

SHEET INDEX

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UPS ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY
BASE BID			
SP2-5.1	PAVEMENT REMOVAL - ASPHALT	S.Y.	329
SP2-5.2	PAVEMENT REMOVAL - CONCRETE	S.Y.	9
SP2-5.3	CULVERT REMOVAL	L.F.	23
SP3-6.1	4" YELLOW PARKING STRIPE	L.F.	165
SP3-6.2	6" RED FIRE LANE STRIPE	L.F.	86
SP3-6.3	BLUE HANDICAP LEGEND	EACH	1
SP4-5.1	WHEEL STOP	EACH	7
E1-3.1	SITE PREPARATION	L.S.	100%
E2-6.1	UNCLASSIFIED EXCAVATION	C.Y.	90
B-6.1	12" PVC PIPE (SDR35)	L.F.	62
I12-5.1	TEMPORARY EROSION CONTROL	L.S.	100%
I13-5.1	SODDING	S.Y.	276
I19-5.1	MAILBOX RELOCATION	L.S.	100%
M5-5.1	CONCRETE PIPE ENCASMENT	L.F.	31
P1-5.1	6" FLEXIBLE BASE (COMPLETE IN PLACE), GRADE 1, TYPE A	S.Y.	480
P4-5.1	6" PORTLAND CEMENT CONCRETE PAVEMENT	S.Y.	438
ALTERNATE			
P3-5.1	DENSE-GRADED HOT-MIX ASPHALT (TYPE C)	TON	107

PAVEMENT	
TYPE	THICKNESS
ASPHALT	4"
CONCRETE	6"

NOTE: ASPHALT AND CONCRETE PAVEMENT REMOVAL WILL BE PAID BY SS-140-5.1 PAVEMENT REMOVAL.

ON-AIRPORT GENERAL NOTES

- THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 48 HOURS BEFORE WORK IS STARTED TO VERIFY UTILITY LOCATIONS (DIGTESS 1-800-344-8377).
- THE CONTRACTOR SHALL NOTIFY ADDISON AIRPORT OPERATIONS 48 HOURS IN ADVANCE OF CONSTRUCTION ACTIVITY.
- THE CONTRACTOR SHALL COMPLETE ALL WORK IN ACCORDANCE WITH THE FAA ADVISORY CIRCULAR 150/5370-2F, OR CURRENT VERSION, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- THE CONTRACTOR'S STAGING AREA FOR OFFICE, STOCKPILE, EQUIPMENT, ENGINEER'S OFFICE, MATERIALS STORAGE AND EMPLOYEE PARKING SHALL BE NO CLOSER THAN 25 FEET FROM ANY FENCE LINE. ADDISON OPERATIONS SHALL APPROVE THE EXACT LOCATION OF THE STAGING AREA PRIOR TO ITS USE. THE SUGGESTED LOCATION IS SHOWN, OTHERS PROPOSED MAY BE ACCEPTABLE.
- THE CONTRACTOR SHALL MAINTAIN ALL EXISTING ACCESS AND HAUL ROADS OUTSIDE THE LIMITS OF CONSTRUCTION DURING CONSTRUCTION AND SHALL RESTORE THE ROADS TO A CONDITION EQUAL TO OR BETTER THAN ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER. THE LOCATION OF ANY ADDITIONAL HAUL ROADS DESIRED BY THE CONTRACTOR IS SUBJECT TO THE APPROVAL OF THE AIRPORT AND ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTING AND MAINTAINING TEMPORARY ACCESS AND/OR HAUL ROADS WHERE NECESSARY TO THE CONSTRUCTION LIMITS. THE CONTRACTOR SHALL COMPLETELY REMOVE THE TEMPORARY HAUL ROADS SHOWN ON THE PHASING PLANS UPON COMPLETION OF THE PROJECT AND SHALL RESTORE THE GROUND SURFACE AND TURF IN THE AREA TO ITS CONDITION PRIOR TO THIS CONSTRUCTION.
- DURING MATERIAL DELIVERY / PAVING OPERATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL. TRAFFIC CONTROL SHALL BE INCIDENTAL TO THE TOTAL PROJECT.
- CONSTRUCTION WORK LIMITS ARE AS SHOWN ON THE PLANS. ANY AND ALL WORK CONDUCTED OUTSIDE THE CONSTRUCTION LIMITS, EXCEPT FOR MAINTENANCE ON BARRICADES SHALL BE ACCOMPLISHED WITH THE USE OF AN AIRPORT ESCORT. THE CONTRACTOR WILL PROVIDE AN ESCORT WITH A MINIMUM NOTICE OF TWO WORKING DAYS. NO WORK OR TRAVEL WILL BE PERMITTED OUTSIDE THE CONSTRUCTION LIMITS SHOWN WITHOUT PRIOR APPROVAL BY AIRPORT OPERATIONS AND AN AUTHORIZED ESCORT. AIRPORT OPERATIONS WILL NEED TO KEEP OPEN VARIOUS TAXIWAYS ADJACENT OR IN THE PROXIMITY OF OR CROSSING THE CONSTRUCTION AREA. THE WORK SHALL BE COORDINATED WITH AIRPORT OPERATIONS. NO WORK IS PERMITTED NOR ARE OPEN EXCAVATIONS, STORED MATERIALS, STOCKPILES OR EQUIPMENT ALLOWED OUTSIDE OF THE WORK AREA AS SHOWN IN THE PLANS WITHOUT PRIOR COORDINATION WITH AIRPORT OPERATIONS.
- THE CONTRACTOR'S ACCESS TO THE AIRFIELD IS LIMITED TO THE LOCATIONS AS SHOWN ON THE PLANS. ACCESS FROM THE GATE TO THE STAGING, STORAGE AND WORK AREAS SHALL BE CONFINED TO THE ROUTES SHOWN AND WITHIN THE WORK AREA LIMITS. ACCESS VIA ANY OTHER ROUTES OR GATES WILL REQUIRE PRIOR WRITTEN APPROVAL BY AIRPORT OPERATIONS.

10. ANY TEMPORARY FACILITIES SHALL BE COMPLETELY REMOVED FROM THE SITE AT THE COMPLETION OF THE PROJECT AND THE SITE RESTORED TO ITS ORIGINAL CONDITION.

11. ALL EMPLOYEES OF THE CONTRACTOR SHALL ENTER AND EXIT THE WORK SITE AT THE DESIGNATED CONTRACTOR'S ACCESS GATE (AG). AN ADEQUATE SIGN SHALL BE PROVIDED DESIGNATING THIS GATE LOCATION AS THE "CONSTRUCTION EMPLOYEE ENTRANCE". MINIMUM REQUIREMENTS FOR AN ACCESS GATE ARE AS FOLLOWS:

- ALL VEHICLES MUST STOP PRIOR TO ENTERING THE AIRPORT. IF A GATE GUARD IS USED, THEY MUST WAIT FOR THE GATE GUARD TO SIGNAL THEM TO PROCEED. ONLY AUTHORIZED CONTRACTORS, FAA PERSONNEL, AIRPORT PERSONNEL, AND PROJECT ENGINEERS WILL BE ALLOWED ACCESS. THE CONTRACTOR WILL FURNISH TRAINING AND WRITTEN PROCEDURES TO THE GATE GUARD THAT MUST BE FOLLOWED DURING THE PROJECT.
- DELIVERY VEHICLES FOR THE CONTRACTOR NEED TO CHECK IN AT THE GATE. THE CONTRACTOR MUST MAINTAIN POSITIVE ESCORT CONTROL OF ALL DELIVERY VEHICLES WHILE ON SITE.
- THE GATE GUARD SHALL BE EQUIPPED WITH A TELEPHONE TO CONTACT AIRPORT OPERATIONS IF ANY UNAUTHORIZED VEHICLE ATTEMPTS TO ENTER THE AIRPORT AIR OPERATIONS AREA.
- A GATE GUARD IS REQUIRED WHEN THE GATE IS UNLOCKED. THE GATE MAY BE SECURED (CLOSED AND LOCKED) AFTER EACH VEHICLE IN LIEU OF USING A GATE GUARD. THE CONTRACTOR SHALL PROVIDE LOCKS ON ACCESS GATES.
- ANY AND ALL FINES THAT MAY BE LEVIED ON THE AIRPORT FOR A SECURITY VIOLATION IN CONNECTION WITH THE ACCESS GATE OR THE CONTRACTOR'S ACTIVITIES SHALL BE PAID BY THE CONTRACTOR. THE FAA OR TOWN OF ADDISON MAY ASSESS A FINE DEPENDING ON THE SERIOUSNESS OF THE INFRACTION.
- THE CONTRACTOR SHALL AT ALL TIMES ENSURE AGAINST UNAUTHORIZED ACCESS TO THE AIRFIELD.
- PRIVATE AND COMPANY VEHICLES OPERATING WITHIN THE AIRCRAFT OPERATION AREA (AOA) MUST HAVE A COMPANY LOGO / IDENTIFICATION ON BOTH SIDES OF THE VEHICLE. THE CONTRACTOR'S EMPLOYEES' VEHICLES PARKED IN ANY OF THE CONTRACTOR'S STAGING AREA AND NOT USED FOR CONSTRUCTION PURPOSES DO NOT REQUIRE THIS IDENTIFICATION. SIGNS AS DESCRIBED ABOVE ARE REQUIRED ON PRIVATE VEHICLES OPERATED IN AREAS OTHER THAN THE STAGING AREA, DIRECT ACCESS ROUTES TO AND FROM THE STAGING AREA AND WITHIN THE CONSTRUCTION WORK LIMITS.

12. CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. CONSTRUCTION, STORAGE AND STOCKPILING LIMITS MUST BE APPROVED BY THE AIRPORT OR ENGINEER.

13. FUEL, DIESEL FUEL, OR OTHER CONTAMINANTS SHALL NOT BE ALLOWED TO ENTER THE STORM SEWER SYSTEM. IF, IN THE EVENT SUCH CONTAMINANTS DO ENTER THE STORM SEWER SYSTEM OR GROUND WATER, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE AIRPORT OF THE SPILL. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS INCURRED FOR CLEANUP OF CONTAMINATED AREAS ON AND OFF AIRPORT PROPERTY.

14. CAUTION SHALL BE TAKEN BY THE CONTRACTOR IN PREVENTING ANY DUST OR MUD WHICH MAY BECOME A HAZARD TO AIR AND GROUND OPERATIONS. THE CONTRACTOR SHALL CONTROL DUST AND MUD AT ALL TIMES AND MAY REQUIRE FULL TIME OPERATION WATER TRUCKS OR SWEEPERS. IF, IN THE OPINION OF THE AIRPORT OR THE ENGINEER, DUST OR MUD IS NOT BEING ADEQUATELY CONTROLLED THEY MAY SUSPEND WORK AND MAKE NECESSARY ARRANGEMENTS FOR DUST OR MUD CONTROL. THE COSTS THEREFORE SHALL BE DEDUCTED FROM THE PROGRESS PAYMENTS DUE THE CONTRACTOR.

15. CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO OBTAIN DRIVER'S TRAINING FOR CONTRACTOR EMPLOYEES PRIOR TO ENTERING THE AIR OPERATIONS AREA.

16. MATERIAL / TOPSOIL STOCKPILES SHALL BE AT LOCATIONS APPROVED BY THE AIRPORT. MAXIMUM STOCKPILE HEIGHT IS 20 FEET.

17. ALL EMPLOYEES OF THE CONTRACTOR OR SUBCONTRACTORS SHALL RECEIVE VEHICLE OPERATOR/PEDESTRIAN TRAINING FROM THE PROJECT SUPERINTENDENT. ALL EMPLOYEES SHALL RECEIVE NEW TRAINING WHEN MOVED TO DIFFERENT WORK AREAS OR PHASES OF THE PROJECT. THE CONTRACTOR'S PROJECT SUPERINTENDENT SHALL MAINTAIN THE COMPLETED CHECKLIST AND PROVIDE TO AIRPORT PERSONNEL FOR INSPECTION UPON THEIR REQUEST.

18. IF FOR ANY REASON, THE AIRPORT OR ENGINEER FEELS THAT SAFETY IS NOT BEING ADEQUATELY MAINTAINED, THEY MAY SUSPEND WORK UNTIL THE SAFETY ISSUE IS RESOLVED. THE COSTS THEREFORE SHALL BE DEDUCTED FROM THE PROGRESS PAYMENTS DUE THE CONTRACTOR.

19. IN THE EVENT THAT UNANTICIPATED ARCHEOLOGICAL DEPOSITS ARE ENCOUNTERED DURING CONSTRUCTION, WORK IN THE IMMEDIATE AREA SHALL CEASE AND THE ENGINEER SHALL BE NOTIFIED.

20. IN THE EVENT THAT UNANTICIPATED HAZARDOUS MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION, WORK IN THE IMMEDIATE AREA SHALL CEASE AND THE ENGINEER SHALL BE NOTIFIED.

21. STOCKPILES AND STAGING AREAS WILL NOT BE PLACED WITHIN ANY WATER OF THE UNITED STATES, INCLUDING WETLANDS.

22. HAZARDOUS WASTE: ALL SPILLS MUST BE REPORTED IMMEDIATELY TO THE ENGINEER.

OFF-AIRPORT GENERAL NOTES

1. EXISTING UTILITY DATA IS PROVIDED FOR INFORMATION ONLY. ALTHOUGH THIS DATA IS SHOWN AS ACCURATELY AS POSSIBLE, THE CONTRACTOR IS CAUTIONED THAT THE TOWN AND THE ENGINEER NEITHER ASSUMES NOR IMPLIES ANY RESPONSIBILITY FOR THE ACCURACY OF THIS DATA. THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. EXISTING UTILITY CROSSINGS SHOWN ON THE INCLUDED PROFILES ARE FROM RECORD DRAWINGS AND FROM INFORMATION OBTAINED FROM UTILITY COMPANIES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD-VERIFY THE HORIZONTAL AND VERTICAL LOCATIONS OF THESE UTILITIES.

2. THE LOCATION OF ALL SANITARY SEWER, WATER, STORM SEWER, TELEPHONE, GAS, ELECTRIC, CABLE TELEVISION UTILITIES, DRIVEWAYS, RETAINING WALLS, STRUCTURES, ETC., WHICH MAY BE SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT SIZE, LOCATION, ELEVATION, AND CONFIGURATION OF ALL UTILITIES AND STRUCTURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECONNECTING ALL ACTIVE SERVICES THAT ARE NOT SHOWN. CONTRACTOR SHALL COORDINATE WITH APPROPRIATE UTILITY COMPANIES AND PROPERTY OWNERS TO MARK AND LOCATE ALL UNDERGROUND FACILITIES PRIOR TO CONSTRUCTION. SUCH VERIFICATION SHALL BE CONSIDERED AS SUBSIDIARY TO THE COST OF PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

3. CONTRACTOR'S PERSONNEL SHALL WEAR IDENTIFYING CLOTHING OR HATS AT ALL TIMES. THE CONTRACTOR SHALL ALSO HAVE IDENTIFICATION ON ALL VEHICLES.

4. CONTRACTOR IS RESPONSIBLE FOR ALL TRENCH SAFETY. THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED WORK UTILIZING A TRENCH SAFETY PLAN, PREPARED BY A PROFESSIONAL ENGINEER FOR THIS PROJECT. A TRENCH SAFETY PLAN SHALL BE SUBMITTED AT THE PRE-CONSTRUCTION MEETING.

5. SOD SHALL BE REPLACED IN ALL AREAS DISTURBED BY CONSTRUCTION. SOD SHALL MATCH EXISTING GRASSES.

6. NO SEPARATE PAY ITEM WILL BE MADE FOR THE REMOVAL AND DISPOSAL OF EXISTING PUBLIC FACILITIES (PIPES, VALVES, ETC.) WITHIN A PROPOSED UTILITY TRENCH UNLESS OTHERWISE INDICATED WITHIN THE PROJECT SPECIFICATIONS. ITEMS TO BE REMOVED OR ABANDONED OUTSIDE OF A PROPOSED UTILITY TRENCH SHALL BE PAID FOR PER A SEPARATE PAY ITEM.

7. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING GENERAL SAFETY AT AND ADJACENT TO THE PROJECT AREA, INCLUDING THE PERSONAL SAFETY OF THE CONSTRUCTION CREW AND GENERAL PUBLIC AND THE SAFETY OF PUBLIC AND PRIVATE PROPERTY.

8. CONTRACTOR SHALL PROTECT EXISTING STREETS, CONCRETE CURB AND GUTTER, DRIVEWAYS, AND SIDEWALKS THAT ARE NOT DESIGNATED FOR REMOVAL. REMOVAL AND REPLACEMENT OF THESE ITEMS SHALL BE AS DESIGNATED. AT LOCATIONS WHERE THE CURB AND GUTTER ARE TO BE REPLACED, THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR THE RE-ESTABLISHMENT OF EXISTING STREET AND GUTTER GRADES. ESTABLISHMENT OF GRADES SHALL BE PERFORMED PRIOR TO CONSTRUCTION AND IS NOT A SEPARATE PAY ITEM, BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT PRICE.

9. ALL EMBEDMENT AND BACKFILL SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS. ALL PAVEMENT REPAIR SHALL CONFORM TO THE SPECIFICATIONS.

10. THE CONTRACTOR SHALL REMOVE FROM THE PROJECT AREA ALL SURPLUS MATERIAL. THIS SHALL BE INCIDENTAL AND NOT A SEPARATE PAY ITEM. SURPLUS MATERIALS FROM EXCAVATION INCLUDING DIRT, TRASH, ETC. SHALL BE PROPERLY DISPOSED OF AT A SITE ACCEPTABLE TO THE TOWN IF WITHIN THE TOWN LIMITS. IF THE LOCATION IS NOT WITHIN THE TOWN LIMITS, THE CONTRACTOR SHALL PROVIDE A LETTER STATING SO. NO EXCESS EXCAVATED MATERIAL SHALL BE DEPOSITED IN LOW AREAS OR ALONG NATURAL DRAINAGE WAY WITHOUT WRITTEN PERMISSION FROM THE AFFECTED PROPERTY OWNER AND THE TOWN. IF THE CONTRACTOR PLACES EXCESS MATERIAL IN THE AREAS WITHOUT WRITTEN PERMISSION, HE WILL BE RESPONSIBLE FOR ALL DAMAGE RESULTING FROM SUCH FILL AND HE SHALL REMOVE THE MATERIAL AT HIS OWN COST.

11. IT IS RECOMMENDED THE CONTRACTOR VIDEO ALL POTENTIALLY IMPACTED PROPERTY PRIOR TO WORK. VIDEOS SHOULD INCLUDE THE DATE, NOTATION AND AUDIO IDENTIFICATION OF PROPERTY ADDRESS AND THE IMPACTED UTILITY TYPE AND SIZE. ANY PRE-CONSTRUCTION VIDEO TAPING OF IMPACTED PROPERTIES SHALL BE CONSIDERED SUBSIDIARY TO THE COST OF THE PROJECT.

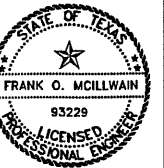
12. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS AND SIDEWALKS ADJACENT TO THE PROJECT FREE OF MUD AND DEBRIS ARISING FROM THE CONSTRUCTION ACTIVITY.

13. CONSTRUCTION ACTIVITIES SHALL BE LIMITED TO THE HOURS OF 7:00 AM TO 6:00 PM UNLESS OTHERWISE APPROVED OR DIRECTED BY THE ENGINEER.

14. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING WATER AND SEWER CONNECTIONS TO ALL HOMES AND BUSINESSES IN WORKING ORDER AT ALL TIMES, EXCEPT FOR BRIEF PRE-NOTIFIED INTERRUPTIONS IN WATER SERVICES. IN NO CASE SHALL SERVICES BE ALLOWED TO REMAIN UNREINSTATED OVERNIGHT.



REGISTRATION NO.
F-5713



REV.	DATE	DESCRIPTION	BY

ADDISON AIRPORT
ADDISON, TX

S-1 PARKING LOT IMPROVEMENTS

SUMMARY OF
QUANTITIES &
GENERAL NOTES

JOB NO.: 12081100
DATE: JULY, 2012
DESIGNED BY: MRM
DRAWN BY: EGC

BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

SHEET NUMBER

G-102

RECORD DRAWINGS
10-30-2012