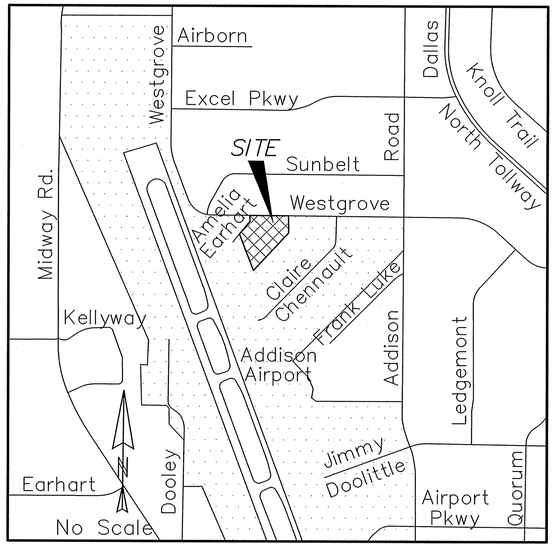
CONSTRUCTION PLANS FOR

MILLION AIR TERMINAL / HANGAR - PHASE 2
LEASE PARCEL No. 70 - WESTGROVE ROAD
TOWN OF ADDISION, DALLAS COUNTY, TEXAS



VICINITY MAP

SHEET INDEX

RECORD DRAWING

DATE: October 26, 2012

Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

STATE OF TEXAS
L. LYNN KADLECK
47258
LICENSED
PROFESSIONAL ENGINEER
March 21, 2011

1
14

THE MISSION COMPANIES
P.O. BOX 639
ADDISION, TEXAS 75001
PH: (972)248-4500

PREPARED BY
KADLECK & ASSOCIATES
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881-0771 PLANO, TX 75074
TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

K&A PROJECT #10544

SCALE: 1"=30'
0 15 30 60
LEGEND
FIR Found Iron Rod
EB Electric Box
PM Parking Meter
TSL Traffic Signal Light
LP Light Pole
FH Fire Hydrant
WM Water Meter
MW Monitoring Well
TV Telephone Vault
SD Storm Drain
CM Controlling Monument
VICINITY MAP
NTS
WESTGROVE ROAD
(60' R.O.W.)
CAUTION!!! AERIAL UTILITY LINES & UNDERGROUND UTILITY LINES
SAWCUT, BREAKOUT & REMOVE EXIST. PAVEMENT
S 89°26'06" W 375.40'
REMOVE EXISTING FENCE & MOW STRIP SALVAGE FENCE
RELOCATE Exist. Iron Fence
REMOVE & SALVAGE FENCE
SAWCUT BREAKOUT & REMOVE CONCRETE PAVEMENT
N 00°23'14" W 174.13'
NOTE: LO, RO & MAG TO REMAIN
LANDSCAPE LIGHT TO BE REMOVED BY OWNER
BREAKOUT & REMOVE EXISTING PAVEMENT
EXIST. UTILITY POLES, ANCHORS AND OVERHEAD ELECTRIC TO BE REMOVED/RELOCATED BY ONCOR
REMOVE EXISTING FENCE & MOW STRIP SALVAGE FENCE
SIGN TO BE REMOVED BY OTHERS
NOTE: COORDINATE WITH OWNER FOR TREE REMOVAL
AMELIA EARHART (60' I&E ESMT.)
N 42°56'54" E 119.80'
REMOVE EXISTING CONCRETE MOW STRIP
ALTERNATE NO. 1 SAWCUT, BREAKOUT & REMOVE CONCRETE PAVEMENT & CURB
CAUTION!!! AERIAL UTILITY LINES & UNDERGROUND UTILITY LINES
LEASE PARCEL No. 70
Aluminum Hangar
4300 Westgove Lease #070A-5201
Exist Terminal Million Air
MILLION AIR – PHASE 1
SAWCUT, BREAKOUT & REMOVE EXISTING PAVEMENT
REMOVE EXISTING CONCRETE WALLS
EXISTING WALLS TO REMAIN
CONC. WALLS TO BE REMOVED
REMOVE & SALVAGE FENCE
BREAKOUT & REMOVE EXIST. ASPHALT PAVEMENT
N 21°03'46" W 389.27'
S 42°53'23" W 189.94'
CAUTION!!! UNDERGROUND UTILITIES IN AREA TO BE FIELD VERIFY PRIOR TO CONSTRUCTION
SAWCUT, BREAKOUT & REMOVE EXIST. CURB & PAVEMENT & MOW STRIP
EXISTING BUILDING
S 42°55'31" W 308.85'
EXIST. CONCRETE TAXIWAY
Existing Fence to Remain

NOTE: EXISTING FEATURES AND TOPOGRAPHIC INFORMATION SHOWN WAS FURNISHED BY OWNER FROM SURVEY PREPARED BY: BRAD SPARR
DATED: ________.

BENCH MARK:
FOUND SQUARE CUT AT NORTHWEST CORNER OF BOX INLET, 13.5' SOUTH OF INTERSECTION OF SOUTH LINE OF WESTGROVE ROAD & EAST LINE OF AMELIA EARHART.
ELEV. 632.80

RECORD DRAWING
DATE: October 26, 2012

Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

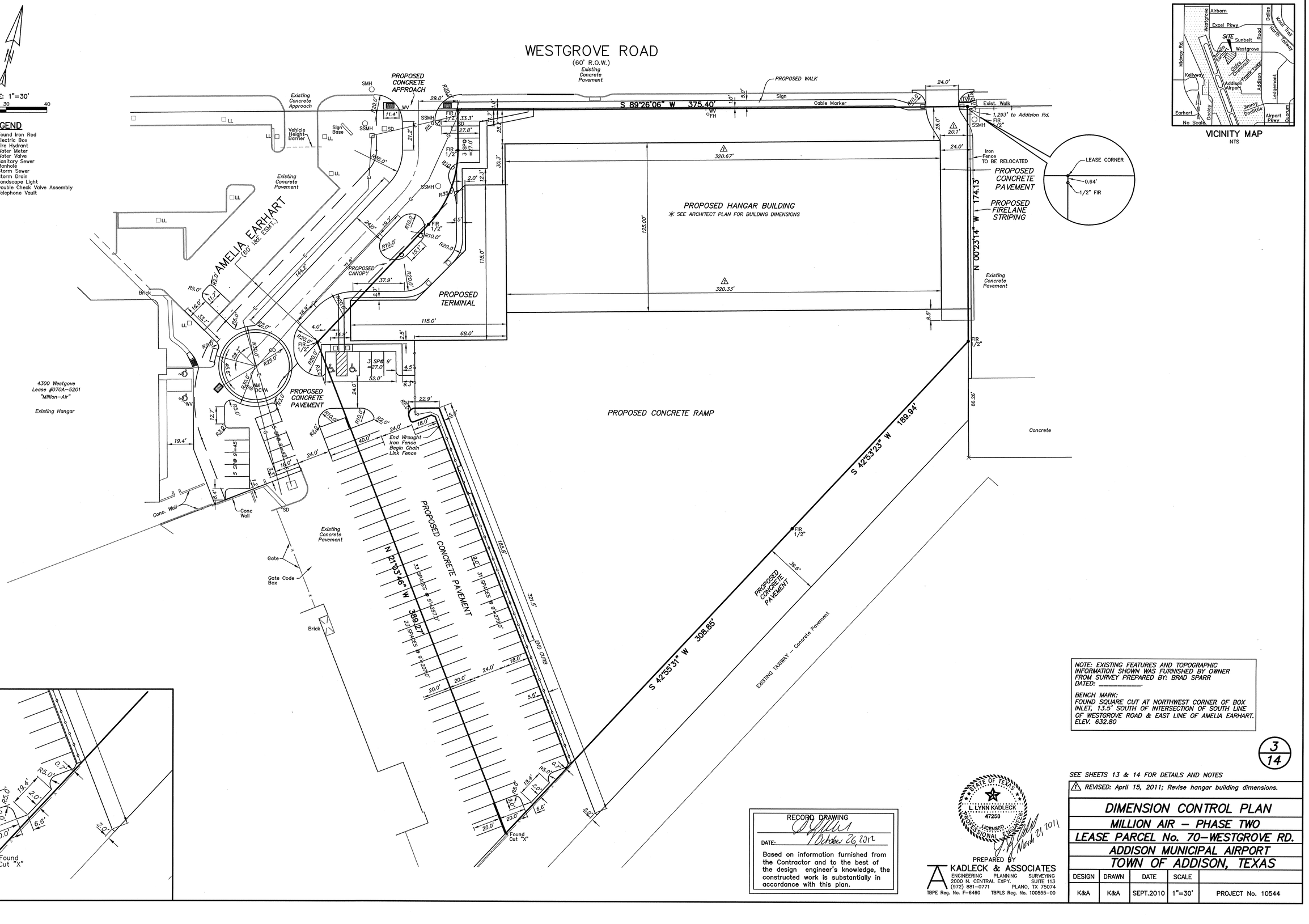
STATE OF TEXAS — L. LYNN KADLECK — 47258 — LICENSED PROFESSIONAL ENGINEER

PREPARED BY
KADLECK & ASSOCIATES
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881-0771 PLANO, TX 75074
TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

SEE SHEETS 13 & 14 FOR DETAILS AND NOTES

DEMOLITION PLAN
MILLION AIR – PHASE TWO
LEASE PARCEL No. 70–WESTGROVE RD.
ADDISON MUNICIPAL AIRPORT
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	1"=30'	PROJECT No. 10544



SCALE: 1"=30'

0 15 30 40

LEGEND

FIR	Found Iron Rod
EB	Electric Box
FH	Fire Hydrant
WM	Water Meter
WV	Water Valve
SS	Sanitary Sewer
MH	Manhole
S	Storm Sewer
SD	Storm Drain
LL	Landscape Light
DCVA	Double Check Valve Assembly
TV	Telephone Vault

VICINITY MAP
NTS

NOTE: EXISTING FEATURES AND TOPOGRAPHIC INFORMATION SHOWN WAS FURNISHED BY OWNER FROM SURVEY PREPARED BY: BRAD SPARR
DATED: _____.

BENCH MARK:
FOUND SQUARE CUT AT NORTHWEST CORNER OF BOX INLET, 13.5' SOUTH OF INTERSECTION OF SOUTH LINE OF WESTGROVE ROAD & EAST LINE OF AMELIA EARHART.
ELEV. 632.80

3/14

SEE SHEETS 13 & 14 FOR DETAILS AND NOTES

RECORD DRAWING
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STATE OF TEXAS
L LYNN KADLECK
47258
LICENSED PROFESSIONAL ENGINEER
March 21, 2011

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TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

⚠ REVISED: April 15, 2011; Revise hangar building dimensions.

DIMENSION CONTROL PLAN
MILLION AIR - PHASE TWO
LEASE PARCEL No. 70-WESTGROVE RD.
ADDISON MUNICIPAL AIRPORT
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	1"=30'	PROJECT No. 10544

F:\10541-10555\10544 Million Air - Westgrove\CIVIL\3 DIMENSION CONTROL.dwg, 10/31/2012 1:29:15 PM

DRAINAGE AREA TABLE - EXISTING CONDITIONS

DRAINAGE AREA	AREA (acres)	C	CA	Tc (min)	i 100 (in/hr)	Q 100 (cfs)	COMMENTS
A	0.13	0.90	0.12	10	8.74	1.0	Offsite -exist. pavement
B	0.06	0.30	0.02	15	7.56	0.1	Onsite - turf
C	0.19	0.30	0.06	15	7.56	0.4	Onsite - turf
D(u)	0.06	0.30	0.02	15	7.56	0.1	Onsite - turf
D(i)	0.08	0.90	0.07	10	8.74	0.6	Offsite -exist. pavement
E	0.46	0.30	0.14	15	7.56	1.0	Onsite - turf
F	0.46	0.30	0.14	15	7.56	1.0	Onsite - turf
G	0.10	0.90	0.09	10	8.74	0.8	Offsite - exist. pavement
H	0.45	0.90	0.41	10	8.74	3.5	Offsite -exist. pavement & turf
I	1.55	0.30	0.47	15	7.56	3.5	Onsite - turf
J	0.15	0.30	0.05	15	7.56	0.3	Onsite - turf
K	0.38	0.90	0.34	10	8.74	3.0	Onsite - exist. pavement
L	0.57	0.90	0.51	10	8.74	4.5	Offsite -exist. pavement
M	0.55	0.90	0.50	10	8.74	4.3	Offsite - exist. pavement
N	0.12	0.90	0.11	10	8.74	0.9	Offsite - exist. pavement
O	0.23	0.90	0.21	10	8.74	1.8	Offsite - improved
P1	0.08	0.90	0.07	10	8.74	0.6	Offsite - exist. pavement & turf
P2(i)	0.18	0.90	0.16	10	8.74	1.4	Onsite - exist. pavement
P2(u)	0.06	0.30	0.02	15	7.56	0.1	Onsite - turf
Q	0.70	0.90	0.63	10	8.74	5.5	Offsite - exist. pavement
TOTAL	6.56					34.9	

DRAINAGE AREA TABLE - DEVELOPED CONDITIONS

DRAINAGE AREA	AREA (acres)	C	CA	Tc (min)	i 100 (in/hr)	Q 100 (cfs)	COMMENTS
A	0.13	0.90	0.12	10	8.74	1.0	Offsite - improved to Street
B	0.06	0.90	0.05	10	8.74	0.5	Onsite - improved to street
C	0.19	0.90	0.17	10	8.74	1.5	Onsite - turf to street
D	0.14	0.90	0.13	10	8.74	1.1	Offsite - to Street
E	0.46	0.90	0.41	10	8.74	3.6	Roof Drg. -surface flow to detention
F	0.46	0.90	0.41	10	8.74	3.6	Roof Drg. - pipe to detention
G	0.10	0.90	0.09	10	8.74	0.8	Offsite - improved
H	0.45	0.90	0.41	10	8.74	3.5	Offsite - taxiway access
I	1.55	0.90	1.40	10	8.74	12.2	Onsite - ramp area
J	0.15	0.90	0.14	10	8.74	1.2	Roof Drg. - pipe to detention
K	0.38	0.90	0.34	10	8.74	3.0	Onsite - existing pavement
L	0.57	0.90	0.51	10	8.74	4.5	Offsite - improved
M	0.55	0.90	0.50	10	8.74	4.3	Offsite - improved
N	0.12	0.90	0.11	10	8.74	0.9	Offsite - improved
O	0.23	0.90	0.21	10	8.74	1.8	Offsite - improved
P	0.32	0.90	0.29	10	8.74	2.5	Onsite - part improved
Q	0.70	0.90	0.63	10	8.74	5.5	Offsite - improved
TOTAL	6.56					51.6	

DETENTION CALCULATIONS - MILLION AIR, PHASE 2

AREA	ACRES	C	Tc	I	CA	Q	NOTES
B	0.06	0.3	15	7.56	0.02	0.1	
C	0.19	0.3	15	7.56	0.06	0.4	
Du	0.06	0.3	15	7.56	0.02	0.1	
E	0.46	0.3	15	7.56	0.14	1.0	
F	0.46	0.3	15	7.56	0.14	1.0	
I	1.55	0.3	15	7.56	0.47	3.5	
J	0.15	0.3	15	7.56	0.05	0.3	
Ou	0.02	0.3	15	7.56	0.01	0.0	
P2u	0.06	0.3	15	7.56	0.02	0.1	
	3.01					**6.8**	PRESENT CONDITIONS

AREA	ACRES	C	Tc	I	CA	Q	NOTES
B	0.06	0.9	10	8.74	0.05	0.5	UNDETAINED
C	0.19	0.9	10	8.74	0.17	1.5	UNDETAINED
Du	0.06	0.9	10	8.74	0.05	0.5	UNDETAINED
E	0.46	0.9	10	8.74	0.41	3.6	
F	0.46	0.9	10	8.74	0.41	3.6	
G+H **	0.55	0.9	10	8.74	0.50	4.3	OFFSITE PASS THROUGH
I	1.55	0.9	10	8.74	1.40	12.2	
J	0.15	0.9	10	8.74	0.14	1.2	
Ou	0.02	0.9	10	8.74	0.02	0.2	UNDETAINED
P2u	0.06	0.9	10	8.74	0.05	0.5	UNDETAINED
						28.0	FUTURE CONDITIONS
						3.1	TOTAL UNDETAINED
						4.3	TOTAL PASS THROUGH
						8.1	ALLOWABLE DISCHARGE

Note: Allowable discharge =
Present Conditions - Total Undetained Q + Allowed Pass Through
** OFFSITE, THEREFORE NO DETENTION REQUIRED.

DETENTION VOLUME CALCULATIONS

TIME	TENSITY	CA	INFLOW	OUTFLOW	STORAGE	
10	8.74	2.85	14961	4851	10110	
20	7	2.85	23965	7277	16688	
30	5.75	2.85	29529	9702	19826	
40	5.02	2.85	34373	12128	22245	
50	4.4	2.85	37860	14553	23106	
60	3.91	2.85	40159	16979	23180	
70	3.62	2.85	43377	19405	23972	
80	3.35	2.85	45876	21830	24046	required storage
90	3.1	2.85	47759	24256	23504	
100	2.9	2.85	49642	26681	22961	
110	2.7	2.85	50840	29107	21734	
120	2.5	2.85	51354	31532	19822	

OUTLET ORIFICE CALCULATION

Q=AC(2gh)^(1/2)

Q	**8.1**	Allowable Pond Discharge
A (ft^2)	1.15	
C	0.6	
g	32.2	
h	2.15	(NOTE)
Pipe Rad. (ft)	0.60	
Pipe Dia. (in)	14.5	

NOTE: 635.80 (WS in detention)-633.65 (HG in pipe)

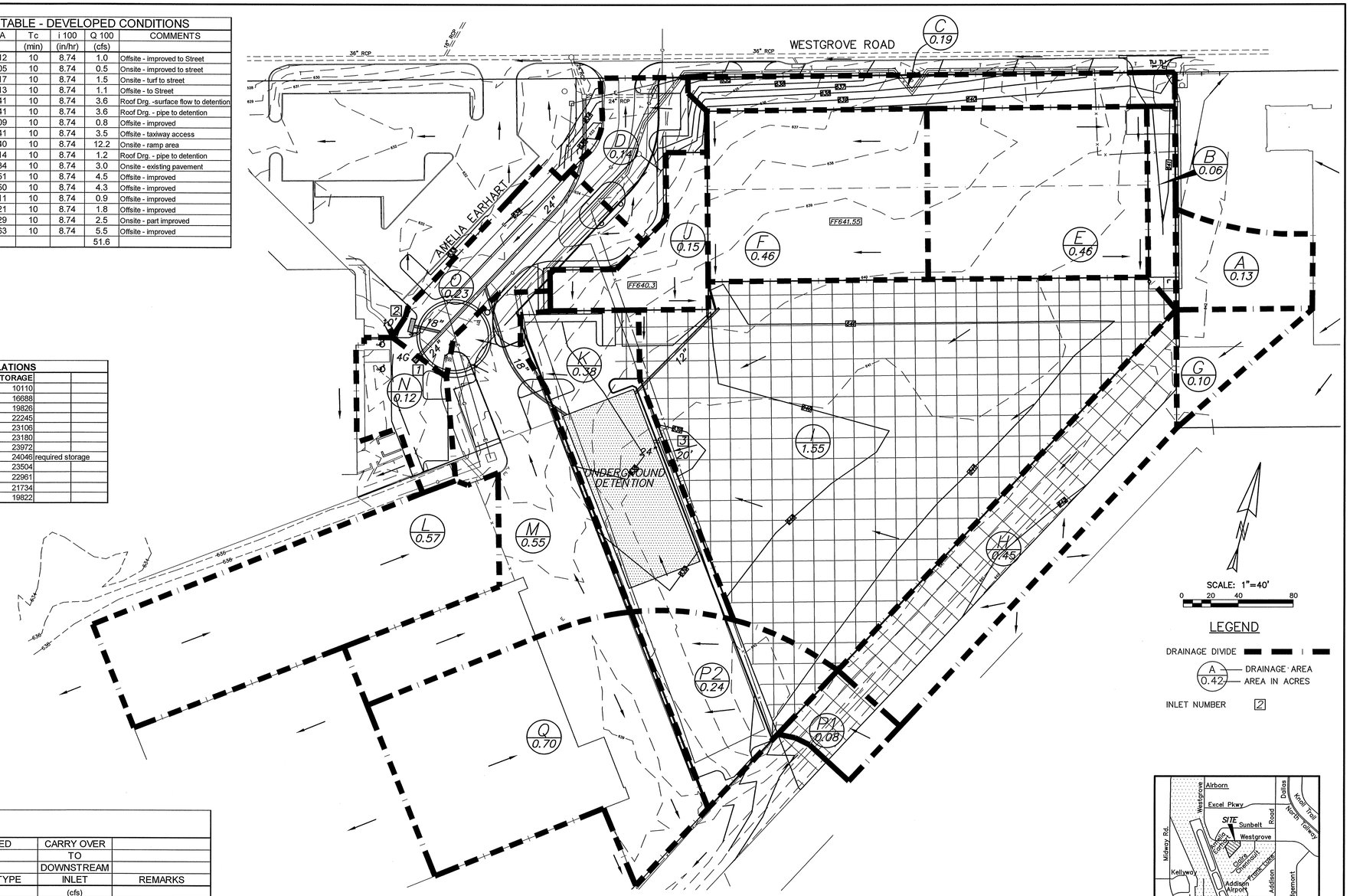
INLET DESIGN CALCULATIONS

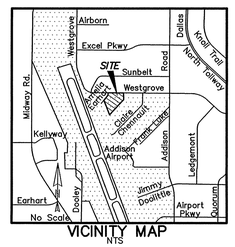
INLET NO.	DESIGN STORM FREQ (yr)	AREA RUNOFF Q=CIA: TIME OF CONCEN (min)	INTENSITY "I" (in/hr)	RUNOFF COEFF. "C"	AREA "A" (acres)	"Q" (cfs)	CARRY OVER UPSTREAM INLET (cfs)	CARRY OVER GUTTER FLOW (cfs)	TOTAL GUTTER CAPACITY (cfs)	SELECTED INLET LENGTH "Li" (ft)	SELECTED INLET TYPE	CARRY OVER TO DOWNSTREAM INLET (cfs)	REMARKS
1	100	10	8.74	0.90	1.85	14.6	0.0	14.6	30	-	4 GRATE	4.3	
2	100	10	8.74	0.90	0.00	0.0	4.3	4.3	SAG	10'	CURB	0.0	
3	100	10	8.74	0.90	2.57	20.2	0.0	20.2	SAG	20'	CURB	0.0	

Grate Inlet Capacity using 75% of Result From Town of Addison Drainage Manual Figure 4-2
Curb Inlet Capacity using Town of Addison Drainage Manual Figure 4-1

STORM SEWER CALCULATIONS

RUNOFF COLLECTION POINT FROM STA.	TO STA.	DISTANCE BETWEEN POINTS (FT)	DRAINAGE AREA NO.	DRG. AREA (AC.)	RUNOFF COEFF. "C"	"CA"	TIME AT UPSTREAM STATION MIN.	DESIGN FREQ. (YEARS)	INTENSITY "I" (IN/HR)	INCR. STORM WATER RUNOFF "Q" CFS	TOTAL STORM WATER RUNOFF "Q" CFS	SLOPE OF HYDRAULIC GRADIENT "S"	SELECT PIPE SIZE (IN)	VELOCITY BETWEEN POINTS "V" FPS	HGL U/S Elev.	HGL D/S Elev.	HEAD LOSS CALCULATIONS V1 (in) ft/sec	V2 (out) ft/sec	V1^2/2G ft	V2^2/2G ft	Kj	KjV1^2/2G ft	Hj ft	DESIGN HGL Elev.	INVERT ELEV. IN ft	INVERT ELEV. OUT ft	REMARKS
LINE A																										
2+32.93	2+09.66	23.2	SEE INLET DESIGN CALCULATIONS - FROM INLET 1							10.3	10.3	0.0021	24"	3.3	633.15	633.10	N/A	3.3	0.00	0.17	1.25	0.00	0.21	633.36	630.30	630.05	
2+09.66	1+63.15	46.5	SEE INLET DESIGN CALCULATIONS - FROM INLET 2							4.3	14.6	0.0042	24"	4.6	632.90	632.70	3.3	4.6	0.17	0.33	0.75	0.13	0.20	633.10	629.96	629.71	
1+63.15	0+00	163.0	ALLOWED RELEASE FROM DETENTION							8.1	22.7	0.0101	24"	7.2	632.15	630.50	4.6	7.2	0.33	0.80	0.75	0.25	0.56	632.70	628.50	628.30	CONNECT TO EXIST INLET
LINE B - DETENTION RELEASE																										
1+15.8	0+00	115.8	E,F,G,H,I,J	3.17	0.90	2.85	10	100	8.74	24.9	8.1*	0.0060	18"	4.6	633.32	632.63	N/A	4.6	0.00	0.33	0.75	0.00	0.33	633.65	629.96	629.71	END AT DETENTION
LINE C - ROOF DRAINS																										
0+84.13	0+75.91	9.2	F	0.46	0.90	0.41	10	100	8.74	3.6	3.6	0.0102	12"	4.6	637.59	637.50	N/A	6.1	0.00	0.58	0.75	0.00	0.58	638.17	635.18	635.05	PARTIAL FLOW
0+75.91	0+00	75.9	I	0.15	0.90	0.14	10	100	8.74	1.2	4.8	0.0181	12"	6.1	637.17	635.80	4.6	6.1	0.33	0.58	0.75	0.25	0.33	637.50	632.00	631.37	BEGIN AT DETENTION
LAT A-1		20.4	SEE INLET DESIGN CALCULATIONS - FROM INLET 2							4.3	4.3	0.0017	18"	2.4	632.93	632.90	4.60	2.4	0.33	0.09	1.25	0.41	0.11	633.05	630.30	630.05	





VICINITY MAP
NTS

RECORD DRAWING
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STATE OF TEXAS
L. LYNN KADLECK
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LICENSED PROFESSIONAL ENGINEER
March 06, 2011

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(972) 881-0771 PLANO, TX 75074
TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

NOTE: EXISTING FEATURES AND TOPOGRAPHIC INFORMATION SHOWN WAS FURNISHED BY OWNER FROM SURVEY PREPARED BY: BRAD SPARR DATED: _____.

SEE SHEETS 13 & 14 FOR DETAILS AND NOTES

4/14

DRAINAGE AREA MAP
MILLION AIR – PHASE TWO
LEASE PARCEL No. 70–WESTGROVE RD.
ADDISON MUNICIPAL AIRPORT
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	1"=40'	PROJECT No. 10544

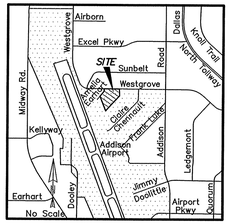
F:\10541-10555\10544 Million Air - Westgrove\CIVIL\4 DMAP.dwg, 10/31/2012 1:31:49 PM, Oce TDS400.pc3

SCALE: 1"=30'

0 15 30 60

LEGEND

FIR	Found Iron Rod
UP	Utility Pole
LP	Light Pole
A	Anchor
FH	Fire Hydrant
WM	Water Meter
WV	Water Valve
SS	Sanitary Sewer
S	Storm Sewer
SD	Storm Drain
RCP	Reinf. Concrete Pipe
LL	Landscape Light
DCVA	Double Check Valve Assembly
TV	Telephone Vault
TCM	Telephone Cable Marker
643	Ex. Contour
x643.1	Ex. Spot ElevatiON
640.6	Proposed Spot Elevation
FF	Finish Floor
TC	Top of Curb
RW	Retaining Wall
G	Gutter



VICINITY MAP
NTS

WESTGROVE ROAD
(60' R.O.W.)

AMELIA EARHART
(60' R/W ESMT.)

SAWCUT, BREAKOUT & REMOVE EXIST. DRIVE APPROACH. CONSTRUCT NEW DRIVE APPROACH.

CONSTRUCT EXPANSION JOINT

CONSTRUCT 40 LF 18" CONCRETE CURB & GUTTER

CONSTRUCT 5' WIDE REINF. CONCRETE SIDEWALK

CAUTION!!! AERIAL UTILITY LINES & UNDERGROUND UTILITY LINES

SAWCUT, BREAKOUT & REMOVE EXIST. DRIVE APPROACH. CONSTRUCT NEW DRIVE APPROACH.

SEE GENERAL NOTES FOR PAVEMENT JOINT SPACING

CONSTRUCT 6" 3000 PSI CONCRETE W/#3 BARS ON 24" CTRS. EACH WAY OVER 6" COMPACTED SUBGRADE SEE DETAILS

PROPOSED BUILDING
FF641.55

* TRANSITION FROM 6" CURB HEIGHT TO NO CURB CLOSEST TO ENTRY

PROPOSED BUILDING
FF=640.3
TOP OF CONC.

CONSTRUCT 6" 3000 PSI CONCRETE W/#3 BARS ON 24" CTRS. EACH WAY OVER COMPACTED SUBGRADE SEE DETAILS

SEE GENERAL NOTES FOR PAVEMENT JOINT SPACING

CONSTRUCT TYPE "A" THICKENED EDGE INSOLATION JOINT

MATCH EXIST. PAVEMENT CONSTRUCT TYPE "A" THICKENED EDGE INSOLATION JOINT AGAINST EXIST. PAVEMENT

CONSTRUCT 10" 4000 PSI CONCRETE SEE PAVEMENT LEGEND & DETAILS

SEE GRADING AND PAVING PLAN SHEET 6 FOR THIS AREA

MATCH EXIST. PAVEMENT CONSTRUCT LONGITUDINAL BUTT JOINT

CONSTRUCT 5" 3000 PSI CONCRETE W/#3 BARS ON 24" CTRS. EACH WAY OVER COMPACTED SUBGRADE SEE DETAILS

CAUTION!!! AERIAL UTILITY LINES & UNDERGROUND UTILITY LINES

CONSTRUCT 6" 3000 PSI CONCRETE W/#3 BARS ON 24" CTRS. EACH WAY OVER COMPACTED SUBGRADE SEE DETAILS

CONSTRUCT 5" 3000 PSI CONCRETE W/#3 BARS ON 24" CTRS. EACH WAY OVER 6" COMPACTED SUBGRADE SEE DETAILS

MATCH EXIST. PAVEMENT CONSTRUCT LONGITUDINAL BUTT JOINT

SEE GENERAL NOTES FOR PAVEMENT JOINT SPACING

CONSTRUCT 5" 3000 PSI CONCRETE W/#3 BARS ON 24" CTRS. EACH WAY OVER COMPACTED SUBGRADE SEE DETAILS

CONSTRUCT 4" 3000 PSI CONCRETE W/#3 BARS ON 24" CTRS. EACH WAY SIDEWALK PAVEMENT BETWEEN CURBS AND PAVEMENTS.

SEE SHEET 7 FOR RAMP JOINTING DETAILS

MATCH EXIST. PAVEMENT CONSTRUCT TYPE "A" THICKENED EDGE INSOLATION JOINT AGAINST EXIST. PAVEMENT

4310 Amelia Earhart
Lease #0690-5901

PAVING LEGEND

RAMP PAVEMENT
10" 4000 PSI CONCRETE W/#4 BARS ON 24" CTRS. EACH WAY OVER 6" FLEXIBLE BASE TXDOT ITEM 247 GRADE 2, TYPE D OR BETTER, COMPACTED TO A MINIMUM 95 % OF MODIFIED PROCTOR (ASTM D 1557) AT OR ABOVE OPTIMUM MOISTURE, OVER 6" SUBGRADE, SCARIFIED AND RECOMPACTED TO A MINIMUM OF 95 % STANDARD PROCTOR ASTM D 698, AT OR ABOVE OPTIMUM MOISTURE.

HEAVY DUTY PAVEMENT
6" 3000 PSI CONCRETE W/#3 BARS ON 24" CTRS. EACH WAY OVER 6" COMPACTED SUBGRADE SEE DETAIL SHEET

LIGHT DUTY PAVEMENT
5" 3000 PSI CONCRETE W/#3 BARS ON 24" CTRS. EACH WAY OVER 6" COMPACTED SUBGRADE SEE DETAIL SHEET

EXISTING CONCRETE PAVEMENT

NOTE: THE RAMP PAVING SECTION SHOWN HEREON WAS DESIGNED BY REED ENGINEERING GROUP USING THE FAARFIELD AIRPORT PAVEMENT DESIGN SOFTWARE IN ACCORDANCE WITH FEDERAL AVIATION ADMINISTRATION GUIDELINES OF ADVISORY CIRCULAR AC 150/5320-6E (AIRPORT PAVEMENT DESIGN AND EVALUATION) DATED SEPTEMBER 30, 2009.

NOTE: EXISTING FEATURES AND TOPOGRAPHIC INFORMATION SHOWN WAS FURNISHED BY OWNER FROM SURVEY PREPARED BY: BRAD SPARR DATED: _____.

BENCH MARK:
FOUND SQUARE CUT AT NORTHWEST CORNER OF BOX INLET, 13.5' SOUTH OF INTERSECTION OF SOUTH LINE OF WESTGROVE ROAD & EAST LINE OF AMELIA EARHART.
ELEV. 632.80

5
15

SEE TOWN OF ADDISON CONSTRUCTION DETAILS
SEE SHEET 7 FOR RAMP PAVEMENT JOINT LAYOUT
SEE SHEETS 13 & 14 FOR DETAILS AND NOTES

⚠ REVISED DEC. 13, 2011; REVISE GRADES AT ENTRY AND DROP OFF, ADD CURB TRANSISTION AT ENTRY.

RECORD DRAWING
DATE: October 26, 2012
Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

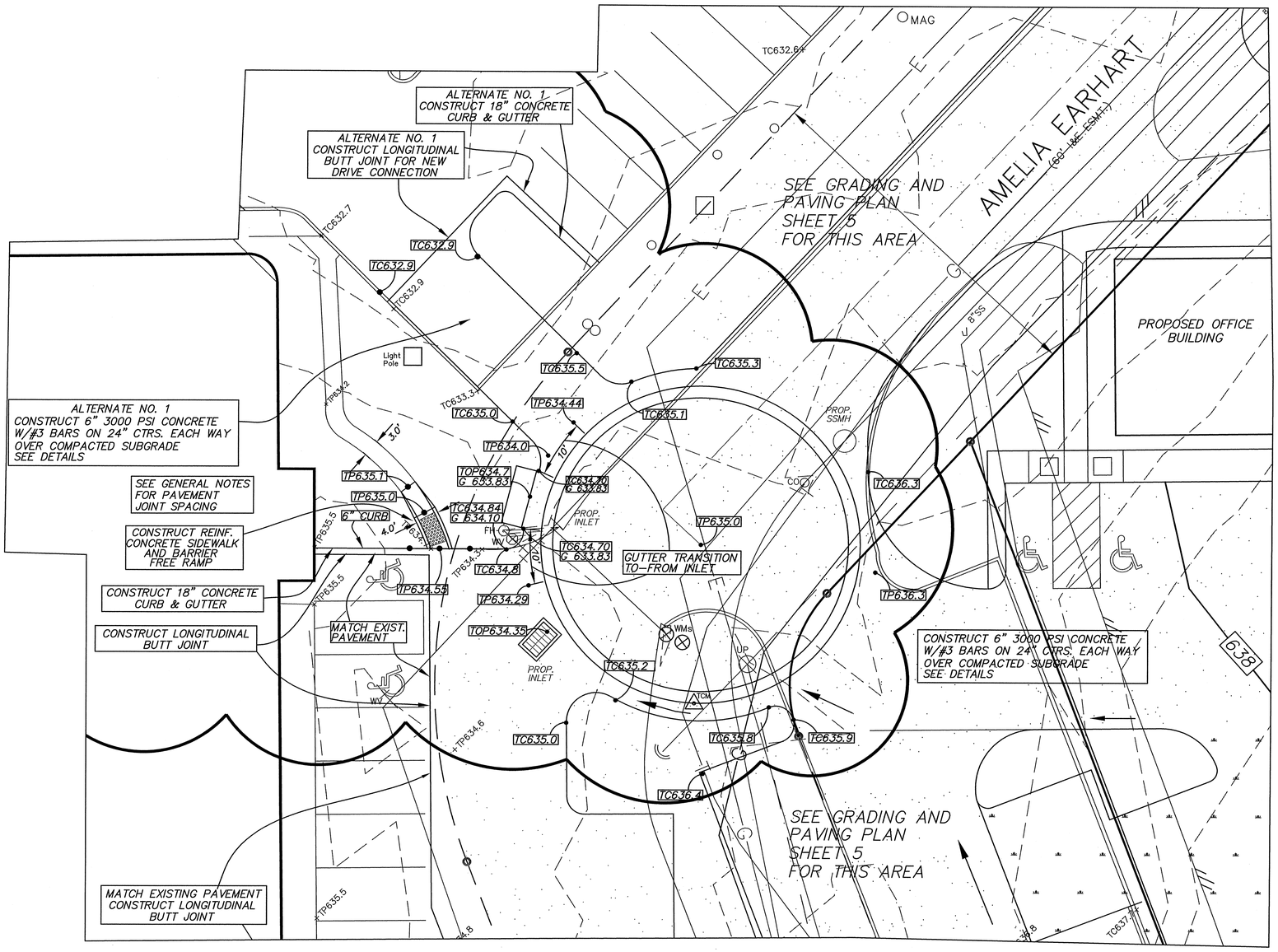
STATE OF TEXAS
L. LYNN KADLECK
47258
LICENSED PROFESSIONAL ENGINEER
March 27, 2011

PREPARED BY
KADLECK & ASSOCIATES
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881-0771 PLANO, TX 75074
TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

GRADING & PAVING PLAN
MILLION AIR - PHASE TWO
LEASE PARCEL No. 70-WESTGROVE RD.
ADDISON MUNICIPAL AIRPORT
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	1"=40'	PROJECT No. 10544

F:\10541-10555\10544 Million Air - Westgrove\Civil\5 GRAD-PAV PLAN.dwg, 10/31/2012 1:30:26 PM

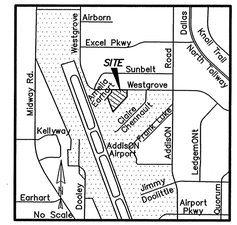


SCALE: 1"=10'

0 5 10 20

LEGEND

FIR	Found IrON Rod
UP	Utility Pole
LP	Light Pole
A	Anchor
FH	Fire Hydrant
WM	Water Meter
WV	Water Valve
WW	Wastewater
SMH	Storm Manhole
SD	Storm Drain
RCP	Reinf. CONcrete Pipe
EM	Electric Meter
GM	Gas Meter
643	Ex. CONtour
x643.1	Ex. Spot Elevation
640.6	Proposed Spot Elevation
FF	Finish Floor
TC	Top of Curb
RW	Retaining Wall
G	Gutter



VICINITY MAP
NTS

PAVING LEGEND

HEAVY DUTY PAVEMENT
6" 3000 PSI CONCRETE
W/#3 BARS ON 24" CTRS. EACH WAY
OVER 6" COMPACTED SUBGRADE
SEE DETAIL SHEET

LIGHT DUTY PAVEMENT
5" 3000 PSI CONCRETE
W/#3 BARS ON 24" CTRS. EACH WAY
OVER 6" COMPACTED SUBGRADE
SEE DETAIL SHEET

EXISTING CONCRETE PAVEMENT

NOTE: EXISTING FEATURES AND TOPOGRAPHIC INFORMATION SHOWN WAS FURNISHED BY OWNER FROM SURVEY PREPARED BY: BRAD SPARR DATED: _____.

BENCH MARK:
FOUND SQUARE CUT AT NORTHWEST CORNER OF BOX INLET, 13.5' SOUTH OF INTERSECTION OF SOUTH LINE OF WESTGROVE ROAD & EAST LINE OF AMELIA EARHART.
ELEV. 632.80

6
14

SEE TOWN OF ADDISON CONSTRUCTION DETAILS
SEE SHEETS 13 & 14 FOR DETAILS AND NOTES

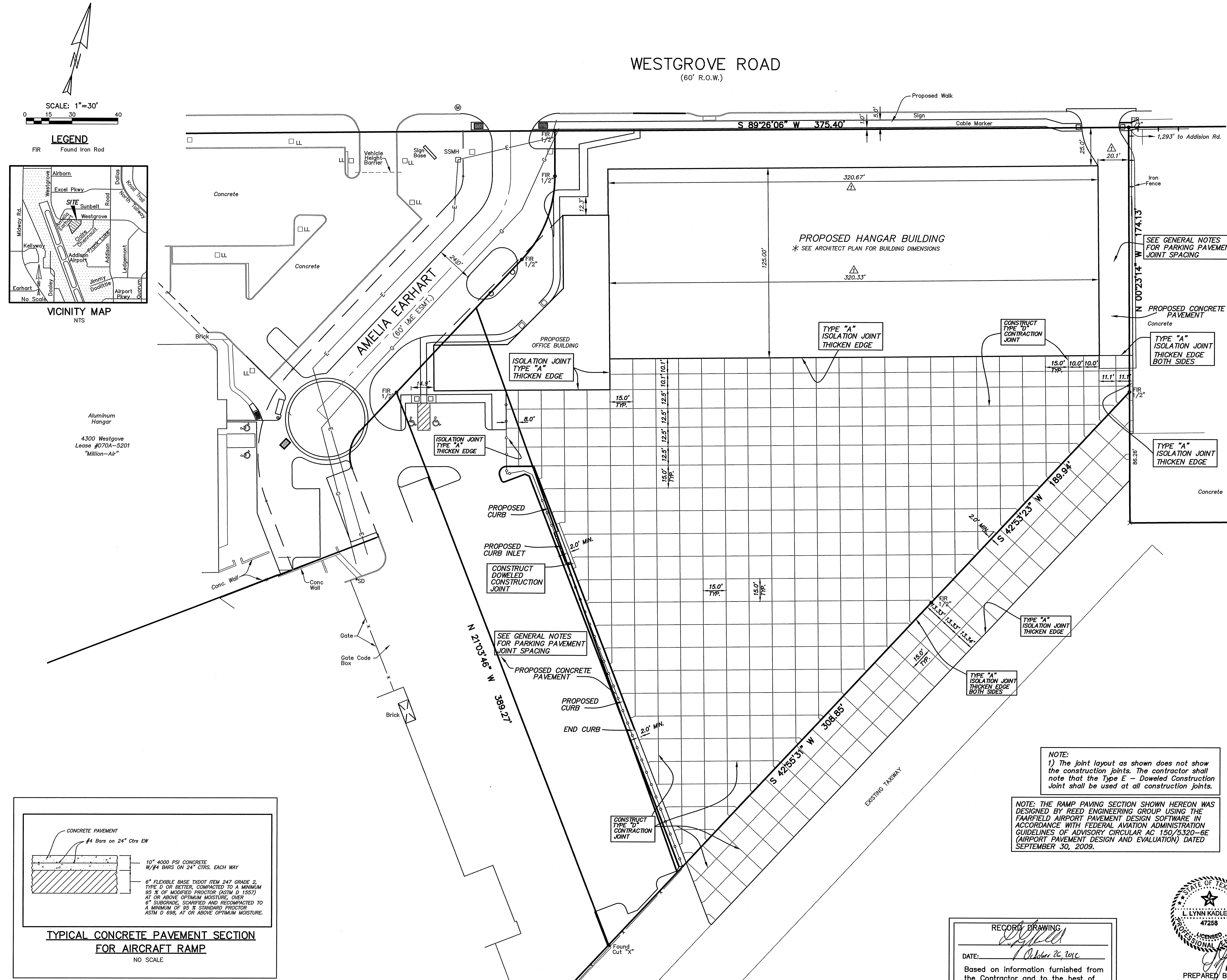
RECORD DRAWING
DATE: October 26, 2012
Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

STATE OF TEXAS
L. LYNN KADLECK
47258
LICENSED
PROFESSIONAL ENGINEER
March 21, 2011

PREPARED BY
KADLECK & ASSOCIATES
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881-0771 PLANO, TX 75074
TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

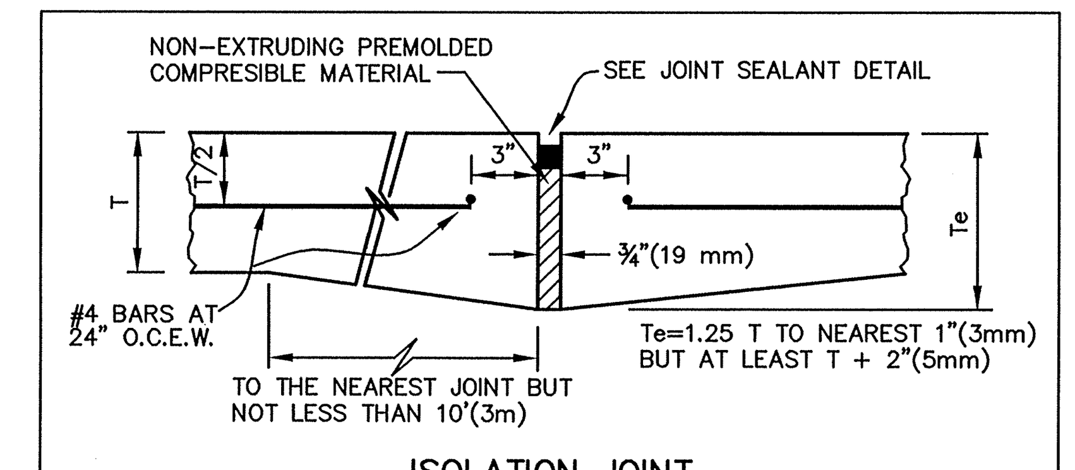
GRADING AND PAVING PLAN
FOR CIRCLE AREA
MILLION AIR - PHASE TWO
LEASE PARCEL No. 70-WESTGROVE RD.
ADDISON MUNICIPAL AIRPORT
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	1"=10'	PROJECT No. 10544

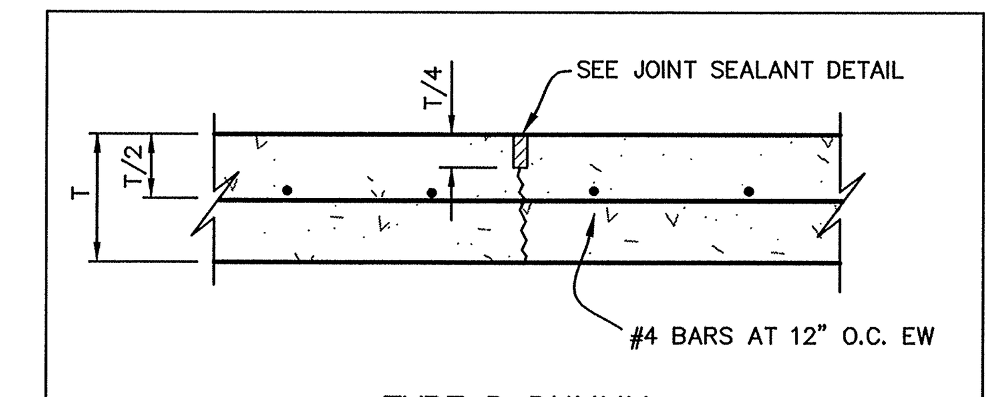


NOTE:
1) The joint layout as shown does not show the construction joints. The contractor shall note that the Type E – Doweled Construction Joint shall be used at all construction joints.

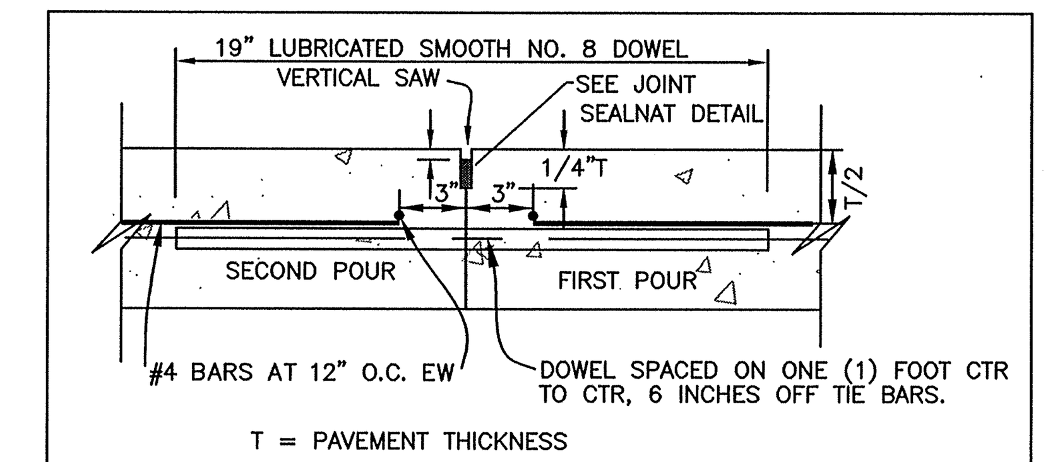
NOTE: THE RAMP PAVING SECTION SHOWN HEREON WAS DESIGNED BY REED ENGINEERING GROUP USING THE FAARFIELD AIRPORT PAVEMENT DESIGN SOFTWARE IN ACCORDANCE WITH FEDERAL AVIATION ADMINISTRATION GUIDELINES OF ADVISORY CIRCULAR AC 150/5320-6E (AIRPORT PAVEMENT DESIGN AND EVALUATION) DATED SEPTEMBER 30, 2009.



ISOLATION JOINT
TYPE A THICKEN EDGE
NO SCALE

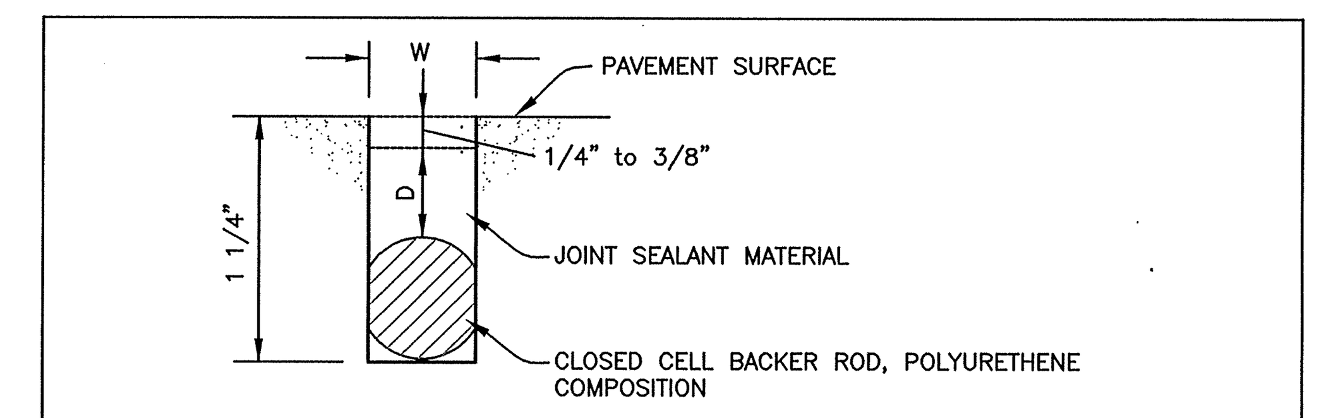


TYPE D DUMMY
CONTRACTION JOINT
SCALE: NTS



NOTE:
DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.
DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE NOT ACCEPTABLE.

TYPE "E" – CONSTRUCTION JOINT
NO SCALE



TYPICAL JOINT SEALING DETAIL
NO SCALE

NOTES:
1. SEALANT RESERVOIR SIZED TO PROVIDE PROPER SHAPE FACTOR, W/D. FIELD POURED AND PERFORMED SEALANT REQUIRED DIFFERENT SHAPE FACTORS FOR OPTIMUM PERFORMANCE.
2. BACKER ROD MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.
3. RECESS SEALER 3/8 INCHES TO 1/2 INCHES (10 mm TO 12 mm) FOR JOINTS PERPENDICULAR TO RUNWAY GROOVES.

NOTE: ALL DETAILS SHOWN HEREON ARE FOR USE ON THE RAMP AREA. SEE SHEET 13 FOR JOINT DETAILS FOR THE DRIVE AND PARKING AREAS.

NOTE: EXISTING FEATURES AND TOPOGRAPHIC INFORMATION SHOWN WAS FURNISHED BY OWNER FROM SURVEY PREPARED BY: BRAD SPARR
DATED: ________.

RECORD DRAWING
DATE: October 26, 2011
Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

STATE OF TEXAS
L. LYNN KADLECK
47258
LICENSED
PROFESSIONAL ENGINEER
March 21 2011

PREPARED BY
KADLECK & ASSOCIATES
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881-0771 PLANO, TX 75074
TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

SEE SHEETS 13 & 14 FOR DETAILS AND NOTES

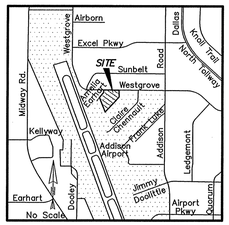
7/14

△ REVISED: April 15, 2011; Revise hangar building dimensions.

RAMP PAVEMENT JOINTING PLAN
MILLION AIR – PHASE TWO
LEASE PARCEL No. 70–WESTGROVE RD.
ADDISON MUNICIPAL AIRPORT
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	1"=30'	PROJECT No. 10544

F:\10541-10555\10544 Million Air - Westgrove\CIVIL\7 RAMP PAVEMENT JOINT PLAN.dwg, 10/31/2012 1:55:13 PM



VICINITY MAP
NTS

SCALE: 1"=20'
0 10 20 40

LEGEND

FIR	Found Iron Rod
SIR	Set Iron Rod
UP	Utility Pole
LP	Light Pole
A	Anchor
FH	Fire Hydrant
WM	Water Meter
WV	Water Valve
WW	Wastewater
SS	Sanitary Sewer
MH	Manhole
CO	Cleanout
SMH	Storm Manhole
SD	Storm Drain
RCP	Reinf. Concrete Pipe
EM	Electric Meter
ET	Electric Transformer
GM	Gas Meter
FL	Flow Line
THR	Throat
LL	Landscape Light
TCM	Telephone Cable Marker
t	Telephone
GMK	Gas Marker
GM	Gas Meter
FL	Flow Line
THR	Throat
MAG	Magnolia
CYP	Cypress
RO	Red Oak

CAUTION!!!
AERIAL UTILITY LINES &
UNDERGROUND UTILITY LINES

STA 0+00
CONNECT TO
EX. DROP INLET
w/24" RCP
TOP 632.70
FL OUT 628.30
FL 24" IN 628.50
CLOSE OFF OPENINGS
W/ CONCRETE

ADJUST TOP OF SSMH
MATCH PROPOSED PAVEMENT
PROP. TOP 633.20
EX. TOP 632.93
FL 8" in 626.23(624.10 plan)

INSTALL:
1-2" WATER TAP W/
SERVICE LINE & METER
"DOMESTIC"
1-1" WATER TAP & METER
"IRRIGATION"

WESTGROVE ROAD
(60' R.O.W.)

36" RCP

REMOVE EXIST.
DROP INLET
PLUG 24" RCP

END & PLUG WATER

EXIST STA. 2+60.01 (plan)
= STA. 0+00 LOWERING
ADJUST TOP OF SSMH
MATCH PROPOSED PAVEMENT
PROP. TOP 636.30
EX. TOP 633.84
BEGIN LOWERING EX. 8"
FL 8" in 626.73(625.08 plan)
FL PROP. 6" in 628.00

CONSTRUCT
21 LF 6" LATERAL
ON 19.0% SLOPE
& PLUG
FL 6" 632.00

PROPOSED BUILDING
FF=641.55

PROPOSED BUILDING
FF=640.3

PROPOSE 8"SS
NOT BUILT
EXIST. 8"SS
REMAINS

LOWER EXIST.
8" WATER
INSTALL:
4-8" 45° VERT.
BENDS

STA 0+29.58PC

CL STORM CURVE DATA
△ = 43°30'48"
R= 75.00'
T= 29.93'
L= 56.96'

STA 0+86.54PT

LINE 'A' 24" RCP

CONSTRUCT 4' SSI

AMELIA EARHART

8" W

Concrete

Brick

LAT."A-1"
18"RCP

STA 1+63.15 =
STA 0+00 LINE "B"
CONST. WYE
CONNECTION

INLET 2
10' CURB INLET
TOP 634.7
FL 630.7

INLET 1
STA 2+32.93
4 GRATE INLET
TOP 634.4
FL 630.22

Aluminum
Hangar

4300 Westgove
Lease #070A-5201

NOTE: CONTRACTOR TO VERIFY LOCATION AND DEPTH OF SANITARY SEWER AT CROSSING OF PROPOSED STORM SEWER PRIOR TO ANY SANITARY SEWER LINE LOWERING. IF DEPTH IS SUFFICEINT FOR CLEARANCE, THEN THERE WILL BE NO LOWERING AND CONCRETE ENCASEMENT OF SANITARY SEWER WILL BE REQUIRED.

STA 2+09.66
CONST. WYE
CONNECTION

STA. 1+63 LOWERING
CONSTRUCT STD.
4.0' DIA. MANHOLE
TOP 635.60

EXIST. STA 0+05 (plan)
ADJUST EXIST. CLEANOUT

12" ROOF DRAIN

8" ROOF DRAIN

LINE 'C' 12" RCP

LINE 'B' 18" RCP

STA 0+44.75 PC

STA 0+96.0 PT

CL STORM
LINE "B"
CURVE DATA
△ = 38°46'44"
R= 75.00'
T= 26.40
L= 50.76

5 LF 24" RCP
ON 36% SLOPE
FL 632.50 @
STORMTRAP

REMOVE:
1-WATER SERVICE
1-BACKFLOW DEVICE
INSTALL:
1-WATER SERVICE
1-BACKFLOW DEVICE
MATCH EXISTING SIZE
& REROUTE SERVICE LINES
EXACT LOCATION TO BE
DETERMINED IN FIELD BASED
ON EXISTING LINE LOCATIONS

STA 1+15.77
END 18" RCP
BEGIN DETENTION

CONTECH
UNDERGROUND
DETENTION
CHAMBER
SEE SEPARATE
PLANS

INLET 3
20' CURB INLET
TOP 639.30
FL 634.30

CAUTION!!!
AERIAL UTILITY LINES &
UNDERGROUND UTILITY LINES

Existing
Concrete
Pavement

Gate
Bollards
Gate Code
Box

Conc
Walls

TPXXXX

WESTGROVE ROAD
(60' R.O.W.)

INSTALL:
CUT IN
1-8"X6" TEE
1-8"VALVE
1-6"VALVE

INSTALL:
2-6" 45°
HORZ. BENDS

PROPOSED
SIDEWALK
& BFR

Cable
Marker

Iron
Fence
to be
Relocated

CAUTION!!!
AERIAL UTILITY LINES &
UNDERGROUND UTILITY LINES

NOTE: CENTER ONE SEGMENT
OF WATER LINE OVER
EXISTING SANITARY SEWER

INSTALL: 160 LF 6"WATER

PROPOSED BUILDING
FF=641.55

24' FIRELANE
STRIPED

Existing
Concrete
Pavement

INSTALL:179 LF 6"WATER

CONNECT TO
FIRELINE

INSTALL:
1-6" 90° BEND
1-FIRE HYDRANT

INSTALL:
BOLLARDS - SEE
CITY DETAIL

RECORD DRAWING
DATE: October 26, 2012
Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

NOTE: EXISTING FEATURES AND TOPOGRAPHIC INFORMATION SHOWN WAS FURNISHED BY OWNER FROM SURVEY PREPARED BY: BRAD SPARR DATED: _____.

BENCH MARK:
FOUND SQUARE CUT AT NORTHWEST CORNER OF BOX INLET, 13.5' SOUTH OF INTERSECTION OF SOUTH LINE OF WESTGROVE ROAD & EAST LINE OF AMELIA EARHART.
ELEV. 632.80

SEE TOWN OF ADDISON CONSTRUCTION DETAILS
SEE SHEET 9 FOR STORM SEWER PROFILES
SEE SHEET 10 FOR SANITARY SEWER LOWERING PROFILE
SEE SHEETS 13 & 14 FOR DETAILS AND NOTES

8/14

△REVISED: Sept. 12, 2011; Change Detention Facility.
△REVISED: August 5,, 2011; Move Fireline and Waterline to Fire Hydrant, delete a Fire Hydrant, move valve, move bends and add Note.

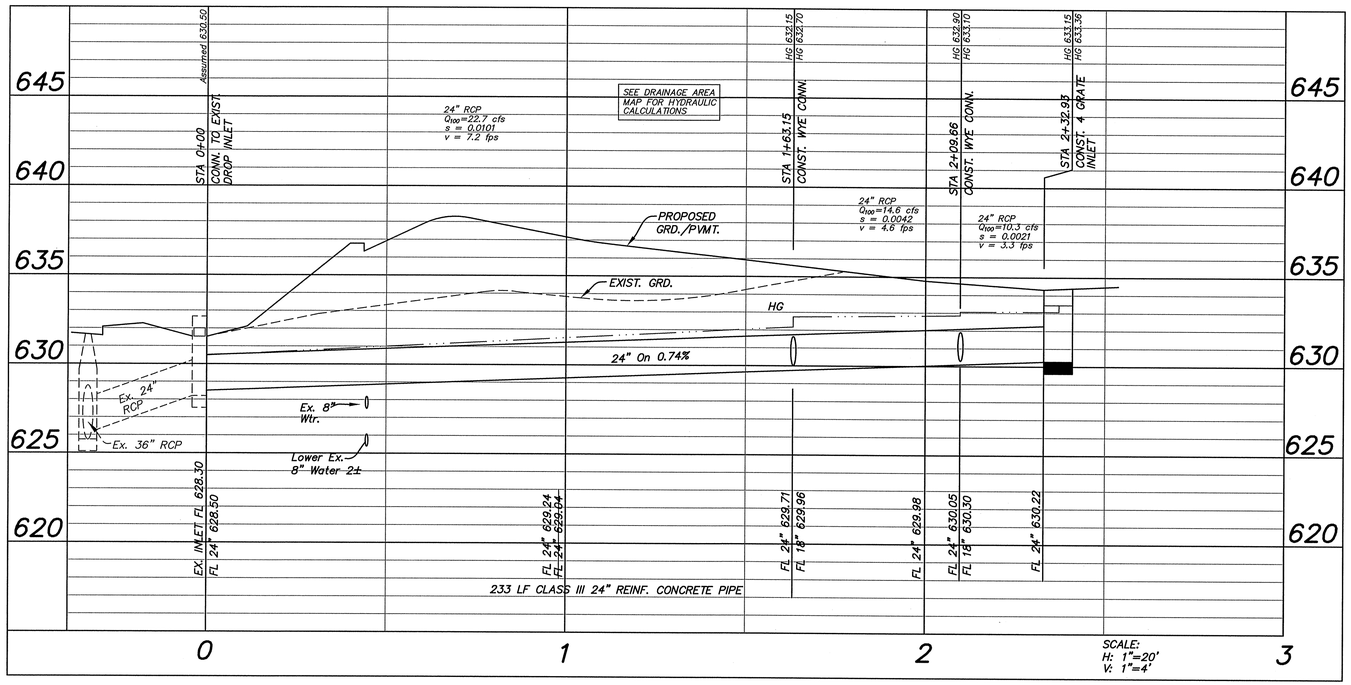
STATE OF TEXAS
L. LYNN KADLECK
47258
LICENSED
PROFESSIONAL ENGINEER
March 2, 2011

PREPARED BY
KADLECK & ASSOCIATES
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881-0771 PLANO, TX 75074
TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

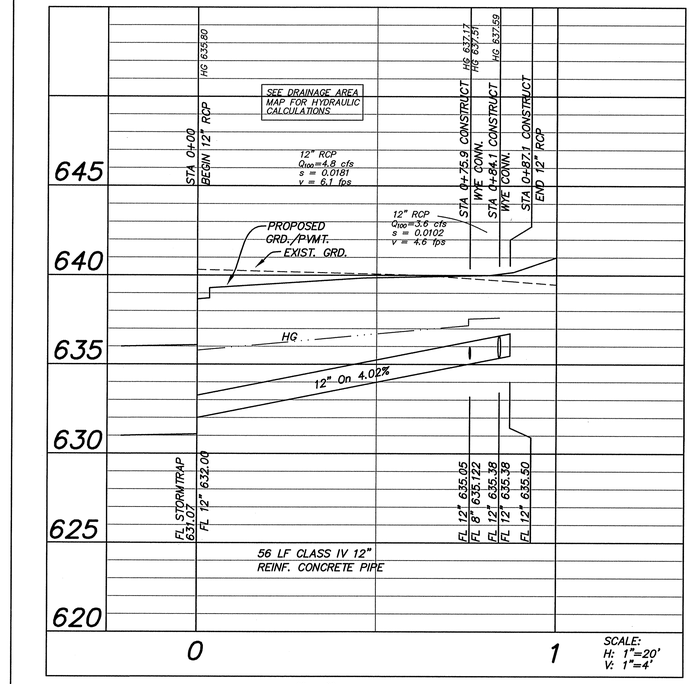
UTILITY & STORM SEWER PLAN
MILLION AIR - PHASE TWO
LEASE PARCEL No. 70-WESTGROVE RD.
ADDISON MUNICIPAL AIRPORT
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	1"=20'	PROJECT No. 10544

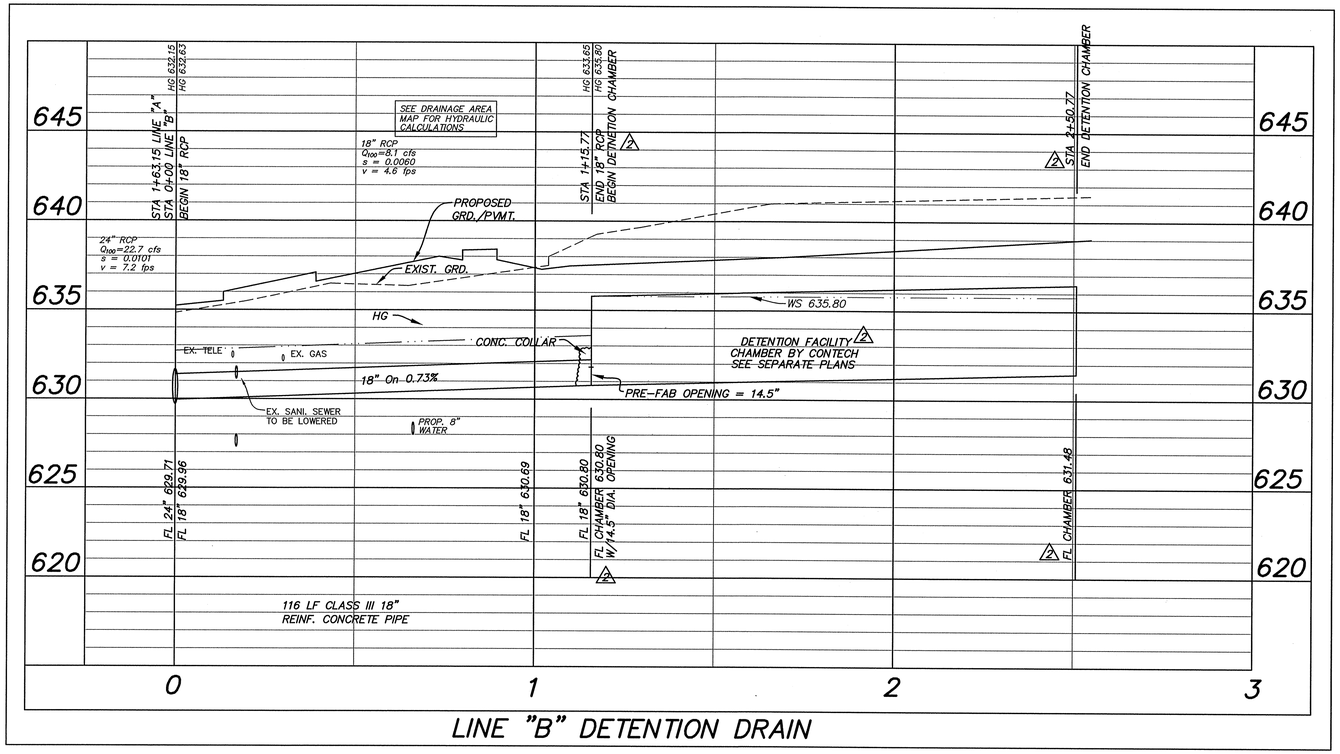
F:\10541-10555\10544 Million Air - Westgrove\CIVIL\9-10 UTIL & STORM SEWER.dwg, 10/31/2012 2:39:15 PM



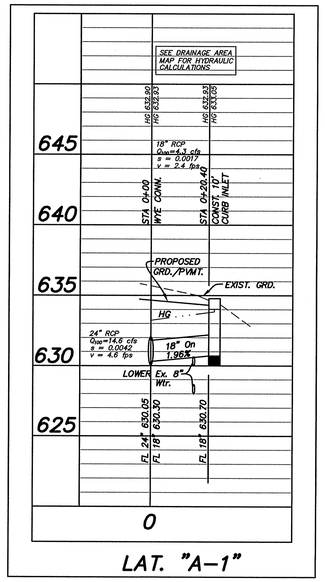
LINE "A"



LINE "C" ROOF DRAINAGE



LINE "B" DETENTION DRAIN



LAT. "A-1"

NOTE: EXISTING FEATURES AND TOPOGRAPHIC INFORMATION SHOWN WAS FURNISHED BY OWNER FROM SURVEY PREPARED BY: BRAD SPARR DATED: _____.

BENCH MARK:
FOUND SQUARE CUT AT NORTHWEST CORNER OF BOX INLET, 13.5' SOUTH OF INTERSECTION OF SOUTH LINE OF WESTGROVE ROAD & EAST LINE OF AMELIA EARHART.
ELEV. 632.80

9
14

SEE SHEETS 13 & 14 FOR DETAILS AND NOTES

RECORD DRAWING
DATE: October 26, 2012
Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

STATE OF TEXAS
L. LYNN KADLECK
47258
LICENSED PROFESSIONAL ENGINEER
March 21, 2011

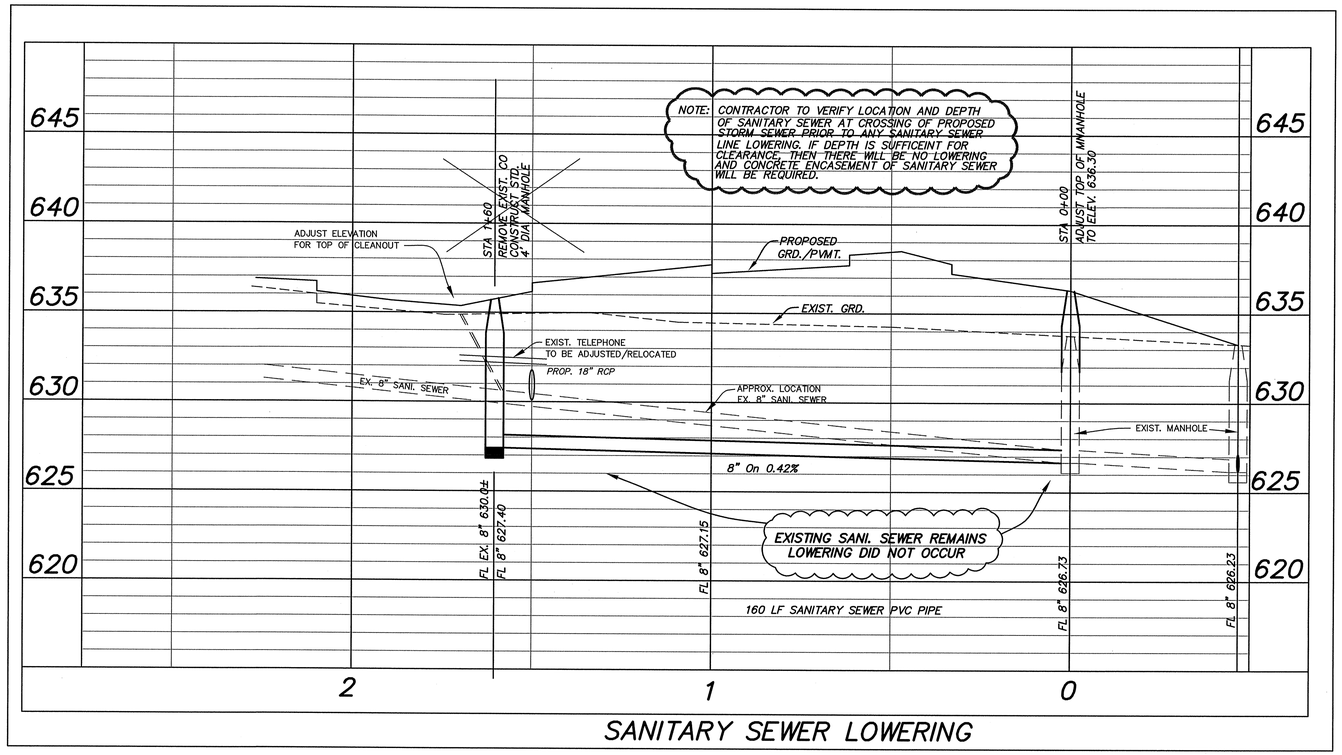
PREPARED BY
KADLECK & ASSOCIATES
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881-0771 PLANO, TX 75074
TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

2 REVISED: Sept. 12, 2011; Change Detention Facility.

UTILITY PLAN
MILLION AIR – PHASE TWO
LEASE PARCEL No. 70–WESTGROVE RD.
ADDISON MUNICIPAL AIRPORT
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	H:1"=20' V:1"=5'	K&A PROJECT #10544

F:\10541-10559\10544 Million Air - Westgrove\CIVIL\8-10 UTIL & STORM SEWER.dwg, 10/31/2012 12:50:24 PM



SANITARY SEWER LOWERING

NOTE: EXISTING FEATURES AND TOPOGRAPHIC INFORMATION SHOWN WAS FURNISHED BY OWNER FROM SURVEY PREPARED BY: BRAD SPARR
DATED: _____.

BENCH MARK:
FOUND SQUARE CUT AT NORTHWEST CORNER OF BOX INLET, 13.5' SOUTH OF INTERSECTION OF SOUTH LINE OF WESTGROVE ROAD & EAST LINE OF AMELIA EARHART.
ELEV. 632.80

10
14

SEE SHEETS 13 & 14 FOR DETAILS AND NOTES

RECORD DRAWING
DATE: October 26, 2012
Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

STATE OF TEXAS
L. LYNN KADLECK
47258
LICENSED PROFESSIONAL ENGINEER
March 21, 2011

PREPARED BY
KADLECK & ASSOCIATES
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881-0771 PLANO, TX 75074
TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

UTILITY PLAN
SANITARY SEWER PROFILE
MILLION AIR – PHASE TWO
LEASE PARCEL No. 70–WESTGROVE RD.
ADDISON MUNICIPAL AIRPORT
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	H:1"=20' V:1"=5'	K&A PROJECT #10544

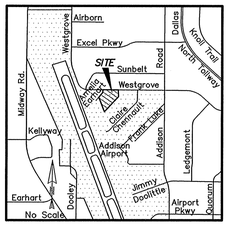
SCALE: 1"=40'

0 20 40 80

LEGEND

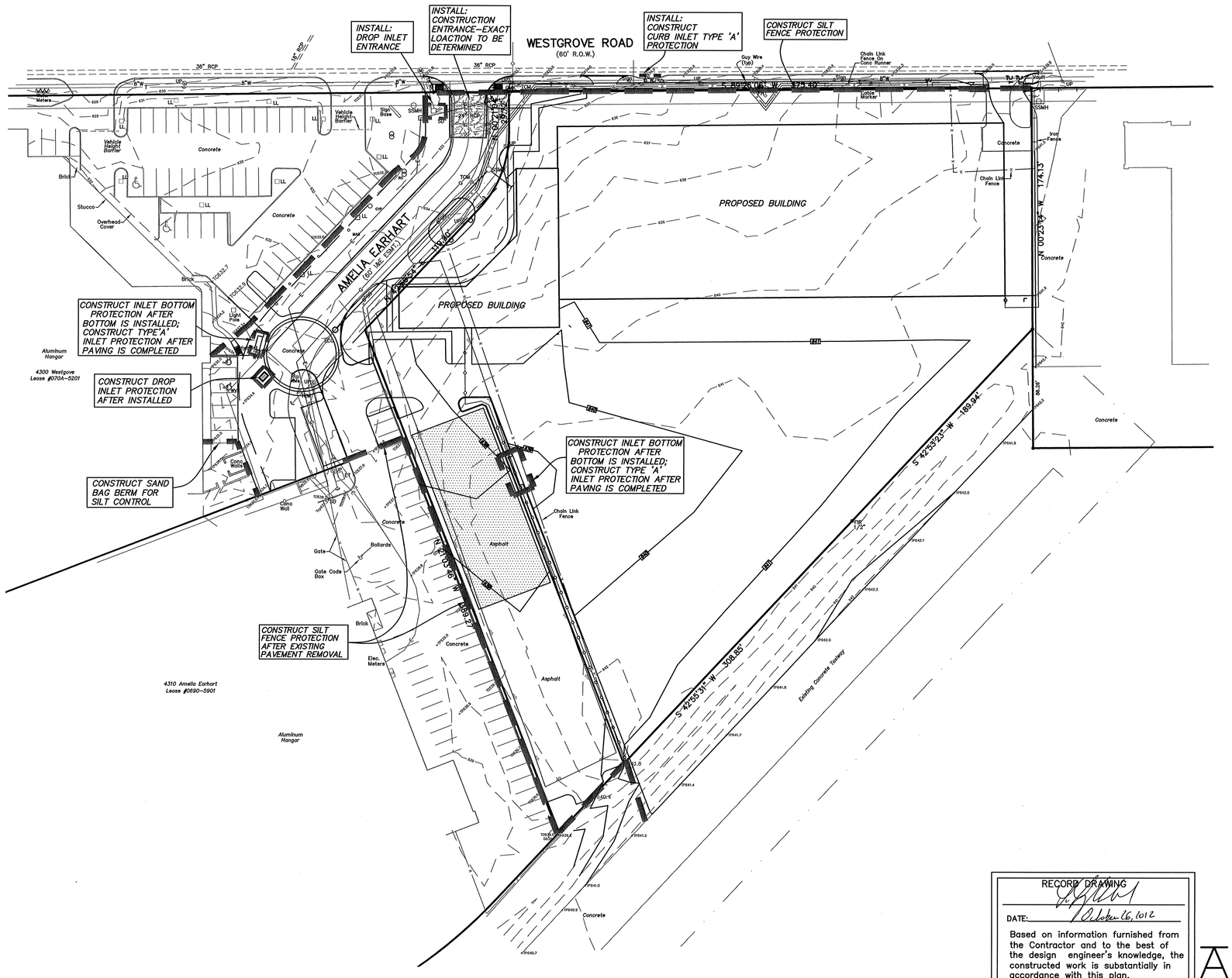
FIR Found Iron Rod

Silt Fence



VICINITY MAP
NTS

AREA MAP
1"=1000'



NOTE: EXISTING FEATURES AND TOPOGRAPHIC INFORMATION SHOWN WAS FURNISHED BY OWNER FROM SURVEY PREPARED BY: BRAD SPARR DATED: _____.

BENCH MARK:
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ELEV. 632.80

11/14

SEE SHEETS 12 FOR EROSION DETAILS AND NOTES
SEE SHEETS 13 & 14 FOR DETAILS AND NOTES

RECORD DRAWING

DATE: October 16, 2012

Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

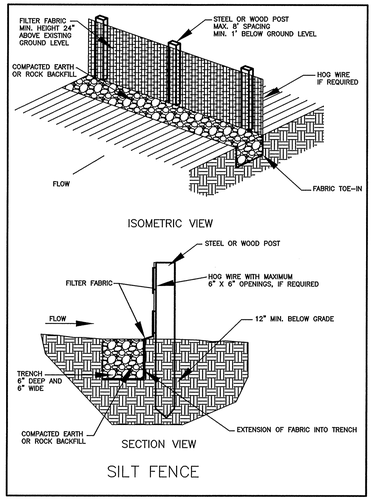
STATE OF TEXAS
L. LYNN KADLECK
47258
LICENSED PROFESSIONAL ENGINEER
March 21, 2012

PREPARED BY
KADLECK & ASSOCIATES
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881-0771 PLANO, TX 75074
TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

EROSION CONTROL PLAN
MILLION AIR - PHASE TWO
LEASE PARCEL No. 70-WESTGROVE RD.
ADDISON MUNICIPAL AIRPORT
TOWN OF ADDISON, TEXAS

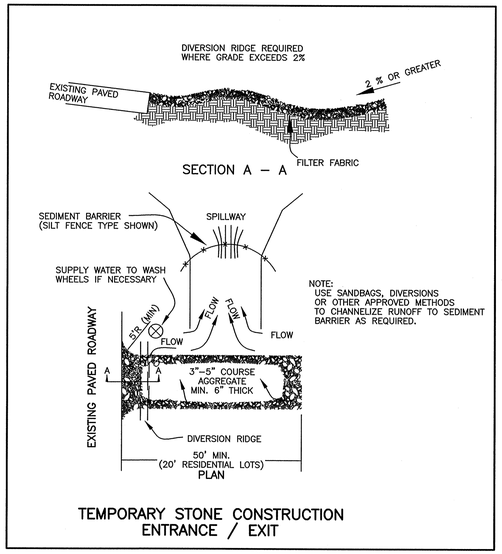
DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	1"=40'	PROJECT No. 10544

F:\10541-10555\10544 Million Air - Westgrove\CIVIL\11-12 EROSION CONTROL.dwg, 10/31/2012 2:02:53 PM



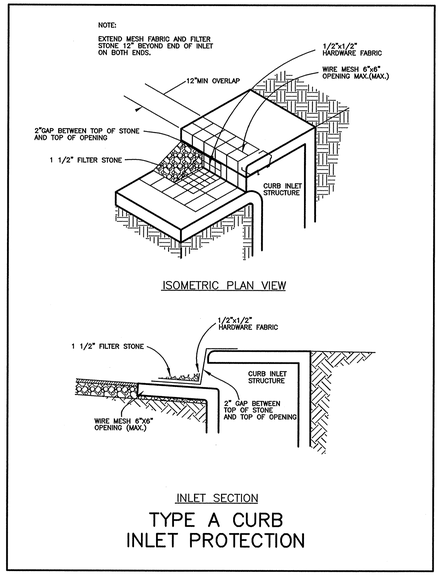
SILT FENCE GENERAL NOTES

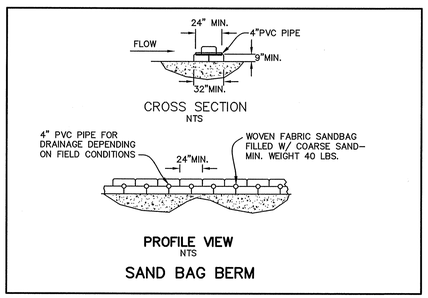
1. Silt fence fabric must meet the following minimum criteria:
   a) Tensile Strength, ASTM D4632 Test Method for Grab Breaking Load and Elongation of Geotextiles, 90-lbs.
   b) Puncture Rating, ASTM D4833 Test Method for Index Puncture Resistance of Geotextiles, Geomembranes, and Related Products, 60-lbs.
   c) Mullen Burst Rating, ASTM D3786 Standard Test for Hydraulic Bursting Strength of Textile Fabrics-Diaphragm Bursting Strength Tester Method, 280-lbs.
   d) Apparent Opening Size, ASTM D4751 Test Method for Determining Apparent Opening Size of a Geotextile, U.S. Sieve No. 70 (max) to No. 100 Min)
   e) Ultraviolent Resistance, ASTM D4355. Minimum 70 percent.
2. Fence posts shall be galvanized steel and may be T-section or L-section, 1.3 pounds per linear foot minimum, and 4 feet in length minimum. Wood post may be used depending on anticipated length of service and provided they are 4 feet in length minimum and have a nominal cross section of 2 inched by 4 inches for pine and 2 inches by 2 inches for hardwoods. Fence posts, which support the silt fence, shall be installed on a slight angle toward the anticipated runoff source. Post must be embedded a minimum of one foot.
3. Silt fence shall be supported by galvanized steel wire fence fabric as follows:
   a) 4 inch by 4 inch mesh wire, @1.4/1.4, minimum 14-guage wire fence fabric;
   b) Hog wire, 12 gauge wire, small openings installed at bottom of silt fence;
   c) Standard 2 inch by 2 inch chain link fence fabric; or
   d) Other welded or woven steel fabric consisting of equal or smaller spacing as that listed hereon and appropriate gauge wire to provide support.
4. A 6-inch wide trench is to be cut 6 inches deep at the toe of the fence to allow the fabric to be laid below the surface and backfilled with compacted earth or gravel to prevent bypass of runoff under the fence. Fabric shall overlap at abutting ends a minimum f 3 feet and shall be joined such that no leakage or bypass occurs.
5. Sufficient room for the operation of sediment removal equipment shall be provided between the silt fence and other obstructions in order to properly maintain the fence.
6. The ends of the fence shall be turned upstream to prevent bypass of storm water.
7. Silt fence should be inspected regularly (at least as often as required by the TPDES Construction General Permit, Appendix A) for buildup of excess sediment, undercutting, sags and other failures. Sediment should be removed when it reached approximately 1/2 half the height of the fence. In addition, determine the source of excess sediment and implement appropriate BMPs to control erosion. If the fabric becomes damaged or clogged, it should be repaired or replaced as necessary.
8. Silt fence shall be removed when the site is completely stabilized so as not the block or impede storm flow or drainage.
9. Stone overflow structures or other outlet control devices shall be installed at all low points along the fence or spaced at approximately 300 feet if there is no apparent low point.
10. Filter stone for overflow structure shall be 1-1/2" washed stone containing no fines. Angular shaped stone is preferable to rounded shapes.



NOTES FOR STABILIZED CONSTRUCTION ENTRANCE

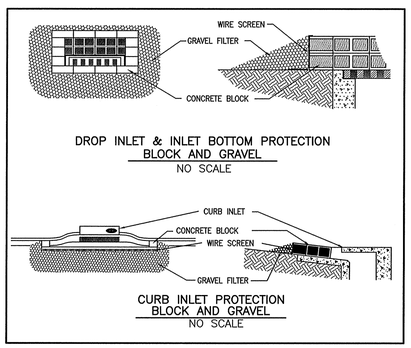
1. The stabilized construction entrance shall consist of a pad constructed of a crushed stone, recycled concrete or other rock like material, or asphaltic material on top of geotextile filter cloth to facilitate removal of sediment and other debris from construction equipment prior to exiting the construction site. This directly addresses the problem of silt and mud deposition in roadways used for construction site access. For added effectiveness, a wash rack are can be incorporated into the design to further reduce sediment tracking
2. The stabilized construction entrance shall be constructed such that drainage across the entrance is directed to a controlled, stabilized outlet on site with provisions for proper filtration and removal of wash water.
3. The entrance must be sloped away from the paved surface so that storm water is not allowed to leave the site onto roadways.
4. Minimum width of entrance shall be 15 feet.
5. Stone shall be placed in a layer of at least 12-inches thickness. The stone shall be a minimum of 3 to 5 inch coarse aggregates.
6. Prevent shortcutting of the full length of the construction entrance by installing barriers as necessary.
7. Silt fence fabric must meet the following minimum criteria:
   a) Tensile Strength, ASTM D4632 Test Method for Grab Breaking Load and Elongation of Geotextiles, 90-lbs.
   b) Puncture Strength, ASTM D4833 Test Method for Index Puncture Resistance of Geotextiles, Geomembranes, and Related Products, 60-lbs.
   c) Mullen Burst Rating, ASTM D3786 Standard Test for Hydraulic Bursting Strength of Textile Fabrics-Diaphragm Bursting Strength Tester Method, 280-lbs.
   d) Apparent Opening Size, ASTM D4751 Test Method for Determining Apparent Opening Size of a Geotextile, U.S. Sieve No. 70 (max) to No. 100 Min)
   e) Ultraviolent Resistance, ASTM D4355. Minimum 70 percent.
8. When necessary, vehicles must be cleaned to remove sediment prior to entrance to paved roads, streets, or parking lots. When washing is required, is shall be stone on a constructed wheel wash facility that drains into an approved sediment trap or sediment basin or other sedimentation/filtration device.
9. Construction entrances shall be inspected regularly (at lease as often as required by TPDES Construction General Permit, Appendix A). When sediment has substantially clogged the void area between the rocks, the aggregate mat must be washed down or replaced. Periodic re-grading and top dressing with additional stone must be done to keep the efficiency of the entrance from diminishing.
10. If the stabilized construction entrance is not effective removing sediment from wheels then a wheel wash should be considered.





SAND BAG BERM GENERAL NOTES

1. When a sandbag is filled with material, the open end of the sandbag should be stapled or tied with nylon or poly cord.
2. Sandbags should be stacked in at least three rows abutting each other, and in a staggered arrangement.
3. The base of the berm should have at least 3 sandbags. These can be reduced to 2 and 1 bag in the second and third rows, respectively.
4. For each additional 6 inches of height, an additional sandbag must be added to each row width.
5. The sandbag berm shall be inspected after each ½ inch rain event and shall be reshaped or replaced as needed during inspection. Repairs shall be made for washout, construction traffic damage, etc.
6. When silt reaches a depth equal to 6 inches (the height of one sandbag), the silt shall be removed and disposed of at an approved site and in such a manner as to not create a siltation problem.
7. When the site is completely stabilized, the berm and accumulated sediment shall be removed and disposed of in an approved manner.



GENERAL NOTES - EROSION CONTROL

1. A Storm Water Pollution Prevention Plan shall be required for this project and shall be prepared by the Owner and/or Contractor.
2. Contractor shall be responsible for erosion and sediment control including control of construction access and street cleaning if necessary. Place erosion control devices as indicated hereon prior to start of construction. Contractor to maintain erosion control devices until time for permanent paving and landscaping. Prior to placement of proposed paving, construction access shall be from a single location to be specified by the Contractor and the curb shall be protected in accordance with City requirements. Vehicles shall be properly cleaned prior to entering public streets. The Contractor shall immediately remove any construction materials tracked onto public streets.
3. Inspections must be conducted at least once every fourteen (14) days and within twenty-four (24) hours of the end of a storm event of 0.5 inches or greater. As an alternative to the said inspection schedule, inspections will occur at least once every seven (7) calendar days. If this alternate schedule is used, the inspection must occur on a specific day of the week, regardless of whether or not there has been a rainfall event since the previous inspection.
4. The disturbed area consists of approximately 3.5 acres of land. The Owner is The Mission Companies, P.O. Box 639, Addison, Texas 75001, contact: George Shirley (214) 906-0720. The property to be disturbed and the surrounding areas are currently paving and unimproved areas with grass. The land use is commercial. The main pollutant from the site during construction is erosion and sediment.
5. The construction activities shall consist of excavation, utility line placement, storm sewer line and inlet construction, site grading, subgrade preparation and paving.
6. A Notice of Intent shall be completed, submitted and posted at the project in plain view.
7. After grading is completed, the contractor shall hydromulch all disturbed areas, unless specified differently in the landscape plans, and establish at least 90% grass coverage including necessary watering. The specific plant material proposed to protect fill and excavated slopes shall be as indicated on the landscape plans. Plant material must be suitable for use under local climate and soil conditions. In general, hydroseeding or sodding Bermuda grass is acceptable during the summer months (May 1 to August 30). Winter rye or fescue grass may be planted during times other than the summer months as temporary measure until such time as the permanent planting can be made.
8. Prior to commencing any construction, a construction entrance and perimeter silt fence shall be installed at the location shown.
9. All existing inlets shall be protected prior to start of construction. As inlets are completed, temporary sediment barriers shall be installed.
10. Silt fence and inlet sediment barriers shall remain in place until vegetation has been completed.
11. Disturbed areas that are seeded or sodded shall be checked periodically to see that grass coverage is properly maintained. Disturbed areas shall be watered, fertilized, and re-seeded or re-sodded, if necessary.
12. Erosion control measures may only be placed in front of inlets, or in channels, drainageways or borrow ditches at risk of contractor. Contractor shall remain liable for any damage caused by the measures, including flooding damage which may occur due to blocked drainage. At the conclusion of any project, all channels, driveways and borrow ditches in the work zone shall be dredged of any sediment generated by the project of deposited as a result of erosion control measures.
13. See separate soils report prepared by Reed Engineering Group for soil types and log of soil borings.

RECORD DRAWING
DATE: October 26, 2012
Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

STATE OF TEXAS
L. LYNN KADLECK
47258
LICENSED
PROFESSIONAL ENGINEER
March 21, 2011

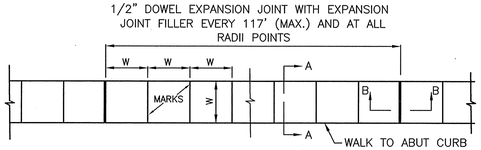
PREPARED BY
KADLECK & ASSOCIATES
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881-0771 PLANO, TX 75074
TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

SEE SHEET 4 FOR DRAINAGE CALCULATIONS
SEE SHEETS 13 & 14 FOR DETAILS AND NOTES

12/14

EROSION CONTROL DETAILS & NOTES
MILLION AIR – PHASE TWO
LEASE PARCEL No. 70–WESTGROVE RD.
ADDISON MUNICIPAL AIRPORT
TOWN OF ADDISON, TEXAS

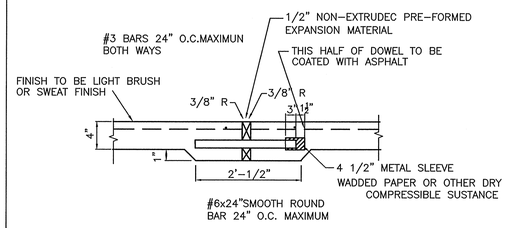
DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	N/A	PROJECT No. 10544



REINFORCED CONCRETE SIDEWALK

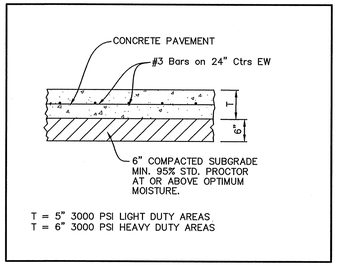
NO SCALE

1. All honeycomb in back of curb to be trowel–plastered before pouring sidewalk.
2. Lug may be formed by shaping subgrade to approximate dimensions shown.
3. For sidewalks against existing curbs, keyway shall be replaced with 6" long – #3 bars drilled 4" into existing back of curb and epoxy grouted on 24" centers.
4. Payment for keyway subsidiary to concrete sidewalk pay item.
5. Payment for excavation, borrow, subgrade stabilization and compaction is subsidiary to concrete sidewalk pay item.
6. Lime stabilization or select borrow material for subgrade is required when soil P.I. is greater that 18. Limits of subgrade stabilization are minimum required.
7. Backfill for sidewalk subgrade shall be lime stabilized soil or select borrow material having a P.I. not less that 10 nor greater than 18.
8. Sidewalk backfill and subgrade shall be compacted in lifts not to exceed 6 inches to 95% of ASTM D698 density with a moisture content within –2% to +4% of optimum moisture.
9. 1/2" expansion joints shall be provided at street expansion joints and at a maximum 40 foot spacing in line with intermediate street saw joints.



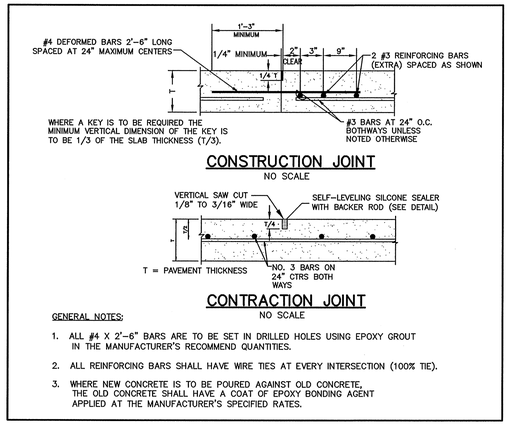
B–B EXPANSION JOINT DETAIL

NO SCALE



TYPICAL CONCRETE PAVEMENT SECTION VEHICULAR PARKING

NO SCALE

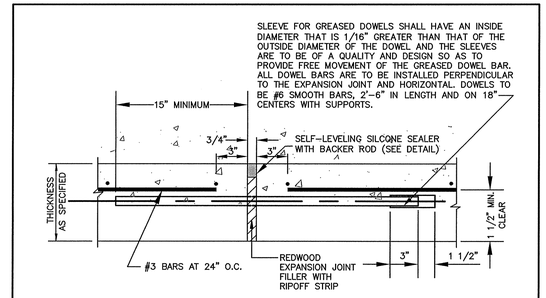


GENERAL NOTES:

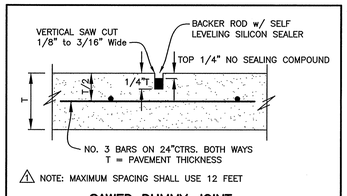
1. ALL #4 X 2'–6" BARS ARE TO BE SET IN DRILLED HOLES USING EPOXY GROUT IN THE MANUFACTURER'S RECOMMEND QUANTITIES.
2. ALL REINFORCING BARS SHALL HAVE WIRE TIES AT EVERY INTERSECTION (100% TIE).
3. WHERE NEW CONCRETE IS TO BE POURED AGAINST OLD CONCRETE, THE OLD CONCRETE SHALL HAVE A COAT OF EPOXY BONDING AGENT APPLIED AT THE MANUFACTURER'S SPECIFIED RATES.

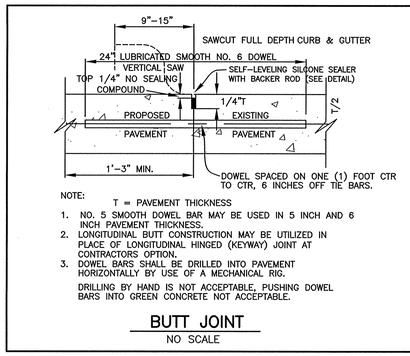
CONSTRUCTION & CONTRACTION JOINT

NO SCALE



EXPANSION JOINTS





NOTE:

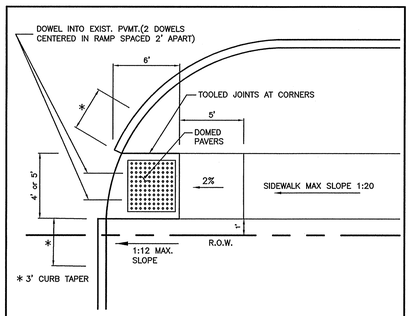
T = PAVEMENT THICKNESS

1. NO. 5 SMOOTH DOWEL BAR MAY BE USED IN 5 INCH AND 6 INCH PAVEMENT THICKNESS.
2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
3. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.

   DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE NOT ACCEPTABLE.

BUTT JOINT

NO SCALE

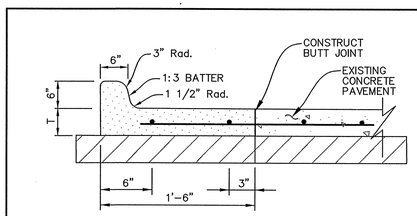


BARRIER FREE RAMP AT COMMERCIAL DRIVES W/ CURB RETURN

P–18

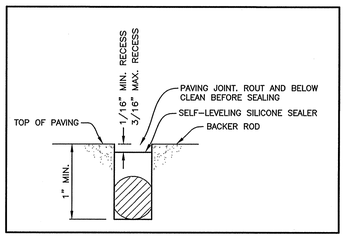
GENERAL NOTES:

1. BARRIER FREE RAMPS SHALL BE CONSTRUCTED AS EXTENSIONS OF STANDARD CONCRETE SIDEWALKS AND SEPERATE FROM THE STREET PAVEMENT, EXCEPT AS NOTED IN THESE DETAILS.
2. MAXIMUM SLOPE ON RAMP PORTION SHALL NOT EXCEED 1" PER FOOT AT ANY LOCATION. VERTICAL DISTANCE BETWEEN STREET & RAMP SHALL NOT EXCEED 1/4".
3. DESIGNS SHOWN ARE FOR 6" CURBS. FOR CURBS WITH HEIGHT GREATER THAN 6", DIMENSIONS SHALL BE INCREASED PROPORTIONATELY.
4. STREETS ON STEEP GRADE WILL REQUIRE LONGER TRANSITIONS ON UPGRADE SIDE.
5. LOCATION OF BARRIER FREE RAMP MAY BE SHIFTED TO CLEAR OBSTRUCTIONS WITH THE APPROVAL OF THE ENGINEERING DEPARTMENT.



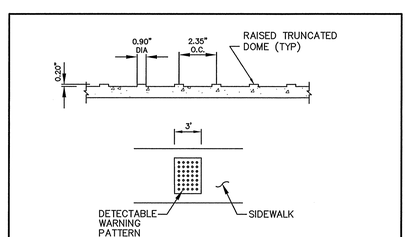
SEPARATE CURB & GUTTER DETAIL

(NO SCALE)

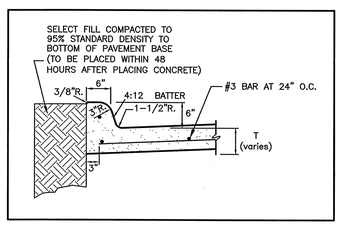


TYPICAL JOINT SEALING DETAIL

NO SCALE



DETECTABLE WARNING PATTERN



MONOLITHIC CURB

NO SCALE

SEE TOWN OF ADDISON STANDARD CONSTRUCTION DETAILS AND NOTES, WHICH SUPERCEDE THE DETAILS AND NOTES HEREON IF A CONFLICT EXISTS.

RECORD DRAWING

DATE: October 26 2012

Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

STATE OF TEXAS
L. LYNN KADLECK
47258
LICENSED PROFESSIONAL ENGINEER
March 24, 2011

PREPARED BY
KADLECK & ASSOCIATES
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881–0771 PLANO, TX 75074
TBPE Reg. No. F–6460 TBPLS Reg. No. 100555–00

NOTE: THE JOINT DETAILS SHOWN HEREON ARE FOR THE DRIVE AND PARKING PAVEMENT ONLY. SEE SHEET 7 FOR RAMP PAVEMENT SECTION AND RAMP PAVEMENT JOINTS.

13
14

DETAIL AND NOTES

MILLION AIR – PHASE TWO

LEASE PARCEL No. 70–WESTGROVE RD.

ADDISON MUNICIPAL AIRPORT

TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	1"=40'	PROJECT No. 10544

F:\10541-10555\10544 Million Air - Westgrove\CIVIL\13-14 DETAILS AND NOTES.dwg, 10/29/2012 5:01:00 PM

GENERAL NOTES

1. All materials and workmanship shall conform to the Standard Specifications for Public Works Construction for North Central Texas (NCTCOG), latest edition, and the Town of Addison Department of Public Works and Transportation Addendum.
2. During the construction of these improvements, any interpretation of the Standard Specifications for Public Works Construction for North Central Texas, and any matter which requires the approval of the owner, must be approved by the Director of Public Works and Transportation or his designee before any construction involving that decision commences. Assumptions about what these decisions might be which are made during the bidding phase will have no bearing on the decision.
3. Streets, alleys, sidewalks, driveways and storm drainage facilities in the public right of way shall be constructed in conformance with the Town of Addison Standard Construction Details.
4. Contractor shall be responsible for removal and offsite disposal of removed pavement and other construction debris.
5. In preparation of the plans and specifications, the engineer has endeavored to indicate the location of existing underground utilities. It is not guaranteed that all major lines, structures or services have been shown or are accurate on the plans. Prior to beginning of construction, the Contractor shall contact all utility companies for verification of existence and location of utility lines.
6. The Contractor shall protect all structures, pipelines, walks, drives, trees, shrubbery, lawns and other improvements during the progress of the work and shall remove from the project and dispose of all debris and unused materials.
7. The Contractor shall obtain all necessary permits and approvals for his work before beginning construction, and shall maintain a copy of these at the project site. The Contractor shall be responsible for payment of permit fees.
8. The Contractor shall be responsible for complying with state laws and federal regulations relating to trench safety. The Contractor shall furnish to the City an acceptable trench safety plan signed and sealed by a Professional Engineer qualified to do such work and registered in the State of Texas.
9. Contractor shall maintain traffic flow throughout construction on existing public streets and, if needed, shall submit a detour plan to the City of Coppell for approval prior to start of construction. Contractor shall submit a traffic control plan consistent with the T.M.U.T.C.D.
10. Contractor shall seed or sod all disturbed areas upon completion of paving, unless specified differently in the landscape plans.

GRADING AND PAVING CONSTRUCTION NOTES:

1. All materials, construction, testing and workmanship shall conform to the Town of Addison Specifications and Standard Construction Details and the Standard Specifications for Public Works Construction for North Central Texas, latest edition, except as noted herein and approved by the Town of Addison.
2. All earthwork shall conform to the Geotechnical Report prepared by Reed Engineering Group, Inc. Site preparation and grading of areas within public right of way shall be in accordance with the NCTCOG Specifications as amended by Town of Addison. Site preparation outside public rights of way shall be in accordance with the said Reed Geotechnical Report, but at a minimum shall include: vegetation and organic soils (upper two to four inches) should be stripped and removed at the start of earth work construction. The exposed soils shall be scarified to a minimum depth of six inches and recompacted to a density of between 95 and 100 percent of maximum Standard Proctor Density, ASTM D-698. The moisture content of the compacted soil shall be at +1 to +5% above optimum moisture. Onsite soils used in fill areas outside of the building and pavement shall be compacted in maximum six inch loose lifts to a minimum of 95 percent to an maximum of 100 percent of the maximum Standard Proctor Density, ASTM D-698 at +1 to +5% above optimum moisture.
3. The subgrade areas under the proposed ramp shall be as specified by Reed Engineering Group in a letter dated March 15, 2011, which is the top 6 inches as flexible base TXDOT Item 247, Grade 2, Type D or better, compacted to a minimum 95 percent of Modified Proctor (ASTM D1557) at or above optimum moisture, over 6 inch subgrade, scarified and recompacted to a minimum of 95 percent Standard Proctor, ASTM D 698, at or above optimum moisture.
4. The proposed ramp pavement shall be in as specified by Reed Engineering Group in a letter dated March 15, 2011, for Option No. 2, which requires 10 inch, 4,000 psi concrete with #4 bars on 24 inch centers each way with jointing as specified on the Ramp Pavement Jointing Plan.
5. The onsite pavement areas outside the public right of way, fire lane easements and the proposed ramp shall be in accordance with the said Reed Geotechnical Report, but at a minimum shall be 5 inch, 3000 psi concrete in parking areas, and 6 inch, 3000 psi concrete in traffic areas. The pavement shall be reinforced with #3 bars on 24 inch centers each way (at a minimum). This shall be over a subgrade of 6 inches, scarified and recompacted to a minimum 95 percent Standard Proctor, ASTM D 698, at or above optimum moisture.
6. Pavement sections, outside the proposed ramp area, shall be sawed cut at an approximate spacing of 2.5 to 3 times the pavement thickness (for example, for 6 inch pavement, the spacing shall be 15 feet to 18 feet), the actual joint pattern shall be designed to avoid irregular shapes. Refer to "Joint Design for Concrete Highway and Street Pavements" published by the Portland Cement Association for jointing techniques. Sawed joints shall be cut into new concrete within 4 hours after placement, or as soon as practical, but in no case later than 6 hours after placement.
7. Finished pavement within Town R.O.W. or public easement shall meet certain quality standards for surface of the concrete including the durability, texture, riding surface and appearance. The surface must be durable, firm, dense and well bonded to the aggregate to maintain an appearance and texture which is satisfactory to the Town. Concrete pavement having a poor surface which has spalled (exposed aggregate) due to poor quality paste, high water-cement ration, over-vibration, improper curing, extreme weather or any other reason, or does not have a satisfactory riding surface shall be removed and replaced at the Contractor's expense. It is extremely important that the pavement have a good rideable surface, free from undulations and rough joints. The Public Works department shall determine the acceptability of the pavement.
8. Broom finishing shall be performed so that the corrugation produced in the surface shall be uniform in appearance and not more than 1/8-inch in depth. Brooming shall be completed before the concrete is in such condition that the surface will be torn or unduly roughened by the operation. The finished surface shall be free from rough and porous areas, irregularities and depressions resulting from improper handling of the broom.
9. Cracks formed in concrete pavement shall be repaired or removed by the Contractor at the Town's discretion.
10. Fire lanes shall be striped in accordance with the Town of Addison requirements. Fire lane striping shall not be placed on curb.
11. Traffic Barricades will be required for all construction within the Public R.O.W. Barricades shall conform to the installation identified in the Texas Manual of Uniform Traffic Control Devices, as currently amended. The Contractor shall have the Traffic Control Plan at the time of pre-construction meeting.
12. See Town of Addison Standard Construction Details for Additional General Notes.
13. Dumpster pad pavement to be minimum of 7 inch thickness.
14. Contractor to match existing grades at property lines and not alter or disturb runoff patterns on adjacent property.

ADDITIONAL GENERAL NOTES FOR SIDEWALKS

The Contractor shall ensure all sidewalks in pedestrian and access ways and adjacent to buildings shall comply with the requirements of the American Disabilities Act (ADA). If the Contractor determines there is a discrepancy between information shown on the plans and the requirements of ADA, he shall notify the owner and engineer immediately.

WATER & SANITARY SEWER CONSTRUCTION NOTES:

1. All materials, construction, testing and workmanship shall conform to the Town of Addison Standard Construction Details and Specifications for Public Works Construction.
2. All Water Mains 6" and larger will be C900 DR14 Polyvinyl Chloride.
3. Water mains eight inches (8") to twenty-four inches (24") in diameter shall be AWWA C905 / DR18 PVC, mechanical joint or a joint of the type which provides a recession in the bell for the employment of a single rubber gasket to be placed before the insertion of the succeeding spigot. Joint material for PVC shall Conform to ASTM F477.
4. All water Line pipe shall be imbedded per Town of Addison standards.
5. MINIMUM COVER:

PIPE DIAMETER	COVER	PIPE DIAMETER	COVER
Less Than 6"	42"	8"	48"
6"	42"	Greater than 8"	54-60"

6. All water lines shall have a 150 psi Hydrostatic test for a four hour period. Test shall be witnessed by the Engineering Inspector. All Fire mains shall have a 200 psi Hydrostatic test for a two hour period.
7. All water mains must be chlorinated by the contractor and water samples then must be taken and provided to the Town of Addison.
8. All water line valves, main line taps, fittings and fire hydrants shall be placed in a concrete saddle and thrust blocks.
9. All valve boxes shall be adjustable Cast Iron type and shall be placed on a concrete base. A reinforced concrete pad of 3'-0"x3'-0"x6" shall be poured around the valve box in areas outside of the pavement.
10. Fire hydrants shall be placed to conform with the requirements of the State Board of Insurance and Fire Prevention and Engineering Bureau of Texas. The fire hydrant shall be set perpendicular, and to the proper depth, and shall be carefully and substantially blocked against firm trench walls using 2000 psi concrete.
11. Sanitary sewer mains shall be polyvinyl chloride pipe conforming to the specifications of ASTM D 3034, SDR 35, or equal. Joints and fittings shall be compression rubber gasket joints.
12. Sanitary sewer pipe shall be placed on a 4" layer of crushed stone. The trench shall be back filled per Town of Addison standards and consolidated to a minimum of 90% standard proctor density.
13. Testing for sanitary sewer system shall be per the North Central Texas Council of Governments Standard Specifications.
14. All water and sanitary sewer service locations shall be marked on the nearest curb face with a "W" & "S" respectively.
15. All plumbing installed outside of R.O.W. or and Easement shall be installed by a Licensed Plumber and inspected by Building Inspection.
16. Fire sprinkler line shall be sized and installed by a State Licensed Contractor.
17. The Contractor shall tie detectable green metallic tape to the end of sewer service or buried dead end and shall leave a minimum of 36" of tape exposed after backfill is complete.
18. The Contractor shall be responsible for providing "As-Built" plans to the design engineer of record showing the location of water & sanitary sewer services.
19. Contractor shall have a Trench Safety Plan.
20. See Town of Addison Standard Construction Details for Additional General Notes.

STORM SEWER CONSTRUCTION NOTES:

1. All materials, construction, testing and workmanship shall conform to the Town of Addison Specifications and the Standard Specifications for Public Works Construction for North Central Texas, latest edition, except as noted herein and approved by the City.
2. All public storm sewer pipe shall be a minimum of 18" and shall be Class III or Class IV RCP based upon depth of cover. Class III RCP shall be used where the depth of cover, from ground line to top of pipe, is less than or equal to 10 feet. Class IV RCP shall be used where the depth of cover is greater than 10 feet. All storm sewer pipe shall be laid on a minimum of 4" of Grade No. 4 crushed stone (1" maximum diameter). The initial backfill shall consist of the same crushed stone to a minimum of the spring line of the pipe. The remainder backfill must be clean and free of rocks & lumps of earth larger than 4" and of vegetation.
3. The joints shall be constructed and jointed together in a manner that eliminates spill through of backfill. Approved joint materials are concrete collars; plastic asphalt joint compound (cold applied); rubber gaskets; and preformed plastic gaskets (cold applied).
4. The tops of all storm drainage inlets, manholes and junction structures shall have a round manhole cover with locking device.
5. All drainage structures shall have a minimum compressive strength of 3600 psi at 28 days.
6. All precast box culverts, drainage structures and RCP will require a certification from the manufacturer that the product meets the design requirements and 28 day compressive strength.
7. All storm sewer systems with radii less than 100' shall use 4' long joints with beveled ends (radius pipe).
8. See Town of Addison Standard Construction Details for all General Notes.

SEE TOWN OF ADDISON STANDARD CONSTRUCTION DETAILS AND NOTES, WHICH SUPERCEDE THE DETAILS AND NOTES HEREON IF A CONFLICT EXISTS.

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RECORD DRAWING
DATE: October 26, 2012
Based on information furnished from the Contractor and to the best of the design engineer's knowledge, the constructed work is substantially in accordance with this plan.

STATE OF TEXAS
L. LYNN KADLECK
47258
LICENSED
PROFESSIONAL ENGINEER
March 21, 2011

PREPARED BY
KADLECK & ASSOCIATES
ENGINEERING PLANNING SURVEYING
2000 N. CENTRAL EXPY. SUITE 113
(972) 881-0771 PLANO, TX 75074
TBPE Reg. No. F-6460 TBPLS Reg. No. 100555-00

DETAIL AND NOTES
MILLION AIR – PHASE TWO
LEASE PARCEL No. 70–WESTGROVE RD.
ADDISON MUNICIPAL AIRPORT
TOWN OF ADDISON, TEXAS

DESIGN	DRAWN	DATE	SCALE	
K&A	K&A	SEPT.2010	1"=40'	PROJECT No. 10544

F:\10541-10555\10544 Million Air - Westgrove\CIVIL\13-14 DETAILS AND NOTES.dwg, 10/29/2012 5:16:06 PM