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June 6, 2023

2306ANDRW - Addendum No. 2 To Contract Documents and Plans

Andrews County Airport (E11) Runway 16-34 and Taxiway A Reconstruction TxDOT CSJ No. 2306ANDRW

This addendum shall be a part of the Plans, Contract Documents and Specifications to the same extent as though it were originally included therein, and it shall supersede anything contained in the Plans, Contract Documents, and Specifications with which it might conflict. This addendum, including all attachments, shall become part of the Contract and all provisions of the Contract shall apply thereto. The time provided for completion of the Contract has not been changed as noted in this addendum. Acknowledgement of receipt of this Addendum must be provided on TxDOT Bid Form page 7 included in the Contract Documents.

Questions asked before June 6th, 2023 include:

- 1. Detail 1 on Sheet CP-005 says that the soil material used to fill the void caused by the removal of existing asphalt and base will be subsidiary to P-101. Can you verify that this quantity is not included in the 8,994 C.Y. of Embankment shown for Schedule 1?
 - Detail 1 on Sheet CP-005 was updated in this Addendum to read, "shall be paid for under P-152." The quantity was calculated within the 8,994 C.Y. of embankment for Schedule 1.
- 2. In Specification Section 152-2.3 Borrow Excavation, it states that "Caliche base course material obtained from on-site pavement demolition operations may be utilized as select fill beneath pavements, embankment construction, or undercut backfill" If that is the case, in areas where pavement is removed and no new-pavement section constructed (south end of runway, Taxiway G, Taxiway 11 Ext), can the existing base be left in place and only the asphalt pavement be removed?
 - The existing base may be left in-place in areas where the pavement is to be removed but where no new pavement is to be reconstructed. The contractor will be responsible for 4-inches of topsoil, seeding/sodding, and establishing the proposed grades in these areas.
- 3. Shouldn't Schedule 2 have a Full Depth Asphalt Pavement Removal Item for the removal of the existing Taxiway G?
 - The Full Depth Asphalt Pavement Removal Item for Schedule 2 for Taxiway G was calculated to be 2,787 S.Y. and has been updated on the Bid Form of this Addendum.
- 4. Will the engineer's estimate be provided to bidders?
 - No, the engineer's opinion of probably cost was not provided. However, the overall estimate totals for the Base Bid and Additive Alternate 1 are provided on the TxDOT Aviation Bidder's List.

Revisions or additions made to the Contract Documents and Plans:

Bid Form

- 1. Added Pay Item D-701-5.2 12" Reinforced Concrete Pipe to Schedule 1 for a quantity of 330 L.F.
- 2. Added Pay Item D-752-5.1 Safety End Treatment (12" Dia, 2 Barrel, Type II, TxDOT SETP-PD) to Schedule 1 for a quantity of 2 E.A.
- 3. Added Pay Item P-153-6.1 Controlled Low-Strength Material (CLSM) to Schedule 1 for a quantity of 18 C.Y.
- 4. Added Pay Item P-101-5.1 Asphalt Pavement Removal to Schedule 2 for a quantity of 2,787 S.Y.
- 5. Increased Pay Item P-152-4.3 Embankment In Place for Schedule 1 to 9,574 C.Y.
- 6. Reduced Pay Item P-207-5.1 In-Place Full Depth Recycled (FDR) Asphalt Aggregate Base Course (8" Depth) for Schedule 1 to 69,745 S.Y.
- 7. Increased Pay Item P-156-8.1 Cement Treated Subgrade (6") for Schedule 1 to 11,875 S.Y.
- 8. Increased Pay Item P-209-5.1 Crushed Aggregate Base Course (6") for Schedule 1 to 11,300 S.Y.
- 9. Decreased Pay Item T-901-5.1 Seeding for Schedule 1 to 20.2 A.C.

Specification

- 1. Updated the "Table of Contents of Technical Specifications" to include D-752 Concrete Culverts, Headwalls, and Miscellaneous Drainage Structures.
- 2. Updated the "Drawing Index" to include sheets CC-102 and CC-502.
- 3. Added Specification D-752 Concrete Culverts, Headwalls, and Miscellaneous Drainage Structures.
- 4. Unstruck section D-701-3.4a for Concrete Pipe.
- 5. Unstruck section D-701-3.5-1a to include, "If CLSM embedment material is used, it shall conform to the plan details."
- 6. Updated D-701-5.0 to include Pay Item D-701-5.2 for 12" Reinforced Concrete Pipe per linear foot.

Plans

- 1. Updated the Sheet List on sheet GI-002 to include added sheets CC-102 and CC-502.
- 2. Updated GI-101 to include the additional New Construction pavement limits on Taxiway A and updated the earthwork table quantity for Schedule 1.
- 3. Updated sheet GI-201 to include the Taxiway A drainage pipe baseline "Storm Line A".
- 4. Updated the "Number" column for the Taxiway G Baselines on sheet GI-202.
- 5. Updated the asphalt pavement removal and full depth reclamation areas on Taxiway A on sheet CD-102.
- 6. Updated Typical Section 4 on sheet CP-002 to reflect the updated New Construction pavement limits on Taxiway A from Sta 207+00.00 to Sta 218+52.00
- 7. Updated callout on Detail 1 on sheet CP-005 for the fill material to be subsidiary to P-152.
- 8. Updated sheet CP-202 to include the adjustments to the profile and New Construction pavement limits on Taxiway A from Sta 207+00.00 to Sta 218+52.00
- 9. Updated sheet CP-203 to include the adjustments to the profile and New Construction pavement limits on Taxiway A from Sta 207+00.00 to Sta 218+52.00
- 10. Added sheet CC-102, Storm Drain Plan & Profile 2
- 11. Added Detail 4 for Concrete Pipe Encasement to sheet CC-501.
- 12. Added sheet CC-502, Storm Details 2
- 13. Updated sheet XS-202 to reflect the updated New Construction pavement limits on Taxiway A at cross section Sta 207+00.00.
- 14. Updated sheet XS-203 to reflect the updated New Construction pavement limits on Taxiway A from cross sections Sta 208+00.00 to Sta 210+00.00.
- 15. Updated sheet XS-204 to reflect the updated New Construction pavement limits on Taxiway A from cross sections Sta 211+00.00 to Sta 213+00.00.

By:

Alex Jessop, P.E. Project Engineer June 6, 2023 Addendum No.1

Attachments:

- 1. Bid Form
- 2. Table of Contents of Technical Specifications
- 3. Drawing Index
- 4. D-752 Concrete Culverts, Headwalls, and Miscellaneous Drainage Structures
- 5. D-701Pipe for Storm Drains and Culverts
- 6. GI-002 Sheet Index
- 7. GI-101 Project Layout Plan
- 8. GI-201 Survey Control Plan 1
- 9. GI-202 Survey Control Plan 2
- 10. CD-102 Runway 16-34 and Taxiway A Demolition Plan 2
- 11. CP-002 Typical Sections 2
- 12. CP-005 Miscellaneous Details
- 13. CP-202 Taxiway A Plan and Profile 2 14. CP-203 Taxiway A Plan and Profile 3
- 15. CC-102 Storm Drain Plan & Profile 2
- 16. CC-501 Storm Details 1
- 17. CC-502 Storm Details 2
- 18. XS-202 Taxiway A Cross Sections 2
- 19. XS-203 Taxiway A Cross Sections 3 20. XS-204 Taxiway A Cross Sections 4



RUNWAY 16-34 AND TAXIWAY A RECONSTRUCTION

00 01 10 TABLE OF CONTENTS

CONTRACT DOCUMENTS AND GENERAL REQUIREMENTS

SUPPLEMENTAL SPECIFICATIONS

- SS-101 SAFETY PLAN COMPLIANCE DOCUMENT (SPCD)
- SS-120 CONSTRUCTION SAFETY AND SECURITY
- SS-300 BASIC ELECTRICAL REQUIREMENTS
- SS-301 ELECTRICAL DEMOLITION AND RELOCATION WORK
- SS-310 AIRPORT LIGHTING SYSTEMS

TECHNICAL SPECIFICATIONS

- C-100 CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)
- C-102 TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION, AND SILTATION CONTROL
- C-105 MOBILIZATION
- C-110 METHOD OF ESTIMATING PERCENTAGE OF MATERIAL
- WITHIN SPECIFICATION LIMITS (PWL)
- P-101 PREPARATION/REMOVAL OF EXISTING PAVEMENTS
- P-151 CLEARING AND GRUBBING
- P-152 EXCAVATION, SUBGRADE, AND EMBANKMENT
- P-153 CONTROLLED LOW-STRENGTH MATERIAL (CLSM)
- P-156 CEMENT TREATED SUBGRADE
- P-207 IN-PLACE FULL DEPTH RECLAMATION (FDR) RECYCLED ASPHALT AGGREGATE BASE COURSE
- P-209 CRUSHED AGGREGATE BASE COURSE
- P-401 ASPHALT MIX PAVEMENT
- P-602 EMULSIFIED ASPHALT PRIME COAT
- P-603 EMULSIFIED ASPHALT TACK COAT
- P-610 CONCRETE FOR MISCELLANEOUS STRUCTURES
- P-620 RUNWAY AND TAXIWAY MARKING
- T-901 SEEDING
- T-905 TOPSOIL
- D-701 PIPE FOR STORM DRAINS AND CULVERTS
- D-752 CONCRETE CULVERTS, HEADWALLS, AND MISCELLANEOUS DRAINAGE STRUCTURES
- L-108 UNDERGROUND POWER CABLE FOR AIRPORTS
- L-110 AIRPORT UNDERGROUND ELECTRICAL DUCT BANKS AND CONDUITS
- L-115 ELECTRICAL MANHOLES AND JUNCTION STRUCTURES
- L-125 INSTALLATION OF AIRPORT LIGHTING SYSTEMS
- DI DRAWING INDEX

DRAWING INDEX ANDREW'S COUNTY AIRPORT TxDOT CSJ No. 2306ANDRW RUNWAY 16-34 AND TAXIWAY A RECONSTRUCTION

GENERAL

GENERAL	
GI-001	COVER SHEET
GI-002	SHEET INDEX
GI-101	PROJECT LAYOUT PLAN
GI-201	SURVEY CONTROL PLAN 1
GI-202	SURVEY CONTROL PLAN 2
GC-001	CONSTRUCTION SAFETY AND PHASING NOTES 1
GC-002	CONSTRUCTION SAFETY AND PHASING NOTES 2
GC-003	CONSTRUCTION SAFETY AND PHASING PLAN - OVERVIEW
GC-101	CSPP - PHASE 1
GC-201	CSPP - PHASE 2
GC-301	CSPP - PHASE 3
GC-401	CSPP - PHASE 4
GC-601	CONSTRUCTION SAFETY DETAILS
<u>CIVIL</u>	
CE-001	EROSION CONTROL NOTES
CE-101	EROSION CONTROL PLAN
CE-201	EROSION CONTROL DETAILS
CD-101	RUNWAY 16-34 AND TAXIWAY A DEMOLITION PLAN 1
CD-102	RUNWAY 16-34 AND TAXIWAY A DEMOLITION PLAN 2
CD-103	RUNWAY 16-34 AND TAXIWAY A DEMOLITION PLAN 3
CD-104	RUNWAY 16-34 AND TAXIWAY A DEMOLITION PLAN 4
CD-201	TAXIWAY G DEMOLITION PLAN
CD-301	RUNWAY 2-20 AND TAXIWAY D DEMOLITION PLAN 1
CD-302	RUNWAY 2-20 AND TAXIWAY D DEMOLITION PLAN 2
CP-001	TYPICAL SECTIONS 1
CP-002	TYPICAL SECTIONS 2
CP-003	TYPICAL SECTIONS 3
CP-004	TYPICAL SECTIONS 4
CP-005	MISCELLANEOUS DETAILS
CP-101	RUNWAY 16-34 PLAN AND PROFILE 1
CP-102	RUNWAY 16-34 PLAN AND PROFILE 2
CP-103	RUNWAY 16-34 PLAN AND PROFILE 3
CP-104	RUNWAY 16-34 PLAN AND PROFILE 4
CP-105	RUNWAY 16-34 PLAN AND PROFILE 5
CP-106	RUNWAY 16-34 PLAN AND PROFILE 6
CP-107	RUNWAY 16-34 PLAN AND PROFILE 7
CP-108	RUNWAY 16-34 PLAN AND PROFILE 8
CP-109	RUNWAY 16-34 PLAN AND PROFILE 9
CP-110	RUNWAY 16-34 PLAN AND PROFILE 10
CP-111	RUNWAY 16-34 PLAN AND PROFILE 11

AA A A A	
CP-112	RUNWAY 16-34 PLAN AND PROFILE 12
CP-113	RUNWAY 16-34 PLAN AND PROFILE 13
CP-114	RUNWAY 16-34 PLAN AND PROFILE 14
CP-115	RUNWAY 16-34 PLAN AND PROFILE 15
CP-116	RUNWAY 16-34 PLAN AND PROFILE 16
CP-201	TAXIWAY A PLAN AND PROFILE 1
CP-202	TAXIWAY A PLAN AND PROFILE 2
CP-203	TAXIWAY A PLAN AND PROFILE 3
CP-204	TAXIWAY A PLAN AND PROFILE 4
CP-205	TAXIWAY A PLAN AND PROFILE 5
CP-206	TAXIWAY A PLAN AND PROFILE 6
CP-207	TAXIWAY A PLAN AND PROFILE 7
CP-208	TAXIWAY A PLAN AND PROFILE 8
CP-209	TAXIWAY A PLAN AND PROFILE 9
CP-210	TAXIWAY A PLAN AND PROFILE 10
CP-211	TAXIWAY A PLAN AND PROFILE 11
CP-212	TAXIWAY A PLAN AND PROFILE 12
CP-301	TAXIWAY G PLAN AND PROFILE 1
CP-302	TAXIWAY G PLAN AND PROFILE 2
CP-401	TAXIWAT O PLAN AND PROFILE 2
CP-401 CP-402	TAXIWAT D PLAN AND PROFILE 1
CP-501	RUNWAY 2-20 PLAN AND PROFILE 1
CP-502	RUNWAY 2-20 PLAN AND PROFILE 2
CP-601	TAXIWAY H PLAN AND PROFILE
CP-701	TAXIWAY C PLAN AND PROFILE
CP-801	TAXIWAY B PLAN AND PROFILE
CP-901	TAXIWAY D PLAN AND PROFILE 1 (ADDITIVE ALTERNATE 1)
CP-902	TAXIWAY D PLAN AND PROFILE 2 (ADDITIVE ALTERNATE 1)
CP-903	TAXIWAY D PLAN AND PROFILE 3 (ADDITIVE ALTERNATE 1)
CG-101	GRADING PLAN 1
CG-102	GRADING PLAN 2
CC-101	STORM DRAIN PLAN & PROFILE 1
CC-102	STORM DRAIN PLAN & PROFILE 2
CC-501	STORM DETAILS 1
CC-502	STORM DETAILS 2
CM-101	RUNWAY 16-34 PAVEMENT MARKING PLAN 1
CM-102	RUNWAY 16-34 PAVEMENT MARKING PLAN 2
CM-103	RUNWAY 16-34 PAVEMENT MARKING PLAN 3
CM-104	RUNWAY 16-34 PAVEMENT MARKING PLAN 4
CM-105	RUNWAY 16-34 PAVEMENT MARKING PLAN 5
CM-106	RUNWAY 16-34 PAVEMENT MARKING PLAN 6
CM-107	RUNWAY 16-34 PAVEMENT MARKING PLAN 7
CM-201	TAXIWAY A PAVEMENT MARKING PLAN 1
CM-202	TAXIWAY A PAVEMENT MARKING PLAN 2
CM-203	TAXIWAY A PAVEMENT MARKING PLAN 3
CM-204	TAXIWAY A PAVEMENT MARKING PLAN 4
CM-205	TAXIWAY A PAVEMENT MARKING PLAN 5

CM-206	TAXIWAY A PAVEMENT MARKING PLAN 6
CM-207	CONNECTOR TAXIWAY A PAVEMENT MARKING PLAN 7
CM-301	TAXIWAY G PAVEMENT MARKING PLAN
CM-401	TAXIWAY D PAVEMENT MARKING PLAN
CM-402	TAXIWAY D PAVEMENT MARKING PLAN 1 (ADDITIVE ALTERNATE 1)
CM-403	TAXIWAY D PAVEMENT MARKING PLAN 2 (ADDITIVE ALTERNATE 1)
CM-501	RUNWAY 2-20 PAVEMENT MARKING PLAN
CM-601	TAXIWAYS C & H PAVEMENT MARKING PLAN
CM-701	TAXIWAY B PAVEMENT MARKING PLAN
CM-901	PAVEMENT MARKING DETAILS 1
CM-902	PAVEMENT MARKING DETAILS 2

ELECTRICAL

EN-001	LIGHTING LEGEND & GENERAL NOTES
ED-101	RUNWAY 16-34 AND TAXIWAY A LIGHTING REMOVAL PLAN 1
ED-102	RUNWAY 16-34 AND TAXIWAY A LIGHTING REMOVAL PLAN 2
ED-103	RUNWAY 16-34 AND TAXIWAY A LIGHTING REMOVAL PLAN 3
ED-104	RUNWAY 16-34 AND TAXIWAY A LIGHTING REMOVAL PLAN 4
ED-201	LIGHTING REMOVAL DETAILS
EL-101	RUNWAY 16-34 AND TAXIWAY A LIGHTING INSTALLATION PLAN 1
EL-102	RUNWAY 16-34 AND TAXIWAY A LIGHTING INSTALLATION PLAN 2
EL-103	RUNWAY 16-34 AND TAXIWAY A LIGHTING INSTALLATION PLAN 3
EL-104	RUNWAY 16-34 AND TAXIWAY A LIGHTING INSTALLATION PLAN 4
EL-201	LIGHTING INSTALLATION DETAILS 1
EL-202	LIGHTING INSTALLATION DETAILS 2
EL-203	LIGHTING INSTALLATION DETAILS 3
EL-204	LIGHTING INSTALLATION DETAILS 4
EL-205	LIGHTING INSTALLATION DETAILS 5
EL-206	LIGHTING INSTALLATION DETAILS 6
EL-207	LIGHTING INSTALLATION DETAILS 7
EL-208	LIGHTING INSTALLATION DETAILS 8
EL-209	LIGHTING INSTALLATION DETAILS 9

CROSS SECTIONS

XS-101	RUNWAY 16-34 CROSS SECTIONS 1
XS-102	RUNWAY 16-34 CROSS SECTIONS 2
XS-103	RUNWAY 16-34 CROSS SECTIONS 3
XS-104	RUNWAY 16-34 CROSS SECTIONS 4
XS-105	RUNWAY 16-34 CROSS SECTIONS 5
XS-106	RUNWAY 16-34 CROSS SECTIONS 6
XS-107	RUNWAY 16-34 CROSS SECTIONS 7
XS-108	RUNWAY 16-34 CROSS SECTIONS 8
XS-109	RUNWAY 16-34 CROSS SECTIONS 9
XS-110	RUNWAY 16-34 CROSS SECTIONS 10
XS-111	RUNWAY 16-34 CROSS SECTIONS 11
XS-112	RUNWAY 16-34 CROSS SECTIONS 12
XS-113	RUNWAY 16-34 CROSS SECTIONS 13

XS-114	RUNWAY 16-34 CROSS SECTIONS 14
XS-115	RUNWAY 16-34 CROSS SECTIONS 15
XS-116	RUNWAY 16-34 CROSS SECTIONS 16
XS-117	RUNWAY 16-34 CROSS SECTIONS 17
XS-118	RUNWAY 16-34 CROSS SECTIONS 18
XS-119	RUNWAY 16-34 CROSS SECTIONS 19
XS-120	RUNWAY 16-34 CROSS SECTIONS 20
XS-121	RUNWAY 16-34 CROSS SECTIONS 21
XS-122	RUNWAY 16-34 CROSS SECTIONS 22
XS-123	RUNWAY 16-34 CROSS SECTIONS 23
XS-124	RUNWAY 16-34 CROSS SECTIONS 24
XS-125	RUNWAY 16-34 CROSS SECTIONS 25
XS-125 XS-126	RUNWAY 16-34 CROSS SECTIONS 25
XS-201	TAXIWAY A CROSS SECTIONS 1
XS-202	TAXIWAY A CROSS SECTIONS 2
XS-203	TAXIWAY A CROSS SECTIONS 3
XS-204	TAXIWAY A CROSS SECTIONS 4
XS-205	TAXIWAY A CROSS SECTIONS 5
XS-206	TAXIWAY A CROSS SECTIONS 6
XS-207	TAXIWAY A CROSS SECTIONS 7
XS-208	TAXIWAY A CROSS SECTIONS 8
XS-209	TAXIWAY A CROSS SECTIONS 9
XS-210	TAXIWAY A CROSS SECTIONS 10
XS-211	TAXIWAY A CROSS SECTIONS 11
XS-212	TAXIWAY A CROSS SECTIONS 12
XS-213	TAXIWAY A CROSS SECTIONS 13
XS-214	TAXIWAY A CROSS SECTIONS 14
XS-215	TAXIWAY A CROSS SECTIONS 15
XS-216	TAXIWAY A CROSS SECTIONS 16
XS-217	TAXIWAY A CROSS SECTIONS 17
XS-218	TAXIWAY A CROSS SECTIONS 18
XS-219	TAXIWAY A CROSS SECTIONS 19
XS-301	TAXIWAY G CROSS SECTIONS 1
XS-302	TAXIWAY G CROSS SECTIONS 2
XS-303	TAXIWAY G CROSS SECTIONS 3
XS-304	TAXIWAY G CROSS SECTIONS 4
XS-305	TAXIWAY G CROSS SECTIONS 5
XS-401	TAXIWAT G CROSS SECTIONS 5
XS-402	TAXIWAY D CROSS SECTIONS 2
XS-403	TAXIWAY D CROSS SECTIONS 3
XS-404	TAXIWAY D CROSS SECTIONS 4
XS-405	TAXIWAY D CROSS SECTIONS 5
XS-406	TAXIWAY D CROSS SECTIONS 6
XS-501	RUNWAY 2-20 CROSS SECTIONS 1
XS-502	RUNWAY 2-20 CROSS SECTIONS 2
XS-503	RUNWAY 2-20 CROSS SECTIONS 3
XS-504	RUNWAY 2-20 CROSS SECTIONS 4

XS-505	RUNWAY 2-20 CROSS SECTIONS 5
XS-506	RUNWAY 2-20 CROSS SECTIONS 6
XS-601	TAXIWAY H CROSS SECTIONS 1
XS-602	TAXIWAY H CROSS SECTIONS 2
XS-701	TAXIWAY C CROSS SECTIONS 1
XS-702	TAXIWAY C CROSS SECTIONS 2
XS-801	TAXIWAY B CROSS SECTIONS 1
XS-802	TAXIWAY B CROSS SECTIONS 2
XS-901	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 4
XS-902	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 5
XS-903	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 6
XS-904	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 7
XS-905	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 8
XS-906	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 9
XS-907	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 10
XS-908	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 11
XS-909	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 12

ITEM D-752 CONCRETE CULVERTS, HEADWALLS, AND MISCELLANEOUS DRAINAGE STRUCTURES

DESCRIPTION

752-1.1 This item shall consist of plain [<u>reinforced</u>] concrete culverts, headwalls, and miscellaneous drainage **Safety End Treatment** structures constructed in accordance with these specifications, at the specified locations and conforming to the lines, grades, and dimensions shown on the plans or required by the RPR.

MATERIALS

752-2.1 Concrete. Plain concrete shall meet the requirements of Item P-610.

CONSTRUCTION METHODS

752-3.1 Unclassified excavation.

a. Trenches and foundation pits for structures or structure footings shall be excavated to the lines and grades and elevations shown on the plans. The excavation shall be of sufficient size to permit the placing of the full width and length of the structure or structure footings shown. The elevations of the bottoms of footings, as shown on the plans, shall be considered as approximate only; and the RPR may approve, in writing, changes in dimensions or elevations of footings necessary to secure a satisfactory foundation.

b. Boulders, logs, or any other objectionable material encountered in excavation shall be removed. All rock or other hard foundation material shall be cleaned of all loose material and cut to a firm surface either level, stepped, or serrated, as directed by the RPR. All seams or crevices shall be cleaned out and grouted. All loose and disintegrated rock and thin strata shall be removed. When concrete will rest on a surface other than rock, the bottom of the excavation shall not be disturbed and excavation to final grade shall not be made until immediately before the concrete or reinforcing steel is placed.

c. The Contractor shall do all bracing, sheathing, or shoring necessary to perform and protect the excavation and the structure as required for safety or conformance to governing laws. The cost of bracing, sheathing, or shoring shall be included in the unit price bid for excavation.

d. All bracing, sheathing, or shoring shall be removed by the Contractor after the completion of the structure. Removal shall not disturb or damage the finished concrete. The cost of removal shall be included in the unit price bid for excavation.

e. After each excavation is completed, the Contractor shall notify the RPR. No concrete or reinforcing steel shall be placed until the RPR has approved the depth of the excavation and the character of the foundation material.

752-3.2 Backfilling.

a. After a structure has been completed, backfilling with approved material shall be accomplished by applying the fill in horizontal layers not to exceed 8 inches in loose depth, and compacted. The field density of the compacted material shall be at least 90% of the maximum density for cohesive soils and 95% of the maximum density for noncohesive soils. The maximum density shall be determined in accordance with ASTM D698. The field density shall be determined in accordance with ASTM D1556.

The in-place field density shall be determined in accordance with ASTM D1556

b. No backfilling shall be placed against any structure until approved by the RPR. For concrete, approval shall not be given until the concrete has been in place seven (7) days, or until tests establish that the concrete has attained sufficient strength to withstand any pressure created by the backfill or the placement methods.

c. Fill placed around concrete culverts shall be deposited on each side at the same time and to approximately the same elevation. All slopes bounding or within the areas to be backfilled shall be stepped or serrated to prevent wedge action against the structure.

d. Backfill will not be measured for direct payment. Performance of this work shall be considered as a subsidiary obligation of the Contractor, covered under the *item which it is contained*. contract unit price for "unclassified excavation for structures."

752-3.3 Weep holes. Weep holes shall be constructed as shown on the plans.

752-3.4 Cleaning and restoration of site. After the backfill is completed, the Contractor shall dispose of all surplus material, dirt, and rubbish from the site. Surplus dirt may be deposited in embankment, shoulders, or as approved by the RPR. The Contractor shall restore all disturbed areas to their original condition. The Contractor shall remove all tools and equipment, leaving the entire site free, clear, and in good condition.

METHOD OF MEASUREMENT

752-4.1 The quantity of unclassified excavation for structures shall be the number of cubic yards measured in original position, of material excavated in accordance with the plans, or as approved by the RPR; but in no case shall any yardage be included in the measurement for payment which is outside of a volume bounded by vertical planes 18 inches outside of and parallel to the neat lines of the footings.

752-4.2 Concrete shall be measured by the number of cubic yards of concrete, complete in place and accepted. In computing the yardage of concrete for payment, the dimensions used shall be those shown on the plans or approved by the RPR. No measurements or other allowances shall be made for forms, false work, cofferdams, pumping, bracing, expansion joints, or finishing of the concrete. No deductions in yardage shall be made for the volumes of reinforcing steel or embedded items.

752-4.3 The quantity of reinforcing steel shall be the calculated theoretical number of pounds placed as shown on the plans, complete in place and accepted. The unit weight used for deformed bars shall be the weight of plain square or round bars, as the case may be, of equal nominal size.

752-4.1 Concrete culverts, headwalls, and miscellaneous drainage **safety end treatment** structures shall be measured by the unit, completed in place and accepted.

752-4.2 Reinforcing steel shall not be measured for separate payment but shall be considered subsidiary to the structure in which it is contained.

BASIS OF PAYMENT

752-5.1 Payment will be made at the contract unit price per cubic yard for unclassified excavation for structures.

752-5.2 Payment will be made at the contract unit price per cubic yard for concrete for the structures.

752-5.3 Payment will be made at the contract unit price per pound for reinforcing steel.

752-5.1 Payment will be made at the contract unit price per each for concrete <u>culverts</u>, headwalls, and <u>miscellaneous drainage</u> **safety end treatment** structures. These prices shall be full compensation for furnishing all materials and for all preparation, excavation, and placing the materials, furnishing and installation of such specials and connections to pipes and other structures as may be required to complete the item as shown on the plan; and for all labor, equipment, tools, and incidentals necessary to complete the structure.

Payment will be made under:

Item D-752 5.1 Safety End Treatment (12" Dia, Type II, TxDOT SETP-PD) — per Each

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

ASTM International (ASTM)

ASTM D698	Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Standard Effort (12,400 ft-lb/ft ³ (600 kN-m/m ³))
ASTM D1556	Standard Test Method for Density and Unit Weight of Soil in Place by the Sand-Cone Method

END OF ITEM D-752

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ITEM D-701 PIPE FOR STORM DRAINS AND CULVERTS

DESCRIPTION

701-1.1 This item shall consist of the construction of pipe culverts and storm drains in accordance with these specifications and in reasonably close conformity with the lines and grades shown on the plans.

MATERIALS

701-2.1 Materials shall meet the requirements shown on the plans and specified below. Underground piping and components used in drainage systems for terminal and aircraft fueling ramp drainage shall be noncombustible and inert to fuel in accordance with National Fire Protection Association (NFPA) 415.

701-2.2 Pipe. The pipe shall be of the type called for on the plans or in the proposal and shall be in accordance with the following appropriate requirements:

ASTM F667 Standard Specification for 3 through 24 in Corrugated Polyethylene Pipe and Fittings

ASTM F714 Standard Specification for Polyethylene (PE) Plastic Pipe (DR-PR) Based on Outside Diameter

ASTM F2736 Standard Specification for 6 to 30 in. (152 to 762 mm) Polypropylene (PP) Corrugated Single Wall Pipe and Double Wall Pipe

701-2.3 Concrete. Not Used.

701-2.4 Rubber gaskets. Rubber gaskets for rigid pipe shall conform to the requirements of ASTM C443. Rubber gaskets for PVC pipe, polyethylene, and polypropylene pipe shall conform to the requirements of ASTM F477. Rubber gaskets for zinc-coated steel pipe and precoated galvanized pipe shall conform to the requirements of ASTM D1056, for the "RE" closed cell grades. Rubber gaskets for steel reinforced thermoplastic ribbed pipe shall conform to the requirements of ASTM F477.

701-2.5 Joint mortar. Not used.

701-2.6 Joint fillers. Not used.

701-2.7 Plastic gaskets. Not used.

701-2.8. Controlled low-strength material (CLSM). Controlled low-strength material shall conform to the requirements of Item P-153. When CLSM is used, all joints shall have gaskets.

701-2.9 Precast box culverts. Manufactured in accordance with and conforming to ASTM C1433.

701-2.10 Precast concrete pipe. Precast concrete structures shall be furnished by a plant meeting National Precast Concrete Association Plant Certification Program or American Concrete Pipe Association QCast Plant Certification program.

CONSTRUCTION METHODS

701-3.1 Excavation. The width of the pipe trench shall be sufficient to permit satisfactory jointing of the pipe and thorough tamping of the bedding material under and around the pipe, but it shall not be less than the external diameter of the pipe plus 12 inches on each side. The trench walls shall be approximately vertical.

The Contractor shall comply with all current federal, state and local rules and regulations governing the safety of men and materials during the excavation, installation and backfilling operations. Specifically, the Contractor shall observe that all requirements of the Occupational Safety and Health Administration (OSHA) relating to excavations, trenching and shoring are strictly adhered to. The width of the trench shall be sufficient to permit satisfactorily jointing of the pipe and thorough compaction of the bedding material under

the pipe and backfill material around the pipe, but it shall not be greater than the widths shown on the plans trench detail.

Where rock, hardpan, or other unyielding material is encountered, the Contractor shall remove it from below the foundation grade for a depth of at least 8 inch or 1/2 inch for each foot of fill over the top of the pipe (whichever is greater) but for no more than three-quarters of the nominal diameter of the pipe. The excavation below grade should be filled with granular material to form a uniform foundation.

Where a firm foundation is not encountered at the grade established, due to soft, spongy, or other unstable soil, the unstable soil shall be removed and replaced with approved granular material for the full trench width. The RPR shall determine the depth of removal necessary. The granular material shall be compacted to provide adequate support for the pipe.

The excavation for pipes placed in embankment fill shall not be made until the embankment has been completed to a height above the top of the pipe as shown on the plans.

701-3.2 Bedding. The bedding surface for the pipe shall provide a foundation of uniform density to support the pipe throughout its entire length.

a. Rigid pipe. The pipe bedding shall be constructed uniformly for the full length of the pipe barrel, as required on the plans. The maximum aggregate size shall be 1 inch when the bedding thickness is less than 6 inches, and 1-1/2 inches when the bedding thickness is greater than 6 inches. Bedding shall be number 57 stone as defined in ASTM C 33 or approved equal. loosely placed uncompacted material under the middle third of the pipe prior to placement of the pipe.

b. Flexible pipe. For flexible pipe, the bed shall be roughly shaped to fit the pipe, and a bedding blanket of sand or fine granular material shall be provided as follows:

Pipe Corrugation Depth		Minimum Bedding Depth	
inch	mm	inch	mm
-1/2	12	4	25
4	25	2	50
2	50	3	75
2-1/2	60	3-1/2	90

Flexible Pipe Bedding

c. Other pipe materials. For PVC, polyethylene, polypropylene, or fiberglass pipe, the bedding material shall consist of coarse sands and gravels with a maximum particle size of 3/4 inches. For pipes installed under paved areas, no more than 12% of the material shall pass the No. 200 (0.075 mm) sieve. For all other areas, no more than 50% of the material shall pass the No. 200 (0.075 mm) sieve. The bedding shall have a thickness of at least 6 inches below the bottom of the pipe and extend up around the pipe for a depth of not less than 50% of the pipe's vertical outside diameter.

701-3.3 Laying pipe. The pipe laying shall begin at the lowest point of the trench and proceed upgrade. The lower segment of the pipe shall be in contact with the bedding throughout its full length. Bell or groove ends of rigid pipes and outside circumferential laps of flexible pipes shall be placed facing upgrade.

Paved or partially lined pipe shall be placed so that the longitudinal center line of the paved segment coincides with the flow line.

Elliptical and elliptically reinforced concrete pipes shall be placed with the manufacturer's reference lines designating the top of the pipe within five degrees of a vertical plane through the longitudinal axis of the pipe.

701-3.4 Joining pipe. Joints shall be made with (1) cement mortar, (2) cement grout, (3) rubber gaskets, (4) plastic gaskets, (5) coupling bands.

Mortar joints shall be made with an excess of mortar to form a continuous bead around the outside of the pipe and shall be finished smooth on the inside. Molds or runners shall be used for grouted joints to retain the poured grout. Rubber ring gaskets shall be installed to form a flexible watertight seal.

a. Concrete pipe. Concrete pipe may be either bell and spigot or tongue and groove. Pipe sections at joints shall be fully seated and the inner surfaces flush and even. Concrete pipe joints shall be sealed with rubber gaskets meeting ASTM C443 when leak resistant joints are required.

b. Metal pipe. Metal pipe shall be firmly joined by form-fitting bands conforming to the requirements of ASTM A760 for steel pipe and AASHTO M196 for aluminum pipe.

c. PVC, Polyethylene, or Polypropylene pipe. Joints for PVC, Polyethylene, or Polypropylene pipe shall conform to the requirements of ASTM D3212 when leak resistant joints are required. Joints for PVC and Polyethylene pipe shall conform to the requirements of AASHTO M304 when soil tight joints are required. Fittings for polyethylene pipe shall conform to the requirements of AASHTO M252 or ASTM M294. Fittings for polypropylene pipe shall conform to ASTM F2881, ASTM F2736, or ASTM F2764.

d. Fiberglass pipe. -Joints and fittings shall be as detailed on the plans and in accordance with the manufacturers recommendations. Joints shall meet the requirements of ASTM D4161 for flexible elastomeric seals.

701-3.5 Embedment and Overfill. Pipes shall be inspected before any fill material is placed; any pipes found to be out of alignment, unduly settled, or damaged shall be removed and re-laid or replaced at the Contractor's expense.

701-3.5-1 Embedment Material Requirements

a. Concrete Pipe. Embedment material and compaction requirements shall be in accordance with the applicable Type of Standard Installation (Types 1, 2, 3, or 4) per ASTM C1479. If a concrete cradle or CLSM embedment material is used, it shall conform to the plan details.

b. Plastic and fiberglass Pipe. Embedment material shall meet the requirements of ASTM D3282, A-1, A-2-4, A-2-5, or A-3. Embedment material shall be free of organic material, stones larger than 1.5 inches in the greatest dimension, or frozen lumps. Embedment material shall extend to 12 inches above the top of the pipe as shown in the plans.

c. Metal Pipe. Embedment material shall be granular as specified in the contract document and specifications, and shall be free of organic material, rock fragments larger than 1.5 inches in the greatest dimension and frozen lumps. As a minimum, backfill materials shall meet the requirements of ASTM D3282, A-1, A-2, or A-3. Embedment material shall extend to 12 inches above the top of the pipe.

701-3.5-2 Placement of Embedment Material. The embedment material shall be compacted in layers not exceeding 6 inches on each side of the pipe and shall be brought up one foot above the top of the pipe or to natural ground level, whichever is greater. Thoroughly compact the embedment material under the haunches of the pipe without displacing the pipe. Material shall be brought up evenly on each side of the pipe for the full length of the pipe.

When the top of the pipe is above the top of the trench, the embedment material shall be compacted in layers not exceeding 6 inches and shall be brought up evenly on each side of the pipe to one foot above the top of the pipe. All embedment material shall be compacted to a density required under Item P-152.

Concrete cradles and flowable fills, such as controlled low strength material (CLSM) or controlled density fill (CDF), may be used for embedment provided adequate flotation resistance can be achieved by restraints, weighing, or placement technique.

It shall be the Contractor's responsibility to protect installed pipes and culverts from damage due to construction equipment operations. The Contractor shall be responsible for installation of any extra strutting or backfill required to protect pipes from the construction equipment.

701-3.6 Overfill. Pipes shall be inspected before any overfill is in place. Any pipes found to be out of alignment, unduly settled, or damaged shall be removed and relaid or replaced at the Contractor's expense. Evaluation of any damage to RCP shall be evaluated based on AASHTO R73.

Overfill material shall be place and compacted in layers as required to achieve compaction to at least 95 percent standard proctor per ASTM D698. The soil shall contain no debris, organic matter, frozen material, or stones with a diameter greater than one half the thickness of the compacted layers being placed.

701-3.7 Inspection Requirements

An initial post installation inspection shall be performed by the RPR no sooner than 30 days after completion of installation and final backfill. Clean or flush all lines prior to inspection.

Determine whether the allowable deflection has been exceeded by use of a laser profiler for internal pipe diameters of 48 inches or less, or direct measurement for internal pipe diameters greater than 48 inches. Laser profile equipment shall utilize low barrel distortion video equipment. Deflection of installed pipe shall not exceed the limits provided in the table below, as a percentage of the average inside diameter of the pipe.

Maximum Allowable Pipe Deflection

Type of Pipe	Maximum Allowable Deflection (%)
Corrugated Metal Pipe	5
Concrete Lined CMP	3
Thermoplastic Pipe	5
Fiberglass	5

If deflection readings in excess of the allowable deflection are obtained, remove the pipe with excessive deflection and replace with new pipe. Isolated areas may exceed allowable by 2.5% with concurrence of RPR. Repair or replace any pipe with cracks exhibiting displacement across the crack, bulges, creases, tears, spalls, or delaminations. The report for flexible pipe shall include as a minimum, the deflection results and final post installation inspection report. The inspection report shall include: a copy of all video taken, pipe location identification, equipment used for inspection, inspector name, deviation from design line and grade, and inspector's notes.

METHOD OF MEASUREMENT

701-4.1 The length of pipe shall be measured in linear feet of pipe in place, completed, and accepted. It shall be measured along the centerline of the pipe from end or inside face of structure to the end or inside face of structure, whichever is applicable. All fittings shall be included in the footage as typical pipe sections in the pipe being measured.

701-4.2 The volume of CLSM bedding will be measured for separate payment under item P-153.

BASIS OF PAYMENT

701-5.0 These prices shall fully compensate the Contractor for furnishing all materials and for all preparation, excavation, and installation of these materials; and for all labor, equipment, tools, and incidentals necessary to complete the item.

701-5.1 Payment will be made at the contract unit price per linear foot for 6" High Density Polyethylene (HDPE) Pipe.

701-5.2 Payment will be made at the contract unit price per linear foot for 12" Reinforced Concrete Pipe.

Payment will be made under:

Item D-701-5.2	12" Reinforced Concrete Pipe – per linear foot
Item D-701-5.1	6" High Density Polyethylene (HDPE) Pipe - per linear foot

REFERENCES

The publications listed below form a part of this specification to the extent referenced. The publications are referred to within the text by the basic designation only.

American Association of State Highway and Transportation Officials (AASHTO)

AASHTO M167	Standard Specification for Corrugated Steel Structural Plate, Zinc-Coated, for Field-Bolted Pipe, Pipe-Arches, and Arches
AASHTO M190	Standard Specification for Bituminous-Coated Corrugated Metal Culvert Pipe and Pipe Arches
AASHTO M196	Standard Specification for Corrugated Aluminum Pipe for Sewers and Drains
AASHTO M219	Standard Specification for Corrugated Aluminum Alloy Structural Plate for Field-Bolted Pipe, Pipe-Arches, and Arches
AASHTO M243	Standard Specification for Field Applied Coating of Corrugated Metal Structural Plate for Pipe, Pipe-Arches, and Arches
AASHTO M252	Standard Specification for Corrugated Polyethylene Drainage Pipe
AASHTO M294	Standard Specification for Corrugated Polyethylene Pipe, 300- to 1500-mm (12- to 60-in.) Diameter
AASHTO M304	Standard Specification for Poly (Vinyl Chloride) (PVC) Profile Wall Drain Pipe and Fittings Based on Controlled Inside Diameter
AASHTO MP20	Standard Specification for Steel Reinforced Polyethylene (PE) Ribbed Pipe, 300- to 900-mm (12- to 36-in.) Diameter
ASTM International (ASTM)	
ASTM A760	Standard Specification for Corrugated Steel Pipe, Metallic Coated for Sewers and Drains
ASTM A761	Standard Specification for Corrugated Steel Structural Plate, Zinc Coated, for Field-Bolted Pipe, Pipe-Arches, and Arches
ASTM A762	Standard Specification for Corrugated Steel Pipe, Polymer Precoated for Sewers and Drains
ASTM A849	Standard Specification for Post-Applied Coatings, Pavings, and Linings for Corrugated Steel Sewer and Drainage Pipe
ASTM B745	Standard Specification for Corrugated Aluminum Pipe for Sewers and Drains

Runv	way 16-34 and Taxiway	A Reconstruction 12/21/2018
	ASTM C14	Standard Specification for Nonreinforced Concrete Sewer, Storm Drain and Culvert Pipe
	ASTM C76	Standard Specification for Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe
	ASTM C94	Standard Specification for Ready Mixed Concrete
	ASTM C144	Standard Specification for Aggregate for Masonry Mortar
	ASTM C150	Standard Specification for Portland Cement
	ASTM C443	Standard Specification for Joints for Concrete Pipe and Manholes, Using Rubber Gaskets
	ASTM C506	Standard Specification for Reinforced Concrete Arch Culvert, Storm Drain and Sewer Pipe
	ASTM C507	Standard Specification for Reinforced Concrete Elliptical Culvert, Storm Drain and Sewer Pipe
	ASTM C655	Standard Specification for Reinforced Concrete D-Load Culvert, Storm Drain and Sewer Pipe
	ASTM C990	Standard Specification for Joints for Concrete Pipe, Manholes, and Precast Box Sections Using Preformed Flexible Joint Sealants
	ASTM C1433	Standard Specification for Precast Reinforced Concrete Monolithic Box Sections for Culverts, Storm Drains, and Sewers
	ASTM D1056	Standard Specification for Flexible Cellular Materials Sponge or Expanded Rubber
	ASTM D3034	Standard Specification for Type PSM Poly (Vinyl Chloride) (PVC) Sewe Pipe and Fittings
	ASTM D3212	Standard Specification for Joints for Drain and Sewer Plastic Pipes Using Flexible Elastomeric Seals
	ASTM D3262	Standard Specification for "Fiberglass" (Glass-Fiber Reinforced Thermosetting Resin) Sewer Pipe
	ASTM D3282	Standard Practice for Classification of Soils and Soil-Aggregate Mixtures for Highway Construction Purposes
	ASTM D4161	Standard Specification for "Fiberglass" (Glass-Fiber Reinforced Thermosetting Resin) Pipe Joints Using Flexible Elastomeric Seals
	ASTM D6690	Standard Specification for Joint and Crack Sealants, Hot Applied, fo Concrete and Asphalt Pavements
	ASTM F477	Standard Specification for Elastomeric Seals (Gaskets) for Joining Plastic Pipe
	ASTM F667	Standard Specification for 3 through 24 in. Corrugated Polyethylene Pipe and Fittings
	ASTM F714	Standard Specification for Polyethylene (PE) Plastic Pipe (DR PR) Based on Outside Diameter

AC 150/5370-10H

Andrews County Airport (E11)

Andrews County Airport (E1	1)	AC 150/5370-10H
Runway 16-34 and Taxiway	A Reconstruction	12/21/2018
ASTM F794	Standard Specification for Poly (Vinyl Chloride) (Sewer Pipe & Fittings Based on Controlled Inside Di	
ASTM F894	Standard Specification for Polyethylene (PE) Large Sewer and Drain Pipe	Diameter Profile Wall
ASTM F949	Standard Specification for Poly (Vinyl Chloride) (PV Pipe with a Smooth Interior and Fittings	C) Corrugated Sewer
ASTM F2435	Standard Specification for Steel Reinforced Polyethy Pipe	lene (PE) Corrugated
ASTM F2562	Specification for Steel Reinforced Thermoplastic Rib for Non-Pressure Drainage and Sewerage	bed Pipe and Fittings
ASTM F2736	Standard Specification for 6 to 30 in. (152 to 762 mm Corrugated Single Wall Pipe and Double Wall Pipe	i) Polypropylene (PP)
ASTM F2764	Standard Specification for 30 to 60 in. (750 to 1500 (PP) Triple Wall Pipe and Fittings for Non-Press Applications	
ASTM F2881	Standard Specification for 12 to 60 in. (300 to 1500 (PP) Dual Wall Pipe and Fittings for Non-Pres Applications	
National Fire Protection Associa	ation (NFPA)	

NFPA 415 Standard on Airport Terminal Buildings, Fueling Ramp Drainage, and Loading Walkways

END ITEM D-701

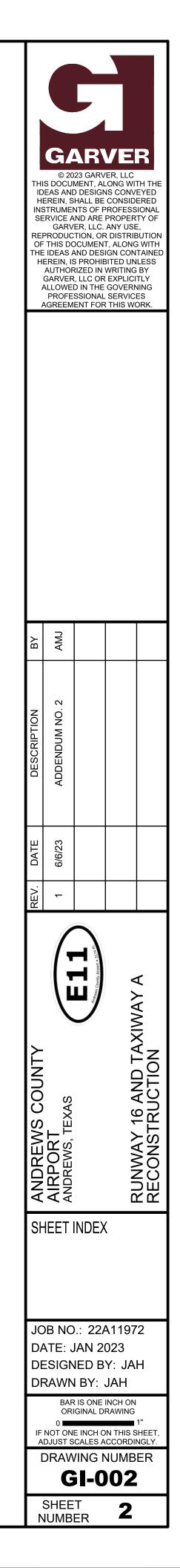
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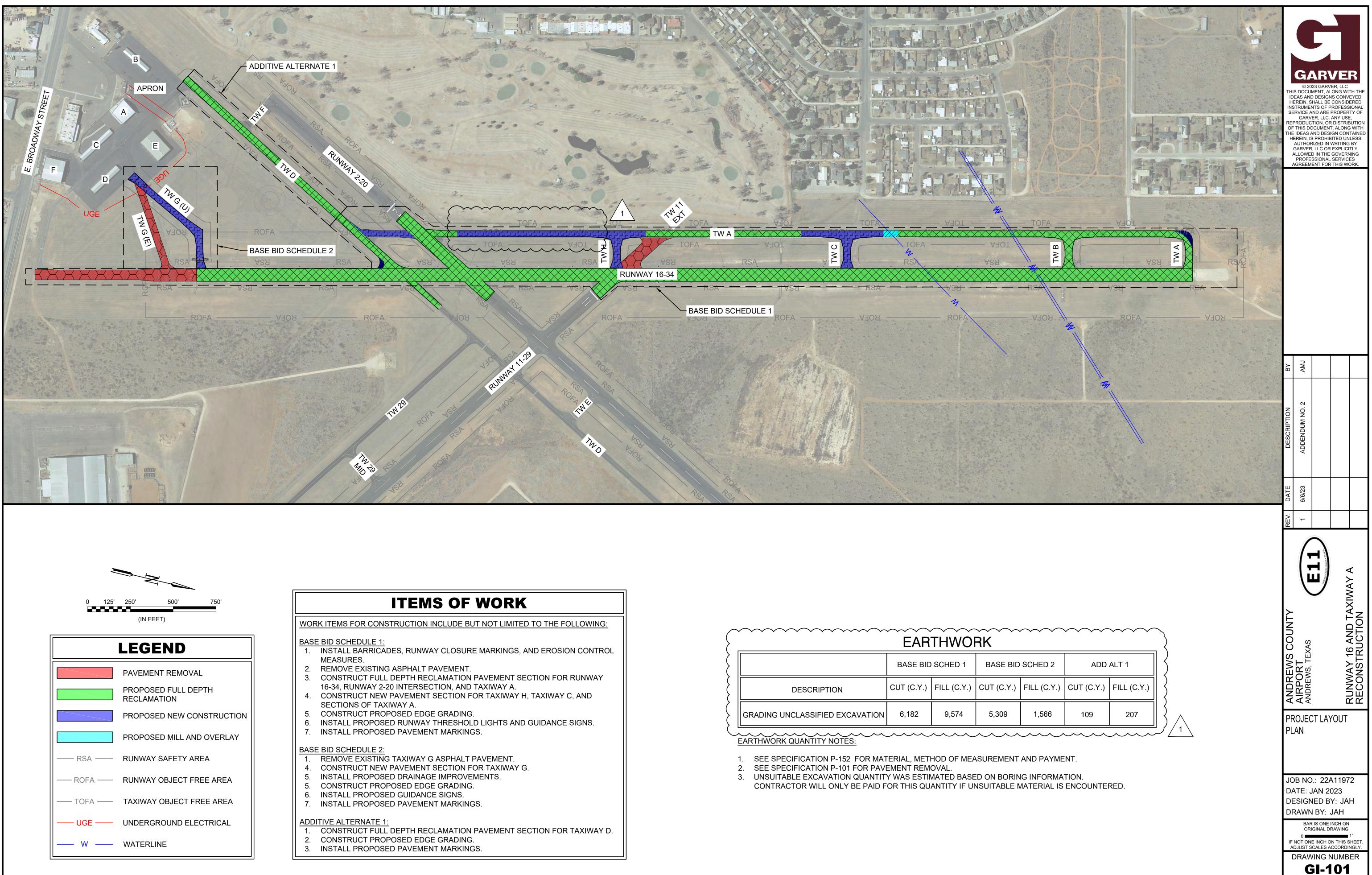
	r	Sheet List Table		
Sheet Number	Drawing Number	Sheet Title		Sheet Number
Number	Number	GENERAL		74
1	GI-001	COVER SHEET	— 긴	~75~
2	GI-002	SHEET INDEX		76
3	GI-101	PROJECT LAYOUT PLAN		77
4	GI-201	SURVEY CONTROL PLAN 1		78
5	GI-202	SURVEY CONTROL PLAN 2		79
6	GC-001	CONSTRUCTION SAFETY AND PHASING NOTES 1		80
7	GC-002	CONSTRUCTION SAFETY AND PHASING NOTES 2		81
8	GC-003	CONSTRUCTION SAFETY AND PHASING PLAN - OVERVIEW		82
9	GC-101	CSPP - PHASE 1		83
10	GC-201	CSPP - PHASE 2		84
11	GC-301	CSPP - PHASE 3		85
12	GC-401	CSPP - PHASE 4		86
13	GC-601	CONSTRUCTION SAFETY DETAILS		87
				88
14	CE-001	EROSION CONTROL NOTES		89
15	CE-101	EROSION CONTROL PLAN		90
16	CE-201	EROSION CONTROL DETAILS		91
17	CD-101	RUNWAY 16-34 AND TAXIWAY A DEMOLITION PLAN 1		92
18	CD-102	RUNWAY 16-34 AND TAXIWAY A DEMOLITION PLAN 2	——	93 94
19	CD-103	RUNWAY 16-34 AND TAXIWAY A DEMOLITION PLAN 3		_
20	CD-104	RUNWAY 16-34 AND TAXIWAY A DEMOLITION PLAN 4		95
21	CD-201	TAXIWAY G DEMOLITION PLAN		96
22	CD-301	RUNWAY 2-20 AND TAXIWAY D DEMOLITION PLAN 1		97
23	CD-302	RUNWAY 2-20 AND TAXIWAY D DEMOLITION PLAN 2		
24	CP-001	TYPICAL SECTIONS 1		98
25	CP-002	TYPICAL SECTIONS 2		99
26	CP-003	TYPICAL SECTIONS 3		100
27	CP-004	TYPICAL SECTIONS 4		101
28	CP-005	MISCELLANEOUS DETAILS		102
29	CP-101	RUNWAY 16-34 PLAN AND PROFILE 1		103
30	CP-102	RUNWAY 16-34 PLAN AND PROFILE 2		104
31	CP-103	RUNWAY 16-34 PLAN AND PROFILE 3		105
32	CP-104	RUNWAY 16-34 PLAN AND PROFILE 4		106
33	CP-105	RUNWAY 16-34 PLAN AND PROFILE 5		107
34	CP-106	RUNWAY 16-34 PLAN AND PROFILE 6		108
35	CP-107	RUNWAY 16-34 PLAN AND PROFILE 7		109
36	CP-108	RUNWAY 16-34 PLAN AND PROFILE 8		110
37	CP-109	RUNWAY 16-34 PLAN AND PROFILE 9		111
38	CP-110	RUNWAY 16-34 PLAN AND PROFILE 10		112
39	CP-111	RUNWAY 16-34 PLAN AND PROFILE 11		113
40	CP-112	RUNWAY 16-34 PLAN AND PROFILE 12		114
41	CP-113	RUNWAY 16-34 PLAN AND PROFILE 13		115
42	CP-114	RUNWAY 16-34 PLAN AND PROFILE 14		116
43	CP-115	RUNWAY 16-34 PLAN AND PROFILE 15		
44	CP-116	RUNWAY 16-34 PLAN AND PROFILE 16		117
45	CP-201	TAXIWAY A PLAN AND PROFILE 1		118
46	CP-202	TAXIWAY A PLAN AND PROFILE 2		110
40	CP-202 CP-203	TAXIWAT A PLAN AND PROFILE 3		119
48	CP-204			121
49	CP-205	TAXIWAY A PLAN AND PROFILE 5		122
50	CP-206	TAXIWAY A PLAN AND PROFILE 6	—	123
51	CP-207	TAXIWAY A PLAN AND PROFILE 7		124
52	CP-208	TAXIWAY A PLAN AND PROFILE 8		125
53	CP-209	TAXIWAY A PLAN AND PROFILE 9		126
54	CP-210	TAXIWAY A PLAN AND PROFILE 10		127
55	CP-211	TAXIWAY A PLAN AND PROFILE 11		128
56	CP-212	TAXIWAY A PLAN AND PROFILE 12		129
57	CP-301	TAXIWAY G PLAN AND PROFILE 1		130
58	CP-302	TAXIWAY G PLAN AND PROFILE 2		131
59	CP-401	TAXIWAY D PLAN AND PROFILE 1		132
60	CP-402	TAXIWAY D PLAN AND PROFILE 2		133
61	CP-501	RUNWAY 2-20 PLAN AND PROFILE 1		134
62	CP-502	RUNWAY 2-20 PLAN AND PROFILE 2		135
63	CP-601	TAXIWAY H PLAN AND PROFILE		136
64	CP-701	TAXIWAY C PLAN AND PROFILE		137
65	CP-801	TAXIWAY B PLAN AND PROFILE		138
66	CP-901	TAXIWAY D PLAN AND PROFILE 1 (ADDITIVE ALTERNATE 1)		139
67	CP-902	TAXIWAY D PLAN AND PROFILE 2 (ADDITIVE ALTERNATE 1)		140
68	CP-903	TAXIWAY D PLAN AND PROFILE 3 (ADDITIVE ALTERNATE 1)		140
69	CG-101	GRADING PLAN 1		142
70	CG-101	GRADING PLAN 2		142
70 ~~7t~~~	<u> </u>	STORM DRAW PLAN & PROFILE 1		143
72		STORM DRAIN PLAN & PROFILE 2	$-\lambda$	144
	CC-102	10101WIDNAIN FLAN & FRUFILE 2	1 1	140

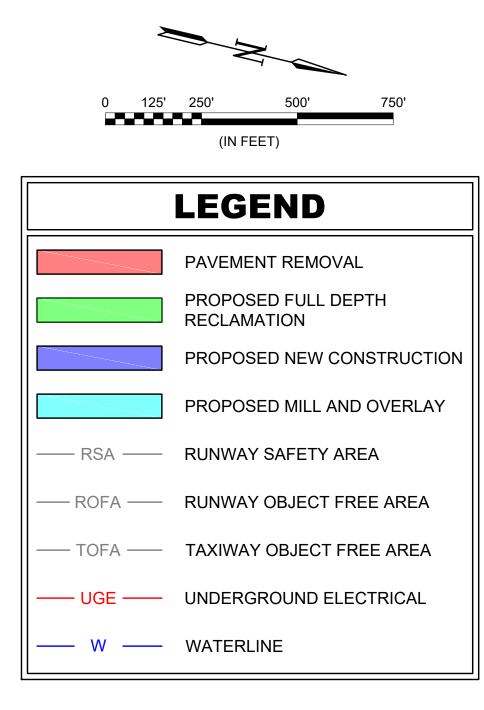
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i		Sheet List Table
\sim	Drawing	Sheet Title
	CC-502	STORM DETAILS 2
\sim	~ CM 101~	RUNWAY 16-34 PAVEMENT MARKING PLAN 1
	CM-102	RUNWAY 16-34 PAVEMENT MARKING PLAN 2
	CM-103	RUNWAY 16-34 PAVEMENT MARKING PLAN 3
	CM-104	RUNWAY 16-34 PAVEMENT MARKING PLAN 4
	CM-105	RUNWAY 16-34 PAVEMENT MARKING PLAN 5
	CM-106	RUNWAY 16-34 PAVEMENT MARKING PLAN 6
	CM-107 CM-201	RUNWAY 16-34 PAVEMENT MARKING PLAN 7
	CM-201	TAXIWAY A PAVEMENT MARKING PLAN 1
	CM-202	TAXIWAT AT AVEMENT MARKING PLAN 2
	CM-204	TAXIWAY A PAVEMENT MARKING PLAN 4
	CM-205	TAXIWAY A PAVEMENT MARKING PLAN 5
	CM-206	TAXIWAY A PAVEMENT MARKING PLAN 6
	CM-207	CONNECTOR TAXIWAY A PAVEMENT MARKING PLAN 7
	CM-301	TAXIWAY G PAVEMENT MARKING PLAN
	CM-401	TAXIWAY D PAVEMENT MARKING PLAN
	CM-402	TAXIWAY D PAVEMENT MARKING PLAN 1 (ADDITIVE ALTERNATE 1)
	CM-403	TAXIWAY D PAVEMENT MARKING PLAN 2 (ADDITIVE ALTERNATE 1)
	CM-501	RUNWAY 2-20 PAVEMENT MARKING PLAN
	CM-601 CM-701	TAXIWAYS C & H PAVEMENT MARKING PLAN
	CM-701 CM-901	PAVEMENT MARKING PLAN
	CM-901	PAVEMENT MARKING DETAILS 1 PAVEMENT MARKING DETAILS 2
		ELECTRICAL
	EN-001	LIGHTING LEGEND & GENERAL NOTES
	ED-101	RUNWAY 16-34 AND TAXIWAY A LIGHTING REMOVAL PLAN 1
	ED-102	RUNWAY 16-34 AND TAXIWAY A LIGHTING REMOVAL PLAN 2
	ED-103	RUNWAY 16-34 AND TAXIWAY A LIGHTING REMOVAL PLAN 3
	ED-104	RUNWAY 16-34 AND TAXIWAY A LIGHTING REMOVAL PLAN 4
	ED-201	LIGHTING REMOVAL DETAILS
	EL-101	RUNWAY 16-34 AND TAXIWAY A LIGHTING INSTALLATION PLAN 1
	EL-102	RUNWAY 16-34 AND TAXIWAY A LIGHTING INSTALLATION PLAN 2
	EL-103	RUNWAY 16-34 AND TAXIWAY A LIGHTING INSTALLATION PLAN 3
	EL-104 EL-201	RUNWAY 16-34 AND TAXIWAY A LIGHTING INSTALLATION PLAN 4
	EL-201 EL-202	LIGHTING INSTALLATION DETAILS 1
	EL-202	LIGHTING INSTALLATION DETAILS 3
	EL-204	LIGHTING INSTALLATION DETAILS 4
	EL-205	LIGHTING INSTALLATION DETAILS 5
	EL-206	LIGHTING INSTALLATION DETAILS 6
	EL-207	LIGHTING INSTALLATION DETAILS 7
	EL-208	LIGHTING INSTALLATION DETAILS 8
	EL-209	LIGHTING INSTALLATION DETAILS 9
	X0 404	
	XS-101 XS-102	RUNWAY 16-34 CROSS SECTIONS 1 RUNWAY 16-34 CROSS SECTIONS 2
	XS-102 XS-103	RUNWAY 16-34 CROSS SECTIONS 2 RUNWAY 16-34 CROSS SECTIONS 3
	XS-103 XS-104	RUNWAY 16-34 CROSS SECTIONS 3 RUNWAY 16-34 CROSS SECTIONS 4
	XS-104	RUNWAY 16-34 CROSS SECTIONS 5
	XS-106	RUNWAY 16-34 CROSS SECTIONS 6
	XS-107	RUNWAY 16-34 CROSS SECTIONS 7
	XS-108	RUNWAY 16-34 CROSS SECTIONS 8
	XS-109	RUNWAY 16-34 CROSS SECTIONS 9
	XS-110	RUNWAY 16-34 CROSS SECTIONS 10
	XS-111	RUNWAY 16-34 CROSS SECTIONS 11
	XS-112	RUNWAY 16-34 CROSS SECTIONS 12
	XS-113	RUNWAY 16-34 CROSS SECTIONS 13
	XS-114	RUNWAY 16-34 CROSS SECTIONS 14
	XS-115 XS-116	RUNWAY 16-34 CROSS SECTIONS 15 RUNWAY 16-34 CROSS SECTIONS 16
	XS-116 XS-117	RUNWAY 16-34 CROSS SECTIONS 16 RUNWAY 16-34 CROSS SECTIONS 17
	XS-117 XS-118	RUNWAY 16-34 CROSS SECTIONS 17 RUNWAY 16-34 CROSS SECTIONS 18
	XS-118 XS-119	RUNWAT 10-34 CROSS SECTIONS 10
	XS-120	RUNWAY 16-34 CROSS SECTIONS 20
	XS-121	RUNWAY 16-34 CROSS SECTIONS 21
	XS-122	RUNWAY 16-34 CROSS SECTIONS 22
	XS-123	RUNWAY 16-34 CROSS SECTIONS 23
	XS-124	RUNWAY 16-34 CROSS SECTIONS 24
	XS-125	RUNWAY 16-34 CROSS SECTIONS 25
	XS-126	RUNWAY 16-34 CROSS SECTIONS 26
	XS-201	TAXIWAY A CROSS SECTIONS 1
		TAXIWAY A CROSS SECTIONS 2
	XS-202 XS-203	TAXIWAY A CROSS SECTIONS 3

		Sheet List Table
Sheet	Drawing	Sheet Title
Number	Number	
147	XS-205	TAXIWAY A CROSS SECTIONS 5
148	XS-206	TAXIWAY A CROSS SECTIONS 6
149	XS-207	TAXIWAY A CROSS SECTIONS 7
150	XS-208	TAXIWAY A CROSS SECTIONS 8
151	XS-209	TAXIWAY A CROSS SECTIONS 9
152	XS-210	TAXIWAY A CROSS SECTIONS 10
153	XS-211	TAXIWAY A CROSS SECTIONS 11
154	XS-212	TAXIWAY A CROSS SECTIONS 12
155	XS-213	TAXIWAY A CROSS SECTIONS 13
156	XS-214	TAXIWAY A CROSS SECTIONS 14
157	XS-215	TAXIWAY A CROSS SECTIONS 15
158	XS-216	TAXIWAY A CROSS SECTIONS 16
159	XS-217	TAXIWAY A CROSS SECTIONS 17
160	XS-218	TAXIWAY A CROSS SECTIONS 18
161	XS-219	TAXIWAY A CROSS SECTIONS 19
162	XS-301	TAXIWAY G CROSS SECTIONS 1
163	XS-302	TAXIWAY G CROSS SECTIONS 2
164	XS-303	TAXIWAY G CROSS SECTIONS 3
165	XS-304	TAXIWAY G CROSS SECTIONS 4
166	XS-305	TAXIWAY G CROSS SECTIONS 5
167	XS-401	TAXIWAY D CROSS SECTIONS 1
168	XS-402	TAXIWAY D CROSS SECTIONS 2
169	XS-403	TAXIWAY D CROSS SECTIONS 3
170	XS-404	TAXIWAY D CROSS SECTIONS 4
171	XS-405	TAXIWAY D CROSS SECTIONS 5
172	XS-406	TAXIWAY D CROSS SECTIONS 6
173	XS-501	RUNWAY 2-20 CROSS SECTIONS 1
174	XS-502	RUNWAY 2-20 CROSS SECTIONS 2
175	XS-503	RUNWAY 2-20 CROSS SECTIONS 3
176	XS-504	RUNWAY 2-20 CROSS SECTIONS 4
177	XS-505	RUNWAY 2-20 CROSS SECTIONS 5
178	XS-506	RUNWAY 2-20 CROSS SECTIONS 6
179	XS-601	TAXIWAY H CROSS SECTIONS 1
180	XS-602	TAXIWAY H CROSS SECTIONS 2
181	XS-701	TAXIWAY C CROSS SECTIONS 1
182	XS-702	TAXIWAY C CROSS SECTIONS 2
183	XS-801	TAXIWAY B CROSS SECTIONS 1
184	XS-802	TAXIWAY B CROSS SECTIONS 2
185	XS-901	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 1
186	XS-902	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 2
187	XS-903	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 3
188	XS-904	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 4
189	XS-905	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 5
190	XS-906	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 6
191	XS-907	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 7
192	XS-908	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 8
193	XS-909	TAXIWAY D (ADDITIVE ALTERNATE 1) CROSS SECTIONS 9







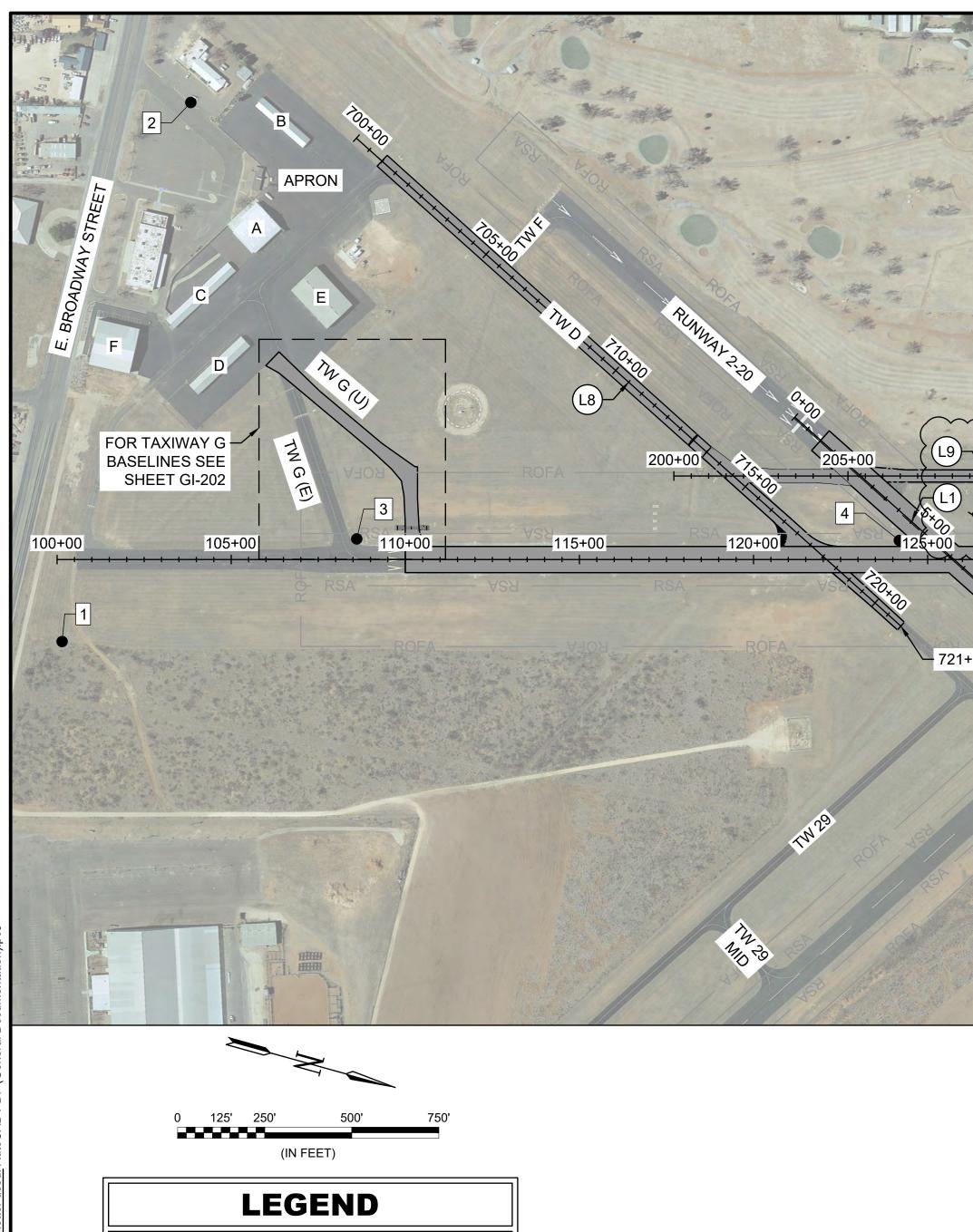
	A TEMS FOR CONSTRUCTION INCLUDE BU
	BID SCHEDULE 1:
۱.	INSTALL BARRICADES, RUNWAY CLOSURE
	MEASURES.
2.	REMOVE EXISTING ASPHALT PAVEMENT.
3.	CONSTRUCT FULL DEPTH RECLAMATION P
	16-34, RUNWAY 2-20 INTERSECTION, AND T
4.	CONSTRUCT NEW PAVEMENT SECTION FO
	SECTIONS OF TAXIWAY A.
5.	CONSTRUCT PROPOSED EDGE GRADING.
3.	INSTALL PROPOSED RUNWAY THRESHOLD
7.	INSTALL PROPOSED PAVEMENT MARKINGS
٩SE	E BID SCHEDULE 2:
۱.	REMOVE EXISTING TAXIWAY G ASPHALT PA
4.	CONSTRUCT NEW PAVEMENT SECTION FO
5.	INSTALL PROPOSED DRAINAGE IMPROVEM
5.	CONSTRUCT PROPOSED EDGE GRADING.
3.	INSTALL PROPOSED GUIDANCE SIGNS.
7.	INSTALL PROPOSED PAVEMENT MARKINGS
DDI	TIVE ALTERNATE 1:
۱.	TIVE ALTERNATE 1: CONSTRUCT FULL DEPTH RECLAMATION F
2.	
3.	INSTALL PROPOSED PAVEMENT MARKINGS

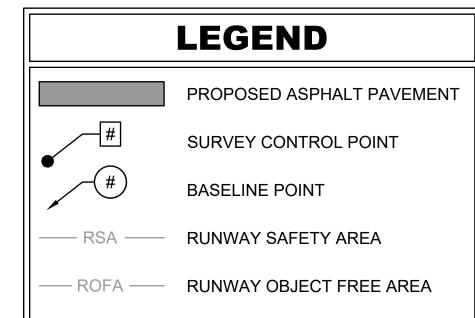
PRINTING NOTE: THIS SHEET SHOULD BE PRINTED IN COLOR

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			BASE BID	SCHED 1	BASE E
	, , ,	DESCRIPTION	CUT (C.Y.)	FILL (C.Y.)	CUT (C.Y
		GRADING UNCLASSIFIED EXCAVATION	6,182	9,574	5,309
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SHEET NUMBER

3





NOTES:

- 1. CONTRACTOR SHALL PROTECT ALL CONTROL POINTS. ANY DAMAGE TO THESE CONTROL POINTS SHALL BE REPAIRED AT NO COST TO THE OWNER. REPAIRS SHALL BE COORDINATED WITH THE ENGINEER AND SHALL BE COMPLETED BY A LICENSED SURVEYOR. FINAL RESULTS OF THE RE-SET MONUMENT SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. 2. CONTRACTOR SHALL VERIFY CONTROL POINTS AND NOTIFY
- ENGINEER OF ANY DISCREPANCIES PRIOR TO BEGINNING CONSTRUCTION.
- 3. BASIS FOR BEARINGS SHOWN HEREON IS THE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83), STATE PLAN ZONE 2, ZONE NO. 5351. SURVEY CONDUCTED BY WHITE HAWK ENGINEERING ON 06/17/2022. ALL DISTANCES AND COORDINATES ARE SHOWN IN GRID.

						SURVEY							
				POIN	Г NO. LATITUDE N32° 19' 20.21	LONGITUDE	ELEVATION	NORTHING	EASTING		IPTION D WITH CAP		
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-			5	5 N32° 20' 04.40)" W102° 31' 52.70"	3163.99	6828544.24	723656.57	CP - IRON RO	OD WITH CAP	THE IDEAS HEREIN,	DOCUMENT, ALONG WITH S AND DESIGN CONTAINE , IS PROHIBITED UNLESS ORIZED IN WRITING BY
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		100.00.00	112.00.00		WAY A BA				1200.00		DATE 6/6/23	
_	NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EAST	ING RADIUS	LENGTH	DELTA	ZEC.	
1	L3	200+00.00	249+89.08	6825633.63	723852.30	6830488.30	722702.0	05	4989.08			
		249+89.08	250+47.20	6830488.30	722702.05	6830532.83	722729.		58.12	090° 00' 00.00'		or - 3174 FL
	L4) 250+47.20	252+50.20	6830532.83	722729.53	6830579.64	722927.0	06	203.00			
				TAXI	WAY B BA	SELINE						
	NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EAST	ING RADIUS	LENGTH	DELTA	≿	TAX XAX
-	L5	400+00.00	403+00.00	6829824.63	722797.64	6829893.80	723089.	56	300.00		COUNT	
				ΤΔΧΙ	WAY C BA	SFI INF					ANDREWS CO AIRPORT	RUNWAY 16 AND TAXIWAY
-	<u></u>				I I						SRT SRT	VS, I VAY NST
-	NUMBER L6	START STATION 500+00.00	END STATION 503+00.00	START NORTHING 6828565.16	START EASTING	END NORTHING 6828634.32	END EAST 723387.9			DELTA		
-	LO	500+00.00	505+00.00		723096.06		123367.3		300.00			
				TAXI	WAY H BA	SELINE					SURVE Plan ^	EY CONTROL
-	NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EAST	ING RADIUS	LENGTH	DELTA		
	L7	600+00.00	603+00.00	6827256.29	723406.17	6827325.45	723698.0	09	300.00		-	
_			1	TAXI	WAY D BA	SELINE	1	1	T		DATE:	O.: 22A11972 JAN 2023 NED BY: JAH
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E		700+00.00	721+00-00	6824522.76	723118.27	6826367.64	724121.4	47~~~~~	2100.00			AR IS ONE INCH ON RIGINAL DRAWING 1"
Ś				S	STORMLIN	EA						NE INCH ON THIS SHEET SCALES ACCORDINGLY WING NUMBER
$\bigwedge $	NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EAST	ING RADIUS	LENGTH	DELTA		GI-201
	L9	800+00.00	801+76.88	6826548.29	723594.48	6826492.65	723762.3	38	176.88	1		

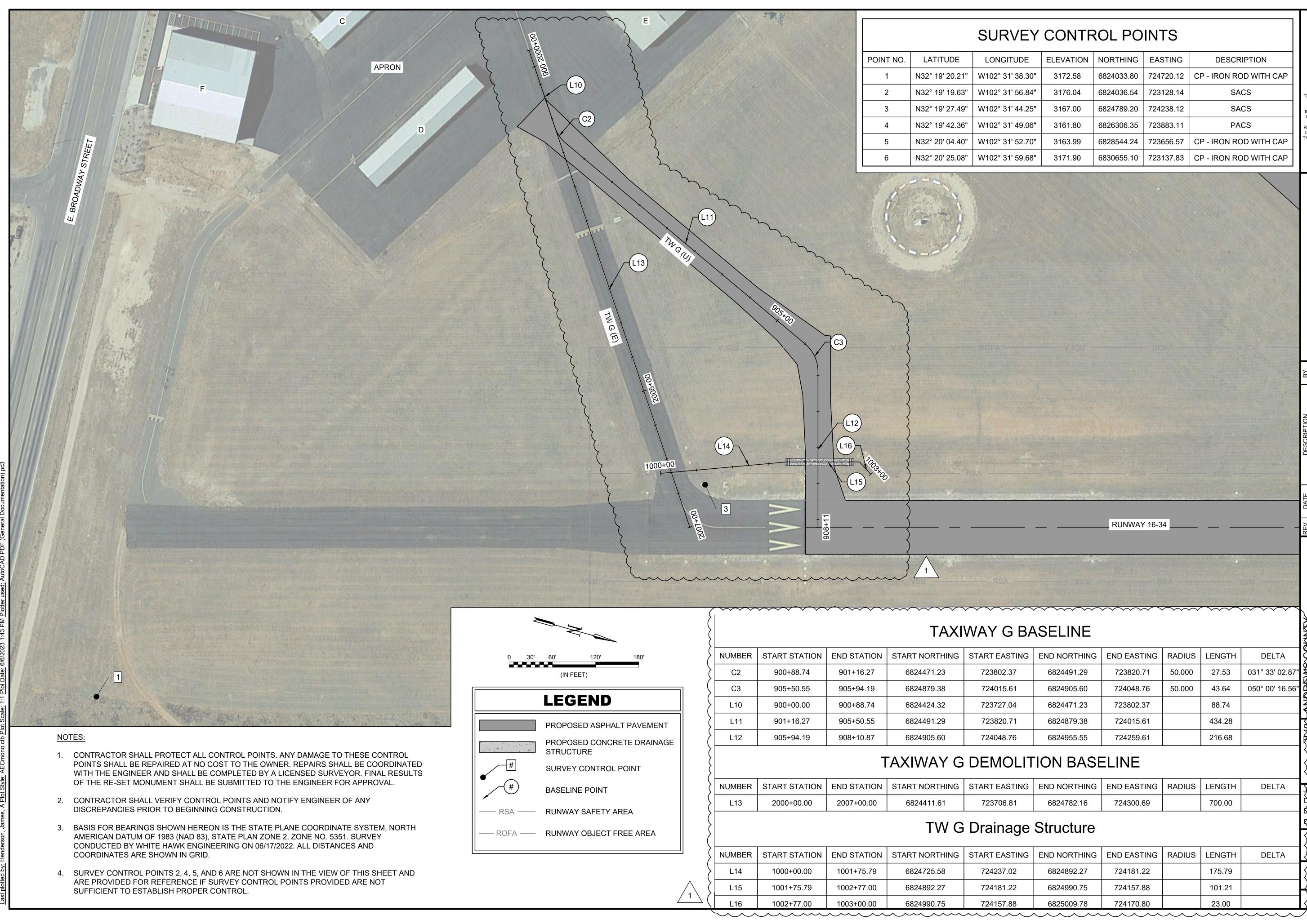
				SURVEY	CONTR		NTS						
		POIN	T NO. LATITUDE	LONGITUDE	ELEVATION	NORTHING	EASTING	DESCF					
			1 N32° 19' 20.21	" W102° 31' 38.30"	3172.58	6824033.80	724720.12	CP - IRON RO	DD WITH CAP		GA	RV	ER
A State			2 N32° 19' 19.63	" W102° 31' 56.84"	3176.04	6824036.54	723128.14	SA	CS	THIS	© 2023 DOCUME	GARVER, NT, ALON	
			3 N32° 19' 27.49	" W102° 31' 44.25"	3167.00	6824789.20	724238.12	SA	CS	HEF INST	REIN, SHA RUMENT VICE AND	ALL BE CON S OF PROP D ARE PRO	NSIDERED FESSIONAL DPERTY OF
1			4 N32° 19' 42.36	" W102° 31' 49.06"	3161.80		723883.11	PA	CS	OF 1	RODUCTIO	UMENT, AL	Y USE, STRIBUTION LONG WITH CONTAINED
			5 N32° 20' 04.40							HEI A G	REIN, IS P UTHORIZ ARVER, L	PROHIBITE	D UNLESS TING BY PLICITLY
			6 N32° 20' 25.08	" W102° 31' 59.68"	3171.90	6830655.10	723137.83	CP - IRON RO	DD WITH CAP		PROFESS	N THE GO' SIONAL SEF IT FOR THI	RVICES
*				TIL	MART	a trainer							
10		E00			stahl and lands	400+00							
	22 <u>5+</u> 00	230+00	235+00	240+0		245+00		250+00		100			
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1			- RSA	VSN		-(L5)	HSH -H		3/1				
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		•			- KULA		6	A-IO		1			
	1.	5				2				1			
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			RUNW	AY 2-20 B	ASELINE	-				BΥ	ſWA		
NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTIN		S LENGTH	DELTA				
L1	0+00.00	9+00.00	6825932.71	723607.52	6826723.69	724036.89)	900.00		z	NO. 2		
			RUNW	AY 16-34 E	BASELIN	E				SCRIPTIC			
NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING			S LENGTH	DELTA	DEO	ADDE		
L2	100+00.00	172+00.00	6823965.46	724494.20	6830971.49	722834.21		7200.00					
			TAXI	WAY A BA	SELINE			·		DATE	6/6/23		
NUMBER	START STATION	END STATION	START NORTHING	START EASTING				S LENGTH	DELTA	ZEV.	-		
L3	200+00.00	249+89.08	6825633.63	723852.30	6830488.30	722702.05	5	4989.08			C		I
	249+89.08	250+47.20	6830488.30	722702.05	6830532.83	722729.53	37.000	58.12	090° 00' 00.00'	"	/-	Ht • 3174 Ft.	
L4) 250+47.20	252+50.20	6830532.83	722729.53	6830579.64	722927.06	6	203.00		_	1	8	ΥA
			TAXI	WAY B BA	SELINE						C	J	RUNWAY 16 AND TAXIWAY RECONSTRUCTION
NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING			S LENGTH	DELTA	1∠			TAX
L5	400+00.00	403+00.00	6829824.63	722797.64	6829893.80	723089.56	;	300.00		OUNT			ND
			ΤΔΧΙ	WAY C BA	SEL INE	•		·	•		EXAS		16 A RUC
				T					1		AIRPORI ANDREWS, TEXAS		/AΥ NST
NUMBER	START STATION	END STATION	START NORTHING	START EASTING					DELTA	ADR 1			NON NON
L6	500+00.00	503+00.00	6828565.16	723096.06	6828634.32	723387.97		300.00		Ā	A A		Ϋ́ΥΫ́Υ
			TAXI	WAY H BA	SELINE					SUI PLA		CONTR	ROL
NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING			S LENGTH	DELTA				
L7	600+00.00	603+00.00	6827256.29	723406.17	6827325.45	723698.09)	300.00					
			TAXI	WAY D BA	SELINF							22A1	
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NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING				DELTA	DR		BY: JA	
	700+00.00	721±00-00	6824522.76	723118.27	6826367.64	724121.47		2100.00			ORIGI 0	NAL DRAW	
			S	STORMLIN	ΕA						JUST SCA	NG NU	ORDINGLY.
NUMBER	START STATION	END STATION	START NORTHING	START EASTING				S LENGTH	DELTA	\mathbf{k}	G	I-20)1
L9	800+00.00	801+76.88	6826548.29	723594.48	6826492.65	723762.38	3	176.88			HEET JMBEI	R	4
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ANAL C N			POIN	NT NO. LATITUDE	LONGITUDE	ELEVATION	NORTHING E	ASTING	DESCR	RIPTION			
				1 N32° 19' 20.21	" W102° 31' 38.30'	" 3172.58	6824033.80 72	24720.12	CP - IRON RO	OD WITH CAP	C	GAR	VER
	See -			2 N32° 19' 19.63	" W102° 31' 56.84'	" 3176.04	6824036.54 72	23128.14	SA	\CS	THIS D	© 2023 GAI OCUMENT,	
- 22				3 N32° 19' 27.49	" W102° 31' 44.25'	" 3167.00	6824789.20 72	24238.12	SA	ACS	HERE INSTR SERV	EIN, SHALL E UMENTS OF ICE AND AR	BE CONSIDERED PROFESSIONAL PROPERTY OF C. ANY USE.
	1		2 12 s	4 N32° 19' 42.36				23883.11			REPRO OF TH	DUCTION, O	C. ANY USE, OR DISTRIBUTION ENT, ALONG WITH ESIGN CONTAINED
	E.			5 N32° 20' 04.40 6 N32° 20' 25.08						DD WITH CAP	AU GAI	THORIZED I RVER, LLC (HIBITED UNLESS N WRITING BY DR EXPLICITLY HE GOVERNING
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				RUNW	'AY 2-20 B	ASELINE					BY	ſWA	
	NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	G RADIUS	LENGTH	DELTA	╏┼┤		
	L1	0+00.00	9+00.00	6825932.71	723607.52	6826723.69	724036.89		900.00			0.2	
		I			ay 16-34 e		=	i					
					41 10-34 6	DAJELINI				1	Щ I		
	NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING		G RADIUS		DELTA		AD	
	L2	100+00.00	172+00.00	6823965.46	724494.20	6830971.49	722834.21		7200.00		┨┼╴		
				TAXI	WAY A BA	SELINE	_				DATE	6/6/23	
	NUMBER	START STATION	END STATION		START EASTING	END NORTHING		G RADIUS		DELTA	REV.		
J	L_3	200+00.00	249+89.08	6825633.63	723852.30	6830488.30	722702.05	27.000	4989.08	000° 00' 00 00	_	\cap	
	\sim C1 \sim L4	249+89.08	250+47.20	6830488.30 6830532.83	722702.05	6830532.83 6830579.64	722729.53	37.000	58.12 203.00	090° 00' 00.00	_		Airport
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	NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	G RADIUS	6 LENGTH	DELTA	UNTY		UNC NC
	L5	400+00.00	403+00.00	6829824.63	722797.64	6829893.80	723089.56		300.00		10	S	
				TAXI	WAY C BA	SELINE					WS C	s, TEXAS	RUNWAY 16 AND TAXIWAY RECONSTRUCTION
	NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	G RADIUS	ELENGTH	DELTA		REWS	NO2
	L6	500+00.00	503+00.00	6828565.16	723096.06	6828634.32	723387.97		300.00			AND	RUIRE
				TAXI	WAY H BA	SELINE					SUR PLAI		NTROL
	NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	G RADIUS	ELENGTH	DELTA		• 1	
	L7	600+00.00	603+00.00	6827256.29	723406.17	6827325.45	723698.09		300.00]		
				TAXI	WAY D BA	SELINE						NO.: 22 E: JAN	2A11972 2023
	NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	G RADIUS	ELENGTH	DELTA		IGNED WN BY:	BY: JAH : JAH
		700+00.00	721+00-00	6824522.76	723118.27	6826367.64	724121.47		2100.00			BAR IS ON	E INCH ON DRAWING
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	L9	800+00.00	801+76.88	6826548.29	723594.48	6826492.65	723762.38		176.88			MBER	4

				SURVEY	CONTR		NTS						
		POIN	T NO. LATITUDE	LONGITUDE	ELEVATION	NORTHING E	EASTING	DESCR					
			1 N32° 19' 20.21	" W102° 31' 38.30'	3172.58	6824033.80 7	24720.12	CP - IRON RO	OD WITH CAP		GAF	RVE	R
		2	2 N32° 19' 19.63	" W102° 31' 56.84'	3176.04	6824036.54 7	23128.14	SA	NCS	THIS I IDEA	© 2023 G OCUMEN S AND DE	ARVER, LLC T, ALONG W SIGNS CON	C /ITH THE VEYED
			3 N32° 19' 27.49				24238.12		CS	INSTF SER\	RUMENTS (ICE AND A	BE CONSIL OF PROFES ARE PROPE LC. ANY US	SIONAL RTY OF
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		POIN	T NO. LATITUDE	LONGITUDE	ELEVATION	NORTHING	EASTING	DESCF					
			1 N32° 19' 20.21	" W102° 31' 38.30"	3172.58	6824033.80	724720.12	CP - IRON RO	DD WITH CAP		GA	RV	ER
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			3 N32° 19' 27.49	" W102° 31' 44.25"	3167.00	6824789.20	724238.12	SA	CS	HEF INST	REIN, SHA RUMENT VICE AND	ALL BE CON S OF PROP D ARE PRO	NSIDERED FESSIONAL DPERTY OF
1			4 N32° 19' 42.36	" W102° 31' 49.06"	3161.80		723883.11	PA	CS	OF 1	RODUCTIO	UMENT, AL	Y USE, STRIBUTION LONG WITH CONTAINED
			5 N32° 20' 04.40							HEI A G	REIN, IS P UTHORIZ ARVER, L	PROHIBITE	D UNLESS TING BY PLICITLY
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NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTIN		S LENGTH	DELTA				
L1	0+00.00	9+00.00	6825932.71	723607.52	6826723.69	724036.89)	900.00		z	NO. 2		
			RUNW	AY 16-34 E	BASELIN	E				SCRIPTIC			
NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING			S LENGTH	DELTA	DEO	ADDE		
L2	100+00.00	172+00.00	6823965.46	724494.20	6830971.49	722834.21		7200.00					
			TAXI	WAY A BA	SELINE			·		DATE	6/6/23		
NUMBER	START STATION	END STATION	START NORTHING	START EASTING				S LENGTH	DELTA	ZEV.	-		
L3	200+00.00	249+89.08	6825633.63	723852.30	6830488.30	722702.05	5	4989.08			C		I
	249+89.08	250+47.20	6830488.30	722702.05	6830532.83	722729.53	37.000	58.12	090° 00' 00.00'	"	/-	Ht • 3174 Ft.	
L4) 250+47.20	252+50.20	6830532.83	722729.53	6830579.64	722927.06	6	203.00		_	1	8	ΥA
			TAXI	WAY B BA	SELINE						C	J	RUNWAY 16 AND TAXIWAY RECONSTRUCTION
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L5	400+00.00	403+00.00	6829824.63	722797.64	6829893.80	723089.56	;	300.00		OUNT			ND
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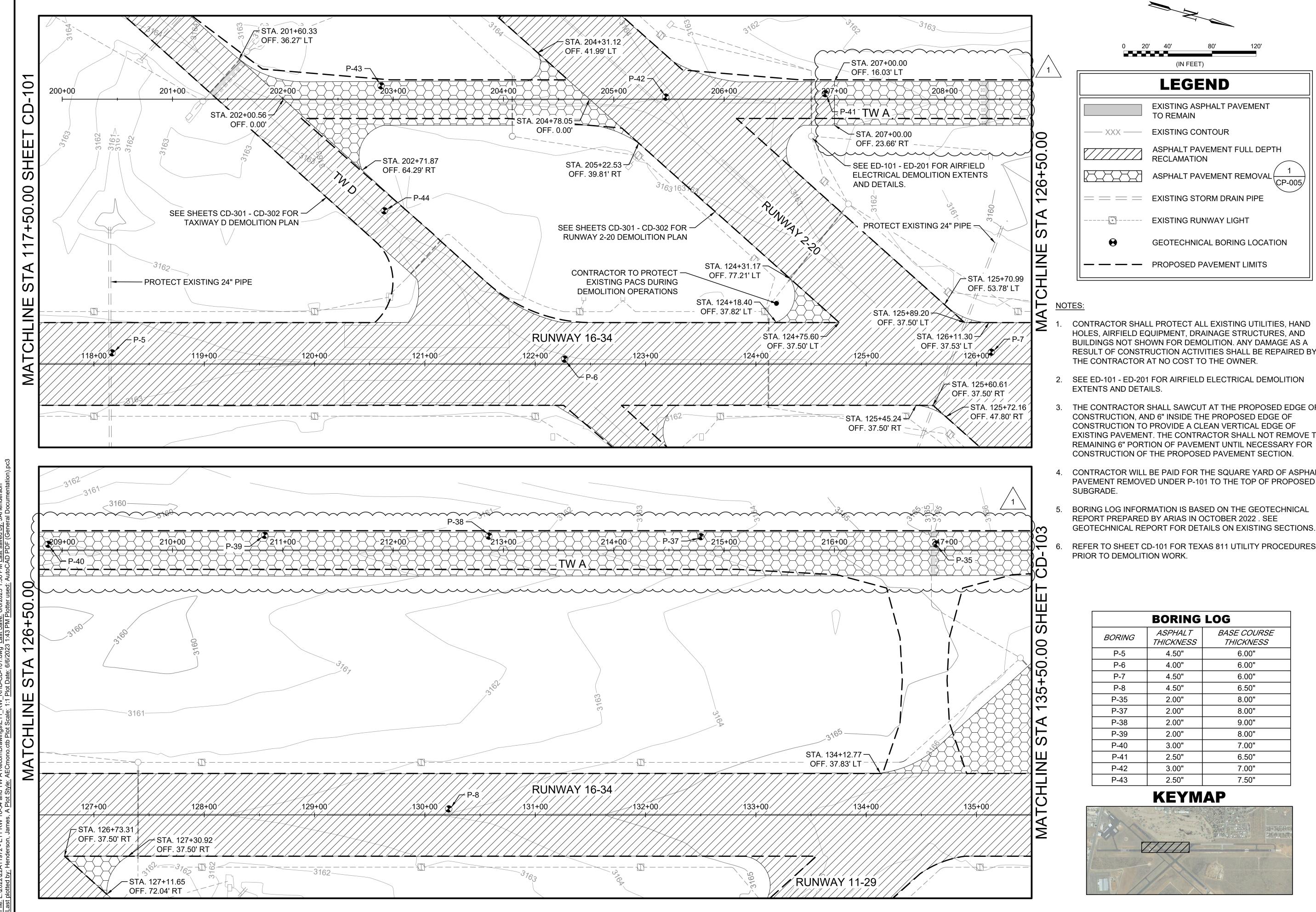
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			1 N32° 19' 20.21	" W102° 31' 38.30'	" 3172.58	6824033.80	724720.12	CP - IRON RO	OD WITH CAP	G	ARV	ER
and the second			2 N32° 19' 19.63	" W102° 31' 56.84	" 3176.04	6824036.54	723128.14	SA	ACS	© 20 THIS DOCU	023 GARVER IMENT, ALON	, LLC NG WITH
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			TAXI	WAY G BA	SELINE					AND.		
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L10	900+00.00	900+88.74	6824424.32	723727.04	6824471.23	723802.3		88.74				RU
L11	901+16.27	905+50.55	6824491.29	723820.71	6824879.38	724015.6		434.28			Y CONTI	ROL
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		· · · · · · · · · · · · · · · · · · ·	1						DELTA 031° 33' 02.87'	COUNTY REV.		unty Airport	VY 16 AND TAXIWAY A
NUMBER	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING		NG RADIU 1 50.00	0 27.53		COUNTY REV.		unty Airport	WAY 16 AND TAXIWAY A
NUMBER C2	START STATION 900+88.74	END STATION 901+16.27	START NORTHING 6824471.23	START EASTING 723802.37	END NORTHING 6824491.29	END EASTI 723820.7	NG RADIU 1 50.00 6 50.00	0 27.53	031° 33' 02.87'	COUNTY REV.		unty Airport	RUNWAY 16 AND TAXIWAY A
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NUMBER C2 C3 L10 L11	START STATION 900+88.74 905+50.55 900+00.00 901+16.27	END STATION 901+16.27 905+94.19 900+88.74 905+50.55 908+10.87	START NORTHING 6824471.23 6824879.38 6824424.32 6824491.29	START EASTING         723802.37         724015.61         723727.04         723820.71         724048.76	END NORTHING 6824491.29 6824905.60 6824471.23 6824879.38 6824955.55	END EASTI 723820.7 724048.7 723802.3 724015.6 724259.6	NG RADIU 1 50.00 6 50.00 7 1	0 27.53 0 43.64 88.74 434.28	031° 33' 02.87'	ANDREWSCOUNTY	AIRPORT ANDREWS, TEXAS	Control Alipert	RUNWAY 16 AND TAXIWAY RECONSTRUCTION
NUMBER C2 C3 L10 L11	START STATION 900+88.74 905+50.55 900+00.00 901+16.27	END STATION 901+16.27 905+94.19 900+88.74 905+50.55 908+10.87	START NORTHING6824471.236824879.386824424.326824491.296824905.60	START EASTING         723802.37         724015.61         723727.04         723820.71         724048.76	END NORTHING 6824491.29 6824905.60 6824471.23 6824879.38 6824955.55	ELINE	NG RADIU 1 50.00 6 50.00 7 1 1	0 27.53 0 43.64 88.74 434.28 216.68	031° 33' 02.87'	ANDREWSCOUNTY	AIRPORT ANDREWS, TEXAS	CONTR	RECONSTRUCTION
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NUMBER C2 C3 L10 L11 L12 NUMBER L13	START STATION         900+88.74         905+50.55         900+00.00         901+16.27         905+94.19	5 END STATION 901+16.27 905+94.19 900+88.74 905+50.55 908+10.87 END STATION 2007+00.00	START NORTHING 6824471.23 6824879.38 6824424.32 6824491.29 6824905.60 <b>FAXIWAY G</b> START NORTHING 6824411.61 <b>TW G</b>	START EASTING         723802.37         724015.61         723727.04         723820.71         724048.76         DEMOLIT         START EASTING         723706.81	END NORTHING 6824491.29 6824905.60 6824471.23 6824879.38 6824955.55 <b>ION BAS</b> END NORTHING 6824782.16 <b>Structure</b>	END EASTI 723820.7 724048.7 723802.3 724015.6 724259.6 ELINE END EASTI 724300.6	NG RADIU 1 50.00 6 50.00 7 1 1 1 1 NG RADIU 9	0 27.53 0 43.64 88.74 434.28 216.68 S LENGTH 700.00	031° 33' 02.87 050° 00' 16.56 DELTA	I ANDREWSCOUNTY	ANDREWS, TEXAS ANDREWS, TEXAS ANDREWS, TEXAS	CONTR : 22A1 AN 202 ED BY: BY: JA	THE SECONSTRUCTION
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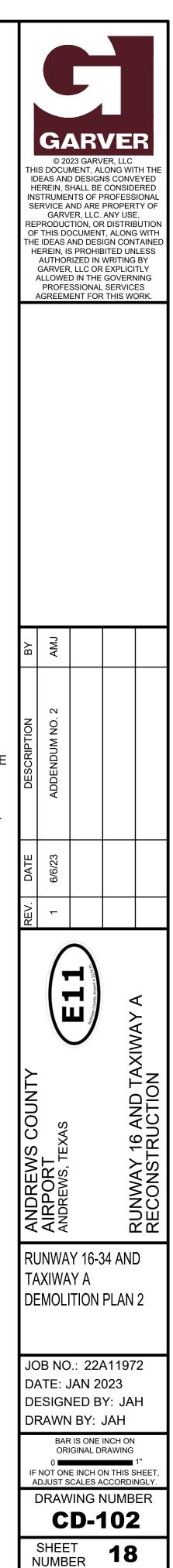
PROPOSED ASPHALT PAVEMENT
PROPOSED CONCRETE DRAINAGE STRUCTURE
SURVEY CONTROL POINT

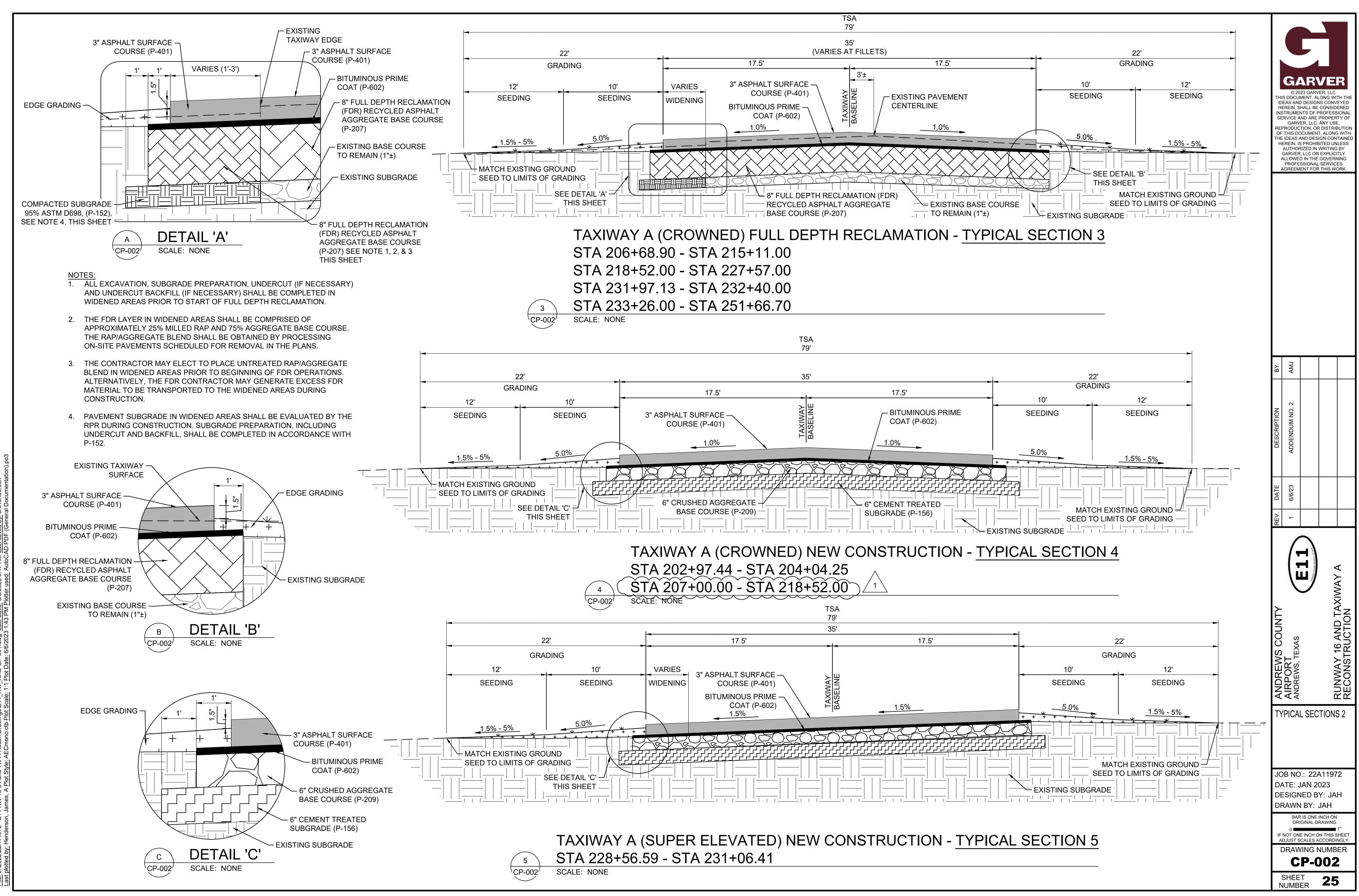


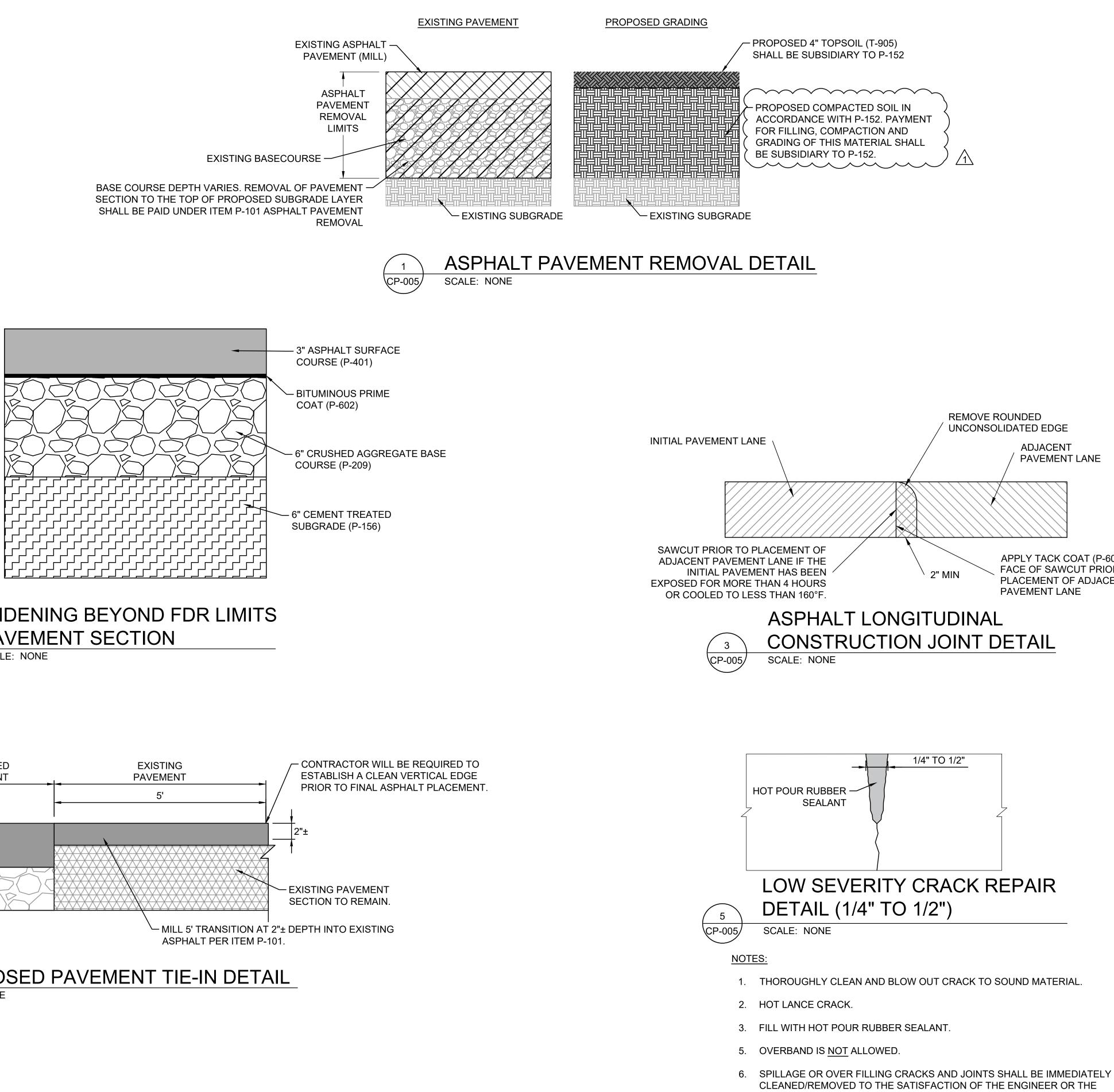
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- RESULT OF CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY
- 3. THE CONTRACTOR SHALL SAWCUT AT THE PROPOSED EDGE OF EXISTING PAVEMENT. THE CONTRACTOR SHALL NOT REMOVE THE
- CONTRACTOR WILL BE PAID FOR THE SQUARE YARD OF ASPHALT PAVEMENT REMOVED UNDER P-101 TO THE TOP OF PROPOSED
- REFER TO SHEET CD-101 FOR TEXAS 811 UTILITY PROCEDURES

	BORING	LOG
BORING	ASPHALT THICKNESS	BASE COURSE THICKNESS
P-5	4.50"	6.00"
P-6	4.00"	6.00"
P-7	4.50"	6.00"
P-8	4.50"	6.50"
P-35	2.00"	8.00"
P-37	2.00"	8.00"
P-38	2.00"	9.00"
P-39	2.00"	8.00"
P-40	3.00"	7.00"
P-41	2.50"	6.50"
P-42	3.00"	7.00"
P-43	2.50"	7.50"

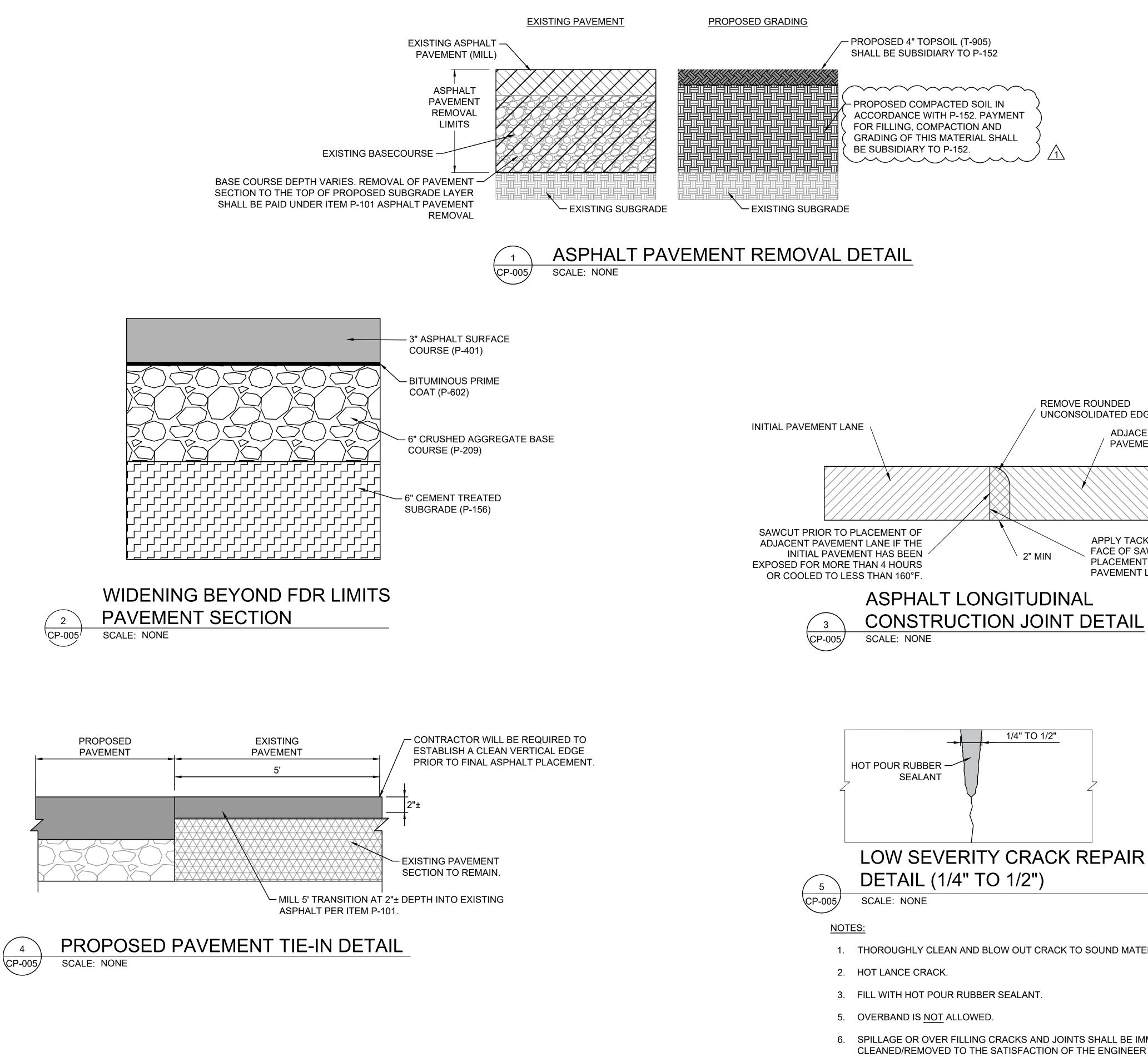


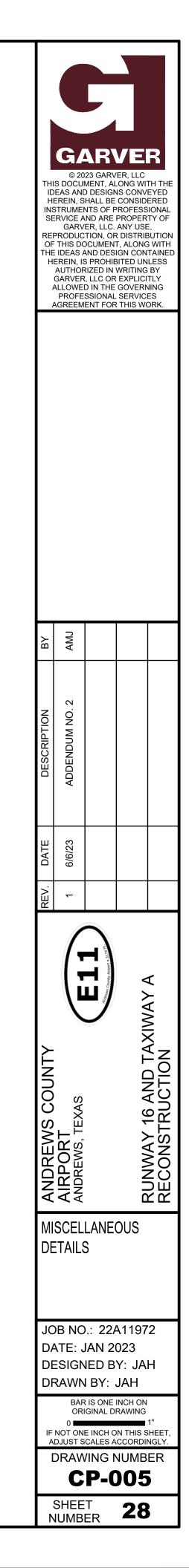






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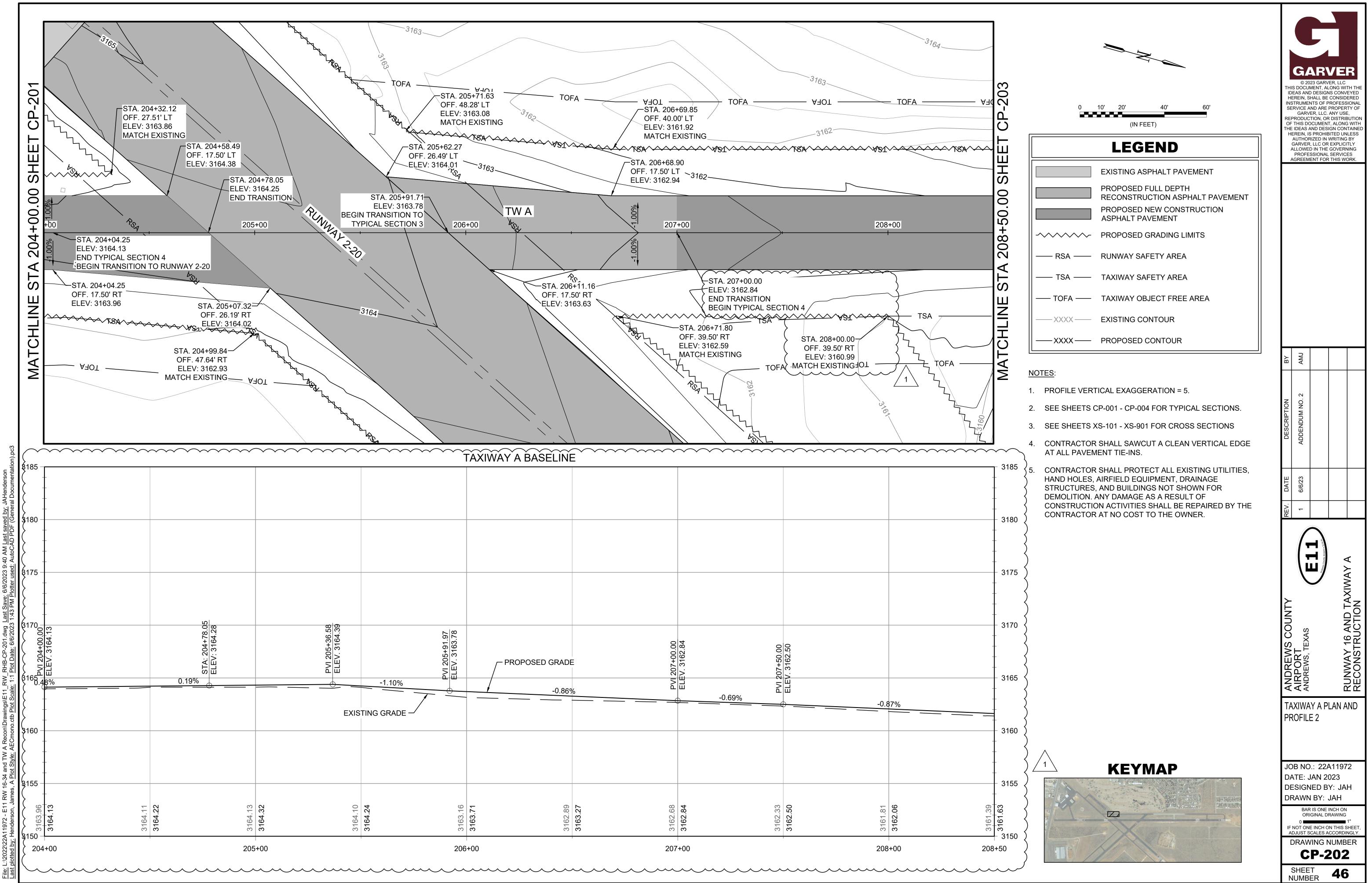


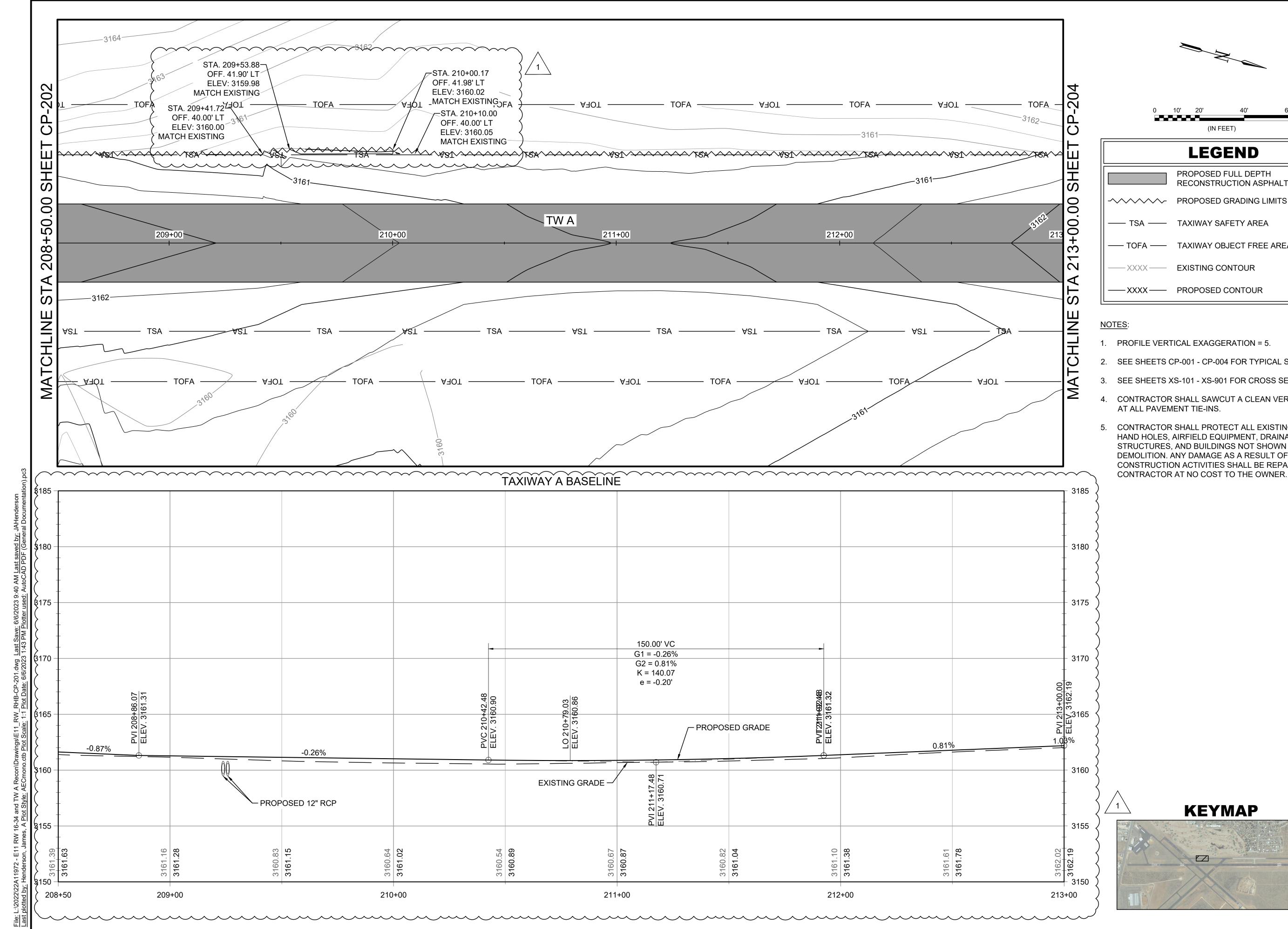
PAVEMENT LANE

APPLY TACK COAT (P-603) TO FACE OF SAWCUT PRIOR TO PLACEMENT OF ADJACENT PAVEMENT LANE

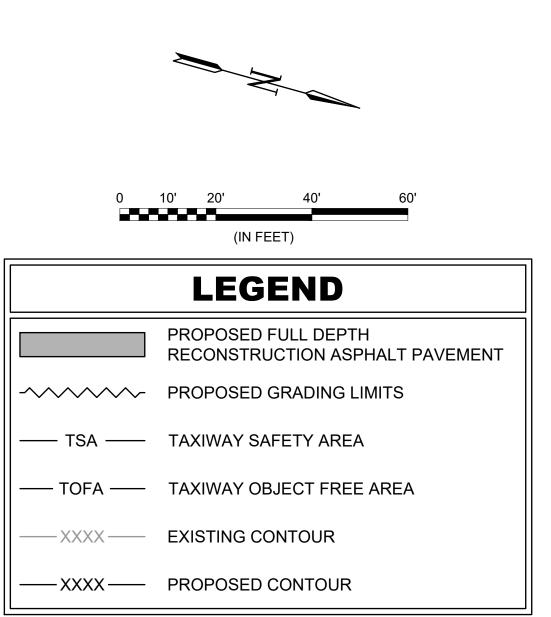


CRACK OR JOINT SEAL SHALL BE REMOVED AND REDONE.

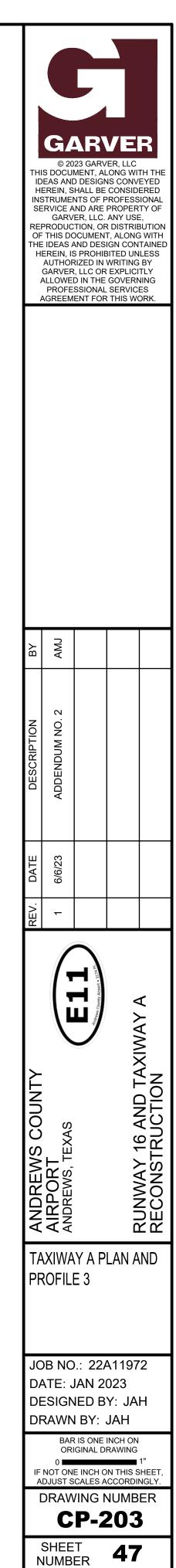


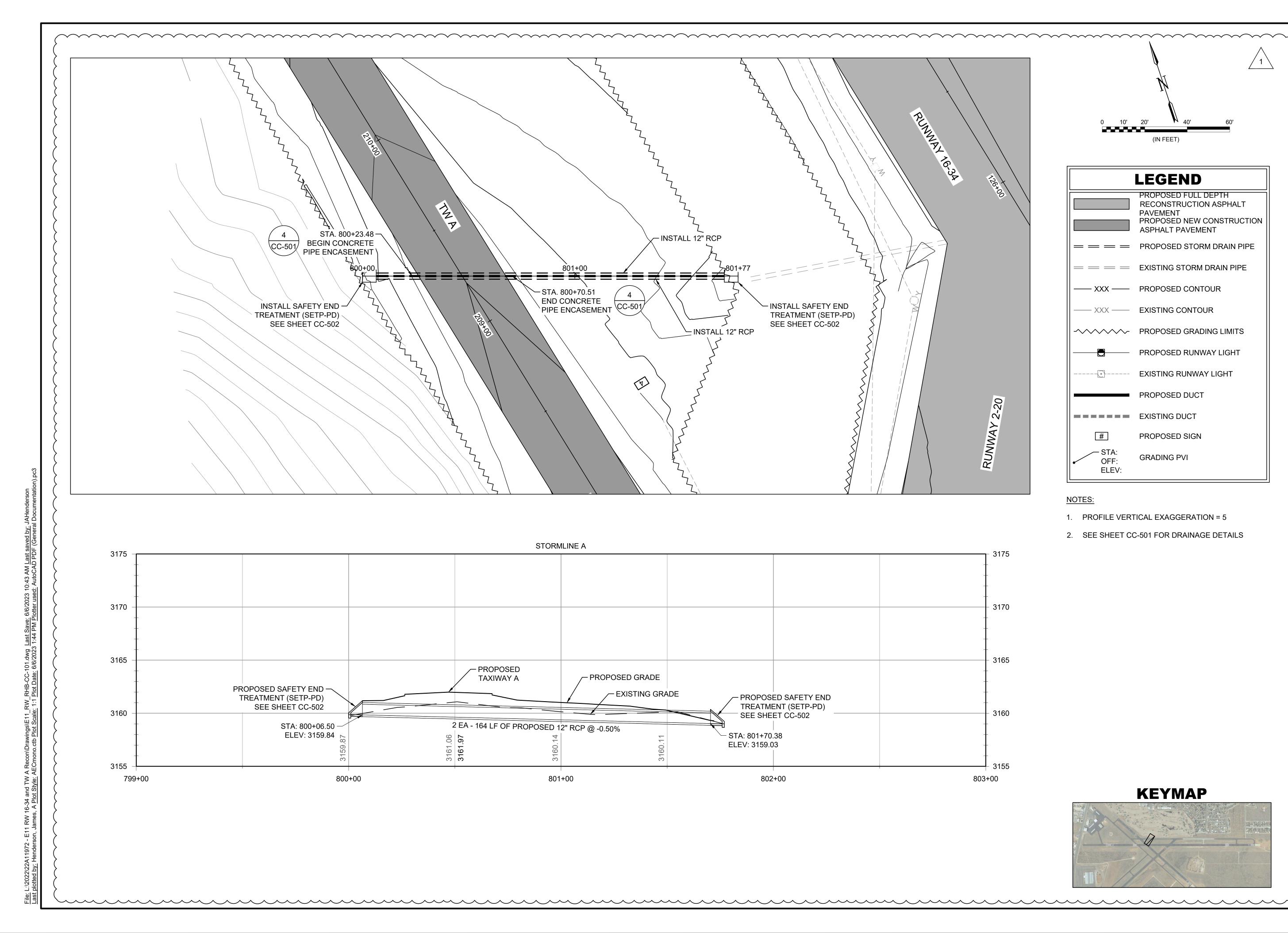


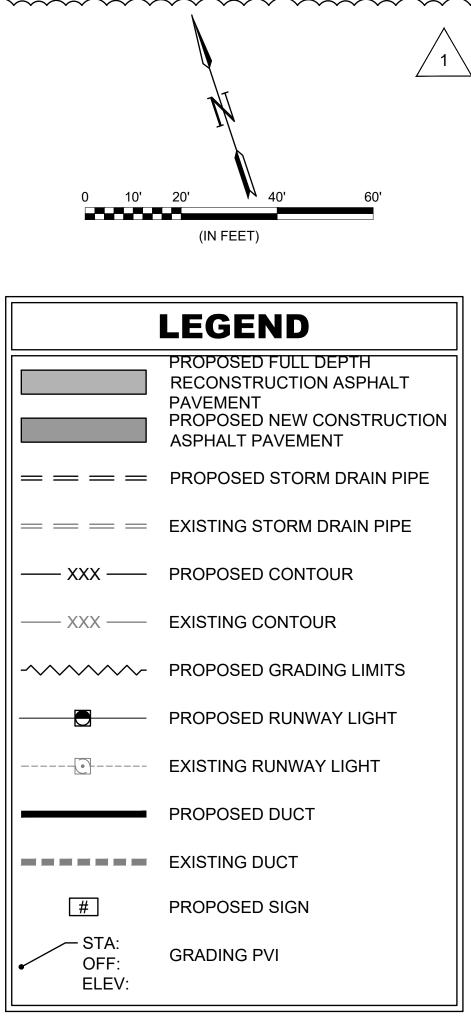
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- 2. SEE SHEETS CP-001 CP-004 FOR TYPICAL SECTIONS.
- 3. SEE SHEETS XS-101 XS-901 FOR CROSS SECTIONS
- CONTRACTOR SHALL SAWCUT A CLEAN VERTICAL EDGE
- 5. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES, HAND HOLES, AIRFIELD EQUIPMENT, DRAINAGE STRUCTURES, AND BUILDINGS NOT SHOWN FOR DEMOLITION. ANY DAMAGE AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE





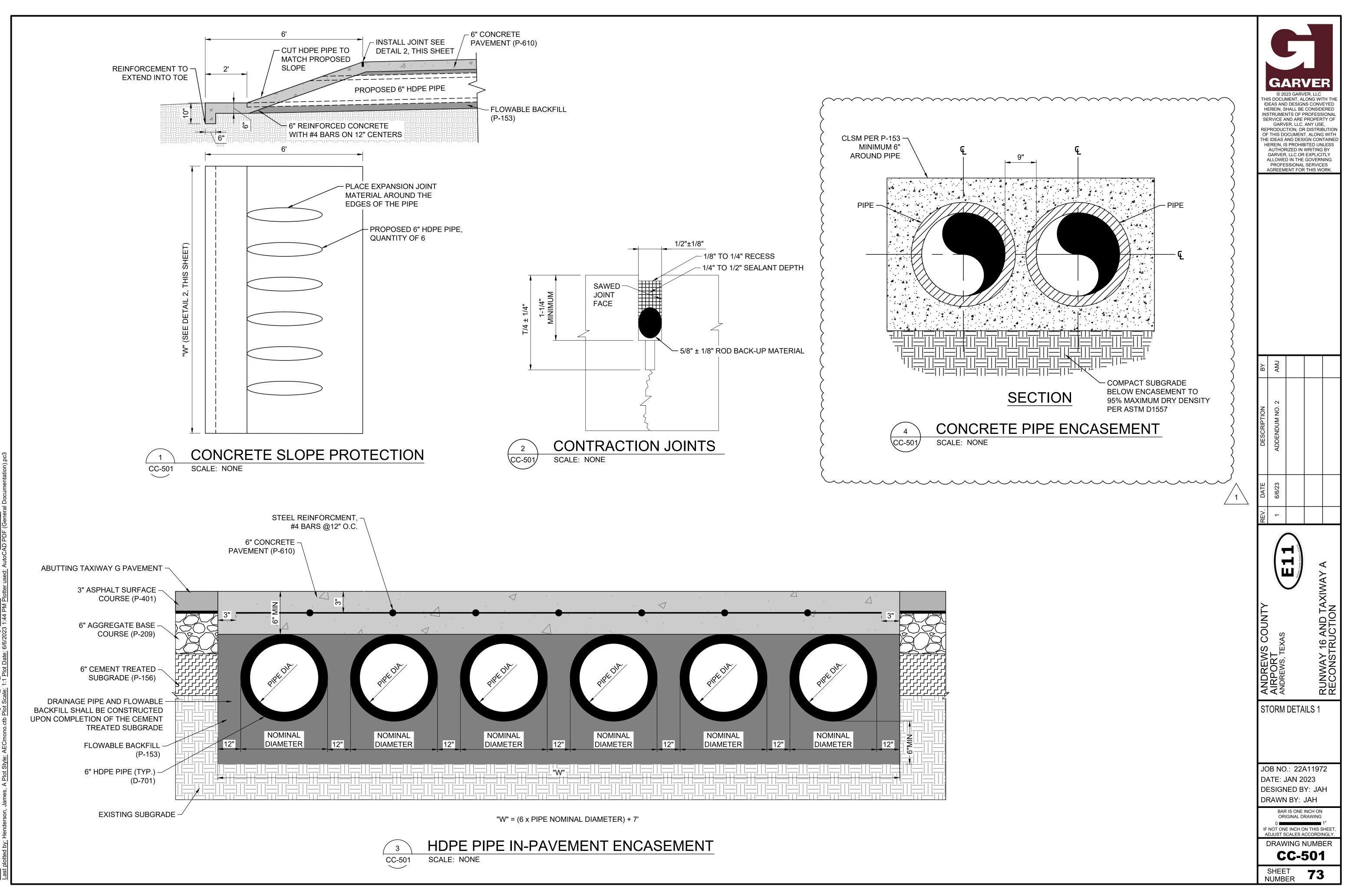


## NOTES:

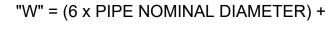
- 1. PROFILE VERTICAL EXAGGERATION = 5
- 2. SEE SHEET CC-501 FOR DRAINAGE DETAILS

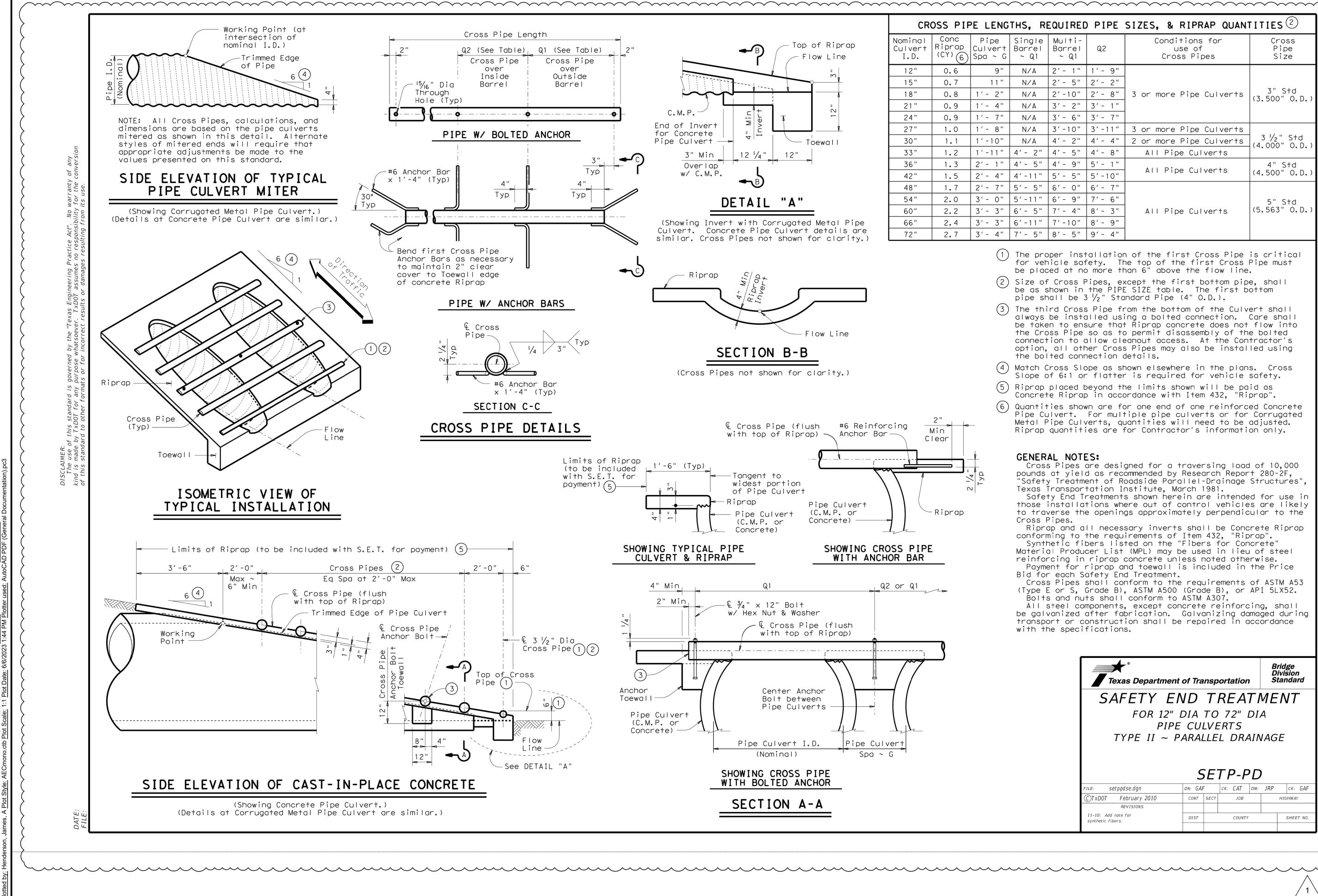


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EQUIRED	) PIPE	SIZES, & RIPRAP QUANT	TITIES 2
Multi- Barrel ~ Q1	Q2	Conditions for use of Cross Pipes	Cross Pipe Size
2'- 1"	1'- 9"		
2'- 5"	2'- 2"		
2'-10"	2'- 8"	3 or more Pipe Culverts	3" Std (3.500" O.D.)
3'- 2"	3'-1"		
3'- 6"	3'- 7"		
3′-10″	3′-11″	3 or more Pipe Culverts	
4'-2"	4'-4"	2 or more Pipe Culverts	3 1/2" Std (4.000" O.D.)
4'- 5"	4'-8"	All Pipe Culverts	
4'- 9"	5′-1"		4" S†d
5'- 5"	5′-10"	All Pipe Culverts	(4.500" O.D.)
6'- 0"	6′-7"		
6'- 9"	7'- 6"	]	5" S+d
7'-4"	8'- 3"	All Pipe Culverts	(5.563" O.D.)
7′-10″	8'- 9"	]	
8'- 5"	9′-4″		

(1) The proper installation of the first Cross Pipe is critical for vehicle safety. The top of the first Cross Pipe must be placed at no more than 6" above the flow line.

(2) Size of Cross Pipes, except the first bottom pipe, shall be as shown in the PIPE SIZE table. The first bottom pipe shall be  $3\frac{1}{2}$ " Standard Pipe (4" O.D.).

(3) The third Cross Pipe from the bottom of the Culvert shall always be installed using a bolted connection. Care shall be taken to ensure that Riprap concrete does not flow into the Cross Pipe so as to permit disassembly of the bolted connection to allow cleanout access. At the Contractor's option, all other Cross Pipes may also be installed using the bolted connection details.

(4) Match Cross Slope as shown elsewhere in the plans. Cross Slope of 6:1 or flatter is required for vehicle safety.

5 Riprap placed beyond the limits shown will be paid as Concrete Riprap in accordance with Item 432, "Riprap".

(6) Quantities shown are for one end of one reinforced Concrete Pipe Culvert. For multiple pipe culverts or for Corrugated Metal Pipe Culverts, quantities will need to be adjusted. Riprap quantities are for Contractor's information only.

## GENERAL NOTES:

Cross Pipes are designed for a traversing load of 10,000 pounds at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981. Safety End Treatments shown herein are intended for use in

those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the Riprap and all necessary inverts shall be Concrete Riprap

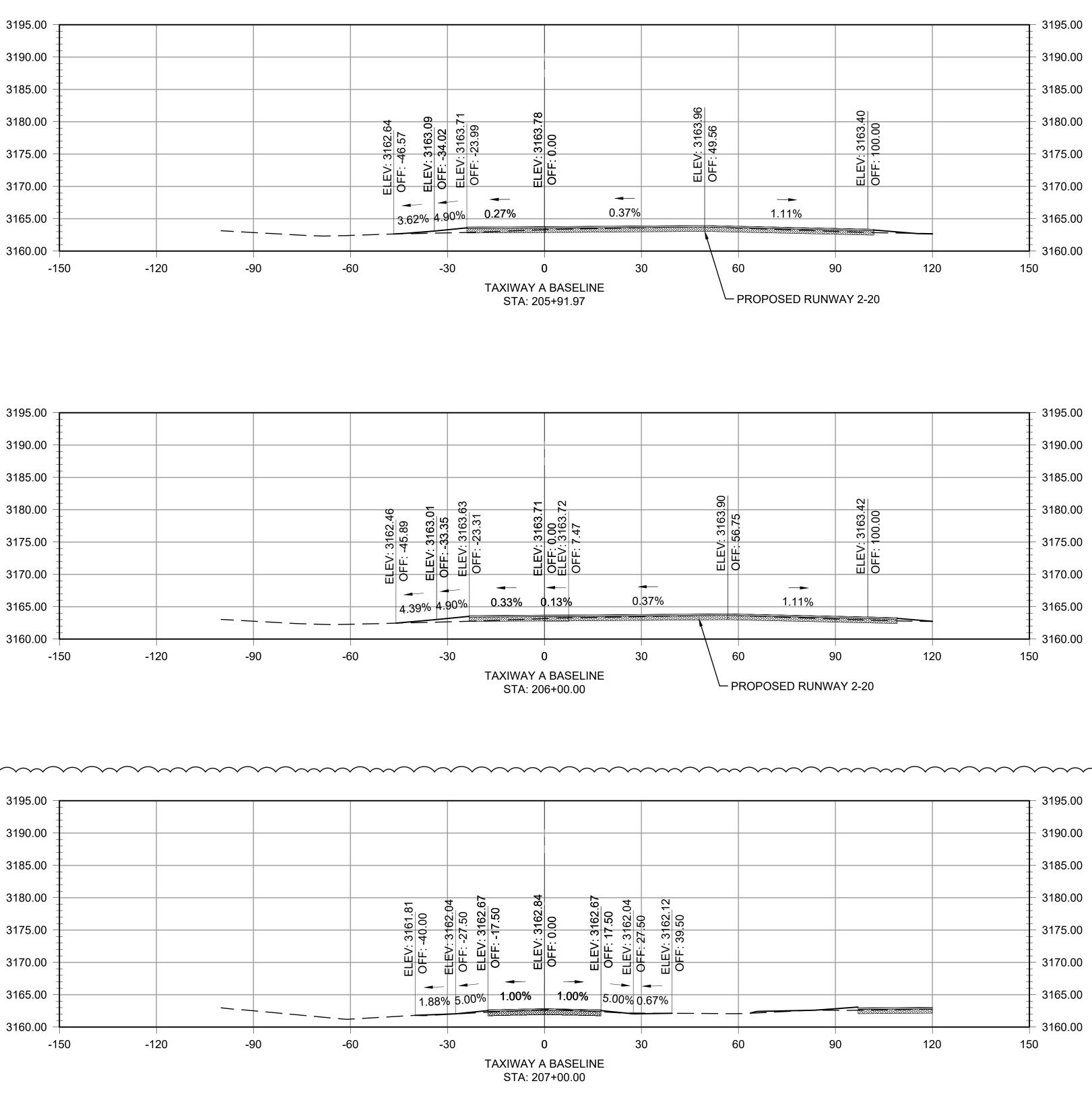
conforming to the requirements of Item 432, "Riprap". Synthetic fibers listed on the "Fibers for Concrete" Materia | Producer List (MPL) may be used in lieu of steel reinforcing in riprop concrete unless noted otherwise. Payment for riprop and toewall is included in the Price Bid for each Safety End Treatment.

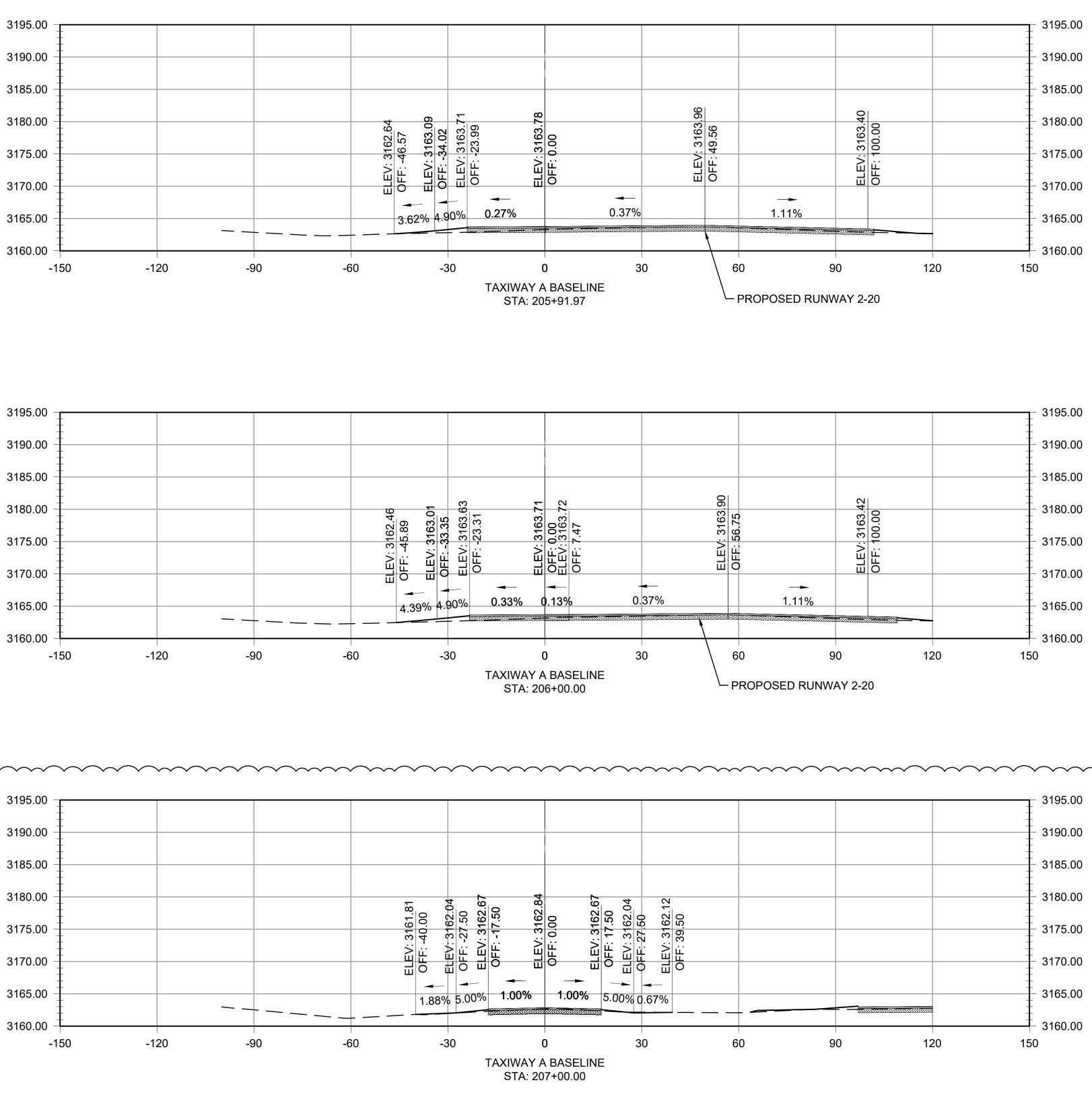
Cross Pipes shall conform to the requirements of ASTM A53 (Type E or S, Grade B), ASTM A500 (Grade B), or API 5LX52. Bolts and nuts shall conform to ASTM A307. All steel components, except concrete reinforcing, shall

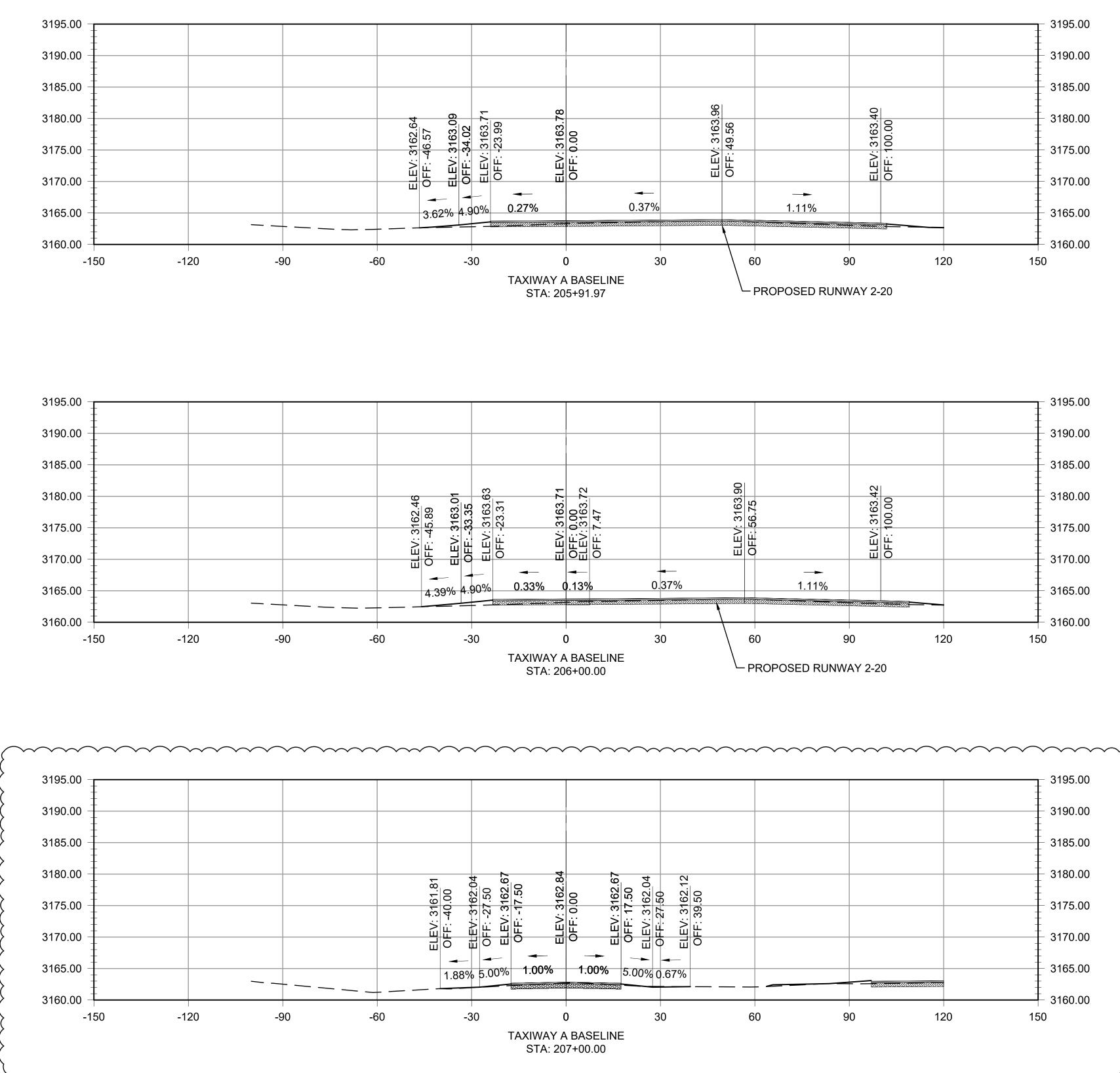
be galvanized after fabrication. Galvanizing damaged during transport or construction shall be repaired in accordance with the specifications.

DTxDOT     February 2010     CONT     SECT     JOB     HIGHWAY       REVISIONS       11-10:     Add note for     DIST     COUNTY     SHEET NO.	Texas Department	nt of Tra	nsp	ortation		ridge ivision tandard
PIPE CULVERTS TYPE II ~ PARALLEL DRAINAGE SETP-PD LE: setppdse.dgn DN: GAF CK: CAT DW: JRP CK: GAF DTxDOT February 2010 CONT SECT JOB HIGHWAY REVISIONS III-10: Add note for DIST COUNTY SHEET NO.	SAFETY E	ND	T	REAT	ME	NT
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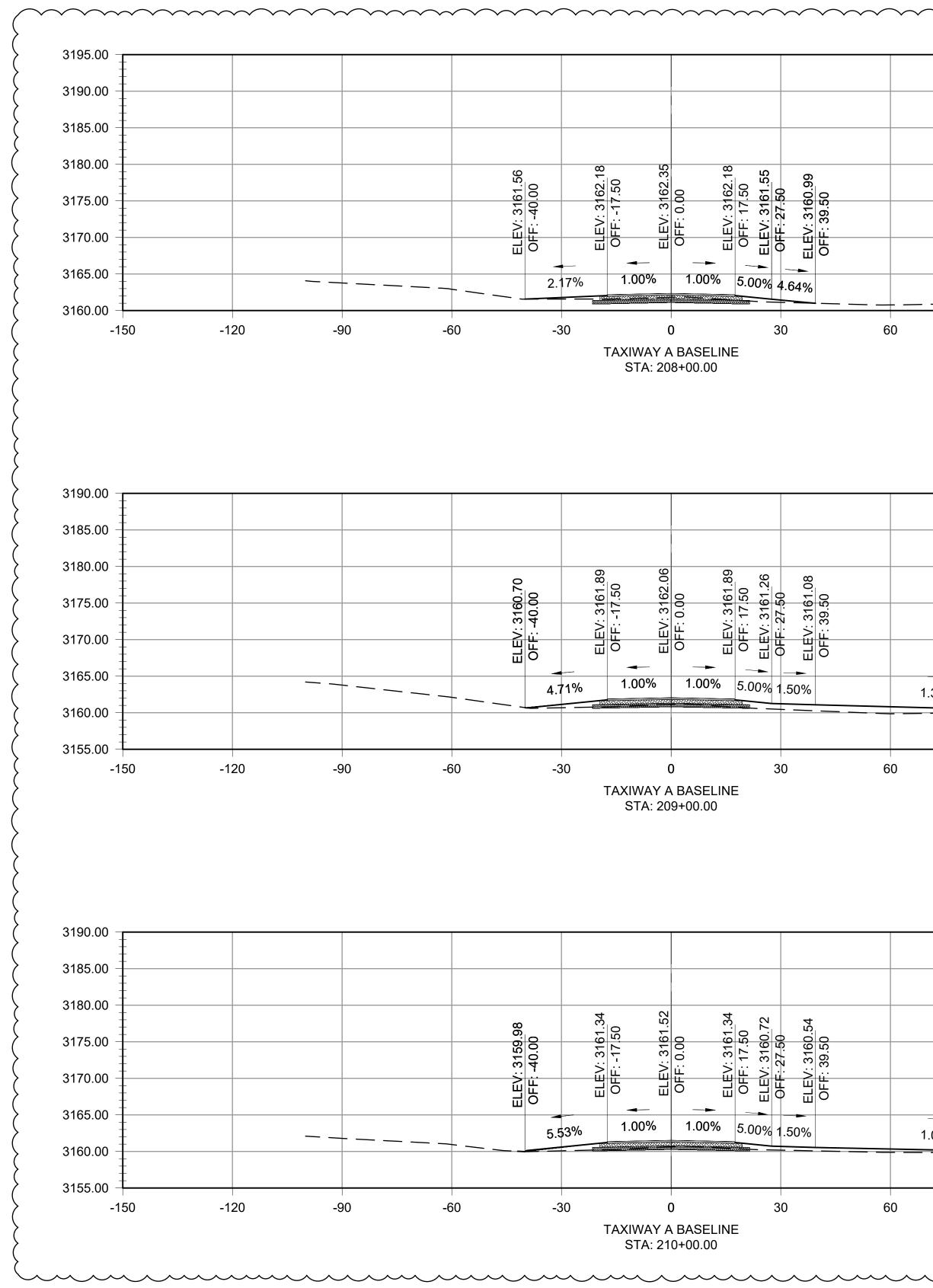
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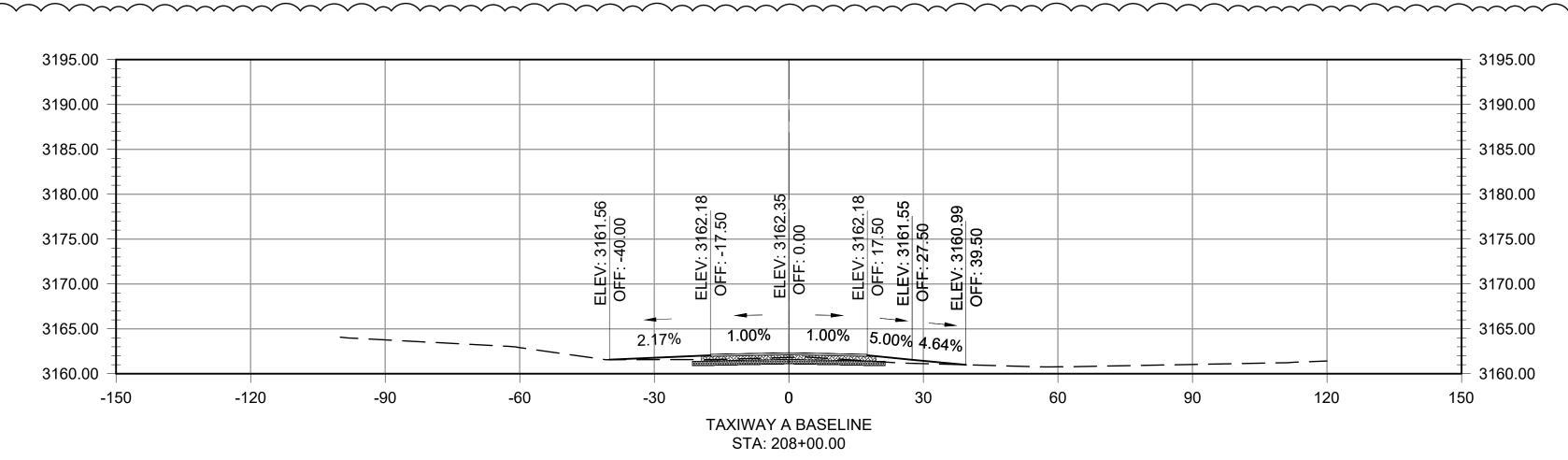


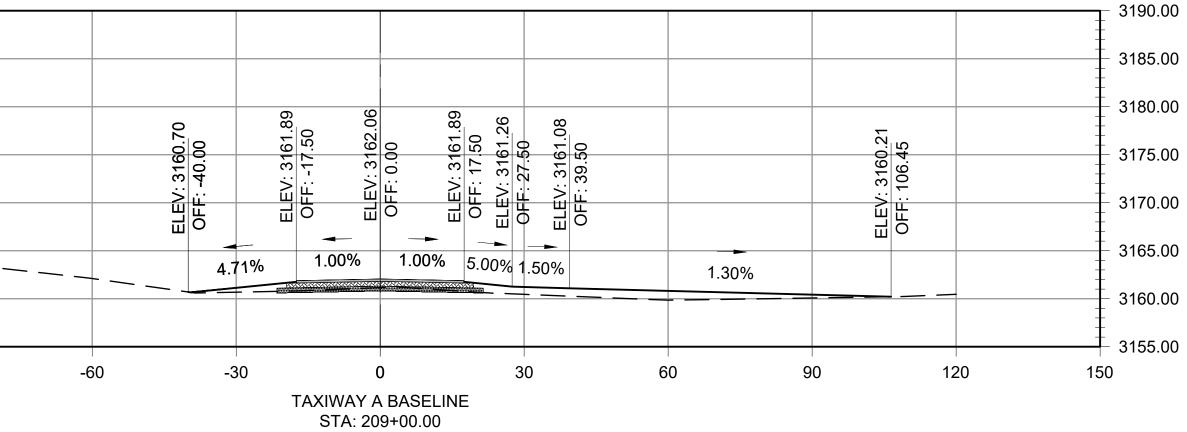
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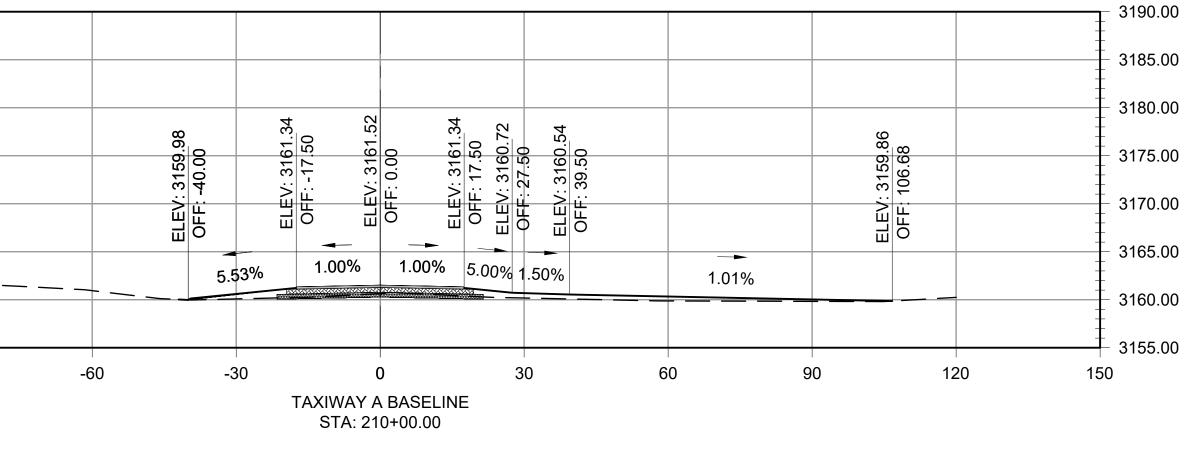
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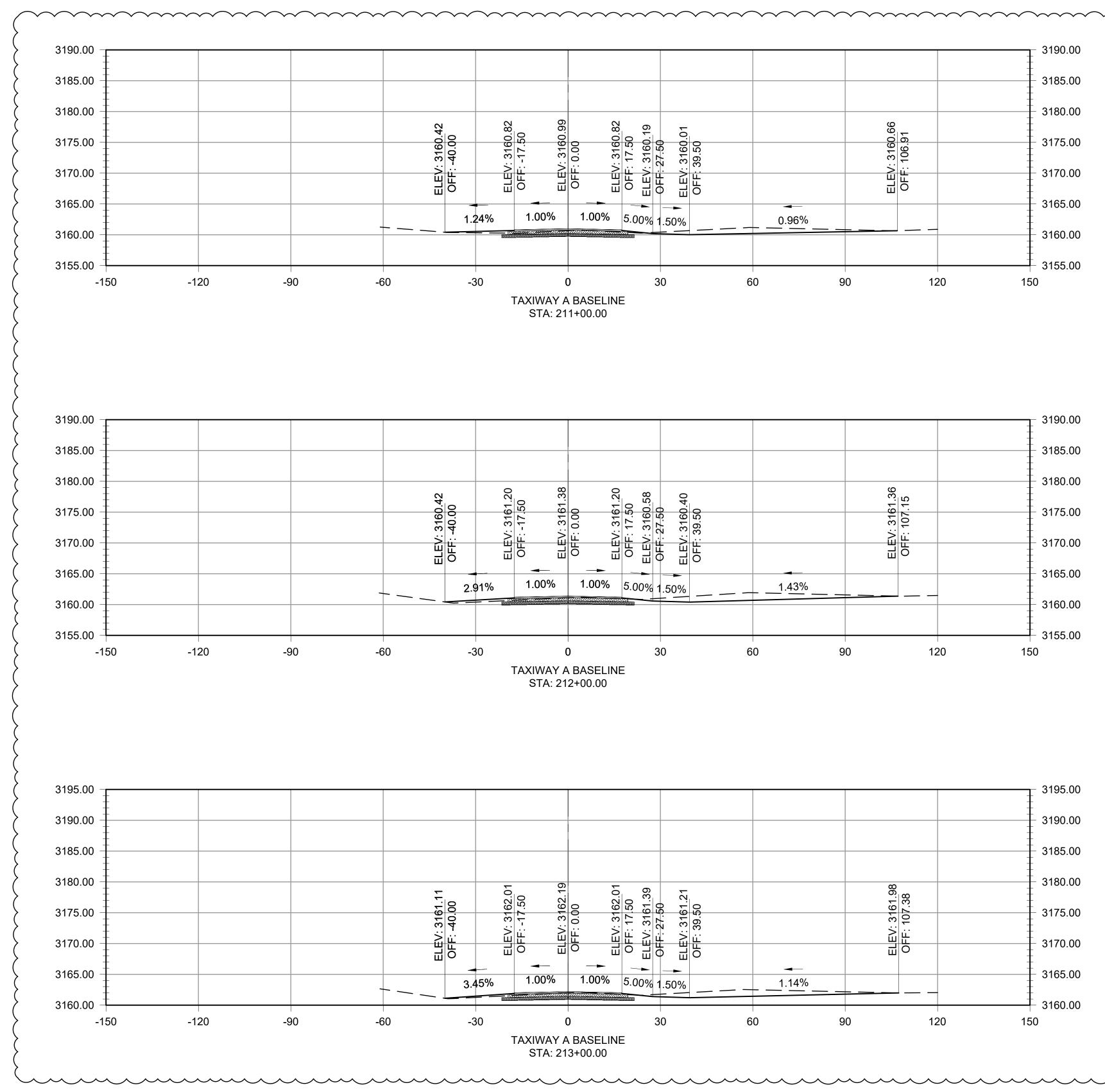


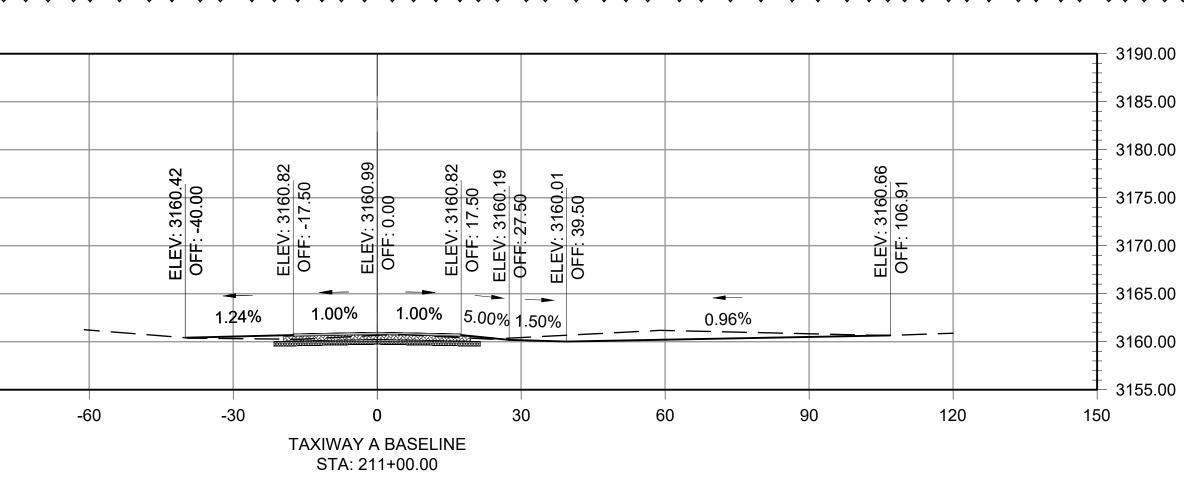
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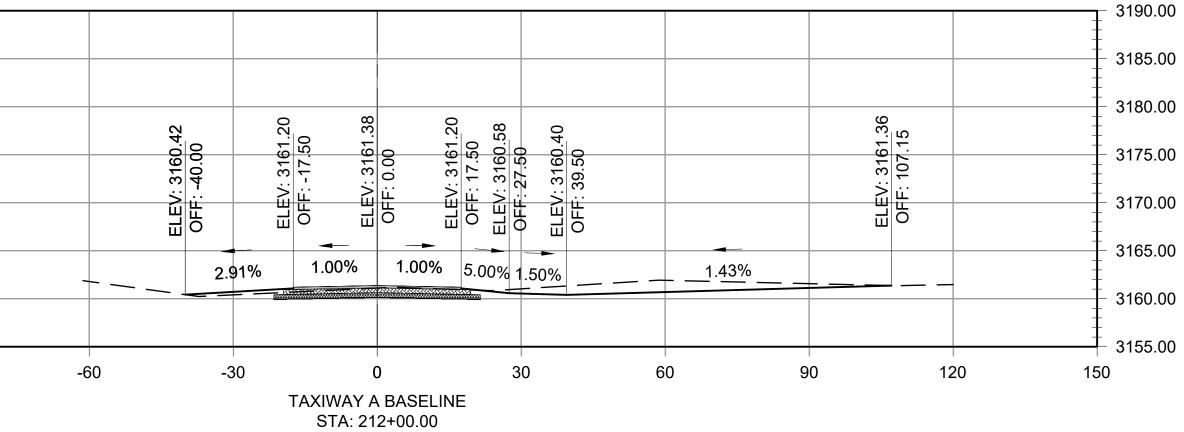
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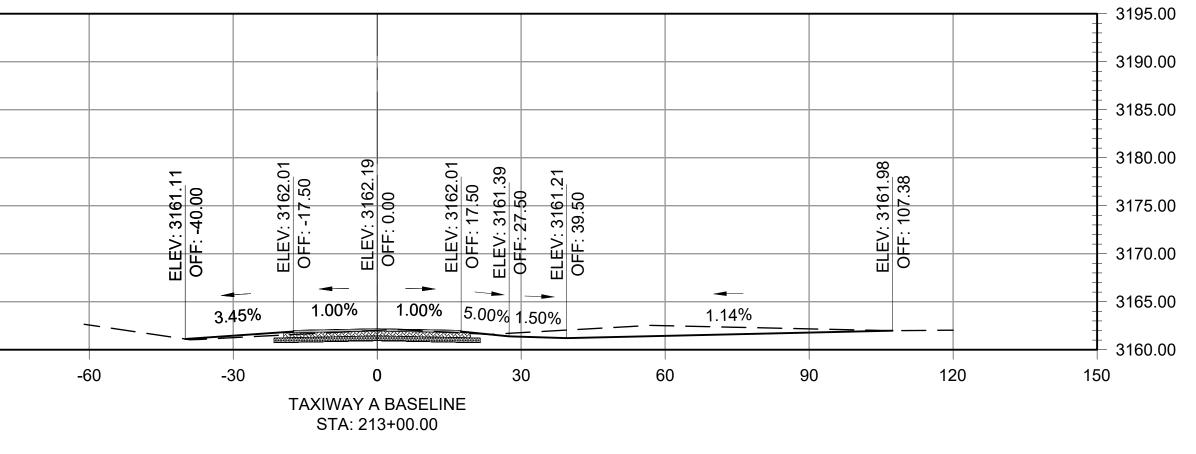
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