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Parent Tracts

Owner: City of Addison
 Address: 15333 Addison Road City of Addison, Texas
 Legal Description: Being all of the certain tract of land 373.332 acres, more or less, out of the Edward Cook Survey Abstract 326, the William Lomar Survey Abstract 792, the George Syms Survey Abstract 1344, the William Rowe Survey Abstract 1257, Lot 1R-1, Block A of Coil Addition, Vol. 2002003, Pg. 103, Dallas County, Texas, and part of Lot 1 and Lot 2 of Block "A" of The Carroll Estates Addition, Volume 10 Page 473, Dallas County, Texas

Grantor: Ray V. Kincaid, Jr.
 Grantee: Town of Addison
 Vol.99155 Pg.2291
 Re: Kincaid Addition Vol.84087 Pg.0048

Grantor: Billy Joe Mullins, Jr.
 Grantee: Town of Addison
 Vol.99249 Pg.5436
 Re: Mullins Addition Vol.85157 Pg.4674 and Barnett Addition Vol.85180 Pg.1680

Grantor: George Marko, Trustee, et al
 Grantee: Town of Addison
 Vol.99078 Pg.1254
 Re: a portion of Aircorp Property Addition Vol.98165 Pg.3772

Grantor: Bobbie L. Odum, et al
 Grantee: City of Addison
 Vol.81150 Pg.1985
 Re: 1/4th Interest

Grantor: Donnell Jones, et al
 Grantee: City of Addison
 Vol.81150 Pg.1993
 Re: 1/4th Interest

Grantor: Annie Ruth Harge, et al
 Grantee: City of Addison
 Vol.81150 Pg.1991
 Re: 1/4th Interest

Grantor: Oswald Coleman, et al
 Grantee: City of Addison
 Vol.81150 Pg.1989
 Re: 1/4th Interest

Dedication Statement

That the TOWN OF ADDISON ("Owner") does hereby adopt this plat designating the hereinabove property as ADDISON AIRPORT ADDITION, an addition to the Town of Addison, Texas, and, subject to the conditions, restrictions and reservations stated hereinafter, owner dedicates to the public use forever the streets and alleys shown thereon.

The easements shown on this plat are hereby reserved for the purposes as indicated, including, but not limited to, the installation and maintenance of water, sanitary sewer, storm sewer, drainage, electric, telephone, gas and cable television. Owner shall have the right to use these easements, provided however, that it does not unreasonably interfere or impede with the provision of the services to others. Said utility easements are hereby being reserved by mutual use and accommodation of all public utilities using or desiring to use the same. An express easement of ingress and egress is hereby expressly granted on, over and across all such easements for the benefit of the provider of services for which easements are granted.

Any drainage and floodway easement shown hereon is hereby dedicated to the public's use forever, but including the following covenants with regards to maintenance responsibilities. The existing channels or creeks traversing the drainage and floodway easement will remain as an open channel, unless required to be enclosed by ordinance, at all times and shall be maintained by the individual owners of the lot or lots that are traversed by or adjacent to the drainage and floodway easement. The City will not be responsible for the maintenance and operation of said creek or creeks or for any damage or injury of private property or person that results from the flow of water along said creek, or for any damage or injury of private property or person that results from the flow of water along said creek, or for the control of erosion. No obstruction to the natural flow of water run-off shall be permitted by construction of any type building, fence or any other structure within the drainage and floodway easement. Provided, however, it is understood that in the event it becomes necessary for the City to channelize or consider erecting any type of drainage structure in order to improve the storm drainage, then in such event, the City shall have the right, but not the obligation, to enter upon the drainage and floodway easement at any point, or points, with all rights of ingress and egress to investigate, survey, erect, construct or maintain any drainage facility deemed necessary by the City for drainage purposes. Each property owner shall keep the natural drainage channels and creeks traversing the drainage and floodway easement adjacent to his property clean and free of debris, silt, growth, vegetation, weeds, rubbish, refuse matter and any substance which would result in unsanitary conditions or obstruct the flow of water, and the City shall have the right of ingress and egress for the purpose of inspection and supervision and maintenance work by the property owner to alleviate any undesirable conditions which may occur. The natural drainage channels and creeks through the drainage and floodway easement, as in the case of all natural channels, are subject to storm water overflow and natural bank erosion to an extent that cannot be definitely defined. The City shall not be held liable for any damages or injuries of any nature resulting from the occurrence of these natural phenomena, nor resulting from the failure of any structure or structures, within the natural drainage channels, and the owners hereby agree to indemnify and hold harmless the City from any such damages and injuries. Building areas outside the drainage and floodway easement line shall be filled to a minimum elevation as shown on the plat. The minimum floor of elevation of each lot shall be shown on the plat.

The maintenance or paving of the utility and fire lane easements is the responsibility of the property owner. All public utilities shall at all times have the full right of ingress and egress to and from and upon the said utility easements for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining and adding to or removing all or parts of its respective system without the necessity at any time of procuring the permission of anyone. Any public utility shall have the right of ingress and egress to private property for the purpose of reading meters and any maintenance and service required or ordinarily performed by that utility. Buildings, fences, trees, shrubs or other improvements or growth may be constructed, reconstructed or placed upon, over or across the utility easements as shown; provided, however, that owner shall at its sole cost and expense be responsible under any and all circumstances for the maintenance and repair of such improvements or growth, any public utility shall have the right to remove and keep removed all or parts of any buildings, fences, trees, shrubs or other improvements or growth which in any way endanger or interfere with the construction, maintenance or efficiency of its respective system or service.

Water main and sanitary sewer easements shall also include additional area of working space for construction and maintenance of the systems. Additional easement area is also conveyed for installation and maintenance of manholes, cleanouts, fire hydrants, water service and sewer services from the main to curb or pavement line, and the descriptions of such additional easements herein granted shall be determined by their locations as installed.

This plat is approved subject to all platting ordinances, rules, regulations and resolutions of the Town of Addison, Texas.

Control Monument

(NAD 83, TEXAS NORTH CENTRAL - 4202)

North	East	Elevation	Desc.
7039689.078	2480245.682	638.30	AA-1
7041501.126	2480144.730	648.92	AA-2
7037202.352	2480632.193	638.03	AA-3
7035957.986	2479444.822	632.41	AA-4
7039506.863	2478102.163	637.40	AA-5
7043848.891	2477497.499	652.26	AA-6
7039305.132	2478531.657	640.77	AB2786
7040772.156	2478253.153	633.02	AB7648
7043042.492	2477532.021	637.40	AH7852
7038354.486	2478875.925	642.02	CS1308

PROPERTY DESCRIPTION

Being a tract of land out of the E. Cook Survey, Abstract No. 326, the William Lomar Survey, Abstract No. 792, the George Syms Survey, Abstract 1344, and the William Rowe Survey, Abstract 1257, and being all of a tract of land described in deed to the City of Addison recorded in Volume 77010, Page 1391 of the Deed Records of Dallas County, Texas (D.R.D.C.T.), all of a tract of land described in Judgment to the City of Addison recorded in Volume 91079, Page 2887, D.R.D.C.T., Lot 7, Block B of Beltwood North Addition, Phase II, an Addition to the City of Dallas, Texas, according to the map thereof recorded in Volume 78201, Page 0001, D.R.D.C.T., as described in deed to the City of Addison recorded in Volume 82022, Page 1211, D.R.D.C.T., a tract of land described in deed to the Town of Addison recorded in Volume 98015, Page 2143, D.R.D.C.T. a tract of land described in deed to the Town of Addison recorded in Volume 97217, Page 1350, D.R.D.C.T., Lot 1, Block 1, of Kincaid Addition, an Addition to the City of Addison, Dallas County, Texas, according to the Plat thereof recorded in Volume 84087, Page 48, D.R.D.C.T., a tract of land described in deed to the Town of Addison recorded in Volume 99249, Page 5436, D.R.D.C.T., a tract of land described in deed to the Town of Addison recorded in Volume 99078, Page 1254, D.R.D.C.T., a tract of land described in Deed to the City of Addison recorded in Volume 5143, Page 162, D.R.D.C.T., and a tract of land described in Deed to the City of Addison recorded in Volume 81150, Page 1985, D.R.D.C.T., said tracts to be known as the Addison Airport tract and being more particularly described as follows:

Beginning at a concrete monument found with a 3 1/2 inch disk stamped "City of Addison" lying in the west right-of-way line of Westgrove Road (a 60 foot wide right-of-way) said point being the most northerly northeast corner of said Addison Airport tract and the southeast corner of Lot 1, Block A, Academy Addition, an addition to the City of Carrollton, Dallas County, Texas according to the Plat thereof recorded in Volume 79186, Page 1, D.R.D.C.T.;

THENCE South 00 degrees 39 minutes 05 seconds East, along the west right-of-way line of said Westgrove Road, a distance of 1547.64 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 21 degrees 16 minutes 44 seconds East, continuing along said west right-of-way line of Westgrove Road, a distance of 539.35 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE along a curve to the left of said Westgrove Road having a radius of 340.00 feet, a central angle of 69 degrees 17 minutes 21 seconds and an arc length of 411.17 feet, being subtended by a chord of South 55 degrees 55 minutes 24 seconds East for a distance of 386.57 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 89 degrees 25 minutes 55 seconds East, along the southerly right-of-way line of Westgrove Road for a distance of 2,118.93 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" at the corner clip of said southerly right-of-way line of Westgrove Road and the west right-of-way line of Addison Road (a 60 foot wide right-of-way);

THENCE South 45 degrees 37 minutes 02 seconds East, along said corner clip, a distance of 21.23 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 00 degrees 39 minutes 59 seconds East, along said west right-of-way line of Addison Road, a distance of 299.74 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 89 degrees 18 minutes 30 seconds West, departing said west right-of-way line of Addison Road, a distance of 200.12 feet to a chiseled "X" set in concrete;

THENCE South 00 degrees 41 minutes 30 seconds East, a distance of 201.72 feet to a found "X";

THENCE South 42 degrees 48 minutes 04 seconds West, a distance of 1,596.12 feet to a found "X";

THENCE South 47 degrees 17 minutes 56 seconds East, a distance of 202.54 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 21 degrees 16 minutes 56 seconds East, a distance of 350.89 feet to a chiseled "X" set in concrete;

THENCE North 68 degrees 43 minutes 04 seconds East, a distance of 30.00 feet to a chiseled cross set in concrete;

THENCE North 70 degrees 38 minutes 55 seconds East, a distance of 185.74 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 44 degrees 10 minutes 12 seconds East, a distance of 7.05 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH", said point is the common corner between the aforesaid Addison Airport tract and the southwest corner of a tract of land described in deed to O.J. Broughton and E.E. Ericson recorded in Volume 4350, Page 491 of D.R.D.C.T.;

THENCE North 89 degrees 20 minutes 44 seconds East, along the common line of said Addison Airport tract and the south line of said O.J. Broughton tract for a distance of 818.27 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the west right-of-way line of aforesaid Addison Road;

THENCE South 00 degrees 39 minutes 59 seconds East, a distance of 490.88 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the apparent common survey line between the aforesaid William Lomar Survey, Abstract No. 792 and the aforesaid E. Cook Survey, Abstract No. 326;

THENCE North 89 degrees 47 minutes 19 seconds East, a distance of 60.66 feet to a 1/2 inch iron rod set with cap stamped "DAL-TECH" in the aforesaid west right-of-way line of Addison Road;

THENCE along a curve to the left in the said west right-of-way line of Addison Road, having a radius of 746.30 feet, a central angle of 01 degree 54 minutes 15 seconds and an arc length of 24.80 feet, being subtended by a chord of South 25 degrees 45 minutes 41 seconds East for a distance of 24.80 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 26 degrees 42 minutes 49 seconds East, along said west right-of-way line of Addison Road, a distance of 34.05 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE along a curve to the right in the said west right-of-way line of Addison Road having a radius of 686.30 feet, a central angle of 25 degrees 50 minutes 01 second and an arc length of 309.44 feet, being subtended by a chord of South 13 degrees 47 minutes 49 seconds East for a distance of 306.83 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 00 degrees 52 minutes 49 seconds East, along said west right-of-way line of Addison Road, a distance of 2,973.50 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 03 degrees 27 minutes 59 seconds East, along said west right-of-way line of Addison Road, a distance of 9.28 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 89 degrees 58 minutes 24 seconds West, departing said west right-of-way line of Addison Road, a distance of 165.27 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 00 degrees 09 minutes 24 seconds East, a distance of 243.18 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 61 degrees 10 minutes 39 seconds West, a distance of 17.74 feet to a 1/2 inch iron rod found;

THENCE South 00 degrees 09 minutes 29 seconds East, a distance of 209.98 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the north right-of-way line of the Fort Worth and Denver Railroad spur;

THENCE South 65 degrees 42 minutes 08 seconds West, along said north right-of-way line of said Fort Worth and Denver Railroad spur, a distance of 759.64 feet to a 5/8 inch iron rod found at the most easterly corner of the Addison Airport Industrial District, an Addition to the City of Addison according to the plat thereof recorded in Volume 50, Page 207, D.R.D.C.T.;

THENCE North 67 degrees 26 minutes 03 seconds West, along the said easterly line of Addison Airport Industrial District addition, a distance of 272.68 feet to a 5/8 inch iron rod found;

THENCE North 21 degrees 09 minutes 30 seconds West, along the said easterly line of Addison Airport Industrial District addition, a distance of 571.54 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 75 degrees 21 minutes 17 seconds West, a distance of 449.71 feet to a found railroad spike;

THENCE North 89 degrees 59 minutes 56 seconds West, a distance of 654.32 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 00 degrees 00 minutes 04 seconds East, a distance of 159.62 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 89 degrees 59 minutes 56 seconds West, a distance of 160.02 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the east right-of-way line of Midway Road (a 100 foot wide right-of-way);

THENCE North 00 degrees 00 minutes 04 seconds East, along said east right-of-way line of Midway Road, a distance of 10.00 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE South 89 degrees 59 minutes 56 seconds East, a distance of 792.25 feet to a 1/2 inch iron rod found with cap stamped "MLM #2617";

THENCE North 75 degrees 21 minutes 17 seconds East, a distance of 408.63 feet to a 1/2 inch iron rod found with cap stamped "MLM #2617";

THENCE North 21 degrees 09 minutes 30 seconds West, along the aforesaid easterly line of said Addison Airport Industrial District addition, a distance of 2,385.86 feet record to a 1/2 inch iron rod found;

THENCE North 21 degrees 01 minute 39 seconds West, a distance of 320.94 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 89 degrees 44 minutes 31 seconds East, a distance of 10.21 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 20 degrees 38 minutes 06 seconds West, a distance of 221.75 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 89 degrees 54 minutes 56 seconds West, a distance of 177.90 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the east right-of-way line of Dooley Road (a 50 foot wide right-of-way)

THENCE North 00 degrees 18 minutes 08 seconds West, along the said east right-of-way line of Dooley Road, a distance of 663.91 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" for the apparent intersection of said east right-of-way line of Dooley Road and the north right-of-way line of the old Keller Springs Road (a 50 foot wide right-of-way);

THENCE South 89 degrees 33 minutes 56 seconds West, with the said north line of Keller Springs Road, a distance of 105.61 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 56 degrees 29 minutes 35 seconds West, a distance of 65.57 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the aforesaid east right-of-way line of Dooley Road (a 60 foot wide right-of-way);

THENCE South 89 degrees 19 minutes 27 seconds West, a distance of 361.02 feet to a 5/8 inch iron rod found;

THENCE North 00 degrees 28 minutes 50 seconds West, a distance of 231.53 feet to a 1/2 inch iron rod found;

THENCE North 89 degrees 17 minutes 19 seconds East, a distance of 1.24 feet to a 1/2 inch iron rod found with cap stamped SJ&F

THENCE North 00 degrees 34 minutes 41 seconds West, a distance of 470.04 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" in the east line of Beltwood North Phase 2, an addition to the City of Dallas, Texas, according to the Plat thereof recorded in Volume 78201, Page 1, D.R.D.C.T.;

THENCE East, a distance of 70.73 feet along said Beltwood North Phase 2 addition to a 5/8 inch iron rod set with cap stamped "DAL-TECH";

THENCE North 00 degrees 39 minutes 08 seconds West, along said Beltwood North Phase 2 addition, a distance of 235.73 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" for the most southerly corner of Lot 7 of said Beltwood North Phase 2 addition;

THENCE North 21 degrees 08 minutes 57 seconds West, passing the north line of said Beltwood North Phase 2 addition at a called distance of 576.04 feet and continuing on for a total distance of 2,125.91 feet to a 5/8 inch iron rod set with cap stamped "DAL-TECH" for the northeast corner of Beltwood North Addition, according to the plat thereof recorded in Volume 78201, Page 1, D.R.D.C.T., same being the southeast corner of Lot 1R-1, Block A, Coil Addition, according to the plat thereof recorded in Volume 2002003, Page 103, D.R.D.C.T.;

THENCE South 89 degrees 35 minutes 51 seconds West, along the common line between the north line of said Beltwood Addition and the south line of said Coil Addition, a distance of 214.48 feet to a 1/2 inch iron rod found in the east right-of-way line of Midway Road (a 100 foot wide right-of-way);

THENCE North 00 degrees 21 minutes 08 seconds West, along said east right-of-way line of Midway Road, passing a 1/2 inch iron rod found for the North corner of said Lot 1R-1, Block A, at a distance of 564.89 feet and continuing for a total distance of 1,756.20 feet to a 1/2 inch iron rod found with cap stamped "SURVCON";

THENCE North 89 degrees 24 minutes 55 seconds East, a distance of 1,165.10 feet to the POINT OF BEGINNING and CONTAINING 16,492,399 square foot or; 378.6 acres of land, more or less.

I, Alan Moore, a Registered Professional Land Surveyor in the State of Texas, do hereby certify that I prepared this Plat from an actual survey of the land under my supervision in accordance with the "Minimum Standards of Practice" approved by the Texas Board of Professional Land Surveyors.

Alan Moore 12/2/04
 Alan Moore, RPLS No. 5537

CARMEN S MORAN
 METROPOLITAN PUBLIC
 STATE OF TEXAS
 12/2/04

ALAN MOORE
 REGISTERED PROFESSIONAL
 LAND SURVEYOR
 12/2/04

Town of Addison Approval: *C Moran*
 City Secretary: *C Moran*
 Scott Wheeler: *Joe Chan*
 Mayor (Town of Addison)

DAL-TECH
ENGINEERING & INC.
 CONSULTING CIVIL ENGINEERS / SURVEYORS
 CONSTRUCTION MANAGERS
 17511 DALLAS PARKWAY
 SUITE 200
 DALLAS, TEXAS 75248
 (972) 250-2727 (972) 250-4774

FINAL PLAT
ADDISON AIRPORT
TOWN OF ADDISON, TEXAS

DRAWN	JOB NO.	CONTRACT NO.	SCALE	DATE
DTE	0216	-	1"=300'	DEC. 2004

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