

# ADDISON MUNICIPAL AIRPORT ADDISON, TEXAS

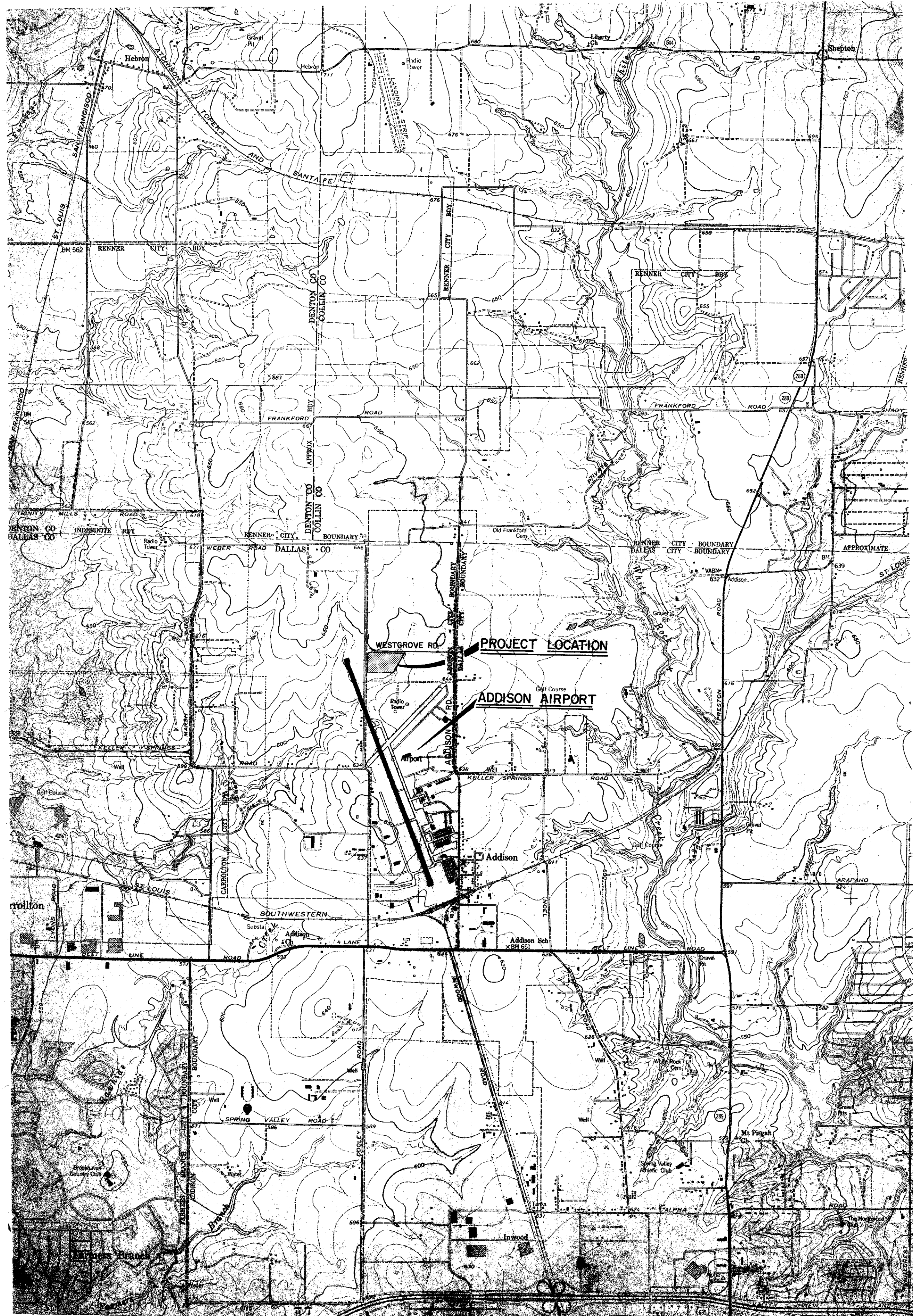
## NORTH 40 - PHASE II IMPROVEMENTS

JERRY REDDING, MAYOR

ALDERMAN

JOHN B. ALLEN      STEWART BAETTY  
BARRY FINKELSTEIN      RICHARD RODER  
BILL SELLMAYER

RON WHITEHEAD, CITY MANAGER  
RALPH SEELY, DIRECTOR OF FINANCE  
HENRY STUART, DIRECTOR OF AVIATION



NOTES

1. NO CONSTRUCTION TRAFFIC SHALL BE PERMITTED IN OPERATIONAL AREAS.
2. CONTRACTOR'S ACCESS ROUTES SHALL BE APPROVED BY THE OWNER PRIOR TO USE.
3. NO CONSTRUCTION EQUIPMENT SHALL BE PARKED IN ANY AREA EXCEPT THE PARKING AREA DESIGNATED BY THE OWNER
4. ALL CONSTRUCTION EQUIPMENT AND VEHICLES SHALL BE PROVIDED WITH A FLAG PLACED SO AS TO BE READILY VISIBLE. THE FLAG SHALL BE NOT LESS THAN 3 FEET SQUARE CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OR NOT LESS THAN 1 FOOT ON EACH SIDE.
5. IN THE EVENT OF AIRCRAFT EMERGENCY, THE CONTRACTOR SHALL PROMPTLY COMPLY WITH ANY INSTRUCTIONS ISSUED BY THE AIRPORT MANAGEMENT.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO UNDERGROUND CABLES. NO DIGGING SHALL BE PERFORMED WITHOUT FIRST CONTACTING THE LOCAL FAA MAINTENANCE REPRESENTATIVE. ANY DAMAGE TO FAA CABLE OR UNDERGROUND FACILITIES SHALL BE REPAIRED IN ACCORDANCE WITH APPLICABLE FAA SPECIFICATIONS AND IN A MANNER ACCEPTABLE TO THE LOCAL FAA MAINTENANCE REPRESENTATIVE AND THE ENGINEER.

CITY OF ADDISON  
**APPROVED**  
FOR CONSTRUCTION  
BUILDING DEPARTMENT  
DATE: 2-2-83  
NOTE: CONTRACTOR IS HEREBY INSTRUCTED TO EXERCISE CARE IN MEETING OR EXCEEDING ALL REQUIREMENTS OF BOTH NATIONAL AND LOCAL CODES AND ALL ORDINANCES APPLICABLE TO HIS WORK. APPROVAL OF THESE CODES SHALL NOT BE CONSTRUED TO RELIEVE RESPONSIBILITY OR IMPLY WAIVER TO SUCH CODES.

WESTGROVE ( TO BE UNDER CONSTRUCTION BY CITY ) ROAD

TO ADDISON ROAD



EXISTING CREEK TO BE RE-CHANNELIZED BY CITY. SEE GENERAL NOTE (6)

B.M. 1

B.M. 2

PROPOSED ANELIA EARHART RD.  
(SEE SHEET 2)

EXIST 8" P.V.C. WATER

EXIST 8" P.V.C. WATER

TAXIWAY "A"

TAXIWAY "F"

PROPOSED  
(SEE SHEET 1)

PROPOSED RAMP  
(SEE SHEET 3)

TERMINAL BUILDING  
(UNDER CONSTRUCTION)  
(BARTEX INC.)

GENERAL NOTES

1. Finished grading to be with materials obtained in excavation of taxiway and road.
2. Fill material shall be compacted to 90% maximum modified Proctor density.
3. Maximum grade on any finished slope shall not exceed 4:1.
4. Contractor is to coordinate as necessary with Westgrove Road contractor and Terminal Building contractor (Bartex, Inc.).
5. Any excess or unsuitable excavated material will be disposed of on Airport property at the direction of the Owner.
6. The Town of Addison plans to regrade channel concurrently with this project. After channel work is complete, grade adjoining slope in the vicinity of the channel to match channel grades. Grade on slopes shall not exceed 4:1.

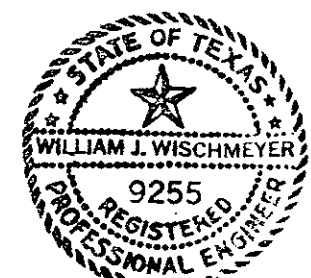
CITY OF ADDISON  
FOR CONSTRUCTION

ENGINEERING DEPARTMENT  
DATE: CONTRACTOR IS HEREBY INSTRUCTED TO OBTAIN ALL NECESSARY PERMITS FROM THE CITY AND LOCAL CODES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS WORK. THE CONTRACTOR SHALL NOT BE HELD RESPONSIBLE FOR ANY DAMAGE TO ADJACENT PROPERTY.

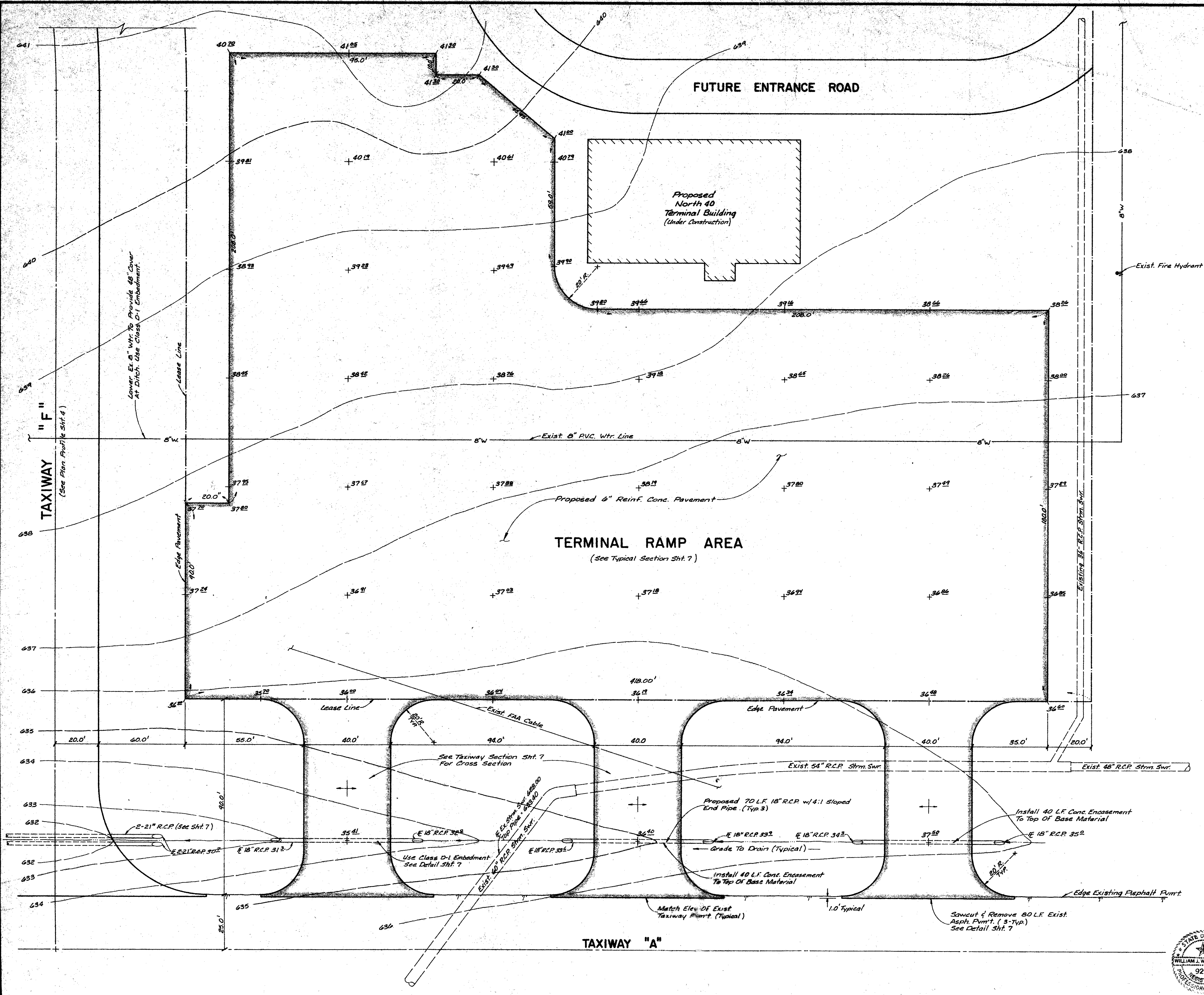
- B.M. #1 "□" Cut In Top Center Of East Headwall Of 2'-66" R.C.P. Elev. 624.29
- B.M. #2 Railroad Spike In Power Pole 50' East Of Dirt Rd. To TVOR Tower Elev. 635.97

LEGEND:

- 641 EXISTING CONTOURS
- 641 — PROPOSED FINISH CONTOURS



<b>PROPOSED GRADING</b>			
<b>GENERAL LAYOUT</b>			
<b>NORTH 40-PHASE II</b>			
<b>ADDISON MUNICIPAL AIRPORT</b>			
Riewe & Wischmeyer, Inc. CONSULTING ENGINEERS DALLAS, TEXAS		DESIGNED T.K.	DRAWN J.W.
		DATE SEPT 1982	
JOB NO. 81-3600	SCALE 1" = 50'	SHEET NO. 2 OF 8	



APPROVED FOR CONSTRUCTION

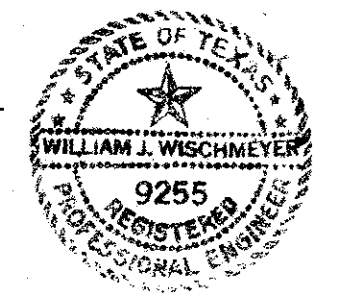
**LEGEND**

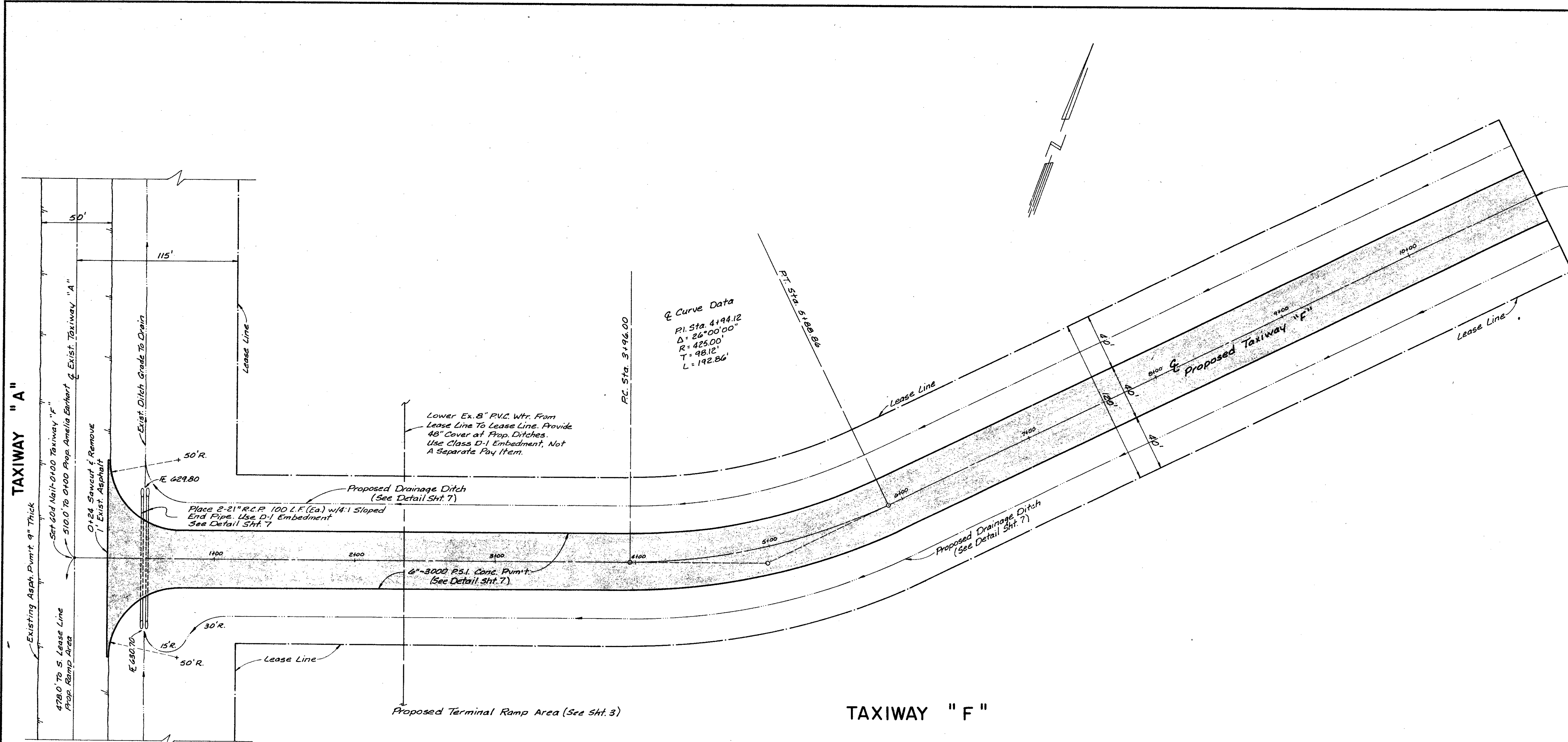
- + 37.22 Top of Pavement Elevation
  - + 36.88 Top & Edge of Pavement Elevation
  - Lease Line
  - Exist. Contour Line
- Add 600' To Pavement Elevations Shown.

**Notes:**

1. Contractor To Coordinate Work In Vicinity Of Terminal Bldg. w/ Bldg. Contractor. (Bartex Inc.)
2. Ramp To Have Sawed Dummy Joints At 20 Foot On Center Each Way.
3. If Ramp Is Constructed In More Than (1) Cont. Conc. Pour Place Expansion Jts. At end Of Each Pour
4. Grade Surrounding Area To Drain w/ 4:1 Max. Slopes  
"0" Cut In Top Center Of East Headwall BM#1 Of 2.66" R.C.P. Elev. 624.89

<b>PROPOSED PAVING</b>	
<b>TERMINAL RAMP AREA</b>	
<b>NORTH 40 - PHASE II</b>	
<b>ADDISON MUNICIPAL AIRPORT</b>	
<b>Riewe &amp; Wischmeyer, Inc.</b>	
CONSULTING ENGINEERS	
DALLAS, TEXAS	
DESIGNED T.K.	DRAWN R.W.C.
DATE	SEPT 1982
JOB NO. 82-0500	SCALE 1"=20'
SHEET NO. 3	OF 8

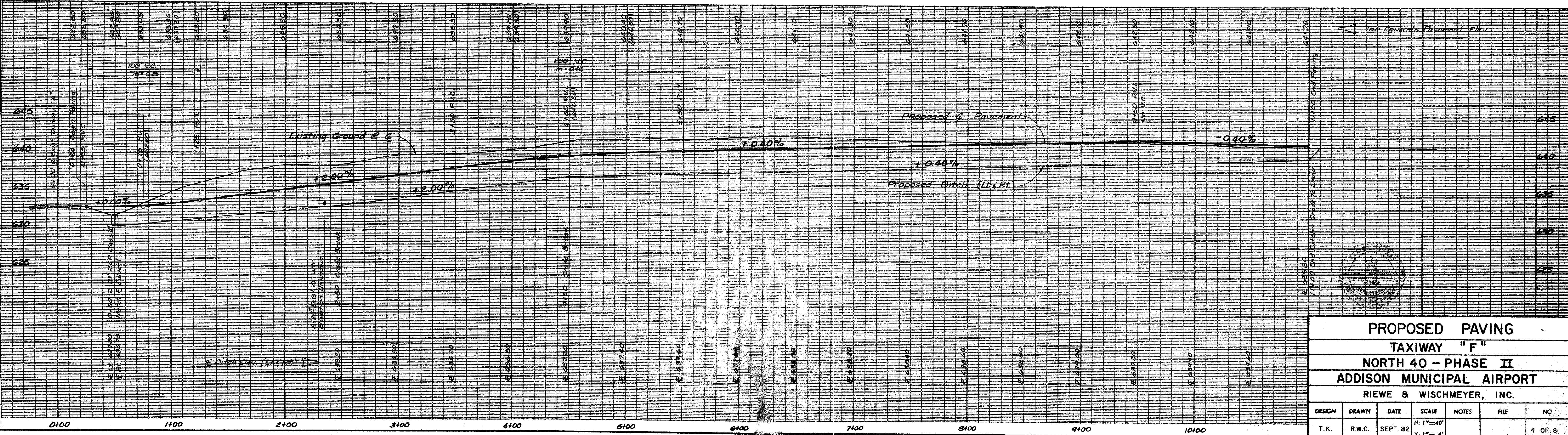




CITY OF ADDISON  
**APPROVED**  
 FOR CONSTRUCTION  
 PUBLIC WORKS DEPARTMENT

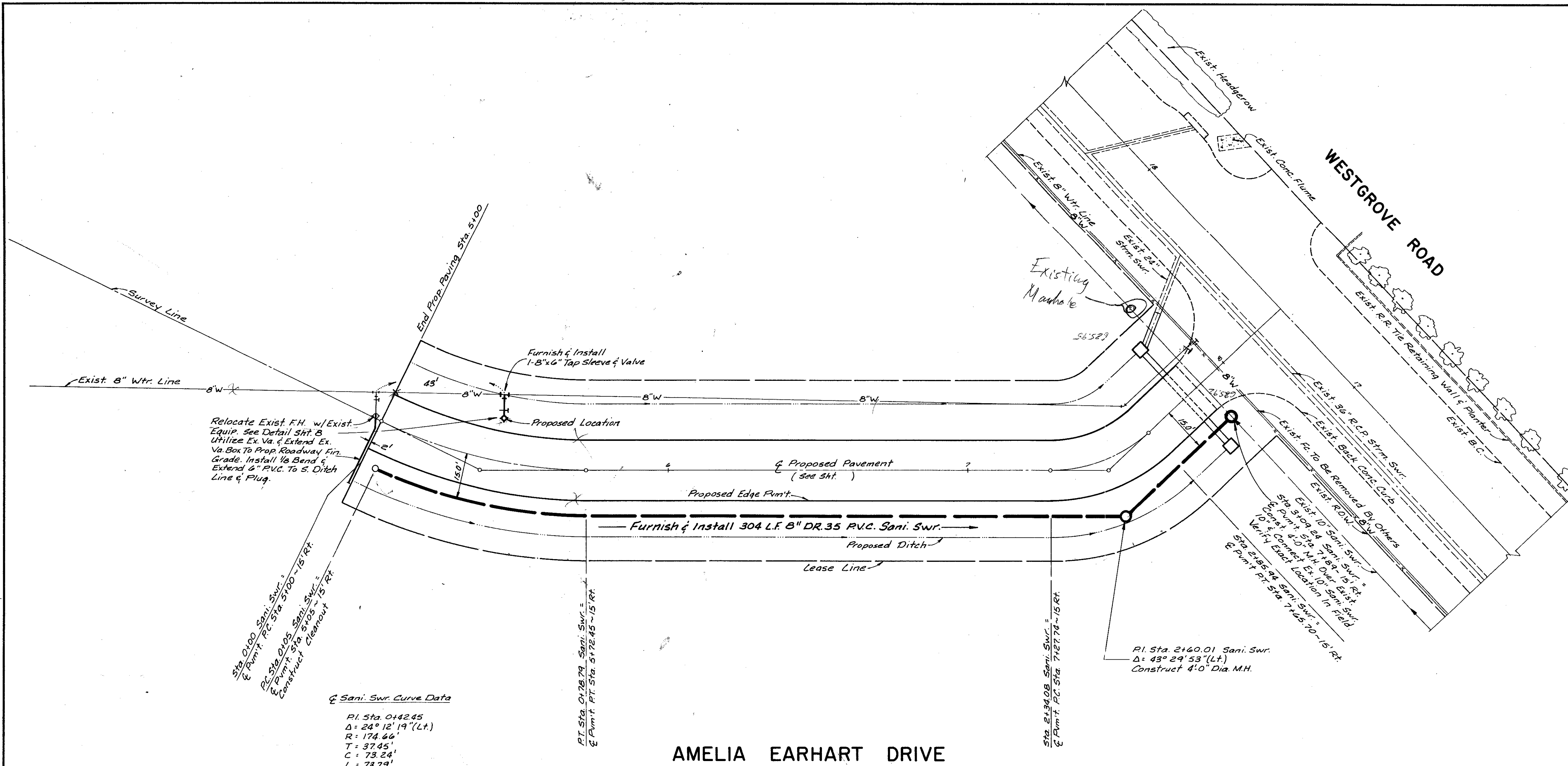
NOTE: CONTRACTOR IS HEREBY INSTRUCTED TO EXERCISE CARE IN FIELD OR EXCEEDING ALL REQUIREMENTS OF BOTH NATIONAL AND LOCAL CODES AND FOR ORDINANCES APPLICABLE TO HIS WORK. APPROVAL OF THESE PLANS SHALL NOT BE CONSTRUED AS RELINQUISHING LIABILITY OR LIABILITY VARIANCE TO CITY OF ADDISON.

B.M. #1  
 "D" Cut In Top Center of East Headwall of 2'-66" R.C.P.  
 Elev. 624.29



<b>PROPOSED PAVING</b>					
<b>TAXIWAY "F"</b>					
<b>NORTH 40 - PHASE II</b>					
<b>ADDISON MUNICIPAL AIRPORT</b>					
<b>RIEWE &amp; WISCHMEYER, INC.</b>					
DESIGN	DRAWN	DATE	SCALE	NOTES	NO.
T.K.	R.W.C.	SEPT. 82	H: 1"=40' V: 1"= 6'		4 OF 8





Relocate Exist. F.H. w/Exist. Equip. See Detail Sht. B. Utilize Ex. Va. & Extend Ex. Va. Box To Prop. Roadway Fin. Grade. Install 1/8 Bend & Extend 4' 10\"/>

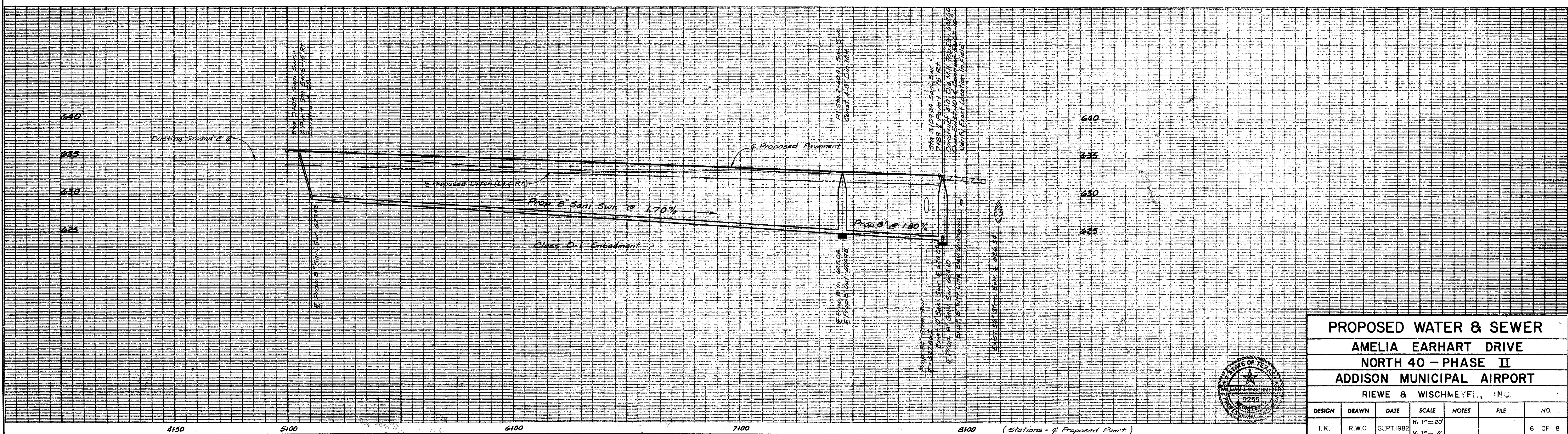
**Curve Data**  
 P.I. Sta. 0142.85  
 $\Delta = 24^\circ 12' 19''$  (Lt.)  
 $R = 174.66'$   
 $T = 37.45'$   
 $C = 73.24'$   
 $L = 73.79'$

**AMELIA EARHART DRIVE**

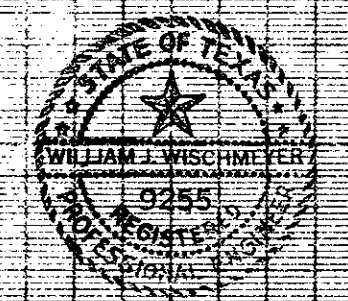
CITY OF ADDISON  
**APPROVED**  
 FOR CONSTRUCTION

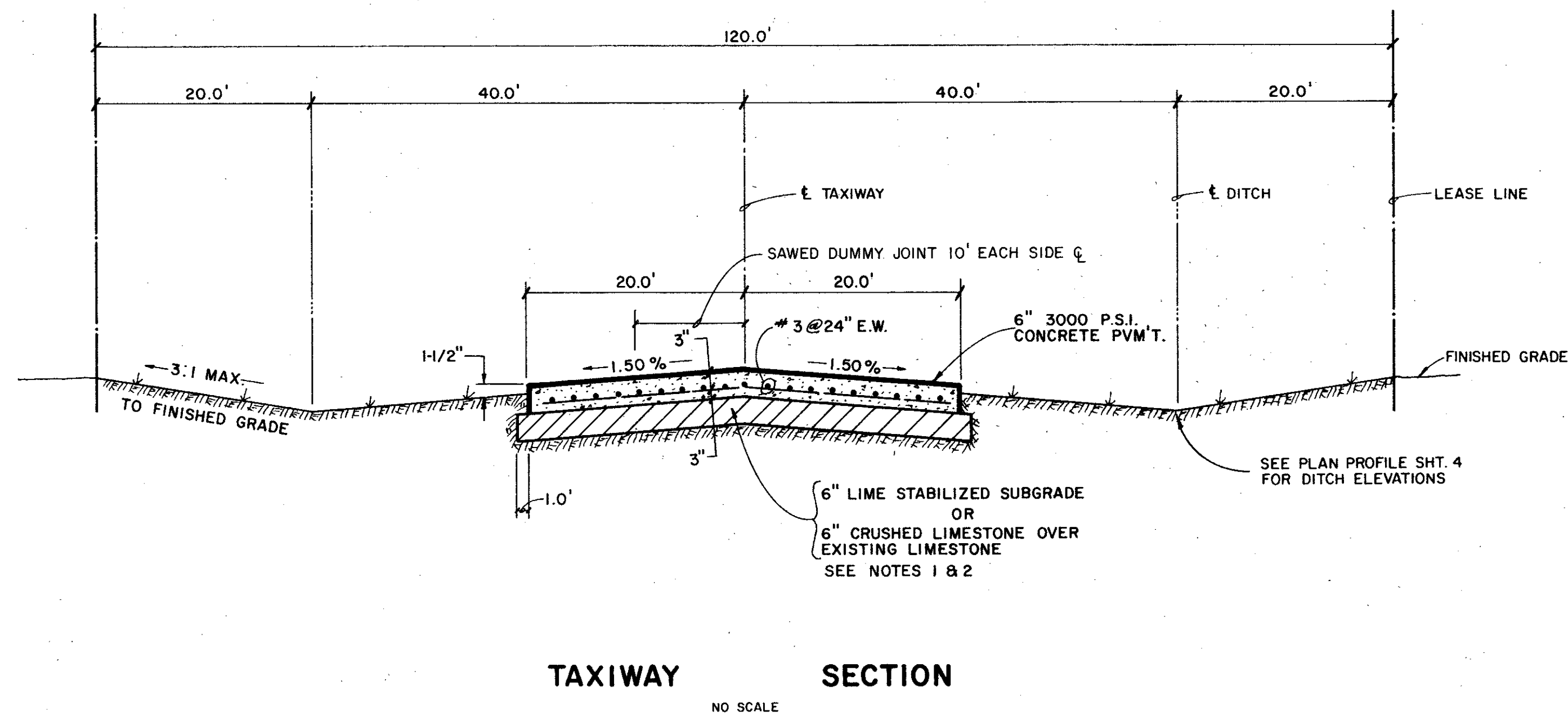
CONTRACTOR IS HEREBY INSTRUCTED TO EXERCISE CARE IN MEETING OR EXCEEDING ALL REQUIREMENTS OF BOTH NATIONAL AND LOCAL CODES AND FOR ORDINANCES APPLICABLE TO HIS WORK. APPROVAL OF THESE DRAWINGS SHALL NOT BE CONSTRUED TO RELIEVE RESPONSIBILITY OR WAIVER OF LIABILITY TO SUCH CODES.

B.M. #2  
 Railroad Spike in Power Pole 50' East of Dirt Rd. To TVOR Tower. Elev. 635.97

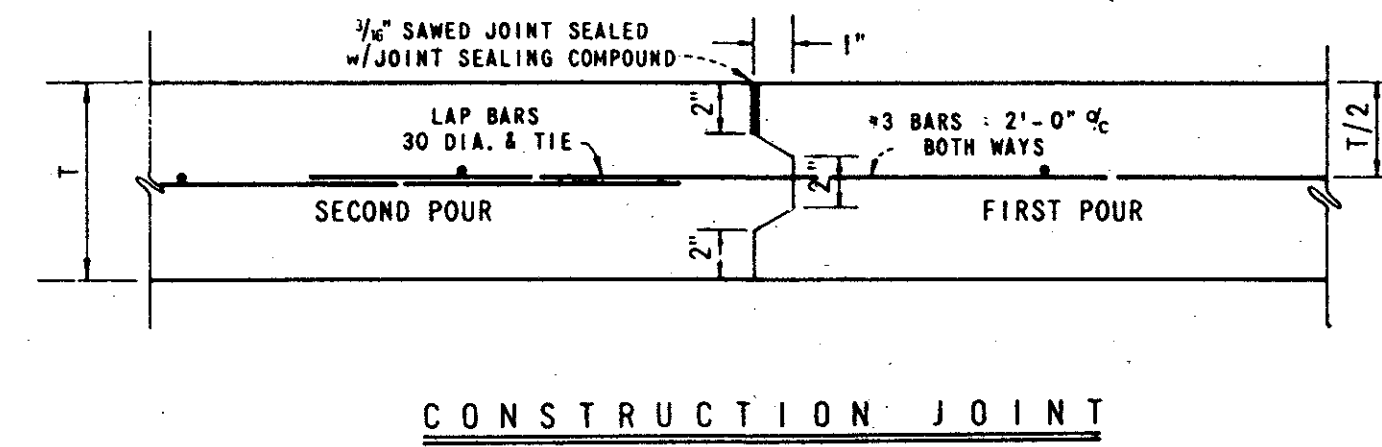


<b>PROPOSED WATER &amp; SEWER</b>					
<b>AMELIA EARHART DRIVE</b>					
<b>NORTH 40 - PHASE II</b>					
<b>ADDISON MUNICIPAL AIRPORT</b>					
RIEWE & WISCHMEYER, INC.					
DESIGN	DRAWN	DATE	SCALE	NOTES	NO.
T.K.	R.W.C.	SEPT. 1982	H: 1"=20' V: 1"=6'		6 OF 8

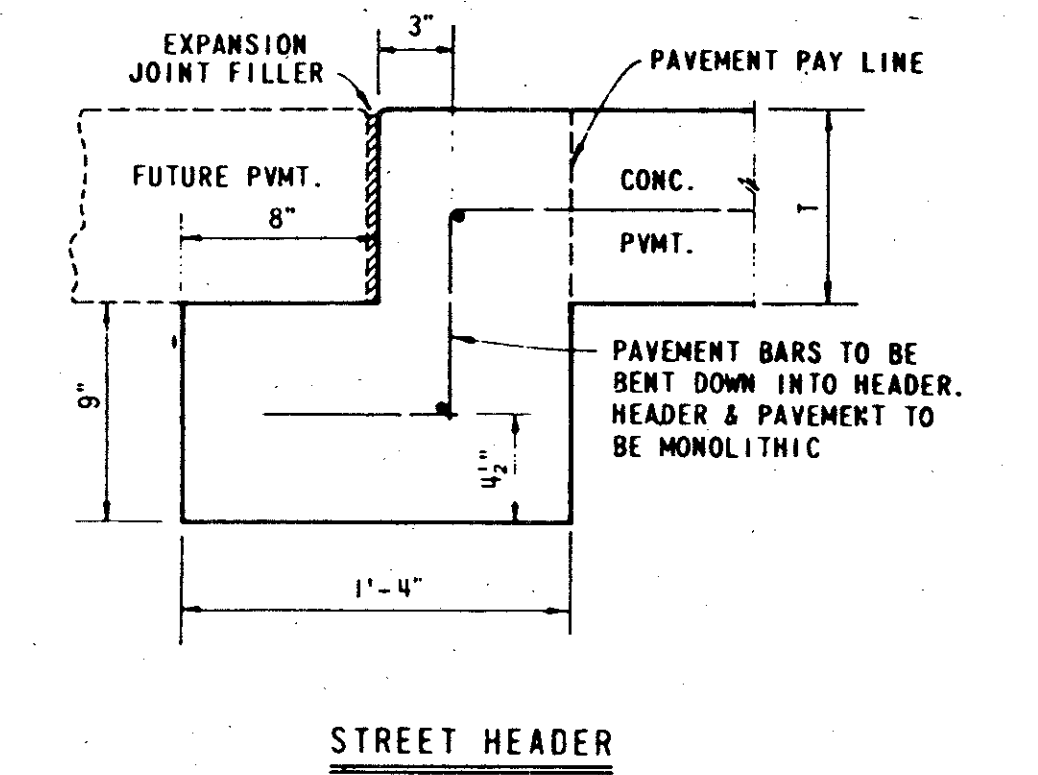




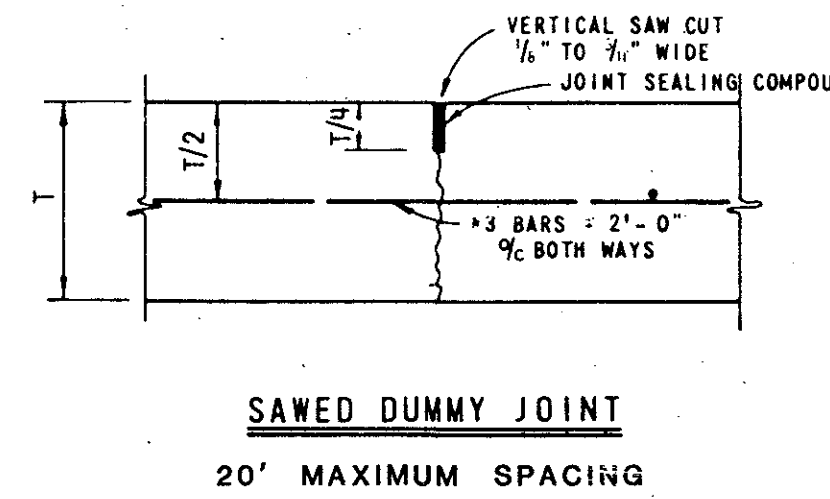
**TAXIWAY SECTION**  
NO SCALE



**CONSTRUCTION JOINT**



**STREET HEADER**



**SAWED DUMMY JOINT**  
20' MAXIMUM SPACING

**CONCRETE CONSTRUCTION GENERAL NOTES**

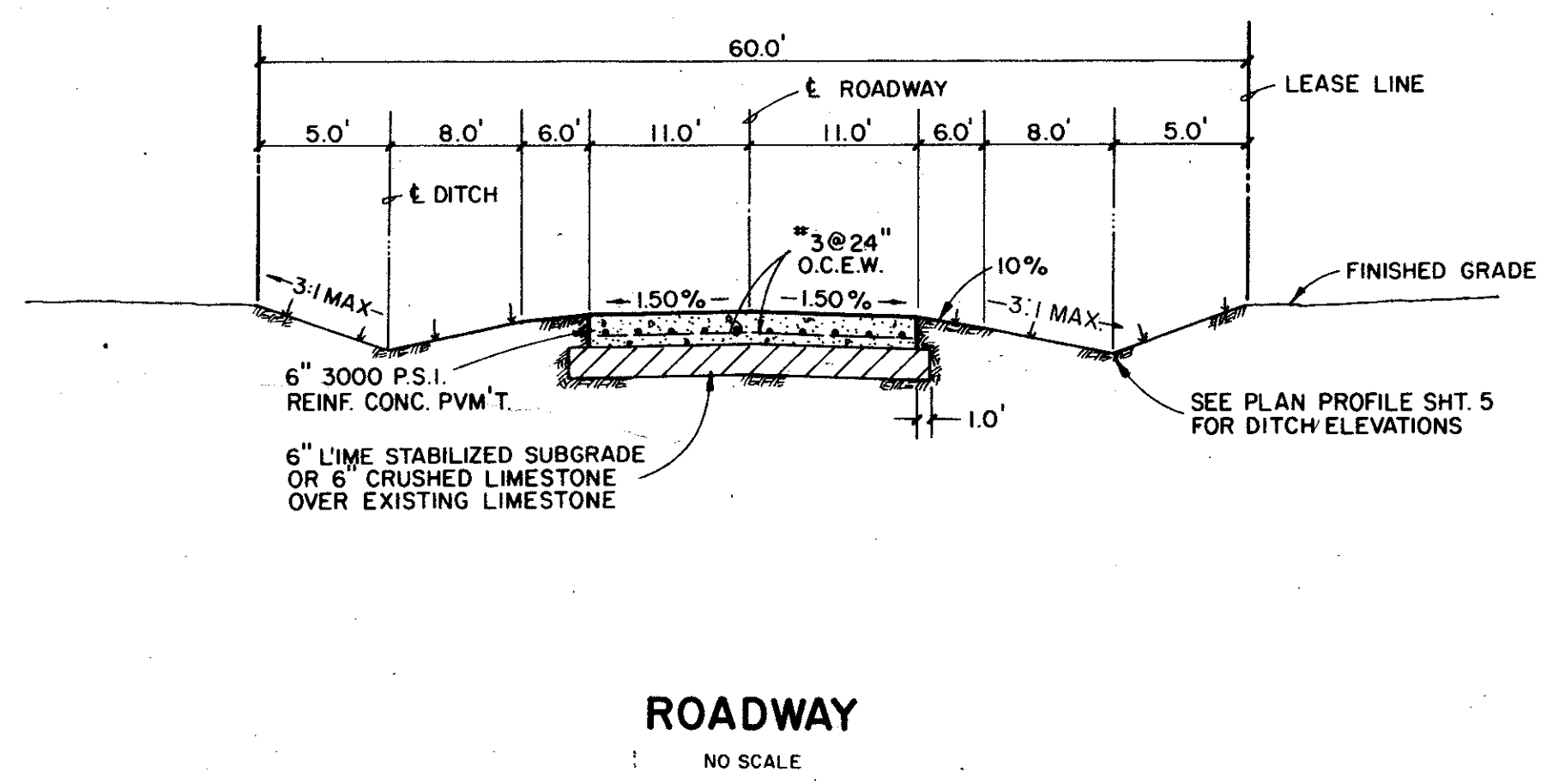
Steel chairs approved by the Engineer shall be used to support reinforcing steel and shall be placed at the intersection of longitudinal and transverse bars at 4'-0" spacing.

Pavement layout will necessitate that all construction and warping joints coincide with lane lines. Thru lane construction will be continuous with all left turn lanes and transitions to be poured as fill-ins subject to approval by the Engineer.

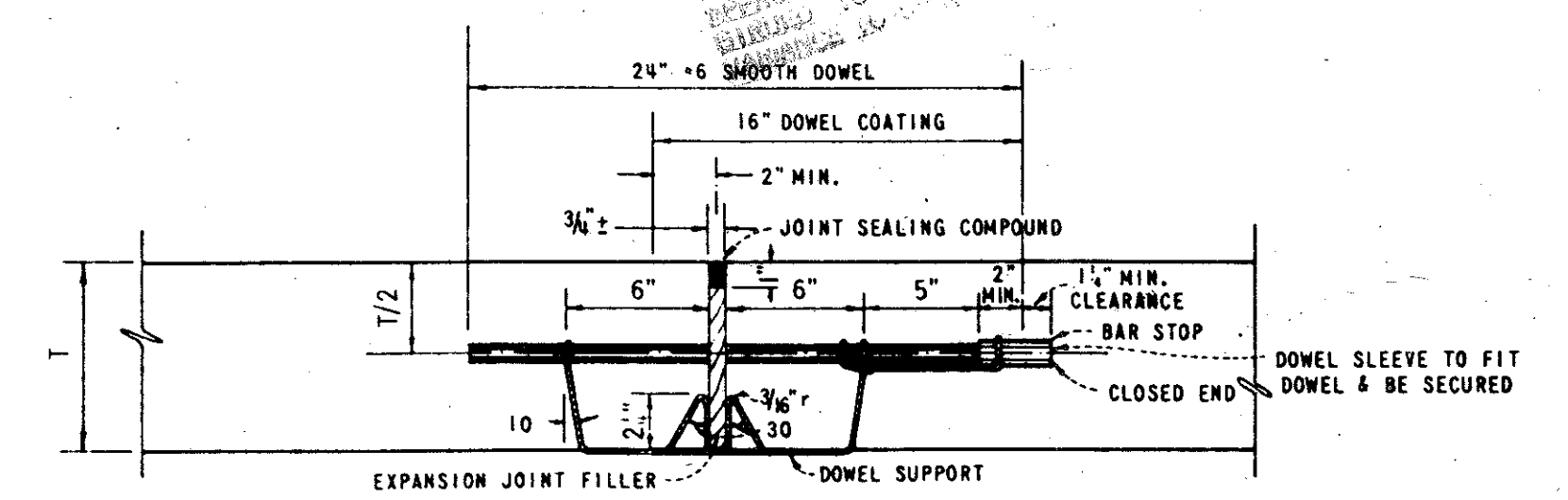
Contractor shall provide transverse construction joint similar in detail to longitudinal construction joint or expansion joint at the end of each days pour or when directed by the Engineer.

**ROADWAY GENERAL NOTES:**

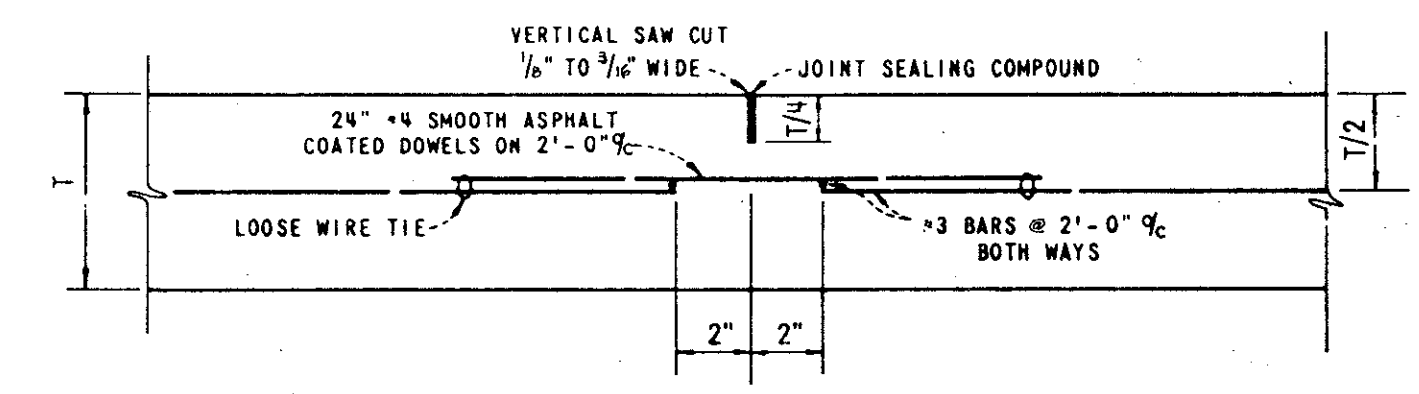
1. Lime Stabilized Subgrade: to be used when subgrade is of clay material. Lime shall be applied at the rate of 6% by dry weight in order to achieve a plasticity index of 15 or less. Compaction is to be to a minimum of 95% of Standard Proctor density (ASTM D698), at or slightly above optimum moisture content.
2. Crushed Limestone Base: to be used when subgrade is of limestone material. Limestone is to be crushed by suitable methods to obtain a maximum size of 2 inches. Base material is to be compacted to 90% Modified Proctor Density at a moisture content of 2 to 6 percent above optimum.
3. Topsoil material removed during excavation is to be placed in ditches after excavation to the proper grades.
4. Road and taxiway shall receive a broom finish. Ramp shall receive a brush finish.



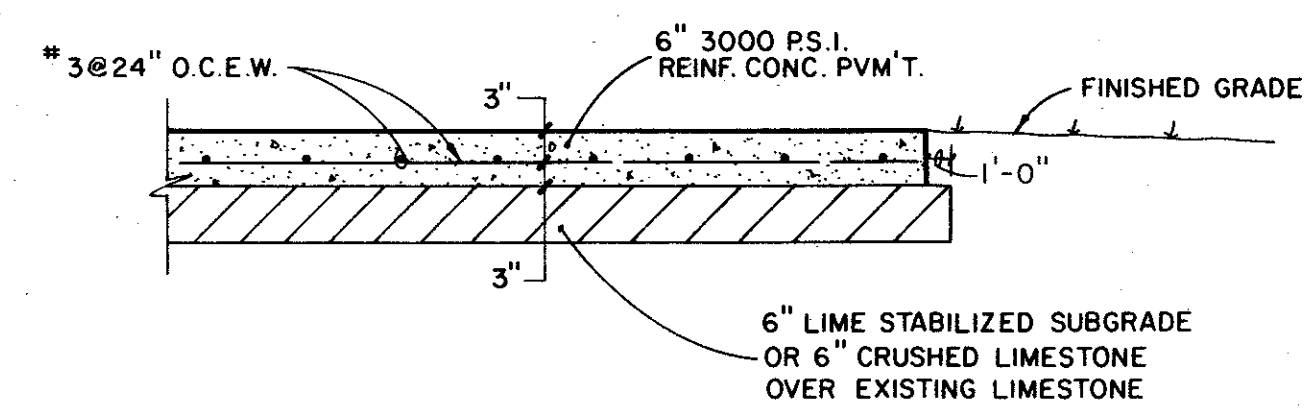
**ROADWAY**  
NO SCALE



**TRANSVERSE EXPANSION JOINT**



**TRANSVERSE CONTRACTION JOINT**  
(60 FT. MAX. SPACING)

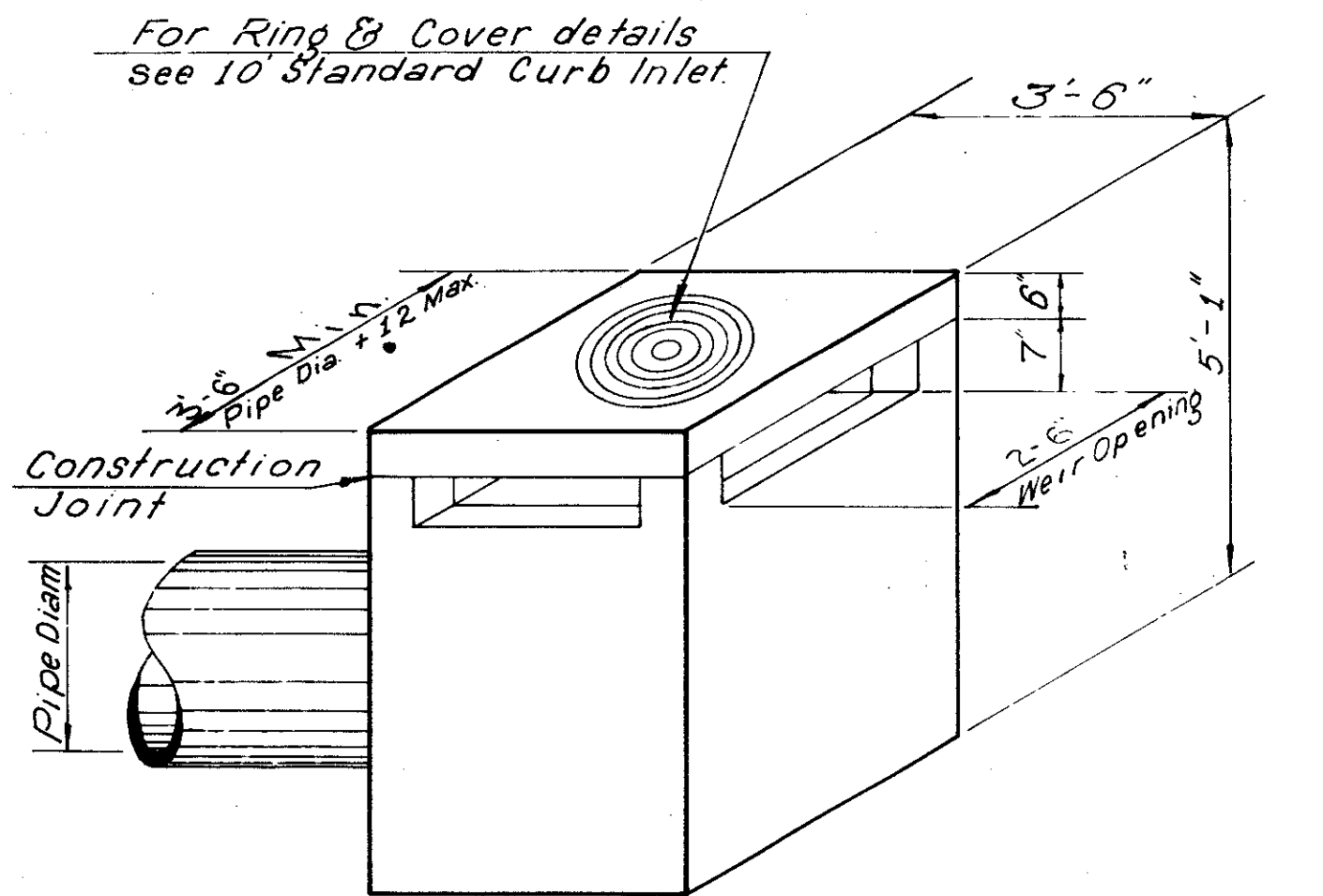
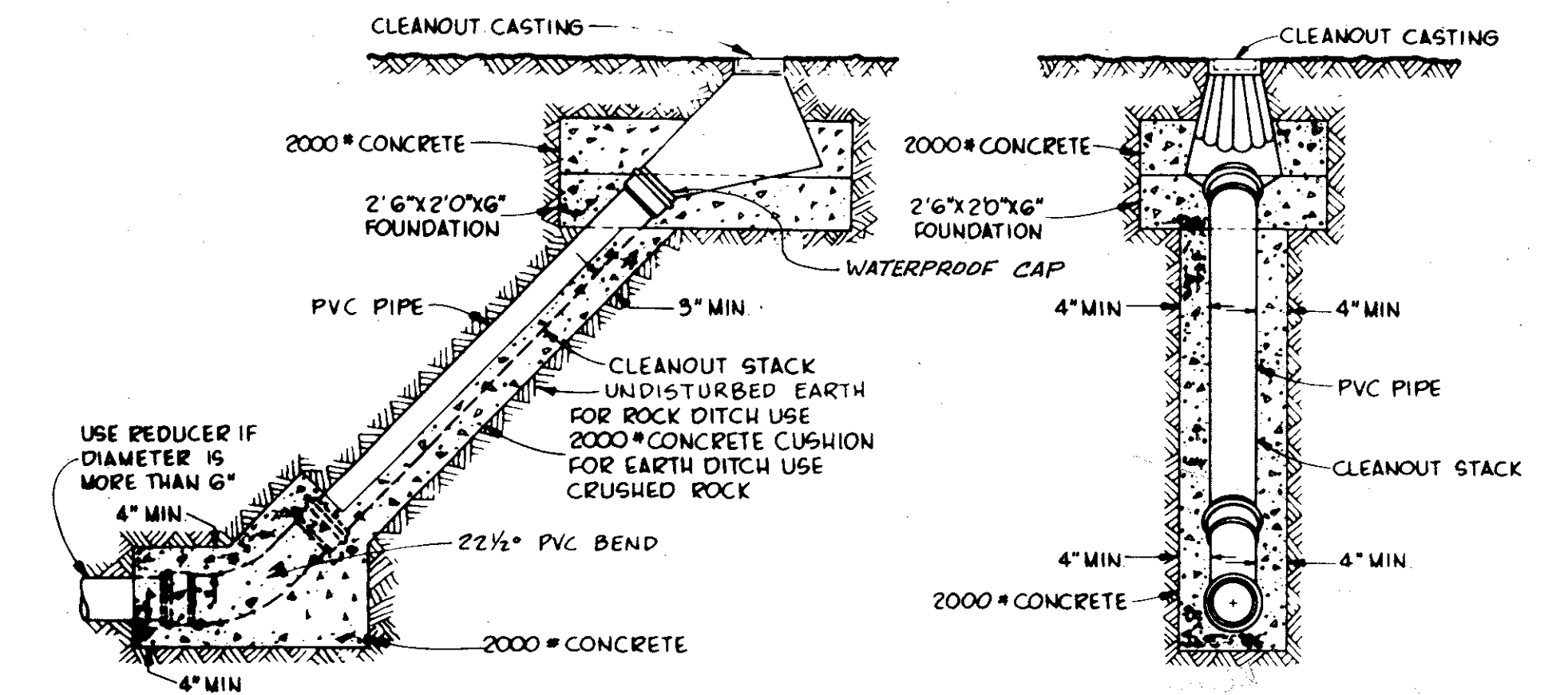


**RAMP**  
NO SCALE

<b>ROADWAY SECTIONS</b>		
<b>PAVING DETAILS</b>		
<b>NORTH 40 - PHASE II</b>		
<b>ADDISON MUNICIPAL AIRPORT</b>		
Riewe & Wischmeyer, Inc. CONSULTING ENGINEERS DALLAS, TEXAS		DESIGNED T.K. DRAWN R.W.C. DATE SEPT. 1982
JOB NO. 81-3600	SCALE NO SCALE	SHEET NO. 7 OF 8

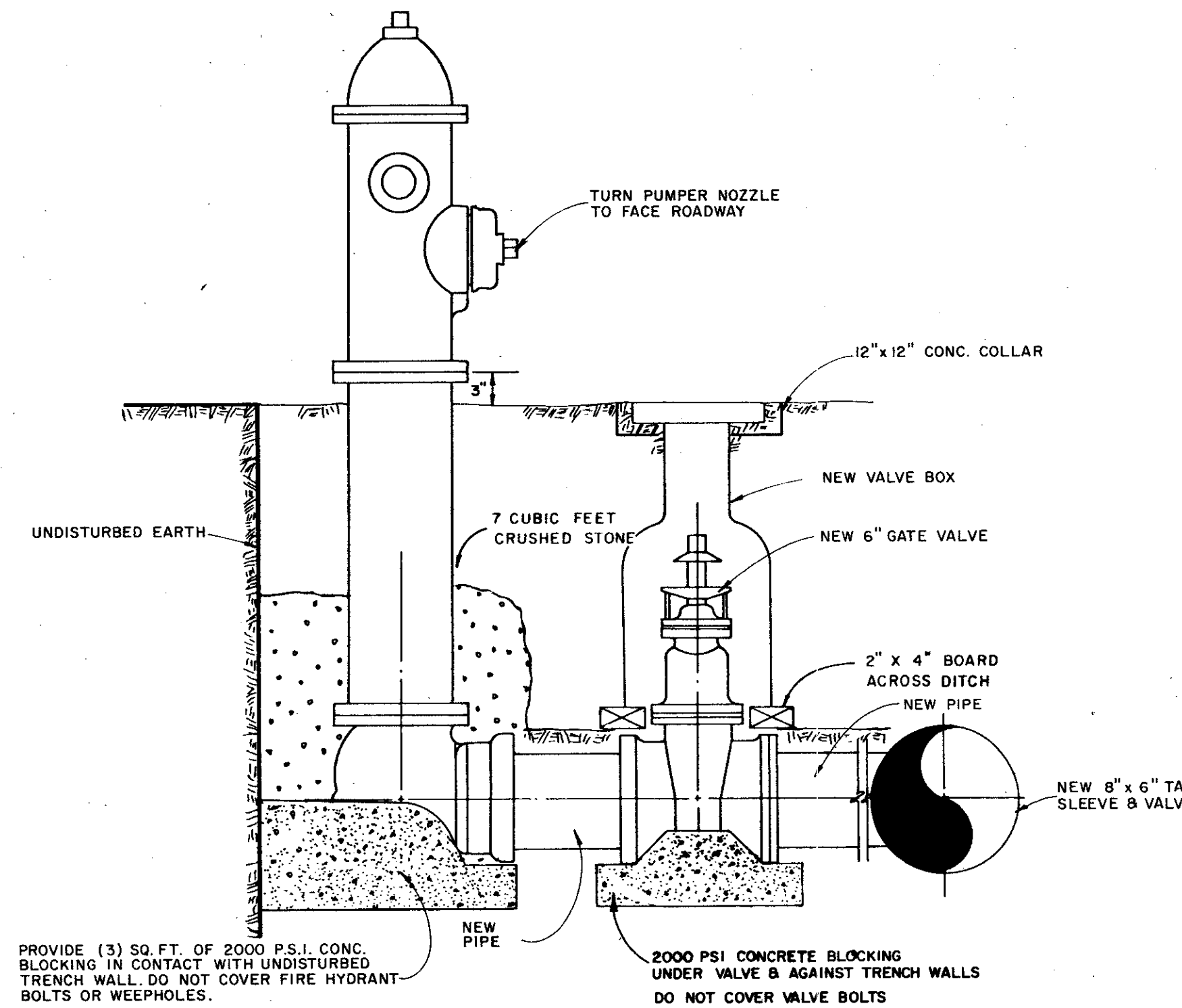


### STANDARD CLEANOUT DETAIL USING PVC PIPE

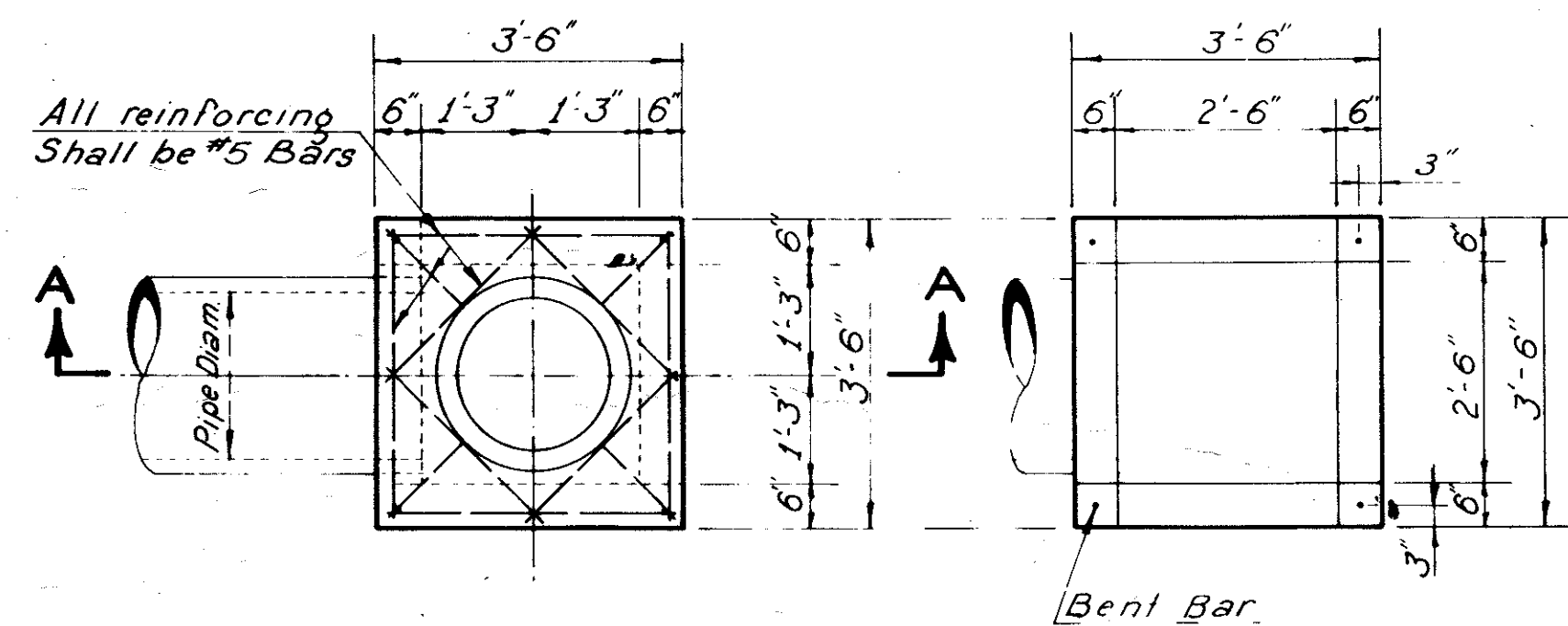


NOTE:  
Type "X" Inlet - Weir opening are required on four sides.  
Type "Y" Inlet - Weir opening are required on two opposite sides.

ISOMETRIC DETAIL

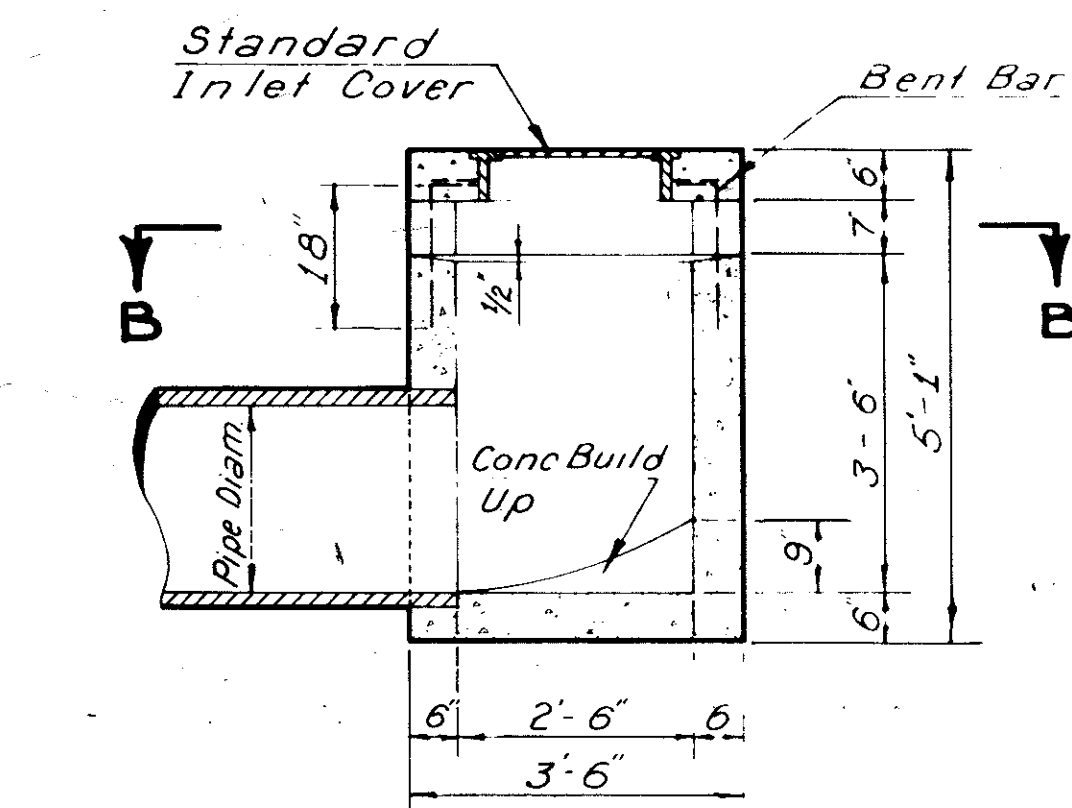


FIRE HYDRANT DETAIL



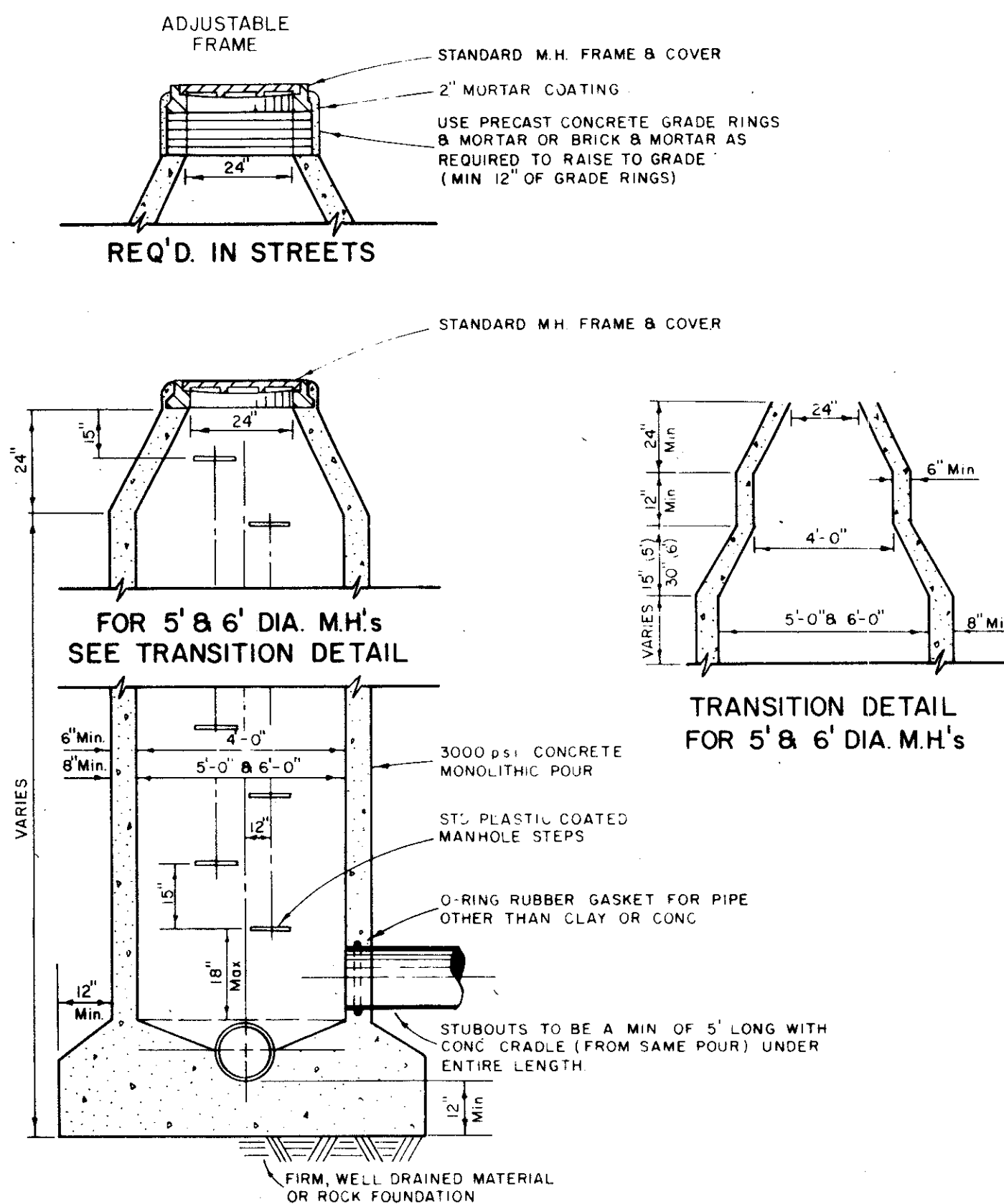
PLAN

SECTION B-B

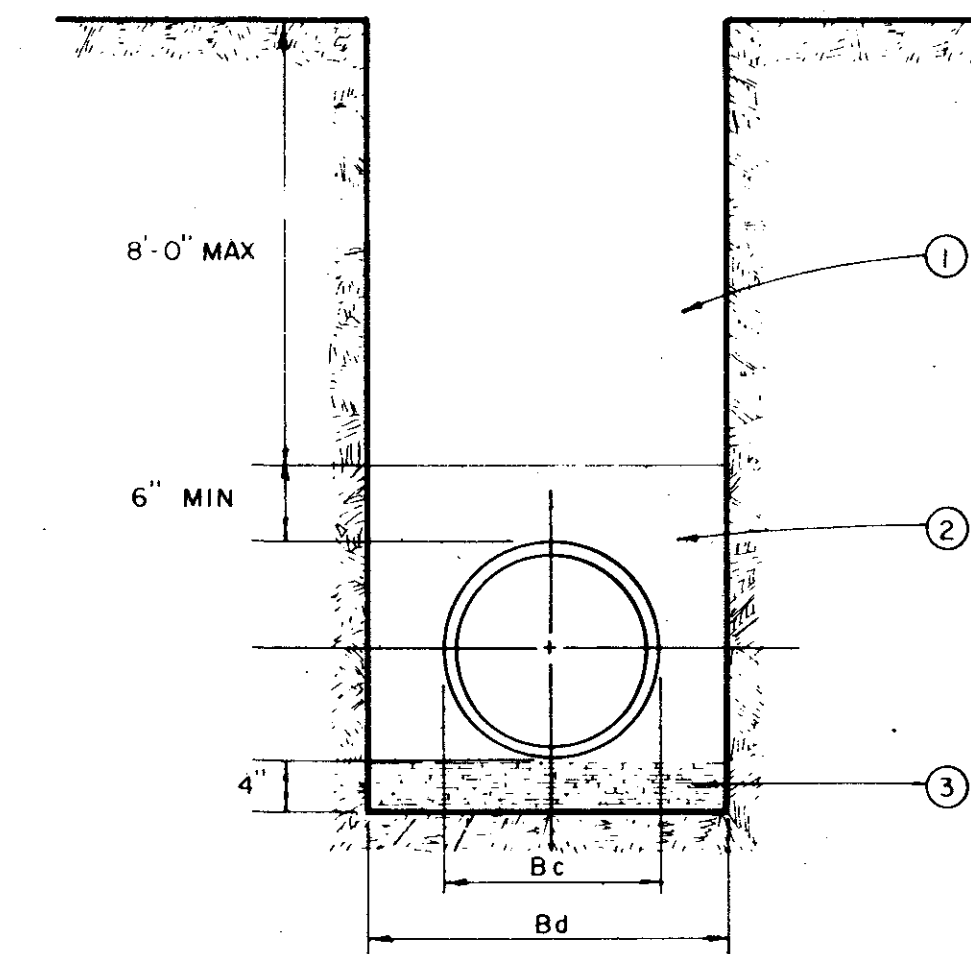


SECTION A-A

STANDARD TYPE "X" & "Y" INLETS  
SCALE: 1/2" = 1'-0"



STANDARD CAST-IN-PLACE MANHOLE



CLASS D-1 EMBEDMENT

Bedding Angle = 30°  
Load Factor = 1.3  
E' = 200  
NOT A SEPARATE PAY ITEM

### EMBEDMENT MATERIALS

- MATERIAL EXCAVATED FROM TRENCH - MAX. SIZE OF ROCKS, CLODS LUMPS, ETC. LIMITED TO 6" IN GREATEST DIMENSION. COMPACT BY WATER JETTING.
- GRANULAR MATERIAL (FREEFLOW SAND) - SEE SPECIFICATION SECTION 02221. MATERIAL TO BE FREE OF ROCKS, CLODS, LUMPS AND ORGANIC MATERIAL. CAREFULLY SPADE MATERIAL IN PLACE AND COMPACT BY JETTING WITH WATER.
- GRANULAR MATERIAL (FREEFLOW SAND) - SEE SPECIFICATION SECTION 02221. MATERIAL TO BE FREE OF ROCKS, CLODS, LUMPS AND ORGANIC MATERIAL. GRADE TO UNIFORMLY SUPPORT BARREL OF PIPE. EXCAVATE DEPRESSION FOR EACH BELL. LIGHTLY TAMP TO CONSOLIDATE MATERIAL.
- CRUSHED STONE - STANDARD GRADATION, SEE SPECIFICATION SECTION 02221.
- IN ROCK TRENCHES THE MINIMUM UNDERCUT WILL BE 6" EXCEPT WHERE CONCRETE IS TO BE USED.

UTILITY DETAILS	
INLET DETAIL	
NORTH 40 - PHASE II	
ADDISON MUNICIPAL AIRPORT	
Riewe & Wischmeyer, Inc.	DESIGNED T.K.
CONSULTING ENGINEERS	DRAWN R.W.C.
DALLAS, TEXAS	DATE SEPT. 1982
JOB NO. 81-3600	SCALE NO SCALE
	SHEET NO. 8 OF 8

