

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

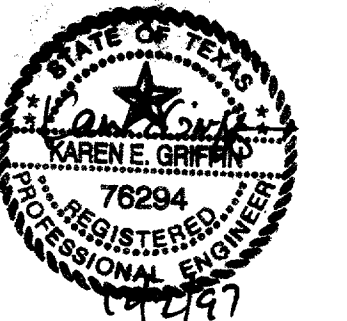
SAFETY

- 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 _____

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Engineers, Architects
and Planners



ADDISON AIRPORT

SUMMARY OF QUANTITIES
AND CONTRACTOR'S SAFETY AND SECURITY REQUIREMENTS

SHEET
4
DATE: DEC. 1999