

AIRPORT FUEL FARM

Construction Change Order

For required changes to the relocation of George Haddaway Drive

05-02 Bulk Fuel Storage and Dispensing System

This is a Change Order to the Fuel Farm contract dated February 14, 2005 (the "Original Contract") between **Thielsch Engineering, Inc.** (the "Contractor") and the **Town of Addison** (the "Principal").

- 1. The parties hereby agree that the following changes shall be made to the scope of work and services to be provided by the Contractor in the Original Contract.

In accordance with the email from Sam Lundgren dated 4/22/05 06:09 PM with the subject "Construction Project Status Update and Meeting/Conference Call Minutes" and subsequent phone call with R. Normandeau 4/28/05:

Removal of Existing Driveway Materials:

The rework of George Haddaway Drive is changed to require the removal of the existing 3" layer of asphalt pavement including the existing underlying 12" layer of un-reinforced concrete which was originally thought to be a 12' layer of asphalt pavement.

Installation of New Driveway Materials

... 7" thick concrete on 7" of aggregate base course to make up ... and reinforce the concrete with #4 rebar on 12' centers ... 24" centers transversely from the driveway entrance ... the loading ramp.

... the changes, the Principal shall pay to the Contractor the ... \$1,549.00, which shall be paid in accordance with the terms ... of this Change Order.

... confirm that all other terms and conditions of the Original ... and effect, un-amended except as expressly provided in ... in any other Change Order agreed to in writing between

R. Normandeau 5/5/05
Thielsch Engineering, Inc. Date

Town of Addison Date

MARK
Call me to
Discuss
Jimmy

NO

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Removal of Existing Driveway Materials:

The rework of George Haddaway Drive is changed to require the removal of the existing 3" layer of asphalt pavement including the existing underlying 12" layer of un-reinforced concrete which was originally thought to be a 12' layer of asphalt pavement from the driveway entrance around the curve to the loading ramp. This was to be replaced with 12' of ABC and then a 2" layer of asphalt (Type D).

Installation of New Driveway Materials

We will now install a 10" base of ABC and a 2" surface course of HMA (Type- C) on top of a 3" black base asphalt course from the driveway entrance around the curve to the loading ramp.

2. As consideration for the changes, the Principal shall pay to the Contractor the additional sum of \$13,222.30 which shall be paid in accordance with the terms of the original Contract after approval of this Change Order.
3. The parties hereby confirm that all other terms and conditions of the Original Contract are full force and effect, un-amended except as expressly provided in the Change Order or in any other Change Order agreed to in writing between the two parties hereto.

R Normandeau
Thielsch Engineering, Inc.

5/12/05
Date

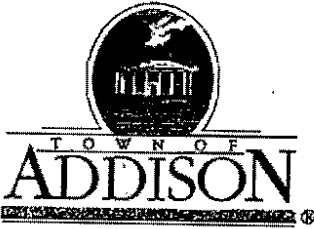
Town of Addison

Date

Back-up George Haddaway Modification

Original Scope of Work	Quantity	Unit Rate	Cost	Revised Scope of Work	Quantity	Unit Rate	Cost
Traffic control	2	\$110.00	\$220.00	Traffic control	7	\$110.00	\$770.00
Saw cuts	150	\$1.65	\$247.50	Saw cuts	150	\$1.65	\$247.50
Excavate to sub-grade	16	\$99.00	\$1,584.00	Excavate to sub-grade	16	\$99.00	\$1,584.00
Haul asphalt & soil	16	\$132.00	\$2,112.00	Haul asphalt, soil, & concrete	below		
Lime stabilization	1176 SY	\$5.50	\$6,468.00		n/a	n/a	n/a
Front end loader	16	\$66.00	\$1,056.00	Front end loader	30	\$66.00	\$1,980.00
Base 12"	5400 SF	\$1.90	\$10,260.00	Base 10"	5400	\$1.76	\$9,504.00
Compact	5400 SF	\$0.79	\$4,266.00	Compact	5400	\$0.79	\$4,266.00
Lay 2" asphalt Type D	5400 SF	\$0.96	\$5,184.00				
				3" Black base course	5400	\$2.40	\$12,960.00
				2" Surf crse HMAAC Type C	5400	\$1.08	\$5,832.00
Labor	2	\$539.30	\$1,078.60	Labor	4	\$1,082.40	\$4,329.60
				Break concrete	800	\$0.96	\$768.00
				Haul to off-site crusher	9	\$104.50	\$940.50
				Extra-deep saw cutting	80	\$11.00	\$880.00
				Labor standing time	6	\$272.80	\$1,636.80
Total			\$32,476.10	Total			\$45,698.40

\$13,222.30



FINANCE 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

March 30, 2005

Thielsch Engineering
Mr. Richard Normandeau
2111 Dickson Drive, Suite 10
Austin, TX 78704

NOTICE TO PROCEED: Bid 05-02 Fuel Storage and Dispensing System

Dear Mr. Normandeau:

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 05-02 Construct Bulk Fuel Storage and Dispensing System at Addison Airport beginning on Monday, April 4, 2005. Enclosed is your copy of the signed contract and your bid bond.

The proposed improvements and work shall be completed with the original contract price of \$3,885,000.00 and within 210 days as stated on the contract. Please include **Bid No. and Name: 05-02 Bulk Fuel Storage and Dispensing System**, 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: Jim Pierce ✓
Mark Acevedo

Bulk Fuel Storage and Dispensing Facility Addison Municipal Airport

Construction Activity Report - Week Ending April 29, 2005

Work Scheduled This Week:

This week we planned to:

- Install the curb inlets and start installation of the associated drain piping.
- Conduct pre-construction meetings with Rabalais and Texas Industrial Partners.
- Drill test holes to determine if rock anchors can be used to anchor the oil/water separator.
- Relocate survey monument AA3 (now changed to AA7).
- Install the project sign.
- Resolve how to modify the relocation of George Haddaway Drive.

Accomplishments This Week:

The curb inlets were installed and installation of the drain piping has begun.

We conducted meetings and walk downs with Rabalais I & E, and Texas Industrial Partners. Rabalais started layout work for the underground conduit duct bank and completed installation of the weather head and temporary wiring to the field office trailer. TXU has been called to make the connection to the weather head. Texas Industrial Partners will begin work on the fire hydrants as soon as the permit is issued and Dig Tess re-marks the underground utilities in the relocation area.

The phone lines to the field office trailer are installed and working. The telephone numbers are:

Thielsch Engineering	(972) 233-1222
Town of Addison	(972) 233-1201
Fax	(972) 233 1244

The survey monument is not back from having the "Town of Addison" engraved on the brass fixture. Latest word is that it is expected back next week.

In Thursday's weekly construction meeting it was decided to rework George Haddaway Driveway by using 8" of reinforced concrete over 7" of aggregate base course from Addison Road to the off-loading ramp. This is in lieu of the originally required lime stabilization and installation of 2" of asphalt over 10" of aggregate base course. The cost will be re-estimated and forwarded to Mark Acevedo on a Change Order for approval before the work can begin.

**ADDISON AIRPORT FUEL FARM CONSTRUCTION REPORT
ADDISON, TEXAS**

Week Started:	<u>04/23/05</u>	Contractor:	<u>THIELSCH ENGINEERING</u>	Report Number:	<u>4</u>
Week Ending:	<u>04/29/05</u>	General Manager:	<u>Richard Normandeau</u>	Report Date:	<u>4/29/05</u>
		Assistant Manager:	<u>J.B. Butler</u>		
		Project Manager:	<u>Samuel Lundgren, P.E., WGI</u>	Phone:	<u>303-843-3596 office</u>
Contract Days:	<u>210</u>	Contract Days Used:	<u>26</u>	Contract Days Remaining:	<u>184</u> % Complete: <u>12%</u>

Site Conditions This Week

Day	Temperature (High's - Low's)	Weather	Ground Conditions
<i>Saturday</i>	-	<i>No Work</i>	
<i>Sunday</i>	-	<i>No Work</i>	
<i>Monday</i>	71 - 50	<i>rain</i>	<i>wet</i>
<i>Tuesday</i>	77 - 53	<i>clear</i>	<i>dry</i>
<i>Wednesday</i>	84 - 55	<i>clear</i>	<i>dry</i>
<i>Thursday</i>	93 - 66	<i>clear</i>	<i>dry</i>
<i>Friday</i>	75 - 53	<i>clear</i>	<i>dry</i>

Principal Items of Work Performed This Week

This weeks activities include:

- * *Started excavation for the curb drainage.*
- * *6 foot permanent fence installation.*
- * *Installed construction sign.*
- * *Phone service installed. Trailer Number: 972-233-1222*
- * *Dave Wilde's Trailer Office: 972-233-1201*
- * *Trailer's Fax: 972-233-1244*
- *
- *
- *

This weeks' pictures is/are: Electronic - On File

Special Instructions:

NEXT WEEKS SCHEDULE:

Relocate survey monument.
 Start underground electrical trench.
 Complete curb drainage.
 Fire hydrant relocation on the north end.

Construction Meeting scheduled for Thursday May 5, 2005 at 3:00pm at the Airport's conference room.

Luis E. Elguezabal, C.M.
Assistant Airport Director

Steve Chutchian

From: Mark Acevedo
Sent: Tuesday, March 22, 2005 11:35 AM
To: 'Lundgren, Samuel'; Elguezabal, Luis; Pyles, Lisa
Cc: Steve Chutchian; Jenny Nicewander
Subject: RE: Addison Airport Proposal

Sam,

Thanks for the cost estimate. Please correct me if I am mistaken, but this assumes that all the soil and backfill material that will be used from the new site is "clean". Do we know this now? or does this material need to be tested and if so, when? and is the cost to test included in this cost estimate? Will or should this material be tested before stock piling on the airport? I do not want to stock pile this material for many months only to find out we can not use it. Additionally, it is staff's understanding that there is considerably more material to stock pile than what was originally estimated. Thanks!

Mark

*Mark Acevedo
 Town Of Addison, Texas
 Director of General Services
 972-450-2848 Office
 972-450-2825 Fax
 macevedo@ci.addison.tx.us*

-----Original Message-----

From: Lundgren, Samuel [mailto:Samuel.Lundgren@wgint.com]
Sent: Monday, March 21, 2005 5:08 PM
To: Mark Acevedo; Elguezabal, Luis; Pyles, Lisa
Cc: Steve Chutchian; Jenny Nicewander
Subject: FW: Addison Airport Proposal

Mark,

Here's the "independent" on pulling the USTs. \$311k, which is close to the last year number. I told them the work would probably be Sep/Oct time frame.

Respectfully,

Sam

-----Original Message-----

From: Laura Rectenwald [mailto:lrectenwald@titaniumenvironmental.com]
Sent: Friday, March 18, 2005 4:19 PM
To: Lundgren, Samuel
Cc: Davis, Terry; 'Steve Wemple'; mwilson@titaniumenvironmental.com
Subject: Addison Airport Proposal

Sam,

Our proposal is attached. Thanks for the opportunity to bid on the project. Please don't hesitate to call if you have questions or would like to discuss the scope of work.

Have a nice weekend,
 Laura

3/22/2005

Laura Rectenwald, Ph.D.

Titanium Environmental Services, LLC
PO Box 4029
Longview, Texas 75606
Phone (903) 234-8443 Fax (903) 234-1641

www.titaniumenvironmental.com

Steve Chutchian

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Sent: Monday, March 21, 2005 5:08 PM
To: Mark Acevedo; Elguezabal, Luis; Pyles, Lisa
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Have a nice weekend,

Laura

Laura Rectenwald, Ph.D.

Titanium Environmental Services, LLC
PO Box 4029
Longview, Texas 75606
Phone (903) 234-8443 Fax (903) 234-1641

www.titaniumenvironmental.com

Steve Chutchian

From: Lundgren, Samuel [Samuel.Lundgren@wgint.com]
Sent: Monday, March 21, 2005 5:05 PM
To: Mark Acevedo; Pyles, Lisa; Rood, Neil
Cc: Steve Chutchian; Jenny Nicewander; Elguezabal, Luis
Subject: FW: Elimination of Canopy Gutters and Downspouts

Mark,

If we leave the 10,000 gal oil water separator, but delete the ganopy gutters, downspouts and ug piping. Recommend we do this.

Respectfully,

Sam

-----Original Message-----

From: mormandeu@thielsch.com [mailto:mormandeu@thielsch.com]
Sent: Monday, March 21, 2005 1:07 PM
To: Lundgren, Samuel
Cc: PKennefick@thielsch.com; TLent@thielsch.com
Subject: Elimination of Canopy Gutters and Downspouts

Sam,

By eliminating the canopy gutters and downspouts and associated drain piping, the is an approximate reduction of \$18,145. The reduction from the 10,000 gallon oil/water separator to the 5,000 gallon one was \$8,600. Therefore, the net is an additional \$9,545.

Rick Normandeu
Thielsch Engineering, Inc.
2111 Dickson Dr. Suite 10
Austin, Texas 78704

3/22/2005

Lundgren, Samuel

From: John Bagnall [jbagnal@bumsmcd.com]
Sent: Wednesday, March 09, 2005 9:00 AM
To: Lundgren, Samuel
Subject: Addison Status BMCd Project 34310

Sam,

I am in process of re-examining where we are at with regards to our fee and overruns. I needed more coffee myself this morning. What I had stated in my previous email was that I thought we had an overrun of approx. \$6,000 to date, not including the pending value engineering items effort which I was estimating at over 40 hours of effort vs. the 20 hours you had proposed. I will pin down what our overrun has been to date and give you a hard number for what we think the VE effort will take. This will be done this morning and I will email you as soon as we come up with a total number for our overrun to date plus the cost to implement the VE items.

Best regards,

John H. Bagnall, P.E.
Project Manager
Burns & McDonnell
Voice: 816-822-3524
Fax: 816-822-3519
Cell: 816-377-0815

Lundgren, Samuel

From: John Bagnall [jbagnal@burnsmcd.com]
Sent: Wednesday, March 16, 2005 2:23 PM
To: Lundgren, Samuel
Cc: Ted Born
Subject: Addison Fuel System BMcD Project 34310

Hi Sam,

As we discussed over the phone, I will be sending out the mechanical plans with the new arrangement, including new pump type, air eliminator, deletion of one meter, etc. by the end of the day.

As discussed previously, we have expended all of our contract fees at this point. The \$5,000 recently approved brought us up to date for our fees associated with work previously completed. That is, due to scope changes which occurred during execution of the project design and documented in previous correspondence, our fees which had included construction services were consumed. This occurred prior to the recently performed pumping system changes which will be sent to you later today. As stated previously, due to the complexity of the issue regarding the change in pump type, and although we feel the original design and pump type would perform satisfactorily, we have made the associated required drawing changes at no additional cost.

Regarding the value engineering items, including lighting changes, control system changes and the metering system change, we have estimated the additional engineering cost to complete these changes. We estimate that this will take an additional 40 hours of labor, including engineering and cad, at a cost of \$4,150. In order for us to satisfactorily proceed with these changes, we would respectfully request assurance that Washington Group will reimburse us for the cost of this work.

Per our discussions, I understand that the client has requested expanded construction services. We consider this very prudent and would be eager to participate as much as allowed to serve the best interest of the client, and of course ourselves and our vested interest. We can provide a fee proposal for these services after our level of participation is defined. As a minimum, we would recommend construction services scope items such as shop drawing/equipment submittal review, answering contractor questions/RFIs, site trips during construction and participation in system commissioning and start-up activities.

I would be glad to discuss any of the above with you at your convenience.

Best regards,

John H. Bagnall, P.E.
Project Manager
Burns & McDonnell
Voice: 816-822-3524
Fax: 816-822-3519
Cell: 816-377-0815



Date: March 18, 2005

Subject: Update on Pre-Construction Items and Issues for the Bulk Fuel Storage and Dispensing System, Addison Airport

1. Reference Rick Normandeau's (Thielsch Engineering) e-mail of Mar 17, 2005:
 - I received the modified mechanical drawings, sheet 27 and 28 after 5 PM on Wednesday and forwarded them to Rick Thursday morning. The drawings are in PDF format, so I do not consider them scaleable for pipe and equipment layout purposes. Since the POC provided by John Bagnall on his e-mail to me is not in the office, as of this morning (Mar 18) I have asked the Burns and McDonnell office to forward those sheets in AutoCAD format so that I can sent copies to Thielsch Engineering's Cranston RI office and FEDEX six copies to Rick at the Thielsch Engineering Austin TX office.
 - During the Pre-Construction Meeting, I indicated that I had requested the modified drawings by COP Friday, March 11; however, upon calling John Wednesday morning (Mar 9), he indicated that they were quite busy and that he would try to get them out, at least by Monday, 14 Mar. I indicated that the Town has approved his requested contract increase of \$6000 to cover the additional design effort and he sent me the e-mail, which is included as attachment #4. I did ask for sketches so as not to delay ordering the tanks and equipment. Follow on conversations that Monday, John indicated that he would have them done and sent by Wednesday, which he did. The last conversation on the Electrical drawing modification was that he would work them on Monday Mar 21 and sent them as soon as possible.
 - The basis of the mechanical modifications is from discussions with the originally preferred fuel system pump manufacturer (Gorman-Rupp) that there is a concern on using the specified self-priming centrifugal pump in this inverted "U" suction-piping configuration. Although these pumps have been used successfully used in this arrangement previously, there have apparently been instances where unsatisfactory operation has occurred and Gorman-Rupp takes exception to the proposed application. The Burns and McDonnell solution is to use a positive displacement type pump with similar performance capabilities, which will include changes in piping layout and accessories. Several plan sheets and specification sections would be modified to incorporate this design change into the contract documents; however, in an effort to not delay the bid opening date, an addendum was issued with instructions to bidders to price and use Blackmer X4B-N pumps for Jet A and XL4B for AvGas. The addendum indicated that a bulk air eliminator vessels, vertical configuration - 4-inch size for Jet A and 3-inch size for AvGas will be required and the relaxation chambers for Jet A systems are eliminated and that

the float control on bulk air eliminators shall be hydraulic type, with an air block feature and connecting tubing added to the water slug/flow control valves, which are as originally specified

- The electrical plans are scope is also affected by these changes, along with several “value engineering” items in the form of deleting some circuits and changing others, while adding electronic display meters and their associated conduit and wiring.
- John Bagnall of Burns & McDonnell has been in discussion with both Thielsch and Washington Group on these issues, so every effort will be made to resolve mechanical, electrical and value engineering design issues.
- Some other items or issues that John indicated needed to be resolved are:
 - 1) He was unsure that the horizontal filter/separators would fit in the area because they had a bigger footprint; however, we will need better dimension of piping and equipment do determine this.
 - 2) They specified dual case steel meters versus the suitable substitution of aluminum case flow meters. This needs to be evaluated by performance, reliability, acceptability and price.
 - 3) He said that the relaxation chamber deleted in Addendum 2 had to be put back in to make the system work properly.
 - 4) He had questions on the request for dimensions shown on the pipe routing and for dimension details for the pump, filter, strainer, air eliminator, relaxation chamber and meters as requested by Rick Normandeau of Thielsch. Their reason for not putting dimensions on the drawing was to provide flexibility for construction but Thielsch feels that there is not enough information for layout, fabrication and construction. John indicated that the plans are drawn to scale and it was their intent that piping and layout could be scaled from the drawings. Thielsch feels that this is not an acceptable solution.
- At the pre-construction meeting a number of items were reviewed and approved and concurred that stating them in the meeting minutes would serve as authorization to proceed. The items not reflected in the “draft” meeting minutes included:
 1. Keeping the 10,000 gal oil/water separator and deletion of the canopy gutters and down-spouts and associated drainage piping as more cost effective than changing the oil/water separator to 5,000 gal. The larger oil/water separator will handle all storm flow from the site without bypassing. Rick will price this option and give a comparison for approval.
 2. The use of extra base material in lieu the lime stabilization activity is agreed upon but not yet approved until the GeoTechnical firm verifies the acceptable section for the pavement load.
 3. Sam will provide additional justification for deleting fireproofing of the canopy rafters based on the quantity of fuel that might be involved in an incident so that a decision is fully justifiable.
- The fencing contractor feels that the 10’ high fence should have 4” posts, versus the 3” specified, and that the post spacing should be 7’ O/C versus 10’ O/C. They would also recommend using “green” fence slats in the normal

galvanized fence fabric versus black vinyl coated fabric with black slats, since the green looks much better in this application.

- A fuel equipment supplier recommends the 3" Blackmer X2.5B 150 GPM for AvGas versus the 4" Blackmer XL4B pump specified in the Addendum. It appears that the X2.5B is more appropriate for this application and that we should stay at 150 GPM and a 3" line for the AvGas system. There is approximately \$3,000 price difference per pump.
- Thielsch request that the Notice to Proceed be delayed until these issues are resolved and the modified drawing and specifications are received so that they can do the job correctly.

2. Reference Rick Normandeau's (Thielsch Engineering) e-mail of Mar 13, 2005:

- It was agreed that putting their approval in meeting minutes will be considered as official approval and authorization to proceed accordingly.
- There were 9 items added to the agenda for review and approval in the meeting.
 1. Every attempt will be made to get the revised drawings reflecting the agreed changes issued Friday March 11. Mark said the notice to proceed will be issued once Rick calls him to say he has them.
 2. Rick proposes that LC meters be reviewed for acceptance as an approved equal in addition to the Smith and Brooks meters listed in the spec. Sam believes they will be acceptable upon review by Burns & MacDonald engineering.
 3. Sam will provide further technical evaluation as to why fireproofing of the canopy rafters should not be required. The Fire Marshall has agreed to let the final decision be made by project management.
 4. It was agreed to eliminate the gutters and down spouts from the canopy since it appears that this is more cost effective than just reducing the size of the oil/water separator. This will require using the 10,000 gallon oil/water separator. Rick will advise Sam of the cost difference for recommendation and approval.
 5. Once Sam receives the canopy design drawing and reaction loads, he will add foundations under the center columns to accept the embedded anchor bolts.
 6. It was agreed to stockpile all the excavated soil, asphalt and demo'ed concrete on airport property for future use by the airport. The stockpile location is shown on the marked up aerial site view attached to the meeting minutes.
 7. Dave Foster stated that the excavated material only had to be broken to a size that would fit in the backhoe bucket.
 8. The use of the chain link from the existing site security fence is acceptable. The airport will arrange for the Addison police assigned to the airport to be present during the short time the fence will be breached.
 9. It was proposed, and tentatively approved, to use additional crushed backfill base in lieu of the lime stabilization activities. Rick will send the information to ECS for their review. The results will be forwarded to Sam for

final approval.

10. The previously approved value engineering items were reviewed.

3. Reference the Construction Start Punch List from the 3-8-05 Pre-Construction Meeting Minutes:

1. Revised mechanical piping drawings for Blackmer Pump, one LC meter and air eliminator (Sam will work)
2. One LC Meter with Pre-Set (Sam will work)
3. Fire Coating of Canopy Steel and additional justification to Mark (Sam will work)
4. Delete Gutters, Downspouts and Underground Piping, but leave the 10,000 gal oil/water separator (Rick will price)
5. Canopy Steel column details, including center column for footing (Sam will obtain detail from Schwob Construction)
6. Stock pile materials for future use (Luis will work)
7. Demolition materials crushed and used for road base (Luis will work)
8. Use of "old" 6' C/L fence fabric
9. Add approximately 3 ½ inch ABC base vs Lime stabilization under Slabs and Pavement (Check with ECS on alternate section) (Rick will work)
10. Concurrence on the value engineering items
 - a. 10,000 gal oil/water sep (pending item #4)
 - b. Modified Catwalk (done)
 - c. Mechanical flow meter with remote electronic display (working)
 - d. Duct bank encasement (done)
 - e. Redundant controls in the MCC (Sam working)
 - f. Concrete steps (done)
 - g. Metal Halide lights in the canopy (Sam working)

4 Attachments:

1. Rick Normandeau's e-mail of Mar 17, 2005
2. Rick Normandeau's e-mail of Mar 13, 2005
3. Pre-Construction Punch List of Mar 8, 2005
4. John Bagnall's e-mail of Mar 9 & 16.

Lundgren, Samuel

From: mormandean@thielsch.com
Sent: Thursday, March 17, 2005 3:59 PM
To: macevedo@cl.addison.tx.us
Cc: PKennefick@thielsch.com; TLent@thielsch.com; Lundgren, Samuel; jbagnal@burnsmcd.com
Subject: Open Issues at Start of Construction

Mark,

I want to make you aware of the issues that are not "officially" resolved which are a very real impediment to starting construction with a clean set of drawings and specification. You, Jim, Sam, and I agreed that if we do not want confusion with regards to the requirements for this project, we need to have all the approved value engineering items incorporated into the drawings and to revise the specification to allow the "or equal" items identified. My concern is that all of engineering is not proceeding in accordance with that agreement. I want to document these issues so the project team can pull together all the decision makers, whomever they may be, and resolve these issues before proceeding with construction.

On March 8, we were to receive the revised drawings on Friday, March 11, 2005. That did not happen. Then, I was told we'll try to have the revised "mechanical" drawings, "or at least sketches to work with" by Monday March 14. Upon further review of the drawing status, the issuance was changed to having the mechanical drawings on Wednesday, March 16. I didn't get them. When I asked about the revised electrical drawings, I was told they would follow shortly after that, but the exact time was not known. The electrical scope is also affected by these changes. Not only are we deleting some circuits and changing others, we are adding electronic display meters and their associated conduit and wiring. This cannot be overlooked, but there doesn't seem to be much urgency to get them issued.

Commendably, John Bagnall of Burns & McDonnell called me around noon yesterday to establish contact and direct communication between him and I now that we are imminent to starting in the field. We would then be able to resolve issues or questions more expediently. Knowing how I feel about the importance of communication and teamwork for our success on this project, you can appreciate how pleased I was to receive John's call.

John said that he was working hard to get the drawings to Sam that same day. Unfortunately, I found out that some of the previously agreed upon changes might not happen. I am confused that the drawings were within hours of completion and he still wasn't sure about some of the items. I suspect he wanted me to learn of these items before the drawings got issued so I wouldn't be surprised when they didn't reflect our agreement and my expectations.

John identified the following points:

- 1) He was unsure that the horizontal filter/separators would fit in the area because they had a bigger footprint. (Why wasn't Sam informed of that problem earlier to see if we had any suggestions?)
- 2) We wouldn't be able to use the aluminum case flow meters (instead of the dual case steel meters). I don't think he said the aluminum were unacceptable but that the steel meters were preferred. We wanted the aluminum because they are widely accepted and used in airports all around

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A7CH #1

the country and they are less expensive. John acknowledged that the aluminum meters are used on fuel delivery trucks. I would think if aluminum meters are acceptable for use on trucks, they would be acceptable on concrete. I told him, if they are not "UNacceptable" then the airport project personnel should be allowed to make that decision. It does involve less expensive equipment - and according to some, are more appropriate for the intended use.

3) He said that the relaxation chamber deleted in Addendum 2 had to be put back in to make the system work properly. If it's necessary, then it's necessary. There is no argument for that type of change.

John also questioned that I wanted dimensions shown on the pipe routing. I informed him that the tanks are not located in the east-west direction and that the pumps, filters, and meters are not dimensionally located on the drawings either. His reason for not putting dimensions on the drawing was to provide flexibility for construction and to not tie their hands. I agree and commend that logic, but if taken too far, results in not having enough information for construction. Thielsch plans to have the equipment locations identified on the slab and then set the equipment at those locations. Thielsch would use "field" ends on the fabricated pipe spools for final field adjustment to connect to the equipment. John said the drawings were drawn to scale and it was their intent that I could scale the piping to get the needed information. In 23 years of experience working in the field, we were always told NOT to scale the drawings but to use the indicated dimensions. Thielsch has to develop fabrication drawings, on which we have to put the dimensions in order for the craft to know how to fabricate the spools. I will have to get those dimensions by painstakingly measuring the pipe runs on the drawings. This, in itself, leaves a lot of room for measuring error. These drawings must then be sent to Sam and John for approval before I can use them. Will they not have to scale the drawings also to verify the dimensions are correct in order to approve them? In addition, I have to tell the tank fabricators where to put the holes in the saddles for the pipe to pass through. That information will also have to be scaled from the drawing. I'll bet if 3 different people scale the drawing, there will be 3 different sets of dimensions. This will also require us to have many more "field" ends and make more welds in the field which is more difficult and time consuming. I'm sure you'll agree this leaves too much room for error and is not in the best interest of our project. It's not an acceptable solution.

It seems to me that, whereas we thought we had everyone's agreement, we didn't. I believe we need an explanation why the changes are not being incorporated and why it's taking so long.

At the pre-construction meeting a number of items were reviewed and approved. We decided that stating them in the meeting minutes would be "official" authorization to proceed. However, the decisions made were not reflected in the draft copy of the minutes I reviewed. I brought this to Sam's attention.

For example, the issue of the deletion of the canopy gutters and down-spouts and associated drainage piping were agreed upon but not yet "incorporated" or approved. Also, the use of extra base material in lieu of the lime stabilization activity is agreed upon but not yet approved. Also, the fireproofing of the canopy rafters is still not officially deleted.

Yesterday I spoke with Sam about the scaling of the drawings and it was noted that full size drawings are needed to scale from. Even though I have the drawings, they are not yet usable for scaling purposes.

We have identified a possible problem with the fence. The fencing contractor believes in his

3/17/2005

experience, the slatted chain link fence must have closer spacing on the posts in order to withstand even a 30 mph wind. Furthermore, the 10' high fence would require 4" diameter posts in lieu of the 2-3/8" diameter posts so it won't fall over due to the wind.

I also told Sam that one pump supplier is recommending we not use the Blackmer XL4B pump specified in the Addendum for the AvGas. It's a 4" pump that, in their opinion, is much too big for use and that the X2.5B 150 gpm pump is more appropriate. In fact, Blackmer sized the pump to be X2.5B for this supplier. I'm not saying the pump specified is the wrong one. I am asking Sam to evaluate the information I'm being given. There is also a \$3,000 price difference per pump. Again, as soon as I learned of the issue, I informed Sam.

We are making considerable effort to be timely in our communications with the project manager and the engineering consultant. However, we request your assurance in decision-making and responses more promptly.

I understand that as we progress, questions will arise and have to be dealt with. The fewer, the better. But, we can't start out with several of them unresolved and without all the drawings we need. The fact is, we still don't have the revised drawings and specification we decided we needed to do the job correctly.

I have received the email with the revised mechanical drawings today, March 17, 2005. Based on my comments above, please be advised I request the "notice to proceed" not be issued until the matters are resolved. You can understand why I'm not wanting to proceed without having the agreed upon changes incorporated into the drawings or in writing. Mark, it's important that we talk before issuing the notice to proceed.

Rick Normandeau
Thielsch Engineering, Inc.
2111 Dickson Dr. Suite 10
Austin, Texas 78704

3/17/2005

Lundgren, Samuel

From: mormandeu@thielsch.com
Sent: Sunday, March 13, 2005 6:40 AM
To: Lundgren, Samuel
Cc: PKennefick@thielsch.com; TLent@thielsch.com
Subject: Re: Pre-Construction Meeting Minutes for ADS Fuel System

Sam,

Good job! The only thing we might add is a brief discussion on each of the items, 1 thru 10, you added at the end of the agenda. Her are my notes on them if they help.

There were 9 items added to the agenda for review and approval in the meeting. It was agreed that putting their approval in meeting minutes will be considered as official approval and authorization to proceed accordingly.

1. Every attempt will be made to get the revised drawings as a result of incorporation of the agreed changes are to be Issued Friday March 11. Mark said the notice to proceed will be issued once Rick calls him to say he has them.

2. Rick proposes that LC meters be reviewed for acceptance as an approved equal in addition to the Smith and Brooks meters listed in the spec. Sam believes they will be acceptable upon review by burns & MacDonald engineering.

3. Sam will provide further technical evaluation as to why fireproofing of the canopy rafters should not be required. The Fire Marshall has agreed to let the final decision be made by project management.

4. It was agreed to eliminate the gutters and down spouts from the canopy. This will require using the 10,000 gallon oil/water separator. Rick will advise Sam of the cost difference.

5. Once Sam receives the canopy design drawing and reaction loads, he'll add foundations under the center columns to accept the embedded anchor bolts.

6. It was agreed to stockpile all the excavated soil, asphalt and demo'ed concrete on airport property for future use by the airport. The stockpile location is shown on the marked up aerial site view attached to the meeting minutes.

7. Dave Foster stated that the excavated material only had to be broken to a size that would fit in the backhoe bucket.

8. The use of the chain link from the existing site security fence is acceptable. The airport will arrange for the Addison police assigned to the airport to be present during the short time the fence will be breached.

9. It was proposed, and tentatively approved, to use additional crushed backfill base in lieu of the lime stabilization activities. Rick will send the information to ECS for their review. The results will be forwarded to Sam for final approval.

10. The previously approved value engineering items were reviewed.

Rick Normandeu
Thielsch Engineering, Inc.
2111 Dickson Dr.
Austin, Texas 78704

3/14/2005

Arch # 2



Date: March 8, 2005
Time: 2:00 pm
Location: Airport Administrative Offices
16051 Addison Road
Addison, TX 75001
Subject: Pre-Construction Conference for the Bulk Fuel Storage and
Dispensing System, Addison Airport

Meeting Agenda and Minutes:

1. Attendees:

Rick Normandeau	Thielsch Engineering
Rodney Beshirs	Richard Drake Construction
Paul Drake	Richard Drake Construction
Sam Lundgren	Washington Group International
Luis Elguezabal	Addison Airport
Dave Foster	Addison Airport
Jenny Nicewander	Town of Addison
Steve Chutchian	Town of Addison
Mark Acevedo	Town of Addison
Herman Cordova	Rabalais I&E Construction
James Sipes	Rabalais I&E Construction
Bob Cuvelier	Rabalais I&E Construction
Bill Dyer	Addison Airport

2. Review of Construction Project Sequence

- a. Rick Normandeau briefed the attendees the construction schedule summary, outlining the remaining variables for tanks and equipment.
- b. Sam Lundgren summarized the sequence as listed on plans to maintain security of the airport and site.

3. Construction Site layout and Considerations

- a. Office Trailer and Sanitation
 - i. To be located on the concrete slab just east of the Millennium hangar fence.
 - ii. Porta Johns will be located in the southeast area of the site.
- b. Safety Plan
 - i. Rick Normandeau distributed to the attendees a list of sections from their company's Safety Plan. Sam Lundgren identified the items on the list that will be pertinent to this project. Thielsch



Lundgren, 303-843-3596

Act # 3

- Engineering will rely on the sub-contractors to provide their own Safety Plan, and will use it's own to supplement theirs.
- ii. Rick will obtain and edit the Thielsch Engineering Plan and submit to Sam and Steve for review
- c. Fencing and Site Security
 - i. Thielsch plans to reuse the fencing material from the current fence that will be removed for the temporary fence.
 - ii. The erection of the temporary fence will coincide with the demolition of the current fence, in order to minimize the airport's security exposure.
 - iii. The contractor will build two temporary gates one off Roscoe Turner and one off George Haddaway. The primary construction entrance will be off Roscoe Turner.
 - d. Demolition and Haul Route 1 ½ mile
 - i. The planned demolition haul route is attached, showing a distance of approximately 1-½ miles.
 - ii. Dave Foster, or designee, will provide radio contact and escort in the designated stockpile area on the west side of the airport.
 - iii. Piles of dirt/material should not exceed 7 feet high in the designated stockpile area.
 - iv. The material stockpiles should be separated in the stockpile area to accommodate clean dirt fill material, asphalt pavement demolition material and concrete rubble material which will be used at different locations on the airport
 - e. Construction Traffic
 - i. The primary construction entrance for deliveries will be off Roscoe Turner.
 - ii. After demolition, there should be minimum or no haul off the site, other than trash
 - f. Traffic Control
 - i. As identified on the plans. Thielsch will coordinate with the Town for any lane closures of Addison Road.
 - g. Storm Water Runoff Control
 - i. As identified on the plans.
 - ii. No storm water or trash can go to Addison Road and the airside drainage must have a silt screen to go into the airport storm system.
 - h. Survey, Utilities marking and protection
 - i. Thielsch needs to coordinate with Dal-Tech for the relocation of the GPS monument and controls.
 - ii. Thielsch will verify the gas line and identify and mark all other utilities.
 - i. Storage, Stockpile & Distribution of Materials
 - i. Three demolition/excavation stock piles will be on the airport:

1. Concrete – West side area of Airport for use as along drainage ditch as “rip rap.”
 2. Asphalt – West side area airport for use as base material for perimeter roadway
 3. Clean Dirt – West side area of airport for use after UST removal
 - ii. Thielsch will coordinate with Dave Foster for haul, access and specific location of these stockpiles. (See attached map)
4. Project Construction Schedule & Milestones
- a. Covered under Section No. 2. and attached PDF
5. Technical Support and Inspections
- a. Scheduled Meetings
 - i. Monthly meetings to be held, but may include conference calls.
 - b. Town of Addison visits
 - i. Dave Wilde will be the construction inspector for the Town of Addison. He will have a desk inside the construction trailer.
 - c. Washington Group Engineer visits
 - i. Sam Lundgren will make visits or participate in meetings via phone.
 - ii. A representative of the WGI – Dallas office will participate on the project and make occasional site visits.
 - d. Concrete & Soils Testing
 - i. To be determined by Thielsch.
 - e. Shop Drawings
 - i. Sam Lundgren prefers electronic submittals, in PDF format. All the submittals will be sent to Sam Lundgren.
 - f. Change Orders
 - i. None
6. Airport Considerations
- a. Security
 - i. Discussed in Section No. 3.c.
 - b. Access, Airport Operations and Tower
 - i. Contractors will stay within their construction area, as identified in the aerial provided during the meeting. All construction personnel will remain clear of the Airport’s movement area.
 - ii. If there is a need to go to the airside of the airport, all coordination will be made through Luis Elguezabal or Dave Foster.
 - c. Coordination
 - i. All airport coordination will be made through Luis Elguezabal or Dave Foster.
7. Emergency Services (EMT, Fire & Police)
- a. Call or Contact 911 for any emergency

b. Town of Addison has their own EMT service.

8. **Contact List**

a. See below. The list will be revised and distributed by Sam Lundgren.

9. **Other Questions, Issues or Concerns**

a. Dave Wilde will check off all pay requests, which will be sent to Steve Chutchian, and sent off to Mark Acevedo for payment.

b. Tentative Notice to Proceed is scheduled for Tuesday March 15, 2005.

Contact information

1. Project Engineer: Samuel Lundgren, P.E.
Washington Group International, Inc.
7800 E. Union Avenue, Suite 100
Denver, CO 80237
Phone (303) 843-3596, Fax (303) 843-3133, Cell (720) 530-7315

2. Town of Addison:

Steve Chutchian, P.E., Project Coordinator
Assistant City Engineer
Addison Service Center
16801 Westgrove Drive
Addison, Texas 75001
Phone (972) 450-2879

Dave Wilde, Construction Inspector
Addison Service Center
16801 Westgrove Drive
Addison, Texas 75001
Phone (972) 450-2848, Cell (214) 215-6528

Jim Pierce, P.E.
Assistant Director of Public Works
Addison Service Center
16801 Westgrove Drive
Addison, TX 75001
Phone (972) 450-2879

3. Addison Airport:

Luis Elguezabal, CM
Assistant Director
16051 Addison Road, Suite 220
Addison, TX 75001
Phone (972) 392-4861, cell 817-946-4406

Dave Foster
Chief of Maintenance
16051 Addison Road, Suite 220
Addison, TX 75001
Phone (972) 392-4861, cell 214-683-7583

4. Surveyor:

Alan Moore, RPLS
17311 Dallas Pkwy, Suite 200
Dallas, TX 75248
Phone: (972) 250-2727



5. Geotechnical:

Dan Franklin, PE
ECS
4950 Keller Springs Rd. Suite 480
Addison, TX 75001
Phone: (972) 392-3222

Construction Start Punch List:

1. Revised mechanical piping drawings for Blackmer Pump, one LC meter and air eliminator
2. LC Meter with Pre-Set
3. Fire Coating of Canopy Steel and additional justification to Mark
4. Delete Gutters, Downspouts and Underground Piping, but leave the 10,000 gal oil/water separator
5. Canopy Steel column details, including center column for footing
6. Stock pile materials for future use
7. Demolition materials crushed and used for road base
8. Use of "old" 6' C/L fence fabric
9. Add approximately 3 ½ inch ABC base vs Lime stabilization under Slabs and Pavement (Check with ECS on alternate section)
10. Concurrence on the value engineering items
 - a. 10,000 gal oil/water sep
 - b. Modified Catwalk
 - c. Mechanical flow meter with remote electronic display
 - d. Duct bank encasement
 - e. Redundant controls in the MCC
 - f. Concrete steps
 - g. Metal Halide lights in the canopy

AIRPORT VEHICLE ACCESSROAD Pavement Reconstruction

Addendum No. 1

March 16, 2005

To all bidders

This addendum becomes part of the "AIRPORT VEHICLE ACCESS FUEL ROAD" plans and specifications. Page PF-2 of the contract documents must be filled out by the bidder acknowledging the receipt of this addendum. **Bids will not be accepted if the above instructions are not followed.**

MODIFICATIONS TO THE SPECIFICATIONS

1. Section SP-Special Provisions –
 - a. Section 47 - *General Sequence of Construction* – The 2nd paragraph, first sentence, delete the words "temporary pavement markings"
 - b. Section 50 – *GRASS REPAIR* will be deleted
2. Section PF – Proposal Form – replace pages PF 5 and PF 6 in their entirety.
3. Section PS – Project Sign –Page PS2, paragraph one, first sentence should read "One (1) Project..." Replace page PS 2 and PS 3 in their entirety.

MODIFICATIONS TO THE PLANS

There have been modifications to the following plan sheets

1. DT1 – detail sheet 1
2. DT2 – detail sheet 2

For Clarification purposes only

Questions from the pre-bid meeting

1. Concrete strength is 4500 PSI, not 5000 PSI as stated in the meeting.
2. Barricades will be required on both sides of the proposed road construction.
3. No temporary pavement markings are required in this contract
4. Silt fence around inlets are acceptable erosion control at the airport
5. There are no irrigation systems with in the airport construction area that will need to be maintained
6. Quantity for street excavation includes pavement removal and assumes a depth of 10-inches.

All samples and tests shall be performed in accordance with the Standard Specifications for Public Works Construction, North Central Texas Council of Governments (3rd Edition, 2002) as amended or supplemented.

All concrete mix designs and supporting data shall be submitted to the Owner for approval and acceptance at least ten (10) days prior to placing concrete. All costs for the field quality control testing shall be paid for by the Town of Addison.

43. LIME TREATMENT

Will not be used in this project.

44. COMPLIANCE WITH GENERAL RULES AND LAWS

Contractor shall familiarize himself with the nature and extent of the specifications, site conditions, traffic and safety requirements, and comply with all federal, state and local laws, ordinances, rules and regulations. Contractor shall determine how compliance with requirements, laws, rules, and regulations will affect his cost, progress or performance of the Work.

45. COMPLIANCE WITH IMMIGRATION LAWS

Contractor shall take all steps necessary to ensure that all of the Contractor's employees are authorized to work in the United States as required by the Immigration Reform and Control Act of 1986.

46. RESOLUTION OF DISPUTES

The parties hereby covenant and agree that in the event of any controversy, dispute, or claim, of whatever nature arising out of, in connection with or in relation to the interpretation, performance or breach of this agreement, including but not limited to any claims based on contract, tort or statute, before filing a lawsuit, the parties agree to submit the matter to Alternative Dispute Resolution pursuant to the laws of the State of Texas. The parties shall select a third party arbitrator or mediator from the current list of neutrals on file with the Alternative Dispute Resolution Administrator of the Dallas County District Courts. All forms of Alternative Dispute Resolution may be used except binding arbitration. The proceedings shall be conducted in accordance with the laws of the State of Texas.

47. GENERAL SEQUENCE OF CONSTRUCTION

Prior to the start of work, the contractor shall develop a detailed construction and sequence of construction schedule using the critical path method, to be submitted to the Town of Addison for approval, that shall cause minimum interference with traffic along, across and adjacent to the project during construction. If the schedule or sequence becomes unworkable or unsatisfactory as work proceeds, adjustments shall be made. During all phases of construction access to all taxiways and taxilanes must be maintained at all times unless otherwise authorized in writing by the Town of Addison.

~~Barricades, temporary pavement markings,~~ and channelizing devices conforming to the current edition of the FAA Advisory Circular No. 150/5370-2E shall be used during all stages of construction to control traffic flow through the work zones.

50. SECTION DELETED GRASS REPAIR

~~No separate pay shall be made for repair of damaged grass areas, not indicated on the plans, but such work shall be subsidiary to the various other items bid. Repair shall comply with applicable specifications elsewhere.~~

51. IRRIGATION AND SPRINKLER REPAIR

The contractor shall maintain all existing irrigation systems within the limits of the project during the duration of the contract. The contractor shall employ a licensed irrigator who is responsible for the repair or replacement of any damage to irrigation lines, valves, controllers, sprinklers, wiring and appurtenances which are damaged during construction. This repair is subsidiary to the various other items bid. The contractor will be responsible for any vegetation that dies as a result of damage to the irrigation system and replace it with equal vegetation at his own cost.

52. WORKERS' COMPENSATION INSURANCE COVERAGE

A. Definitions.

Certificate of Coverage ("certificate") - A copy of a certificate of insurance, a certificate of authority to self insure issued by the Texas Workers' Compensation Commission (the "TWCC"), or a coverage agreement (TWCC-81, TWCC-82, TWCC-83 or TWCC-84), showing statutory workers' compensation insurance coverage for the person's or entity's employees providing services on a project, for the duration of the project.

Duration of the Project - includes the time from the beginning of the work on the project until the Contractor's/person's work on the project has been completed and accepted by the governmental entity.

Persons Providing Services on the Project ("subcontractor" in Section 406.096 of the Texas Labor Code) - includes all persons or entities performing all or part of the services the Contractor has undertaken to perform on the project, regardless of whether that person contracted directly with the Contractor and regardless of whether that person has employees. This includes, without limitation, independent contractors, subcontractors, leasing companies, motor carriers, owner-operators, employees of any such entity or employees of any entity which furnishes persons to provide services on the project. "Services" include, without limitation, providing, hauling, or delivering equipment or materials, or providing labor, transportation, or other service related to a project. "Services" does not include activities unrelated to the project, such as food/beverage vendors, office supply deliveries, and delivery of portable toilets.

- B. The Contractor shall provide coverage, based on property reporting of classification codes and payroll amounts and filing of any coverage agreement, which meets the statutory requirements of Texas Labor Code, 401.011(44) for all employees of the Contractor providing services on the project, for the duration of the project.
- C. The Contractor must provide a certificate of coverage to the Owner prior to being awarded the contract.

ROADWAY QUANTITIES
 Airport Vehicle Access Road
 Addison Airport

ITEM NO.	NCTCOG NO.	DESCRIPTION & UNIT PRICE IN WORDS	UNIT	UNIT PRICE	EST. QTY.	AMOUNT BID
101		Mobilization Complete in Place, for the Sum of _____ Dollars and _____ Cents per unit	LS		1	\$
102	3.3.1	Unclassified Street Excavation (channel) Complete in Place, for the Sum of _____ Dollars and _____ Cents per unit	CY		60	\$
103	3.3.1	Unclassified Street Excavation Complete in Place, for the Sum of _____ Dollars and _____ Cents per unit	CY		500	\$
104	3.7	Embankment Complete in Place, for the Sum of _____ Dollars and _____ Cents per unit	CY		60	\$
105	3.9	Sodding Complete in Place, for the Sum of _____ Dollars and _____ Cents per unit	SY		330	\$
106	3.12	Temporary Erosion, sediment and water Pollution Prevention and Control Complete in Place, for the Sum of _____ Dollars and _____ Cents per unit	LS		1	\$

ROADWAY QUANTITIES
 Airport Vehicle Access Road
 Addison Airport

ITEM NO.	NCTCOG NO.	DESCRIPTION & UNIT PRICE IN WORDS	UNIT	UNIT PRICE	EST. QTY.	AMOUNT BID
107	xx	Item Deleted	SY		0	\$
		Complete in Place, for the Sum of _____ Dollars and _____ Cents per unit				
108	5.7	Hot-Mix Asphalt Concrete Pavement 2-inch surface course	Ton		24	\$
		Complete in Place, for the Sum of _____ Dollars and _____ Cents per unit				
109	5.7	8" Portland Cement Concrete Pavement 4500 PSI	SY		225	\$
		Complete in Place, for the Sum of _____ Dollars and _____ Cents per unit				
110	5.8	10" Portland Cement Concrete Pavement 4500 PSI	SY		1,750	\$
		Complete in Place, for the Sum of _____ Dollars and _____ Cents per unit				

TOTAL AMOUNT BID FOR MATERIALS AND SERVICES, SCHEDULE I, ITEMS 101 THROUGH 110, INCLUSIVE

\$

PROJECT SIGN

1. **Quantity:**

ONE (1) Project Designation signs will be constructed and installed on the project site as directed by the Owner. It will be the responsibility of the Contractor to maintain the sign in a presentable condition at all times during construction. Maintenance will include painting and repairs as directed by the City Engineer or his appointee. The locations of the signs will be given to the Contractor by the Town of Addison at the pre-construction meeting.

2. **Material:**

Sign shall be constructed of 3/4-inch thick smooth finish fir ply-wood (Grade A-C, exterior or better).

Sign will be securely mounted to 6" x 6" square posts. Nuts and bolts will not protrude from face of sign. Posts will be mounted to a support system that will provide adequate stabilization to ensure the sign will not fall over in heavy winds. Sand bags or other techniques may be necessary to protect sign.

3. **Dimensions:**

Size of sign will be four feet tall and six feet wide. The height and arrangement of the lettering shall be in accordance with the attached detail.

4. **Paint:**

Sign will be one-sided and will have a white background. Text will be black, except for the word "Addison!" which will be a blue color approved by the City Engineer. The paint will be an outdoor paint and will be maintained throughout the project in proper order. The quality of the paint, painting, lettering on the signs shall be approved by the City Engineer or his appointee.

5. **Payment:**

Signs will not be a separate pay item, but will be subsidiary to other bid items. This will include all labor, equipment, tools, and incidentals necessary to complete and install the work.

The Town of *Addison!*

**PLEASE PARDON THE TEMPORARY
INCONVENIENCE DURING THIS PROJECT
AIRPORT VEHICLE ACCESS ROAD:**

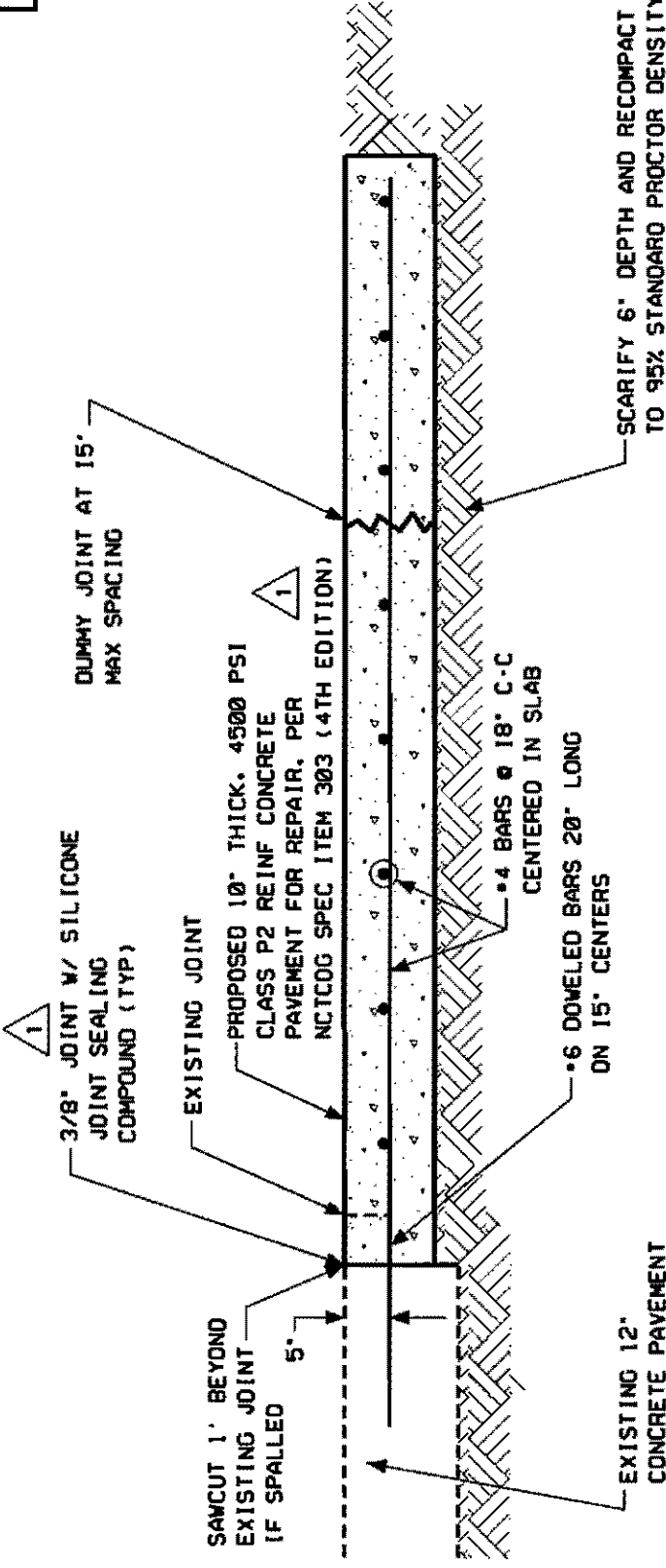
-- PAVING IMPROVEMENTS ON AIRFIELD VEHICLE
ACCESS ROAD

**CONTRACTOR:
ESTIMATED COMPLETION DATE: Fall, 2005**

**AN ADDISON PROJECT
FOR MORE INFORMATION, PLEASE CALL 972-450-2871**

*****SYTIME*****
*****DDNSPEC*****

NOT TO 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 SOO DISTURBED AREA. 1

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

SCARIFY 6" DEPTH AND RECOMPACT TO 95% STANDARD PROCTOR DENSITY. SUBSIDIARY TO 10" REINFORCED CONCRETE PAY ITEM.



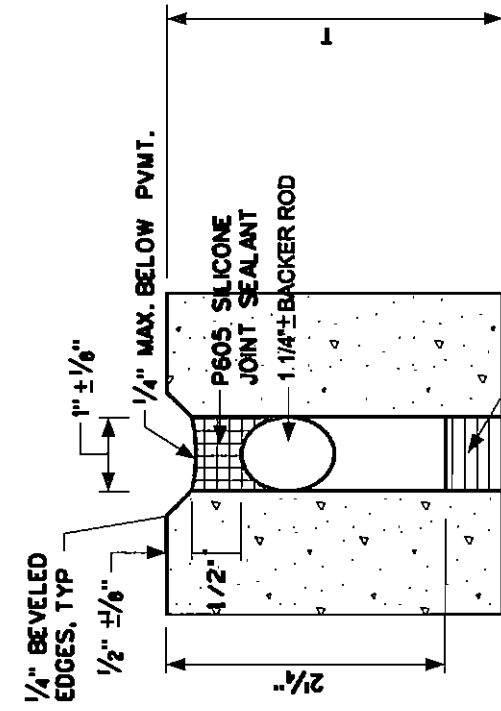
THE SEAL ON THIS DOCUMENT WAS AUTHORIZED BY J. S. NICEWANDER P.E.# 87843 ON March 4, 2005

DT-1

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

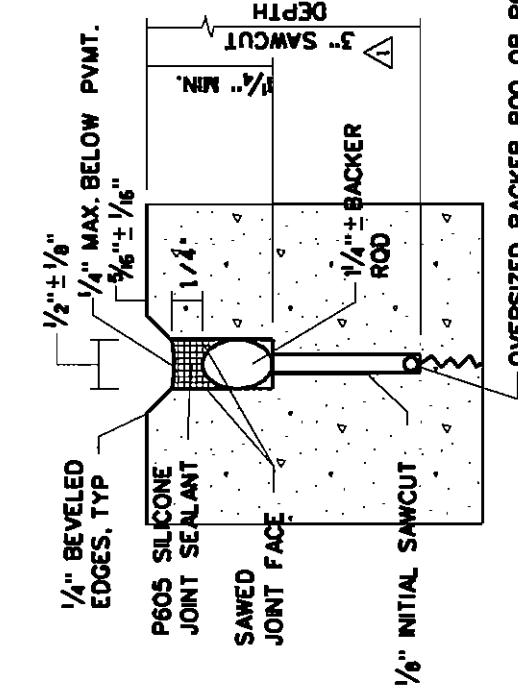
1 ADDENDUM 1 - MARCH 16, 2005

*****SYTIME*****
 *****DGN SPEC*****



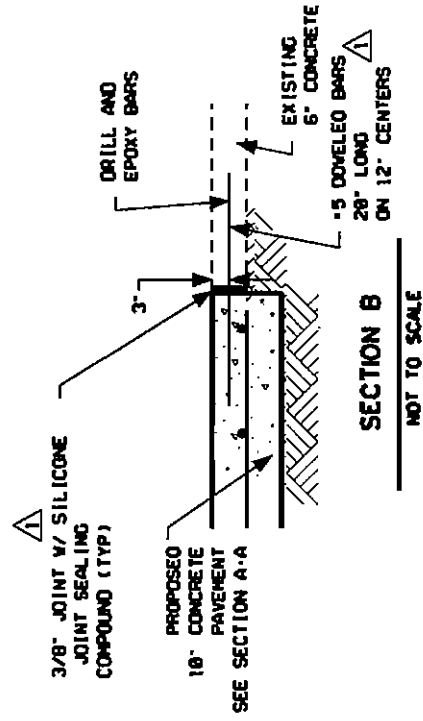
RESILIENT FIBERBOARD
 FILLER, ONE PIECE, FULL
 DEPTH FULL WIDTH, CAST
 IN PLACE (TOP PORTION
 CUT OUT FOR JOINT
 SEALER & BACKER ROD

DETAIL 1
EXPANSION JOINT
 NOT TO SCALE

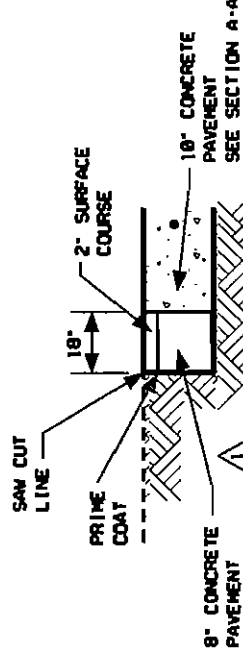


OVERSIZED BACKER ROD OR ROPE
 PLACED IMMEDIATELY AFTER INITIAL
 SAWCUT (IF REQUIRED) TO PREVENT
 MATERIAL FROM ENTERING
 CONTRACTION JOINT

DETAIL 2
DUMMY JOINT
 NOT TO SCALE



SECTION B
 NOT TO SCALE



SECTION C
 NOT TO SCALE

THE SEAL ON THIS
 DOCUMENT
 WAS AUTHORIZED BY
 J. S. NICEWANDER
 P.E.# 87843 ON
 March 4, 2005



DT-2

ADDISON AIRPORT
 AIRPORT VEHICLE ACCESS ROAD

PAVING JOINT DETAILS

ADDENDUM 1 MARCH 16, 2005

**Tariff for Retail Delivery Service
TXU Electric Delivery Company**

6.3 Agreements and Forms

Applicable: Entire Certified Service Area

Effective Date: January 1, 2002

Page 10 of 23
Revision: Original

6.3.4 Discretionary Service Agreement

This Discretionary Service Agreement ("Agreement") is made and entered into this ___ day of February, 2005, by **TXU Electric Delivery** ("TXU Electric Delivery Company" or "Company"), a Texas corporation and distribution utility, and Town of Addison ("Customer"), a municipal corporation, each hereinafter sometimes referred to individually as "Party" or both referred to collectively as the "Parties". In consideration of the mutual covenants set forth herein, the Parties agree as follows:

1. **Discretionary Services to be Provided** – Company agrees to provide, and Customer agrees to pay for, the following discretionary services in accordance with this Agreement. [Specify below or in an attached exhibit the discretionary service(s) to be provided, the applicable rate schedule(s), the location at which discretionary service(s) will be provided, and any supplemental terms and conditions applicable to such service(s).] Services consist of the removal of a capacitor pole and stub pole with guy which are in proposed paving area of Addison Airport fuel facility. Service also consists of the setting of a new pole in an area which will not be paved along with the installation of new conductor to tie into existing wires and maintain service to present airport customers. This construction is near the intersection of George Haddaway Drive and Addison Road.

2. **Nature of Service and Company's Retail Delivery Service Tariff** – Any discretionary services covered by this Agreement will be provided by Company, and accepted by Customer, in accordance with applicable Public Utility Commission of Texas ("PUCT") Substantive Rules and Company's Tariff for Retail Delivery Service (including the Service Regulations contained therein), as it may from time to time be fixed and approved by the PUCT ("Company's Retail Delivery Tariff"). During the term of this Agreement, Company is entitled to discontinue service, interrupt service, or refuse service initiation requests under this Agreement in accordance with applicable PUCT Substantive Rules and Company's Retail Delivery Tariff. Company's Retail Delivery Tariff is part of this Agreement to the same extent as if fully set out herein. Unless otherwise expressly stated in this Agreement, the terms used herein have the meanings ascribed thereto in Company's Retail Delivery Tariff.

3. **Discretionary Service Charges** – Charges for any discretionary services covered by this Agreement are determined in accordance with Company's Retail Delivery Tariff. Company and Customer agree to comply with PUCT or court orders concerning discretionary service charges.

4. **Term and Termination** – This Agreement becomes effective when executed by both parties and continues in effect until final payment is received from Customer. Termination of this Agreement does not relieve Company or Customer of any obligation accrued or accruing prior to termination.

5. **No Other Obligations** – This Agreement does not obligate Company to provide, or entitle Customer to receive, any service not expressly provided for herein. Customer is responsible for making the arrangements necessary for it to receive any further services that it may desire from Company or any third party.

6. **Governing Law and Regulatory Authority** – This Agreement was executed in the State of Texas and must in all respects be governed by, interpreted, construed, and enforced in accordance with the laws thereof. This Agreement is subject to all valid, applicable federal, state, and local laws, ordinances, and rules and regulations of duly constituted regulatory authorities having jurisdiction.

7. **Amendment** – This Agreement may be amended only upon mutual agreement of the Parties, which amendment will not be effective until reduced to writing and executed by the Parties. But changes to applicable PUCT Substantive Rules and Company's Retail Delivery Tariff are applicable to this Agreement upon their effective date and do not require an amendment of this Agreement.

8. **Entirety of Agreement and Prior Agreements Superseded** – This Agreement, including all attached Exhibits, which are expressly made a part hereof for all purposes, constitutes the entire agreement and understanding between the Parties with regard to the service(s) expressly provided for in this Agreement. The Parties are not bound by or liable for any statement, representation, promise, inducement, understanding, or undertaking of any kind or nature (whether written or oral) with regard to the subject matter hereof not set forth or provided for herein. This Agreement replaces all prior agreements and undertakings, oral or written, between the Parties with regard to the subject matter hereof, including without limitation [NOT APPLICABLE] [specify any prior agreements being superseded], and all such agreements and undertakings are agreed by the Parties to no longer be of any force or effect. It is expressly acknowledged that the Parties may have other agreements covering other services not expressly provided for herein, which agreements are unaffected by this Agreement.

9. **Notices** – Notices given under this Agreement are deemed to have been duly delivered if hand delivered or sent by United States certified mail, return receipt requested, postage prepaid, to:

- (a) If to Company:
TXU Electric Delivery
Attn: James Davis
301 S. Harwood
6th Floor South Building
Dallas, Texas 75201

**Tariff for Retail Delivery Service
TXU Electric Delivery Company**

6.3 Agreements and Forms

Applicable: Entire Certified Service Area

Effective Date: January 1, 2002

Page 11 of 23

Revision: Original

(b) If to Customer:
Steve Chutchian
16801 Westgrove Drive
P.O. Box 9010
Addison, Texas 75001-9010

The above-listed names, titles, and addresses of either Party may be changed by written notification to the other.

10. **Invoicing and Payment** – Invoices for any discretionary services covered by this Agreement will be mailed by Company to the following address (or such other address directed in writing by Customer), unless Customer is capable of receiving electronic invoicing from Company, in which case Company is entitled to transmit electronic invoices to Customer.

Town of Addison
16801 Westgrove Drive
P.O. Box 9010
Addison, Texas 75001-9010
Attention: Mr. Steve Chutchian

If Company transmits electronic invoices to Customer, Customer must make payment to Company by electronic funds transfer. Electronic invoicing and payment by electronic funds transfer will be conducted in accordance with Company's standard procedures. Company must receive payment by the due date specified on the invoice. If payment is not received by the Company by the due date shown on the invoice, a late fee will be calculated and added to the unpaid balance until the entire invoice is paid. The late fee will be 5% of the unpaid balance per invoice period.

11. **No Waiver** – The failure of a Party to this Agreement to insist, on any occasion, upon strict performance of any provision of this Agreement will not be considered to waive the obligations, rights, or duties imposed upon the Parties.

12. **Taxes** – All present or future federal, state, municipal, or other lawful taxes (other than federal income taxes) applicable by reason of any service performed by Company, or any compensation paid to Company, hereunder must be paid by Customer.

13. **Headings** – The descriptive headings of the various articles and sections of this Agreement have been inserted for convenience of reference only and are to be afforded no significance in the interpretation or construction of this Agreement.

14. **Multiple Counterparts** – This Agreement may be executed in two or more counterparts, each of which is deemed an original but all constitute one and the same instrument.

15. **Other Terms and Conditions** – The Customer will be invoiced for the actual charges of the discretionary services provided upon completion of the project. The Customer agrees that payment shall be made within 30 days of the date the invoice for these services is received.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be sign by their respective duly authorized representatives.

[COMPANY NAME]

BY: James C. Chase

James C. Chase

TITLE: Metro Major Design Manager

DATE: 3/14/05

[CUSTOMER NAME]

BY: Mark [Signature]

TITLE: GENERAL SERVICES Director

DATE: 3-8-05



James E. Davis, P.E.
Senior Engineer

TXU Electric Delivery
301 S. Harwood
6th Floor, South Building
Dallas, Tx. 75201

Tel 214.875.2380
Fax 214.875.2382
e-mail address jdavis4@bxued.com

March 7, 2005
Jenny Nicewander
Project Manager – Town of Addison
16801 Westgrove Drive
Addison, TX 75001

Re: Estimate for Relocation Work at the Addison Fuel
Farm Facility

Dear Ms. Nicewander:

The estimated cost for TXU Electric Delivery's relocation at Addison Fuel Farm Facility is \$8,446.78, including federal tax and city franchise fee. According to the Discretionary Service Agreement for this relocation, the Town of Addison will be invoiced for the actual charges for the relocation, including federal tax and franchise fee. However, if the invoiced amount exceeds the estimated amount then TXUED will provide a written explanation for the overage. If you have any questions about this, please contact me.

Sincerely,

James E. Davis, P.E.

**Tariff for Retail Delivery Service
TXU Electric Delivery Company**

6.3 Agreements and Forms

Applicable: Entire Certified Service Area
Effective Date: January 1, 2002

Page 10 of 23
Revision: Original

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Dallas, Texas 75201

**Tariff for Retail Delivery Service
TXU Electric Delivery Company**

6.3 Agreements and Forms

Applicable: Entire Certified Service Area

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Steve Chutchian
16801 Westgrove Drive
P.O. Box 9010
Addison, Texas 75001-9010

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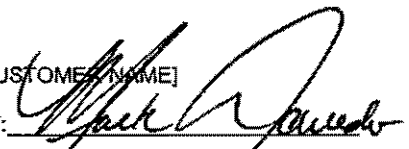
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IN WITNESS WHEREOF, the Parties have caused this Agreement to be sign by their respective duly authorized representatives.

[COMPANY NAME]
BY: _____
James C. Chase
TITLE: Metro Major Design Manager
DATE: _____

[CUSTOMER NAME]
BY: 
TITLE: GENERAL SERVICES DIRECTOR
DATE: 3-8-05



James E. Davis, P.E.
Senior Engineer

TXU Electric Delivery
301 S. Harwood
6th Floor, South Building
Dallas, Tx. 75201

Tel 214.875.2380
Fax 214.875.2382
e-mail address jdavis4@txued.com

February 22, 2005
Jenny Nicewander
Project Manager – Town of Addison
16801 Westgrove Drive
Addison, TX 75001

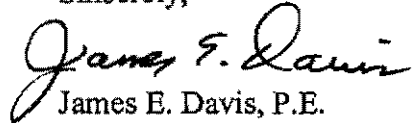
Re: Signature Request for Discretionary Service
Agreement –Addison Fuel Farm

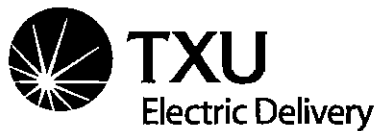
Dear Ms. Nicewander:

Please find enclosed the Discretionary Service Agreement document for TXU Electric Delivery's work at the Addison Fuel Farm Facility.

Please have the appropriate representative for the Town Of Addison sign the document and return the original to me at the above address for signature by my manager, Mr. Jim Chase. A copy will be returned to you for your files.

Sincerely,


James E. Davis, P.E.



James E. Davis, P.E.
Senior Engineer

TXU Electric Delivery
301 S. Harwood
6th Floor, South Building
Dallas, Tx. 75201

Tel 214.875.2380
Fax 214.875.2382
e-mail address jdavis4@txued.com

March 7, 2005
Jenny Nicewander
Project Manager – Town of Addison
16801 Westgrove Drive
Addison, TX 75001

Re: Estimate for Relocation Work at the Addison Fuel
Farm Facility

Dear Ms. Nicewander:

The estimated cost for TXU Electric Delivery's relocation at Addison Fuel Farm Facility is \$8,446.78, including federal tax and city franchise fee. According to the Discretionary Service Agreement for this relocation, the Town of Addison will be invoiced for the actual charges for the relocation, including federal tax and franchise fee. However, if the invoiced amount exceeds the estimated amount then TXUED will provide a written explanation for the overage. If you have any questions about this, please contact me.

Sincerely,

James E. Davis, P.E.



Date: March 8, 2005

Time: 2 PM

**Location: Airport Administrative Offices
16051 Addison Road
Addison, TX 75001**

Subject: Pre-Construction Conference for the Bulk Fuel Storage and Dispensing System, Addison Airport

Meeting Agenda:

1. ✓ Introductions
2. ✓ Review of Construction Project Sequence
3. Construction Site layout and Considerations
 - a. Office Trailer and Sanitation
 - b. Safety Plan
 - c. Fencing and Site Security
 - d. Demolition and Haul Route
 - e. Construction Traffic
 - f. Traffic Control
 - g. Storm Water Runoff Control
 - h. Survey, Utilities marking and protection
 - i. Storage, Stockpile & Distribution of Materials
4. Project Construction Schedule & Milestones
5. Technical Support and Inspections
 - a. Scheduled Meetings
 - b. Town of Addison visits
 - c. Washington Group Engineer visits
 - d. Concrete & Soils Testing
 - e. Shop Drawings
 - f. Change Orders
6. Airport Considerations
 - a. Security
 - b. Access, Airport Operations and Tower
 - c. Coordination
7. Emergency Services (EMT, Fire & Police)
8. Contact List
9. Other Questions, Issues or Concerns

Contact information

1. Project Engineer: Samuel Lundgren, P.E.
Washington Group International, Inc.
7800 E. Union Avenue, Suite 100
Denver, CO 80237
Phone (303) 843-3596, Fax (303) 843-3133, Cell (720) 530-7315

2. Town of Addison:
Steve Chutchian, P.E., Project Coordinator
Assistant City Engineer
Addison Service Center
16801 Westgrove Drive
Addison, Texas 75001
Phone (972) 450-2879

Jim Pierce, P.E.
Assistant Director of Public Works
Addison Service Center
16801 Westgrove Drive
Addison, TX 75001
Phone (972) 450-2879

3. Addison Airport:
Luis Elguezabal, CM
Assistant Director
16051 Addison Road, Suite 220
Addison, TX 75001
Phone (972) 392-4861

4. Surveyor:
Alan Moore, RPLS
17311 Dallas Pkwy, Suite 200
Dallas, TX 75248
Phone: (972) 250-2727

5. Geotechnical:
Dan Franklin, PE
4950 Keller Springs Rd. Suite 480
Addison, TX 75001
Phone: (972) 392-3222



TOWN OF
ADDISON

Addison!
Airport

Date: March 8, 2005

Time: 2 PM

**Bulk Fuel Storage and Dispensing System, Addison Airport
Pre-Construction Conference Sign-up Sheet**

Please Print Name Firm/Organization Phone #

1. _____

2. _____

3. _____

4. _____

5. _____

6. _____

7. _____

8. _____

9. _____

10. _____

11. _____

12. _____

13. _____

14. _____

15. _____

Construction Start Punch List:

1. Revised mechanical piping drawings for Blackmer Pump, one LC meter and air eliminator
2. LC Meter with Pre-Set
3. Fire Coating of Canopy Steel
4. Delete Gutters, Downspouts and Underground Piping, but leave the 10,000 gal oil/water separator
5. Canopy Steel column details, including center column for footing
6. Stock pile materials for future use
7. Demolition materials crushed and used for road base
8. Use of "old" 6' C/L fence fabric
9. Concurrence on the value engineering items
 - a. 10,000 gal oil/water sep
 - b. Modified Catwalk
 - c. Mechanical flow meter with remote electronic display
 - d. Duct bank encasement
 - e. Redundant controls in the MCC
 - f. Concrete steps
 - g. Metal Halide lights in the canopy



TOWN OF
ADDISON

City of Addison, Texas

Addison!
Airport

Date: March 8, 2005

Time: 2 PM

**Bulk Fuel Storage and Dispensing System, Addison Airport
Pre-Construction Conference Sign-up Sheet**

Please Print Name	Firm/Organization	Phone #
1. RICK NORMANDEAU	THIELSCH ENGR.	512-912-4491
2. Rodney Bestirs	Richard Drake Const.	903-732-4781
3. Paul Drake	Richard Drake Const	(903)-732-4781
4. SAM LUNDGREN	WASHINGTON GROUP	303-843-3596
5. Luis Elorza	ADDISON AIRPORT	972-392-4861
6. DAVE FOSTER	Addison Airport	972-392-4852
7. JENNY NIEWANDER	TOWN OF ADDISON	972-450-2860
8. STEVE CHUTCHAN	TOWN OF ADDISON	972-450-2886
9. MARK ACEVEDO	TOWN OF ADDISON	972-450-2848
10. HERMAN CARDONA	RABALAIS I/E	972-223-2804
11. JAMES SIPS	RABALAIS I/E	972 223 2804
12. BOB CUVELIER	" "	361-242-3121
13. Bill Dyer	Addison Airport	972-392-4856
14.		
15.		

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APPENDIX

A	Emergency Evacuation Routes/Assembly Areas
B	Reports
	1.) First Report of Vehicle Accident
	2.) Employees First Report of Injury
	3.) Confined Space Entry Permit
C	Safety Checklist

Addison Airport Fuel Farm Construction Schedule Summary

1. Mobilize, Locate Underground Utilities, Temporary Fence, Silt Fence, Permanent Fence, Demolition
2. Off-site Fabrication Tanks, Piping, Grating
3. Set up Traffic Control, Fire Hydrants, Underground Domestic Water
4. Excavate to Sub-grade, Lime Stabilization
5. Underground Electrical Duct Bank, Oil/Water Separator
6. XFMR, Controller Slabs, Floor Drains, Storm Drains
7. Concrete Containment
8. Set Fuel Tanks, Waste Tanks
9. Canopy
10. Rework Driveway Entrance, Driveways, Paving
11. Set Fuel Equipment, Install Fuel System Piping
12. Install Electrical Racks/Panels
13. Install Tank & Catwalk Grating
14. Install Waste Piping
15. Pipe and Grating Coatings
16. Above Ground Conduit, Cables, Terminations
17. Canopy Conduit & Lights
18. Permanent Fence Gates
19. Landscaping
20. Fuel System Testing, Commissioning

FUEL FARM CONSTRUCTION AREA



Construction Change Order

For required changes to the relocation of George Haddaway Drive

05-02 Bulk Fuel Storage and Dispensing System

This is a Change Order to the Fuel Farm contract dated February 14, 2005 (the "Original Contract") between **Thielsch Engineering, Inc.** (the "Contractor") and the **Town of Addison** (the "Principal").

1. The parties hereby agree that the following changes shall be made to the scope of work and services to be provided by the Contractor in the Original Contract.

In accordance with the email from Sam Lundgren dated 4/22/05 06:09 PM with the subject "Construction Project Status Update and Meeting/Conference Call Minutes" and subsequent phone call with R. Normandeau 4/28/05:

Removal of Existing Driveway Materials:

The rework of George Haddaway Drive is changed to require the removal of the existing 3" layer of asphalt pavement including the existing underlying 12" layer of un-reinforced concrete which was originally thought to be a 12' layer of asphalt pavement.

Installation of New Driveway Materials

We will now install 8" thick concrete on 7" of aggregate base course to make up [unclear] depth and reinforce the concrete with #4 rebar on 12' centers on 24" centers transversely from the driveway entrance to the loading ramp.

For the changes, the Principal shall pay to the Contractor the \$34,549.00, which shall be paid in accordance with the terms of the contract after approval of this Change Order.

The Contractor hereby confirms that all other terms and conditions of the Original Contract shall remain in full force and effect, un-amended except as expressly provided in this Change Order or in any other Change Order agreed to in writing between the Contractor and the Principal.

Stew
I gave a copy of this to Mark
Jim

R Normandeau _____ *5/5/05*
Thielsch Engineering, Inc. **Date**

Town of Addison **Date**

**ADDISON AIRPORT FUEL FARM CONSTRUCTION REPORT
ADDISON, TEXAS**

Week Started:	<u>04/30/05</u>	Contractor:	<u>THIELSCH ENGINEERING</u>	Report Number:	<u>5</u>
Week Ending:	<u>05/06/05</u>	General Manager:	<u>Richard Normandeau, 512-791-9550</u>	Report Date:	<u>5/6/05</u>
		Assistant Manager:	<u>J.B. Butler, 214-662-2608</u>		
Thielsch Trailer	<u>972-233-1222</u>	972-			
Phone No.:	<u>233-1244</u>	Fax	Project Manager:	<u>Samuel Lundgren, P.E., WGI</u>	Phone: <u>303-843-3596</u> office
Contract Days:	<u>210</u>	Contract Days Used:	<u>33</u>	Contract Days Remaining:	<u>177</u> % Complete: <u>16%</u>

Site Conditions This Week

Day	Temperature (High's - Low's)	Weather	Ground Conditions
<i>Saturday</i>	-	<i>No Work</i>	
<i>Sunday</i>	-	<i>No Work</i>	
<i>Monday</i>	68 - 53	<i>clear</i>	<i>dry</i>
<i>Tuesday</i>	69 - 51	<i>clear</i>	<i>dry</i>
<i>Wednesday</i>	62 - 51	<i>rain</i>	<i>wet</i>
<i>Thursday</i>	74 - 62	<i>rain</i>	<i>wet</i>
<i>Friday</i>	81 - 62	<i>clear</i>	<i>dry</i>

Principal Items of Work Performed This Week

This weeks activities include:

- * *Completed curb drainage.*
- * *Start underground electrical trench.*
- * *Start fire hydrant relocation on the north end.*
- *
- *
- *
- *
- *

This weeks' pictures is/are: Electronic - On File
Special Instructions:

NEXT WEEKS SCHEDULE:

Pave the driveway entrance for George Haddaway.
Continue on the electrical work.
Complete the 10 inch drain line.
Complete the fire hydrant relocation and installation.
Relocate survey monument.

Construction Meeting scheduled for Thursday May 12, 2005 at 3:00pm at the Airport's conference room.

Luis E. Elguezabal, C.M.
Assistant Airport Director



Date: May 5, 2005 (Happy Cinco De Mayo)

Subject: Update on Construction Status and Issues for the Bulk Fuel Storage and Dispensing System, Addison Airport

1. The canopy structure layout dimensions, from Schwob Construction, have been incorporated into the large scale shop drawing and copies sent.
2. I have the final shop drawing for the Mogas/Diesel tank clips and weld pads for the tank walkway.
3. Need the estimate for George Haddaway Driveway entrance using 8" thick, #4 bar reinforced concrete, on 7" ABC at the driveway entrance ~~and transition to 8" thick reinforced concrete over 4" of ABC to the loading ramp.~~
4. Need to verify with TXU on transformer pad location/size and transformer orientation.
5. Thielsch will check the "gray" limestone in the oil/water separator excavation and drill approximately 24" deep to verify solid limestone for the tank hold down straps.
6. Equipment information Listing:
 - a. Highland Tank for Jet A, LL AvGas, Waste, MoGas/Diesel, O/W separator and coatings- Shop drawings approved
 - b. Liquid Controls for flow meters/remote display/loading control valve (Cla-val), Air Eliminator, Strainer and 5 gal surge suppressor – Air eliminator shop drawings approved
 - c. Facet for horizontal water separator filter
 - d. Blackmer for pumps
 - e. Veeder-Root for Automatic Tank Gauge
 - f. OPW for overflow prevention valve
 - g. Facet for the 150 gal relaxation chambers
 - h. Liquid Controls for Water slug valve
 - i. Double block & bleed valve: not yet identified
 - j. Tank Level Clock Gauge: Morrison 818
 - k. Gammon for Sump separator
 - l. GasBoy for MoGas/Diesel Dispensing unit
 - m. F.E. Petro for submersible mogas and diesel tank pump

7. Steve Chutchian, P.E., will assist Thielsch with the permit application to the Engineering Department on waiving the building permit fees for this project.
8. Next project review meeting and conference call will be Thursday, May 12, at 3pm CDST, at the ~~field office trailer~~

Airport Conference Room

Respectfully submitted,

Samuel G. Lundgren, P.E.
Project Engineer
Washington Group International, Inc.



Date: April 20, 2005

Subject: Update on Construction Status and Issues for the Bulk Fuel Storage and Dispensing System, Addison Airport

1. All revised/updated sealed plans from Burns & McDonnell have been received and are ready for reproduction of the final "construction" drawings. WGI will send 5 full and 7 half size to Thielsch, 2 full and 2 half size to the Airport and 4 full and 4 half size to Town of Addison Engineering Department. (Reference copy to Burns & McDonnell) The canopy structure details from Schwob Construction will be handled as a shop drawing.
2. Received the final Highland Tank O/W shop drawings, which will be reviewed and returned tomorrow. All comments and items appear to be included.
3. Coordinated the mogas/diesel tank layout and connections with the White Tucker Company on the dispensing equipment installation
4. The George Haddaway Driveway Entrance:
 - The 65% Design submittal indicated a concrete driveway entrance; however, during the review, it was noted that the existing driveway was asphalt and had been performing adequately, so the design changed to replacement of existing asphalt pavement
 - At the 95% design stage, the driveway entrance was relocated to directly lineup with George Haddaway Drive
 - The paving contractor has started demolition of the existing driveway entrance and found existing concrete pavement under the asphalt pavement. (an unknown site condition) Due to the relocation of George Haddaway Drive, approximately half of the new driveway entrance has existing concrete pavement under the asphalt pavement.
 - If we had not relocated the driveway entrance, the recommendation would be to simply remove and replace the asphalt, since the existing concrete acts as a solid base and extends the longevity of the asphalt pavement.
 - Recommend Thielsch Engineering obtain a cost proposal to place the driveway entrance as concrete from the gutter, along Addison Road, for 20 feet up the driveway, before transitioning to asphalt pavement.
 - (4-22) After a site visit by Miguel Otero, the design civil engineer, he recommends that we install 10" thick reinforced concrete on existing base at the driveway entrance and transition to 8" thick reinforced concrete over 4" of tmarek@highlandtank.com after the curve to the loading ramp. He also recommends that we delete the 12" lime stabilized subbase after the loading ramp, since the tanker truck will be substantially lighter in weight after unloading.

5. WGI is verifying the acceptable alternative to lime stabilization under asphalt pavement, since the 1-inch increase was listed for rigid pavements and the concrete structure. (4-22) Discussed the acceptable alternative to 12" lime stabilized subbase under flexible pavements and with Dan Franklin of ECS, the GeoTech Engineer, and his recommendation is 3" high density Asphalt mix, over 2" low density Asphalt mix, over 18" aggregate base course. We will look into additional alternatives.
6. Working with Jenny on the number of telephone lines required for current and future use, with a recommendation that the phone company consider a 20 pair cable. (4-22) Dave and Jenny have contacted SBC for response.
7. WGI will republish the specification book with the addendum, specification changes and technical change order called out in the front section. This will cover all approved changes to date.
8. The tank, equipment and piping layout "shop drawing" for the Jet A and LL AvGas tanks, will be updated to show canopy structure and foundation requirements.
9. Equipment information Listing:
 - a. Highland Tank for Jet A, LL AvGas, Waste, MoGas/Diesel, O/W separator
 - b. Liquid Controls for flow meters/remote display/loading control valve (Cla-val), Air Eliminator, Strainer and 5 gal surge suppressor
 - c. Velcon for horizontal water separator filter
 - d. Blackmer for pumps
 - e. Veeder-Root for Automatic Tank Gauge
 - f. OPW for overflow prevention valve
 - g. Velcon for the 150 gal relaxation chambers
 - h. Water slug valve: not yet identified
 - i. Double block & bleed valve: not yet identified
 - j. Gammon for Sump separator
 - k. GasBoy for MoGas/Diesel Dispensing unit
 - l. F.E. Petro for submersible mogas and diesel tank pump
10. (4-22) A conference call was held Friday AM with Highland Tank, Thielsch, Washington Group and White Tucker (the equipment supplier) to review all tank penetrations and connections. The attached sheet shows all penetrations purpose and connections for each type of tank. Highland Tank will resubmit their final shop drawing (all except O/W sep) for final approval on Monday.
11. The Pre-Construction Punch list is complete with the exception of the canopy column detail and structure moments from Schwob Construction, to modify the connections to the structure and to accommodate the center column in each bent.
12. The temporary fence is installed and the construction site office trailer is on site, waiting power and phone lines.

Washington Group and Thielsch Engineering continue to work closely to insure all system items are incorporated properly and the tank/equipment layout is correct.

Respectfully submitted,

Samuel G. Lundgren, P.E.
Project Engineer
Washington Group International, Inc.

April 21, 2005 at 3 PM CDST

Project Status and Conference Call Meeting Minutes:

1. Reviewed all of the above status report items
2. The address of the Addison Airport Fuel System is:
15701 Addison Road
Addison, TX 75001
2. Excavation for slab & pavements is substantially complete
3. Checking on excavation for the oil/water separator. Thielsch has hit limestone bedrock approximately 1 foot below o/w separator and would like to anchor the tank into bedrock versus installing the concrete deadman. The only concern is that there is some ground water infiltration, above the hardpan, in that area. Checking with Dan Franklin of ECS, his recommendation is to excavate to "gray" limestone versus the "brown" fractured limestone, and drill approximately 24" deep, setting expanding anchors in high strength grout to hold the tie-down straps.
4. The temp fence up and they are waiting for a factory run and delivery of the vinyl covered fencing.
5. Thielsch will determine the cost of installing the reinforced concrete driveway and connection for consideration by the Town.
6. The plumber will be ready to move the fire hydrant next week.
7. Thielsch will verify the emergency eyewash unit is freeze proof
8. (4-21) Thielsch requests assistance from the Engineering Department to work with the Building Department on waiving the building permit fees for this project.

Next project review meeting and conference call will be Thursday, April 28, at 3pm CDST, at the office trailer, if power and phone are in, or at the Airport Office, if not.

**Bulk Fuel Storage and Dispensing System for Addison Airport
Tank Penetration and Connection Chart**

Tank connection purpose, type/size:	Jet A	Jet A	LL AvGas	Waste	O/W Separator	Dual Mogas	Diesel
# Purpose type/size	25000	15000	15000	300	Separator	Mogas	/Diesel
a. Floating Suction	4" FL	4" FL	3" FL	N/A	N/A		
b. Veeder-Root ATG (w/sleeve)	4" NPT	4" NPT	4" NPT	4" NPT	4" NPT	4" NPT	4" NPT
c. OPW overflow prevent valve	6" NPT	6" NPT	6" NPT	4" NPT	4" NPT	6" NPT	6" NPT
d. Hand pump unit	2" FL-NPT	2" FL-NPT	2" FL-NPT				
e. Floating Suction Test Cable	4" NPT	4" NPT	4" NPT				
f. 2" Vapor recovery line			4" FL-NPT				
g. Emergency Tank vent	8" FL	8" FL	8" FL	4" FL		8" FL	8" FL
h. Morrison 818 Clock Gauge	2" FL-NPT	2" FL-NPT	2" FL-NPT			2" FL-NPT	2" FL-NPT
i. Atmospheric Vent	3" FL-NPT	3" FL-NPT	3" FL-NPT	2" FL-NPT		3" FL-NPT	3" FL-NPT
j. F.E. Petro submersible pump						4" NPT**	4" NPT**
k. 3" Vapor recovery line	4" NPT*	4" NPT*	4" NPT*	4" FL-NPT		3" FL-NPT	3" FL-NPT
l. Lockable Gauge Hatch				2" FL-NPT		4" NPT*	4" NPT*
m. 2" sump sep & F/S vent waste				2" FL-NPT		2" FL-NPT	
n. 2" vacuum suction line				2" FL-NPT		4" NPT*	4" NPT*
n. Spare	4" FL-NPT	4" FL-NPT	2" FL-NPT				4" FL-NPT

* Installed in 36" manway cover

** Installed in 24" manway cover

Jet A, LL AvGas, Diesel and MoGas Tanks have stainless steel ladder installed at 36" manway

FL-NPT means Flanged Connection with threaded companion flange

**ADDISON AIRPORT FUEL FARM CONSTRUCTION REPORT
ADDISON, TEXAS**

Week Started:	<u>04/16/05</u>	Contractor:	<u>THIELSCH ENGINEERING</u>	Report Number:	<u>3</u>
Week Ending:	<u>04/22/05</u>	General Manager:	<u>Richard Normandeau</u>	Report Date:	<u>4/22/05</u>
		Assistant Manager:	<u>J.B. Butler</u>		
		Project Manager:	<u>Samuel Lundgren, P.E., WGI</u>	Phone:	<u>303-843-3596 office</u>
Contract Days:	<u>210</u>	Contract Days Used:	<u>19</u>	Contract Days Remaining:	<u>191</u> % Complete: <u>9%</u>

Site Conditions This Week

Day	Temperature (High's - Low's)	Weather	Ground Conditions
<i>Saturday</i>	-	<i>No Work</i>	
<i>Sunday</i>	-	<i>No Work</i>	
<i>Monday</i>	74 - 64	<i>cloudy-light rain shower in PM</i>	<i>dry</i>
<i>Tuesday</i>	76 - 64	<i>cloudy</i>	<i>dry</i>
<i>Wednesday</i>	77 - 66	<i>cloudy</i>	<i>dry</i>
<i>Thursday</i>	81 - 69	<i>cloudy</i>	<i>dry</i>
<i>Friday</i>	78 - 51	<i>clear</i>	<i>dry</i>

Principal Items of Work Performed This Week

This weeks activities include:

- * *Removed the airport's dumpster.*
- * *Rough grade the north and south entrance and exit to the site.*
- * *Finished grade excavation for the tank area.*
- * *Added grading material for the landscape area.*
- * *Excavation for the oil water separator tank.*
- *
- *
- *

This weeks' pictures is/are: Electronic - On File

Special Instructions:

NEXT WEEKS SCHEDULE:

Install construction sign.
Relocate survey monument.
Start underground electrical trench.
Excavate for the curb drainage.
Fire hydrant relocation on the north end.

Construction Meeting scheduled for Thursday April 28, 2005 at 3:00pm at the Airport's conference room.

Luis E. Elguezabal, C.M.
Assistant Airport Director



Date: April 20, 2005

Subject: Update on Construction Status and Issues for the Bulk Fuel Storage and Dispensing System, Addison Airport

1. All revised/updated sealed plans from Burns & McDonnell have been received and ready for reproduction; however, we are waiting on canopy structure details from Schwob Construction to include in the set before reproducing the final "construction" drawings. WGI will send 5 full and 5 half size to Thielsch, 2 full and 2 half size to the Airport and 4 full and 4 half size to Town of Addison Engineering. (Reference copy to Burns & McDonnell)
2. Received the final Highland Tank shop drawings, which will be reviewed and returned tomorrow. All comments and items appear to be included, so we should be ready to fabricate after minor comments.
3. Coordinated the mogas/diesel tank layout and connections with the White Tucker Company on the dispensing equipment installation
4. The George Haddaway Driveway Entrance:
 - The 65% Design submittal indicated a concrete driveway entrance; however, during the review, it was noted that the existing driveway was asphalt and had been performing adequately, so the design changed to replacement of existing asphalt pavement
 - At the 95% design stage, the driveway entrance was relocated to directly lineup with George Haddaway Drive
 - The paving contractor has started demolition of the existing driveway entrance and found existing concrete pavement under the asphalt pavement. (an unknown site condition) Due to the relocation of George Haddaway Drive, approximately half of the new driveway entrance has existing concrete pavement under the asphalt pavement.
 - If we had not relocated the driveway entrance, the recommendation would be to simply remove and replace the asphalt, since the existing concrete acts as a solid base and extends the longevity of the asphalt pavement.
 - Recommend Thielsch Engineering obtain a cost proposal to place the driveway entrance as concrete from the gutter, along Addison Road, for 20 feet up the driveway, before transitioning to asphalt pavement.
5. WGI is verifying the acceptable alternative to lime stabilization under asphalt pavement, since the 1-inch increase was listed for rigid pavements and the concrete structure.
6. Working with Jenny on the number of telephone lines required for current and future use, with a recommendation that the phone company consider a 20 pair cable.

7. WGI will republish the specification book with the addendum, specification changes and technical change order called out in the front section. This will cover all approved changes to date.
8. The tank, equipment and piping layout "shop drawing" for the Jet A and LL AvGas tanks, will be updated to show canopy structure and foundation
9. Equipment information Listing:
 - a. Highland Tank for Jet A, LL AvGas, Waste, MoGas/Diesel, O/W separator
 - b. Liquid Controls for flow meters/remote display/loading control valve (Claval), Air Eliminator, Strainer and 5 gal surge suppressor
 - c. Velcon for horizontal water separator filter
 - d. Blackmer for pumps
 - e. Veeder-Root for Automatic Tank Gauge
 - f. OPW for overflow prevention valve
 - g. Velcon for the 150 gal relaxation chambers
 - h. LC 5 gal surge suppressor
 - i. Water slug valve:
 - j. Double block & bleed valve:
 - k. Gammon for Sump separator
 - l. GasBoy for MoGas/Diesel Dispensing unit
 - m. F.E. Petro for submersible gas and diesel tank pump
10. The Pre-Construction Punch list is complete with the exception of the canopy column detail and structure moments from Schwob Construction, to modify the connections to the structure and to accommodate the center column in each bent.
11. The construction site office trailer is on site, waiting phone lines.

Washington Group and Thielsch Engineering continue to work closely to insure all system items are incorporated properly and the tank/equipment layout is correct.

Respectfully submitted,

Samuel G. Lundgren, P.E.
Project Engineer
Washington Group International, Inc.



Date: April 20, 2005

Subject: Update on Construction Status and Issues for the Bulk Fuel Storage and Dispensing System, Addison Airport

1. All revised/updated sealed plans from Burns & McDonnell have been received and ready for reproduction; however, we are waiting on canopy structure details from Schwob Construction to include in the set before reproducing the final "construction" drawings. WGI will send 5 full and 5 half size to Thielsch, 2 full and 2 half size to the Airport and 4 full and 4 half size to Town of Addison Engineering. (Reference copy to Burns & McDonnell)
2. Received the final Highland Tank shop drawings, which will be reviewed and returned tomorrow. All comments and items appear to be included, so we should be ready to fabricate after minor comments.
3. Coordinated the mogas/diesel tank layout and connections with the White Tucker Company on the dispensing equipment installation
4. The George Haddaway Driveway Entrance:
 - The 65% Design submittal indicated a concrete driveway entrance; however, during the review, it was noted that the existing driveway was asphalt and had been performing adequately, so the design changed to replacement of existing asphalt pavement
 - At the 95% design stage, the driveway entrance was relocated to directly lineup with George Haddaway Drive
 - The paving contractor has started demolition of the existing driveway entrance and found existing concrete pavement under the asphalt pavement. (an unknown site condition) Due to the relocation of George Haddaway Drive, approximately half of the new driveway entrance has existing concrete pavement under the asphalt pavement.
 - If we had not relocated the driveway entrance, the recommendation would be to simply remove and replace the asphalt, since the existing concrete acts as a solid base and extends the longevity of the asphalt pavement.
 - Recommend Thielsch Engineering obtain a cost proposal to place the driveway entrance as concrete from the gutter, along Addison Road, for 20 feet up the driveway, before transitioning to asphalt pavement.
5. WGI is verifying the acceptable alternative to lime stabilization under asphalt pavement, since the 1-inch increase was listed for rigid pavements and the concrete structure.
6. Working with Jenny on the number of telephone lines required for current and future use, with a recommendation that the phone company consider a 20 pair cable.

7. WGI will republish the specification book with the addendum, specification changes and technical change order called out in the front section. This will cover all approved changes to date.
8. The tank, equipment and piping layout "shop drawing" for the Jet A and LL AvGas tanks, will be updated to show canopy structure and foundation
9. Equipment information Listing:
 - a. Highland Tank for Jet A, LL AvGas, Waste, MoGas/Diesel, O/W separator
 - b. Liquid Controls for flow meters/remote display/loading control valve (Claval), Air Eliminator, Strainer and 5 gal surge suppressor
 - c. Velcon for horizontal water separator filter
 - d. Blackmer for pumps
 - e. Veeder-Root for Automatic Tank Guage
 - f. OPW for overflow prevention valve
 - g. Velcon for the 150 gal relaxation chambers
 - h. LC 5 gal surge supporassor
 - i. Water slug valve:
 - j. Double block & bleed valve:
 - k. Gammon for Sump separator
 - l. GasBoy for MoGas/Diesel Dispensing unit
 - m. F.E. Petro for submersible mogas and diesel tank pump
10. The Pre-Construction Punch list is complete with the exception of the canopy column detail and structure moments from Schwob Construction, to modify the connections to the structure and to accommodate the center column in each bent.
11. The construction site office trailer is on site, waiting phone lines.

Washington Group and Thielsch Engineering continue to work closely to insure all system items are incorporated properly and the tank/equipment layout is correct.

Respectfully submitted,

Samuel G. Lundgren, P.E.
Project Engineer
Washington Group International, Inc.



Date: April 28, 2005

Subject: Update on Construction Status and Issues for the Bulk Fuel Storage and Dispensing System, Addison Airport

1. All revised/updated plan sets have been sent.
2. The canopy structure layout dimensions, from Schwob Construction, have been incorporated into the large-scale shop drawing. Copies will be sent today.
3. Approved tank and coating shop drawings have been returned to Highland Tank, who has indicated that the tanks are in fabrication. The only remaining shop drawing is the Mogas/Diesel tank clips and weld pads for the tank walkway.
4. Approved the Air Eliminator shop drawing from White Tucker Company.
5. For the George Haddaway Driveway Entrance, waiting cost estimate for installation of 10" thick, #4 bar reinforced concrete, on 4" ABC at the driveway entrance and transition to 8" thick reinforced concrete over 4" of ABC to the loading ramp. Also to delete the 12" lime stabilized subbase after the loading ramp, since the tanker truck will be substantially lighter in weight after unloading.
6. Need update or estimate date of installation for phone lines for both the project and the construction trailer.
7. Need to verify with TXU on transformer pad location/size and transformer orientation.
8. With Miguel's concurrence, Weir & Associates Surveyor adjusted the grades of the sidewalk and gutter to better match the secondary containment structure and maintain good flow into the catch basins.
9. Thielsch will check the "gray" limestone in the oil/water separator excavation and drill approximately 24" deep to verify solid limestone for the tank hold down straps.
10. Equipment information Listing:
 - a. Highland Tank for Jet A, LL AvGas, Waste, MoGas/Diesel, O/W separator and coatings- Shop drawings approved
 - b. Liquid Controls for flow meters/remote display/loading control valve (Cla-val), Air Eliminator, Strainer and 5 gal surge suppressor – Air eliminator shop drawings approved
 - c. Facet for horizontal water separator filter
 - d. Blackmer for pumps
 - e. Veeder-Root for Automatic Tank Gauge
 - f. OPW for overflow prevention valve
 - g. Facet for the 150 gal relaxation chambers
 - h. Liquid Controls for Water slug valve
 - i. Double block & bleed valve: not yet identified
 - j. Gammon for Sump separator

- k. GasBoy for MoGas/Diesel Dispensing unit
 - l. F.E. Petro for submersible mogas and diesel tank pump
- 11. The temporary fence is installed, permanent fence started and the construction site office trailer is on site, waiting power and phone lines.
- 12. Steve Chutchian, P.E., will assist Thielsch with the permit application to the Engineering Department on waiving the building permit fees for this project
- 13. Next project review meeting and conference call will be Thursday, May 5, at 3pm CDST, at the field office trailer.

Respectfully submitted,

Samuel G. Lundgren, P.E.
Project Engineer
Washington Group International, Inc.

Bulk Fuel Storage and Dispensing Facility Addison Municipal Airport

Construction Activity Report - Week Ending April 15, 2005

Work Scheduled This Week:

This week we planned to install the project sign, erect the silt fence on three sides of the area where the excavated materials are placed for future use, shoot grade stakes for excavation activities, begin rough grading the south side of George Haddaway driveway, continue removal of the asphalt, begin excavating the containment area and driveways to sub-grade, and complete the drawing review and approval of the Fireguard Fuel Storage Tanks, Oil/Water Separator, and Diesel MoGas Tank.

Accomplishments This Week:

We completed the silt fence at the haul site, started top soil removal on the south side of George Haddaway Driveway, shot the necessary grade stakes for excavation, continued removal of the asphalt, started excavation of the containment and driveway areas to sub-grade, completed review of the Fireguard Storage Tanks, and the Oil/Water Separator.

Problems Encountered This Week:

The project sign is not yet completed but all required information has been provided to Fit to Print.

A slight adjustment has been made to the schedule concerning demolition of the bushes and fence. As a result of having to fill in the landscape area between Addison Road and the east off-load driveway, it was decided to leave the bushes intact until the rough grading and east off-load driveway concrete is poured. Installation of the 8' permanent chain link fence has been rescheduled to occur after the east driveway completion but immediately after removal of the bushes in order to avoid damage to the fence by the heavy equipment working in the immediate area.

Less than desired progress was made in removing the asphalt and excavated soil due to a temporary under availability of dump trucks on Friday. Additional trucks will be used to make up the lost time.

The drawing reviews for all tanks were complete except for the Diesel MoGas Tank. It is expected to be complete this coming Monday.

Bulk Fuel Storage and Dispensing Facility Addison Municipal Airport

Construction Activity Report - Week Ending April 8, 2005

This was the official start of the project as the Notice to Proceed was effective Monday April 4, 2005.

Work Scheduled This Week:

This week we planned to locate the underground utilities, erect the temporary fence, layout and begin erection of the permanent fence, begin demolition of the bushes, fence, and concrete wall, relocate survey monument AA3, setup the field office trailer, erect the project sign, and begin asphalt saw cutting.

Accomplishments This Week:

We located and identified a gas line, water line and storm drain lines. The temporary fence was installed, the construction office trailer was set up, and the permanent fence lines were laid out, demolished the concrete wall, and began saw cutting the asphalt.

Problems Encountered This Week:

The project sign was not completed because the sign company, Fit for Print, needed a higher resolution file of the Addison logo. They were to contact the Town of Addison to get the proper logo file.

Although they were contacted last week, and every day since, Dig Tess, a utility provided free service for locating underground utilities, did not show up until Wednesday morning, April 6 due to a large backlog of calls. Within a few hours after Dig Tess was finished, the temporary fence was installed. This resulted in a two (2) day schedule delay.

The surveying contractor, Weir & Associates, was given a complete set of drawings on Tuesday, April 5. Upon review, they discovered several discrepancies with the survey coordinates on the drawings. The coordinates for monument AA3 were correct but the others were not. Greg Madsen of Weir & Associates informed Sam Lundgren of the Washington Group. Apparently, the original survey was performed to a different survey coordinate system from that of the airport survey coordinate system. Friday morning, April 8, the problem was resolved and the needed coordinates were provided to Weir & associates. This resulted in another two (2) day delay as the surveyors were to have started on Monday, April 4.

**ADDISON AIRPORT FUEL FARM CONSTRUCTION REPORT
ADDISON, TEXAS**

Date:	<u>04/04/05</u>	Contractor:	<u>THIELSCH ENGINEERING</u>	Report Number:	<u>1</u>
Week Ending:	<u>04/08/05</u>	Superintendent:	<u>Richard Normandeau</u>		
Contract Days:	<u>210</u>	Contract Days Used:	<u>5</u>	Contract Days Remaining:	<u>205</u> % Complete: <u>2%</u>

Site Conditions This Week

Day	Temperature (High's - Low's)	Weather	Ground Conditions
<i>Saturday</i>	-	<i>No Work</i>	
<i>Sunday</i>	-	<i>No Work</i>	
<i>Monday</i>	70's - 50's	<i>clear</i>	<i>dry</i>
<i>Tuesday</i>	70'S - 50's	<i>clear</i>	<i>dry</i>
<i>Wednesday</i>	60's - 40's	<i>clear</i>	<i>dry</i>
<i>Thursday</i>	70's - 50's	<i>clear</i>	<i>dry</i>
<i>Friday</i>	70's - 50's	<i>clear</i>	<i>dry</i>

Principal Items of Work Performed This Week

This weeks activities includes:

- * *Notice to Proceed became effective on Monday April 4, 2005*
- * *Utility locate and surveying site*
- * *Mobilization*
- * *Erecting temporary fence*
- *
- *
- *
- *

This weeks' pictures is/are: On file

Special Instructions: None

NEXT WEEKS SCHEDULE:

Start demolition and clearing the site.
Move in construction trailer.
Erect silt fence.
Construct a portion of permanent fence.

Luis E. Elguezabal, C.M.
Assistant Airport Director

**ADDISON AIRPORT FUEL FARM CONSTRUCTION REPORT
ADDISON, TEXAS**

Date: 04/09/05 Contractor: THIELSCH ENGINEERING Report Number: 2
 Week Ending: 04/15/05 Superintendent: Richard Normandeau
 Contract Days: 210 Contract Day: 12 Contract Days Remaining: 198 % Complete: 6%

Site Conditions This Week

Day	Temperature (High's - Low's)	Weather	Ground Conditions
Saturday	-	No Work	
Sunday	-	No Work	
Monday	73 - 59	clear	dry
Tuesday	77 - 52	clear	dry
Wednesday	75 - 52	clear	dry
Thursday	76 - 53	clear	dry
Friday	76 - 55	cloudy	dry

Principal Items of Work Performed This Week

This weeks activities include:

- * *Pavement and wall demolition and clearing the site.*
- * *Move and locate the construction trailer.*
- * *Erect silt fence.*
- *
- *
- *
- *
- *

This weeks' pictures is/are: On File

Special Instructions: *Start using the construction entrance on the south portion of the site, as depicted on the drawings.
 Complete the air quality survey needed for the Aeronautical Study.*

NEXT WEEKS SCHEDULE:

Remove the Airport's dumpster by Wednesday April 20, 2005.
 Erect a portion of permanent fence, 6' chain link fence, on the northside of the project.
 Install construction sign.
 Relocate survey monument.
 Start underground electrical trench.
 Excavate for the curb drainage.
 First Construction Meeting scheduled for Thursday April 21, 2005 at 3:00pm at the construction trailer, if power is connected.

Luis E. Elguezabal, C.M.
Assistant Airport Director



Date: March 8, 2005
Time: 2:00 pm
Location: Airport Administrative Offices
16051 Addison Road
Addison, TX 75001
Subject: Pre-Construction Conference for the Bulk Fuel Storage and
Dispensing System, Addison Airport

Meeting Agenda and Minutes:

1. Attendees:

Rick Normandeau	Thielsch Engineering
Rodney Beshirs	Richard Drake Construction
Paul Drake	Richard Drake Construction
Sam Lundgren	Washington Group International
Luis Elguezabal	Addison Airport
Dave Foster	Addison Airport
Jenny Nicewander	Town of Addison
Steve Chutchian	Town of Addison
Mark Acevedo	Town of Addison
Herman Cordova	Rabalais I&E Construction
James Sipes	Rabalais I&E Construction
Bob Cuvelier	Rabalais I&E Construction
Bill Dyer	Addison Airport

2. Review of Construction Project Sequence
 - a. Rick Normandeau briefed the attendees the construction schedule summary, outlining the remaining variables for tanks and equipment.
 - b. Sam Lundgren summarized the sequence as listed on plans to maintain security of the airport and site.

3. Construction Site layout and Considerations
 - a. Office Trailer and Sanitation
 - i. To be located on the concrete slab just east of the Millennium hangar fence.
 - ii. Porta Johns will be located in the southeast area of the site.
 - b. Safety Plan
 - i. Rick Normandeau distributed to the attendees a list of sections from their company's Safety Plan. Sam Lundgren identified the items on the list that will be pertinent to this project. Thielsch

- Engineering will rely on the sub-contractors to provide their own Safety Plan, and will use it's own to supplement theirs.
- ii. Rick will obtain and edit the Thielsch Engineering Plan and submit to Sam and Steve for review
- c. Fencing and Site Security
- i. Thielsch plans to reuse the fencing material from the current fence that will be removed for the temporary fence.
 - ii. The erection of the temporary fence will coincide with the demolition of the current fence, in order to minimize the airport's security exposure.
 - iii. The contractor will build two temporary gates one off Roscoe Turner and one off George Haddaway. The primary construction entrance will be off Roscoe Turner.
- d. Demolition and Haul Route 1 ½ mile
- i. The planned demolition haul route is attached, showing a distance of approximately 1-½ miles.
 - ii. Dave Foster, or designee, will provide radio contact and escort in the designated stockpile area on the west side of the airport.
 - iii. Piles of dirt/material should not exceed 7 feet high in the designated stockpile area.
 - iv. The material stockpiles should be separated in the stockpile area to accommodate clean dirt fill material, asphalt pavement demolition material and concrete rubble material which will be used at different locations on the airport
- e. Construction Traffic
- i. The primary construction entrance for deliveries will be off Roscoe Turner.
 - ii. After demolition, there should be minimum or no haul off the site, other than trash
- f. Traffic Control
- i. As identified on the plans. Thielsch will coordinate with the Town for any lane closures of Addison Road.
- g. Storm Water Runoff Control
- i. As identified on the plans.
 - ii. No storm water or trash can go to Addison Road and the airside drainage must have a silt screen to go into the airport storm system.
- h. Survey, Utilities marking and protection
- i. Thielsch needs to coordinate with Dal-Tech for the relocation of the GPS monument and controls.
 - ii. Thielsch will verify the gas line and identify and mark all other utilities.
- i. Storage, Stockpile & Distribution of Materials
- i. Three demolition/excavation stock piles will be on the airport:

1. Concrete – West side area of Airport for use as along drainage ditch as “rip rap.”
 2. Asphalt – West side area airport for use as base material for perimeter roadway
 3. Clean Dirt – West side area of airport for use after UST removal
 - ii. Thielsch will coordinate with Dave Foster for haul, access and specific location of these stockpiles. (See attached map)
4. Project Construction Schedule & Milestones
 - a. Covered under Section No. 2. and attached PDF
 5. Technical Support and Inspections
 - a. Scheduled Meetings
 - i. Monthly meetings to be held, but may include conference calls.
 - b. Town of Addison visits
 - i. Dave Wilde will be the construction inspector for the Town of Addison. He will have a desk inside the construction trailer.
 - c. Washington Group Engineer visits
 - i. Sam Lundgren will make visits or participate in meetings via phone.
 - ii. A representative of the WGI – Dallas office will participate on the project and make occasional site visits.
 - d. Concrete & Soils Testing
 - i. To be determined by Thielsch.
 - e. Shop Drawings
 - i. Sam Lundgren prefers electronic submittals, in PDF format. All the submittals will be sent to Sam Lundgren.
 - f. Change Orders
 - i. None
 6. Airport Considerations
 - a. Security
 - i. Discussed in Section No. 3.c.
 - b. Access, Airport Operations and Tower
 - i. Contractors will stay within their construction area, as identified in the aerial provided during the meeting. All construction personnel will remain clear of the Airport’s movement area.
 - ii. If there is a need to go to the airside of the airport, all coordination will be made through Luis Elguezabal or Dave Foster.
 - c. Coordination
 - i. All airport coordination will be made through Luis Elguezabal or Dave Foster.
 7. Emergency Services (EMT, Fire & Police)
 - a. Call or Contact 911 for any emergency

- b. Town of Addison has their own EMT service.
8. Contact List
- a. See below. The list will be revised and distributed by Sam Lundgren.
9. Other Questions, Issues or Concerns
- a. Dave Wilde will check off all pay requests, which will be sent to Steve Chutchian, and sent off to Mark Acevedo for payment.
 - b. Tentative Notice to Proceed is scheduled for Tuesday March 15, 2005.

Contact information

1. Project Engineer: Samuel Lundgren, P.E.
Washington Group International, Inc.
7800 E. Union Avenue, Suite 100
Denver, CO 80237
Phone (303) 843-3596, Fax (303) 843-3133, Cell (720) 530-7315

2. Town of Addison:
Steve Chutchian, P.E., Project Coordinator
Assistant City Engineer
Addison Service Center
16801 Westgrove Drive
Addison, Texas 75001
Phone (972) 450-2879

Dave Wilde, Construction Inspector
Addison Service Center
16801 Westgrove Drive
Addison, Texas 75001
Phone (972) 450-2848, Cell (214) 215-6528

Jim Pierce, P.E.
Assistant Director of Public Works
Addison Service Center
16801 Westgrove Drive
Addison, TX 75001
Phone (972) 450-2879

3. Addison Airport:
Luis Elguezabal, CM
Assistant Director
16051 Addison Road, Suite 220
Addison, TX 75001
Phone (972) 392-4861, cell 817-946-4406

Dave Foster
Chief of Maintenance
16051 Addison Road, Suite 220
Addison, TX 75001
Phone (972) 392-4861, cell 214-683-7583

4. Surveyor:
Alan Moore, RPLS
17311 Dallas Pkwy, Suite 200
Dallas, TX 75248
Phone: (972) 250-2727

5. Geotechnical:

Dan Franklin, PE
ECS
4950 Keller Springs Rd. Suite 480
Addison, TX 75001
Phone: (972) 392-3222

Construction Start Punch List:

1. Revised mechanical piping drawings for Blackmer Pump, one LC meter and air eliminator
2. LC Meter with Pre-Set
3. Fire Coating of Canopy Steel and additional justification to Mark
4. Delete Gutters, Downspouts and Underground Piping, but leave the 10,000 gal oil/water separator
5. Canopy Steel column details, including center column for footing
6. Stock pile materials for future use
7. Demolition materials crushed and used for road base
8. Use of "old" 6' C/L fence fabric
9. Add approximately 3 ½ inch ABC base vs Lime stabilization under Slabs and Pavement (Check with ECS on alternate section)
10. Concurrence on the value engineering items
 - a. 10,000 gal oil/water sep
 - b. Modified Catwalk
 - c. Mechanical flow meter with remote electronic display
 - d. Duct bank encasement
 - e. Redundant controls in the MCC
 - f. Concrete steps
 - g. Metal Halide lights in the canopy



Washington Group International

Integrated Engineering, Construction, and Management Solutions

Feb 24, 2005

Bulk Fuel Storage and Dispensing System For Addison Airport Value Engineering Technical Report

For Consideration By the Town of Addison

Project Value Engineering Item and Evaluation:

- 1) **Replace 10,000 gallon Oil/Water Separator with 5,000 gallon unit.**
Evaluated an alternate approach using a pre-cast concrete unit however; pre-cast is not cost effective for this application and would not be warranted by the manufacture due to required modifications. Using a 5,000 gal "Kleerwater" type metal tank unit versus the specified 10,000 gallon unit is feasible, since controls are in place to prevent overfilling or overflowing the oil containment section, along with connections as required. Per Thielsch Engineering, this option would result in an \$8,600 cost reduction. **The proposed change was accepted.**
- 2) **Modify the catwalk to be supported from the tanks.**
Evaluated the installation of the catwalk only over each FBOs tanks with separate ladder at each FBO. The sub-divide the transverse catwalk would be attached directly to the tank, clearing the walkway on top of the tank and spanning the tanks in each FBO area with a separate ladder to the floor of the containment. Attachment pads are to be welded to the tanks by the tank manufacturer and the walkway stanchions attached to the pads by welding in the field. This change would result in a \$15,600 savings. **The proposed change was accepted.**
- 3) **Use on mechanical flow meter with electronic remote displays for the system.**
Evaluated installation of one mechanical flow meter installed at the pump and using remote displays to indicate pumped fuel quantity at the dispense and off-load stations. The dispense display must still allow stage down of flow through the ClaValve for filling Jet A airport refuelers. This proposed change must have Burns and McDonnell concurrence for modification of the Mechanical system and the savings amount is the difference between the cost of the 2nd meter and the electronic displays which totals \$50,400. **The proposed change was accepted pending Burns & McDonnell approval**
- 4) **Eliminate concrete encasement of conduit (duct bank) under slab.**
The duct bank under the secondary containment doesn't need to be encased in concrete; however, the portion from the transformer pad to the containment slab will still need encasement. The conduits must be spaced and bedded in suitable backfilled. This is a \$9,000 reduction. **The proposed change was accepted.**
- 5) **Eliminate double redundant control units in system control panel.**
Proposed elimination of one complete PLC on the tank overflow monitoring system. Upon further review, it was suggested to only eliminate part of the PLC and leave a CPU and at least one of each I/O cards to serve as a backup control unit if the PLC were to fail for some reason. The savings would be \$8,000. Since the system is designed to fail closed (or off), it was recommended to eliminate the complete redundant PLC, and in lieu of this redundant "hot standby" PLC, provide one

preprogrammed CPU, a spare power supply and a spare of one of each type of I/O card used in the system. Each of these components will be provided in the manufacturer's original packaging. One advantage of eliminating the "hot standby" installation is that it will reduce the adverse impact to the system of a possible lightning strike in the area which could eliminate the programming on both systems and make recovery more difficult than just changing components. This proposal is subject to concurrence by Burns & McDonnell as a change to the electrical system. The cost associated with this proposal is \$18,000. **Pending concurrence by Burns & McDonnell, the proposed change is accepted.**

- 6) **Replace Metal Grating Steps with Concrete Step.**
Proposed to replace the 10 metal grating steps in the secondary containment area with a 9" high concrete step, which would save \$1,600 total. **The proposed change was accepted.**
- 7) **Replace Florescent Light Fixtures with 400 watt Metal Halide Lights.**
Proposed to replace the florescent light fixtures with low base fixtures. Because low base fixtures cover more area, fewer would be needed. The actual cost reduction was not known at the time of the meeting. After the actual cost is determined, it will be forwarded for evaluation. Rick will get with the contractor to get this savings no matter how small. The cost associated with this proposal is approximately \$12,500, which must be verified by Thielsch Engineering. **Pending concurrence by Burns & McDonnell, the proposed change is accepted.**
- 8) **Stock Pile Clean Fill for use on UST removal project**
Approximately 3000 cubic yards of clean material must be removed for construction of this facility, which could be stockpiled in the area for use as clean backfill upon removal of the existing USTs. Future consideration
- 9) **Use demolished asphalt and masonry for perimeter road base**
Approximately 2300 cubic yards of deteriorated asphalt and base, plus the masonry fence wall could be crushed to minus 1" and used on the airport perimeter road project for road base material. Future consideration.

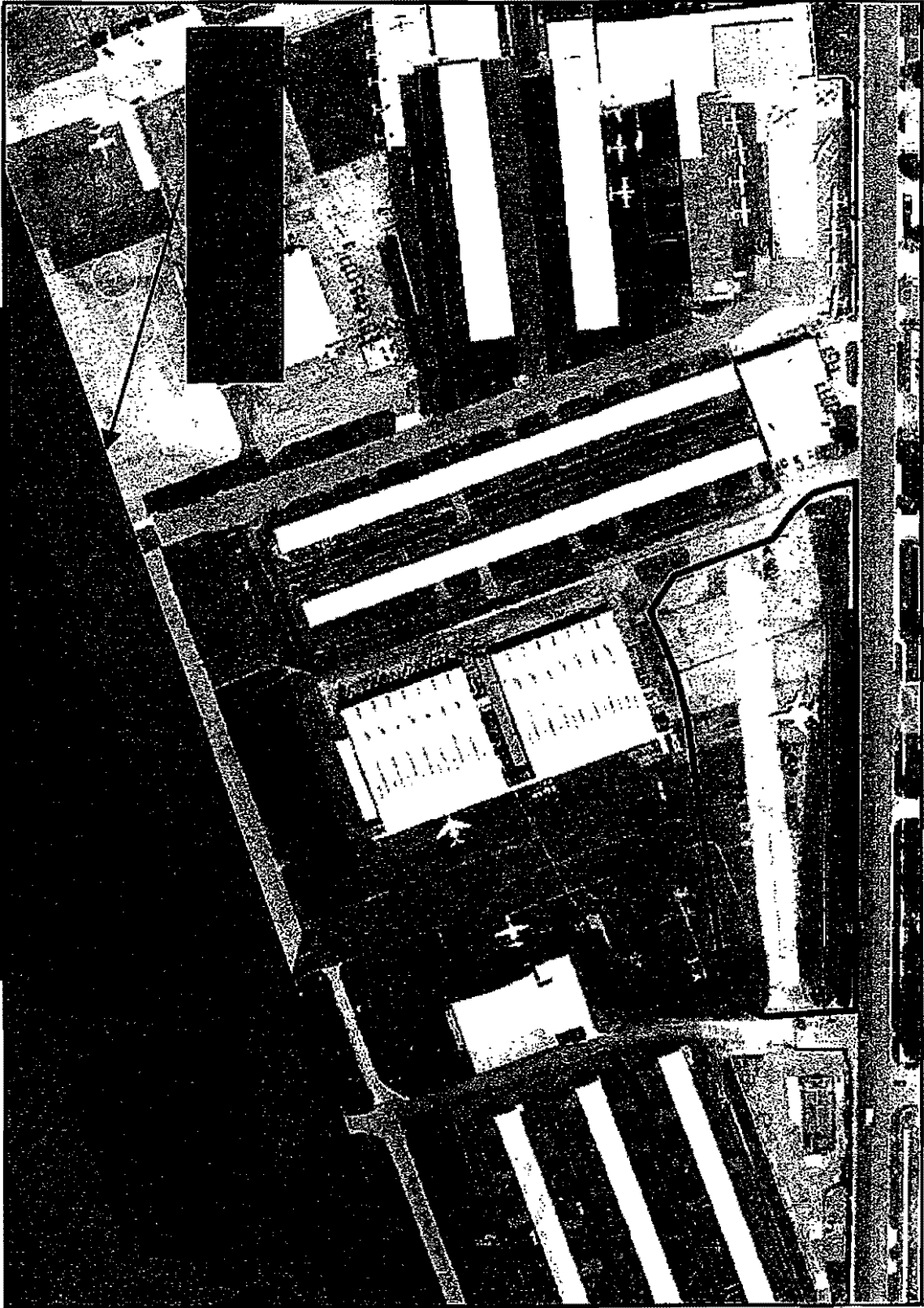
Recommendations:

- Review options and prepare a contract modification reflecting desired options

Addison Airport Fuel Farm **Construction Schedule Summary**

1. Mobilize, Locate Underground Utilities, Temporary Fence, Silt Fence, Permanent Fence, Demolition
2. Off-site Fabrication Tanks, Piping, Grating
3. Set up Traffic Control, Fire Hydrants, Underground Domestic Water
4. Excavate to Sub-grade, Lime Stabilization
5. Underground Electrical Duct Bank, Oil/Water Separator
6. XFMR, Controller Slabs, Floor Drains, Storm Drains
7. Concrete Containment
8. Set Fuel Tanks, Waste Tanks
9. Canopy
10. Rework Driveway Entrance, Driveways, Paving
11. Set Fuel Equipment, Install Fuel System Piping
12. Install Electrical Racks/Panels
13. Install Tank & Catwalk Grating
14. Install Waste Piping
15. Pipe and Grating Coatings
16. Above Ground Conduit, Cables, Terminations
17. Canopy Conduit & Lights
18. Permanent Fence Gates
19. Landscaping
20. Fuel System Testing, Commissioning

FUEL FARM CONSTRUCTION AREA





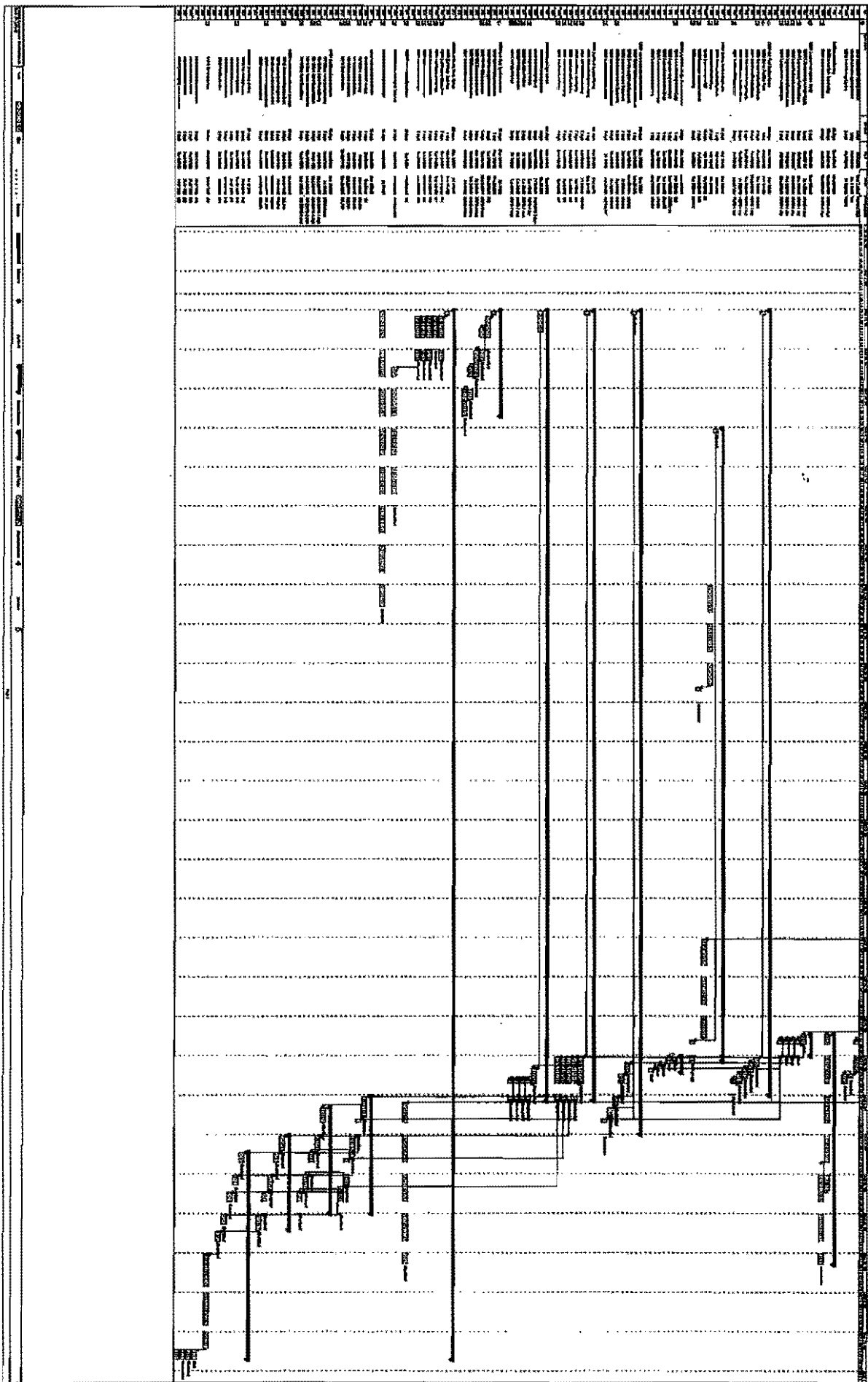
Date: March 8, 2005

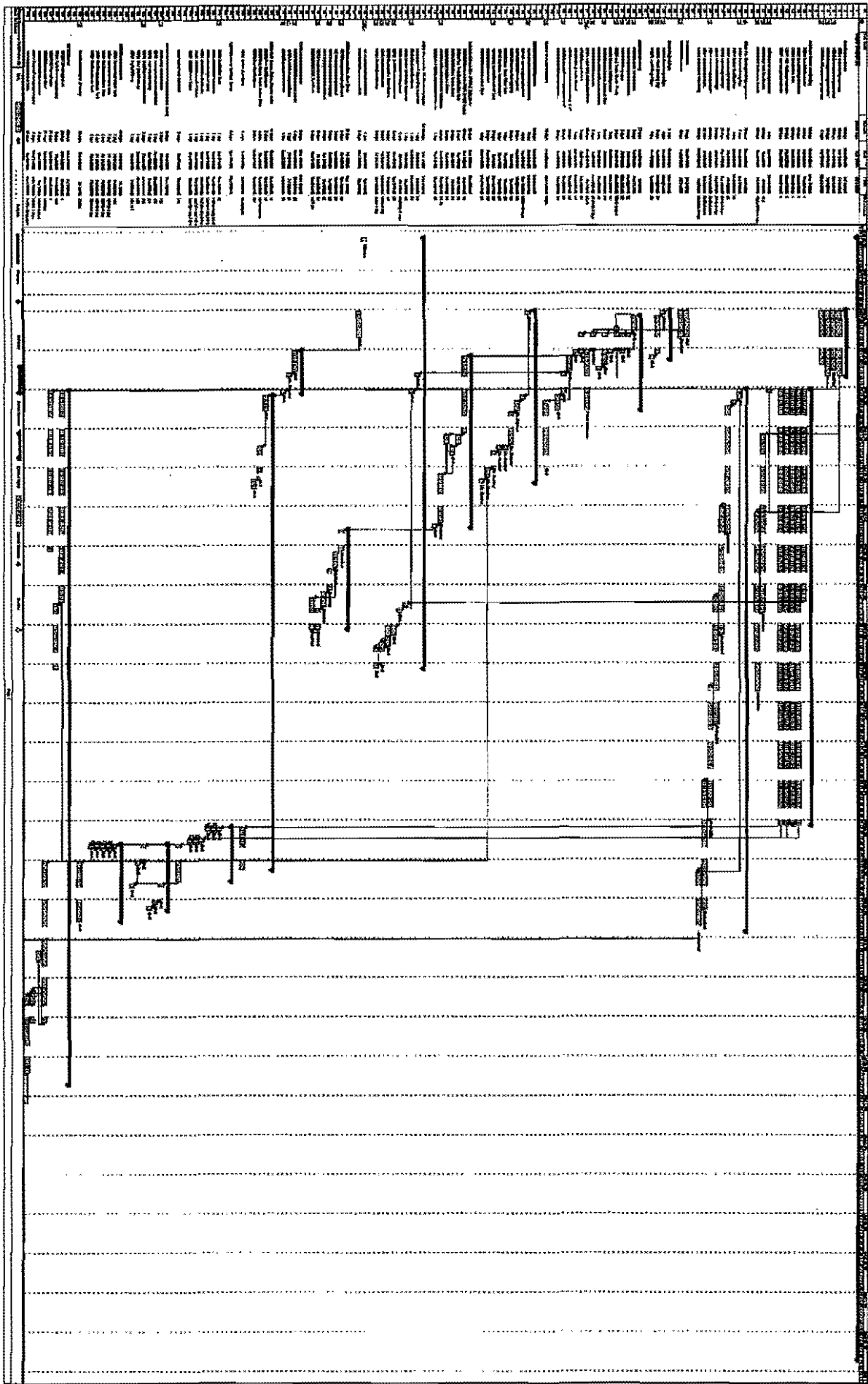
Time: 2 PM

**Bulk Fuel Storage and Dispensing System, Addison Airport
Pre-Construction Conference Sign-up Sheet**

Please Print Name	Firm/Organization	Phone #
1. RICK NORMANDEAU	THIELSCH ENGR.	512-912-4491
2. Rodney Beshires	Richard Drake Const.	903-732-4781
3. Paul Drake	Richard Drake Const	(903)-732-4781
4. SAM LUNDGREN	WASHINGTON GROUP	303-843-3596
5. Luis Elgezabal	ADDISON AIRPORT	972-392-4861
6. DAVE FOSTER	Addison Airport	972-392-4852
7. JENNY NIEWANDER	TOWN OF ADDISON	972-450-2860
8. STEVE CHUTCHAN	TOWN OF ADDISON	972-450-2886
9. MARK ACEVEDO	TOWN OF ADDISON	972-450-2848
10. HERMAN CARDONA	RABALAIS IIE	972-223-2804
11. JAMES SPAN	RABALAIS IIE	972 223 2804
12. BOB CUVELIER	" "	361-242-3121
13. Bill Dyer	Addison Airport	972-392-4856
14.		
15.		







**ADDISON AIRPORT FUEL FARM
CONSTRUCTION HAUL ROUTE**

Dumpsite Area

(Distance from construction area
to dumpsite area is 1.5 miles)

**Fuel Farm
Construction Area**



Addison!

JIM PIERCE, P.E.
Assistant Public Works Director
(972) 450-2879
(972) 450-2837 FAX
jpierce@ci.addison.tx.us

Town of Addison 16801 Westgrove Dr. P.O. Box 9010, Addison, Texas 75001-9010

10-22-04

Steve -

This is the fax
I sent Sam Lundgren
for the Proposal Form - This
is a Lump Sum Bid with
one ^{additive} alternate Lump Sum bid.

(Base Bid without canopy)

(Additive alt. Bid with canopy)

Also attached is a copy of
the specs for this job.

Everything is due to me on 10/27
The proposal is the only thing "hanging".

HP LaserJet 3200se



HP LASERJET 3200

OCT-22-2004 6:07PM

Fax Call Report

Job	Date	Time	Type	Identification	Duration	Pages	Result
550	10/22/2004	6:04:52PM	Send	913038433133	2:03	9	OK

TOWN OF

ADDISON

PUBLIC WORKS

To: Sam Lundgren

From: Jim Pierce, P.E.
Asst. Public Wks. Dir.
Phone: 972/450-2879
FAX: 972/450-2837
jpierce@ci.addison.tx.us

Company: Washington Group

FAX #: 1-303-843-3133

Date: 10-22-04

16801 Westgrove
P.O. Box 9010
Addison, TX 75001-9010

of pages (including cover): 9

Re: Fuel Farm Proposal Form

Original in mail Per your request FYI Call me

Comments:

Proposal Form Markup attached
Also Markup of Table of Contents
Call Steve Chatchian next week
with questions 972-450-2886

Call me to
AIR REPORT

ok as noted

**SECTION B
BID PROPOSAL**

For

BULK FUEL STORAGE AND DISPENSING SYSTEM

Addison, Texas

Date: _____

< add space

Proposal of: _____

(CONTRACTOR)

add space >

Check appropriate business entity:

_____ A corporation organized and existing under the laws of the State of Texas

_____ A corporation organized and existing under the laws of the State of _____
(if a non-Texas corporation, please attach a copy of the corporation's
Articles of incorporation)

_____ A partnership consisting of _____.

_____ A sole proprietorship owned by _____, an individual.

**Do Not Remove Bid Proposal from Specification Book
Specifications Book to be submitted in its Entirety**

Page 1/6

Telephone and Fax Numbers: _____

Seal if bidder is a corporation

Project ~~Bid Breakout by CSI Format:~~
Description:

This bid is to construct a centrally located aviation bulk fuel storage and dispensing system with 15 individual bulk fuel storage tanks, with off-load and five Fixed Base Operator (FBO) metered dispensing systems, in a consolidated, environmentally protected site, including tanks and operating equipment, with suitable architectural considerations to blend into the site. The horizontal mounted cylindrical tanks will be either 25,000 gal or 15,000 gal capacity fuel storage tanks, double wall, 2-hour fire rated and ballistics protected tanks. Primary products to be dispensed are Low Lead AVGAS and Jet A Fuel, with one two-compartment tank of 10,000 gal & 15,000 gal, with dispensing equipment for LL MoGas and Diesel. The equipment includes industry standard filtration systems with automatic shutdown and overflow protection devices. A 10,000gal oil/water separator will be installed and connected to the secondary containment dike area and off-load/dispensing ramps. Fuel storage area will have explosion proof electrical fixtures and control panel. A 1" water line will be required for emergency shower/eye wash unit and two 3/4" hose and reel unit. Telephone connections include intercom access, phone and fire alarm. Fuel storage tanks will be mounted in a concrete low wall secondary containment structure, with area lighting, storm drainage and utilities. Access/exit for the facility will be through an electrically operated gates, with new driveways, curb and gutter. A stretched fabric canopy is listed as an alternate bid item.

add space

Sam - This could go on the bottom of page 3/6. you might want to briefly explain the difference between the base bid and additive alternate bid here.

BID PROPOSAL FOR BULK FUEL STORAGE AND DISPENSING SYSTEM:

	Amount Bid
Division 1. General Conditions	\$0.00
Division 2. Site Construction	\$0.00
Division 3. Concrete	\$0.00
Division 5. Metals	\$0.00
Division 7. Thermal Protection	\$0.00
Division 10. Specialties	\$0.00
Division 13. Special Construction	\$0.00
Division 15. Mechanical	\$0.00
Division 16. Electrical	\$0.00
O, H & P	\$0.00
Total Lump Sum Bid (A)	\$0.00
BASE	
Bid Bond Amount:	\$0.00
Alternate Bid Item	\$0.00
Total Lump Sum Bid with Alternate (AA)	\$0.00
Submitted by:	Date:

These should be subsidiary items

Additive

Show the same List of Divisions here for the contractor to figure his Additive Alternate Bid

SECTION 01000C

PROPOSAL FORM

SECTION A

BID SCHEDULE SUMMARY

BULK FUEL STORAGE AND DISPENSING SYSTEM
ADDISON AIRPORT

Bid Schedule and Description Total Amount in Lump Sum

Lump Sum Base Bid (A) \$ _____

\$3000/Day x _____ Days (B) \$ _____

~~Total of A+B~~ ^{Total of A+B} _____

Total Amount Bid for Lump Sum Base Bid written in words: ^(A)

Total of calendar days x \$3000 written in words: ^(B)

Lump Sum Base Bid with ^{Additive} Alternative (AA) \$ _____

\$3000/Day x _____ Days with ^{Additive} Alternative (BA) \$ _____

^{Total of AA + BA} ~~Total of AA + BA~~ ^{(AA) Additive} _____
Total Amount Bid for Lump Sum Base Bid with Alternative Bid Item written in words:

Total of calendar days x \$3000 with ^{(BA) Additive} Alternative Bid Item written in words:

one line

Notes:

1. All item, labor, materials, equipment, facilities, incidentals and work required for construction of the project are to be provided and installed by the Contractor as part of the project and payment for the cost of such shall be included in the price bid for the construction of the project.
2. Prices must be shown in works and figure for each item listed in this proposal. In the event of discrepancy, the words shall control.

3. It is understood that the Bid Security shall ^{be} collected and retained by the Owner as liquidated damages in the event a contract is awarded by the Owner based on this proposal within ninety (90) calendar days after receiving bids and the undersigned fails to execute the contract and required bonds within seven (7) calendar days from the date the Contractor is notified and has received the conformed documents. After this period, if the contract has been executed and the required bonds have been submitted, the said Bid Surety shall be returned to the undersigned upon demand.

4. One contract will be awarded based on the Lump Sum Bid of the total value of A plus B or AA plus BA.

Bidder's Tax I.D. Number or Employer Number: _____

**DO NOT REMOVE BID PROPOSAL FROM SPECIFICATION BOOK
SPECIFICAION BOOK TO BE SUBMITTED IN ITS' ENTIRETY**

**Bulk Fuel Storage and Dispensing System
Addison Airport
Project Specifications
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*Maintenance
Bond* } →

Proposal Form ←

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Attachments:

TXU Transformer Installation Specifications	Pages 1 thru 57
Addison Public Works Water Service	Pages 1 thru 7
Prevailing Wages	Pages 1 thru 7
Bid Form (electronic version available from Engineer)	One Page

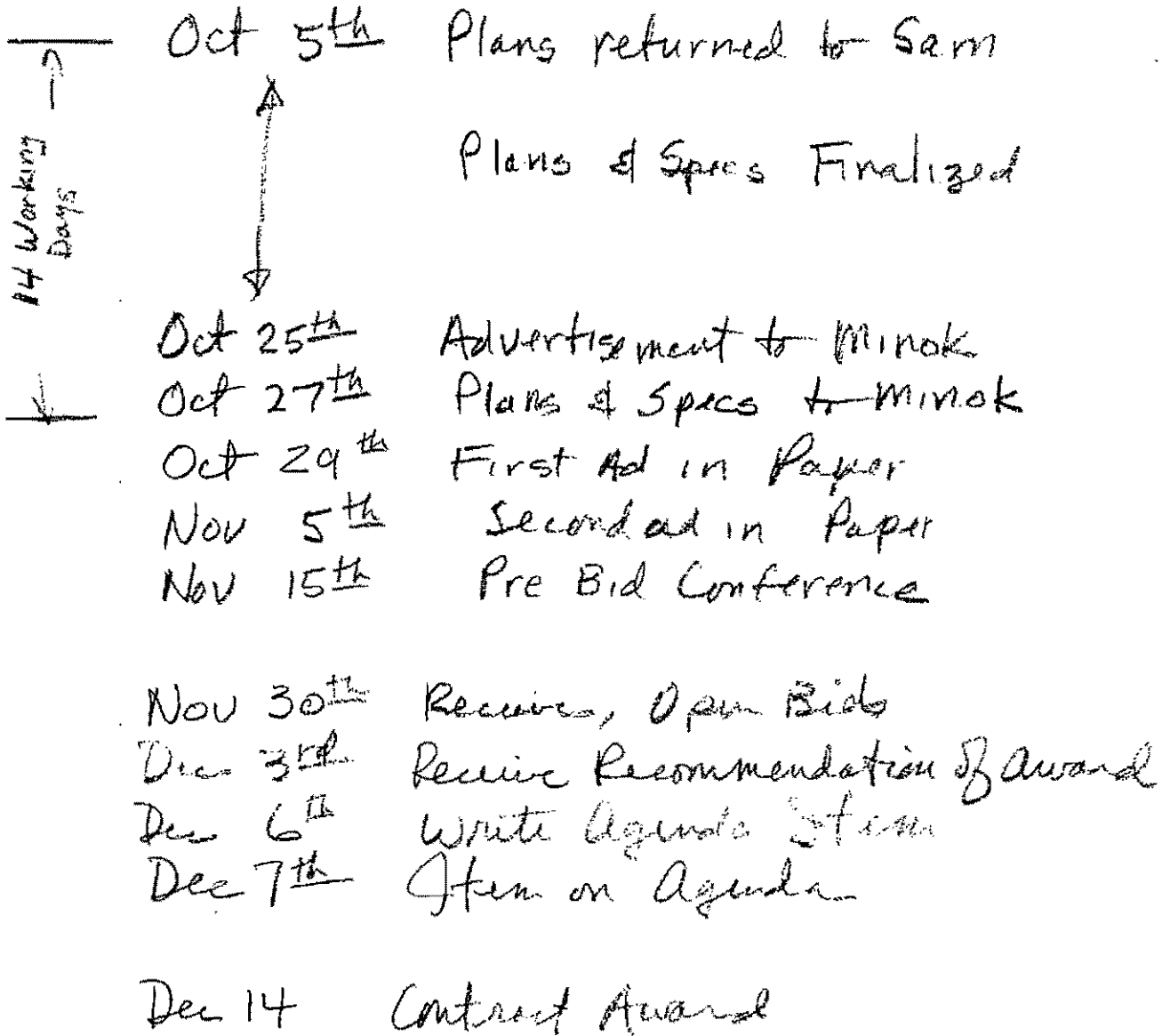
Geotechnical Report
Sample of Tx Sales Tax Exemption Certificate

ADVERTISEMENT FOR BIDS
Bid # 05-02

The Town of Addison is requesting bids for **Bulk Fuel Storage and Dispensing System, Addison Airport-Bid No. 05-02**. Mandatory Pre Bid meeting 2:00pm, Monday, November 15, 2004. Bids will be accepted until 2:00pm, Tuesday, November 30, 2004 at the office of the Purchasing Coordinator, 5350 Belt Line Rd., Addison, Texas 75254 at which time they will be publicly opened and read aloud. Late bids will not be considered and will be returned unopened.

The Town of Addison reserves the right to waive any formalities and to reject any or all bids and to select the bid deemed most advantageous to the City. Bid information is available on www.demandstar.com or www.ci.addison.tx.us.

Bid Schedule



Fuel Farm
Gas Line Relocation

10-21-04

Gas line is most likely in conflict with new fuel farm. Gas line must be relocated, or deepened at or near its present location. This must be done before fuel farm construction begins. (Why can't duct bank be brought up against the bottom of the bathtub to save depth?)

George Melendez*

1. Meet with ~~Howard~~ Lewis in the field to explain situation and give him plans. We need to know the elevation of the bottom of the duct bank and clear it by at least 3 feet
2. Pot hole gas line - preferably by the gas co (we could do it) and get elevations on the gas line

George

3. Order ~~Howard~~ to relocate, or deepen gas line now

George Melendez
Atmos Energy

1310 Highway 66

Garland, TX 75040

TOWN OF
ADDISON

PUBLIC WORKS

To: ALAN MOORE

From: Jimmy Nivens

Company: DAL TECH

FAX #: 972 250 4774

Phone: 972/450-2860

Fax: 972/450-2837

Date: 11/9/04

No. of pages (including cover): _____

16801 Westgrove

P.O. Box 9010

Addison, TX 75001-9010

PLS ADD 4. Shots shown on drawing
let me know if this changes the proposal

DAL-TECH

ENGINEERING, INC.

CONSULTING CIVIL ENGINEERS / SURVEYORS
CONSTRUCTION MANAGERS

November 9, 2004

VIA FACSIMILE (972)-450-2837

Jenny Nicewander, P.E.
Town of Addison
16801 Westgrove Road
Addison, Texas 75248

**RE: Staking of the Approximate Location of the Four Major Corners of the Proposed Bulk Fuel Storage Facility, Addison Airport, Addison, Texas.
DAL-TECH Job #0441**

Dear Jenny:

DAL-TECH Engineering, Inc. is pleased to submit our fee proposal to perform rough staking of the major corners of the proposed bulk fuel storage facility located along Addison Road and immediately south of George Haddaway Road at Addison Airport, Addison, Texas. We will mark the location each of the major corners with a paint mark as shown on the attached "Exhibit A" and according to coordinates obtained from .dgn files provided by Samuel Lundgren, P.E. of Washington Group International, Inc. on October 28, 2004.

DAL-TECH recommends a lump sum budget of \$732.00 for these survey services based on the following man-hour costs:

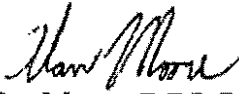
DESCRIPTION	HOURS	RATE	COST
2-Man Field Party	4	\$122.00	\$ 488.00
Project Coordinator	2	\$100.00	\$ 200.00
Secretary/Typist	1	\$ 44.00	\$ 44.00
TOTAL BUDGET			\$ 732.00

Jenny Nicewander
November 9, 2004
Page 2 of 2

We propose to provide the above-described services by the end of day Wednesday, November 10, 2004 if a notice to proceed is issued to DAL-TECH by the end of day Tuesday, November 9, 2004.

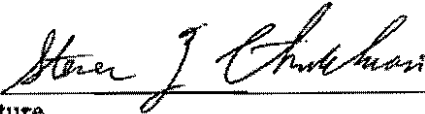
If you are in agreement with the above fee proposal, please sign in the space provided below and return this acknowledgement to our office. This will serve as our authorization to proceed.

Sincerely,
DAL-TECH Engineering, Inc.



Alan Moore, R.P.L.S.
Chief Surveyor

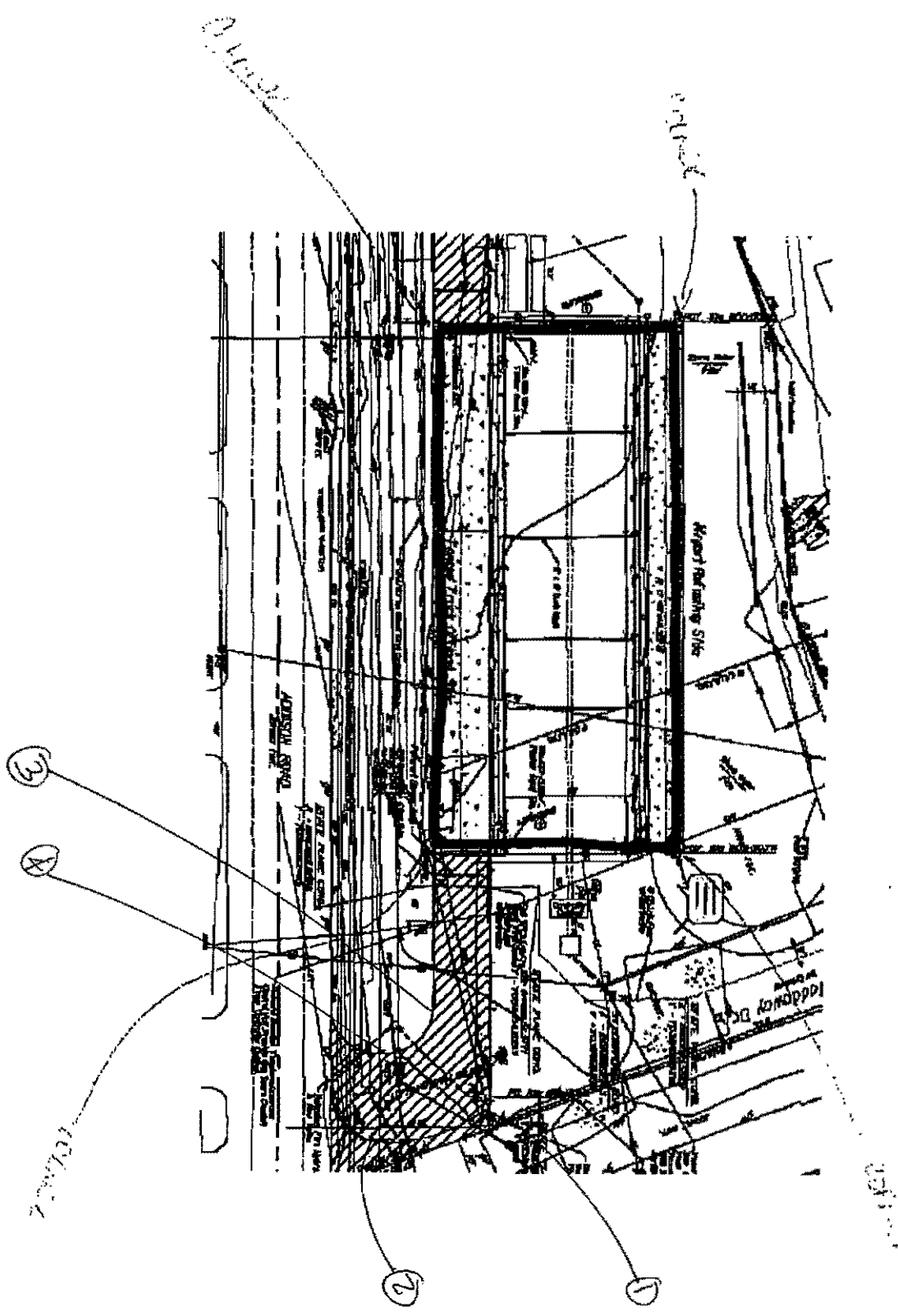
Jenny Nicewander



Signature



Date



DAL-TECH
ENGINEERING, INC.
CONSULTING CIVIL ENGINEERS / SURVEYORS
CONSTRUCTION MANAGERS

November 9, 2004

VIA FACSIMILE (972)-450-2837

Jenny Nicewander, P.E.
Town of Addison
16801 Westgrove Road
Addison, Texas 75248

**RE: Staking of the Approximate Location of the Four Major Corners of the Proposed Bulk Fuel Storage Facility, Addison Airport, Addison, Texas.
DAL-TECH Job #0441**

Dear Jenny:

DAL-TECH Engineering, Inc. is pleased to submit our fee proposal to perform rough staking of the major corners of the proposed bulk fuel storage facility located along Addison Road and immediately south of George Haddaway Road at Addison Airport, Addison, Texas. We will mark the location each of the major corners with a paint mark as shown on the attached "Exhibit A" and according to coordinates obtained from .dgn files provided by Samuel Lundgren, P.E. of Washington Group International, Inc. on October 28, 2004.

DAL-TECH recommends a lump sum budget of **\$732.00** for these survey services based on the following man-hour costs:

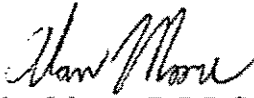
DESCRIPTION	HOURS	RATE	COST
2-Man Field Party	4	\$122.00	\$ 488.00
Project Coordinator	2	\$100.00	\$ 200.00
Secretary/Typist	1	\$ 44.00	\$ 44.00
TOTAL BUDGET			\$ 732.00

Jenny Nicewander
November 9, 2004
Page 2 of 2

We propose to provide the above-described services by the end of day Wednesday, November 10, 2004 if a notice to proceed is issued to DAL-TECH by the end of day Tuesday, November 9, 2004.

If you are in agreement with the above fee proposal, please sign in the space provided below and return this acknowledgement to our office. This will serve as our authorization to proceed.

Sincerely,
DAL-TECH Engineering, Inc.



Alan Moore, R.P.L.S.
Chief Surveyor

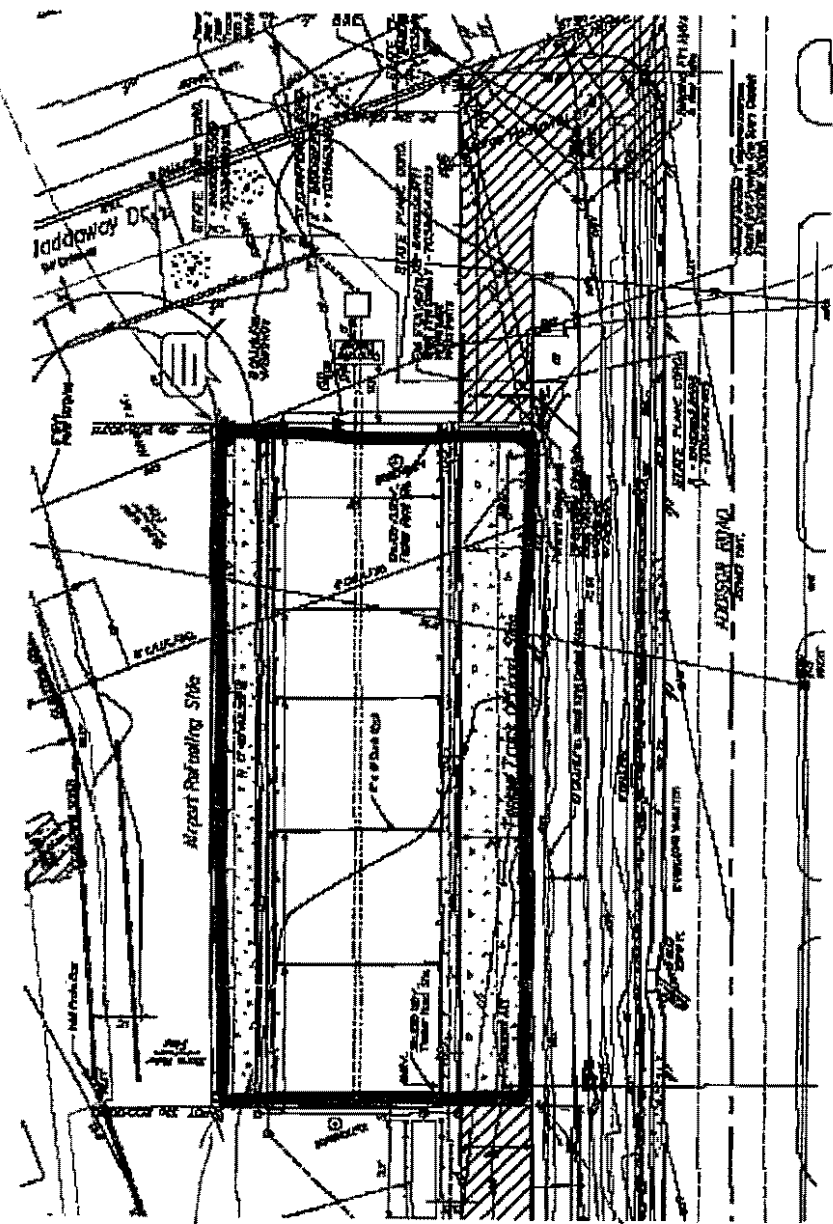
Jenny Nicewander

Signature

Date

OFFICE

LOUNGE



OFFICE

LOUNGE

TOWN OF ADDISON
PAYMENT AUTHORIZATION MEMO

DATE: 11/17/04

Claim # _____

Check \$ 732.00

Vendor No. _____

Vendor Name DAL TECH

Address 17311 DALLAS PARKWAY

Address SUITE 200

Address DALLAS TX

Zip Code 75248

INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
<u>1441</u>	<u>12</u>	<u>623</u>	<u>56510</u>	<u>44202</u>		<u>732-</u>

TOTAL 732.00

EXPLANATION SURVEY MARKINGS BY DAL TECH

Steve Chatham
Authorized Signature

Finance

DAL-TECH ENGINEERING, INC.

CONSULTING CIVIL ENGINEERS / SURVEYORS
CONSTRUCTION MANAGERS

INVOICE 1441 November 12, 2004

Ms. Jenny Nicewander, P.E.
Town of Addison
16801 Westgrove Road
Addison, Texas 75248

RE: Bulk Fuel Storage Facility
Staking of Four Major Corners
Addison Airport, Addison, TX
DAL-TECH Job #0441

DESCRIPTION	HOURS	RATE	THIS INVOICE
2-Man Field Survey	4	\$ 122.00	\$ 488.00
Project Coordinator	2	\$ 100.00	\$ 200.00
Secretary / Typist	1	\$ 44.00	\$ 44.00
TOTAL BUDGET			\$ 732.00

TOTAL DUE \$ 732.00
*OK to PAY
SEE
11/17/04*

All payments are due upon receipt, 1.5% interest per month will be charged after 30 days.

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

§77.13 Construction or alteration requiring notice.

(a) Except as provided in §77.15, each sponsor who proposes any of the following construction or alteration shall notify the Administrator in the form and manner prescribed in §77.17:

- (1) Any construction or alteration of more than 200 feet in height above the ground level at its site.
- (2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:
 - (i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with at least one runway more than 3,200 feet in actual length, excluding heliports.
 - (ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with its longest runway no more than 3,200 feet in actual length, excluding heliports.
 - (iii) 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in paragraph (a) (5) of this section.
- (3) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical clearance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) (1) or (2) of this section.
- (4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part.
- (5) Any construction or alteration on any of the following airports (including heliports):
 - (I) An airport that is available for public use and is listed in the Airport Directory of the current Airmen's Information Manual or in either the Alaska or Pacific Airmen's Guide and Chart Supplement.
 - (ii) An airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and except for military airports, is clearly indicated that that airport will be available for public use.
 - (III) An airport that is operated by an armed force of the United States.

(b) Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA regional office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA regional office at least 48 hours before the start of construction or alteration.

(c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on a prescribed form to the FAA regional office having jurisdiction over the region involved, if -

- (1) The construction or alteration is more than 200 feet above the surface level of its site; or
- (2) An FAA regional office advises him that submission of the form is required.

§77.15 Construction or alteration not requiring notice.

No person is required to notify the Administrator for any of the following construction or alteration:

- (a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.
- (b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.
- (c) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Administrator, or an appropriate military service on military airports, the location and height of which is fixed by its functional purpose.
- (d) Any construction or alteration for which notice is required by any other FAA regulation.

§77.17 Form and time of notice.

(a) Each person who is required to notify the Administrator under §77.13 (a) shall send one executed form set of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.

(b) The notice required under §77.13 (a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates -

- (1) The date the proposed construction or alteration is to begin.
- (2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to the FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(e) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety that requires immediate construction or alteration, the 30 day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460-1 submitted within five (5) days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both, shall send an executed copy of FAA Form 7460-2, Notice of Actual Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.

ADDRESSES OF THE REGIONAL OFFICES

Alaska Region

AK
Alaskan Regional Office
Air Traffic Division, AAL-530
222 West 7th Avenue
Anchorage, AK 99515
Tel: 907-271-5893

Central Region

IA, KS, MO, NE
Central Regional Office
Air Traffic Division, ACE-520
601 East 12th Street
Kansas City, MO 64106
Tel: 816-426-3408 or 3409

Eastern Region

DC, DE, MD, NJ, NY, PA, VA, WV
Eastern Regional Office
Air Traffic Division, AEA-520
JFK International Airport
Fitzgerald Federal Building
Jamaica, NY 11430
Tel: 718-553-2616

Great Lakes Region

IL, IN, MI, MN, ND, OH, SD, WI
Great Lakes Regional Office
Air Traffic Division, AGL-520
2300 East Devon Avenue
Des Plaines, IL 60018
Tel: 847-294-7568

New England Region

CT, MA, ME, NH, RI, VT
New England Regional Office
Air Traffic Division, ANE-520
12 New England Executive Park
Burlington, MA 01803-5299
Tel: 781-238-7520

Northwest Mountain Region

CO, ID, MT, OR, UT, WA, WY
Northwest Mountain Regional Office
Air Traffic Division, ANM-520
1601 Lind Avenue, SW
Renton, WA 98055-4056
Tel: 425-227-2520

Southern Region

AL, FL, GA, KY, MS, NC, PR,
SC, TN, VI
Southern Regional Office
Air Traffic Division, ASO-520
1701 Columbia Avenue
College Park, GA 30337
Tel: 404-305-5585

Southwest Region

AR, LA, NM, OK, TX
Southwest Regional Office
Air Traffic Division, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137-0520

Western Pacific Region

HI, CA, NY, AZ, GU
Western-Pacific Regional Office
Air Traffic Division, AWP-520
15000 Aviation Boulevard
Hawthorne, CA 90260
Tel: 310-725-8557

INSTRUCTIONS FOR COMPLETING FAA FORM 7460-1

PLEASE TYPE or PRINT

ITEM #1. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #2. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #3. New Construction would be a structure that has not yet been built.

Alteration is a change to an existing structure such as the addition of a side mounted antenna, a change to the marking and lighting, a change to power and/or frequency, or a change to the height. The nature of the alternation shall be included in **ITEM #21** "Complete Description of Proposal".

Existing would be a correction to the latitude and/or longitude, a correction to the height, or if filing on an existing structure which has never been studied by the FAA. The reason for the notice shall be included in **ITEM #21** "Complete Description of Proposal".

ITEM #4. If Permanent, so indicate. If Temporary, such as a crane or drilling derrick, enter the estimated length of time the temporary structure will be up.

ITEM #5. Enter the date that construction is expected to start and the date that construction should be completed.

ITEM #6. Please indicate the type of structure. **DO NOT LEAVE BLANK.**

ITEM #7. In the event that obstruction marking and lighting is required, please indicate type desired. If no preference, check 'other' and indicate 'no preference'. **DO NOT LEAVE BLANK.** *NOTE: High intensity lighting shall be used only for structures over 500' AGL.* In the absence of high intensity lighting for structures over 500' AGL, marking is also required.

ITEM #8. If this is an existing tower that has been registered with the FCC, enter the FCC Antenna Structure Registration number here.

ITEM #9. and **#10.** Latitude and longitude must be geographic coordinates, accurate to within the nearest second or to the nearest hundredth of a second if known. Latitude and longitude derived solely from a **hand-held GPS instrument is NOT acceptable.** A hand-held GPS is only accurate to within 100 meters (328 feet) 95 per cent of the time. This data, when plotted, should match the site depiction submitted under **ITEM #20.**

ITEM #11. NAD 83 is preferred; however, latitude/longitude may be submitted in NAD 27. Also, in some geographic areas where NAD 27 and NAD 83 are not available other datums may be used. It is important to know which datum is used. **DO NOT LEAVE BLANK.**

ITEM #12. Enter the name of the nearest city/state to the site. If the structure is or will be in a city, enter the name of that city/state.

ITEM #13. Enter the full name of the nearest public-use (not private-use) airport (or heliport) or military airport (or heliport) to the site.

ITEM #14. Enter the distance from the airport or heliport listed in #13 to the structure.

ITEM #15. Enter the direction from the airport or heliport listed in #13 to the structure.

ITEM #16. Enter the site elevation above mean sea level and expressed in whole feet rounded to the nearest foot (e.g. 17' 3" rounds to 17', 17'6" rounds to 18'). This data should match the ground contour elevations for site depiction submitted under **ITEM #20.**

ITEM #17. Enter the total structure height above ground level in whole feet rounded to the next highest foot (e.g. 17'3" rounds to 18'). The total structure height shall include anything mounted on top of the structure, such as antennas, obstruction lights, lightning rods, etc.

ITEM #18. Enter the overall height above mean sea level and expressed in whole feet. This will be the total of **ITEM #16 + ITEM #17.**

ITEM #19. If an FAA aeronautical study was previously conducted, enter the previous study number.

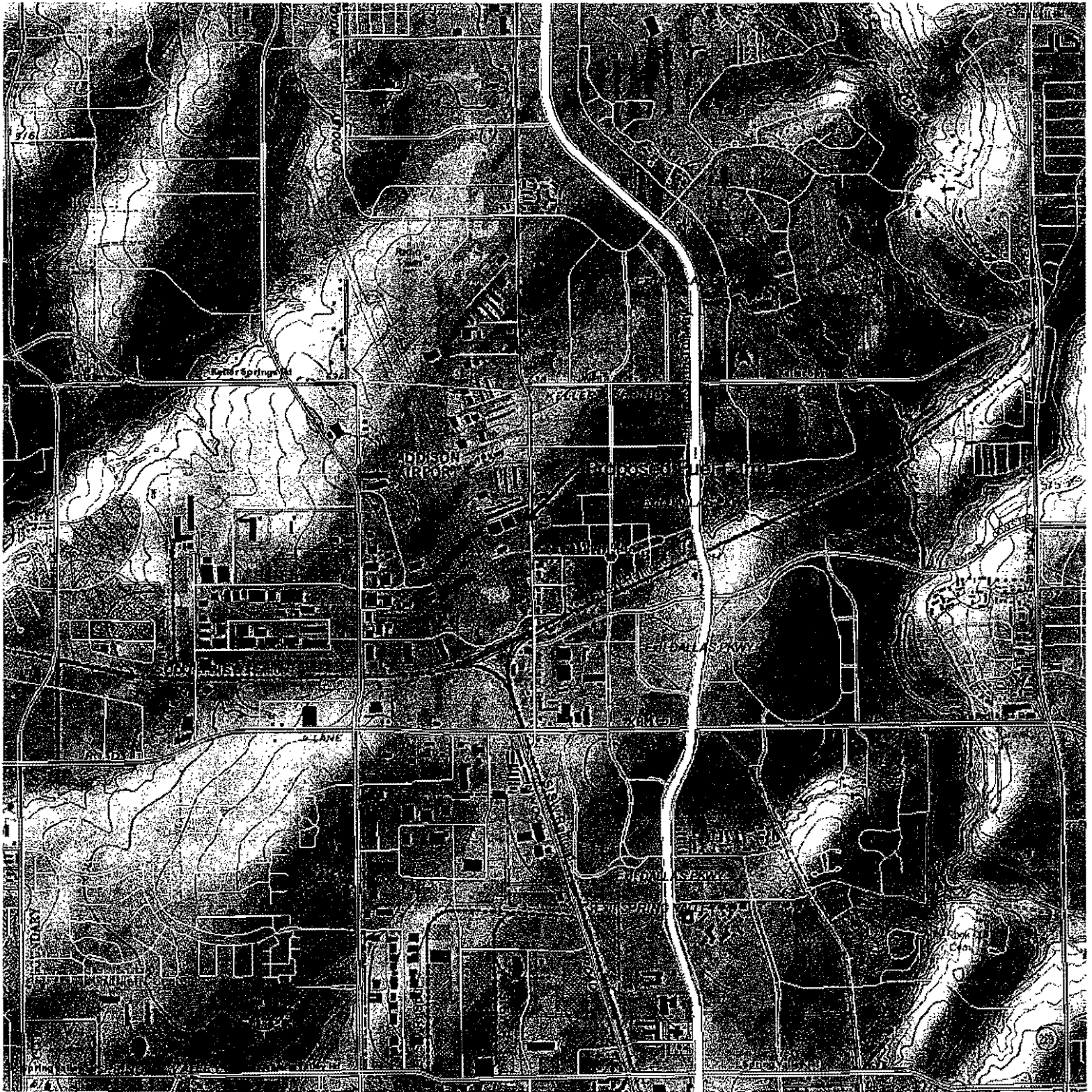
ITEM #20. Enter the relationship of the structure to roads, airports, prominent terrain, existing structures, etc. Attach an 8-1/2" X 11" non-reduced copy of the appropriate 7.5 minute U.S. Geological Survey (USGS) Quadrangle Map MARKED WITH A PRECISE INDICATION OF THE SITE LOCATION. To obtain maps, Contact USGC at 1-800-435-7627 or via Internet at "<http://mapping.usgs.gov>". If available, attach a copy of a documented site survey with the surveyor's certification stating the amount of vertical and horizontal accuracy in feet.

ITEM #21.

- For transmitting stations, include maximum effective radiated power (ERP) and all frequencies.
- For antennas, include the type of antenna and center of radiation (*Attach the antenna pattern, if available*).
- For microwave, include azimuth relative to true north.
- For overhead wires or transmission lines, include size and configuration of wires and their supporting structures (*Attach depiction*).
- For each pole/support, include coordinates, site elevation, and structure height above ground level or water.
- For buildings, include site orientation, coordinates of each corner, dimensions, and construction materials,
- For alterations, explain the alteration thoroughly,
- For existing structures, thoroughly explain the reason for notifying the FAA (*e.g. corrections, no record of previous study, etc.*).

Filing this information with the FAA does not relieve the sponsor of this construction or alteration from complying with any other Federal, state, or local rules or regulations. If you are not sure what other rules or regulations apply to your proposal, contact local/state aviation and zoning authorities.

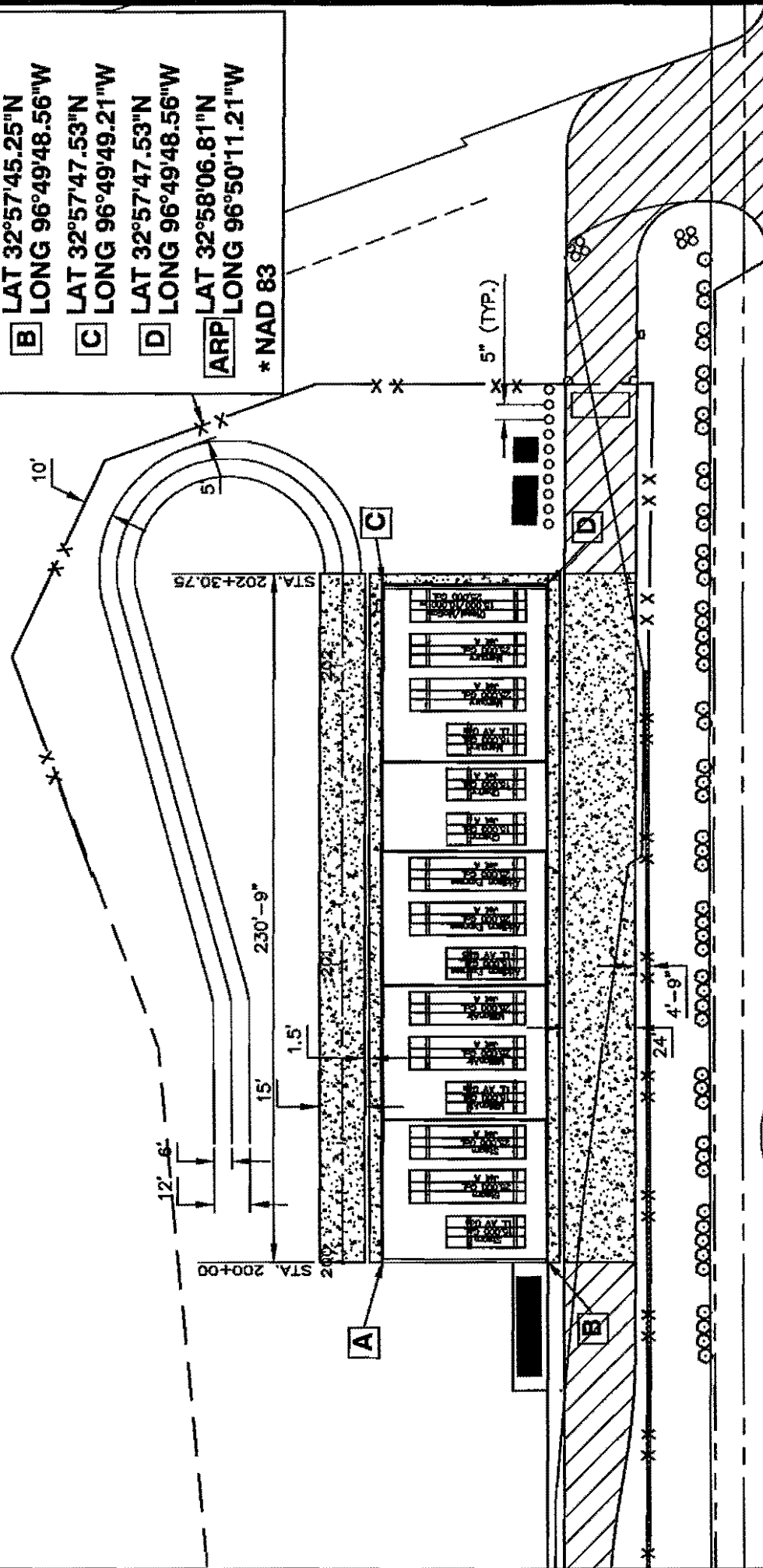
Paperwork Reduction Work Act Statement: This information is collected to evaluate the effect of proposed construction or alteration on air navigation and is not confidential. Providing this information is mandatory for anyone proposing construction or alteration that meets or exceeds the criteria contained in 14 CFR, part 77. We estimate that the burden of this collection is an average 19 minutes per response. An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2120-0001.



LAT/LONG INFORMATION

- A** LAT 32°57'45.25"N
LONG 96°49'49.22"W
- B** LAT 32°57'45.25"N
LONG 96°49'48.56"W
- C** LAT 32°57'47.53"N
LONG 96°49'49.21"W
- D** LAT 32°57'47.53"N
LONG 96°49'48.56"W
- ARP** LAT 32°58'06.81"N
LONG 96°50'11.21"W

* NAD 83

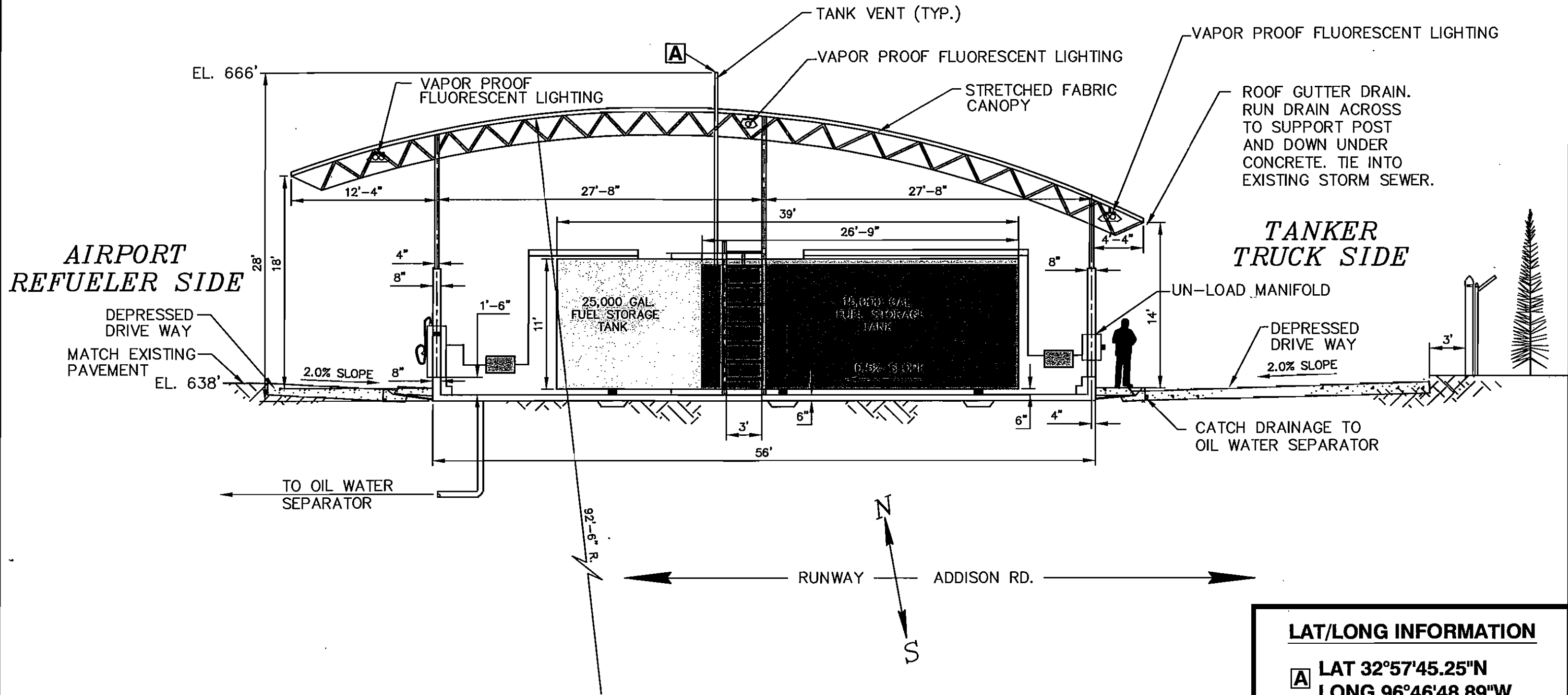


ADDISON ROAD

**ADDISON AIRPORT
FUEL FARM**

PROFILE VIEW

FIG. 1



LAT/LONG INFORMATION	
A	LAT 32°57'45.25"N LONG 96°46'48.89"W
ADDISON AIRPORT FUEL FARM	
PROFILE VIEW	FIG. 2

Steve Chutchian

From: Lundgren, Samuel [Samuel.Lundgren@wgint.com]
Sent: Tuesday, November 23, 2004 3:52 PM
To: Marshall Ryan
Cc: Minok Suh; Steve Chutchian; Jenny Nicewander
Subject: RE: [Maybe SPAM] RFI's for Airport Fuel System project

Marshall,

Happy Tuesday!

Item 1. covered in Addendum #2

Item 2. no waiver, does not apply

Item 3. per last discussion, the Town will work this, but either the FBO, Supplier or Town will cover this.

Item 4. pre-cast deadman is OK, as long as it is not Jimmy Hoffa...

Call if you have any other concerns.

Samuel Lundgren, P.E.
Program Manager
Washington Group International, Inc.
7800 E. Union Avenue, Suite 100
Denver, CO 80237
Phone (303) 843-3596, Fax (303) 843-3133, Cell (720) 530-7315

-----Original Message-----

From: Minok Suh [mailto:msuh@ci.addison.tx.us]
Sent: Tuesday, November 23, 2004 12:10 PM
To: Lundgren, Samuel; Jim Pierce; Steve Chutchian; Jenny Nicewander
Cc: Marshall Ryan
Subject: RE: [Maybe SPAM] RFI's for Airport Fuel System project

Minok Suh
Purchasing Coordinator
Town of Addison
972-450-7091

-----Original Message-----

From: Marshall Ryan [mailto:mryan@ust-inc.com]
Sent: Tuesday, November 23, 2004 11:54 AM
To: Minok Suh
Subject: [Maybe SPAM] RFI's for Airport Fuel System project

Minok,

Here are a few questions to be answered. Please forward to Sam Lundgren.

1) What is the final clarification on piping? Will stainless steel be an acceptable alternative to coated carbon steel?

2) What is the final clarification on American made only? Has that been waived - allowing non-American made products?

11/24/2004

3) Will owner supply testing and flushing fuel, or will contractor have to supply that fuel?

4) Will the use of concrete deadmen (tank anti-flotation devices) be an acceptable alternative to the concrete pad under the Oil Water Separator. The deadmen will be designed by a Texas PE familiar with such anti-flotation devices.

Respectfully,

Marshall D. Ryan
President
Unified Services of Texas, Inc. (UST)
2110 Greenbriar Drive
Southlake, TX 76092
Office (817) 481-9510 Ext. 109
Facsimile (817) 488-1729
Email: mryan@ust-inc.com

This e-mail and any files or attachments transmitted with it contains Information that is confidential and privileged. This document may contain Protected Health Information (PHI) or other information that is intended only for the use of the individual(s) and entity(ies) to whom it is addressed. If you are the intended recipient, further disclosures are prohibited without proper authorization. If you are not the intended recipient, any disclosure, copying, printing, or use of this information is strictly prohibited and possibly a violation of federal or state law and regulations. If you have received this information in error, please delete it and notify Hamid Khaleghipour at 972-450-2868 immediately. Thank you.

Addendum 2
05-02 Bulk Fuel Storage & Dispensing System, Addison Airport
Bid Open: Tuesday, November 30, 2004 at 2:00 PM

A. Attendee Sign-up from 11/15/04 Pre-Bid Conference attached.

B. Notification of Pending Design Change: After discussion with the originally preferred fuel system pump manufacturer (Gorman-Rupp) there is a concern on using the specified self-priming centrifugal pump in this inverted "U" suction-piping configuration. Although these pumps have been used successfully used in this arrangement previously, there have apparently been instances where unsatisfactory operation has occurred and Gorman-Rupp takes exception to the proposed application. Therefore, it appears that a positive displacement type pump with similar performance capabilities would be satisfactory, which will include changes in piping layout and accessories. Several plan sheets and specification sections will be modified to incorporate this design change into the contract document; however, in an effort to not delay the bid opening date, the instructions to bidders are to bid the contract documents as they are and as modified herein. Bidders shall document price proposals from suppliers on the pumps and pump related mechanical accessories. After bid opening and award, any related design change will be accomplished as the first change order, with documented pre-bid price proposals from suppliers used to develop the difference in cost to incorporate the design change into the contract documents.

Pumps to be used in bid are: Blackmer GX4 for Jet A and GX2-1/2 for AvGas. Approved equals may potentially be substituted after contract award. Provide bulk air eliminator vessels, vertical configuration - 4-inch size for Jet A and 3-inch size for AvGas. Delete relaxation chambers for Jet A. Float control on bulk air eliminators shall be hydraulic type, with an air block feature and connecting tubing added to the water slug/flow control valve.

Also, Provide fusible link, spring-to-close, emergency shutoff valves (ball or butterfly) in tank fill and suction piping. Valves shall be same size as pipe installed in (4" and 3") and shall be installed in skid piping near grade, in or adjacent to vertical tank piping risers.

C. Questions and Responses to Questions from Pre-Bid and Later Questions Submitted in Writing:

1. Specification Section 07811 – Trowled or Sprayed Fire-Resistive Materials, Part 37
Products: Add: Trowled materials must meet UL 1709 rating for exterior application.
 - Question, listed approved products do not list exterior application
 - Answer: Approved Materials include: Carboline Pyrocrete 240Hy, or WR Grace Z-146, for exterior application.
2. General Specifications: Buy American Act does not apply to this project.
3. General Comment on Site Work, add the following: During demolition, excavation and pavement construction, contractor will be responsible for keeping mud and dirt from falling from construction vehicles on to Addison Road. When Addison Road is used as a haul road, it must be swept frequently (at least twice daily) to keep dirt, mud and debris under control.

4. General Specifications: Bid to include carbon steel piping as specified. Stainless steel piping may be considered as a substitution once the contract has been awarded. Stainless Steel Piping may be substituted for interior coated steel piping.
5. Questions from Holloway Welding & Piping.
 - Question: What is the specification and dimension for the flex joints located at all pumps?
 - Answer: Flexible connectors shall be inner stainless steel corrugated metal hose restrained by a double braided outer stainless steel cover, 150-lb. raised face flanges, 9-inch minimum length. The AvGas line is 3 inch diameter and Jet A line is 4 inch.

 - Question: Who are preferred manufactures of pipe, fittings for this project?
 - Answer: competitive sources– comply with paragraph 13061,1.01.F (p. 158).

 - Question: Will a Storm Water Runoff Prevention Plan be required by the State of Texas, DEQ, for this project?
 - Answer: No

 - Question: Who will approve the Traffic Control Plan?
 - Answer: Town of Addison. Use traffic plan on sheet 5.

 - Question: Butterfly Valves- other than the “limit switches” is there any other connection, electrical to the PLC system?
 - Answer: No

 - Question: Are there any Motor Operated Valves and where located on this project.
 - Answer: No

 - Question: May the contractor substitute SS pipe/fittings in place of C.S. A53 Internal coated pipe?
 - Answer: This may be considered after contract award. Bid shall be based on carbon steel piping as specified.

 - Question: There don't seem to be any “unions” in the small ¾” and 1” returns. Should we place some in the system?
 - Answer: Provide where necessary per paragraph 13061,3.02.G.

 - Question: What is and where are the specs for the floating suction w/foot valve assembly as shown?
 - Answer: If foot valve cannot be obtained with floating suction arm, provide check valve in suction piping internal to tank. Also, provide anti-siphon valve on tank nozzle, a Claval or approved equal. If the anti-siphon valve can act as a check valve, then the check valve in suction piping is not required.

- Question: Where is the Specification for the 1" Anti Siphon Valve?
- Answer: Valve shall be OPW 199ASV or approved equal.

- Question: What is the length of Fuel hose, 4" for truck unload and for the 3" truck loading?
- Answer: Hose length shall be 10 feet for all hoses.

- Question: Is there a detail drawing of the 25,000 gal split MoGas/Diesel tank showing piping, valves, filters etc.
- Answer: It is the intent for the gasoline/diesel tank and dispensing system to be provided as a package from a single supplier. This includes all connected piping/valves/filters, etc.

- Question: Is there a detail of the flow switch and where is it specified?
- Answer: Switch shall be installed in accordance with manufacturer's recommendations. Switches are specified in Section 16901.

- Question: Is there a listing of location of tank nozzles for MoGas/Diesel?
- Answer: See response to question above regarding MoGas/Diesel tank.

- Question: Are the emergency vent, gauge hatch and normal vents on tanks the same manufactures shown for Mogas/Diesel tank specifications, pages 212?
- Answer: Yes, these are acceptable manufacturers.

- Question: Under specification 13067, Fuel System Accessories, the above items specifications are missing for Jet A/AvGas tanks.
- Answer: See Sections 13201 and 13204

- Question: Is the meter prover connection in AvGas system a 3" or 4"
- Answer: 3 inch

- Question: There is a detail for a "pipe support" shown on plan page 29; however, there is no support schedule shown and no specification for this item. Please clarify.
- Answer: Pipe supports are specified in Section 13061. Contractor to locate per specifications.

- Question: The specification for meters, page 183 is addressing the 4" Jet A meter. Is this the same spec for the AvGas meter?
- Answer: Yes

- Question: Specification 13201, nozzles for tanks do not match drawings
- Answer: Not all nozzles have been indicated on drawings but are covered in specifications.

- Question: No details or drawing for tank vents?
- Answer: This was not considered necessary – industry standard arrangement.

- Question: There is a 1” reclaim fuel bypass shown on Jet A tanks but not on AvGas tanks, is this correct?
- Answer: yes, sumped avgas will be discharged to waste tank.

- Question: The Drawings for AvGas, sheet 27, has a concentric reducer shown just prior to the refueling hose. Sheet 28 does not show this; please clarify.
- Answer: Reducer not required for AvGas.

- Question: Should there be a valve in the 2” vacuum truck line from the waste tank?
- Answer: Yes, provide ball valve (per specifications) adjacent to vacuum truck connection at transport truck unloading area.

- Question: On Sheets 15 and 33 the section Arrows XX and YY do not match the view. Please clarify.
- Answer: Section Y-Y is on the west side looking east and Section X-X is on the south side looking north.

- Question: Water detection probes are in Specification page 191; however there is no reference on plans; please clarify
- Answer: These probes are identified as an instrumentation bubble “MS” on Sheet 27 (attached to filter separators). They are also indicated on electrical plans.

- Question: There is no detail on plan sheet 29 for flow switch. Which detail applies?
- Answer: Switch shall be installed in accordance with manufacturer’s recommendations. Switches are specified in Section 16901.

- Question: Please clarify the number of concrete bollards
- Answer: Two concrete filled pipe bollards at the MoGas/Diesel Dispenser unit, two concrete filled pipe bollards at the electric entry gate, two concrete filled pipe bollards at the electric exit gate and two concrete filled pipe bollards at the new fire hydrant location.

- Question: Is the tank top maintenance platform in the alternate of base bid?
- Answer: The maintenance platform is a part of the tank package and is included in the base bid

6. Questions from BASSCO

- Question: May the use of a LCRII system instead of mechanical temperature compensation and presets for the meters be considered? The LCRII system will provide an internal pulser for your PLC systems and the presets,

registration, and temperature compensation will be more reliable and not as bulky.

- Answer: Bid to include arrangement indicated and specified. This may be considered as a substitution once the contract has been awarded.

- Question: For the Gammon GTP-616B, the wording on the sump separator in the specs it states that the separator will pump the water to the waste tank. There is usually a minimal amount of water and the standard is to use a manual drain to get the water out of the separator and use the pump to pump the fuel back to the product tank. This may just be an error on the description. If needed it is possible to put two pumps on the separator?
- Answer: The single pump is to be capable of both pumping operations: pumping water/waste fuel to the waste tank and also pumping reclaimed fuel back to the storage tank. A manual drain is required also as indicated on Sheet 29, Detail 7.

- Question: The spec also calls for an explosion proof box and switch. The system we normally install comes with a spring-loaded dead-man handle to prevent the system from being left in the on position.
- Answer: The proposed arrangement is acceptable.

- Question: I have not found a manufacturer that can supply a floating suction with a foot valve on the bottom. Do you have a part #?
- Answer: If foot valve cannot be obtained with floating suction arm, provide check valve in suction piping internal to tank. Also, provide anti-siphon valve on tank nozzle, a Claval or approved equal. If the anti-siphon valve can also act as a check valve, then a check valve in suction piping is not required.

- Question: During the pre bid meeting we discussed using weld piping and fittings were possible on all piping 2" and over and giving the option due to maintenance issues of using Stainless pipe instead of coated. Is this acceptable?
- Answer: Bid to include piping as specified. Stainless steel piping may be considered as a substitution once the contract has been awarded.

- Question: There is a statement on page 155 section I on testing of the spec book that holds the contractor responsible for design problems. Please clarify?
- Answer: Not interpreted as described. Contractor will be responsible for installation, not design.

7. Additional Questions from Holloway Welding & Piping.

- Question: Storm Drainage Specification 02630 mentions Gutter Drains, which are shown on Sheet 6, with a total of 12. There are no details in plans for this item and no other specifications. Please clarify?
- Answer: Curb Inlet Details are on sheet 11.

- Question: On sheet 6 of the plans, there are several items shown with reference to another sheet – example “inlet Floor Valve Sheet 11. There is no detail for this item on sheet 11. Please clarify?
- Answer: Clow Mud Valve (Floor Valve) Detail is on sheet 14.

- Question: There are 2 hose reels called out in equipment summary and shown on sheet 6; however, no other details are given. Please clarify?
- Answer: The model number is given on the equipment summary and mounting is shown on sheet 15. The manual hose reel unit will hold 200’ of ¾ inch commercial grade water hose for area wash down purposes.

- Question: Cast iron floor drains are called out on sheet 6 and specification section 15155; however, there are no other details given for size, placement quantity, etc. Please clarify?
- Answer: Detail on sheet 14, one per FBO containment area, at the lowest point of the floor based on the 3% longitudinal and 5% transverse slope of the floor to the drain.

- Question: We need some additional information on construction of “cat walk” as shown on sheet 6 and 15. There is no detail for construction, support posts, ladders, stairs hand rails and openings
- Answer: The “cat walk” is listed as a performance specification for a specialized metal grate walkway and stair fabricator. The “cat walk” does not touch the storage tanks and may be integrated into the alternate bid item if desired and the alternate bid canopy structure uses a central column. Shop drawings of the proposed “catwalk” are required for approval, meeting the performance specification section 05511.

- Question: Please explain the tank-mounted walkway with 36” high handrails?
- Answer: The tank mounted walkway, as a part of the fuel storage tank package, is mounted on top of the tank, with handrails, to allow access to items on top of the tank. Access to the walkway is by the catwalk.

- Question: If there is no alternate bid item, how do you access the tank-mounted walkways?
- Answer: The “catwalk” is in the base bid.

- Question: How many new fire hydrants are there on this project?
- Answer: One new hydrant and valve shown on sheet 4 near the two large hangars and one existing hydrant to be relocated south of the new driveway, with a new valve.

- Question: On sheet 10 the Diesel/MoGas Dispenser is shown outside the secondary containment structure; however, on sheet 19 it is shown inside. Please clarify?

- Answer: The Diesel/MoGas Dispenser is mounted on the sidewalk as shown on sheet 10.

- Question: The “demolition plan” on sheet 3 is in what scale?
- Answer: The drawing is not to scale.

- Question: The step detail on sheet 15, what are the dimensions for this item and what materials?
- Answer: The galvanized steel step should be 24” wide, with a 12” step with a 6” rise. The step should be metal grating, with 2” x 2” galvanized angle iron supports.

- Question: Welding will damage the internal coating in the steel fuel pipe. Must this be recoated, repair or “fixed” and down to what size pipe?
- Answer: Minimal damage will occur and it does not require “fixing”. As specified, pipe larger than 2-inch shall be internally coated.

End of Section and Addendum



ADDISON

Addison!
Airport

Date: November 15, 2004

Time: 2 PM

Bulk Fuel Storage and Dispensing System, Addison Airport
Pre-Bid Conference Sign-up Sheet

Please Print Name	Firm/Organization	Phone #
1. TYLER HALL	DMT-TANK	505-563-4789
2. PAUL SUNDBY	DOUBLE GREEN	816-921-5032 ext 3069
3. RICK NORMANDEAU	THIELSCH ENRG	512.912.9941
4. GARY HAYMAN	FABRITEX STRUCTURES	214-435-0624
5. Roger McKinley	LES GRAY & Co.	972/272-1586
6. TERRY SQUILS	ERS Inc	972-524-2946
7. WES RAMSEY	Moder Welding	817 626-2215
8. MICHAEL WARD	DALLAS PUMP	214-631-4664 x333
9. Josh Crisafulli	Kinley Construction	817-461-2100
10. Larry Crisafulli	Kinley Construction	817-461-2100
11. LES GRAY	LES GRAY & Co.	972/272-1586
12. Jon JACO	T&E	214-415-7995
13. BAZZ HURSS	WHITE TUCKER	214 357 1934
14. Phillip Brooks	BASSCO/Allied	214.359.2401
15. Keith Terrible	Automated Power	972-986 4392





ADDISON

Addison!
Airport

Date: November 15, 2004

Time: 2 PM

Bulk Fuel Storage and Dispensing System, Addison Airport
Pre-Bid Conference Sign-up Sheet

Please Print Name	Firm/Organization	Phone #
16. Bob Price	APd	972-986-4830
17. STUART Holloway	HWP	972-562-5033
18. Kevin Holloway	HWP	972-562-5033
19. Jim Pierce	Tarmac Addison	972-450-2879
20. JENNIFER NICHOLSON	TOP	972-450-2860
21. JACK MEYER	TALON IND.	817-265-5511
22. ROW MIDDLETON	" "	" "
23. Jerry Hamann	AUT Contractors	817-926-4377
24. DON G WEEPPA	MASTER	214-748-611
25. LUIS ELQUEZABAL	Addison Airport	972-392-4850
26. LISA Lyles	ADS	972-392-4855
27. DAVE PORTER	ADS	972-392-4852
28. Richard Portin	Schwob	972-243-7674
29. Mike Blankenship	UST	817-481-9510
30. Marshall Byun	UST	817-481-9510



ADDISON

Addison!
Airport

Date: November 15, 2004

Time: 2 PM

**Bulk Fuel Storage and Dispensing System, Addison Airport
Pre-Bid Conference Sign-up Sheet**

Please Print Name	Firm/Organization	Phone #
31. <u>Clyde Williamson</u>	<u>THE Hill COMPANY</u>	<u>817-429-1171 x210</u>
32. <u>PAT DALTON</u>	<u>System Elect.</u>	<u>972-670-4172</u>
33. <u>SAM LUNDGREN</u>	<u>WGA Holloway Welding</u>	<u>303-843-3596 972 743 5343</u>
34. <u>Earl Holloway</u>	<u>& Piping Co., Allen</u>	<u>972-562-5033</u>
35.		
36.		
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44.		
45.		





Washington

SAMUEL LUNDGREN

Project Manager
Airport Services

7800 E. Union Avenue, Suite 100
Denver, CO USA 80237
P.O. Box 5888 (80217)
Phone: (303) 843-2000
Fax: (303) 843-3133
Direct: (303) 843-3596
Cell: (720) 530-7315
samuel.lundgren@wgint.com

Washington Group International, Inc.

Steve Chutchian

From: Jim Pierce
Sent: Saturday, November 20, 2004 2:15 PM
To: Jenny Nicewander
Cc: Steve Chutchian
Subject: Fuel Farm

Jenny: Things for you to do for me on this project:

1. Pot hole the gas line and get elevations on the line in the areas we may affect it. If Atmos won't do it get with Jerry Davis and we will do it. Get with Dave Wilde to help with getting the elevations.
2. Get power poles removed as we discussed
3. Understand what the water meters are for (Sheet 8/33), where their supply lines go and will we affect them?
Get with Dave (or Jerry) and Ron Lee

Thanks,

Jim Pierce, P.E.
Assistant Public Works Director
P.O. Box 9010
Addison, TX 75001-9010
972-450-2879

TRANSMITTAL OF ADDENDUM

INSTRUCTIONS:

Acknowledge receipt of Addenda with the form below, please FAX to (972) 450-7096 upon receipt and Acknowledgement of Addenda on outer envelope of bid.

Addendum Acknowledgment Should be faxed to (972) 450-7096

I Acknowledge the receipt of Addendum No.: 1 Total # Pages: 3
_____ (Including Cover Page) _____

Town of: ADDISON, TEXAS

Project Name: 05-02 Bulk Fuel Storage & Dispensing System, Addison Airport

By Facsimile or Email Transmission on November 12, 2004
this date: _____

The undersigned bidder hereby certifies that Addendum No. 1 has been incorporated into the proposal and if accepted becomes part of the contract.

Company Name:	
Signed By (print name):	
Signature:	
Date:	
Phone No:	

**PLEASE SIGN & FAX THIS PAGE
BACK TO TOWN OF ADDISON**
(As verification that you received this update)
972-450-7096

Addendum 1
05-02 Bulk Fuel Storage & Dispensing System, Addison Aiport
Bid Open: Tuesday, November 30, 2004 at 2:00pm

10-29-04 Plan corrections:

1. Sheet 9, Note #5, Delete comment, there is no emergency generator, only an emergency generator cable connection and disconnect switch
2. Sheet 9, Note #3, Replace comment with the following:
Disconnect fire hydrant after gate valve, install a 45-degree elbow and extend fire hydrant line to new location. Install thrust blocks at elbow and new hydrant location and use a 1" tap and sleeve on new hydrant line for new water service to facility.
3. Specification Section 13201- Fuel Storage Tank Packages, Part 2, Paragraph 2.02, J. Tank Accessories, Item 2. (page 209), should read: Provide suction nozzle with a floating suction assembly (4-inch for Jet A, 3-inch for AvGas).
4. New sheet 9 attached.
5. Appendix A – Equipment List will be available upon request.

Appendix A Equipment List will be available on CD. Appendix A will be available at Mandatory Pre Bid meeting, Monday, November 15, 2004 at 2:00pm held at Service Center, 16801 Westgrove Dr., Addison, TX 75001.

After which time, CD will be available to be picked up from Purchasing Office at 5350 Belt Line Rd, Addison, TX 75254. Please email msuh@ci.addison.tx.us for further information.



DATE	11/20/74
PROJECT	ADDISON ROAD
NO.	240
DATE	
NO.	
DATE	
NO.	
DATE	
NO.	
DATE	
NO.	

APPROVED
 SPECIAL AGENT
 [Signature]

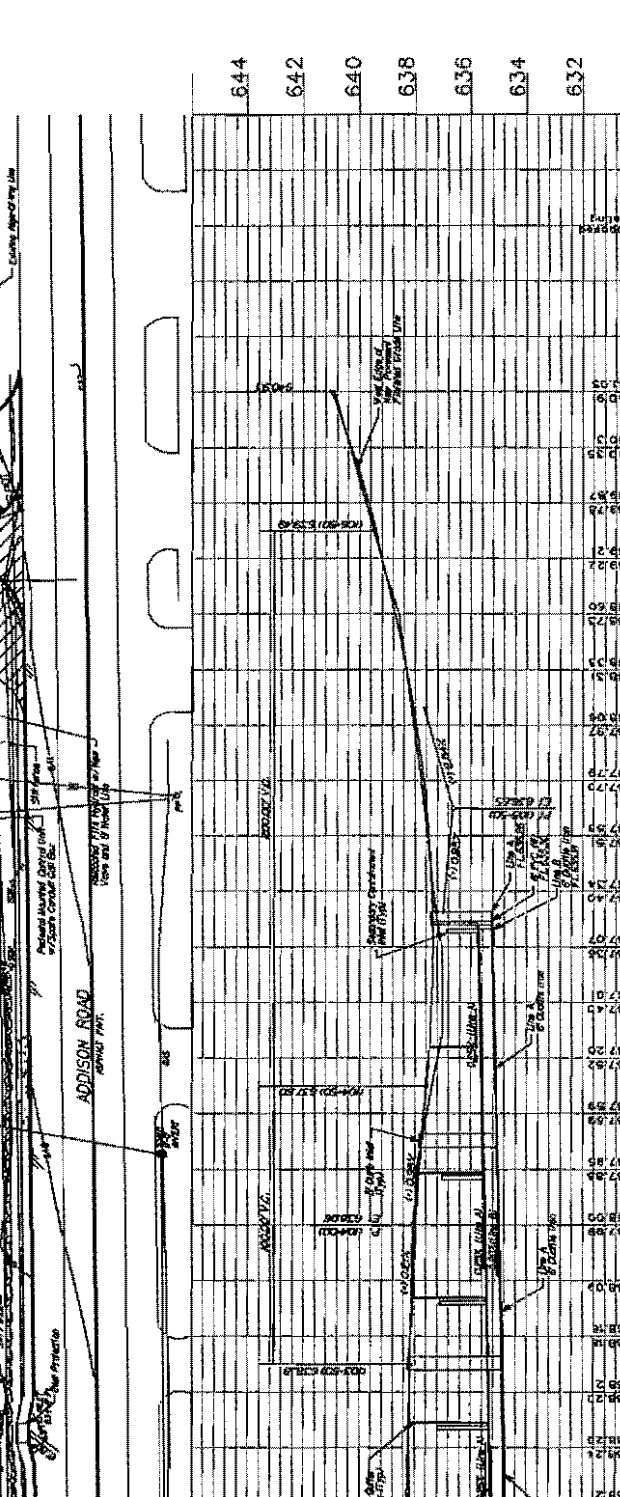
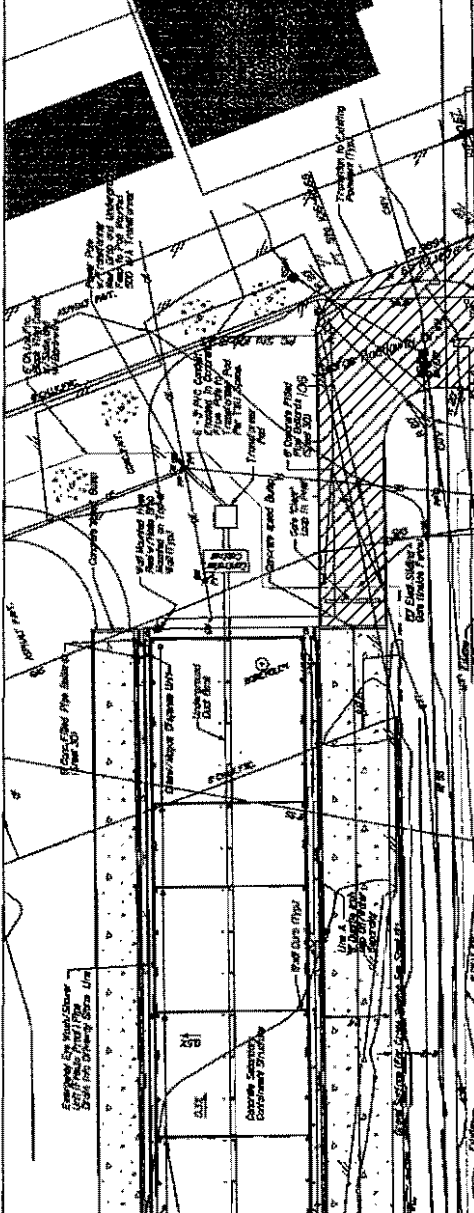
DATE: OCTOBER 25, 1974
 SHEET 9 OF 33

LEGEND

- Asphalt Concrete Pavement
- Portland Cement Concrete Pavement
- 8" Down Lip Face w/ Bar-Grate
- 12" Lip Face w/ Bar-Grate
- 12" Lip Face w/ Metal Top Cover w/ 2" Slat
- Set Face

NOTES

- The sewer system shown is to be installed as an 8" pipe system with 4" manholes. All manholes shall be constructed of concrete and shall be set on a 4" concrete base. The manholes shall be set on a 4" concrete base. The manholes shall be set on a 4" concrete base.
- Concrete shall be placed in 4" lifts. The concrete shall be placed in 4" lifts. The concrete shall be placed in 4" lifts.
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Steve Chutchian

From: Mark Acevedo
Sent: Friday, October 29, 2004 11:05 AM
To: Jim Pierce; Sandra Scarborough
Cc: Steve Chutchian; Ron Lee; Jenny Nicewander
Subject: RE: Fuel Farm Relocation

Hello All,

These project numbers are specific for the design & construction. If this is for man hours spent on the project, it will need to be charged to a 621 account. I am out of the office until Monday, but will provide you that number when I return. Thanks.

Mark

—Original Message—

From: Jim Pierce
Sent: Thursday, October 28, 2004 10:38 AM
To: Sandra Scarborough
Cc: Steve Chutchian; Ron Lee; Mark Acevedo; Jenny Nicewander
Subject: RE: Fuel Farm Relocation

Project Numbers were set up by Mark Acevedo as follows:

Engineering: 12-623-56570-~~00000~~ 44202
Construction 12-623-58910-~~00000~~ 44202

Jim Pierce, P.E.
Assistant Public Works Director
P.O. Box 9010
Addison, TX 75001-9010
972-450-2879

—Original Message—

From: Sandra Scarborough
Sent: Monday, October 25, 2004 8:21 AM
To: Jim Pierce
Cc: Steve Chutchian
Subject: Fuel Farm Relocation

Hi Jim:

Ron Lee asked that I add a pay type code for this project. Just wanted to check with you to make sure I should set this up - if so, can you provide the project number? Thanks.

Sandra Scarborough

Human Resources Technician
Town of Addison
(972)450-2817

Description: Engineer Estimate for Construction

This bid is to construct a centrally located aviation bulk fuel storage and dispensing system with 15 individual bulk fuel storage tanks, with off-load and five Fixed Base Operator (FBO) metered dispensing systems, in a consolidated, environmentally protected site, including tanks and operating equipment, with suitable architectural considerations to blend into the site. The horizontal mounted cylindrical tanks will be either 25,000 gal or 15,000 gal capacity fuel storage tanks, double wall, 2-hour fire rated and ballistics protected tanks. Primary products to be dispensed are Low Lead AVGAS and Jet A Fuel, with one two-compartment tank of 10,000 gal & 15,000 gal, with dispensing equipment for J.L. MoGas and Diesel. The equipment includes industry standard filtration systems with automatic shutdown and overflow protection devices. A 10,000gal oil/water separator will be installed and connected to the secondary containment dike area and off-load/dispensing ramps. Fuel storage area will have explosion proof electrical fixtures and control panel. A 1" water line will be required for emergency shower/eye wash unit and two 3/4" hose and reel unit. Telephone connections include intercom access, phone and fire alarm. Fuel storage tanks will be mounted in a concrete low wall secondary containment structure, with stretched fabric canopy and area lighting, storm drainage and utilities. Access/exit for the facility will be through an electrically operated gates, with new driveways, curb and gutter.

Division 1. General Conditions	\$35,900.00
Division 2. Site Construction	
Site Clearing	\$9,500.00
Earthwork	\$8,750.00
Water Distribution	\$8,750.00
OW Sep & Drainage	\$57,900.00
Asphalt Pvrmt	\$37,500.00
Landscape & Irrigation	\$22,800.00
Concrete Pvrmt	\$46,800.00
Chain Link Fence	\$26,500.00
Division 3. Concrete	
Cast-in-Place	\$162,800.00
Division 5. Metals	
Metal Stairs & Struct	\$26,800.00
Pipe & Tube Railings	\$12,500.00
Gratings	\$3,800.00
Division 7. Thermal Protection	
Fire Resistive Material	\$48,500.00
Division 10. Specialties	
Fire Protection	\$1,850.00
Division 13. Special Construction	
Fuel System Pipe	\$27,900.00
Fuel System Valves	\$42,400.00
Accessories	\$74,600.00
Pumps	\$42,100.00
Filtration	\$40,500.00
Lighting Protection	\$6,100.00
Fabric Structures	\$355,500.00

Bulk Fuel Storage Dispensing System

Addison Airport, Addison, TX

95% Construction Estimate

Fuel Storage Tanks

\$415,200.00

Bulk Fuel Storage Dispensing System

Addison Airport, Addison, TX

95% Construction Estimate

Fuel Dispenser	\$13,900.00
Electric Gates	\$32,400.00
Division 15. Mechanical	
Domestic Water Piping	\$2,550.00
Water Specialties	\$10,500.00
Drainage Specialties	\$22,800.00
Storm Drainage Piping	\$26,800.00
Emergency Plumbing	\$1,650.00
Division 16. Electrical	
Wiring & Cables	\$27,000.00
Boxes & Fittings	\$12,200.00
Electrical Connections	\$9,850.00
Motor Disconn Switch	\$28,500.00
Transformer	\$3,750.00
Panel Boards	\$5,800.00
Contactors & Push B	\$32,400.00
MCC	\$42,700.00
Emer Gen Connection	\$2,800.00
Ext Lighting	\$14,300.00
Voice Cabling	\$3,450.00
Fire Alarms	\$15,800.00
Controls & Instrument	\$42,600.00
Tel Entry & Controller	\$4,750.00
Contractor O.H & P	\$467,862.50
15% Contingency	\$350,896.88
Total Estimated Lump Sum Bid	\$2,690,209.38

Estimated time required for construction: 225 days

Submitted by:

Date:

Town of Addison Project Application

Project Name (Maximum 30 characters)

Project Description

CONSTRUCTION OF NEW FUEL FARM AT
AIRPORT. PREVIOUS ACCOUNT NUMBERS
ESTABLISHED ARE:
ENGINEERING : 12-623-56570-?
CONSTRUCTION : 12-623-58910-?

Project Type: Operating/Unique Operating/Recurring Capital Special Event

Time to Complete (In months)

Located in Planning Sector : 1 2 3 4 5 6 N/A

Project Time Line

Phase (engineering, ROW, acquisition, construction, etc.)

Phase	Start Date	3	6	9	12	15	18	21	24	Cost
1 CONSTRUCTION	11/04									\$ 2,000,000
2										\$ 2,700,000
3										\$
4										\$
5										\$
6										\$
7										\$
8										\$
Months										2,000,000
Start Date										\$ 2,700,000
										Total Budget

Finance Department Use

Project # 4 4 2 0 2

Year Sector Type Free Seq.

Entered
11-1-04
CB

Fuel Farm Road Project Number: 44202

Bid Schedule

↑ 14 Working Days	Oct 5 th	Plans returned to Sam	
		Plans & Specs Finalized	
↓	Oct 25 th	Advertisement to Minok	
	Oct 27 th	Plans & Specs to Minok	
	Oct 29 th	First Ad in Paper	
	Nov 5 th	Second ad in Paper	
	Nov 15 th	Pre Bid Conference	2PM
	Nov 30 th	Receive, Open Bids	2PM
	Dec 3 rd	Receive Recommendation of Award	
	Dec 6 th	Write Agenda Item	
	Dec 7 th	Item on Agenda	
	Dec 14	Contract Award	

Town of Addison Project Application

Project Name (Maximum 30 characters)

Project Description
 CONSTRUCTION OF NEW FUEL FARM AT
 AIRPORT. PREVIOUS ACCOUNT NUMBERS
 ESTABLISHED ARE:
 ENGINEERING : 12-623-56570 - ?
 CONSTRUCTION : 12-623-58910 - ?

Project Type: Operating/Unique Operating/Recurring Capital Special Event

Time to Complete (in months)

Planned in Planning Sector : 1 2 3 4 5 6 N/A

Project Time Line

Phase (engineering, ROW, acquisition, construction, etc.)									Cost
CONSTRUCTION									\$ 2,700,000
									\$
									\$
									\$
									\$
									\$
									\$
									\$
									\$
									\$
11/09	3	6	9	12	15	18	21	24	\$ 2,700,000
Start Date	Months							Total Budget	

Finance Department Use

Project #

Year	Sector	Type	Free	Seq.

Steve Chutchian

From: Jim Pierce
Sent: Thursday, October 28, 2004 10:38 AM
To: Sandra Scarborough
Cc: Steve Chutchian; Ron Lee; Mark Acevedo; Jenny Nicewander
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Jim Pierce, P.E.
Assistant Public Works Director
P.O. Box 9010
Addison, TX 75001-9010
972-450-2879

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Human Resources Technician
Town of Addison
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