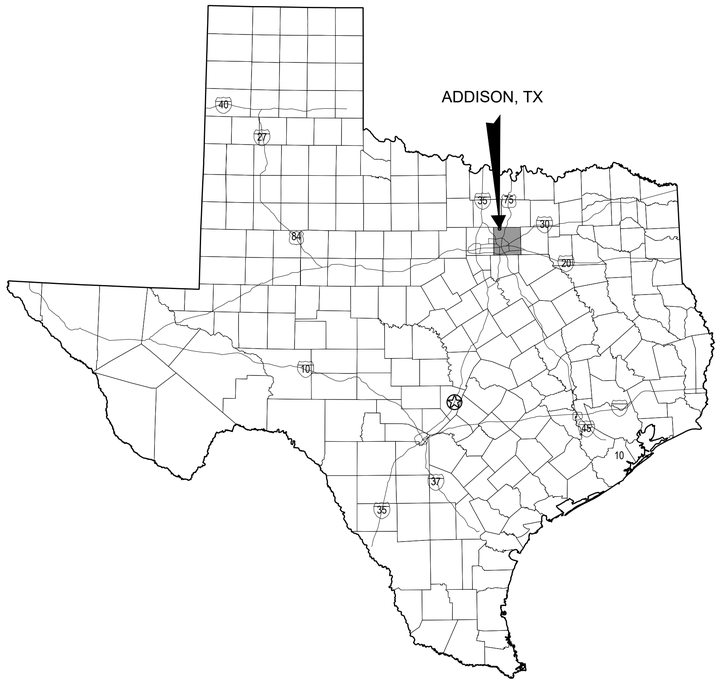
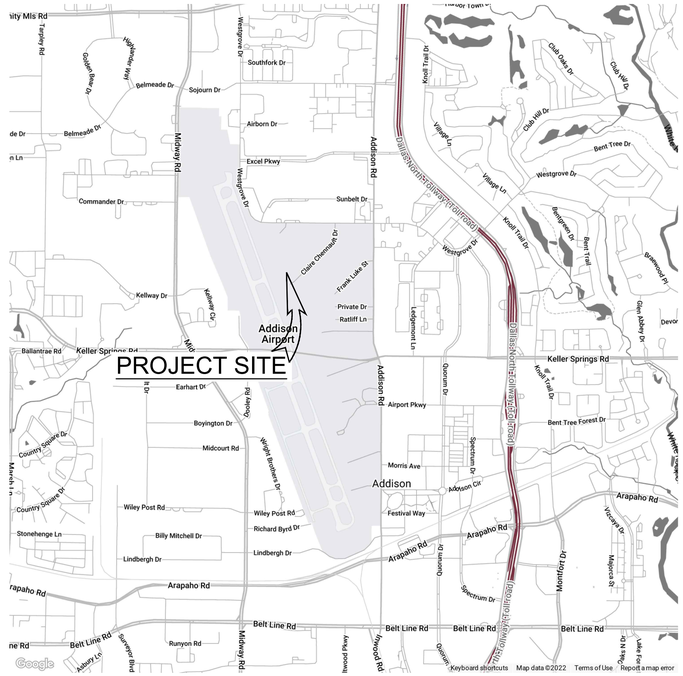
RECORD DRAWING

SKY HARBOUR HANGAR DEVELOPMENT
ADDISON AIRPORT (ADS)
ADDISON, TEXAS



LOCATION MAP

ADDISON AIRPORT SM



VICINITY MAP

GARVER PROJECT NO. 22A11111
SEPTEMBER 2023

NAME AND CONTACT INFORMATION
OWNER:
ADS HANGARS LLC 136 TOWER ROAD, SUITE 205 WESTCHESTER COUNTY AIRPORT WHITE PLAINS, NY 10604
ARCHITECT:
NILES BOLTON AND ASSOCIATES MERCER DYE 3060 PEACHTREE RD NW, SUITE 600 ATLANTA, GA 30305 (404) 365-7600
ENGINEER:
GARVER, LLC (REGISTRATION NO. 5713) SARA ANDREWS, PE (TEXAS PE NO. 126832) 3010 GAYLORD PARKWAY, SUITE 190 FRISCO, TX 75034 (972) 377-7480

GARVER

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

RECORD DRAWINGS
March 2025

To the best knowledge of the Engineer, these drawings have been generally conformed to the construction of the improvements based on information supplied by the owner, contractor and/or resident project representative. The accuracy of the information contained within these record drawings is not guaranteed.

Sara Andrews, P.E. — 3/7/2025 Date

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

COVER SHEET

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
GI-001

SHEET NUMBER **1**

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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

ADDISON AIRPORT

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

SHEET INDEX

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
GI-002

SHEET NUMBER **2**

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TOWN OF ADDISON GENERAL CONSTRUCTION NOTES:

1. GENERAL NOTES FOR ALL CONSTRUCTION ACTIVITIES

1.1. ALL CONSTRUCTION, TESTING, AND MATERIALS SHALL BE IN ACCORDANCE WITH THE TOWN'S CURRENT STANDARDS, DETAILS, AND SPECIFICATIONS. IF NOT EXPLICITLY SPECIFIED IN TOWN DOCUMENTS, NCTCOG OR THE APPROPRIATE GOVERNING BODY'S, STANDARDS AND DETAILS SHALL REGULATE CONSTRUCTION, TESTING, AND MATERIALS.

1.2. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO BEGINNING ANY CONSTRUCTION. CONTACT PUBLIC WORKS & ENGINEERING SERVICES DEPARTMENT FOR A PERMIT TO WORK WITHIN TOWN ROW.

1.3. ALL SHOP DRAWINGS, WORKING DRAWINGS OR OTHER DOCUMENTS WHICH REQUIRE REVIEW BY THE TOWN, SHALL BE SUBMITTED BY THE CONTRACTOR SUFFICIENTLY IN ADVANCE OF SCHEDULED CONSTRUCTION TO ALLOW NO LESS THAN 21 CALENDAR DAYS FOR REVIEW AND RESPONSE BY THE TOWN.

1.4. CONTRACTOR SHALL NOTIFY THE TOWN AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.

1.5. CONTRACTORS ARE ALLOWED TO MAKE CONNECTIONS TO THE TOWN WATER SYSTEM BY OPENING AN ACCOUNT THROUGH THE ADDISON FINANCE DEPARTMENT AND RENTING A FIRE HYDRANT METER. THE COMPANY OR INDIVIDUAL IS SOLELY RESPONSIBLE FOR THE COST, MAINTENANCE, PROPER USE, AND SECURITY OF THE RENTAL EQUIPMENT. THE COMPANY OR INDIVIDUAL IS ALSO RESPONSIBLE FOR THE COST OF THE WATER USED.

1.6. CONTRACTOR MUST KEEP AVAILABLE ONSITE, AT ALL TIMES, APPROVED CONSTRUCTION PLANS AND COPIES OF ANY/ALL REQUIRED PERMITS ALONG WITH THE APPROPRIATE VERSIONS OF THE FOLLOWING APPLICABLE REFERENCES:
- 1.6.1. TOWN OF ADDISON ENGINEERING STANDARDS & DETAILS
- 1.6.2. NCTCOG STANDARDS & SPECIFICATIONS
- 1.6.3. TCEQ STANDARDS & SPECIFICATIONS
- 1.6.4. TXDOT SPECIFICATIONS & STANDARD DRAWINGS, AS APPLICABLE.

1.7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REQUIRED CONSTRUCTION SURVEYING AND STAKING AND SHALL NOTIFY THE DESIGN ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH ANY WORK.

1.8. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL SURVEY MARKERS INCLUDING IRON RODS, PROPERTY CORNERS, OR SURVEY MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION AND OUTSIDE ROW DURING CONSTRUCTION. ANY SURVEY MARKERS DISTURBED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE TOWN.

1.9. TESTING AND INSPECTION OF MATERIALS SHALL BE PERFORMED BY A COMMERCIAL TESTING LABORATORY SPECIFIED BY OR APPROVED BY THE TOWN. CONTRACTOR SHALL FURNISH MATERIALS OR SPECIMENS FOR TESTING AND SHALL FURNISH SUITABLE EVIDENCE THAT THE MATERIALS PROPOSED TO BE INCORPORATED INTO THE WORK ARE IN ACCORDANCE WITH THE SPECIFICATIONS. COPIES OF TESTING REPORTS SHALL BE FURNISHED TO THE TOWN IMMEDIATELY UPON RECEIPT BY THE CONTRACTOR.

1.10. FOR PUBLIC PROJECTS, CONTRACTOR SHALL PROVIDE A CONSTRUCTION SCHEDULE AND WEEKLY PROGRESS REPORTS.

1.11. CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS AND DRIVEWAYS ADJACENT TO THE PROJECT FREE OF DIRT, MUD, AND DEBRIS AT ALL TIMES. CONTRACTOR SHALL CLEAN UP AND REMOVE ALL LOOSE MATERIAL RESULTING FROM CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL TAKE ALL AVAILABLE PRECAUTIONS TO CONTROL DUST.

1.12. THE EXISTENCE AND LOCATIONS OF THE PUBLIC AND FRANCHISE UTILITIES SHOWN ON THE DRAWINGS WERE OBTAINED FROM AVAILABLE RECORDS AND ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE DEPTH AND LOCATION OF EXISTING UNDERGROUND UTILITIES PRIOR TO EXCAVATING, TRENCHING, OR DRILLING AND SHALL BE REQUIRED TO TAKE ANY PRECAUTIONARY MEASURES TO PROTECT ALL LINES SHOWN AND / OR ANY OTHER UNDERGROUND UTILITIES NOT OF RECORD OR NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL PUBLIC AGENCIES AND FRANCHISE UTILITIES 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR MAY BE REQUIRED EXPOSE THESE FACILITIES AT NO COST TO THE TOWN. THE CONTRACTOR WILL BE RESPONSIBLE FOR DAMAGES TO UTILITIES IF THE DAMAGE IS CAUSED BY NEGLIGENCE OR FAILURE TO HAVE LOCATES PERFORMED.

1.13. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES OR ADJACENT PROPERTIES DURING CONSTRUCTION. ANY REMOVAL OR DAMAGE TO EXISTING FACILITIES SHALL BE REPLACED OR REPAIRED TO EQUAL OR BETTER CONDITION BY THE CONTRACTOR.

1.14. CONTRACTOR SHALL NOT STORE MATERIALS, EQUIPMENT OR OTHER CONSTRUCTION ITEMS ON ADJACENT PROPERTIES OR RIGHT-OF-WAY WITHOUT THE PRIOR WRITTEN CONSENT OF THE PROPERTY OWNER AND/OR THE TOWN, AS APPLICABLE.

1.15. TEMPORARY FENCING SHALL BE INSTALLED PRIOR TO THE REMOVAL OF EXISTING FENCING. TEMPORARY FENCING SHALL BE REMOVED AFTER PROPOSED FENCING IS APPROVED BY THE TOWN. ALL TEMPORARY AND PROPOSED FENCING LOCATIONS SHALL BE SUBJECT TO FIELD REVISIONS AS DIRECTED BY THE TOWN.

1.16. UNUSABLE EXCAVATED MATERIAL, OR CONSTRUCTION DEBRIS SHALL BE IMMEDIATELY REMOVED AND DISPOSED OF OFFSITE AT AN APPROVED DISPOSAL FACILITY BY THE CONTRACTOR AT HIS EXPENSE.

1.17. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN A NEAT AND ACCURATE RECORD OF CONSTRUCTION FOR THE TOWN'S RECORDS.

2. GENERAL NOTES FOR PAVING SYSTEMS

2.1. ALL PAVING CONSTRUCTION, TESTING, AND MATERIALS, INCLUDING CONCRETE, REINFORCEMENT, JOINTING, AND SUBGRADE PREPARATION AND TREATMENT SHALL BE IN ACCORDANCE WITH THE TOWN'S CURRENT STANDARDS, DETAILS, AND CONSTRUCTION SPECIFICATIONS UNLESS OTHERWISE NOTES.

2.2. NO EARTHWORK, LIME APPLICATION, OR OTHER PREPARATION OF THE SUBGRADE FOR PAVING OF STREETS, ALLEYS, OR FIRE LANES SHALL BE INITIATED WITHOUT AUTHORIZATION FROM THE TOWN. THE TOWN WILL AUTHORIZE THE SUBGRADE ENGINEERING STANDARDS WORK IN PREPARATION FOR PAVING AFTER UTILITY TRENCH BACKFILL TESTING HAS BEEN COMPLETED AND VERIFIED TO MEET THE TOWN REQUIREMENTS.

2.3. SUBGRADE
- 2.3.1. SHALL EXTEND 12" MIN. BEHIND THE BACK OF CURB.
- 2.3.2. SUBGRADE UNDER ALL PAVEMENT SHALL BE 6" THICK AND SHALL BE STABILIZED HTH AT LEAST 30 LBS. PER SQ. YD. HYDRATED LIME, COMPACTED TO A DENSITY NOT LESS THAN 95 PERCENT.
- 2.3.3. LABORATORY TESTS MUST BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT FOR APPROVAL TO DETERMINE AMOUNT OF LIME REQUIRED. LABORATORY TEST MAY BE WAIVED PROVIDED AT LEAST 36 LBS. OF LIME PER SQ. YD. IS USED. SEE NCTCOG ITEM 301.2 "LIME TREATMENT".
- 2.3.4. FLEXIBLE BASE (CRUSHED STONE/CONCRETE) PER NCTCOG ITEM 301.5 MAY BE SUBSTITUTED FOR LIME TREATMENT WITH THE APPROVAL OF THE TOWN ENGINEER.

2.4. REINFORCING STEEL
- 2.4.1. BAR LAPS SHALL BE THIRTY DIAMETERS.
- 2.4.2. REINFORCING STEEL SHALL BE #3 REBAR (3/8') ON 18' CENTERS FOR 8" OR LESS PAVEMENT THICKNESS, #4 FOR 10" OR MORE PAVEMENT THICKNESS.
- 2.4.3. REBAR SHALL BE SUPPORTED BY BAR CHAIRS OR OTHER DEVICES APPROVED BY TOWN ENGINEER.
- 2.4.4. NO TRAFFIC ON FINISHED SUBGRADE SHALL BE PERMITTED AFTER REINFORCING STEEL IS INSTALLED ABOVE SUBGRADE. NO TRAFFIC SHALL BE PERMITTED BEFORE OR DURING THE PLACING OF CONCRETE.

2.5. CONCRETE PAVEMENT:
- 2.5.1. ALL CONCRETE STRENGTH AND MIX DESIGN SHALL BE AS SHOWN IN LATEST EDITION OF NCTCOG SECTION 303.3
- 2.5.2. CLASS P1 PAVEMENT : MACHINE FINISHED: A SLIP-FORM PAVING MACHINE SHALL BE USED FOR ALL PUBLIC STREETS AND ALLEYS UNLESS OTHERWISE APPROVED BY THE DIRECTOR OF PUBLIC WORKS & ENGINEERING SERVICES. MIN. 4000 PSI 28-DAY COMPRESSIVE STRENGTH.
- 2.5.3. CLASS P2 PAVEMENT : HAND FINISHED: HAND FINISHED PAVEMENT IS PERMITTED FOR TURN LANES, DECELERATION LANES, DRIVEWAY APPROACHES, OR PANEL REPLACEMENT OF PUBLIC STREETS OR ALLEYS. MIN. 4500 PSI 28-DAY COMPRESSIVE STRENGTH
- 2.5.4. MINIMUM PAVEMENT THICKNESS SHALL BE AS FOLLOWS:
  - 2.5.4.1. MAJOR ARTERIAL - 10" CLASS "P1" OR "P2"
  - 2.5.4.2. MINOR ARTERIAL – 8" CLASS "P1" OR "P2"
  - 2.5.4.3. COMMERCIAL/ INDUSTRIAL COLLECTOR – 8" CLASS "P1" OR "P2"
  - 2.5.4.4. RESIDENTIAL COLLECTOR – 8" CLASS "P1" OR "P2"
  - 2.5.4.5. RESIDENTIAL LOCAL – 8" CLASS "P1" OR "P2"
  - 2.5.4.6. SIDEWALK AND BFR'S – 4" – CLASS "A"
  - 2.5.4.7. DRIVE APPROACH 8" – CLASS "P2"
  - 2.5.4.8. ALLEY – 6" CLASS "P1" OR "P2"
- 2.5.5. CONCRETE FOR ALLEY RETURNS AND DRIVEWAYS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS IDENTICAL TO THAT SPECIFIED FOR THE STREET PAVEMENT OR BASE WHEN BUILT AS COMPONENTS OF A CONCRETE PAVING PROJECTS. WHEN BUILT SEPARATELY, THE STRENGTH SHALL BE AS SPECIFIED ON THE CONSTRUCTION PLAN.
- 2.5.6. SPACING AND CONSTRUCTION OF JOINTS SHALL CONFORM TO TOWN OF ADDISON STANDARD CONSTRUCTION DETAILS.
- 2.5.7. CONTRACTOR IS RESPONSIBLE FOR ENSURING ALL PEDESTRIAN WORK MEETS OR EXCEEDS THE CURRENT AMERICAN WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG), THE TEXAS ACCESSIBILITY STANDARDS (TAS), AND PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG). THE CONTRACTOR SHALL REMOVE AND REPLACE ANY CONSTRUCTED OR INSTALLED ITEMS NOT MEETING THE CURRENT ADAAG, TAS, & PROWAG REQUIREMENTS AT NO ADDITIONAL COST TO THE TOWN.
- 2.5.8. ALL MEDIANS AND PARKWAYS SHALL BE PROVIDED WITH GROUND COVER. TYPE OF GROUNDCOVER SHALL BE DETERMINED BY THE PARKS & RECREATION DEPARTMENT, OR SHALL BE RESTORED TO MATCH EXISTING PLANT MATERIALS IN EQUAL OR BETTER CONDITION. ALL TURF AREAS SHALL BE SOLID SOD, AND GROUNDCOVER SHALL BE MINIMUM ONE (1) GALLON PLANT MATERIAL.

3. GENERAL NOTES FOR WATER AND WASTEWATER SYSTEMS

3.1. ALL WATER AND WASTEWATER CONSTRUCTION, TESTING, AND MATERIALS SHALL BE IN ACCORDANCE WITH THE MORE RESTRICTIVE OF THE CURRENT TCEQ REGULATIONS OR THE TOWN'S CURRENT STANDARDS, DETAILS, AND SPECIFICATIONS, UNLESS OTHERWISE NOTED.

3.2. TRENCH SAFETY
- 3.2.1. PRIVATE DEVELOPMENT: CONTRACTOR SHALL SUBMIT A TRENCH SAFETY PLAN TO THE DESIGN ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE PRECONSTRUCTION MEETING.
- 3.2.2. PUBLIC PROJECTS : CONTRACTOR AND/OR DESIGN ENGINEER SHALL SUBMIT A TRENCH SAFETY PLAN AS PART OF THE CIVIL CONSTRUCTION DOCUMENTS PACKAGE.

3.3. CONTRACTOR SHALL NOT OPERATE ANY WATER VALVES THAT ARE PART OF THE ACTIVE TOWN OF ADDISON WATER SYSTEM. CONTACT THE TOWN'S PUBLIC WORKS & ENGINEERING SERVICES TO REQUEST VALVE CHANGES.

3.4. ANY EXISTING FIRE HYDRANT THAT IS TO BE MODIFIED AND HAS A DATE THAT EXCEEDS 8 YEARS IN AGE SHALL BE REPLACED AND THE OLD FIRE HYDRANT RETURNED TO THE PUBLIC WORKS & ENGINEERING SERVICES BY THE CONTRACTOR AT HIS EXPENSE.

3.5. ANY EXISTING MANHOLE WITH AN OPENING SMALLER THAN 30" DIAMETER THAT IS MODIFIED SHALL HAVE THE CONE SECTION, RING, AND COVER REPLACED WITH A MINIMUM OF 30" DIAMETER CONE SECTION, RING, AND COVER BY THE CONTRACTOR AT HIS EXPENSE.

4. GENERAL NOTES FOR STORM DRAIN SYSTEMS

4.1. ALL STORM DRAIN CONSTRUCTION, TESTING, AND MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST EDITON OF NCTCOG'S SPECIFICATIONS AND DETAILS, AND THE TOWN'S CURRENT STANDARDS, DETAILS, AND SPECIFICATIONS UNLESS OTHERWISE NOTED.

4.2. TRENCH SAFETY
- 4.2.1. PRIVATE DEVELOPMENT: CONTRACTOR SHALL SUBMIT A TRENCH SAFETY PLAN TO THE DESIGN ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE PRECONSTRUCTION MEETING.
- 4.2.2. PUBLIC PROJECTS : CONTRACTOR AND/OR DESIGN ENGINEER SHALL SUBMIT A TRENCH SAFETY PLAN AS PART OF THE CIVIL CONSTRUCTION DOCUMENTS PACKAGE.

4.3. ALL CONCRETE DRAINAGE STRUCTURES SHALL BE MINIMUM CLASS C CONCRETE.

4.4. ALL CRUSHED STONE SHALL BE ¾", PASSING #4 SIEVE (GRADE 4).

4.5. ALL FIELD JOINTS WILL BE APPROVED BY THE TOWN ENGINEER IF NECESSARY. FIELD JOINTS SHALL BE WIPED ON THE INSIDE AND OUTSIDE AND PROVIDE FOR SMOOTH FLOW OF WATER.

4.6. RAMNECK COMPOUND OR APPROVED EQUAL SHALL BE USED FOR JOINT SEALS.

4.7. CLEANING & INSPECTION
- 4.7.1. ALL STORM SEWER PIPE SHALL BE CAMERA INSPECTED AFTER THE INSTALLATION OF ALL PAVING AND UTILITIES AND PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.
- 4.7.2. CONTRACTOR SHOULD INSPECT ALL STORM DRAIN OUTFALLS NO EARLIER THAN ONE WEEK PRIOR TO FINAL INSPECTION AND REMOVE ALL SILT AND DEBRIS.

5. GENERAL NOTES FOR EROSION CONTROL

5.1. ALL OPERATORS AND/OR CONTRACTORS SHALL CONFORM TO THE TERMS & CONDITIONS OF THE TCEQ TPDES GENERAL PERMIT NO. 150000.
- 5.1.1. THE NOTICE OF INTENT (NOI), AS REQUIRED BY THE GENERAL PERMIT, MUST BE PROPERLY DISPLAYED ON THE SITE AT ALL TIMES BY EACH OPERATOR. A COPY OF THE NOI MUST BE PROVIDED TO THE PUBLIC WORKS & ENGINEERING SERVICES PRIOR TO START OF CONSTRUCTION.
- 5.1.2. ALL RELEASES OF REPORTABLE QUANTITIES OF HAZARDOUS SUBSTANCES SHALL BE REPORTED IMMEDIATELY TO THE FACILITY OPERATOR, EPA, AND TCEQ.
- 5.1.3. IF ANY CONTRACTOR SEES A VIOLATION BY AN OPERATOR OR ANOTHER CONTRACTOR, THAT OPERATOR OR CONTRACTOR IN VIOLATION SHALL BE NOTIFIED AS WELL AS THE FACILITY OPERATOR.

5.2. EROSION CONTROL DEVICES SHALL BE INSTALLED ON ALL PROJECTS PRIOR TO ANY SOIL DISTURBANCE AND SHALL BE MAINTAINED THROUGHOUT THE PROJECT IN A CONDITION ACCEPTABLE TO THE TOWN.
- 5.2.1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTROL AND LIMIT SILT AND SEDIMENT LEAVING THE SITE. SPECIFICALLY , THE CONTRACTOR SHALL PROTECT ALL PUBLIC STREETS, ALLEYS, STREAMS, AND STORM DRAINAGE SYSTEMS FROM EROSION DEPOSITS.
  - 5.2.1.1. QUALIFIED OPERATOR PERSONNEL MUST INSPECT THE SITE WEEKLY, AND WITHIN 24 HRS (BEFORE AND AFTER) A STORM EVENT OF 0.5 INCHES OR GREATER.
  - 5.2.1.2. ACCUMULATED SILT DEPOSITS SHALL BE REMOVED FROM SILT FENCES AND HAY BALE DIKES WHEN SILT DEPTH REACHES THREE INCHES (3") OF 25% OF THE HEIGHT OF THE DEVICE (WHICHEVER IS LESS). THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER SO AS NOT TO CONTRIBUTE TO ADDITIONAL SILTATION.
- 5.2.2. THE CONTRACTOR SHALL ADD OR DELETE EROSION PROTECTION AT THE REQUEST AND DIRECTION OF THE OPERATOR OR TOWN.
- 5.2.3. MODIFICATIONS TO THE SWPPP SHALL BE IMPLEMENTED AND IN-PLACE WITHIN A SEVEN CALENDAR DAY PERIOD. ANY MAJOR MODIFICATIONS SHALL BE REVIEWED AND APPROVED BY THE DESIGN ENGINEER AND PUBLIC WORKS & ENGINEERING SERVICES PRIOR TO IMPLEMENTATION.

5.3. CONSTRUCTION ENTRANCES AND WASHOUTS
- 5.3.1. ASPHALT BAGS SHALL BE PLACED AT CONSTRUCTION ENTRANCES TO PREVENT CURB DAMAGE.
- 5.3.2. GEOTEXTILE FABRIC SHALL BE PLACED ON SUBGRADE PRIOR TO STONE PLACEMENT FOR CONSTRUCTION ENTRANCES.
- 5.3.3. NO EQUIPMENT SHALL BE CLEANED ON-SITE, OR OTHER LIQUIDS DEPOSITED AND ALLOWED TO FLOW OVERLAND OR SUBTERRANEAN WITHIN THE LIMITS OF THE CRITICAL ROOT ZONE OF TREES THAT REMAIN ON SITE. THIS INCLUDES PAINT, OIL, SOLVENTS, ASPHALT, CONCRETE, CONCRETE EQUIPMENT WASH WATER, MORTAR OF SIMILAR MATERIALS.

5.4. WASTE DISPOSAL
- 5.4.1. CONTRACTOR SHALL PROVIDE WASTE DISPOSAL CONTAINERS ON THE SITE FOR DISPOSAL OF ALL NON-HAZARDOUS CONSTRUCTION WASTE MATERIALS. THE CONTAINERS SHALL BE HAULED TO THE APPROPRIATE DISPOSAL LOCATION BY THE CONTRACTOR.
- 5.4.2. ALL HAZARDOUS MATERIALS SHALL BE HANDLED AND DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REGULATIONS.

5.5. AFTER INSTALLATION OF PAVEMENT, FINAL LOT BENCHING, AND GENERAL CLEANUP, THE CONTRACTOR SHALL ESTABLISH GRASS GROUNDCOVER IN ALL STREET PARKWAYS, LOTS, AND ALL OTHER DISTURBED AREAS. SODDING SHALL BE DONE AS SPECIFIED BY THE MORE RESTRICTIVE OF CURRENT NCTCOG OR TOWN STANDARDS.

5.6. SILT FENCE NOTES.
- 5.6.1. POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. THE POST MUST BE EMBEDDED A MINIMUM OF 18". STEEL POSTS SHALL NOT BE USED TO INSTALL EROSION CONTROL MEASURES WITHIN TOWN ROW.
- 5.6.2. THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW.
  - 5.6.2.1. THE TRENCH MUST BE A MINIMUM OF SIX INCHES (6") DEEP AND SIX INCHES (6") WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
  - 5.6.2.2. WHERE THE FENCE CANNOT BE TRENCHED IN (E.G. PAVEMENT), WEIGHT FABRIC FLAP WITH WASHED GRAVEL ON THE UPHILL SIDE TO PREVENT FLOW UNDER FENCE.
- 5.6.3. WIRE REINFORCEMENT SHALL BE USED ON ALL SILT FENCE USED FOR EROSION CONTROL. SILT FENCE SHALL BE SECURELY FASTENED TO EACH SUPPORT POST. THERE SHALL BE A SIX INCH (6") DOUBLE OVERLAP, SECURELY FASTENED, WHERE ENDS OF FABRIC MEET.
- 5.6.4. SILT FENCE SHALL BE REMOVED WHEN THE SITE IS COMPLETELY STABILIZED SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

6. GENERAL NOTES FOR LANDSCAPING

6.1. ALL LANDSCAPING CONSTRUCTION, INSTALLATION, TESTING, AND MATERIALS SHALL BE IN ACCORDANCE WITH THE TOWN'S CURRENT STANDARDS, DETAILS, AND SPECIFICATIONS UNLESS OTHERWISE NOTED.

6.2. CONTRACTOR SHALL AVOID DAMAGE TO EXISTING TREES. WHEN NECESSARY, TREES AND SHRUB TRIMMING FOR CONSTRUCTION SHALL BE PERFORMED BY CERTIFIED TREE WORKER OR UNDER THE DIRECTION OF A REGISTERED LANDSCAPE ARCHITECT OR CERTIFIED ARBORIST.

6.3. CONTRACTOR SHALL LOCATE AND PROTECT ALL EXISTING LANDSCAPE IRRIGATION SYSTEMS. DAMAGE TO EXISTING IRRIGATION SYSTEMS AND LANDSCAPE MATERIALS SHALL BE RESTORED TO EQUAL OR BETTER CONDITION AT NO COST TO TOWN.

6.4. EXCAVATION OR GRADE CHANGES BELOW THE DRIPLINE OF EXISTING TREES IS NOT ALLOWED UNLESS A TREE PROTECTION PLAN WHICH CONTAINS SPECIFIC INFORMATION ON THE ROOTS OF EACH TREE IS PROVIDED, AND APPROVED BY THE PARKS & RECREATION DEPARTMENT.

6.5. PRIOR TO OBTAINING A GRADING PERMIT OR SCHEDULING A PRE-CONSTRUCTION MEETING:
- 6.5.1. WHERE TRANSPLANTING OR TREE REMOVAL IS REQUIRED, CONTRACTOR MUST APPLY FOR A TREE PERMIT. CONTACT PARKS & RECREATION DEPARTMENT FOR TREE REMOVAL PERMIT.
- 6.5.2. ALL TREE MARKINGS AND PROTECTIVE FENCING MUST BE INSTALLED BY THE CONTRACTOR AND BE INSPECTED BY THE TOWN'S LANDSCAPE ARCHITECT.
- 6.5.3. COORDINATE WITH PARKS DEPARTMENT ON ANY TREES THAT REQUIRE BEING TRANSPLANTED OR REMOVED FROM MEDIANS.

6.6. ALL TREES WHICH ARE TO REMAIN ON SITE SHALL BE PROTECTED WITH A 4' TALL BRIGHTLY COLORED PLASTIC FENCE PLACED AT THE DRIP LINE OF THE TREES.

6.7. TREES TO BE REMOVED MAY BE CHIPPED AND USED FOR MULCH ON SITE OR HAULED OFF-SITE. BURNING OF REMOVED TREES, STUMPS, OR FOLIAGE REQUIRES WRITTEN APPROVAL BY THE FIRE DEPARTMENT.

6.8. PLANT MATERIALS SHALL NOT IMPEDE OR OBSTRUCT VISION OR ROUTE OF TRAVEL FOR VEHICULAR, PEDESTRIAN, OR BICYCLE TRAFFIC ALONG TOWN RIGHT-OF-WAY, VISIBILITY EASEMENTS, SIDEWALKS OR OTHER EASEMENTS.

6.9. NO SIGNS, WIRES, OR OTHER ATTACHMENTS OTHER THAN THOSE OF A PROTECTIVE NATURE SHALL BE ATTACHED TO ANY TREE TO REMAIN ON SITE.

6.10. IF TOPSOIL IS TO BE ADDED TO A ROUGH GRADE, TILL 3 TO 4 INCHES DEEP, THEN ADD TOPSOIL FOR BETTER BINDING AND ELIMINATE LAYING.

6.11. SOD INSTALLATION
- 6.11.1. SPRAY EXISTING WEEDS WITH NON-SELECTIVE HERBICIDE PRIOR TO SOD INSTALLATION.
- 6.11.2. ON PUBLIC PROJECTS, THE TOWN'S REPRESENTATIVE RESERVES THE RIGHT TO INSPECT SOD FARM TO SELECT SOD TO BE HARVESTED. INSPECTION OF TURFGRASS SOD BY THE TOWN'S REPRESENTATIVE MAY BE MADE AT THE GROWING SITE, BUT SUCH INSPECTION WILL NOT PRECLUDE REJECTIONS AFTER DELIVERY TO THE JOB SITE.
- 6.11.3. NO MORE TURFGRASS SOD SHALL BE DELIVERED TO THE JOB SITE ON ANY DAY THAN CAN BE PLACED AND WATERED ON THAT DAY.

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

GENERAL CONSTRUCTION NOTES 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
GI-003

SHEET NUMBER **3**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:54 AM Plotter used: AutoCAD PDF (General Documentation).pc3

6.11.4. THE IRRIGATION SYSTEM SHOULD BE FULLY OPERATIONAL AT THE SITE PRIOR TO INSTALLATION OF THE TURFGRASS SOD.
6.11.5. ANY TURFGRASS SOD SO REJECTED SHALL BE REMOVED FROM THE SITE IMMEDIATELY AND REPLACED WITH ACCEPTED TURFGRASS SOD.
6.11.6. CONTRACTOR SHALL PROVIDE OPTIMUM INSTALLATION TIME PERIOD FOR SOD. NO INSTALLATION ON FROZEN SOIL. NO HARVEST OF FROZEN SOD.

6.12. PLANTING TIME FOR MEDIANS IS MARCH TO SEPTEMBER. OUTSIDE OF THIS TIME FRAME THE MEDIAN SHALL BE STABILIZED.

6.13. ESCROW FOR THE REMOVAL OF TEMPORARY STABILIZATION AND INSTALLATION OF SOD PER SPEC.

7. GENERAL NOTES FOR IRRIGATION

7.1. ALL IRRIGATION CONSTRUCTION, INSTALLATION, TESTING, AND MATERIALS SHALL BE IN ACCORDANCE WITH THE TOWN'S CURRENT STANDARDS, DETAILS, AND SPECIFICATIONS UNLESS OTHERWISE NOTED.

7.2. A PERMIT FROM THE BUILDING INSPECTION DIVISION IS REQUIRED FOR EACH IRRIGATION SYSTEM.

7.3. CONTRACTOR SHALL NOTIFY THE PARKS AND RECREATION DEPARTMENT PRIOR TO ANY MODIFICATIONS TO THE EXISTING IRRIGATION SYSTEM.

7.4. CONTRACTOR SHALL CONTACT THE PARKS AND RECREATION DEPARTMENT TO COORDINATE WORK PRIOR TO COMMENCING WORK ON ANY EXISTING IRRIGATION AND PRIOR TO ANY INSTALLATION OF NEW IRRIGATION.

7.5. CONTRACTOR SHALL LOCATE AND PROTECT ALL EXISTING LANDSCAPE IRRIGATION SYSTEMS. DAMAGE TO EXISTING IRRIGATION SYSTEMS AND LANDSCAPE MATERIALS SHALL BE RESTORED TO EQUAL OR BETTER CONDITION AT NO COST TO TOWN.

7.6. CONTRACTOR SHALL PROGRAM EACH CONTROLLER ZONE BASED ON SPRINKLER TYPE, PLANT VARIETY, SOIL CHARACTERISTIC, SLOPE AND SOLAR ORIENTATION AS DESIGNATED ON THE PLANS. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN PARKS AND RECREATION DEPARTMENT FOR APPROVAL OF THE CONTROLLER SETTINGS.

7.7. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH FRANCHISE UTILITY PROVIDER TO PROVIDE POWER TO EACH IRRIGATION CONTROLLER. CONTRACTOR SHALL HAVE UNDERGROUND POWER LINES INSTALLED FROM POWER SOURCE UP TO THE CONTROLLER. CONTRACTOR SHALL MEET CONTROLLER SPECIFICATIONS FOR POWER REQUIREMENTS.

7.8. CONTRACTOR SHALL SET TOWN-SPECIFIED/APPROVED CONTROLLER TO ESTABLISH LANDSCAPE.

8. GENERAL NOTES FOR TRAFFIC CONTROL

8.1. CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING ALL TEMPORARY AND PERMANENT TRAFFIC CONTROL IN ACCORDANCE WITH THE MINIMUM REQUIREMENTS OF THE LATEST REVISION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD) AND TXDOT BARRICADE AND CONSTRUCTION STANDARDS.

8.2. CONTRACTOR SHALL NOT IMPEDE TRAFFIC ON EXISTING STREETS, DRIVEWAYS, ALLEYS, OR FIRE LANES OPEN TO THE PUBLIC. IN THE EVENT THE CONSTRUCTION WORK REQUIRES THE CLOSURE OF AN EXISTING STREET, ALLEY, OR FIRE LANE, THE CONTRACTOR SHALL REQUEST THE ROAD CLOSURE THROUGH THE PUBLIC WORKS & ENGINEERING SERVICES A MINIMUM OF 72 HOURS IN ADVANCE OF THE REQUESTED CLOSURE. CLOSURES WILL NOT BE ALLOWED PRIOR TO 9:00 A.M. OR AFTER 3:30 P.M., MONDAY THROUGH FRIDAY UNLESS OTHERWISE APPROVED BY THE TOWN.

9. GENERAL NOTES FOR TRAFFIC SIGNALS AND STREET LIGHTING

9.1. ALL TRAFFIC SIGNAL AND STREET LIGHTING CONSTRUCTION, TESTING, AND MATERIALS SHALL BE IN ACCORDANCE WITH THE TOWN'S CURRENT STANDARDS, DETAILS, AND SPECIFICATIONS UNLESS OTHERWISE NOTED. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH THE MOST CURRENT NATIONAL ELECTRICAL CODE, TOWN AND TXDOT SPECIFICATIONS AND STANDARDS.

9.2. CONTRACTOR SHALL NOTIFY THE TRAFFIC DEPARTMENT AT LEAST 7 BUSINESS DAYS PRIOR TO ANY WORK, PROVIDE A CONSTRUCTION SCHEDULE AND WEEKLY PROGRESS REPORTS TO THE TRAFFIC DEPARTMENT, AND NOTIFY THE TRAFFIC DEPARTMENT AT LEAST 48 HOURS PRIOR TO SIGNAL TURN-ON.

9.3. CONTRACTOR SHALL COORDINATE ELECTRICAL SERVICES WITH THE TOWN AND EITHER ONCOR OR COSERV REPRESENTATIVES (ACCORDING TO THEIR RESPECTIVE AREA).

9.4. CONTRACTOR SHALL COORDINATE WITH THE ELECTRIC COMPANY TO DE-ENERGIZE ANY OVERHEAD OR UNDERGROUND POWER LINES. ANY COST ASSOCIATED WITH DEENERGIZING THE POWER LINE AND/OR ANY OTHER PROTECTIVE MEASURES REQUIRED SHALL BE AT NO COST TO TOWN.

9.5. THE CONTRACTOR SHALL COORDINATE WITH THE APPROPRIATE UTILITY COMPANY AND TXDOT/NTTA (IF WITHIN TXDOT/NTTA ROW) PRIOR TO BEGINNING ERECTION OF POLES, LUMINARIES AND STRUCTURES LOCATED NEAR ANY OVERHEAD OR UNDERGROUND UTILITIES.

9.6. PROPOSED CONCRETE FOUNDATION AND CONDUIT ALIGNMENT SHALL BE STAKED BY THE CONTRACTOR AND APPROVED BY THE TOWN PRIOR TO INSTALLATION.

9.7. CONTRACTOR SHALL CONTACT THE TOWN TRAFFIC DEPARTMENT (BETWEEN 8 AM – 5PM) FOR INSPECTION PRIOR TO POURING ANY CONCRETE FOUNDATION AND DIGGING FOR CONDUIT RUNS AT LEAST 48 HOURS IN ADVANCE.

9.8. CONTRACTOR SHALL HAVE A QUALIFIED IMSA LEVEL II OR A TRF453 CERTIFIED TECHNICIAN ON THE PROJECT SITE TO PLACE THE TRAFFIC SIGNALS IN OPERATION.

9.9. ELECTRICAL WORK SHALL BE PERFORMED BY CERTIFIED PERSONS IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONTRACT AND MAY BE REJECTED AS UNSUITABLE FOR USE DUE TO POOR WORKMANSHIP. THE REQUIRED ELECTRICAL CERTIFICATION COURSE IS AVAILABLE AND IS SCHEDULED PERIODICALLY BY TEEX. ALTERNATIVELY, THE CONTRACTOR MAY PURCHASE AN ENTIRE COURSE FOR THEIR PERSONNEL TO BE HELD AT A TIME AND LOCATION OF THEIR CHOICE AS NEGOTIATED THROUGH TEEX. FOR MORE INFORMATION, CONTACT: TEXAS ENGINEERING EXTENSION SERVICE (TEEX), TXDOT ELECTRICAL SYSTEM COURSE.

9.10. THE CONTRACTOR SHALL NOT PLACE PEDESTRIAN CROSSWALK AND STOP BAR PAVEMENT MARKINGS UNTIL SIGNAL IS OPERATIONAL.

9.11. ALL LIGHTING POLES, FIXTURES, AND ARMS WHICH ARE REMOVED SHALL BE DELIVERED TO THE TOWN PUBLIC WORKS & ENGINEERING SERVICES FACILITY BY THE CONTRACTOR AND WILL REMAIN THE PROPERTY OF THE TOWN. CONTACT THE TRAFFIC DEPARTMENT AT LEAST 24 HOURS IN ADVANCE OF DELIVERY.

9.12. DURING THE 30-DAY TRAFFIC SIGNAL TEST PERIOD, CONTRACTOR SHALL RESPOND TO AND DIAGNOSE ALL TROUBLE CALLS WITH QUALIFIED PERSONNEL WITHIN A REASONABLE TRAVEL TIME FROM A DALLAS ADDRESS, BUT NOT MORE THAN TWO (2) HOURS MAXIMUM. CONTRACTOR SHALL REPAIR ANY MALFUNCTIONS OF SIGNAL EQUIPMENT SUPPLIED BY CONTRACTOR ON THE PROJECT. A LOCAL TELEPHONE NUMBER (NOT SUBJECT TO FREQUENT CHANGES) WHERE TROUBLE CALLS ARE TO BE RECEIVED ON A 24-HOUR BASIS SHALL BE PROVIDED TO THE TOWN BY THE CONTRACTOR. APPROPRIATE REPAIRS SHALL BE MADE WITHIN 24 HOURS. THE CONTRACTOR SHALL KEEP A RECORD OF EACH TROUBLE CALL REPORTED IN THE LOGBOOK PROVIDED BY THE TOWN AND SHALL NOTIFY THE TOWN OF EACH TROUBLE CALL. THE ERROR LOG IN THE MALFUNCTION MANAGEMENT UNIT (MMU) SHALL NOT BE CLEARED DURING THE 30-DAY TEST PERIOD WITHOUT THE APPROVAL OF THE TOWN.

9.13. TEXAS STATE LAW, ARTICLE 1436C, MAKES IT UNLAWFUL TO OPERATE EQUIPMENT OR MACHINES WITHIN 10-FEET OF ANY OVERHEAD ELECTRICAL LINES UNLESS DANGER AGAINST CONTACT WITH HIGH VOLTAGE OVERHEAD LINES HAS BEEN EFFECTIVELY GUARDED AGAINST PURSUANT TO THE PROVISIONS OF THIS ARTICLE. WHEN CONSTRUCTION OPERATIONS REQUIRE WORKING NEAR AN OVERHEAD ELECTRICAL LINE, THE CONTRACTOR SHALL CONTACT THE OWNER/OPERATOR OF THE OVERHEAD ELECTRICAL LINE TO MAKE ADEQUATE ARRANGEMENTS AND TO TAKE NECESSARY SAFETY PRECAUTIONS TO ENSURE THAT ALL LAWS, ELECTRICAL LINE OWNER/OPERATOR REQUIREMENTS AND STANDARD SAFETY PRACTICES ARE MET.

10. "NO-BUILD AREA RESTRICTIONS

10.1. NO PERMANENT STRUCTURES OR RETAINING WALLS WITHIN THE LIMITS OF THE NO-BUILD AREA.

10.2. NO AERIAL ENCROACHMENT OVER THE NO-BUILD AREA BY ANY STRUCTURES.

10.3. FLATWORK, SUCH AS PARKING LOTS AND DRIVEWAYS, ARE ALLOWED WITHIN NO-BUILD AREA LIMITS BUT MUST BE PRE-APPROVED BY THE TOWN.

10.4. FENCES MAY CROSS THE NO-BUILD AREA BUT CANNOT RUN PARALLEL WITHIN THE EASEMENT. THESE WILL REQUIRE TOWN PRE-APPROVAL.

10.5. TREES MAY NOT BE PLANTED WITHIN THE NO-BUILD AREA. IMMOVABLE LANDSCAPE PLANTERS CANNOT BE PLACED WITHIN THE NO-BUILD AREA. BUSHED AND GROUNDCOVER PLANTINGS ARE ALLOWED IF HYDRANT CLEARANCE IS MAINTAINED WHERE APPLICABLE.

10.6. ANY ALLOWABLE PRIVATE INFRASTRUCTURE INSTALLED WITHIN THE NO-BUILD AREA MUST BE PRE-APPROVED BY THE TOWN AND IS PLACED AT THE RISK OF THE PROPERTY OWNER/DEVELOPER. THE TOWN IS NOT RESPONSIBLE FOR THE REPAIR/REPLACEMENT OF PRIVATE INFRASTRUCTURE DAMAGED WHILE ACCESSING THE PUBLIC LINES WITHIN THE NO-BUILD AREA.

10.7. CONTINUOUS ACCESS TO THE NO-BUILD AREA MUST BE PROVIDED TO MAINTAIN THE TOWN'S INFRASTRUCTURE.

Know what's below. Call before you dig.

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

UTILITY NOTES:

1. EXISTING UTILITIES AND UNDERGROUND FACILITIES SHOWN ARE LOCATED FROM AVAILABLE SURFACE INFORMATION, MAPS, PLANS, AND OTHER RECORDS. THE LOCATIONS AND ELEVATIONS SHOWN ARE APPROXIMATE AND ARE BASED ON THE INFORMATION AVAILABLE AT THE TIME OF DESIGN. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING EXACT LOCATION, DEPTH, AND CONDITION (DEB, CONDUIT, OR DUCT) OF ALL UTILITIES AND AIRPORT FACILITIES DURING THE CONSTRUCTION PERIOD. ANY CONFLICTING UTILITY INFORMATION MUST BE REPORTED TO THE ENGINEER FOR ASSESSMENT.

2. THE CONTRACTOR MUST PERFORM THE WORK IN SUCH A MANNER AS NOT TO DAMAGE THE EXISTING UTILITIES. ANY DAMAGE TO THESE UTILITIES ARISING FROM THE CONTRACTOR'S OPERATIONS MUST BE REPAIRED IMMEDIATELY AT NO COST TO THE OWNER.

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

GENERAL CONSTRUCTION NOTES 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

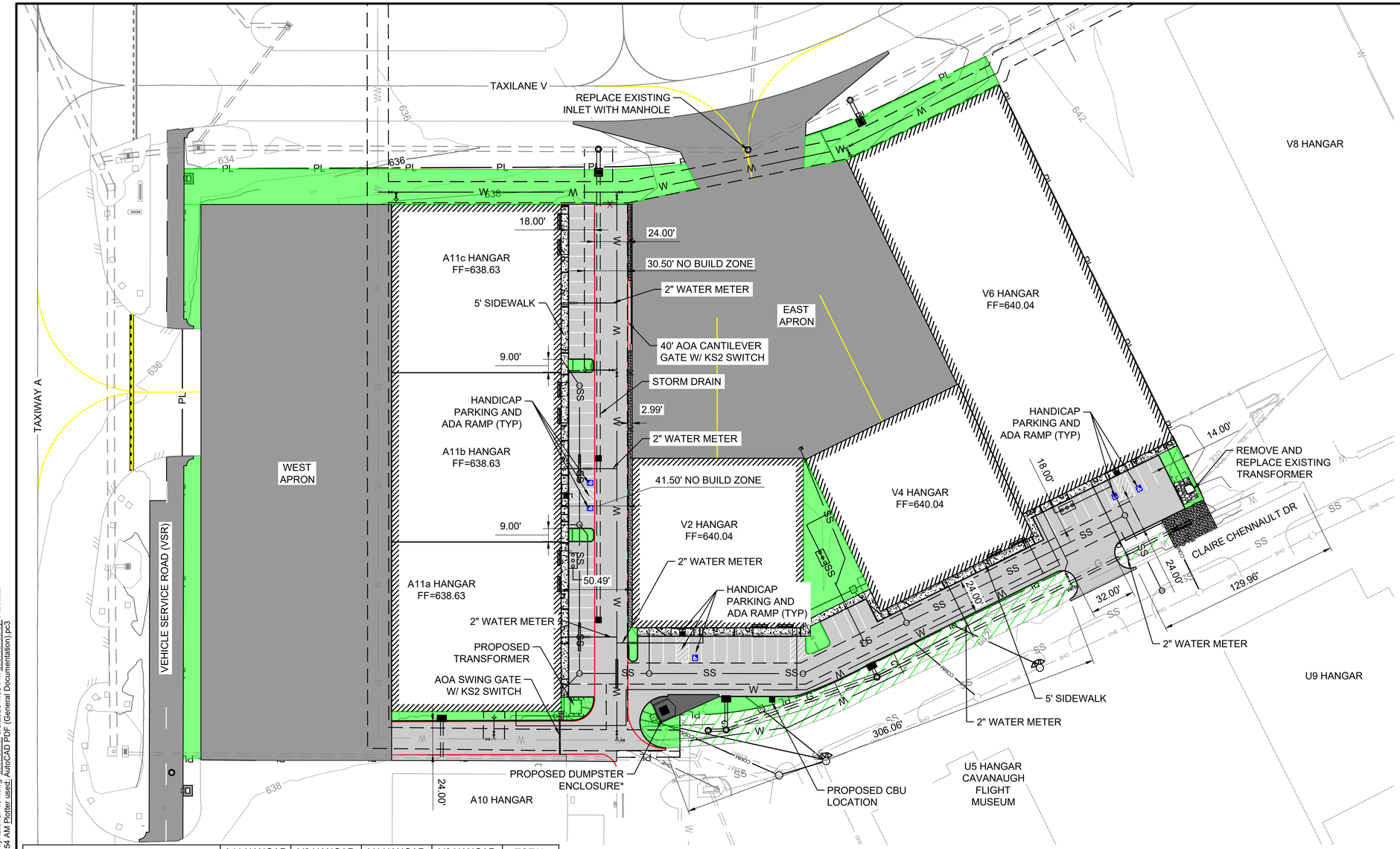
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DRAWING NUMBER
GI-004

SHEET NUMBER **4**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:54 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



TOWN OF ADDISON SITE PLAN NOTES:

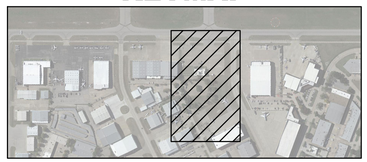
1. ANY REVISION TO THIS PLAN WILL REQUIRE TOWN APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.
2. OPEN STORAGE, WHERE PERMITTED, SHALL BE SCREENED IN ACCORDANCE WITH THE ZONING ORDINANCE.
3. BUILDINGS WITH AN AGGREGATE SUM OF 500 SQUARE FEET OR GREATER ON A LOT SHALL HAVE AUTOMATIC FIRE SPRINKLERS INSTALLED THROUGHOUT ALL STRUCTURES. ALTERNATIVE FIRE PROTECTION MEASURES MAY BE APPROVED BY THE FIRE DEPARTMENT.
4. ALL SIGNAGE IS SUBJECT TO TOWN APPROVAL.
5. ALL FENCES AND RETAINING WALLS SHALL BE SHOWN ON THE SITE PLAN AND ARE SUBJECT TO BUILDING INSPECTION DIVISION APPROVAL.

LEGEND

- PROPOSED LANDSIDE PAVEMENT
- PROPOSED AIRSIDE PAVEMENT
- PROPOSED OPEN SPACE
- PROPOSED OPEN SPACE OFF SITE
- PROPOSED PARKING STRIPE MARKING
- PROPOSED TAXIWAY CENTERLINE MARKING
- XXX — EXISTING CONTOUR
- XXX — PROPOSED CONTOUR
- PL — PROPERTY LINE
- W — EXISTING WATER LINE
- W — PROPOSED WATER LINE
- SS — EXISTING SANITARY SEWER
- SS — PROPOSED SANITARY SEWER
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- UTILITY NO BUILD ZONE
- FIRE LANE
- X — FENCE
- X — PROPOSED FENCE
- G — EXISTING GAS LINE
- G — PROPOSED GAS LINE
- OHE — EXISTING OVERHEAD ELECTRIC LINE
- UGE — EXISTING UNDERGROUND ELECTRIC LINE
- UGE — PROPOSED UNDERGROUND ELECTRIC LINE

	A11 HANGAR	V2 HANGAR	V4 HANGAR	V6 HANGAR	TOTAL
GFA AREA (SF)	51,084	17,028	17,028	33,576	118,716
OVERALL HEIGHT	40'-0"			50'-2"	
OCCUPANCY CLASS	S1				
PARKING REQUIREMENT	BASED UPON # OF EMPLOYEES (1 SPACE PER EACH 5 EMPLOYEES)				
PARKING REQUIRED	24	8	8	8	48
PARKING PROVIDED	1/1,979 SF				60
ADA SPACES REQUIRED	3				
ADA SPACES PROVIDED	5				
DOMESTIC WATER METER	2" DOMESTIC WATER METER				6
IRRIGATION WATER METER	2" IRRIGATION WATER METER				1
FIRE SERVICE LINE	8" FIRE SERVICE				
PROPERTY USE	PRIVATE APRON AND HANGAR				
ZONING CLASS	I-3				
ZONING CLASS DESCRIPTION	INDUSTRIAL-3 DISTRICT				
PROPERTY AREA	6.05 ACRES / 263,538 SF				
IMPERVIOUS AREA (SF)	240,780				
PERVIOUS AREA (SF)	22,758				
OPEN SPACE REQUIRED (SF)	26,354 (10%)				
OPEN SPACE PROVIDED (SF) ON SITE	22,295 (8.46%)				
OPEN SPACE PROVIDED (SF) OFF SITE	7,126 (2.70%)				
LOT COVERAGE	40%				

KEYMAP



PARKING NOTES:
1. CODE OF ORDINANCES, APPENDIX A, ARTICLE XIII, SECTION 4.B - PARKING REGULATIONS, WHICH PROVIDES PARKING RATIOS.
2. PARKING SPACES INTERNAL TO IMPROVEMENTS (2 PER HANGAR) WILL HAVE TWO POINTS OF EGREES (BOTH AIRSIDE AND LANDSIDE).
3. HANDICAP PARKING IS PROVIDED IN ACCORDANCE WITH ADA STANDARDS.

NOTE:
ADDITIONAL OPEN SPACE ON AIRPORT PROPERTY IS PROVIDED OFFSITE TO ACCOUNT FOR THE ADDITIONAL 1.36% OF OPEN SPACE THAT IS REQUIRED.

OWNER	ENGINEERING/APPLICANT
ADS HANGARS LLC 136 TOWER ROAD, SUITE 205 WESTCHESTER COUNTY AIRPORT WHITE PLAINS, NY 10604	GARVER, LLC (REGISTRATION NO. 5713) SARA ANDREWS, PE (TEXAS PE NO. 126832) 3010 GAYLORD PARKWAY, SUITE 190 FRISCO, TX 75077 (972) 377-7480
PROPOSED SUBDIVISION NAME:	SKY HARBOUR HANGAR DEVELOPMENT
BLOCK DESIGNATION:	NA
LOT NUMBER:	NA
ACREAGE:	6.05 ACRES
ABSTRACT/SURVEY NAME AND NUMBER:	FA COMMERCIAL DUE DILIGENCE SERVICES CO. (405) 253-2444
TOWN OF ADDISON CASE NO.	SP2022-05
PREPARATION DATE:	5/25/23

THIS PLAN CONFORMS WITH DESIGN STANDARDS INCLUDED IN THE TOWN OF ADDISON TRANSPORTATION PLAN, WATER SYSTEM REQUIREMENTS, WASTE WATER SYSTEM REQUIREMENTS, AND DRAINAGE CRITERIA MANUAL.

NOTE: *SOLID WASTE ENCLOSURE WILL BE REVIEWED WITH BUILDING PERMIT

FLOOD PLAIN NOTE:

NO FLOODPLAIN EXISTS ON SITE. PER FEMA FIRM 478113C0180K, DATE 07/07/2014, THIS SITE IS ZONE X UNSHADED, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANGE FLOOD PLAIN.

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

SITE PLAN

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

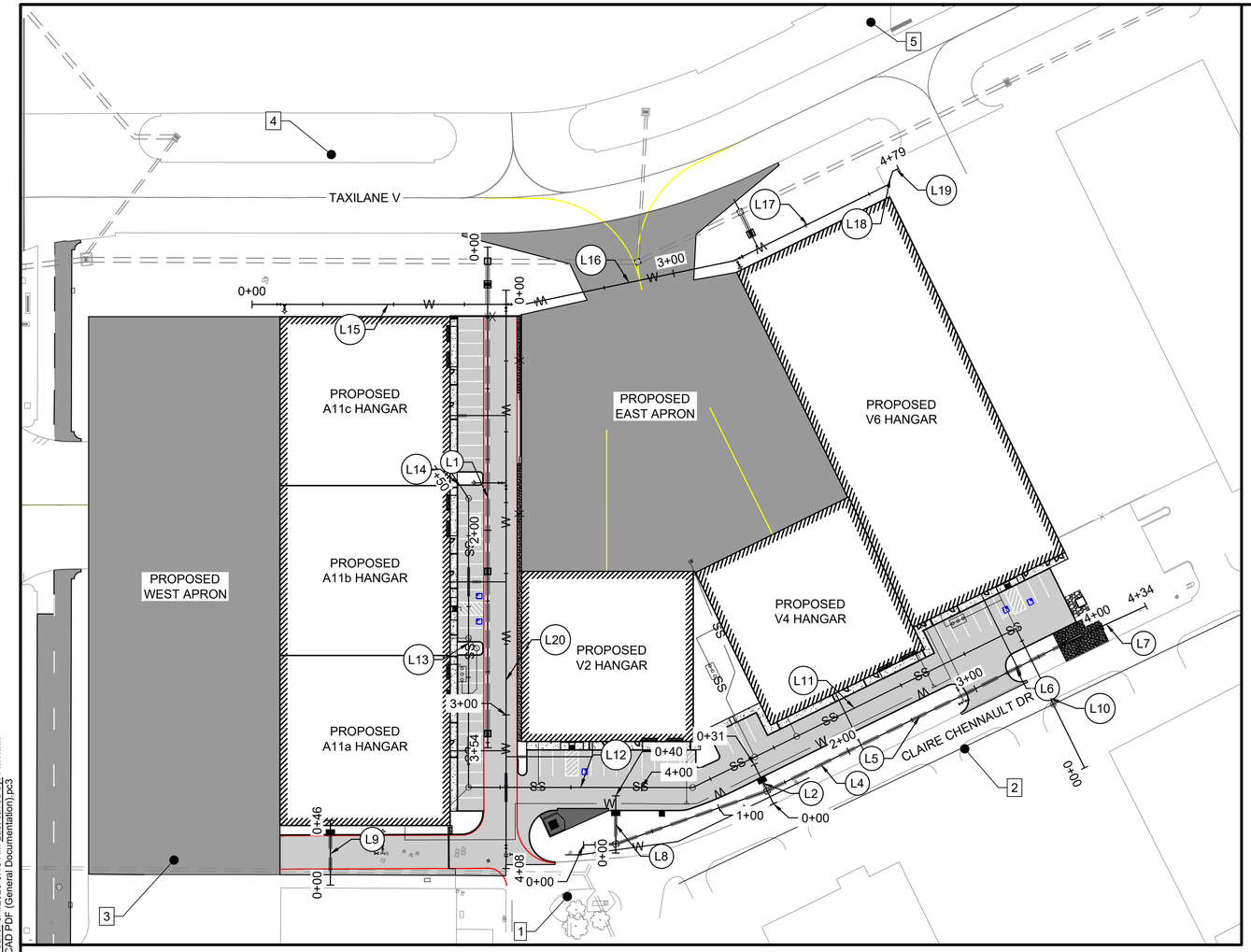
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
GI-101

SHEET NUMBER 5

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:54 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



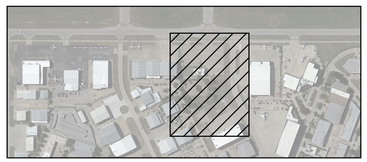
LEGEND

- PROPOSED LANDSIDE PAVEMENT
- PROPOSED AIRSIDE PAVEMENT
- # SURVEY CONTROL POINT
- # LINE SEGMENT

0 25' 50' 100' 150'
(IN FEET)

SURVEY CONTROL POINTS

POINT #	LATITUDE	LONGITUDE	ELEVATION	NORTHING	EASTING	DESCRIPTION
1	32° 58' 21.07" NORTH	96° 50' 08.06" WEST	639.72'	7040793.19	2478892.96	5/8IN WHE YELLOW CAP
2	32° 58' 23.00" NORTH	96° 50' 05.39" WEST	642.02'	7040991.68	2479117.14	5/8IN WHE YELLOW CAP
3	32° 58' 20.36" NORTH	96° 50' 11.23" WEST	637.12'	7040717.00	2478624.50	5/8IN WHE YELLOW CAP
4	32° 58' 25.37" NORTH	96° 50' 12.03" WEST	636.63'	7041221.89	2478548.45	5/8IN WHE YELLOW CAP
5	32° 58' 27.54" NORTH	96° 50' 08.21" WEST	640.18'	7041446.48	2478870.29	5/8IN WHE YELLOW CAP



KEYMAP

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 TEXAS STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83), TEXAS STATE PLANE ZONE NO. 4202, TX83-NC. SURVEY CONDUCTED BY WHITE HAWK ENGINEERING & DESIGN ON 02-08-2022.

SD LINE-A

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	LENGTH
L1	0+00.00	3+53.66	7041200.74	2478675.00	7040870.87	2478802.52	353.66

SD LINE-B

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	LENGTH
L2	0+00.00	0+30.76	7040906.83	2479005.07	7040927.71	2478982.48	30.76

SD LINE-C

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	LENGTH
L4	1+36.11	2+20.73	7040913.62	2478997.73	7040975.77	2479055.16	84.62
L5	2+20.73	2+91.65	7040975.77	2479055.16	7041027.81	2479103.35	70.92
L6	2+91.65	3+72.28	7041027.81	2479103.35	7041087.77	2479157.25	80.63
L7	3+72.28	4+33.84	7041087.77	2479157.25	7041131.88	2479200.19	61.56

SD LINE-D

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	LENGTH
L8	0+00.00	0+40.43	7040834.15	2478913.77	7040871.87	2478899.19	40.43

SD LINE-E

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	LENGTH
L9	0+00.00	0+45.73	7040740.32	2478733.90	7040782.98	2478717.41	45.73

SS LINE-A

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	LENGTH
L10	0+00.00	1+09.55	7041009.71	2479200.89	7041083.88	2479120.26	109.55
L11	1+09.55	3+63.90	7041083.88	2479120.26	7040896.93	2478947.79	254.36
L12	3+63.90	5+22.30	7040896.93	2478947.79	7040839.91	2478800.01	158.40
L13	5+22.30	7+26.34	7040839.91	2478800.01	7041030.25	2478726.52	204.03
L14	7+26.34	7+49.82	7041030.25	2478726.52	7041043.71	2478707.29	23.48

WATER LINE-A

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	LENGTH
L15	0+00.00	1+92.12	7041103.01	2478534.36	7041172.28	2478713.55	192.12
L16	1+92.12	3+43.61	7041172.28	2478713.55	7041254.48	2478840.81	151.49
L17	3+43.61	4+65.00	7041254.48	2478840.81	7041343.81	2478922.99	121.39
L18	4+65.00	4+75.00	7041343.81	2478922.99	7041353.80	2478922.60	10.00
L19	4+75.00	4+79.50	7041353.80	2478922.60	7041357.11	2478925.65	4.50

WATER LINE-B

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	LENGTH
L20	0+00.00	4+08.48	7041177.01	2478698.10	7040796.01	2478845.39	408.48

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ADDISON AIRPORT (ADS)
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SKY HARBOUR HANGAR DEVELOPMENT
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JOB NO.: 22A11111
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DRAWING NUMBER
GI-201

SHEET NUMBER **6**

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1. PHASING

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

A. PHASE ELEMENTS - IF NECESSARY FOR A GIVEN PHASE, EACH PHASE OF THE CONSTRUCTION SAFETY DRAWINGS SHALL DETAIL THE AREAS CLOSED TO AIRCRAFT OPERATIONS, ESTIMATED DURATION OF CLOSURES, TAXI ROUTES, ARFF ACCESS ROUTES, CONSTRUCTION STAGING AREAS, CONSTRUCTION ACCESS AND HAUL ROUTES, NAVAID IMPACTS, LIGHTING AND MARKING CHANGES, AVAILABLE RUNWAY LENGTH, DECLARED DISTANCES, HAZARD MARKING AND LIGHTING, AND REQUIRED LEAD TIME FOR NOTAMS.

B. CONSTRUCTION SAFETY DRAWINGS - SEE SHEET GC-100 THROUGH GC-202 FOR CONSTRUCTION SAFETY DRAWINGS.

2. AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

A. IDENTIFICATION OF AFFECTED AREAS - SEE "AIRFIELD AREAS OF OPERATION AFFECTED BY CONSTRUCTION" TABLE AND CONSTRUCTION SAFETY DRAWINGS FOR AIRFIELD AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION.

B. MITIGATION EFFORTS - SEE TABLE ON PAGE 2 OF THE CSPP AND CONSTRUCTION SAFETY DRAWINGS FOR MITIGATION EFFORTS OF OPERATIONS AFFECTED BY CONSTRUCTION.

3. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

THE CONTRACTOR MUST NOT CONDUCT ANY CONSTRUCTION ACTIVITY WITHIN NAVIGATIONAL AID RESTRICTED AREAS WITHOUT PRIOR APPROVAL FROM THE LOCAL FAA AIRWAY FACILITIES SECTOR REPRESENTATIVE. NAVIGATIONAL AIDS INCLUDE INSTRUMENT LANDING SYSTEM COMPONENTS, VERY HIGH-FREQUENCY OMNI-DIRECTIONAL RANGE STATIONS, AND AIRPORT SURVEILLANCE RADAR. SUCH RESTRICTED AREAS ARE DEPICTED ON CONSTRUCTION PLANS. PLANNED CONSTRUCTION ACTIVITIES WILL HAVE NO NEGATIVE IMPACTS ON THE FUNCTIONALITY AND SERVICEABILITY OF THE NAVAIDS.

4. CONTRACTOR ACCESS

A. LOCATION OF STOCKPILED MATERIALS - THE CONTRACTOR SHALL INSTALL A TEMPORARY FENCE AROUND HIS CONSTRUCTION STAGING AREA TO SEPARATE HIS BATCH PLANT, MATERIAL STOCKPILE, EQUIPMENT STORAGE, AND PARKING AREAS FROM THE PUBLIC. NO PERSONAL VEHICLES OF CONTRACTOR'S EMPLOYEES WILL BE ALLOWED INSIDE THE SECURED AREA OF THE AIRPORT. ALL MATERIAL DELIVERIES SHALL BE RECEIVED IN THE STAGING AREA RESERVED BY THE CONTRACTOR. NO DELIVERY TRUCKS WILL BE ALLOWED ACCESS TO A SECURED AREA OF THE AIRPORT BEYOND THIS STAGING AREA. STOCKPILED MATERIALS AND EQUIPMENT ARE NOT PERMITTED WITHIN THE ACTIVE RUNWAY SAFETY AREA AND OBSTACLE FREE ZONE. THE CONTRACTOR SHALL RECEIVE APPROVAL FROM THE ENGINEER AND FAA AIR SPACING OFFICE PRIOR TO LOCATING STOCKPILES OR EQUIPMENT WITHIN THE OBJECT FREE AREA, SAFETY AREA, OR OBSTACLE FREE ZONE. NO STOCKPILE SHALL BE GREATER THAN 15-FT IN HEIGHT.

B. VEHICLE AND PEDESTRIAN OPERATIONS - SEE THE CONSTRUCTION SAFETY DRAWINGS FOR CONSTRUCTION SITE PARKING, EQUIPMENT STORAGE AREAS, AND ACCESS AND HAUL ROUTES. VEHICULAR TRAFFIC SHALL ALWAYS YIELD TO AIRCRAFT TRAFFIC.

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

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

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

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

VEHICULAR TRAFFIC LOCATED IN OR CROSSING AN ACTIVE MOVEMENT AREA MUST HAVE A WORKING TWO-WAY RADIO IN CONTACT WITH THE CONTROL TOWER OR BE ESCORTED BY A PERSON IN RADIO CONTACT WITH THE TOWER. THE DRIVER, THROUGH PERSONAL OBSERVATION, SHOULD CONFIRM THAT NO AIRCRAFT IS APPROACHING THE VEHICLE POSITION. CONSTRUCTION PERSONNEL MAY OPERATE IN A MOVEMENT AREA WITHOUT TWO-WAY RADIO COMMUNICATION PROVIDED A NOTAM IS ISSUED CLOSING THE AREA AND THE AREA IS PROPERLY MARKED TO PREVENT INCURSIONS. TWO-WAY RADIO COMMUNICATIONS ARE REQUIRED BETWEEN CONTRACTORS AND THE AIRPORT TRAFFIC CONTROL TOWER (ADDISON GROUND 121.6). CONTINUOUS MONITORING IS REQUIRED ONLY WHEN EQUIPMENT MOVEMENT IS NECESSARY IN CERTAIN AREAS.

C. CONTROL OF GATES - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SECURITY OF THE ACCESS GATES BY KEEPING THE ACCESS GATE LOCKED OR GUARDED AT ALL TIMES. SHOULD THE CONTRACTOR FAIL, AT ANY TIME, TO KEEP THE ACCESS GATE LOCKED OR GUARDED, THERE SHALL BE A FINE OF $200.00 ASSESSED TO THE CONTRACTOR, FOR EACH OCCURRENCE THAT THE CONTRACTOR FAILS TO MAINTAIN THE SECURITY OF THE ACCESS GATE. ALL FINES ASSESSED TO THE CONTRACTOR SHALL BE DEDUCTED FROM ANY MONIES DUE TO HIM/HER.

5. WILDLIFE MANAGEMENT

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

A. TRASH - THE CONTRACTOR SHALL PERFORM TRASH CLEAN-UP ON A DAILY BASIS.

B. STANDING WATER - THE CONTRACTOR SHALL PROVIDE TEMPORARY DRAINAGE DURING CONSTRUCTION TO AVOID STANDING WATER.

C. TALL GRASS AND SEEDS - THE CONTRACTOR SHALL ADHERE TO THE REQUIREMENTS OF SECTION T-901, SEEDING OF THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

D. POORLY MAINTAINED FENCING AND GATES - THE CONTRACTOR SHALL IMMEDIATELY REPORT ANY DAMAGE TO GATES OR FENCES. THE CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRS TO ANY GATES OR FENCES CAUSED BY NEGLIGENCE BY THE CONTRACTOR.

E. DISRUPTION OF EXISTING WILDLIFE HABITAT - THE CONTRACTOR SHALL NOTIFY THE AIRPORT IMMEDIATELY OF ANY WILDLIFE SIGHTINGS.

6. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

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

7. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

IF ANY CONSTRUCTION VEHICLE OR EQUIPMENT IS OPERATED WITHIN AIRPORT PROPERTY, THE CONTRACTOR MUST BE ADEQUATELY PREPARED TO EXPEDITIOUSLY CONTAIN AND CLEAN-UP SPILLS RESULTING FROM FUEL OR HYDRAULIC FLUID LEAKS. SPECIAL CARE MUST ALSO BE TAKEN WHEN HANDLING OR TRANSPORTING HAZARDOUS MATERIALS ON AIRPORT PROPERTY. SEE AC 150/5320-15, MANAGEMENT OF AIRPORT INDUSTRIAL WASTE (www.faa.gov), FOR FURTHER INSTRUCTION.

8. NOTIFICATION OF CONSTRUCTION ACTIVITIES

A. LIST OF RESPONSIBLE REPRESENTATIVES - A POINT OF CONTACT LIST WILL BE COMPLETED AS PART OF THE SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) AND WILL BE DELIVERED TO ALL PARTIES PRIOR TO CONSTRUCTION.

B. NOTICES TO AIR MISSIONS (NOTAM) - BEFORE BEGINNING ANY CONSTRUCTION ACTIVITY, THE CONTRACTOR MUST, THROUGH THE AIRPORT OPERATOR, GIVE NOTICE USING THE NOTAM SYSTEM OF PROPOSED LOCATION, TIME, AND DATE OF COMMENCEMENT OF CONSTRUCTION. UPON COMPLETION OF WORK AND RETURN OF ALL SUCH AREAS TO STANDARD CONDITIONS, THE CONTRACTOR MUST, THROUGH THE AIRPORT OPERATOR, VERIFY THE CANCELLATION OF ALL NOTICES ISSUED VIA THE NOTAM SYSTEM.

C. EMERGENCY NOTIFICATION PROCEDURES - IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911, THEN NOTIFY THE ENGINEER AND AIRPORT MANAGER.

D. COORDINATION WITH ARFF PERSONNEL - ANY DEACTIVATION OF WATER LINES OR HYDRANTS, REROUTING OF ACCESS ROUTES, OR USE OF HAZARDOUS MATERIALS ON THE AIRFIELD SHALL BE COORDINATED AND APPROVED BY THE AIRPORT'S ARFF PERSONNEL PRIOR TO EXECUTION OF SUCH ACTIVITIES.

E. NOTIFICATION TO THE FAA - THE CONTRACTOR SHALL ENSURE, THROUGH THE ENGINEER, THAT ALL CONSTRUCTION EQUIPMENT OVER 15 FT IN HEIGHT IS AIR SPACED THROUGH THE APPROPRIATE FAA REGIONAL OR DISTRICT OFFICE PRIOR TO USING SUCH EQUIPMENT ON SITE.

F. SHUTDOWN OF ANY NAVAID (AIRPORT OR FAA OWNED) SHALL BE COORDINATED WITH THE FAA ATO 45 DAYS PRIOR TO THE PROPOSED SHUTDOWN.THE CONTRACTOR SHALL PROVIDE AN ADDITIONAL SEVEN DAYS ADVANCE NOTICE TO THE AIRPORT TO COORDINATE WITH THE FAA ATO TECH OPS OFFICE RESPONSIBLE FOR THE FAA FACILITIES. SHUTDOWN OF AN AIRPORT OWNED AND FAA MAINTAINED NAVAID OF 24 HOURS OR GREATER, OR MORE THAN 4 HOURS DAILY ON CONSECUTIVE DAYS, SHALL BE COORDINATED WITH THE FAA ATO A MINIMUM OF 45 DAYS PRIOR TO THE SHUTDOWN.

9. INSPECTION REQUIREMENTS

A. DAILY INSPECTIONS - THE CONTRACTOR SHALL PERFORM DAILY SAFETY INSPECTIONS TO VERIFY ALL CONSTRUCTION OPERATIONS ARE IN CONFORMANCE WITH THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).

B. INTERIM INSPECTIONS - PRIOR TO OPENING ANY PORTION OF THE AIRPORT TO TRAFFIC, THE CONTRACTOR, ENGINEER, AND AIRPORT OPERATOR SHALL PERFORM A SAFETY INSPECTION OF THE AREA TO BE OPENED TO TRAFFIC TO VERIFY CONFORMANCE WITH THE CSPP AND FAA STANDARDS.

C. FINAL INSPECTIONS - PRIOR TO OPENING ANY PORTION OF THE AIRPORT TO TRAFFIC, THE CONTRACTOR, ENGINEER, AND AIRPORT OPERATOR SHALL PERFORM A SAFETY INSPECTION OF THE AREA TO BE OPENED TO TRAFFIC TO VERIFY CONFORMANCE WITH THE CSPP AND FAA STANDARDS.

10. UNDERGROUND UTILITIES

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

TEXAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 811. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TEXAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

11. PENALTIES

FAILURE OF THE CONTRACTOR (INCLUDING EMPLOYEES) OR ANY OF HIS SUBCONTRACTORS (INCLUDING EMPLOYEES) TO COMPLY WITH ATCT INSTRUCTIONS, THE AIRPORT SAFETY PLAN, OR ANY OF THE OTHER REQUIREMENTS OF THE AIRPORT WHILE OPERATING ON AIRPORT PROPERTY, SHALL BE SUBJECT TO THE FOLLOWING:

A. FIRST OFFENSE - THE CONTRACTOR SHALL RECEIVE A FINE OF $1,000.00, AND THE VEHICLE OPERATOR WILL RECEIVE A LOSS OF DRIVING PRIVILEGES ON THE AIRPORT. IN ADDITION, ANY FINES OR PENALTIES IMPOSED ON THE AIRPORT AS A RESULT OF THE INCIDENT WILL BE ASSESSED TO THE CONTRACTOR.

B. SECOND OFFENSE - THE CONTRACTOR SHALL RECEIVE A FINE OF $5,000.00 TO BE DEDUCTED FROM ANY MONIES DUE HIM, AND THE VEHICLE OPERATOR WILL RECEIVE A LOSS OF DRIVING PRIVILEGES ON THE AIRPORT. IN ADDITION, ANY FINE OR PENALTIES IMPOSED ON THE AIRPORT AS A RESULT OF THE INCIDENT WILL BE ASSESSED TO THE CONTRACTOR.

C. THIRD OFFENSE - WORK WILL BE SUSPENDED. THE CONTRACTOR (INCLUDING EMPLOYEES) AND ANY OF HIS SUBCONTRACTORS (INCLUDING EMPLOYEES) WHO WILL OPERATE GROUND VEHICLES ON THE AIRPORT SHALL SUCCESSFULLY COMPLETE, FOR A SECOND TIME, FORMALIZED AIRPORT SAFETY TRAINING, TO BE CONDUCTED BY AIRPORT STAFF. WHEN THE CONTRACTOR'S EMPLOYEES HAVE COMPLETED AIRPORT SAFETY TRAINING TO THE SATISFACTION OF THE OWNER, WORK MAY CONTINUE AT THE DISCRETION OF THE OWNER.

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CASE NO. SP2022-05

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CONSTRUCTION SAFETY AND PHASING NOTES 1

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DRAWING NUMBER
GC-001

SHEET NUMBER 7

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:54 AM Plotter used: AutoCAD PDF (General Documentation).pc3

12. RUNWAY AND TAXIWAY VISUAL AIDS

A. GENERAL - ALL AIRPORT MARKINGS, LIGHTING, SIGNS, AND VISUAL NAVAIDS THAT ARE IN OPERATION MUST BE CLEAR FROM ALL OBSTRUCTIONS. ALL TEMPORARY MARKINGS, SIGNS, LIGHTS, OR OTHER VISUAL AIDS MUST BE SECURED IN PLACE TO PREVENT DAMAGE OR DISPLACEMENT BY PROP WASH, JET BLAST, WING VORTICES, OR OTHER WIND CURRENTS.

B. MARKINGS - ALL TEMPORARY OR PERMANENT RUNWAY AND TAXIWAY VISUAL AIDS SHALL CONFORM TO THE REQUIREMENTS OF THE MOST RECENT EDITION OF FAA AC 150/5340-1 (www.faa.gov).

C. LIGHTING AND VISUAL NAVAIDS - ALL TEMPORARY LIGHTING FOR RUNWAY AND TAXIWAY SYSTEMS SHALL CONFORM TO THE REQUIREMENTS OF THE MOST RECENT EDITION OF FAA AC 150/5340-30 AND 150/5345-50 (www.faa.gov). THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISCONNECTING ISOLATION TRANSFORMERS ASSOCIATED WITH ANY RUNWAY OR TAXIWAY LIGHT FIXTURES THAT ARE BEING DISCONNECTED.

IF APPLICABLE, ALL CONSTRUCTION, ALTERATION, OR REMOVAL OF FAA OWNED EQUIPMENT SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN THE APPROVED FAA REIMBURSABLE AGREEMENT. NO WORK SHALL BE COMPLETED ON FAA OWNED EQUIPMENT PRIOR TO COMPLETION OF THE FAA REIMBURSABLE AGREEMENT.

D. SIGNS - THE CONTRACTOR SHALL INSTALL ALL SIGNS IN ACCORDANCE WITH THE MOST RECENT EDITION OF FAA AC 150/5345-44 AND 150/5340-18. ANY SIGN THAT IS NOT PERFORMING ITS NORMAL FUNCTION MUST BE COVERED OR REMOVED TO PREVENT MISLEADING PILOTS.

13. MARKING AND SIGNS FOR ACCESS ROUTES

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

14. HAZARD MARKING AND LIGHTING

A. PURPOSE - HAZARD MARKING AND LIGHTING PREVENTS PILOTS FROM ENTERING AREAS CLOSED TO AIRCRAFT AND PREVENTS CONTRACTOR PERSONNEL FROM ENTERING AREAS OPEN TO AIRCRAFT.

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

15. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

ALL WORK CONDUCTED AT NIGHT SHALL BE ACCOMPANIED BY ADEQUATE LIGHT FACILITIES TO COMPLETE THE WORK. ALL LIGHT FACILITIES SHALL BE AIMED OR SHIELDED AS NECESSARY TO AVOID IMPACTING AIRCRAFT OR ATCT OPERATIONS. THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A LIGHTING PLAN SHOWING THE LOCATION AND AIMING DIRECTION OF ALL LIGHT FACILITIES PRIOR TO THE COMPLETION OF ANY NIGHT WORK.

16. PROTECTION OF SAFETY AREAS, OBJECT FREE AREAS, OBJECT FREE ZONES, AND APPROACH/DEPARTURE SURFACES.

A. RUNWAY SAFETY AREAS (RSA) - NO WORK SHALL BE PERMITTED WITHIN AN ACTIVE RUNWAY SAFETY AREA. IF REQUIRED, ADJUSTMENTS TO THE RSA DIMENSIONS THROUGH RESTRICTED OPERATIONS SHALL BE COORDINATED WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL ENSURE ADEQUATE DISTANCE PROTECTION FOR BLAST PROJECTION, AS NEEDED. ALL OPEN TRENCHES OR EXCAVATIONS WITHIN THE LIMITS OF THE RSA SHALL BE BACK FILLED OR COVERED PRIOR TO OPENING THE RUNWAY TO OPERATIONS. IN ADDITION, EROSION CONTROL MEASURES SHALL BE PROVIDED IN THE RSA TO PREVENT RUTS, HUMPS, OR DEPRESSIONS INSIDE THE LIMITS OF THE RSA.

B. RUNWAY OBJECT FREE AREAS (ROFA) - NO MATERIAL SHALL BE STOCKPILED INSIDE THE LIMITS OF THE ACTIVE ROFA UNLESS APPROVED BY AIR SPACING THROUGH THE APPROPRIATE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE.

C. TAXIWAY/TAXILANE SAFETY AREAS (TSA) - NO WORK SHALL BE PERMITTED WITHIN AN ACTIVE TSA. IF REQUIRED, ADJUSTMENTS TO THE TAXIWAY TSA DIMENSIONS THROUGH RESTRICTED OPERATIONS SHALL BE COORDINATED WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE PRIOR TO CONSTRUCTION. ALL OPEN TRENCHES OR EXCAVATIONS WITHIN THE LIMITS OF THE TSA SHALL BE BACK FILLED OR COVERED PRIOR TO OPENING THE TAXIWAY TO OPERATIONS. IN ADDITION, EROSION CONTROL MEASURES SHALL BE PROVIDED IN THE TSA TO PREVENT RUTS, HUMPS, OR DEPRESSIONS INSIDE THE LIMITS OF THE TSA.

D. TAXIWAY/TAXILANE OBJECT FREE AREAS (TOFA) - NO CONSTRUCTION SHALL BE PERMITTED INSIDE AN ACTIVE TOFA UNLESS THE TAXIWAY HAS BEEN RESTRICTED TO OPERATIONS REQUIRING A TOFA EQUAL TO THAT OF THE TOFA AVAILABLE. IF REQUIRED, CONSTRUCTION MAY BE PERMITTED INSIDE THE TOFA IF THE TAXIWAY CENTERLINE MARKINGS ARE OFFSET WITH CENTERLINE REFLECTORS OR LIGHTING, OR APPROPRIATE NOTAMS ARE ISSUED. CONSTRUCTION MAY ALSO BE PERMITTED INSIDE THE TOFA IF A FIVE FOOT WING TIP CLEARANCE IS MAINTAINED FOR ALL CONSTRUCTION EQUIPMENT AND VEHICLES. IN THIS SCENARIO, FLAGGERS AND WING WALKERS MUST BE USED TO DIRECT TRAFFIC THROUGH THE CONSTRUCTION SITE.

E. OBSTACLE FREE ZONE (OFZ) - NO PERSONNEL, MATERIAL, OR EQUIPMENT SHALL PENETRATE THE OFZ WHILE THE RUNWAY IS OPEN TO OPERATIONS. THE DIMENSIONS OF THE OFZ ARE AS DEFINED IN FAA AC 150/5300-13 (www.faa.gov).

F. APPROACH/DEPARTURE SURFACES - ALL CONTRACTOR PERSONNEL, MATERIALS, AND EQUIPMENT SHALL REMAIN CLEAR OF THE APPLICABLE THRESHOLD SITING SURFACES AS DEFINED IN CHAPTER 3 OF FAA AC 150/5300-13 (www.faa.gov). CONSTRUCTION ACTIVITIES THAT REQUIRE PENETRATION INTO THE THRESHOLD SITING SURFACE SHALL BE ACCOMPLISH THROUGH DISPLACING OR PARTIALLY CLOSING THE RUNWAY. SUCH CONSTRUCTION ACTIVITIES SHALL REQUIRE COORDINATION WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE.

17. OTHER LIMITATIONS ON CONSTRUCTION

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

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

ELECTRICAL BLASTING CAPS SHALL NOT BE PERMITTED WITHIN 1,000-FT OF THE AIRPORT PROPERTY. FLARE POTS ARE NOT PERMITTED WITHIN THE AIR OPERATIONS AREA.

B. SEE SHEET GC-101 FOR TEMPORARY FENCING THAT SHALL BE INSTALLED AT THE BEGINNING OF THE PROJECT TO SEPARATE THE AIRPORT AOA FROM THE CONSTRUCTION OPERATIONS.

C. CONTRACTOR SHALL RESTORE ALL DAMAGED PAVEMENT EITHER ON HAUL ROUTE OR ROADS LEADING TO ACCESS TO HAUL ROUTE TO THE CONDITION OF THE OWNER'S SATISFACTION. IN ADDITION, AREAS OUTSIDE OF PAVEMENT SHALL BE RESTORED TO TURF OR EXISTING CONDITION AND SHALL MEET OWNER'S APPROVAL. ANY RESTORATION WORK TO THE HAUL ROUTE OR STAGING/PARKING AREAS SHALL BE CONSIDERED SUBSIDIARY AND SHALL NOT RECEIVE SEPARATE PAYMENT.

D. CONTRACTOR SHALL PROVIDE 2-WAY RADIO COMMUNICATION DURING PLANNED OPERATIONS. CONTRACTOR SHALL MONITOR THE AIRPORT FREQUENCY (ADDISON GROUND: 121.6) FOR TRAFFIC AT ALL TIMES.

E. CONTRACTOR SHALL MAINTAIN THE LIGHTED BARRICADES, LIGHTED RUNWAY CLOSURE MARKERS, AND LIGHTING IN AN OPERABLE CONDITION FOR THE DURATION OF THE PHASES REQUIRED. CONTRACTOR TO SERVICE BARRICADES DAILY OR DIRECTED BY THE AIRPORT OR ENGINEER.

F. NOTICES TO AIRMEN (NOTAM) - PRIOR TO 48 HOURS BEFORE BEGINNING ANY CONSTRUCTION ACTIVITY, THE CONTRACTOR WITH COORDINATION WITH THE ENGINEER AND AIRPORT OPERATIONS, GIVE NOTICE USING THE NOTAM SYSTEM OF PROPOSED LOCATION, TIME, AND DATE OF COMMENCEMENT OF CONSTRUCTION. UPON COMPLETION OF WORK AND RETURN OF ALL SUCH AREAS TO STANDARD CONDITIONS, THE CONTRACTOR, MUST THROUGH AIRPORT OPERATIONS, VERIFY CANCELLATION OF ALL NOTICES VIA THE NOTAM SYSTEM.

G. IN THE EVENT THAT UNANTICIPATED ARCHEOLOGICAL DEPOSITS ARE ENCOUNTERED DURING CONSTRUCTION, WORK IN THE IMMEDIATE AREA WILL CEASE AND THE TOWN OF ADDISON WILL CONTACT PROFESSIONAL ARCHEOLOGISTS TO INITIATE POST-REVIEW DISCOVERY PROCEDURES UNDER THE PROVISIONS OF 36 CFR 800.13.

H. IN THE EVENT THAT UNANTICIPATED HAZARDOUS MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION, WORK IN THE IMMEDIATE AREA WILL CEASE AND THE TOWN OF ADDISON WILL BE NOTIFIED.

I. STOCKPILES AND STAGING AREAS WILL NOT BE PLACED WITHIN ANY WATER OF THE UNITED STATES, INCLUDING WETLANDS, DISPOSAL AREAS, STOCKPILES, AND HAUL ROADS SHALL BE CONSTRUCTED IN A MANNER TO MINIMIZE AND CONTROL THE SEDIMENT. DISPOSAL AREAS SHALL NOT BE LOCATED IN ANY WETLANDS, WATERBODY OR STREAMBED. CONSTRUCTION STAGING AREAS AND VEHICLE MAINTENANCE AREAS SHALL BE CONSTRUCTED BY THE CONTRACTOR IN A MANNER TO MINIMIZE THE RUNOFF OF POLLUTANTS. ALL WATERWAYS SHALL BE CLEARED AS SOON AS PRACTICAL OF TEMPORARY EMBANKMENT, TEMPORARY BRIDGES, MATTING, FALSEWORK, PILING, DEBRIS OR OTHER OBSTRUCTIONS PALCED DURING CONSTRUCTION OPERATION THAT ARE NOT A PART OF THE FINISHED WORK.

RUNWAY DATA

RUNWAY END NUMBER	AIRPLANE DESIGN GROUP	AIRCRAFT APPROACH CATEGORY	MINIMUM SAFETY AREA PRIOR TO THE THRESHOLD	MINIMUM UNOBSTRUCTED APPROACH SLOPE	RSA WIDTH DIVIDED BY 2
RUNWAY 16	III	D	1,000-FT	34:1	250-FT
RUNWAY 34	III	D	1,000-FT	34:1	250-FT

AIRFIELD AREAS AFFECTED BY CONSTRUCTION

OPERATIONAL REQUIREMENTS	EXISTING (NORMAL)	PHASE 1	PHASE 2
RUNWAY 16-34	OPEN	OPEN	OPEN
TAXIWAY A	ADG III	ADG III	ADG III
TAXILANE V	ADG II	ADG II	ADG I

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

ADDISON AIRPORT

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

CONSTRUCTION SAFETY AND PHASING NOTES 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

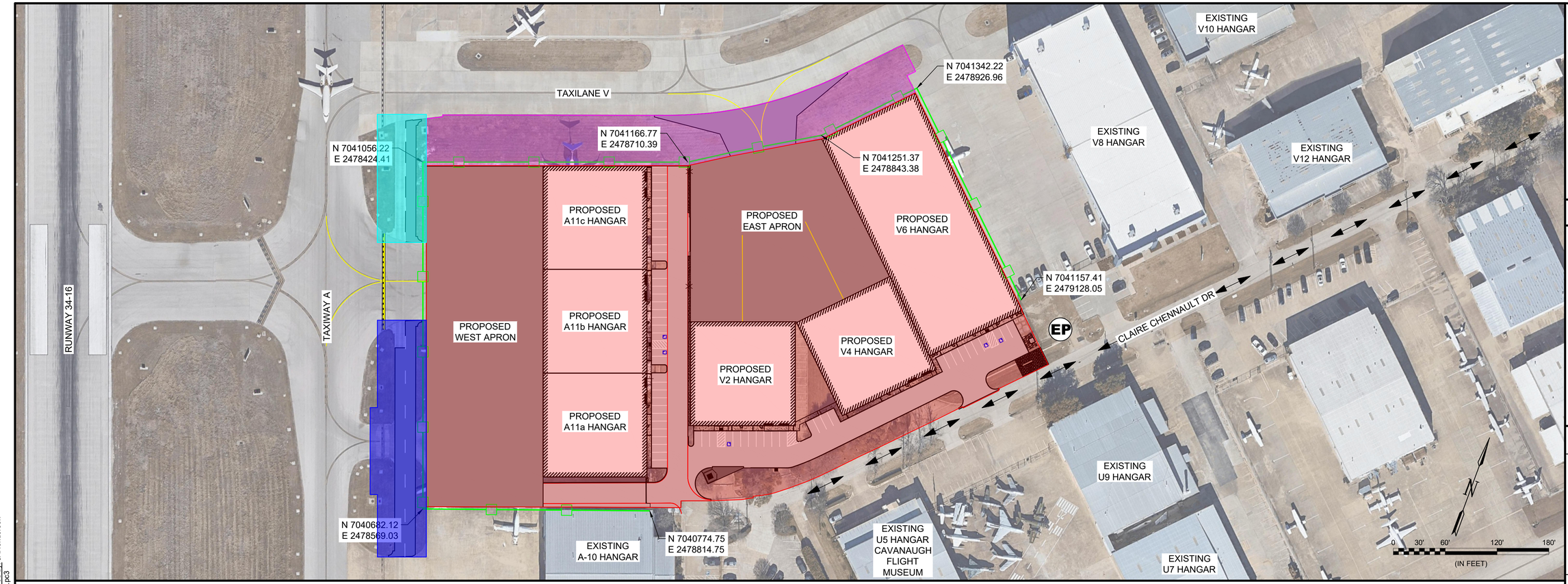
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DRAWING NUMBER
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SHEET NUMBER **8**

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RECORD DRAWING



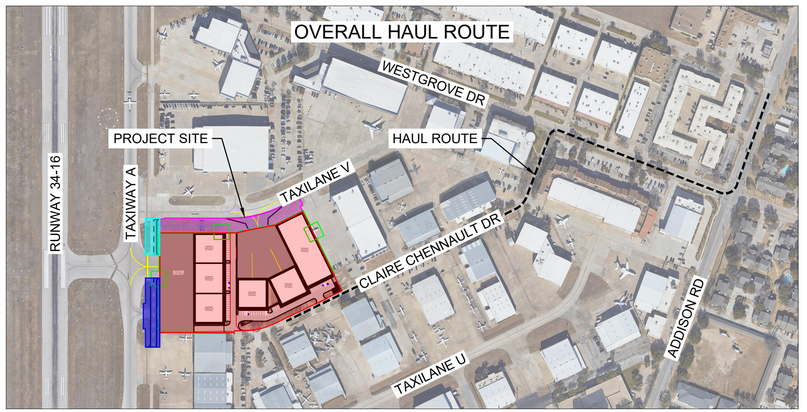
LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3A WORK AREA
- PHASE 3B WORK AREA
- EP — EMPLOYEE PARKING
- TEMPORARY 6' CHAIN LINK FENCE WITH PRIVACY SCREEN
- CONTRACTOR ROUTE

SEQUENCE OF CONSTRUCTION

1. INSTALL TEMPORARY FENCE, PERFORM DEMOLITION, PERFORM EARTHWORK, CONSTRUCT APRON PAVEMENT SECTION, CONSTRUCT PARKING/DRIVE PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, PERMANENT FENCE, AND PAVEMENT MARKINGS.
2. PERFORM EARTHWORK, CONSTRUCT APRON ENTRANCE PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, AND PAVEMENT MARKINGS.
3A. PERFORM EARTHWORK, CONSTRUCT VSR PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, AND PAVEMENT MARKINGS.
3B. PERFORM EARTHWORK, CONSTRUCT VSR PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, AND PAVEMENT MARKINGS.

1. SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL DETAILS.
2. LIGHTED BARRICADES SHOWN ARE FOR GRAPHIC PURPOSES ONLY. THE CONTRACTOR MUST DETERMINE THE QUANTITY OF LIGHTED BARRICADES REQUIRED TO COMPLETE THE WORK AS SHOWN AND MUST BE IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULARS.
3. CONTRACTOR MUST HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES. HYDRANTS TO FILL VACUUM TRUCK WILL BE AVAILABLE ON AIRPORT PROPERTY.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREA DURING NIGHTTIME OPERATIONS. PORTABLE LIGHTING MUST NOT BE ORIENTED IN SUCH A WAY TO CAUSE IMPACT TO AIRPORT OPERATIONS.
5. IN NO EVENT MUST CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 50' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.
6. PERIMETER FENCE MUST BE MAINTAINED AT ALL TIMES. TEMPORARY FENCING MUST BE INSTALLED AS NECESSARY. METHODS FOR TEMPORARY FENCING MUST BE APPROVED BY THE ENGINEER. TEMPORARY FENCING MUST BE CONSIDERED SUBSIDIARY TO CONSTRUCTION SAFETY AND SECURITY.
7. CONTRACTOR IS RESPONSIBLE FOR SECURELY STORING EQUIPMENT OUTSIDE OF THE TEMPORARY FENCE. NO EQUIPMENT CAN BE STORED ON AIRSIDE.



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REGISTRATION NO. F-5713

REV	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

CONSTRUCTION SAFETY AND PHASING PLAN - OVERVIEW

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

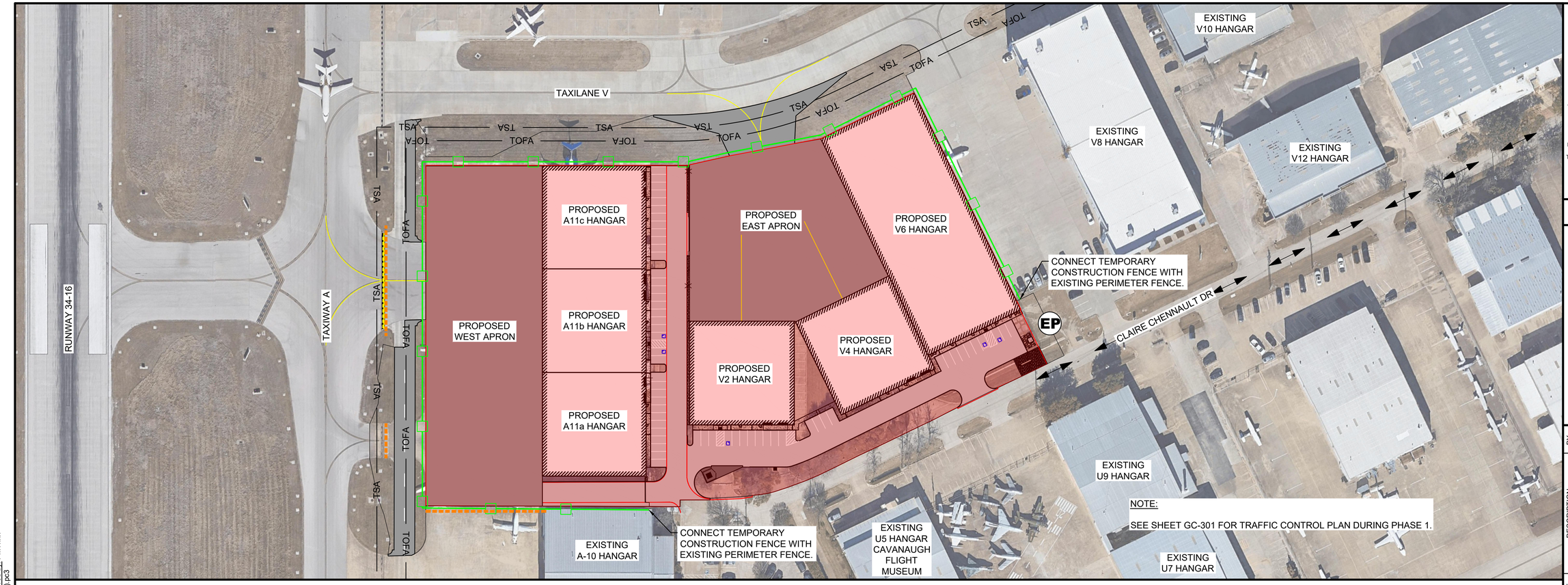
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DRAWING NUMBER
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SHEET NUMBER **9**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:55 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



LEGEND

- PHASE 1 WORK AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- EP — EMPLOYEE PARKING
- CONTRACTOR ROUTE
- LIGHTED BARRICADE (1 / GC-201)
- TEMPORARY 6' CHAIN LINK FENCE WITH PRIVACY SCREEN (3 / GC-202)

SEQUENCE OF CONSTRUCTION

1. INSTALL TEMPORARY FENCE, PERFORM DEMOLITION, PERFORM EARTHWORK, CONSTRUCT APRON PAVEMENT SECTION, CONSTRUCT PARKING/DRIVE PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, PERMANENT FENCE, AND PAVEMENT MARKINGS.

N

0 30' 60' 120' 180'

(IN FEET)

1. SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL DETAILS.
2. LIGHTED BARRICADES SHOWN ARE FOR GRAPHIC PURPOSES ONLY. THE CONTRACTOR MUST DETERMINE THE QUANTITY OF LIGHTED BARRICADES REQUIRED TO COMPLETE THE WORK AS SHOWN AND MUST BE IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULARS.
3. CONTRACTOR MUST HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES. HYDRANTS TO FILL VACUUM TRUCK WILL BE AVAILABLE ON AIRPORT PROPERTY.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREA DURING NIGHTTIME OPERATIONS. PORTABLE LIGHTING MUST NOT BE ORIENTED IN SUCH A WAY TO CAUSE IMPACT TO AIRPORT OPERATIONS.
5. IN NO EVENT MUST CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 50' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.
6. PERIMETER FENCE MUST BE MAINTAINED AT ALL TIMES. TEMPORARY FENCING MUST BE INSTALLED AS NECESSARY. METHODS FOR TEMPORARY FENCING MUST BE APPROVED BY THE ENGINEER. TEMPORARY FENCING MUST BE CONSIDERED SUBSIDIARY TO CONSTRUCTION SAFETY AND SECURITY.
7. CONTRACTOR IS RESPONSIBLE FOR SECURELY STORING EQUIPMENT OUTSIDE OF THE TEMPORARY FENCE. NO EQUIPMENT CAN BE STORED ON AIRSIDE.

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REGISTRATION NO. F-5713

REV	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

CSPP - PHASE 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

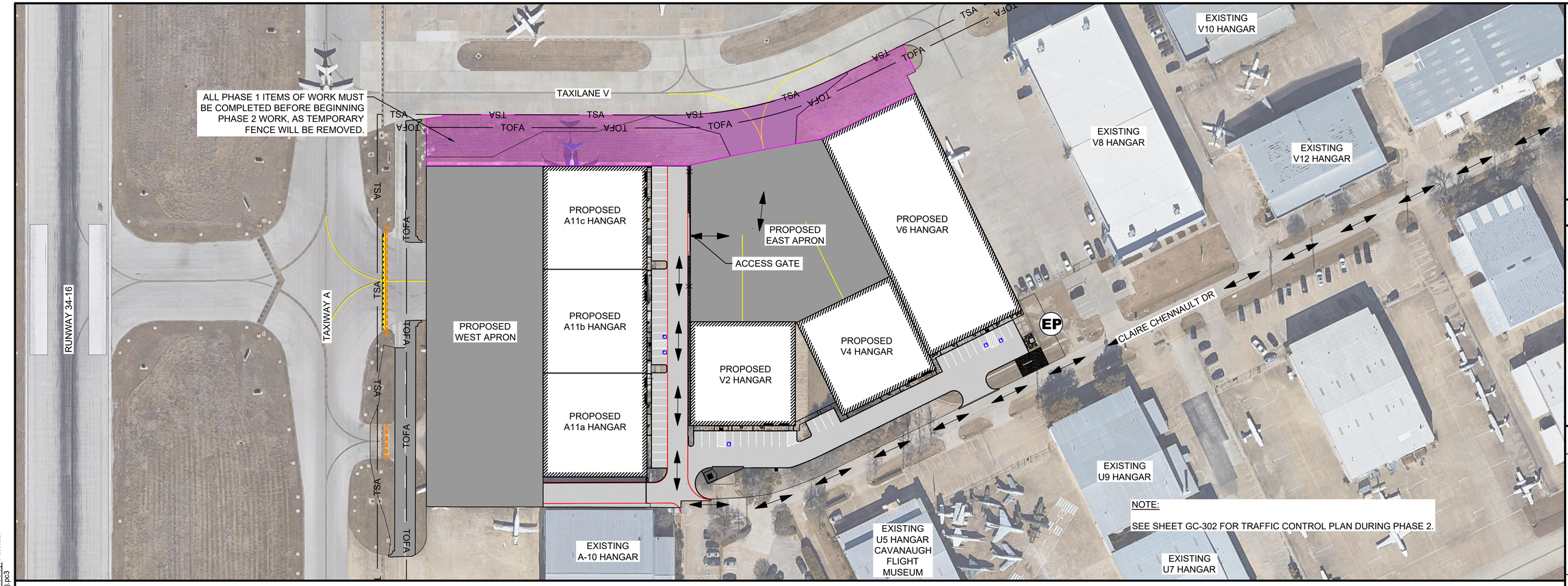
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SHEET NUMBER **10**

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LEGEND

- PHASE 2 WORK AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- EP — EMPLOYEE PARKING
- CONTRACTOR ROUTE
- LIGHTED BARRICADE (1 / GC-201)
- TEMPORARY 6' CHAIN LINK FENCE WITH PRIVACY SCREEN (3 / GC-202)

SEQUENCE OF CONSTRUCTION

2 — PERFORM EARTHWORK, CONSTRUCT APRON ENTRANCE PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, AND PAVEMENT MARKINGS. WORK PERFORMED ON A PULL-BACK BASIS. PHASE CANNOT BEGIN UNTIL COORDINATED WITH THE AIRPORT AND TENANTS ALONG TAXILANE V .

0 30' 60' 120' 180'
(IN FEET)

1. SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL DETAILS.
2. LIGHTED BARRICADES SHOWN ARE FOR GRAPHIC PURPOSES ONLY. THE CONTRACTOR MUST DETERMINE THE QUANTITY OF LIGHTED BARRICADES REQUIRED TO COMPLETE THE WORK AS SHOWN AND MUST BE IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULARS.
3. CONTRACTOR MUST HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES. HYDRANTS TO FILL VACUUM TRUCK WILL BE AVAILABLE ON AIRPORT PROPERTY.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREA DURING NIGHTTIME OPERATIONS. PORTABLE LIGHTING MUST NOT BE ORIENTED IN SUCH A WAY TO CAUSE IMPACT TO AIRPORT OPERATIONS.
5. IN NO EVENT MUST CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 50' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.
6. PERIMETER FENCE MUST BE MAINTAINED AT ALL TIMES. TEMPORARY FENCING MUST BE INSTALLED AS NECESSARY. METHODS FOR TEMPORARY FENCING MUST BE APPROVED BY THE ENGINEER. TEMPORARY FENCING MUST BE CONSIDERED SUBSIDIARY TO CONSTRUCTION SAFETY AND SECURITY.
7. CONTRACTOR IS RESPONSIBLE FOR SECURELY STORING EQUIPMENT OUTSIDE OF THE TEMPORARY FENCE. NO EQUIPMENT CAN BE STORED ON AIRSIDE.

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RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

CSPP - PHASE 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

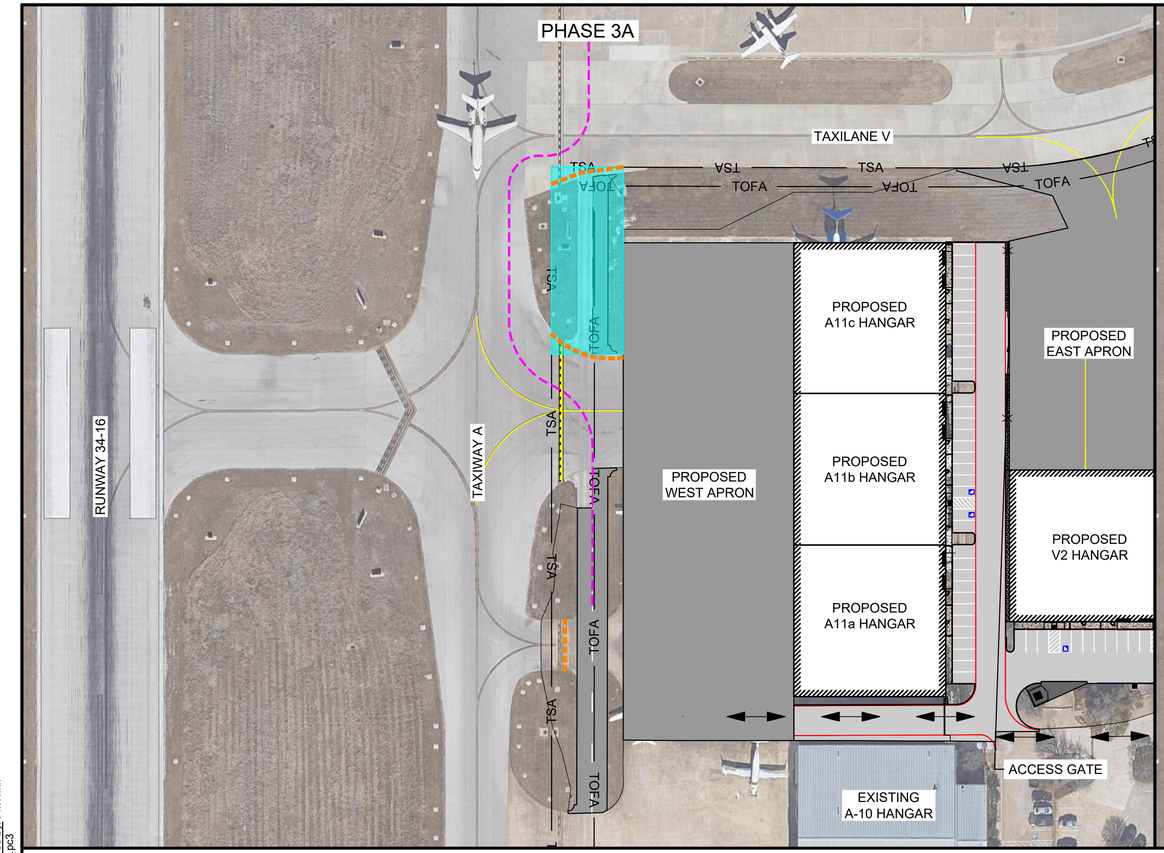
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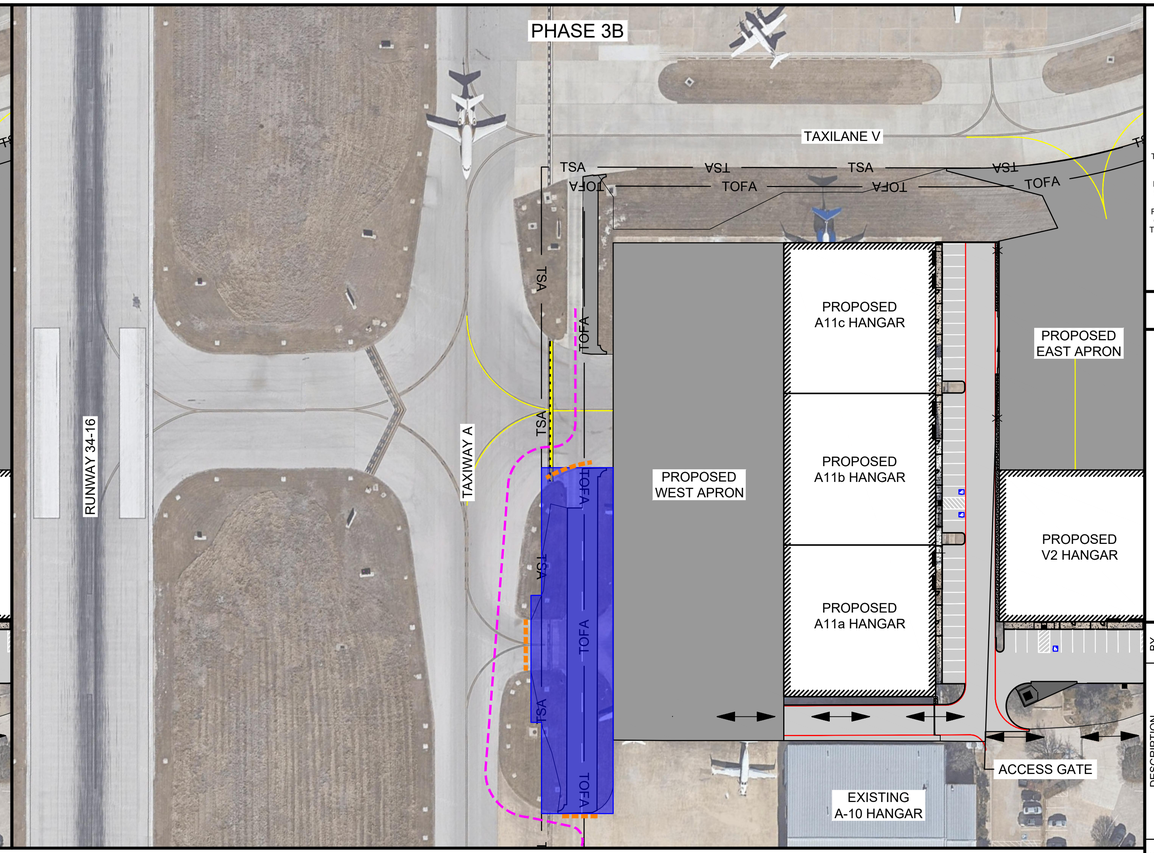
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GC-102

SHEET NUMBER **11**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:56 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING





LEGEND

- PHASE 3A WORK AREA
- PHASE 3B WORK AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- EP — EMPLOYEE PARKING
- CONTRACTOR ROUTE
- AIRPORT VEHICLE ROUTE
- LIGHTED BARRICADE (1 / GC-201)
- TEMPORARY 6' CHAIN LINK FENCE WITH PRIVACY SCREEN (3 / GC-202)

SEQUENCE OF CONSTRUCTION

3A	PERFORM EARTHWORK, CONSTRUCT VSR PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, AND PAVEMENT MARKINGS. WORK PERFORMED ON A PULL-BACK BASIS. PHASE CANNOT BEGIN UNTIL COORDINATED WITH THE AIRPORT AND TENANTS ALONG TAXIWAY A.
3B	PERFORM EARTHWORK, CONSTRUCT VSR PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, AND PAVEMENT MARKINGS. WORK PERFORMED ON A PULL-BACK BASIS. PHASE CANNOT BEGIN UNTIL COORDINATED WITH THE AIRPORT AND TENANTS ALONG TAXIWAY A.



1. SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL DETAILS.
2. LIGHTED BARRICADES SHOWN ARE FOR GRAPHIC PURPOSES ONLY. THE CONTRACTOR MUST DETERMINE THE QUANTITY OF LIGHTED BARRICADES REQUIRED TO COMPLETE THE WORK AS SHOWN AND MUST BE IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULARS.
3. CONTRACTOR MUST HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES. HYDRANTS TO FILL VACUUM TRUCK WILL BE AVAILABLE ON AIRPORT PROPERTY.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREA DURING NIGHTTIME OPERATIONS. PORTABLE LIGHTING MUST NOT BE ORIENTED IN SUCH A WAY TO CAUSE IMPACT TO AIRPORT OPERATIONS.
5. IN NO EVENT MUST CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 50' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.
6. PERIMETER FENCE MUST BE MAINTAINED AT ALL TIMES. TEMPORARY FENCING MUST BE INSTALLED AS NECESSARY. METHODS FOR TEMPORARY FENCING MUST BE APPROVED BY THE ENGINEER. TEMPORARY FENCING MUST BE CONSIDERED SUBSIDIARY TO CONSTRUCTION SAFETY AND SECURITY.
7. CONTRACTOR IS RESPONSIBLE FOR SECURELY STORING EQUIPMENT OUTSIDE OF THE TEMPORARY FENCE. NO EQUIPMENT CAN BE STORED ON AIRSIDE.

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

CSPP - PHASE 3

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

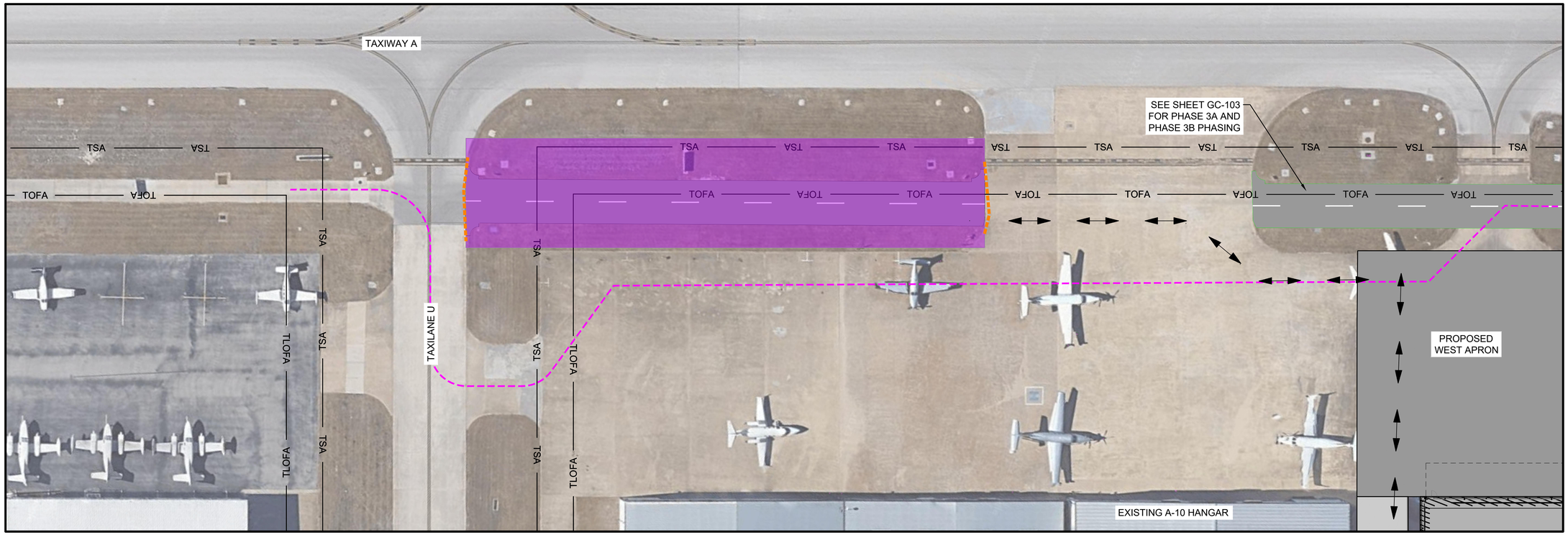
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DRAWING NUMBER
GC-103

SHEET NUMBER **12**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:56 AM Plotter used: AutoCAD PDF (General Documentation).pc3

PHASE 3C



LEGEND

- PHASE 3C WORK AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- EP — EMPLOYEE PARKING
- CONTRACTOR ROUTE
- AIRPORT VEHICLE ROUTE
- LIGHTED BARRICADE (1 / GC-201)

SEQUENCE OF CONSTRUCTION

3C — PERFORM EARTHWORK, CONSTRUCT VSR PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, AND PAVEMENT MARKINGS. WORK PERFORMED ON A PULL-BACK BASIS. PHASE CANNOT BEGIN UNTIL COORDINATED WITH THE AIRPORT AND TENANTS ALONG TAXIWAY A.

N

0 15' 30' 60' 90'
(IN FEET)

1. SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL DETAILS.
2. LIGHTED BARRICADES SHOWN ARE FOR GRAPHIC PURPOSES ONLY. THE CONTRACTOR MUST DETERMINE THE QUANTITY OF LIGHTED BARRICADES REQUIRED TO COMPLETE THE WORK AS SHOWN AND MUST BE IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULARS.
3. CONTRACTOR MUST HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES. HYDRANTS TO FILL VACUUM TRUCK WILL BE AVAILABLE ON AIRPORT PROPERTY.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREA DURING NIGHTTIME OPERATIONS. PORTABLE LIGHTING MUST NOT BE ORIENTED IN SUCH A WAY TO CAUSE IMPACT TO AIRPORT OPERATIONS.
5. IN NO EVENT MUST CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 50' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.
6. PERIMETER FENCE MUST BE MAINTAINED AT ALL TIMES. TEMPORARY FENCING MUST BE INSTALLED AS NECESSARY. METHODS FOR TEMPORARY FENCING MUST BE APPROVED BY THE ENGINEER. TEMPORARY FENCING MUST BE CONSIDERED SUBSIDIARY TO CONSTRUCTION SAFETY AND SECURITY.
7. CONTRACTOR IS RESPONSIBLE FOR SECURELY STORING EQUIPMENT OUTSIDE OF THE TEMPORARY FENCE. NO EQUIPMENT CAN BE STORED ON AIRSIDE.

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	01/23/25	RECORD DRAWING	SCA

ADDISON AIRPORT

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

CSPP - PHASE 3C

JOB NO.: 22A11111
DATE: SEPT. 2023
DESIGNED BY: PMT
DRAWN BY: PMT

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DRAWING NUMBER
GC-104

SHEET NUMBER **12A**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:10 AM Plotter used: AutoCAD PDF (General Documentation).pc3

STAGING AREA NOTES

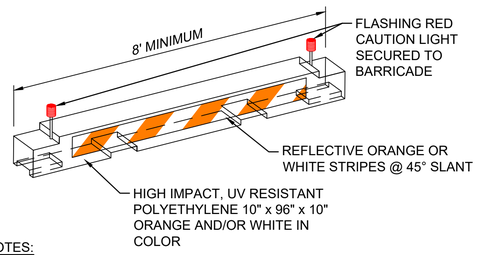
1. THE CONTRACTOR'S EMPLOYEES AND VISITORS VEHICLES SHALL PARK IN THE CONTRACTOR'S EMPLOYEE PARKING AREA. ONLY OWNER APPROVED PERSONNEL WILL BE ALLOWED TO ACCESS AND/OR PARK ON AIRPORT PROPERTY.
2. ALL DELIVERIES, MATERIAL OR OTHERWISE, SHALL BE MADE TO THE DELIVERY ADDRESS OF THE CONTRACTOR'S STAGING AREA. THE NAME "ADDISON AIRPORT" SHALL NOT BE USED IN THE DELIVERY ADDRESS.
3. THE LOCATION AND SIZE OF THE CONTRACTOR'S STAGING AREA IS SHOWN FOR REFERENCE ONLY. THE EXACT LIMITS OF THE CONTRACTOR'S PARKING AND STAGING AREA FOR MATERIAL STOCKPILING, OFFICE TRAILERS, AND DELIVERIES SHALL BE PROPOSED BY THE CONTRACTOR FOR THE APPROVAL OF THE ENGINEER. THE CONTRACTOR STAGING PLANS SHALL BE APPROVED BY THE OWNER PRIOR TO CONSTRUCTION.
4. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMIT(S) TO DEVELOP AND USE THE SITE FOR STAGING AND OTHER ACTIVITIES AS REQUIRED.
5. THE STAGING AREA SHALL BE PREPARED TO A STABLE AND DRAINABLE CONDITION. THE CONTRACTOR MAY HAVE THE OPTION OF ERECTING ADDITIONAL CHAIN-LINK SECURITY FENCING TO DELINEATE AND PROTECT THE AREA.
6. THE CONTRACTOR MAY DO SOME GRADING AND DRAINAGE WORK TO ADAPT THE AREA TO SPECIFIC NEEDS. UPON COMPLETION OF THE WORK, THE AREA WILL BE GRADED AND DRESSED TO THE SATISFACTION OF THE ENGINEER AND OWNER UPON COMPLETION OF THE CONTRACT WORK.
7. THE CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY CONNECTIONS TO THE STAGING AREA. ALL REQUIRED UTILITIES FOR THE CONTRACTOR'S STAGING AREA SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY AGENCY BY THE CONTRACTOR. THE CONTRACTOR SHALL OBTAIN ANY APPLICABLE METERS AND PERMITS. UTILITY ARRANGEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
8. NO SEPARATE PAY ITEM SHALL BE MADE FOR ANY ITEM REQUIRED FOR THE CONTRACTOR TO ENCLOSE AND DEVELOP THEIR STAGING AREA.
9. THE OWNER SHALL NOT BE RESPONSIBLE FOR ANY LOST OR STOLEN PROPERTY.
10. NO EQUIPMENT OR VEHICLES SHALL BE PARKED WITHIN 10 FEET OF ANY AIRPORT OPERATIONS AREA (AOA) PERIMETER FENCE.

CROSSING GUARD (FLAGMAN) NOTES:

1. CONTRACTOR TO PROVIDE CROSSING GUARDS (FLAGMAN) AT ACTIVE TAXIWAY CROSSINGS. THE CROSSING GUARDS SHALL BE BADGED INDIVIDUALS AND SHALL BE APPROVED BY THE OWNER AND ENGINEER.
2. THE CROSSING GUARDS SHALL BE EQUIPPED WITH AN AIRCRAFT RADIO TUNED TO THE GROUND CONTROL FREQUENCY (121.6 [0600-2200]). THE CROSSING GUARDS SHALL MONITOR THIS FREQUENCY AND BE AWARE OF ANY APPROACHING AIR TRAFFIC.
3. CONTRACTOR SHALL CONSISTENTLY CLEAN AND SWEEP THESE INTERSECTIONS DURING CONSTRUCTION TO PREVENT FOREIGN OBJECT DEBRIS (FOD).
4. IF FOD IS FOUND PRIOR TO AN AIRCRAFT CROSSING THE INTERSECTION, CONTRACTOR SHALL NOTIFY GROUND CONTROL VIA RADIO IMMEDIATELY AND REQUEST AIRCRAFT TO HOLD SHORT UNTIL CROSSING AREA IS DECLARED FOD FREE.
5. CROSSING GUARDS SHALL NOTIFY GROUND CONTROL WHEN CONSTRUCTION ACTIVITIES BEGIN AND END DURING ANY WORK PERIOD.
6. ALL CONSTRUCTION TRAFFIC MUST STOP AT ALL ACTIVE TAXIWAY INTERSECTIONS UNTIL CLEARED TO CROSS BY THE CROSSING GUARDS. AT NO TIME SHALL ANY CONSTRUCTION VEHICLES OR EQUIPMENT CROSS AN ACTIVE TAXIWAY WITHOUT PERMISSION FROM THE CROSSING GUARDS.
7. TEMPORARY LOW PROFILE STOP SIGNS SHALL BE PLACED ON BOTH SIDES OF ALL ACTIVE TAXIWAY CROSSINGS FOR CONSTRUCTION TRAFFIC. SIGNS SHALL BE FRANGIBLY MOUNTED (NOT BOLTED TO SURFACE).
8. CONTRACTOR SHALL BE FISCALLY RESPONSIBLE FOR ANY DAMAGE TO AIRCRAFT AS A RESULT OF FOD IN ANY CROSSING AREA.

BADGING AND SECURITY

1. CONTRACTOR SHALL REVIEW AND FOLLOW ADDISON AIRPORT INFORMATION FOR POTENTIAL BIDDERS/CONTRACTORS REGARDING THE SECURITY AND OPERATIONS REQUIREMENTS FOR CONSTRUCTION PROJECTS AT ADDISON AIRPORT. THIS DOCUMENT IS INCLUDED IN THE SPECIAL PROVISIONS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR AIRPORT SECURITY AT ALL TIMES WHEN IN THE AIRPORT OPERATIONS AREA (AOA).
3. CONTRACTOR SHALL FOLLOW ALL AIRPORT SECURITY POLICIES, PROCEDURES, RULES, AND REGULATIONS WHILE OPERATING VEHICLES AND EQUIPMENT ON THE AOA.THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR ENSURING THAT ALL EMPLOYEES AND SUBCONTRACTORS MEET THE AIRPORT SECURITY REQUIREMENTS WHILE OPERATING VEHICLES AND EQUIPMENT ON THE AOA.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A GATE GUARD AT ALL AOA ENTRANCES. ALL GATE GUARDS MUST OBTAIN AN AIRPORT BADGE.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINES ASSESSED TO THE AIRPORT DUE TO THE FAILURE OF THE CONTRACTOR OR SUBCONTRACTORS TO FOLLOW AIRPORT SECURITY REQUIREMENTS. THE AIRPORT RESERVES THE RIGHT TO SUSPEND AND/OR REVOKE DRIVING PRIVILEGES AND/OR BADGES FOR FAILURE TO COMPLY WITH THE AIRPORT SECURITY REQUIREMENTS.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY NUMBER OF BADGES TO MEET ALL SECURITY REQUIREMENTS.
7. BADGES MAY BE OBTAINED FROM THE AIRPORT'S BADGING OFFICE. REVIEW SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.
8. AIRPORT BADGES SHALL BE VISIBLE AT ALL TIMES.



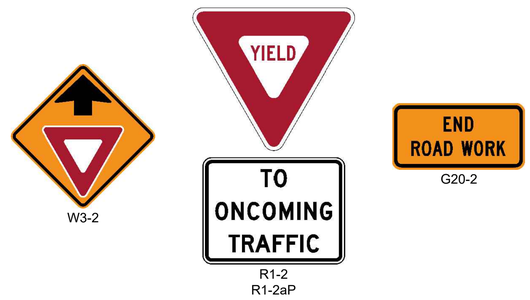
NOTES:

1. BARRICADES SHALL BE FURNISHED, INSTALLED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.
2. BARRICADES SHALL MEET THE REQUIREMENTS OF THE CURRENT FAA ADVISORY CIRCULAR 150/5370-2 AND BE APPROVED BY THE ENGINEER.
3. CONTRACTOR SHALL WEIGHT BARRICADE TO PREVENT DISPLACEMENT. THE METHOD SHALL BE APPROVED BY THE ENGINEER.
4. BARRICADES SHALL BE LOCATED AS DEFINED IN THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).
5. UNLESS OTHERWISE NOTED, MAXIMUM BARRICADE SPACING SHALL BE 10' O.C.

1 GC-201 — LOW PROFILE AIRCRAFT BARRICADE (MOVEMENT AREAS)

SCALE: NONE





CONSTRUCTION TRAFFIC ONLY SIGN NOTES:

1. SIGNAGE DIMENSIONS SHALL COMPLY WITH THE MOST CURRENT EDITION OF THE MUTCD.
2. ALL COSTS ASSOCIATED WITH SIGN INSTALLATION AND MAINTENANCE WILL NOT BE MEASURED FOR SEPARATE PAVEMENT BUT SHALL BE SUBSIDIARY TO ITEM SS-120 CONSTRUCTION SAFETY AND SECURITY.
3. SIGNS SHALL BE INSTALLED AT THE BEGINNING OF EACH WORK SHIFT AND REMOVED AT THE END OF EACH WORK SHIFT.

2 GC-201 — TEMPORARY CONSTRUCTION SIGNAGE

SCALE: NONE

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

CONSTRUCTION SAFETY DETAILS 1

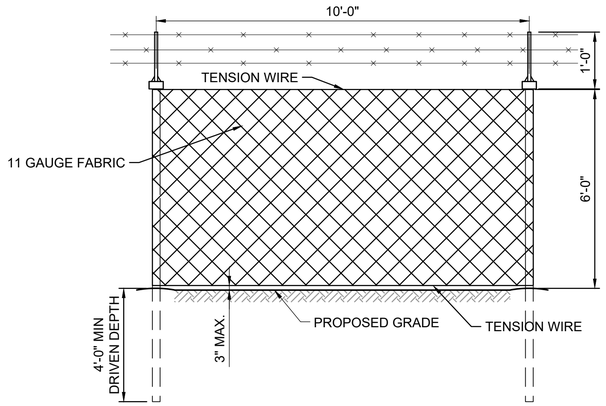
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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DRAWING NUMBER **GC-201**

SHEET NUMBER **13**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:57 AM Plotter used: AutoCAD PDF (General Documentation).pc3

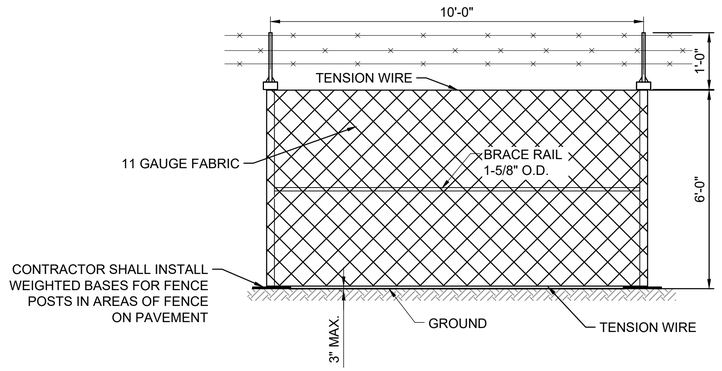


3A GC-202 CONSTRUCTION FENCE IN NATURAL GROUND

SCALE: NONE

NOTES:

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



3B GC-202 CONSTRUCTION FENCE ON PAVEMENT

SCALE: NONE

NOTE:

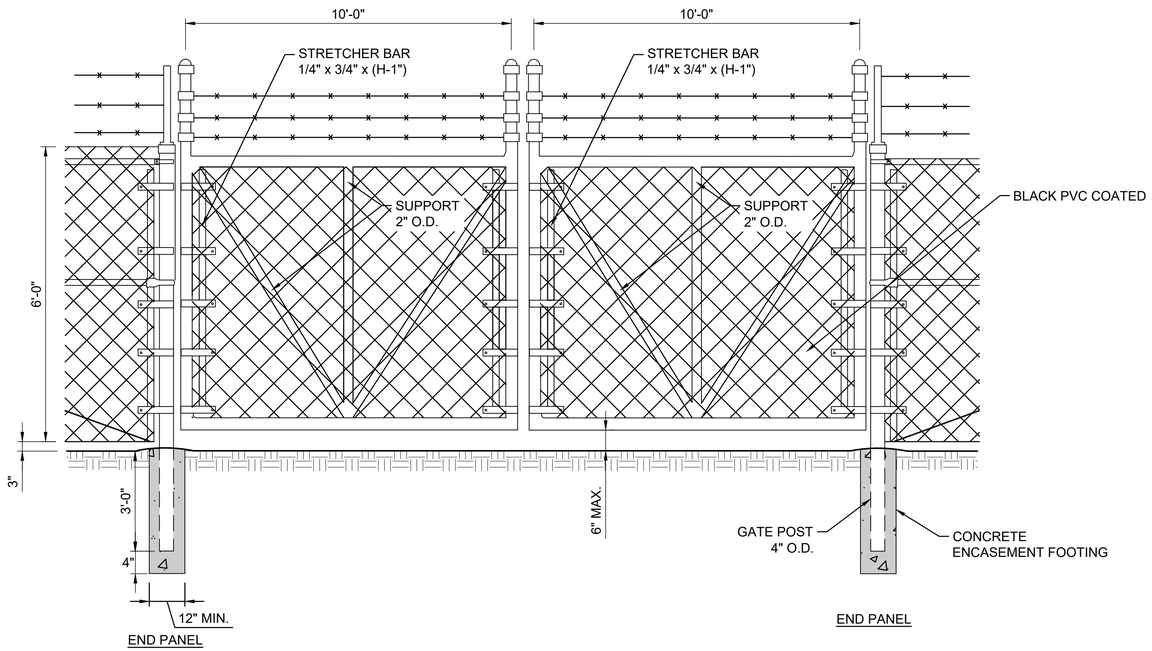
1. CONSTRUCTION FENCE TO BE INSTALLED ON PAVEMENT SHALL BE SECURED WITH WEIGHTED BASES.

3 GC-202 CONSTRUCTION FENCE DETAIL

SCALE: NONE

GENERAL FENCE NOTES:

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



4 GC-202 6' DOUBLE MANUAL CHAIN-LINK SWING GATE DETAIL

SCALE: NONE

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

CONSTRUCTION SAFETY DETAILS 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

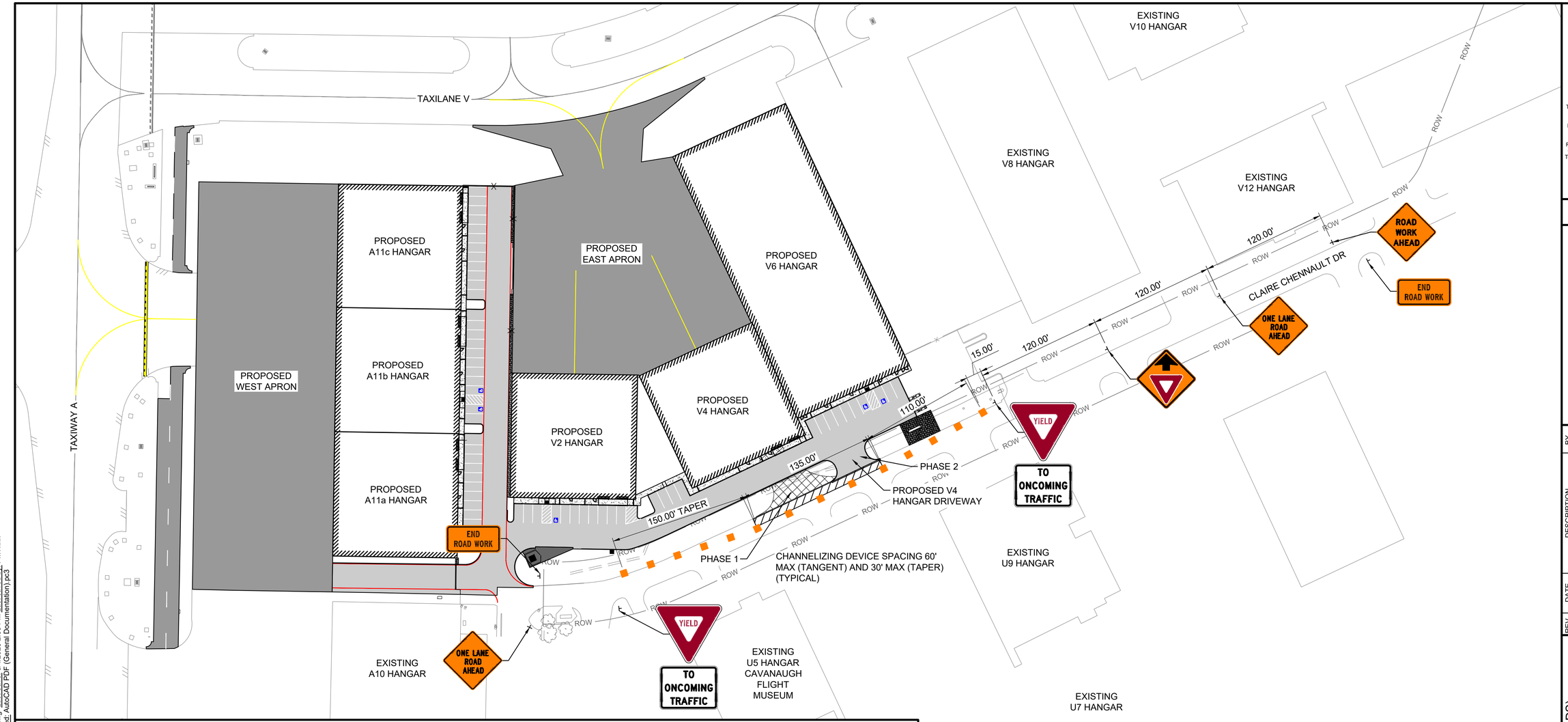
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DRAWING NUMBER
GC-202

SHEET NUMBER **14**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:57 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



LEGEND

- TEMPORARY CHANNELIZING DEVICE
- TEMPORARY TRAFFIC SIGN
- WORK AREA INSIDE RIGHT OF WAY
- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 8" NCTCOG 303 CONCRETE PAVEMENT
- V3 HANGAR ENTRANCE DEMOLITION LIMITS

0 25' 50' 100' 150'
(IN FEET)

TCP NARRATIVE:

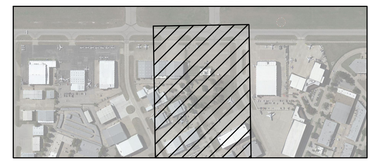
PHASE 1 CONSTRUCTION - THE INTENT OF THIS PHASE IS TO REMOVE THE EXISTING DRIVEWAY IN FRONT OF PROPOSED V2 HANGAR.

PHASE 1A CONSTRUCTION - THE INTENT OF THIS PHASE IS TO INSTALL THE PROPOSED DRIVEWAY IN FRONT OF PROPOSED V4 HANGAR.

TMUTCD TYPICAL APPLICATION, TA-11 WAS USED AS THE BASIS OF THE TRAFFIC CONTROL DESIGN.

DRIVERS WILL YIELD TO ONCOMING TRAFFIC; USE OF A FLAGGER IS NOT REQUIRED.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/07/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

TRAFFIC CONTROL PLAN PHASE 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

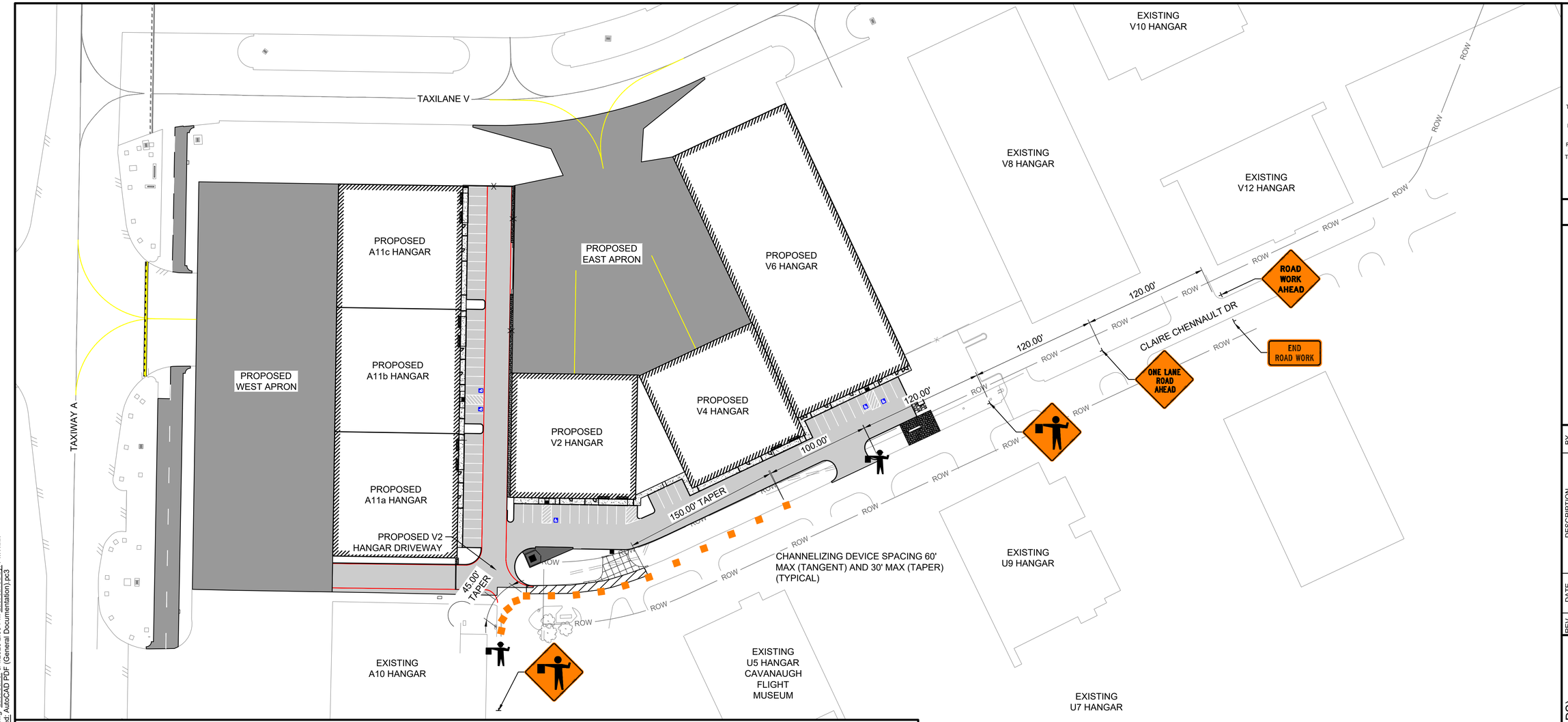
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DRAWING NUMBER
GC-301

SHEET NUMBER **15**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:57 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



LEGEND

- TEMPORARY CHANNELIZING DEVICE
- TEMPORARY TRAFFIC SIGN
- WORK AREA INSIDE RIGHT OF WAY
- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 8" NCTCOG 303 CONCRETE PAVEMENT
- V2 HANGAR ENTRANCE DEMOLITION LIMITS

N

0 25' 50' 100' 150'

(IN FEET)

TCP NARRATIVE:

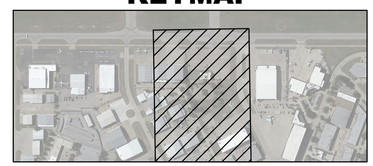
PHASE 2 CONSTRUCTION - THE INTENT OF THIS PHASE IS TO REMOVE THE EXISTING DRIVEWAY IN FRONT OF PROPOSED V2 HANGAR.

PHASE 2A CONSTRUCTION - THE INTENT OF THIS PHASE IS TO INSTALL THE PROPOSED DRIVEWAY IN FRONT OF PROPOSED V2 HANGAR.

TMUTCD TYPICAL APPLICATION, TA-10 WAS USED AS THE BASIS OF THE TRAFFIC CONTROL DESIGN.

A FLAGGER WILL BE REQUIRED DUE TO LIMITED SIGHT DISTANCE.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/07/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

ADDISON AIRPORT

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

TRAFFIC CONTROL PLAN PHASE 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

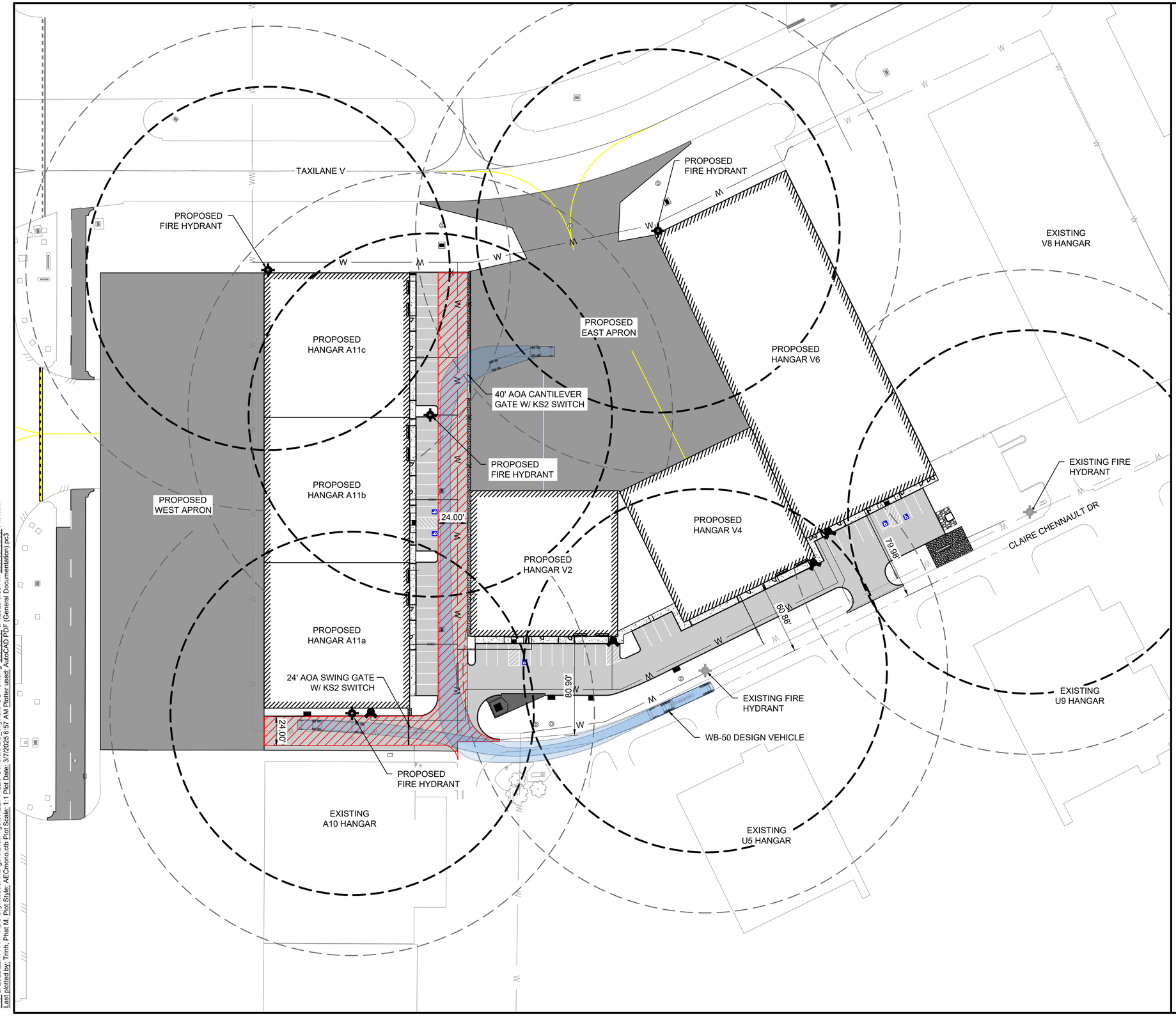
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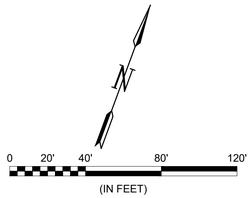
DRAWING NUMBER
GC-302

SHEET NUMBER **16**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:57 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING





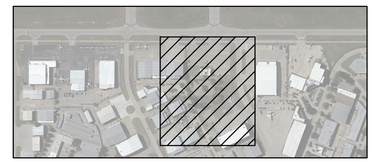
LEGEND

- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 8" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 4" NCTCOG 303 CONCRETE SIDEWALK
- PROPOSED YELLOW MARKINGS
- PROPOSED WHITE MARKINGS
- PROPOSED FIRE LANE
- PROPOSED FIRE HYDRANT
- 150' RADIUS FIRE HYDRANT SEPARATION
- 200' RADIUS HOSE DRAG
- PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
- W — PROPOSED WATERLINE
- W — EXISTING WATERLINE

NOTES:

1. SEE SHEETS CU-301 - CU-304 FOR WATERLINE PLANS.

KEYMAP



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RD	02/07/25	RECORD DRAWINGS	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

FIRE SAFETY PLAN

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
GC-401

SHEET NUMBER **17**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:57 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING

This survey coordinated, but not performed, by Commercial Due Diligence Services. Survey obtained from and certified to by a land surveyor licensed in the state property is located.

CDS COMMERCIAL DUE DILIGENCE SERVICES

1 TITLE DESCRIPTION

Tract I:
BEING a tract of land situated in the William Lomax Survey, Abstract No. 792, in the City of Addison, Dallas County, Texas, being a part of the Addison Airport, an addition to the Town of Addison, Texas, according to the plat thereof recorded in Volume 2005131, Page 82 of the Official Public Records of Dallas County, Texas, and being more particularly described as follows:
COMMENCING at the intersection of the south line of Westgrove Road (60 foot right-of-way) with the west line of Claire Chennault (60 foot Ingress-Egress Easement);
THENCE South 00 degrees 32 minutes 21 seconds East, along the west line of said Claire Chennault, 256.76 feet to the point of curvature of a non-tangent circular curve to the right having a radius of 70.00 feet;
THENCE southwesterly, continuing along the west line of said Claire Chennault and along said curve to the right, through a central angle of 43 degrees 40 minutes 00 seconds, an arc distance of 53.35 feet and having a chord which bears South 21 degrees 05 minutes 00 seconds West, 52.07 feet to a "PK" nail found at the point of tangency;
THENCE South 42 degrees 55 minutes 00 seconds West, continuing along the northwest line of said Claire Chennault, 882.93 feet to a 5/8-inch iron rod set with plastic cap stamped "Sparr Surveys" at the southerly southeast corner of Property # 068B-01 and the POINT of BEGINNING;
THENCE South 42 degrees 55 minutes 00 seconds West, continuing along the northwest line of said Claire Chennault, 161.52 feet to a 5/8-inch iron rod set with plastic cap stamped "Sparr Surveys" at the point of curvature of a circular curve to the right having a radius of 241.10 feet;
THENCE southwesterly, continuing along the west line of said Claire Chennault Road and along said curve to the right, through a central angle of 27 degrees 30 minutes 06 seconds, an arc distance of 115.73 feet and having a chord which bears South 56 degrees 40 minutes 03 seconds West, 114.62 feet to a "PK" nail set in concrete in the west line of said Claire Chennault;
THENCE South 21 degrees 20 minutes 00 seconds East, along the west line of said Claire Chennault, 30.00 feet to a "PK" nail set in concrete at the northeast corner of Property # 056D;
THENCE South 68 degrees 40 minutes 00 seconds West, departing the west line of said Claire Chennault Road, along the northwest line of said Property # 056D, at 334.83 feet passing the northwest corner of said Property # 056D, in all a distance of 353.12 feet to a 5/8-inch iron rod set with plastic cap stamped "Sparr Surveys";
THENCE North 21 degrees 07 minutes 31 seconds West, along the Object Free Area line being 400 feet east of and parallel to the Addison Airport runway centerline, 418.34 feet to a 5/8-inch iron rod set with plastic cap stamped "Sparr Surveys" in the south line of Taxiway Victor;
THENCE North 68 degrees 35 minutes 58 seconds East, along the south line of said Taxiway Victor, 299.45 feet to a 5/8-inch iron rod set with plastic cap stamped "Sparr Surveys" at the point of curvature of a circular curve to the left having a radius of 485.00 feet;
THENCE northeasterly, along the south line of said Taxiway Victor and along said curve to the left, through a central angle of 18 degrees 25 minutes 20 seconds, an arc distance of 155.94 feet and having a chord which bears North 59 degrees 23 minutes 18 seconds East, 155.27 feet to a 5/8-inch iron rod set with plastic cap stamped "Sparr Surveys" at the westerly corner of said Property # 068B-01;
THENCE South 47 degrees 24 minutes 55 seconds East, departing the south line of said Taxiway Victor, along the southwest line of said Property # 068B-01, 355.97 feet to the POINT of BEGINNING and containing 5.014 acres of land.

Tract II, Phase II:
BEING a tract of land situated in the William Lomax Survey, Abstract No. 792, in the City of Addison, Dallas County, Texas, being located on the Addison Municipal Airport, and being more particularly described as follows:
COMMENCING at the intersection of the south line of Westgrove Road (60 foot right-of-way) with the west line of Claire Chennault (60 foot Ingress/Egress Easement);
THENCE South 00 Degrees 32 Minutes 21 Second East, along the west line of said Claire Chennault, 256.76 feet to the point of curvature of a non-tangent circular curve to the right having a radius of 70.00 feet;
THENCE southwesterly, continuing along the west line of said Claire Chennault and along said curve to the right, through a central angle of 43 Degrees 40 Minutes 00 Seconds, and arc distance of 53.35 feet and having a chord which bears South 21 Degrees 05 Minutes 00 Seconds West, 52.07 feet to a "PK" nail at the point of tangency;
THENCE South 42 Degrees 55 Minutes 00 Seconds West, continuing along the northwest line of said Clair Chennault, 754.53 feet to a 5/8-inch iron rod set with plastic cap stamped "Sparr Surveys", at the POINT OF BEGINNING;
THENCE South 42 Degrees 55 Minutes 00 Seconds West, continuing along the northwest line of said Claire Chennault, 128.30 feet to a 5/8-inch iron rod set with plastic cap stamped "Sparr Surveys" at the easterly corner of Lease Tract 68, also known as 4505 Claire Chennault;
THENCE North 47 Degrees 24 Minutes 55 Seconds West, departing the northwest line of said Claire Chennault, 355.97 feet to a 5/8-inch iron rod set with plastic cap stamped "Sparr Surveys" in the southeast line of Taxiway Victor, and lying in a non-tangent circular curve to the left having a radius of 485.00 feet; THENCE northeasterly, along the southeast line of said Taxiway Victor and along said curve to the left, through a central
angle of 07 Degrees 09 Minutes 47 Seconds, an arc distance of 60.63 feet and having a chord which bears North 46 Degrees 35 Minutes 45 Seconds East, 60.60 feet to a 5/8-inch iron rod set with plastic cap stamped "Sparr Surveys" at the point of tangency;
THENCE North 43 Degrees 00 Minutes 51 Seconds East, along the southeast line of said Taxiway Victor, 68.14 feet to a 5/8-inch iron rod set with plastic cap stamped "Sparr Surveys"
THENCE South 47 Degrees 22 Minutes 09 Seconds East, departing the southeast line of said Taxiway Victor, 351.96 feet to the POINT OF BEGINNING and containing 1.040 acres of land.
Parcel II
TOGETHER WITH an easement for ingress and egress as set forth on the Plat of Addison Airport granted by the Town of Addison recorded July 7, 2005 in Volume/Cabinet 200531, Page 82 of the Plat records of Dallas County, Texas.

NOTE: The Company is prohibited from insuring the area or quantity of the land described herein. Therefore, any statement in the above legal description of the area or quantity of land is not a representation that such area or quantity is correct, but is made only for informational and/or identification purposes and does not override Item 2 of Schedule B hereof.

THE LAND SHOWN IN THIS SURVEY IS THE SAME AS THAT DESCRIBED IN AMTRUST TITLE INSURANCE COMPANY COMMITMENT NUMBER FN-60645-TX WITH AN EFFECTIVE DATE OF NOVEMBER 21, 2021

2 TITLE INFORMATION

THE TITLE DESCRIPTION AND SCHEDULE B ITEMS HEREON ARE FROM AMTRUST TITLE INSURANCE COMPANY, COMMITMENT NUMBER FN-60645-TX, NOVEMBER 21, 2021 AT 8:00AM.

3 SCHEDULE 'B' ITEMS

NOTES CORRESPONDING TO SCHEDULE "B":

(10A) Visible and apparent easements, rights of way or encroachments which may be evidenced by a current survey or disclosed by a physical inspection of the premises. Exception may be deleted or modified upon review of an acceptable survey. **Does affect, blanket in nature.**

(10B) Rights of tenants in possession under unrecorded leases or rental agreements. **Does affect, blanket in nature.**

(10C) Rights of parties in possession. (Owner Title Policy only) **Does affect, blanket in nature.**

(10D) All leases, grants, exceptions or reservations of coal, lignite, oil, gas and other minerals, together with all rights, privileges, and immunities relating thereto, appearing in the Public Records whether listed in Schedule B or not. There may be leases, grants, exceptions or reservations of mineral interest that are not listed. **Does affect, blanket in nature.**

(10E) Terms, conditions, restrictions and reservation, building lines and easements as shown on Plat of Addison Airport granted by the Town of Addison, recorded in Volume/Cabinet 2005131, Page 82 of the Map or Plat records of DALLAS County, Texas. **Does affect, as shown.**

(10F) Any portion of subject property lying within the right-of-way of any road, public or private. **Does affect, blanket in nature.**

(10G) Easement granted by Town of Addison to Texas Turnpike Authority, dated April 16, 1997, filed for record on April 29, 1997 and recorded in **Volume 97084, Page 2428**, Dallas County, Texas. **Does not affect.**

(10H) Terms, conditions and provisions contained in that certain ground lease by and between The Town of Addison, as Lessor, and RR Investments, Inc., as Lessee, as disclosed by that certain Memorandum of Lease, dated December 16, 2013, recorded December 18, 2013, under Clerk's File No. 201300381613, Official Public Records, Dallas County, Texas. **Affects tract II, phase I and Tract II phase II as blanket in nature.**

As affected by that certain Memorandum of Lease dated February 28, 2021, filed March 17, 2021, under Clerk's Instrument No. 202100075582, Official Records, Dallas County, Texas.

4 SURVEYOR CERTIFICATION

TO:
AMTRUST TITLE INSURANCE COMPANY; ADDISON HANGARS LLC, A DELAWARE LIMITED LIABILITY COMPANY; THE BANK OF NEW YORK MELLON, AS MASTER TRUSTEE, ITS SUCCESSORS AND ASSIGNS; AND COMMERCIAL DUE DILIGENCE SERVICES:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5 (25' grid),6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 10, 11(A), 13, 14, 16, 19, AND 20(A).GRAPHICALLY DEPICT IN RELATION TO THE SUBJECT TRACT OR PROPERTY ANY OFFSITE EASEMENTS OR SERVITUDES BENEFITING THE SURVEYED PROPERTY AND DISCLOSED IN RECORD DOCUMENTS PROVIDED TO THE SURVEYOR AS PART OF THE SCHEDULE "A", OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON DECEMBER 1, 2021.

DATE OF PLAT OR MAP:5/3/2022

NOT FOR FILING

PRELIMINARY, THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT

SHANNON D. OZEMENT, RPLS #6542
SHANNON.OZEMENT@CRAFTONTULL.COM

5 FLOOD INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN ZONE "X", AREA OF MINIMAL FLOOD HAZARD, OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 48113C0180K, WHICH BEARS AN EFFECTIVE DATE OF 07/07/2014.

THIS PROPERTY IS NOT IN SPECIAL FLOOD HAZARD ZONE.

6 CEMETERY

THERE IS NO VISIBLE EVIDENCE OF CEMETERIES ON THE SUBJECT PROPERTY AT THE TIME OF SURVEY.

7 POSSIBLE ENCROACHMENTS

NO ENCROACHMENTS OBSERVED

8 ZONING INFORMATION

INDUSTRIAL III

9 LEGEND

	PROPERTY LINE		FOUND MONUMENT (AS NOTED)
P.O.B.	POINT OF BEGINNING		SET MONUMENT (AS NOTED)
P.O.C.	POINT OF COMMENCEMENT		BLDG HT. MEASUREMENT
(M)	MEASURED CALL		HANDICAP PARKING
(R)	RECORD CALL		SEWER MANHOLE
M/L	MORE OR LESS		POWER POLE
(N.T.S.)	NOT TO SCALE		LIGHT POLE
	CENTERLINE		TRANSFORMER / JCT. BOX
	CONCRETE		WATER METER
	BUILDING SETBACK LINE		WATER VALVE
	EASEMENT LINE		FIRE HYDRANT
	CHAIN LINK FENCE		TELEPHONE BOX/PEDESTAL
OHE	OVERHEAD ELECTRIC		GAS METER
	APX. FLOODZONE BOUNDARY		STORM MANHOLE/DRAIN
W	WATERLINE		SIGN
BRL VOL	BUILDING RESTRICTION LINE		
TSA TSA	TAXIWAY SAFETY AREA		
RSA RSA	RUNWAY SAFETY AREA		
TOFA TOFA	TAXIWAY OBJECT FREE AREA		

10 BASIS OF BEARINGS

BEARINGS BASED ON TEXAS STATE PLANE COORDINATE SYSTEM, NAD'83 (2011), NORTH CENTRAL ZONE AS DETERMINED BY GPS OBSERVATION. ALL DISTANCES ARE US SURVEY FEET.

11 SURVEYOR'S NOTES

1. NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.

2. NO OBSERVABLE EVIDENCE OF CHANGES IN STREET RIGHT OF WAY LINES COMPLETED, AND AVAILABLE FROM THE CONTROLLING JURISDICTION AND NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.

3. PROPERTY HAS PHYSICAL ACCESS TO WESTGROVE DR A PUBLIC ROAD AND CLAIRE CHENNAULT DR A PRIVATE ROAD.

4. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTY WALLS, PARKING, EASEMENTS, SERVITUDES, AND ENCROACHMENTS; ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.

12 PARKING INFORMATION

92 STANDARD SPACES
0 HANDICAP SPACES
92 TOTAL PARKING SPACES

13 LAND AREA

TRACT I: ±218265 SQ FT OR ±5.01 ACRES
TRACT II PHASE II: ±45273 SQ FT OR ±1.04 ACRES
TOTAL: ±6.05 ACRES

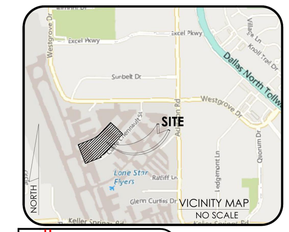
14 BUILDING AREA

BLDG 1: ±5684 SQ FT FOOTPRINT
BLDG 2: ±180 SQ FT FOOTPRINT

15 BUILDING HEIGHT

BLDG 1: HEIGHT ±43.48'
BLDG 2: HEIGHT ±8.78'

16 VICINITY MAP



17 NORTH ARROW / SCALE

SCALE : 1" = 60'

0 30 60 120

18 ALTA/NSPS Land Title Survey

This survey prepared in accordance with the "2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys" (Effective February 23, 2021)

This Work Coordinated By:
FA Commercial Due Diligence Services Co.

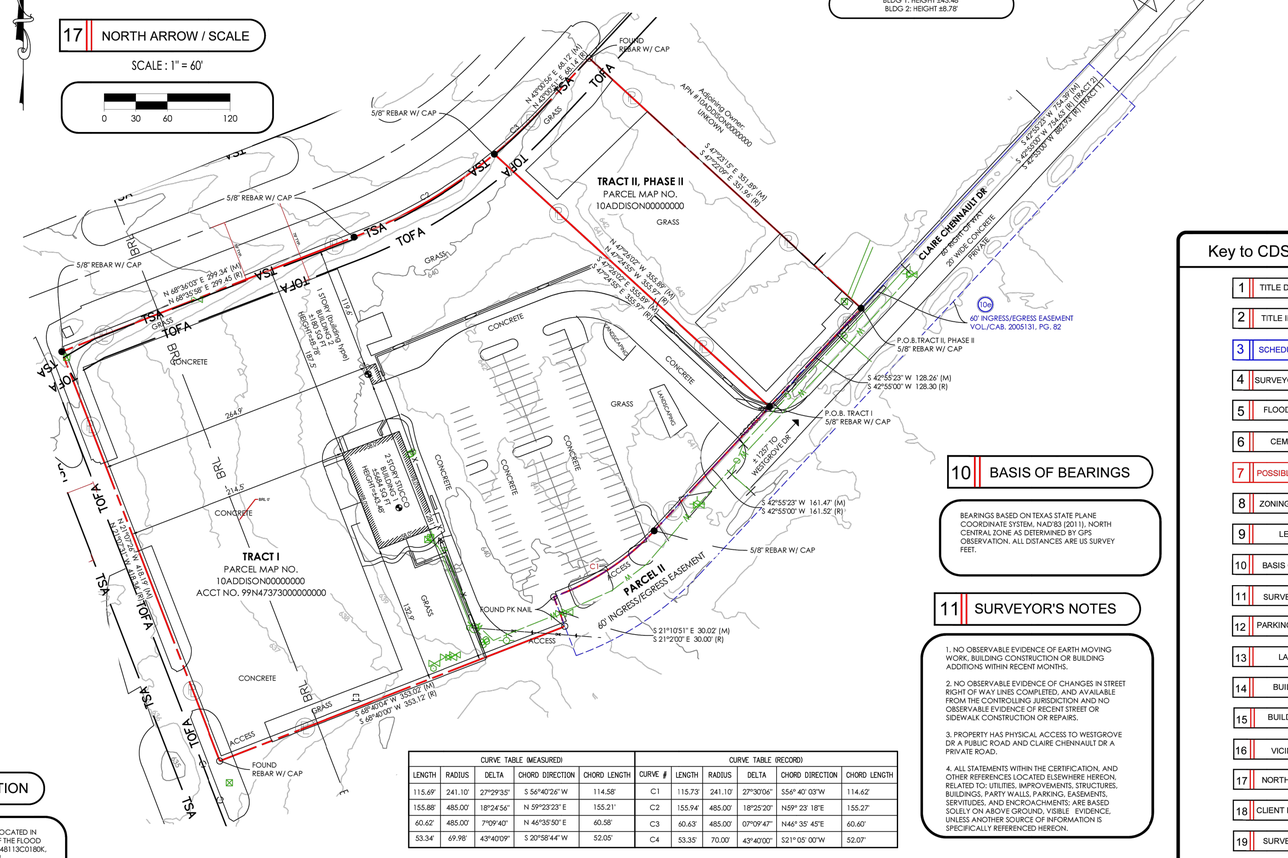
CDS COMMERCIAL DUE DILIGENCE SERVICES
3550 W. Robinson Street, Third Floor
Norman, Oklahoma 73072
Office: 405-253-2444
website: www.firstamcds.com
Toll Free: 888.322.7371

Drwn By: LM	Date: Revision:
Surveyor Ref.No: FASV0152	Date: Revision:
Aprvd By: J.PARKER	Date: Revision:
Field Date: 12/1/21	Date: Revision:
Scale: 1"=60'	Date: Revision:

Prepared For:

Client Ref. No:

19 SURVEY DRAWING



CURVE TABLE (MEASURED)				
LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
115.69'	241.10'	27°29'35"	S 56°40'26"W	114.58'
155.88'	485.00'	18°24'56"	N 59°23'23" E	155.21'
60.62'	485.00'	7°09'40"	N 46°35'50" E	60.58'
53.34'	69.98'	43°40'09"	S 20°58'44"W	52.05'

CURVE TABLE (RECORD)					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C1	115.73'	241.10'	27°30'06"	S56° 40' 03"W	114.62'
C2	155.94'	485.00'	18°25'20"	N59° 23' 18"E	155.27'
C3	60.63'	485.00'	07°09'47"	N46° 35' 45"E	60.60'
C4	53.35'	70.00'	43°40'00"	S21° 05' 00"W	52.07'

Key to CDS ALTA Survey

1 TITLE DESCRIPTION
2 TITLE INFORMATION
3 SCHEDULE 'B' ITEMS
4 SURVEYOR CERTIFICATION
5 FLOOD INFORMATION
6 CEMETERY
7 POSSIBLE ENCROACHMENTS
8 ZONING INFORMATION
9 LEGEND
10 BASIS OF BEARING
11 SURVEYOR'S NOTES
12 PARKING INFORMATION
13 LAND AREA
14 BUILDING AREA
15 BUILDING HEIGHT
16 VICINITY MAP
17 NORTH ARROW / SCALE
18 CLIENT INFORMATION BOX
19 SURVEY DRAWING
20 PROJECT ADDRESS

20 PROJECT ADDRESS

4505 Claire Chennault, Addison, TX

Project Name:
Addison Municipal Airport Lease

CDS Project Number:
21-11-0204

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Sheet 1 of 1

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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

PLAT - ALTA SURVEY

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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DRAWING NUMBER
GC-501

SHEET NUMBER 18

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2026 6:57 AM Plotter used: AutoCAD PDF (General Documentation).pc3

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LAST PLOTTED: 3/7/2026 6:57:20 AM BY: TRINH, PHAT M.
XREF: ADS_SkyHarb-GC-501.dwg, ADS_SkyHarb-GC-501-Base.dwg, ADS_SkyHarb-GC-501-Topo.dwg, ADS_SkyHarb-GC-501-Boundary.dwg, ADS_SkyHarb-GC-501-Easements.dwg

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RECORD DRAWING

SITE DESCRIPTION

PROJECT LIMITS: Addison Airport, Addison, TX

PROJECT DESCRIPTION: Construction of four (4) aircraft hangars and associated aprons and parking lots.

MAJOR SOIL DISTURBING ACTIVITIES: Building removal, Utility removal, Pavement removal, Tree removal, Earthwork (site grading), Fence removal, and foundation and pavement construction.

TOTAL PROJECT AREA: 6.53 ACRES

TOTAL AREA TO BE DISTURBED: 6.53 ACRES

WEIGHTED RUNOFF COEFFICIENT:
(AFTER CONSTRUCTION): 0.81

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER: EXISTING IS IN FAIR CONDITION. 29% OF EXISTING VEGETATIVE COVER.

NAME OF RECEIVING WATERS: THE ADDISON AIRPORT IS IN THE HUTTON BRANCH WATERSHED AND THE RECEIVING WATER IS THE ELM FORK OF THE TRINITY RIVER.

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

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

OTHER:

STRUCTURAL PRACTICES:

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

OTHER: Concrete washout.

NARRATIVE - SEQUENCE OF CONSTRUCTION (STORM WATER MANAGEMENT) ACTIVITIES:

EROSION AND SEDIMENT CONTROLS SHALL BE INSTALLED AT THE BEGINNING OF THE PROJECT. ONCE INSTALLED, THESE DEVICES WILL BE MAINTAINED DURING THE DURATION OF THE PROJECT. EROSION AND SEDIMENT CONTROLS WILL BE REMOVED AT THE PROJECT'S COMPLETION.

STORM WATER MANAGEMENT:
EXISTING STORM SEWERS AND DRAINAGE DITCHES WILL BE USED TO REMOVE WATER FROM THE SITE. STORM WATER FROM THE SITE WILL FLOW THROUGH FILTER FABRIC FENCES, OR EROSION CONTROL LOGS AT THE DROP INLETS AND HEADWALLS TO FILTER SEDIMENT FROM STORM WATER RUNOFF BEFORE IT LEAVES THE SITE.

OTHER EROSION AND SEDIMENT CONTROLS:

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

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

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

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

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

OFFSITE VEHICLE TRACKING:

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

OTHER:

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

PERMITS:

CONTRACTOR SHALL UTILIZE THE STORM WATER POLLUTION PREVENTION PLAN AND SHALL OBTAIN ALL PERMITS AND FULFILL ALL PERMIT REQUIREMENTS, INCLUDING FEES, FOR T.C.E.Q. GENERAL PERMIT NO. TXR 150000 RELATING TO DISCHARGES FROM CONSTRUCTION ACTIVITIES. THESE ACTIVITIES INCLUDE, BUT ARE NOT LIMITED TO NOTICE OF INTENT (NOI, REQUIRED SITE POSTINGS AND NOTICE OF TERMINATION (NOT). ALL ACTIVITIES WILL BE PERFORMED AT THE MILESTONES REQUIRED BY THE T.C.E.Q. NO SEPARATE PAYMENT WILL BE MADE FOR SUCH PERMITS.

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

EROSION CONTROL NOTES

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

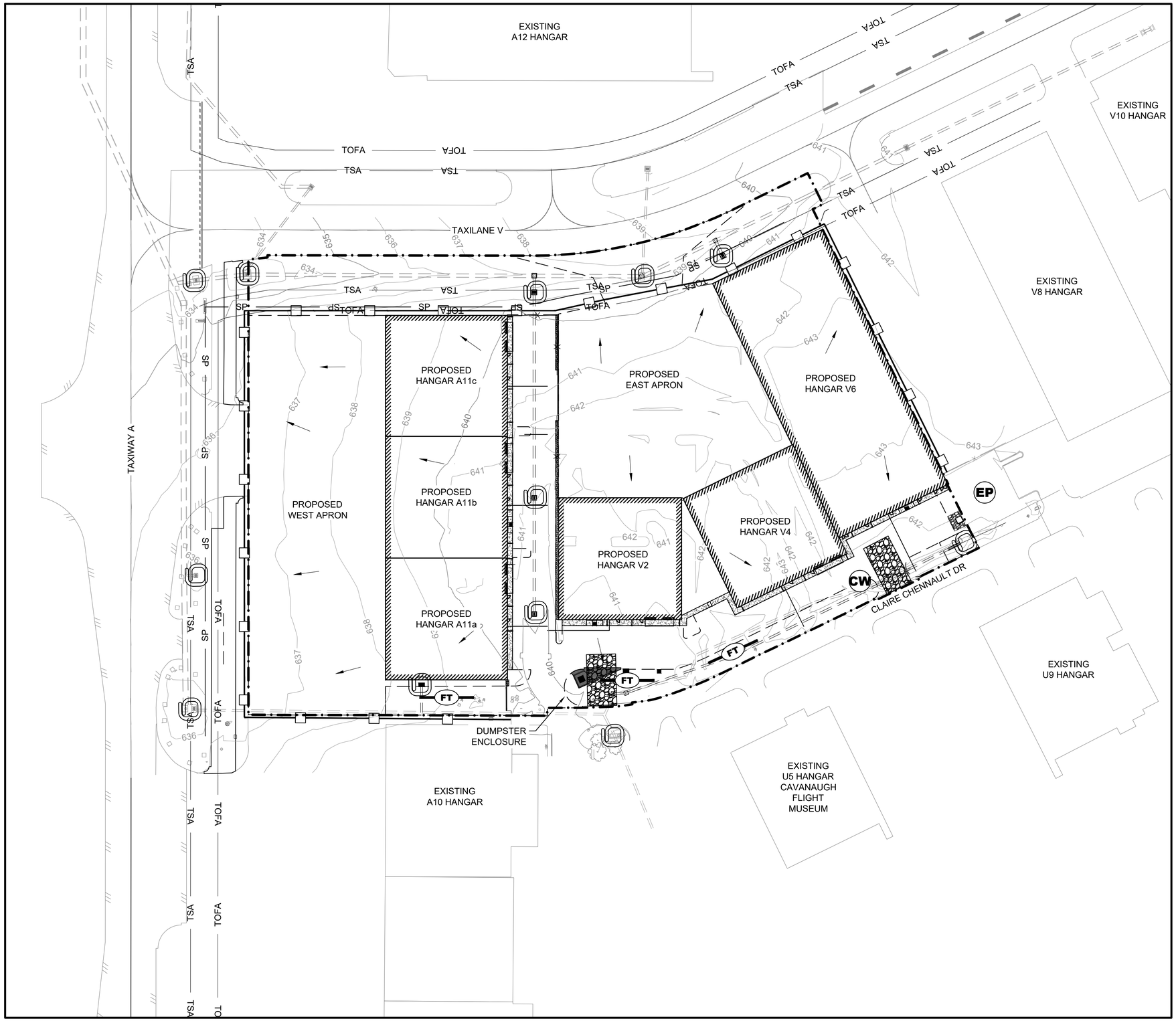
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DRAWING NUMBER
CE-001

SHEET NUMBER **19**

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RECORD DRAWING



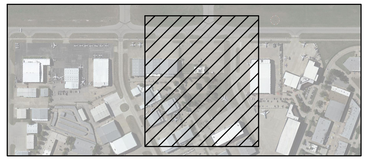
0 25' 50' 100' 150'
(IN FEET)

LEGEND

- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- PROPOSED PAVEMENT LIMITS
- PROPOSED TEMPORARY FENCE
- XXX — EXISTING CONTOUR
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- EXISTING STORM DRAIN PIPE
- PRPOSED STORM DRAIN PIPE
- ESTIMATED LIMITS OF DISTURBANCE
- STORMWATER FLOW DIRECTION
- SP — SLOPE PROTECTION - SILT FENCE (1020A / CE-201)
- FILTER TUBE AREA INLET PROTECTION (1170 / CE-201)
- FT — FILTER TUBE CURB INLET PROTECTION (1140 / CE-201)
- STABILIZED CONSTRUCTION ENTRANCE
- EP — WORKER PARKING AND LAYDOWN AREA (1070 / CE-201)
- CW — CONCRETE WASHOUT CONTAINMENT (1240 / CE-201)

NOTES:

1. SEE SHEET CE-001 FOR EROSION CONTROL NOTES.
2. THE TEMPORARY EROSION CONTROL MEASURES SHOWN ON THE PLANS REPRESENT THE ENGINEER'S ESTIMATE OF THE MINIMUM EFFORT NEEDED TO MAINTAIN PROPER EROSION CONTROL DURING CONSTRUCTION. ADDITIONAL MEASURES MAY BE REQUIRED DURING CONSTRUCTION. INSTALLATION OF ADDITIONAL DEVICES SHALL NOT BE MEASURED FOR SEPARATE PAYMENT BUT WILL BE SUBSIDIARY TO ITEM C-102.
3. SEE SHEET CE-201 FOR EROSION CONTROL DETAILS. THE SYMBOLS SHOWN IN THIS SHEET REPRESENT EROSION CONTROL DEVICES FOUND IN THE EROSION CONTROL DETAIL SHEET. THE SYMBOLS ARE NOT TO SCALE AND REPRESENT THE GENERAL LOCATION TO WHICH THE DEVICES SHALL BE PLACED.
4. EROSION AND SEDIMENT CONTROL FEATURES SHALL BE PLACED PRIOR TO THE START OF EXCAVATION OPERATIONS.
5. CONTRACTOR IS RESPONSIBLE FOR EROSION CONTROL. THIS WORK IS SUBSIDIARY TO ITEM C-102.



KEYMAP

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REGISTRATION NO.
F-5713

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RD	02/17/25	RECORD DRAWING	SCA

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ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

EROSION CONTROL PLAN

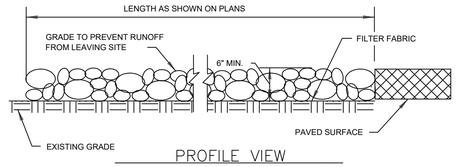
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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DRAWING NUMBER
CE-101

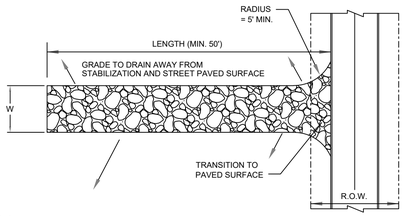
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PROFILE VIEW

N.T.S.



WIDTH (W)
20' MIN. FOR < 5 AC SITES
30' MIN. FOR > 5 AC SITES

PLAN VIEW

N.T.S.

EXIT MUST BE SLOPED SO THAT STORM WATER IS NOT ALLOWED TO LEAVE THE SITE AND ENTER ROADWAYS

STABILIZED CONSTRUCTION EXIT	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE 202.11	DATE TBD	STANDARD DRAWING NO. 1070A

STABILIZED CONSTRUCTION EXIT GENERAL NOTES:

1. SEE NCTCOG STANDARD SPECIFICATIONS (2017), SECTION 202.11

2. THE THICKNESS SHALL NOT BE LESS THAN 6 INCHES.

3. STONE SHALL BE 3 TO 5 INCH DIAMETER COURSE AGGREGATE, NO CRUSHED PORTLAND CEMENT CONCRETE ALLOWED.

4. LENGTH SHALL BE SHOWN ON PLANS, WITH A MINIMUM LENGTH OF 50 FEET.

5. THE WIDTH SHALL BE NO LESS THAN 20' FOR SITES LESS THAN 5 AC, AND 30' FOR SITES GREATER THAN 5 AC, AT ALL POINTS OF INGRESS OR EGRESS.

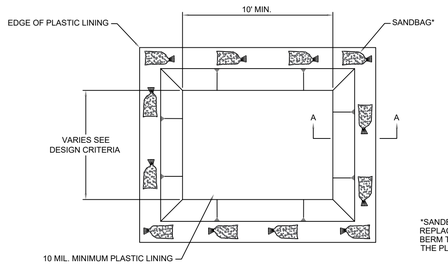
6. WHEN NECESSARY, VEHICLES SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO A PUBLIC ROADWAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WITH DRAINAGE FLOWING AWAY FROM BOTH THE STREET AND THE STABILIZED EXIT. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATERCOURSE USING APPROVED METHODS.

7. THE EXIT SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PAVED SURFACES. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PAVED SURFACES MUST BE REMOVED IMMEDIATELY.

8. THE EXIT MUST BE PROPERLY GRADED OR INCORPORATE A DRAINAGE SWALE TO PREVENT RUNOFF FROM LEAVING THE CONSTRUCTION SITE.

9. INSPECTION SHALL BE SPECIFIED IN THE SWPPP.

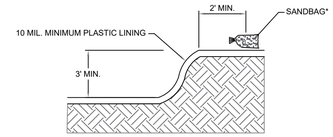
STABILIZED CONSTRUCTION EXIT, GENERAL NOTES	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE 202.11	DATE TBD	STANDARD DRAWING NO. 1070B



*SANDBAGS MAY BE REPLACED BY A SOIL BERM TO ANCHOR THE PLASTIC LINING.

CONCRETE WASHOUT PLAN VIEW

N.F.S



CONCRETE WASHOUT SECTION A-A

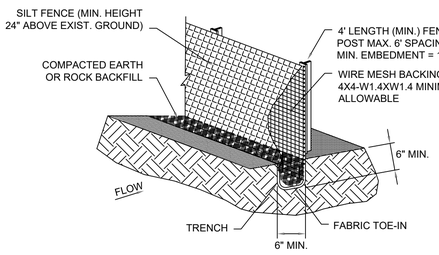
N.F.S

CONCRETE WASHOUT NOTES:

1. WASHOUT AREA MUST BE CLEARLY MARKED WITH SIGNAGE NOTING THE WASHOUT AREA.

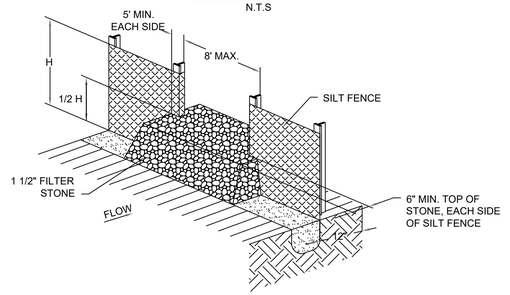
2. WASHOUT STRUCTURES SHALL BE CLEANED OUT WHEN THE STRUCTURE IS 75% FULL. TEMPORARY CONCRETE WASHOUT FACILITY SHOULD BE MAINTAINED TO PROVIDE ADEQUATE HOLDING CAPACITY.

CONCRETE WASHOUT CONTAINMENT	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE N/A	DATE TBD	STANDARD DRAWING NO. 1240



SILT FENCE

N.T.S



SILT FENCE OVERFLOW STRUCTURE

N.T.S

SILT FENCE	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE 202.5	DATE TBD	STANDARD DRAWING NO. 1020A

SILT FENCE GENERAL NOTES:

1. DESIGN SHALL SHOW ON THE DRAWINGS THE LOCATIONS WHERE OVERFLOW STRUCTURES SHALL BE INSTALLED. OVERFLOW STRUCTURES ARE REQUIRED AT ALL LOW POINTS AND AT A SPACING OF APPROXIMATELY 300 FEET WHERE NO LOW POINT IS APPARENT.

2. DESIGNER SHALL SHOW ON THE DRAWINGS THE LOCATIONS WHERE SILT FENCE IS TO BE TURNED UPSLOPE AT THE ENDS. UPSLOPE LENGTHS SHALL BE A MINIMUM OF 10 FEET.

3. POST 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.

4. THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER, SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW.

5. THE TRENCH MUST BE A MINIMUM OF 6 INCHES DEEP AND 6 INCHES WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.

6. SILT FENCE SHOULD BE SECURELY FASTENED TO EACH SUPPORT POST OR TO WIRE BACKING, WHICH IN TURN IS ATTACHED TO THE FENCE POST. THERE SHALL BE A 3 FOOT OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.

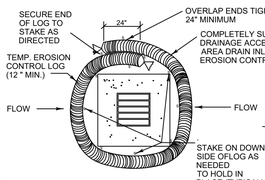
7. INSPECTION SHALL BE AS SPECIFIED IN THE SWPPP. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.

8. SILT FENCE SHALL BE REMOVED WHEN FINAL STABILIZATION IS ACHIEVED OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED.

9. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF HALF THE HEIGHT OF THE FENCE. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

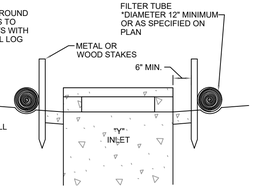
10. SEE NCTCOG STANDARD SPECIFICATIONS (2017), SECTION 202.5

SILT FENCE GENERAL NOTES	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE 202.5	DATE TBD	STANDARD DRAWING NO. 1020B



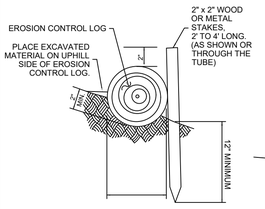
FILTER TUBE AREA INLET PROTECTION PLAN VIEW

N.T.S.



FILTER TUBE "Y" INLET PROTECTION CROSS SECTION

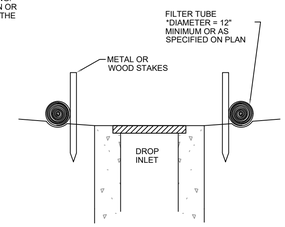
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NOTE: COMPACT EXCAVATED SOIL TO PREVENT UNDERCUTTING.

EMBEDMENT EXAMPLE FOR FILTER TUBE

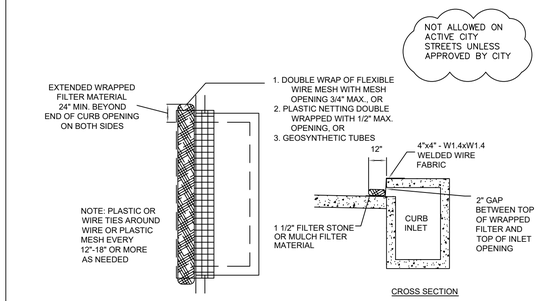
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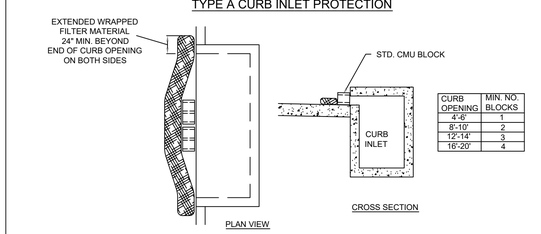
FILTER TUBE DROP INLET PROTECTION CROSS SECTION

N.T.S.

FILTER TUBE AREA INLET PROTECTION	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE 202.14	DATE TBD	STANDARD DRAWING NO. 1170



TYPE A CURB INLET PROTECTION



CURB OPENING	MIN. NO. BLOCKS
4'-6'	1
8'-10'	2
12'-14'	3
16'-20'	4

ALTERNATIVE FORM FOR TYPE A CURB INLET PROTECTION

NOTE: SEE NCTCOG STANDARD SPECIFICATIONS (2017), SECTION 202.14 AND 202.18

FILTER TUBE CURB INLET PROTECTION	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE 202.14	DATE TBD	STANDARD DRAWING NO. 1140

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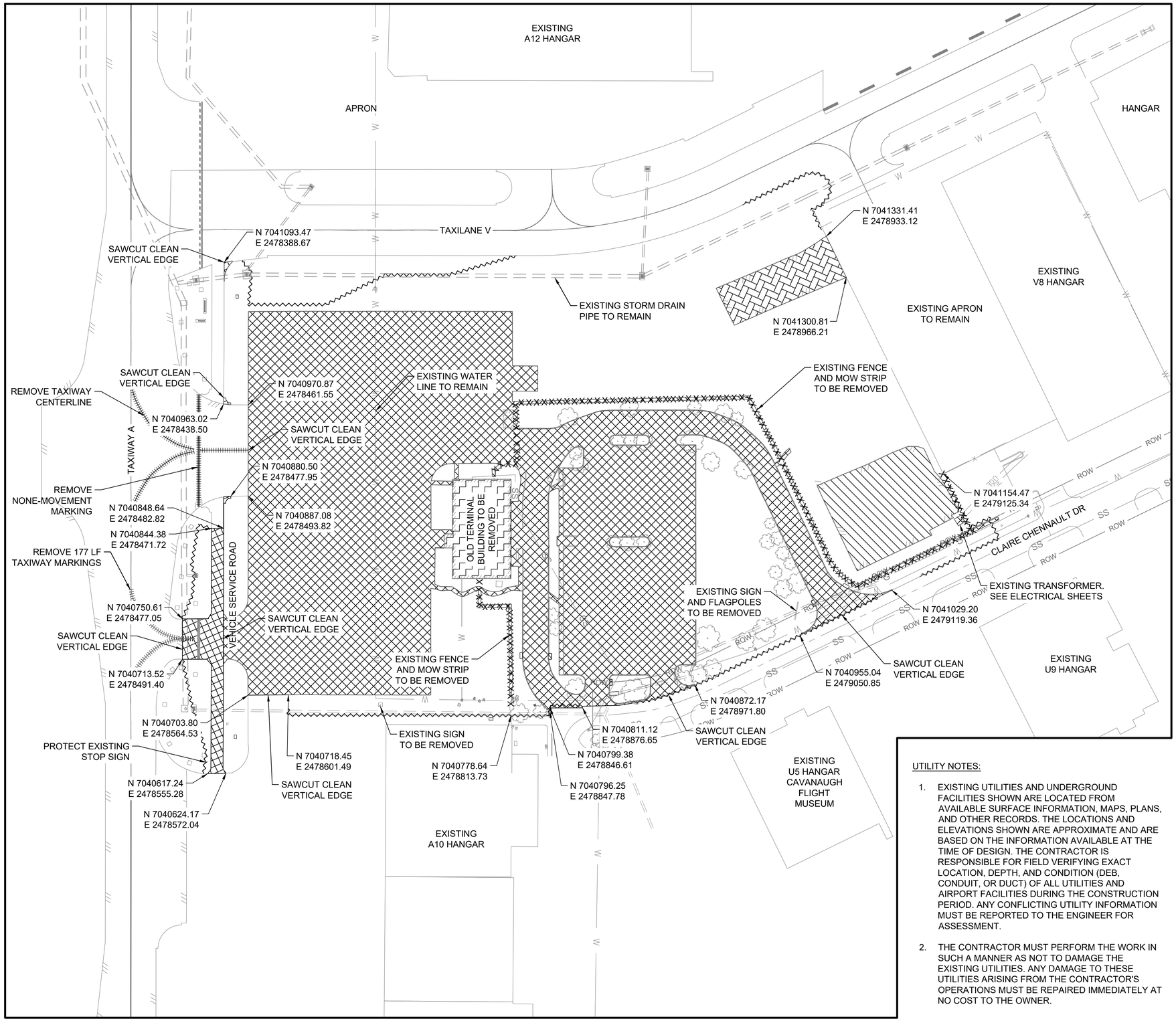
EROSION CONTROL DETAILS

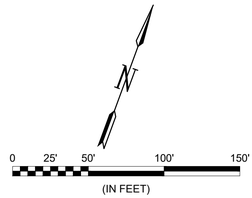
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DRAWN BY: JAH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CE-201

SHEET NUMBER **21**





LEGEND

XXX	EXISTING CONTOUR
	5.5" TO 8.5" CONCRETE PAVEMENT REMOVAL
	4" ASPHALT PAVEMENT REMOVAL
	2" ASPHALT PAVEMENT REMOVAL
	BUILDING REMOVAL
XXXXXXX	FENCE REMOVAL
	EXISTING STORM DRAIN PIPE
	EXISTING DRAINAGE STRUCTURE
	EXISTING TREE. SEE SHEET LS-102 FOR LANDSCAPING TREE DEMOLITION PLAN
X	EXISTING FENCE
W	EXISTING WATER LINE
SS	EXISTING SANITARY SEWER
G	EXISTING GAS LINE
ROW	EXISTING RIGHT-OF-WAY LINE
UGE	EXISTING UNDERGROUND ELECTRIC LINE
	PROPOSED GRADING LIMITS

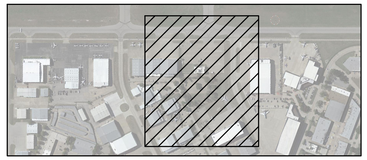
NOTES:

1. CONTRACTOR MUST PROTECT ALL EXISTING UTILITIES, HAND HOLES, AIRFIELD EQUIPMENT, DRAINAGE STRUCTURES, TREES, AND BUILDINGS NOT EXPRESSLY SHOWN FOR DEMOLITION. ANY DAMAGE AS A RESULT OF CONSTRUCTION ACTIVITIES MUST BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
2. SEE ED-101 FOR AIRFIELD ELECTRICAL DEMOLITION EXTENTS AND DETAILS.
3. SEE SHEET CD-102 FOR UTILITIES DEMOLITION PLAN.
4. WHERE INDICATED IN THE PLANS, THE CONTRACTOR MUST SAWCUT AT THE PROPOSED EDGE OF CONSTRUCTION, AND 6" INSIDE THE PROPOSED EDGE OF CONSTRUCTION TO PROVIDE A CLEAN VERTICAL EDGE OF EXISTING PAVEMENT. THE CONTRACTOR MUST NOT REMOVE THE REMAINING 6" PORTION OF PAVEMENT UNTIL NECESSARY FOR CONSTRUCTION OF THE PROPOSED PAVEMENT SECTION.
5. EXISTING AOA FENCE SHALL REMAIN IN PLACE UNTIL TEMPORARY FENCE IS CONSTRUCTED. SEE PHASING SHEET (GC-101) FOR CONSTRUCTION SEQUENCING.

UTILITY NOTES:

1. EXISTING UTILITIES AND UNDERGROUND FACILITIES SHOWN ARE LOCATED FROM AVAILABLE SURFACE INFORMATION, MAPS, PLANS, AND OTHER RECORDS. THE LOCATIONS AND ELEVATIONS SHOWN ARE APPROXIMATE AND ARE BASED ON THE INFORMATION AVAILABLE AT THE TIME OF DESIGN. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING EXACT LOCATION, DEPTH, AND CONDITION (DEB, CONDUIT, OR DUCT) OF ALL UTILITIES AND AIRPORT FACILITIES DURING THE CONSTRUCTION PERIOD. ANY CONFLICTING UTILITY INFORMATION MUST BE REPORTED TO THE ENGINEER FOR ASSESSMENT.
2. THE CONTRACTOR MUST PERFORM THE WORK IN SUCH A MANNER AS NOT TO DAMAGE THE EXISTING UTILITIES. ANY DAMAGE TO THESE UTILITIES ARISING FROM THE CONTRACTOR'S OPERATIONS MUST BE REPAIRED IMMEDIATELY AT NO COST TO THE OWNER.

KEYMAP



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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

EXISTING CONDITIONS AND DEMOLITION PLAN

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

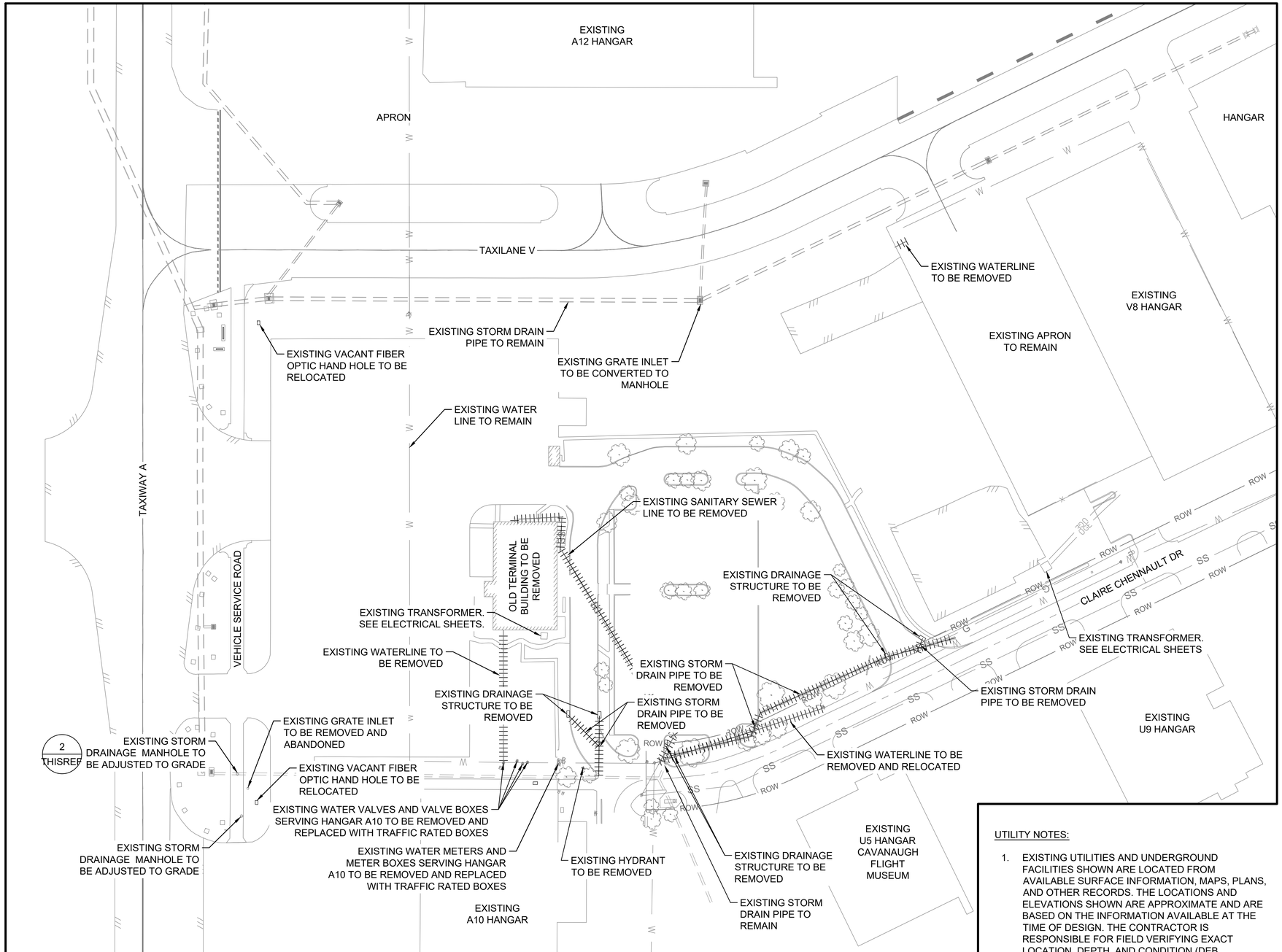
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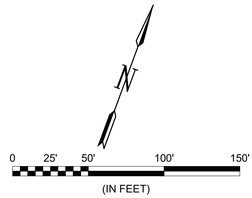
DRAWING NUMBER
CD-101

SHEET NUMBER **22**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:58 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING





LEGEND

- EXISTING STORM DRAIN PIPE TO REMAIN
- EXISTING DRAINAGE STRUCTURE TO REMAIN
- EXISTING TREE. SEE SHEET LS-102 FOR LANDSCAPING TREE DEMOLITION PLAN
- UTILITY REMOVAL
- X — EXISTING FENCE TO REMAIN
- W — EXISTING WATER LINE TO REMAIN
- SS — EXISTING SANITARY SEWER TO REMAIN
- G — EXISTING GAS LINE TO REMAIN
- ROW — EXISTING RIGHT-OF-WAY LINE
- UGE — EXISTING UNDERGROUND ELECTRIC LINE

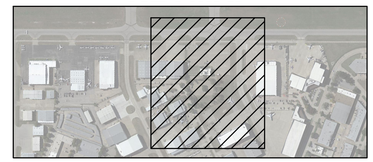
NOTES:

1. CONTRACTOR MUST PROTECT ALL EXISTING UTILITIES, HAND HOLES, AIRFIELD EQUIPMENT, DRAINAGE STRUCTURES, TREES, AND BUILDINGS NOT EXPRESSLY SHOWN FOR DEMOLITION. ANY DAMAGE AS A RESULT OF CONSTRUCTION ACTIVITIES MUST BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
2. SEE ED-101 FOR AIRFIELD ELECTRICAL DEMOLITION EXTENTS AND DETAILS.
3. SEE SHEET CD-101 FOR PAVEMENT DEMOLITION.
4. WHERE INDICATED IN THE PLANS, THE CONTRACTOR MUST SAWCUT AT THE PROPOSED EDGE OF CONSTRUCTION, AND 6" INSIDE THE PROPOSED EDGE OF CONSTRUCTION TO PROVIDE A CLEAN VERTICAL EDGE OF EXISTING PAVEMENT. THE CONTRACTOR MUST NOT REMOVE THE REMAINING 6" PORTION OF PAVEMENT UNTIL NECESSARY FOR CONSTRUCTION OF THE PROPOSED PAVEMENT SECTION.
5. EXISTING AOA FENCE SHALL REMAIN IN PLACE UNTIL TEMPORARY FENCE IS CONSTRUCTED. SEE PHASING SHEET (GC-101) FOR CONSTRUCTION SEQUENCING.

UTILITY NOTES:

1. EXISTING UTILITIES AND UNDERGROUND FACILITIES SHOWN ARE LOCATED FROM AVAILABLE SURFACE INFORMATION, MAPS, PLANS, AND OTHER RECORDS. THE LOCATIONS AND ELEVATIONS SHOWN ARE APPROXIMATE AND ARE BASED ON THE INFORMATION AVAILABLE AT THE TIME OF DESIGN. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING EXACT LOCATION, DEPTH, AND CONDITION (DEB, CONDUIT, OR DUCT) OF ALL UTILITIES AND AIRPORT FACILITIES DURING THE CONSTRUCTION PERIOD. ANY CONFLICTING UTILITY INFORMATION MUST BE REPORTED TO THE ENGINEER FOR ASSESSMENT.
2. THE CONTRACTOR MUST PERFORM THE WORK IN SUCH A MANNER AS NOT TO DAMAGE THE EXISTING UTILITIES. ANY DAMAGE TO THESE UTILITIES ARISING FROM THE CONTRACTOR'S OPERATIONS MUST BE REPAIRED IMMEDIATELY AT NO COST TO THE OWNER.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

ADDISON AIRPORT

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

UTILITIES DEMOLITION PLAN

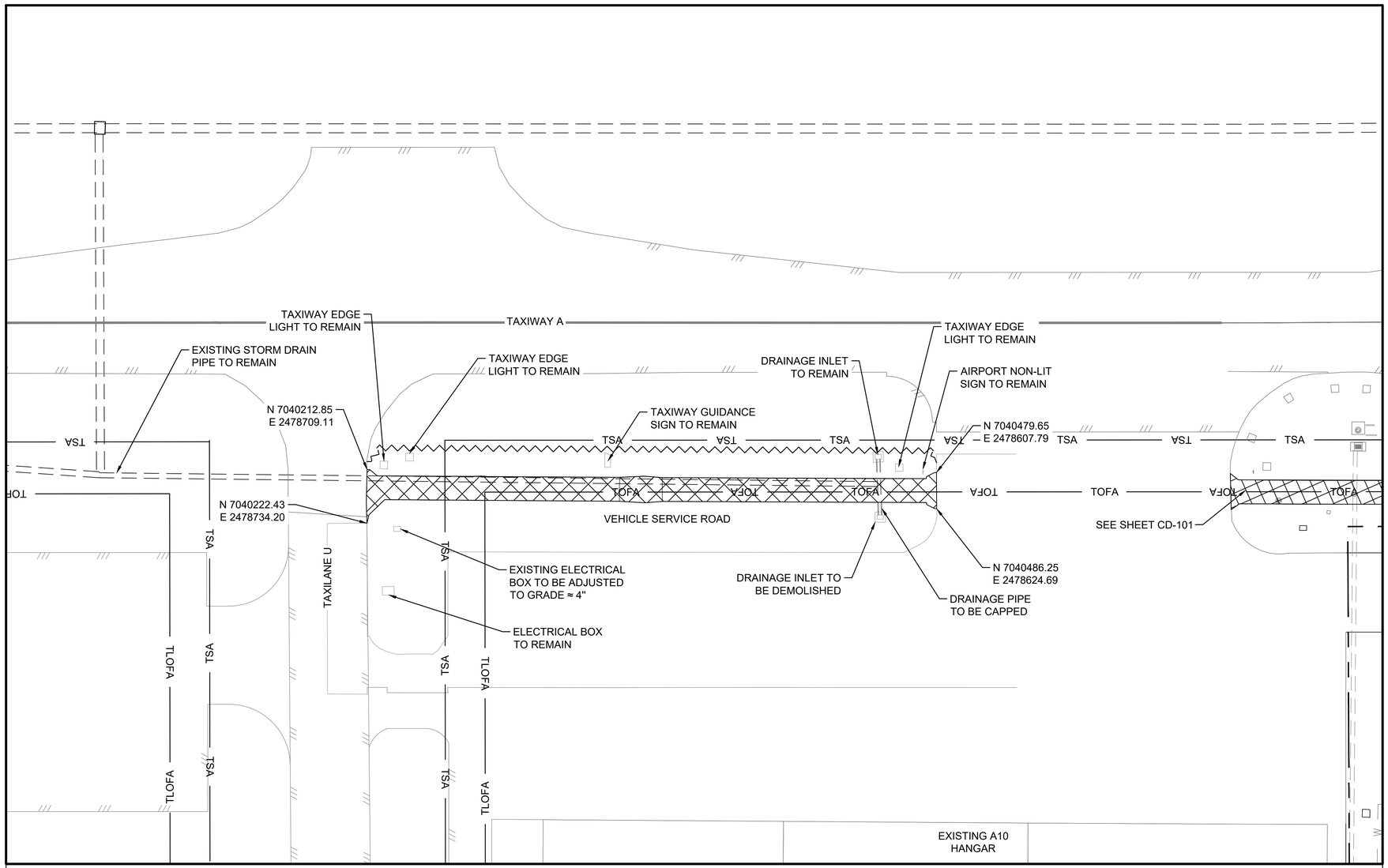
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

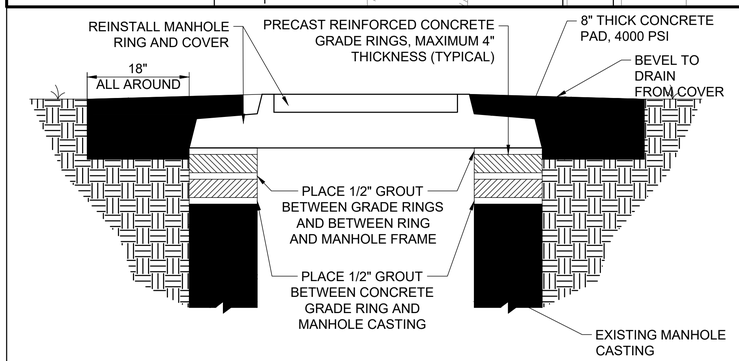
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DRAWING NUMBER
CD-102

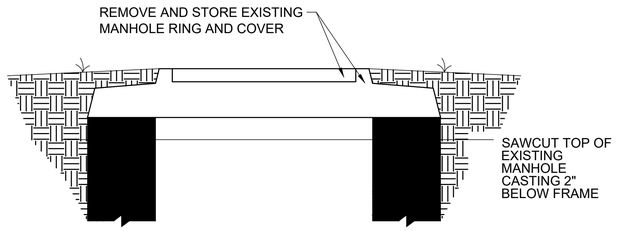
SHEET NUMBER **23**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:59 AM Plotter used: AutoCAD PDF (General Documentation).pc3





2 CD-102 MANHOLE ELEVATION ADJUSTMENT
SCALE: NONE



ADJUSTMENT NOTES:

1. COORDINATE GRADE RING THICKNESS TO MATCH THE NEW FINAL GRADE.
2. COORDINATE GRADE RING SIZES TO MATCH EXISTING MANHOLE SIZES.
3. CONTRACTOR SHALL INVESTIGATE EACH MANHOLE/JUNCTION STRUCTURE TYPE AND SUBMIT A SHOP DRAWING TO ILLUSTRATE MEANS AND METHODS TO COMPLETE THE ADJUSTMENT.

UTILITY NOTES:

1. EXISTING UTILITIES AND UNDERGROUND FACILITIES SHOWN ARE LOCATED FROM AVAILABLE SURFACE INFORMATION, MAPS, PLANS, AND OTHER RECORDS. THE LOCATIONS AND ELEVATIONS SHOWN ARE APPROXIMATE AND ARE BASED ON THE INFORMATION AVAILABLE AT THE TIME OF DESIGN. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING EXACT LOCATION, DEPTH, AND CONDITION (DEB, CONDUIT, OR DUCT) OF ALL UTILITIES AND AIRPORT FACILITIES DURING THE CONSTRUCTION PERIOD. ANY CONFLICTING UTILITY INFORMATION MUST BE REPORTED TO THE ENGINEER FOR ASSESSMENT.
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0 15' 30' 60' 90'
(IN FEET)

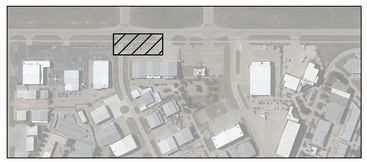
LEGEND

- XXX — EXISTING CONTOUR
- 5.5" TO 8.5" CONCRETE PAVEMENT REMOVAL
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- W — EXISTING WATER LINE
- SS — EXISTING SANITARY SEWER
- G — EXISTING GAS LINE
- ROW — EXISTING RIGHT-OF-WAY LINE
- UGE — EXISTING UNDERGROUND ELECTRIC LINE
- PROPOSED GRADING LIMITS

NOTES:

1. CONTRACTOR MUST PROTECT ALL EXISTING UTILITIES, HAND HOLES, AIRFIELD EQUIPMENT, DRAINAGE STRUCTURES, TREES, AND BUILDINGS NOT EXPRESSLY SHOWN FOR DEMOLITION. ANY DAMAGE AS A RESULT OF CONSTRUCTION ACTIVITIES MUST BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
2. SEE SHEET CD-102 FOR UTILITIES DEMOLITION PLAN.
3. WHERE INDICATED IN THE PLANS, THE CONTRACTOR MUST SAWCUT AT THE PROPOSED EDGE OF CONSTRUCTION, AND 6" INSIDE THE PROPOSED EDGE OF CONSTRUCTION TO PROVIDE A CLEAN VERTICAL EDGE OF EXISTING PAVEMENT. THE CONTRACTOR MUST NOT REMOVE THE REMAINING 6" PORTION OF PAVEMENT UNTIL NECESSARY FOR CONSTRUCTION OF THE PROPOSED PAVEMENT SECTION.
4. EXISTING AOA FENCE SHALL REMAIN IN PLACE UNTIL TEMPORARY FENCE IS CONSTRUCTED. SEE PHASING SHEET GC-101 FOR CONSTRUCTION SEQUENCING.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	01/23/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

EXISTING CONDISTIONS AND VSR DEMOLITION PLAN

JOB NO.: 22A11111
DATE: SEPT. 2023
DESIGNED BY: PMT
DRAWN BY: PMT

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
CD-102

SHEET NUMBER **23A**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:11 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING

EXISTING DRAINAGE AREAS							
SUBBASIN	AREA (ACRES)	C	T_C (MIN)	I_{10} (IN/HR)	I_{100} (IN/HR)	Q_{10} (CFS)	Q_{100} (CFS)
H3	0.484	0.818	10	6.54	9.27	2.61	3.70
H5	0.298	0.879	10	6.54	9.27	1.73	2.45
H7	1.112	0.848	10	6.54	9.27	6.22	8.81
H9	0.374	0.881	10	6.54	9.27	2.17	3.08
H11	0.435	0.868	10	6.54	9.27	2.49	3.53
H13	0.459	0.872	10	6.54	9.27	2.64	3.74
H15	0.328	0.875	10	6.54	9.27	1.89	2.68
H17	0.386	0.830	10	6.54	9.27	2.11	2.99
H19	0.262	0.714	10	6.54	9.27	1.23	1.74
H21	0.115	0.753	10	6.54	9.27	0.57	0.81
IN-0866	0.111	0.790	10	6.54	9.27	0.58	0.82
HW-2409	1.434	0.708	10	6.54	9.27	6.69	9.49
IN-0870	0.139	0.402	10	6.54	9.27	0.37	0.52
IN-0869	0.148	0.781	10	6.54	9.27	0.76	1.08
IN-2457	1.303	0.717	10	6.54	9.27	6.16	8.73
IN-0867	0.133	0.900	10	6.54	9.27	0.79	1.12
IN-0868	0.120	0.900	10	6.54	9.27	0.71	1.01
IN-1416	1.667	0.713	10	6.54	9.27	7.84	11.11
S37	1.131	0.792	10	6.54	9.27	5.91	8.37
IN-1421	1.317	0.481	10	6.54	9.27	4.17	5.92
A5	0.786	0.757	10	6.54	9.27	3.92	5.56
A6	0.891	0.766	10	6.54	9.27	4.50	6.38
A2	2.152	0.603	10	6.54	9.27	8.56	12.13
A3	1.174	0.792	10	6.54	9.27	6.13	8.69
A4	3.281	0.881	10	6.54	9.27	19.06	27.01
IN-1419	1.838	0.845	10	6.54	9.27	10.24	14.52
IN-1426	2.473	0.497	10	6.54	9.27	8.10	11.48
IN-1250	1.538	0.824	10	6.54	9.27	8.35	11.84
IN-1251	2.291	0.798	10	6.54	9.27	12.05	17.08
IN-1425	2.700	0.414	10	6.54	9.27	7.37	10.45
IN-1424	1.826	0.659	10	6.54	9.27	7.93	11.25

0 30' 60' 120' 180'
(IN FEET)

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

PRE-DEVELOPMENT DRAINAGE AREA MAP

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CH-001

SHEET NUMBER **24**

LEGEND

X / #.## — DRAINAGE AREA / ACREAGE

X# — DRAINAGE STRUCTURE

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:59 AM Plotter used: AutoCAD PDF (General Documentation).pc3

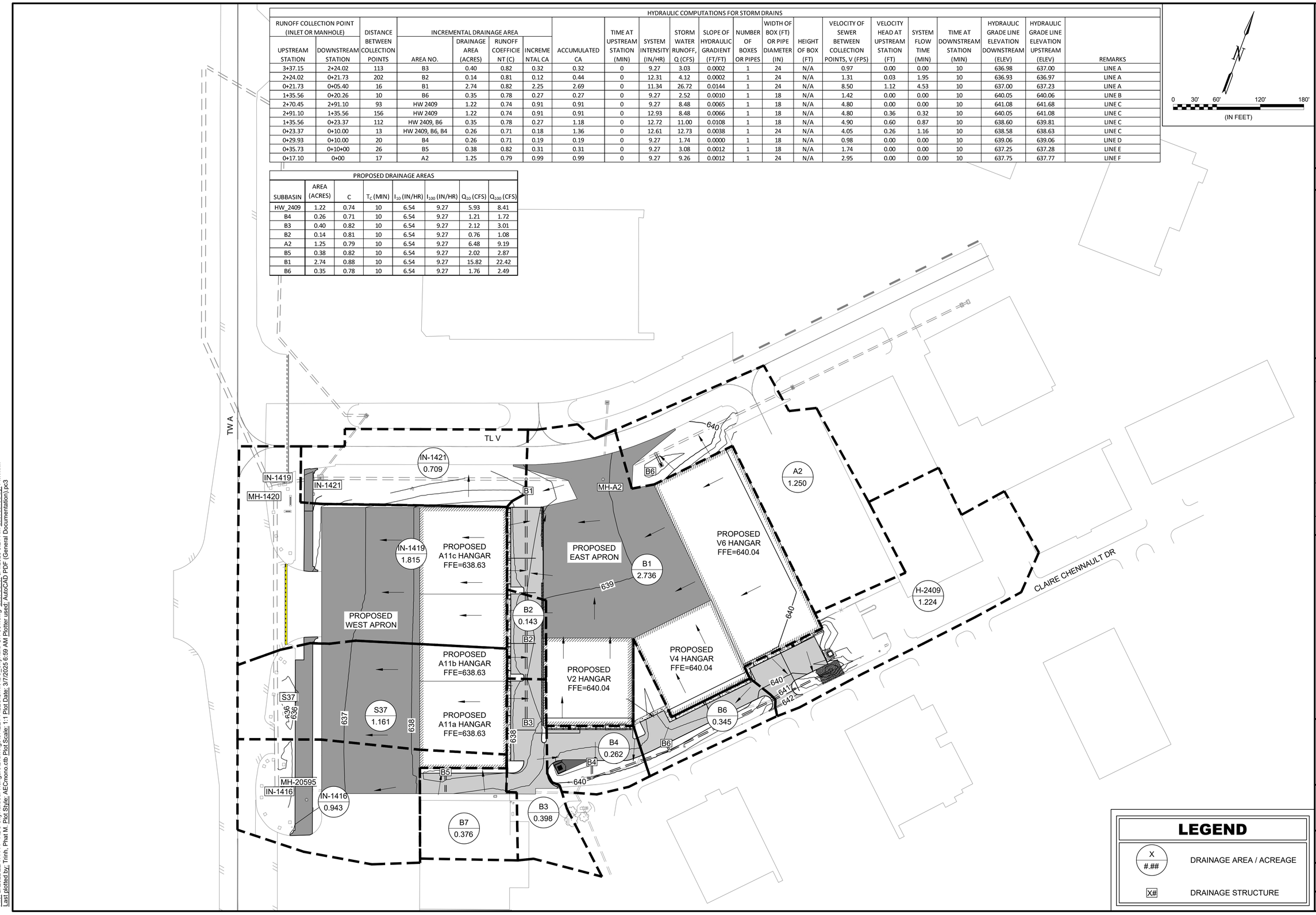
RECORD DRAWING

HYDRAULIC COMPUTATIONS FOR STORM DRAINS

RUNOFF COLLECTION POINT (INLET OR MANHOLE)		DISTANCE BETWEEN COLLECTION POINTS	INCREMENTAL DRAINAGE AREA				ACCUMULATED CA	TIME AT UPSTREAM STATION (MIN)	SYSTEM INTENSITY (IN/HR)	STORM WATER RUNOFF, Q (CFS)	SLOPE OF HYDRAULIC GRADIENT (FT/FT)	NUMBER OF BOXES OR PIPES	WIDTH OF BOX (FT) OR PIPE DIAMETER (IN)	HEIGHT OF BOX (FT)	VELOCITY OF SEWER BETWEEN COLLECTION POINTS, V (FPS)	VELOCITY HEAD AT UPSTREAM STATION (FT)	SYSTEM FLOW TIME (MIN)	TIME AT DOWNSTREAM STATION (MIN)	HYDRAULIC GRADE LINE ELEVATION DOWNSTREAM (ELEV)	HYDRAULIC GRADE LINE ELEVATION UPSTREAM (ELEV)	REMARKS
UPSTREAM STATION	DOWNSTREAM STATION		AREA NO.	DRAINAGE AREA (ACRES)	RUNOFF COEFFICIENT (C)	INCREMENTAL CA															
3+37.15	2+24.02	113	B3	0.40	0.82	0.32	0.32	0	9.27	3.03	0.0002	1	24	N/A	0.97	0.00	0.00	10	636.98	637.00	LINE A
2+24.02	0+21.73	202	B2	0.14	0.81	0.12	0.44	0	12.31	4.12	0.0002	1	24	N/A	1.31	0.03	1.95	10	636.93	636.97	LINE A
0+21.73	0+05.40	16	B1	2.74	0.82	2.25	2.69	0	11.34	26.72	0.0144	1	24	N/A	8.50	1.12	4.53	10	637.00	637.23	LINE A
1+35.56	0+20.26	10	B6	0.35	0.78	0.27	0.27	0	9.27	2.52	0.0010	1	18	N/A	1.42	0.00	0.00	10	640.05	640.06	LINE B
2+70.45	2+91.10	93	HW 2409	1.22	0.74	0.91	0.91	0	9.27	8.48	0.0065	1	18	N/A	4.80	0.00	0.00	10	641.08	641.68	LINE C
2+91.10	1+35.56	156	HW 2409	1.22	0.74	0.91	0.91	0	12.93	8.48	0.0066	1	18	N/A	4.80	0.36	0.32	10	640.05	641.08	LINE C
1+35.56	0+23.37	112	HW 2409, B6	0.35	0.78	0.27	1.18	0	12.72	11.00	0.0108	1	18	N/A	4.90	0.60	0.87	10	638.60	639.81	LINE C
0+23.37	0+10.00	13	HW 2409, B6, B4	0.26	0.71	0.18	1.36	0	12.61	12.73	0.0038	1	24	N/A	4.05	0.26	1.16	10	638.58	638.63	LINE C
0+29.93	0+10.00	20	B4	0.26	0.71	0.19	0.19	0	9.27	1.74	0.0000	1	18	N/A	0.98	0.00	0.00	10	639.06	639.06	LINE D
0+35.73	0+10+00	26	B5	0.38	0.82	0.31	0.31	0	9.27	3.08	0.0012	1	18	N/A	1.74	0.00	0.00	10	637.25	637.28	LINE E
0+17.10	0+00	17	A2	1.25	0.79	0.99	0.99	0	9.27	9.26	0.0012	1	24	N/A	2.95	0.00	0.00	10	637.75	637.77	LINE F

PROPOSED DRAINAGE AREAS

SUBBASIN	AREA (ACRES)	C	T_C (MIN)	I_{10} (IN/HR)	I_{100} (IN/HR)	Q_{10} (CFS)	Q_{100} (CFS)
HW_2409	1.22	0.74	10	6.54	9.27	5.93	8.41
B4	0.26	0.71	10	6.54	9.27	1.21	1.72
B3	0.40	0.82	10	6.54	9.27	2.12	3.01
B2	0.14	0.81	10	6.54	9.27	0.76	1.08
A2	1.25	0.79	10	6.54	9.27	6.48	9.19
B5	0.38	0.82	10	6.54	9.27	2.02	2.87
B1	2.74	0.88	10	6.54	9.27	15.82	22.42
B6	0.35	0.78	10	6.54	9.27	1.76	2.49



LEGEND

X / #.##	DRAINAGE AREA / ACREAGE
X#	DRAINAGE STRUCTURE

0 30' 60' 120' 180'
(IN FEET)

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

POST-DEVELOPMENT DRAINAGE AREA MAP

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

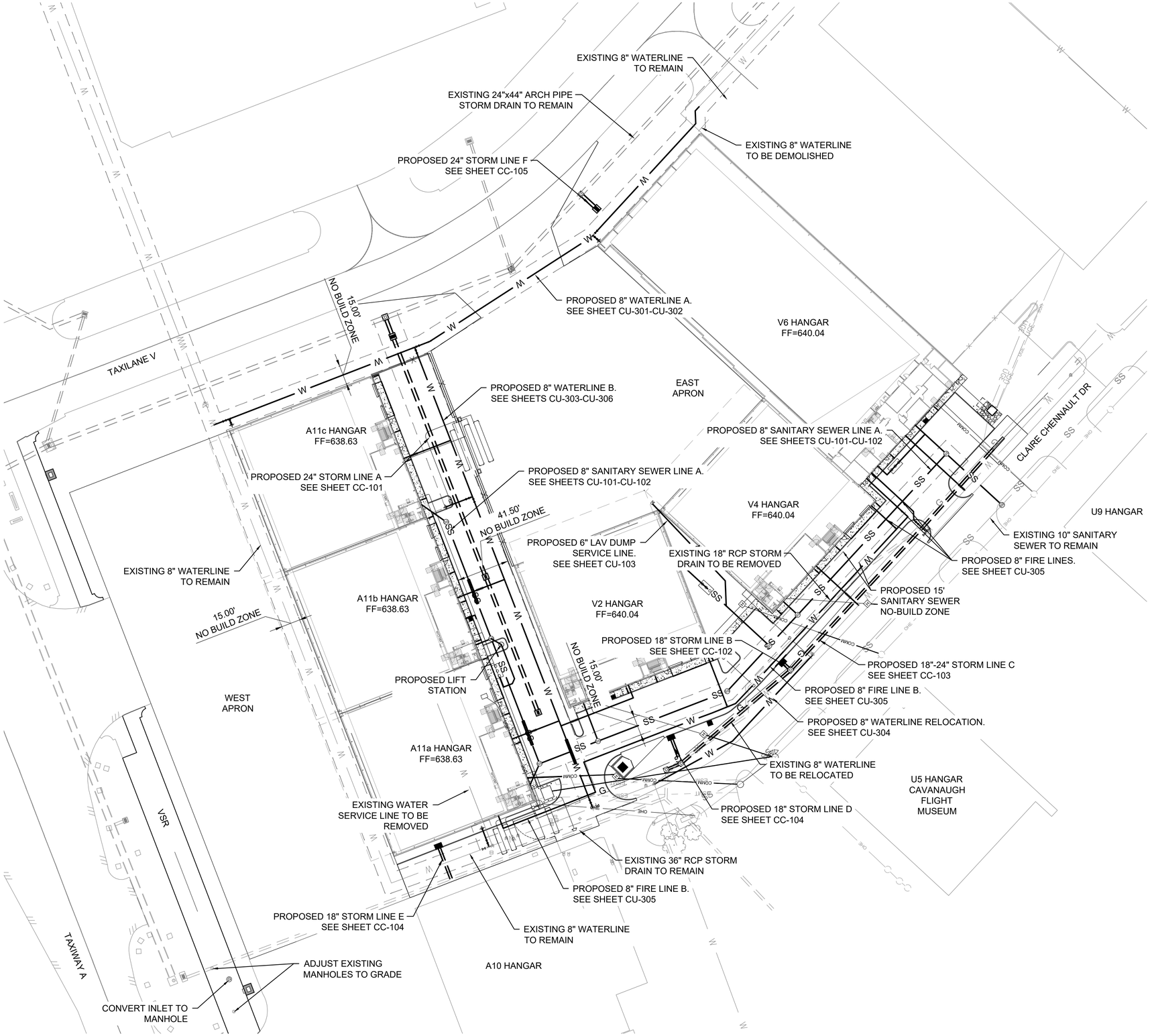
BAR IS ONE INCH ON ORIGINAL DRAWING
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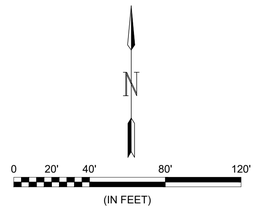
DRAWING NUMBER
CH-002

SHEET NUMBER **25**

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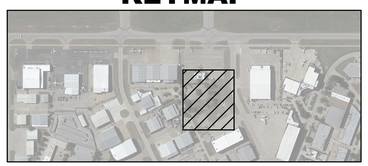
LEGEND

- PROPOSED STORM DRAIN PIPE
- SS — PROPOSED SANITARY SEWER
- W — PROPOSED WATER
- PROPOSED NO BUILD ZONE
- X — PROPOSED FENCE
- (SS) PROPOSED SANITARY SEWER MANHOLE
- (D) PROPOSED DRAINAGE STRUCTURE
- W — EXISTING WATER
- SS — EXISTING SANITARY SEWER
- G — EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. SEE SHEET ES-101 FOR SITE ELECTRICAL AND GAS INSTALLATION PLAN.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

ADDISON AIRPORT

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

OVERALL UTILITY PLAN

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

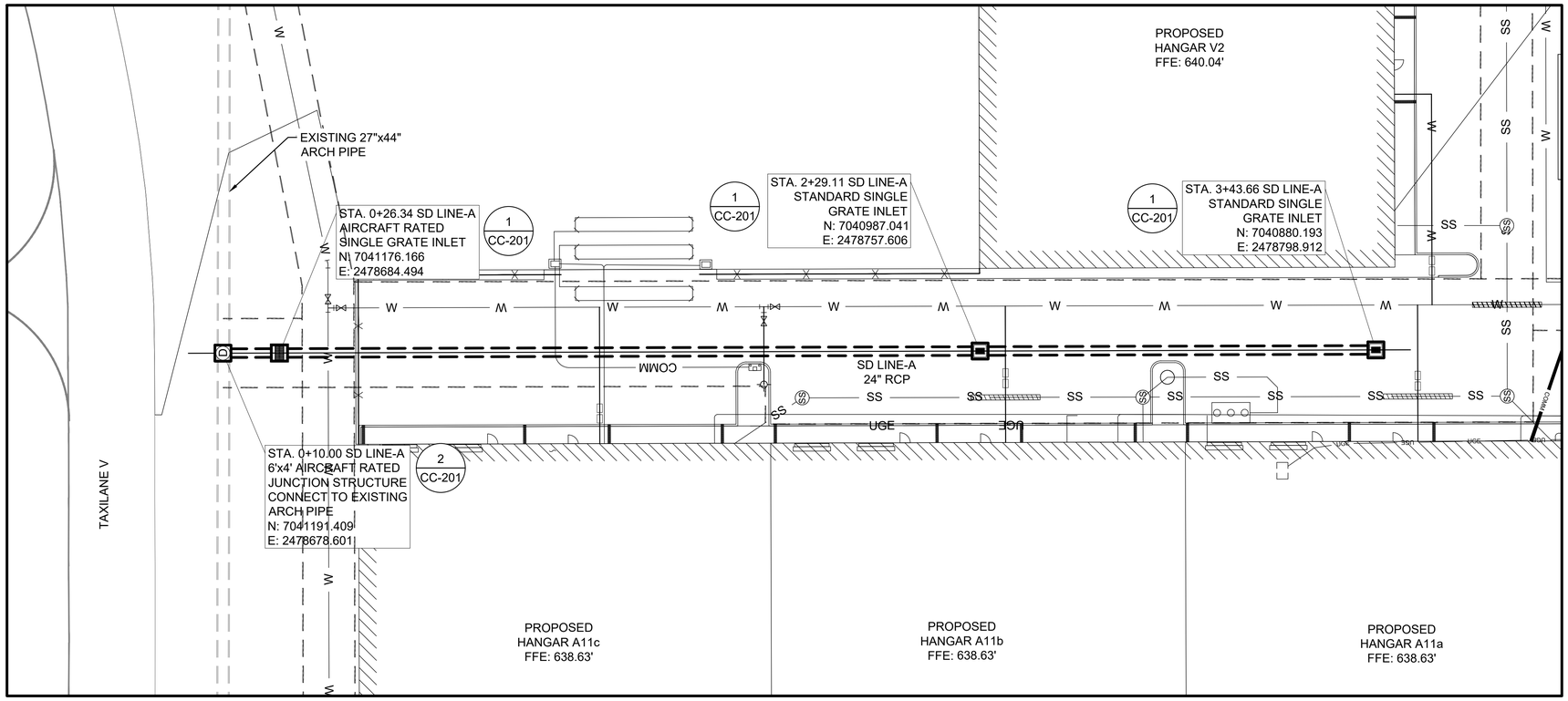
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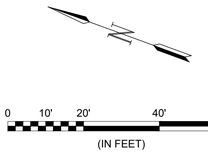
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RECORD DRAWING



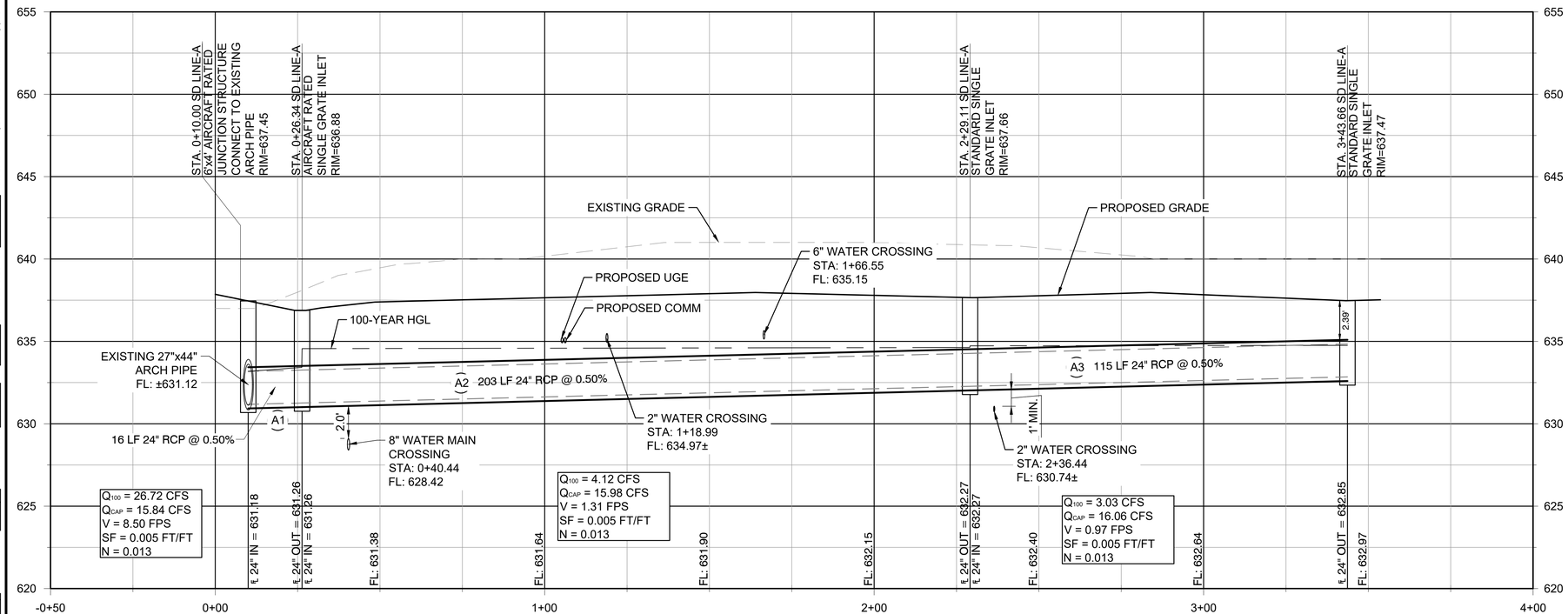


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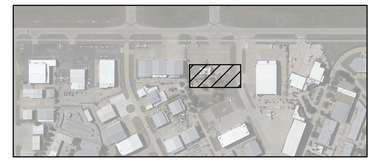
- PROPOSED STORM DRAIN PIPE
- PROPOSED NO BUILD ZONE
- SS — PROPOSED SANITARY SEWER
- G — PROPOSED GAS
- W — PROPOSED WATER
- X — PROPOSED FENCE
- (SS) PROPOSED SANITARY SEWER MANHOLE
- (D) PROPOSED DRAINAGE STRUCTURE
- W — EXISTING WATER
- SS — EXISTING SANITARY SEWER
- G — EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEET(S) CC-201-CC-205 FOR DRAINAGE DETAILS.
3. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO STORM SEWER INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.



KEYMAP



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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

STORM DRAIN PLAN AND PROFILE LINE A

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

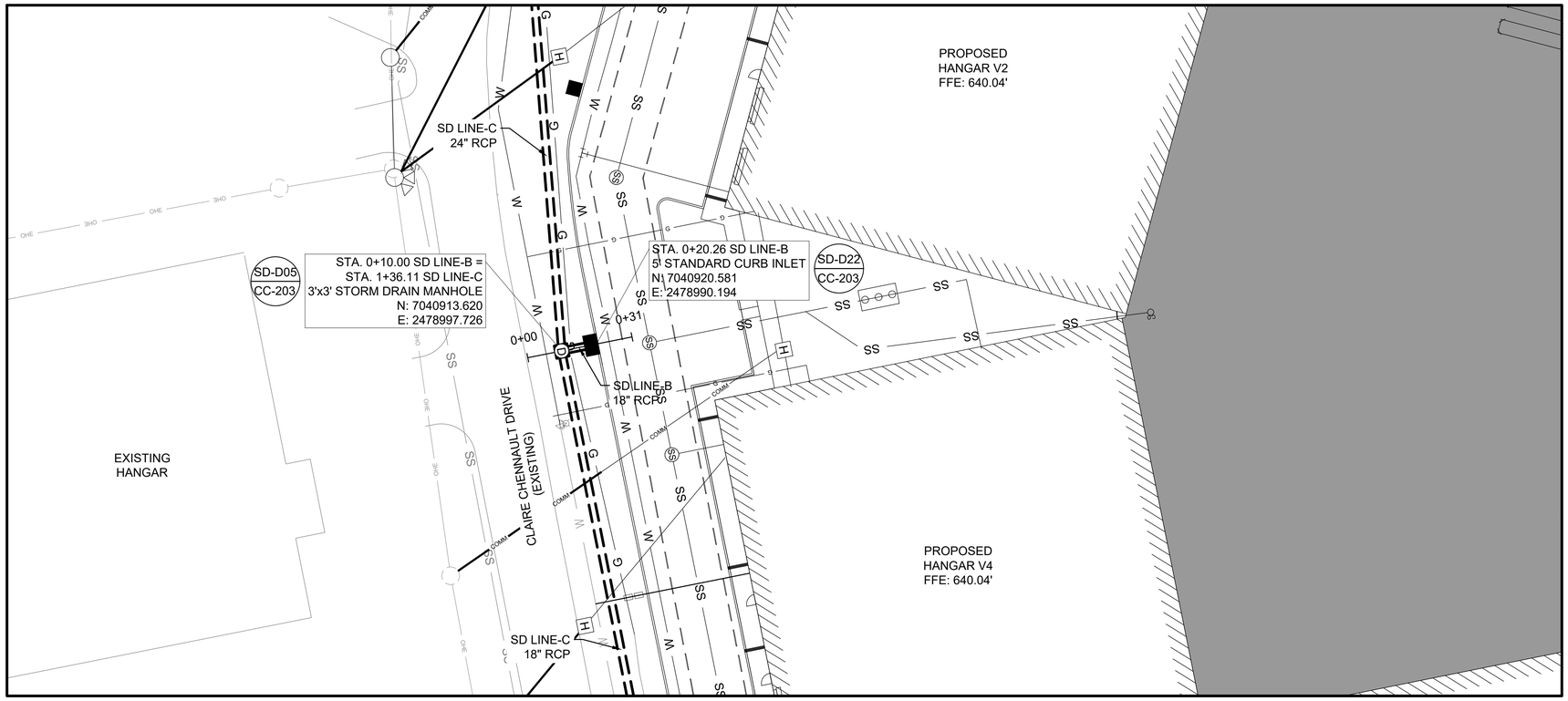
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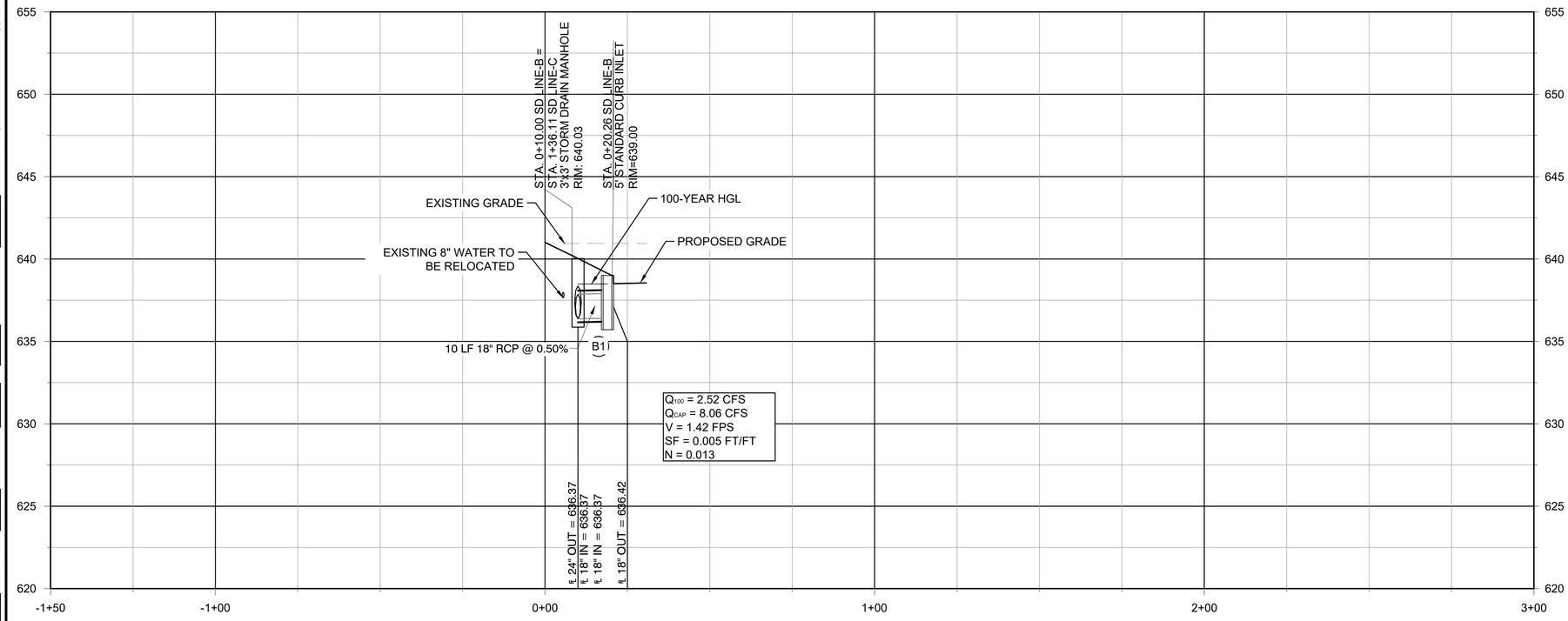
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SHEET NUMBER **27**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 6:59 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING





0 10' 20' 40' 60'
(IN FEET)

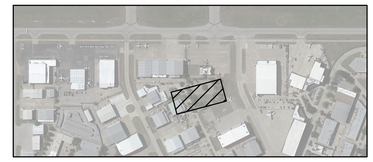
LEGEND

- PROPOSED STORM DRAIN PIPE
- PROPOSED NO BUILD ZONE
- SS — PROPOSED SANITARY SEWER
- G — PROPOSED GAS
- W — PROPOSED WATER
- X — PROPOSED FENCE
- (SS) PROPOSED SANITARY SEWER MANHOLE
- (D) PROPOSED DRAINAGE STRUCTURE
- W — EXISTING WATER
- SS — EXISTING SANITARY SEWER
- G — EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEET(S) CC-201-CC-205 FOR DRAINAGE DETAILS.
3. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO STORM SEWER INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

STORM DRAIN PLAN AND PROFILE LINE B

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

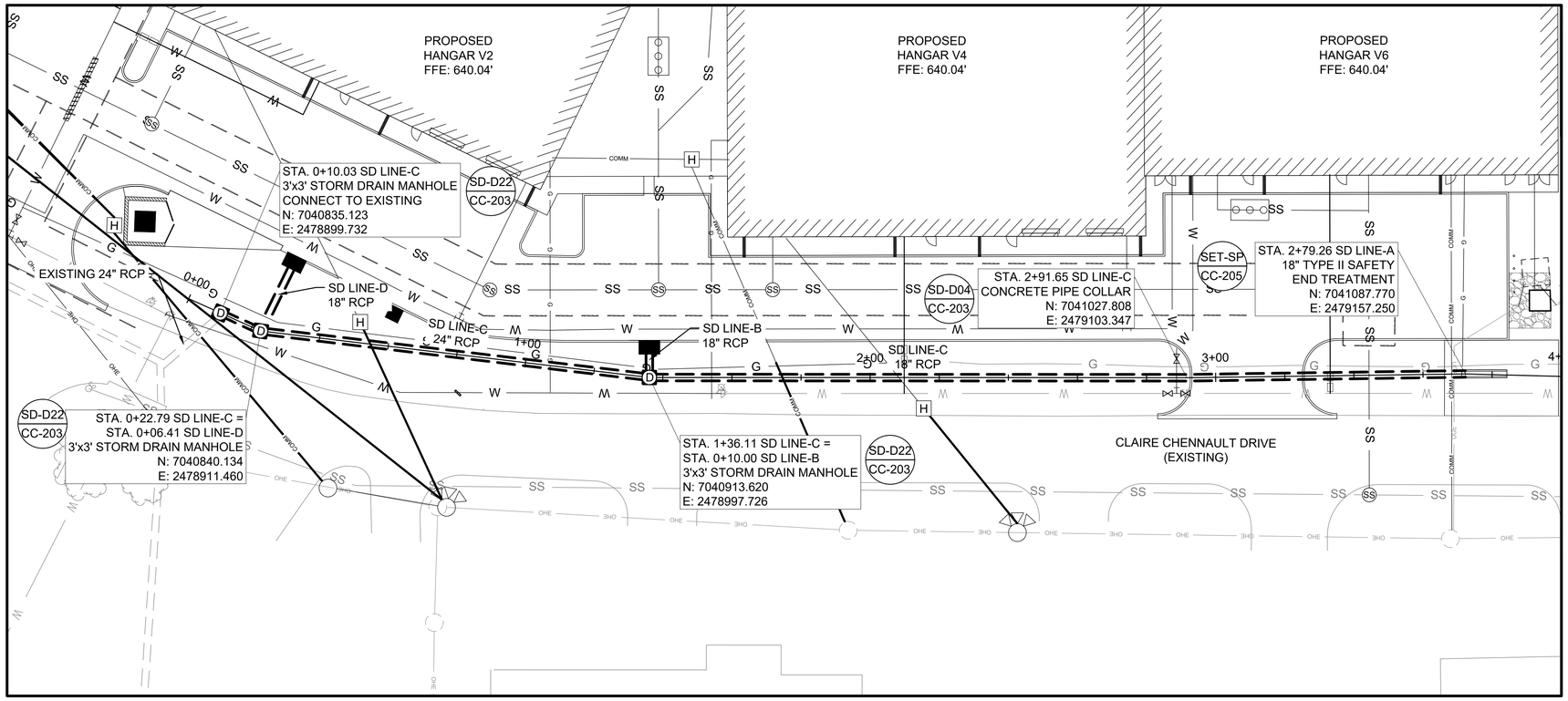
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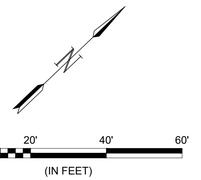
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SHEET NUMBER **28**

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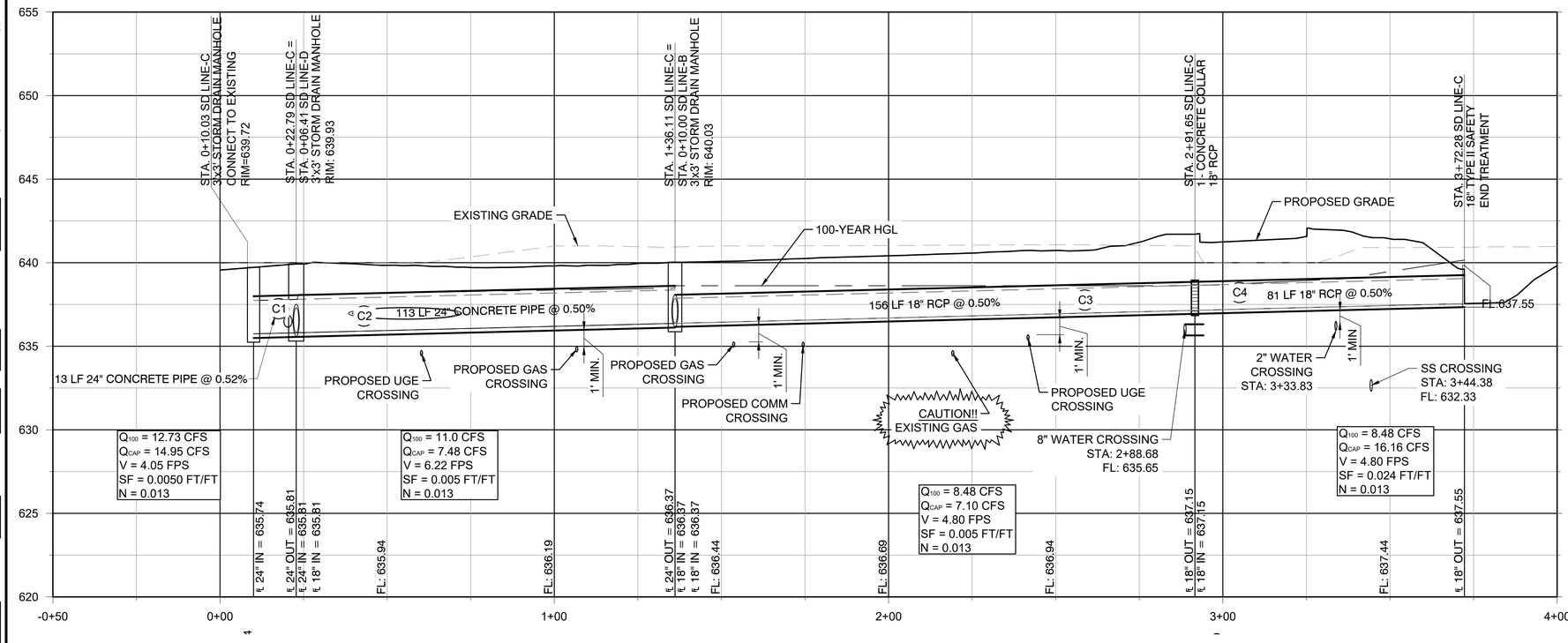
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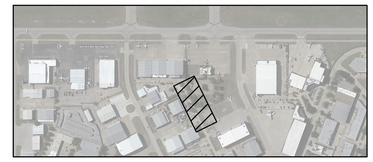
- PROPOSED STORM DRAIN PIPE
- PROPOSED NO BUILD ZONE
- SS — PROPOSED SANITARY SEWER
- G — PROPOSED GAS
- W — PROPOSED WATER
- X — PROPOSED FENCE
- (SS) PROPOSED SANITARY SEWER MANHOLE
- (D) PROPOSED DRAINAGE STRUCTURE
- W — EXISTING WATER
- SS — EXISTING SANITARY SEWER
- G — EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE



NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEET(S) CC-201-CC-205 FOR DRAINAGE DETAILS.
3. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO STORM SEWER INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.

KEYMAP



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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

STORM DRAIN PLAN AND PROFILE LINE C

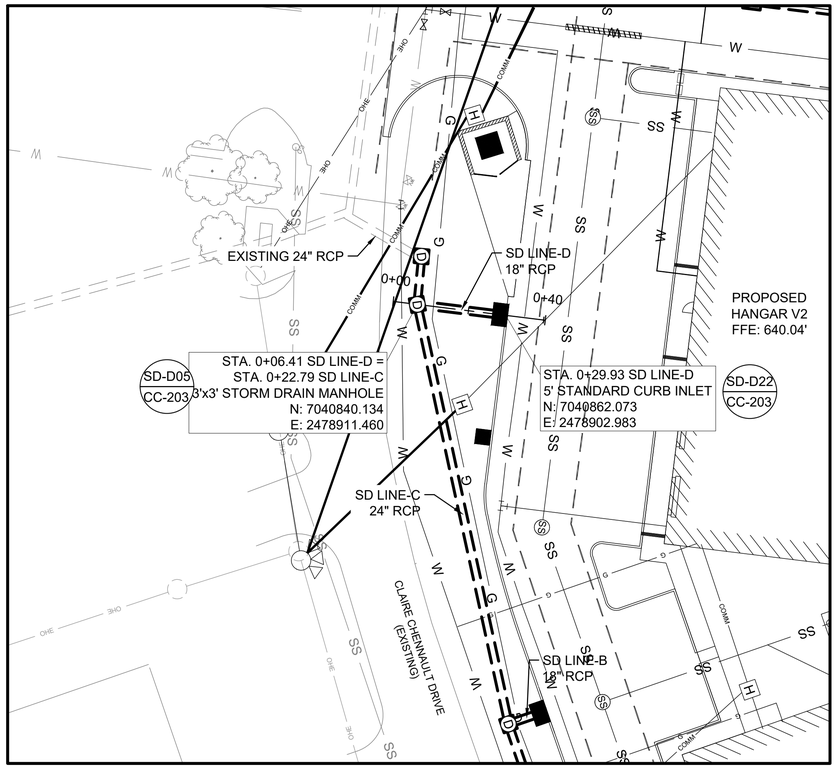
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

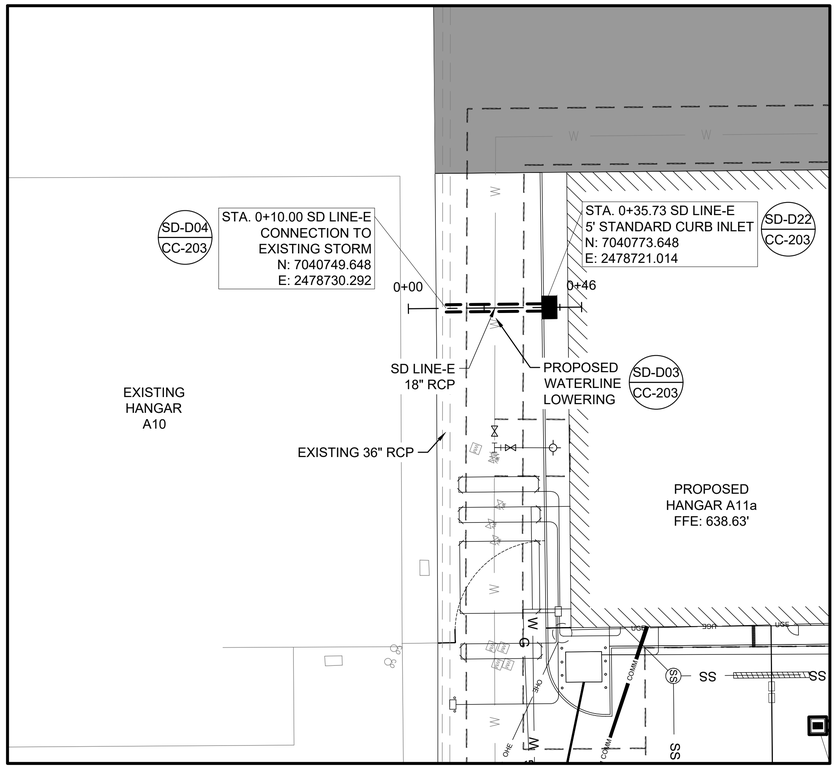
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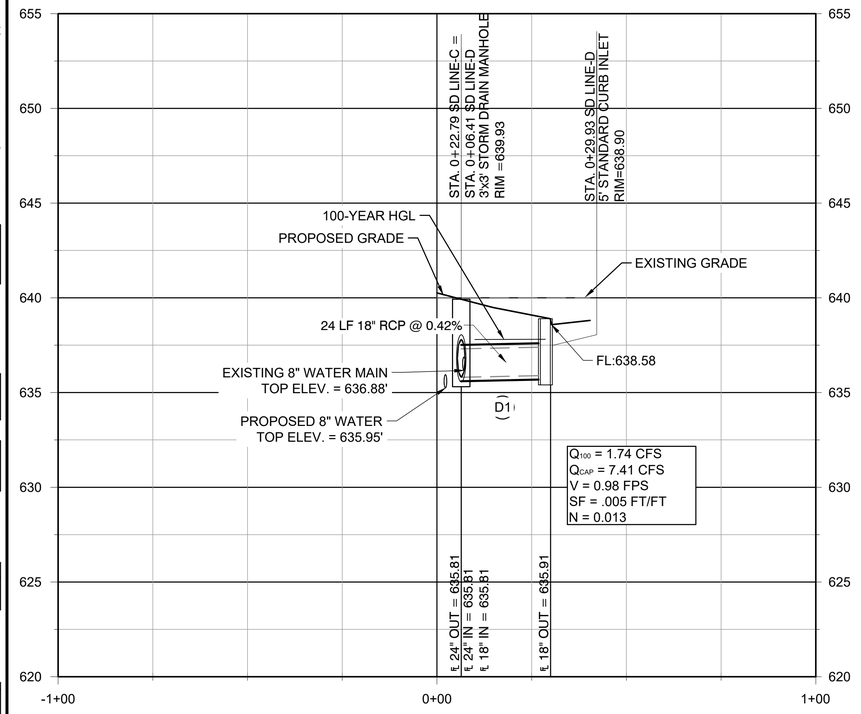
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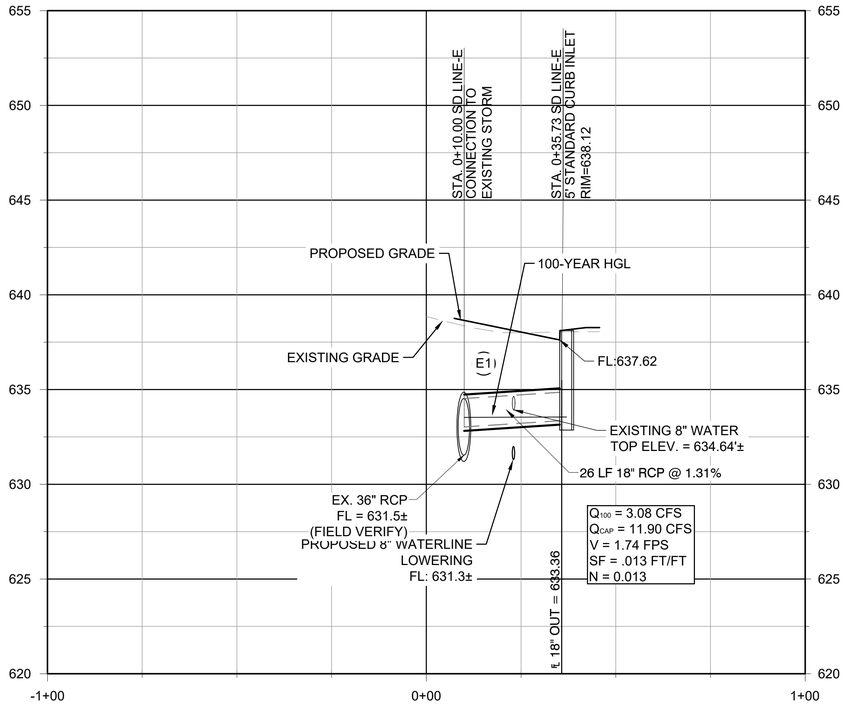
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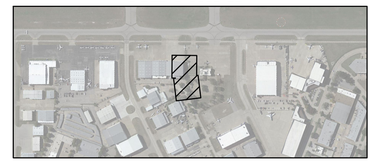
LEGEND

- PROPOSED STORM DRAIN PIPE
- PROPOSED NO BUILD ZONE
- SS — PROPOSED SANITARY SEWER
- G — PROPOSED GAS
- W — PROPOSED WATER
- X — PROPOSED FENCE
- SS — PROPOSED SANITARY SEWER MANHOLE
- D — PROPOSED DRAINAGE STRUCTURE
- W — EXISTING WATER
- SS — EXISTING SANITARY SEWER
- G — EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEET(S) CC-201-CC-205 FOR DRAINAGE DETAILS.
3. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO STORM SEWER INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.

KEYMAP



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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

STORM DRAIN PLAN AND PROFILE LINES D & E

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

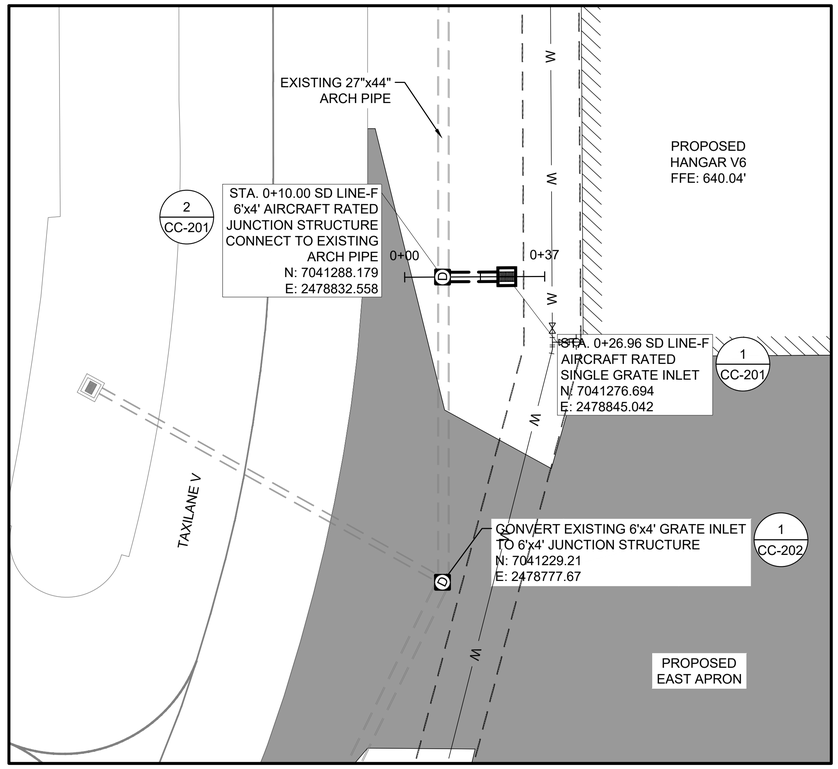
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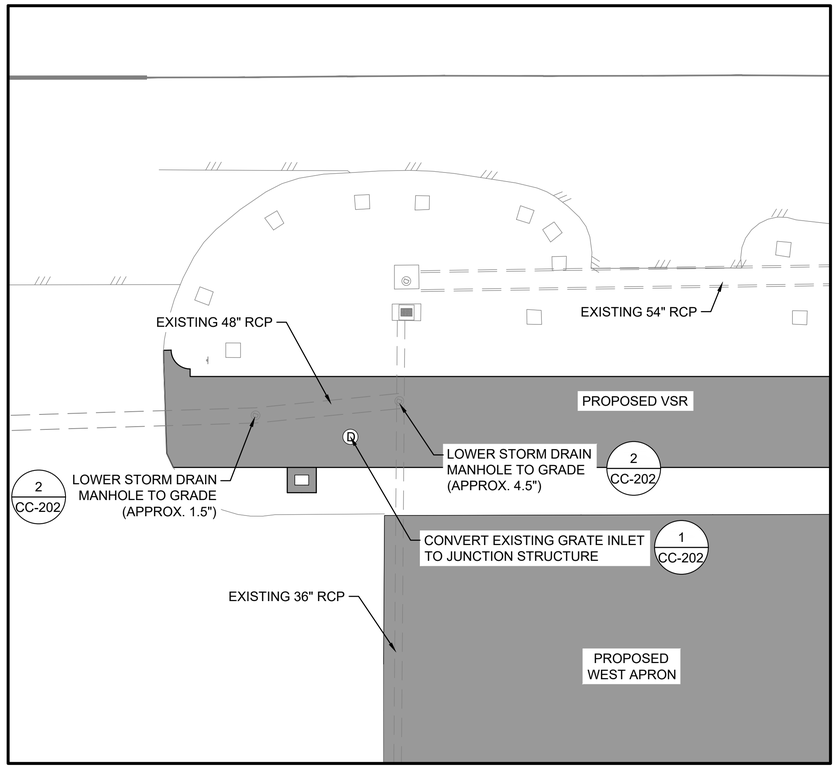
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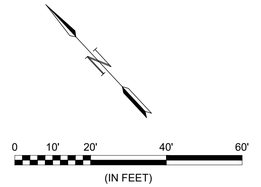
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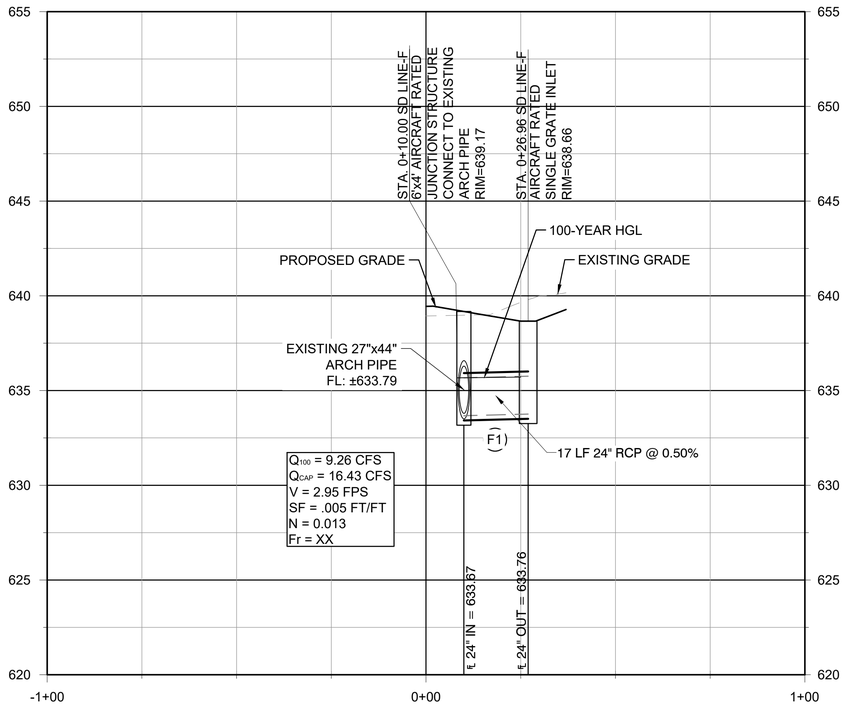






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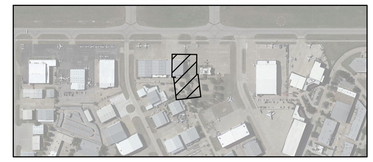
- PROPOSED STORM DRAIN PIPE
- PROPOSED NO BUILD ZONE
- SS — PROPOSED SANITARY SEWER
- G — PROPOSED GAS
- W — PROPOSED WATER
- X — PROPOSED FENCE
- SS — PROPOSED SANITARY SEWER MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- W — EXISTING WATER
- SS — EXISTING SANITARY SEWER
- G — EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE



NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEET(S) CC-201-CC-205 FOR DRAINAGE DETAILS.
3. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO STORM SEWER INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.

KEYMAP



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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

STORM DRAIN PLAN AND PROFILE LINE F

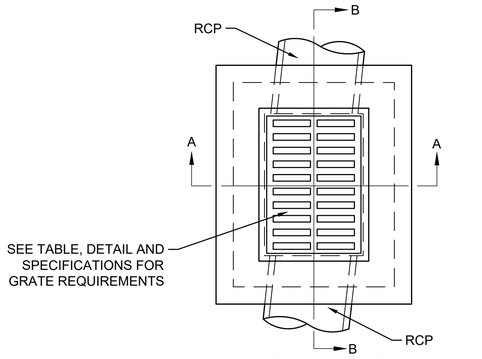
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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

DRAWING NUMBER
CC-105

SHEET NUMBER **31**

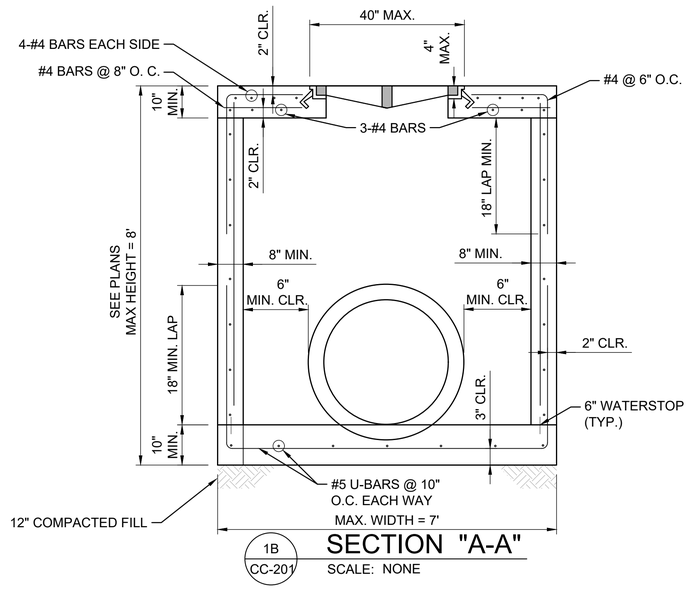
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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:00 AM Plotter used: AutoCAD PDF (General Documentation).pc3



1A CC-201 PLAN (SINGLE GRATE)

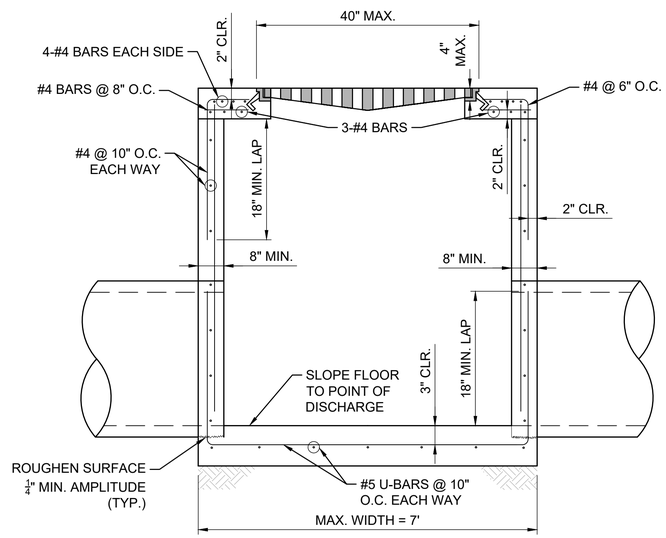
SCALE: NONE

GRATE DESIGN PARAMETERS	
MATERIAL	DUCTILE IRON
WEIR PERIMETER	9.8 FT. MIN.
FREE OPEN AREA	2.4 S.F. MIN.
WHEEL LOADING	40,000 LBS MIN.



1B CC-201 SECTION "A-A"

SCALE: NONE



1C CC-201 SECTION "B-B"

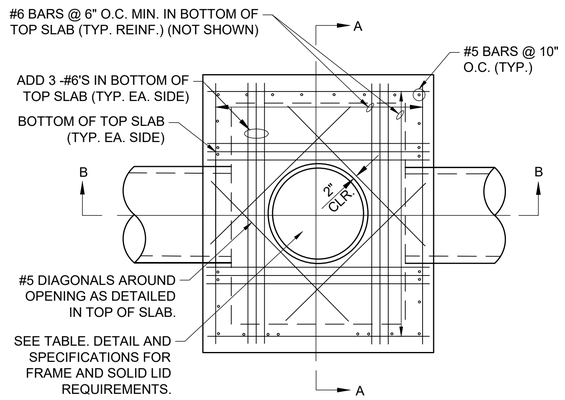
SCALE: NONE

1 CC-201 AIRFIELD GRATE INLET (STANDARD)

SCALE: NONE

NOTE:

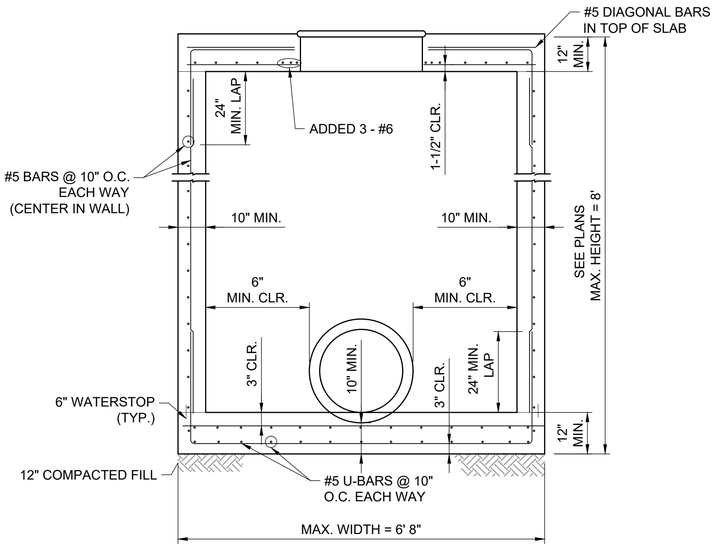
MINIMUM STEEL REINFORCEMENT LAP SHALL BE APPLIED WHERE APPLICABLE. IF THE CONTRACTOR CANNOT MEET THE MINIMUM LAP REQUIREMENT DUE TO THE INLET HEIGHT, THE CONTRACTOR SHALL LAP STEEL THE MAXIMUM AVAILABLE LENGTH.



2A CC-201 PLAN

SCALE: NONE

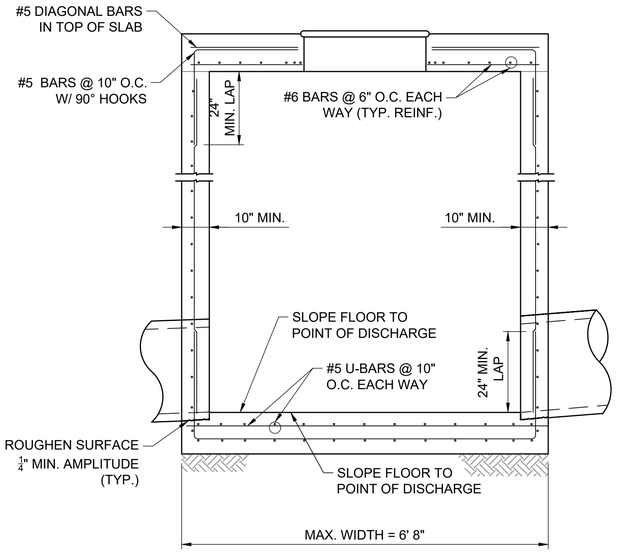
MANHOLE COVER DESIGN PARAMETERS	
MATERIAL	CAST IRON
WHEEL LOADING	100,000 LBS MIN.
OPENING	32" MIN.



NOTE: 2B CC-201 SECTION "A-A"

SCALE: NONE

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



2C CC-201 SECTION "B-B"

SCALE: NONE

2 CC-201 AIRFIELD JUNCTION BOX (HEAVY AIRCRAFT)

SCALE: NONE

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE STORM DRAIN DETAILS 1

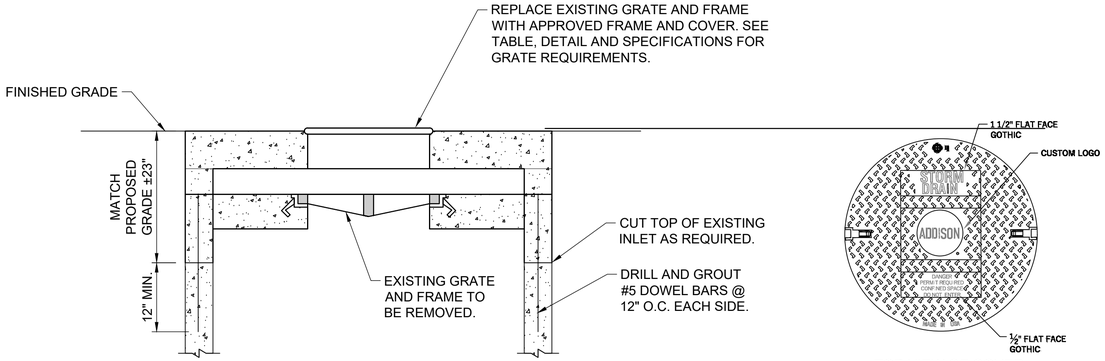
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CC-201

SHEET NUMBER **32**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:00 AM Plotter used: AutoCAD PDF (General Documentation).pc3



TOP VIEW OF COVER
NTS

NOTE:

MINIMUM STEEL REINFORCEMENT LAP SHALL BE APPLIED WHERE APPLICABLE.
STEEL REINFORCEMENT SHALL BE THE SAME AS AIRFIELD JUNCTION BOX (HEAVY AIRCRAFT) DETAIL (SEE DETAIL 2, SHEET CC-201).

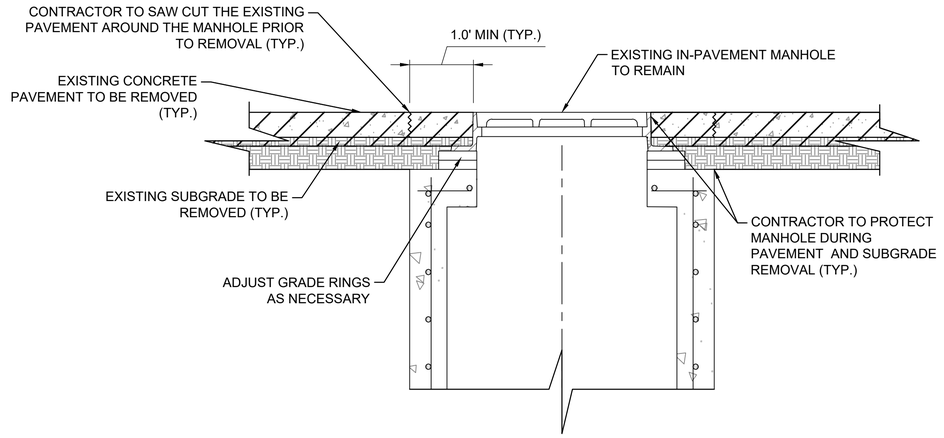
IF THE CONTRACTOR CANNOT MEET THE MINIMUM LAP REQUIREMENT DUE TO THE INLET HEIGHT, THE CONTRACTOR SHALL LAP STEEL THE MAXIMUM AVAILABLE LENGTH.

MANHOLE COVER DESIGN PARAMETERS	
MATERIAL	CAST IRON
WHEEL LOADING	100,000 LBS MIN.
OPENING	32" MIN.

1
CC-202

GRATE INLET EXTENSION

SCALE: NONE



NOTES:

1. THE CONTRACTOR TO SAWCUT FULL DEPTH PAVEMENT AROUND THE MANHOLE NO CLOSER THAN 6" FROM THE STEEL RING. CONTRACTOR TO PROTECT MANHOLE DURING PAVEMENT REMOVAL.
2. THICKNESS AND TYPES OF MATERIALS FOR CONCRETE PAVEMENT SECTIONS ARE APPROXIMATE VARIATIONS OF EXISTING PAVEMENT SECTIONS ON-SITE SHALL NOT BE BASIS FOR ADDITIONAL PAVEMENT.

2
CC-202

CONCRETE PAVEMENT SECTION REMOVAL AROUND IN-PAVEMENT MANHOLE

SCALE: NONE

File: L:\2022\22A11111 - ADS SkyHarbour Hangars\Drawings\SHEET FILES\Civil\ADS_SkyHarb-CC-201.dwg Last Save: 1/27/2025 7:26 AM Last saved by: PMTrinh
Last plotted by: Trinh, Phat M Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:00 AM Plotter used: AutoCAD PDF (General Documentation).pc3

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

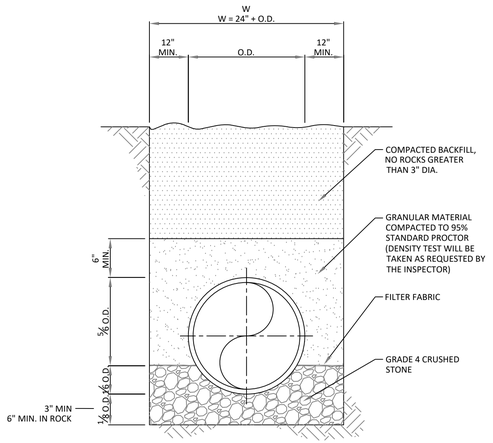
AIRSIDE STORM DRAIN DETAILS 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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

DRAWING NUMBER
CC-202

SHEET NUMBER **33**

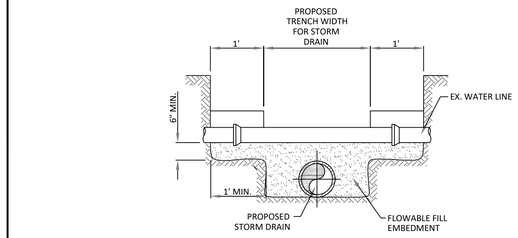


RCP STORM DRAIN PIPE BEDDING
N.T.S.

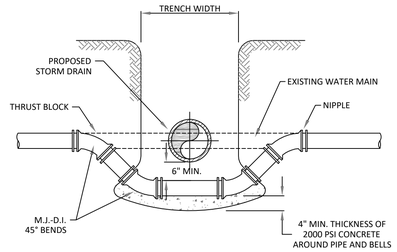
NOTE
1. THE DEPTH OF TRENCH BELOW THE PROPOSED CONDUIT SHALL BE AS FOLLOWS:

· 3" MIN. FOR 27" PIPE & SMALLER.
· 4" MIN. FOR 30 " TO 60" PIPE.
· 6" MIN. FOR 66" PIPE OR LARGER.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	RCP STORM DRAIN PIPE BEDDING	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-D02

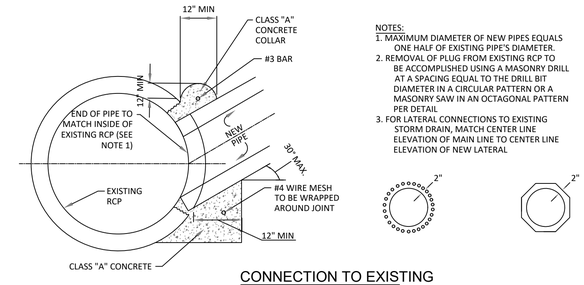


UTILITY SUPPORT DETAIL
N.T.S.



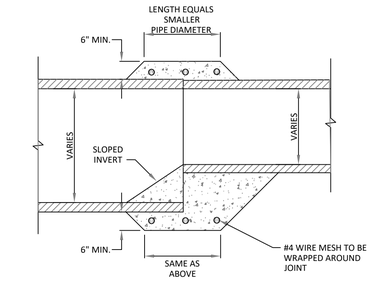
WATER MAIN LOWERING DETAIL
N.T.S.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	WATER MAIN LOWERING & UTILITY SUPPORT DETAILS	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-D03



NOTES:
1. MAXIMUM DIAMETER OF NEW PIPES EQUALS ONE HALF OF EXISTING PIPE'S DIAMETER.
2. REMOVAL OF PLUG FROM EXISTING RCP TO BE ACCOMPLISHED USING A MASONRY DRILL AT A SPACING EQUAL TO THE DRILL BIT DIAMETER IN A CIRCULAR PATTERN OR A MASONRY SAW IN AN OCTAGONAL PATTERN PER DETAIL
3. FOR LATERAL CONNECTIONS TO EXISTING STORM DRAIN, MATCH CENTER LINE ELEVATION OF MAIN LINE TO CENTER LINE ELEVATION OF NEW LATERAL

CONNECTION TO EXISTING RCP STORM DRAIN
N.T.S.

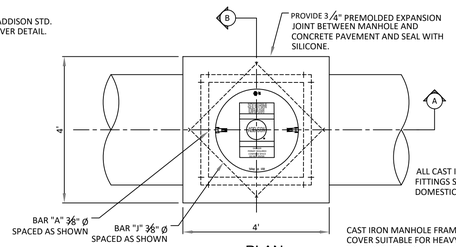


NOTES:
1. THIS PROCEDURE/DETAIL WILL ONLY BE USED WHEN A PREFAB REDUCTION IS NOT POSSIBLE.
2. CONCRETE SHALL BE CLASS A.

PIPE COLLAR
N.T.S.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	CONNECTION TO EXISTING RCP STORM DRAIN AND PIPE COLLAR	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-D04

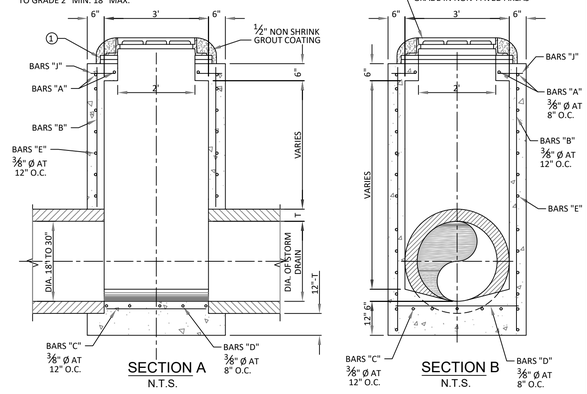
NOTE:
SEE TOWN OF ADDISON STD. FRAME AND COVER DETAIL.



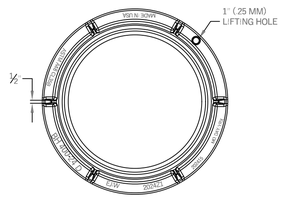
PLAN
N.T.S.

1 USE PRECAST CONCRETE GRADE RINGS SET IN MORTAR TO RAISE TO GRADE 2" MIN. 18" MAX.

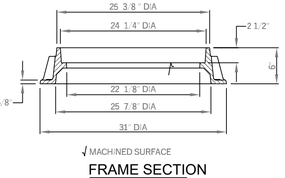
CAST IRON MANHOLE FRAME AND COVER SUITABLE FOR HEAVY TRAFFIC. MANHOLE RIM TO BE SET FLUSH WITH PAVEMENT OR 1" TO 4" ABOVE GRADE IN NON-PAVED AREAS



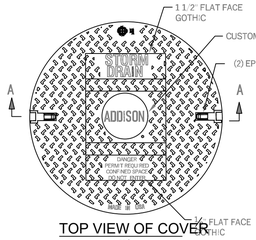
ADDISON PUBLIC WORKS & ENGINEERING SERVICES	TYPE "A" STORM DRAIN MANHOLE (FOR 18" TO 30" RCP)	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-D05



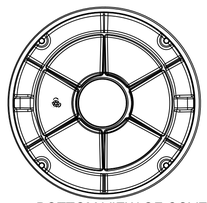
FRAME PLAN
NTS



FRAME SECTION
NTS

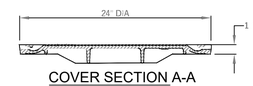


TOP VIEW OF COVER
NTS

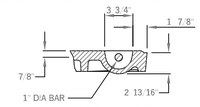


BOTTOM VIEW OF COVER
NTS

NOTE:
FRAME AND COVER SHALL BE EAST JORDAN IRON WORKS FRAME PRODUCT #00202415 AND COVER PRODUCT #NCR08-0060A OR APPROVED EQUAL AND SHALL BE GRAY CAST IRON CONFORMING TO ASTM A48-CL35B.

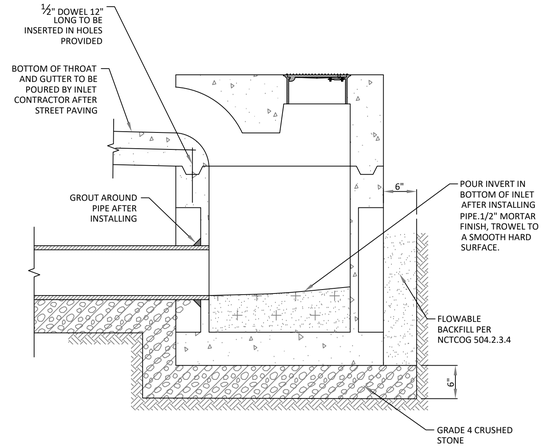


COVER SECTION A-A
NTS



PICKBAR DETAIL

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	STORM MANHOLE FRAME & COVER	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-D07



INSTALLATION DRAWING FOR PRECAST 5' AND 10' CURB INLETS
N.T.S.

NOTES:
1. FOR PRECAST INLET THE FLOOR OF THE EXCAVATION MUST PROVIDE A FIRM, LEVEL BED FOR THE BASE SECTION TO REST UPON.
2. PIPES SHALL CONNECT TO THE SIDES OF THE INLETS. CONNECTIONS SHALL NOT BE MADE AT CORNERS OR BOTTOM.
3. PRECAST INLETS MUST BE APPROVED BY PUBLIC WORKS AND ENGINEERING SERVICES.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	PRECAST CURB INLET	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-D22

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSIDE STORM DRAIN DETAILS 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

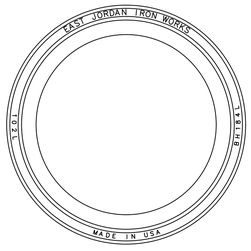
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CC-203

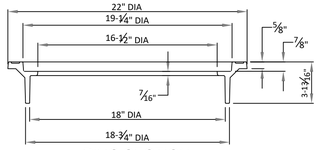
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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:00 AM Plotter used: AutoCAD PDF (General Documentation).pc3

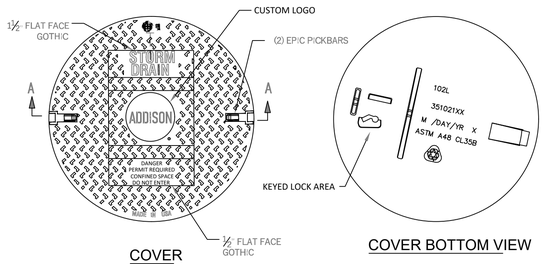
RECORD DRAWING



RING

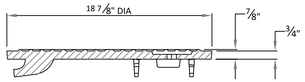


RING SECTION



COVER

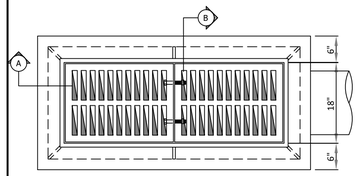
COVER BOTTOM VIEW



COVER SECTION

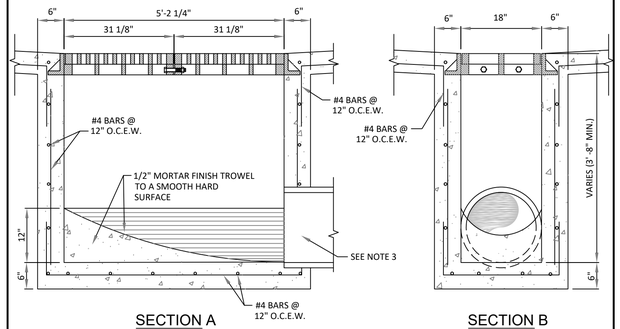
NOTE:
FRAME AND COVER SHALL BE EAST JORDAN IRON WORKS FRAME PRODUCT #35202000 AND COVER PRODUCT #NCR08-0060B OR APPROVED EQUAL AND SHALL BE GRAY CAST IRON CONFORMING TO ASTM A48-CL35B.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	INLET FRAME & COVER	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-D23



PLAN
N.T.S.

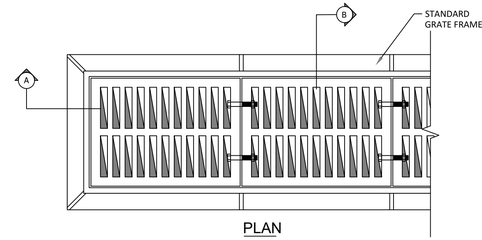
NOTES:
1. ALL LAPS AND EXTENSION OF REINFORCING BARS SHALL BE 36 BAR DIAMETERS UNLESS NOTED OTHERWISE.
2. TACK WELD GRATES IN PLACE.
3. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER OR BOTTOM.
4. ALL CAST IRON FITTINGS SHALL BE DOMESTIC.
5. ALL FASTENERS SHALL BE GALVANIZED.



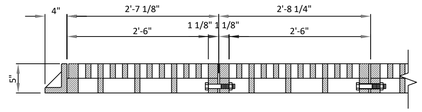
SECTION A
N.T.S.

SECTION B
N.T.S.

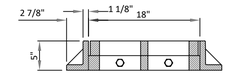
ADDISON PUBLIC WORKS & ENGINEERING SERVICES	TWO GRATE INLET	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-D29



PLAN
N.T.S.



SECTION A
N.T.S.



SECTION B
N.T.S.

NOTES:
1. GRATE AND FRAME SHALL BE PATTERN NO. 814 AS MANUFACTURED BY BASS AND HAYS FOUNDRY OR APPROVED EQUAL.
2. ALL CAST IRON FITTINGS SHALL BE DOMESTIC.
3. ALL FASTENERS SHALL BE GALVANIZED.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	GRATE DETAIL	STANDARD CONSTRUCTION DETAILS STORM DRAINAGE	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-D33

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

ADDISON AIRPORT

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSIDE STORM DRAIN DETAILS 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

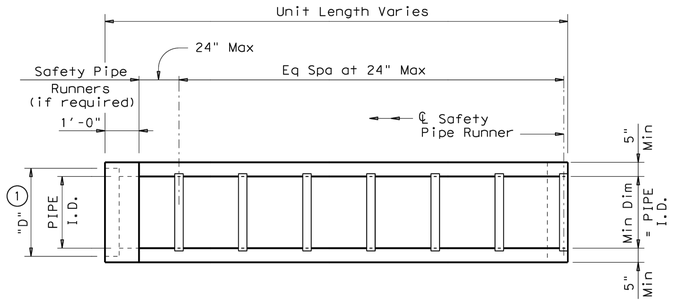
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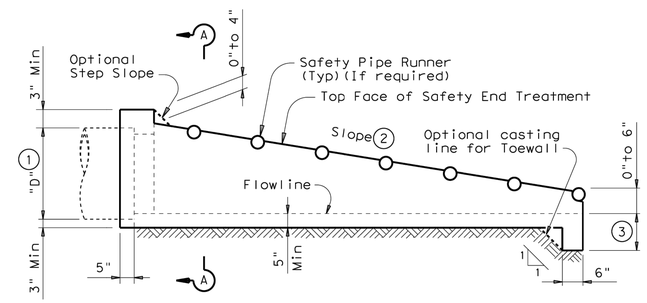
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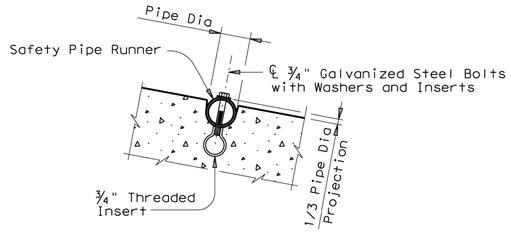
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PLAN

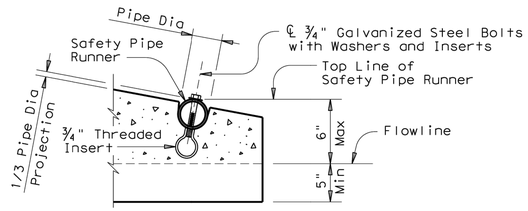


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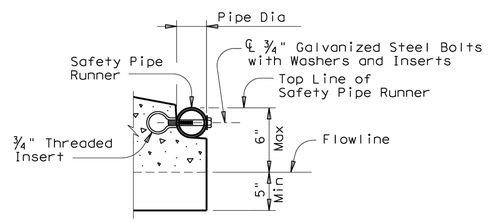


INSTALLATION DETAIL FOR SAFETY PIPE RUNNERS

(If required)



OPTION A



OPTION B

END DETAILS FOR INSTALLATION OF SAFETY PIPE RUNNERS

(If required)

PIPE I.D.	PIPE WALL "B" THICKNESS	"D" (1)	MAXIMUM SLOPE	MINIMUM LENGTH OF UNIT	PIPE RUNNERS REQUIRED		REQUIRED PIPE RUNNER SIZES		
					SINGLE PIPE	MULTIPLE PIPE	NOMINAL DIA.	O.D.	I.D.
12"	2"	17"	6:1	4'-9"	No	Yes, for >2 pipes	3" STD	3.500"	3.068"
15"	2 ¼"	20 ½"	6:1	6'-5"	No	Yes, for >2 pipes	3" STD	3.500"	3.068"
18"	2 ½"	24"	6:1	8'-0"	No	Yes, for >2 pipes	3" STD	3.500"	3.068"
24"	3"	31"	6:1	11'-3"	No	Yes, for >2 pipes	3" STD	3.500"	3.068"
30"	3 ½"	38 ½"	6:1	14'-8"	No	Yes	4" STD	4.500"	4.026"
36"	4"	45 ½"	6:1	17'-11"	Yes	Yes	4" STD	4.500"	4.026"
42"	4 ½"	52 ½"	6:1	21'-2"	Yes	Yes	4" STD	4.500"	4.026"

(1) Dimension "D" is based on ASTM C-76, Class III, Wall "B" thickness. If any other wall thickness is used, dimension "D" must be adjusted accordingly.

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

(3) Toewall to be used only when dimension is shown elsewhere in the plans.

(4) The top 4" of void between Precast End Treatments shall be filled with concrete Riprap and shall be considered subsidiary to Safety End Treatment.

(5) Clear distance between pipes shall be adjusted to provide for the minimum distance between safety end treatments.

(6) Cement stabilized bedding and backfill shall be in accordance with the Item, "Excavation and Backfill for Structures". Bedding and backfill shall be considered subsidiary to the Item "Safety End Treatment". When concrete riprap is specified around the safety end treatment, backfill shall be as directed by Engineer.

GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe may be used for TYPE II end treatment as specified in Item "Safety End Treatment".

When Precast Safety End Treatment is used as a Contractor's alternate to mitered RCP, Riprap will not be required unless noted otherwise on the plans.

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Manufacture of this product shall conform to requirements of Item "Safety End Treatment" except as noted below :

A. Minimum reinforcing shall be #4 at 6" (Grade 40) or #4 at 9" (Grade 60) each way or 6 x 6 - W12 x W12 or 5 x 5 - W10 x W10 welded wire fabric.

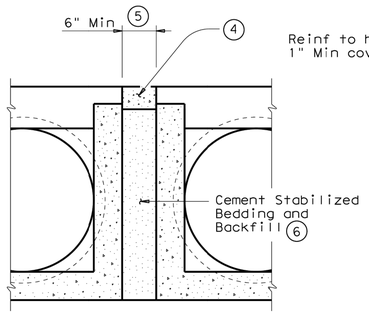
B. Concrete for precast (steel formed) sections shall be Class "C" with a minimum compressive strength of 3600 psi.

At the option and expense of the Contractor the next larger size of Safety End Treatment may be furnished; as long as the "D" dimension cast is that of the required size of pipe.

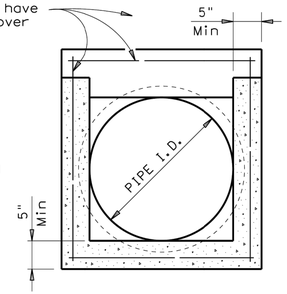
Pipe Runners are designed for a traversing load of 10,000 Lbs at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981.

Pipe Runners shall conform to the requirements of ASTM A53 (Type E or S, Grade B), ASTM A500 (Grade B), or API 5LX52.

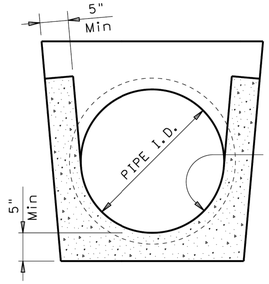
All steel components except reinforcing, shall be galvanized after fabrication. Galvanizing damaged during transport or construction shall be repaired in accordance with the specifications.



MULTIPLE PIPE INSTALLATION

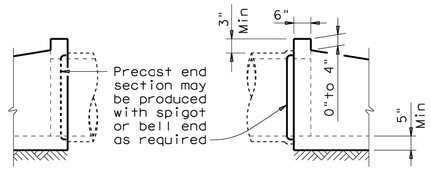


OPTION WITH SQUARE BOTTOM



OPTION WITH INVERT BOTTOM

SECTION A-A



OPTIONAL JOINT

(Showing joint between RCP and Precast Safety End Treatment)

Texas Department of Transportation — Bridge Division Standard

PRECAST SAFETY END TREATMENT

TYPE II ~ PARALLEL DRAINAGE

PSET-SP

FILE: psetspse.dgn	DN: RLW	CK: KLR	DW: JTR	CK: GAF
©TxDOT February 2010	CONT	SECT	JOB	HIGHWAY
REVISIONS				
11-10: Add note for synthetic fibers.	DIST	COUNTY		SHEET NO.

DISCLAIMER:
The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

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FILE:

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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSIDE STORM DRAIN DETAILS 3

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

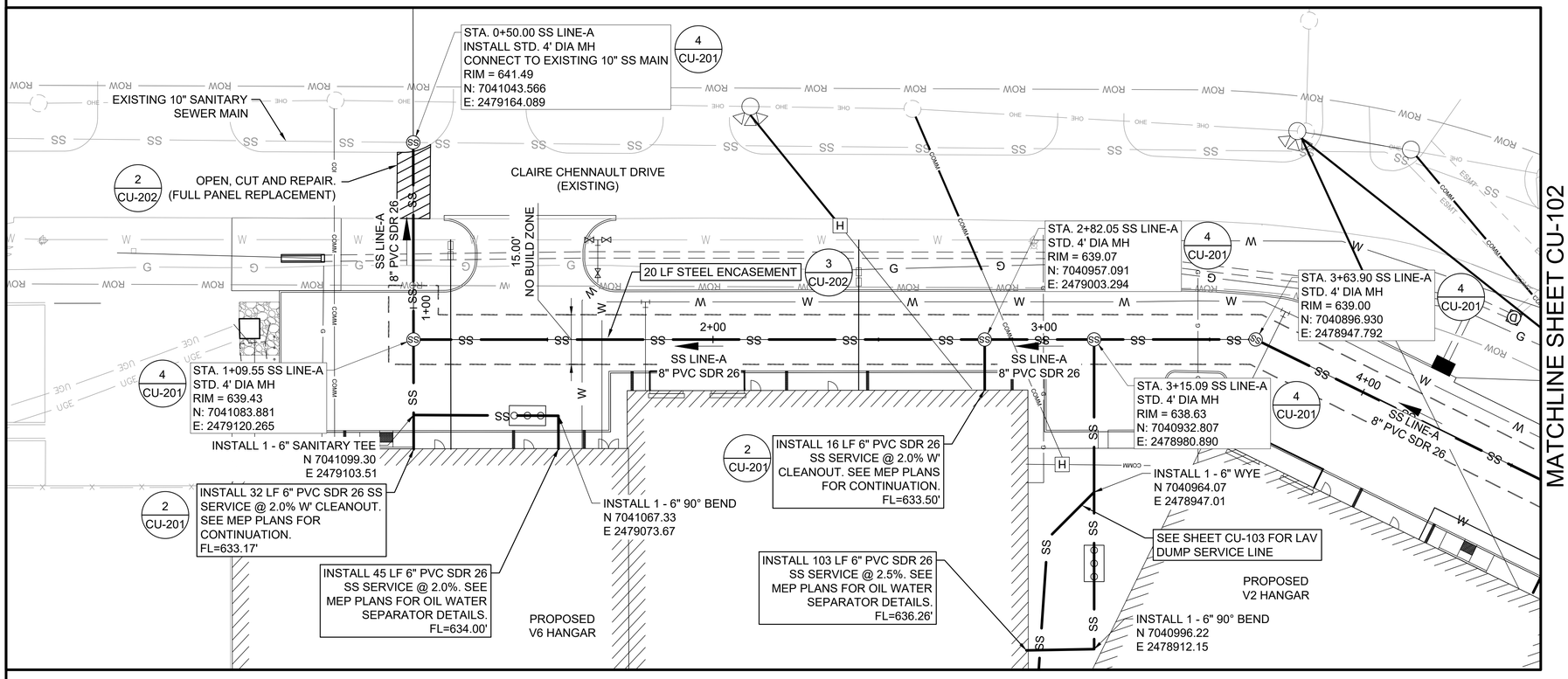
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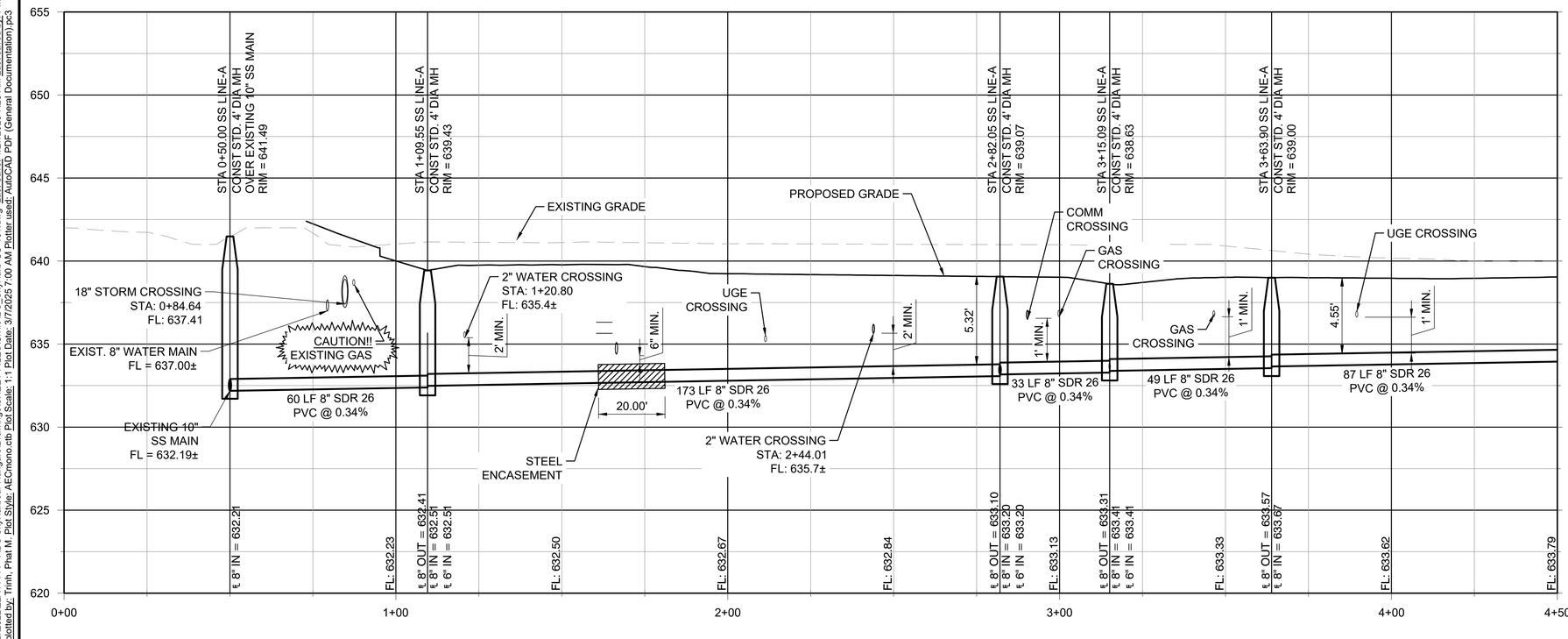
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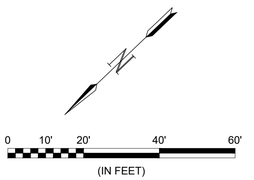
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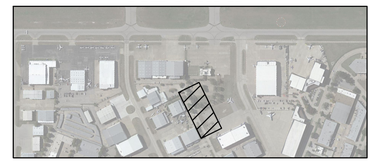
LEGEND

- SS — PROPOSED SANITARY SEWER
- PROPOSED EASEMENT
- PROPOSED STORM DRAIN PIPE
- G — PROPOSED GAS
- W — PROPOSED WATER
- X — PROPOSED FENCE
- (SS) — PROPOSED SANITARY SEWER MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- W — EXISTING WATER
- SS — EXISTING SANITARY SEWER
- G — EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEET(S) CU-201 FOR SANITARY SEWER DETAILS.
3. PRIOR TO SANITARY SEWER INSTALLATION CONTRACTOR MUST FIELD VERIFY EXISTING FULL PANEL LOCATIONS ON CLAIRE CHENNAULT DRIVE. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.
4. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO SANITARY SEWER INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.

KEYMAP



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ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

SANITARY SEWER (LINE-A) PLAN AND PROFILE 1

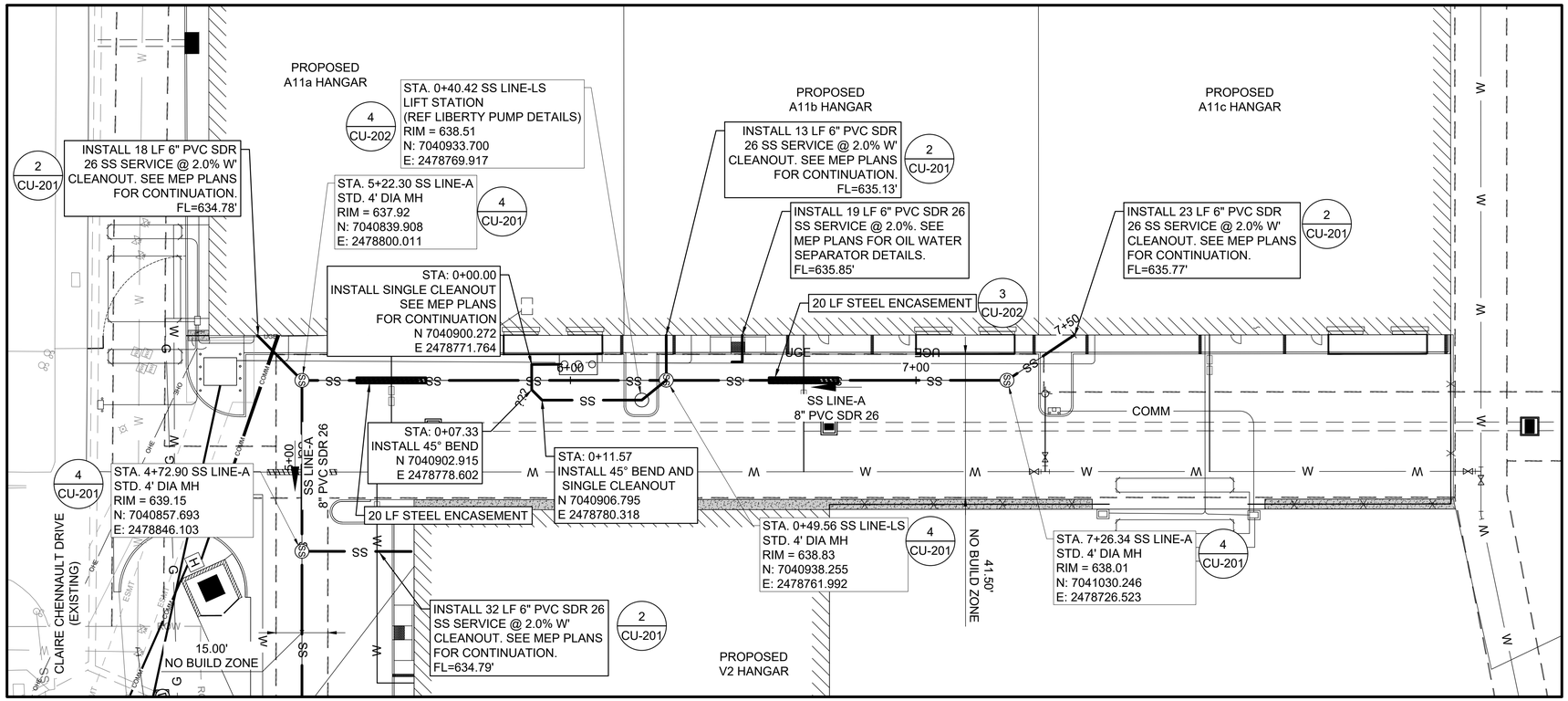
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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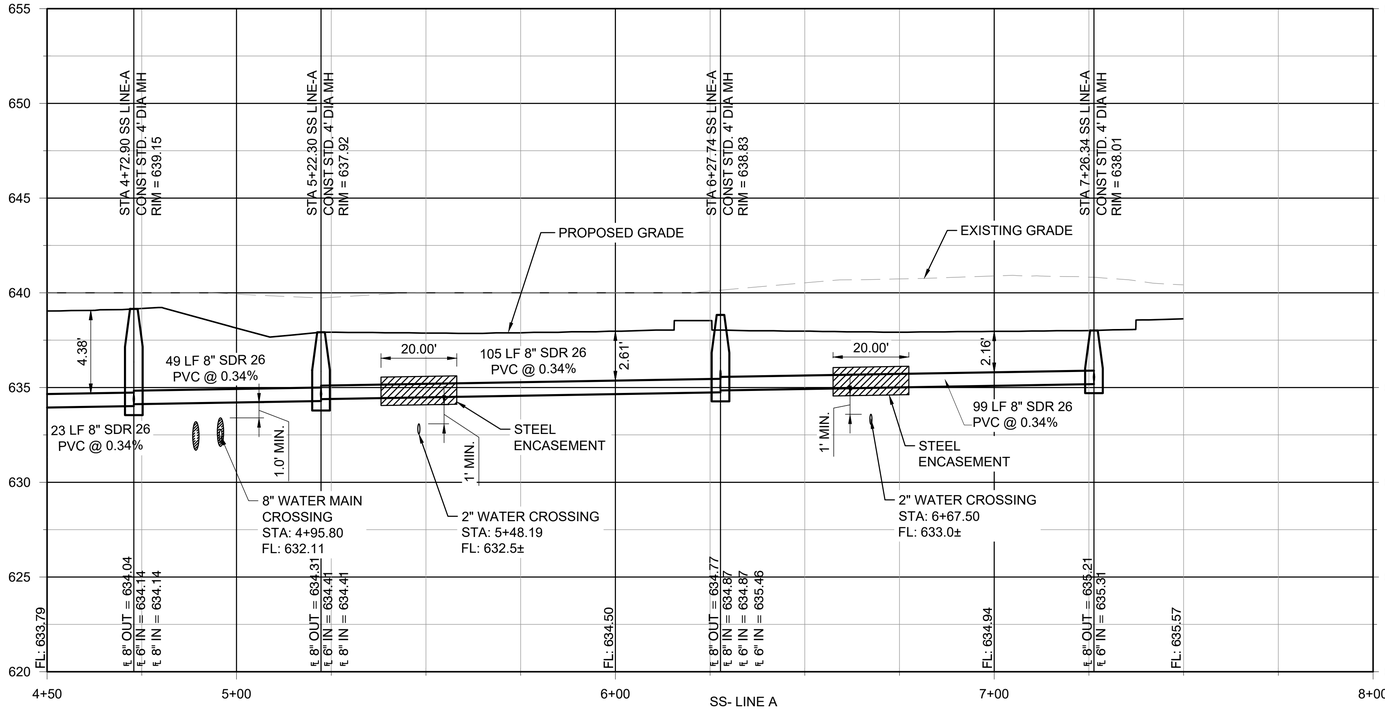
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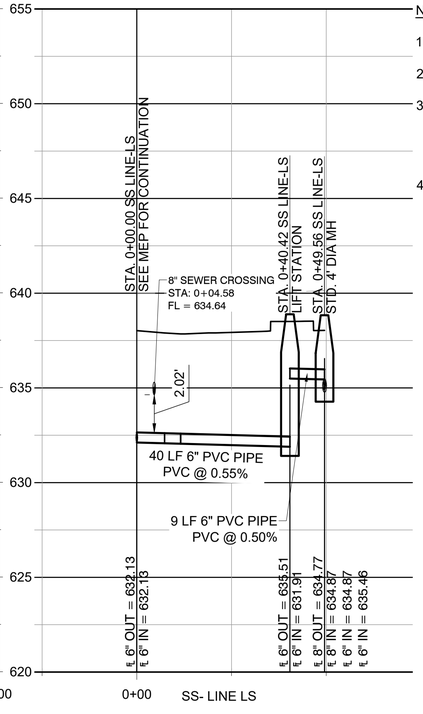
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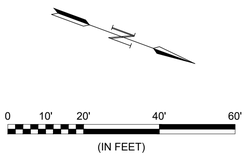
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MATCHLINE SHEET CU-101







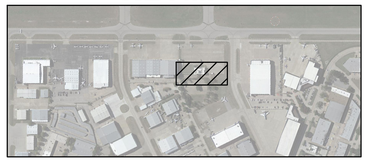
LEGEND

- PROPOSED SANITARY SEWER
- PROPOSED EASEMENT
- PROPOSED STORM DRAIN PIPE
- PROPOSED GAS
- PROPOSED WATER
- PROPOSED FENCE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING WATER
- EXISTING SANITARY SEWER
- EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEET(S) CU-201 FOR SANITARY SEWER DETAILS.
3. PRIOR TO SANITARY SEWER INSTALLATION CONTRACTOR MUST FIELD VERIFY EXISTING FULL PANEL LOCATIONS ON CLAIRE CHENNAULT DRIVE. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.
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KEYMAP



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ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

SANITARY SEWER (LINE-A) PLAN AND PROFILE 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

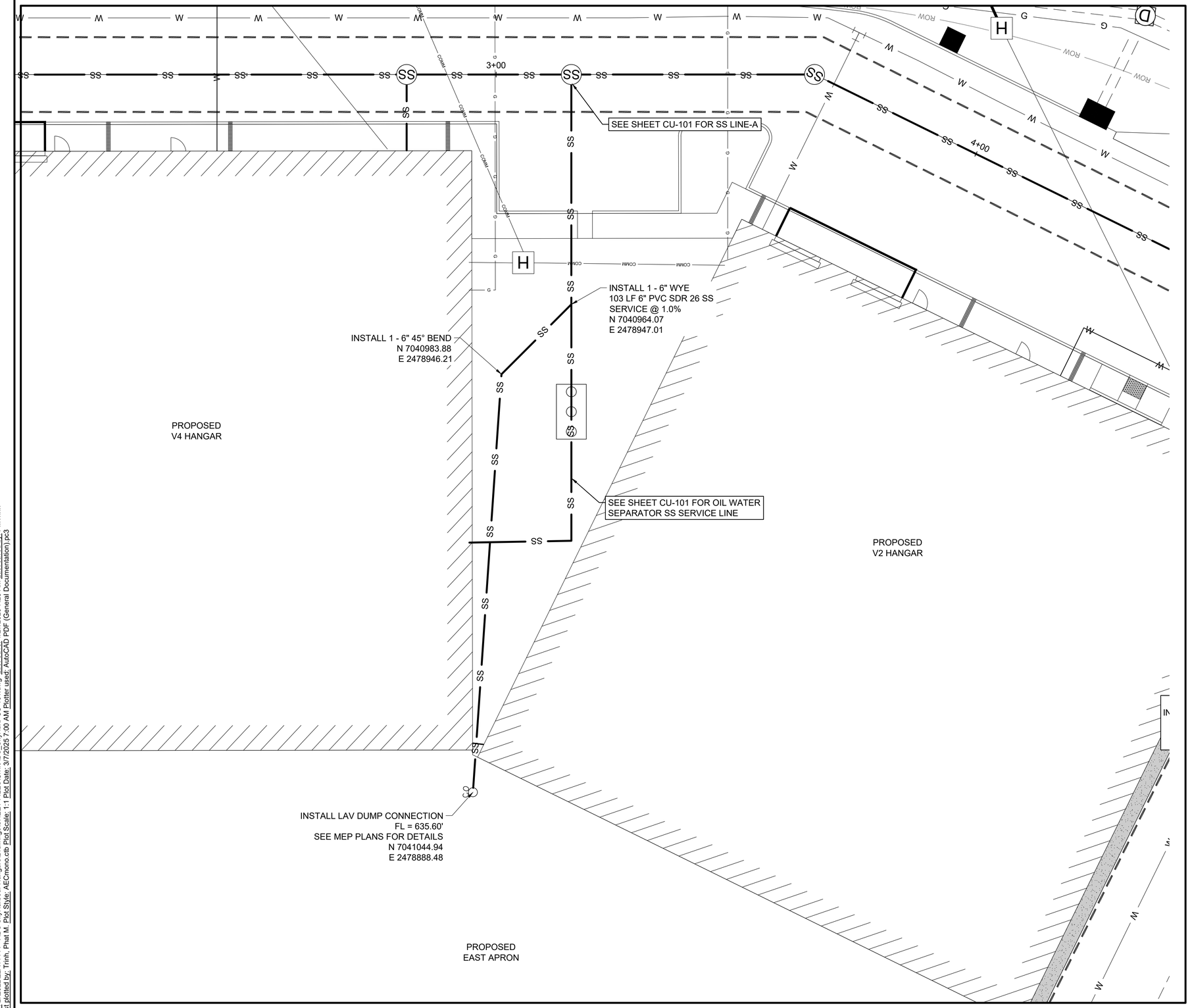
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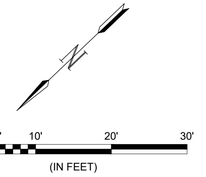
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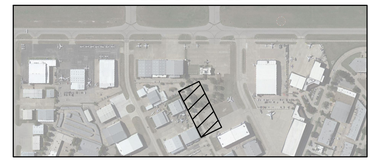
LEGEND

SS	PROPOSED SANITARY SEWER
	PROPOSED EASEMENT
	PROPOSED STORM DRAIN PIPE
G	PROPOSED GAS
W	PROPOSED WATER
X	PROPOSED FENCE
SS	PROPOSED SANITARY SEWER MANHOLE
	PROPOSED DRAINAGE STRUCTURE
W	EXISTING WATER
SS	EXISTING SANITARY SEWER
G	EXISTING GAS
	EXISTING STORM DRAIN PIPE
	EXISTING DRAINAGE STRUCTURE

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SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

SANITARY SEWER LAV DUMP PLAN

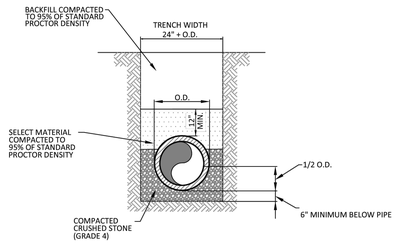
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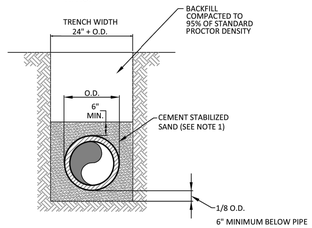
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TYPICAL P.V.C. WASTEWATER MAIN EMBEDMENT
N.T.S.

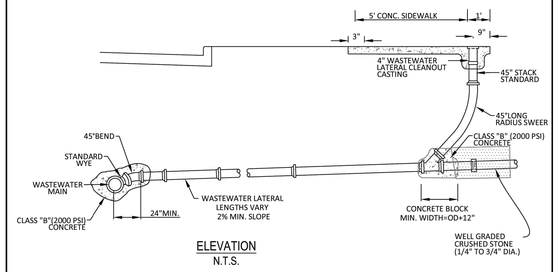


P.V.C. WASTEWATER MAIN CEMENT STABILIZED SAND EMBEDMENT
N.T.S.

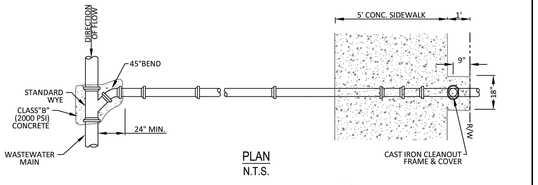
NOTES:
1. CEMENT STABILIZED SAND IS REQUIRED FOR PRESSURE RATED WASTEWATER MAIN AND LATERAL BEDDING. CEMENT STABILIZED SAND SHALL HAVE A MINIMUM OF 10% CEMENT PER CUBIC YARD OF CEMENT STABILIZED SAND MIXTURE , BASED ON LOOSE DRY WEIGHT VOLUME (AT LEAST 2.5 BAGS OF CEMENT PER CUBIC YARD OF MIXTURE). THE USE OF BROWN COLORING IN CEMENT STABILIZED SAND IS REQUIRED FOR PRESSURE RATED WASTEWATER MAIN AND LATERAL BEDDING.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	P.V.C. WASTEWATER MAIN EMBEDMENT	STANDARD CONSTRUCTION DETAILS WASTEWATER		
		DATE: JANUARY 2022	REV DATE: -	SHEET: SD-WW01

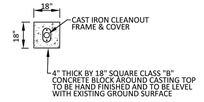
1 CU-201 P.V.C. WASTERWATER MAIN EMBEDMENT
SCALE: NONE



ELEVATION
N.T.S.



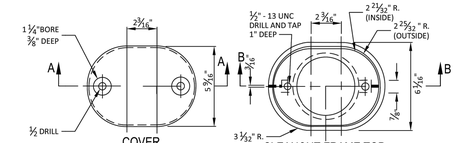
PLAN
N.T.S.



NOTES:
1. WASTEWATER LATERALS ARE TO BE CONSTRUCTED TO CLEAR EXISTING AND PROPOSED FACILITIES, SUCH AS STORM DRAIN MAINS, RETAINING WALLS, OTHER UTILITIES, ETC.
2. THE WASTEWATER LATERAL SHALL HAVE MINIMUM COVER OF 4'-0" BELOW THE PROPOSED CURB GRADE AT THE PROPERTY LINE, DETERMINED FROM PAVING GRADE, OR AS REQUIRED TO MAINTAIN A MINIMUM OF 2.0% GRADE, OR AS DIRECTED BY PUBLIC WORKS & ENGINEERING SERVICES.
3. PROPERTY OWNER IS RESPONSIBLE FOR OWNERSHIP & MAINTENANCE OF THE SEWER SERVICE LATERAL.

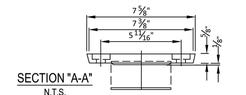
ADDISON PUBLIC WORKS & ENGINEERING SERVICES	CLEANOUT NEW CONSTRUCTION	STANDARD CONSTRUCTION DETAILS WASTEWATER		
		DATE: JANUARY 2022	REV DATE: -	SHEET: SD-WW02

2 CU-201 CLEANOUT-NEW CONSTRUCTION
SCALE: NONE

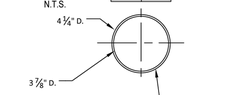


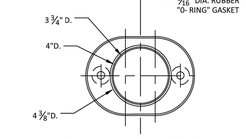
COVER
N.T.S.

CLEANOUT FRAME TOP
N.T.S.

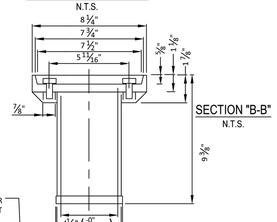


SECTION "A-A"
N.T.S.





CLEANOUT FRAME BOTTOM
N.T.S.



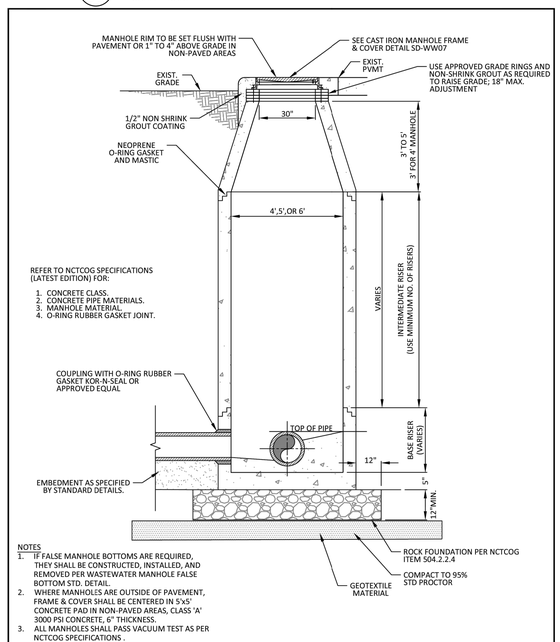
SECTION "B-B"
N.T.S.

ASSEMEBLY VIEW
N.T.S.

1. THE WORDS "WASTEWATER LATERAL CLEANOUT" SHALL BE CAST INTO TOP OF COVER.
2. MATERIALS TO BE CAST IRON.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	CAST IRON CLEANOUT FRAME & COVER IN PAVEMENT APPLICATION	STANDARD CONSTRUCTION DETAILS WASTEWATER		
		DATE: JANUARY 2022	REV DATE: -	SHEET: SD-WW03

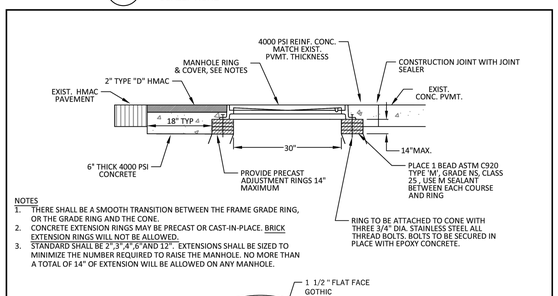
3 CU-201 CAST IRON CLEANOUT FRAME & COVER IN-PAVEMENT APPLICATION
SCALE: NONE



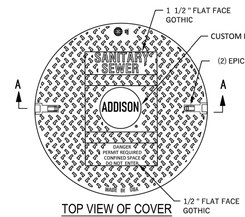
NOTES
1. IF FALSE MANHOLE BOTTOMS ARE REQUIRED, THEY SHALL BE CONSTRUCTED, INSTALLED, AND REMOVED PER WASTEWATER MANHOLE FALSE BOTTOM STD. DETAIL.
2. WHERE MANHOLES ARE OUTSIDE OF PAVEMENT, FRAME & COVER SHALL BE CENTERED IN 5'x5' CONCRETE PAD IN NON-PAVED AREAS, CLASS 'A' 3000 PSI CONCRETE, 6" THICKNESS.
3. ALL MANHOLES SHALL PASS VACUUM TEST AS PER NCTCOG SPECIFICATIONS .

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	PRECAST CONCRETE PIPE MANHOLE	STANDARD CONSTRUCTION DETAILS WASTEWATER		
		DATE: JANUARY 2022	REV DATE: -	SHEET: SD-WW04

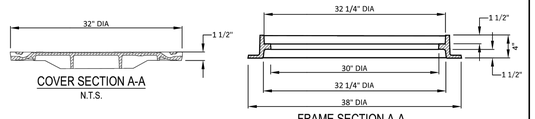
4 CU-201 PRECAST CONCRETE PIPE MANHOLE
SCALE: NONE



NOTES
1. THERE SHALL BE A SMOOTH TRANSITION BETWEEN THE FRAME GRADE RING, OR THE GRADE RING AND THE CONE.
2. CONCRETE EXTENSION RINGS MAY BE PRECAST OR CAST-IN-PLACE. BRICK EXTENSION RINGS WILL NOT BE ALLOWED.
3. STANDARD SHALL BE 2",3",4",6"AND 12". EXTENSIONS SHALL BE SIZED TO MINIMIZE THE NUMBER REQUIRED TO RAISE THE MANHOLE. NO MORE THAN A TOTAL OF 14" OF EXTENSION WILL BE ALLOWED ON ANY MANHOLE.



TOP VIEW OF COVER
N.T.S.

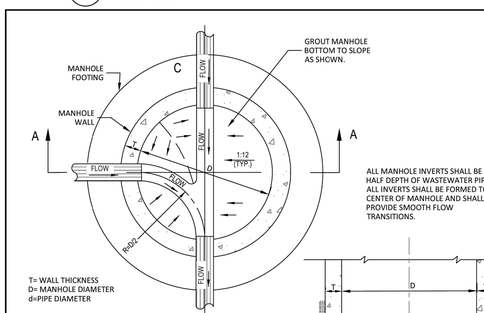


COVER SECTION A-A
N.T.S.

FRAME SECTION A-A
N.T.S.

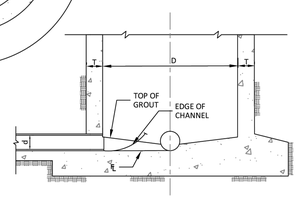
ADDISON PUBLIC WORKS & ENGINEERING SERVICES	CAST IRON MANHOLE FRAME & COVER	STANDARD CONSTRUCTION DETAILS WASTEWATER		
		DATE: JANUARY 2022	REV DATE: -	SHEET: SD-WW07

5 CU-201 CAST IRON MANHOLE FRAME & COVER
SCALE: NONE

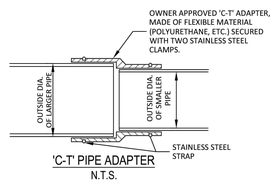


T= WALL THICKNESS
D= MANHOLE DIAMETER
d=PIPE DIAMETER

PLAN
N.T.S.



WASTEWATER MANHOLE LINE INTERSECTION
SECTION A-A
N.T.S.



'C-T' PIPE ADAPTER
N.T.S.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	WASTEWATER MANHOLE LINE INTERSECTION & 'C-T' PIPE ADAPTER	STANDARD CONSTRUCTION DETAILS WASTEWATER		
		DATE: JANUARY 2022	REV DATE: -	SHEET: SD-WW09

6 CU-201 WASTEWATER MANHOLE LINE INTERSECTION & 'C-T' PIPE ADAPTER
SCALE: NONE

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REGISTRATION NO.
F-5713

REV	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

SANITARY SEWER DETAILS 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

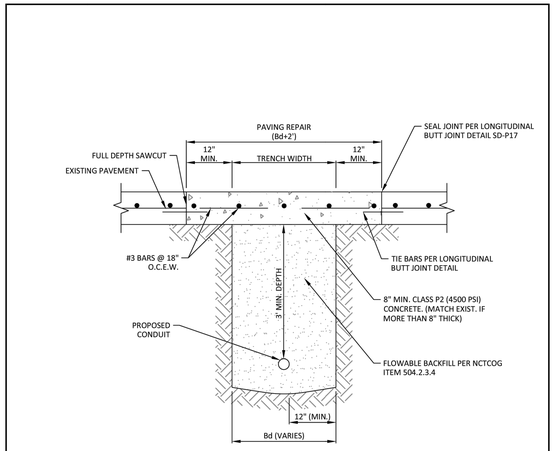
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DRAWING NUMBER
CU-201

SHEET NUMBER 40

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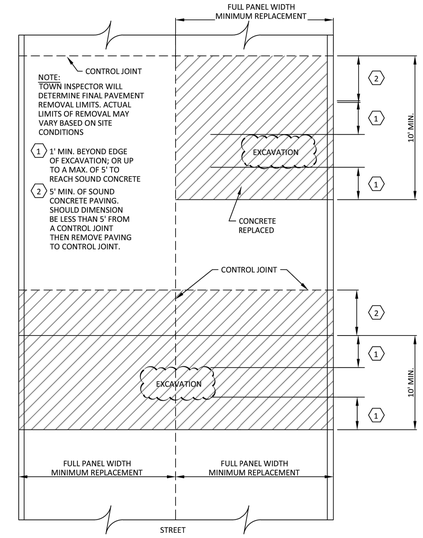


NOTES:

1. REPAIRS SHALL EXTEND TO 1' BEYOND EACH SIDE OF TRENCH (Bd).
2. REINFORCEMENT CHAIRS OR APPROVED EQUAL SHALL BE USED.
3. REPAIRS SHALL MATCH EXISTING GRADE.
4. NOT LESS THAN HALF A PANEL SHALL REMAIN AFTER SAWCUT.
5. TOWN INSPECTOR WILL DETERMINE FINAL PAVEMENT REMOVAL LIMITS. ACTUAL LIMITS OF REMOVAL MAY VARY BASED ON SITE CONDITIONS.

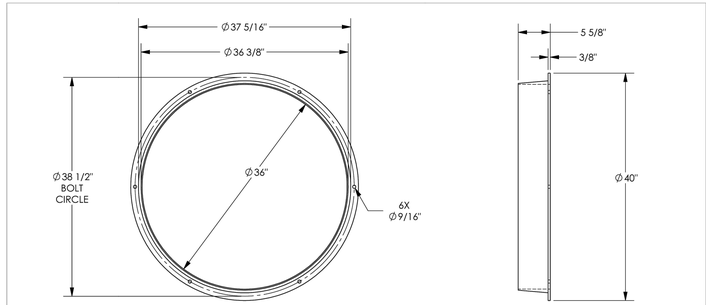
ADDISON PUBLIC WORKS & ENGINEERING SERVICES	UTILITY INSTALLATION BENEATH CONCRETE ROAD SURFACE	STANDARD CONSTRUCTION DETAILS FRANCHISE UTILITIES TRENCHLINE & STREET RESTORATION
		DATE: JANUARY 2022 / REV DATE: - / SHEET: SD-U01

1 CU-202 — UTILITY INSTALLATION BENEATH CONCRETE ROAD SURFACE
SCALE: NONE



ADDISON PUBLIC WORKS & ENGINEERING SERVICES	CONCRETE STREET CUT REPAIRS EXAMPLE 1	STANDARD CONSTRUCTION DETAILS FRANCHISE UTILITIES TRENCHLINE & STREET RESTORATION
		DATE: JANUARY 2022 / REV DATE: - / SHEET: SD-U05

2 CU-202 — CONCRETE STREET CUT REPAIRS
SCALE: NONE

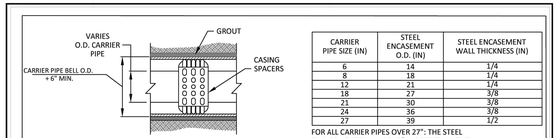


NOTES:
FLANGES INCLUDE SS HARDWARE AND BUTYL TAPE INSTALL KIT
FLANGES TO BE INSTALLED BY TOPP WHEN ORDERED WITH BASIN
TOPP P/N: FFL36B

CONVERSION FROM XF36000	A	NA	11/11/20	JCC	Liberty Pumps® 7000 APPLE TREE AVENUE BERGEN, N.Y. 14416 (585) 494-1817	drn by J.CONE; tol: xx+/- .02"; xxx+/- .005"; date 11/11/20; angles +/- 2°; unless otherwise noted; title 36" FIBERGLASS FLANGE FOR H20 TRAFFIC RATED COVERS; part no. 4967000; drawing no. 4967000; sheet number 1 of 1; sheet size A
description of change	rev	project	date	initials		

4A CU-202 — 36" FIBER GLASS FLANGE FOR TRAFFIC RATED COVER
SCALE: NONE

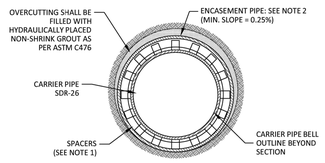
NOTE:
LIFT STATION DESIGNED BY LIBERTY PUMP



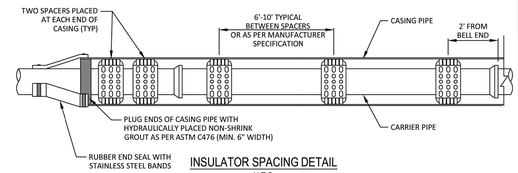
TYPICAL CASING SECTION
N.T.S.

CARRIER PIPE SIZE (IN)	STEEL ENCASEMENT O.D. (IN)	STEEL ENCASEMENT WALL THICKNESS (IN)
6	14	1/4
8	18	1/4
12	21	1/4
18	27	3/8
21	30	3/8
24	36	3/8
27	39	1/2

FOR ALL CARRIER PIPES OVER 27": THE STEEL ENCASEMENT SHALL BE 12" LARGER THAN THE CARRIER PIPE AND THE STEEL ENCASEMENT WALL THICKNESS SHALL BE ½".



WASTEWATER ENCASEMENT
N.T.S.

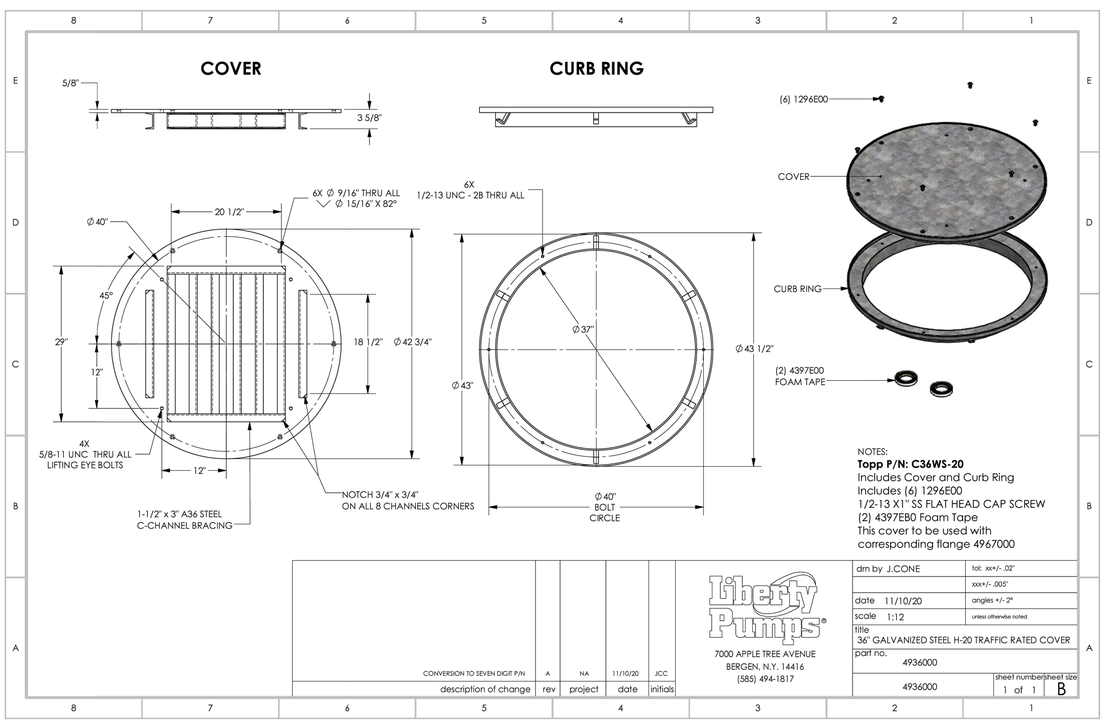


INSULATOR SPACING DETAIL
N.T.S.

NOTES:
1. HIGH DENSITY POLYETHYLENE SPACERS, RACI OR EQUAL, SHALL BE USED. WHERE NO CASING PIPE IS REQUIRED OVERCUTTING AROUND UTILITY SHALL BE FILLED WITH HYDRAULICALLY PLACED NON-SHRINK GROUT AS PER ASTM C476.
2. ENCASEMENT PIPE SHALL BE HIGH DENSITY STEEL PIPE. ALL JOINTS TO BE WELDED 100%.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	CASING	STANDARD CONSTRUCTION DETAILS WASTEWATER
		DATE: JANUARY 2022 / REV DATE: - / SHEET: SD-WW11

3 CU-202 — SANITARY SEWER ENCASEMENT
SCALE: NONE



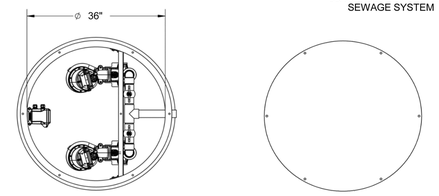
NOTES:
Topp P/N: C36WS-20
Includes Cover and Curb Ring
Includes (6) 1296E00
1/2-13 X1" SS FLAT HEAD CAP SCREW
(2) 4397EB0 Foam Tape
This cover to be used with corresponding flange 4967000

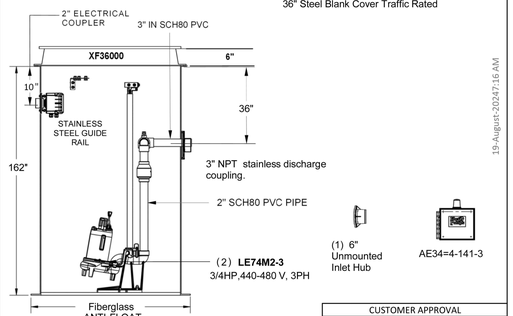
CONVERSION TO SEVEN DIGIT P/N	A	NA	11/10/20	JCC	Liberty Pumps® 7000 APPLE TREE AVENUE BERGEN, N.Y. 14416 (585) 494-1817	drn by J.CONE; tol: xx+/- .02"; xxx+/- .005"; date 11/10/20; angles +/- 2°; scale 1:12; unless otherwise noted; title 36" GALVANIZED STEEL H-20 TRAFFIC RATED COVER; part no. 4936000; 4936000; sheet number 1 of 1; sheet size B
description of change	rev	project	date	initials		

4B CU-202 — GALVANIZED STEEL TRAFFIC RATED COVER
SCALE: NONE

**NOTE: LIFTER CHAINS AND FLOATS NOT SHOWN. PUMPS SHIPPED SEPARATELY TO PREVENT SYSTEM DAMAGE

EPS112858
36X162 DUPLEX LE74M2-3
SEWAGE SYSTEM





19-August-2024 7:16 AM

Fiberglass Tank dimension tolerance(s): +/- 1"

Custom items are non-cancelable once order is placed. 100% restocking fee applies

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Liberty Pumps® 7000 APPLE TREE AVENUE BERGEN, N.Y. 14416 (585) 494-1817

QUOTED PROVIDED BY: S.ROBINSON
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CUSTOMER APPROVAL
DATE:
NAME(PRINT):
NAME(SIGN):
FINAL CONFIGURATIONS MAY VARY SLIGHTLY FROM THE ILLUSTRATIONS ON THIS PRINT

4C CU-202 — LIFT STATION
SCALE: NONE

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

SANITARY SEWER DETAILS 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

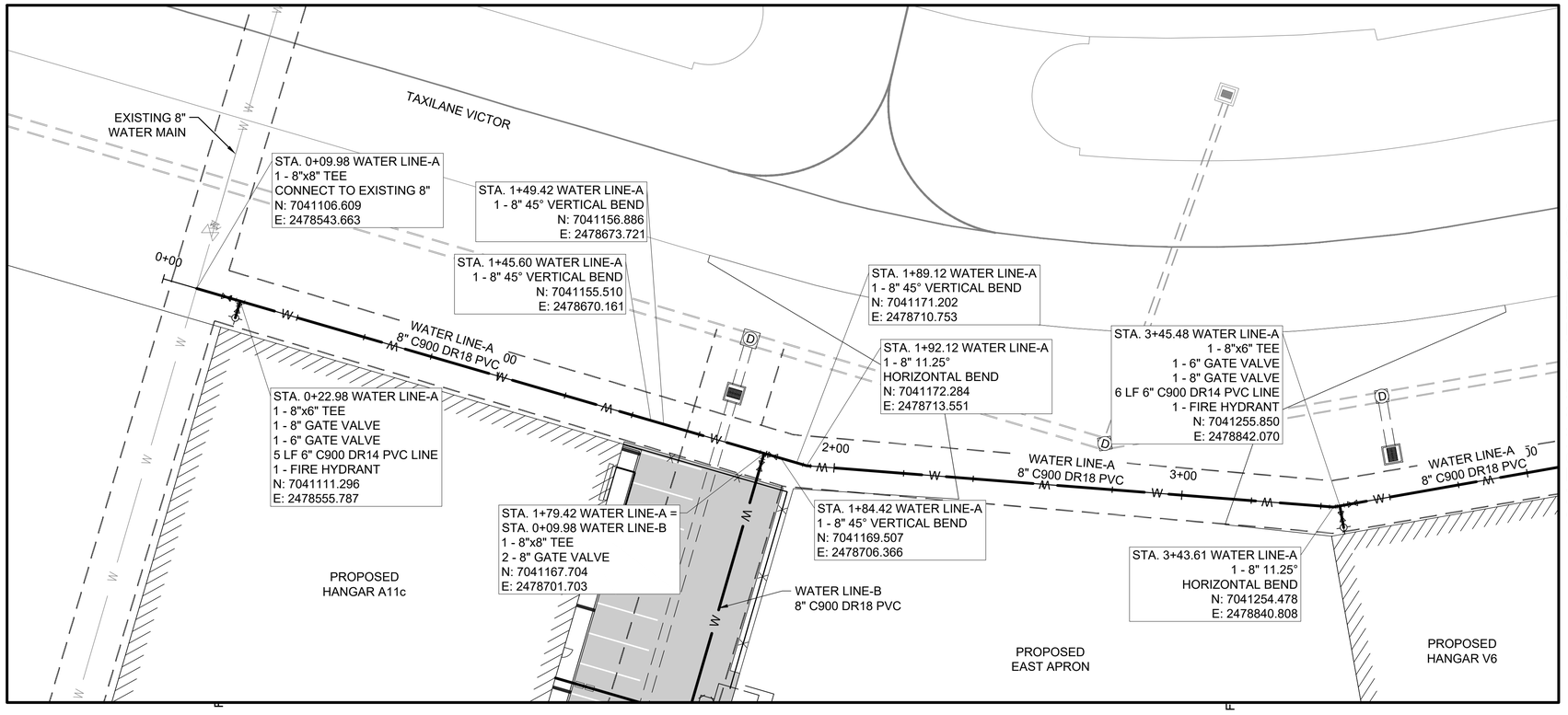
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CU-202

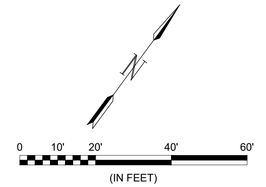
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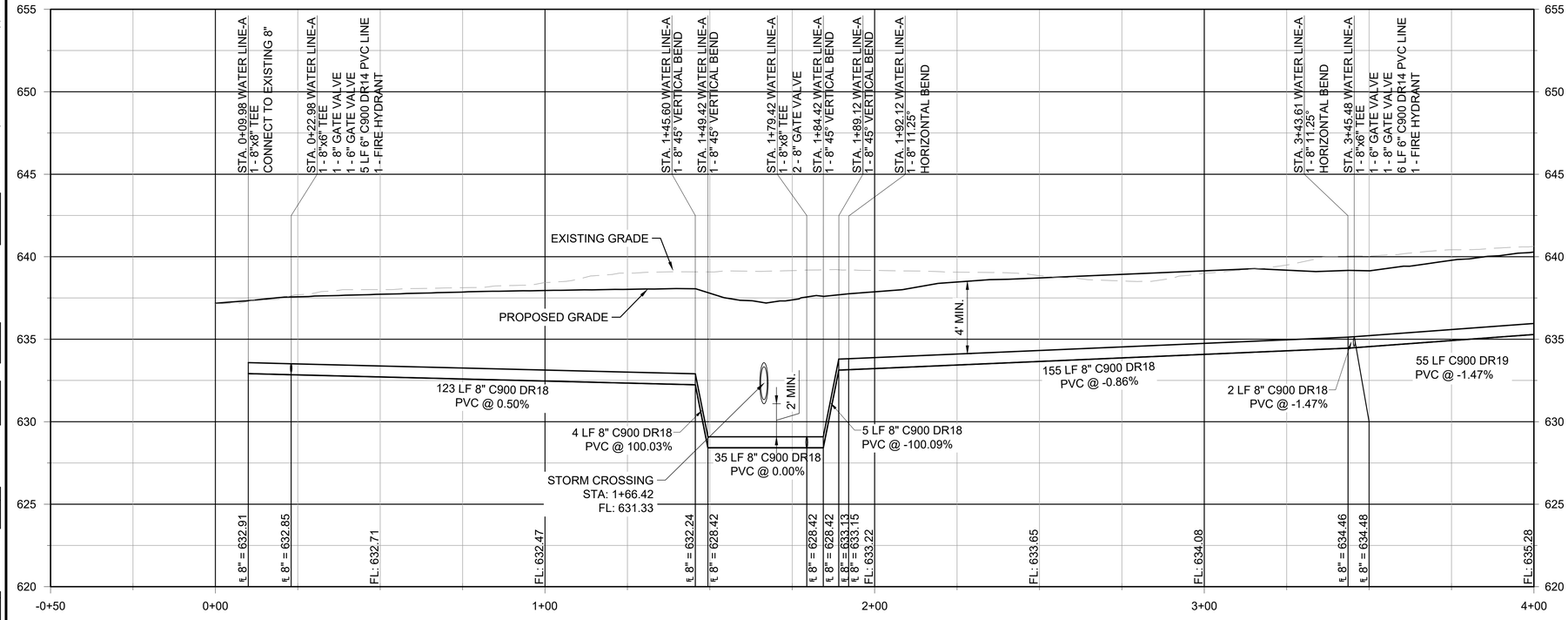


MATCHLINE SHEET CU-302



LEGEND

- PROPOSED WATER
- PROPOSED EASEMENT
- PROPOSED SANITARY SEWER
- PROPOSED GAS
- PROPOSED STORM DRAIN PIPE
- PROPOSED FENCE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING WATER
- EXISTING SANITARY SEWER
- EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE



NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEETS CU-401 - CU-402 FOR WATERLINE DETAILS.
3. CONTRACTOR MUST PROVIDE THRUST BLOCKING PER THE TOWN OF ADDISON STANDARD DETAILS.
4. WATERLINES CROSSING UNDER A WASTEWATER MAIN OR LATERAL SHALL BE ENCASED IN A HIGH-DENSITY STEEL PIPE PER THE TOWN ON ADDISON STANDARD DETAILS UNLESS OTHERWISE NOTED.
5. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO WATERLINE INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

WATERLINE 'A' PLAN AND PROFILE 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

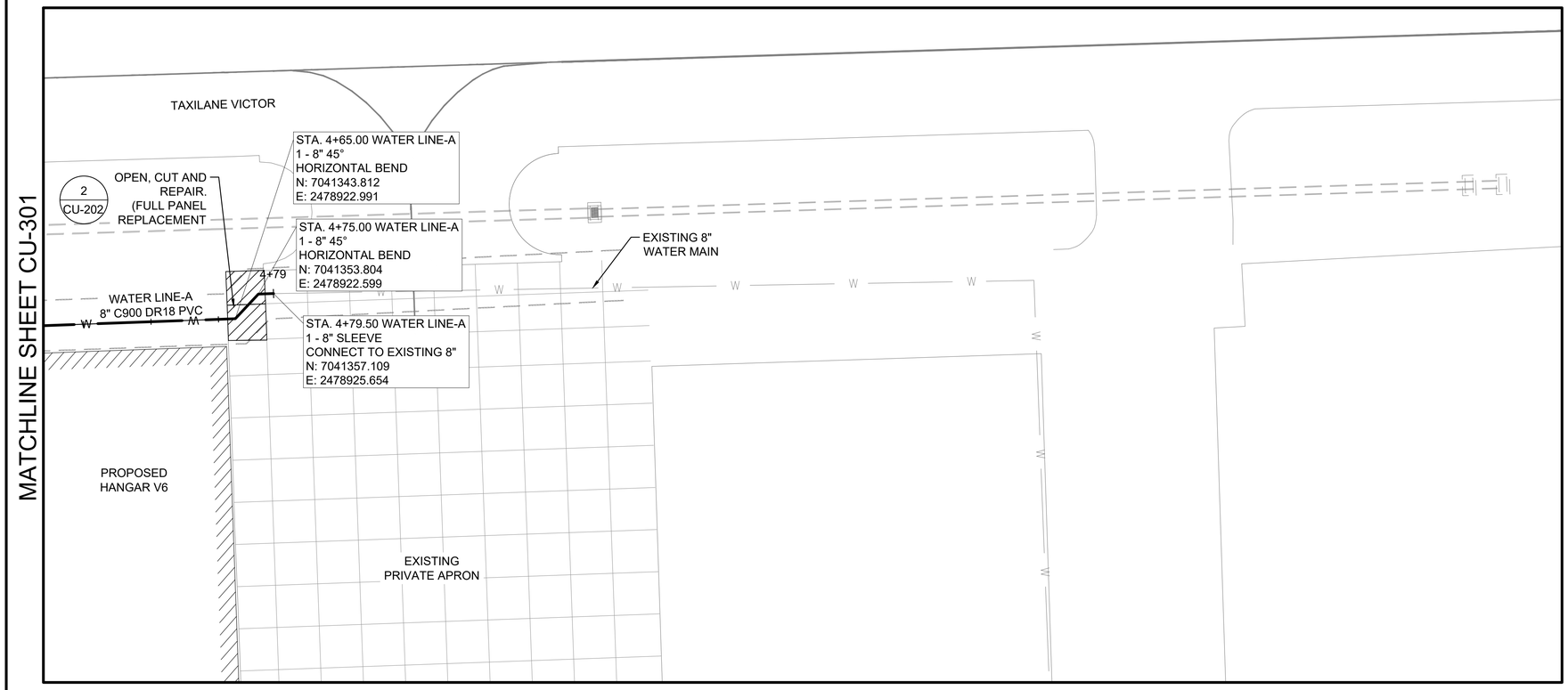
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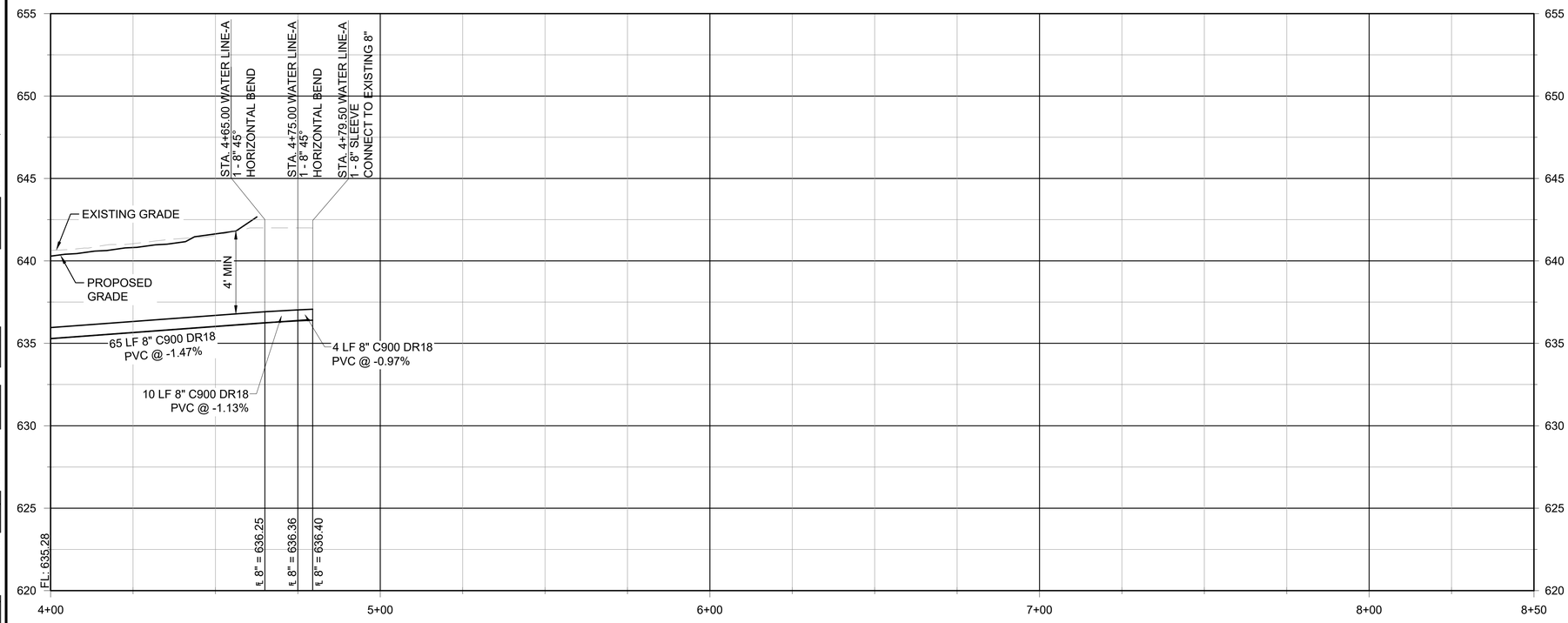
DRAWING NUMBER
CU-301

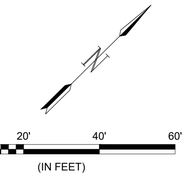
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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:01 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING







LEGEND

- PROPOSED WATER
- PROPOSED EASEMENT
- PROPOSED SANITARY SEWER
- PROPOSED GAS
- PROPOSED STORM DRAIN PIPE
- PROPOSED FENCE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING WATER
- EXISTING SANITARY SEWER
- EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEETS CU-401 - CU-402 FOR WATERLINE DETAILS.
3. CONTRACTOR MUST PROVIDE THRUST BLOCKING PER THE TOWN OF ADDISON STANDARD DETAILS.
4. WATERLINES CROSSING UNDER A WASTEWATER MAIN OR LATERAL SHALL BE ENCASED IN A HIGH-DENSITY STEEL PIPE PER THE TOWN ON ADDISON STANDARD DETAILS UNLESS OTHERWISE NOTED.
5. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO WATERLINE INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

WATERLINE 'A' PLAN AND PROFILE 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

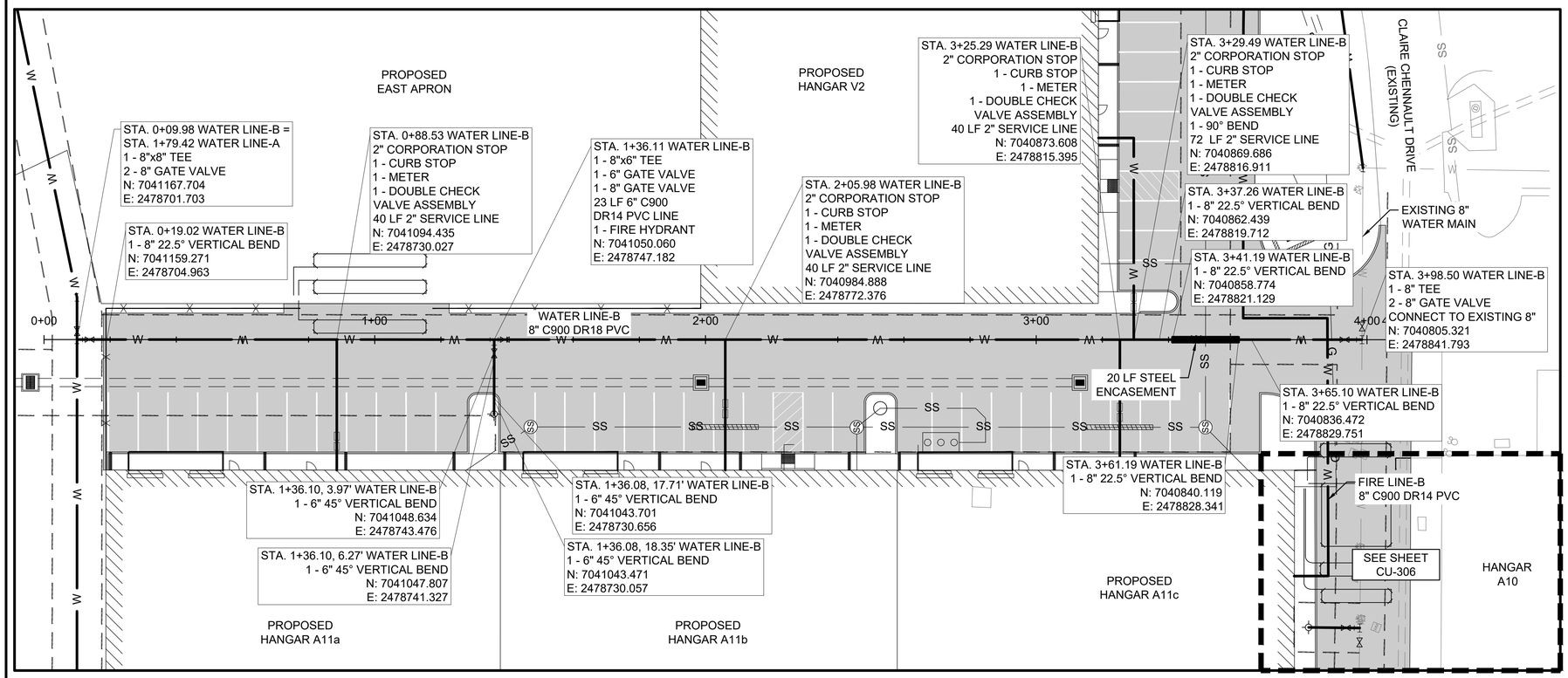
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

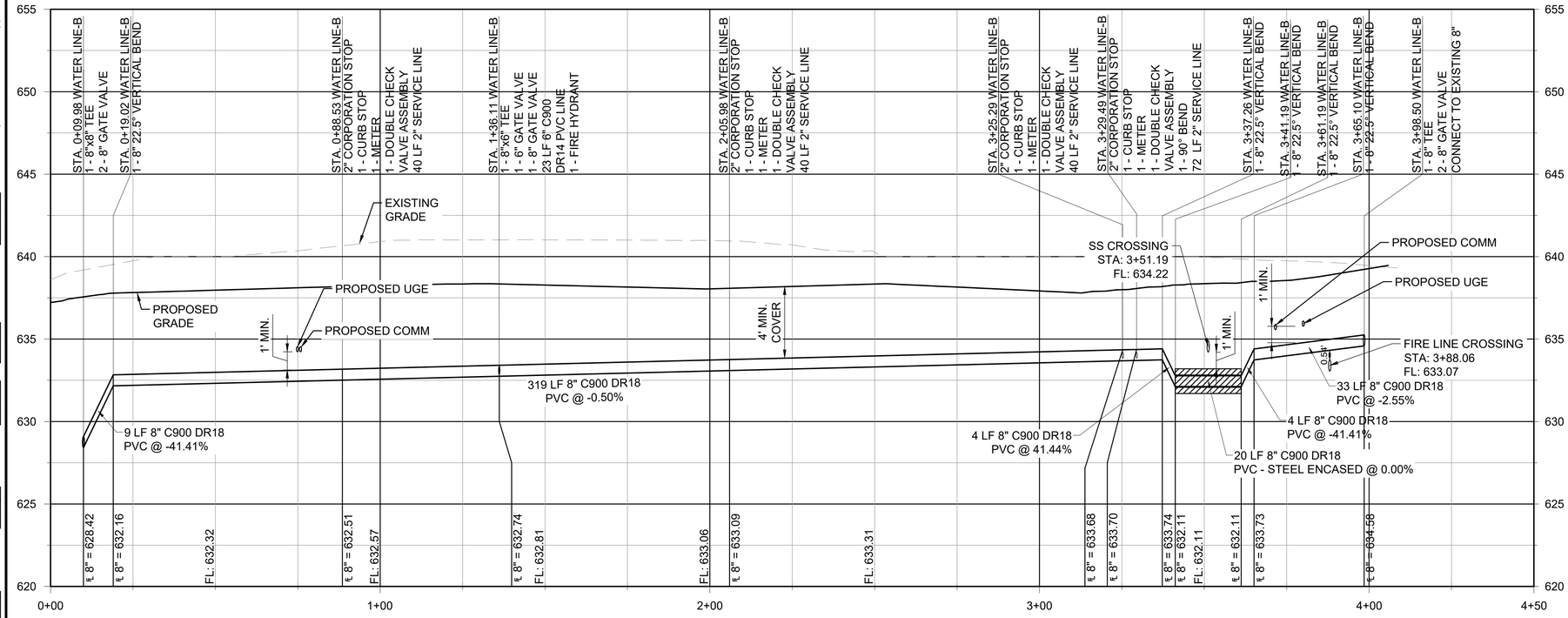
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CU-302

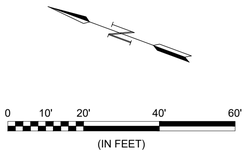
SHEET NUMBER **43**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:28 AM Plotter used: DWG To PDF.pc3

RECORD DRAWING







LEGEND

- PROPOSED WATER
- PROPOSED EASEMENT
- PROPOSED SANITARY SEWER
- PROPOSED GAS
- PROPOSED STORM DRAIN PIPE
- PROPOSED FENCE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING WATER
- EXISTING SANITARY SEWER
- EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEET CU-306 FOR FIRE LINE B AND MISCELLANEOUS WATER PLAN.
3. SEE SHEETS CU-401 - CU-402 FOR WATERLINE DETAILS.
4. CONTRACTOR MUST PROVIDE THRUST BLOCKING PER THE TOWN OF ADDISON STANDARD DETAILS.
5. WATERLINES CROSSING UNDER A WASTEWATER MAIN OR LATERAL SHALL BE ENCASED IN A HIGH-DENSITY STEEL PIPE PER THE TOWN ON ADDISON STANDARD DETAILS UNLESS OTHERWISE NOTED.
6. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO WATERLINE INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

WATERLINE 'B' PLAN AND PROFILE 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

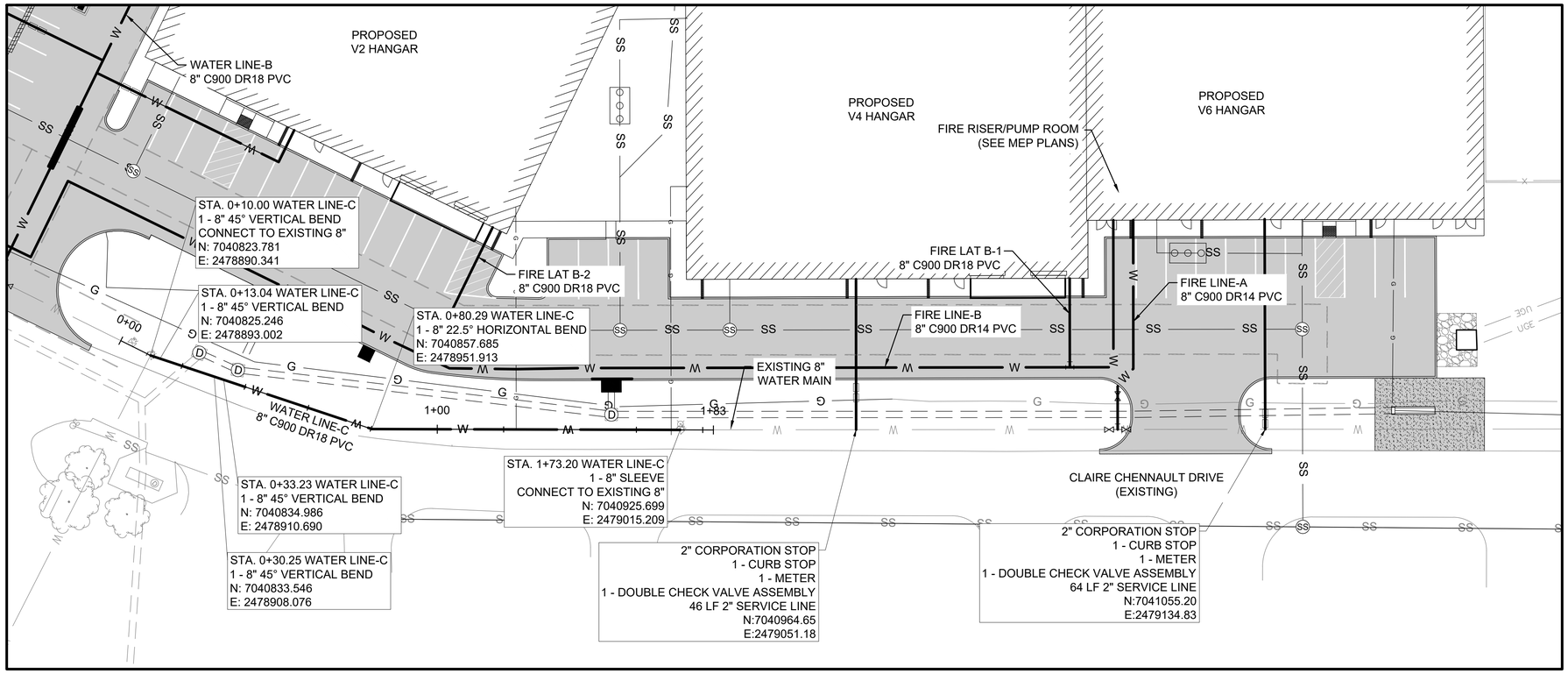
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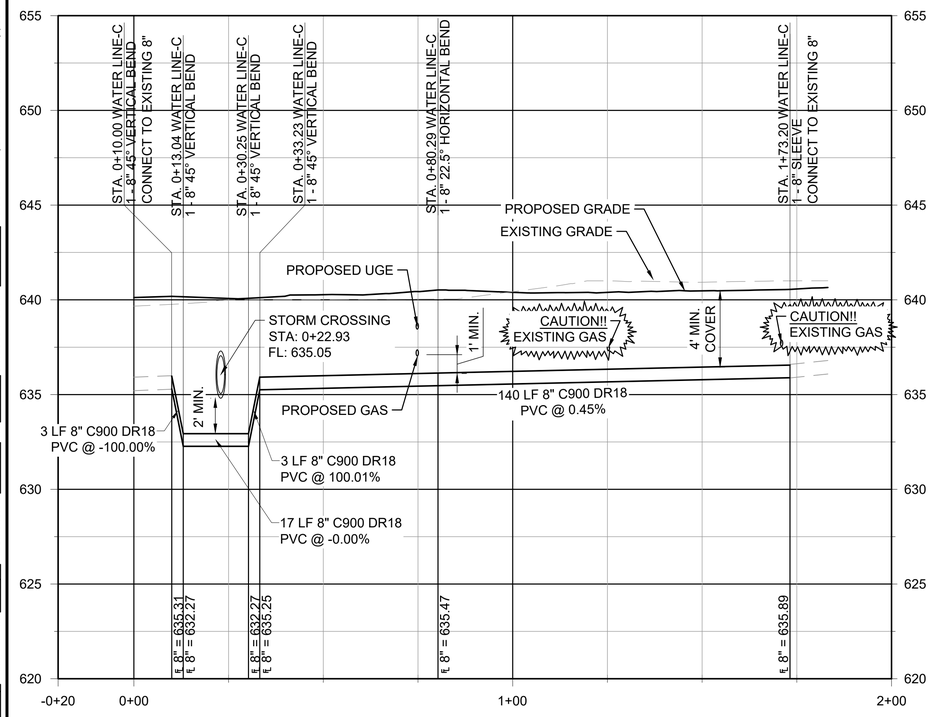
DRAWING NUMBER
CU-303

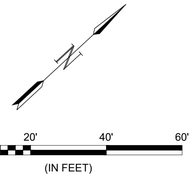
SHEET NUMBER **44**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:01 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING







LEGEND

- PROPOSED WATER
- PROPOSED EASEMENT
- PROPOSED SANITARY SEWER
- PROPOSED GAS
- PROPOSED STORM DRAIN PIPE
- PROPOSED FENCE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING WATER
- EXISTING SANITARY SEWER
- EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEETS CU-401 - CU-402 FOR WATERLINE DETAILS.
3. CONTRACTOR MUST PROVIDE THRUST BLOCKING PER THE TOWN OF ADDISON STANDARD DETAILS.
4. WATERLINES CROSSING UNDER A WASTEWATER MAIN OR LATERAL SHALL BE ENCASED IN A HIGH-DENSITY STEEL PIPE PER THE TOWN ON ADDISON STANDARD DETAILS UNLESS OTHERWISE NOTED.
5. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO WATERLINE INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.

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RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

WATERLINE RELOCATION PLAN

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

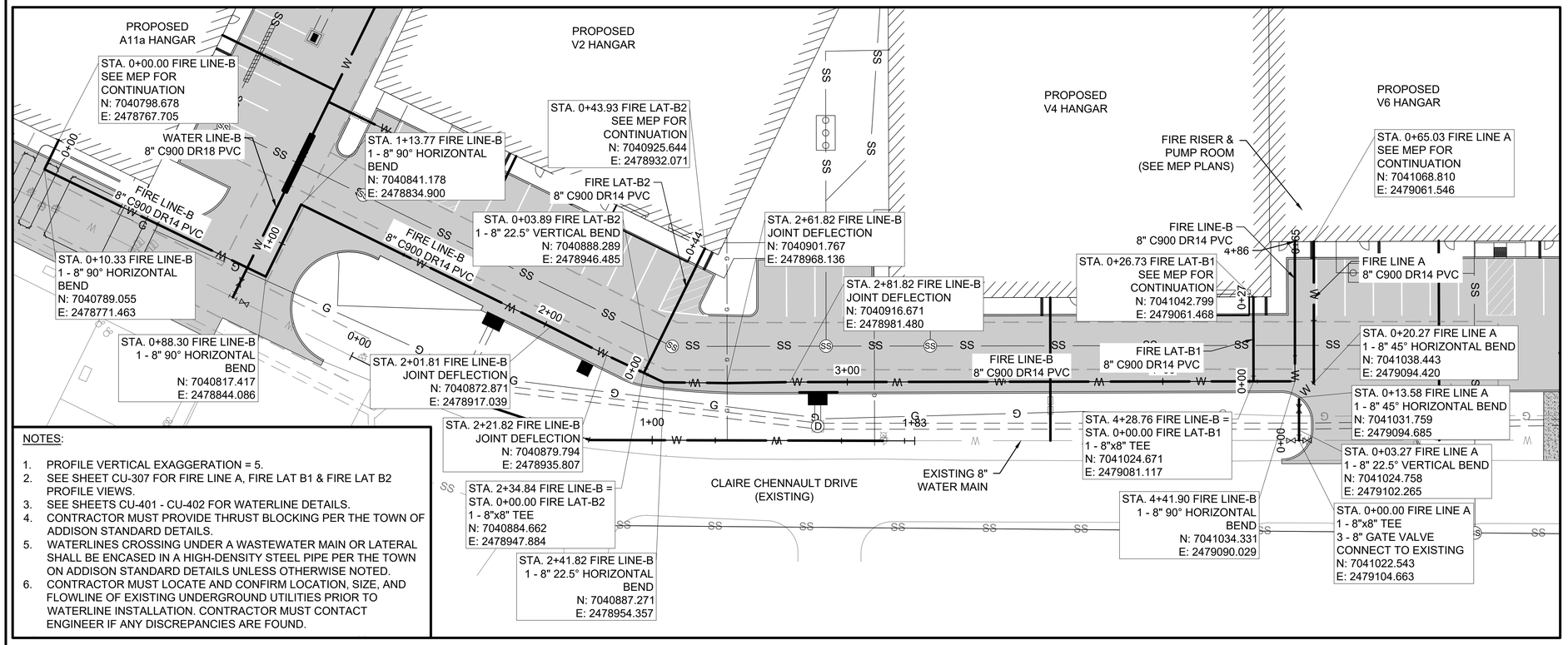
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DRAWING NUMBER
CU-304

SHEET NUMBER **45**

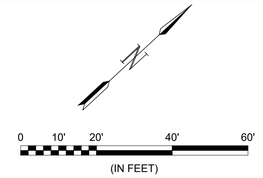
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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:01 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



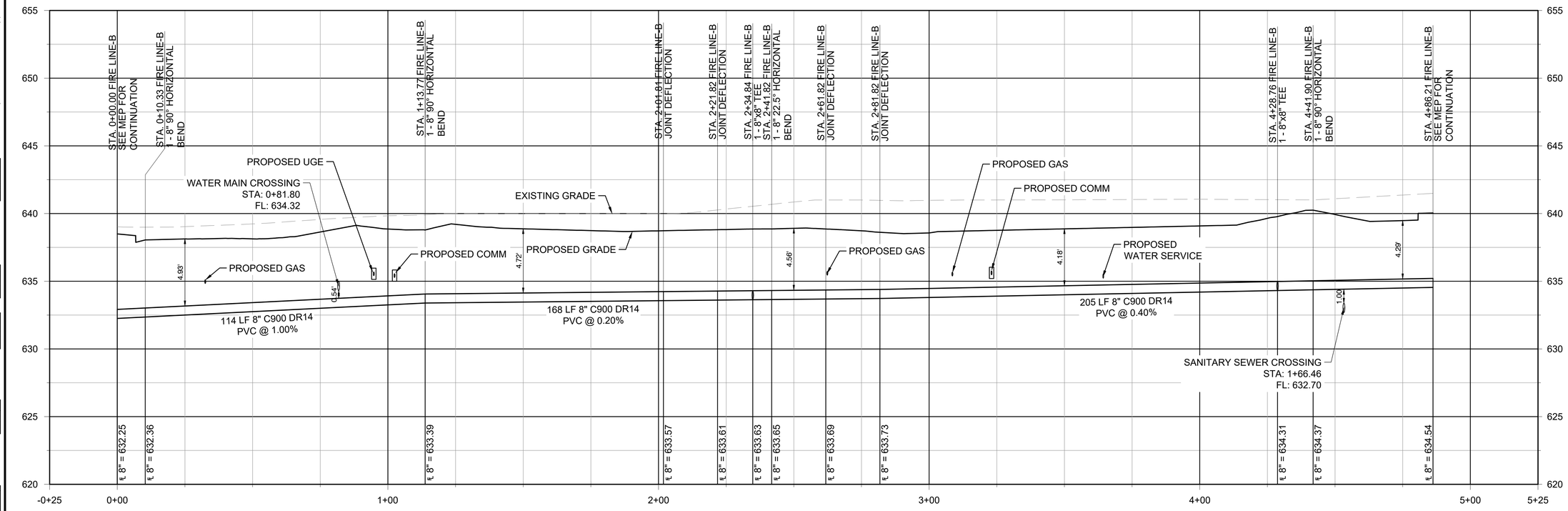
NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEET CU-307 FOR FIRE LINE A, FIRE LAT B1 & FIRE LAT B2 PROFILE VIEWS.
3. SEE SHEETS CU-401 - CU-402 FOR WATERLINE DETAILS.
4. CONTRACTOR MUST PROVIDE THRUST BLOCKING PER THE TOWN OF ADDISON STANDARD DETAILS.
5. WATERLINES CROSSING UNDER A WASTEWATER MAIN OR LATERAL SHALL BE ENCASED IN A HIGH-DENSITY STEEL PIPE PER THE TOWN ON ADDISON STANDARD DETAILS UNLESS OTHERWISE NOTED.
6. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO WATERLINE INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.



LEGEND

- PROPOSED WATER
- PROPOSED EASEMENT
- PROPOSED SANITARY SEWER
- PROPOSED GAS
- PROPOSED STORM DRAIN PIPE
- PROPOSED FENCE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING WATER
- EXISTING SANITARY SEWER
- EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE



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REV.	DATE	DESCRIPTION	BY
RD	03/27/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

FIRE LINE PLAN

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

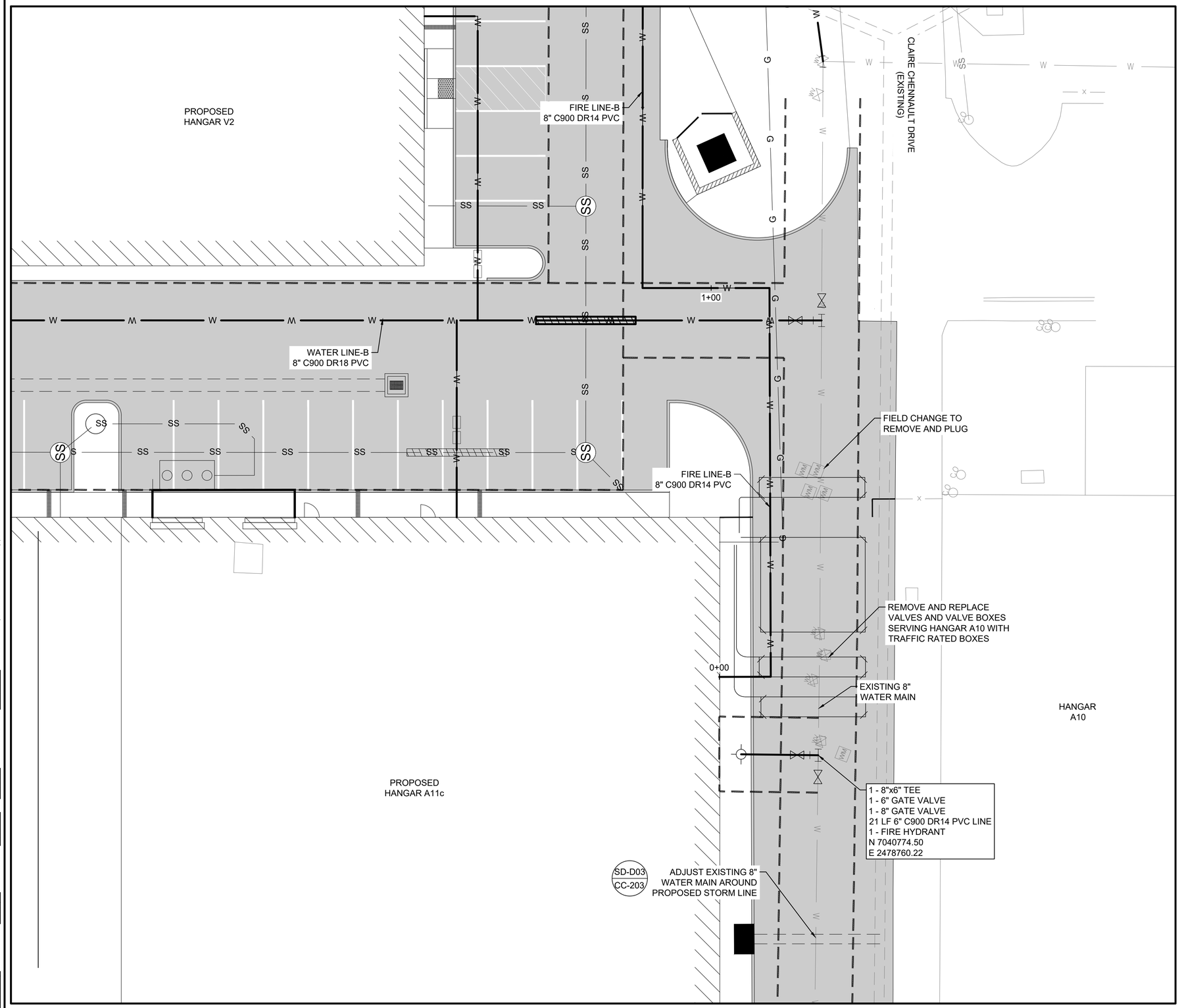
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DRAWING NUMBER
CU-305

SHEET NUMBER **46**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:01 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



0 5' 10' 20' 30'
(IN FEET)

LEGEND

- PROPOSED WATER
- PROPOSED EASEMENT
- PROPOSED SANITARY SEWER
- PROPOSED GAS
- PROPOSED STORM DRAIN PIPE
- PROPOSED FENCE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING WATER
- EXISTING SANITARY SEWER
- EXISTING GAS
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEETS CU-401 - CU-402 FOR WATERLINE DETAILS.
3. CONTRACTOR MUST PROVIDE THRUST BLOCKING PER THE TOWN OF ADDISON STANDARD DETAILS.
4. WATERLINES CROSSING UNDER A WASTEWATER MAIN OR LATERAL SHALL BE ENCASED IN A HIGH-DENSITY STEEL PIPE PER THE TOWN ON ADDISON STANDARD DETAILS UNLESS OTHERWISE NOTED.
5. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO WATERLINE INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

MISC. WATER PLAN

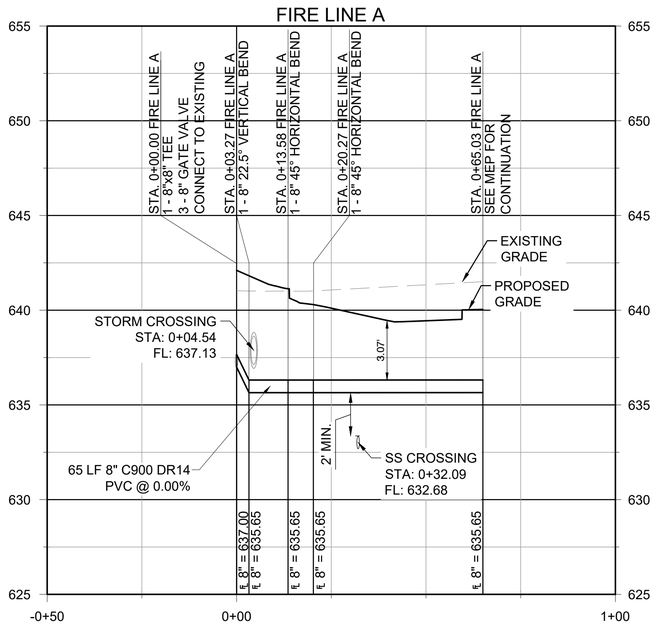
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CU-306

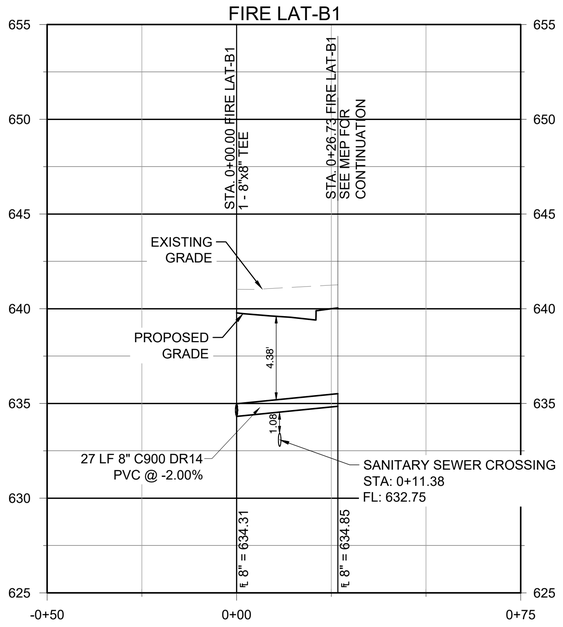
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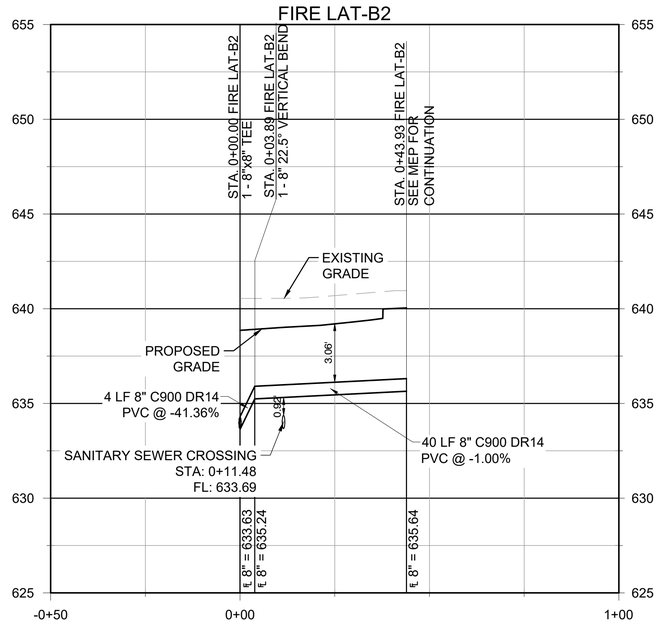
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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:01 AM Plotter used: AutoCAD PDF (General Documentation).pc3



NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEET CU-305 FOR FIRE LINE B, FIRE LAT B1 & FIRE LAT B2 LAYOUTS.
3. SEE SHEETS CU-401 - CU-402 FOR WATERLINE DETAILS.
4. CONTRACTOR MUST PROVIDE THRUST BLOCKING PER THE TOWN OF ADDISON STANDARD DETAILS.
5. WATERLINES CROSSING UNDER A WASTEWATER MAIN OR LATERAL SHALL BE ENCASED IN A HIGH-DENSITY STEEL PIPE PER THE TOWN ON ADDISON STANDARD DETAILS UNLESS OTHERWISE NOTED.
6. CONTRACTOR MUST LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE OF EXISTING UNDERGROUND UTILITIES PRIOR TO WATERLINE INSTALLATION. CONTRACTOR MUST CONTACT ENGINEER IF ANY DISCREPANCIES ARE FOUND.





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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	03/27/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

FIRE LINE PROFILE VIEWS

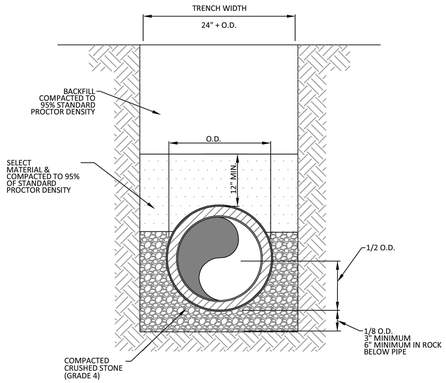
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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

DRAWING NUMBER
CU-307

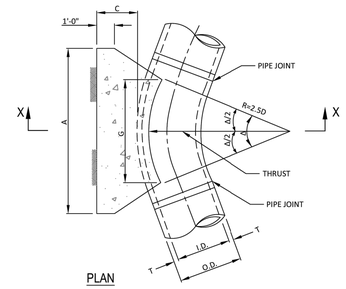
SHEET NUMBER **48**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:01 AM Plotter used: AutoCAD PDF (General Documentation).pc3

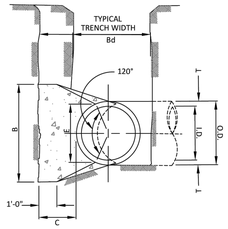


TYPICAL P.V.C.WATER MAIN EMBEDMENT
N.T.S.

		STANDARD CONSTRUCTION DETAILS WASTEWATER		
ADDISON PUBLIC WORKS & ENGINEERING SERVICES	P.V.C. WATER MAIN EMBEDMENT	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-W01

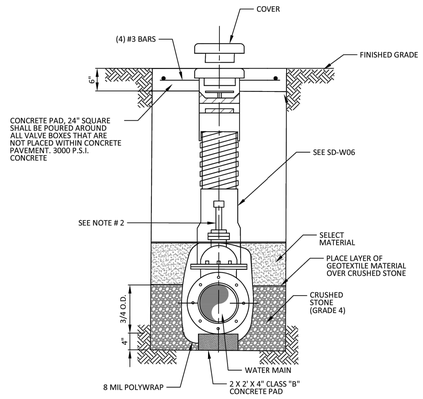


PLAN



SECTION X-X

		STANDARD CONSTRUCTION DETAILS WASTEWATER		
ADDISON PUBLIC WORKS & ENGINEERING SERVICES	HORIZONTAL THRUST BLOCK AT PIPE BEND	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-W04

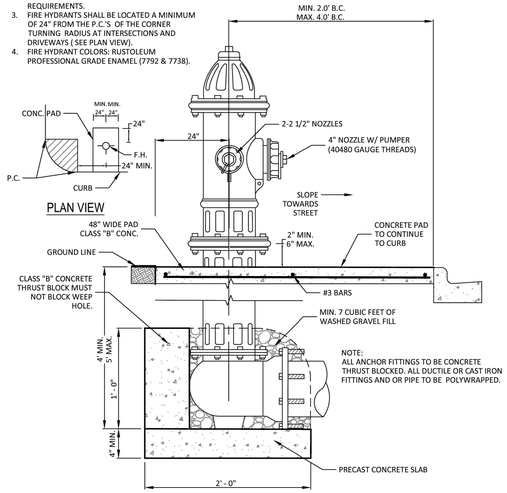


TYPICAL VALVE SETTING AND BOX

NOTES:
1. 4" THRU 12" R.S. GATE VALVES SHALL BE IN ACCORDANCE WITH TOWN OF ADDISON WATER SYSTEM REQUIREMENTS.
2. A PERMANENTLY ATTACHED VALVE EXTENSION STEM SHALL BE REQUIRED FOR ANY VALVE WHERE OPERATING NUT IS LOCATED IN EXCESS OF 5' BELOW THE TOP OF VALVE BOX. THIS EXTENSION SHALL BE OF SUFFICIENT LENGTH TO ENSURE THAT ITS TOP IS WITHIN 5' OF VALVE BOX LID.
3. BLUE "V" (3") CUT INTO FACE OF NEAREST CURB AND POINTING TOWARD THE VALVE.
4. ALL IRON MATERIALS SHALL BE DOMESTIC. (MADE IN USA)

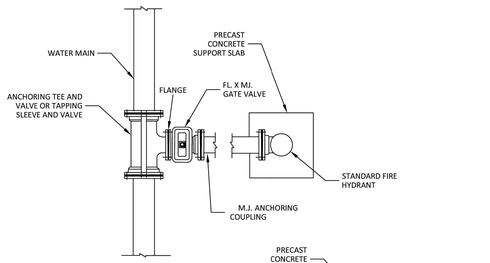
		STANDARD CONSTRUCTION DETAILS WASTEWATER		
ADDISON PUBLIC WORKS & ENGINEERING SERVICES	VALVE SETTING	DATE: JANUARY 2022	REV DATE: 04-06-2017	SHEET: SD-W05

NOTE:
1. EJIW 5CD250 HYDRANT OR EQUIVALENT APPROVED BY THE CITY.
2. DESIGN, SITE REQUIREMENTS, THE GENERAL OPERATION, PAINTING AND DELIVERY OF ALL FIRE HYDRANTS SHALL BE IN ACCORDANCE WITH THE TOWN OF ADDISON WATER SYSTEM REQUIREMENTS.
3. FIRE HYDRANTS SHALL BE LOCATED A MINIMUM OF 24" FROM THE F.C.'S OF THE CORNER TURNING RADIUS AT INTERSECTIONS AND DRIVEWAYS (SEE PLAN VIEW).
4. FIRE HYDRANT COLORS: RUSTOLEUM PROFESSIONAL GRADE ENAMEL (7792 & 7738).

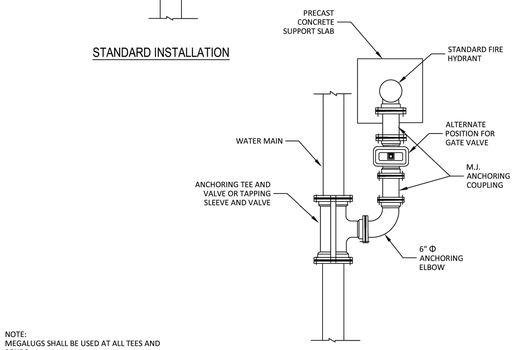


TYPICAL FIRE HYDRANT INSTALLATION
N.T.S.

		STANDARD CONSTRUCTION DETAILS WATER		
ADDISON PUBLIC WORKS & ENGINEERING SERVICES	TYPICAL FIRE HYDRANT INSTALLATION	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-W09



STANDARD INSTALLATION

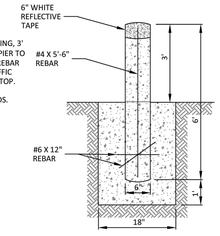


NOTE:
MEGALUGS SHALL BE USED AT ALL TEES AND BENDS.

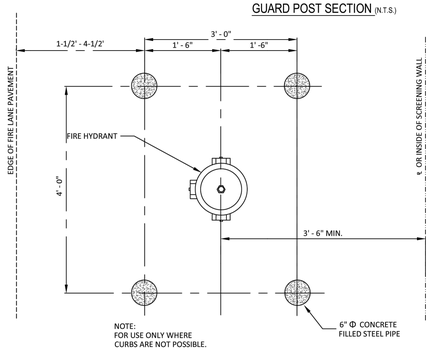
ALTERNATE INSTALLATION

		STANDARD CONSTRUCTION DETAILS WATER		
ADDISON PUBLIC WORKS & ENGINEERING SERVICES	TYPICAL FIRE HYDRANT INSTALLATION	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-W10

NOTES:
1. 6"Φ STEEL PIPE W/CONCRETE FILL 6' LENGTH (3' ABOVE PAVING, 3' BELOW PAVING) WITH 1-#4 X 5' - 6" TO BE CASED IN 18" Φ PIER TO DEPTH OF 1'-0" BELOW BOTTOM OF PIPE. USE 2 - #6 X 12" REBAR THRU PIPE INTO CONCRETE PIER. PIPES TO BE PAINTED TRAFFIC YELLOW W/6" WHITE REFLECTOR TAPE WRAPPED AROUND TOP.
2. BLUE STIMSONITE REFLECTORS SHALL BE INSTALLED BE IN ACCORDANCE WITH THE WATER DESIGN SYSTEM STANDARDS.



GUARD POST SECTION (N.T.S.)



FIRE HYDRANT GUARD POST DETAIL (N.T.S.)

		STANDARD CONSTRUCTION DETAILS WATER		
ADDISON PUBLIC WORKS & ENGINEERING SERVICES	FIRE HYDRANT GUARD POST	DATE: JANUARY 2022	REV DATE: -	SHEET: SD-W11

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

WATERLINE DETAILS 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

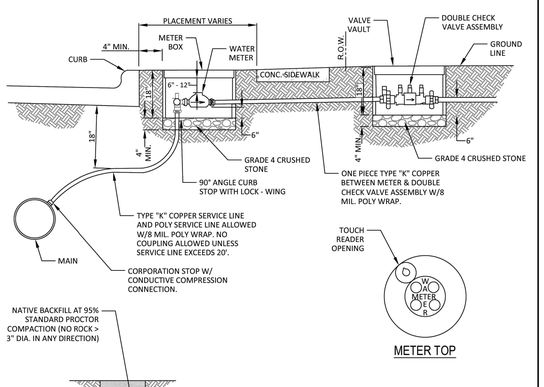
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DRAWING NUMBER
CU-401

SHEET NUMBER **49**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:01 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



GENERAL INSTALLATION NOTES:

1. WATER METER SHALL BE PLACED IN CENTER OF LOT WITH THE WASTEWATER SERVICE TO BE LOCATED 10' DOWN STREAM.
2. METER AND BOX SHALL BE SET BY THE CONTRACTOR TO ADDISON STANDARDS IN ALL CASES.
3. THE METER BOX SHALL BE SET WITHIN THE R.O.W. OR A DEDICATED UTILITY EASEMENT. IN ALL CASES, THE METER BOX SHALL BE PROTECTED FROM VEHICULAR TRAFFIC.
4. WATER SERVICES SHALL NOT BE CONNECTED TO DEAD END LINES OR FIRE HYDRANT LEADS WITHOUT PRIOR APPROVAL.
5. ALL MATERIALS SHALL CONFORM TO THE TOWN OF ADDISON WATER SYSTEM REQUIREMENTS.

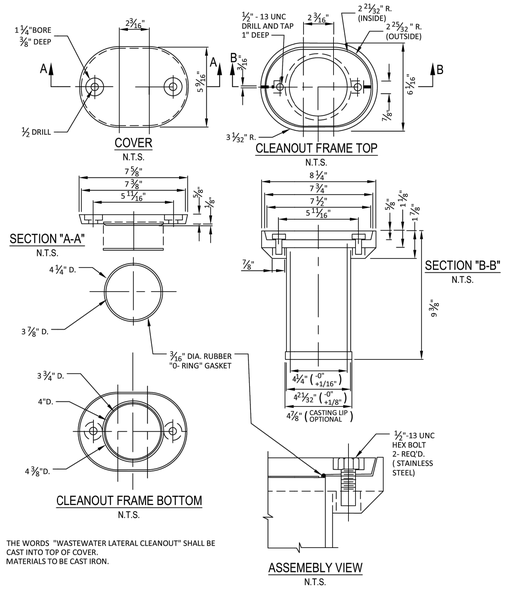
POLY SERVICE LINE ALLOWED	DFW PLASTICES, INC. DFWAWBC-24-1 RING & COVER					
	ENDOTRACE CONNECTION	MIN. DIA.	COVER & RINGS	MIN. HT.	MIN. CAN WEIGHT	MIN. TOTAL WEIGHT
1 INCH	1 INCH	24 INCHES	20 1/8 INCHES	18 INCHES	17 LBS.	98 LBS.
2 INCH	2 INCH	28 INCHES	20 1/8 INCHES	18 INCHES	20 LBS.	127 LBS.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES

SERVICE CONNECTION WITH METER BOX

STANDARD CONSTRUCTION DETAILS WATER

DATE: JANUARY 2022 | REV DATE: - | SHEET: SD-W12



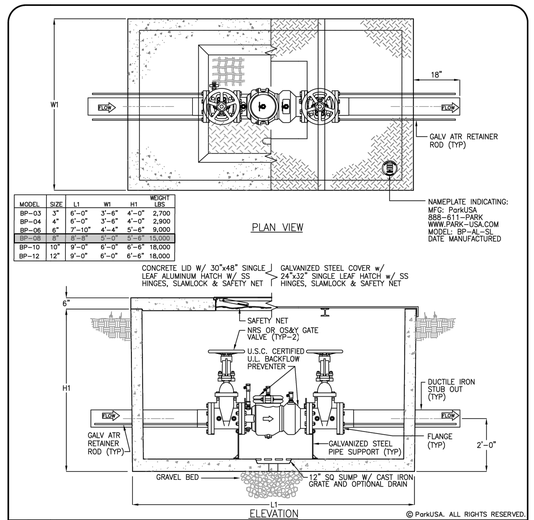
1. THE WORDS "WASTEWATER LATERAL CLEANOUT" SHALL BE CAST INTO TOP OF COVER.
2. MATERIALS TO BE CAST IRON.

ADDISON PUBLIC WORKS & ENGINEERING SERVICES

CAST IRON CLEANOUT FRAME & COVER IN PAVEMENT APPLICATION

STANDARD CONSTRUCTION DETAILS WASTEWATER

DATE: JANUARY 2022 | REV DATE: - | SHEET: SD-WW03



MODEL	SIZE	L1	W1	H1	WEIGHT LBS
BP-03	3"	6'-0"	3'-6"	4'-0"	2,700
BP-04	4"	6'-0"	3'-6"	4'-0"	2,900
BP-06	6"	7'-10"	4'-4"	5'-6"	9,000
BP-08	8"	8'-8"	5'-0"	6'-6"	15,000
BP-10	10"	9'-0"	6'-0"	6'-6"	18,000
BP-12	12"	9'-0"	6'-0"	6'-6"	18,000

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Specifications

CONCRETE: Class 1/II concrete with design strength of 4500 PSI at 28 days. Unit is of monolithic construction at floor and first stage of wall with sectional riser to required depth.

REINFORCEMENT: Grade 60 reinforced. Steel rebar conforming to ASTM A615 on required centers or equal.

ACCESS COVER: 1/4" steel skid-resistant floor plate welded to 3" angle frame with (2) 3"x2-3/8" I-beam supports. Hatch to be furnished with 316 stainless steel bolts and hinges

HATCHWAY: 1/4" Aluminum diamond plate cover with extruded aluminum frame. Hatch to be furnished with 316 stainless steel slam lock & hinges.

Engineering Data

The backflow assembly shall be factory assembled in vault & hydrostatically tested prior to delivery. Field excavation & preparation shall be complete prior to delivery. Pipe, valves and fittings of the assembly shall be approved by one or more of the following associations:

FM AWWA UL ASSE IAPMO IAPMO CERTIFIED PLANT

PROJECT:	
CUSTOMER:	
ENGINEER:	
ORDER #:	
PROJ #:	
DATE:	

888.611.PARK
www.parkusa.com
PARK USA
DESIGN FOR WATER

DOUBLE CHECK BACKFLOW PREVENTER ASSEMBLY MODEL BP - 3" THRU 10"

PM	DRN	ENG	DWG. NO.	REV.
DATE: 2018			BP-AL-SL	A

(OR APPROVED EQUAL)

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

ADDISON AIRPORT

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

WATERLINE DETAILS 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

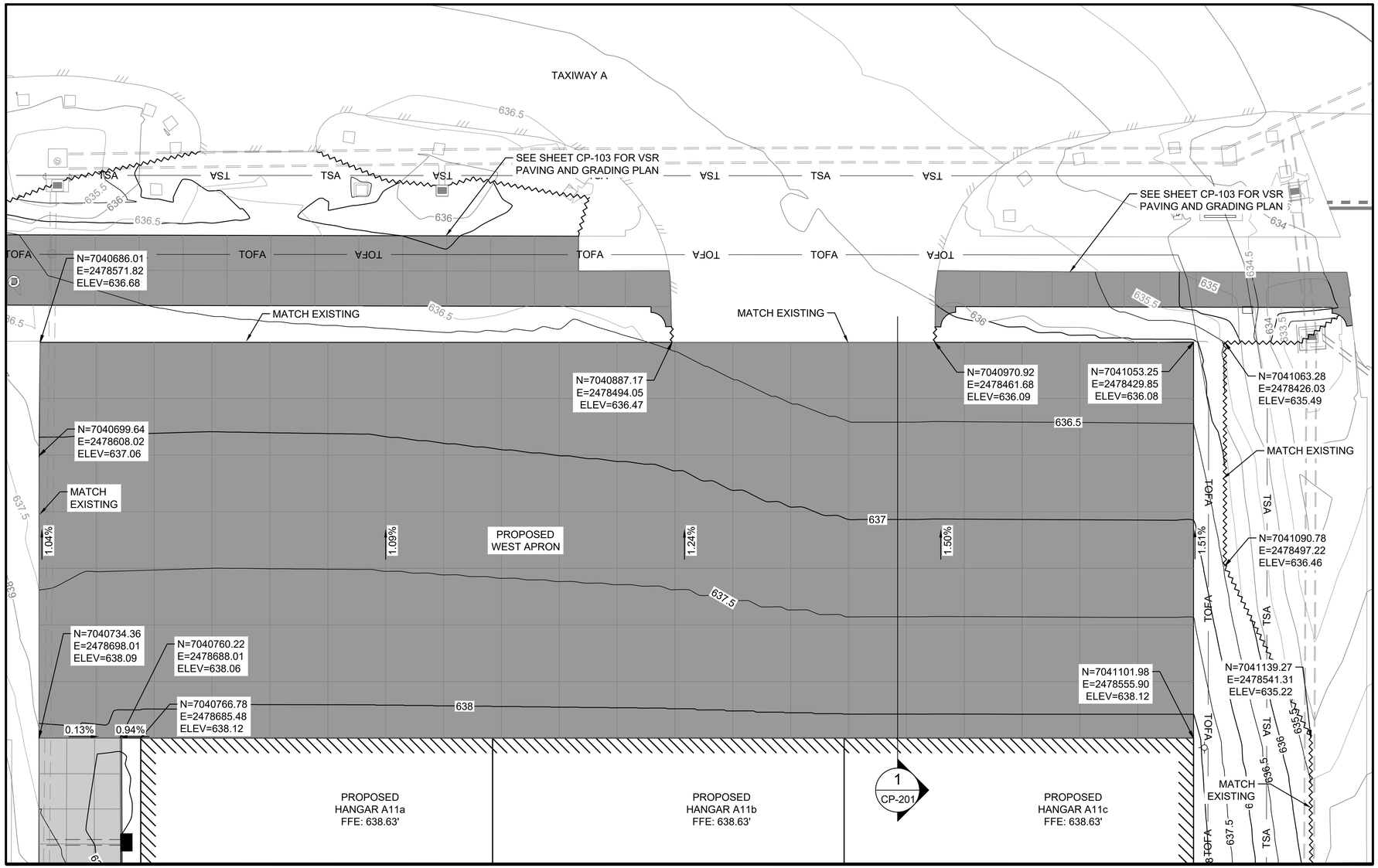
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DRAWING NUMBER
CU-402

SHEET NUMBER **50**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:01 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



MATCHLINE A SHEET CP-102

0 10' 20' 40' 60'
(IN FEET)

LEGEND

- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 8" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 4" NCTCOG 303 CONCRETE SIDEWALK
- ### PROPOSED GROUND CONTOUR
- ### EXISTING GROUND CONTOUR
- PROPOSED FENCE
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- PROPOSED GRADING LIMITS
- PROPOSED BARRIER FREE CURB RAMP
- D PROPOSED DRAINAGE STRUCTURE

NOTES:

1. SEE SHEET CP-201 FOR TYPICAL SECTIONS.
2. SEE SHEETS CJ-101 & CJ-102 FOR AIRSIDE JOINTING PLANS.

KEYMAP



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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/07/23	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE PAVING AND GRADING PLAN 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

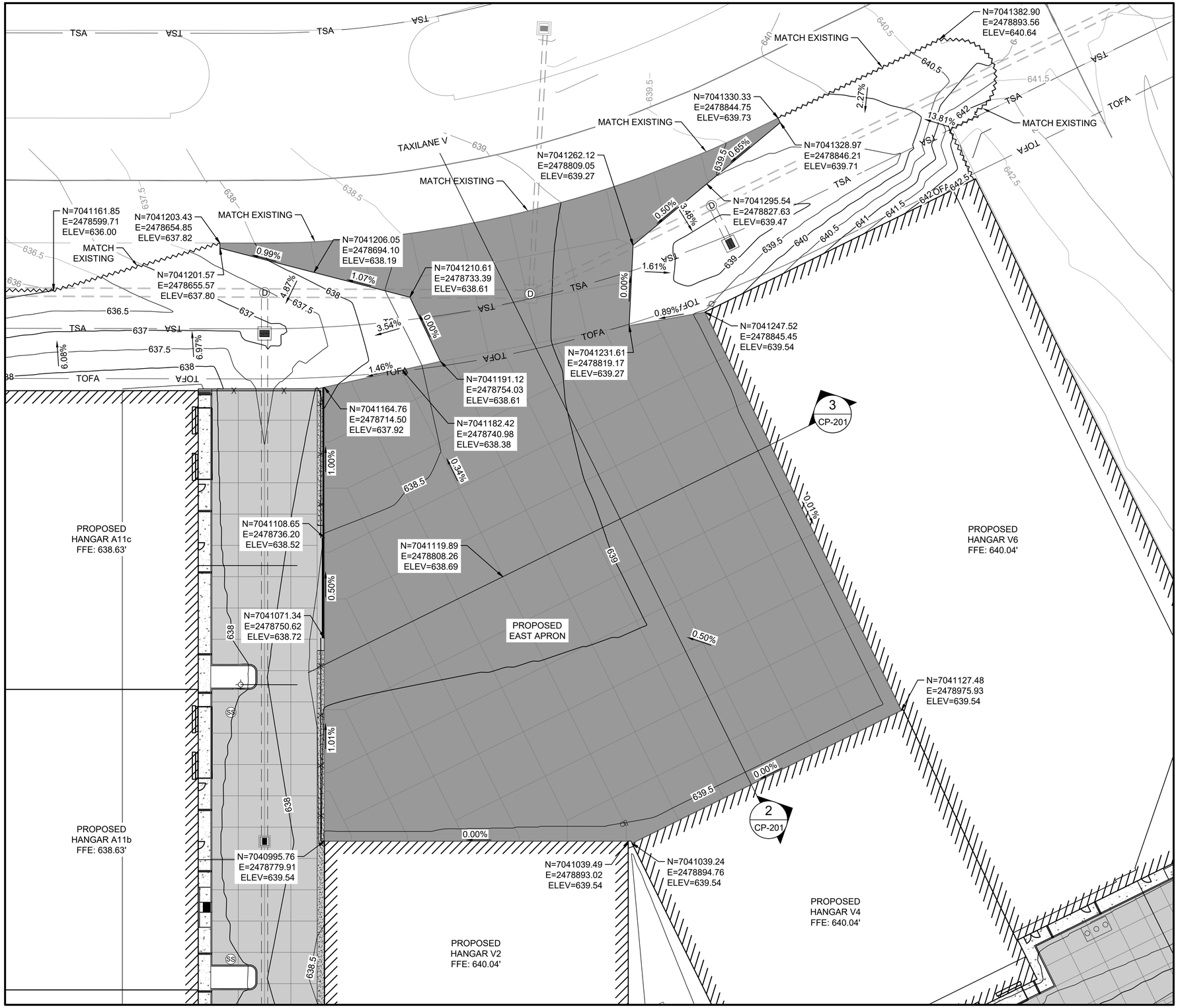
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DRAWING NUMBER
CP-101

SHEET NUMBER **51**

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RECORD DRAWING



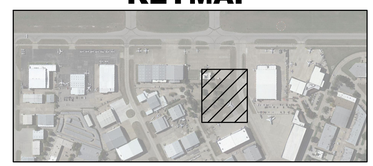
LEGEND

- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 8" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 4" NCTCOG 303 CONCRETE SIDEWALK
- ### PROPOSED GROUND CONTOUR
- ### EXISTING GROUND CONTOUR
- PROPOSED FENCE
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- PROPOSED GRADING LIMITS
- PROPOSED BARRIER FREE CURB RAMP
- (D) PROPOSED DRAINAGE STRUCTURE

NOTES:

1. SEE SHEET CP-201 FOR TYPICAL SECTIONS.
2. SEE SHEETS CJ-101 & CJ-102 FOR AIRSIDE JOINTING PLANS.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/07/25	RECORD DRAWINGS	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE PAVING AND GRADING PLAN 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

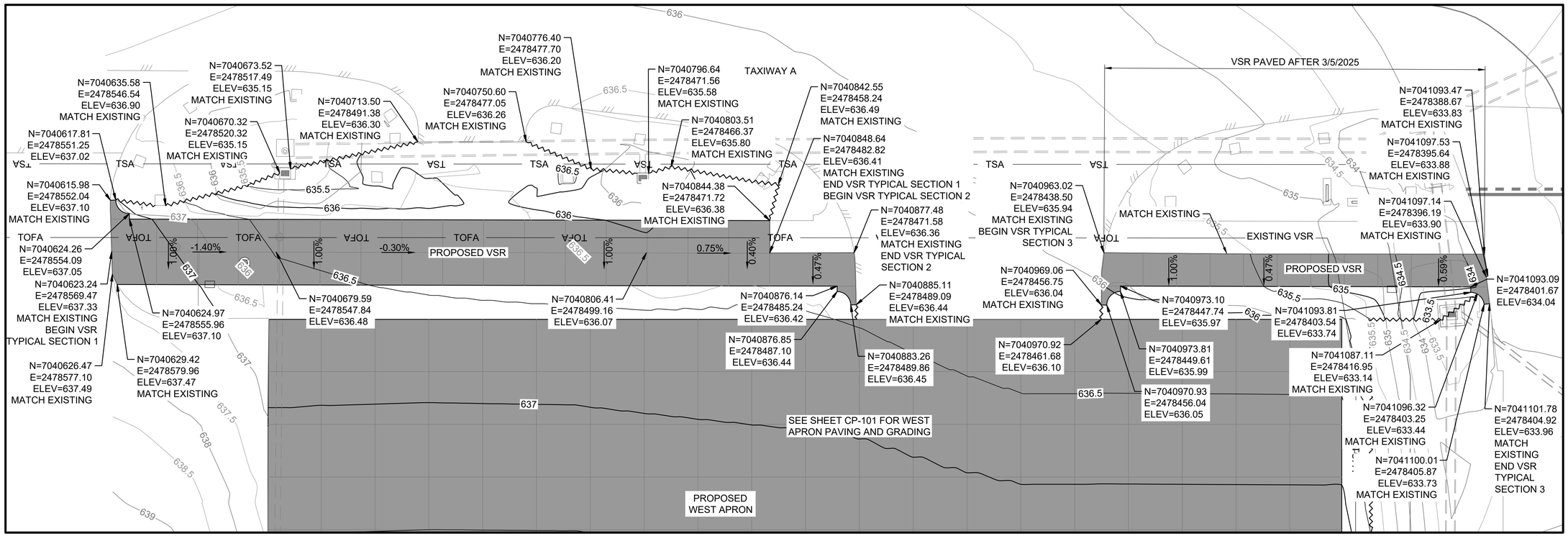
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DRAWING NUMBER
CP-102

SHEET NUMBER **52**

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RECORD DRAWING



LEGEND

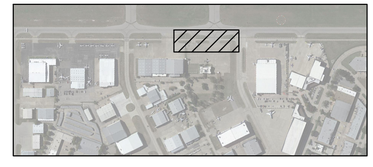
- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 8" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 4" NCTCOG 303 CONCRETE SIDEWALK
- ### PROPOSED GROUND CONTOUR
- ### EXISTING GROUND CONTOUR
- PROPOSED FENCE
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- PROPOSED GRADING LIMITS
- PROPOSED BARRIER FREE CURB RAMP
- D PROPOSED DRAINAGE STRUCTURE

0 10' 20' 40' 60'
(IN FEET)

NOTES:

1. SEE SHEET CP-201 FOR TYPICAL SECTIONS.
2. SEE SHEETS CJ-101 & CJ-102 FOR AIRSIDE JOINTING PLANS.

KEYMAP



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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/07/25	RECORD DRAWINGS	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE PAVING AND GRADING PLAN 3

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

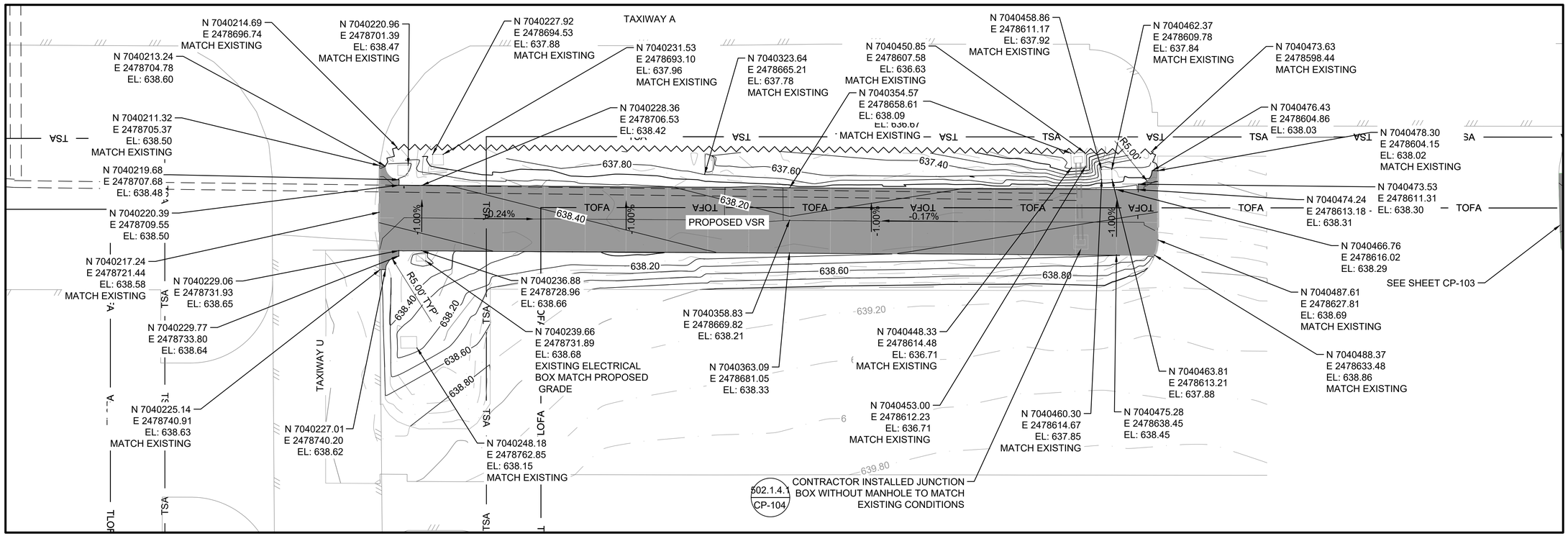
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DRAWING NUMBER
CP-103

SHEET NUMBER **53**

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RECORD DRAWING

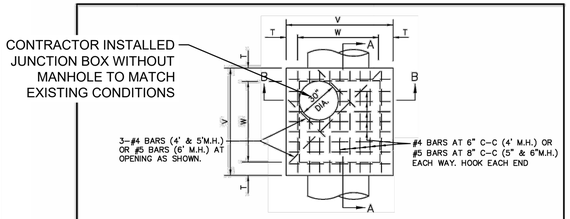


LEGEND

- PROPOSED 10" P-501 CONCRETE PAVEMENT
- ### PROPOSED GROUND CONTOUR
- ### EXISTING GROUND CONTOUR
- PROPOSED FENCE
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- PROPOSED GRADING LIMITS
- PROPOSED BARRIER FREE CURB RAMP
- D PROPOSED DRAINAGE STRUCTURE

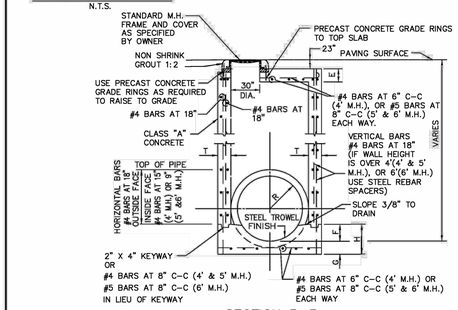
NOTES:

1. SEE SHEET CP-201 FOR TYPICAL SECTIONS.
2. SEE SHEETS CJ-101 & CJ-102 FOR AIRSIDE JOINTING PLANS.



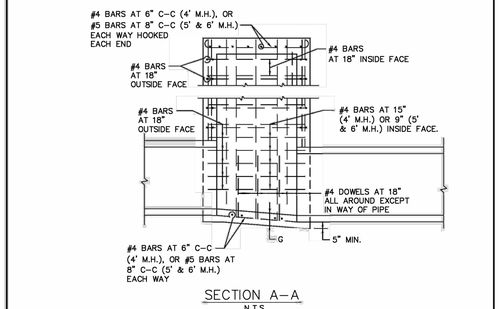
M.H. SIZE(W)	V	T	E	F	G	H
4'	5'-4"	8"	6"	9"	6"	1'-3"
5'	6'-4"	8"	6"	12"	8"	1'-8"
6'	7'-6"	9"	9"	16"	10"	2'-2"

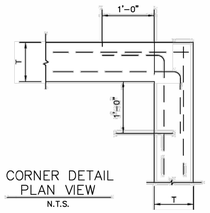
TABLE OF DIMENSIONS
N.T.S.



STORM WATER MANHOLE	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE	
4', 5', OR 6' SQUARE		502.1.4.1*	
		DATE	STANDARD DRAWING NO.
		OCT. '04	6010A

*Section II Standard Drawings as of October 2004. Reference number only has been updated for Fifth Edition Specifications. *Public Works Construction Standards North Central Texas, Fifth Edition.*



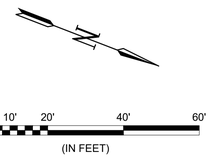


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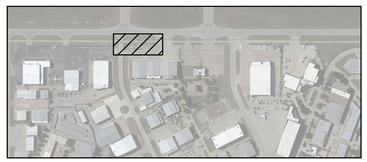
1. SLOPE INVERT OF MANHOLE AS INDICATED ON PLAN-PROFILE SHEET.
2. LAYERS OF REINFORCING STEEL NEAREST THE INTERIOR AND EXTERIOR SURFACE SHALL HAVE A COVER OF 2" TO THE CENTER OF BARS, UNLESS OTHERWISE NOTED.
3. CONCRETE SHALL BE CLASS "A".

STORM WATER MANHOLE	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE	
4', 5', OR 6' SQUARE		502.1.4.1*	
		DATE	STANDARD DRAWING NO.
		OCT. '04	6010B

*Section II Standard Drawings as of October 2004. Reference number only has been updated for Fifth Edition Specifications. *Public Works Construction Standards North Central Texas, Fifth Edition.*



KEYMAP



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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	01/23/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE PAVING AND GARDING PLAN 4

JOB NO.: 22A11111
DATE: SEPT. 2023
DESIGNED BY: PMT
DRAWN BY: PMT

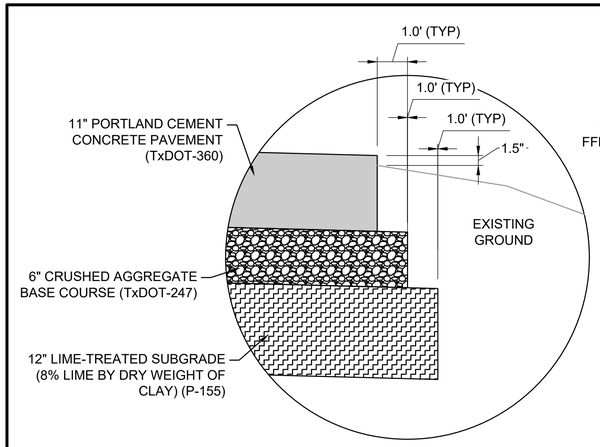
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CP-104

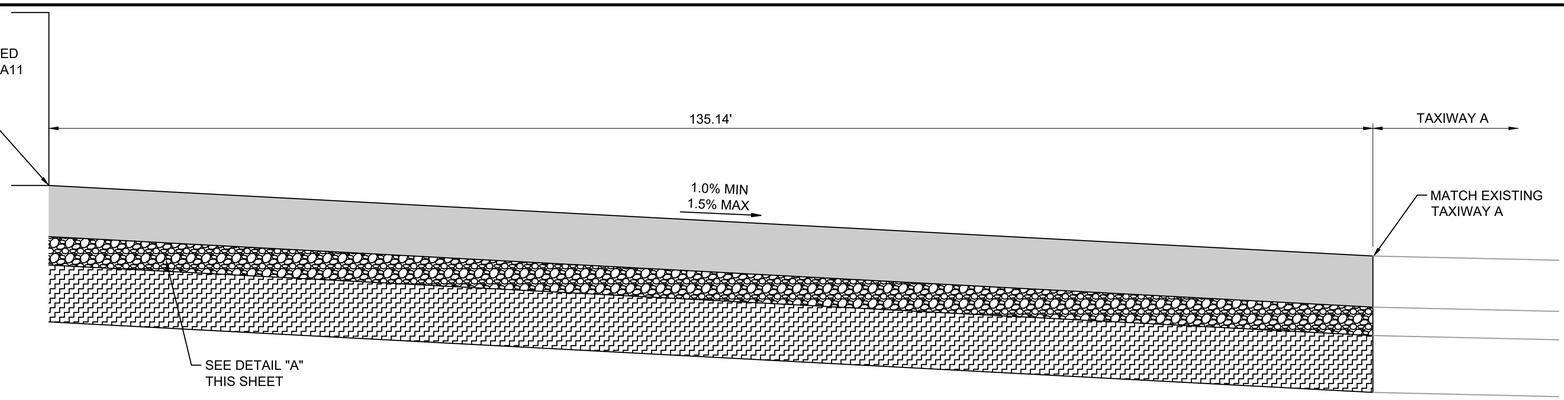
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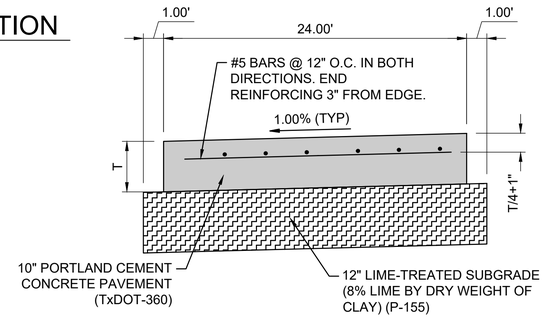
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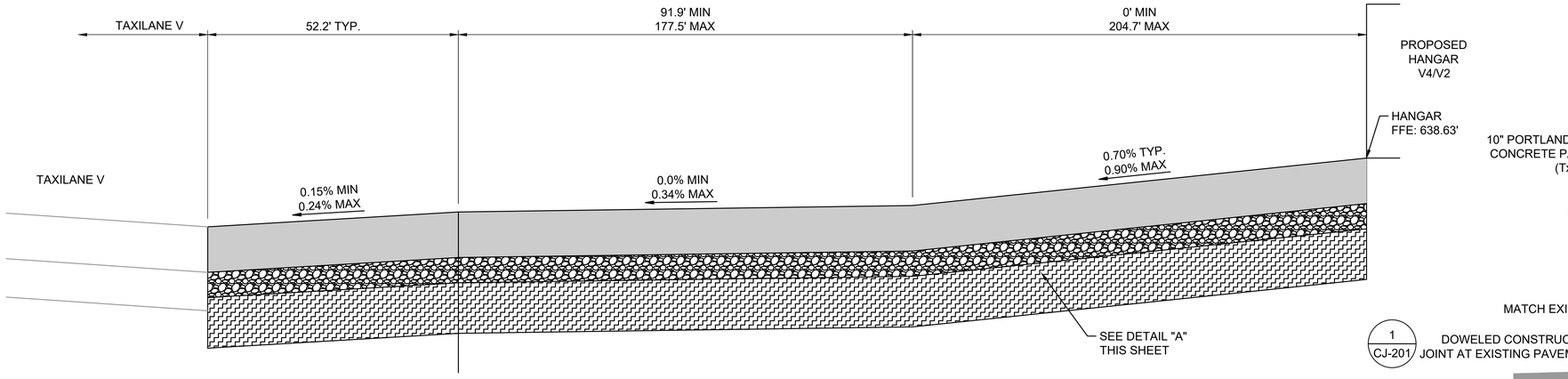
1A CP-201 **DETAIL "A"**
SCALE: NONE



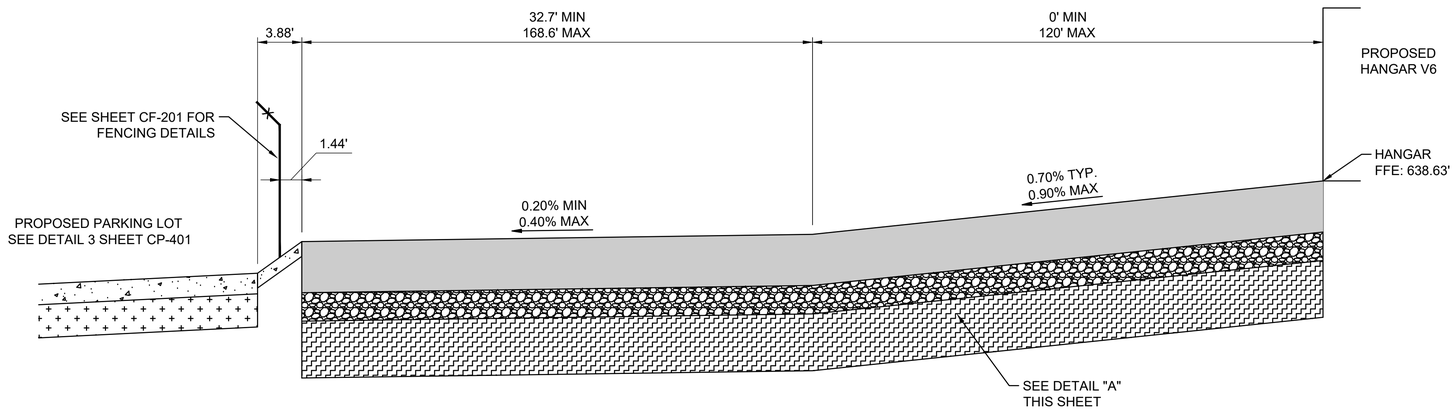
1 CP-201 **AIRSIDE GRADING WEST APRON TYPICAL SECTION**
SCALE: NONE



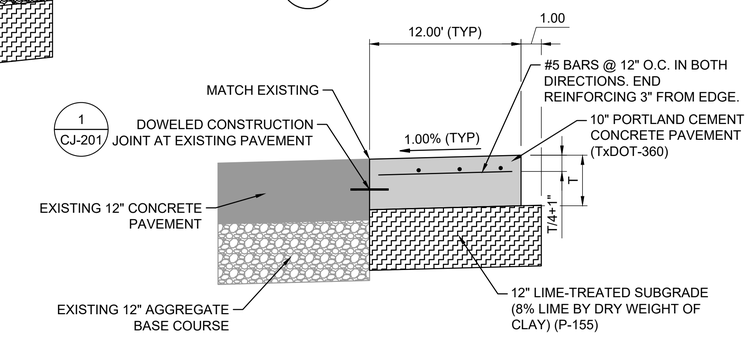
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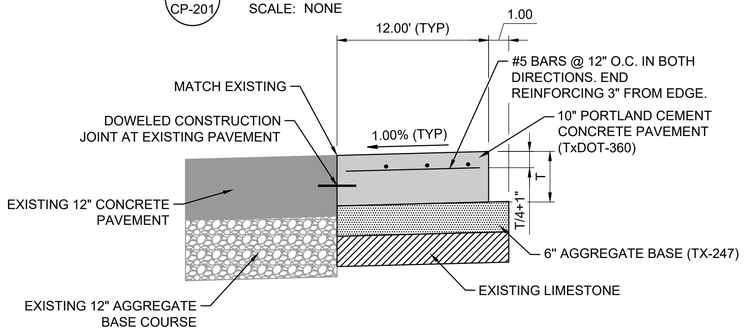
2 CP-201 **AIRSIDE GRADING EAST APRON TYPICAL SECTION 1**
SCALE: NONE



3 CP-201 **AIRSIDE GRADING EAST APRON TYPICAL SECTION 2**
SCALE: NONE



5 CP-201 **VSR TYPICAL SECTION 2**
SCALE: NONE



6 CP-201 **VSR TYPICAL SECTION 3**
SCALE: NONE

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE TYPICAL SECTIONS

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

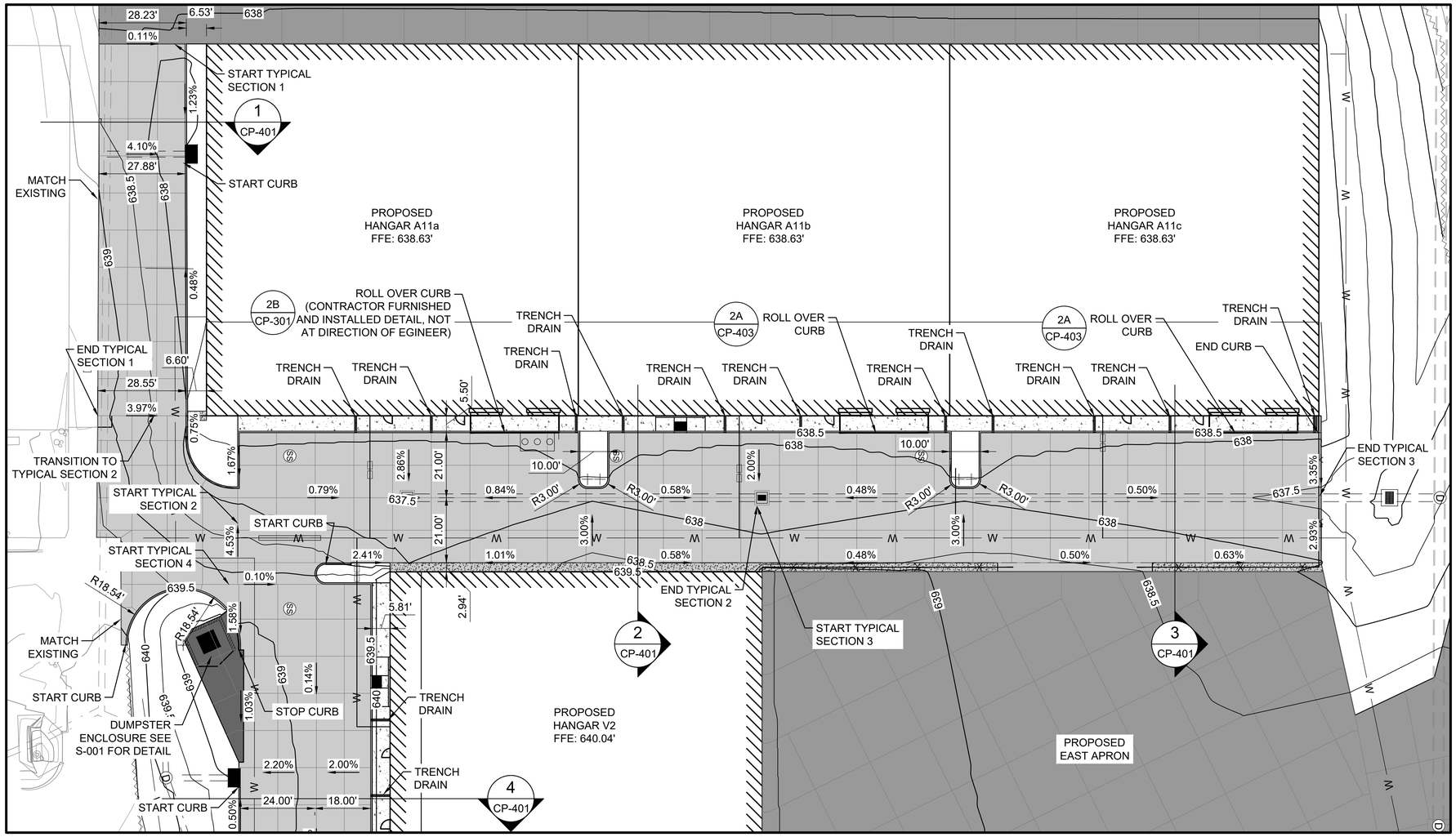
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER **CP-201**

SHEET NUMBER **54**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:02 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



MATCHLINE A SHEET CP-302

0 10' 20' 40' 60'
(IN FEET)

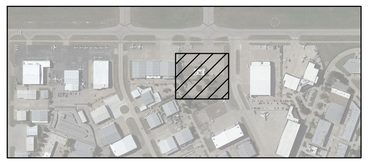
LEGEND

- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 8" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 4" NCTCOG 303 CONCRETE SIDEWALK
- ### PROPOSED GROUND CONTOUR
- ### EXISTING GROUND CONTOUR
- PROPOSED FENCE
- PROPOSED STORM DRAIN PIPE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED DRAINAGE STRUCTURE
- PROPOSED ROLL OVER CURB RAMP
- PROPOSED GRADING LIMITS

NOTES:

1. SEE SHEET CP-401 FOR TYPICAL SECTIONS.
2. SEE SHEETS CJ-301 & CJ-302 FOR LANDSIDE JOINTING PLAN.
3. TRENCH DRAIN TO BE INSTALLED AT DOWNSPOUT LOCATIONS SHOWN ON ARCHITECTURAL PLANS.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/07/25	RECORD DRAWINGS	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSIDE PAVING AND GRADING PLAN 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

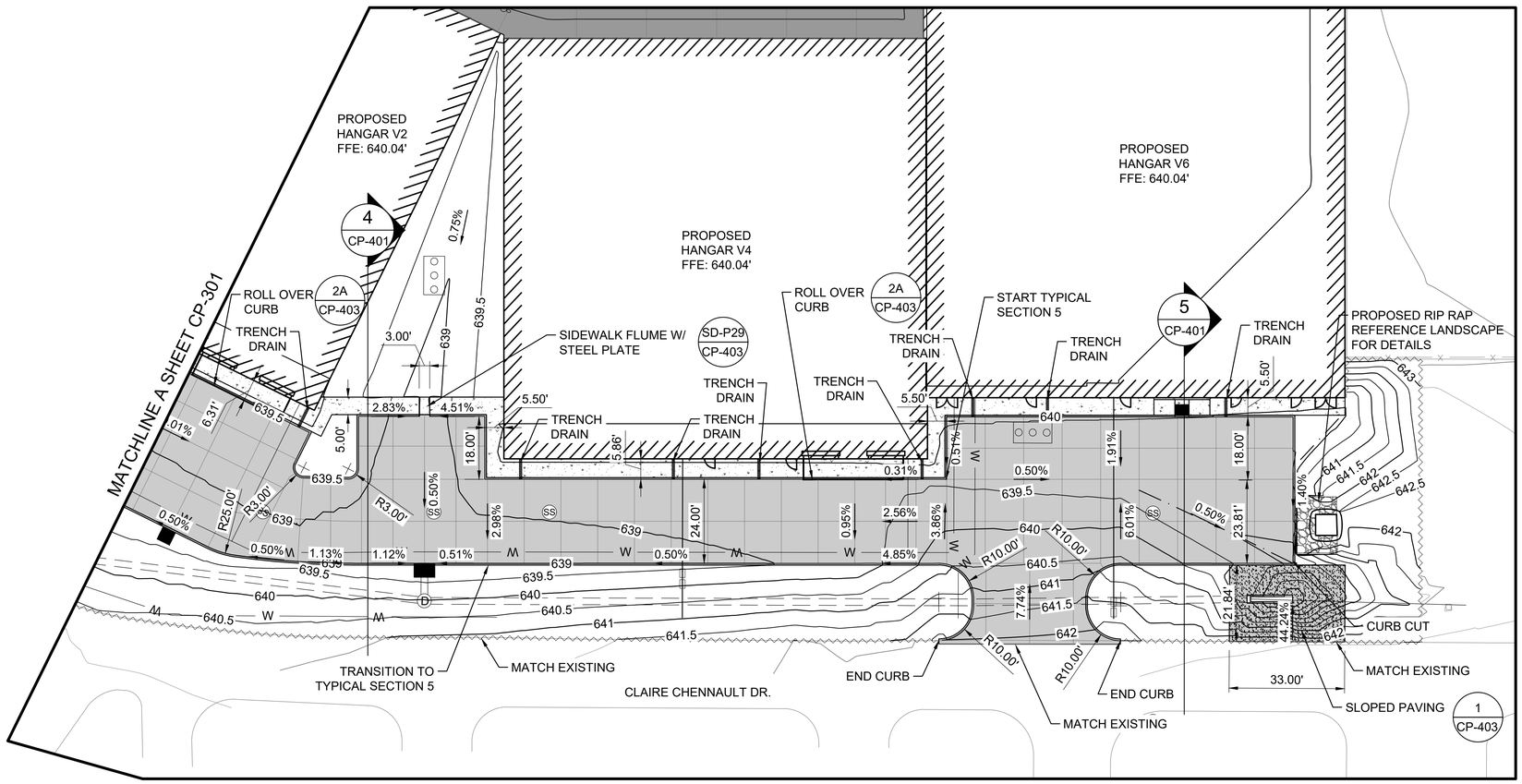
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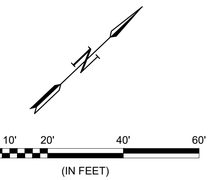
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SHEET NUMBER **55**

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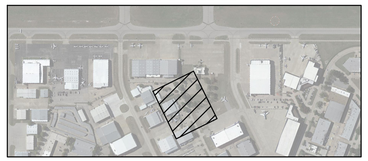
LEGEND

- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 8" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 4" NCTCOG 303 CONCRETE SIDEWALK
- ### PROPOSED GROUND CONTOUR
- ### EXISTING GROUND CONTOUR
- PROPOSED FENCE
- PROPOSED STORM DRAIN PIPE
- (SS) PROPOSED SANITARY SEWER MANHOLE
- (D) PROPOSED DRAINAGE STRUCTURE
- PROPOSED BARRIER FREE CURB RAMP
- PROPOSED GRADING LIMITS

NOTES:

1. SEE SHEET CP-401 FOR TYPICAL SECTIONS.
2. SEE SHEETS CJ-301 & CJ-302 FOR LANDSIDE JOINTING PLAN.
3. TRENCH DRAIN TO BE INSTALLED AT DOWNSPOUT LOCATIONS SHOWN ON ARCHITECTURAL PLANS.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/07/25	RECORD DRAWINGS	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSIDE PAVING AND GRADING PLAN 2

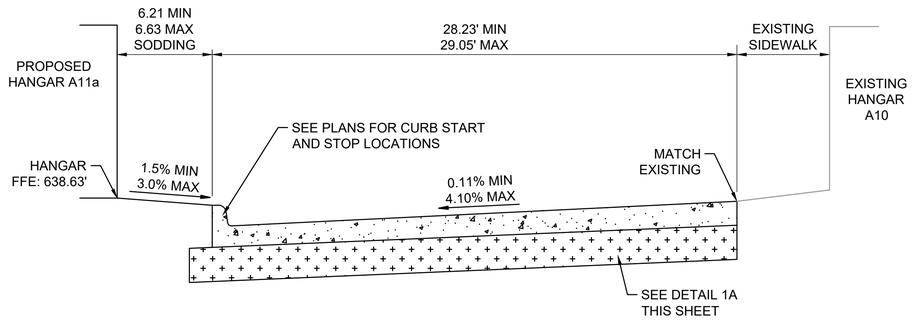
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
CP-302

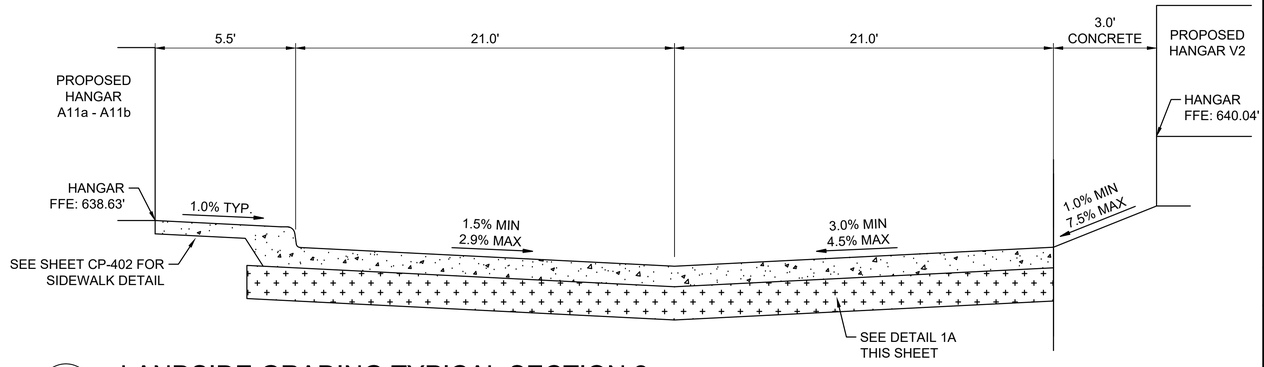
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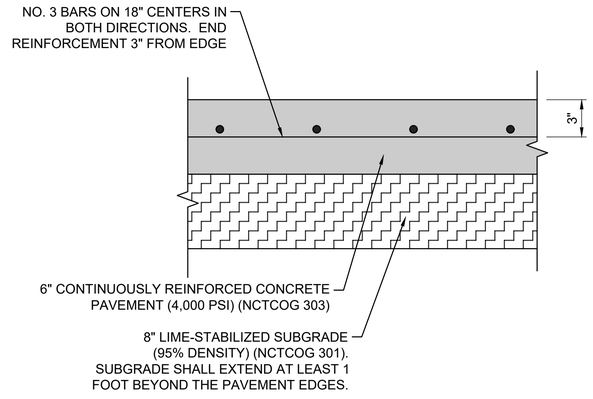
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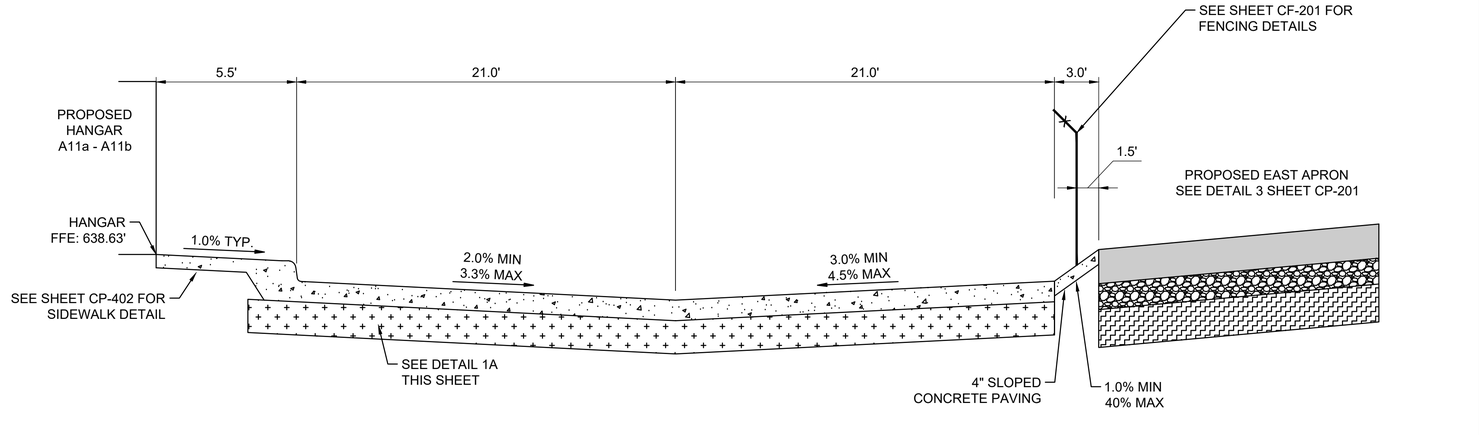
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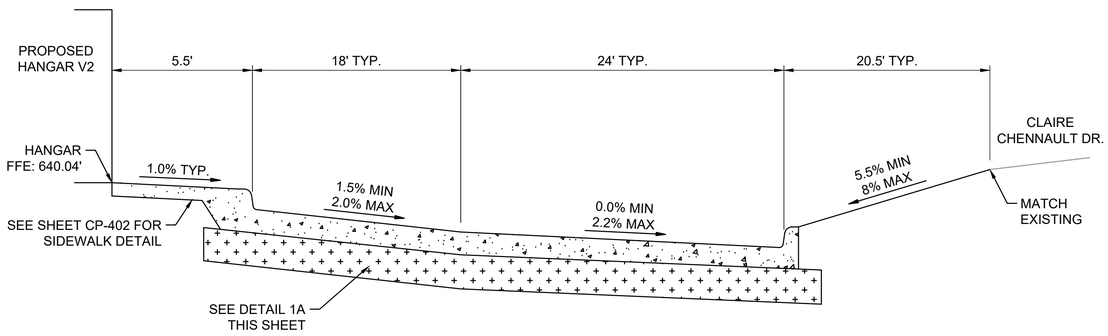
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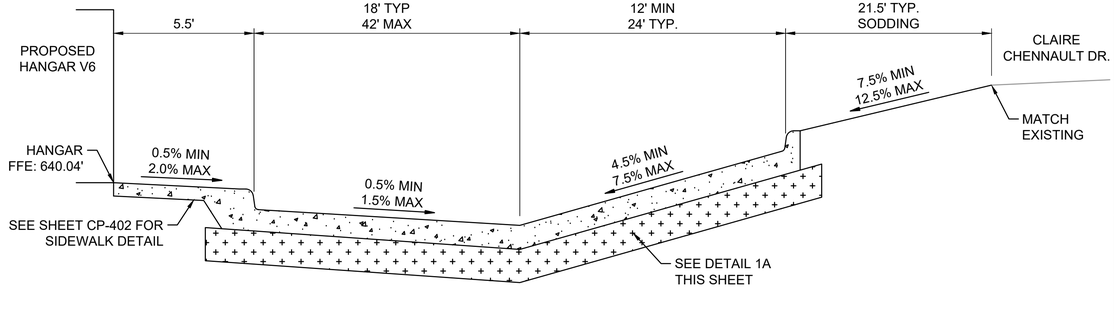
3 CP-401 LANDSIDE GRADING TYPICAL SECTION 3

SCALE: NONE



4 CP-401 LANDSIDE GRADING TYPICAL SECTION 4

SCALE: NONE



5 CP-401 LANDSIDE GRADING TYPICAL SECTION 5

SCALE: NONE

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:03 AM Plotter used: AutoCAD PDF (General Documentation).pc3

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

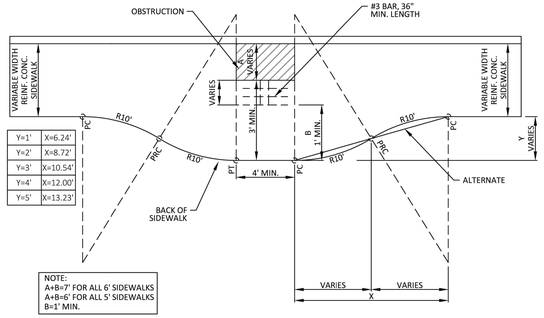
LANDSIDE TYPICAL SECTIONS

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CP-401

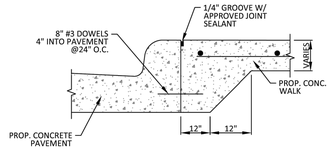
SHEET NUMBER **57**



SIDEWALK WIDENING REQUIRED AROUND OBSTACLE IN SIDEWALK

NTS

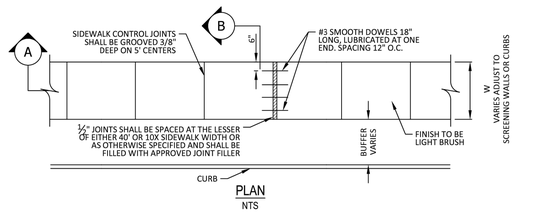
NOTE:
BUFFER, SIDEWALK, AND PARKWAY WIDTHS SHALL BE PER THE MASTER TRANSPORTATION PLAN



JOINT DETAIL FOR SIDEWALKS ADJACENT TO CURB

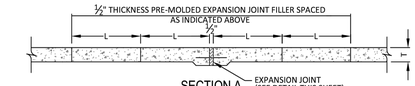
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PUBLIC WORKS & ENGINEERING SERVICES	SIDEWALK WIDENING & SIDEWALK ADJACENT TO CURB	STANDARD CONSTRUCTION DETAILS PAVING
	DATE: JANUARY 2022	REV DATE: -
		SHEET: SD-P25



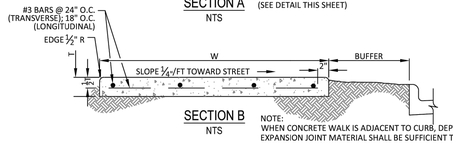
PLAN

NTS



SECTION A

NTS



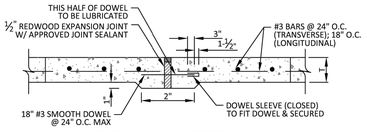
SECTION B

NTS

NOTE:
WHEN CONCRETE WALK IS ADJACENT TO CURB, DEPTH OF EXPANSION JOINT MATERIAL SHALL BE SUFFICIENT TO PREVENT CONCRETE TO CONCRETE CONTACT BETWEEN WALK AND CURB.

SIDEWALK WIDTH(W)	PANEL LENGTH(L)	SIDEWALK THICKNESS(T)
5'	5'	4"
6'	6'	5"
8'	8'	5"

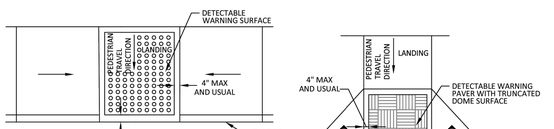
NOTE:
BUFFER, SIDEWALK, AND PARKWAY WIDTHS SHALL BE PER THE MASTER TRANSPORTATION PLAN



EXPANSION JOINT DETAIL

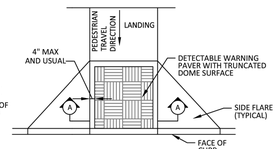
NTS

PUBLIC WORKS & ENGINEERING SERVICES	CONCRETE SIDEWALK	STANDARD CONSTRUCTION DETAILS PAVING
	DATE: JANUARY 2022	REV DATE: -
		SHEET: SD-P26



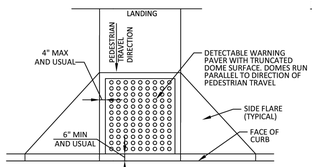
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON LANDING AT STREET EDGE

NTS



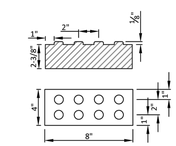
TRUNCATED DOME PATTERN CURB RAMP

NTS



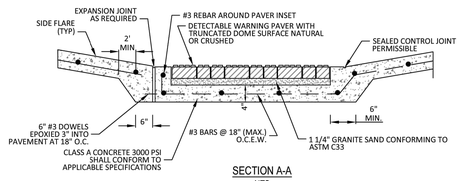
TYPICAL PLACEMENT OF DETECTABLE WARNING SURFACE ON SLOPING RAMP RUN

NTS



DETECTABLE WARNING PAVER

NTS



SECTION A-A

NTS

PUBLIC WORKS & ENGINEERING SERVICES	DETECTABLE WARNING PAVER	STANDARD CONSTRUCTION DETAILS PAVING
	DATE: JANUARY 2022	REV DATE: -
		SHEET: SD-P38

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSIDE MISC
PAVING DETAILS 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

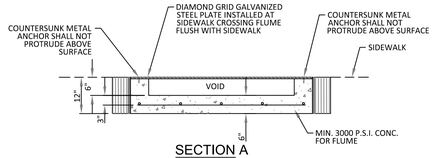
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DRAWING NUMBER
CP-402

SHEET NUMBER **58**

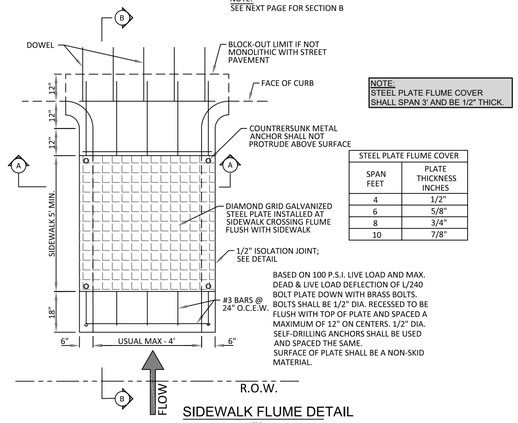
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RECORD DRAWING



SECTION A
NTS

NOTE:
SEE NEXT PAGE FOR SECTION B



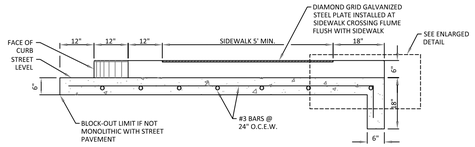
NOTE:
STEEL PLATE FLUME COVER SHALL SPAN 3' AND BE 1/2" THICK.

STEEL PLATE FLUME COVER	
SPAN FEET	PLATE THICKNESS INCHES
4	1/2"
6	5/8"
8	3/4"
10	7/8"

BASED ON 100 P.S.I. LIVE LOAD AND MAX. DEAD & LIVE LOAD DEFLECTION OF L/240 BOLT PLATE DOWN WITH BRASS BOLTS. BOLTS SHALL BE 1/2" DIA. RECESSED TO BE FLUSH WITH TOP OF PLATE AND SPACED A MAXIMUM OF 12" ON CENTERS. 1/2" DIA. SELF-DRILLING ANCHORS SHALL BE USED AND SPACED THE SAME. SURFACE OF PLATE SHALL BE A NON-SKID MATERIAL.

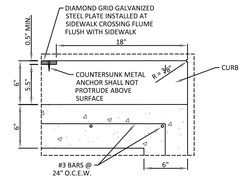
SIDEWALK FLUME DETAIL
NTS

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	SIDEWALK FLUME	STANDARD CONSTRUCTION DETAILS PAVING	
		DATE: JANUARY 2022	REV DATE: *
			SHEET: SD-P29



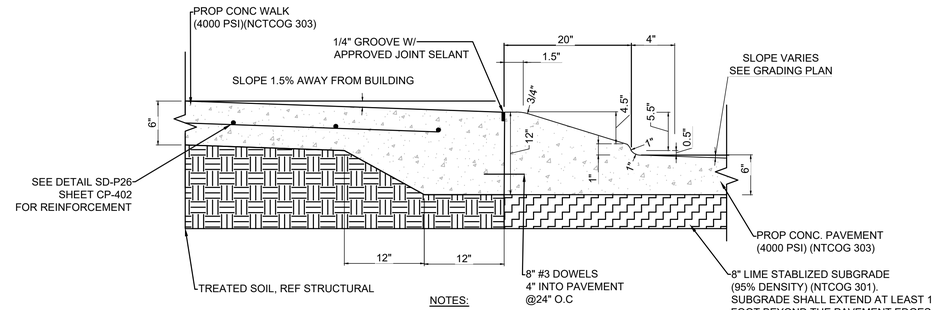
SECTION B
NTS

NOTE:
BUFFER, SIDEWALK, AND PARKWAY WIDTHS SHALL BE PER THE MASTER TRANSPORTATION PLAN



ENLARGED DETAIL
NTS

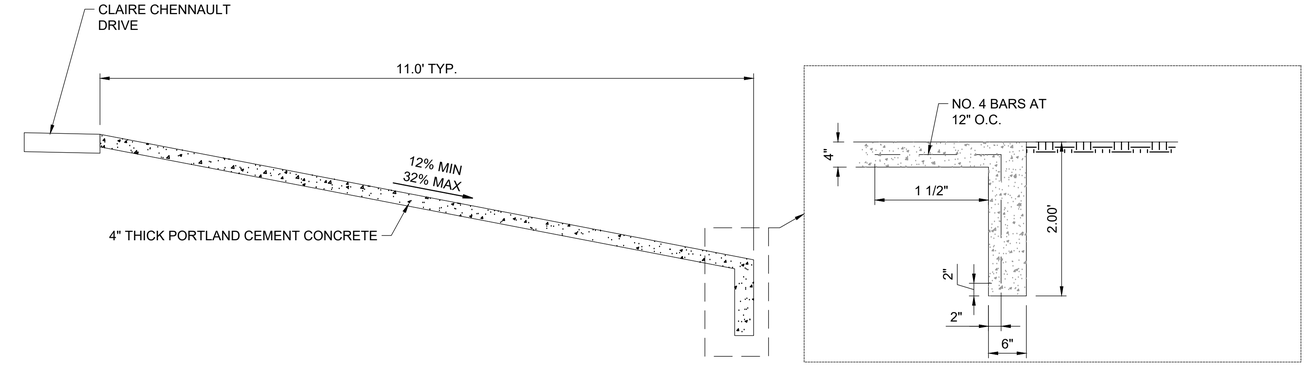
ADDISON PUBLIC WORKS & ENGINEERING SERVICES	SIDEWALK FLUME SECTION	STANDARD CONSTRUCTION DETAILS PAVING	
		DATE: JANUARY 2022	REV DATE: *
			SHEET: SD-P30



NOTES:

1. CONTRACTION JOINTS (1½"DEEP) SHALL BE CONSTRUCTED AT ALL CHANGES OF DIRECTION, POINTS OF CURVATURE AND AT A MAXIMUM SPACING OF 10 FEET.
2. THIS CURB DESIGN IS LIMITED TO USE IN SPECIAL CIRCUMSTANCES SPECIFICALLY APPROVED BY THE CITY ENGINEER.
3. FINISH ENTIRE CONCRETE SURFACE TO SMOOTH AND UNIFORM TEXTURE WITH A BROOM FINISH, UNLESS OTHERWISE DIRECTED.

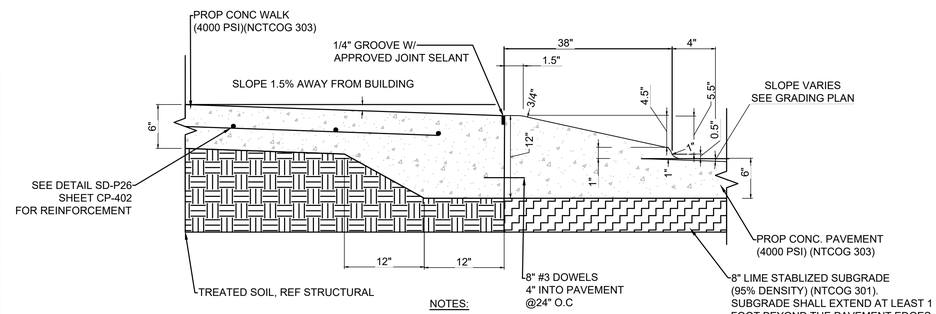
2A CP-403 ROLL OVER CURB DETAIL 1
SCALE: NONE



1 CP-403 DITCH PAVING PROFILE
SCALE: NONE

1A CP-403 TOE WALL DETAIL FOR CONCRETE DITCH
SCALE: NONE

1. TOE WALL CONSTRUCTION SHALL BE SUBSIDIARY TO CONCRETE DITCH PAVING.
2. CONCRETE FOR PAVED DITCH SHALL BE IN ACCORDANCE WITH NCTCOG 303



NOTES:

1. CONTRACTION JOINTS (1½"DEEP) SHALL BE CONSTRUCTED AT ALL CHANGES OF DIRECTION, POINTS OF CURVATURE AND AT A MAXIMUM SPACING OF 10 FEET.
2. THIS CURB DESIGN IS LIMITED TO USE IN SPECIAL CIRCUMSTANCES SPECIFICALLY APPROVED BY THE CITY ENGINEER.
3. FINISH ENTIRE CONCRETE SURFACE TO SMOOTH AND UNIFORM TEXTURE WITH A BROOM FINISH, UNLESS OTHERWISE DIRECTED.

2B CP-403 ROLL OVER CURB DETAIL 2
SCALE: NONE

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSIDE MISC
PAVING DETAILS 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

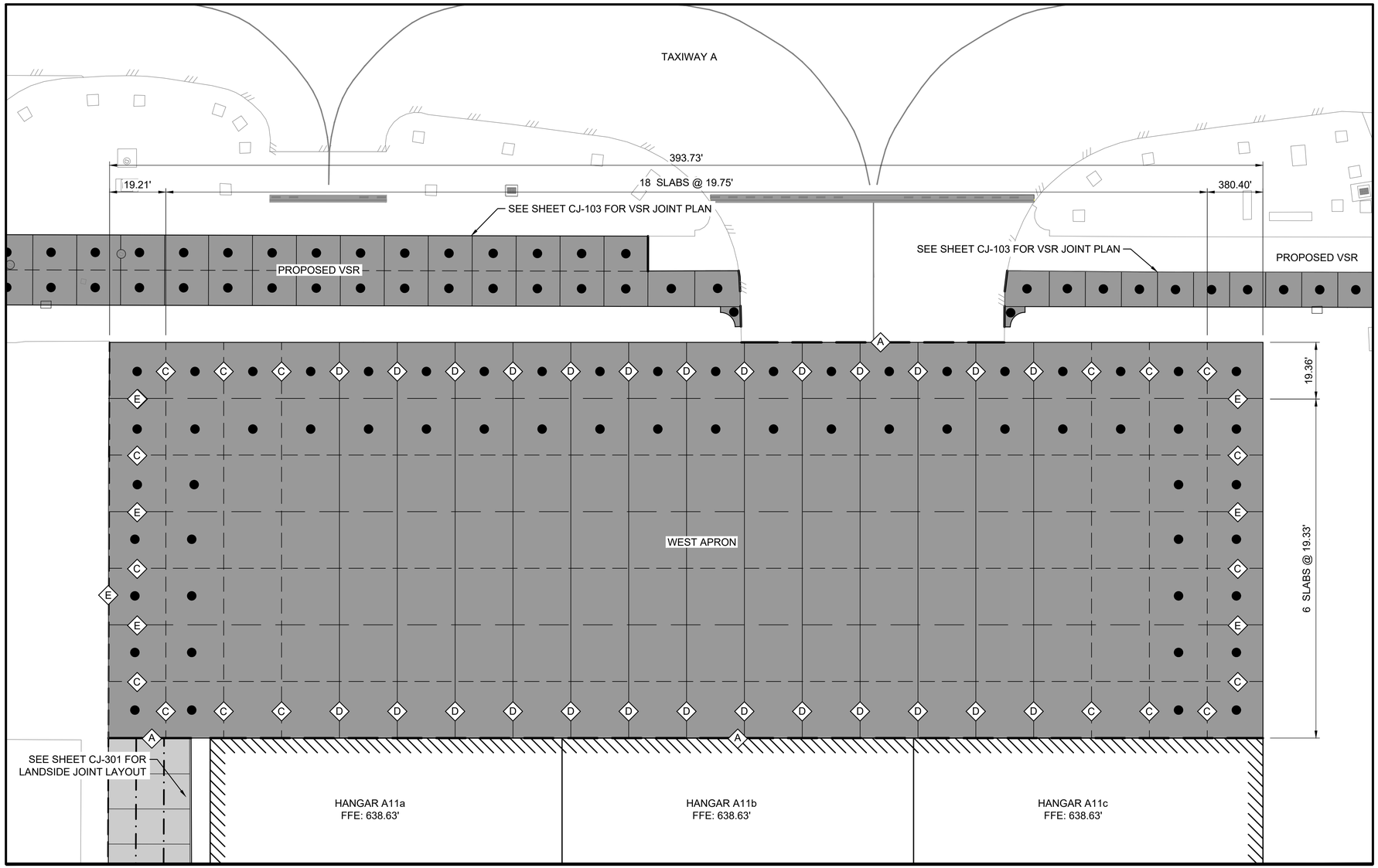
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DRAWING NUMBER
CP-403

SHEET NUMBER **59**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:03 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



MATCHLINE A SHEET CJ-102

0 10' 20' 40' 60'

(IN FEET)

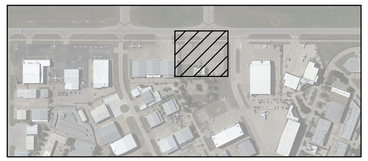
LEGEND

- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- REINFORCED SLAB
- A — TYPE "A" THICKENED EDGE ISOLATION JOINT
- C — TYPE "C" DOWELED CONTRACTION JOINT
- D — TYPE "D" DUMMY CONTRACTION JOINT
- E — TYPE "E" DOWELED CONSTRUCTION JOINT

NOTES:

1. SEE SHEET CJ-201 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
2. ALL SAWCUTS WITHIN 2' OF THE PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE EDGE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. ADJUSTMENTS TO THE TYPES OF JOINTS SHOWN MAY BE MADE BASED ON THE CONTRACTOR'S CONSTRUCTION METHODS. ANY PROPOSED JOINT CHANGES SHALL BE SUBMITTED TO THE ENGINEER APPROVAL A MINIMUM OF 14 DAYS PRIOR TO PAVEMENT CONSTRUCTION.
4. JOINT LETTER DESIGNATIONS ARE PLACED IN GENERAL LOCATIONS AND DEPICT THE JOINTS TO BE THE SAME TYPE FOR THE ENTIRE LENGTH BETWEEN DESIGNATIONS.
5. SLABS SHALL BE EVENLY SPACED THROUGHOUT THE SHOWN DIMENSION.

KEYMAP



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REGISTRATION NO. F-5713

REV	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE JOINT LAYOUT PLAN 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

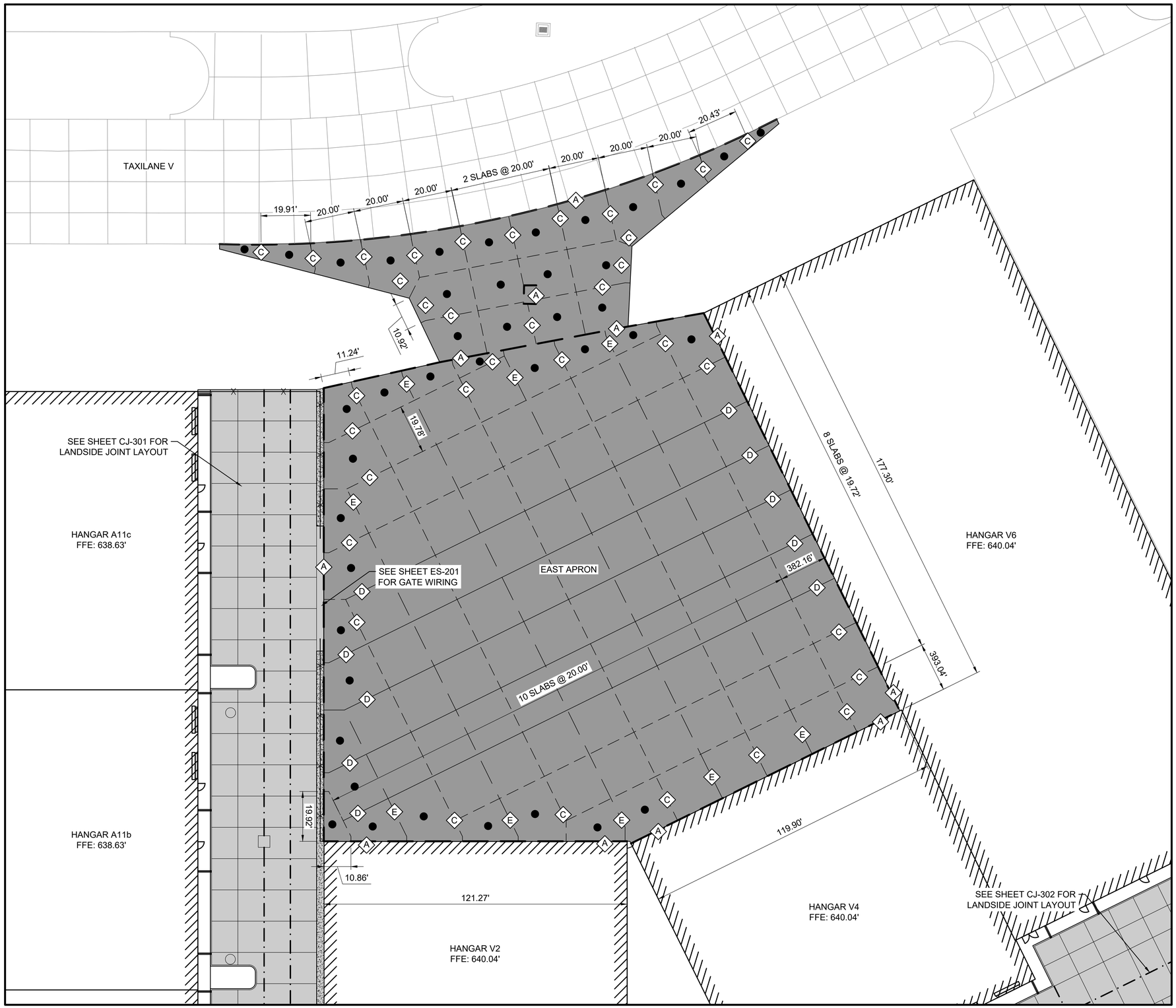
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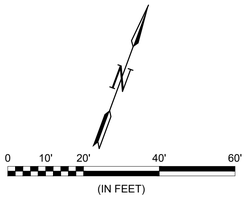
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SHEET NUMBER **60**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:03 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING





LEGEND

- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- REINFORCED SLAB
- TYPE "A" THICKENED EDGE ISOLATION JOINT
- TYPE "C" DOWELED CONTRACTION JOINT
- TYPE "D" DUMMY CONTRACTION JOINT
- TYPE "E" DOWELED CONSTRUCTION JOINT

NOTES:

1. SEE SHEET CJ-201 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
2. ALL SAWCUTS WITHIN 2' OF THE PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE EDGE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. ADJUSTMENTS TO THE TYPES OF JOINTS SHOWN MAY BE MADE BASED ON THE CONTRACTOR'S CONSTRUCTION METHODS. ANY PROPOSED JOINT CHANGES SHALL BE SUBMITTED TO THE ENGINEER APPROVAL A MINIMUM OF 14 DAYS PRIOR TO PAVEMENT CONSTRUCTION.
4. JOINT LETTER DESIGNATIONS ARE PLACED IN GENERAL LOCATIONS AND DEPICT THE JOINTS TO BE THE SAME TYPE FOR THE ENTIRE LENGTH BETWEEN DESIGNATIONS.
5. SLABS SHALL BE EVENLY SPACED THROUGHOUT THE SHOWN DIMENSION.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE JOINT LAYOUT PLAN 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

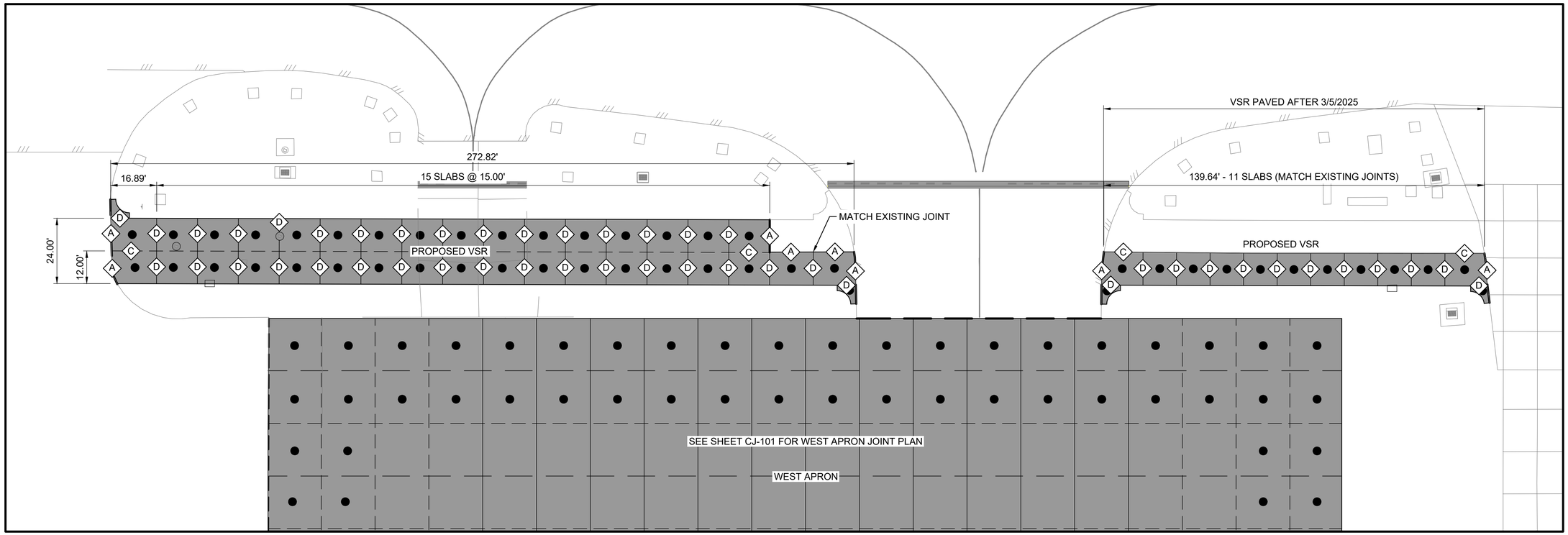
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SHEET NUMBER **61**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:03 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



LEGEND

- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- REINFORCED SLAB
- TYPE "A" THICKENED EDGE ISOLATION JOINT
- TYPE "C" DOWELED CONTRACTION JOINT
- TYPE "D" DUMMY CONTRACTION JOINT
- TYPE "E" DOWELED CONSTRUCTION JOINT

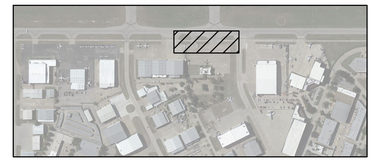
N

0 10' 20' 40' 60'
(IN FEET)

NOTES:

1. SEE SHEET CJ-201 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
2. ALL SAWCUTS WITHIN 2' OF THE PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE EDGE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. ADJUSTMENTS TO THE TYPES OF JOINTS SHOWN MAY BE MADE BASED ON THE CONTRACTOR'S CONSTRUCTION METHODS. ANY PROPOSED JOINT CHANGES SHALL BE SUBMITTED TO THE ENGINEER APPROVAL A MINIMUM OF 14 DAYS PRIOR TO PAVEMENT CONSTRUCTION.
4. JOINT LETTER DESIGNATIONS ARE PLACED IN GENERAL LOCATIONS AND DEPICT THE JOINTS TO BE THE SAME TYPE FOR THE ENTIRE LENGTH BETWEEN DESIGNATIONS.
5. SLABS SHALL BE EVENLY SPACED THROUGHOUT THE SHOWN DIMENSION.

KEYMAP



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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE JOINT LAYOUT PLAN 3

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

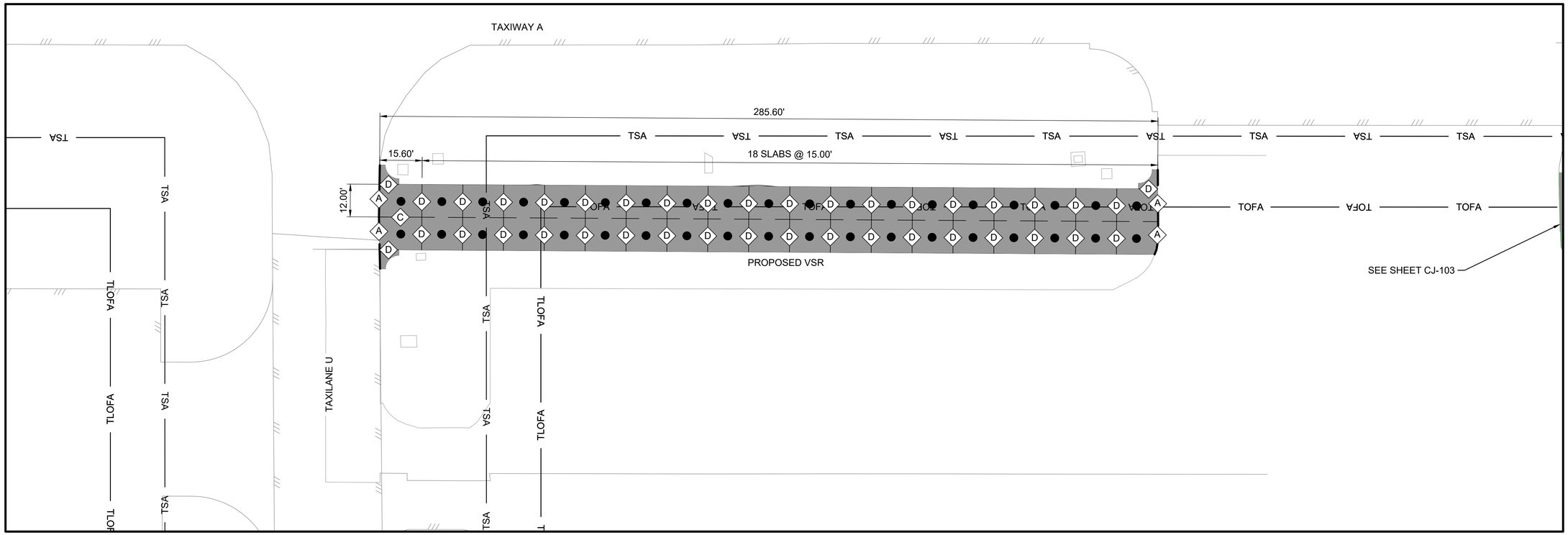
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DRAWING NUMBER
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SHEET NUMBER **62**

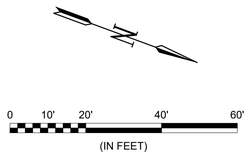
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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:03 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



LEGEND

- PROPOSED 10" P-501 CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- REINFORCED SLAB
- TYPE "A" THICKENED EDGE ISOLATION JOINT
- TYPE "C" DOWELED CONTRACTION JOINT
- TYPE "D" DUMMY CONTRACTION JOINT
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA



NOTES:

1. SEE SHEET CJ-201 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
2. ALL SAWCUTS WITHIN 2' OF THE PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE EDGE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. ADJUSTMENTS TO THE TYPES OF JOINTS SHOWN MAY BE MADE BASED ON THE CONTRACTOR'S CONSTRUCTION METHODS. ANY PROPOSED JOINT CHANGES SHALL BE SUBMITTED TO THE ENGINEER APPROVAL A MINIMUM OF 14 DAYS PRIOR TO PAVEMENT CONSTRUCTION.
4. JOINT LETTER DESIGNATIONS ARE PLACED IN GENERAL LOCATIONS AND DEPICT THE JOINTS TO BE THE SAME TYPE FOR THE ENTIRE LENGTH BETWEEN DESIGNATIONS.
5. SLABS SHALL BE EVENLY SPACED THROUGHOUT THE SHOWN DIMENSION.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	01/23/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE JOINT LAYOUT PLAN 4

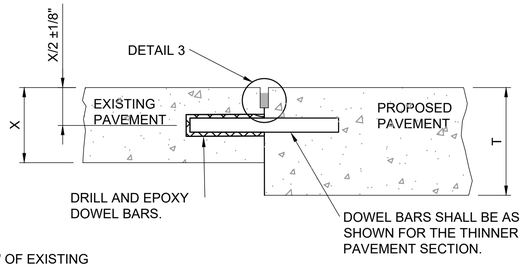
JOB NO.: 22A11111
DATE: SEPT. 2023
DESIGNED BY: PMT
DRAWN BY: PMT

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DRAWING NUMBER
CJ-104

SHEET NUMBER **62A**

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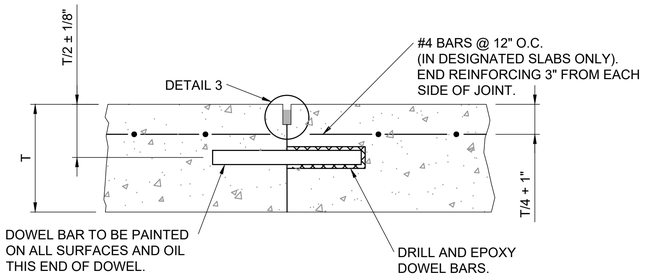


NOTE:

THICKNESS "X" OF EXISTING PAVEMENT IS UNKNOWN.

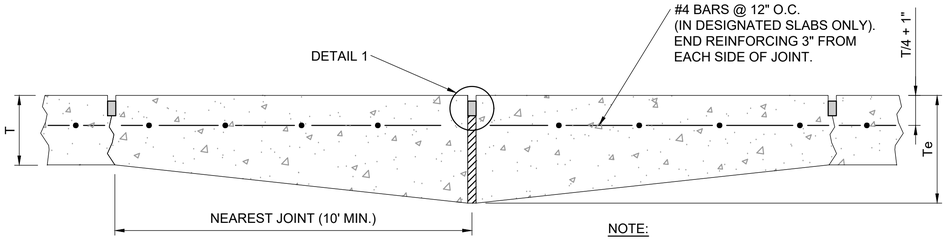
1 CJ-201 TYPE E - DOWELED CONSTRUCTION JOINT AT EXISTING/PROPOSED PAVEMENT

SCALE: NONE



2 CJ-201 TYPE E - DOWELED CONSTRUCTION JOINT

SCALE: NONE

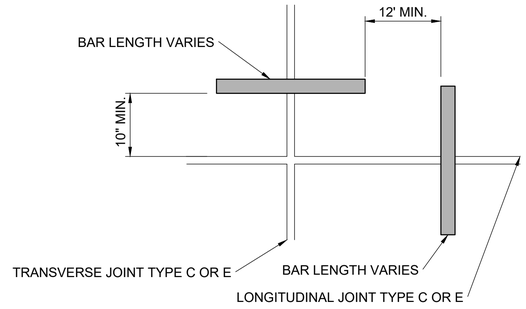


NOTE:

Te = 1.25(T) ± 1" (MIN. T + 2")

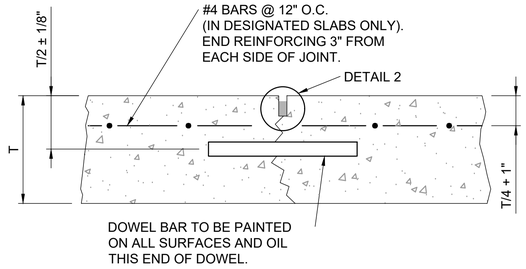
3 CJ-201 TYPE A THICKENED EDGE JOINT

SCALE: NONE



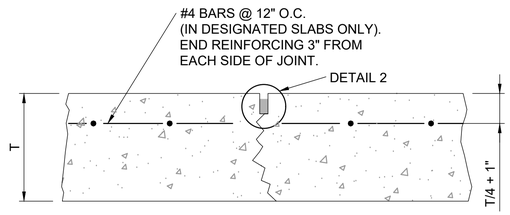
4 CJ-201 DOWEL BARS AT SLAB CORNERS (PLAN VIEW)

SCALE: NONE



5 CJ-201 TYPE C - DOWELED CONTRACTION JOINT

SCALE: NONE



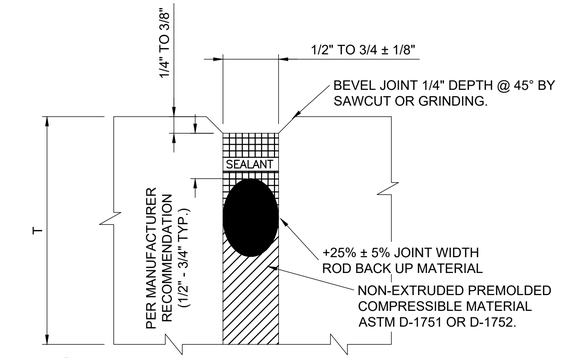
6 CJ-201 TYPE D - DUMMY CONTRACTION JOINT

SCALE: NONE

7 CJ-201 DOWEL BAR SPECIFICATIONS

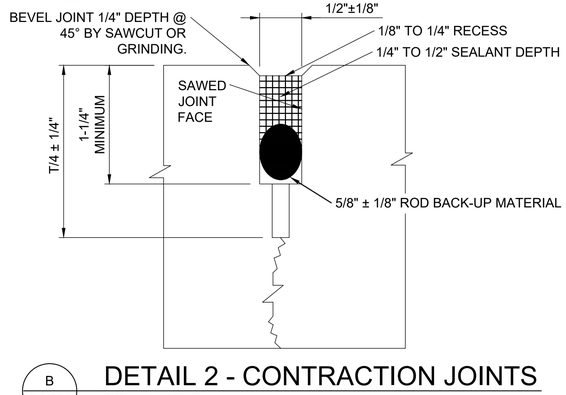
SCALE: NONE

SLAB THICKNESS	DOWEL DIAMETER	DOWEL LENGTH	DOWEL SPACING
7.5" TO 12"	1"	18"	12"



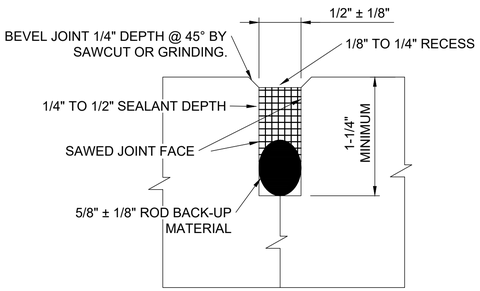
A CJ-201 DETAIL 1 - ISOLATION JOINTS

SCALE: NONE



B CJ-201 DETAIL 2 - CONTRACTION JOINTS

SCALE: NONE



C CJ-201 DETAIL 3 - CONSTRUCTION JOINTS

SCALE: NONE

SYMBOLS

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

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE JOINTING TYPICAL DETAILS

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

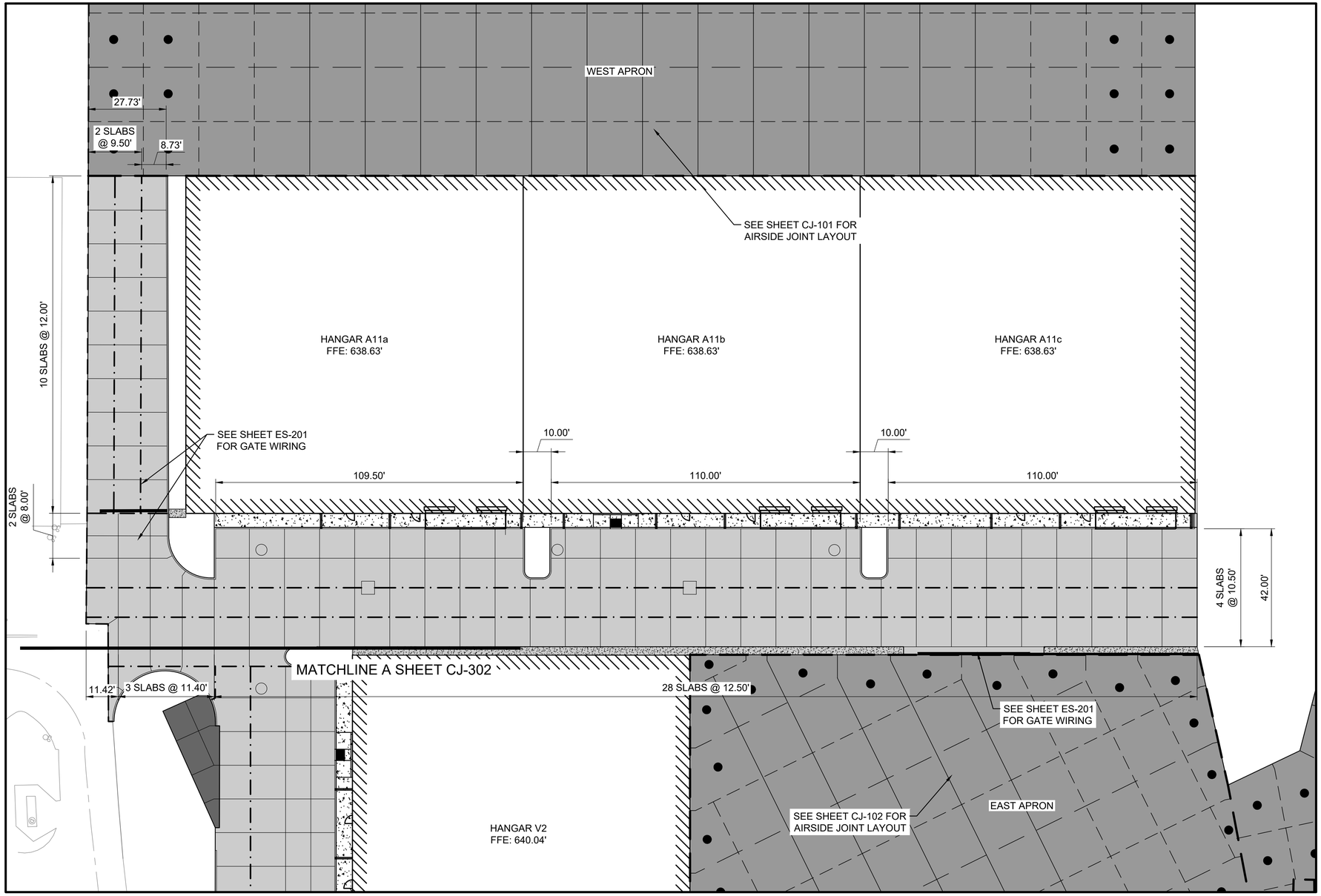
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DRAWING NUMBER
CJ-201

SHEET NUMBER **63**

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Last plotted by: Trinh, Phat M Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:03 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



0 10' 20' 40' 60'

(IN FEET)

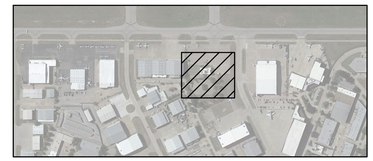
LEGEND

- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 8" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED BARRIER FREE CURB RAMP
- PROPOSED DRAINAGE STRUCTURE
- ISOLATION JOINT
- SAWCUT CONTRACTION JOINT
- TRANSVERSE EXPANSION JOINT

NOTES:

1. SEE SHEETS CJ-401 - ###### FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
2. ALL SAWCUTS WITHIN 2' OF THE PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE EDGE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. ADJUSTMENTS TO THE TYPES OF JOINTS SHOWN MAY BE MADE BASED ON THE CONTRACTOR'S CONSTRUCTION METHODS. ANY PROPOSED JOINT CHANGES SHALL BE SUBMITTED TO THE ENGINEER APPROVAL A MINIMUM OF 14 DAYS PRIOR TO PAVEMENT CONSTRUCTION.
4. JOINT LETTER DESIGNATIONS ARE PLACED IN GENERAL LOCATIONS AND DEPICT THE JOINTS TO BE THE SAME TYPE FOR THE ENTIRE LENGTH BETWEEN DESIGNATIONS.
5. SLABS SHALL BE EVENLY SPACED THROUGHOUT THE SHOWN DIMENSION.

KEYMAP



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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSIDE JOINT LAYOUT PLAN 1

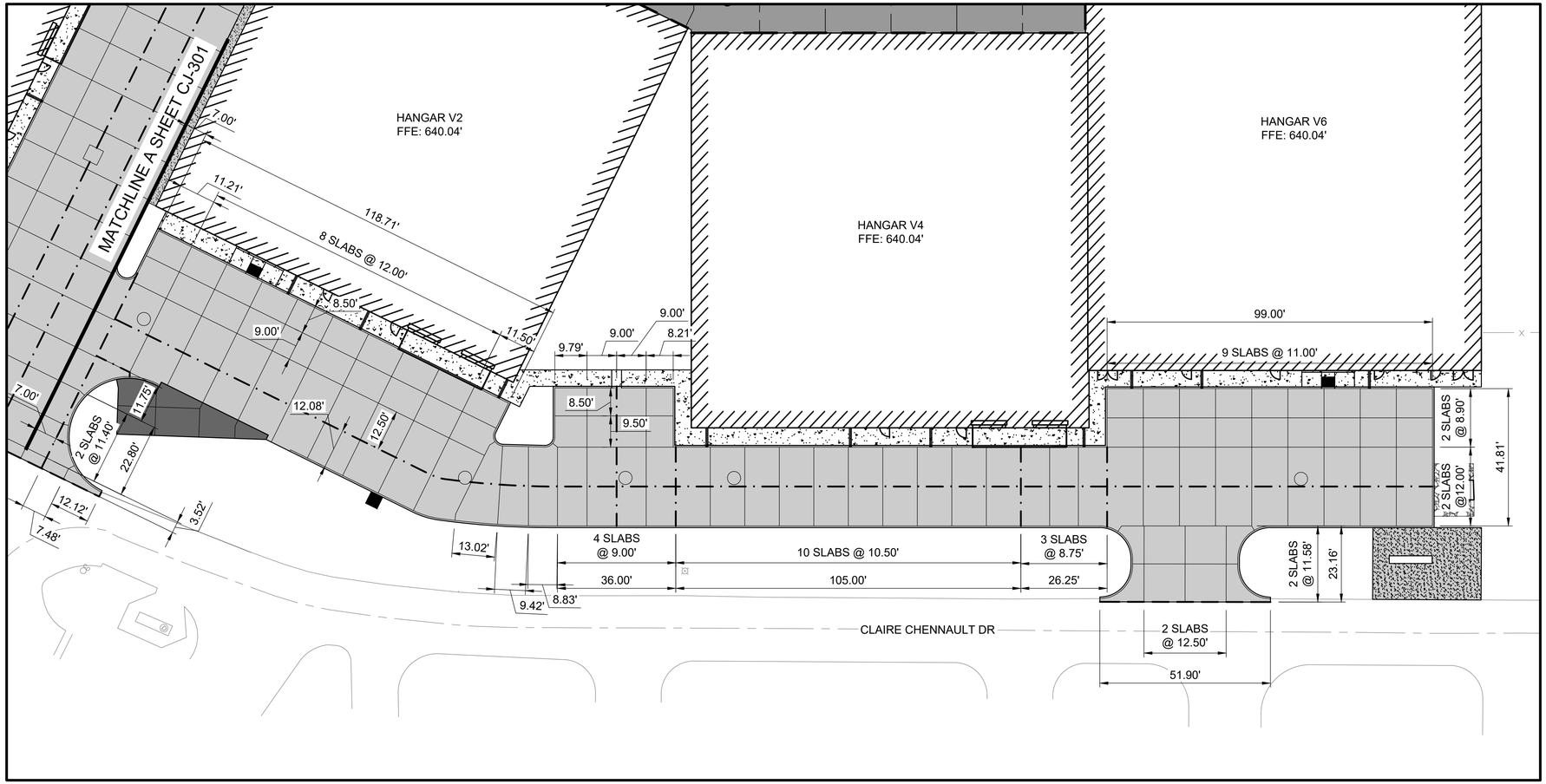
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

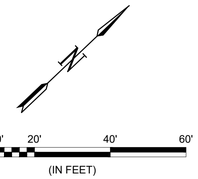
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DRAWING NUMBER
CJ-301

SHEET NUMBER **64**

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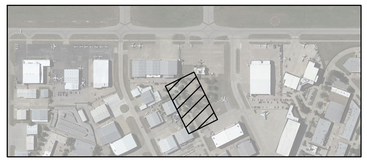
LEGEND

- PROPOSED AIRSIDE CONCRETE PAVEMENT
- PROPOSED 6" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED 8" NCTCOG 303 CONCRETE PAVEMENT
- PROPOSED BARRIER FREE CURB RAMP
- PROPOSED DRAINAGE STRUCTURE
- ISOLATION JOINT
- SAWCUT CONTRACTION JOINT
- TRANSVERSE EXPANSION JOINT

NOTES:

1. SEE SHEET CJ-401 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
2. ALL SAWCUTS WITHIN 2' OF THE PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE EDGE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. ADJUSTMENTS TO THE TYPES OF JOINTS SHOWN MAY BE MADE BASED ON THE CONTRACTOR'S CONSTRUCTION METHODS. ANY PROPOSED JOINT CHANGES SHALL BE SUBMITTED TO THE ENGINEER APPROVAL A MINIMUM OF 14 DAYS PRIOR TO PAVEMENT CONSTRUCTION.
4. JOINT LETTER DESIGNATIONS ARE PLACED IN GENERAL LOCATIONS AND DEPICT THE JOINTS TO BE THE SAME TYPE FOR THE ENTIRE LENGTH BETWEEN DESIGNATIONS.
5. SLABS SHALL BE EVENLY SPACED THROUGHOUT THE SHOWN DIMENSION.

KEYMAP



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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSIDE JOINT LAYOUT PLAN 2

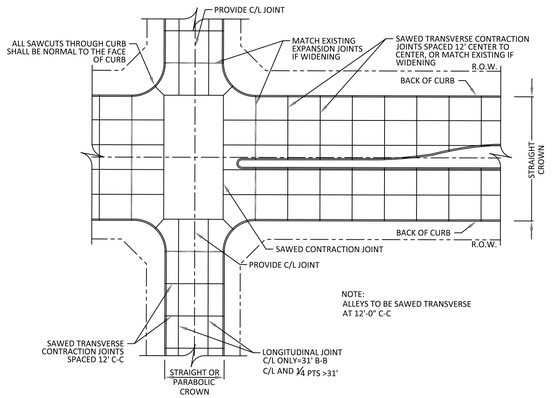
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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CJ-302

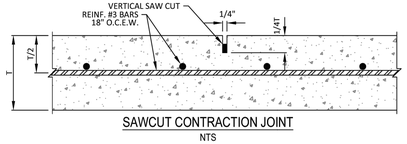
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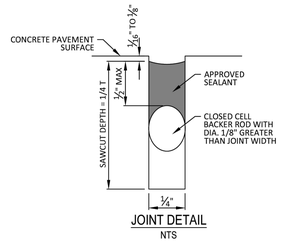


SPACING DIAGRAM FOR TRANSVERSE JOINTS
NTS

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	SPACING DIAGRAM FOR TRANSVERSE JOINTS	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: JANUARY 2022	REV DATE: -	SHEET: SD-P23

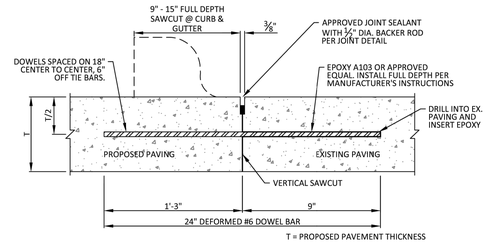


SAWCUT CONTRACTION JOINT
NTS



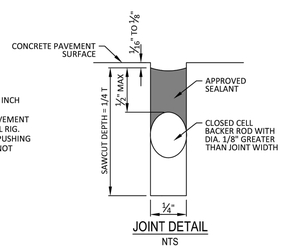
JOINT DETAIL
NTS

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	SAWCUT CONTRACTION JOINT	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: JANUARY 2022	REV DATE: -	SHEET: SD-P19



LONGITUDINAL BUTT JOINT
NTS

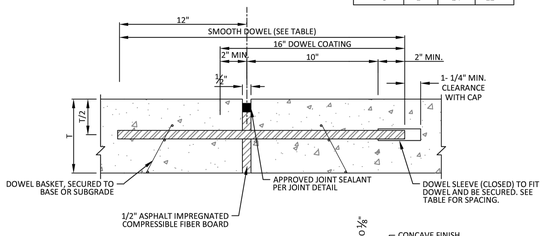
NOTE:
1. NO. 5 DEFORMED BAR MAY BE USED IN 6 INCH PAVEMENT
2. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL RIG.
3. DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.



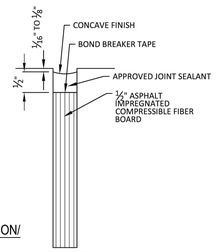
JOINT DETAIL
NTS

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	LONGITUDINAL BUTT JOINT	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: JANUARY 2022	REV DATE: -	SHEET: SD-P20

PAVEMENT THICKNESS	DOWEL DIA.	DOWEL LENGTH	DOWEL SPACING
6"	½"	24"	12"
7"	1"	24"	12"
8"	1"	24"	12"



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

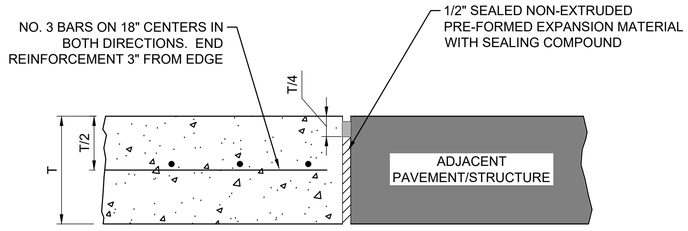


TRANSVERSE ISOLATION/ EXPANSION JOINT
NTS

JOINT DETAIL
NTS

ADDISON PUBLIC WORKS & ENGINEERING SERVICES	TRANSVERSE EXPANSION JOINT	STANDARD CONSTRUCTION DETAILS PAVING		
		DATE: JANUARY 2022	REV DATE: -	SHEET: SD-P21

NOTE:
ALL CONCRETE REINFORCING SHALL BE NO. 3 BARS ON 18" CENTERS IN BOTH DIRECTION



5 / CJ-401 ISOLATION JOINT
SCALE: NONE

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RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSIDE JOINTING TYPICAL DETAILS

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

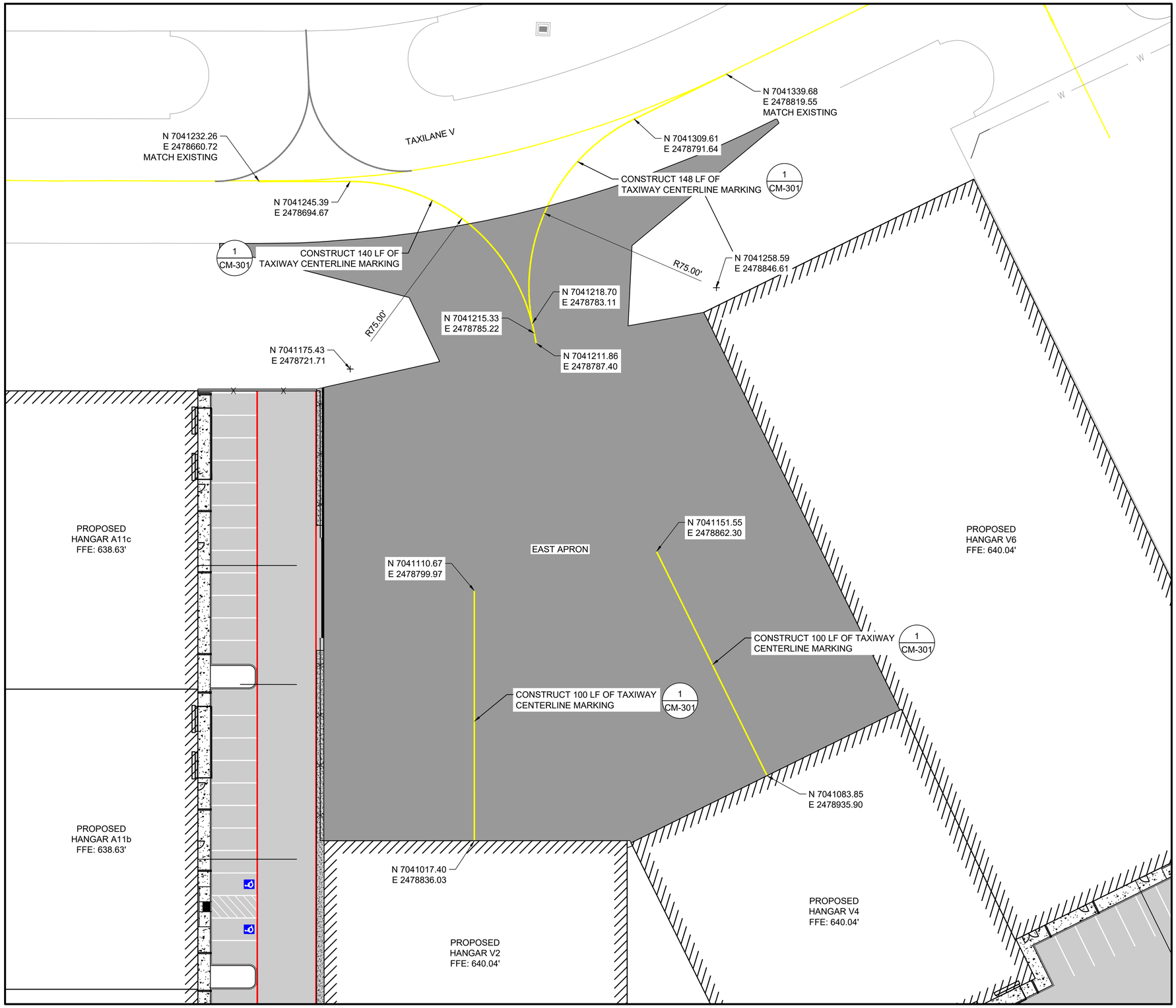
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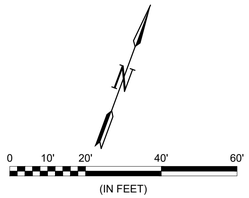
DRAWING NUMBER
CJ-401

SHEET NUMBER **66**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:04 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING





LEGEND

- EXISTING MARKINGS
- PROPOSED YELLOW MARKINGS **MARKING INSTALL AFTER 3/1/2025**
- PROPOSED WHITE MARKINGS
- PROPOSED RED FIRE LANE MARKINGS

NOTES:

1. SHEET INTENDED TO BE PRINTED IN COLOR.
2. SEE SHEET CM-301 FOR AIRFIELD MARKING DETAILS.
3. MARKINGS ON EXISTING PAVEMENT SHOWN FOR REFERENCE ONLY.
4. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
5. ANY DISCREPANCIES BETWEEN THESE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.
6. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.

KEYMAP



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REGISTRATION NO.
F-5713

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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE PAVEMENT MARKING PLAN 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

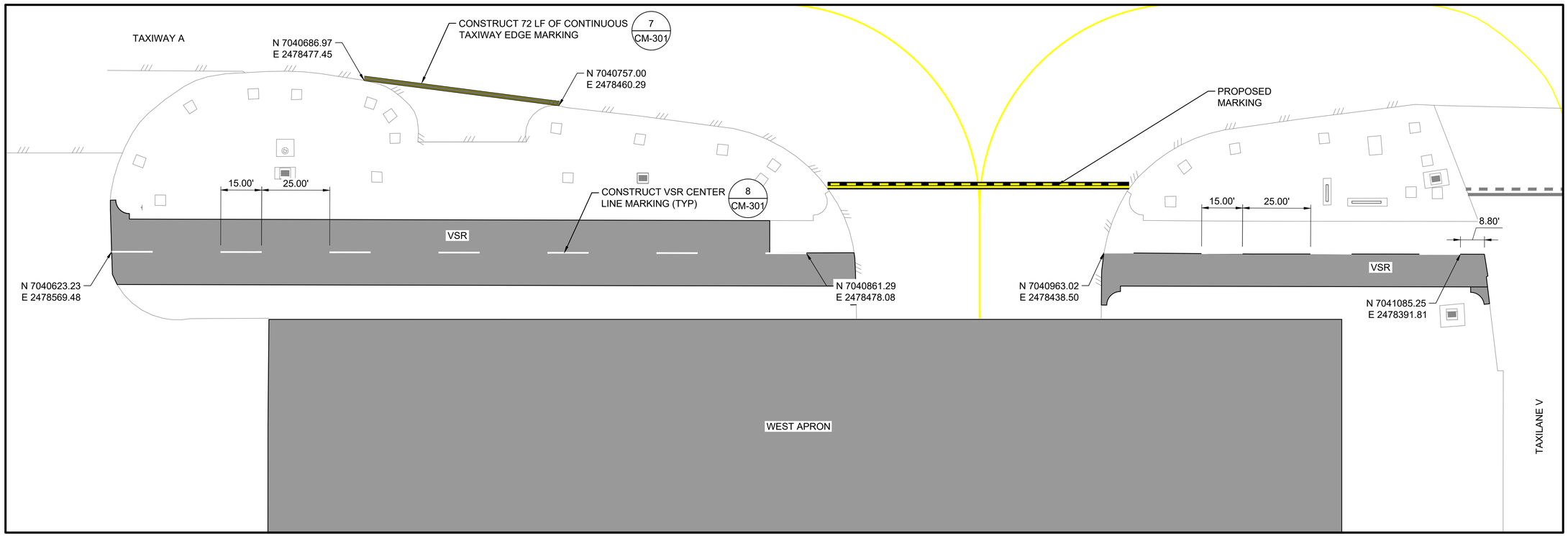
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DRAWING NUMBER
CM-101

SHEET NUMBER **67**

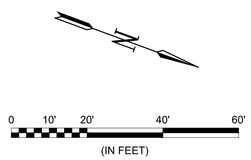
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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:04 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



LEGEND

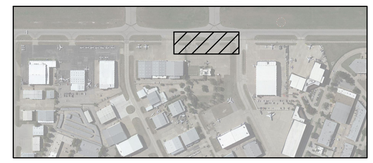
- EXISTING MARKINGS
- PROPOSED YELLOW MARKINGS **MARKING INSTALLED 3/12/2025 PRIOR TO OPENING THE APRON**
- PROPOSED WHITE MARKINGS **MARKING INSTALLED AFTER 3/1/2025**
- PROPOSED RED FIRE LANE MARKINGS



NOTES:

1. SHEET INTENDED TO BE PRINTED IN COLOR.
2. SEE SHEET CM-301 FOR AIRFIELD MARKING DETAILS.
3. MARKINGS ON EXISTING PAVEMENT SHOWN FOR REFERENCE ONLY.
4. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
5. ANY DISCREPANCIES BETWEEN THESE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.
6. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.

KEYMAP



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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE PAVEMENT MARKING PLAN 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

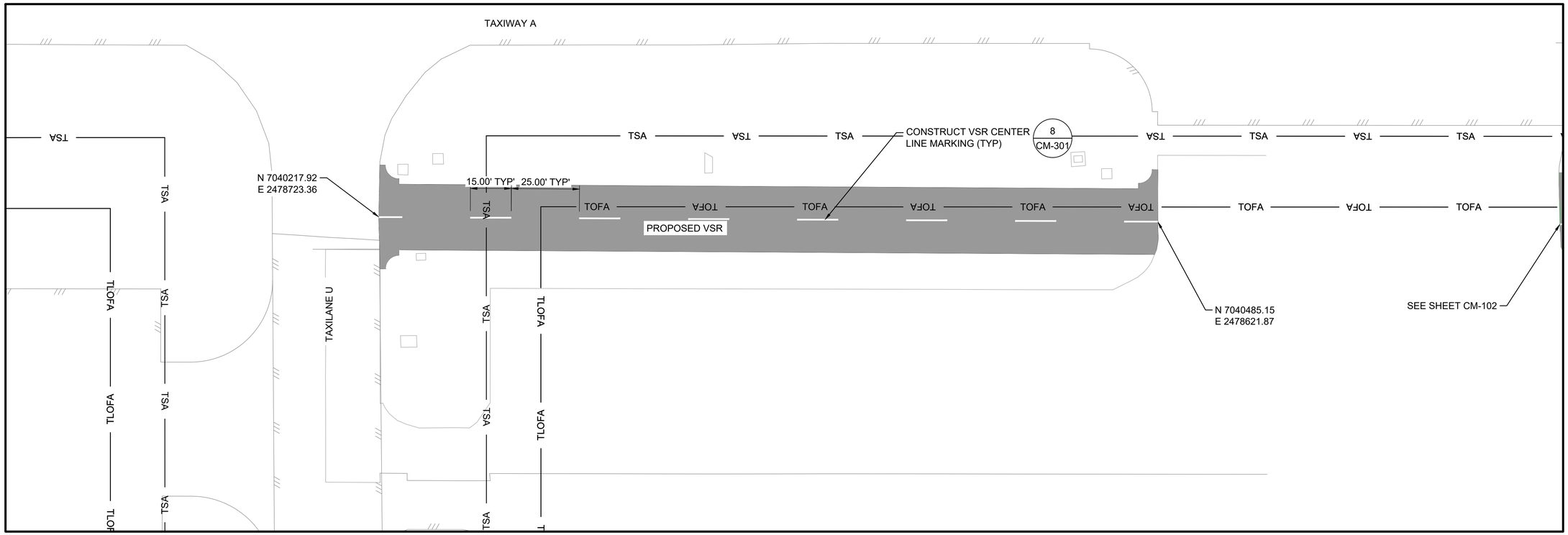
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
CM-102

SHEET NUMBER **68**

File: L:\2022\22A11111 - ADS SkyHarbour Hangars\Drawings\SHEET FILES\Markings\ADS_SkyHarb-CM-101.dwg Last Save: 3/4/2025 12:17 PM Last saved by: PMTrinh
Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:04 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



LEGEND

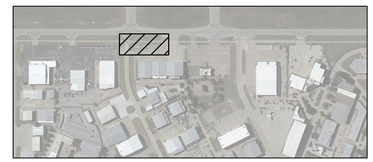
- EXISTING MARKINGS
- PROPOSED WHITE MARKINGS **MARKING INSTALLED AFTER 3/1/2025**
- PROPOSED PAVEMENT

0 10' 20' 40' 60'
(IN FEET)

NOTES:

1. SHEET INTENDED TO BE PRINTED IN COLOR.
2. SEE SHEET CM-301 FOR AIRFIELD MARKING DETAILS.
3. MARKINGS ON EXISTING PAVEMENT SHOWN FOR REFERENCE ONLY.
4. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
5. ANY DISCREPANCIES BETWEEN THESE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.
6. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.

KEYMAP



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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	01/23/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AIRSIDE PAVEMENT MARKING PLAN 3

JOB NO.: 22A11111
DATE: SEPT. 2023
DESIGNED BY: PMT
DRAWN BY: PMT

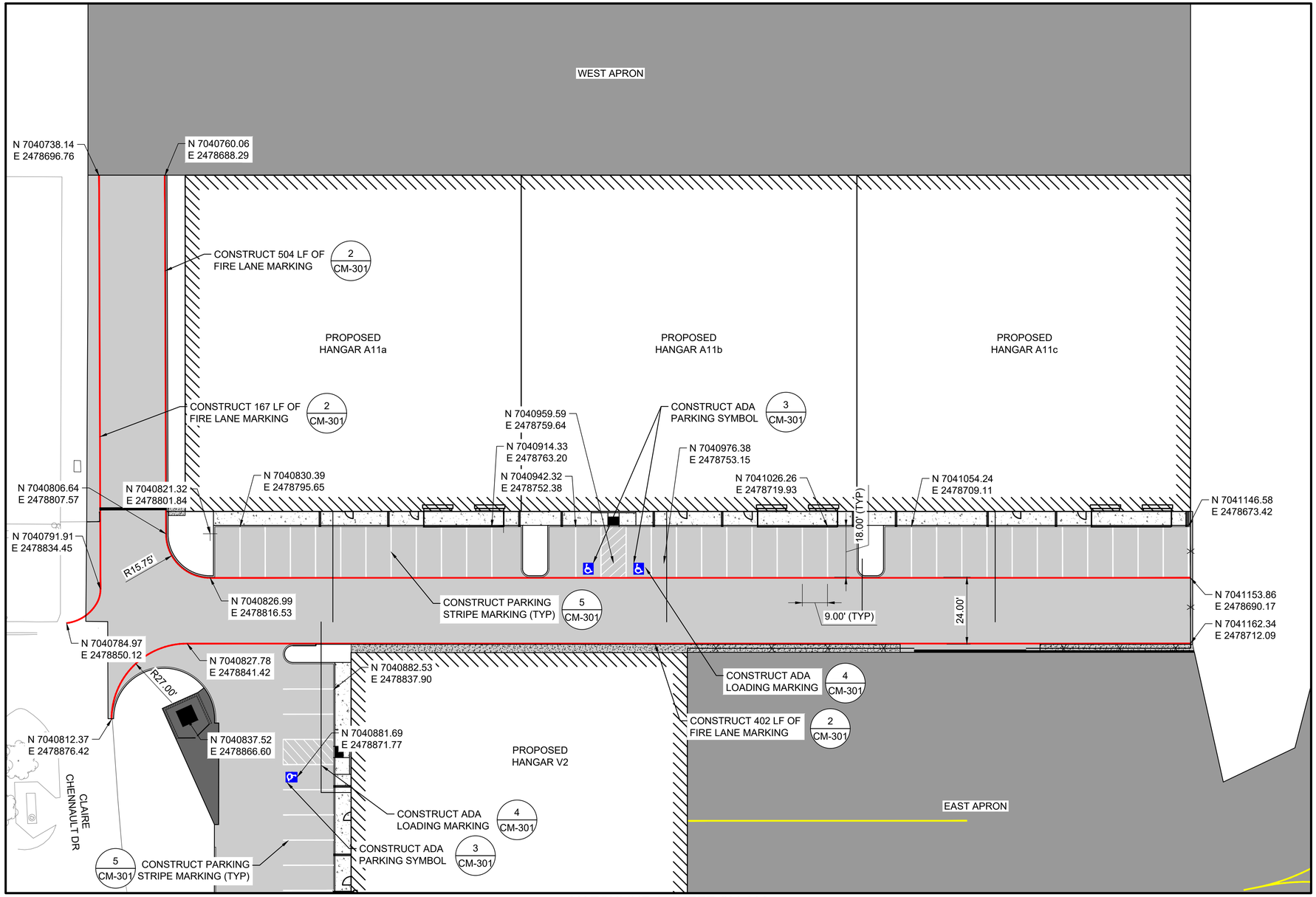
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CM-103

SHEET NUMBER **68A**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:11 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



MATCHLINE A SHEET CM-202

0 10' 20' 40' 60'

(IN FEET)

LEGEND

- PROPOSED YELLOW MARKINGS **MARKING INSTALLED AFTER 3/1/2025**
- PROPOSED WHITE MARKINGS
- PROPOSED RED FIRE LANE MARKINGS

NOTES:

1. SHEET INTENDED TO BE PRINTED IN COLOR.
2. SEE SHEET CM-301 FOR MARKING DETAILS.
3. UNLESS OTHERWISE NOTED, QUANTITIES ON THIS SHEET REFERENCE THE WORK AREA ON THIS SHEET.
4. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
5. ANY DISCREPANCIES BETWEEN THESE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSIDE PAVEMENT MARKING PLAN 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

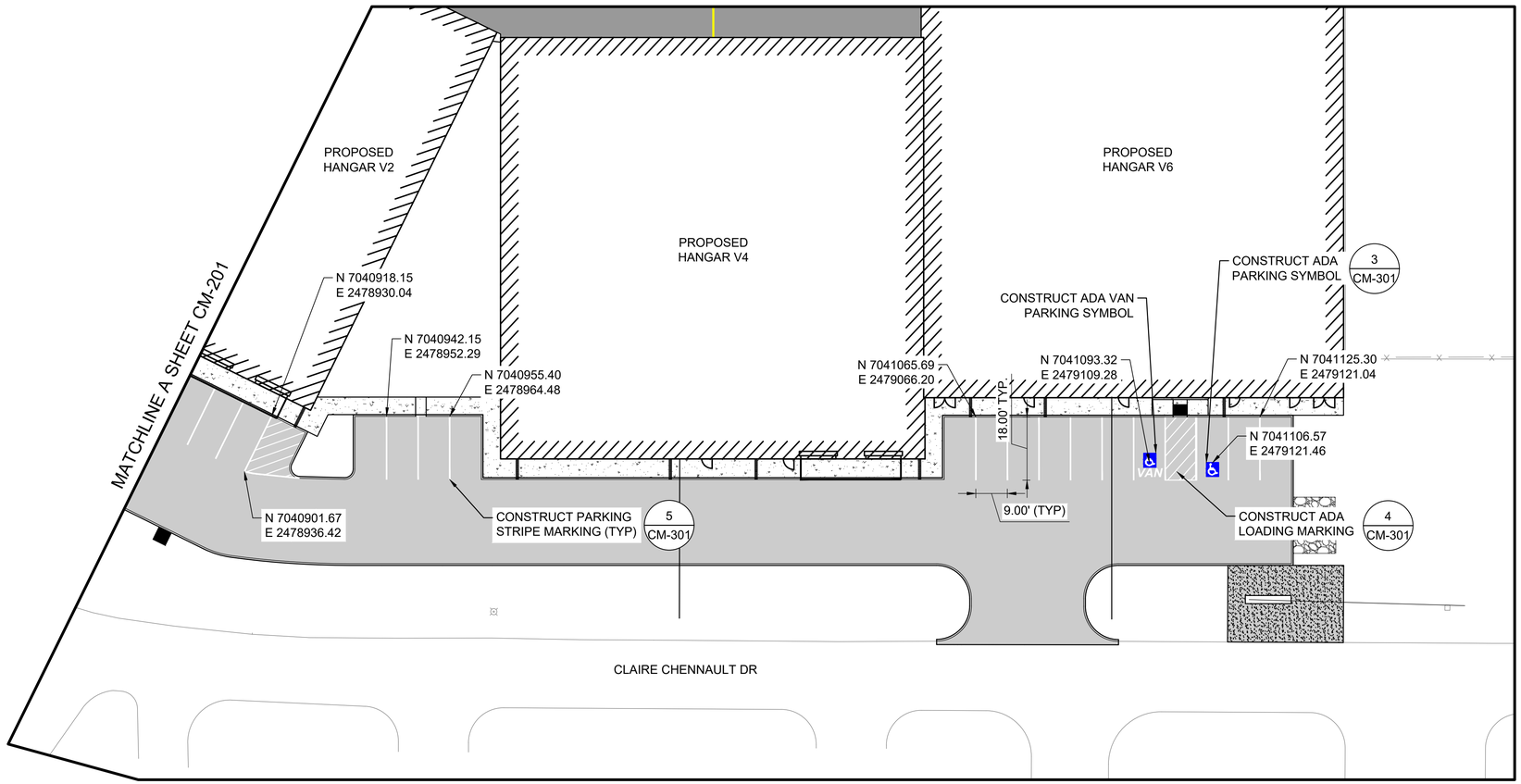
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0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

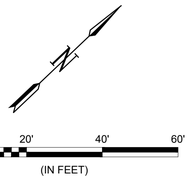
DRAWING NUMBER
CM-201

SHEET NUMBER **69**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:05 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING





LEGEND

- PROPOSED YELLOW MARKINGS
- PROPOSED WHITE MARKINGS
- PROPOSED RED FIRE LANE MARKINGS

NOTES:

1. SHEET INTENDED TO BE PRINTED IN COLOR.
2. SEE SHEET CM-301 FOR MARKING DETAILS.
3. UNLESS OTHERWISE NOTED, QUANTITIES ON THIS SHEET REFERENCE THE WORK AREA ON THIS SHEET.
4. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
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KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSIDE PAVEMENT MARKING PLAN 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT **ONE** INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CM-202

SHEET NUMBER **70**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:05 AM Plotter used: AutoCAD PDF (General Documentation).pc3



1 CM-301 TAXIWAY CENTERLINE MARKING

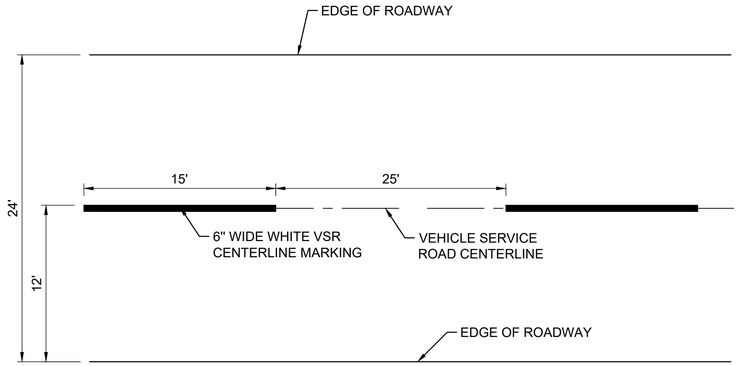
SCALE: NONE

NOTE:

TAXIWAY CENTERLINE MARKINGS ARE YELLOW WITH 6" BLACK OUTLINE.

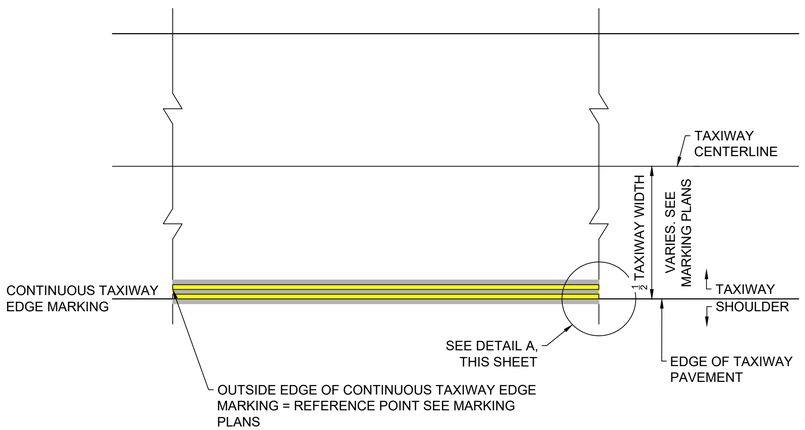
TABLE 1: AIRPORT PAVEMENT MARKINGS MARKING MATERIALS

Paint[1]				Glass Beads[2]	
Type	**Color**	**Fed Std. 595 Number**	**Application Rate Maximum**	**Type**	**Application Rate Minimum**
Waterborne Type I or II	Yellow	33538 or 33655	115 ft²/gal	Type I, Gradation A	7 lb/gal
Waterborne Type I or II	Black	37038	115 ft²/gal	N/A	N/A



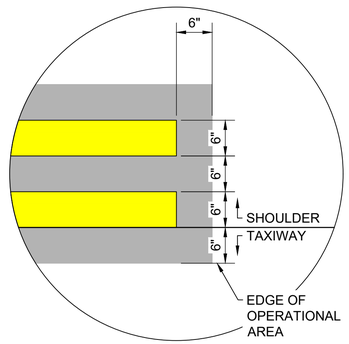
8 CM-301 VEHICLE SERVICE ROAD (VSR) MARKING

SCALE: NONE



7 CM-301 CONTINUOUS TAXIWAY EDGE MARKING

SCALE: NONE



DETAIL A

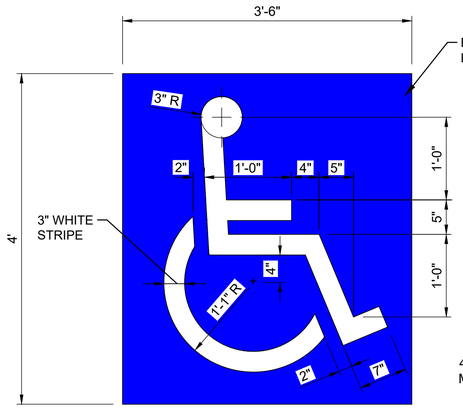
INSTALL 4" WHITE LETTERS 30' INTERVALS
PAYMENT SUBSIDARY TO RED MARKING

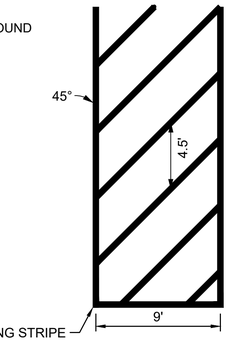
FIRE LANE NO PARKING FIRE LANE NO PARKING

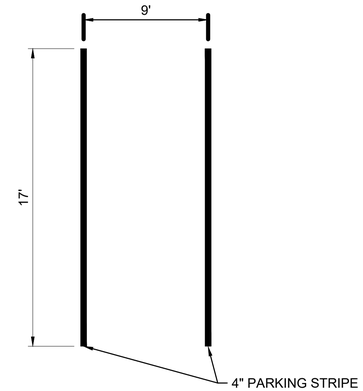
INSTALL 6" DURABLE RED MARKING

2 CM-301 FIRE LANE MARKING

SCALE: NONE







3 CM-301 ADA PARKING SYMBOL

SCALE: NONE

4 CM-301 ADA LOADING MARKING

SCALE: NONE

NOTE:

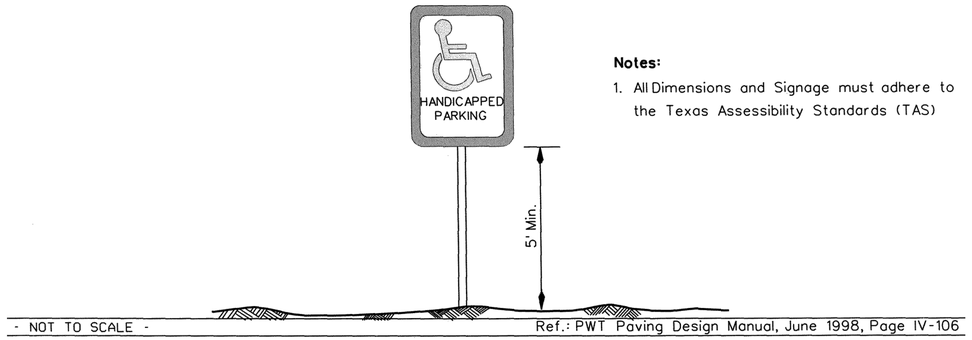
ADA LOADING MARKINGS ARE WHITE

5 CM-301 PARKING STRIPE MARKING

SCALE: NONE

NOTE:

PARKING STRIPE MARKINGS ARE WHITE



Notes:

1. All Dimensions and Signage must adhere to the Texas Assessibility Standards (TAS)

6 CM-301 HANDICAPPED PARKING SIGNAGE

SCALE: NONE

LANDSIDE PAVEMENT MARKING NOTES:

1. ALL MARKINGS SHALL CONFORM TO NCTCOG 804.2.2 PAINT MARKING MATERIALS

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

MARKING DETAILS 1

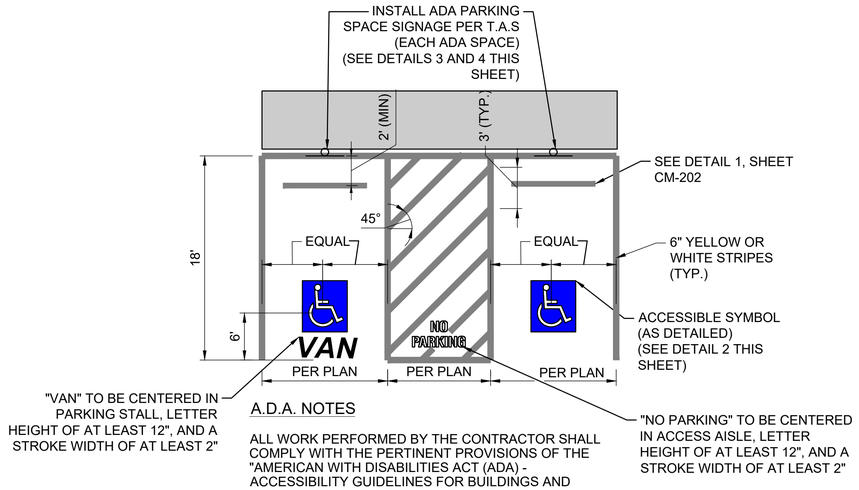
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT **ONE** INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER **CM-301**

SHEET NUMBER **71**

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Last plotted by: Trinh, Phat M. Plot Style: AEOmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:05 AM Plotter used: AutoCAD PDF (General Documentation).pc3

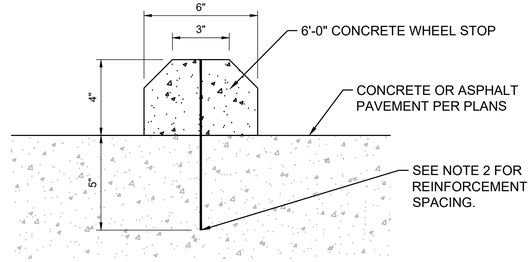


A.D.A. NOTES

ALL WORK PERFORMED BY THE CONTRACTOR SHALL COMPLY WITH THE PERTINENT PROVISIONS OF THE "AMERICAN WITH DISABILITIES ACT (ADA) - ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES," ISSUED BY THE U.S. ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD AND WITH THE CURRENT ARCHITECTURAL BARRIERS TEXAS ACCESSIBILITY STANDARDS.

1 CM-302 — ADA PARKING SPACE DETAIL

SCALE: NONE



NOTE:

1. CONCRETE SHALL BE 4,000 PSI AT 28 DAYS.
2. STEEL REINFORCEMENT SHALL CONFORM TO TxDOT ITEM 440 AND SHALL BE AT MINIMUM TWO NO. 4 OR NO. 3 BARS PLACED LONGITUDINALLY.
3. SEE DETAIL 1, SHEET CM-201 FOR WHEEL STOP SPACING.

2 CM-302 — CONCRETE WHEEL STOP

SCALE: NONE

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

MARKING DETAILS 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

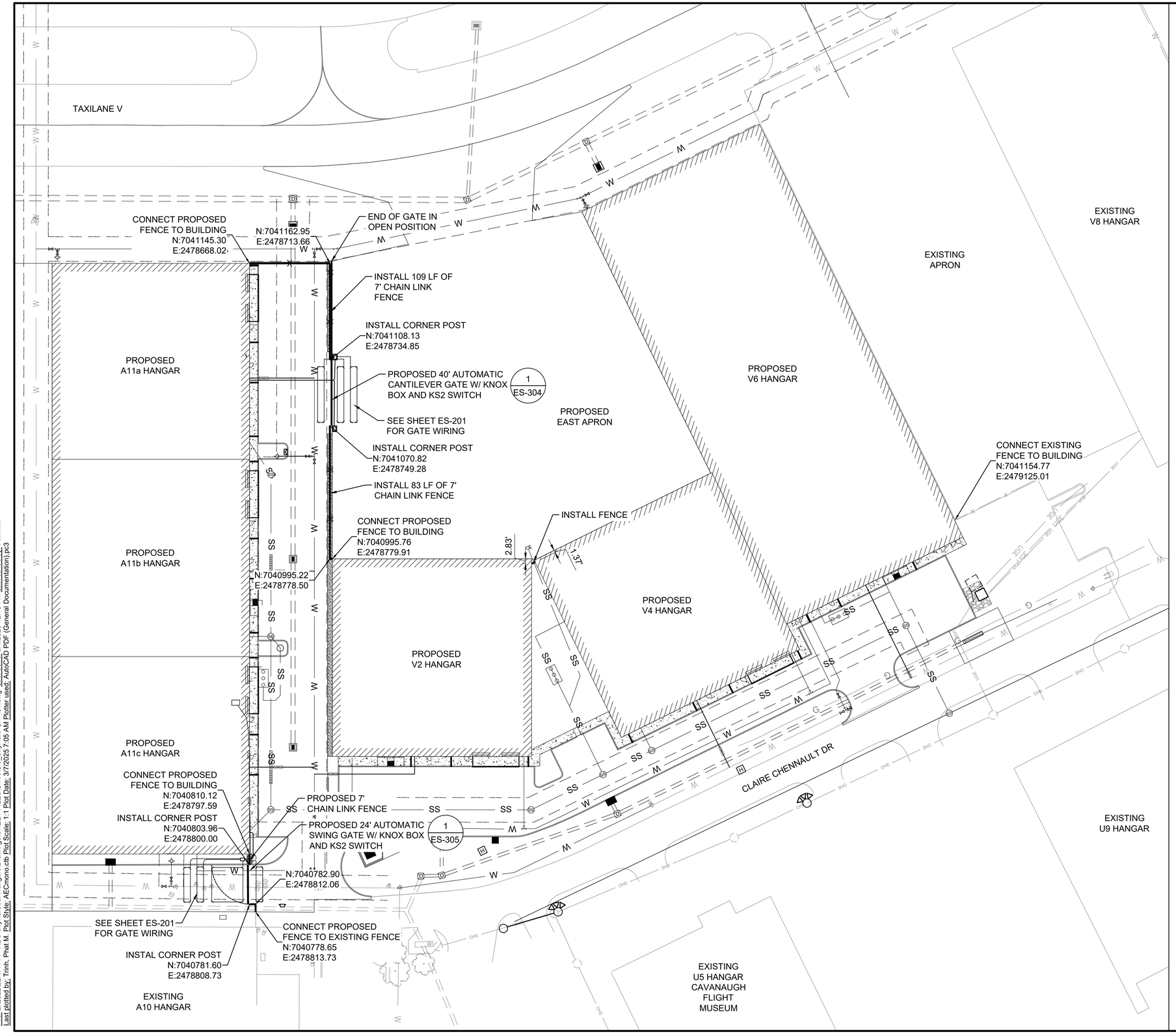
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
CM-302

SHEET NUMBER **72**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:05 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



0 15' 30' 60' 90'
(IN FEET)

LEGEND

- EXISTING FENCE
- PROPOSED FENCE
- PROPOSED GATE
- PROPOSED SIDEWALK
- OHE — OVERHEAD ELECTRIC
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- W — EXISTING WATER LINE
- SS — EXISTING SANITARY SEWER
- G — EXISTING GAS LINE
- ROW — EXISTING RIGHT-OF-WAY LINE
- UGE — EXISTING UNDERGROUND ELECTRIC LINE

NOTES:

1. TEMPORARY AOA FENCE SHALL REMAIN IN PLACE UNTIL NEW AOA FENCE IS CONSTRUCTED AND SECURED TO HANGARS AND EXISTING FENCE.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

FENCING PLAN

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

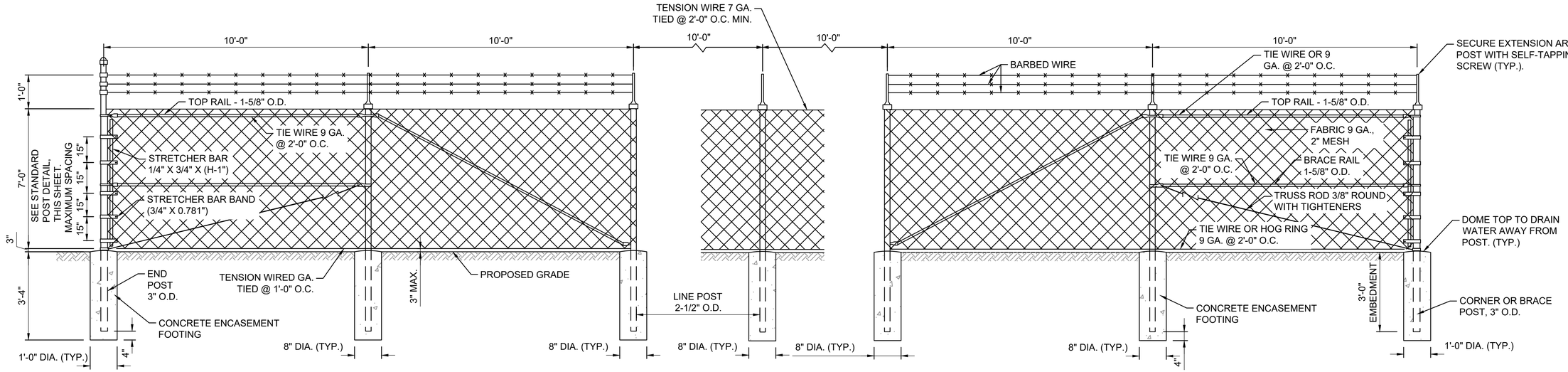
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CF-101

SHEET NUMBER **73**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:05 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING



PANEL NOTES:

1. ALL FABRIC, POSTS, NAILS, BRACES, FITTINGS, AND HARDWARE FOR FENCE AND GATES SHALL CONFORM TO ITEM F-162 OF THE SPECIFICATIONS.
2. ELECTRICAL GROUND RODS SHALL BE CONSTRUCTED AS SPECIFIED IN ITEM F-162 OF THE SPECIFICATIONS. (8 / CF-202)

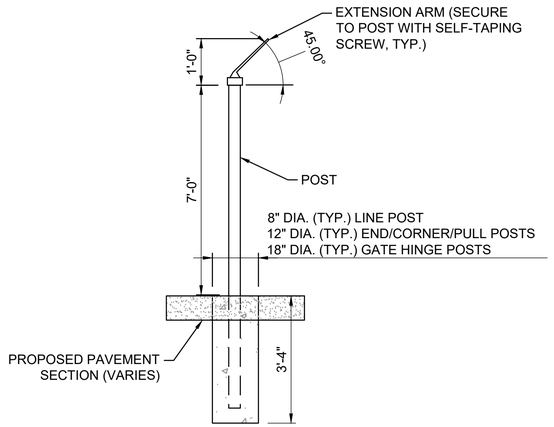
1 / CF-201 END PANEL
SCALE: NONE

2 / CF-201 POST SPACING
SCALE: NONE

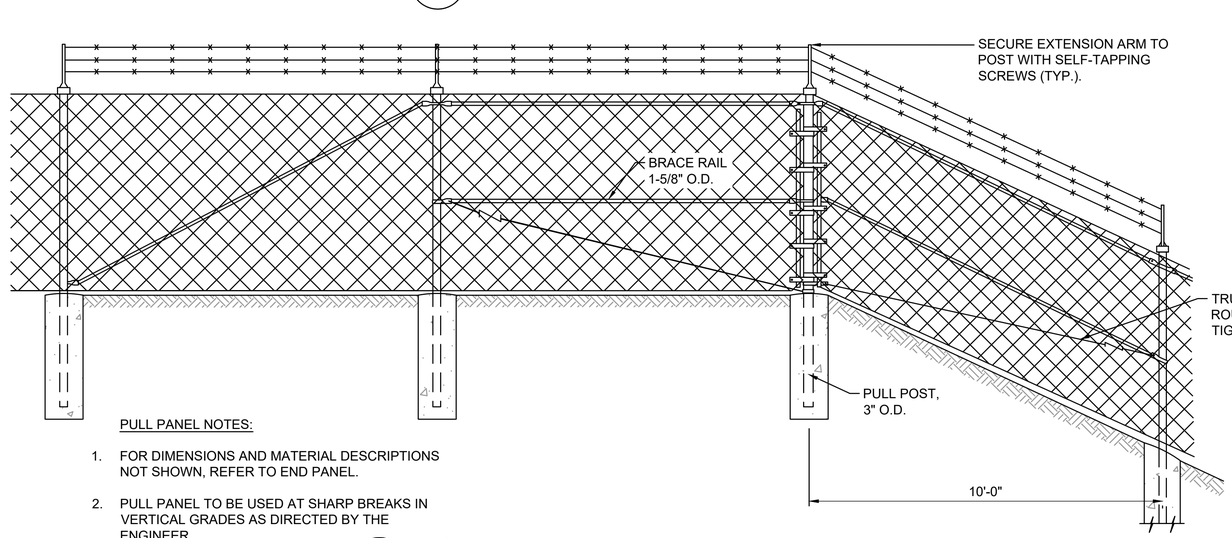
BRACE PANEL NOTE:

1. BRACE PANEL SHALL BE PLACED A MAXIMUM OF 400 FEET CENTER TO CENTER FROM END, CORNER, OR BRACE POSTS. ANY BREAKS IN HORIZONTAL ALIGNMENT OF MORE THAN 30 DEGREES SHALL BE CONSIDERED A CORNER.

3 / CF-201 BRACE OR CORNER PANEL
SCALE: NONE



4 / CF-201 STANDARD POST INSTALLATION
SCALE: NONE



PULL PANEL NOTES:

1. FOR DIMENSIONS AND MATERIAL DESCRIPTIONS NOT SHOWN, REFER TO END PANEL.
2. PULL PANEL TO BE USED AT SHARP BREAKS IN VERTICAL GRADES AS DIRECTED BY THE ENGINEER.

5 / CF-201 PULL PANEL
SCALE: NONE

42

6 / CF-201 GATE SIGN
SCALE: NONE

AIRPORT PROPERTY
NO TRESPASSING
VIOLATERS WILL BE PROSECUTED

7 / CF-201 FENCE SIGNAGE
SCALE: NONE

SIGNAGE NOTES:

1. SIGNS SHALL BE PERMANENT, NON-FADING, OUTDOOR TYPE. NO TRESPASSING SIGNS SHALL BE INSTALLED AT 200' INTERVALS AND AT EACH GATE.
2. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL BEFORE INSTALLATION.
3. SIGNS WILL NOT BE MEASURED FOR SEPARATE PAYMENT BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM F-162.
4. RED LEGEND, WHITE BACKGROUND, RED BORDER. (12" x 18")
5. THE NUMBER LEGEND OF THE GATE SIGN SHALL BE COORDINATED WITH THE OWNER.

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

FENCING DETAILS 1

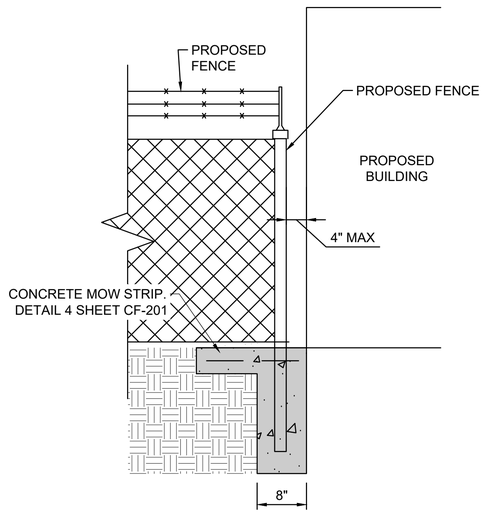
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CF-201

SHEET NUMBER **74**

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Last plotted by: Trinh, Phat M. Plot Style: AEOmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:05 AM Plotter used: AutoCAD PDF (General Documentation).pc3



3
CF-202

PROPOSED FENCE TO BUILDING CONNECTION

SCALE: NONE

1. WORK ASSOCIATED WITH CONNNECTION SHALL BE CONSIDERED SUBSIDIARY TO FENCE INSTALLATION.

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

ADDISON AIRPORT

SKY HARBOUR HANGAR
DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

FENCING DETAILS 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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

DRAWING NUMBER
CF-202

SHEET NUMBER **75**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:05 AM Plotter used: AutoCAD PDF (General Documentation).pc3

SYMBOL	ITEM DESCRIPTION
———	NEW EQUIPMENT
- - - - - -	EXISTING EQUIPMENT
○	POWER POLE
□ OR —	NON-FUSED DISCONNECT SWITCH, SIZE AS NOTED
4W-4"	ELECTRICAL DUCT, NUMBER, AND SIZE OF CONDUITS INDICATED
OR ⏚ OR ⊙	3/4" x 10' COPPER CLAD GROUND ROD
* * *	TRANSFORMER, RATINGS AS SHOWN
	CIRCUIT BREAKER, TRIP RATING SHOWN, 3-POLE UNLESS OTHERWISE NOTED
H	HANDHOLE
	CONDUIT CUT/COUPLE POINT

AFG	ABOVE FINISHED GRADE
AOA	AIRCRAFT OPERATIONS AREA
OFA	OBJECT FREE AREA
OFCI	OWNER FURNISHED CONTRACTOR INSTALLED
CFCI	CONTRACTOR FURNISHED CONTRACTOR INSTALLED
OFZ	OBSTACLE FREE ZONE
RSA	RUNWAY SAFETY AREA
TSA	TAXIWAY SAFETY AREA
DEB	DIRECT EARTH BURIED
WP	WEATHERPROOF
UON	UNLESS OTHERWISE NOTED
RGS	RIGID GALVANIZED STEEL
PVC	POLYVINYL CHLORIDE

CAUTION NOTES:

1. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS, HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.
2. TEXAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE TEXAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-245-4545. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TEXAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

CONSTRUCTION NOTES:

1. THE EXISTING AND THE PROPOSED LOCATIONS OF POWER AND COMMUNICATION CABLES ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING AND IDENTIFYING THE EXISTING ELECTRICAL AND COMMUNICATION CIRCUITS TO DETERMINE THEIR EXACT ROUTING. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING THE ELECTRICAL AND COMMUNICATION SYSTEMS IN A WORKING CONDITION UNTIL THE NEW ELECTRICAL AND COMMUNICATION CIRCUITS HAVE BEEN INSTALLED AND TESTED. THE CONTRACTOR SHALL PROACTIVELY AND EXPEDITIOUSLY ACCOMPLISH THIS CABLE IDENTIFICATION WORK PRIOR TO PERFORMING ANY MODIFICATIONS TO THE ELECTRICAL AND COMMUNICATION CIRCUITS. COORDINATE IDENTIFICATION WORK WITH THE OWNER AND ENGINEER AND MAKE ALL CORRECTIONS, ADDITIONS, ETC. ON THE AS-BUILT DRAWINGS.
2. THE CONTRACTOR SHALL BE EXTREMELY CAREFUL WHILE WORKING IN THE AREA OF EXISTING CIRCUITS. ANY CABLE OR CONDUIT / DUCT WHICH IS NICKED OR DAMAGED DURING WORK SHALL BE PROPERLY AND EXPEDITIOUSLY SPLICED OR THE LENGTH OF CABLE AND CONDUIT / DUCT REPLACED. ALL REPAIR AND / OR REPLACEMENT WORK AND MATERIALS SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE OWNER AND ENGINEER.
3. ALL ELECTRICAL AND COMMUNICATION CABLES SHALL BE CLEARLY IDENTIFIED, LABELED, AND TAGGED AT ALL POINTS WHERE THEY ARE AVAILABLE FOR CONNECTIONS OR INSPECTION, INCLUDING, BUT NOT LIMITED TO HANDHOLES, PULL BOXES, AND JUNCTION BOXES.
4. LOCKOUT / TAGOUT SHALL BE SUBSIDIARY TO OTHER PAY ITEMS UNLESS OTHERWISE NOTED.
5. CONDUITS SHALL BE RIGID GALVANIZED STEEL (RGS), UNLESS OTHERWISE NOTED. REFER TO SPECIFICATIONS FOR MORE INFORMATION.
6. DURING CONSTRUCTION, PROTECT ALL EQUIPMENT, DUCTS, CONDUITS, CABLES, ETC. THAT ARE TO REMAIN IN PLACE. WHERE EXISTING ITEMS ARE CUT, BROKEN, OR DAMAGED, THE CONTRACTOR SHALL REPLACE OR REPAIR PROACTIVELY AND EXPEDITIOUSLY THE ITEMS WITH THE SAME TYPE OF ORIGINAL MATERIAL AND CONSTRUCTION OR BETTER AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE OWNER AND ENGINEER.
7. NOT ALL CONDUIT BOXES ARE SHOWN IN THE CONSTRUCTION DRAWINGS. INTERMEDIATE PULL BOXES SHALL BE INSTALLED TO MEET CURRENT NEC REQUIREMENTS.
8. SEAL INSIDE CONDUITS AFTER FINAL ACCEPTANCE TESTING IN ACCORDANCE WITH NEC REQUIREMENTS.

ELECTRICAL SAFETY NOTES:

1. LOCKOUT / TAGOUT PROCEDURES SHALL BE FOLLOWED.
2. THE ELECTRICAL RESISTANCE AND INSULATION INTEGRITY OF EACH MODIFIED CIRCUIT SHALL BE TESTED BEFORE THE CIRCUIT IS ENERGIZED.

2 SETS [(3#8 + 1#8N + 1#10EG) 1" GRS]

- NUMBER OF SETS
- PHASE (HOT) CONDUCTOR, NUMBER AND SIZE
- GROUNDED (NEUTRAL) CONDUCTOR, NUMBER AND SIZE
- GROUNDING (GROUND) CONDUCTOR, NUMBER AND SIZE
- CONDUIT SIZE
- CONDUIT TYPE (SEE ABBREVIATIONS) REFER TO SPECIFICATIONS IF NOT SHOWN

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LIGHTING LEGEND & GENERAL NOTES

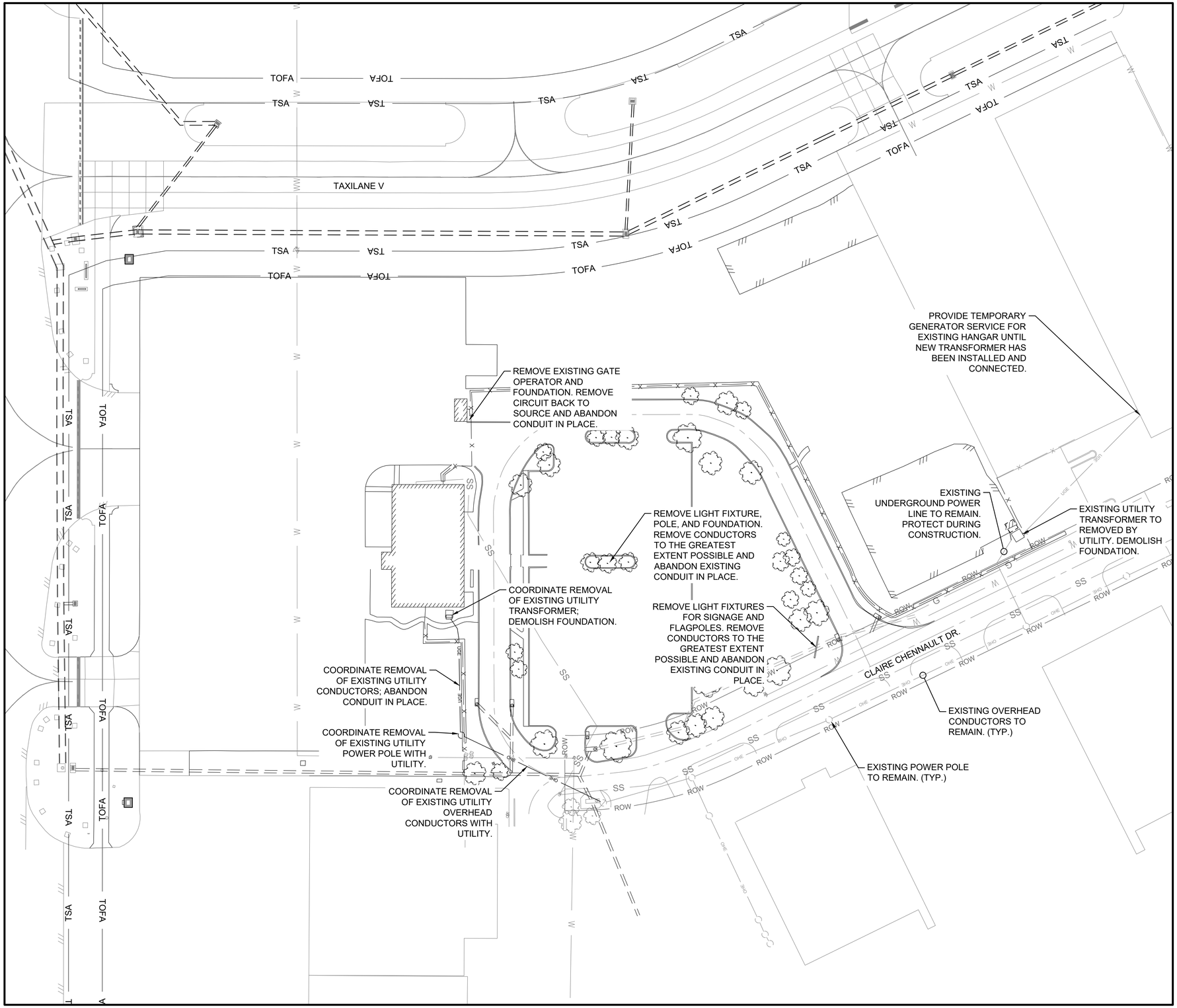
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

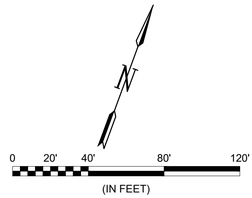
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
EN-001

SHEET NUMBER **76**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:06 AM Plotter used: AutoCAD PDF (General Documentation).pc3





GENERAL NOTES:

1. SEE SHEET EN-001 FOR ELECTRICAL DEMOLITION LEGEND, CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, AND DEMOLITION NOTES.
2. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.

LEGEND

- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TREE TO REMAIN
- TREE REMOVAL
- EXISTING FENCE
- EXISTING WATER LINE
- EXISTING SANITARY SEWER
- EXISTING GAS LINE
- EXISTING RIGHT-OF-WAY LINE
- EXISTING UNDERGROUND ELECTRIC LINE

KEYMAP



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RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

SITE ELECTRICAL REMOVAL PLAN

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

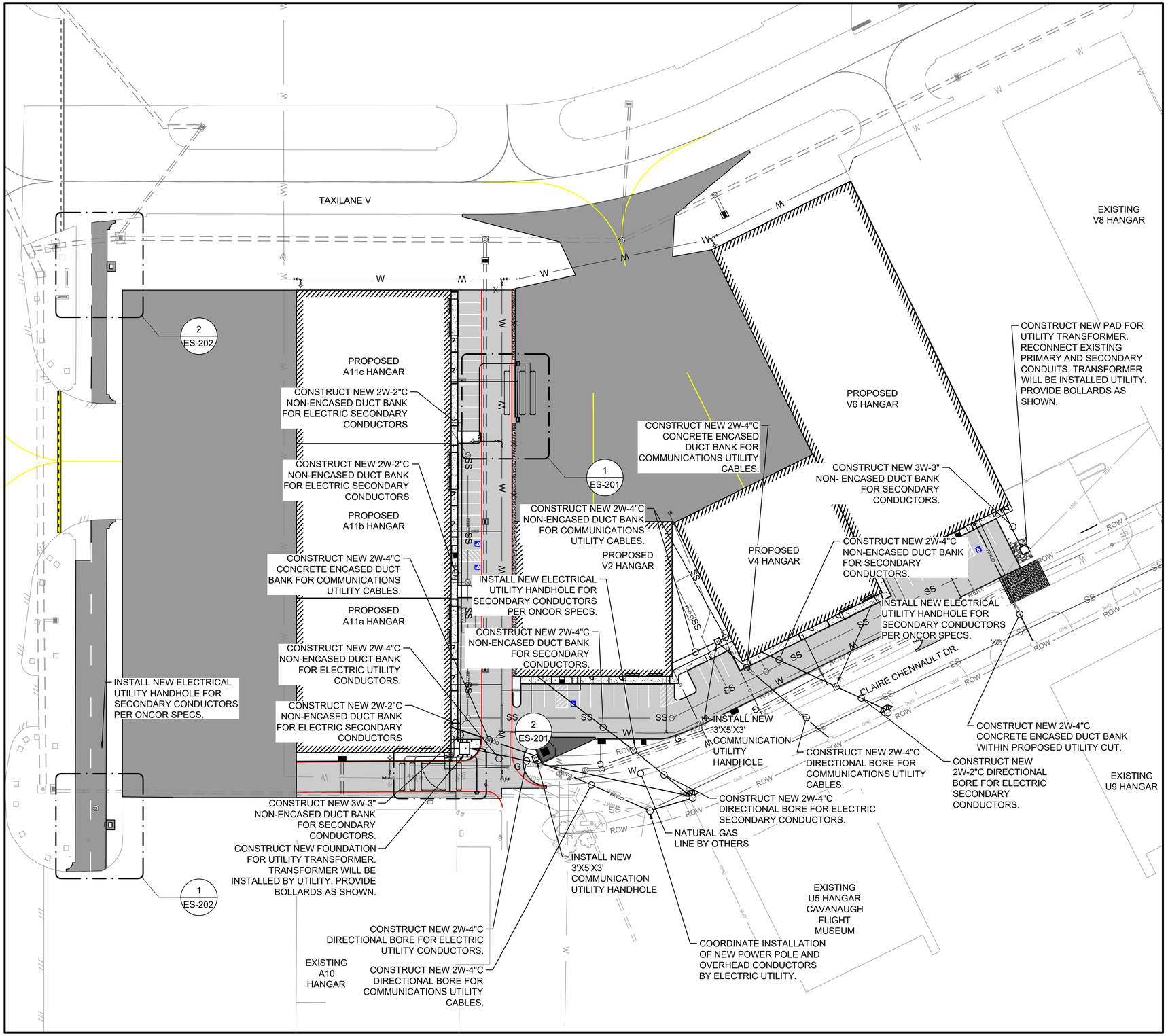
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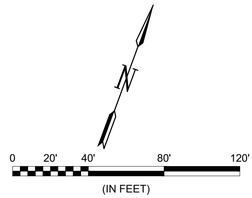
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ED-101

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RECORD DRAWING





GENERAL NOTES:

1. SEE SHEET EN-001 FOR LEGEND, CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, AND DEMOLITION NOTES.
2. SEE THE ES-300 SERIES FOR SITE ELECTRICAL INSTALLATION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.
4. ELECTRICAL AND COMMUNICATIONS UTILITIES REQUIRE A 1-FOOT VERTICAL SEPARATION WITH ADJACENT UTILITIES.
5. CONTRACTOR SHALL STUB-UP CONDUIT ABOVE GRADE AND COORDINATE WITH THE ELECTRIC UTILITY ON STAND-OFF INSTALLATION.

LEGEND

- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TREE TO REMAIN
- X — EXISTING FENCE
- W — EXISTING WATER LINE
- SS — EXISTING SANITARY SEWER
- G — EXISTING GAS LINE
- ROW — EXISTING RIGHT-OF-WAY LINE
- UGE — EXISTING UNDERGROUND ELECTRIC LINE
- G — EXISTING NATURAL GAS LINE
- G — NEW NATURAL GAS LINE
- UGE — NEW UNDERGROUND ELECTRIC LINE
- COMM — NEW UNDERGROUND COMMUNICATIONS LINE

KEYMAP



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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

SITE ELECTRICAL INSTALLATION PLAN

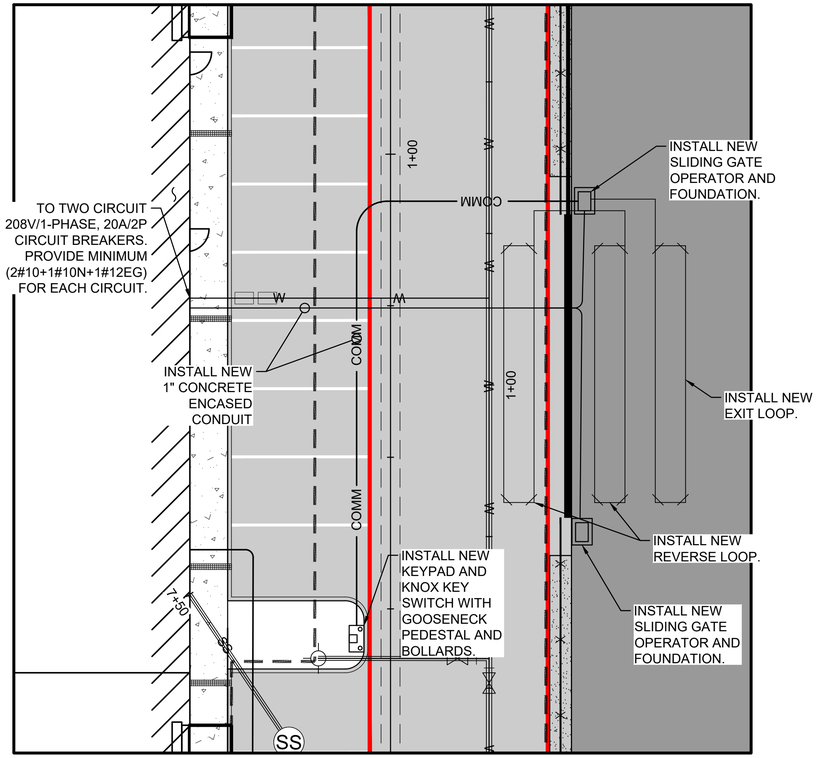
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

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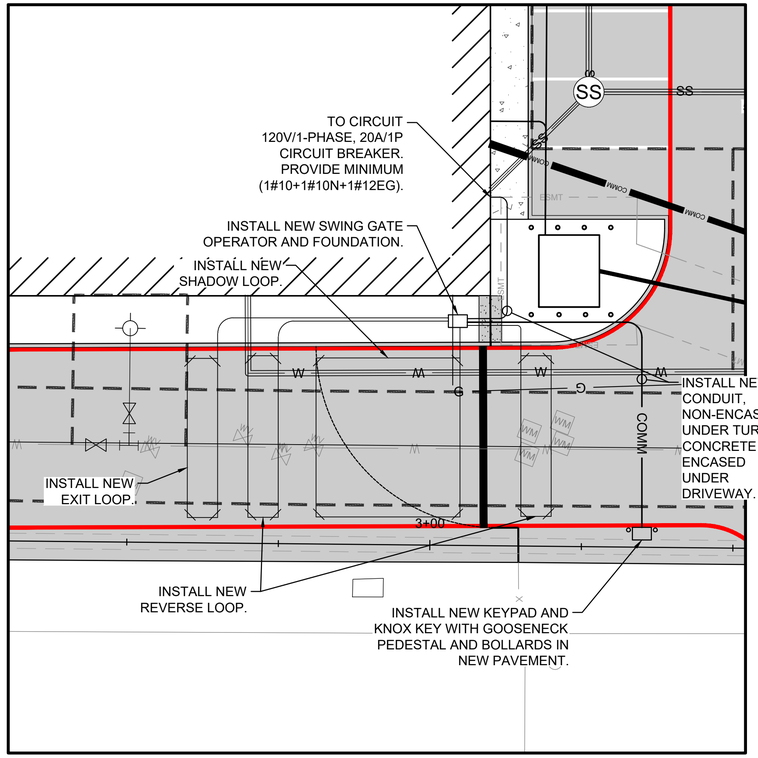
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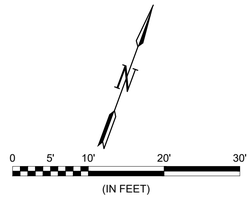
1 ES-201 EAST GATE ENHANCED VIEW

SCALE: 1" = 10'



2 ES-201 WEST GATE ENHANCED VIEW

SCALE: 1" = 10'



GENERAL NOTES:

1. SEE SHEET EN-001 FOR LEGEND, CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, AND DEMOLITION NOTES.
2. SEE THE ES-300 SERIES FOR SITE ELECTRICAL INSTALLATION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.

KEYMAP



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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AUTOMATIC GATE ENHANCED VIEWS

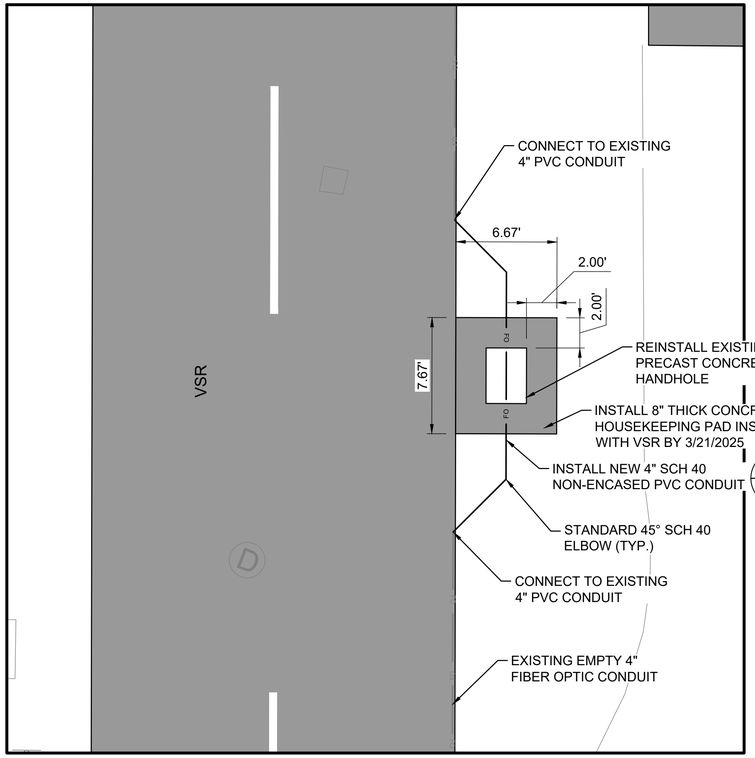
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

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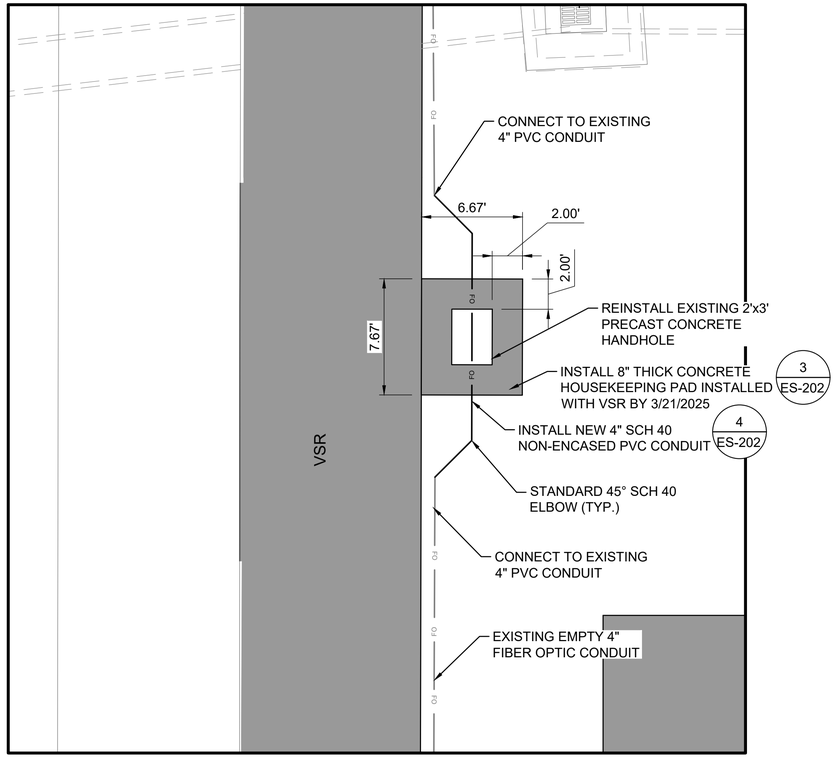
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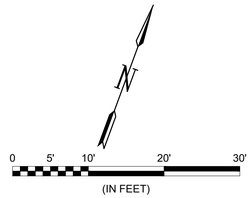
1 ES-202 SOUTH VSR ENHANCED VIEW

SCALE: 1" = 10'



2 ES-202 NORTH VSR ENHANCED VIEW

SCALE: 1" = 10'

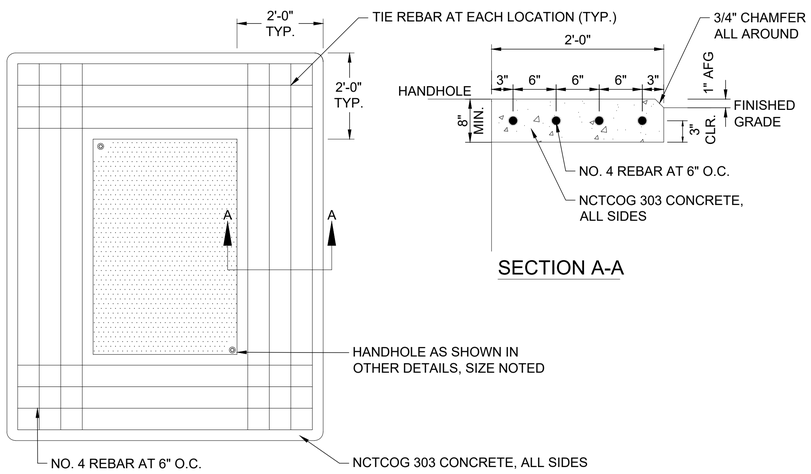


GENERAL NOTES:

1. SEE SHEET EN-001 FOR LEGEND, CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, AND DEMOLITION NOTES.
2. SEE THE ES-300 SERIES FOR SITE ELECTRICAL INSTALLATION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.

GENERAL NOTES:

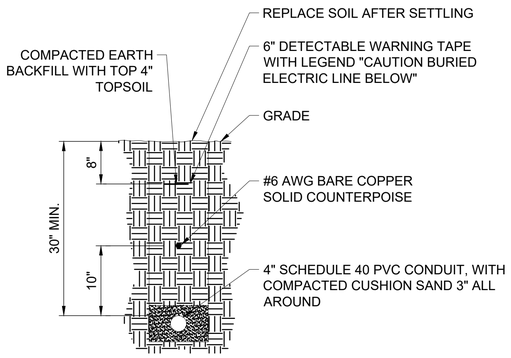
1. INSTALL CONDUIT STUBOUTS 1' BEYOND THE HANDHOLE WALL OR EDGE OF CONCRETE HOUSEKEEPING PAD, WHICHEVER IS GREATER. PROVIDE WATERTIGHT FACTORY PLUG FOR EACH STUBOUT.
2. CONTRACTOR TO COORDINATE WITH CIVIL FOR TYPE OF AGGREGATE AND CONCRETE TO USE.



SECTION A-A

3 ES-202 HANDHOLE HOUSEKEEPING PAD DETAILS

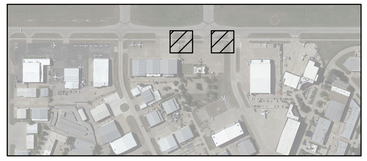
SCALE: NONE



4 ES-202 1-WAY 4" NON-ENCASED DUCT BANK

SCALE: NONE

KEYMAP



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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

VSR HAND HOLE RELOCATION ENHANCED VIEWS

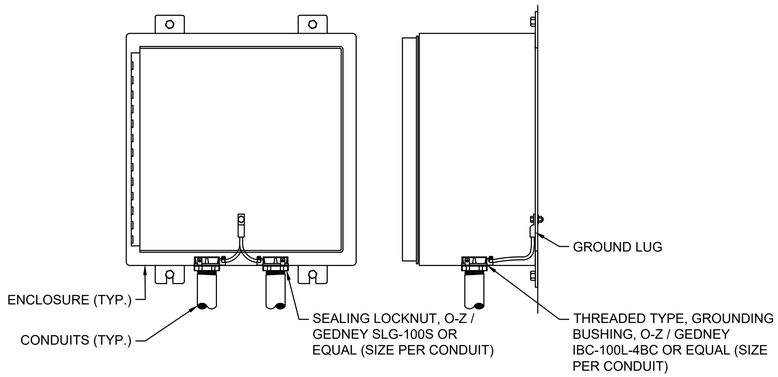
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: JAH

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DRAWING NUMBER
ES-202

SHEET NUMBER **80**

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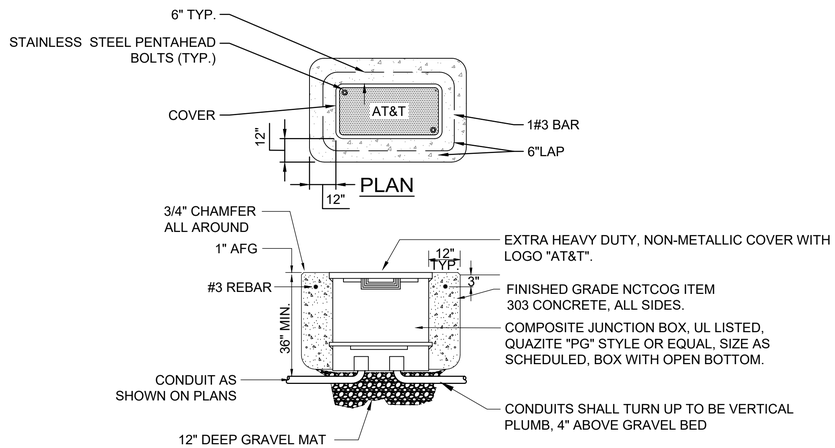


NOTES:

1. ALL SERVICE, FEEDER, AND BRANCH CIRCUIT CONDUITS SHALL BE GROUNDED ON BOTH ENDS.
2. ALL CONTROL,SIGNAL, AND/OR OTHER SPECIAL SYSTEM CONDUITS SHALL BE GROUNDED ON BOTH ENDS UNLESS OTHERWISE NOTED

1 ES-301 — CONDUIT GROUNDING DETAIL

SCALE: NONE



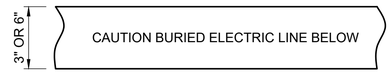
SECTION

NOTES:

1. UL LISTED PULLBOX AND EXTRA HEAVY-DUTY COVER SHALL BE DESIGNED FOR A TEST LOAD OF 33,750 LBS AND A DESIGN LOAD OF 22,500 LBS.
2. PROVIDE PULLBOX WITH 2-2"C STUBOUTS IN EACH FACE, CAPPED WATERTIGHT.
3. PULLBOX INTERIOR DIMENSIONS SHALL BE 5'L X 3'W X 3'D FOR AT&T HANDHOLES.
4. PROVIDE MINIMUM 36" SLACK CABLE LOOP FOR EACH CABLE.
5. COLOR CODE, TAG, AND IDENTIFY ALL CABLES IN UL LISTED PULLBOX.
6. EXACT LOCATION OF EACH UL LISTED PULLBOX SHALL BE APPROVED BY THE OWNER AND ENGINEER.

2 ES-301 — AT&T HANDHOLE DETAILS

SCALE: NONE



NOTES:

1. POWER MARKING TAPES SHALL BE DETECTABLE TYPE CONSTRUCTION WITH RED BACKGROUND AND BLACK LETTERING.
2. COMMUNICATION MARKING TAPES SHALL BE DETECTABLE TYPE CONSTRUCTION WITH ORANGE BACKGROUND AND BLACK LETTERING, "TELEPHONE LINE" OR "FIBER OPTIC LINE" RESPECTIVELY.
3. TAPE SHALL BE DETECTABLE, DURABLE, HIGHLY VISIBLE, RESISTANT TO ELEMENTS, MEETING AND / OR EXCEEDING ALL INDUSTRY STANDARDS.
4. PROVIDE MULTIPLE AND / OR WIDER TAPES FOR WIDER DUCT BANKS. COORDINATE WITH ENGINEER.

3 ES-301 — UNDERGROUND DETECTABLE WARNING TAPE

SCALE: NONE

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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

CONDUIT AND DUCT BANK DETAILS 1

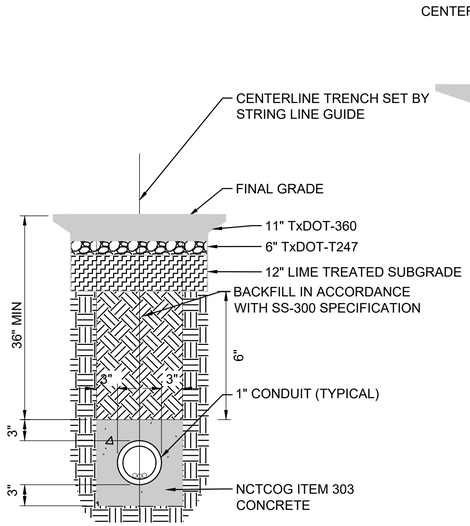
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

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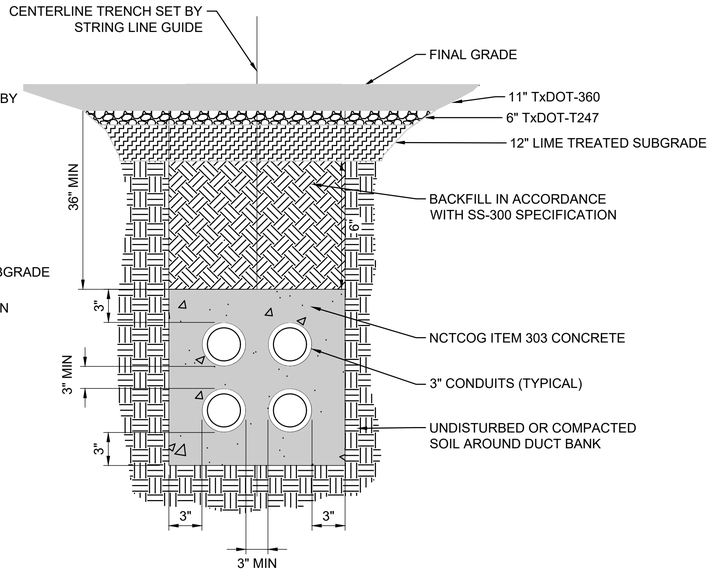
DRAWING NUMBER
ES-301

SHEET NUMBER **81**

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1-WAY



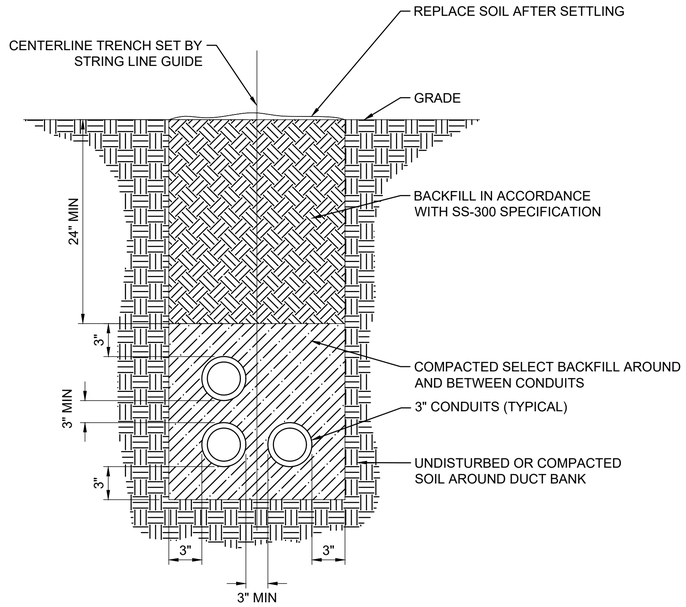
3-WAY

ENCASED NOTES

1. COUNTERPOISE WIRES SHALL BE INSTALLED ABOVE MULTIPLE CONDUITS / DUCT BANKS FOR AIRFIELD LIGHTING CABLES, WITH THE INTENT BEING TO PROVIDE A COMPLETE CONE OF PROTECTION OVER THE AIRFIELD LIGHTING CABLES.
2. INSTALL 3/4" x 10'-0" COPPERCLAD GROUND RODS AT EACH END OF ELECTRICAL DUCT AND BOND COUNTERPOISES USING EXOTHERMIC WELDS.
3. INSTALL CONDUIT SPACERS WITH LOCKING COLLARS AT 5' O.C. SPACING INTERVALS. INSTALL #4 REINFORCING BARS MINIMUM 6" INTO SOIL TO ANCHOR THE ASSEMBLY PRIOR TO PLACING THE CONCRETE ENCASEMENT.
4. INSTALL A COUNTERPOISE 4" ABOVE EACH CONDUIT COLUMN.
5. INSTALL DUCT MARKERS IN ACCORDANCE WITH ADVISORY CIRCULAR 150/5340-30 REQUIREMENTS, INCLUDING AT THE ENDS OF DUCT BANKS.
6. SIMILAR FOR OTHER DUCT SIZES.

1 ES-302 CONCRETE ENCASED DUCT BANK

SCALE: NONE



3-WAY

NON-ENCASED NOTES:

1. COUNTERPOISE WIRES SHALL BE INSTALLED ABOVE MULTIPLE CONDUITS / DUCT BANKS FOR AIRFIELD LIGHTING CABLES, WITH THE INTENT BEING TO PROVIDE A COMPLETE CONE OF PROTECTION OVER THE AIRFIELD LIGHTING CABLES.
2. INSTALL 3/4" x 10'-0" COPPERCLAD GROUND RODS AT EACH END OF ELECTRICAL DUCT AND BOND COUNTERPOISES USING EXOTHERMIC WELDS.
3. INSTALL CONDUIT SPACERS WITH LOCKING COLLARS AT 5' O.C. SPACING INTERVALS.
4. INSTALL A COUNTERPOISE 4" ABOVE EACH CONDUIT COLUMN.
5. INSTALL DUCT MARKERS IN ACCORDANCE WITH ADVISORY CIRCULAR 150-5340-30 REQUIREMENTS, INCLUDING AT THE END OF DUCT BANKS.
6. SIMILAR FOR OTHER DUCT SIZES.

2 ES-302 NON-ENCASED DUCT BANK

SCALE: NONE

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

CONDUIT AND DUCT BANK DETAILS 2

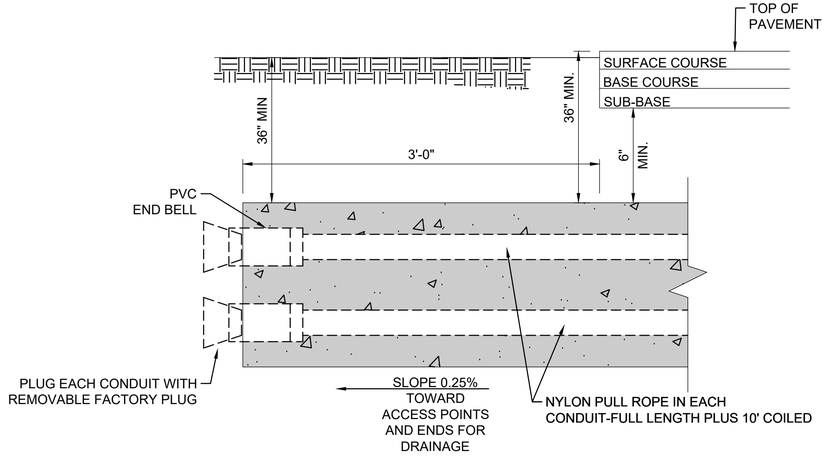
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

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DRAWING NUMBER
ES-302

SHEET NUMBER **82**

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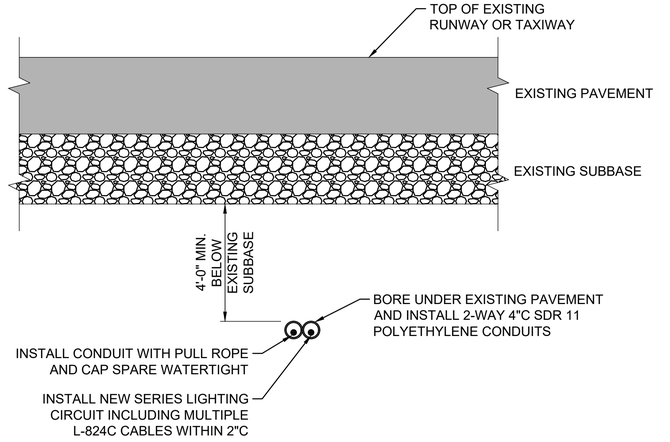


DUCT NOTES:

1. EXTEND ELECTRICAL DUCT 3' BEYOND EDGE OF PAVEMENT OR EXTEND AND CONNECT TO MANHOLES, HANDHOLES, OR JUNCTION CANS AS INDICATED ON THE PLANS.
2. SIMILAR FOR OTHER DUCT SIZES.
3. INSTALL DUCT MARKERS AT ENDS OF DUCT BANK ON EACH SIDE OF PAVEMENT

1 ES-303 TYPICAL CONCRETE ENCASED DUCT BANK INSTALLATION

SCALE: NONE

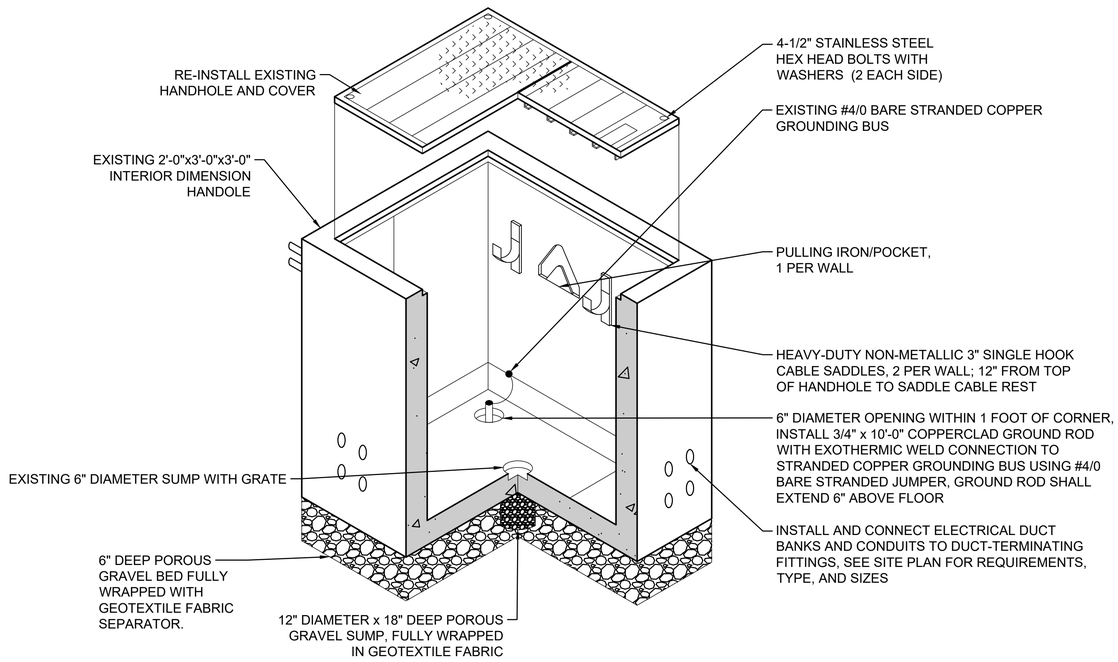


BORING NOTES:

1. POLYETHYLENE CONDUITS SHALL EXTEND 15'-0" BEYOND EACH PAVEMENT EDGE.
2. INSTALL PE TO PVC FITTING AND EXTEND PVC RACEWAY SYSTEM TO MANHOLES, HAND HOLES, OR JUNCTION CANS AS INDICATED ON THE PLANS.

2 ES-303 DIRECTIONAL BORING CONDUITS

SCALE: NONE



HANDHOLE INSTALLATION NOTES:

1. AT ROD OPENING, DRIVE GROUND ROD INTO EARTH LEAVING 6" EXTENDING ABOVE FLOOR. SEAL HOLE WATERTIGHT WITH PORTLAND CEMENT GROUT AROUND ROD.
2. EXCAVATION AND BACKFILL NECESSARY FOR THE CONSTRUCTION OF THE HANDHOLE SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIFICATION REQUIREMENTS.
3. COVER SHALL BE 1" MAXIMUM ABOVE FINISHED GRADE. AREA SURROUNDING HANDHOLE SHALL BE GRADED TO DRAIN AWAY FROM HANDHOLE.
4. GRADE THE AREA AROUND THE HANDHOLE 10' IN ALL DIRECTIONS SUCH TO PREVENT WATER AND DIRT ACCUMULATION ACROSS THE TOP OF THE COVER AND ALLOW WATER TO DRAIN AWAY FROM THE HANDHOLE. COORDINATE WITH GRADING PLAN.
5. SOD THE DISTURBED AREAS 5' ALL AROUND THE STRUCTURE.
6. INSTALL CONCRETE HOUSEKEEPING PAD.
7. EXTEND ALL SPARE CONDUIT STUBOUTS A MINIMUM OF 12" BEYOND EDGE OF HOUSEKEEPING PAD.

3 ES-303 EXISTING PREFABRICATED CONCRETE HANHOLE DETAIL

SCALE: NONE

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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

CONDUIT AND DUCT BANK DETAILS 3

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

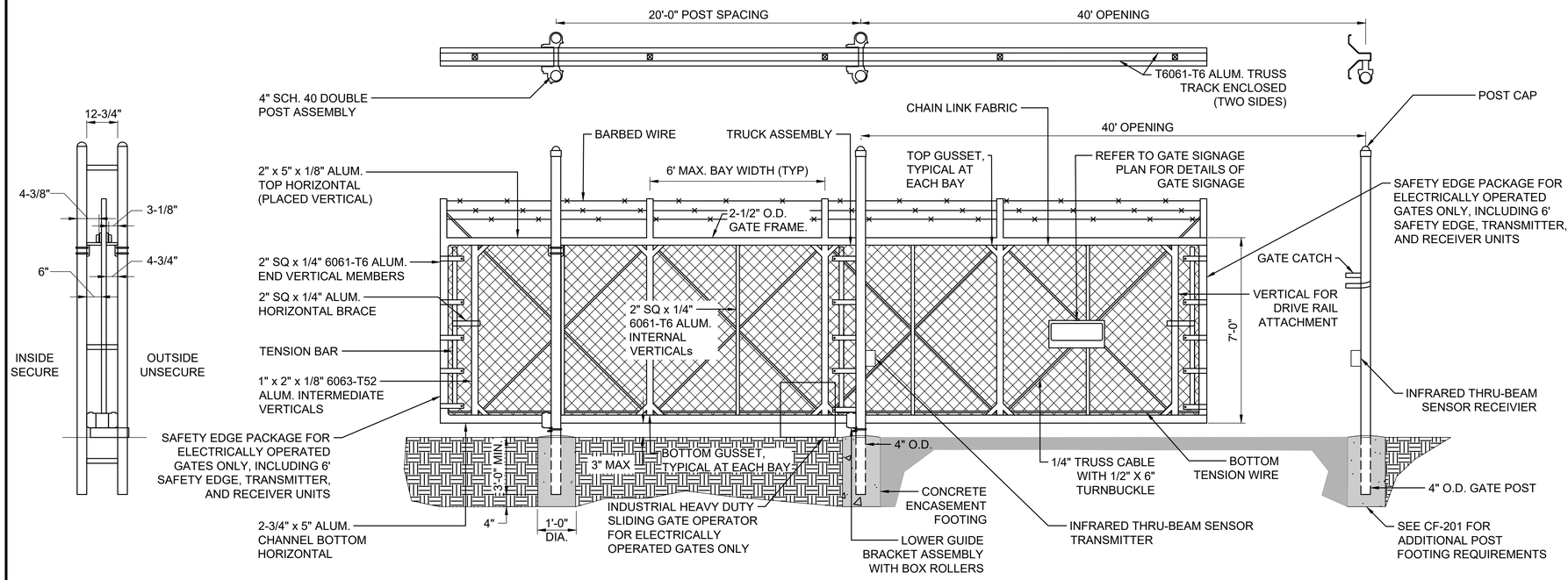
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DRAWING NUMBER
ES-303

SHEET NUMBER **83**

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RECORD DRAWING



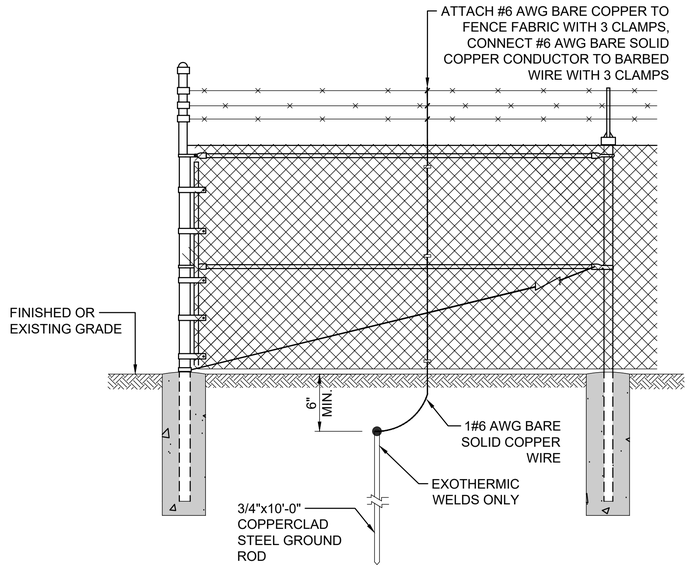
1 ES-304

ELECTRICALLY OPERATED DOUBLE INTERNAL TRACK SLIDING GATE INSTALLATION

SCALE: NONE

SLIDING GATE NOTES:

1. POWER SUPPLY TO ELECTRICALLY OPERATED GATES SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THE GATE PAY ITEM.
2. MAKE ALL FINAL CONNECTIONS FOR A COMPLETE AND FULLY OPERATIONAL SYSTEM. KEYPAD CODE SHALL BE PROVIDED BY OWNER DURING CONSTRUCTION.
3. VERIFY ALL DIMENSIONS WITH ELECTRICALLY OPERATED GATE MANUFACTURER PRIOR TO CONSTRUCTION.
4. INSTALL TRANSMITTER / RECEIVER / SAFETY EDGE PACKAGE FOR ELECTRICALLY OPERATED GATES.
5. INSTALL AND CONNECT GROUND RODS TO BOTH SIDES OF FENCING AT GATE OPERATOR.
6. COORDINATE EXACT LAYOUT WITH OWNER AND ENGINEER IN FIELD PRIOR TO CONSTRUCTION.
7. SEE FENCE GROUNDING DETAILS FOR ADDITIONAL REQUIREMENTS.
8. FOR GATES WHERE THE SURFACE OF THE DRIVE IS NOT LEVEL, THE GATE SHALL BE INSTALLED LEVEL AND PROVISIONS MADE TO MAINTAIN A 3" MAXIMUM OPENING BETWEEN THE BOTTOM OF THE GATE AND THE SURFACE OF THE DRIVE.



GROUNDING NOTES:

1. ELECTRICAL GROUNDS SHALL BE CONSTRUCTED WHERE A POWER LINE PASSES OVER THE FENCE, AT 500' INTERVALS, AND WITHIN 50' OF EVERY END POST.
2. THE #6 AWG SOLID COPPER CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE GROUND ROD AND SHALL BE CLAMPED TO THE FENCE IN SUCH A MANNER THAT EACH ELEMENT OF THE FENCE IS GROUNDED.
3. UTILIZE UL 467 LISTED FENCE FABRIC CLAMPS, SUITABLE FOR BOTH FENCE FABRIC AND BARBED WIRE CONNECTIONS, HARGER OR APPROVED EQUAL.
4. FENCE GROUND LOCATIONS SHALL BE IDENTIFIED ON AS-BUILT DRAWINGS.

2 ES-304

FENCE ELECTRICAL GROUND INSTALLATIONS

SCALE: NONE

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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AUTOMATIC GATE DETAILS 1

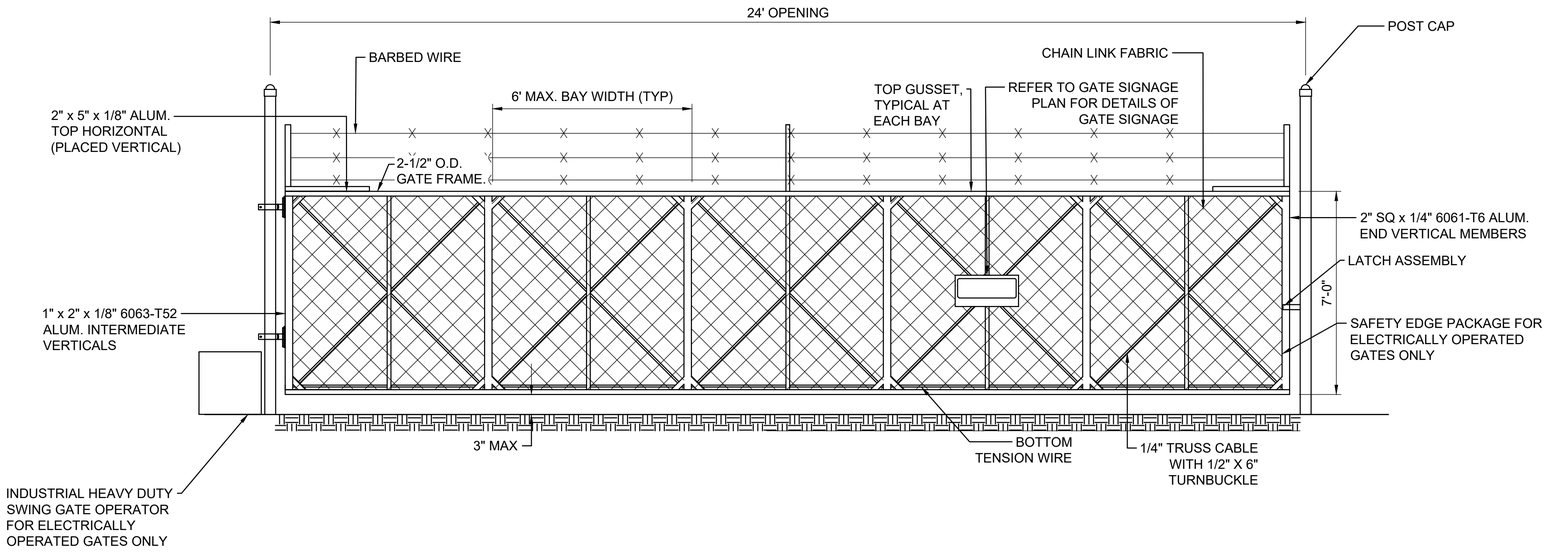
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
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DRAWING NUMBER
ES-304

SHEET NUMBER **84**

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1 / ES-305 AUTOMATICALLY OPERATED SWING GATE

SCALE: NONE

SLIDING GATE NOTES:

1. POWER SUPPLY TO ELECTRICALLY OPERATED GATES SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THE GATE PAY ITEM.
2. MAKE ALL FINAL CONNECTIONS FOR A COMPLETE AND FULLY OPERATIONAL SYSTEM. KEYPAD CODE SHALL BE PROVIDED BY OWNER DURING CONSTRUCTION.
3. VERIFY ALL DIMENSIONS WITH ELECTRICALLY OPERATED GATE MANUFACTURER PRIOR TO CONSTRUCTION.
4. INSTALL TRANSMITTER / RECEIVER / SAFETY EDGE PACKAGE FOR ELECTRICALLY OPERATED GATES.
5. INSTALL AND CONNECT GROUND RODS TO BOTH SIDES OF FENCING AT GATE OPERATOR.
6. COORDINATE EXACT LAYOUT WITH OWNER AND ENGINEER IN FIELD PRIOR TO CONSTRUCTION.
7. SEE FENCE GROUNDING DETAILS FOR ADDITIONAL REQUIREMENTS.
8. FOR GATES WHERE THE SURFACE OF THE DRIVE IS NOT LEVEL, THE GATE SHALL BE INSTALLED LEVEL AND PROVISIONS MADE TO MAINTAIN A 3" MAXIMUM OPENING BETWEEN THE BOTTOM OF THE GATE AND THE SURFACE OF THE DRIVE.

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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AUTOMATIC GATE DETAILS 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

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DRAWING NUMBER
ES-305

SHEET NUMBER **85**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:07 AM Plotter used: AutoCAD PDF (General Documentation).pc3

INTERNAL ROLLER ALUNIMUM CANTILEVER SLIDE GATE SPECIFICATIONS:

1. REFERENCES:

   1.1. ASTM F1184: STANDARD SPECIFICATION FOR INDUSTRIAL AND COMMERCIAL HORIZONTAL SLIDE GATES, TYPE 2, CLASS 2.

   1.2. ASTM A123: STANDARD SPECIFICATION FOR ZINC (HOT-DIP GALVANIZED) COATINGS ON IRON AND STEEL.

   1.3. AWS D1.2: AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE.

   1.4. ASTM F2200: STANDARD SPECIFICATION FOR AUTOMATED VEHICULAR GATE CONSTRUCTION.

   1.5. U.L. 325: SAFETY STANDARDS BY UNDERWRITER'S LABORATORY.

2. SUBMITTALS:

   2.1. SHOP DRAWINGS OF GATES WITH ALL DIMENSIONS, DETAILS, AND FINISHES. DRAWINGS MUST INCLUDE POST FOUNDATIONS.

   2.2. GATE SPECIFICATIONS, MATERIAL CERTIFICATION AND / OR INSTALLATION INSTRUCTIONS FOR JOB-SPECIFIC CRITERIA.

   2.3. AWS WELDING PROCEDURE SPECIFICATIONS.

3. MANUFACTURER

   3.1. UPON WRITTEN NOTIFICATION PRIOR TO WELDMENT THAT GATES REQUIRE CONSTRUCTION IN A FABRICATING PLANT CERTIFIED TO AWS D1.2, MANUFACTURER'S FABRICATING PLANT SHALL PROVIDE PROOF OF CERTIFICATION THAT:

      3.1.1. ALL WELD PROCESSES CONFORM TO DOCUMENTED WELDING PROCEDURE SPECIFICATION AND PROCEDURE QUALIFICATION RECORD TO INSURE CONFORMANCE TO THE AWS D1.2 WELDING CODE.

      3.1.2. ALL WELDERS EMPLOYED FOR WELDING UNDER THIS SPECIFICATION HAVE SUCCESSFULLY COMPLETED THE QUALIFICATION REQUIREMENTS USING THE PROCEDURES OF THE AWS D1.2 CODE. INDIVIDUAL CERTIFICATES OF WELDER QUALIFICATION SHALL BE PROVIDED UPON REQUEST.

4. GATE FRAME CONSTRUCTION

   4.1. NO DISTINCTION OF LEFT-HAND OR RIGHT-HAND IS NECESSARY IN SPECIFYING OR FABRICATING THIS GATE.

   4.2. PRIMARY VERTICAL MEMBERS ARE TO BE EQUIDISTANT AND NOT TO EXCEED 6 FT. SPACING.

   4.3. INTERMEDIATE VERTICAL MEMBERS ARE TO BE EQUIDISTANT BETWEEN THE PRIMARY VERTICAL MEMBERS.

   4.4. HORIZONTAL TENSION BRACING IS PROVIDED AT EACH END OF THE GATE.

   4.5. GATE FRAMES THAT EXCEED SHIPPING CONSTRAINTS (OR REQUESTED TO SHIP IN SHORTER LENGTHS) WILL BE PROVIDED IN 2 HALVES WITH SPLICE PROVISIONS AS FOLLOWS:

      4.5.1. THE SPLICE LOCATION WILL BE A MINIMUM OF ONE BAY WIDTH (6') FROM ADJACENT GATE POSTS WHEN IN THE "FULL OPEN" AND "FULL CLOSED" POSITION.

      4.5.2. THE PRIMARY VERTICAL MEMBER LOCATED AT THE SPLICE JOINT WILL CONSIST OF (2) 1" x 2" 6061-T6511 SOLID RECTANGULAR ALUMINUM BARS WEIGHING NO LESS THAN 2.35 LBS/LF. MEMBERS ARE PRE-DRILLED TO MATE AT A MINIMUM OF 16" CENTERS.

      4.5.3. A 3/8". THICK PRE-DRILLED ALUMINUM SPLICE PLATE WILL SPAN THE SPLICE LOCATION ON THE BOTTOM HORIZONTAL CHANNEL. IT WILL BE WELDED TO ONE SIDE WITH MATING PRE-DRILLED HOLES ON THE OPPOSITE SIDE FOR FIELD ASSEMBLY AT THE JOB SITE.

      4.5.4. THE TRACK SPLICE LOCATION AND THE TOP PRIMARY HORIZONTAL MEMBER SPLICE LOCATIONS WILL NOT COINCIDE WITHIN 6 FT OF EACH OTHER. IN THE AREA OF OVERLAP, THE TRACK AND GATE FRAME WILL BE PRE-DRILLED FOR FIELD ASSEMBLY.

      4.5.5. ALL HARDWARE, CHAIN-LINK FILLER AND BARBED WIRE PROVIDED FOR FIELD ASSEMBLY.

      4.5.6. ALL FRAME MEMBERS WHERE NEEDED TO BE BEVELED FOR DEEP WELD PENETRATION

   4.6. COUNTER-BALANCE LENGTH SHALL BE 50% OF THE LEAF LENGTH EXTENDING OVER THE GATE OPENING. FILLER MATERIAL SHALL BE INSTALLED IN THE COUNTER-BALANCE AREA.

   4.7. TRUSSING

      4.7.1. EACH BAY SHALL INCLUDE FOUR 1/4" THICK ALUMINUM GUSSETS WELDED INTO EACH CORNER OF THE BAY.

      4.7.2. STAINLESS STEEL WIRE ROPE IS CROSS TRUSSED DIAGONALLY BETWEEN ALL PRIMARY VERTICAL MEMBERS AND ATTACHED TO THE GUSSET VIA GALVANIZED TURNBUCKLES BETWEEN THE WIRE ROPE AND EACH BOTTOM CORNER GUSSET TO ALLOW FOR ADJUSTMENT. WIRE SIZE SHALL BE 1/4" AND TURNBUCKLE SIZE SHALL BE 1/2" x 6".

      4.7.3. WIRE ROPE SHALL BE SECURED TO THE GUSSET WITH A SINGLE CABLE THIMBLE AND A CRIMPED CABLE CLAMP. THE OVERHANG SHALL BE BRACED EXACTLY AS THE LEAD FRONT END OF THE GATE.

5. TRACK AND TRUCK ASSEMBLIES

   5.1. A SEPARATE EXTRUDED ONE-PIECE ALUMINUM ENCLOSED TRACK SHALL BE ATTACHED TO BOTH SIDES OF THE TOP HORIZONTAL GATE FRAME.

      5.1.1. THE TRACK IS WELDED TO THE TOP HORIZONTAL MEMBER ON BOTH THE TOP AND BOTTOM OF THE EXTRUSION AT NO MORE THAN 3' ON CENTER.

      5.1.2. THE ALUMINUM TRACK SHALL BE OF 6061-T6 ALUMINUM ALLOY WEIGHING NO LESS THAN 4.6 LB/LF.

      5.1.3. THE ALUMINUM TRACK IS TO BE RATED AS ADEQUATE FOR A 3000 LB TOTAL LOAD FROM EACH 10" TRUCK ASSEMBLY.

   5.2. FOUR SWIVEL TYPE 10" STEEL TRUCK ASSEMBLIES ARE SUPPLIED (TWO FOR EACH TRACK), EACH HAVING 8 WHEEL BEARINGS AND 2 HORIZONTAL ALIGNMENT WHEELS.

      5.2.1. EACH WHEEL BEARING TO BE 2" IN DIAMETER BY 9/16" WIDE WITH HARDENED AND GROUND STEEL RACEWAYS ENCASING SEALED CYLINDRICAL ROLLER BEARINGS. EACH BEARING TO HAVE A MINIMUM CAPACITY OF 6000 LBS EACH.

      5.2.2. THE FRONT AND REAR OF THE TRUCK SHALL INCLUDE 2 MATCHING SIDE-ROLLING WHEELS TO ENSURE TRUCK ALIGNMENT IN THE TRACK DURING ALL NORMAL OPERATIONS OF THE GATE.

      5.2.3. EACH 8-WHEEL TRUCK ASSEMBLY TO BE TESTED AT A 9500 LB PEAK LOAD CAPACITY.

      5.2.4. THE TRUCKS SHALL BE MOUNTED TO POST BRACKETS BY A GALVANIZED STEEL 5/8" DIAMETER SHANK.

6. HARDWARE

   6.1. ALL GATE HARDWARE; GUIDE ASSEMBLIES AND HANGERS SHALL BE MANUFACTURED FROM MALLEABLE IRON, LOW CARBON OR PRESSED STEEL, GALVANIZED AS PER ASTM A123 AFTER FABRICATION AND FURNISHED BY THE GATE MANUFACTURER.

   6.2. LATCHES SHALL HAVE A PROVISION FOR LOCKING DEVICES.

7. GATE FRAME FINISH

   7.1. BLACK TO MATCH FENCE COLOR AS SPECIFIED AND APPROVED BY THE ENGINEER.

8. CHAIN LINK FENCE FABRIC FILLER

   8.1. GATES SHALL NOT HAVE ANY OPENING THAT WOULD ALLOW A 2-1/4" (OR LARGER) SPHERE TO PASS THROUGH THE BODY OF THE GATE FROM GRADE LEVEL THROUGH 6' HEIGHT FOR THE ENTIRE LENGTH OF THE GATE FRAME, INCLUDING THE TAIL SECTION. REFER TO SPECIFICATION F-162 FENCE FABRIC FILLER MATERIAL REQUIREMENTS.

   8.2. THE CHAIN LINK FABRIC FILLER SHALL BE OF THE APPROVED TYPE AND SIZE AS SPECIFIED FOR THE APPLICABLE FENCE PROJECT.

   8.3. THE CHAIN LINK FABRIC FILLER SHALL BE STRETCHED ALONG THE OVERALL LENGTH OF THE GATE INCLUDING THE COUNTER-BALANCED AREA.

   8.4. ASSEMBLY:

      8.4.1. ATTACH THE FABRIC TO THE GATE FRAME BY INSERTING A STEEL TENSION BAR VERTICALLY THROUGH THE LAST LINK OF THE FABRIC AT BOTH ENDS OF THE GATE FRAME.

      8.4.2. THE TENSION BARS ARE SECURED TO THE GATE FRAME BY ATTACHING STEEL TENSION BANDS AROUND FRAME AND THROUGH THE LAST LINK OF FABRIC CONTAINING THE TENSION BAR.

      8.4.3. A TENSION WIRE SHALL BE STRETCHED AND ATTACHED ALONG THE TOP AND BOTTOM OF THE FABRIC FILLER AND ATTACHED TO THE GATE FRAME WITH TIE WIRES LOOPED THROUGH PROVIDED SLOTS IN EACH OF THE ALUMINUM GUSSETS IN THE CORNERS OF EACH BAY. THIS ENSURES THAT THE FABRIC FILLER IS TAUT AND SECURE, THUS ADDING SUPPORT TO THE ENTIRE GATE FRAME. USE STANDARD FENCE INDUSTRY TIES TO SECURE FABRIC IN MIDDLE TO PRIMARY AND INTERMEDIATE VERTICALS.

9. GATE POST MATERIAL

   9.1. DOUBLE POST ASSEMBLIES ARE REQUIRED FOR SUPPORTING THE GATE/TRACK ON EACH SIDE OF THE FRAME. EACH GATE POST IS A MINIMUM OF 4" O.D. SCHEDULE 40 WEIGHING 9.11 LB/FT OR AS PER SPECIFICATIONS. ALL POSTS SHALL BE SUPPORTED BY CONCRETE FOOTINGS AS SPECIFIED.

   9.2. A MINIMUM OF 2 DOUBLE GATE POSTS ARE REQUIRED FOR CANTILEVERING THE TAIL SECTION OF THE GATE. THE LATCH PAST CAN BE EITHER A SINGLE GATE POST OR DOUBLE POST ASSEMBLY TO MATCH THE CANTILEVERING GATE POSTS (TOTAL OF 1 LATCH POST AND 2 DOUBLE SUPPORT POSTS MINIMUM).

   9.3. DOUBLE POST ASSEMBLIES AT TAIL SECTION TO BE OFFSET TO INSIDE TO ALLOW CLEARANCE BETWEEN GATE FRAME AND POST FOR LINEAR-INDUCTION OPERATOR DRIVE RAIL.

10. GATE POST INSTALLATION

   10.1. FOOTING DIAMETER AND DEPTH ARE FUNCTIONS OF SOIL CONDITIONS, WIND LOAD, SIZE OF THE GATE AND POTENTIALLY OTHER JOB-SPECIFIC CONDITIONS. AS SUCH, THE ARCHITECT, ENGINEER OF RECORD OR OTHER TECHNICALLY CAPABLE RESOURCE MUST DETERMINE THE APPROPRIATE FOOTING SPECIFICATIONS.

      10.1.1. UNLESS OTHERWISE SPECIFIED, EXCAVATE FOOTINGS TO A DIAMETER A MINIMUM OF 4 TIMES THE DIAMETER AND 6" DEEPER THAN THE BOTTOM OF THE GATE POST. POSTS SHOULD BE SET A MINIMUM DEPTH OF 36" FOR ALL CANTILEVERED GATES. CROWN THE FINISHED CONCRETE AT THE TOP OF THE GRADE TO SHED WATER.

   10.2. CHECK EACH POST FOR VERTICAL AND TOP ALIGNMENT.

11. GATE INSTALLATION

   11.1. INSTALL GATE PER MANUFACTURER'S INSTRUCTIONS. GATE SHOULD BE SET LEVEL AND TRAVEL FREELY, WITHOUT RESISTANCE OR BINDING.

   11.2. ENSURE ALL SAFETY DEVICES AND SIGNS ARE INSTALLED AND IN PROPER WORKING ORDER.

   11.3. ATTACH LATCH AND MAKE SURE THAT GATE IS RECEIVED BY LATCH IN A SECURE MANNER.

12. CLEANING

   12.1. CLEAN UP DEBRIS AND REMOVE FROM THE SITE.

13. WARRANTY

   13.1. PROVIDE GATE WITH FIVE YEAR, LIMITED WARRANTY.

1 ES-306 — CANTILEVERED SLIDE GATE SPECIFICATIONS

SCALE: NONE

GATE SIZE, MATERIAL, AND WEIGHT

COMPONENT	TUBE DIMENSIONS	ALUMINUM GRADE SPEC.	MIN. WEIGHT PER LINEAR FOOT
TOP PRIMARY MEMBERS	2" x 5"	6063-T52	2.02
	ENCLOSED TRACK	6061-T6	9.20
BOTTOM HORIZONTAL FRAME MEMBER	5" x 2-3/4" x .320/.190 CHANNEL	6061-T6	3.90
END VERTICAL MEMBERS	2" x 2"	6061-T6	2.10
PRIMARY INTERNAL VERTICAL MEMBERS	2" x 2"	6061-T6	2.10
INTERMEDIATE VERTICAL MEMBERS	1" x 2"	6063-T52	0.82
TENSION BRACING	2" x 2"	6061-T6	2.10
HORIZONTAL SPLICE RAILS	(2) 1" x 2"	6063-T52	0.82 (x2)

2 ES-306 — CANTILEVERED SLIDE GATE MATERIAL TABLE

SCALE: NONE

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

AUTOMATIC GATE DETAILS 3

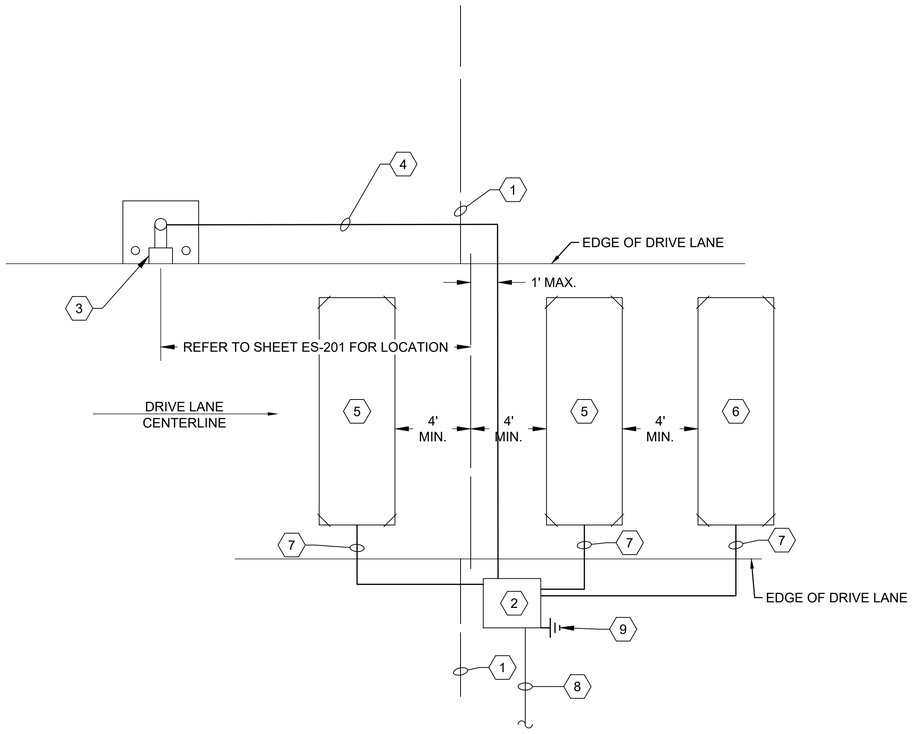
JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

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DRAWING NUMBER
ES-306

SHEET NUMBER **86**

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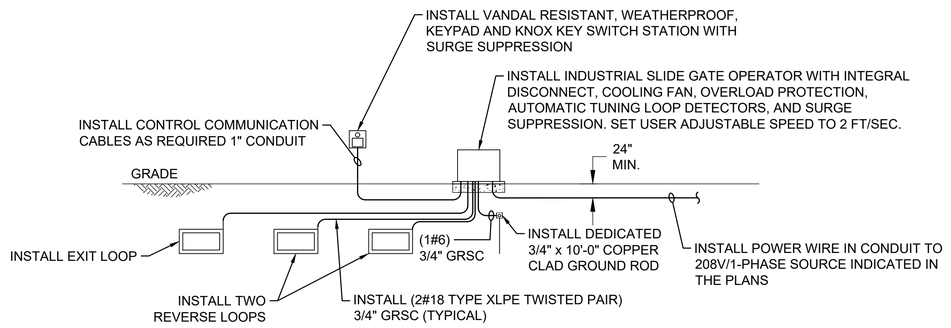
1 ES-307

AUTOMATIC SLIDING GATE LAYOUT PLAN

SCALE: NONE

KEYED NOTES:

1. NEW SECURITY FENCING.
2. INSTALL NEW AUTOMATIC SLIDING GATE SYSTEM FOR NEW 40' CANTILEVER GATE. MAKE ALL FINAL CONNECTIONS. COORDINATE EXACT LOCATIONS AND LAYOUT WITH ENGINEER PRIOR TO WORK.
3. INSTALL NEW KEYPAD KNOX KEY SWITCH STATION. COORDINATE EXACT LOCATION WITH ENGINEER PRIOR TO CONSTRUCTION. SEE INSTALLATION PLAN FOR LOCATION. ALIGN KEYPAD FRONT EDGE WITH EDGE OF DRIVE LANE.
4. INSTALL NEW CONTROL CIRCUIT FROM KEYPAD TO GATE OPERATOR.
5. INSTALL NEW 4'x36' REVERSE LOOP.
6. INSTALL NEW 4'x36' EXIT LOOP.
7. INSTALL NEW LEAD-IN CABLE CIRCUIT FROM LOOP TO GATE OPERATOR.
8. INSTALL POWER CIRCUIT FROM GATE OPERATOR TO LOW VOLTAGE PANEL INSIDE HANGAR.
9. INSTALL NEW DEDICATED GROUND ROD AT OPERATOR.



2 ES-307

ACCESS CONTROL SYSTEM FOR SLIDING GATE RISER DIAGRAM

SCALE: NONE

RISER NOTES:

1. COORDINATE ELECTRICAL POWER SUPPLY WITH EQUIPMENT SUPPLIED.
2. SERVICE AND FEEDER WIRING SHALL BE A MINIMUM THHN/THWN-2 TYPE.
3. ALL WIRING SHALL BE COPPER.
4. INSTALL AN EQUIPMENT GREEN GROUND WIRE IN ALL BRANCH CIRCUITS.
5. INSTALL ALL CONDUCTORS AND CABLES IN CONDUIT UNLESS OTHERWISE NOTED.
6. THE CONTRACTOR SHALL MAKE ELECTRICAL CONNECTIONS TO EVERYTHING FURNISHED OR INSTALLED BY THIS CONTRACT, WHETHER OR NOT INDICATED ON THE ELECTRICAL DRAWINGS.
7. ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2020) NATIONAL ELECTRICAL CODE, NFPA 101 (2021) LIFE SAFETY CODE, STATE ELECTRICAL CODE, AND LOCAL ELECTRICAL CODE.
8. ALL EXTERIOR EXPOSED CONDUITS SHALL BE GALVANIZED RIGID STEEL. ALL CONDUIT SHALL CONVERT TO PVC CONDUIT BELOW GRADE.
9. INSTALL POWER, CONTROL, AND COMMUNICATION SURGE SUPPRESSION DEVICES TO PROTECT ALL EQUIPMENT AT BOTH ENDS.

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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

ACCESS CONTROL DETAILS 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

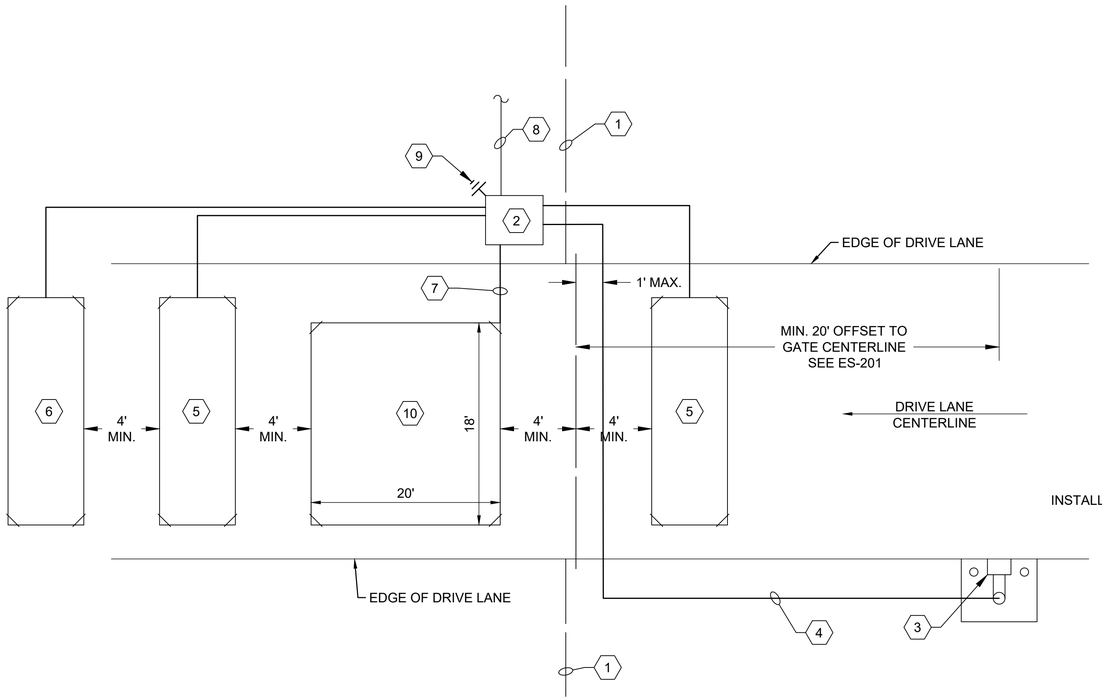
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DRAWING NUMBER
ES-307

SHEET NUMBER **87**

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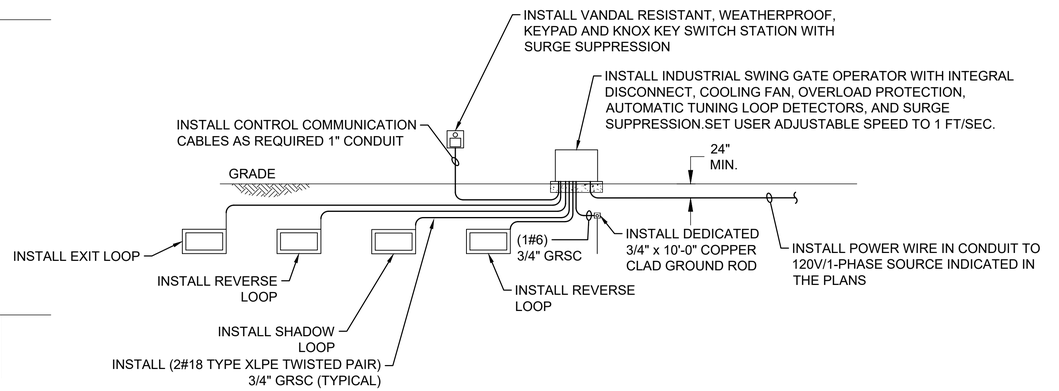
1 ES-308

AUTOMATIC SWING GATE LAYOUT PLAN

SCALE: NONE

KEYED NOTES:

1. NEW SECURITY FENCING.
2. INSTALL NEW AUTOMATIC SWING GATE SYSTEM FOR NEW 24' SWING GATE. MAKE ALL FINAL CONNECTIONS. COORDINATE EXACT LOCATIONS AND LAYOUT WITH ENGINEER PRIOR TO WORK.
3. INSTALL NEW KEYPAD AND KNOX KEY SWITCH STATION. COORDINATE EXACT LOCATION WITH ENGINEER PRIOR TO CONSTRUCTION. SEE INSTALLATION PLAN FOR LOCATION. ALIGN KEYPAD FRONT EDGE WITH EDGE OF DRIVE LANE.
4. INSTALL NEW CONTROL CIRCUIT FROM KEYPAD TO GATE OPERATOR.
5. INSTALL NEW 4'x20' REVERSE LOOP.
6. INSTALL NEW 4'x20' EXIT LOOP.
7. INSTALL NEW LEAD-IN CABLE CIRCUIT FROM LOOP TO GATE OPERATOR.
8. INSTALL POWER CIRCUIT FROM GATE OPERATOR TO PANELBOARD.
9. INSTALL NEW DEDICATED GROUND ROD AT OPERATOR.
10. INSTALL NEW 18'x20' SHADOW LOOP.



2 ES-308

ACCESS CONTROL SYSTEM SWING GATE RISER DIAGRAM

SCALE: NONE

RISER NOTES:

1. COORDINATE ELECTRICAL POWER SUPPLY WITH EQUIPMENT SUPPLIED.
2. SERVICE AND FEEDER WIRING SHALL BE A MINIMUM THHN/THWN-2 TYPE.
3. ALL WIRING SHALL BE COPPER.
4. INSTALL AN EQUIPMENT GREEN GROUND WIRE IN ALL BRANCH CIRCUITS.
5. INSTALL ALL CONDUCTORS AND CABLES IN CONDUIT UNLESS OTHERWISE NOTED.
6. THE CONTRACTOR SHALL MAKE ELECTRICAL CONNECTIONS TO EVERYTHING FURNISHED OR INSTALLED BY THIS CONTRACT, WHETHER OR NOT INDICATED ON THE ELECTRICAL DRAWINGS.
7. ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2020) NATIONAL ELECTRICAL CODE, NFPA 101 (2021) LIFE SAFETY CODE, STATE ELECTRICAL CODE, AND LOCAL ELECTRICAL CODE.
8. ALL EXTERIOR EXPOSED CONDUITS SHALL BE GALVANIZED RIGID STEEL. ALL CONDUIT SHALL CONVERT TO PVC CONDUIT BELOW GRADE.
9. INSTALL POWER, CONTROL, AND COMMUNICATION SURGE SUPPRESSION DEVICES TO PROTECT ALL EQUIPMENT AT BOTH ENDS.

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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

ACCESS CONTROL DETAILS 2

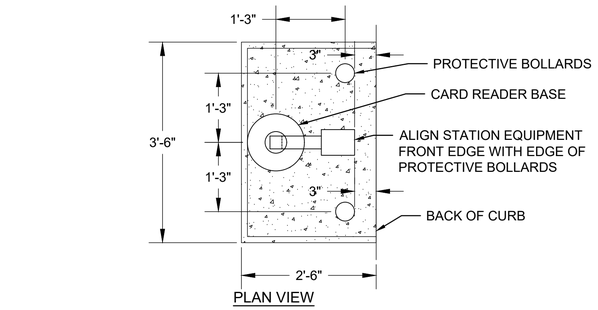
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DATE: MARCH 2024
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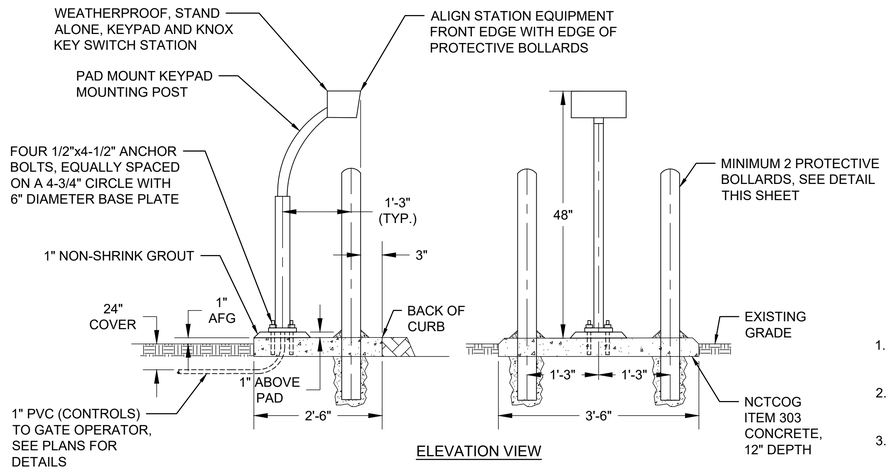
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ES-308

SHEET NUMBER **88**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:07 AM Plotter used: AutoCAD PDF (General Documentation).pc3



PLAN VIEW



ELEVATION VIEW

1 ES-309 **KEYPAD STATION**

SCALE: NONE

SEQUENCE OF GATE OPERATION:

ENTRY

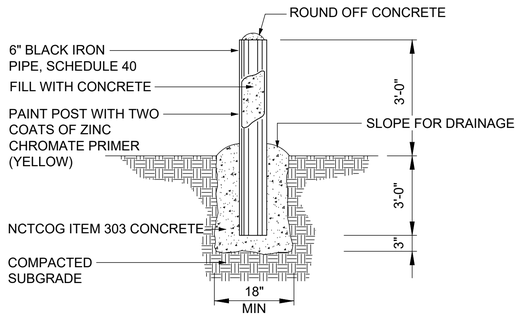
1. VEHICLE APPROACHES KEYPAD STATION.
2. DRIVER OPENS GATE BY ENTERING CODE ON KEYPAD.
3. GATE CLOSES AUTOMATICALLY PER VEHICLE PASSING OVER LOOP OR SPECIFIED TIME DELAY PERIOD TO ALLOW VEHICLE TO ENTER.

EXIT

1. VEHICLE PASSES OVER EXIT DETECTOR LOOP INSIDE GATE, CAUSING GATE TO OPEN.
2. GATE CLOSES AUTOMATICALLY PER VEHICLE PASSING OVER LOOP OR SPECIFIED DELAY PERIOD TO ALLOW VEHICLE TO EXIT.

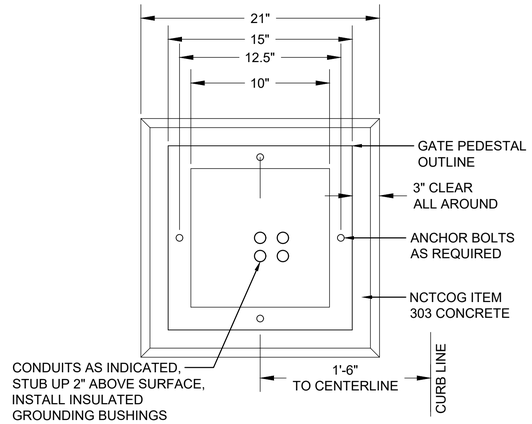
KEYPAD NOTES:

1. STATION SHALL BE ACCESSIBLE FROM VEHICLE DRIVER WINDOW.
2. ALL DIMENSIONS ARE APPROXIMATE. VERIFY WITH MANUFACTURER PRIOR TO CONSTRUCTION.
3. MOUNTING POST SHALL BE HOT DIPPED GALVANIZED AFTER FABRICATION.
4. MOUNT MINIMUM 20 FEET IN FRONT OF GATE CENTERLINE.
5. OMIT FOUNDATION AND MOUNT KEYPAD STATION AND BOLLARDS IN NEW DRIVEWAY PAVEMENT WHEN KEYPAD STATION IS LOCATED IN DRIVEWAY PAVEMENT



3 ES-309 **CONCRETE BOLLARD**

SCALE: NONE

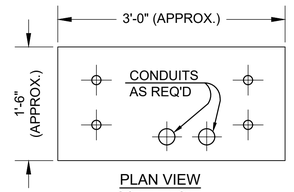


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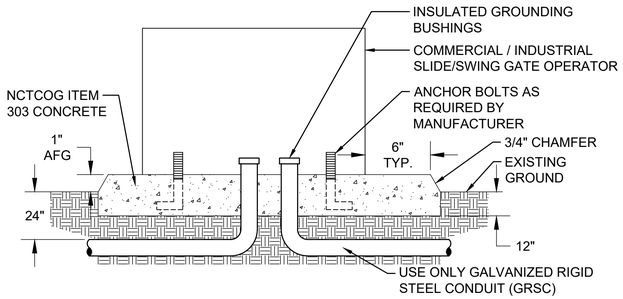
1. GATE POST AND FOUNDATION ARE SQUARE.
2. ALL DIMENSIONS ARE APPROXIMATE. VERIFY WITH EQUIPMENT MANUFACTURER PRIOR TO CONSTRUCTION.
3. ANCHOR BOLTS SHALL BE A MINIMUM 3/8" x 4" WEDGE TYPE EXPANSION ANCHORS.

2 ES-309 **GATE OPERATOR FOUNDATION PLAN**

SCALE: NONE



PLAN VIEW
SCALE: NONE



SIDE VIEW
SCALE: NONE

4 ES-309 **GATE OPERATOR INSTALLATION**

SCALE: NONE

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ADDISON, TEXAS
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SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

ACCESS CONTROL DETAILS 3

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

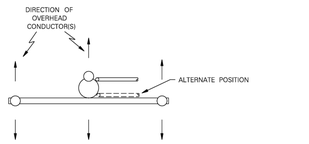
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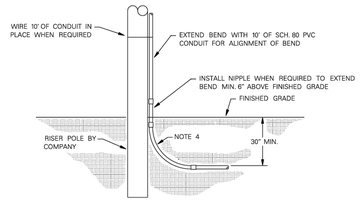
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TOP VIEW



PLAN VIEW

NOTES

1. CONTACT COMPANY REPRESENTATIVE FOR (1) ROUTING OF CONDUIT LINE, (2) SIZE OF CODUIT, AND (3) INSTALLATIONS REQUIRING MORE THAN ONE RISER ON POLE.
2. LIMIT RACEWAY TO THREE 90° BENDS. IF MORE THAN THREE 90° BENDS ARE REQUIRED, CONTACT COMPANY REPRESENTATIVE.
3. DISTANCE BETWEEN 90° BENDS SHALL BE FIVE FEET MINIMUM.
4. REFERENCE DETAIL SHEET 12 FOR BEND RADIUS FOR ALL HORIZONTAL AND VERTICAL CONDUIT BENDS.

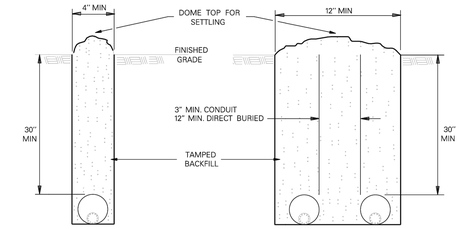
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TERMINATION OF PRIMARY CONDUIT AT RISER POLE

DDS–4 UG DETAIL SHEET 1 OF 57

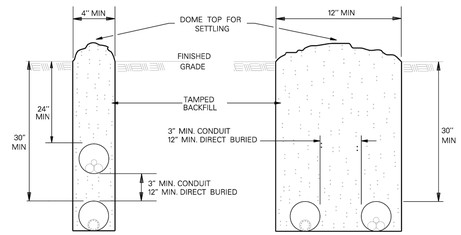
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1 PRIMARY CONDUIT

2 PRIMARY CONDUITS



1 PRIMARY CONDUIT AND 1 SECONDARY CONDUIT VERTICALLY ARRANGED

1 PRIMARY CONDUIT AND 1 SECONDARY CONDUIT HORIZONTALLY ARRANGED

NOTES:

1. CONSULT COMPANY REPRESENTATIVE FOR CONDUIT SIZE.
2. SEE DETAIL SHEETS 7 AND 8 FOR NOTES AND INSTRUCTIONS.
3. SEPARATION DIMENSIONS APPLY TO COMPANY CONDUITS OR CABLES ONLY. MAINTAIN 12" SEPARATION BETWEEN COMPANY CONDUITS OR CABLES AND FOREIGN CONDUITS OR CABLES.

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TRENCH REQUIREMENTS

DDS–4 UG DETAIL SHEET 2 OF 57

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1. TRENCH ALIGNMENT SHALL BE AS STRAIGHT AS CONDITIONS PERMIT, ANY DEVIATIONS FROM PLANNED ALIGNMENT SHALL HAVE PRIOR APPROVAL BY THE PROJECT ENGINEER/INSPECTOR. ALL TRENCH CUTS SHALL BE IN ACCORDANCE WITH EXISTING SAFETY REGULATIONS IN EFFECT.
2. TRENCH BOTTOM SHOULD BE UNDISTURBED, TAMPED, OR RELATIVELY SMOOTH EARTH. WHERE EXCAVATION IS IN ROCK, THE CONDUIT SHOULD BE LAID ON A LAYER OF CLEAN BACKFILL.
3. ALL BACKFILL SHOULD BE FREE OF DEBRIS OR OTHER MATERIAL THAT MAY DAMAGE THE CONDUIT SYSTEM OR CAUSE SETTLING. THE MATERIAL SHOULD FILL THE VOIDS AROUND THE CONDUIT TO PREVENT HOT SPOTS & SETTLING.
4. BACKFILL SHOULD BE ADEQUATELY COMPACTED. BACKFILL NOT UNDER PAVEMENT SHOULD BE COMPACTED TO THE DENSITY OF THE SURROUNDING UNDISTURBED SOIL. BACKFILL UNDER PAVEMENT SHOULD BE COMPACTED TO NOT LESS THAN 95% OF THE DENSITY OF UNDISTURBED SOIL AS DETERMINED BY ASTM D–698.
5. SEE SHEET 8 FOR INSTRUCTIONS FOR JOINING PVC CONDUIT.
6. EACH CONDUIT RUN SHALL BE CHECKED BY PULLING A MANDREL THROUGH THE ENTIRE LENGTH AT THE COMPLETION OF THE CIVIL INSTALLATION.
7. A PULL TAPE SHALL BE LEFT IN EACH CONDUIT. CONDUIT SHALL BE PLUGGED AT BOTH ENDS.

APPROVED PULL TAPES

CONDUIT SIZE	MANUFACTURER	CATALOG NO.	TSN
1", 2", 3" & 4"	ARNCO NEPTCO, INC.	BL–WP25 WP2500P	321068
6"	ARNCO NEPTCO, INC.	BL–WP60 RP6000N	397616

8. CONTACT COMPANY REPRESENTATIVE FOR TRENCH DIMENSIONS FOR MORE THAN 2 CONDUITS IN SAME DITCH.

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INSTALLATION OF CONDUITS NOTES AND INSTRUCTIONS

DDS–4 UG DETAIL SHEET 7 OF 57

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THE CHEMICALS USED IN SOLVENT WELDING OF CONDUIT ARE INTENDED TO PENETRATE THE SURFACE OF BOTH PIPE AND FITTING, WHICH AFTER CURING RESULT IN A COMPLETE FUSION AT THE JOINT. THE OVER-USE OR UNDER-USE OF CHEMICALS RESULTS IN LEAKY JOINTS OR WEAKENED PIPE.

A. CLEAN CONDUIT BY WIPING OFF ALL DUST, DIRT AND MOISTURE FROM SURFACES TO BE CEMENTED EITHER BY MECHANICAL OR CHEMICAL CLEANING.

   1. MECHANICAL CLEANING – FINE ABRASIVE PAPER OR CLOTH (180 GRIT OR FINER) OR CLEAN OIL–FREE STEEL WOOL.

   2. CHEMICAL CLEANING – CLEANER RECOMMENDED BY MANUFACTURER OR EQUIVALENT (METHYL ETHYL KETONE – MEK).

B. WITH A NON–SYNTHETIC BRISTLE BRUSH APPLY AN EVEN COATING OF CEMENT TO THE OUTSIDE OF THE PIPE AND INSIDE THE SOCKET. MAKE SURE THAT THE AMOUNT OF CEMENT APPLIED TO THE CONDUIT IS EQUAL TO THE DEPTH OF THE SOCKET. BEFORE ASSEMBLY, IF SOME EVAPORATION OF SOLVENT FROM THE SURFACES TO BE JOINED IS NOTED, REAPPLY CEMENT, THEN ASSEMBLE.

   IF CEMENT BEING USED HAS AN APPRECIABLE CHANGE IN VISCOSITY OR SHOWS SIGNS OF JELLING, IT SHALL BE DISCARDED. IN NO CASE SHALL THINNER BE USED IN AN ATTEMPT TO RESTORE JELLED PVC CEMENT. THINNER MAY ONLY BE USED TO CHANGE THE VISCOSITY OF A MEDIUM BODIED CEMENT TO THAT OF A REGULAR BODIED CEMENT FOR APPLICATION ON PVC PIPE SMALLER THAN 2 1/2 INCH DIAMETER. A MEDIUM BODIED CEMENT SHALL BE USED ON 2 1/2 TO 6 INCH PVC PIPE.

   IN COLD WEATHER, USE A PRIMER TO SOFTEN THE JOINING SURFACES BEFORE APPLYING CEMENT. ALLOW LONGER CURE TIME. (SEE ITEM E).

C. JOIN PIPE WITHIN 20 SECONDS OF APPLYING CEMENT. TURN THE PIPE 1/4 TURN TO ENSURE EVEN DISTRIBUTION OF CEMENT ON SURFACES TO BE BONDED. MAKE SURE THAT PIPE IS INSERTED TO THE FULL DEPTH OF THE SOCKET.

D. CLEAN OFF ANY BEAD OR EXCESS CEMENT THAT APPEARS AT THE OUTER SHOULDER OF THE FITTING. EXCESS CEMENT ALLOWED TO REMAIN IN CONTACT WITH THE MATERIAL IS APT TO CAUSE WEAKENING OF THE MATERIAL, AND SUBSEQUENT FAILURE.

E. NEWLY ASSEMBLED JOINTS SHOULD BE HANDLED CAREFULLY UNTIL THE CEMENT HAS CURED TO THE RECOMMENDED SET PERIOD. SET PERIODS ARE RELATED TO THE AMBIENT TEMPERATURE AS FOLLOWS:

   30 MIN. MINIMUM AT 60° TO 100°F
   1 HR. MINIMUM AT 40° TO 60°F
   2 HR. MINIMUM AT 20° TO 40°F
   4 HR. MINIMUM AT 0° TO 20°F

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INSTRUCTIONS FOR JOINING PVC CONDUIT

DDS–4 UG DETAIL SHEET 8 OF 57

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CONDUIT NOMINAL SIZE (IN.)	MINIMUM BEND RADIUS (IN.)	TYPE OF BEND MATERIAL FOR PULLS:
1	18	PVC
2	24	PVC
3	24	PVC
4	24	PVC
6	36	PVC

NOTES:

1. SCH. 80 PVC CONDUIT SHALL BE USED FOR ALL ABOVE GROUND INSTALLATIONS (POLE AND METER RISERS). SCH. 40 MAY BE USED FOR ALL BELOW GROUND INSTALLATIONS.

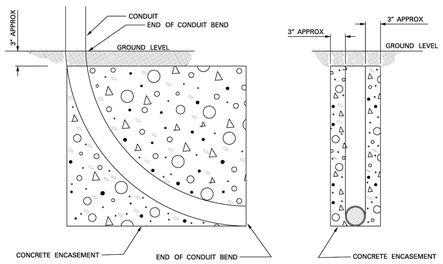
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CONDUIT BEND RADIUS AND MATERIAL

DDS–4 UG DETAIL SHEET 9 OF 57

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BEND	CONCRETE
1 INCH BEND	1.2 CUBIC FT.
2 INCH BEND	1.5 CUBIC FT.
3 INCH BEND	1.6 CUBIC FT.
4 INCH BEND	3.2 CUBIC FT.
6 INCH BEND	8.9 CUBIC FT.

TABLE 1

NOTES:

1. CONTACT COMPANY INSPECTOR TO DETERMINE REQUIREMENT FOR BEND ENCASEMENT.
2. DO NOT BOND CONCRETE TO POLE WHEN ENCASING A POLE RISER BEND.

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CONCRETE ENCASED BENDS

DDS–4 UG DETAIL SHEET 10 OF 57

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

ONCOR INSTALLATION DETAILS 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

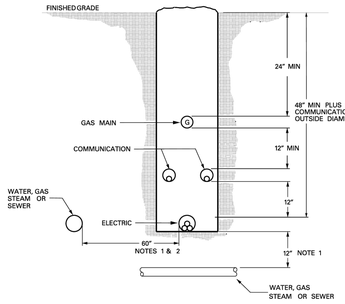
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NOTES:

1. VERTICAL CROSSING CLEARANCE FROM OTHER UTILITIES SHALL BE 12 INCHES. A 60 INCH LATERAL SEPARATION OF PARALLELING FOREIGN UTILITIES (EXCLUDING GAS AND COMMUNICATIONS) SHALL BE REQUIRED. AN EXCEPTION WOULD BE TO ALLOW GAS, TELEPHONE AND /OR CATV IN THE SAME DITCH AS COMPANY CONDUIT SYSTEM PROVIDING THE NESC REQUIREMENTS FOR CONDUIT SEPARATION ARE MET OR EXCEEDED AND THE COMMUNICATIONS CIRCUITS ARE INSTALLED IN CONDUIT.

2. IT IS UNDERSTOOD THAT ONLY 12 INCH SEPARATION IS REQUIRED ON PUBLIC RIGHTS-OF-WAY. PERSONNEL INVOLVED IN EXCAVATION ON PUBLIC RIGHTS-OF-WAY ARE FULLY AWARE OF THE HAZARDS INVOLVED. HOWEVER, EXCAVATION ON PRIVATE PROPERTY CAN BE DONE BY INDIVIDUALS WHO ARE NOT LIKELY TO BE FULLY AWARE OF THE HAZARDS. THEREFORE, THE 60 INCH LATERAL SEPARATION IS REQUIRED TO HELP PREVENT INJURY TO PERSONNEL DOING EXCAVATION ON PRIVATE PROPERTY.

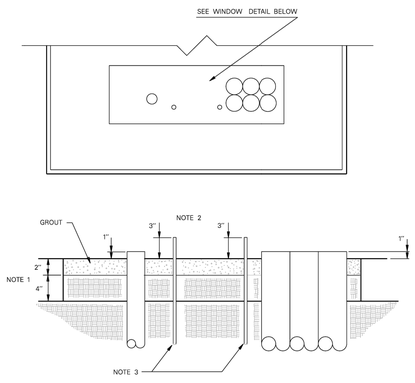
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CLEARANCE REQUIREMENTS FROM FOREIGN UTILITIES ON PRIVATE PROPERTY

DDS–4 UG DETAIL SHEET 11 OF 57

03 – 10

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PAD WINDOW DETAIL

NOTES:

1. THE GROUT SHALL BE PORTLAND BASED AND SANDED. DO NOT USE CONCRETE.
2. FILL IN PAD WINDOW WITH 4 INCHES OF EARTH BACKFILL AND 2" OF GROUT.
3. GROUND RODS SHALL EXTEND A MAXIMUM OF 3 INCHES ABOVE GROUTING TO ASSURE ADEQUATE DRIVEN DEPTH AND ALLOW FOR ADEQUATE CONNECTING SPACE.
4. GROUND RODS SHALL EXTEND A MINIMUM OF 7' – 6" INTO EARTH.
5. GRAVEL FILL IS NOT ACCEPTABLE.

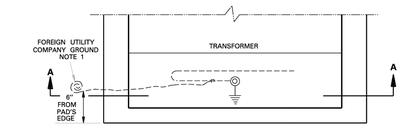
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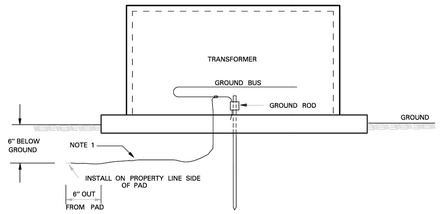
GROUTING DETAIL FOR TRANSFORMER PAD WINDOWS

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SECTION A–A

NOTES:

1. ON NEW INSTALLATIONS, INSTALL NO. 6 S.D. BARE COPPER AS SHOWN FOR FOREIGN UTILITY COMPANY BONDING.
2. THE NATIONAL ELECTRICAL SAFETY CODE RULE 384C RECOMMENDS BONDING OF ALL ABOVE GROUND METALLIC POWER AND COMMUNICATIONS APPARATUS (PEDESTALS, TERMINALS, APPARATUS CASES, TRANSFORMER CASES, ETC.) THAT ARE SEPARATED BY A DISTANCE OF 6 FEET OR LESS.

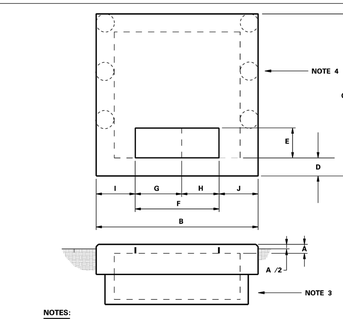
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METHOD OF PROVIDING UTILITY COMPANY EQUIPMENT GROUND

DDS–4 UG DETAIL SHEET 16 OF 57

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NOTES:

1. PADS SHALL BE CONSTRUCTED AS PER THE CONCRETE AND REBAR DETAIL SHEETS REFERENCED IN THE TABLE BELOW.
2. DF MEANS DEADFRONT AND LF MEANS LIVEFRONT.
3. CABLE SPREADER WELLS ARE REQUIRED ON LOOP FEED TRANSFORMER PADS. REFERENCE DETAIL SHEETS 26 THRU 37 FOR DIMENSIONS.
4. PIERS ARE REQUIRED ON ALL PADS UNLESS WAIVED BY THE COMPANY INSPECTOR. REFERENCE DETAIL SHEET 20 FOR PIER DETAILS.

KVA	A	B	C	D	E	F	G	H	I	J	REFERENCE DETAIL SHEET
75 – 150 RADIAL	6"	83"	83"	12"	16"	48"	28"	20"	21"	14"	24
225 – 500 RADIAL	6"	94"	94"	12"	16"	52"	28"	24"	25"	17"	25
750 – 1000 RADIAL	6"	96"	114"	12"	20"	52"	28"	24"	27"	17"	26
1500 – 2500 RADIAL	6"	114"	132"	12"	20"	52"	28"	24"	34"	28"	27
75 – 150 LF LOOP FEED	6"	83"	83"	12"	14"	56"	38"	18"	14"	13"	28 & 29
75 – 150 DF LOOP FEED	6"	83"	83"	12"	14"	62"	37"	25"	11"	10"	30 & 31
225 – 500 LF LOOP FEED	6"	96"	86"	12"	14"	60"	40"	20"	20"	16"	32 & 33
225 – 500 DF LOOP FEED	6"	96"	86"	12"	14"	62"	37"	25"	17"	17"	34 & 35
750 DF LOOP FEED	6"	96"	96"	12"	14"	62"	37"	25"	17"	17"	36 & 37

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TRANSFORMER PADS– CONCRETE THREE PHASE PAD DIMENSIONS

DDS–4 UG DETAIL SHEET 20 OF 57

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1. CONTACT COMPANY REPRESENTATIVE FOR PAD SIZE AND NUMBER AND LOCATION OF PRIMARY AND SECONDARY CONDUITS.
2. REFERENCE DETAIL SHEET 9 FOR BEND RADIUS FOR ALL HORIZONTAL AND VERTICAL CONDUIT BENDS.
3. GROUND RODS TO BE OBTAINED AND INSTALLED BY CONTRACTOR. INSTALLATION DEPTH SHALL BE 7' – 6". REFERENCE DETAIL SHEETS FOR SIZE.
4. REFERENCE DETAIL SHEET 16 FOR LOCATION OF FOREIGN UTILITY EQUIPMENT GROUND.
5. REFER TO DETAIL SHEETS 51, 52, 53 & 54 FOR MINIMUM CLEARANCES FROM SURROUNDING OBJECTS.
6. PIERS ARE REQUIRED ON ALL SINGLE PHASE TRANSFORMER PADS UNLESS WAIVED BY THE COMPANY INSPECTOR. REFERENCE DETAIL SHEET 17 FOR PIER DETAIL FOR SINGLE PHASE PADS.
7. BEAMS SHALL BE INSTALLED ON ALL THREE PHASE TRANSFORMER PADS SET IN UNSTABLE SOILS AND IN AREAS WHERE DRAINAGE COULD CAUSE SOIL UNDER THE PAD TO WASH OUT. THE DEPTH OF BEAMS SHALL BE AS SHOWN OR TO ROCK. IF ROCK IS ENCOUNTERED WITHIN THREE INCHES OF SURFACE, BEAMS ARE NOT REQUIRED.
8. PIERS ARE REQUIRED ON ALL THREE PHASE TRANSFORMER PADS AND ON ALL SWITCHGEAR PADS UNLESS WAIVED BY THE COMPANY INSPECTOR. REFERENCE DETAIL SHEETS 22 AND 23 FOR PIERS FOR THREE PHASE TRANSFORMER AND SWITCHGEAR PADS.
9. REINFORCING STEEL SHALL CONFORM TO ASTM A 615 AND SHALL BE DEFORMED, INTERMEDIATE GRADE (GRADE 60). ALL REINFORCING STEEL SHALL BE CLEANED OF ALL COATINGS THAT ADVERSLY AFFECT BONDING CAPACITY. ALL REINFORCING STEEL SHALL BE ACCURATELY POSITIONED AND RIGIDLY HELD IN PLACE DURING POURING.
10. ALL REINFORCING STEEL SHALL HAVE A 3 INCH CLEARANCE FROM THE BOTTOM. THERE SHALL BE A 3 INCH CLEARANCE FROM SIDES TO STEEL RUNNING PARALLEL THEREOF. THERE SHALL BE A 2 INCH CLEARANCE FROM END OF STEEL TO SIDES AND WINDOW.
11. OUTER SURFACE EDGES OF PADS TO BE CHAMFERED 1 1⁄2" x 45 DEGREES. ROUNDING OF EDGES WITH A ROUNDING TROWEL IS ACCEPTABLE IN LIEU OF CHAMFERING.
12. TAMP ALL DISTURBED SOIL UNDERNEATH PAD TO 95% COMPACTION AS PER ASTM D 698.
13. CONCRETE SHALL CONFORM TO ASTM C 150 FOR TYPE I OR TYPE III HIGH EARLY. CONCRETE SHALL BE PROPORTIONED TO PRODUCE A COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS. CONCRETE SLUMP SHALL BE 3– 4 INCHES.
14. AGGREGATES SHALL CONFORM TO ASTM C 33 AND SHALL BE CLEAN AND FREE FROM DELETERIOUS AMOUNTS OF ACIDS, ALKALIS, ORGANIC MATTER OR OTHER FOREIGN SUBSTANCES. THE MAXIMUM AGGREGATE SIZE SHALL NOT EXCEED 3⁄4 INCH.
15. MIXING WATER SHALL BE CLEAN AND FREE FROM OILS, ACIDS, ALKALIS, SALTS, ORGANIC MATERIALS OR OTHER SUBSTANCES THAT MAY BE DELETERIOUS TO CONCRETE OR STEEL.
16. NO ADMIXTURES WILL BE PERMITTED WITHOUT THE APPROVAL FROM THE COMPANY.
17. CONCRETE MAY BE MIXED ON THE JOB OR READY MIX CONCRETE MAY BE USED.
18. FOR CONCRETE MIXED ON THE JOB, A MIXER WITH A MINIMUM TWO (2) SACK CAPACITY SHALL BE USED. CEMENT AND AGGREGATES SHALL BE PROPORTIONED ON CALIBRATED SCALES. WATER FOR MIXING SHALL BE ACCURATELY MEASURED. ALL CONCRETE SHALL BE PLACED WITHIN ONE HOUR AFTER MIXING.
19. IF READY MIXED CONCRETE IS USED, THE DRIVER OF EACH TRUCK SHALL FURNISH A TICKET SHOWING THE TIME THE TRUCK WAS LOADED AT THE BATCH PLANT. ANY TRUCK WHICH HAS NOT DISCHARGED ITS COMPLETE LOAD ONE HOUR AND THIRTY MINUTES AFTER LOADING SHALL BE REJECTED UNLESS A RETARDANT, APPROVED BY THE COMPANY, HAS BEEN ADDED TO THE CONCRETE AT THE TIME OF BATCHING. READY MIXED CONCRETE SHALL CONFORM TO ASTM C 94.

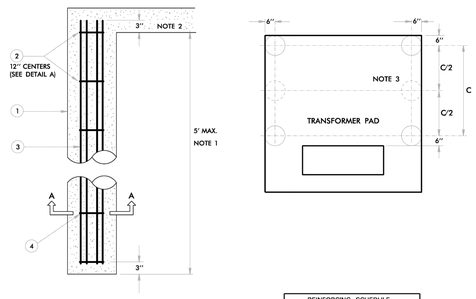
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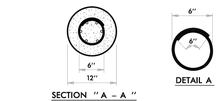
GENERAL NOTES FOR POURED IN PLACE CONCRETE PAD

DDS–4 UG DETAIL SHEET 21 OF 57

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SECTION "A – A"

DETAIL A

REINFORCING SCHEDULE			
NUMBER	SIZE	LENGTH	SHAPE
6	#5	5'	STRAIGHT
6	#3	2' – 1"	HOOP (DETAIL A)

0.145 CU YARDS CONCRETE/PIER
TOTAL WEIGHT OF (1) PIER: 565 LBS.

NOTES:

1. PIER DEPTH SHALL BE 5 FEET BELOW BOTTOM OF PAD UNLESS ROCK OR OTHER HARD SURFACES ARE ENCOUNTERED. IF ROCK OR OTHER HARD SURFACES ARE ENCOUNTERED PRIOR TO A 5 FOOT DEPTH, PIER DEPTH SHALL EXTEND 6 INCHES INTO THE HARD SURFACE.
2. PIER REINFORCING TO EXTEND 3 INCHES INTO PAD.
3. FOUR PIERS POSITIONED AS SHOWN ARE RECOMMENDED FOR ALL PAD SIZES EXCEPT THE 114" X 132" PAD. SIX PIERS POSITIONED AS SHOWN ARE RECOMMENDED FOR THIS PAD SIZE.
4. SEE DETAIL SHEET 21 FOR ADDITIONAL NOTES.

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PIER DETAILS FOR THREE PHASE TRANSFORMER PADS

DDS–4 UG DETAIL SHEET 22 OF 57

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

ONCOR INSTALLATION DETAILS 2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

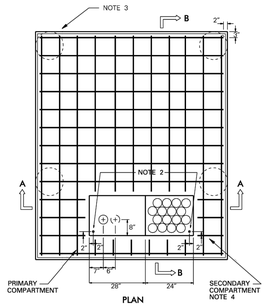
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DRAWING NUMBER
ES-311

SHEET NUMBER **91**

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PLAN

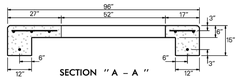
REINFORCEMENT SPACING: 9" CENTERS

REINFORCING SCHEDULE PAD WITH BEAMS (NOTES 2 & 3)		
NUMBER OF #3 BARS	LENGTH	WEIGHT (LBS)
12	92"	34.6
7	110"	24.1
6	78"	14.7
3	23"	2.2
3	13"	1.2
6	8"	1.5

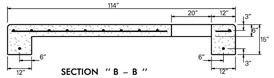
2.1 CU YARDS CONCRETE
TOTAL WEIGHT OF PAD 8,645 LBS

REINFORCING SCHEDULE PAD WITHOUT BEAMS		
NUMBER OF #3 BARS	LENGTH	WEIGHT (LBS)
10	92"	28.8
5	110"	17.2
6	78"	14.7
3	23"	2.2
3	13"	1.2
6	8"	1.5

1.3 CU YARDS CONCRETE
TOTAL WEIGHT OF PAD 5,160 LBS



SECTION " A – A "



SECTION " B – B "

NOTES:
1. SEE DETAIL SHEET 21 FOR GENERAL NOTES.
2. CONTRACTOR TO OBTAIN AND INSTALL (2) 5/8" X 8' GROUND RODS AS SHOWN. INSTALLATION DEPTH SHALL BE 7' – 6".
3. PIERS ARE REQUIRED ON ALL THREE PHASE TRANSFORMER PADS UNLESS WAIVED BY THE COMPANY INSPECTOR. REFERENCE DETAIL SHEET 22 FOR PIER DETAILS.
4. BEGIN SECONDARY CONDUITS AT RIGHT EDGE OF PAD WINDOW. ADD CONDUITS AS REQUIRED RIGHT TO LEFT. DO NOT CROSS DIVIDING LINE BETWEEN PRIMARY AND SECONDARY COMPARTMENTS.
5. GROUT WINDOW AS PER DETAIL SHEET 15.

ONCOR

TRANSFORMER PAD
THREE PHASE
750 – 1000 KVA RADIAL

DDS–4 UG DETAIL SHEET 26 OF 57

03 – 10

Three-Phase Transformer Size (kVA)	Maximum Number of 4" PVC Conduits 208Y/120	480Y/277	Maximum Number of Cables Including the Neutral 208Y/120	480Y/277
75 – 150	6	6	24	24
225 – 300	6	6	24	24
500	8	6	32	24
750	12	6	48	24
1000	16	8	64	32
1500	–	12	–	48
2000	–	16	–	64
2500	–	16	–	64

Notes:

1. For three-phase padmount transformers, the customer's service conductor must be 1000 kcmil or smaller. The maximum number of runs (three phase conductors and one neutral conductor) shall be as shown in above table.
2. For single-phase 240/120 volt transformers, the customer's service conductor must be 500 kcmil or smaller. The maximum number of runs (two phase conductors and one neutral conductor) and the size of the conduits shall be as shown in the following table:

Customer's Conductor Size	Conduit Sizes	Maximum Number of Runs
#6 – #3/0	2"	8
#4/0 – 350 kcmil	3"	6
500 kcmil	4"	4

3. If the number of runs installed by the customer is more than the maximum shown, a connection enclosure with pad may be required. Consult company representative for details.

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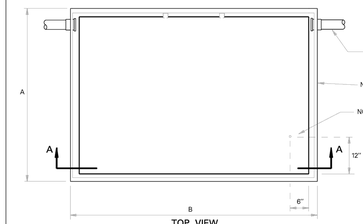
MAXIMUM NUMBER OF SECONDARY CONDUITS AND CABLES FOR PADMOUNTED TRANSFORMERS

DDS-4 UG DETAIL SHEET 38 OF 57

03 – 10

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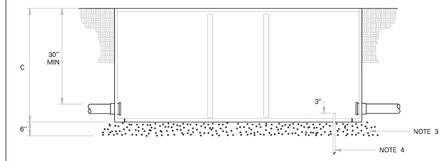
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TOP VIEW

EXCAVATION

BOX SIZE	DIMENSIONS (IN) A	B	C
4'X 6'X 3'	55	79	36
4'X 8'X 4'	56	104	48



SECTION "A – A"

NOTES:

1. SPLICE/PULL BOX DESIGNED FOR PARKWAY INSTALLATION WITH H-10 LOADING (LIGHT VEHICULAR TRAFFIC). CONTACT COMPANY REPRESENTATIVE ON WHERE TO ACQUIRE SPLICE/PULL BOX.
2. THIS BOX IS INTENDED FOR USE AS AN INTERMEDIATE SPLICE BOX AS NEEDED DUE TO LONG PULLING DISTANCES AND RESTRICTED TO ONE 3 PHASE CIRCUIT.
3. TAMP ALL DISTURBED SOIL UNDERNEATH PAD TO 95% COMPACTION AS PER ASTM D 698 AND INSTALL A 6 INCH WELL TAMPED LAYER OF MEDIUM GRAVEL FILL.
4. CONTACT COMPANY REPRESENTATIVE ON WHERE TO ACQUIRE 5/8" X 8' COPPER CLAD GROUND ROD. GROUND ROD TO BE OBTAINED AND INSTALLED BY CONTRACTOR. INSTALLATION DEPTH SHALL BE 7' – 6".

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THREE PHASE PRIMARY SUBSURFACE SPLICE / PULL BOX INSTALLATION

DDS–4 UG DETAIL SHEET 19 OF 57

03 – 10

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

ONCOR INSTALLATION DETAILS 3

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: MCL
DRAWN BY: RH

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DRAWING NUMBER
ES-312

SHEET NUMBER **92**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:07 AM Plotter used: AutoCAD PDF (General Documentation).pc3

RECORD DRAWING

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE
LW	1	Lagerstroemia indica 'Whit II' TM	Dynamite Crape Myrtle	30 gal	2.5"Cal	8`- 10` Tall
PC	2	Pistacia chinensis	Chinese Pistache	B & B	4"Cal	8`- 10` Tall
QS	1	Quercus shumardii	Shumard Oak	B & B	4"Cal	14` - 16` Tall
UE	11	Ulmus parvifolia 'Emer II' TM	Allee Lacebark Elm	B & B	4"Cal	14` - 16` Tall
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	
JW	34	Juniperus horizontalis 'Wiltonii'	Blue Rug Juniper	5 gal	48" o.c.	
RI	100	Rhaphiolepis indica	Indian Hawthorn	5 gal	36" o.c.	
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	
	2,169	Liriope muscari 'Big Blue'	Big Blue Lilyturf	4"pot	8" o.c.	
	10,632 sf	Zoysia x 'Zorro'	Zorro Zoysia	sod		

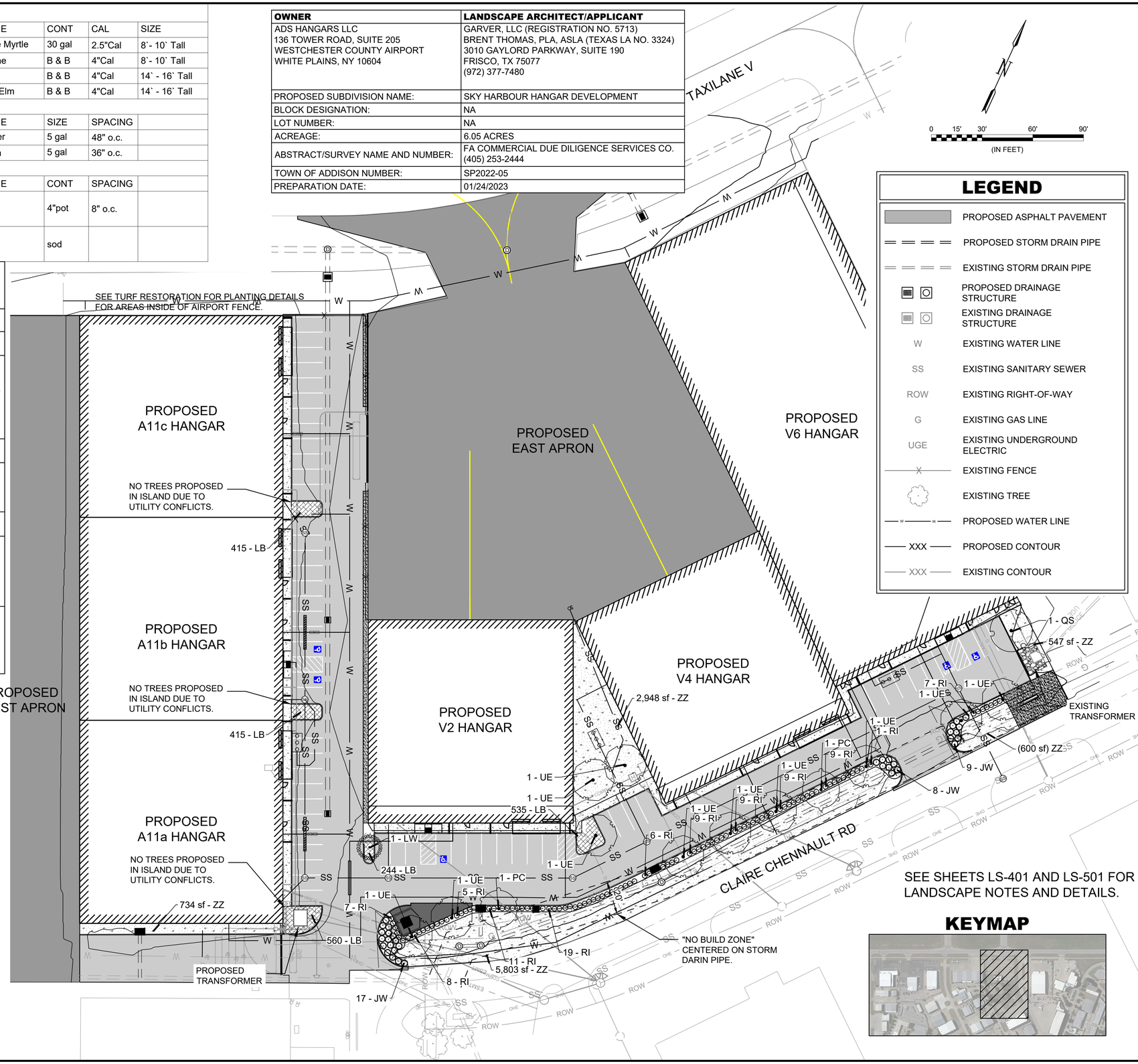
TOWN OF ADDISON LANDSCAPE REQUIREMENTS

ITEM	REQUIRED	PROVIDED
Interior Pkg. Landscape Area (5% of 31,410 SF):	1,571 LF	3,773 SF
Tree Removal and Mitigation:	37 Trees Removed (569" Cal Total)	15 Trees, (7 in ROW) (58.5" Cal Total) Difference= 510.5" To be mitigated via Tree Migration Fund at $192 per caliper inch.
Parking Lot Trees (60 spaces, 1 tree per 10 stalls)	6 Trees	6 Trees
Parking Lot Screening from Adj. Streets	42" wide	60" Provided Evergreen shrub screen @ 3' o.c.
Street Landscape Buffer	20' wide	20.72' wide
Parking Lot Screening (Perimeter) (400 LF/35 = 11.42= 12 Trees)	60" wide Shrubs @ 3' o.c. 12 Trees @ 35' o.c.	60" wide Shrubs @ 3' o.c. 11 Trees @ 30' o.c. 2 Add'l trees located betw. Bldgs. V2 & V4
Open Space Site area= 263,538 SF	10% Req'd 26,354 SF	On-site= 22,758 (SF) (8.64%) Off-site= 10,631 SF (4.04%)

NOTES:

1. AN IRRIGATION PLAN IS REQUIRED ON CIVIL, AND CONSTRUCTION PLANS AND MUST BE SIGNED AND SEALED BY A LICENSED IRRIGATOR.
2. ALL IRRIGATION CONTROLLERS MUST HAVE A RAIN AND FREEZE SENSORS.

OWNER	LANDSCAPE ARCHITECT/APPLICANT
ADS HANGARS LLC 136 TOWER ROAD, SUITE 205 WESTCHESTER COUNTY AIRPORT WHITE PLAINS, NY 10604	GARVER, LLC (REGISTRATION NO. 5713) BRENT THOMAS, PLA, ASLA (TEXAS LA NO. 3324) 3010 GAYLORD PARKWAY, SUITE 190 FRISCO, TX 75077 (972) 377-7480
PROPOSED SUBDIVISION NAME:	SKY HARBOUR HANGAR DEVELOPMENT
BLOCK DESIGNATION:	NA
LOT NUMBER:	NA
ACREAGE:	6.05 ACRES
ABSTRACT/SURVEY NAME AND NUMBER:	FA COMMERCIAL DUE DILIGENCE SERVICES CO. (405) 253-2444
TOWN OF ADDISON NUMBER:	SP2022-05
PREPARATION DATE:	01/24/2023



LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- W — EXISTING WATER LINE
- SS — EXISTING SANITARY SEWER
- ROW — EXISTING RIGHT-OF-WAY
- G — EXISTING GAS LINE
- UGE — EXISTING UNDERGROUND ELECTRIC
- X — EXISTING FENCE
- EXISTING TREE
- PROPOSED WATER LINE
- XXX — PROPOSED CONTOUR
- XXX — EXISTING CONTOUR

SEE SHEETS LS-401 AND LS-501 FOR LANDSCAPE NOTES AND DETAILS.

KEYMAP

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RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSCAPE PLAN

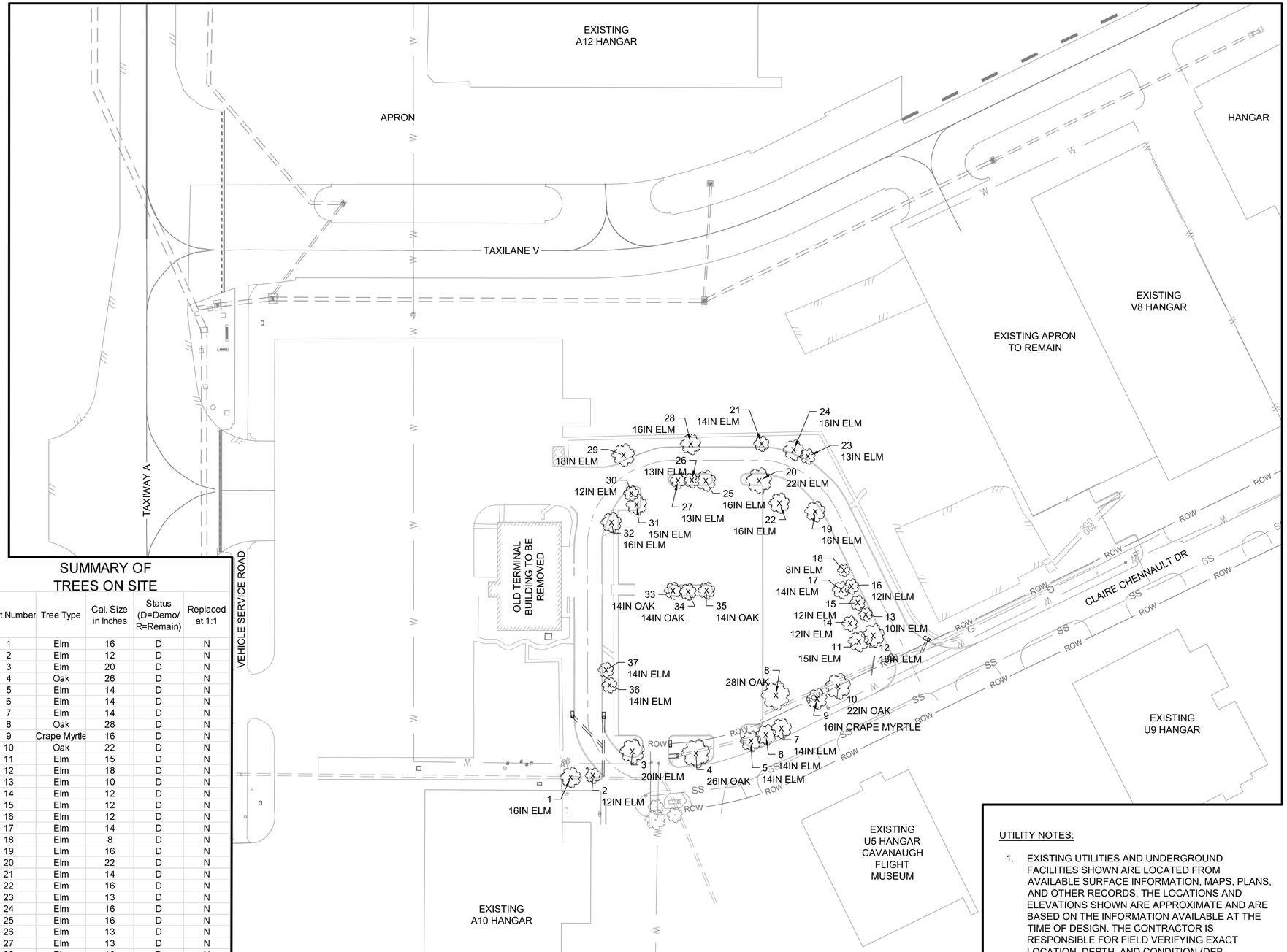
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DESIGNED BY: DPJ
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LS-101

SHEET NUMBER **93**

RECORD DRAWING



SUMMARY OF TREES ON SITE

Point Number	Tree Type	Cal. Size in Inches	Status (D=Demo/ R=Remain)	Replaced at 1:1
1	Elm	16	D	N
2	Elm	12	D	N
3	Elm	20	D	N
4	Oak	26	D	N
5	Elm	14	D	N
6	Elm	14	D	N
7	Elm	14	D	N
8	Oak	28	D	N
9	Crape Myrtle	16	D	N
10	Oak	22	D	N
11	Elm	15	D	N
12	Elm	18	D	N
13	Elm	10	D	N
14	Elm	12	D	N
15	Elm	12	D	N
16	Elm	12	D	N
17	Elm	14	D	N
18	Elm	8	D	N
19	Elm	16	D	N
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26	Elm	13	D	N
27	Elm	13	D	N
28	Elm	16	D	N
29	Elm	18	D	N
30	Elm	12	D	N
31	Elm	15	D	N
32	Elm	16	D	N
33	Elm	14	D	N
34	Oak	14	D	N
35	Oak	14	D	N
36	Elm	14	D	N
37	Elm	14	D	N
	Inches To be Removed	569		

1 OF THE 569 CALIPER INCHES OF TREES TO BE REMOVED, 58.5 CALIPER INCHES WILL BE MITIGATED ON SITE. THE DIFFERENCE OF 510.5 CALIPER INCHES WILL BE MITIGATED BY PAYING INTO THE TREE MITIGATION FUND AT $192.00 PER CALIPER INCH. $98,016 WILL BE PAYABLE TO THE TOWN OF ADDISON PRIOR TO RELEASE OF A DEMOLITION PERMIT.

0 25' 50' 100' 150'
(IN FEET)

LEGEND

- EXISTING TREE TO REMAIN
- X — TREE REMOVAL

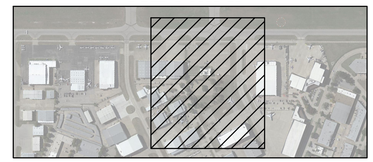
NOTES:

1. CONTRACTOR MUST PROTECT ALL EXISTING UTILITIES, HAND HOLES, AIRFIELD EQUIPMENT, DRAINAGE STRUCTURES, TREES, AND BUILDINGS NOT EXPRESSLY SHOWN FOR DEMOLITION. ANY DAMAGE AS A RESULT OF CONSTRUCTION ACTIVITIES MUST BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
2. SEE ED-101 FOR AIRFIELD ELECTRICAL DEMOLITION EXTENTS AND DETAILS.
3. SEE SHEET CD-101 FOR PAVEMENT DEMOLITION.
4. SEE SHEET CD-102 FOR UTILITIES DEMOLITION.
5. EXISTING AOA FENCE SHALL REMAIN IN PLACE UNTIL TEMPORARY FENCE IS CONSTRUCTED. SEE PHASING SHEET (GC-101) FOR CONSTRUCTION SEQUENCING.

UTILITY NOTES:

1. EXISTING UTILITIES AND UNDERGROUND FACILITIES SHOWN ARE LOCATED FROM AVAILABLE SURFACE INFORMATION, MAPS, PLANS, AND OTHER RECORDS. THE LOCATIONS AND ELEVATIONS SHOWN ARE APPROXIMATE AND ARE BASED ON THE INFORMATION AVAILABLE AT THE TIME OF DESIGN. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING EXACT LOCATION, DEPTH, AND CONDITION (DEB, CONDUIT, OR DUCT) OF ALL UTILITIES AND AIRPORT FACILITIES DURING THE CONSTRUCTION PERIOD. ANY CONFLICTING UTILITY INFORMATION MUST BE REPORTED TO THE ENGINEER FOR ASSESSMENT.
2. THE CONTRACTOR MUST PERFORM THE WORK IN SUCH A MANNER AS NOT TO DAMAGE THE EXISTING UTILITIES. ANY DAMAGE TO THESE UTILITIES ARISING FROM THE CONTRACTOR'S OPERATIONS MUST BE REPAIRED IMMEDIATELY AT NO COST TO THE OWNER.

KEYMAP



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SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSCAPE
DEMOLITION PLAN

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: AJM
DRAWN BY: DPJ

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SHEET NUMBER **94**

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Last plotted by: Trinh, Phat M. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/7/2025 7:08 AM Plotter used: AutoCAD PDF (General Documentation).pc3

GENERAL PLANTING NOTES

1. PRIOR TO BEGINNING ANY WORK ON THE SITE, THE CONTRACTOR SHALL CONTACT THE LANDSCAPE ARCHITECT TO ADDRESS ANY QUESTIONS.
2. LANDSCAPE CONTRACTOR SHALL PROVIDE LABOR, MATERIALS AND SERVICE NECESSARY TO FURNISH AND INSTALL MATERIALS AS SPECIFIED HEREIN AND SHOWN ON THE PLANS.
3. ALL PLANT MATERIAL SELECTIONS WILL BE REVIEWED AND APPROVED BY OWNERS' REPRESENTATIVES PRIOR TO PURCHASE AND INSTALLATION.
4. NO MATERIAL SUBSTITUTIONS SHALL BE MADE WITHOUT LANDSCAPE ARCHITECT'S WRITTEN APPROVAL. ALTERNATE MATERIALS OF SIMILAR SIZE AND CHARACTER MAY BE CONSIDERED IF SPECIFIED PLANT MATERIALS CANNOT BE OBTAINED. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REVISE THE PLANT LIST AS DEEMED NECESSARY.
5. QUANTITIES OF PLANT MATERIALS SHOWN ON THE PLAN TAKE PRECEDENCE OVER THE QUANTITIES SHOWN ON THE PLANT SCHEDULE. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES ON THE PLANTING PLAN.
6. REPORT DISCREPANCIES IN THE PLANTING PLAN TO THE LANDSCAPE ARCHITECT PRIOR TO PURCHASING MATERIALS OR COMMENCING CONSTRUCTION.
7. REVIEW THE LANDSCAPE SPECIFICATION SECTION LOCATED IN THE PROJECT MANUAL FOR ADDITIONAL PROJECT RESPONSIBILITIES AND INSTRUCTIONS.

SITE PREPARATION AND EARTHWORK

8. TOPSOIL HAULED TO THE SITE SHALL BE FERTILE, FRIABLE, NATURAL LOAM SOIL OF UNIFORM QUALITY CHARACTERISTIC OF REPRESENTATIVE LOCAL SOILS WHICH PRODUCE HEAVY GROWTH OF CROP GRASSES, OR OTHER VEGETATION. SOIL SHALL BE FREE OF SUBSOIL, CLAY LUMPS, BRUSH WEEDS ROOTS, STONES, TRASH, OR ANY OTHER DELETERIOUS MATERIALS.
9. TOPSOIL SHALL BE DELIVERED IN AN UNFROZEN AND NON-MUDDY CONDITION AND SHALL BE SUBJECT TO APPROVAL OF THE LANDSCAPE ARCHITECT. SOLUBLE SALTS SHALL NOT EXCEED 500 ppm AND ORGANIC MATTER SHALL BE NO LESS THAN 1.5% BY WEIGHT. pH SHALL RANGE BETWEEN 6.0 AND 7.5.
10. LANDSCAPE CONTRACTOR SHALL HAVE TOPSOIL TESTED BY A CERTIFIED TESTING LABORATORY AND OBTAIN RECOMMENDATIONS FOR SOIL AMENDMENT TYPE(S) AND QUANTITIES. SUBMIT A COPY OF THIS REPORT TO THE LANDSCAPE ARCHITECT FOR THEIR RECORDS. RECOMMENDATIONS SHALL BE SPECIFIC TO THE TOPSOIL USED AND THE PLANT MATERIALS SPECIFIED IN THE PLANS. A SAMPLE OF THE TOPSOIL TO BE USED SHALL BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION.

PLANTING PREPARATION

12. REMOVE ALL SOD FROM PLANTING BEDS PRIOR TO AMENDING SOIL.
13. OVEREXCAVATE PLANTING BEDS TO A DEPTH OF 24" BELOW FINISH GRADE. AMEND NATIVE SOIL WITH ORGANIC MATERIAL, SUCH AS COMPOST, AT A RATIO OF 50% NATIVE SOIL AND 50% ORGANIC MATERIAL. PLACE IN 6" LIFTS AND LIGHTLY TAMP. DO NOT OVERCOMPACT OR ALLOW HEAVY EQUIPMENT TO DRIVE OVER BACKFILLED PLANTING AREAS .
14. BACKFILL: FOR PLANT EXCAVATIONS, BACKFILL SHALL BE CLEAN, NATURAL TOPSOIL, MIXED WITH AMENDMENTS AT THE RATIOS SPECIFIED BY A CERTIFIED TOPSOIL ANALYSIS.

PLANTING MATERIALS

15. PLANT MATERIALS SHALL BE WELL FORMED AND DEVELOPED IN GOOD CONDITIONS, HEALTHY AND DISEASE-FREE, AND BE TYPICAL OF THE SPECIES. PLANTS SHALL COMPLY IN ALL APPLICABLE RESPECTS WITH ACCEPTABLE STANDARDS AS SET FORTH IN THE AMERICAN ASSOCIATION OF NURSERYMAN'S "AMERICAN STANDARD OF NURSERY STOCK". HEIGHT OF PLANT MATERIALS SHALL BE MEASURED FROM EXISTING SOIL LINE AT TOP OF ROOTBALL TO TOP OF CROWN.
16. PLANT MATERIALS SHALL BE PROTECTED BY THE DRYING ACTION OF THE SUN AND WIND AFTER BEING DUG, WHILE BEING TRANSPORTED, AND WHILE AWAITING PLANTING. BALLS OF PLANTS WHICH CANNOT BE PLANTED IMMEDIATELY SHALL BE PROTECTED FROM DRYING ACTION BY COVERING THEM WITH MOIST MULCH. PERIODICALLY, APPLY WATER TO MULCH-COVERED ROOT BALLS TO KEEP MOIST. IF PLANTING SHOULD OCCUR DURING GROWING SEASON, APPLY ANTI-DESSICANT BEFORE TRANSPORT TO REDUCE THE LIKELIHOOD OF WIND BURN. REAPPLY ANTI-DESSICANT AFTER PLANTING TO REDUCE TRANSPIRATION.
17. PLANTS DESIGNATED "CONTAINER GROWN" SHALL HAVE BEEN GROWN IN POTS, CANS OR BOXES FOR A MINIMUM OF SIX MONTHS AND A MAXIMUM OF TWO YEARS. THESE PLANTS SHALL BE REMOVED FROM CONTAINERS BEFORE PLANTING. PLANTS THAT APPEAR ROOT-BOUND SHALL BE REJECTED.
18. PLANT LOCATIONS ARE APPROXIMATE. ADJUST AS NECESSARY TO AVOID CONFLICTS.
19. USE TRIANGULAR SPACING ON ALL NATIVE FORBES, PERENNIALS, AND ANNUALS.
20. PLANT SUBSTITUTIONS WILL ONLY BE ALLOWED UNDER THE FOLLOWING CIRCUMSTANCES: LANDSCAPE CONTRACTOR SHALL SUBMIT A WRITTEN SUBSTITUTION REQUEST TO THE LANDSCAPE ARCHITECT STATING WHAT PLANTS TO BE SUBSTITUTED AND THE REQUESTED SUBSTITUTION PLANT ALONG WITH EXPLANATION OF SUBSTITUTION REQUEST. NO SUBSTITUTION SHALL CONSTITUTE AN INCREASE IN THE COST FROM THE ORIGINAL CONTRACT AMOUNT. ANY PLANT SUBSTITUTIONS MADE WITHOUT APPROVAL SHALL BE REPLACED BY THE LANDSCAPE CONTRACTOR AT THE TIME OF INSPECTION AT NO COST TO THE PROJECT.
21. PLACE 3" OF HARDWOOD MULCH IN ALL PLANTING BEDS SHOWN ON THE PLAN IN ORDER TO COVER BARE SOIL.
22. PLANTING BEDS RECEIVING MULCH SHALL BE FREE OF WEEDS, GRASS AND DEBRIS. TREAT BEDS WITH A PRE-EMERGENT WITH TREFLAN, SUCH AS PREEN, PRIOR TO PLANTING AND MULCH PLACEMENT. A SECOND APPLICATION SHOULD BE APPLIED IF WEEDS EMERGE PRIOR TO COMPLETION OF WORK. APPLY IN ACCORDANCE WITH STANDARD TRADE PRACTICE AND MANUFACTURER'S PRODUCT LABELING.

MAINTENANCE AND CLEAN-UP

23. PROVIDE TEMPORARY WATER FOR PLANT MATERIALS DURING THE ESTABLISHMENT PERIOD.
24. REMOVE ALL RUBBISH, EQUIPMENT, AND MATERIAL AND LEAVE THE AREA IN A NEAT, CLEAN CONDITION EACH DAY. MAINTAIN PAVED AREAS UTILIZED FOR HAULING EQUIPMENT AND MATERIALS BY OTHER TRADES IN A CLEAN AND UNOBSTRUCTED CONDITION AT ALL TIMES.
25. REMOVE SOIL OR DIRT THAT HAS ACCUMULATED ON PAVED SURFACES DURING OR AS A RESULT OF PLANTING OPERATIONS EACH DAY.
26. FERTILIZE ALL PLANTS WITH A 10-20-10 COMMERCIAL, SLOW-RELEASE FERTILIZER AS DIRECTED BY INSTRUCTIONS ON PRODUCT LABEL.
27. LIMIT AMOUNT OF PRUNING TO A MINIMUM NECESSARY TO REMOVE DEAD OR INJURED TWIGS AND BRANCHES. PRUNE IN SUCH A MANNER AS NOT TO CHANGE NATURAL HABIT OR SHAPE OF PLANT. MAKE CUTS FLUSH, LEAVING NO STUBS. CENTRAL LEADERS SHALL NOT BE REMOVED.
28. LANDSCAPE CONTRACTOR TO REMOVE ALL DEAD WOOD ON TREES AND SHRUBS ONE YEAR AFTER PROVISIONAL ACCEPTANCE.
29. CONTRACTOR IS RESPONSIBLE TO MOW ALL SEEDED AND SODDED AREAS A MINIMUM OF TWO (2) TIMES AT A HEIGHT OF NO MORE THAN 1-1/2" PRIOR TO TURNING OVER TO THE CITY.

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REGISTRATION NO.
F-5713

REV.	DATE	DESCRIPTION	BY
RD	02/17/25	RECORD DRAWING	SCA

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSCAPE NOTES

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: DPJ
DRAWN BY: DPJ

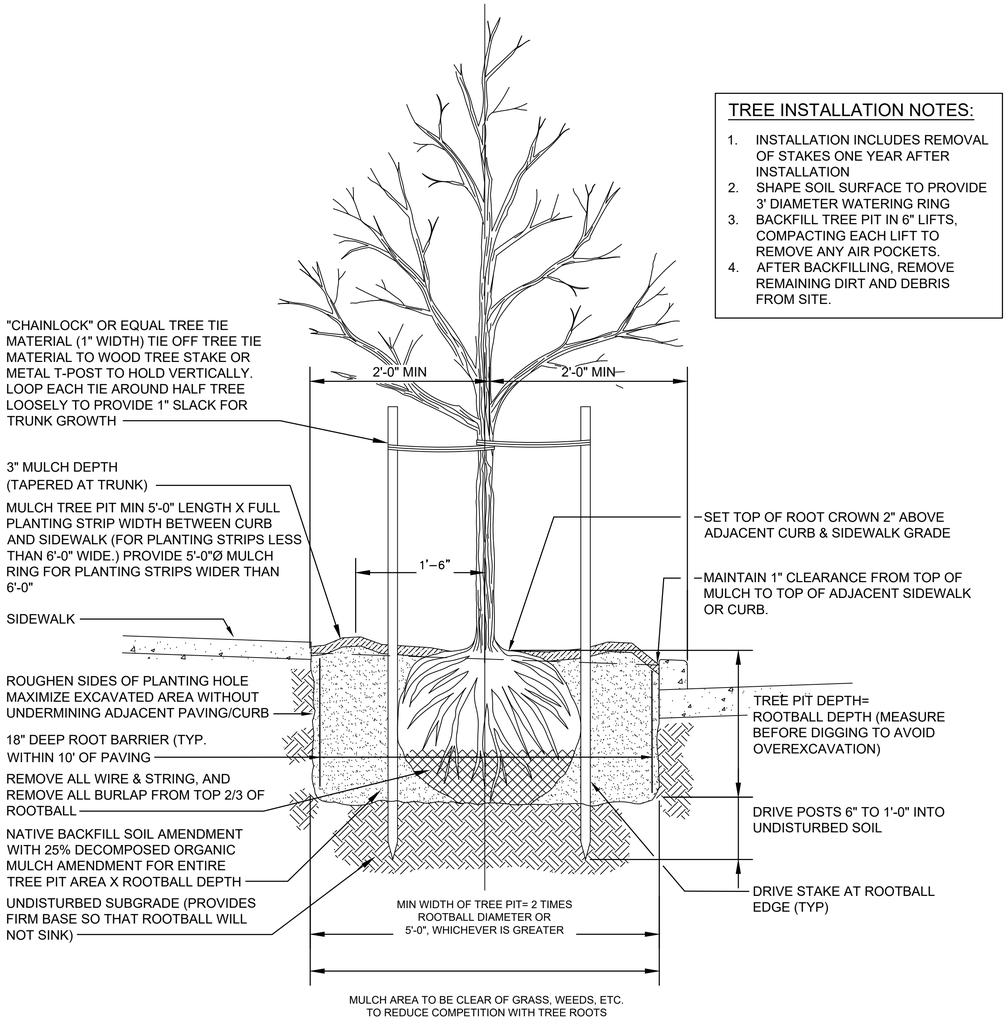
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DRAWING NUMBER
LS-401

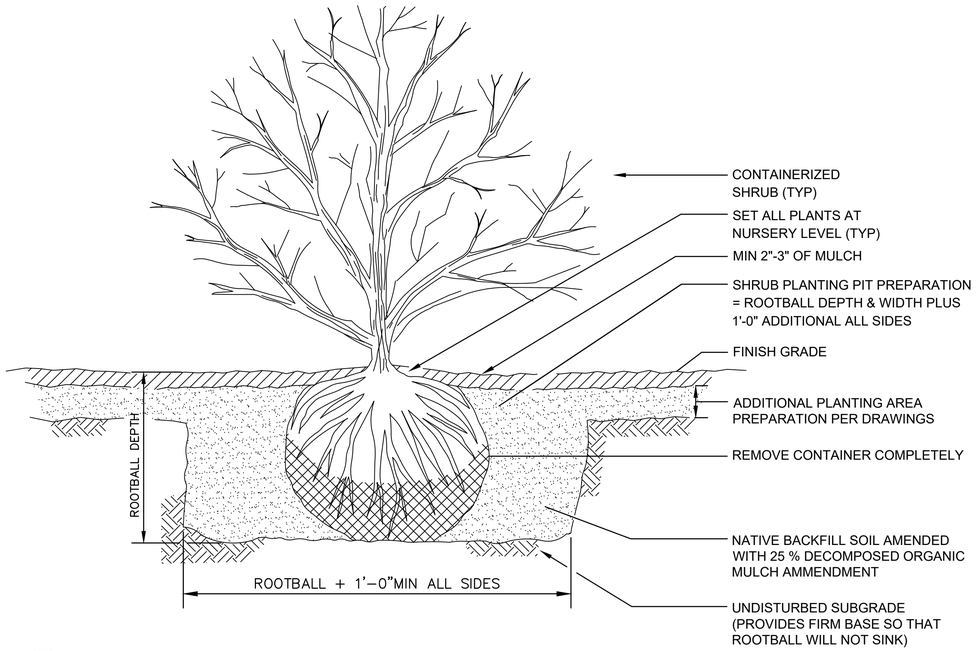
SHEET NUMBER **95**

TREE INSTALLATION NOTES:

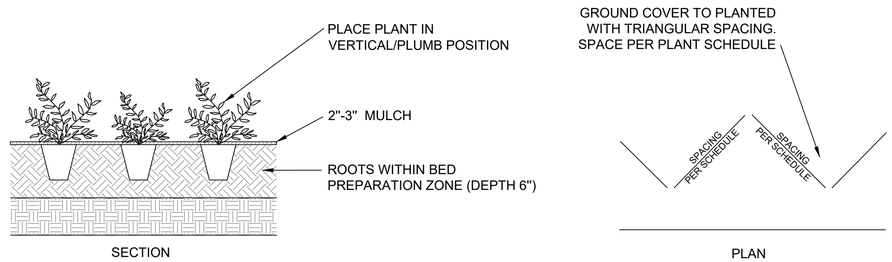
1. INSTALLATION INCLUDES REMOVAL OF STAKES ONE YEAR AFTER INSTALLATION
2. SHAPE SOIL SURFACE TO PROVIDE 3' DIAMETER WATERING RING
3. BACKFILL TREE PIT IN 6" LIFTS, COMPACTING EACH LIFT TO REMOVE ANY AIR POCKETS.
4. AFTER BACKFILLING, REMOVE REMAINING DIRT AND DEBRIS FROM SITE.



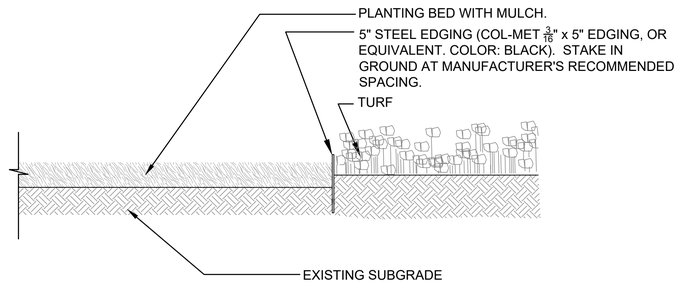
1 DECIDUOUS TREE PLANTING DETAIL
SCALE: NONE



2 SHRUB PLANTING DETAIL
SCALE: NONE



3 GROUNDCOVER PLANTING DETAIL
SCALE: NONE



4 LANDSCAPE EDGING
SCALE: NONE

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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

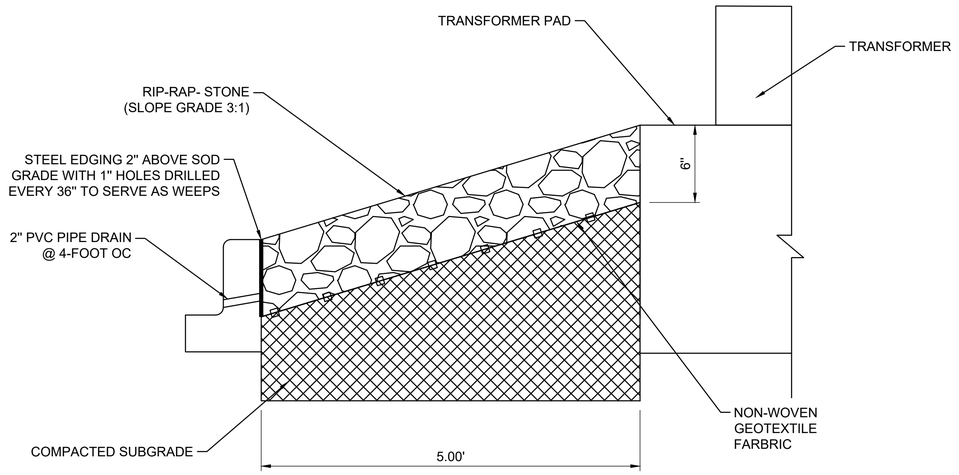
LANDSCAPE DETAILS 1

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: DPJ
DRAWN BY: DPJ

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DRAWING NUMBER
LS-501

SHEET NUMBER **96**



STONE OPTIONS, IN ORDER OF PREFERENCE

1. 4" TO 8" LIMESTONE RIP RAP.

1 STONE RIP RAP DETAIL
SCALE: NONE

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ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR
DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

LANDSCAPE DETAILS
2

JOB NO.: 22A11111
DATE: MARCH 2024
DESIGNED BY: DPJ
DRAWN BY: DPJ

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DRAWING NUMBER
LS-502

SHEET NUMBER **97**

M — 1" WATER METER BY OTHER TRADES
I — 1" ISOLATION VALVE
Y — 1" WYE STRAINER
1" DOUBLE CHECK ASSEMBLY
M — 1½" MASTER VALVE
2" MAINLINE

ZONE VALVES LABELED AS 'OPEN' ARE INTENDED FOR THE USE OF SUPPLYING HUNTER AFB-ADJ TREE BUBBLERS ON EACH PROPOSED TREE. IRRIGATION CONTRACTOR SHALL FIELD VERIFY THAT THESE ZONES DO NOT EXCEED 20 GALLONS PER MINUTE. THE IRRIGATION CONTRACTOR SHALL STAKE EACH TREE BUBBLER HEAD LOCATION AND RECEIVE APPROVAL FROM THE OWNER AND/OR THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.

AS-BUILT PLANS HERIN ARE PROVIDED PER THE CONTRACTOR. INSTALLATION WAS BUILT PER PLAN AND FOR FURTHER INFORMATION CONTACT THE INSTALLER AT

JACK DAVIES
GREEN TREE LANDSCAPE, LLC /ENVIRO ENGINEERING
JACKOEDAVIES@GMAIL.COM
469-662-7240

AS-BUILT
DRAWINGS
March 5, 2025

1 BACKFLOW AND RELATED COMPONENTS
NOT TO SCALE

CLAIRE CHENNAULT DR

2-4" SLEEVES FOR MAINLINE CROSSING TYP.

OVERHEAD ELECTRIC

13'-9" UTILITY EASEMENT

DRIP IRRIGATION TYP

1-4" SLEEVES FOR LINE CROSSING TYP.

24'-0" UTILITY EASEMENT

PROPOSED HANGAR U3 (SH 34) FFE: 643.00'

PROPOSED HANGAR U5 (SH 34) FFE: 643.50'

PROPOSED HANGAR U7 (SH 16) FFE: 644.00'

3-4" SLEEVES FOR MAINLINE CROSSING TYP.

PROPOSED HANGAR U9 (SH 17) FFE: 643.50'

1" WATER METER BY OTHER TRADES
1" ISOLATION VALVE
1" WYE STRAINER
1" DOUBLE CHECK ASSEMBLY
1½" MASTER VALVE
HUNTER PRO-C (PC-400 W/ PCM-1600 IRRIGATION CONTROLLER. PROVIDE POWER TO THIS LOC.
2" MAINLINE

STUDIO 13 DESIGN GROUP

Studio 13 Design Group, PLLC.
386 W. Main Street
Lewisville, Texas 75057
469-635-1900

TBAE Firm #BR643

STATE OF TEXAS
KIRSTEN M. STUBBS
20764
LICENSED IRRIGATOR
Kirsten M Stubbs
JANUARY 7, 2025

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

IRRIGATION PLAN

JOB NO.: 22A11111
DATE: JAN 07, 2025
DESIGNED BY: CAA
DRAWN BY: CAA

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
IR-101

SHEET NUMBER 98

IRRIGATION LEGEND AND SCHEDULE

SYM	DESCRIPTION	MANUFACTURER	MODEL	SIZE / NOZZLE	NOTES
C	AUTOMATIC CONTROLLER	HUNTER	HUNTER PRO-C (PC-400 W/ PCM-1600 IRRIGATION CONTROLLER	N/A	INSTALL PER MANUFACTURER'S STANDARDS. IN ADDITION, INSTALL SOLAR-SYNC SYSTEM BY HUNTER.
D	DRIP IRRIGATION CONTROL VALVE	HUNTER	ICZ-101	1"	INSTALL PER DETAIL IN 10" ROUND BOX w/ BOLT DOWN LID. ROUT AND PAINT VALVE NUMBER ON LID.
	DRIP IRRIGATION (LANDSCAPE BEDS)	HUNTER	HDL-06-18	N/A	INSTALL PER DETAIL w/ 40 PSI AT OUTFLOW OF DRIP ZONE VALVE. IN ADDITION, INSTALL ECO-INDICATOR BY HUNTER.
	DRIP IRRIGATION	HUNTER	PCN-10 BUBBLER (1.0 GPM)	1/2"	INSTALL PER DETAIL w/ 40 PSI AT BASE OF HEAD. INSTALL NOZZLES ON 4" PRS40 SPRAY BODIES. INSTALL ON ALL PROPOSED TREES, SEE LANDSCAPE PLANS.
	REMOTE CONTROL VALVE	HUNTER	ICV-101G ICV-151G	Refer to Plan for Size	INSTALL PER DETAIL IN 10" ROUND PENTEK VALVE BOX WITH BOLT DOWN LID. ROUT AND PAINT VALVE NUMBER ON LID.
F H L I	LAWN MP ROTATOR	HUNTER	MP ROTATOR	MP1000, MP2000, MP3000, MP3500	INSTALL PER DETAIL w/ 40 PSI AT BASE OF HEAD. INSTALL LASCO P-1207 SWING JOINTS ON ALL SPRAY BODIES. INSTALL NOZZLES ON 4" PRS40 OR 12" PROS-12 SPRAY BODIES.
	4" POP UP MP ROTATOR CORNER STRIP	HUNTER	STRIP SERIES	MPLCS15 IVORY MPRCS515 COPPER MPSCS530 BROWN	INSTALL PER DETAIL w/ 40 PSI AT BASE OF HEAD. INSTALL NOZZLES ON 4" PRS40 SPRAY BODIES.
	QUICK-COUPLER VALVE	CHAMPION	QCV-100VL	1"	INSTALL PER DETAIL IN 12"X17" PENTEK VALVE BOX. ROUT AND PAINT LID AS DESCRIBED IN IRRIGATION NOTES.
	QUICK-COUPLER KEY	CHAMPION	CK-100	1"	FURNISH THREE (x3) TO OWNER
	HOSE SWIVEL	CHAMPION	QCS-2	1"	FURNISH THREE (x3) TO OWNER
M	WATER METER	----	PER CITY	Refer to Plan for Size	INSTALLED BY GENERAL CONTRACTOR
	DOUBLE CHECK VALVE	Febco	850-BV Series	Refer to Plan for Size	FURNISH AND INSTALL PER LOCAL CODE BY LICENSED IRRIGATION CONTRACTOR.
I	ISOLATION VALVE	Nibco	*T-113	Line Size	INSTALL PER DETAIL IN 12"x17" PENTEK VALVE BOX WITH BOLT DOWN LID.
Y	WYE STRAINER	Febco	LF650A	Refer to Plan for Size	INSTALL PER DETAIL IN 12"x17" PENTEK VALVE BOX WITH BOLT DOWN LID.
M	MASTER VALVE	Hunter	ICV-101G ICV-151G	Refer to Plan for Size	INSTALL PER DETAIL IN 12"x17" PENTEK VALVE BOX WITH BOLT DOWN LID.
	IRRIGATION SLEEVE	----	SCH. 40 w/ 12 GA. PULL WIRE IN SLEEVE	Refer to Plan for Size	DRIVEWAY SLEEVES INSTALLED BY GENERAL CONTRACTOR. SIDEWALK SLEEVES INSTALLED BY IRRIGATION CONTRACTOR.
	IRRIGATION MAIN LINE	----	SCH. 40	Refer to Plan for Size	18" INSTALLATION DEPTH.
	IRRIGATION LATERAL LINE	----	CLASS 200	Refer to Plan for Size	12" INSTALLATION DEPTH STANDARD. 18" INSTALLATION DEPTH UNDER PAVING.

PROGRAM AND STATION NUMBER FOR AUTOMATIC CONTROLLER

VALVE SIZE IN INCHES

GALLONS PER MINUTE, PER VALVE

IRRIGATION NOTES (TWO-WIRE SYSTEM)

1. PROVIDE A COMPLETE, FUNCTIONING AUTOMATIC IRRIGATION SYSTEM INCLUDING LABOR, MATERIALS, FEES, TAXES, EQUIPMENT, AND OTHER COSTS INCIDENTAL TO ACCOMPLISHING WORK.
2. ACQUIRE WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT OR LICENSED IRRIGATOR FOR MATERIAL SUBSTITUTES PRIOR TO BEGINNING INSTALLATION.
3. FORTY EIGHT (48) HOURS BEFORE IRRIGATION CONSTRUCTION BEGINS, IRRIGATION CONTRACTOR MUST CALL (800) DIG-TESS AND IS RESPONSIBLE FOR LOCATING EXISTING UNDERGROUND UTILITIES AND/OR OBSTACLES PRIOR TO BEGINNING WORK. ANY DAMAGE TO UTILITIES AND/OR FINISHES FROM INFERIOR WORKMANSHIP BY THE IRRIGATION CONTRACTOR SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.
4. PIPING IS DIAGRAMMATIC AND SHOWN FOR CLARITY ONLY. ADJUST AS REQUIRED FOR EXISTING UTILITIES, OBSTRUCTIONS, TREE ROOT BALLS, ETC. PIPING AND VALVES SHOWN IN PAVING FOR CLARITY ONLY AND SHALL BE INSTALLED IN ADJACENT LANDSCAPE AREA. COORDINATE WITH THE CITY OR ENTITY INSPECTING THE IRRIGATION SYSTEM AND DETERMINE THE LOCAL RULES AND CODES TO ABIDE BY REGARDING MAINLINE AND LATERAL PIPING LOCATIONS.
5. COORDINATE SLEEVE AND CONDUIT REQUIREMENTS WITH GENERAL CONTRACTOR. IRRIGATION SLEEVES SHALL BE AS FOLLOWS:
   - 5.1. SLEEVES INTENDED FOR LATERAL LINES ARE TO BE ONE-**FOUR** INCH SLEEVE AND ARE TO BE NO MORE THAN A DEPTH OF TWO FEET BELOW TOP OF CURB. SLEEVES SHOULD EXTEND A MINIMUM OF 2'-0" BEYOND BACK OF CURB.
   - 5.2. SLEEVES INTENDED FOR THE **2"** MAINLINE ARE TO BE TWO-**FOUR** INCH SLEEVES SIDE BY SIDE AND ARE TO BE NO MORE THAN A DEPTH OF TWO FEET BELOW TOP OF CURB. SLEEVES SHOULD EXTEND A MINIMUM OF 2'-0" BEYOND BACK OF CURB.
6. LOCATE EACH END OF IRRIGATION SLEEVES DIMENSIONALLY ON THE RECORD "AS BUILT" DRAWINGS.
7. THE IRRIGATION CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE IRRIGATION SYSTEM WITH THE LANDSCAPE CONTRACTOR TO ENSURE ALL PLANT MATERIAL WILL BE WATERED IN ACCORDANCE WITH THE INTENT OF THE PLANS AND SPECIFICATIONS.
8. THE IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO PLANT MATERIAL DUE TO SYSTEM FAILURES FROM INFERIOR WORKMANSHIP FOR THE DURATION OF THE INSTALLATION OF PLANT MATERIAL AND MAINTENANCE PERIOD FOLLOWING INSTALLATION.
9. THE IRRIGATION CONTRACTOR SHALL PROVIDE ALL LABOR AND MATERIAL NECESSARY TO HAND DIG WITHIN ALL EXISTING TREE DRIPLINE ZONES AT NO ADDITIONAL COST TO THE OWNER. THE IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE TO STAKE AND RECEIVE APPROVAL FROM ALL DISCIPLINES PRIOR TO ANY TRENCHING AND HAND DIGGING IN AREAS OF EXISTING TREE COVERAGE OR ANY ADDITIONAL AREAS THAT MIGHT BE QUESTIONABLE.
10. EXTEND EXTRA WIRE AND MAINLINE PAST THE FARTHEST VALVE, ROUTED PARALLEL AND PLACE IN 12"X17" PENTEK VALVE BOX WERE NOTED ON PLANS FOR FUTURE EXPANSION OF IRRIGATION SYSTEM AT A LATER DATE.
11. TWO WIRE PATH SHALL BE DIRECT BURIAL, 14 AWG OR STANDARD DECODER CABLE BY HUNTER WITH YELLOW JACKET (IDIYLW), RATED FOR DIRECT BURIAL APPLICATIONS, UF., UL., APPROVED. HUNTER ICD DECODERS SHALL BE USED ON ALL ZONE VALVE CONNECTIONS TO TWO WIRE PATH. CONTRACTOR TO USE MANUFACTURERS RECOMMENDATIONS OF WIRE SPLICING AND BURIAL TECHNIQUES AS DETAILED AT WWW.HUNTERINDUSTRIES.COM.
12. THE OWNER AND/OR LANDSCAPE ARCHITECT SHALL DETERMINE THE FINAL CONTROLLER LOCATION. THE IRRIGATION CONTRACTOR SHALL MAKE FINAL ELECTRICAL CONNECTION OF CONTROLLER PER LOCAL ELECTRICAL CODE. PROVIDE ALL NECESSARY FUSE BOXES, CONDUIT, FITTINGS, CONNECTORS OR OTHER ELECTRICAL DEVICES TO MAKE CONNECTION. OWNER SHALL PROVIDE ELECTRICAL SERVICE WITHIN 10 LINEAR FEET OF CONTROLLER LOCATION UNLESS NOTED OTHERWISE ON DRAWINGS.
13. CONNECT REMOTE SENSORS TO CONTROLLER WITH GROUND WIRE IN SERIES PRIOR TO CONNECTING TO REMOTE CONTROL VALVES.
14. ALL P.V.C. MAINLINES AND LATERAL LINES SHALL RECEIVE AS FOLLOWS:
    - 14.1. 18" MINIMUM COVER FOR MAIN LINES
    - 14.2. 18" MINIMUM COVER FOR PIPING LOCATED UNDER PAVING
    - 14.3. 12" MINIMUM COVER FOR LATERAL LINES
15. THE MINIMUM DISTANCE BETWEEN THE MAINLINE AND LATERAL LINE FITTINGS (EXCEPT FOR REDUCER BUSHINGS) SHALL BE 18".
16. THE MINIMUM HORIZONTAL DISTANCE OF 36" SHALL BE MAINTAINED BETWEEN ANY VALVES THAT ARE INSTALLED SIDE BY SIDE.
17. WHERE SERVICE TREES ARE INSTALLED ON THE MAINLINE FOR INSTALLATION OF THE ELECTRIC VALVES AND/OR QUICK COUPLING VALVES, THE CONTRACTOR SHALL LIMIT THE NUMBER OF THESE PER SERVICE TEE. DO NOT INSTALL MORE THAN A TOTAL OF EITHER THREE ELECTRIC VALVES OR A COMBINATION OF TWO ELECTRIC VALVES AND ONE QUICK COUPLER VALVE AT EACH TEE. THE MINIMUM DISTANCE BETWEEN FITTINGS SHALL BE 18" AS REFERENCED IN THE ABOVE NOTES.
18. ALL PVC PIPE AND FITTINGS ARE TO BE PRIMED WITH PURPLE PVC PRIMER SOLVENT BEFORE APPLYING PVC CEMENT IN ACCORDANCE WITH THE UNIFORM PLUMBING CODE.
19. INSTALL QUICK COUPLING VALVES IN 12"X17" PENTEK VALVE BOXES PER DETAIL SHOWN. CONNECT QUICK COUPLING VALVES TO MAINLINE PIPE WITH LASCO UNITIZED, O-RING SWING JOINTS PER DETAIL SHOWN, #T122-22. SUPPLY OWNER WITH THREE COUPLER KEYS WITH SWIVEL HOSE BIBB EACH, #33DK-10 AND #5H-0 RESPECTIVELY. VALVES TO BE INSTALLED SO THAT THE TOP OF THE QUICK COUPLER IS 2" BELOW BOTTOM OF VALVE BOX LID. PURPLE LID SHALL READ "NON-POTABLE, NOT SAFE FOR DRINKING" IN ENGLISH AND SPANISH.
20. ALL LATERAL LINES SHALL BE 3/4" CLASS 200 PVC UNLESS OTHERWISE NOTED ON PLANS.
21. ZONE VALVES LABELED AS 'OPEN" ARE INTENDED FOR THE USE OF SUPPLYING HUNTER AFB-ADJ TREE BUBBLERS ON EACH PROPOSED TREE. IRRIGATION CONTRACTOR SHALL FIELD VERIFY THAT THESE ZONES DO NOT EXCEED 20 GALLONS PER MINUTE. THE IRRIGATION CONTRACTOR SHALL STAKE EACH TREE BUBBLER HEAD LOCATION AND RECEIVE APPROVAL FROM THE OWNER AND/OR THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
22. ALL STATE OF TEXAS LAWS/RULES AND ALL LOCAL CODES/ORDINANCES AREA MADE PART OF THESE PLANS AND SPECIFICATIONS WHETHER SHOWN OR NOT. THESE LAWS AND ORDINANCES WILL SUPERCEDE THE PLANS, DETAILS, AND/OR SPECIFICATIONS FOR THIS PROJECT. THE IRRIGATION CONTRACTOR IS CAUTIONED THAT HE/SHE IS TO INCLUDE ANY AND ALL COST NECESSARY TO MEET OR EXCEED THE LAWS OF THE STATE OF TEXAS AND LOCAL CODES CONCERNING LANDSCAPE IRRIGATION.

AS-BUILT DRAWINGS

March 5, 2025

STUDIO 13 DESIGN GROUP

Studio 13 Design Group, PLLC.
386 W. Main Street
Lewisville, Texas 75057
469-635-1900

TBAE Firm #BR643

STATE OF TEXAS
KIRSTEN M. STUBBS
20764
LICENSED IRRIGATOR

Kirsten M. Stubbs

HYDRAULIC CALCULATION NOTES

TEN DAYS PRIOR TO COMMENCING WORK, VERIFY STATIC PRESSURE. IF STATIC PRESSURE IS LESS THAN THE ASSUMED STATIC PRESSURE DO NOT START WORK UNTIL NOTIFIED IN WRITING TO PROCEED BY OWNER. IF CONTRACTOR PROCEEDS WITH WORK WITHOUT AUTHORIZATION FROM OWNER, THE CONTRACTOR SHALL BE FINANCIALLY RESPONSIBLE TO CORRECT, MODIFY OR REPAIR ANY ITEMS OR MATERIALS THAT MAY BE REQUIRED TO PROVIDE A FULLY FUNCTIONING AND OPERATIONAL IRRIGATION SYSTEM IN COMPLIANCE WITH THE PLANS AND SPECIFICATIONS. HYDRAULIC CALCULATIONS FOR THIS SYSTEM ARE BASED ON THE STATIC PRESSURE AS STATED ABOVE. THE STATIC PRESSURE SHOWN IS AN ASSUMED PRESSURE, A PRESSURE MEASURED AT THE SITE, OR AN ESTIMATED PRESSURE PROVIDED BY THE COUNTY OR CITY. THE OWNER UNDERSTANDS THIS PROJECT MAY NOT PROVIDE 100% COVERAGE AT ALL TIMES.

HYDRAULIC CALCULATION (FARTHEST HEAD)

ITEM	SIZE	PSI	NOTES
SERVICE	1"	1.84	TYPE "K" COPPER 15 LN. FT. (18.39 GPM)
WATER METER	1"	1.80	(18.39 GPM)
BALL VALVE	1"	1.00	(18.39 GPM)
WYE FILTER	1"	0.30	(18.39 GPM)
BACKFLOW PREVENTER	1"	4.00	(18.39 GPM)
MASTER VALVE	1"	4.00	(18.39 GPM)
MAIN LINE	2"	1.28	736.71 LINEAR FEET (18.39 GPM)
ZONE VALVE (3A)	1"	2.00	(18.39 GPM)
LATERAL PIPING	NA	7.12	
CRITICAL HEAD 'A'	NA	40.00	
TOTAL LOSS		63.34	
ASSUMED STATIC PRESSURE		70.00	
PRESSURE DIFFERENTIAL		-6.66	

HYDRAULIC CALCULATION (LARGEST ZONE)

ITEM	SIZE	PSI	NOTES
SERVICE	1"	0.00	TYPE "K" COPPER 20 LN. FT. (37.12 GPM)
WATER METER	1"	0.00	(0.00 GPM)
BALL VALVE	1"	1.00	(0.00 GPM)
WYE FILTER	1"	0.30	(0.00 GPM)
BACKFLOW PREVENTER	1"	4.00	(0.00 GPM)
MASTER VALVE	1"	0.00	(0.00 GPM)
MAIN LINE	2"	0.00	XX LINEAR FEET (0.00 GPM)
ZONE VALVE (3A)	1"	0.00	(0.00 GPM)
LATERAL PIPING	NA	0.00	
CRITICAL HEAD 'B'	NA	40.00	
TOTAL LOSS		45.30	
ASSUMED STATIC PRESSURE		70.00	
PRESSURE DIFFERENTIAL		-24.70	

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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

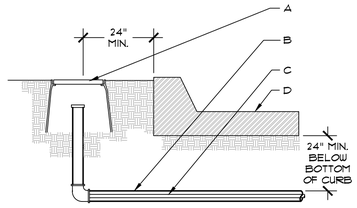
IRRIGATION PLAN

JOB NO.: 22A11111
DATE: JAN 07, 2025
DESIGNED BY: CAA
DRAWN BY: CAA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
IR-102

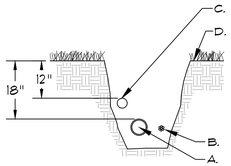
SHEET NUMBER 99



GENERAL NOTES:
1. NO DIRECT CONNECTION TO SLEEVE SHALL BE ALLOWED. SLEEVE SIZE SHALL BE TWO (2) SIZES LARGER THAN THE PIPE TO BE SLEEVED.
2. MARK HARDSCAPE WITH SYMBOL "S" TO INDICATE THAT A SLEEVE IS BELOW.
3. INSTALL WIRING IN SEPARATE SLEEVE FROM LATERAL AND MAINLINE PIPING.

CONSTRUCTION NOTES:
A. CONCRETE VALVE BOX. STUB UP SCH. 40 PVC SLEEVES AND CAP. PAINT TOP OF VALVE BOX "DAY GLOW ORANGE" FOR FUTURE REFERENCE.
B. SCH 40 PVC IRRIGATION SLEEVE - SEE PLAN.
C. PVC MAINLINE, LATERAL OR WIRING - SEE PLAN
D. PAVING

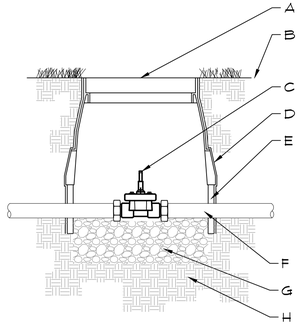
IRRIGATION SLEEVES
NOT TO SCALE



GENERAL NOTES:
1. REST PIPE FIRMLY ON TRENCH BOTTOM.
2. SNAKE PIPE FROM SIDE TO SIDE.
3. DO NOT STACK PIPE IN TRENCH. PROVIDE HORIZONTAL SEPARATION.
4. MAINTAIN 2" MINIMUM SEPARATION BETWEEN MAINLINE AND LATERAL LINE PIPING.
5. BUNDLE WIRE(S) AT 20 FT. INTERVALS.

CONSTRUCTION NOTES:
A. MAINLINE PIPING - 18" MINIMUM COVER
B. WIRE BUNDLE - TAPE PER SPECIFICATIONS
C. LATERAL LINE PIPING - 12" MINIMUM COVER
D. FINISH GRADE

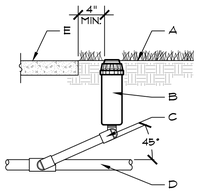
IRRIGATION TRENCH
NOT TO SCALE



GENERAL NOTES:
1. INSTALL PEA GRAVEL FLUSH WITH BOTTOM OF PIPE AND VALVE.
2. MAINLINE SHALL HAVE A MINIMUM OF 18" COVER AND LATERAL LINE SHALL HAVE A MINIMUM OF 12" COVER
3. CENTER VALVE ASSEMBLY IN VALVE BOX.

CONSTRUCTION NOTES:
A. ARMOR 12" STANDARD VALVE BOX WITH LID AND PENTAGON LOCK. ROUT AND PAINT "PRV" ON TOP OF LID. SET BOX ½" ABOVE FINISH GRADE.
B. FINISH GRADE
C. FEBCO SERIES PRV-2 PRESSURE REDUCING VALVE
D. 10 MIL. BLACK PLASTIC
E. VALVE BOX EXTENSIONS
F. MAINLINE PIPING
G. WASHED PEA GRAVEL - 6" DEPTH MIN.
H. EXISTING SUB-GRADE

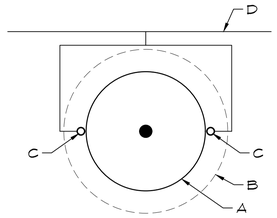
PRESSURE REDUCING VALVE
NOT TO SCALE



GENERAL NOTES:
1. SET TOP OF HEAD FLUSH WITH FINISH GRADE
2. FLUSH PIPING PRIOR TO INSTALLING NOZZLE
3. SET HEAD OFFSET OF LATERAL AND MAINLINE PIPING

CONSTRUCTION NOTES:
A. FINISH GRADE
B. ROTARY SPRAY HEAD
C. 3/4" LASCO UNITIZED O-RING SWING JOINT ASSEMBLY
D. LATERAL PIPING
E. PAVING

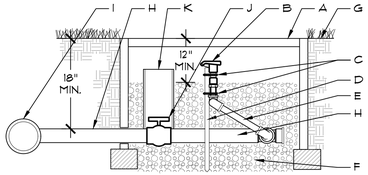
ROTARY SPRAY HEAD
NOT TO SCALE



CONSTRUCTION NOTES:
A. TREE ROOTBALL
B. EDGE OF TREE PIT (RETENTION BASIN)
C. TREE BUBBLER NOZZLE AFB
D. LATERAL LINE (SIZED AS SPEC'D.)

GENERAL NOTES:
A. TREE BUBBLERS TO BE ALIGNED PARALLEL WITH MEDIAN CURBS.
B. NO TRENCHING ALLOWED WITHIN THE TREES ROOTBALL.
C. TREE BUBBLERS TO BE ON UPHILL SIDE OF THE TREE IN THE RETENTION BASIN OR AS SHOWN.
D. COORDINATE THE LOCATION OF THE BUBBLERS WITH THE PROPOSED TREE LOCATIONS AS SHOWN ON THE LANDSCAPE PLANTING PLANS.

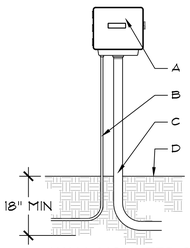
TREE BUBBLER PLAN
NOT TO SCALE



GENERAL NOTE:
1. INSTALL 8" X 8" X 16" CMU AROUND THE BASE OF EACH VALVE BOX.
2. INSTALL 1" DIA. WASHED AGGREGATE FLUSH WITH BOTTOM OF QUICK COUPLING VALVE

CONSTRUCTION NOTES:
A. NDS PRO SERIES VALVE BOX WITH OVERLAPPING COVER. ROUT AND PAINT VALVE NUMBER ON TOP OF LID. INSTALL FLUSH TO FINISHED GRADE.
B. QUICK COUPLING VALVE
C. TWO (2) STAINLESS STEEL WORM GEAR CLAMPS
D. 1" DIA. GALVANIZED STEEL PIPE, EXTEND 12" IN. INTO UNDISTURBED SOIL
E. PREASSEMBLIED UNITIZED 'O'-RING SWING JOINT ASSEMBLY
F. WASHED AGGREGATE 12" DEEP MIN.
G. FINISH GRADE
H. LATERAL SET LINE, SIZE PER QUICK COUPLER VALVE.
I. MAINLINE, SIZE PER TOTAL SITE.
J. BALL VALVE, SIZE PER QUICK COUPLER.
K. 4 in DIA. SLEEVE

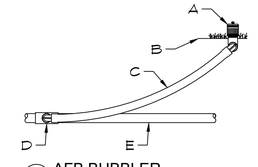
QUICK COUPLING VALVE
NOT TO SCALE



GENERAL NOTES:
1. INSTALL PER MANUFACTURER'S SPECIFICATIONS.
2. INSTALL ELECTRICAL SERVICE PER LOCAL CODES.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ELECTRICAL WORK RELATED TO IRRIGATION INSTALLATION.
4. ATTACH RAIN SENSOR WITH STAINLESS STEEL SCREWS 4'-0" MINIMUM ABOVE FINISH GRADE IN LOCATION APPROVED BY IRRIGATION CONSULTANT.
5. ATTACH TEMPERATURE SENSOR TO CONTROLLER WITH STAINLESS STEEL SCREWS IN LOCATION APPROVED BY IRRIGATION CONSULTANT.

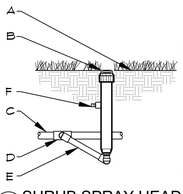
CONSTRUCTION NOTES:
A. WEATHERPROOF CONTROLLER, REFER TO PLAN FOR TYPE AND LOCATION. ATTACH TO WALL SECURELY WITH ANCHOR BOLTS.
B. ELECTRIC SERVICE 1/2" CONDUIT.
C. REMOTE ELECTRIC VALVE 2" CONDUIT.
D. FINISH GRADE

WALL MOUNTED CONTROLLER
NOT TO SCALE



GENERAL NOTES:
A. MODEL AFB BUBBLER
B. FINISH GRADE
C. SWING JOINT: HUNTER 'PRO-FLEX' TUBING 24"-36", HSBE-050 ELBOWS (2), & MARLEX STREET ELBOW (1)
D. LATERAL TEE OR ELL
E. LATERAL PIPE

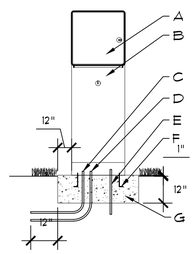
AFB BUBBLER
NOT TO SCALE



GENERAL NOTES:
SET TOP OF HEAD FLUSH WITH FINISH GRADE

CONSTRUCTION NOTES:
A. FINISH GRADE
B. SPRINKLER HEAD (SEE PLAN)
C. LATERAL PIPE
D. SCH 40 PVC TEE
E. SUPER BLUE FLEX ASSEMBLY
F. PLUG

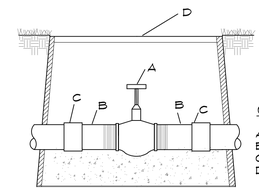
SHRUB SPRAY HEAD
NOT TO SCALE



GENERAL NOTES:
1. INSTALL ELECTRICAL WIRING PER LOCAL CODES.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ELECTRICAL WORK.
3. PROVIDE DRAINAGE AWAY FROM BASE OF PEDESTAL.
4. GROUND IRRIGATION BOXES WITH GROUNDING ROD PER N.E.C.
5. INSTALL TEMPERATURE SENSOR TO NORTH SIDE OF CONTROLLER PEDESTAL W/ STAINLESS STEEL SCREWS

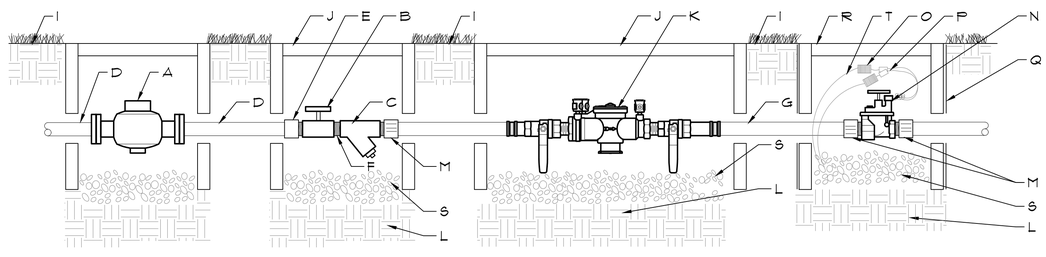
CONSTRUCTION NOTES:
A. CONTROLLER
B. PEDESTAL
C. ELECTRICAL SERVICE CONDUIT
D. REMOTE CONTROL VALVE WIRING CONDUIT
E. GROUNDING ROD(S) PER MANUFACTURER'S REQUIREMENTS
F. ANCHOR BOLTS
G. CONCRETE BASE, 3,000 PSI

PEDESTAL MOUNTED CONTROLLER
NOT TO SCALE



CONSTRUCTION NOTES:
A. GATE VALVE
B. SCH 80 TOE NIPPLE
C. COUPLING
D. 11x11 VALVE BOX

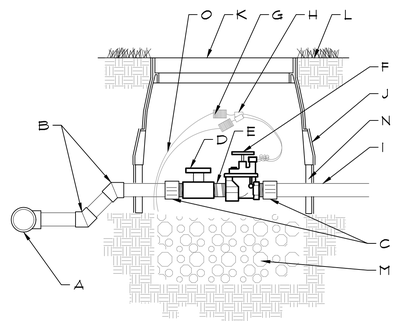
GATE VALVE
NOT TO SCALE



BACKFLOW PREVENTER CONNECTION
NOT TO SCALE

GENERAL NOTES:
1. INSTALL WASHED PEA GRAVEL BELOW DCA TO ALLOW ACCESS TO TEST COCKS AND OPERATION OF BALL VALVES
2. INSTALL PEA GRAVEL FLUSH WITH ELECTRIC VALVE.
3. PROVIDE A 24" WIRE EXPANSION COIL AT EACH DRY SPLICE WIRE CONNECTION.
4. CENTER VALVE ASSEMBLY IN VALVE BOX.

CONSTRUCTION NOTES:
A. WATER METER (SIZE PER PLAN)
B. BALL VALVE (SIZE PER LINE)
C. WYE STRAINER (SIZE PER LINE)
D. TYPE 'K' COPPER PIPE
E. COPPER SxT COUPLING
F. TBE NIPPLE
G. PIPE PER CITY CODE
H. COUPLING
I. FINISH GRADE
J. 12"x17" VALVE BOX. SET FLUSH WITH FINISH GRADE
K. DOUBLE CHECK VALVE ASSEMBLY
L. COMPACTED SUBGRADE
M. MALE ADAPTER
N. MASTER ELECTRIC VALVE
O. WIRE COIL
P. WATERPROOF WIRE CONNECTORS
Q. 10 ML BLACK PLASTIC
R. 10" RD VALVE BOX. SET ¼" ABOVE FINISH GRADE.
S. WASHED PEA GRAVEL - 6" DEPTH MIN
T. VALVE WIRING



GENERAL NOTES:
1. INSTALL PEA GRAVEL FLUSH WITH BOTTOM OF PIPE AND VALVE.
2. MAINLINE SHALL HAVE A MINIMUM OF 18" COVER AND LATERAL LINE SHALL HAVE A MINIMUM OF 12" COVER.
3. PROVIDE A 24" WIRE EXPANSION COIL AT EACH DRY SPLICE WIRE CONNECTION.
4. CENTER VALVE ASSEMBLY IN VALVE BOX.

CONSTRUCTION NOTES:
A. PVC SERVICE TEE
B. SCH 40 45° BEND
C. SCH 40 MALE ADAPTER
D. SCH 40 BALL VALVE
E. GRAY SCH 80 SHORT NIPPLE (TBE)
F. AUTOMATIC VALVE
G. WIRE COIL
H. WATERPROOF WIRE CONNECTORS
I. LATERAL PIPE
J. 10 ML BLACK PLASTIC
K. ARMOR 12" STANDARD VALVE BOX WITH COVER AND PENTAGON LOCK. ROUT AND PAINT VALVE NUMBER ON TOP OF LID. SET ¼" ABOVE FINISH GRADE.
L. FINISH GRADE
M. WASHED PEA GRAVEL - 6" DEPTH MIN
N. 6" VALVE BOX EXTENSIONS AS REQUIRED
O. VALVE WIRING

ELECTRIC VALVE
NOT TO SCALE

AS-BUILT
DRAWINGS
March 5, 2025

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LICENSED IRRIGATOR
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REGISTRATION NO. F-5713

REV.	DATE	DESCRIPTION	BY

ADDISON AIRPORT (ADS)
ADDISON, TEXAS
CASE NO. SP2022-05

SKY HARBOUR HANGAR DEVELOPMENT
4505 CLAIRE CHENNAULT RD
ADDISON, TX

IRRIGATION PLAN

JOB NO.: 22A11111
DATE: DEC, 19, 2024
DESIGNED BY: CAA
DRAWN BY: CAA

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
IR-103

SHEET NUMBER 100

Plotted by: Station10 Plot Date: 3/6/2025 4:03 PM
Drawing: W:\Shared With Me\shared\Projects\GAR001 – Sky Harbour Addison\GAR003R.dwg Saved By: Station13 Save Time: 1/10/2025 10:59 AM