

HANGAR ADDITION PLANS FOR: EHOAA - EXECUTIVE HANGAR OWNERS ASSOCIATION OF ADDISON

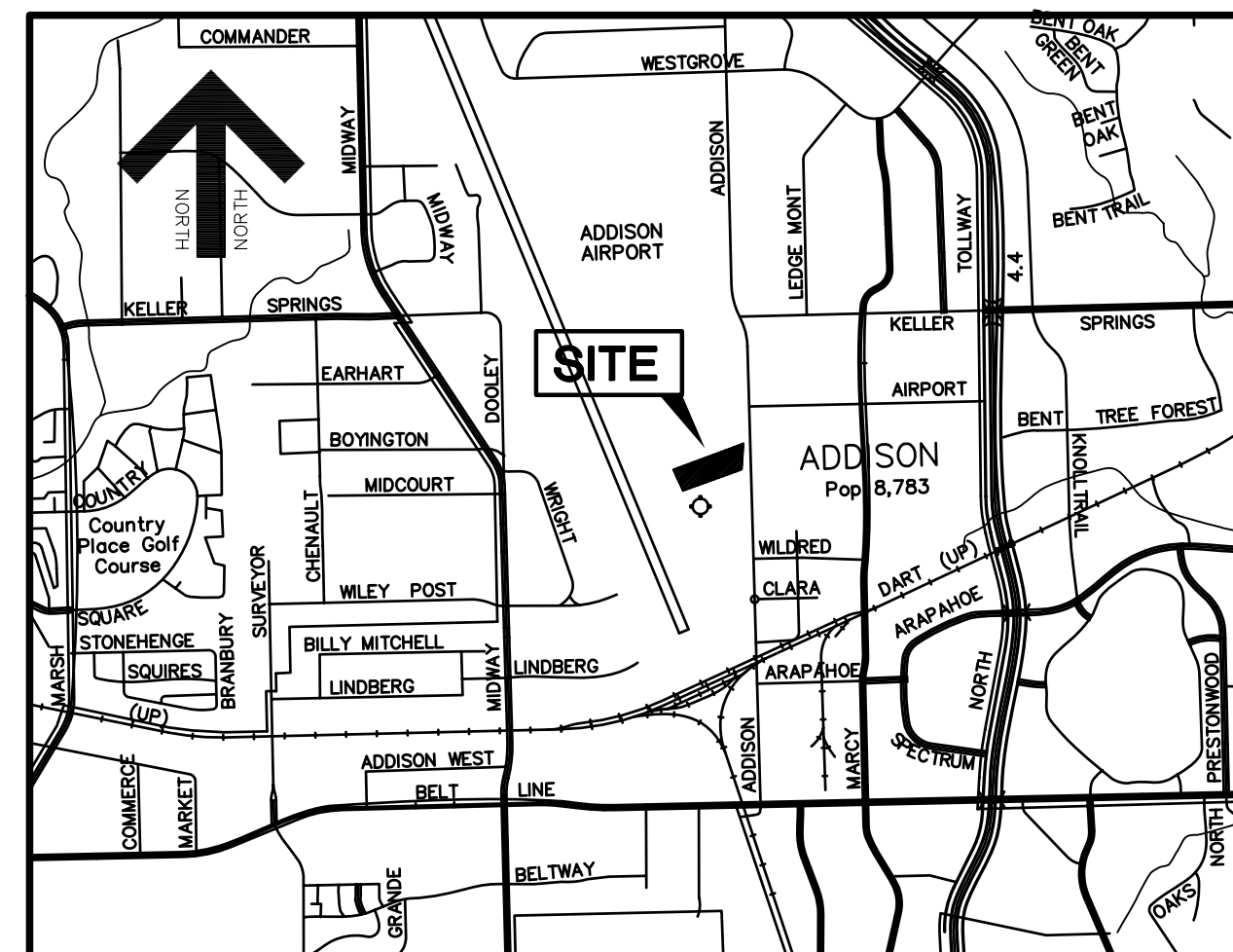
ADDISON AIRPORT
ADDISON, TEXAS

AUGUST 2008

PW# 2008-07

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LOCATION MAP

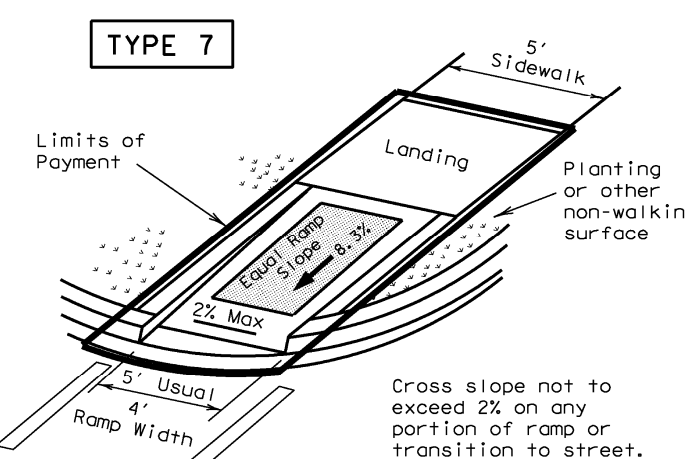
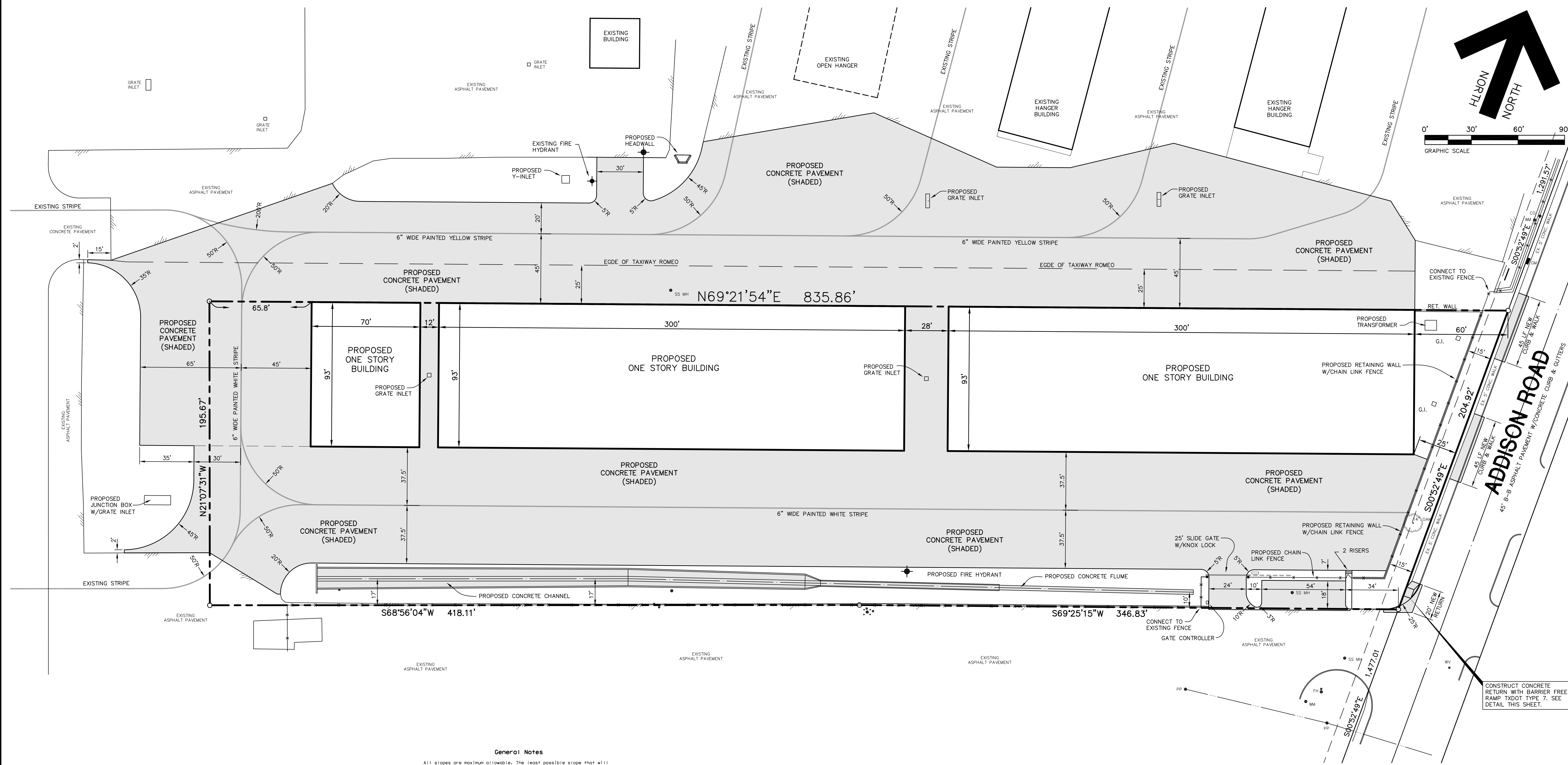
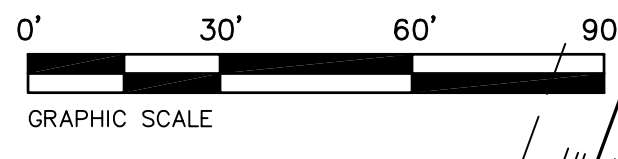
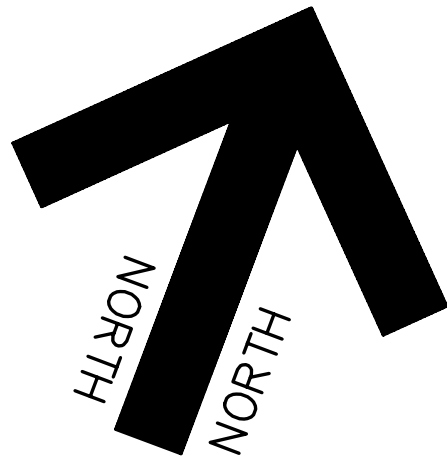
SCALE: 1"=2000'

PREPARED FOR:
MSF PROPERTIES
TWO LEGACY TOWN CENTER
6900 N. DALLAS PARKWAY, SUITE 730
PLANO, TEXAS 75024
PHONE: (972) 403-0909
CONTACT: RICHARD FRENCH

"AS-BUILT"

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JDJR	ENGINEERS AND CONSULTANTS, INC.	
	ENGINEERS • SURVEYORS • LAND PLANNERS	
2500 Texas Drive Suite 100 Irving, Texas 75062		
Tel 972-252-5357 (JDJR) Fax 972-252-8958		



DIRECTIONAL RAMP WITHIN RADIUS

General Notes

All slopes are maximum allowable. The least possible slope that will still drain properly should be used. Ramp length or grade of approach sidewalks may be adjusted as directed by the Engineer.

The minimum sidewalk width is 5'. Where a 5' sidewalk cannot be provided due to site constraints, a minimum 3' sidewalk with 5' x 5' passing areas at intervals not to exceed 200 ft is required.

Landings shall be 5' x 5' minimum with a maximum 2% slope in any direction. Maneuvering space at the bottom of curb ramps shall be a minimum of 4' x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.

Maximum allowable cross slope on sidewalk and ramp surfaces is 2%.

Curb ramps with returned curbs may be used only where pedestrians would not normally walk across the ramp. Otherwise, flared sides shall be provided.

All concrete surfaces shall receive a light broom finish unless noted otherwise in the plans.

Ramp textures must consist of truncated domed surfaces. Textures or materials that would allow water to accumulate are prohibited.

Additional information on curb ramp location, design, light reflective value and texture may be found in the current edition of the Texas Accessibility Standards (TAS) prepared and administered by the Texas Department of Licensing and Regulation (TDLR).

Raised medians separate opposing directions of traffic and provide a refuge area for pedestrians unable to cross the entire roadway in the allotted signal phase. To serve as a refuge area, the median should be a minimum of 5' wide. Medians should be designed to provide accessible passage over or through them.

Small channelization islands, which can not provide a minimum 5' x 5' landing at the top of ramps, shall be cut through level with the surface of the street.

Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, ramps shall be aligned with theoretical crosswalks, or as directed by the Engineer.

Existing features that comply with TAS may remain in place unless otherwise shown on the plans.

Handrails are not required on curb ramps. Curb ramps shall be provided wherever an accessible route crosses (penetrates) a curb.

Shaded areas indicate locations of detectable warnings. (Color / light reflective value and texture contrast)

Curb ramps and landings shall be constructed and paid for in accordance with Item "Curb ramp and Landing". Street curb transitions and curb bevels will be paid for in accordance with Item "Concrete Curb, Gutter and Combined Curb and Gutter".

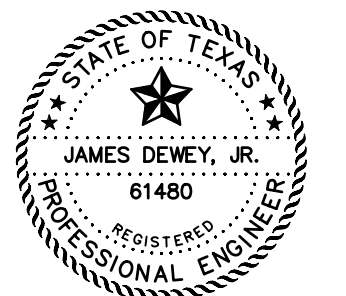
- NOTES:**
1. ALL CONSTRUCTION TO BE DONE IN STRICT ACCORDANCE TO THESE PLANS AND ALL APPLICABLE MUNICIPAL CODES AND STANDARDS.
 2. SEE ARCHITECTURAL PLANS FOR ALL BUILDING DIMENSIONS AND DETAILS.
 3. SEE SHEET C-2 FOR ALL SITE DEMOLITION PLAN.
 4. SEE SHEET C-3 FOR ALL PAVING AND GRADING PLANS.
 5. SEE SHEET C-9 FOR EROSION CONTROL PLAN OF THE SITE.
 6. SEE SHEET C-10 FOR LOCATIONS AND DETAILS OF UTILITY SERVICES.

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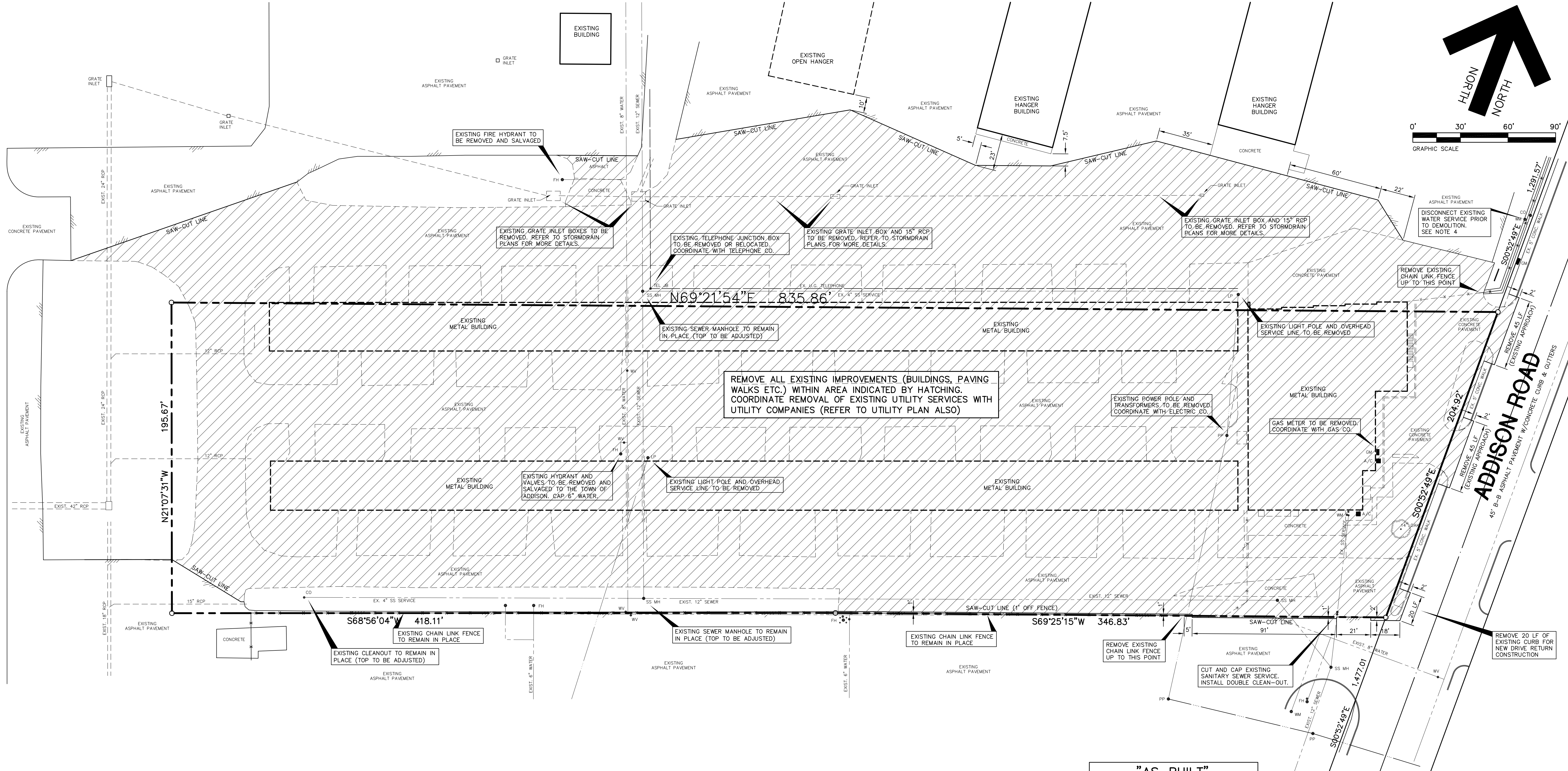
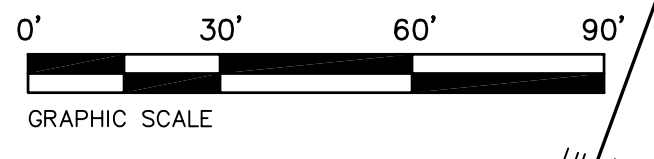
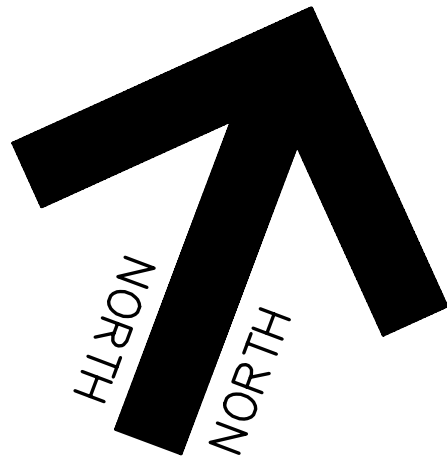
REVISIONS:	
6/04/08	CITY COMMENTS
7/25/08	CITY COMMENTS
8/01/08	CITY COMMENTS
8/05/08	CITY COMMENTS
9/02/09	AS BUILT



SHEET TITLE:
SITE DIMENSIONAL CONTROL PLAN
 HANGER ADDITION PLANS FOR
 EXECUTIVE HANGAR OWNERS ASSOCIATION OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

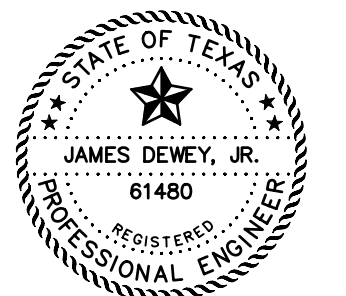
PREPARED BY:
JDJR ENGINEERS AND CONSULTANTS
 ENGINEERS • SURVEYORS • LAND PLANNERS
 2500 Texas Drive Suite 100 Irving, Texas 75062
 Tel 972-252-5357 Fax 972-252-8958

DATE: APR. 8, 2008 DRAWN BY: SAS SHEET NO.
 SCALE: 1" = 30' CHECKED BY: JDJR **C1** of 10



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REVISIONS:	
6/04/08	CITY COMMENTS
7/25/08	CITY COMMENTS
8/01/08	CITY COMMENTS
8/05/08	CITY COMMENTS
9/02/09	AS BUILT



NOTES:

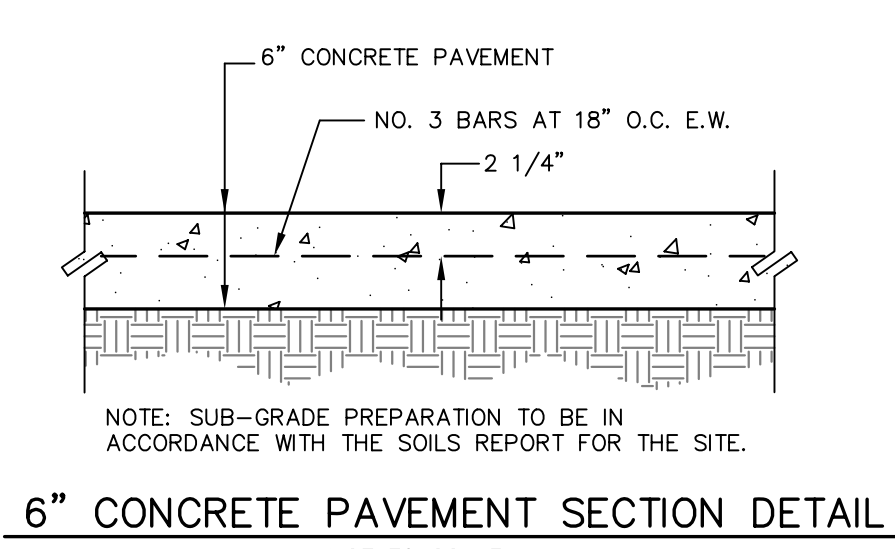
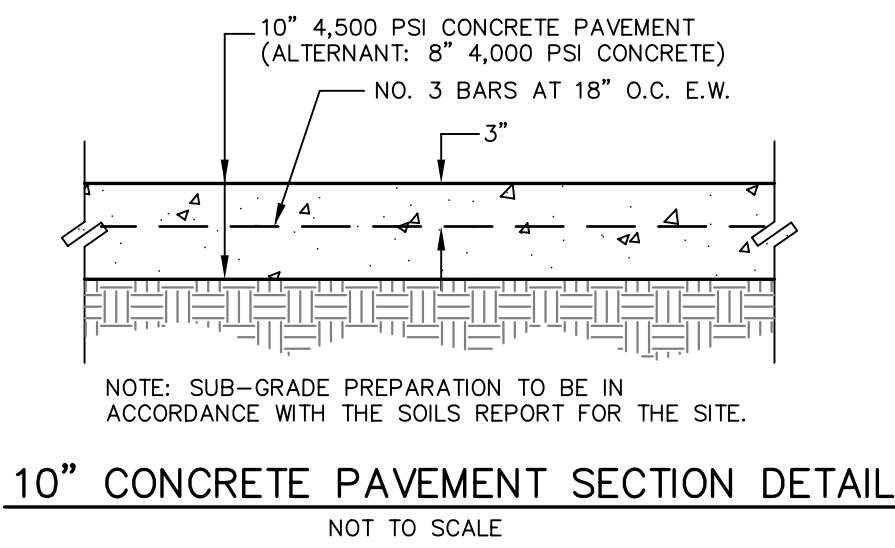
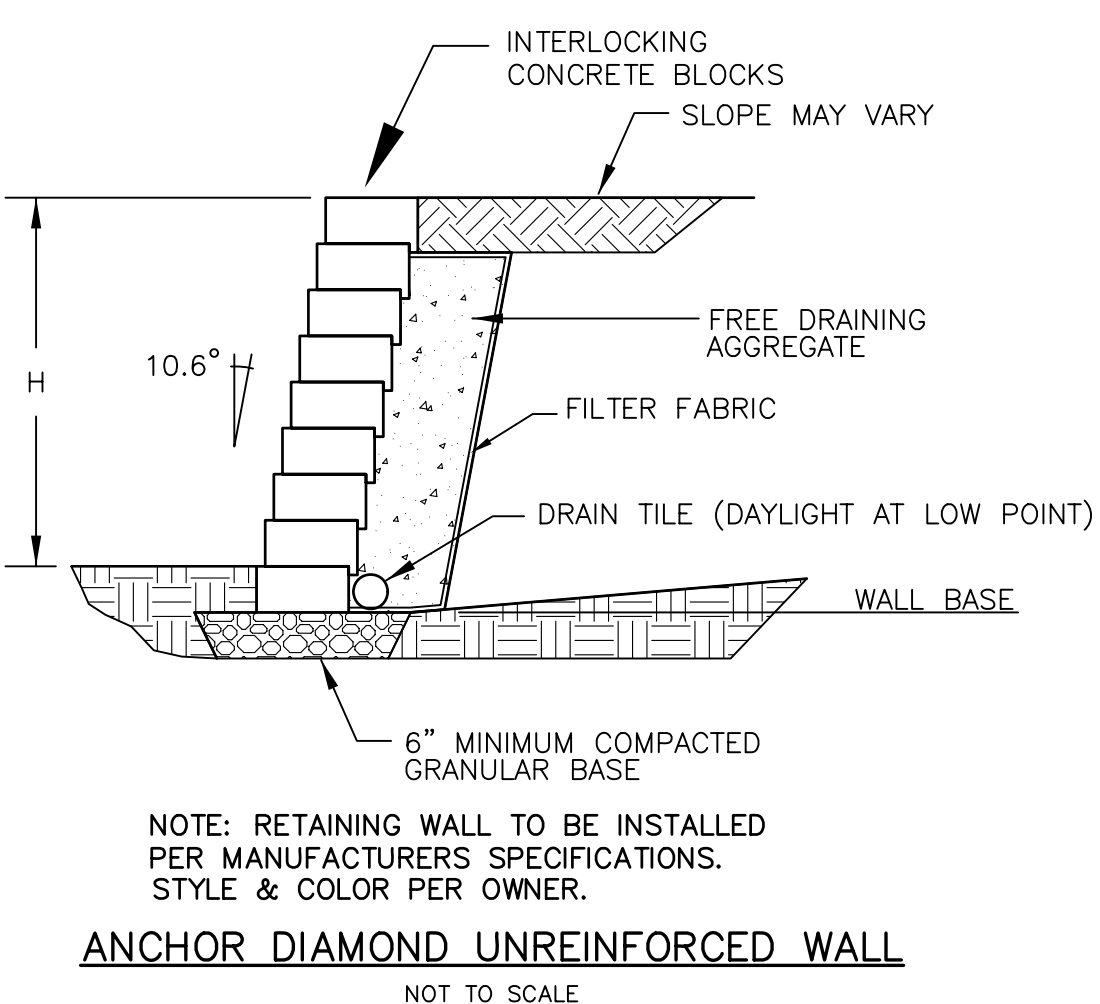
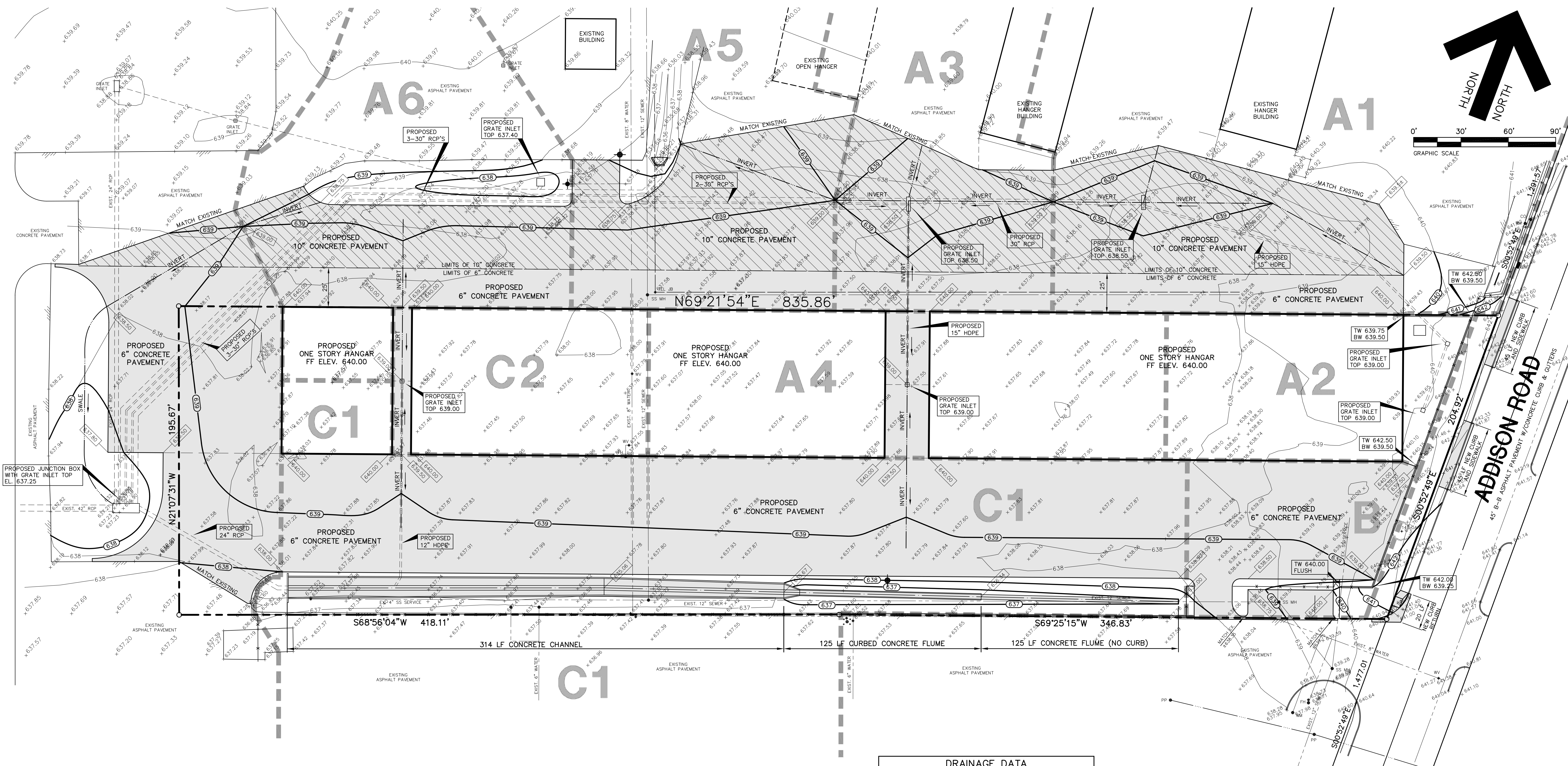
1. DEMOLITION CONTRACTOR TO BE FAMILIAR WITH ALL PROPOSED CONSTRUCTION PLANS BEFORE ANY SITE DEMOLITION COMMENCES.
2. COORDINATE ALL SITE DEMOLITION WITH THE ARCHITECT AND ALL UTILITY CONTRACTORS.
3. DEMOLITION CONTRACTOR TO LOCATE ALL UNDERGROUND UTILITIES PRIOR TO ANY DEMOLITION WORK. CONTACT UTILITY COMPANIES AT LEAST 2 WORKING DAYS PRIOR TO ANY DEMOLITION WORK.
4. CONTACT THE TOWN OF ADDISON FINANCE DEPARTMENT AT 972-450-1080 TO DISCONNECT WATER SERVICE PRIOR TO DEMOLITION OF THE ONMIFLIGHT BUILDING.

 INDICATES EXISTING IMPROVEMENTS TO BE REMOVED

SHEET TITLE:
DEMOLITION PLAN
 HANGER ADDITION PLANS FOR EXECUTIVE HANGER OWNERS ASSOCIATION OF ADDISON AIRPORT
 ADDISON, TEXAS

PREPARED BY:
JDJR ENGINEERS AND CONSULTANTS
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DATE: APR. 8, 2008 DRAWN BY: SAS SHEET NO.
 SCALE: 1" = 30' CHECKED BY: JDJR **C2** OF 10



- GENERAL NOTES:**
1. ALL CONSTRUCTION SHALL BE DONE IN STRICT CONFORMANCE TO THESE PLANS AND ALL APPLICABLE MUNICIPAL CODES AND STANDARDS.
 2. SEE SHEET C-1 FOR ALL HORIZONTAL CONTROL DIMENSIONS.
 3. SEE SHEET C2 FOR SITE DEMOLITION PLAN.
 4. SEE SHEET C4 FOR OFF-SITE DRAINAGE AREA MAP.
 5. SEE SHEET C5 THRU C8 FOR STORM DRAIN PLAN, PROFILES AND DETAILS.
 6. SEE SHEET C9 FOR EROSION CONTROL PLAN OF THE SITE.
 7. SEE SHEET C10 FOR UTILITY SERVICES PLAN FOR THE SITE.
 8. ALL SPOT ELEVATIONS ADJACENT TO CURBS ARE GUTTER ELEVATIONS UNLESS OTHERWISE SHOWN.
 9. ALL WALKWAYS TO HAVE A MAXIMUM OF 1/4" PER FOOT CROSSFALL SLOPE AWAY FROM THE BUILDING.
 10. ALL SITE PAVING TO BE DONE IN ACCORDANCE TO THE RECOMMENDATIONS AS OUTLINED IN THE SOILS REPORT FOR THIS SITE.
 11. ALL SITE GRADING AND SUBGRADE PREPARATION SHALL BE DONE IN ACCORDANCE TO THE RECOMMENDATIONS AS OUTLINED IN THE SOILS REPORT FOR THIS SITE.
 12. ALL LANDSCAPED AREAS TO BE UNIFORMLY GRADED AS SHOWN.

- EXISTING UTILITIES NOTES:**
1. THE LOCATION OF ALL UNDERGROUND FACILITIES AS INDICATED ON THE PLANS ARE TAKEN FROM PUBLIC RECORDS. JDJR ENGINEERS & CONSULTANTS ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF SUCH RECORDS AND DOES NOT GUARANTEE THAT ALL UNDERGROUND UTILITIES ARE SHOWN OR ARE LOCATED PRECISELY AS INDICATED.
 2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE ARRANGEMENTS WITH THE OWNERS OF SUCH UNDERGROUND FACILITIES PRIOR TO WORKING IN THE AREA TO CONFIRM THEIR EXACT LOCATION AND TO DETERMINE WHETHER ANY ADDITIONAL FACILITIES OTHER THAN THOSE SHOWN ON THE PLANS MAY BE PRESENT.
 3. THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL UNDERGROUND FACILITIES FOUND.
 4. NOTIFY JDJR ENGINEERS & CONSULTANTS IF ANY UNDERGROUND UTILITIES ARE NOT IN THE LOCATIONS INDICATED ON THESE PLANS (HORIZONTALLY AND VERTICALLY) OR CONFLICT WITH ANY PROPOSED IMPROVEMENTS ASSOCIATED WITH THESE PLANS.

DRAINAGE DATA					
AREA NO.	ACRES	C	T _c MIN	I ₂ IN/HR	Q ₂ CFS
A1	3.42	1.0	10	5.04	17.24
A2	0.39	1.0	10	5.04	1.97
A3	3.33	1.0	10	5.04	16.78
A4	0.71	1.0	10	5.04	3.58
A5	2.62	1.0	10	5.04	13.20
A6	0.80	1.0	10	5.04	4.03
B	0.29	1.0	10	5.04	1.46
C1	2.85	1.0	10	5.04	14.36
C2	0.35	1.0	10	5.04	1.76

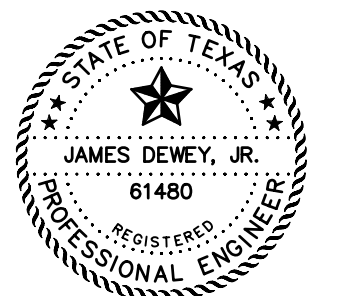
- LEGEND**
- 624 — EXISTING CONTOUR LINE
 - + 480.25 EXISTING SPOT ELEVATION
 - 625 ○ PROPOSED SPOT ELEVATION
 - 525 — PROPOSED CONTOUR LINE
 - — — — — INVERT OR FLOWLINE
 - — — — — DRAINAGE DIVIDE LINE
 - ▒ INDICATES 6" CONCRETE PAVEMENT
 - ▨ INDICATES 10" CONCRETE PAVEMENT

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BENCH MARK: SQUARE CUT FOUND C.L. OF CURB INLET, WEST SIDE OF ADDISON ROAD, 75' SOUTH OF THE C.L. OF AIRPORT PRKWAY.
ELEVATION 642.51
SITE TBM: X-CUT SET IN CONCRETE WALK ±38' NORTH OF THE NORTHEAST CORNER OF THIS TRACT.
ELEVATION 642.86

REVISIONS:

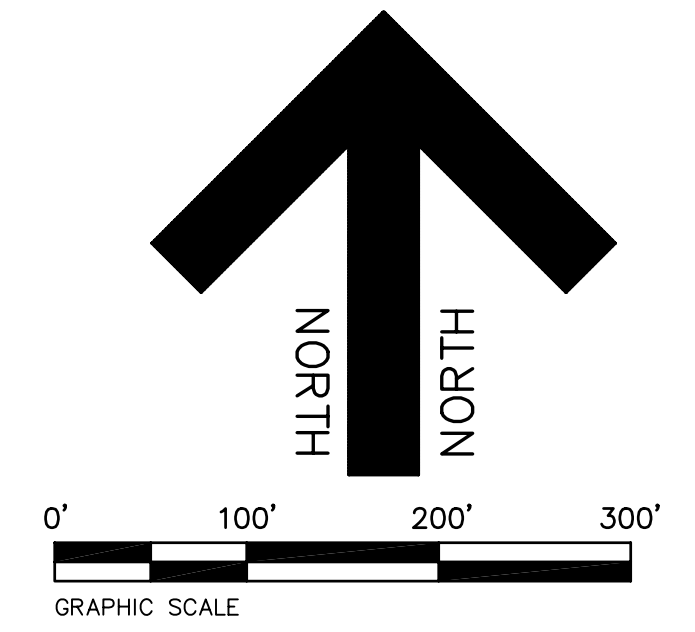
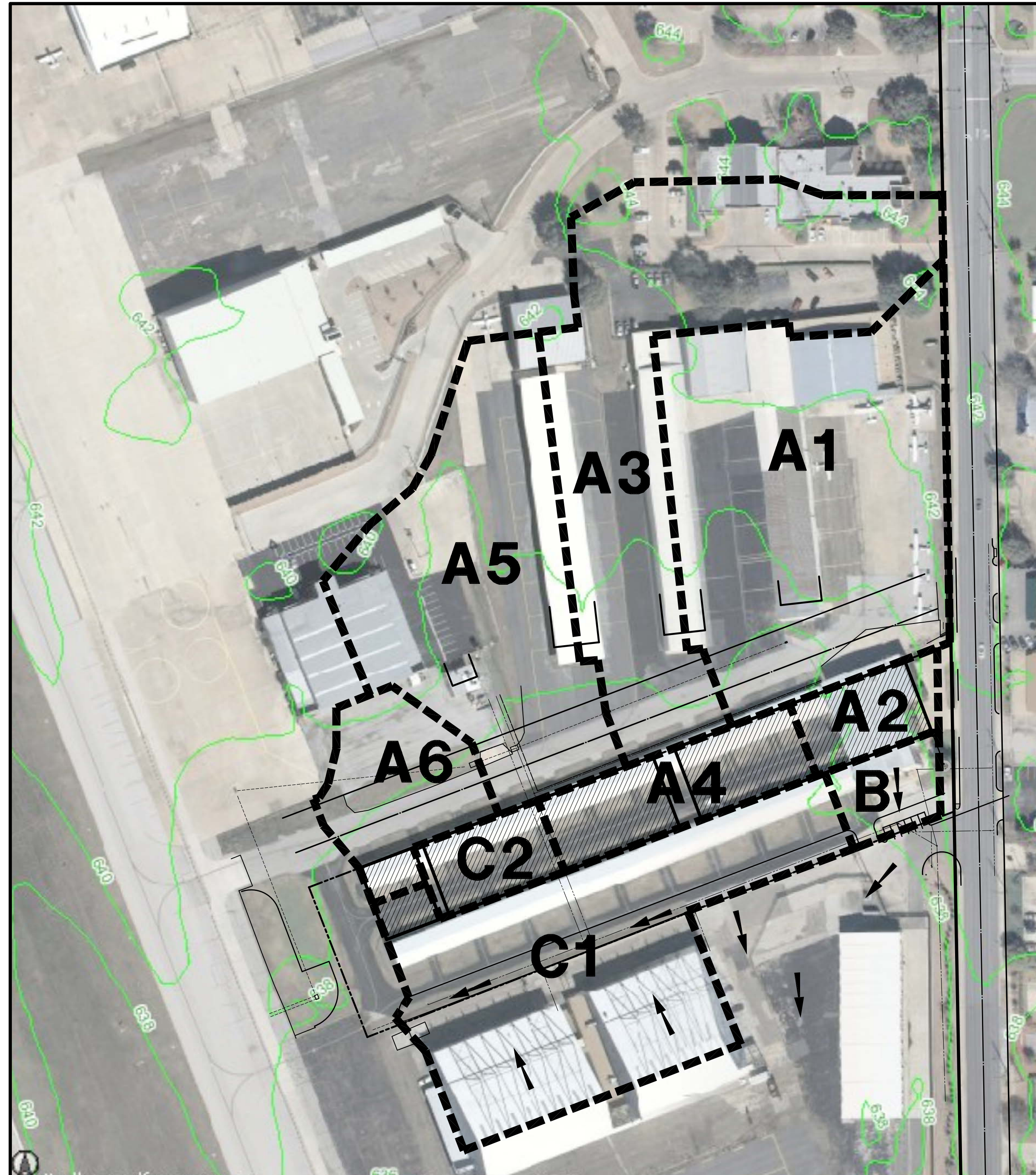
DATE	BY	REVISION
6/04/08	CITY COMMENTS	
7/25/08	CITY COMMENTS	
8/01/08	CITY COMMENTS	
8/05/08	CITY COMMENTS	
9/02/09	AS BUILT	



SHEET TITLE:
GRADING AND DRAINAGE PLAN
HANGER ADDITION PLANS FOR EXECUTIVE HANGER OWNERS ASSOCIATION OF ADDISON AIRPORT ADDISON, TEXAS

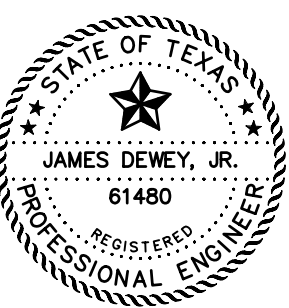
PREPARED BY:
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DATE: APR. 8, 2008 DRAWN BY: SAS SHEET NO.
SCALE: 1" = 30' CHECKED BY: JDJR **C3** OF 10



DRAINAGE DATA						
AREA NO.	ACRES	C	T _c MIN	I ₂ IN/HR	Q ₂ CFS	
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A2	0.39	1.0	10	5.04	1.97	
A3	3.33	1.0	10	5.04	16.78	
A4	0.71	1.0	10	5.04	3.58	
A5	2.62	1.0	10	5.04	13.20	
A6	0.80	1.0	10	5.04	4.03	
B	0.29	1.0	10	5.04	1.46	
C1	2.85	1.0	10	5.04	14.36	
C2	0.35	1.0	10	5.04	1.76	

REVISIONS:	
9/02/09	AS BUILT

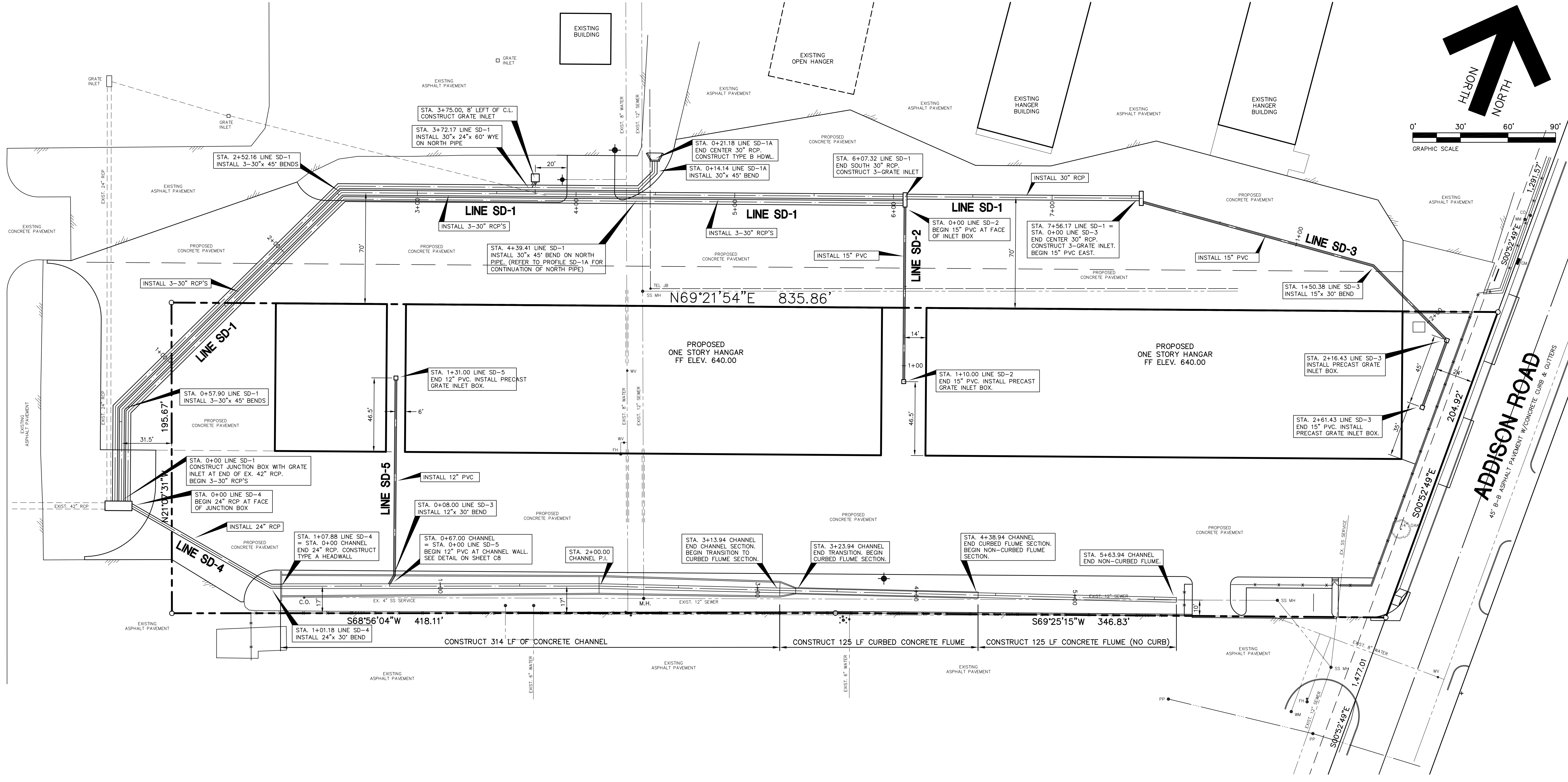
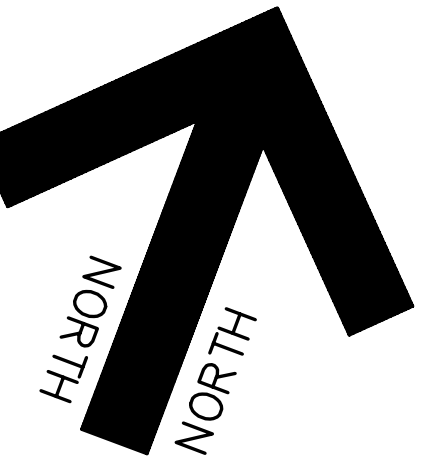


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SHEET TITLE:
OFF-SITE DRAINAGE AREA MAP
 HANGER ADDITION PLANS FOR
 EXECUTIVE HANGER OWNERS ASSOCIATION OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

PREPARED BY:
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DATE: APR. 8, 2008	DRAWN BY: SAS	SHEET NO.
SCALE: 1" = 100'	CHECKED BY: JDJR	C4 OF 10



EXISTING UTILITIES NOTES:

1. THE LOCATION OF ALL UNDERGROUND FACILITIES AS INDICATED ON THE PLANS ARE TAKEN FROM PUBLIC RECORDS. JDJR ENGINEERS & CONSULTANTS ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF SUCH RECORDS AND DOES NOT GUARANTEE THAT ALL UNDERGROUND UTILITIES ARE SHOWN OR ARE LOCATED PRECISELY AS INDICATED.
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4. NOTIFY JDJR ENGINEERS & CONSULTANTS IF ANY UNDERGROUND UTILITIES ARE NOT IN THE LOCATIONS INDICATED ON THESE PLANS (HORIZONTALLY AND VERTICALLY) OR CONFLICT WITH ANY PROPOSED IMPROVEMENTS ASSOCIATED WITH THESE PLANS.

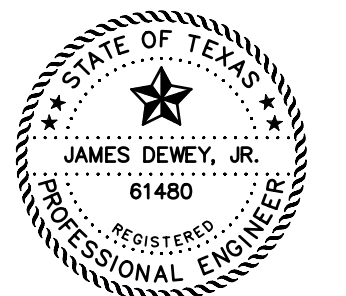
GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE DONE IN STRICT CONFORMANCE TO THESE PLANS AND ALL APPLICABLE MUNICIPAL CODES AND STANDARDS.
2. SEE SHEET C1 FOR ALL HORIZONTAL CONTROL DIMENSIONS.
3. SEE SHEET C3 AND C4 FOR GRADING PLAN AND DRAINAGE AREA MAP.
4. SEE SHEET C6 AND C7 FOR STORM DRAIN PROFILES.
5. SEE SHEET C8 FOR STORM DRAIN DETAILS.
6. SEE SHEET C9 FOR EROSION CONTROL PLAN OF THE SITE.
7. SEE SHEET C10 FOR UTILITY SERVICES PLAN FOR THE SITE.

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BENCH MARK: SQUARE CUT FOUND C.L. OF CURB INLET, WEST SIDE OF ADDISON ROAD, 75' SOUTH OF THE C.L. OF AIRPORT PRKY.
ELEVATION 642.51
SITE TBM: X-CUT SET IN CONCRETE WALK ±38' NORTH OF THE NORTHEAST CORNER OF THIS TRACT.
ELEVATION 642.86

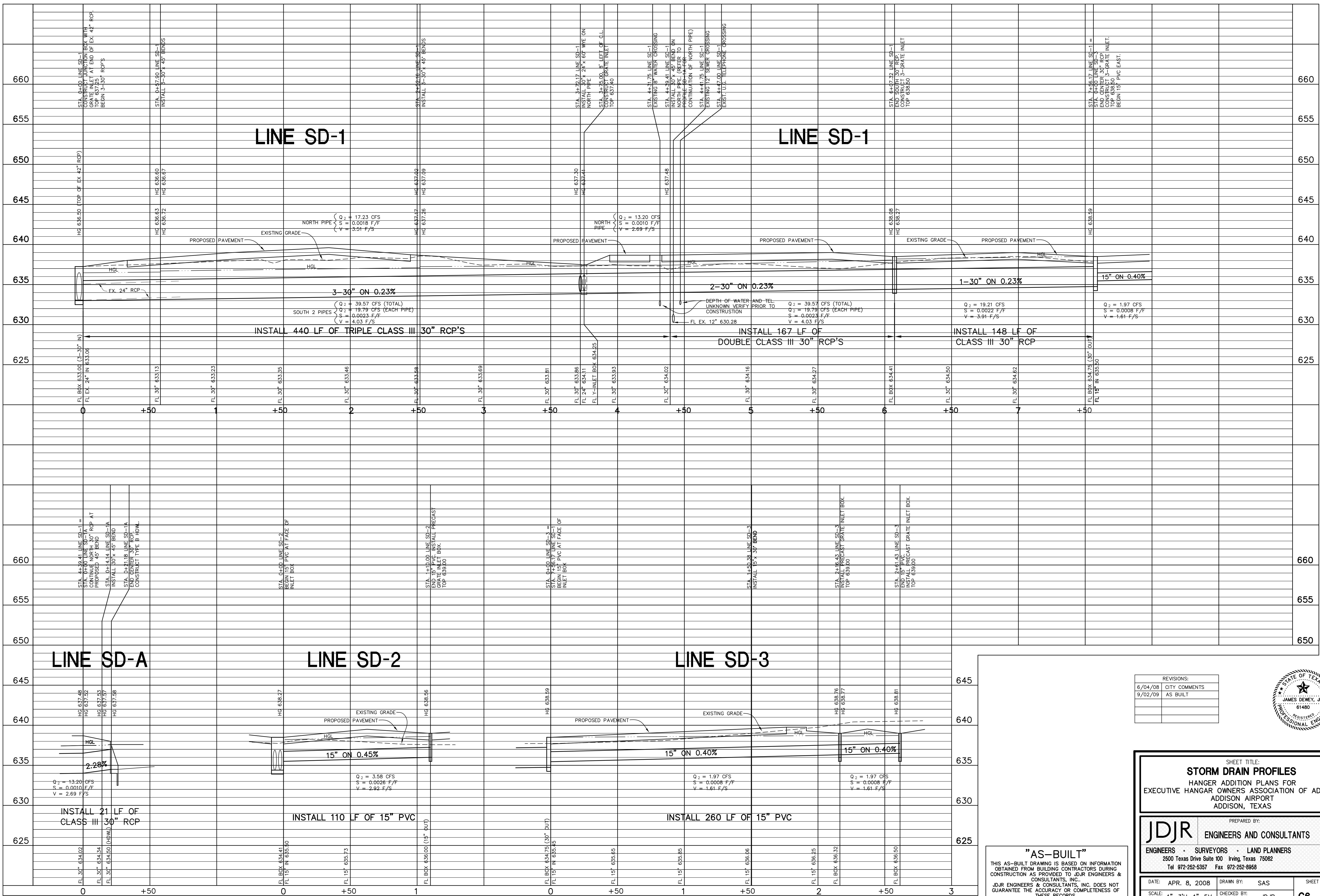
REVISIONS:	
6/04/08	CITY COMMENTS
7/25/08	CITY COMMENTS
8/01/08	CITY COMMENTS
8/05/08	CITY COMMENTS
9/02/09	AS BUILT



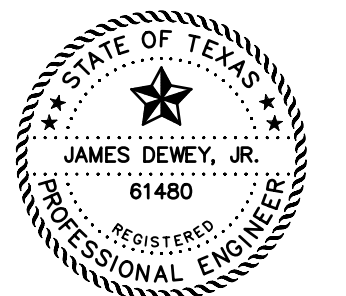
SHEET TITLE:
STORM DRAIN PLAN
HANGER ADDITION PLANS FOR EXECUTIVE HANGER OWNERS ASSOCIATION OF ADDISON AIRPORT ADDISON, TEXAS

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DATE: APR. 8, 2008 DRAWN BY: SAS SHEET NO.
SCALE: 1" = 30' CHECKED BY: JDJR **C5** OF 10



REVISIONS:	
6/04/08	CITY COMMENTS
9/02/09	AS BUILT

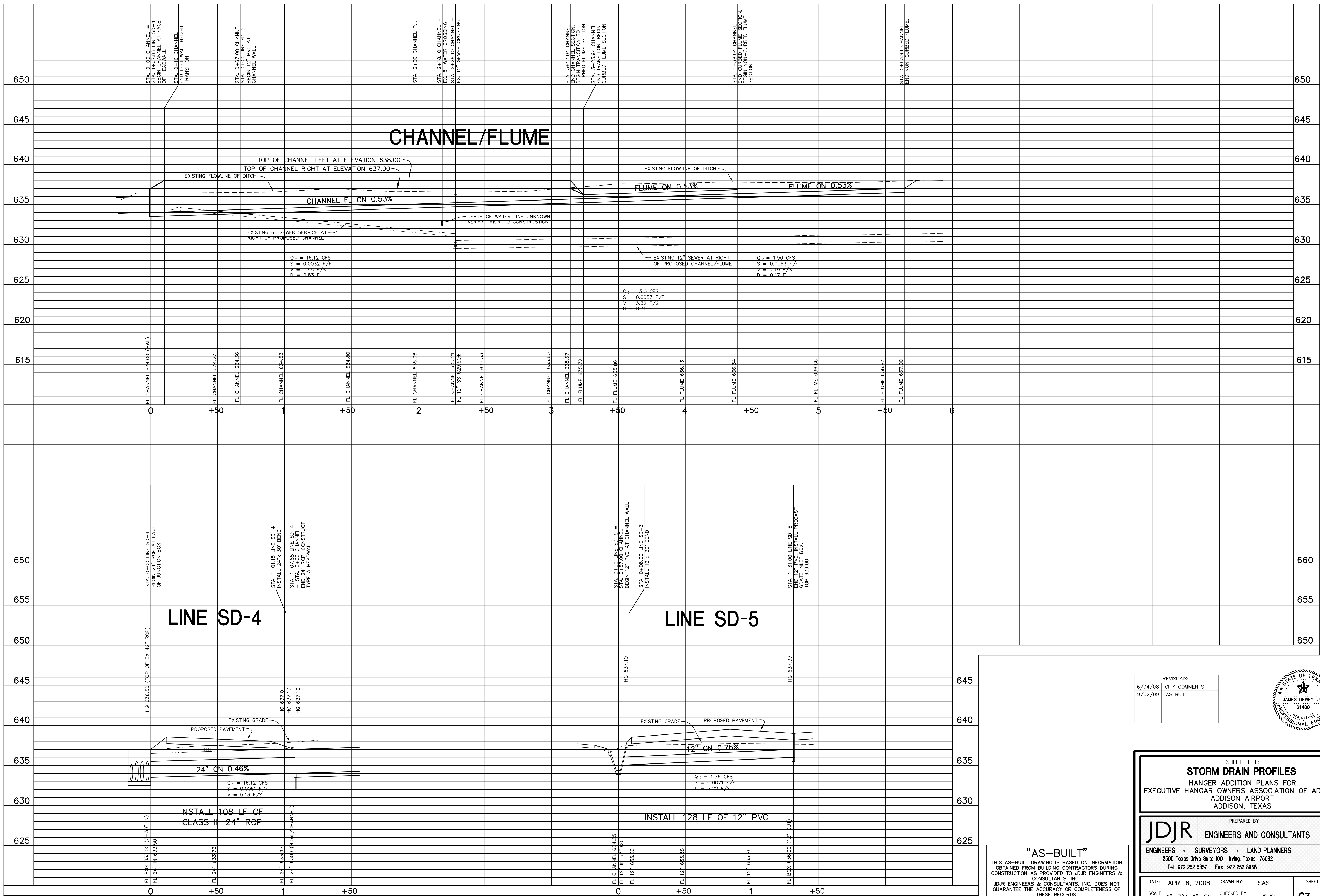


SHEET TITLE:
STORM DRAIN PROFILES
 HANGER ADDITION PLANS FOR
 EXECUTIVE HANGAR OWNERS ASSOCIATION OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

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DATE: APR. 8, 2008 DRAWN BY: SAS SHEET NO.
 SCALE: 1"=3'H, 1"=5'V CHECKED BY: JDJR **C6** OF 10



REVISIONS:	
6/04/08	CITY COMMENTS
9/02/09	AS BUILT

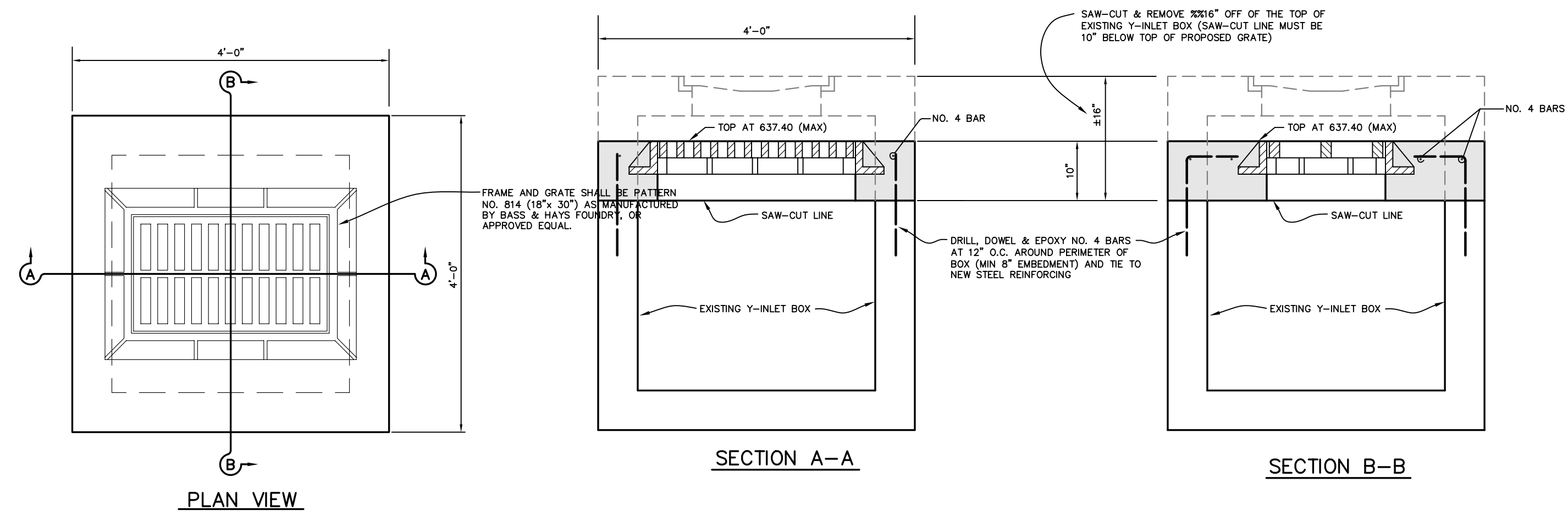


SHEET TITLE:
STORM DRAIN PROFILES
 HANGER ADDITION PLANS FOR
 EXECUTIVE HANGAR OWNERS ASSOCIATION OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

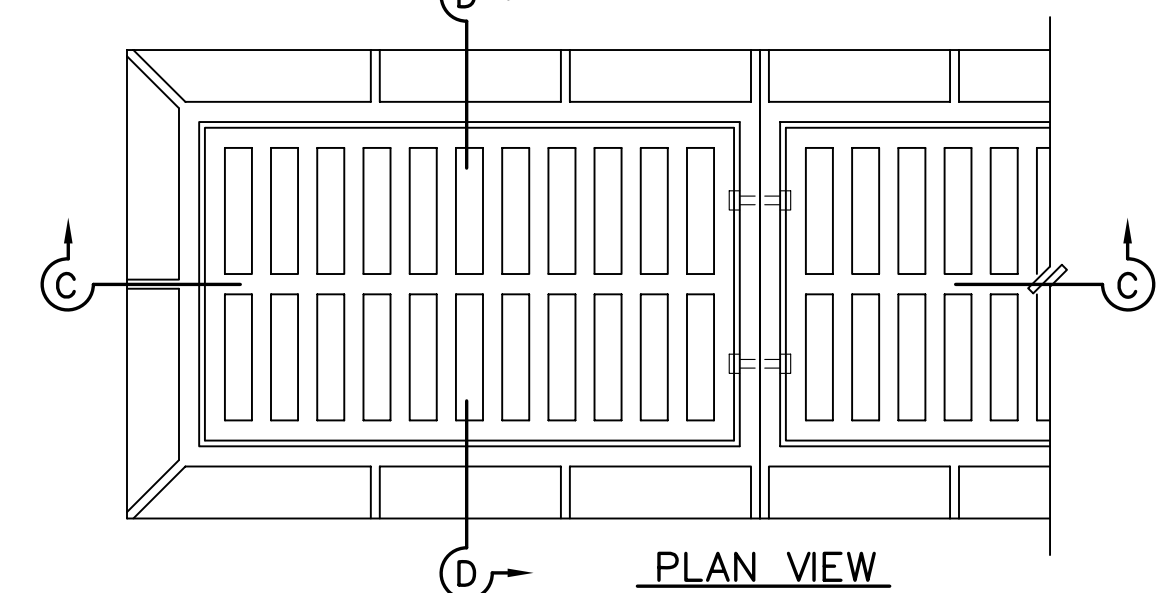
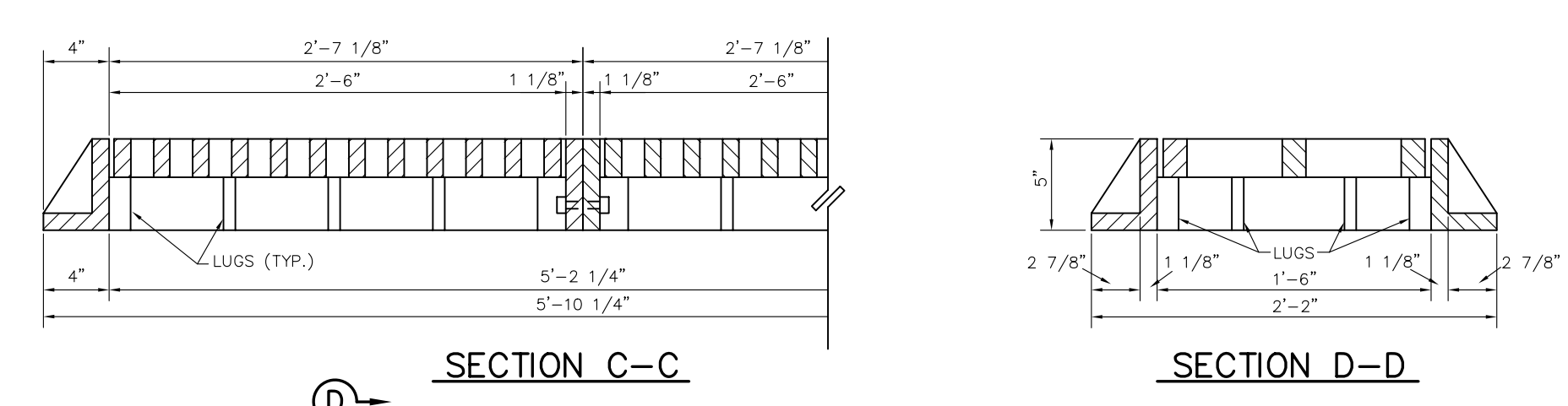
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DATE: APR. 8, 2008	DRAWN BY: SAS	SHEET NO.
SCALE: 1"=3'H, 1"=5'V	CHECKED BY: JDIR	C7 of 10

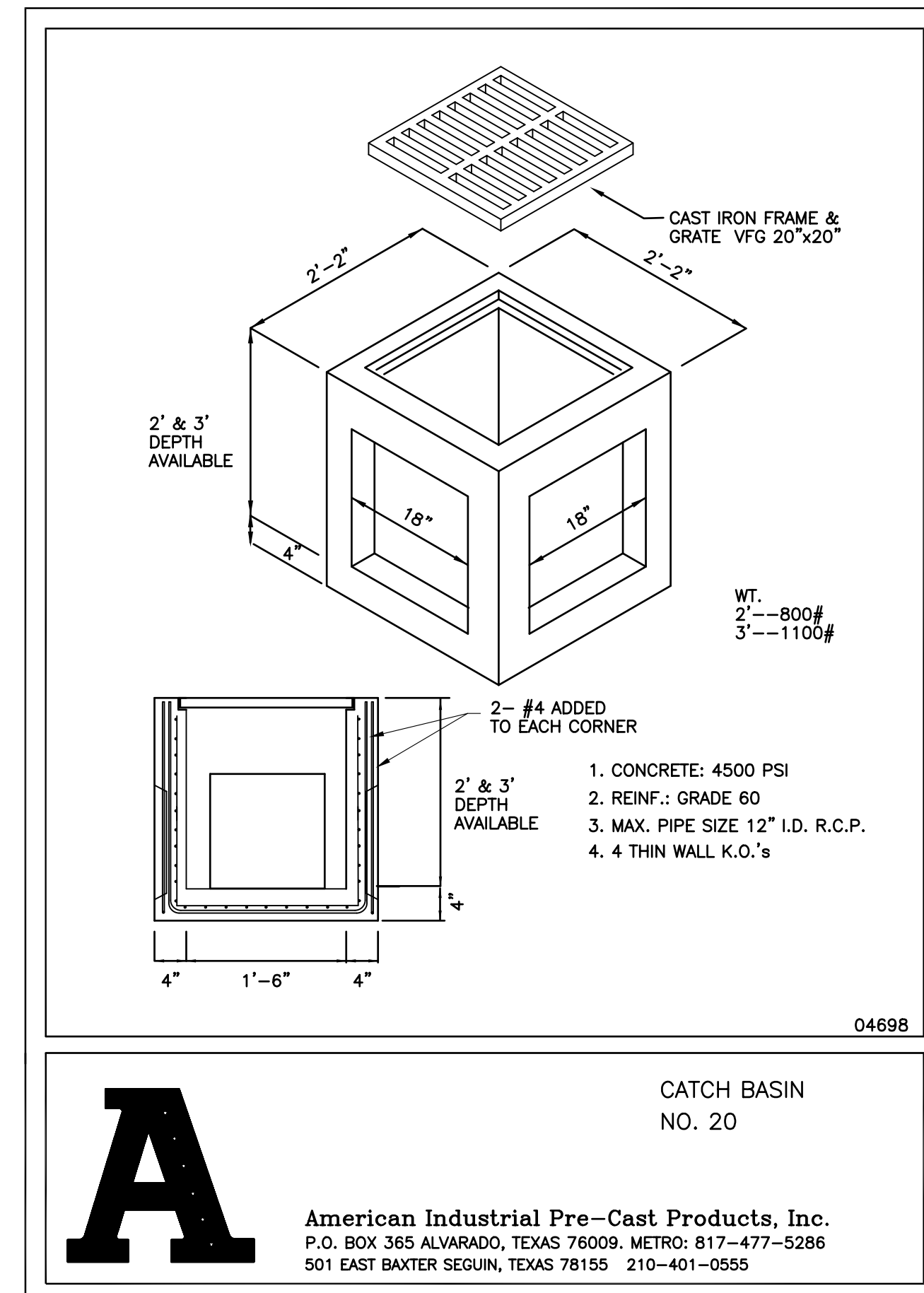
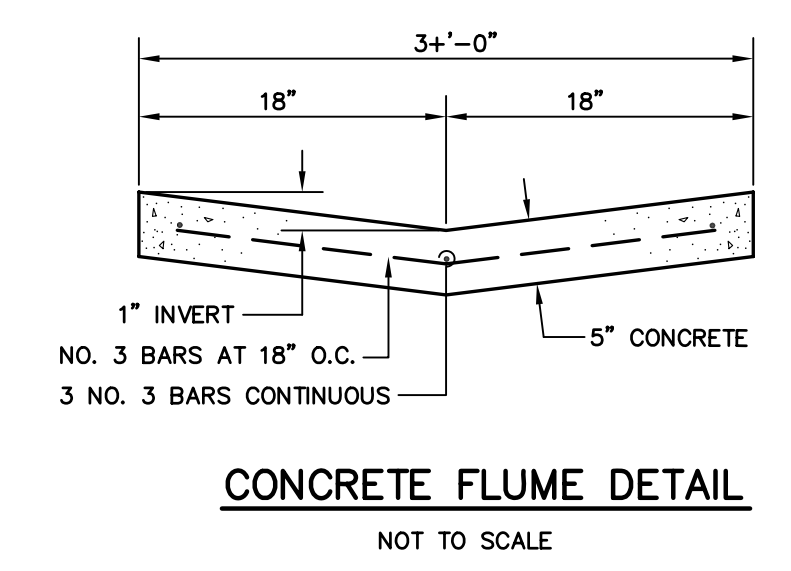
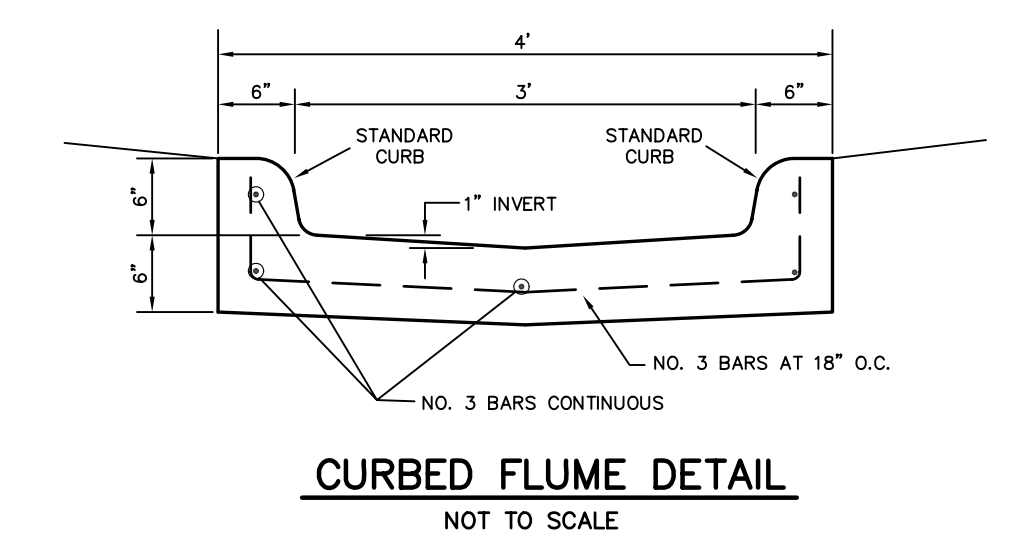
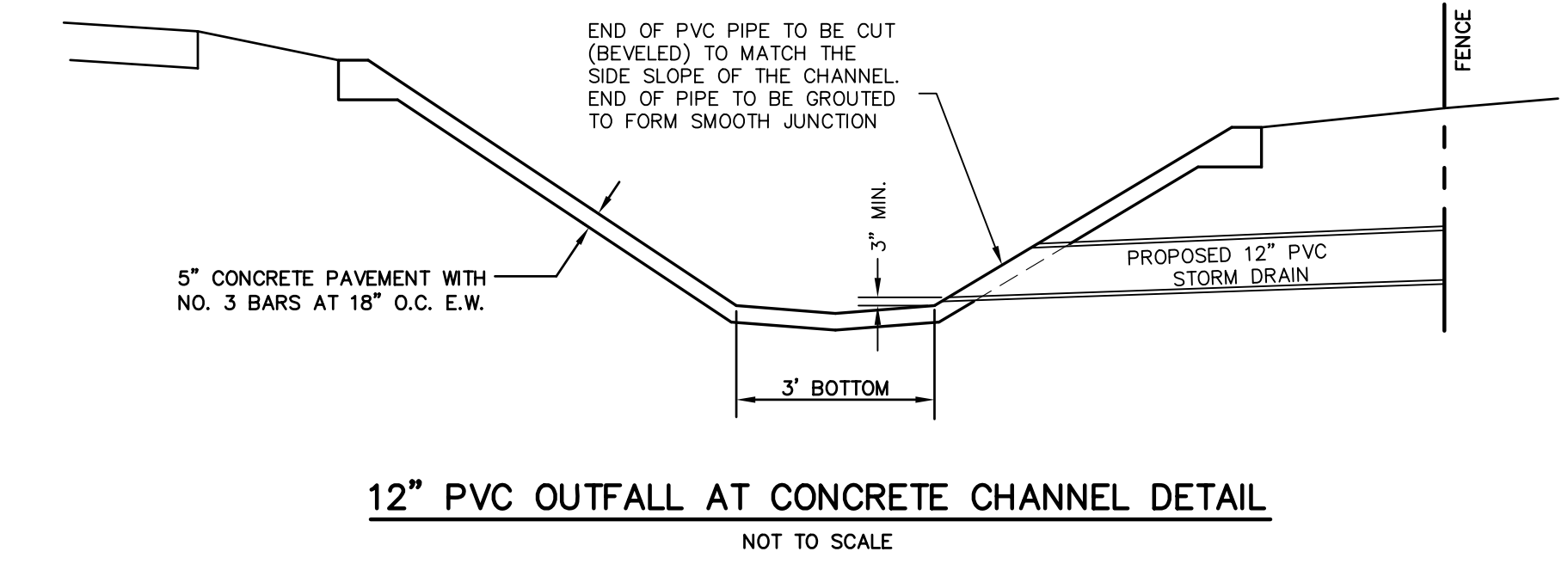
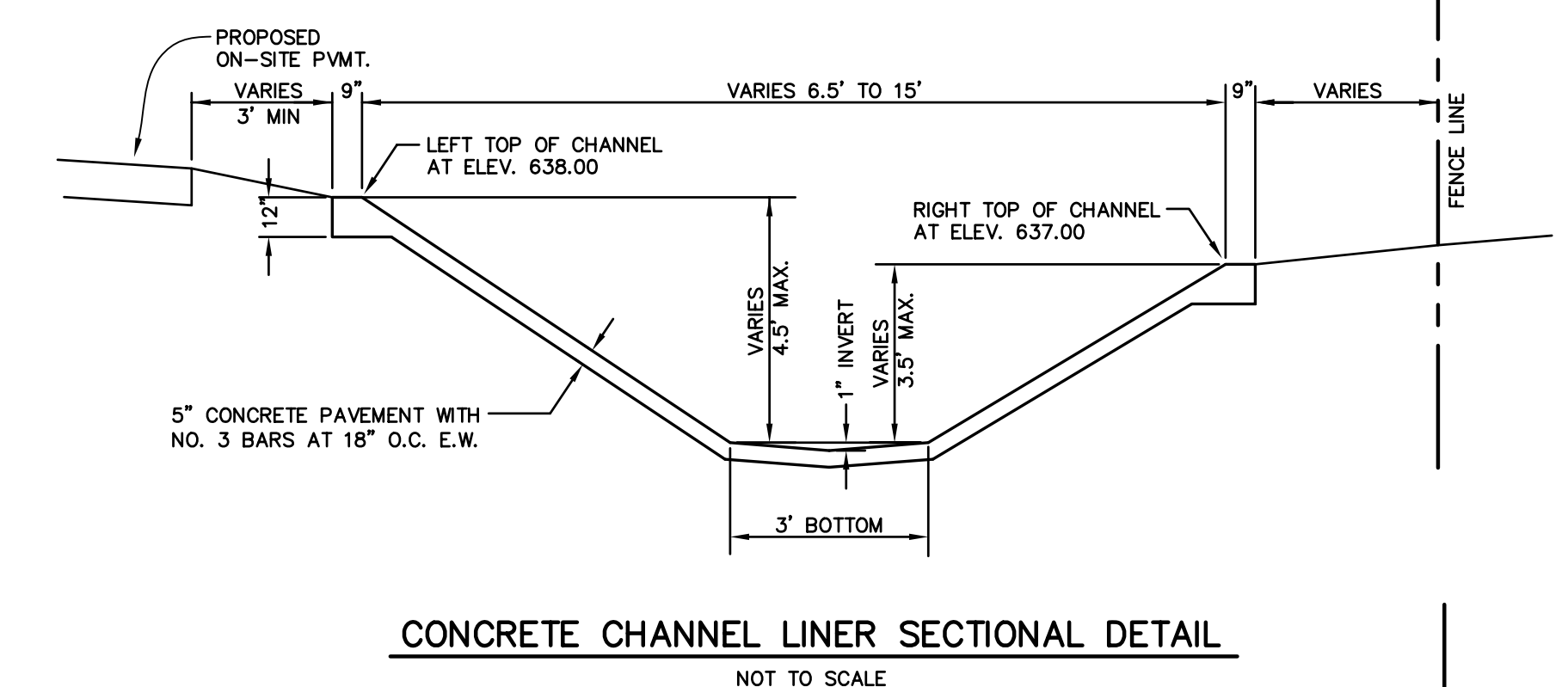
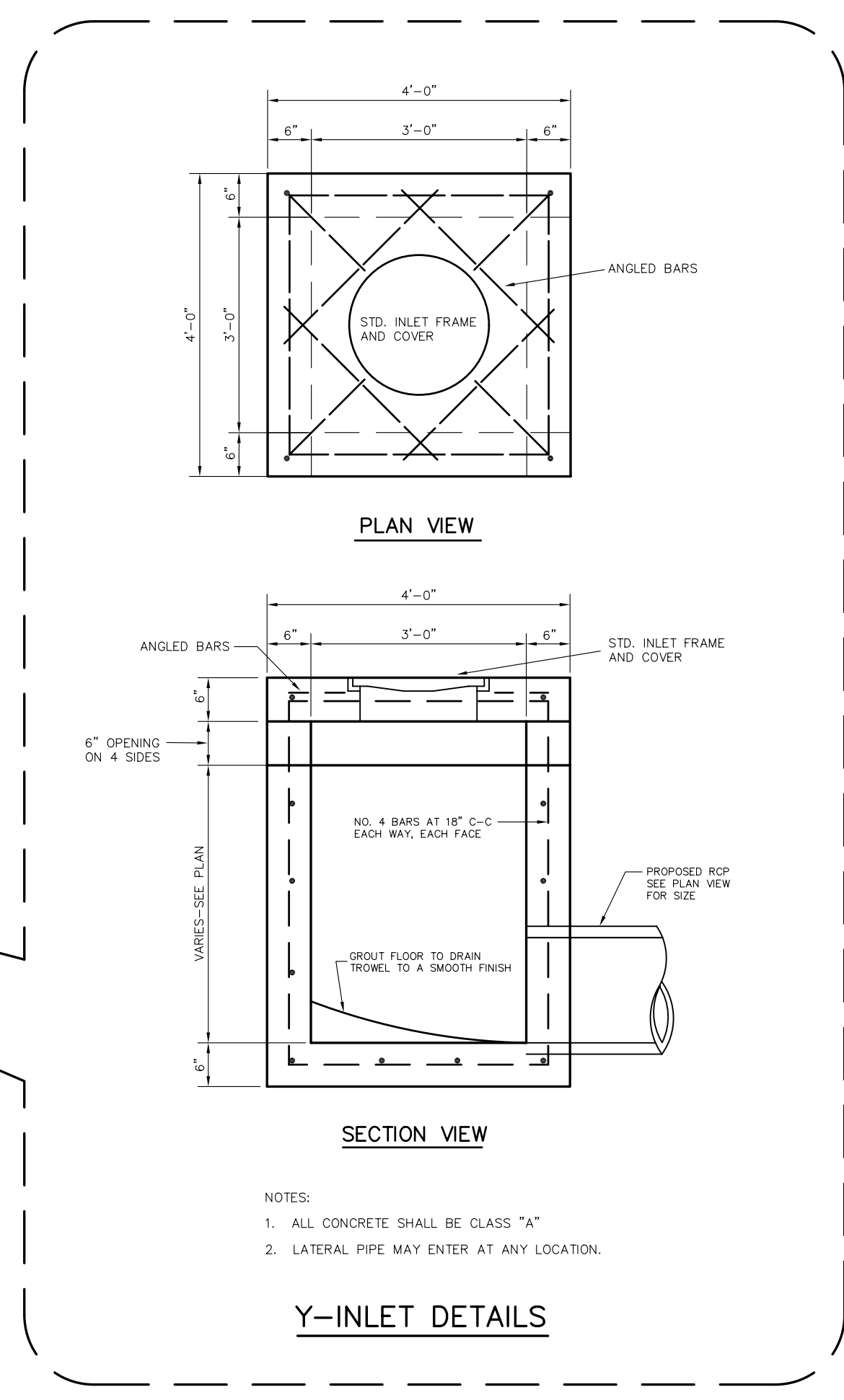
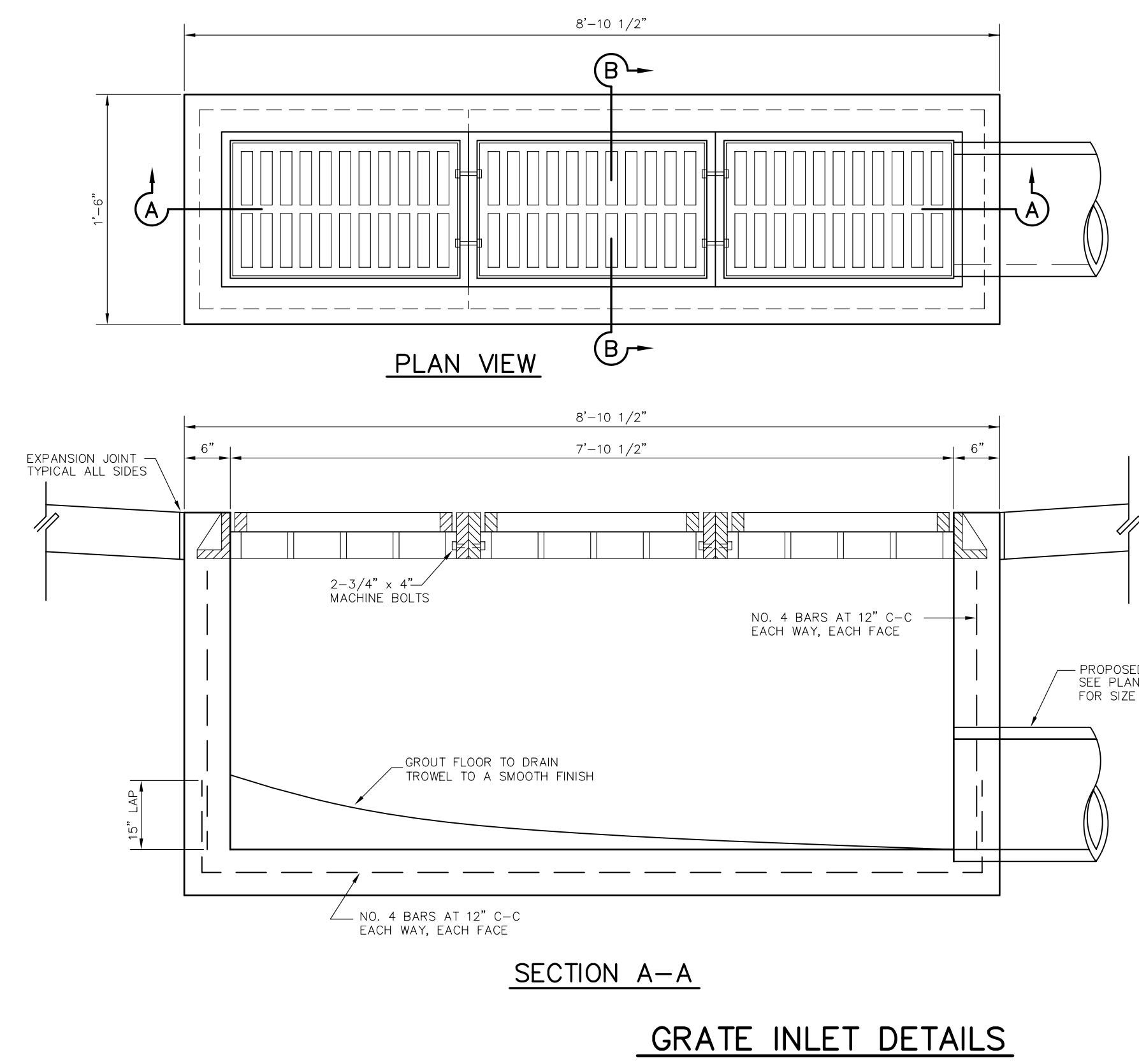


**Y-INLET TO JUNCTION BOX CONVERSION DETAILS
(AT STA. 3+75 LINE SD-1)**



FRAME AND GRATE SHALL BE PATTERN NO. 814 AS MANUFACTURED BY BASS & HAYS FOUNDRY, OR APPROVED EQUAL.

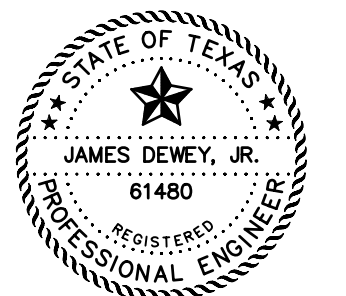
- NOTES:
1. ALL LAPS AND EXTENSIONS OF REINFORCING BARS SHALL BE 30 BAR DIAMETERS UNLESS NOTED OTHERWISE.
 2. TACK WELD GRATES IN PLACE OR USE GRATE LOCK.
 3. PIPE MAY BE PLACED IN ANY WALL, BUT SHALL NOT ENTER ANY CORNER, OR BOTTOM.
 4. CONCRETE TO BE A MINIMUM OF 4200 P.S.I.



A American Industrial Pre-Cast Products, Inc.
P.O. BOX 365 ALVARADO, TEXAS 76009. METRO: 817-477-5286
501 EAST BAXTER SEGUIN, TEXAS 78155 210-401-0555

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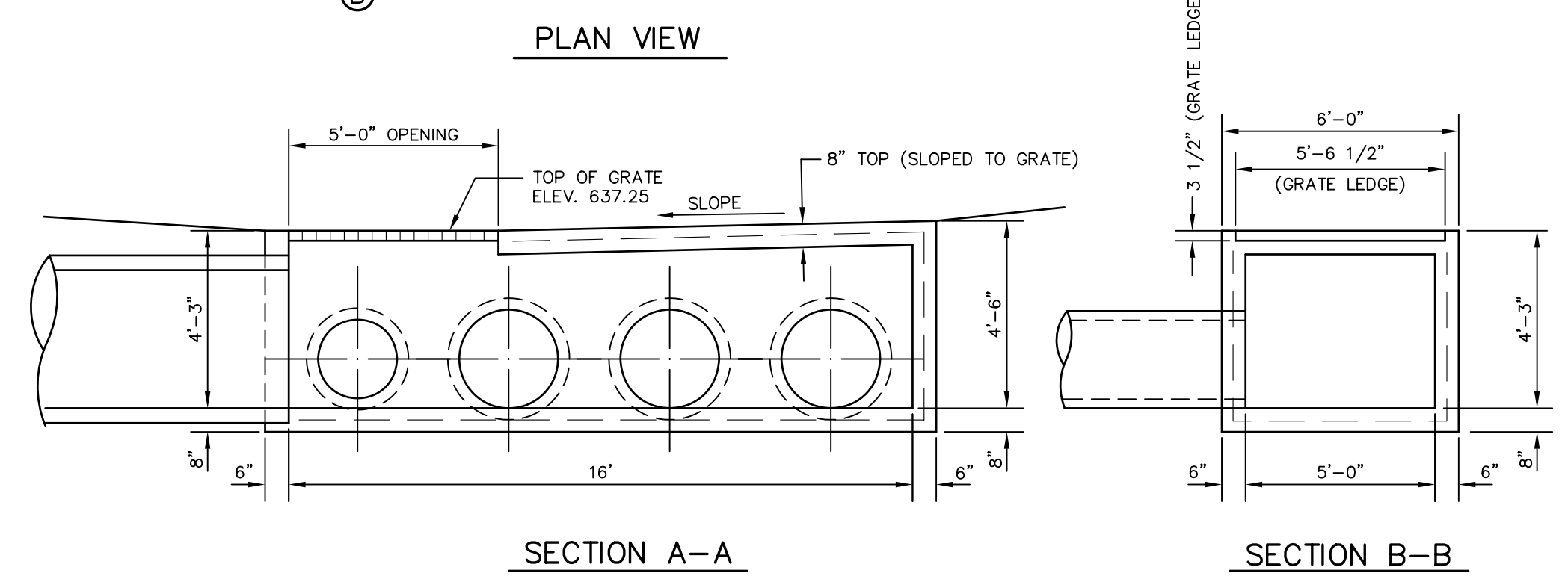
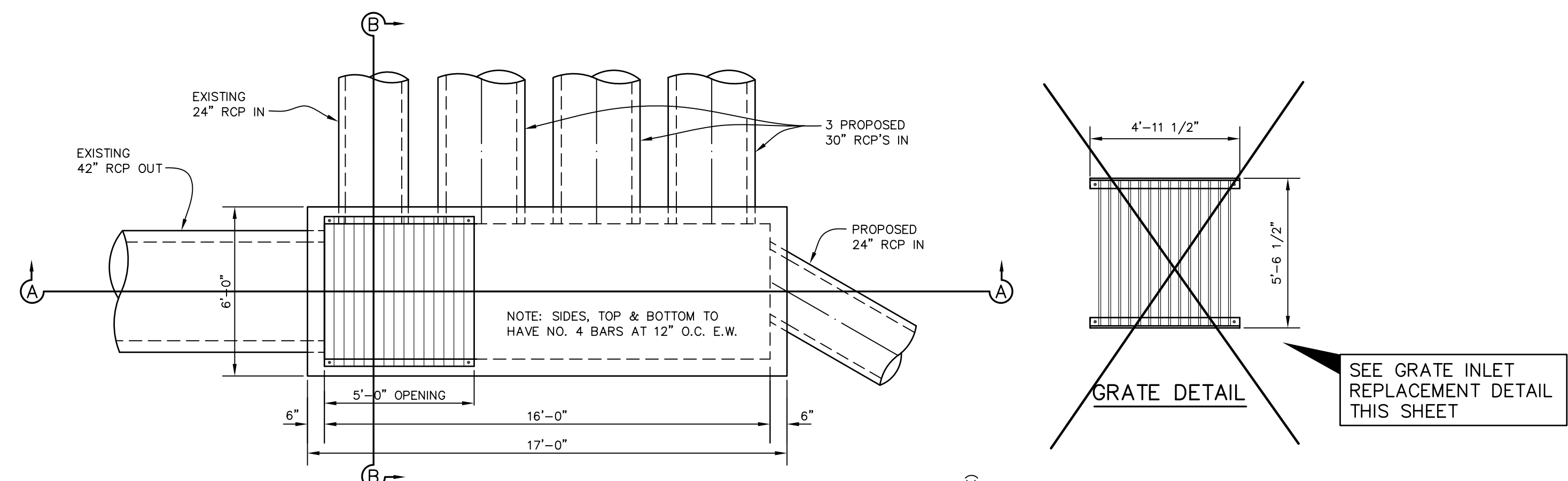
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7/25/08	CITY COMMENTS
9/02/09	AS BUILT



SHEET TITLE:
STORM DRAIN DETAILS
HANGER ADDITION PLANS FOR EXECUTIVE HANGAR OWNERS ASSOCIATION OF ADDISON AIRPORT ADDISON, TEXAS

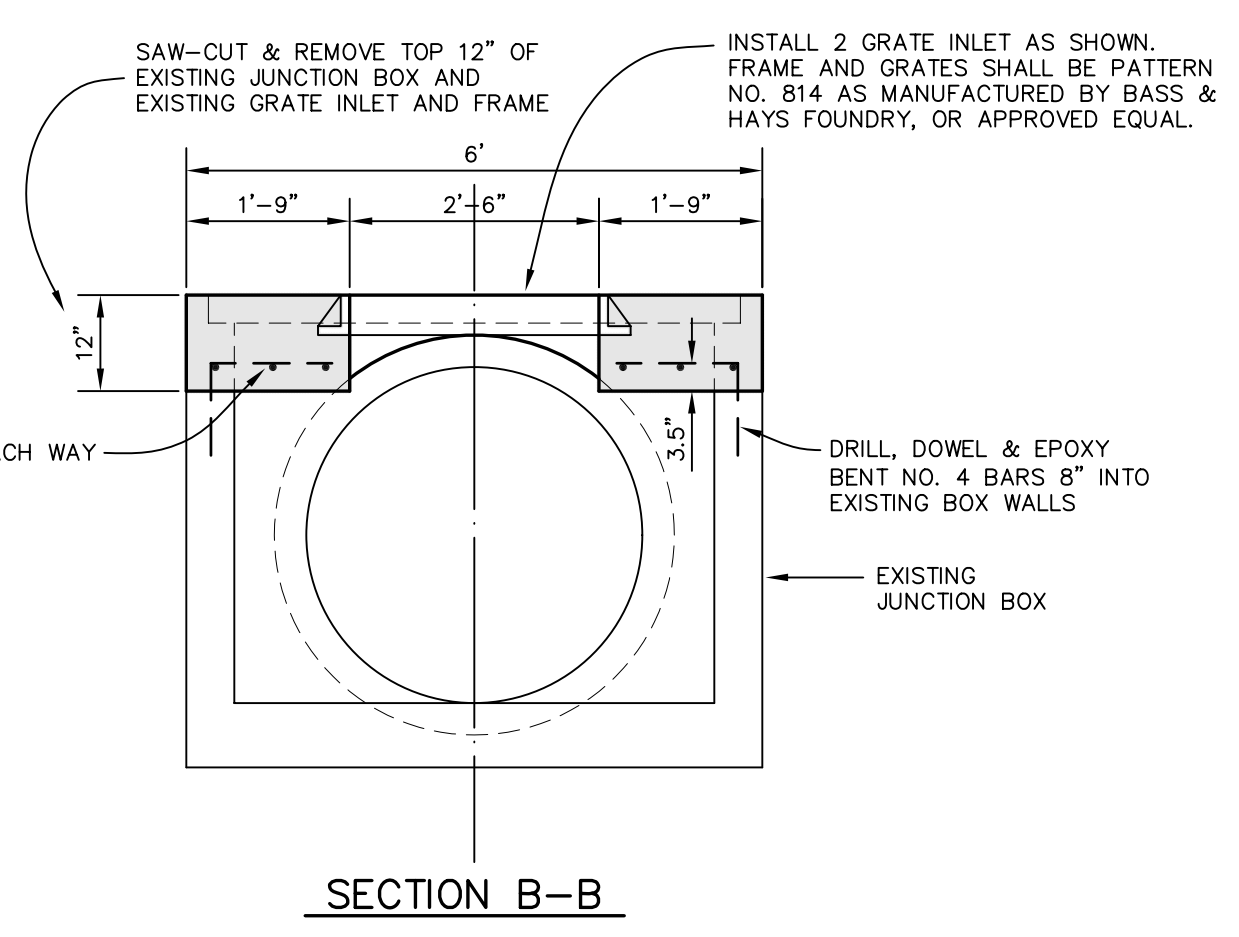
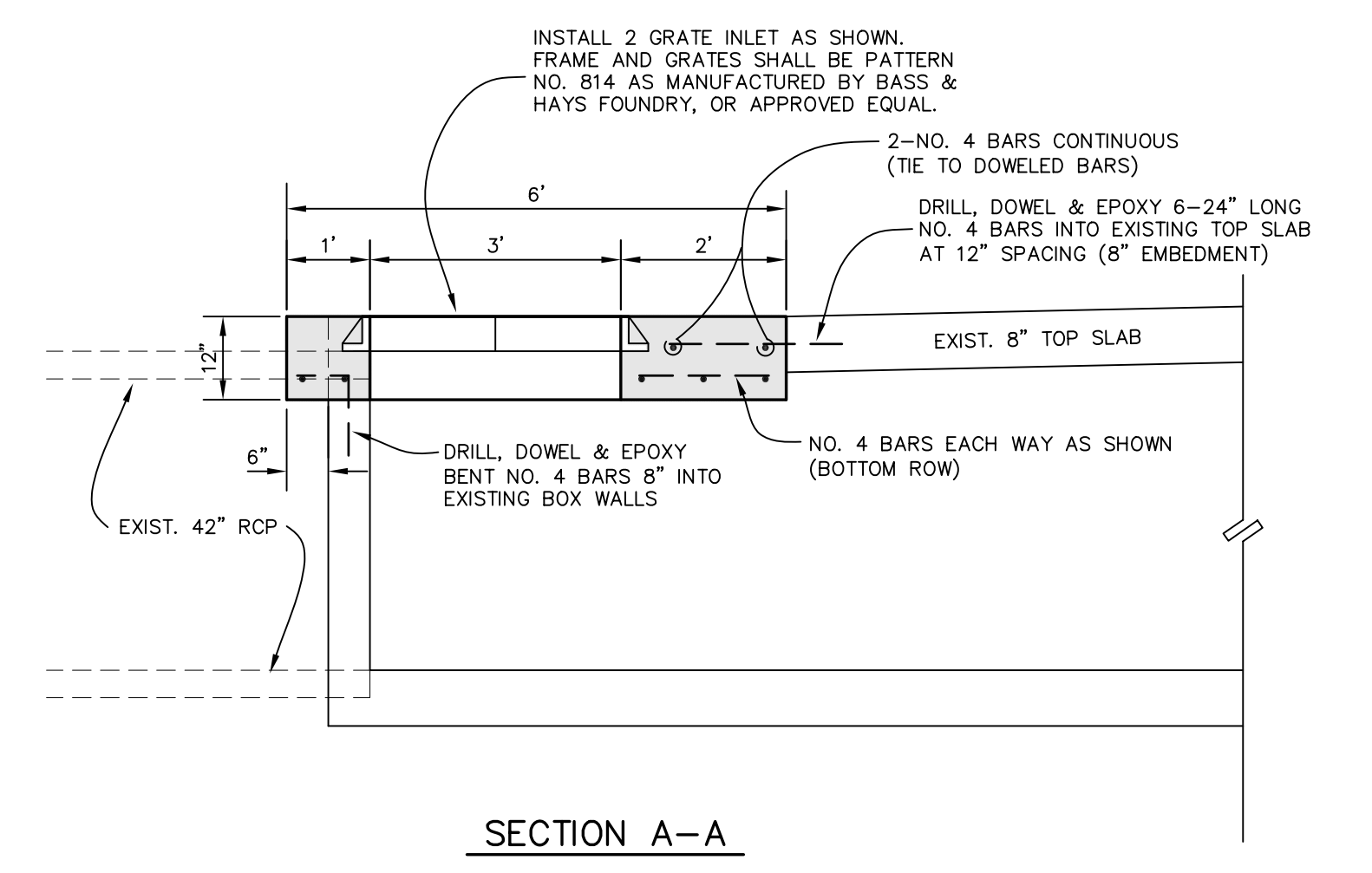
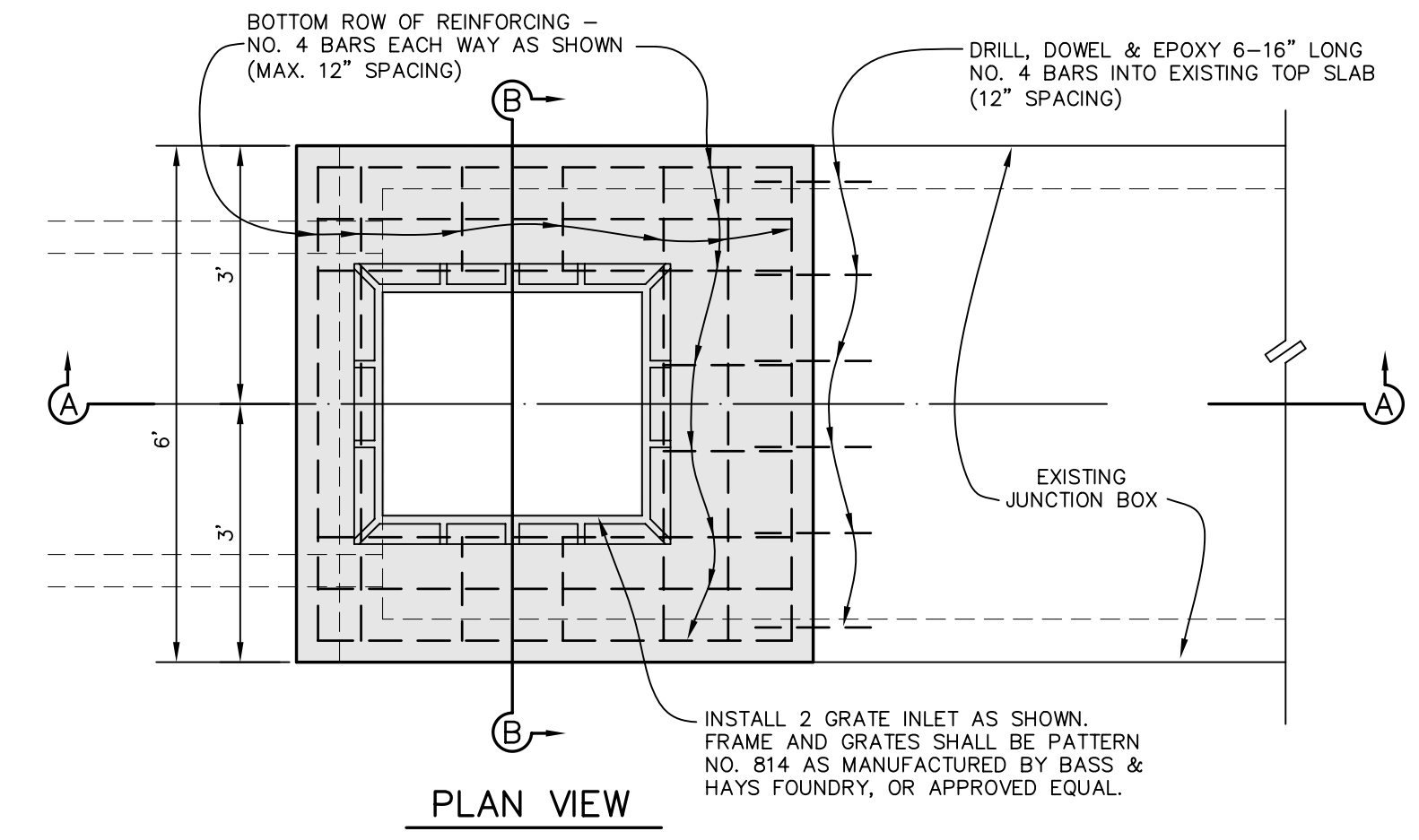
PREPARED BY:
JDJR ENGINEERS AND CONSULTANTS
ENGINEERS • SURVEYORS • LAND PLANNERS
2500 Texas Drive Suite 100 Irving, Texas 75062
Tel 972-252-5357 Fax 972-252-8958

DATE: APR. 8, 2008 DRAWN BY: SAS SHEET NO.
SCALE: AS SHOWN CHECKED BY: JDJR **C8** OF 10



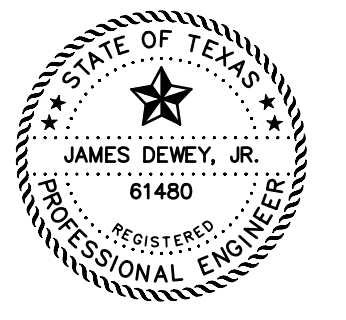
- NOTES:
1. JUNCTION BOX TO BE CONSTRUCTED TO DIMENSIONS SHOWN HERE. REFER TO TxDOT DETAILS FOR GRATE AND ANCHOR DETAILS.
 2. REINFORCING STEEL IN SIDES, TOP & BOTTOM TO BE NO. 4 BARS AT 12" O.C. E.W.

JUNCTION BOX DETAIL WITH TYPE H GRATE INLET
NOT TO SCALE



GRATE INLET REPLACEMENT DETAILS
NOT TO SCALE

REVISIONS:	
9/02/09	AS BUILT

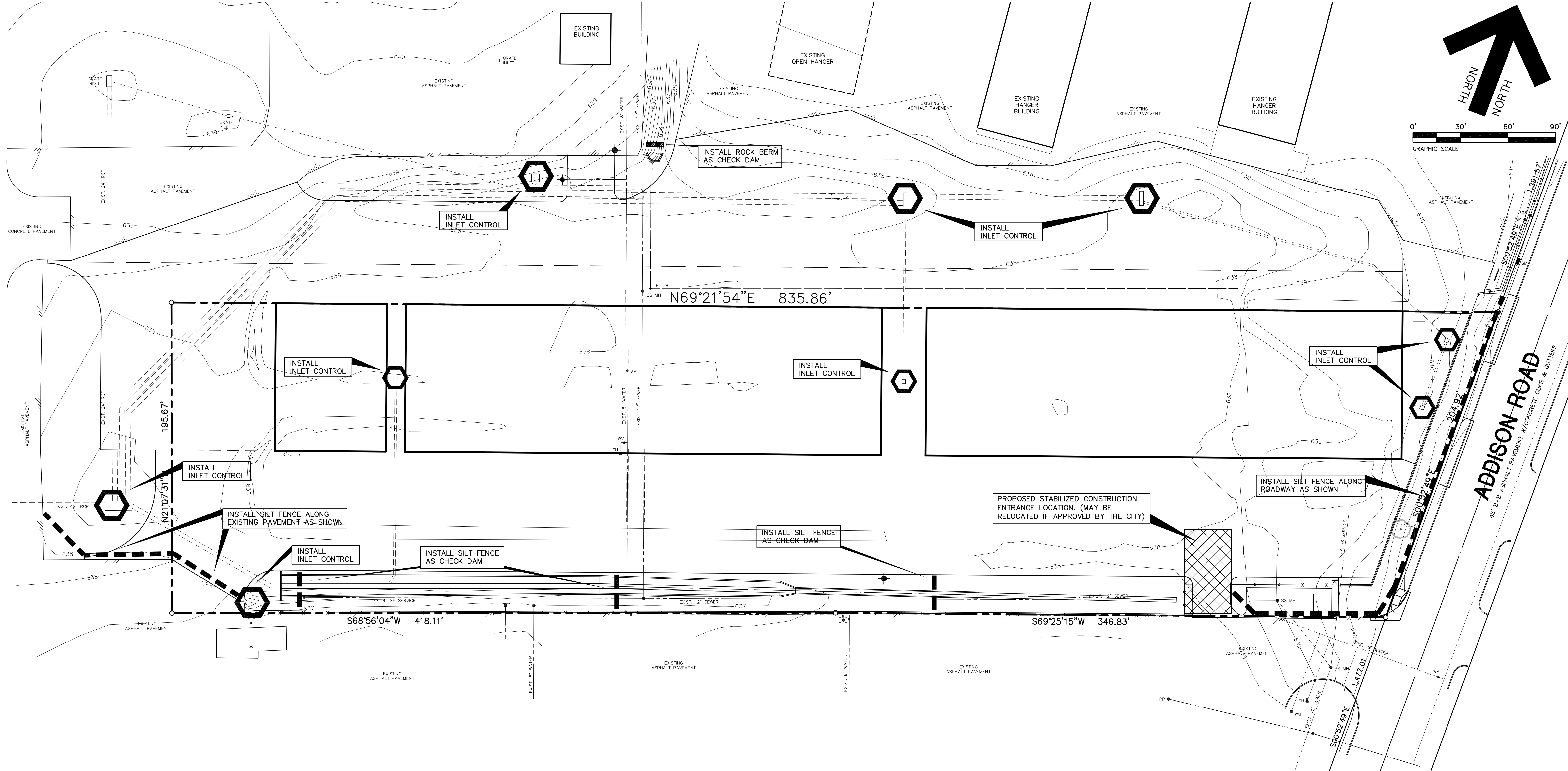
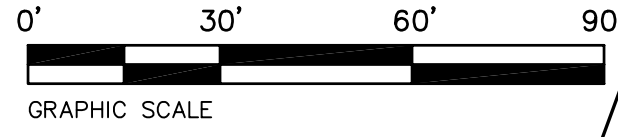
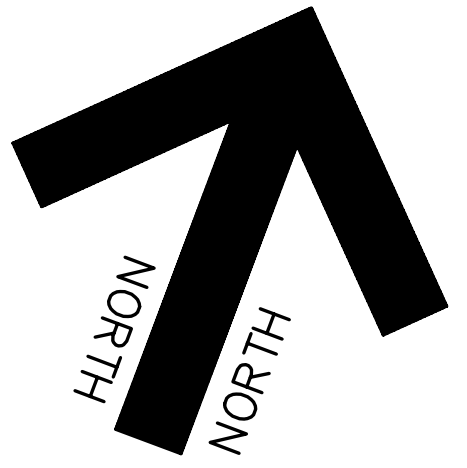


SHEET TITLE:
STORM DRAIN DETAILS
HANGER ADDITION PLANS FOR
EXECUTIVE HANGAR OWNERS ASSOCIATION OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

PREPARED BY:
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DATE: APR. 8, 2008	DRAWN BY: SAS	SHEET NO.
SCALE: AS SHOWN	CHECKED BY: JDJR	C8A OF 10

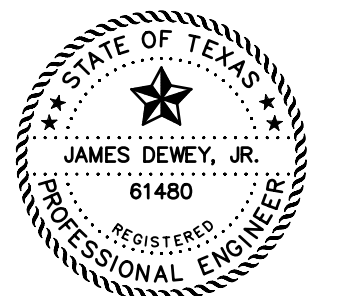


GENERAL NOTES:

1. THE GENERAL CONTRACTOR AND OWNER RESPONSIBLE FOR PREVENTING SEDIMENT AND OTHER POLLUTANTS FROM LEAVING THE SITE. CARE SHALL BE EXERCISED TO PREVENT THE FLOW OR OFF-SITE TRACKING OF SEDIMENT AND OTHER POLLUTANTS TO ADJACENT PAVED DRIVEWAYS, ROADWAYS, INLETS AND STORM DRAIN SYSTEM.
2. ALL LOCATIONS USED AS AN EXIT MUST HAVE ROCK STABILIZATION 50' MINIMUM LENGTH, 3" DIAMETER STONE OVER GEOTEXTILE FABRIC.
3. THE STABILIZED CONSTRUCTION ENTRY/EXIT SHALL BE USED AS A WHEEL WASH AREA FOR ALL TRUCKS LEAVING THE SITE.
4. A BERM OR OTHER SPILL PROTECTION MEASURE SHALL BE CONSTRUCTED FOR ANY TEMPORARY FUEL STORAGE TANKS ON SITE DURING CONSTRUCTION.
5. ALL TRASH SHALL BE CONTAINED IN AN ENCLOSURE UNTIL PROPER DISPOSAL AT OFF-SITE FACILITIES.
6. VEHICLE PARKING AREAS, STAGING AREAS, STOCKPILES, SPOILS, ETC. SHALL BE LOCATED SUCH THAT THEY WILL NOT ADVERSELY AFFECT STORM WATER QUALITY. OTHERWISE, COVERING OR ENCIRCLING THE AREAS WITH PROTECTIVE MEASURES SHALL BE NECESSARY.
7. A DENSITY OF TEMPORARY OR PERMANENT GROUND COVER (I.E., VEGETATION, EROSION CONTROL, MATTING, ETC.) SUFFICIENT TO PREVENT EROSION SHALL BE ESTABLISHED ON ALL SWALES AND SLOPES IN A TIMELY MANNER IN ORDER TO PREVENT EROSION PROBLEMS FROM DEVELOPING IN THESE AREAS.
8. ALL SURFACE AREAS DISTURBED WITHIN OR ADJACENT TO THE CONSTRUCTION LIMITS MUST BE PERMANENTLY STABILIZED. STABILIZATION IS OBTAINED WHEN THE SITE IS COVERED WITH IMPERVIOUS STRUCTURES, PAVING OR A UNIFORM PERENNIAL VEGETATIVE COVER. THE PERENNIAL VEGETATION MUST HAVE A COVERAGE DENSITY OF AT LEAST 70 PERCENT. STABILIZATION IS REQUIRED BEFORE TERMINATING MAINTENANCE AND REMOVAL OF EROSION CONTROL MEASURES.
9. ALL PERIMETER EROSION CONTROL MEASURES AND A ROCK STABILIZED ENTRY/EXIT MUST BE IN PLACE BEFORE STARTING SOIL DISTURBING ACTIVITIES.
10. EROSION CONTROL MEASURES THAT PROVE TO BE INEFFECTIVE SHALL BE REPLACED WITH MORE EFFECTIVE MEASURES OR ADDITIONAL MEASURES.
11. A MAINTENANCE PROGRAM FOR ALL PROPOSED EROSION CONTROL MEASURES SHALL BE ESTABLISHED.
12. TO PREVENT ENTRY OF SEDIMENT INTO PROPOSED STORM SEWERS DURING CONSTRUCTION, INSTALL PIPE SEDIMENT FILTER OR SEDIMENT FILTER OR SEDIMENT BARRIER AT THE END OF EACH WORK DAY.
13. CONTRACTOR TO CONSTRUCT A PIT OR WASH BASIN ON-SITE FOR WASH-OUT OF CONCRETE TRUCKS.
14. IF PUMPS ARE USED TO REMOVE WATER FROM PONDED AREAS, FILTER THE DISCHARGE TO REMOVE SEDIMENT AND OTHER POLLUTANTS BEFORE THE WATER LEAVES THE SITE OR ENTERS STORM DRAIN SYSTEM. DO NOT BYPASS SILT BARRIERS OR INLET SEDIMENT FILTERS WITH THE DISCHARGE.
15. TO PREVENT DAMAGE TO VEGETATION IN DOWNSTREAM WATER COURSES, LIMIT ANY PROPOSED LIME STABILIZATION OPERATIONS TO THAT WHICH CAN BE MIXED AND COMPACTED BY THE END OF EACH WORK DAY. A SILT FENCE IS NOT EFFECTIVE IN FILTERING LIME SINCE THE GRAIN SIZE IS SIGNIFICANTLY SMALLER THAN THE OPENING IN THE FABRIC.
16. THE CONTRACTOR(S) SHALL INSPECT EROSION CONTROL MEASURES AT LEAST ONCE EACH WEEK AND WITHIN 24 HOURS AFTER A STORM EVENT OF 1/2 INCH OR GREATER. REPAIR OR REPLACE DAMAGED MEASURES AS NECESSARY TO RETAIN SEDIMENT ON SITE. EROSION CONTROL MEASURES THAT PROVE TO BE INEFFECTIVE SHALL BE REPLACED WITH MORE EFFECTIVE MEASURES OR ADDITIONAL MEASURES WITHIN SEVEN (7) CALENDAR DAYS.
17. FOR ALTERNATIVE STABILIZATION AND EROSION CONTROL MEASURES, REFER TO THE CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP) MANUAL PUBLISHED BY NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS.
18. CONTRACTOR TO CHECK AREAS ADJACENT TO PROPERTY DAILY FOR CONSTRUCTION WASTE MATERIALS AND DEBRIS THAT HAVE BLOWN OR WASHED OFF-SITE AND REMOVE IMMEDIATELY.
19. CONTAIN ALL RUNOFF FROM MATERIALS USED IN THE SUBGRADE STABILIZATION PROCESSTO EACH I.S.
20. INLET PROTECTION TO REMAIN IN PLACE UNTIL DRAINAGE AREAS CONTRIBUTING TO EACH INLET IS ESTABLISHED WITH VEGETATION (LAWN).

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REVISIONS:	
6/04/08	CITY COMMENTS
7/25/08	CITY COMMENTS
8/01/08	CITY COMMENTS
8/05/08	CITY COMMENTS
9/02/09	AS BUILT



LEGEND

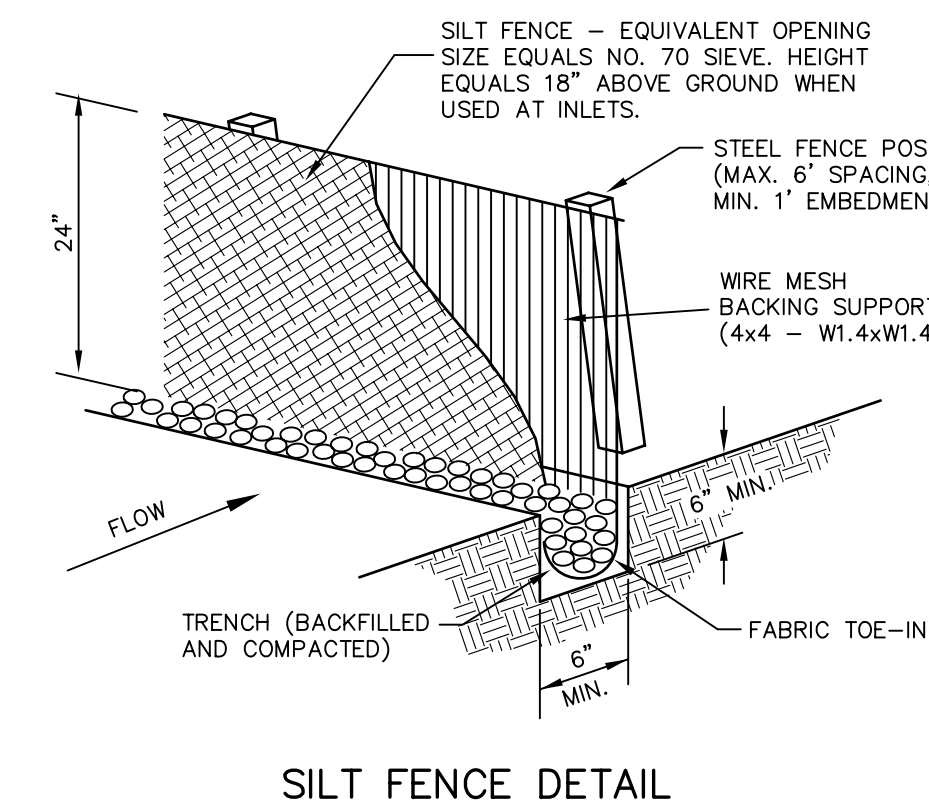
- 5.45 EXISTING CONTOUR LINE
- PROPOSED SILT FENCE
- PROPOSED STABILIZED CONSTRUCTION ENTRANCE
- INLET CONTROL - SILT FENCE CONSTRUCTED 5' MAX. AROUND INLET

SHEET TITLE:
EROSION CONTROL PLAN
 HANGER ADDITION PLANS FOR
 EXECUTIVE HANGER OWNERS ASSOCIATION OF ADDISON
 ADDISON AIRPORT
 ADDISON, TEXAS

PREPARED BY:
JDR ENGINEERS AND CONSULTANTS

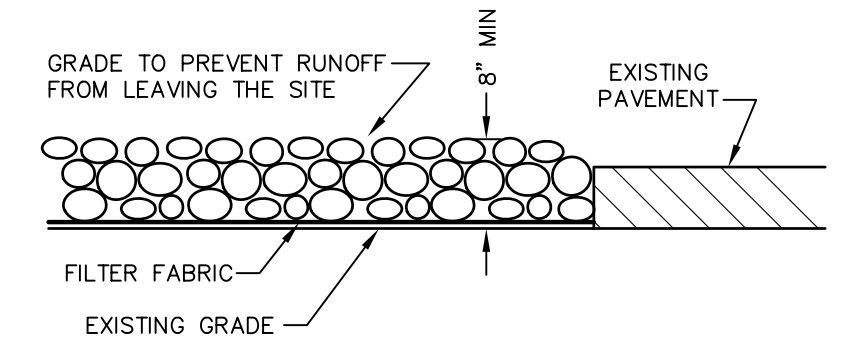
ENGINEERS • SURVEYORS • LAND PLANNERS
 2500 Texas Drive Suite 100 Irving, Texas 75062
 Tel 972-252-5357 Fax 972-252-8958

DATE: APR. 8, 2008 DRAWN BY: SAS SHEET NO.
 SCALE: 1" = 30' CHECKED BY: JDR **C9** OF **10**



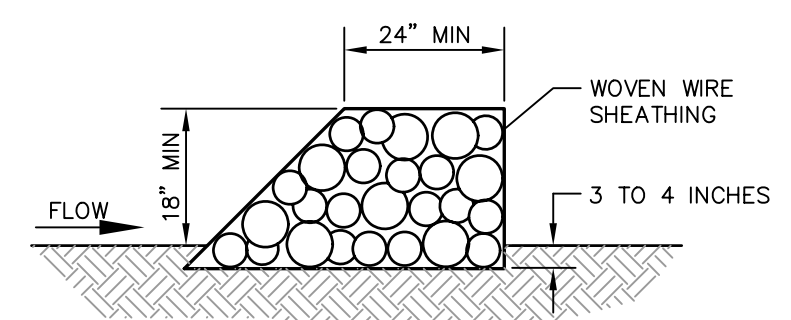
- SILT FENCE NOTES:**
1. STEEL POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF ONE FOOT.
 2. THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER, SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. WHERE FENCE CANNOT BE TRENCHED IN (e.g. PAVEMENT), WEIGHT FABRIC FLAP WITH WASHED GRAVEL ON UPSHILL SIDE TO PREVENT FLOW UNDER FENCE.
 3. THE TRENCH MUST BE A MIN. OF 6" DEEP AND 6" WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAD IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
 4. SILT FENCE SHOULD BE SECURELY FASTENED TO EACH STEEL SUPPORT POST OR WOVEN WIRE, WHICH IS IN TURN ATTACHED TO THE STEEL FENCE POST. THERE SHALL BE A 6" OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
 5. INSPECTION SHALL BE MADE WEEKLY OR AFTER EACH RAINFALL. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
 6. SILT FENCE SHALL BE REMOVED WHEN THE SITE IS COMPLETELY STABILIZED SO AS NOT TO BLOCK OR EMPEDE STORM FLOW OR DRAINAGE.
 7. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF 6". THE SILT SHALL BE DISPOSED OF IN AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

SILT FENCE DETAIL



- NOTES:**
1. STONE SHALL BE 3 TO 5 INCH DIAMETER CRUSHED ROCK OR ACCEPTABLE CRUSHED PORTLAND CEMENT CONCRETE.
 2. LENGTH SHALL BE SHOWN ON PLANS, WITH A MINIMUM LENGTH OF 30 FEET FOR LOTS WHICH ARE LESS THAN 150 FEET FROM THE EDGE OF PAVEMENT. THE MINIMUM DEPTH IN ALL OTHER CASES SHALL BE 50 FEET.
 3. THE THICKNESS SHALL NOT BE LESS THAN 6 INCHES.
 4. THE WIDTH SHALL BE NO LESS THAN THE FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
 5. 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 ENTRANCE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, OR WATERCOURSE USING APPROVED METHODS.
 6. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING 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.
 7. THE ENTRANCE MUST BE PROPERLY GRADED OR INCORPORATE A DRAINAGE TO PREVENT RUNOFF FROM LEAVING THE CONSTRUCTION SITE.

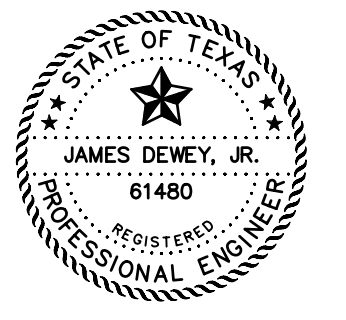
STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



- ROCK BERM NOTES:**
1. USE ONLY OPEN GRADED 4-8 INCHES IN DIAMETER FOR STREAM FLOW CONDITIONS. USE OPEN GRADED ROCK 3-5 INCHES IN DIAMETER FOR OTHER CONDITIONS.
 2. THE ROCK BERM SHALL BE SECURED WITH A WOVEN WIRE SHEATHING HAVING A MAXIMUM OPENING OF 1 INCH AND A MINIMUM WIRE SIZE OF 20 GAUGE AND SHALL BE BURIED IN A TRENCH APPROXIMATELY 3 TO 4 INCHES DEEP.
 3. THE ROCK BERM SHALL BE INSPECTED EVERY TWO WEEKS OR AFTER EACH 1/2" RAIN EVENT AND SHALL BE REPLACED WHEN THE STRUCTURE CEASES TO FUNCTION AS INTENDED DUE TO SILT ACCUMULATION AMONG THE ROCKS, WASHOUT, CONSTRUCTION TRAFFIC DAMAGE, ETC.
 4. WHEN SILT REACHES A DEPTH EQUAL TO ONE-THIRD OF THE HEIGHT OF THE BERM OR ONE FOOT, WHICHEVER IS LESS, THE SILT SHALL BE REMOVED AND DISPOSED OF PROPERLY.
 5. WHEN THE SITE IS COMPLETELY STABILIZED, THE BERM AND ACCUMULATED SILT SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED MANNER.
 6. ROCK BERM SHOULD BE USED AS CHECK DAMS FOR CONCENTRATED FLOW AND ARE NOT INTENDED FOR USE IN PERIMETER PROTECTION.

ROCK BERM DETAIL

REVISIONS:	
6/04/08	CITY COMMENTS
9/02/09	AS BUILT

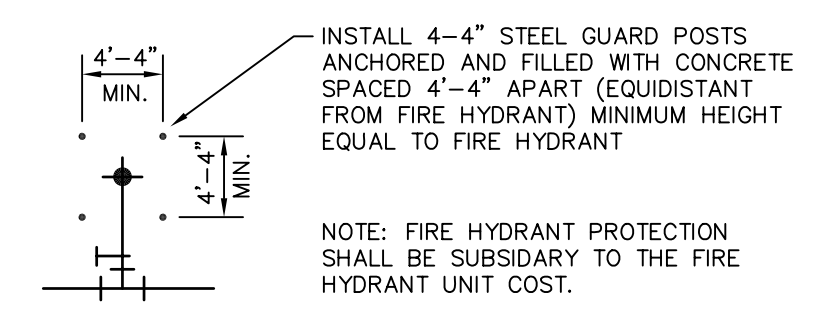
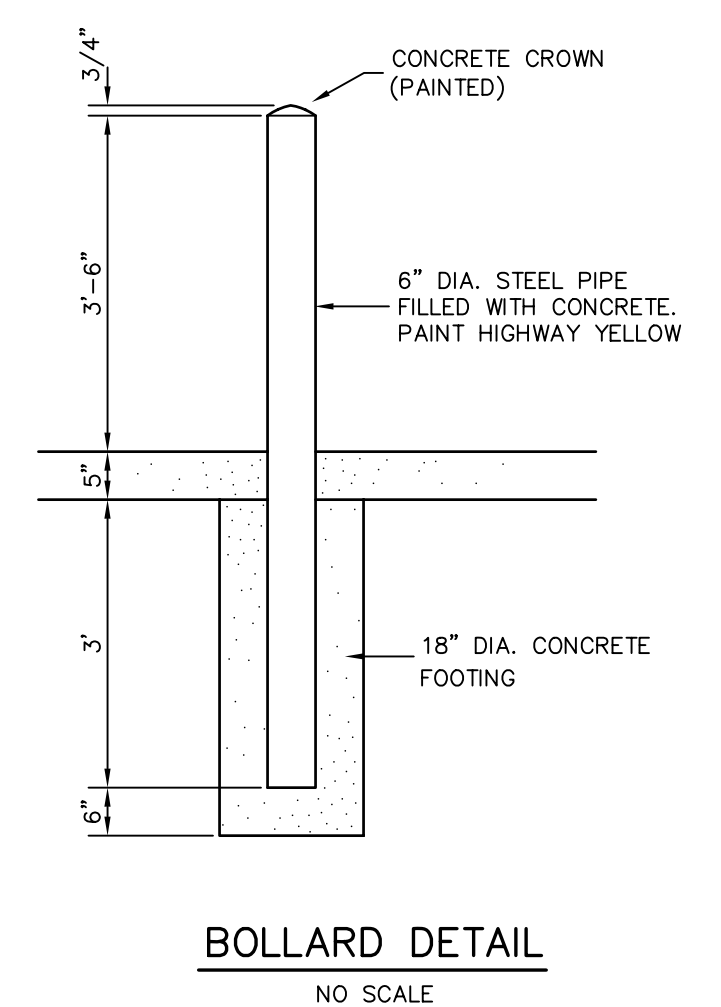
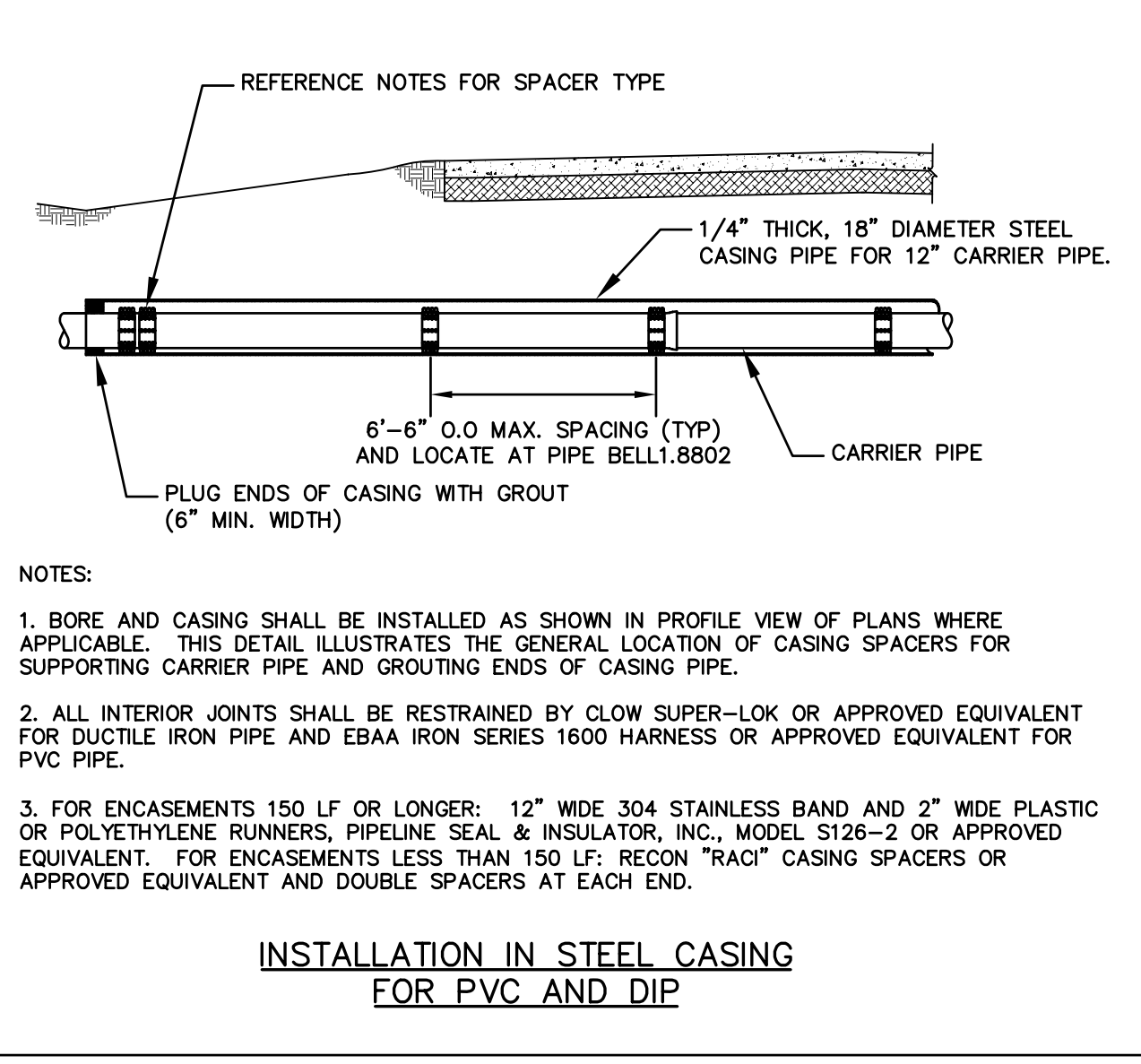
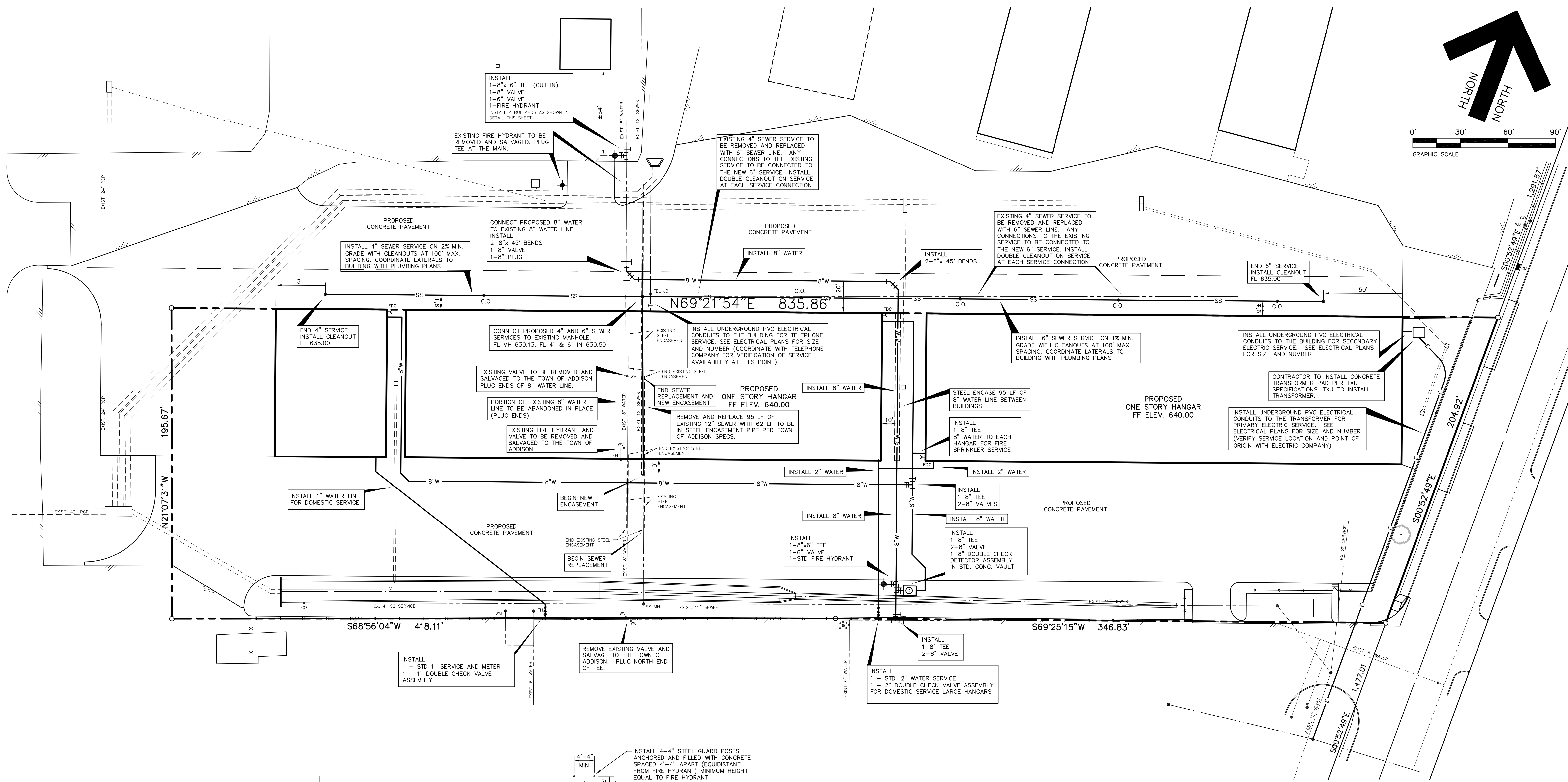
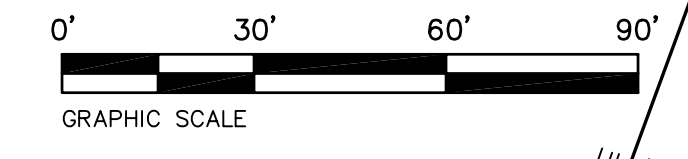
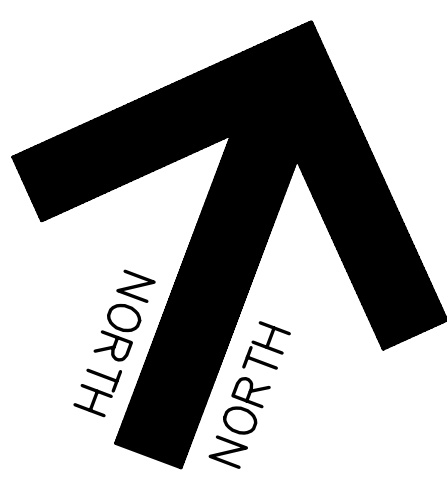


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SHEET TITLE:
EROSION CONTROL DETAILS
HANGER ADDITION PLANS FOR
EXECUTIVE HANGAR OWNERS ASSOCIATION OF ADDISON
ADDISON AIRPORT
ADDISON, TEXAS

PREPARED BY:
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2500 Texas Drive Suite 100 Irving, Texas 75062
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DATE: APR. 8, 2008 DRAWN BY: SAS SHEET NO.
SCALE: AS SHOWN CHECKED BY: JDJR **C9A** OF 10



FIRE HYDRANT PROTECTION DETAIL

EXISTING UTILITIES NOTES:

- 1. THE LOCATION OF ALL UNDERGROUND FACILITIES AS INDICATED ON THE PLANS ARE TAKEN FROM PUBLIC RECORDS.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE ARRANGEMENTS WITH THE OWNERS OF SUCH UNDERGROUND FACILITIES...
3. THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL UNDERGROUND FACILITIES FOUND.
4. NOTIFY JDJR ENGINEERS & CONSULTANTS IF ANY UNDERGROUND UTILITIES ARE NOT IN THE LOCATIONS INDICATED...
5. ANY EXISTING UTILITY APPURTENANCES (MH, VALVES, METER BOXES, ETC.) TO BE ADJUSTED TO MATCH THE PROPOSED FINISHED GRADES...

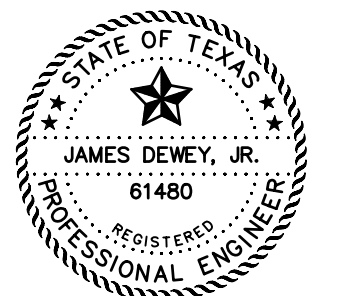
GENERAL NOTES:

- 1. ALL CONSTRUCTION SHALL BE DONE IN STRICT CONFORMANCE TO THESE PLANS AND ALL APPLICABLE MUNICIPAL CODES AND STANDARDS.
2. THE CONTRACTOR SHALL MAKE APPLICATION FOR SERVICES, OBTAIN ALL PERMITS, AND PAY ALL CHARGES, FEES, AND CONNECTION COSTS...
3. SEE PLUMBING AND ELECTRICAL PLANS FOR EXACT LOCATIONS AND DETAILS OF SERVICES INTO BUILDING.
4. CONTRACTOR TO VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

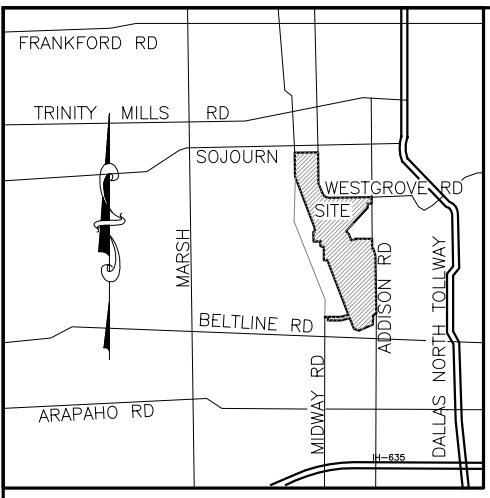
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BENCH MARK: SQUARE CUT FOUND C.L. OF CURB INLET, WEST SIDE OF ADDISON ROAD, 75' SOUTH OF THE C.L. OF AIRPORT PRKWAY. ELEVATION 642.51

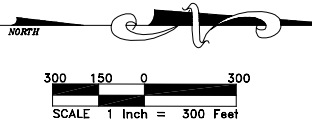
Table with 2 columns: DATE and COMMENTS. Includes revision dates from 6/04/08 to 9/02/09.



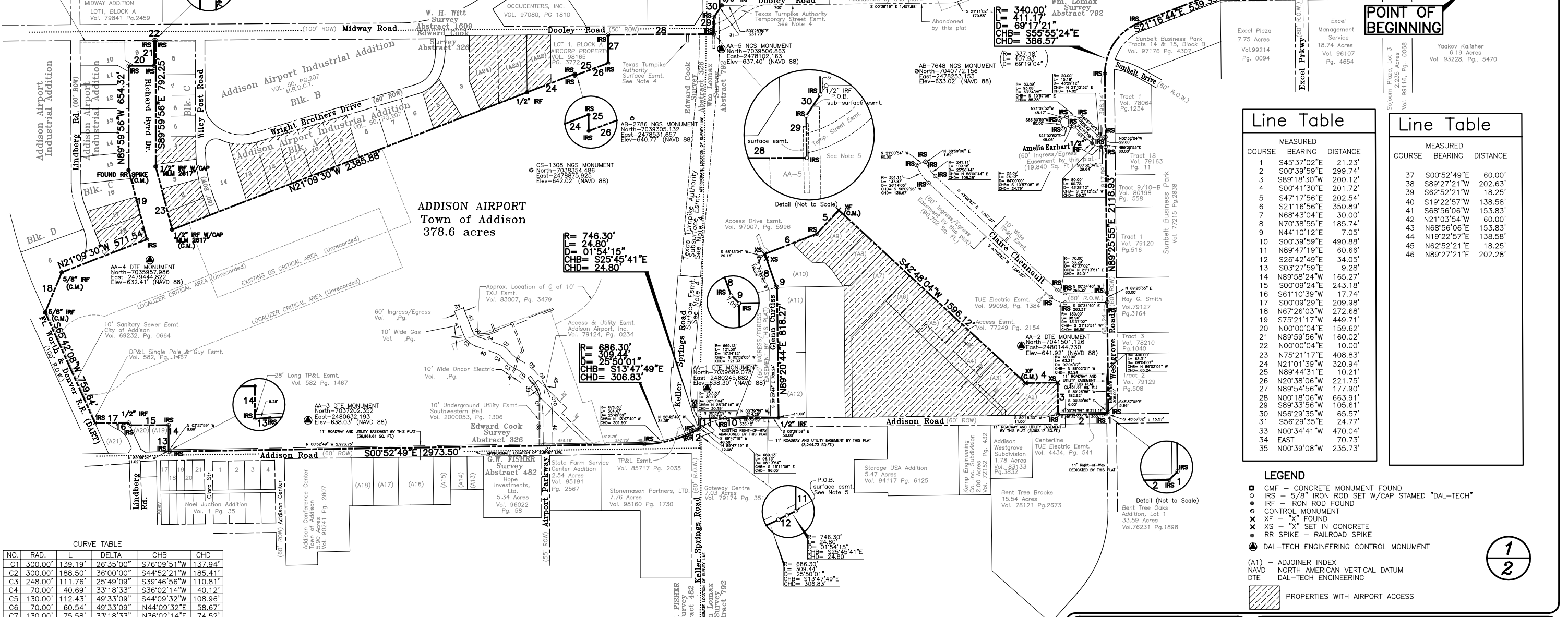
Utility Services Plan title block. Includes project name 'HANGER ADDITION PLANS FOR EXECUTIVE HANGER OWNERS ASSOCIATION OF ADDISON AIRPORT', engineer 'JDJR ENGINEERS AND CONSULTANTS', date 'APR. 8, 2008', and sheet number 'C10 of 10'.



- GENERAL NOTES:
- Bearings are referenced to the Texas State Plane coordinate system (NAD83).
 - All objects shown hereon as open circles are 5/8-inch iron rods set with a plastic cap that is stamped "DAL-TECH" unless otherwise noted.
 - Hatched areas currently have access to the airport property.
 - All references to surface and sub-surface easements to the Texas Turnpike Authority are found in Interlocal agreement by and between The Town of Addison and Texas Turnpike Authority (Dallas Tollway and Addison Airport Toll Tunnel) dated March 10, 1997, as recorded in the D.R.D.C.T. Volume 97084, Page 02628.
 - Texas Power & Light Easement recorded in Volume 5021, Page 357 of the D.R.D.C.T., may affect subject tract, but was not locatable by description in the field.



LOCATION MAP



CURVE TABLE

NO.	RAD.	L	DELTA	CHB	CHD
C1	300.00'	139.19'	26°35'00"	S76°09'51"W	137.94'
C2	300.00'	188.50'	36°00'00"	S44°52'21"W	185.41'
C3	248.00'	111.76'	25°49'09"	S39°46'56"W	110.81'
C4	70.00'	40.69'	33°18'33"	S36°02'14"W	40.12'
C5	130.00'	112.43'	49°33'09"	S44°09'32"W	108.96'
C6	70.00'	60.54'	49°33'09"	N44°09'32"E	58.67'
C7	130.00'	75.58'	33°18'33"	N36°02'14"E	74.52'
C8	188.00'	84.72'	25°49'09"	N39°46'56"E	84.00'
C9	360.00'	226.19'	36°00'00"	N44°52'21"E	222.49'
C10	360.00'	167.03'	26°35'00"	N76°09'51"E	165.53'

Line Table

COURSE	BEARING	DISTANCE
1	S45°37'02"E	21.23'
2	S00°39'59"E	299.74'
3	S89°18'30"W	200.12'
4	S00°41'30"E	201.72'
5	S47°17'56"E	202.54'
6	S21°16'44"E	350.89'
7	N88°43'04"E	30.00'
8	N70°38'55"E	185.74'
9	N44°10'12"E	7.05'
10	S00°39'59"E	490.88'
11	N89°47'19"E	60.66'
12	S26°42'48"E	34.05'
13	S03°27'59"E	9.28'
14	N89°58'24"W	165.27'
15	S00°09'24"E	243.18'
16	S61°10'39"W	17.74'
17	S00°09'29"W	209.98'
18	N67°26'03"W	272.68'
19	S75°2'17"W	449.71'
20	N00°00'04"E	159.62'
21	N89°59'56"W	160.02'
22	N00°00'04"E	10.00'
23	N75°21'17"E	408.83'
24	N21°01'39"W	320.94'
25	N89°44'31"E	10.21'
26	N20°38'06"W	221.75'
27	N89°54'56"W	177.90'
28	N00°18'06"W	663.91'
29	S89°33'56"W	105.61'
30	N56°29'35"W	65.57'
31	S56°29'35"E	24.77'
33	N00°34'41"W	470.04'
34	EAST	70.73'
35	N00°39'08"W	235.73'

Line Table

COURSE	BEARING	DISTANCE
37	S00°52'49"E	60.00'
38	S89°27'21"W	202.63'
39	S62°52'21"W	18.25'
40	S19°22'57"W	138.58'
41	S68°56'06"W	153.83'
42	N21°03'54"W	60.00'
43	N68°56'06"E	153.83'
44	N19°22'57"E	138.58'
45	N62°52'21"E	18.25'
46	N89°27'21"E	202.28'

- LEGEND
- CMF - CONCRETE MONUMENT FOUND
 - IRS - 5/8" IRON ROD SET W/CAP STAMPED "DAL-TECH"
 - IRF - IRON ROD FOUND
 - CONTROL MONUMENT
 - ✕ XF - "X" FOUND
 - ✕ XS - "X" SET IN CONCRETE
 - RR SPIKE - RAILROAD SPIKE
 - DAL-TECH ENGINEERING CONTROL MONUMENT
- (A1) - ADJOINER INDEX
 NAVD - NORTH AMERICAN VERTICAL DATUM
 DTE - DAL-TECH ENGINEERING

Town of Addison Approval:

City Secretary: Carmen Moran

Scott Wheeler: Mayor (Town of Addison)

DAL-TECH ENGINEERING, INC.
 CONSULTING CIVIL ENGINEERS / SURVEYORS
 CONSTRUCTION MANAGERS
 17311 DALLAS PARKWAY SUITE 200
 DALLAS, TEXAS 75248
 (972) 250-2127 (972) 250-4774

FINAL PLAT
ADDISON AIRPORT
TOWN OF ADDISON, TEXAS

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



