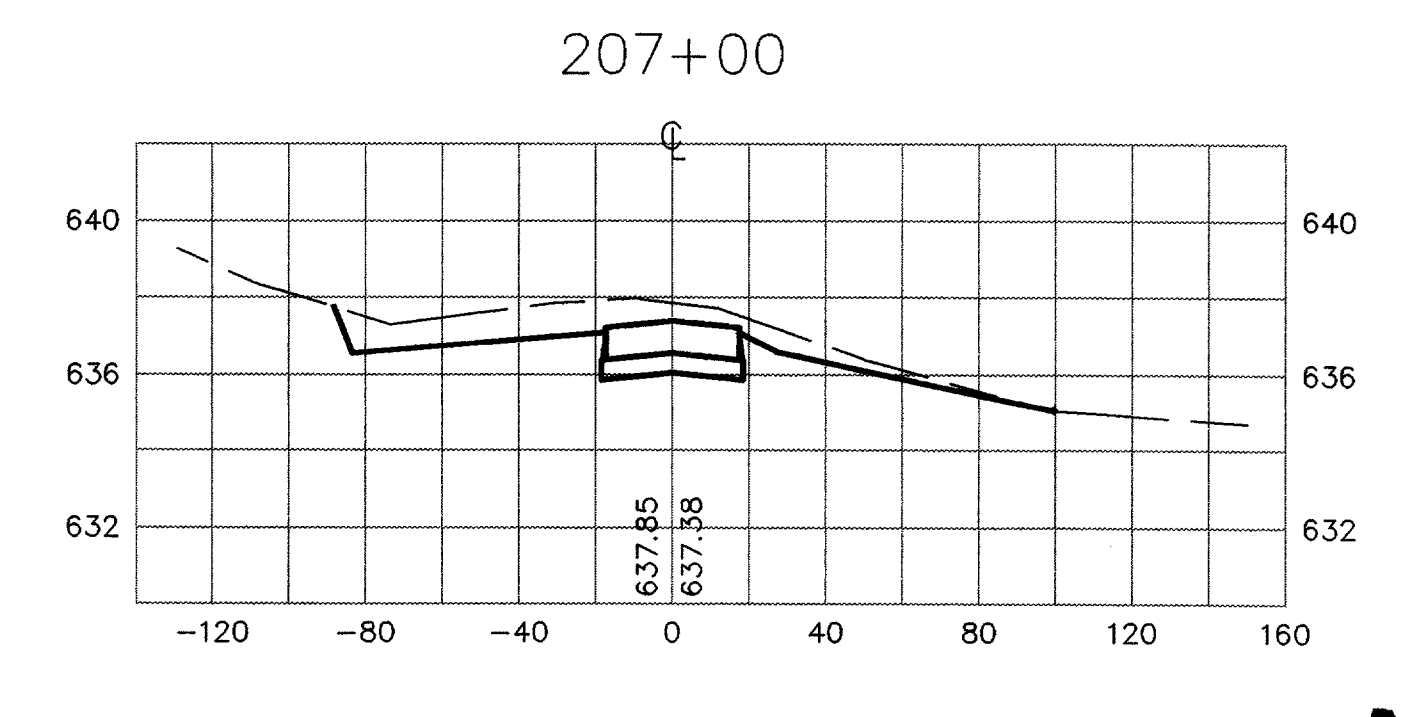
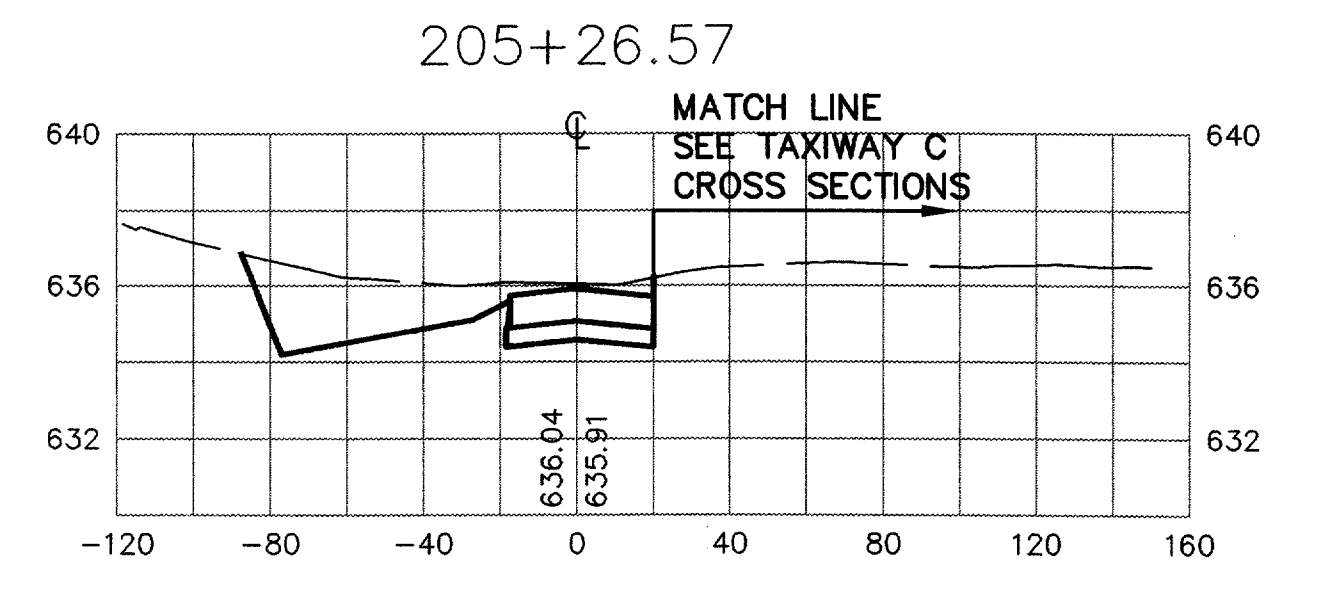
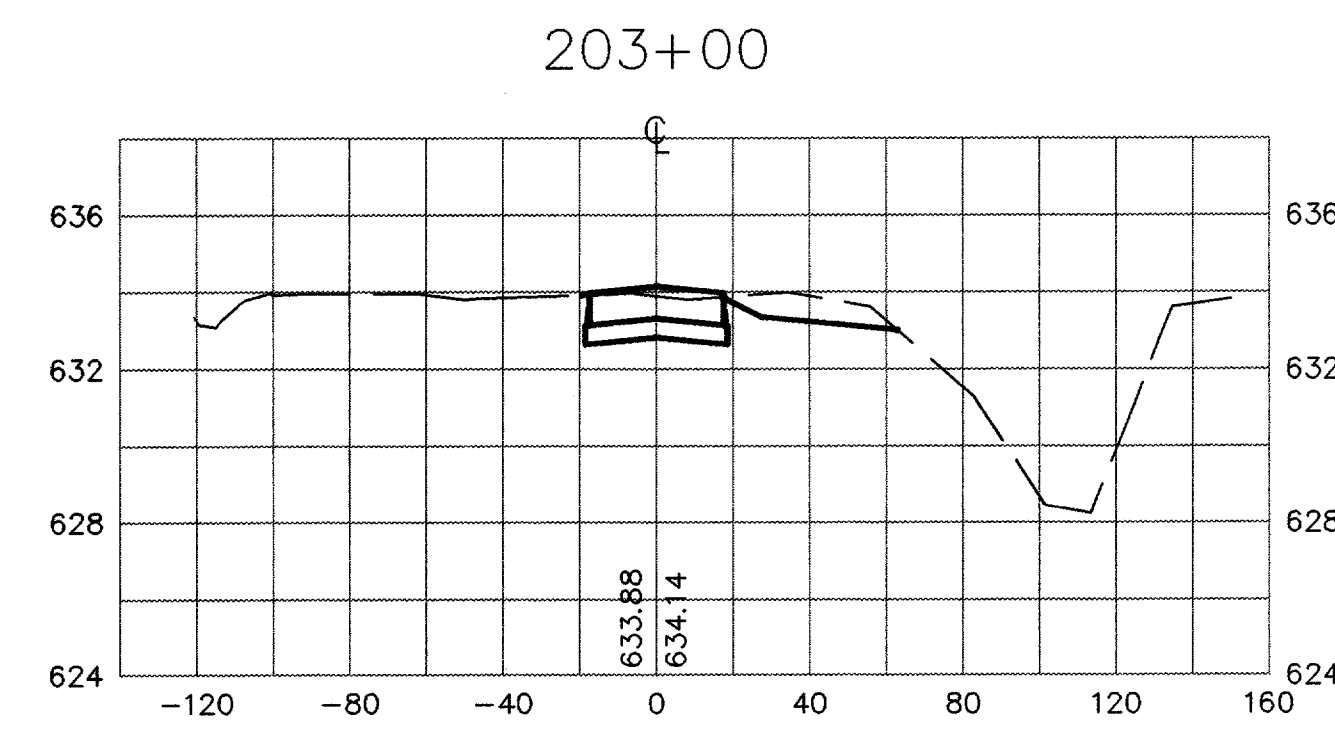
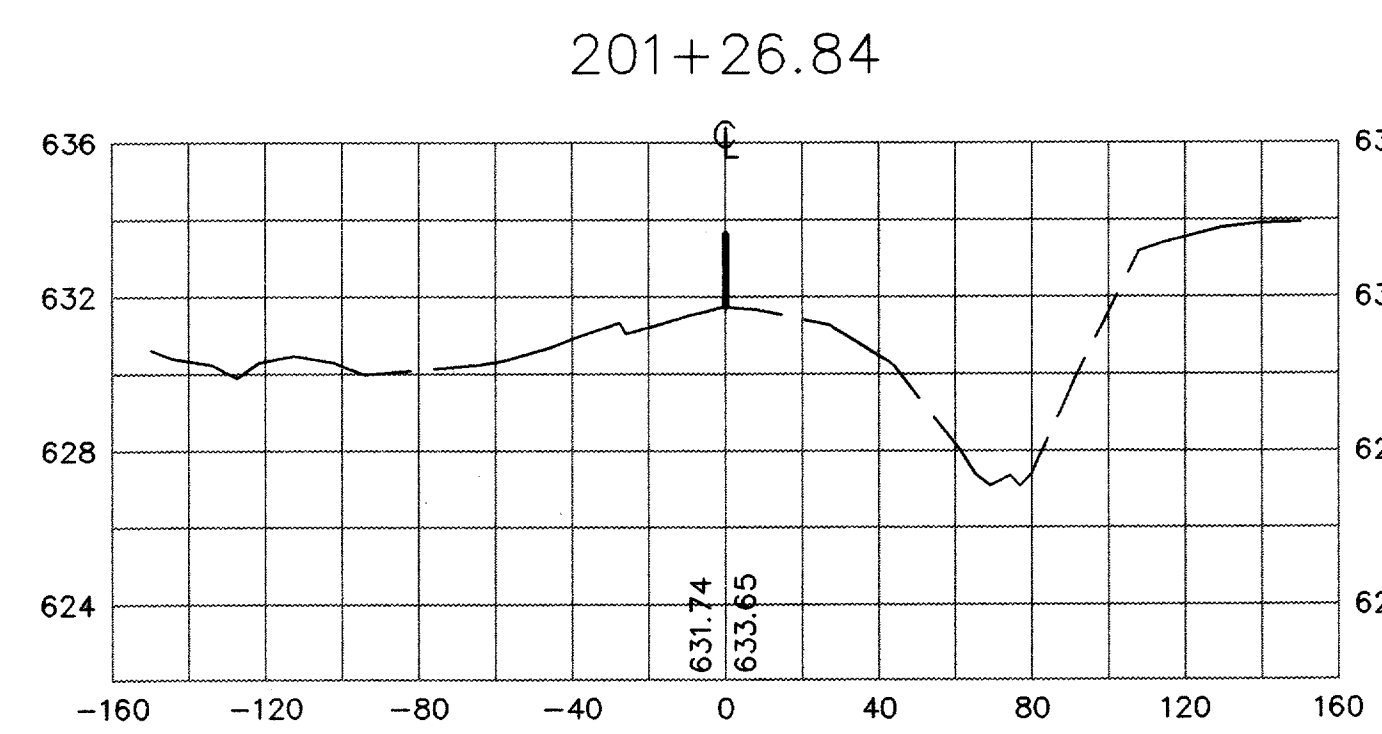
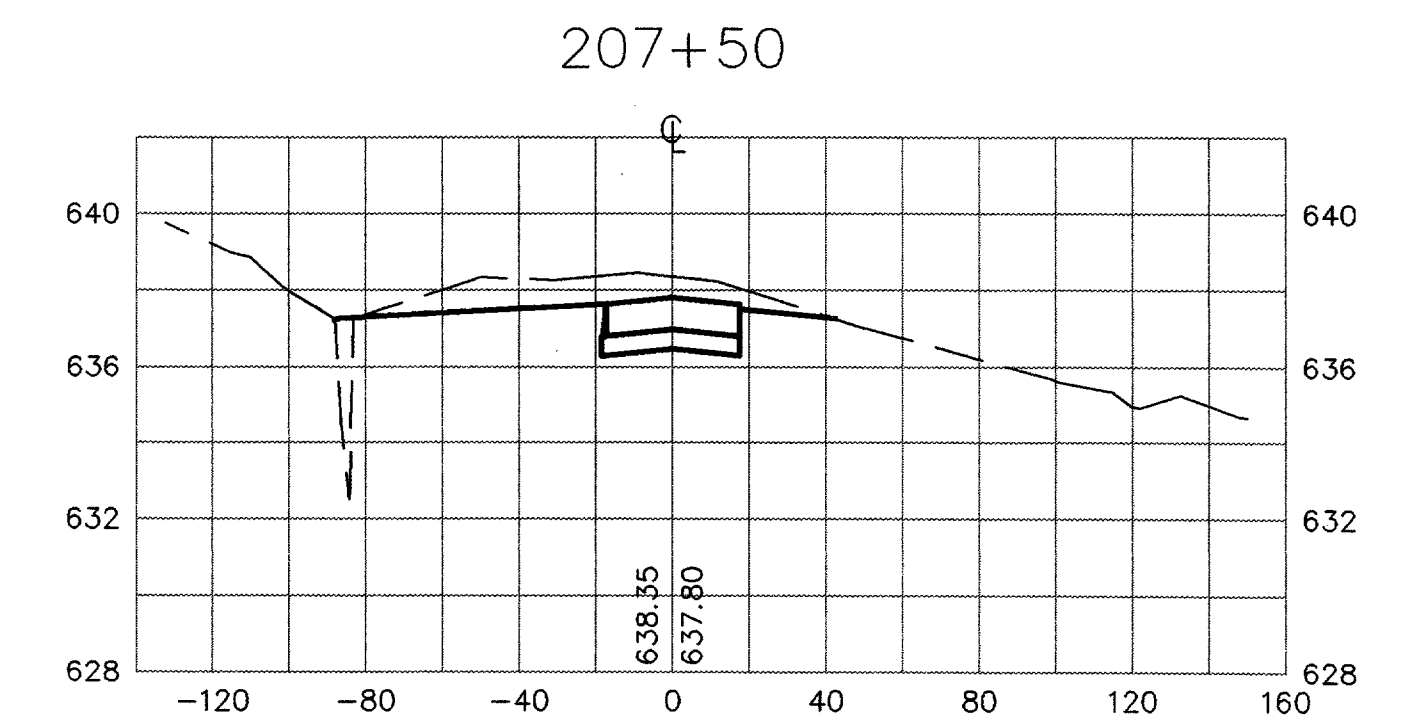
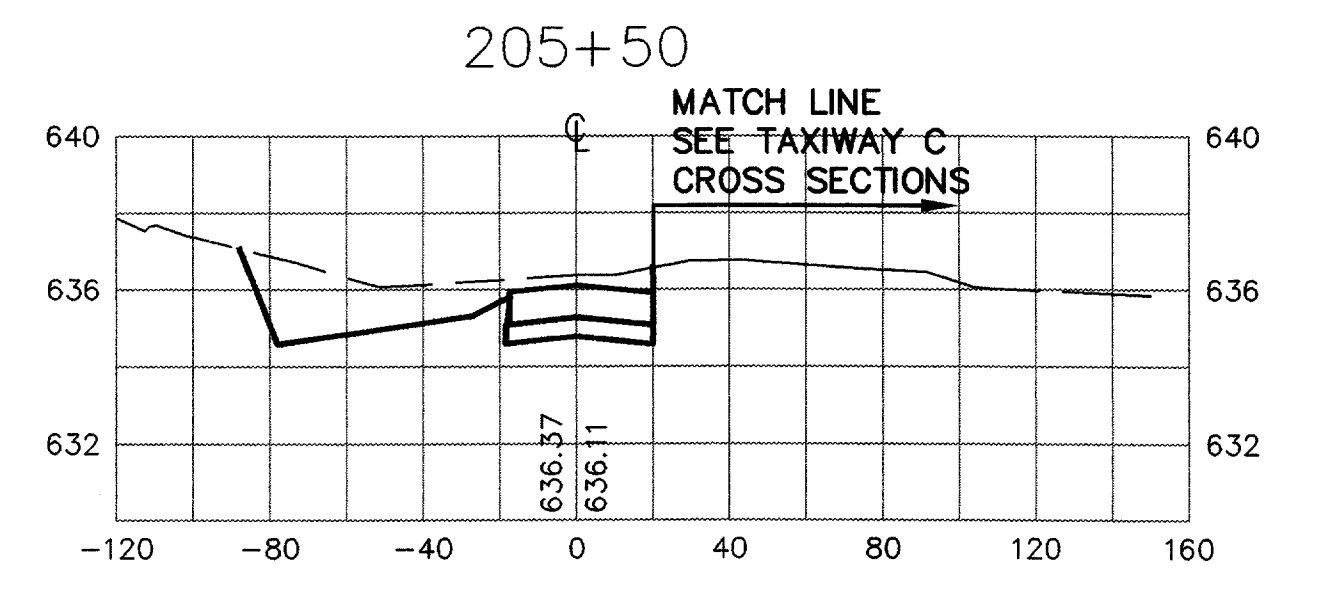
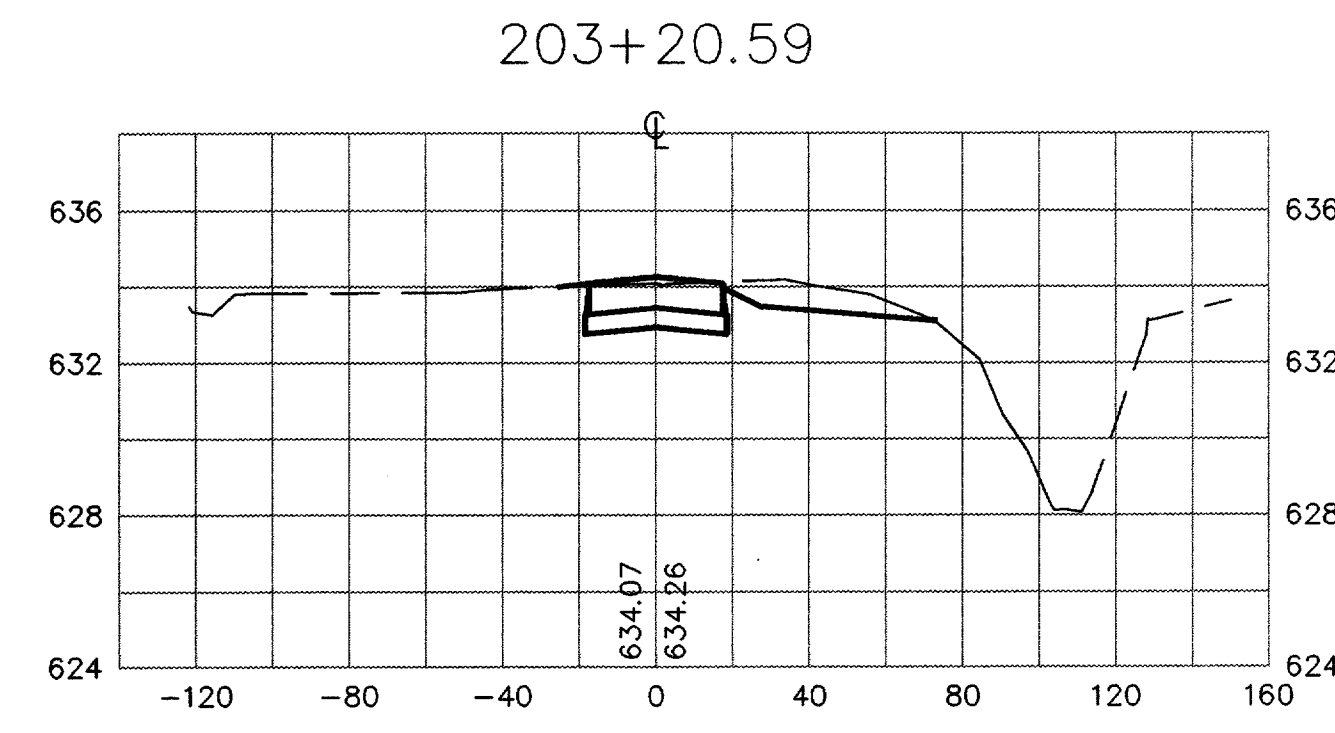
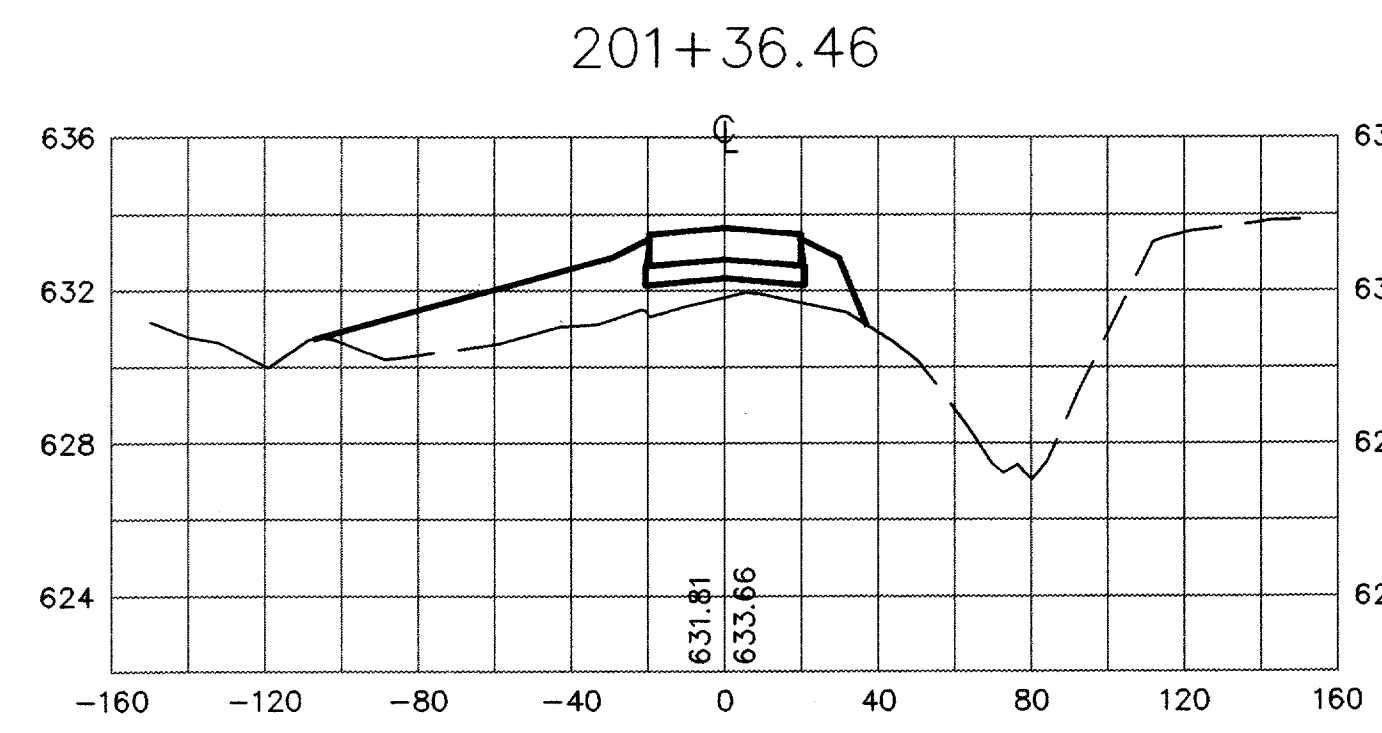
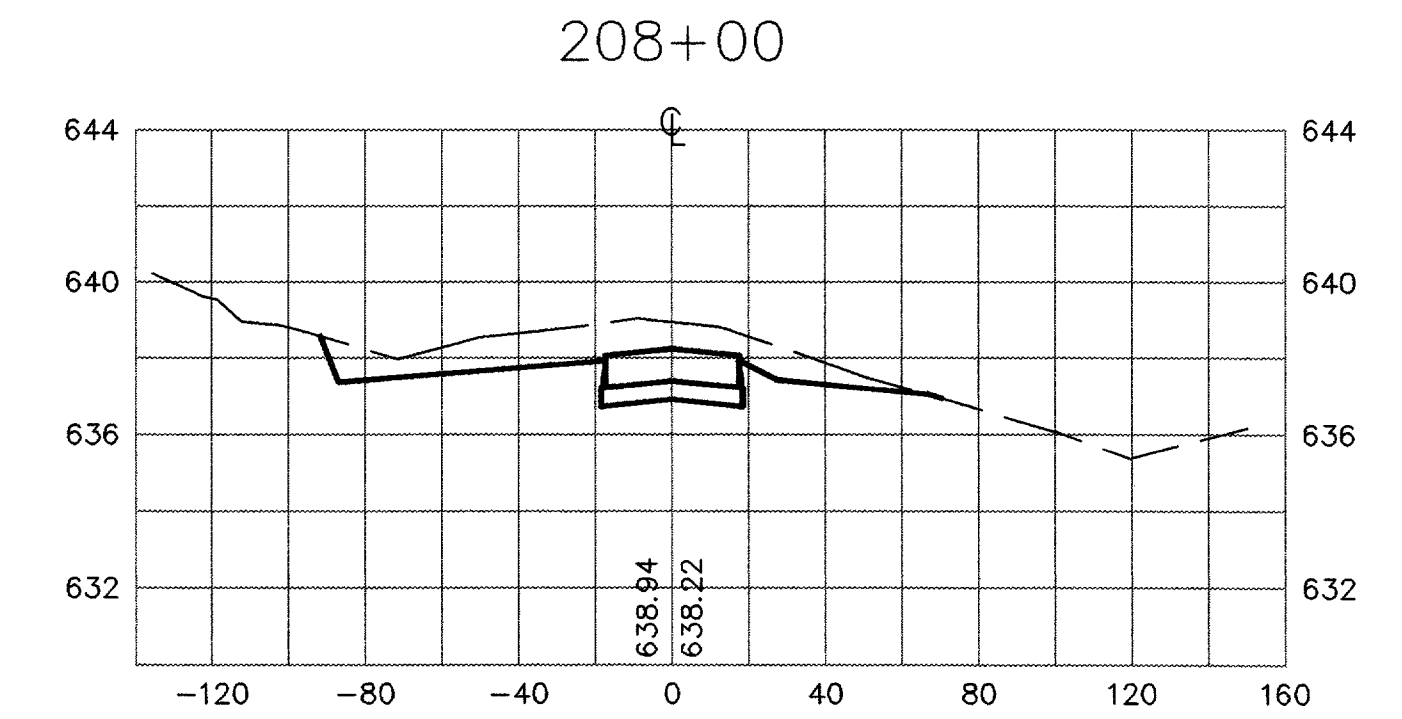
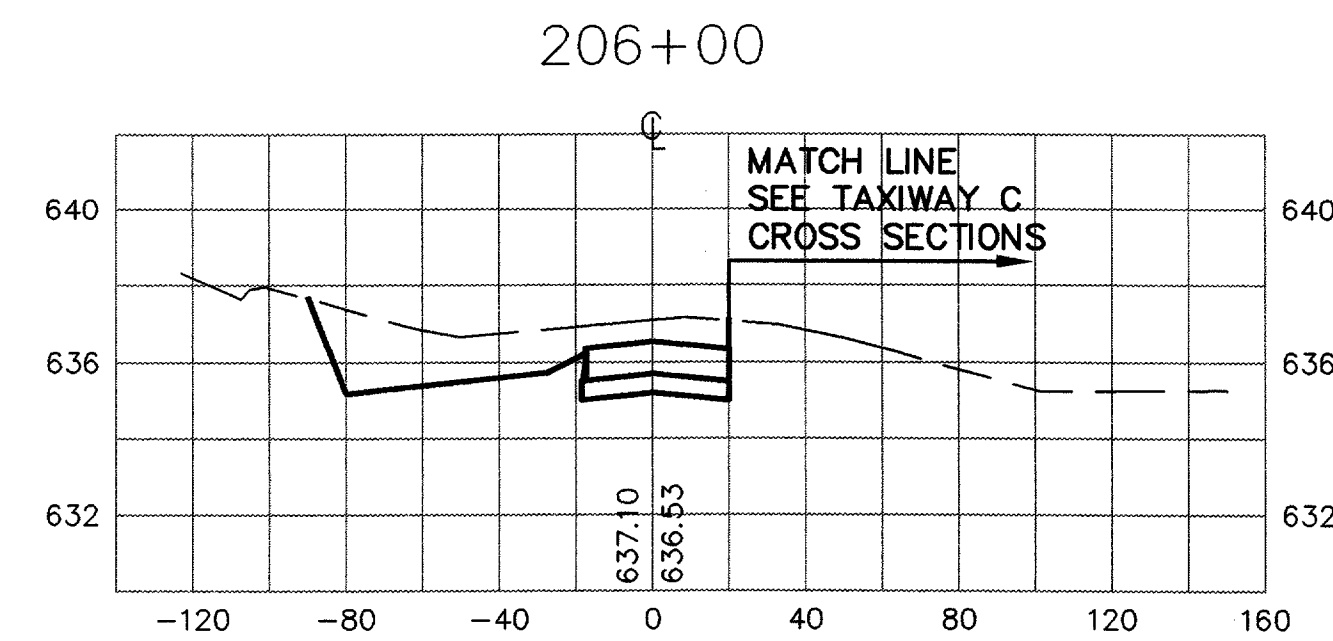
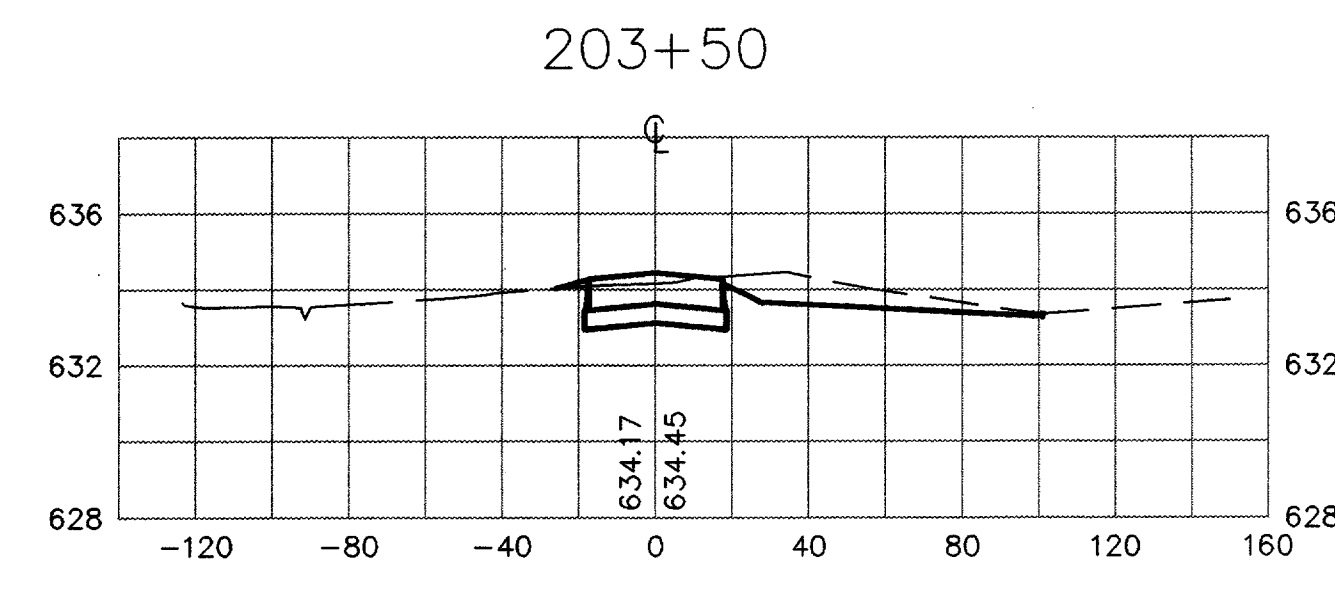
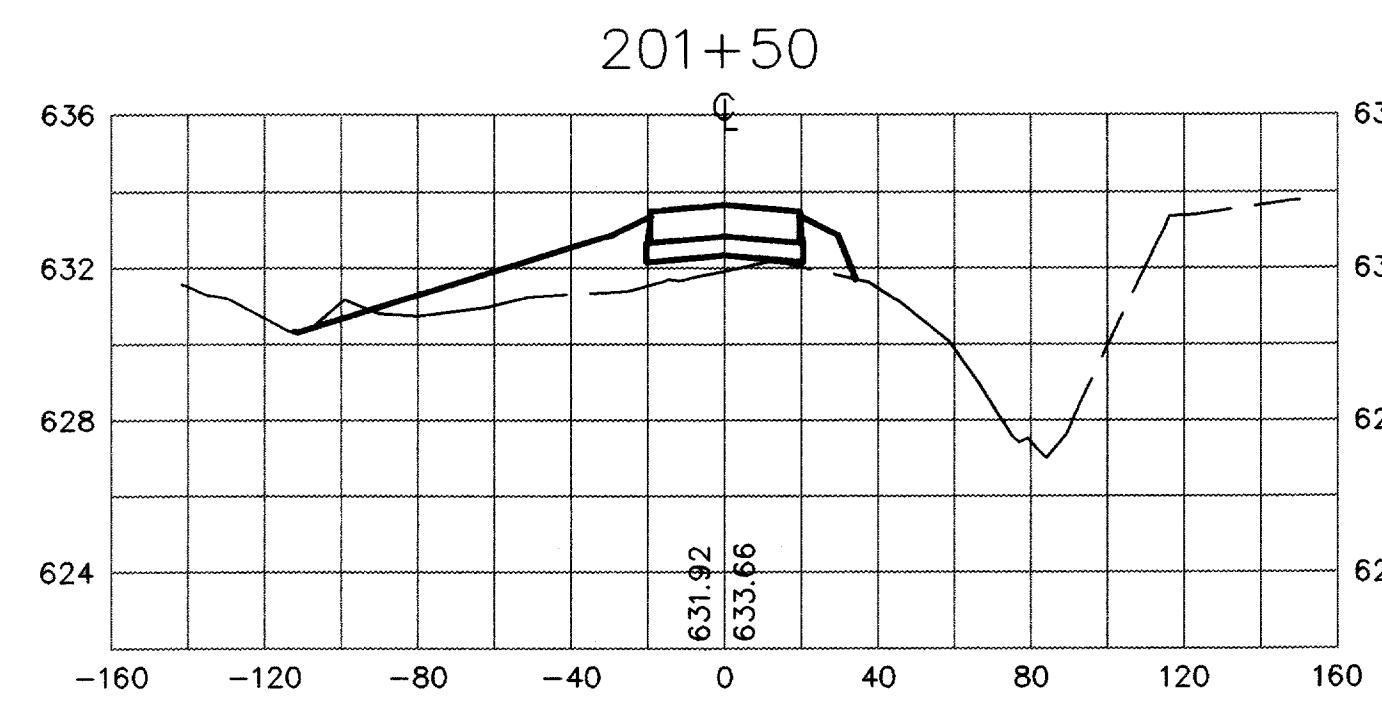
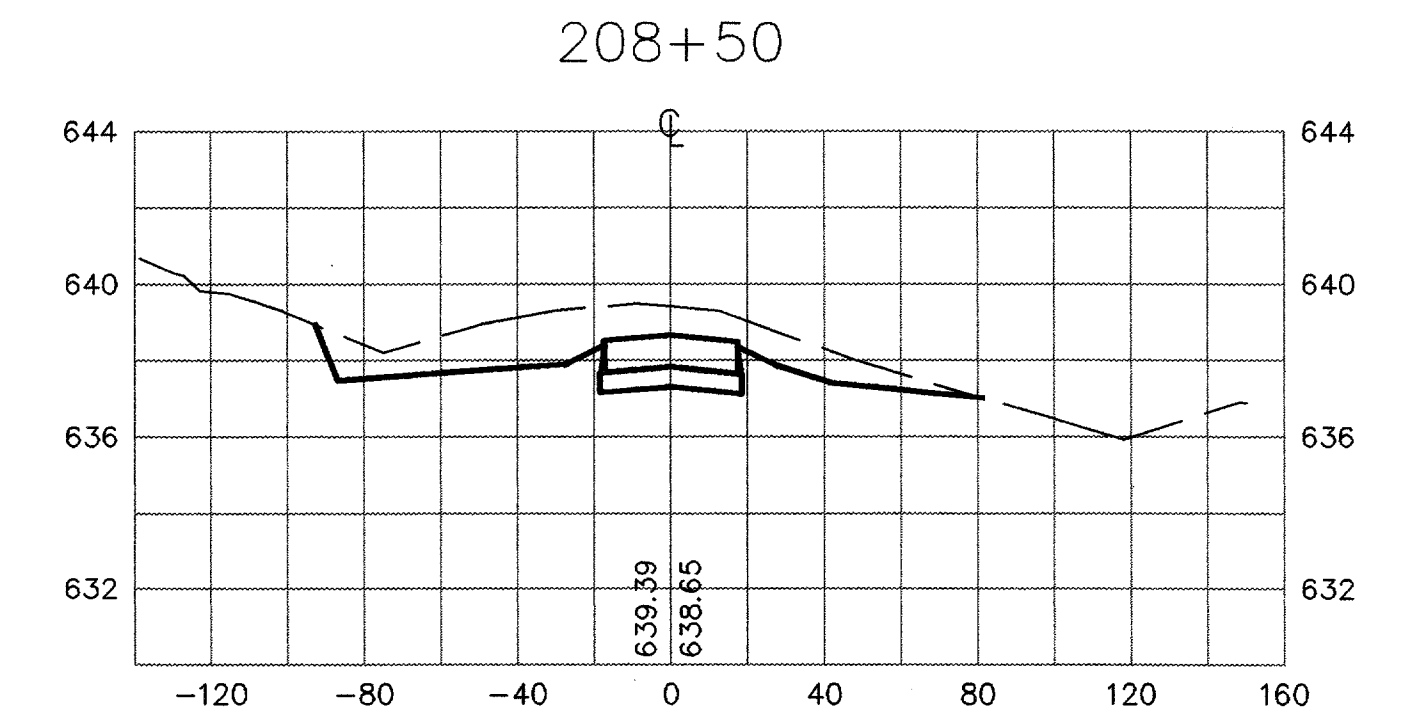
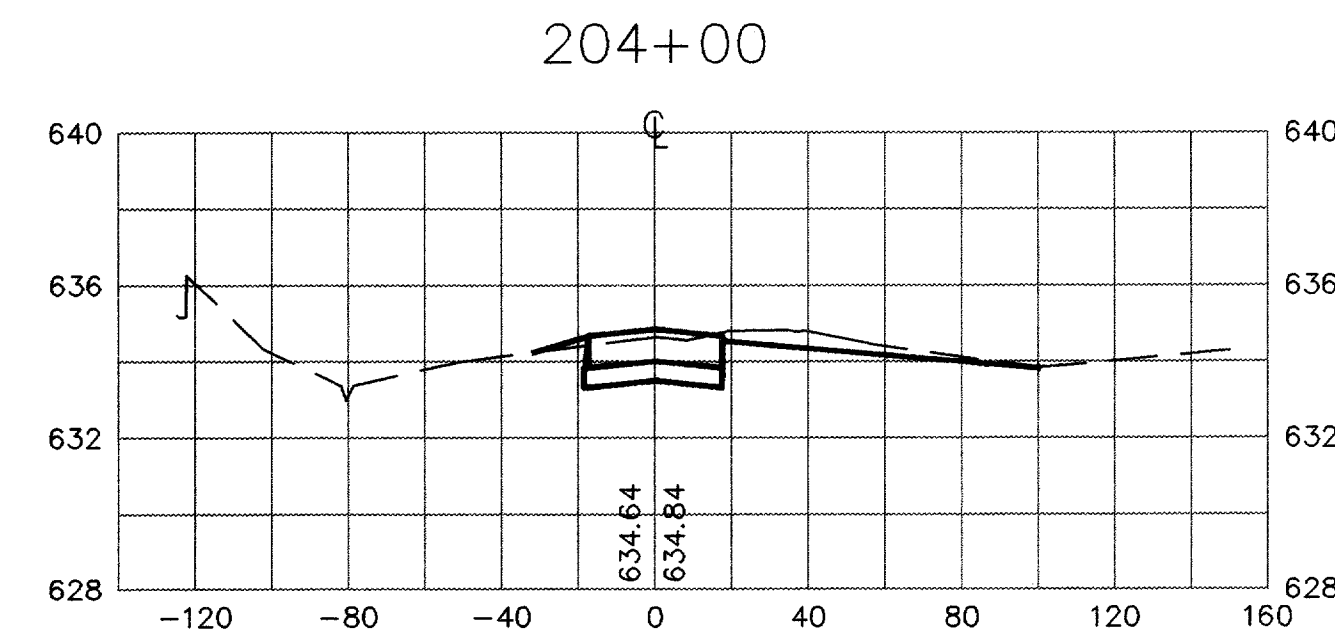
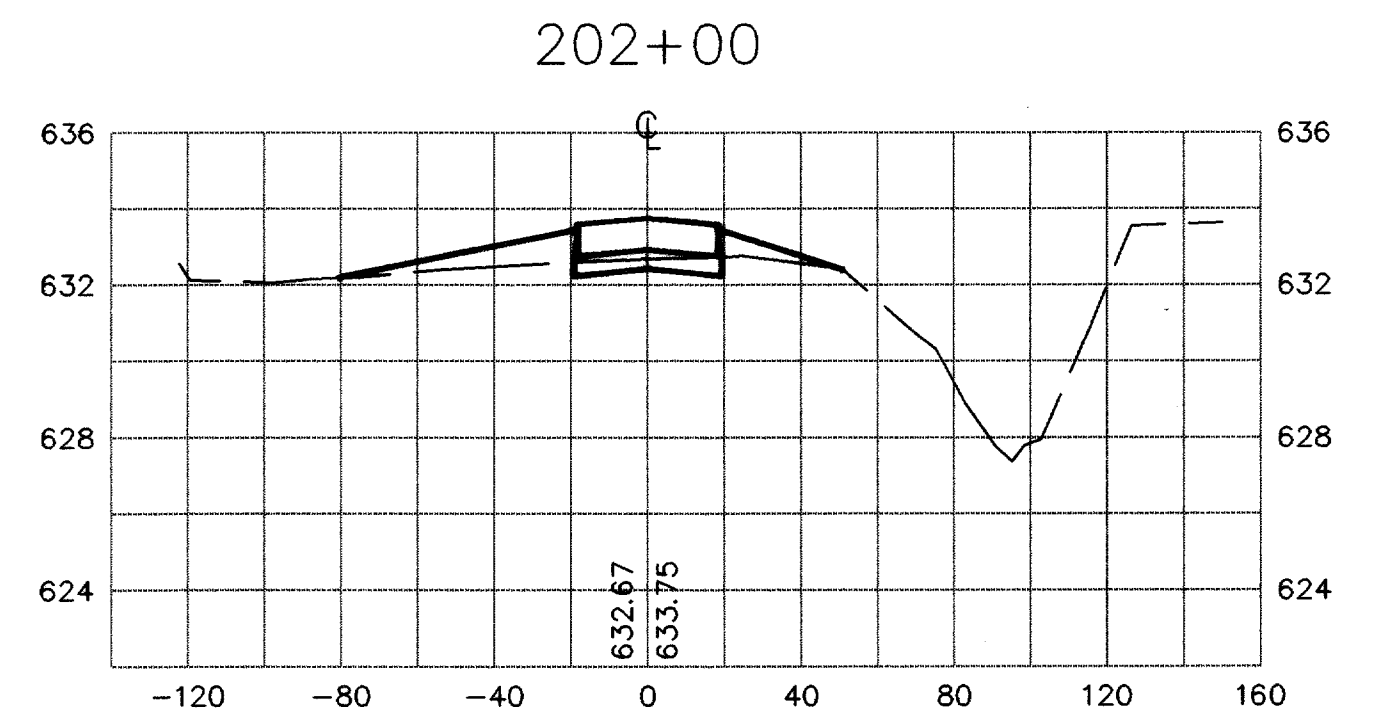
ASA ENGINEERING
DALLAS, TEXAS 75287



ADDISON AIRPORT

ADDITIVE BID NO. 3/4- TAXIWAY "B"
LIGHTING LAYOUT - STA. 224+00 TO 236+00

SHEET **43**
DATE: AUG 1998



AS BUILT
1 - 11 - 99



DESIGN: **F.L.T.**
DRAWN: **M.J.C.**
CHECKED: **R.T.B.**
SCALE: 1" = 50'
1" = 5' VERT.

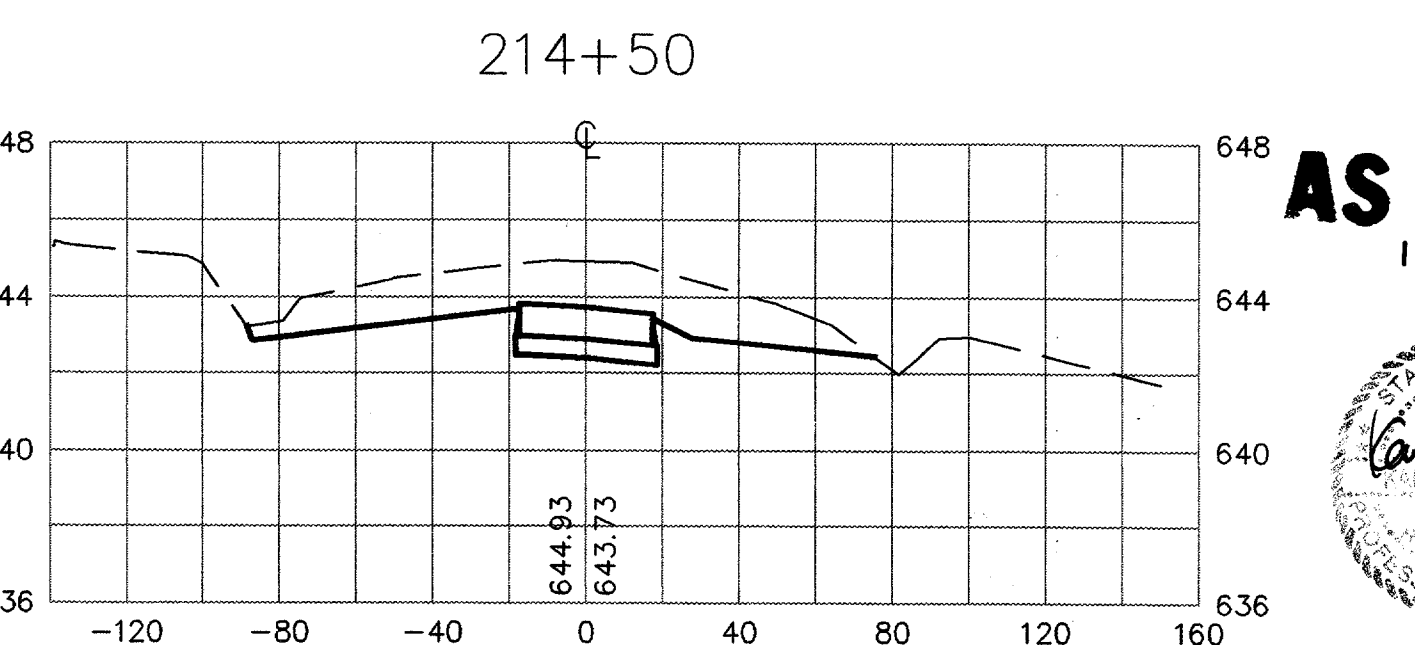
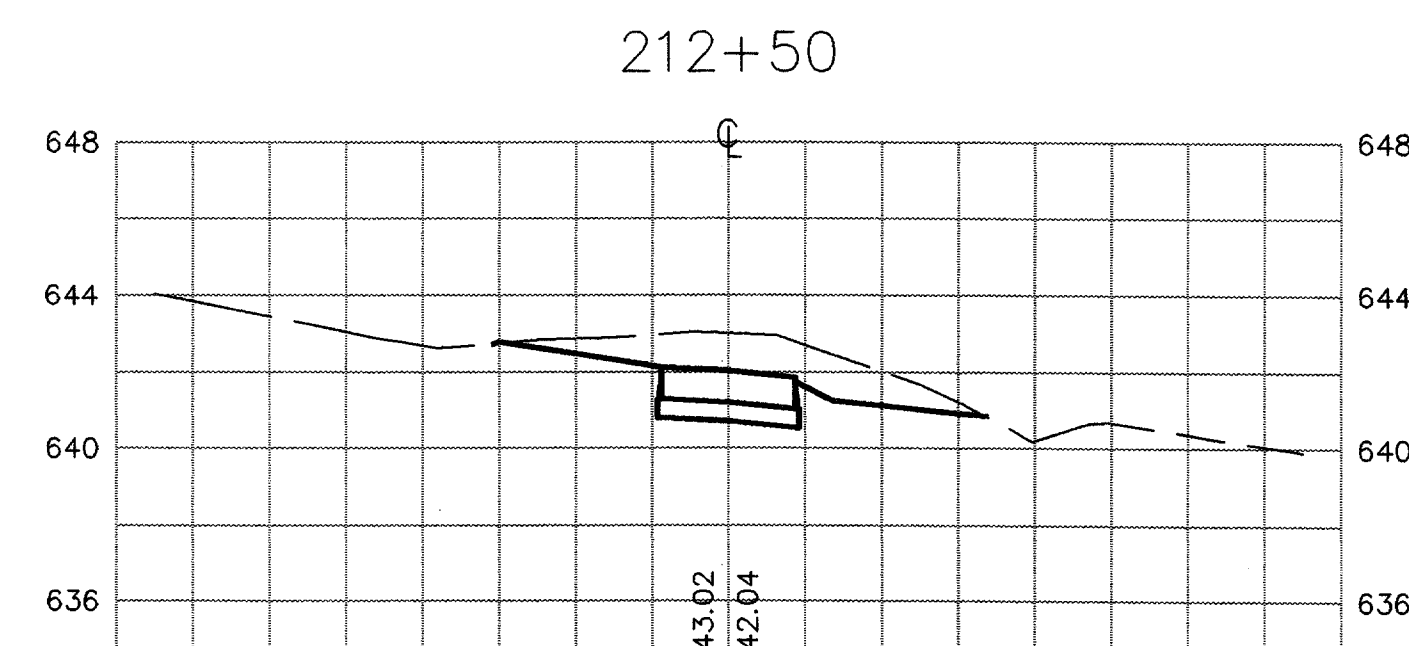
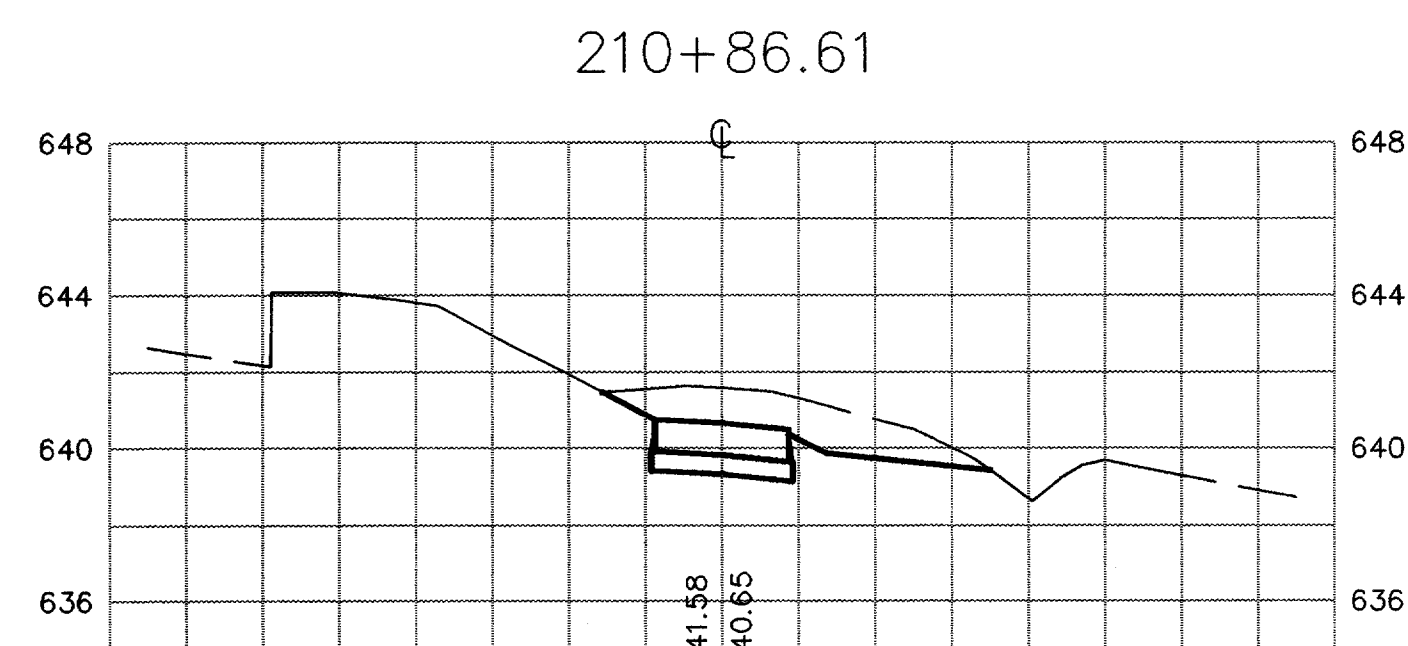
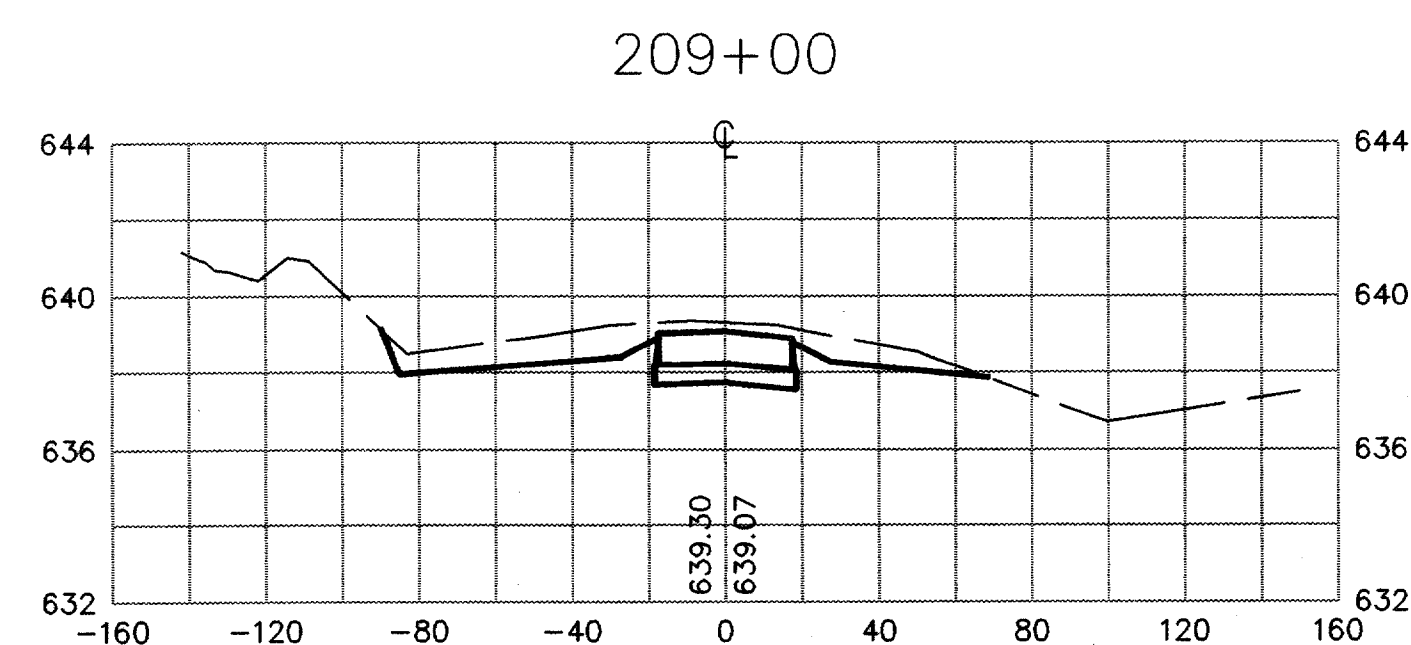
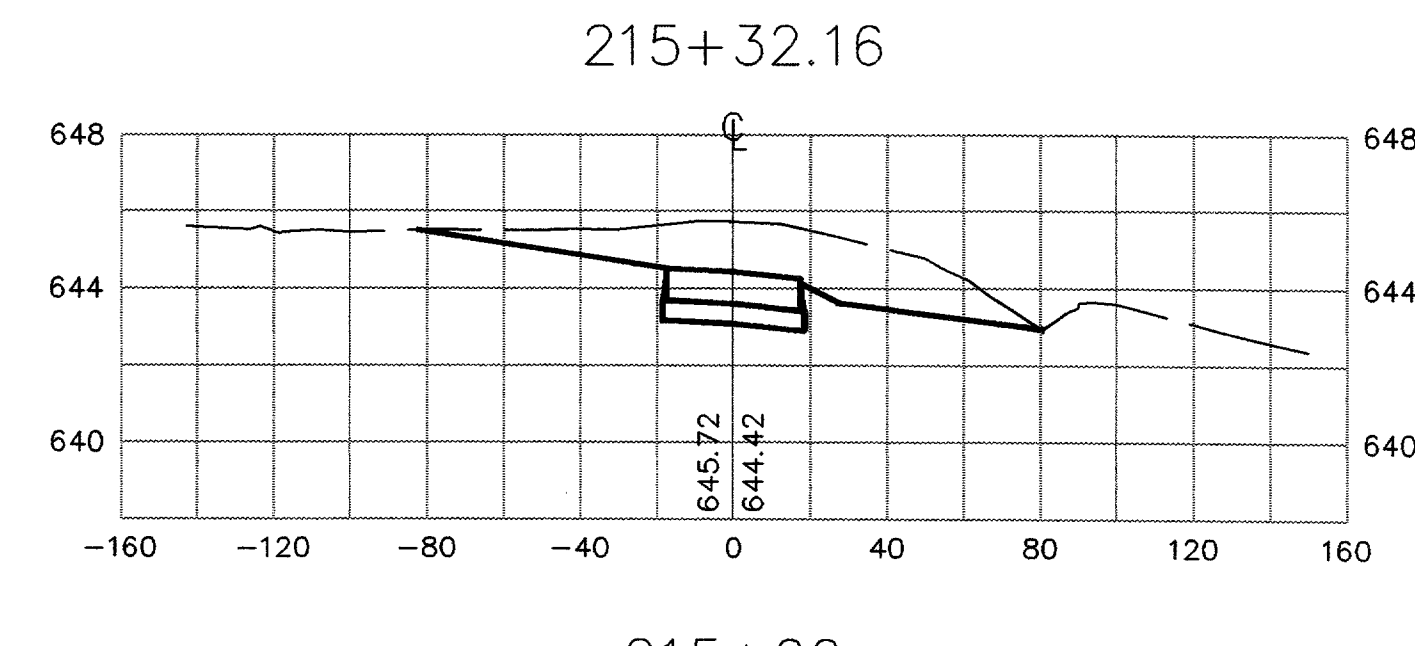
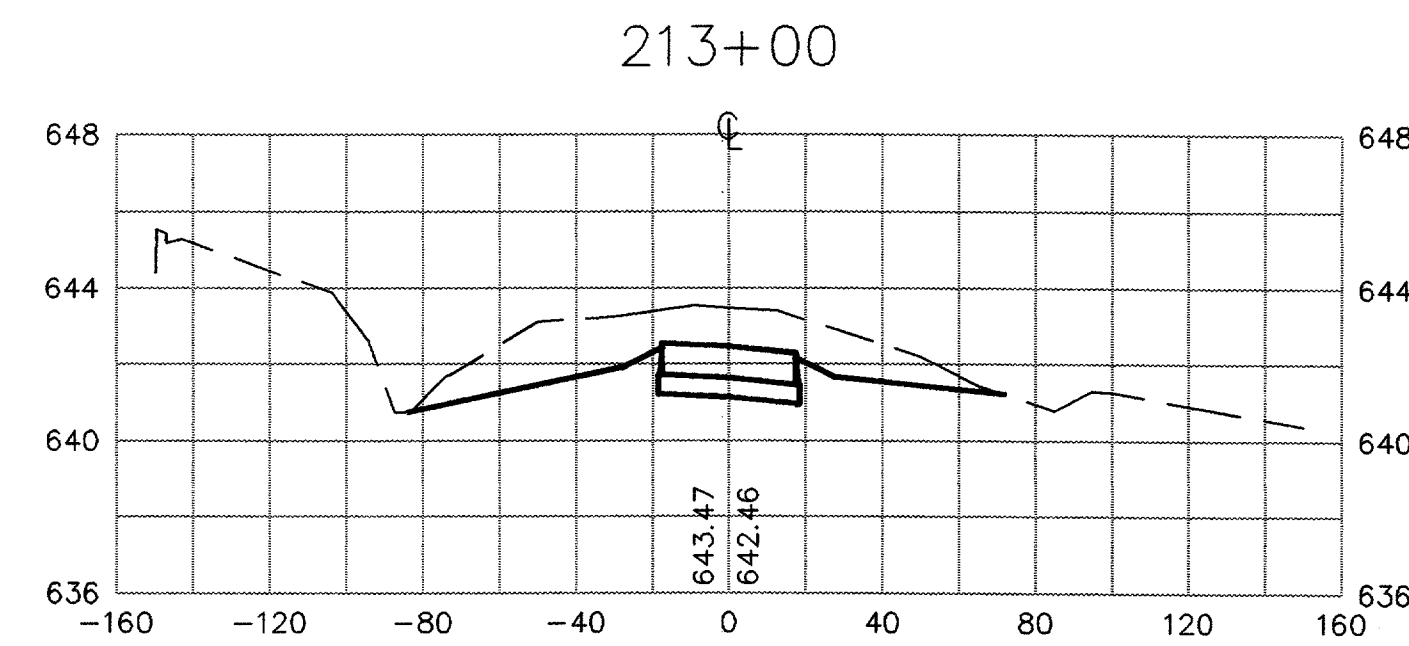
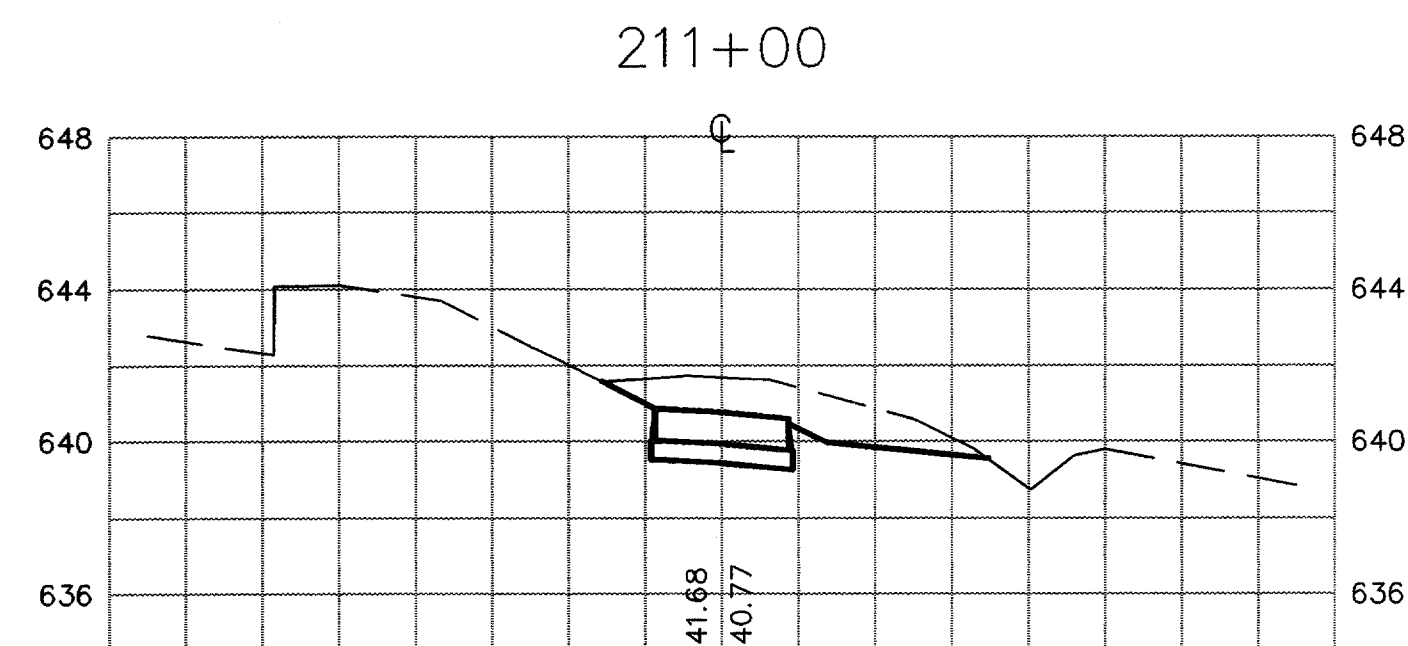
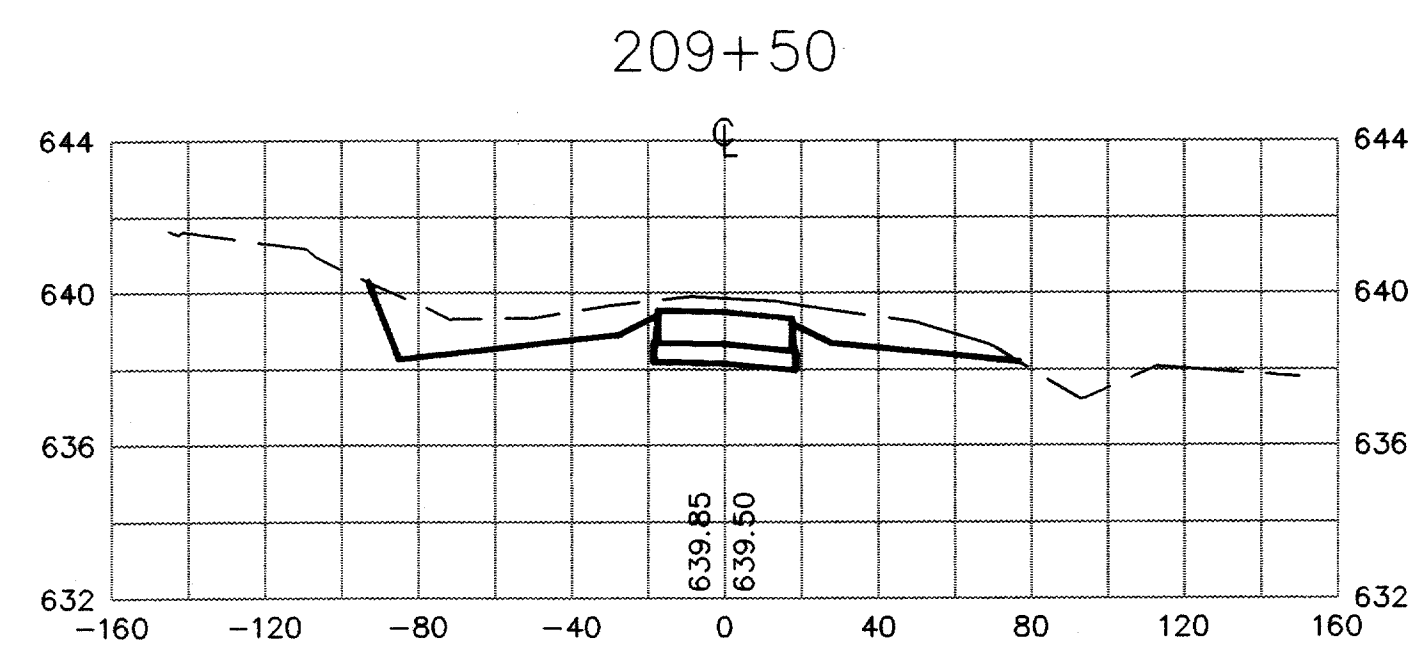
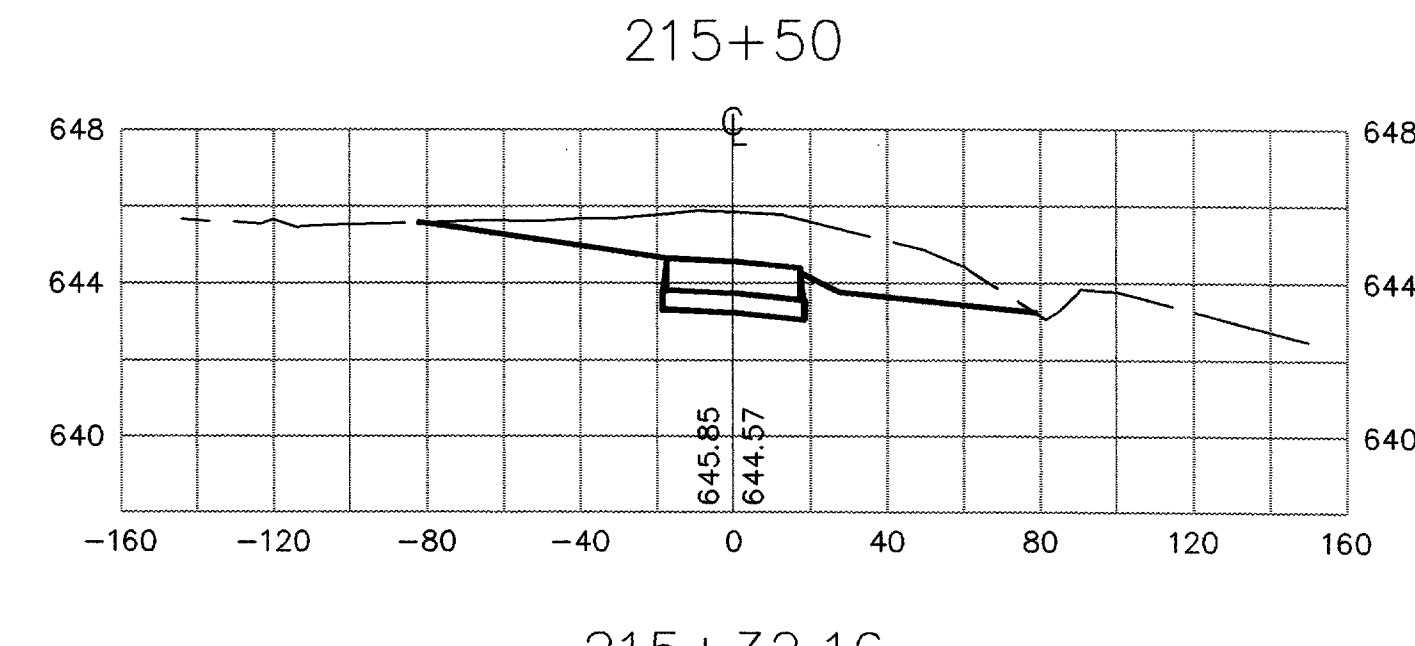
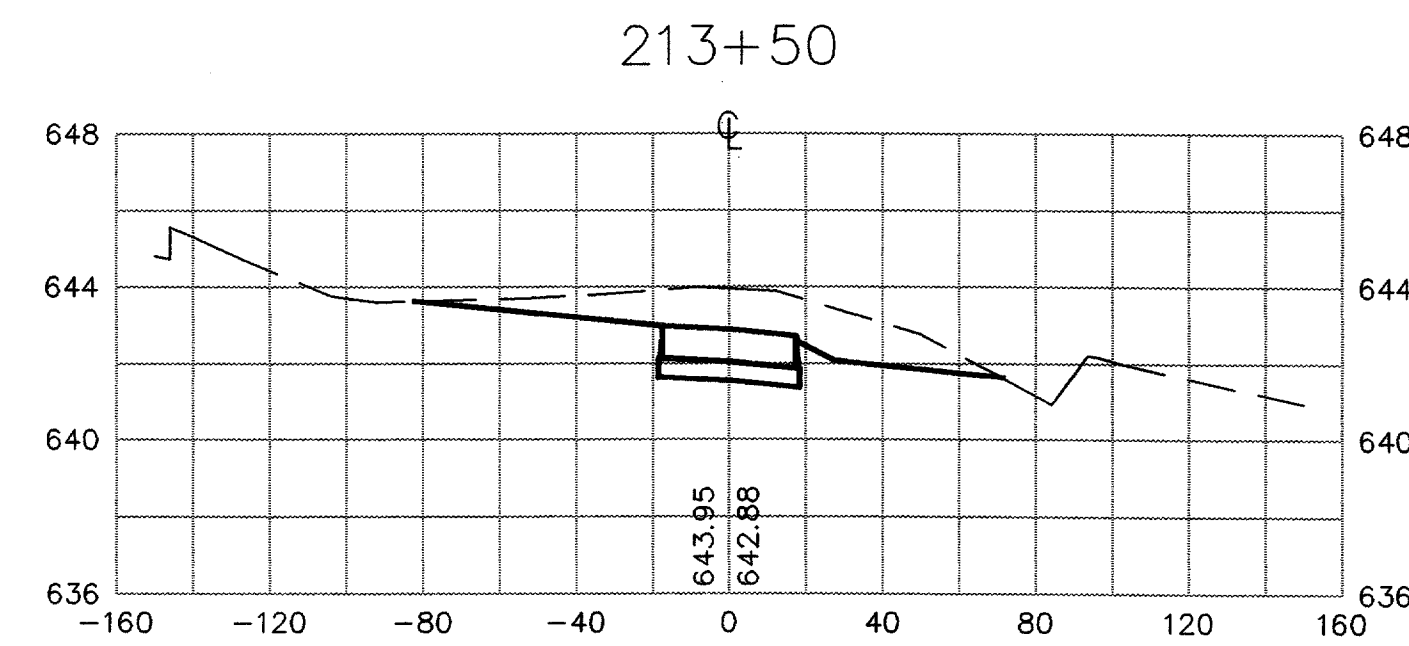
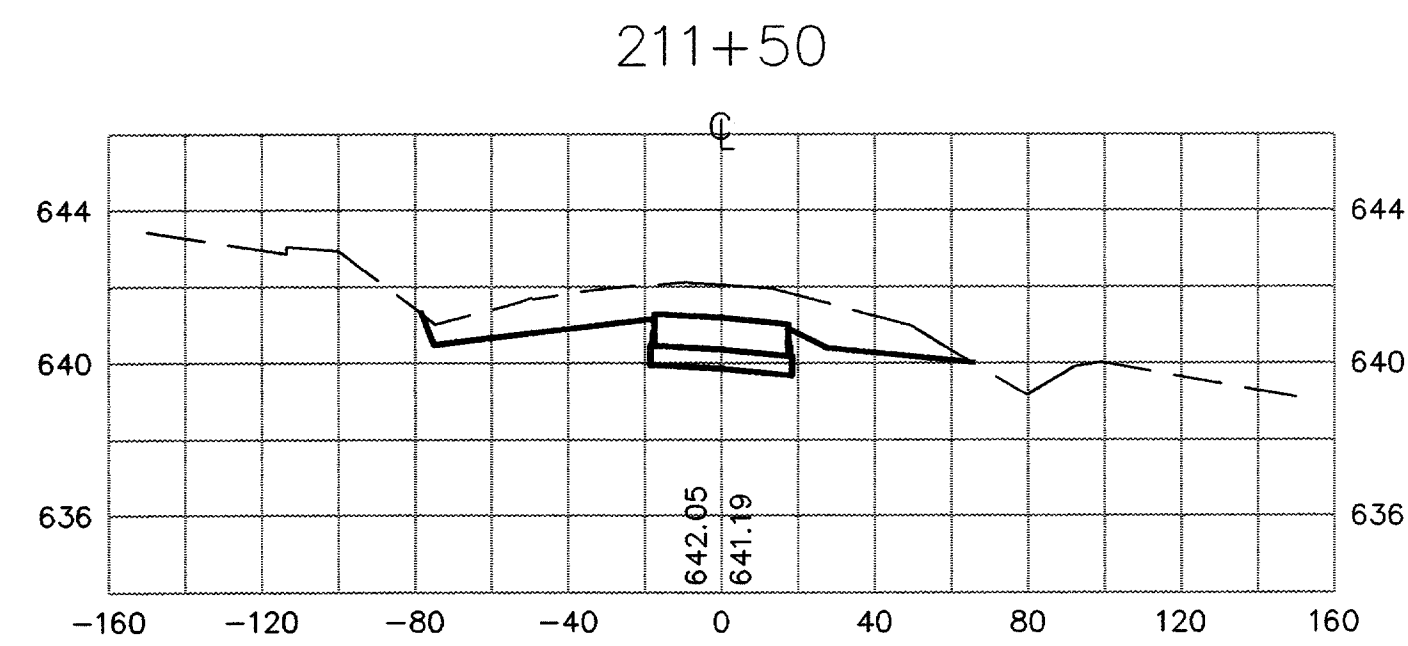
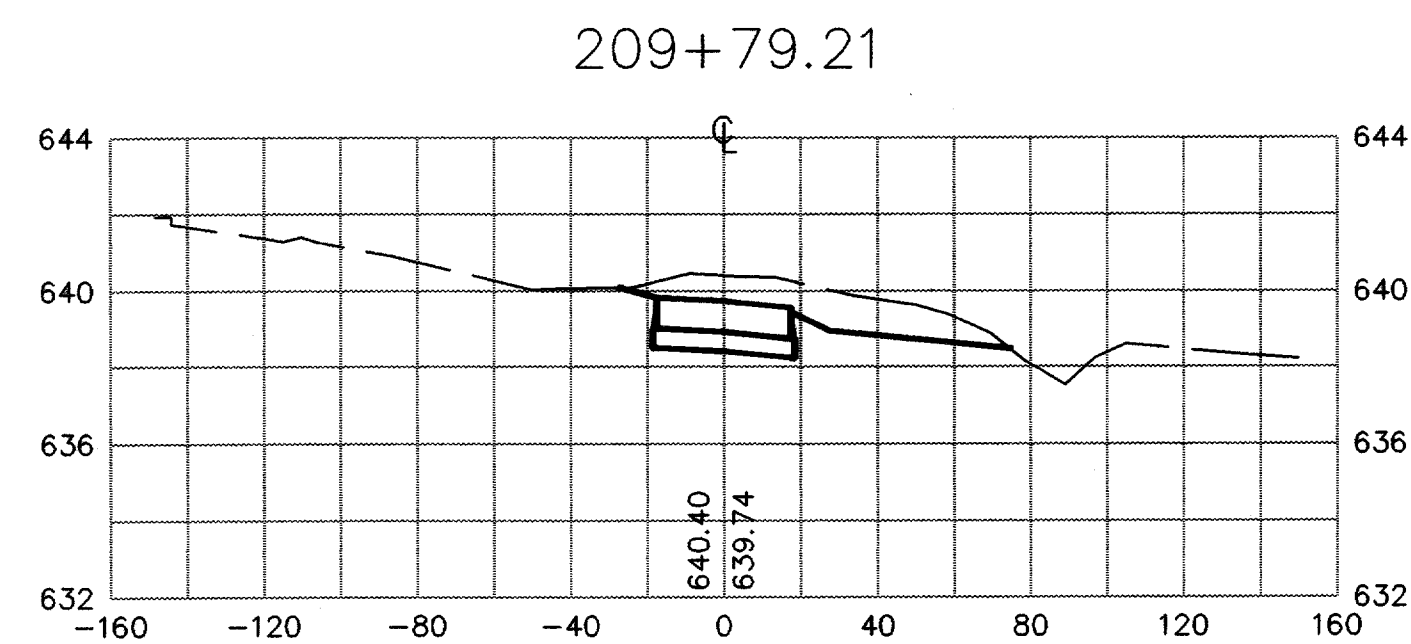
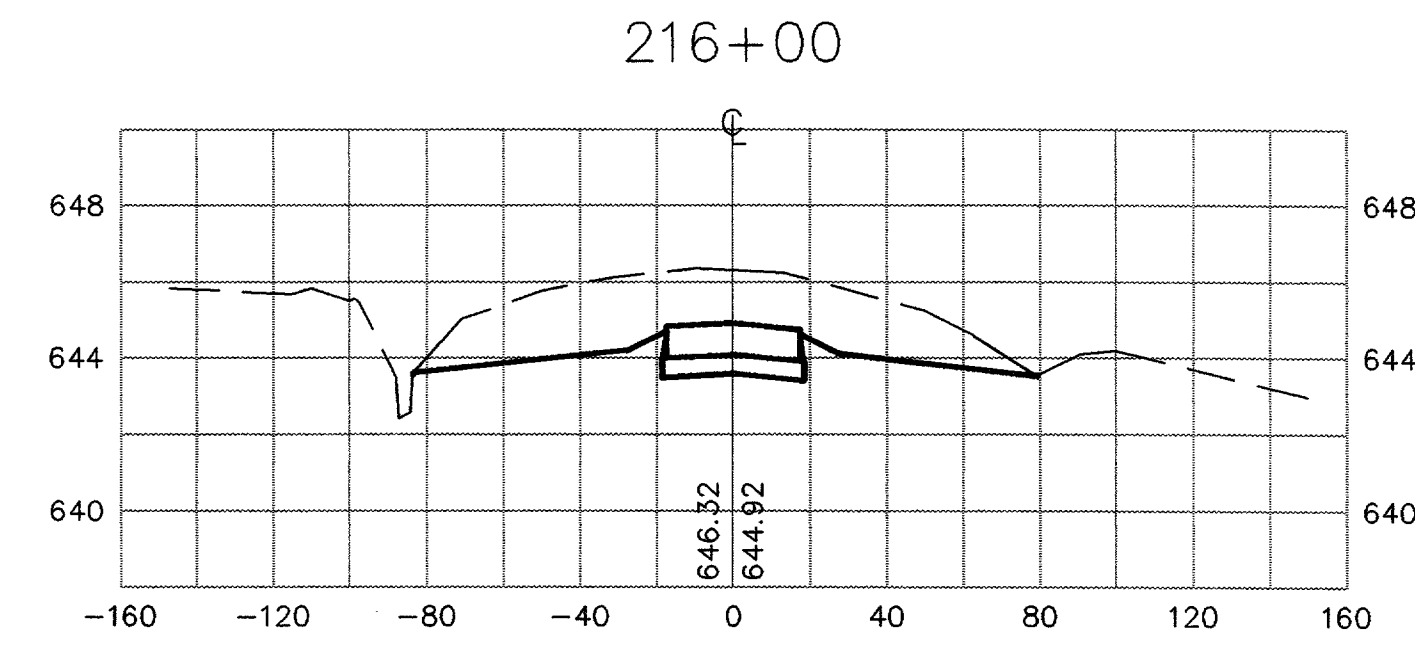
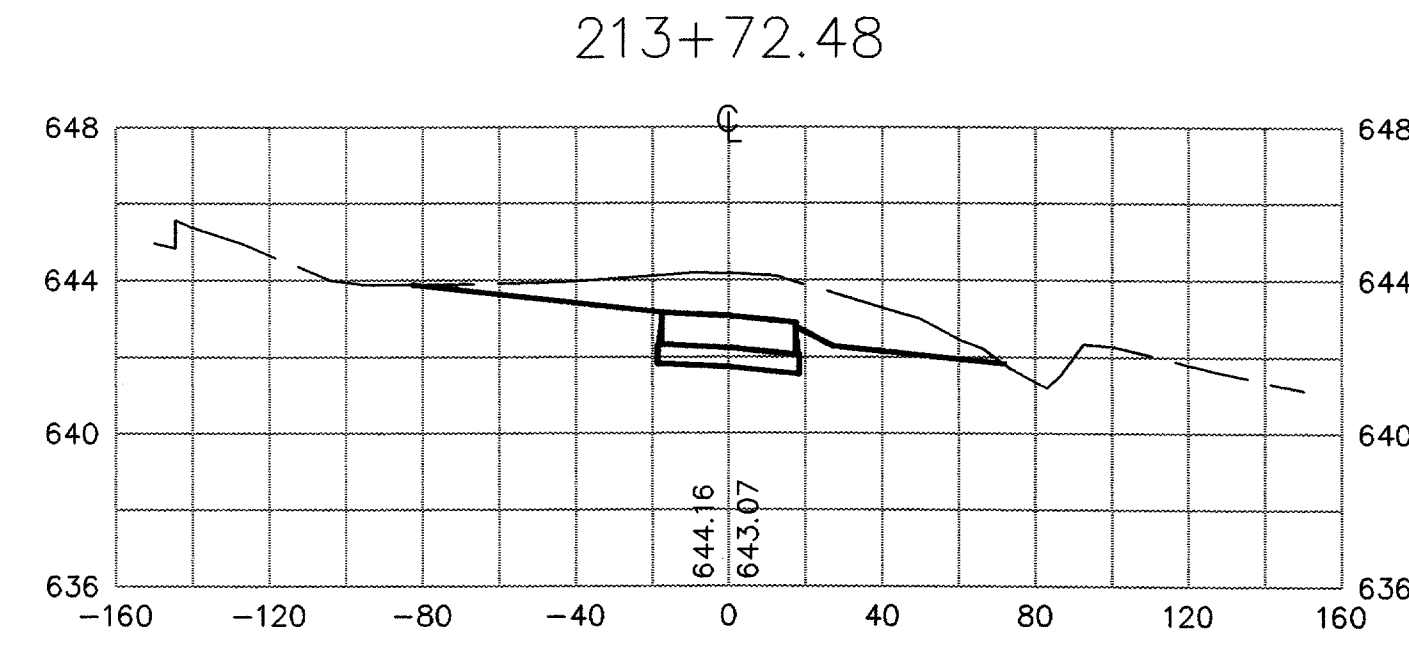
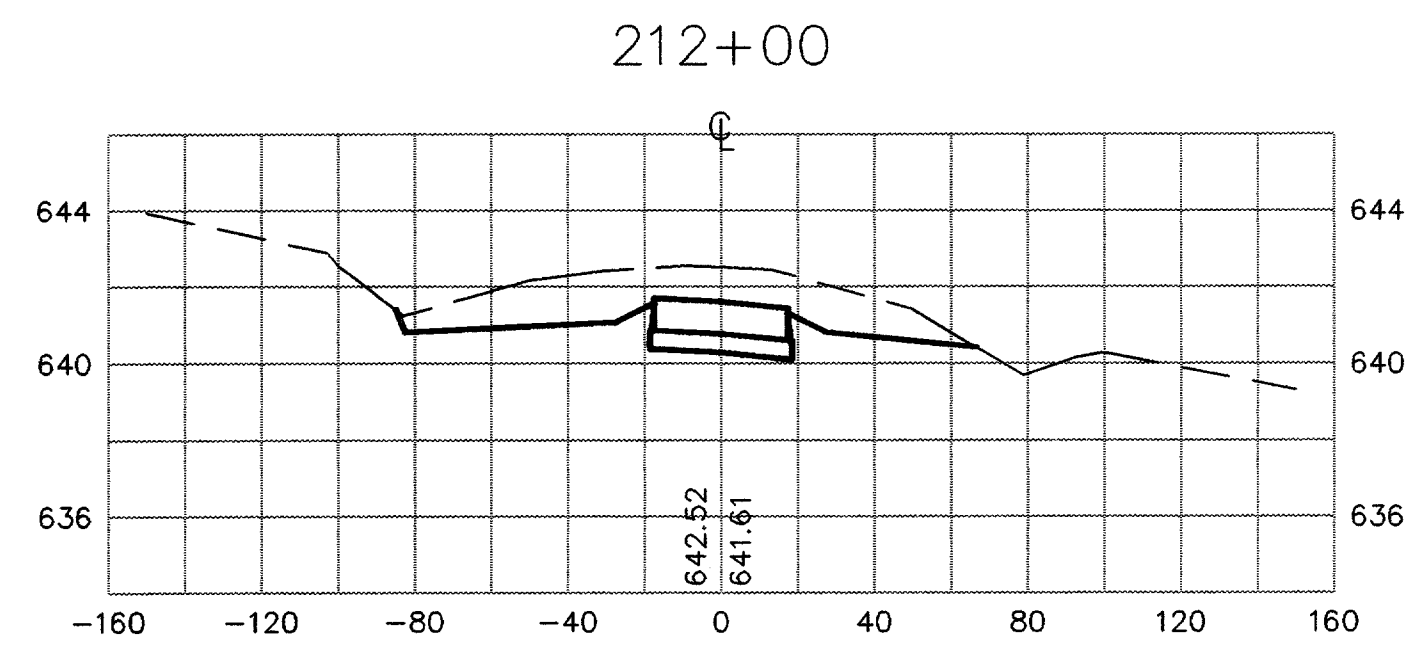
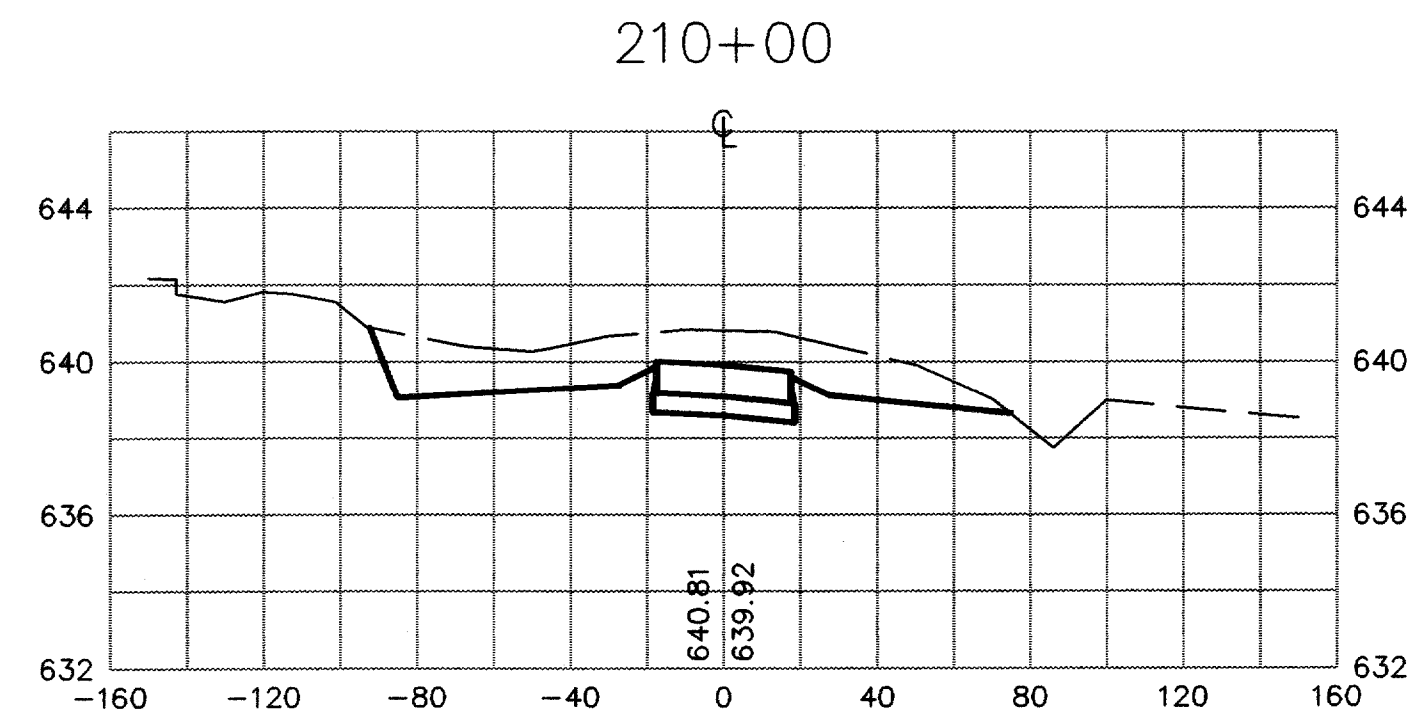
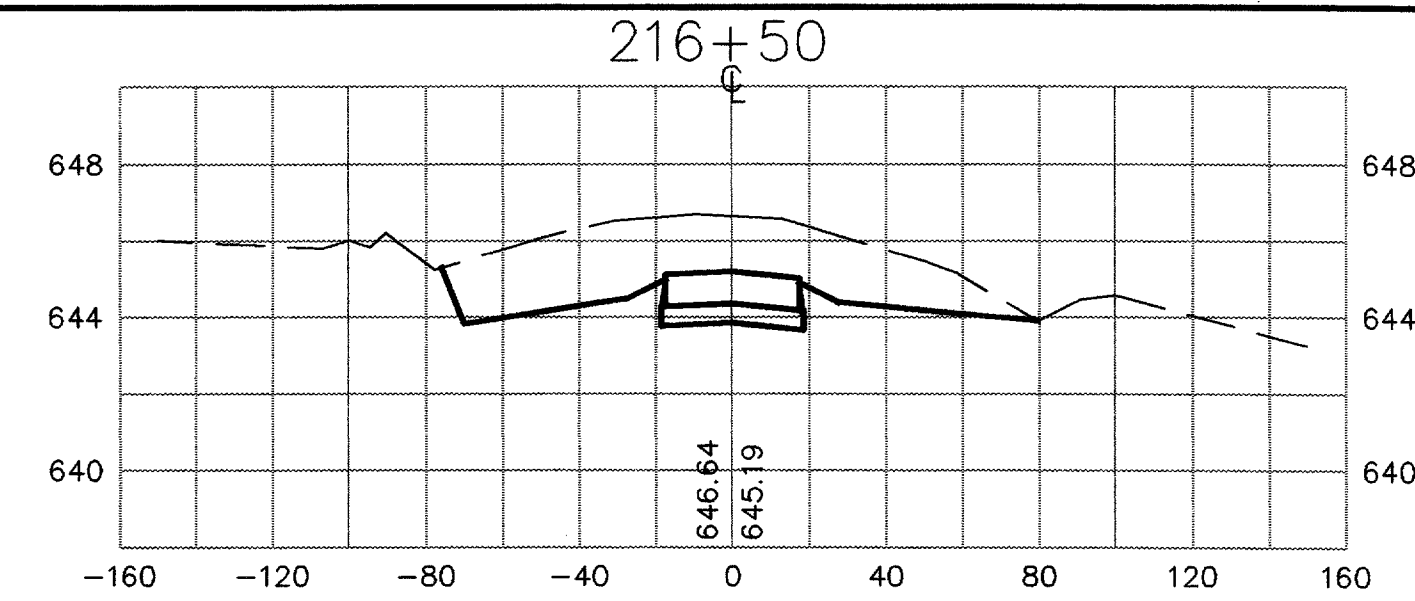
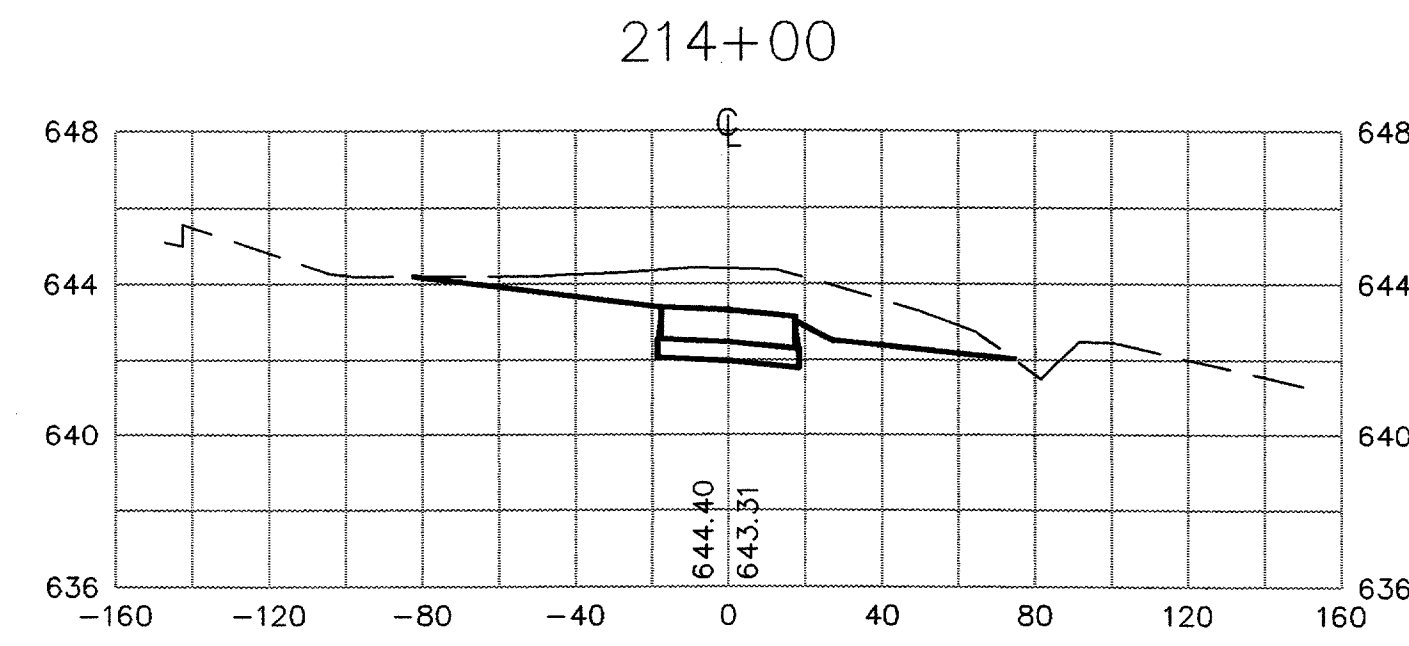
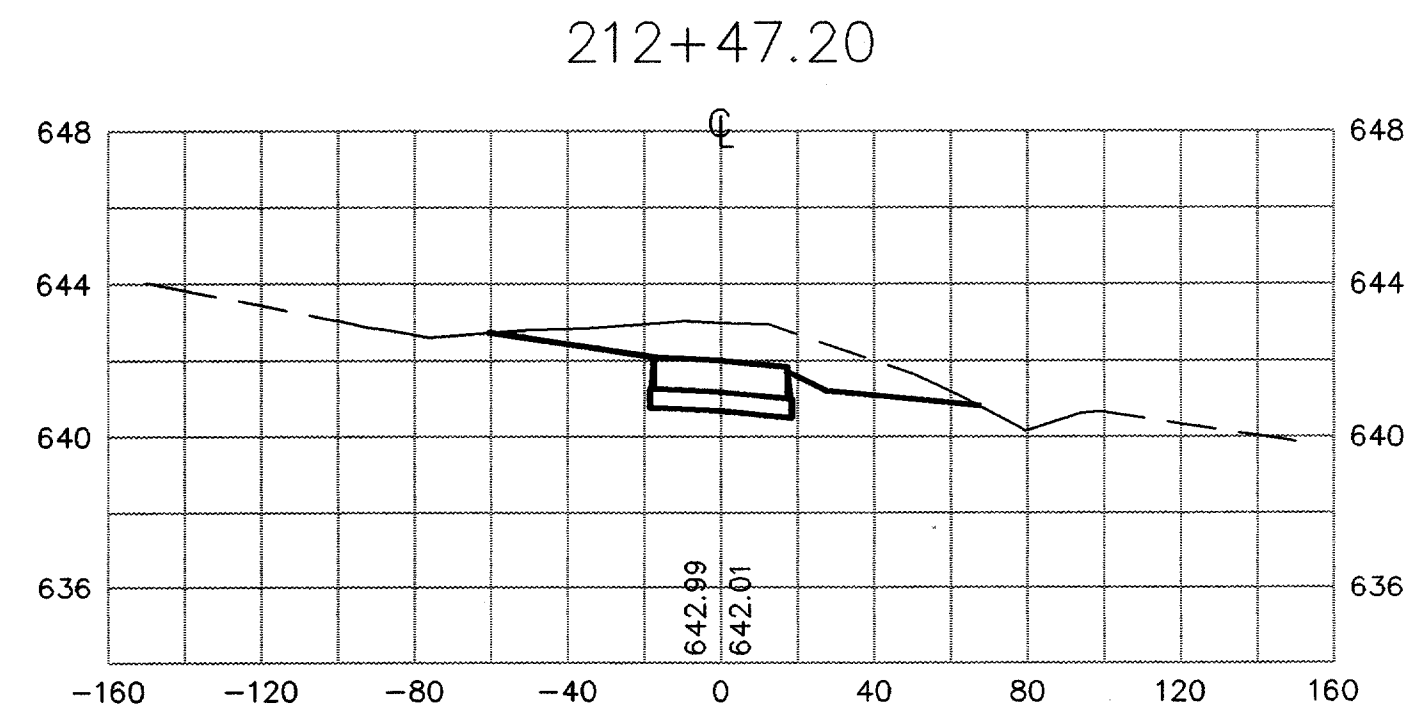
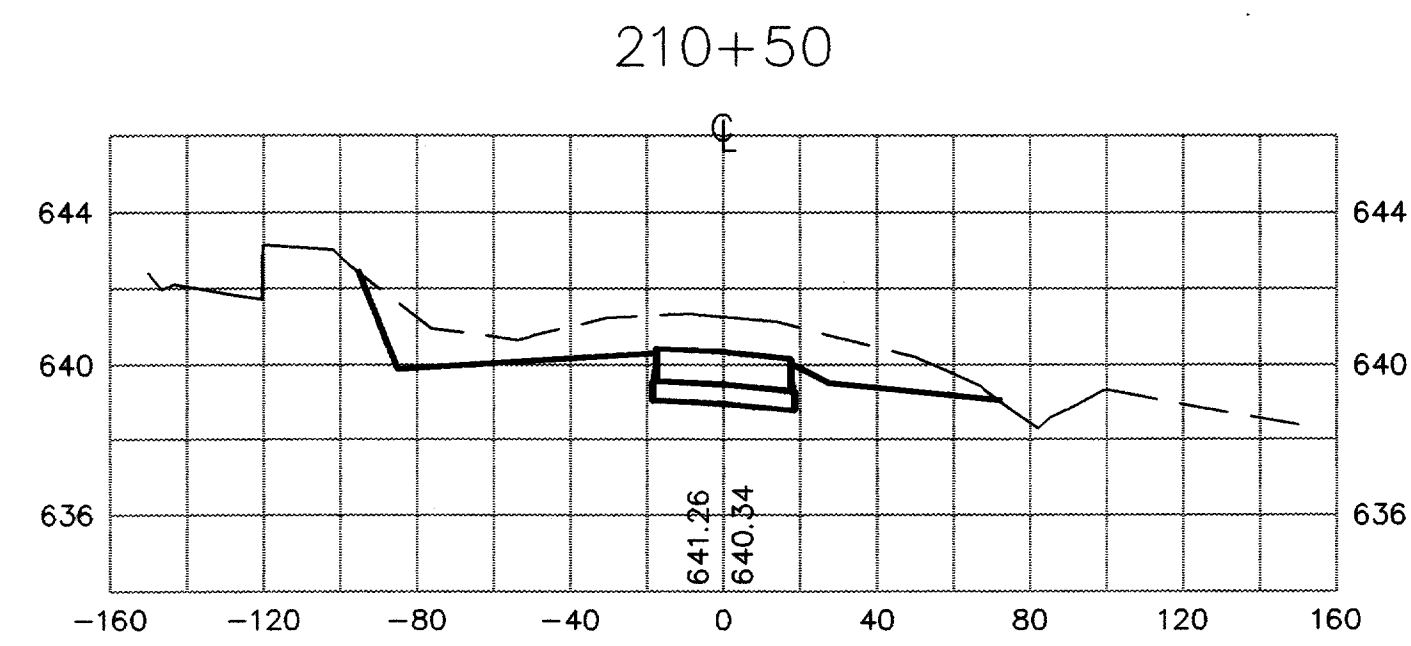
TXDOT NO: 9842 ADDSN	Date
DIST NO: 98-04	Revisions
JOB NO: E708024.80	By

URS Greiner
4100 Amon Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891
Engineers, Architects
and Planners



ADDISON AIRPORT

**WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
TAXIWAY B CROSS SECTIONS**



AS BUILT
1-11-99



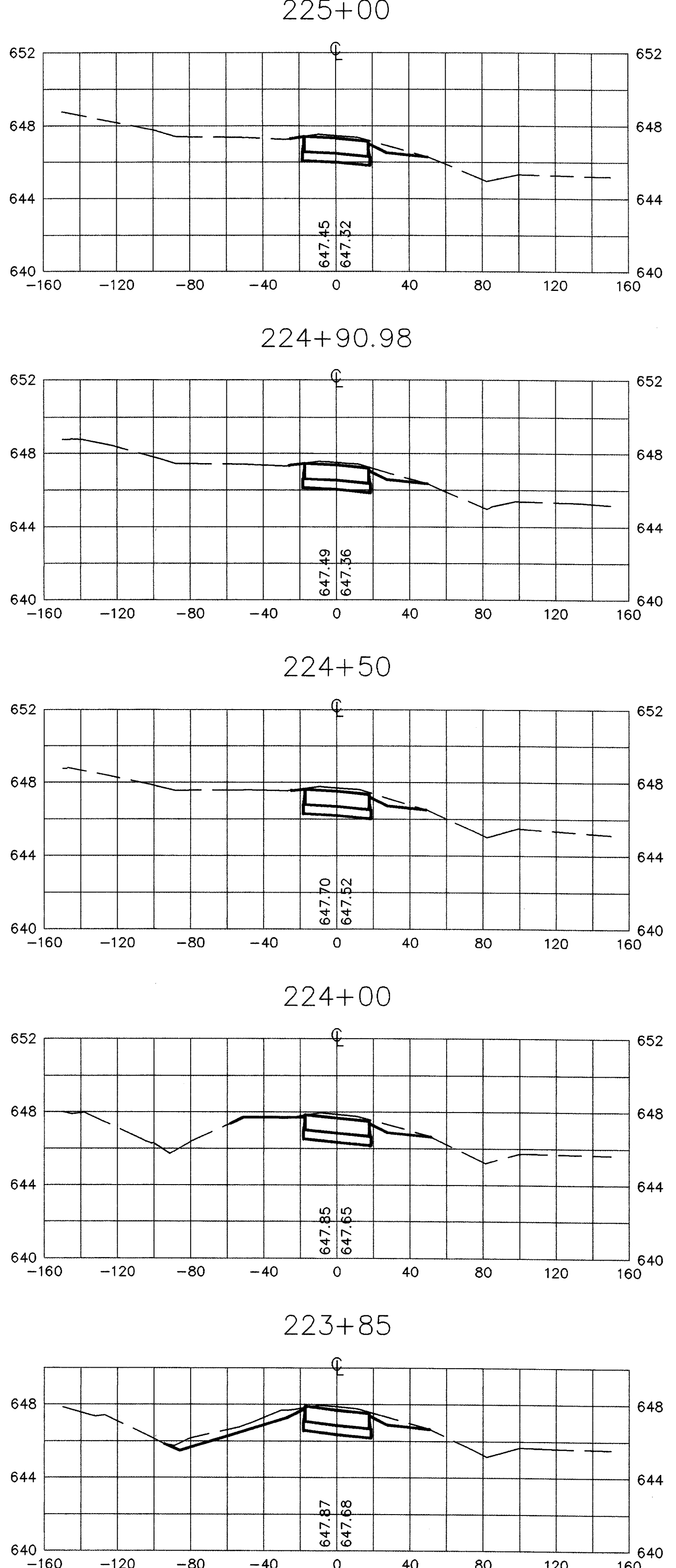
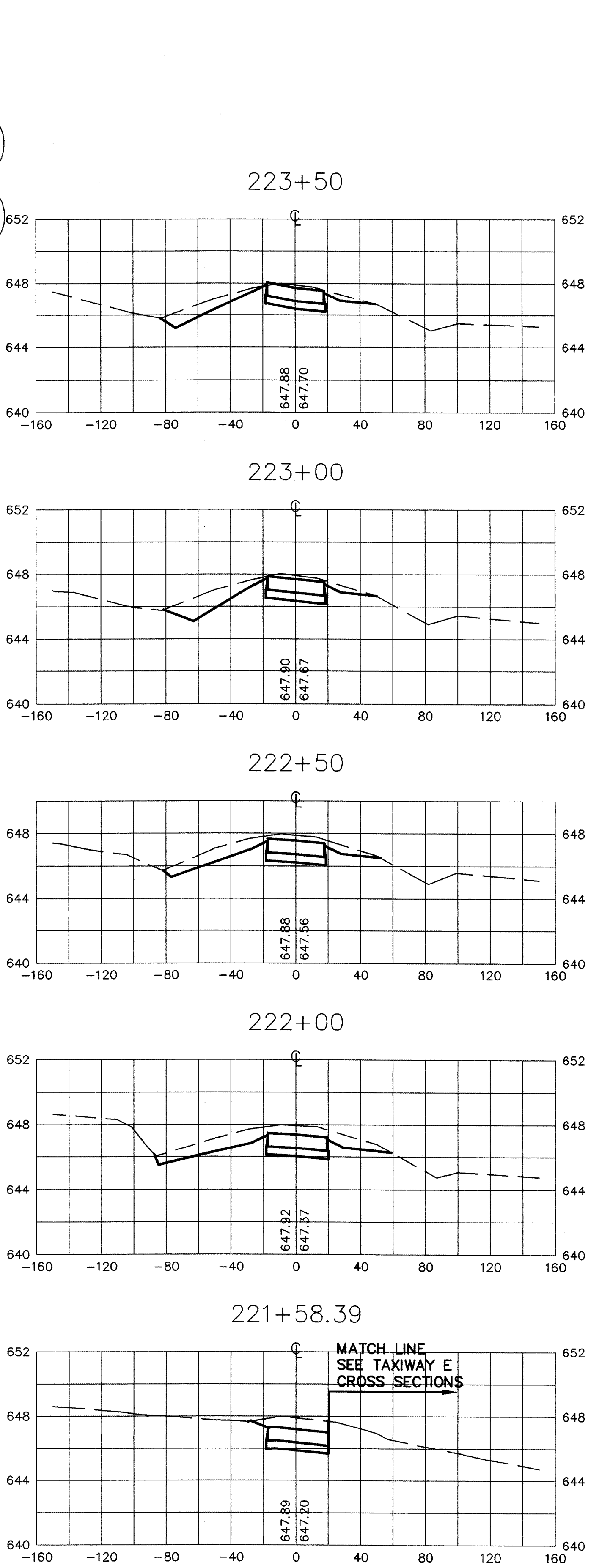
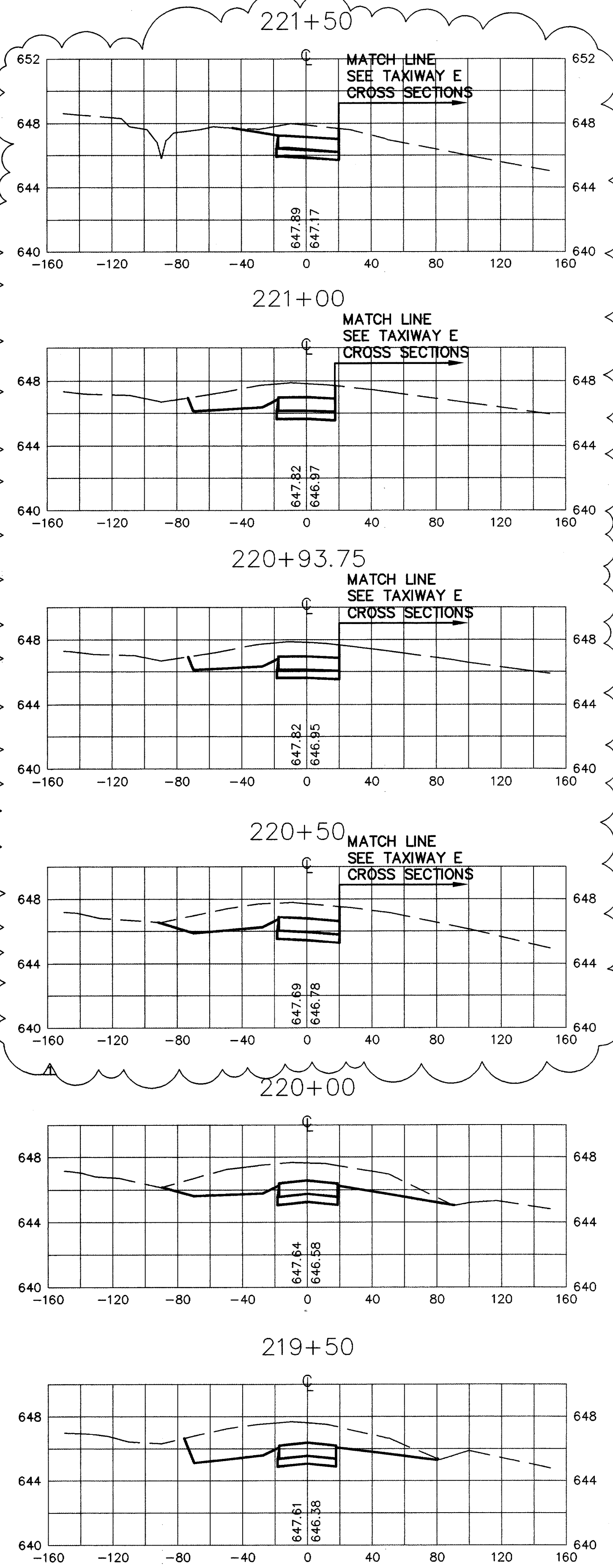
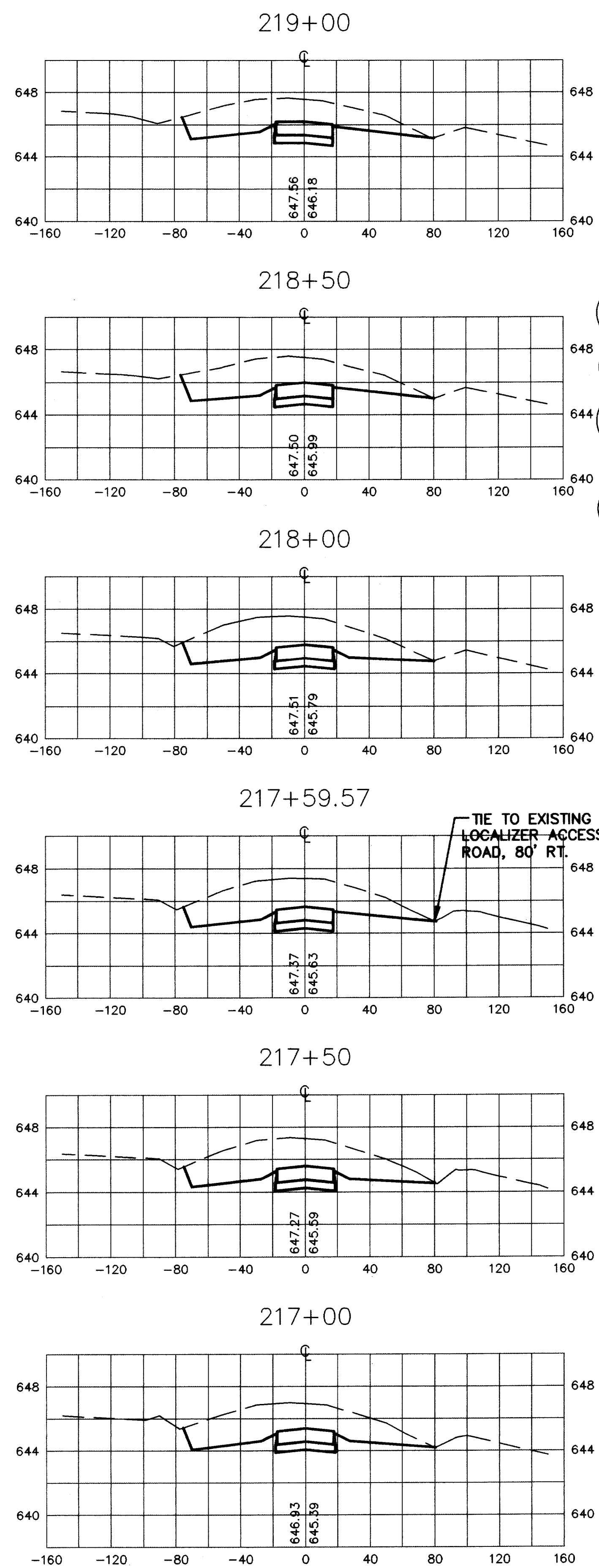
DESIGN: J.L.T.	TXDOT NO: 9842 ADDSN	Date	Revisions	By
DRAWN: M.J.G.	BID NO: 98-04			
CHECKED: R.L.B.	JOB NO: E708024.80			
SCALE: 1"=50'				
1"=5' VERT.				

URS Greiner
4100 Amon Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891
Engineers, Architects
and Planners

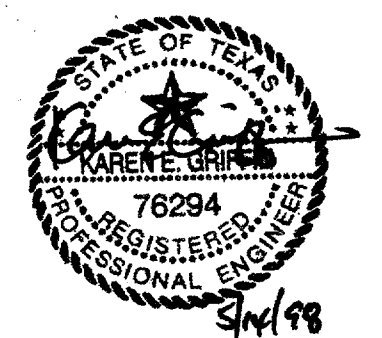


ADDISON AIRPORT

**WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
TAXIWAY B CROSS SECTIONS**



AS BUILT
1-11-99

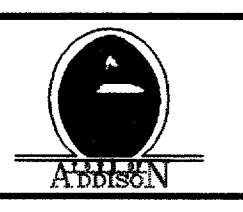


DESIGN: T.L.T.
DRAWN: M.J.G.
CHECKED: R.L.B.
SCALE: 1"=50'
1"=5' VERT.

PROJECT NO. 9842 ADDSN
JOB NO. E708024.80

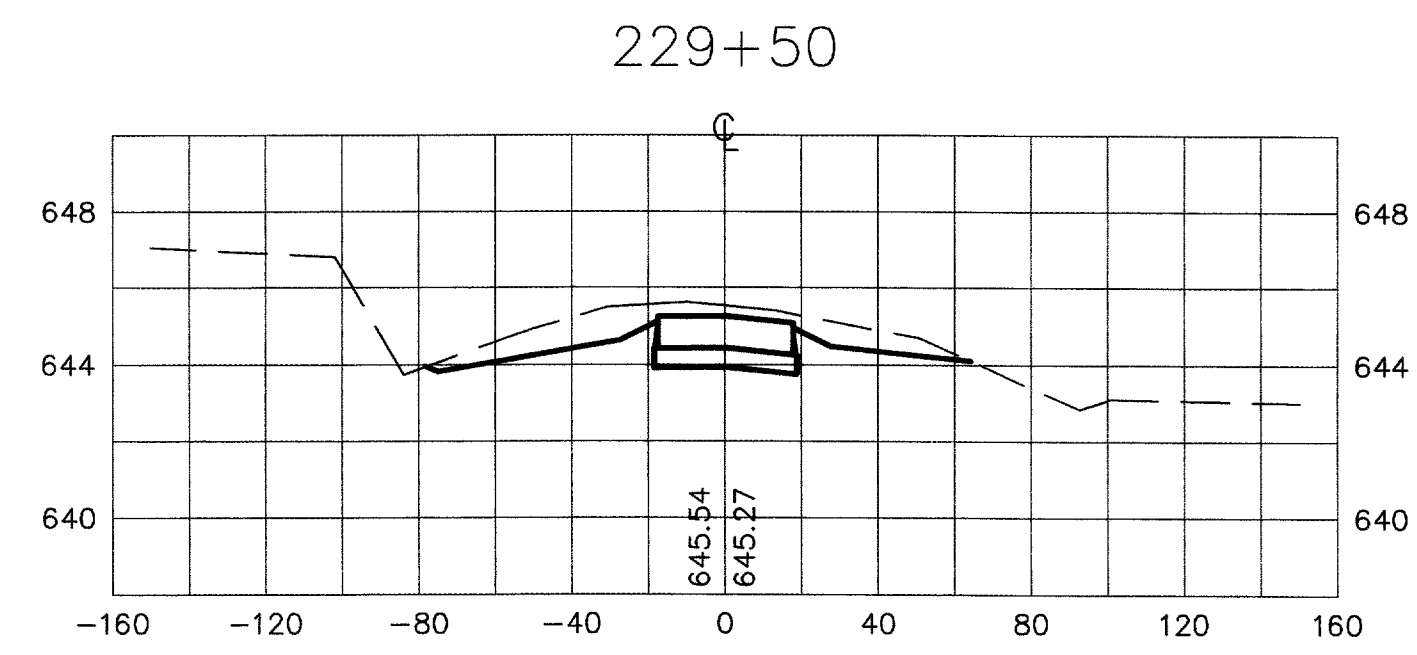
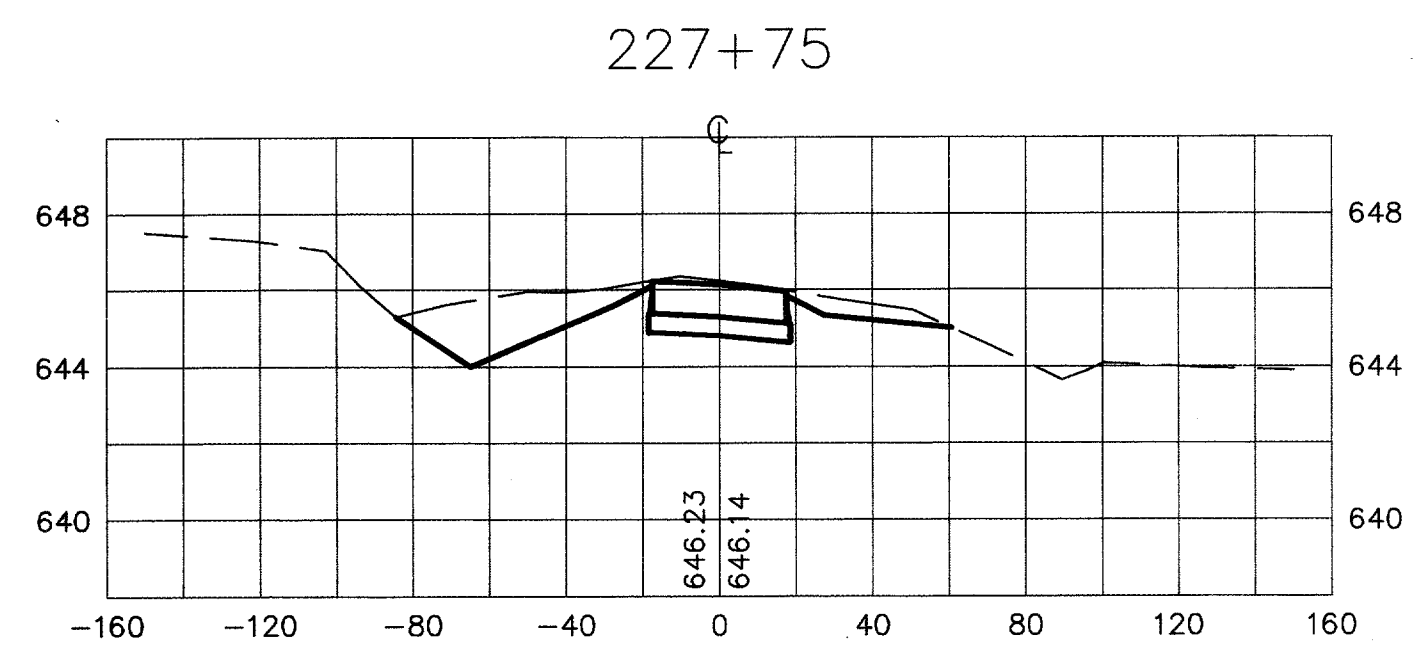
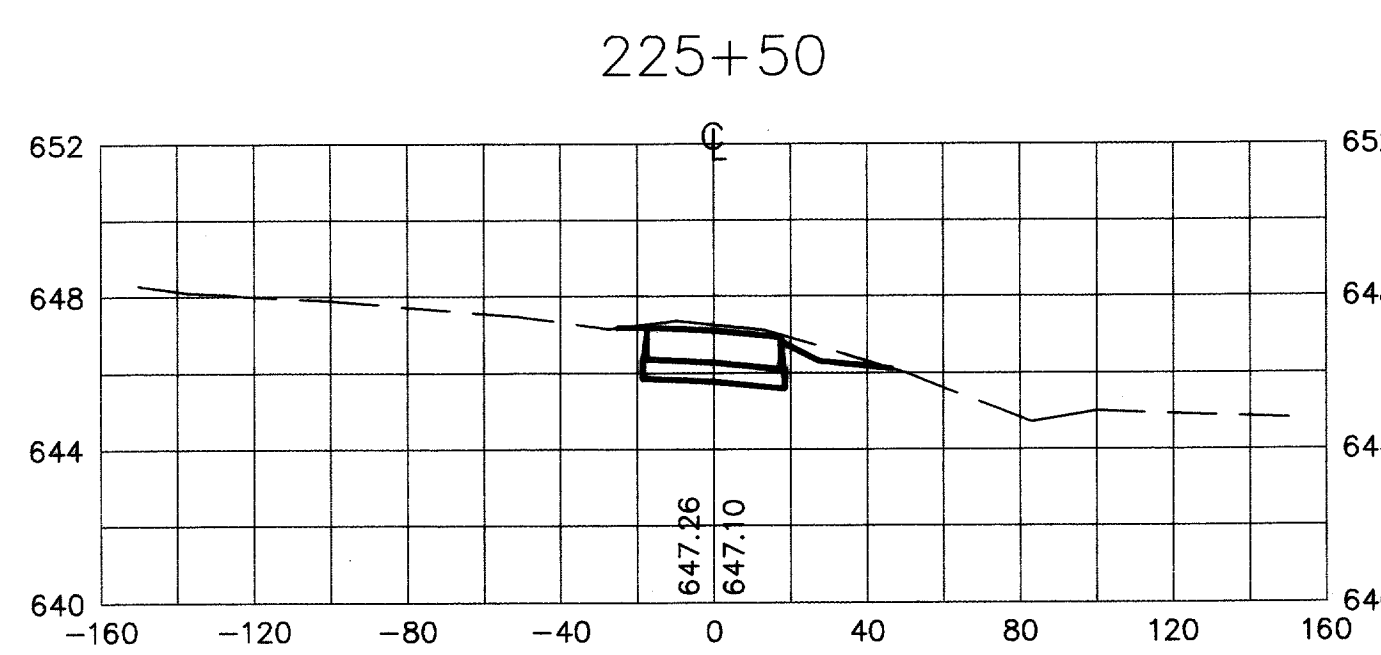
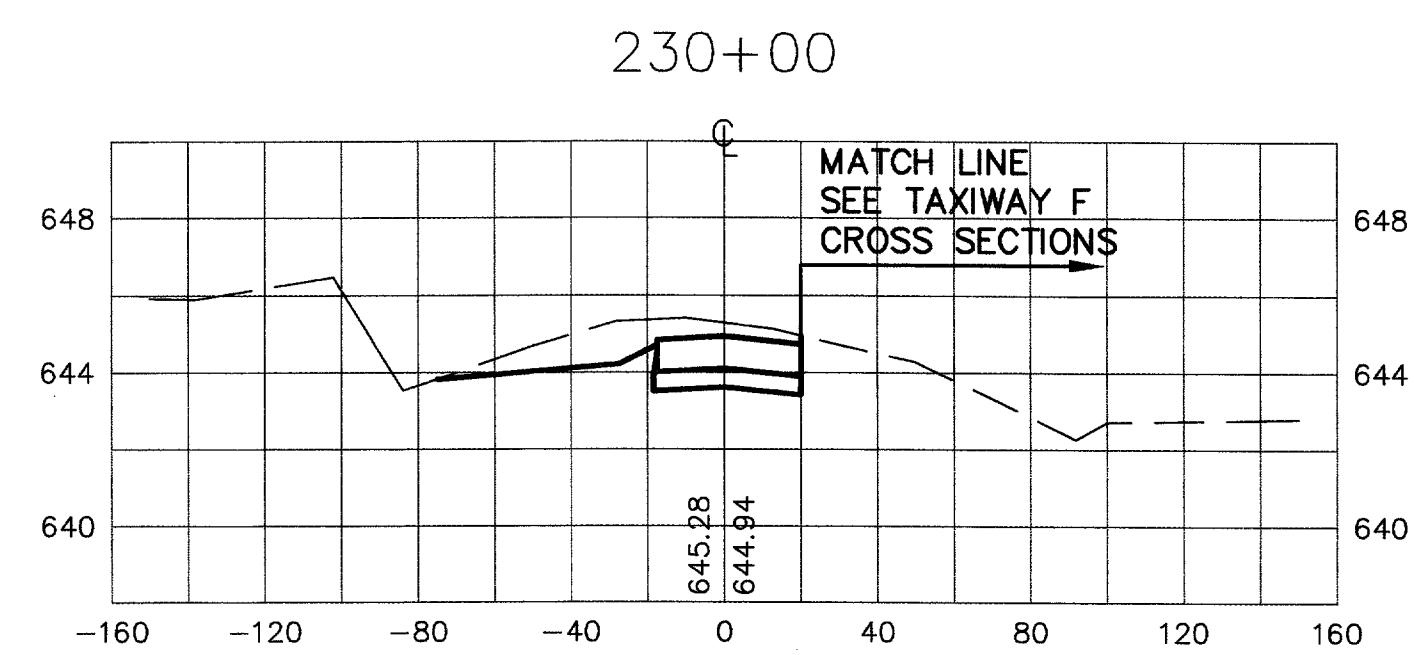
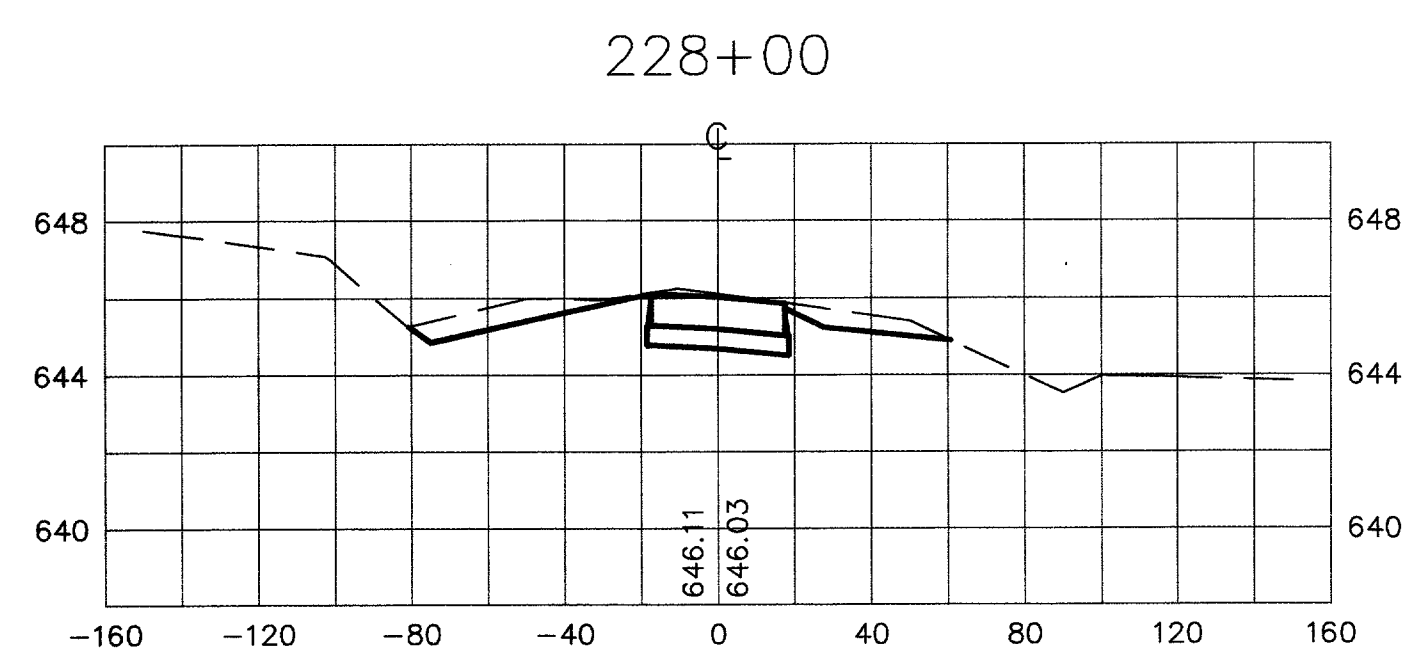
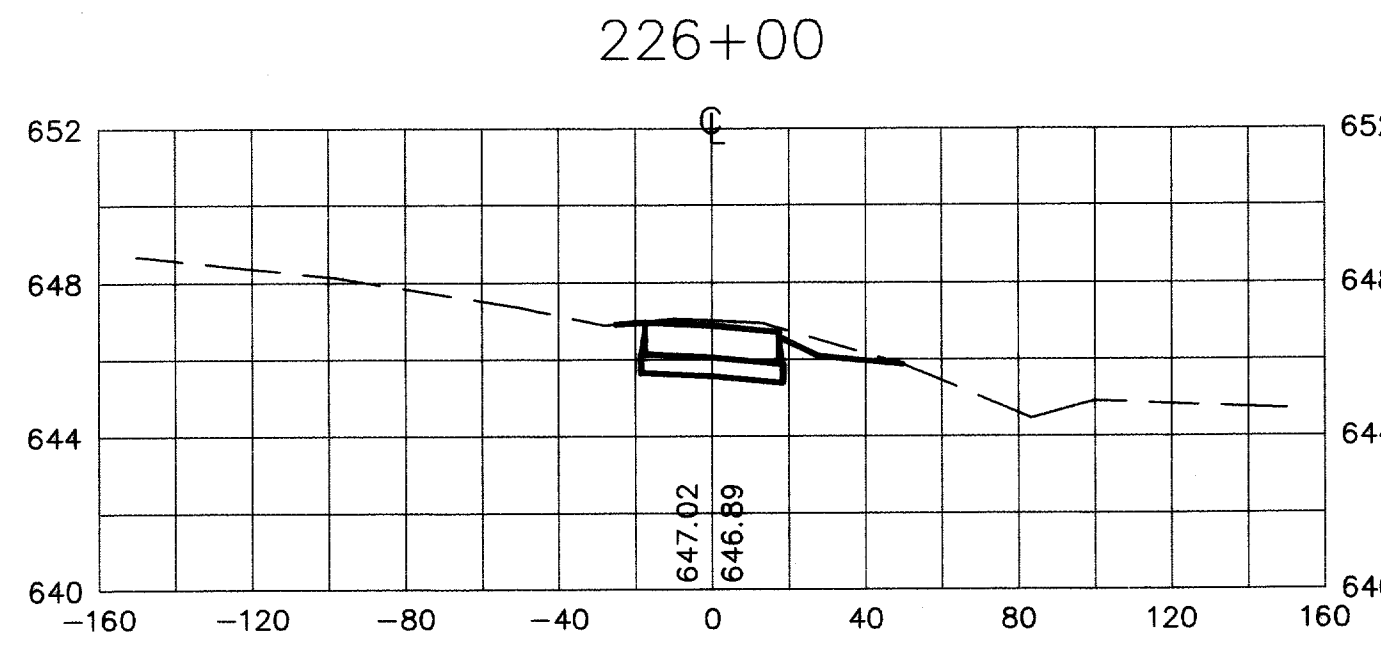
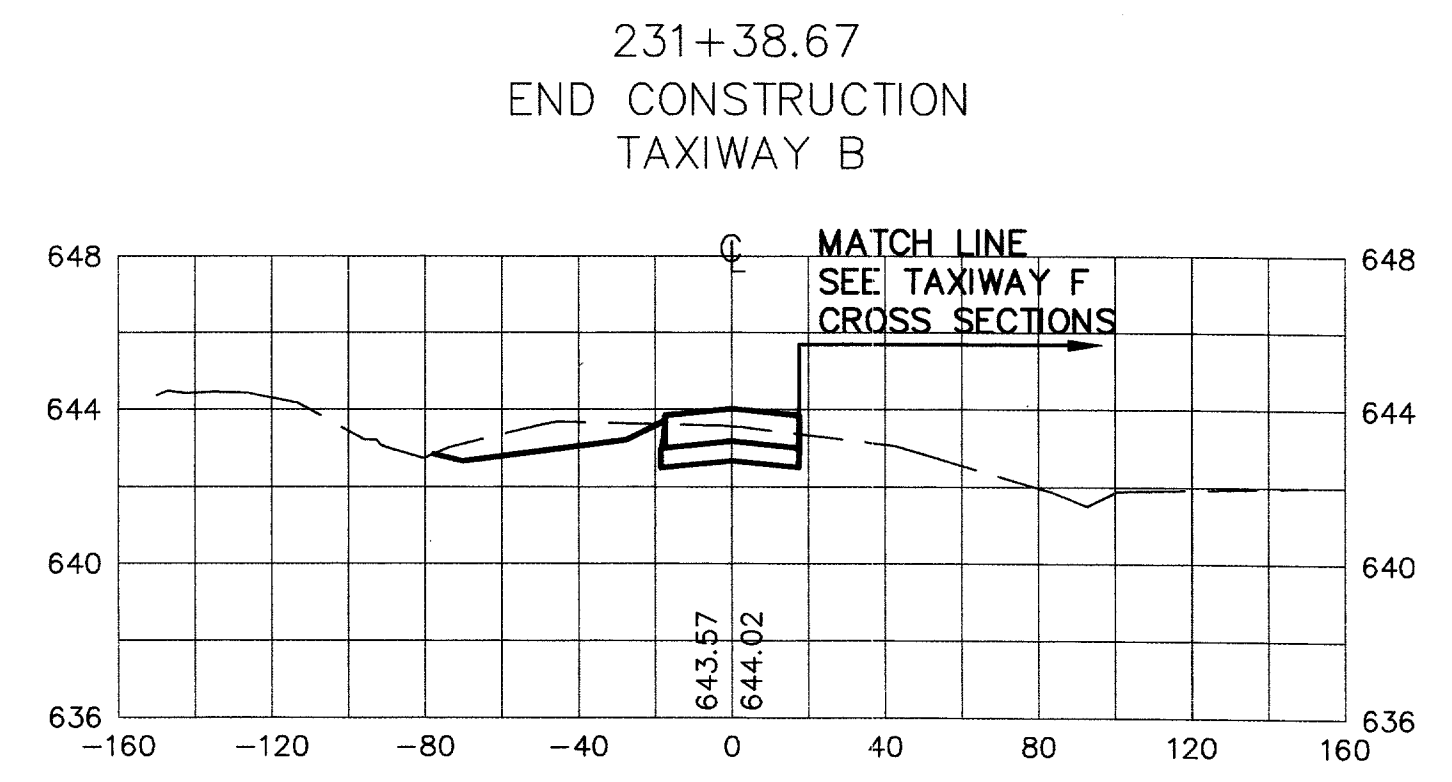
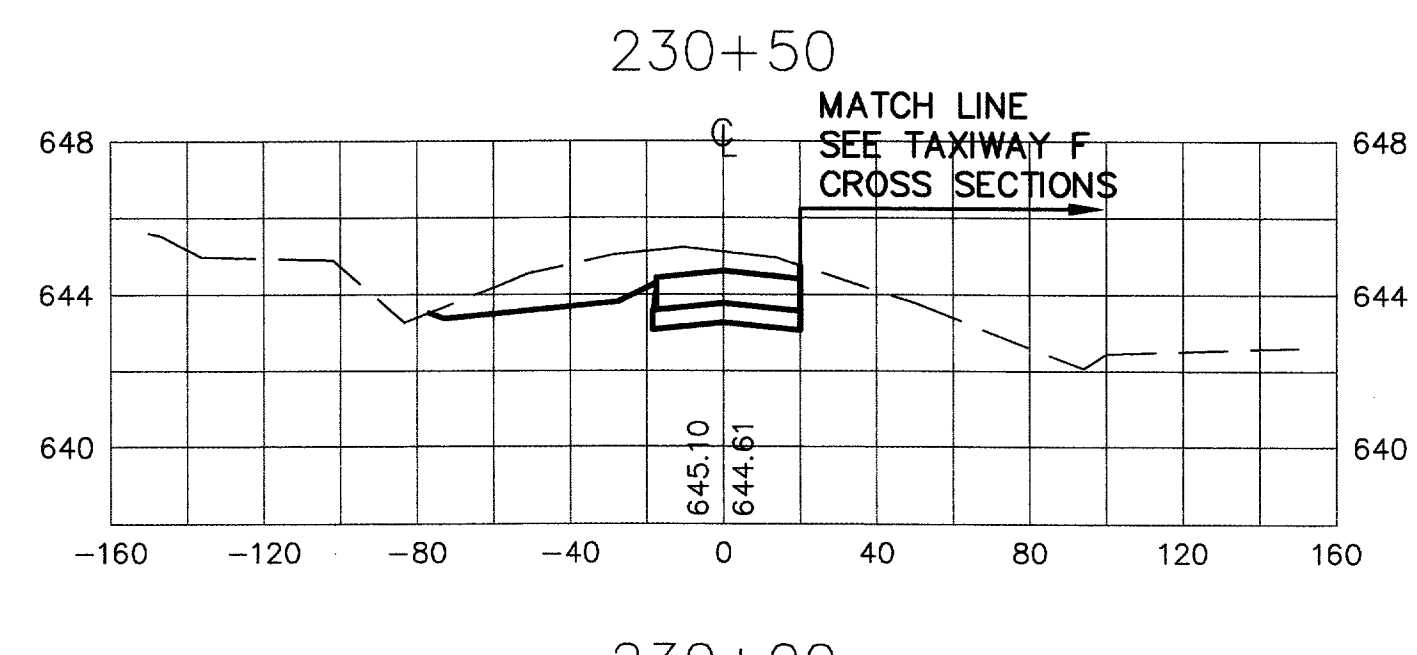
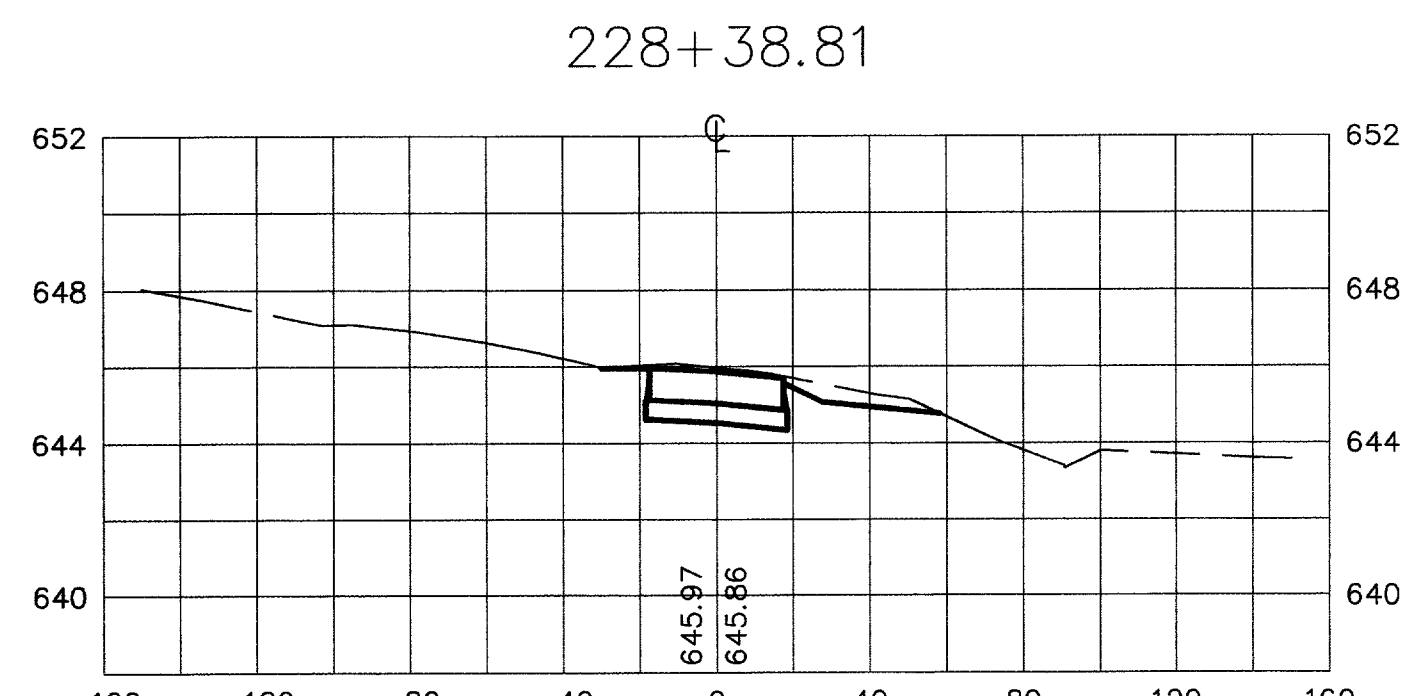
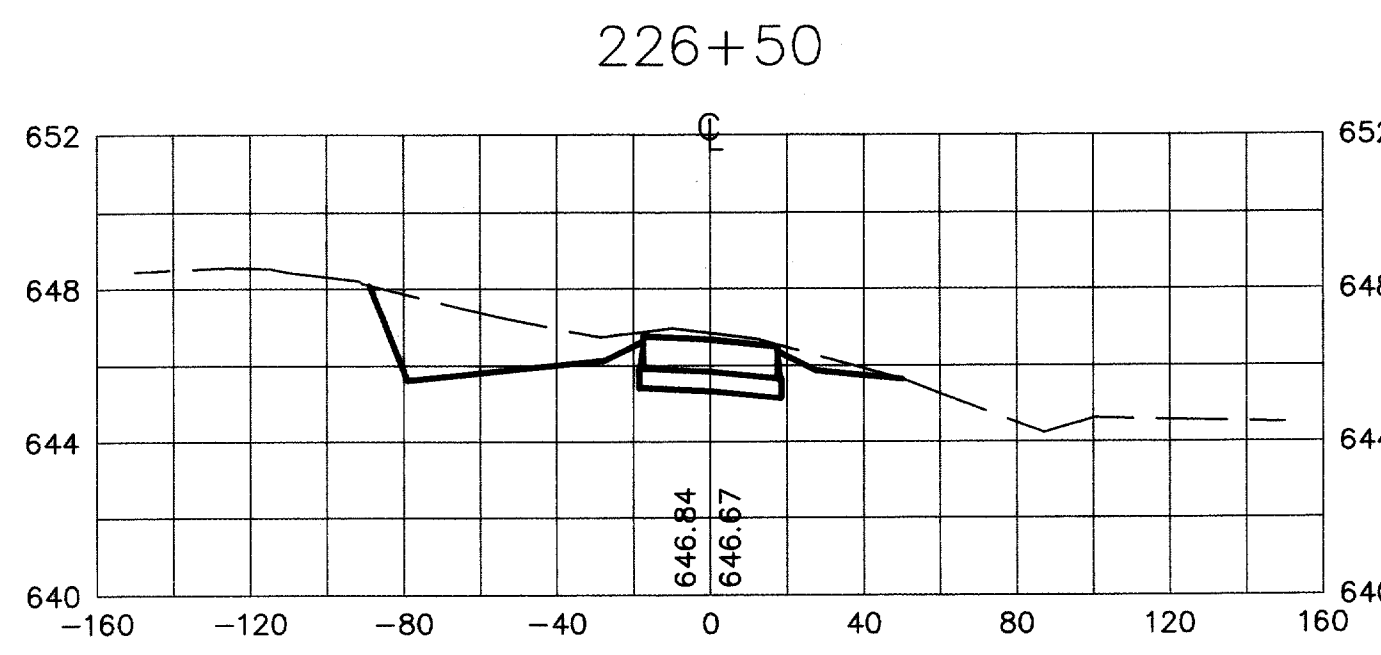
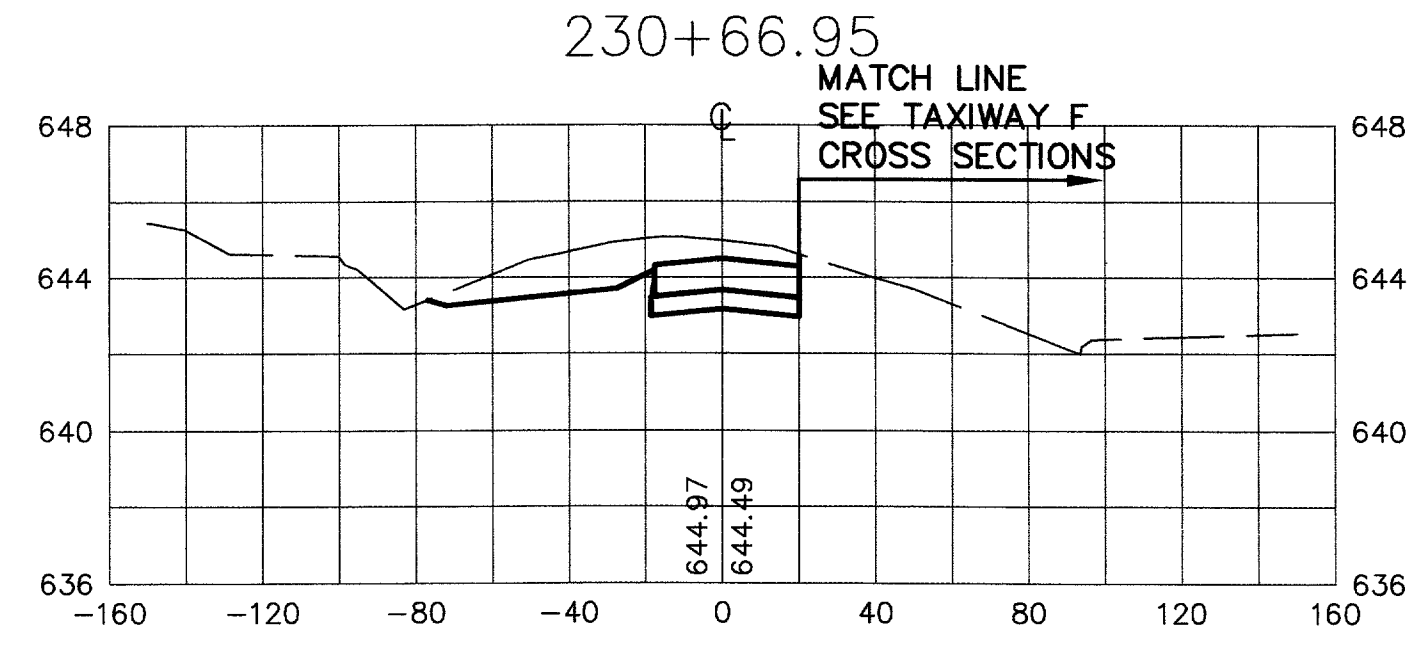
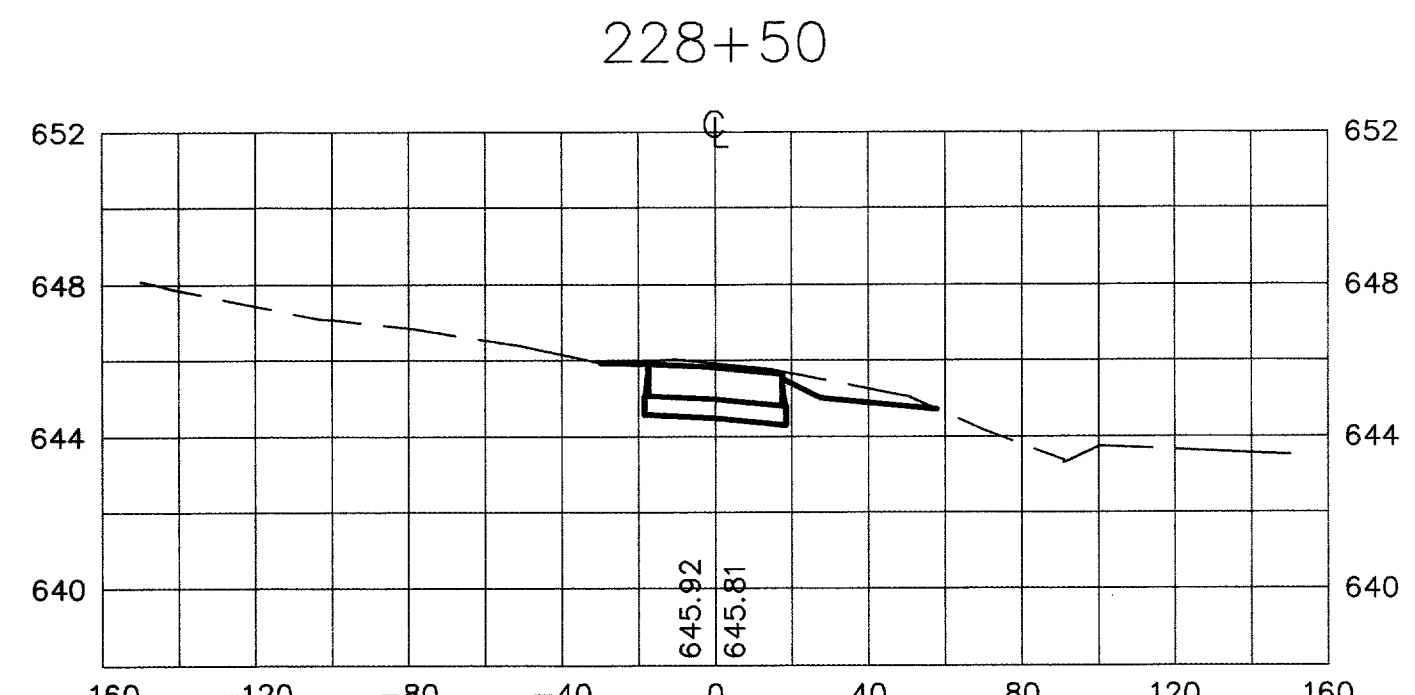
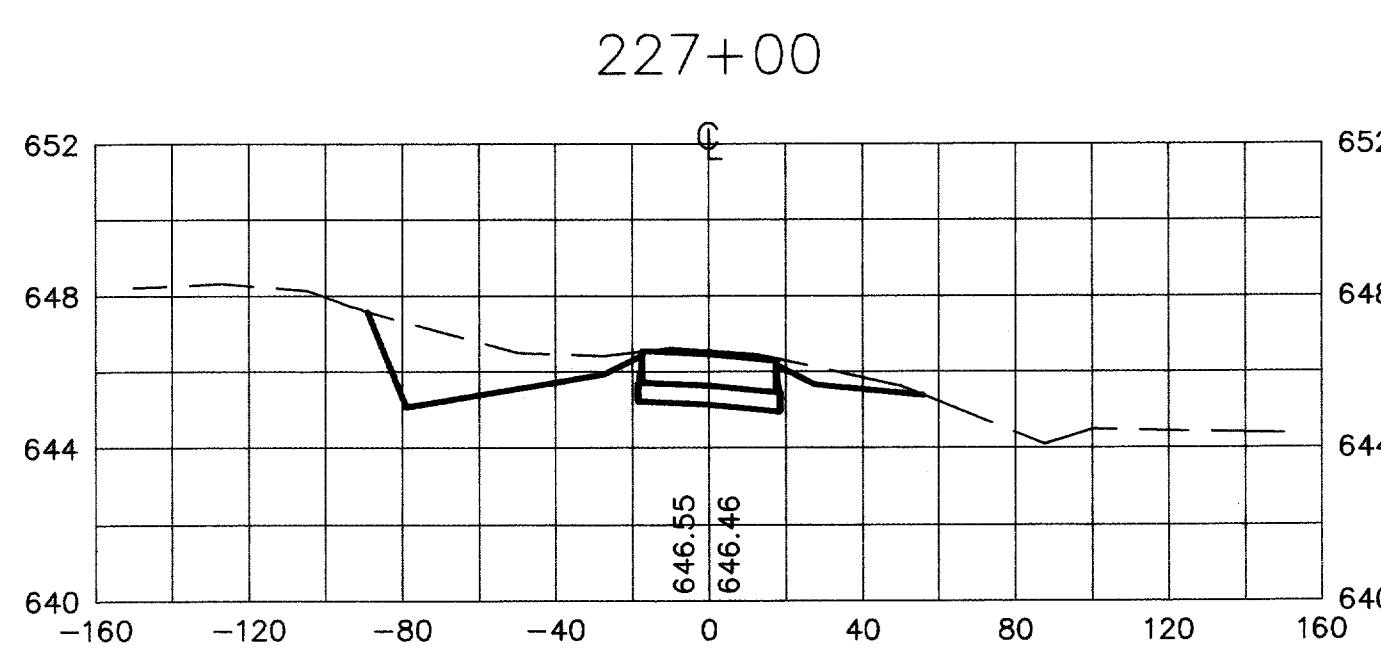
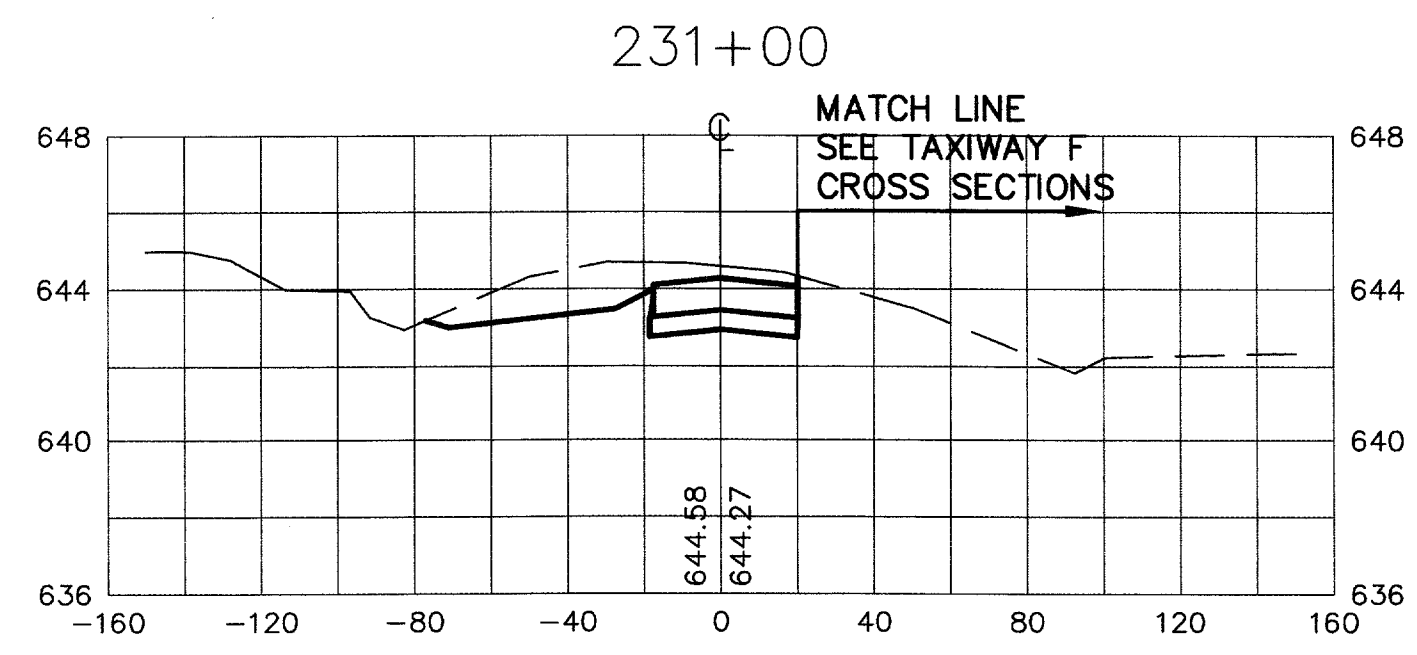
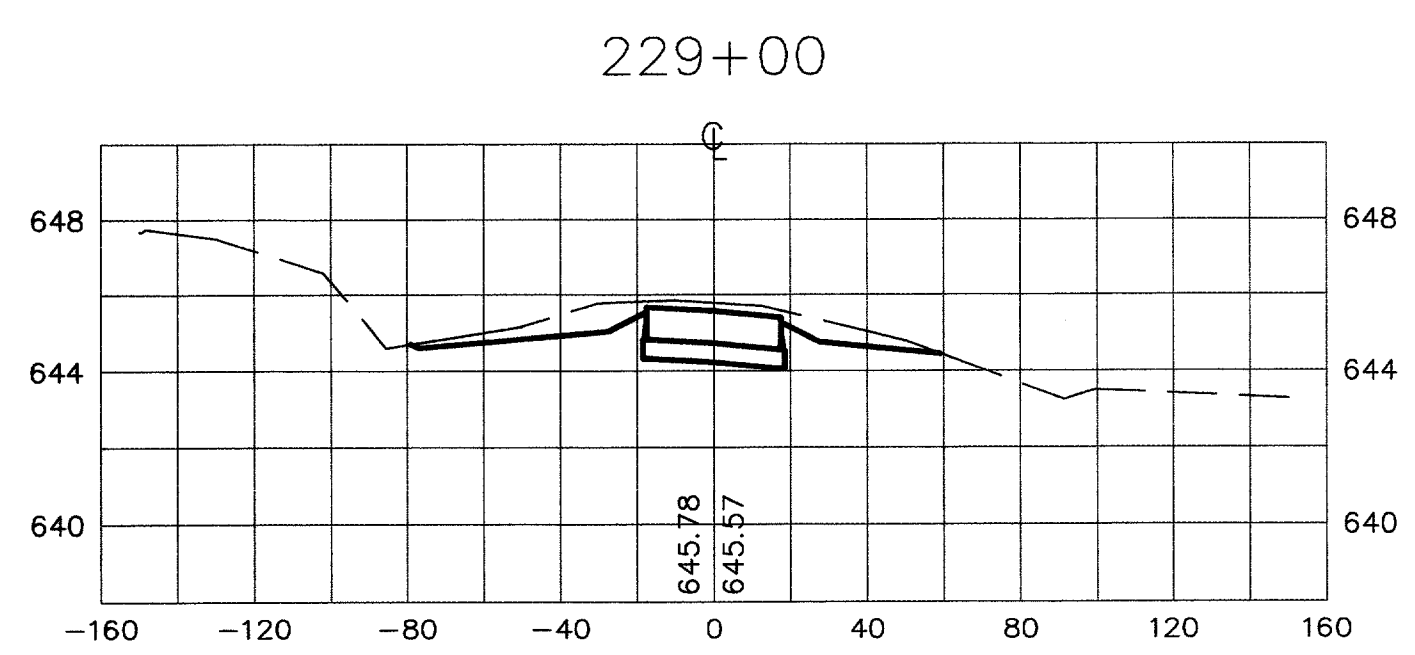
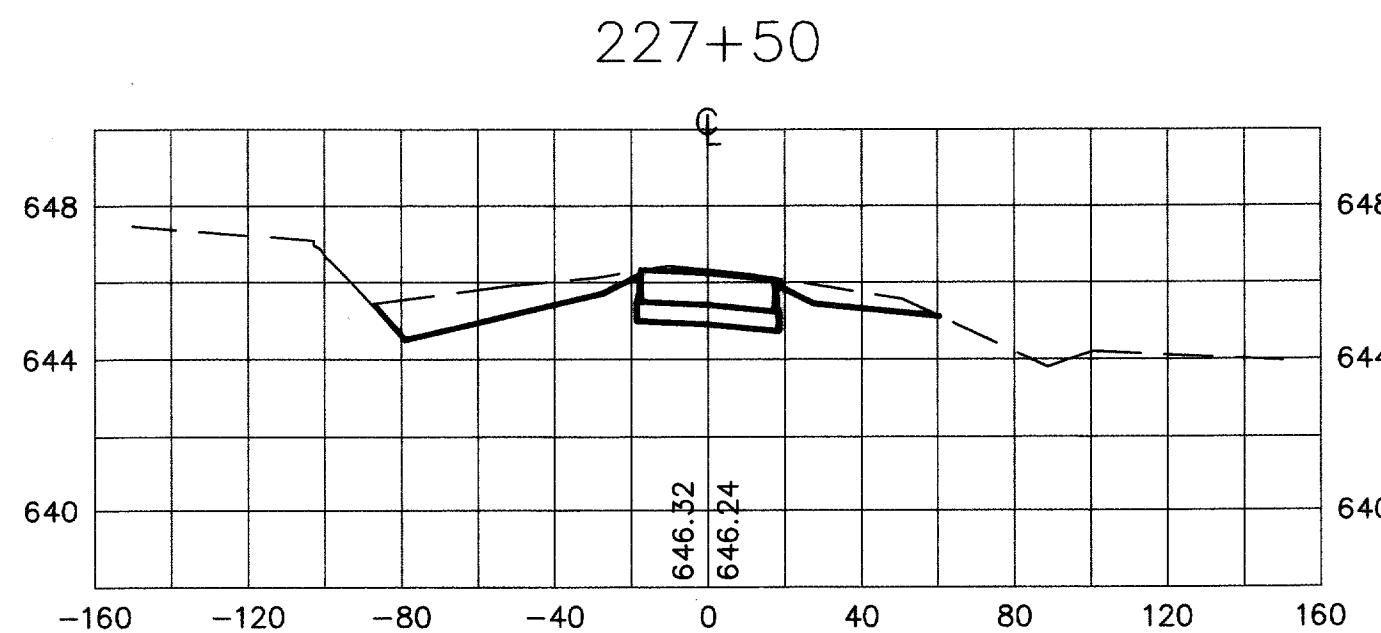
Date	Revisions	By

URS Greiner
4100 Amon Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891
Engineers, Architects
and Planners



ADDISON AIRPORT

**WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
TAXIWAY B CROSS SECTIONS**



AS BUILT

1-11-99



DESIGN: T.L.T.	TXDOT NO. 9842 ADDSN	Date
DRAWN: M.J.C.	BID NO. 98-04	Revisions
CHECKED: R.L.B.	JOB NO. E708024.80	By
SCALE: 1"=50'		
1"=5' VERT		

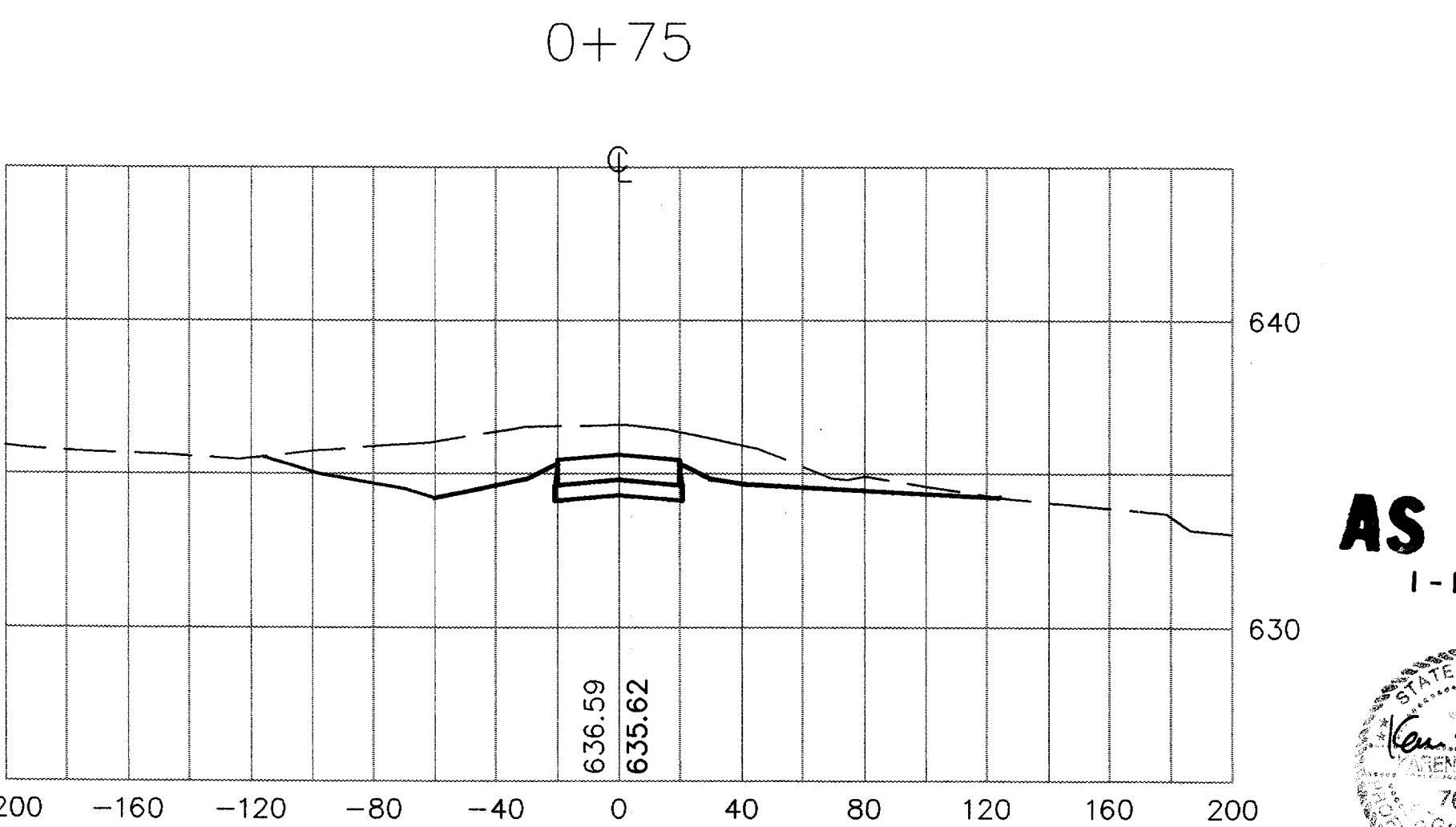
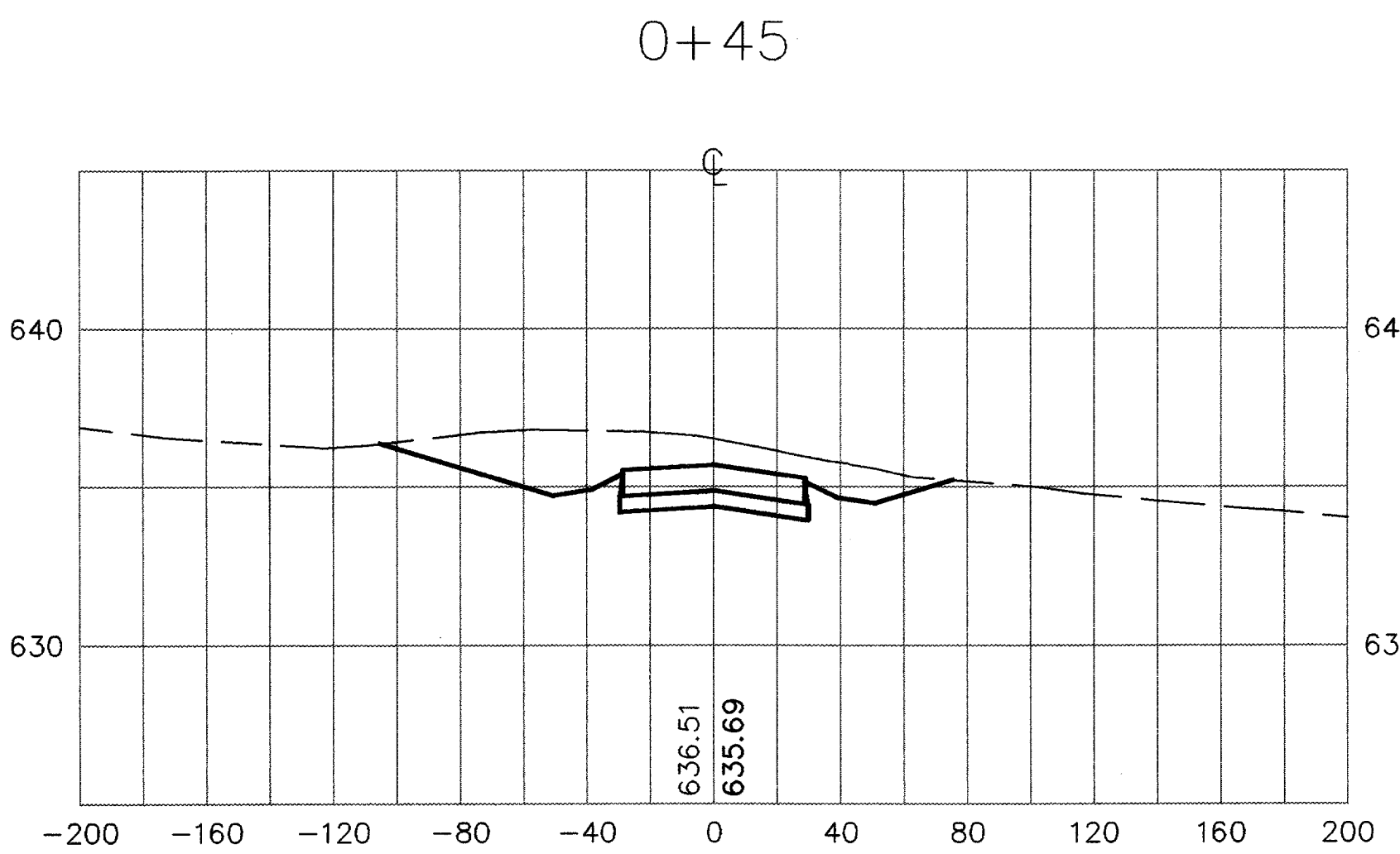
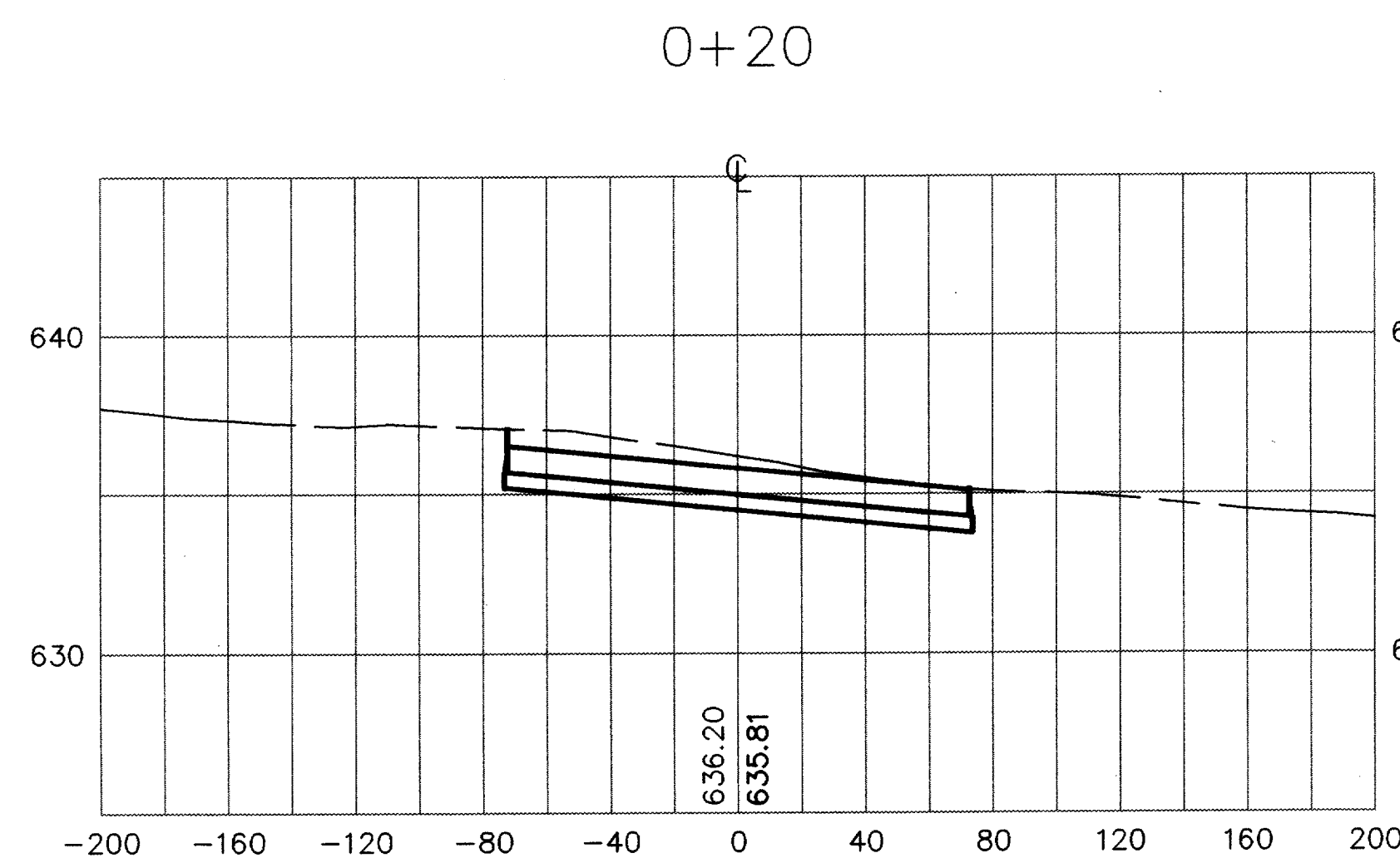
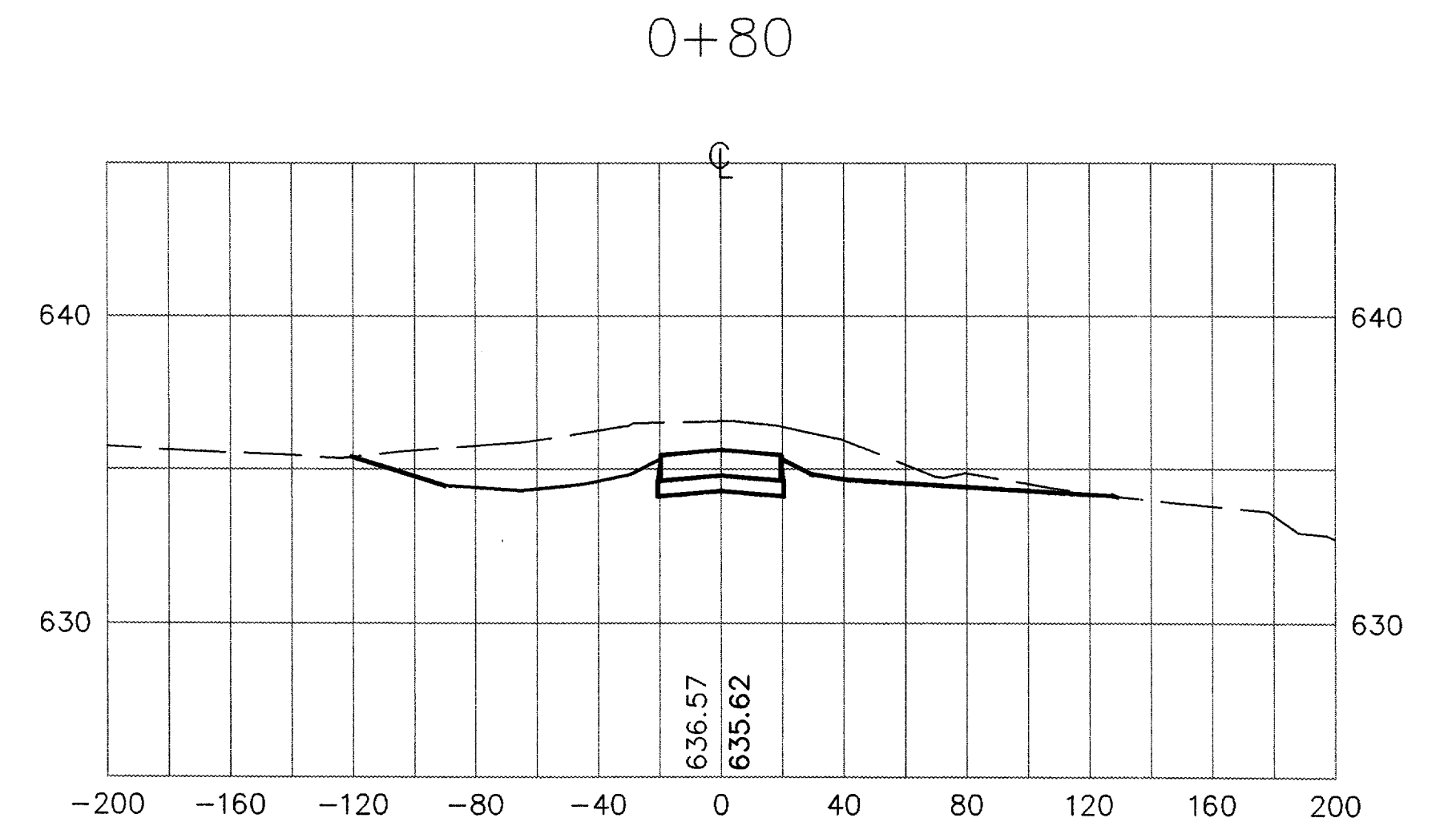
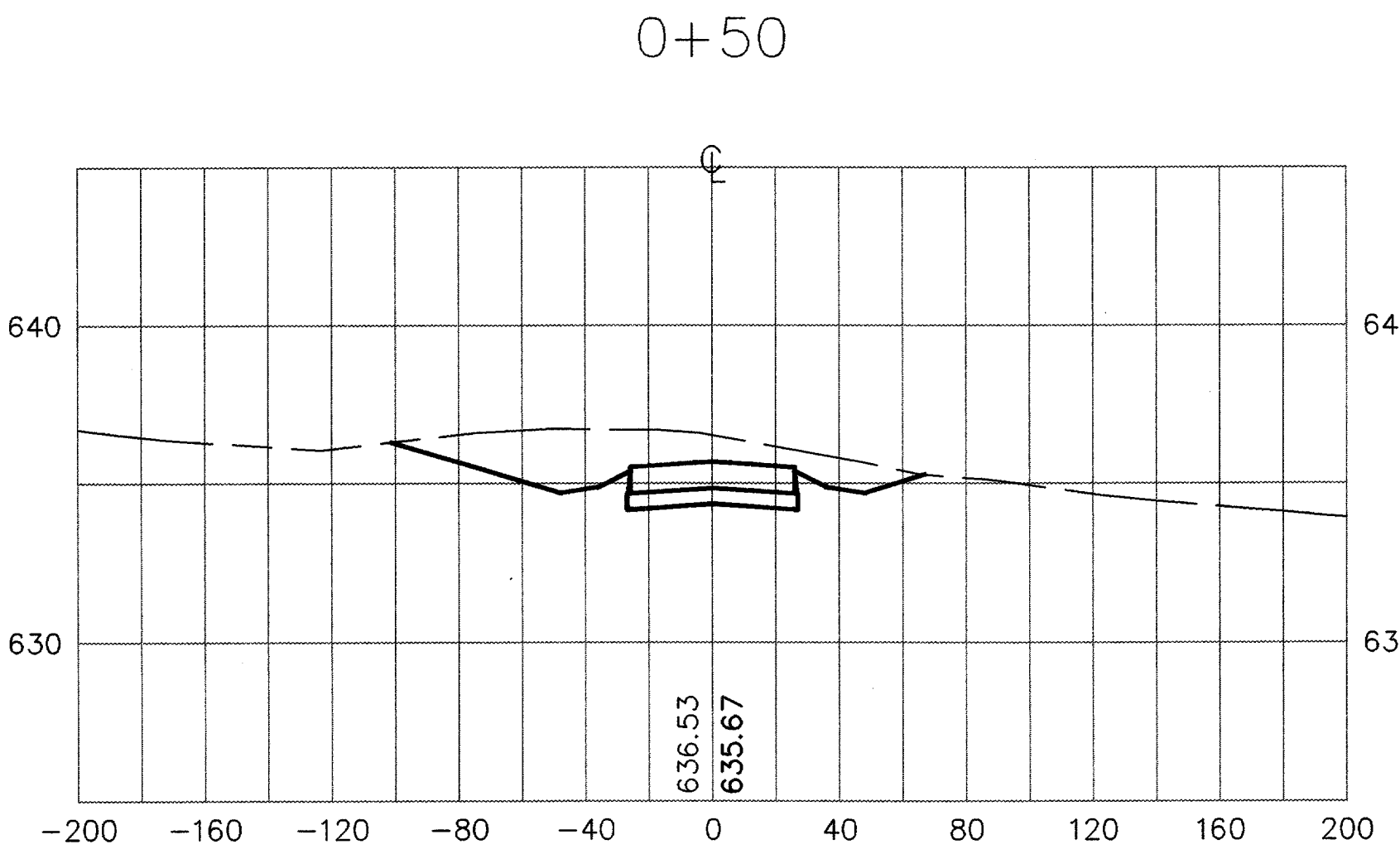
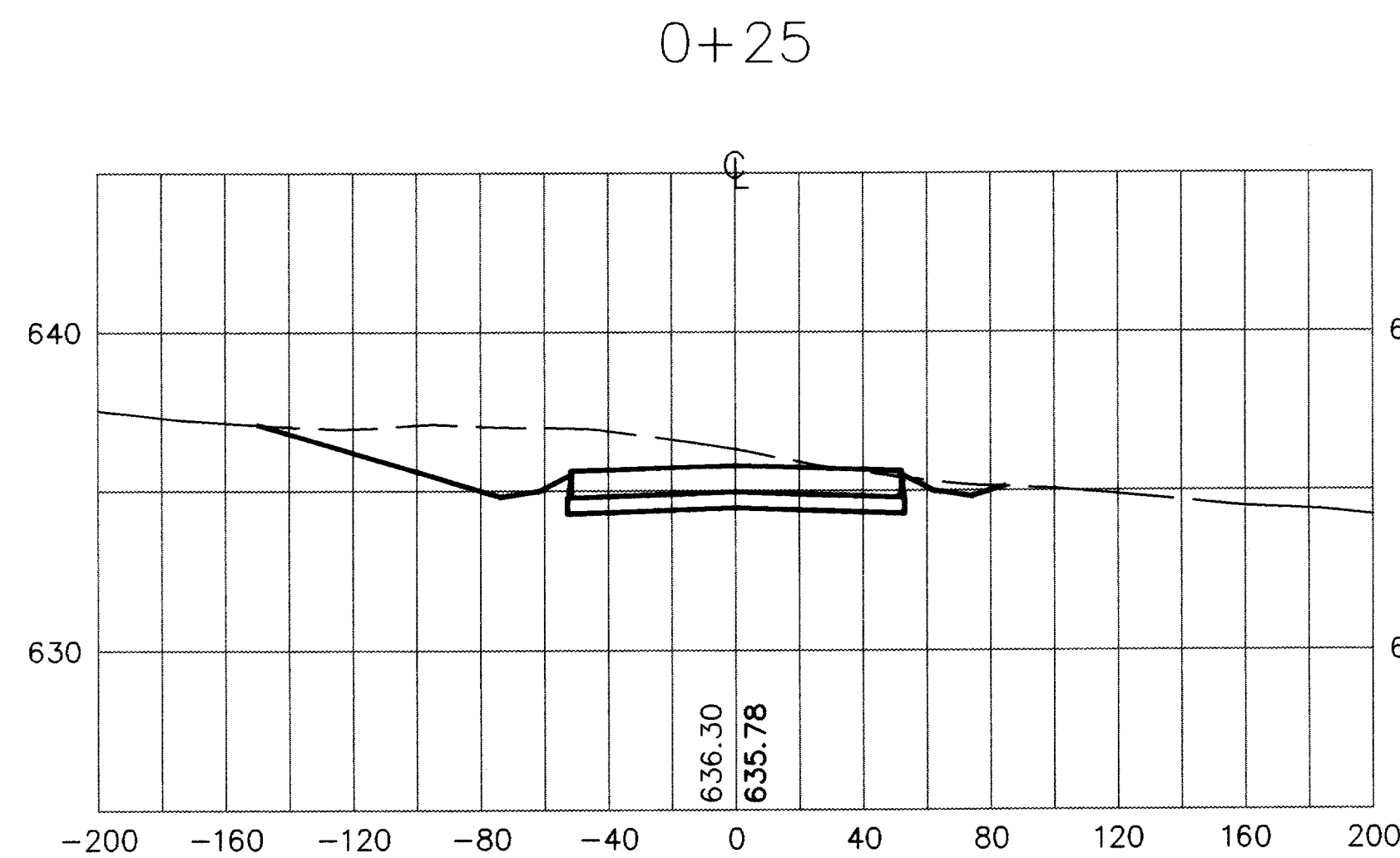
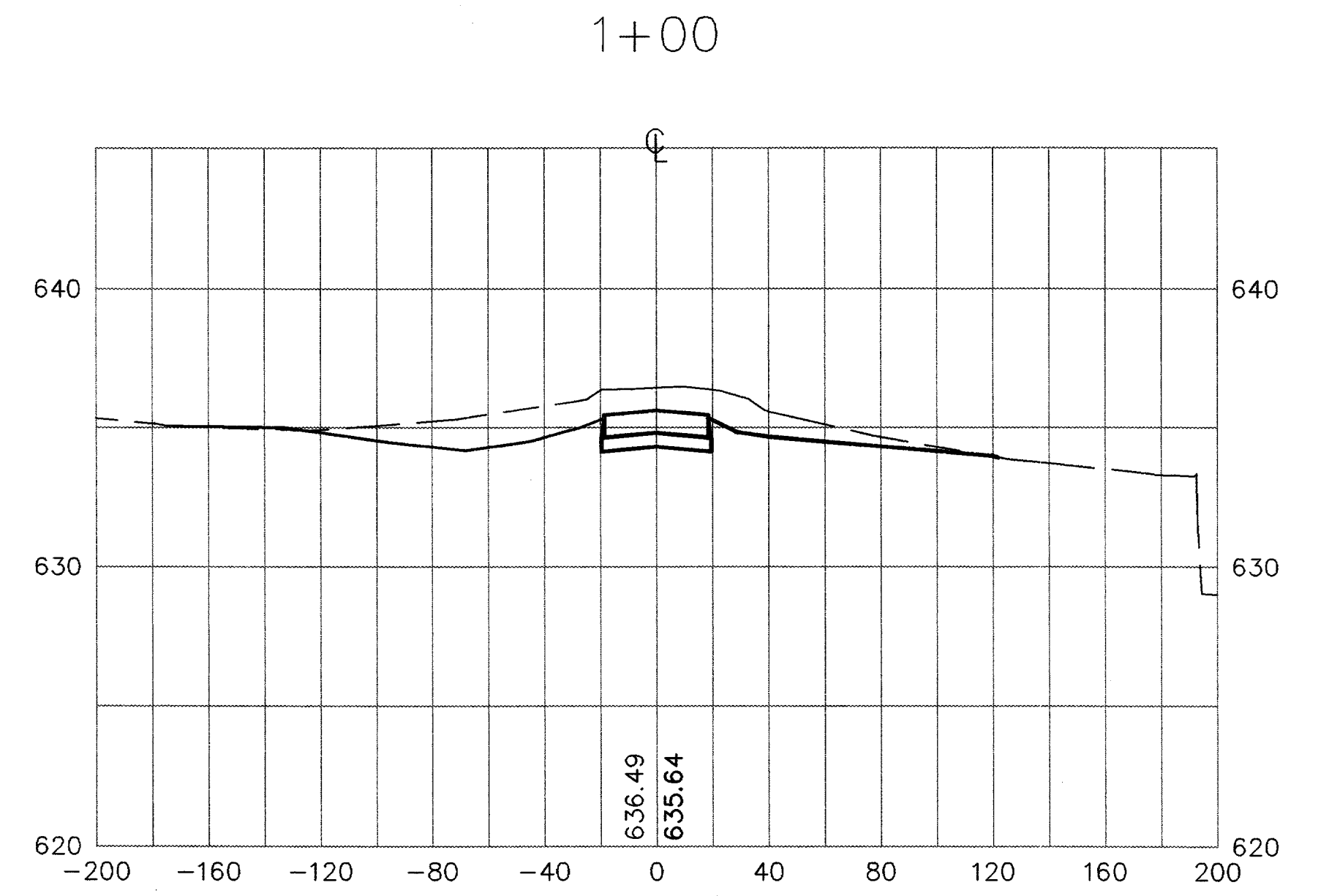
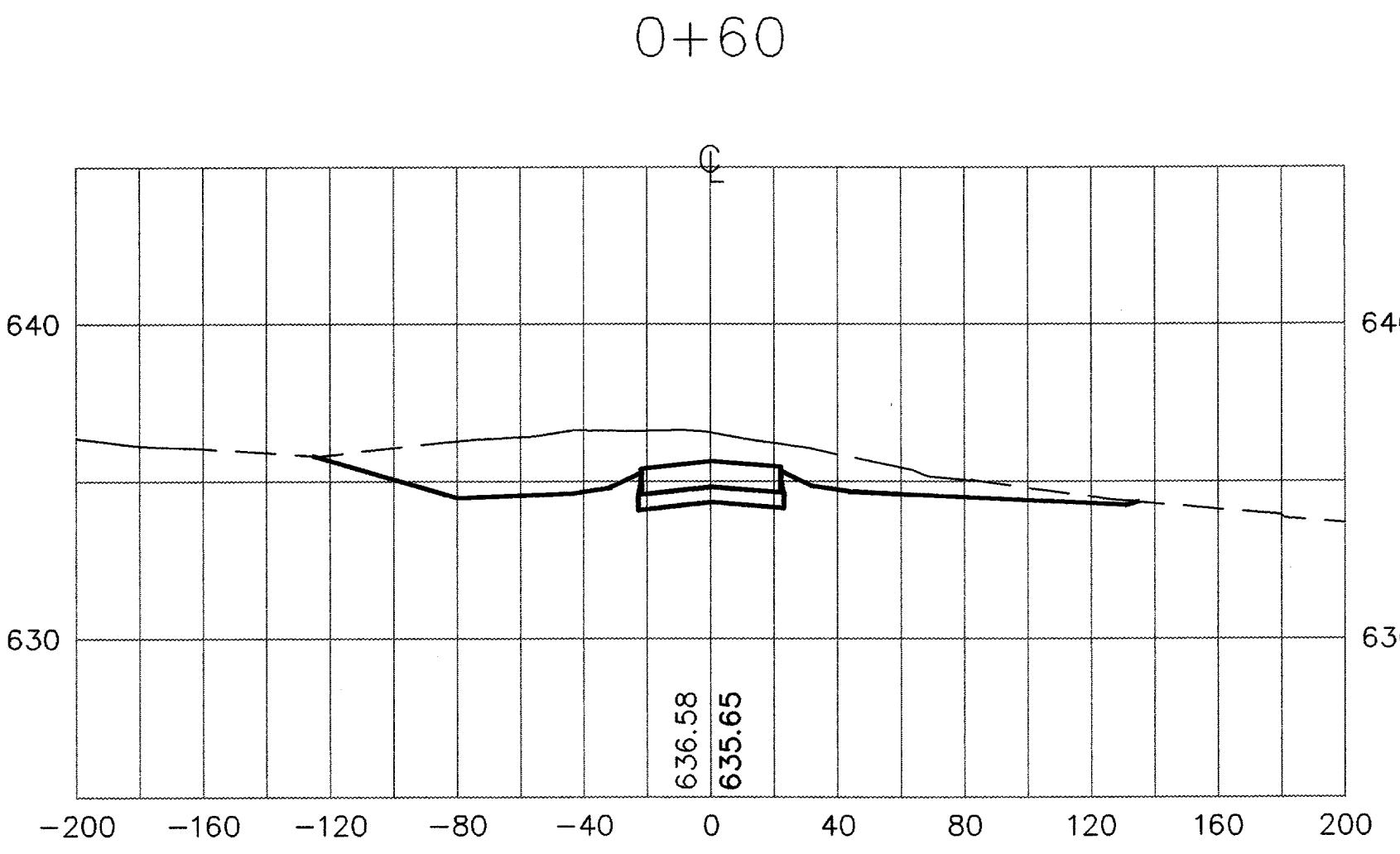
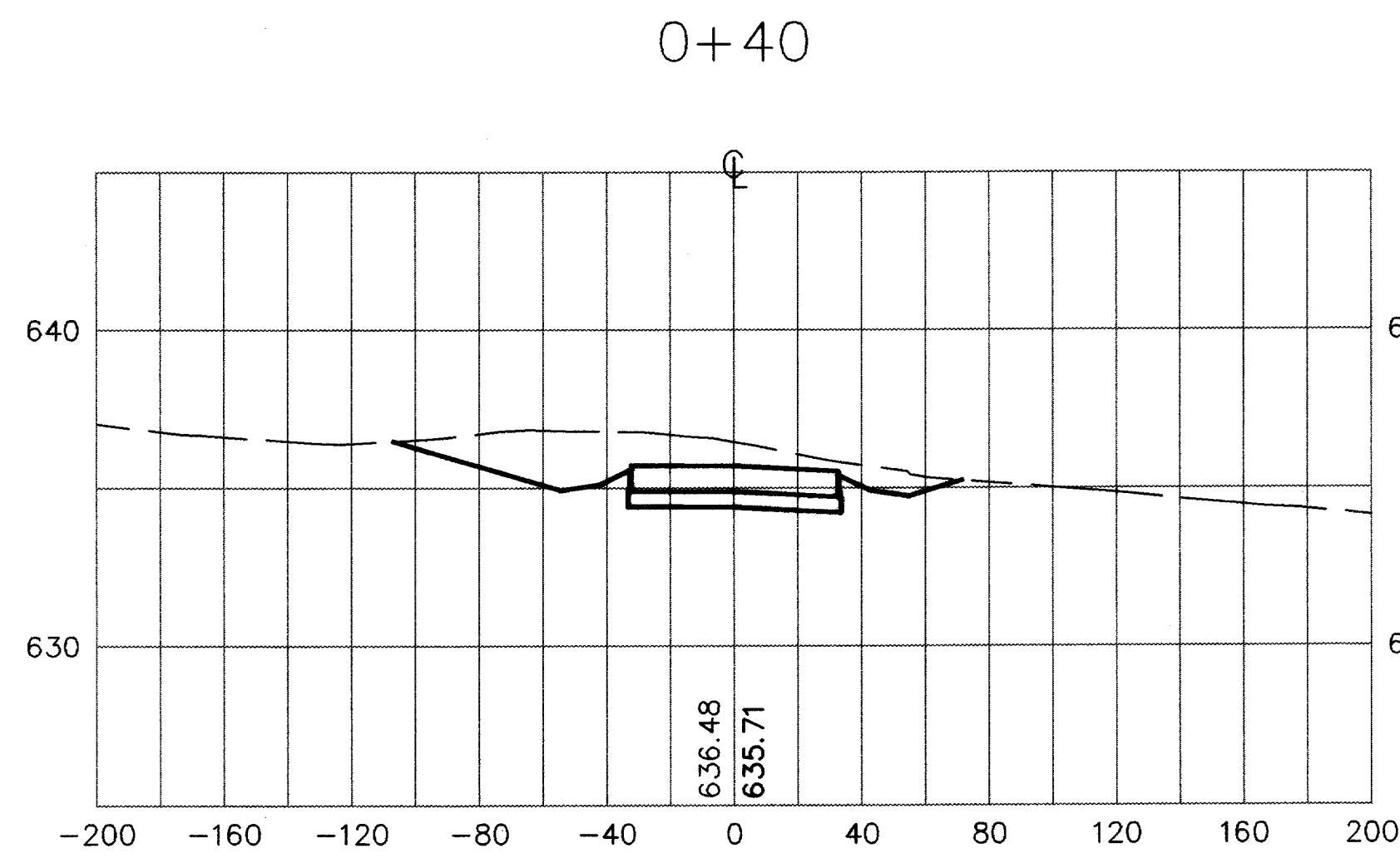
URS Greiner
4100 Aron Carter Blvd., Suite 108
Ft. Worth, TX 76135
(817) 545-0891

Engineers, Architects
and Planners



ADDISON AIRPORT

**WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
TAXIWAY B CROSS SECTIONS**

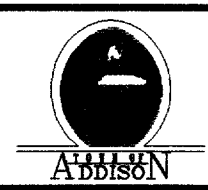


AS BUILT
1-11-99



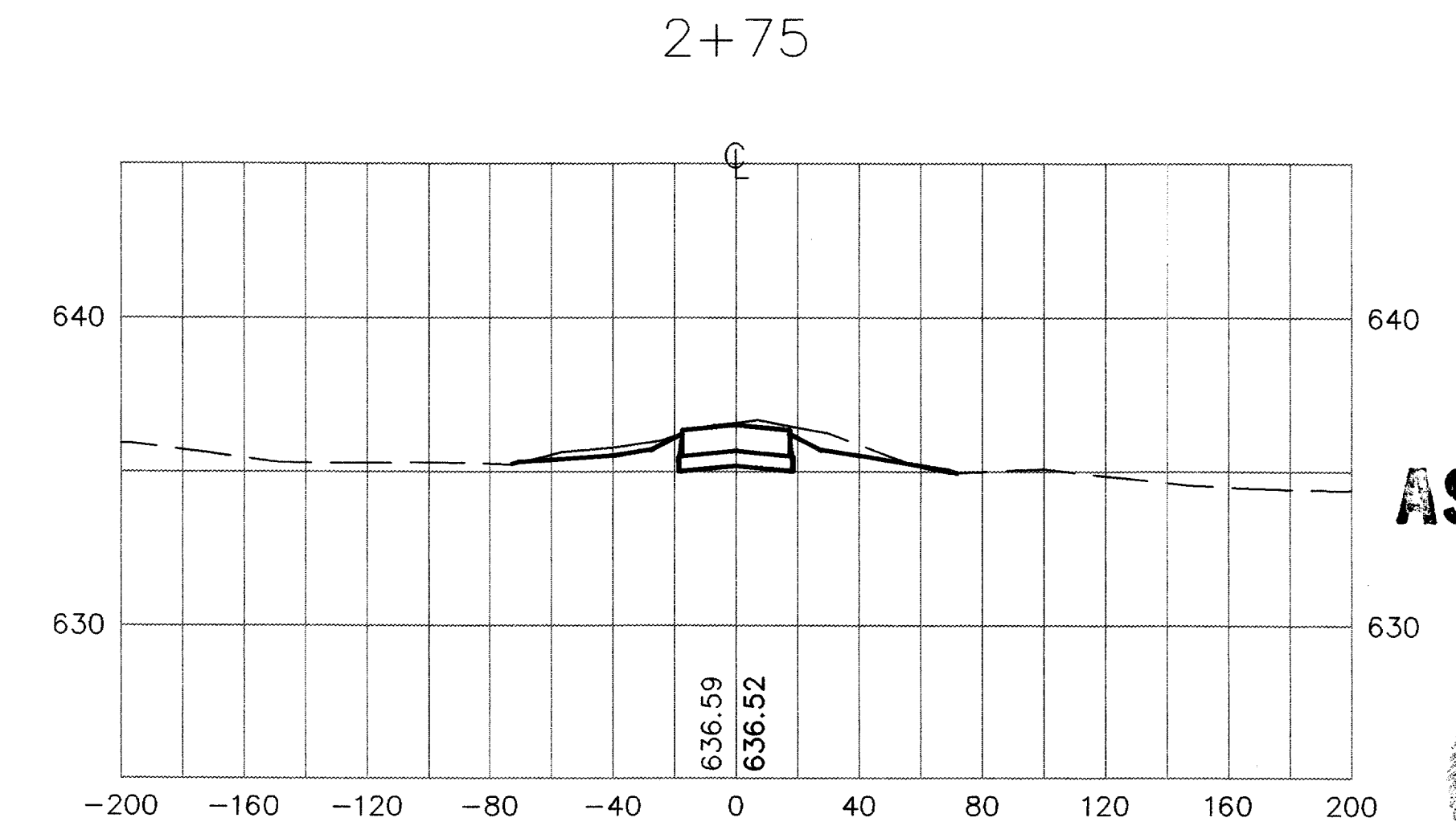
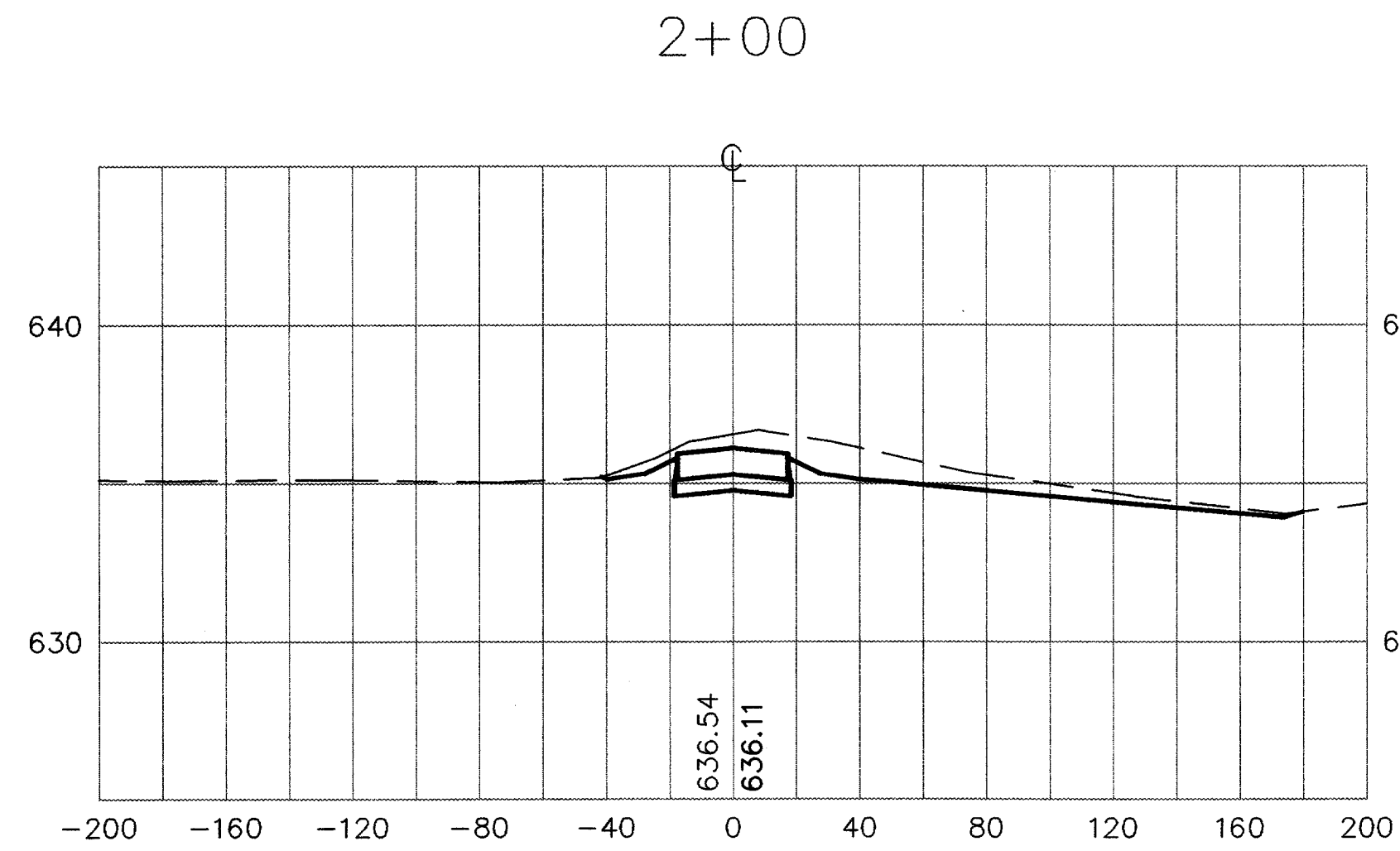
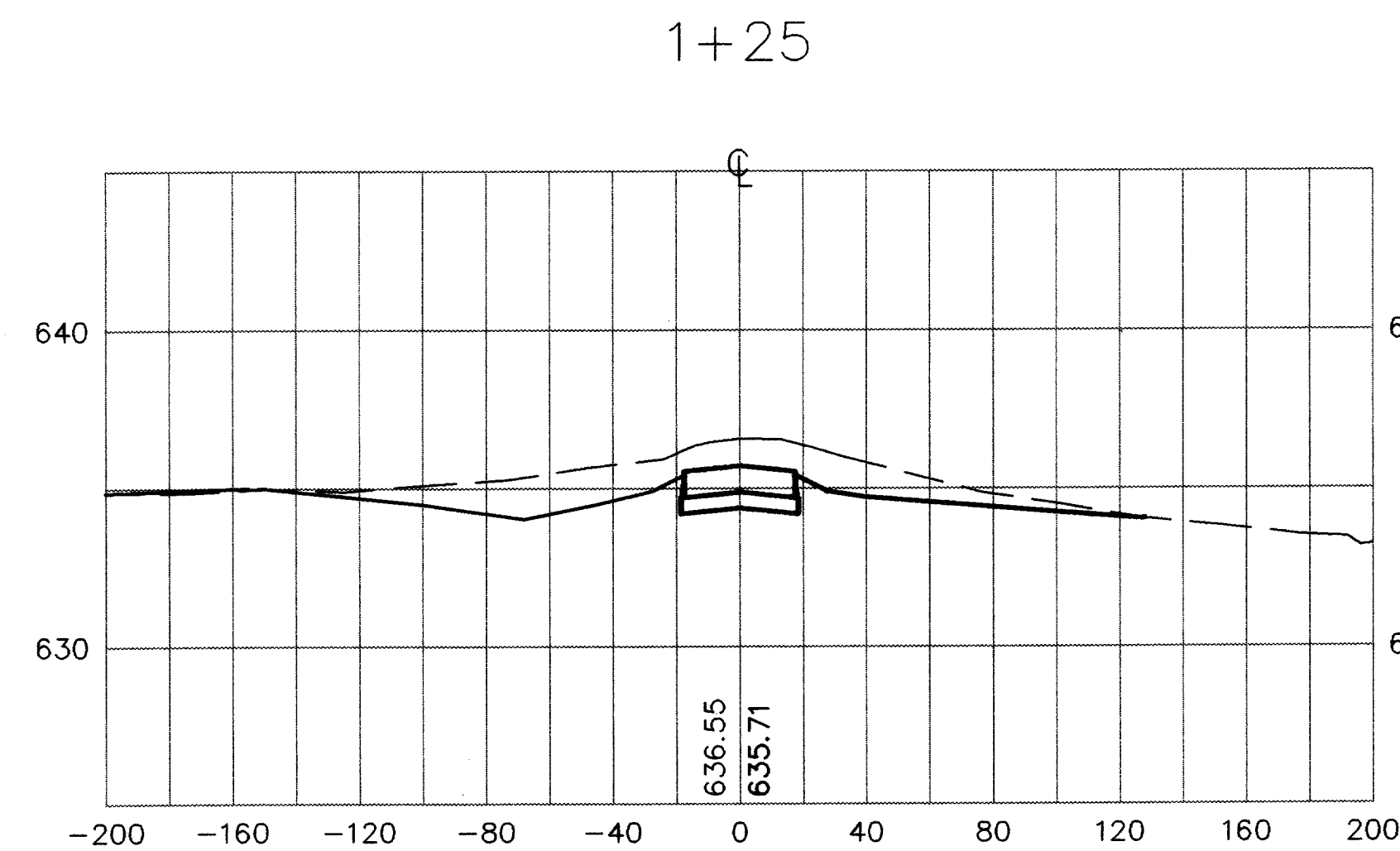
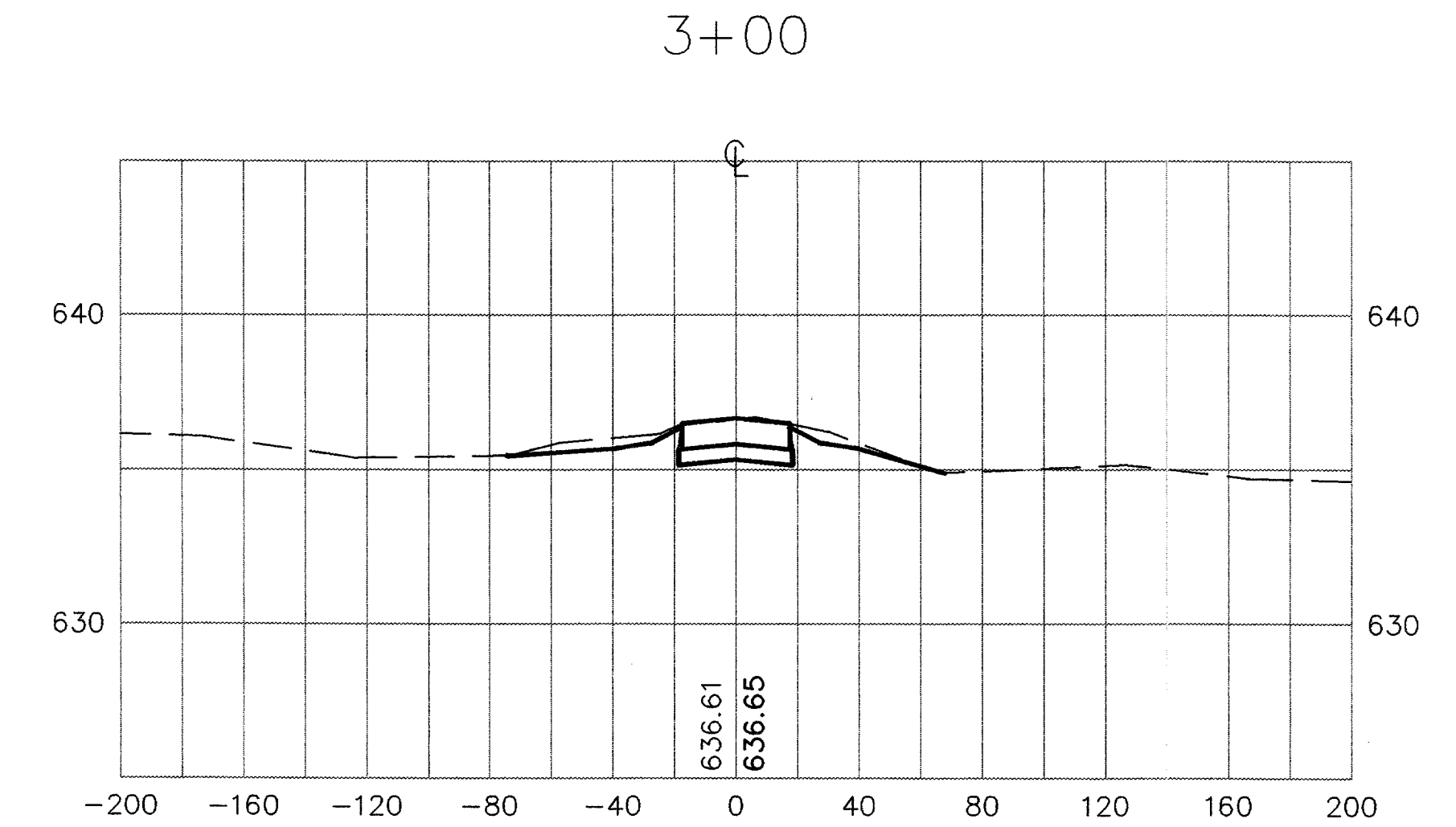
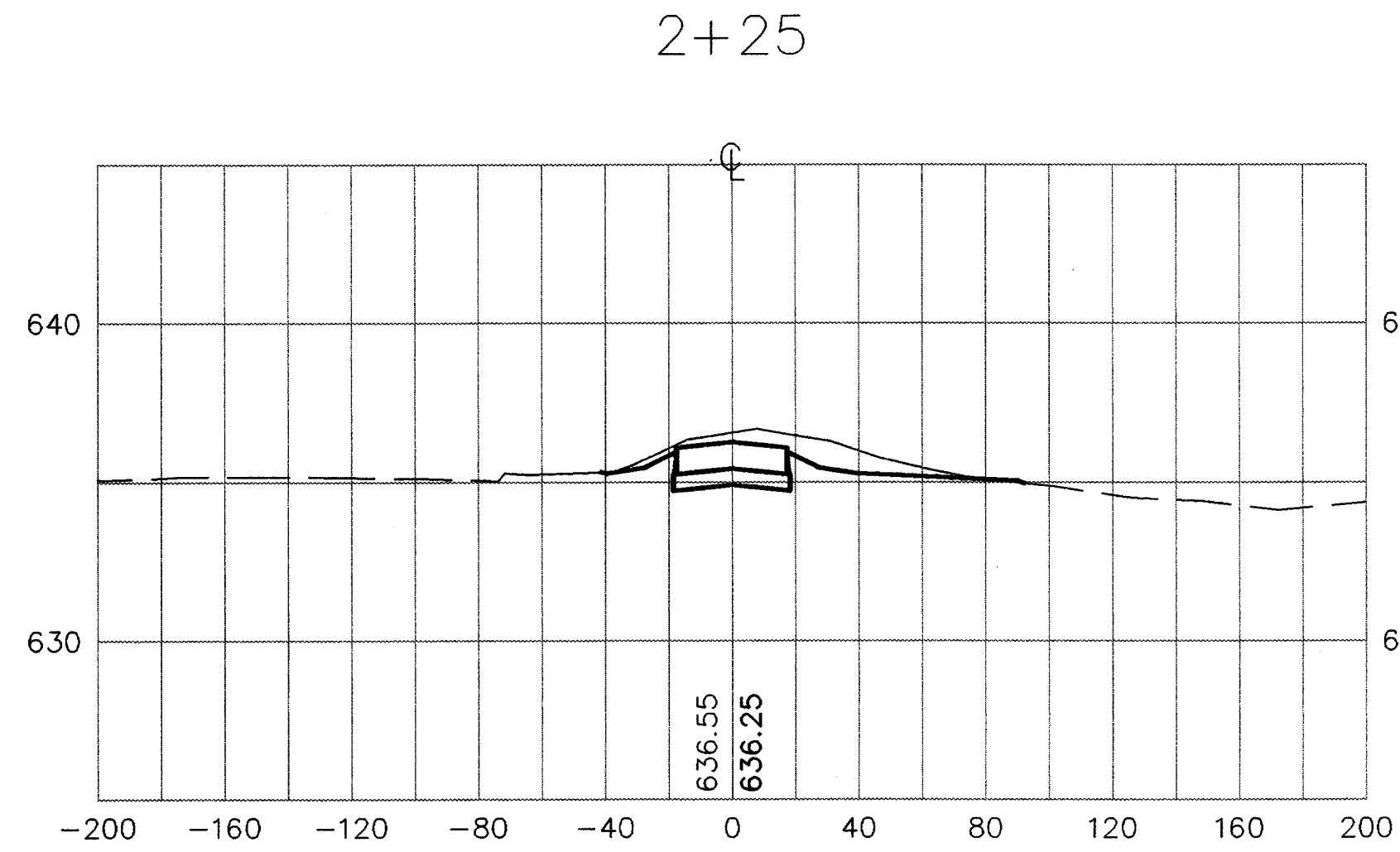
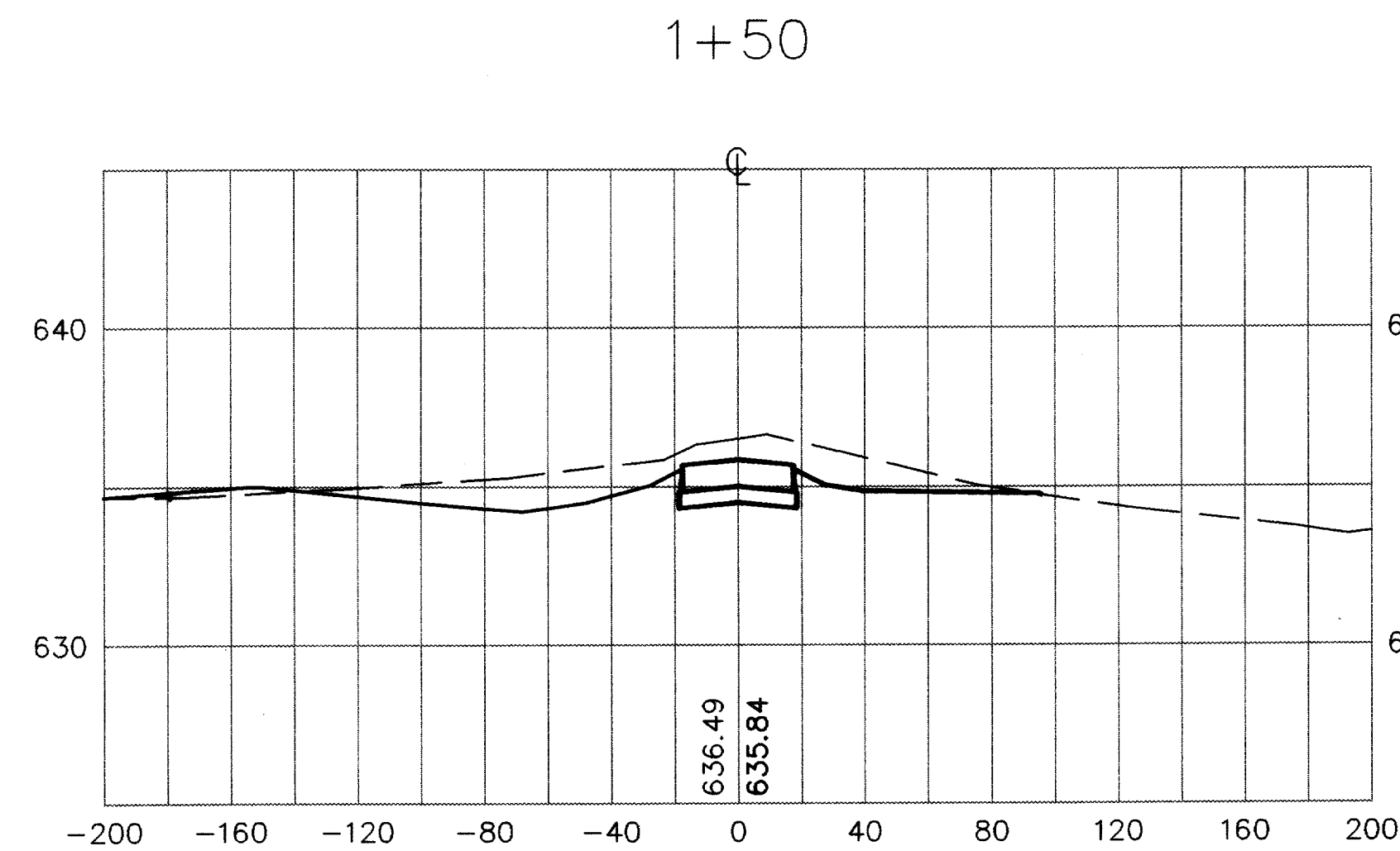
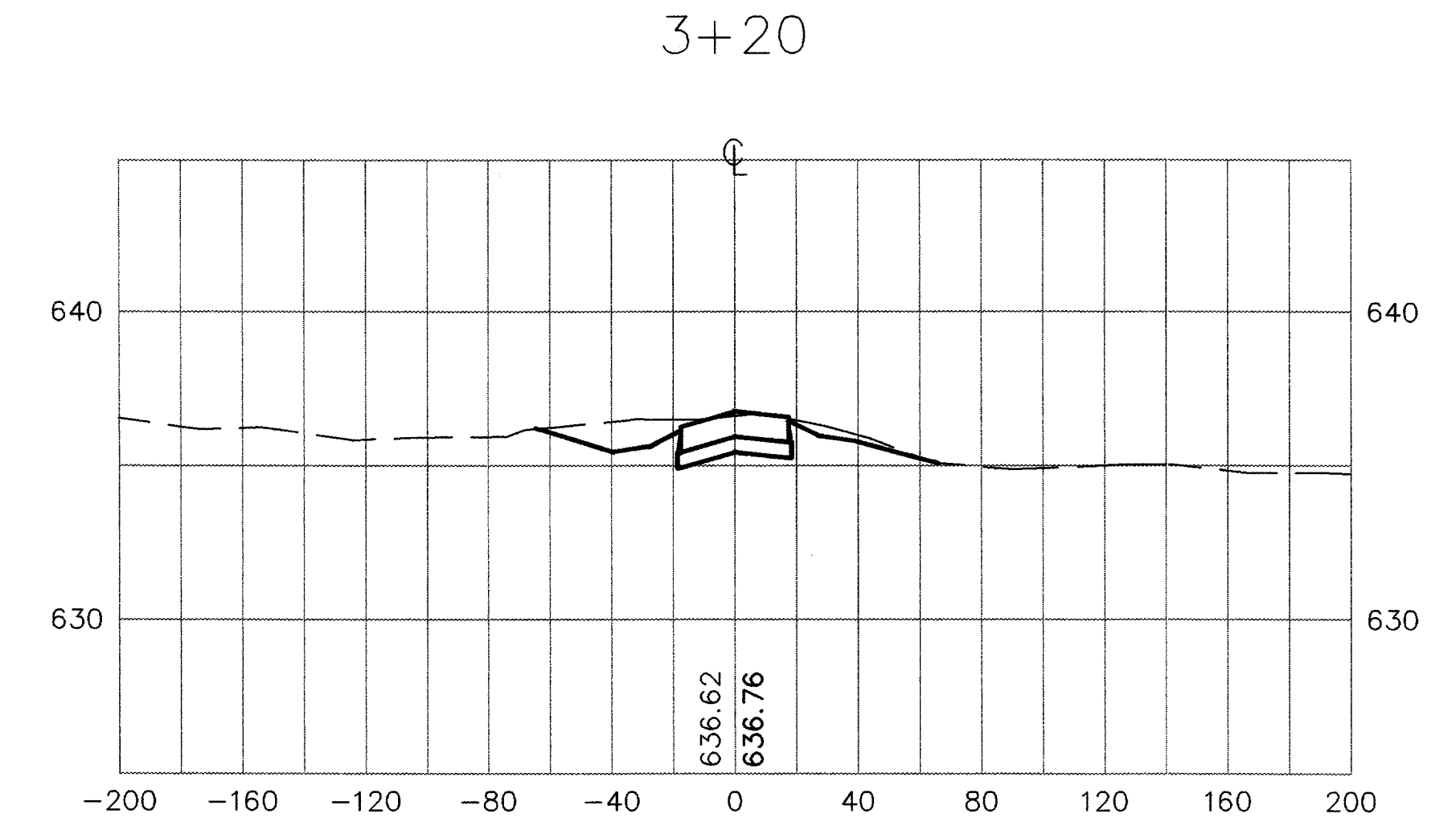
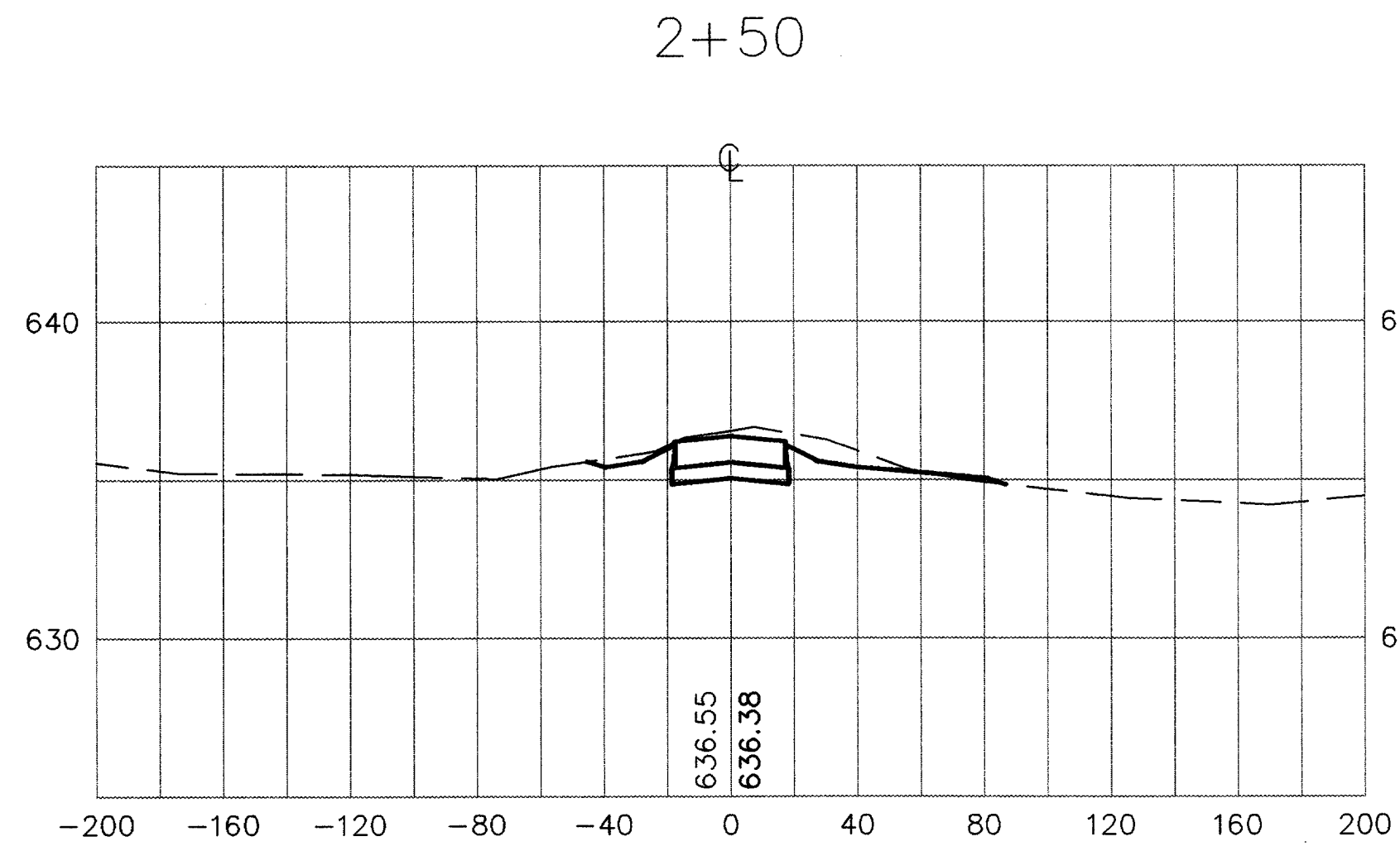
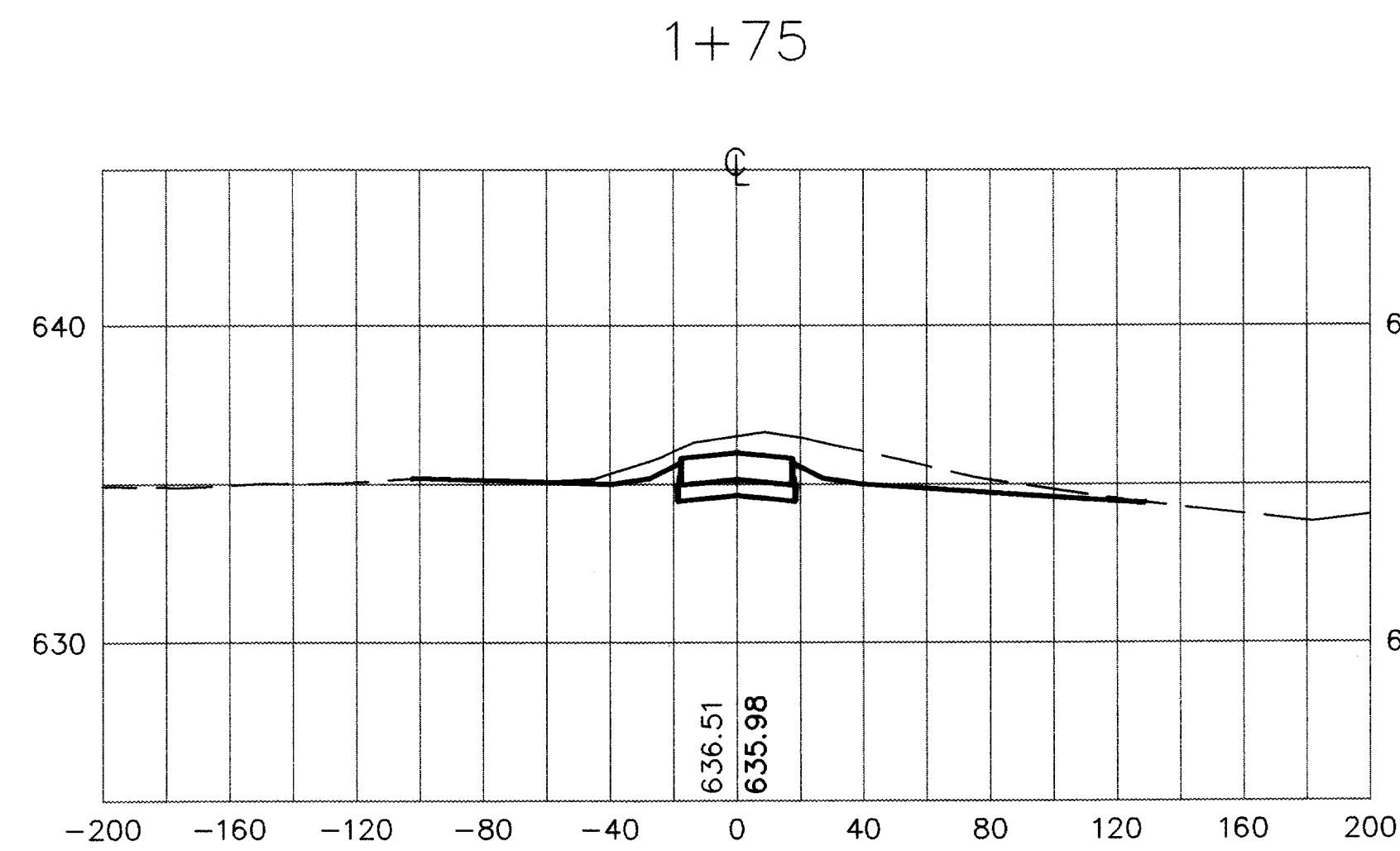
DESIGN: <u>T.L.T.</u>	PROJECT NO: <u>9842 ADDSN</u>	Date	Revisions	By
DRAWN: <u>M.J.G.</u>	SHEET NO: <u>98-04</u>			
CHECKED: <u>K.R.</u>	JOB NO: <u>E708024.80</u>			
SCALE: <u>HORIZ. 1"=50'</u>				
<u>VERT. 1"=5'</u>				

URS Greiner
4100 Arnon Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891
Engineers, Architects
and Planners

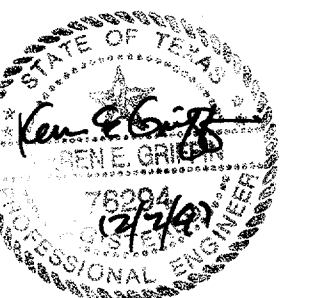


ADDISON AIRPORT

**WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
TAXIWAY C CROSS SECTIONS**



AS BUILT
1-11-99



DESIGN: T.L.T.
 DRAWN: M.J.C.
 CHECKED: R.B.
 SCALE: HORIZ. 1"=50'
VERT. 1"=5'

Date	Revisions	By

URS Greiner
 4100 Amon Carter Blvd., Suite 108
 Fort Worth, TX 76155
 (817) 545-0891

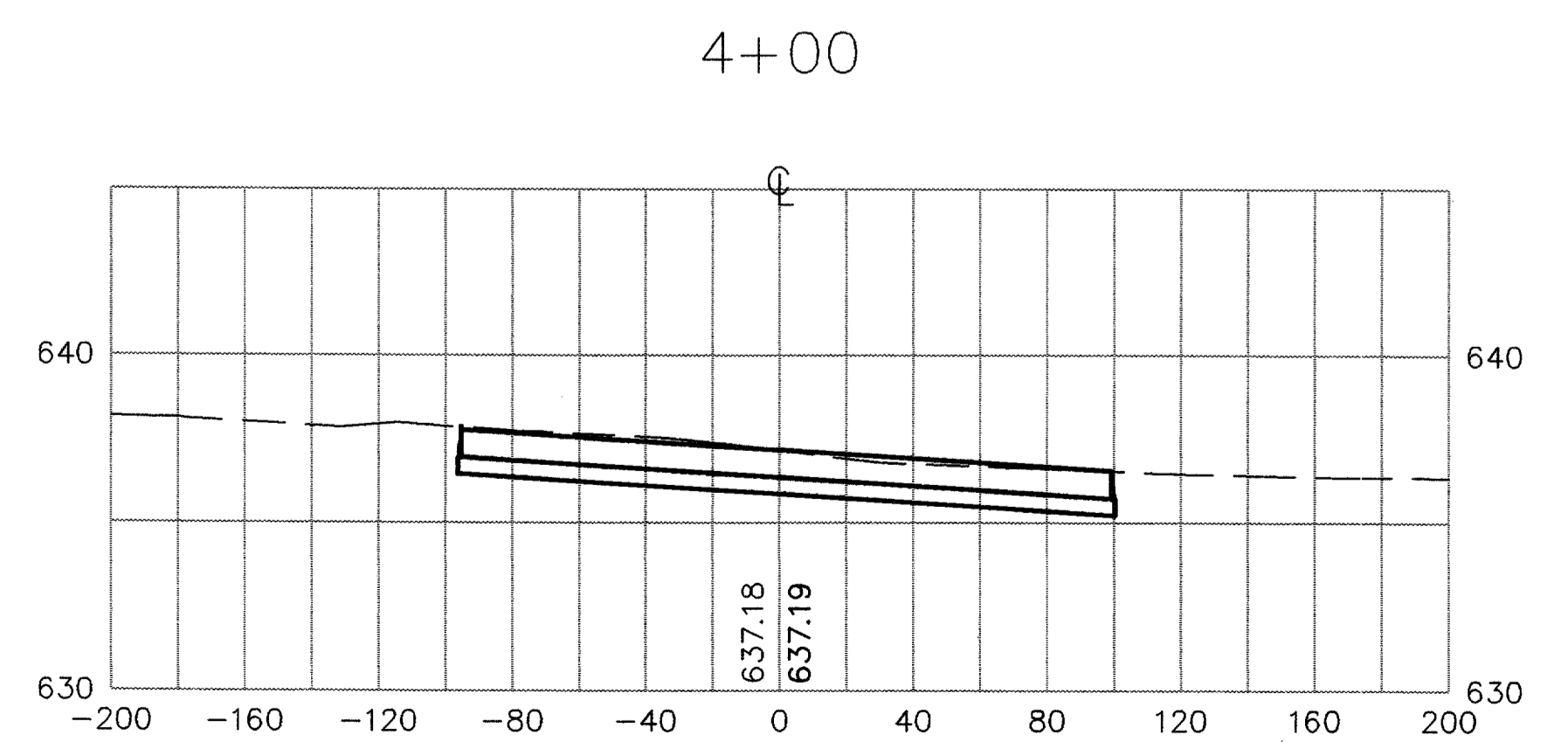
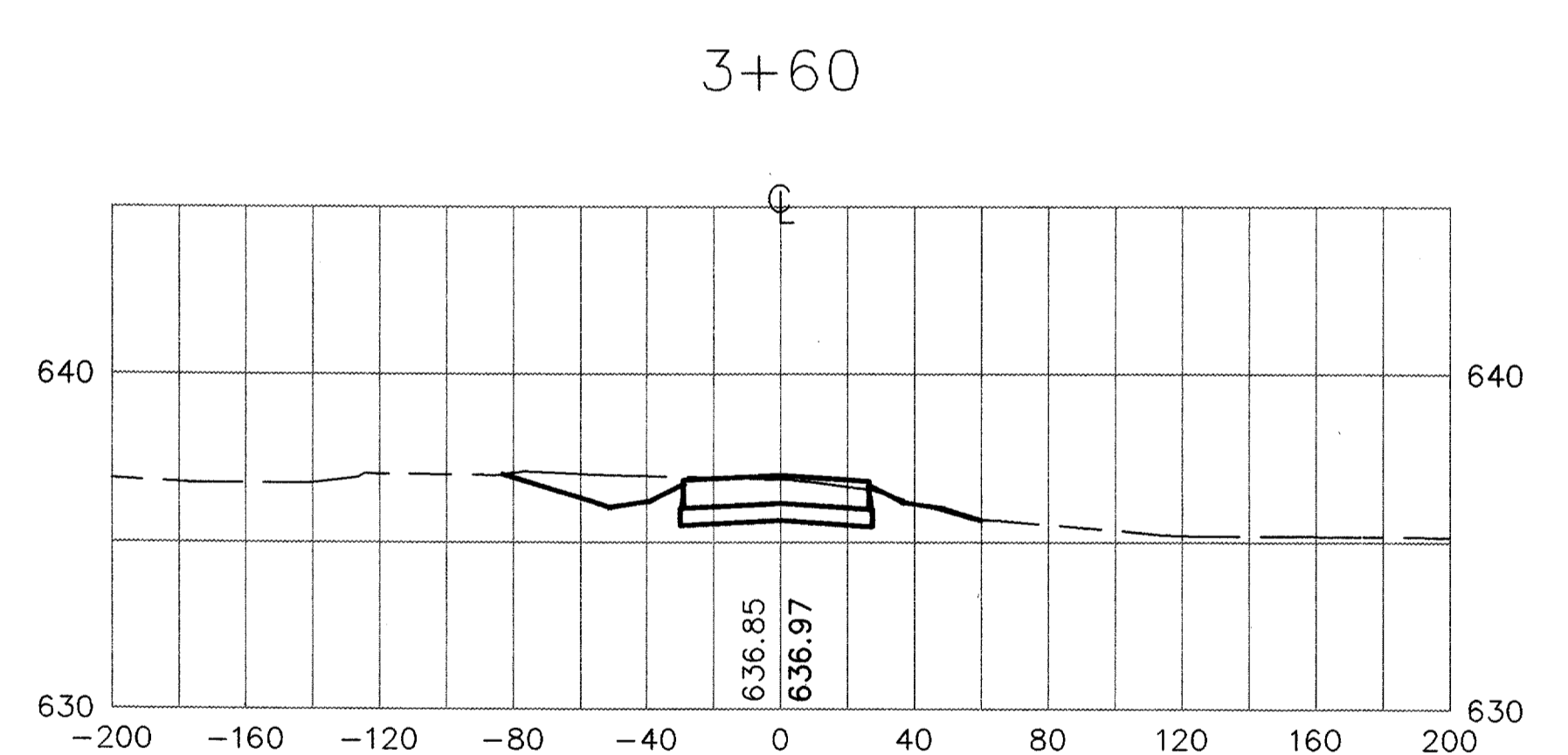
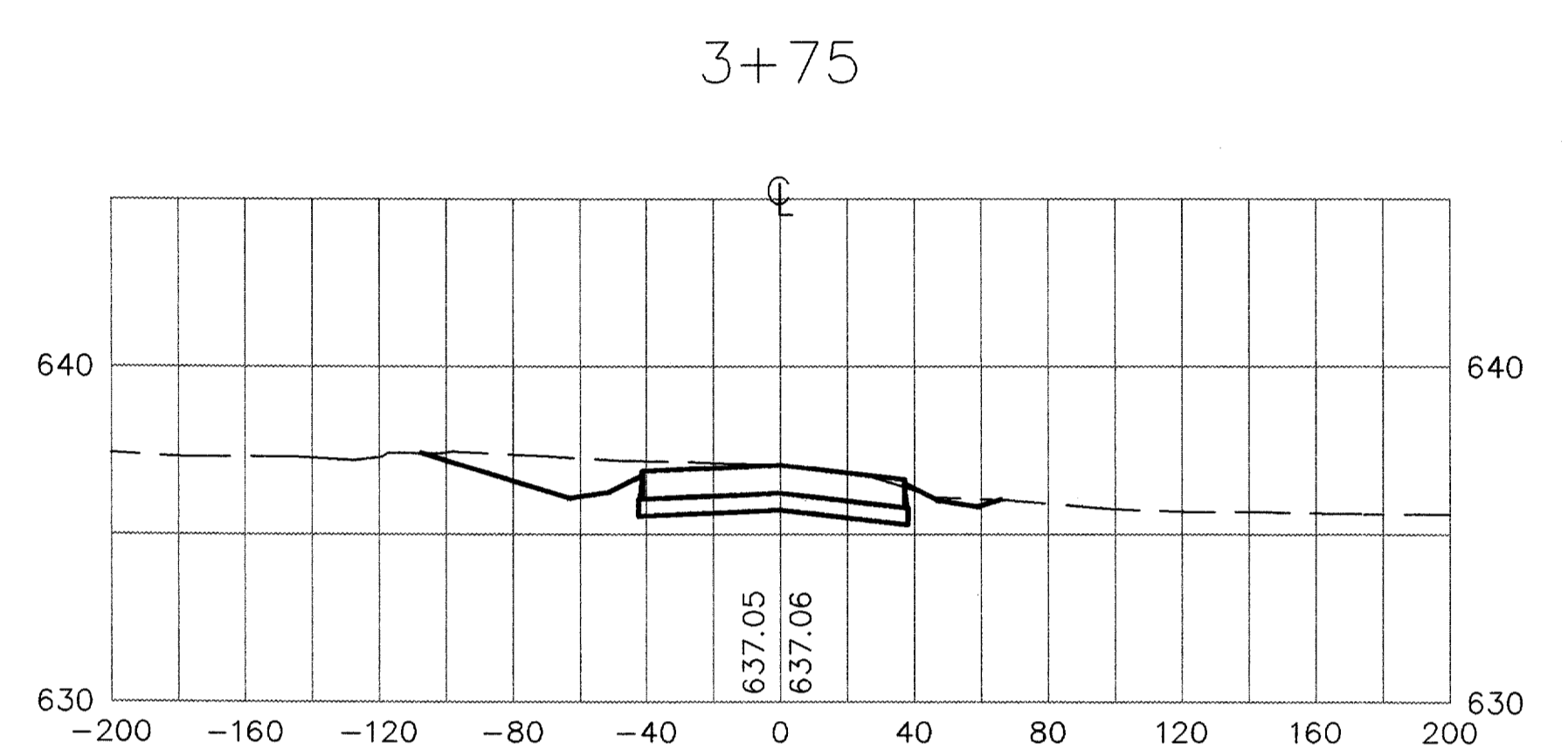
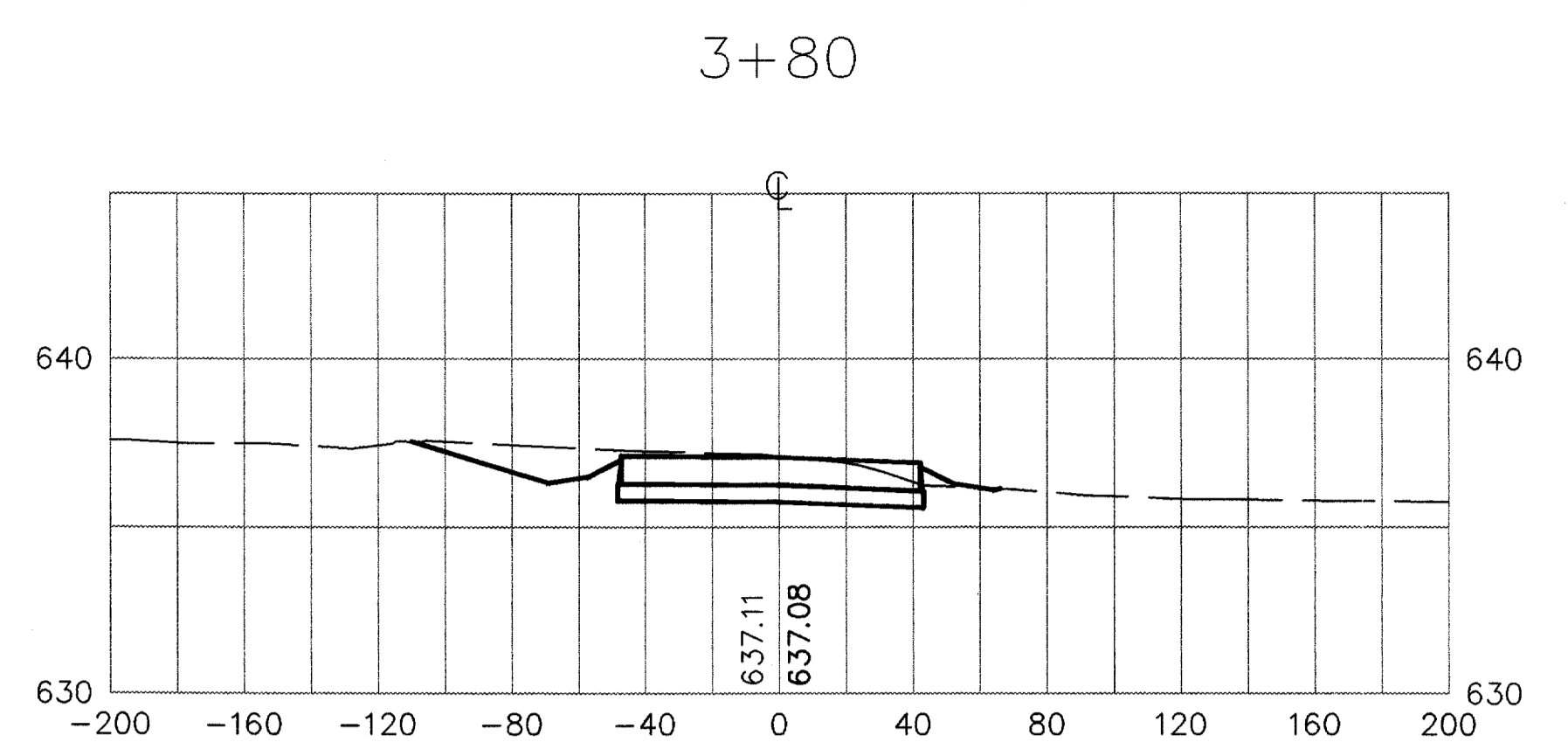
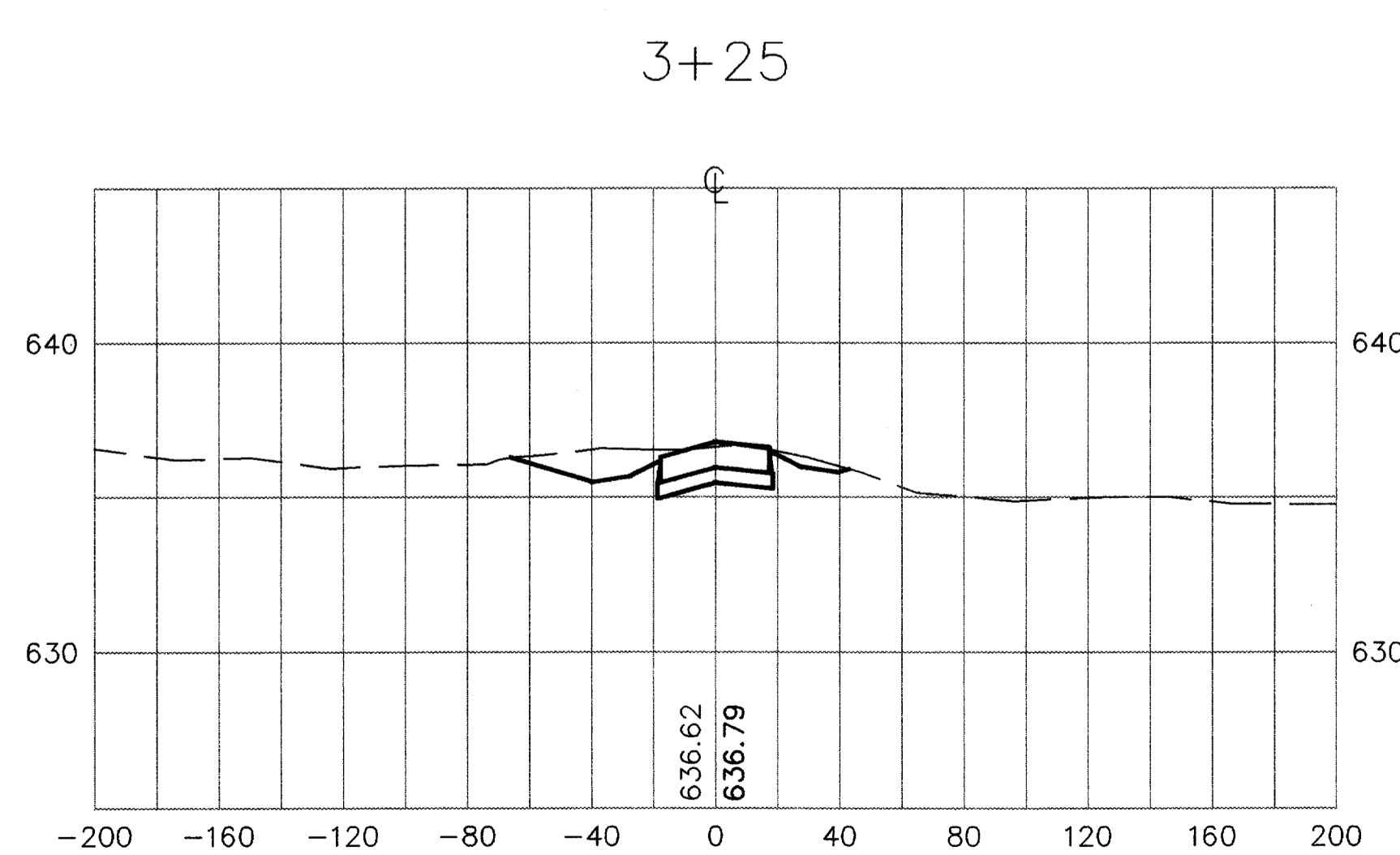
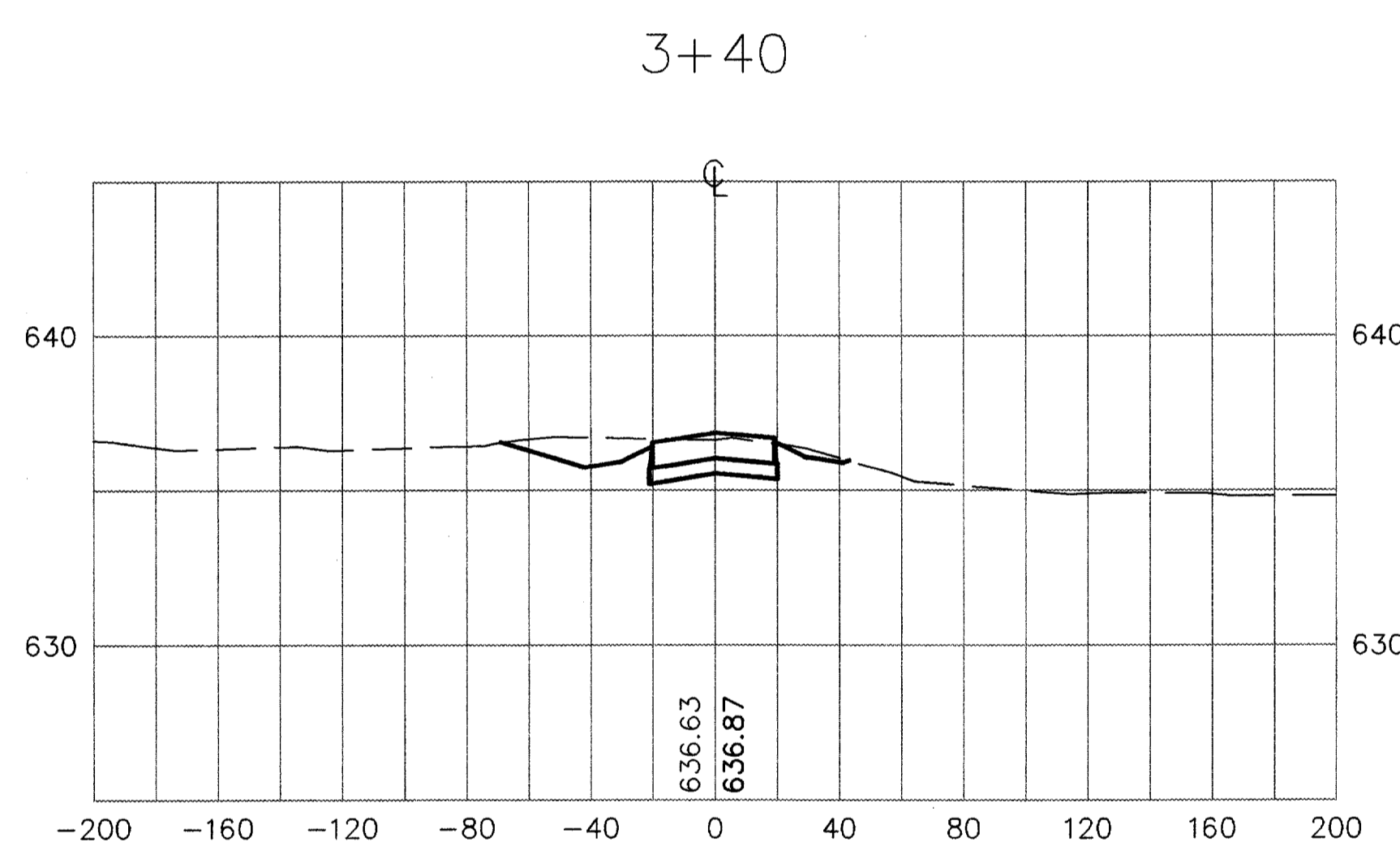
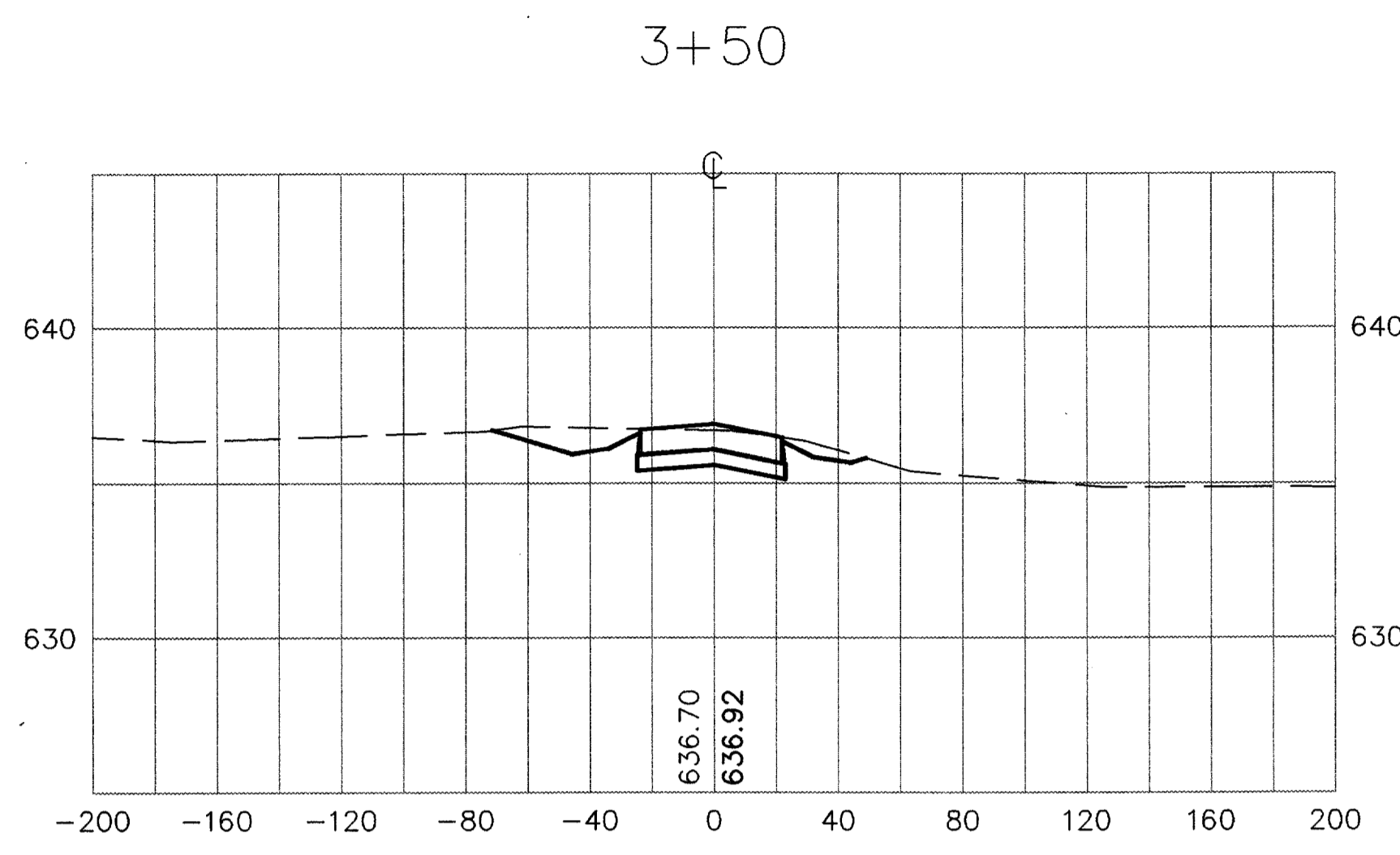
Engineers, Architects
 and Planners



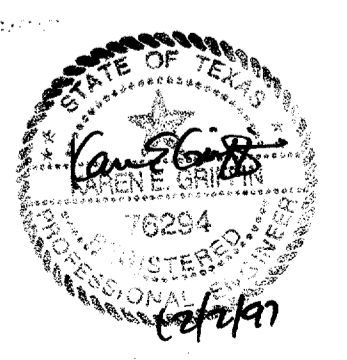
ADDISON AIRPORT

**WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
 TAXIWAY C CROSS SECTIONS**

SHEET 49
 DATE: DEC. 1997



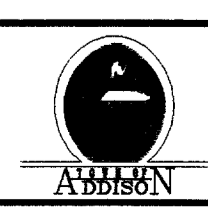
AS BUILT
1-11-99



DESIGN: <u>T.L.T.</u>	PROJECT NO: <u>9842 ADDSN</u>	Date	Revisions	By
DRAWN: <u>M.L.G.</u>	REV NO: <u>98-04</u>			
CHECKED: <u>B.B.</u>	JOB NO: <u>E708024.80</u>			
SCALE: <u>HORIZ. 1"=50'</u> <u>VERT. 1"=5'</u>				

URS Greiner
4100 Amon Carter Blvd., Suite 108
Fort Worth, TX 76150
(817) 545-0891

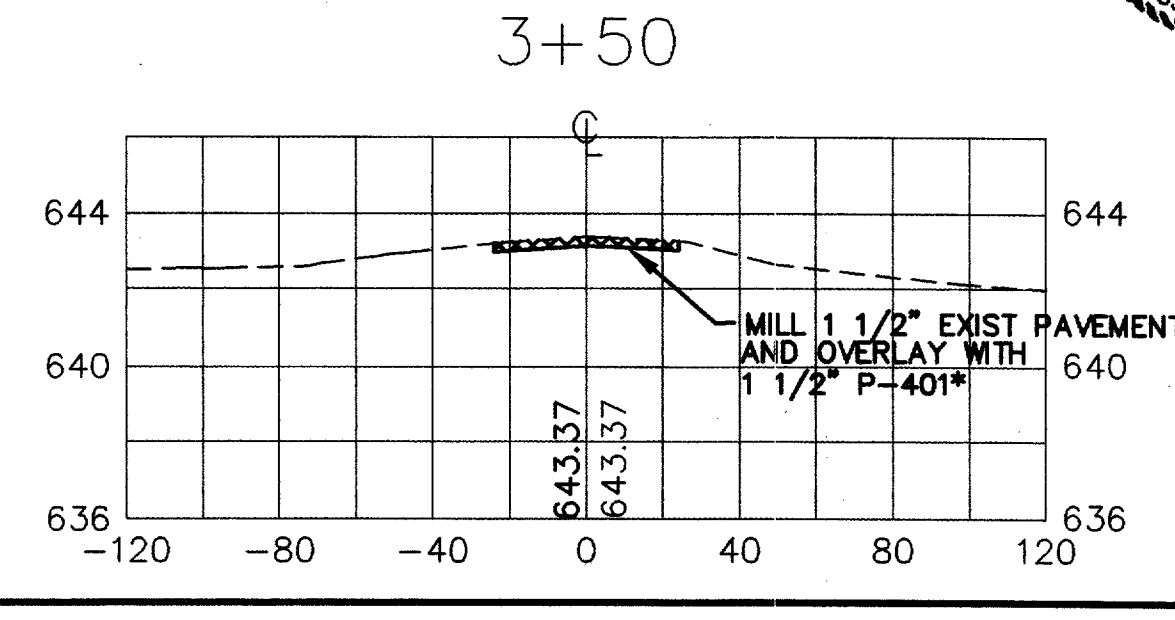
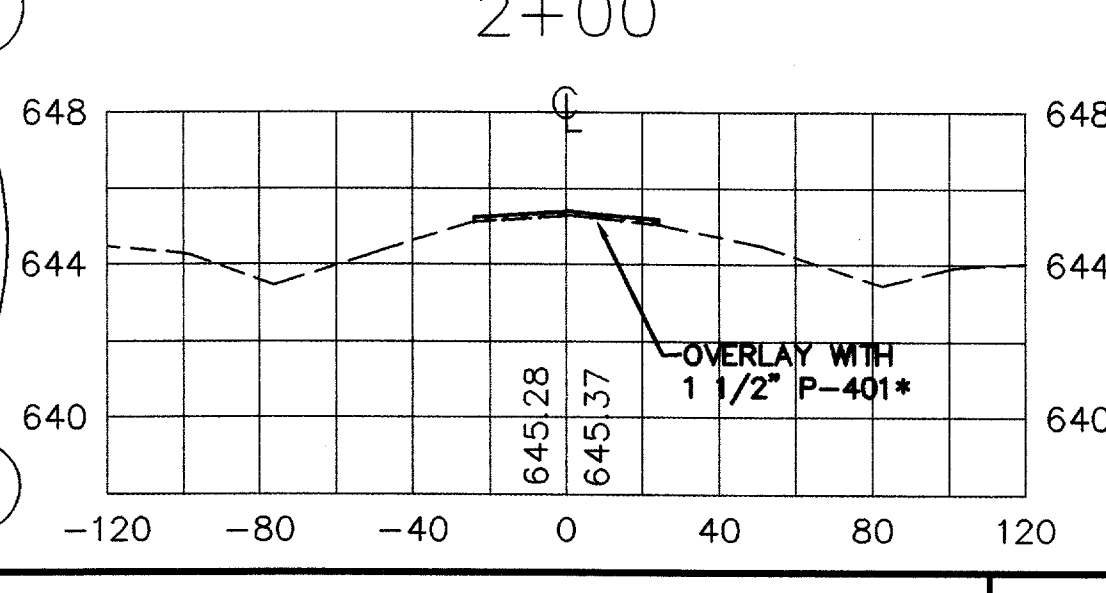
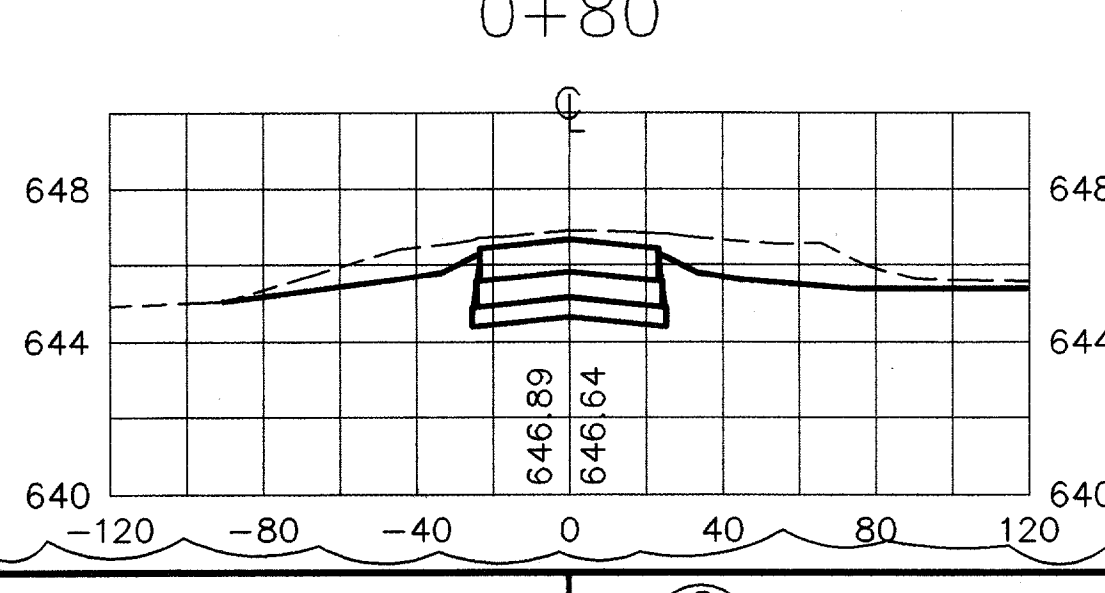
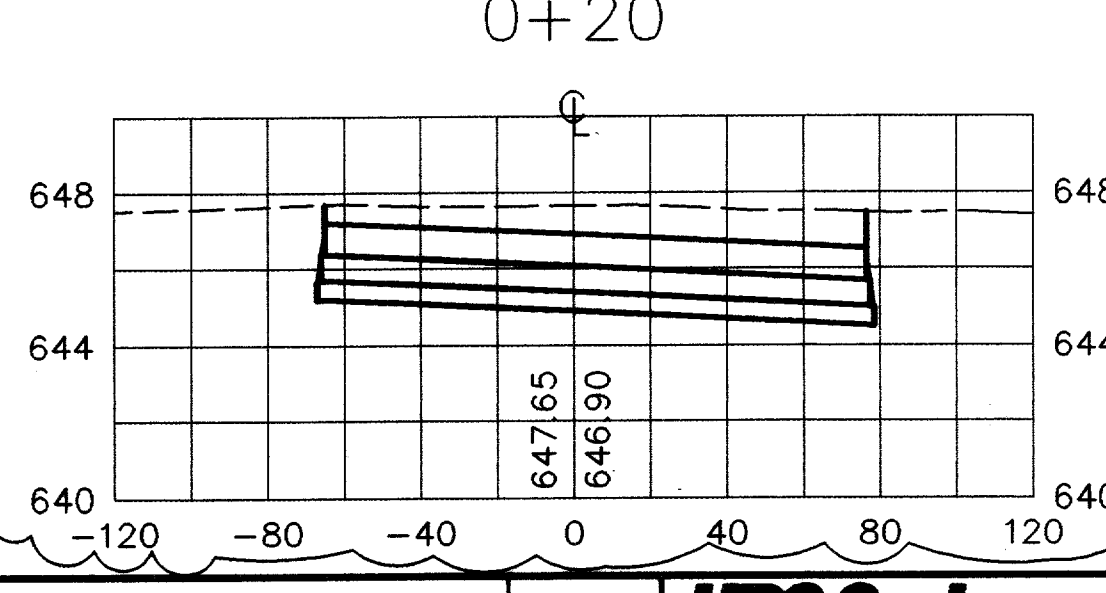
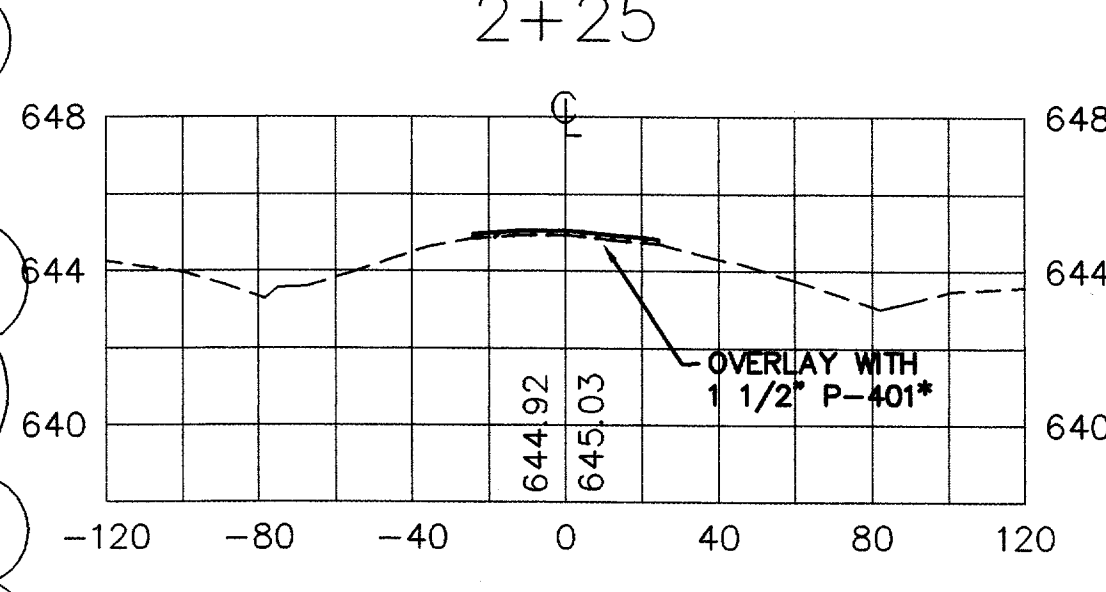
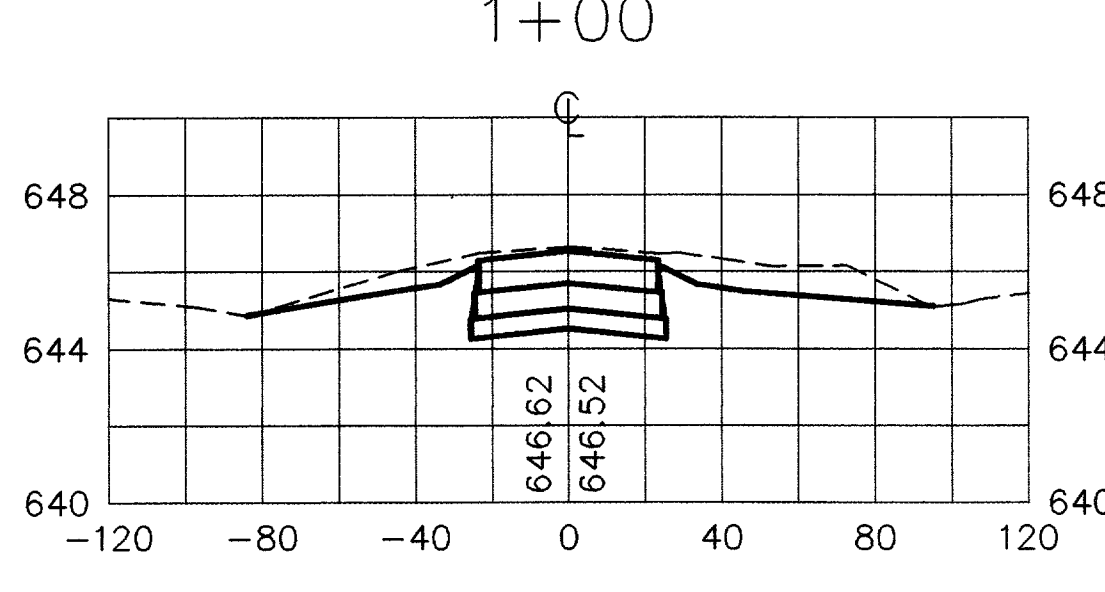
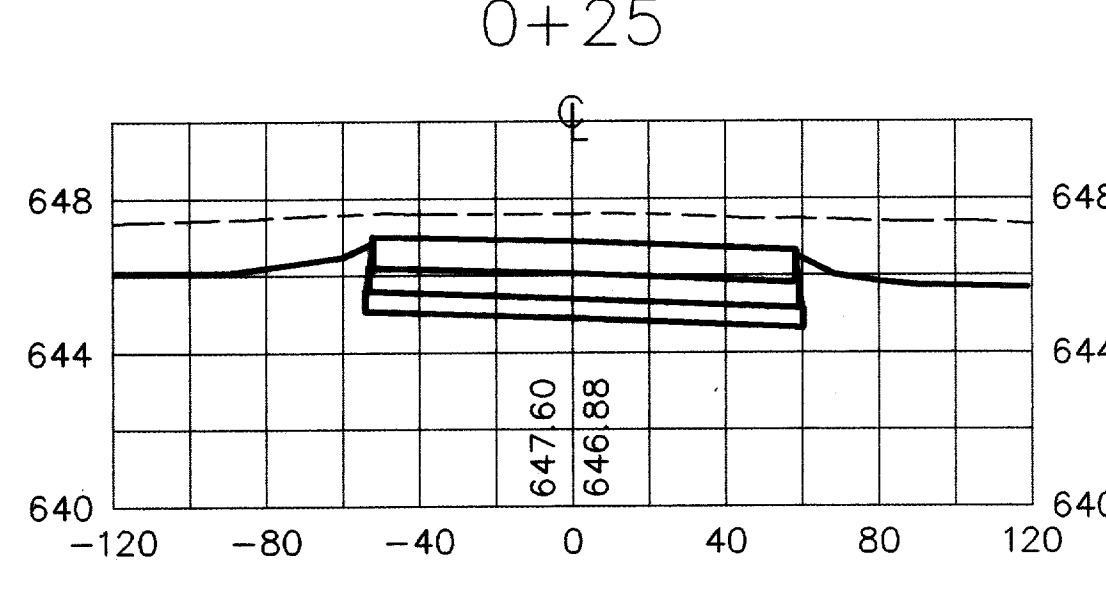
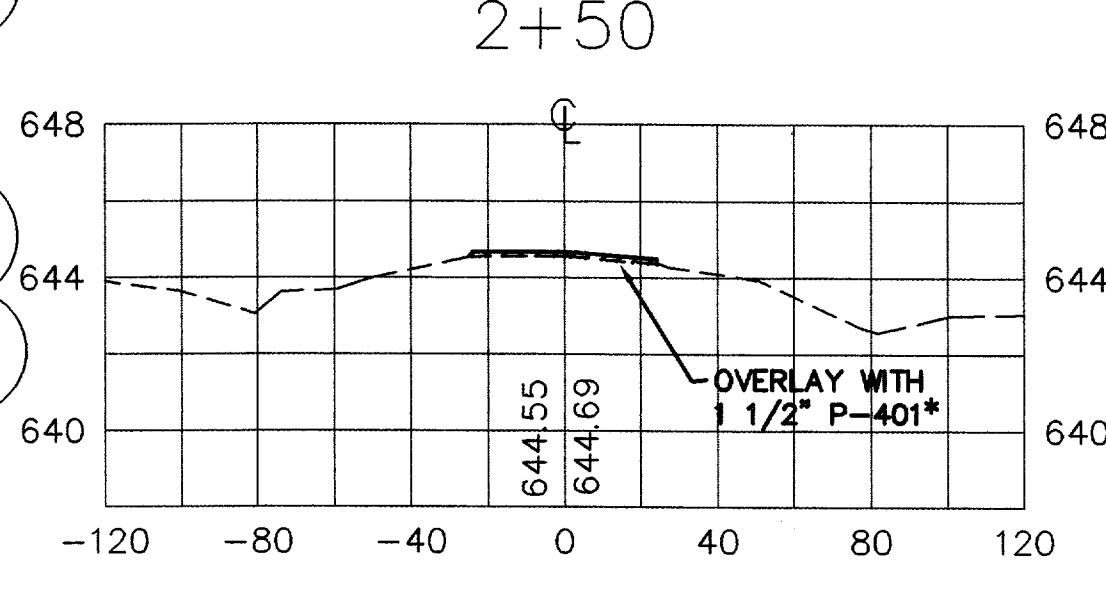
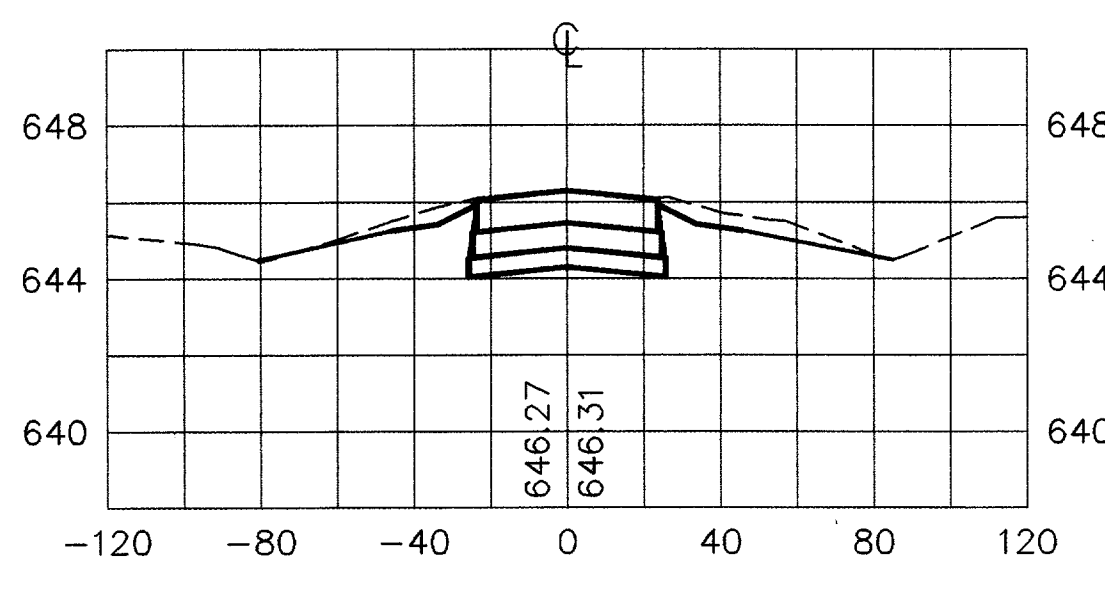
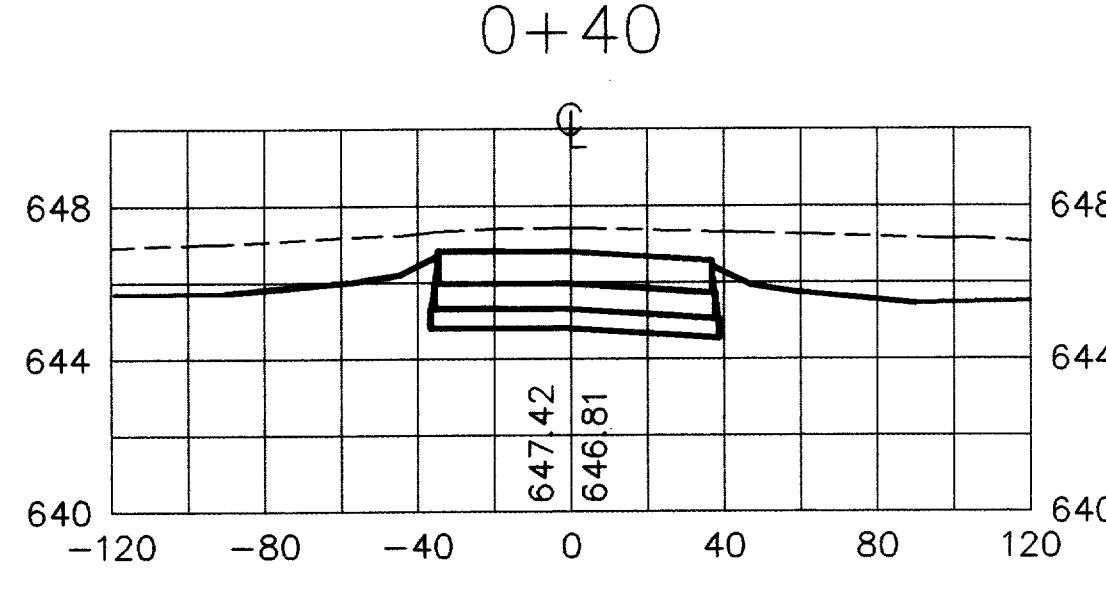
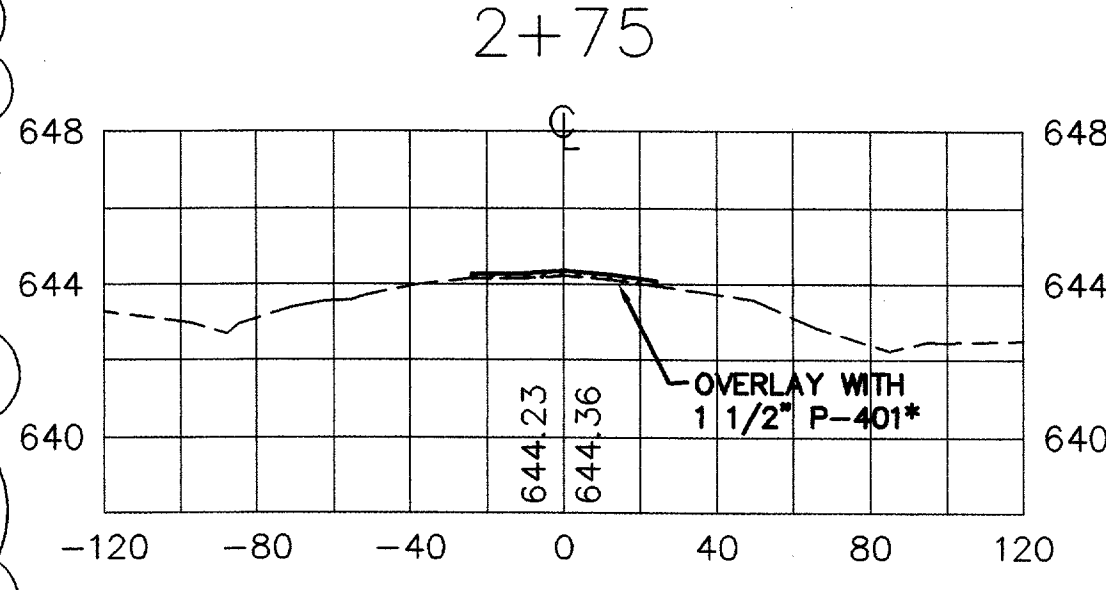
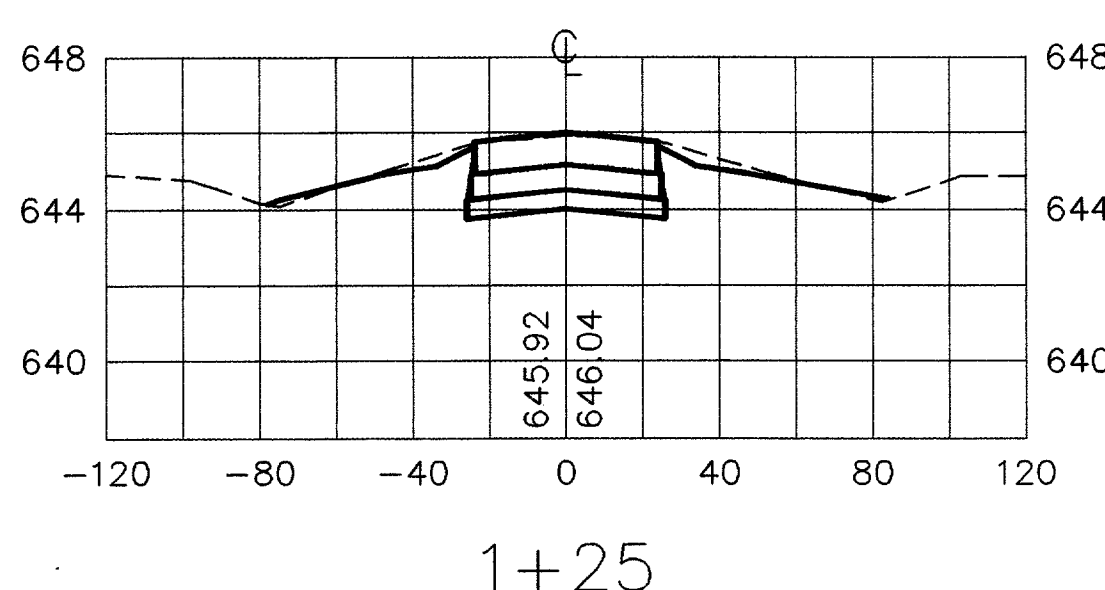
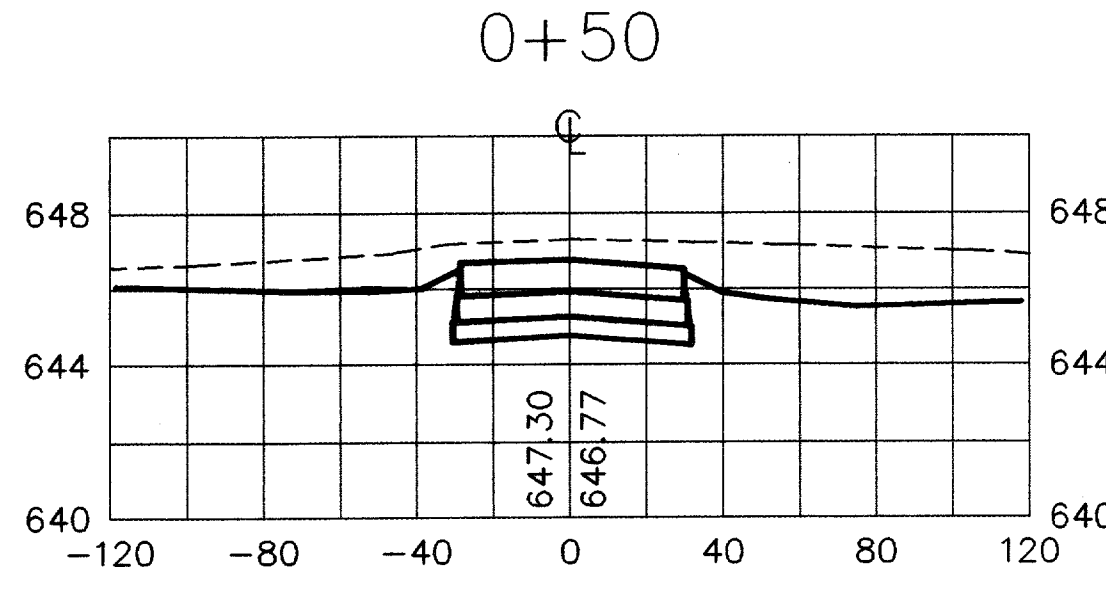
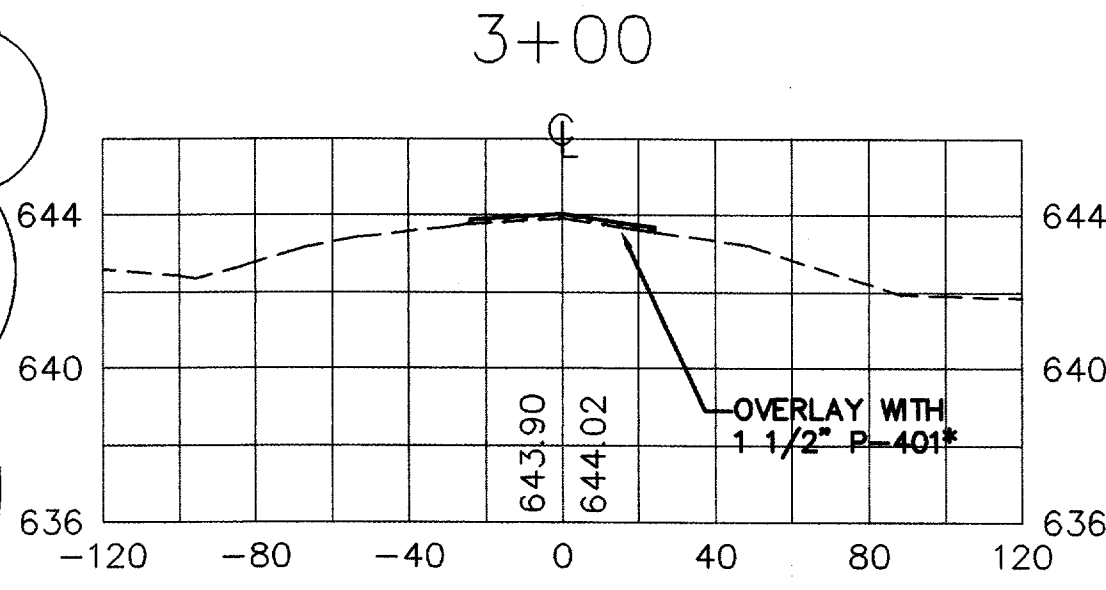
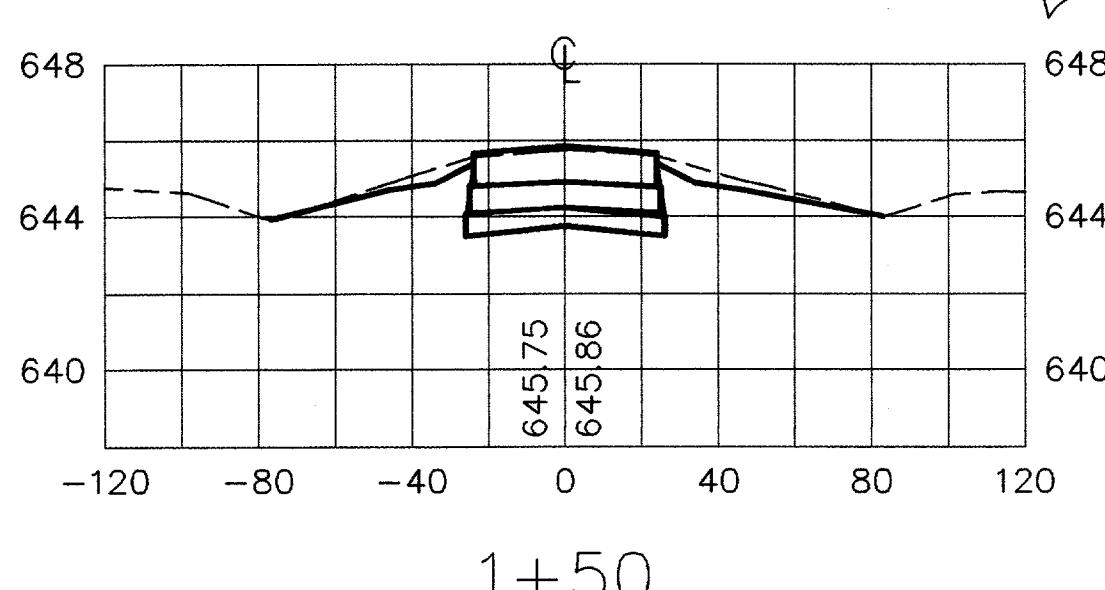
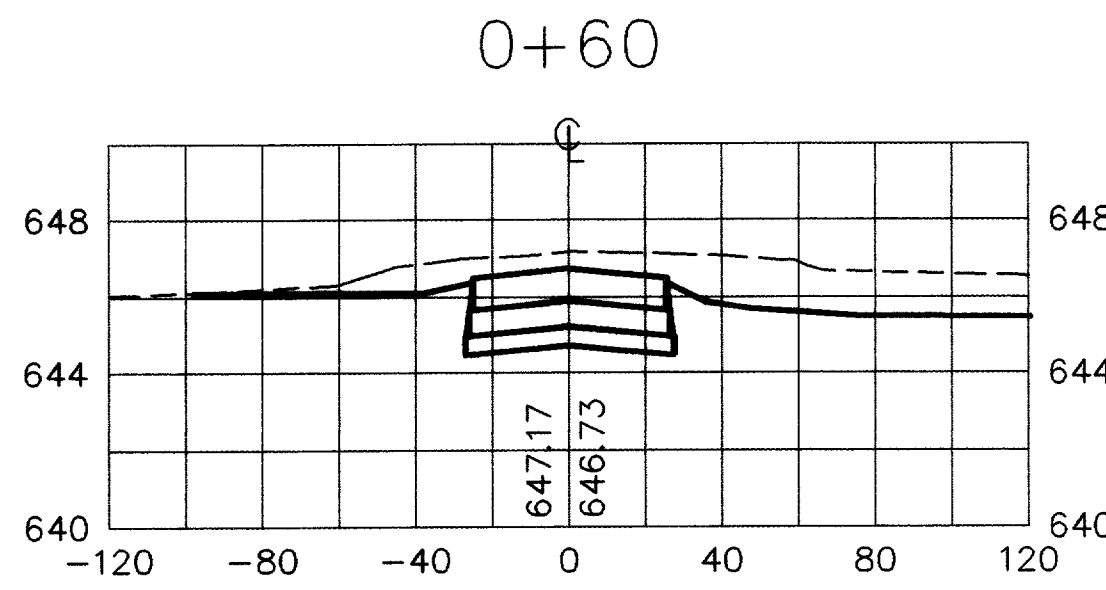
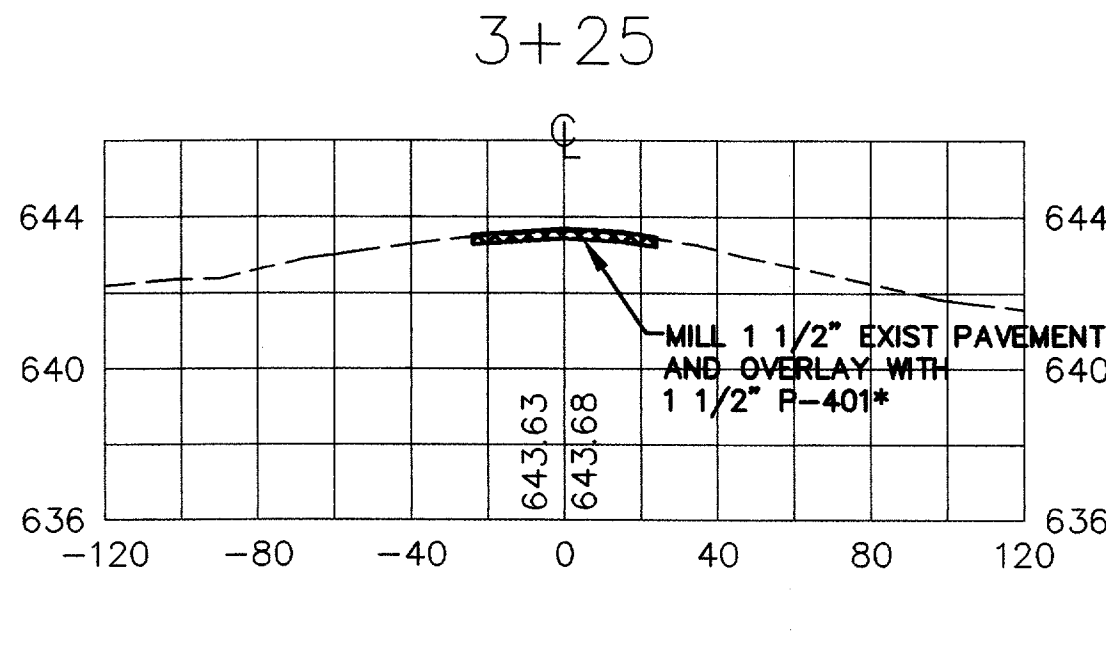
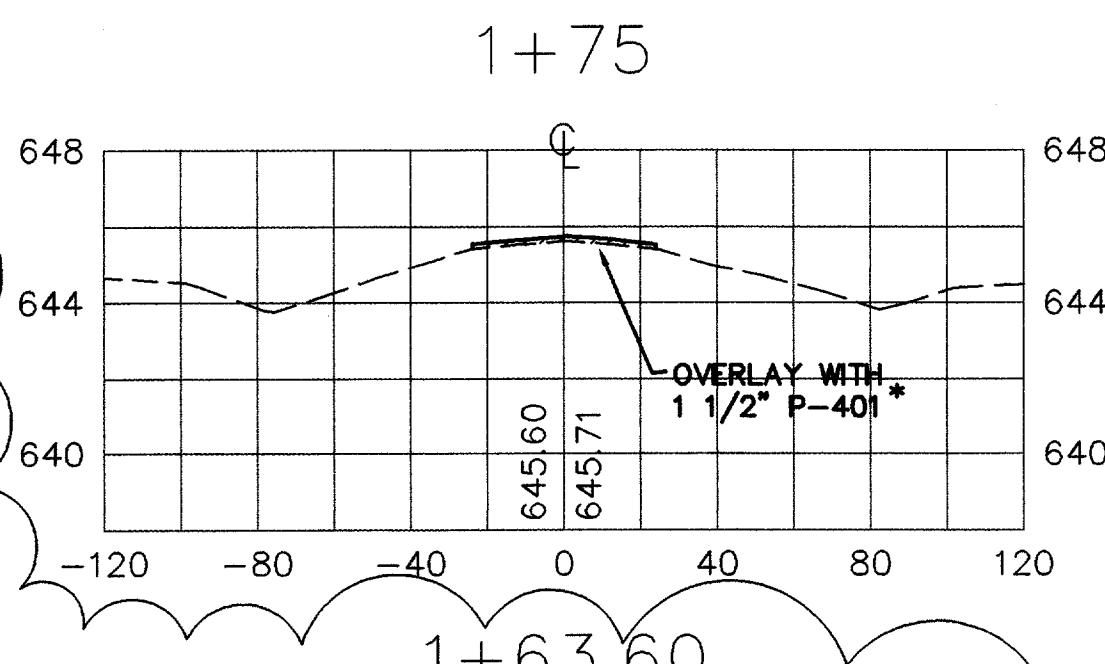
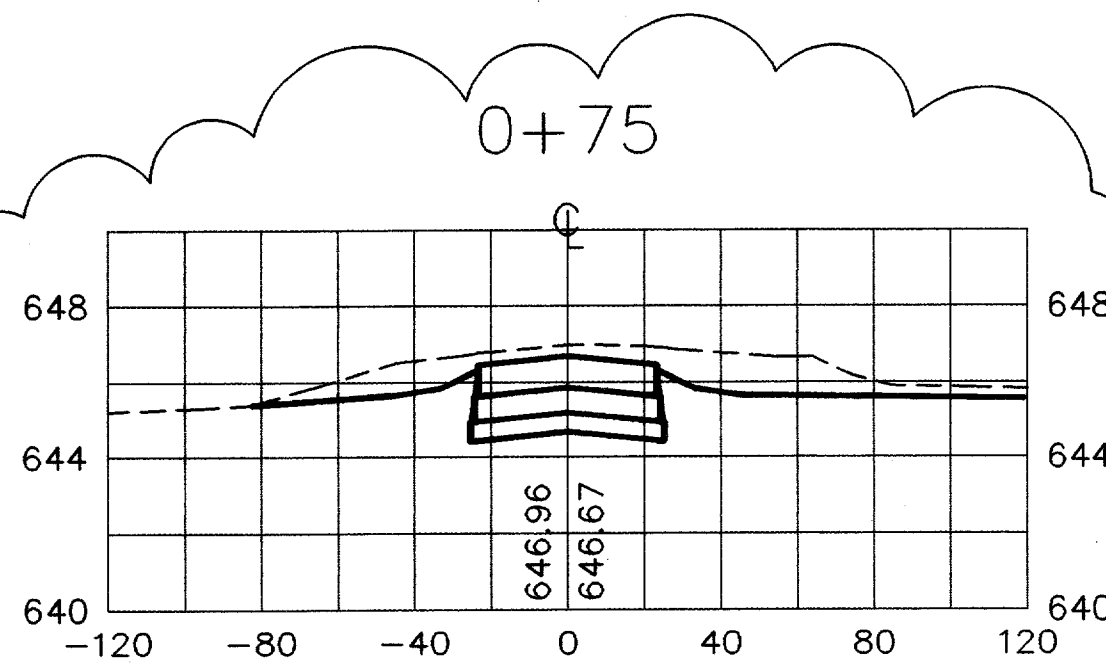
Engineers, Architects
and Planners



ADDISON AIRPORT

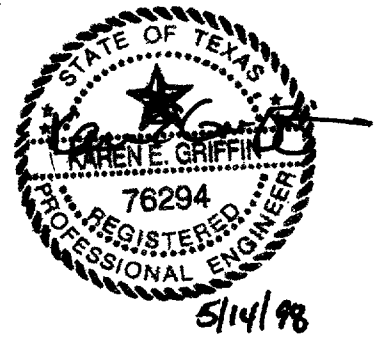
**WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
TAXIWAY C CROSS SECTIONS**

SHEET 50
DATE: DEC. 1997



* IF CONCRETE PAVEMENT ALTERNATIVE IS CHOSEN SUBSTITUTE TxDOT 340 TYPE D FOR P-401

AS BUILT
1-11-99



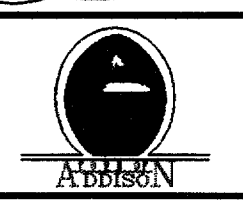
DESIGN: T.L.T.
DRAWN: M.J.G.
CHECKED: R.B.
SCALE: HORIZ. 1"=50'
VERT. 1"=5'

TxDOT NO. 9842 ADDSN
BID NO. 98-04
JOB NO. E708024.80

Date	Revisions	By

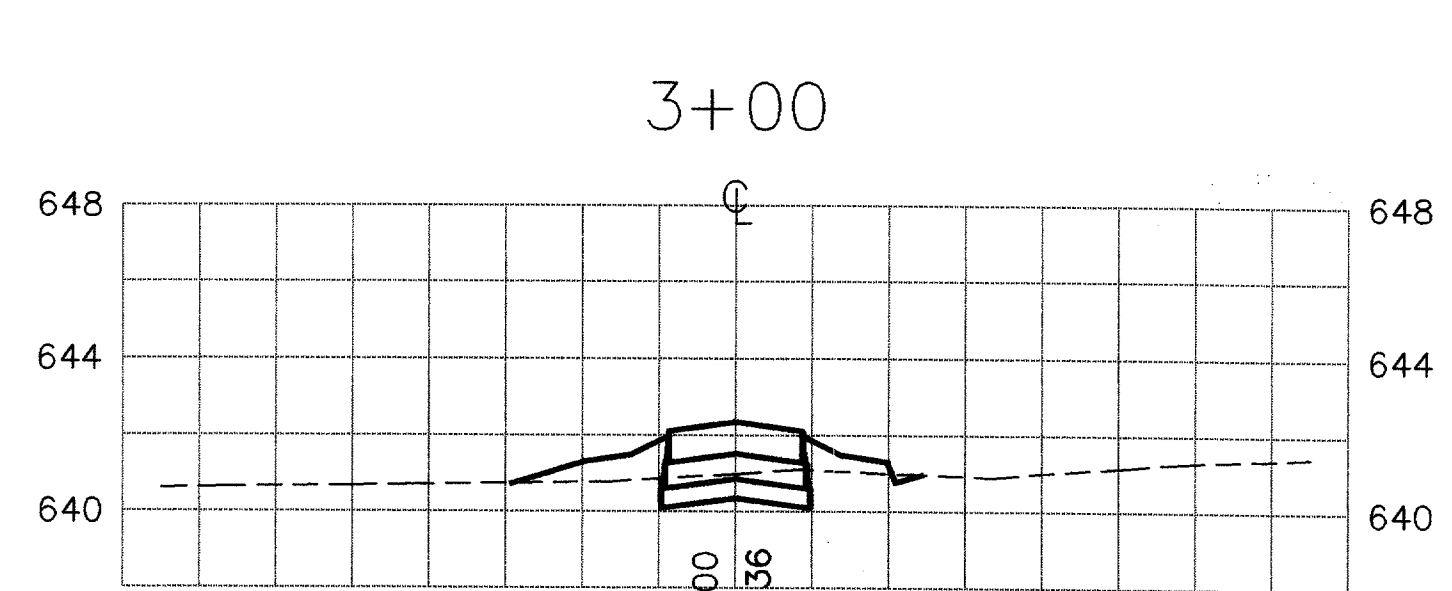
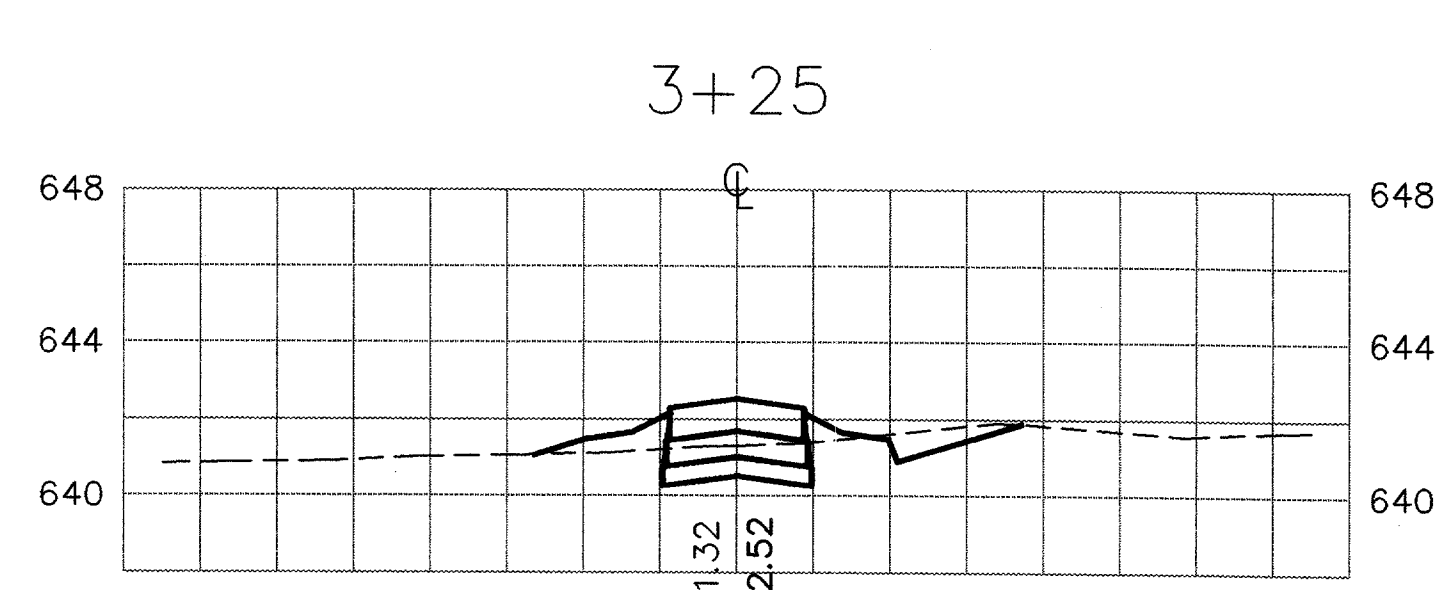
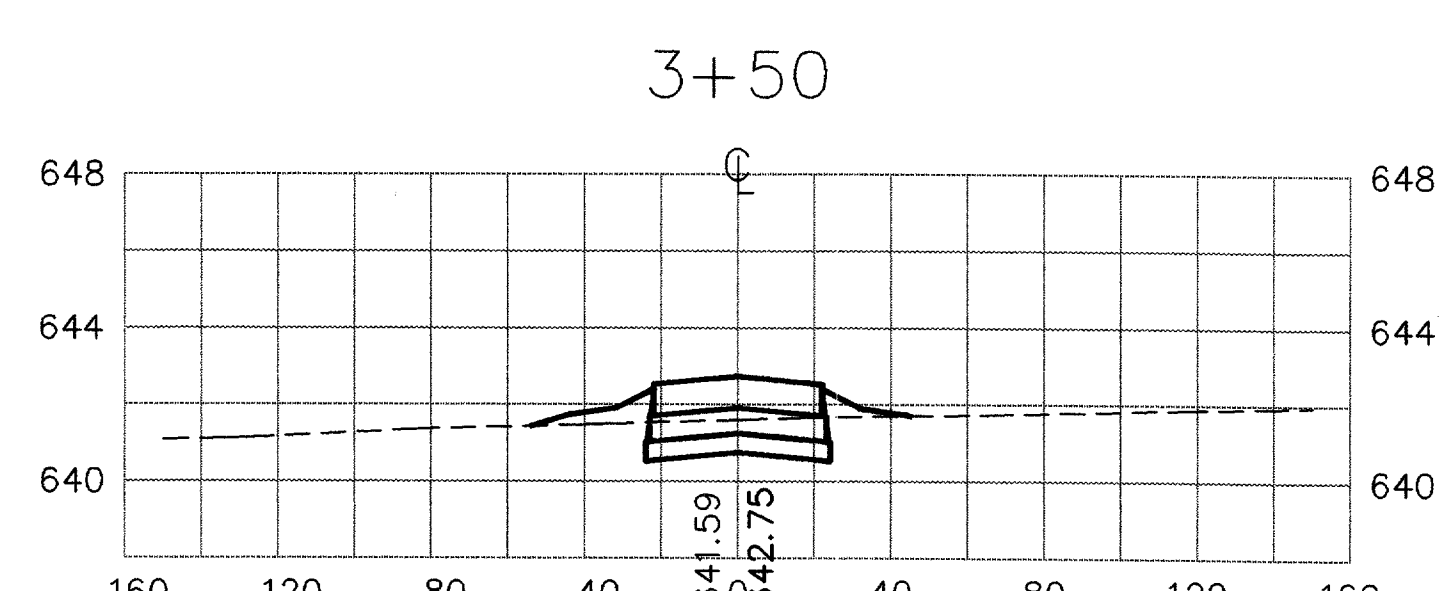
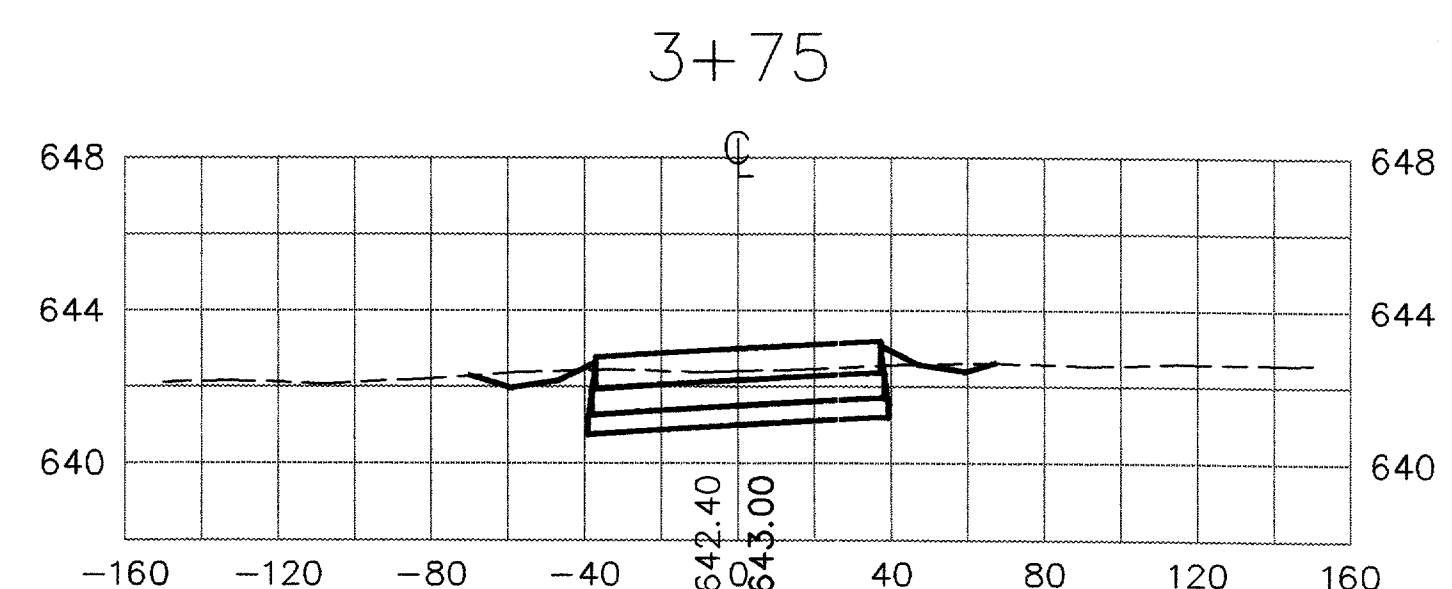
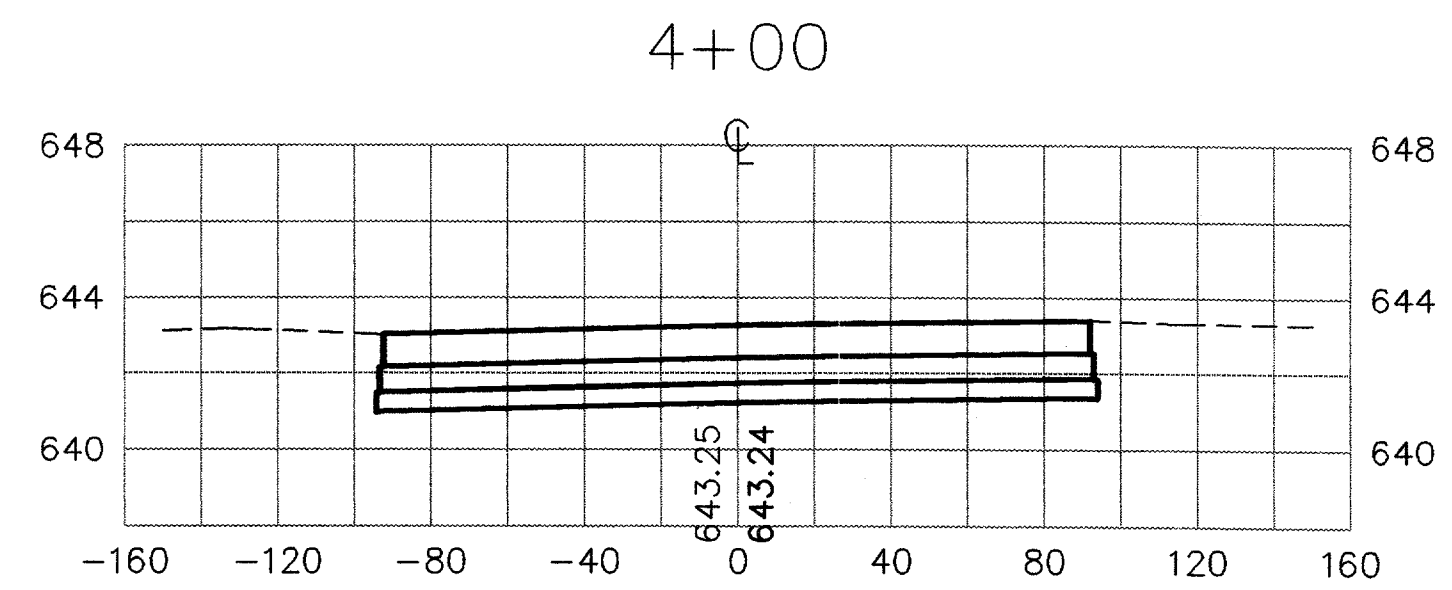
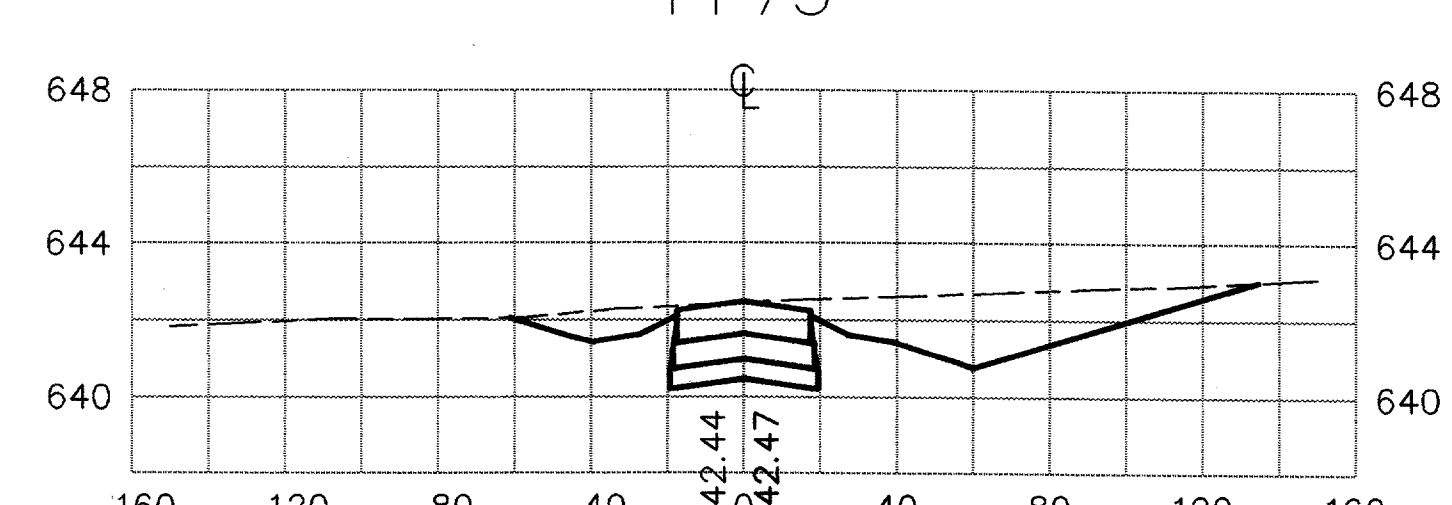
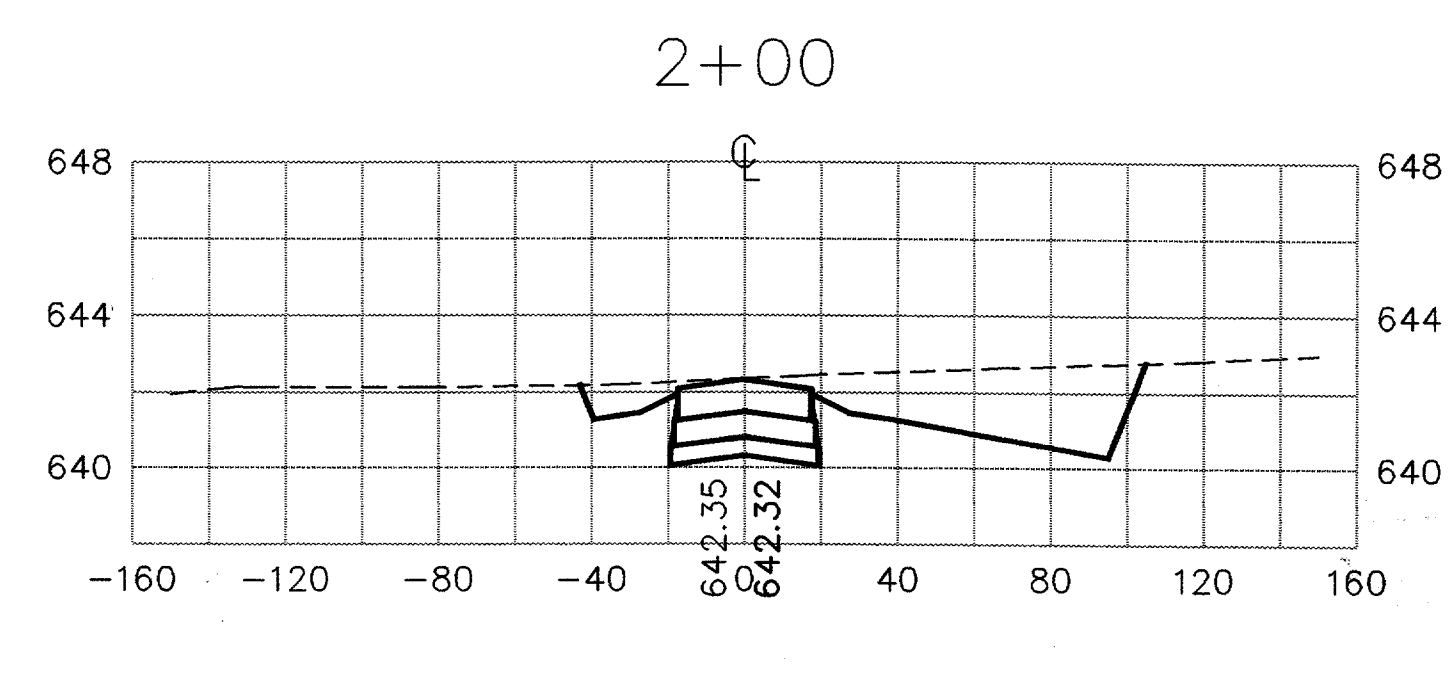
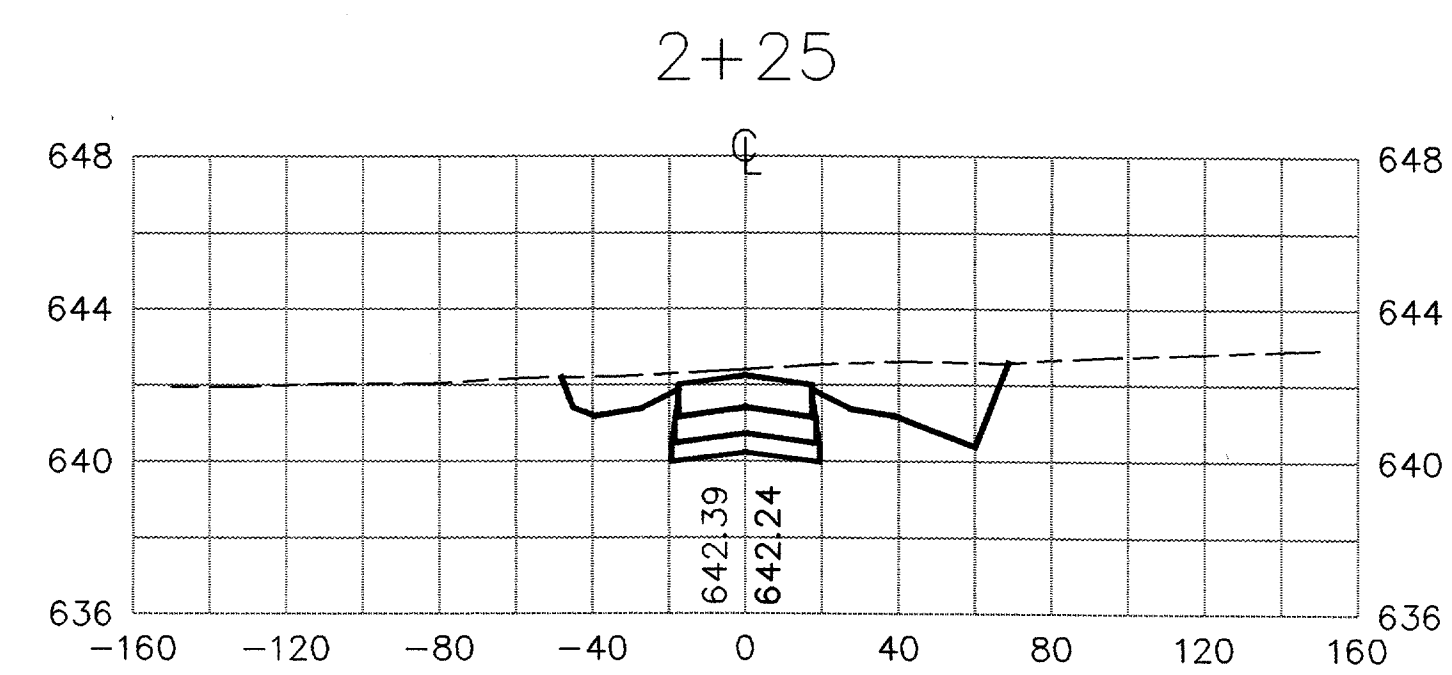
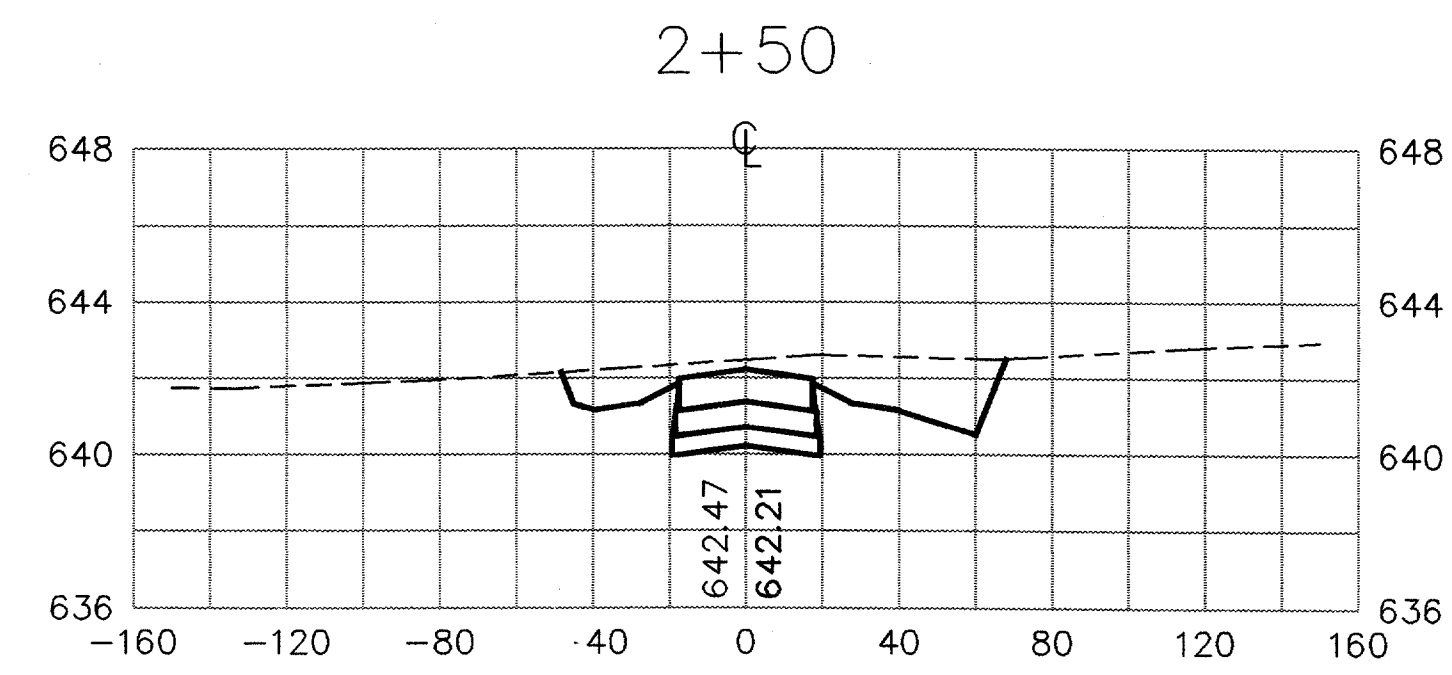
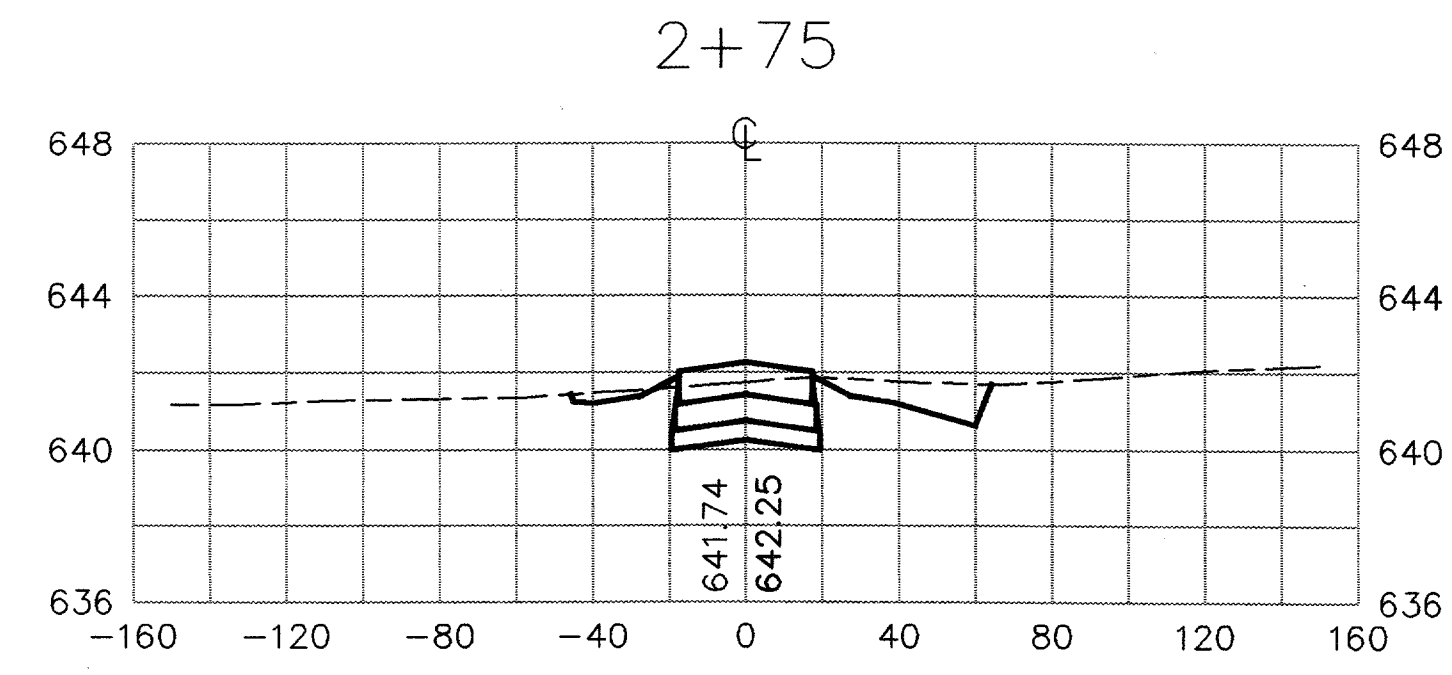
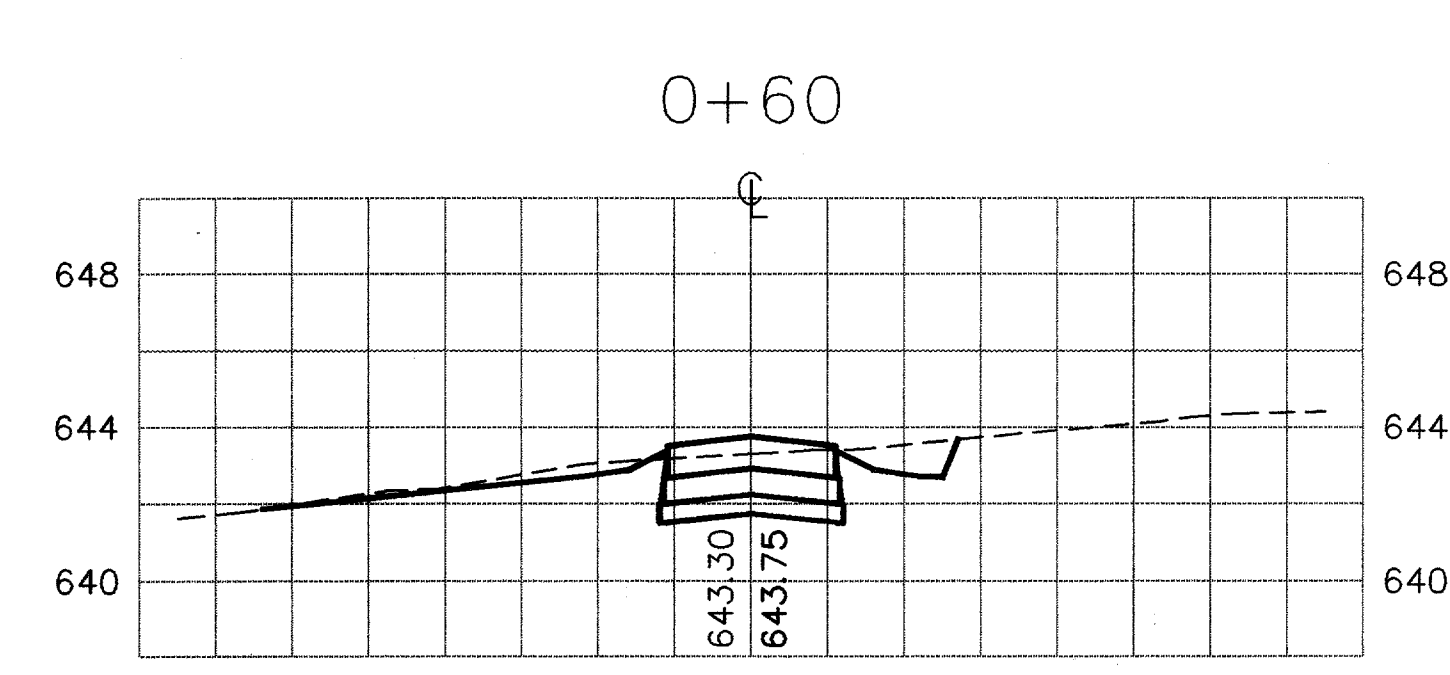
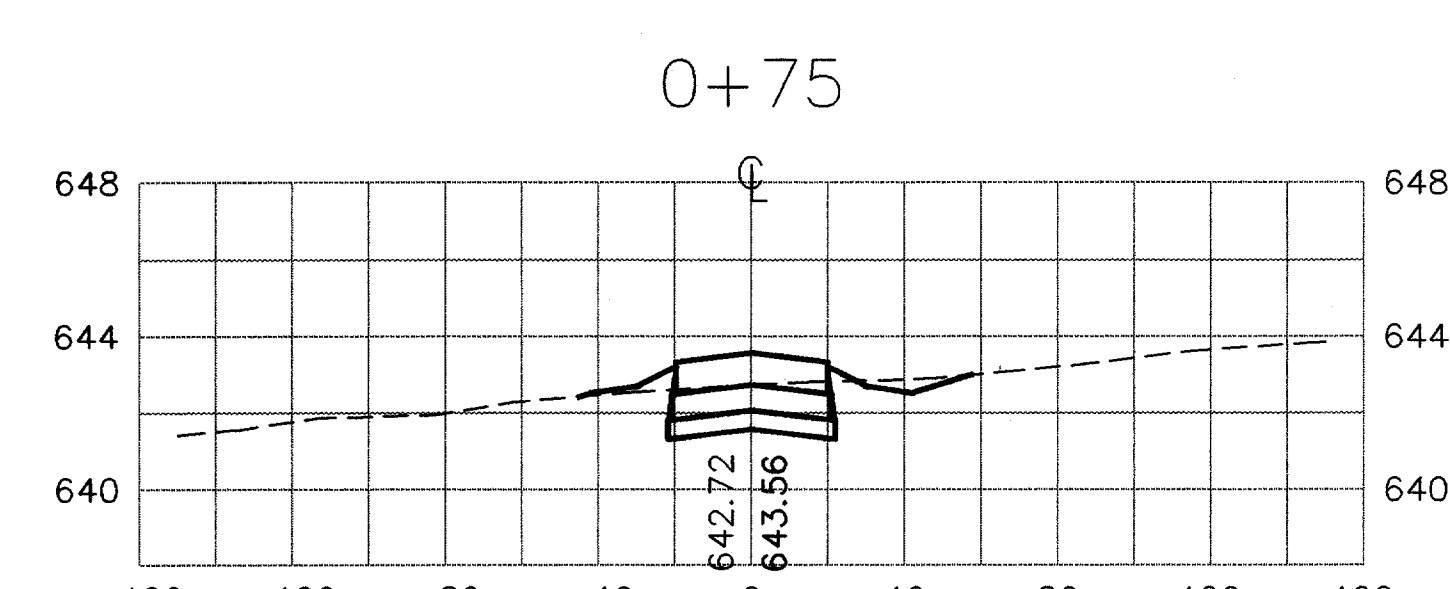
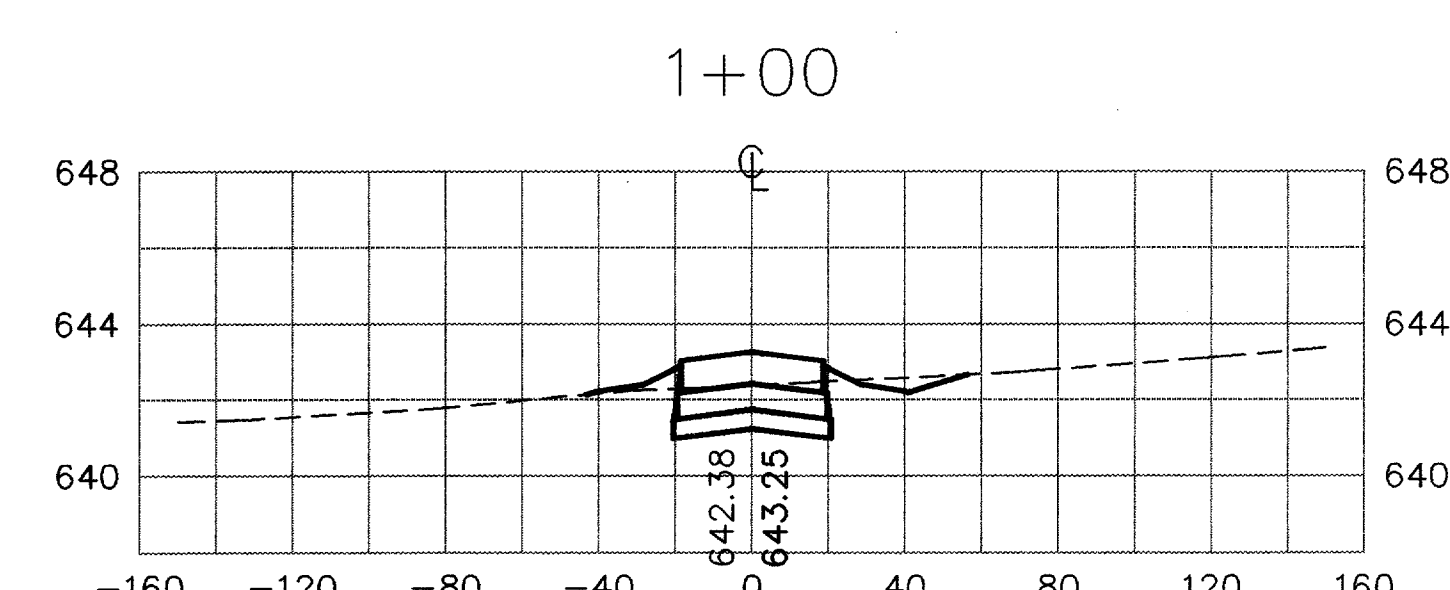
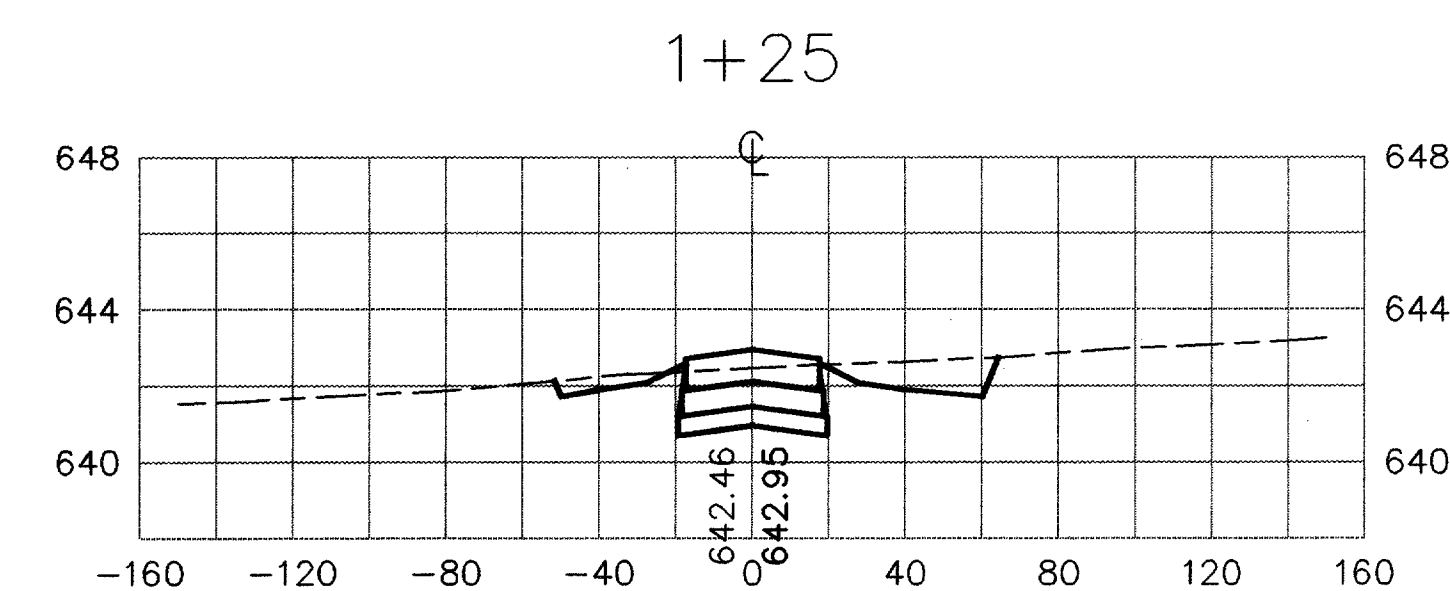
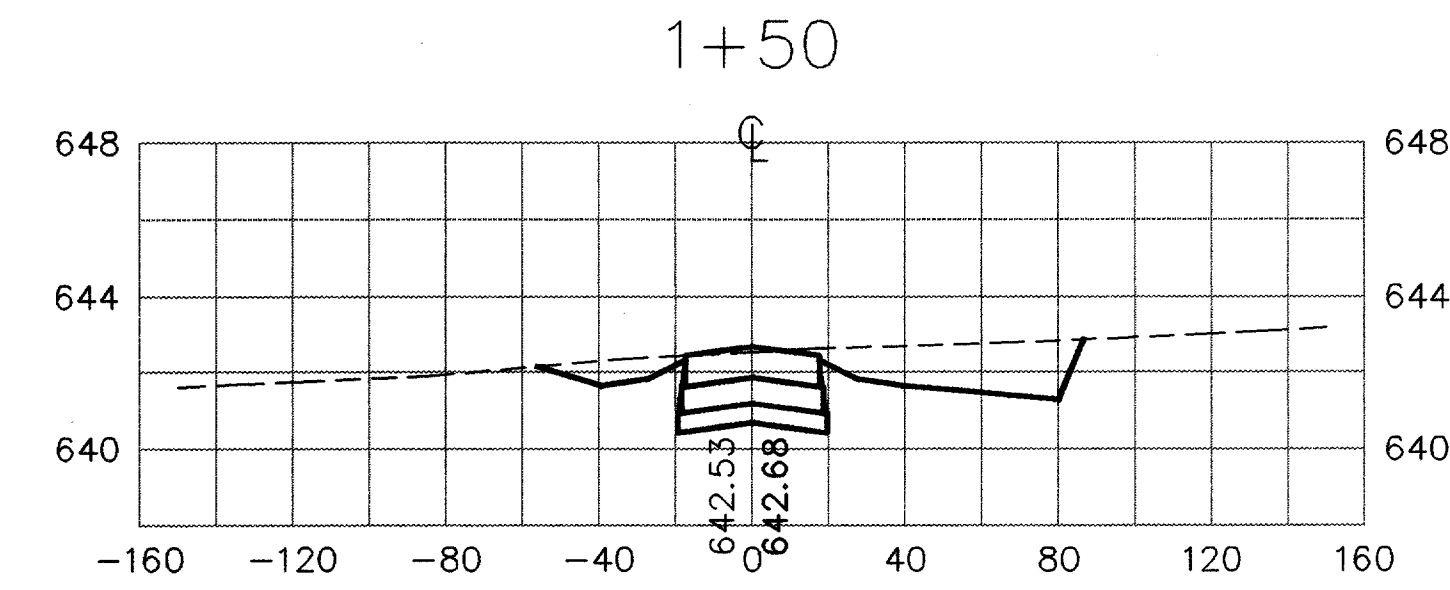
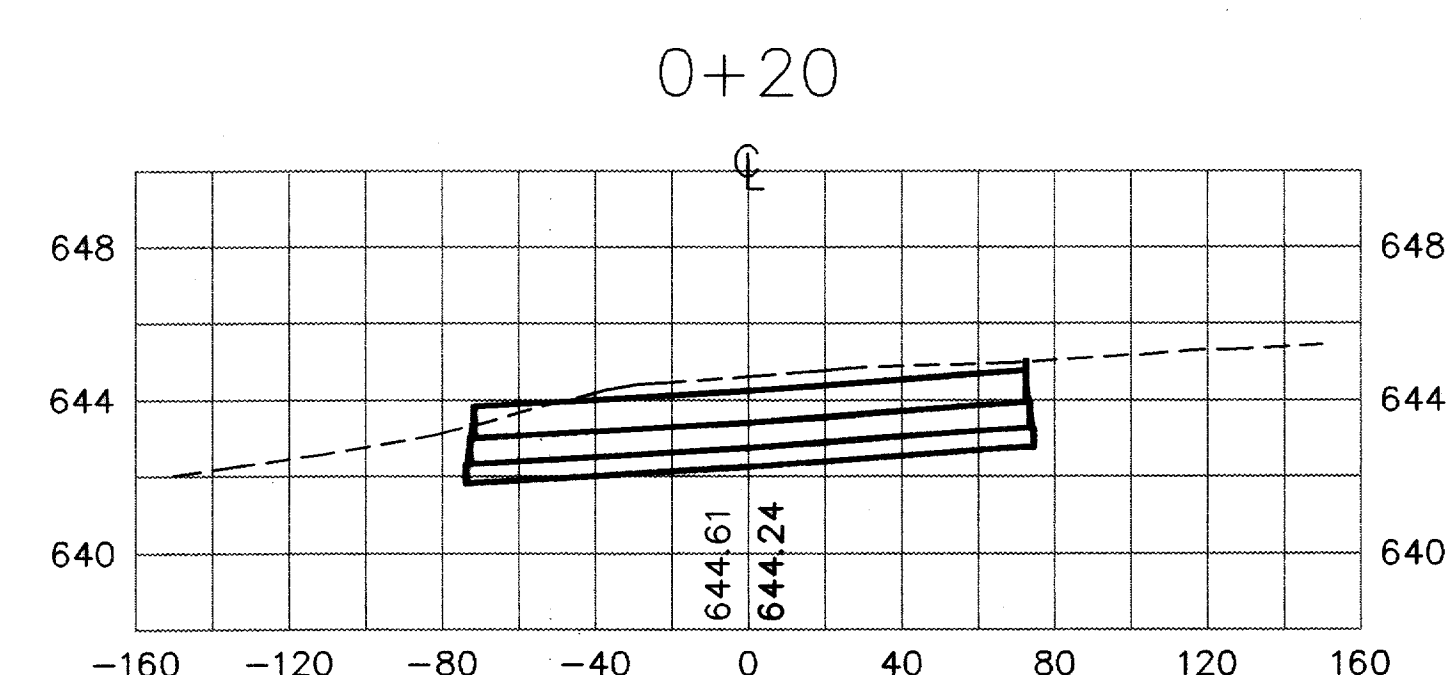
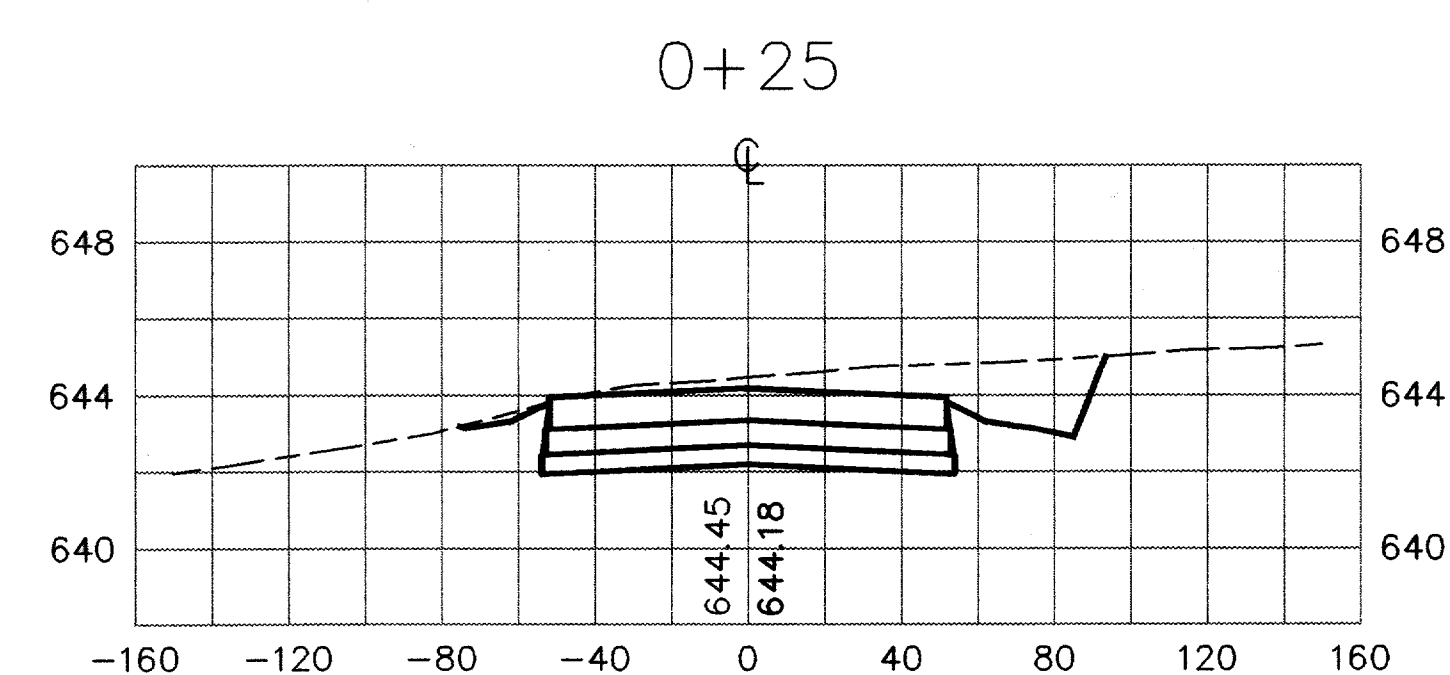
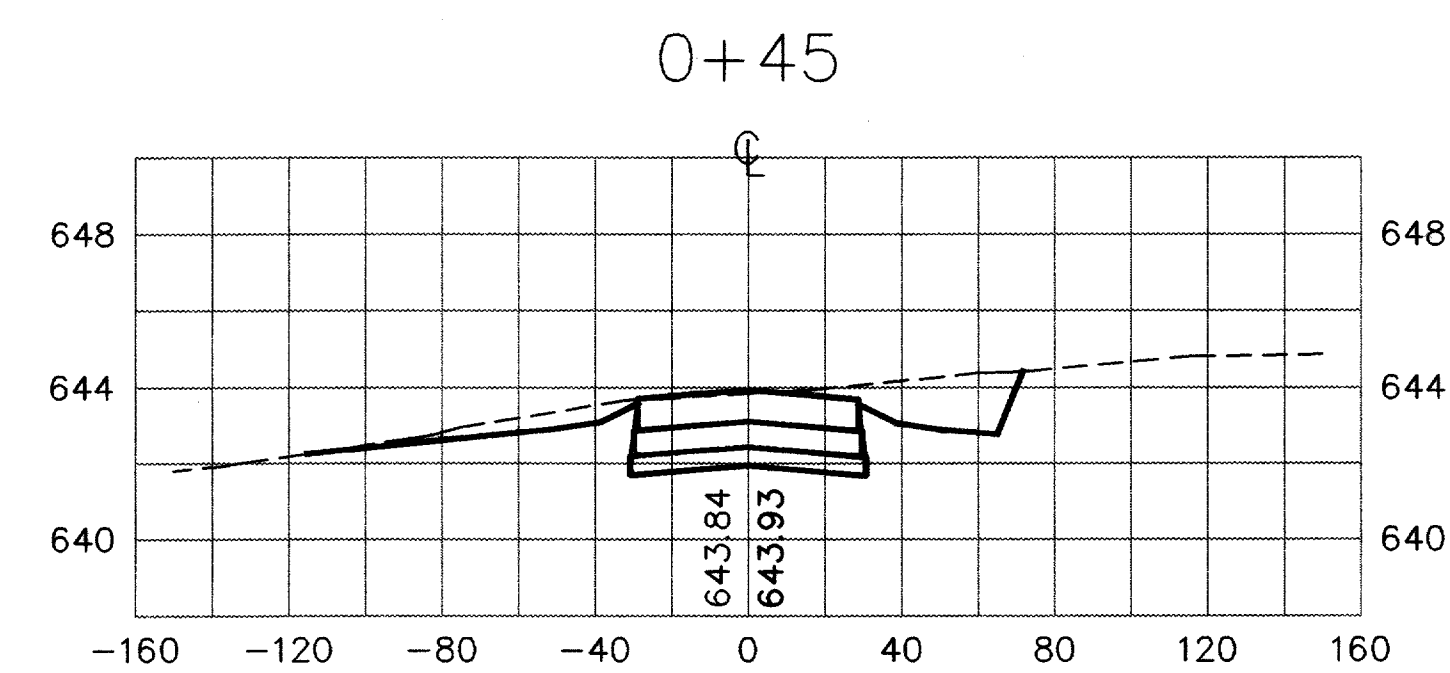
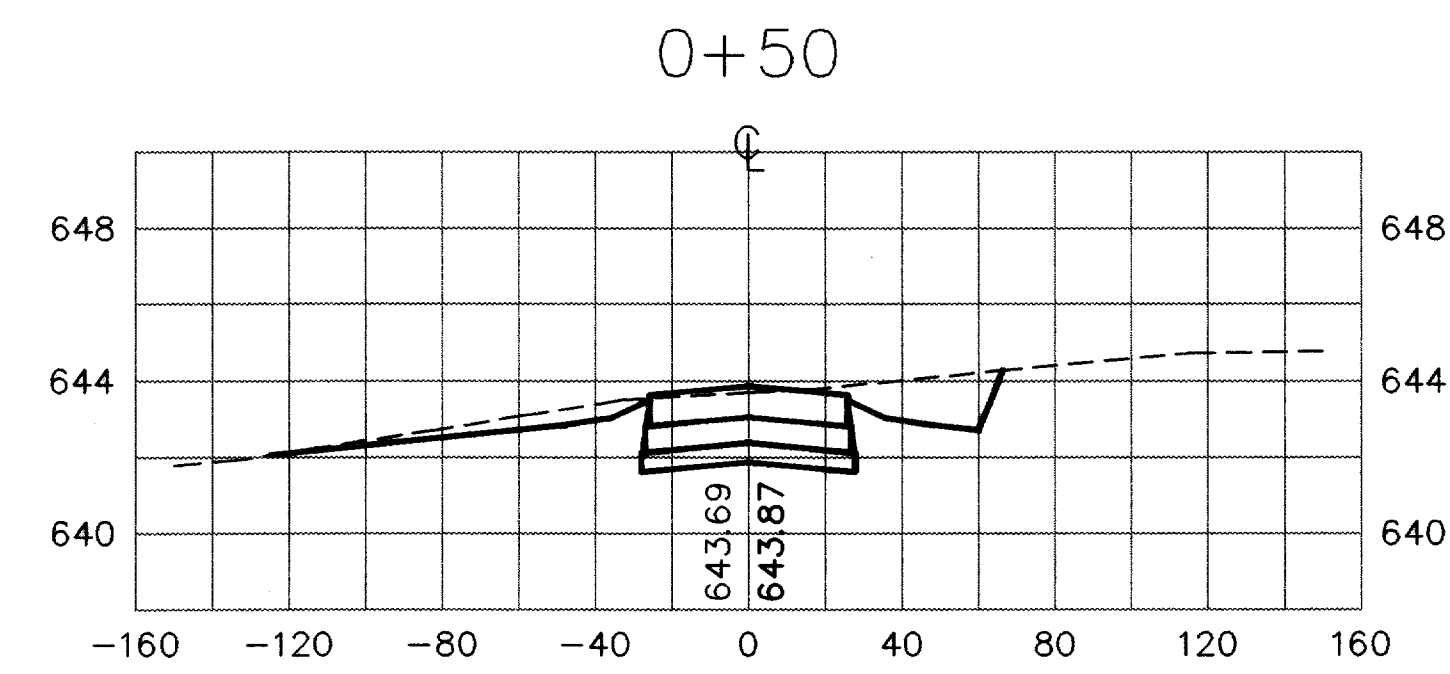
URS Greiner
4100 Arnon Carter Blvd., Suite 108
Ft. Worth, TX 76155
(817) 545-0891

Engineers, Architects
and Planners



ADDISON AIRPORT

**WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
TAXIWAY E CROSS SECTIONS**



AS BUILT
1-11-99



DESIGN: T.L.T.	TXDOT NO: 9842 ADDSN	Date
DRAWN: M.J.C.	MD NO: 98-04	Revisions
CHECKED: R.B.	JOB NO: E708024.80	By
SCALE: HORIZ. 1"=50'		
VERT. 1"=5'		

URS Greiner
4100 Amon Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891
Engineers, Architects
and Planners

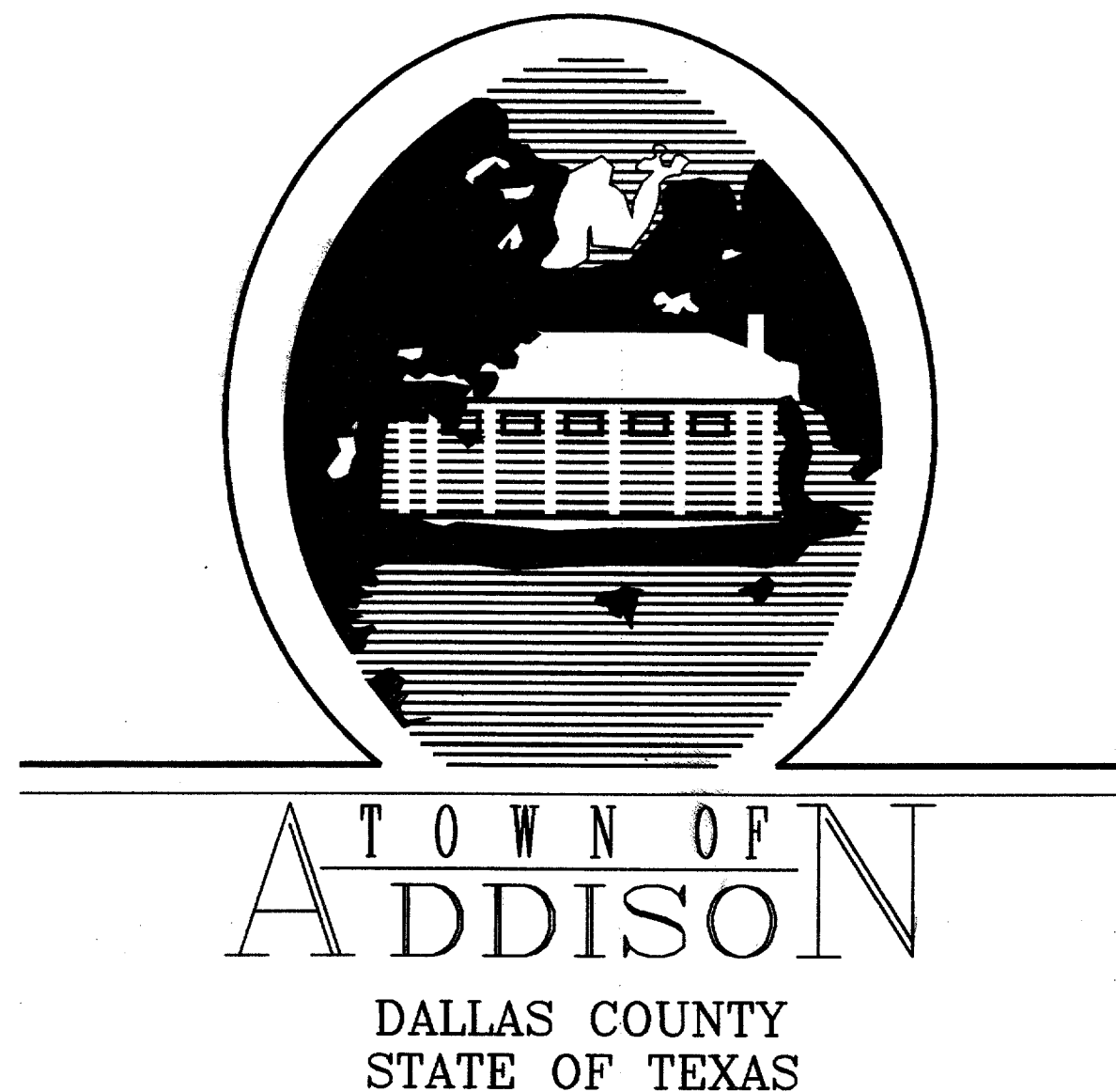


ADDISON AIRPORT

WEST TAXIWAY "B" & DRAINAGE IMPROVEMENTS
TAXIWAY F CROSS SECTIONS

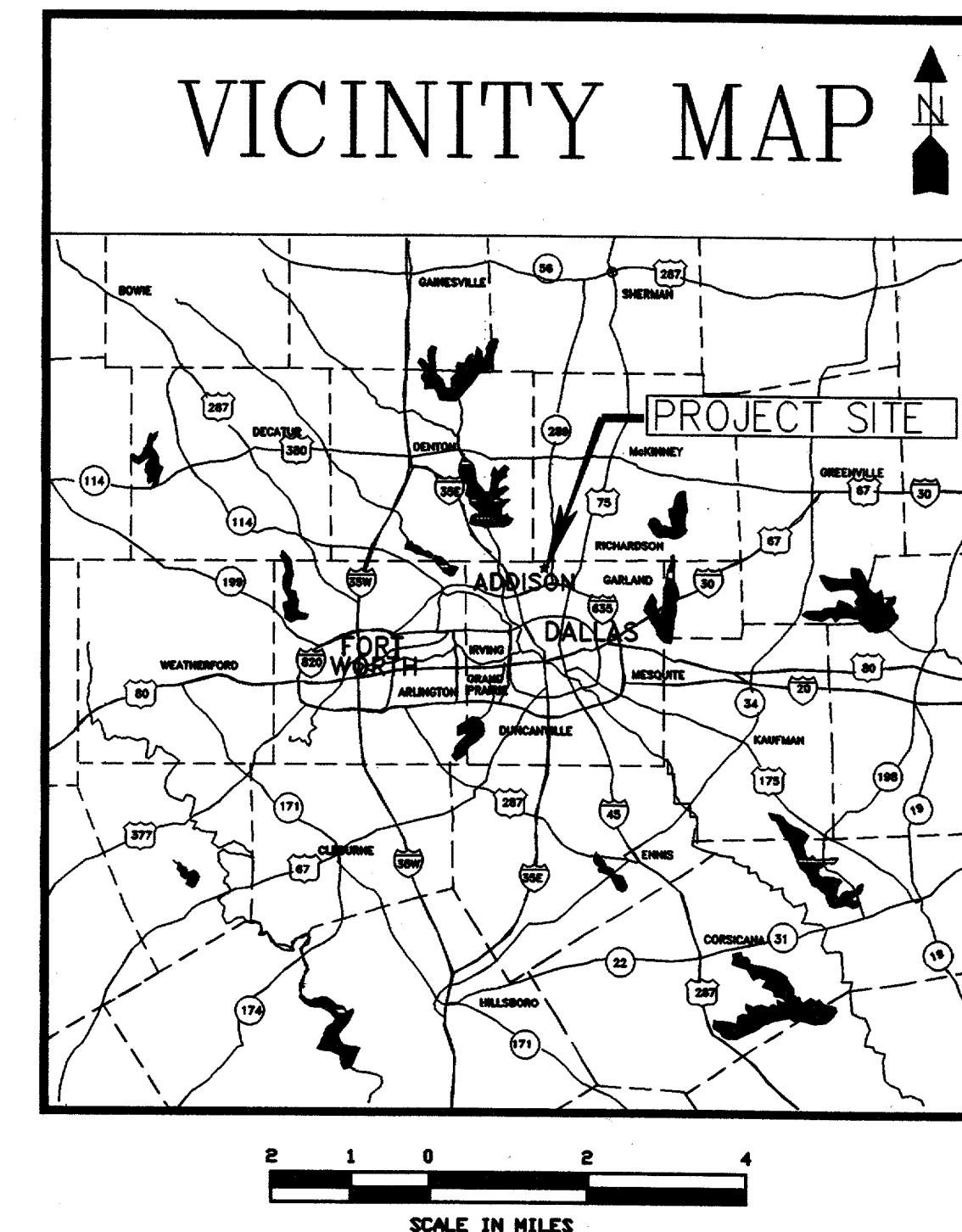
INDEX OF DRAWINGS

- 1 TITLE SHEET
- 2 AIRPORT LAYOUT PLAN
- 3-4 SUMMARY OF QUANTITIES AND GENERAL CONTRACT NOTES
- 4A SUMMARY OF QUANTITIES - ADDITIVE ALTERNATE NO. 3
- 5 PHASING PLAN
- 6 CONCRETE PAVEMENT TYPICAL SECTIONS
- 7 ASPHALT PAVEMENT TYPICAL SECTIONS
- 8 DRAINAGE AREA MAP
- 9 HORIZONTAL AND VERTICAL CONTROL LAYOUT
- 10 PAVEMENT DEMOLITION PLAN
- 11-13 TAXIWAY "B" PLAN AND PROFILES
- 14 TAXIWAY "C, E & F" PROFILES
- 15-18 GRADING PLANS
- 19 STORM DRAIN PROFILES
- 20 JOINT LAYOUT PLAN
- 21 JOINT DETAILS
- 22 MISCELLANEOUS DETAILS
- 23 HORIZONTAL INLET TYPE H DETAILS
- 24 GRATE TYPE H DETAILS
- 25 MANHOLE TYPE M DETAILS
- 26-27 PAVING DETAILS
- 28-29 BORING LOGS
- 30 UTILITY PLAN
- 31 PAVEMENT MARKING PLAN
- 32 PAVEMENT MARKING DETAILS
- 33-40 ELECTRICAL PLAN
- 41-43 ELECTRICAL PLAN - ADDITIVE ALTERNATE NO. 3/4
- 44-47 TAXIWAY "B" CROSS SECTIONS
- 48-52 CONNECTOR TAXIWAY CROSS SECTIONS

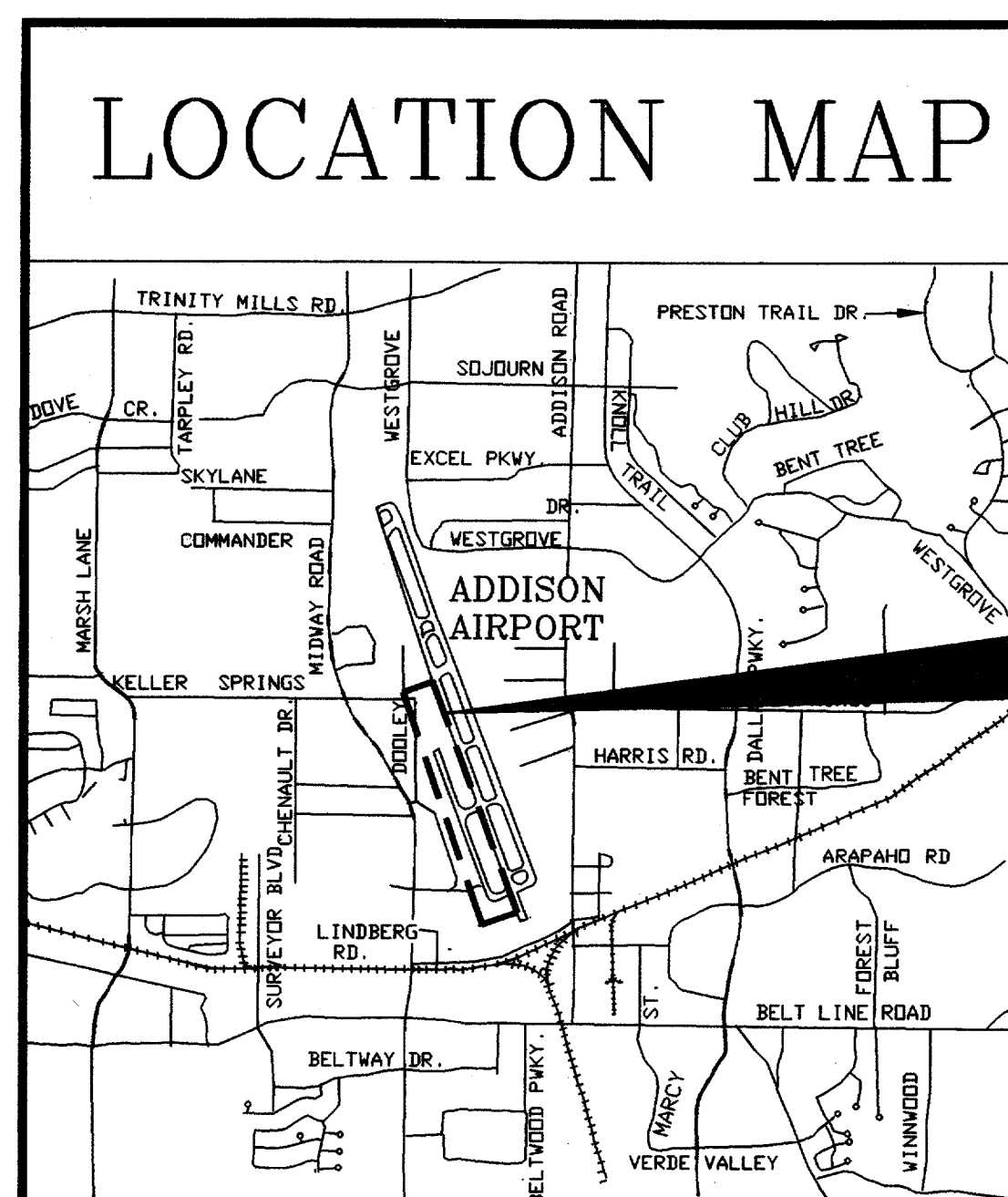


CONSTRUCT WEST TAXIWAY AND CONNECTORS WITH DRAINAGE IMPROVEMENTS (SOUTH SEGMENT) ADDISON AIRPORT

BID NUMBER: 98-04
TXDOT PROJECT NO. 9842 ADDSN
DECEMBER, 1997



URS Greiner IN ASSOCIATION WITH:
4100 Aron Carter Blvd., Suite 108
Fort Worth, TX 76155
(817) 545-0891
PSA ENGINEERING, INC.
Huntingdon / SWL



TYPE OF CONSTRUCTION:

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

REVISIONS		
DATE	DESCRIPTION	BY

PROPOSED IMPROVEMENTS

AS BUILT
1-11-99

RECOMMENDED FOR APPROVAL Robert J. Sifers
DESIGN ENGINEER

DATE _____

RECOMMENDED FOR APPROVAL Kan E. Griffin
PROJECT ENGINEER

DATE 12/2/97

APPROVED _____
DIRECTOR OF PUBLIC WORKS

DATE _____
SET _____

FF-16