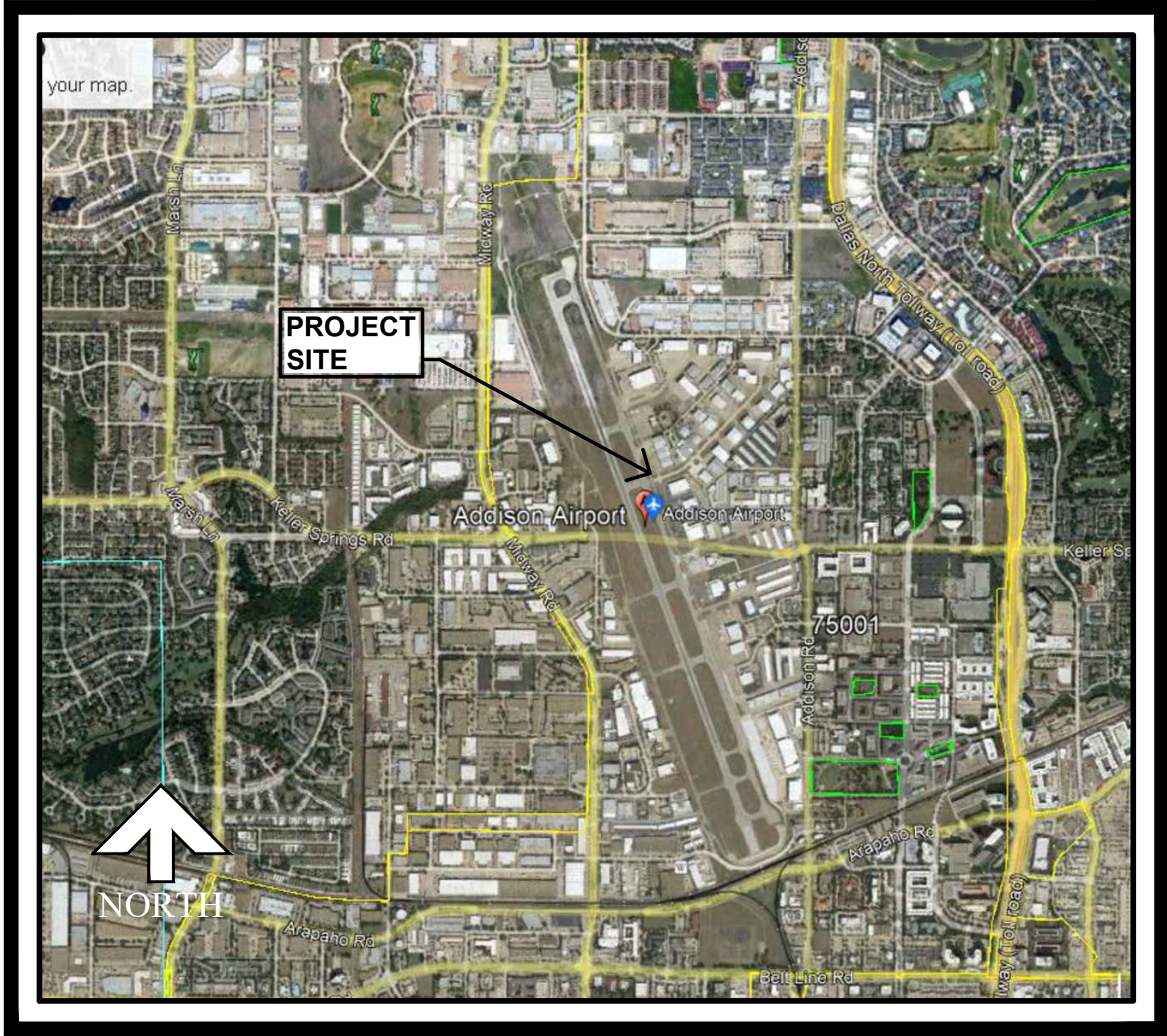




FBO AND RAMP RENOVATION
FOR
ATLANTIC AVIATION ADS
4400 GLENN CURTISS DRIVE
ADDISON, TX 75001

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LOCATION MAP
N.T.S.

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



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PROPOSED FBO AND
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**ATLANTIC
AVIATION
ADS**
4400 GLENN CURTISS DRIVE
ADDISON, TX 75001

RECORD DRAWINGS December 10, 2024
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Town of Addison Case #SP2022-8

C-00.00

COVER
SHEET

12/10/2024 N/A
DATE TN SCALE:
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CHK

Project No.
R313467.01

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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.
- 1.6.5. **FAA SPECIFICATIONS & STANDARD 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, **OR TERRACON GEOTECHNICAL REPORT RECOMMENDATION (TERRACON PROJECT #94215275). THE CONTRACTOR SHALL USE THE MOST STRINGENT RECOMMENDATION**
- 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 WITH AT LEAST 30 LBS. PER SQ. YD. HYDRATED LIME, **OR TERRACON GEOTECHNICAL REPORT RECOMMENDATION (TERRACON PROJECT #94215275), THE CONTRACTOR SHALL USE THE MOST STRINGENT RECOMMENDATION, AND** 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 F1 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. 1600 PSI 28 DAY COMPRESSIVE STRENGTH.~~
- 2.5.3. ~~CLASS F2 PAVEMENT - HAND FINISHED - HAND FINISHED PAVEMENT IS PERMITTED FOR TURN LINES, DECELERATION LINES, DRIVEWAY APPROACHES, OR PANEL REPLACEMENT OF PUBLIC STREETS OR ALLEYS MIN. 1600 PSI 28 DAY COMPRESSIVE STRENGTH.~~
- 2.5.4. MINIMUM PAVEMENT THICKNESS SHALL BE AS FOLLOWS:
- TERRACON GEOTECHNICAL REPORT RECOMMENDATION (TERRACON PROJECT #94215275)**
- 2.5.1.1. ~~MAJOR ARTERIAL - 16" CLASS F1 OR F2~~
- 2.5.1.2. ~~MINOR ARTERIAL - 8" CLASS F1 OR F2~~
- 2.5.1.3. ~~COMMERCIAL/INDUSTRIAL COLLECTOR - 8" CLASS F1 OR F2~~
- 2.5.1.4. ~~RESIDENTIAL COLLECTOR - 8" CLASS F1 OR F2~~
- 2.5.1.5. ~~RESIDENTIAL LOCAL - 8" CLASS F1 OR F2~~
- 2.5.1.6. ~~CURB WALK AND DRIVE - 4" CLASS F1~~
- 2.5.1.7. ~~DRIVE APPROACH - 8" CLASS F2~~
- 2.5.1.8. ~~ALLEY - 8" CLASS F1 OR F2~~
- FIRE LANE - 8" 3500 psi REINFORCED CONCRETE PAVEMENT W/STEEL REINFORMENT #3 BARS ON 18" CENTERS BOTH WAY; OVER 6" THICK LIME STABILIZED SUBGRADE AT A RATE OF 7.0% HYDRATED LIME BY DRY WEIGHT; AND RECOMPACT SUBGRADE A MINIMUM OF 95% OF THE MAXIMUM STANDARD PROCTOR DRY DENSITY PER TERRACON GEOTECHNICAL ENGINEERING REPORT, DATED JULY 15, 2022 (TERRACON PROJECT No. 94215275);**
- PARKING - 6" 3500 psi REINFORCED CONCRETE PAVEMENT W/STEEL REINFORCEMENT #3 BARS ON 18" CENTERS BOTH WAY; OVER 6" THICK LIME STABILIZED SUBGRADE AT A RATE OF 7.0% HYDRATED LIME BY DRY WEIGHT; AND RECOMPACT SUBGRADE A MINIMUM OF 95% OF THE MAXIMUM STANDARD PROCTOR DRY DENSITY PER TERRACON GEOTECHNICAL ENGINEERING REPORT, DATED JULY 15, 2022 (TERRACON PROJECT No. 94215275);**
- DUMPSTER PAD - 7" 3500 psi REINFORCED CONCRETE PAVEMENT W/STEEL REINFORCEMENT #3 BARS ON 18" CENTERS BOTH WAY; OVER 6" THICK LIME STABILIZED SUBGRADE AT A RATE OF 7.0% HYDRATED LIME BY DRY WEIGHT; AND RECOMPACT SUBGRADE A MINIMUM OF 95% OF THE MAXIMUM STANDARD PROCTOR DRY DENSITY AND RECOMPACT SUBGRADE A MINIMUM OF 95% OF THE MAXIMUM STANDARD PROCTOR DRY DENSITY PER TERRACON GEOTECHNICAL ENGINEERING REPORT, DATED JULY 15, 2022 (TERRACON PROJECT No. 94215275);**
- SIDEWALK: 4" 3500 psi REINFORCED CONCRETE PAVEMENT W/STEEL REINFORCEMENT #3 BARS ON 24" CENTERS BOTH WAY; OVER 6" RECOMPACTED SUBGRADE A MINIMUM OF 95% OF THE MAXIMUM STANDARD PROCTOR DRY DENSITY, PER TERRACON GEOTECHNICAL ENGINEERING REPORT, DATED JULY 15, 2022 (TERRACON PROJECT No. 94215275).**
- HANGAR CONCRETE APRON - 11" (6000 psi COMPRESSIVE STRENGTH) PORTLAND CEMENT CONCRETE PAVEMENT PER TxDOT ITEM 360, W/ #4 DEFORMED STEEL REINFORCEMENT BARS @ 12" O.C. PER TxDOT ITEM 440; OVER 6" BASE COURSE PER TxDOT ITEM 247; AND DIAXIAL GEOGRID AND 12" LIME TREATED BASE PER TxDOT ITEM 260.**
- HOT MIX ASPHALTIC CONCRETE: 8" HMAC MIX PAVEMENT; OVER 6" CRUSHED AGGREGATE BASE COURSE, AND 12" LIME TREATED SUBGRADE PER TERRACON GEOTECHNICAL ENGINEERING REPORT, DATED JULY 15, 2022 (TERRACON PROJECT No. 94215275).**
- 5-1/2" HMAC MIX PAVEMENT TERRACON GEOTECHNICAL ENGINEERING REPORT, DATED JULY 15, 2022 (TERRACON PROJECT No. 94215275).; OVER MPG4 QUAD AXIAL COMPOSITE PAVING GRID REINFORCEMENT WITH BINDER OR APPROVED EQUAL.**
- 2.5.1. 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.
- 2.5.2. SPACING AND CONSTRUCTION OF JOINTS SHALL CONFORM TO TOWN OF ADDISON STANDARD CONSTRUCTION DETAILS.
- 2.5.3. 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, TAG, & PROWAG REQUIREMENTS AT NO ADDITIONAL COST TO THE TOWN.
- 2.5.4. ~~ALL MEDIANS AND PARKWAYS SHALL BE PROVIDED WITH GROUND COVER. TYPE OF GROUND COVER 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 SOG, AND GROUND COVER SHALL BE MINIMUM ONE (1) GALLON PLANT MATERIAL.~~

4. GENERAL NOTES FOR STORM DRAIN SYSTEMS

- 4.1. ALL STORM DRAIN CONSTRUCTION, TESTING, AND MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION 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 PRE-CONSTRUCTION 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.



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Project Revision



PROPOSED FBO AND
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**Town of Addison Case #SP2022-8
C-00.01**

**GENERAL
CONSTRUCTION
NOTES**

12/10/2024 N/A
DATE SCALE:
TN GJ
DWN CHK

**Project No.
R313467.01**

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L:\proj\313467\01 - addison airport-atlantic hangar phase 1\gh1 record drawings\c-ph 1-general const notes.dwg

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 SEIDMENT 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 EVEN 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 BOUNDING~~ AND GENERAL CLEANUP, THE CONTRACTOR SHALL ESTABLISH GRASS GROUNDCOVER IN ALL ~~OTREES~~ ~~CHUNKING 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.
- 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 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 DE-ENERGIZING 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 WIRE LEVELER OR A TREE CERTIFIED TECHNICIAN ON THE PROJECT SITE TO PLACE THE TRAFFIC SIGNALS IN OPERATION. 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 TCEQ. 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 TCEQ. FOR MORE INFORMATION, CONTACT TEXAS ENGINEERING EXTENSION SERVICE (TEEX), TXDOT ELECTRICAL SYSTEM COURSE.~~
- 9.10. ~~THE CONTRACTOR SHALL NOT PLACE PEDESTRIAN CROSSWALKS AND OTHER DARK 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~~
- 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.



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Project Revision



PROPOSED FBO AND
RAMP RENOVATION FOR:
**ATLANTIC
AVIATION
ADS**
4400 GLENN CURTISS DRIVE
ADDISON, TX 75001

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5430 LBJ Freeway, Suite 1500
Dallas, Texas 75240-2575
Phone (214) 871-3311 Fax (214) 871-0757

Town of Addison Case #SP2022-8

C-00.02

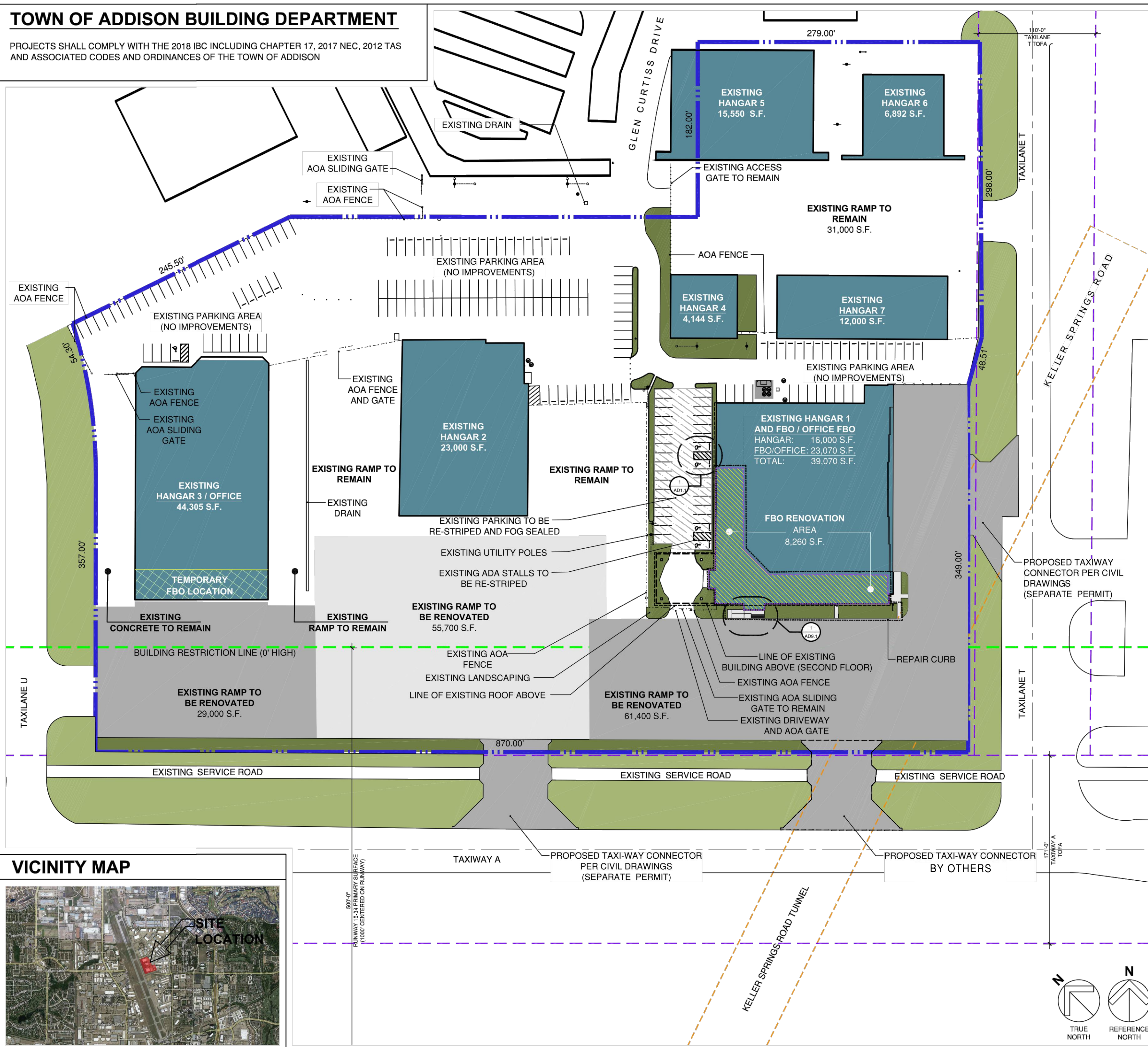
GENERAL
CONSTRUCTION
NOTES

12/10/2024
DATE: TN
DWN
N/A
SCALE: GJ
CHK

Project No.
R313467.01

TOWN OF ADDISON BUILDING DEPARTMENT

PROJECTS SHALL COMPLY WITH THE 2018 IBC INCLUDING CHAPTER 17, 2017 NEC, 2012 TAS AND ASSOCIATED CODES AND ORDINANCES OF THE TOWN OF ADDISON



SITE INFORMATION

ZONING:	I-3
LAND USE:	AIRCRAFT HANGAR/OFFICE
AREA OF WORK:	10,800 S.F.
SITE AREA (NO IMPROVEMENT):	482,087 S.F.
TOTAL:	(11.30 ACRES) 492,887 S.F.
LANDSCAPE + OFF-LEASE LANDSCAPE :	28,575 S.F.
HARDSCAPE :	362,027 S.F.
BUILDING FOOTPRINT TOTAL:	132,261 S.F.

BUILDING SUMMARY

EXISTING HANGAR 1 AND FBO	
HANGAR 1	
EXISTING HANGAR:	16,000 S.F.
EXISTING FBO/OFFICE	
FIRST FLOOR:	10,370 S.F.
SECOND FLOOR:	12,700 S.F.
SUBTOTAL - FBO/OFFICE:	23,070 S.F.
TOTAL HANGAR FBO/OFFICE:	39,070 S.F.
EXISTING FBO (TO BE RENOVATED):	8,260 S.F.
PROPOSED AIRSIDE VESTIBULE:	150 S.F.

EXISTING HANGAR 2	
HANGAR:	23,000 S.F.
TOTAL:	23,000 S.F.

EXISTING HANGAR 3	
HANGARS:	26,000 S.F.
OFFICE/SHOP (FIRST FLOOR):	18,305 S.F.
TOTAL:	44,305 S.F.

EXISTING HANGAR 4	
HANGAR:	4,144 S.F.
TOTAL:	4,144 S.F.

EXISTING HANGAR 5	
HANGAR:	15,550 S.F.
TOTAL:	15,550 S.F.

EXISTING HANGAR 6	
HANGAR:	6,892 S.F.
TOTAL:	6,892 S.F.

EXISTING HANGAR 7	
HANGAR:	12,000 S.F.
TOTAL:	12,000 S.F.

TOTAL BUILDING AREA:	144,961 S.F.
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PARKING SUMMARY

PARKING REQUIRED	
BUILDING AREA :	144,961 S.F. / 1,000 = 145 STALLS
EXISTING PARKING PROVIDED	
STANDARD STALLS :	164 STALLS
ADA STALLS :	4 STALLS
TOTAL :	168 STALLS

LEGEND

	PROPOSED PARKING TO BE RE-PAVED AND STRIPED		EXISTING LANDSCAPING
	EXISTING BUILDING		EXISTING OFF-LEASE LANDSCAPING
	EXISTING FBO/OFFICE (TO BE RENOVATED, FIRST FLOOR)		(NEW LANDSCAPING)
	TEMPORARY FBO LOCATION		EXISTING RAMP TO BE REMOVED AND REPLACED
	LEASE LINE		TAXILANE ACCESS
	BRL LINE		ROAD TUNNEL
	AOA FENCE		RUNWAY/TAXIWAY CENTER LINE
	AREA OF WORK		EXISTING CHAINLINK FENCE TO BE REMOVED

VICINITY MAP



OVERALL SITE PLAN

SCALE 1" = 50'-0"

1



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4400 GLENN CURTISS DRIVE
ADDISON, TX 75001

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Town of Addison Case #SP2022-8

A1.1

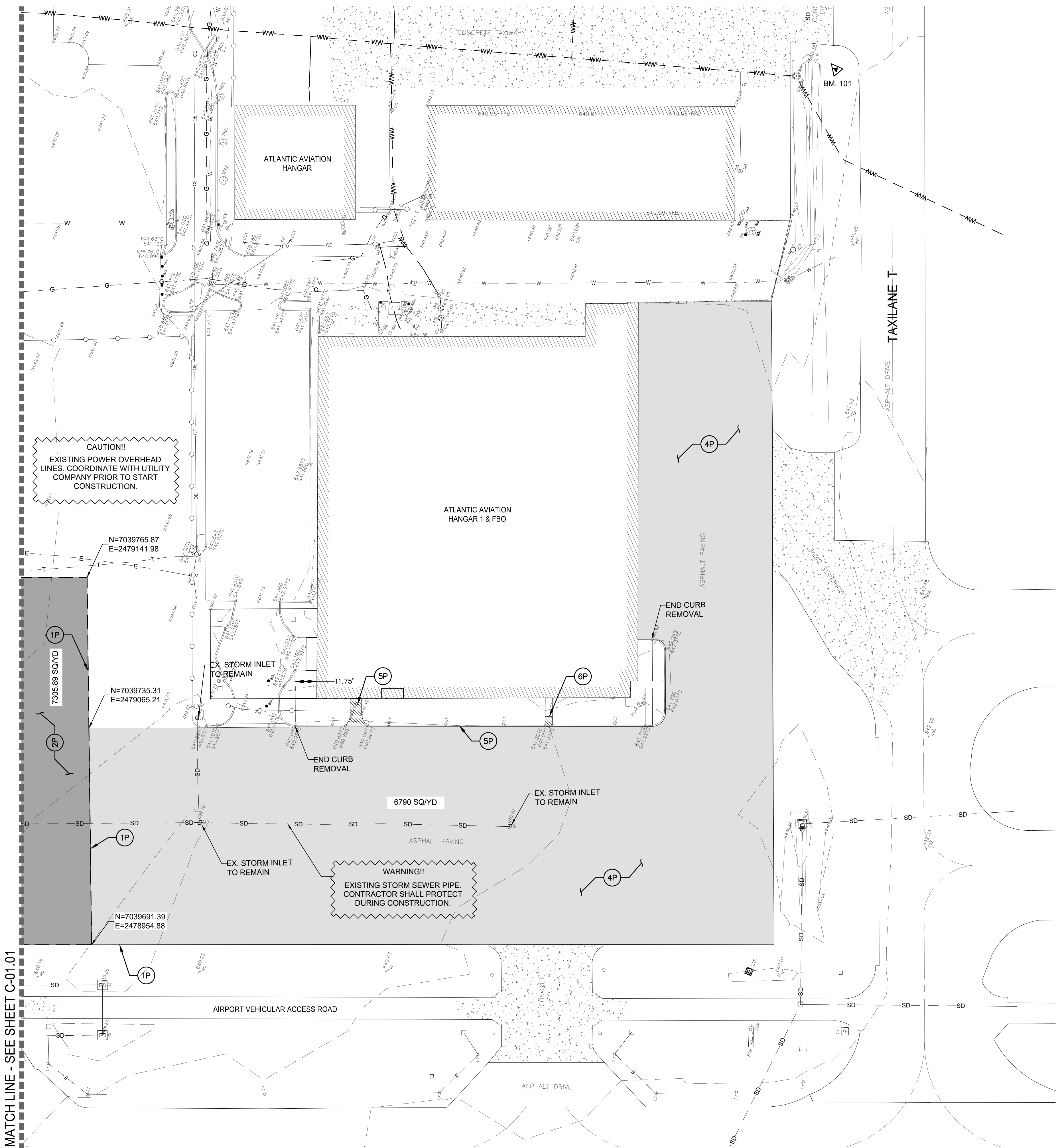
OVERALL
SITE PLAN

12/10/2024 1"=30'
DATE TN SCALE: GJ
DWN CHK

Project No.
R313467.01

I:\proj\313467\01 - addison airport-atlantic hangar\10 add & btm\10.1 autocad\addison airport-atlantic hangar phase 1\pht record drawings\c-ph 1-demolition plan.dwg

MATCH LINE - SEE SHEET C-01.01



BENCHMARK CONTROL POINT TABLE				
Point #	Control Point Type	Northing	Easting	Elevation
101	5/8-INCH IRON ROD SET	7040112.1310	2478786.1550	638.535
103	5/8-INCH IRON ROD SET	7039482.3510	2479548.5850	640.869

LEGEND

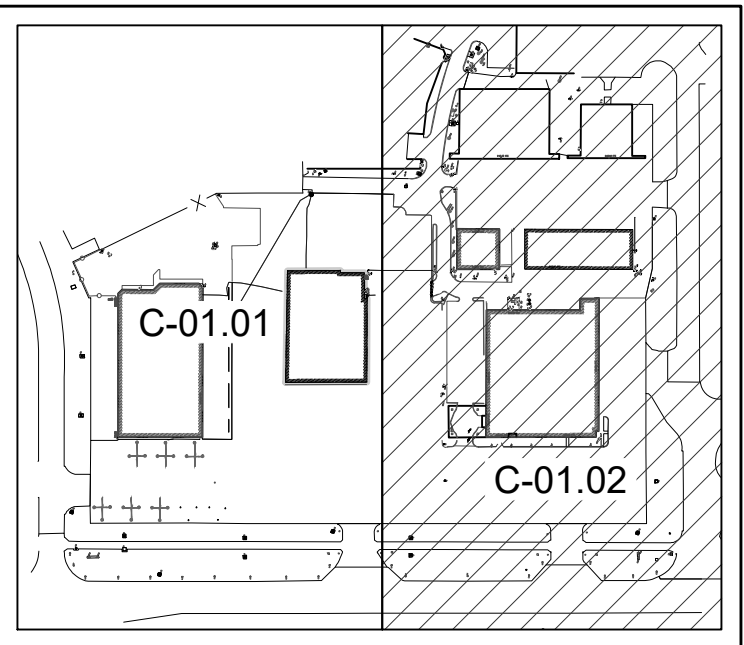
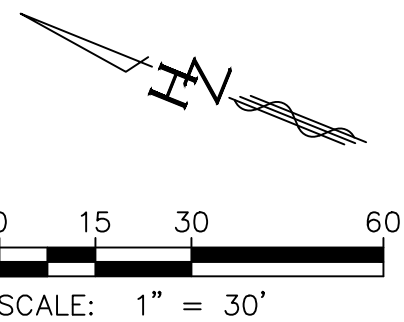
- BENCHMARK
- EXISTING SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING TREE
- EXISTING WATER VALVE
- EXISTING WATER METER
- EXISTING GAS METER
- EXISTING IRRIGATION CONTROL VALVE
- EXISTING AC UNITS
- EXISTING FIRE HYDRANT
- EXISTING BOLLARDS
- LOC LOC LOC LIMITS OF CONSTRUCTION
- OE EXISTING OVERHEAD ELECTRIC. LINE
- EXISTING TRENCH DRAIN
- SAWCUT CONCRETE CURB & GUTTER
- SILT FENCE
- EXISTING TELEPHONE LINE
- EXISTING UNDERGROUND ELECT. LINE
- EXISTING WATER LINE
- EXISTING WASTE WATER
- EXISTING GAS SERVICE LINE
- ASPHALT TO BE REMOVED
- EXISTING CONCRETE TO REMAIN
- ASPHALT SURFACE TO BE MILLED
- CONCRETE SIDEWALK TO BE DEMOLISHED

DEMOLITION WORK:

- 1P SAWCUT, REMOVE, AND DISPOSE OF EXISTING PAVEMENT. THE SAWCUT SHALL BE THE FULL-DEPTH OF THE PAVEMENT TO PROVIDE A CLEAN STRAIGHT LINE.
- 2P REMOVE AND DISPOSE OF EXISTING ASPHALT PAVEMENT. CONTRACTOR TO COORDINATE / VERIFY WITH GEOTECHNICAL ENGINEER FOR THE LIMITS OF ASPHALT PAVEMENT REMOVAL AND REHABILITATION.
- 4P REMOVE 4 INCHES OF EXISTING ASPHALT PAVEMENT BY MILLING. CONTRACTOR SHALL PROVIDE A MILLED SURFACE WITH REASONABLY UNIFORM TEXTURE. CONTRACTOR TO DISPOSE OF MILLED MATERIAL.
- 5P SAWCUT, REMOVE AND DISPOSE OF 250 L.F. OF EXISTING CONCRETE CURB & GUTTER AND 375 S.F. OF CONCRETE SIDEWALK.
- 6P REMOVE EXIST. CONCRETE SIDEWALK AS REQUIRED & RE-CONSTRUCT TO MATCH NEW TOP OF CURB.

NOTES:

- CONTRACTOR TO COORDINATE WITH OWNER THE INSTALLATION OF TEMPORARY SECURITY FENCE DURING CONSTRUCTION.
- CONTRACTOR SHALL PROTECT EXISTING IRRIGATION LINES AND VALVES AROUND EXISTING BUILDING TO REMAIN. COORDINATE WITH IRRIGATION PLANS.
- CONTRACTOR SHALL PROTECT EXISTING APPURTENANCES TO REMAIN DURING CONSTRUCTION. AND ADJUST TO NEW GRADES WHERE REQUIRED.
- THE PAVEMENT SAWCUT IS INCIDENTAL TO THE PAVEMENT REMOVAL. THE PAVEMENT SAWCUT QUANTITY WILL VARY DEPENDING ON THE CONSTRUCTION PHASING.
- PER TERRACON GEOTECHNICAL ENGINEERING REPORT, DATED JULY 15, 2022 (TERRACON PROJECT No. 94215275), THE LIMESTONE LAYER DEPTH FROM THE TOP GRADE VARIES FROM 2' TO 7'. THE CONTRACTOR SHALL ADJUST THE EXCAVATION DEPTH TO MINIMIZE THE WORK INTO THE LIMESTONE LAYER.
- CONTRACTOR SHALL PROVIDE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) PER FAA AC 150/5370-2, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION. THE SPCD SHALL BE SUBMITTED TO THE AIRPORT FOR REVIEW AND APPROVAL BEFORE BEGIN CONSTRUCTION. IF THE PHASING IS CHANGED, THE CONTRACTOR SHALL DOCUMENT THE REVISIONS WITH A DRAWING AND A NARRATIVE OF HOW THE CONTRACTOR WILL PURSUE THE SAFETY REQUIREMENTS ON THE AIRFIELD PER FAA AC 150/5370-2.
- CONTRACTOR SHALL PREPARE AND SUBMIT A "NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION" CONSTRUCTION 7460 FORM TO THE FAA AT LEAST 45 DAYS BEFORE THE START DATE OF THE PROPOSED CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT THE APPROVED FORM TO THE AIRPORT BEFORE STARTING THE CONSTRUCTION.



KEY MAP

JRMA
ARCHITECTS ENGINEERS

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Town of Addison Case #SP2022-8

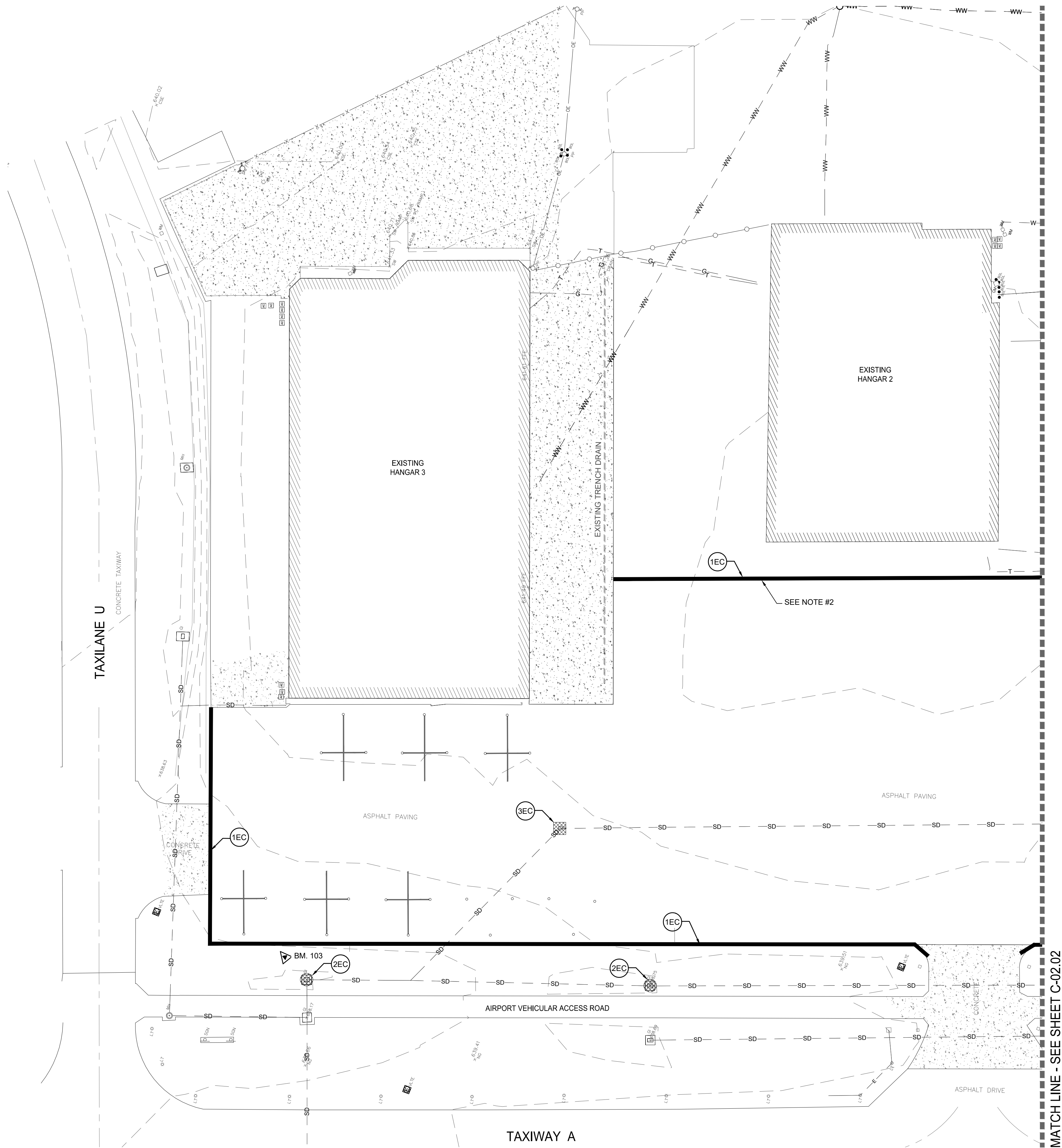
C-01.02

**DEMOLITION
PLAN**

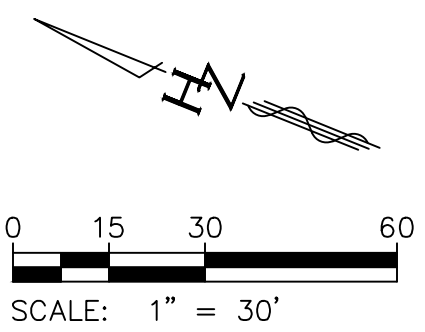
12/10/2024
DATE
TMF
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1"=30'
SCALE:
GDD
CHK

Project No.
R313467.01

I:\proj\313467\01 - addison airport-atlantic hangar\10 add & binn\10.1 autocad\addison airport-atlantic hangar phase 1\ph1 record drawings\c-02-ph 1-erosion control plan.dwg



BENCHMARK CONTROL POINT TABLE				
Point #	Control Point Type	Northing	Easting	Elevation
101	5/8-INCH IRON ROD SET	7040112.1310	2478786.1550	638.535
103	5/8-INCH IRON ROD SET	7039482.3510	2479548.5850	640.869



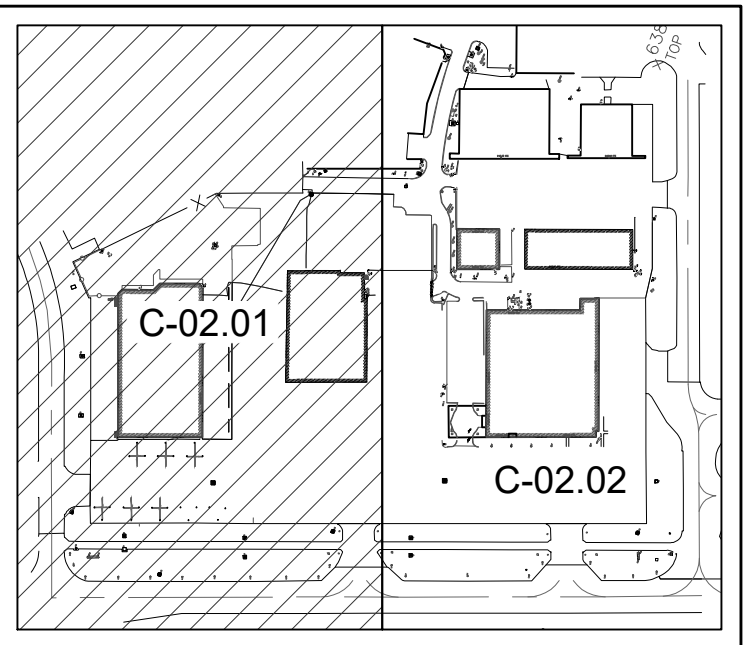
LEGEND	
	BENCHMARK
	STORMWATER EROSION CONTROL WATTLE
	CONSTRUCTION ENTRANCE
	INLET PROTECTION (PER NCTCOG STD. DETAIL)
	GRATE INLET PROTECTION (PER TOWN OF ADDISON STD. DETAIL)

EROSION WORK:

- 1EC INSTALL 12" STORMWATER EROSION CONTROL WATTLE FULLY CROSSED STAKED AND NOT SUBJECT TO DISPLACEMENT.
- 2EC INSTALL INLET PROTECTION FILTER BARRIER, PER NCTCOG STANDARD DETAIL 1120.
- 3EC INSTALL GRATE INLET PROTECTION PER THE TOWN OF ADDISON STANDARD DETAIL SD-EC01.
- 4EC INSTALL CONSTRUCTION ENTRANCE PER NCTCOG STANDARD DETAIL 1070A & 1070B. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF ADDISON'S CONSTRUCTION INSPECTOR AND OWNER FOR THE FINAL LOCATION.

NOTES:

1. THE CD'S EROSION CONTROL PLAN IS A GUIDELINE FOR THE CONTRACTOR'S BENEFIT. THE CONTRACTOR SHALL ADJUST/MODIFY THE PLAN ACCORDING TO THE CONSTRUCTION MEANS AND METHODS EMPLOYED FOR CONSTRUCTION.
2. THE CONTRACTOR SHALL INSTALL/ADJUST/MODIFY THE REQUIRED EROSION CONTROLS BY PHASE ACCORDING TO THE CONSTRUCTION SEQUENCE.
3. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION PHASING PLAN TO THE OWNER AND ENGINEER FOR APPROVAL.



KEY MAP

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ARCHITECTS ENGINEERS

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Project Revision



**PROPOSED FBO AND
RAMP RENOVATION FOR:**
**ATLANTIC
AVIATION
ADS**
4400 GLENN CURTISS DRIVE
ADDISON, TX 75001

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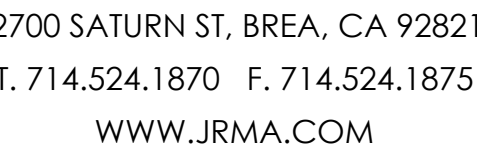
Town of Addison Case #SP2022-8

C-02.01

**EROSION
CONTROL
PLAN**

12/10/2024
DATE TN
DWN
1"=30'
SCALE: GJ
CHK

Project No.
R313467.01





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own of Addison Case #SP2022-8

EROSION CONTROL PLAN

12/10/2024	1"-30'
DATE	SCALE:
TN	GJ
DWN	CHK

Project No.
R313467.01

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I:\proj\313467.d1 - addison airport-atlantic hangar\10 cadd & bim\10.1 autocad\addison airport-atlantic hangar phase 1\gh1 record drawings\c-ph 1-erosion control plan.dwg

SITE DESCRIPTION

PROJECT LIMITS: Addison Airport, Addison, TX
PROJECT DESCRIPTION: Construction of pavement and drainages improvements.
MAJOR SOIL DISTURBING ACTIVITIES: Demolition of the existing pavement, construction of drainage improvements.
TOTAL PROJECT AREA: 3.32 acres ±
TOTAL AREA TO BE DISTURBED: 3.32 acres ±
WEIGHTED RUNOFF COEFFICIENT (AFTER CONSTRUCTION): 0.90
EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER:
The existing cover is composed of hangar roof, asphalt and concrete pavement.
The existing vegetative cover is at 0.0%.
NAME OF RECEIVING WATERS:
The Addison Airport is located in the Hutton Brach watershed and the receiving water is Elm Fork Trinity River.
SOIL STABILIZATION PRACTICES:
Temporary Seeding
☒ Permanent Planting, Sodding, or Seeding
Mulching
Soil Retention Blanket
Buffer Zones
Preservation of Natural Resources
STRUCTURAL PRACTICES:
Silt Fence
Hay Bales
Rock Berms
Diversion, Interceptor, or Perimeter Dikes
Diversion, Interceptor, or Perimeter Swales
Diversion Dikes and Swale Combination
Pipe Slope Drains
Paved Flumes
☒ Rock Bedding at Construction Exit
Timber Matting at Construction Exit
Channel Liners
Sediment Traps
Sediment Basins
☒ Storm Inlet Sediment Trap
Stone Outlet Structures
☒ Curb and Gutters
☒ Storm Sewer
Velocity Control Devices

OTHER: Erosion Control Wattle
NARRATIVE-SEQUENCE OF CONSTRUCTION (STORM WATER MANAGEMENT) ACTIVITIES:

Erosion and sediment control shall be installed at the beginning of the project and adjusted according to the construction sequence. 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 sewer and drainage ditches will be used to remove water from the site. Storm water runoff will flow through erosion control wattles and grate inlet protection 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 CATEGORIES ARE CONSIDERED TO BE HAZARDOUS:
PAINTS ACIDS FOR CLEANING MASONRY SURFACES, CLEANING SOLVENTS, ASPHALT PRODUCTS, CHEMICAL ADDITIVES FOR SOIL STABILIZATION, AND CONCRETE CURING COMPOUNDS AND ADDITIVES. IN THE EVENT OF A SPILL WHICH MAY BE HAZARDOUS, THE SPILL COORDINATOR SHOULD BE CONTACTED IMMEDIATELY.

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

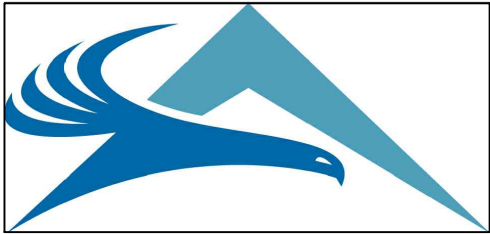
OFFSITE VEHICLE TRACKING:
☒ HAUL ROADS DAMPENED FOR DUST CONTROL
☒ LOADED HAUL TRUCKS TO BE COVERED WITH TARPULIN
☒ EXCESS DIRT ON ROAD REMOVED DAILY
☒ STABILIZED CONSTRUCTION ENTRANCE

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



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4400 GLENN CURTISS DRIVE
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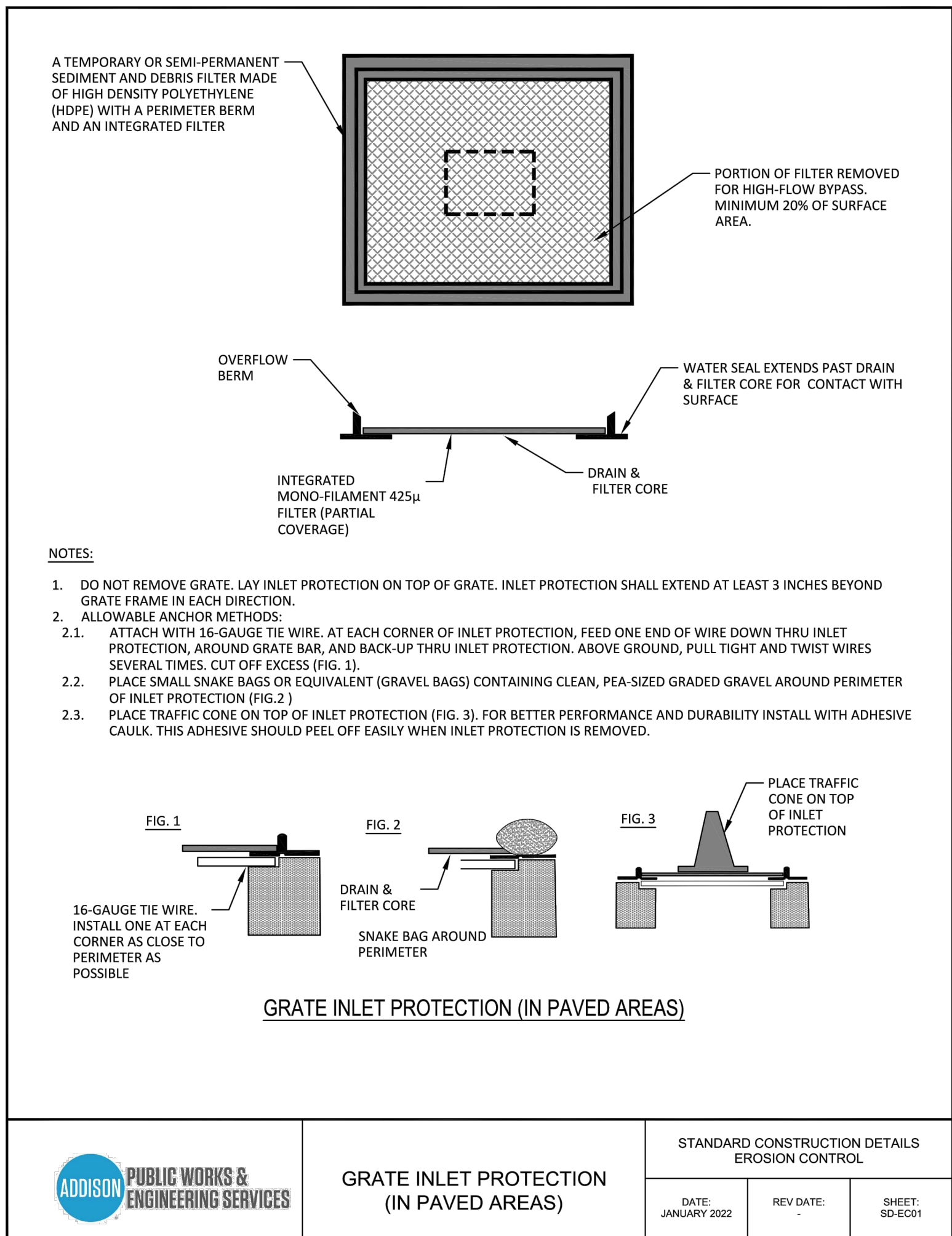
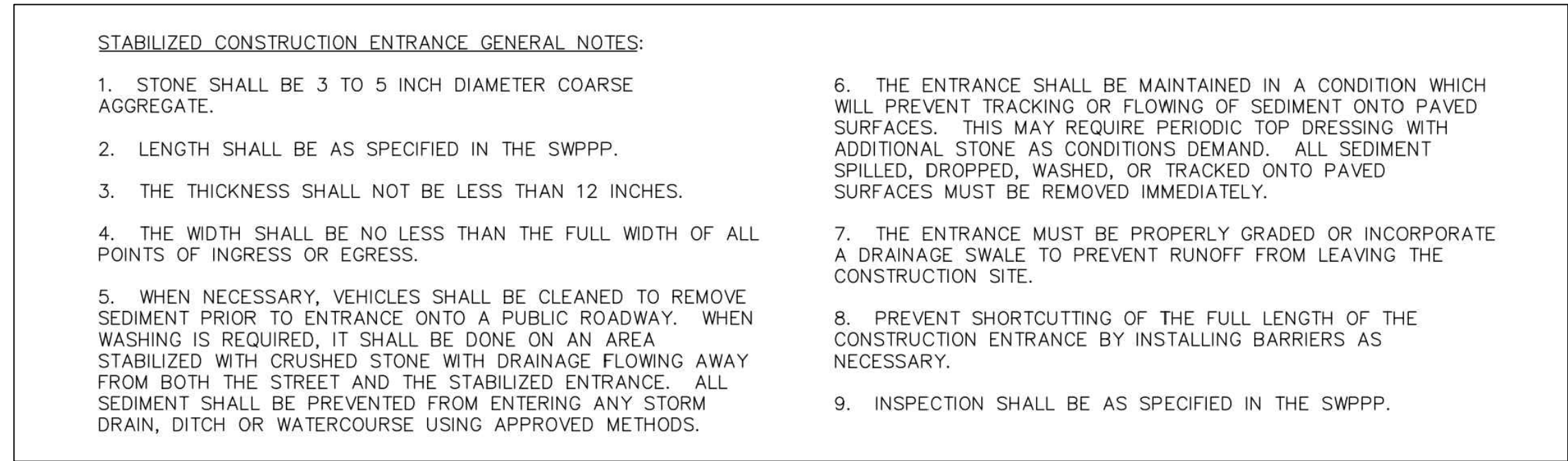
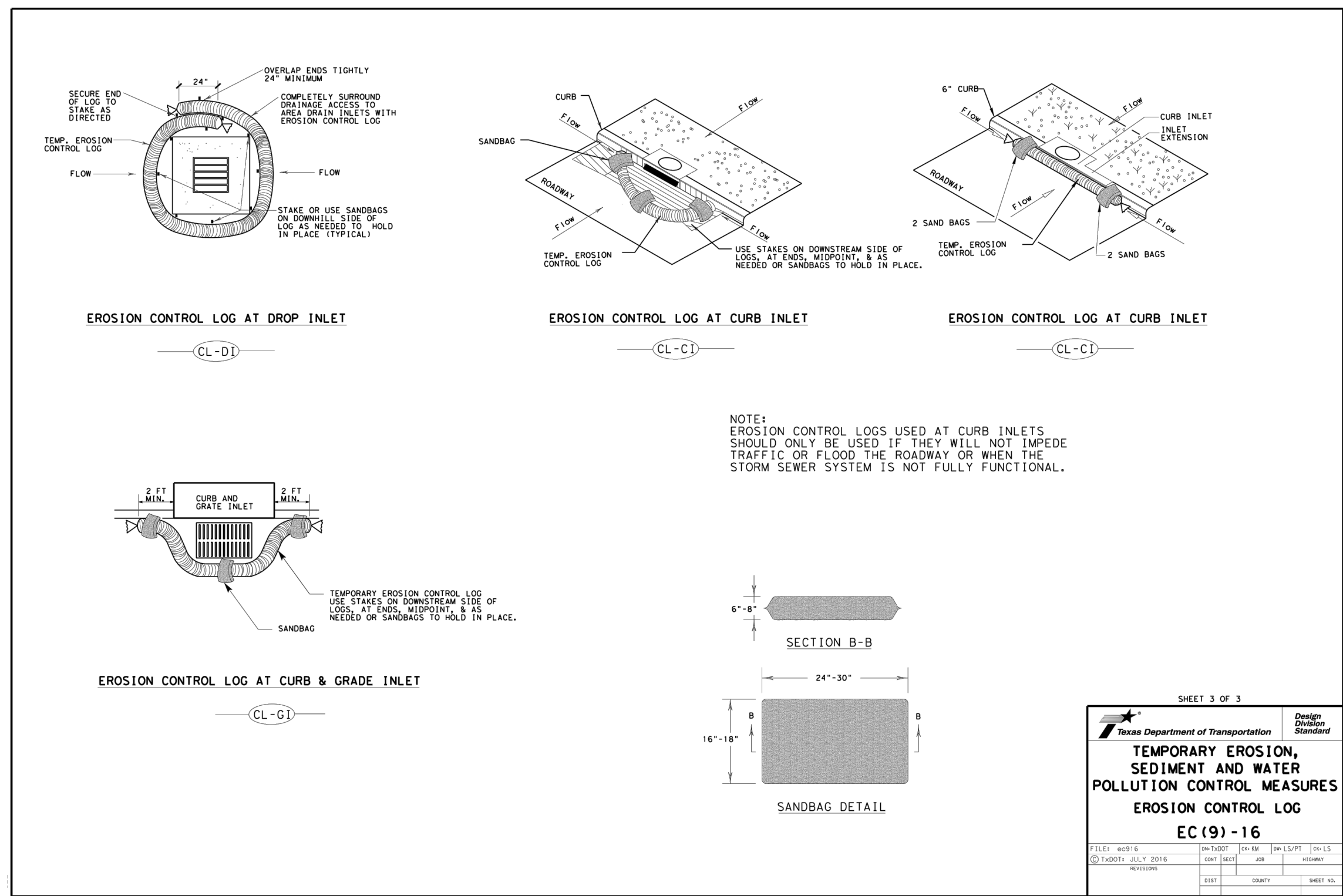
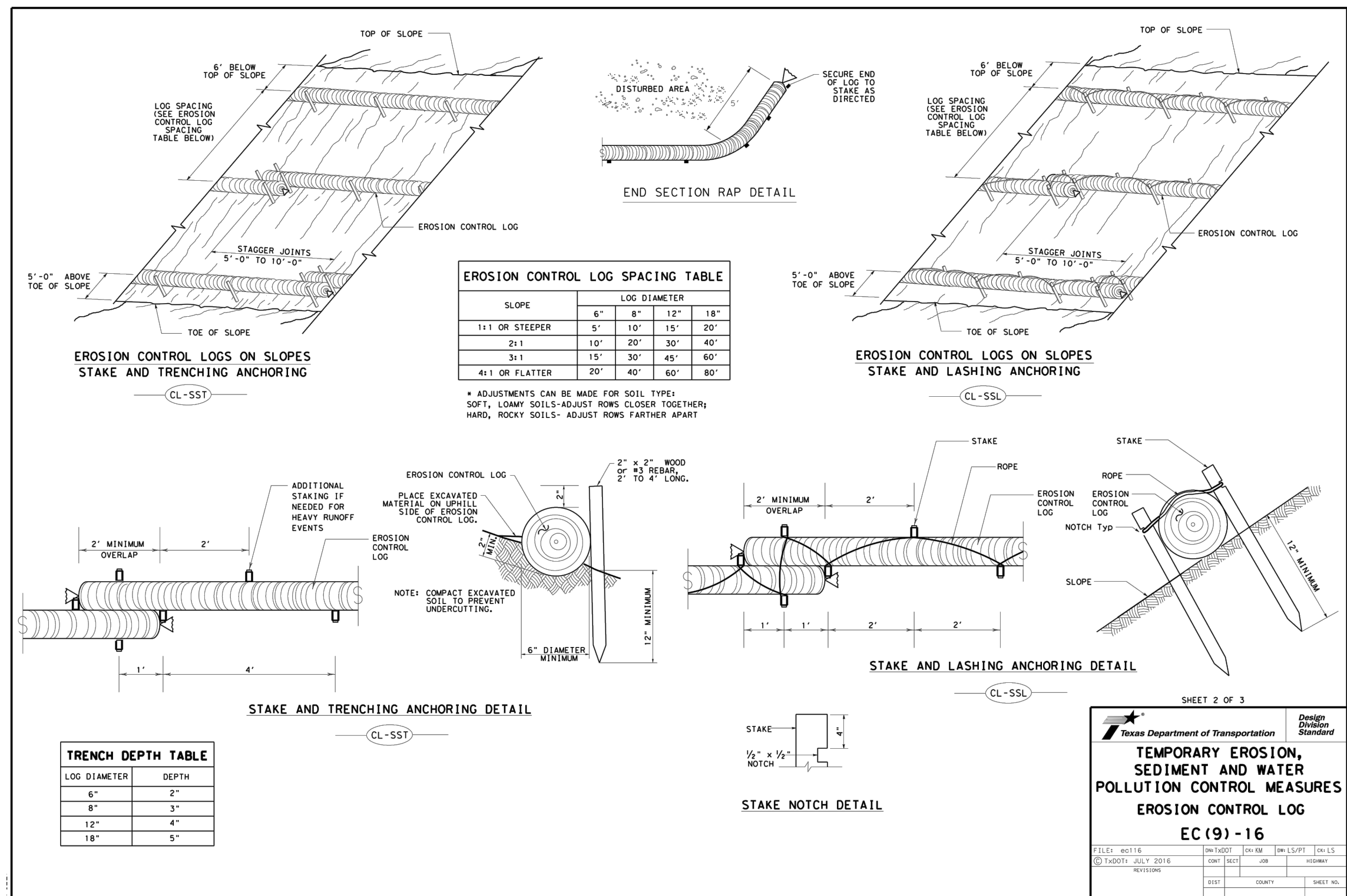
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Town of Addison Case #SP2022-8
C-02.03

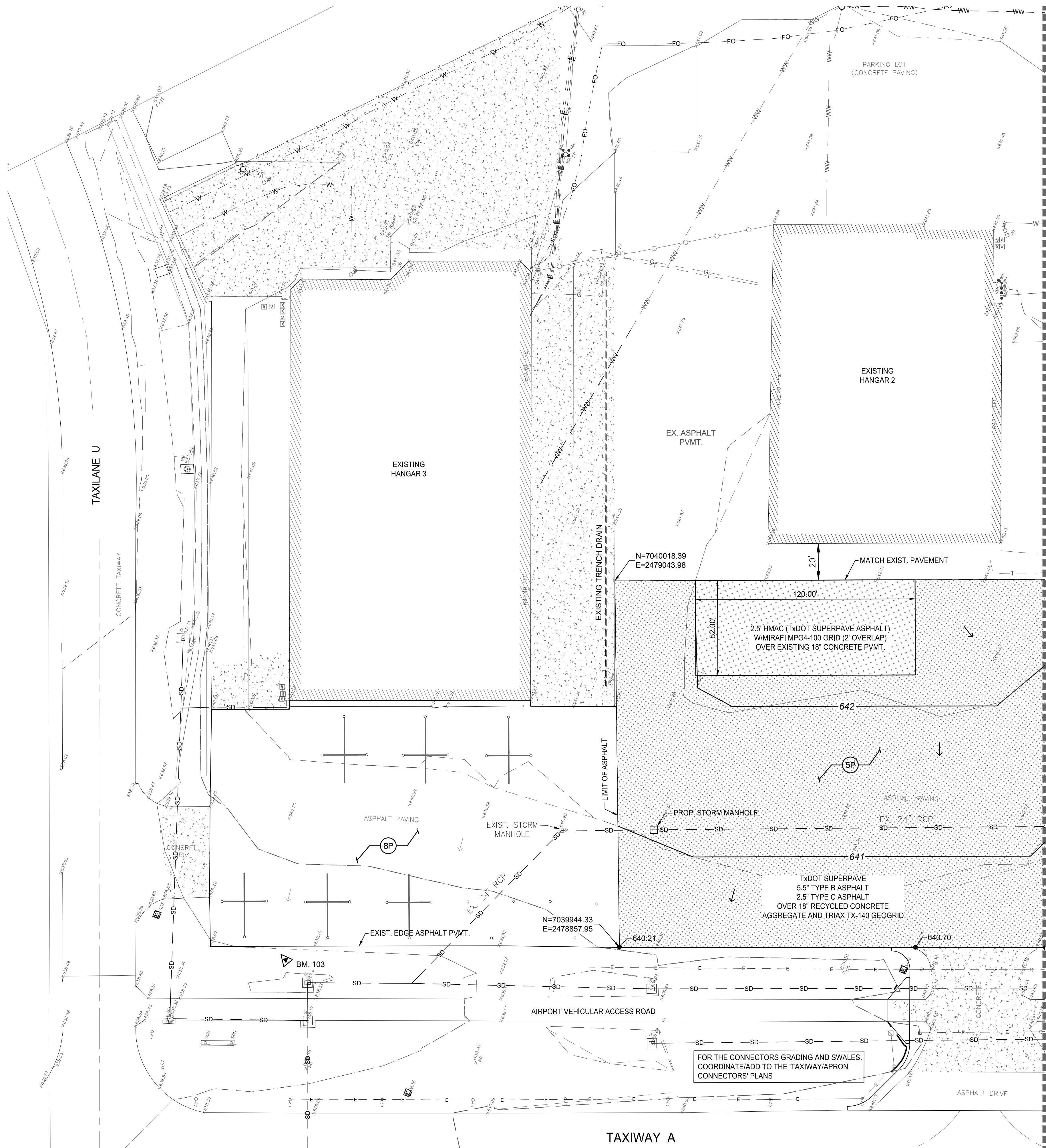
STORM WATER POLLUTION PREVENTION NOTES

12/10/2024	N:20'
DATE	SCALE:
TN	GJ
DWN	CHK

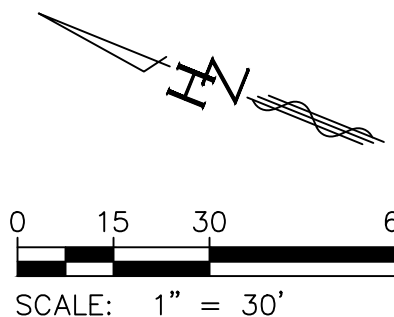
Project No.
R313467.01



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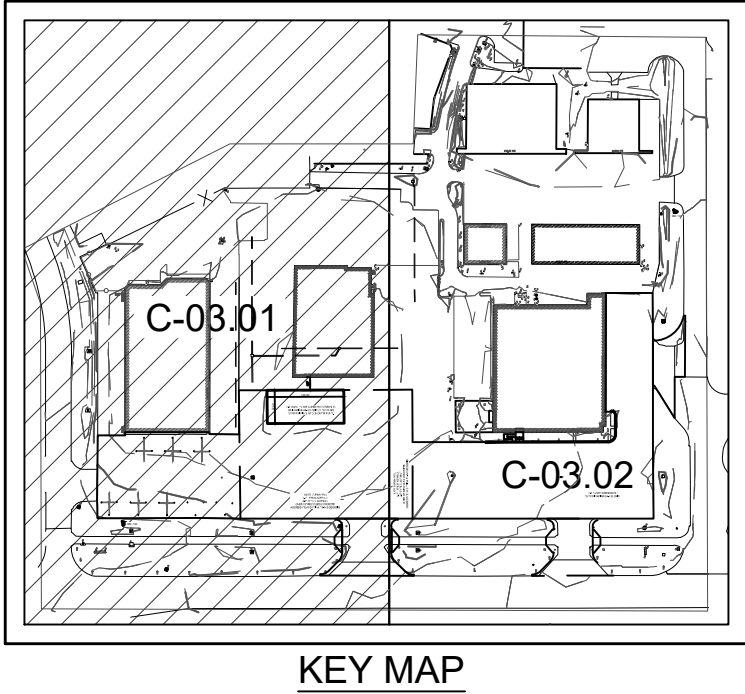
BENCHMARK CONTROL POINT TABLE				
Point #	Control Point Type	Northing	Easting	Elevation
101	5/8-INCH IRON ROD SET	7040112.1310	2478786.1550	638.535
103	5/8-INCH IRON ROD SET	7039482.3510	2479548.5850	640.869



LEGEND	
	PROPOSED SPOT ELEVATION
	PROPOSED CONTOUR
	EXISTING CONTOUR
	EXISTING SPOT ELEVATION
	SURFACE FLOW DIRECTION
	BENCHMARK
	EXISTING CONCRETE PAVEMENT
	PROPOSED 8" MIX PAVEMENT

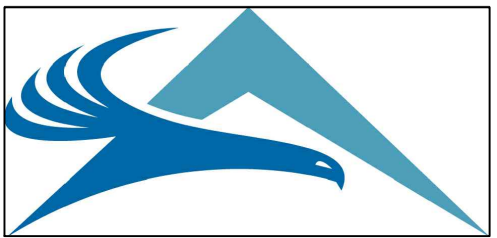
- NOTES:
- THE CONTRACTOR SHALL ADJUST THE LIMITS OF LIME STABILIZED SUBGRADE THICKNESS WHERE THE LIMESTONE IS CLOSE TO THE SURFACE TO AVOID ANY WORK IN THE LIMESTONE LAYER. REFER TO TERRACON GEOTECHNICAL ENGINEERING REPORT, DATED JULY 15, 2022 (TERRACON PROJECT NO. 94215275). LIMESTONE DEPTH VARIES BETWEEN 2' AND 7'.
 - THE CONTRACTOR SHALL ADJUST EXISTING APPURTENANCES TOPS TO MATCH THE PROPOSED GRADES
 - ALL PROPOSED SPOT ELEVATIONS ARE PROPOSED TOP OF PAVEMENT, EXCEPT AS NOTE.
 - THE CONTRACTOR SHALL ADJUST EXISTING APPURTENANCES TOPS TO MATCH THE PROPOSED GRADES.
 - TOP OF CURB ELEVATION IS 6" ABOVE TOP OF PAVEMENT GRADE.

- PAVING WORK:
- 5P TxDOT SUPERPAVE 5.5" TYPE B ASPHALT, 2.5" TYPE C ASPHALT OVER 18" RECYCLED CONCRETE AGGREGATE AND TRIAX TX-140 GEOGRID PER TERRACON GEOTECHNICAL ENGINEERING SUPPLEMENTAL REPORT 2, DATED MAY 24, 2024 (TERRACON PROJECT NO. 94215275).
 - 6P 2.5" TxDOT SUPERPAVE PER TERRACON GEOTECHNICAL ENGINEERING SUPPLEMENTAL REPORT 2, DATED MAY 24, 2024 (TERRACON PROJECT NO. 94215275), OVER MIRAFI MPG4-100 PAVING GRID REINFORCEMENT WITH BINDER OR APPROVED EQUAL.
 - 7P CONSTRUCT CONCRETE CURB AND GUTTER PER TOWN OF ADDISON STANDARD DETAIL AD-P05.
 - 8P THE CONTRACTOR, THE OWNER, AND THE ENGINEER SHALL INSPECT THE EXISTING RAMP PAVEMENT TO ASSESS THE EXTENT OF THE REQUIRED PAVEMENT REPAIRS PER TERRACON GEOTECHNICAL ENGINEERING REPORT, DATED JULY 15, 2022 (TERRACON PROJECT NO. 94215275).
 - 9P TIE-DOWN HOLES REPAIR - OUTLINE THE TIE-DOWN HOLES AND CUT WITH A SAW OR JACKHAMMER. REMOVE ASPHALT PAVEMENT AS NECESSARY (INCLUDING BASE AND SUBGRADE IF REQUIRED), CLEAN THE ENTIRE REPAIR AREA TO CREATE A CLEAN, SOLID FOUNDATION FOR THE PLACEMENT OF THE NEW HMA. APPLY A TACK COAT OF ASPHALT TO THE VERTICAL AND HORIZONTAL SURFACES OF THE HOLE TO ENSURE A GOOD BOND AND SEAL BETWEEN OLD AND NEW HMA MATERIAL. BACKFILL THE TIE-DOWN HOLES WITH ASPHALT MIXTURE USING ENOUGH MATERIAL TO ENSURE THAT, AFTER COMPACTION, THE PATCH SURFACE IS FLUSH WITH THE ADJACENT PAVEMENT. PLACE HMA IN LIFTS AS THICK AS PRACTICAL.



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PROPOSED FBO AND
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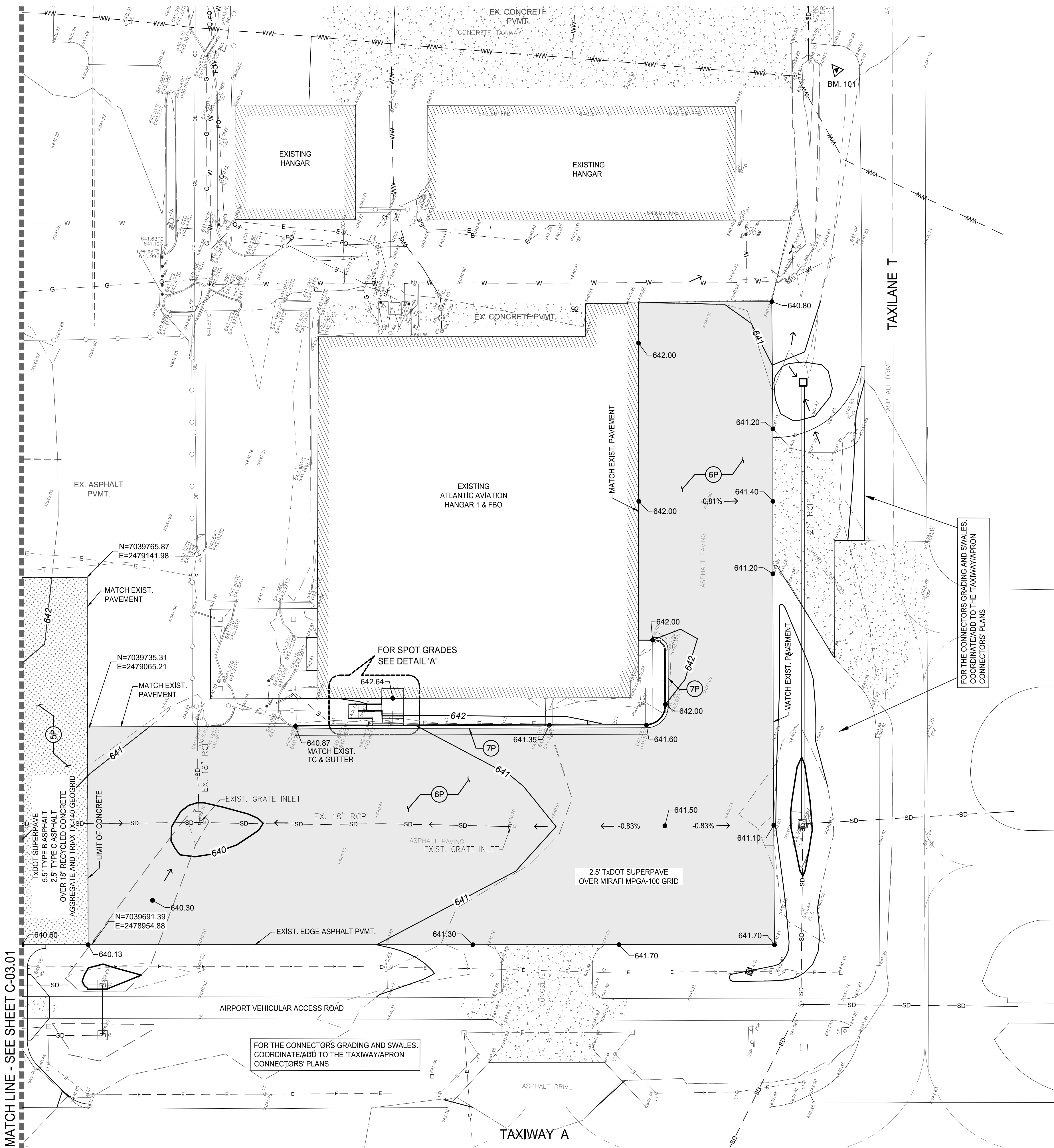
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C-03.01

**PAVING &
GRADING PLAN**

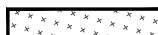
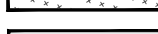
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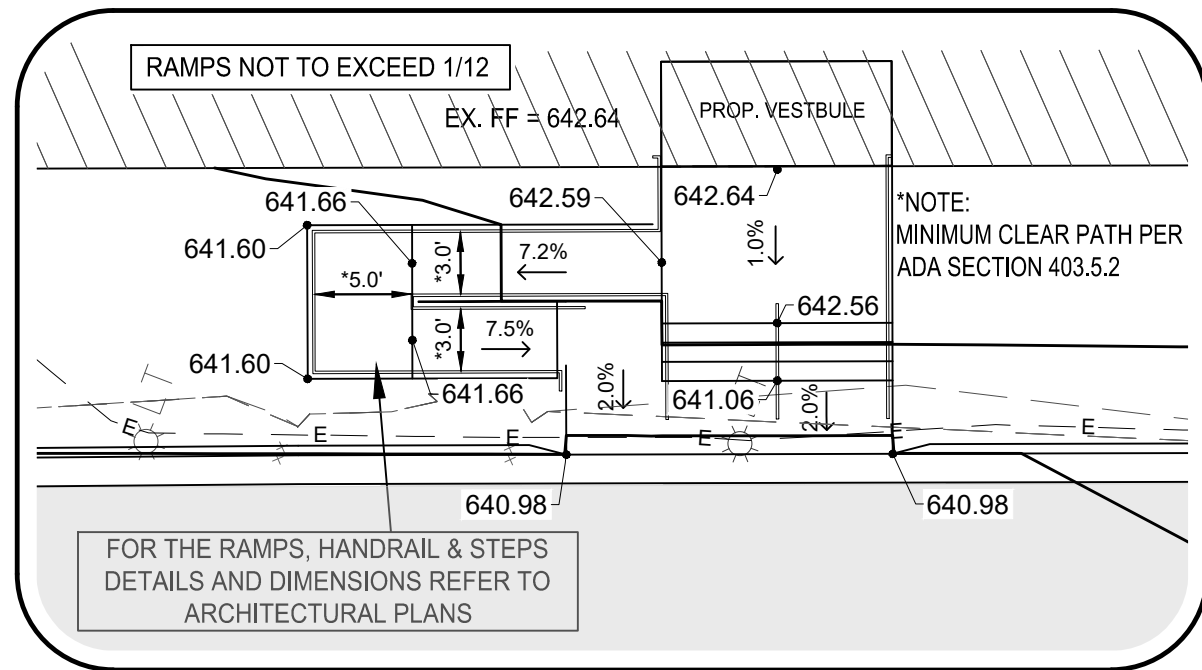
LEGEND	
 650.65	PROPOSED SPOT ELEVATION
 651	PROPOSED CONTOUR
 651	EXISTING CONTOUR
 650.43 TC	EXISTING SPOT ELEVATION
	SURFACE FLOW DIRECTION
	BENCHMARK
	EXISTING CONCRETE PAVEMENT
	PROPOSED 8" MIX PAVEMENT
	PROPOSED 5-1/2" HMA OVERLAY

NOTES:

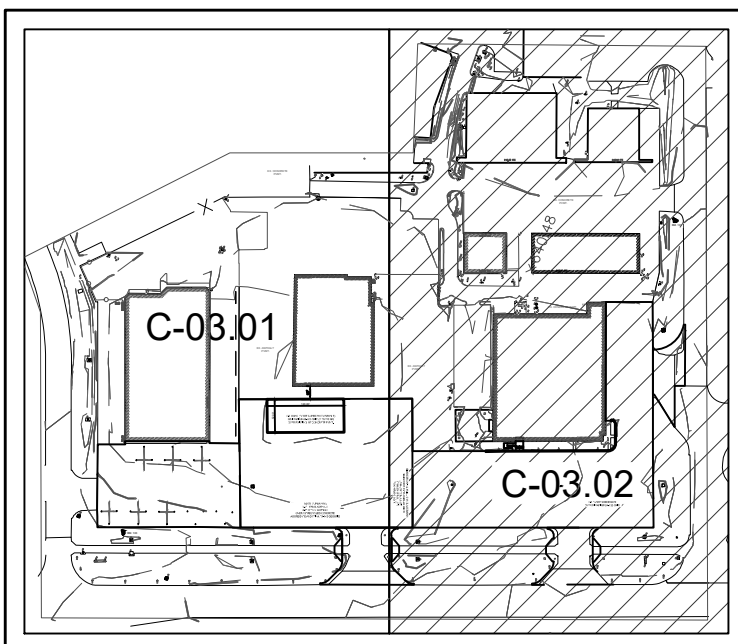
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- TOP OF CURB ELEVATION IS 6\"/>

PAVING WORK:

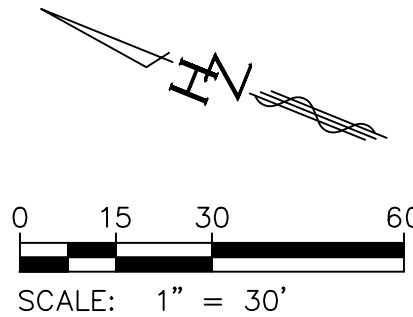
- 5P TxDOT SUPERPAVE 5.5\"/>
- 6P 2.5\"/>
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DETAIL 'A'
SCALE 1\"/>



KEY MAP



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Town of Addison Case #SP2022-8

C-03.02

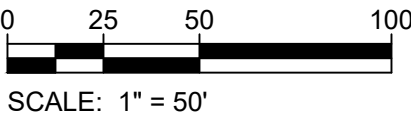
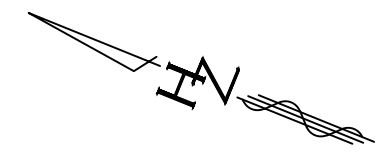
PAVING &
GRADING PLAN

12/10/2024
DATE: TMF DWN
1\"/>

Project No.
R313467.01

DRAINAGE DATA CHART					
Area No.	Runoff Coef.	Intensity I100	Area (Ac.)	Q100 cfs	Remarks
ED1	0.90	9.27	0.41	3.42	Existing Surface Flow
ED2	0.90	9.27	2.61	21.78	Existing Surface Flow to Exist.Trench Drain
ED3	0.90	9.27	1.99	16.60	Existing Surface Flow to Exist. Grate Inlet
ED4	0.90	9.27	1.00	8.34	Existing Surface Flow to Exist. Grate Inlet
ED5	0.90	9.27	0.98	8.18	Existing Surface Flow to Exist. Grate Inlet
ED6	0.90	9.27	2.35	19.61	Existing Surface Flow to Exist.Grate Inlet
ED7	0.90	9.27	1.30	10.85	Existing Surface Flow to Exist.Grate Inlet
ED8	0.90	9.27	0.65	5.42	Existing Surface Flow to Exist.Ditch
ED9	0.90	9.25	0.99	8.24	Existing Surface Flow to Exist. Trench Drain

BENCHMARK CONTROL POINT TABLE				
Point #	Control Point Type	Northing	Easting	Elevation
101	5/8-INCH IRON ROD SET	7040112.1310	2478786.1550	638.535
103	5/8-INCH IRON ROD SET	7039482.3510	2479548.5850	640.869



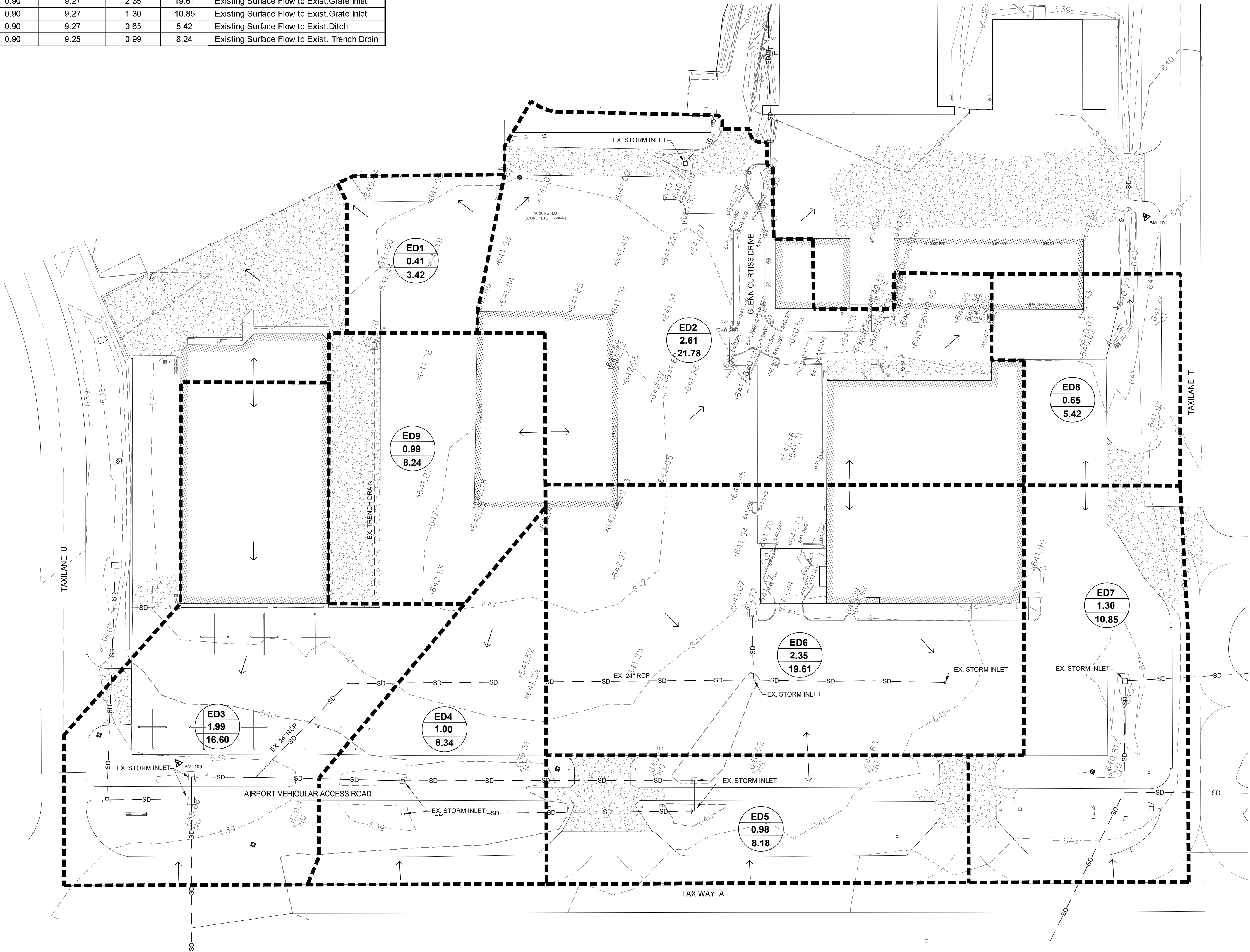
LEGEND	
	EXIST. DRAINAGE DIVIDE
	EXIST. SURFACE FLOW DIRECTION
	AREA NUMBER
	AC.
	Q ₁₀₀
	BENCHMARK

DRAINAGE DESIGN DATA

Drainage design based on 100 Yr. Storm Frequency

Runoff Coef. = 0.90
Intensity = 9.27 in/hr
Time of Concentration = 10 min.

$Q_{cfs} = C \times I \times A$



2700 SATURN ST. BREA, CA 92821
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Project Revision



PROPOSED FBO AND
RAMP RENOVATION FOR:
**ATLANTIC
AVIATION
ADS**
4400 GLENN CURTISS DRIVE
ADDISON, TX 75001

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Town of Addison Case #SP2022-8
C-04.01

**EXISTING
DRAINAGE
AREA MAP**

12/10/2024
DATE
DWN
1"=50'
SCALE:
GDD
CHK

Project No.
R313467.01

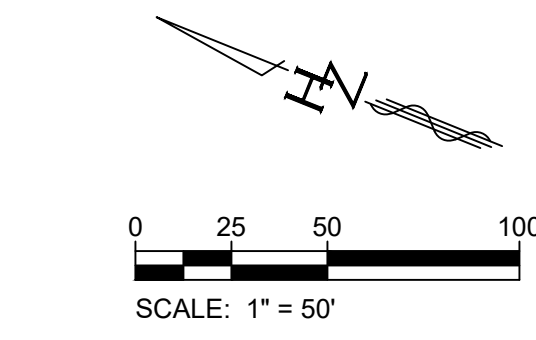
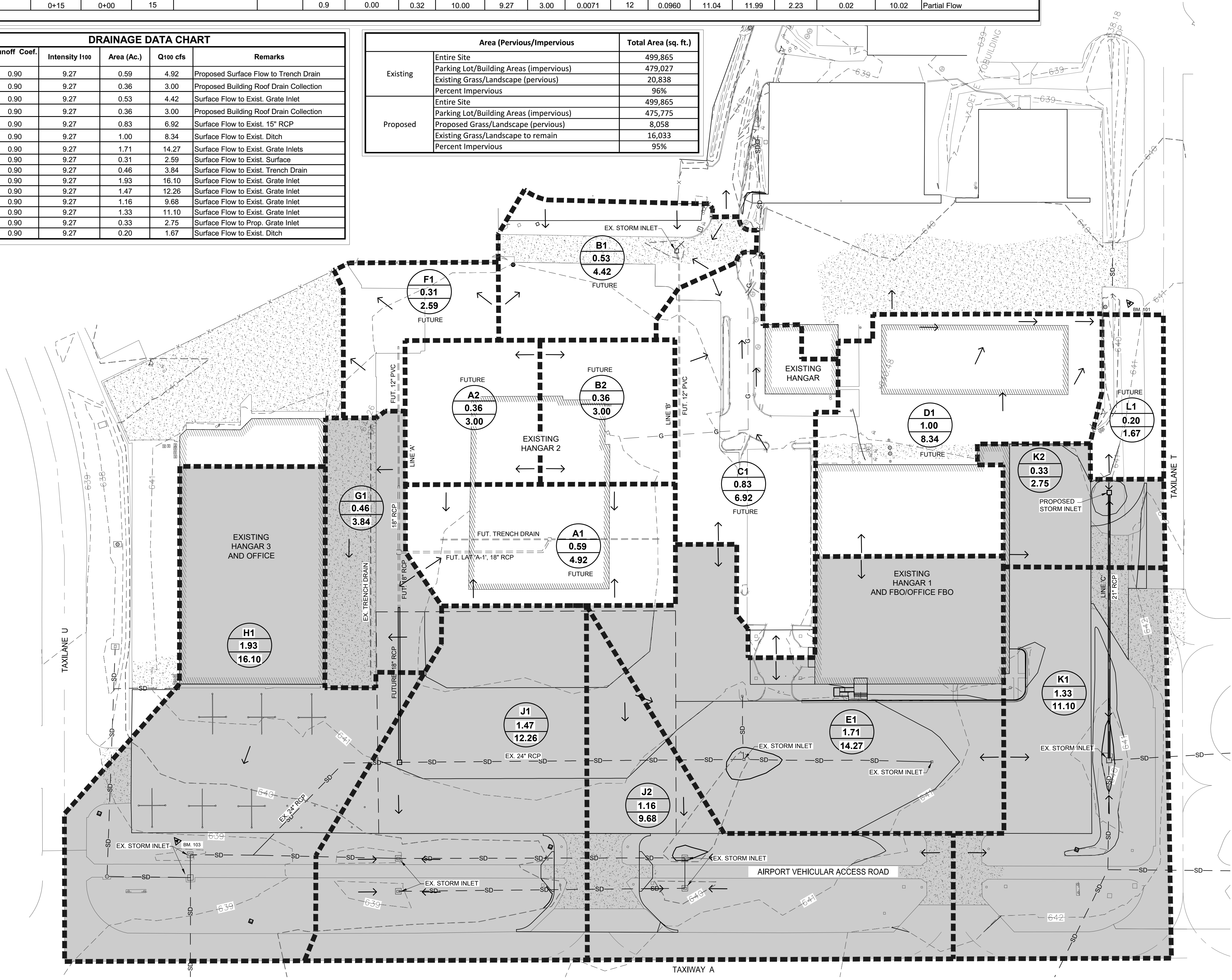
I:\proj\313467\01 - addison airport-atlantic hangar\10 add & bim\10.1 autocad\addison airport-atlantic hangar phase 1\ph1 record drawings\c-ph 1-exist drainage area map.dwg

Line Name	RUNOFF COLLECTION POINT (Inlet or Manhole)		Distance Between Collection Points (ft)	INCREMENTAL DRAINAGE AREA				Accumulated "CA"	Time at Upstream Station (minutes)	Intensity "I" (inches/hr)	Storm Water Runoff "Q" (c.f.s.)	Slope of Hydraulic Gradient "S" (ft/ft)	Selected Storm Sewer Size	Slope of Storm Pipe (ft/ft)	Pipe Capacity (c.f.s.)	Velocity in Sewer Between Collection Points "V" (f.p.s.)	Velocity Head Loss at Upstream Station (feet)	Flow Time in Sewer Distance/V*60 (minutes)	Time of Downstream Station (minutes)	Remarks
	Upstream Station	Downstream Station		Area No.	Drainage Area "A" (Acres)	Runoff Coeff. "C"	Incremental "CA"													
LAT. A1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	1+43	0+00	143	A2	0.59	0.9	0.53	0.53	10.00	9.27	4.92	0.0022	18	0.0030	5.75	2.79	0.12	0.86	10.86	Full Flow (Trench Drain Collection)
	3+76	2+50	126	A2	0.36	0.9	0.32	0.32	10.00	9.27	3.00	0.0071	12	0.0060	3.00	3.83	0.23	0.55	10.55	Full Flow (Roof Drain Collection)
LINE A	2+50	1+90	60				0.00	0.32	10.00	9.27	3.00	0.0008	18	0.0030	5.75	3.29	0.17	0.30	10.30	Partial Flow
	1+90	0+00	190	A1	0.59	0.9	0.53	0.86	10.00	9.27	7.93	0.0057	18	0.0030	7.93	4.49	0.31	0.71	10.71	Full Flow
LINE B	1+86	0+80	106	B2	0.36	0.9	0.32	0.32	10.00	9.27	3.00	0.0071	12	0.0050	3.00	3.83	0.23	0.46	10.46	Full Flow
	0+80	0+15	65			0.9	0.00	0.32	10.00	9.27	3.00	0.0071	12	0.0100	3.56	5.09	0.40	0.21	10.21	Partial Flow
	0+15	0+00	15			0.9	0.00	0.32	10.00	9.27	3.00	0.0071	12	0.0960	11.04	11.99	2.23	0.02	10.02	Partial Flow

BENCHMARK CONTROL POINT TABLE				
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DRAINAGE DATA CHART					
Area No.	Runoff Coef.	Intensity I100	Area (Ac.)	Q100 cfs	Remarks
A1	0.90	9.27	0.59	4.92	Proposed Surface Flow to Trench Drain
A2	0.90	9.27	0.36	3.00	Proposed Building Roof Drain Collection
B1	0.90	9.27	0.53	4.42	Surface Flow to Exist. Gate Inlet
B2	0.90	9.27	0.36	3.00	Proposed Building Roof Drain Collection
C1	0.90	9.27	0.83	6.92	Surface Flow to Exist. 15" RCP
D1	0.90	9.27	1.00	8.34	Surface Flow to Exist. Ditch
E1	0.90	9.27	1.71	14.27	Surface Flow to Exist. Gate Inlets
F1	0.90	9.27	0.31	2.59	Surface Flow to Exist. Surface
G1	0.90	9.27	0.46	3.84	Surface Flow to Exist. Trench Drain
H1	0.90	9.27	1.93	16.10	Surface Flow to Exist. Gate Inlet
J1	0.90	9.27	1.47	12.26	Surface Flow to Exist. Gate Inlet
J2	0.90	9.27	1.16	9.68	Surface Flow to Exist. Gate Inlet
K1	0.90	9.27	1.33	11.10	Surface Flow to Exist. Gate Inlet
K2	0.90	9.27	0.33	2.75	Surface Flow to Prop. Gate Inlet
L1	0.90	9.27	0.20	1.67	Surface Flow to Exist. Ditch

Area (Pervious/Impervious)		Total Area (sq. ft.)
Existing	Entire Site	499,865
	Parking Lot/Building Areas (impervious)	479,027
	Existing Grass/Landscape (pervious)	20,838
	Percent Impervious	96%
Proposed	Entire Site	499,865
	Parking Lot/Building Areas (impervious)	475,775
	Proposed Grass/Landscape (pervious)	8,058
	Existing Grass/Landscape to remain	16,033
	Percent Impervious	95%



LEGEND

DRAINAGE DIVIDE

SURFACE FLOW DIRECTION

X

X.XX

X.XX

AREA NUMBER

AC.

Q₁₀₀

BENCHMARK

SD

18" RCP

EXIST. STORM LINE

PROP. STORM LINE

PHASE 1

DRAINAGE DESIGN DATA

Drainage design based on 100 Yr. Storm Frequency

Runoff Coef. = 0.90
Intensity = 9.27 in/hr
Time of Concentration = 10 min.

$Q_{cfs} = C \times I \times A$



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PROPOSED FBO AND RAMP RENOVATION FOR:

ATLANTIC AVIATION ADS

4400 GLENN CURTISS DRIVE
ADDISON, TX 75001

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Town of Addison Case #SP2022-8
C-04.02

DRAINAGE AREA MAP

12/10/2024	1"=50'
DATE	SCALE:
TIME	G&D
DWN	CHK

Project No.
R313467.01

I:\proj\313467\01 - addison airport-atlantic hangar\10 cadd & bim\10.1 autocaddison airport-atlantic hangar phase 1\ph1 record drawings\c-ph 1-drainage area map.dwg

I:\proj\313467.dwg - addison airport-atlantic hangar\10 add & btm\10.1 autocad\addison airport-atlantic hangar phase 1\pht record drawings\c-ph 1-fence plan.dwg

FENCE WORK:

- 5F INSTALL TEMPORARY SECURITY FENCE. THE CONTRACTOR MUST COORDINATE WITH THE OWNER ABOUT THE AREA TO BE FENCED. THE CONTRACTOR TO MOVE/ADJUST THE TEMPORARY FENCE LOCATION ACCORDING TO THE CONSTRUCTION PHASING SEQUENCE.
- 7F TEMPORARY LIGHTED BARRICADE. THE CONTRACTOR MUST COORDINATE WITH THE AIRPORT MANAGEMENT FOR THE TEMPORARY LIGHTED BARRICADE LOCATION AND LIMITS.

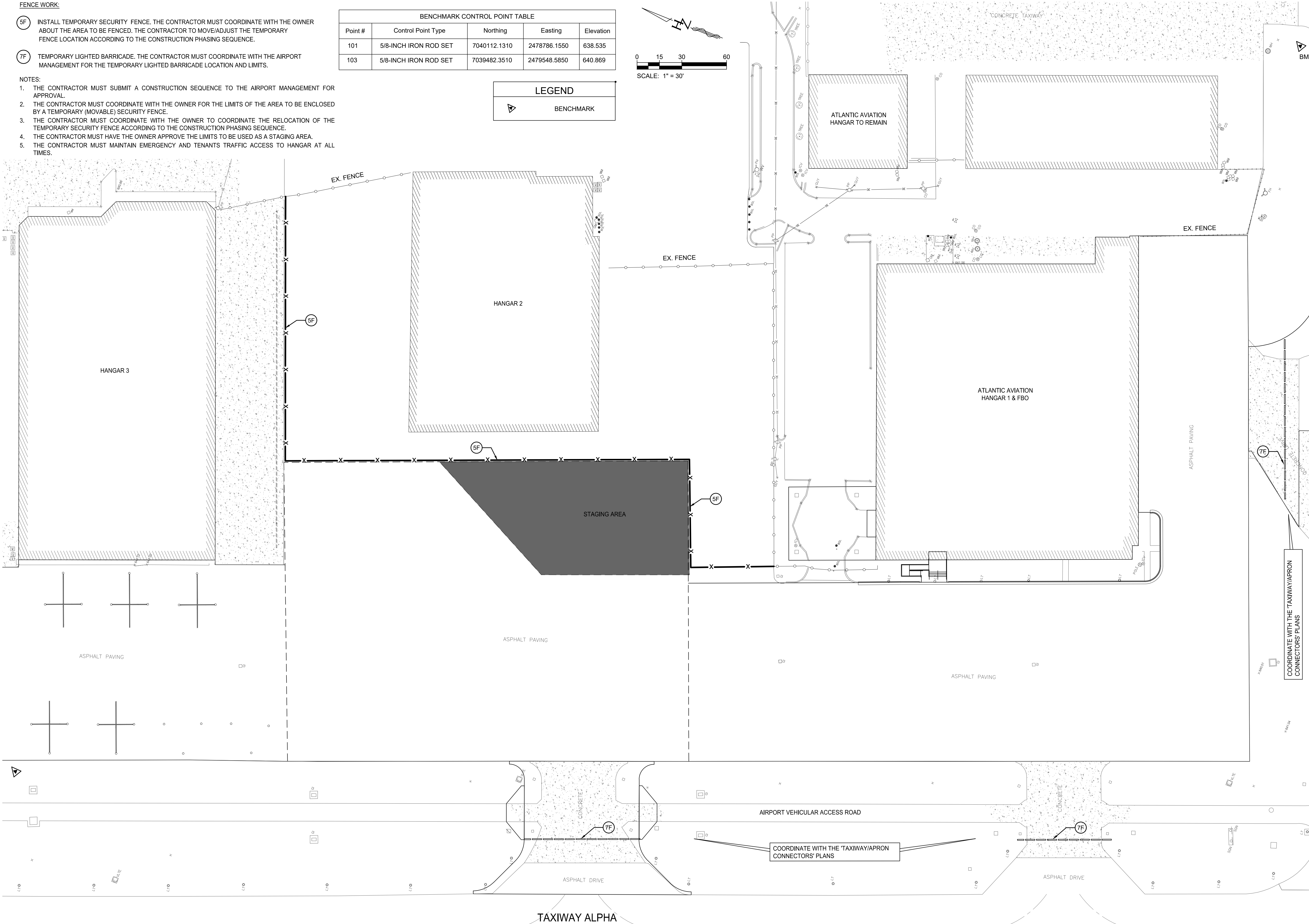
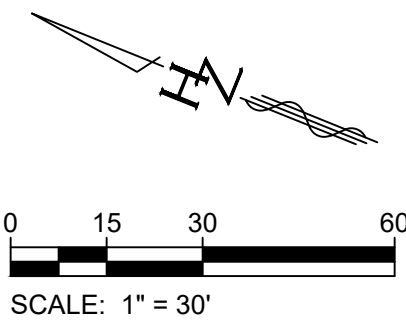
NOTES:

1. THE CONTRACTOR MUST SUBMIT A CONSTRUCTION SEQUENCE TO THE AIRPORT MANAGEMENT FOR APPROVAL.
2. THE CONTRACTOR MUST COORDINATE WITH THE OWNER FOR THE LIMITS OF THE AREA TO BE ENCLOSED BY A TEMPORARY (MOVABLE) SECURITY FENCE.
3. THE CONTRACTOR MUST COORDINATE WITH THE OWNER TO COORDINATE THE RELOCATION OF THE TEMPORARY SECURITY FENCE ACCORDING TO THE CONSTRUCTION PHASING SEQUENCE.
4. THE CONTRACTOR MUST HAVE THE OWNER APPROVE THE LIMITS TO BE USED AS A STAGING AREA.
5. THE CONTRACTOR MUST MAINTAIN EMERGENCY AND TENANTS TRAFFIC ACCESS TO HANGAR AT ALL TIMES.

BENCHMARK CONTROL POINT TABLE				
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LEGEND

BENCHMARK



JRMA
ARCHITECTS ENGINEERS

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PROPOSED FBO AND
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Town of Addison Case #SP2022-8
C-05.01

FENCE PLAN

12/10/2024
DATE
DWN
TIME
1"=30'
SCALE:
CHK
GDD

Project No.
R313467.01

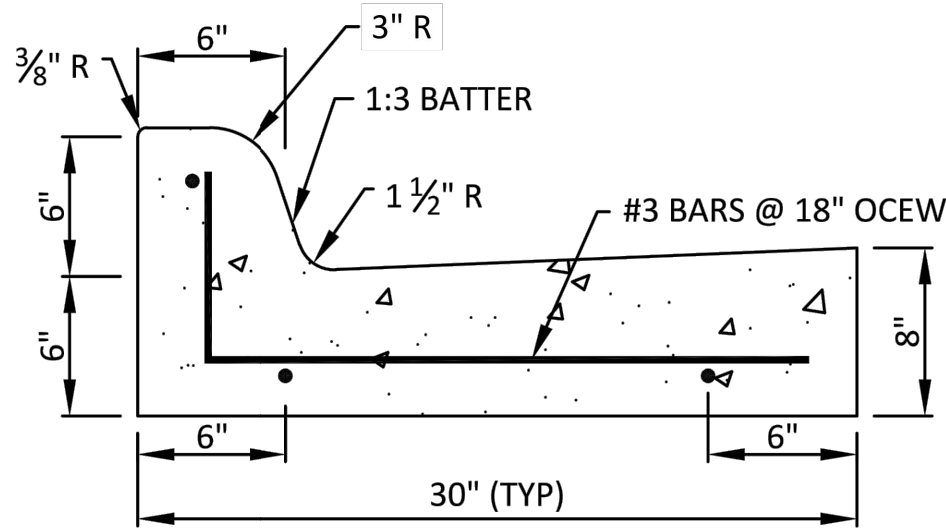
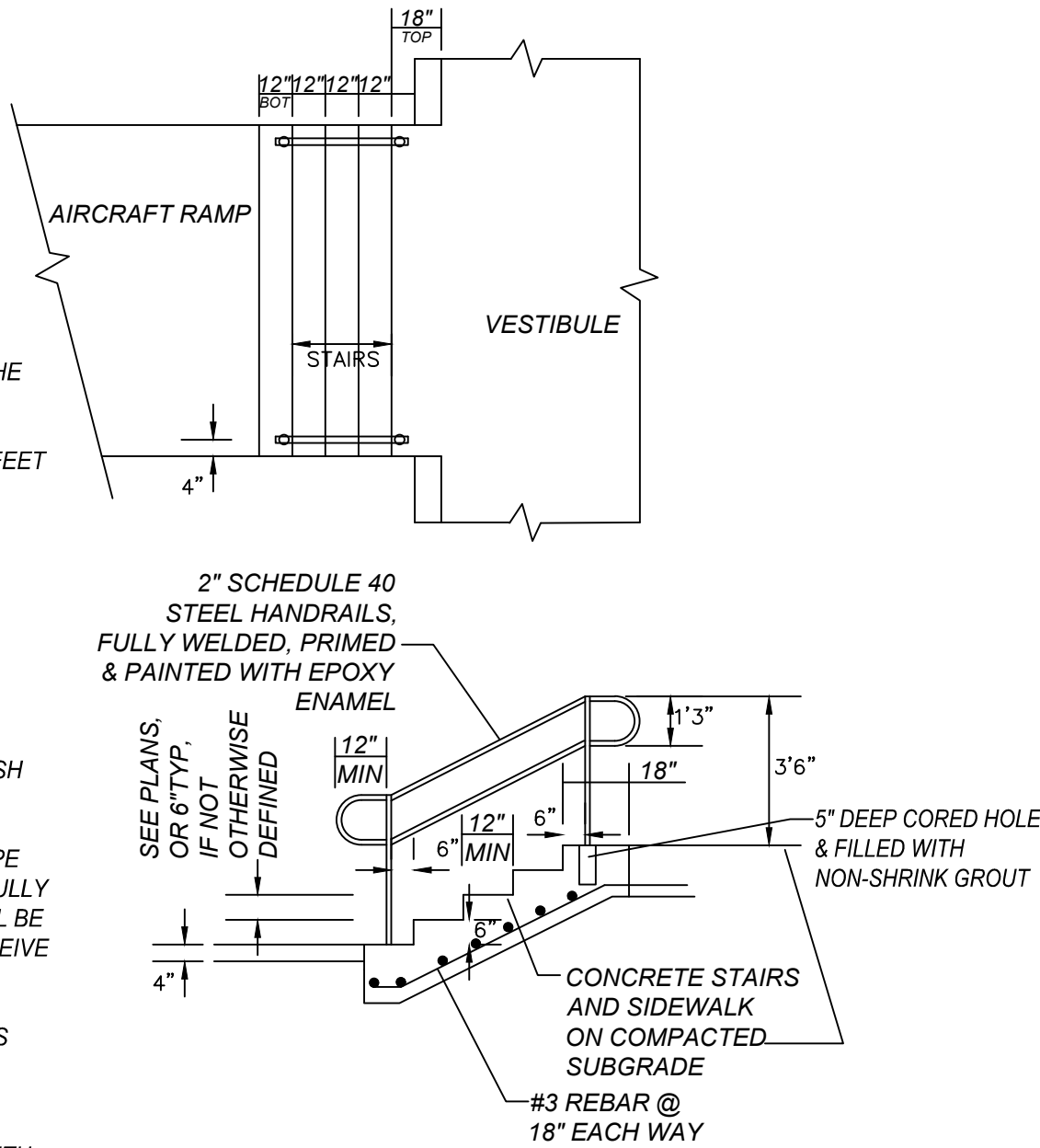
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APPLICATION:

1. STAIRS SHALL BE CONSTRUCTED AT LOCATIONS SHOWN AND ACCORDING TO THE TABLES FOR EACH LOCATION FOR ELEVATION, NUMBER OF RISERS, RISER HEIGHT, AND LOCATION.
2. MIN. HANDRAILS REQUIREMENTS. ARCHITECTURAL HANDRAILS SPECS SUPERSEDE CIVIL REQUIREMENTS.
3. HANDRAILS SHALL BE BUILT ON BOTH SIDES OF WALKS WHEN THE NUMBER OF RISERS ARE 4 OR MORE.
4. WHERE STAIRS ARE SEPARATED, A LANDING NOT LESS THAN 5 FEET IN LENGTH SHALL BE PROVIDED.
5. HANDRAILS SHALL NOT PROJECT INTO ADJOINING SIDEWALKS OR AIRCRAFT RAMP.

MATERIALS & INSTALLATION:

1. CONCRETE SHALL BE 4000 PSI CONCRETE WITH GRADE 60 DEFORMED REBAR WHERE NOTED.
2. CONCRETE SHALL BE PLACED ON COMPACTED SUBGRADE. FINISH SHALL BE BRUSHED
3. HANDRAILS SHALL BE 2-INCH DIAMETER SCHEDULE 40 STEEL PIPE BUILT TO THE REQUIRED CONFIGURATION. ALL JOINTS SHALL BE FULLY WELDED. WELDS SHALL BE GROUND SMOOTH. ALL CORNERS SHALL BE ROUNDED. AFTER SHOP FABRICATION, THE HANDRAILS SHALL RECEIVE A SHOP PRIME COAT.
4. HANDRAILS SHALL BE SET IN EITHER CORED OR SLEEVED HOLES 5-INCHES DEEP, AND FILLED WITH NON-SHRINK GROUT AFTER HANDRAILS ARE PLACED TRUE AND PLUMB.
5. ANY DAMAGE TO THE SHOP PRIME COAT SHALL BE REPAIRED WITH COMPATIBLE PRIMER. FINAL FINISH ON HANDRAILS SHALL BE 2 COATS OF EPOXY ENAMEL. OWNER TO SELECT COLOR.



MONOLITHIC CURB
AND GUTTER



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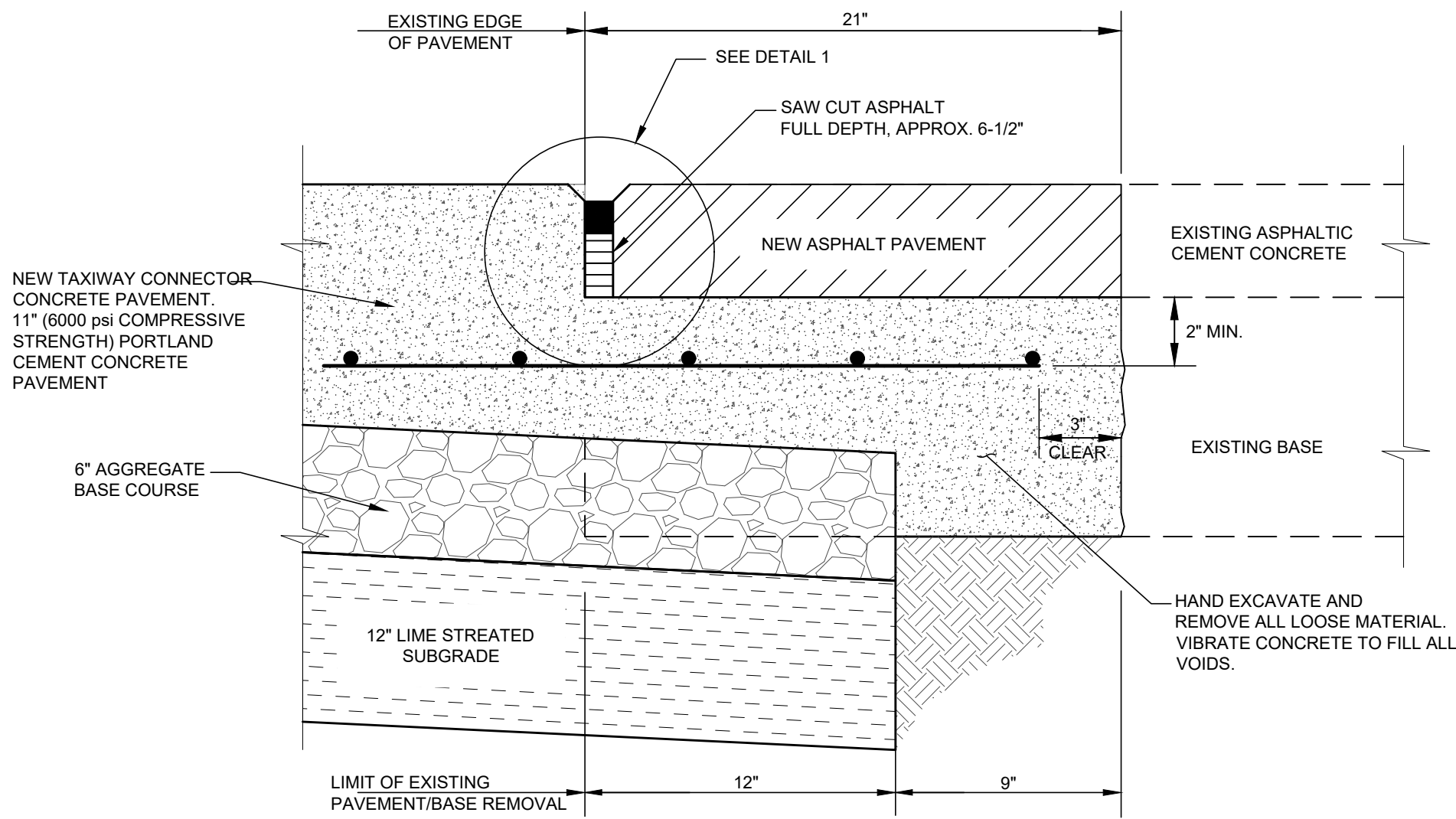
Town of Addison Case #SP2022-8

C-06.01

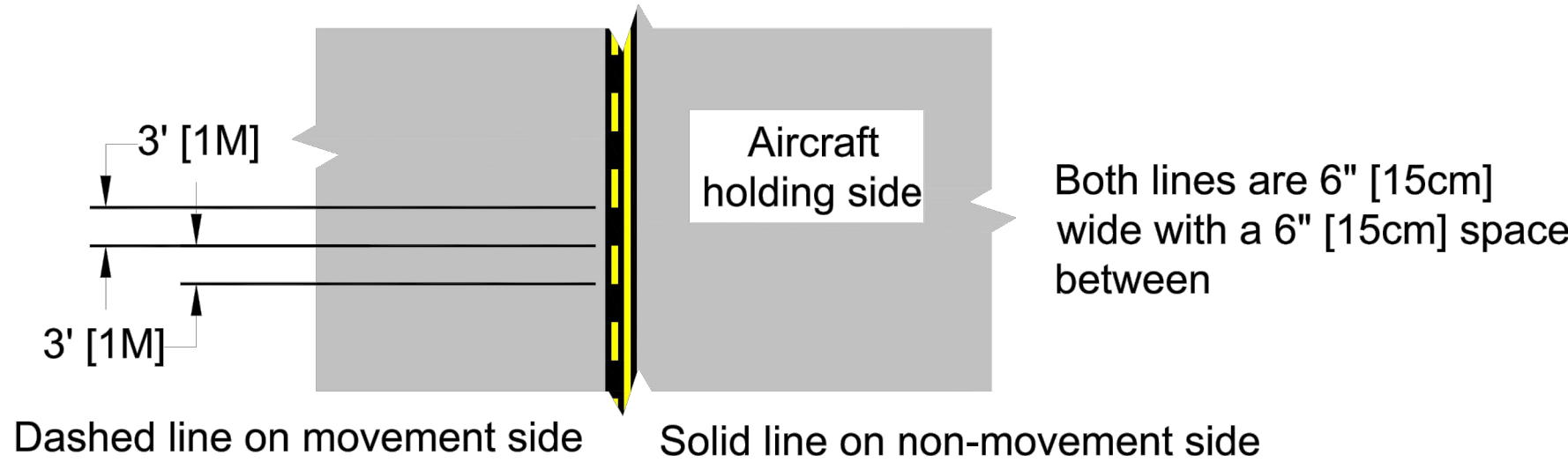
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12/10/2024
DATE: TMF
DWN
SCALE: N/A
GDD
CHK

Project No.
R313467.01

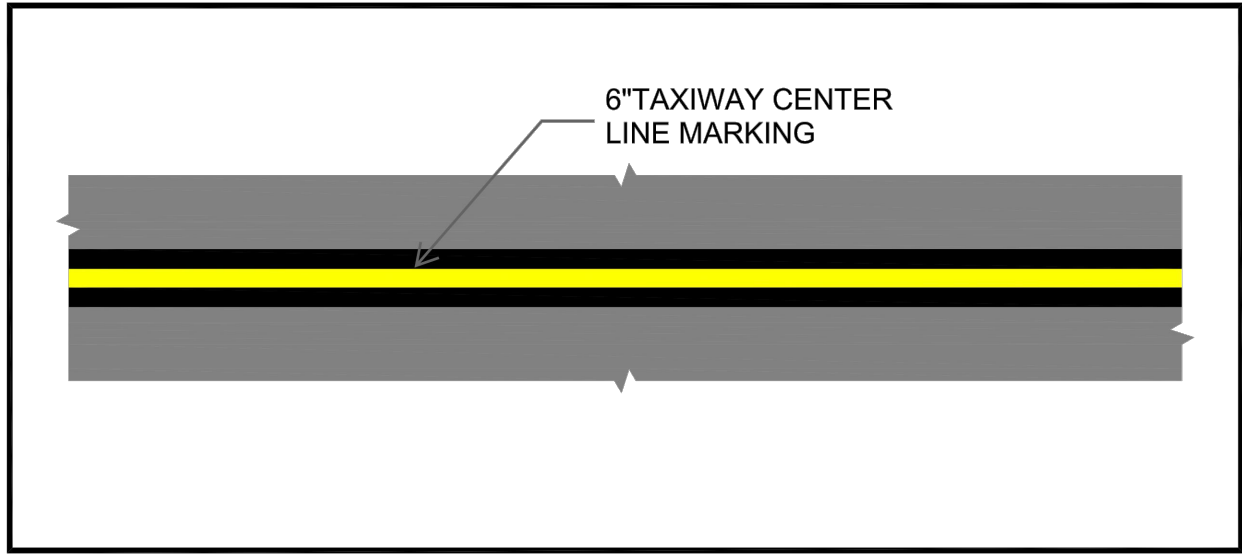


TYPICAL SECTION
AT EXISTING ASPHALT PAVEMENT
(NOT TO SCALE)

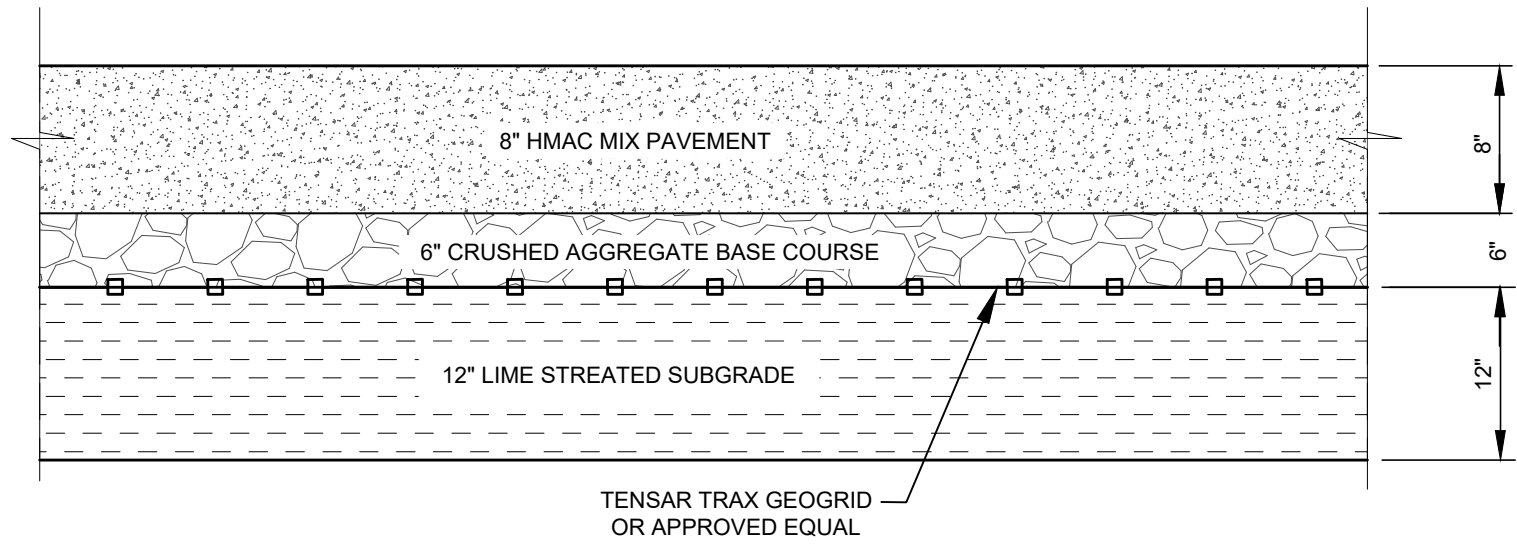


- NOTES:
- UNLESS OTHERWISE NOTED ALL LINES ARE YELLOW
 - DIMENSIONS SHOW DO NOT ACCOUNT FOR BLACK OUTLINE OF ENHANCED TAXIWAY MARKING.

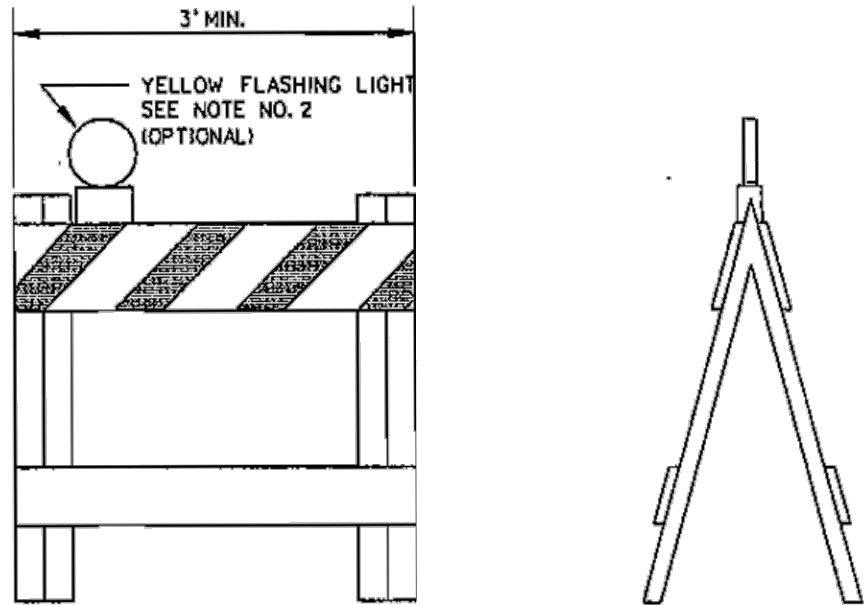
NON-MOVEMENT AREA MARKINGS
(NOT TO SCALE)



TAXIWAY CENTERLINE MARKING
(NOT TO SCALE)

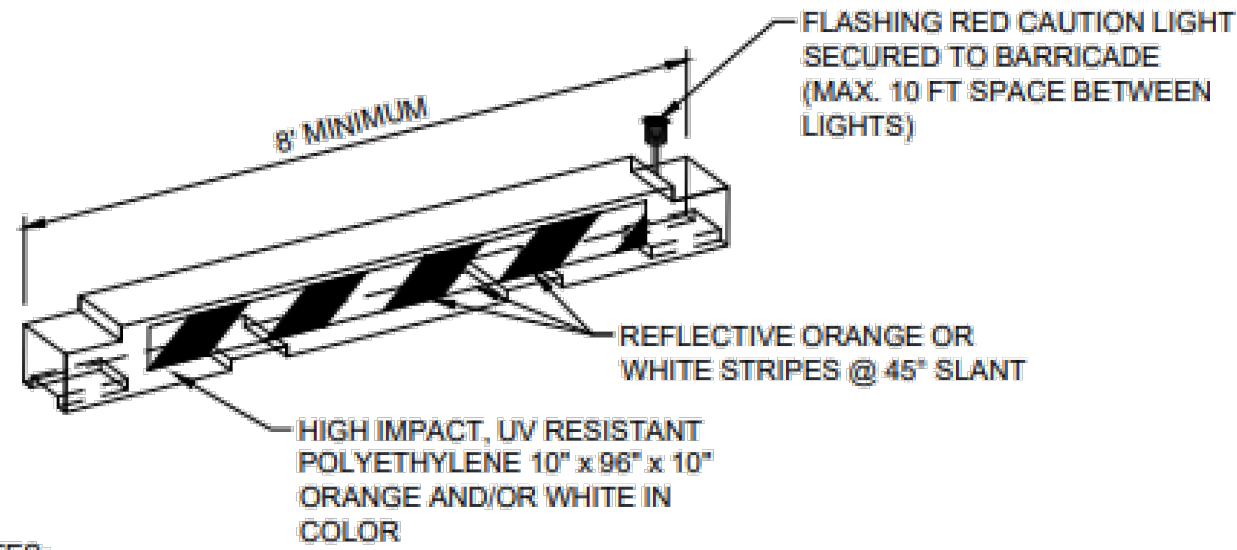


8" HMAC MIX PAVEMENT SECTION
(NOT TO SCALE)



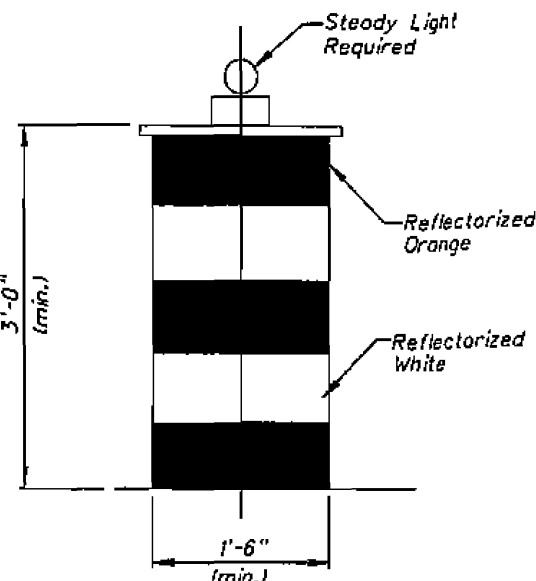
- NOTES:
- THIS APPROVED CONTROL DEVICE MAY BE USED ON PUBLIC HIGHWAYS, ROADS AND STREETS.
 - FLASHING YELLOW LIGHTS SHALL BE BATTERY OPERATED AND OPERATE INDEPENDENTLY OF EACH OTHER

TYPE-1 BARRICADE
(NOT TO SCALE)



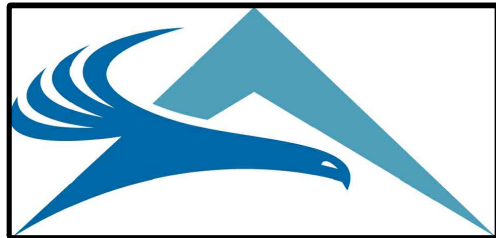
- NOTES:
- BARRICADES SHALL MEET THE REQUIREMENTS OF THE CURRENT FAA ADVISORY CIRCULAR 150/5370-2 AND BE APPROVED BY THE ENGINEER.
 - CONTRACTOR SHALL WEIGHT BARRICADE TO PREVENT DISPLACEMENT. THE METHOD SHALL BE APPROVED BY THE ENGINEER.
 - CONTRACTOR SHALL PROVIDE BARRICADES WITH WORKING LIGHTS, VIA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

LOW PROFILE AIRCRAFT
BARRICADE (MOVEMENT AREAS)
(NOT TO SCALE)



TYPICAL DRUM
(NOT TO SCALE)

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Town of Addison Case #SP2022-8
C-06.02
DETAILS

12/10/2024	N/A
DATE	SCALE:
TN	GJ
DWN	CHK

Project No.
R313467.01

