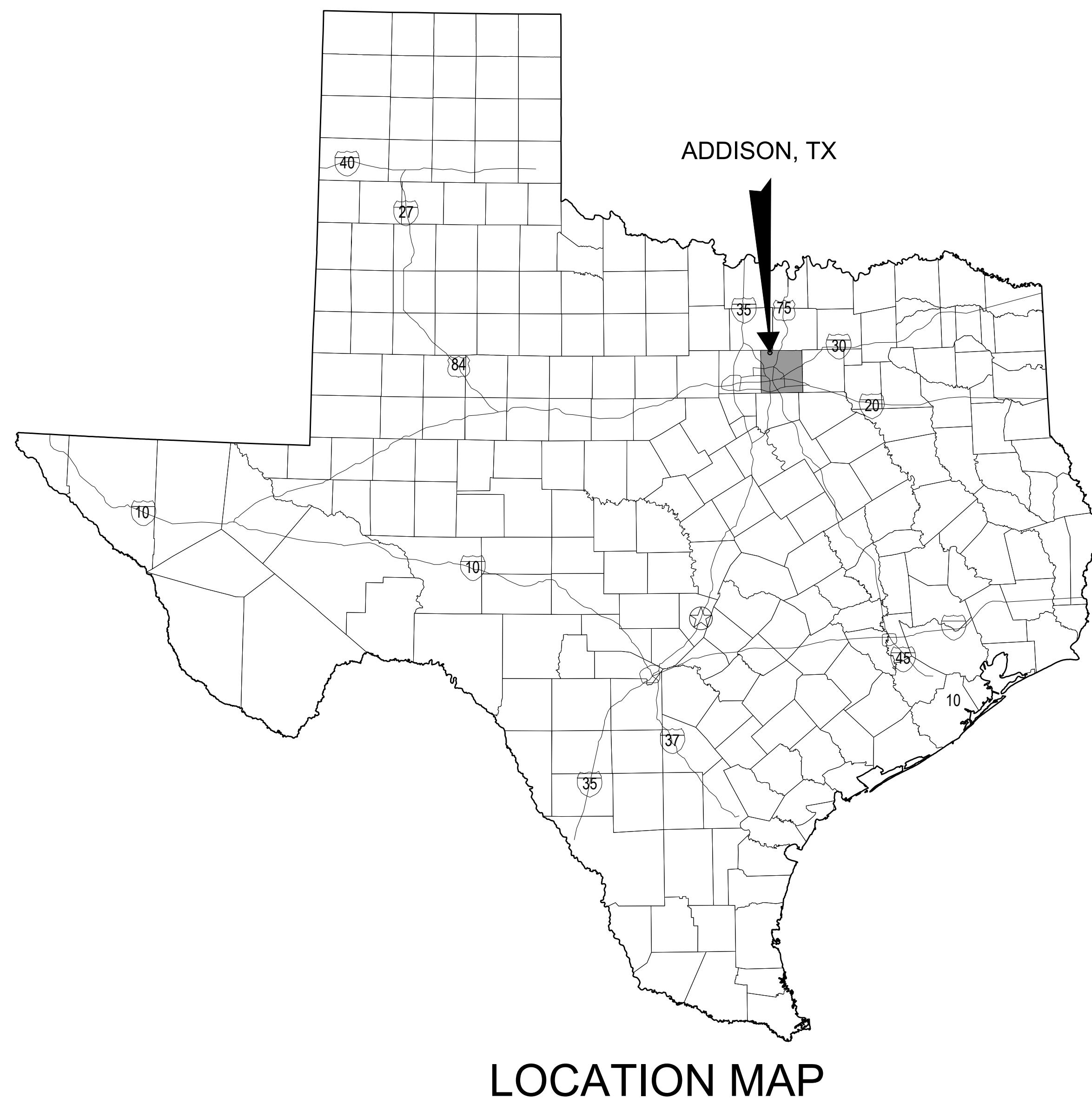


CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

ADDISON AIRPORT ADDISON, TEXAS



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Digitally Signed On 05/07/2020

REV.	DATE	DESCRIPTION

TxDOT CSJ NO. 2018ADDON
GARVER PROJECT NO. 17081101
APRIL 2020



3010 Gaylord Parkway
Suite 190
Frisco, TX 75034
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ADDISON AIRPORT

ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

COVER SHEET

JOB NO.: 17081101
DATE: MARCH 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

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CONSTRUCTION SAFETY AND PHASING PLAN (CSPP)

1. COORDINATION
 - A. CONTRACTOR PROGRESS MEETINGS - THE OWNER, ENGINEER AND CONTRACTOR WILL HOLD PROGRESS MEETINGS ON A COORDINATED SCHEDULE DURING CONSTRUCTION. OPERATIONAL SAFETY WILL BE A STANDING AGENDA ITEM IN SUCH MEETINGS.
 - B. SCOPE OR SCHEDULE CHANGES - THE OWNER AND/OR ENGINEER WILL CALL SUCH COORDINATION CONFERENCES AS MAY SEEM EXPEDIENT TO HIM FOR THE PURPOSE OF ASSURING COORDINATION OF THE WORK COVERED BY THIS CONTRACT AND/OR SCOPE OR SCHEDULE CHANGES. THE CONTRACTOR SHALL ATTEND ALL SUCH CONFERENCES.
2. PHASING

DURING PERFORMANCE OF THIS PROJECT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. THE PROJECT SHALL BE PHASED TO REDUCE OPERATIONAL IMPACTS AT THE AIRPORT.

 - A. PHASE ELEMENTS - IF NECESSARY FOR A GIVEN PHASE, EACH PHASE OF THE CONSTRUCTION SAFETY DRAWINGS SHALL DETAIL THE AREAS CLOSED TO AIRCRAFT OPERATIONS, ESTIMATED DURATION OF CLOSURES, TAXI ROUTES, CONSTRUCTION STAGING AREAS, CONSTRUCTION ACCESS AND HAUL ROUTES, NAVAID IMPACTS, LIGHTING AND MARKING CHANGES, AVAILABLE RUNWAY LENGTH, DECLARED DISTANCES, HAZARD MARKING AND LIGHTING, AND REQUIRED LEAD TIME FOR NOTAMS.
 - B. CONSTRUCTION SAFETY DRAWINGS - SEE SHEET G-201 THROUGH G-205 FOR CONSTRUCTION SAFETY DRAWINGS.
3. AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY
 - A. IDENTIFICATION OF AFFECTED AREAS - SEE "AIRFIELD AREAS OF OPERATION AFFECTED BY CONSTRUCTION" TABLE ON SHEET G-103 AND CONSTRUCTION SAFETY DRAWINGS FOR AIRFIELD AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION.
 - B. MITIGATION EFFORTS - SEE TABLE ON SHEET G-103 OF THE CSPP AND CONSTRUCTION SAFETY DRAWINGS FOR MITIGATION EFFORTS OF OPERATIONS AFFECTED BY CONSTRUCTION.
4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

PLANNED CONSTRUCTION ACTIVITIES WILL HAVE NO NEGATIVE IMPACTS ON THE FUNCTIONALITY AND SERVICEABILITY OF THE NAVAIDS.
5. CONTRACTOR ACCESS
 - A. LOCATION OF STOCKPILED MATERIALS - THE CONTRACTOR SHALL INSTALL A TEMPORARY FENCE AROUND HIS CONSTRUCTION STAGING AREA TO SEPARATE HIS MATERIAL STOCKPILE, EQUIPMENT STORAGE, AND PARKING AREAS FROM THE PUBLIC. NO PERSONAL VEHICLES OF CONTRACTOR'S EMPLOYEES WILL BE ALLOWED INSIDE THE SECURED AREA OF THE AIRPORT. ALL MATERIAL DELIVERIES SHALL BE RECEIVED IN THE STAGING AREA RESERVED BY THE CONTRACTOR. NO DELIVERY TRUCKS WILL BE ALLOWED ACCESS TO A SECURED AREA OF THE AIRPORT BEYOND THIS STAGING AREA. STOCKPILED MATERIALS AND EQUIPMENT ARE NOT PERMITTED WITHIN THE ACTIVE RUNWAY SAFETY AREA AND OBSTACLE FREE ZONE. THE CONTRACTOR SHALL RECEIVE APPROVAL FROM THE ENGINEER AND FAA AIR SPACING OFFICE PRIOR TO LOCATING STOCKPILES OR EQUIPMENT WITHIN THE OBJECT FREE AREA, SAFETY AREA, OR OBSTACLE FREE ZONE. NO STOCKPILE SHALL BE GREATER THAN 15-FT IN HEIGHT.
 - B. VEHICLE AND PEDESTRIAN OPERATIONS - SEE THE CONSTRUCTION SAFETY DRAWINGS FOR CONSTRUCTION SITE PARKING, EQUIPMENT STORAGE AREAS, AND ACCESS AND HAUL ROUTES. VEHICULAR TRAFFIC SHALL ALWAYS YIELD TO AIRCRAFT TRAFFIC.

WHEN ANY VEHICLE, OTHER THAN ONE THAT HAS PRIOR APPROVAL FROM THE AIRPORT OPERATOR, MUST TRAVEL OVER ANY PORTION OF AN AIRCRAFT MOVEMENT AREA, IT WILL BE ESCORTED AND PROPERLY IDENTIFIED TO OPERATE IN THOSE AREAS DURING DAYLIGHT HOURS. THE VEHICLE MUST HAVE A FLAG OR BEACON ATTACHED TO IT. ANY VEHICLE OPERATING ON THE MOVEMENT AREAS DURING HOURS OF DARKNESS OR REDUCED VISIBILITY MUST BE EQUIPPED WITH A FLASHING DOME-TYPE LIGHT, THE COLOR OF WHICH IS IN ACCORDANCE WITH LOCAL OR STATE CODES.

ALL CONSTRUCTION VEHICLES SHALL BE CLEARLY IDENTIFIED FOR CONTROL PURPOSES BY PROMINENTLY DISPLAYING THE COMPANY NAME ON EACH SIDE OF THE VEHICLE. THE IDENTIFICATION SYMBOLS SHOULD BE A MINIMUM 8-INCH BLOCK-TYPE CHARACTERS OF A CONTRASTING COLOR AND EASY TO READ. THEY MAY BE APPLIED EITHER BY USING TAPE OR A WATER-SOLUBLE PAINT TO FACILITATE REMOVAL. MAGNETIC SIGNS ARE ALSO ACCEPTABLE.

AT 14 CFR PART 139 CERTIFIED AND TOWERED AIRPORTS, ALL VEHICLE OPERATORS HAVING ACCESS TO THE MOVEMENT AREA MUST BE FAMILIAR WITH AIRPORT PROCEDURES FOR THE OPERATION OF GROUND VEHICLES AND THE CONSEQUENCES OF NONCOMPLIANCE OR BE ESCORTED BY SOMEONE WHO IS.

PERSONNEL ENTERING THE SECURED AREA MUST BE IN POSSESSION OF AND DISPLAY A VALID AIRPORT IDENTIFICATION BADGE AT ALL TIMES OR MUST BE ESCORTED BY A PERSON WITH A VALID AIRPORT IDENTIFICATION BADGE. ANY PERSON WHO IS ESCORTING INDIVIDUALS MUST BE IN DIRECT CONTROL OF THE ESCORTED INDIVIDUALS AT ALL TIMES. ANY PERSON WHO HAS BEEN ISSUED A BADGE, BUT IS NOT IN POSSESSION OF THE BADGE, MAY NOT ENTER THE SECURED AREA OF THE AIRPORT. AIRPORT IDENTIFICATION BADGES MAY BE OBTAINED AT THE LOCATION DURING REGULAR SCHEDULED TIMES FOR ISSUANCE OF BADGES. ALL BADGES MUST BE RETURNED TO THE AIRPORT UPON COMPLETION OF THE PROJECT UNLESS DIRECTED OTHERWISE BY THE AIRPORT. ANY FINE, INCLUDING ANY AND ALL ASSOCIATED COSTS, ASSESSED THE AIRPORT FOR FAILURE TO MAINTAIN SECURITY OF THE AIRPORT WHICH ARE A RESULT OF THE NEGLIGENCE OF THE PRIME CONTRACTOR, ANY OF HIS SUBCONTRACTORS, OR ANY SUPPLY/DELIVERY PERSONNEL, WILL BE ASSESSED TO THE PRIME CONTRACTOR AND SHALL BE DEDUCTED FROM ANY MONIES DUE HIM.

VEHICULAR TRAFFIC LOCATED IN OR CROSSING AN ACTIVE MOVEMENT AREA MUST HAVE A WORKING TWO-WAY RADIO IN CONTACT WITH THE CONTROL TOWER OR BE ESCORTED BY A PERSON IN RADIO CONTACT WITH THE TOWER. THE DRIVER, THROUGH PERSONAL OBSERVATION, SHOULD CONFIRM THAT NO AIRCRAFT IS APPROACHING THE VEHICLE POSITION. CONSTRUCTION PERSONNEL MAY OPERATE IN A MOVEMENT AREA WITHOUT TWO-WAY RADIO COMMUNICATION PROVIDED A NOTAM IS ISSUED CLOSING THE AREA AND THE AREA IS PROPERLY MARKED TO PREVENT INCURSIONS. TWO-WAY RADIO COMMUNICATIONS ARE REQUIRED BETWEEN CONTRACTORS AND THE AIRPORT TRAFFIC CONTROL TOWER (ADDISON GROUND 121.6). CONTINUOUS MONITORING IS REQUIRED ONLY WHEN EQUIPMENT MOVEMENT IS NECESSARY IN CERTAIN AREAS.
 - C. CONTROL OF GATES - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SECURITY OF THE ACCESS GATES BY KEEPING THE ACCESS GATE LOCKED OR GUARDED AT ALL TIMES. SHOULD THE CONTRACTOR FAIL, AT ANY TIME, TO KEEP THE ACCESS GATE LOCKED OR GUARDED, THERE SHALL BE A FINE OF \$200.00 ASSESSED TO THE CONTRACTOR, FOR EACH OCCURRENCE THAT THE CONTRACTOR FAILS TO MAINTAIN THE SECURITY OF THE ACCESS GATE. ALL FINES ASSESSED TO THE CONTRACTOR SHALL BE DEDUCTED FROM ANY MONIES DUE TO HIM/HER.
6. WILDLIFE MANAGEMENT

IF APPLICABLE, THE CONTRACTOR SHALL REVIEW AND ADHERE TO THE CONTENTS OF THE AIRPORT OPERATOR'S WILDLIFE HAZARD MANAGEMENT PLAN. THE CONTRACTOR SHALL ALSO REVIEW AC 150/5200-33, HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS, AND CERTALERT 98-05, GRASSES ATTRACTIVE TO HAZARDOUS WILDLIFE (www.faa.gov). THE CONTRACTOR SHALL CAREFULLY CONTROL AND CONTINUOUSLY REMOVE WASTE OR LOOSE MATERIALS THAT MIGHT ATTRACT WILDLIFE. CONTRACTOR PERSONNEL MUST BE AWARE OF AND AVOID CONSTRUCTION ACTIVITIES THAT CAN CREATE WILDLIFE HAZARDS ON AIRPORTS. THE CONTRACTOR SHALL MITIGATE THE FOLLOWING ITEMS.

 - A. TRASH - THE CONTRACTOR SHALL PERFORM TRASH CLEAN-UP ON A DAILY BASIS.
 - B. STANDING WATER - THE CONTRACTOR SHALL PROVIDE TEMPORARY DRAINAGE DURING CONSTRUCTION TO AVOID STANDING WATER.
 - C. TALL GRASS AND SEEDS - THE CONTRACTOR SHALL ADHERE TO THE REQUIREMENTS OF SECTION T-901, SEEDING OF THE CONTRACT DOCUMENTS AND SPECIFICATIONS.
 - D. POORLY MAINTAINED FENCING AND GATES - THE CONTRACTOR SHALL IMMEDIATELY REPORT ANY DAMAGE TO GATES OR FENCES. THE CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRS TO ANY GATES OR FENCES CAUSED BY NEGLIGENCE BY THE CONTRACTOR.
 - E. DISRUPTION OF EXISTING WILDLIFE HABITAT - THE CONTRACTOR SHALL NOTIFY THE AIRPORT IMMEDIATELY OF ANY WILDLIFE SIGHTINGS.
7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

THE CONTRACTOR SHALL ENSURE THAT THE PAVEMENT SURFACES ARE KEPT CLEAN FROM DIRT, MUD, AND OTHER DEBRIS FROM THE CONTRACTOR'S EQUIPMENT. FREQUENT CLEAN UP IN THE VICINITY OF CONTRACTOR'S WORK AREAS IS REQUIRED. SEE AC 150/5210-24, FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT (www.faa.gov) FOR FURTHER INSTRUCTION.
8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

IF ANY CONSTRUCTION VEHICLE OR EQUIPMENT IS OPERATED WITHIN AIRPORT PROPERTY, THE CONTRACTOR MUST BE ADEQUATELY PREPARED TO EXPEDITIOUSLY CONTAIN AND CLEAN-UP SPILLS RESULTING FROM FUEL OR HYDRAULIC FLUID LEAKS. SPECIAL CARE MUST ALSO BE TAKEN WHEN HANDLING OR TRANSPORTING HAZARDOUS MATERIALS ON AIRPORT PROPERTY. SEE AC 150/5320-15, MANAGEMENT OF AIRPORT INDUSTRIAL WASTE (www.faa.gov), FOR FURTHER INSTRUCTION.
9. NOTIFICATION OF CONSTRUCTION ACTIVITIES
 - A. LIST OF RESPONSIBLE REPRESENTATIVES - A POINT OF CONTACT LIST WILL BE COMPLETED AS PART OF THE SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) AND WILL BE DELIVERED TO ALL PARTIES PRIOR TO CONSTRUCTION.
 - B. NOTICES TO ARMEN (NOTAM) - BEFORE BEGINNING ANY CONSTRUCTION ACTIVITY, THE CONTRACTOR MUST, THROUGH THE AIRPORT OPERATOR, GIVE NOTICE USING THE NOTAM SYSTEM OF PROPOSED LOCATION, TIME, AND DATE OF COMMENCEMENT OF CONSTRUCTION, UPON COMPLETION OF WORK AND RETURN OF ALL SUCH AREAS TO STANDARD CONDITIONS, THE CONTRACTOR MUST, THROUGH THE AIRPORT OPERATOR, VERIFY THE CANCELLATION OF ALL NOTICES ISSUED VIA THE NOTAM SYSTEM.
 - C. EMERGENCY NOTIFICATION PROCEDURES - IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911, THEN NOTIFY THE ENGINEER AND AIRPORT MANAGER.
 - D. COORDINATION WITH ARFF PERSONNEL - ANY DEACTIVATION OF WATER LINES OR HYDRANTS, REROUTING OF ACCESS ROUTES, OR USE OF HAZARDOUS MATERIALS ON THE AIRFIELD SHALL BE COORDINATED AND APPROVED BY THE AIRPORT'S ARFF PERSONNEL PRIOR TO EXECUTION OF SUCH ACTIVITIES.
 - E. NOTIFICATION TO THE FAA - THE CONTRACTOR SHALL ENSURE, THROUGH THE ENGINEER, THAT ALL CONSTRUCTION EQUIPMENT IS AIR SPACED THROUGH THE APPROPRIATE FAA REGIONAL OR DISTRICT OFFICE PRIOR TO USING SUCH EQUIPMENT ON SITE.
 - F. SHUTDOWN OF ANY NAVAID (AIRPORT OR FAA OWNED) SHALL BE COORDINATED WITH THE FAA AT 45 DAYS PRIOR TO THE PROPOSED SHUTDOWN.
10. INSPECTION REQUIREMENTS
 - A. DAILY INSPECTIONS - THE CONTRACTOR SHALL PERFORM DAILY SAFETY INSPECTIONS TO VERIFY ALL CONSTRUCTION OPERATIONS ARE IN CONFORMANCE WITH THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).
 - B. INTERIM INSPECTIONS - PRIOR TO OPENING ANY PORTION OF THE AIRPORT TO TRAFFIC, THE CONTRACTOR, ENGINEER, AND AIRPORT OPERATOR SHALL PERFORM A SAFETY INSPECTION OF THE AREA TO BE OPENED TO TRAFFIC TO VERIFY CONFORMANCE WITH THE CSPP AND FAA STANDARDS.
 - C. FINAL INSPECTIONS - PRIOR TO OPENING ANY PORTION OF THE AIRPORT TO TRAFFIC, THE CONTRACTOR, ENGINEER, AND AIRPORT OPERATOR SHALL PERFORM A SAFETY INSPECTION OF THE AREA TO BE OPENED TO TRAFFIC TO VERIFY CONFORMANCE WITH THE CSPP AND FAA STANDARDS.

11. UNDERGROUND UTILITIES

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 TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE 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 1-800-245-4848. 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.
12. RUNWAY AND TAXIWAY VISUAL AIDS
 - A. GENERAL - ALL AIRPORT MARKINGS, LIGHTING, SIGNS, AND VISUAL NAVAIDS THAT ARE IN OPERATION MUST BE CLEAR FROM ALL OBSTRUCTIONS. ALL TEMPORARY MARKINGS, SIGNS, LIGHTS, OR OTHER VISUAL AIDS MUST BE SECURED IN PLACE TO PREVENT PROP WASH, JET BLAST, WING VORTICES, OR OTHER WIND CURRENTS.
 - MARKINGS - ALL TEMPORARY OR PERMANENT RUNWAY AND TAXIWAY VISUAL AIDS SHALL CONFORM TO THE REQUIREMENTS OF THE MOST RECENT EDITION OF FAA AC 150/5340-1 (www.faa.gov).
 - B. LIGHTING AND VISUAL NAVAIDS - ALL TEMPORARY LIGHTING FOR RUNWAY AND TAXIWAY SYSTEMS SHALL CONFORM TO THE REQUIREMENTS OF THE MOST RECENT EDITION OF FAA AC 150/5340-30 AND 150/5345-50 (www.faa.gov). THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISCONNECTING ISOLATION TRANSFORMERS ASSOCIATED WITH ANY RUNWAY OR TAXIWAY LIGHT FIXTURES THAT ARE BEING DISCONNECTED.

IF APPLICABLE, ALL CONSTRUCTION, ALTERATION, OR REMOVAL OF FAA OWNED EQUIPMENT SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN THE APPROVED FAA REIMBURSABLE AGREEMENT. NO WORK SHALL BE COMPLETED ON FAA OWNED EQUIPMENT PRIOR TO COMPLETION OF THE FAA REIMBURSABLE AGREEMENT.
 - C. SIGNS - THE CONTRACTOR SHALL INSTALL ALL SIGNS IN ACCORDANCE WITH THE MOST RECENT EDITION OF FAA AC 150/5345-44 AND 150/5340-18. ANY SIGN THAT IS NOT PERFORMING ITS NORMAL FUNCTION MUST BE COVERED OR REMOVED TO PREVENT MISLEADING PILOTS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING AND INSTALLING ALL NECESSARY MARKINGS AND SIGNAGE FOR ALL ACCESS ROUTES TO AND FROM THE SITE TO BE USED BY CONTRACTOR PERSONNEL, SUBCONTRACTOR PERSONNEL, OR DELIVERY OPERATIONS. ALL SIGNAGE IN THE AIR OPERATIONS AREA SHALL BE FRANGIBLY MOUNTED.

13. MARKING AND SIGNS FOR ACCESS ROUTES
14. HAZARD MARKING AND LIGHTING
 - A. PURPOSE - HAZARD MARKING AND LIGHTING PREVENTS PILOTS FROM ENTERING AREAS CLOSED TO AIRCRAFT AND PREVENTS CONTRACTOR PERSONNEL FROM ENTERING AREAS OPEN TO AIRCRAFT.
 - B. EQUIPMENT - THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN LOW-PROFILE BARRICADES IN HAZARDOUS AREAS INSIDE MOVEMENT AREAS. BARRICADES SHALL RESTRICT ACCESS AND MAKE HAZARDS OBVIOUS TO AIRCRAFT, PERSONNEL, AND VEHICLES. DURING PERIODS OF LOW VISIBILITY AND AT NIGHT, BARRICADES SHALL BE EQUIPPED WITH RED FLASHING OR STEADY BURNING LIGHTS. THE SPACING OF BARRICADES SHALL BE SUCH THAT A BREACH IS PHYSICALLY PREVENTED BARRING A DELIBERATE ACT. IF BARRICADES ARE INTENDED TO PREVENT PEDESTRIANS, THEN THEY SHALL BE LINKED. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR LOW-PROFILE AIRCRAFT BARRICADE DETAIL.
15. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

ALL WORK CONDUCTED AT NIGHT SHALL BE ACCOMPANIED BY ADEQUATE LIGHT FACILITIES TO COMPLETE THE WORK. ALL LIGHT FACILITIES SHALL BE AIMED OR SHIELDED AS NECESSARY TO AVOID IMPACTING AIRCRAFT OR ATCT OPERATIONS. THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A LIGHTING PLAN SHOWING THE LOCATION AND AIMING DIRECTION OF ALL LIGHT FACILITIES PRIOR TO THE COMPLETION OF ANY NIGHT WORK.
16. PROTECTION OF SAFETY AREAS, OBJECT FREE AREAS, OBJECT FREE ZONES, AND APPROACH/DEPARTURE SURFACES.
 - A. RUNWAY SAFETY AREAS (RSA) - NO WORK SHALL BE PERMITTED WITHIN AN ACTIVE RUNWAY SAFETY AREA. IF REQUIRED, ADJUSTMENTS TO THE RSA DIMENSIONS THROUGH RESTRICTED OPERATIONS SHALL BE COORDINATED WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL ENSURE ADEQUATE DISTANCE PROTECTION FOR BLAST PROJECTION, AS NEEDED. ALL OPEN TRENCHES OR EXCAVATIONS WITHIN THE LIMITS OF THE RSA SHALL BE BACK FILLED OR COVERED PRIOR TO OPENING THE RUNWAY TO OPERATIONS. IN ADDITION, EROSION CONTROL MEASURES SHALL BE PROVIDED IN THE RSA TO PREVENT RUTS, HUMPS, OR DEPRESSIONS INSIDE THE LIMITS OF THE RSA.
 - B. RUNWAY OBJECT FREE AREAS (ROFA) - NO MATERIAL SHALL BE STOCKPILED INSIDE THE LIMITS OF THE ACTIVE ROFA UNLESS APPROVED BY AIR SPACING THROUGH THE APPROPRIATE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE.
 - C. TAXIWAY SAFETY AREAS (TSA) - NO WORK SHALL BE PERMITTED WITHIN AN ACTIVE TSA. IF REQUIRED, ADJUSTMENTS TO THE TAXIWAY TSA DIMENSIONS THROUGH RESTRICTED OPERATIONS SHALL BE COORDINATED WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE PRIOR TO CONSTRUCTION. ALL OPEN TRENCHES OR EXCAVATIONS WITHIN THE LIMITS OF THE TSA SHALL BE BACK FILLED OR COVERED PRIOR TO OPENING THE TAXIWAY TO OPERATIONS. IN ADDITION, EROSION CONTROL MEASURES SHALL BE PROVIDED IN THE TSA TO PREVENT RUTS, HUMPS, OR DEPRESSIONS INSIDE THE LIMITS OF THE TSA.
 - D. TAXIWAY OBJECT FREE AREAS (TOFA) - NO CONSTRUCTION SHALL BE PERMITTED INSIDE AN ACTIVE TOFA UNLESS THE TAXIWAY HAS BEEN RESTRICTED TO OPERATIONS REQUIRING A TOFA EQUAL TO THAT OF THE TOFA AVAILABLE. IF REQUIRED, CONSTRUCTION MAY BE PERMITTED INSIDE THE TOFA IF THE TAXIWAY CENTERLINE MARKINGS ARE OFFSET WITH CENTERLINE REFLECTORS OR LIGHTING, OR APPROPRIATE NOTAMS ARE ISSUED. CONSTRUCTION MAY ALSO BE PERMITTED INSIDE THE TOFA IF A FIVE FOOT WING TIP CLEARANCE IS MAINTAINED FOR ALL CONSTRUCTION EQUIPMENT AND VEHICLES. IN THIS SCENARIO, FLAGGERS AND WING WALKERS MUST BE USED TO DIRECT TRAFFIC THROUGH THE CONSTRUCTION SITE.
 - E. OBSTACLE FREE ZONE (OFZ) - NO PERSONNEL, MATERIAL, OR EQUIPMENT SHALL PENETRATE THE OFZ WHILE THE RUNWAY IS OPEN TO OPERATIONS. THE DIMENSIONS OF THE OFZ ARE AS DEFINED IN FAA AC 150/5300-13 (www.faa.gov).
 - F. APPROACH/DEPARTURE SURFACES - ALL CONTRACTOR PERSONNEL, MATERIALS, AND EQUIPMENT SHALL REMAIN CLEAR OF THE APPLICABLE THRESHOLD SITING SURFACES AS DEFINED IN APPENDIX 2, "RUNWAY END SITING REQUIREMENTS" OF FAA AC 150/5300-13 (www.faa.gov). CONSTRUCTION ACTIVITIES THAT REQUIRE PENETRATION INTO THE THRESHOLD SITING SURFACE SHALL BE ACCOMPLISH THROUGH DISPLACING OR PARTIALLY CLOSING THE RUNWAY. SUCH CONSTRUCTION ACTIVITIES SHALL REQUIRE COORDINATION WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE.

OTHER LIMITATIONS ON CONSTRUCTION

- A. PROHIBITIONS - THE USE OF TALL EQUIPMENT (I.E. CRANES, CONCRETE PUMPS) SHALL NOT BE PERMITTED UNLESS APPROVED BY THE ENGINEER.

OPEN FLAME WELDING AND TORCH CUTTING OPERATIONS ARE NOT PERMITTED UNLESS ADEQUATE FIRE SAFETY PRECAUTIONS ARE PROVIDED AND THESE OPERATIONS ARE AUTHORIZED BY THE AIRPORT OPERATOR AND THE ENGINEER.

ELECTRICAL BLASTING CAPS SHALL NOT BE PERMITTED WITHIN 1,000-FT OF THE AIRPORT PROPERTY. FLARE POTS ARE NOT PERMITTED WITHIN THE AIR OPERATIONS AREA.
- B. RESTRICTIONS - SEE SHEETS G-201 TO G-204 FOR CONSTRUCTION WORK HOURS AND PHASING RESTRICTIONS.
- C. CONTRACTOR SHALL RESTORE ALL DAMAGED PAVEMENT EITHER ON HAUL ROUTE OR ROADS LEADING TO ACCESS TO HAUL ROUTE TO THE CONDITION OF THE OWNER'S SATISFACTION. IN ADDITION, AREAS OUTSIDE OF PAVEMENT SHALL BE RESTORED TO TURF OR EXISTING CONDITION AND SHALL MEET OWNER'S APPROVAL. ANY RESTORATION WORK TO THE HAUL ROUTE OR STAGING/PARKING AREAS SHALL BE CONSIDERED SUBSIDIARY AND SHALL NOT RECEIVE SEPARATE PAYMENT.
- D. CONTRACTOR SHALL PROVIDE 2-WAY RADIO COMMUNICATION DURING PLANNED OPERATIONS. CONTRACTOR SHALL MONITOR THE AIRPORT FREQUENCY (ADDISON GROUND: 121.6) FOR TRAFFIC AT ALL TIMES.
- E. CONTRACTOR SHALL MAINTAIN THE LIGHTED BARRICADES, LIGHTED RUNWAY CLOSURE MARKERS, AND LIGHTING IN AN OPERABLE CONDITION FOR THE DURATION OF THE PHASES REQUIRED. CONTRACTOR TO SERVICE BARRICADES DAILY OR DIRECTED BY THE AIRPORT OR ENGINEER.
- F. NOTICES TO ARMEN (NOTAM) - PRIOR TO 48 HOURS BEFORE BEGINNING ANY CONSTRUCTION ACTIVITY, THE CONTRACTOR WITH COORDINATION WITH THE ENGINEER AND AIRPORT OPERATIONS, GIVE NOTICE USING THE NOTAM SYSTEM OF PROPOSED LOCATION, TIME, AND DATE OF COMMENCEMENT OF CONSTRUCTION. UPON COMPLETION OF WORK AND RETURN OF ALL SUCH AREAS TO STANDARD CONDITIONS, THE CONTRACTOR, MUST THROUGH AIRPORT OPERATIONS, VERIFY CANCELLATION OF ALL NOTICES VIA THE NOTAM SYSTEM.
- G. IN THE EVENT THAT UNANTICIPATED ARCHEOLOGICAL DEPOSITS ARE ENCOUNTERED DURING CONSTRUCTION, WORK IN THE IMMEDIATE AREA WILL CEASE AND THE TOWN OF ADDISON WILL CONTACT PROFESSIONAL ARCHEOLOGISTS TO INITIATE POST-REVIEW DISCOVERY PROCEDURES UNDER THE PROVISIONS OF 36 CFR 800.13.
- H. IN THE EVENT THAT UNANTICIPATED HAZARDOUS MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION, WORK IN THE IMMEDIATE AREA WILL CEASE AND THE TOWN OF ADDISON WILL BE NOTIFIED.
- I. STOCKPILES AND STAGING AREAS WILL NOT BE PLACED WITHIN ANY WATER OF THE UNITED STATES, INCLUDING WETLANDS, DISPOSAL AREAS, STOCKPILES, AND HAUL ROADS SHALL BE CONSTRUCTED IN A MANNER TO MINIMIZE AND CONTROL THE SEDIMENT. 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, FALSEWORK, PILING, DEBRIS OR OTHER OBSTRUCTIONS PALCED DURING CONSTRUCTION OPERATION THAT ARE NOT A PART OF THE FINISHED WORK.



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REV.	DATE	DESCRIPTION

ADDISON AIRPORT
ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

GENERAL NOTES

JOB NO.: 17081101
DATE: MARCH 2020
DESIGNED BY: KKR
DRAWN BY: KKR

BAR IS ONE INCH ON ORIGINAL DRAWING
1" = 100' ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
G-102

SHEET NUMBER
2

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ENGINEER'S ESTIMATE OF QUANTITIES - AIRFIELD

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY
1	SS-212-5.1	BIAXIAL GEOGRID	S.Y.	1,716
2	SS-300-5.1	LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES	L.S.	1
3	SS-300-5.2	LIGHT FIXTURE POLE AND FOUNDATION, INSTALLED	EACH	1
4	SS-301-5.1	EXISTING CONCRETE ENCASED, ELECTRICAL JUNCTION STRUCTURE, REMOVED	EACH	3
5	SS-301-5.2	EXISTING BASE MOUNTED EDGE LIGHT, REMOVED	EACH	5
6	SS-301-5.3	EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED	EACH	3
7	SS-301-5.4	EXISTING L-861T TAXIWAY EDGE LIGHT, RE-INSTALLED ON NEW BASE	EACH	5
8	SS-301-5.5	EXISTING L-858 GUIDANCE SIGN, RE-INSTALLED ON NEW BASE WITH NEW SIGN PANELS	EACH	3
9	SS-301-5.6	EXISTING HANDHOLE, RELOCATED	EACH	1
10	SS-310-5.1	TEMPORARY AIRFIELD LIGHTING	L.S.	1
11	SS-310-5.2	L-858 STAKE MOUNTED, SIZE 2, STYLE 4 UNLIGHTED, 2-MODULE GUIDANCE SIGN, INSTALLED	EACH	1
12	TX-340-6.1	DENSE-GRADED HOT-MIX ASPHALT (SQ), TYPE D, PG64-22 (4")	TON	116
13	C-102-5.1	TEMPORARY EROSION CONTROL	L.S.	1
14	C-105-6.1	MOBILIZATION (PHASE 1)	L.S.	1
15	C-105-6.2	MOBILIZATION (PHASE 2)	L.S.	1
16	C-105-6.3	MOBILIZATION (PHASE 3)	L.S.	1
17	D-701-5.1a	15" REINFORCED CONCRETE PIPE (CLASS IV)	L.F.	24
18	D-701-5.1b	18" REINFORCED CONCRETE PIPE (CLASS IV)	L.F.	12
19	D-701-5.1c	21" REINFORCED CONCRETE PIPE (CLASS IV)	L.F.	68
20	D-701-5.1d	24" REINFORCED CONCRETE PIPE (CLASS V)	L.F.	204
21	D-701-5.2	15" REINFORCED CONCRETE PIPE, 60-DEGREE BEND (CLASS IV)	EACH	2
22	D-751-5.1	5' X 5' SINGLE GRATE HEAVY AIRCRAFT RATED INLET	EACH	5
23	D-751-5.2	TXDOT SLOPING INLET (TYPE S)	EACH	1
24	D-752-5.1a	21" PIPE COLLAR (CLASS IV)	EACH	1
25	D-752-5.1b	24" PIPE COLLAR (CLASS IV)	EACH	1
26	D-752-5.1c	24" PIPE COLLAR (CLASS V)	EACH	1
27	F-162-5.1	CONSTRUCTION CHAIN-LINK FENCE INSTALLATION	L.F.	363
28	F-162-5.2	CONSTRUCTION FENCE REMOVAL	L.F.	1,290
29	P-101-5.1	PAVEMENT REMOVAL	S.Y.	3,046
30	P-101-5.2	DRAINAGE PIPE REMOVAL	L.F.	469
31	P-101-5.3	INLET REMOVAL	EACH	4
32	P-152-4.1	UNCLASSIFIED EXCAVATION	C.Y.	2,230
33	P-155-8.1	LIME-TREATED SUBGRADE (12")	S.Y.	7,754
34	P-155-8.2	LIME	TON	269
35	P-304-8.1	CEMENT-TREATED BASE COURSE (5")	S.Y.	9,252
36	P-501-8.1	CONCRETE PAVEMENT (11")	S.Y.	8,349
37	P-620-5.1a	AIRFIELD PAVEMENT MARKINGS (YELLOW) WITH REFLECTIVE MEDIA	S.F.	1,702
38	P-620-5.1b	AIRFIELD PAVEMENT MARKINGS (WHITE) WITH REFLECTIVE MEDIA	S.F.	3,285
39	P-620-5.1c	AIRFIELD PAVEMENT MARKINGS (RED) WITH REFLECTIVE MEDIA	S.F.	412
40	P-620-5.1d	AIRFIELD PAVEMENT MARKINGS (BLACK) WITHOUT REFLECTIVE MEDIA	S.F.	3,304
41	P-620-5.2	AIRFIELD PAVEMENT MARKING REMOVAL	S.F.	1,371
42	T-901-5.1	SEEDING	ACRE	1.1
43	T-904-5.1	SODDING	S.Y.	1,417
44	L-108-5.1	NO. 8 AWG, 5 KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT	L.F.	800
45	L-108-5.2	NO. 6 AWG, SOLID, BARE COUNTERPOISE WIRE, INSTALLED IN TRENCH, ABOVE THE DUCT BANK OR CONDUIT, INCLUDING GROUND RODS AND GROUND CONNECTORS	L.F.	775
46	L-108-5.3	TRENCHING FOR DIRECT-BURIED BARE COUNTERPOISE WIRE, 8" MINIMUM DEPTH	L.F.	190
47	L-110-5.1	NON-ENCASED SCHEDULE 40 PVC ELECTRICAL CONDUIT, 1-WAY 2"C	L.F.	450
48	L-110-5.2	CONCRETE ENCASED SCHEDULE 40 PVC ELECTRICAL CONDUIT, 1-WAY 2"C	L.F.	185
49	L-110-5.3	NON-ENCASED, SCHEDULE 80 PVC CONDUIT, 1-WAY 1"C, MOUNTED TO SURFACE FOR TEMPORARY ELECTRICAL CONNECTION	L.F.	700
50	L-110-5.4	NON-ENCASED SCHEDULE 40 PVC ELECTRICAL CONDUIT, 1-WAY 4"C	L.F.	350
51	L-110-5.5	CONCRETE ENCASED SCHEDULE 40 PVC ELECTRICAL CONDUIT, 1-WAY 4"C	L.F.	140
52	L-110-5.6	CONCRETE ENCASED SCHEDULE 40 PVC ELECTRICAL CONDUIT, 1-WAY 2"C WITH SAWCUT PAVEMENT REPAIR	L.F.	25
53	L-110-5.7	NON-ENCASED SCHEDULE 40 PVC ELECTRICAL CONDUIT, 1-WAY 1"C	L.F.	100
54	L-115-5.1	CONCRETE ENCASED ELECTRICAL JUNCTION STRUCTURE, L-867 CLASS 1, SIZE 16" DIAMETER BY 24" DEPTH, INSTALLED	EACH	1
55	L-115-5.2	3' X 3' X 3' AIRCRAFT RATED HANDHOLE, INSTALLED	EACH	1
56	L-115-5.3	CONCRETE ENCASED, PREFABRICATED ELECTRICAL HANDHOLE, SIZE 17"L X 30"W X 24"D, INSTALLED	EACH	2
57	L-125-5.1	L-861T(L) BASE MOUNTED TAXIWAY EDGE LIGHT, INSTALLED	EACH	4

AIRFIELD AREAS AFFECTED BY CONSTRUCTION

OPERATIONAL REQUIREMENTS	EXISTING (NORMAL)	PHASE 1A	PHASE 1B	PHASE 2	PHASE 3
RUNWAY 15-33 ARC	D-III	D-III	D-III	D-III	D-III
RUNWAY 15 APPROACH MINIMUMS	1 MILE	1 MILE	1 MILE	1 MILE	1 MILE
RUNWAY 33 APPROACH MINIMUMS	1 MILE	1 MILE	1 MILE	1 MILE	1 MILE
RUNWAY 15 DECLARED DISTANCES	TORA: 7,203'	TORA: 7,203'	TORA: 7,203'	TORA: 7,203'	TORA: 7,203'
	TODA: 7,203'	TODA: 7,203'	TODA: 7,203'	TODA: 7,203'	TODA: 7,203'
	ASDA: 7,203'	ASDA: 7,203'	ASDA: 7,203'	ASDA: 7,203'	ASDA: 7,203'
RUNWAY 33 DECLARED DISTANCES	LDA: 6,224'	LDA: 6,224'	LDA: 6,224'	LDA: 6,224'	LDA: 6,224'
	TORA: 7,203'	TORA: 7,203'	TORA: 7,203'	TORA: 7,203'	TORA: 7,203'
	TODA: 7,203'	TODA: 7,203'	TODA: 7,203'	TODA: 7,203'	TODA: 7,203'
RUNWAY 15 APPROACH PROCEDURES	ASDA: 7,203'	ASDA: 7,203'	ASDA: 7,203'	ASDA: 7,203'	ASDA: 7,203'
	LDA: 6,224'	LDA: 6,224'	LDA: 6,224'	LDA: 6,224'	LDA: 6,224'
	ILS, GPS	ILS, GPS	ILS, GPS	ILS, GPS	ILS, GPS
RUNWAY 33 APPROACH PROCEDURES	ILS, GPS	ILS, GPS	ILS, GPS	ILS, GPS	ILS, GPS
RUNWAY 15 NAVAIDS	PAPI-4L	PAPI-4L	PAPI-4L	PAPI-4L	PAPI-4L
RUNWAY 33 NAVAIDS	PAPI-4L	PAPI-4L	PAPI-4L	PAPI-4L	PAPI-4L
TAXILANE T ADG	ADG II	ADG II	ADG I	ADG I	ADG I
TAXIWAY A ADG	ADG III	ADG III	ADG I (BETWEEN TAXILANE F AND TAXILANE T)	ADG I (BETWEEN TAXILANE F AND TAXILANE T)	ADG III

RUNWAY DATA

RUNWAY END NUMBER	AIRPLANE DESIGN GROUP	AIRCRAFT APPROACH CATEGORY	MINIMUM SAFETY AREA PRIOR TO THE THRESHOLD	MINIMUM UNOBSTRUCTED APPROACH SLOPE	RSA WIDTH DIVIDED BY 2
RUNWAY 15	III	D	1,000-FT	34:1	250-FT
RUNWAY 33	III	D	1,000-FT	34:1	250-FT



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REV.	DATE	DESCRIPTION



ADDISON AIRPORT
ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

SUMMARY OF QUANTITIES

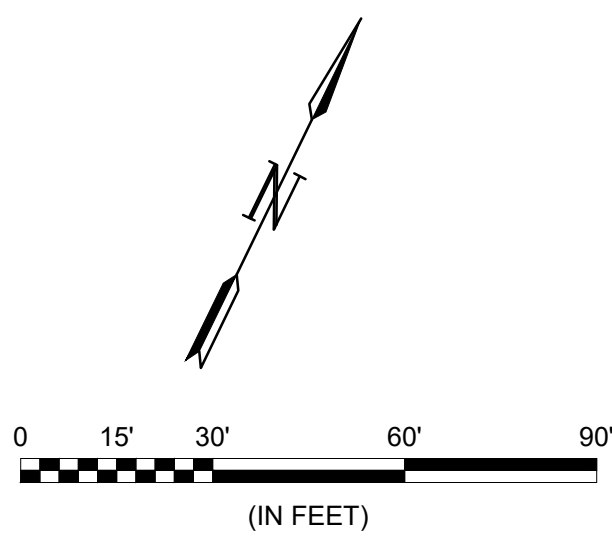
JOB NO.: 17081101
DATE: MARCH 2020
DESIGNED BY: KKR
DRAWN BY: KKR

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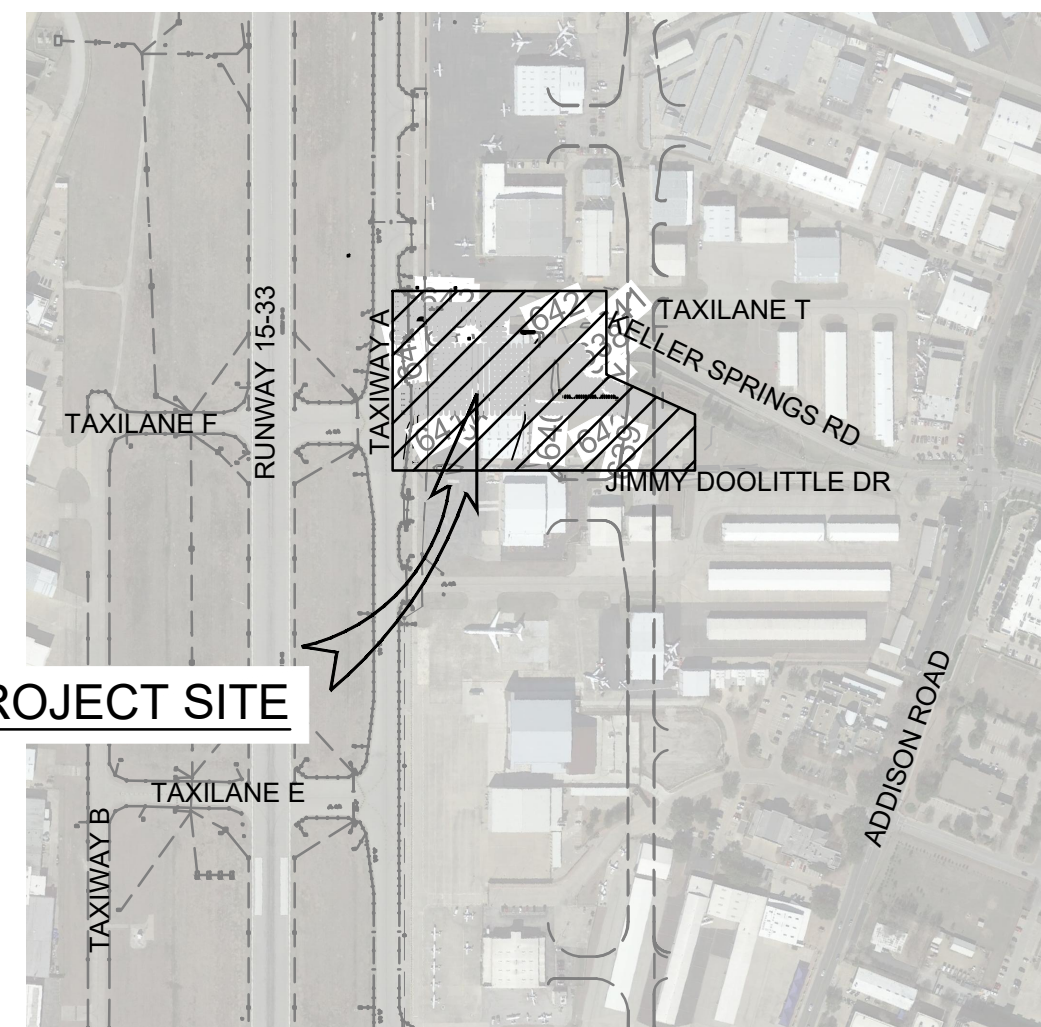
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G-103

SHEET NUMBER
3

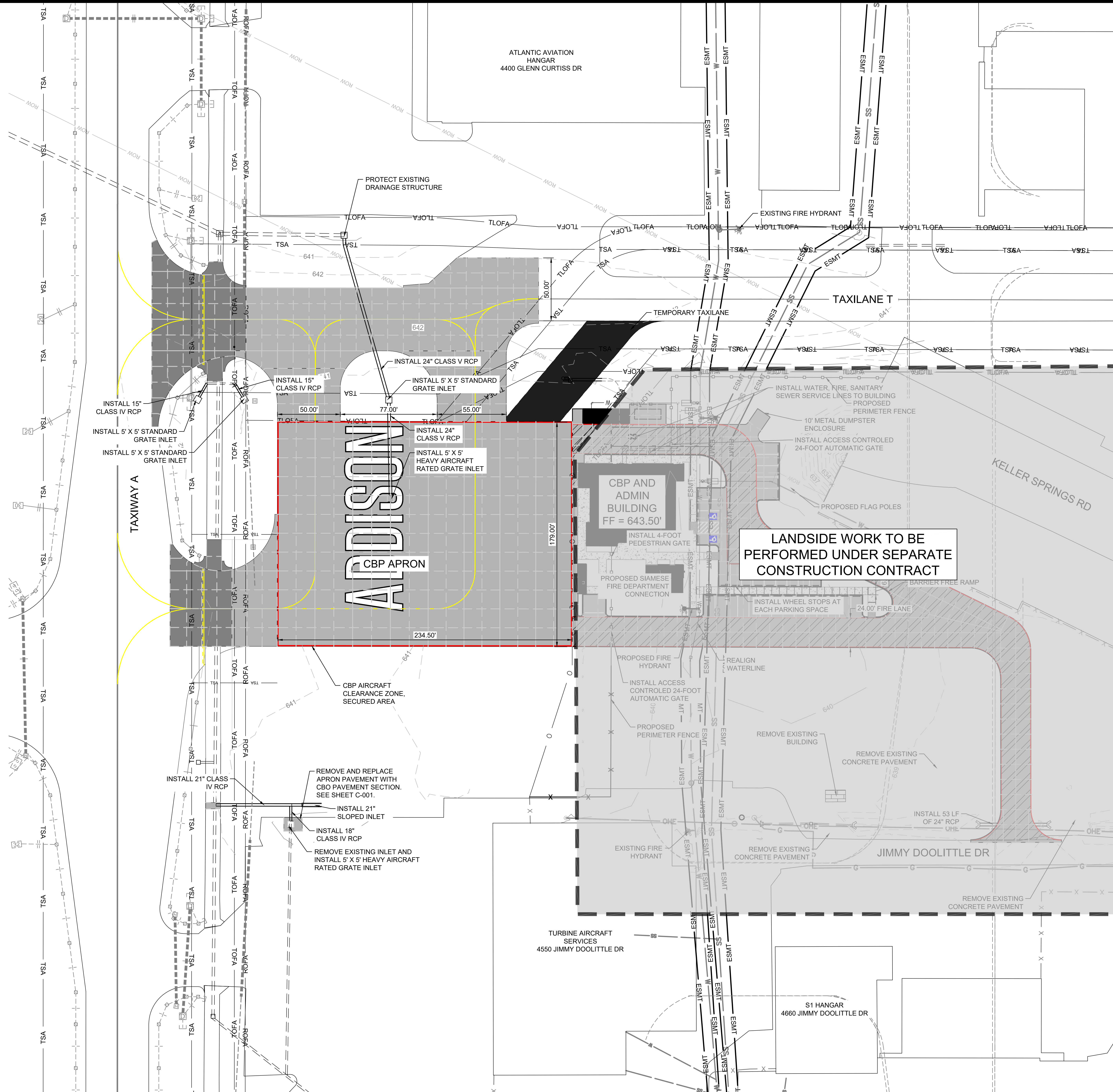
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LEGEND	
	AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
	AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
	TEMPORARY ASPHALT PAVEMENT (SEE SHEET C-002)
	TEMPORARY CONSTRUCTION FENCE
	EXISTING DRAINAGE PIPES
	PROPOSED DRAINAGE PIPES
	TSA - TAXIWAY/TAXILANE SAFETY AREA
	TLOFA - TAXILANE OBJECT FREE AREA
	ROFA - RUNWAY OBJECT FREE AREA
	TOFA - TAXIWAY OBJECT FREE AREA
	ROW - NTTA TUNNEL EASEMENT



PROJECT SITE



LANDSIDE WORK TO BE PERFORMED UNDER SEPARATE CONSTRUCTION CONTRACT



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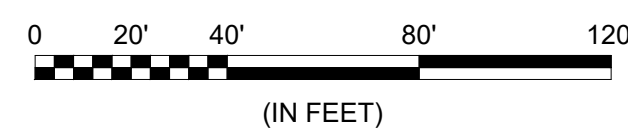
ADDISON AIRPORT
ADDISON, TEXAS

ADDISON AIRPORT

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

SITE PLAN	
JOB NO.:	17081101
DATE:	MARCH 2020
DESIGNED BY:	KKR
DRAWN BY:	KKR
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DRAWING NUMBER	
G-104	
SHEET NUMBER	4

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LEGEND	
	AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
	AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
	TEMPORARY ASPHALT PAVEMENT (SEE SHEET C-002)
	EXISTING DRAINAGE PIPES
	PROPOSED DRAINAGE PIPES
	TSA — TAXIWAY/TAXILANE SAFETY AREA
	TLOFA — TAXILANE OBJECT FREE AREA
	ROFA — RUNWAY OBJECT FREE AREA
	TOFA — TAXIWAY OBJECT FREE AREA
	ROW — NTTA TUNNEL EASEMENT

- NOTES:
- BEARINGS ARE STATE PLANE COORDINATES, NORTH CENTRAL ZONE NAD 83, BASED ON ADDISON AIRPORT CONTROL MONUMENTS.
 - SURVEY CONDUCTED BY SPARR SURVEY ON 02/08/18.
 - TO CONVERT CONTROL POINTS FROM GRID TO SURFACE USE THE SCALE FACTOR OF 1.000126422.
 - CONTRACTOR SHALL PROTECT ALL CONTROL POINTS. ANY DAMAGE TO CONTROL POINTS SHALL BE REPAIRED AT NO COST TO THE OWNER.

SURVEY CONTROL POINTS

POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	7039217.98	2479136.77	641.09'	FOUND IRON ROD
2	7038894.27	2479262.57	640.43'	FOUND IRON ROD
3	7039013.92	2479570.15	639.31'	PK NAIL

TAXILANE T						
Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING
L1	99+00.00	106+50.00	7039198.02	2478944.61	7039468.56	2479644.11

CBP APRON						
Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING
L2	199+20.00	203+25.00	7039269.21	2479131.41	7038891.46	2479277.44

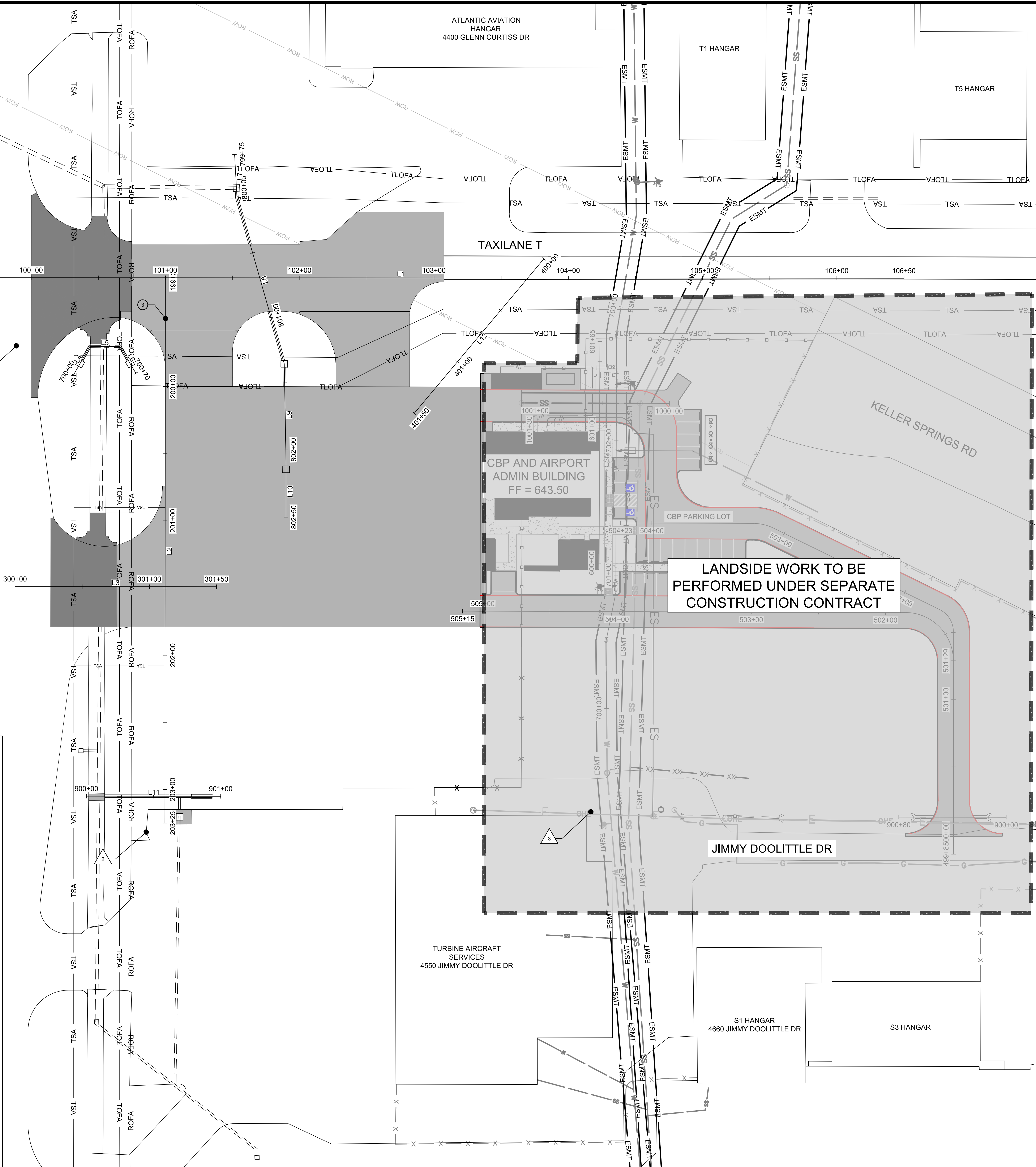
CBP CONNECTOR						
Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING
L3	300+00.00	301+50.00	7039015.32	2479109.74	7039069.41	2479249.65

A2-A3 RELOCATION						
Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING
L4	700+00.00	700+24.48	7039177.89	2479093.41	7039202.09	2479097.09
L5	700+24.48	700+46.98	7039202.09	2479097.09	7039210.14	2479118.09
L6	700+46.98	700+70.00	7039210.14	2479118.09	7039195.95	2479136.22

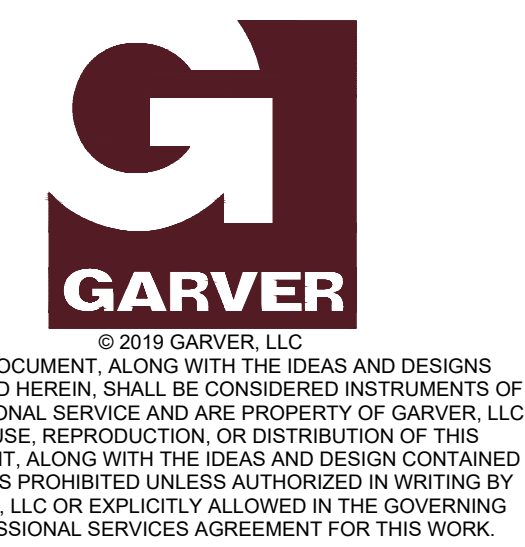
NETWORK A SOUTH						
Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING
L11	900+00.00	901+00.00	7038889.02	2479215.67	7038925.08	2479308.94

NETWORK A NORTH						
Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING
L7	799+75.00	800+07.67	7039374.37	2479145.94	7039344.59	2479159.38
L8	800+07.67	801+35.87	7039344.59	2479159.38	7039242.37	2479236.75
L9	801+35.87	802+11.86	7039242.37	2479236.75	7039172.02	2479265.47
L10	802+11.86	802+50.00	7039172.02	2479265.47	7039136.45	2479279.22

TEMPORARY TAXILANE						
Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING
L12	400+00.00	401+50.00	7039385.04	2479388.76	7039243.08	2479340.31



LANDSIDE WORK TO BE PERFORMED UNDER SEPARATE CONSTRUCTION CONTRACT



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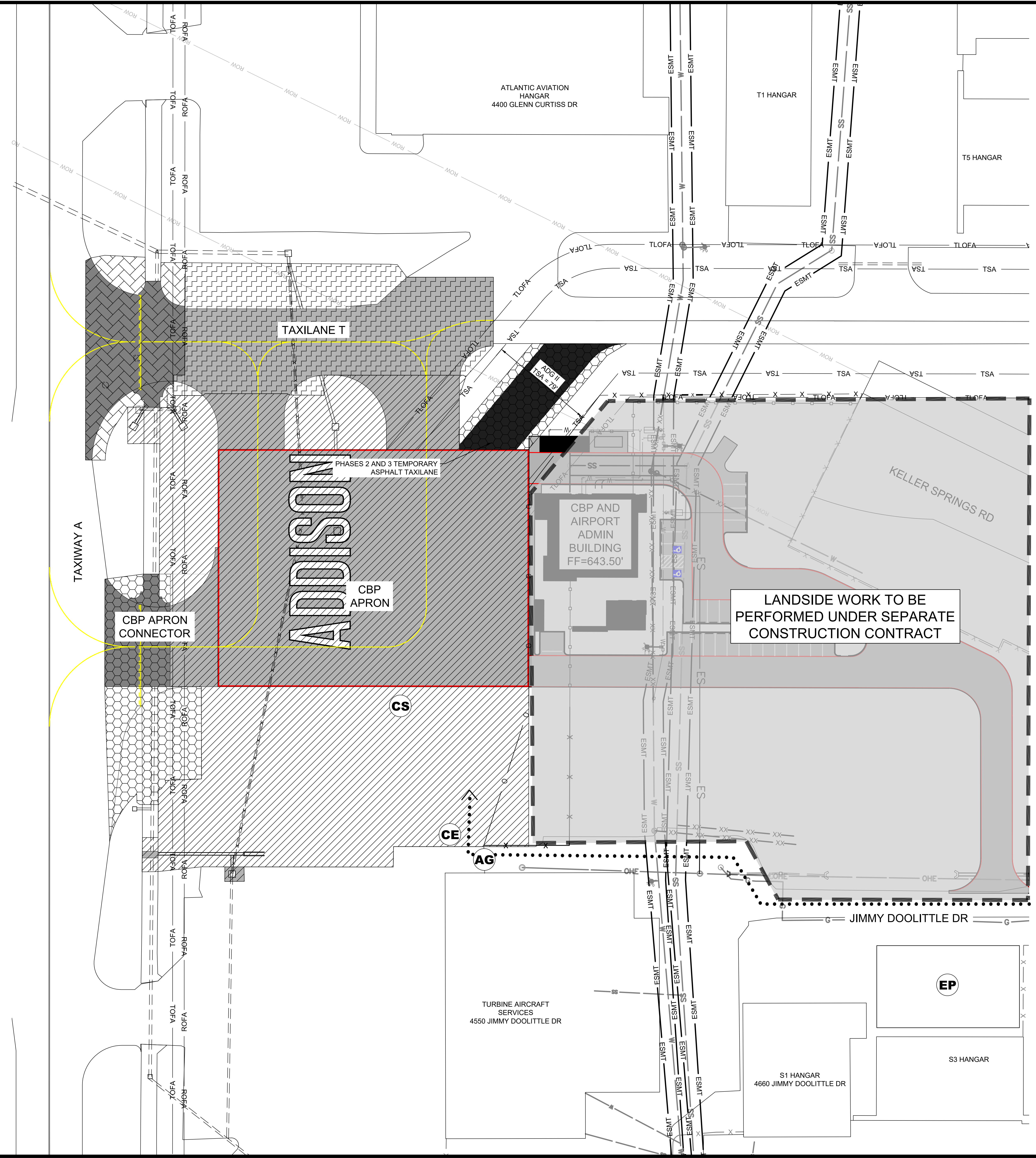
ADDISON AIRPORT
ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

SURVEY CONTROL PLAN
JOB NO.: 17081101 DATE: MARCH 2020 DESIGNED BY: KKR DRAWN BY: KKR
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DRAWING NUMBER G-105
SHEET NUMBER 5

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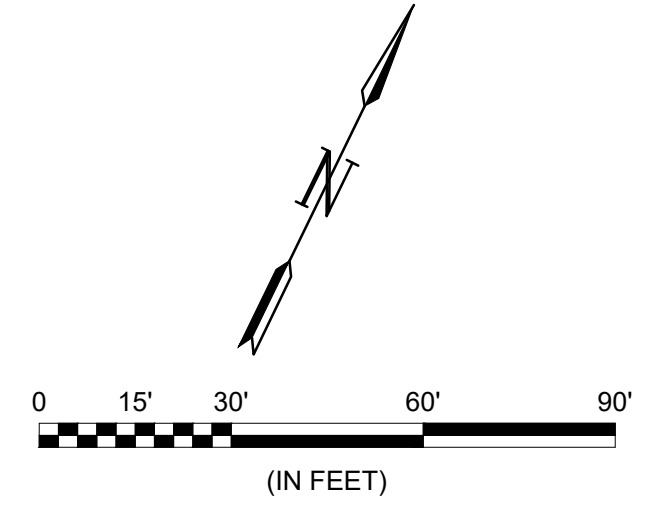
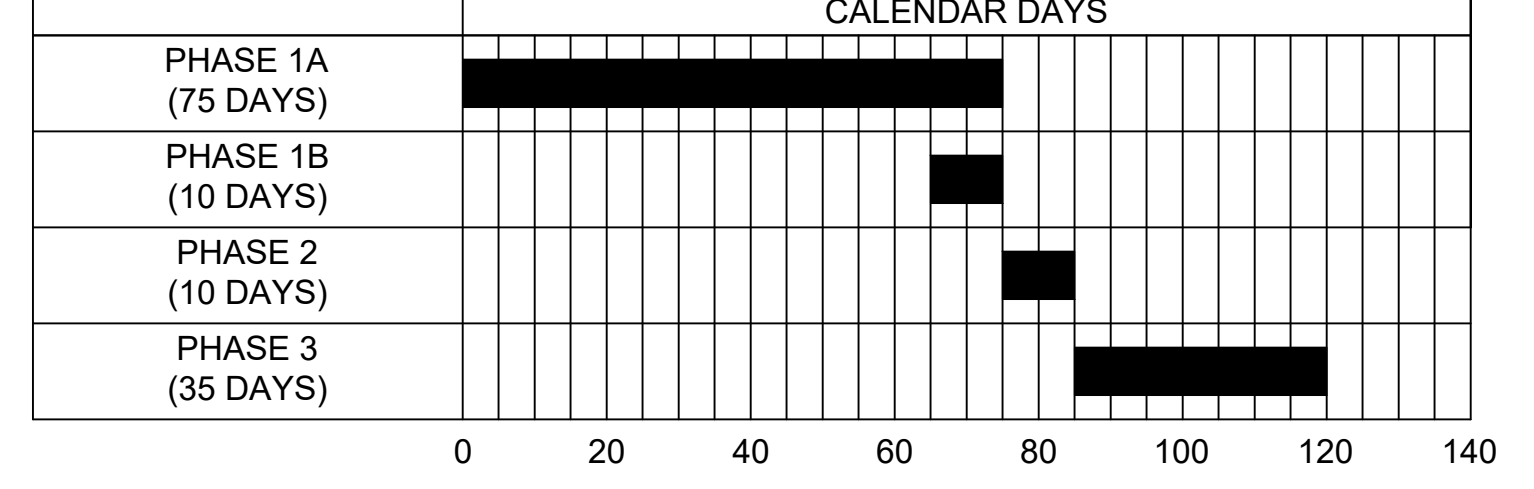
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ITEMS OF WORK

	<ol style="list-style-type: none"> REMOVE DRAINAGE PIPES AND INLET UNDER PROPOSED CBP APRON. INSTALL NEW TEMPORARY CONSTRUCTION FENCE AND ACCESS GATE REMOVE EXISTING CONSTRUCTION FENCE. CONSTRUCT PROPOSED AIRCRAFT PAVEMENT FOR THE CBP APRON. INSTALL PROPOSED DRAINAGE PIPES AND INLETS.
	<ol style="list-style-type: none"> TAXILANE T AND THE PORTION OF TAXIWAY A ADJACENT TO THE WORK AREA SHALL OPERATE AS AN ADG I TAXIWAY. PLACE PHASING BARRICADES AT TAXIWAY A. CONSTRUCT PROPOSED AIRCRAFT PAVEMENT FOR THE CBP APRON CONNECTOR. CONSTRUCT TEMPORARY ASPHALT PAVEMENT TRANSITION. WORK WITHIN THE TAXILANE T SAFETY AREA (ADG I) SHALL BE PERFORMED ON PULLBACK BASIS. MARK CENTERLINE FOR THE TEMPORARY TAXI ROUTE. INSTALL TEMPORARY STAKE MOUNTED GUIDANCE SIGNS.
	<ol style="list-style-type: none"> TAXILANE T AND THE PORTION OF TAXIWAY A ADJACENT TO THE WORK AREA SHALL OPERATE AS AN ADG I TAXIWAY. PLACE PHASING BARRICADES AND INSTALL TEMPORARY ELECTRICAL JUMPER AT TAXILANE T. REMOVE TAXIWAY A CENTERLINE MARKING LEADING TO THE WORK AREA. CONSTRUCT PROPOSED AIRCRAFT PAVEMENT FOR THE TAXILANE T INTERSECTION WITH TAXIWAY A.
	<ol style="list-style-type: none"> PLACE PHASING BARRICADES AT TAXIWAY A, AND TAXILANE T. REMOVE EXISTING PAVEMENT WITHIN PHASE AREA. REMOVE DRAINAGE PIPES UNDER TAXIWAY T. INSTALL PROPOSED DRAINAGE INFRASTRUCTURE UNDER TAXILANE T. CONSTRUCT PROPOSED AIRCRAFT PAVEMENT FOR TAXILANE T. INSTALL TAXILANE T, CBP APRON, AND CONNECTOR PAVEMENT MARKINGS.

CONTRACT TIME



LEGEND

	AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
	AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
	TEMPORARY ASPHALT PAVEMENT (SEE SHEET C-002)
	EMPLOYEE PARKING
	CONSTRUCTION ENTRANCE
	CONSTRUCTION STAGING
	ACCESS GATE
	CONTRACTOR / HAUL ROUTE
	CONSTRUCTION FENCE REMOVAL
	TEMPORARY CONSTRUCTION FENCE
	EXISTING DRAINAGE PIPES
	DRAINAGE PIPE REMOVAL
	PROPOSED DRAINAGE PIPES
	TAXIWAY/TAXILANE SAFETY AREA
	TAXILANE OBJECT FREE AREA
	RUNWAY OBJECT FREE AREA
	TAXIWAY OBJECT FREE AREA
	NTTA TUNNEL EASEMENT



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REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

ADDISON AIRPORT

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

CONSTRUCTION SAFETY & PHASING PLAN - OVERALL

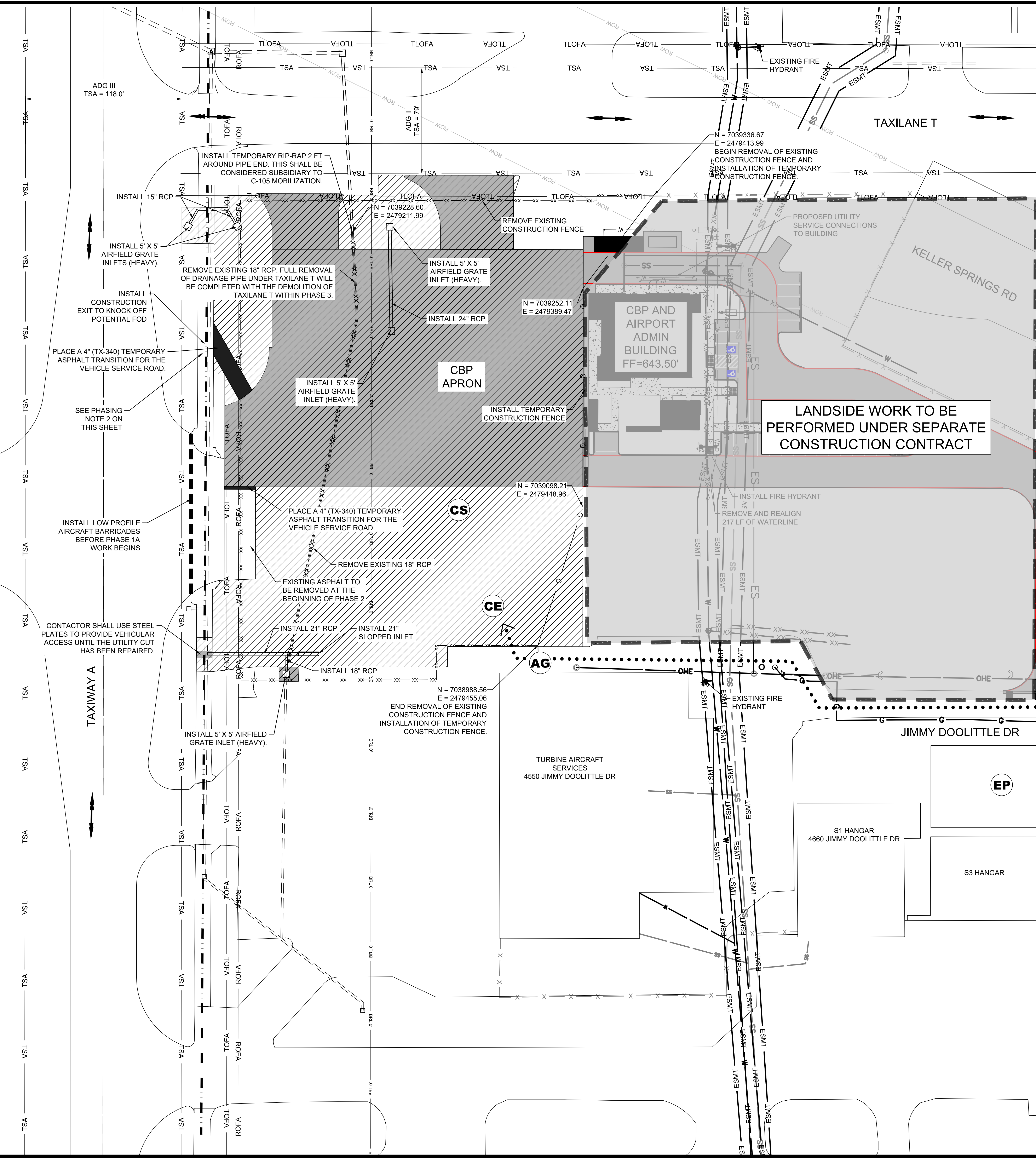
JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

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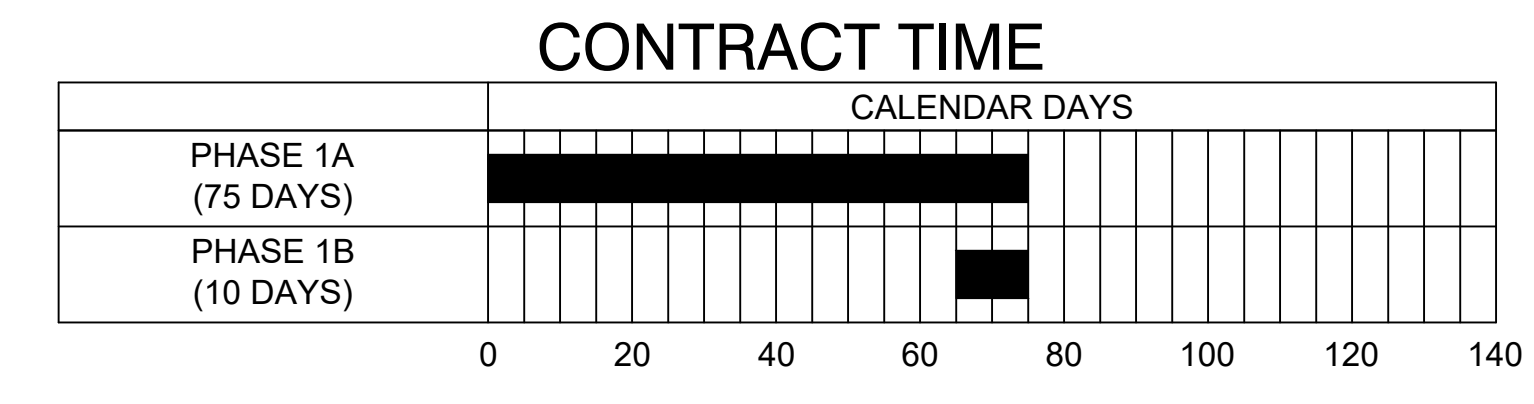
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ITEMS OF WORK

	1. REMOVE DRAINAGE PIPES AND INLET UNDER PROPOSED CBP APRON. 2. INSTALL NEW TEMPORARY CONSTRUCTION FENCE AND ACCESS GATE. 3. REMOVE EXISTING CONSTRUCTION FENCE. 4. CONSTRUCT PROPOSED AIRCRAFT PAVEMENT FOR THE CBP APRON. 5. INSTALL PROPOSED DRAINAGE PIPES AND INLETS.
	1. TAXILANE T AND THE PORTION OF TAXIWAY A ADJACENT TO THE WORK AREA SHALL OPERATE AS AN ADG I TAXIWAY. 2. PLACE PHASING BARRICADES AT TAXIWAY A. 3. CONSTRUCT PROPOSED AIRCRAFT PAVEMENT FOR THE CBP APRON CONNECTOR. 4. CONSTRUCT TEMPORARY ASPHALT PAVEMENT TRANSITION. WORK WITHIN THE TAXILANE T SAFETY AREA (ADG I) SHALL BE PERFORMED ON PULLBACK BASIS. 5. MARK CENTERLINE FOR THE TEMPORARY TAXI ROUTE. 6. MARK CENTERLINE FOR THE TEMPORARY TAXI ROUTE. 7. INSTALL TEMPORARY STAKE MOUNTED GUIDANCE SIGNS.



- #### PHASING NOTES:
- ADDISON AIRPORT WILL ISSUE NOTAMS STATING THE FOLLOWING:
 - A. MEN AND EQUIPMENT ARE WORKING IN THE VICINITY OF TAXIWAY ALPHA AND TAXILANE T.
 - B. TAXIWAY ALPHA AT THE INTERSECTION WITH THE PROPOSED CONNECTOR SHALL BE FOR AIRCRAFT DESIGN GROUP 1.
 - CONTRACTOR SHALL PROVIDE ACCESS FOR AIRPORT FUEL TRUCKS THROUGH THE PROJECT AT ALL TIMES. AIRPORT PASSENGER VEHICLES WILL NOT BE ALLOWED ACCESS THROUGH THE PROJECT AREA.
- #### BARRICADE NOTES:
- CONTRACTOR SHALL NOT CROSS THE BARRICADES ALONG TAXIWAY ALPHA AND THE NON-MOVEMENT AREA BOUNDARY MARKING UNLESS ESCORTED BY ADDISON AIRPORT PERSONNEL. FAILURE TO COMPLY WILL RESULT IN A \$500 FINE.
 - CONTRACTOR SHALL YIELD TO LARGE AIRCRAFT WINGTIPS AT ALL TIMES.
 - THE CONTRACTOR SHALL PROVIDE 72 HOURS NOTICE TO THE ENGINEER AND ADDISON AIRPORT IF THE BARRICADES NEED TO BE MOVED FOR PAVING OR OTHER ASSOCIATED WORK.

LEGEND

	AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
	AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
	TEMPORARY ASPHALT PAVEMENT (SEE SHEET C-002)
	EMPLOYEE PARKING
	CONSTRUCTION ENTRANCE
	CONSTRUCTION STAGING
	ACCESS GATE
	CONTRACTOR / HAUL ROUTE
	AIRCRAFT TRAFFIC
	VEHICLE ACCESS ROUTE
	LOW PROFILE AIRCRAFT BARRICADES
	CONSTRUCTION FENCE REMOVAL
	TEMPORARY CONSTRUCTION FENCE
	EXISTING DRAINAGE PIPES
	DRAINAGE PIPE REMOVAL
	PROPOSED DRAINAGE PIPES
	TAXIWAY/TAXILANE SAFETY AREA
	TAXILANE OBJECT FREE AREA
	RUNWAY OBJECT FREE AREA
	TAXIWAY OBJECT FREE AREA
	NTTA TUNNEL EASEMENT

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STATE OF TEXAS
MITCHELL R. McANALLY
114422
DIGITALLY SIGNED

Digitally Signed On 05/07/2020

BY	DATE	DESCRIPTION

ADDISON AIRPORT
ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

CONSTRUCTION SAFETY & PHASING PLAN - PHASES 1A

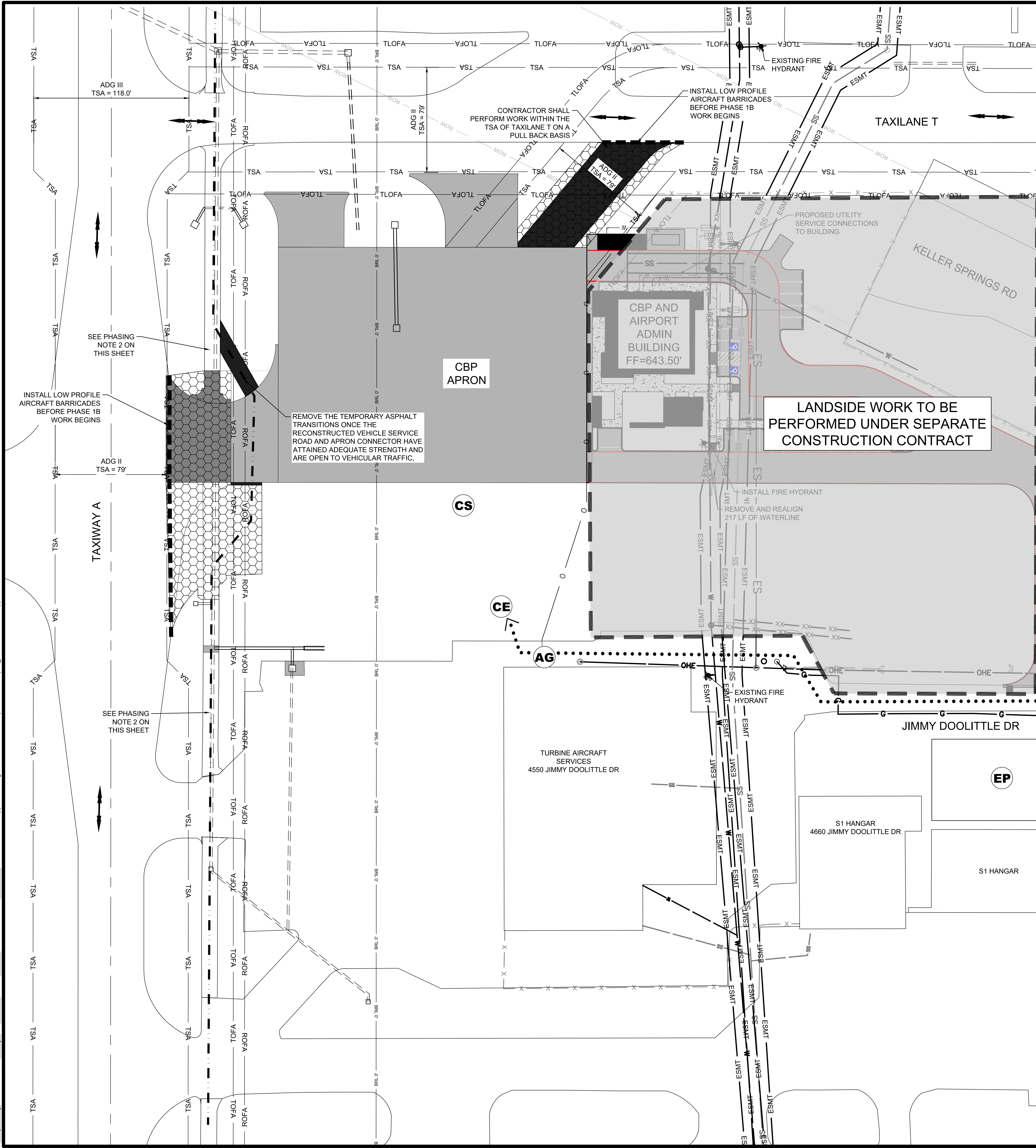
JOB NO.: 17081101
DATE: MARCH 2020
DESIGNED BY: KKR
DRAWN BY: KKR

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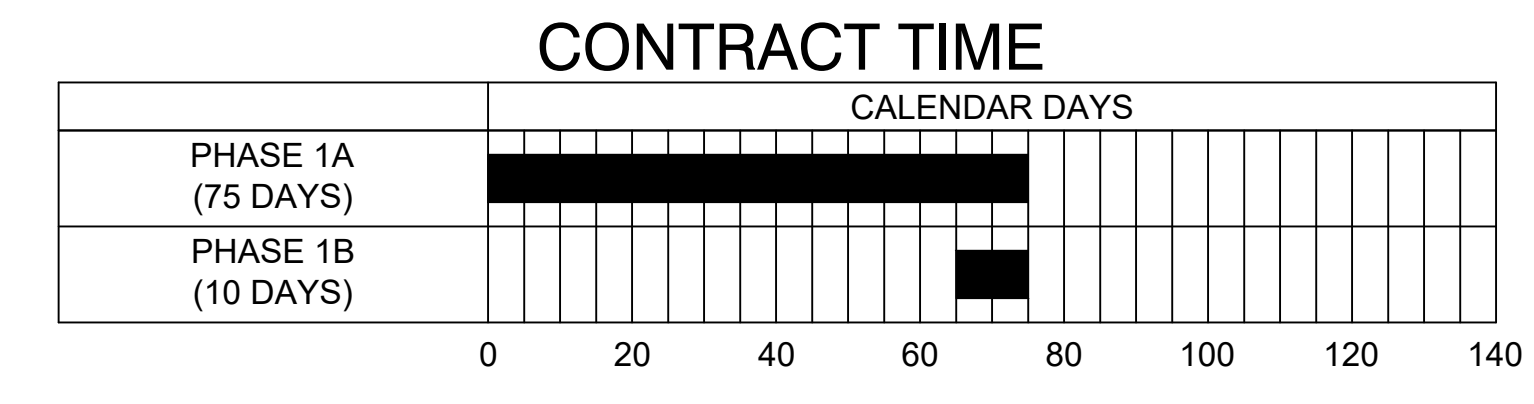
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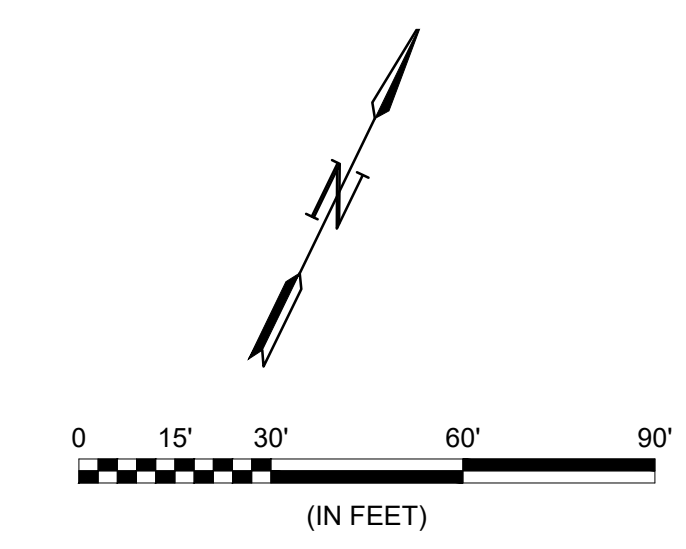


ITEMS OF WORK

Phase	Items of Work
PHASE 1A	1. REMOVE DRAINAGE PIPES AND INLET UNDER PROPOSED CBP APRON. 2. INSTALL NEW TEMPORARY CONSTRUCTION FENCE AND ACCESS GATE. 3. REMOVE EXISTING CONSTRUCTION FENCE. 4. CONSTRUCT PROPOSED AIRCRAFT PAVEMENT FOR THE CBP APRON. 5. INSTALL PROPOSED DRAINAGE PIPES AND INLETS.
PHASE 1B	1. TAXILANE T AND THE PORTION OF TAXIWAY A ADJACENT TO THE WORK AREA SHALL OPERATE AS AN ADG I TAXIWAY. 2. PLACE PHASING BARRICADES AT TAXIWAY A. 3. CONSTRUCT PROPOSED AIRCRAFT PAVEMENT FOR THE CBP APRON CONNECTOR. 4. CONSTRUCT TEMPORARY ASPHALT PAVEMENT TRANSITION. WORK WITHIN THE TAXILANE T SAFETY AREA (ADG I) SHALL BE PERFORMED ON PULLBACK BASIS. 5. MARK CENTERLINE FOR THE TEMPORARY TAXI ROUTE. 6. MARK CENTERLINE FOR THE TEMPORARY TAXI ROUTE. 7. INSTALL TEMPORARY STAKE MOUNTED GUIDANCE SIGNS.



- #### PHASING NOTES:
- ADDISON AIRPORT WILL ISSUE NOTAMS STATING THE FOLLOWING:
 - A. MEN AND EQUIPMENT ARE WORKING IN THE VICINITY OF TAXIWAY ALPHA AND TAXILANE T.
 - B. TAXIWAY ALPHA AT THE INTERSECTION WITH THE PROPOSED CONNECTOR SHALL BE FOR AIRCRAFT DESIGN GROUP 1.
 - CONTRACTOR SHALL PROVIDE ACCESS FOR AIRPORT FUEL TRUCKS THROUGH THE PROJECT AT ALL TIMES. AIRPORT PASSENGER VEHICLES WILL NOT BE ALLOWED ACCESS THROUGH THE PROJECT AREA.
- #### BARRICADE NOTES:
- CONTRACTOR SHALL NOT CROSS THE BARRICADES ALONG TAXIWAY ALPHA AND THE NON-MOVEMENT AREA BOUNDARY MARKING UNLESS ESCORTED BY ADDISON AIRPORT PERSONNEL. FAILURE TO COMPLY WILL RESULT IN A \$500 FINE.
 - CONTRACTOR SHALL YIELD TO LARGE AIRCRAFT WINGTIPS AT ALL TIMES.
 - THE CONTRACTOR SHALL PROVIDE 72 HOURS NOTICE TO THE ENGINEER AND ADDISON AIRPORT IF THE BARRICADES NEED TO BE MOVED FOR PAVING OR OTHER ASSOCIATED WORK.



LEGEND

	AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
	AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
	TEMPORARY ASPHALT PAVEMENT (SEE SHEET C-002)
	EMPLOYEE PARKING
	CONSTRUCTION ENTRANCE
	CONSTRUCTION STAGING
	ACCESS GATE
	CONTRACTOR / HAUL ROUTE
	AIRCRAFT TRAFFIC
	VEHICLE ACCESS ROUTE
	LOW PROFILE AIRCRAFT BARRICADES
	CONSTRUCTION FENCE REMOVAL
	TEMPORARY CONSTRUCTION FENCE
	EXISTING DRAINAGE PIPES
	DRAINAGE PIPE REMOVAL
	PROPOSED DRAINAGE PIPES
	TSA - TAXIWAY/TAXILANE SAFETY AREA
	TLOFA - TAXILANE OBJECT FREE AREA
	ROFA - RUNWAY OBJECT FREE AREA
	TOFA - TAXIWAY OBJECT FREE AREA
	ROW - NTTA TUNNEL EASEMENT



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REV.	DATE	DESCRIPTION



CONSTRUCTION SAFETY & PHASING PLAN - PHASES 1B

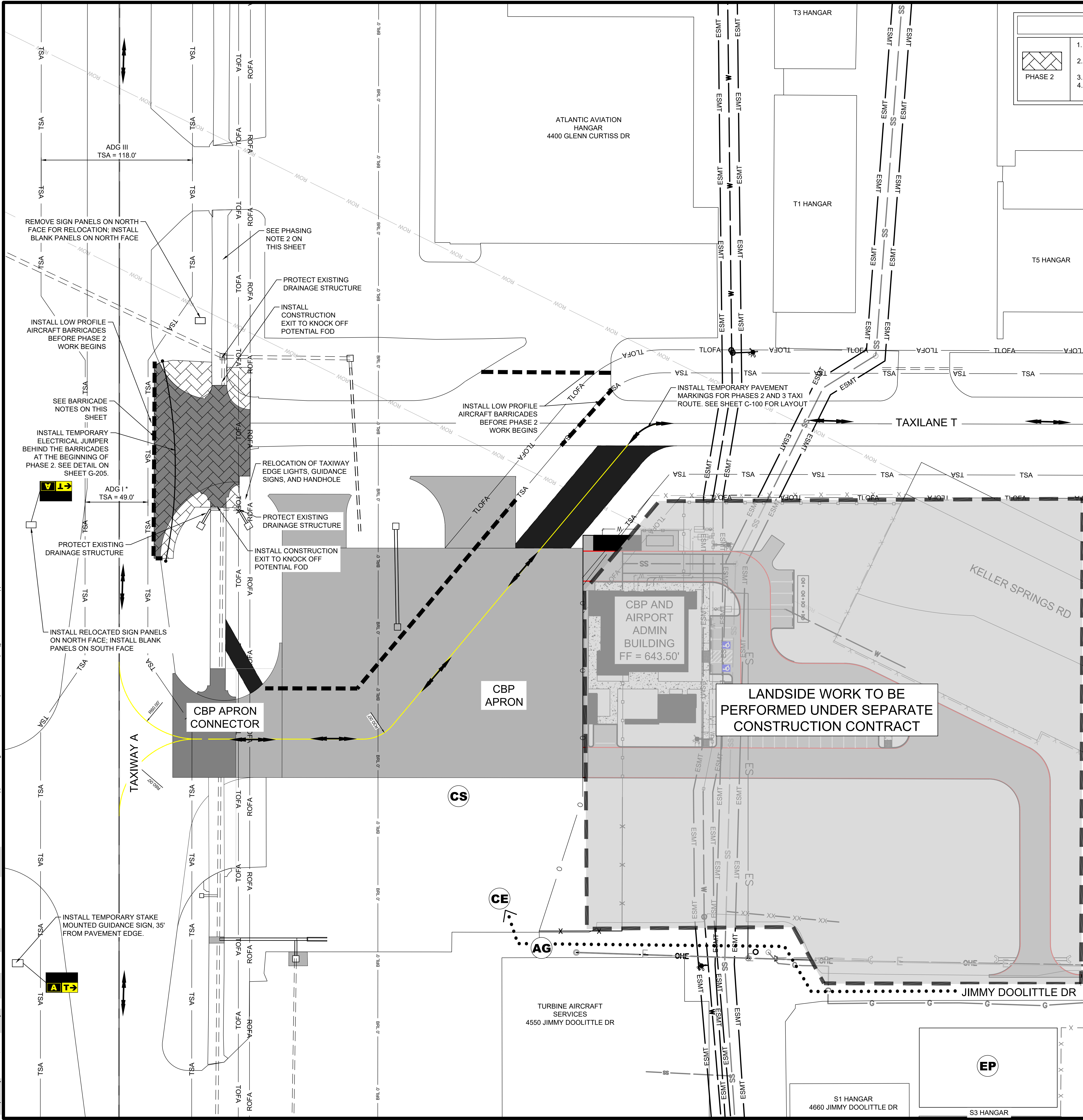
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 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

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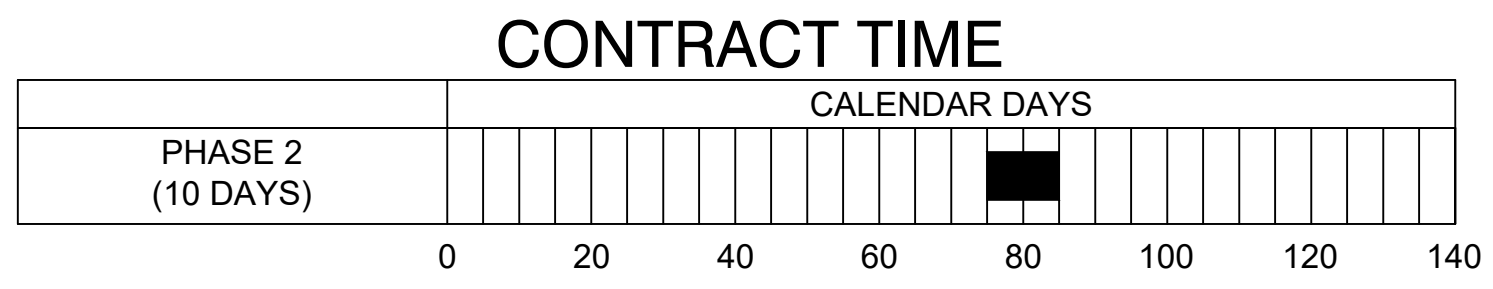
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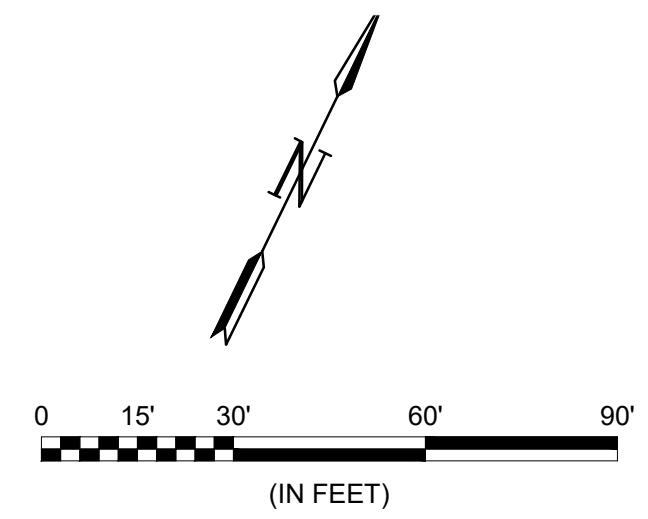
ITEMS OF WORK

 PHASE 2	<ol style="list-style-type: none"> 1. TAXILANE T AND THE PORTION OF TAXIWAY A ADJACENT TO THE WORK AREA SHALL OPERATE AS AN ADG I TAXIWAY. 2. PLACE PHASING BARRICADES AND INSTALL TEMPORARY ELECTRICAL JUMPER AT TAXILANE T. 3. REMOVE TAXIWAY A CENTERLINE MARKING LEADING TO THE WORK AREA. 4. CONSTRUCT PROPOSED AIRCRAFT PAVEMENT FOR THE TAXILANE T INTERSECTION WITH TAXIWAY A.
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- PHASING NOTES:**
1. ADDISON AIRPORT WILL ISSUE NOTAMS STATING THE FOLLOWING:
 - A. MEN AND EQUIPMENT ARE WORKING IN THE VICINITY OF TAXIWAY ALPHA AND TAXILANE T.
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LEGEND

	AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
	AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
	TEMPORARY ASPHALT PAVEMENT (SEE SHEET C-002)
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	CONSTRUCTION ENTRANCE
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	TSA - TAXIWAY/TAXILANE SAFETY AREA
	TLOFA - TAXILANE OBJECT FREE AREA
	ROFA - RUNWAY OBJECT FREE AREA
	TOFA - TAXIWAY OBJECT FREE AREA
	ROW - NTTA TUNNEL EASEMENT

*WHILE MEN AND EQUIPMENT ARE WORKING WITHIN PHASE 2, TAXIWAY A WILL BE DESIGNATED AS AN ADG I. WHEN MEN AND EQUIPMENT ARE NOT WORKING WITHIN PHASE 2, TAXIWAY A WILL BE ADG III.



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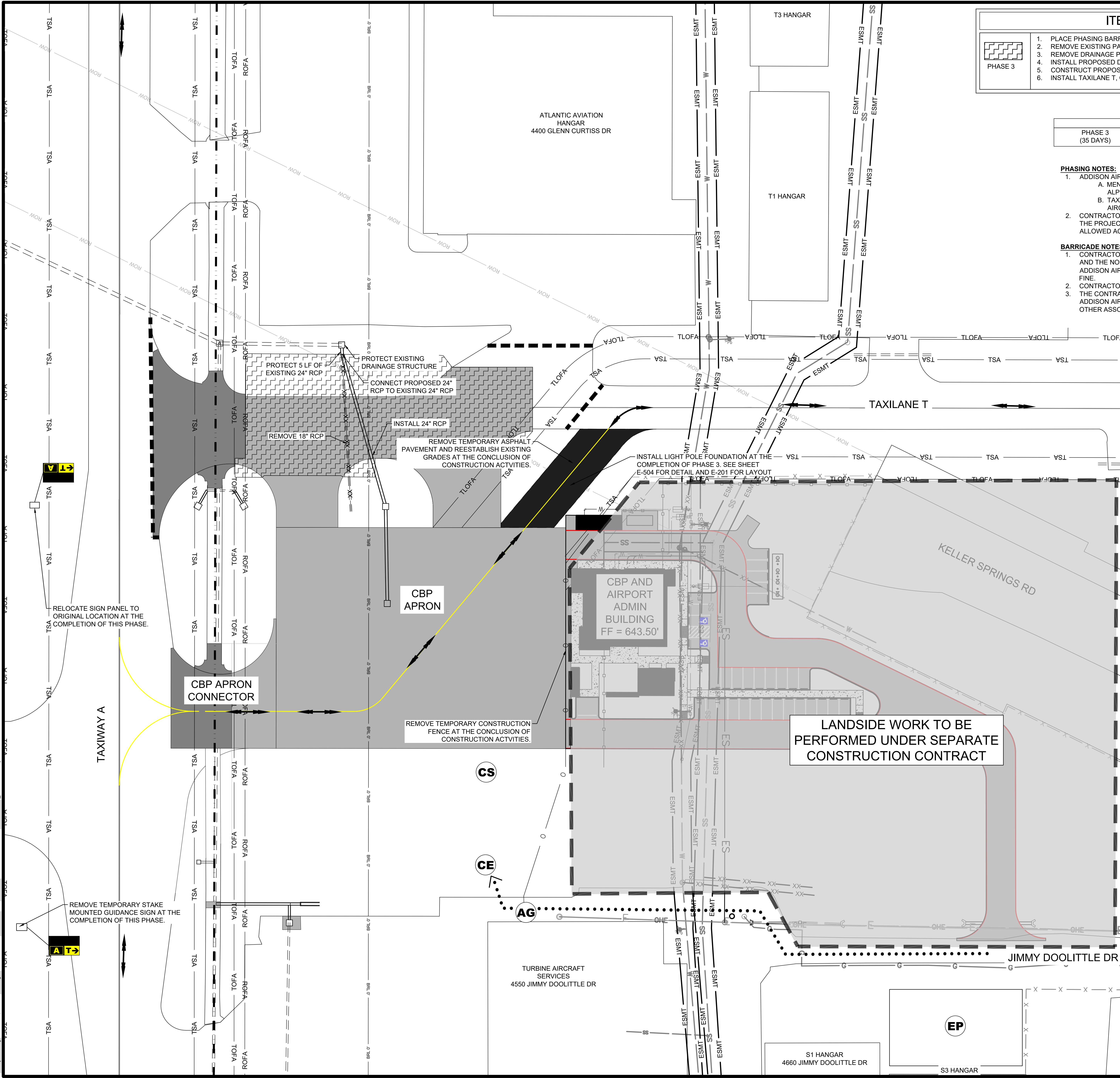
REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS
 CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

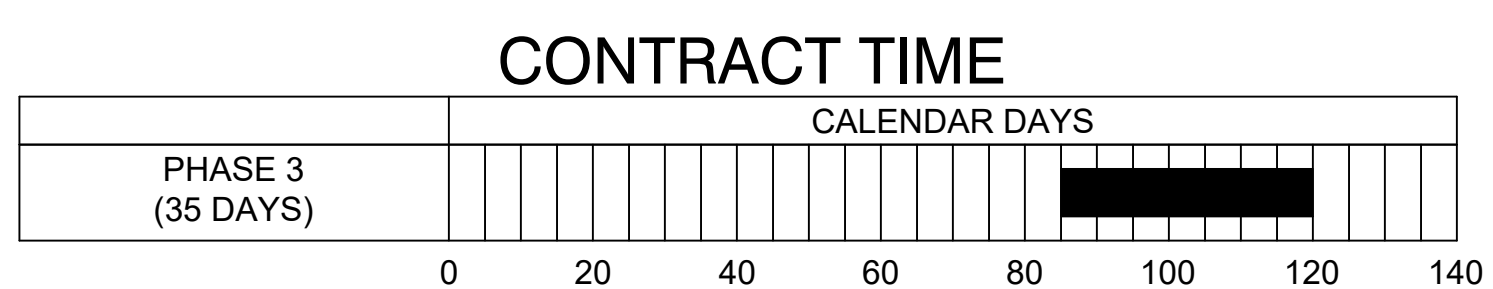
CONSTRUCTION SAFETY & PHASING PLAN - PHASE 2

JOB NO.: 17081101
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G-203
 SHEET NUMBER
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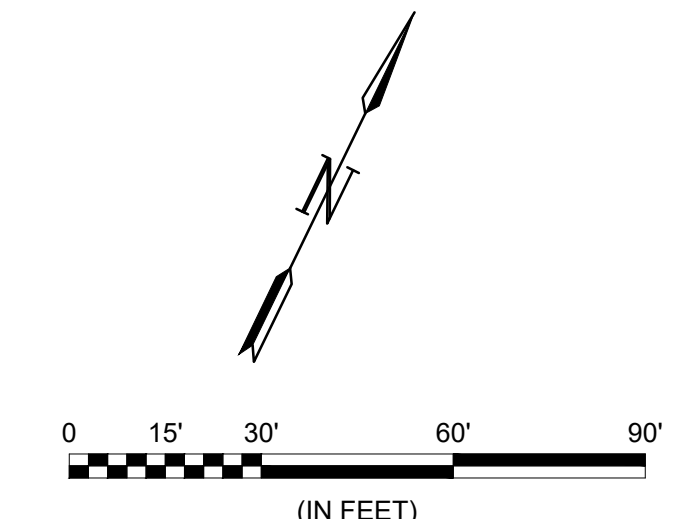
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- ### ITEMS OF WORK
1. PLACE PHASING BARRICADES AT TAXIWAY A, AND TAXILANE T.
 2. REMOVE EXISTING PAVEMENT WITHIN PHASE AREA.
 3. REMOVE DRAINAGE PIPES UNDER TAXIWAY T.
 4. INSTALL PROPOSED DRAINAGE INFRASTRUCTURE UNDER TAXILANE T.
 5. CONSTRUCT PROPOSED AIRCRAFT PAVEMENT FOR TAXILANE T.
 6. INSTALL TAXILANE T, CBP APRON, AND CONNECTOR PAVEMENT MARKINGS



- ### PHASING NOTES:
1. ADDISON AIRPORT WILL ISSUE NOTAMS STATING THE FOLLOWING:
 - A. MEN AND EQUIPMENT ARE WORKING IN THE VICINITY OF TAXIWAY ALPHA AND TAXILANE T.
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- ### LEGEND
- AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
 - AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
 - TEMPORARY ASPHALT PAVEMENT (SEE SHEET C-002)
 - EP EMPLOYEE PARKING
 - CE CONSTRUCTION ENTRANCE
 - CS CONSTRUCTION STAGING
 - AG ACCESS GATE
 - CONTRACTOR / HAUL ROUTE
 - AIRCRAFT TRAFFIC
 - VEHICLE ACCESS ROUTE
 - LOW PROFILE AIRCRAFT BARRICADES
 - CONSTRUCTION FENCE REMOVAL
 - TEMPORARY CONSTRUCTION FENCE
 - EXISTING DRAINAGE PIPES
 - DRAINAGE PIPE REMOVAL
 - PROPOSED DRAINAGE PIPES
 - TSA TAXIWAY/TAXILANE SAFETY AREA
 - TLOFA TAXILANE OBJECT FREE AREA
 - ROFA RUNWAY OBJECT FREE AREA
 - TOFA TAXIWAY OBJECT FREE AREA
 - ROW NTTA TUNNEL EASEMENT



Digitally Signed On 05/07/2020

REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

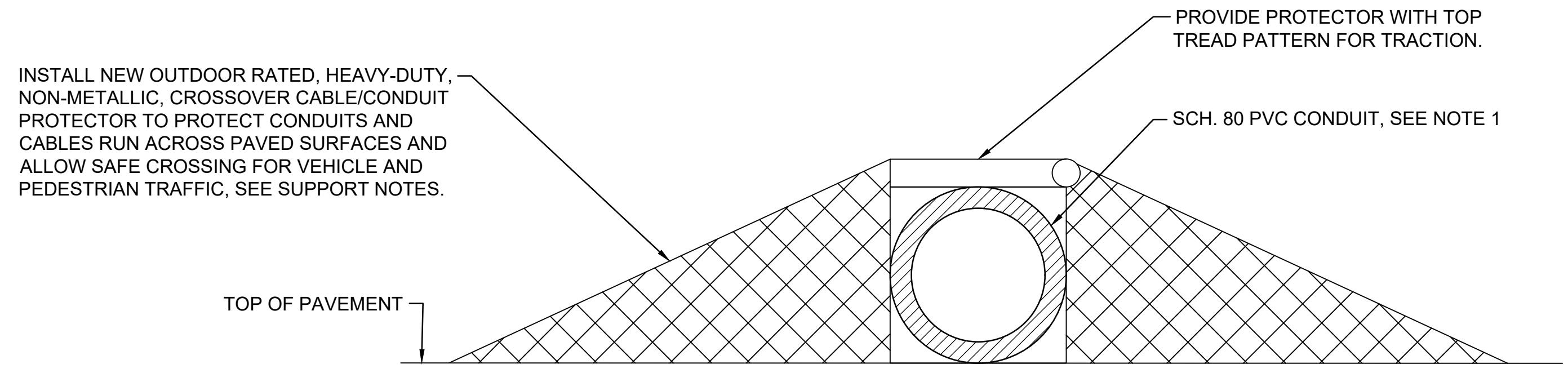
CONSTRUCTION SAFETY & PHASING PLAN - PHASE 3

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
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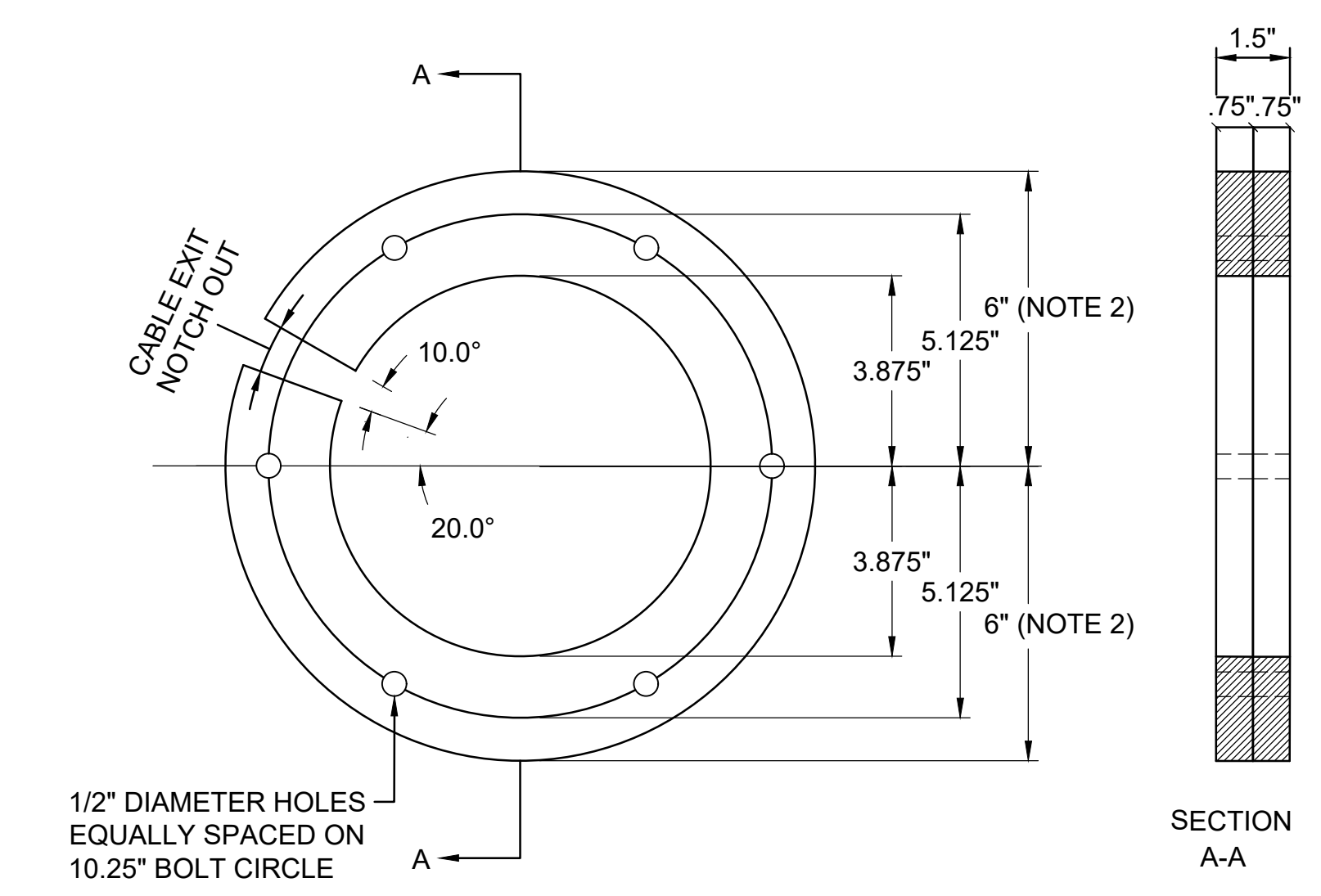
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SUPPORT NOTES:

1. SIZE CONDUIT PER NUMBER OF CABLES.
2. SIZE PROTECTOR PER CONDUIT NUMBER AND SIZES.
3. PROTECTOR SHALL EXTEND PARALLEL TO THE CONDUIT FOR THE ENTIRE LENGTH OF THE CONDUIT WHERE SUBJECT TO LIGHT VEHICULAR TRAFFIC.
4. BOLTS SHALL BE INSTALLED AND TORQUED PER MANUFACTURERS RECOMMENDATIONS TO SECURE AND ANCHOR THE COMPLETE PROTECTION SYSTEM.

1 ABOVE GROUND TEMPORARY CONDUIT PROTECTOR
SCALE: NONE



BREAK-OUT RING NOTES:

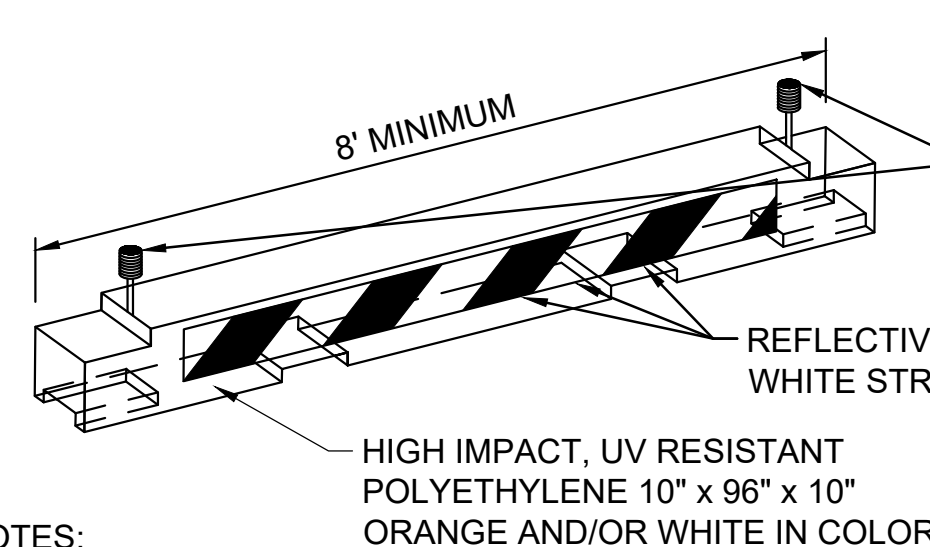
1. HOLE PATTERN SHALL MATCH EXISTING BASE CAN. PATTERN SHOWN IS FOR 12" L-867B CAN.
2. OUTSIDE DIMENSION SHALL MATCH EXISTING CAN.
3. BREAK-OUT RING SHALL BE FABRICATED FROM 3/4" MARINE GRADE A PLYWOOD WITH 10 MIL POLYURETHANE FINISH APPLIED AFTER TEMPORARY CABLE IS INSTALLED.
4. BREAK-OUT RINGS, ABOVE GROUND CONDUIT, JUMPER CABLES, LUMBER, SUPPORTS, HARDWARE, AND OTHER APPURTENANCES ARE INCIDENTAL TO THE TEMPORARY AIRFIELD LIGHTING PAY ITEM. CONTRACTOR SHALL SUPPLY SUFFICIENT QUANTITY TO SUPPORT ALL RE-WIRING ACTIVITIES.

3 BREAK OUT RING
SCALE: NONE

MAXIMUM CONDUIT FILL	
SCHEDULE 80 PVC TRADE SIZE	NUMBER OF L-824C CABLES
1"	2
1-1/4"	3
1-1/2"	5
2"	8

FILL NOTE:

1. FOR NEW L-824C CABLE INSTALLED ON THIS PROJECT, THE BASIS-OF-DESIGN OUTSIDE DIAMETER THAT WAS USED IS 0.415 INCHES. IF THE CONTRACTOR USES L-824C CABLE WITH A LARGER OUTSIDE DIAMETER, ANY CONDUIT OR DUCT BANK INCREASES IN SIZE NECESSARY TO MAINTAIN CABLE FILL CODE COMPLIANCE SHALL BE INSTALLED AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE ENGINEER. PAYMENT WILL ONLY BE MADE AT THE BASIS-OF-DESIGN CONDUIT OR DUCT BANK PAY ITEM SHOW ON THE PLANS. AS-BUILT DRAWINGS SHALL BE MARKED UP BY THE CONTRACTOR TO IDENTIFY ANY SIZE CHANGES.



NOTES:

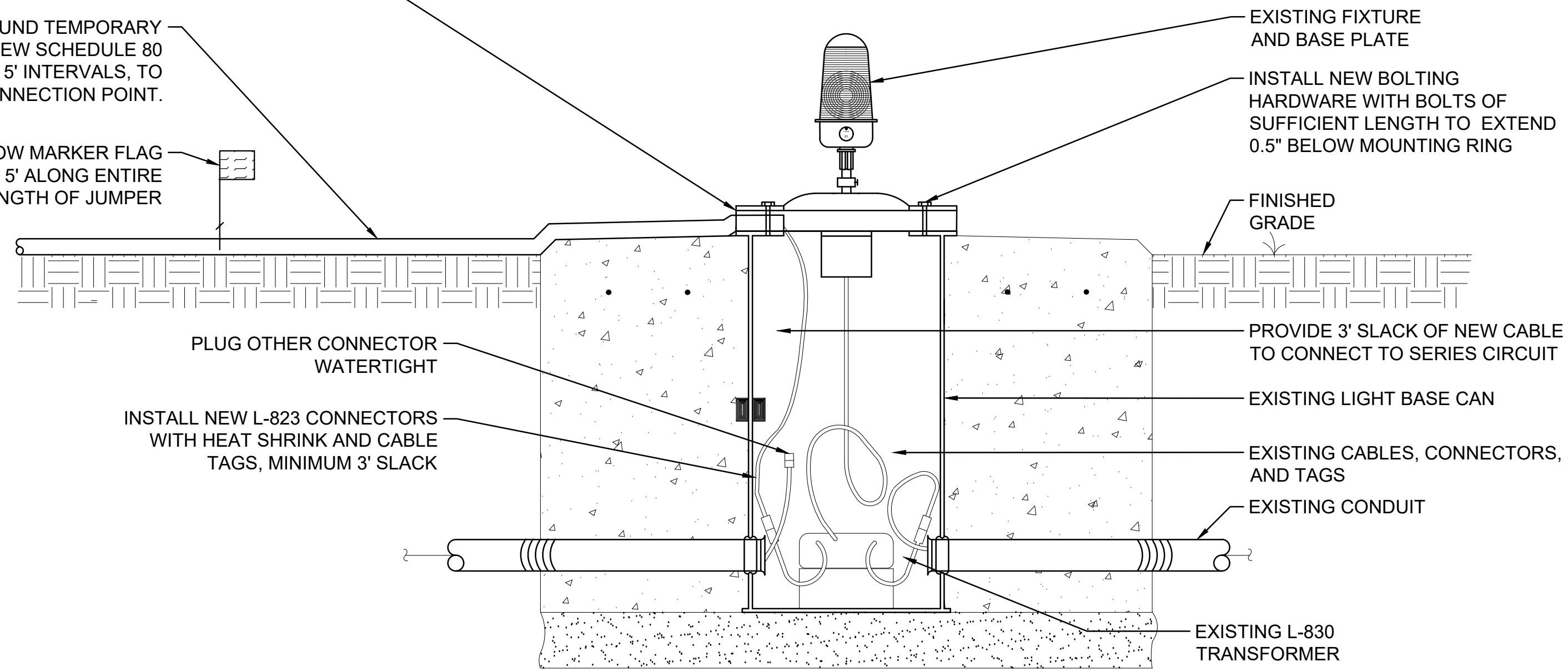
1. BARRICADES SHALL MEET THE REQUIREMENTS OF THE CURRENT FAA ADVISORY CIRCULAR 150/5370-2 AND BE APPROVED BY THE ENGINEER.
2. CONTRACTOR SHALL WEIGHT BARRICADE TO PREVENT DISPLACEMENT. THE METHOD SHALL BE APPROVED BY THE ENGINEER.
3. CONTRACTOR SHALL PROVIDE BARRICADES WITH WORKING LIGHTS, VIA BATTER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

6 LOW PROFILE AIRCRAFT BARRICADE (MOVEMENT AREAS)
SCALE: NONE

NOTE:
1. IN PLACE OF THE BREAK OUT RING ASSEMBLY, THE CONTRACTOR MAY INSTALL A NEW MULTIPLE OPENING BASE PLATE THAT HAS A LIGHT FIXTURE MOUNTING HOLE, A SEPARATE HOLE FOR CONDUIT ENTRY, AND A GROUNDING PROVISION. INSTALL NEW GRS LB FITTING SECURED TO BASE PLATE HOLE FOLLOWED BY A GRSC/PVC FITTING TO CONNECT THE SCHEDULE 80 PVC CONDUIT. REINSTALL FIXTURE AND CONNECT TO GROUND PROVISION FROM BASE PLATE TO JUNCTION BASE INTERNAL LUG.

INSTALL NEW ABOVE GROUND TEMPORARY JUMPER CABLES WITHIN NEW SCHEDULE 80 PVC CONDUIT, ANCHORED AT 5' INTERVALS, TO NEXT FIXTURE OR OTHER CONNECTION POINT.

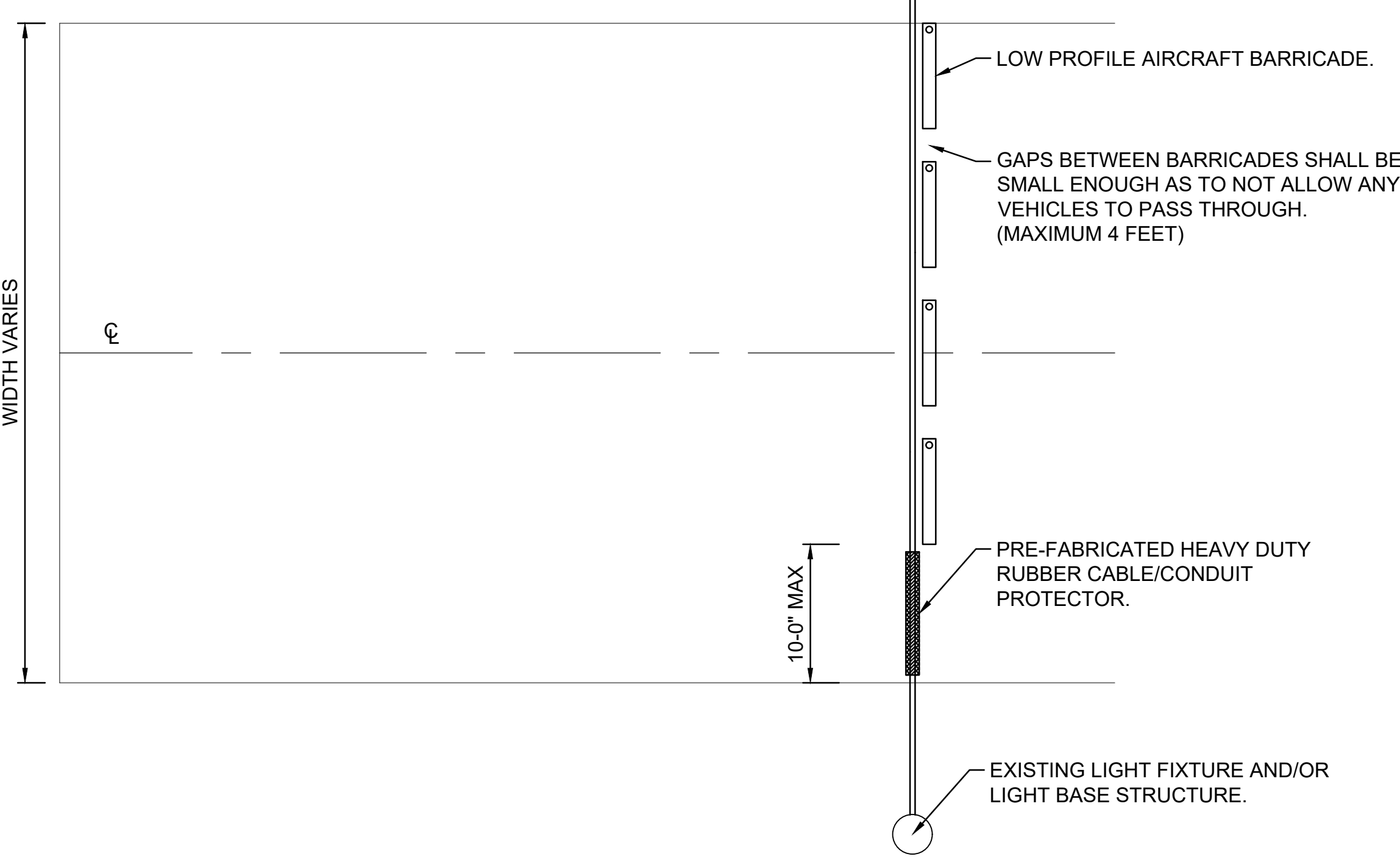
18" HIGH YELLOW MARKER FLAG LOCATED EVERY 5' ALONG ENTIRE LENGTH OF JUMPER



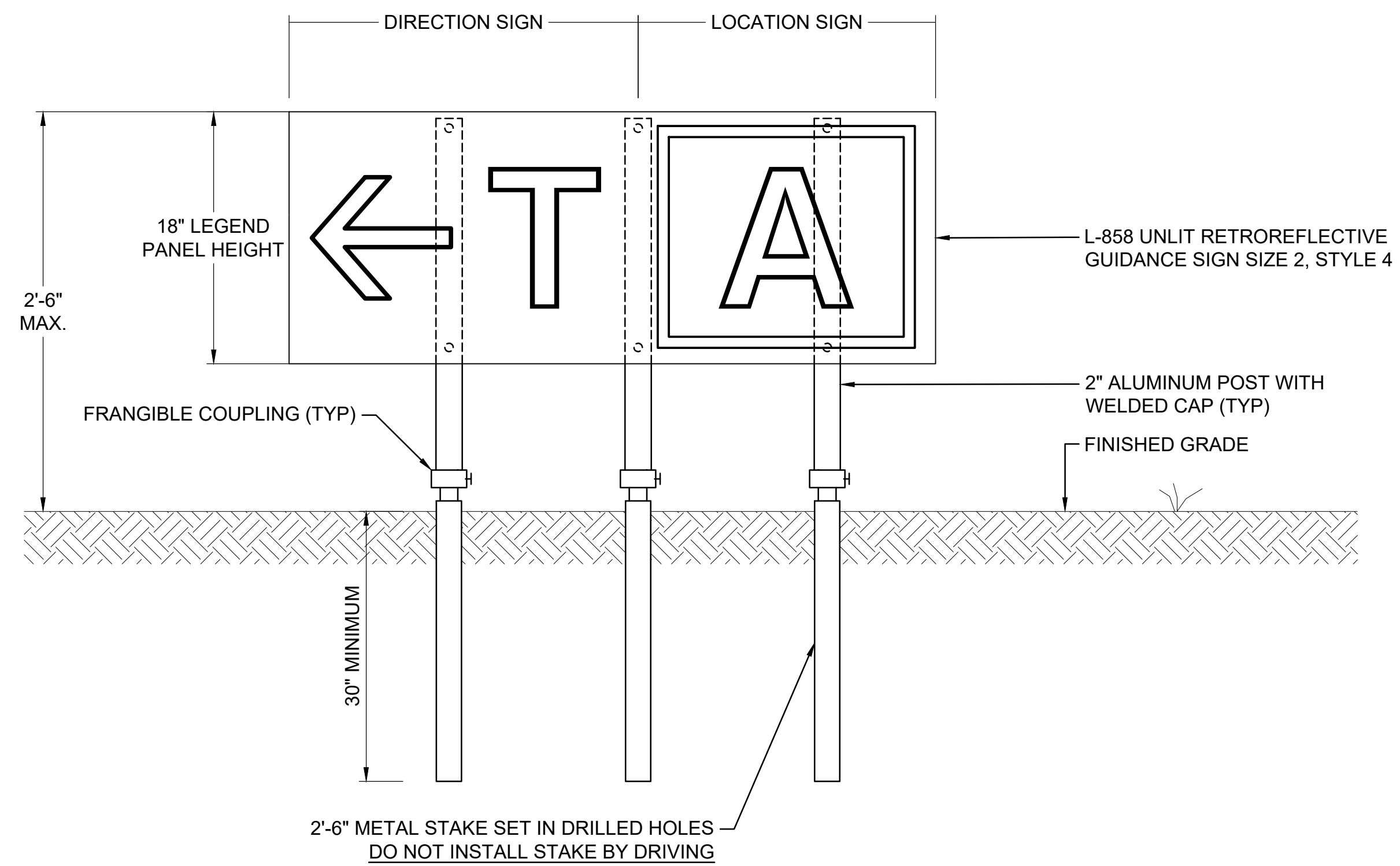
2 TEMPORARY JUMPER CIRCUIT CONNECTION
SCALE: NONE

CROSSING PROTECTOR NOTES:

1. CABLE SHALL REMAIN IN CONDUIT FOR ENTIRE JUMPER LENGTH.
2. CONTRACTOR SHALL SUBMIT SUPPORT PROTECTOR PRODUCT DATA SHEETS.
3. VEHICLE TRAFFIC SHALL ONLY CROSS OVER THE AREA WHERE CABLE AND CONDUIT ARE PROTECTED.
4. JUMPER CROSSING IS NOT INTENDED FOR AIRCRAFT USE.



4 TYPICAL PAVEMENT JUMPER CROSSING FOR TEMPORARY AIRFIELD LIGHTING
SCALE: NONE



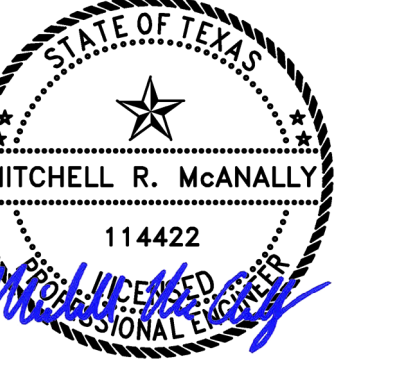
5 TEMPORARY STAKE MOUNTED SIGN
SCALE: NONE

BY	DESCRIPTION	DATE	REV.

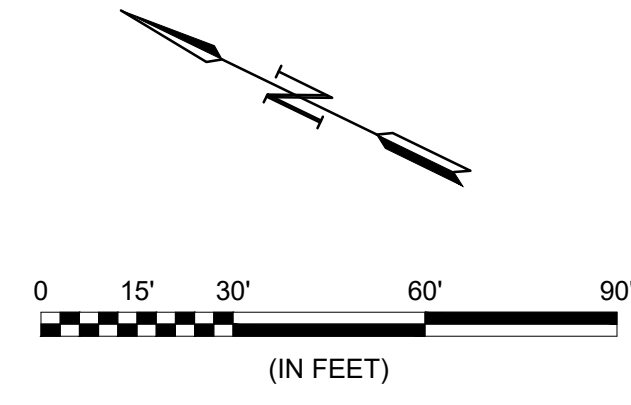
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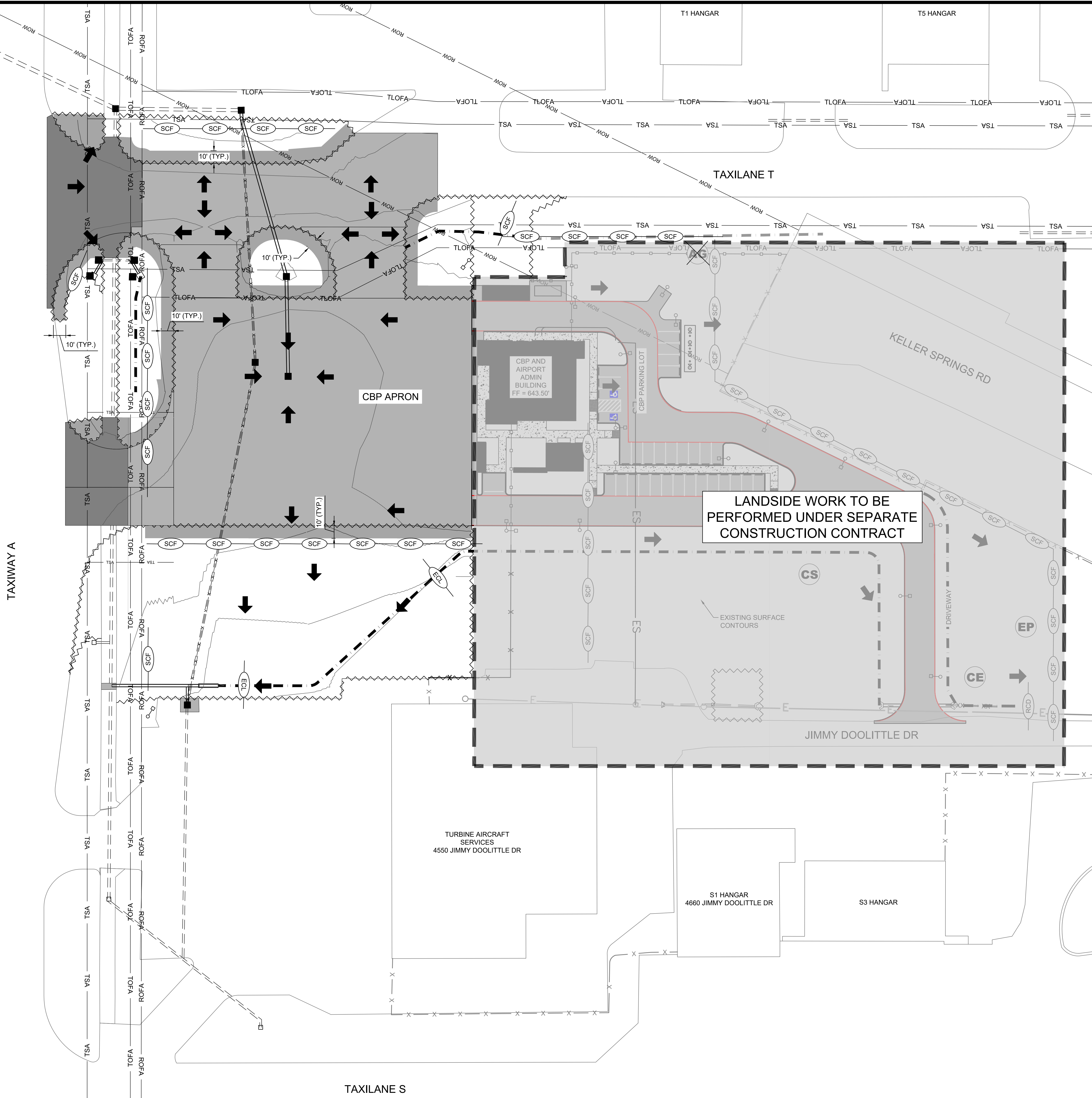


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LEGEND	
	AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
	AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
	SODDING (10' OFF PAVEMENT EDGE TYP.)
	SEEDING
	SEDIMENT CONTROL FENCE
	EROSION CONTROL LOG
	WATTLE DROP INLET PROTECTION
	EXISTING DRAINAGE PIPES
	DRAINAGE PIPE REMOVAL
	PROPOSED DRAINAGE PIPES
	TAXIWAY/TAXILANE SAFETY AREA
	TAXILANE OBJECT FREE AREA
	RUNWAY OBJECT FREE AREA
	TAXIWAY OBJECT FREE AREA
	NTTA TUNNEL EASEMENT

NOTE:
 1. THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR ADHERING TO ALL TCEQ GUIDELINES.



REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

ADDISON AIRPORT
 CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

EROSION CONTROL LAYOUT PLAN

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

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DRAWING NUMBER
G-301

SHEET NUMBER
12

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Site Description

PROJECT LIMITS: Addison Airport, Addison, TX

PROJECT DESCRIPTION: Construction of Customs and Border Protection (CBP) and airport administration building and associated apron and parking lot.

MAJOR SOIL DISTURBING ACTIVITIES: The construction of the CBP building and the paving of concrete apron and parking lot

TOTAL PROJECT AREA: 5.46 ACRES

TOTAL AREA TO BE DISTURBED: 4.86 ACRES

WEIGHTED RUNOFF COEFFICIENT (AFTER CONSTRUCTION): 0.7

EXISTING CONDITIDION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER: The existing site consists of exposed soil from the previous site demolition project.

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: Storm water from the site will pond due to the relatively lower grades caused by the pavement demolition. This storm water shall be pumped out of the work 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 CREEEKS 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 TARPAULIN
- 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.

REV.	DATE	DESCRIPTION



ADDISON AIRPORT
ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

EROSION CONTROL NOTES

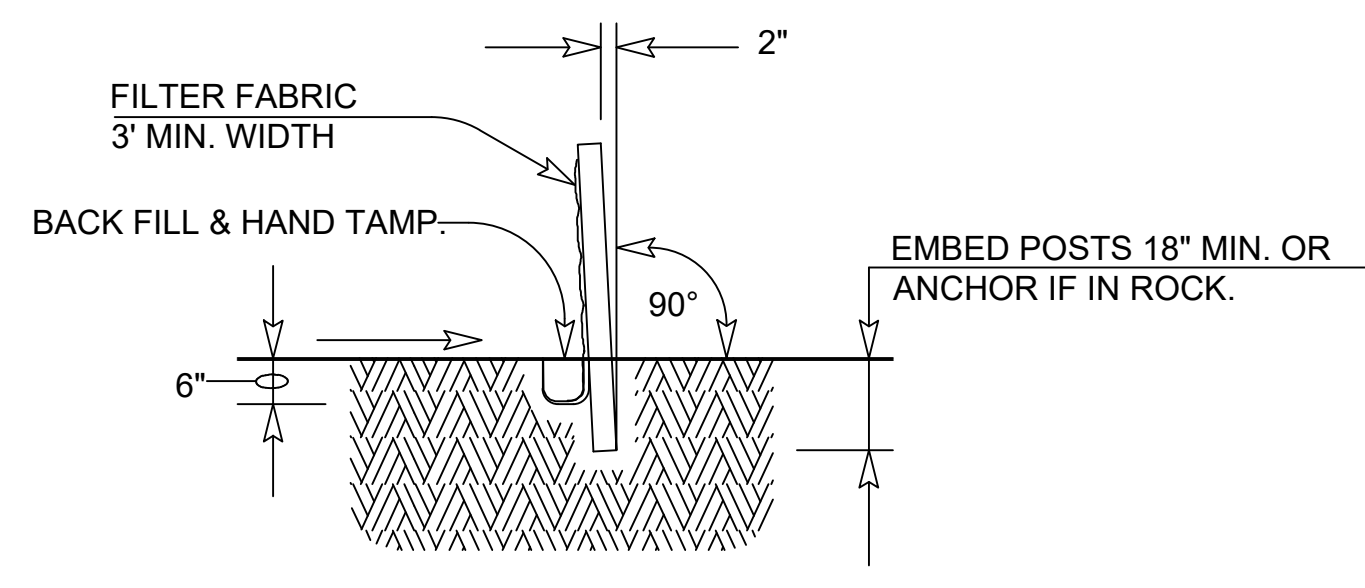
JOB NO.: 17081101
DATE: MARCH 2020
DESIGNED BY: KKR
DRAWN BY: KKR

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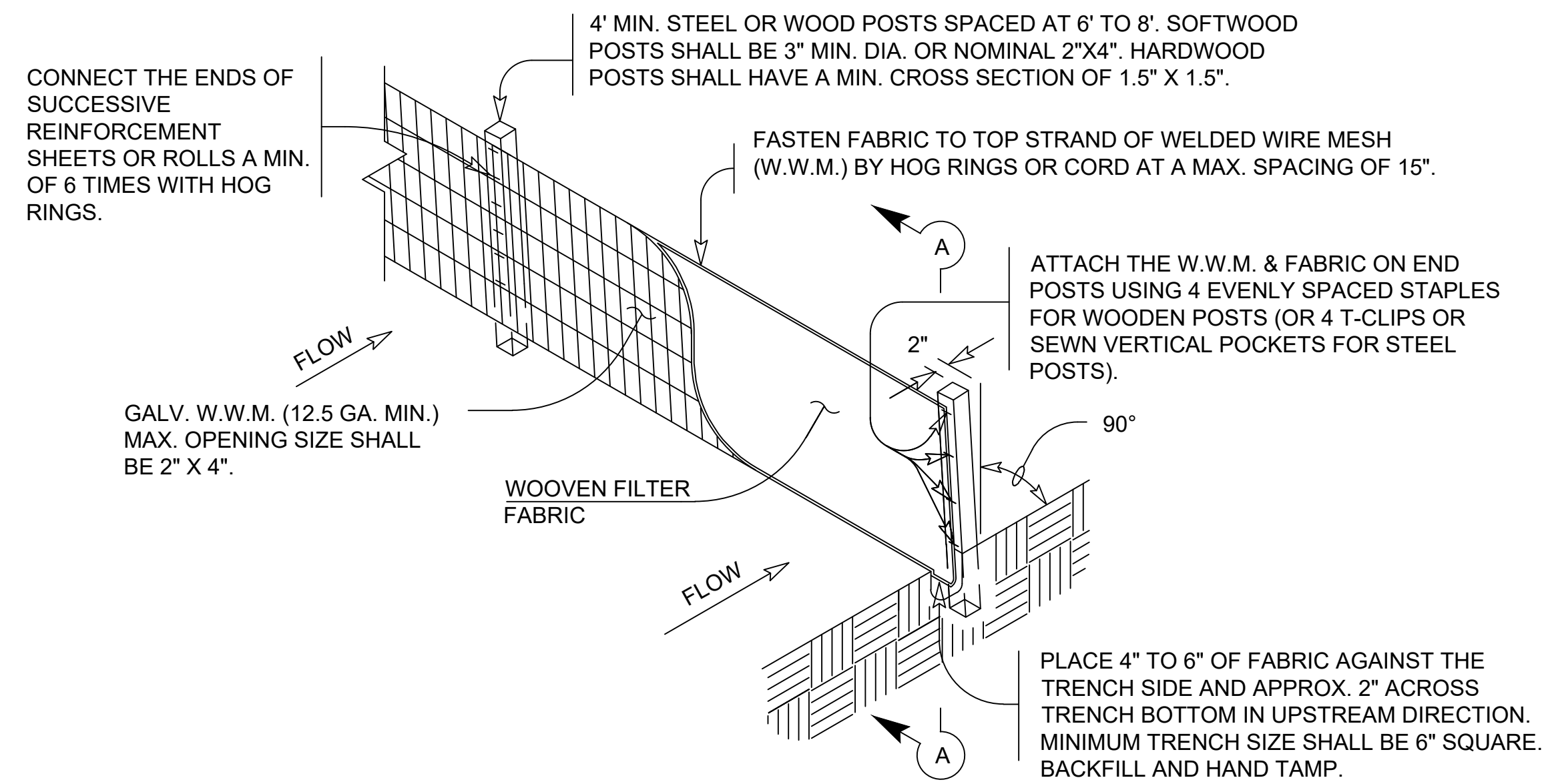
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G-302

SHEET NUMBER
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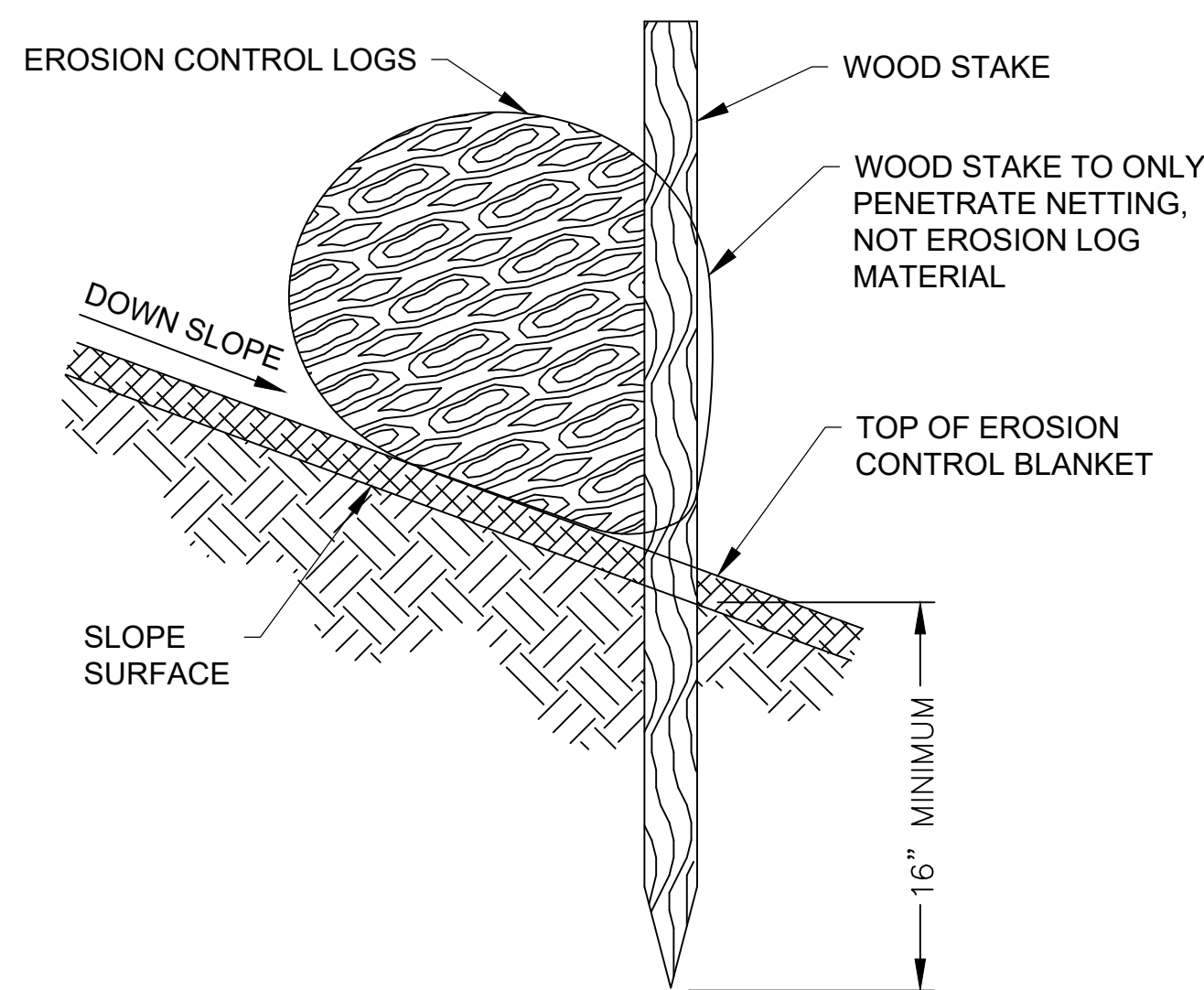
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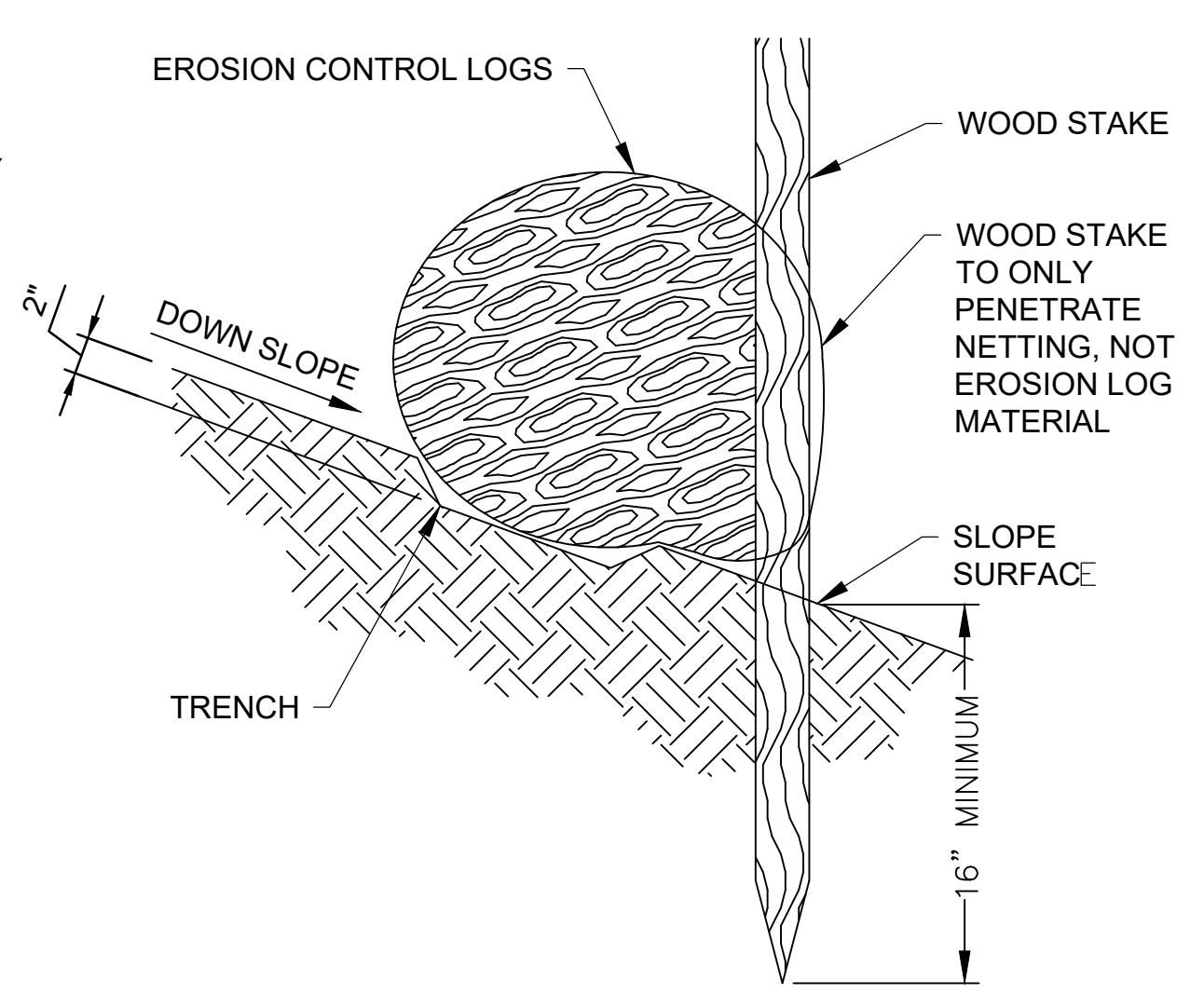
1A SECTION A-A
G-303 SCALE: NONE



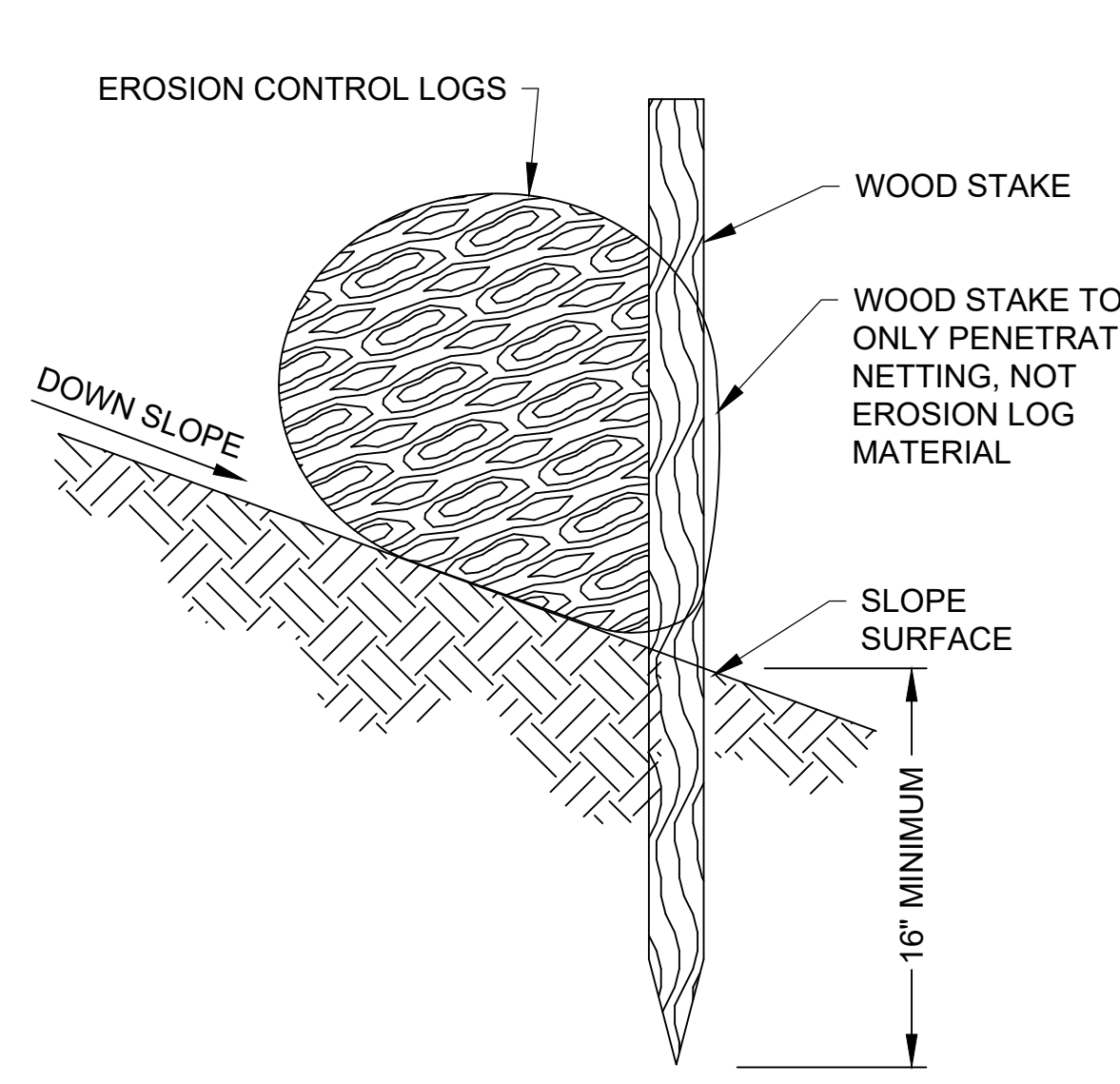
1 SEDIMENT CONTROL FENCE
G-303 SCALE: NONE



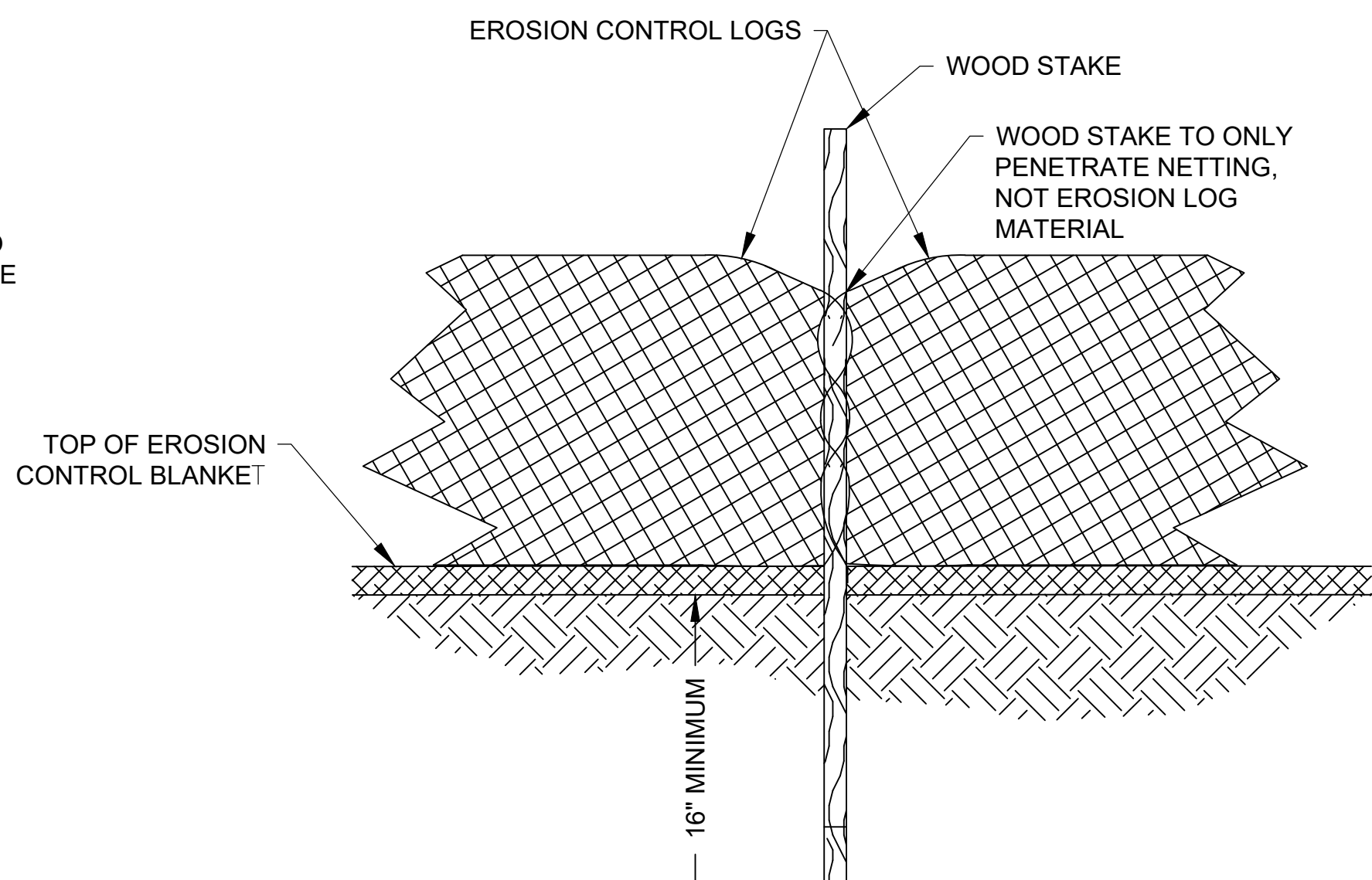
2A INSTALLATION WITH BLANKET
G-303 SCALE: NONE



2B INSTALLATION WITH TRENCH
G-303 SCALE: NONE



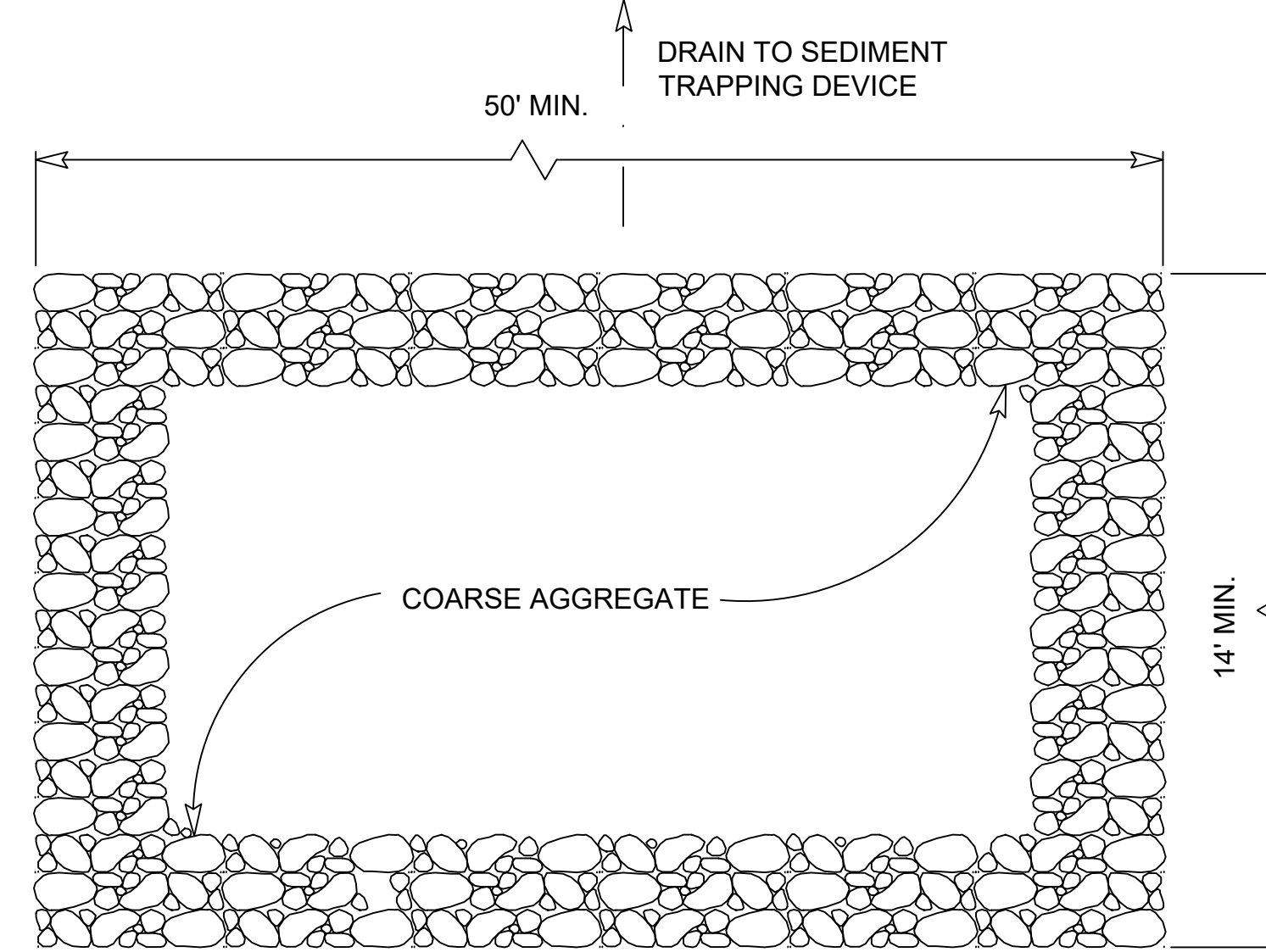
2C INSTALLATION ON BARE SOIL
G-303 SCALE: NONE



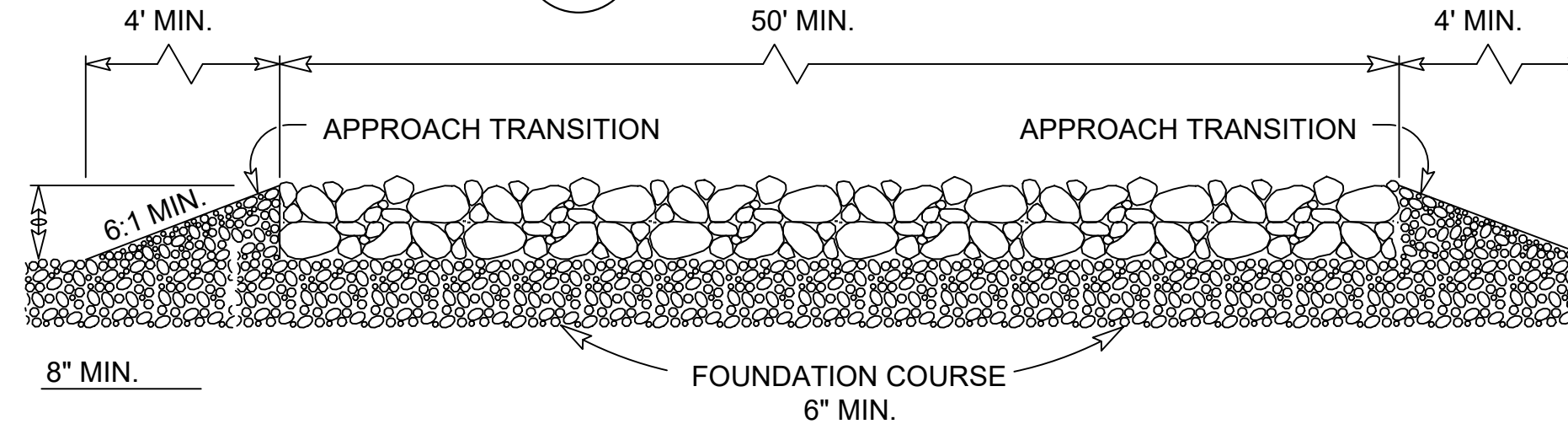
2D INSTALLATION DETAILS (FRONT VIEW)
G-303 SCALE: NONE

2 EROSION CONTROL LOG
G-303 SCALE: NONE

- NOTES:
- TRENCH OPTION IS MOST APPLICABLE IN LOOSE, UNCONSOLIDATED SOILS.
 - 1-1/8" X 1-1/8" X 30" WOODEN STAKES ARE RECOMMENDED FOR 6", 9", AND 12" SEDIMENT LOGS.
 - 1-1/8" X 1-1/8" X 48" WOODEN STAKES ARE RECOMMENDED FOR 20" SEDIMENT LOGS.



3A PLAN
G-303 SCALE: NONE



3B PROFILE
G-303 SCALE: NONE

3 CONSTRUCTION ENTRANCE/EXIT (TYPE 1)
G-303 SCALE: NONE

CONSTRUCTION ENTRANCE/EXIT NOTES:

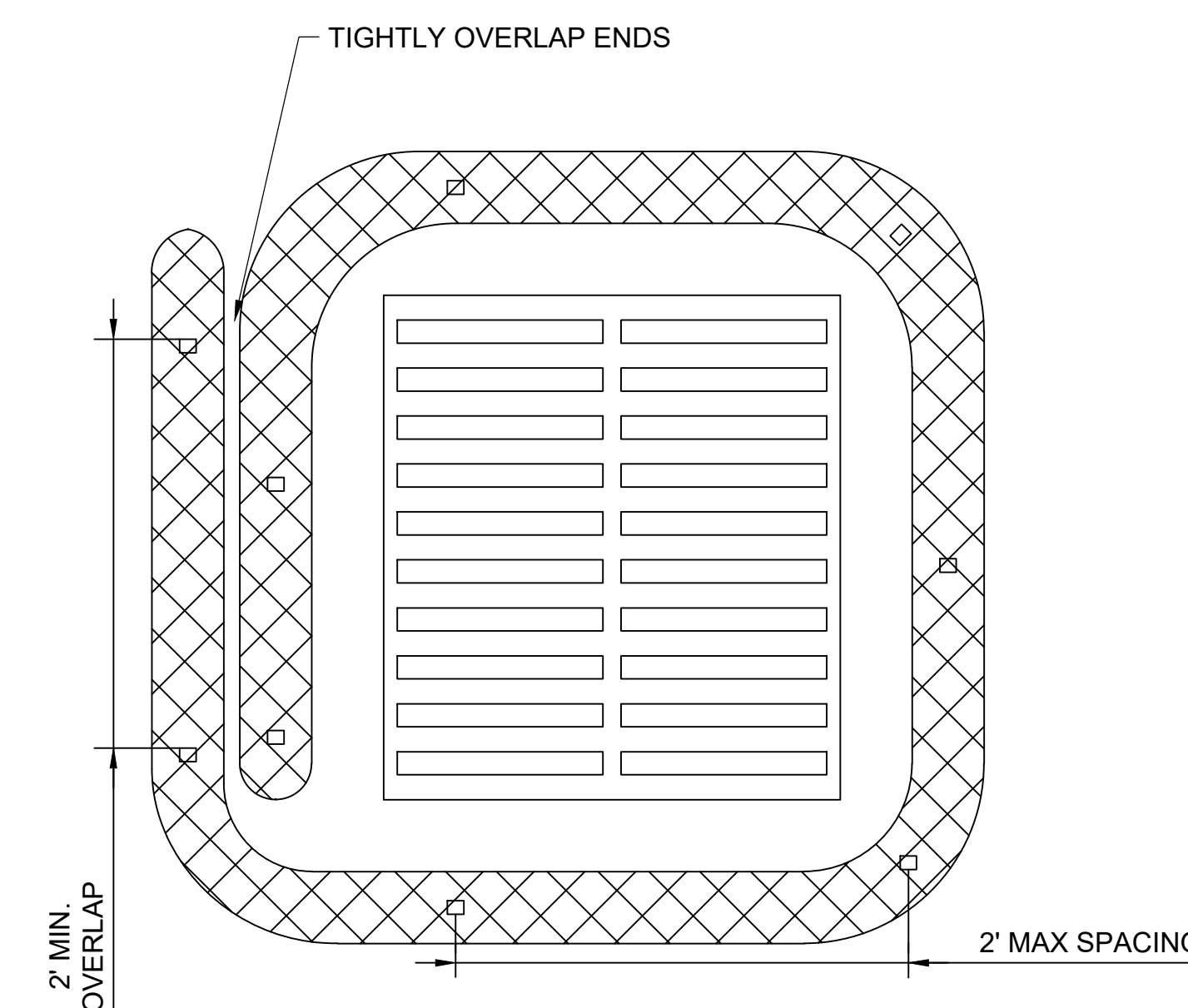
- THE LENGTH OF THE TYPE 1 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
- THE COARSE AGGREGATE SHOULD BE OPEN GRADED WITH A SIZE OF 4" TO 8".
- THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6:1 AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
- THE CONSTRUCTION EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
- THE CONSTRUCTION EXIT SHALL BE GRADED TO ALLOW DRAINAGE TO A SEDIMENT TRAPPING DEVICE.

EROSION CONTROL NOTES:

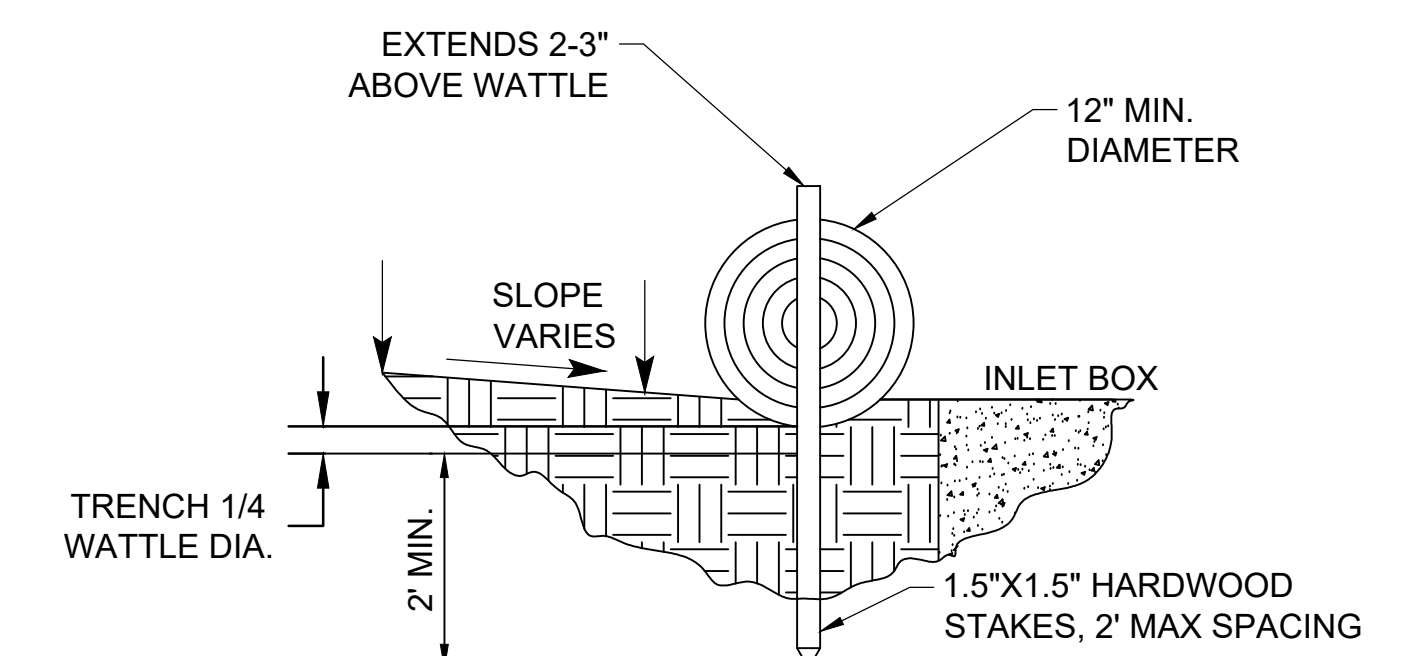
- THE CONTRACTOR IS RESPONSIBLE FOR THE PROPER INSTALLATION OF THESE DEVICES AS SHOWN ON THIS SHEET, AND DESCRIBED IN THE SPECIFICATIONS. ADDITIONAL EROSION CONTROL AND/OR ADJUSTMENT OF LOCATIONS FOR EROSION CONTROL MAY BE REQUIRED.
- SILT FENCES, DITCH CHECKS, INLET FILTERS AND INLET FILTER BARRIERS SHALL BE INSTALLED PER MANUFACTURER RECOMMENDATIONS AND ACCORDING TO THESE PLANS.
- 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.
- 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.

GENERAL NOTES:

- IF SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, FILTER DAMS SHOULD BE PLACED NEAR THE TOE OF SLOPES WHERE EROSION IS ANTICIPATED, UPSTREAM AND/OR DOWNSTREAM AT DRAINAGE STRUCTURES, AND IN ROADWAY DITCHES AND CHANNELS TO COLLECT SEDIMENT.
- MATERIALS (AGGREGATE, WIRE MESH, SANDBAGS, ETC.) SHALL BE AS INDICATED BY THE SPECIFICATION FOR "ROCK FILTER DAMS FOR EROSION AND SEDIMENTATION CONTROL".
- SIDE SLOPES SHOULD BE 2:1 OR FLATTER. DAMS WITHIN THE SAFETY ZONE SHALL HAVE SIDESLOPES OF 6:1 OR FLATTER.
- MAINTAIN A MINIMUM OF 1' BETWEEN TOP OF ROCK FILTER DAM WEIR AND TOP OF EMBANKMENT FOR FILTER DAMS AT SEDIMENT TRAPS.
- FILTER DAMS SHOULD BE EMBEDDED A MINIMUM OF 4" INTO EXISTING GROUND.
- THE SEDIMENT TRAP FOR PONDING OF SEDIMENT LADEN RUNOFF SHALL BE OF THE DIMENSIONS SHOWN ON THE PLANS.
- ROCK FILTER DAM TYPES 2 & 3 SHALL BE SECURED WITH 20 GAUGE GALVANIZED WOVEN WIRE MESH WITH 1" DIAMETER HEXAGONAL OPENINGS. THE AGGREGATE SHALL BE PLACED ON THE MESH TO THE HEIGHT & SLOPES SPECIFIED. THE MESH SHALL BE FOLDED AT THE UPSTREAM SIDE OVER THE AGGREGATE AND TIGHTLY SECURED TO ITSELF ON THE DOWNSTREAM SIDE USING WIRE TIES OR HOG RINGS. IN STREAM USE THE MESH SHOULD BE SECURED OR STAKED TO THE STREAM BED PRIOR TO AGGREGATE PLACEMENT.
- SACK GABIONS SHOULD BE STAKED DOWN WITH 3/4" DIA. REBAR STAKES.
- FLOW OUTLET SHOULD BE ONTO A STABILIZED AREA (VEGETATION, ROCK, ETC.).
- THE GUIDELINES SHOWN HERE ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

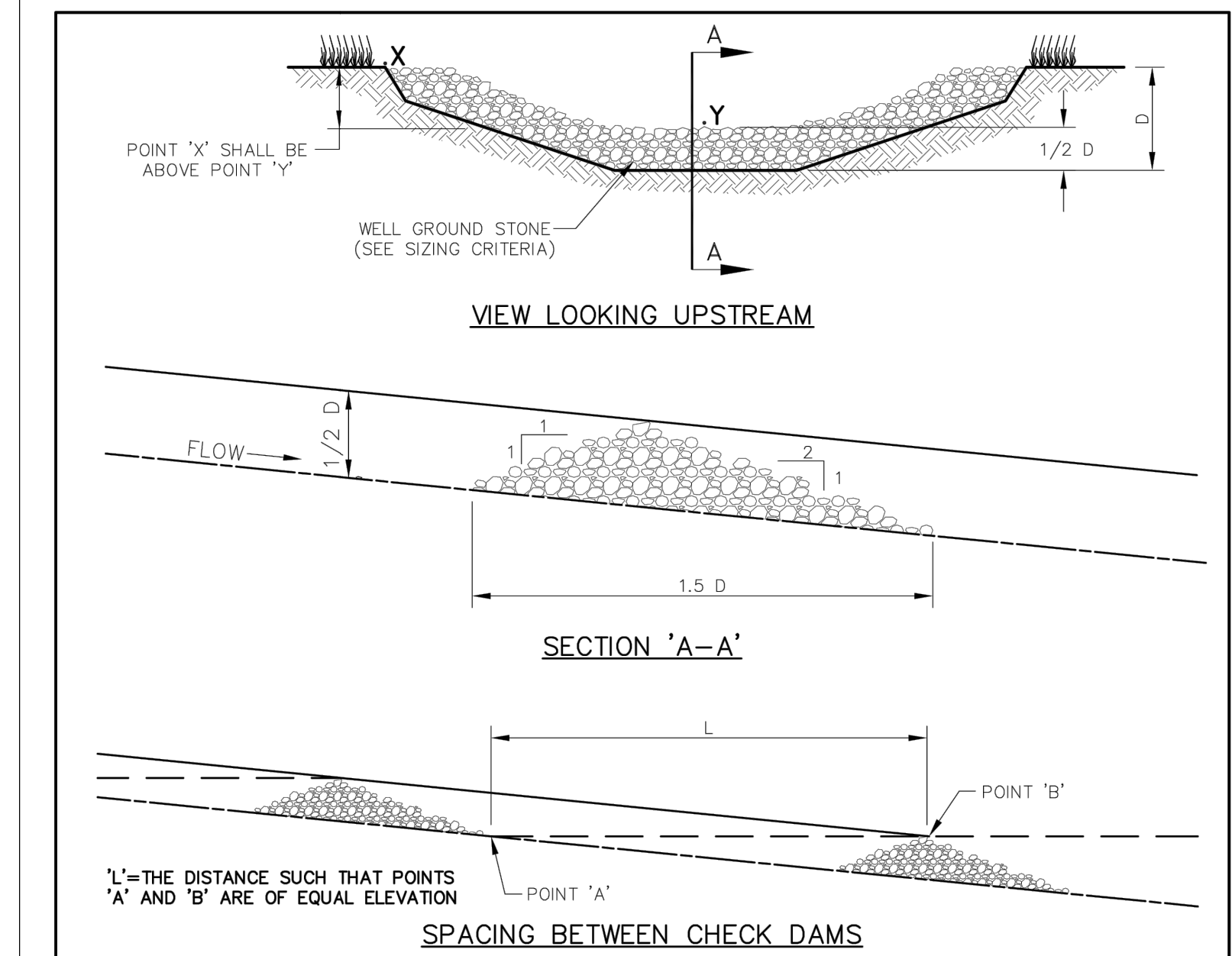


PLAN VIEW



SECTION VIEW

4 WATTLE DROP INLET PROTECTION
G-303 SCALE: NONE



ROCK CHECK DAM NOTES:

- STONE SHALL BE WELL GRADED STONE WITH SIZE RANGE FROM 1-1/2 TO 3-1/2 INCHES IN DIAMETER DEPENDING ON EXPECTED FLOWS.
- THE CHECK DAM SHALL BE INSPECTED AS SPECIFIED IN THE SWPPP AND SHALL BE REPLACED WHEN THE STRUCTURE CEASES TO FUNCTION AS INTENDED DUE TO SILT ACCUMULATION AMONG THE ROCKS, WASHOUT, CONSTRUCTION TRAFFIC DAMAGE, ETC.
- WHEN SILT REACHES A DEPTH EQUAL TO ONE-THIRD OF THE HEIGHT OF THE CHECK DAM OR ONE FOOT, WHICHEVER IS LESS, THE SILT SHALL BE REMOVED AND DISPOSED OF PROPERLY.
- WHEN THE SITE HAS ACHIEVED FINAL STABILIZATION OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED, THE CHECK DAM AND ACCUMULATED SILT SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED MANNER.

PUBLIC WORKS DEPARTMENT	ROCK CHECK DAM	STANDARD CONSTRUCTION DETAILS
	EROSION CONTROL	EROSION CONTROL
DATE: AUGUST 2020	REV DATE: -	SHEET: 30-4008



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ADDISON AIRPORT
ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

EROSION CONTROL DETAILS

JOB NO.: 17081101
DATE: MARCH 2020
DESIGNED BY: KKR
DRAWN BY: KKR

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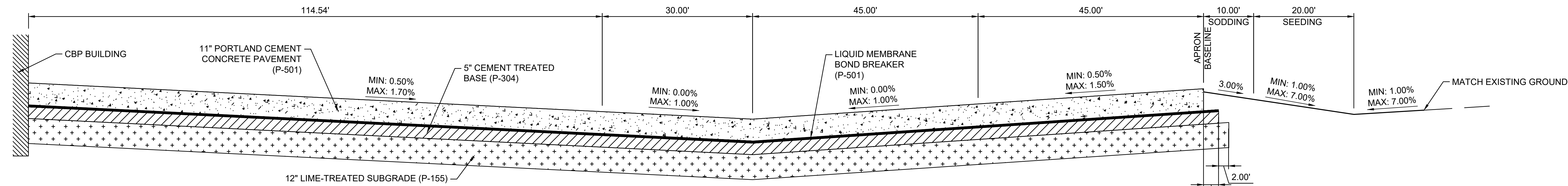
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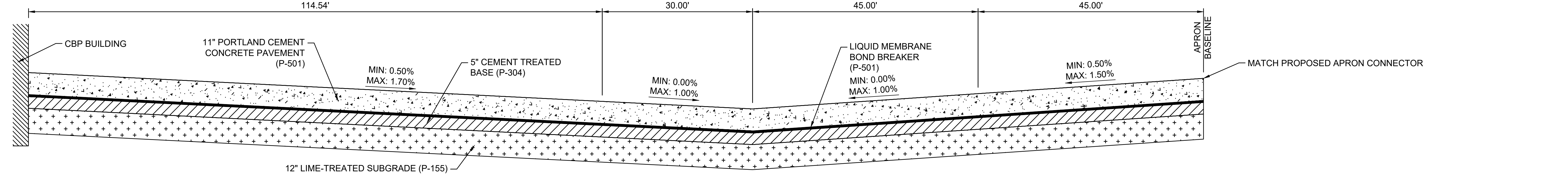
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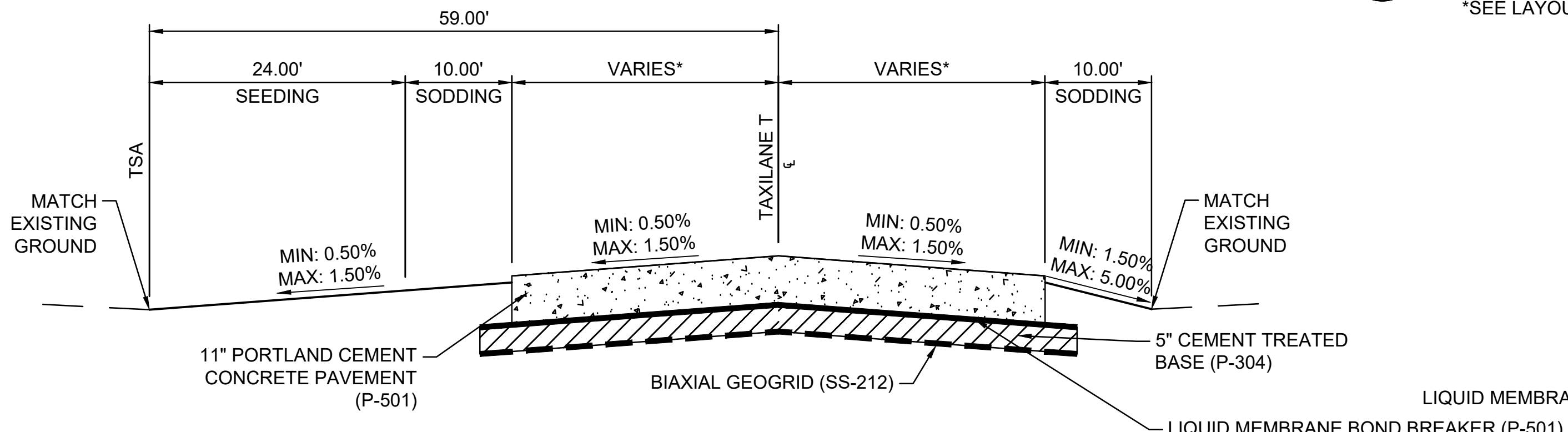
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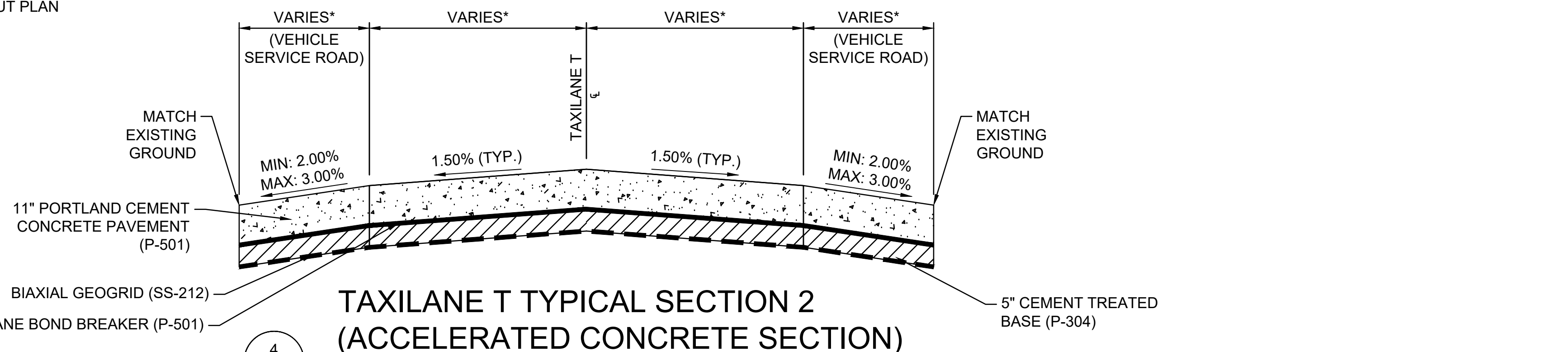
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 C-001 SCALE: NONE



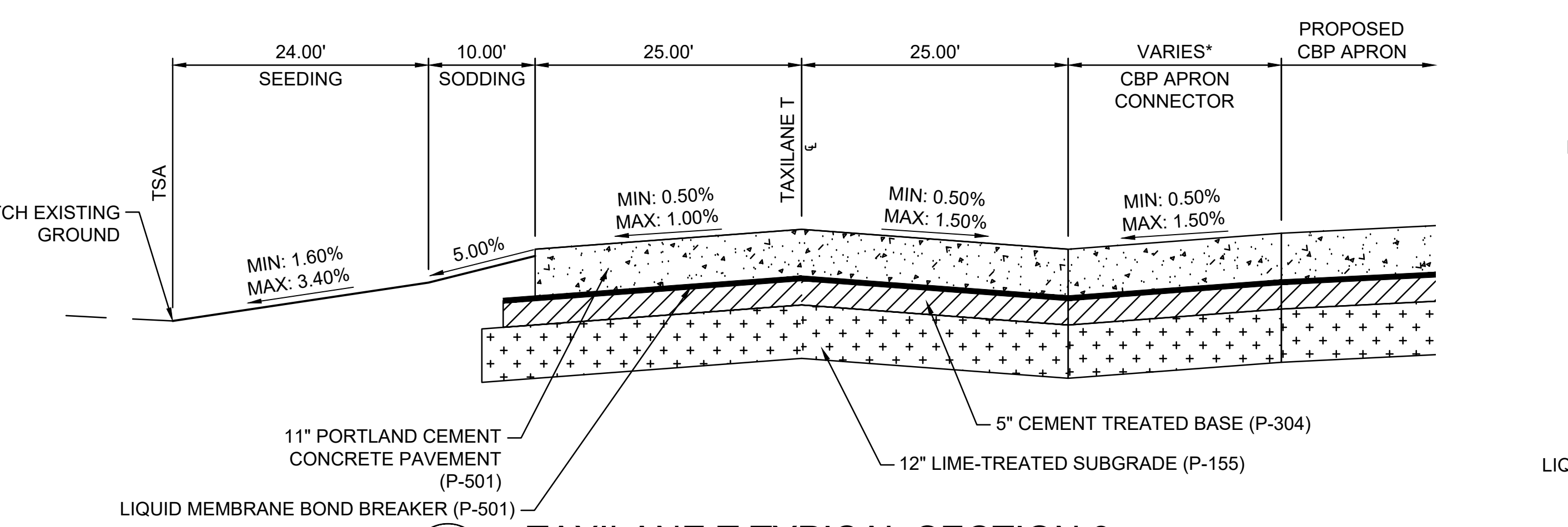
2 CBP APRON TYPICAL SECTION 2
 C-001 SCALE: NONE



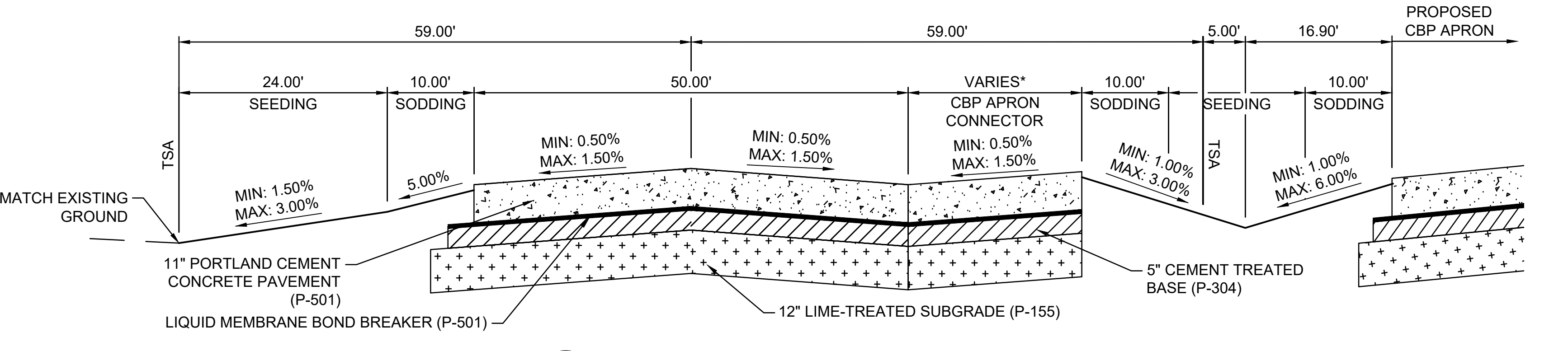
3 TAXILANE T TYPICAL SECTION 1 (ACCELERATED CONCRETE SECTION)
 C-001 SCALE: NONE *SEE LAYOUT PLAN



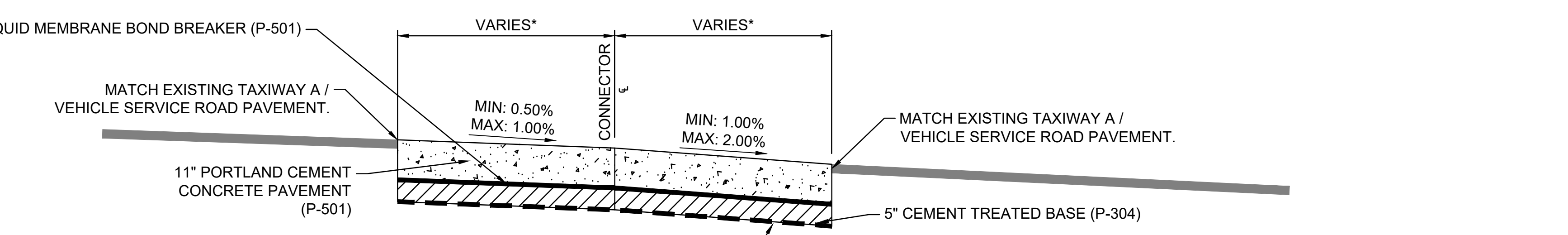
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 C-001 SCALE: NONE *SEE LAYOUT PLAN



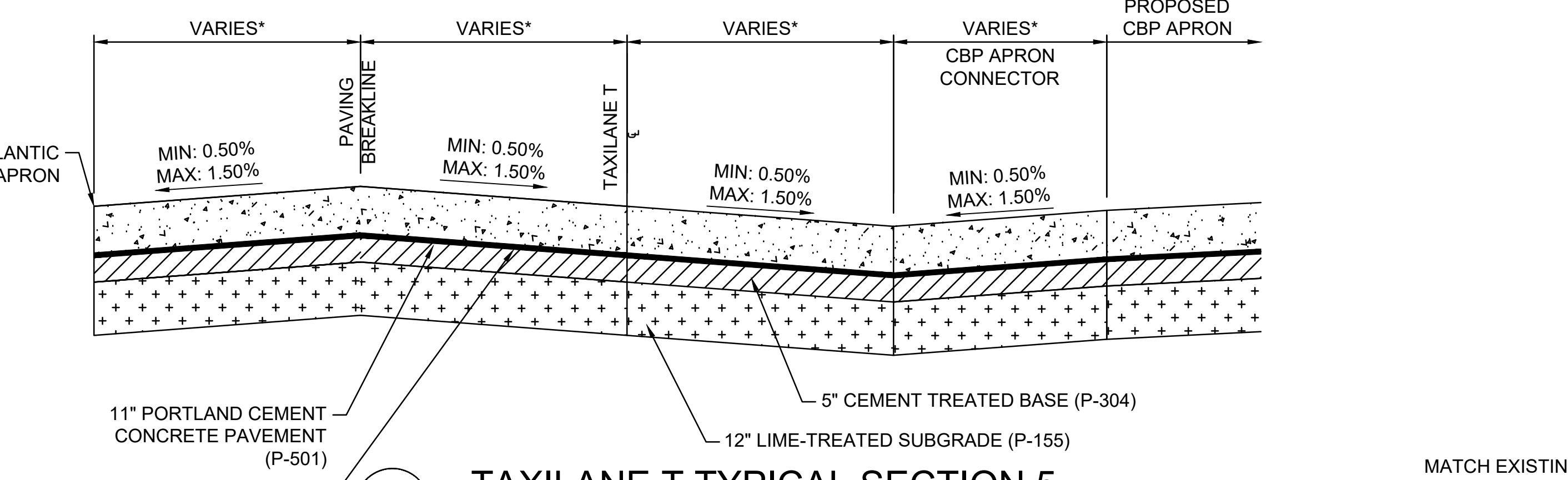
5 TAXILANE T TYPICAL SECTION 3
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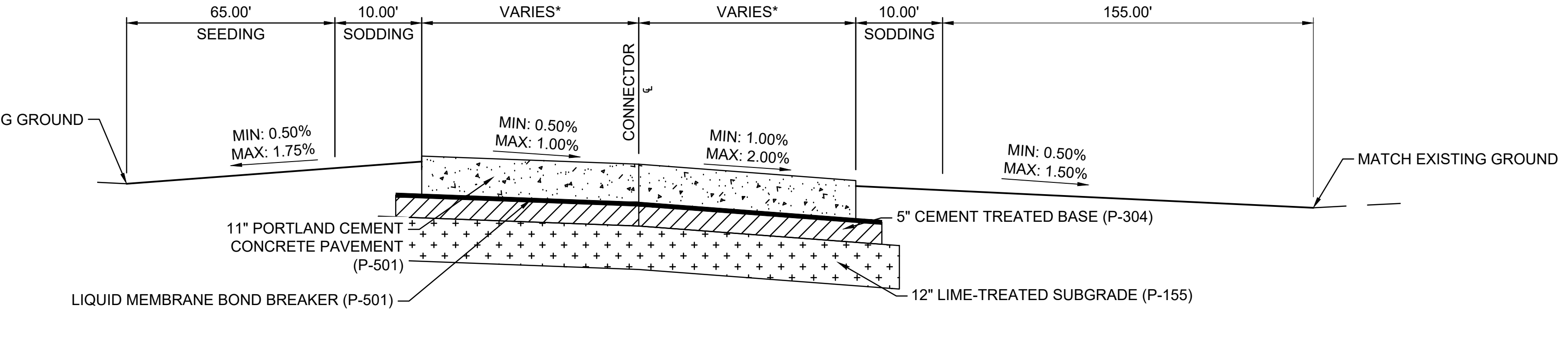
6 TAXILANE T TYPICAL SECTION 4
 C-001 SCALE: NONE *SEE LAYOUT PLAN



8 CBP CONNECTOR TYPICAL SECTION 1 (ACCELERATED CONCRETE SECTION)
 C-001 SCALE: NONE *SEE LAYOUT PLAN



7 TAXILANE T TYPICAL SECTION 5
 C-001 SCALE: NONE *SEE LAYOUT PLAN



9 CBP CONNECTOR TYPICAL SECTION 2
 C-001 SCALE: NONE

NO.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

TYPICAL SECTIONS & DETAILS I

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

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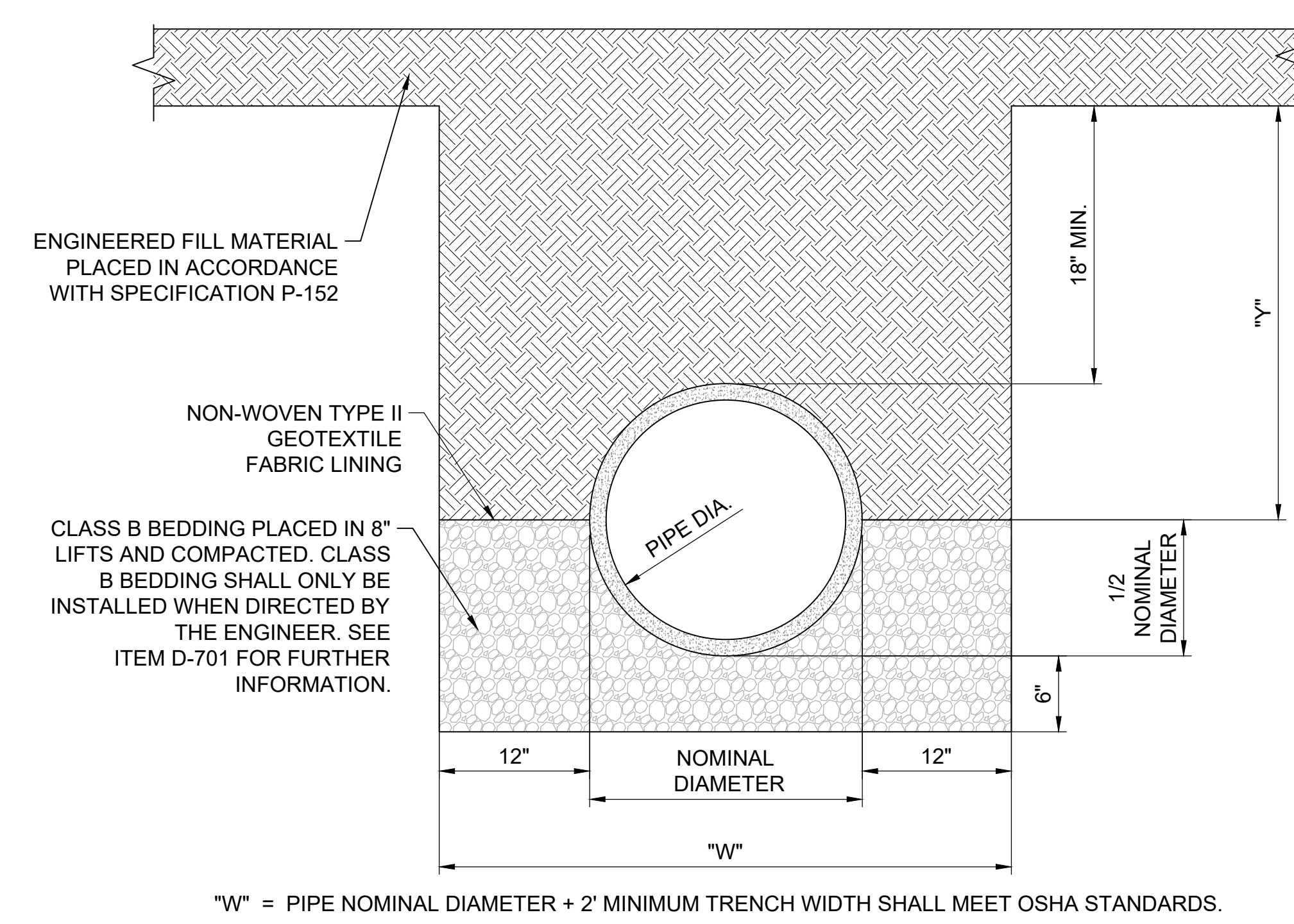
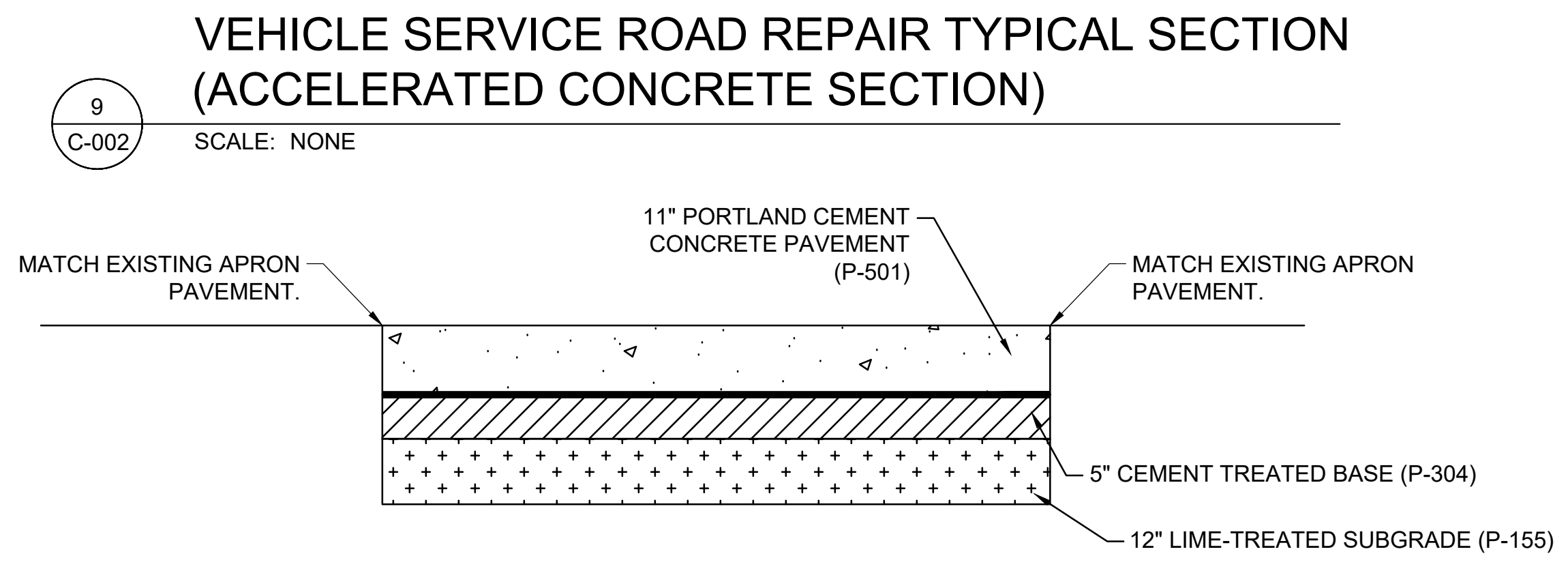
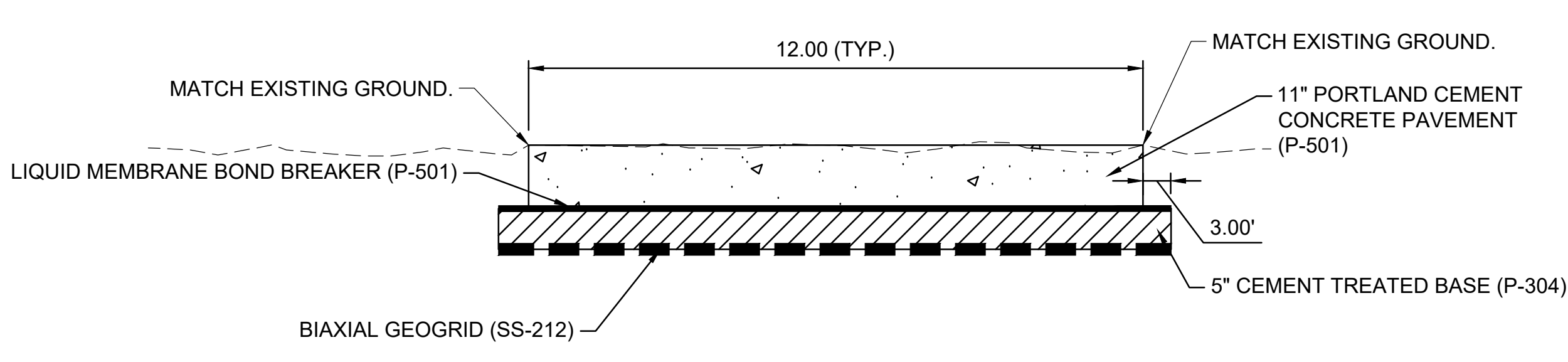
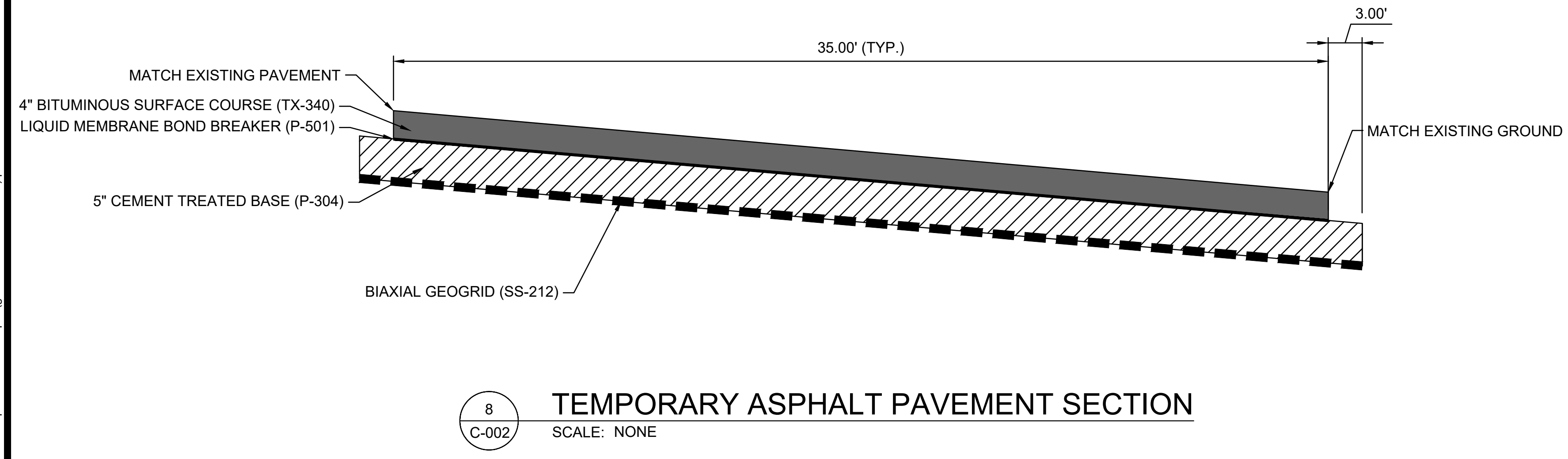
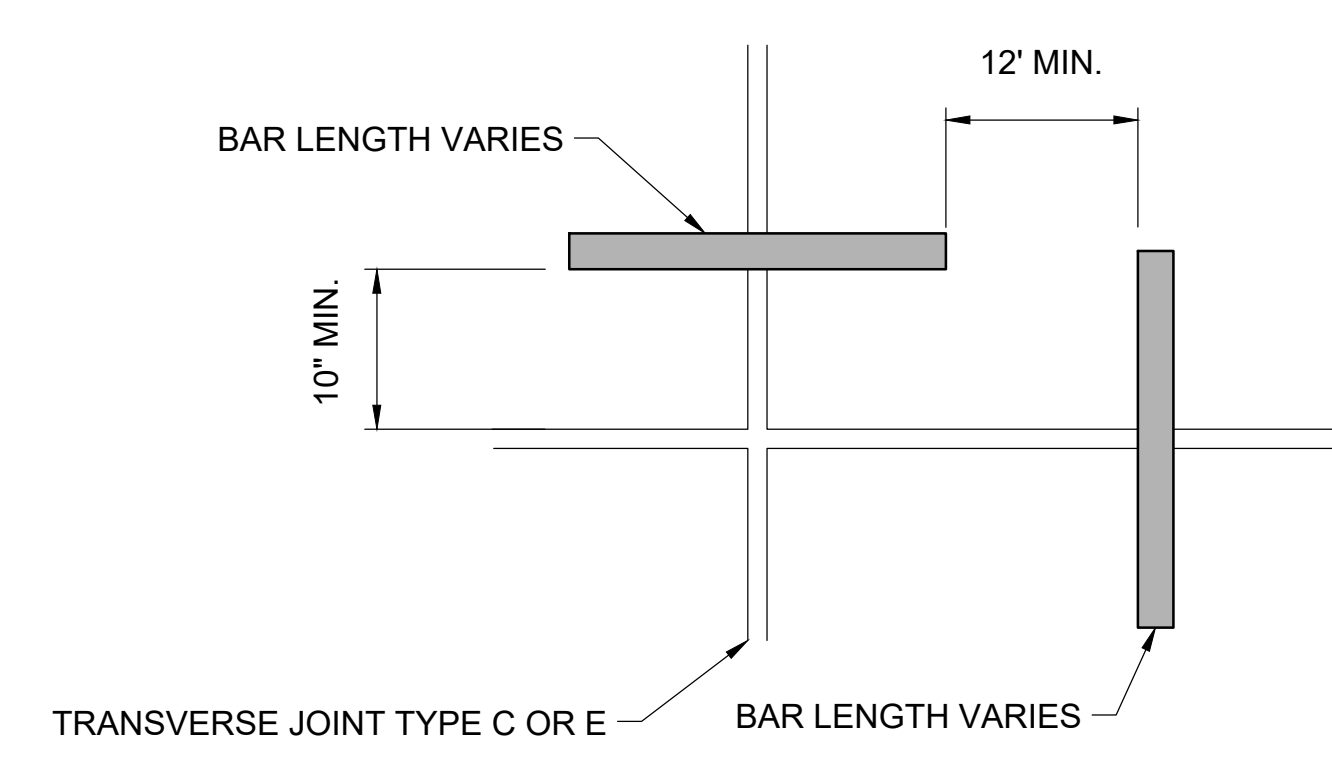
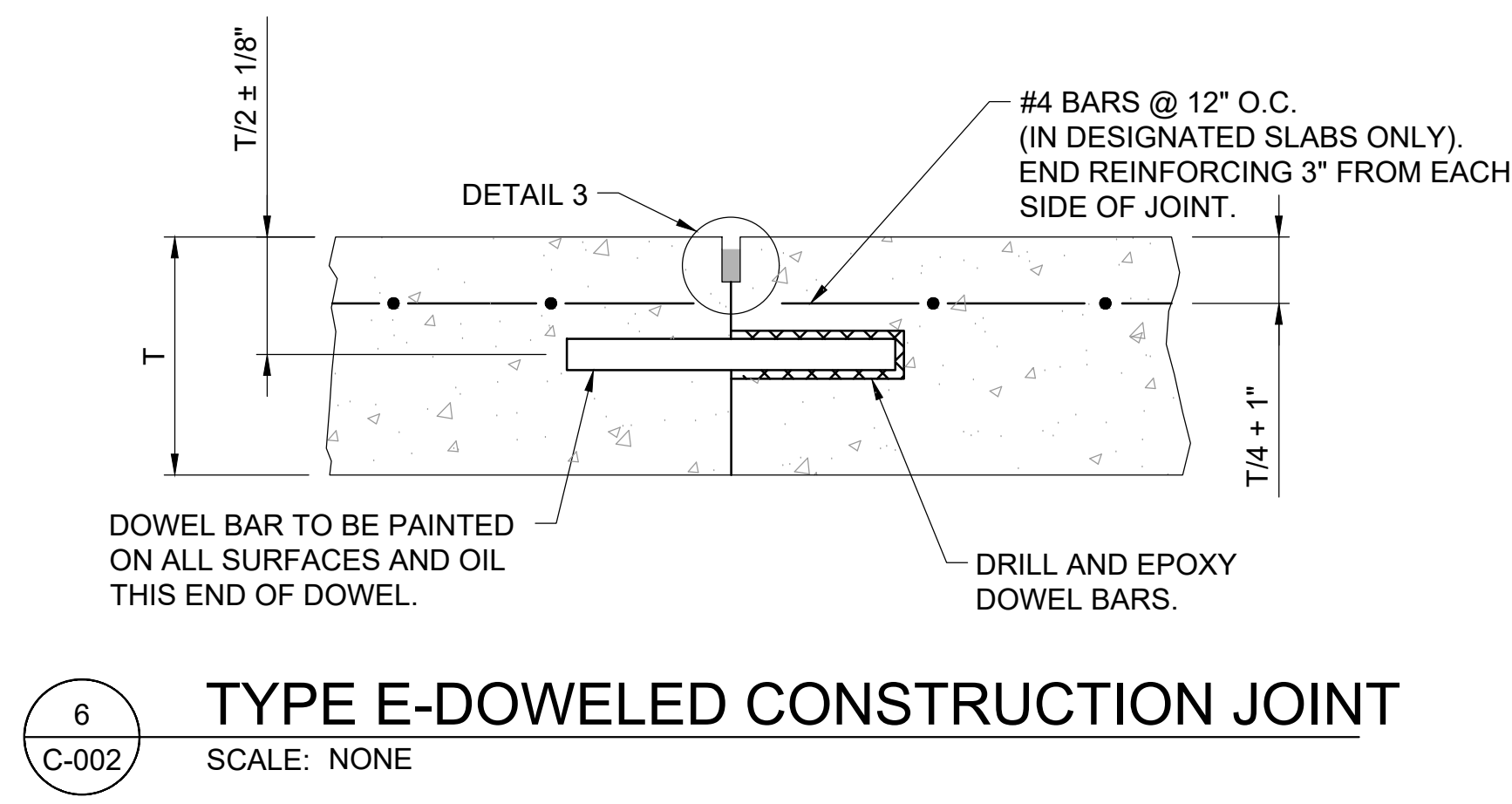
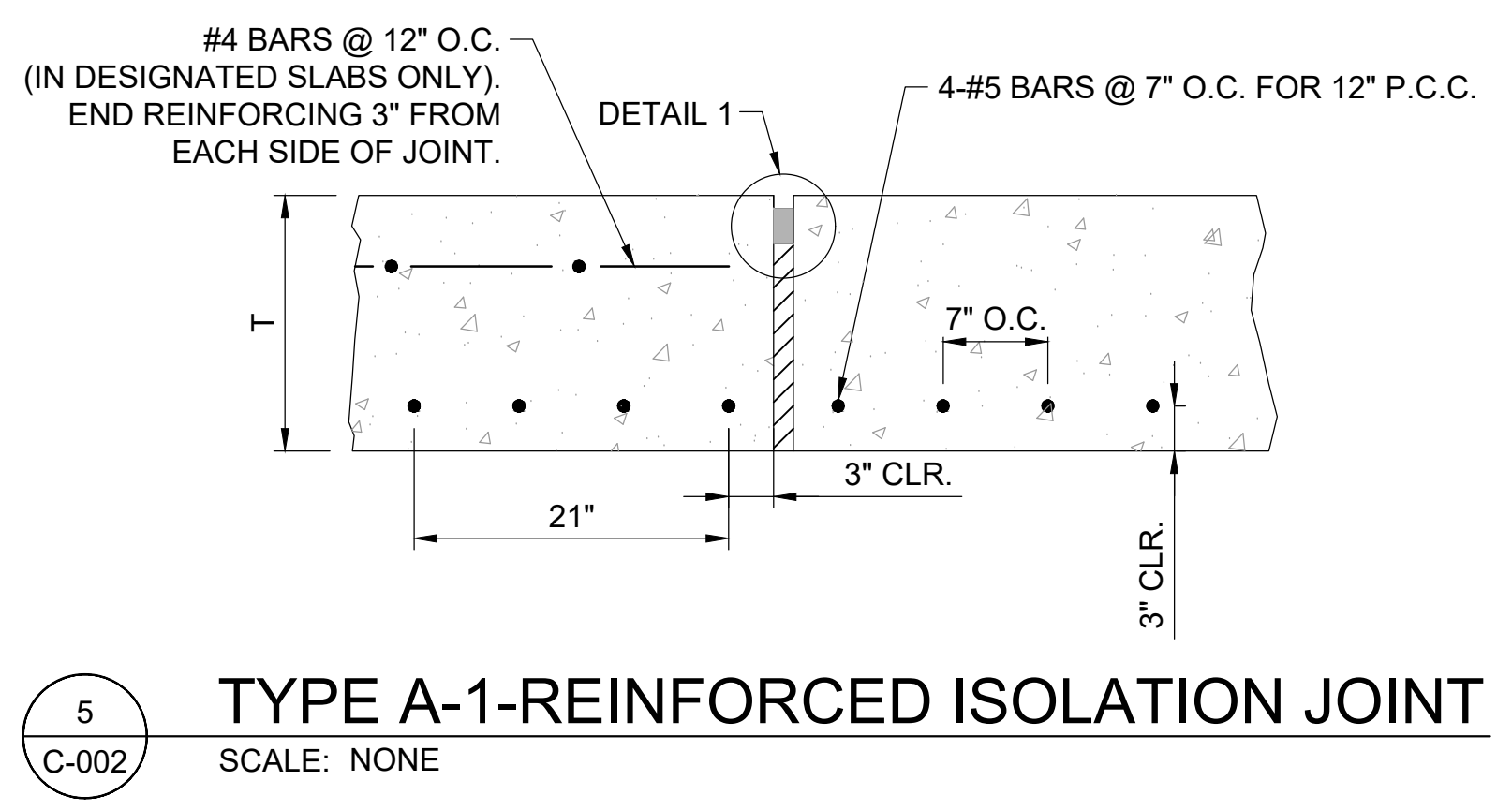
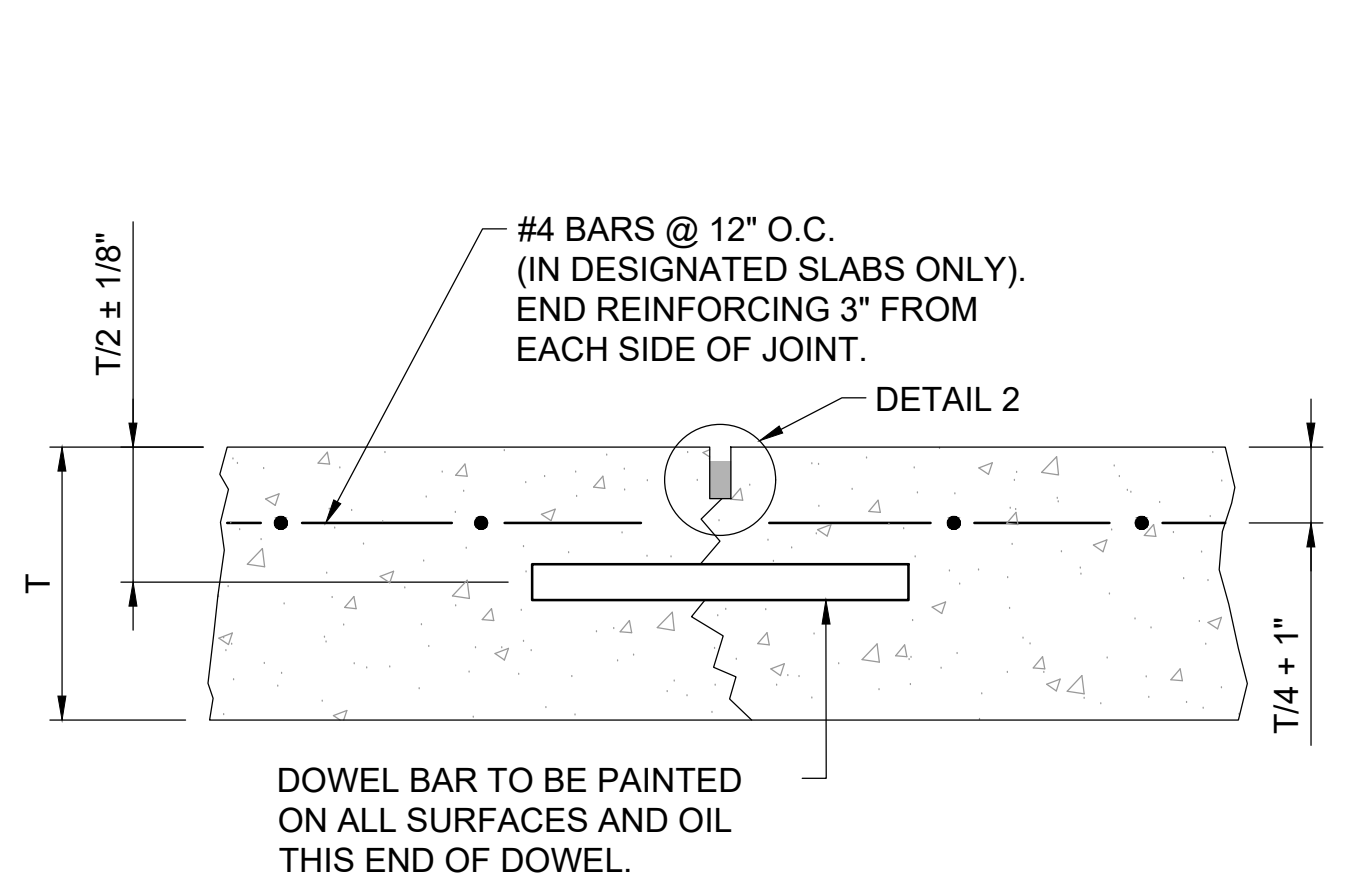
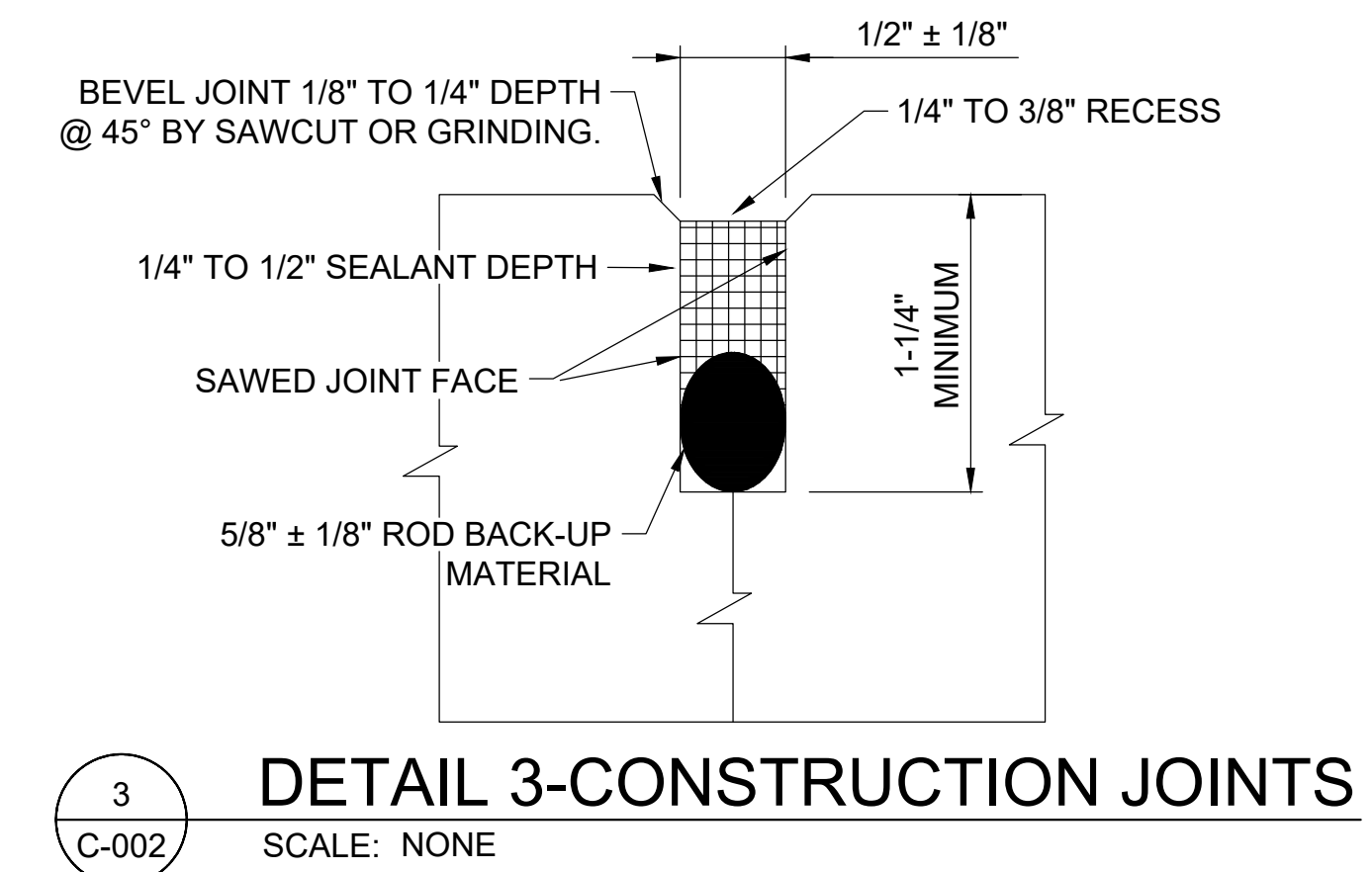
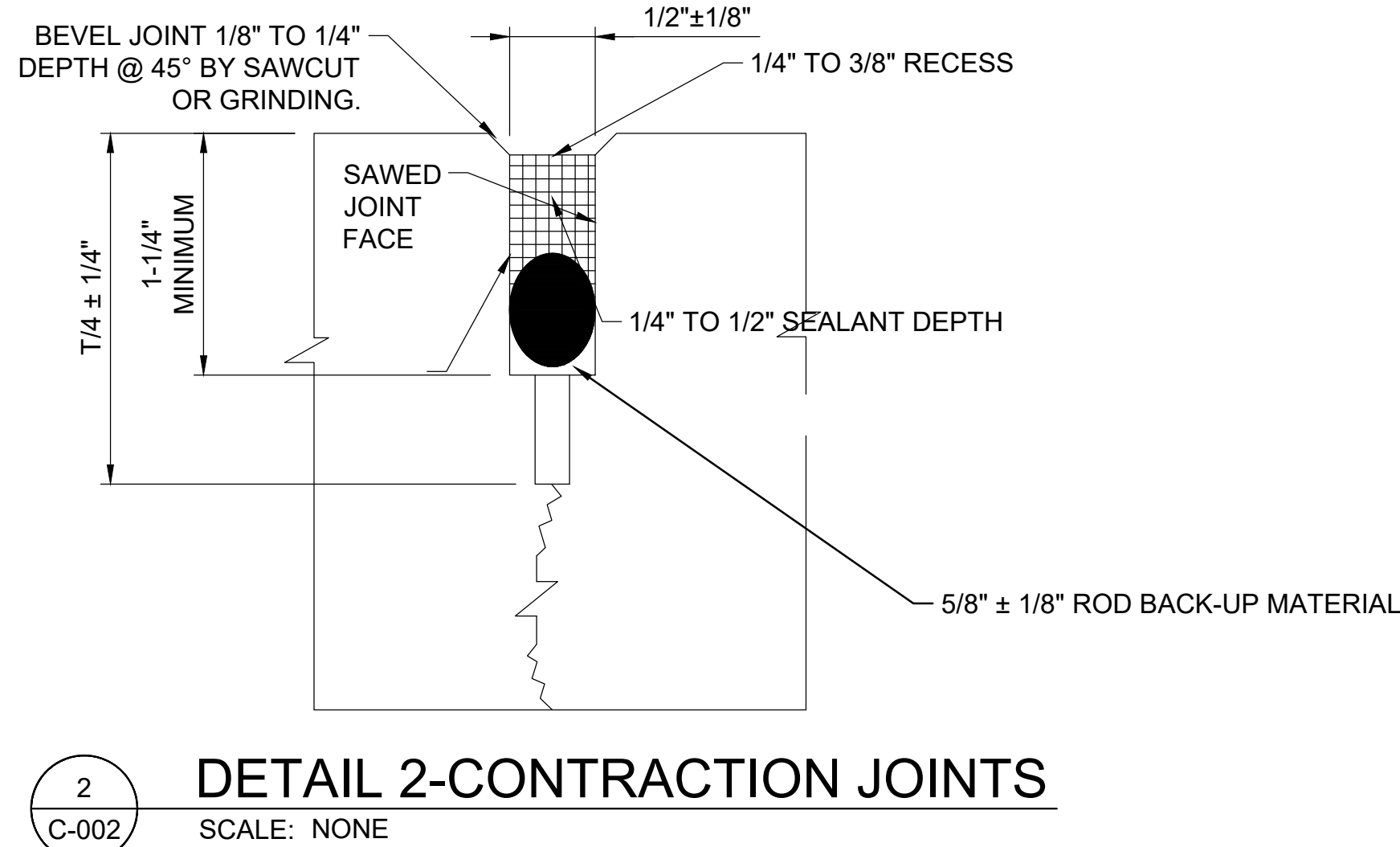
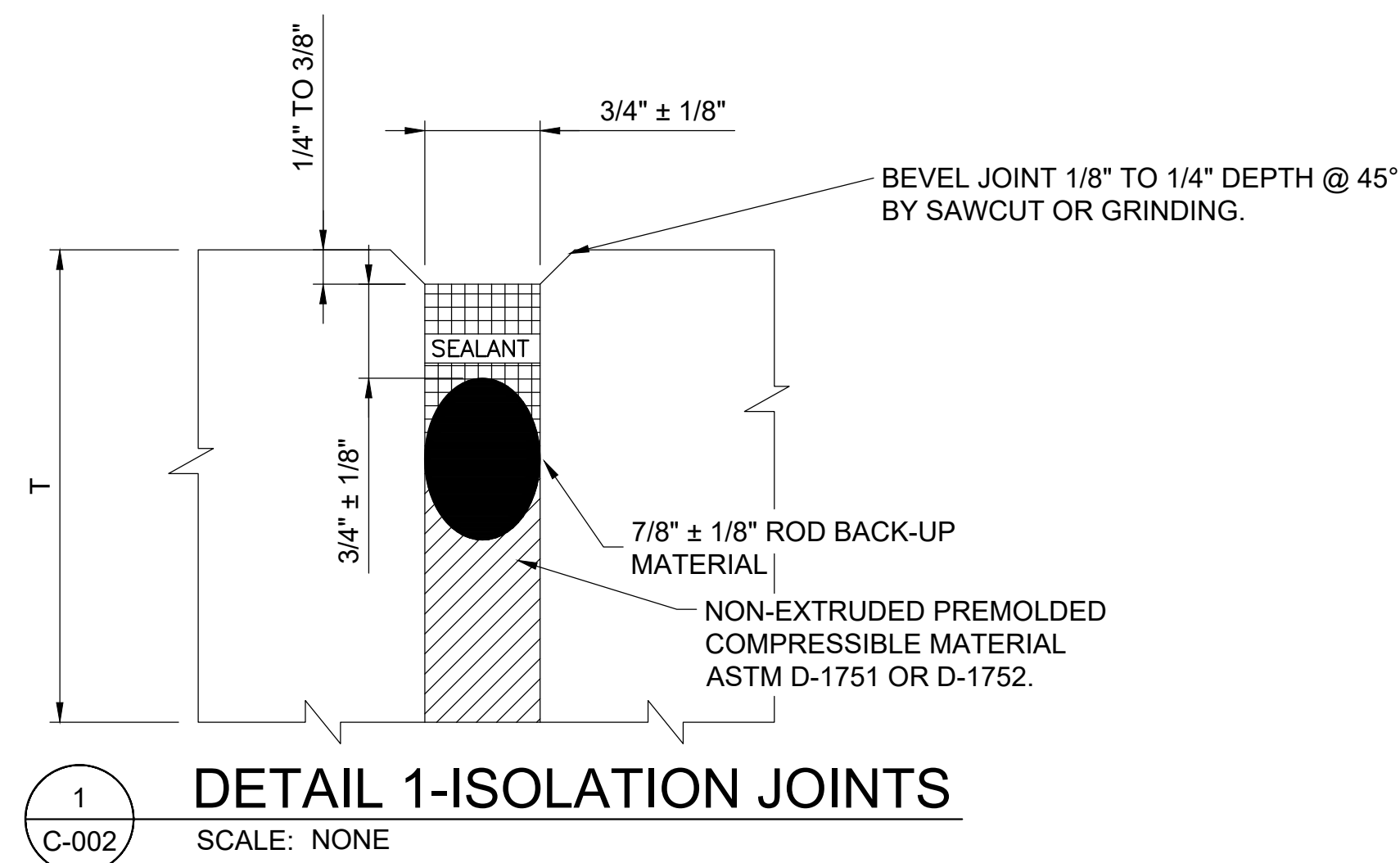
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DOWEL BAR LEGEND	
	11" THICKNESS
	DIAMETER = 1" LENGTH = 18" SPACING = 12" O. C.

SYMBOLS

- SILICONE SEALANT
- ROD BACK-UP MATERIAL
CLOSED-CELL RESILIENT FOAM
OR SPONGE RUBBER
- RESILIENT FILLER



- CONSTRUCTION SEQUENCE:**
- EXCAVATE A TRENCH AT A WIDTH OF "W". THE DITCH SHALL COMPLY WITH OSHA REGULATIONS AT ALL TIMES AND MAY REQUIRE A TRENCH SAFETY SYSTEM.
 - LINE TRENCH WITH NON-WOVEN TYPE II GEOTEXTILE FABRIC AND FOLD EXCESS MATERIAL OVER EDGES OF TRENCH AND SECURE IN PLACE WITH SMALL PILES OF CLASS B BEDDING.
 - PLACE 6" OF CLASS B BEDDING IN BOTTOM OF TRENCH FOR BEDDING MATERIAL. ENSURE SLOPE ON SURFACE OF CLASS B BEDDING COMPLIES WITH PLANS AND SPECIFICATION D-701.
 - PLACE STORM PIPE IN TRENCH USING STANDARD CONSTRUCTION PRACTICE WITH CARE TAKEN NOT TO DAMAGE PIPE.
 - BACKFILL TO 2/3 NOMINAL DIAMETER OF PIPE WITH CLASS B BEDDING PLACED IN 8" LIFTS AND COMPACTED.
 - FOLD THE TYPE II GEOTEXTILE FABRIC OVER THE BACKFILLED MATERIAL SO THAT THE FABRIC MEETS THE EDGE OF THE STORM PIPE WITH NO GAPS PRESENT.
 - PLACE ENGINEERED FILL ON TOP OF TYPE II GEOTEXTILE FABRIC PER SPECIFICATION P-152.

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REV.	DATE	DESCRIPTION

ADDISON AIRPORT
ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

TYPICAL SECTIONS & DETAILS II

JOB NO.: 17081101
DATE: MARCH 2020
DESIGNED BY: KKR
DRAWN BY: KKR

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C-002

SHEET NUMBER
16

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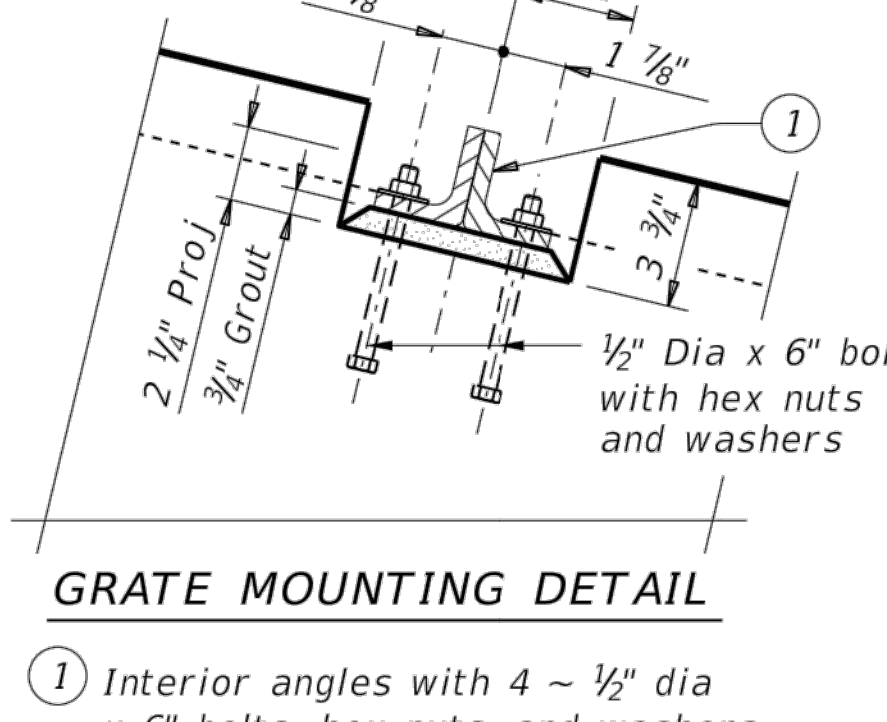
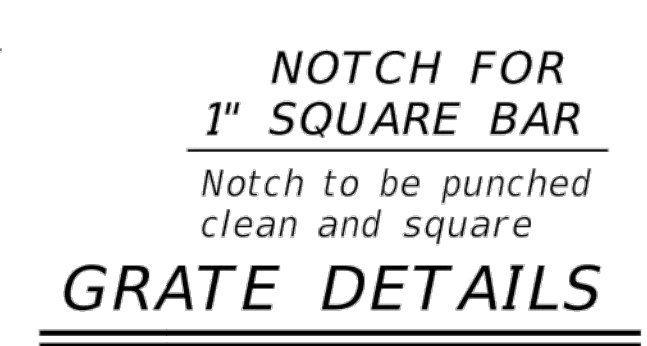
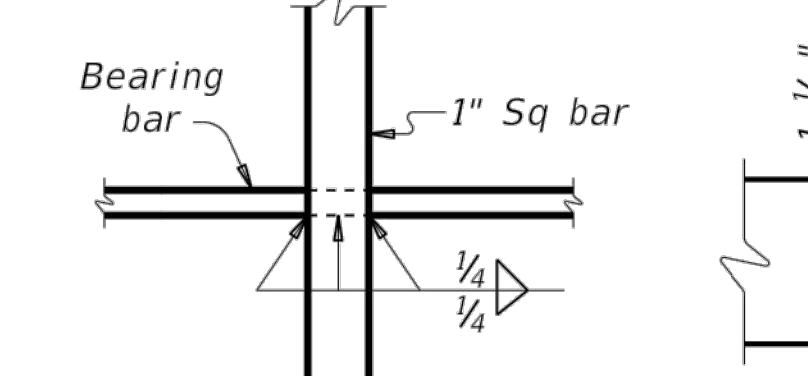
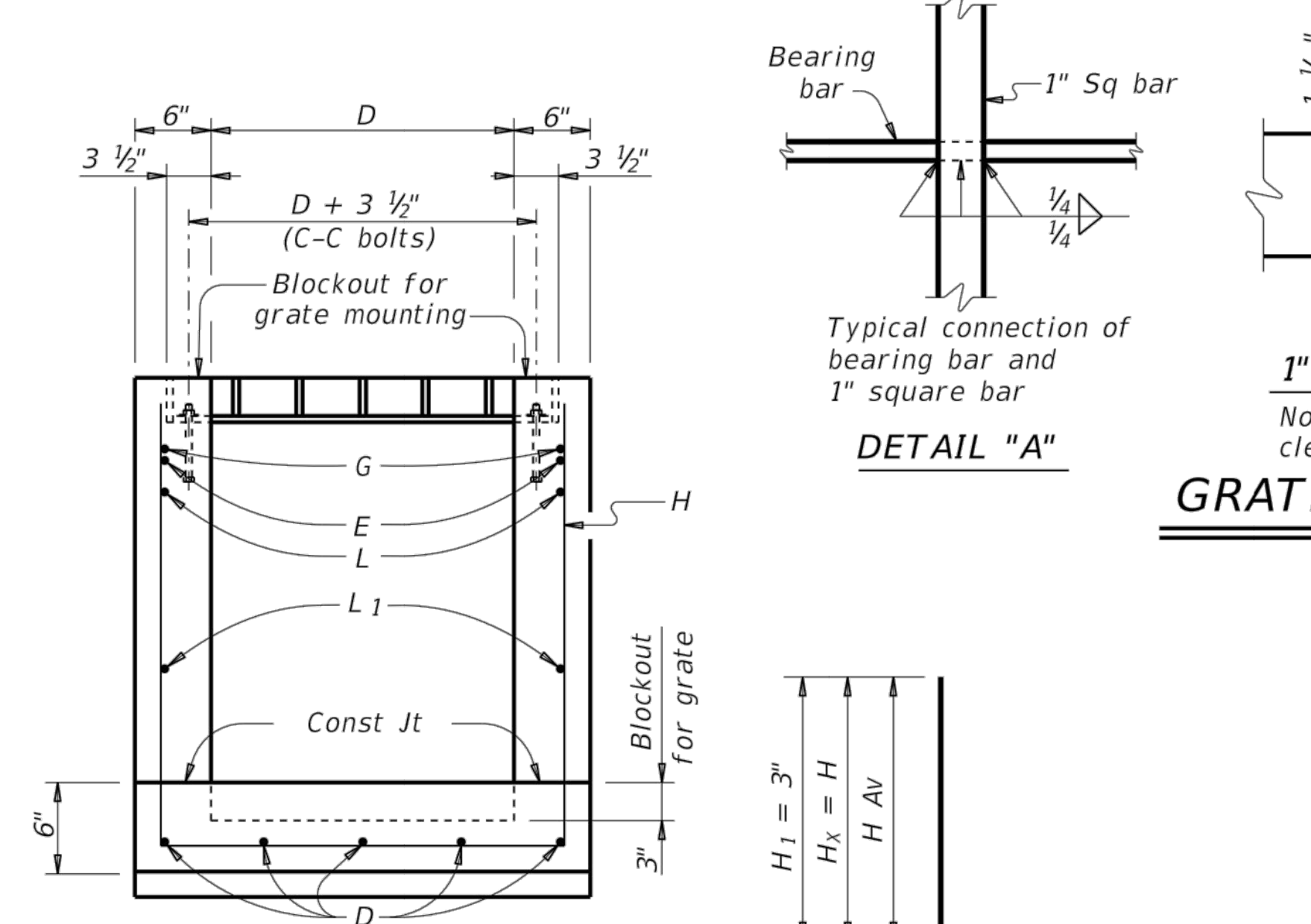
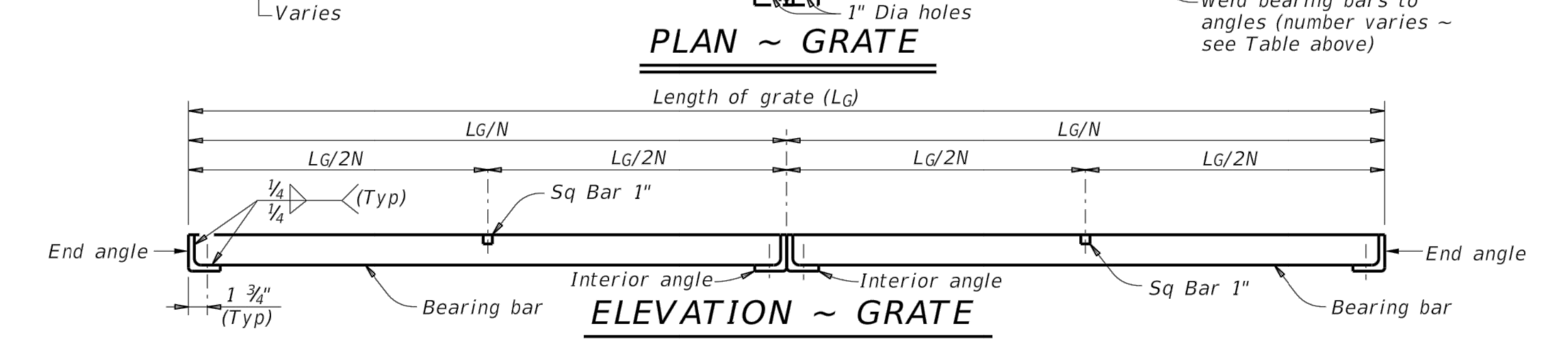
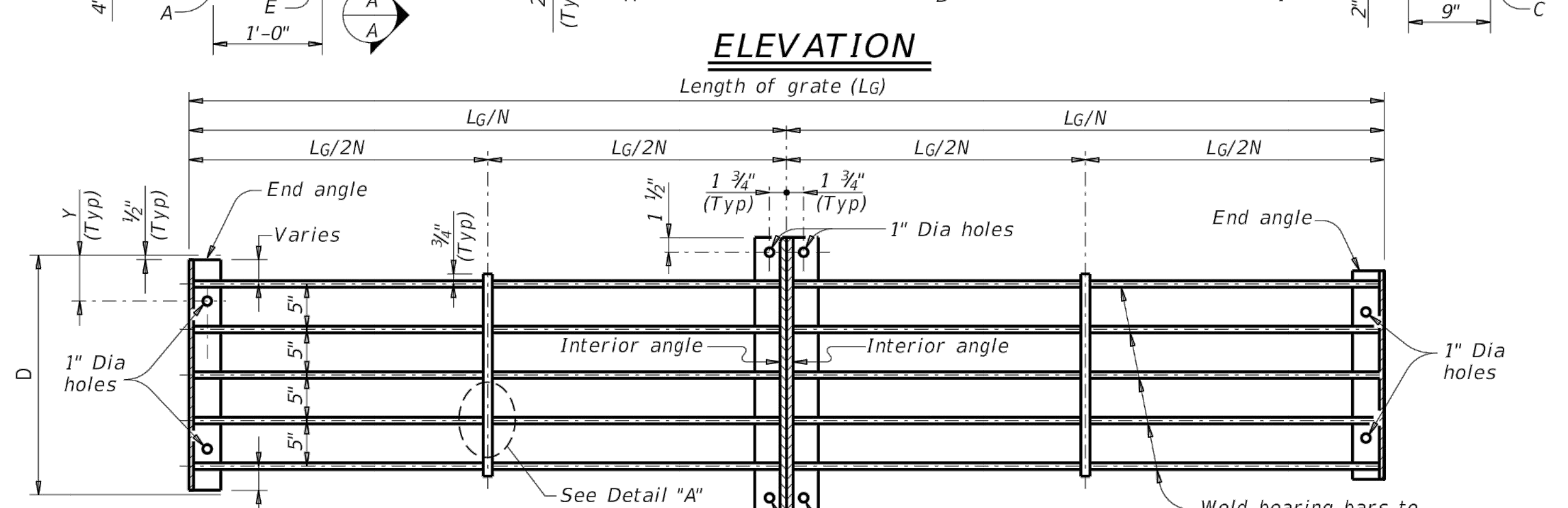
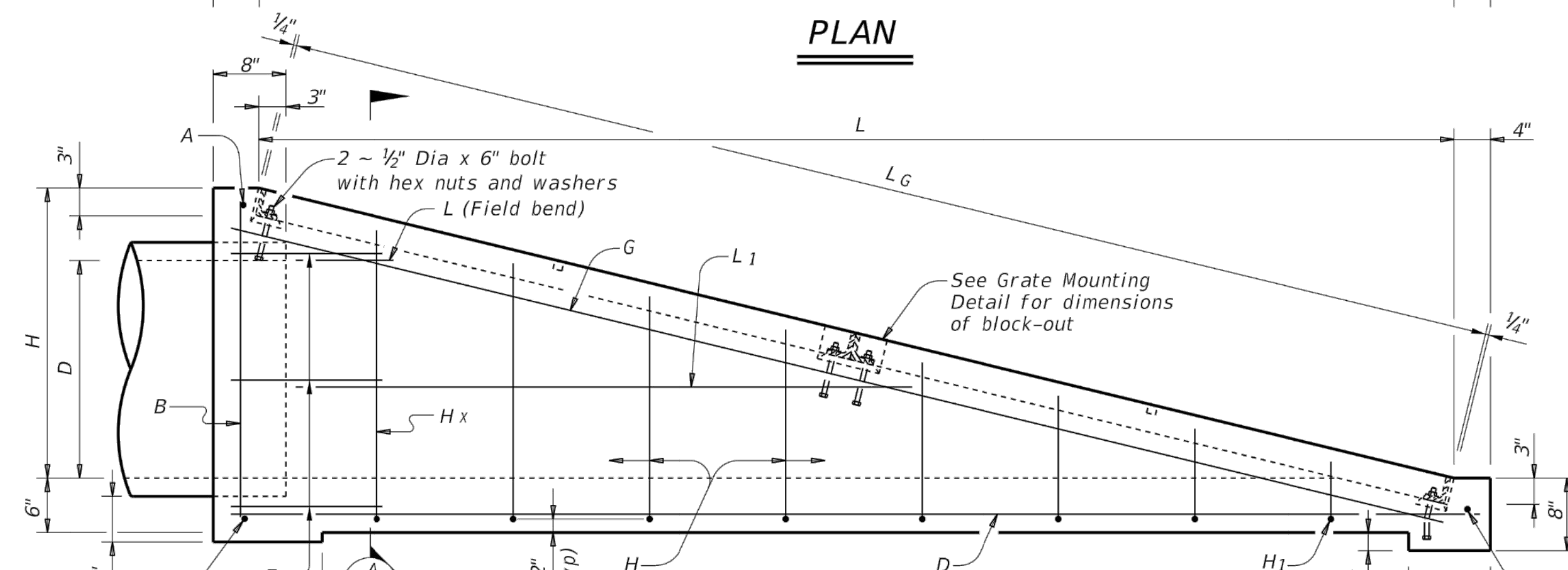
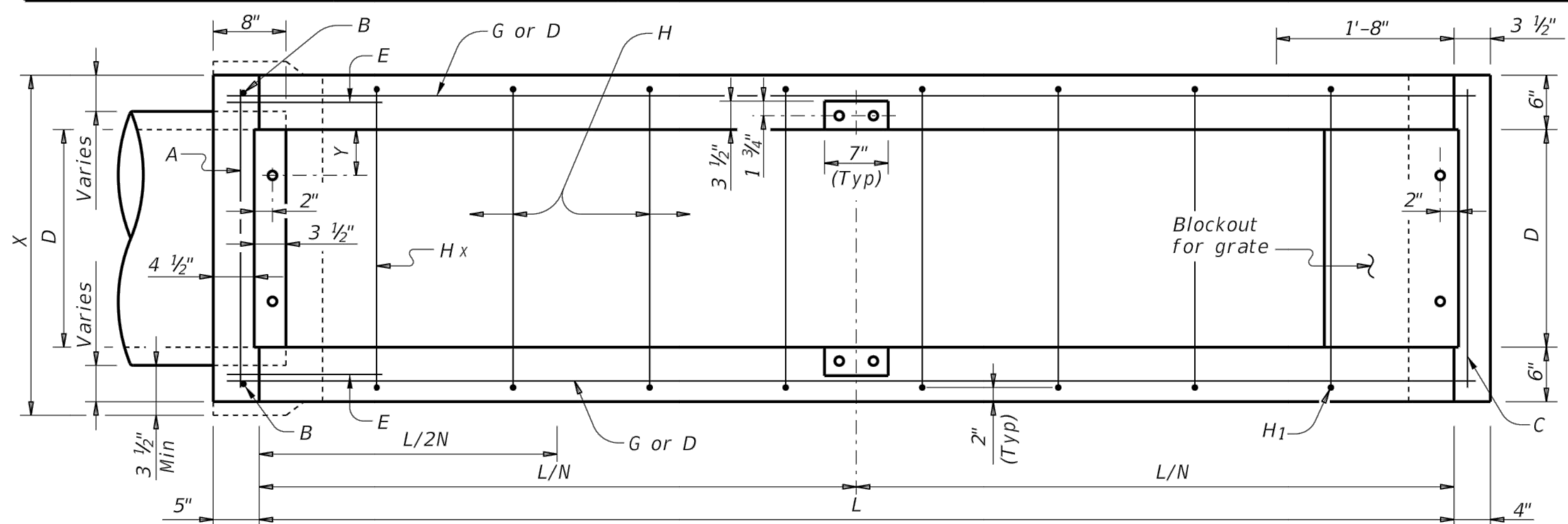
BILL OF REINFORCING STEEL

SLOPE	Y	N	DIA OF PIPE = D	TABLE OF DIMENSIONS																								TOTAL QUANTITIES																
				X	H	L	BARS A			BARS B			BARS C			BARS D			BARS E			BARS G			BARS H Av			BARS L			BARS L ₁ Av			STEEL	CONC									
6:1	4 1/2"	2	18"	2'-6"	2'-1 1/2"	12'-9"	2	~	2'-3"	3	2	~	2'-5"	3	1	~	2'-3"	2	3	12" ±	13'-3"	27	6	12" ±	2'-6"	10	2	~	13'-5"	18	12	12" ±	4'-5"	35	2	12" ±	2'-0"	3	2	12" ±	6'-10"	9	110	1.1
6:1	5"	2	24"	3'-0"	2'-8"	16'-0"	2	~	2'-10"	4	2	~	3'-0"	4	1	~	2'-9"	2	4	12" ±	16'-6"	44	8	12" ±	2'-6"	13	2	~	16'-9"	22	15	12" ±	5'-6"	55	2	12" ±	2'-0"	3	2	12" ±	9'-10"	13	160	1.7
6:1	5 1/2"	3	30"	3'-6"	3'-2 1/2"	19'-3"	2	~	3'-5"	5	2	~	3'-7"	5	1	~	3'-3"	2	4	12" ±	19'-9"	53	8	12" ±	2'-6"	13	2	~	20'-0"	27	19	12" ±	6'-6"	83	2	12" ±	2'-0"	3	4	12" ±	10'-1"	27	218	2.4
6:1	6"	3	36"	4'-0"	3'-9"	22'-6"	2	~	4'-0"	5	2	~	4'-2"	5	1	~	3'-9"	3	5	12" ±	23'-0"	77	10	12" ±	2'-6"	17	2	~	23'-3"	31	22	12" ±	7'-7"	111	2	12" ±	2'-0"	3	6	12" ±	13'-9"	55	307	3.3
6:1	6 1/2"	3	42"	4'-6"	4'-3 1/2"	25'-9"	2	~	4'-7"	6	2	~	4'-9"	6	1	~	4'-3"	3	5	12" ±	26'-3"	88	10	12" ±	2'-6"	17	2	~	26'-8"	36	25	12" ±	8'-7"	143	2	12" ±	2'-0"	3	6	12" ±	13'-10"	55	357	4.4
6:1	4 1/2"	4	48"	5'-0"	4'-10"	29'-0"	2	~	5'-2"	7	2	~	5'-4"	7	1	~	4'-9"	3	6	12" ±	29'-6"	118	12	12" ±	2'-6"	20	2	~	29'-10"	40	29	12" ±	9'-7"	186	2	12" ±	2'-0"	3	8	12" ±	14'-5"	77	461	5.7

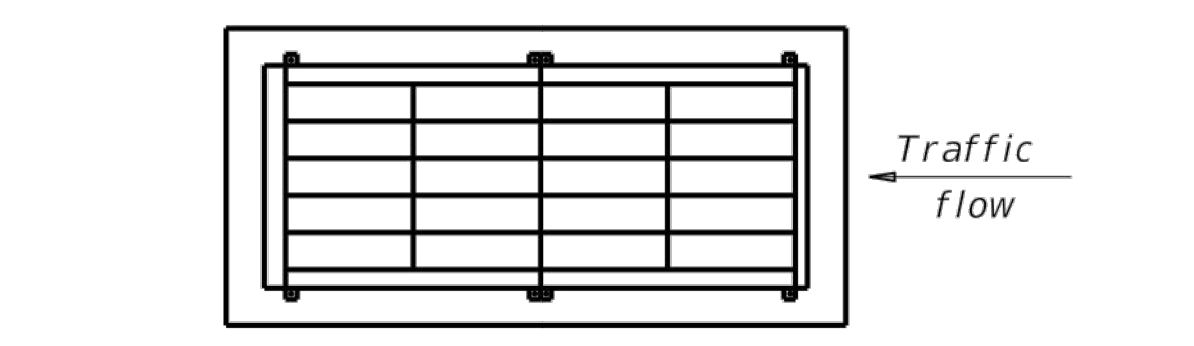
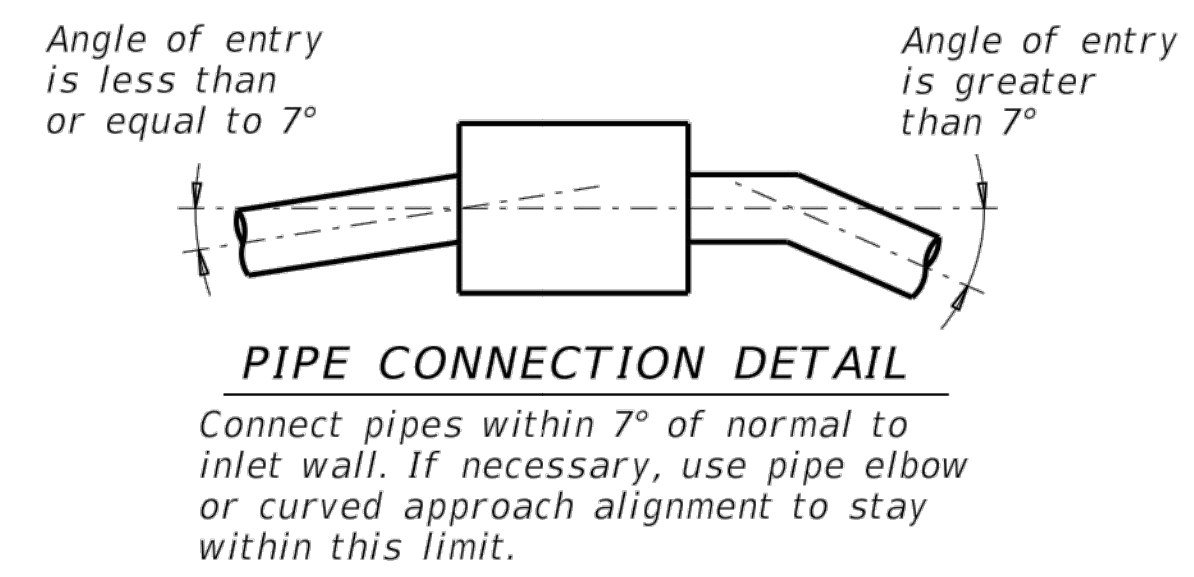
GRATE QUANTITIES

SLOPE	Y	N	DIA OF PIPE = D	BEARING BARS at 5" C-C												INTERIOR ANGLES			END ANGLES			1" SQUARE BARS		TOTAL WEIGHT	
				No.	Size	Lg/N	Wgt	No.	Size	Length	Wgt	No.	Size	Length	Wgt	No.	Length	Wgt	Lb	CY					
6:1	4 1/2"	2	18"	8	2 1/2" x 1/2"	6'-5 3/8"	220	2	3" x 3" x 1/2"	2'-0 1/2"	38	2	3" x 3" x 1/2"	1'-5"	27	2	1'-4 1/2"	9	294						
6:1	5"	2	24"	10	2 1/2" x 1/2"	8'-1 3/8"	345	2	3" x 3" x 1/2"	2'-6 1/2"	48	2	3" x 3" x 1/2"	1'-11"	36	2	1'-9 1/2"	12	441						
6:1	5 1/2"	3	30"	18	2 1/2" x 1/2"	6'-6 1/8"	498	4	3" x 3" x 1/2"	3'-0 1/2"	114	2	3" x 3" x 1/2"	2'-5"	45	3	2'-2 1/2"	23	680						
6:1	6"	3	36"	21	2 1/2" x 1/2"	7'-7 1/4"	679	4	3" x 3" x 1/2"	3'-6 1/2"	133	2	3" x 3" x 1/2"	2'-11"	55	3	2'-7 1/2"	27	894						
6:1	6 1/2"	3	42"	24	2 1/2" x 1/2"	8'-8 3/8"	888	4	3" x 3" x 1/2"	4'-0 1/2"	152	2	3" x 3" x 1/2"	3'-5"	64	3	3'-0 1/2"	31	1,135						
6:1	4 1/2"	4	48"	40	2 1/2" x 1/2"	7'-4 1/8"	1249	6	3" x 3" x 1/2"	4'-6 1/2"	256	2	3" x 3" x 1/2"	3'-11"	74	4	3'-10 1/2"	53	1,632						

Note: For pipe sizes of 21", 27" and 33" use inlets for pipe sizes 24", 30" and 36", respectively.
 N = Number of Grate Units



GENERAL NOTES:
 Quantities shown are for one end of one pipe culvert. Quantities shown are for Contractor's information only. Unless otherwise shown in the plans, payment will be made for each inlet of the type specified.
 When approved, precast inlets with equivalent structural capacity may be furnished. Submit sealed engineering calculations and drawings for precast inlets for approval prior to construction.
 Shop drawings will not be required.
 In areas of conflict between reinforcing steel, blockouts, pipes, anchor bolts or other reinforcing steel, bend or adjust reinforcement to clear as directed by the Engineer.
 Provide structural steel for grates conforming to the requirements of ASTM A36.
 Provide bolts conforming to the requirements of ASTM A307. Hex nuts must conform to ASTM A563.
 Provide (#4) reinforcing steel unless otherwise noted. Galvanize steel components except reinforcing, after fabrication, in accordance with Item 445 "Galvanizing."
 Repair galvanizing damaged during transport or construction in accordance with the specifications.
 Provide Class "A" concrete (f'c = 3,000 psi).
 Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing bar dimensions shown are out-to-out of bar.



Texas Department of Transportation
 Bridge Division Standard

SLOPING INLET TYPE S (18" to 48" PIPES)

IL-S

FILE: il-sstd-16.dgn DW: TxDOT CK: TER DW: MCB CK: TER/GAF
 TxDOT February 2010 CONT SECT JOB HIGHWAY
 REVISIONS
 10-16: Pipe Connection Notes. DIST COUNTY SHEET NO.

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ADDISON AIRPORT
 ADDISON, TEXAS
 CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

TYPICAL SECTIONS & DETAILS III

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

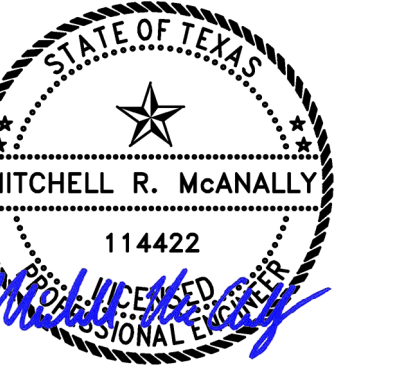
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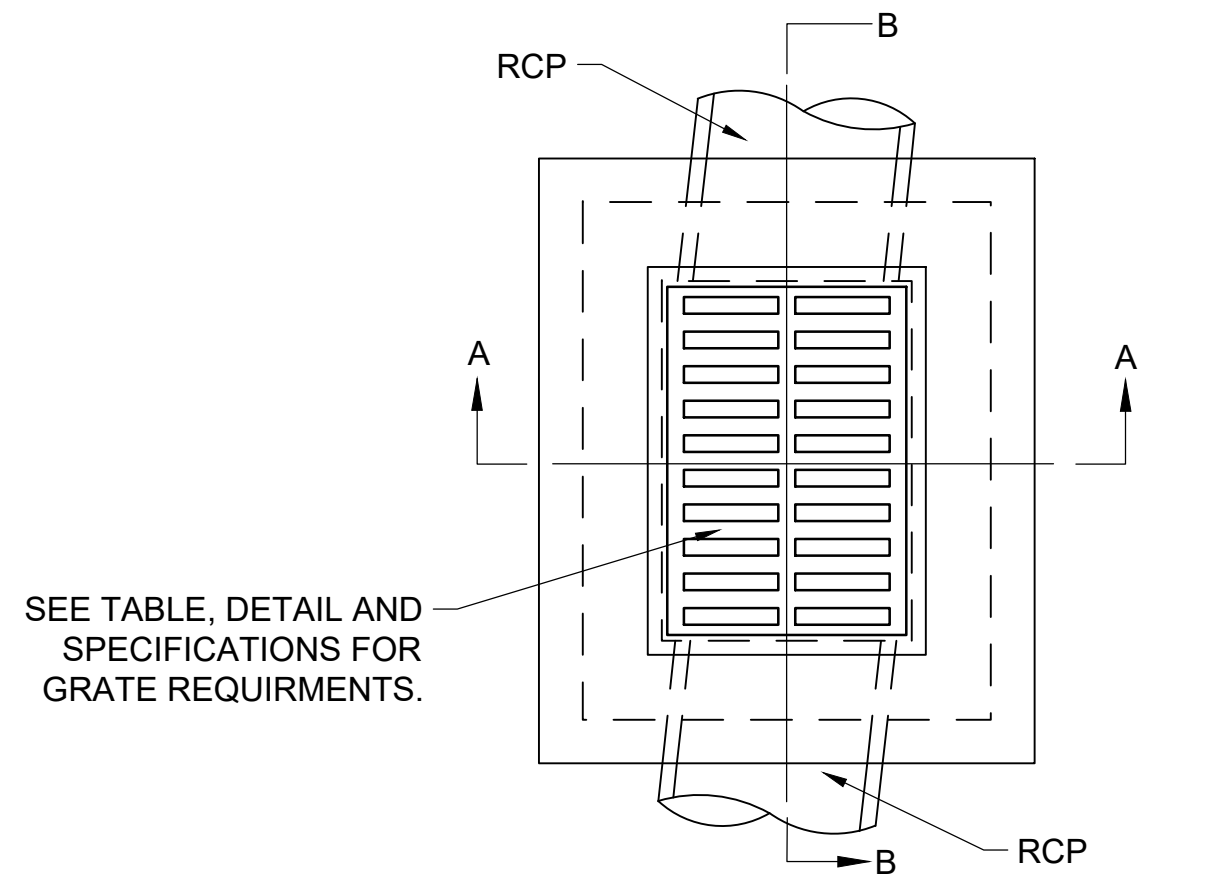
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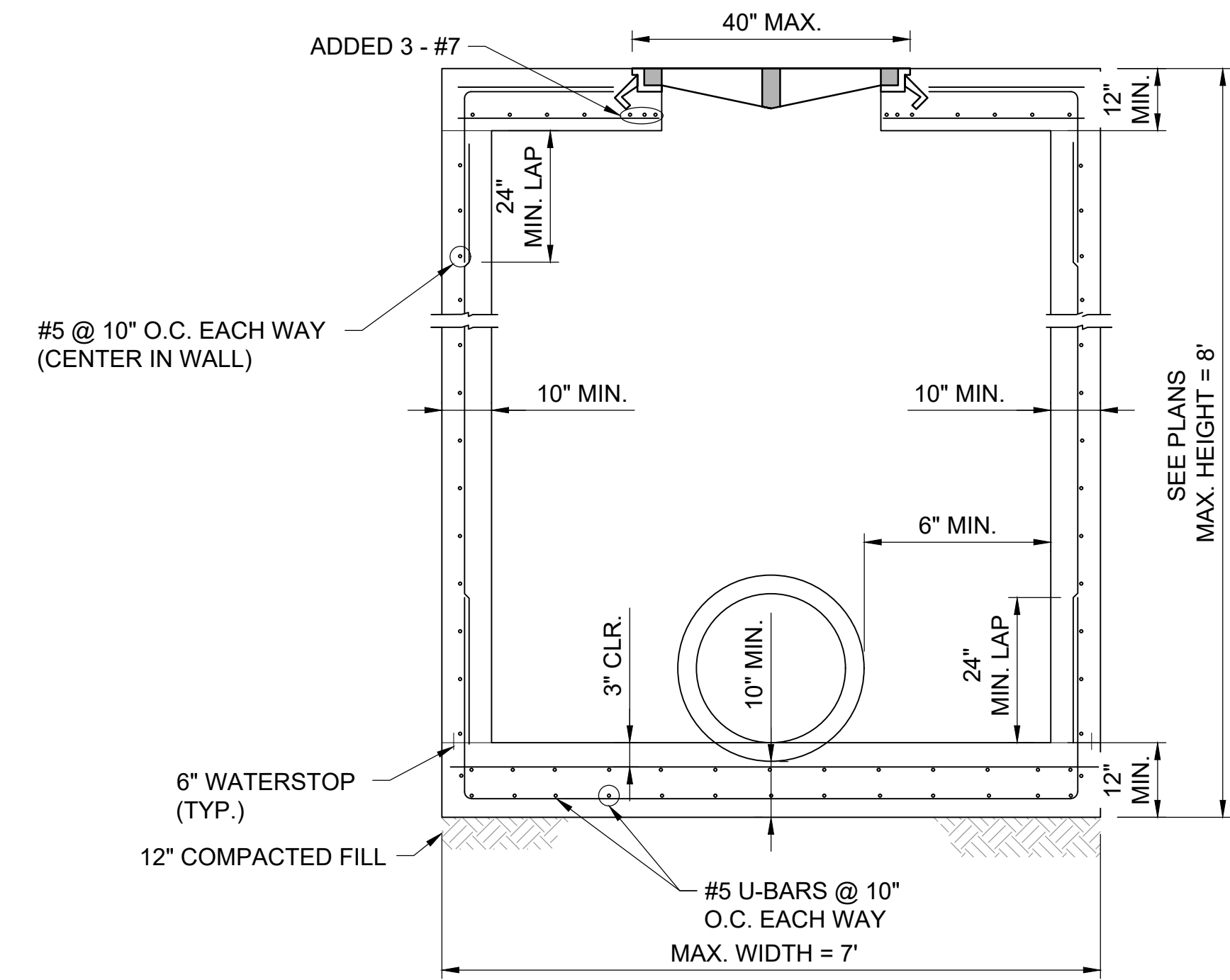
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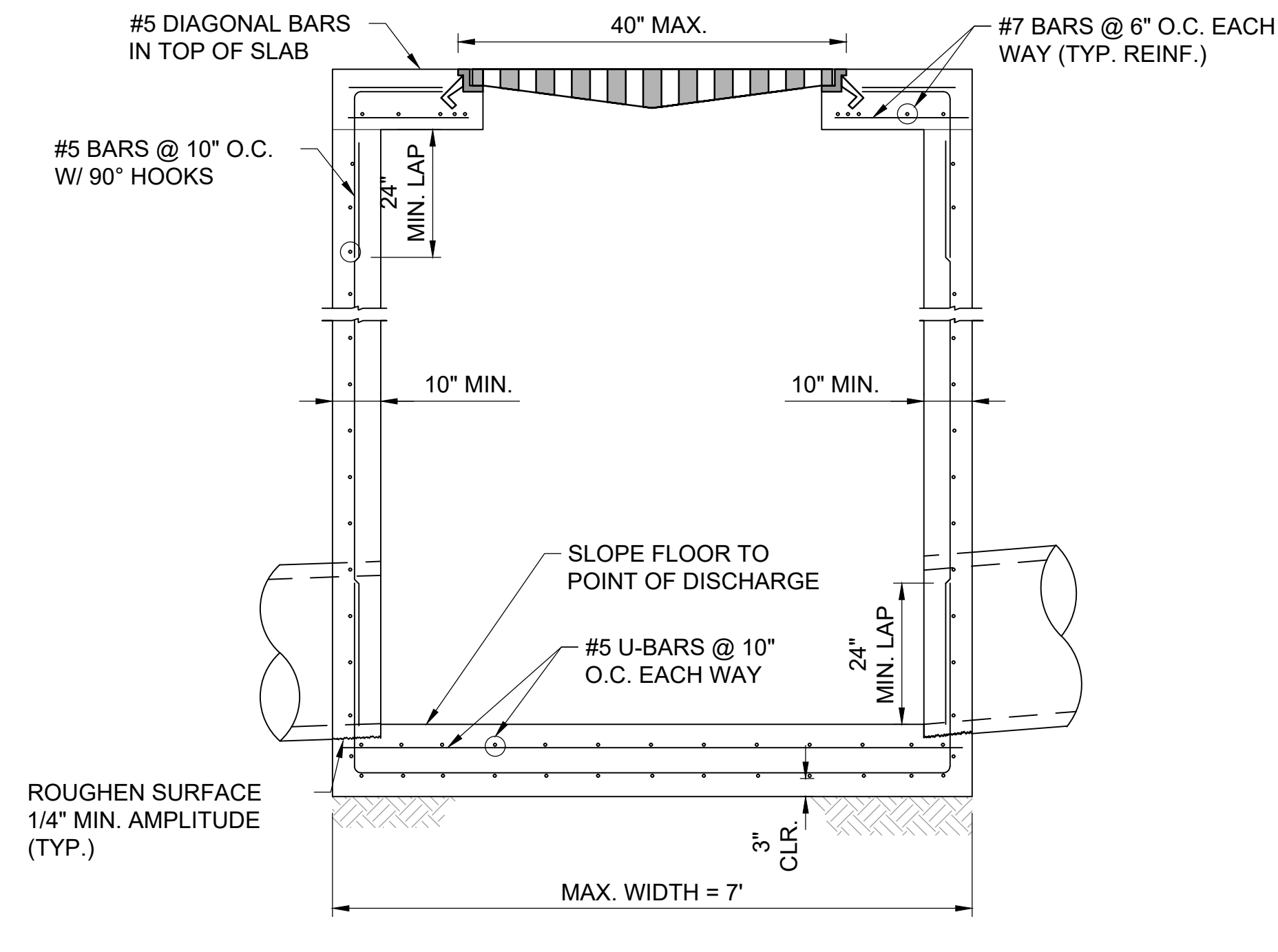
GRATE DESIGN PARAMETERS	
MATERIAL	DUCTILE IRON
WEIR PERIMETER	9.8 FT. MIN.
FREE OPEN AREA	2.4 S.F. MIN.
WHEEL LOADING	100,000 LBS MIN.

NOTE:
 MINIMUM STEEL REINFORCEMENT LAP SHALL BE APPLIED WHERE APPLICABLE. IF THE CONTRACTOR CANNOT MEET THE MINIMUM LAP REQUIREMENT DUE TO THE INLET HEIGHT, THE CONTRACTOR SHALL LAP STEEL THE MAXIMUM AVAILABLE LENGTH.

1A
 C-004
PLAN (SINGLE GRATE)
 SCALE: NONE

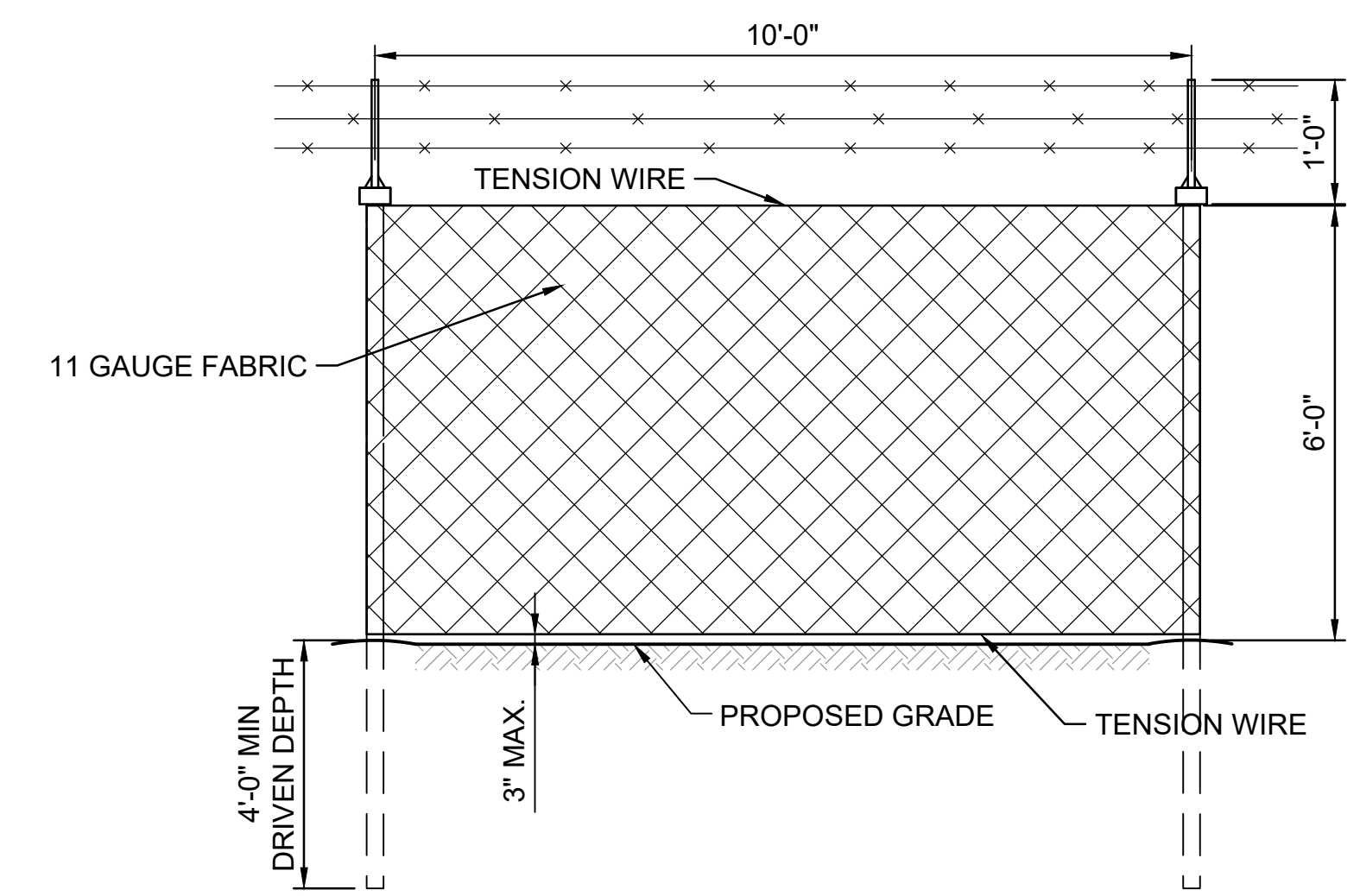


1B
 C-004
SECTION "A-A"
 SCALE: NONE



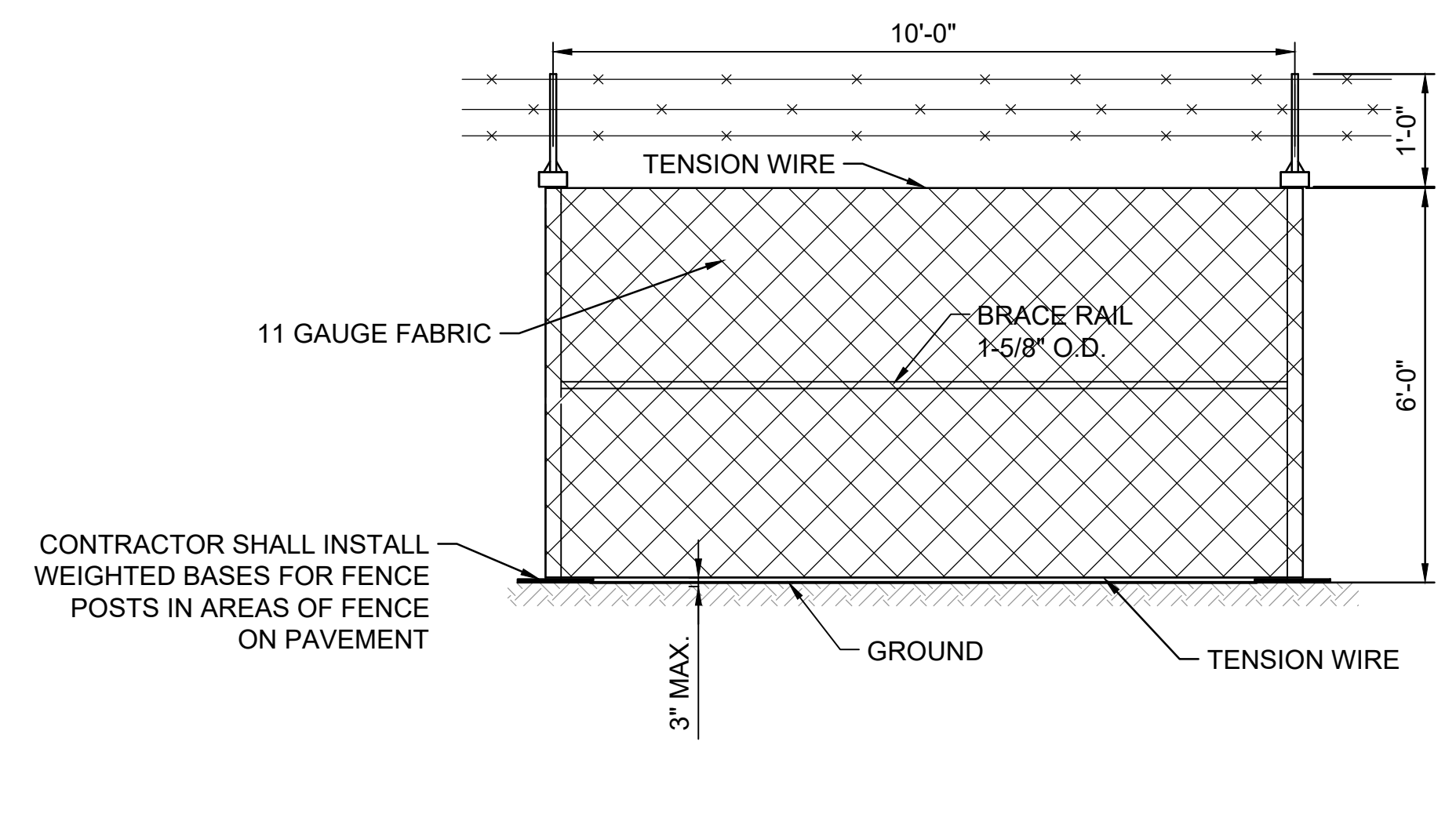
1C
 C-004
SECTION "B-B"
 SCALE: NONE

1
 C-004
AIRFIELD GRATE INLET (HEAVY AIRCRAFT)
 SCALE: NONE



2A
 C-004
CONSTRUCTION FENCE IN NATURAL GROUND
 SCALE: NONE

- NOTES:**
- FENCE POSTS TO BE INSTALLED IN NATURAL GROUND SHALL BE DRIVEN.
 - ELECTRICAL GROUND RODS SHALL BE CONSTRUCTED AS GIVEN IN ITEM SS-300 OF THE SPECIFICATIONS.



2B
 C-004
CONSTRUCTION FENCE ON PAVEMENT
 SCALE: NONE

- NOTE:**
- CONSTRUCTION FENCE TO BE INSTALLED ON PAVEMENT SHALL BE SECURED WITH WEIGHTED BASES.

- GENERAL FENCE NOTES:**
- ALL FABRIC, POSTS, NAILS, BRACES, FITTINGS, AND HARDWARE FOR FENCES SHALL CONFORM TO FAA ITEM SS-162.
 - FENCE SHALL BE MAINTAINED IN GOOD CONDITION THROUGHOUT PROJECT DURATION.
 - FENCE SHALL REMAIN IN PLACE UPON COMPLETION OF THE PROJECT AND BECOME PROPERTY OF THE OWNER.

2
 C-004
TEMPORARY CONSTRUCTION FENCE
 SCALE: NONE

REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

ADDISON AIRPORT
 CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

TYPICAL SECTIONS & DETAILS IV

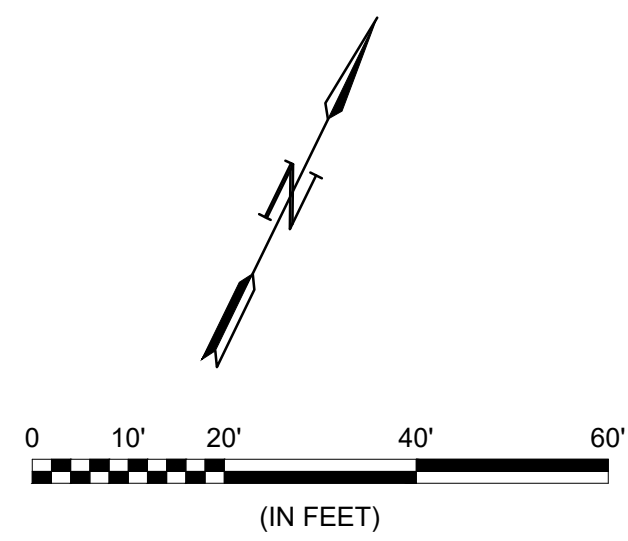
JOB NO.: 17081101
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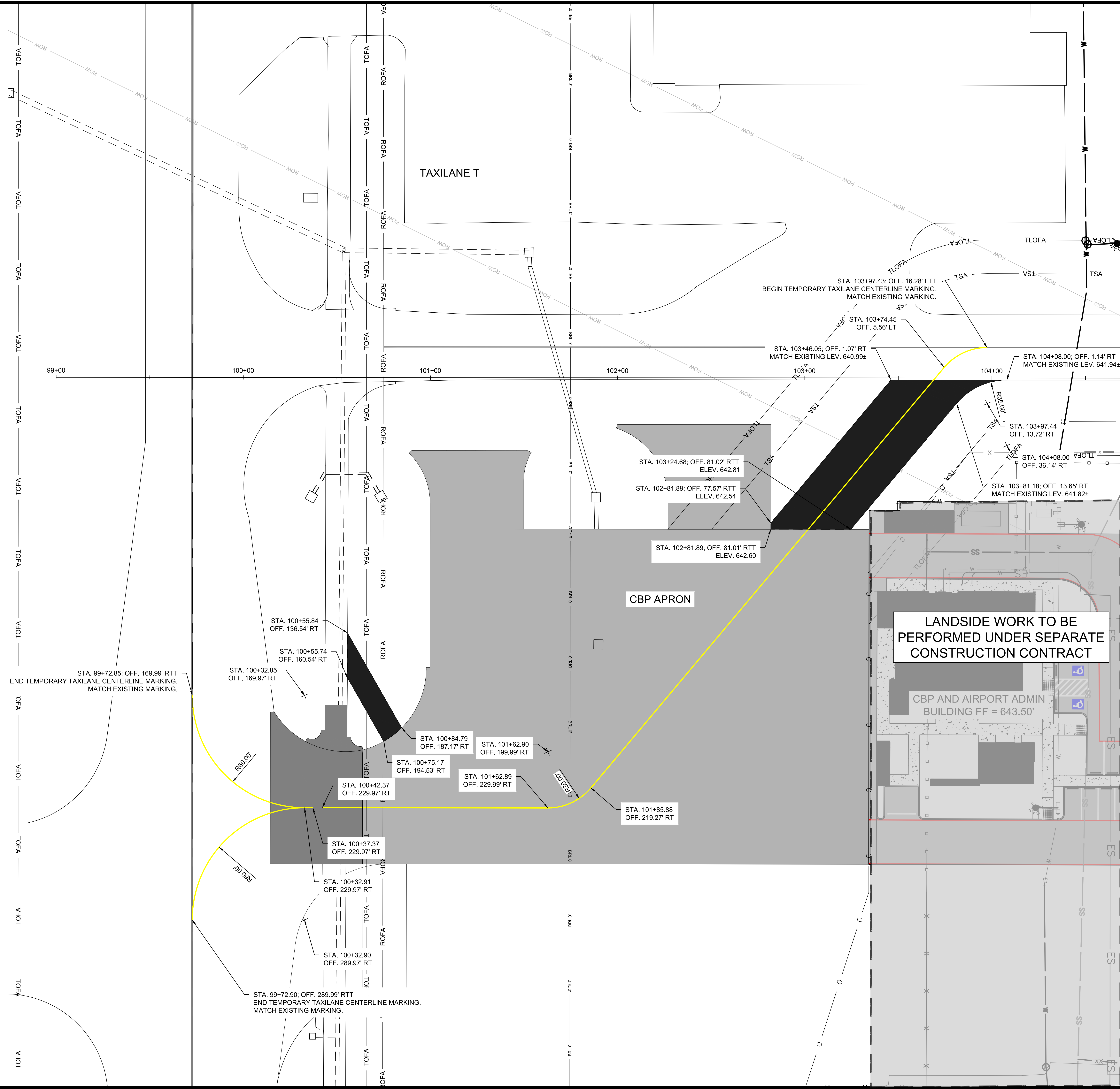
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SHEET NUMBER
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LEGEND	
	AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
	AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
	TEMPORARY ASPHALT PAVEMENT (SEE SHEET C-002)
	TEMPORARY CONSTRUCTION FENCE
	TSA - TAXIWAY/TAXILANE SAFETY AREA
	ROW - NTTA TUNNEL EASEMENT



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REV.	DATE	DESCRIPTION

ADDISON AIRPORT
ADDISON, TEXAS

ADDISON AIRPORT
CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

TEMPORARY TAXILANE LAYOUT PLAN


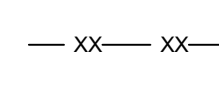
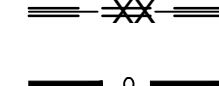
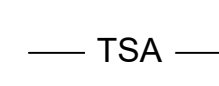

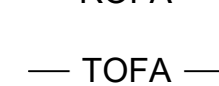

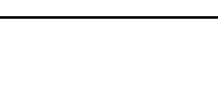

JOB NO.: 17081101
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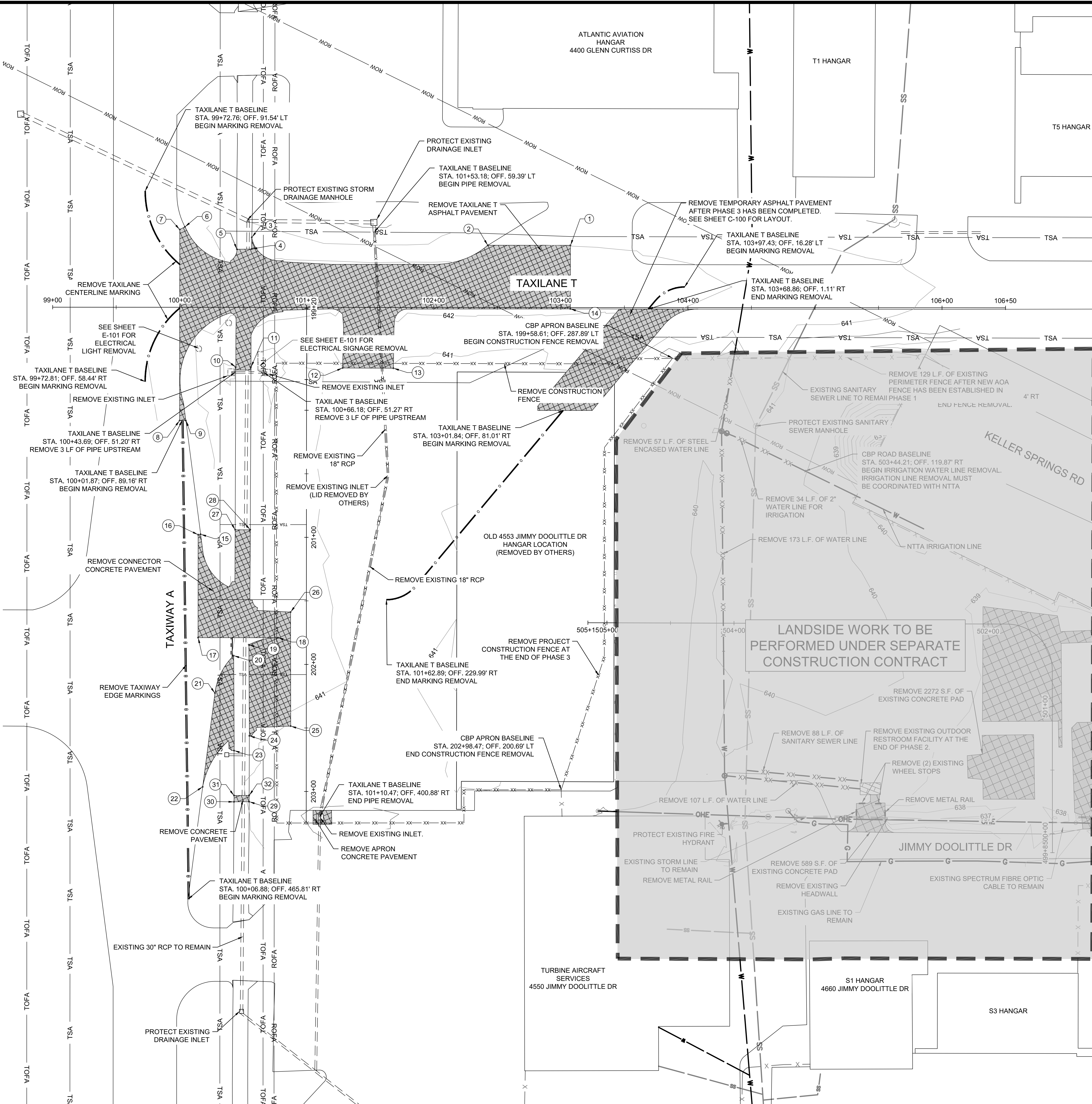
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Last plotted by: Rutiana, Ken K. Plot Date: 4/28/2020 11:30 AM Plotter used: DWG To PDF.pc3

LEGEND

-  PROPOSED PAVEMENT DEMOLITION
-  CONSTRUCTION FENCE REMOVAL
-  DRAINAGE PIPE REMOVAL
-  PAVEMENT MARKING REMOVAL
-  TSA - TAXIWAY/TAXILANE SAFETY AREA
-  TLOFA - TAXILANE OBJECT FREE AREA
-  ROFA - RUNWAY OBJECT FREE AREA
-  TOFA - TAXIWAY OBJECT FREE AREA
-  ROW - NTTA TUNNEL EASEMENT

DEMOLITION POINT TABLE

POINT	BASELINE	STATION	OFFSET
1	TAXILANE T	103+07.51	49.00' LT
2	TAXILANE T	102+42.48	49.00' LT
3	TAXILANE T	100+56.69	55.12' LT
4	TAXILANE T	100+56.64	45.86' LT
5	TAXILANE T	100+45.02	45.72' LT
6	TAXILANE T	100+04.06	63.34' LT
7	TAXILANE T	100+00.01	61.21' LT
8	TAXILANE T	99+99.99	89.16' RT
9	TAXILANE T	100+04.92	89.16' RT
10	TAXILANE T	100+44.03	46.98' RT
11	TAXILANE T	100+56.12	46.98' RT
12	TAXILANE T	101+28.22	47.71' RT
13	TAXILANE T	101+68.26	47.86' RT
14	TAXILANE T	103+07.50	1.07' RT
15	CBP APRON	200+97.67	83.27' RT
16	CBP APRON	200+97.93	85.25' RT
17	CBP APRON	201+79.00	85.25' RT
18	CBP APRON	201+79.00	22.32' RT
19	CBP APRON	201+84.56	45.24' RT
20	CBP APRON	201+93.16	57.18' RT
21	CBP APRON	202+22.57	71.91' RT
22	CBP APRON	202+96.39	81.48' RT
23	CBP APRON	202+67.87	56.77' RT
24	CBP APRON	202+56.23	44.78' RT
25	CBP APRON	202+48.56	12.22' RT
26	CBP APRON	201+58.77	12.44' RT
27	CBP APRON	200+94.07	56.09' RT
28	CBP APRON	200+93.98	44.27' RT
29	CBP APRON	203+08.07	44.93' RT
30	CBP APRON	203+08.20	56.82' RT
31	CBP APRON	203+03.20	56.79' RT
32	CBP APRON	203+03.07	44.93' RT



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 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 1-800-245-4545. 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.

LANDSIDE WORK TO BE PERFORMED UNDER SEPARATE CONSTRUCTION CONTRACT

REV.	DATE	DESCRIPTION



ADDISON AIRPORT
ADDISON, TEXAS
CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

DEMOLITION PLAN

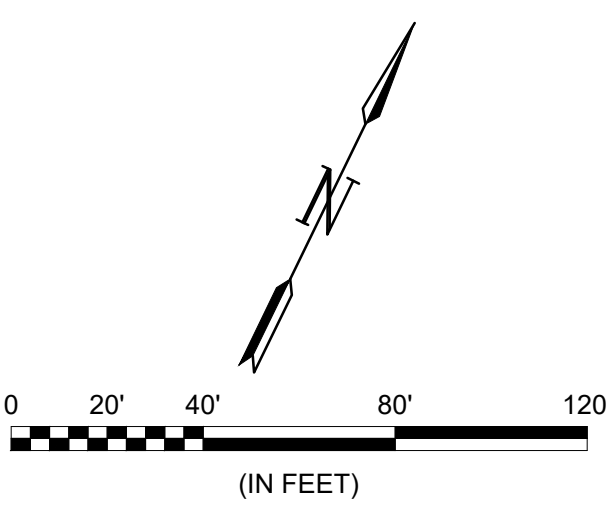
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C-101

SHEET NUMBER
20

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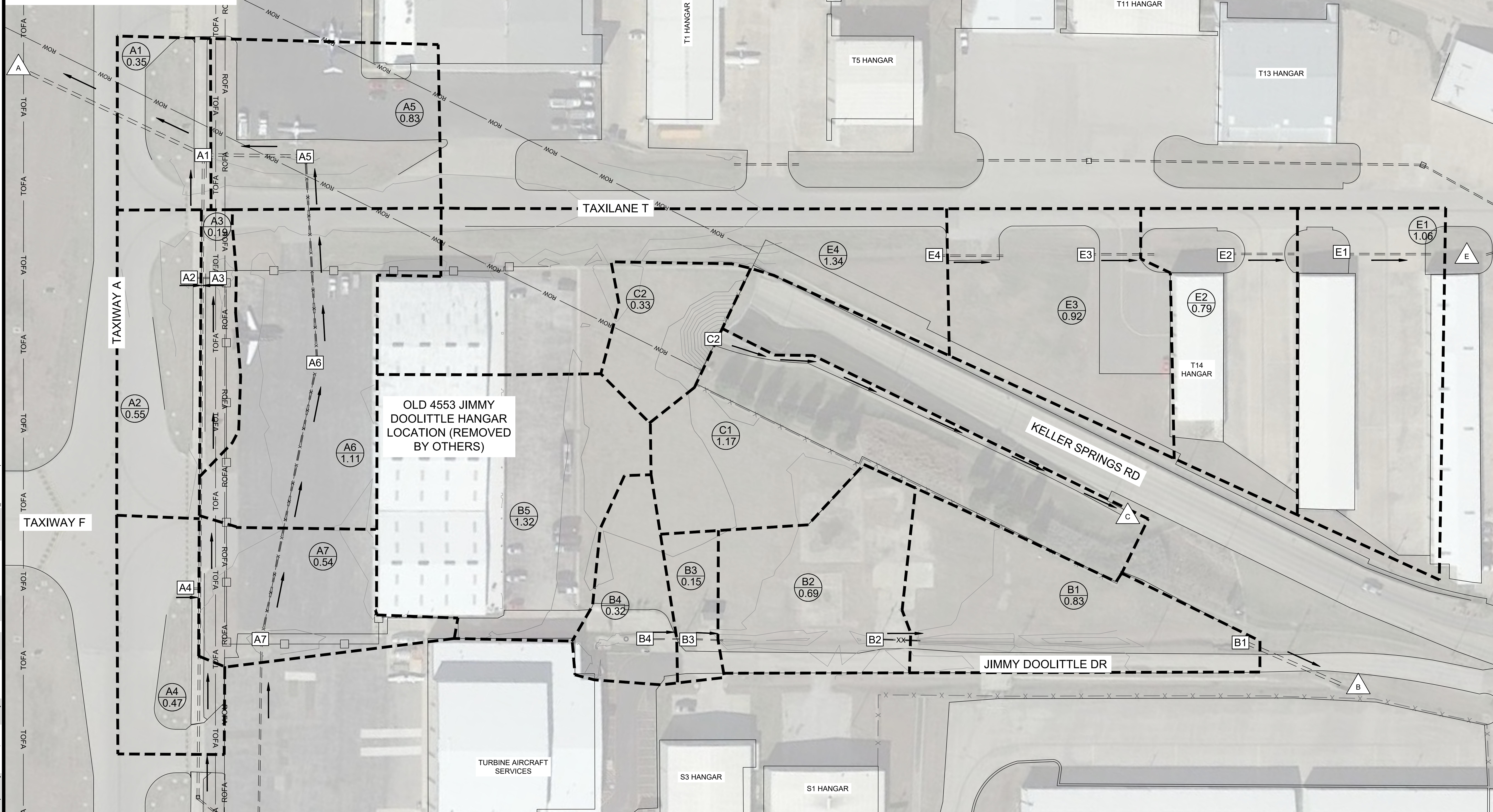
LEGEND

- EXISTING DRAINAGE PIPES
- X--- DRAINAGE PIPE REMOVAL
- TSA --- TAXIWAY/TAXILANE SAFETY AREA
- TLOFA --- TAXILANE OBJECT FREE AREA
- ROFA --- RUNWAY OBJECT FREE AREA
- TOFA --- TAXIWAY OBJECT FREE AREA
- DRAINAGE BOUNDARY
- [X] DRAINAGE STRUCTURE
- [XX/XX] IDENTIFICATION AREA ACRES
- [X] SYSTEM OUTFALL
- ROW --- NTTA TUNNEL EASEMENT

EXISTING DRAINAGE AREAS							
SUBBASIN	AREA [ACRES]	C	Tc [MIN]	I10 [IN/HR]	I100 [IN/HR]	Q10 [CFS]	Q100 [CFS]
A1	0.35	0.90	10	6.54	9.27	2.06	2.92
A2	0.55	0.90	10	6.54	9.27	3.24	4.59
A3	0.19	0.90	10	6.54	9.27	1.12	1.59
A4	0.47	0.90	10	6.54	9.27	2.77	3.92
A5	0.83	0.90	10	6.54	9.27	4.89	6.92
A6	1.11	0.90	10	6.54	9.27	6.53	9.26
A7	0.54	0.90	10	6.54	9.27	3.18	4.51
C1	1.17	0.90	10	6.54	9.27	6.89	9.76
C2	0.33	0.90	10	6.54	9.27	1.94	2.75
B1	0.83	0.90	10	6.54	9.27	4.89	6.92
B2	0.69	0.90	10	6.54	9.27	4.06	5.76
B3	0.15	0.90	10	6.54	9.27	0.88	1.25
B4	0.32	0.90	10	6.54	9.27	1.88	2.67
B5	1.32	0.90	10	6.54	9.27	7.77	11.01
E1	1.06	0.90	10	6.54	9.27	6.24	8.84
E2	0.79	0.90	10	6.54	9.27	4.65	6.59
E3	0.92	0.90	10	6.54	9.27	5.42	7.68
E4	1.34	0.90	10	6.54	9.27	7.89	11.18

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REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

EXISTING DRAINAGE AREA MAP

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

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DRAWING NUMBER
C-102

SHEET NUMBER
21

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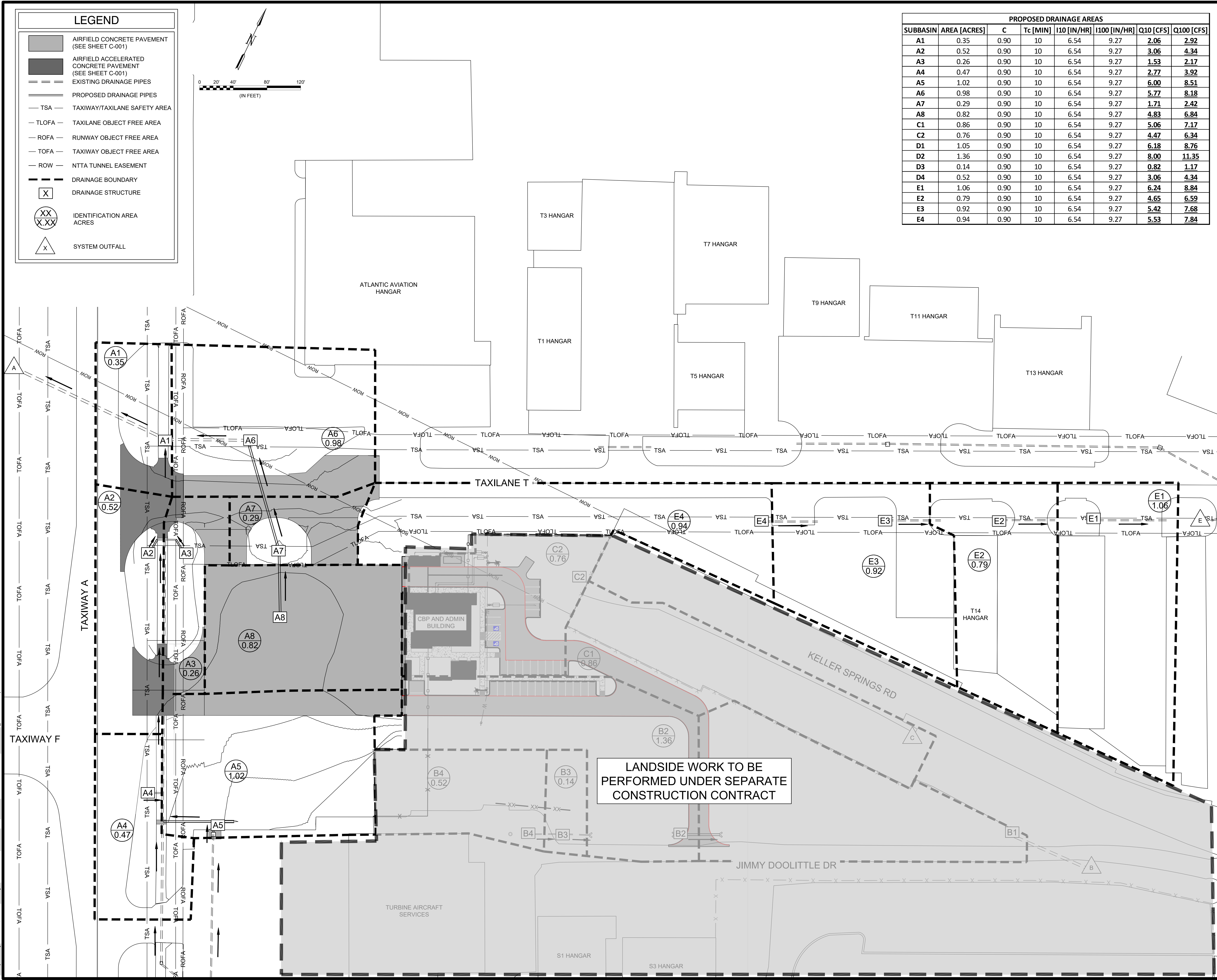
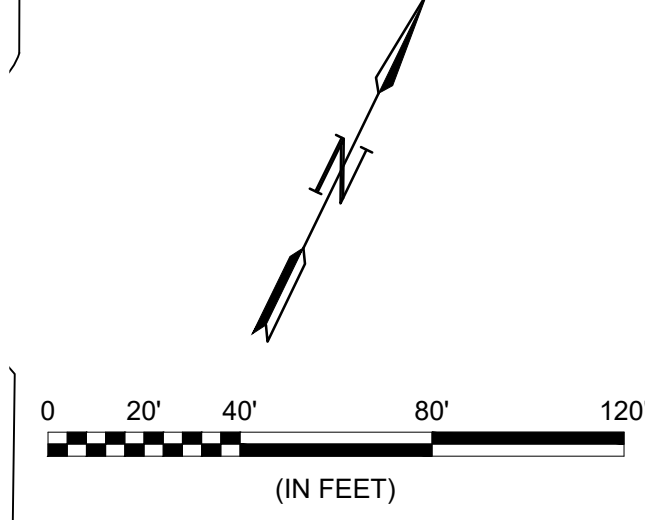


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PROPOSED DRAINAGE AREAS							
SUBBASIN	AREA [ACRES]	C	Tc [MIN]	I10 [IN/HR]	I100 [IN/HR]	Q10 [CFS]	Q100 [CFS]
A1	0.35	0.90	10	6.54	9.27	2.06	2.92
A2	0.52	0.90	10	6.54	9.27	3.06	4.34
A3	0.26	0.90	10	6.54	9.27	1.53	2.17
A4	0.47	0.90	10	6.54	9.27	2.77	3.92
A5	1.02	0.90	10	6.54	9.27	6.00	8.51
A6	0.98	0.90	10	6.54	9.27	5.77	8.18
A7	0.29	0.90	10	6.54	9.27	1.71	2.42
A8	0.82	0.90	10	6.54	9.27	4.83	6.84
C1	0.86	0.90	10	6.54	9.27	5.06	7.17
C2	0.76	0.90	10	6.54	9.27	4.47	6.34
D1	1.05	0.90	10	6.54	9.27	6.18	8.76
D2	1.36	0.90	10	6.54	9.27	8.00	11.35
D3	0.14	0.90	10	6.54	9.27	0.82	1.17
D4	0.52	0.90	10	6.54 </td <td>9.27</td> <td>3.06</td> <td>4.34</td>	9.27	3.06	4.34
E1	1.06	0.90	10	6.54	9.27	6.24	8.84
E2	0.79	0.90	10	6.54	9.27	4.65	6.59
E3	0.92	0.90	10	6.54	9.27	5.42	7.68
E4	0.94	0.90	10	6.54	9.27	5.53	7.84

LEGEND

- AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
- AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
- EXISTING DRAINAGE PIPES
- PROPOSED DRAINAGE PIPES
- TSA - TAXIWAY/TAXILANE SAFETY AREA
- TLOFA - TAXILANE OBJECT FREE AREA
- ROFA - RUNWAY OBJECT FREE AREA
- TOFA - TAXIWAY OBJECT FREE AREA
- ROW - NNTA TUNNEL EASEMENT
- DRAINAGE BOUNDARY
- DRAINAGE STRUCTURE
- IDENTIFICATION AREA ACRES
- SYSTEM OUTFALL



LANDSIDE WORK TO BE PERFORMED UNDER SEPARATE CONSTRUCTION CONTRACT

REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

PROPOSED DRAINAGE AREA MAP

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

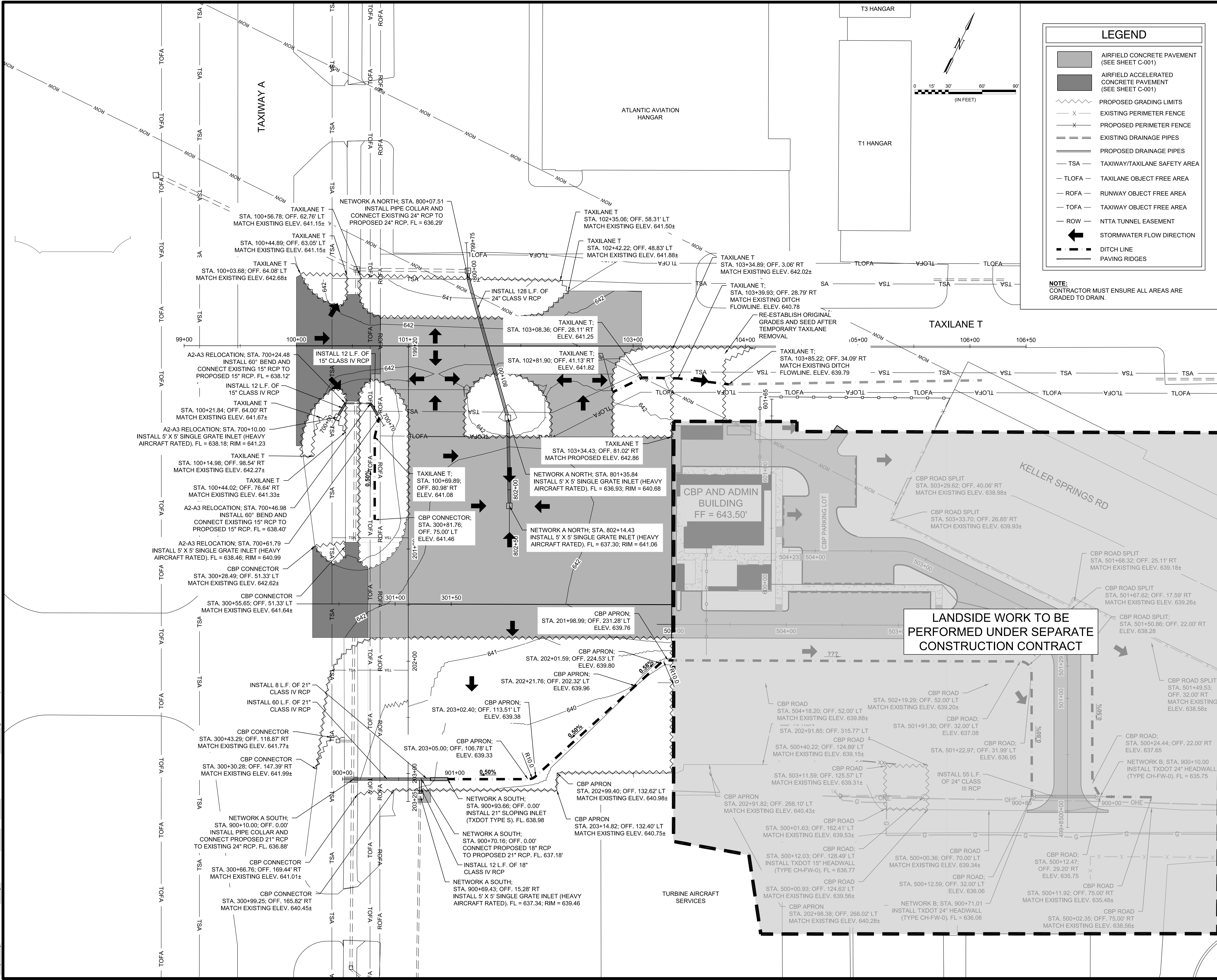
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DRAWING NUMBER C-103

SHEET NUMBER **22**

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 Last plotted by: Rutiana, Ken K Plot Date: 4/28/2020 11:52 AM Plotter used: DWG To PDF.pc3



LEGEND

- AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
- AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
- PROPOSED GRADING LIMITS
- EXISTING PERIMETER FENCE
- PROPOSED PERIMETER FENCE
- EXISTING DRAINAGE PIPES
- PROPOSED DRAINAGE PIPES
- TSA TAXIWAY/TAXILANE SAFETY AREA
- TLOFA TAXILANE OBJECT FREE AREA
- ROFA RUNWAY OBJECT FREE AREA
- TOFA TAXIWAY OBJECT FREE AREA
- ROW NTTA TUNNEL EASEMENT
- STORMWATER FLOW DIRECTION
- DITCH LINE
- PAVING RIDGES

NOTE:
 CONTRACTOR MUST ENSURE ALL AREAS ARE GRADED TO DRAIN.

LANDSIDE WORK TO BE PERFORMED UNDER SEPARATE CONSTRUCTION CONTRACT

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REV.	DATE	DESCRIPTION



ADDISON AIRPORT
 ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

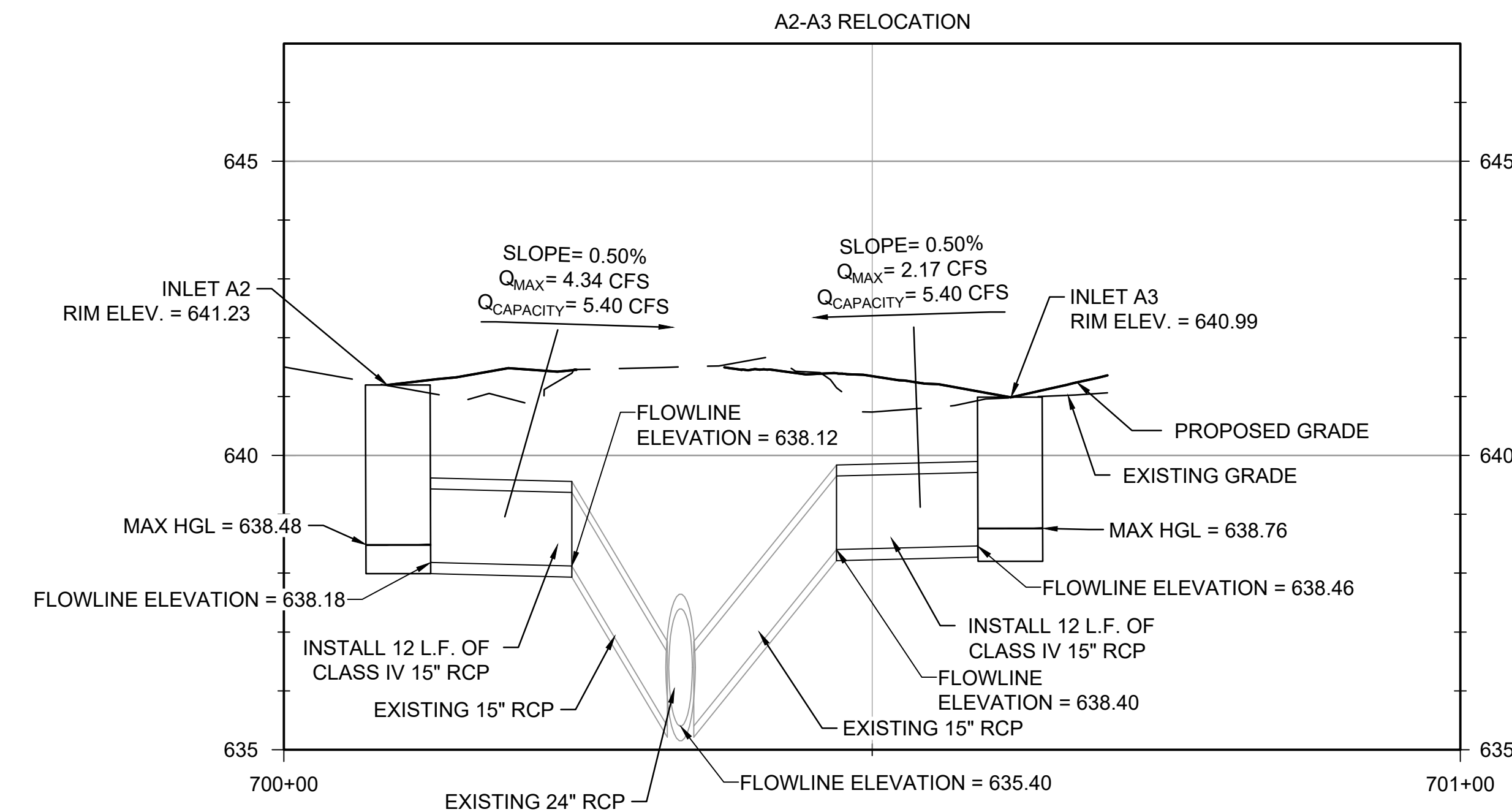
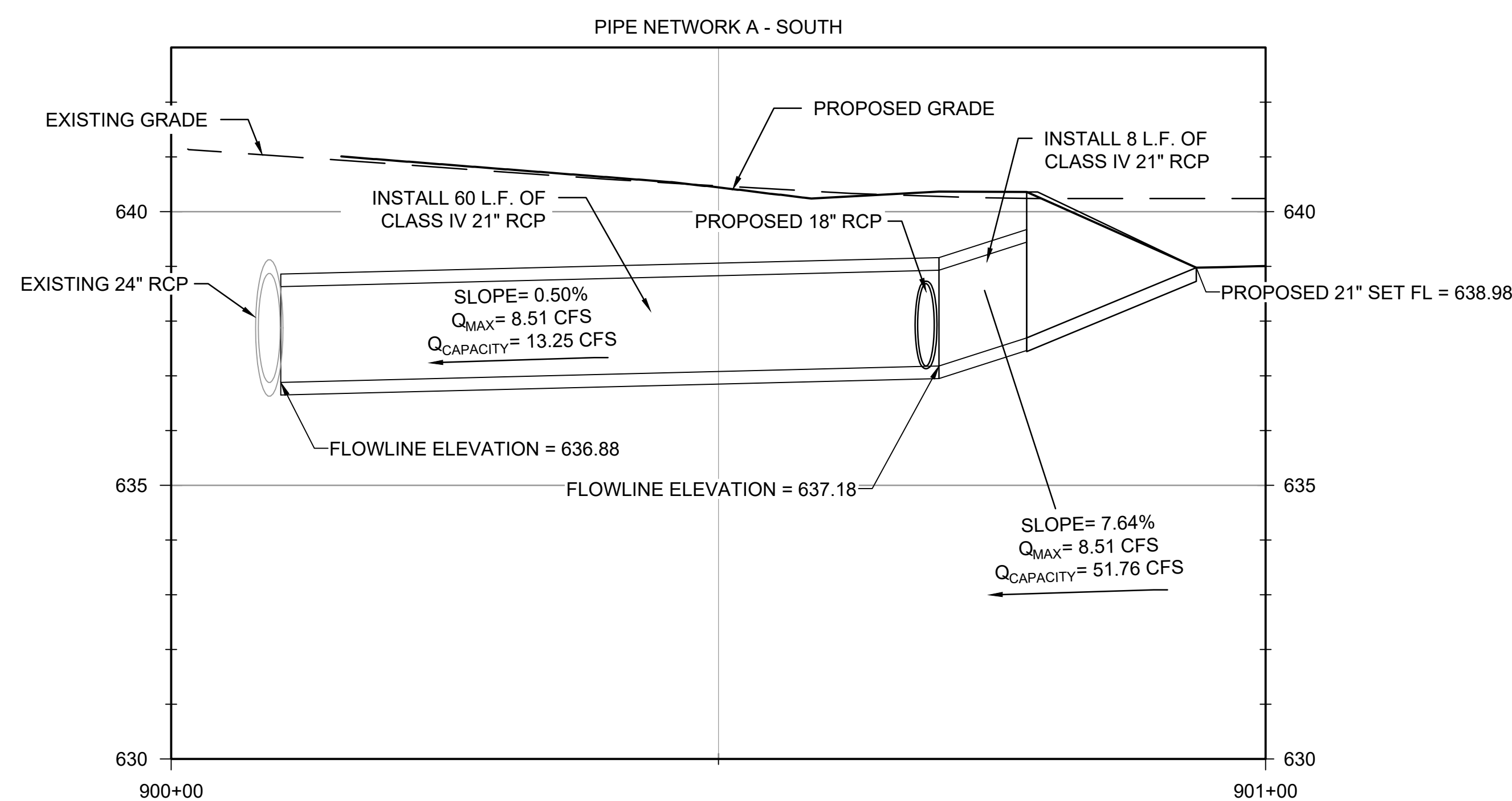
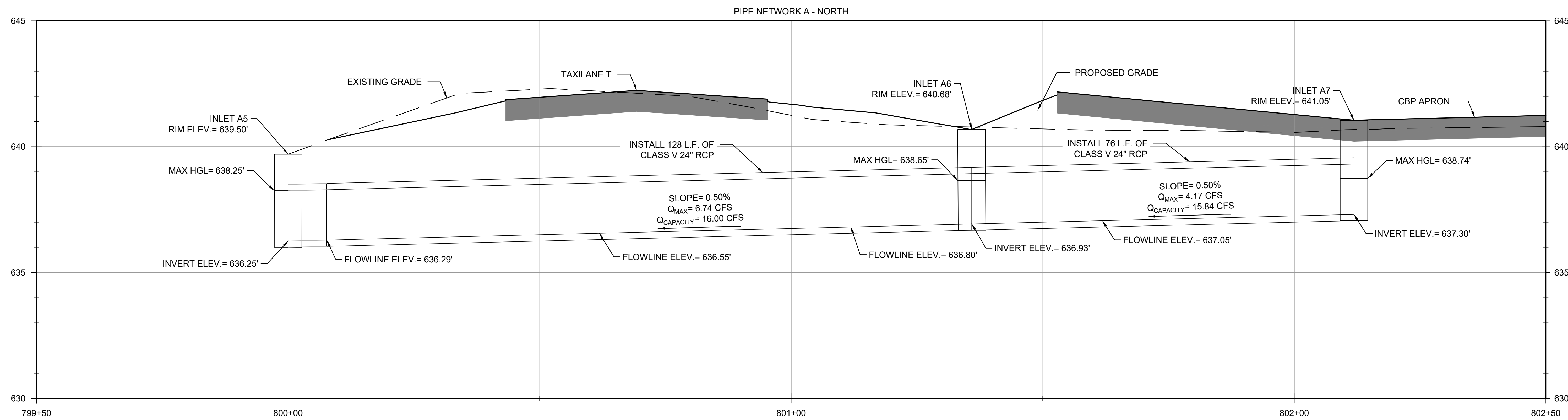
GRADING LAYOUT PLAN

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

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DRAWING NUMBER
C-104

SHEET NUMBER
23



DRAINAGE AREA COMPUTATIONS

AREA	ACRES	'C'	T _c	I ₁₀	Q ₁₀	I ₁₀₀	Q ₁₀₀	COMMENTS
A2	0.52	0.90	10.00	6.54	3.06	9.27	4.34	
A3	0.26	0.90	10.00	6.54	1.53	9.27	2.17	
A5	1.02	0.90	10	6.54	6.00	9.27	8.51	
A7	0.29	0.90	10	6.54	1.71	9.27	2.42	
A8	0.73	0.90	10	6.54	4.30	9.27	6.09	

INLET COMPUTATIONS

DESIGN POINT NUMBER	INLET LOCATION	CONTRIB DRNG AREA(S)	RUNOFF COEF. "C"	SIZE (AC.)	T _c (MIN)	RAIN INTENSITY (IN/HR)	Q (CFS)	UPSTREAM BYPASS	STREET SLOPE (%)	STREET WIDTH (FT)	INLET DEPRESSION (FT)	INLET CAPACITY (CFS/FT)	INLET LENGTH (FT)	INLET CAPACITY (CFS)
A2	STA. 199+83.04; OFF. 63.54' RT	A2	0.90	0.52	10	9.27	4.34	-	-	-	-	-	-	8.20
A3	STA. 199+83.02; OFF. 26.13' RT	A3	0.90	0.26	10	9.27	2.17	-	-	-	-	-	-	8.20
A5	STA. 203+05.00; OFF. 35.17' LT	A5	0.90	1.02	10	9.27	8.51	-	-	-	-	-	-	-
A7	STA. 199+83.56; OFF. 88.56' LT	A7	0.90	0.29	10	9.27	2.42	-	-	-	-	-	-	8.20
A8	STA. 200+59.61; OFF. 89.99' LT	A8	0.90	0.73	10	9.27	6.09	-	-	-	-	-	-	8.20

HYDRAULIC COMPUTATIONS FOR STORM DRAINS

UPSTREAM STATION	DOWNSTREAM STATION	DISTANCE BETWEEN COLLECTION POINTS	INCREMENTAL DRAINAGE AREA			ACCUMULATED "CA"	TIME AT UPSTREAM STATION (MINUTES)	INTENSITY "I" (IN./HR.)	STORM WATER RUNOFF "Q" (C.F.S.)	SLOPE OF HYDRAULIC GRADIENT "SF" (FT./FT.)	NUMBER OF BOXES OR PIPES	WIDTH OF BOX (FT.) OR PIPE DIAMETER (INCHES)	HEIGHT OF BOX (FT.)	VELOCITY IN SEWER BETWEEN COLLECTION POINTS "V" (F.P.S.)	VELOCITY HEAD AT UPSTREAM STATION (FEET)	FLOW TIME IN SEWER (MINUTES)	TIME AT DOWNSTREAM STATION (MINUTES)	HYDRAULIC GRADE LINE ELEVATION DOWNSTREAM (ELEV)	HYDRAULIC GRADE LINE ELEVATION UPSTREAM (ELEV)	REMARKS
			AREA NO.	DRAINAGE AREA "A" (ACRES)	RUNOFF COEFF. "C"															
700+10.00	700+24.48	12	A2	0.52	0.90	0.4700	0	9.27	4.34	0.0050	1	15	0	3.54	0.30	0.06	10	638.42	638.48	
700+61.99	700+46.98	12	A3	0.26	0.90	0.2300	0	9.27	2.17	0.0050	1	15	0	1.76	0.30	0.11	10	638.70	638.76	
900+93.66	900+10.00	68	A5	1.02	0.90	0.9180	0	9.27	8.51	0.0250	1	21	0	3.53	0.47	0.32	10	637.35	639.45	
802+14.42	801+35.87	76	A8	0.73	0.90	0.6570	0	9.27	6.09	0.0050	1	24	0	2.36	1.49	0.54	10	638.65	638.74	
801+35.87	800+00.00	136	A7	0.29	0.90	0.2610	0	9.27	2.42	0.0050	1	24	0	2.82	1.86	0.80	10	638.25	638.65	



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REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

ADDISON AIRPORT
 CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

DRAINAGE PROFILES

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

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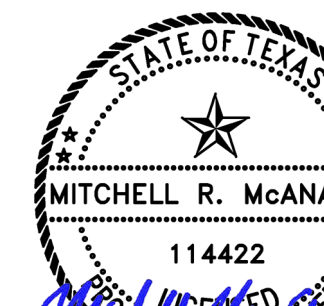
DRAWING NUMBER
C-105

SHEET NUMBER
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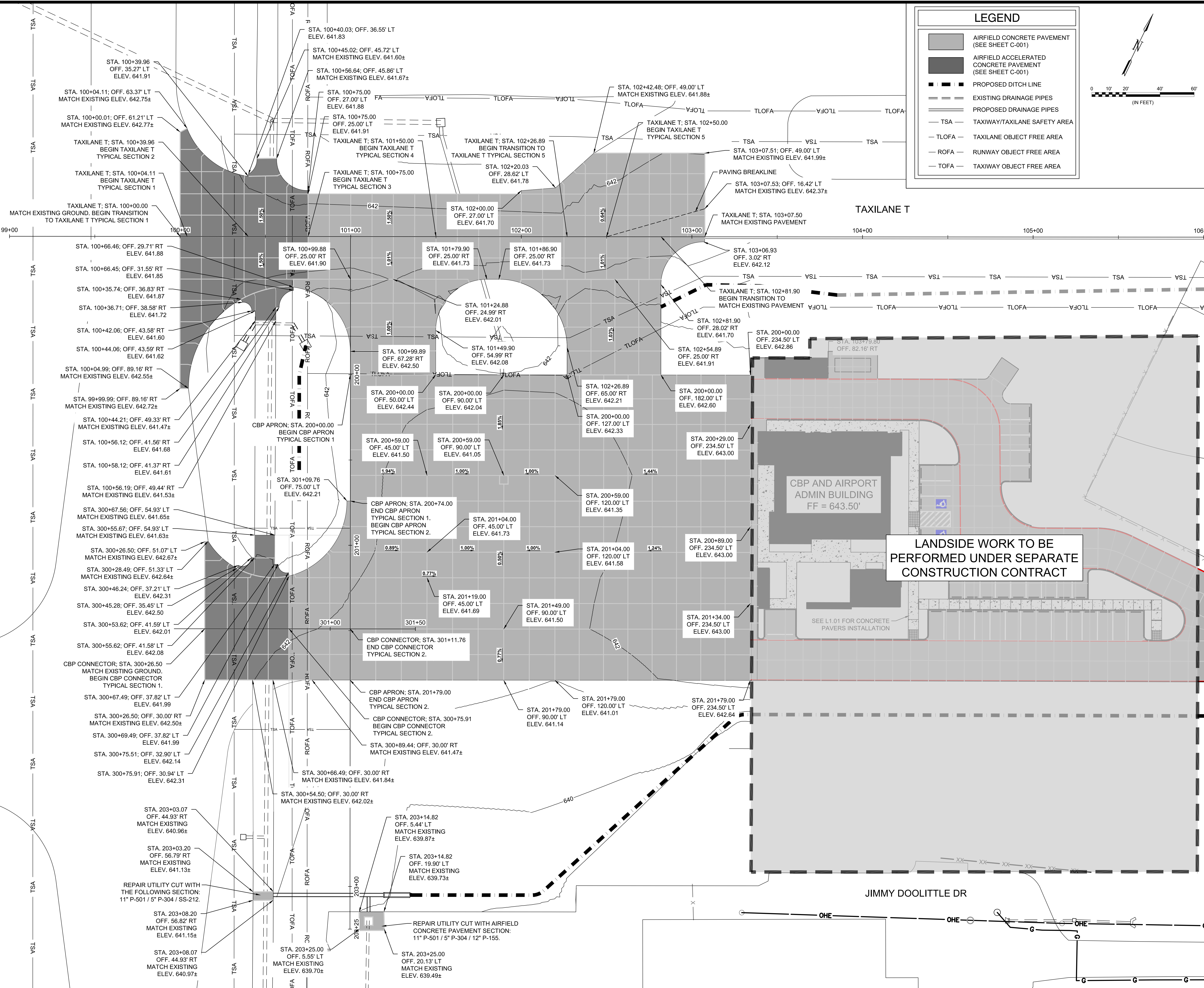
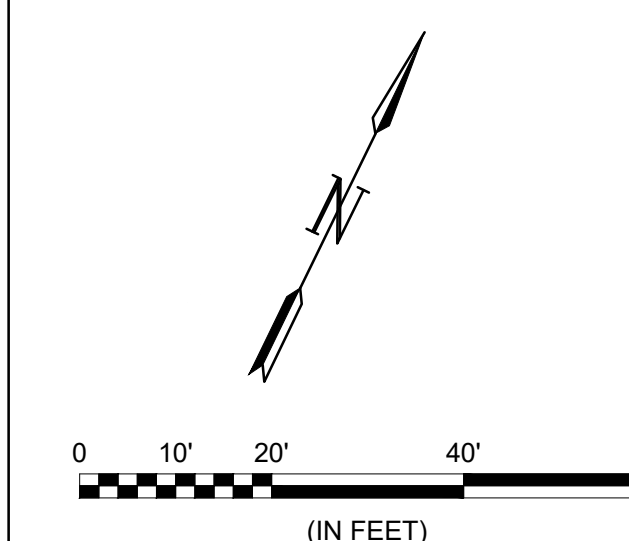
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LEGEND

- AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
- AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
- PROPOSED DITCH LINE
- EXISTING DRAINAGE PIPES
- PROPOSED DRAINAGE PIPES
- TSA - TAXIWAY/TAXILANE SAFETY AREA
- TLOFA - TAXILANE OBJECT FREE AREA
- ROFA - RUNWAY OBJECT FREE AREA
- TOFA - TAXIWAY OBJECT FREE AREA



LANDSIDE WORK TO BE PERFORMED UNDER SEPARATE CONSTRUCTION CONTRACT

CBP AND AIRPORT ADMIN BUILDING
FF = 643.50'

SEE L1.01 FOR CONCRETE PAVERS INSTALLATION

REV.	DATE	DESCRIPTION

ADDISON AIRPORT
ADDISON, TEXAS

ADDISON AIRPORT

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

TAXILANE T & APRON PAVING LAYOUT PLAN

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

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DRAWING NUMBER
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SHEET NUMBER
25

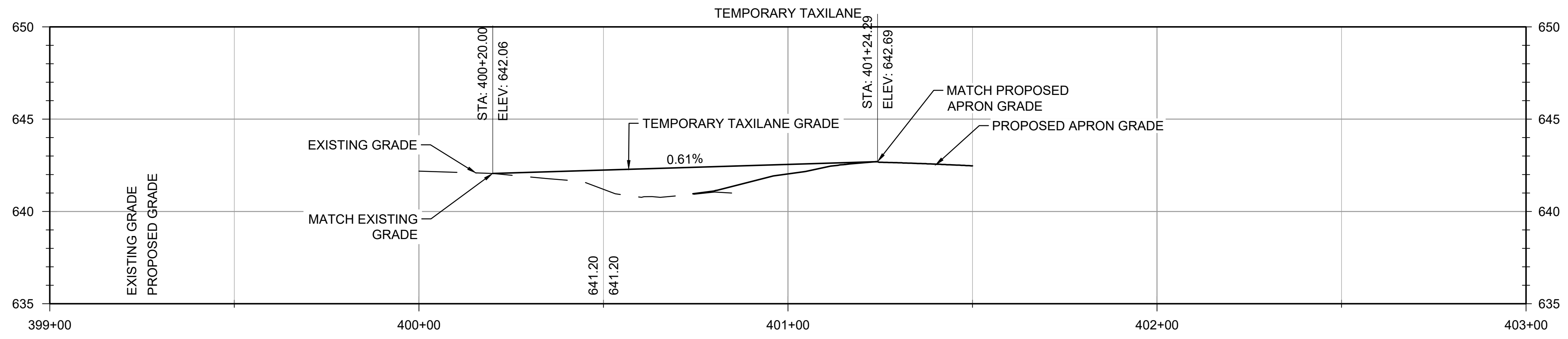
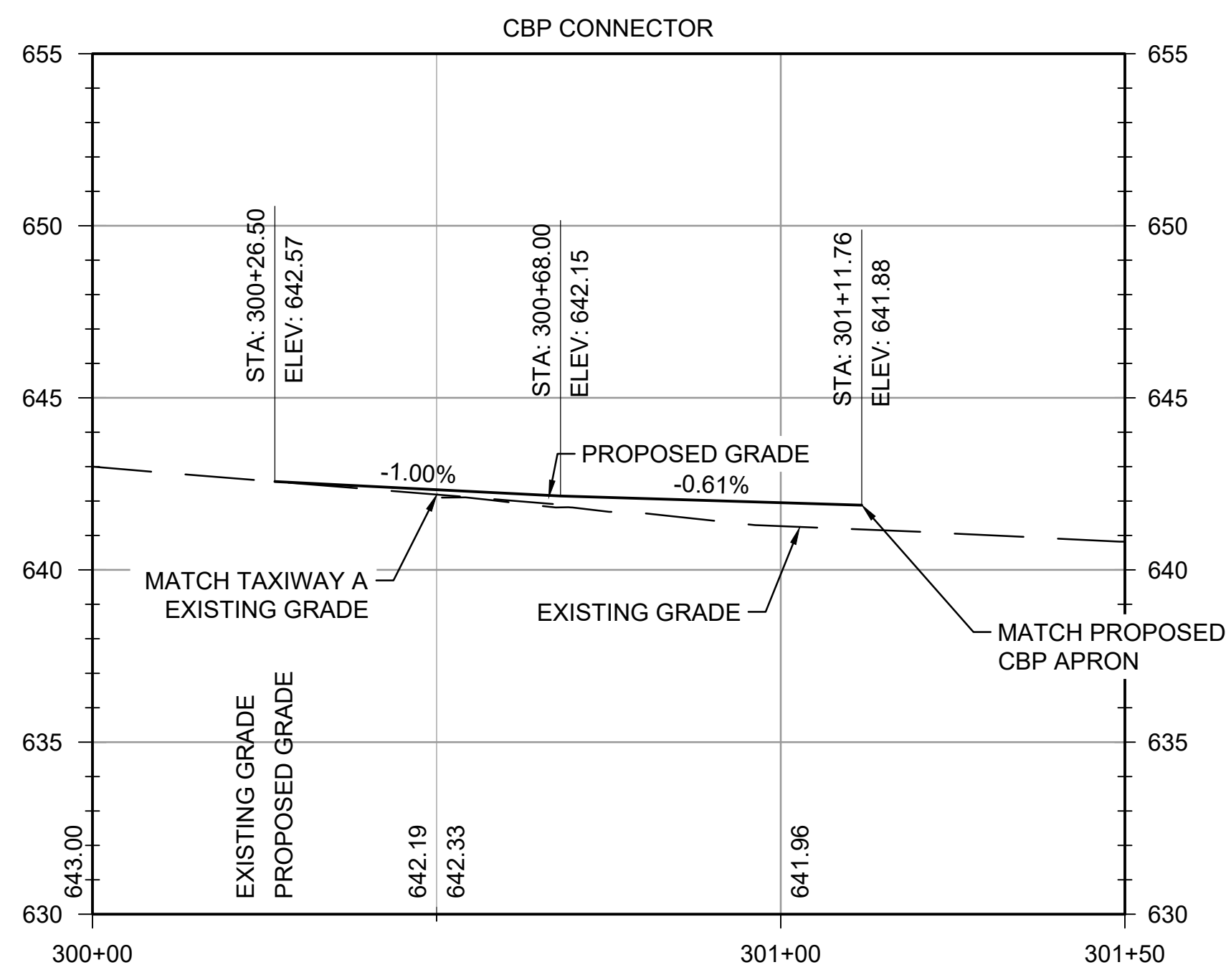
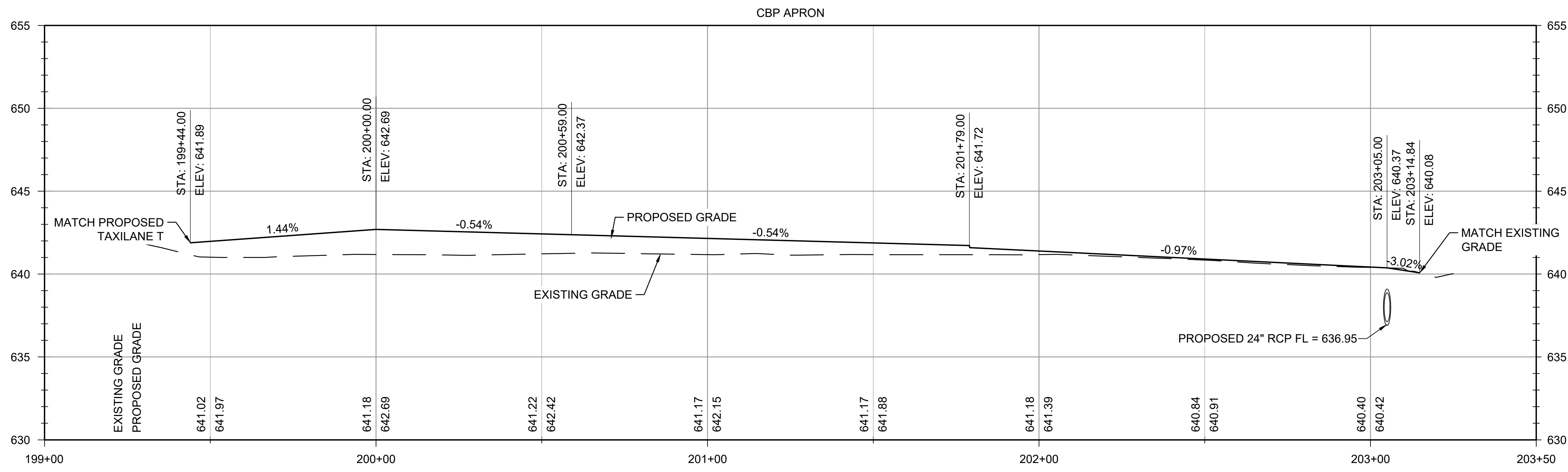
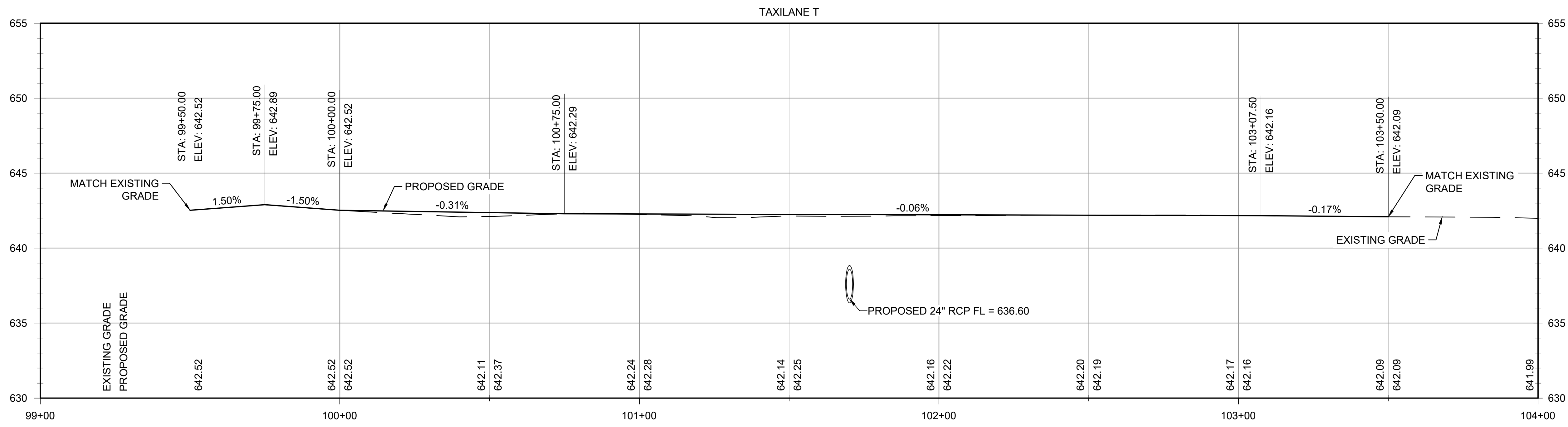
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REV.	DATE	DESCRIPTION

ADDISON AIRPORT
ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

PAVING PROFILES

JOB NO.: 17081101
DATE: MARCH 2020
DESIGNED BY: KKR
DRAWN BY: KKR

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DRAWING NUMBER
C-202

SHEET NUMBER
26

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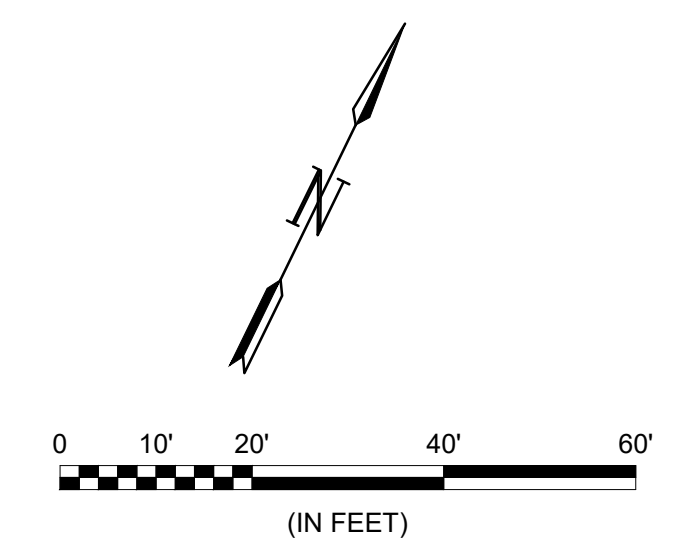
REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

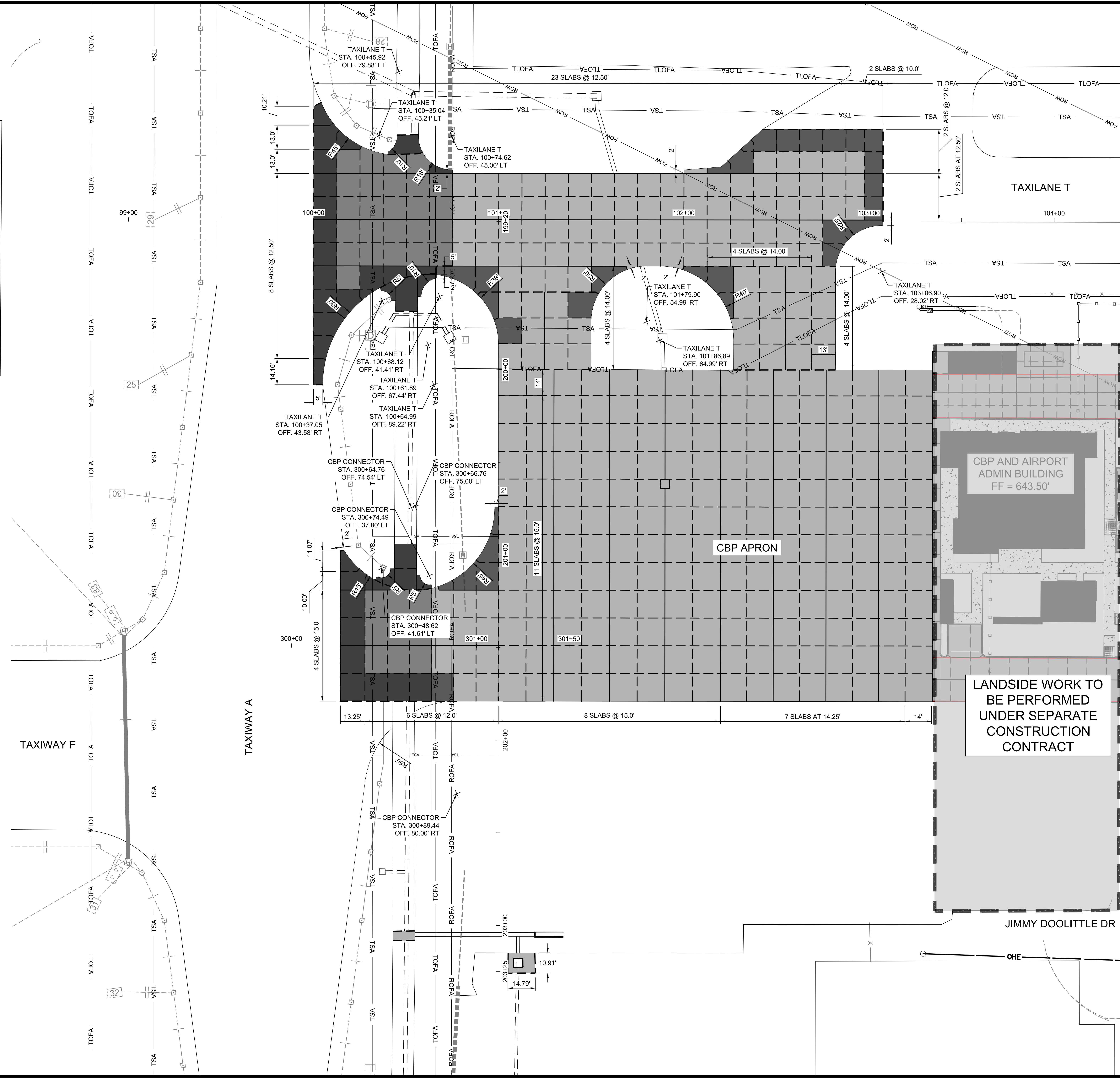
ADDISON AIRPORT
 ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

TAXILANE T & APRON JOINT LAYOUT
JOB NO.: 17081101 DATE: MARCH 2020 DESIGNED BY: KKR DRAWN BY: KKR
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DRAWING NUMBER C-301
SHEET NUMBER 27



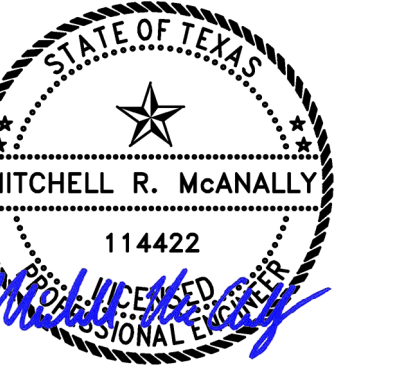
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	AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
	REINFORCED CONCRETE SLABS
	TLOFA - TAXILANE OBJECT FREE AREA
	ROFA - RUNWAY OBJECT FREE AREA
	TOFA - TAXIWAY OBJECT FREE AREA
	TSA - TAXIWAY/TAXILANE SAFETY AREA
	ROW - NTTA TUNNEL EASEMENT
	TYPE "E-1" - DOWELED CONSTRUCTION JOINT
	TYPE "C" - DOWELED CONTRACTION JOINT
	EXPANSION JOINT



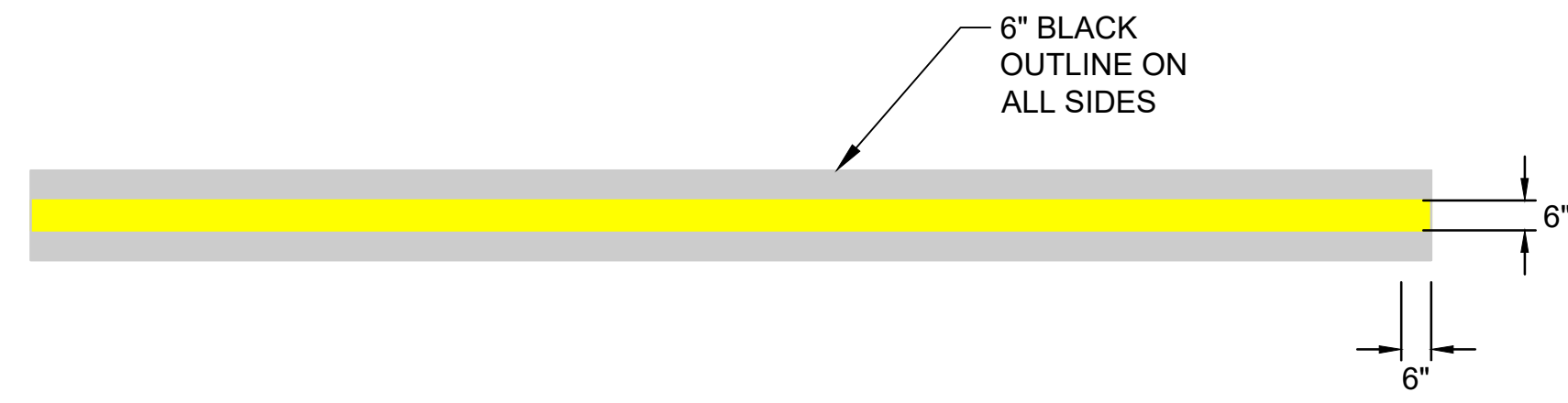
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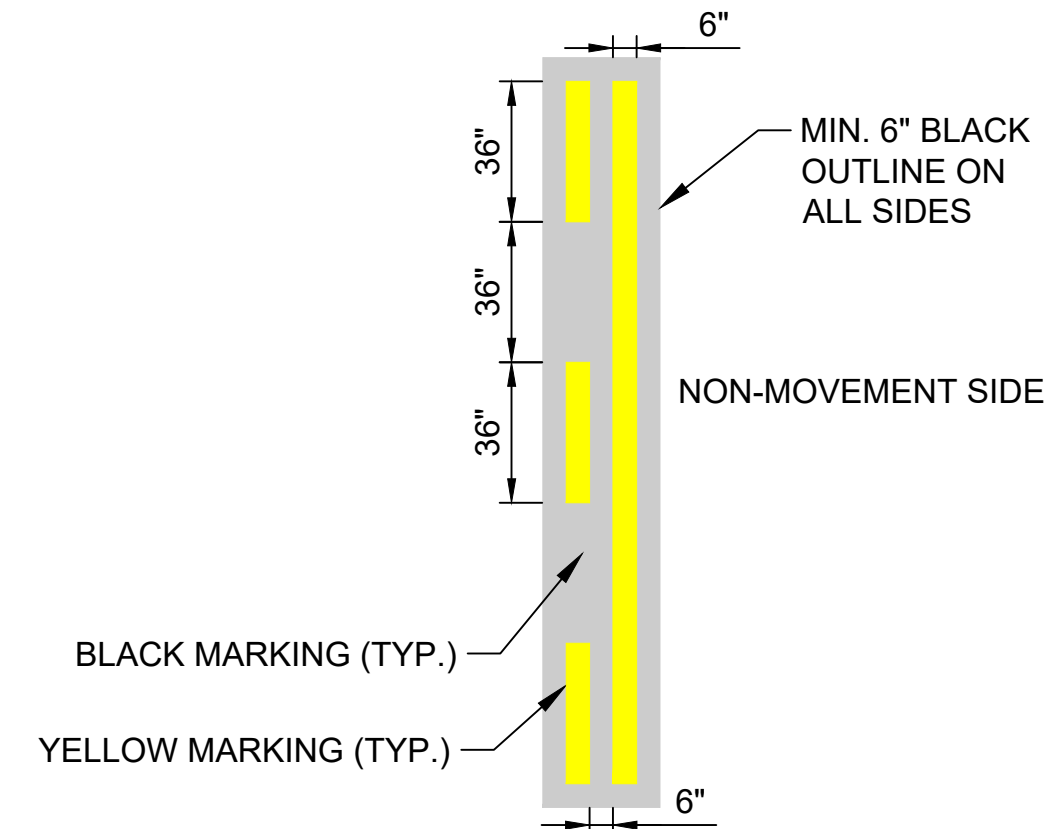
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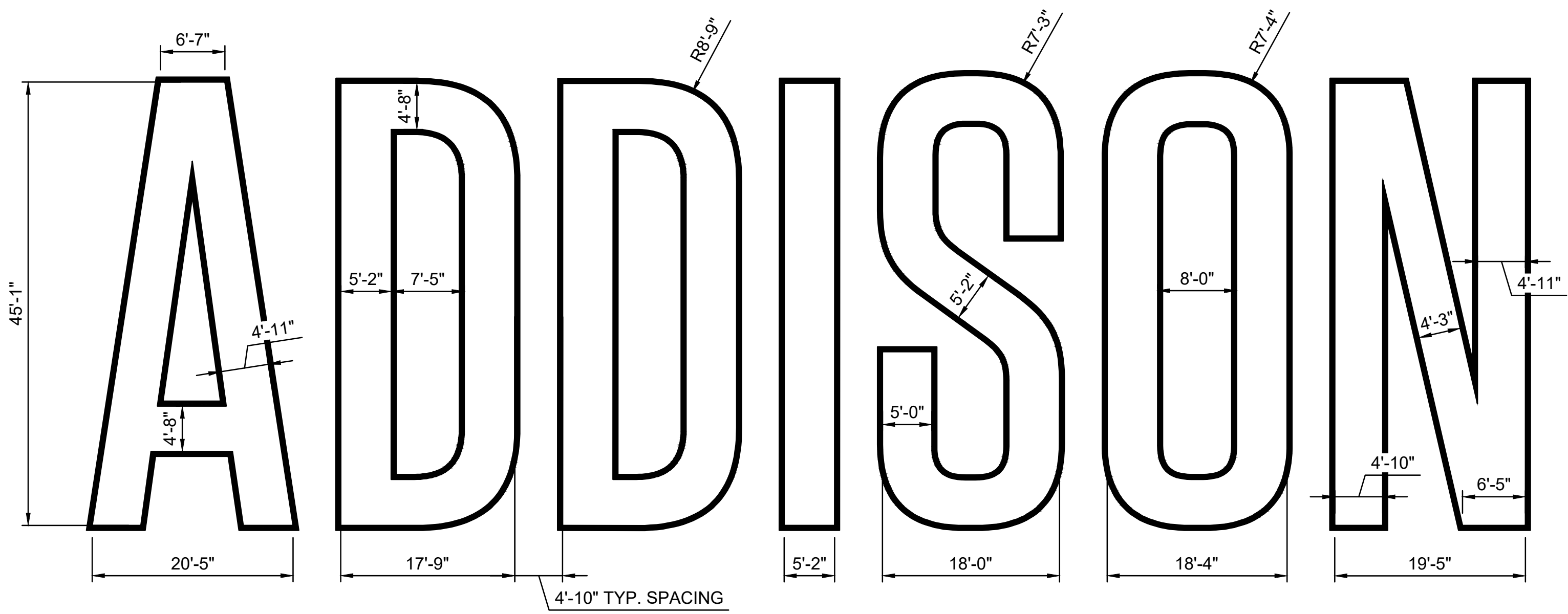
1 TAXIWAY CENTERLINE MARKING
 SCALE: NONE



2 NON-MOVEMENT AREA MARKING
 SCALE: NONE



3 CBP RESTRICTED AREA MARKING
 SCALE: NONE



8 ADDISON NAME MARKING
 SCALE: NONE
 NOTE: ADDISON LETTER MARKINGS ARE WHITE WITH A 6\"/>

REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

ADDISON AIRPORT

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

PAVEMENT MARKING DETAILS

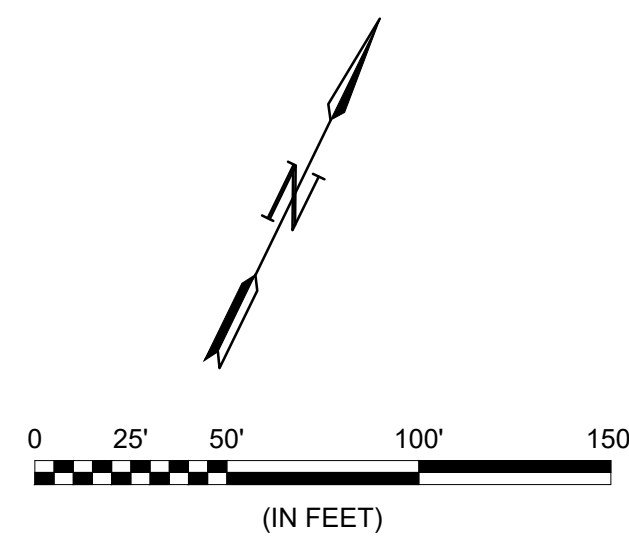
JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

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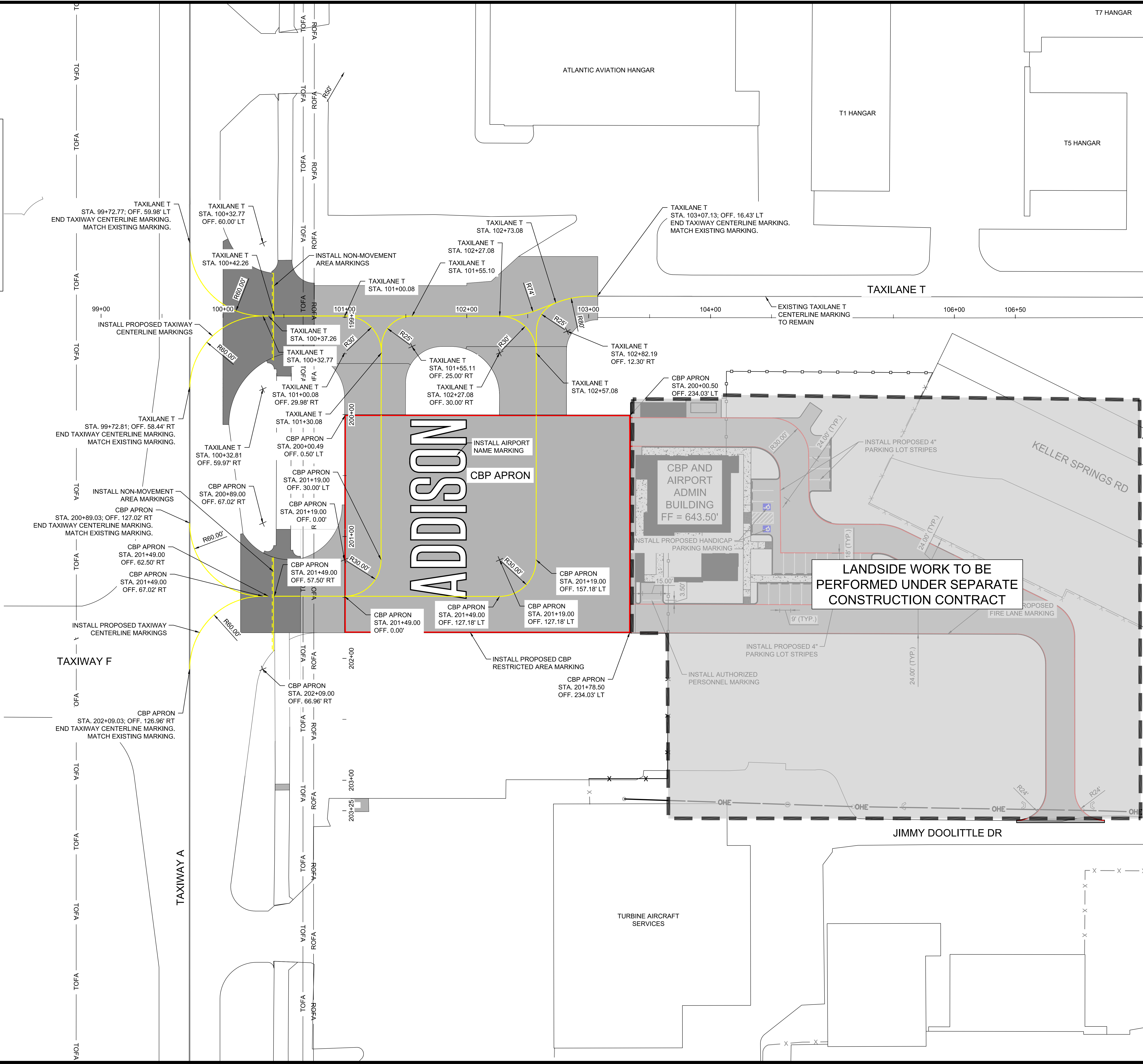
DRAWING NUMBER
C-500

SHEET NUMBER
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 Last Edited by: Ruabana, Ken K. Plot Date: 4/28/2020 11:32 AM Plotter used: DWG To PDF.pc3



LEGEND	
	AIRFIELD CONCRETE PAVEMENT (SEE SHEET C-001)
	AIRFIELD ACCELERATED CONCRETE PAVEMENT (SEE SHEET C-001)
	PROPOSED TAXIWAY CENTERLINE / NON-MOVEMENT AREA MARKINGS
	PROPOSED CBP RESTRICTED AREA / FIRE LANE MARKINGS
	PROPOSED AIRPORT NAME MARKINGS
	TLOFA
	TAXILANE OFA
	ROFA
	RUNWAY OFA
	TOFA
	TAXIWAY OFA



LANDSIDE WORK TO BE PERFORMED UNDER SEPARATE CONSTRUCTION CONTRACT



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REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

ADDISON AIRPORT
 CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

PAVEMENT MARKING PLAN

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

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DRAWING NUMBER
C-501

SHEET NUMBER
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 Last plotted by: Roubiana, Ken K. Plot Style: ACI.ctb Date: 4/28/2020 11:38 AM Plotter used: DWG To PDF.pc3

SYMBOL ITEM DESCRIPTION

—	NEW EQUIPMENT
- - - - -	EXISTING EQUIPMENT
×	EXISTING EQUIPMENT TO BE COMPLETELY DEMOLISHED AND REMOVED, AREA TO BE RESTORED
○	L-861T TAXIWAY EDGE LIGHT
⊠	BASE MOUNTED LIGHT
⊗	L-867B LIGHT BASE JUNCTION CAN
⊙	L-867D LIGHT BASE JUNCTION CAN
⊠	L-804 RUNWAY GUARD LIGHT
1	L-858 GUIDANCE SIGN, SEE SIGN INDEX
4W-4"	ELECTRICAL DUCT, NUMBER AND SIZE OF CONDUITS AS INDICATED
■	DUCT MARKER
H	HANDHOLE
⊕	3/4" x 10' COPPER CLAD STEEL GROUND ROD
—/—	SERIES LIGHTING CIRCUIT WITH COUNTERPOISE, NUMBER OF HASH MARKS INDICATES NUMBER OF CABLES
AFG	ABOVE FINISHED GRADE
AOA	AIRCRAFT OPERATIONS AREA
OFA	OBJECT FREE AREA
OFZ	OBSTACLE FREE ZONE
RSA	RUNWAY SAFETY AREA
TSA	TAXIWAY SAFETY AREA
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
DEB	DIRECT EARTH BURIED
WP	WEATHERPROOF
UON	UNLESS OTHERWISE NOTED

CONSTRUCTION NOTES:

- THE CONTRACTOR SHALL STAKE THE AIRFIELD LIGHTING SYSTEMS, PRIOR TO INSTALLATION OF ANY TRENCH, CABLE, OR LIGHTING APPARATUS. THE INTENT IS TO STAKE THE INSTALLATION AT THE LOCATIONS INDICATED, NOTING ANY DEVIATION FROM PLAN DIMENSIONS TO THE ENGINEER PRIOR TO INSTALLATION. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF AN EXPERIENCED AND LICENSED SURVEYOR TO PERFORM THIS WORK.
- THE ENGINEER WILL PROVIDE ELECTRONIC CADD FILES TO THE CONTRACTOR FOR THIS STAKING WORK. THE CONTRACTOR SHALL STAKE THE ITEMS AND HIS SURVEYOR SHALL PROVIDE A CADD FILE SUBMITTAL BACK TO THE ENGINEER. BASED UPON THIS SUBMITTAL, THE ENGINEER WILL COORDINATE AND PROVIDE DIRECTIONS ON ANY ADJUSTMENTS NECESSARY TO MEET EXISTING FIELD CONDITION REQUIREMENTS AND COMPLY WITH FAA ADVISORY CIRCULAR REQUIREMENTS ON THE LAYOUT AND SPACING OF EQUIPMENT.
- THE CONTRACTOR AND HIS SURVEYOR SHALL THEN MAKE ANY ELECTRONIC CADD FILE SPACING ADJUSTMENTS AND / OR FIELD STAKING ADJUSTMENTS PRIOR TO INSTALLATION AT NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR SHALL VERIFY EXACT PAVEMENT EDGE DIMENSIONS WITH THIS INITIAL SURVEY WORK.
- THE CONTRACTOR SHALL FIELD MARK AND IDENTIFY TAXIWAY POINT OF TANGENCY (PT), POINT OF CURVATURE (PC), AND INTERSECTION POINTS (IP) LOCATIONS AS REQUIRED IN ORDER TO PERFORM TAXIWAY EDGE LIGHT SPACING AND SURVEYING WORK.
- THE EXISTING AND THE PROPOSED LOCATIONS OF LIGHTING CABLES ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING AND IDENTIFYING THE EXISTING LIGHTING CIRCUITS TO DETERMINE THEIR EXACT ROUTING. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEMS IN A WORKING CONDITION UNTIL THE NEW LIGHTING CIRCUITS HAVE BEEN INSTALLED AND TESTED. THE CONTRACTOR SHALL PROACTIVELY AND EXPEDITIOUSLY ACCOMPLISH THIS CABLE IDENTIFICATION WORK PRIOR TO PERFORMING ANY MODIFICATIONS TO THE LIGHTING CIRCUITS. COORDINATE IDENTIFICATION WORK WITH THE OWNER AND ENGINEER AND MAKE ALL CORRECTIONS, ADDITIONS, ETC. ON THE AS-BUILT DRAWINGS.
- THE CONTRACTOR SHALL BE EXTREMELY CAREFUL WHILE EXCAVATING IN THE AREA OF LIGHTING CIRCUITS. ANY CABLE OR CONDUIT / DUCT WHICH IS NICKED OR DAMAGED DURING EXCAVATION SHALL BE PROPERLY AND EXPEDITIOUSLY SPLICED OR THE LENGTH OF CABLE AND CONDUIT / DUCT REPLACED. A SPLICE OR CONDUIT / DUCT MARKER SHALL BE INSTALLED AT ALL SPLICE OR OTHER REPAIR LOCATIONS MORE THAN 2' AWAY FROM A LIGHT, SIGN, HANDHOLE, MANHOLE, OR JUNCTION STRUCTURE. ALL REPAIR AND / OR REPLACEMENT WORK AND MATERIALS SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE OWNER AND ENGINEER.
- FOR NEW L-824C CABLE INSTALLED ON THIS PROJECT, THE BASIS-OF-DESIGN OUTSIDE DIAMETER THAT WAS USED IS 0.415 INCHES. IF THE CONTRACTOR USES L-824C CABLE WITH A LARGER OUTSIDE DIAMETER, ANY CONDUIT OR DUCT BANK INCREASES IN SIZE NECESSARY TO MAINTAIN CABLE FILL CODE COMPLIANCE SHALL BE INSTALLED AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE ENGINEER. PAYMENT WILL ONLY BE MADE AT THE BASIS-OF-DESIGN CONDUIT OR DUCT BANK PAY ITEM SHOW ON THE PLANS. AS-BUILT DRAWINGS SHALL BE MARKED UP BY THE CONTRACTOR TO IDENTIFY ANY SIZE CHANGES.
- ALL ELECTRICAL CABLES SHALL BE CLEARLY IDENTIFIED, LABELED, AND TAGGED AT ALL POINTS WHERE THEY ARE AVAILABLE FOR CONNECTIONS OR INSPECTION, INCLUDING, BUT NOT LIMITED TO MANHOLES, HANDHOLES, PULL BOXES, JUNCTION BOXES, AND LIGHT BASES.
- THE CONTRACTOR SHALL PERFORM MEGGER TESTS ON EACH EXISTING SERIES CIRCUIT PRIOR TO ANY WORK ON THE ELECTRICAL SYSTEM AND EACH NEW AND EXISTING SERIES CIRCUIT AFTER THE ACCEPTANCE TEST PERIOD. MEGGER TESTING REQUIREMENTS SHALL BE SUBSIDIARY TO AND PAID FOR BY L-108 PAY ITEMS.
- THE CONTRACTOR SHALL COORDINATE WITH THE ON-SITE ENGINEER FOR OWNER AND ENGINEER WITNESS OF ALL MEGGER TESTING. THE CONTRACTOR SHALL SUBMIT HIS INITIAL MEGGER TEST REPORTS TO THE OWNER AND ENGINEER PRIOR TO ANY WORK ON THE ELECTRICAL SYSTEM. THIS REPORT SHALL BE APPROVED AND SIGNED BY THE OWNER AND ENGINEER PRIOR TO THE CONTRACTOR PROCEEDING WITH HIS WORK.
- THE CONTRACTOR SHALL CHECK THE LOAD ON EACH EXISTING REGULATOR PRIOR TO ANY WORK ON THE ELECTRICAL SYSTEM AND ON EACH EXISTING REGULATOR AFTER THE ACCEPTANCE TEST PERIOD.
- THE CONTRACTOR SHALL CALIBRATE EACH EXISTING REGULATOR FOLLOWING THE PERFORMED WORK.
- LOCKOUT / TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES SHALL BE PAID FOR BY SS-300 PAY ITEMS UNLESS OTHERWISE NOTED.
- CONDUITS AND DUCTS UNDER PAVED AREAS SHALL BE CONCRETE ENCASED.
- CONDUITS AND DUCTS UNDER NON-PAVED AREAS SHALL BE NON-ENCASED, UNLESS OTHERWISE NOTED.
- DURING CONSTRUCTION, PROTECT ALL EQUIPMENT, DUCTS, CONDUITS, CABLES, ETC. THAT ARE TO REMAIN IN PLACE. WHERE EXISTING ITEMS ARE CUT, BROKEN, OR DAMAGED, THE CONTRACTOR SHALL REPLACE OR REPAIR PROACTIVELY AND EXPEDITIOUSLY THE ITEMS WITH THE SAME TYPE OF ORIGINAL MATERIAL AND CONSTRUCTION OR BETTER AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE OWNER AND ENGINEER.

REMOVAL KEYED NOTES:

- REMOVE AND STORE EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT AND DEMOLISH BASE.
- REMOVE AND STORE EXISTING BASE MOUNTED GUIDANCE SIGN AND DEMOLISH BASE.
- DEMOLISH EXISTING L-867D AIRFIELD JUNCTION CAN.
- EXISTING L-867D AIRFIELD JUNCTION CAN TO REMAIN.
- EXISTING TAXIWAY EDGE LIGHT TO REMAIN. (TYPICAL)
- EXISTING BASE MOUNTED GUIDANCE SIGN TO REMAIN.
- EXISTING AIRFIELD HANDHOLE TO REMAIN.
- EXISTING AIRFIELD CIRCUIT(S) AND CONDUIT TO REMAIN. (TYPICAL)
- EXISTING ELECTRICAL DUCT BANK TO REMAIN.
- EXISTING L-804 RUNWAY GUARD LIGHT TO REMAIN.
- REMOVE EXISTING AIRFIELD CIRCUIT(S) FROM EXISTING CONDUIT. ABANDON CONDUIT IN PLACE.

INSTALLATION KEYED NOTES:

- RE-INSTALL EXISTING L-861T TAXIWAY EDGE LIGHT ON NEW BASE WITH NEW BASE PLATE, ISOLATION TRANSFORMER, AND L-823 CONNECTORS. RECONNECT TO EXISTING TAXIWAY EDGE CIRCUIT.
- INSTALL NEW TYPE A TRENCH. REFER TO DETAIL 1, SHEET E-503 FOR MORE INFORMATION. (TYPICAL OF 1 HASH MARK)
- INSTALL NEW L-867D 16" DIAMETER JUNCTION CAN.
- RE-INSTALL EXISTING L-858 GUIDANCE SIGN ON NEW BASE WITH NEW ISOLATION TRANSFORMER AND L-823 CONNECTORS. RECONNECT TO EXISTING TAXIWAY EDGE CIRCUIT.
- INSTALL NEW TYPE B TRENCH. REFER TO DETAIL 1, SHEET E-503 FOR MORE INFORMATION. (TYPICAL OF 2 HASH MARKS)
- CONSTRUCT NEW 1-WAY 2" C CONCRETE ENCASED ELECTRICAL CONDUIT.
- INSTALL NEW 2" C STUBOUT. EXTEND 2' BEYOND BASE.
- SPLICE NEW CONDUCTORS TO EXISTING TAXIWAY CIRCUIT.

CAUTION NOTES:

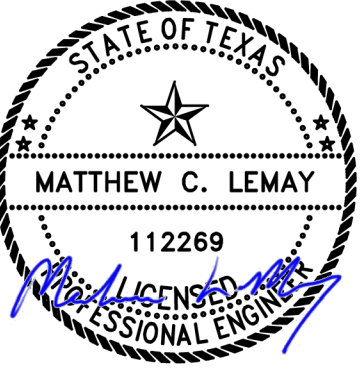
- UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS, HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF 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 TWO WORKING DAYS 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 1-800-245-4545. 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.

ELECTRICAL SAFETY NOTES:

- SERIES CIRCUITS CAN BE DANGEROUS AND / OR FATAL.
- LOCKOUT / TAGOUT PROCEDURES SHALL BE FOLLOWED.
- LIGHTING REGULATORS SHALL BE TURNED OFF, LOCKED, AND TAGGED OUT OF SERVICE BEFORE ANY WORK IS DONE ON THE SERIES CIRCUIT.
- THE ELECTRICAL RESISTANCE AND INSULATION INTEGRITY OF EACH MODIFIED CIRCUIT SHALL BE TESTED BEFORE THE CIRCUIT IS ENERGIZED.



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REV.	DATE	DESCRIPTION

ADDISON AIRPORT
ADDISON, TEXAS

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

AIRFIELD ELECTRICAL LEGEND & NOTES

JOB NO.: 17081101
DATE: MARCH 2020
DESIGNED BY: CJH
DRAWN BY: JKS

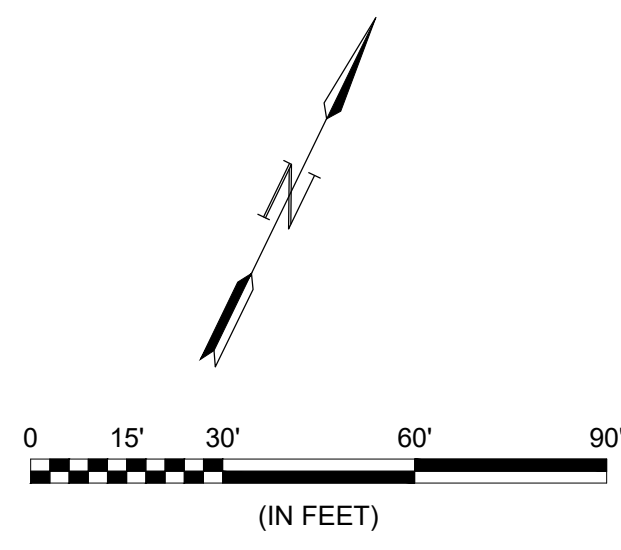
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DRAWING NUMBER

E-001

SHEET NUMBER **30**

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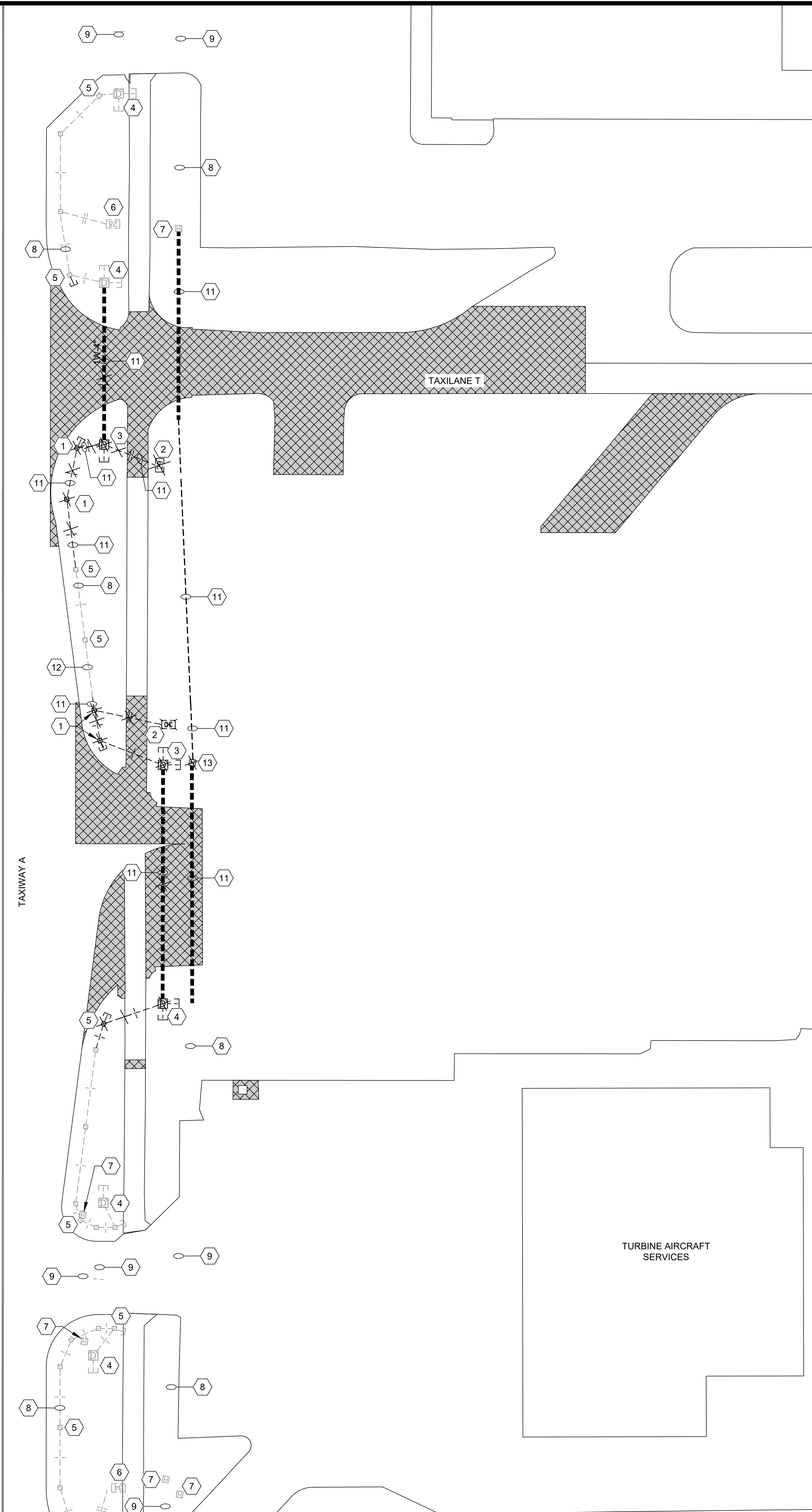
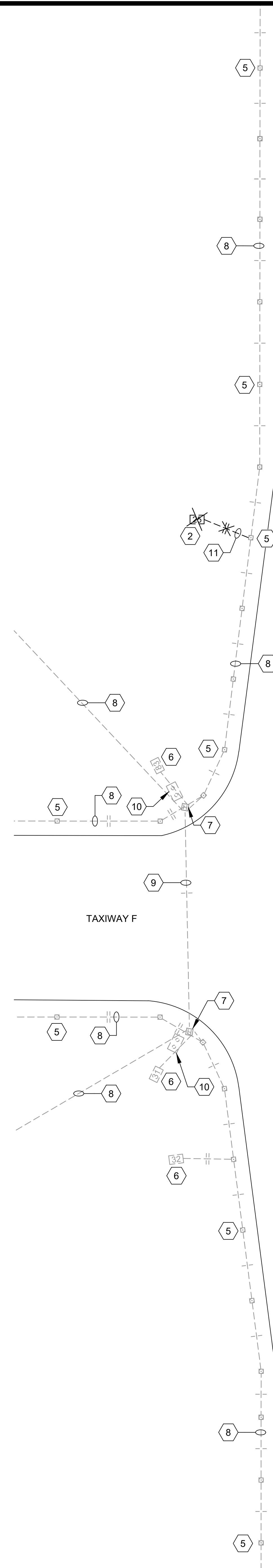


GENERAL NOTES:

1. SEE SHEET E-001 FOR LEGEND AND ABBREVIATIONS, GENERAL NOTES, ELECTRICAL NOTES, CAUTION NOTES, AND REMOVAL KEYED NOTES.
2. ALL EXISTING ELECTRICAL EQUIPMENT AND INFRASTRUCTURE THAT IS TO REMAIN SHALL BE PROTECTED DURING CONSTRUCTION.
3. ALL CABLE REMOVAL SHALL BE SUBSIDIARY TO THE ASSOCIATED EDGE LIGHT REMOVAL PAY ITEM.

REMOVAL KEYED NOTES:

- 1 REMOVE AND STORE EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT AND DEMOLISH BASE.
- 2 REMOVE AND STORE EXISTING BASE MOUNTED GUIDANCE SIGN AND DEMOLISH BASE.
- 3 DEMOLISH EXISTING L-867D AIRFIELD JUNCTION CAN.
- 4 EXISTING L-867D AIRFIELD JUNCTION CAN TO REMAIN.
- 5 EXISTING TAXIWAY EDGE LIGHT TO REMAIN. (TYPICAL)
- 6 EXISTING BASE MOUNTED GUIDANCE SIGN TO REMAIN.
- 7 EXISTING AIRFIELD HANDHOLE TO REMAIN.
- 8 EXISTING AIRFIELD CIRCUIT(S) AND CONDUIT TO REMAIN. (TYPICAL)
- 9 EXISTING ELECTRICAL DUCT BANK TO REMAIN.
- 10 EXISTING L-804 RUNWAY GUARD LIGHT TO REMAIN.
- 11 REMOVE EXISTING AIRFIELD CIRCUIT(S) FROM EXISTING CONDUIT. ABANDON CONDUIT IN PLACE.
- 12 REMOVE EXISTING AIRFIELD CIRCUIT(S) FROM EXISTING CONDUIT. CONDUIT TO REMAIN.
- 13 REMOVE AND STORE EXISTING AIRFIELD HANDHOLE



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REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

ADDISON AIRPORT
 CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

AIRFIELD LIGHTING REMOVAL PLAN

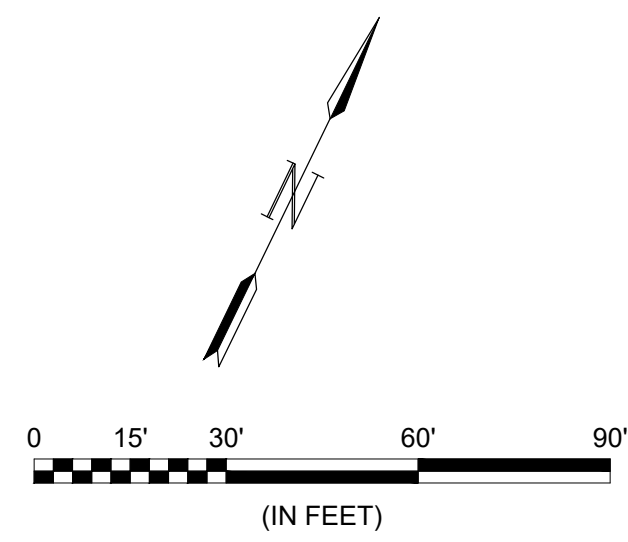
JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: CJH
 DRAWN BY: JKS

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DRAWING NUMBER
E-101

SHEET NUMBER
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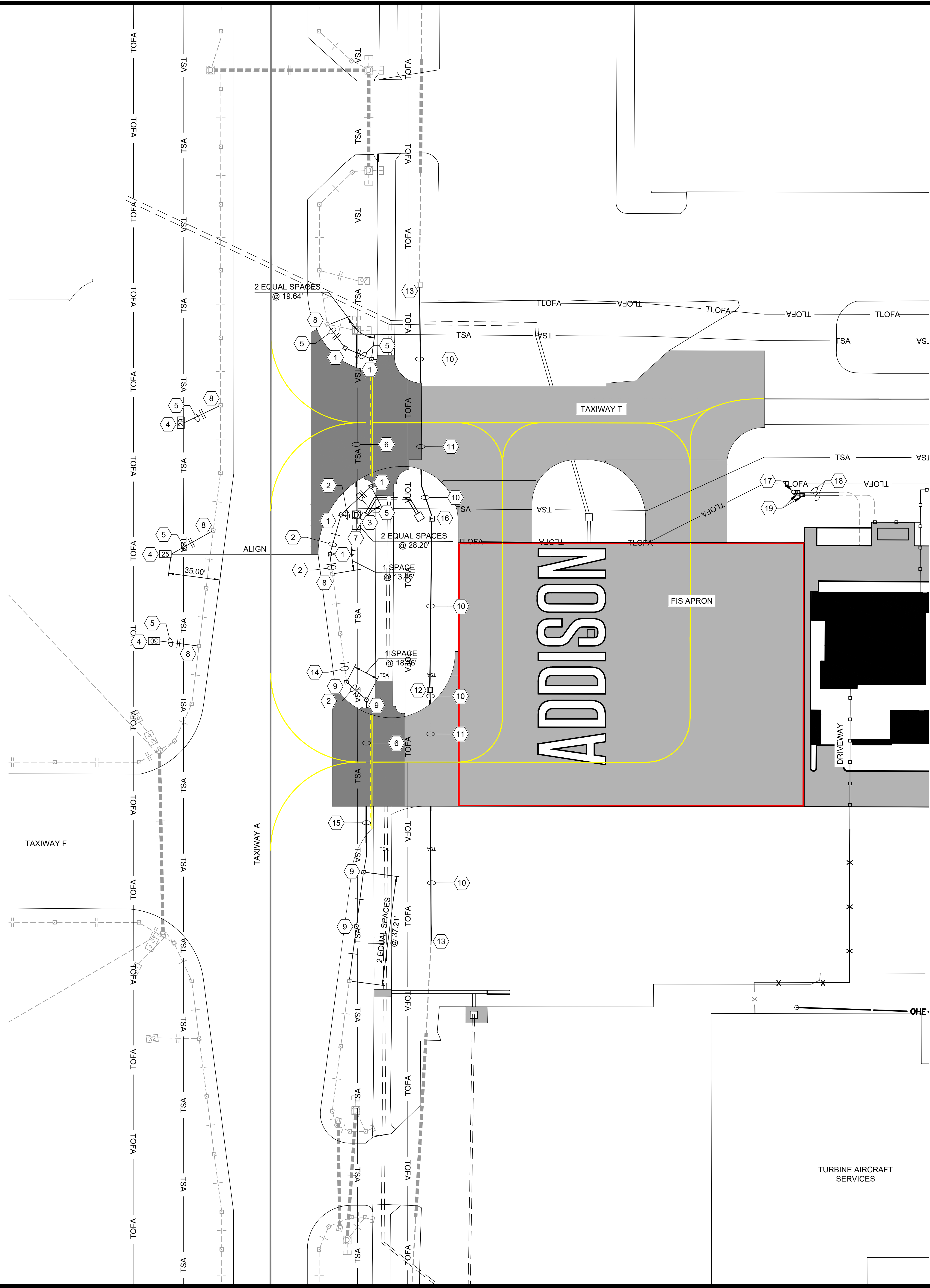


GENERAL NOTES:

- SEE SHEET E-001 FOR LEGEND AND ABBREVIATIONS, GENERAL NOTES, ELECTRICAL NOTES, CAUTION NOTES, AND INSTALLATION KEYED NOTES.
- ALL EXISTING ELECTRICAL EQUIPMENT AND INFRASTRUCTURE THAT IS TO REMAIN SHALL BE PROTECTED DURING CONSTRUCTION.

INSTALLATION KEYED NOTES:

- RE-INSTALL EXISTING L-861T TAXIWAY EDGE LIGHT ON NEW BASE WITH NEW BASE PLATE, ISOLATION TRANSFORMER, AND L-823 CONNECTORS. RECONNECT TO EXISTING TAXIWAY EDGE CIRCUIT.
- INSTALL NEW TYPE A TRENCH. REFER TO DETAIL 1, SHEET E-503 FOR MORE INFORMATION. (TYPICAL OF 1 HASH MARK)
- INSTALL NEW L-867D 16" DIAMETER JUNCTION CAN.
- RE-INSTALL EXISTING L-858 GUIDANCE SIGN ON NEW BASE WITH NEW ISOLATION TRANSFORMER AND L-823 CONNECTORS. RECONNECT TO EXISTING TAXIWAY EDGE CIRCUIT.
- INSTALL NEW TYPE B TRENCH. REFER TO DETAIL 1, SHEET E-503 FOR MORE INFORMATION. (TYPICAL OF 2 HASH MARKS)
- CONSTRUCT NEW 1-WAY 2" CONCRETE ENCASED ELECTRICAL CONDUIT.
- INSTALL NEW 2" STUBOUT. EXTEND 2' BEYOND BASE.
- SPLICE NEW CONDUCTORS TO EXISTING TAXIWAY CIRCUIT.
- INSTALL NEW L-861(L) TAXIWAY EDGE LIGHT ON NEW BASE WITH NEW BASE PLATE, ISOLATION TRANSFORMER, AND L-823 CONNECTORS. CONNECT TO TAXIWAY "A" EDGE CIRCUIT.
- CONSTRUCT NEW 1-WAY 4" NON- ENCASED ELECTRICAL CONDUIT.
- CONSTRUCT NEW 1-WAY 4" CONCRETE ENCASED ELECTRICAL CONDUIT.
- REINSTALL EXISTING AIRFIELD RATED HANDHOLE WITH CONCRETE REIN.
- COUPLE TO EXISTING CONDUIT.
- INSTALL NEW #8 AWG L-824C CABLE WITHIN EXISTING CONDUIT.
- CONSTRUCT NEW 1-WAY 2" CONCRETE ENCASED ELECTRICAL CONDUIT WITH SAWCUT PAVEMENT REPAIR.
- INSTALL NEW AIRCRAFT RATED HANDHOLE. REFER TO DETAIL 2 ON SHEET E-504.
- CONSTRUCT NEW FOUNDATION AND INSTALL NEW STREET LIGHT POLE. LIGHT FIXTURE AND WIRING TO BE PROVIDED BY OTHERS. CCTV CAMERA TO BE PROVIDED BY OTHERS.
- CONSTRUCT NEW NON-ENCASED 1-WAY 1" C, SCHEDULE 40 PVC ELECTRICAL CONDUIT CONTAINING NEW ELECTRICAL CIRCUIT(S).
- INSTALL NEW 17" X 30 X 24" ELECTRICAL PULL BOX.



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REV.	DATE	DESCRIPTION

ADDISON AIRPORT
 ADDISON, TEXAS

ADDISON AIRPORT

CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

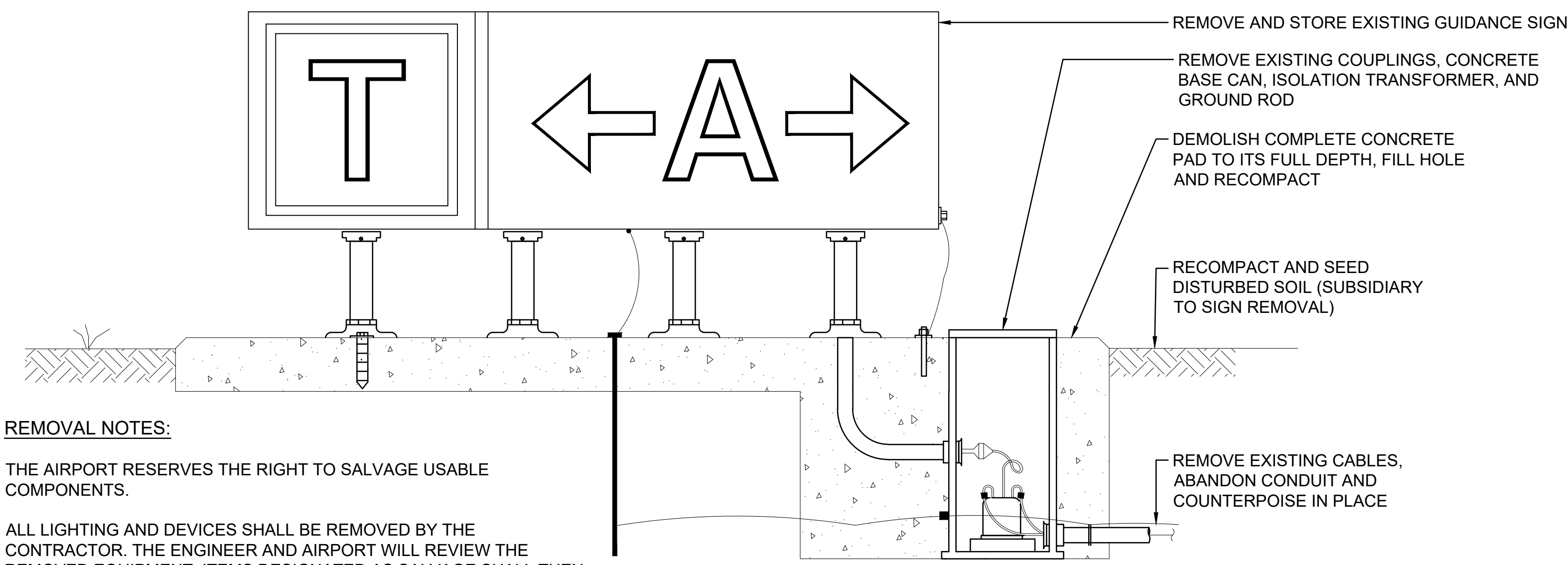
AIRFIELD LIGHTING INSTALLATION PLAN

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: CJH
 DRAWN BY: JKS

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DRAWING NUMBER
E-201
 SHEET NUMBER
32

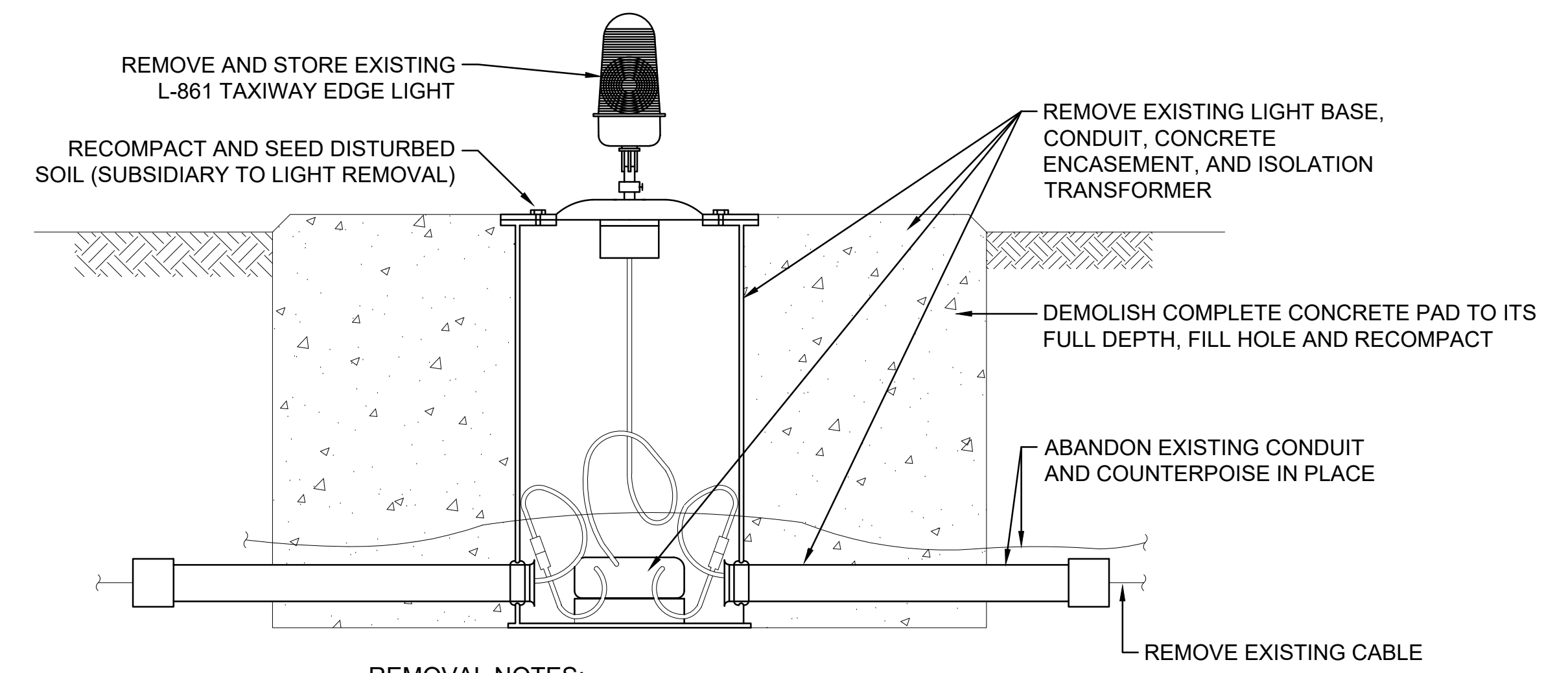
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 Last plotted by: Rubiana, Ken K. Plot Style: ACES.ctb Plot Scale: 1:1 Plot Date: 4/28/2020 11:37 AM Printer/Plotter: DWG TO PDF.pc3



REMOVAL NOTES:

1. THE AIRPORT RESERVES THE RIGHT TO SALVAGE USABLE COMPONENTS.
2. ALL LIGHTING AND DEVICES SHALL BE REMOVED BY THE CONTRACTOR. THE ENGINEER AND AIRPORT WILL REVIEW THE REMOVED EQUIPMENT. ITEMS DESIGNATED AS SALVAGE SHALL THEN BE MOVED AND STORED AS DIRECTED BY AIRPORT.
3. ALL ITEMS THAT ARE NOT TO BE SALVAGED SHALL BE CAREFULLY REMOVED FROM THE AIRPORT AND PROPERLY DISPOSED.
4. THE AREA DISTURBED BY THE REMOVAL OPERATION SHALL BE RESTORED TO THE SATISFACTION OF THE OWNER AND THE ENGINEER. THIS SHALL INCLUDE BACKFILLING WITH SELECT FILL, COMPACTION, GRADING, AND SODDING. AREA RESTORATION SHALL BE SUBSIDIARY TO THE EQUIPMENT PAY ITEM.

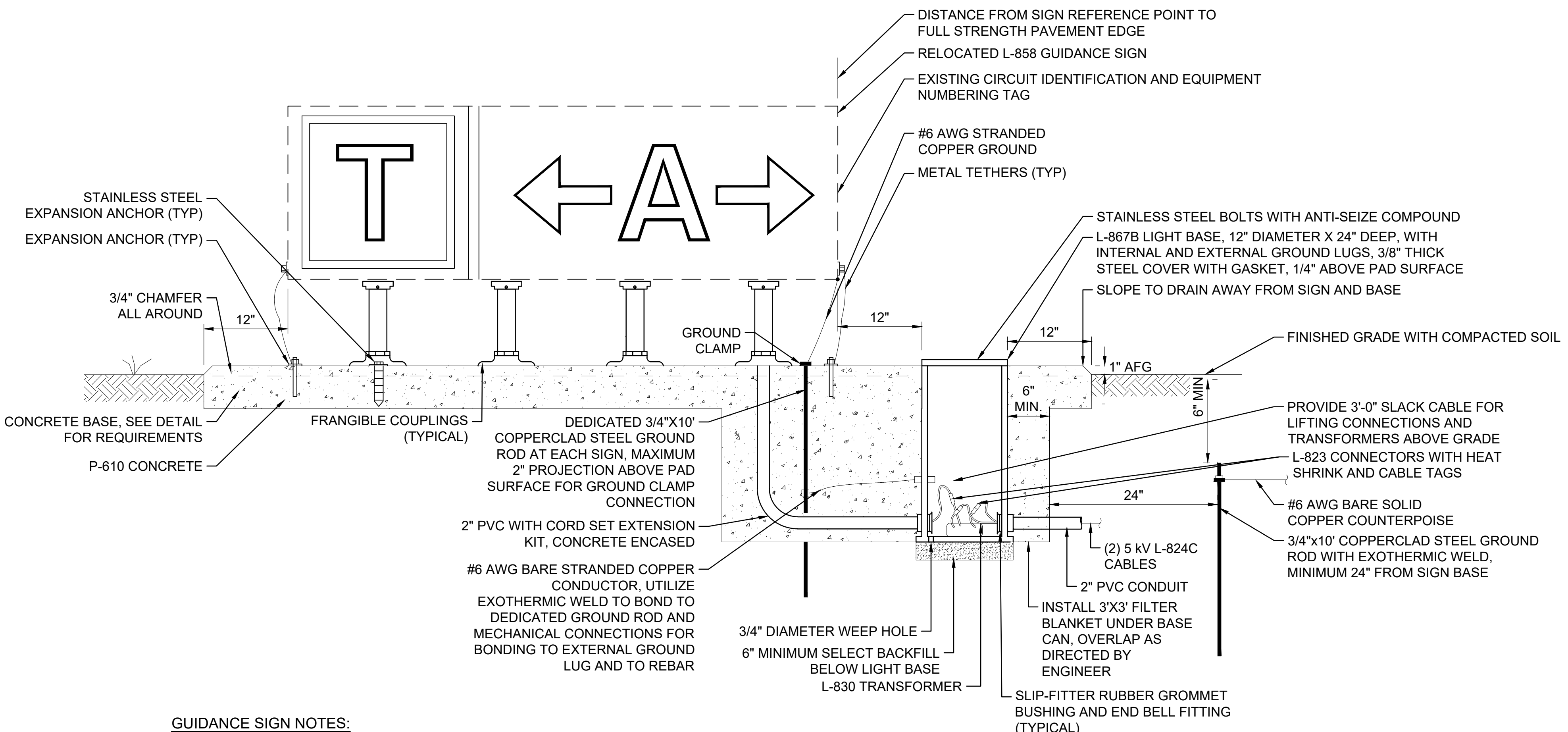
1 BASE MOUNTED SIGN REMOVAL
SCALE: NONE



REMOVAL NOTES:

1. THE AIRPORT RESERVES THE RIGHT TO SALVAGE USABLE COMPONENTS.
2. ALL LIGHTING AND DEVICES SHALL BE REMOVED BY THE CONTRACTOR. THE ENGINEER AND AIRPORT WILL REVIEW THE REMOVED EQUIPMENT. ITEMS DESIGNATED AS SALVAGE SHALL THEN BE MOVED AND STORED AS DIRECTED BY AIRPORT.
3. ALL ITEMS THAT ARE NOT TO BE SALVAGED SHALL BE CAREFULLY REMOVED FROM THE AIRPORT AND PROPERLY DISPOSED.
4. THE AREA DISTURBED BY THE REMOVAL OPERATION SHALL BE RESTORED TO THE SATISFACTION OF THE OWNER AND THE ENGINEER. THIS SHALL INCLUDE BACKFILLING WITH SELECT FILL, COMPACTION, GRADING, AND SODDING. AREA RESTORATION SHALL BE SUBSIDIARY TO THE EQUIPMENT PAY ITEM.

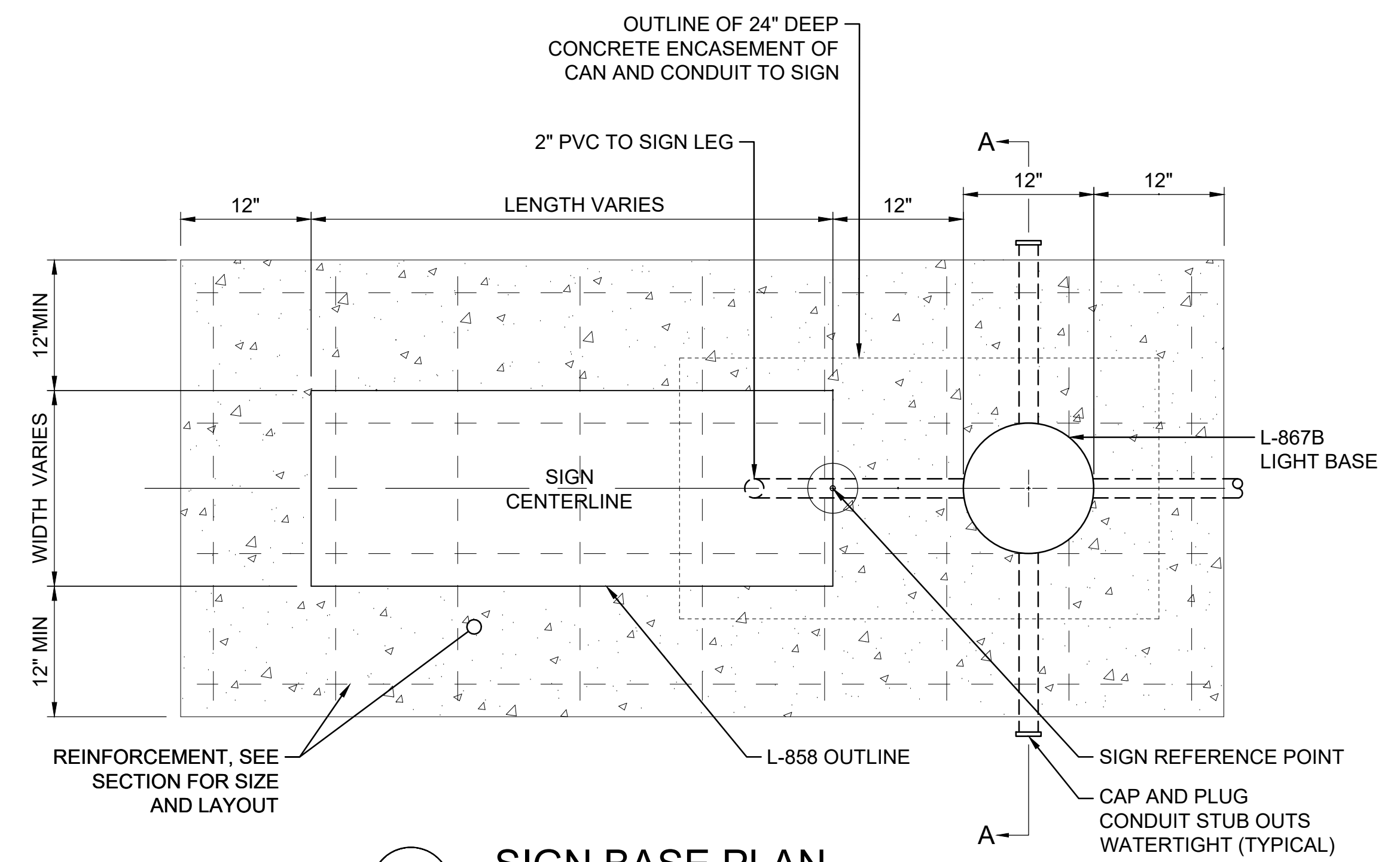
2 BASE MOUNTED EDGE LIGHT REMOVAL
SCALE: NONE



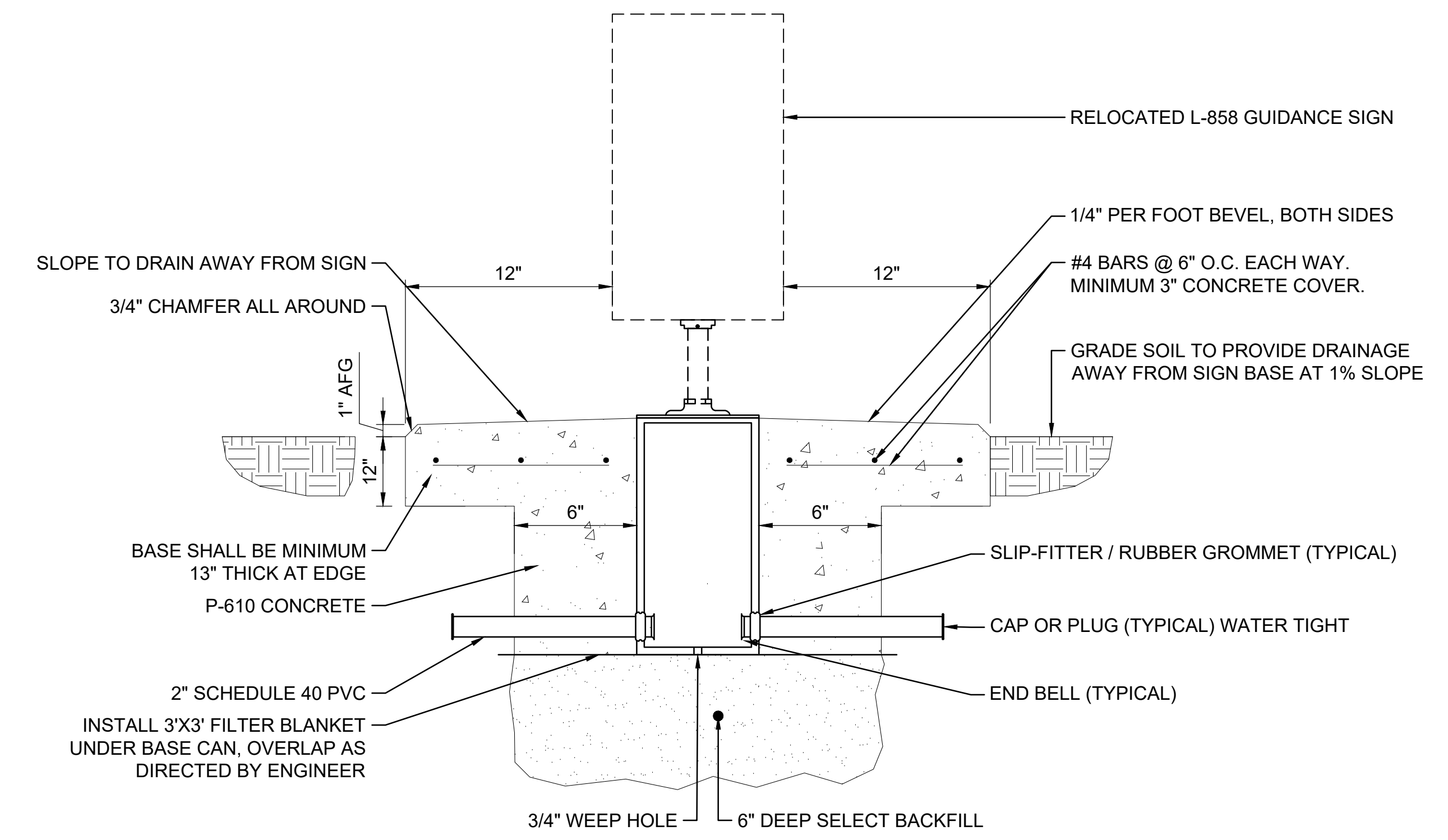
GUIDANCE SIGN NOTES:

1. INSTALL SIGN IN ACCORDANCE WITH FAA GUIDELINES AND MANUFACTURER'S RECOMMENDATIONS.
2. INSTALL NEW L-823 CONNECTOR KITS WITH HEAT SHRINK AND CABLE TAGS AT ALL LIGHTS AND GUIDANCE SIGNS.
3. SUBMIT SIGN AND BASE CAN INSTALLATION METHOD SHOP DRAWINGS FOR REVIEW AND APPROVAL PRIOR TO STARTING WORK.
4. DEMONSTRATE PROPER INSTALLATION LOCATION, ELEVATION, AND ORIENTATION PRIOR TO CONCRETE WORK.
5. CONNECT THE COUNTERPOISE TO GROUND ROD 2'-0" FROM CONCRETE PAD. DO NOT CONNECT COUNTERPOISE TO LIGHT BASE GROUND LUG (ISOLATION METHOD LIGHTNING PROTECTION).
6. INSTALL A DEDICATED EQUIPMENT SAFETY GROUND ROD WITH EXOTHERMIC WELD AT EACH SIGN.
7. UTILIZE ONLY EXOTHERMIC WELDS BELOW GRADE.
8. PROVIDE MINIMUM 3'-0" SLACK CABLE FOR EACH CABLE ENTERING LIGHT BASE SO THAT L-823 CONNECTIONS CAN BE LIFTED OUT OF THE BASE ABOVE GRADE.
9. PROVIDE TETHER FOR ALL SIGNS USING 3/16" STAINLESS STEEL AIRCRAFT CABLE AND STAINLESS STEEL HARDWARE. PROVIDE SINGLE MODULE SIGNS WITH ONE TETHER. PROVIDE MULTIPLE MODULE SIGNS WITH A TETHER AT BOTH ENDS.
10. TETHERS AND GROUND BONDING CONDUCTOR SHALL BE SUFFICIENT LENGTH TO ALLOW THE FRANGIBLE COUPLINGS TO OPERATE PROPERLY AND POWER CABLE TO DISCONNECT IF THE SIGN FALLS OVER.
11. SOD THE DISTURBED AREAS 2' ALL AROUND THE SIGN AND GRADE SOIL TO PROVIDE DRAINAGE AWAY FROM SIGN BASE.

3 BASE MOUNTED SIGN RE-INSTALLATION
SCALE: NONE



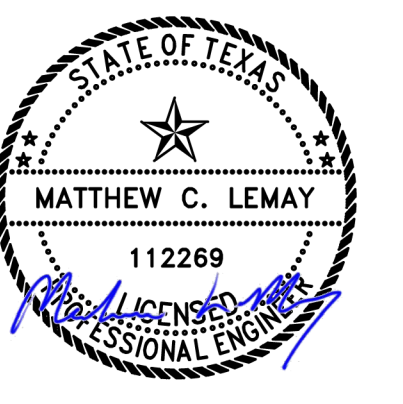
4 SIGN BASE PLAN
SCALE: NONE



5 SIGN BASE SECTION A-A
SCALE: NONE

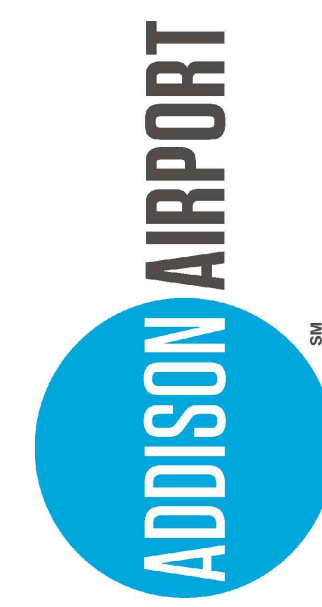


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REV.	DATE	DESCRIPTION



ADDISON AIRPORT
ADDISON, TEXAS
CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

AIRFIELD ELECTRICAL DETAILS I

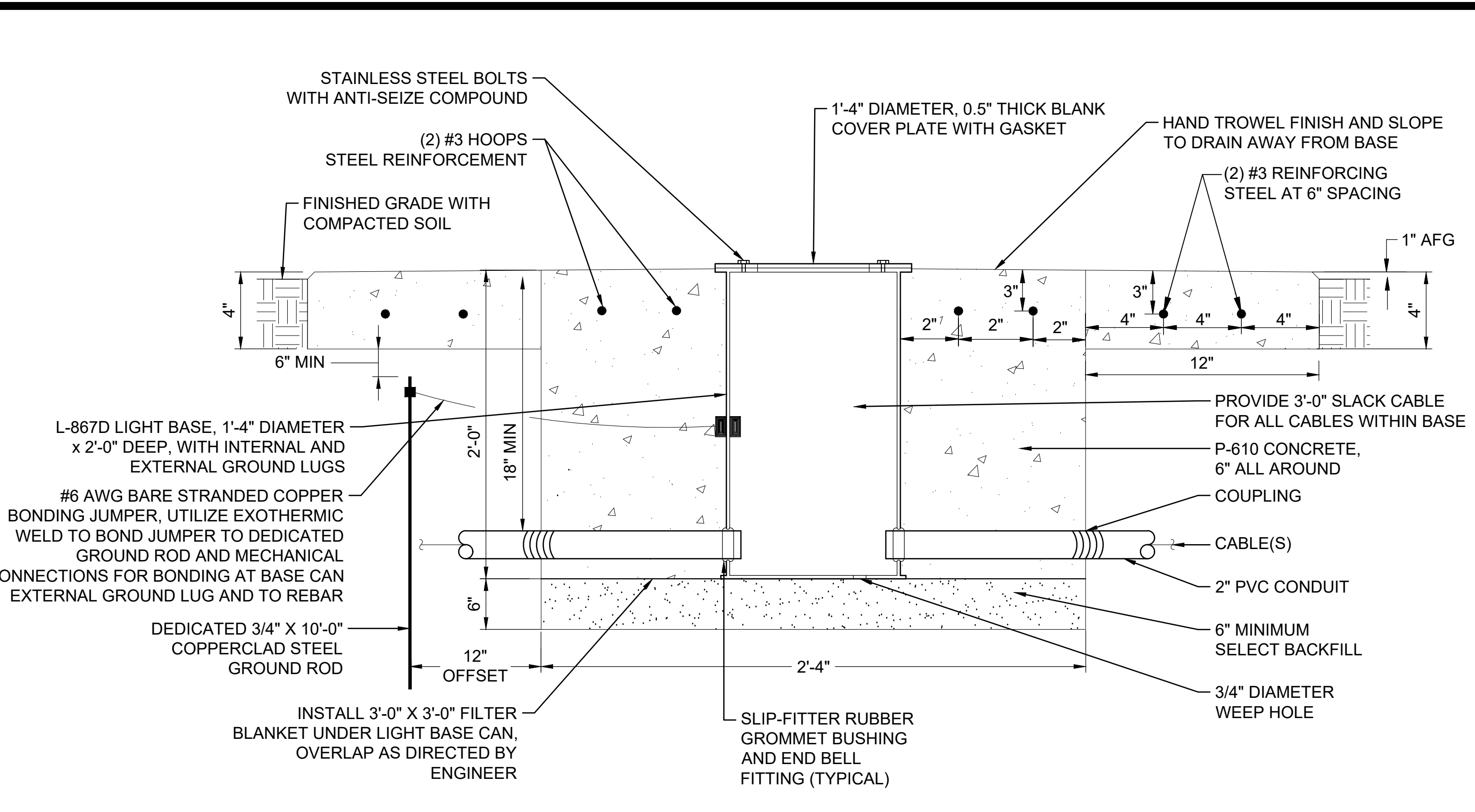
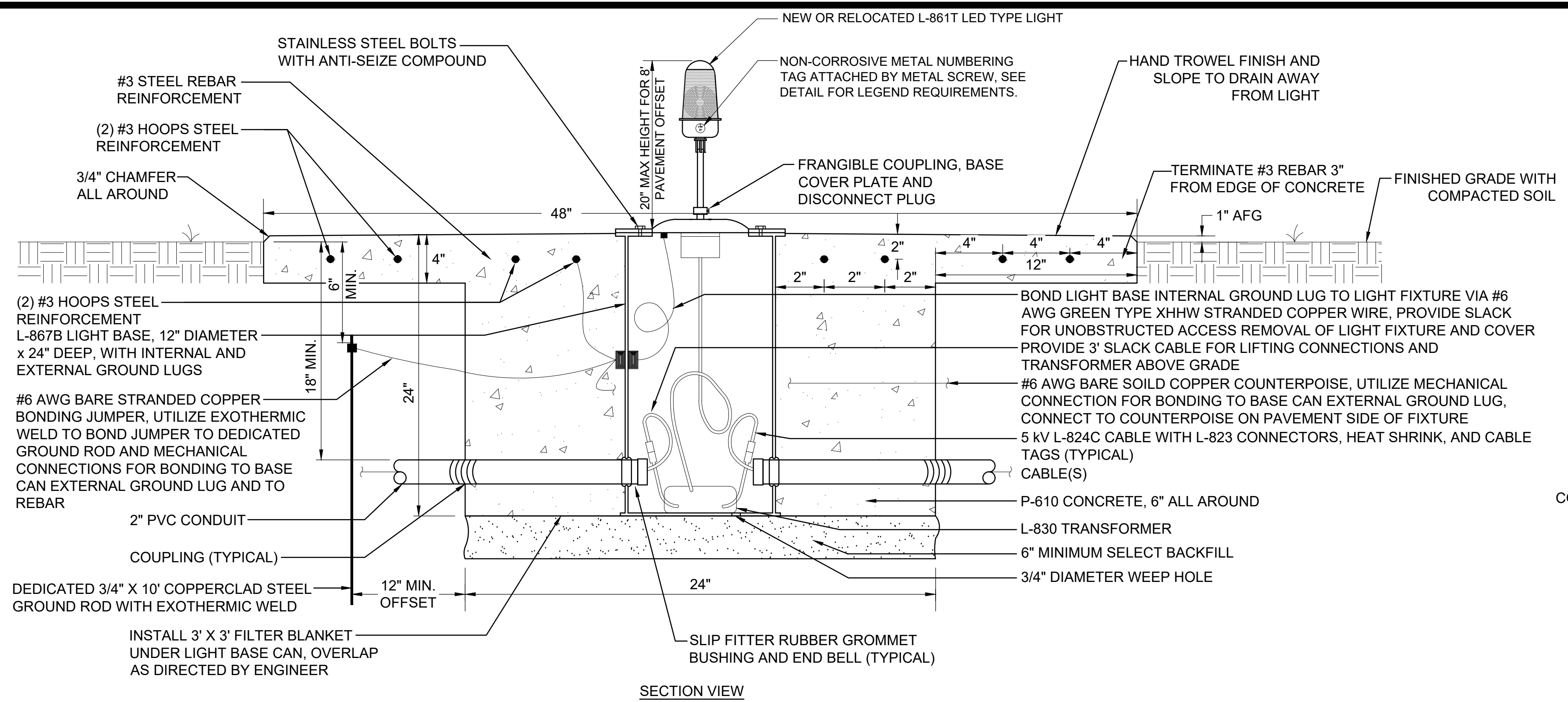
JOB NO.: 17081101
DATE: MARCH 2020
DESIGNED BY: MCL
DRAWN BY: JKS

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SHEET NUMBER **33**

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JUNCTION BOX NOTES:

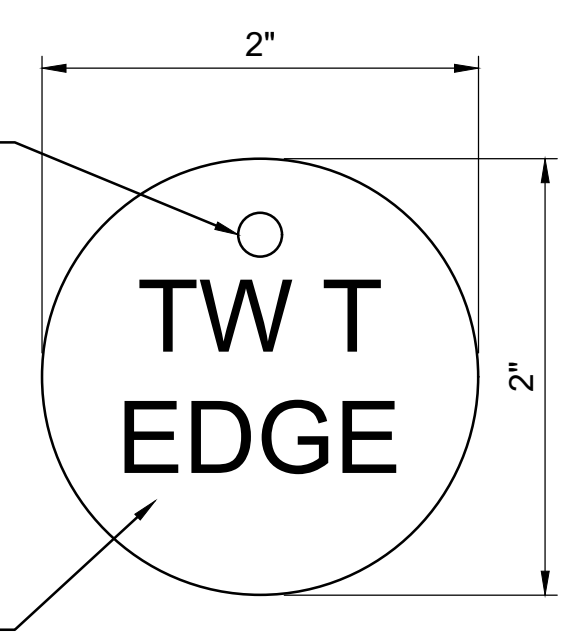
1. INSTALL CABLE ID TAGS ON ALL LIGHTING CIRCUIT CABLES IN ALL BOXES.
2. PROVIDE MINIMUM 3' SLACK CABLE FOR EACH CABLE ENTERING LIGHT BASE SO THAT L-823 CONNECTIONS CAN BE LIFTED OUT OF THE BASE ABOVE GRADE.
3. DEDICATED GROUND ROD SHALL NOT BE BONDED TO SEPARATE COUNTERPOISE SYSTEM (ISOLATION METHOD LIGHTNING PROTECTION).
4. STUBOUTS AND OTHER APPURTENANCES SHALL BE INCLUDED IN THE JUNCTION BOX PAY ITEM.
5. STUBOUTS SHALL BE 1' BEYOND HOUSEKEEPING PAD AND INCLUDE A WATERTIGHT FACTORY PLUG.

2 BASE MOUNTED LIGHT BASE JUNCTION BOX INSTALLATION
SCALE: NONE

CABLE TAG NOTES:

1. ALL CABLES SHALL BE IDENTIFIED. INSTALL CABLE TAGS IN ALL ACCESSIBLE LOCATIONS INCLUDING JUNCTION BOXES, PULL BOXES, MANHOLES, HANDHOLES, AND LIGHT BASES.
2. INSTALL CABLE TAGS 12" FROM THE L-823 CONNECTORS. IF NO CONNECTORS ARE REQUIRED, INSTALL A CABLE TAG NEAR EACH CABLE ENTRANCE VIA DUCT OR CONDUIT.
3. CABLE IDENTIFICATION TAGS SHALL BE MADE FROM A NON-CORROSIVE STAINLESS STEEL MATERIAL WITH THE CIRCUIT AND / OR LOOP IDENTIFICATION NUMBER STAMPED OR ETCHED ONTO THE TAG.
4. TAGS SHALL BE CIRCULAR IN SHAPE, 2-INCH MINIMUM DIAMETER AND 20 GAUGE NON-CORROSIVE STAINLESS STEEL MATERIAL.
5. SECURE EACH TAG TO THE CABLE USING WEATHER AND ULTRAVIOLET RESISTANT NYLON CABLE TIES.
6. TAG IDENTIFICATION TEXT SHALL BE COORDINATED WITH THE OWNER AND THE ENGINEER DURING SUBMITTALS PRIOR TO THE WORK.

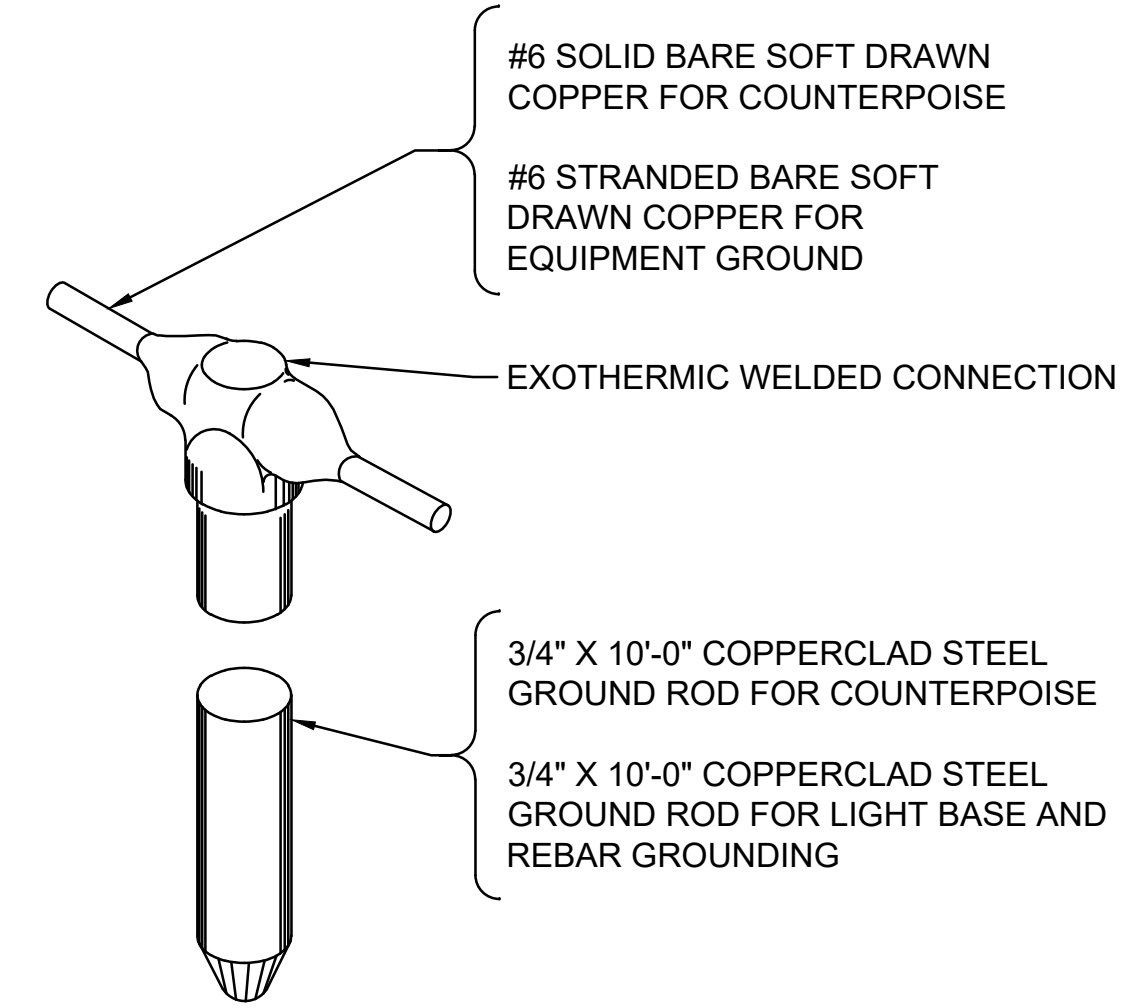
4 TYPICAL CABLE TAG
SCALE: NONE



GROUND ROD NOTES:

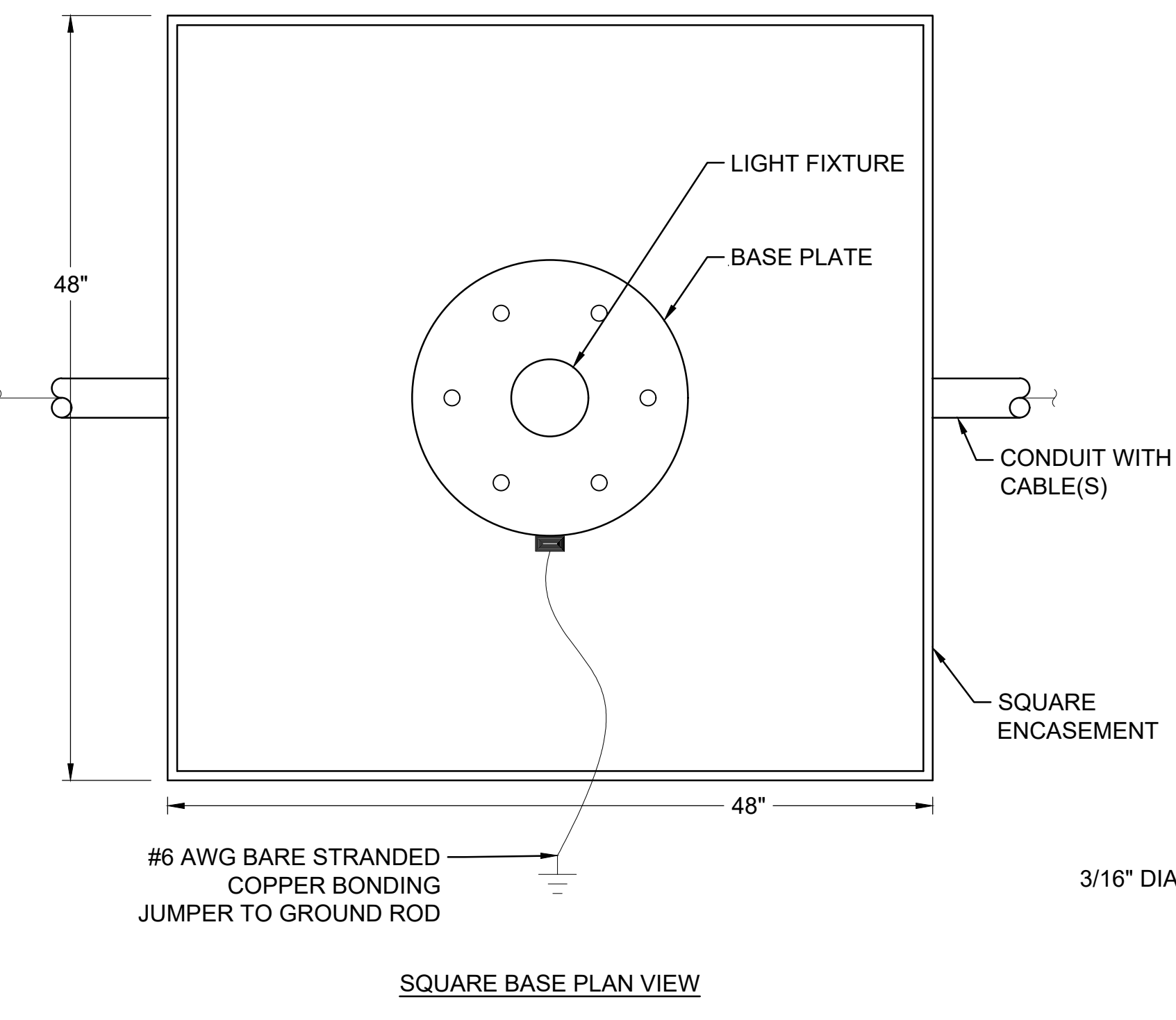
1. GROUND RODS SHALL BE INSTALLED NOT MORE THAN 500 FEET APART FOR COUNTERPOISE AND AS SHOWN ON LAYOUT PLAN SHEETS.
2. ONE GROUND ROD SHALL BE INSTALLED AT EACH LIGHT BASE FOR GROUNDING THE LIGHT BASE AND ASSOCIATED STEEL REINFORCEMENT.

5 TYPICAL GROUND ROD CONNECTION
SCALE: NONE

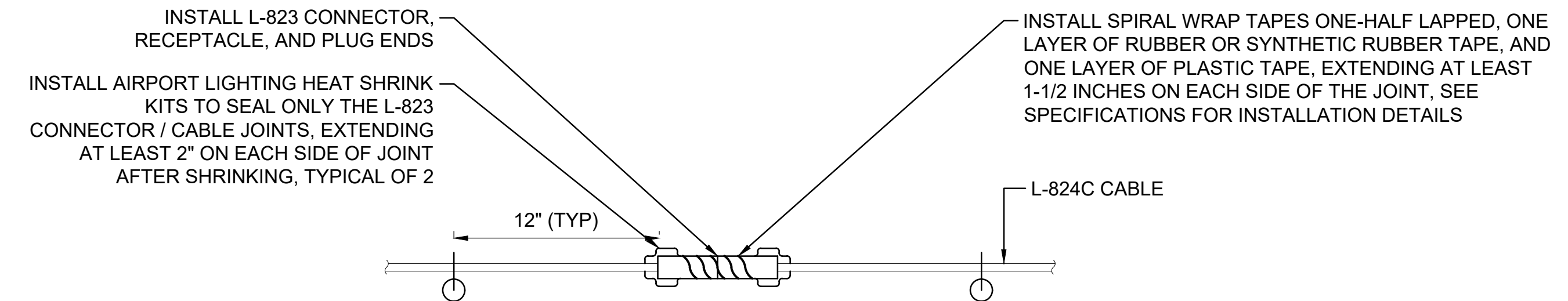


BASE MOUNTED LIGHT FIXTURE NOTES:

1. INSTALL FIXTURE SO NUMBERING TAG AND SET SCREW FACE PAVEMENT EDGE.
2. INSTALL NEW L-823 CONNECTOR KITS WITH HEAT SHRINK AND CABLE TAGS AT ALL LIGHTS AND GUIDANCE SIGNS.
3. DEDICATED GROUND ROD SHALL NOT BE BONDED TO SEPARATE COUNTERPOISE SYSTEM (ISOLATION METHOD LIGHTNING PROTECTION).



1 BASE MOUNTED LIGHT RE-INSTALLATION
SCALE: NONE



CONNECTOR NOTES:

1. IN-LINE CONNECTIONS OR SPLICES OF UNDERGROUND CABLES WITHIN MANHOLES, HANDHOLES, LIGHT BASES, OR OTHER ACCESSIBLE LOCATIONS SHALL BE MADE USING L-823 CONNECTOR KITS.
2. PROVIDE CABLE IN CONTINUOUS LENGTHS FOR HOME RUNS OR OTHER LONG CABLE RUNS WITHOUT CONNECTIONS, UNLESS AUTHORIZED IN WRITING BY THE ENGINEER OR SHOWN ON THE PLANS.
3. INSTALL 2-PIECE HEAT SHRINK KIT ON PRIMARY CABLE CONNECTORS.
4. DO NOT INSTALL HEAT SHRINK ON SECONDARY CABLE CONNECTORS OF THE ISOLATION TRANSFORMERS.
5. AS AN OPTION, THE CONTRACTOR MAY UTILIZE ENHANCED FAA CERTIFIED L-823 CONNECTOR KITS, SUCH AS THE AMERACE 54 SUPER KIT, INTEGRO COMPLETE KIT, OR AN APPROVED EQUAL. THESE KITS DO NOT REQUIRE TAPING OR HEAT SHRINKING. THESE KITS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS. NOTE THAT THE MIXING OF CONNECTOR KITS IS UNACCEPTABLE. THE CONTRACTOR SHALL CLEARLY LIST AND SUBMIT THE CONNECTOR KITS HE PROPOSES TO UTILIZE ON THE PROJECT FOR APPROVAL PRIOR TO ANY FIELD CONSTRUCTION WORK, AND HE SHALL ONLY INSTALL THAT TYPE DURING CONSTRUCTION UNLESS OTHERWISE NOTED BY THE ENGINEER.

L-823 CONNECTOR INSTALLATION FOR CAN AND CONDUIT SYSTEM

3 SCALE: NONE

NEW GUIDANCE SIGN INDEX

NO.	DESC.	SIDE 1				SIDE 2				SIZE	STYLE	CLASS	MODE	CIRCUIT	EXISTING SIGN MODEL
		1	2	3	4	1	2	3	4						
25	LEGEND	A	T	→		*	*			3	2	2	2	TAXIWAY A SOUTH	ADB SIG. SERIES LED
	TYPE	L	Y												
29	LEGEND	←	A	→	*	*	*			3	2	2	2	TAXIWAY A SOUTH	ADB SIG. SERIES LED
	TYPE	Y	Y												
30	LEGEND	A	F	→		*	*			3	2	2	2	TAXIWAY A SOUTH	ADB SIG. SERIES LED
	TYPE	L	Y												

INDEX NOTES:

1. THIS INDEX SHOWS THE ANTICIPATED SIGN MODULES REQUIRED FOR THE CHARACTERS AND MESSAGE INDICATED.
 2. THE CONTRACTOR SHALL SUBMIT SUBMITTALS / SHOP DRAWINGS FOR ALL SIGNS THAT FULLY COMPLY WITH THE CONSTRUCTION REQUIREMENTS LISTED IN AC 150/5345-44 (LATEST EDITION).
 3. TAXIWAY DIRECTION SIGNS: PERPENDICULAR DISTANCE FROM DEFINED TAXIWAY EDGE TO NEAR SIDE OF SIGN SHALL BE 35 FEET FOR SIZE 3 SIGNS.
 4. REPLACE ALL SIGN PANELS TO UPDATE THE ENTIRE MESSAGE ELEMENT. COORDINATE NEW PANELS WITH ORIGINAL SIGN MANUFACTURER.
- * SIGN PANEL SHALL BE BLANK.

LEGEND:

- L L-858L LOCATION
- Y L-858Y DIRECTION / DESTINATION / BOUNDARY
- R L-858R MANDATORY INSTRUCTION

6 NEW GUIDANCE SIGN INDEX
SCALE: NONE

REV.	DATE	DESCRIPTION

ADDISON AIRPORT
ADDISON, TEXAS

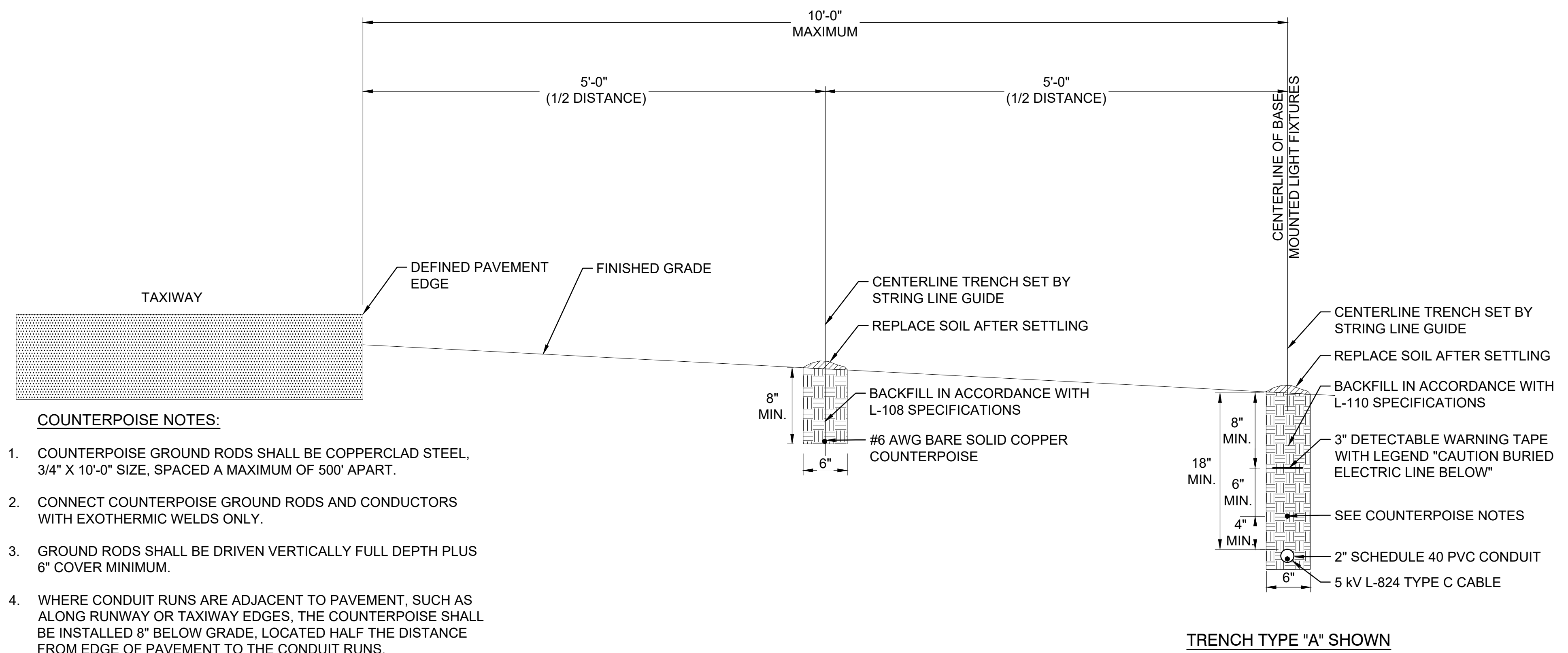
ADDISON AIRPORT
CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

AIRFIELD ELECTRICAL DETAILS II

JOB NO.: 17081101
DATE: MARCH 2020
DESIGNED BY: MCL
DRAWN BY: JKS

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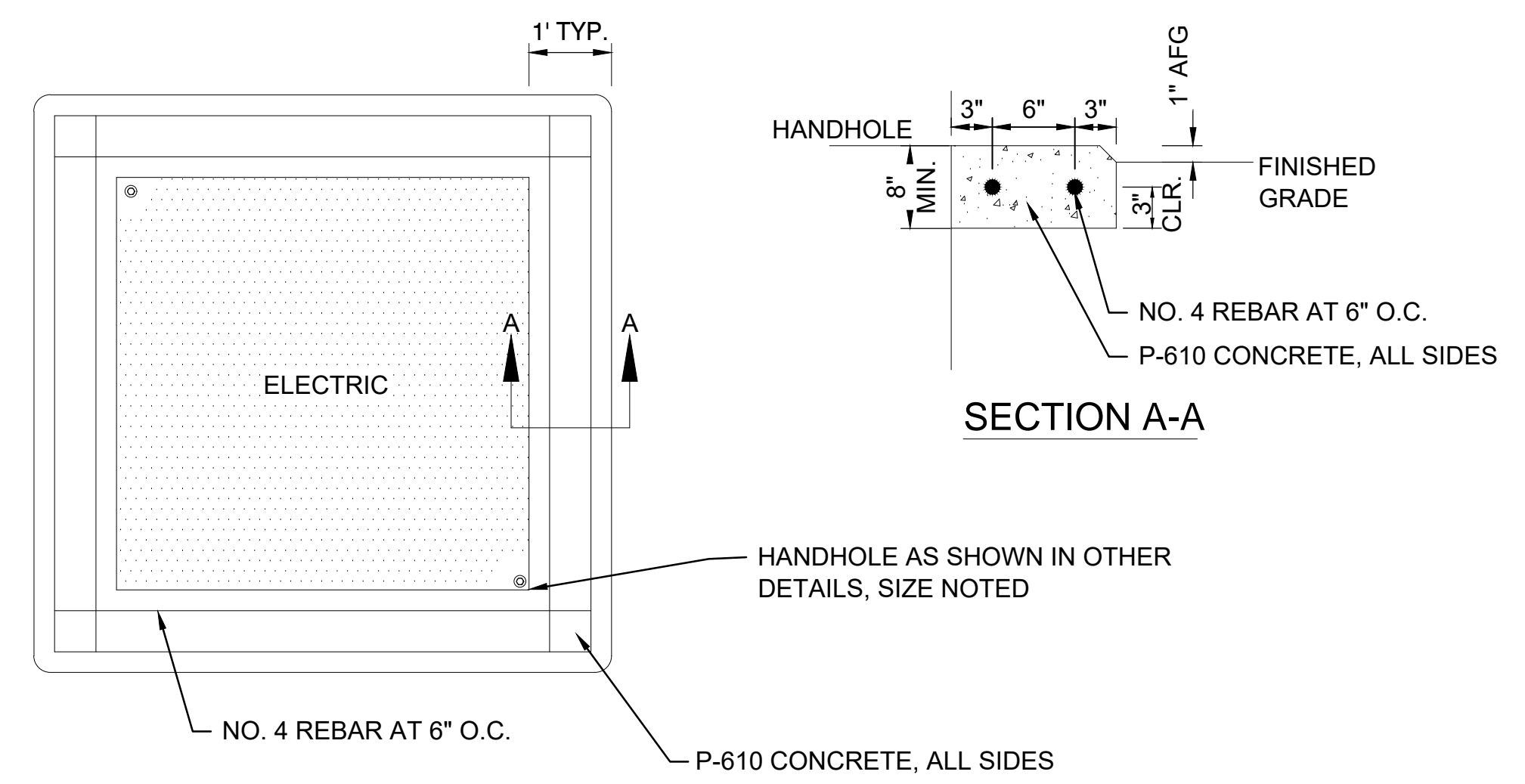
SHEET NUMBER **34**



TRENCH TYPE "A" SHOWN

COUNTERPOISE NOTES:

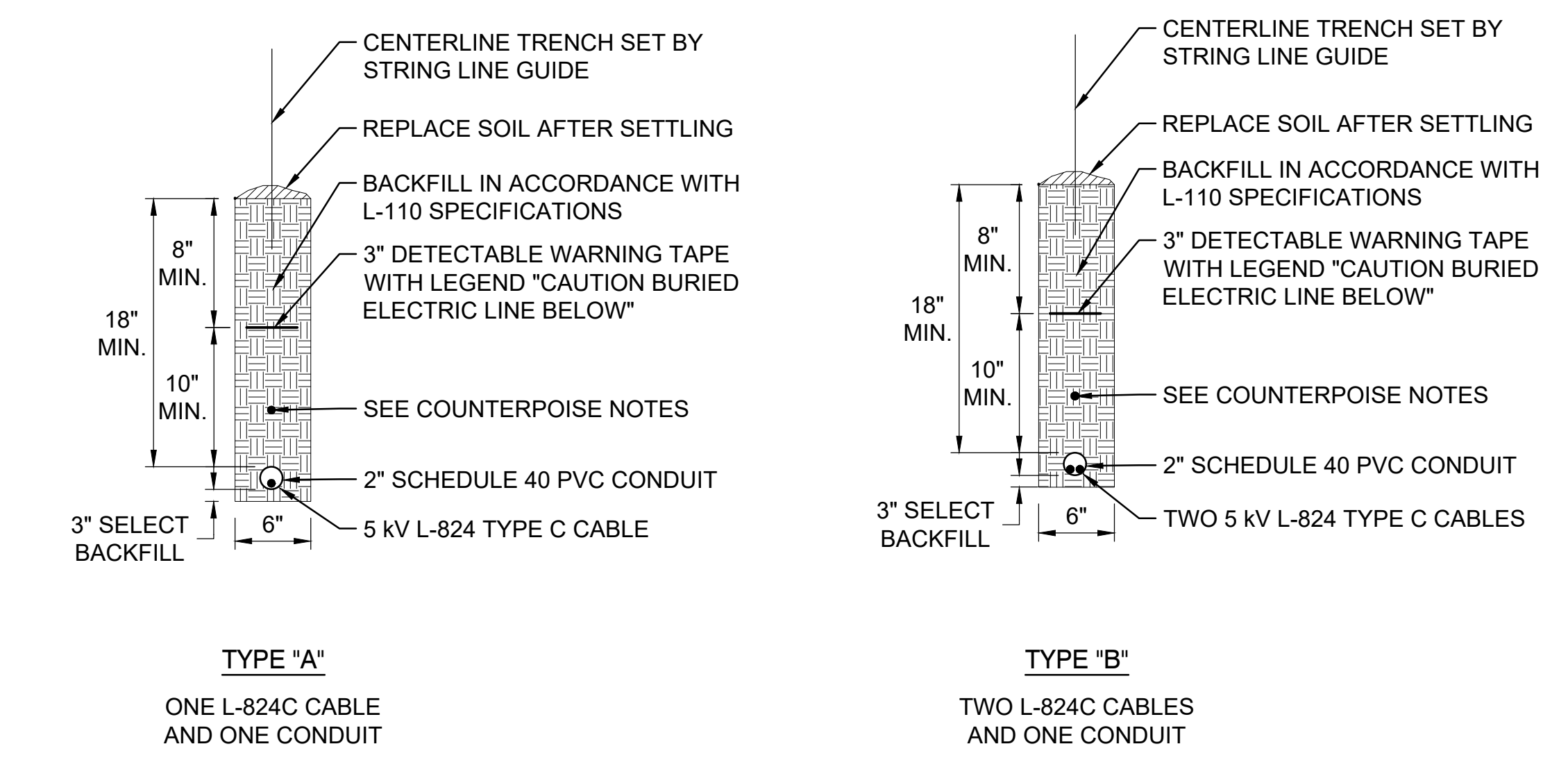
- COUNTERPOISE GROUND RODS SHALL BE COPPERCLAD STEEL, 3/4" X 10'-0" SIZE, SPACED A MAXIMUM OF 500' APART.
- CONNECT COUNTERPOISE GROUND RODS AND CONDUCTORS WITH EXOTHERMIC WELDS ONLY.
- GROUND RODS SHALL BE DRIVEN VERTICALLY FULL DEPTH PLUS 6" COVER MINIMUM.
- WHERE CONDUIT RUNS ARE ADJACENT TO PAVEMENT, SUCH AS ALONG RUNWAY OR TAXIWAY EDGES, THE COUNTERPOISE SHALL BE INSTALLED 8" BELOW GRADE, LOCATED HALF THE DISTANCE FROM EDGE OF PAVEMENT TO THE CONDUIT RUNS.
- WHERE CONDUIT RUNS ARE NOT ADJACENT TO PAVEMENTS, THE COUNTERPOISE SHALL BE INSTALLED 4" MINIMUM ABOVE THE CONDUIT.



PLAN VIEW

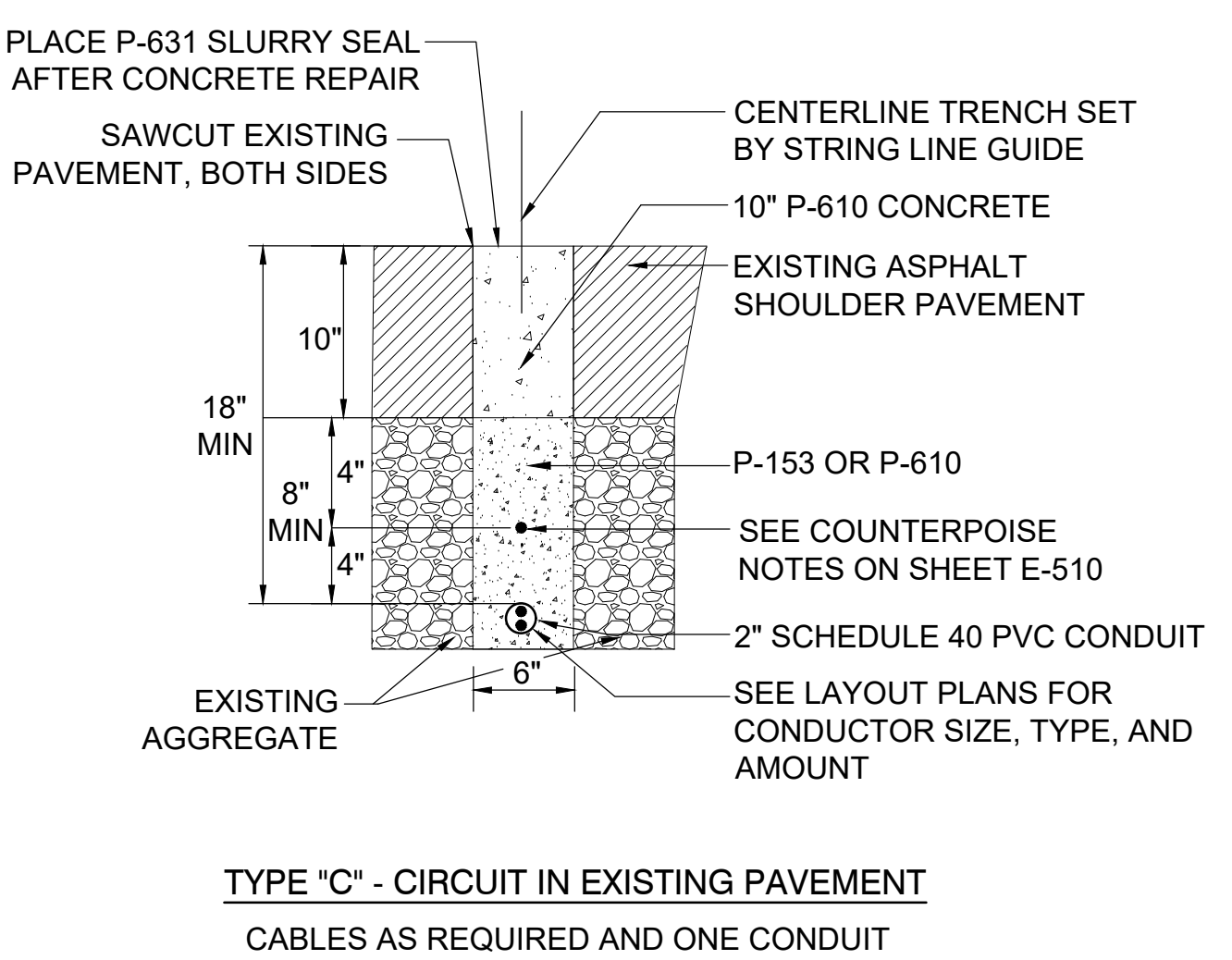
2 HANDHOLE HOUSEKEEPING PAD DETAILS

E-503 SCALE: NONE



TYPE "A"
ONE L-824C CABLE AND ONE CONDUIT

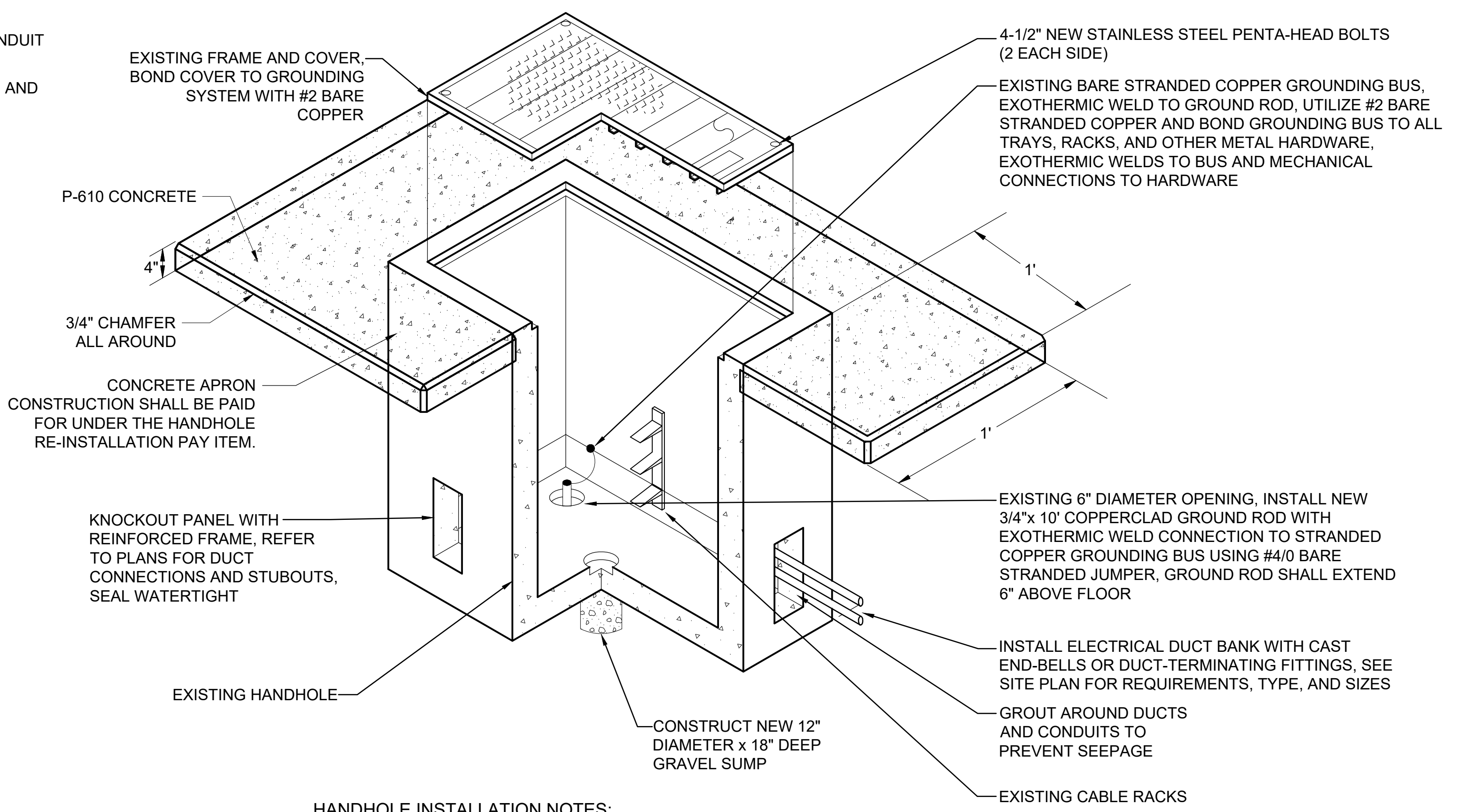
TYPE "B"
TWO L-824C CABLES AND ONE CONDUIT



TYPE "C" - CIRCUIT IN EXISTING PAVEMENT
CABLES AS REQUIRED AND ONE CONDUIT

1 BASE MOUNTED FIXTURES AND CONDUIT TRENCH DETAILS (CURRENT SYSTEM)

E-503 SCALE: NONE



HANDHOLE INSTALLATION NOTES:

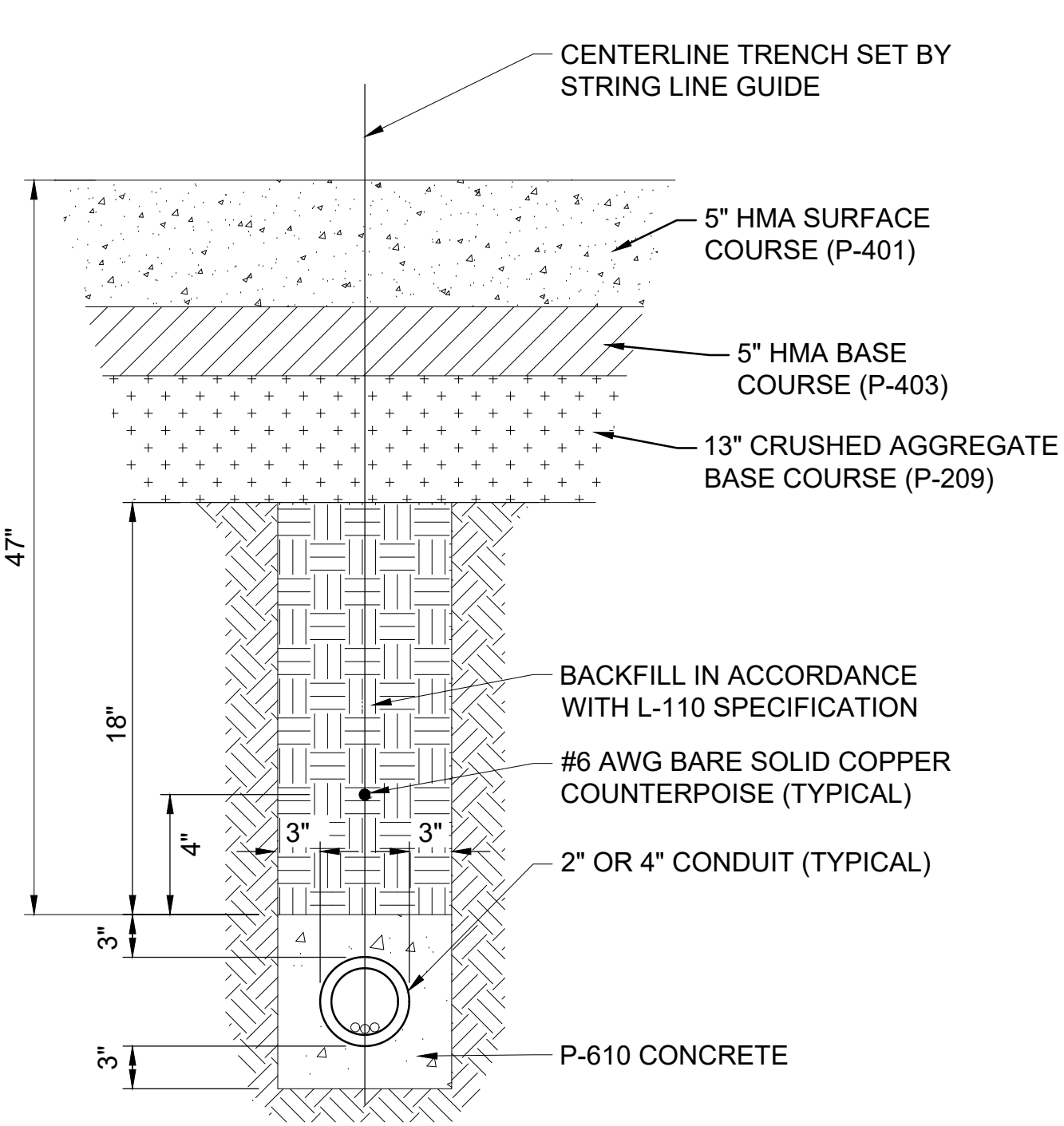
- AT ROD OPENING, DRIVE GROUND ROD INTO EARTH LEAVING 6" EXTENDING ABOVE FLOOR. SEAL HOLE WATERTIGHT WITH PORTLAND CEMENT GROUT AROUND ROD.
- EXCAVATION AND BACKFILL NECESSARY FOR THE CONSTRUCTION OF THE HANDHOLE SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIFICATION REQUIREMENTS.
- PROVIDE WATERTIGHT CONDUIT BUSHING AND WATERTIGHT SEALS FOR ALL DIRECT BURIED CABLES ENTERING THE HANDHOLE VIA A CONDUIT STUBOUT.
- COVER SHALL BE 1" MAXIMUM ABOVE FINISHED GRADE. AREA SURROUNDING HANDHOLE SHALL BE GRADED TO DRAIN AWAY FROM HANDHOLE.
- BOND AND GROUND COVER AND FRAME TO ROD USING BRAIDED COPPER GROUND STRAP EQUIVALENT AMPACITY TO #2 AWG STRANDED COPPER WIRE.
- GRADE THE AREA AROUND THE HANDHOLE 10" IN ALL DIRECTIONS SUCH TO PREVENT WATER AND DIRT ACCUMULATION ACROSS THE TOP OF THE COVER AND ALLOW WATER TO DRAIN AWAY FROM THE HANDHOLE.

RELOCATED PREFABRICATED CONCRETE HANDHOLE

E-503 SCALE: NONE

ENCASED NOTES

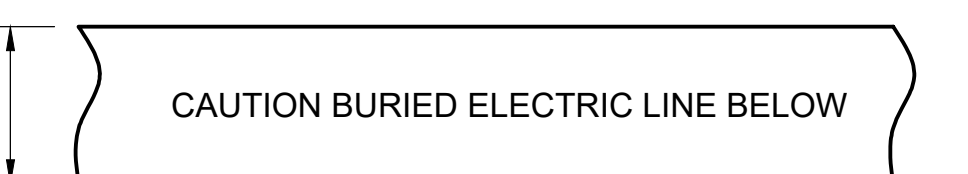
- COUNTERPOISE WIRES SHALL BE INSTALLED ABOVE MULTIPLE CONDUITS / DUCT BANKS FOR AIRFIELD LIGHTING CABLES, WITH THE INTENT BEING TO PROVIDE A COMPLETE CONE OF PROTECTION OVER THE AIRFIELD LIGHTING CABLES.
- INSTALL 3/4" X 10'-0" COPPERCLAD GROUND RODS AT EACH END OF ELECTRICAL DUCT AND BOND COUNTERPOISES USING EXOTHERMIC WELDS.
- INSTALL CONDUIT SPACERS WITH LOCKING COLLARS AT 5' O.C. SPACING INTERVALS. INSTALL #4 REINFORCING BARS MINIMUM 6" INTO SOIL TO ANCHOR THE ASSEMBLY PRIOR TO PLACING THE CONCRETE ENCASMENT.
- INSTALL A COUNTERPOISE 4" ABOVE EACH CONDUIT COLUMN.



1-WAY

3 CONCRETE ENCASED CONDUIT

E-503 SCALE: NONE



NOTES:

- POWER MARKING TAPES SHALL BE DETECTABLE TYPE CONSTRUCTION WITH RED BACKGROUND AND BLACK LETTERING.
- TAPE SHALL BE DETECTABLE, DURABLE, HIGHLY VISIBLE, RESISTANT TO ELEMENTS, MEETING AND / OR EXCEEDING ALL INDUSTRY STANDARDS.
- PROVIDE MULTIPLE AND / OR WIDER TAPES FOR WIDER DUCT BANKS. COORDINATE WITH ENGINEER.

4 UNDERGROUND DETECTABLE WARNING TAPE

E-503 SCALE: NONE

REV.	DATE	DESCRIPTION

ADDISON AIRPORT
ADDISON, TEXAS

ADDISON AIRPORT
CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

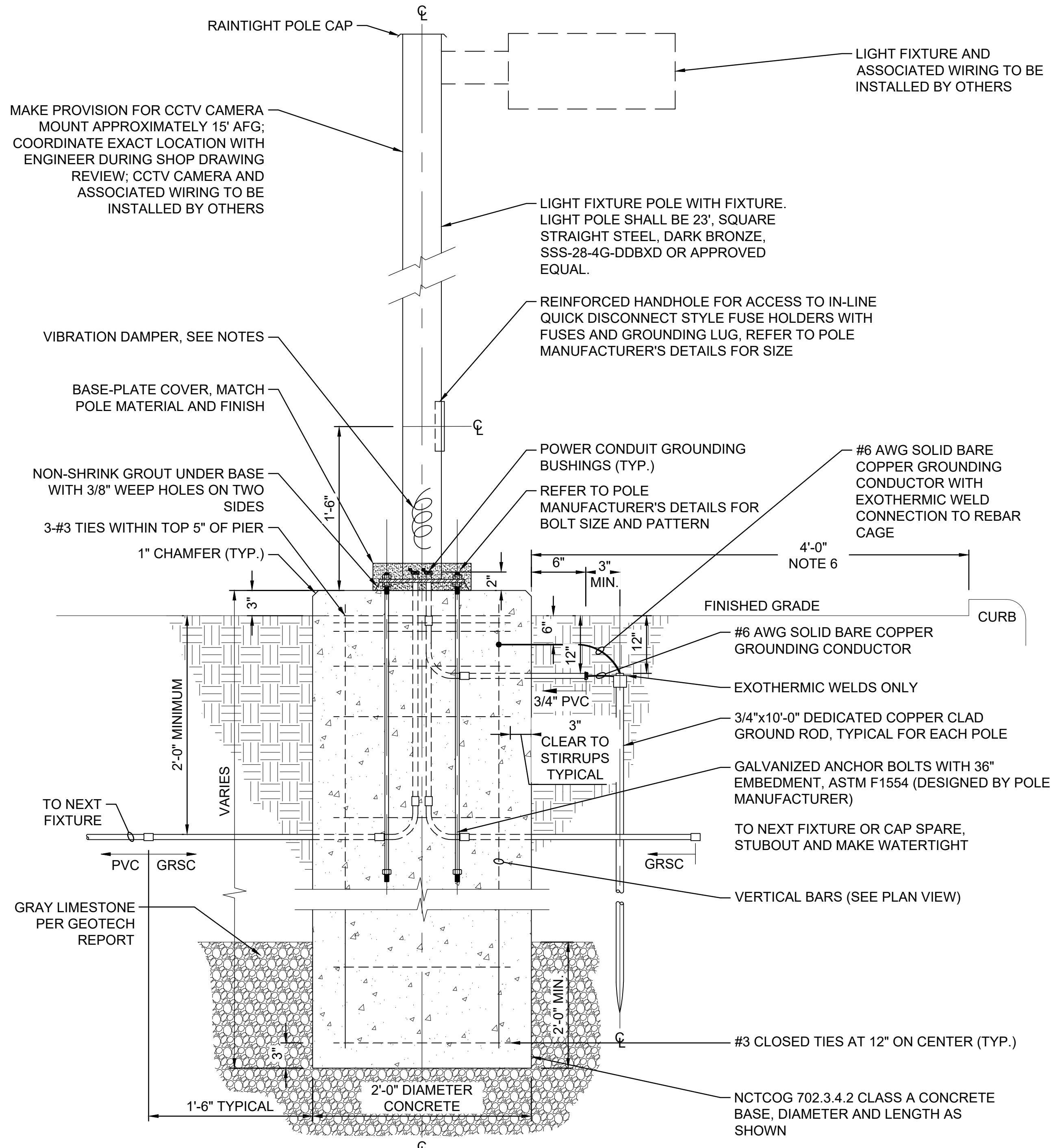
AIRFIELD ELECTRICAL DETAILS III

JOB NO.: 17081101
DATE: MARCH 2020
DESIGNED BY: MCL
DRAWN BY: JKS

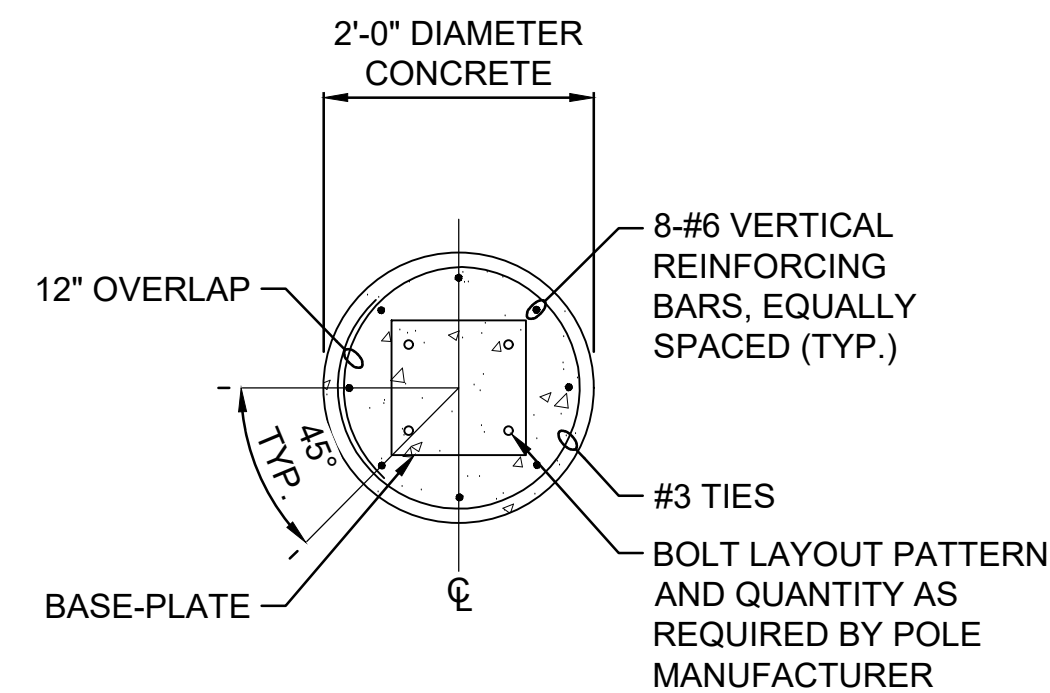
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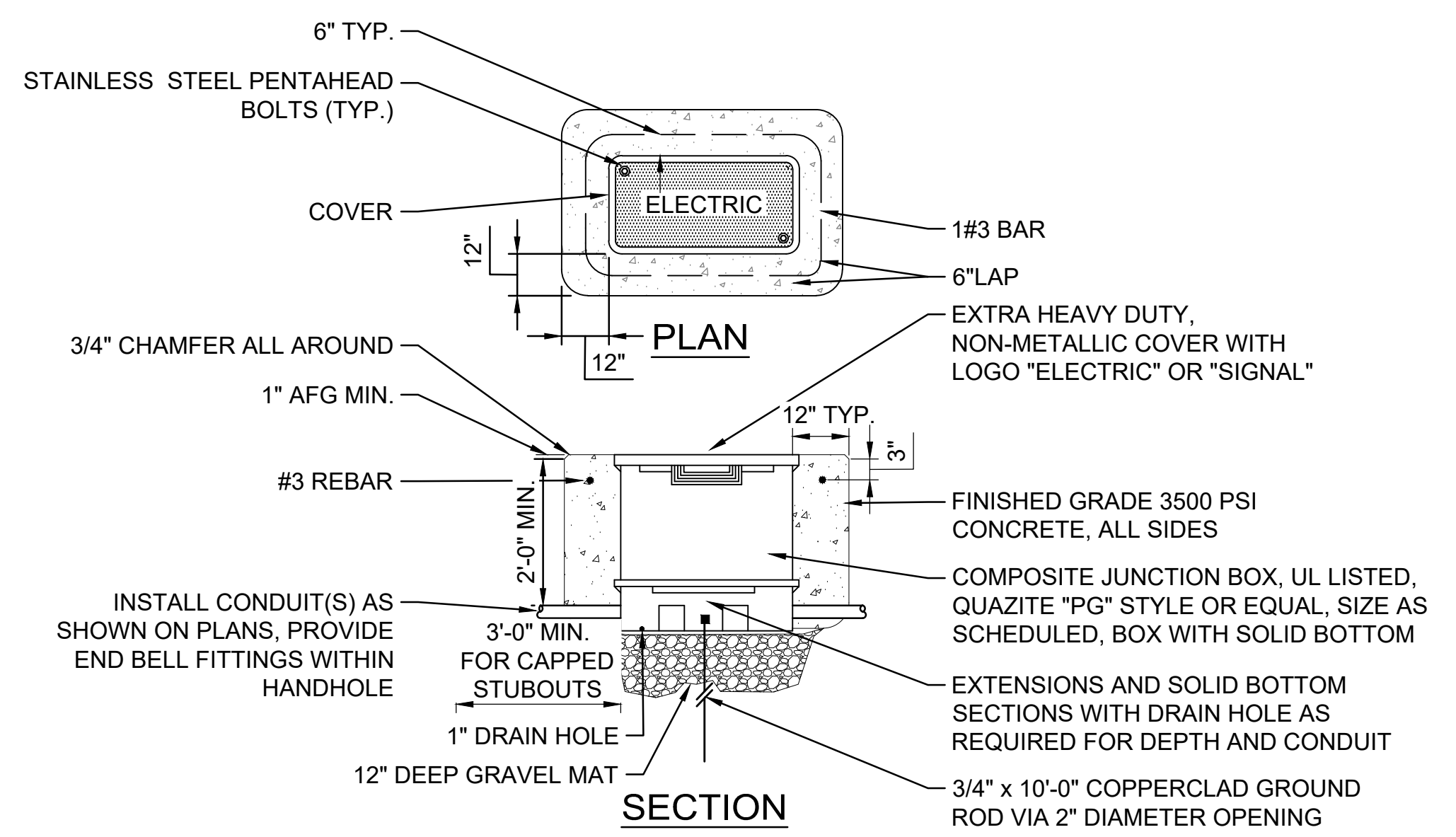


1 TYPICAL POLE MOUNTED LIGHTING FIXTURE DETAIL
SCALE: NONE



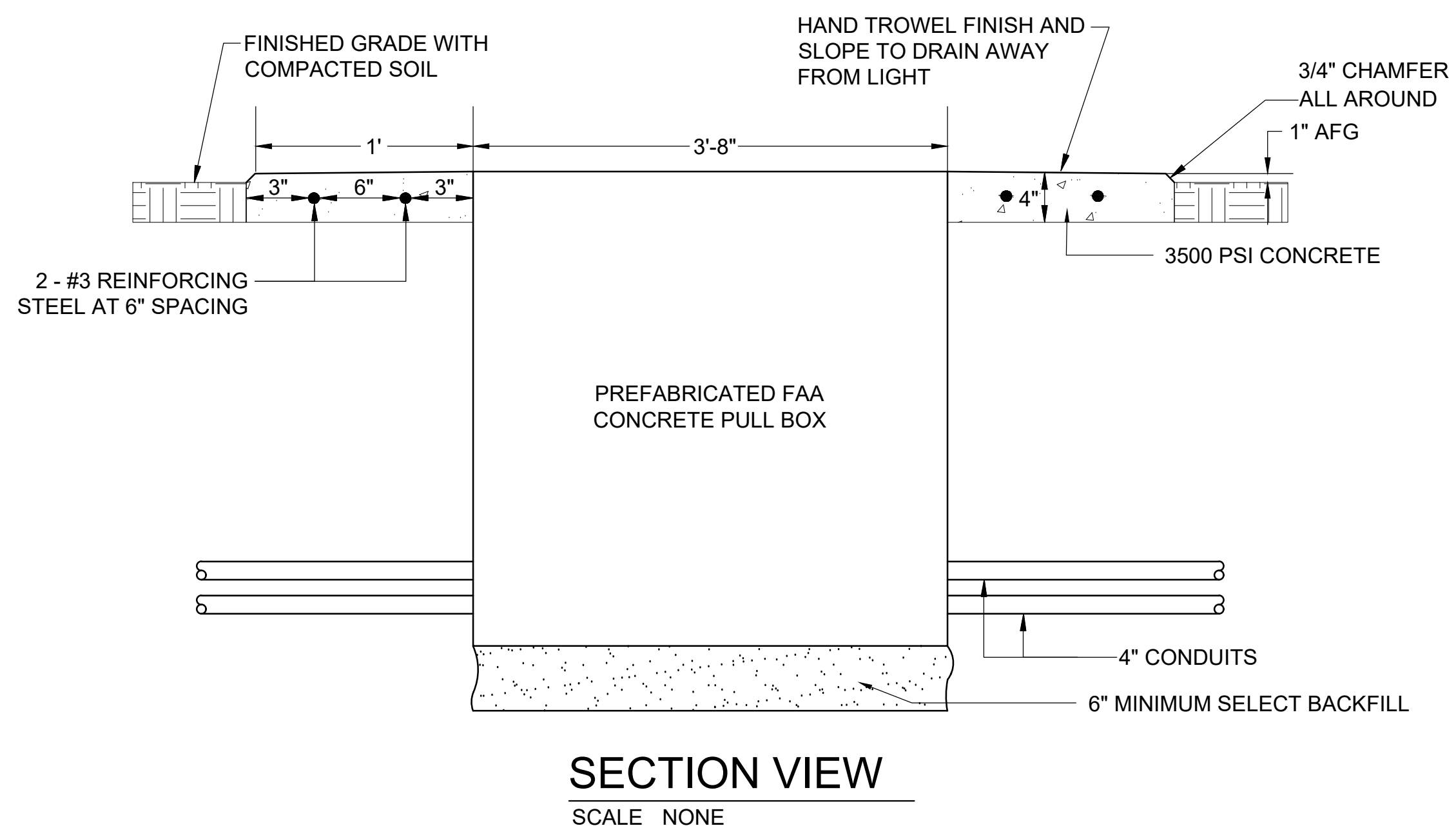
CONCRETE BASE PLAN VIEW

- NOTES:**
1. ALL HARDWARE SHALL BE CORROSION RESISTANT, GALVANIZED RIGID STEEL.
 2. CONSTRUCT FOUNDATION IN ACCORDANCE WITH POLE MANUFACTURERS GUIDELINES, INSTALLING BOLT TEMPLATE LEVELING UNIT, ANCHOR BOLTS, FULL BASE-PLATE BOLT COVER, AND ACCESSORIES FOR A COMPLETE INSTALLATION.
 3. THE FOUNDATION DEPTH SHALL BE DETERMINED BY THE DEPTH OF THE GRAY LIMESTONE LAYER AS DETERMINED BY THE GEOTECH REPORT PLUS A TWO (2) FOOT PENETRATION INTO THE GRAY LIMESTONE LAYER.
 4. REFER TO PLAN FOR CONDUIT AND CONDUCTOR SIZES. 2" MINIMUM GALVANIZED RIGID STEEL CONDUIT SIZE. USE LONG SWEEP 90° ELBOWS ON ALL CONDUIT BENDS.
 5. TIE ALL CONDUITS, POLE, EQUIPMENT GROUND, AND ALL OTHER METAL EQUIPMENT AND GROUNDING LUGS TOGETHER USING #6 AWG SOLID BARE COPPER AND APPROVED GROUNDING CLAMPS AND CONNECT TO GROUND ROD SYSTEM.
 6. PROVIDE POLE WITH FACTORY OR FIELD INSTALLED VIBRATION DAMPER TO PREVENT RESONANT INDUCED DAMAGING VIBRATIONS. EXTERNAL DAMPERS OR THOSE TYPES THAT CAN CREATE OBJECTIONABLE NOISE ARE NOT ALLOWED.
 7. MINIMUM 48" CLEAR FROM BACK OF ROAD OR PARKING LOT CURB TO CLOSEST EDGE OF ROADLIGHTING LIGHT POLE BASE.
 8. ALL CONCRETE REINFORCING BARS SHALL BE ASTM A615 GRADE 60.

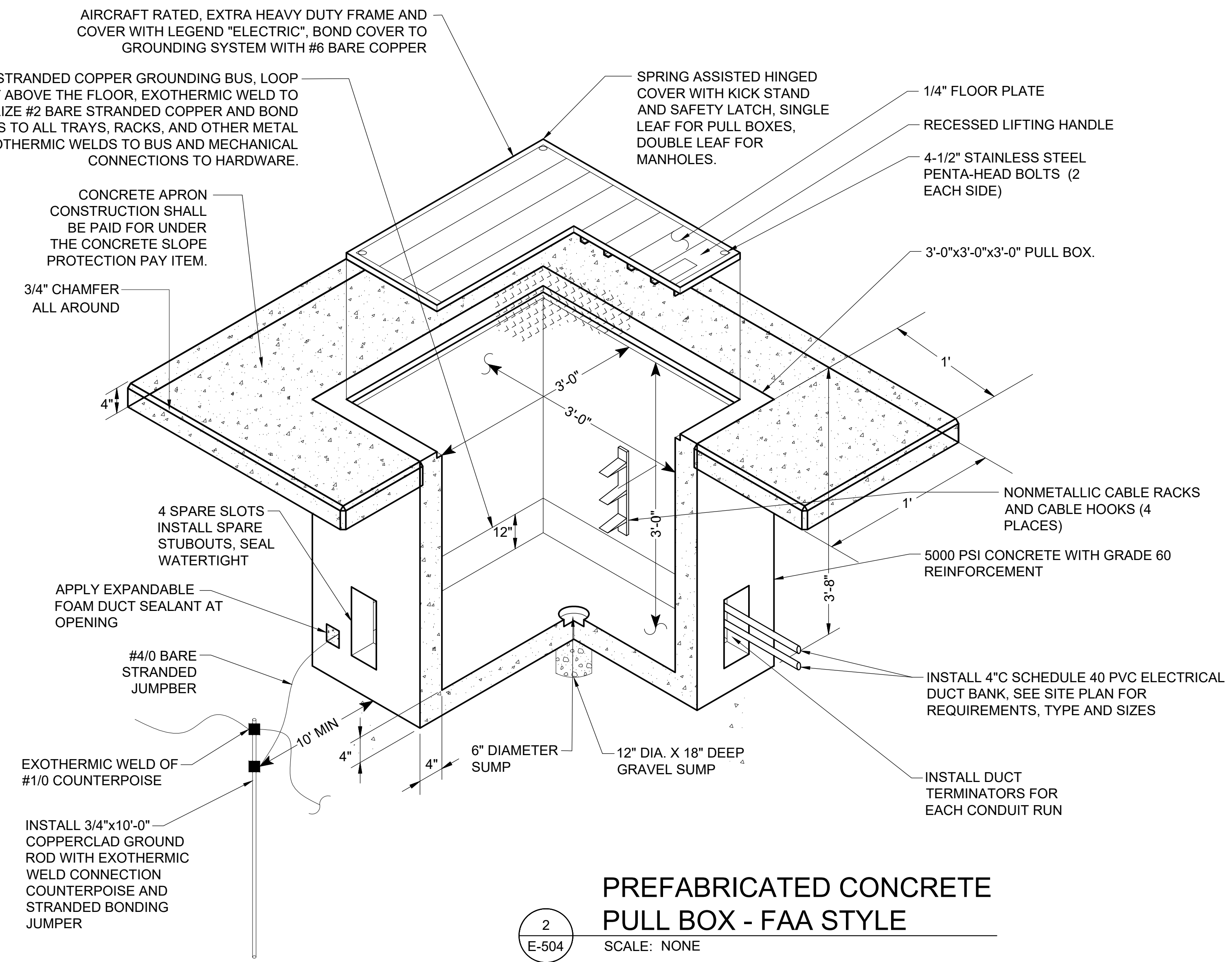


2 HANDHOLE DETAILS
SCALE: NONE

- NOTES:**
1. UL LISTED PULLBOX AND EXTRA HEAVY-DUTY COVER SHALL BE DESIGNED FOR A TEST LOAD OF 33,750 LBS AND A DESIGN LOAD OF 22,500 LBS.
 2. PROVIDE PULLBOX WITH 2-2" STUBOUTS IN EACH FACE, CAPPED WATERTIGHT.
 3. PULLBOX INTERIOR DIMENSIONS SHALL BE 30" L x 17" W x 24" D.
 4. PROVIDE MINIMUM 36" SLACK CABLE LOOP FOR EACH CABLE.
 5. COLOR CODE, TAG, AND IDENTIFY ALL CABLES IN UL LISTED PULLBOX.
 6. EXACT LOCATION OF EACH UL LISTED PULLBOX SHALL BE APPROVED BY THE OWNER AND ENGINEER.



SECTION VIEW
SCALE: NONE



PREFABRICATED CONCRETE PULL BOX - FAA STYLE
SCALE: NONE

FAA STYLE PULL BOX INSTALLATION NOTES:

1. EACH CABLE SHALL BE IDENTIFIED WITH WIRE MARKER GIVING CIRCUIT NUMBER.
2. ALL CABLE THROUGH HANDHOLE SHALL HAVE SUFFICIENT SLACK SO CABLE CAN BE BROUGHT TO SURFACE FOR SPLICING, MINIMUM 5' SLACK CABLE LOOP.
3. COVER AND PULL BOX SHALL BE DESIGNED FOR A 100 KIPS CONCENTRATED WHEEL LOAD OVER A 12" x 24" AREA.
4. GROUND ROD INSIDE OF PULL BOX SHALL BE DRIVEN PRIOR TO PLACEMENT OF BOX AND CAST IN BOTTOM OF BOX. IT WILL NOT BE CONNECTED TO ANY CIRCUIT.
5. SUBMIT LAYOUT OF EACH MANHOLE AND PULL BOX FOR APPROVAL BY ENGINEER, INDICATING ELECTRICAL DUCT, CONDUIT AND SPARE STUBOUTS.
6. PROVIDE PULL BOX WITH 2-4" SCHEDULE 40 PVC SPARE STUBOUTS IN EACH FACE, EXTENDED 3" MINIMUM BEYOND PULL BOX, CAPPED WATERTIGHT.
7. EXCAVATION AND BACKFILL NECESSARY FOR THE CONSTRUCTION OF THE PULL BOX SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIFICATION REQUIREMENTS.
8. PROVIDE WATERTIGHT CONDUIT BUSHING AND WATERTIGHT SEALS FOR ALL DIRECT BURIED CABLES ENTERING THE HANDHOLE VIA A CONDUIT STUBOUT.
9. PULL BOX COVER SHALL BE 1" MAXIMUM ABOVE FINISHED GRADE. AREA SURROUNDING PULL BOX SHALL BE GRADED TO DRAIN AWAY FROM PULL BOX.
10. BOND AND GROUND COVER AND FRAME TO ROD USING BRAIDED COPPER GROUND STRAP EQUIVALENT AMPACITY TO #6 AWG COPPER WIRE.
11. GRADE THE AREA AROUND THE PULL BOX 10' IN ALL DIRECTIONS SUCH TO PREVENT WATER AND DIRT ACCUMULATION ACROSS THE TOP OF THE COVER AND ALLOW WATER TO DRAIN AWAY FROM THE PULL BOX.
12. INSTALL A PERMANENT MEANS OF SEPARATION IN HANDHOLES CONTAINING BOTH 5kV AND 600V CONDUCTORS. PROVIDE HANDHOLE SECTION LABELS IDENTIFYING THE 5kV AND 600V SECTIONS OF THE HANDHOLE.
13. BOND NEUTRAL CONDUCTORS OF SHIELDED 5kV CABLES TO #4/0 BARE STRANDED COPPER CONDUCTOR.

REV.	DATE	DESCRIPTION



ADDISON AIRPORT
ADDISON, TEXAS
CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

AIRFIELD ELECTRICAL DETAILS IV

JOB NO.: 17081101
DATE: MARCH 2020
DESIGNED BY: MCL
DRAWN BY: MCL

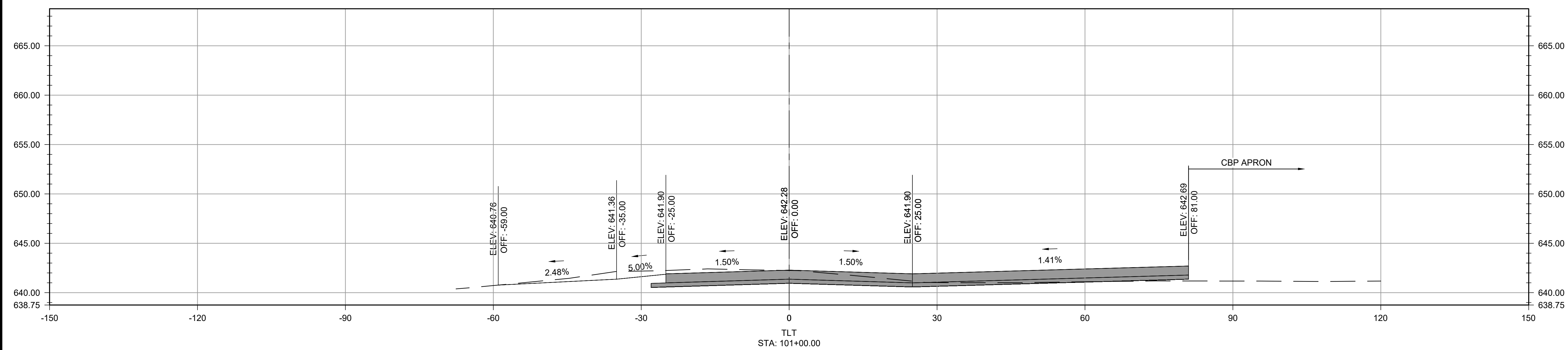
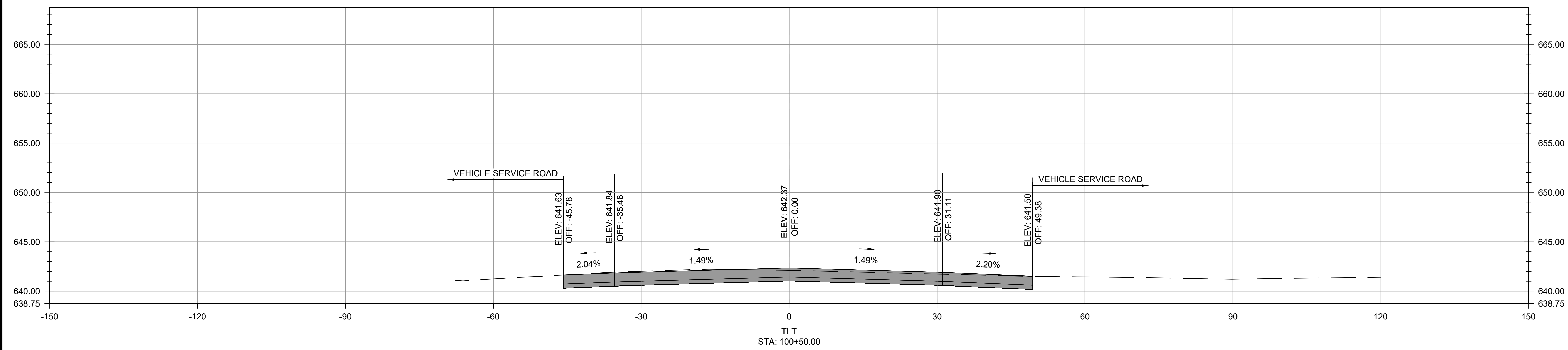
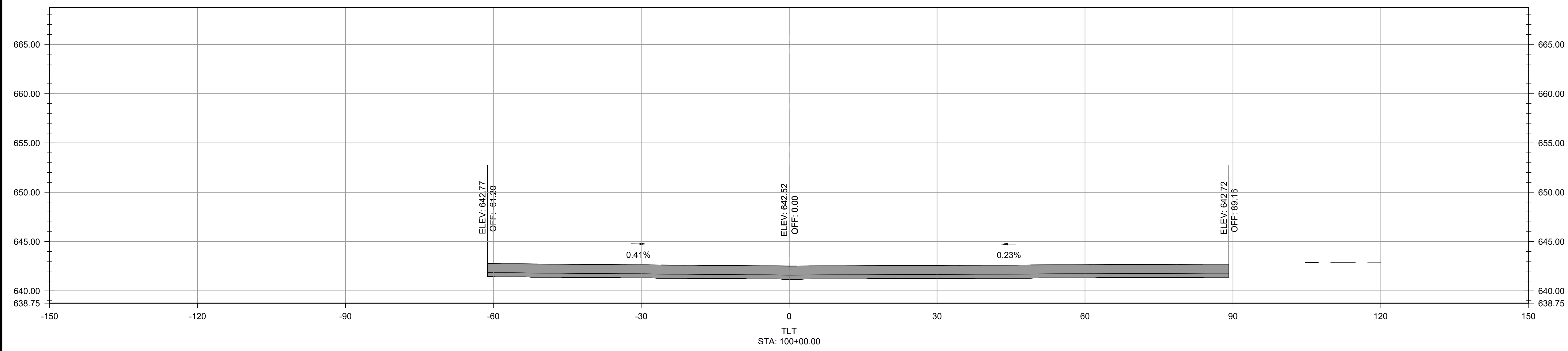
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REV.	DATE	DESCRIPTION



ADDISON AIRPORT
 ADDISON, TEXAS
 CUSTOMS AND BORDER PROTECTION FACILITY (AIRSIDE)

TAXILANE T CROSS SECTIONS 1

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

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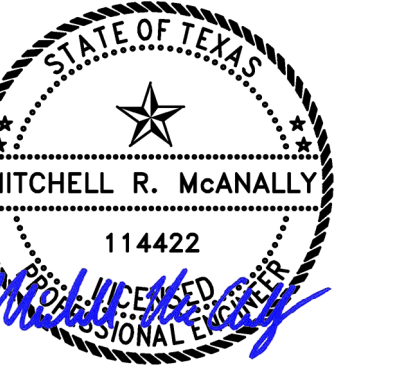
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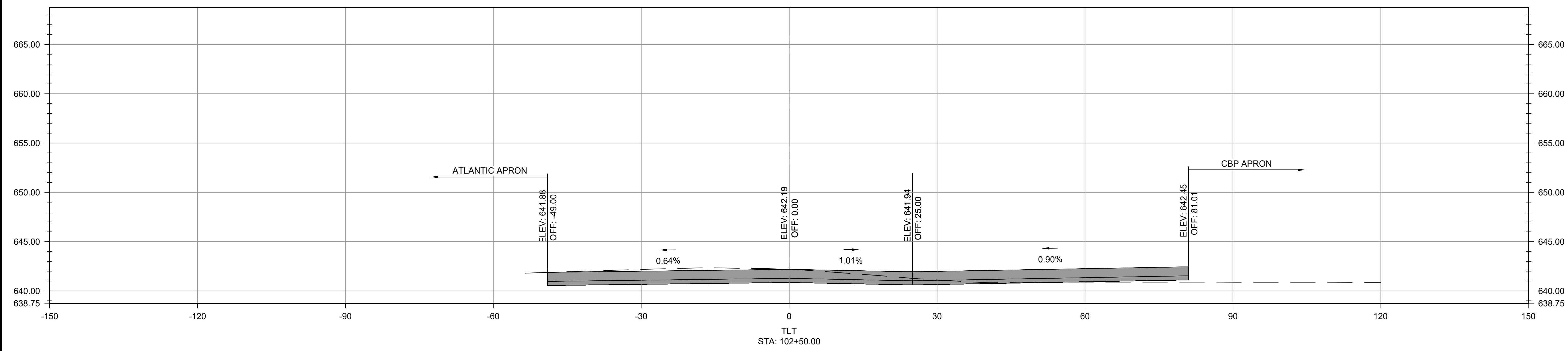
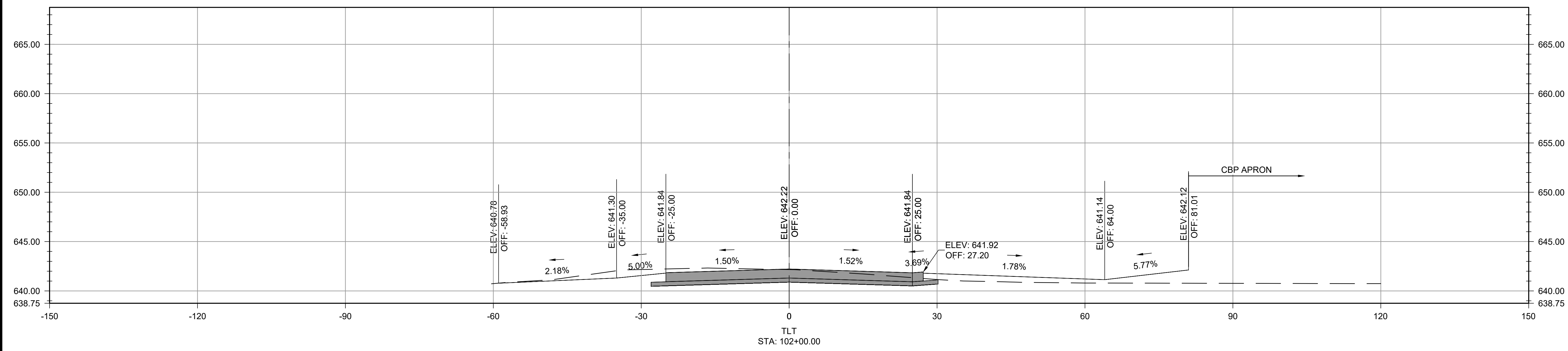
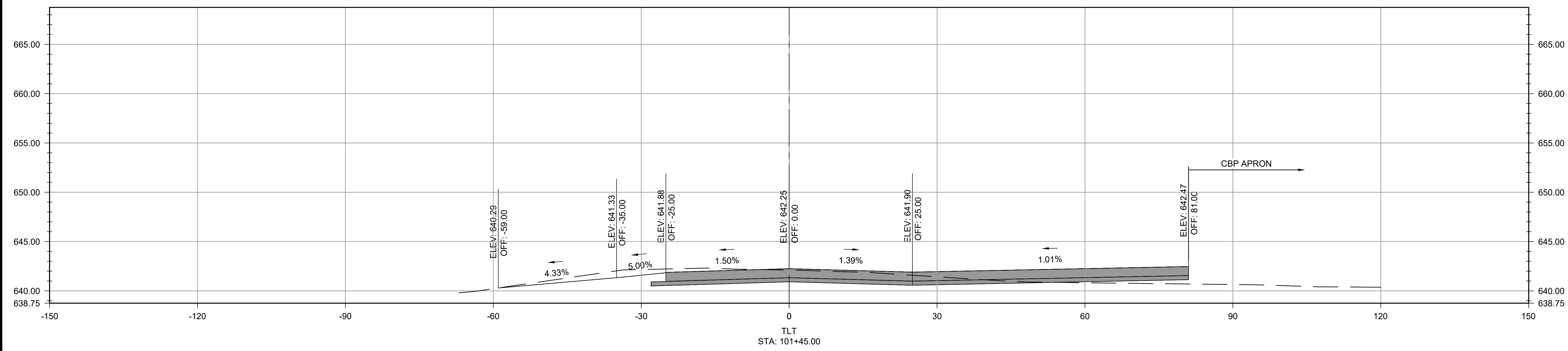
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TAXILANE T CROSS SECTIONS 2

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
 DRAWN BY: KKR

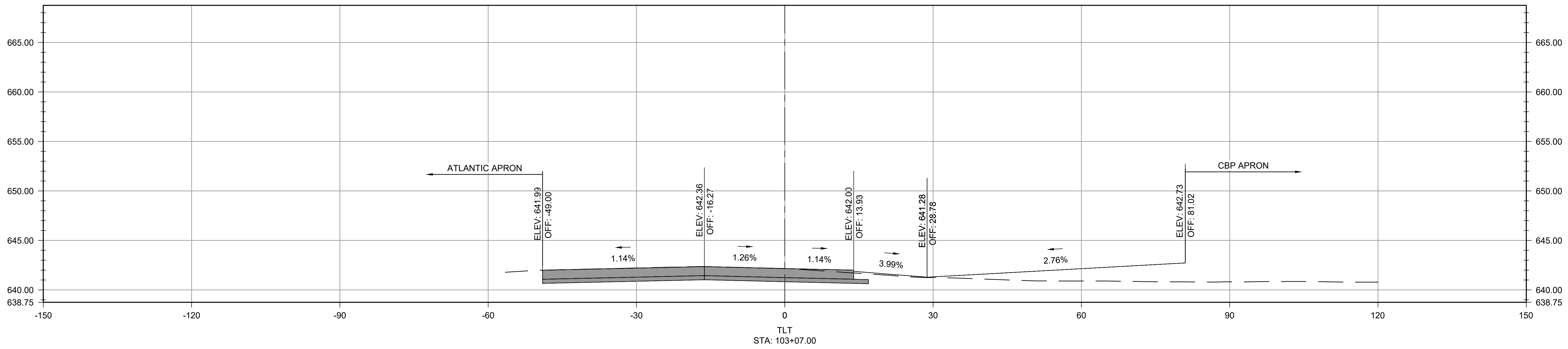
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TAXILANE T CROSS SECTIONS 3

JOB NO.: 17081101
 DATE: MARCH 2020
 DESIGNED BY: KKR
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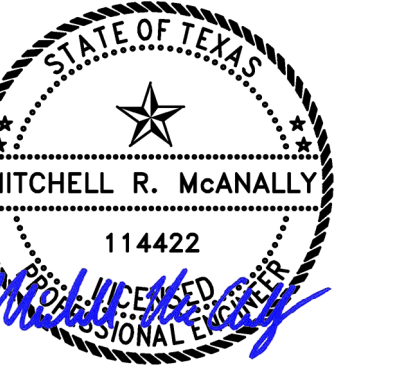
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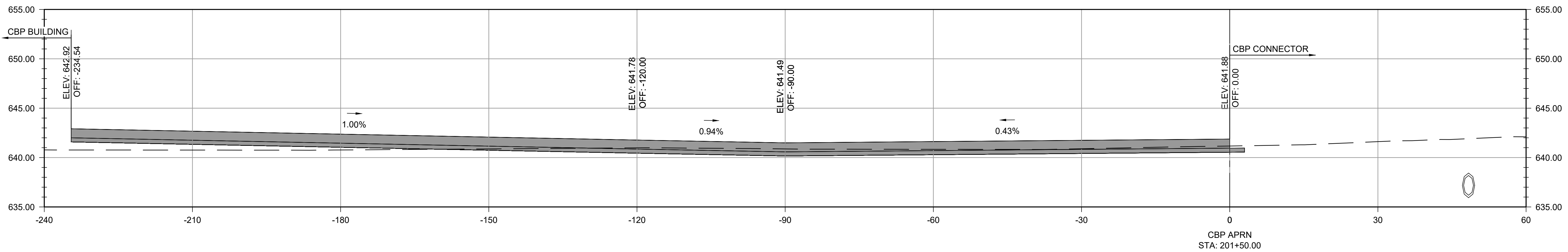
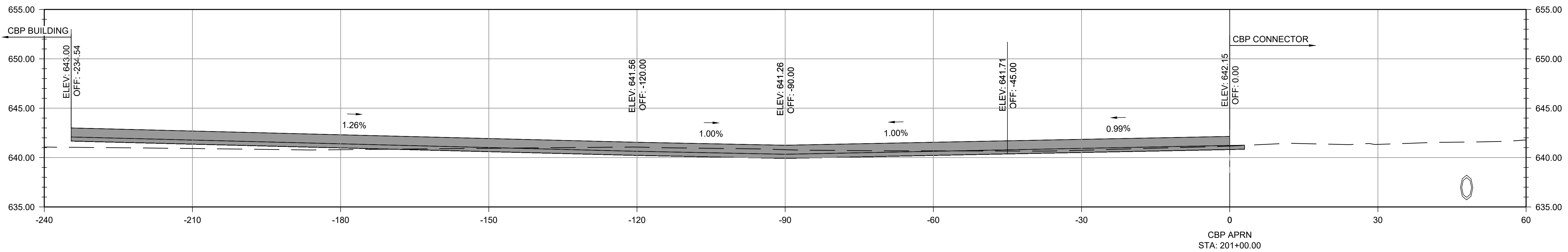
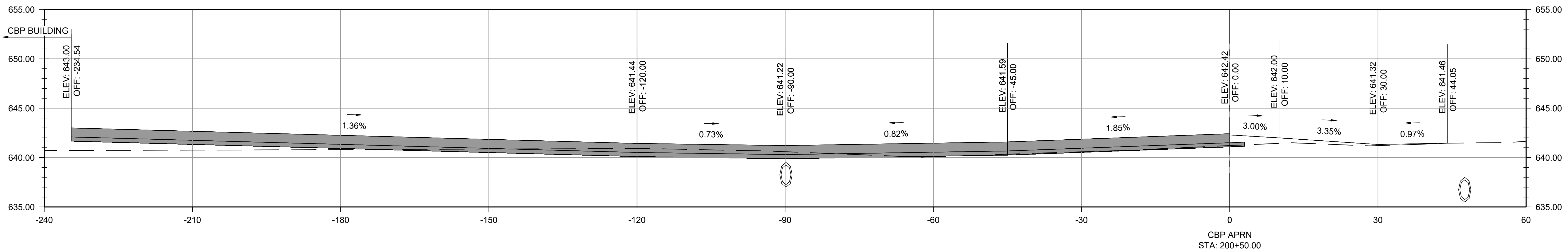
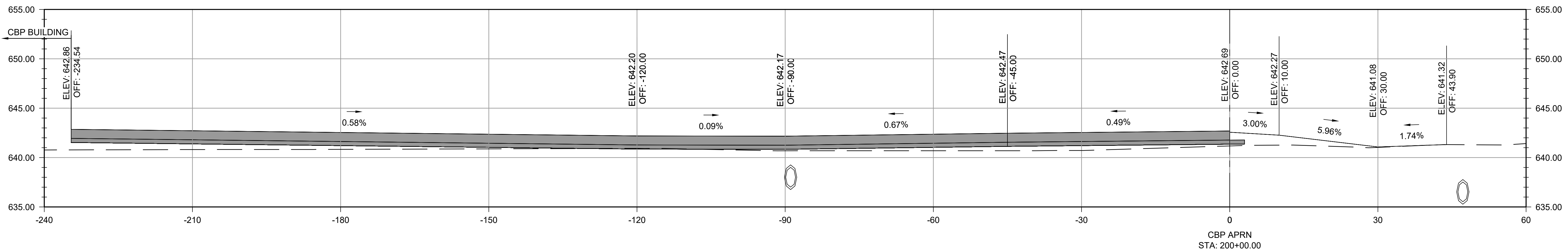
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JOB NO.: 17081101
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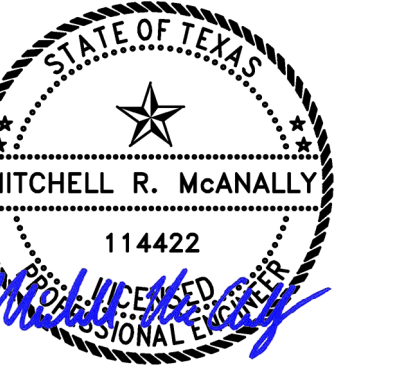
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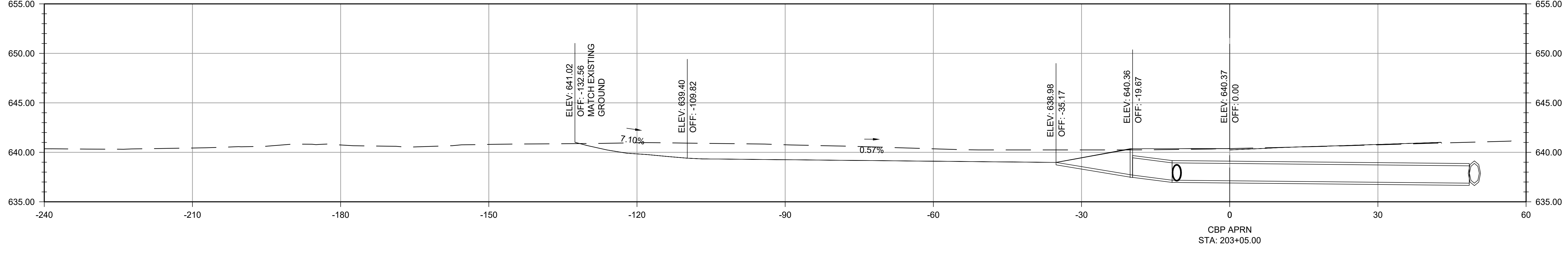
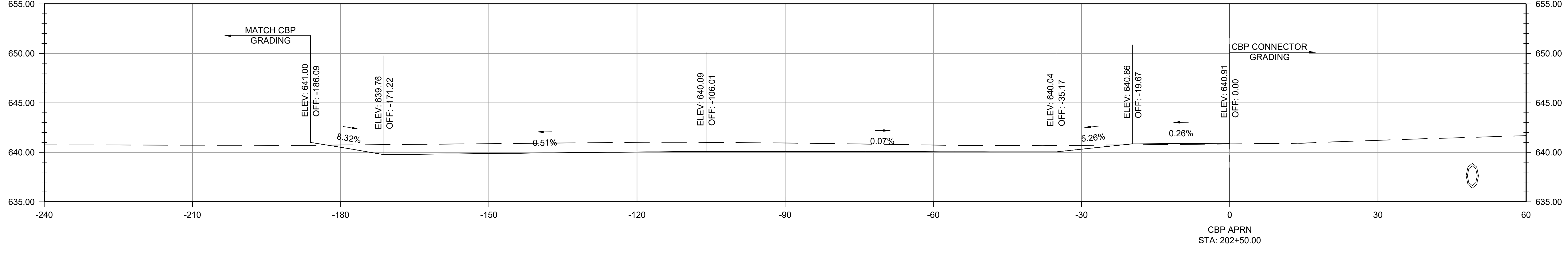
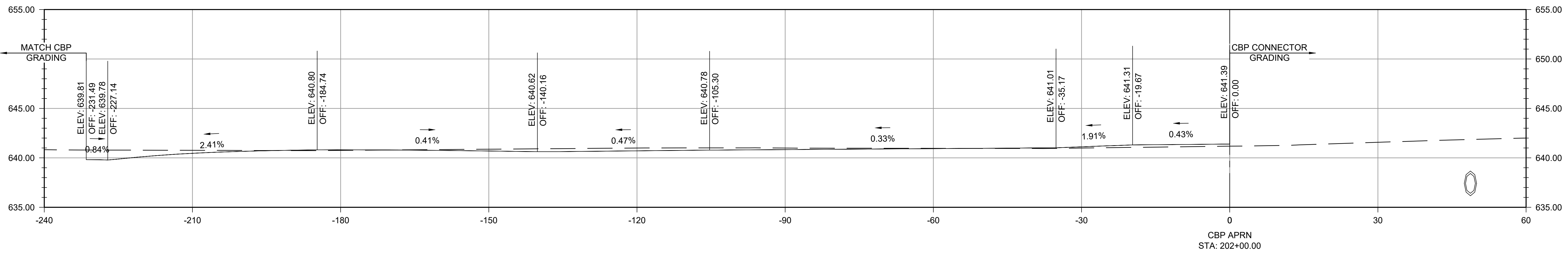
CBP APRON CROSS SECTIONS 2

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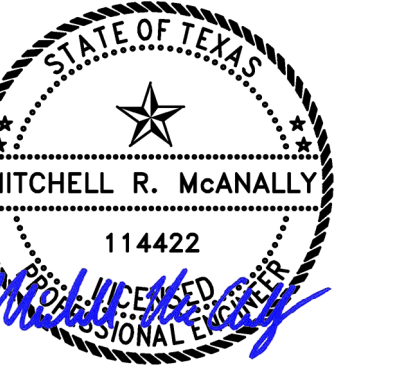
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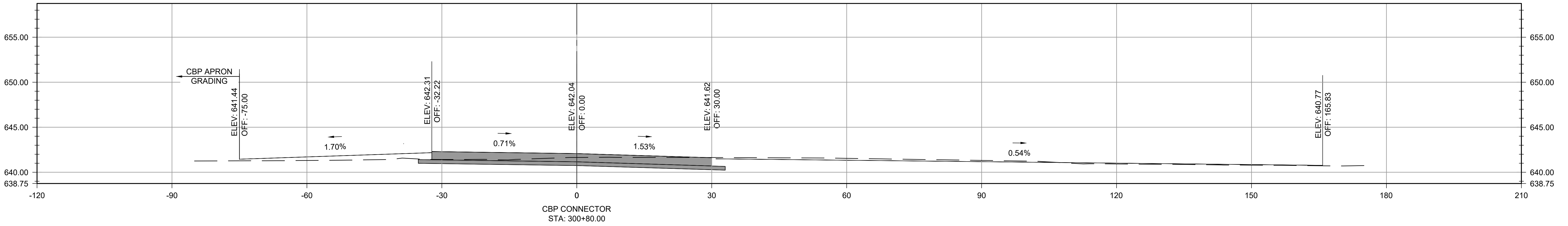
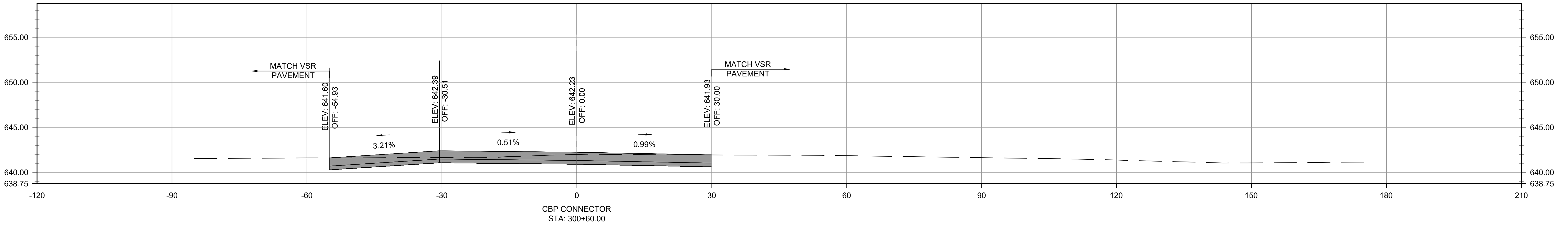
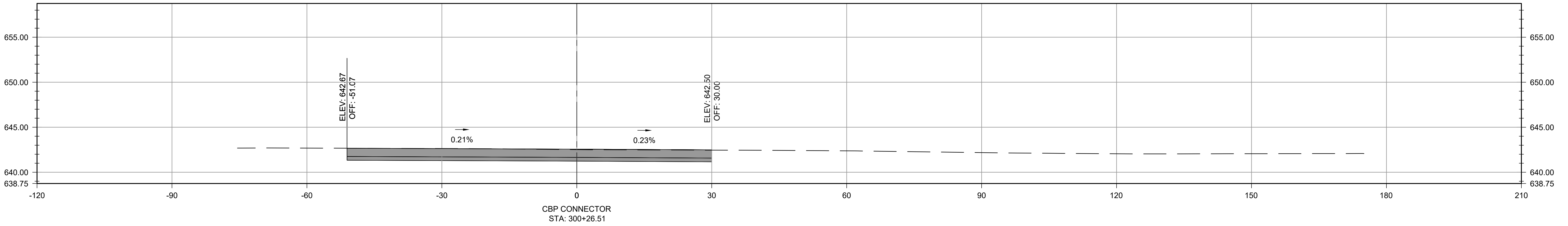
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CBP CONNECTOR CROSS SECTIONS 1

JOB NO.: 17081101
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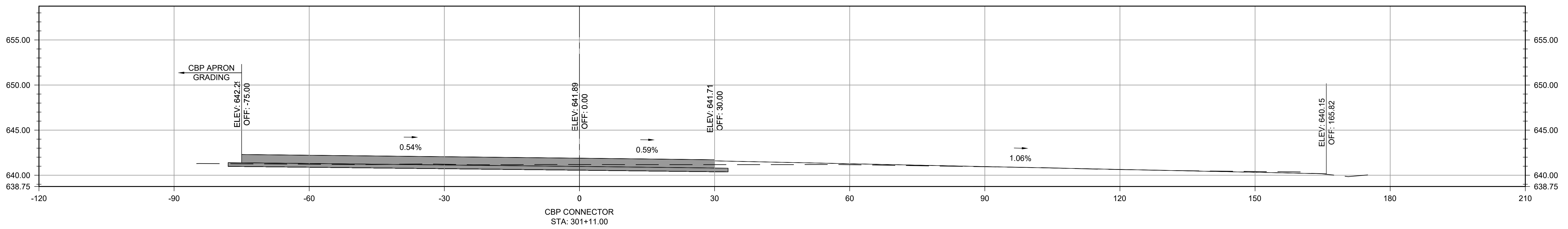
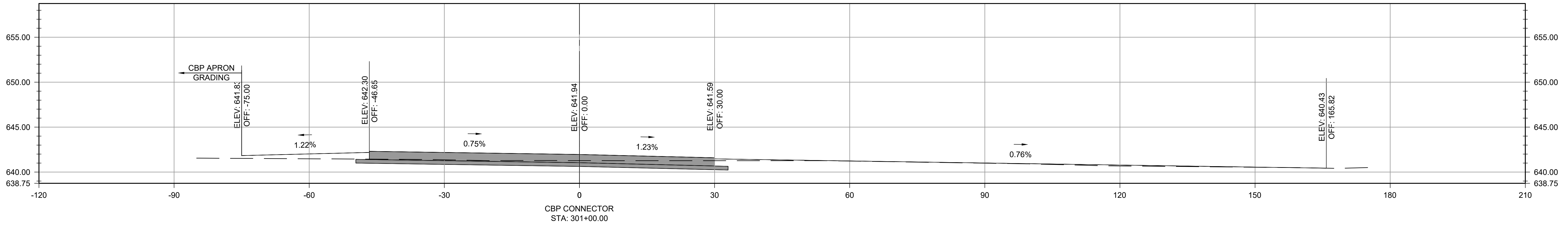
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CBP CONNECTOR CROSS SECTIONS 2

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XSEC7

SHEET NUMBER
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