

**Town of Addison**  
**Summary of Engineering Review Comments**

Date: December 5, 2019  
 Plan Review : Civil Review 2  
 Received: November 13, 2019  
 Plan Date: November 11, 2019  
 Development: Galaxy FBO

Town Project #:19-09D

Prepared by: JP

**All comments on Plan Review Set and Summary of Review Comment form must be addressed.**  
*Summary of Review Comment form may NOT be all inclusive of comments made directly on the Plan Review Set.*

Page No.	Comments	Response (See Note)	Explanation
GENERAL	<p><b>PREVIOUSLY NOTED.</b> Reference markups for additional comments &amp; detailed markups. <i>It appears as though the Review 1 markups set was not checked for additional markups and therefore some items were not addressed.</i></p>	AGREE	<p>THE REVIEW 1 MARKUPS SET AND THE REVIEW 2 MARKUPS SET HAVE BEEN REFERENCED FOR ADDITIONAL COMMENTS &amp; DETAILED MARKUPS. THE ADDITIONAL COMMENTS AND DETAILED MARKUPS HAVE BEEN ADDRESSED IN THE REVISED PLANS.</p>

Page No.	Comments	Response (See Note)	Explanation
GENERAL	<b>PREVIOUSLY NOTED.</b> All airside plan sheets much be submitted to airport staff and Garver for review and approval also.	AGREE	<p>THE FULL CIVIL PLAN SET (INCLUDING THE AIRSIDE PLAN SHEETS) HAVE BEEN SUBMITTED TO AIRPORT STAFF AND GARVER FOR REVIEW.</p> <p>SEE ATTACHED EMAIL FROM BILL DYER STATING AIRPORT MANAGEMENT HAS NO OBJECTION TO THE PLANS. THE ONE COMMENT MADE BY JOE MCANALLY IN THIS NO OBJECTION EMAIL HAS BEEN ADDRESSED IN THE REVISED PLANS.</p> <p>SEE ATTACHED EMAIL FROM SARA ANDREWS WITH GARVER. GARVER HAS REVIEWED THE PLANS, AND THEIR COMMENTS HAVE BEEN ADDRESSED IN THE REVISED PLANS INCLUDED IN THIS THIRD SUBMITTAL TO THE TOWN. AS STATED IN THE EMAIL, GARVER HAS GIVEN THEIR CONSENT FOR US TO PROCEED WITH FINAL PLAN SUBMITTAL TO THE TOWN OF ADDISION.</p>
GENERAL	Please include building addresses on all of the "overall" plan sheets (for each section)	AGREE	BUILDING ADDRESSES HAVE BEEN PROVIDED ON ALL "OVERALL" PLAN SHEETS.
C01.00 & 03.01	<b>PREVIOUSLY REQUESTED.</b> Extend project limits to encompass ALL paving/grading/drainage/utility work. <i>You are doing work outside of the lease limits, therefore the project limits must also be shown.</i>	AGREE	SEE SHEETS C01.00 & C03.01 FOR A REVISED PROJECT LIMITS BOUNDARY THAT INCLUDES ALL PAVING/GRADING/DRAINAGE/UTILITY WORK INCLUDED IN THE PROJECT.
EROSION CONTROL	Add note: Location of silt fence & other erosion control measures shall be adjusted as needed during construction phasing.	AGREE	SEE NOTE 2 ON SHEETS C02.01 & C02.02.

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EROSION CONTROL	Inlet protection needs to be provided for all inlets, existing & proposed, as well as trench drains. Provide applicable details for grate inlet & trench drains in concrete.	AGREE	SEE SHEETS C02.01 AND C02.02 FOR THE LOCATIONS OF ADDITIONAL INLET PROTECTION, AND SEE SHEET C02.04 FOR ADDITIONAL GRATE INLET PROTECTION AND TRENCH DRAIN PROTECTION DETAILS.
EROSION CONTROL	Show limits of disturbance.	AGREE	SEE SHEETS C02.00, C02.01 & C02.02 FOR AN UPDATED OVERALL PROJECT LIMITS BOUNDARY WHICH IS ALSO THE LIMITS OF DISTURBANCE (I.E. NO EARTH DISTURBING ACTIVITIES WILL TAKE PLACE OUTSIDE THE PROJECT LIMITS)
C02.02	Include cover/protection of dumpster drain so dirt & debris are not introduced to the sanitary system during construction.	AGREE	A CALLOUT FOR THE COVERING OF THE DUMPSTER DRAIN HAS BEEN PROVIDED.
C02.02	Add note: Contractor shall coordinate with the Airport for fuel farm access to install & maintain erosion control inlet protection on the fuel farm site during construction.	AGREE	NOTE HAS BEEN ADDED TO SHEET C02.02.
DEMO	<b>PREVIOUSLY REQUESTED.</b> Show ex. Sanitary service lines & cleanouts and call for demo where applicable. Records and additional information have been given to regarding the location of many subsurface items onsite & they need to be shown and labeled.	AGREE	THE APPROXIMATE LOCATIONS OF EXISTING SANITARY SERVICE LINES ARE SHOWN BASED ON RECORD PLANS PROVIDED BY THE AIRPORT AND TOA AND THE REVIEW MARKUPS.
DEMO	<b>PREVIOUSLY REQUESTED.</b> Show all existing drainage pipes across the site coordinate with Dave Wilde to get records.	AGREE	ALL KNOWN DRAINAGE PIPES ARE SHOWN BASED ON THE AVAILABLE RECORD PLANS PROVIDED BY THE AIRPORT AND TOA.  SEE ATTACHED EMAIL FROM DAVE WILDE THAT CONFIRMS WE HAVE ALL THE RECORD PLANS AVAILABLE FOR THIS SITE BASED ON THE TOWN'S RECORDS.

Page No.	Comments	Response (See Note)	Explanation
C03.01	Indicate one additional panel of sidewalk removal at southern end of site.	AGREE	THE REMOVAL OF ONE ADDITIONAL SIDEWALK PANEL HAS BEEN INDICATED, SEE CALLOUT ON SHEET C03.01.
C04.03	Why calling for 3/4" expansion joint & not 1" as requested?	AGREE	THE EXPANSION JOINT DETAIL HAS BEEN REVISED TO CALL FOR A 1" EXPANSION JOINT AS REQUESTED.
PAVING	Reference drive approach detail for pavement requirements & match street thickness up to the lease limit line. (Typ all drives)	AGREE	THE LOCATION OF THE REDWOOD JOINT LINE HAS BEEN ADDED ON THE DRIVE APPROACHES AND A NOTE HAS BEEN ADDED TO INSTRUCT THE CONTRACTOR TO FOLLOW THE TOA DRIVE APPROACH DETAIL FOR PAVEMENT REQUIREMENTS FROM THE JOINT LINE OUT TO THE STREET (WITH THE CAVEAT THAT THEY NEED TO MATCH THE THICKNESS OF THE STREET SECTION IF IT IS THICKER THAN WHAT THE DETAIL CALLS FOR).
PAVING	<b>PREVIOUSLY REQUESTED.</b> Do you need a publicly accessible route from the street?	AGREE	SEE ACCESS ROUTE ON SHEET C05.02.
C05.01	Show additional panel replacement for sidewalk on south end.	AGREE	SEE SHEET C05.01 FOR ADDITIONAL SIDEWALK PANEL REPLACEMENT.
C05.05	Add note that panel color shall be determined by the owner (TOA)	AGREE	NOTE HAS BEEN ADDED TO DETAIL ON SHEET C05.05.

Page No.	Comments	Response (See Note)	Explanation
C06.01	Why aren't you squaring off the taxiway approach so can be poured as one continuous piece rather than multiple separate triangles?	AGREE	THE LEAVEOUT IN THE PERIMETER ROAD COORDINATED WITH GARVER'S DESIGN HAS GOTTEN WIDER, AND THEREFORE, WITH MORE PAVING AREA OF THE PERIMETER ROAD TO BE POURED IN THE SCOPE OF THIS PROJECT, IT IS A SIGNIFICANT ENOUGH COST SAVINGS TO POUR THESE SECTIONS SEPARATELY. THE PERIMETER ROAD PAVING SECTION UP TO THE EDGE OF THE ACTUAL TAXIWAY APPROACH IS A THINNER SECTION THAT MATCHES THE PAVING SECTION IN THE GARVER PLANS.
C06.03	Shouldn't Type A1 under detail 2 also be isolation joint?	AGREE	YES, LABEL HAS BEEN UPDATED TO READ "TYPE A1 REINFORCED EDGE ISOLATION JOINT."
DRAINAGE	<b>PREVIOUSLY REQUESTED.</b> Refer to TOA Drainage Criteria Manual for drainage requirements. <i>Reference storm plan requirement checklists (section 5) and required tables &amp; information as shown in the appendix (Fig 11-15)</i>	AGREE	THE STORM PLAN REQUIREMENTS CHECKLIST, AS WELL AS THE REQUIRED INFORMATION IN FIG. 11-15, HAS BEEN REFERENCED.
DRAINAGE	Use the same naming conventions & stationing for the plan views as in the calculations, for clarity. Storm should be referred to as "Storm Drain" not "Storm Sewer."	AGREE	THESE SUGGESTED NAME CHANGES FOR CLARITY HAVE BEEN MADE.
DRAINAGE	Profile all storm lines (not roof drain connections), including laterals.	AGREE	ALL STORM LINES (WITH THE EXCEPTION OF ROOF DRAIN CONNECTIONS) HAVE BEEN ADDED TO THE PROFILE SHEETS.
DRAINAGE	Indicate type & size of inlets where called out	AGREE	DETAIL LABELS INDICATE TYPE AND SIZE OF INLETS.
DRAINAGE	Identify & label laterals.	AGREE	ALL LATERALS HAVE BEEN LABELED.
DRAINAGE	<b>PREVIOUSLY REQUESTED.</b> All storm drain within the fire lane should be RCP.	AGREE	ALL STORM DRAIN PIPES WITHIN THE FIRE LANE HAVE BEEN CHANGED TO RCP.

Page No.	Comments	Response (See Note)	Explanation
C11.00, 11.01, & C11.03	Show all offsite drainage areas that interact with the site & include calcs for these subbasins. Account for pass-through flows in your Q100 calculations where appropriate.	AGREE	ALL OFFSITE DRAINAGE AREAS THAT INTERACT WITH THE SITE HAVE BEEN SHOWN, AS SEEN ON SHEETS C11.00, 11.01 & C11.03. ALL PASS-THROUGH FLOWS HAVE BEEN ACCOUNTED FOR.
C11.02	All of the table information for SD-1 (or, what I assume is SD-1) is wrong. I spot-checked additional numbers through the tables and found numerous inconsistencies with the plan & profile information. Please check all calculations and revise prior to resubmitting.	AGREE	THIS HAS BEEN CORRECTED, AND ALL CALCULATIONS HAVE BEEN CHECKED.
C11.02	<b>PREVIOUSLY REQUESTED.</b> Both storm drain lines outfall at the detention pond, so should match beginning HGL's, which should match the 100-yr WSL of the pond.	AGREE	THE 100-YEAR WSEL OF THE DETENTION POND (I.E. 630.00) IS NOW THE STARTING HGL FOR ALL STORM DRAIN LINES.
C11.03	Include output/reports from flowmaster & culvert master to verify calculations.	AGREE	THE FLOWMASTER & CULVERT MASTER OUTPUTS ARE ATTACHED TO THIS COMMENT RESPONSE DOCUMENT.
C11.03	<b>PREVIOUSLY REQUESTED.</b> How will flow be regulated in your outfall culvert from the pond? Profile shows a pipe capacity of 147cfs without any kind of control structure restricting flow. Outfall rates are regulated for 2/10/100 yr storm events & a multi-stage structure may be required to ensure not releasing more than allowable in each storm.	AGREE	SEE OUTFALL DESIGN TABLE ON SHEET C11.03. THE ACTUAL FLOW RATE OUT OF THE POND THROUGH THE 7'x3' BOX CULVERT AT THE STORAGE DEPTH IN THE POND DURING THE 2/10/100 YEAR STORM EVENTS DOES NOT EXCEED THE ALLOWABLE RELEASE FLOW RATE IN EACH OF THESE DESIGN STORM EVENTS.
C11.03 & C12.08	Elevations and slopes of the outfall channel are inconsistent between the calculations table and profile view. Show channel depths & 100yr WSEL, provide 1 ft freeboard.	AGREE	THE ELEVATIONS/SLOPES OF THE OUTFALL CHANNEL ARE NOW CONSISTENT BETWEEN THE CALCULATIONS TABLE AND THE PROFILE VIEW. THE CHANNEL DEPTH AND 100-YEAR WATER SURFACE ELEVATION OF THE CHANNEL HAS BEEN PROVIDED, AS CALCULATED IN FLOWMASTER.

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C11.04	Label storm drains	AGREE	ALL STORM DRAINS HAVE BEEN LABELED.
C11.04	<b>PREVIOUSLY REQUESTED.</b> Show maintenance access for the pond & check appropriate grading. <i>I did not ask WHO was performing maintenance, I asked where the maintenance access for maintaining the bottom of the pond will be &amp; to confirm that grading is appropriate as shown for mower access, or provide appropriate ramp into pond if existing side slopes are too steep.</i>	AGREE	AS NOTED ON SHEET C11.04, THE ACCESS TO THE DETENTION POND FOR MOWING AND MAINTENANCE IS FROM THE SOUTH END OF THE APRON AREA. THE SIDE SLOPE OF THE DETENTION POND IS A MAXIMUM OF 4:1, SO THIS SLOPE IS APPROPRIATE FOR MOWING AND MAINTENANCE ACCESS WITHOUT A RAMP.
C12.XX	Add Note 6. Any HDPE pipe is considered private and will not be maintained by the Town.	AGREE	NOTE 6 HAS BEEN ADDED TO SHEETS C12.01 THROUGH C12.07.
C12.01 & 12.08	Include ex culvert & ex culvert drainage info/calcs in channel profile	AGREE	THE EXISTING 24" RCP CULVERT INFORMATION HAS BEEN PROVIDED ON SHEET C12.01, AS WELL AS IN THE PROFILE ON SHEET C12.09.
C12.02 & C12.08	STM-18 should have a 0.10' foot drop between in/out inverts.	AGREE	A 0.10' DROP HAS BEEN ADDED TO STM-18 ON SHEETS C12.02 AND C12.08.
C12.02-04 & C12.08	Trench drain inverts are not consistent between the plan & profile views.	AGREE	TRENCH DRAIN INVERTS ARE NOW CONSISTENT BETWEEN THE PLAN AND PROFILE VIEWS.
C12.03	STM-13 should have trench drain information call-out as shown on others	AGREE	TRENCH DRAIN CALLOUT HAS BEEN ADDED TO STM-13 ON SHEET C12.03.
C12.05 & C12.08	SD-3 alignment should follow the full length of the line & structures should be stationed off the SD-3 alignment, not SD-2. Include all pipe segments & structures in profile.	AGREE	THE SD-3 ALIGNMENT HAS BEEN UPDATED TO FOLLOW THE FULL LENGTH ON THE STORM DRAIN LINE AND THE STRUCTURES HAVE BEEN STATIONED OFF OF THE SD-3 ALIGNMENT. ALL PIPE SEGMENTS HAVE BEEN ADDED TO THE PROFILE ON SHEET C12.08.

Page No.	Comments	Response (See Note)	Explanation
C12.06 & C12.08	SD-5 alignment should follow the full length of the line & structures should be stationed off the SD-5 alignment, not SD-2. Include all pipe segments & structures in profile.	AGREE	THE SD-5 ALIGNMENT HAS BEEN UPDATED TO FOLLOW THE FULL LENGTH ON THE STORM DRAIN LINE AND THE STRUCTURES HAVE BEEN STATIONED OFF OF THE SD-5 ALIGNMENT. ALL PIPE SEGMENTS HAVE BEEN ADDED TO THE PROFILE ON SHEET C12.08.
C12.07	Identify & profile storm drain connecting to ex fuel farm drainage (SD-7?)	AGREE	THE STORM DRAIN CONNECTING TO THE FUEL FARM HAS BEEN IDENTIFIED AS SD-7 AND THE PROFILE HAS BEEN ADDED TO SHEET C12.08.
C12.08	Call out pipe sizes of the inverts (like in plan view)	AGREE	PIPE SIZES ARE NOW INCLUDED IN THE INVERT CALLOUTS ON SHEET C12.08.
C12.08	Show all utility service crossings.	AGREE	ALL UTILITY CROSSINGS ARE SHOWN ON SHEETS C12.08 AND C12.09.
C12.08	<b>PREVIOUSLY REQUESTED.</b> Label HGL100 in profile callouts.	AGREE	THE 100-YEAR HGL'S HAVE BEEN CALLED OUT IN THE STORM PROFILES AT ALL STRUCTURES.
C12.08	SD-1 : Your HGL100 looks like it's higher than proposed grade in places.	AGREE	THE WESTERN COLLECTION SYSTEM (SD-1) IS DESIGNED FOR THE 10-YEAR STORM EVENT, PER THE TOWN OF ADDISON'S DESIGN REQUIREMENTS FOR A CLOSED STORM SEWER SYSTEM. THE WESTERN COLLECTION SYSTEM IS NOT A CLOSED SYSTEM AT A LOW POINT/SAG BECAUSE THE TRENCH SYSTEM SLOPES CONTINUOUSLY FROM THE NORTH OF THE SITE TO THE SOUTH TOWARDS THE DETENTION POND.
C12.13	The Addison-specific storm manhole cover is no longer available. Call for a generic "flows to creek" in a note added to the existing standard detail.	AGREE	A NOTE HAS BEEN ADDED TO THE DETAIL ON SHEET C12.13.



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UTILITY	Add embedment notes from plan view sheets to profile sheets as well.	AGREE	NOTE HAS BEEN ADDED TO SHEET C13.03.
SANITARY	Add civil cleanouts at the back of curb on all services & include TOA standard cleanout detail.	AGREE	THE TOA STANDARD CLEANOUT DETAIL HAS BEEN ADDED ON SHEET C13.05 AND THE CLEANOUTS HAVE BEEN ADDED AT THE BACK OF CURB ON THE SERVICES.
SANITARY	<b>PREVIOUSLY REQUESTED.</b> Legend - why calling for a clamp?	AGREE	CLAMP CALLOUT HAS BEEN REMOVED.
C13.01	Show 90bend on the the sanitary service out of Hangar 1 to indicate it will not cross the water services.	AGREE	A 90° BEND WITH A CLEANOUT HAS BEEN SHOWN TO INDICATE THAT THE SANITARY SEWER SERVICE DOES NOT CROSS THE WATER SERVICE LINES.
C13.01	Why are you calling for DI on the 4"?	AGREE	ALL SANITARY SERVICE LINES HAVE BEEN CHANGED TO PVC.
C13.01	SAN-25 doesn't have a station in the callout	AGREE	SAN-25 NOW HAS A STATION IN THE CALLOUT.
C13.02	Identify SS-4 in plan view	AGREE	SANITARY SEWER 4 IS NOW IDENTIFIED ON SHEET C13.02.
C13.02	SAN-32 : check invert elevations	AGREE	THE INVERT ELEVATIONS OF SAN-32 HAVE BEEN UPDATED.
C13.02	SAN-24 : add w/ cleanout	AGREE	"WITH CLEANOUT" HAS BEEN ADDED TO THE SAN-24 CALLOUT.
C13.04	<b>PREVIOUSLY REQUESTED.</b> TOA has new batch of MH covers that reflect the "new" logo. note that these should be procured from public works. <i>This detail was stapled to the sanitary sewer detail sheet markups provided after Civil Review 1. They were still attached to the markup set when you returned it with the Review 2 submittal. It has been attached again for your use.</i>	AGREE	THE NEW DETAIL HAS BEEN ADDED ON SHEET C13.04, AND A NOTE UNDER THE DETAIL INFORMS THE CONTRACTOR THAT THE MH COVERS ARE TO BE PROCURED FROM TOA PUBIC WORKS.
WATER	<b>PREVIOUSLY REQUESTED.</b> Add valves as noted in the markups & water system requirements (valve on each leg of a tee unless in close proximity to another valve on the same line - deletion of a valve is at staff discretion). <i>Valves on each leg of a tee is a Town of Addison water system requirement and you must comply unless Town staff indicates that a specific location does not need one. Add all valves as requested.</i>	AGREE	THE VALVES HAVE BEEN ADDED AS REQUESTED.

Page No.	Comments	Response (See Note)	Explanation
WATER	<b>PREVIOUSLY REQUESTED.</b> Show & label all applicable vaults & BPA's (must be outside of vehicular surfaces). <i>BPA's are not shown.</i>	AGREE	ALL METERS AND BACKFLOW PREVENTERS ARE NOW SHOWN AND LABELED OUTSIDE OF VEHICULAR SURFACES.
WATER	Place meters at back of curb to minimize service length from main.	AGREE	METERS HAVE BEEN PLACED AT BACK OF CURB TO MINIMIZE SERVICE LENGTHS.
WATER	<b>PREVIOUSLY REQUESTED.</b> Include station equations where applicable in labels (plan & profile).	AGREE	STATION EQUATIONS HAVE BEEN INCLUDED.
WATER	<b>PREVIOUSLY REQUESTED.</b> What are the circles at the end of the service lines? Wall mounted FDC's? Other? Clarify Plugs? Some have a circle, some do not. Some are open circles, some are shaded. Add symbol to legend or label in the call-out.	AGREE	THE CIRCLES AT THE END OF SERVICE LINES INDICATE A WALL-MOUNTED FDC. THE FDC SYMBOL HAS BEEN UPDATED FOR CLARITY.
C14.01	WL-1 : As shown there are numerous conflicts between tees, valves, hydrant leads, etc due to the proximity of this water line to the storm drain. You have two options: drop the water line for the entire parallel length in proximity causing an issue (not preferred by staff) or move the water line east after the gas service turns to enter Hangar 1, creating more room for valves and for vertical deflections to get under the storm drain (preferred by staff to minimize depth of the water line). See markups for additional info & sketch.	AGREE	THE WATER AND GAS LINES HAVE BEEN SHIFTED EAST IN ORDER TO CREATE MORE ROOM BETWEEN THE WATER LINE AND STORM DRAIN. THERE ARE NO LONGER ANY CONFLICTS BETWEEN THE WATER AND STORM LINES.
C14.01	WL-3 STA 303+24 : All three nozzles of the hydrant have to be accessible for connections - show the hydrant west of the western face of Hangar 1.	AGREE	THE FIRE HYDRANT HAS BEEN SHIFTED THE WEST OF HANGAR 1 IN ORDER TO PROVIDE ACCESS TO ALL THREE NOZZLES.
C14.02	Include blow-up detail of service tees & valves for Hangar 2 - placement on the page and proximity of the two services makes it hard to properly identify correct assembly.	AGREE	SEE SHEET C14.03, WATERLINE BLOW UP PLAN.
C14.02	Include a detail for the existing water line connection at Addison Rd - it is difficult to see what's happening b/c it's right on the match line.	AGREE	SEE SHEET C14.03, WATERLINE BLOW UP PLAN FOR THE EXISTING WATER LINE CONNECTION.
C14.02 & C14.04	WL-5 should be WL-4?	AGREE	WATERLINE CALLED HAVE BEEN CHANGED FROM "WL-5" TO "WL-4".

Page No.	Comments	Response (See Note)	Explanation
C14.03	WL-2 profile has labels calling out WL-1 and is not showing the storm drain crossing.	AGREE	THE WATER LINE HAS BEEN SHIFTED EAST, AWAY FROM THE STORM DRAIN, THEREFORE THERE IS NOW ENOUGH HORIZONTAL DISTANCE TO MAKE THE NECESSARY VERTICAL CHANGES.
C14.04	WL-3 STA 300+50 does not have a label, but does have a revcloud. ???	AGREE	THE LABEL FOR WL-3 HAS BEEN ADDED.
C15.00	Where are elec/telco/fiber/etc service connections & lines? Will there be transformers/cabinets/pedestals/meters, etc onsite that will need locations coordinated with other infrastructure & landscaping?	AGREE	<p>PRIMARY ELECTRIC CONNECTION AND CONDUIT TO THE TRANSFORMER/EQUIPMENT AREA ARE SHOWN ON SHEET C15.00. THE TRANSFORMERS/CABINETS/PEDESTALS/METERS, ETC. ARE IN THIS TRANSFORMER/EQUIPMENT AREA.</p> <p>TELECOM/FIBER SERVICES ARE BEING DESIGNED BY A LOW VOLTAGE CONSULTANT SO A NOTE HAS BEEN ADDED ON THIS SHEET INSTRUCTING THE CONTRACTOR THAT THEY HAVE TO REFER TO THAT CONSULTANT'S PLANS FOR THAT INFORMATION.</p>
C15.00 & C18.01	Show southern property line power pole relocation on this sheet, not C18.01	AGREE	POWER POLE RELOCATION NOTE HAS BEEN MOVED FROM SHEET C18.01 TO SHEET C15.00

Page No.	Comments	Response (See Note)	Explanation
C15.00	Is the one electrical service called out on the sheet the only electrical connection you will have? Where does the elec conduit run within the site? This service crossing needs to be identified/labeled as an underground crossing. Is the aerial crossing on the north side of the northern drive still necessary? If so, call for undergrounding the service line.	AGREE	<p>THE ONE PRIMARY ELECTRICAL SERVICE SHOWN ON THIS SHEET IS THE ONLY ELECTRICAL CONNECTION.</p> <p>THE MEP IS RESPONSIBLE FOR THE SECONDARY CONDUIT WITHIN THE SITE, SO A NOTE HAS BEEN ADDED ON THIS SHEET INSTRUCTING THE CONTRACTOR THAT THEY HAVE TO REFER TO THE MEP'S PLANS FOR THAT INFORMATION.</p> <p>THE AERIAL CROSSING HAS BEEN NOTED TO BE REMOVED ON THE DEMO PLAN, AND THEREFORE, IT NO LONGER APPEARS ON THE REST OF THE PLANS.</p>
C15.00	<b>PREVIOUSLY REQUESTED.</b> Dimension the separation from the water & gas (min. 4')	AGREE	ALL GAS LINES ARE NOW A MINIMUM OF 4' AWAY FROM WATER LINES.
PVMT MARKING	<b>PREVIOUSLY REQUESTED.</b> Stripe applicable areas in front of/near FHA's on the airside for NO PARKING. Include detail (similar to sketch on C16.04 <i>in Review 1 markups</i> ) for striping & bollards/guard posts. <i>I am clarifying that this is not just for No Parking - it should be an obstruction free zone extending 10' on either side of the hydrant.</i>	AGREE	AREA IN FRONT OF/NEAR FIRE HYDRANTS HAVE BEEN STRIPED PER THE MARKUPS. SEE SHEET C16.08 FOR FIRE HYDRANT AREA MARKING DETAILS.
C16.06	Include bollard detail.	AGREE	A NOTE HAS BEEN ADDED TO THE DETAIL ON SHEET C16.08 CALLING FOR THE CONTRACTOR TO REFERENCE THE BOLLARD DETAIL PROVIDED ON THE ARCHITECT'S PLAN SHEETS.
LANDSCAPE	Parks & Recreation Dept's landscape & irrigation comments to be provided under separate cover. Coordinate with Janna Tidwell or J.R. Phillips to receive their comments. Comments provided here are from engineering review only.	AGREE	THE LANDSCAPE AND IRRIGATION PLANS ARE APPROVED BY THE PARKS & RECREATION DEPARTMENT. SEE ATTACHED REVIEW MEMO DATED 11/19/2019.

Page No.	Comments	Response (See Note)	Explanation
LP1.01	<b>PREVIOUSLY REQUESTED.</b> Include re-establishment of grass to newly graded/re-graded areas south of site. <i>Call for the landscaping required to re-establish turf/sod/whatever - cannot be left as bare dirt.</i>	AGREE	SOD IS NOW SHOWN TO THE LIMITS OF GRADING. NOTE HAS ALSO BEEN PROVIDED FOR CONTRACTOR TO SEED TO LIMITS OF DISTURBANCE.
LI1.02	Add note that irrigation meter should be field located to avoid conflict with proposed storm drain.	AGREE	NOTE HAS BEEN ADDED.

- Notes:
1. Response: Appropriate response is Agree (Correction Made) or Disagree (Correction Not Made), Explanation Required.
  2. This form must be completed and returned with future submittals.
  3. Previous red lined Plan Review Set must be submitted with future submittals.
  4. **Failure to submit Completed Summary of Review Comments form and previous Plan Review Set will result in a delay of future plan sets being reviewed.**
  5. **Send all plan submittals directly to the Town of Addison**

Freeman, Steven

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From: Bill Dyer <bdyer@samimgmt.com>  
Sent: Wednesday, December 11, 2019 11:57 AM  
To: Freeman, Steven  
Cc: Joel Jenkinson (joel.jenkinson@addisonairport.net); 'Andrews, Sara C.'; 'McAnally, Mitchell, R'; joe.mcanally@addisonairport.net  
Subject: FW: ADS Addison Galaxy FBO - Civil Plans  
  
Categories: External

Stephen,

Airport management has had the opportunity to review the Galaxy FBO Civil Plans revised 11/11/2019 as requested. Airport management has not objections to the design plans. Below is a comment from Joe McAnally requesting modification to drawings C00.08 and C00.09.

Thank you.



Bill Dyer, MCR  
President  
SAMI Management, Inc.

Addison Airport Real Estate Manager  
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From: Joe Mcanally <[joe.mcanally@addisonairport.net](mailto:joe.mcanally@addisonairport.net)>  
Sent: Monday, December 9, 2019 3:37 PM  
To: Bill Dyer <[bdyer@samimgmt.com](mailto:bdyer@samimgmt.com)>; Joel Jenkinson <[joel.jenkinson@addisonairport.net](mailto:joel.jenkinson@addisonairport.net)>; David Foster <[david.foster@addisonairport.net](mailto:david.foster@addisonairport.net)>; Darci Neuzil <[darci.neuzil@addisonairport.net](mailto:darci.neuzil@addisonairport.net)>; Kelly Michie <[kmichie@samimgmt.com](mailto:kmichie@samimgmt.com)>; Hunter Essex <[hunter.essex@addisonairport.net](mailto:hunter.essex@addisonairport.net)>  
Cc: Melissa Newman <[mnewman@samimgmt.com](mailto:mnewman@samimgmt.com)>  
Subject: RE: ADS Addison Galaxy FBO - Civil Plans

My only comment is from pages C00.08 and C00.09. They have Taxiway closure markings on their plan but barricades are sufficient. Placing a plastic or plywood "X" on the taxiway is more of a FOD hazard and it's not necessary.



**JOSEPH MCANALLY** | Operations Manager  
Addison Airport | 16051 Addison Road, Ste. 220  
Addison, Texas 75001  
**office:** (972) 392-4861 | **cell:** (214) 517-9451  
**ADDISONAIRPORT.NET**

—  
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From: Bill Dyer <[bdyer@samimgmt.com](mailto:bdyer@samimgmt.com)>  
Sent: Friday, December 06, 2019 11:28 AM  
To: Joel Jenkinson <[joel.jenkinson@addisonairport.net](mailto:joel.jenkinson@addisonairport.net)>; Joe Mcanally <[joe.mcanally@addisonairport.net](mailto:joe.mcanally@addisonairport.net)>; David Foster <[david.foster@addisonairport.net](mailto:david.foster@addisonairport.net)>; Darci Neuzil <[darci.neuzil@addisonairport.net](mailto:darci.neuzil@addisonairport.net)>; Kelly Michie <[kmichie@samimgmt.com](mailto:kmichie@samimgmt.com)>; Hunter Essex <[hunter.essex@addisonairport.net](mailto:hunter.essex@addisonairport.net)>  
Cc: Melissa Newman <[mnewman@samimgmt.com](mailto:mnewman@samimgmt.com)>  
Subject: FW: ADS Addison Galaxy FBO - Civil Plans  
Importance: High

Please find below a link to the civil plans for the Galaxy FBO project. Steve Freeman from Kimley Horn is requesting (at the Town's direction) to obtain our comments or no objection to their plans. They are wanting to resubmit for permit mid-next week, so they are asking our assistance for a quick turnaround. This is an important project, so I think we need to do our best to accommodate. Please send your comments to my attention and I will consolidate and communicate them back to Steve as soon as I have everyone's comments. If you have no comment, please let me know so I have you accounted for. If you have technical questions and would prefer to discuss with Steve directly, please do just keep me in the loop the best possible.

You should be able to click on the link below, to the KH portal and enter you contact information to download or view the drawings online.



Bill Dyer, MCR  
President  
SAMI Management, Inc.

Addison Airport Real Estate Manager  
16051 Addison Road, Suite 220  
Addison, Texas 75001  
972-392-4856



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[bill.dyer@addisonairport.net](mailto:bill.dyer@addisonairport.net)

[bill.dyer@samimgmt.com](mailto:bill.dyer@samimgmt.com)

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---

From: Freeman, Steven <[steven.freeman@kimley-horn.com](mailto:steven.freeman@kimley-horn.com)>

Sent: Friday, December 6, 2019 7:58 AM

To: Bill Dyer <[bdyer@samimgmt.com](mailto:bdyer@samimgmt.com)>; McAnally, Mitchell, R <[MRMcAnally@GarverUSA.com](mailto:MRMcAnally@GarverUSA.com)>; Andrews, Sara C. <[SCAndrews@GarverUSA.com](mailto:SCAndrews@GarverUSA.com)>

Cc: Jonathan Hitchcock <[jhitchcock@blackforestventures.com](mailto:jhitchcock@blackforestventures.com)>; Acevedo, Elioth <[Elioth.Acevedo@kimley-horn.com](mailto:Elioth.Acevedo@kimley-horn.com)>; Lanier, Morgan <[Morgan.Lanier@kimley-horn.com](mailto:Morgan.Lanier@kimley-horn.com)>

Subject: ADS Addison Galaxy FBO - Civil Plans

Bill and Mitch/Sara,

The Town plan reviewer has asked for confirmation that we've provided all airside plan sheets to Airport staff and Garver for review and approval. I've posted the latest full civil plan set on the sharefile site linked below just to make sure you have the latest. Can you each please provide a response to this email that you have received and reviewed these plans and you have no objections on the proposed airside improvements? We're trying to resubmit to the Town middle of next week for final approval, so your help in looking at this request in the next couple days is greatly appreciated.

Let me know if you have any questions.

Citrix Attachments	Expires June 3, 2020
Civil Permit - Addison Galaxy FBO.pdf	61.5 MB
<a href="#">Download Attachments</a>	



Steven Freeman uses Citrix Files to share documents securely.

Thank you,

**Steven Freeman, P.E.**

**Kimley-Horn** | 1400 Woodloch Forest Dr., Suite 225, The Woodlands, TX 77380

Direct: 281-475-2817 | Mobile: 713-962-7599 | [www.kimley-horn.com](http://www.kimley-horn.com)

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Freeman, Steven

---

From: Andrews, Sara C. <SCAndrews@GarverUSA.com>  
Sent: Wednesday, December 11, 2019 5:34 PM  
To: Freeman, Steven; Bill Dyer  
Cc: Joel Jenkinson (joel.jenkinson@addisonairport.net); McAnally, Mitchell, R;  
joe.mcanally@addisonairport.net; Jonathan Hitchcock  
Subject: RE: ADS Addison Galaxy FBO - Civil Plans  
  
Categories: External

Steven,

Garver has had the opportunity to review and provide comments for the final Galaxy FBO Civil plans. As we discussed, you may proceed with the final plan submittal to the Town of Addison with the comments addressed as we discussed.

[https://garverengineers-my.sharepoint.com/:f/g/personal/scandrews\\_garverusa\\_com/EtOH138s9pBMoYoXLDDVPkEBNVxfDRg10zTsPdrIEwpFZw?e=Npapci](https://garverengineers-my.sharepoint.com/:f/g/personal/scandrews_garverusa_com/EtOH138s9pBMoYoXLDDVPkEBNVxfDRg10zTsPdrIEwpFZw?e=Npapci)

Thanks,

**Sara C. Andrews, PE**  
Garver  
214-619-9048

---

From: Freeman, Steven <steven.freeman@kimley-horn.com>  
Sent: Wednesday, December 11, 2019 2:25 PM  
To: Andrews, Sara C. <SCAndrews@GarverUSA.com>; Bill Dyer <bdyer@samimgmt.com>  
Cc: Joel Jenkinson (joel.jenkinson@addisonairport.net) <joel.jenkinson@addisonairport.net>; McAnally, Mitchell, R <MRMcAnally@GarverUSA.com>; joe.mcanally@addisonairport.net; Jonathan Hitchcock <jhitchcock@blackforestventures.com>  
Subject: RE: ADS Addison Galaxy FBO - Civil Plans

Thanks Sara. I really appreciate the quick turnaround on this. Can your letter be written as a conditional approval/no-objection letter, conditioned upon the comments you're providing being addressed in our final plans? Hopefully the things you're commenting on are not major at this point given all our coordination that has taken place prior to the version of the plan set I sent you on Friday, so maybe the conditional approval/no-objection letter is appropriate in this case? This would give us the opportunity to address your comments before we resubmit our final plans to the Town tomorrow with your conditional approval letter attached. I would also send you a set of our final plans tomorrow for your records.

Thank you,

**Steven Freeman, P.E.**  
**Kimley-Horn** | 1400 Woodloch Forest Dr., Suite 225, The Woodlands, TX 77380  
Direct: 281-475-2817 | Mobile: 713-962-7599 | [www.kimley-horn.com](http://www.kimley-horn.com)

---

From: Andrews, Sara C. <[SCAndrews@GarverUSA.com](mailto:SCAndrews@GarverUSA.com)>  
Sent: Wednesday, December 11, 2019 2:03 PM  
To: Freeman, Steven <[steven.freeman@kimley-horn.com](mailto:steven.freeman@kimley-horn.com)>; Bill Dyer <[bdyer@samimgmt.com](mailto:bdyer@samimgmt.com)>  
Cc: Joel Jenkinson ([joel.jenkinson@addisonairport.net](mailto:joel.jenkinson@addisonairport.net)) <[joel.jenkinson@addisonairport.net](mailto:joel.jenkinson@addisonairport.net)>; McAnally, Mitchell, R <[MRMcAnally@GarverUSA.com](mailto:MRMcAnally@GarverUSA.com)>; [joe.mcanally@addisonairport.net](mailto:joe.mcanally@addisonairport.net)  
Subject: RE: ADS Addison Galaxy FBO - Civil Plans

Steven,

I am working on my comments now and will send them to you before the end of the day today.

Thanks,

**Sara C. Andrews, PE**  
Garver  
214-619-9048

---

From: Freeman, Steven <[steven.freeman@kimley-horn.com](mailto:steven.freeman@kimley-horn.com)>  
Sent: Wednesday, December 11, 2019 12:28 PM  
To: Bill Dyer <[bdyer@samimgmt.com](mailto:bdyer@samimgmt.com)>; Andrews, Sara C. <[SCAndrews@GarverUSA.com](mailto:SCAndrews@GarverUSA.com)>  
Cc: Joel Jenkinson ([joel.jenkinson@addisonairport.net](mailto:joel.jenkinson@addisonairport.net)) <[joel.jenkinson@addisonairport.net](mailto:joel.jenkinson@addisonairport.net)>; McAnally, Mitchell, R <[MRMcAnally@GarverUSA.com](mailto:MRMcAnally@GarverUSA.com)>; [joe.mcanally@addisonairport.net](mailto:joe.mcanally@addisonairport.net)  
Subject: RE: ADS Addison Galaxy FBO - Civil Plans

Thank you, Bill! We will address the comments from Joe McAnally in the plan set we resubmit to the Town tomorrow.

Sara – Is it possible to get a no-objection/conditional approval email or letter from Garver today (like this one Bill sent) so we can include that in our resubmittal to the Town tomorrow?

Thank you,

**Steven Freeman, P.E.**  
**Kimley-Horn** | 1400 Woodloch Forest Dr., Suite 225, The Woodlands, TX 77380  
Direct: 281-475-2817 | Mobile: 713-962-7599 | [www.kimley-horn.com](http://www.kimley-horn.com)

---

From: Bill Dyer <[bdyer@samimgmt.com](mailto:bdyer@samimgmt.com)>  
Sent: Wednesday, December 11, 2019 11:57 AM  
To: Freeman, Steven <[steven.freeman@kimley-horn.com](mailto:steven.freeman@kimley-horn.com)>  
Cc: Joel Jenkinson ([joel.jenkinson@addisonairport.net](mailto:joel.jenkinson@addisonairport.net)) <[joel.jenkinson@addisonairport.net](mailto:joel.jenkinson@addisonairport.net)>; 'Andrews, Sara C.' <[SCAndrews@GarverUSA.com](mailto:SCAndrews@GarverUSA.com)>; 'McAnally, Mitchell, R' <[MRMcAnally@GarverUSA.com](mailto:MRMcAnally@GarverUSA.com)>; [joe.mcanally@addisonairport.net](mailto:joe.mcanally@addisonairport.net)  
Subject: FW: ADS Addison Galaxy FBO - Civil Plans

Stephen,

Airport management has had the opportunity to review the Galaxy FBO Civil Plans revised 11/11/2019 as requested. Airport management has not objections to the design plans. Below is a comment from Joe McAnally requesting modification to drawings C00.08 and C00.09.

Thank you.



Bill Dyer, MCR  
President  
SAMI Management, Inc.

Addison Airport Real Estate Manager  
16051 Addison Road, Suite 220  
Addison, Texas 75001  
972-392-4856



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[bill.dyer@addisonairport.net](mailto:bill.dyer@addisonairport.net)

[bill.dyer@samimgmt.com](mailto:bill.dyer@samimgmt.com)

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---

From: Joe Mcanally <[joe.mcanally@addisonairport.net](mailto:joe.mcanally@addisonairport.net)>

Sent: Monday, December 9, 2019 3:37 PM

To: Bill Dyer <[bdyer@samimgmt.com](mailto:bdyer@samimgmt.com)>; Joel Jenkinson <[joel.jenkinson@addisonairport.net](mailto:joel.jenkinson@addisonairport.net)>; David Foster <[david.foster@addisonairport.net](mailto:david.foster@addisonairport.net)>; Darci Neuzil <[darci.neuzil@addisonairport.net](mailto:darci.neuzil@addisonairport.net)>; Kelly Michie <[kmichie@samimgmt.com](mailto:kmichie@samimgmt.com)>; Hunter Essex <[hunter.essex@addisonairport.net](mailto:hunter.essex@addisonairport.net)>

Cc: Melissa Newman <[mnewman@samimgmt.com](mailto:mnewman@samimgmt.com)>

Subject: RE: ADS Addison Galaxy FBO - Civil Plans

My only comment is from pages C00.08 and C00.09. They have Taxiway closure markings on their plan but barricades are sufficient. Placing a plastic or plywood "X" on the taxiway is more of a FOD hazard and it's not necessary.



**JOSEPH MCANALLY** | Operations Manager  
Addison Airport | 16051 Addison Road, Ste. 220  
Addison, Texas 75001  
**office:** (972) 392-4861 | **cell:** (214) 517-9451  
**ADDISONAIRPORT.NET**

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From: Bill Dyer <[bdyer@samimgmt.com](mailto:bdyer@samimgmt.com)>  
Sent: Friday, December 06, 2019 11:28 AM  
To: Joel Jenkinson <[joel.jenkinson@addisonairport.net](mailto:joel.jenkinson@addisonairport.net)>; Joe Mcanally <[joe.mcanally@addisonairport.net](mailto:joe.mcanally@addisonairport.net)>; David Foster <[david.foster@addisonairport.net](mailto:david.foster@addisonairport.net)>; Darci Neuzil <[darci.neuzil@addisonairport.net](mailto:darci.neuzil@addisonairport.net)>; Kelly Michie <[kmichie@samimgmt.com](mailto:kmichie@samimgmt.com)>; Hunter Essex <[hunter.essex@addisonairport.net](mailto:hunter.essex@addisonairport.net)>  
Cc: Melissa Newman <[mnewman@samimgmt.com](mailto:mnewman@samimgmt.com)>  
Subject: FW: ADS Addison Galaxy FBO - Civil Plans  
Importance: High

Please find below a link to the civil plans for the Galaxy FBO project. Steve Freeman from Kimley Horn is requesting (at the Town's direction) to obtain our comments or no objection to their plans. They are wanting to resubmit for permit mid-next week, so they are asking our assistance for a quick turnaround. This is an important project, so I think we need to do our best to accommodate. Please send your comments to my attention and I will consolidate and communicate them back to Steve as soon as I have everyone's comments. If you have no comment, please let me know so I have you accounted for. If you have technical questions and would prefer to discuss with Steve directly, please do just keep me in the loop the best possible.

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SAMI Management, Inc.

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---

From: Freeman, Steven <[steven.freeman@kimley-horn.com](mailto:steven.freeman@kimley-horn.com)>  
Sent: Friday, December 6, 2019 7:58 AM  
To: Bill Dyer <[bdyer@samingmt.com](mailto:bdyer@samingmt.com)>; McAnally, Mitchell, R <[MRMcAnally@GarverUSA.com](mailto:MRMcAnally@GarverUSA.com)>; Andrews, Sara C. <[SCAndrews@GarverUSA.com](mailto:SCAndrews@GarverUSA.com)>  
Cc: Jonathan Hitchcock <[jhitchcock@blackforestventures.com](mailto:jhitchcock@blackforestventures.com)>; Acevedo, Elioth <[Elioth.Acevedo@kimley-horn.com](mailto:Elioth.Acevedo@kimley-horn.com)>; Lanier, Morgan <[Morgan.Lanier@kimley-horn.com](mailto:Morgan.Lanier@kimley-horn.com)>  
Subject: ADS Addison Galaxy FBO - Civil Plans

Bill and Mitch/Sara,

The Town plan reviewer has asked for confirmation that we've provided all airside plan sheets to Airport staff and Garver for review and approval. I've posted the latest full civil plan set on the sharefile site linked below just to make sure you have the latest. Can you each please provide a response to this email that you have received and reviewed these plans and you have no objections on the proposed airside improvements? We're trying to resubmit to the Town middle of next week for final approval, so your help in looking at this request in the next couple days is greatly appreciated.

Let me know if you have any questions.

Citrix Attachments Expires June 3, 2020

Civil Permit - Addison Galaxy FBO.pdf	61.5 MB
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[Download Attachments](#)

Steven Freeman uses Citrix Files to share documents securely.

Thank you,

**Steven Freeman, P.E.**

**Kimley-Horn** | 1400 Woodloch Forest Dr., Suite 225, The Woodlands, TX 77380  
Direct: 281-475-2817 | Mobile: 713-962-7599 | [www.kimley-horn.com](http://www.kimley-horn.com)

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Freeman, Steven

---

From: David Wilde <dwilde@addisontx.gov>  
Sent: Monday, December 9, 2019 9:04 AM  
To: Acevedo, Elioth  
Cc: Freeman, Steven; Lanier, Morgan; Phillip Willis  
Subject: RE: Galaxy FBO Civil Review 2  
Attachments: 8 SDP&P\_STA 100--103\_TnkrSideRd.pdf; 9 SDP&P\_STA 103--107\_TnkrSideRd.pdf; 10 SDP&P\_STA 200--202\_AirSide.pdf; 2 GenProjPlan.pdf; 05 Line A.pdf; 4of24 SSP&P\_STA 9+48--14+00\_GeoHad.pdf

Categories: External

Elioth:

Unfortunately, there are no records of that construction in our files. The hangars were built by the original owner of the airport, and the Town never received any “as-builts” – if any were even created at the time. The sanitary sewer service is known from field observation, and the recent demolition of the T hangars south of the site. There are cleanouts in the field, and the service line enters a manhole at Roscoe Turner and Addison Rd. There is also a service line at the east end of the hangar entering a manhole in the fuel farm apron. Again, since there are no plans for the hangars, this service line isn’t on a plan, but it is known because it is in the manhole. A field investigation would verify this.

The same is true for the storm drain. I have record of the fuel farm construction tying into the existing system, and plans of other improvements that show “existing” lines, but there are no records of the construction of those existing lines.

If anyone would like to meet on-site for further investigation, I would be happy to do so.



**DAVID WILDE** | Inspector  
Public Works - Engineering  
Town of Addison | 16801 Westgrove Dr.  
P.O. Box 9010 | Addison, Texas 75001  
**office:** (972) 450-2847 | **fax:** (972) 450-2837  
**ADDISONTEXAS.NET**  
**dwilde@addisontx.gov**  
**cell: 214-215-6528**

---

From: Acevedo, Elioth <Elioth.Acevedo@kimley-horn.com>  
Sent: Monday, December 09, 2019 8:16 AM  
To: David Wilde <dwilde@addisontx.gov>  
Cc: Freeman, Steven <steven.freeman@kimley-horn.com>; Lanier, Morgan <Morgan.Lanier@kimley-horn.com>  
Subject: RE: Galaxy FBO Civil Review 2

Good morning Dave. We have been asked to talk to you in getting as-built drawing for Storm Sewer and Sanitary Sewer for the existing hangars on the south of George Haddaway in the Addison Airport. If you have the drawing for the existing hangars will be very helpful.



# Culvert Calculator Report

## 2-Year

Solve For: Discharge

Culvert Summary			
Allowable HW Elevation	628.45 ft	Headwater Depth/Height	0.67
Computed Headwater Elev.	628.45 ft	Discharge	47.49 cfs
Inlet Control HW Elev.	628.22 ft	Tailwater Elevation	627.90 ft
Outlet Control HW Elev.	628.45 ft	Control Type	Outlet Control
Grades			
Upstream Invert	626.44 ft	Downstream Invert	626.24 ft
Length	125.00 ft	Constructed Slope	0.001600 ft/ft
Hydraulic Profile			
Profile	M1	Depth, Downstream	1.66 ft
Slope Type	Mild	Normal Depth	1.46 ft
Flow Regime	Subcritical	Critical Depth	1.13 ft
Velocity Downstream	4.09 ft/s	Critical Slope	0.003433 ft/ft
Section			
Section Shape	Box	Mannings Coefficient	0.013
Section Material	Concrete	Span	7.00 ft
Section Size	7 x 3 ft	Rise	3.00 ft
Number Sections	1		
Outlet Control Properties			
Outlet Control HW Elev.	628.45 ft	Upstream Velocity Head	0.29 ft
Ke	0.50	Entrance Loss	0.14 ft
Inlet Control Properties			
Inlet Control HW Elev.	628.22 ft	Flow Control	N/A
Inlet Type	45° wingwall flares - offset	Area Full	21.0 ft²
K	0.49700	HDS 5 Chart	13
M	0.66700	HDS 5 Scale	1
C	0.03020	Equation Form	2
Y	0.83500		

# Culvert Calculator Report

## 10-Year

Solve For: Discharge

Culvert Summary			
Allowable HW Elevation	629.27 ft	Headwater Depth/Height	0.94
Computed Headwater Elev.	629.27 ft	Discharge	81.29 cfs
Inlet Control HW Elev.	628.99 ft	Tailwater Elevation	628.41 ft
Outlet Control HW Elev.	629.27 ft	Control Type	Outlet Control

Grades			
Upstream Invert	626.44 ft	Downstream Invert	626.24 ft
Length	125.00 ft	Constructed Slope	0.001600 ft/ft

Hydraulic Profile			
Profile	M1	Depth, Downstream	2.17 ft
Slope Type	Mild	Normal Depth	2.11 ft
Flow Regime	Subcritical	Critical Depth	1.61 ft
Velocity Downstream	5.35 ft/s	Critical Slope	0.003481 ft/ft

Section			
Section Shape	Box	Mannings Coefficient	0.013
Section Material	Concrete	Span	7.00 ft
Section Size	7 x 3 ft	Rise	3.00 ft
Number Sections	1		

Outlet Control Properties			
Outlet Control HW Elev.	629.27 ft	Upstream Velocity Head	0.45 ft
Ke	0.50	Entrance Loss	0.23 ft

Inlet Control Properties			
Inlet Control HW Elev.	628.99 ft	Flow Control	N/A
Inlet Type	45° wingwall flares - offset	Area Full	21.0 ft²
K	0.49700	HDS 5 Chart	13
M	0.66700	HDS 5 Scale	1
C	0.03020	Equation Form	2
Y	0.83500		

# Culvert Calculator Report

## 100-Year

Solve For: Discharge

Culvert Summary			
Allowable HW Elevation	630.00 ft	Headwater Depth/Height	1.19
Computed Headwater Elev.	630.00 ft	Discharge	115.06 cfs
Inlet Control HW Elev.	629.65 ft	Tailwater Elevation	628.92 ft
Outlet Control HW Elev.	630.00 ft	Control Type	Outlet Control
Grades			
Upstream Invert	626.44 ft	Downstream Invert	626.24 ft
Length	125.00 ft	Constructed Slope	0.001600 ft/ft
Hydraulic Profile			
Profile	M2	Depth, Downstream	2.68 ft
Slope Type	Mild	Normal Depth	N/A ft
Flow Regime	Subcritical	Critical Depth	2.03 ft
Velocity Downstream	6.13 ft/s	Critical Slope	0.003580 ft/ft
Section			
Section Shape	Box	Mannings Coefficient	0.013
Section Material	Concrete	Span	7.00 ft
Section Size	7 x 3 ft	Rise	3.00 ft
Number Sections	1		
Outlet Control Properties			
Outlet Control HW Elev.	630.00 ft	Upstream Velocity Head	0.58 ft
Ke	0.50	Entrance Loss	0.29 ft
Inlet Control Properties			
Inlet Control HW Elev.	629.65 ft	Flow Control	N/A
Inlet Type	45° wingwall flares - offset	Area Full	21.0 ft²
K	0.49700	HDS 5 Chart	13
M	0.66700	HDS 5 Scale	1
C	0.03020	Equation Form	2
Y	0.83500		

## Tailwater for Channel - 2

Project Description	
Friction Method	Manning Formula
Solve For	Normal Depth
Input Data	
Roughness Coefficient	0.030
Channel Slope	0.005 ft/ft
Left Side Slope	3.000 H:V
Right Side Slope	3.000 H:V
Bottom Width	2.00 ft
Discharge	49.36 cfs
Results	
Normal Depth	22.2 in
Flow Area	13.9 ft <sup>2</sup>
Wetted Perimeter	13.7 ft
Hydraulic Radius	12.2 in
Top Width	13.08 ft
Critical Depth	17.6 in
Critical Slope	0.015 ft/ft
Velocity	3.54 ft/s
Velocity Head	0.20 ft
Specific Energy	2.04 ft
Froude Number	0.606
Flow Type	Subcritical
GVF Input Data	
Downstream Depth	0.0 in
Length	0.0 ft
Number Of Steps	0
GVF Output Data	
Upstream Depth	0.0 in
Profile Description	
Profile Headloss	0.00 ft
Downstream Velocity	Infinity ft/s
Upstream Velocity	Infinity ft/s
Normal Depth	22.2 in
Critical Depth	17.6 in
Channel Slope	0.005 ft/ft
Critical Slope	0.015 ft/ft

## Tailwater for Channel - 10

Project Description	
Friction Method	Manning Formula
Solve For	Normal Depth
Input Data	
Roughness Coefficient	0.030
Channel Slope	0.005 ft/ft
Left Side Slope	3.000 H:V
Right Side Slope	3.000 H:V
Bottom Width	2.00 ft
Discharge	81.30 cfs
Results	
Normal Depth	27.4 in
Flow Area	20.2 ft <sup>2</sup>
Wetted Perimeter	16.4 ft
Hydraulic Radius	14.8 in
Top Width	15.71 ft
Critical Depth	22.1 in
Critical Slope	0.014 ft/ft
Velocity	4.02 ft/s
Velocity Head	0.25 ft
Specific Energy	2.54 ft
Froude Number	0.625
Flow Type	Subcritical
GVF Input Data	
Downstream Depth	0.0 in
Length	0.0 ft
Number Of Steps	0
GVF Output Data	
Upstream Depth	0.0 in
Profile Description	
Profile Headloss	0.00 ft
Downstream Velocity	Infinity ft/s
Upstream Velocity	Infinity ft/s
Normal Depth	27.4 in
Critical Depth	22.1 in
Channel Slope	0.005 ft/ft
Critical Slope	0.014 ft/ft

## Tailwater for Channel - 100

Project Description	
Friction Method	Manning Formula
Solve For	Normal Depth
Input Data	
Roughness Coefficient	0.030
Channel Slope	0.005 ft/ft
Left Side Slope	3.000 H:V
Right Side Slope	3.000 H:V
Bottom Width	2.00 ft
Discharge	116.04 cfs
Results	
Normal Depth	31.8 in
Flow Area	26.4 ft <sup>2</sup>
Wetted Perimeter	18.8 ft
Hydraulic Radius	16.9 in
Top Width	17.91 ft
Critical Depth	26.0 in
Critical Slope	0.013 ft/ft
Velocity	4.40 ft/s
Velocity Head	0.30 ft
Specific Energy	2.95 ft
Froude Number	0.638
Flow Type	Subcritical
GVF Input Data	
Downstream Depth	0.0 in
Length	0.0 ft
Number Of Steps	0
GVF Output Data	
Upstream Depth	0.0 in
Profile Description	
Profile Headloss	0.00 ft
Downstream Velocity	Infinity ft/s
Upstream Velocity	Infinity ft/s
Normal Depth	31.8 in
Critical Depth	26.0 in
Channel Slope	0.005 ft/ft
Critical Slope	0.013 ft/ft

# Landscape/Irrigation Site Plan Review

Galaxy FBO Airport

11/19/2019

## Article VI. Landscaping Regulations

1 Landscape/Irrigation Site Plan Review for Galaxy FBO Airport along Addison Road.

2

3 **Required Landscape Area- Sec. 34-204**

4 **Gross Site Landscaped Area 10%**

5 Approved

6 **Street Landscape Buffer- Sec. 34-207(a)**

7 Approved

8 **OFF-Street Loading Spaces- Sec. 34-207(b)**

9

10 **Visibility Triangles- Sec. 34-207(c)**

11 Refer to Sec. 34-207(c); 18" height limit.

12 Approved

13 **Parking Lot Screening- Sec. 34-207(d)**

14 Refer to Sec. 34-207(d)(1); the surface parking lot screening must be at least three and  
15 one-half feet higher than the finished elevation of the adjacent parking lot.

16 Approved

17

18 **Parking Lot Landscaping Perimeter- Sec. 34-207(e)**

19 Approved

20 **Parking Lot Landscaping Interior- Sec. 34-209**

21 **Parking Space Distance from Shade Trees**

22 Refer to Sec. 34-207(f)(7); No required parking space may be located further than  
23 50-feet from the trunk of a shade tree...

24 Approved

25

26 **Tree Mitigation/Replacement & Protection- Sec. 34-208**

27 Refer to Sec. 34-209(b); Tree replacements and new plantings.

28 Approved

29 **Irrigation Plan Requirments- Sec. 34-204**

30 Refer to Sec. LI 1.02- drip should be 12" spacing and not 16" spacing.

31 Approved

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