DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION FORT WORTH NAS IMPLEMENTATION CENTER FORT WORTH, TEXAS

ADDENDUM NO. 001

ADDISON AIRPORT TRAFFIC CONTROL TOWER ADDISON AIRPORT ADDISON, TEXAS

ITEM No.	SUMMARY OF CHANGES:
1.	DELETE: APPENDIX "B" LIST OF DRAWINGS (NOT INCLUDED)
2.	ADD: APPENDIX "B" LIST OF DRAWINGS – DRAWING INDEX SHEET, ADS-D-ATCT-G002
3.	NOTE: APPENDIX "D" (SPECIFICATION FOR ASBESTOS & LEAD BASED PAINT ABATEMENT) INCLUDES SUB APPENDIX "A-D"
4.	NOTE: APPENDIX "E" (SPECIFICATIONS FOR UNDERGROUND STORAGE TANK REMOVAL) INCLUDES SUB-APPENDIX "A & B".

					DRAWING INDEX			
SEQUENCE NUMBER	REFERENCE NUMBER	DRAWING TITLE	SEQUENCE NUMBER	REFERENCE NUMBER	DRAWING TITLE	SEQUENCE NUMBER	REFERENCE NUMBER	DRAWING TITLE
SEQUENCE NUMBER	ROMPEN	GENERAL GENERAL	DEWILLIOE HUMBER	NOMBER	ARCHITECTURAL .	SEQUENCE NUMBER	HUMBER	ELECTRICAL DRAWING TITLE
ADS-ATCT-GDI	GOI	COVER SHEET	ADS-D-ATCT-A28	A28	WALL SECTIONS- ATCT	ADS-D-ATCT-ED01-A	ED1/EOD1	SINGLE LINE DIAGRAM
ADS-D-ATCT-GDD2-A	G02/G002	DRAWING INDEX SHEET	ADS-D-ATCT-A29	A29	WALL SECTIONS AND DETAILS - ATCT	ADS-D-ATCT-E002-A	ED3/ED03	POWER RISER DIAGRAMS - BASE-EG BUILDING
ADS-ATCT-G03	G03	GENERAL ABBREVIATIONS	ADS-0-ATCT-A3D	A30	WALL SECTIONS AND DETAILS - BASE-EG BUILDING	ADS-ATCT-E03	E03	POWER RISER DIAGRAMS - AND FIXTURE SCHEDULE
ADS-ATCT-G04	G04	LEGEND - ARCHITECTURAL/CIVIL	ADS-D-ATCT-A31	A31	WALL SECTIONS AND DETAILS ; BASE-EG BUILDING	ADS-ATCT-EQ4	E04	TELCO RISER DIAGRAMS
NDS-ATCT-GOS	G05	LEGEND - MECHANICAL	ADS-D-ATCT-A32	A32	EXTERIOR AND INTERIOR DETAILS - BASE-EG BUILDING	ADS-D-ATCT-ED11-A	E11/E011	POWER PLANS
ADS ATCT-GOS	G05	ABBREVIATIONS AND LEGEND - MEGHANICAL	ADS-D-ATCT-A33	A33	STAIR DETAILS - ATCT	ADS-D-ATCT-ED12-A	E12/E012	POWER PLANS - ATCT
ADS ATCT-GOS	G07	LEGENDS AND ABBREVIATIONS - ELECTRICAL	ADS-D-ATCT-A34	A34	STAR DETAILS - ATCT	AOS-D-ATCT-E013-A	E13/E013	I
-05- ATC 1-007	1901	EEGEAGS MAD MODULA MINNES CEEGINGME	ADS-D-ATCT-A35	A35	EXTERIOR DETAILS - ATCT	ADS-D-ATCT-E014-A	E14/E014	POWER PLAN - BASE-EG BUILDING
	1	CIVIL	ADS-D-ATCT-A36	A36	· •			POWER PLAN - PARTIAL PLANS BASE-EG BUILDING
OF IZAZ SAL	Lass	TOPOGRAPHIC SURVEY	ADS-D-ATCT-A36	A37	EXTERIOR AND INTERIOR DETAILS - ATCT	ADS-D-ATCT-E015-A	E15/E015	FIRE ALARM AND SECURITY PLAN - BASE-EG BUILDING
AOS-ATCT-CO1	COI		AUS-D-AICI-AS/	AJ,	ENLARGED PARTIAL PLAN AND MISCELLANEOUS DETAILS - BASE-EG BUILDING	ADS-0-ATCT-E016-A	E15/E016	FIRE ALARM ZONE DIAGRAM
ADS-ATCT-CO2	CO2	TOPOGRAPHIC SURVEY	ADS-D-ATCT-A38	A38	MISCELLANEOUS DETAILS - BASE-EG BUILDING	ADS-ATCT-E21	E21	LIGHTING PLANS - ATCT
VDS-ATCT-C03	C03	BOUNDARY SURVEY	ADS-D-ATCT-A39	A39	ELEVATOR DETAILS - ATCT	ADS-D-ATCT-E022-A	E22/E022	LIGHTING PLANS
ADS-ATCT-C04	C04	DEMOLITION PLAN	ADS-D-ATCT-A40	A40	ROOF DETAILS - BASE-EG BUILDING	ADS-ATCT-E23	E23	LIGHTING PLAN - BASE-EG BUILDING
ADS-D-ATCT-COO5-A	C05/C005	SITE GEOMETRY PLAN	ADS-D-ATCT-A41	A41	MISCELLANEOUS DETAILS - ATCT	ADS-D-ATCT-ED24-A	E24/E024	LIGHTING AND POWER PLAN - BASE-EG BUILDING
US-D-ATCT-COO6-A	C05/C005	SITE GRADING PLAN	ADS-D-ATCT-A42	A42	EXPANSION JOINT DETAILS - BASE-EG BUILDING	ADS-U-ATCT-E025-A	E25/E025	ELECTRICAL PLOT PLAN
DS-D-ATCT-CO07-A	C07/C0D7	SITE UTILITY PLAN	ADS-D-ATCT-A43	A43	CAB DETAILS - ATCT	ADS-D-ATCT-E031-A	E31/E031	GROUNDING AND LIGHTNING PROTECTION PLAN - ATCT/BASE-EG BUILDING
WS-ATCT-CD8	C08	DRAINAGE AREA MAP	ADS-D-ATCT-A44	A44	CAB DETAILS - ATCT	ADS-D-ATCT-E032-A	E31/E032	GROUNDING PLAN -ATCT/BASE-EG BUILDINGS
NDS-ATCT-C09	C09	ENTRANCE/EXIT GATE DETAILS	ADS-D-ATCT-A045	A045	RDOF CURB DETAILS AIR HANDLING UNITS	ADS-ATCT-E33	E33	LIGHTNING PROTECTION AND GROUNDING - RISER
WS-ATCT-CID	C10	PAVEMENT PROFILES	C#UM-IOIM-U-COM	[~~~	- AHU 2 AND AHU 3	mpg-At-G1=Edd	[DIAGRAM
OS-ATCT-CII	C11	UTILITY PROFILES	ADS-CAB-CNSL01-A	#	PLAN LAYOUT AND EQUIPMENT SCHEDULE	ADS-D-ATCT-ED41-A	E41/ED41	MOTOR CONTROL SCHEDULE
NDS-ATCT-C12	C12	TYPICAL PAVING SECTIONS		-	- TOWER CAB CONSOLES	ADS-D-ATCT-E042-A	E41/E042	SCHEDULES
DS-ATCT-CI3	C13	UTILITY DETAILS		1		ADS-0-ATCT-ED43-A	E41/E043	PANEL SCHEOULES
IOS-ATCT-C14	C14	STRIPING/SIGNAGE DETAILS			STRUCTURAL	ADS-D-ATCT-ED44-A	E41/E044	PANEL SCHEOULES
WS-ATCT-C15	C15	PAVEMENT DETAILS	ADS-ATCT-S01	S01	GENERAL NOTES ATCT - BASE-EG BUILDING	ADS-ATCT-E81	E61	ELECTRICAL DETAILS
NDS-ATCT-C16	C16	JOINT DETAILS	ADS-ATCT-SD2	S02	FOUNDATION PLAN, SECTIONS AND DETAILS- ATCT	ADS-ATCT-E62	£62	GROUNDING AND LIGHTNING PROTECTION DETAILS
NDS-ATCT-C17	C17	DRAINAGE/UTILITY DETAILS	ADS-D-ATCT-S003-A	503/5003	FOUNDATION PLAN - BASE-EG BUILDING	ADS-ATCT-E63	E63	GROUNDING DETAILS
NDS-ATCT-C18	C18	MISCELLANEOUS SECTIONS AND DETAILS	ADS-ATCT-S04	504	FLOOR FRAMING PLANS - ATCT	ADS-ATCT-E64	E64	ELECTRICAL DETAILS
ADS-ATCT-C19	C19	EROSIDN CONTROL PLAN	ADS-D-ATCT-S005-A	S05/S005	FLOOR FRAMING PLANS	ADS-ATCT-E65	E65	ELECTRICAL MANHOLE DETAILS
WDS-ATCT-C20	C20	CANTILEVER GATE ELEVATION AND DETAILS	ADS-ATCT-S06	SD6	ROOF FRAMING PLAN - BASE-EG BUILDING	ADS-ATCT-E66	E66	ELECTRICAL DETAILS
NOS-ATCT-C21	C21	ORNAMENTAL FENCE DETAILS	ADS-ATCT-S07	S07	SECTIONS AND DETAILS - BASE-EG BUILDING	ADS-ATCT-E67	E67	ELECTRICAL DETAILS
			ADS-ATCT-S08	SOB	SECTIONS AND DETAILS - BASE-EG BUILDING	ADS-ATCT-E68	E68	ELECTRICAL DETAILS
		LANDSCAPE	ADS-ATCT-509	509	FRAME ELEVATIONS, SECTIONS AND DETAILS - ATCT	ADS-D-ATCT-E069-A	E69/ED69	ELECTRICAL DETAILS
VDS-ATCT-L01	L01	LANDSCAPE PLANTING PLAN	ADS-ATCT-\$10	S10	SECTIONS AND DETAILS - ATCT	ADS-D-ATCT-EUGS-A	LOS/ COOS	ELECTRICAL DETAILS
NDS-ATCT-L02	L02	LANDSCAPE PLANTING DETAILS	ADS-ATCT-S11	S11	SECTIONS AND DETAILS - ATCT		1	
DS-ATCT-LO3	L03	IRRIGATION SYSTEM PLAN	ADS-ATCT-S12	512	SECTIONS AND DETAILS - ATCT	SWSD-GROUNDING-E02		GROUNDING STANDARDS - TYPICAL CONNECTIONS
DS-ATCT-LO4	L04	IRRIGATION SYSTEM CETALS	ADS-ATCT-S13	513	SECTIONS AND DETAILS - ATCT	SWSD-GROUNDING-E03	Name of the last o	GROUNDING STANDARDS - POWER SERVICE DETAILS
			ADS-ATCT-S14	S14	SECTIONS AND DETAILS - ATCT			
	,	ARCHITECTURAL	ADS-ATCT-S15	S15	SECTIONS AND DETAILS - BASE-EG BUILDING			
ØS-ATCT-A01	AQ1	GENERAL NOTES AND BUILDING STATISTICS	ADS-ATCT-S16	S16	SECTIONS AND DETAILS - BASE-EG BUILDING			
IDS-D-ATCT-A002-A	A02/A002	FLOOR PLANS - ATCT	ADS-ATCT-S17	S17	TYPICAL SECTIONS AND DETAILS			
US-0-ATCT-A003-A	A03/A003	HVAC - FLOOR PLANS - CAB ROOF LEVEL, CAB LEVEL,						
	1	CAB ACGESS AND WALKWAY LEVEL			MECHANICAL]		
OS-D-ATCT-A004-A		FLOOR PLAN - BASE-EG BUILDING	ADS-D-ATCT-M001-A	M01/M001	HVAC - EQUIPMENT SCHEDULES			
DS-D-ATCT-A005-A	A05/A005	FLOOR PLAN - DOOR, WINDOW AND WALL TYPES REFERENCE SYMBOLS - BASE-EG BUILDING	ADS-0-ATCT-M002-A	M02/M002	HVAC - EQUIPMENT SCHEDULES			
OC DISTOR ADDE A	*06 (*000	ROOF PLAN - BASE-EG BUILDING	ADS-0-ATCT-MO03-A	M03/M003	HVAC - CONTROL DIAGRAMS - ATCT			
DS-D-ATCT-A006-A	1 ")		ADS-D-ATCT-M004-A	3	HVAC - CONTROL DIAGRAMS - BASE-EG BUILDING	The state of the s		
IDS-D-ATCT-A07 IDS-O-ATCT-A08	1 - 1	BUILDING ELEVATIONS- ATCT	ADS-D-ATCT-M005-A		HVAC - CONTROL DIAGRAMS - BASE-EG BUILDING			
	AD8	BUILDING SECTION - ATCT	ADS-D-ATCT-MO06-A		HVAC - FLOOR PLANS	1		
DS-D-ATCT-A09	A09	BUILDING SECTION - ATCT BUILDING ELEVATIONS - BASE-EG BUILDING	AOS-0-ATCT-MOD7-A	M07/M007	HVAC - FLOOR PLANS			
DS-D-ATCT-A10	A10	BUILDING ELEVATIONS - BASE-EG BUILDING	ADS-0-ATCT-MD08-A	M08/M0D8	•			
DS-D-ATCT-A11	A11	BUILDING SECTIONS - BASE-EG BUILDING			SCHEDULE			
DS-D-ATCT-A12	A12		ADS-D-ATCT-M009-A	M09/M009	HVAC - ROOF PLAN - BASE-EG BUILDING			ī
OS-D-ATCT-AI3	A13	CAB SECTION - ATCT	ADS-D-ATCT-MO10-A	M10/M010	HVAC - ENLARGED PLANS - BASE-EG BUILDING			
DS-D-ATCT-A14	A14	REFLECTED CEILING PLANS - ATCT	ADS-0-ATCT-MD11-A	M11/M011	HVAC - SECTIONS			
DS-D-ATCT-A15	A15	REFLECTED CEILING PLANS AND DETAILS - ATCT	ADS-0-ATCT-MD12-A	M12/M012	HVAC - DETAILS			
DS-D-ATCT-A16	A16	REFLECTED CEILING FLAN - BASE-EG BUILDINGS	ADS-D-ATCT-M013-A	M13/M013	CHILLED WATER RISER AND CONTROL DIAGRAMS			
DS-D-ATCT-A17	A17	ROOM FINISH SCHEDULES & EXTERIOR COLOR SCHEDULE - ATCT/BASE-EG BUILDING	ADS-D-ATCT-M014-A	M14/M014	MECHANICAL DETAILS AND CHILLED WATER PIPING			
DS-D-ATCT-A18	A18	TRASH ENCLOSURE PLAN AND DETAILS COLOR		1	LAYOUT			A 06-23-03 FAA RECESION OF HVAC, JON 21874. 9700154 06-2
ルグ.カ.マ! () (-女! ()	^1\	SCHEDULE AND SIGNAGE DETAILS - ATCT/BASE-EG	SWSD-UST-M07-09		ABOVE GROUND FUEL TANK VAULT			
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DS-0-ATCT-A19	A19	DODR SCHEDULES AND GOOR TYPES			PLUMBING	4		DEPARTMENT OF TRANSPORTATION
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DS-O-ATCT-A20		OOOR DETAILS - ATCT	ADS-0-ATCT-P002-A	P02/P002	PLUMBING - RISER DIAGRAMS			FORT WORTH IMPLEMENTATION CENTER FORT WO
DS-D-ATCT-A21		DOOR DETAILS - BASE-EG BUILDING	ADS-0-ATCT-P003-A	P03/P003	PLUMBING - RISER DIAGRAMS			LOW ACTIVITY LEVEL ATCT
DS-D-ATCT-A22	A22	GLAZING AND LOUVER DETAILS . ATCT	ADS-0-ATCT-P004-A	PD4/P004	PLUMBING - FLOOR PLANS - ATCT			WWW T CINTATES WW Flato CITY
DS-D-ATCT-A23	A23	WINDOW AND LOUVER DETAILS - BASE-EG BUILDING	ADS-0-ATCT-P005-A	PD5/F005	PLUMBING - FLOOR PLANS - ATCT			
DS-O-ATCT-A24	A24	PARTITION TYPES - ATCT/BASE-EG BLDG	ADS-D-ATCT-POOR-A	1	PLUMBING - FLOOR PLAN - BASE-EG BUILDING			DRAWING INDEX SHEET
DS-D-ATCT-A25	A25	ENLARGED PARTIAL PLANS AND INTERIOR ELEVATIONS	ADS-D-ATCT-P007-A		PLUMBING - ENLARGED PLANS - BASE-EG BUILDING			
•	1	- ATCT	ADS-ATCT-PDQB	P08	PLUMBING - DETALS			
DS-D-ATCT-A26	A26	ENLARGED PARTIAL PLANS AND INTERIOR ELEVATIONS	ADS-ATCT-PO09	P09	PLUMBING - DEFOGGER DETAILS - ATCT			ADDISON ADDISON AIRPORT
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DS-D-ATCT-A27	A27	INTERIOR ELEVATIONS AND DETAILS - BASE-EG	ADS-D-ATCT-POID	P11/P011	FIRE PROTECTION - RISER DIAGRAM AND DETAILS			
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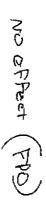
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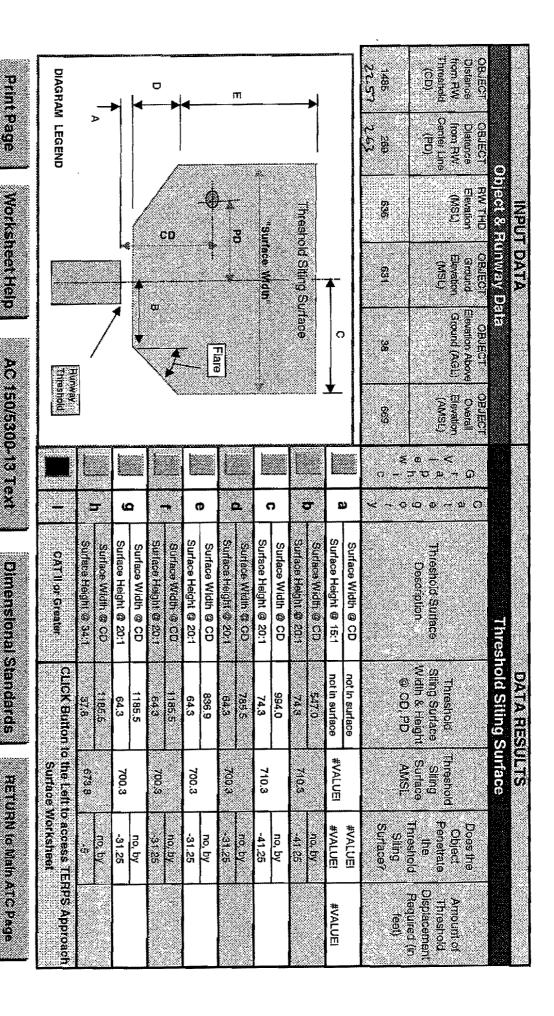
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Print Page

RETURN to Main ATC Page

FAA Airports Obstruction Standards Committee (ACSC) Decision #2 IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures





4275	Airspace Number:
Establish Light Poles	Project Descripton
Addison Municipal Airport	Airport Name:

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Print Page

AC 150/5300-13 Text

Dimensional Standards

Calculations IAW AC 150/5300-13, Airport Design, Change 8 Threshold Siling Tool - Version 8.01

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RETURN to Main ATC Page

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RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures, &

Airport Name:

Addison Municipal

Light Poles

4282

Project Description:

Altripace Number:

FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

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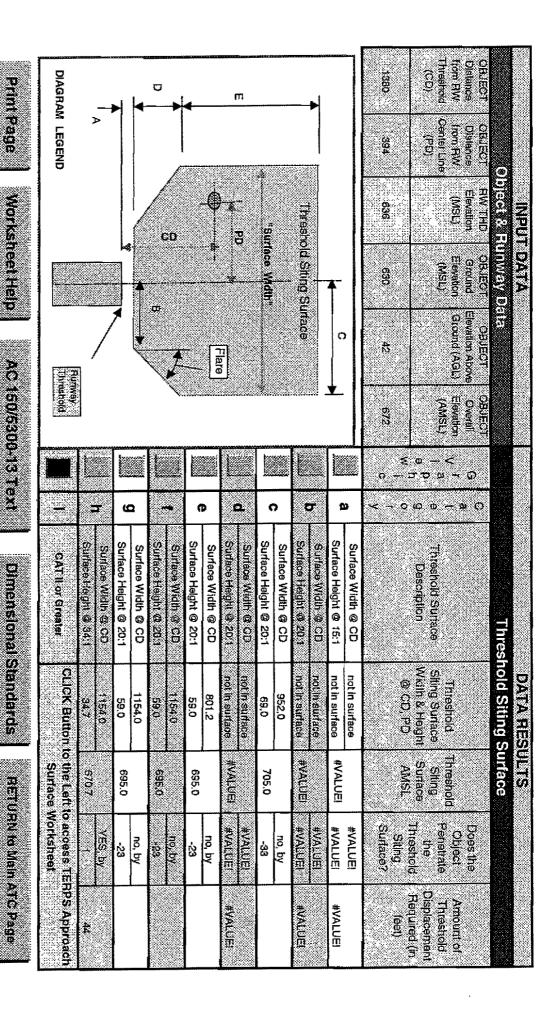
Airpart Name:
Addison Municipal

Praject Descripton:
Light Poles

Airspace Number:
4285

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RETURN to Wain ATC Page



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4285	Establish Light Poles	Addison Municipal Airport

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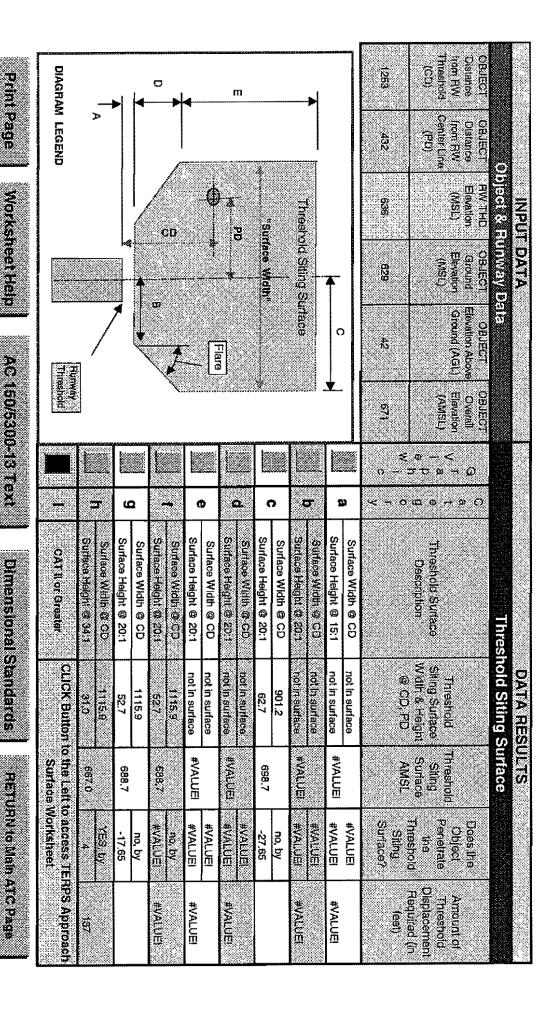
Project Descripton: Alipari Name: Airspace Number: Addison Municipal Light Poles 4287

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IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures

FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2



4287	Altispace Number:
Establish Light Poles	Project Descripton:
Addison Municipal Airport	Altport Name:

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AC 150/5300-13 Text

Dimensional Standards

RETURN to Main ATC Page

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Calculations IAW AC 150/5300-13, Airport Design, Change 8 Threshold Siting Tool - Version 8.01

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Runway		35' Jump Runway
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Top Down View	40:1 Departure Surface	DO: 40:1

Airpart Name:
Addison Municipal
Project Descriptors
Light Poles
Airspace Number:
4288

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures & FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

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RETURN to Main ATC Page

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4288	Establish Light Poles	Addison Municipal Aliport

Dimensional Standards

Print Page

Worksheet Help

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RETURN to Main ATC Page

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Top Down View	Side View 40:1 Departure Surface	DNH
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IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures 4289 Project Description:

Airapace Number:

Airport Name;

Addison Municipal

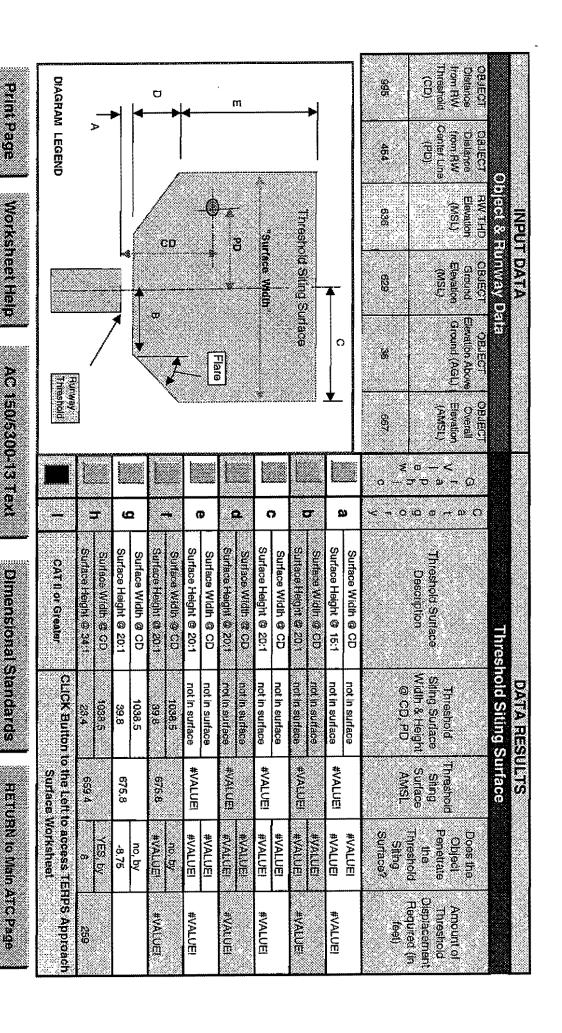
Light Poles

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FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

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Altrort Name:

Addison Municipal Airport

Project Descriptor:

Establish Light Poles

4289

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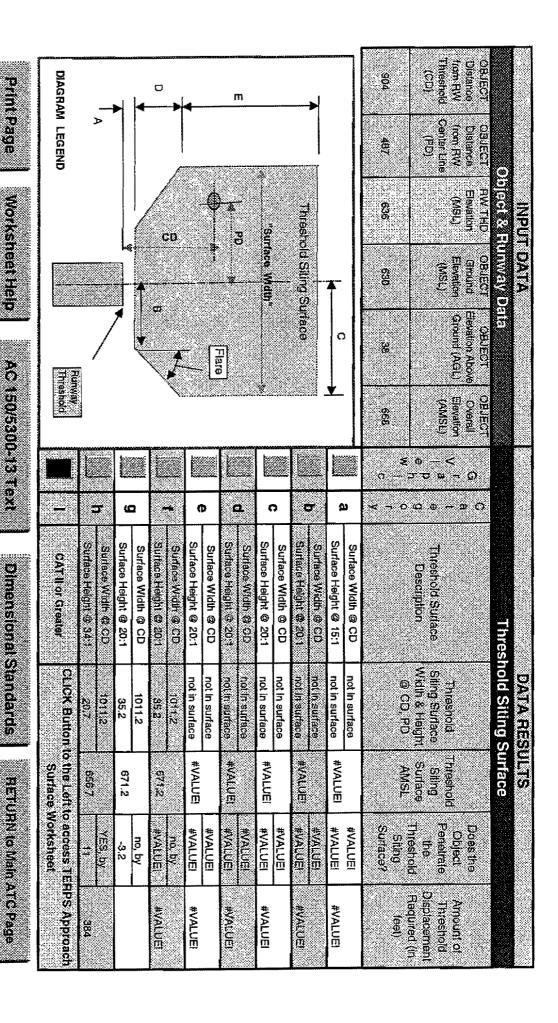
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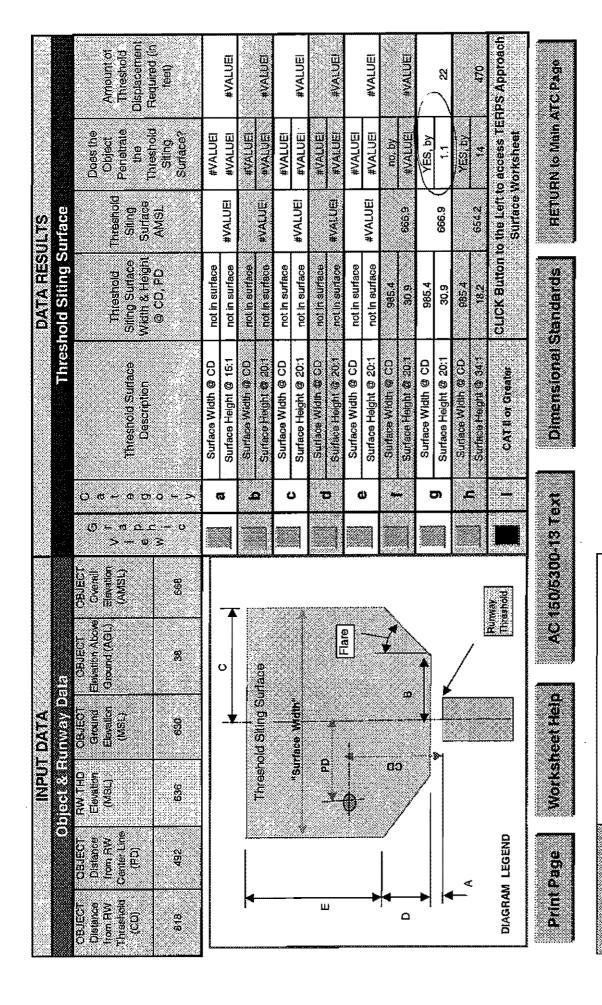
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Threshold Siting Tool - Version 8.01 Calculations IAW AC 150/5300-13, Airport Design, Change 8

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Airport Name;

Project Description:

Light Poles - Displaced Threshold

Addison Municipal

Airspace Number:

Runway		35' Jump√
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4290 Displaced

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Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures &

FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

Project Descripton:

Airspace Number:

Airport Name:

Addison Municipal

Light Poles

4291

Threshold Distance OBJECT 50 (CD) DIAGRAM LEGEND O m Distance from RW Canter Line 08/607 (PD) 487 Objec & Bunway Data AM THO Elevation (MSC) 638 INPUT DATA Threshold Siting Surface B CO Elevation OBJECT. Ground Mada W Elevation Above Ground (AGL) O æ Flare Runway Threshold Elevation Overell CHUECO 688 { a --< ava-o 4 ø **၀ က ေ**စ ۵. D) Ø O Ø Surface Height @ 15:1 Surface Height 🤀 20.1 Surface Height @ 20:1 Surface Height @ 20:1 Surface Height @ 20: Surface Height @ 20:1 Surface Height @ 341 Surface Height @ 201 Surface Width @ CD Threshold Surface CAT II or Greater Description Threshold Siting Surface Sling Surface Width & Height @ CD, PD CLICK Buttom to the Left to access TERPS Approach DATA RESULTS not in surface Threshold 1217.3 1000.0 1217.3 1217.3 69.6 409 69,6 79.6 Sting Surface AMSL #VALUE #VALUE Threshold #VALUE! #VALUE! Surface Worksheet 6,876 705.6 705.6 715,6 Threshold String Surface? #VALUE! Penetrate #VALUE! Does the #VALUE #VALUE! Object: #VALUE! #VALUE! #VALUE! #VALUE! no, by no. by the -37.55 no, by no, by -47.55 Ġ Displacement Required (in Threshold Amount of #VALUE! #VALUE! #VALUE! #VALUE #VALUE! (88)

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4291 Dosplaced	Light poles	Addison Municipal Aliport

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Worksheet Help

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Dimensional Standards

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4292	Light Poles	Addison Municipal

Print Page

RETURN to Main ATC Page

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Worksheet Help

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Dimensional Standards

RETURN to Main ATC Page

Airspace Number:	Project Descripton:	Airpoit Name:
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	Runway		35' Jump
•	Top Down View	Side View 40:1 Dep	DOI
	Zone 1	View 40:1 Departure Surface	DPH 40:1

Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures

FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

Airport Name:

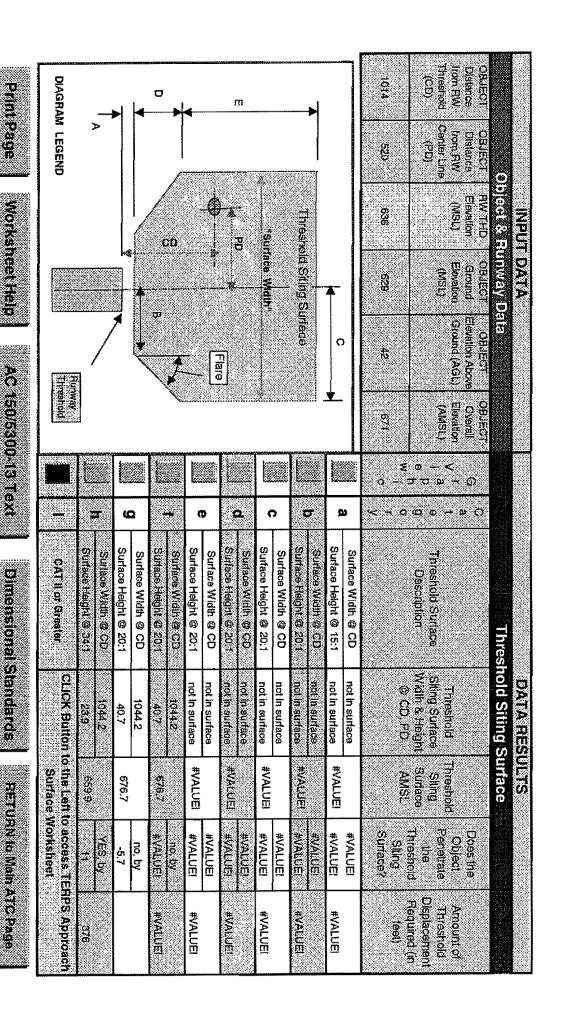
Addison Municipal

Light Poles

4293

Airapace Number:

Project Descripton:



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Runway Side View Top Down View 40:1 Departure Surface Zone 1

Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures

Airport Name:

Airspace Number:

Project Descripton:

Light Poles - Displaced Threshold

4294 Displaced

Addison Municipal

FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

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Runway		35' Jump
Zone 1 Top Dawn View	Side View 40:1 Departure Surface	DNH DOI
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Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures &

FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

Airport Name:

Addison Municipal

Light Poles

4294

Project Descripton:

Airspace Number:

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Print Page

RETURN to Main ATC Page

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Print Page

RETURN to Main ATC Page

# ASN: 2004-ASW-4295-OE 10/26/2004 9:54:17 AM[CIV]

## **Obstruction Evaluation**

Lat: 32-57-27.58 SE: 630 AGL: Long: 96-49-46.71 38 Case information in NAD 83 datum. Part 77 results use NAD 83 datum. AMSL: 668

### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 22 ft

ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 22ft U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 13ft ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 13ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 13ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 13ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

### **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL

FAR 77.23(a)(2) Does not apply

FAR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 19 ft

> ADS[CURRENT] - RWY 33D[PENDING]: approach surface ---> Exceeds by 2 ft ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE]: approach surface ---> Exceeds

by 2 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

## **Closest Runway Data**

**RWY - 33** Lat: 32-57-33.3765 Type: 0

143 CD: 840.00 590 Long: 96-49-56.627 App/Opp: P/P PD: 594.00

Elev: 636 Width: 100 DD: 1,028.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold

PD = Perpendicular to centerline

DD = Direct from threshold





# ASN: 2004-ASW-4275-OE 10/25/2004 5:12:01 PM[CIV]

## **Obstruction Evaluation**

 Lat: 32-57-20.48
 SE: 631

 Long: 96-49-47.70
 AGL: 38

 Case information in NAD 83 datum. Part 77 results use NAD 83 datum.
 AMSL: 669

## **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18ft U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 8ft ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 8ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 8ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 8ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

## **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL FAR 77.23(a)(2) Does not apply FAR 77.25(a) DNE horizontal

FAR 77.25(b)

DNE conical

FAR 77.25(c)

Outside primary area

FAR 77.25(d)

ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 7 ft

FAR 77.25(e)

DNE transition surface

Military surfaces have not been evaluated

## Closest Runway Data

RWY - 33 Lat: 32-57-33.3765

Long: 96-49-56.627

Elev: 636 Len: 7202 Type: O

App/Opp: P/P Width: 100 Heading: 340 CD: 1,485.00 PD: 269.00

DD: 1,509.00 Side: Right

Distances:

CD = Along centerline from threshold

PD = Perpendicular to centerline DD = Direct from threshold





263

## ASN: 2004-ASW-4291-OE 10/26/2004 9:32:43 AM[CIV]

### **Obstruction Evaluation**

Lat: 32-57-27.44 SE: 630
Long: 96-49-47.92 AGL: 38
Case information in NAD 83 datum. Part 77 results use NAD 83 datum. AMSL: 668

### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 23 ft

ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 23ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 13ft U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 14ft

U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 13ft

ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 14ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

## **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL

FAR 77.23(a)(2) Does not apply

FÁR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 20 ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE]: approach surface ---> Exceeds

by 2 ft

ADS[CURRENT] - RWY 33D[PENDING]: approach surface ---> Exceeds by 2 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

## **Closest Runway Data**

RWY - 33 Lat: 32-57-33.3765 Type: O CD; 818.00 IS 91

Long: 96-49-56.627 App/Opp: P/P PD: 492.00 487

Elev: 636 Width: 100 DD: 954.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold

PD = Perpendicular to centerline DD = Direct from threshold





## ASN: 2004-ASW-4276-OE 10/25/2004 5:45:04 PM[CIV]

## **Obstruction Evaluation**

Lat: 32-57-21.21 SE: 630 Long: 96-49-47.70 AGL: 38 Case information in NAD 83 datum, Part 77 results use NAD 83 datum. AMSL: 668

## **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18ft U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 8ft ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 8ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 8ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 8ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

## **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL

FAR 77.23(a)(2) Does not apply

FAR 77.25(a) **DNE** horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 8 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

### **Closest Runway Data**

**RWY - 33** Lat: 32-57-33.3765

Long: 96-49-56.627

Elev: 636 Len: 7202

Distances:

App/Opp: P/P

Width: 100

Type: O

Heading: 340

DD: 1,446.00 Side: Right

CD: 1,416.00

PD: 294.00

CD = Along centerline from threshold

PD = Perpendicular to centerline DD = Direct from threshold

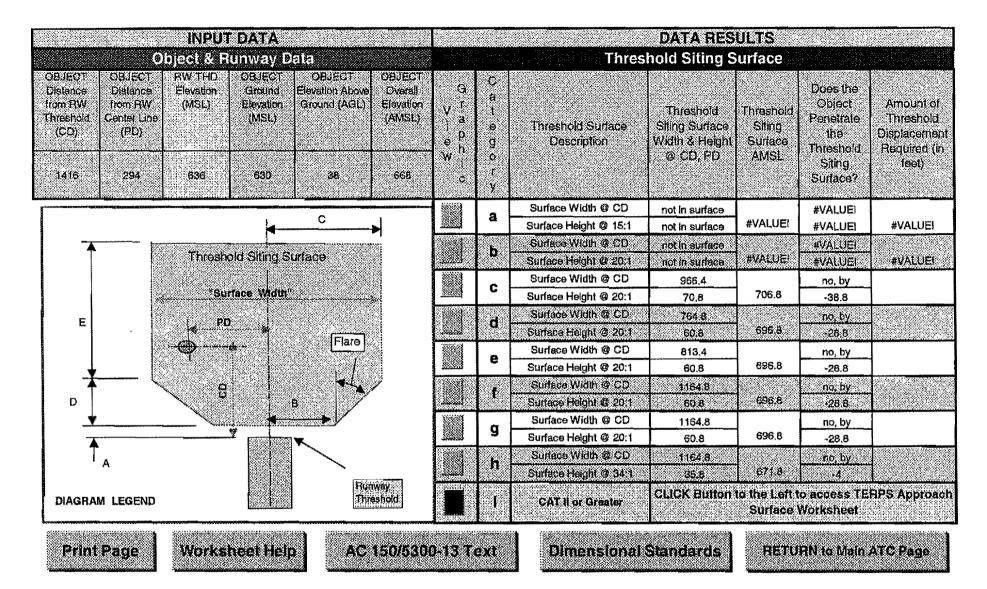




DIJOL THD

2188

289



Airport Name:	Addison Municipal Airport
Project Descripton:	Establish Light Poles
Airopace Number:	4276

## ASN: 2004-ASW-4281-OE 10/26/2004 8:21:36 AM[CIV]

### **Obstruction Evaluation**

Lat: 32-57-22.05 SE: 630
Long: 96-49-47.64 AGL: 38
Case information in NAD 83 datum. Part 77 results use NAD 83 datum. AMSL: 668

### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18ft U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 9ft ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 9ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 9ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 9ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

## **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL

FAR 77.23(a)(2) Does not apply

FAR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 9 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

## Closest Runway Data

RWY - 33 Lat: 32-57-33.3765 Type: O CD: 1,338.00

Long: 96-49-56.627 App/Opp: P/P PD: 328.00 2.110
Elev: 636 Width: 100 DD: 1,377.00 323

Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold

PD = Perpendicular to centerline DD = Direct from threshold





Otth lawa

		INPU	TDATA		
	C	)bject & F	Tunway	Data	
OBJECT	OBJECT	Departure	OBJECT	OBJECT	OBJECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
from	RW Center	Hunway	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elevation	(MSL)		(AMSL)
End of		(MSL)			
Runway (CD)					
		× 100 000 000			
1504	334	636	631	38	669

	Departure	Obstacle Clear	ance Surface	
Departure	Departure		The state of the s	Object Analysis
Surface 1/2 Width @CD.	Surface height @ CD/PD		Penetrate the Decarture	Determination
in feet	(AGL) / (AMSL)	Object Location	Surface ? (in	
	in feet		feet)	
	975		NO by	
903,0	37.6 673.5	inside surface	NO, by -4.6	DNH

Airport Name:	Addison Municipal	
Project Descripton:	Light Poles	
Airspace Number:	4280	

DPH 40:1

DOI 40:1

DNH

Runway

Side View

40:1 Departure Surface

Runway

Zone 1

Top Down View

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RETURN to Main ATC Page

IAW FAA Order 8260,3B, TERPS, Chapter 12, Departure Procedures & FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

NO EFFECT, FRO

# ASN: 2004-ASW-4280-OE 10/25/2004 6:31:44 PM[CIV]

#### **Obstruction Evaluation**

Lat: 32-57-20.52 SE: 631
Long: 96-49-46.91 AGL: 38
Case information in NAD 83 datum. Part 77 results use NAD 83 datum. AMSL: 669

### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18ft U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 8ft ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 8ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 8ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 8ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

### **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL FAR 77.23(a)(2) Does not apply FAR 77.25(a) DNE horizontal FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 7 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

# **Closest Runway Data**

DHT 02)C

RWY - 33 Lat: 32-57-33.3765 Type: O CD: 1,504.00 2776 Long: 96-49-56.627 App/Opp: P/P PD: 334.00 328

> Elev: 636 Width: 100 DD: 1,541.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold





		INPU	IN DIATION		
	C	bject & F	Runway I	Data	
OBJECT	OBJECT	Daparture	OBJECT	OBJECT	OBJECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
fram	RW Center	Runway (	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elevation	(MSL)		(AMSL)
End of		(MSL)			
Runway (CD)					
1416	294	636	630	38	668

35' Jump-	DNH	DOI	DPH	40:1
Runway	A NAME OF STREET OF STREET		re Surface Zone 1	. —

	Departure	olumelum b/अन् Obstacle Clear		
Departure Surface 1/2 Width @CD, in feel	Departure Surface height @ CD/PD (AGL) / (AMSL) in feet	Object Location	Does Object Penetrate the Departure Surface ? (in feet)	Object Analysis Determination
879.4	35.4 671.4	inside surface	NO, by -3.4	DNH

Airport Name	Addison Municipal	
Project Descriptors	Light Poles	
Altepace Number:	4276	

Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures & FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

NO EFFECT, PPO

# ASN: 2004-ASW-4282-OE 10/26/2004 8:25:52 AM[CIV]

### **Obstruction Evaluation**

 Lat: 32-57-22.94
 SE: 629

 Long: 96-49-47.64
 AGL: 38

 Case information in NAD 83 datum. Part 77 results use NAD 83 datum.
 AMSL: 667

### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18ft U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 9ft ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 9ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 9ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 9ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

### **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL

FAR 77.23(a)(2) Does not apply

FAR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 10 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

### Closest Runway Data

RWY - 33 Lat: 32-57-33.3765 Type: O CD: 1,253.00 Long: 96-49-56.627 App/Opp: P/P PD: 359.00

Elev: 636 Width: 100 DD: 1,303.00
Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold





		INPU	T DATA		
	C	bject & F	Runway I	Data	
OBJECT	OBJECT	Departure	OBJECT	OBJECT	OBJECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
from	FIW Center	Hunway	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elevation	(MSL)		(AMSL)
End of		(MSL)			
Runway (CD)					
1338	328	636	630	38	668

		OUTPUT DAT	Α	
	Departure	Obstacle Clear	rance Surface	
Departure Surface 1/2 Width @CD, in feet	Departure Surface height @ CD/PD (AGL) / (AMSL) in feet	Object Location	Does Object Penetrate the Departure Surface ? (In feet)	Object Artalysis Determination
858.5	33.45 669.45	inside auriace	NO, by -1.45	DNH

Airport Name:	Addison Municipal	
Project Descripton:	Light Poles	
Airspace Number:	4281	

DPH 40:1

DOI 40:1

DNH

Side View

40:1 Departure Surface

Runway

Zone 1

Top Down View

Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures & FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

# ASN: 2004-ASW-4283-OE 10/26/2004 8:41:33 AM[CIV]

#### **Obstruction Evaluation**

 Lat: 32-57-23.83
 SE: 629

 Long: 96-49-47.62
 AGL: 38

 Case information in NAD 83 datum. Part 77 results use NAD 83 datum.
 AMSL: 667

#### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 19 ft

ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 19ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 9ft

U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 9ft

U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 9ft

ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 9ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

# **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL

FAR 77.23(a)(2) Does not apply

FAR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 12 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

# **Closest Runway Data**

RWY - 33 Lat: 32-57-33.3765 Type: O CD: 1,169.00

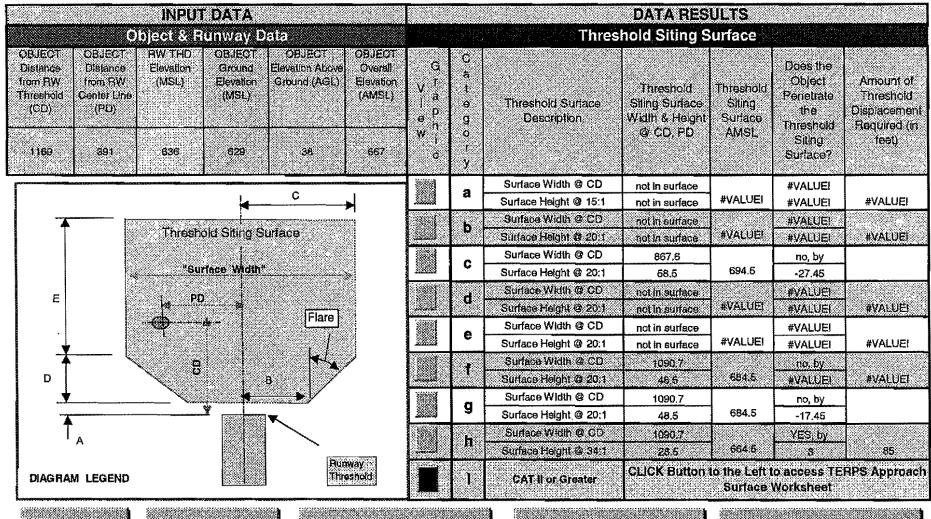
Long: 96-49-56.627 App/Opp: P/P PD: 391.00 Elev: 636 Width: 100 DD: 1,233.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold

PD = Perpendicular to centerline
DD = Direct from threshold

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Worksheet Help

AC 150/5300-13 Text

Dimensional Standards

RETURN to Main ATC Page

Airport Name:	Addison Municipal Airport	
Project Descriptors	Establish Light Poles	
Airspace Number:	4283	

Threshold Siting Tool - Version 8.01 Calculations IAW AC 150/5300-13, Airport Design, Change 8

# ASN: 2004-ASW-4284-OE 10/26/2004 8:48:17 AM[CIV]

### **Obstruction Evaluation**

Lat: 32-57-21.54 SE: 630
Long: 96-49-46.92 AGL: 38
Case information in NAD 83 datum. Part 77 results use NAD 83 datum. AMSL: 668

### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18ft
U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 8ft
ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 8ft
ADS[CURRENT] - RWY 33D[ODIGINAL SAVE] ---> Exceeds by 8ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 8ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 8ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

### **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL

FAR 77.23(a)(2) Does not apply -

FAR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 8 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

### Closest Runway Data

Elev: 636 Width: 100 DD: 1,454.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold





		INPU	T DATA		
	C	bject & F	Runway I	Data	
OBJECT	OBJECT	Departure	OBJECT	OBJECT	OBJECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
from	RW Center	Runway	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elevation	(MSL)		(AMSL)
End of		(MSL)			
Rünway (CD)					
1169	391	636	629	38	667

Does Object   Object Analys
Penetrate the Determination Contain Surface ? (In feet)

Airport Name:	Addison Municipal	
Praject Descripton:	Light Poles	
Alrapace Number:	4283	

DPH 40:1

DOI 40:1

DNH

Runway

Side View

40:1 Departure Surface

Runway

Zone 1

Top Down View

Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures &

FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

# ASN: 2004-ASW-4285-OE 10/26/2004 8:58:56 AM[CIV]

### **Obstruction Evaluation**

Lat: 32-57-21.88 SE: 630
Long: 96-49-46.74 AGL: 42
Case information in NAD 83 datum. Part 77 results use NAD 83 datum. AMSL: 672

#### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 22 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 22ft
U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 12ft
ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 12ft
ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 12ft
U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 12ft

FAR 77.13(a)(3) Not a traverseway FAR 77.13(a)(5) NNR (not on an airport)

## **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL FAR 77.23(a)(2) Does not apply FAR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 12 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

### Closest Runway Data

RWY - 33 Lat: 32-57-33.3765 Type: O CD: 1,380.00 C 152
Long: 96-49-56.627 App/Opp: P/P PD: 394.00 389

Distances: CD = Along centerline from threshold

PD = Perpendicular to centerline DD = Direct from threshold

Painte



		INPU	TDATA		
	C	)bject & F	Runway I	Data	
OBJECT	OBJECT	Departure	OBJECT	OBJECT	OBJECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
Irom	RW Center	Aunway	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elevation	(MSL)		(AMSL)
End of		(MSL)	3400		
Runway (CD)					
1407	368	636	630	38	668

35' Jump-	DPH 40:1 DOI 40:1
	Side View
	40:1 Departure Surface
Runway	Zone 1
	Top Down View

enumageO	Departure		Does Object	Object Analys
Surface 1/2	Surface, height		Penetrate the	Determination
Adth ØCD,		Object Location	Departure	
in feet	(AGL) / (AMSL)	Object Education	Surface ? (in	
	in feet		feet)	

Airport Name:	Addison Municipal	
Project Descripton:	Light Poles	
Airspace Number:	4284	

Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures & FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

NO Effect

# ASN: 2004-ASW-4286-OE 10/26/2004 9:04:43 AM[CIV]

### **Obstruction Evaluation**

 Lat: 32-57-22.43
 SE: 630

 Long: 96-49-46.91
 AGL: 38

 Case information in NAD 83 datum. Part 77 results use NAD 83 datum.
 AMSL: 668

### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 18ft U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 9ft ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 9ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 9ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 9ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

# **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL FAR 77.23(a)(2) Does not apply FAR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 10 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

### **Closest Runway Data**

RWY - 33 Lat: 32-57-33.3765 Type: O CD: 1,323.00 2095

Long: 96-49-56.627 App/Opp: P/P PD: 400.00 3-4

Elev: 636 Width: 100 DD: 1,382.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold





		INPU	T DATA		
	C	bject & F	Runway	Data	
OBUECT	OBJECT	Departure	OBJECT	OBJECT	OBJECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
from	RW Center	Runway	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elevation	(MSL)		(AMSL)
End of		(MSL)			
Runway (CD)					
2152	389	636	629	38	667

OUTPUT DATA  Departure Obstacle Clearance Surface				
Departure Surface 1/2 Width @CD, in feet	Departure Surface height @ CD/PD (AGL) / (AMSL) in teet	Object Location	Does Object Penetrate the Departure Surface ? (In feet)	Object Analysis Determination
1076.6	53.8 689.8	inside surface	NO, by -22.8	ÐNH

Airport Name:	Addison Municipal
Project Descripton:	Light Poles - Displaced Threshold
Airspane Number:	4285 Displaced

DPH 40:1

DOI 40:1

DNH

Side View

40:1 Departure Surface

Runway

Zone 1

Top Down View

Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures &

FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

# ASN: 2004-ASW-4287-OE 10/26/2004 9:10:19 AM[CIV]

### **Obstruction Evaluation**

Lat: 32-57-23.19 SE: 629 Long: 96-49-46.83 AGL: 42 Case information in NAD 83 datum, Part 77 results use NAD 83 datum, AMSL: 671

#### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 22 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 22ft U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 12ft ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 12ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 12ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 12ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

#### **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL FAR 77.23(a)(2) Does not apply

FAR 77.25(a) **DNE** horizontal FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 14 ft FAR 77.25(d)

DNE transition surface FAR 77.25(e)

Military surfaces have not been evaluated

# **Closest Runway Data**

RWY - 33 Lat: 32-57-33.3765 Type: 0

CD: 1,253.00 PD: 432.00 Long: 96-49-56.627 App/Opp: P/P

Elev: 636 Width: 100 DD: 1,325.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold





INPUT DATA Object & Runway Data					
OBJECT	OBJECT!	Departure	OBJECT	(a) = (1 = (a) = (a) = (a)	COUECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
bom	RW Center	Runway	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elevation	(MSL)		(AMSL)
End of		(MSL)			
lunway (CD)					
1323	400	686	630	38	668

OUTPUT DATA Departure Obstacle Clearance Surface				
Departure Surface 1/2 Width @CD, in feet	Departure Surface height @ CD/PD (AGL) / (AMSL) In teet	Object Location	Does Object Penetrate the Departure Surface ? (in feet)	Object Analysis Determination
854.5	33.075 669.075	inside surface	NG, by -1.075	DNH

Airport Name:	Addison Municipal	
Project Descriptors	Light Poles	
Airspace Number:	4286	

DPH 40:1

DOI 40:1

DNH

Side View

40:1 Departure Surface

Runway

Zone 1

Top Down View

Print Page

**RETURN to Main ATC Page** 

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures &

FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

# ASN: 2004-ASW-4288-OE 10/26/2004 9:21:56 AM[CIV]

### **Obstruction Evaluation**

Lat: 32-57-24.69 SE: 629
Long: 96-49-47.62 AGL: 38
Case information in NAD 83 datum. Part 77 results use NAD 83 datum. AMSL: 667

### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 20 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 20ft
U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 10ft
ADS[CURRENT] - RWY 33D[ORIGINAL SAVE] ---> Exceeds by 1

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 10ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 10ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

# **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL FAR 77.23(a)(2) Does not apply FAR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 13 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

### **Closest Runway Data**

RWY - 33 Lat: 32-57-33.3765 Type: O CD: 1,087.00 \ 860 Long: 96-49-56.627 App/Opp: P/P PD: 421.00 417

Elev: 636 Width: 100 DD: 1,166.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold





		INPU	TDATA		
	C	bject & f	Runway I	Data	
OBJECT	OBJECT	Departure	OBJECT	OBJECT	OBJECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
from	RW Center	Hunway	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elévation	(MSL)		(AMSL)
End of		(MSL)			
Runway (CD)					
2024	427	636	629	42	671

**OUTPUT DATA** Departure Obstacle Clearance Surface

Object Location

Departure

Surface 1/2

Width @GD

in feet

Departure

Surface height

@ CD/PD

(AGL) / (AMSL)

in feet

42	671
_	
ce Surface	
Does Object	Object Analysis
Penetrate the Departure	Determination
Surface ? (In feet)	
NO, by	
-15.6	DNH

1042.3 50.6 1	nside surface NO, by DNH
Airpart Name;	Addison Municipal
Project Descriptori;	Light Poles - Displaced Threshold
Airspace Number:	4287 Displaced



35' Jump

Runway

Runway

RETURN to Main ATC Page

40:1 Departure Surface

Zone 1

DPH

DNH

Side View

Top Down View

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

# ASN: 2004-ASW-4289-OE 10/26/2004 9:25:17 AM[CIV]

### **Obstruction Evaluation**

Lat: 32-57-25.66 SE: 629
Long: 96-49-47.62 AGL: 38
Case information in NAD 83 datum. Part 77 results use NAD 83 datum. AMSL: 667

### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 20 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 20ft
U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 11ft
ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 11ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 11ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 11ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

### **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL FAR 77.23(a)(2) Does not apply

FAR 77.25(a) DNE horizontal FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 15 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

# **Closest Runway Data**

RWY - 33 Lat: 32-57-33.3765 Type: O CD: 995.00

Long: 96-49-56.627 App/Opp: P/P PD: 454.00 451

Elev: 636 Width: 100 DD: 1,094.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold

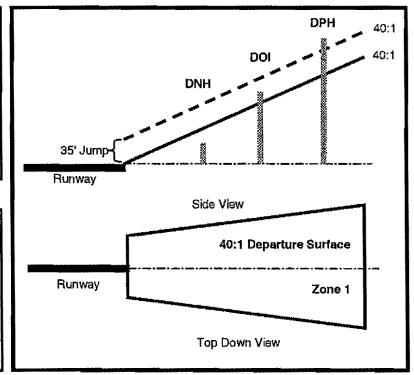




		INPU	DATA		
	C	bject & f	Runway	Data	
OBJECT	OBJECT	Departure	OBJECT	DBJECT	OBJECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
trom	RW Center	Runway	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elevation	(MSL)		(AMSL)
End of		(MSL)			
Runway (CD)					
1860	417	636	629	38	667

		OUTPUT DAT	Δ	
	Departure	Obstacle Clear	ance Surface	
Departure Surface 1/2 Width @CD, in feet	Departure Surface height @ CD/PD (AGL) / (AMSL) in feet	Object Location	Does Object Penetrate the Departure Surface ? (In feet)	Object Analysis Determination
998,4	46.5 682.5	inside surface	NO, by -15.5	DNH

Airport Name:	Addison Municipal
Project Descripton:	Light Poles - Displaced Threshold
Airspace Number:	4288 Displaced



Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures & FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

# ASN: 2004-ASW-4290-OE 10/26/2004 9:29:04 AM[CIV]

### **Obstruction Evaluation**

 Lat: 32-57-26.62
 SE: 630

 Long: 96-49-47.63
 AGL: 38

 Case information in NAD 83 datum. Part 77 results use NAD 83 datum.
 AMSL: 668

### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 22 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 22ft
U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 13ft
ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 13ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 13ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 13ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

### **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL

FAR 77.23(a)(2) Does not apply

FAR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 18 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

# **Closest Runway Data**

RWY - 33 Lat: 32-57-33.3765 Type: O CD: 904.00 | 67 7

Long: 96-49-56.627 App/Opp: P/P PD: 487.00 483

Elev: 636 Width: 100 DD: 1,027.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold





		INPU	TDATA		
	C	bject & F	Runway	Data	
OBJECT	OBUEOT	Departure	OBJECT	OBJECT	OBJECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
from	RW Center	Runway	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elevation	(MSL)		(AMSL)
End of		(MSL)			
Runway (CD)					
1768	451	636	629	38	667

	Departure	Obstacle Clear	ance Surface	
Departure Surface 1/2 Width @CD, in feet	Departure Surface height @ CD/PD (AGE) / (AMSE) In feet	Object Location	Does Object Penetrate the Departure Surface ? (in feet)	Object Analysis Determination

Airport Name:	Addison Municipal
Project Descriptors:	Light Poles - Displaced Threshold
Airapace Number:	4289 Displaced

DPH 40:1

DOI 40:1

DNH

Runway

Side View

40:1 Departure Surface

Runway

Zone 1

Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures & FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

# ASN: 2004-ASW-4292-OE 10/26/2004 9:36:00 AM[CIV]

### **Obstruction Evaluation**

Lat: 32-57-24.80 SE: 629
Long: 96-49-46.83 AGL: 42
Case information in NAD 83 datum. Part 77 results use NAD 83 datum. AMSL: 671

#### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 23 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 23ft
U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 14ft
ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 14ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 14ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 14ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

#### **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL

FAR 77.23(a)(2) Does not apply

FAR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 17 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

# **Closest Runway Data**

RWY - 33 Lat: 32-57-33.3765 Type: 0 CD: 1,100.00 [873

Long: 96-49-56.627 App/Opp: P/P PD: 488.00 484-

Elev: 636 Width: 100 DD: 1,203.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold





		INPU	TDATA		
	C	bject & F	Runway I	Dala -	
OBJECT	OBJECT	Departure	OBJECT	OBJECT	OBJECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
from	RW Center	Fluriway -	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elevation	(MSL)		(AMSL)
End of		(MSL)			
Runway (CD)					
1591	487	686	680	38	668

	Departure	(ອ)ປັງຄວາມສູນ Obstacle Cleara		
Departure Surface 1/2 Width @CD, in feet	Departure Surface height @ CD/PD (AGL) / (AMSL) in feet	Object Location	Does Object Penetrate the Departure Surface ? (In feet)	Object Analysis Determination
926.3	39.775 675.775	inside surface	NO, by -7.775	DNH

Airport Name:	Addison Municipal
Project Descriptors:	Light Poles - Displaced Threshold
Airspace Number:	4291 Displaced

DPH 40:1

DOI 40:1

DNH

Side View

40:1 Departure Surface

Runway Zone 1

Top Down View

Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures &

FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

# ASN: 2004-ASW-4293-OE 10/26/2004 9:39:16 AM[CIV]

### **Obstruction Evaluation**

Lat: 32-57-25.71 SE: 629
Long: 96-49-46.82 AGL: 42
Case information in NAD 83 datum. Part 77 results use NAD 83 datum. AMSL: 671

### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 24 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 24ft U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 15ft ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 15ft

ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 15ft U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 15ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

# **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL FAR 77.23(a)(2) Does not apply

FAR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 19 ft

ADS[CURRENT] - RWY 33D[PENDING]: approach surface ---> Exceeds by 1 ft ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE]: approach surface ---> Exceeds

by 1 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

# **Closest Runway Data**

RWY - 33 Lat: 32-57-33.3765 Type: O CD: 1,014.00 17 87

Long: 96-49-56.627 App/Opp: P/P PD: 520.00 516

Elev: 636 Width: 100 DD: 1,140.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold



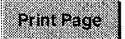


		INPU	TDATA		
	C	bject & F	Runway I	Data	
OBJECT	OBJECT	Departure	OBJECT	OBJECT	OBJECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
from	HW Center	Runway	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elevation	(MSL)		(AMSL)
End of		(MSL)			
Runway (CD)					
1873	484	686	629	42	671

671	35' Jum Runway
ect Analysis termination DNH	Runway

Donarros		learance Surface	Object Analy
Surface helont		Penetrate the	Determinate
@ CD/PD		Departure	
(AGL) / (AMSL)	UDJECT LOCALI	on Surface ? (In	
in feet		feet)	
46.825 682.825	inside surfa	oe NO, by	DNH
	@ CD/PD (AGL) / (AMSL) in feet 46.825	Surface height @ CD/PB (AGL) / (AMSL) In feet  46.825 Inside surface	Surface height

Airpari Name:	Addison Municipal
Project Descripton:	Light Poles - Displaced Threshold
Alrepace Number:	4292 Displaced



35' Jump

**RETURN to Main ATC Page** 

40:1 Departure Surface

Zone 1

Side View

Top Down View

DPH

IAW FAA Order 6260.3B, TERPS, Chapter 12, Departure Procedures FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

# ASN: 2004-ASW-4294-OE 10/26/2004 9:42:39 AM[CIV]

### **Obstruction Evaluation**

Lat: 32-57-25,93 SE: 629
Long: 96-49-46.80 AGL: 38
Case information in NAD 83 datum. Part 77 results use NAD 83 datum. AMSL: 667

### **Notice Criteria**

FAR 77.13(a)(1) NNR (does not exceed 200 ft AGL)

FAR 77.13(a)(2) ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 20 ft

U_ADS[CURRENT] - RWY 33[CURRENT] ---> Exceeds by 20ft
U_ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 11ft
ADS[CURRENT] - RWY 33D[PENDING] ---> Exceeds by 11ft
ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 11ft

U_ADS[CURRENT] - RWY 33D[ORIGINAL_SAVE] ---> Exceeds by 11ft

FAR 77.13(a)(3) Not a traverseway

FAR 77.13(a)(5) NNR (not on an airport)

### **Obstruction Standards**

FAR 77.23(a)(1) DNE 500 ft AGL FAR 77.23(a)(2) Does not apply FAR 77.25(a) DNE horizontal

FAR 77.25(b) DNE conical

FAR 77.25(c) Outside primary area

FAR 77.25(d) ADS[CURRENT] - RWY 33[CURRENT]: approach surface ---> Exceeds by 15 ft

FAR 77.25(e) DNE transition surface

Military surfaces have not been evaluated

# **Closest Runway Data**

RWY - 33 Lat: 32-57-33.3765 Type: O CD: 994.00 1766 Long: 96-49-56.627 App/Opp: P/P PD: 529.00 516

Elev: 636 Width: 100 DD: 1,126.00 Len: 7202 Heading: 340 Side: Right

Distances: CD = Along centerline from threshold





		INPU	TIDATA		
	C	bject & F	Runway	Data	
OBJECT	OBJECT	Departure	OBJECT	OBJECT	OBJECT
Distance	Distance from	End of	Ground	Elevation Above	Overall
from	RW Center	Hunway	Elevation	Ground (AGL)	Elevation
Departure	Line (PD)	Elevation	(MSL)		(AMSL)
End of		(MSL)			
Runway (CD)					
1787	516	636	629	42	671

	Departure	Ourgound PATE Obstacle Cleara		
Departure Surface 1/2 Width @CD, in feet	Departure Surface height	Object Location	Does Object Penetrate the Departure Surface ? (in feet)	Object Analysis Determination
978.8	44.675 580.675	inside surface	NO, by -9,675	DNH

Airport Name	Addison Municipal
Project Descriptors	Light Poles - Displaced Threshold
Airspace Number:	4293 Displaced

DPH 40:1

DOI 40:1

DNH

Side View

40:1 Departure Surface

Runway

Zone 1

Top Down View

Print Page

RETURN to Main ATC Page

IAW FAA Order 8260.3B, TERPS, Chapter 12, Departure Procedures &

FAA Airports Obstruction Standards Committee ( AOSC ) Decision #2

# November 08 - November 14

November 2004

S M T W T F S

7 8 9 10 11 12 13

14 15 16 17 18 19 20

21 22 23 24 25 26 27

28 29 30

December 2004

S M T W T F S

1 2 3 4

5 6 7 8 9 10 11

12 13 14 15 16 17 18

19 20 21 22 23 24 25

26 27 28 29 30 31

Monday, November 08	Thursday, November 11
10:30am 11:30am Public Works Web page (Addison Service Center - first floor) 1:00pm 3:30pm meeting with FAA (FAA Regional Office) 4:00pm 5:00pm GIS (My office)	9:00am 10:00am Arapaho/Explorer Pipeline (Fire Sta #1) 4:00pm 5:00pm GIS (My office)
Tuesday, November 09  Town Council  9:00am 10:00am Updated: The Addison of Brookhaven Water Replacement Mtg., with Teague Nall & Perkins (Service Center)  10:00am 11:00am Updated: Arapaho Rd., Ph. III Construction Status Meeting (Archer Western Trailer-Surveyor & Arapaho Rd.)  11:30am 1:00pm lunch with mike p (tbd) 4:00pm 5:00pm GIS (My office)	Friday, November 12 7:30am 9:00am chamer breakfast 4:00pm S:00pm GIS (My office)
8:00am 9:30am - Employee Meetings (Addison Conference Centre) 1:30pm 2:30pm Engineering Design QA/QC (Svc Center) 4:00pm 5:00pm GIS (My office) 5:00pm 6:00pm Happy Hour - blue mesa	Saturday, November 13 12:00pm 1:00pm toastmasters
	Sunday, November 14

# PROJECT LIST/STATUS ADDISON PUBLIC WORKS DEPARTMENT MANAGONA

# **Project**

# Status

CMAQ, Project 12 Jack Loggins **Dallas County Public Works** Steve Chutchian

R.O.W. acquisition is underway by County. Bid advertisement scheduled for Spring 2005.

Midway Rd. Rehabilitation Bruce Grantham Steve Chutchian

Final design and construction phasing report is completed. Programming for construction delayed Grantham & Associates, Inc. until 2006. Pavement jacking is underway on certain concrete panels within limits of project, \$750,000 remains budgeted for additional improvements.

Addison Rd. Widening Birkhoff, Hendricks & Conway-John Birkhoff Steve Chutchian Jenny Nicewander

Final design nearing completion. Easement acquisition is complete. Utility relocation efforts underway. Street & pedestrian light spacing has been incorporated into the final plans. Project will be bid in winter 2005. FAA has revised ruling on power pole heights) TXU Electric has been directed to proceed with ordering poles.

Dallas County CIP Don Holzwarth **Dallas County** Steve Chutchian Jenny Nicewander Master Interlocal Agreement approved by Dallas County in July 2002. Supplemental agreement for Arapaho Rd. project approved by County Commissioners in Oct. 2002. Public Works staff prepared and subsequently submitted an application for funding to County for Belt Line Rd. The project received a high ranking on preliminary evaluation. The project list is as follows:

Approved Projects	Funding Year
Arapaho Rd. Construction	2004
Midway Rd. Signalization	2005
Belt Line Rd. SPUI	2005
Pending Applications	Funding Year
Belt Line Rd. Construction	2008

The Town requested, and the County approved an additional \$100,000 grant added to the Midway Rd. project to help pay for video detection on Belt Line Rd. Arapaho Rd. funds have been received from the County.

Addison Airport Part 150 Noise Study and Master Plan Update Coffman & Associates Jim Pierce Both projects completed. Addendums to Master Plan include Pavement Evaluation and Obstruction Survey. The computer generated obstruction survey has been submitted to FAA for review. Obstruction field survey complete. Part 150 has been accepted by FAA.

Airport Drainage Instrumentation Project URS Greiner Im Pierce Plans & Specifications are 95% complete. Issues with FAA remain. Project on hold. This project will expand the safety area at the north end of the airport.

Arapaho Rd., Phase III
Jerry Holder
HNTB Corporation
Steve Chutchian
Jenny Nicewander

Agreement with DWU was recently approved by Dallas. Construction is underway throughout the project limits. Utility relocation efforts will continue into the construction of the project. TXU is behind on their relocation efforts. SBC agreement for utility relocation was approved by Council.

Lindbergh/Bankston
Drainage
Bruce Grantham
Grantham & Assoc., Inc.
Steve Chutchian

Inter-local agreement between Explorer Pipeline and the Town approved by Council. Grantham is working on design revisions with DART in order to obtain approval. One drainage easement must be acquired from Bankston. DART must review latest submittal from Grantham.

Arts & Events District Improvements Carmen Moran Steve Chutchian Construction is substantially completed.

Jim Duffy is designated project manager over all improvements, including construction inspection. The contractor has notified the Town that they are not willing to reconstruct Festival Way. Town is currently determining legal options and has met with the bonding company representative.

Spectrum Drive-North & South Extensions
Steve Chutchian
Jenny Nicewander

*Construction is complete. Mels Electric •notified the Town that street and pedestrian lights will • be delivered in late November 2004. Power for lights, •irrigation, and signals has been established by TXU. •Final payment for street project was approved on Oct. 26th.

Railroad Crossing Quiet Zones Steve Chutchian Jenny Nicewander DART Lap money has been approved. Project on hold. Town applied for Railroad Reliability Grant from COG for additional crossing gates, and the request was approved. An agreement between the Town and TxDot will be prepared by the Austin office of TxDot soon. Funding issues have been resolved. TxDot has requested a scope of work from the Town prior to completion of agreement.

Standard Engineering Services Agreement Steve Chutchian Jenny Nicewander John Hill

 Project to establish a standard agreement to be initiated by staff & reviewed by City Attorney. A "go-by" will be get mike to soul to John H:00 sent to John Hill soon. get some have

Town-wide Signal Upgrades Jim Pierce Robin Jones Jenny Nicewander . Town worked with Kimley-Horn, Inc. to complete a design proposal to perform both the County and TxDot funded improvements. TxDot approval was obtained. Design is underway.

Keller Springs Widening (Tunnel to Addison Rd.) Steve Chutchian Jenny Nicewander

 Town trying to work with NTTA to develop an inter-local agreement to perform design and construction efforts for construction of roadway improvements, from the Tunnel to Quorum Drive. NTTA has prepared design and construction cost estimates for the project. The agreement is under review by the NTTA executive board.

Talisker Apartments Water Line Improvements Steve Chutchian Jenny Nicewander

 Construction underway and is anticipated to be completed by mid-November 2004.

Westfield Court Service Line Replacement Steve Chutchian Jerry Davis Jenny Nicewander

 Low bidder was Davis Excavation, in the amount of \$59,225.00. Council approved-award of contract on September 28, 2004. Construction is approximately 70% complete.

Jim Pierce

Air Traffic Control Tower . Construction of new control tower is underway.

Assessment Jim Pierce

Water System Vulnerability • Study is complete and has been submitted to EPA. Any changes needed to the Emergency Response Plan must now be evaluated. \

Airport Fuel Farm Jim Pierce

Design contract signed with Washington Infrastructure Design underway.

GIS Mapping Jenny Nicewander Jim Pierce

 Progress underway. Update meeting was held on 9/1/04 Training is completed. COG was appropried regarding a timeline.

SHAMID about dead lin

2 ft. Contour Maps Jim Pierce

Jenny Nicewander

Proposal needed from NCTCOG.

to clean up

Belt Line Road Resurfacing

Steve Chutchian Jenny Nicewander

- mill e pepet Construction is underway. Asphalt has been placed on a erc substantial portion of the east bound lanes. Most of the concrete milling is completed. The project has a

mid-November completion schedule.

Belt Line Road/Dallas Pkwy. Carter & Burgess, Inc. is working on a scope and fee will of proposal for submittal to Dallas County. Design will **Intersection Improvements** 

Jim Pierce Steve Chutchian Jenny Nicewander be coordinated with Belt Line Rd. streetscape study.

Airport Beacon Relocation

Jim Pierce

Jenny Nicewander

Project under development.

Sanitary Sewer Sampling

Manholes

Steve Chutchian

Project in final design stage. Standard Town construction documents and specifications forwarded to Engineer. Final plans under review. Specifications should be submitted for review soon. Engineer submitted plans and specifications to DWU in October 2004 for review and approval.

Electrification of "T"

Hangers Jim Pierce Design underway.

Fuel Truck Rd. Extension

Jim Pierce

Steve Chutchian

Jenny Nicewander

Design and bidding of a southerly extension of the Fuel Truck access road will be performed for construction in

2005.

Richard Byrd

Reconstruction, Phase II

Steve Chutchian

Jenny Nicewander

Design proposal is being prepared by HNTB Corporation.

Other Bond Items Mike Murphy

Pending Projects.

ADDISON @BROCKHAYEN W.L. ruplaceman

# PROJECT UPDATE

# ARAPAHO ROAD Town of Addison November 3, 2004

To: Jenny Nicewander

From: Kelly Dlouhy - HNTB

Subject: Project Update

The Town of Addison is constructing Arapaho Road from Addison Road to Surveyor Blvd., a distance of approximately one mile. This is a new location roadway. HNTB is providing construction management services to the Town. On October 26, 2004, the contractor discovered railroad (RR) ties about 5 ft underground in two locations. The following is an update of the project since water and soil samples were taken at the site on October 28, 2004.

# **PROJECT UPDATE**

Most sites in Texas, except a few under federal regulations, fall under the Texas Risk Reduction Program (TRRP). The site associated with Arapaho is under the authority of TRRP. Associated with TRRP are media specific Protective Concentration Levels (PCLs). Sites have to be assessed to and cleaned up to these PCLs. Specifically with the Arapaho site, one of the suspected chemicals of concern (COC) is creosote whose derivatives include cresols, phenols, and naphthalene.

Samples were taken at the site for analysis of semi-volatile organic compounds (SVOC), volatile organic compounds (VOC), total petroleum hydrocarbons (TPH), and RCRA 8 metals. This type of analysis will insure that the Texas Commission on Environmental Quality (TCEQ) will be satisfied that all possible COCs were identified. SVOCs generally indicate chemicals like oils, VOC indicate chemicals like gas and solvent components, RCRA metals analyze for arsenic, lead, chromium, barium, silver, cadmium, mercury, and selenium. TPH indicates the total amount of petroleum hydrocarbons and is generally used to determine which sample should be used for SOV analysis. If the analytical results indicate that concentrations of some COCs are above the PCL, the particular media will have to be cleaned to concentrations below the PCL. The samples were submitted on standard turn around time. Results should be received before the week's end (November 5th).

If the samples indicate COCs above the PCL, the excavated soil will have to be disposed of in an appropriate landfill. By over excavating the site, the soil would be "cleaned up" to the regulatory levels. Samples will need to be submitted at the limits of the excavation to show that the COCs are below the PCLs. The vertical limit of the pits is weathered limestone. Following the receipt of the analytical results, vertical

ARAPAHO ROAD Project Update

delineation might have to be determined on the limestone (bedrock) to insure the COCs will not migrate to another water bearing zone.

The soils at these locations are extremely tight black clay. Groundwater was present in the pits as a result of the debris which created huge pore spaces. The groundwater will need to be assessed to determine if any groundwater is present in the natural formation. Depending on the results, assessment and possible monitoring/cleanup will be necessary. If groundwater is present, one issue to be addressed is the storm sewer drains that would traverse the location of the pits. The storm sewer provides conduit for contamination if groundwater enters the system.

An important <u>potential</u> issue is the disposal cost of the soil. Pending the analytical results, the waste will need to be profiled and the appropriate landfill contacted. Since additional samples have not been taken, the plume size has not been determined. The size of the plume will be used to calculate yardage and associated landfill cost. Assuming the worst, areas with concentrations above the PCL will need to be identified and cleaned up (i.e. excavated).

# SAMPLING UPDATE

Soil and water samples were taken at the project site on Thursday, October 28th. Initial analyses were run on these samples to identify the contaminants. Additional tests are necessary to obtain a complete profile of the samples. These analyses would consist of SVOC, VOC, and RCRA 8 Metals. These tests are required to profile potential contaminants for the landfill. The goal is to minimize the analytical costs but still satisfy the landfill requirements. By running these preliminary tests now, the removal/disposal of the potential contaminants would be accelerated. The following are the sampling costs as of today:

\$3,800.75 Cost for initial assessment samples (test ordered, results expected soon)

\$663.00 Cost of profiling for the landfill (these tests have not been ordered)

\$4,463.75 Total

- \$892.75 If the Town of Addison pays within 30 days

\$3,571.00

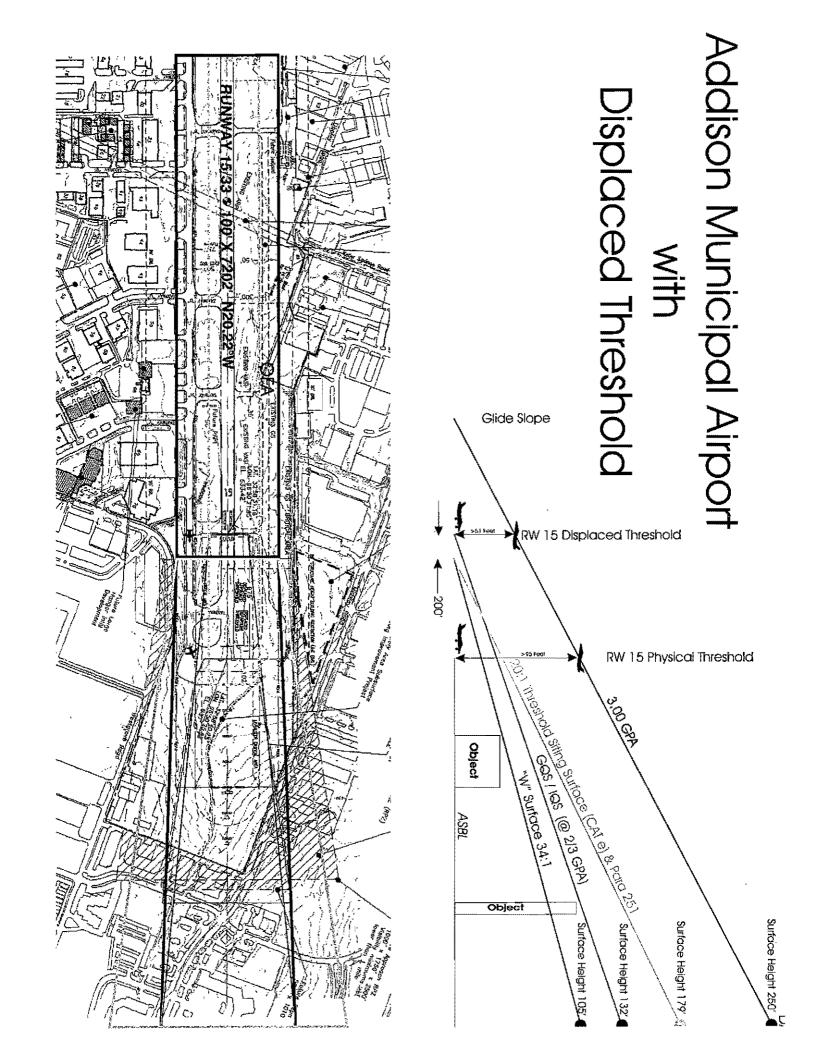
The landfill may require additional analysis if site is over excavated. You will be notified of additional landfill requirements if needed.

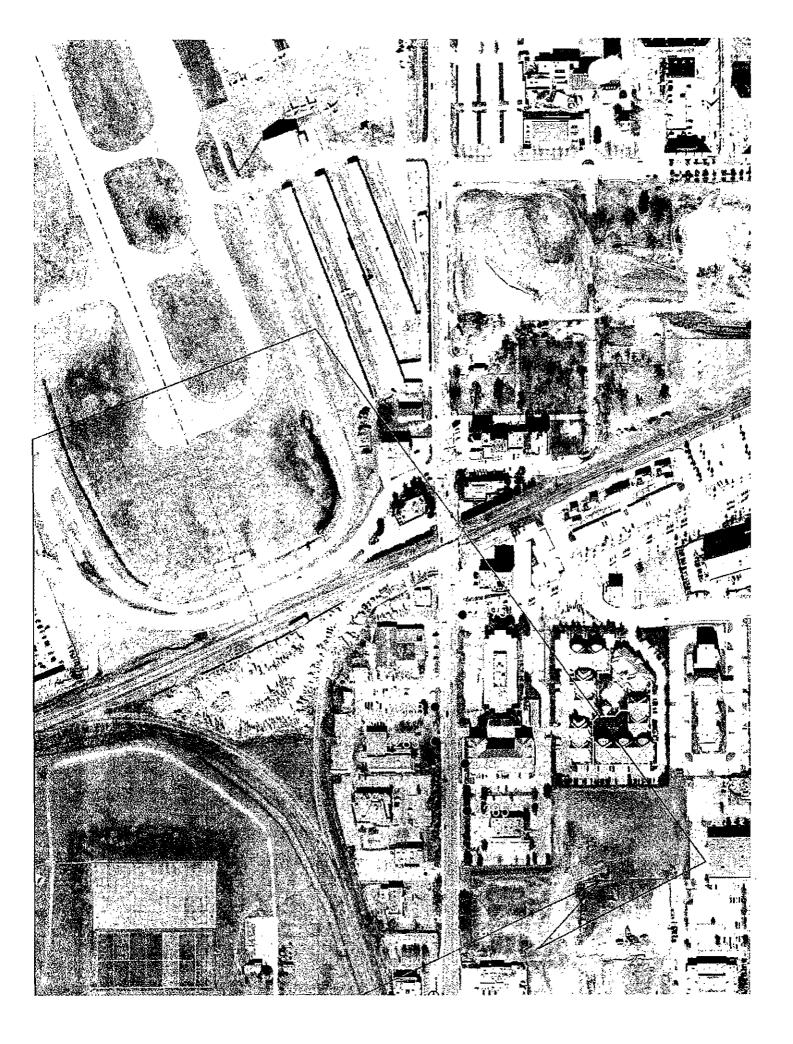
The Town of Addison can receive a discount on the cost of the samples. Payment within 30 days would receive a 20% discount from Anachem on the invoice total. Payment within 45 days would receive a 15% discount from Anachem on the invoice total. Please contact Perry Dunlap at 972-727-9003 for proper payment and invoicing.

# **ACTION ITEMS:**

Authorization from the Town of Addison for Anachem to run samples to profile potential contaminants for the landfill.

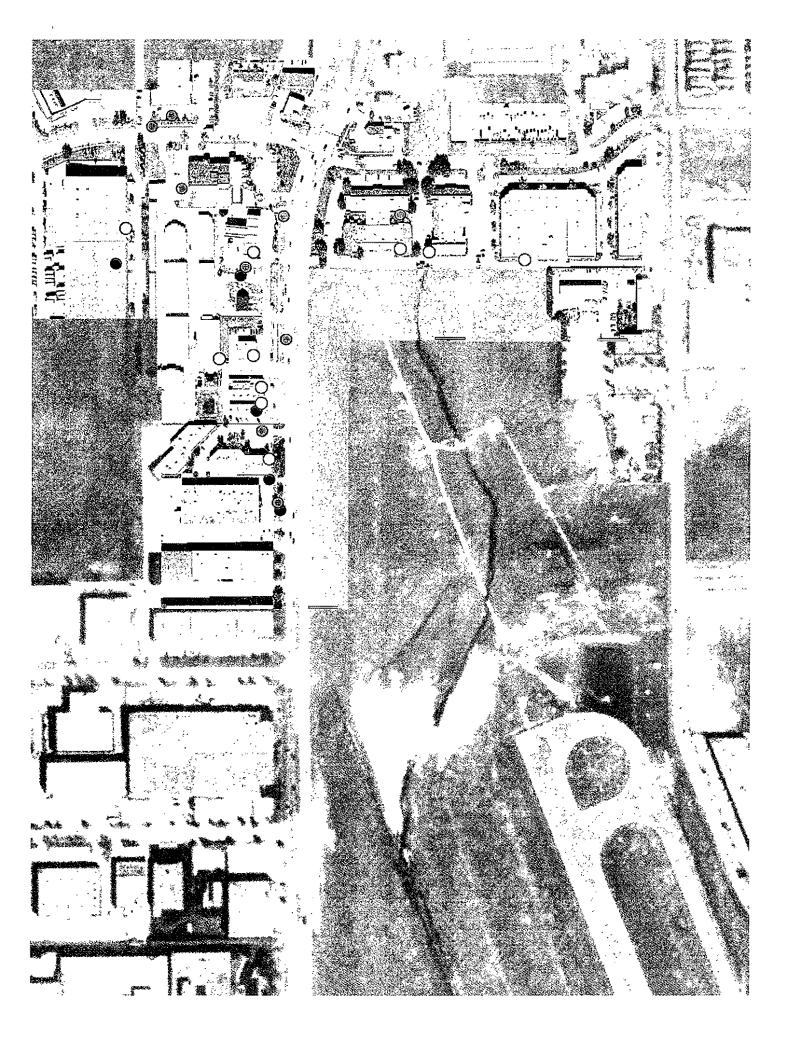
ARAPAHO RO	AD, MARSH LANE TO ADDISON ROAD
Project Budget	Projec
Description	Amo
Bond Funds	\$20,500,0
County funds	\$1,432,8
Dart Lap	\$2,363,8
Addison Road/Excel	\$230,0
Midway Road	\$2,650,0
	\$373,0
Transfer from Dart Lap Queit Zone fund	
Addison Road Dart Lap	\$1,000,0
total available funds	\$28,549,6
Phase II, Marsh to Surveyor	
S	ub Total \$4,233,8
Phase III, Surveyor to Addison Road	
ROW analysis	\$44,9
HNTB Design Fee	\$1,046,6
Evaluation Associates	\$39,0
HNTB Urban Design (streetscape)	\$51,0
HNTB Landscape Architecture	\$87,2
Constantinten	\$13,0
Gensler lighting	
Metro Brick Parcel #1	\$95,1
Joe's Auto Body Parcel #2	\$173,2
Union Pacific Railway Company Parcel #3	\$1,204,2
The City of Dallas Parcel #4	\$13,0
Heritage Inn Parcel #5	\$60,8
Motel 6 Parcel #6	\$332.7
Charter Furniture Parcel #7	\$166,4
Gary Crouch/MBNA Parcel #8	\$225,0
John Wilson Parcel #9	\$58,9
Harbour Group Parcel #10	\$29,7
Harbour Group Parcel #10	Ψ29,/ 
Dale Bullough/Metrocrest 1 Parcel #11	\$29,3
Public Storage of Dallas, Ltd. Parcel #12	\$1,583,2
Public Storage of Dallas, Ltd. Parcel #13	included in #
Audit and Legal Fees	\$125,0
Bridge Design	\$550,9
roadway improvements	\$4,947,3
Utility improvements	\$3,741,3
Lighting and Signalization Improvements	\$614,2
ONCOR Utility Relocation	\$282,0
SBC Utility Relocation	\$39,0
Streetscape Improvements	\$1,129,9
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Bridge Construction	\$5,255,5
Bridge Lighting	\$709,8
Bridge Design Stipend	\$30,0
URS bridge concept meeting	\$19,5
Wye Track Crossing Fee	\$2.5
Environmental reports	\$7,2
Hipes & Associates	\$40,3
Pat Haggerty	\$2,8
Evaluation Associates	\$21,7
Bridge Pre-Submittal meeting @ Stone Cottage	\$7,7
Attached #1	\$1 6/33
Alternate #1	\$343,4
Alternate #2	\$31,1
	Phase III \$23,086,3
Total E	xpenses \$27,320,2
Total over/under budget	\$1,229,4
27	
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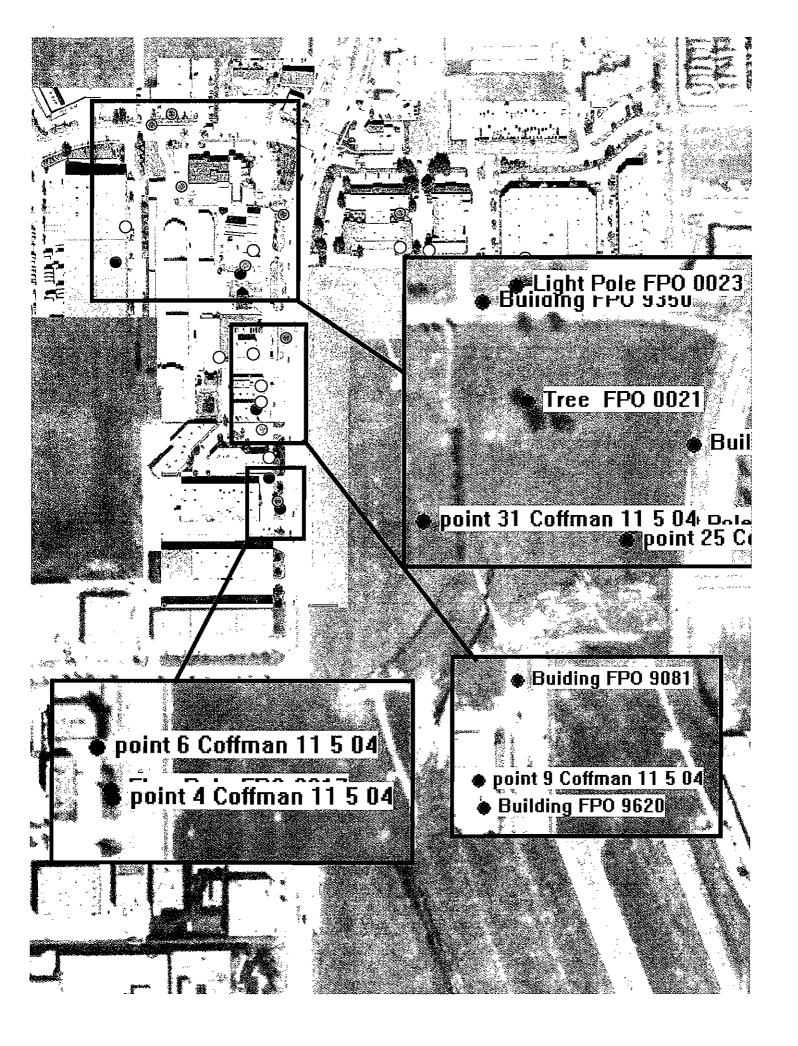


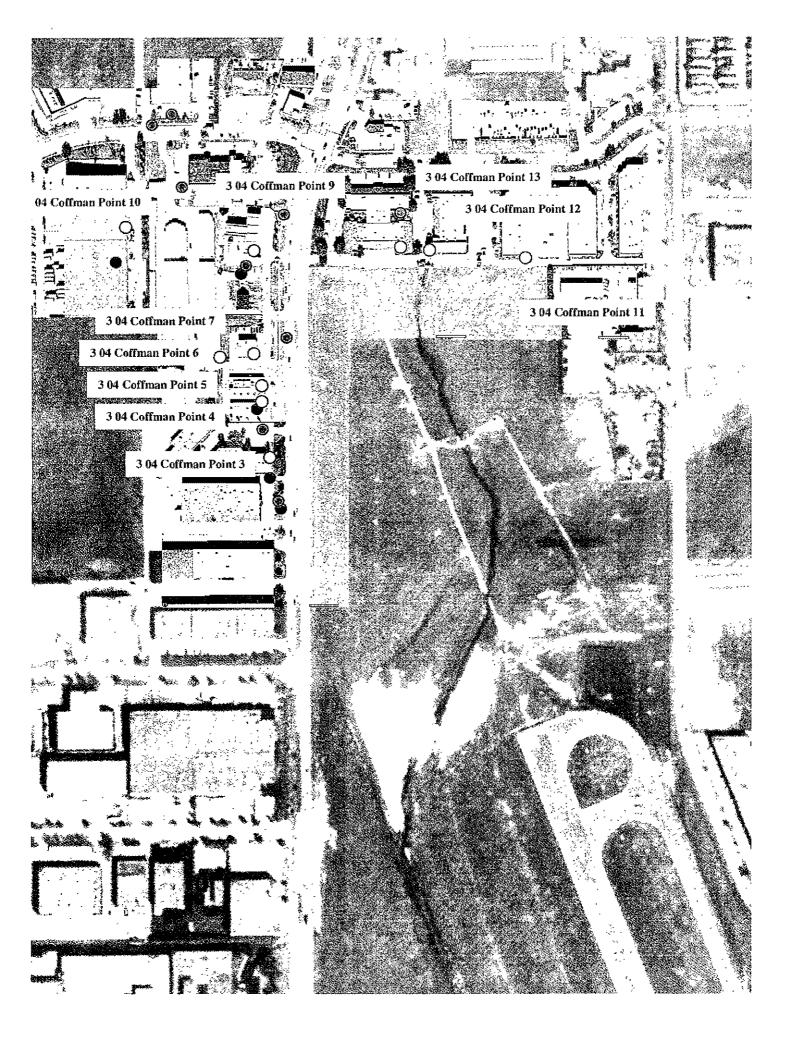
### Runway 15 Feasibility Analysis

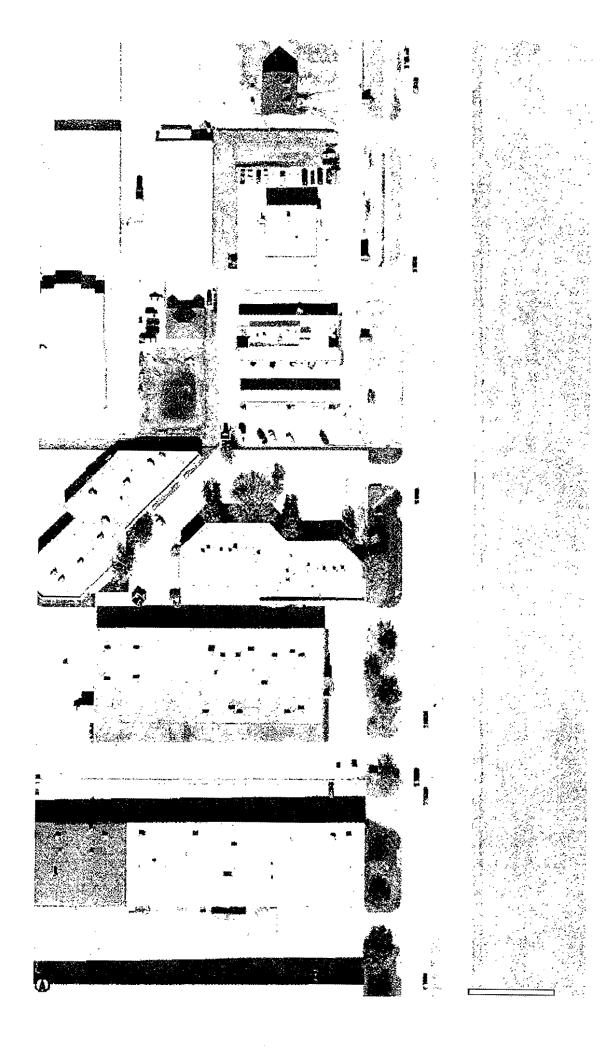
Runway Length Re-Capture

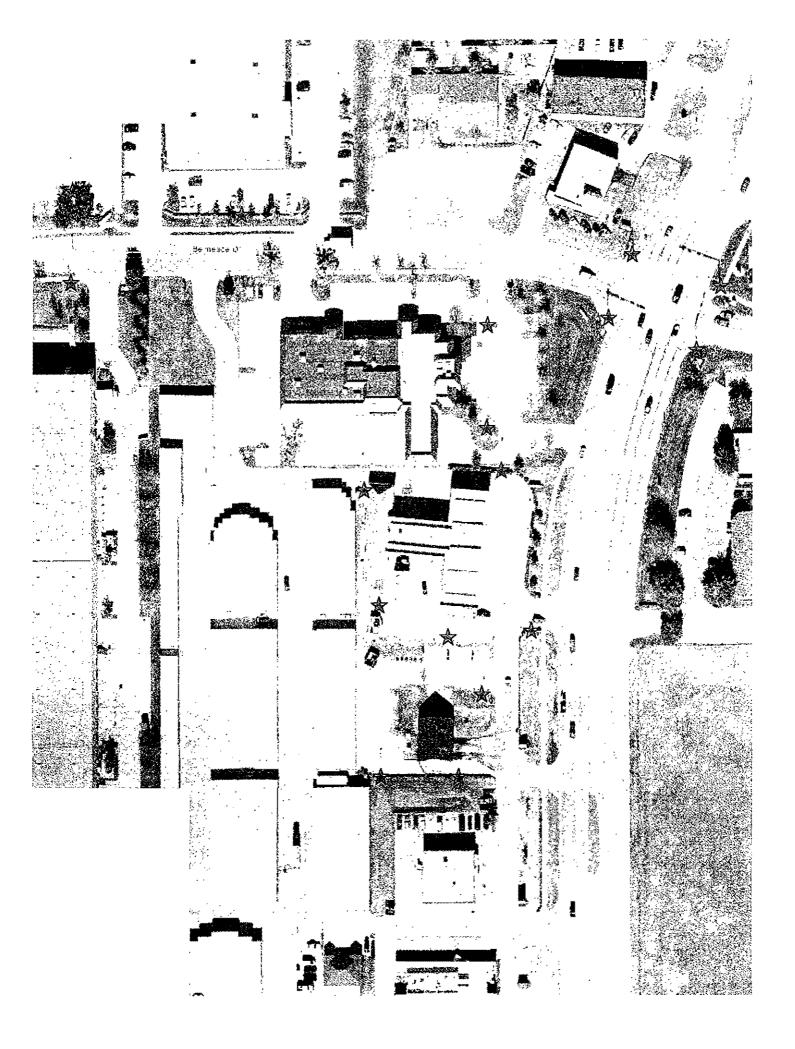


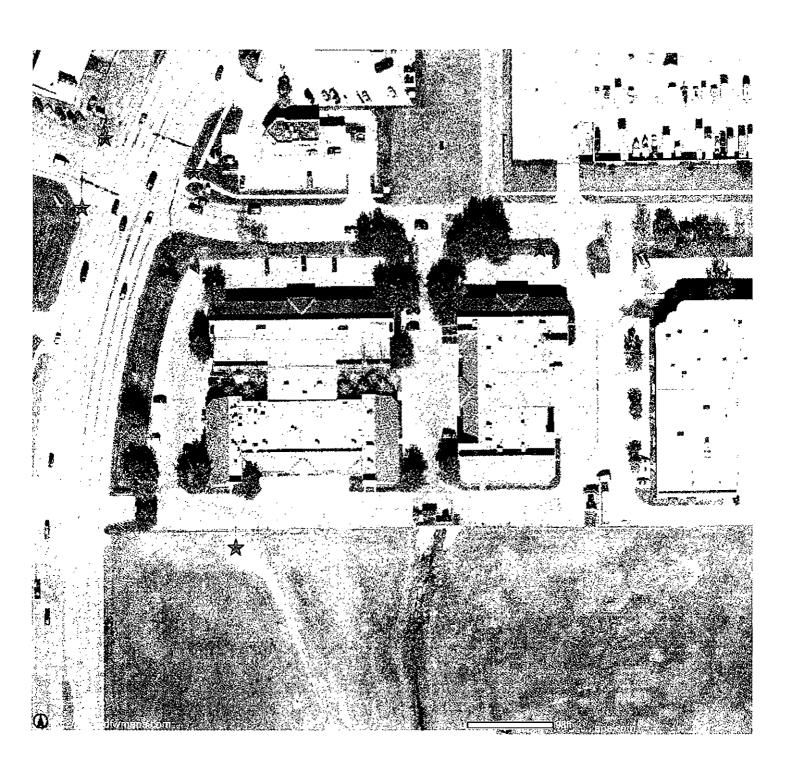






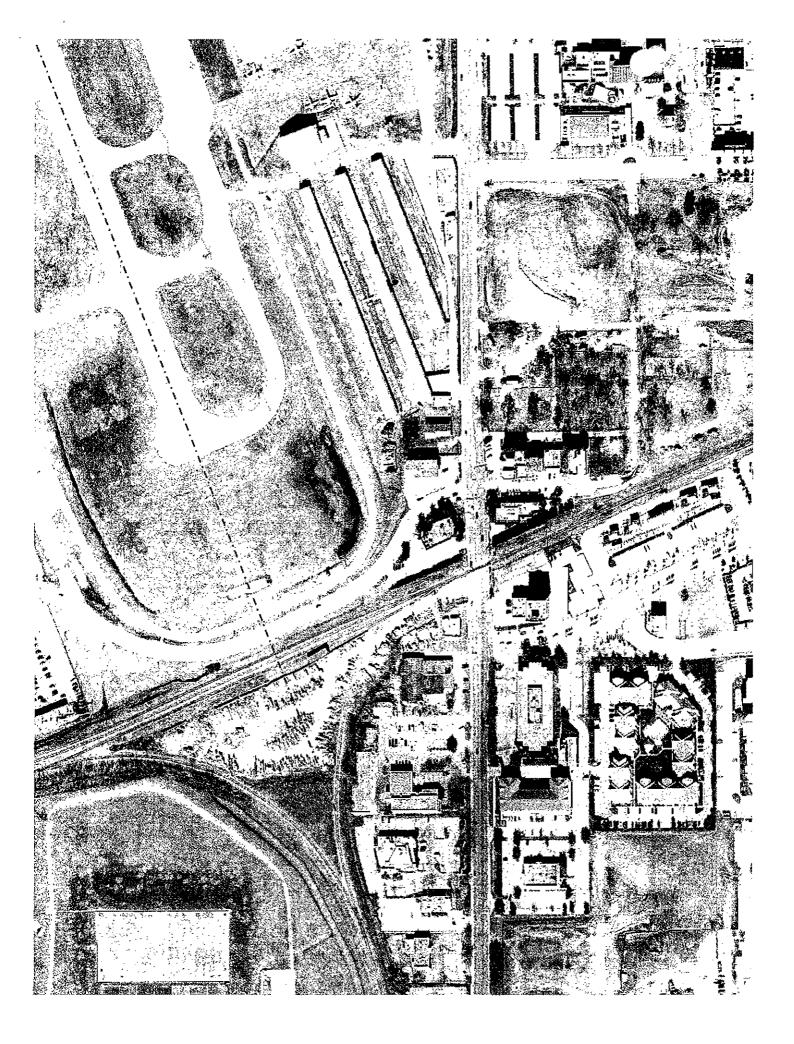


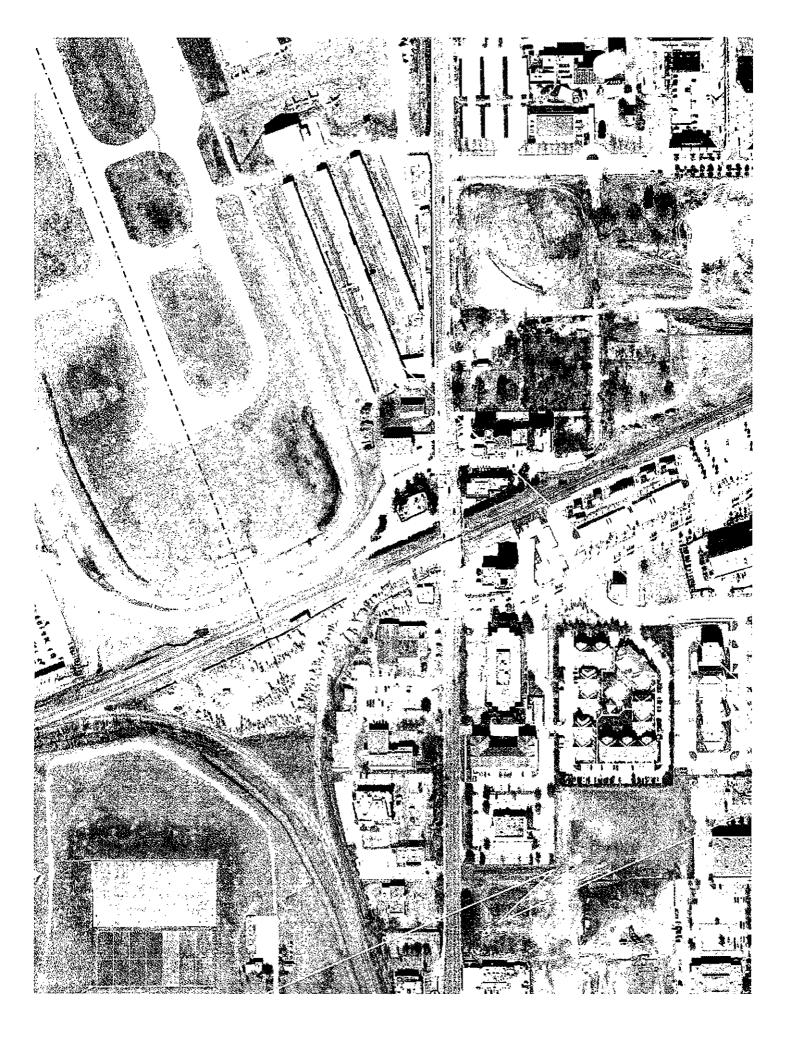


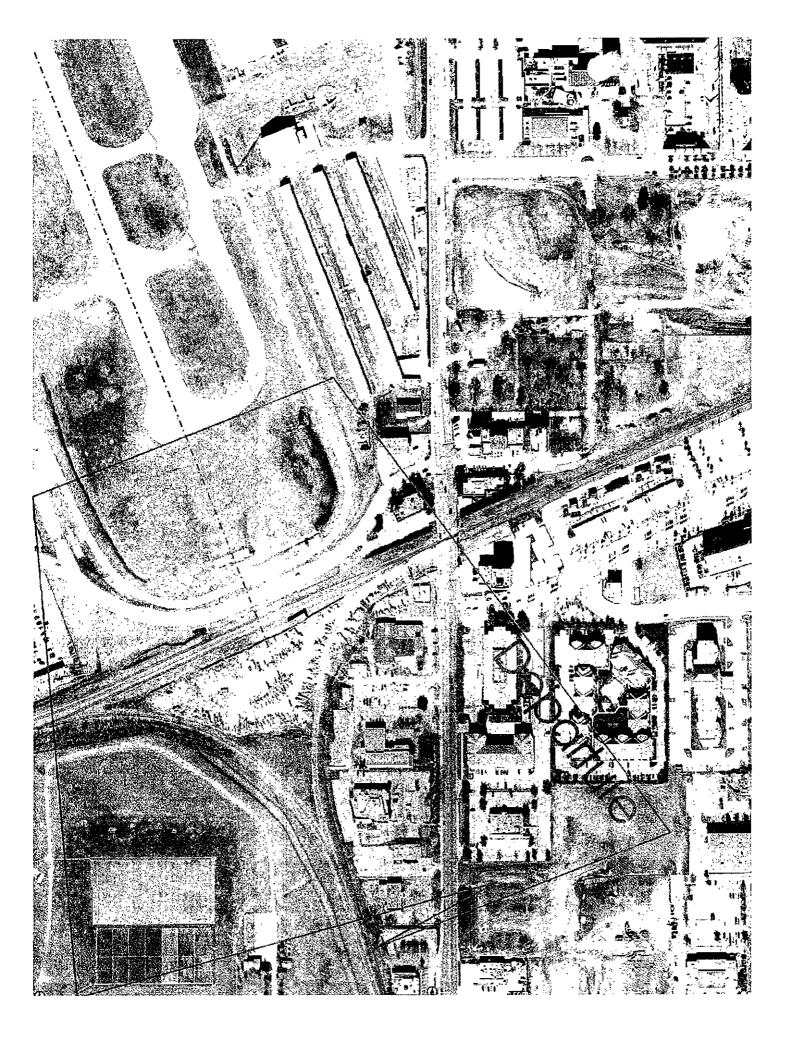


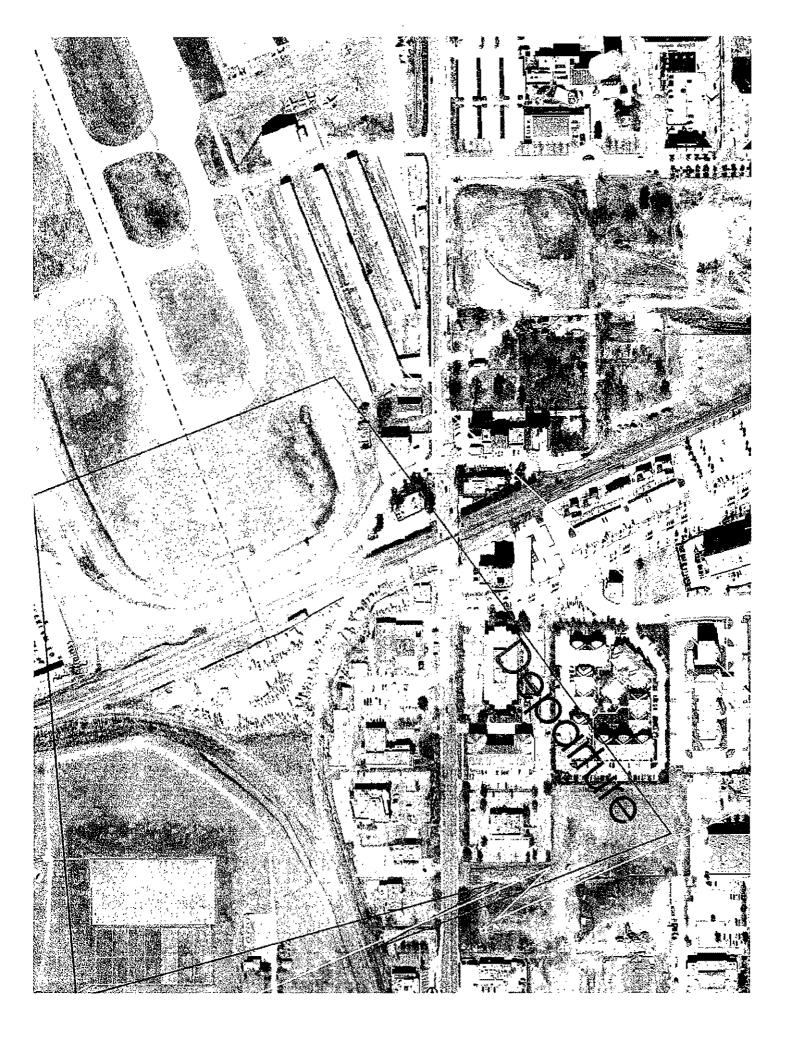
## Addison Municipal Airport

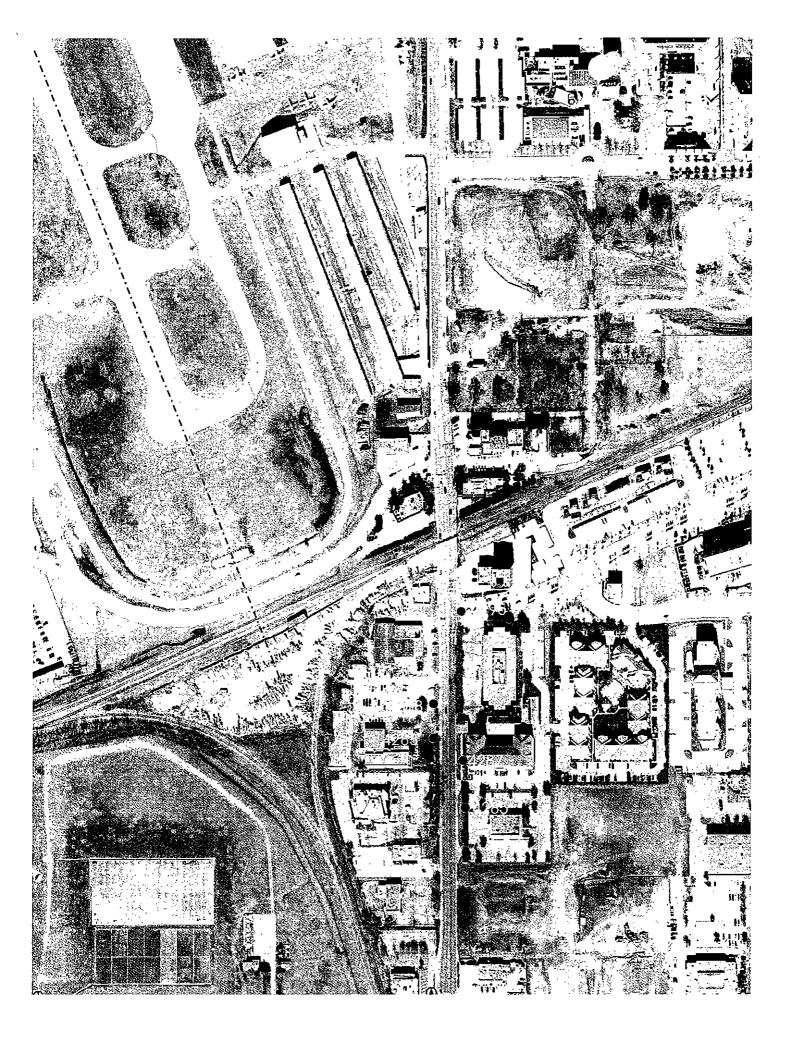
Airspace Analysis Light Poles

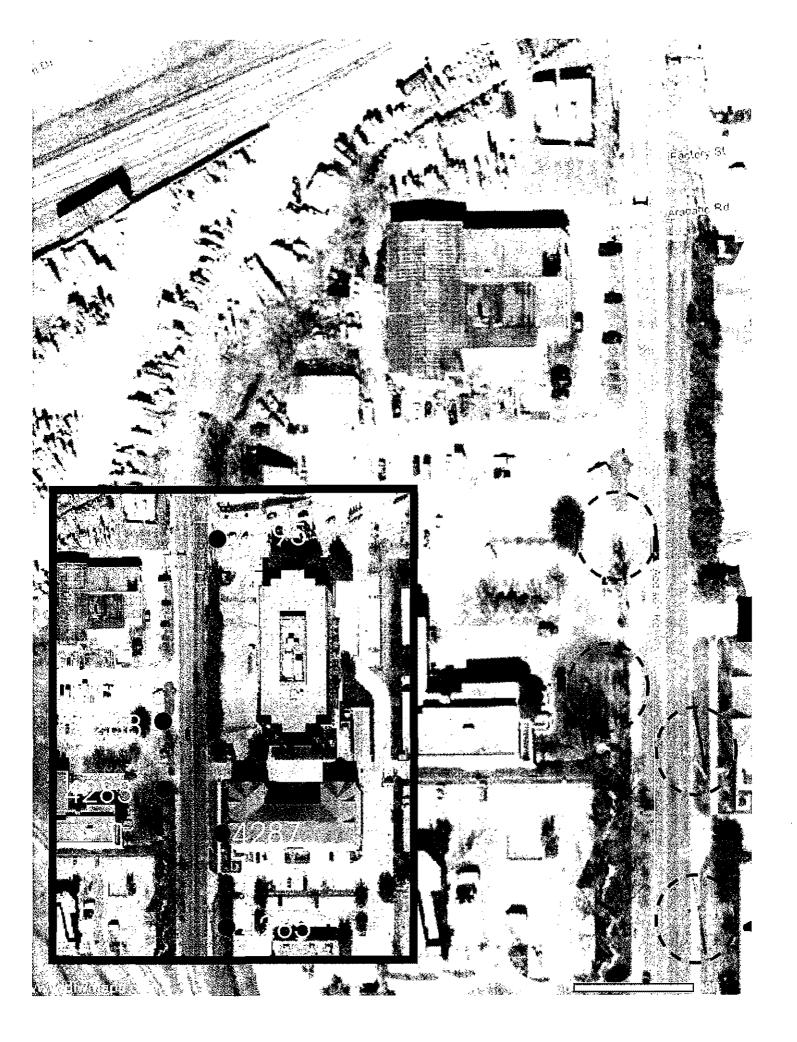


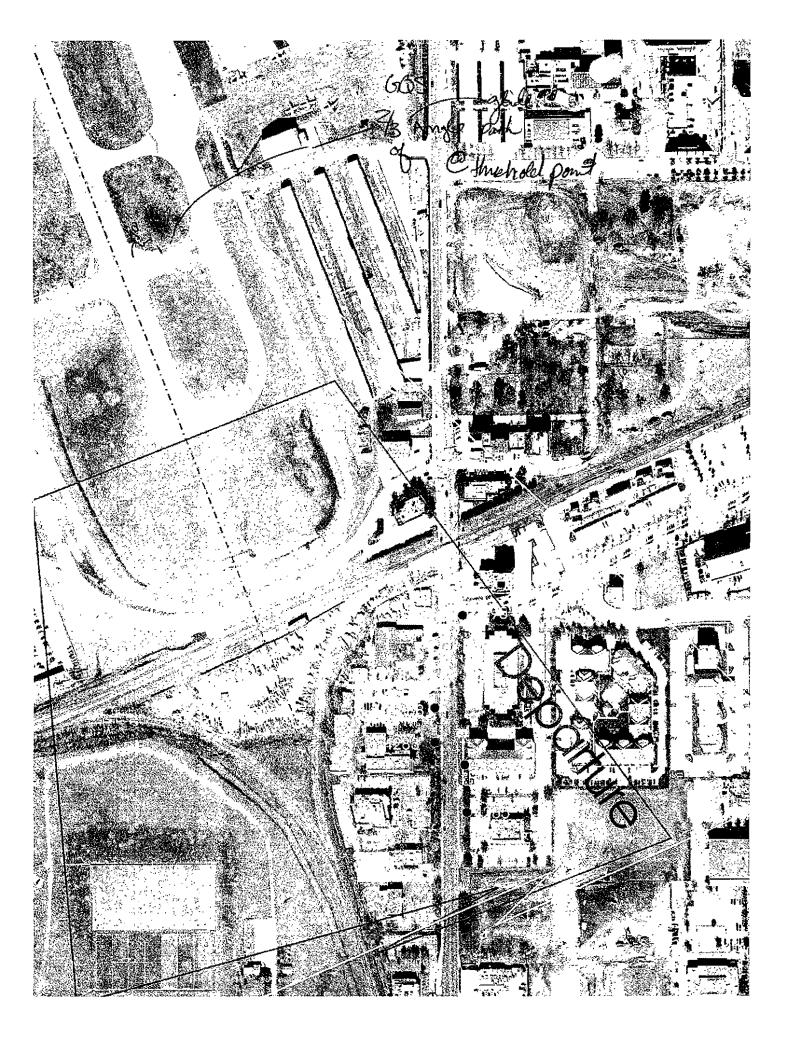


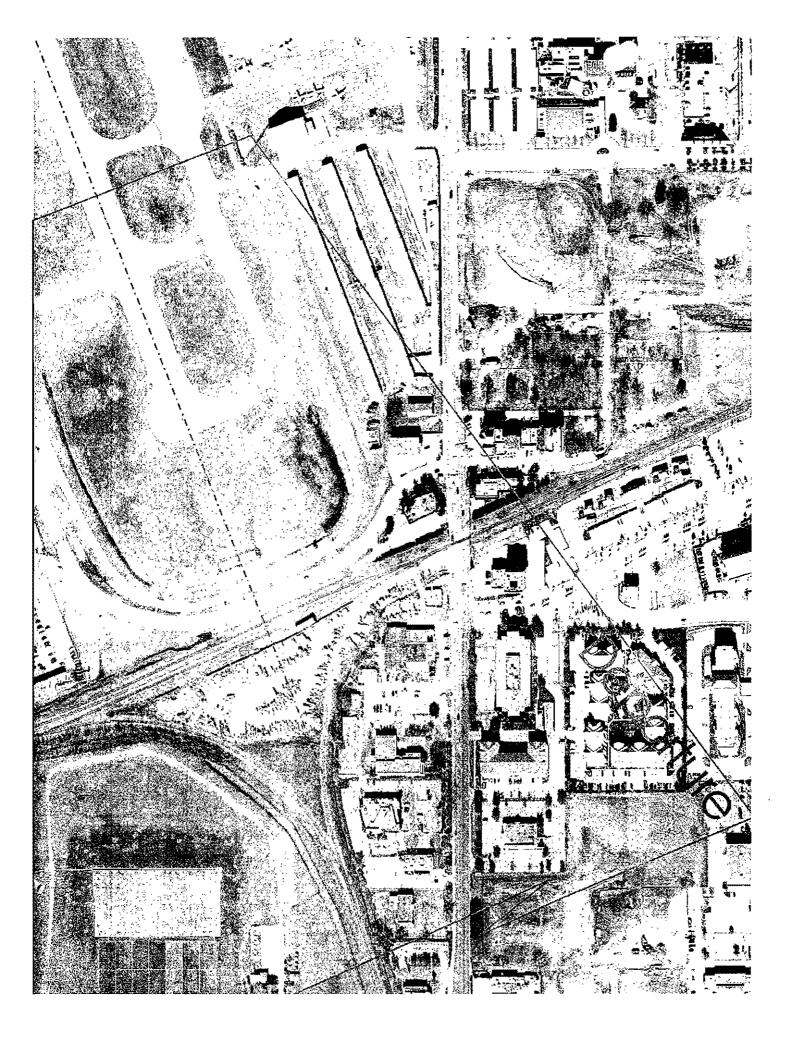


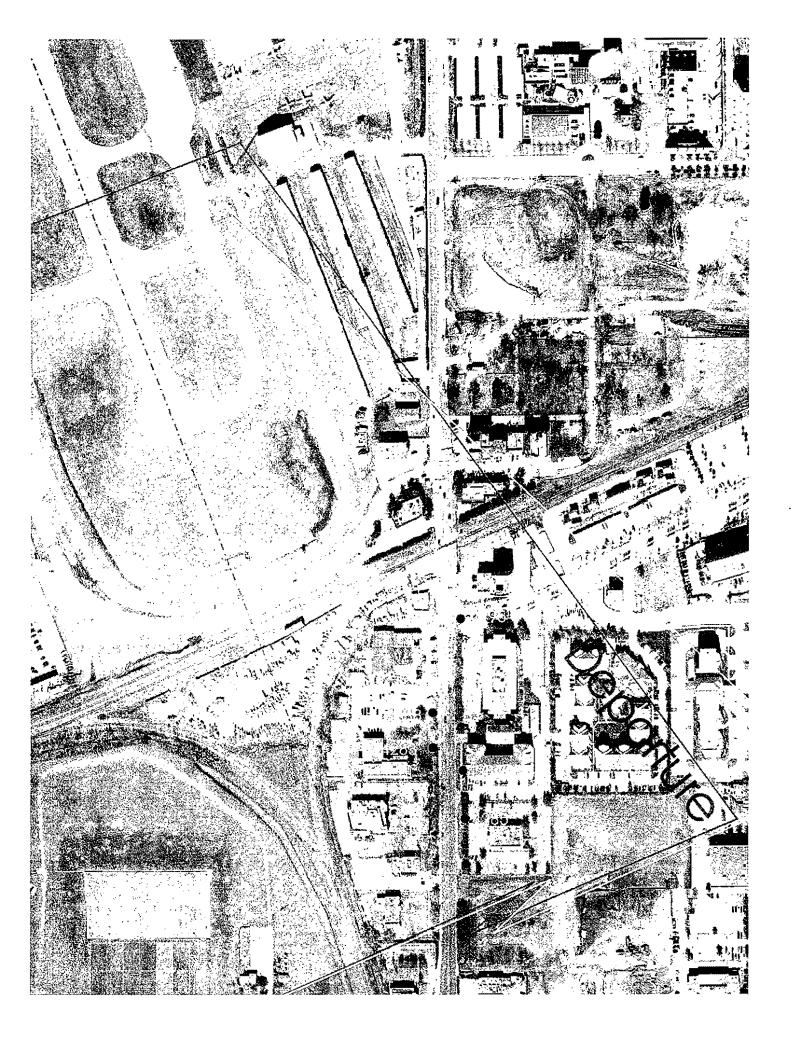












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## Quantity Notebook

Airport Vehicle Access Road

March 15, 2005

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		Cents per unit				
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		Cents per unit				
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INCLUSIVE	\$

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# 104 EMBANKMENT

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PUT BACK SOP

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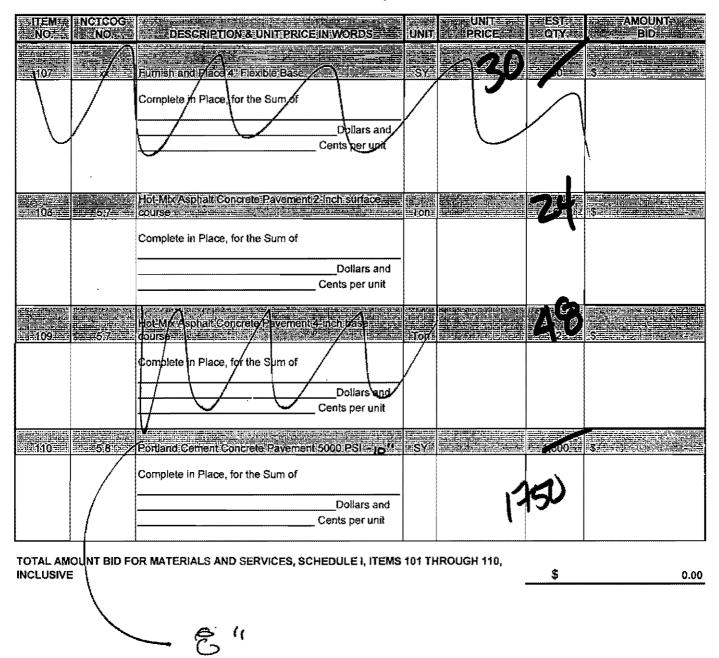
## Quantity Notebook

Airport Vehicle Access Road

March 2005
BEFORE PRE
BID MTG



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				*****	And Andrews and An	



#### PAVING REPAIR MODIFICATIONS FOR THE



#### , COVER SHEET

PH-1 -

SHEET NO.

PROJECT LAYOUT PROJECT PHASING PLAN PV-1 - PV-2 PAVEMENT CHAN DT-1 - DT-2 DETAILS AND TYPIC

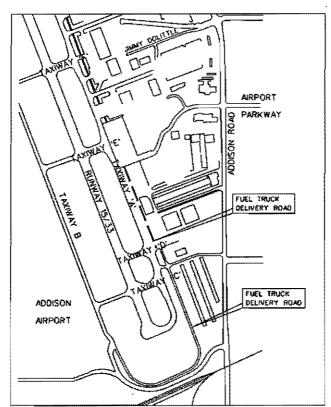
INDEX OF SHEETS

#### OWNER:

TOWN OF ADDISON DEPARTMENT OF PUBLIC WORKS 16801 WESTGROVE P.O. BOX 144 ADDISON, TEXAS 75001 (972) 450-2871

#### ENGINEER:

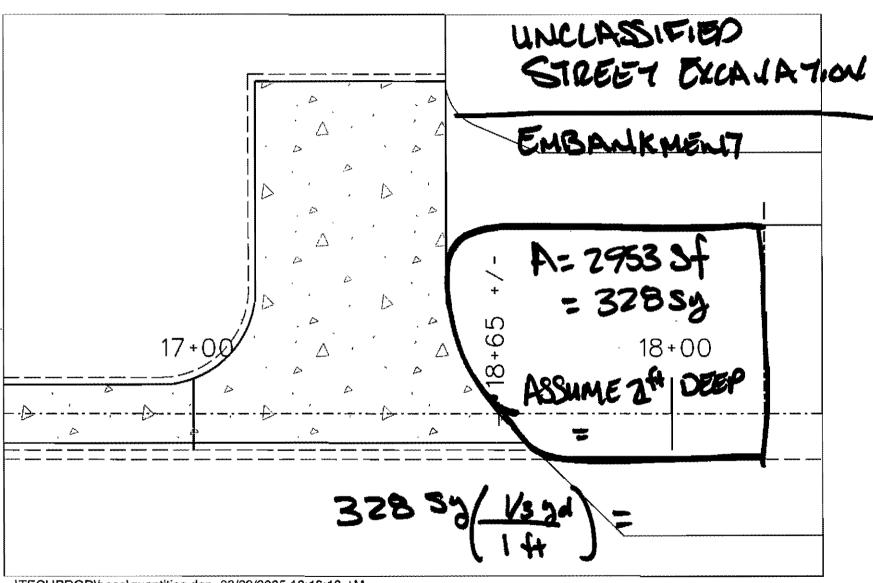
TOWN OF ADDISON DEPARTMENT OF PUBLIC WORKS 16801 WESTGROVE . P.O. 80X 144 ADDISON, TEXAS 75001 (972) 450-2871



PROJECT MAP

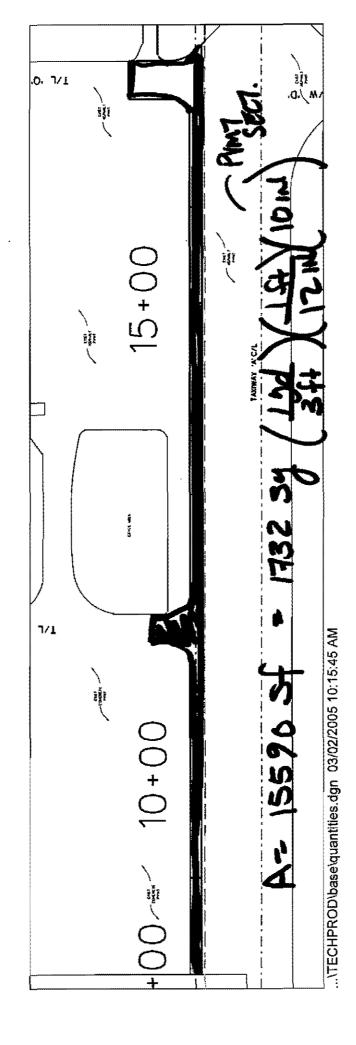
THE SEAL ON THIS DOCUMENT WAS AUTHORIZED BY J. S. NICEWANDER P.E.* 8T843 ON March 4, 2005



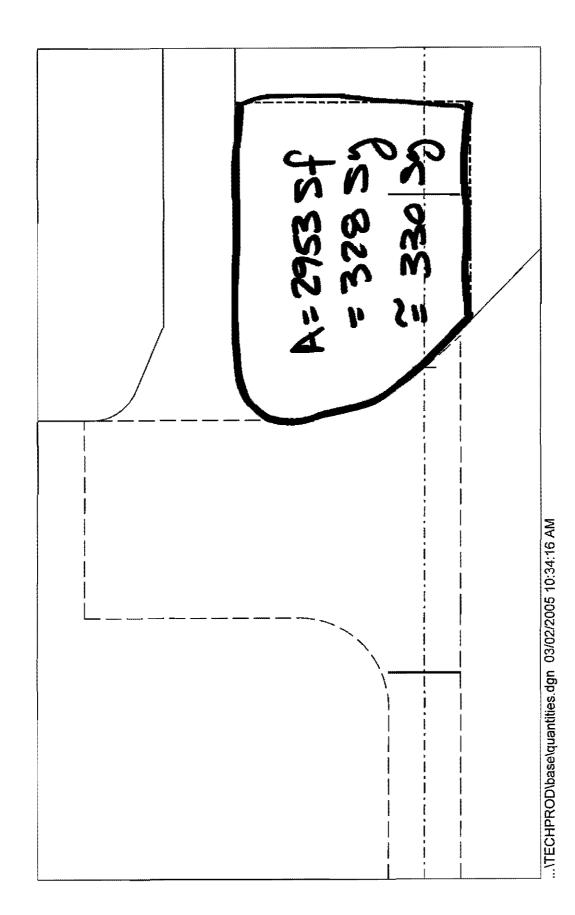


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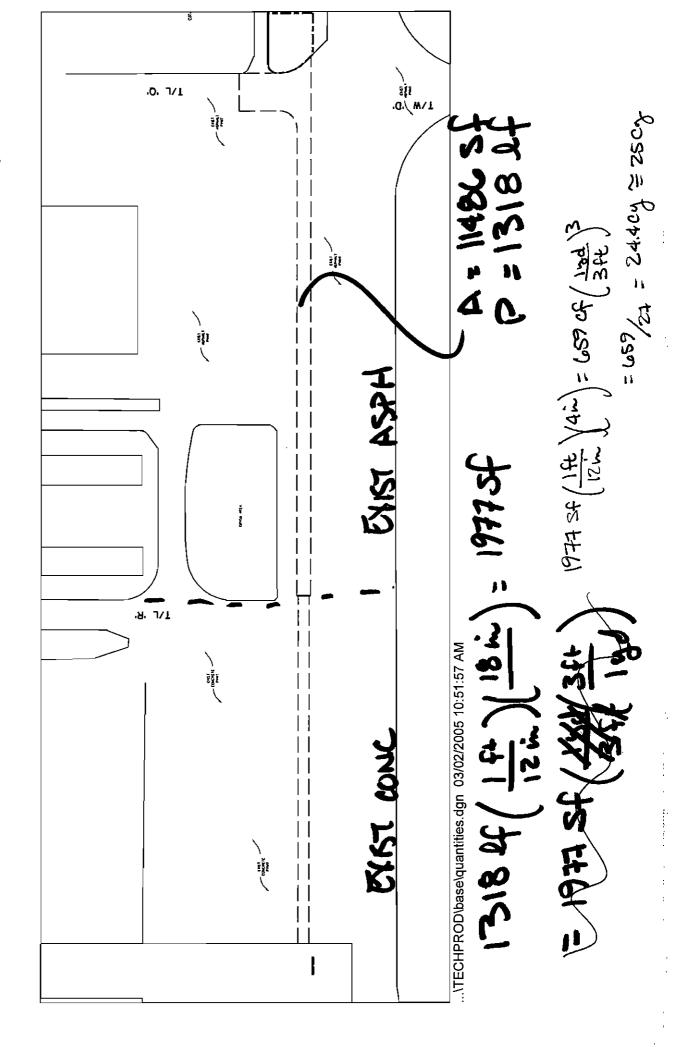
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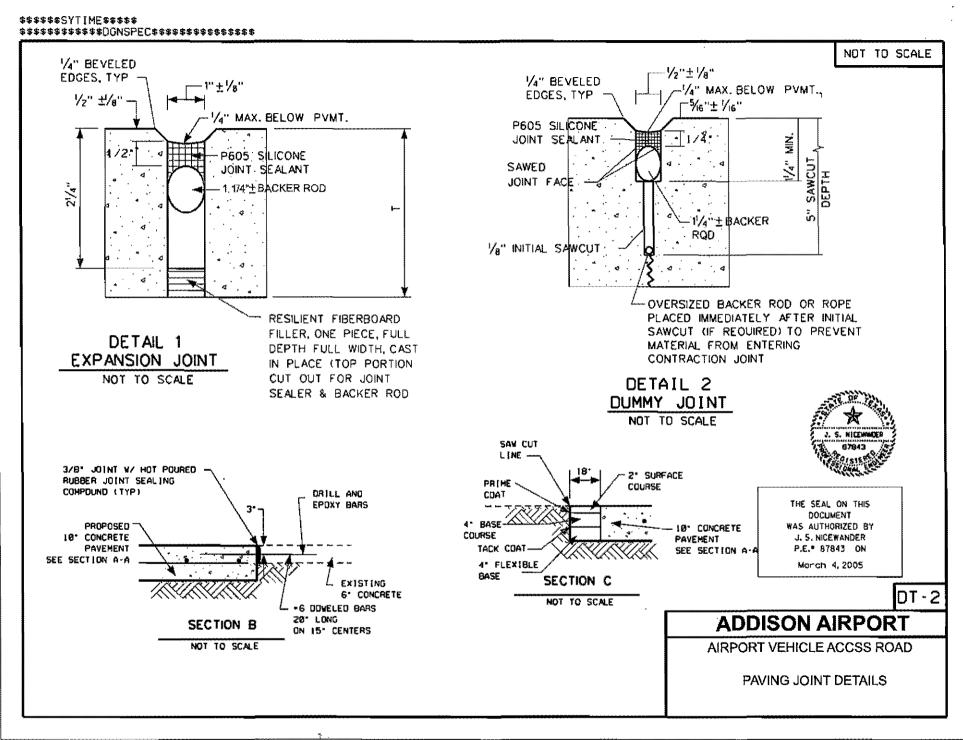


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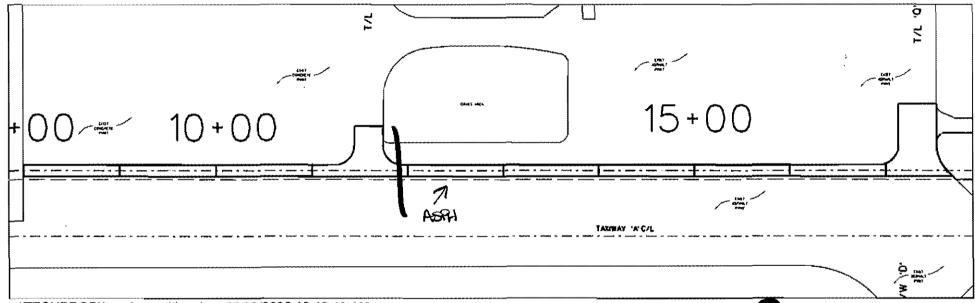


4" Flax Bear





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429



FINANCE DEPARTMENT/PURCHASING 5350 Belt Line Road

E-mail ssims@ci.addison.tx.us

Fax (972) 450-7096 P.O. Box 9010

Addison, Texas 75001

April 13, 2005

Mr. Steve Jeske Jeske Construction Company P.O. Box 59029 Dallas, TX 75229

NOTICE OF AWARD:

Bid 05-13 Airport Vehicle Access Road

Dear Mr. Jeske:

Receipt of this document authorizes your company to provide all labor and materials as outlined in the specifications, and under the terms and conditions of the contract documents for Bid No: 05-13 Airport Vehicle Access Road.

Enclosed please find four completed copies of the contract, performance bond, maintenance bond and payment bond to be signed by an authorized officer or principal of your firm.

Please send the signed contracts along with the necessary insurance certificates and bonds as soon as possible, but no later than April 23, 2005. Once we receive these items a Notice to Proceed will be issued.

If you have any questions or if I can be of assistance to you, please contact me at 972-450-7089.

Sincerely,

Shanna N. Sims

**Budget and Procurement Manager** 

Enclosures

Copy: Jenny Nicewander



# Jeske Construction Co.

P.O. 8ox 59025, Dallas, TX 75229 (972)620-2248 FAX (972)620-9852

TO: (Jenny 7) Lewander FAX #: (4)2)450-283)
TO: Jenny Minewander FAX #: (972)450-2837
<b>5</b>
RE:
FROM: Stene
TOTAL PAGES INCLUDING COVER SHEET:
This 3 chedule is contingent on the Contracts being processed and a the Red Safety Lights heing received by 5/2/05
being processed and a the Red Safete Filet
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### SECTION PF PROPOSAL FORM

, 20
TO: The Honorable Mayor and Town Council Town of Addison, Texas
Gentlemen:
The undersigned bidder, having examined the plans, specifications and contract documents, and the location of the proposed work, and being fully advised as to the extent and character of the work, proposes to furnish all equipment and to perform labor and work necessary for completion of the work described by and in accordance with the Plans, Specifications and Contract for the following prices, to wit:
Signed By:
ACKNOWLEDGEMENT OF ADDENDA:
The Bidder acknowledges receipt of the following addenda:
Addendum No. 1 Dated:
Addendum No. 2 Dated:
Addendum No. 3 Dated:
Addendum No. 4 Dated:
Addendum No. 5 Dated:
Addendum No. 6 Dated:

#### PROPOSAL FORM

I	Place
	Date
Proposal of	<u> </u>
a Corporation	
organized and existing under the laws of the State	of
	OR
Proposal of	
a partnership consisting of	
and	
	OR
Proposal of	
an individual trading as	
	OR
Proposal of	
a Joint Venture consisting of	
and	

TO: Town of Addison, Texas

Sealed bids addressed to the Town of Addison, Texas, for the Construction of Paving, Storm Sewer, Water, Sanitary Sewer, Signalization and Streetscape Improvements for <u>AIRPORT VEHICLE ACCESS ROAD</u> for the Town of Addison, Texas, hereinafter called "Town", in accordance with the plans, specifications and contract documents prepared by the Town of Addison, will be received at the office of Ms. Shanna Sims, Purchasing Coordinator, Finance Building, 5350 Belt Line Road, Addison, Texas until 2:00 P.M. on Tuesday, the 22nd day of March, 2005. Bids received by the appointed time will be opened and read aloud. Any bids received after stated time will be returned unopened.

The undersigned Bidder, having visited the site of the work, having examined the Plans, Specifications, and other Contract Documents, including all Addenda, and being familiar with all of the conditions relating to the proposed project, hereby proposes to furnish all material, supplies, equipment, and appliances specified for the project and to furnish all labor, tools, equipment and incidentals to complete the work in accordance with the Specifications, and other Contract Documents at and for the unit prices proposed herein:

The undersigned Bidder agrees that this bid may not be withdrawn for a period of sixty (60) days after the opening of the bids.

In submitting this bid, it is understood by the undersigned Bidder that the right is reserved by the Town of Addison to reject any and all bids.

Name of Bidder	
By:	
(Signature)	
(Print Name and Title)	
Witness:	
(Signature)	
(Office Address of Bidder)	
Diddon's Toy I D. No. on Employee No.	
Bidder's Tax I.D. No. or Employer No.	
SEAL (If Bidder is a Corporation)	NOTES. Similar into Demot details
	NOTES: Sign in ink. Do not detach.

#### **ROADWAY QUANTITIES**

Airport Vehicle Access Road Addison Airport

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#### **ROADWAY QUANTITIES**

Airport Vehicle Access Road Addison Airport

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		Dollars and				
		Cents per unit				
10924	1677 E	HoteMixAsphaleConcrete Pavement/Elinchbase.course	Tion		48	
		Complete in Place, for the Sum of				
		Cents per unit	-			
		Rortland Cement Concrete Pavement 5000 PSI 2019	PSY		17/50	
**************************************		Complete in Place, for the Sum of				
704 00 00 00 00 00 00 00 00 00 00 00 00 0		Dollars and				
		Cents per unit				
		OR MATERIALS AND SERVICES, SCHEDULE I, ITEMS	101 TH	ROUGH 110,		
INCLUSIVE					S	

	Cents per unit				
	Portland: Cement Concrete Pavement 5000 PSI	SYS		17/50	5/2002
	Complete in Place, for the Sum of				
		krafter der tille der krafter der ser ser ser ser			
OTAL AM	DR MATERIALS AND SERVICES, SCHEDULE I, ITEMS	101 TH	ROUGH 110,	\$	<b></b>
			•		

# PAVING REPAIR FOR THE FUEL TRUCK ROADWAY BID SCHEDULE SUMMARY

Base Bid Bid Sch	d edule & Description	Total Amount Materials & Services
I.	Fuel Truck Roadway Improvements	
	TOTAL BID FOR SCHEDULES I = TOTAL OF STANDARD BID (A): S	
	WRITTEN IN WORDS:	
	TOTAL OF TIME BID:	(Calendar Days)
	TOTAL OF CALENDAR DAYS x \$500 (B):	
	BASIS FOR COMPARISON OF BIDS: (A) + (B) = TOTAL BID:	
	WRITTEN IN WORDS:	
NOTES:	All items, labor, materials, equipment, facilities, incide project are to be provided and installed by the Contracost of such shall be included in the price bi	
	<ol><li>Prices must be shown in words and figures for eac discrepancy, the words shall control.</li></ol>	th item listed in this proposal. In the event of
	<ol> <li>It is understood the the Bid Security shall be colle damages in the event a contract is made by the O calendar days after receiving bids and the undersigned</li> </ol>	wner based on this proposal within ninety (90)
,	4. One contract will be awarded based on the total value	of items I through VII, (A) plus (B).
Ridder's "	Tay I D. No. or Employer No.	

Í

# SECTION CA CONTRACT AGREEMENT

# STATE OF TEXAS

## **COUNTY OF DALLAS**

THIS AGREEMENT is made and entered into this day of, 20, by and between the Town of Addison, of the County of Dallas and State of Texas, acting through its Mayor or City Manager, thereunto duly authorized so to do, Party of the First Part, hereinafter termed the OWNER, and, of the City of, County of, State of, Party of the Second Part, hereinafter termed CONTRACTOR.
WITNESSETH: That for and in consideration of the payment and agreement hereinafter mentioned, to be made and performed by the OWNER, the said CONTRACTOR hereby agrees with the said OWNER to commence and complete construction of certain improvements as follows:
Pavement Improvements for <u>AIRPORT VEHICLE ACCESS ROAD</u>
and all extra work in connection therewith, under the terms as stated in the General and Specific Provisions of the AGREEMENT; and at his own proper cost and expense to furnish all the materials, supplies, machinery, equipment, tools, superintendence, labor, insurance and other accessories and services necessary to complete the said construction, in accordance with the conditions and prices stated in the Proposal attached hereto and in accordance with the Advertisement for Bids. Instructions to Bidders, General Provisions. Special Provisions. Plans, and other drawings and printed or written explanatory matter thereof, and the Technical Specifications and Addenda thereto, as prepared by the OWNER, each of which has been identified by the endorsement of the CONTRACTOR and the OWNER thereon, together with the CONTRACTOR's written Proposal and the General Provisions, all of which are made a part hereof and collectively evidence and constitute the entire AGREEMENT.
The CONTRACTOR hereby agrees to commence work within ten (10) calendar days after the date of written notice to do so has been given to him, and to complete all work within the number of days he bid (Calendar Days "B") in the proposal after he commences work, subject to such extensions or reductions of time as are provided by these Contract Documents.
The OWNER agrees to pay the CONTRACTOR \$ in current funds for the performance of the Contract in accordance with the Proposal submitted thereof,

subject to additions and deductions, as provided in the General Provisions, and to make payments of account thereof as provided therein.

IN WITNESS THEREOF, the parties of these presents have executed this AGREEMENT in the year and day first above written.

TOWN OF ADDISON (OWNER)	ATTEST:
BY:	
	City Secretary
	Party of the Second Part
	(CONTRACTOR)
ATTEST:	
	By:
The following to be executed if the C	CONTRACTOR is a corporation:
I,, certif	fy that I am the secretary of the corporation named as
behalf of the CONTRACTOR	is the of said
corporation; that said AIRPORT VE	CHICLE ACCESS ROAD Contract was duly signed
	by authority of its governing body, and is within the
	Signed:
Corporate Seal	

#### SECTION PrB PERFORMANCE BOND

STATE OF TEVAS

STATE OF TEXAS		
COUNTY OF DALLAS	Date Bond Executed:	
PRINCIPAL:	·	
***		
SURETY:		
PENAL SUM OF BOND (express in	n words and figures):	- International Control of the Contr
		***************************************
DATE OF CONTRACT:	·····	

KNOW ALL MEN BY THESE PRESENTS, that we, the PRINCIPAL and SURETY above named, are held firmly bound unto The Town of Addison, Texas, hereinafter called the OWNER, in the penal sum of the amount stated above, for the payment of which sum and truly to be made, we bind ourselves, our heirs, executors, administrators and successors, jointly and severally, firmly by these presents.

THE CONDITIONS OF THIS OBLIGATION ARE SUCH that, whereas the PRINCIPAL entered into a certain Contract with the OWNER, numbered and dated as shown above and attached hereto;

NOW THEREFORE, if the PRINCIPAL shall well and truly perform and fulfill all the undertakings, covenants, terms, conditions and agreements of said Contract during the original term of said Contract and any extension thereof that may be granted by the OWNER, with or without notice to the SURETY, and during the life of any guaranty required under the Contract, and shall also well and truly perform and fulfill all the undertakings, covenants, terms, conditions and agreements of any and all duly authorized modifications of said Contract that may hereafter be made, notice of which modifications of said SURETY being hereby waived, then this obligation to be void, otherwise in full force and effect.

IN WITNESS WHEREOF, the above-bounden parties have executed this instrument under their several seals on the date indicated above, the name and corporate seal of each corporate party being hereto affixed and these presents duly signed by its undersigned representative, pursuant to authority of its governing body.

SEAL	
	CONTRACTOR
	Ву:
	Address:
WITNESS	
SEAL	
ATTEST:	SURETY
	Ву:
	Address:
Title:	
(Surety to Att	tach Power of Attorney)
CERTIFICATE AS T	TO CORPORATE PRINCIPAL
PRINCIPAL in the within bond that the said bond on behalf of the PRINCIPAL, corporation; that I know his signature, and	t I am the secretary of the corporation named as, who signed, who signed, is the said l his signature thereto is genuine; and that said bond and in behalf of said corporation by authority of its
	(Corporate Seal)

#### SECTION PyB PAYMENT BOND

OTATE OF TEVAO

STATE OF TEXAS	
COUNTY OF DALLAS	Date Bond Executed:
PP PV 07P 17	
PRINCIPAL:	
SURETY:	
PENAL SUM OF BOND (express in words and figures):	
DATE OF CONTRACT:	

KNOW ALL MEN BY THESE PRESENTS, that we, the PRINCIPAL and SURETY above named, are held firmly bound unto The Town of Addison, Texas, hereinafter called the OWNER, in the penal sum of the amount stated above, for the payment of which sum and truly to be made, we bind ourselves, our heirs, executors, administrators and successors, jointly and severally, firmly by these presents.

THE CONDITIONS OF THIS OBLIGATION ARE SUCH that, whereas the PRINCIPAL entered into a certain Contract with the OWNER, numbered and dated as shown above and attached hereto;

NOW THEREFORE, if the PRINCIPAL shall promptly make payment to all persons supplying labor and materials in the prosecution of the work provided for in said Contract, and any and all duly authorized modifications of said Contract that may hereafter be made, notice of which modifications to the SURETY being hereby waived, then this obligation to be void, otherwise to remain in full force and effect.

IN WITNESS WHEREOF, the above-bounden parties have executed this instrument under their several seals on the date indicated above, the name and corporate seal of each corporate party being hereto affixed and these presents duly signed by its undersigned representative, pursuant to authority of its governing body.

SEAL	
	CONTRACTOR
	Ву:
	Address:
WITNESS	
SEAL	
ATTEST:	SURETY
	Ву:
	Address:
Title:	
(Surety to Atta	ch Power of Attorney)
CERTIFICATE AS TO	O CORPORATE PRINCIPAL
PRINCIPAL in the within bond that the said bond on behalf of the PRINCIPAL, i corporation; that I know his signature, and was duly signed, sealed and attested for an	I am the secretary of the corporation named as who signed is the said his signature thereto is genuine; and that said bond and in behalf of said corporation by authority of its
governing body.	
	(Corporate Seal)

# SECTION MB MAINTENANCE BOND

# STATE OF TEXAS

# COUNTY OF DALLAS

That	as principal and	
	, a corporation organized under the laws of	
	as sureties, said sureties being a	authorized to do business in the
State of Texa	as, do hereby expressly acknowledge themselves to	be held and bound to pay unto
the Town of	Addison, Texas, a duly incorporated home rule m	unicipal corporation under the
laws of the S	tate of Texas, the sum of	
		<del></del>
(\$	) for the payment of which sum will and truly	y to be made unto said Town of
Addison and	its successors, said principal and sureties do hereby	bind themselves, their assigns
and successo	rs, jointly and severally.	
This obligation	on is conditioned, however, that whereas said:	
J	,	
has this day construct the	entered into a written contract with the said Tow	n of Addison to build and
		-

which contract and the Plans and Specifications therein mentioned adopted by the Town of Addison, are hereby expressly made a part hereof as though the same were written and embodied herein.

WHEREAS, under the Plans, Specifications and Contract it is provided that the Contractor will maintain and keep in good repair the work herein contracted to be done and performed for a period of two (2) years from the date of acceptance, and to do all necessary backfilling that may arise on account of sunken conditions in ditches, or otherwise, and to do and perform all necessary work and repair any defective condition growing out of or arising from the improper joining of the same, or on account of any breaking of the same caused by the said Contractor in laying or building the same, or on account of any defect arising in any of said part of said work laid or constructed by the said Contractor, or on account of improper excavation or backfilling; it being understood that the purpose of this section is to cover all defective conditions arising by reason of defective materials, work or labor performed by the said Contractor; and in case the said Contractor shall fail to do, it is agreed that the City may do said work and supply such materials, and charge the same against the said Contractor and sureties on this obligation. and the said Contractor and sureties hereon shall be subject to the liquidated damages mentioned in said contract for each day's failure on its part to comply with the terms of the said provisions of said contract; planting materials (trees, shrubs, ground cover, grasses and perennials) and the completed irrigation system will be warranted for one (1) year from the time of final completion and acceptance by the Town of Addison.

NOW THEREFORE, if the said Contractor shall keep and perform its said agreement to maintain said work and keep the same in repair for the said maintenance period of two (2) years, as provided, then these presents shall be null and void and have no further effect; but if default shall be made by the said Contractor in the performance of its contract to so maintain and repair said work, then these presents shall have full force and effect, and said Town of Addison shall have and recover from the Contractor and its sureties damages in the premises, as provided, and it is further understood and agreed that this obligation shall be a continuing one against the principal and sureties hereon and that successive recoveries may be had hereon for successive breaches until the full amount shall have been exhausted; and it is further understood that the obligation herein to maintain said work shall continue throughout said maintenance period, and the same shall not be changed, diminished, or in any manner affected from any cause during said time.

IN WITNESS WHEREOF, the said		has caused these presents to
be executed by	and the said	has hereunto se
his hand this the day of	, 20	
SURETY		PRINCIPAL
	В	y:
By:Attorney in Fact		
		ATTEST
By:	Sec	retary
Agency and Address		

NOTE: Date of Maintenance Bond must not be prior to date of Contract.

# **Pre-Bid Meeting Airport Vehicle Access Road** March 15, 2005 2:00 PM



Introductions

**Project Overview** 

A+B Bidding - Incentive/disincentive \$500 dollars per day, Max Incentive \$5000.00

- A Part Bid tab items
- B Part Number of days bid to complete project @ \$500/day
- Bid Award based on "A" + "B" amount

•	Contract is based on "A" portion
Airpo	rt Safety Requirements of Contractor
1.	Work adjacent to non-movement area
2.	Work adjacent to non-movement area  Driving school  Radio's required Alb  Staging area and site access
	Radio's required and sureknies
4.	
Const	truction Schedule - Town of Addison Events - Hay Ballo a Sut June
	Kahoom Town - safety barriage around haul road
	A+B bidding – includes holidays
	augus
Exped	ctations of Contractor for Pre-Construction meeting
<b>1</b> .	Schedule - No Wingarian
2.	Traffic Control Plan will be required 5-days prior to construction
Hand	outs (- Charmel executions
	Soils Report
	FAA Spec –AC 150/5370-2E Operational Safety on Airports during
	Construction
3.	Sign in Sheet
	ellaneous U12 Siglicon
1.	Read General Notes in specs on page SP-19
	DT detail - 9000 PSL

Field Trip

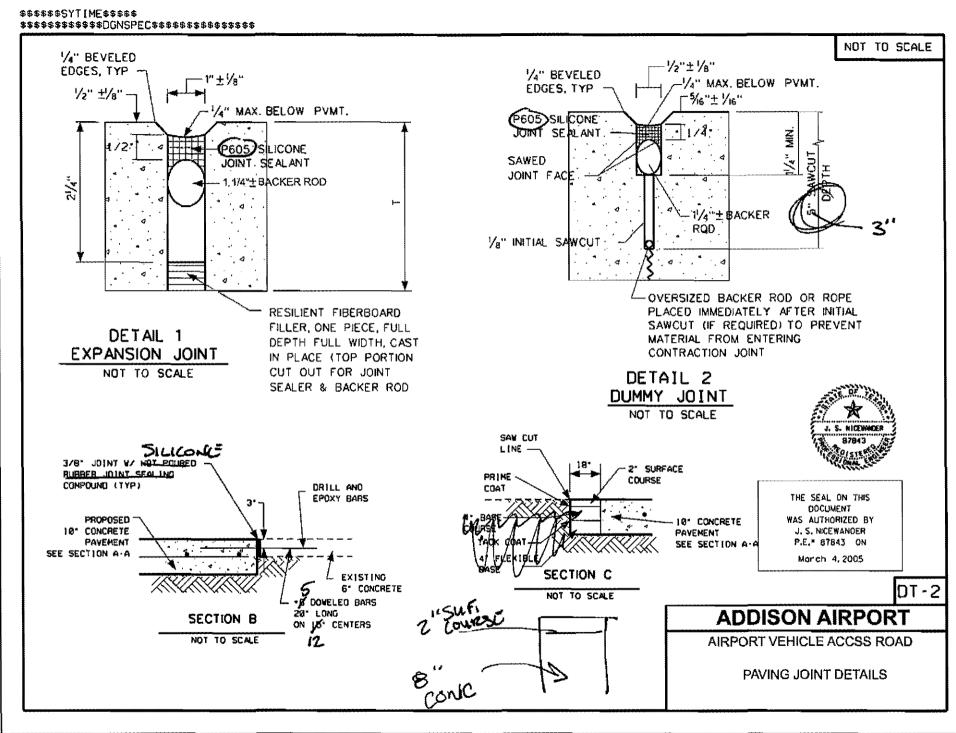
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- Delait 2 5" deep and

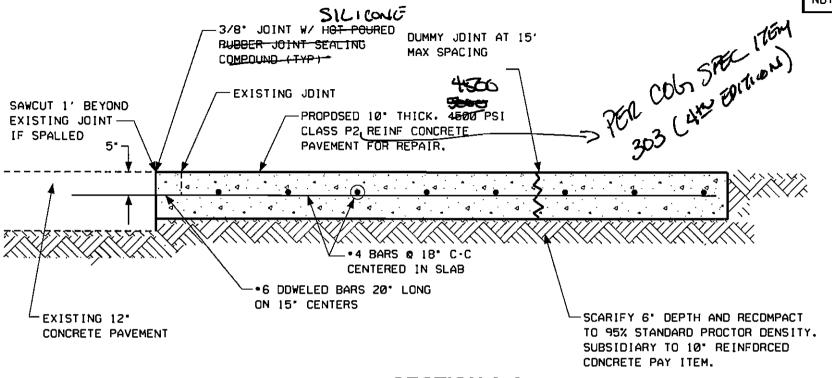
- Section B dowel sing (bring down)

- Drust

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NDT TD SCALE



## **SECTION A-A**

REPAIR AREAS SHALL BE LEVELED TO MATCH EXISTING GRADE OF ADJACENT CONCRETE OR ASPHALT PAVEMENT.

IF ADDITIONAL FILL MATERIAL IS NEEDED, FLEXIBLE BASE MEETING THE REQUIREMENTS OF NCTCOG STANDARD SPECIFICATIONS 301.5 SHALL BE USED. ADDITIONAL FILL MATERIAL SHALL BE SUBSIDIARY TO BID ITEMS.

CONTRACTOR WILL SOD DISTURBED AREA. THE SQD WILL BE SUBSIDIARY TO OTHER BID ITEMS.

REMOVED PAVEMENT SHALL BE DISPOSED OF BY CONTRACTOR AND CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.



THE SEAL ON THIS DOCUMENT WAS AUTHORIZED BY J. S. NICEWANDER P.E. 87843 ON

March 4, 2005

DT-1

## **ADDISON AIRPORT**

AIRPORT VEHICLE ACCESS ROAD
TYPICAL SECTION
CONCRETE PAVEMENT REPLACEMENT
ADJACENT TO CONCRETE



#### TNANCE DEPARTMENT/PURCHASING DIVISION 5350 Belt Line Road (972) 450-7089

E-mail ssims@ci addison tx us Facsimile (972) 450-7096

P.O. Box 9010

Addison, Texas 75001

May 2, 2005

Mr. Steve Jeske Jeske Construction Co. 2546 Merrell Rd #106 Dallas, TX 75229

NOTICE TO PROCEED: Bid 05-13 Airport Vehicle Access Road

Dear Mr. Jeske:

Receipt of this document authorizes your company to provide all labor and materials beginning on May 3, 2005 as outlined in the specifications and under the terms and conditions of the contract documents for Bid 05-13 Airport Vehicle Access Road. Please contact Project Manager Jenny Nicewander to discuss the details regarding this bid at 972-450-2860. Enclosed is your copy of the signed contract and bid bond.

The proposed improvements and work shall be completed with the original contract price of \$103,562.00 as stated in the contract. Please include **Bid No. and Name: 05-13 Airport Vehicle Access Road**, on all monthly invoices or other correspondence to the Town of Addison.

If you have any questions or if I can be of assistance to you, please contact me at 972-450-7089.

Sincerely.

Shanna N. Sims

**Budget and Procurement Manager** 

Enclosures

Copy: Jenny Nicewander

