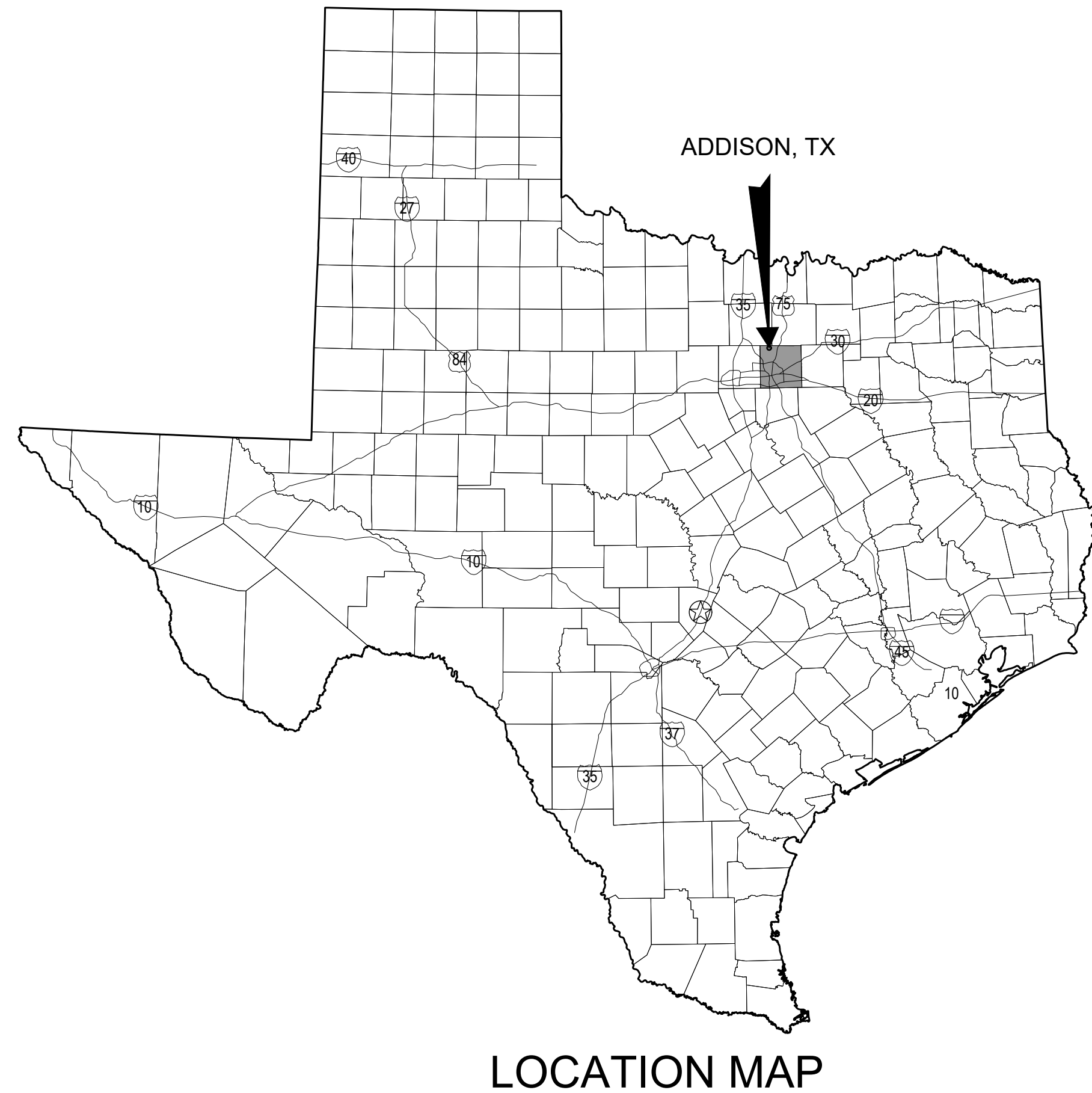


# GEORGE HADDAWAY RECONSTRUCTION ADDISON AIRPORT ADDISON, TEXAS



TOWN OF ADDISON BID NO. 20-94  
GARVER PROJECT NO. 19A11000  
MARCH, 2020



3010 Gaylord Parkway  
Suite 190  
Frisco, TX 75034  
(972) 377-7480

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REGISTRATION NO.  
F-5713



DIGITALLY SIGNED ON  
03/11/2020

| REV. | DATE     | DESCRIPTION             | BY |
|------|----------|-------------------------|----|
|      | 6/3/2020 | ISSUED FOR CONSTRUCTION |    |

ADDISON AIRPORT  
ADDISON, TEXAS

ADDISON AIRPORT  
GEORGE HADDAWAY  
RECONSTRUCTION

COVER SHEET

JOB NO.: 19A1100  
DATE: MAR 2020  
DESIGNED BY: KKR  
DRAWN BY: KKR

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

DRAWING NUMBER  
**G-101**

SHEET NUMBER  
**1**

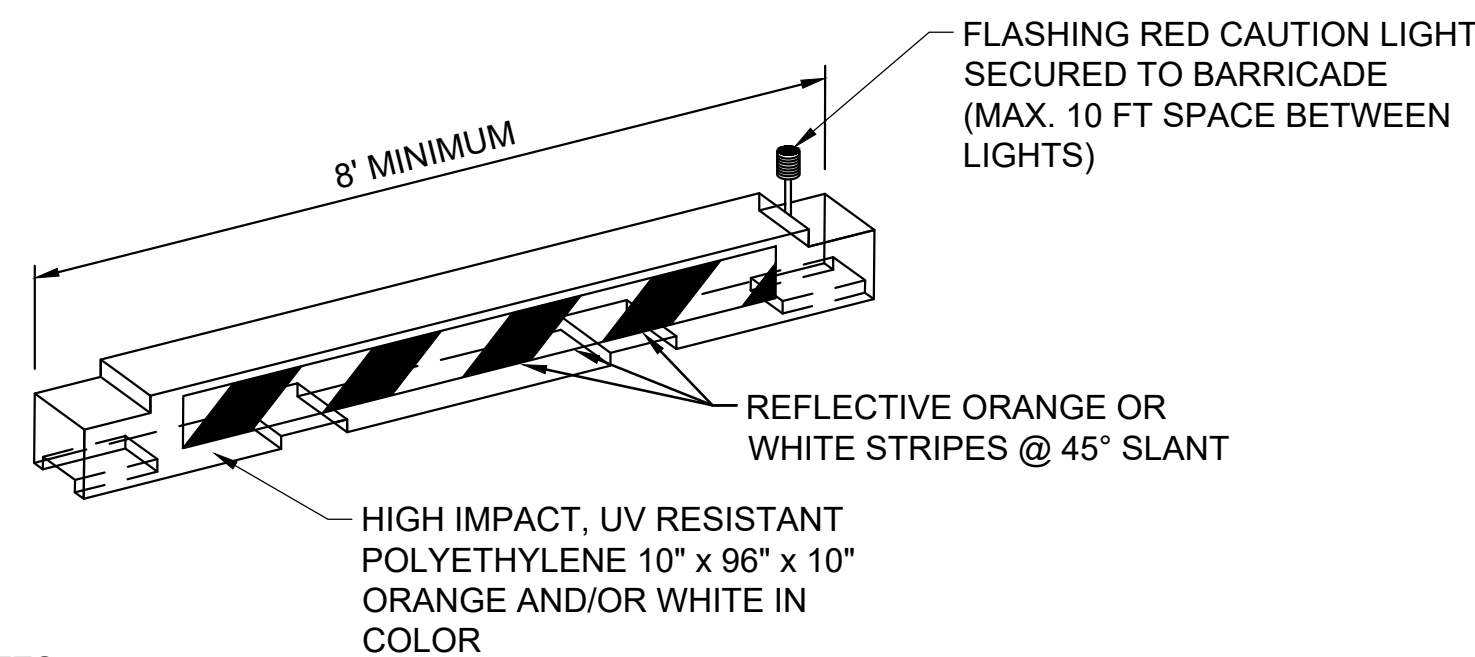
**GENERAL NOTES**

- THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 48 HOURS BEFORE WORK IS STARTED TO VERIFY UTILITY LOCATIONS (DIGTESS 1-800-344-8377).
- THE CONTRACTOR SHALL NOTIFY ADDISON AIRPORT OPERATIONS AND THE LOCAL FAA OFFICE (FAA 972 615-2060) 48 HOURS IN ADVANCE OF CONSTRUCTION ACTIVITY TO ALLOW SUFFICIENT TIME FOR COORDINATION OF NOTAMS AND TO LOCATE AND MARK EXISTING FIELD CABLES AND TO AVOID UNSCHEDULED FACILITY OUTAGES. THE CONTRACTOR SHALL PROVIDE 35 DAYS NOTICE TO FAA PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE THE CONSTRUCTION SCHEDULE TO THE FAA.
- THE CONTRACTOR SHALL COMPLETE ALL WORK IN ACCORDANCE WITH THE FAA ADVISORY CIRCULAR 150/5370-2F, OR CURRENT VERSION, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- THE CONTRACTOR'S STAGING AREA FOR OFFICE, STOCKPILE, EQUIPMENT, ENGINEER'S OFFICE, MATERIALS STORAGE AND EMPLOYEE PARKING SHALL BE NO CLOSER THAN 25 FEET FROM ANY FENCE LINE. ADDISON OPERATIONS SHALL APPROVE THE EXACT LOCATION OF THE STAGING AREA PRIOR TO ITS USE. THE SUGGESTED LOCATION IS SHOWN, OTHERS PROPOSED MAY BE ACCEPTABLE.
- THE CONTRACTOR SHALL MAINTAIN ALL EXISTING ACCESS AND HAUL ROADS OUTSIDE THE LIMITS OF CONSTRUCTION DURING CONSTRUCTION AND SHALL RESTORE THE ROADS TO A CONDITION EQUAL TO OR BETTER THAN ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER. THE LOCATION OF ANY ADDITIONAL HAUL ROADS DESIRED BY THE CONTRACTOR IS SUBJECT TO THE APPROVAL OF THE AIRPORT AND ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTING AND MAINTAINING TEMPORARY ACCESS AND/OR HAUL ROADS WHERE NECESSARY TO THE CONSTRUCTION LIMITS. THE CONTRACTOR SHALL COMPLETELY REMOVE THE TEMPORARY HAUL ROADS SHOWN ON THE PHASING PLANS UPON COMPLETION OF THE PROJECT AND SHALL RESTORE THE GROUND SURFACE AND TURF IN THE AREA TO ITS CONDITION PRIOR TO THIS CONSTRUCTION.
- DURING MATERIAL DELIVERY / PAVING OPERATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL. TRAFFIC CONTROL SHALL BE INCIDENTAL TO THE TOTAL PROJECT.
- ALL EMPLOYEES OF THE CONTRACTOR SHALL ENTER AND EXIT THE WORK SITE AT THE DESIGNATED CONTRACTOR'S ACCESS GATE (AG). AN ADEQUATE SIGN SHALL BE PROVIDED DESIGNATING THIS GATE LOCATION AS THE "CONSTRUCTION EMPLOYEE ENTRANCE". MINIMUM REQUIREMENTS FOR AN ACCESS GATE ARE AS FOLLOWS:
  - ALL VEHICLES MUST STOP PRIOR TO ENTERING THE AIRPORT. IF A GATE GUARD IS USED, THEY MUST WAIT FOR THE GATE GUARD TO SIGNAL THEM TO PROCEED. ONLY AUTHORIZED CONTRACTORS, FAA PERSONNEL, AIRPORT PERSONNEL, AND PROJECT ENGINEERS WILL BE ALLOWED ACCESS. THE CONTRACTOR WILL FURNISH TRAINING AND WRITTEN PROCEDURES TO THE GATE GUARD THAT MUST BE FOLLOWED DURING THE PROJECT.
  - A GATE GUARD IS REQUIRED WHEN THE PROJECT AREA IS OPEN TO THE AIRPORT OPERATIONS AREA (AOA), WHEN THE PROPOSED PERIMETER FENCE IS INSTALLED TO SECURE THE PROJECT SITE FROM THE AOA, A GATE GUARD IS NOT REQUIRED.
  - THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A SECURE PERIMETER.
  - THE ACCESS GATE MUST BE LOCKED AT THE END OF EVERY DAY.
  - ANY AND ALL FINES THAT MAY BE LEVIED ON THE AIRPORT FOR A SECURITY VIOLATION IN CONNECTION WITH THE CONTRACTOR'S ACTIVITIES SHALL BE PAID BY THE CONTRACTOR. THE FAA MAY ASSESS A FINE DEPENDING ON THE SERIOUSNESS OF THE INFRACTION.
  - THE CONTRACTOR SHALL AT ALL TIMES ENSURE AGAINST UNAUTHORIZED ACCESS TO THE AIRFIELD.
- CONSTRUCTION WORK LIMITS ARE AS SHOWN ON THE PLANS. ANY AND ALL WORK CONDUCTED OUTSIDE THE CONSTRUCTION LIMITS, EXCEPT FOR MAINTENANCE ON BARRICADES SHALL BE ACCOMPLISHED WITH THE USE OF AN AIRPORT ESCORT. THE CONTRACTOR WILL PROVIDE AN ESCORT WITH A MINIMUM NOTICE OF TWO WORKING DAYS. NO WORK OR TRAVEL WILL BE PERMITTED OUTSIDE THE CONSTRUCTION LIMITS SHOWN WITHOUT PRIOR APPROVAL BY AIRPORT OPERATIONS AND AN AUTHORIZED ESCORT. AIRPORT OPERATIONS WILL NEED TO KEEP OPEN VARIOUS TAXIWAYS ADJACENT OR IN THE PROXIMITY OF OR CROSSING THE CONSTRUCTION AREA. THE WORK SHALL BE COORDINATED WITH AIRPORT OPERATIONS. NO WORK IS PERMITTED NOR ARE OPEN EXCAVATIONS, STORED MATERIALS, STOCKPILES OR EQUIPMENT ALLOWED OUTSIDE OF THE WORK AREA AS SHOWN IN THE PLANS WITHOUT PRIOR COORDINATION WITH AIRPORT OPERATIONS.
- THE CONTRACTOR'S ACCESS TO THE AIRFIELD IS LIMITED TO THE LOCATIONS AS SHOWN ON THE PLANS. ACCESS FROM THE GATE TO THE STAGING, STORAGE AND WORK AREAS SHALL BE CONFINED TO THE ROUTES SHOWN AND WITHIN THE WORK AREA LIMITS. ACCESS VIA ANY OTHER ROUTES OR GATES WILL REQUIRE PRIOR WRITTEN APPROVAL BY AIRPORT OPERATIONS.
- ANY TEMPORARY FACILITIES SHALL BE COMPLETELY REMOVED FROM THE SITE AT THE COMPLETION OF THE PROJECT AND THE SITE RESTORED TO ITS ORIGINAL CONDITION.
- CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. CONSTRUCTION, STORAGE AND STOCKPILING LIMITS MUST BE APPROVED BY THE AIRPORT OR ENGINEER.
- FUEL, DIESEL FUEL, OR OTHER CONTAMINANTS SHALL NOT BE ALLOWED TO ENTER THE STORM SEWER SYSTEM. IF, IN THE EVENT SUCH CONTAMINANTS DO ENTER THE STORM SEWER SYSTEM OR GROUND WATER, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE AIRPORT OF THE SPILL. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS INCURRED FOR CLEANUP OF CONTAMINATED AREAS ON AND OFF AIRPORT PROPERTY.

- CAUTION SHALL BE TAKEN BY THE CONTRACTOR IN PREVENTING ANY DUST OR MUD WHICH MAY BECOME A HAZARD TO AIR AND GROUND OPERATIONS. THE CONTRACTOR SHALL CONTROL DUST AND MUD AT ALL TIMES AND MAY REQUIRE FULL TIME OPERATION WATER TRUCKS OR SWEEPERS. IF, IN THE OPINION OF THE AIRPORT OR THE ENGINEER, DUST OR MUD IS NOT BEING ADEQUATELY CONTROLLED THEY MAY SUSPEND WORK AND MAKE NECESSARY ARRANGEMENTS FOR DUST OR MUD CONTROL. THE COSTS THEREFORE SHALL BE DEDUCTED FROM THE PROGRESS PAYMENTS DUE THE CONTRACTOR.
- CONTRACTOR SHALL TAKE THE NECESSARY STEPS TO OBTAIN DRIVER'S TRAINING FOR CONTRACTOR EMPLOYEES PRIOR TO ENTERING THE AIR OPERATIONS AREA.
- MATERIAL / TOPSOIL STOCKPILES SHALL BE AT LOCATIONS APPROVED BY THE AIRPORT. MAXIMUM STOCKPILE HEIGHT IS 20 FEET.
- WHILE THE FENCE IS BEING CONSTRUCTED, OR DURING WORK OUTSIDE OF THE CONSTRUCTION FENCE, A SUPERINTENDENT WHO HAS BEEN NON-MOVEMENT AREA TRAINED MUST BE ON SITE.
- NON-MOVEMENT AREA TRAINING IS CONDUCTED BY THE AIRPORT AT NO COST.
- IF FOR ANY REASON, THE AIRPORT OR ENGINEER FEELS THAT SAFETY IS NOT BEING ADEQUATELY MAINTAINED, THEY MAY SUSPEND WORK UNTIL THE SAFETY ISSUE IS RESOLVED. THE COSTS THEREFORE SHALL BE DEDUCTED FROM THE PROGRESS PAYMENTS DUE THE CONTRACTOR.

**SAFETY AND PHASING NOTES**

- AIRPORT SECURITY IS A PRIMARY CONCERN OF THE AIRPORT. THE CONTRACTOR SHALL BE ALLOWED ACCESS TO THE CONSTRUCTION AREAS AT THE LOCATIONS SHOWN ON THE PLANS. THE CONTRACTOR'S ACCESS GATES INTO THE SECURED AREA OF THE AIRPORT SHALL BE KEPT GUARDED OR LOCKED AT ALL TIMES. THE CONTRACTOR SHALL BE ALLOWED ACCESS AT ADDITIONAL LOCATIONS WITH THE APPROVAL OF THE OWNER AND THE ENGINEER.
- THE INTENT OF THE CONTRACT DOCUMENTS IS TO ORGANIZE AND CONTROL THE WORK SO THAT IT IS ACCOMPLISHED WITH MINIMUM INCONVENIENCE TO THE AIRPORT, AND TO INSURE THE SAFETY OF AIRCRAFT MOVEMENTS AT THE AIRPORT DURING THE CONSTRUCTION PERIOD. ALL WORK SHALL BE ACCOMPLISHED IN ACCORDANCE WITH FAA AC 150/5370-2F, OR LATEST VERSION.
- AT ALL TIMES AIRCRAFT MOVEMENT SHALL HAVE THE RIGHT OF WAY OVER THE CONTRACTOR'S EQUIPMENT.
- ALL WORK WITHIN THE AIRPORT PERIMETER FENCE SHALL BE ACCOMPLISHED AFTER NOTAMS HAVE BEEN ISSUED AND COORDINATION WITH THE OWNER, THROUGH THE ENGINEER, HAS BEEN COMPLETED.
- ALL EQUIPMENT AND VEHICLES OPERATING INSIDE THE AIRPORT PERIMETER FENCE MUST BE MARKED WITH THE CONTRACTOR'S NAME AND BE LEGIBLE FROM 200 FEET. EQUIPMENT AND VEHICLES SHALL BE MARKED WITH 3' x 3' ORANGE CHECKED FLAGS AND YELLOW FLASHING DOME-TYPE LIGHTS.
- THE CONTRACTOR'S OPERATIONS, MOVEMENTS AND WORK ARE RESTRICTED TO THE CONSTRUCTION WORK LIMITS AS SHOWN ON SHEET G-201.
- EQUIPMENT SHALL NOT EXCEED A HEIGHT OF 15' UNLESS GIVEN PRIOR APPROVAL BY ENGINEER.



**NOTES:**

- BARRICADES SHALL MEET THE REQUIREMENTS OF THE CURRENT FAA ADVISORY CIRCULAR 150/5370-2 AND BE APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL WEIGHT BARRICADE TO PREVENT DISPLACEMENT. THE METHOD SHALL BE APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL PROVIDE BARRICADES WITH WORKING LIGHTS, VIA BATTER OR OTHER MEASURE. OAR WILL MONITOR CONDITION OF LIGHTS DAILY. CONTRACTOR SHALL ENSURE LIGHTS ARE PROPERLY WORKING BEFORE LEAVING THE SITE EACH DAY.

**LOW PROFILE AIRCRAFT BARRICADE (MOVEMENT AREAS)**

1  
G-102

SCALE: NONE

**BASE BID**

| ITEM NO. | SPEC. NO.  | DESCRIPTION                                         | UNIT | ESTIMATED QUANTITY |
|----------|------------|-----------------------------------------------------|------|--------------------|
| 1        | SS-120-3.1 | SITE PREPARATION                                    | L.S. | 100%               |
| 2        | SS-140-5.1 | FIRE HYDRANT REMOVAL                                | EACH | 1                  |
| 3        | SS-140-5.2 | WATER VALVE REMOVAL                                 | EACH | 3                  |
| 4        | SS-140-5.3 | WATER METER REMOVAL                                 | EACH | 1                  |
| 5        | SS-140-5.4 | WATER SERVICE LINE REMOVAL                          | L.F. | 48                 |
| 6        | SS-140-5.5 | SANITARY SEWER LINE REMOVAL                         | L.F. | 72                 |
| 7        | P-152-4.1  | UNCLASSIFIED EXCAVATION                             | C.Y. | 176                |
| 8        | P-620-5.1a | PAVEMENT MARKINGS, YELLOW (TYPE I REFLECTIVE MEDIA) | S.F. | 59                 |
| 9        | P-620-5.1b | PAVEMENT MARKINGS, BLACK (NO REFLECTIVE MEDIA)      | S.F. | 177                |
| 10       | P-620-5.1c | PAVEMENT MARKINGS, WHITE (TYPE I REFLECTIVE MEDIA)  | S.F. | 300                |
| 11       | P-620-5.2  | PAVEMENT MARKINGS REMOVAL                           | S.F. | 200                |
| 12       | TX-104-5.1 | CONCRETE PAVEMENT REMOVAL                           | S.Y. | 179                |
| 13       | TX-105-5.1 | ASPHALT PAVEMENT REMOVAL                            | S.Y. | 2,642              |
| 14       | TX-162-5.1 | BLOCK SODDING                                       | S.Y. | 393                |
| 15       | TX-260-6.1 | LIME                                                | TON  | 45                 |
| 16       | TX-260-6.2 | LIME TREATED SUBGRADE (6" THICKNESS)                | S.Y. | 2,667              |
| 17       | TX-360-5.1 | CONCRETE PAVEMENT (10" THICKNESS)                   | S.Y. | 2,418              |
| 18       | TX-496-5.2 | BOLLARD REMOVAL                                     | EACH | 4                  |
| 19       | TX-506-5.1 | TEMPORARY EROSION CONTROL                           | L.S. | 100%               |

**BID ALTERNATE NO. 1**

| ITEM NO. | SPEC. NO.  | DESCRIPTION                                        | UNIT | ESTIMATED QUANTITY |
|----------|------------|----------------------------------------------------|------|--------------------|
| 1        | SS-120-3.1 | SITE PREPARATION                                   | L.S. | 100%               |
| 2        | SS-300-5.1 | EMERGENCY STOP RELOCATION                          | L.S. | 100%               |
| 3        | P-152-4.1  | UNCLASSIFIED EXCAVATION                            | C.Y. | 208                |
| 4        | TX-104-5.1 | CONCRETE PAVEMENT REMOVAL                          | S.Y. | 117                |
| 5        | TX-105-5.1 | ASPHALT PAVEMENT REMOVAL                           | S.Y. | 1,975              |
| 6        | TX-162-5.1 | BLOCK SODDING                                      | S.Y. | 614                |
| 7        | TX-260-6.1 | LIME                                               | TON  | 37                 |
| 8        | TX-260-6.2 | LIME TREATED SUBGRADE (6" THICKNESS)               | S.Y. | 2,252              |
| 9        | TX-360-5.1 | CONCRETE PAVEMENT (10" THICKNESS)                  | S.Y. | 2,183              |
| 10       | TX-464-5.1 | REINFORCED CONCRETE PIPE, 12", CLASS III           | L.F. | 157                |
| 11       | TX-464-5.2 | REINFORCED CONCRETE PIPE, 21", CLASS III           | L.F. | 4                  |
| 12       | TX-465-5.1 | 4'X4' SINGLE GRATE PRE-FABRICATED INLET (COMPLETE) | EACH | 2                  |
| 13       | TX-496-5.1 | INLET REMOVAL                                      | EACH | 5                  |
| 14       | TX-496-5.3 | PIPE REMOVAL                                       | L.F. | 181                |
| 15       | TX-506-5.1 | TEMPORARY EROSION CONTROL                          | L.S. | 100%               |
| 16       | TX-772-5.1 | POST AND CABLE FENCE (REMOVAL)                     | L.F. | 78                 |
| 17       | TX-772-5.2 | POST AND CABLE FENCE (NEW INSTALLATION)            | L.F. | 38                 |

**BID ALTERNATE NO. 2**

| ITEM NO. | SPEC. NO.  | DESCRIPTION                          | UNIT | ESTIMATED QUANTITY |
|----------|------------|--------------------------------------|------|--------------------|
| 1        | SS-120-3.1 | SITE PREPARATION                     | L.S. | 100%               |
| 2        | P-152-4.1  | UNCLASSIFIED EXCAVATION              | C.Y. | 55                 |
| 3        | TX-104-5.1 | CONCRETE PAVEMENT REMOVAL            | S.Y. | 90                 |
| 4        | TX-105-5.1 | ASPHALT PAVEMENT REMOVAL             | S.Y. | 168                |
| 5        | TX-162-5.1 | BLOCK SODDING                        | S.Y. | 131                |
| 6        | TX-260-6.1 | LIME                                 | TON  | 5                  |
| 7        | TX-260-6.2 | LIME-TREATED SUBGRADE (6" THICKNESS) | S.Y. | 277                |
| 8        | TX-360-5.1 | CONCRETE PAVEMENT (10" THICKNESS)    | S.Y. | 268                |

CAUTION: UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.

TEXAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES SUFFICIENT ADVANCE NOTIFICATION THROUGH THE TEXAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-344-8377. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TEXAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.



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REGISTRATION NO. F-5713



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|              |                         |  |  |  |
|--------------|-------------------------|--|--|--|
| BY:          |                         |  |  |  |
| DESCRIPTION: | ISSUED FOR CONSTRUCTION |  |  |  |
| DATE:        | 6/3/2020                |  |  |  |
| REV:         |                         |  |  |  |



**GENERAL NOTES & SUMMARY OF QUANTITIES**

JOB NO.: 19A1100  
DATE: MAR 2020  
DESIGNED BY: KKR  
DRAWN BY: KKR

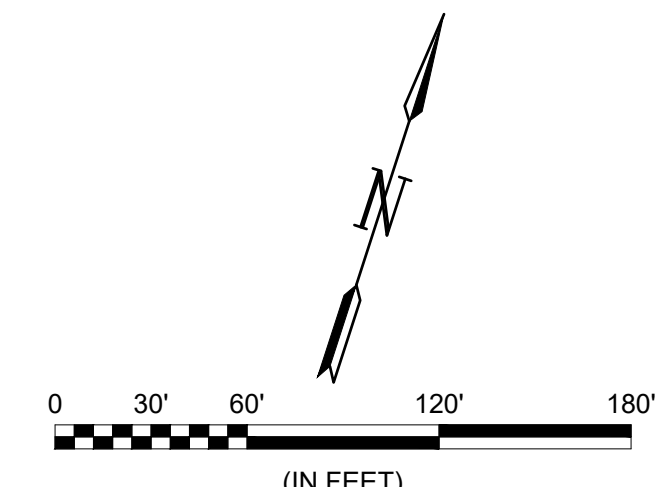
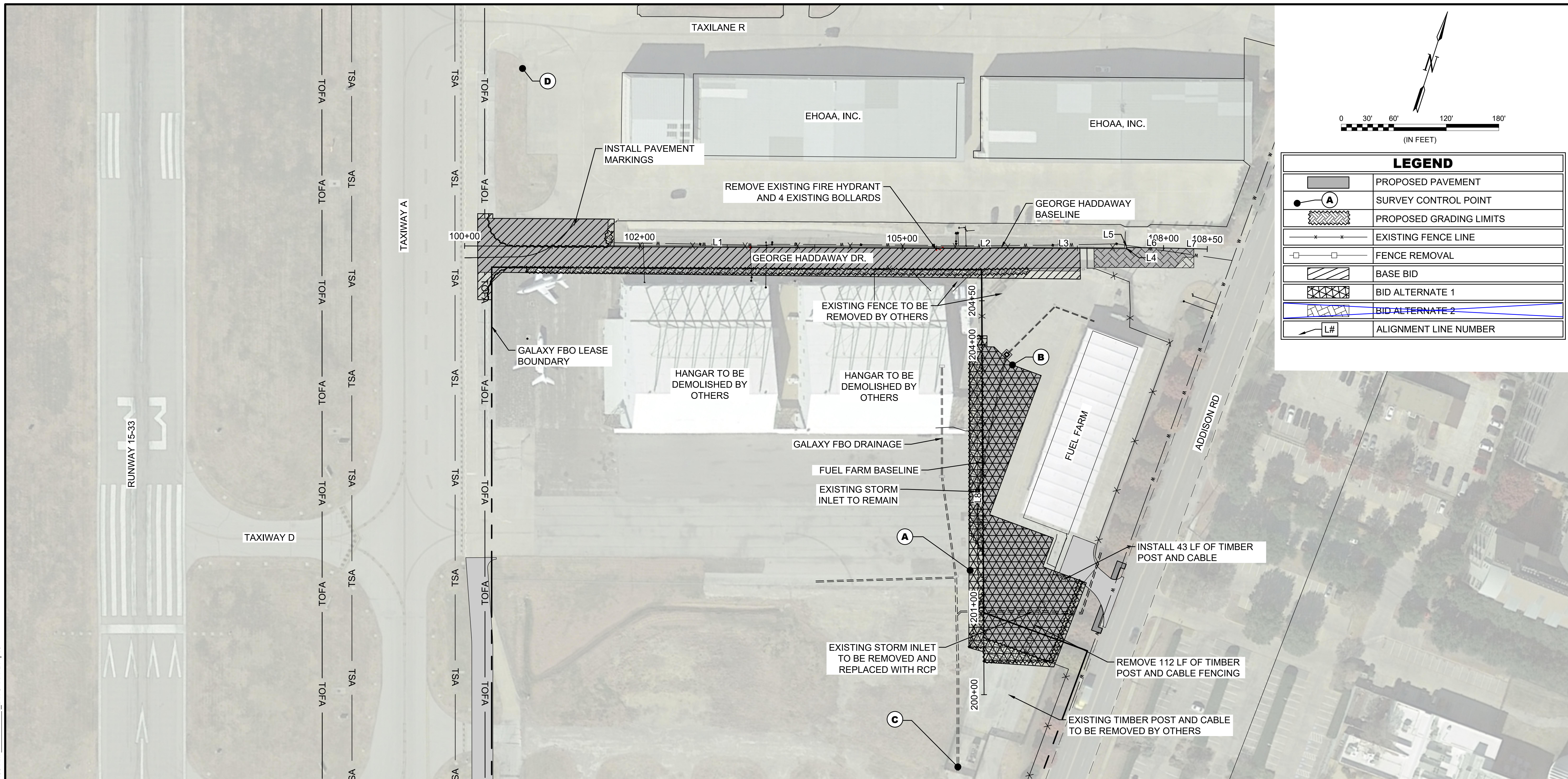
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DRAWING NUMBER

**G-102**

SHEET NUMBER **2**

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| LEGEND |                         |
|--------|-------------------------|
|        | PROPOSED PAVEMENT       |
|        | SURVEY CONTROL POINT    |
|        | PROPOSED GRADING LIMITS |
|        | EXISTING FENCE LINE     |
|        | FENCE REMOVAL           |
|        | BASE BID                |
|        | BID ALTERNATE 1         |
|        | BID ALTERNATE 2         |
|        | ALIGNMENT LINE NUMBER   |



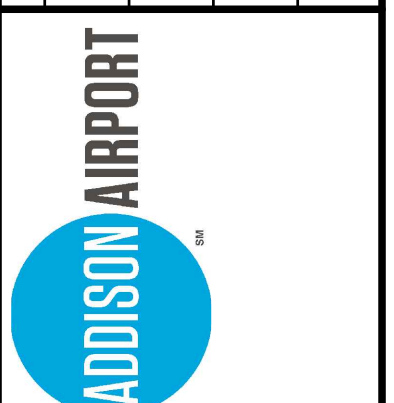
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|------|----------|-------------------------|----|
|      | 6/3/2020 | ISSUED FOR CONSTRUCTION |    |



ADDISON AIRPORT  
 ADDISON, TEXAS  
 GEORGE HADDAWAY  
 RECONSTRUCTION

PROJECT LAYOUT  
 AND SURVEY  
 CONTROL

JOB NO.: 19A1100  
 DATE: MAR 2020  
 DESIGNED BY: KKR  
 DRAWN BY: KKR

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 DRAWING NUMBER  
**G-103**  
 SHEET NUMBER  
**3**

### ITEMS OF WORK

- REMOVE EXISTING ASPHALT AND CONCRETE PAVEMENT AS IDENTIFIED IN THE PROJECT AREA.
- REMOVE EXISTING UTILITY SERVICE LINES AND THEIR RESPECTIVE STRUCTURES AS SHOWN ON C-201 AND C-202.
- CONSTRUCT THE PROPOSED PAVEMENT WITH THE FOLLOWING TYPICAL SECTION AS SHOWN ON SHEET C-101:
  - 10" TX-360 PORTLAND CEMENT CONCRETE PAVEMENT.
  - 6" TX-247 FLEXIBLE BASE COURSE.
- GRADE AND SOD THE PROPOSED GRADING LIMITS AS SHOWN.
- INSTALL PAVEMENT MARKINGS AT THE INTERSECTION OF TAXIWAY A AND GEORGE HADDAWAY DR. AS SHOWN.

#### GEORGE HADDAWAY BASELINE

| NUMBER | START STATION | END STATION | START NORTHING | START EASTING | END NORTHING | END EASTING |
|--------|---------------|-------------|----------------|---------------|--------------|-------------|
| L1     | 100+00.00     | 105+77.27   | 7038216.29     | 2480188.23    | 7038421.74   | 2480727.70  |
| L2     | 105+77.27     | 106+13.00   | 7038421.74     | 2480727.70    | 7038435.19   | 2480760.80  |
| L3     | 106+13.00     | 107+55.93   | 7038435.19     | 2480760.80    | 7038485.97   | 2480894.41  |
| L4     | 107+55.93     | 107+57.44   | 7038485.97     | 2480894.41    | 7038487.39   | 2480893.90  |
| L5     | 107+57.44     | 107+58.91   | 7038487.39     | 2480893.90    | 7038487.80   | 2480895.32  |
| L6     | 107+58.91     | 108+13.97   | 7038487.80     | 2480895.32    | 7038506.86   | 2480946.97  |
| L7     | 108+13.97     | 108+50.00   | 7038506.86     | 2480946.97    | 7038518.94   | 2480980.92  |

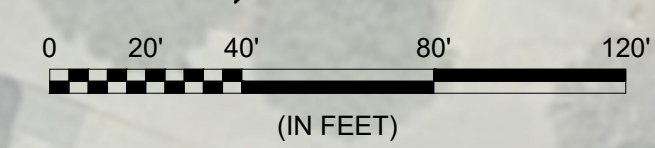
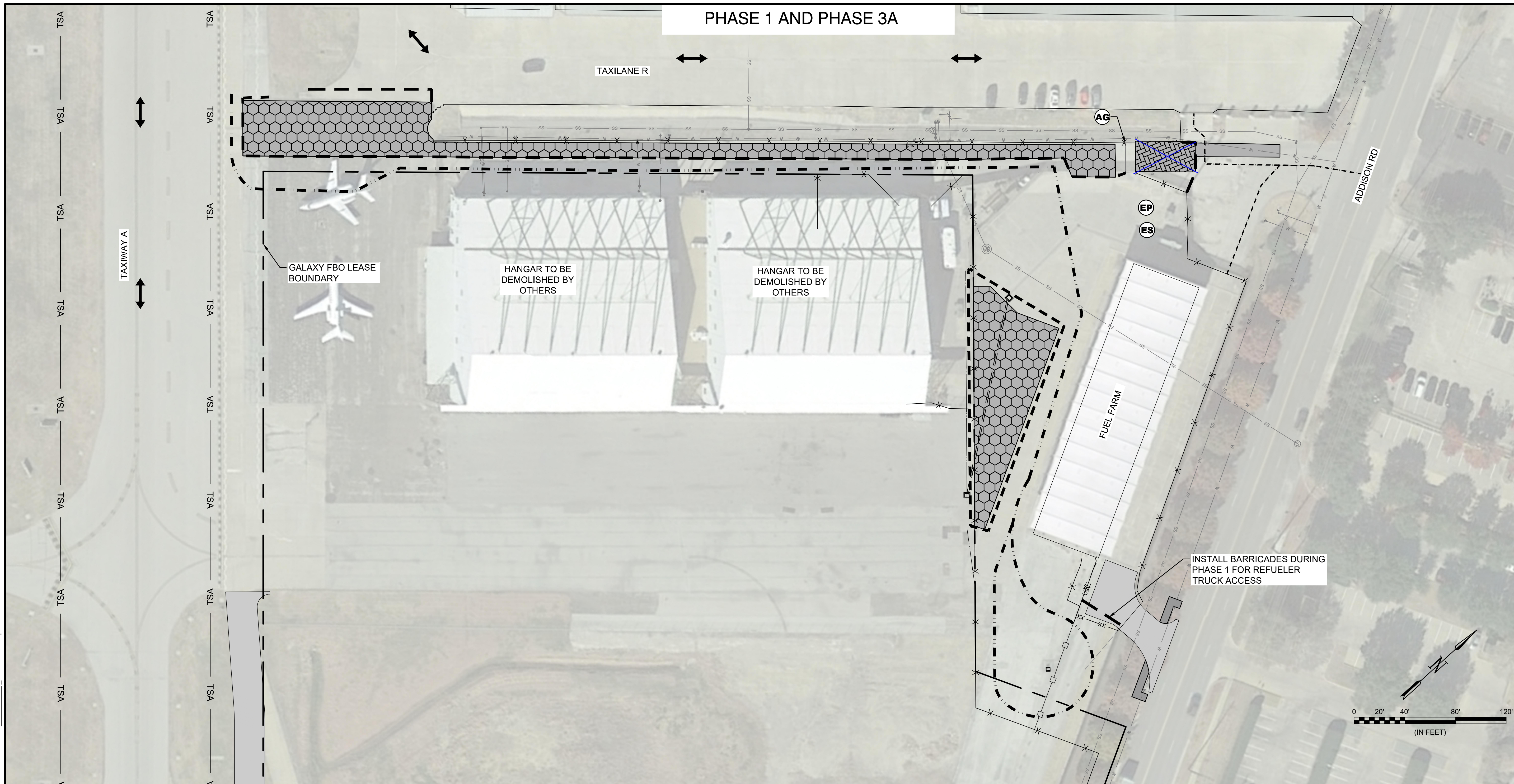
#### SURVEY CONTROL POINTS

| POINT | NORTHING   | EASTING    | ELEV.   | DESCRIPTION  |
|-------|------------|------------|---------|--------------|
| A     | 7038078.77 | 2480860.63 | 636.97' | CONTROL PT 1 |
| B     | 7038314.42 | 2480820.78 | 636.58' | CONTROL PT 2 |
| C     | 7037864.32 | 2480928.50 | 636.40' | MON AA7      |
| D     | 7038429.27 | 2480176.76 | 638.28' | IRSC         |

#### FUEL FARM BASELINE

| NUMBER | START STATION | END STATION | START NORTHING | START EASTING | END NORTHING | END EASTING |
|--------|---------------|-------------|----------------|---------------|--------------|-------------|
| L8     | 200+00.00     | 204+50.00   | 7037952.10     | 2480926.65    | 7038370.87   | 2480761.95  |

File: L:\2019\19A11000 - ADS On Call 2019\Drawings\Work Order #2\ADS-MO2-G201-CS.dwg Last Save: 3/10/2020 4:54 PM Last saved by: KKRutabana  
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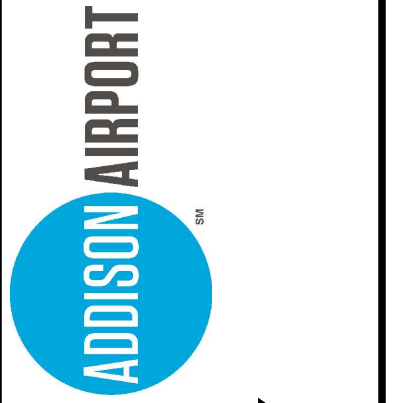


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REGISTRATION NO. F-5713



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ADDISON AIRPORT  
 ADDISON, TEXAS  
 GEORGE HADDAWAY  
 RECONSTRUCTION

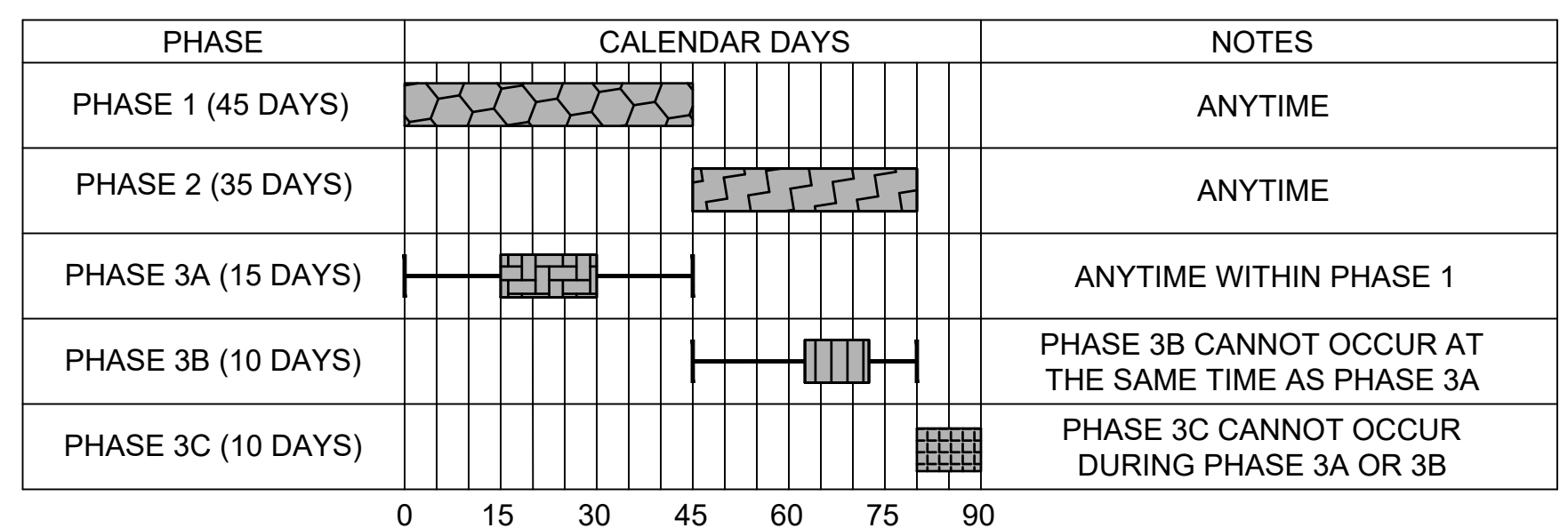
CONSTRUCTION SAFETY & PHASING  
 PLAN I - PHASE 1 & 3A

JOB NO.: 19A1100  
 DATE: MAR 2020  
 DESIGNED BY: KKR  
 DRAWN BY: KKR  
 BAR IS ONE INCH ON ORIGINAL  
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 DRAWING NUMBER  
**G-201**  
 SHEET NUMBER  
**4**

**PHASE 1 AND PHASE 3A**

| LEGEND |                                                                |
|--------|----------------------------------------------------------------|
|        | PROPOSED PAVEMENT                                              |
|        | LOW PROFILE BARRICADES (SEE SHEET G-102 FOR DETAILS AND NOTES) |
|        | AIRCRAFT TRAFFIC                                               |
|        | TAXIWAY SAFETY AREA                                            |
|        | AIRPORT FUEL TRUCK ACCESS ROUTE                                |
|        | EXISTING PERIMETER FENCE                                       |
|        | FUEL DELIVERY, PUBLIC ACCESS ROUTES                            |
|        | FENCE LINE DEMOLITION                                          |
|        | PROPOSED FENCE LINE                                            |
|        | ACCESS GATE                                                    |
|        | EQUIPMENT STORAGE                                              |
|        | EMPLOYEE PARKING                                               |

**CONTRACT TIME**



**CONSTRUCTION ACCESS NOTE:**

THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A SECURE AIRPORT PERIMETER AT ALL TIMES. A CONTRACTOR'S REPRESENTATIVE SHALL BE ON SITE AT ALL TIMES WHEN THE PROPOSED GATE DOES NOT PROVIDE A SECURE PERIMETER. ANY GATE OPENING SHALL BE CLOSED AND SECURE WHEN WORKERS ARE NOT PRESENT



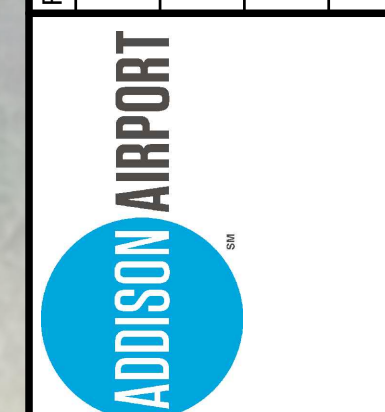
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ADDISON AIRPORT  
 ADDISON, TEXAS  
 GEORGE HADDAWAY RECONSTRUCTION

CONSTRUCTION SAFETY & PHASING PLAN II - PHASE 2, 3B, 3C

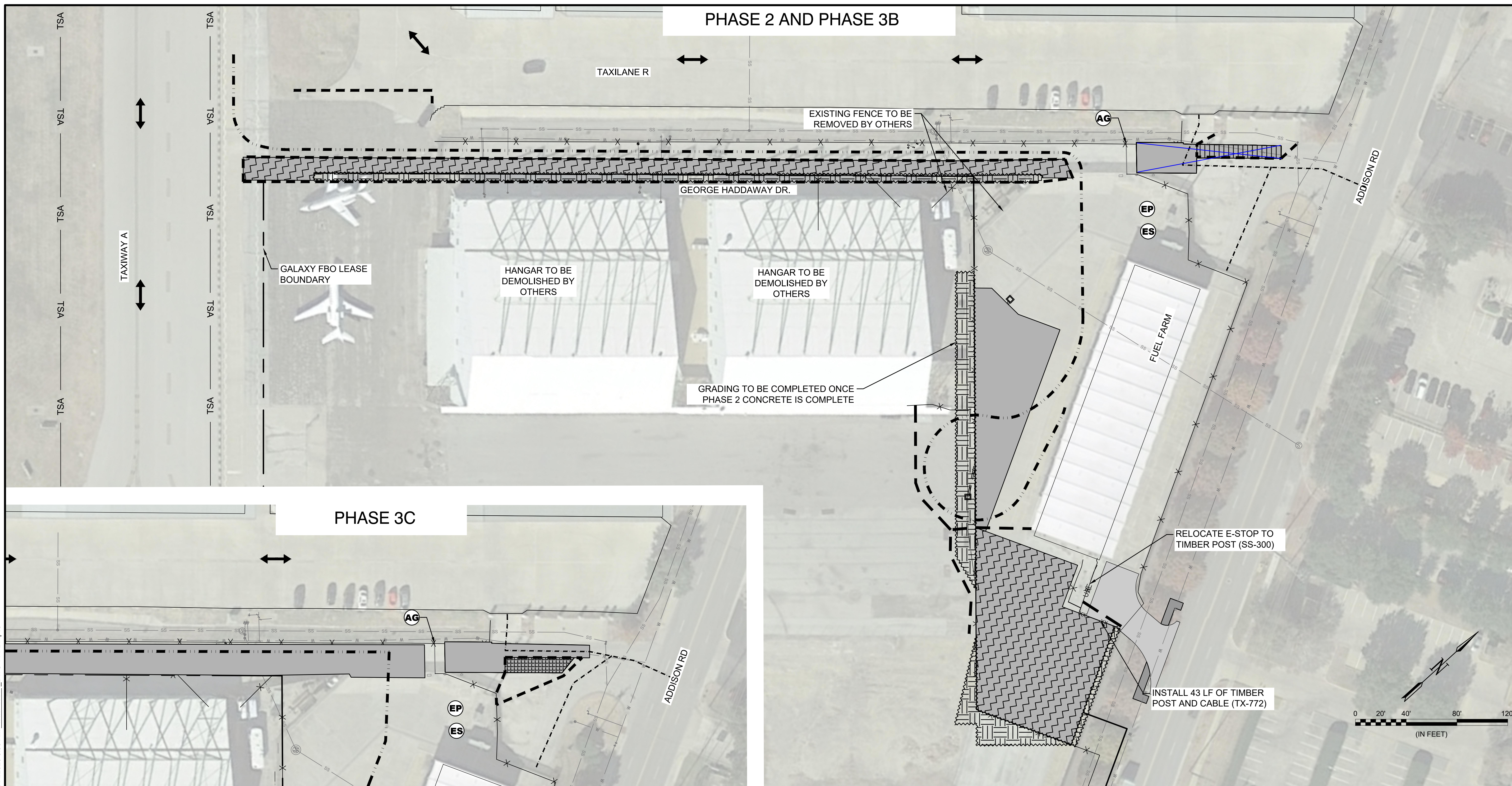
JOB NO.: 19A1100  
 DATE: MAR 2020  
 DESIGNED BY: KKR  
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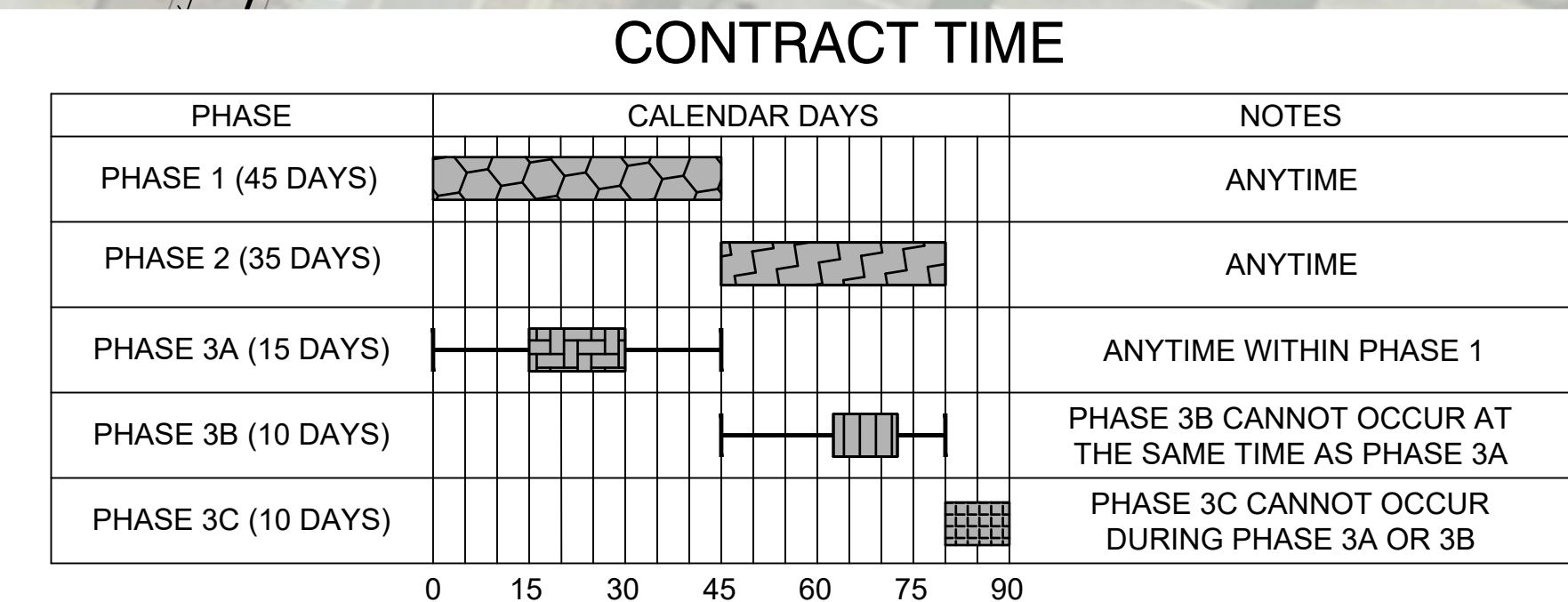
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DRAWING NUMBER **G-202**

SHEET NUMBER **5**



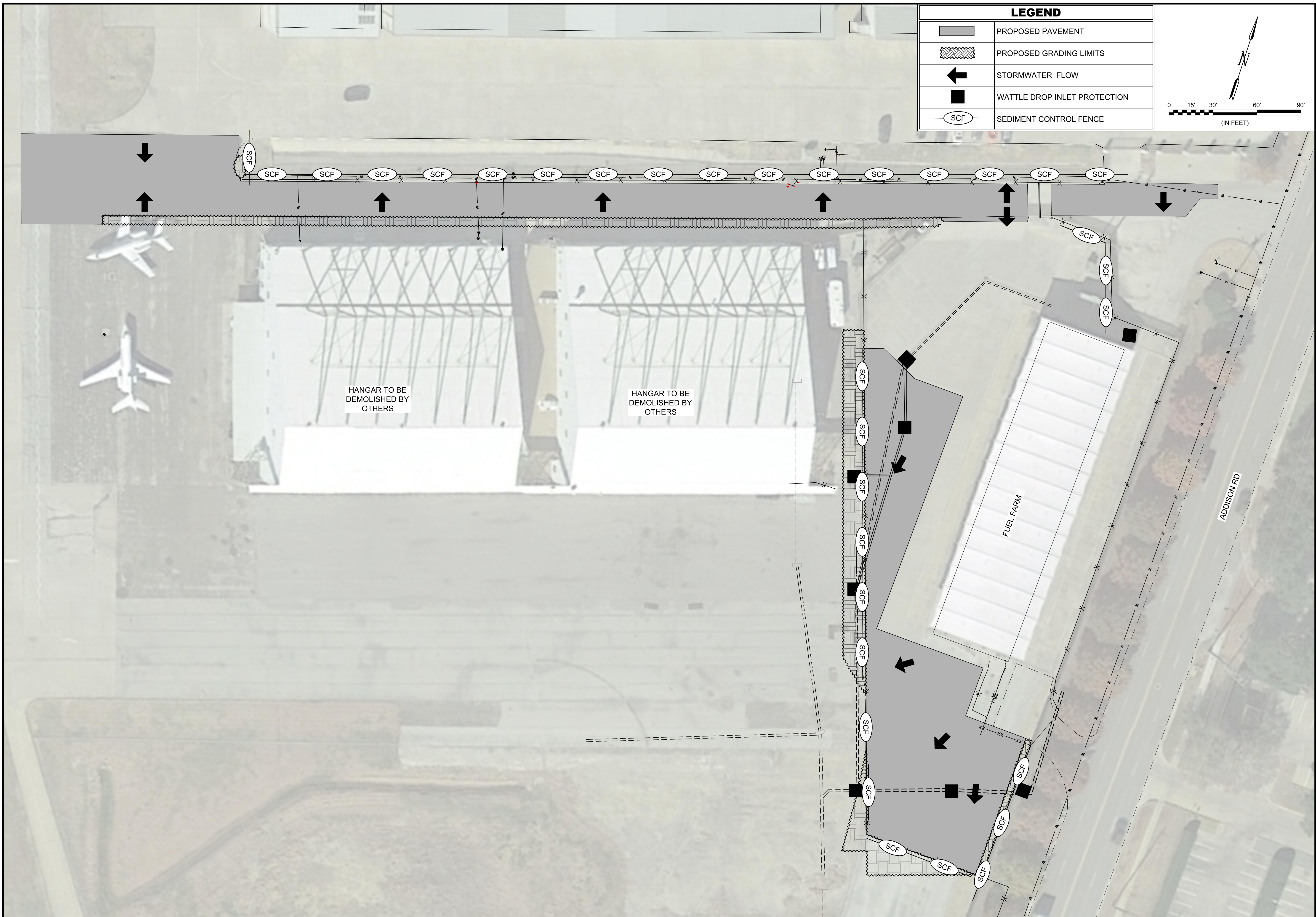
| LEGEND |                                                                |
|--------|----------------------------------------------------------------|
|        | PROPOSED PAVEMENT                                              |
|        | LOW PROFILE BARRICADES (SEE SHEET G-102 FOR DETAILS AND NOTES) |
|        | AIRCRAFT TRAFFIC                                               |
|        | TAXIWAY SAFETY AREA                                            |
|        | AIRPORT FUEL TRUCK ACCESS ROUTE                                |
|        | EXISTING PERIMETER FENCE                                       |
|        | FUEL DELIVERY, PUBLIC ACCESS ROUTES                            |
|        | FENCE LINE DEMOLITION                                          |
|        | PROPOSED FENCE LINE                                            |
|        | ACCESS GATE                                                    |
|        | EQUIPMENT STORAGE                                              |
|        | EMPLOYEE PARKING                                               |



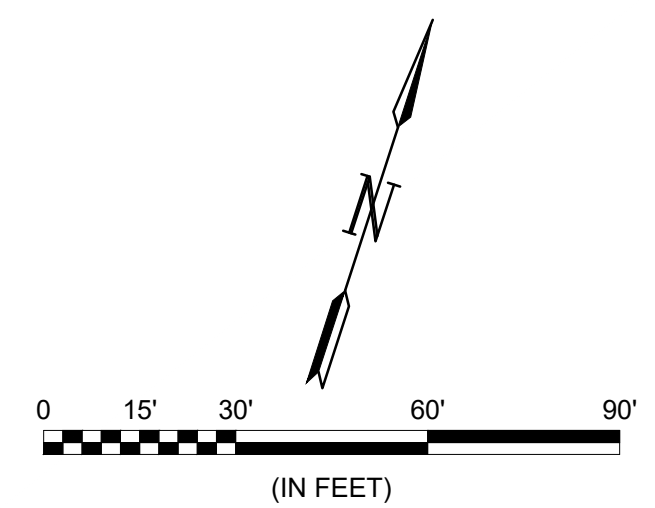
**CONSTRUCTION ACCESS NOTE:**  
 THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING A SECURE AIRPORT PERIMETER AT ALL TIMES. A CONTRACTOR'S REPRESENTATIVE SHALL BE ON SITE AT ALL TIMES WHEN THE PROPOSED GATE DOES NOT PROVIDE A SECURE PERIMETER. ANY GATE OPENING SHALL BE CLOSED AND SECURE WHEN WORKERS ARE NOT PRESENT

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 Last plotted by: Andrews, Sara C. Plot Style: AECmono.ctb Plot Date: 3/11/2020 2:45 PM Plotter used: None



| LEGEND |                              |
|--------|------------------------------|
|        | PROPOSED PAVEMENT            |
|        | PROPOSED GRADING LIMITS      |
|        | STORMWATER FLOW              |
|        | WATTLE DROP INLET PROTECTION |
|        | SEDIMENT CONTROL FENCE       |



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STATE OF TEXAS  
 MITCHELL R. McANALLY  
 114422  
 LICENSED PROFESSIONAL ENGINEER  
 DIGITALLY SIGNED ON 03/11/2020

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|      |          |                         |    |

ADDISON AIRPORT  
 ADDISON, TEXAS  
 ADDISON AIRPORT  
 GEORGE HADDAWAY RECONSTRUCTION

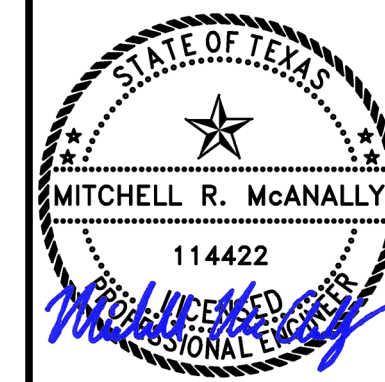
EROSION CONTROL SHEET

JOB NO.: 19A1100  
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 DESIGNED BY: KKR  
 DRAWN BY: KKR  
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**G-301**  
 SHEET NUMBER  
**6**



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ADDISON AIRPORT  
ADDISON, TEXAS

ADDISON AIRPORT  
GEORGE HADDAWAY  
RECONSTRUCTION

EROSION CONTROL  
NOTES

JOB NO.: 19A1100  
 DATE: MAR 2020  
 DESIGNED BY: KKR  
 DRAWN BY: KKR

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 0 1"  
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DRAWING NUMBER

**G-302**

SHEET NUMBER **7**

Site Description

PROJECT LIMITS: Addison Airport, Addison, TX

PROJECT DESCRIPTION: Reconstruction of the George Haddaway access road and fuel farm apron.

MAJOR SOIL DISTURBING ACTIVITIES: Demolition of the existing access road and fuel farm apron will disturb the existing pavement area. Grading will be performed to allow for adequate surface drainage from the new access road and fuel farm apron.

TOTAL PROJECT AREA: 2.89 ACRES

TOTAL AREA TO BE DISTURBED: 1.21 ACRES

WEIGHTED RUNOFF COEFFICIENT  
(AFTER CONSTRUCTION): 0.3

EXISTING CONDIDTION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER: The existing cover is clayey with Bermuda grass and is in fair condition. Existing vegetative cover is at 85%

NAME OF RECEIVING WATERS: The Addison airport is in the Hutton Branch watershed and the receiving water is Elm Fork Trinity River.

SOIL STABILIZATION PRACTICES:

- TEMPORARY SEEDING
- PERMANENT PLANTING, SODDING, OR SEEDING
- MULCHING
- SOIL RETENTION BLANKET
- BUFFER ZONES
- PRESERVATION OF NATURAL RESOURCES

OTHER: \_\_\_\_\_

STRUCTURAL PRACTICES:

- SILT FENCES
- HAY BALES
- ROCK BERMS
- DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- DIVERSION DIKE AND SWALE COMBINATIONS
- PIPE SLOPE DRAINS
- PAVED FLUMES
- ROCK BEDDING AT CONSTRUCTION EXIT
- TIMBER MATTING AT CONSTRUCTION EXIT
- CHANNEL LINERS
- SEDIMENT TRAPS
- SEDIMENT BASINS
- STORM INLET SEDIMENT TRAP
- STONE OUTLET STRUCTURES
- CURBS AND GUTTERS
- STORM SEWERS
- VELOCITY CONTROL DEVICES

OTHER: \_\_\_\_\_

NARRATIVE – SEQUENCE OF CONTRUSTION (STORM WATER MANAGEMENT) ACTIVITIES:

Erosion and sediment controls shall be installed at the beginning of the project. Once installed, these devices will be maintained during the duration of the project. Erosion and sediment controls will be removed at the project's completion.

STORM WATER MANAGEMENT: Existing storm sewers and drainage ditches will be used to remove water from the site. Storm water from the site will flow sediment trap to filter sediment from storm water runoff before it leaves the site.

OTHER EROSION AND SEDIMENT CONTROLS

MAINTENANCE:

ALL EROSION AND SEDIMENT CONTROLS WILL BE MAINTAINED IN GOOD WORKING ORDER. IF A REPAIR IS NECESSARY, IT WILL BE DONE AT THE EARLIEST DATE POSSIBLE, BUT NO LATER THAN 7 CALENDAR DAYS AFTER THE SURROUNDING EXPOSED GROUND HAS DRIED SUFFICIENTLY TO PREVENT DAMAGE FROM HEAVY EQUIPMENT. THE AREAS ADJACENT TO CREEKS AND DRAINAGE WAYS SHALL HAVE PRIORITY FOLLOWED BY DEVICES USED FOR SILT REDUCTION IN THE DISTURBED AREAS.

INSPECTION:

AN INSPECTION WILL BE PERFORMED BY A RESIDENT PROJECT REPRESENTATIVE EVERY 7 DAYS AN INSPECTION REPORT WILL BE MADE PER EACH INSPECTION. BASED ON THE INSPECTION RESULTS, THE CONTROLS SHALL BE REVISED PER THE INSPECTION REPORT.

WASTE MATERIALS:

ALL WASTE MATERIALS WILL BE COLLECTED AND STORED IN A SECURELY LIDDED METAL DUMPSTER. THE DUMPSTER WILL MEET ALL STATE AND LOCAL SOLID WASTE MANAGEMENT REGULATIONS. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE WILL BE DEPOSITED IN THE DUMPSTER. THE DUMPSTER WILL BE EMPTIED AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION AT AN APPROVED LANDFILL. NO CONSTRUCTION WASTE MATERIAL WILL BE BURIED ON SITE.

HAZARDOUS WASTE (INCLUDING SPILL REPORTING):

AT A MINIMUM, ANY PRODUCTS IN THE FOLLOWING CATEGORIES ARE CONSIDERED TO BE HAZARDOUS: PAINTS ACIDS FOR CLEANING MASONRY SURFACES, CLEANING SOLVENTS, ASPHALT PRODUCTS, CHEMICAL ADDITIVES FOR SOIL STABILIZATION, AND CONCRETE CURING COMPOUNDS AND ADDITIVES. IN THE EVENT OF A SPILL WHICH MAY BE HAZARDOUS, THE SPILL COORDINATOR SHOULD BE CONTACTED IMMEDIATELY.

SANITARY WASTE:

ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION.

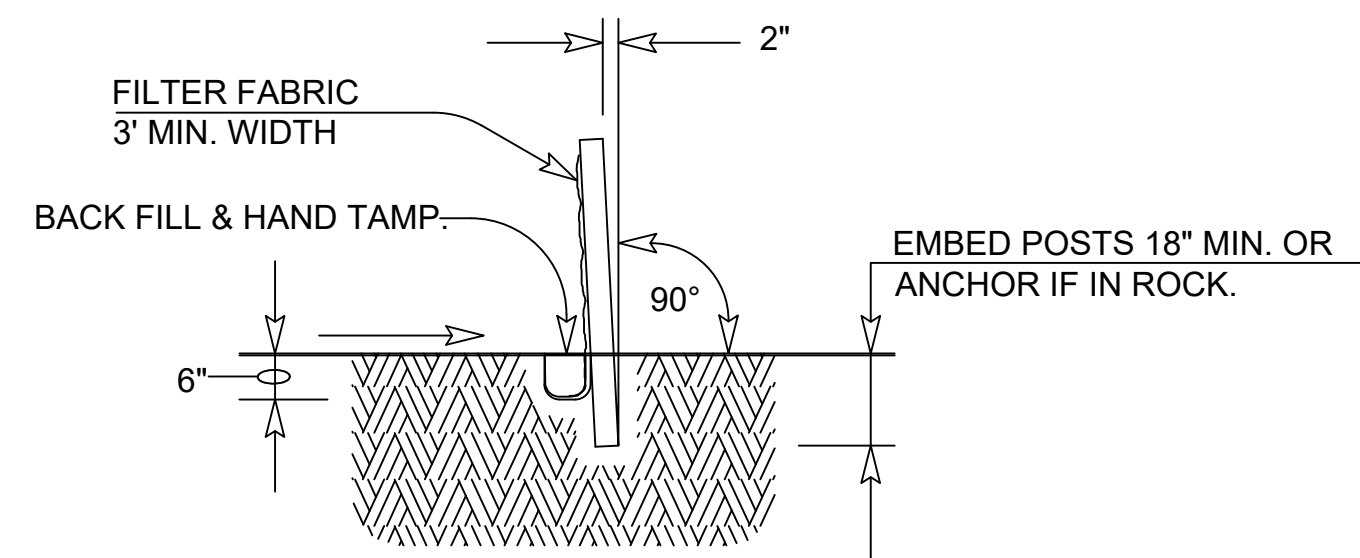
OFFSITE VEHICLE TRACKING:

- HAUL ROADS DAMPENED FOR DUST CONTROL
- LOADED HAUL TRUCKS TO BE COVERED WITH TARPULIN
- EXCESS DIRT ON ROAD REMOVED DAILY
- STABILIZED CONSTRUCTION ENTRANCE

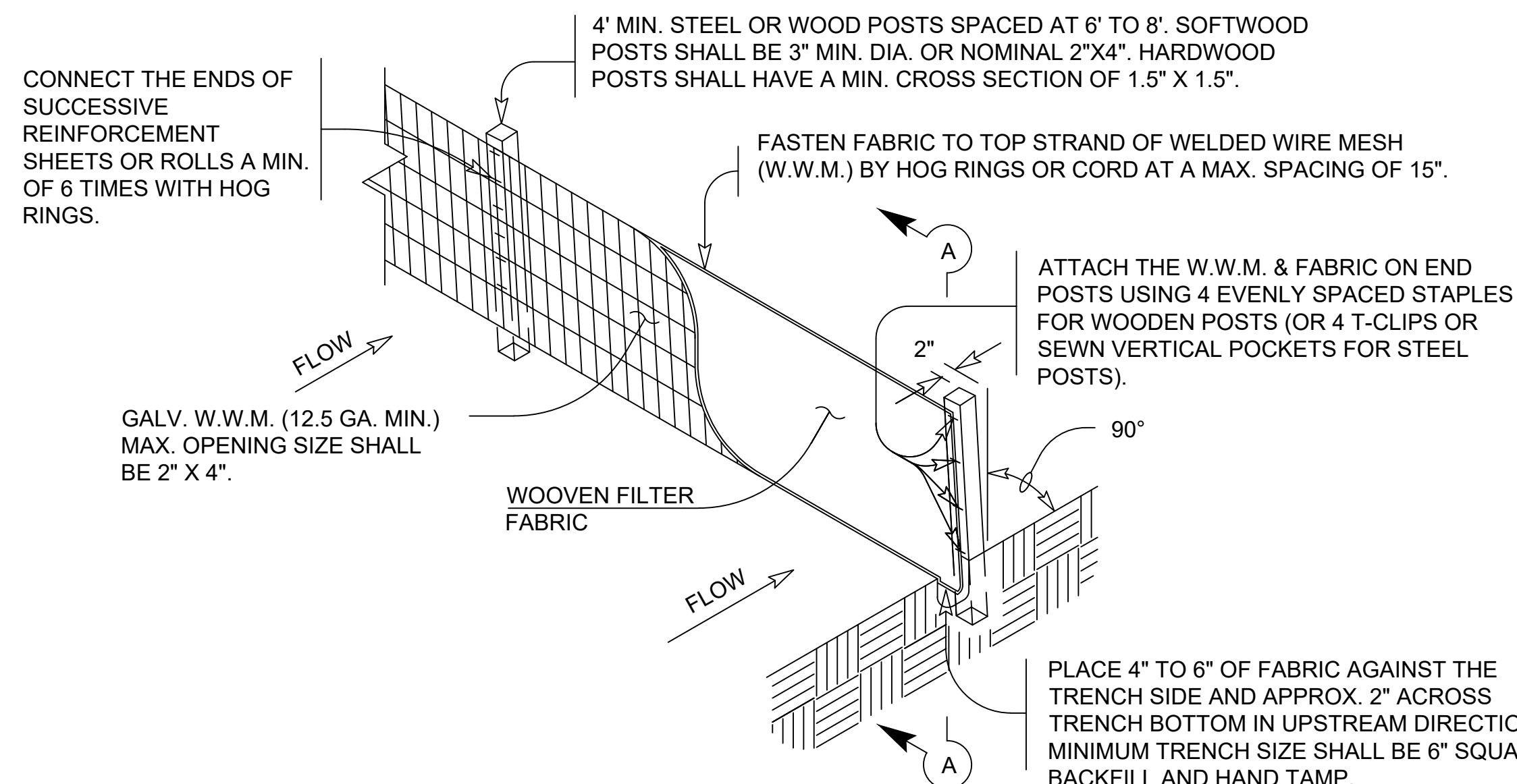
OTHER:

REMARKS:

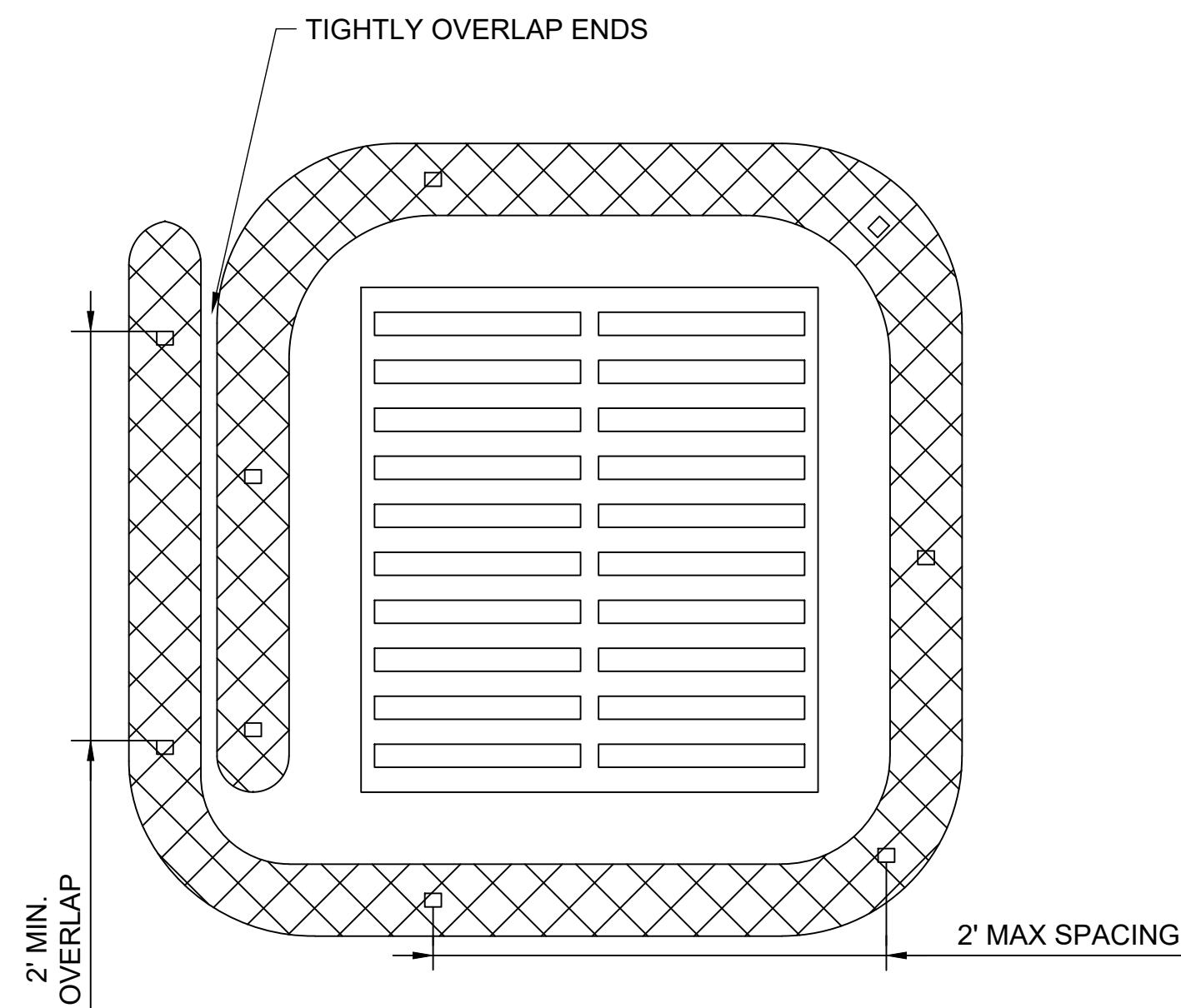
DISPOSAL AREAS, STOCKPILES, AND HAUL ROADS SHALL BE CONSTRUCTED IN A MANNER THAT WILL MINIMIZE AND CONTROL THE AMOUNT OF SEDIMENT THAT MAY ENTER RECEIVING WATERS. DISPOSAL AREAS SHALL NOT BE LOCATED IN ANY WETLANDS, WATERBODY OR STREAMBED. CONSTRUCTION STAGING AREAS AND VEHICLE MAINTENANCE AREAS SHALL BE CONSTRUCTED BY THE CONTRACTOR IN A MANNER TO MINIMIZE THE RUNOFF OF POLLUTANTS. ALL WATERWAYS SHALL BE CLEARED AS SOON AS PRACTICAL OF TEMPORARY EMBANKMENT, TEMPORARY BRIDGES, MATTING, FALSE WORK, PILING, DEBRIS OR OTHER OBSTRUCTIONS PACED DURING CONSTRUCTION OPERATION THAT ARE NOT A PART OF THE FINISHED WORK.



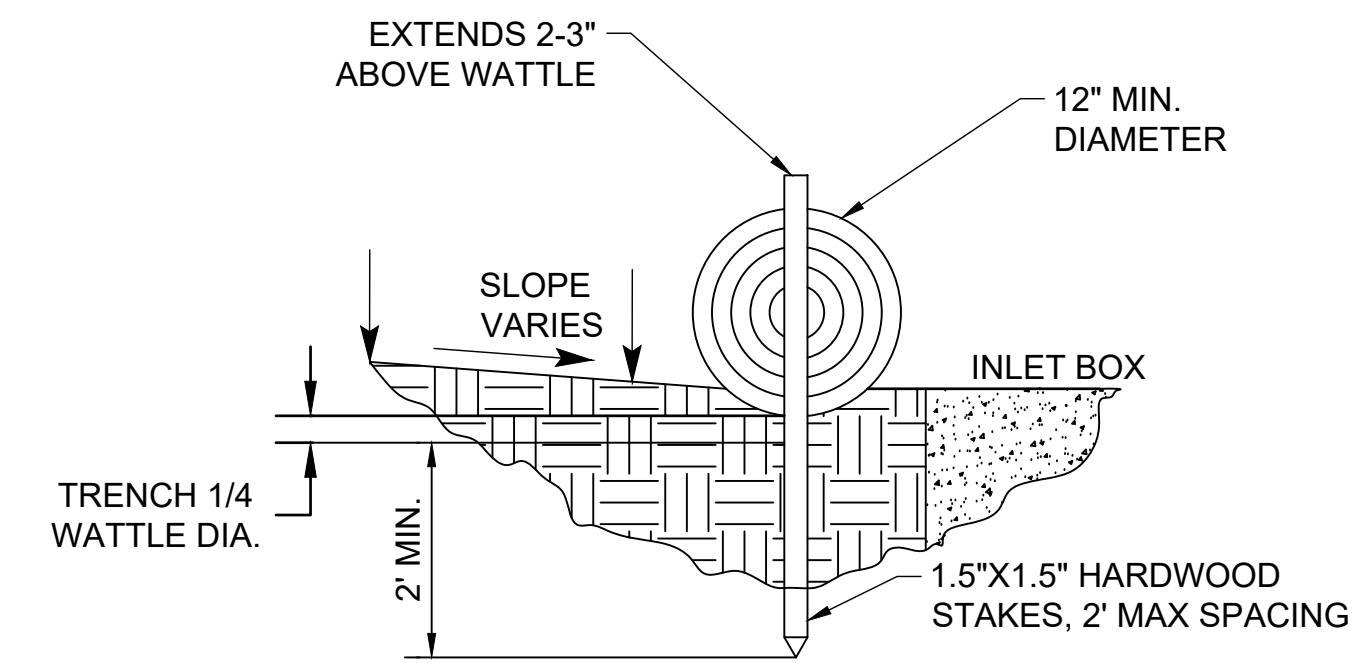
1A  
G-303  
**SECTION A-A**  
SCALE: NONE



1  
G-303  
**SEDIMENT CONTROL FENCE**  
SCALE: NONE



**PLAN VIEW**



**SECTION VIEW**

2  
G-303  
**WATTLE DROP INLET PROTECTION**  
SCALE: NONE

**EROSION CONTROL NOTES:**

1. THE CONTRACTOR IS RESPONSIBLE FOR THE PROPER INSTALLATION OF THESE DEVICES AS SHOWN ON THIS SHEET, AND DESCRIBED IN THE SPECIFICATIONS. ADDITIONAL EROSION CONTROL AND/OR ADJUSTMENT OF LOCATIONS FOR EROSION CONTROL MAY BE REQUIRED.
2. SILT FENCES, DITCH CHEXX, INLET FILTERS AND INLET FILTER BARRIERS SHALL BE INSTALLED PER MANUFACTURER RECOMMENDATIONS AND ACCORDING TO THESE PLANS.
3. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL EROSION CONTROL DEVICES ALREADY IN PLACE. CONTRACTOR SHALL REMOVE AND REPLACE EROSION CONTROL AS NEEDED FOR CONSTRUCTION OR ACCESS. ALL EROSION CONTROL MUST BE IN PLACE AT ALL TIMES DURING CONSTRUCTION.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO USE WHATEVER MEANS NECESSARY TO CONTROL AND LIMIT SILT AND SEDIMENT LEAVING THE SITE. SPECIFICALLY, THE CONTRACTOR SHALL PROTECT ALL TAXIWAYS, TAXILANES, PARKING AREAS, STREAMS, CREEKS, STORM DRAIN SYSTEMS AND INLETS FROM EROSION DEPOSITS.

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Last plotted by: Rutabana, Ken K Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/11/2020 8:56 AM Plotter used: \_DWG To PDF.pc3



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**ADDISON AIRPORT**  
ADDISON, TEXAS

**ADDISON AIRPORT**

**GEORGE HADDAWAY RECONSTRUCTION**

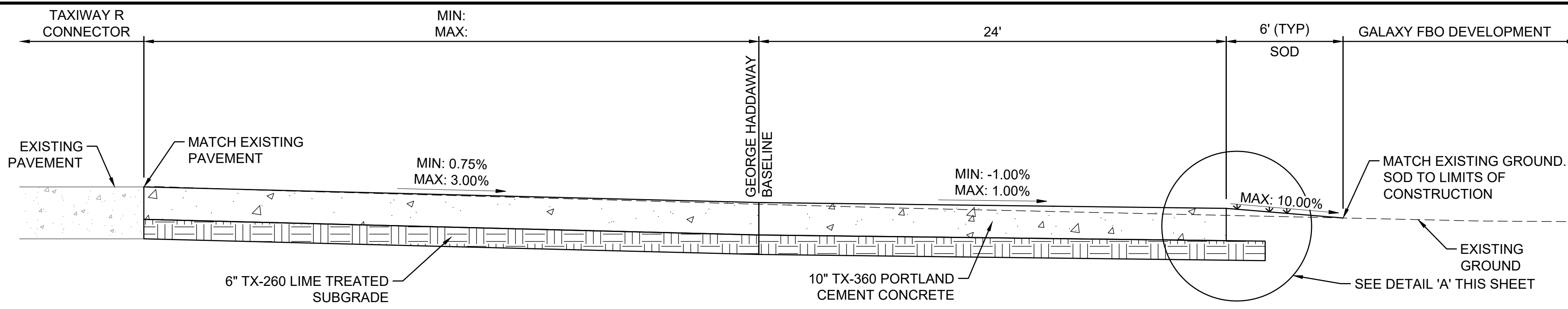
EROSION CONTROL DETAILS

JOB NO.: 19A1100  
DATE: MAR 2020  
DESIGNED BY: KKR  
DRAWN BY: KKR

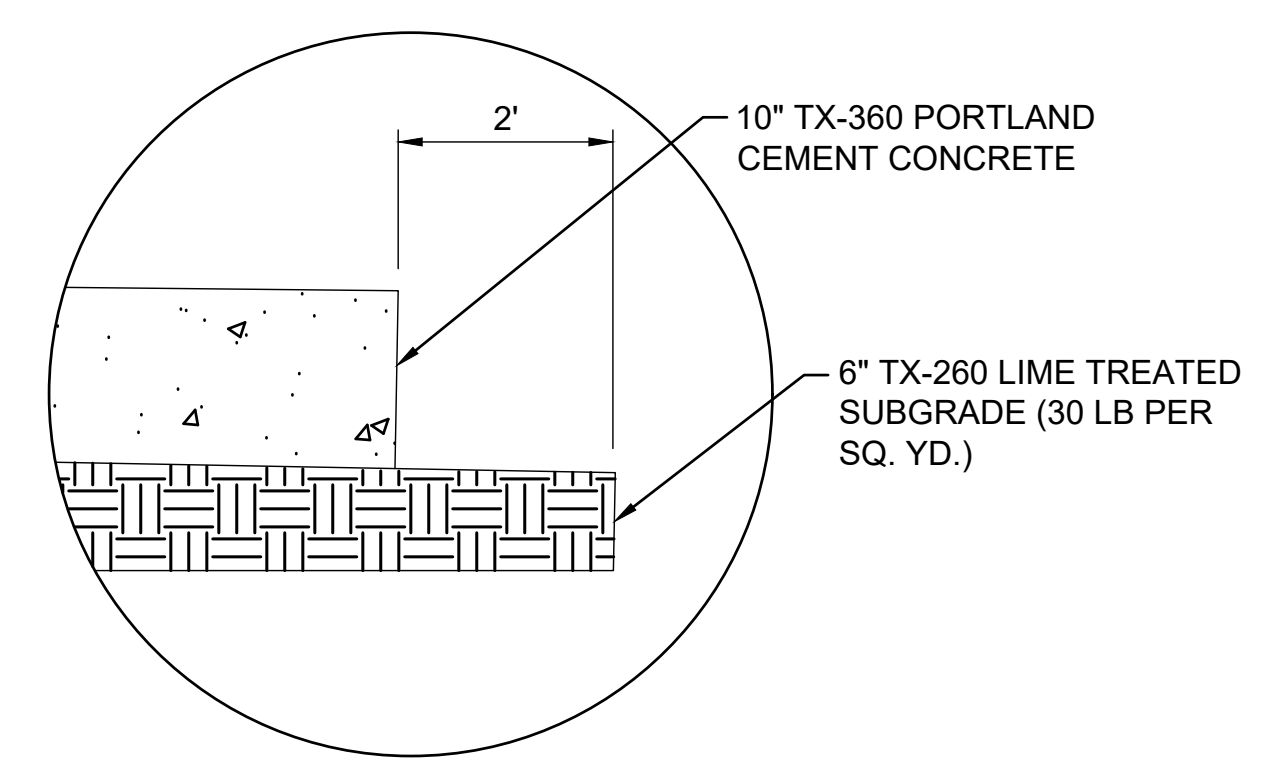
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DRAWING NUMBER  
**G-303**  
SHEET NUMBER **8**

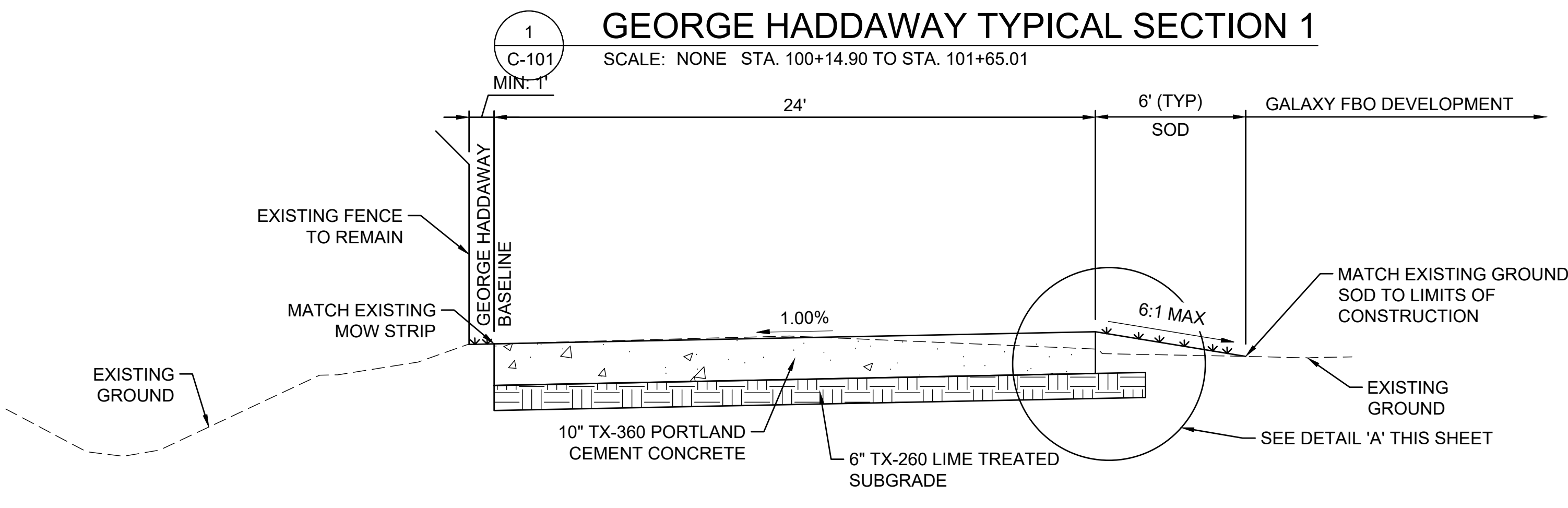




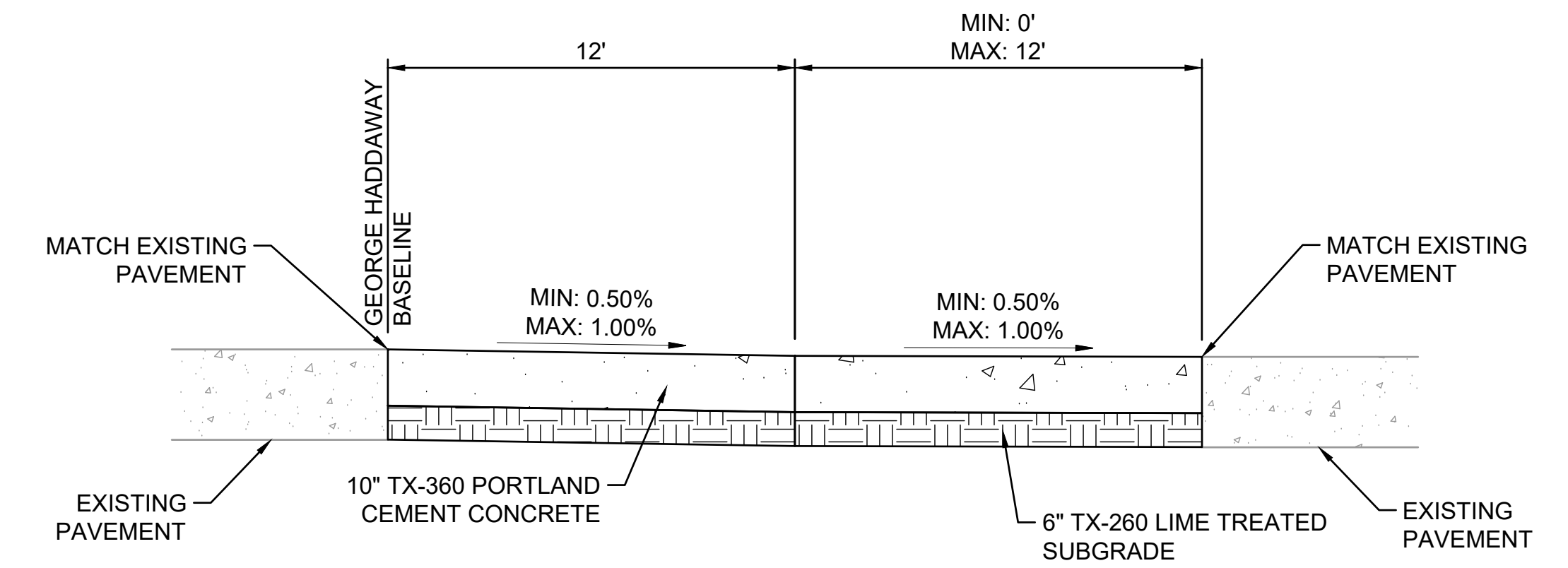
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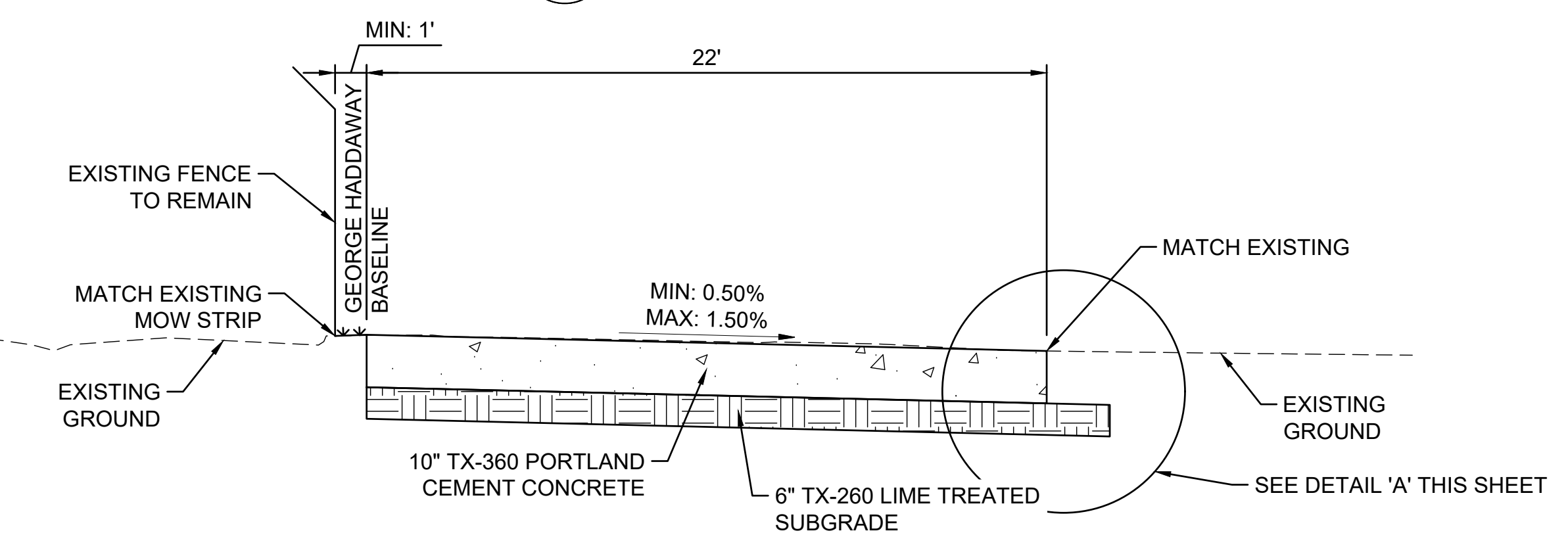
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 SCALE: NONE



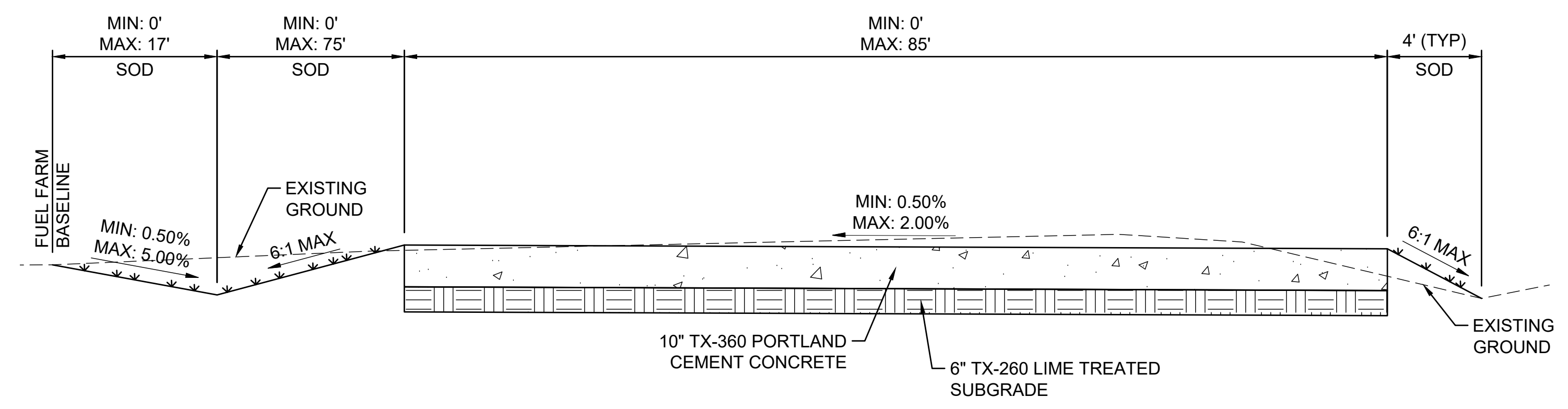
**2 GEORGE HADDAWAY TYPICAL SECTION 2**  
 SCALE: NONE STA. 101+65.01 TO STA. 105+58.26



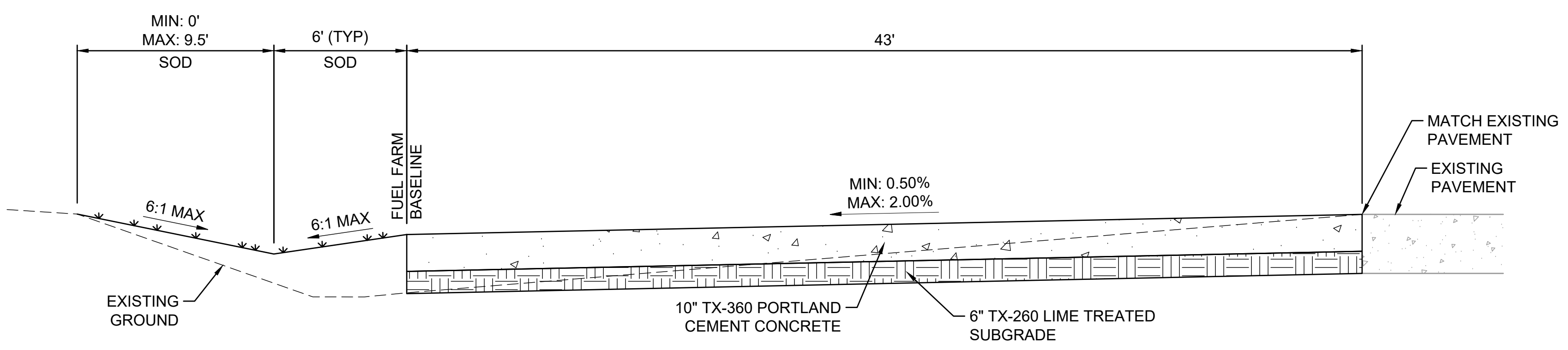
**4 GEORGE HADDAWAY TYPICAL SECTION 4**  
 SCALE: NONE STA. 106+43.27 TO STA. 108+13.24



**3 GEORGE HADDAWAY TYPICAL SECTION 3**  
 SCALE: NONE STA. 105+58.26 TO STA. 106+43.27



**5 FUEL FARM DRIVE TYPICAL SECTION 1**  
 SCALE: NONE STA. 200+37.09 TO STA. 200+65.00



**6 FUEL FARM DRIVE TYPICAL SECTION 2**  
 SCALE: NONE STA. 200+65.00 TO STA. 200+97.48



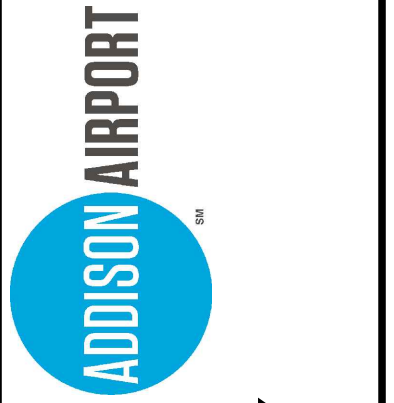
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ADDISON AIRPORT  
 ADDISON, TEXAS  
**GEORGE HADDAWAY RECONSTRUCTION**

TYPICAL SECTION & CONSTRUCTION DETAILS I

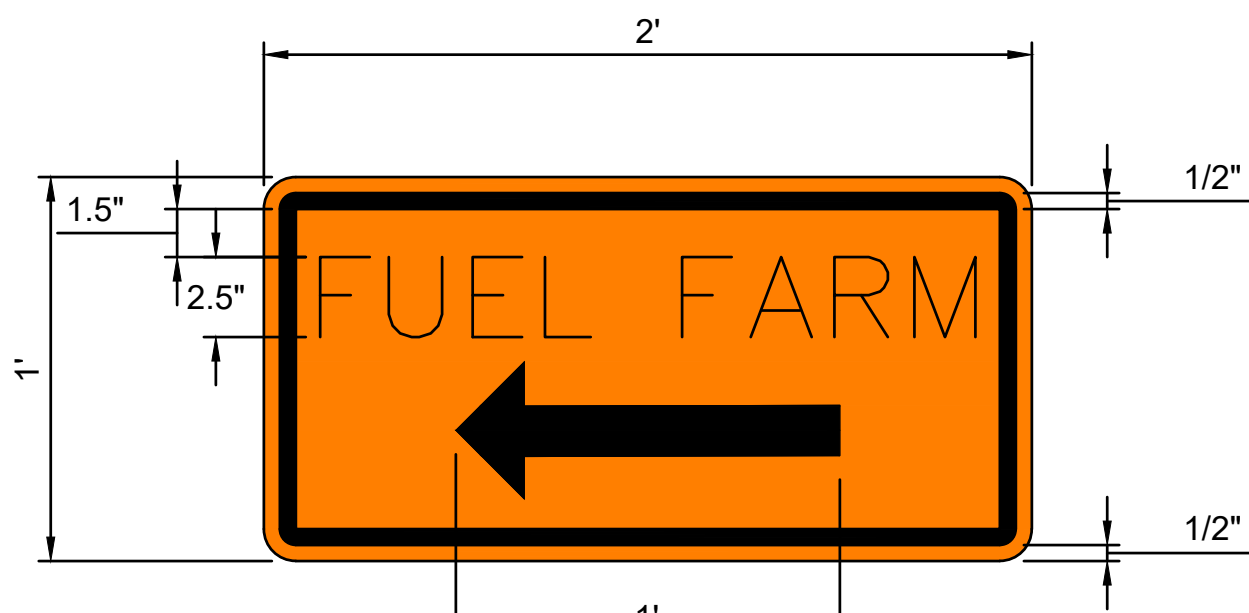
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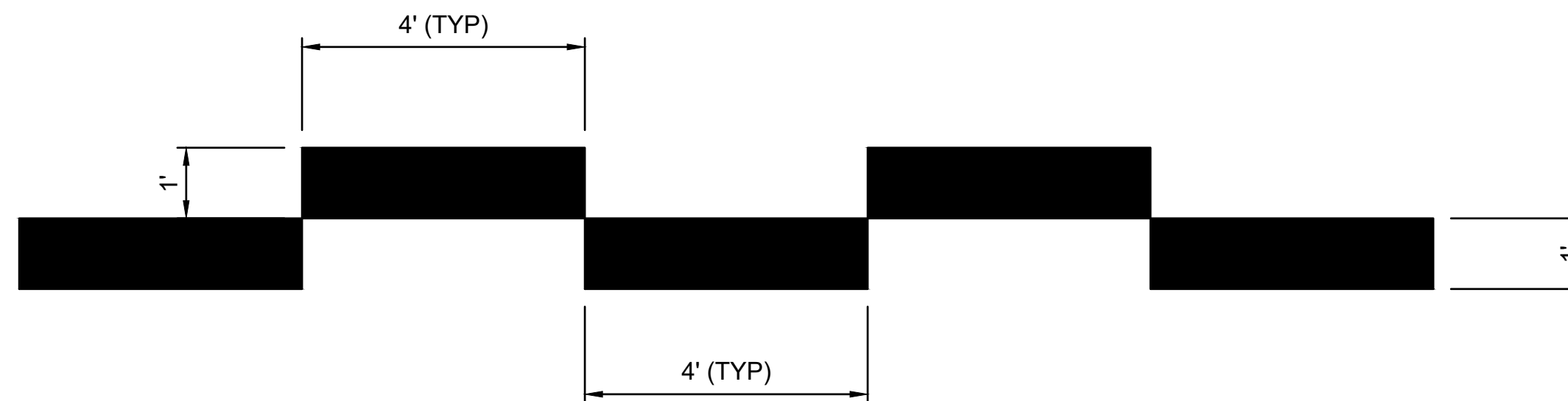
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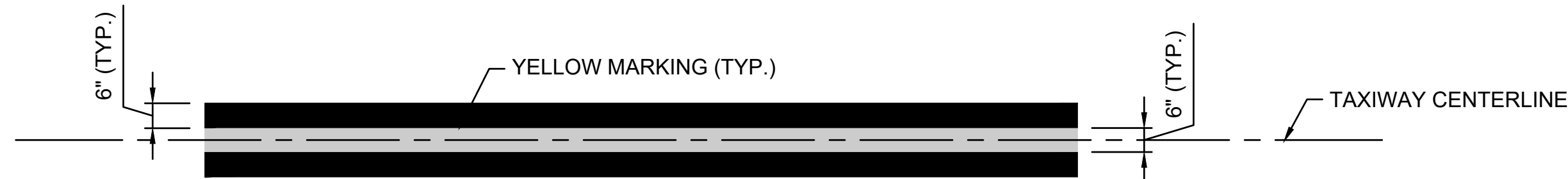
NOTE: SIGN SHALL BE BLACK TEXT AND BLACK ARROW ON ORANGE BACKGROUND

1 FUEL FARM SIGN  
C-102 SCALE: NONE



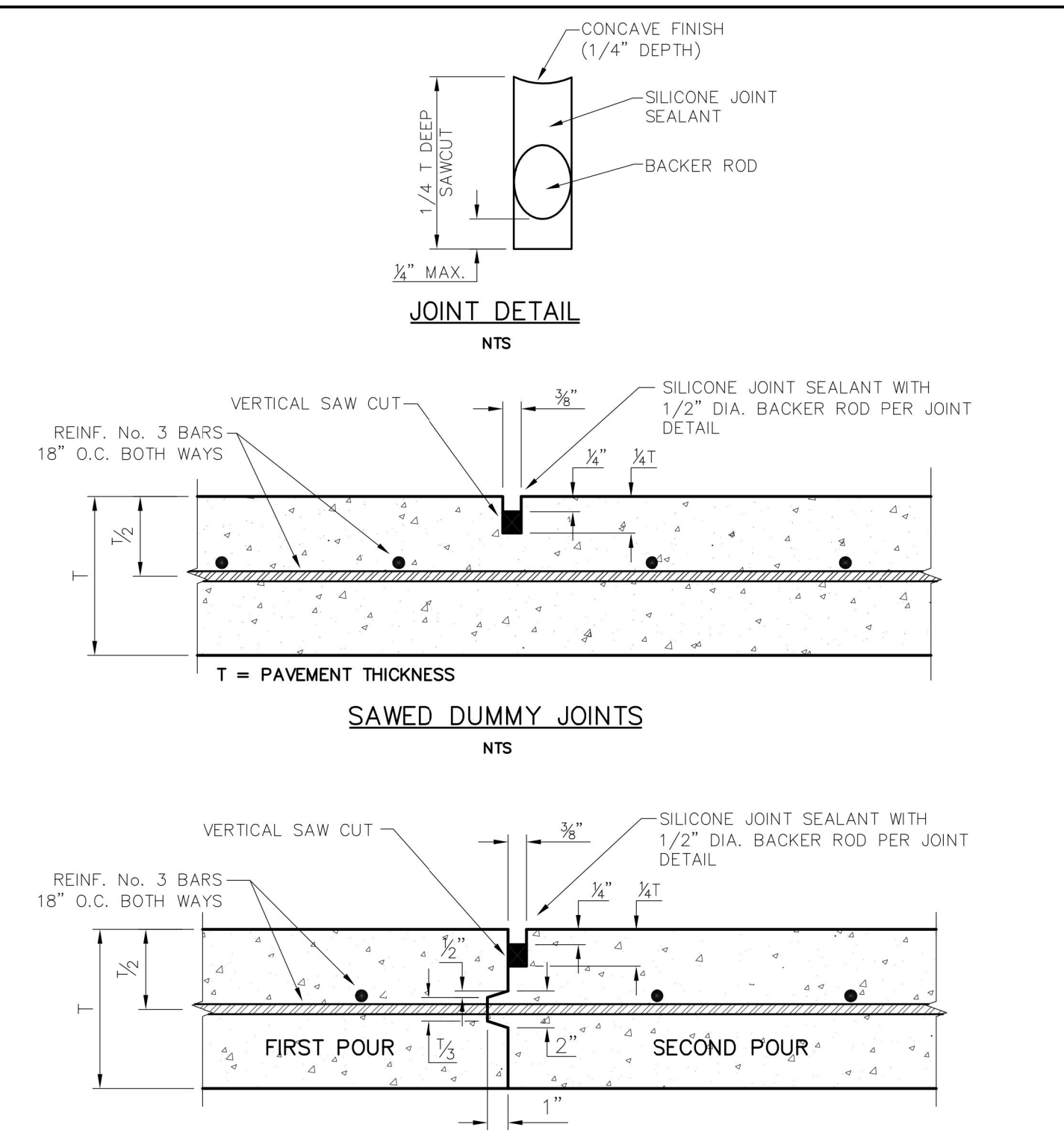
NOTE: ALL MARKINGS ARE WHITE

2 ZIPPER MARKING  
C-102 SCALE: NONE

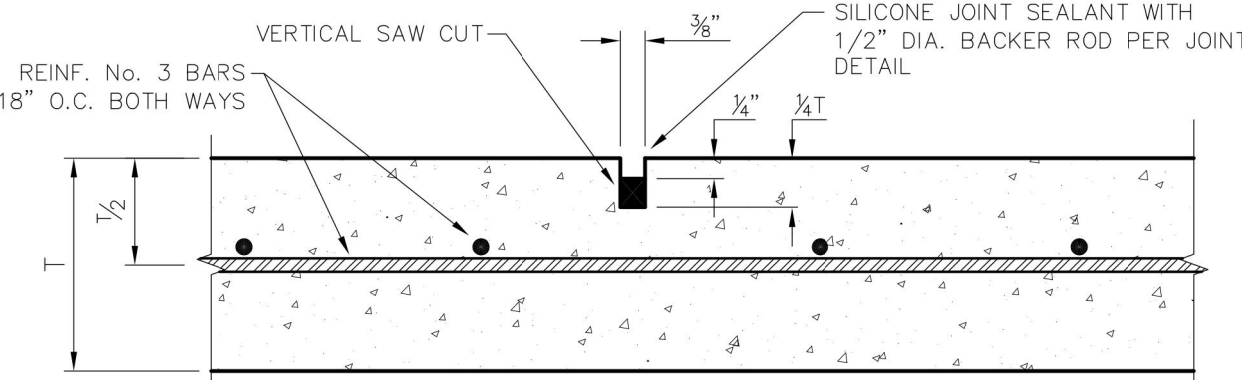


3 TAXIWAY CENTERLINE MARKING  
C-102 SCALE: NONE

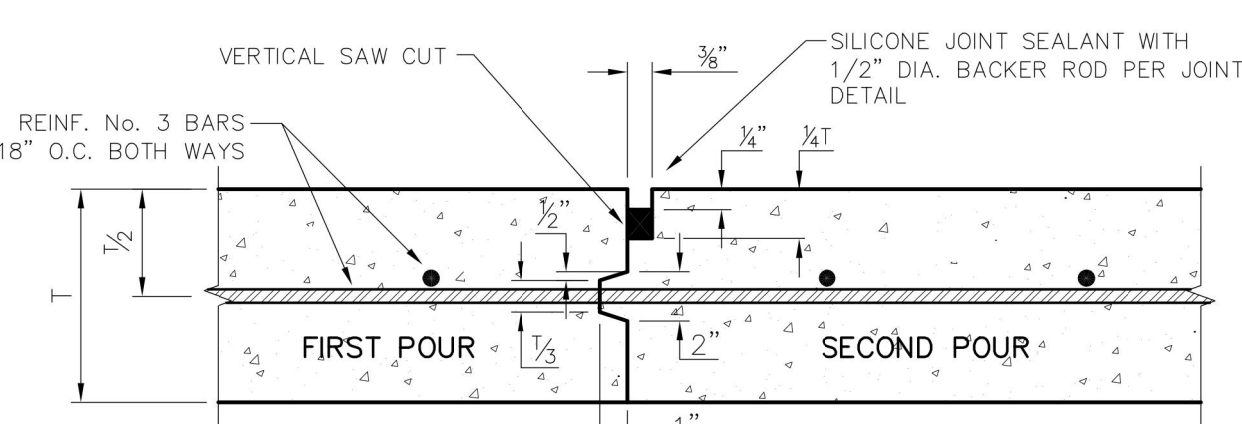
NOTES:  
1. TAXIWAY CENTERLINE MARKINGS ARE YELLOW, WITH 6" BLACK OUTLINE.



JOINT DETAIL  
NTS

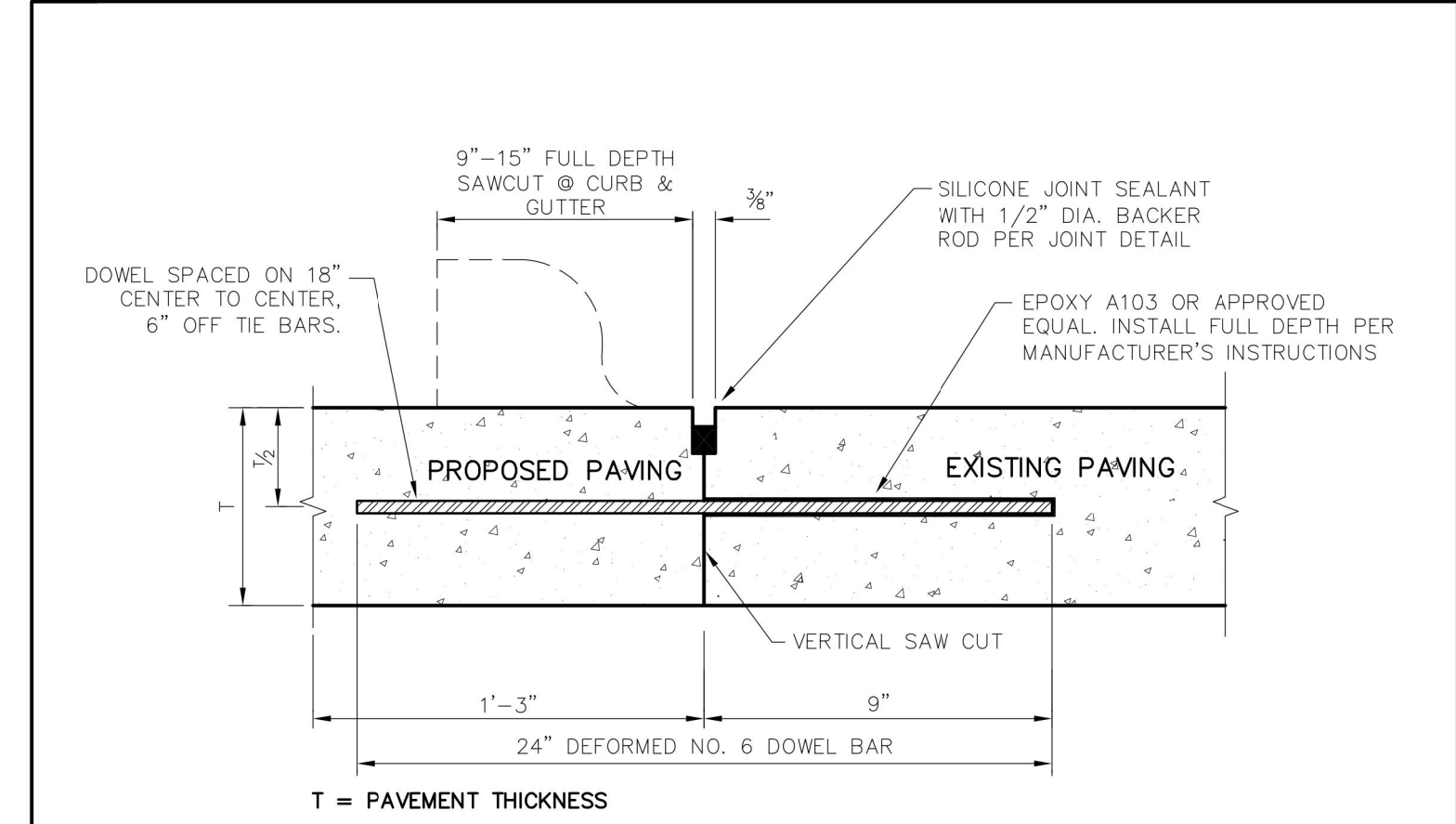


SAWED DUMMY JOINTS  
NTS

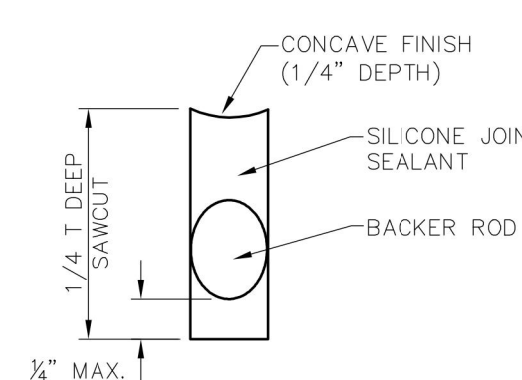


NOTE: CONTRACTOR SHALL PROTECT KEYWAY PRIOR TO SECOND POUR. IF LONGITUDINAL KEYWAY IS DAMAGED, CONTRACTOR SHALL REPAIR WITH THE USE OF LONGITUDINAL BUTT JOINT. DRILL AND GROUT DOWELS INTO FIRST POUR.

CONSTRUCTION JOINTS FOR PAVEMENT  
NTS  
TRANSVERSE AND LONGITUDINAL JOINTS

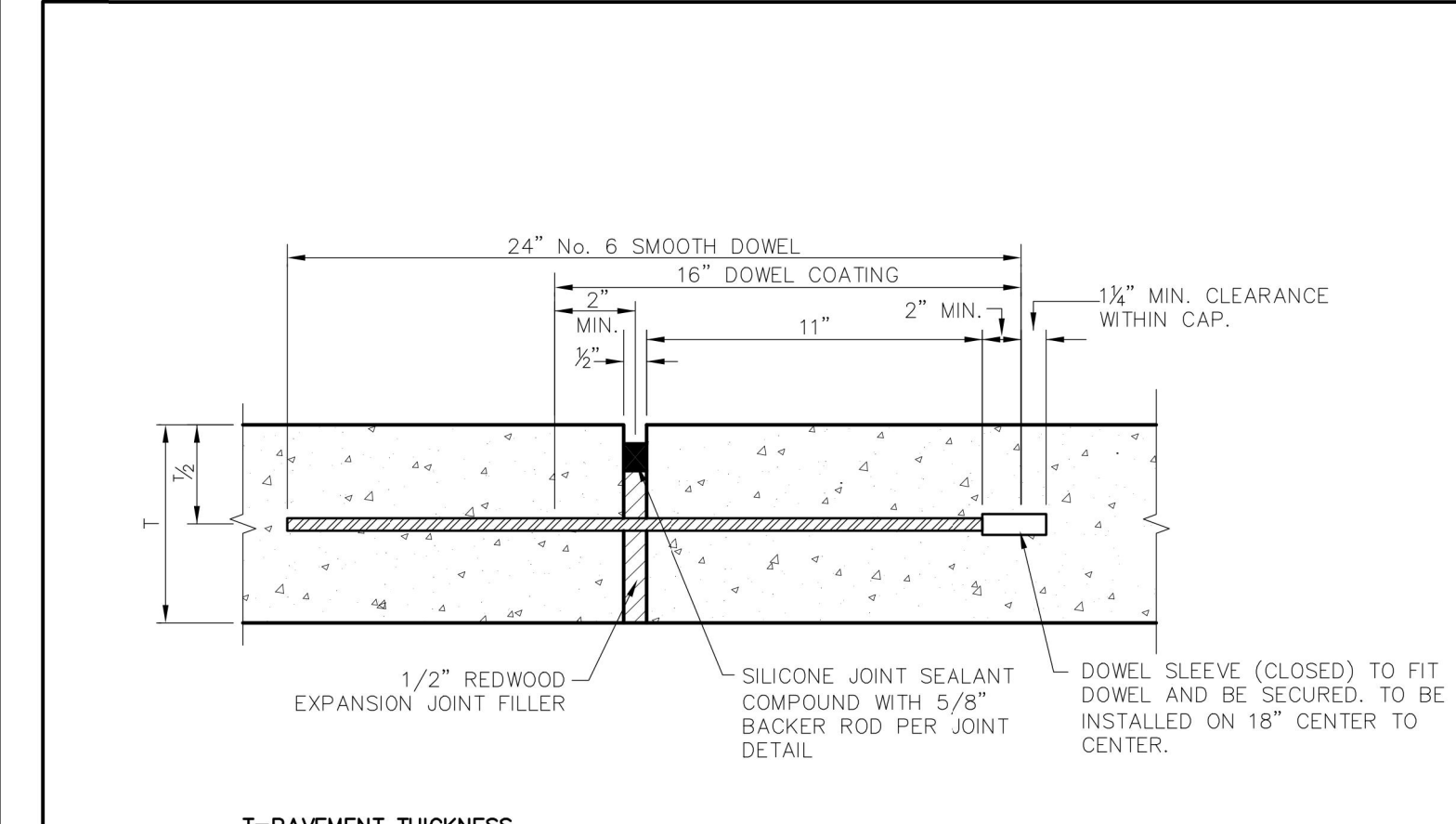


NOTES:  
1. NO. 5 DEFORMED BAR MAY BE USED IN 6 INCH PAVEMENT.  
2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.  
3. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.  
4. DRILLING BY HAND IS NOT ACCEPTABLE. PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.

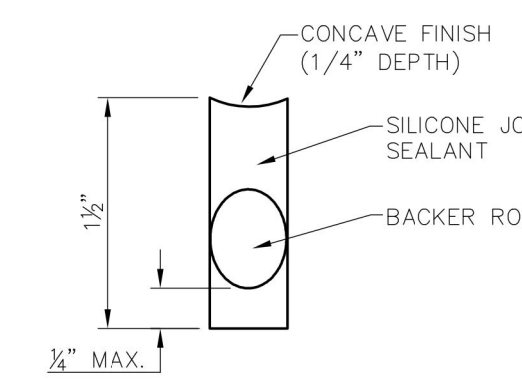


JOINT DETAIL  
NTS

LONGITUDINAL BUTT JOINT  
NTS



NOTES:  
1. DOWELS AND REINFORCING BARS SHALL BE SUPPORTED BY AN APPROVED DEVICE AND MUST BE TIED OR CHAISED ON EACH SIDE.  
2. DOWELS MUST BE PERPENDICULAR TO FACE OF CONCRETE.  
3. NO. 5 SMOOTH DOWEL BARS MAY BE USED IN 6" PAVEMENT.  
4. TRANSVERSE EXPANSION JOINTS SHALL HAVE A MAXIMUM SPACING OF 600 FT.  
5. TRANSVERSE EXPANSION JOINTS SHALL BE LOCATED AT INTERSECTIONS.



JOINT DETAIL  
NTS

TRANSVERSE EXPANSION JOINT  
N.T.S.

|                             |               |                                      |             |                 |
|-----------------------------|---------------|--------------------------------------|-------------|-----------------|
| <br>PUBLIC WORKS DEPARTMENT | JOINT DETAILS | STANDARD CONSTRUCTION DETAILS PAVING |             |                 |
|                             |               | DATE: AUGUST, 2010                   | REV DATE: - | SHEET: 3 SD-P18 |

|                             |                         |                                      |             |                 |
|-----------------------------|-------------------------|--------------------------------------|-------------|-----------------|
| <br>PUBLIC WORKS DEPARTMENT | LONGITUDINAL BUTT JOINT | STANDARD CONSTRUCTION DETAILS PAVING |             |                 |
|                             |                         | DATE: AUGUST, 2010                   | REV DATE: - | SHEET: 3 SD-P19 |

|                             |                            |                                      |             |                 |
|-----------------------------|----------------------------|--------------------------------------|-------------|-----------------|
| <br>PUBLIC WORKS DEPARTMENT | TRANSVERSE EXPANSION JOINT | STANDARD CONSTRUCTION DETAILS PAVING |             |                 |
|                             |                            | DATE: AUGUST, 2010                   | REV DATE: - | SHEET: 3 SD-P20 |



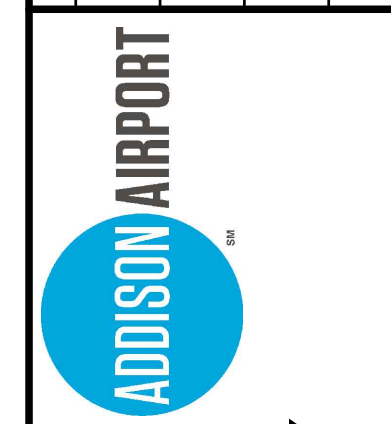
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REGISTRATION NO. F-5713



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| REV. | DATE     | DESCRIPTION             | BY |
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|      | 6/3/2020 | ISSUED FOR CONSTRUCTION |    |



ADDISON AIRPORT  
ADDISON, TEXAS  
GEORGE HADDAWAY  
RECONSTRUCTION

TYPICAL SECTION & CONSTRUCTION DETAILS II

JOB NO.: 19A1100  
DATE: MAR 2020  
DESIGNED BY: KKR  
DRAWN BY: KKR

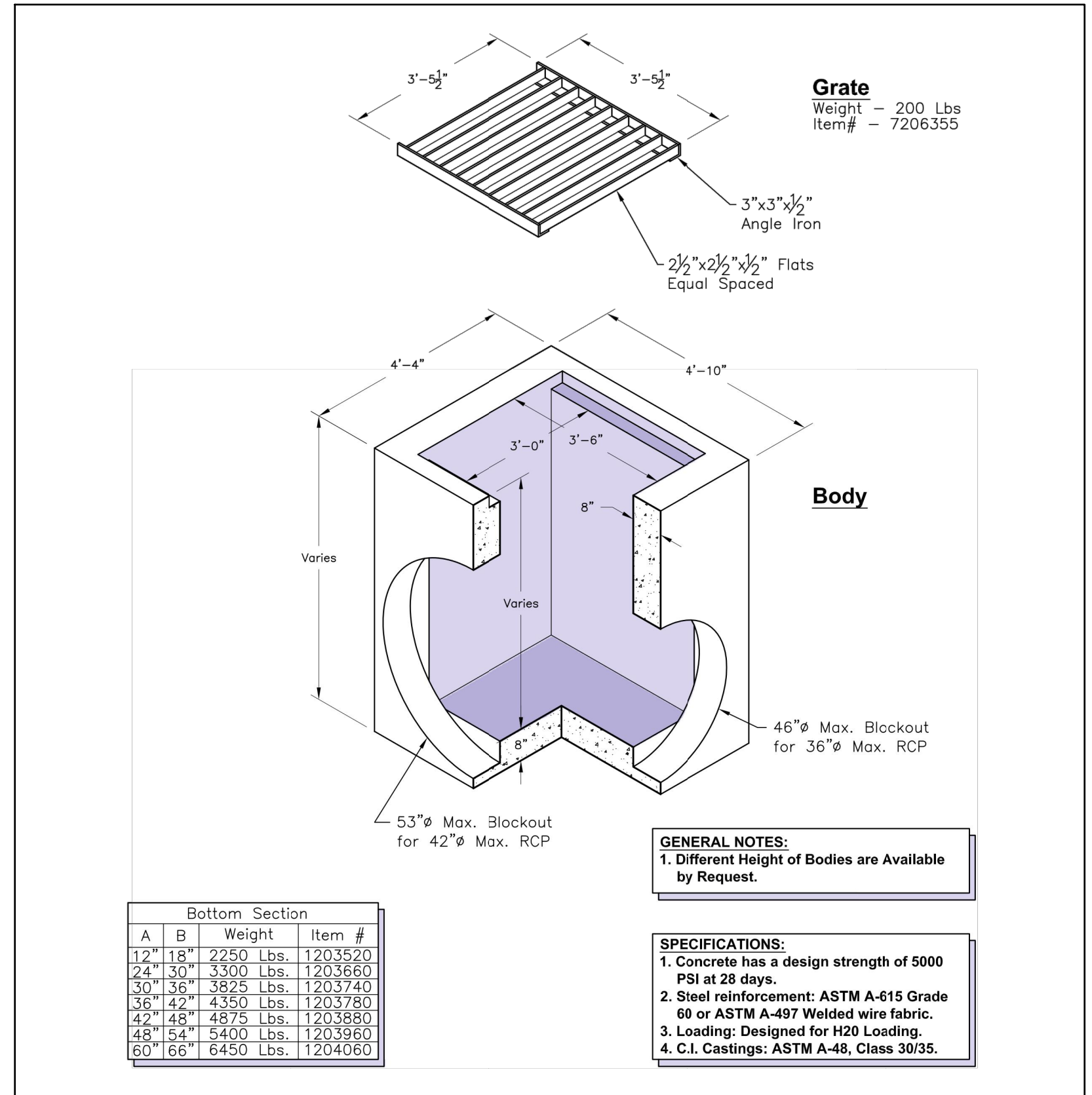
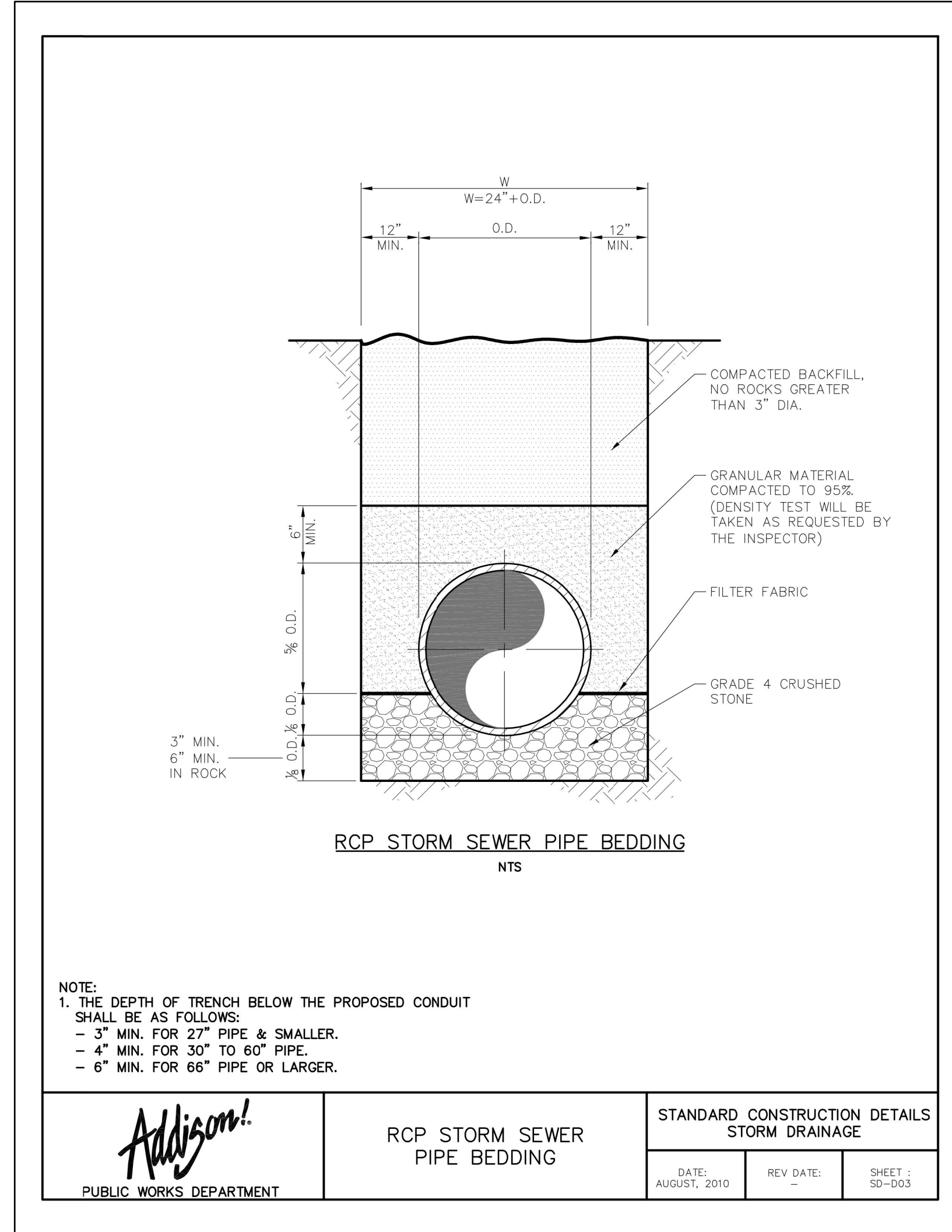
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DRAWING NUMBER  
**C-102**

SHEET NUMBER  
**10**

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**1**  
C-103 **SINGLE GRATE INLET**  
SCALE: NONE

**Addison!**  
PUBLIC WORKS DEPARTMENT

RCP STORM SEWER PIPE BEDDING

STANDARD CONSTRUCTION DETAILS  
STORM DRAINAGE

|                       |           |                  |
|-----------------------|-----------|------------------|
| DATE:<br>AUGUST, 2010 | REV DATE: | SHEET:<br>SD-003 |
|-----------------------|-----------|------------------|



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REGISTRATION NO. F-5713



DIGITALLY SIGNED ON 03/11/2020

| REV. | DATE     | DESCRIPTION             | BY |
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|      | 6/3/2020 | ISSUED FOR CONSTRUCTION |    |

**ADDISON AIRPORT**  
ADDISON, TEXAS

**ADDISON AIRPORT**

**GEORGE HADDAWAY RECONSTRUCTION**

TYPICAL SECTION & CONSTRUCTION DETAILS III

JOB NO.: 19A1100  
DATE: MAR 2020  
DESIGNED BY: KKR  
DRAWN BY: KKR

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DRAWING NUMBER  
**C-103**  
SHEET NUMBER **11**

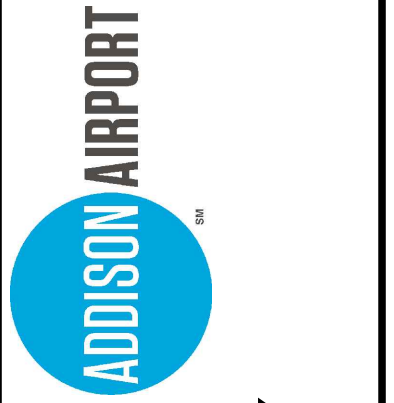


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REGISTRATION NO. F-5713



| BY | DESCRIPTION             | DATE     | REV. |
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|    | ISSUED FOR CONSTRUCTION | 6/3/2020 |      |



ADDISON AIRPORT  
 ADDISON, TEXAS  
**GEORGE HADDAWAY RECONSTRUCTION**

GEORGE HADDAWAY DEMOLITION PLAN

JOB NO.: 19A1100  
 DATE: MAR 2020  
 DESIGNED BY: KKR  
 DRAWN BY: KKR

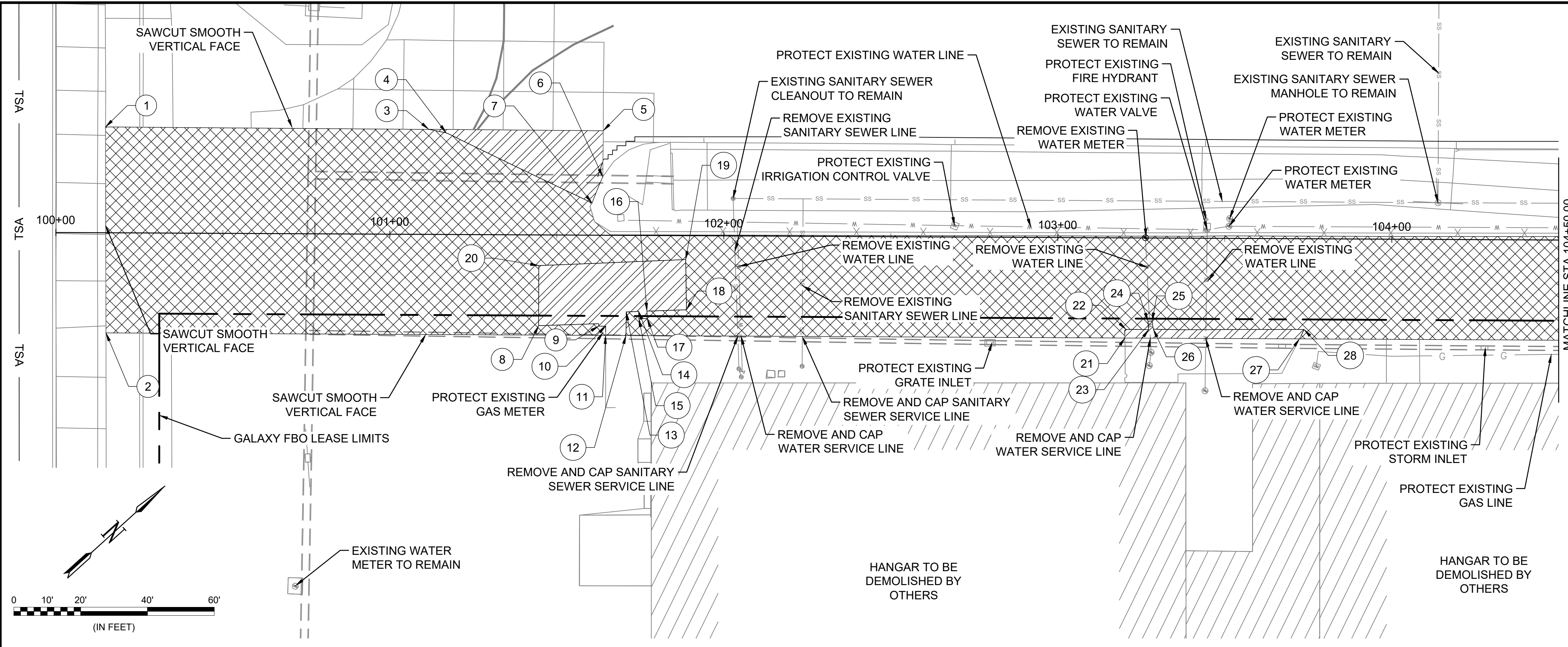
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DRAWING NUMBER  
**C-201**  
 SHEET NUMBER  
**12**

| LEGEND |                                        |
|--------|----------------------------------------|
|        | ASPHALT PAVEMENT DEMOLITION            |
|        | CONCRETE PAVEMENT DEMOLITION           |
|        | EXISTING WATER LINE REMOVAL            |
|        | EXISTING SANITARY SEWER LINE REMOVAL   |
|        | EXISTING FENCE REMOVAL                 |
|        | TAXIWAY SAFETY AREA                    |
|        | EXISTING WATER LINE TO REMAIN          |
|        | EXISTING SANITARY SEWER LINE TO REMAIN |
|        | EXISTING FENCE TO REMAIN               |
|        | EXISTING DRAINAGE PIPES TO REMAIN      |

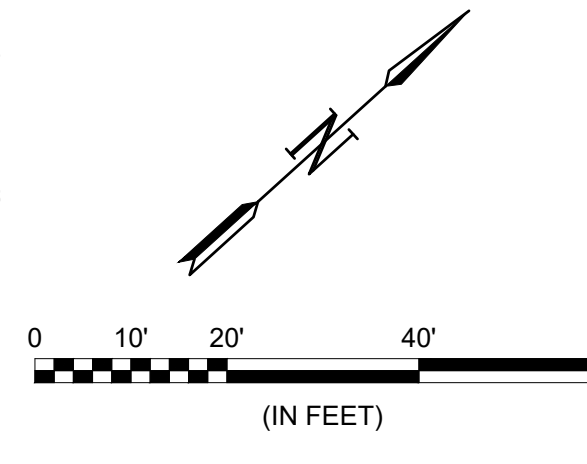
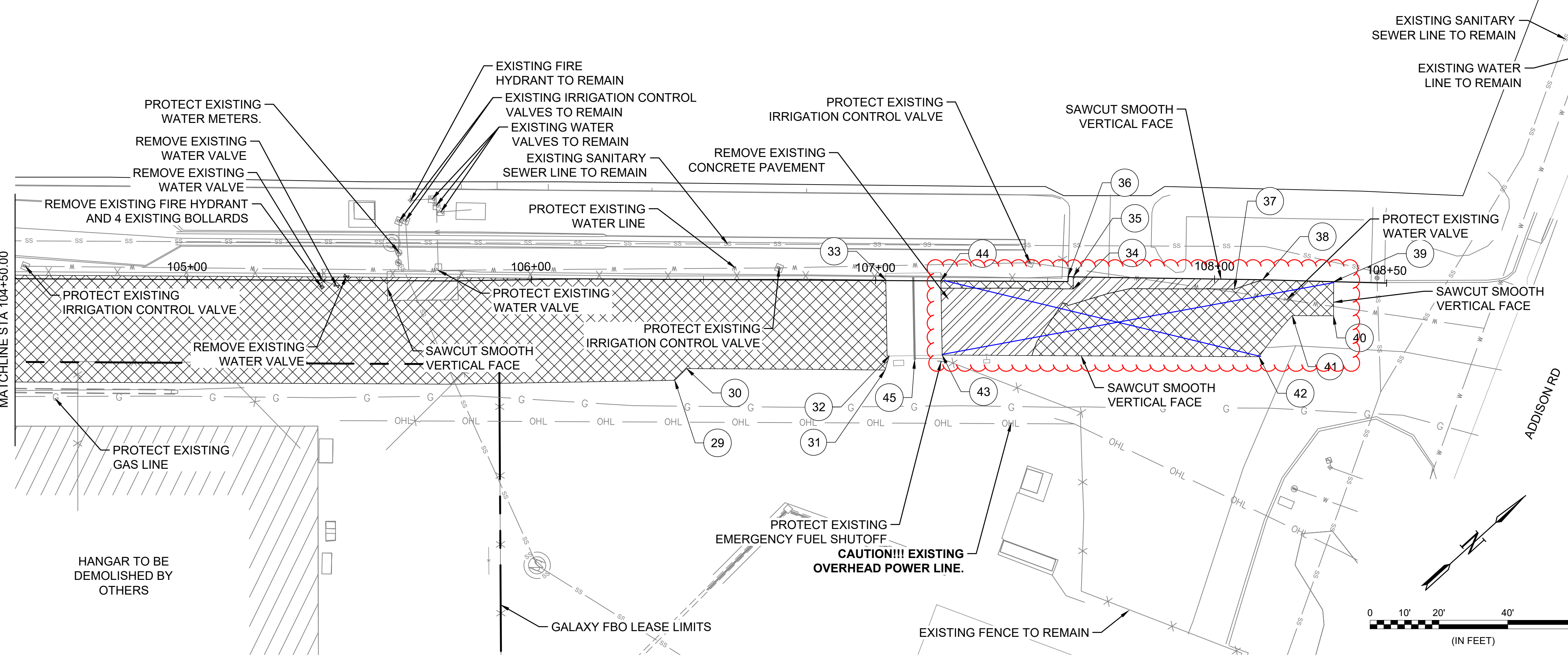
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TEXAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES SUFFICIENT ADVANCE NOTIFICATION THROUGH THE TEXAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-344-8377. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TEXAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.



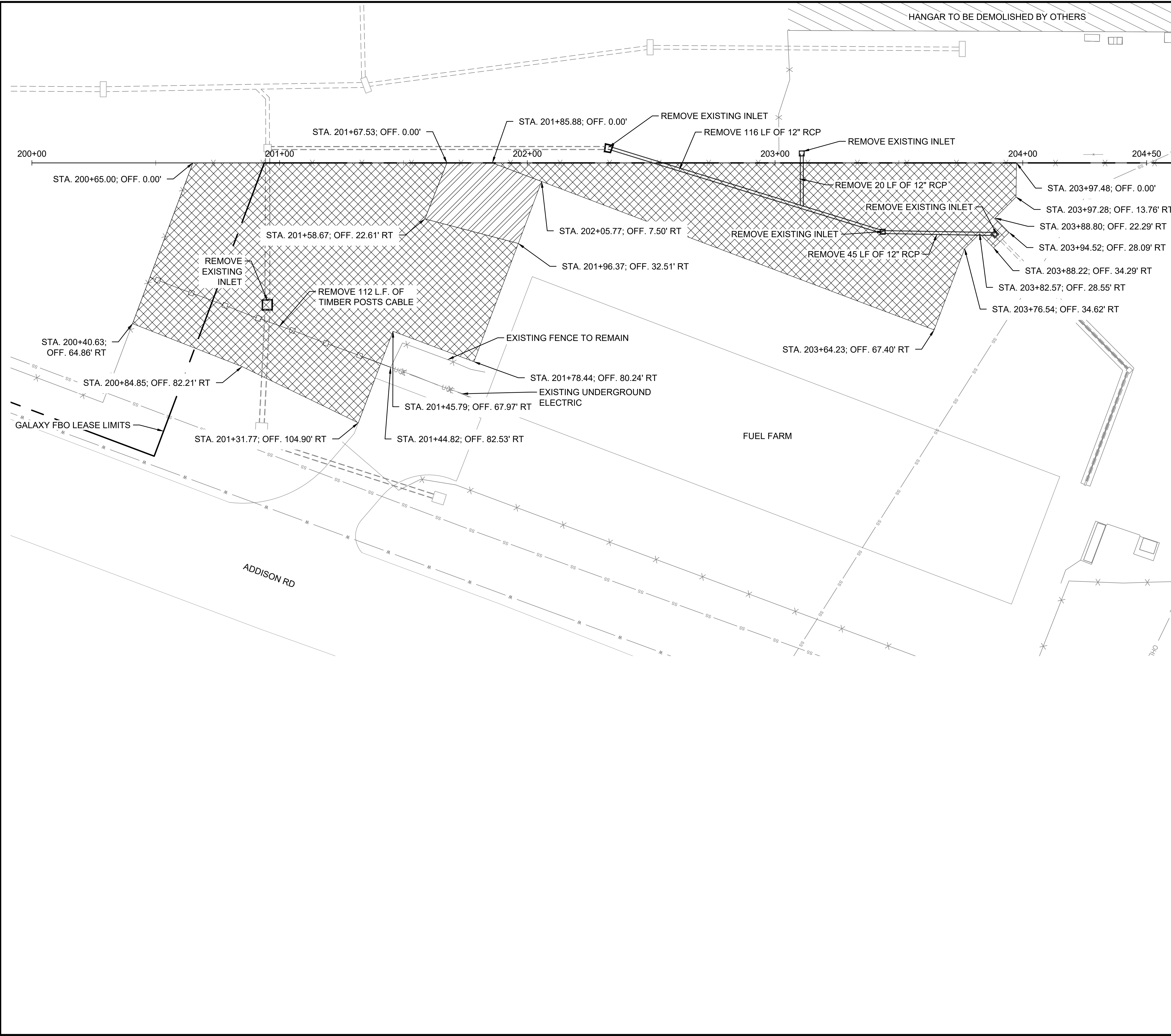
| POINT | STATION   | OFFSET    |
|-------|-----------|-----------|
| 1     | 100+14.73 | 31.68' LT |
| 2     | 100+15.16 | 30.00' RT |
| 3     | 101+11.49 | 31.46' LT |
| 4     | 101+16.71 | 30.43' LT |
| 5     | 101+63.74 | 31.28' LT |
| 6     | 101+63.66 | 17.47' LT |
| 7     | 101+60.50 | 9.66' LT  |
| 8     | 101+44.70 | 27.18' RT |
| 9     | 101+62.68 | 27.23' RT |
| 10    | 101+64.75 | 27.23' RT |
| 11    | 101+64.77 | 30.00' RT |
| 12    | 101+70.85 | 30.00' RT |
| 13    | 101+70.89 | 22.94' RT |
| 14    | 101+74.62 | 22.75' RT |
| 15    | 101+74.70 | 24.90' RT |
| 16    | 101+77.09 | 22.68' RT |
| 17    | 101+77.17 | 24.89' RT |
| 18    | 101+88.91 | 22.19' RT |
| 19    | 101+88.62 | 7.17' RT  |
| 20    | 101+44.64 | 9.19' RT  |
| 21    | 103+20.22 | 30.00' RT |
| 22    | 103+20.53 | 27.41' RT |
| 23    | 103+27.34 | 27.45' RT |

| POINT | STATION   | OFFSET    |
|-------|-----------|-----------|
| 24    | 103+27.14 | 24.92' RT |
| 25    | 103+28.34 | 24.89' RT |
| 26    | 103+28.73 | 27.31' RT |
| 27    | 103+72.49 | 30.00' RT |
| 28    | 103+73.88 | 27.19' RT |
| 29    | 106+41.83 | 29.35' RT |
| 30    | 106+45.26 | 25.90' RT |
| 31    | 107+02.95 | 26.01' RT |
| 32    | 107+04.10 | 21.92' RT |
| 33    | 107+02.98 | 0.13' LT  |
| 34    | 107+58.99 | 3.51' RT  |
| 35    | 107+58.91 | 0.00' RT  |
| 36    | 107+57.44 | 0.00' RT  |
| 37    | 108+05.80 | 2.82' RT  |
| 38    | 108+13.97 | 0.00' RT  |
| 39    | 108+34.63 | 0.00' RT  |
| 40    | 108+34.85 | 9.91' RT  |
| 41    | 108+22.85 | 10.17' RT |
| 42    | 108+13.24 | 22.37' RT |
| 43    | 107+19.48 | 21.57' RT |
| 44    | 107+18.99 | 0.00' RT  |
| 45    | 107+11.51 | 23.02' RT |



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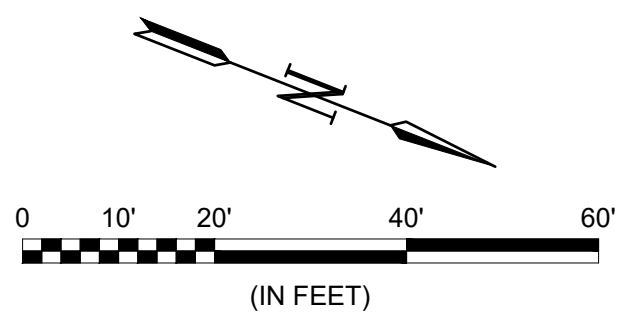
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| LEGEND |                                        |
|--------|----------------------------------------|
|        | ASPHALT PAVEMENT DEMOLITION            |
|        | CONCRETE PAVEMENT DEMOLITION           |
|        | EXISTING WATER LINE REMOVAL            |
|        | EXISTING SANITARY SEWER LINE REMOVAL   |
|        | EXISTING FENCE REMOVAL                 |
|        | EXISTING STORMWATER PIPE REMOVAL       |
|        | EXISTING WATER LINE TO REMAIN          |
|        | EXISTING SANITARY SEWER LINE TO REMAIN |
|        | EXISTING FENCE TO REMAIN               |
|        | EXISTING DRAINAGE PIPES TO REMAIN      |

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REGISTRATION NO. F-5713

MITCHELL R. McANALLY  
 114422  
 LICENSED PROFESSIONAL ENGINEER  
 DIGITALLY SIGNED ON 03/11/2020

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|      | 8/3/2020 | ISSUED FOR CONSTRUCTION |

ADDISON AIRPORT  
 ADDISON, TEXAS

GEORGE HADDAWAY  
 RECONSTRUCTION

FUEL FARM  
 DEMOLITION PLAN

JOB NO.: 19A1100  
 DATE: MAR 2020  
 DESIGNED BY: KKR  
 DRAWN BY: KKR

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**C-202**

SHEET NUMBER  
**13**



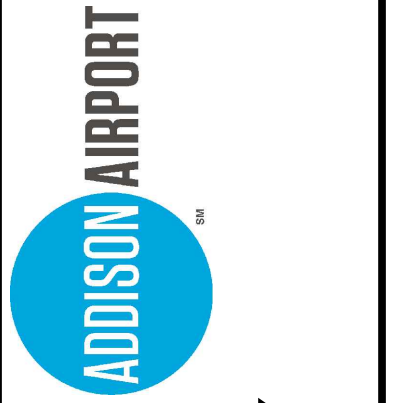
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| 1    | 6/3/2020 | ISSUED FOR CONSTRUCTION |



ADDISON AIRPORT  
 ADDISON, TEXAS  
**GEORGE HADDAWAY RECONSTRUCTION**

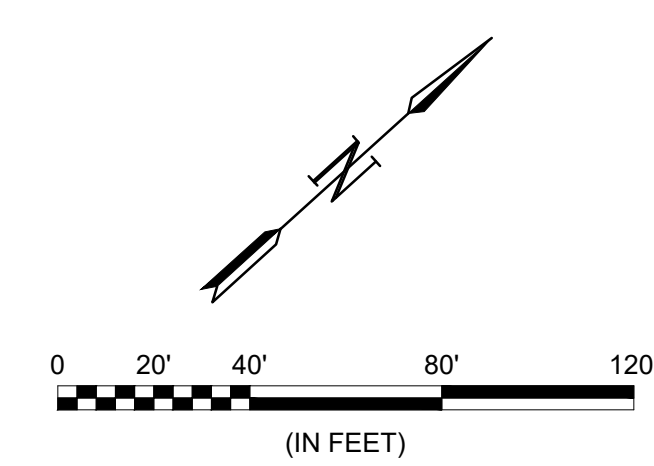
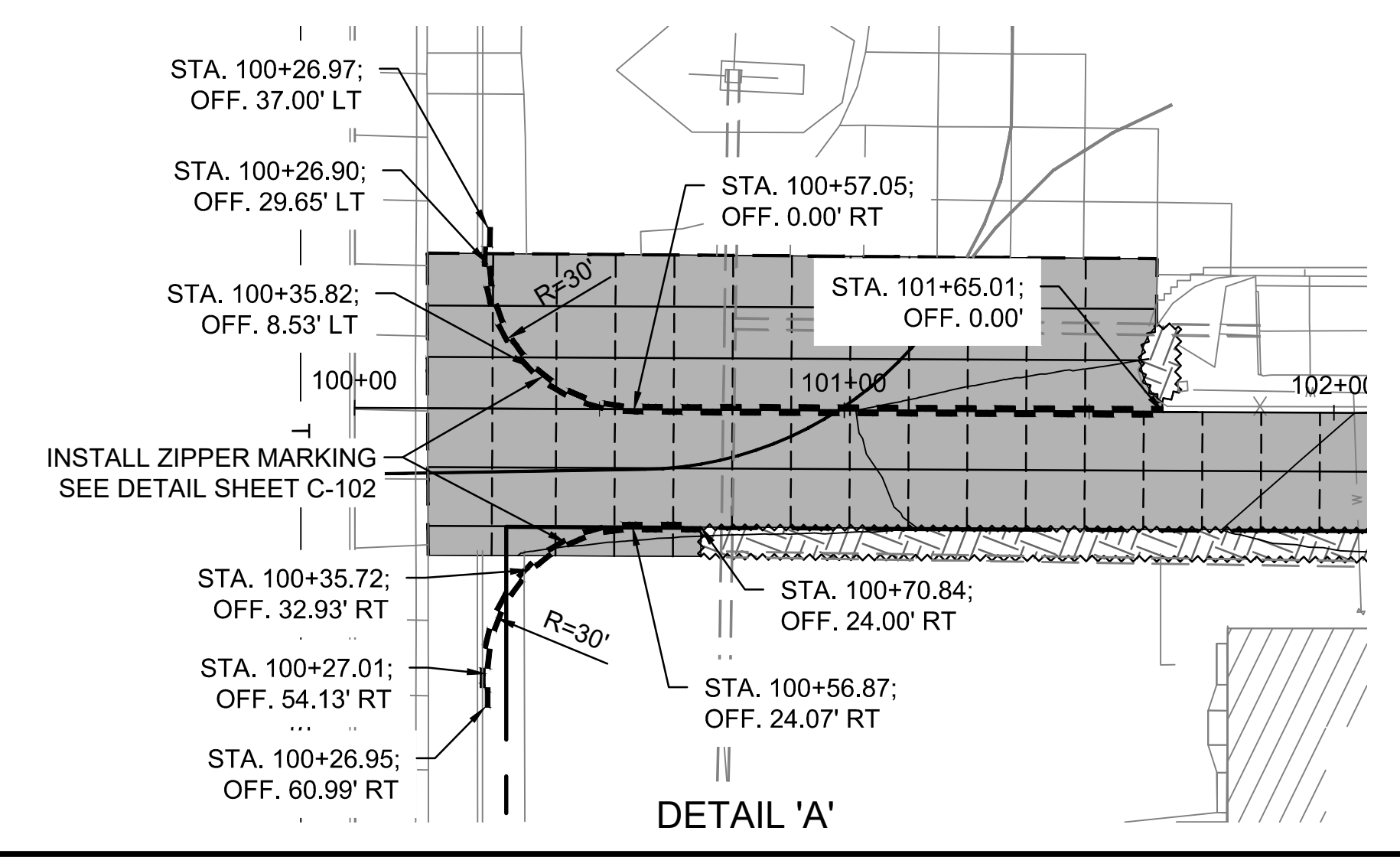
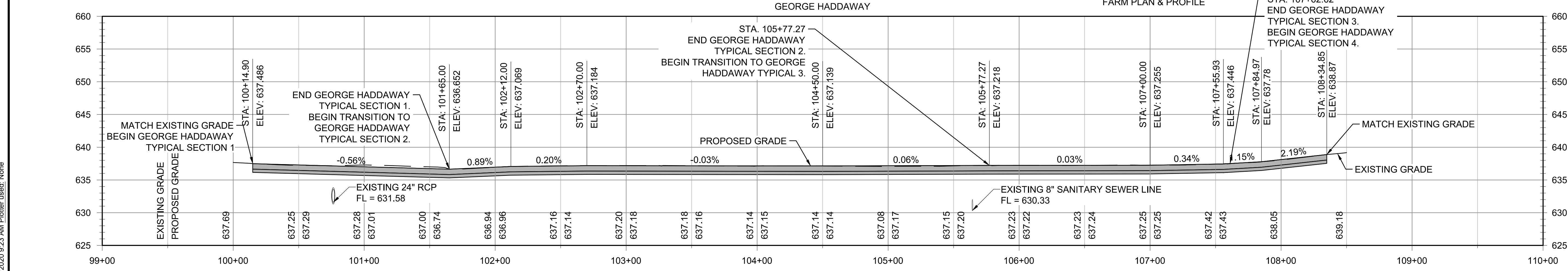
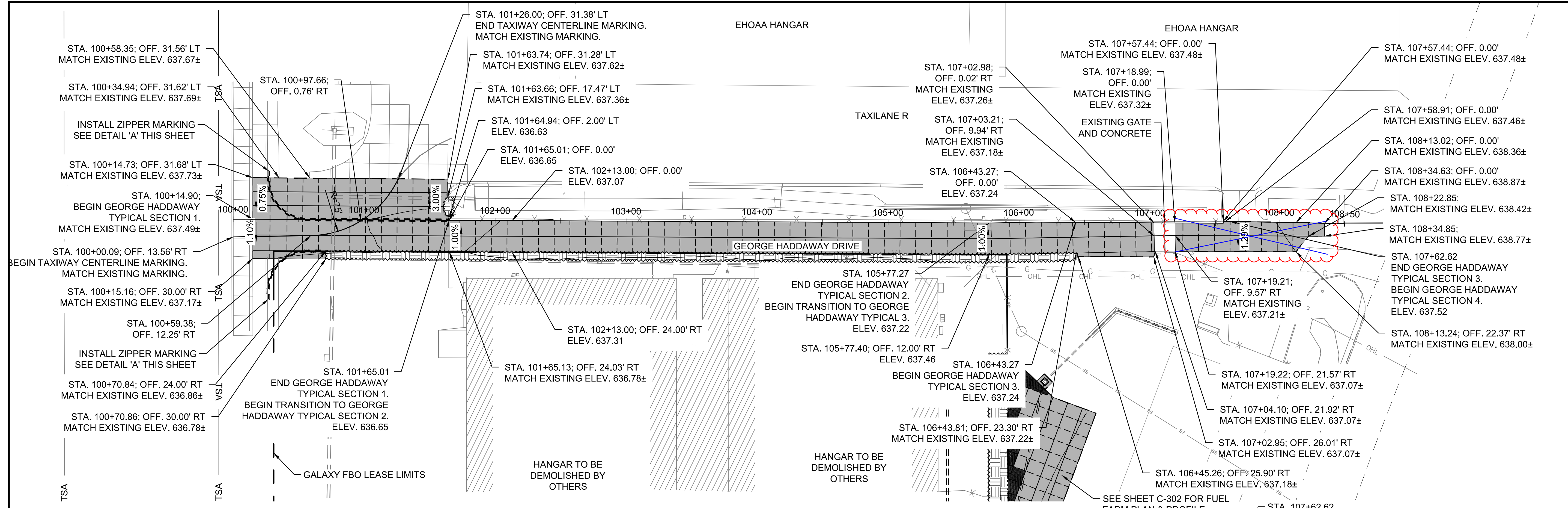
GEORGE HADDAWAY  
 PLAN & PROFILE

JOB NO.: 19A1100  
 DATE: MAR 2020  
 DESIGNED BY: KKR  
 DRAWN BY: KKR

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**C-301**

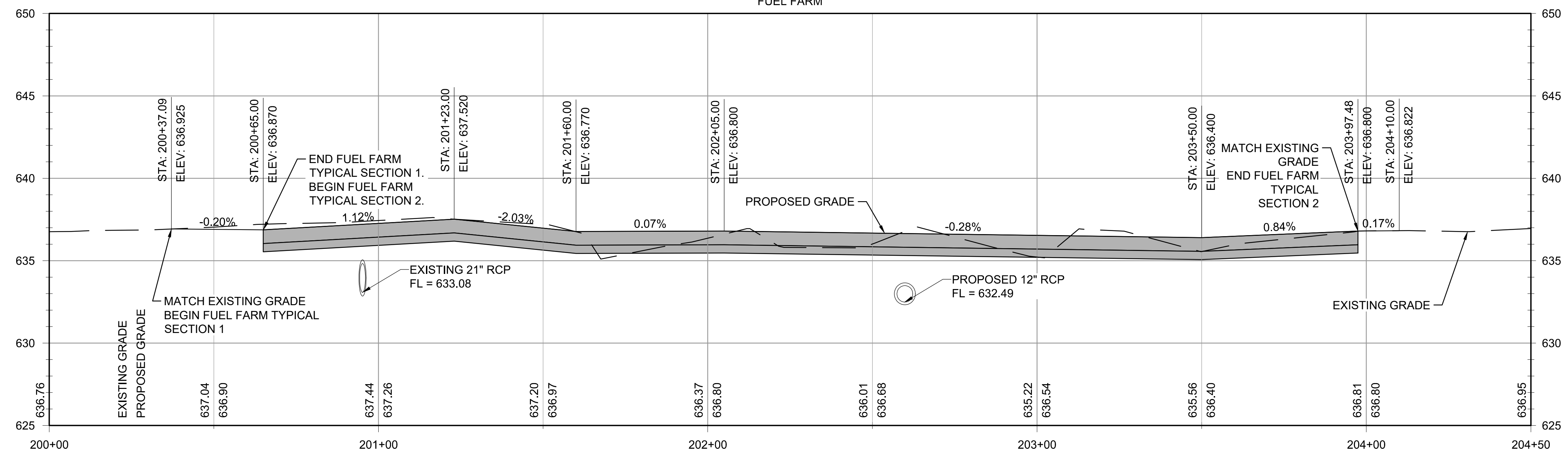
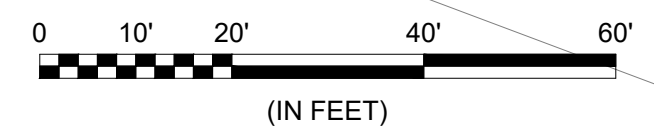
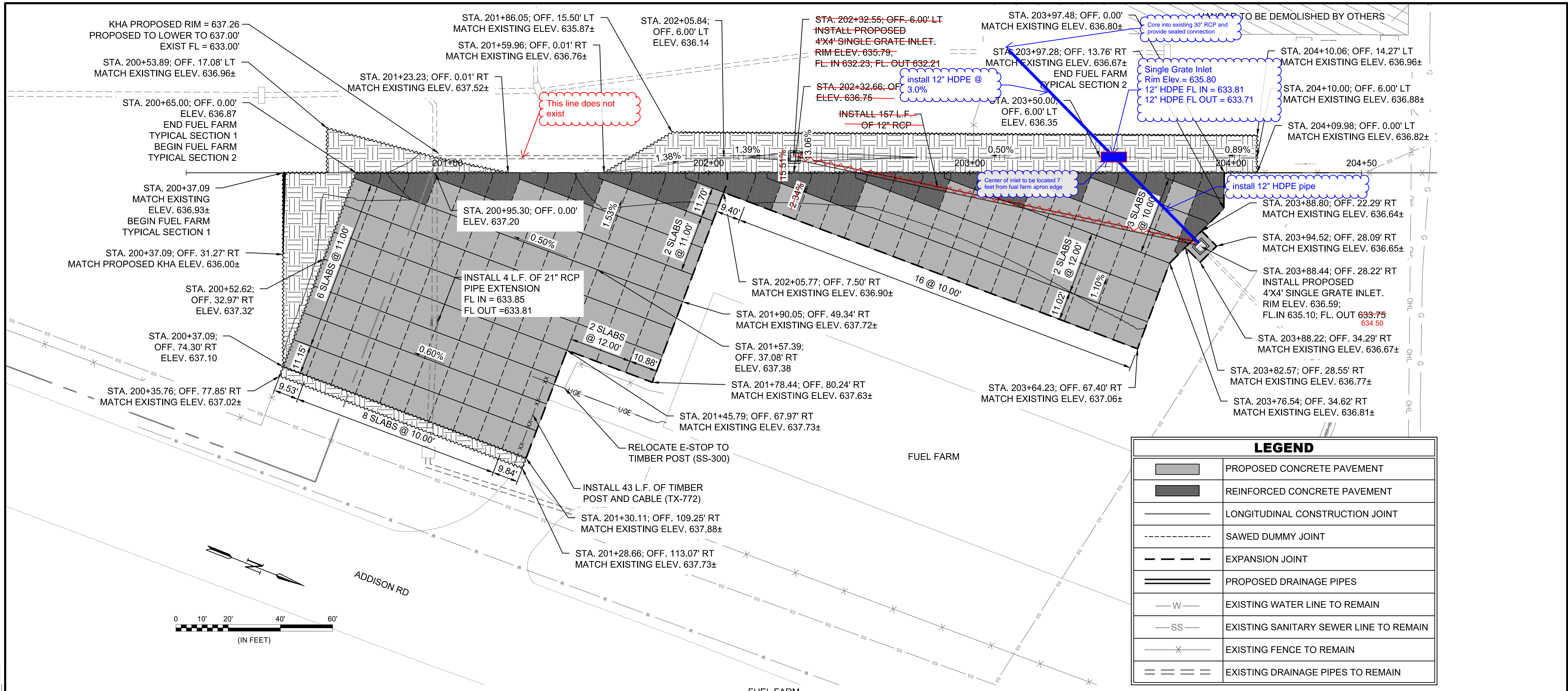
SHEET NUMBER  
**14**



| LEGEND |                                        |
|--------|----------------------------------------|
|        | PROPOSED CONCRETE PAVEMENT             |
|        | LONGITUDINAL CONSTRUCTION JOINT        |
|        | SAWED DUMMY JOINT                      |
|        | EXPANSION JOINT                        |
|        | PROPOSED DRAINAGE PIPES                |
|        | EXISTING WATER LINE TO REMAIN          |
|        | EXISTING SANITARY SEWER LINE TO REMAIN |
|        | EXISTING FENCE TO REMAIN               |
|        | EXISTING DRAINAGE PIPES TO REMAIN      |

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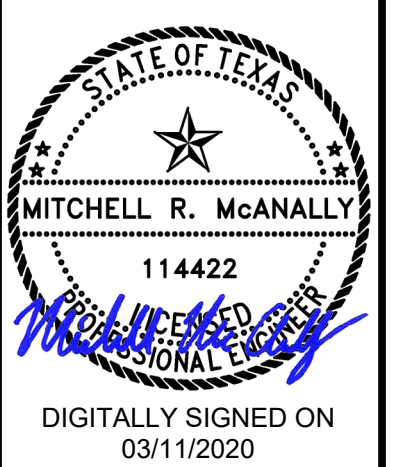


| LEGEND |                                        |
|--------|----------------------------------------|
|        | PROPOSED CONCRETE PAVEMENT             |
|        | REINFORCED CONCRETE PAVEMENT           |
|        | LONGITUDINAL CONSTRUCTION JOINT        |
|        | SAWED DUMMY JOINT                      |
|        | EXPANSION JOINT                        |
|        | PROPOSED DRAINAGE PIPES                |
|        | EXISTING WATER LINE TO REMAIN          |
|        | EXISTING SANITARY SEWER LINE TO REMAIN |
|        | EXISTING FENCE TO REMAIN               |
|        | EXISTING DRAINAGE PIPES TO REMAIN      |

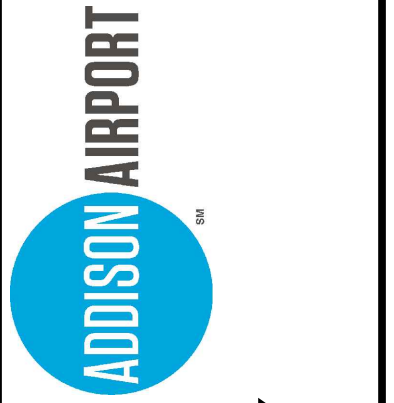


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REGISTRATION NO. F-5713



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### ADDISON AIRPORT ADDISON, TEXAS GEORGE HADDAWAY RECONSTRUCTION

#### FUEL FARM PLAN & PROFILE

JOB NO.: 19A1100  
 DATE: MAR 2020  
 DESIGNED BY: KKR  
 DRAWN BY: KKR

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DRAWING NUMBER **C-302**

SHEET NUMBER **15**



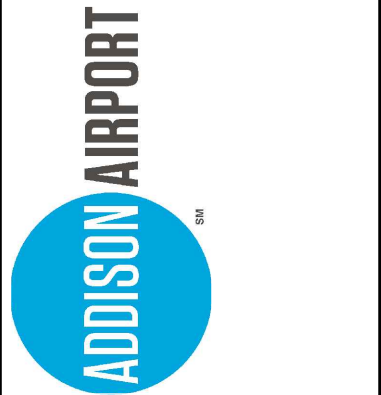
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F-5713



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ADDISON AIRPORT  
ADDISON, TEXAS

GEORGE HADDAWAY  
RECONSTRUCTION

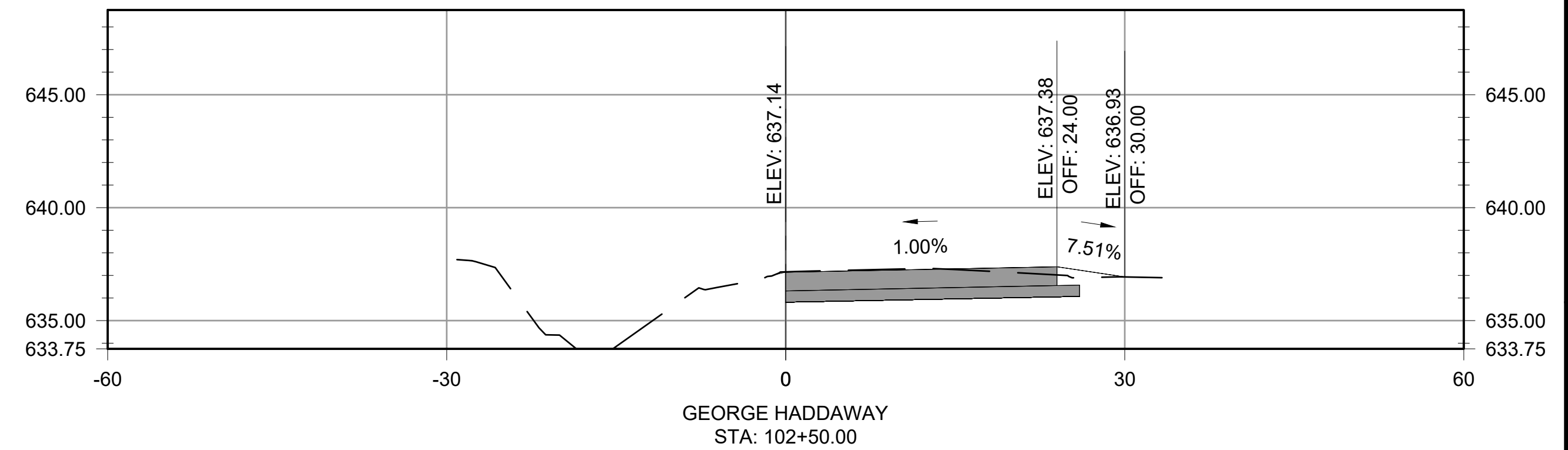
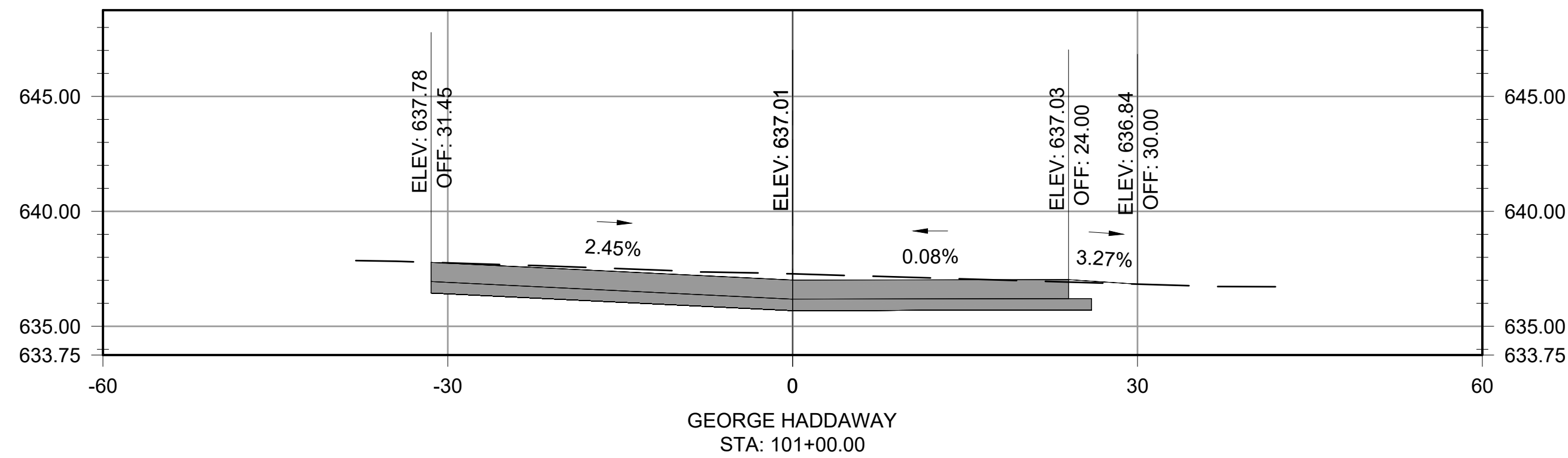
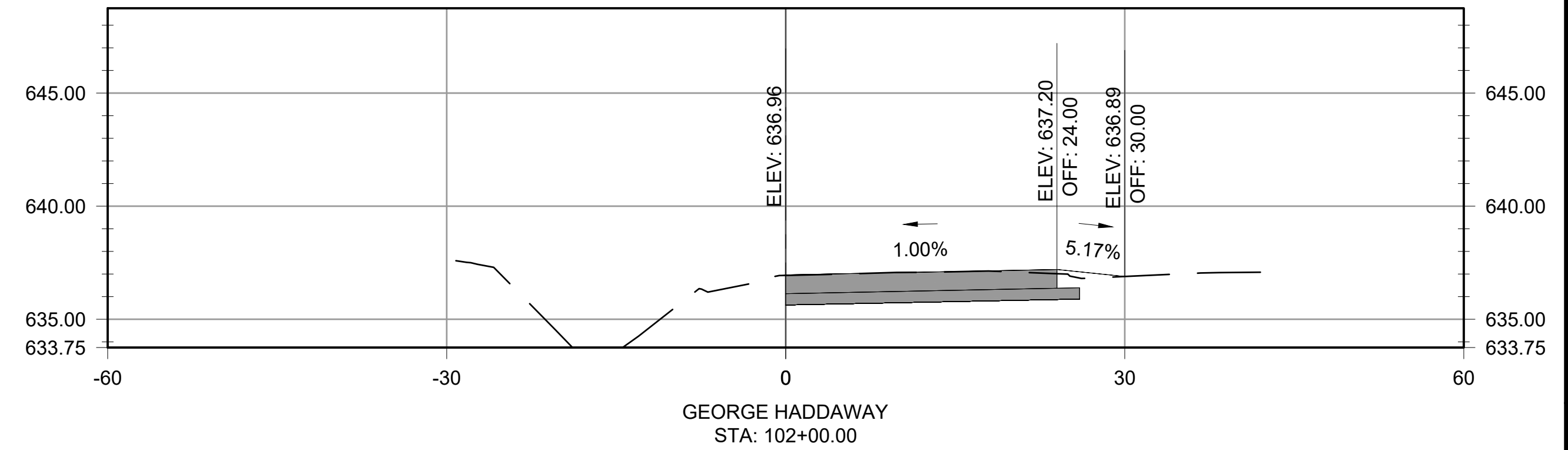
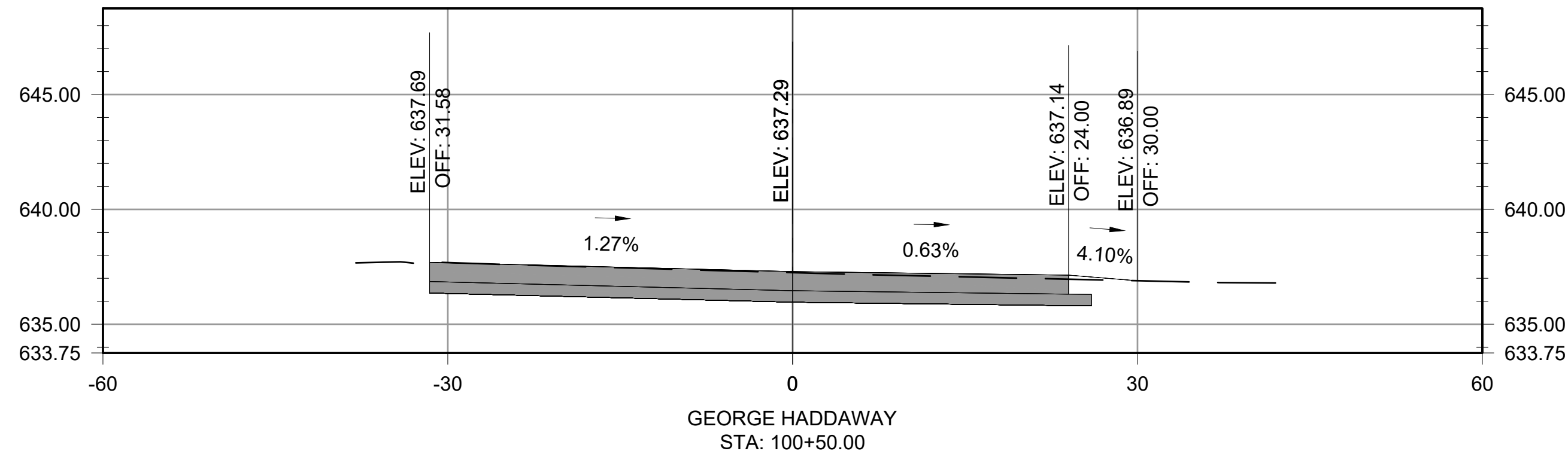
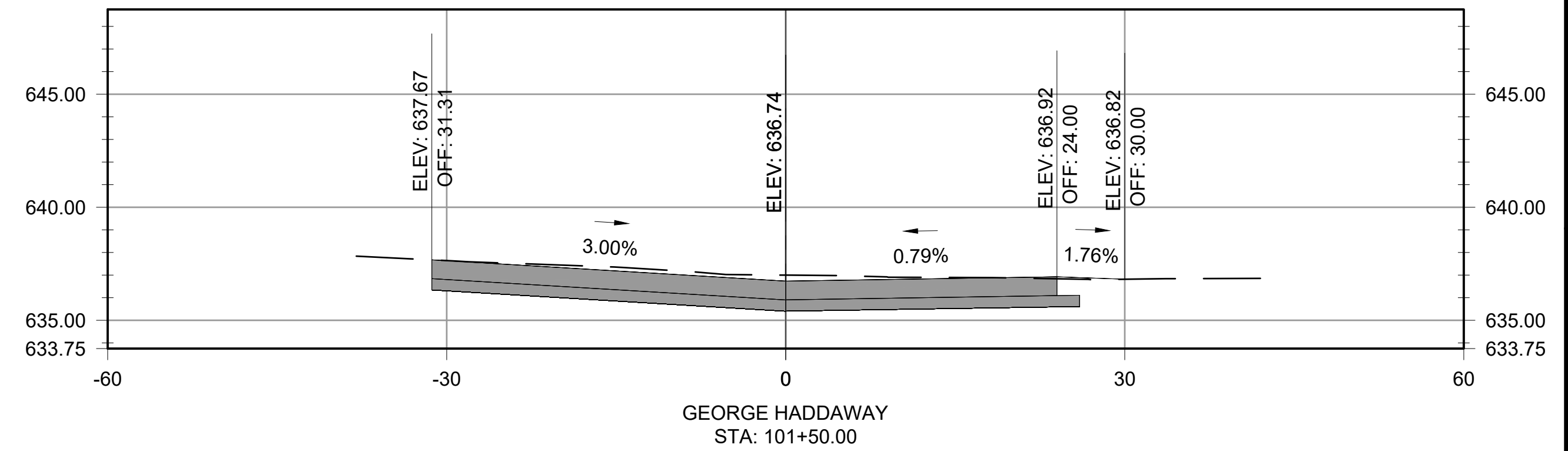
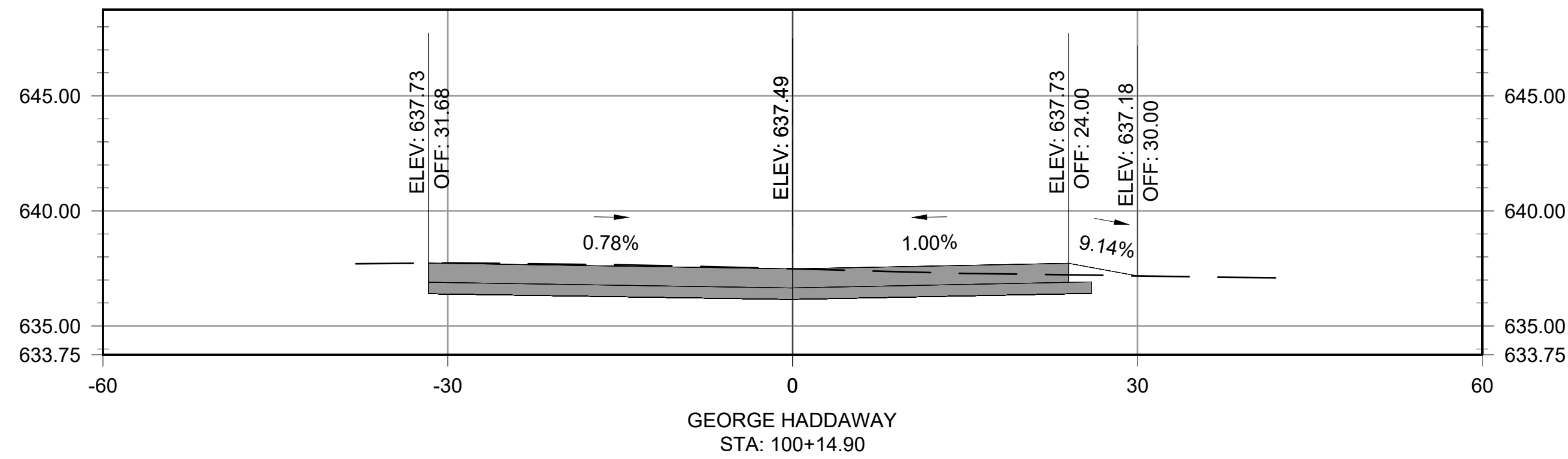
GEORGE HADDAWAY  
CROSS SECTIONS 1

JOB NO.: 19A1100  
 DATE: MAR 2020  
 DESIGNED BY: KKR  
 DRAWN BY: KKR

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DRAWING NUMBER  
**CSC-1**

SHEET NUMBER **16**



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 Last plotted by: Rutabana, Ken K, Plot Style: AECmono.ctb, Plot Date: 3/11/2020 10:02 AM, Plotter used: None





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ADDISON AIRPORT  
ADDISON, TEXAS

GEORGE HADDAWAY  
RECONSTRUCTION

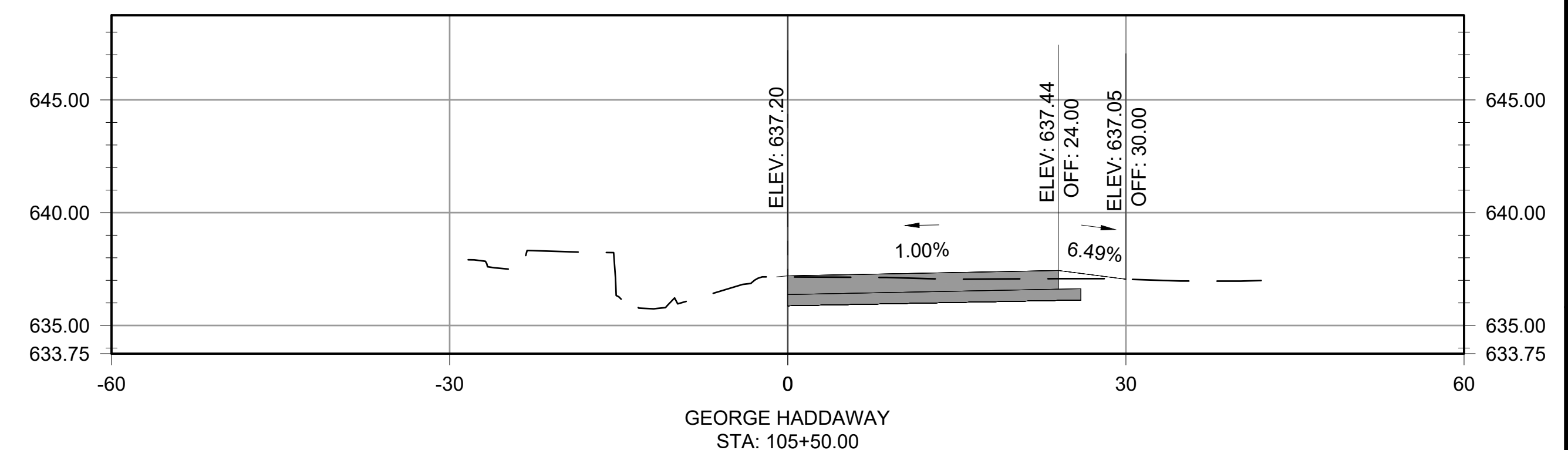
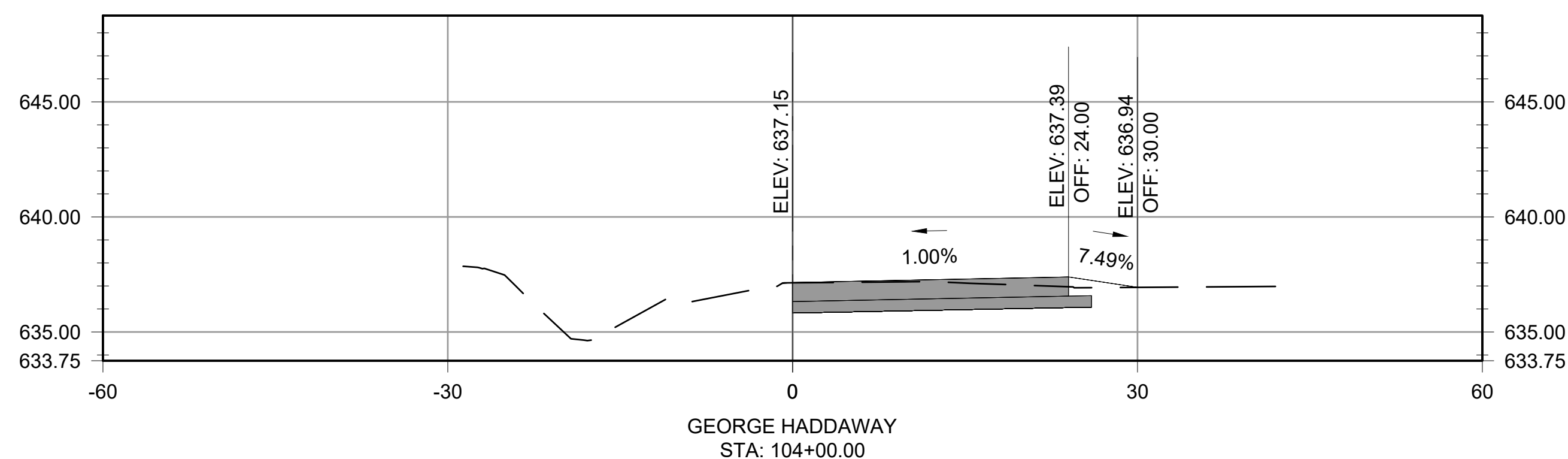
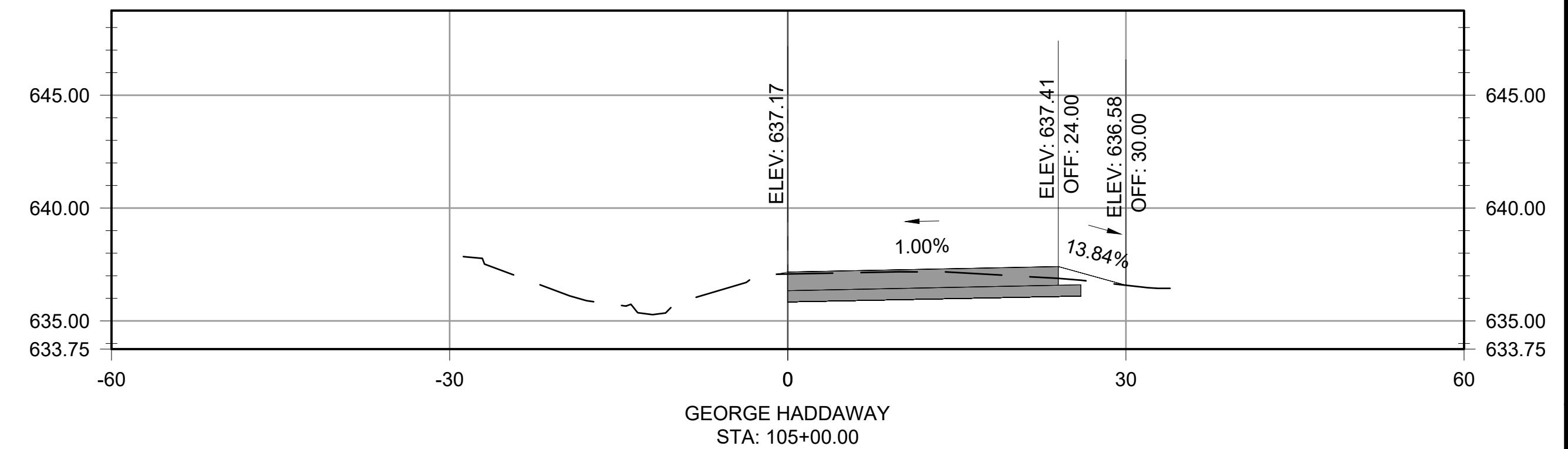
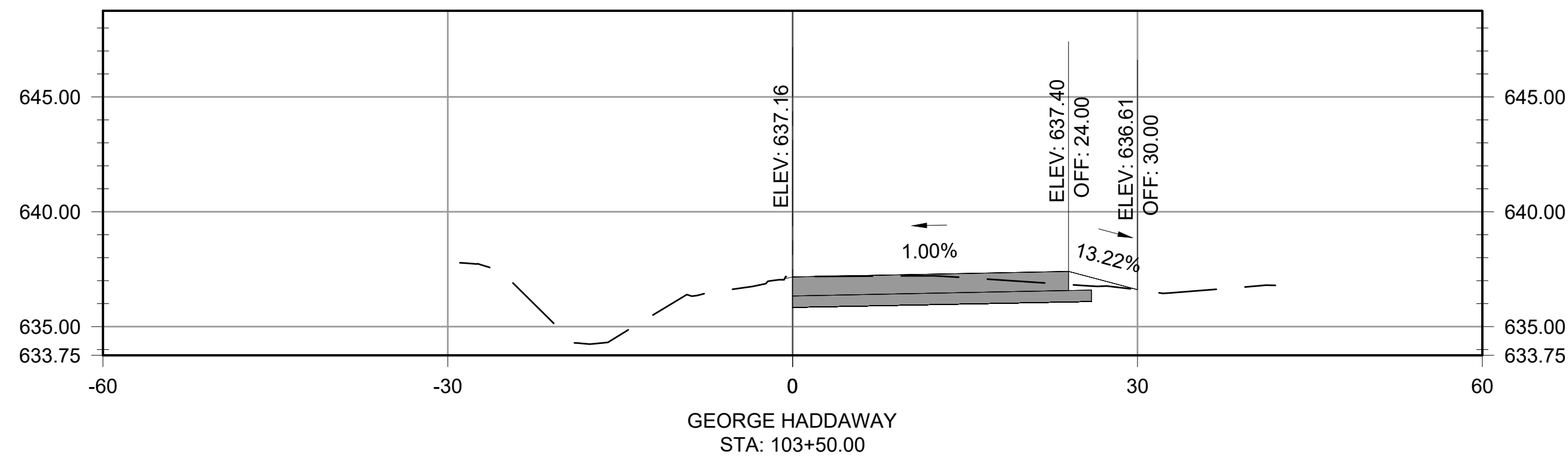
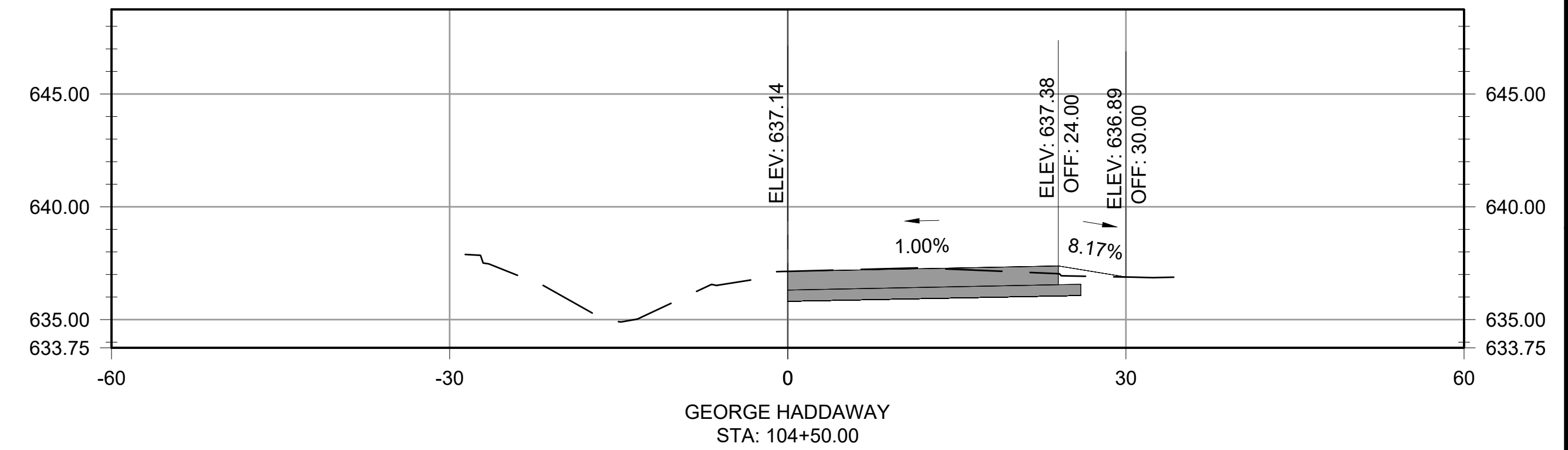
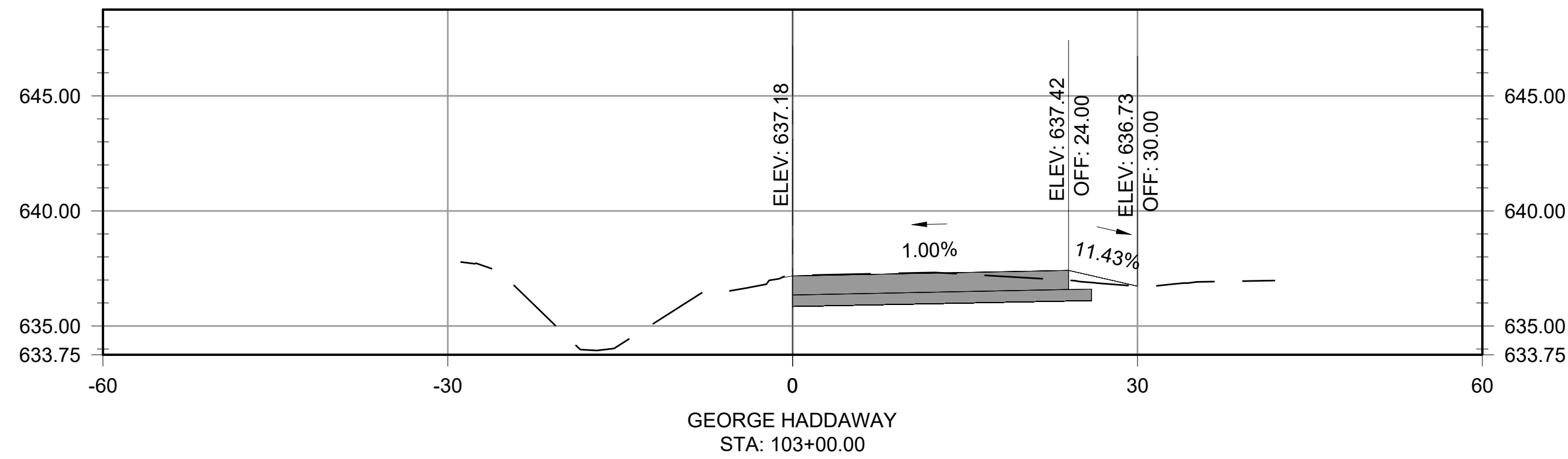
GEORGE HADDAWAY  
CROSS SECTIONS 2

JOB NO.: 19A1100  
 DATE: MAR 2020  
 DESIGNED BY:   
 DRAWN BY:

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DRAWING NUMBER  
**CSC-2**

SHEET NUMBER **17**

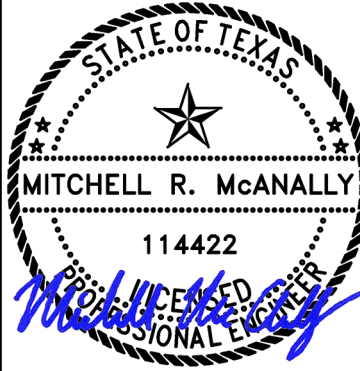


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 Last plotted by: Rutabana, Ken K, Plot Style: AECmono.ctb, Plot Date: 3/11/2020 10:02 AM, Plotter used: None



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ADDISON AIRPORT  
 ADDISON, TEXAS  
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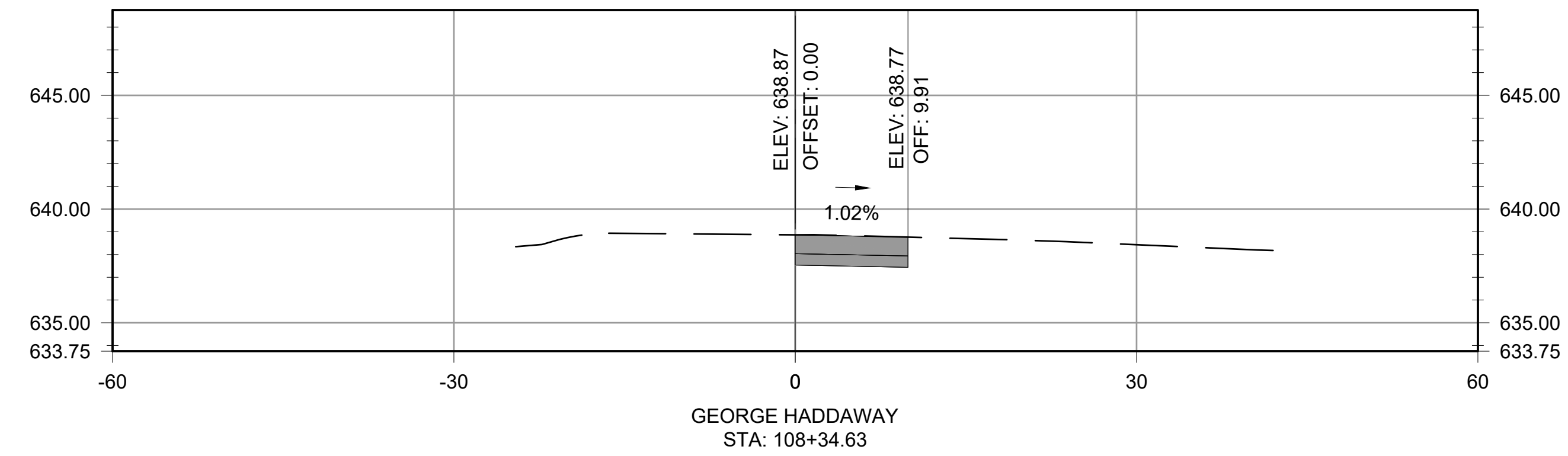
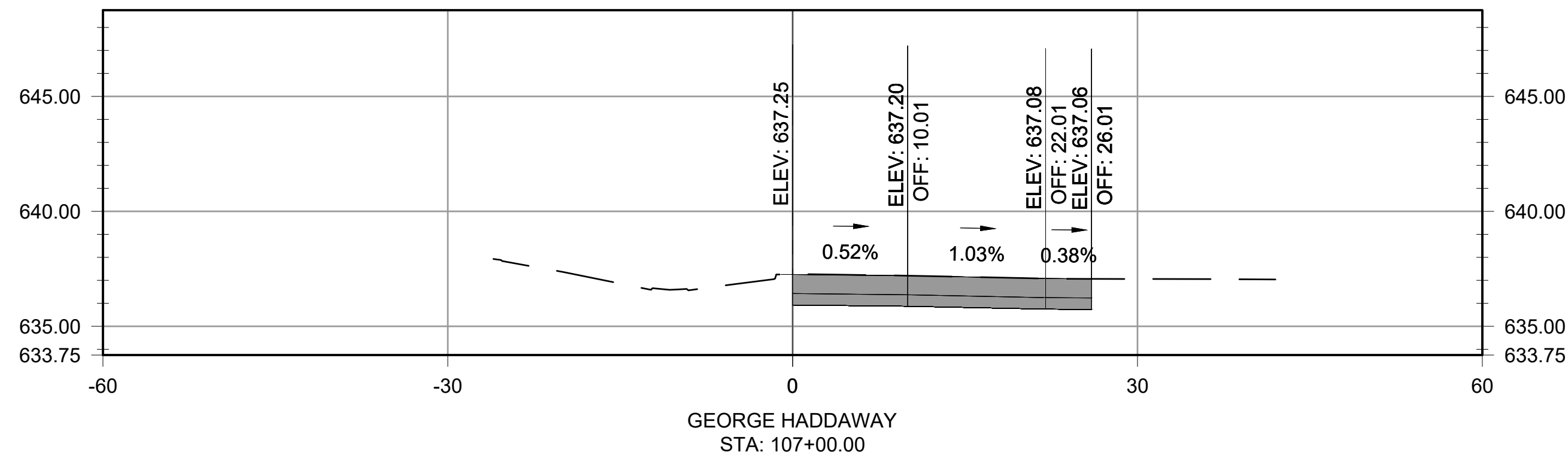
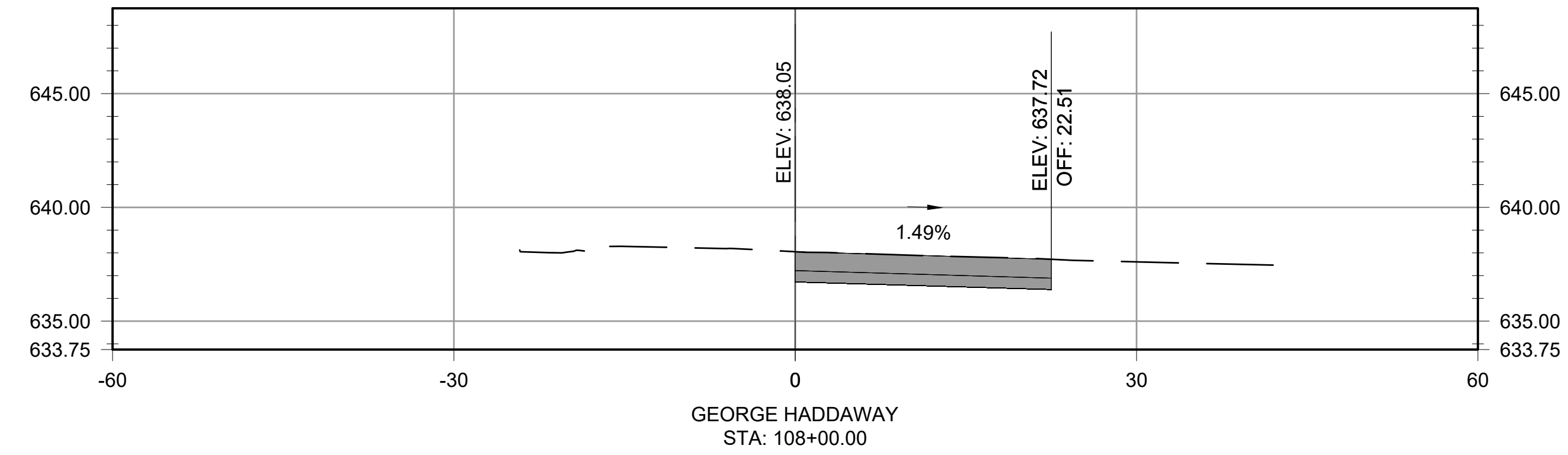
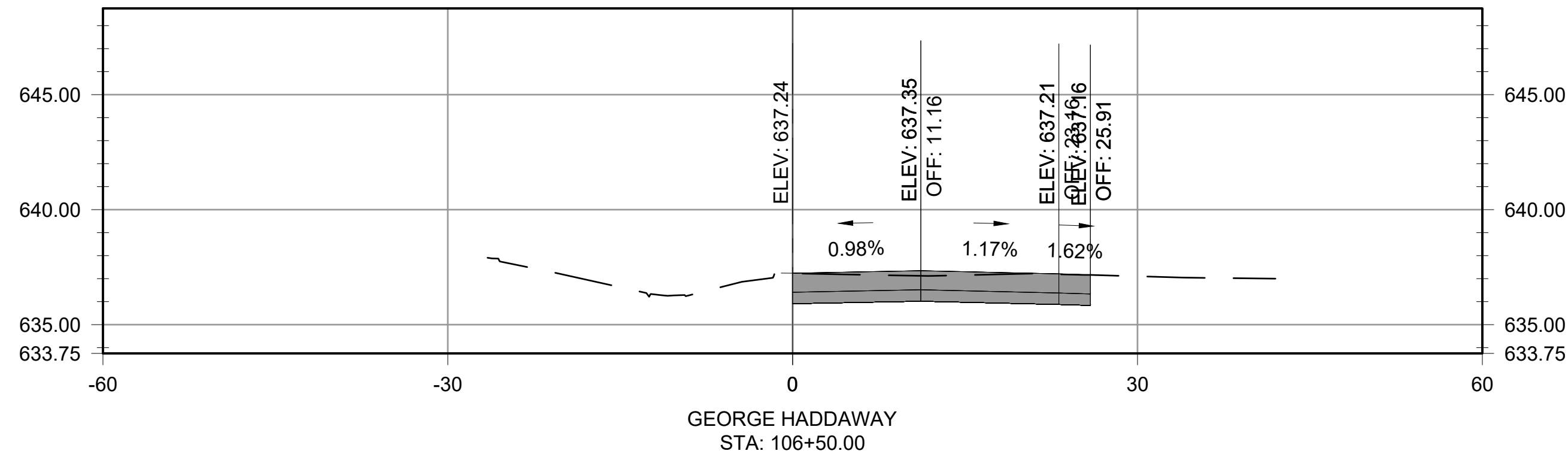
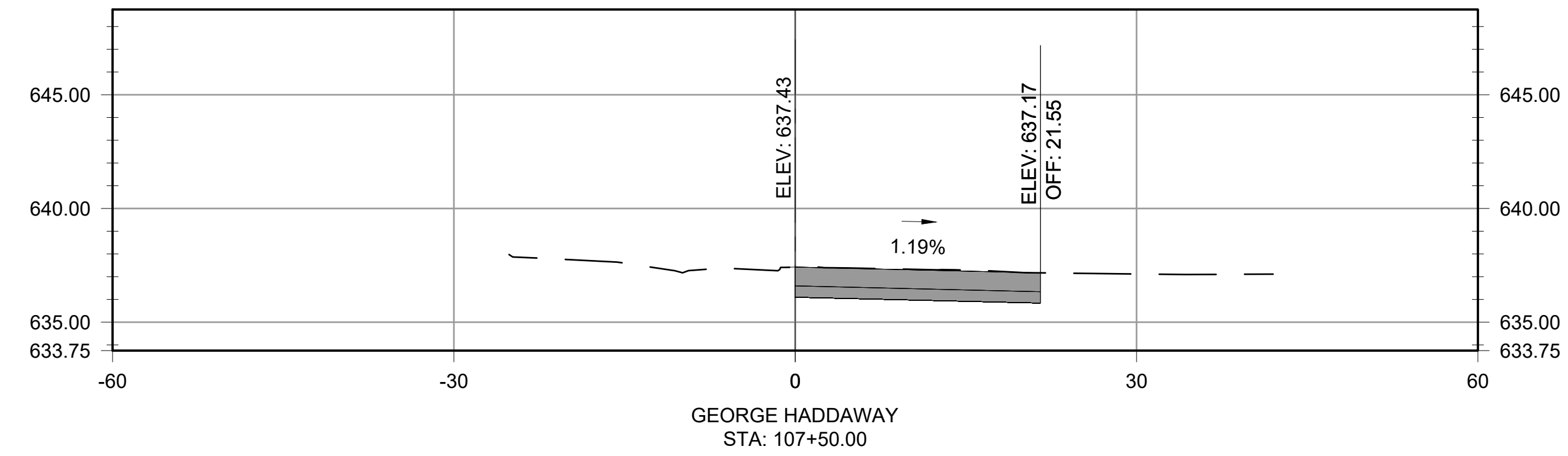
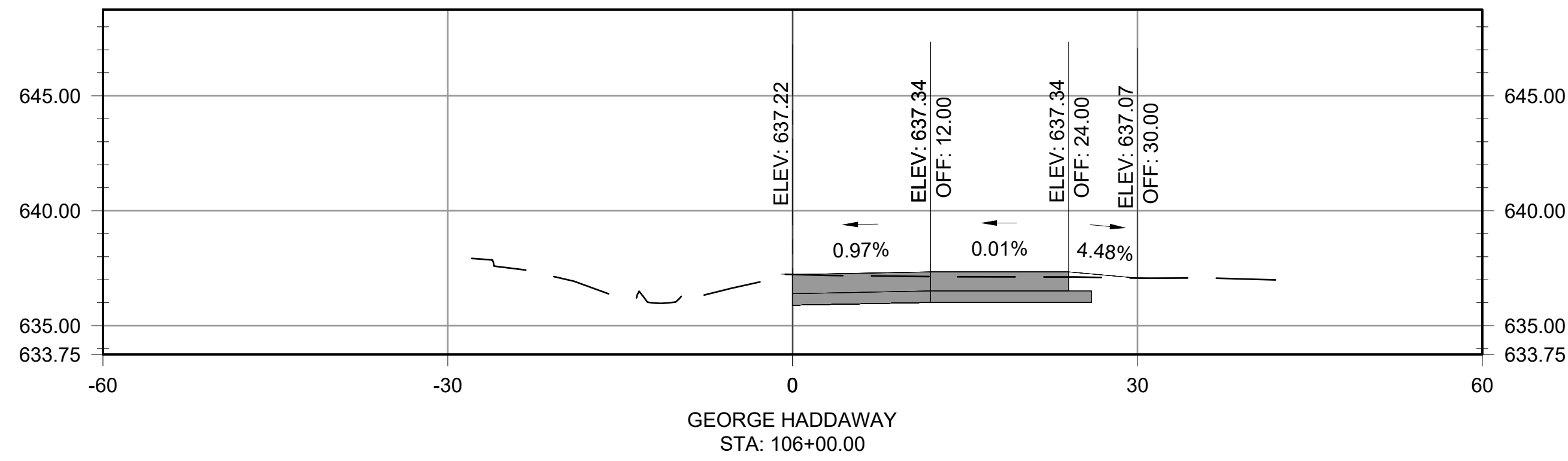
GEORGE HADDAWAY  
 CROSS SECTIONS 3

JOB NO.: 19A1100  
 DATE: MAR 2020  
 DESIGNED BY: KKKR  
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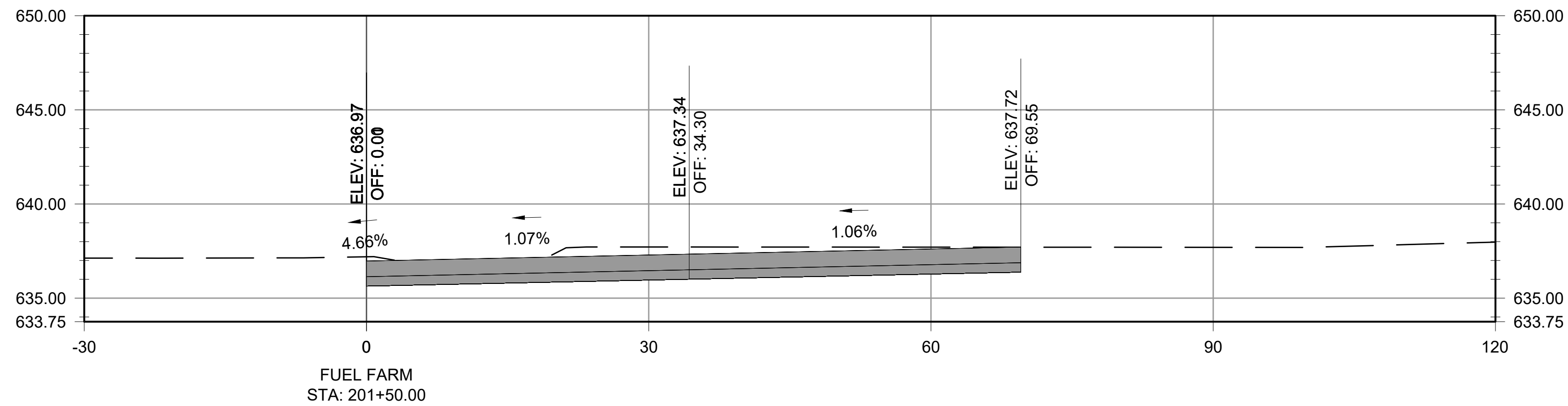
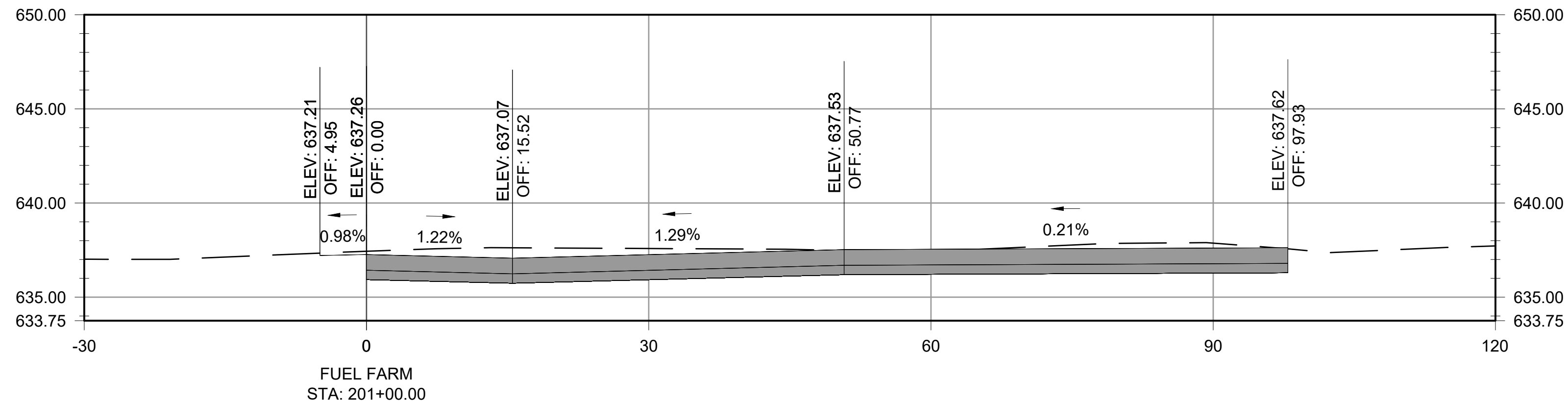
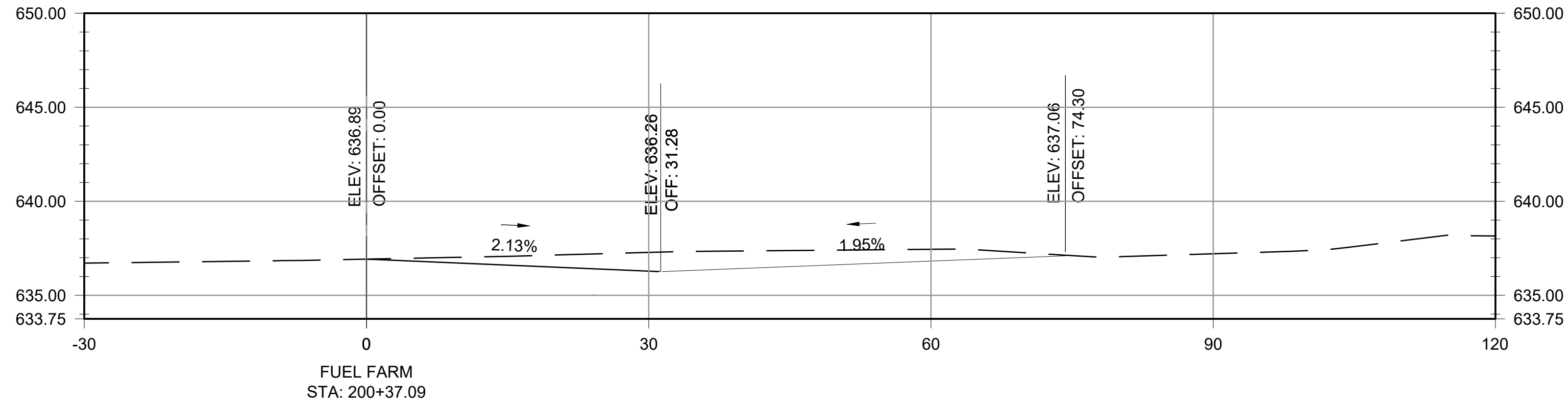
DRAWING NUMBER  
**CSC-3**

SHEET NUMBER  
**18**



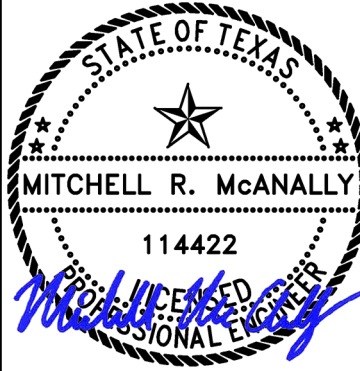
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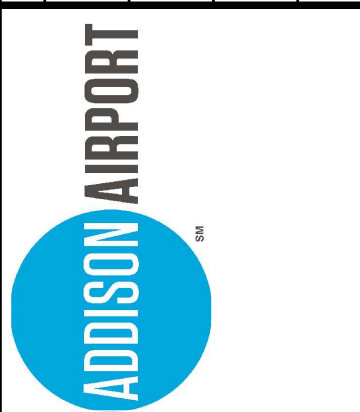
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ADDISON AIRPORT  
 ADDISON, TEXAS  
 GEORGE HADDAWAY  
 RECONSTRUCTION

FUEL FARM CROSS  
 SECTIONS 1

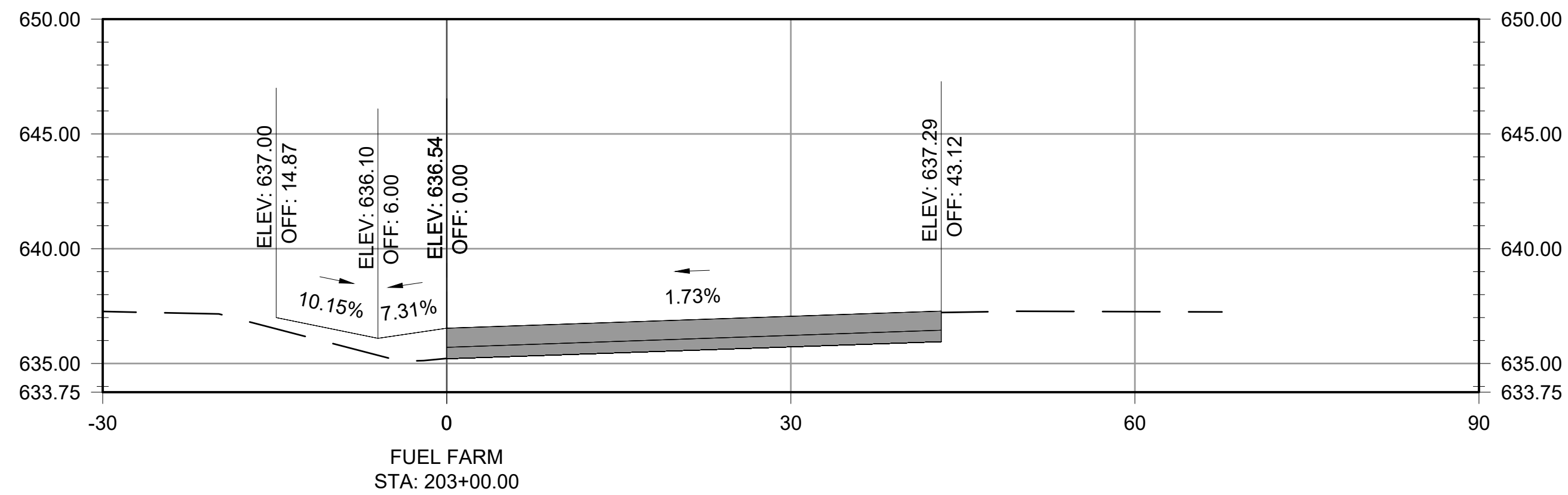
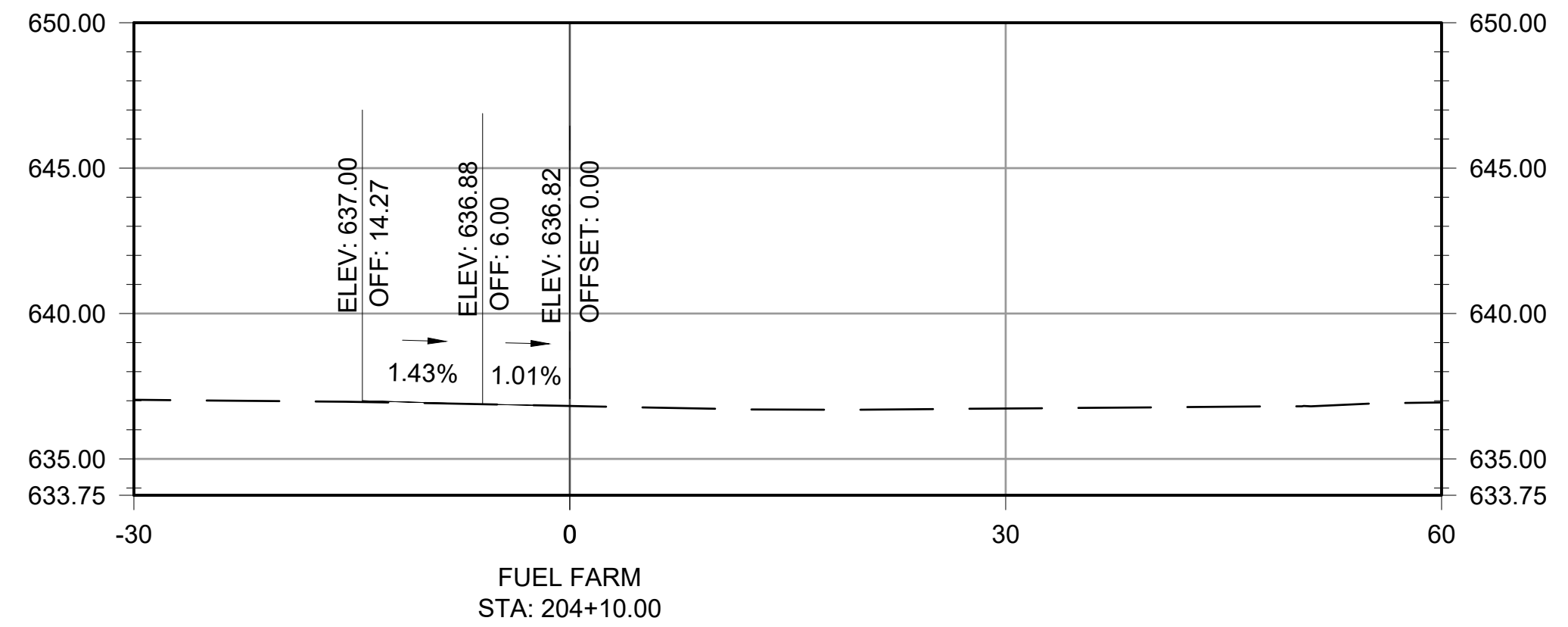
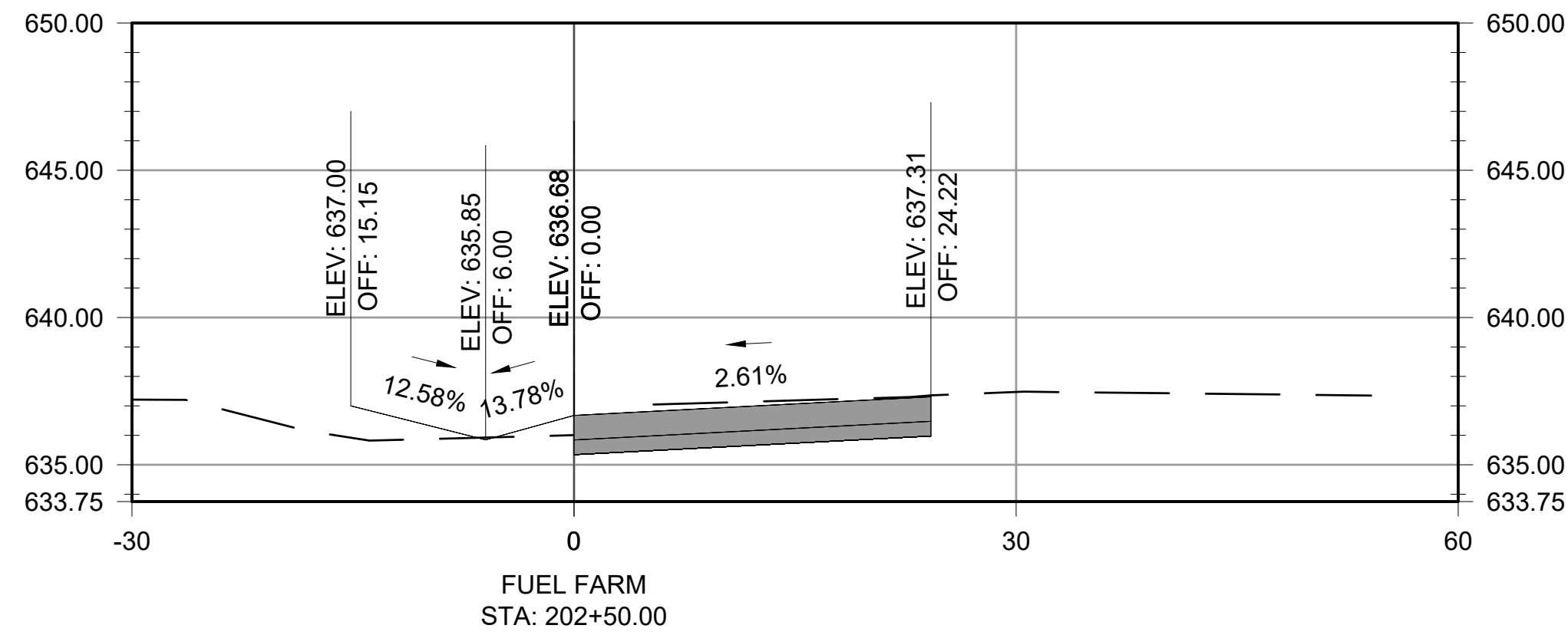
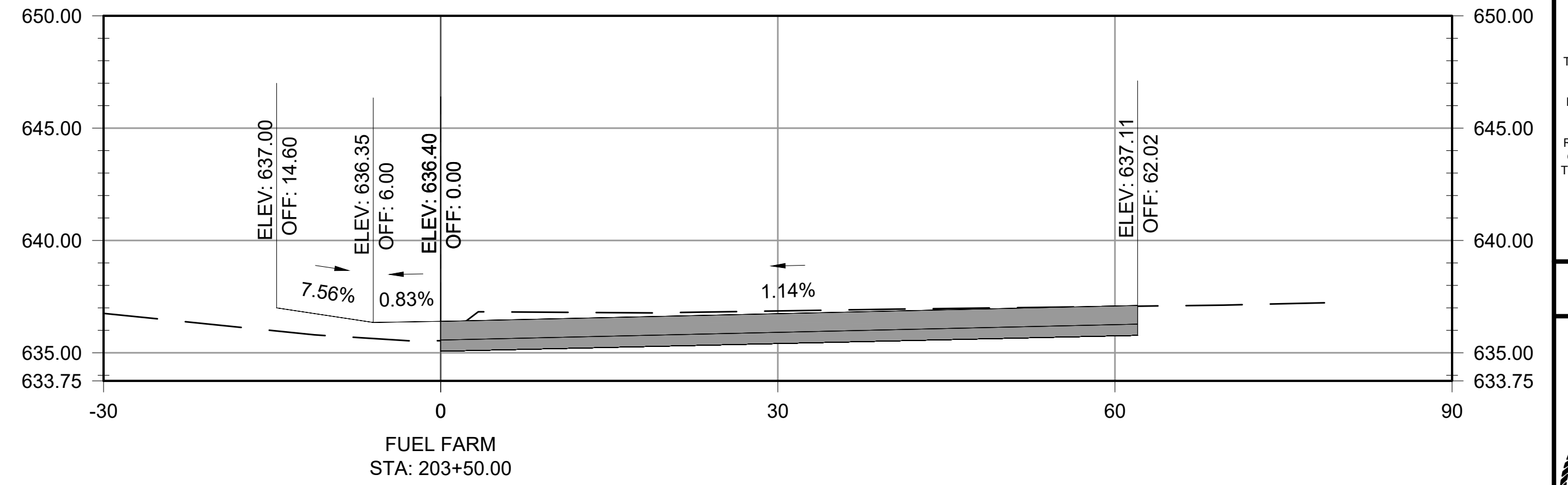
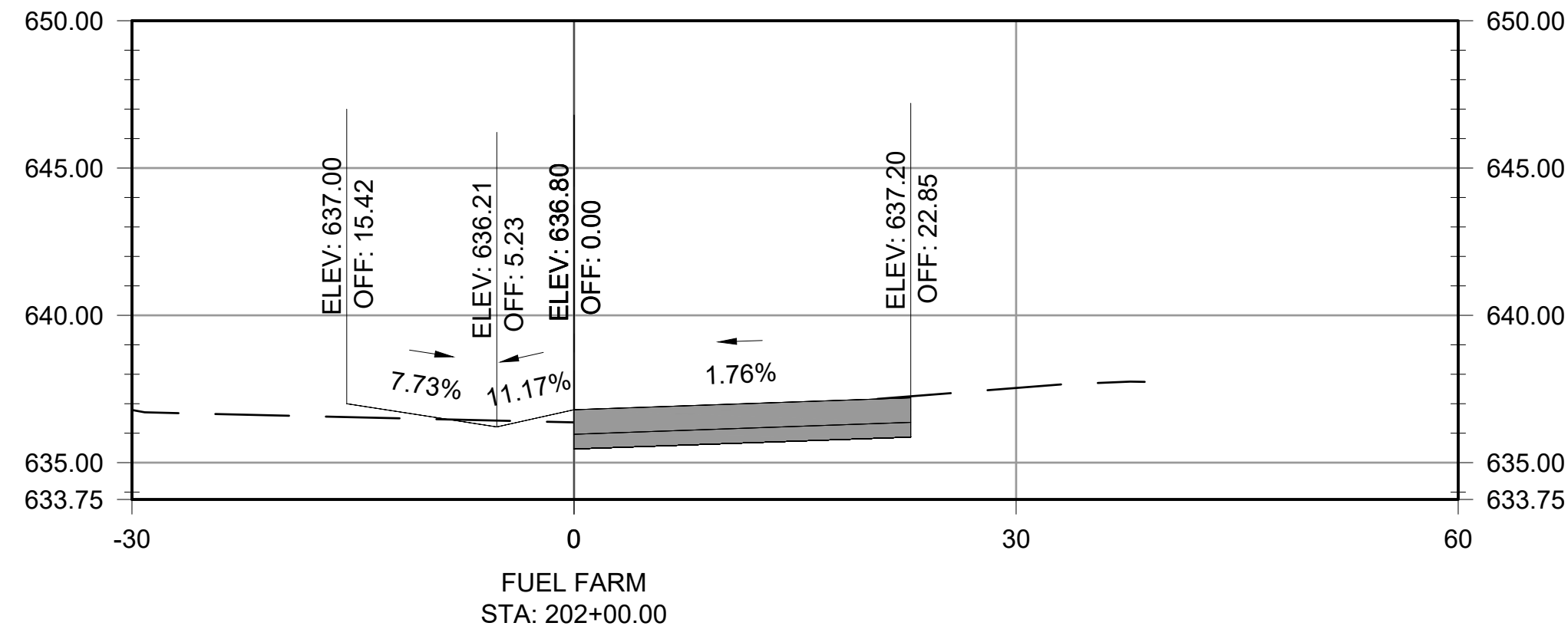
JOB NO.: 19A1100  
 DATE: MAR 2020  
 DESIGNED BY: KKR  
 DRAWN BY: KKR

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DRAWING NUMBER  
**CSC-4**

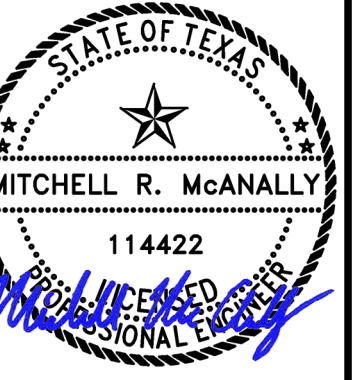
SHEET NUMBER  
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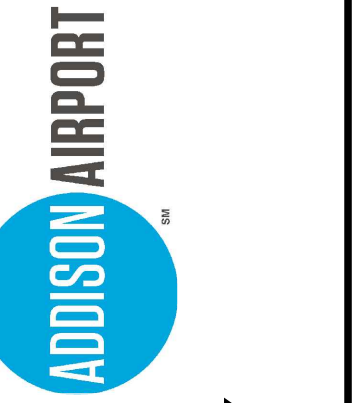
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ADDISON AIRPORT  
 ADDISON, TEXAS  
 GEORGE HADDAWAY  
 RECONSTRUCTION

FUEL FARM CROSS  
 SECTIONS 2

JOB NO.: 19A1100  
 DATE: MAR 2020  
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**CSC-5**

SHEET NUMBER  
**20**