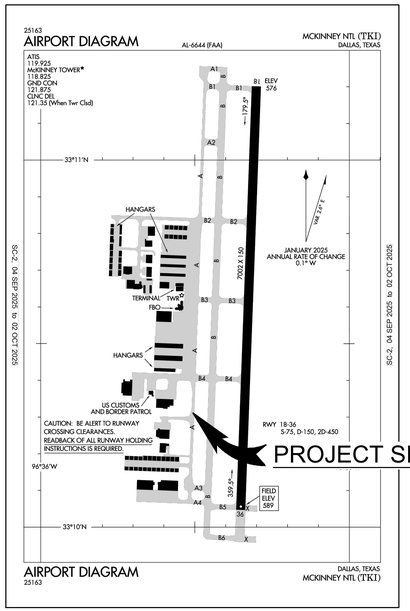
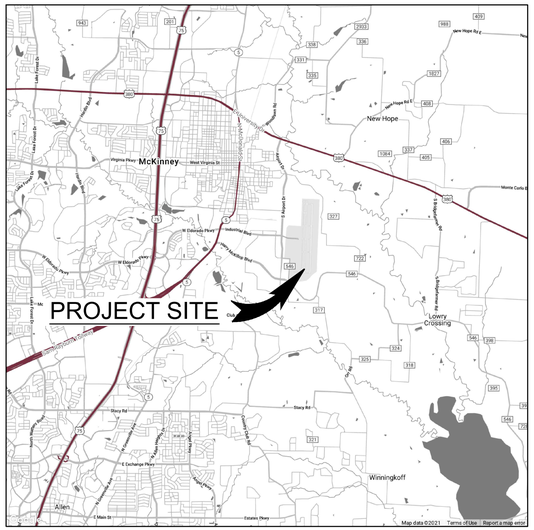
TAXIWAY A REHABILITATION PHASE II
McKINNEY NATIONAL AIRPORT
McKINNEY, TX

ISSUED FOR BID

McKINNEY NATIONAL AIRPORT





VICINITY MAP
NO SCALE

BID NO. 26-461TB
McKINNEY PROJECT NO. AI2633
TXDOT CSJ NO. 2518MCKNY
APRIL 03, 2026

GARVER
1508 Industrial Blvd
Suite 204
McKinney, TX 75069
(972) 377-7480

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GC001 - GC502 - GENERAL CONTRACT

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CROSS SECTIONS
XS101 - XS106 - TAXIWAY A CROSS SECTIONS
XS201 - TAXIWAY B5 CROSS SECTIONS
XS301 - TAXIWAY A4 CROSS SECTIONS

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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

COVER SHEET

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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DRAWING NUMBER
GI001

SHEET NUMBER **1**

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Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 11:13 AM Plotter used: AutoCAD PDF (General Documentation).pc3

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107	XS201	TAXIWAY B5 CROSS SECTIONS 1
108	XS301	TAXIWAY A4 CROSS SECTIONS 1

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Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

SHEET INDEX

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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DRAWING NUMBER
GI002

SHEET NUMBER **2**

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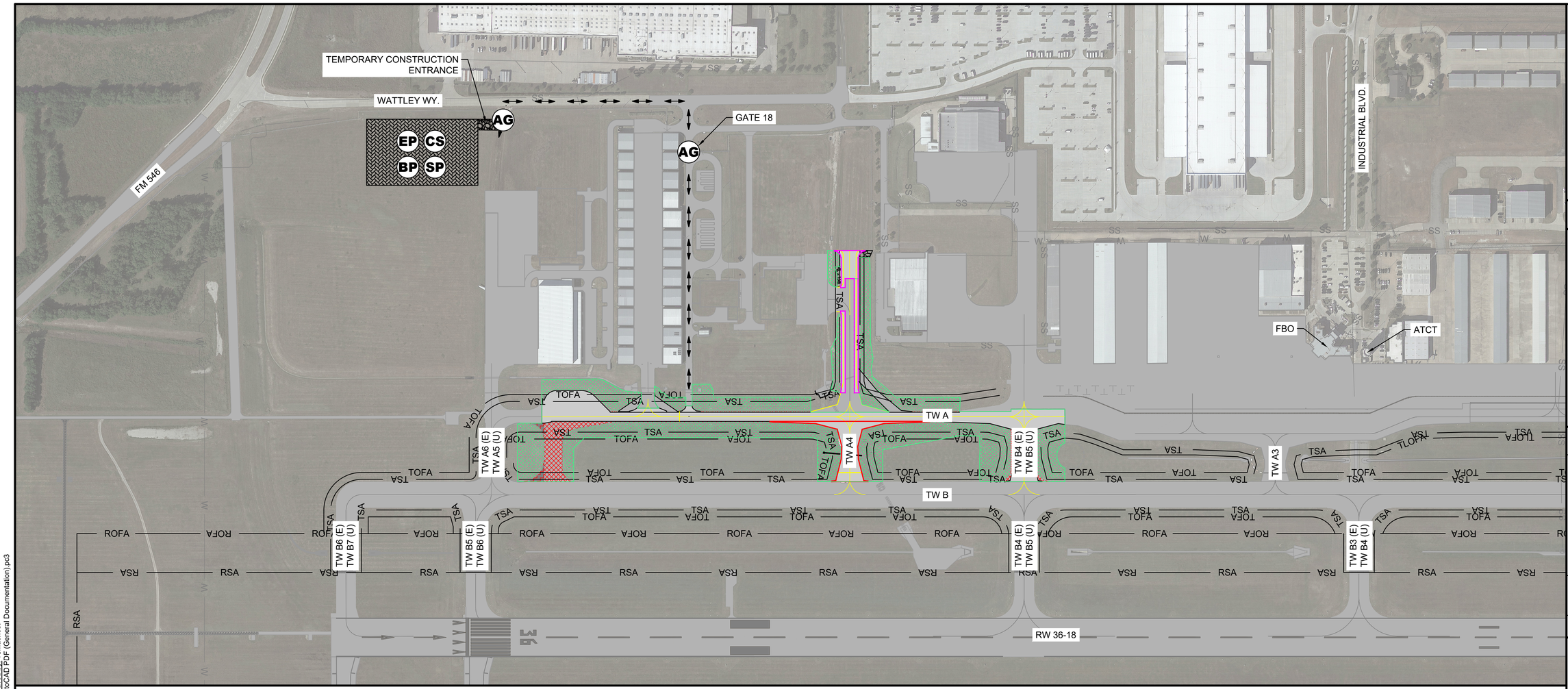

LEGEND

EXISTING CONCRETE PAVEMENT	CONTRACTOR STAGING AREA
PROPOSED CONCRETE PAVEMENT	CONSTRUCTION MATERIAL STOCKPILE LOCATION
BID SCHEDULE 2: TAXIWAY A4 CONNECTOR	EMPLOYEE PARKING LOCATION
BID SCHEDULE 3: TAXILANE A4 WIDENING AND EXTENSION	BATCH PLANT LOCATION
ASPHALT PAVEMENT REMOVAL	ACCESS GATE
CONCRETE PAVEMENT REMOVAL	CONTRACTOR HAUL ROUTE
TSA — TAXIWAY SAFETY AREA	PROPOSED GRADING LIMITS
TOFA — TAXIWAY OBJECT FREE AREA	
RSA — RUNWAY SAFETY AREA	
ROFA — RUNWAY OBJECT FREE AREA	

NOTE:

1. PRINT NOTE: SHEET SHALL BE PRINTED IN COLOR.

ITEMS OF WORK

BID SCHEDULE 1: PERFORM EARTHWORK, PERFORM TAXIWAY A5 DEMOLITION, CONSTRUCT TAXIWAY A AND B5 PAVEMENT SECTIONS, INSTALL ELECTRICAL IMPROVEMENTS, INSTALL DRAINAGE IMPROVEMENTS, PERFORM RESTORATION, AND INSTALL PAVEMENT MARKINGS.

BID SCHEDULE 2: PERFORM EARTHWORK, PERFORM DEMOLITION, CONSTRUCT TAXIWAY A4 PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, INSTALL DRAINAGE IMPROVEMENTS, PERFORM RESTORATION, AND INSTALL PAVEMENT MARKINGS.

BID SCHEDULE 3: PERFORM EARTHWORK, PERFORM DEMOLITION, CONSTRUCT TAXILANE A4 EXTENSION AND WIDENING PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, PERFORM RESTORATION, AND INSTALL PAVEMENT MARKINGS.

N

0 100' 200' 400' 600'
(IN FEET)

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REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

PROJECT LAYOUT PLAN

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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DRAWING NUMBER
GI101

SHEET NUMBER **3**

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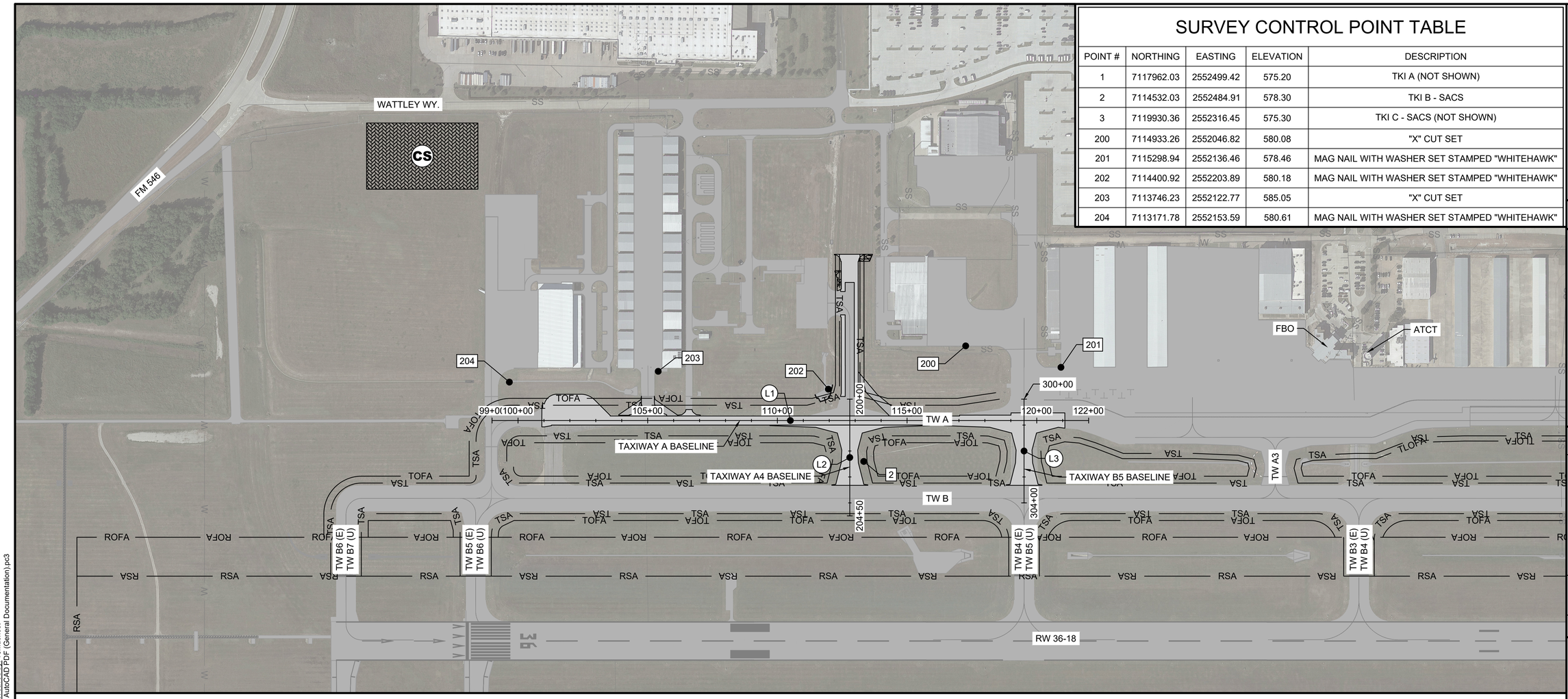
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:24 AM Plotter used: AutoCAD PDF (General Documentation).pc3

SURVEY CONTROL POINT TABLE

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	7117962.03	2552499.42	575.20	TKI A (NOT SHOWN)
2	7114532.03	2552484.91	578.30	TKI B - SACS
3	7119930.36	2552316.45	575.30	TKI C - SACS (NOT SHOWN)
200	7114933.26	2552046.82	580.08	"X" CUT SET
201	7115298.94	2552136.46	578.46	MAG NAIL WITH WASHER SET STAMPED "WHITEHAWK"
202	7114400.92	2552203.89	580.18	MAG NAIL WITH WASHER SET STAMPED "WHITEHAWK"
203	7113746.23	2552122.77	585.05	"X" CUT SET
204	7113171.78	2552153.59	580.61	MAG NAIL WITH WASHER SET STAMPED "WHITEHAWK"



LEGEND

- EXISTING PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- SURVEY CONTROL POINT
- BASELINE POINT
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- CONTRACTOR STAGING AREA

NOTES:

1. CONTRACTOR SHALL PROTECT ALL CONTROL POINTS, AND PACS AND SACS CONTROL POINTS. ANY DAMAGE TO THESE CONTROL POINTS SHALL BE REPAIRED AT NO COST TO THE OWNER. REPAIRS SHALL BE COORDINATED WITH THE ENGINEER AND SHALL BE COMPLETED BY A LICENSED SURVEYOR. FINAL RESULTS OF THE RE-SET MONUMENT SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. CONTRACTOR SHALL VERIFY CONTROL POINTS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO BEGINNING CONSTRUCTION.
3. BASIS FOR BEARINGS SHOWN HEREON IS THE TEXAS STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83), TEXAS ZONE NO. 4202. SURVEY CONDUCTED BY WHITEHAWK ENGINEERING ON 08/08/2025.
4. SURVEY CONTROL POINTS 1 AND 3 ARE NOT SHOWN IN THE VIEW OF THIS SHEET AND ARE PROVIDED FOR REFERENCE IF SURVEY CONTROL POINTS PROVIDED ARE NOT SUFFICIENT TO ESTABLISH PROPER CONTROL.

N

0 100' 200' 400' 600'
(IN FEET)

TAXIWAY A BASELINE

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	RADIUS	LENGTH	DELTA
L1	99+00.00	122+00.00	7113102.31	2552300.45	7115401.91	2552343.50		2300.00	

TAXIWAY A4 BASELINE

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	RADIUS	LENGTH	DELTA
L2	200+00.00	204+50.00	7114482.65	2552243.77	7114474.23	2552693.70		450.00	

TAXIWAY B5 BASELINE

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	RADIUS	LENGTH	DELTA
L3	300+00.00	304+00.00	7115154.44	2552256.35	7115146.95	2552656.28		400.00	

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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

SURVEY CONTROL
PLAN 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
GI201

SHEET NUMBER **4**

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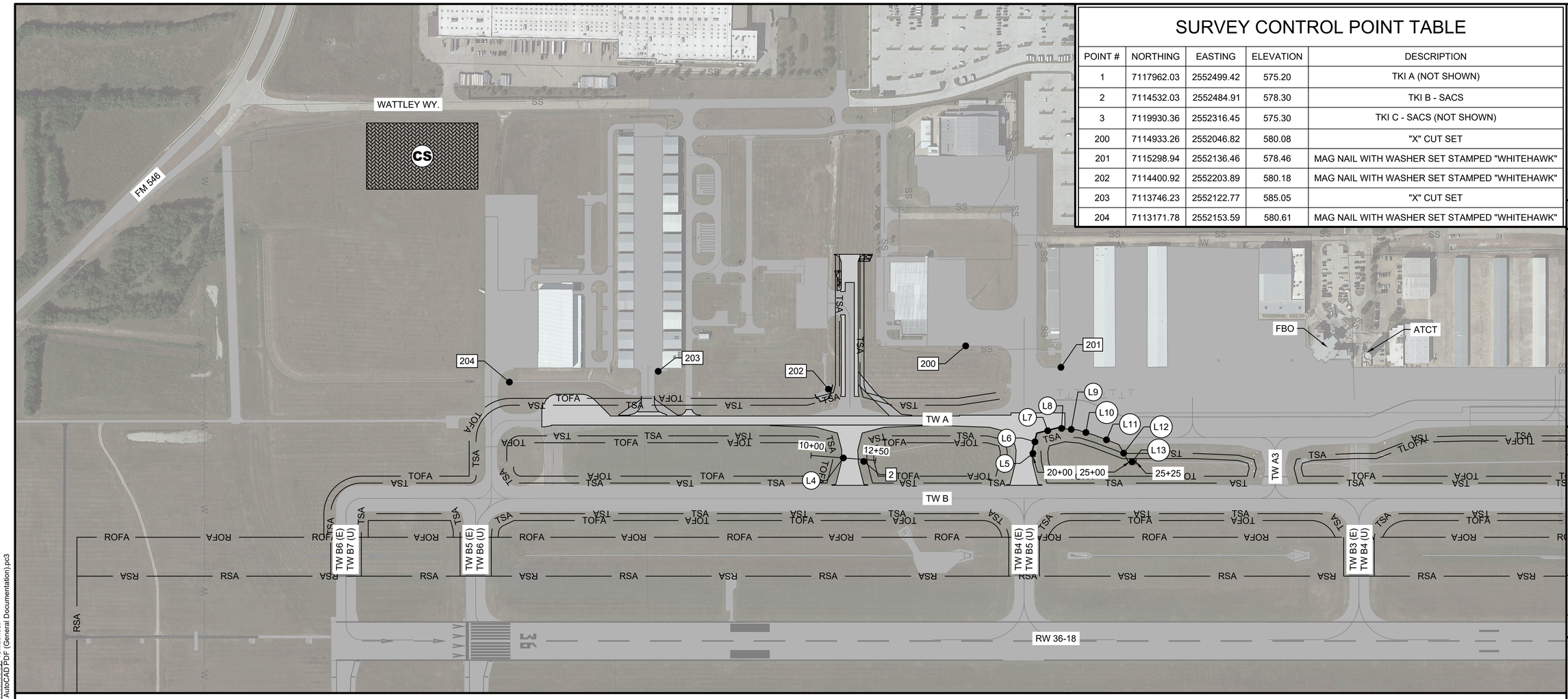
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:25 AM Plotter used: AutoCAD PDF (General Documentation).pc3



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- # BASELINE POINT
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
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- CS CONTRACTOR STAGING AREA

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STORMLINE A BASELINE

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	RADIUS	LENGTH	DELTA
L4	10+00.00	12+50.00	7114329.21	2552458.13	7114578.09	2552481.77		250.00	

UNDERDRAIN BASELINE

Number	START STATION	END STATION	START NORTHING	START EASTING	END NORTHING	END EASTING	RADIUS	LENGTH	DELTA
L5	20+00.00	20+25.00	7115185.09	2552478.40	7115184.40	2552453.41		25.00	
L6	20+25.00	20+91.14	7115184.40	2552453.41	7115202.35	2552389.75		66.14	
L7	20+91.14	21+75.65	7115202.35	2552389.75	7115284.49	2552369.88		84.51	
L8	21+75.65	22+00.94	7115284.49	2552369.88	7115309.47	2552373.81		25.29	
L9	22+00.94	22+50.74	7115309.47	2552373.81	7115359.00	2552378.92		49.80	
L10	22+50.74	23+17.12	7115359.00	2552378.92	7115421.95	2552399.98		66.38	
L11	23+17.12	24+19.23	7115421.95	2552399.98	7115516.60	2552438.33		102.12	
L12	24+19.23	24+95.38	7115516.60	2552438.33	7115552.16	2552505.66		76.14	
L13	24+95.38	25+25.00	7115552.16	2552505.66	7115581.76	2552506.53		29.62	

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TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

SURVEY CONTROL PLAN 2

JOB NO.: A11-2402725
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DRAWN BY: JAH

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GI202

SHEET NUMBER **5**

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CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) - PAGE 1 OF 2

1. COORDINATION

   A. CONTRACTOR PROGRESS MEETINGS - THE OWNER, ENGINEER AND CONTRACTOR WILL HOLD PROGRESS MEETINGS ON A COORDINATED SCHEDULE DURING CONSTRUCTION. OPERATIONAL SAFETY WILL BE A STANDING AGENDA ITEM IN SUCH MEETINGS.

   B. SCOPE OR SCHEDULE CHANGES - THE OWNER AND/OR ENGINEER WILL CALL SUCH COORDINATION MEETINGS AS MAY SEEM EXPEDIENT TO HIM FOR THE PURPOSE OF ASSURING COORDINATION OF THE WORK COVERED BY THIS CONTRACT AND/OR SCOPE OR SCHEDULE CHANGES. THE CONTRACTOR SHALL ATTEND ALL SUCH MEETINGS.

   C. FAA ATO COORDINATION - COORDINATION WITH THE FAA ATO FOR THE REQUIRED SHUTDOWN OF FAA FACILITIES FOR THIS PROJECT HAS BEEN COMPLETED. THE FAA ATO CONTACT FOR THIS PROJECT IS MATTHEW HUTKOWSKI (330) 232-3322.

2. PHASING

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

   A. CONSTRUCTION SAFETY DRAWINGS - SEE SHEET GC001 THROUGH GC501 FOR CONSTRUCTION SAFETY DRAWINGS.

3. AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

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

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

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

   THE CONTRACTOR MUST NOT CONDUCT ANY CONSTRUCTION ACTIVITY WITHIN NAVIGATIONAL AID RESTRICTED AREAS WITHOUT PRIOR APPROVAL FROM THE LOCAL FAA AIRWAY FACILITIES SECTOR REPRESENTATIVE. NAVIGATIONAL AIDS INCLUDE INSTRUMENT LANDING SYSTEM COMPONENTS, VERY HIGH-FREQUENCY OMNI-DIRECTIONAL RANGE STATIONS, AND AIRPORT SURVEILLANCE RADAR. SUCH RESTRICTED AREAS ARE DEPICTED ON CONSTRUCTION PLANS

5. CONTRACTOR ACCESS

   A. LOCATION OF STOCKPILED MATERIALS - THE CONTRACTOR SHALL INSTALL A TEMPORARY FENCE AROUND HIS CONSTRUCTION STAGING AREA TO SEPARATE HIS BATCH PLANT, MATERIAL STOCKPILE, EQUIPMENT STORAGE, AND PARKING AREAS FROM THE PUBLIC. NO PERSONAL VEHICLES OF CONTRACTOR'S EMPLOYEES WILL BE ALLOWED INSIDE THE SECURED AREA OF THE AIRPORT. ALL MATERIAL DELIVERIES SHALL BE RECEIVED IN THE STAGING AREA RESERVED BY THE CONTRACTOR. NO DELIVERY TRUCKS WILL BE ALLOWED ACCESS TO A SECURED AREA OF THE AIRPORT BEYOND THIS STAGING AREA. STOCKPILED MATERIALS AND EQUIPMENT ARE NOT PERMITTED WITHIN THE ACTIVE RUNWAY SAFETY AREA AND OBSTACLE FREE ZONE. THE CONTRACTOR SHALL RECEIVE APPROVAL FROM THE ENGINEER AND FAA AIR SPACING OFFICE PRIOR TO LOCATING STOCKPILES OR EQUIPMENT WITHIN THE OBJECT FREE AREA, SAFETY AREA, OR OBSTACLE FREE ZONE. NO STOCKPILE SHALL BE GREATER THAN 20-FT IN HEIGHT.

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

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

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

   ALL VEHICLE OPERATORS HAVING ACCESS TO THE MOVEMENT AREA MUST BE FAMILIAR WITH AIRPORT PROCEDURES FOR THE OPERATION OF GROUND VEHICLES AND THE CONSEQUENCES OF NONCOMPLIANCE OR BE ESCORTED BY SOMEONE WHO IS.

   C. AIRPORT SECURITY - PERSONNEL ENTERING THE SECURED AREA MUST BE IN POSSESSION OF AND DISPLAY A VALID AIRPORT IDENTIFICATION BADGE AT ALL TIMES OR MUST BE ESCORTED BY A PERSON WITH A VALID AIRPORT IDENTIFICATION BADGE. ANY PERSON WHO IS ESCORTING INDIVIDUALS MUST BE IN DIRECT CONTROL OF THE ESCORTED INDIVIDUALS AT ALL TIMES. ANY PERSON WHO HAS BEEN ISSUED A BADGE, BUT IS NOT IN POSSESSION OF THE BADGE, MAY NOT ENTER THE SECURED AREA OF THE AIRPORT. AIRPORT IDENTIFICATION BADGES MAY BE OBTAINED AT THE MCKINNEY NATIONAL AIRPORT CUSTOMER SERVICE DESK DURING REGULAR SCHEDULED TIMED. THERE IS A $40.00 INITIAL APPLICATION FEE FOR ISSUANCE OF THE BADGE. LOST BADGE REPLACEMENT FEE IS $50.00 DAMAGED BADGE REPLACEMENT FEE IS $20.00 BIANNUAL RENEWAL FEE IS $30.00 (IF BADGE IS EXPIRED FOR MORE THAN 6 MONTHS, INITIAL APPLICATION FEE APPLY). ALL BADGES MUST BE RETURNED TO THE AIRPORT UPON COMPLETION OF THE PROJECT UNLESS DIRECTED OTHERWISE BY THE AIRPORT. ANY FINE, INCLUDING ANY AND ALL ASSOCIATED COSTS, ASSESSED THE AIRPORT FOR FAILURE TO MAINTAIN SECURITY OF THE AIRPORT WHICH ARE A RESULT OF THE NEGLIGENCE OF THE PRIME CONTRACTOR, ANY OF HIS SUBCONTRACTORS, OR ANY SUPPLY/DELIVERY PERSONNEL, WILL BE ASSESSED TO THE PRIME CONTRACTOR AND SHALL BE DEDUCTED FROM ANY MONIES DUE TO THE CONTRACTOR. SEE HTTPS://WWW.MCKINNEYTEXAS.ORG/3449/ACCESS-CARDS FOR ADDITIONAL INFORMATION.

   D. TWO-WAY RADIO COMMUNICATION - VEHICULAR TRAFFIC LOCATED IN OR CROSSING AN ACTIVE MOVEMENT AREA MUST HAVE A WORKING TWO-WAY RADIO IN CONTACT WITH THE CONTROL TOWER OR BE ESCORTED BY A PERSON IN RADIO CONTACT WITH THE TOWER. THE DRIVER, THROUGH PERSONAL OBSERVATION, SHOULD CONFIRM THAT NO AIRCRAFT IS APPROACHING THE VEHICLE POSITION. CONSTRUCTION PERSONNEL MAY OPERATE IN A MOVEMENT AREA WITHOUT TWO-WAY RADIO COMMUNICATION PROVIDED A NOTAM IS ISSUED CLOSING THE AREA AND THE AREA IS PROPERLY MARKED TO PREVENT INCURSIONS. TWO-WAY RADIO COMMUNICATIONS ARE REQUIRED BETWEEN CONTRACTORS AND THE AIRPORT TRAFFIC CONTROL TOWER (UNICOM/CTAF FREQUENCY 118.825). RADIO CONTACT IS REQUIRED BETWEEN THE HOURS OF 0600 AND 2200. CONTINUOUS MONITORING IS REQUIRED ONLY WHEN EQUIPMENT MOVEMENT IS NECESSARY IN CERTAIN AREAS.

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

6. WILDLIFE MANAGEMENT

   IF APPLICABLE, THE CONTRACTOR SHALL REVIEW AND ADHERE TO THE CONTENTS OF THE AIRPORT OPERATOR'S WILDLIFE HAZARD MANAGEMENT PLAN. THE CONTRACTOR SHALL ALSO REVIEW AC 150/5200-33, HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS, AND CERTALERT 98-05, GRASSES

   ATTRACTIVE TO HAZARDOUS WILDLIFE (www.faa.gov). THE CONTRACTOR SHALL CAREFULLY CONTROL AND CONTINUOUSLY REMOVE WASTE OR LOOSE MATERIALS THAT MIGHT ATTRACT WILDLIFE. CONTRACTOR PERSONNEL MUST BE AWARE OF AND AVOID CONSTRUCTION ACTIVITIES THAT CAN CREATE WILDLIFE HAZARDS ON AIRPORTS. THE CONTRACTOR SHALL MITIGATE THE FOLLOWING ITEMS.

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

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

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

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

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

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

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

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

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

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

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

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

   E. NOTIFICATION TO THE FAA - THE CONTRACTOR SHALL ENSURE, THROUGH THE ENGINEER, THAT ALL CONSTRUCTION EQUIPMENT OVER 20 FT IN HEIGHT IS AIR SPACED THROUGH THE APPROPRIATE FAA REGIONAL OR DISTRICT OFFICE PRIOR TO USING SUCH EQUIPMENT ON SITE.

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

10. INSPECTION REQUIREMENTS

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

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

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

11. UNDERGROUND UTILITIES

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

   B. TEXAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-344-8377. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TEXAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

12. SPECIAL CONDITIONS

   THE PRIME CONTRACTOR SHALL REMAIN ONSITE AT ALL TIME WHEN A SUBCONTRACTOR IS PERFORMING WORK

13. RUNWAY AND TAXIWAY VISUAL AIDS

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

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

   - TEMPORARILY CLOSED TAXIWAYS - THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, AND MAINTAINING TAXIWAY CLOSURE MARKERS AT THE ENTRANCE TO THE CLOSED TAXIWAY FROM THE ADJACENT RUNWAY. THE TAXIWAY CLOSURE MARKERS SHALL BE INSTALLED INSIDE THE RUNWAY SAFETY AREA. THE CONTRACTOR SHALL ALSO FURNISH AND INSTALL LOW PROFILE BARRICADES AT THE ENTRANCE TO THE CLOSED

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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED
PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

CONSTRUCTION SAFETY AND PHASING NOTES 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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GC001

SHEET NUMBER **6**

CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) - PAGE 2 OF 2

TAXIWAY FROM AN ADJACENT TAXIWAY. BARRICADES SHALL BE INSTALLED OUTSIDE ALL ACTIVE TAXIWAY SAFETY AREAS. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR CLOSED TAXIWAY MARKER AND LOW-PROFILE AIRCRAFT BARRICADE DETAILS.

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

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

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

14. MARKING AND SIGNS FOR ACCESS ROUTES

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

15. HAZARD MARKING AND LIGHTING

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

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

16. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

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

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

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

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

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

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

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

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

18. TEMPORARY AIRFIELD LIGHTING

A. MEGGER TESTING SHALL BE REQUIRED BEFORE AND AFTER INSTALLATION AND RECONNECTION OF JUMPERS. MEGGER TEST RESULTS SHALL BE SUBMITTED TO THE ENGINEER FOR THE PROJECT RECORD NO MORE THAN 48 HOURS AFTER THE TEST RESULTS ARE AVAILABLE.

B. OBSCURE ALL LIGHTS ON ACTIVE CIRCUITS WITHIN CLOSED AREAS.

C. ALL CIRCUITS OUTSIDE OF CONSTRUCTION AREAS SHALL REMAIN OPERATIONAL.

D. NO TEMPORARY ELECTRICAL JUMPERS SHALL BE INSTALLED ABOVE PAVEMENT ON ACTIVE RUNWAYS OR TAXIWAYS. TEMPORARY JUMPERS MAY BE INSTALLED ABOVE GROUND ON CLOSED RUNWAYS AND TAXIWAYS AT THE OWNER DISCRETION. ALL ABOVE GROUND TEMPORARY JUMPERS SHALL BE IN SCH. 80 PVC WITH TEMPORARY CONDUIT SUPPORT. SEE DETAILS ON SHEET GC-503.

E. AN ATTEMPT HAS BEEN MADE TO GRAPHICALLY DEPICT EXISTING CIRCUITS. HOWEVER, CHANGES MAY BE NECESSARY BASED ON FIELD CONDITIONS.

F. THE CONTRACTOR SHALL PROVIDE THE ENGINEER AND OWNER A TEMPORARY AIRFIELD LIGHTING PLAN FOR EACH PHASE FOR REVIEW AND APPROVAL PRIOR TO WORK.

G. ALL JUMPER MATERIAL AND WORK IS SUBSIDIARY TO ITEM SS-310 TEMPORARY AIRFIELD LIGHTING. THIS SHALL INCLUDE THE TEMPORARY CABLING REQUIRED FOR AIRFIELD LIGHTING CONNECTIONS BETWEEN PHASES AND ANY NECESSARY CONDUIT AND COUNTERPOISE AS INDICATED BY THESE PLANS.

H. OBSCURE ALL SIGN PANELS IN OPEN AREAS DIRECTING TRAFFIC TO AREAS CLOSED DURING THIS PHASE OF CONSTRUCTION AND AS INDICATED BY THESE PLANS. OBSCURE ALL SIGNS WITHIN CLOSED AREAS.

I. CIRCUIT ROUTING AND JUMPER LOCATIONS ARE APPROXIMATE. IF CIRCUIT ROUTING OR FIELD CONDITIONS DIFFER, COORDINATE WITH ENGINEER.

19. OTHER LIMITATIONS ON CONSTRUCTION

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

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

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

B. CONTRACTOR SHALL RESTORE ALL DAMAGED PAVEMENT EITHER ON HAUL ROUTES OR ROADS LEADING TO ACCESS TO HAUL ROUTE BETTER THAN ORIGINAL CONDITION AND TO THE OWNER'S SATISFACTION. IN ADDITION, AREAS OUTSIDE OF PAVEMENT SHALL BE RESTORED TO TURF OR EXISTING CONDITION AND SHALL MEET THE OWNER'S APPROVAL. ANY RESTORATION WORK TO THE HAUL ROUTE OR STAGING/PARKING AREAS SHALL BE CONSIDERED SUBSIDIARY TO ITEM C-105 MOBILIZATION AND SHALL NOT BE MEASURED FOR SEPARATE PAYMENT.

C. CONTRACTOR SHALL PROVIDE 2-WAY RADIO COMMUNICATION DURING PLANNING OPERATIONS. CONTRACTOR SHALL MONITOR THE AIRPORT FREQUENCY AT ALL TIMES.

D. CONTRACTOR SHALL MAINTAIN LIGHTED BARRICADES AND LIGHTED RUNWAY CLOSURE MARKINGS IN AN OPERABLE CONDITION FOR THE DURATION OF THE PHASES REQUIRED. CONTRACTOR SHALL SERVICE THE BARRICADES DAILY.

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

AIRFIELD AREAS AFFECTED BY CONSTRUCTION

OPERATIONAL REQUIREMENTS	EXISTING (NORMAL)	PHASE 1	PHASE 2	PHASE 3	ULTIMATE
TAXIWAY A ADG	II	II	II	II	II
TAXIWAY B ADG	III	III	III	III	III
TAXIWAY A	OPEN	CLOSED BETWEEN TW A4 AND APRON	CLOSED BETWEEN TW A4 AND TW A5	CLOSED BETWEEN TW A4 AND TW A6	OPEN
TAXIWAY A1 (E)	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY A2 (E)	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY A3 (E)	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY A4 (E)	N/A	NOT YET CONSTRUCTED	NOT YET CONSTRUCTED	OPEN	OPEN
TAXIWAY A5 (E)	OPEN	OPEN	OPEN	DEMOLISHED	DEMOLISHED
TAXIWAY A6 (E)	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY B	OPEN	OPEN*	OPEN	OPEN*	OPEN
TAXIWAY B1 (E)	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY B2 (E)	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY B3 (E)	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY B4 (E)	OPEN	CLOSED WEST OF TW B	OPEN	OPEN	OPEN
TAXIWAY B5 (E)	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY B6 (E)	OPEN	OPEN	OPEN	OPEN	OPEN

* TAXIWAY B WILL BE CLOSED FOR ONE NIGHT CLOSURE TO TEMPORARILY OFFSET THE TAXIWAY CENTERLINE MARKING. NIGHT CLOSURE SHALL BE FROM 2200 TO 0600 LOCAL TIME AND MUST BE COORDINATED AT LEAST 30 DAYS PRIOR TO CLOSURE WITH AIRPORT OPERATIONS AND ENGINEER.

RUNWAY DATA

RUNWAY END NUMBER	AIRPLANE DESIGN GROUP	AIRCRAFT APPROACH CATEGORY	MINIMUM SAFETY AREA PRIOR TO THRESHOLD	MINIMUM UNOBSTRUCTED APPROACH SLOPE	RSA WIDTH DIVIDED BY 2
RUNWAY 18	III	D	1000-FT	50:1	250-FT
RUNWAY 36	III	D	1000-FT	34:1	250-FT

TEMPORARY AIRFIELD LIGHTING

CIRCUIT	ABBREVIATION
TAXIWAY ALPHA EDGE LIGHTS	TWA
TAXIWAY BRAVO EDGE LIGHTS	TWB
WEST AIRFIELD SIGN CIRCUIT	WAF-S
WIND CONE CIRCUIT	WC

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

CONSTRUCTION SAFETY AND PHASING NOTES 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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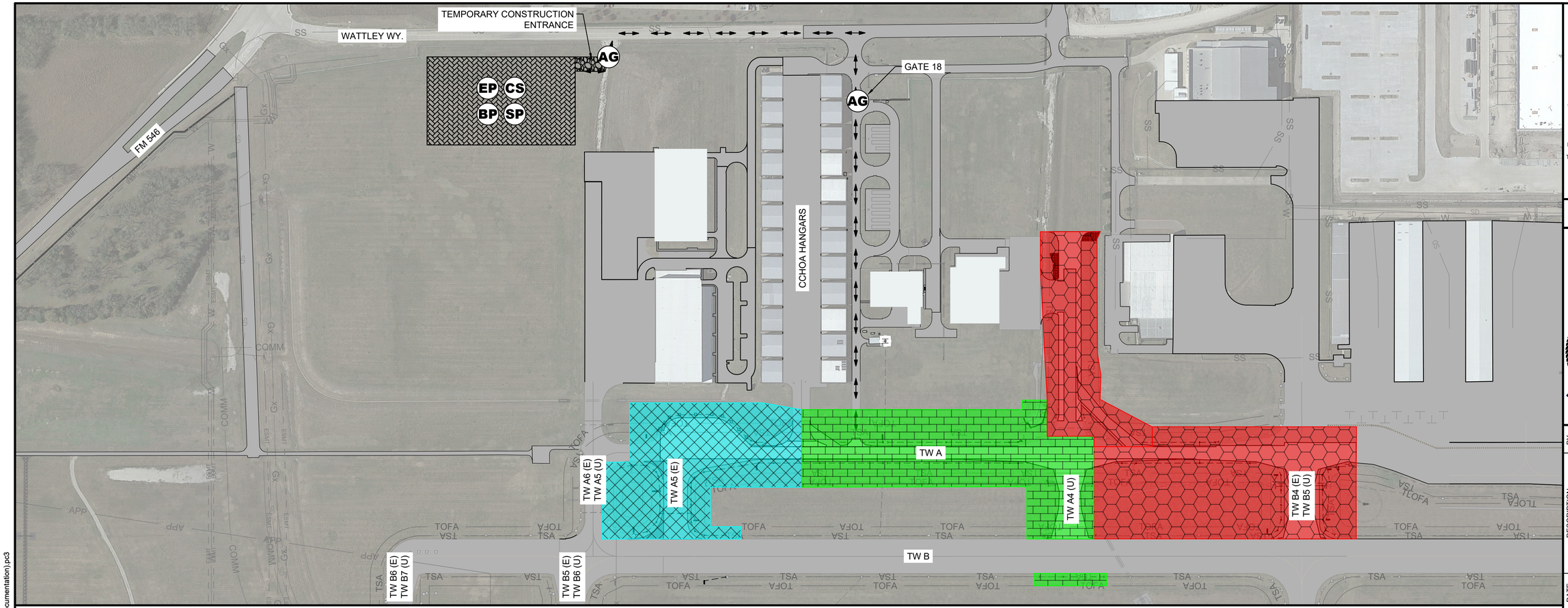
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
GC002

SHEET NUMBER **7**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-GC001.dwg Last Save: 3/18/2026 3:00 PM Last saved by: TJMachost
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:26 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- CS — CONTRACTOR STAGING AREA
- SP — CONSTRUCTION MATERIAL STOCKPILE LOCATION
- EP — EMPLOYEE PARKING LOCATION
- BP — BATCH PLANT LOCATION
- AG — ACCESS GATE
- CONTRACTOR HAUL ROUTE

ITEMS OF WORK

1. ADJUSTMENT OF TAXIWAY B CENTERLINE, PERFORM DEMOLITION, PERFORM EARTHWORK, CONSTRUCT TAXIWAY B5 (U), TAXILANE A4 WIDENING AND EXTENSION, TAXIWAY A, CONSTRUCT TEMPORARY TAXILANE AND ASPHALT DETOUR PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, AND PAVEMENT MARKINGS.

2. PERFORM DEMOLITION, PERFORM EARTHWORK, CONSTRUCT PART OF TAXIWAY A AND TAXIWAY A4 PAVEMENT SECTIONS, CONSTRUCT ASPHALT DETOUR, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, AND PAVEMENT MARKINGS.

3. PERFORM DEMOLITION, PERFORM EARTHWORK, CONSTRUCT TAXIWAY A AND HOLDING APRON PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, PAVEMENT MARKINGS, READJUST TAXIWAY B CENTERLINE TO ORIGINAL POSITION.

CONTRACT TIME

	315 CALENDAR DAYS	WORK AVAILABILITY
PHASE 1 (115 DAYS)		ANYTIME*
PHASE 2 (115 DAYS)		ANYTIME
PHASE 3 (85 DAYS)		ANYTIME*

0 70 140 210 280 350

* TAXIWAY B WILL BE CLOSED FOR ONE NIGHT CLOSURE TO TEMPORARILY OFFSET THE TAXIWAY CENTERLINE MARKING. NIGHT CLOSURE SHALL BE FROM 2200 TO 0600 LOCAL TIME AND MUST BE COORDINATED AT LEAST 30 DAYS PRIOR TO CLOSURE WITH AIRPORT OPERATIONS AND ENGINEER.

N

0 75' 150' 300' 450'

(IN FEET)

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

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

CONSTRUCTION SAFETY AND PHASING PLAN - OVERVIEW

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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0 1"
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DRAWING NUMBER
GC100

SHEET NUMBER **8**

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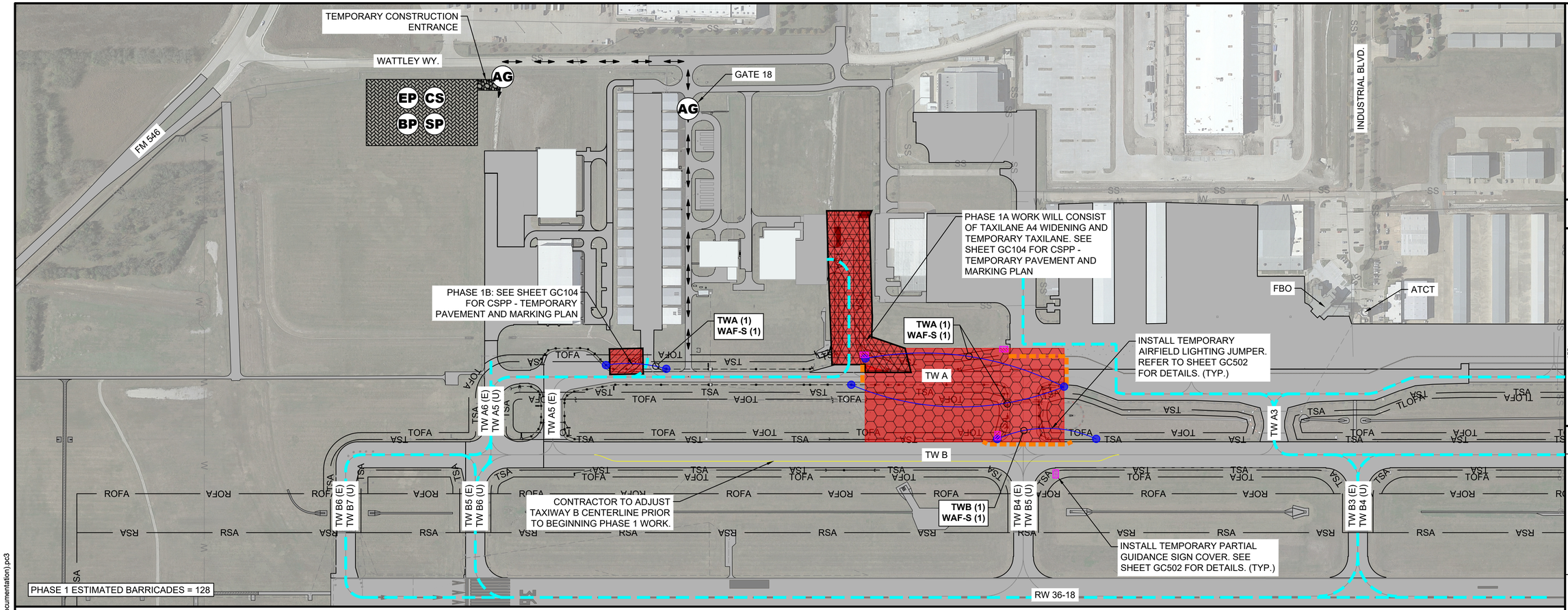
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:26 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND

- PHASE 1 WORK AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- CS — CONTRACTOR STAGING AREA
- SP — CONSTRUCTION MATERIAL STOCKPILE LOCATION
- EP — EMPLOYEE PARKING LOCATION
- BP — BATCH PLANT LOCATION
- AG — ACCESS GATE
- CONTRACTOR HAUL ROUTE
- LOW PROFILE BARRICADES
- AIRCRAFT ROUTE
- TAXIWAY CLOSURE MARKER
- TEMPORARY AIRFIELD LIGHTING JUMPER
- OBSCURE SIGN

ITEMS OF WORK

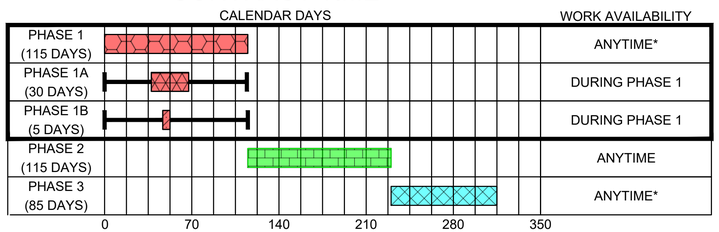
1

- CONTRACTOR SHALL COORDINATE WITH ENGINEER AND AIRPORT OPERATIONS TO ISSUE APPROPRIATE NOTAMS PRIOR TO BEGINNING OF WORK.
- INSTALL LOW PROFILE BARRICADES.
- CONTRACTOR TO ADJUST TAXIWAY B CENTERLINE AS SHOWN ON SHEETS GC102 AND GC103.
- PERFORM DEMOLITION OF TAXIWAY A, B4 (E), AND TAXILANE A4 PANELS.
- PERFORM EARTHWORK AND INFIELD GRADING.
- INSTALL DRAINAGE IMPROVEMENTS.
- CONSTRUCT TAXIWAY PAVEMENT SECTIONS INCLUDING TAXIWAY A, B5 (U).
- INSTALL ELECTRICAL IMPROVEMENTS AND RESTORATION IMPROVEMENTS.
- INSTALL PAVEMENT MARKINGS.
- TAXIWAY MUST BE INSPECTED BY AIRPORT OPERATIONS PRIOR TO REOPENING TO AIRCRAFT TRAFFIC.

1A & 1B

- WORK TO BE DONE SIMULTANEOUSLY TO PHASE 1. CONTRACTOR SHALL COORDINATE WITH ENGINEER AND AIRPORT OPERATIONS PRIOR TO COMMENCING WORK IN THIS AREA.
- INSTALL LOW PROFILE BARRICADES.
- PERFORM EARTHWORK.
- CONSTRUCT TAXILANE A4 EXTENSION AND WIDENING PAVEMENT SECTION.
- INSTALL TEMPORARY TAXILANE PAVEMENT AND ASPHALT DETOUR PAVEMENT SOUTH OF CCHOA.
- INSTALL ELECTRICAL IMPROVEMENTS AND RESTORATION IMPROVEMENTS.

CONTRACT TIME



NOTE:

* TAXIWAY B WILL BE CLOSED FOR ONE NIGHT CLOSURE TO TEMPORARILY OFFSET THE TAXIWAY CENTERLINE MARKING. NIGHT CLOSURE SHALL BE FROM 2200 TO 0600 LOCAL TIME AND MUST BE COORDINATED AT LEAST 30 DAYS PRIOR TO CLOSURE WITH AIRPORT OPERATIONS AND ENGINEER.

0 100' 200' 400' 600'
(IN FEET)

1. PRINT NOTE: SHEET SHALL BE PRINTED IN COLOR.
2. SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL INFORMATION.
3. LIGHTED BARRICADES SHOWN ARE FOR GRAPHIC PURPOSES ONLY. THE CONTRACTOR SHALL DETERMINE THE QUANTITY OF LIGHTED BARRICADES REQUIRED TO COMPLETE THE WORK AS SHOWN AND MUST BE IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULARS.
4. LOW-PROFILE AIRPORT BARRICADES SHALL BE FURNISHED, INSTALLED, AND MAINTAINED BY THE CONTRACTOR AS SHOWN ON THESE SHEETS. BARRICADES MUST BE CONNECTED CONTINUOUSLY WITH NO GAPS BETWEEN BARRICADES EXCEPT AS REQUIRED BY AIRPORT OPERATIONS FOR EMERGENCY VEHICLE ACCESS.
5. CONTRACTOR SHALL HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES. STEEL BRISTLES ARE NOT PERMITTED ON THE AOA. HYDRANTS TO FILL VACUUM TRUCK WILL BE AVAILABLE ON AIRPORT PROPERTY.
6. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREA DURING NIGHTTIME OPERATIONS. PORTABLE LIGHTING SHALL NOT BE ORIENTED IN SUCH A WAY TO CAUSE IMPACT TO AIRPORT OPERATIONS. NIGHTTIME WORK MUST BE APPROVED BY AIRPORT OPERATIONS PRIOR TO WORK TAKING PLACE, INCLUDING A NIGHTTIME LIGHTING LAYOUT APPROVED BY OPERATIONS.
7. IN NO EVENT SHALL CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 50' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.
8. PERIMETER FENCE SHALL BE MAINTAINED AT ALL TIMES. TEMPORARY FENCING SHALL BE INSTALLED AS NECESSARY. METHODS FOR TEMPORARY FENCING SHALL BE APPROVED BY THE ENGINEER. TEMPORARY FENCING SHALL BE CONSIDERED SUBSIDIARY TO CONSTRUCTION SAFETY AND SECURITY.
9. TEMPORARY BARRICADES TO BE PLACED DURING MARKING ADJUSTMENT WORK AND MUST BE REMOVED AFTER MARKING ADJUSTMENT WORK IS COMPLETED.
10. TEMPORARY TAXILANE WILL BE CONSTRUCTED USING THE DEMOLISHED ASPHALT AND BASE FROM PHASE 1 WORK. TAXILANE WILL BE REMOVED ONCE PHASE 2 IS COMPLETED.

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

CSPP - PHASE 1 OVERVIEW

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
GC101

SHEET NUMBER **9**

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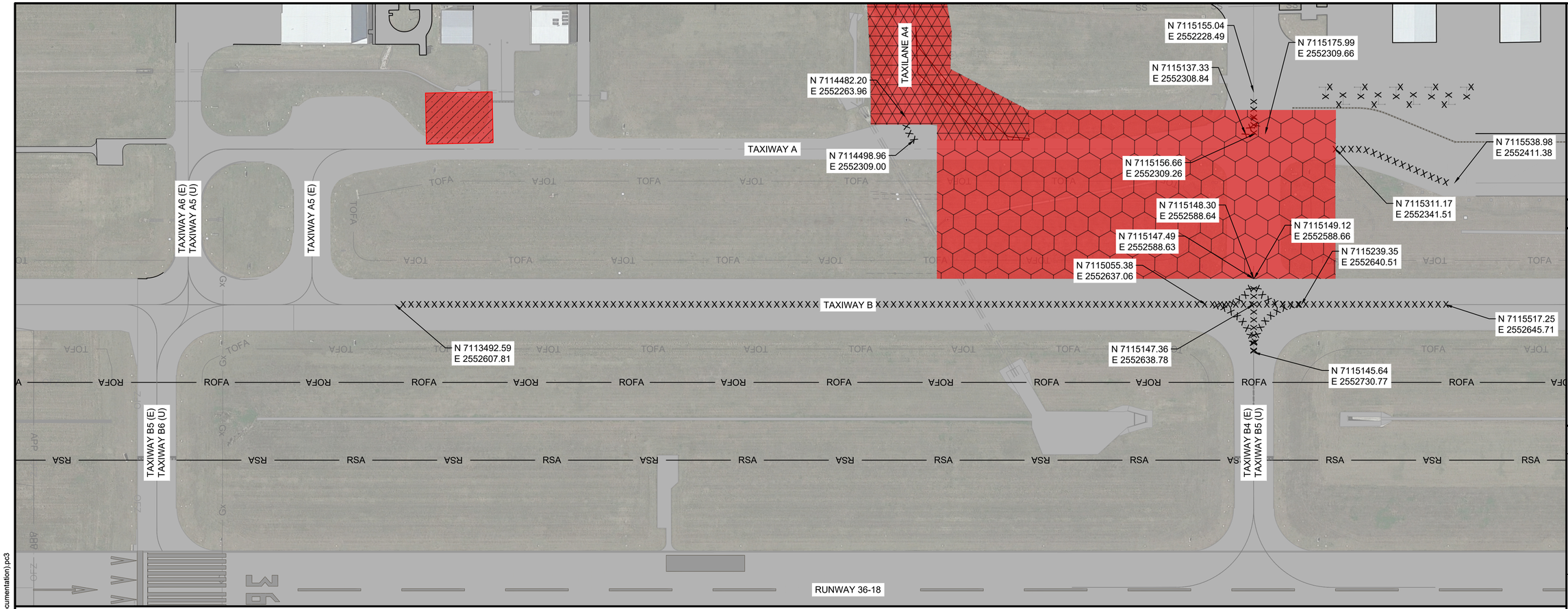
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:27 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND

———	EXISTING MARKINGS TO REMAIN
XXXXXXXX	EXISTING MARKING TO BE REMOVED
—— TSA ——	TAXIWAY SAFETY AREA
—— TOFA ——	TAXIWAY OBJECT FREE AREA
—— TLOFA ——	TAXILANE OBJECT FREE AREA
—— RSA ——	RUNWAY SAFETY AREA
—— ROFA ——	RUNWAY OBJECT FREE AREA

NOTES:

1. UNLESS OTHERWISE NOTED, QUANTITIES ON THIS SHEET REFERENCE THE WORK AREA ON THIS SHEET.
2. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
3. ANY DISCREPANCIES BETWEEN THE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.
4. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.
5. ALL FINAL STRIPING TO BE COORDINATED AND APPROVED BY AIRPORT OPERATIONS.
6. ALL WORK DURING THIS PHASE SHALL BE PERFORMED AT NIGHT.

N

0 50' 100' 200' 300'

(IN FEET)

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

CSPP - PHASE 1
MARKING REMOVAL PLAN

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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DRAWING NUMBER
GC102

SHEET NUMBER **10**

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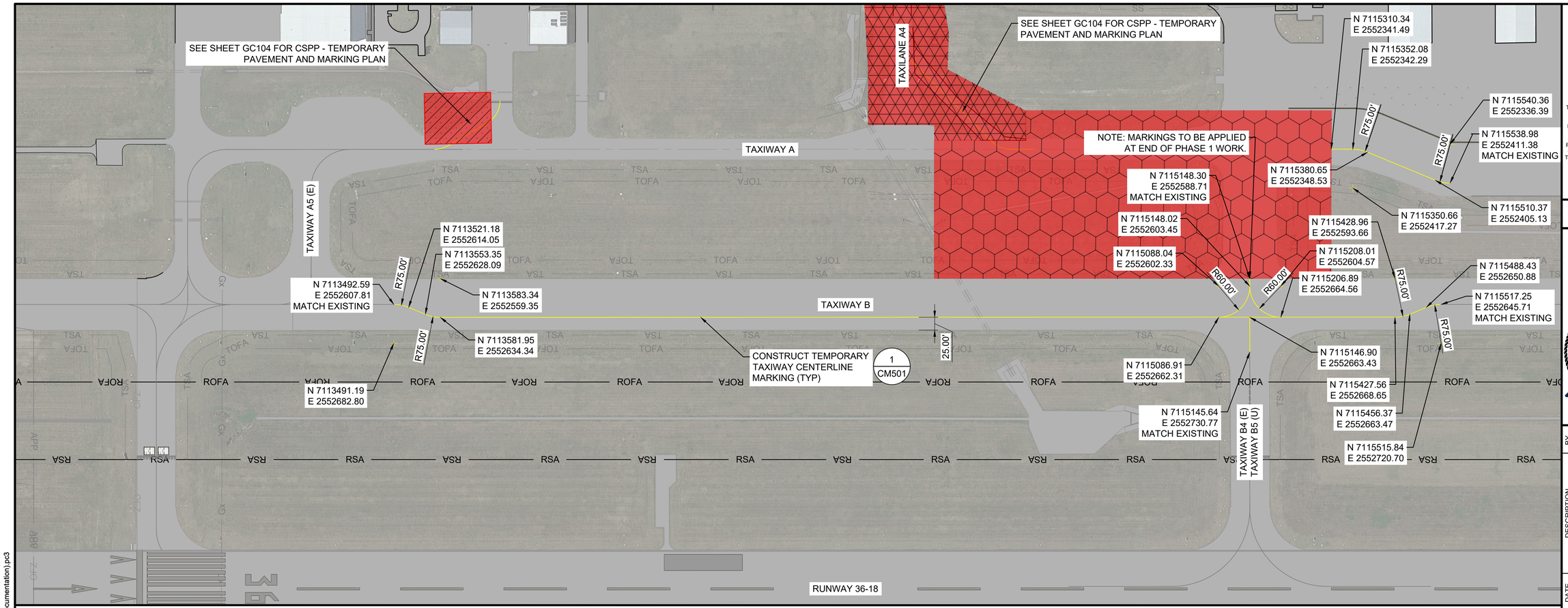
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Date: 3/20/2026 10:28 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND

- EXISTING MARKINGS
- PROPOSED YELLOW MARKINGS
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA

NOTES:

1. SHEET INTENDED TO BE PRINTED IN COLOR.
2. SEE SHEET CM501 FOR AIRFIELD MARKING DETAILS.
3. MARKINGS ON EXISTING PAVEMENT SHOWN FOR REFERENCE ONLY.
4. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
5. ANY DISCREPANCIES BETWEEN THE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.
6. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.
7. ALL PAVEMENT MARKINGS SHALL BE OUTLINED IN 6" BLACK PAINT UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAILS SHEETS FOR MORE DETAILS. BLACK PAINT SHALL NOT RECEIVE REFLECTIVE MEDIA. TEMPORARY MARKINGS SHALL NOT RECEIVE A BLACK OUTLINE.
8. CONTRACTOR TO OFFSET TAXIWAY CENTERLINE TO THE EAST APPROXIMATELY 25 FEET. VERIFY FINAL LOCATION WITH AIRPORT OPERATIONS PRIOR TO PERFORMING WORK.
9. ALL FINAL STRIPING TO BE COORDINATED AND APPROVED BY AIRPORT OPERATIONS.
10. ALL WORK DURING THIS PHASE SHALL BE PERFORMED AT NIGHT.

N

0 50' 100' 200' 300'
(IN FEET)

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

CSPP - PHASE 1
MARKING PLAN

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
GC103

SHEET NUMBER **11**

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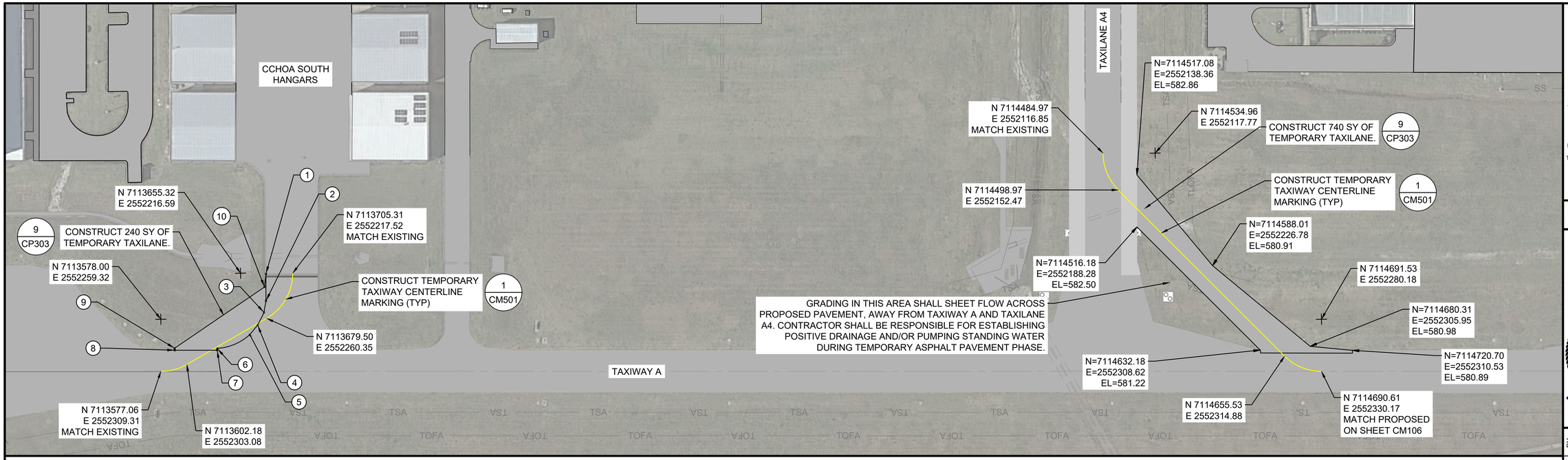
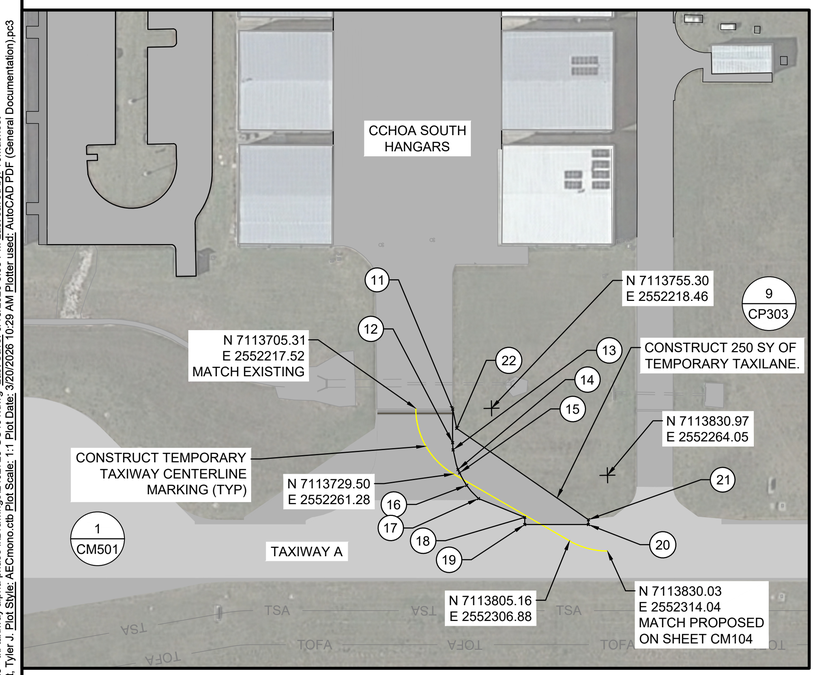


PHASE 1 TEMPORARY PAVEMENT AND MARKING WORK



PHASE 2 TEMPORARY PAVEMENT AND MARKING WORK

TEMP TL POINT TABLE

POINT #	NORTHING	EASTING	ELEVATION
1	7113679.68	2552217.60	583.68
2	7113679.20	2552243.54	583.75
3	7113676.99	2552254.58	583.81
4	7113670.74	2552266.69	584.01
5	7113663.05	2552275.70	584.14
6	7113631.58	2552288.34	584.23
7	7113631.52	2552290.04	584.32
8	7113590.68	2552289.32	584.54
9	7113590.70	2552287.33	584.46
10	7113678.02	2552230.27	583.64
11	7113729.65	2552218.45	584.24
12	7113729.22	2552240.66	584.13
13	7113729.44	2552245.38	584.12
14	7113732.45	2552258.45	584.05
15	7113733.43	2552260.69	584.02
16	7113737.94	2552268.97	584.04
17	7113745.61	2552277.86	584.01
18	7113775.89	2552290.79	584.06
19	7113775.74	2552295.55	584.12
20	7113817.78	2552296.33	583.82
21	7113817.84	2552293.16	583.86
22	7113732.10	2552231.28	584.11

NOTES:

1. SHEET INTENDED TO BE PRINTED IN COLOR.
2. SEE SHEET CM501 FOR AIRFIELD MARKING DETAILS.
3. MARKINGS ON EXISTING PAVEMENT SHOWN FOR REFERENCE ONLY.
4. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
5. ANY DISCREPANCIES BETWEEN THE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.
6. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.
7. ALL PAVEMENT MARKINGS SHALL BE OUTLINED IN 6" BLACK PAINT UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAILS SHEETS FOR MORE DETAILS. BLACK PAINT SHALL NOT RECEIVE REFLECTIVE MEDIA. TEMPORARY MARKINGS SHALL NOT RECEIVE A BLACK OUTLINE.
8. CONTRACTOR TO OFFSET TAXIWAY CENTERLINE TO THE EAST APPROXIMATELY 25 FEET. VERIFY FINAL LOCATION WITH AIRPORT OPERATIONS PRIOR TO PERFORMING WORK.
9. ALL FINAL STRIPING TO BE COORDINATED AND APPROVED BY AIRPORT OPERATIONS.

N

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

LEGEND

- EXISTING MARKINGS
- PROPOSED YELLOW MARKINGS
- PROPOSED CONCRETE PAVMENT
- PROPOSED TEMPORARY ASPHALT PAVMENT
- EXISTING ASPHALT PAVEMENT

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

CSPP - TEMPORARY PAVEMENT AND MARKING PLAN

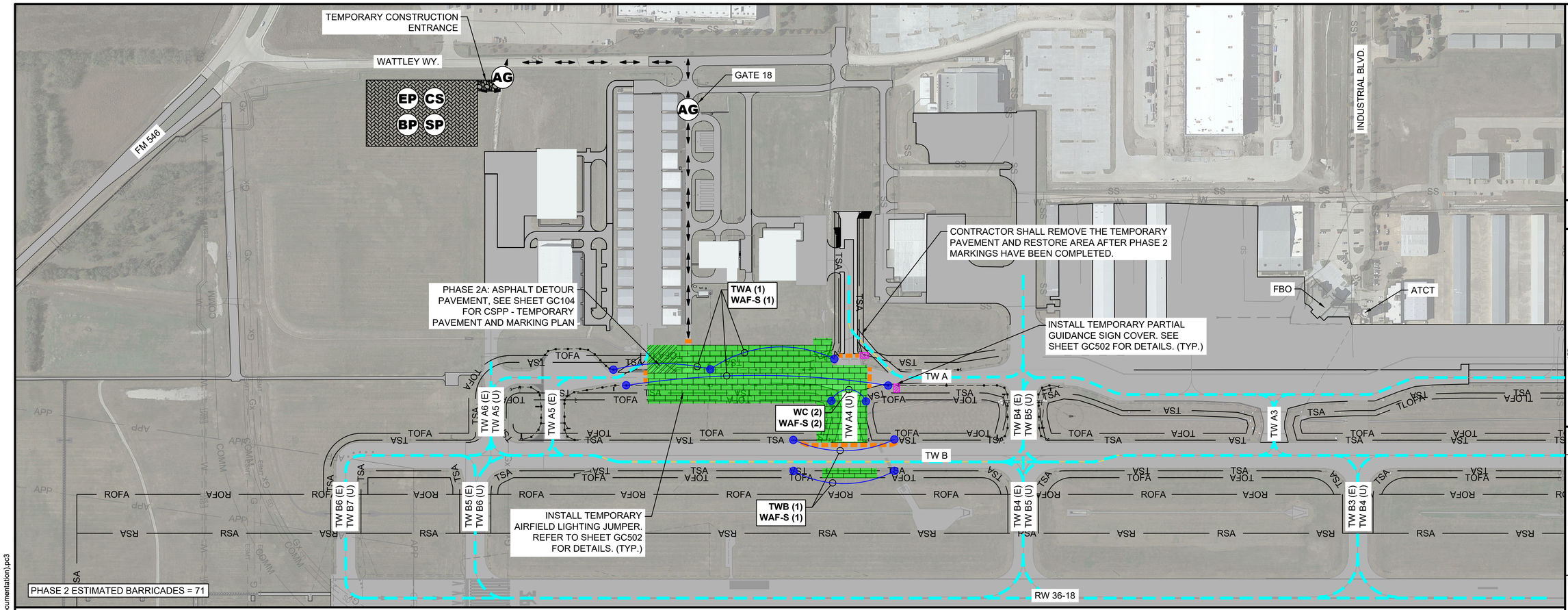
JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
GC104

SHEET NUMBER **12**

File: I:\2024\a11-2402725 - tki taxiway alpha phase II\Drawings\2402725-GC401.dwg Last Save: 3/18/2026 3:38 PM Last saved by: TJMachost
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Date: 3/20/2026 10:29 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND

- PHASE 2 WORK AREA
- PHASE 2A WORK AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- CS — CONTRACTOR STAGING AREA
- SP — CONSTRUCTION MATERIAL STOCKPILE LOCATION
- EP — EMPLOYEE PARKING LOCATION
- BP — BATCH PLANT LOCATION
- AG — ACCESS GATE
- CONTRACTOR HAUL ROUTE
- LOW PROFILE BARRICADES
- AIRCRAFT ROUTE
- TEMPORARY AIRFIELD LIGHTING JUMPER
- OBSCURE SIGN

ITEMS OF WORK

2

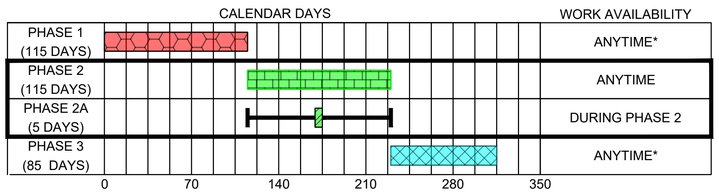
- CONTRACTOR SHALL COORDINATE WITH ENGINEER AND AIRPORT OPERATIONS TO ISSUE APPROPRIATE NOTAMS PRIOR TO BEGINNING OF WORK.
- INSTALL LOW PROFILE BARRICADES.
- PERFORM DEMOLITION OF TAXIWAY A.
- PERFORM EARTHWORK AND INFIELD GRADING.
- INSTALL DRAINAGE IMPROVEMENTS.
- CONSTRUCT TAXIWAY A AND TAXIWAY A4 PAVEMENT SECTIONS.
- INSTALL ELECTRICAL IMPROVEMENTS.
- INSTALL PAVEMENT MARKINGS.

2A

- WORK TO BE DONE SIMULTANEOUSLY TO PHASE 2.
- INSTALL LOW PROFILE BARRICADES.
- PERFORM EARTHWORK
- INSTALL ASPHALT DETOUR PAVEMENT NORTH OF CCHOA.
- INSTALL PAVEMENT MARKINGS.

0 100' 200' 400' 600'
(IN FEET)

CONTRACT TIME



NOTE:
1. IF ADDITIVE ALTERNATE IS AWARDED, 30 CALENDAR DAYS WILL BE ADDED TO THE PHASE 1 DURATION AND 45 CALENDAR DAYS WILL BE ADDED TO THE PHASE 2A DURATION. TOTAL CONTRACT TIME WILL BE INCREASED TO 315 CALENDAR DAYS.

1. PRINT NOTE: SHEET SHALL BE PRINTED IN COLOR.
2. SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL INFORMATION.
3. LIGHTED BARRICADES SHOWN ARE FOR GRAPHIC PURPOSES ONLY. THE CONTRACTOR SHALL DETERMINE THE QUANTITY OF LIGHTED BARRICADES REQUIRED TO COMPLETE THE WORK AS SHOWN AND MUST BE IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULARS.
4. LOW-PROFILE AIRPORT BARRICADES SHALL BE FURNISHED, INSTALLED, AND MAINTAINED BY THE CONTRACTOR AS SHOWN ON THESE SHEETS. BARRICADES MUST BE CONNECTED CONTINUOUSLY WITH NO GAPS BETWEEN BARRICADES EXCEPT AS REQUIRED BY AIRPORT OPERATIONS FOR EMERGENCY VEHICLE ACCESS.
5. CONTRACTOR SHALL HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES. STEEL BRISTLES ARE NOT PERMITTED ON THE AOA. HYDRANTS TO FILL VACUUM TRUCK WILL BE AVAILABLE ON AIRPORT PROPERTY.
6. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREA DURING NIGHTTIME OPERATIONS. PORTABLE LIGHTING SHALL NOT BE ORIENTED IN SUCH A WAY TO CAUSE IMPACT TO AIRPORT OPERATIONS. NIGHTTIME WORK MUST BE APPROVED BY AIRPORT OPERATIONS PRIOR TO WORK TAKING PLACE, INCLUDING A NIGHTTIME LIGHTING LAYOUT APPROVED BY OPERATIONS.
7. IN NO EVENT SHALL CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 50' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.
8. PERIMETER FENCE SHALL BE MAINTAINED AT ALL TIMES. TEMPORARY FENCING SHALL BE INSTALLED AS NECESSARY. METHODS FOR TEMPORARY FENCING SHALL BE APPROVED BY THE ENGINEER. TEMPORARY FENCING SHALL BE CONSIDERED SUBSIDIARY TO CONSTRUCTION SAFETY AND SECURITY.
9. TEMPORARY TAXILANE WILL BE CONSTRUCTED USING THE DEMOLISHED ASPHALT AND BASE FROM PHASE 1 WORK. TAXILANE WILL BE REMOVED ONCE PHASE 2 IS COMPLETED.

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER
Digitally Signed 3/20/2026

REV	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

CSPP - PHASE 2
OVERVIEW

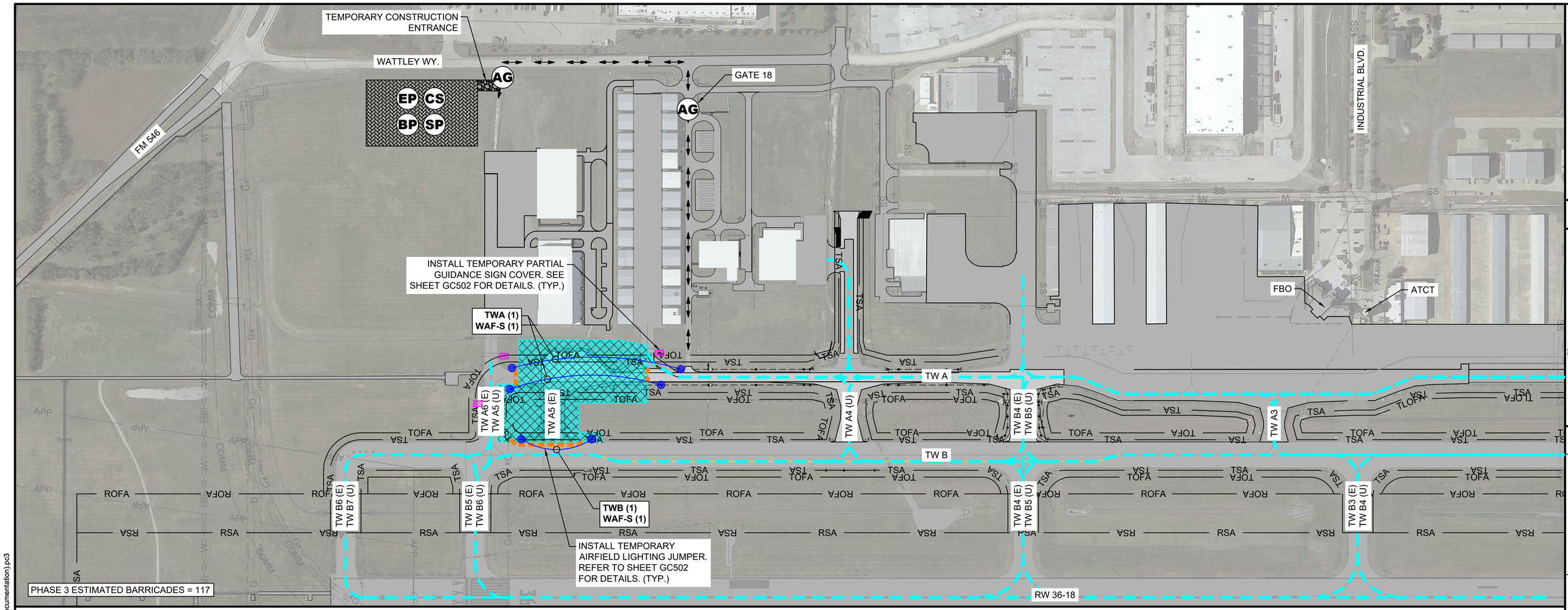
JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
GC201

SHEET NUMBER **13**

File: I:\2024\a11-2402725 - tki taxiway alpha phase II\Drawings\2402725-GC201.dwg Last Save: 3/18/2026 3:51 PM Last saved by: TJMachost
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:30 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND

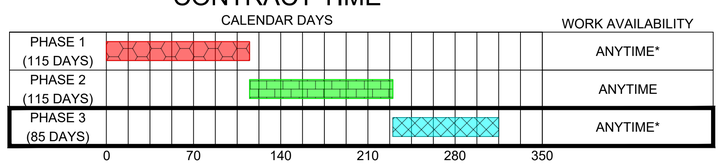
- PHASE 3 WORK AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- CS — CONTRACTOR STAGING AREA
- SP — CONSTRUCTION MATERIAL STOCKPILE LOCATION
- EP — EMPLOYEE PARKING LOCATION
- BP — BATCH PLANT LOCATION
- AG — ACCESS GATE
- CONTRACTOR HAUL ROUTE
- LOW PROFILE BARRICADES
- AIRCRAFT ROUTE
- TAXIWAY CLOSURE MARKER
- TEMPORARY AIRFIELD LIGHTING JUMPER
- OBSCURE SIGN

ITEMS OF WORK

3

- CONTRACTOR SHALL COORDINATE WITH ENGINEER AND AIRPORT OPERATIONS TO ISSUE APPROPRIATE NOTAMS PRIOR TO BEGINNING OF WORK.
- INSTALL LOW PROFILE BARRICADES.
- PERFORM DEMOLITION OF TAXIWAY A, A5 (E), AND HOLDING APRON.
- PERFORM EARTHWORK AND INFIELD GRADING.
- INSTALL DRAINAGE IMPROVEMENTS.
- CONSTRUCT TAXIWAY PAVEMENT SECTIONS INCLUDING TAXIWAY A AND HOLDING APRON.
- INSTALL ELECTRICAL IMPROVEMENTS.
- INSTALL PAVEMENT MARKINGS.

CONTRACT TIME



* TAXIWAY B WILL BE CLOSED FOR ONE NIGHT CLOSURE TO TEMPORARILY OFFSET THE TAXIWAY CENTERLINE MARKING. NIGHT CLOSURE SHALL BE FROM 2200 TO 0600 LOCAL TIME AND MUST BE COORDINATED AT LEAST 30 DAYS PRIOR TO CLOSURE WITH AIRPORT OPERATIONS AND ENGINEER.

0 100' 200' 400' 600'
(IN FEET)

1. PRINT NOTE: SHEET SHALL BE PRINTED IN COLOR.
2. SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL INFORMATION.
3. LIGHTED BARRICADES SHOWN ARE FOR GRAPHIC PURPOSES ONLY. THE CONTRACTOR SHALL DETERMINE THE QUANTITY OF LIGHTED BARRICADES REQUIRED TO COMPLETE THE WORK AS SHOWN AND MUST BE IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULARS.
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8. PERIMETER FENCE SHALL BE MAINTAINED AT ALL TIMES. TEMPORARY FENCING SHALL BE INSTALLED AS NECESSARY. METHODS FOR TEMPORARY FENCING SHALL BE APPROVED BY THE ENGINEER. TEMPORARY FENCING SHALL BE CONSIDERED SUBSIDIARY TO CONSTRUCTION SAFETY AND SECURITY.
9. TEMPORARY BARRICADES TO BE PLACED DURING MARKING ADJUSTMENT WORK AND MUST BE REMOVED AFTER MARKING ADJUSTMENT WORK IS COMPLETED.

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

CSPP - PHASE 3 OVERVIEW

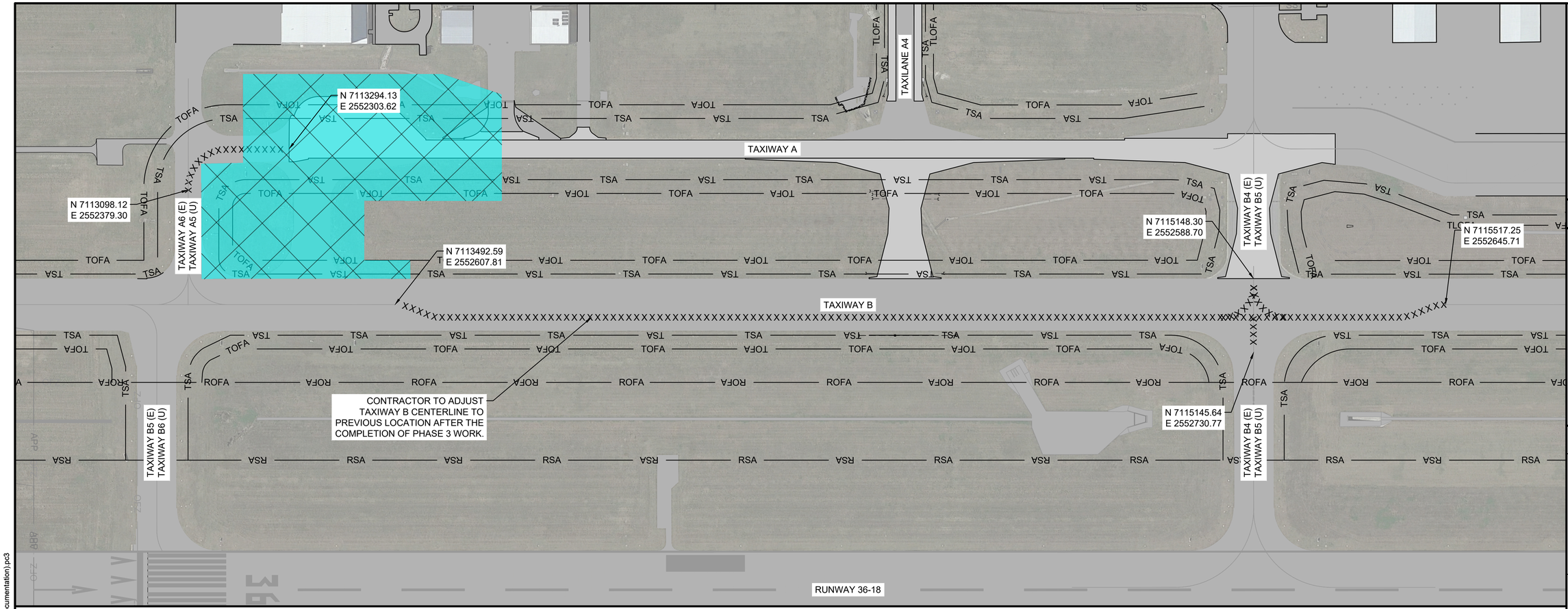
JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
GC301

SHEET NUMBER **14**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-GC301.dwg Last Save: 3/18/2026 3:54 PM Last saved by: TJMachost
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:31 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND

———	EXISTING MARKINGS TO REMAIN
XXXXXXXX	EXISTING MARKING TO BE REMOVED
—— TSA ——	TAXIWAY SAFETY AREA
—— TOFA ——	TAXIWAY OBJECT FREE AREA
—— TLOFA ——	TAXILANE OBJECT FREE AREA
—— RSA ——	RUNWAY SAFETY AREA
—— ROFA ——	RUNWAY OBJECT FREE AREA

NOTES:

1. UNLESS OTHERWISE NOTED, QUANTITIES ON THIS SHEET REFERENCE THE WORK AREA ON THIS SHEET.
2. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
3. ANY DISCREPANCIES BETWEEN THE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.
4. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.

N

0 50' 100' 200' 300'
(IN FEET)

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STATE OF TEXAS
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144474
LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

CSPP - PHASE 3
MARKING REMOVAL PLAN

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
GC302

SHEET NUMBER **15**

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Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:31 AM Plotter used: AutoCAD PDF (General Documentation).pc3

N 7113294.12
E 2552304.27
MATCH PROOPOSED
ON SHEET CM106

N 7113705.31
E 2552217.52
MATCH EXISTING

N 7113755.30
E 2552218.46

N 7113830.97
E 2552264.05

N 7113174.74
E 2552302.03

N 7113098.12
E 2552379.30
MATCH EXISTING

N 7113830.03
E 2552314.04
MATCH PROPOSED
ON SHEET CM106

N 7113805.16
E 2552306.88

N 7113173.20
E 2552377.12

N 7113729.50
E 2552261.28

N 7115148.49
E 2552578.80
MATCH PROPOSED
ON SHEET CM106

N 7115088.41
E 2552577.67

N 7115208.48
E 2552579.92

N 7115239.35
E 2552640.51

N 7115055.38
E 2552637.06

N 7115147.36
E 2552638.78

N 7113492.59
E 2552607.81
MATCH EXISTING

N 7115053.66
E 2552729.05

N 7115517.25
E 2552645.71
MATCH EXISTING

N 7115237.63
E 2552732.49

N 7115145.64
E 2552730.77
MATCH EXISTING

TAXIWAY A

TAXIWAY B

TAXILANE A4

TAXIWAY A6 (E)
TAXIWAY A5 (U)

TAXIWAY B4 (E)
TAXIWAY B5 (U)

TAXIWAY B5 (E)
TAXIWAY B6 (U)

TAXIWAY B4 (E)
TAXIWAY B5 (U)

R60.00'

R92.00'

CONSTRUCT TAXIWAY
CENTERLINE MARKING
(TYP)

1
CM501

RUNWAY 36-18

LEGEND

- EXISTING MARKINGS
- PROPOSED YELLOW MARKINGS
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA

NOTES:

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2. SEE SHEET CM501 FOR AIRFIELD MARKING DETAILS.
3. MARKINGS ON EXISTING PAVEMENT SHOWN FOR REFERENCE ONLY.
4. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
5. ANY DISCREPANCIES BETWEEN THE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.
6. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.
7. ALL PAVEMENT MARKINGS SHALL BE OUTLINED IN 6" BLACK PAINT UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAILS SHEETS FOR MORE DETAILS. BLACK PAINT SHALL NOT RECEIVE REFLECTIVE MEDIA. TEMPORARY MARKINGS SHALL NOT RECEIVE A BLACK OUTLINE.

N

0 50' 100' 200' 300'
(IN FEET)

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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED
PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

CSPP - PHASE 3
MARKING PLAN

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
GC303

SHEET NUMBER **16**

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Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:31 AM Plotter used: AutoCAD PDF (General Documentation).pc3

STAGING AREA NOTES

1. THE CONTRACTOR'S EMPLOYEES AND VISITORS VEHICLES SHALL PARK IN THE CONTRACTOR'S EMPLOYEE PARKING AREA. ONLY OWNER APPROVED PERSONNEL WILL BE ALLOWED TO ACCESS AND/OR PARK ON AIRPORT PROPERTY.

2. ALL DELIVERIES, MATERIAL OR OTHERWISE, SHALL BE MADE TO THE DELIVERY ADDRESS OF THE CONTRACTOR'S STAGING AREA. THE NAME "MCKINNEY NATIONAL AIRPORT" SHALL NOT BE USED IN THE DELIVERY ADDRESS.

3. THE LOCATION AND SIZE OF THE CONTRACTOR'S STAGING AREA IS SHOWN FOR REFERENCE ONLY. THE EXACT LIMITS OF THE CONTRACTOR'S PARKING AND STAGING AREA FOR MATERIAL STOCKPILING, OFFICE TRAILERS, AND DELIVERIES SHALL BE PROPOSED BY THE CONTRACTOR FOR THE APPROVAL OF THE ENGINEER. THE CONTRACTOR STAGING PLANS SHALL BE APPROVED BY THE OWNER PRIOR TO CONSTRUCTION.

4. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMIT(S) TO DEVELOP AND USE THE SITE FOR STAGING AND OTHER ACTIVITIES AS REQUIRED.

5. THE STAGING AREA SHALL BE PREPARED TO A STABLE AND DRAINABLE CONDITION. THE CONTRACTOR MAY HAVE THE OPTION OF ERECTING ADDITIONAL CHAIN-LINK SECURITY FENCING TO DELINEATE AND PROTECT THE AREA.

6. THE CONTRACTOR MAY DO SOME GRADING AND DRAINAGE WORK TO ADAPT THE AREA TO SPECIFIC NEEDS. UPON COMPLETION OF THE WORK, THE AREA WILL BE GRADED AND DRESSED TO THE SATISFACTION OF THE ENGINEER AND OWNER UPON COMPLETION OF THE CONTRACT WORK.

7. THE CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY CONNECTIONS TO THE STAGING AREA. ALL REQUIRED UTILITIES FOR THE CONTRACTOR'S STAGING AREA SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY AGENCY BY THE CONTRACTOR. THE CONTRACTOR SHALL OBTAIN ANY APPLICABLE METERS AND PERMITS. UTILITY ARRANGEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

8. NO SEPARATE PAY ITEM SHALL BE MADE FOR ANY ITEM REQUIRED FOR THE CONTRACTOR TO ENCLOSE AND DEVELOP THEIR STAGING AREA.

9. THE OWNER SHALL NOT BE RESPONSIBLE FOR ANY LOST OR STOLEN PROPERTY.

10. NO EQUIPMENT OR VEHICLES SHALL BE PARKED WITHIN 10 FEET OF ANY AIRPORT OPERATIONS AREA (AOA) PERIMETER FENCE.

CROSSING GUARD (FLAGMAN) NOTES:

1. CONTRACTOR TO PROVIDE CROSSING GUARDS (FLAGMAN) AT ACTIVE TAXIWAY CROSSINGS. THE CROSSING GUARDS SHALL BE BADGED INDIVIDUALS AND SHALL BE APPROVED BY THE OWNER AND ENGINEER.

2. THE CROSSING GUARDS SHALL BE EQUIPPED WITH AN AIRCRAFT RADIO TUNED TO THE GROUND CONTROL FREQUENCY (121.875). THE CROSSING GUARDS SHALL MONITOR THIS FREQUENCY AND BE AWARE OF ANY APPROACHING AIR TRAFFIC.

3. CONTRACTOR SHALL CONSISTENTLY CLEAN AND SWEEP THESE INTERSECTIONS DURING CONSTRUCTION TO PREVENT FOREIGN OBJECT DEBRIS (FOD).

4. IF FOD IS FOUND PRIOR TO AN AIRCRAFT CROSSING THE INTERSECTION, CONTRACTOR SHALL NOTIFY GROUND CONTROL VIA RADIO IMMEDIATELY AND REQUEST AIRCRAFT TO HOLD SHORT UNTIL CROSSING AREA IS DECLARED FOD FREE.

5. CROSSING GUARDS SHALL NOTIFY GROUND CONTROL WHEN CONSTRUCTION ACTIVITIES BEGIN AND END DURING ANY WORK PERIOD.

6. ALL CONSTRUCTION TRAFFIC MUST STOP AT ALL ACTIVE TAXIWAY INTERSECTIONS UNTIL CLEARED TO CROSS BY THE CROSSING GUARDS. AT NO TIME SHALL ANY CONSTRUCTION VEHICLES OR EQUIPMENT CROSS AN ACTIVE TAXIWAY WITHOUT PERMISSION FROM THE CROSSING GUARDS.

7. TEMPORARY LOW PROFILE STOP SIGNS SHALL BE PLACED ON BOTH SIDES OF ALL ACTIVE TAXIWAY CROSSINGS FOR CONSTRUCTION TRAFFIC. SIGNS SHALL BE FRANGIBLY MOUNTED (NOT BOLTED TO SURFACE).

8. CONTRACTOR SHALL BE FISCALLY RESPONSIBLE FOR ANY DAMAGE TO AIRCRAFT AS A RESULT OF FOD IN ANY CROSSING AREA.

BADGING AND SECURITY

1. CONTRACTOR SHALL REVIEW AND FOLLOW MCKINNEY NATIONAL AIRPORT INFORMATION FOR POTENTIAL BIDDERS/CONTRACTORS REGARDING THE SECURITY AND OPERATIONS REQUIREMENTS FOR CONSTRUCTION PROJECTS AT MCKINNEY NATIONAL AIRPORT. THIS DOCUMENT IS INCLUDED IN THE SPECIAL PROVISIONS.

2. CONTRACTOR SHALL BE RESPONSIBLE FOR AIRPORT SECURITY AT ALL TIMES WHEN IN THE AIRPORT OPERATIONS AREA (AOA).

3. CONTRACTOR SHALL FOLLOW ALL AIRPORT SECURITY POLICIES, PROCEDURES, RULES, AND REGULATIONS WHILE OPERATING VEHICLES AND EQUIPMENT ON THE AOA.THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR ENSURING THAT ALL EMPLOYEES AND SUBCONTRACTORS MEET THE AIRPORT SECURITY REQUIREMENTS WHILE OPERATING VEHICLES AND EQUIPMENT ON THE AOA.

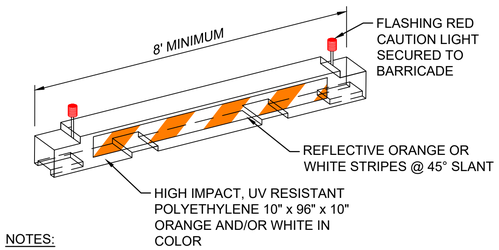
4. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A GATE GUARD AT ALL AOA ENTRANCES. ALL GATE GUARDS MUST OBTAIN AN AIRPORT BADGE.

5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINES ASSESSED TO THE AIRPORT DUE TO THE FAILURE OF THE CONTRACTOR OR SUBCONTRACTORS TO FOLLOW AIRPORT SECURITY REQUIREMENTS. THE AIRPORT RESERVES THE RIGHT TO SUSPEND AND/OR REVOKE DRIVING PRIVILEGES AND/OR BADGES FOR FAILURE TO COMPLY WITH THE AIRPORT SECURITY REQUIREMENTS.

6. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY NUMBER OF BADGES TO MEET ALL SECURITY REQUIREMENTS.

7. BADGES MAY BE OBTAINED FROM THE AIRPORT'S BADGING OFFICE. REVIEW SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

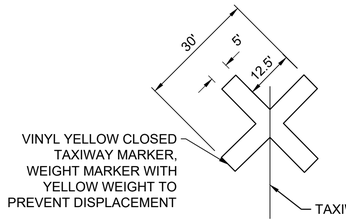
8. AIRPORT BADGES SHALL BE VISIBLE AT ALL TIMES.



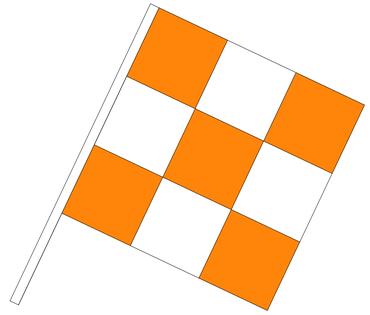
NOTES:

1. BARRICADES SHALL BE FURNISHED, INSTALLED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.
2. BARRICADES SHALL MEET THE REQUIREMENTS OF THE CURRENT FAA ADVISORY CIRCULAR 150/5370-2 AND BE APPROVED BY THE ENGINEER.
3. CONTRACTOR SHALL WEIGHT BARRICADE TO PREVENT DISPLACEMENT. THE METHOD SHALL BE APPROVED BY THE ENGINEER.
4. BARRICADES SHALL BE LOCATED AS DEFINED IN THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).
5. UNLESS OTHERWISE NOTED, BARRICADES SHALL BE INTERLOCKED. GAPS IN BARRICADES MAY BE PROVIDED FOR EMERGENCY VEHICLE ACCESS AT THE DIRECTION OF AIRPORT OPERATIONS.

1 GC501 — LOW PROFILE AIRCRAFT BARRICADE (MOVEMENT AREAS)
SCALE: NONE



2 GC501 — TAXIWAY CLOSURE MARKER
SCALE: NONE



NOTES:

1. ALL CONSTRUCTION EQUIPMENT AND VEHICLES SHALL HAVE A FLAG OR BEACON COMPLYING TO FAA SAFETY AND PHASING REGULATIONS.
2. FLAGS AND OR BEACONS WILL BE REQUIRED ON ALL CONSTRUCTION EQUIPMENT AND VEHICLES WITHIN THE AIR OPERATIONS AREA.
3. FOR CONSTRUCTION OPERATIONS FROM AN HOUR BEFORE DUSK TO AN HOUR AFTER DAWN, CONTRACTOR VEHICLES WILL ALSO BE REQUIRED TO HAVE A YELLOW FLASHING BEACON MOUNTED TO THE TOP/MOST PORTION OF THE VEHICLE SO THAT IS VISIBLE FROM ALL DIRECTIONS.
4. THE CONTRACTOR IS RESPONSIBLE FOR SUPPLYING FLAGS AND BEACONS. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR FLAGS OR BEACONS. THE FLAGS WILL REMAIN THE PROPERTY OF THE CONTRACTOR AT THE COMPLETION OF THE PROJECT.

3 GC501 — VEHICLE FLAGS
SCALE: NONE

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

CONSTRUCTION SAFETY DETAILS 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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DRAWING NUMBER
GC501

SHEET NUMBER **17**

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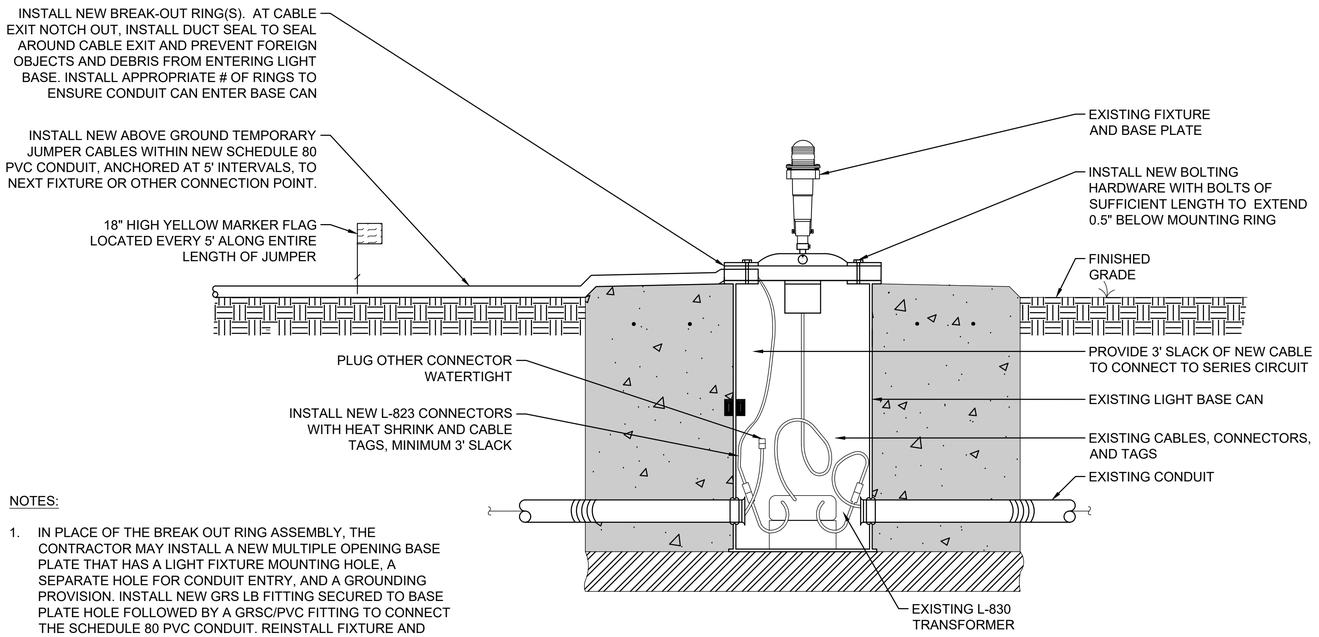
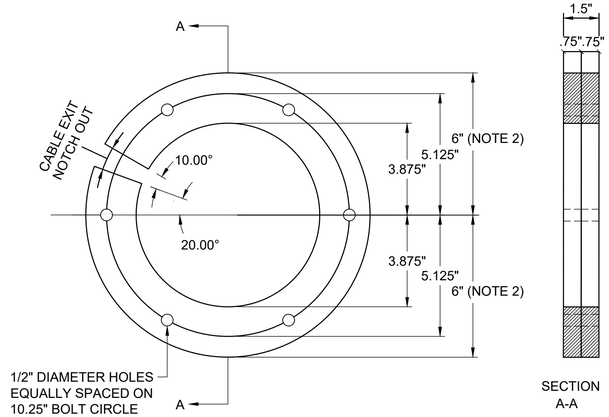
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:32 AM Plotter used: AutoCAD PDF (General Documentation).pc3



NOTES:

1. IN PLACE OF THE BREAK OUT RING ASSEMBLY, THE CONTRACTOR MAY INSTALL A NEW MULTIPLE OPENING BASE PLATE THAT HAS A LIGHT FIXTURE MOUNTING HOLE, A SEPARATE HOLE FOR CONDUIT ENTRY, AND A GROUNDING PROVISION. INSTALL NEW GRS LB FITTING SECURED TO BASE PLATE HOLE FOLLOWED BY A GRSC/PVC FITTING TO CONNECT THE SCHEDULE 80 PVC CONDUIT. REINSTALL FIXTURE AND CONNECT TO GROUND PROVISION FROM BASE PLATE TO JUNCTION BASE INTERNAL LUG.

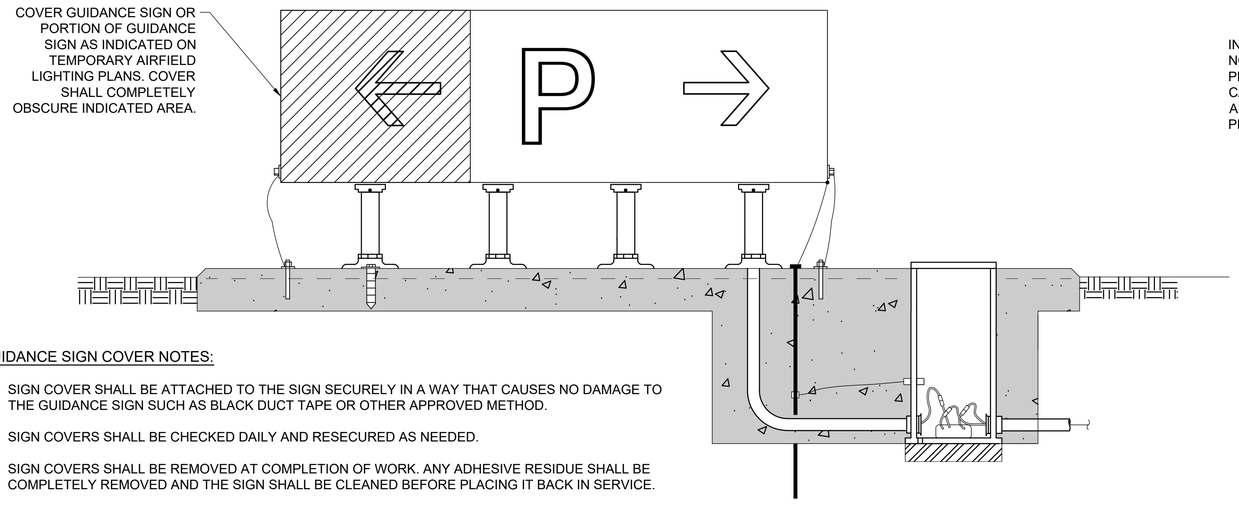
1 GC502 — TEMPORARY JUMPER CIRCUIT CONNECTION
SCALE: NONE



BREAK-OUT RING NOTES:

1. HOLE PATTERN SHALL MATCH EXISTING BASE CAN. PATTERN SHOWN IS FOR 12" L-867B CAN.
2. OUTSIDE DIMENSION SHALL MATCH EXISTING CAN.
3. BREAK-OUT RING SHALL BE FABRICATED FROM 3/4" MARINE GRADE A PLYWOOD WITH 10 MIL POLYURETHANE FINISH APPLIED AFTER TEMPORARY CABLE IS INSTALLED.
4. BREAK-OUT RINGS, ABOVE GROUND CONDUIT, JUMPER CABLES, LUMBER, SUPPORTS, HARDWARE, AND OTHER APPURTENANCES ARE INCIDENTAL TO THE TEMPORARY AIRFIELD LIGHTING PAY ITEM. CONTRACTOR SHALL SUPPLY SUFFICIENT QUANTITY TO SUPPORT ALL RE-WIRING ACTIVITIES.

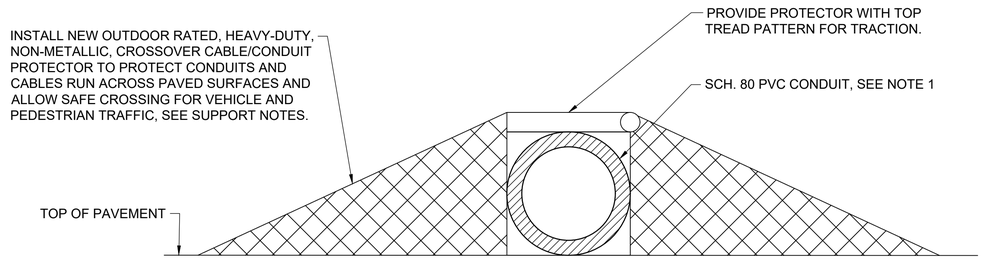
2 GC502 — BREAK OUT RING
SCALE: NONE



GUIDANCE SIGN COVER NOTES:

1. SIGN COVER SHALL BE ATTACHED TO THE SIGN SECURELY IN A WAY THAT CAUSES NO DAMAGE TO THE GUIDANCE SIGN SUCH AS BLACK DUCT TAPE OR OTHER APPROVED METHOD.
2. SIGN COVERS SHALL BE CHECKED DAILY AND RESECURED AS NEEDED.
3. SIGN COVERS SHALL BE REMOVED AT COMPLETION OF WORK. ANY ADHESIVE RESIDUE SHALL BE COMPLETELY REMOVED AND THE SIGN SHALL BE CLEANED BEFORE PLACING IT BACK IN SERVICE.
4. COORDINATE ALL SIGN COVERS WITH THE ENGINEER AND CONSTRUCTION OBSERVERS PRIOR TO THE WORK.

3 GC502 — GUIDANCE SIGN COVER
SCALE: NONE



SUPPORT NOTES:

1. SIZE CONDUIT PER NUMBER OF CABLES.
2. SIZE PROTECTOR PER CONDUIT NUMBER AND SIZES.
3. PROTECTOR SHALL EXTEND PARALLEL TO THE CONDUIT FOR THE ENTIRE LENGTH OF THE CONDUIT WHERE SUBJECT TO LIGHT VEHICULAR TRAFFIC.
4. BOLTS SHALL BE INSTALLED AND TORQUED PER MANUFACTURERS RECOMMENDATIONS TO SECURE AND ANCHOR THE COMPLETE PROTECTION SYSTEM.

4 GC502 — ABOVE GROUND TEMPORARY CONDUIT PROTECTOR
SCALE: NONE

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REV.	DATE	DESCRIPTION	BY

TKI
MCKINNEY NATIONAL AIRPORT
MCKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

CONSTRUCTION SAFETY DETAILS 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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GC502

SHEET NUMBER **18**

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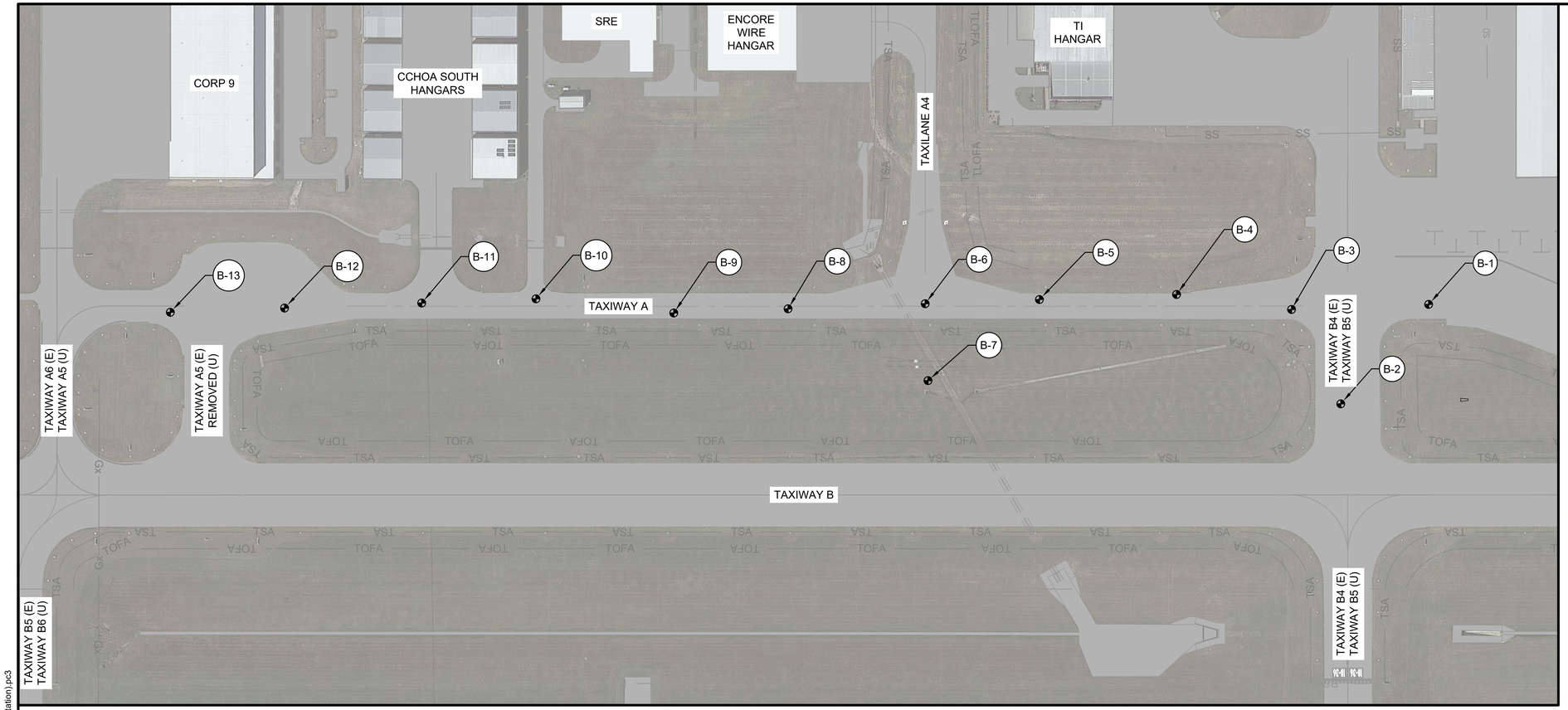
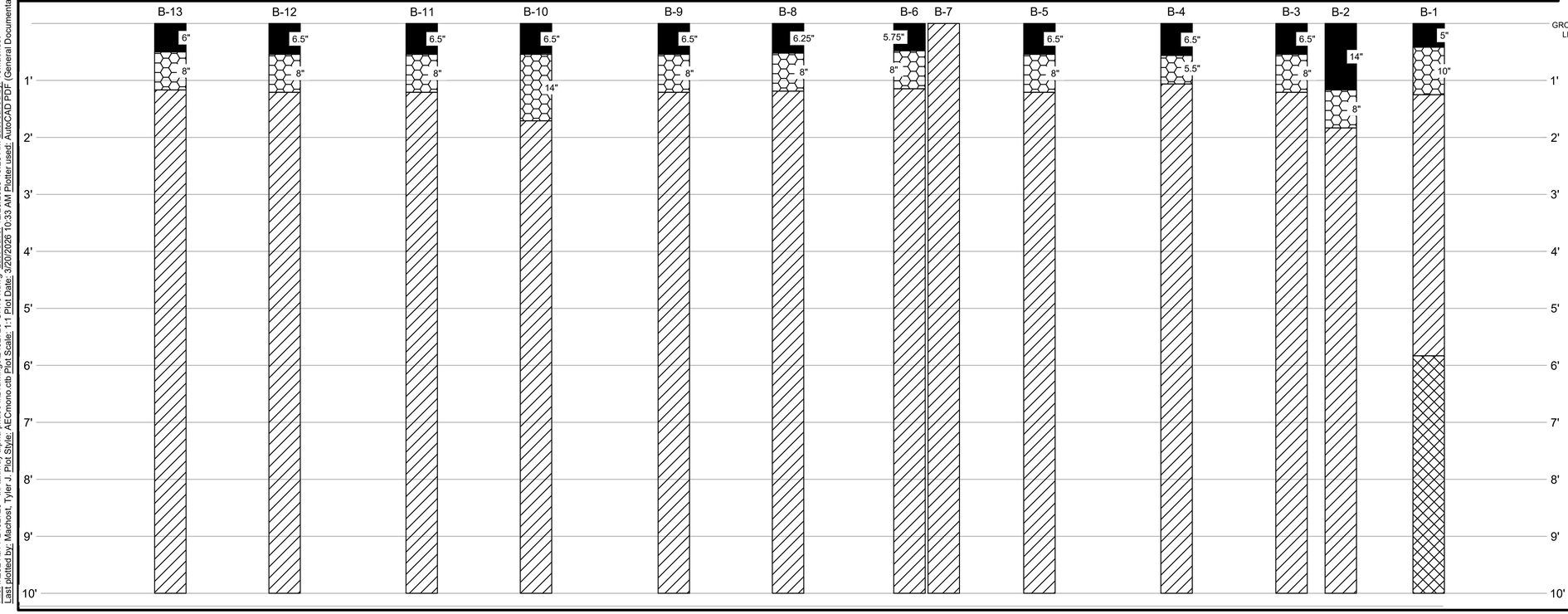
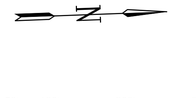
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:32 AM Plotter used: AutoCAD PDF (General Documentation).pc3







LEGEND

- BORING LOCATION
- XXX EXISTING CONTOUR
- EXISTING BUILDINGS
- EXISTING STORM LINE
- PROPOSED PAVEMENT OUTLINE

BORING LOG LEGEND

- ASPHALT
- FLEX BASE
- FAT CLAY
- LEAN CLAY

NOTES:

1. ALL BORES ARE 10 FEET IN DEPTH UNLESS OTHERWISE NOTED
2. REFER TO THE GEOTECHNICAL REPORT PROVIDED IN THE TECHNICAL SPECIFICATIONS FOR ADDITIONAL INFORMATION REGARDING EXISTING SOIL CONDITIONS

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AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

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REV	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

BORING LOCATION PLAN

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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GR101

SHEET NUMBER **19**

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Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:33 AM Plotter used: AutoCAD PDF (General Documentation).pc3

SITE DESCRIPTION

PROJECT LIMITS: McKINNEY NATIONAL AIRPORT, McKINNEY, TEXAS

PROJECT DESCRIPTION: CONSTRUCTION OF TAXIWAY A SOUTH OF TAXIWAY B4 (E) AND NORTH OF TAXIWAY A6 (E). REMOVAL OF TAXIWAY A5 (E). CONSTRUCTION OF NEW TAXIWAY A4, GRADING IMPROVEMENTS, AND ALL ASSOCIATED DRAINAGE IMPROVEMENTS.

MAJOR SOIL DISTURBING ACTIVITIES: PAVEMENT REMOVAL, TOPSOIL STRIPPING, EARTHWORK (SITE GRADING), DRAINAGE IMPROVEMENTS, AND PAVEMENT CONSTRUCTION.

TOTAL PROJECT AREA: 11.8 ACRES

TOTAL AREA TO BE DISTURBED: 14.3 ACRES

WEIGHTED RUNOFF COEFFICIENT:
(AFTER CONSTRUCTION): 0.56

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER:
EXISTING IS IN FAIR CONDITION SHOWING SIGNS OF EROSION. THE EXISTING TOPOGRAPHY IS GENERALLY FLAT WITH THE EXCEPTION OF GRADING AWAY FROM PAVEMENTS INTO EXISTING DRAINAGE SWALES. THE EXISTING VEGETATIVE COVER IS AT 95% WITHIN THE PROJECT LIMIT.

NAME OF RECEIVING WATERS: MCKINNEY NATIONAL AIRPORT IS LOCATED WITHIN THE EAST FORK TRINITY RIVER-LAVON LAKE WATERSHED AND THE RECEIVING WATER IS THE TRINITY RIVER BASIN.

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

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

OTHER:

STRUCTURAL PRACTICES:

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

OTHER: CONCRETE WASHOUT

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

EROSION AND SEDIMENT CONTROLS SHALL BE INSTALLED AT THE BEGINNING OF THE PROJECT. ONCE INSTALLED, THESE DEVICES WILL BE MAINTAINED DURING THE DURATION OF THE PROJECT. TEMPORARY SEEDING AND MULCHING SHALL BE INSTALLED WHEN AN AREA IS AT FINAL GRADE AND NOT ANTICIPATED TO BE DISTURBED FOR 14 CONSECUTIVE CALENDAR DAYS. EROSION AND SEDIMENT CONTROLS WILL BE REMOVED UPON ACCEPTANCE AND STABILIZATION (INCLUDING ESTABLISHED VEGETATION) OF THE PROJECT SITE.

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

MIGRATORY BIRD TREATY ACT:
THE FEDERAL MIGRATORY BIRD TREATY ACT (MBTA) (16 UCS 703-711), 50 CFR 10, AND FISH & GAME CODE 3503, 3513, AND 3800. PROJECT MIGRATORY AND NON-GAME BIRDS, THEIR OCCUPIED NESTS, AND THEIR EGGS. IN THE EVENT THAT MIGRATORY BIRD ARE ENCOUNTERED ON SITE DURING PROJECT CONSTRUCTION FROM FEBRUARY 15 TO OCTOBER 1, THE SUPERINTENDENT WORKING ON THE PROJECT MUST, TO REASONABLE CARE, AVOID IMPACT TO PROTECT BIRDS, ACTIVE NESTS, EGGS, AND/OR THE YOUNG. A PERSON THAT VIOLATES THE MBTA MAY BE HELD STRICTLY LIABLE FOR ACTIONS THAT RESULT IN UN-PERMITTED TAKE. WHEN MIGRATORY BIRD NEST ARE DISCOVERED WHICH MAY BE ADVERSELY AFFECTED BY CONSTRUCTION ACTIVITY, IMMEDIATELY STOP WORKING WITHIN 50 FEET OF THE NEST OR BIRD AND NOTIFY THE RPR/ENGINEER/ AND OWNER.

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 OR AFTER A RAINFALL TOTALING MORE THAN 0.5". AN INSPECTION REPORT WILL BE MADE PER EACH INSPECTION. BASE 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 BE HAZARDOUS, THE SPILL COORDINATOR SHOULD BE CONTACED IMMEDIATELY.

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

OFFSITE VEHICLE TRACKING:

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

OTHER:

REMARKS:

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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

EROSION CONTROL NOTES

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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DRAWING NUMBER
CE001

SHEET NUMBER **20**

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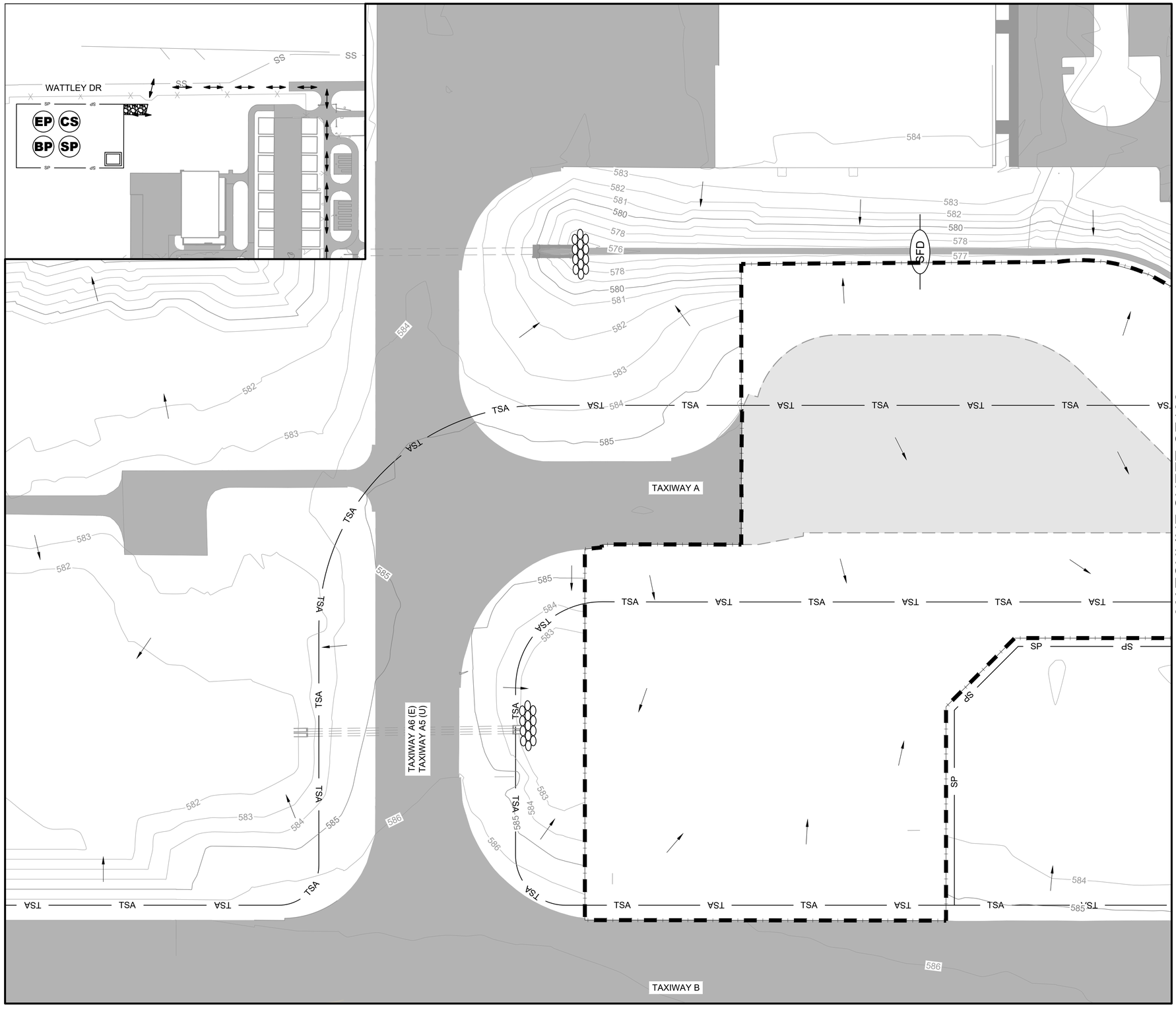


0 15' 30' 60' 90'

(IN FEET)

LEGEND

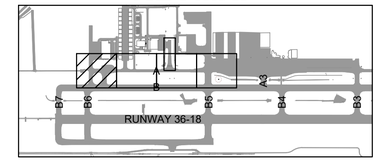
- EXISTING PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- XXX — EXISTING CONTOUR
- XXX — PROPOSED CONTOUR
- TSA — TAXIWAY SAFETY AREA
- EXISTING DRAINAGE STRUCTURE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING STORM DRAIN PIPE
- SFD — SILT FENCE DITCH CHECK — 4 / CE501
- STORMWATER FLOW DIRECTION
- HEADWALL SILT TRAP — 2 / CE501
- SLOPE PROTECTION - SILT FENCE — 5 / CE501
- WATTLE DROP INLET PROTECTION — 1 / CE501
- CONCRETE WASHOUT AREA — 3 / CE501
- GRADING LIMITS

TOTAL DISTURBED AREA = 14.3 ACRES

NOTES:

1. SEE SHEET CE001 FOR EROSION CONTROL NOTES.
2. THE TEMPORARY EROSION CONTROL MEASURES SHOWN ON THE PLANS REPRESENT THE ENGINEER'S ESTIMATE OF THE MINIMUM EFFORT NEEDED TO MAINTAIN PROPER EROSION CONTROL DURING CONSTRUCTION. ADDITIONAL MEASURES MAY BE REQUIRED DURING CONSTRUCTION. INSTALLATION OF ADDITIONAL DEVICES SHALL NOT BE MEASURED FOR SEPARATE PAYMENT BUT WILL BE SUBSIDIARY TO ITEM C-102.
3. SEE SHEET CE501 FOR EROSION CONTROL DETAILS. THE SYMBOLS SHOWN IN THIS SHEET REPRESENT EROSION CONTROL DEVICES FOUND IN THE EROSION CONTROL DETAIL SHEET. THE SYMBOLS ARE NOT TO SCALE AND REPRESENT THE GENERAL LOCATION TO WHICH THE DEVICES SHALL BE PLACED.
4. EROSION AND SEDIMENT CONTROL FEATURES SHALL BE PLACED PRIOR TO THE START OF EXCAVATION OPERATIONS. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PLACED ONLY WITHIN THE CURRENT PHASE UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR AIRPORT OPERATIONS.
5. CONTRACTOR IS RESPONSIBLE FOR EROSION CONTROL AND TEMPORARY SEEDING OF STOCKPILES, BORROW AREAS, AND HAUL ROUTES. THIS WORK IS SUBSIDIARY TO ITEM C-102.

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

EROSION CONTROL PLAN 1

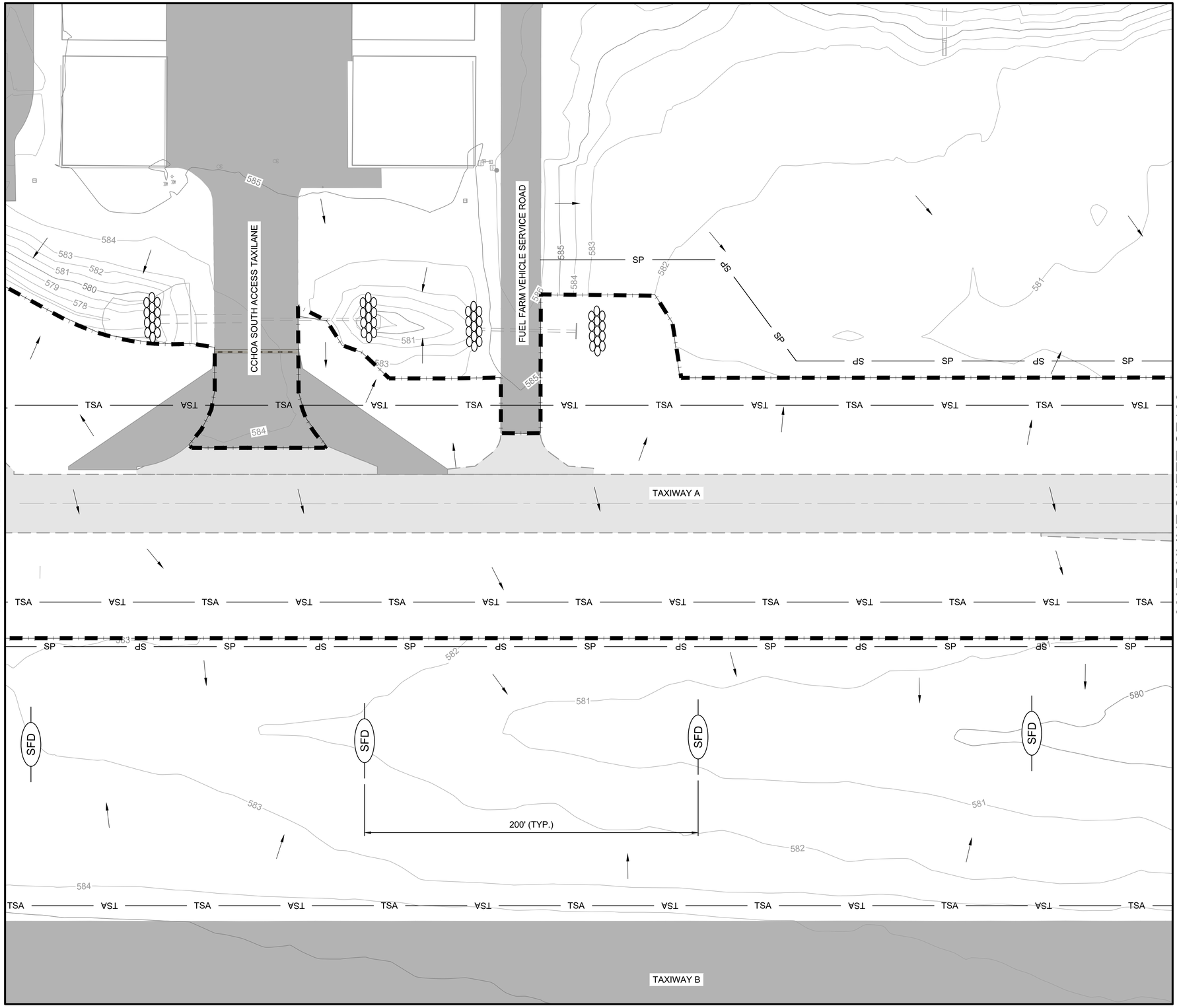
JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CE101

SHEET NUMBER **21**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-CE101.dwg Last Save: 3/18/2026 4:25 PM Last saved by: TJMachost
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:34 AM Plotter used: AutoCAD PDF (General Documentation).pc3



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

LEGEND

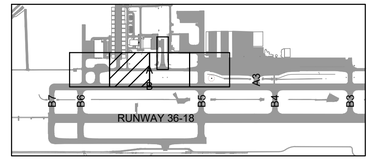
- EXISTING PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- XXX — EXISTING CONTOUR
- XXX — PROPOSED CONTOUR
- TSA — TAXIWAY SAFETY AREA
- EXISTING DRAINAGE STRUCTURE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING STORM DRAIN PIPE
- SFD — SILT FENCE DITCH CHECK (4 / CE501)
- STORMWATER FLOW DIRECTION
- HEADWALL SILT TRAP (2 / CE501)
- SP — SLOPE PROTECTION - SILT FENCE (5 / CE501)
- WATTLE DROP INLET PROTECTION (1 / CE501)
- GRADING LIMITS

TOTAL DISTURBED AREA = 14.3 ACRES

NOTES:

1. SEE SHEET CE001 AND CE101 FOR EROSION CONTROL NOTES.

KEYMAP



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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

EROSION CONTROL PLAN 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER **CE102**

SHEET NUMBER **22**

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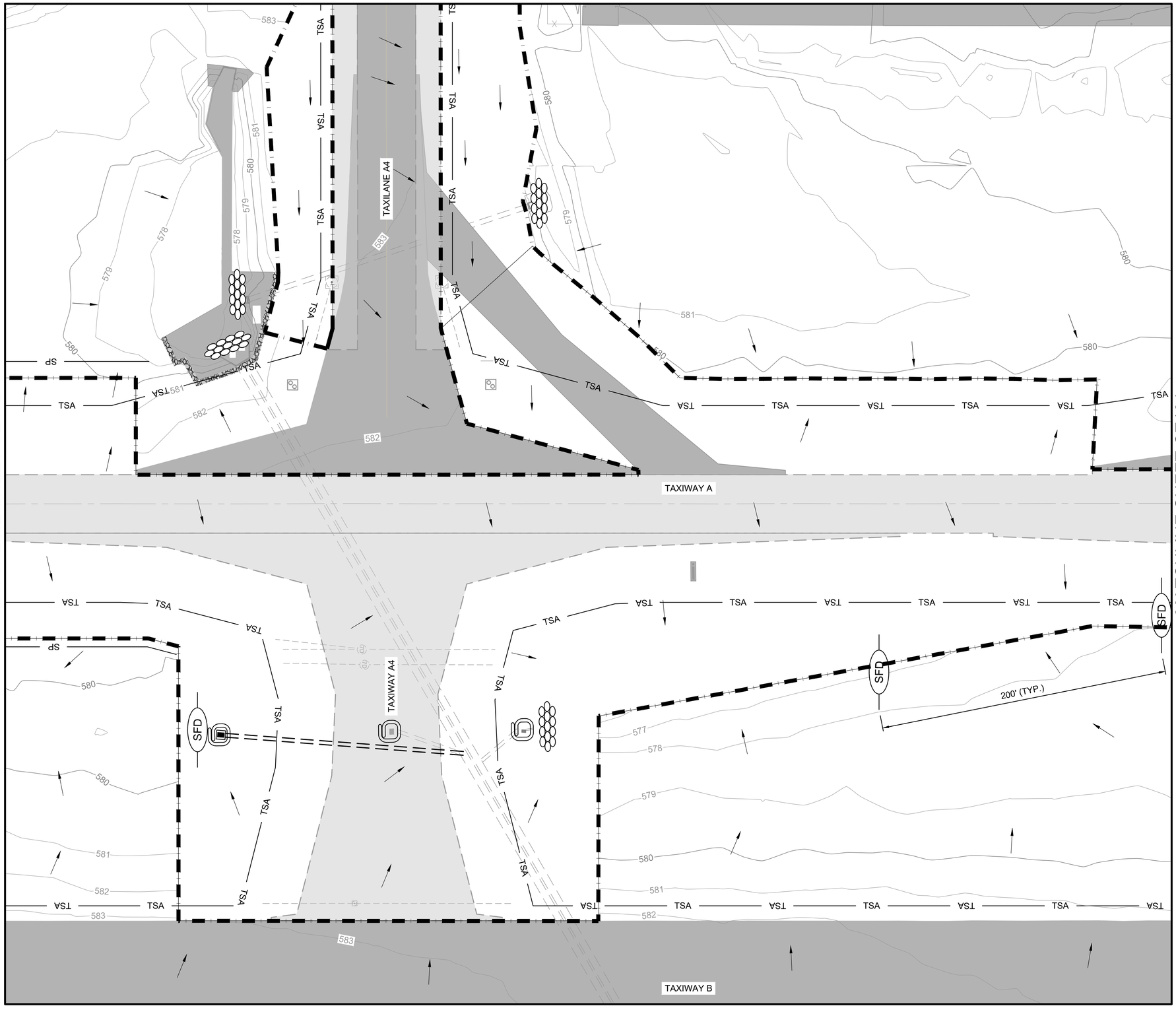
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:34 AM Plotter used: AutoCAD PDF (General Documentation).pc3



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

LEGEND

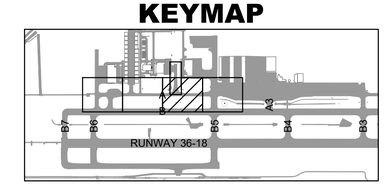
	EXISTING PAVEMENT
	PROPOSED CONCRETE PAVEMENT
XXX	EXISTING CONTOUR
XXX	PROPOSED CONTOUR
TSA	TAXIWAY SAFETY AREA
	EXISTING DRAINAGE STRUCTURE
	PROPOSED DRAINAGE STRUCTURE
	EXISTING STORM DRAIN PIPE
SFD	SILT FENCE DITCH CHECK (4 / CE501)
	STORMWATER FLOW DIRECTION
	HEADWALL SILT TRAP (2 / CE501)
SP	SLOPE PROTECTION - SILT FENCE (5 / CE501)
	WATTLE DROP INLET PROTECTION (1 / CE501)
	GRADING LIMITS
	PROPOSED RIPRAP

TOTAL DISTURBED AREA = 14.3 ACRES

NOTES:

1. SEE SHEET CE001 AND CE101 FOR EROSION CONTROL NOTES.

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

EROSION CONTROL PLAN 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CE103

SHEET NUMBER **23**

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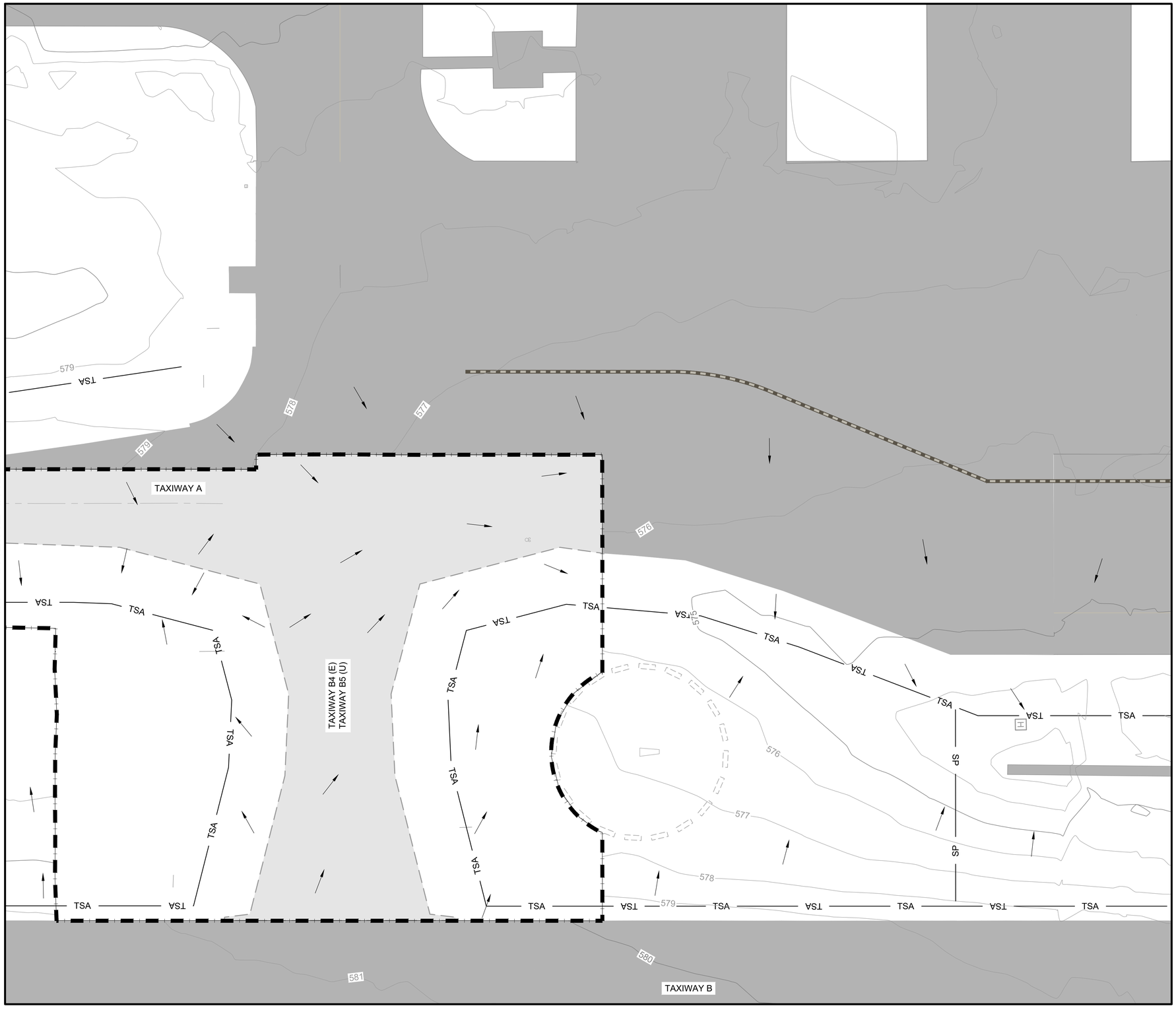
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:34 AM Plotter used: AutoCAD PDF (General Documentation).pc3

MATCHLINE SHEET CE103



N

0 15' 30' 60' 90'

(IN FEET)

LEGEND

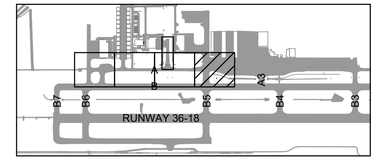
- EXISTING PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- XXX — EXISTING CONTOUR
- XXX — PROPOSED CONTOUR
- TSA — TAXIWAY SAFETY AREA
- EXISTING DRAINAGE STRUCTURE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING STORM DRAIN PIPE
- SFD — SILT FENCE DITCH CHECK (4 / CE501)
- STORMWATER FLOW DIRECTION
- HEADWALL SILT TRAP (2 / CE501)
- SP — SLOPE PROTECTION - SILT FENCE (5 / CE501)
- WATTLE DROP INLET PROTECTION (1 / CE501)
- GRADING LIMITS

TOTAL DISTURBED AREA = 14.3 ACRES

NOTES:

1. SEE SHEET CE001 AND CE101 FOR EROSION CONTROL NOTES.

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

EROSION CONTROL PLAN 4

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CE104

SHEET NUMBER **24**

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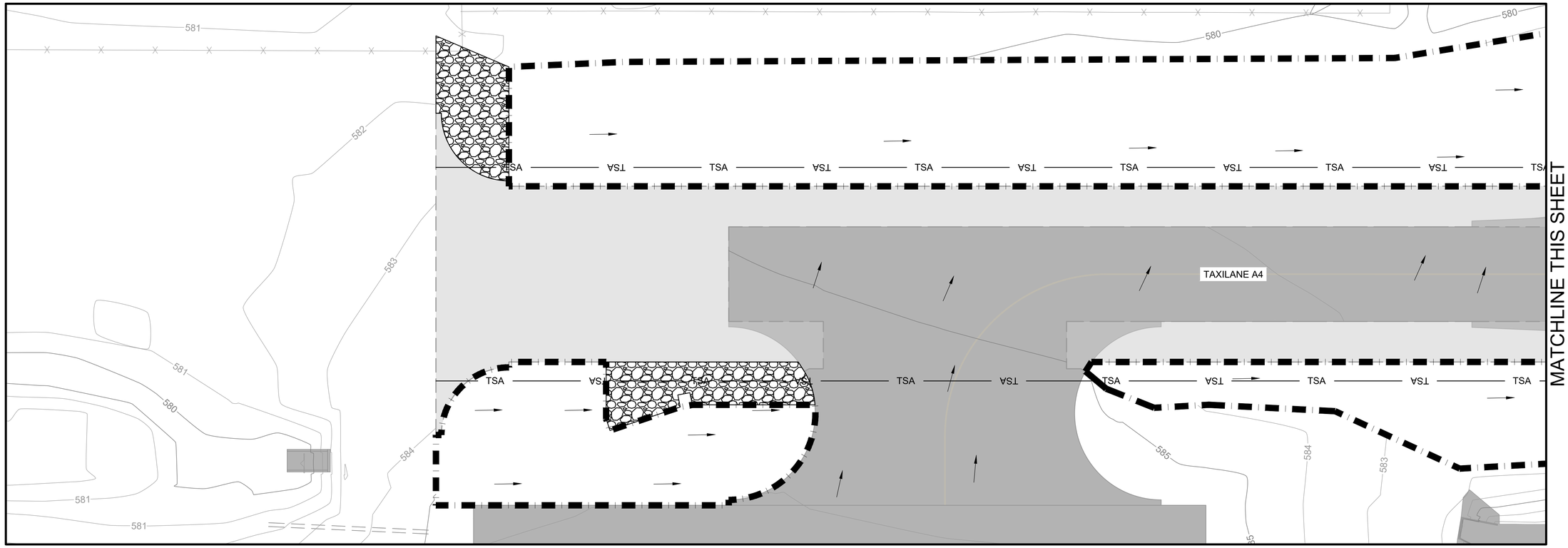
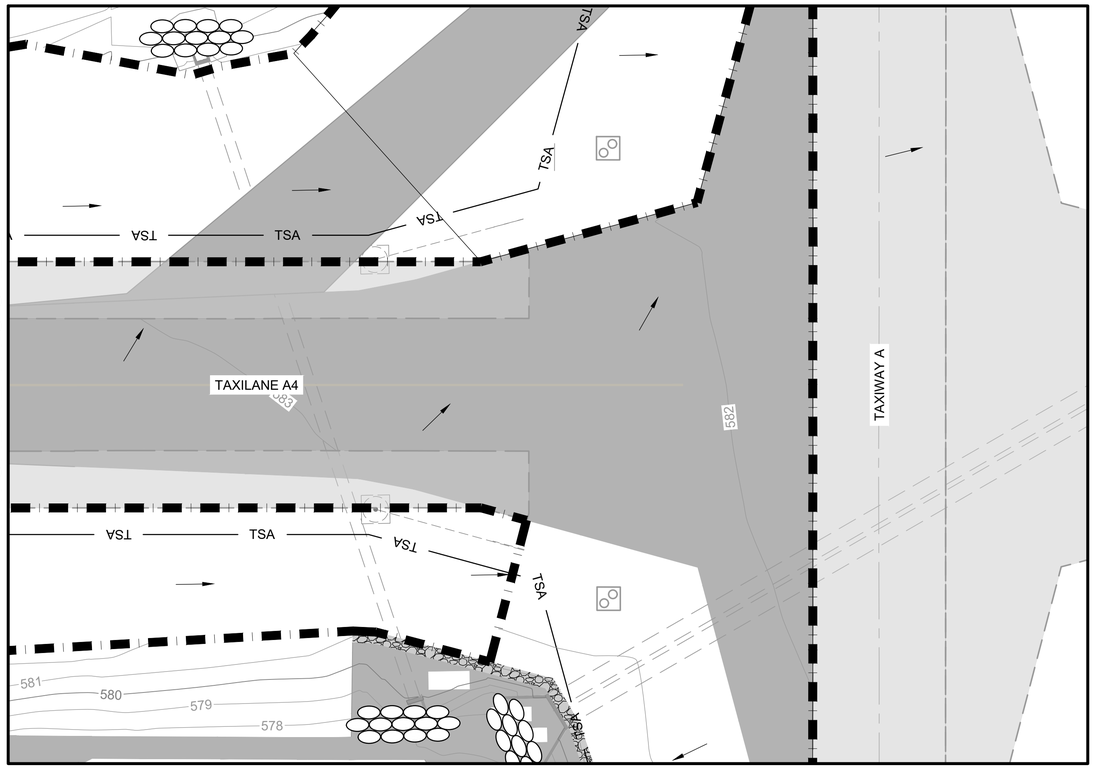
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:34 AM Plotter used: AutoCAD PDF (General Documentation).pc3





LEGEND

- EXISTING PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- XXX — EXISTING CONTOUR
- XXX — PROPOSED CONTOUR
- TSA — TAXIWAY SAFETY AREA
- EXISTING DRAINAGE STRUCTURE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING STORM DRAIN PIPE
- STORMWATER FLOW DIRECTION
- HEADWALL SILT TRAP (2 / CE501)
- SP — SLOPE PROTECTION - SILT FENCE (5 / CE501)
- GRADING LIMITS
- PROPOSED RIPRAP

TOTAL DISTURBED AREA = 14.3 ACRES

N

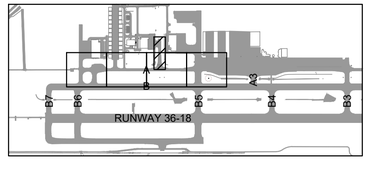
0 15' 30' 60' 90'

(IN FEET)

NOTES:

1. SEE SHEET CE001 AND CE101 FOR EROSION CONTROL NOTES.

KEYMAP



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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

EROSION CONTROL PLAN 5

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER **CE105**

SHEET NUMBER **25**

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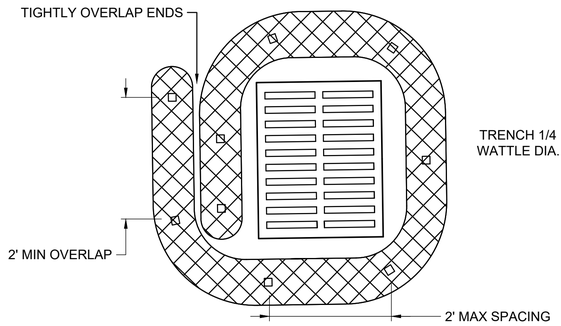
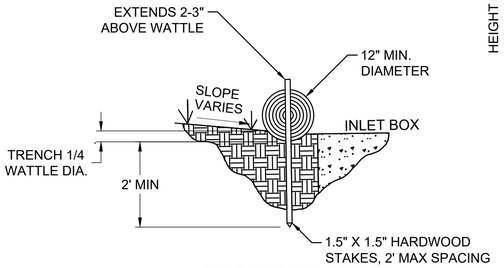


PLAN VIEW



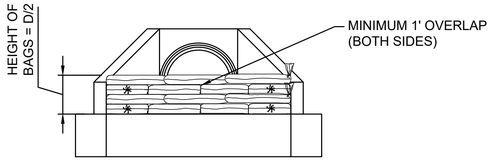
SECTION VIEW

NOTES:

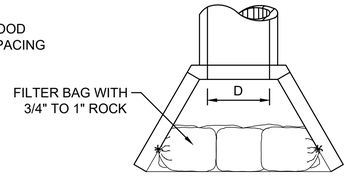
1. WATTLE MATERIAL SHALL COMPLY WITH TXDOT HIGHWAY CONSTRUCTION SPECIFICATIONS SECTION 506
2. WITH APPROVAL OF THE ENGINEER, SILT FENCE MAY BE ALLOWED AS AN ALTERNATIVE INLET PROTECTION.

1 / CE501 — WATTLE DROP INLET PROTECTION

SCALE: NONE



FRONT ELEVATION



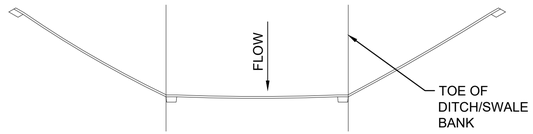
PLAN VIEW

NOTES:

1. HEADWALL SILT TRAP SHALL INCLUDE TYPE II GEOTEXTILE FABRIC BAGS, NUMBER 57 STONE, LABOR AND ALL INCIDENTALS NECESSARY FOR COMPLETE INSTALLATION.
2. INLET PROTECTION IS SUITABLE FOR USE IN BOTH PAVED AND UNPAVED AREAS.
3. THE HEIGHT REQUIREMENT IS WAIVED IN CASES WHERE IT WILL CREATE AN UNACCEPTABLE PONDING SITUATION.
4. INTERWEAVE BAG ENDS TO FILL GAPS BETWEEN BAGS.
5. FILL BAGS WITH NUMBER 57 STONE BETWEEN 1/2 TO 2/3 FULL (50 LB. TO 60 LB.).

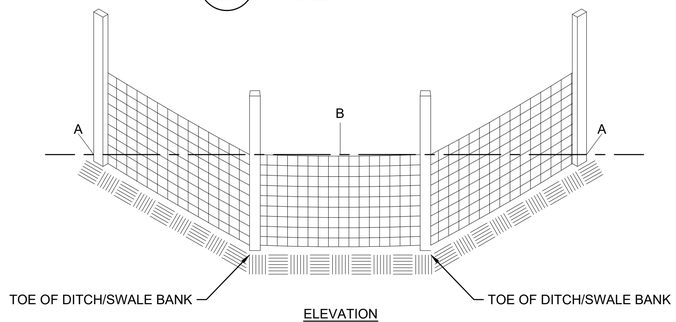
2 / CE501 — HEADWALL SILT TRAP

SCALE: NONE



4A / CE501 — SECTION A-A

SCALE: NONE



ELEVATION

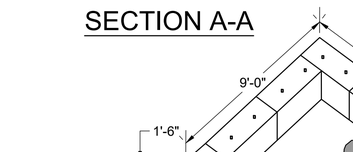
POINTS A SHOULD BE HIGHER THAN POINT B

4 / CE501 — SILT FENCE DITCH CHECK

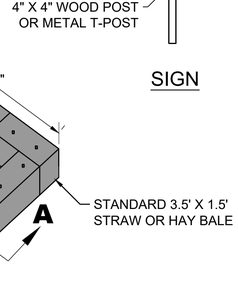
SCALE: NONE

NOTES:

1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT SCREEN FENCE SHALL BE PLACED ALONG SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.



SECTION A-A



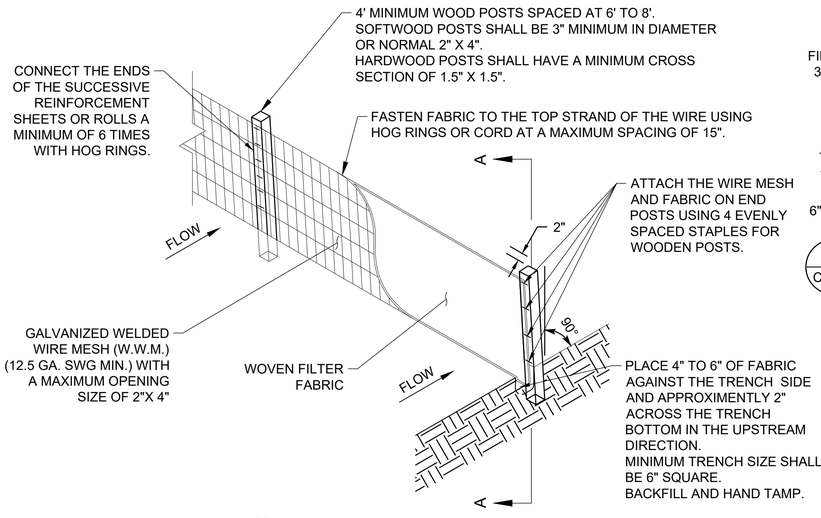
SIGN

CONCRETE WASH-OUT NOTES:

1. LOCATIONS OF OFF-SITE MATERIALS, STORAGE, WASTE, CONCRETE WASH-OUT, OR BORROW AREAS SHALL BE DETERMINED BY THE CONTRACTOR.
2. PLASTIC SHEETING MUST BE 10 MIL THICK OR TWO 6 MIL PIECES OVERLAPPED.
3. ONCE CONCRETE DRIES, IT CAN BE ROLLED UP IN THE PLASTIC FOR LEGAL DISPOSAL OFF SITE.
4. HAY BALES MUST BE STAKED WITH POSTS HOLDING PLASTIC LINER IN PLACE AND COVERING ALL BALES. WOODEN POSTS MUST BE 3 FEET IN LENGTH.
5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH A WASH OUT AREA AT THE LOCATION INDICATED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE (ENGINEER/OWNER/RPR).
6. THE CONCRETE TRUCK DRIVER AND CONTRACTOR CAN BE CITED FOR WASH OUTS CONDUCTED IN A NON-DESIGNATED AREA.
7. AFTER THE DESIGNATED AREA FOR THE WASH OUT IS DETERMINED, SIGNAGE INDICATING CONCRETE WASH OUT AREA SHALL BE INSTALLED THAT IS VISIBLE TO EXITING VEHICLES. THE SIGN SHALL BE PLACED ON A WOOD POST AND EMBEDDED 12".

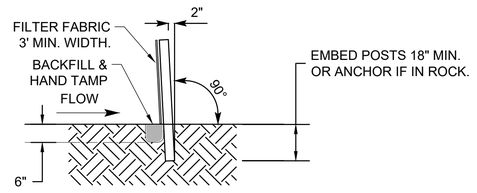
3 / CE501 — CONCRETE WASH OUT AREA

SCALE: NONE



5 / CE501 — TEMPORARY SILT FENCE DETAILS

SCALE: NONE



2A / CE501 — SECTION A-A

SCALE: NONE

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

EROSION CONTROL DETAILS

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CE501

SHEET NUMBER **26**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-CE501.dwg Last Save: 12/4/2025 9:45 AM Last saved by: JAHenderson
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:34 AM Plotter used: AutoCAD PDF (General Documentation).pc3

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

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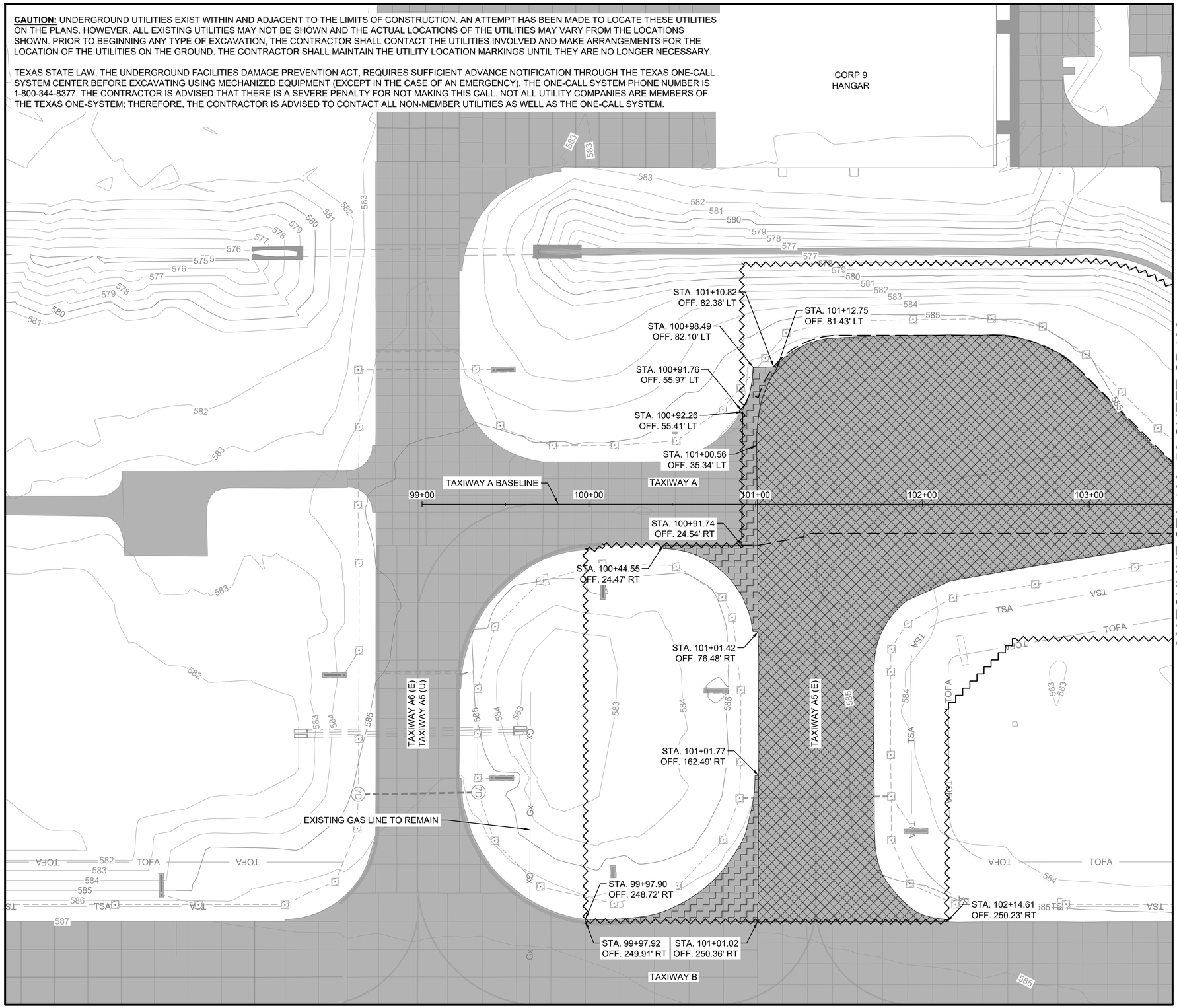
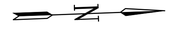




0 15' 30' 60' 90'

(IN FEET)

LEGEND

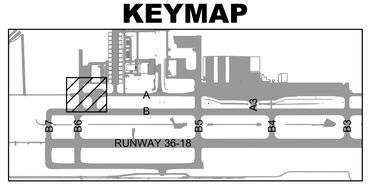
- EXISTING PAVEMENT
- XXX — EXISTING CONTOUR
- ASPHALT PAVEMENT REMOVAL (1 / CD501)
- CONCRETE PAVEMENT REMOVAL (2 / CD501)
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TAXIWAY LIGHT
- PROPOSED PAVEMENT LIMITS
- PROPOSED GRADING LIMITS
- XXXXXXXXX PAVEMENT MARKING REMOVAL
- STORM PIPE REMOVAL
- SINGULAR ITEM REMOVAL

NOTES:

1. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES, HAND HOLES, AIRFIELD EQUIPMENT, DRAINAGE STRUCTURES, AND BUILDINGS NOT SHOWN FOR DEMOLITION. ANY DAMAGE AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
2. SEE ED100 SERIES FOR AIRFIELD ELECTRICAL DEMOLITION EXTENTS AND DETAILS.
3. WHERE INDICATED IN THE PLANS, THE CONTRACTOR SHALL SAWCUT AT THE PROPOSED EDGE OF CONSTRUCTION, AND 6" INSIDE THE PROPOSED EDGE OF CONSTRUCTION TO PROVIDE A CLEAN VERTICAL EDGE OF EXISTING PAVEMENT. THE CONTRACTOR SHALL NOT REMOVE THE REMAINING 6" PORTION OF PAVEMENT UNTIL NECESSARY FOR CONSTRUCTION OF THE PROPOSED PAVEMENT SECTION.

Texas 811

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

EXISTING CONDITIONS AND DEMOLITION PLAN 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CD101

SHEET NUMBER **27**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-CD101.dwg Last Save: 3/20/2026 10:21 AM Last saved by: TJMachost
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:35 AM Plotter used: AutoCAD PDF (General Documentation).pc3

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MATCHLINE STA 103+50 SHEET CD101

CCHOA SOUTH
HANGARS

REMOVE 8 LF OF BROKEN SECTION OF RCP. PRECISE LOCATION TO BE FIELD VERIFIED.

TAXIWAY A

TAXIWAY A BASELINE

TAXIWAY B

MATCHLINE STA 110+50 SHEET CD103

N

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

LEGEND

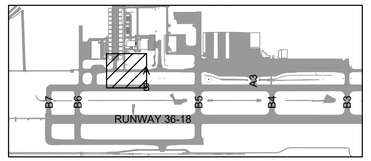
- EXISTING PAVEMENT
- XXX — EXISTING CONTOUR
- ASPHALT PAVEMENT REMOVAL (1 / CD501)
- CONCRETE PAVEMENT REMOVAL (2 / CD501)
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TAXIWAY LIGHT
- PROPOSED PAVEMENT LIMITS
- PROPOSED GRADING LIMITS
- XXXXXXXXX PAVEMENT MARKING REMOVAL
- STORM PIPE REMOVAL
- SINGULAR ITEM REMOVAL

NOTES:

1. SEE SHEET CD101 FOR DEMOLITION NOTES.

Texas 811

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

EXISTING CONDITIONS AND DEMOLITION PLAN 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER **CD102**

SHEET NUMBER **28**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-CD101.dwg Last Save: 3/20/2026 10:21 AM Last saved by: TJMachost
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:35 AM Plotter used: AutoCAD PDF (General Documentation).pc3

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MATCHLINE STA 110+50 SHEET CD102

TAXILANE A4

TAXIWAY A

TAXIWAY A BASELINE

REMOVE EXISTING GRATE INLET AND PIPE IF ADDITIVE ALTERNATE IS AWARDED.

TAXIWAY A4 (U)

SACS TO BE RELOCATED. CONTRACTOR SHALL COORDINATE WITH ENGINEER PRIOR TO DEMOLITION IN THE SURROUNDING AREA.

TAXIWAY B

MATCHLINE STA 117+50 SHEET CD104

N

0 15' 30' 60' 90'

(IN FEET)

LEGEND

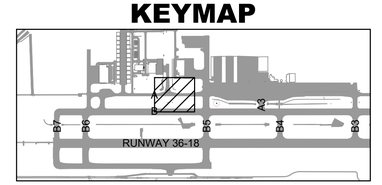
- EXISTING PAVEMENT
- XXX — EXISTING CONTOUR
- ASPHALT PAVEMENT REMOVAL (1 / CD501)
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TAXIWAY LIGHT
- PROPOSED PAVEMENT LIMITS
- PROPOSED GRADING LIMITS
- XXXXXXXXX PAVEMENT MARKING REMOVAL
- STORM PIPE REMOVAL
- SINGULAR ITEM REMOVAL
- SS — EXISTING SANITARY SEWER LINE

NOTES:

1. SEE SHEET CD101 FOR DEMOLITION NOTES

Texas 811

KEYMAP



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AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

EXISTING CONDITIONS AND DEMOLITION PLAN 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CD103

SHEET NUMBER **29**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-CD101.dwg Last Save: 3/20/2026 10:21 AM Last saved by: TJMachost
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:35 AM Plotter used: AutoCAD PDF (General Documentation).pc3

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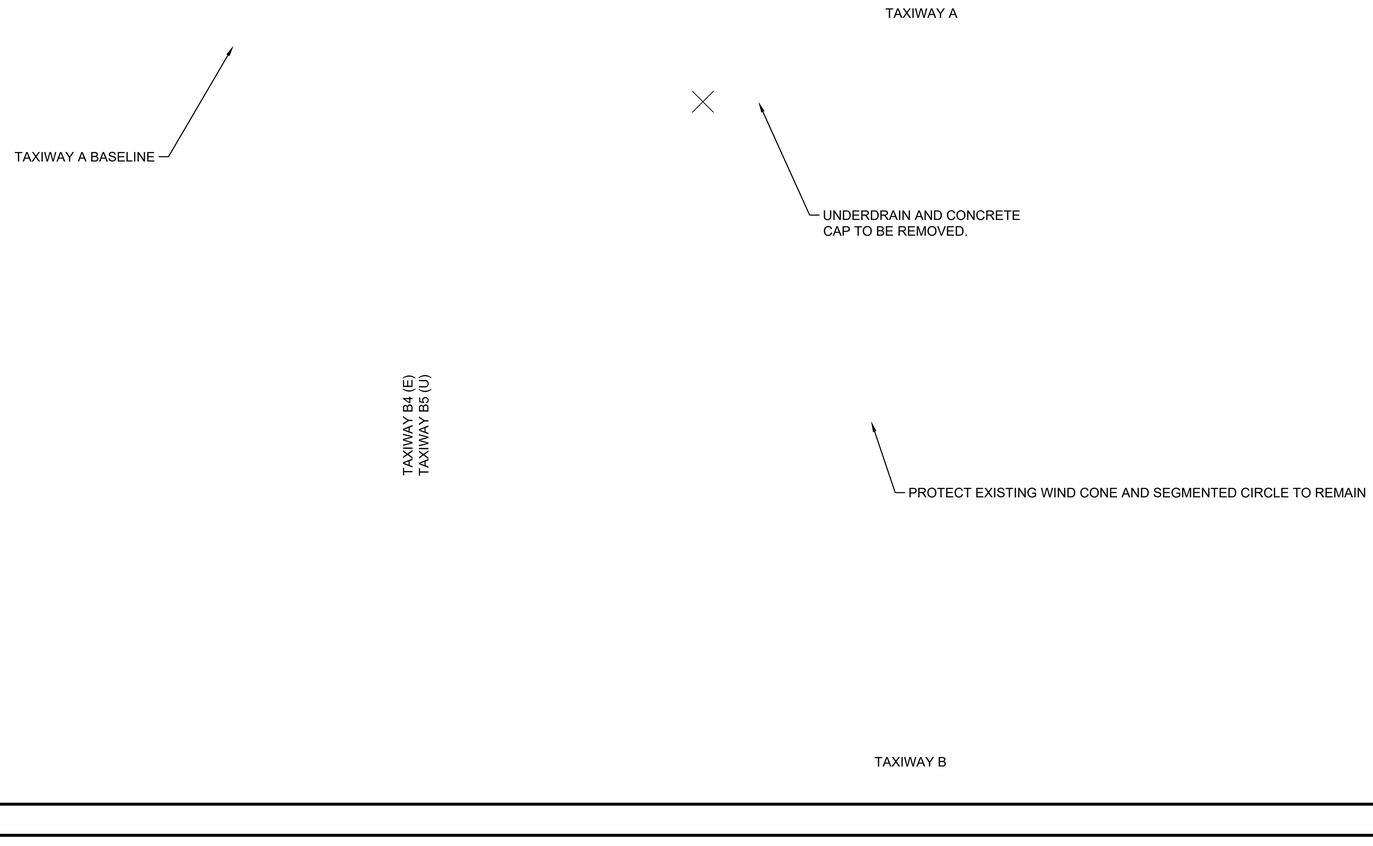
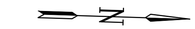




0 15' 30' 60' 90'

(IN FEET)

LEGEND

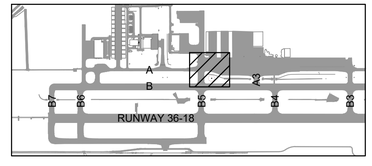
- EXISTING PAVEMENT
- XXX — EXISTING CONTOUR
- ASPHALT PAVEMENT REMOVAL (1 / CD501)
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TAXIWAY LIGHT
- PROPOSED PAVEMENT LIMITS
- PROPOSED GRADING LIMITS
- XXXXXXXXX PAVEMENT MARKING REMOVAL
- STORM PIPE REMOVAL
- SINGULAR ITEM REMOVAL

NOTES:

1. SEE SHEET CD101 FOR DEMOLITION NOTES

Texas 811

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

EXISTING CONDITIONS AND DEMOLITION PLAN 4

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CD104

SHEET NUMBER **30**

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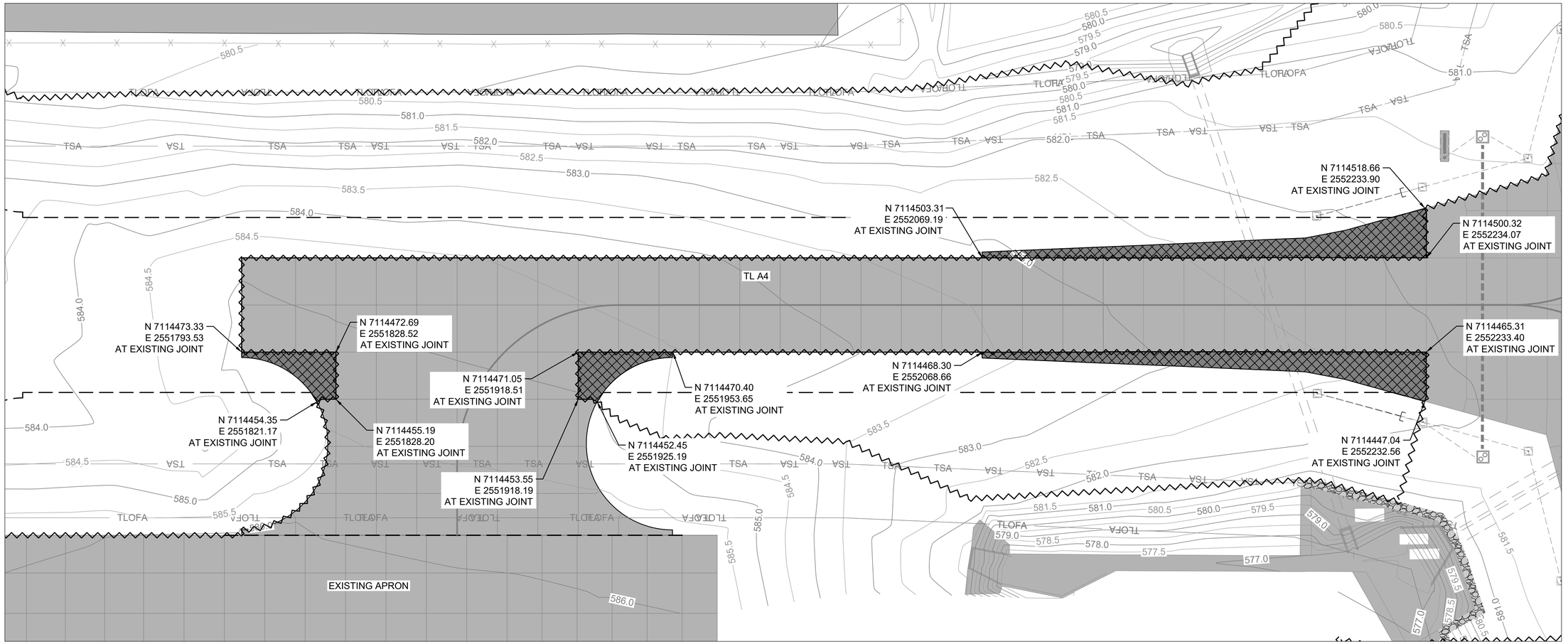
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:35 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND

- EXISTING CONCRETE PAVEMENT
- XXX — EXISTING CONTOUR
- CONCRETE PAVEMENT REMOVAL
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TAXIWAY LIGHT
- PROPOSED PAVEMENT LIMITS
- PROPOSED GRADING LIMITS
- TSA — EXISTING TAXIWAY SAFETY AREA
- TOFA — EXISTING TAXIWAY OBJECT FREE AREA

NOTES:

1. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES, HAND HOLES, AIRFIELD EQUIPMENT, DRAINAGE STRUCTURES, AND BUILDINGS NOT SHOWN FOR DEMOLITION. ANY DAMAGE AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
2. SEE ED-100 SERIES FOR AIRFIELD ELECTRICAL DEMOLITION EXTENTS AND DETAILS.
3. WHERE INDICATED IN THE PLANS, THE CONTRACTOR SHALL SAWCUT AT THE PROPOSED EDGE OF CONSTRUCTION, AND 6" INSIDE THE PROPOSED EDGE OF CONSTRUCTION TO PROVIDE A CLEAN VERTICAL EDGE OF EXISTING PAVEMENT. THE CONTRACTOR SHALL NOT REMOVE THE REMAINING 6" PORTION OF PAVEMENT UNTIL NECESSARY FOR CONSTRUCTION OF THE PROPOSED PAVEMENT SECTION.

N

0 15' 30' 60' 90'

(IN FEET)

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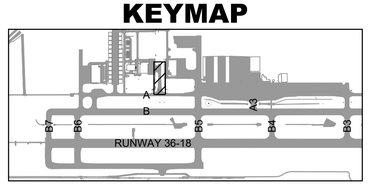
Texas 811

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

EXISTING CONDITIONS AND DEMOLITION PLAN 5

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CD105

SHEET NUMBER **31**

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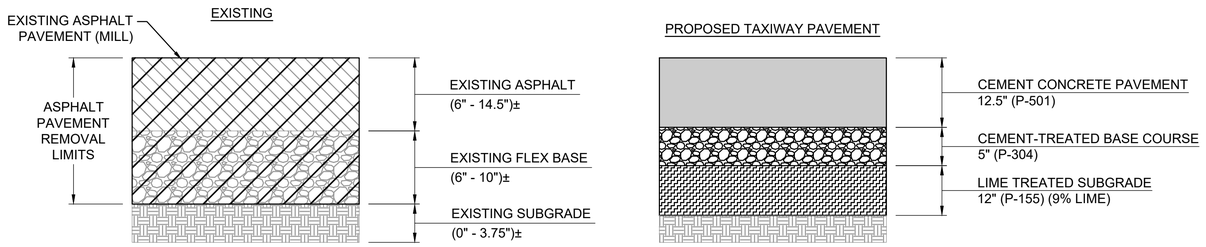
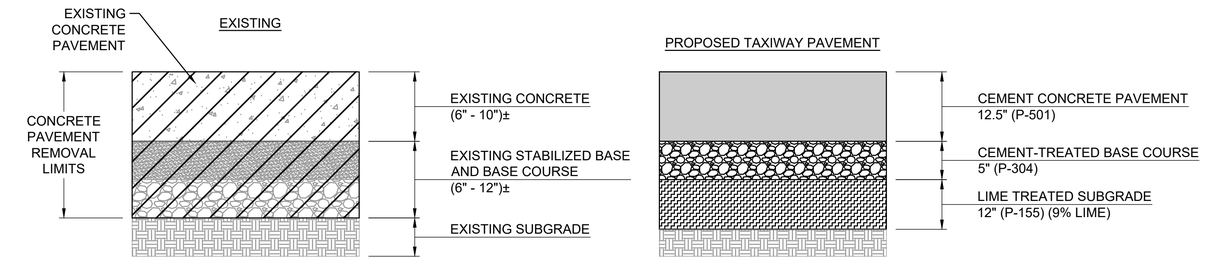
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:35 AM Plotter used: AutoCAD PDF (General Documentation).pc3



1 / CD501 — ASPHALT PAVEMENT SECTION REMOVAL DETAIL

SCALE: NONE



2 / CD501 — CONCRETE PAVEMENT REMOVAL DETAIL

SCALE: NONE

PAVEMENT DEMOLITION NOTES:

1. PAVEMENT SECTION DEMOLITION SHALL INCLUDE THE REMOVAL OF EXISTING CONCRETE, ASPHALT, AND BASE COURSE IN THEIR ENTIRETY. TO THE DEPTH OF EXISTING SUBGRADE. REGARDLESS OF VARIATIONS IN INDIVIDUAL LAYER THICKNESS OR MATERIAL. THIS WORK SHALL BE QUANTIFIED AND PAID FOR IN ACCORDANCE WITH SPECIFICATION P-101. REMOVAL OF EXISTING SUBGRADE TO CONSTRUCT NEW PAVEMENT SECTION SHALL BE QUANTIFIED AND PAID FOR IN ACCORDANCE WITH SPECIFICATION P-152.
2. ALL DRAINAGE STRUCTURES AND MATERIAL DEMOLISHED SHALL BE REMOVED FROM THE SITE WITH PAYMENT CONSIDERED SUBSIDIARY TO P-101 AND C-105.
3. THE CONTRACTOR SHALL ENSURE A CLEAN AND STRUCTURALLY SOUND JOINT FACE AT THE EDGE OF ALL REMOVED PAVEMENT. ALL WORK, MATERIAL AND EQUIPMENT (SAW CUT, JOINT SPALL REPAIR, ETC.) NECESSARY TO ACHIEVE THIS WILL NOT BE MEASURED FOR SEPARATE PAYMENT BUT WILL BE CONSIDERED SUBSIDIARY TO P-101.
4. THE CONTRACTOR SHALL SAW CUT AT THE PROPOSED EDGE OF CONSTRUCTION, AND 6" INSIDE THE PROPOSED EDGE OF CONSTRUCTION TO PROVIDE A CLEAN VERTICAL EDGE OF EXISTING PAVEMENT. THE CONTRACTOR SHALL NOT REMOVE THE REMAINING 6" PORTION OF PAVEMENT UNTIL NECESSARY FOR CONSTRUCTION OF THE PROPOSED PAVEMENT SECTION.
5. THICKNESSES AND TYPES OF MATERIALS FOR CONCRETE AND ASPHALT SECTIONS ARE APPROXIMATE. VARIATIONS OF EXISTING PAVEMENT SECTIONS ON-SITE SHALL NOT BE A BASIS FOR ADDITIONAL PAYMENT. SEE BORING INFORMATION IN THE DEMOLITION PLANS FOR MORE INFORMATION.
6. ALL PAVEMENT REMOVED SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED AND DISPOSED OF OFF AIRPORT PROPERTY AT THE CONTRACTOR'S OWN EXPENSE.
7. CONTRACTOR SHALL PROTECT ALL UTILITIES, DRAINAGE FACILITIES, AND AIRPORT FACILITIES THAT ARE TO REMAIN DURING CONSTRUCTION. CONTRACTOR SHALL PERFORM THE WORK IN SUCH A MANNER AS NOT TO DAMAGE THE EXISTING UTILITIES. ANY DAMAGE TO THESE UTILITIES ARISING FROM THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY AND AT NO COST TO THE OWNER.
8. DAMAGE TO EXISTING PAVEMENT TO REMAIN SHALL REQUIRE THE CONTRACTOR TO CUT A CLEAN VERTICAL EDGE BEYOND THE DAMAGE AND REMOVE AND REPLACE THE ADDITIONAL PAVEMENT AT NO COST TO THE OWNER. REMOVAL LIMITS SHALL BE APPROVED BY THE ENGINEER.
9. MISCELLANEOUS STRUCTURES EXISTING WITHIN PAVEMENT DEMOLITION EXTENTS, INCLUDING, BUT NOT LIMITED TO BOLLARDS AND AIRCRAFT TIE-DOWNS, ARE SUBSIDIARY TO PAVEMENT REMOVAL.
10. CONTRACTOR SHALL RECORD THE EXISTING PAVEMENT CONDITIONS AT THE LIMITS OF DEMOLITION PRIOR TO CONSTRUCTION.

UNDERGROUND UTILITIES NOTE:

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

    TEXAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-344-8377. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TEXAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

DEMOLITION DETAILS

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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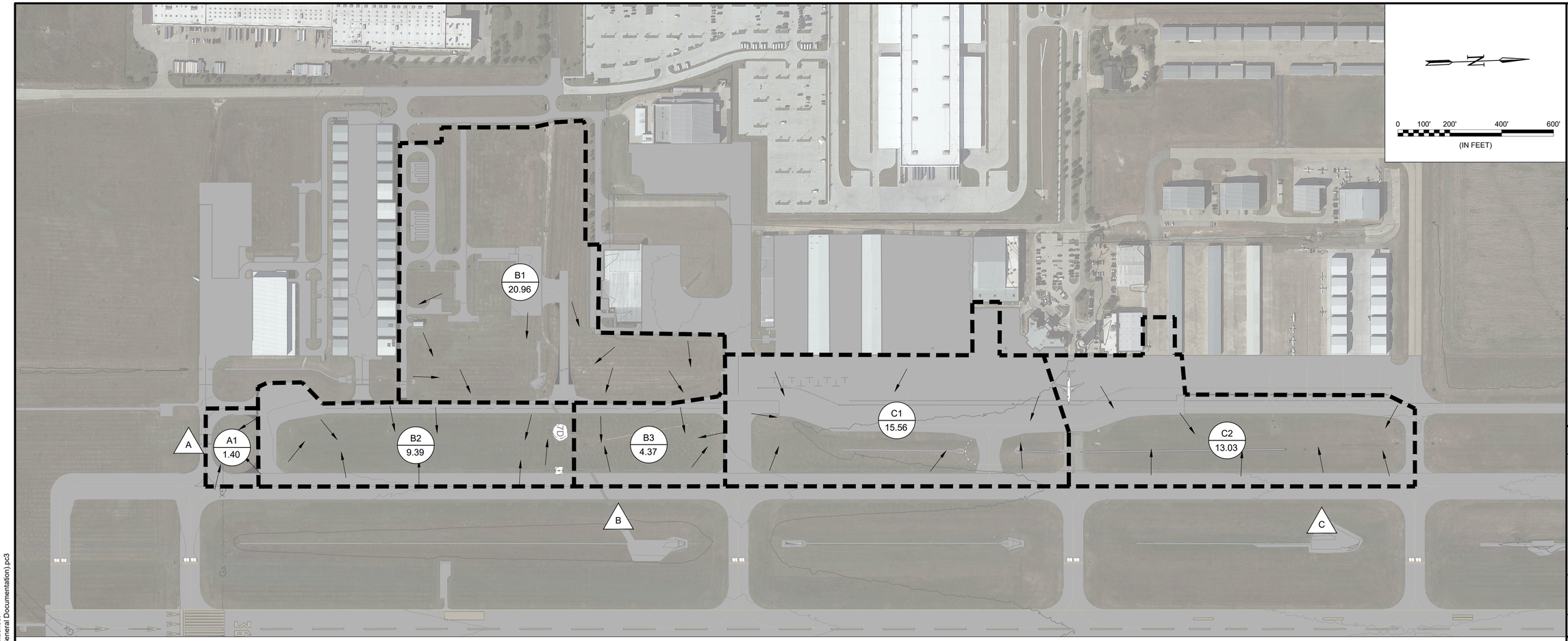
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CD501

SHEET NUMBER **32**

File: I:\2024\a11-2402725 - iki taxiway alpha phase iii\Drawings\2402725-CD501.dwg Last Save: 1/15/2026 8:23 AM Last saved by: JAHenderson
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:36 AM Plotter used: AutoCAD PDF (General Documentation).pc3



LEGEND

- DRAINAGE AREA BOUNDARY
- A / #.## — DRAINAGE AREA IDENTIFICATION / DRAINAGE AREA (ACRES)
- DRAINAGE DIRECTIONAL FLOW
- A — OUTFALL IDENTIFICATION

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REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

DRAINAGE PLAN
OVERVIEW -
PRE-DEVELOPMENT

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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DRAWING NUMBER
CH101

SHEET NUMBER **33**

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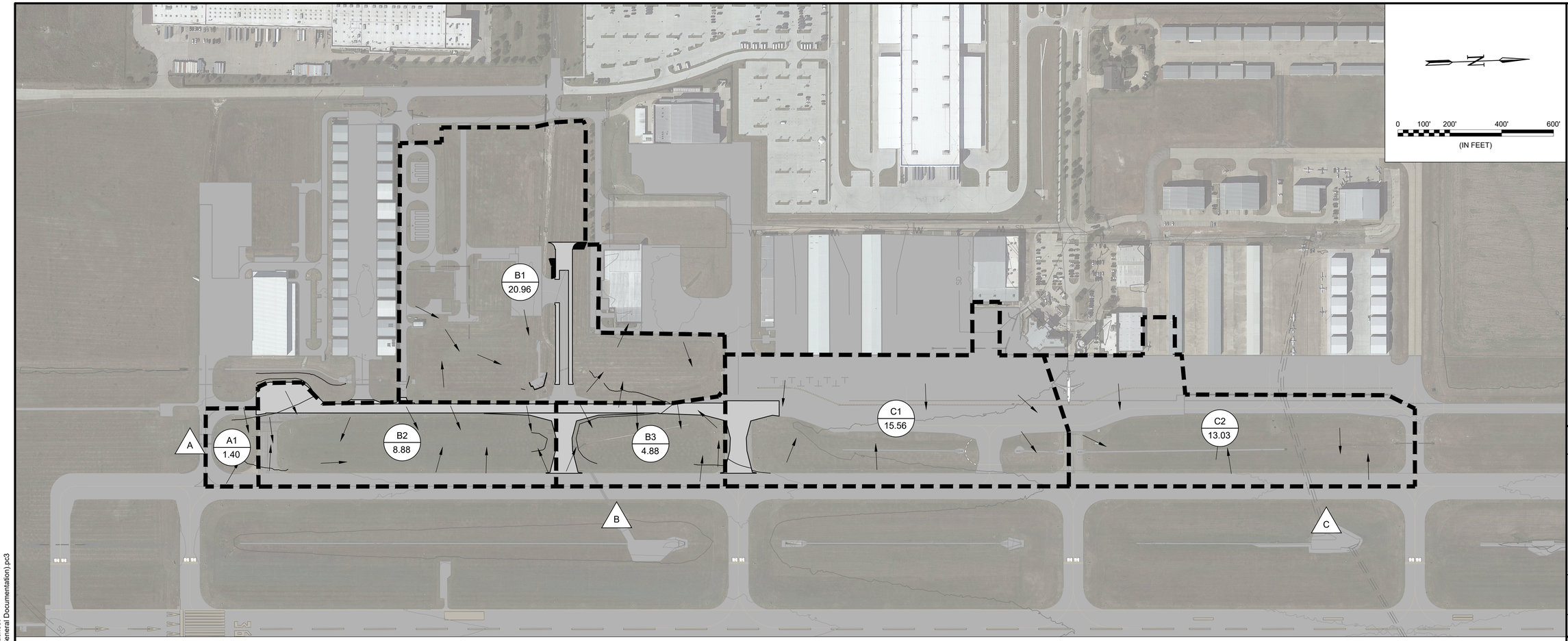

LEGEND

- DRAINAGE AREA BOUNDARY
- A / #.## — DRAINAGE AREA IDENTIFICATION / DRAINAGE AREA (ACRES)
- DRAINAGE DIRECTIONAL FLOW
- A — OUTFALL IDENTIFICATION

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STATE OF TEXAS
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REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

DRAINAGE PLAN
OVERVIEW -
POST-DEVELOPMENT

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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DRAWING NUMBER
CH102

SHEET NUMBER **34**

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Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:38 AM Plotter used: AutoCAD PDF (General Documentation).pc3

Drainage Area Calculations - Existing

Area	Acres	C	i(10)	Q(10)	i(100)	Q(100)
A1	1.40	0.57	6.57	5.20	9.51	7.52
B1	20.96	0.42	6.57	57.75	9.51	83.60
B2	9.39	0.52	6.57	32.06	9.51	46.41
B3	4.37	0.48	6.57	13.80	9.51	19.97
C1	15.55	0.74	6.57	75.63	9.51	109.47
C2	13.03	0.61	6.57	52.57	9.51	76.09

Drainage Area Calculations

Area	Acres	C	i(10)	Q(10)	i(100)	Q(100)
A1	1.40	0.57	6.57	5.20	9.51	7.52
B1	20.96	0.42	6.57	57.75	9.51	83.60
B2	8.88	0.50	6.57	29.17	9.51	42.22
B3	4.88	0.52	6.57	16.79	9.51	24.31
C1	15.55	0.74	6.57	75.63	9.51	109.47
C2	13.03	0.61	6.57	52.57	9.51	76.09

PROPOSED DRAINAGE CALCULATIONS

STRUCTURE ID		LENGTH	DRAINAGE AREA		RUNOFF	"AREA" x "C"		TIME OF CONCENTRATION		DESIGN	RAIN "I"	RUNOFF	PIPE DIA.	Q_{FULL}	VELOCITY		SECTION	CROWN	SLOPE	REMARKS
FROM	TO	(lf)	INCREMENTAL (acres)	TOTAL (acres)	COEFFICIENT "C"	INCREMENTAL	TOTAL	INLET (min)	SYSTEM (min)	STORM	(in/hr)	"Q" (ft^3/s)	(feet)		FULL (ft/s)	DESIGN (ft/s)	TIME (min)	DROP		
B2	OUT	145.97	8.88	8.88	0.50	4.44	4.44	10.00	10.66	10	6.57	29.17	2.00	11.90	3.23	3.71	0.66		0.0020	
B2	OUT	145.97	8.88	8.88	0.50	4.44	4.44	10.00	10.70	100	9.51	42.22	2.00	11.90	3.23	3.71	0.66		0.0020	

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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

DRAINAGE CALCULATIONS

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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DRAWING NUMBER
CH103

SHEET NUMBER **35**

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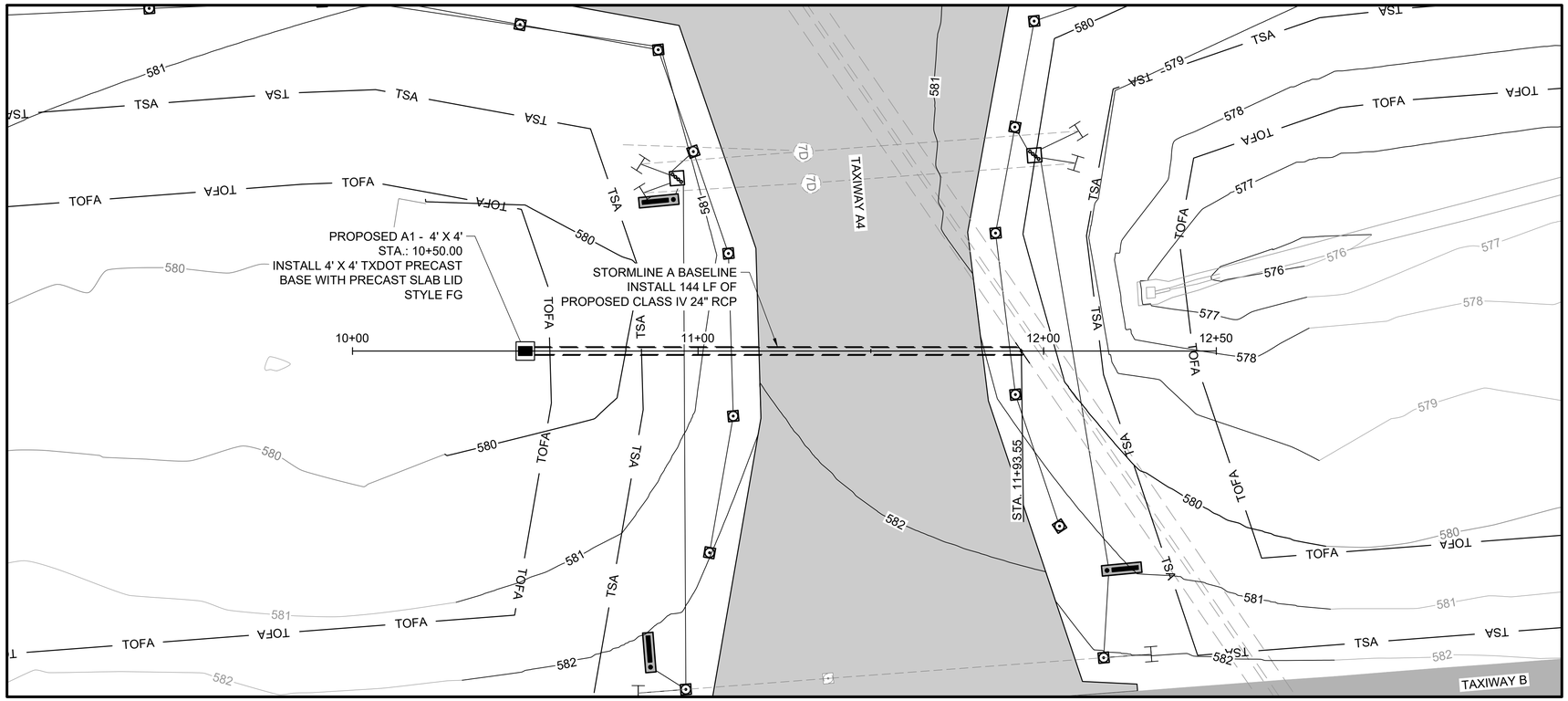
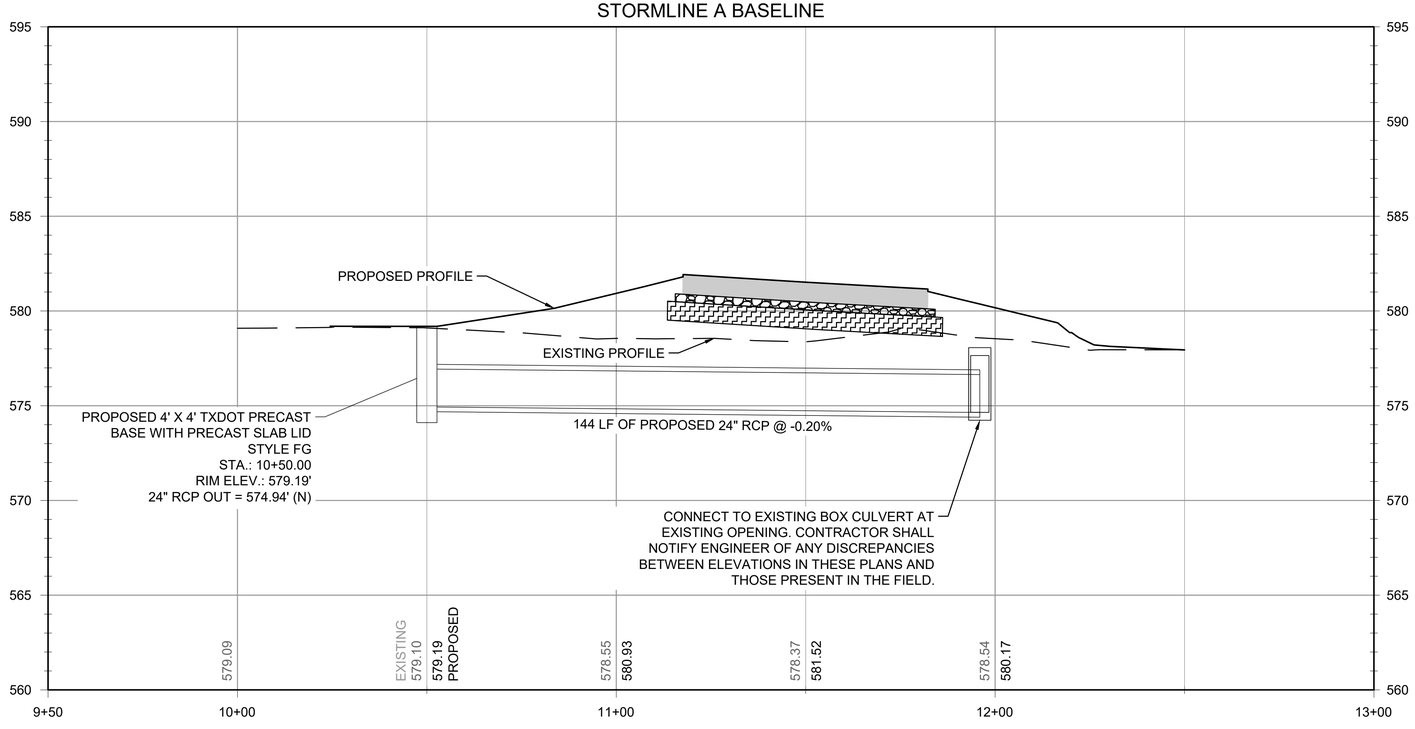


STORMLINE A BASELINE





0 10' 20' 40' 60'

(IN FEET)

LEGEND

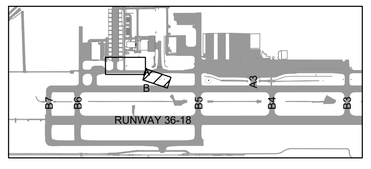
- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED TAXIWAY LIGHT
- EXISTING TAXIWAY LIGHT
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEETS CC501 - CC506 FOR DRAINAGE DETAILS.
3. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.

Texas 811

KEYMAP



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REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

STORM DRAIN PLAN AND PROFILE

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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DRAWING NUMBER
CC101

SHEET NUMBER **36**

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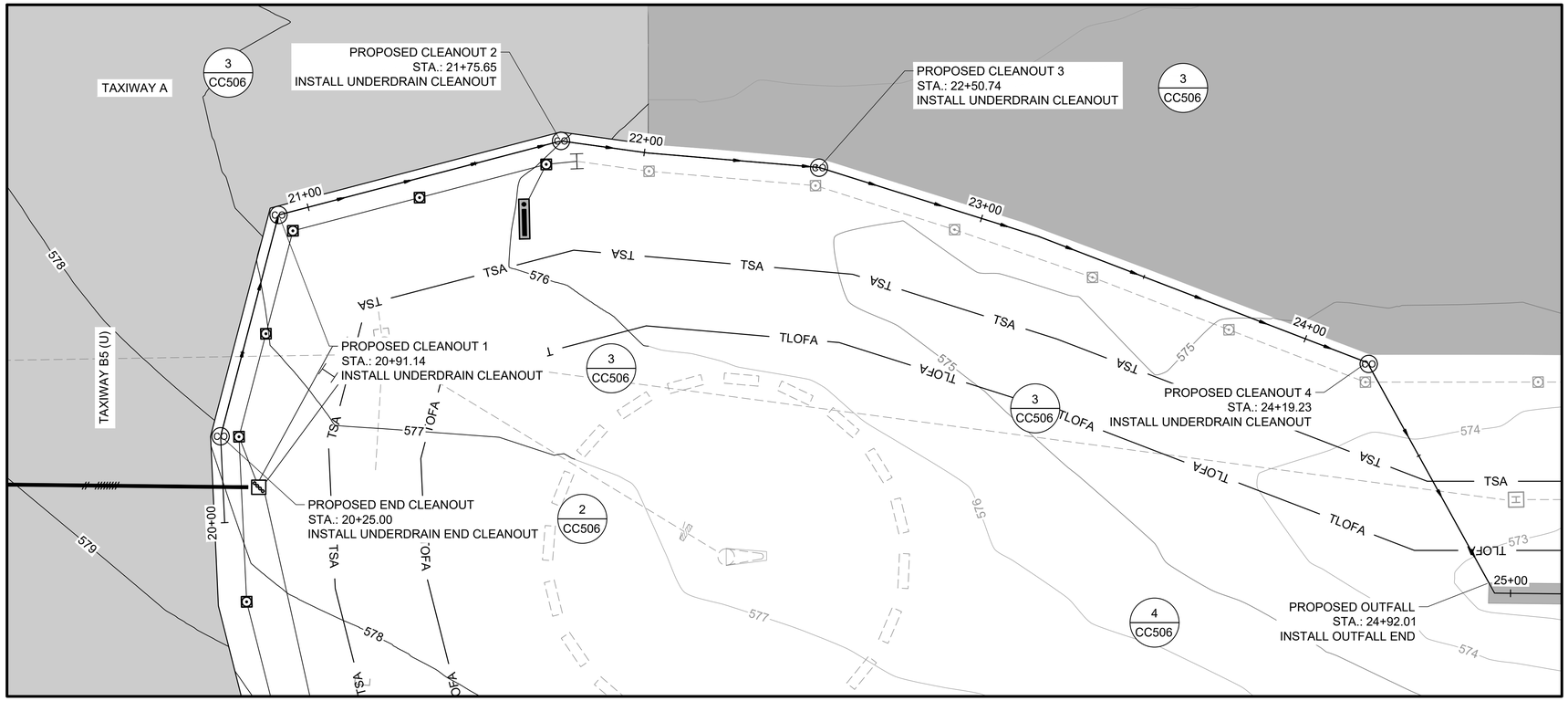
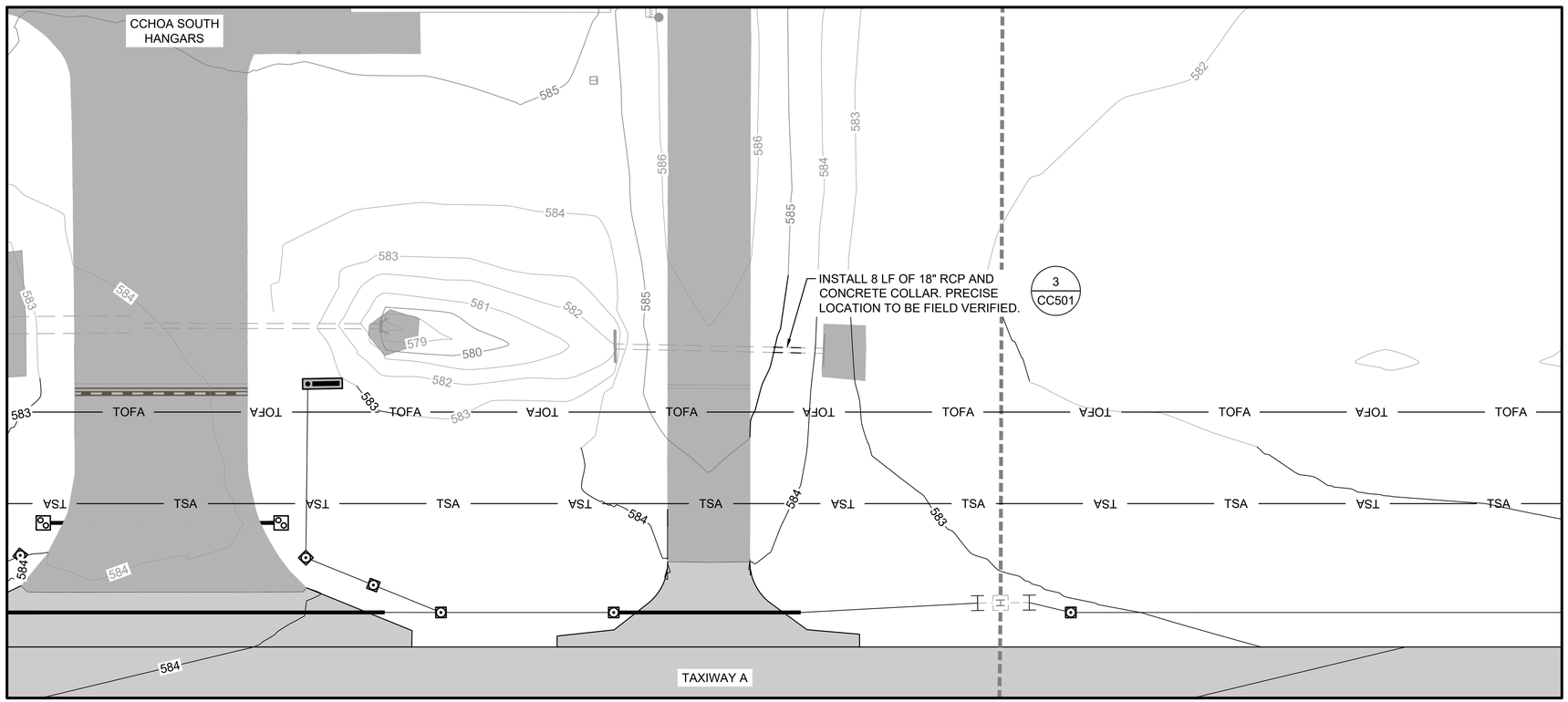




0 10' 20' 40' 60'

(IN FEET)

LEGEND

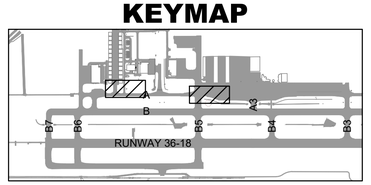
- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED TAXIWAY LIGHT
- EXISTING TAXIWAY LIGHT
- PROPOSED DUCT
- EXISTING DUCT
- PROPOSED CLEANOUT
- PROPOSED UNDERDRAIN PIPE
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE

NOTES:

1. SEE SHEETS CC501 - CC506 FOR DRAINAGE DETAILS.
2. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.

Texas 811

KEYMAP



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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED
PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

STORM DRAIN PLAN 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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DRAWING NUMBER
CC102

SHEET NUMBER **37**

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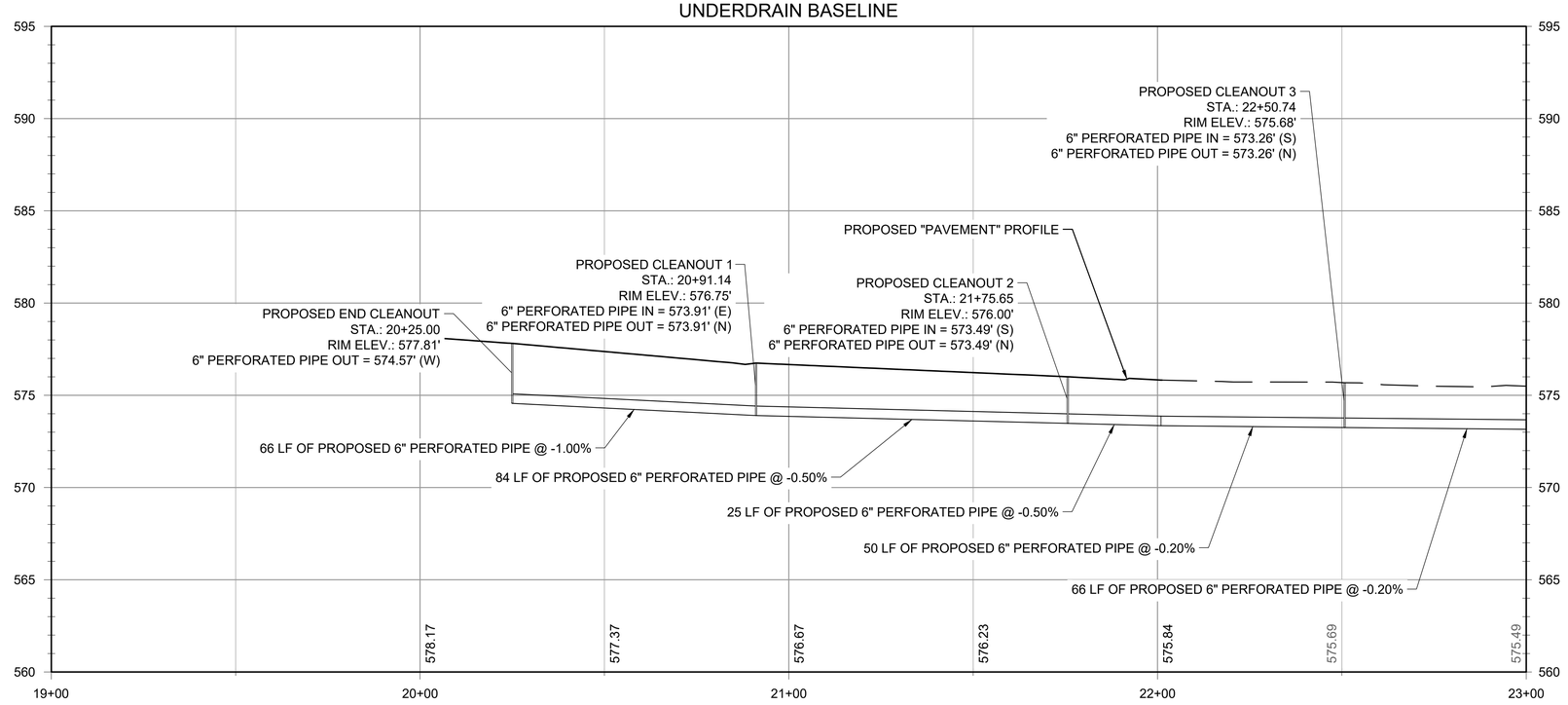
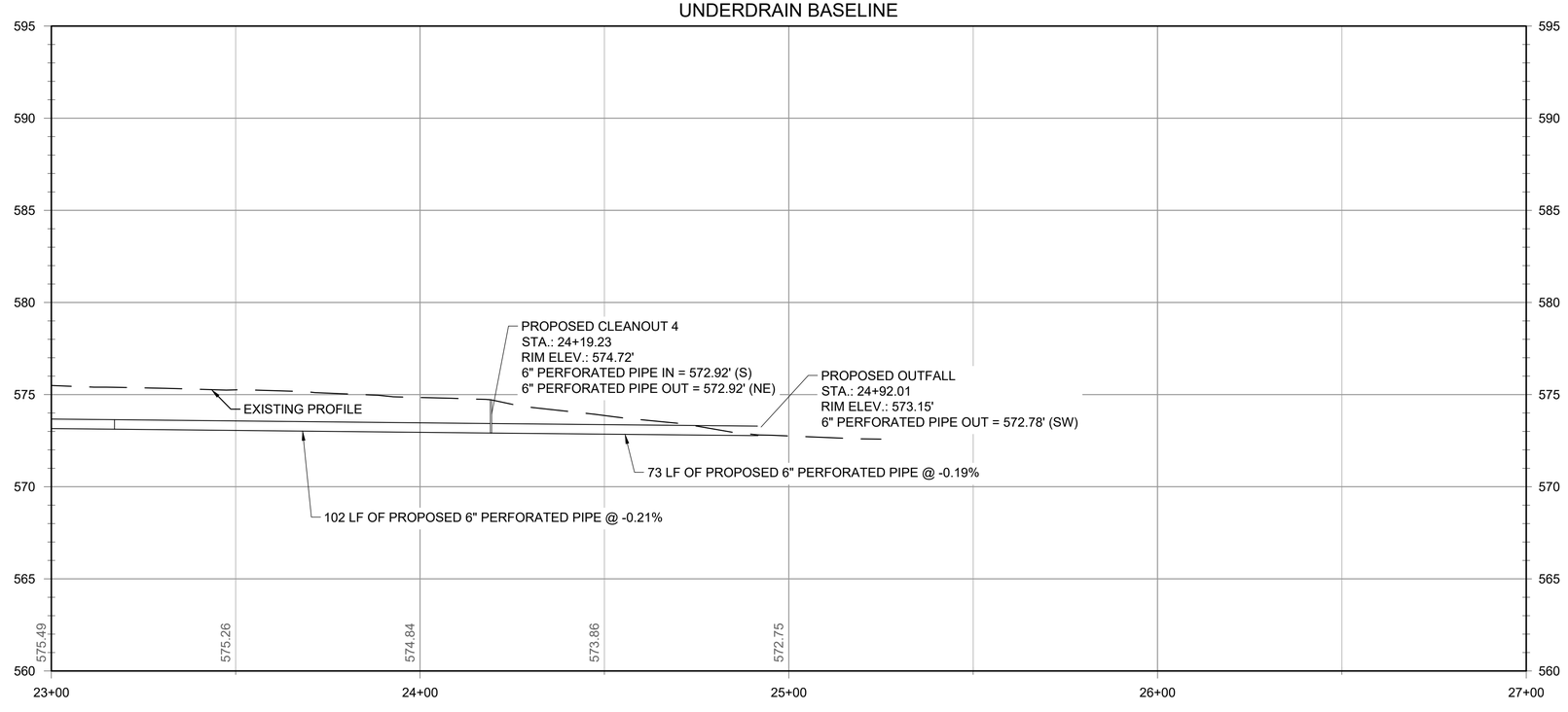
UNDERDRAIN BASELINE



UNDERDRAIN BASELINE



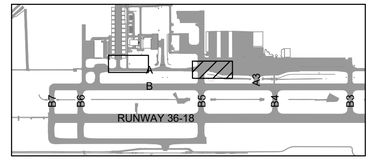
0 10' 20' 40' 60'

(IN FEET)

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEETS CC501 - CC506 FOR DRAINAGE DETAILS.
3. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.

KEYMAP



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144474
LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

UNDERDRAIN PROFILE

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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DRAWING NUMBER **CC201**

SHEET NUMBER **38**

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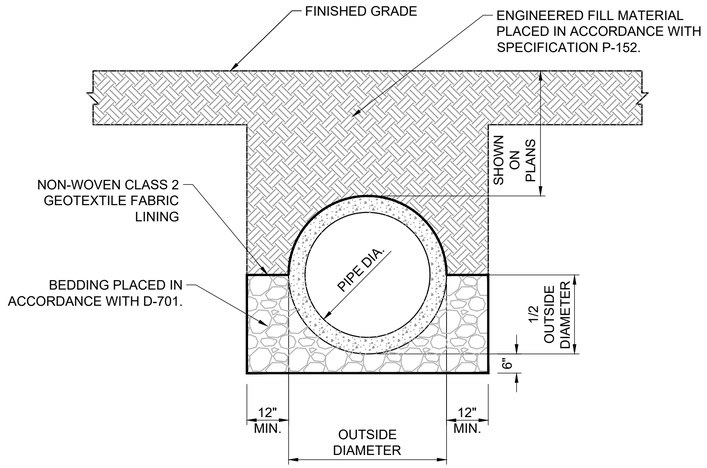
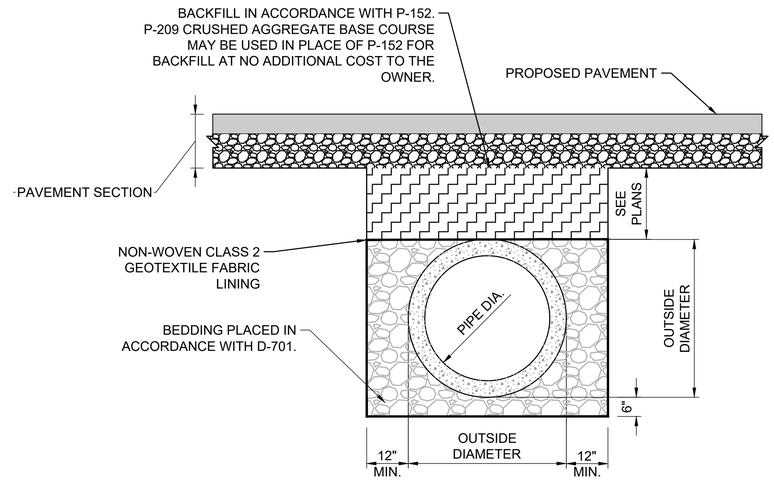


TRENCH WIDTH SHALL MEET OSHA STANDARDS.

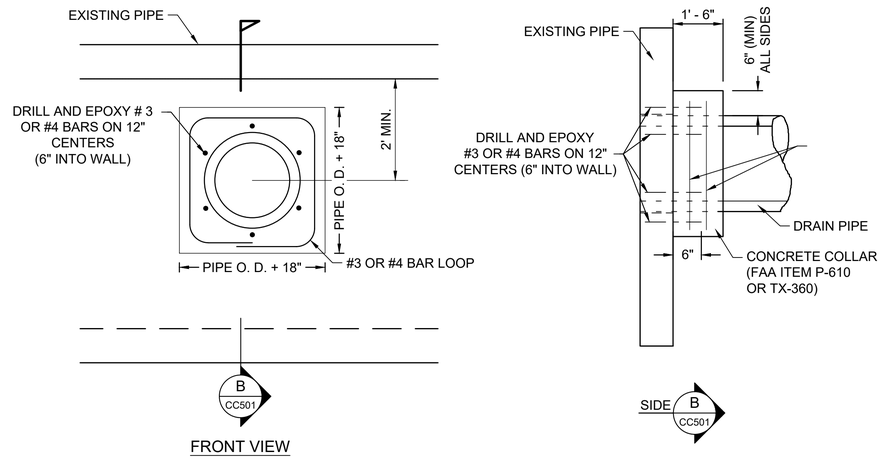
1 CC501 — PIPE BACKFILLING UNDER UNPAVED AREAS

SCALE: NONE



2 CC501 — PIPE BACKFILLING UNDER PAVEMENT

SCALE: NONE



3 CC501 — CONCRETE COLLAR DETAIL

SCALE: NONE

NOTES:

1. BACKFILLING SHALL NOT BE PLACED AGAINST ANY STRUCTURE UNTIL THE CONCRETE HAS BEEN IN PLACE 7 DAY OR UNTIL TESTS MADE BY THE LABORATORY UNDER SUPERVISION OF THE ENGINEER, ESTABLISH THAT THE CONCRETE HAS ATTAINED SUFFICIENT STRENGTH TO PROVIDE A FACTOR OF SAFETY AGAINST DAMAGE OR STRAIN IN WITHSTANDING ANY PRESSURE CREATED BY A BACKFILL OR THE METHODS USED IN PLACING IT. SUFFICIENT STRENGTH SHALL BE INTERPRETED AS BEING 75% OF THE DESIGN STRENGTH EXPECTED TO BE OBTAINED IN 7 DAYS, WHICHEVER IS GREATER.

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

STORM DRAIN DETAILS 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CC501

SHEET NUMBER **39**

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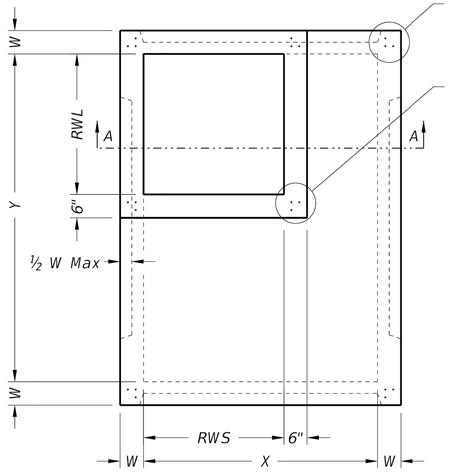
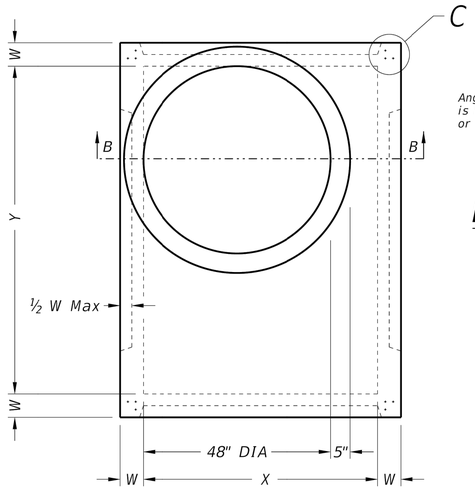


C (3) VERTICAL REBAR IN BASE & RISERS
#4 @ 2" O.C. EACH CORNER
2" TO CORNER

F (3) VERTICAL REBAR IN REDUCED RISERS
#4 @ 2" O.C. EACH CORNER
2" TO CORNER

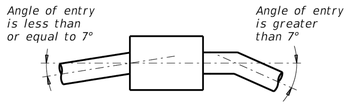
PLAN VIEW "A"

SQUARE REDUCED RISER OPTION



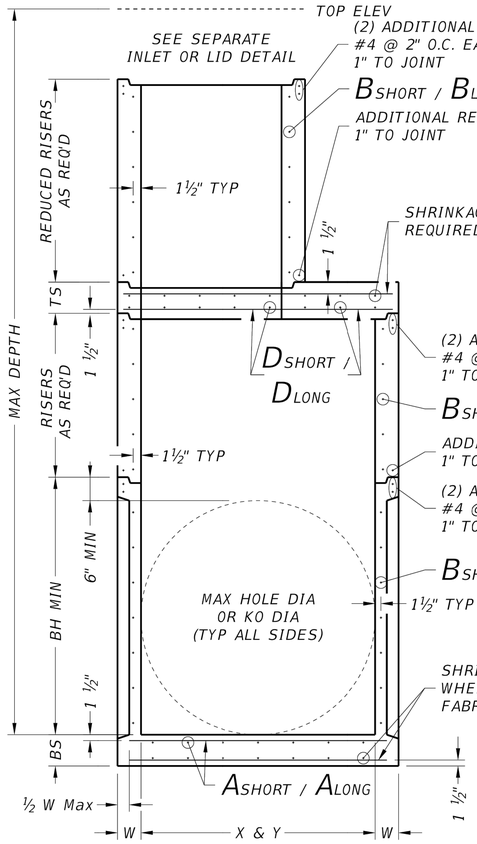
PLAN VIEW "B"

ROUND REDUCED RISER OPTION



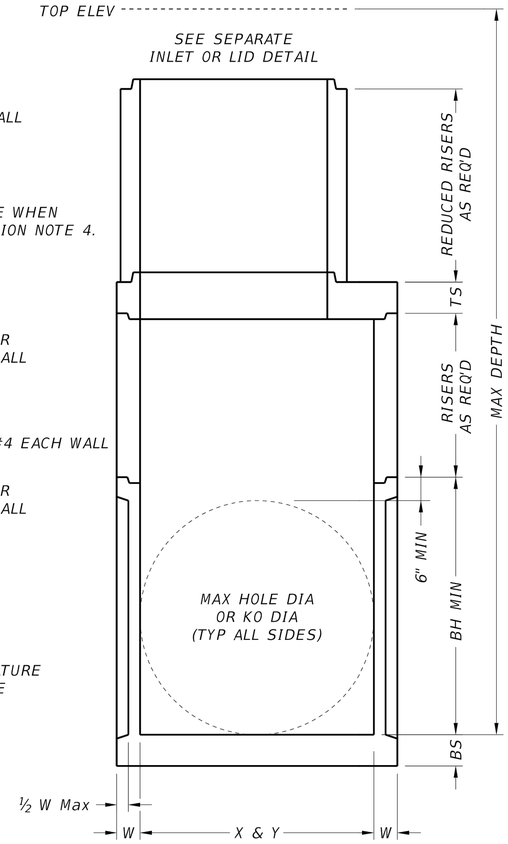
PIPE CONNECTION DETAIL

Connect pipes within 7° of normal to PB wall. If necessary, use pipe elbow or curved approach alignment to stay within this limit.



SECTION A-A

SQUARE REDUCED RISER OPTION



SECTION B-B

ROUND REDUCED RISER OPTION

FABRICATION NOTES:

1. Provide Class "H" concrete in accordance with Item 421 and having a minimum compressive strength of 5,000 psi.
2. Provide Grade 60 reinforcing steel or equivalent area of WWR.
3. Provide typical clear cover of 1 ½" to reinforcing steel at interior or exterior walls.
4. Walls or slabs with a thickness of 8" or greater require shrinkage and temperature reinforcing steel. Provide steel area = 0.11 in²/ft each way.
5. No substitution is allowed for vertical and horizontal #4 bars in corners.
6. Manufacture base and risers to nearest 3" increment.
7. Design tongue and groove joints for full closure on both shoulders. Minimum spigot depth is ¾".
8. Provide lifting devices in conformance with Manufacturer's recommendations.
9. See sheet PDD for sizes, dimensions, and reinforcing steel not shown.

INSTALLATION NOTES:

1. If required elsewhere. Inverts (benching) to be provided by Contractor. Concrete or mortar used for invert is subsidiary to specified inlet or manhole.
2. Seal tongue and groove joints with preformed or bulk mastic in conformance with Manufacturer's recommendations. Tongue and groove joints may be grouted no more than 1" between each section, or ½ the joint depth, whichever is greater.
3. Do not grout rubber gasket joints without Manufacturer's recommendation.
4. For rigid pipe, cut hole in thin wall panel (KO) 4" Max, 2" Min larger than pipe OD.
5. For flexible pipe, consult boot/seal Manufacturer's specification for placement tolerance and hole size. Center pipe in hole and install boot/seal per Manufacturer's specification.

GENERAL NOTES:

1. Precast Base consists of base slab, base unit, risers (as required), reducing slab (as required), and reduced risers (as required). See sheet PDD for sizes.
2. Designed according to ASTM C913.
3. Payment for precast base is subsidiary to the specified inlet, per Item 465, "Junction Boxes, Manholes, and Inlets."

Cover dimensions are clear dimensions, unless noted otherwise.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

PRECAST BASE

PB

FILE: CD-PB-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.

DATE:
FILE:

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MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

STORM DRAIN DETAILS 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CC502

SHEET NUMBER **40**

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Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:40 AM Plotter used: AutoCAD PDF (General Documentation).pc3

	Size	MAX DEPTH = 15 ft. to top of BASE SLAB										MAX DEPTH = 25 ft. to top of BASE SLAB										Min Height (See Gen Note 3)	Max HOLE DIA (See Fab Note 2)	Max KO DIA (See Fab Note 2)
		Base Slab			Base Unit or Riser Walls			Below Grade Slab (w/PJB) Reducing Slab (w/PB)				Base Slab			Base Unit or Riser Walls			Below Grade Slab (w/PJB) Reducing Slab (w/PB)						
		Short Span Reinf Steel Area	Long Span Reinf Steel Area	Thickness	Short Span Reinf Steel Area	Long Span Reinf Steel Area	Thickness	Reduced Riser Size	Short Span Reinf Steel Area	Long Span Reinf Steel Area	Thickness	Short Span Reinf Steel Area	Long Span Reinf Steel Area	Thickness	Short Span Reinf Steel Area	Long Span Reinf Steel Area	Thickness	Reduced Riser Size	Short Span Reinf Steel Area	Long Span Reinf Steel Area	Thickness			
	X x Y	Ashort	Along	BS	Bshort	Blong	W	RWSxRWL or ID	Dshort	Dlong	TS	Ashort	Along	BS	Bshort	Blong	W	RWSxRWL or ID	Dshort	Dlong	TS	BH MIN	HOLE DIA	KO DIA
	ft.	in^2/ft	in^2/ft	in.	in^2/ft	in^2/ft	in.	ft. **	in^2/ft	in^2/ft	in.	in^2/ft	in^2/ft	in.	in^2/ft	in^2/ft	in.	ft. **	in^2/ft	in^2/ft	in.	ft.	in.	in.
Precast Junction Box (PJB)	3x3	0.23	0.23	6	0.19	0.19	6	N/A	0.37	0.37	9	0.29	0.29	6	0.24	0.24	6	N/A	0.37	0.37	9	3.5	36	36
	4x4	0.29	0.29	6	0.24	0.24	6	N/A	0.41	0.41	9	0.47	0.47	6	0.38	0.38	6	N/A	0.41	0.41	9	4.5	48	48
	3x5	0.29	0.18	6	0.19	0.35	6	N/A	0.48	0.48	9	0.39	0.18	6	0.23	0.59	6	N/A	0.48	0.48	9	3.5	36/60	36/60
	4x5	0.36	0.18	6	0.22	0.34	6	N/A	0.42	0.42	9	0.53	0.26	6	0.39	0.59	6	N/A	0.42	0.42	9	4.5	48/60	48/60
	5x5	0.36	0.36	6	0.34	0.34	6	N/A	0.43	0.43	9	0.62	0.62	6	0.59	0.59	6	N/A	0.43	0.43	9	5.5	60	60
	5x6	0.27	0.27	9	0.34	0.45	6	N/A	0.48	0.48	9	0.47	0.45	9	0.38	0.54	8	N/A	0.48	0.48	9	5.5	60/72	60/72
	6x6	0.27	0.27	9	0.45	0.45	6	N/A	0.56	0.56	9	0.52	0.52	9	0.54	0.54	8	N/A	0.56	0.56	9	6.5	72	72
	8x8	0.46	0.46	9	0.51	0.51	8	N/A	0.45	0.45	12	0.87	0.87	9	0.59	0.59	10	N/A	0.45	0.45	12	8.5	96	72
Precast Base (PB)	3x3	0.23	0.23	6	0.19	0.19	6	N/A	N/A	N/A	N/A	0.29	0.29	6	0.24	0.24	6	N/A	N/A	N/A	N/A	3.5	36	36
	4x4	0.29	0.29	6	0.24	0.24	6	N/A	N/A	N/A	N/A	0.47	0.47	6	0.38	0.38	6	N/A	N/A	N/A	N/A	4.5	48	48
	3x5	0.29	0.18	6	0.19	0.35	6	3x3	0.30	0.34	9	0.39	0.18	6	0.23	0.59	6	3x3	0.40	0.40	9	3.5	36/60	36/60
	4x5	0.36	0.18	6	0.22	0.34	6	3x3	0.30	0.30	9	0.53	0.26	6	0.39	0.59	6	3x3	0.46	0.37	9	4.5	48/60	48/60
	4x5	0.36	0.18	6	0.22	0.34	6	4x4	0.30	0.30	9	0.53	0.26	6	0.39	0.59	6	4x4	0.39	0.39	9	4.5	48/60	48/60
	4x5	0.36	0.18	6	0.22	0.34	6	48"	0.39	0.39	9	0.53	0.26	6	0.39	0.59	6	48"	0.47	0.47	9	4.5	48/60	48/60
	4x5	0.36	0.18	6	0.22	0.34	6	3x5	0.33	0.40	9	0.53	0.26	6	0.39	0.59	6	3x5	0.48	0.48	9	4.5	48/60	48/60
	5x5	0.36	0.36	6	0.34	0.34	6	3x3	0.34	0.34	9	0.62	0.62	6	0.59	0.59	6	3x3	0.53	0.53	9	5.5	60	60
	5x5	0.36	0.36	6	0.34	0.34	6	4x4	0.36	0.36	9	0.62	0.62	6	0.59	0.59	6	4x4	0.64	0.64	9	5.5	60	60
	5x5	0.38	0.38	6	0.34	0.34	6	48"	0.36	0.36	9	0.62	0.62	6	0.59	0.59	6	48"	0.64	0.64	9	5.5	60	60
	5x5	0.36	0.36	6	0.34	0.34	6	3x5	0.34	0.40	9	0.62	0.62	6	0.59	0.59	6	3x5	0.53	0.53	9	5.5	60	60
	5x6	0.31	0.31	9	0.34	0.45	6	3x3	0.34	0.34	9	0.47	0.45	9	0.38	0.54	8	3x3	0.61	0.50	9	5.5	60/72	60/72
	5x6	0.27	0.27	9	0.34	0.45	6	4x4	0.36	0.45	9	0.47	0.45	9	0.38	0.54	8	4x4	0.74	0.57	9	5.5	60/72	60/72
	5x6	0.29	0.29	9	0.34	0.45	6	48"	0.36	0.45	9	0.47	0.45	9	0.38	0.54	8	48"	0.74	0.57	9	5.5	60/72	60/72
	5x6	0.29	0.29	9	0.34	0.45	6	3x5	0.45	0.45	9	0.47	0.45	9	0.38	0.54	8	3x5	0.61	0.61	9	5.5	60/72	60/72
	6x6	0.29	0.29	9	0.45	0.45	6	3x3	0.41	0.41	9	0.52	0.52	9	0.54	0.54	8	3x3	0.74	0.74	9	6.5	72	72
	6x6	0.27	0.27	9	0.45	0.45	6	4x4	0.45	0.45	9	0.52	0.52	9	0.54	0.54	8	4x4	0.87	0.87	9	6.5	72	72
	6x6	0.29	0.29	9	0.45	0.45	6	48"	0.45	0.45	9	0.52	0.52	9	0.54	0.54	8	48"	0.87	0.87	9	6.5	72	72
	6x6	0.29	0.29	9	0.45	0.45	6	3x5	0.45	0.45	9	0.52	0.52	9	0.54	0.54	8	3x5	0.87	0.87	9	6.5	72	72
	8x8	0.52	0.52	9	0.51	0.51	8	3x3	0.61	0.61	12	0.91	0.91	9	0.70	0.70	10	3x3	0.85	0.85	12	8.5	96	72
	8x8	0.52	0.52	9	0.51	0.51	8	4x4	0.70	0.70	12	0.87	0.87	9	0.70	0.70	10	4x4	1.01	1.01	12	8.5	96	72
	8x8	0.52	0.52	9	0.51	0.51	8	48"	0.70	0.70	12	0.87	0.87	9	0.70	0.70	10	48"	1.01	1.01	12	8.5	96	72
	8x8	0.52	0.52	9	0.51	0.51	8	3x5	0.70	0.85	12	0.87	0.87	9	0.70	0.70	10	3x5	1.01	1.01	12	8.5	96	72

** Unless otherwise indicated.

FABRICATION NOTES:
1. Maximum spacing of reinforcement is 8".
2. At manufacturer's option, provide cast or cored holes or thin wall panels (KO) to the maximum diameter shown for each. When no penetration is required, it is acceptable to provide a wall with no sectional reduction.

GENERAL NOTES:
1. Precast Junction Box consists of base slab, base unit, risers (as required), and below grade slab. See sheet PJB for details.
2. Precast Base consists of base slab, base unit, risers (as required), reducing slab (as required), and reduced risers (as required). See sheet PB for details.
3. Min Height shown is for stock base units. Use stock base units whenever practical. Smaller height base units can be used in special installation circumstances, when noted elsewhere in the plans. Absolute minimum height of base units is 2'-6".

HL93 LOADING

Texas Department of Transportation | Bridge Division Standard

DESIGN DATA FOR PRECAST BASE AND JUNCTION BOX

PDD

FILE: CD-PDD-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.

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REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

STORM DRAIN DETAILS 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
CC503

SHEET NUMBER 41

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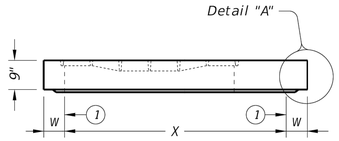
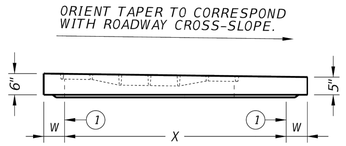
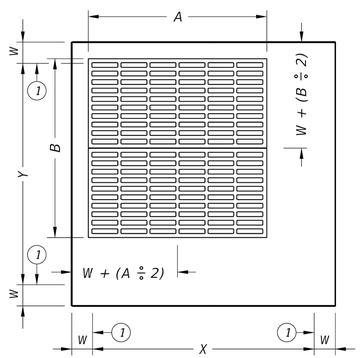


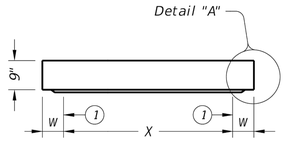
STYLE 'FG'



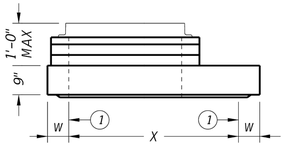
STYLE 'SFG'
ELEVATION VIEW



PLAN VIEW
CAST-IN FRAME & GRATE
STYLES 'FG' & 'SFG'



ELEVATION VIEW



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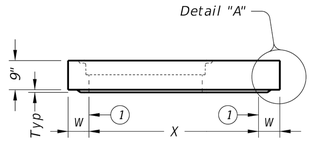

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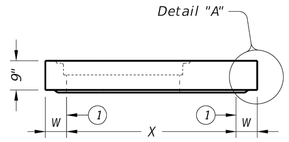

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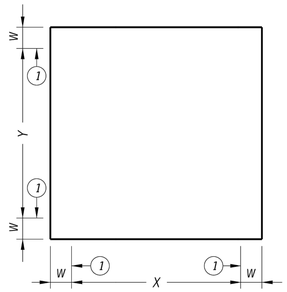
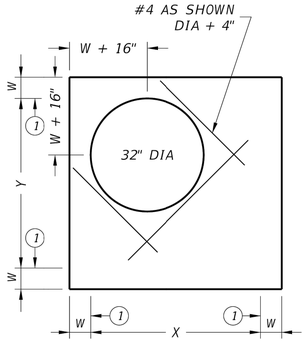
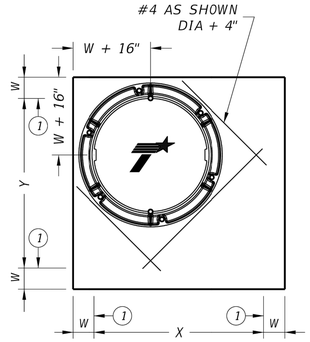


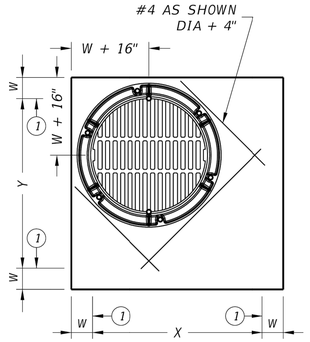
PLAN VIEW
NO OPENINGS
STYLE 'SL'



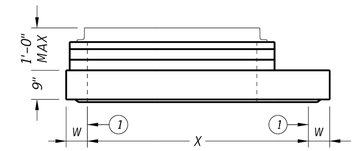
PLAN VIEW
SHIP LOOSE RING & COVER
STYLE 'RH'



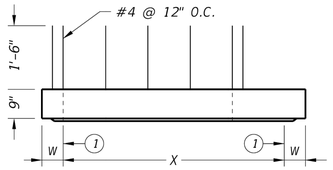
PLAN VIEW
32" DIA CAST-IN RING & COVER
STYLE 'RC'



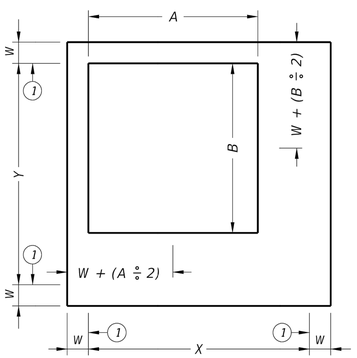
PLAN VIEW
32" DIA CAST-IN RING & GRATE
STYLE 'RG'



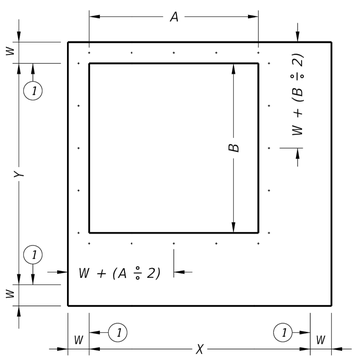
ELEVATION VIEW



ELEVATION VIEW



PLAN VIEW
SHIP LOOSE FRAME & GRATE
STYLE 'SH'



PLAN VIEW
EXPOSED REBAR
STYLE 'SI'

(1) Matches inside face of wall of precast base or riser below inlet.

HL93 LOADING

SHEET 1 OF 2

Texas Department of Transportation

Bridge Division Standard

PRECAST SLAB LID

PSL

FILE: CD-PSL-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	DIST	COUNTY		SHEET NO.

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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

STORM DRAIN
DETAILS 4

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CC504

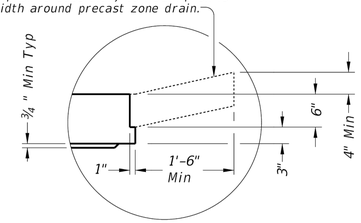
SHEET NUMBER 42

File: I:\2024\a11-2402725 - tki taxiway alpha phase II\Drawings\2402725-CC501.dwg Last Save: 1/16/2026 7:23 AM Last saved by: TJMachost
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:40 AM Plotter used: AutoCAD PDF (General Documentation).pc3

Style	Size (X x Y)	W (2)	A x B (nominal)	Short Span Reinf Steel Area	Long Span Reinf Steel Area
SL	3'x3'	6"	n/a	0.37 in²/ft	0.37 in²/ft
RH,RC,RG,SH,S1,FG	3'x3'	6"	3'x3' or 32" Dia	0.37 in²/ft	0.37 in²/ft
SFG	3'x3'	6"	3'x3'	0.32 in²/ft	0.32 in²/ft
SL	4'x4'	6"	n/a	0.34 in²/ft	0.34 in²/ft
RH,RC,RG,SH,S1,FG	4'x4'	6"	3'x3' or 32" Dia	0.41 in²/ft	0.41 in²/ft
SH,S1,FG	4'x4'	6"	4'x4'	0.41 in²/ft	0.41 in²/ft
SFG	4'x4'	6"	4'x4'	0.32 in²/ft	0.32 in²/ft
SL	3'x5'	6"	n/a	0.39 in²/ft	0.39 in²/ft
RH,RC,RG,SH,S1,FG	3'x5'	6"	3'x3' or 32" Dia	0.48 in²/ft	0.48 in²/ft
SH,S1,FG	3'x5'	6"	3'x5'	0.48 in²/ft	0.48 in²/ft
SFG	3'x5'	6"	3'x5'	0.32 in²/ft	0.32 in²/ft
SL	4'x5'	6"	n/a	0.42 in²/ft	0.42 in²/ft
RH,RC,RG,SH,S1,FG	4'x5'	6"	3'x3' or 32" Dia	0.42 in²/ft	0.42 in²/ft
SH,S1,FG	4'x5'	6"	4'x4'	0.63 in²/ft	0.63 in²/ft
SH,S1,FG	4'x5'	6"	3'x5'	0.66 in²/ft	0.66 in²/ft
SL	5'x5'	6"	n/a	0.36 in²/ft	0.36 in²/ft
RH,RC,RG,SH,S1,FG	5'x5'	6"	3'x3' or 32" Dia	0.43 in²/ft	0.43 in²/ft
SH,S1,FG	5'x5'	6"	4'x4'	0.63 in²/ft	0.63 in²/ft
SH,S1,FG	5'x5'	6"	3'x5'	0.63 in²/ft	0.63 in²/ft
SL	5'x6'	6"/8"	n/a	0.48 in²/ft	0.48 in²/ft
RH,RC,RG,SH,S1,FG	5'x6'	6"/8"	3'x3' or 32" Dia	0.48 in²/ft	0.48 in²/ft
SH,S1,FG	5'x6'	6"/8"	4'x4'	0.60 in²/ft	0.60 in²/ft
SH,S1,FG	5'x6'	6"/8"	3'x5'	0.60 in²/ft	0.60 in²/ft
SL	6'x6'	6"/8"	n/a	0.43 in²/ft	0.43 in²/ft
RH,RC,RG,SH,S1,FG	6'x6'	6"/8"	3'x3' or 32" Dia	0.56 in²/ft	0.56 in²/ft
SH,S1,FG	6'x6'	6"/8"	4'x4'	0.56 in²/ft	0.56 in²/ft
SH,S1,FG	6'x6'	6"/8"	3'x5'	0.59 in²/ft	0.59 in²/ft
SL	8'x8'	8"/10"	n/a	0.45 in²/ft	0.45 in²/ft
RH,RC,RG,SH,S1,FG	8'x8'	8"/10"	3'x3' or 32" Dia	0.45 in²/ft	0.45 in²/ft
SH,S1,FG	8'x8'	8"/10"	4'x4'	0.45 in²/ft	0.45 in²/ft
SH,S1,FG	8'x8'	8"/10"	3'x5'	0.45 in²/ft	0.45 in²/ft

(2) See sheet PDD for corresponding wall thickness (W) of base unit or riser.

Construct cast-in-place reinforced concrete apron, when shown elsewhere in plans. Use Class "A" concrete. Apron is subsidiary to PSL. Apron is 1'-6" Min width around precast zone drain.



DETAIL "A"

(Reinforcing not shown for clarity)

When an apron is to be cast around PSL, use detail above to create an apron ledge on all 4 sides.

FABRICATION NOTES:

1. Locate penetration (Style 'RH'), ring and cover (Style 'RC'), ring and grate (Style 'RG'), and frame and grate (Style 'FG') in a corner. Only one penetration is allowed per slab lid.
2. Provide Class "H" concrete in accordance with Item 421 and having a minimum compressive strength of 5,000 psi.
3. Provide Grade 60 reinforcing steel or equivalent area of WWR.
4. Provide clear cover of ¾" to reinforcing from lower outside shoulder of slab for structural reinforcement, and 2" from top of slab for shrinkage and temperature reinforcement. Place short span reinforcing closest to surface.
5. Slabs with a thickness of 8" or greater require shrinkage and temperature reinforcing. Provide steel area = 0.11 in²/ft each way.
6. No substitution is allowed for diagonal #4 bars around openings.
7. Design tongue and groove joints for full closure on both shoulders. Minimum spigot depth is ¾".
8. Provide lifting devices in conformance with Manufacturer's recommendations.

INSTALLATION NOTES:

1. Precast slab lids are intended for direct traffic and may be placed in roadway.
2. Seal tongue and groove joints with preformed or bulk mastic in conformance with Manufacturer's recommendations. Tongue and groove joints may be grouted no more than 1" between each section, or ½ the joint depth, whichever is greater.
3. Do not grout rubber gasket joints without Manufacturer's recommendation.
4. Initial installation of grade adjustment rings for Styles 'RH' and 'SH' is limited to 1'-0" Max as shown.
5. Grade adjustment rings for Styles 'RH' and 'SH' may be increased to 2'-0" Max when future construction affects final grade of structure. Make adjustments greater than 2'-0" with additional risers. Adjustments can be made up to Max depth shown on sheet PDD. Structure must be evaluated if Max depth will be exceeded.
6. Orient long dimension of grate slots perpendicular to traffic, unless noted otherwise on plans

GENERAL NOTES:

1. Designed according to ASTM C913.
2. Payment for lid is per Item 465, "Junction Boxes, Manholes, and Inlets" by type, style, size, and opening size (when applicable).

Cover dimensions are clear dimensions, unless noted otherwise.

HL93 LOADING

Texas Department of Transportation

Bridge Division Standard

PRECAST SLAB LID

PSL

FILE: CD-PSL-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.

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DATE:
FILE:

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Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:40 AM Plotter used: AutoCAD PDF (General Documentation).pc3

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REGISTRATION NO. F-5713

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AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

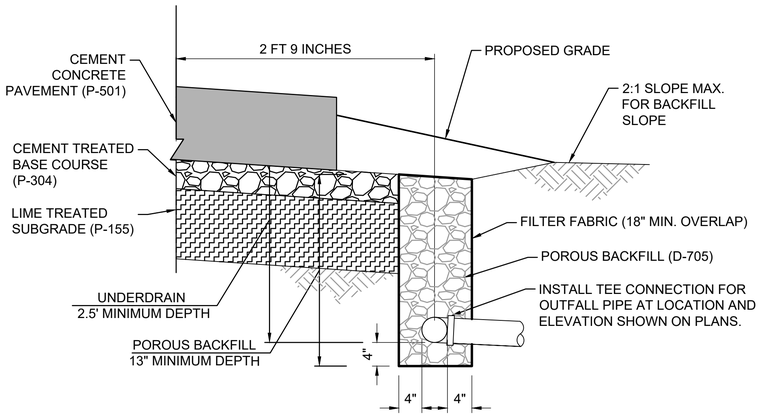
STORM DRAIN DETAILS 5

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

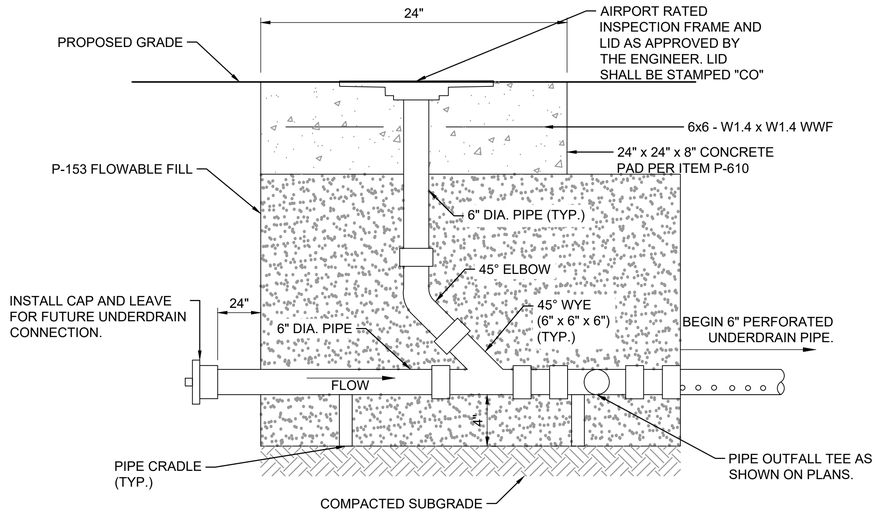
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
CC505

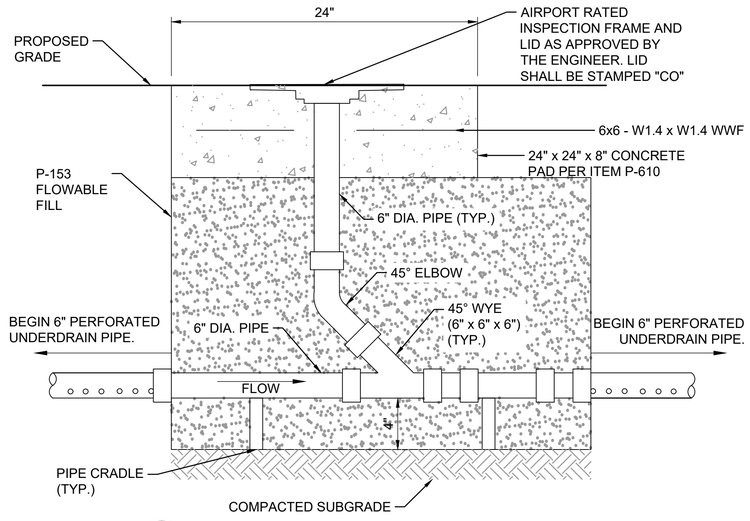
SHEET NUMBER 43



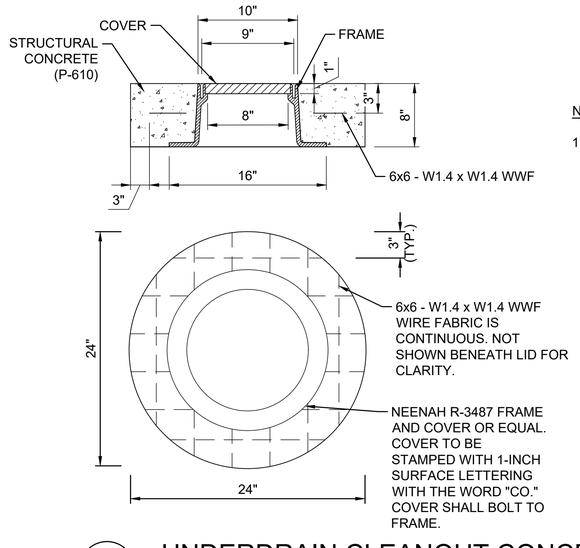
1 CC506 **UNDERDRAIN DETAIL**
SCALE: NONE



2 CC506 **UNDERDRAIN END CLEANOUT**
SCALE: NONE



3 CC506 **UNDERDRAIN CLEANOUT**
SCALE: NONE



4 CC506 **UNDERDRAIN CLEANOUT CONCRETE PAD**
SCALE: NONE

NOTES:

1. CONTRACTOR HAS THE OPTION TO INSTALL A SQUARE CONCRETE UNDERDRAIN CLEANOUT CASTING PAD IN LIEU OF THE CIRCLE PAD SHOWN. THE CONTRACTOR SHALL SUBMIT A PROPOSED DETAIL FOR A SQUARE PAD FOR REVIEW AND APPROVAL BY ENGINEER. MINIMUM PAD WIDTH SHALL BE 24".

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STATE OF TEXAS
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144474
LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

TKI
McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

UNDERDRAIN DETAILS

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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DRAWING NUMBER
CC506

SHEET NUMBER **44**

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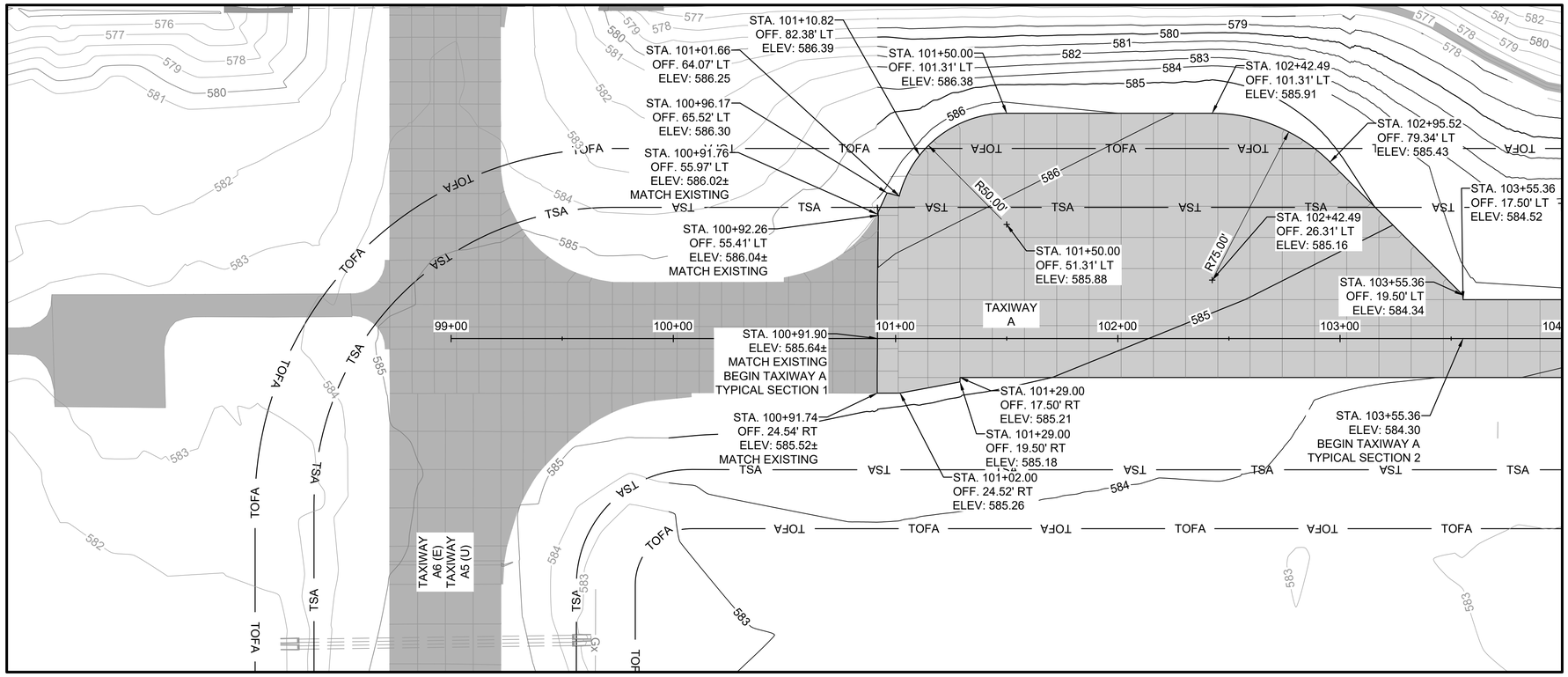


MATCHLINE STA 104+00 SHEET CP102

N

0 15' 30' 60' 90'

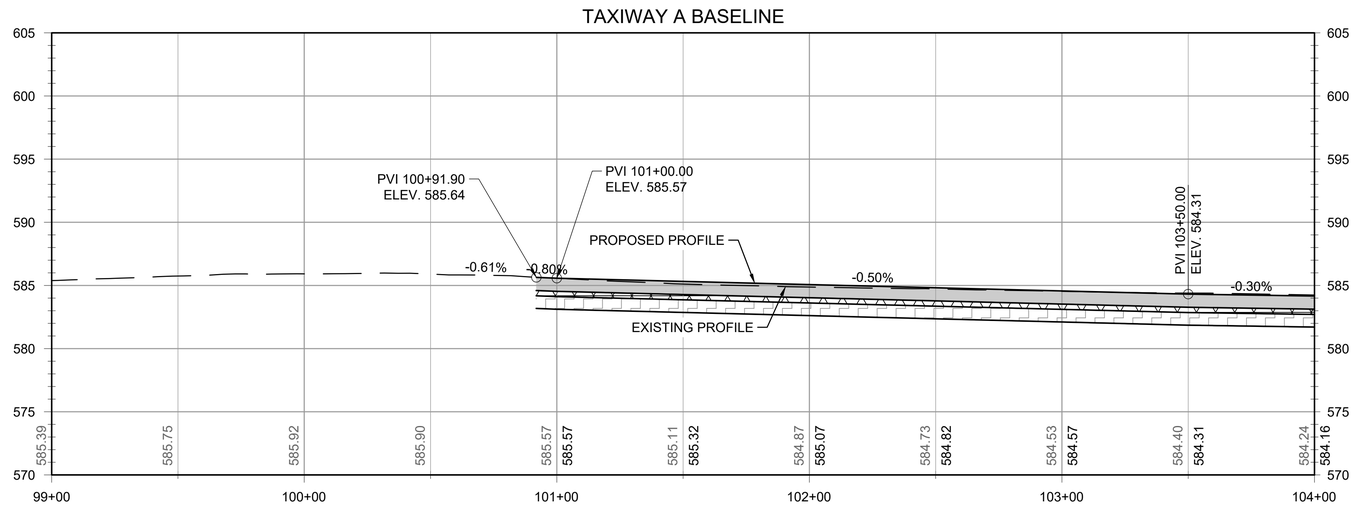
(IN FEET)

LEGEND

- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- ### — EXISTING CONTOURS
- ### — PROPOSED CONTOURS
- EXISTING DRAINAGE PIPE
- PROPOSED DRAINAGE PIPE

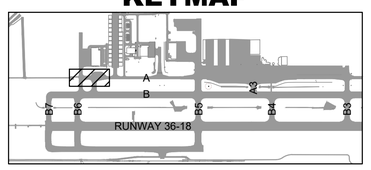
NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEETS CP301 - CP303 FOR TYPICAL SECTIONS.
3. SEE SHEETS CJ101 - CJ502 FOR JOINTING PLANS.
4. CONTRACTOR SHALL SAWCUT A CLEAN VERTICAL EDGE AT ALL PAVEMENT TIE-INS.
5. ALL SAWCUTS WITHIN 2' OF THE PROPOSED PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE PAVEMENT EDGE UNLESS OTHERWISE APPROVED BY THE ENGINEER.



Texas 811

KEYMAP



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TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY A PLAN AND PROFILE 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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DRAWING NUMBER
CP101

SHEET NUMBER **45**

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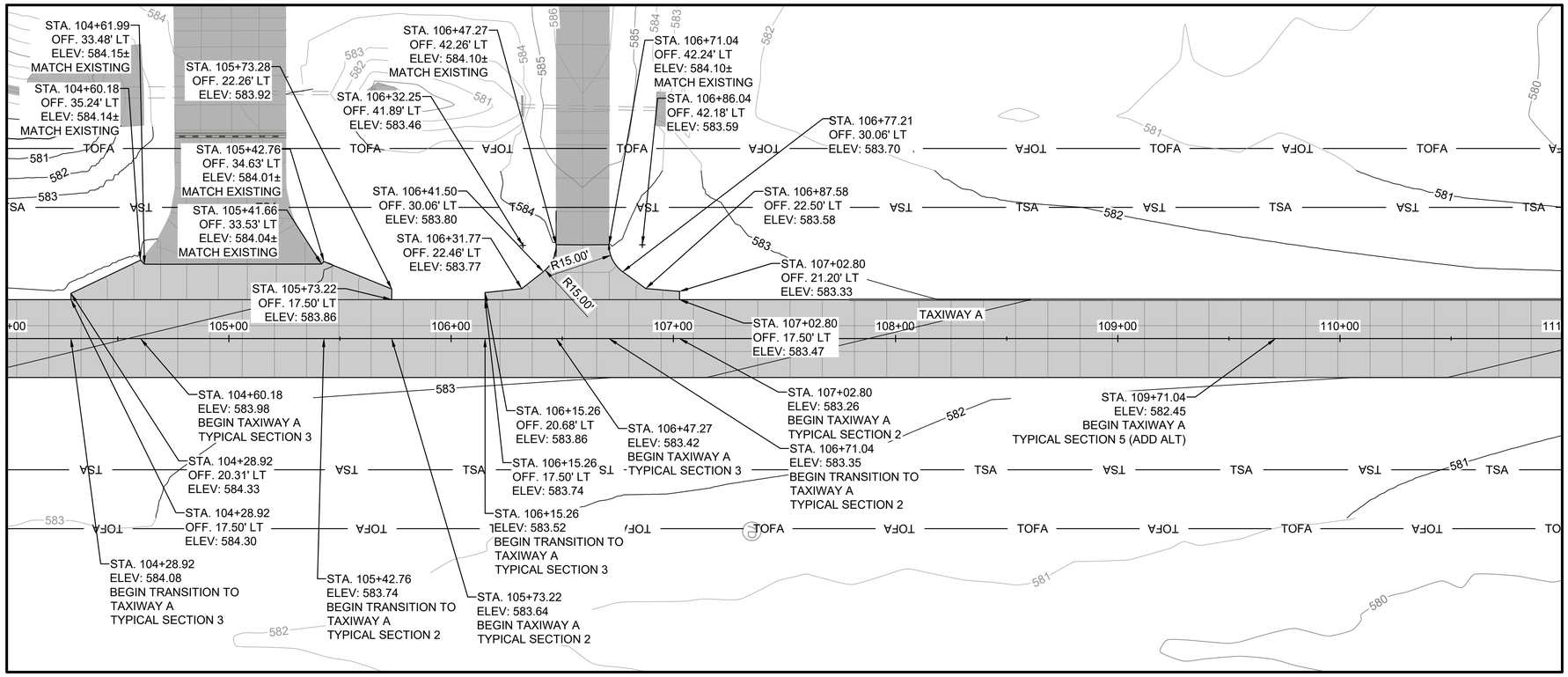
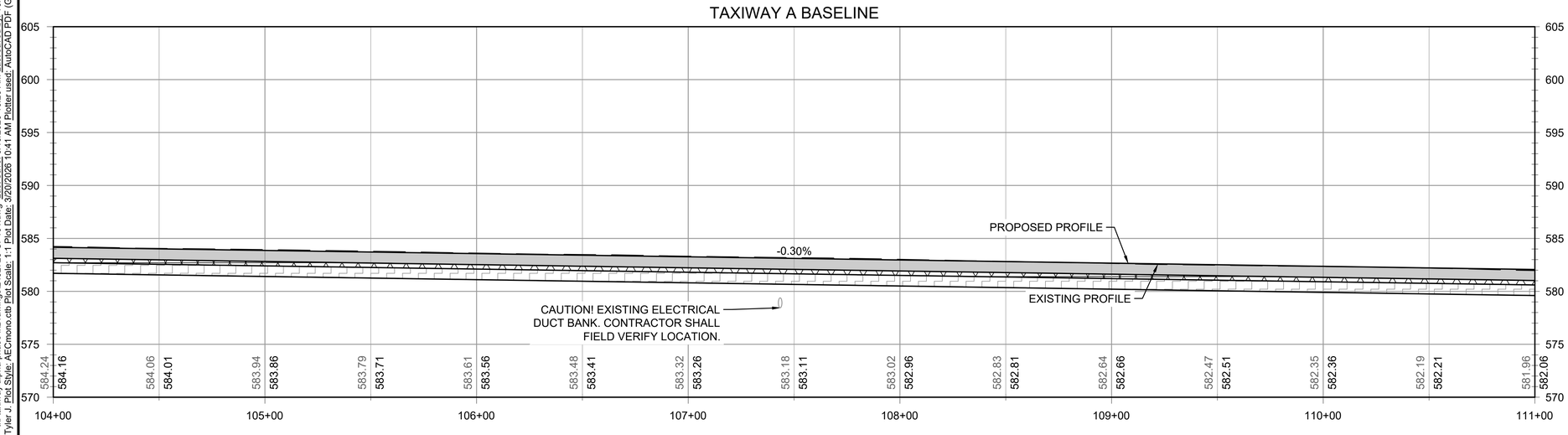
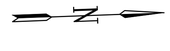
MATCHLINE STA 104+00 SHEET CP101

MATCHLINE STA 111+00 SHEET CP103







0 15' 30' 60' 90'

(IN FEET)

LEGEND

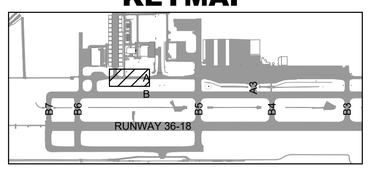
- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- ### — EXISTING CONTOURS
- ### — PROPOSED CONTOURS
- EXISTING DRAINAGE PIPE
- PROPOSED DRAINAGE PIPE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEETS CP301 - CP303 FOR TYPICAL SECTIONS.
3. SEE SHEETS CJ101 - CJ502 FOR JOINTING PLANS.
4. CONTRACTOR SHALL SAWCUT A CLEAN VERTICAL EDGE AT ALL PAVEMENT TIE-INS.
5. ALL SAWCUTS WITHIN 2' OF THE PROPOSED PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE PAVEMENT EDGE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

Texas 811

KEYMAP



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REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY A PLAN AND PROFILE 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
CP102

SHEET NUMBER **46**

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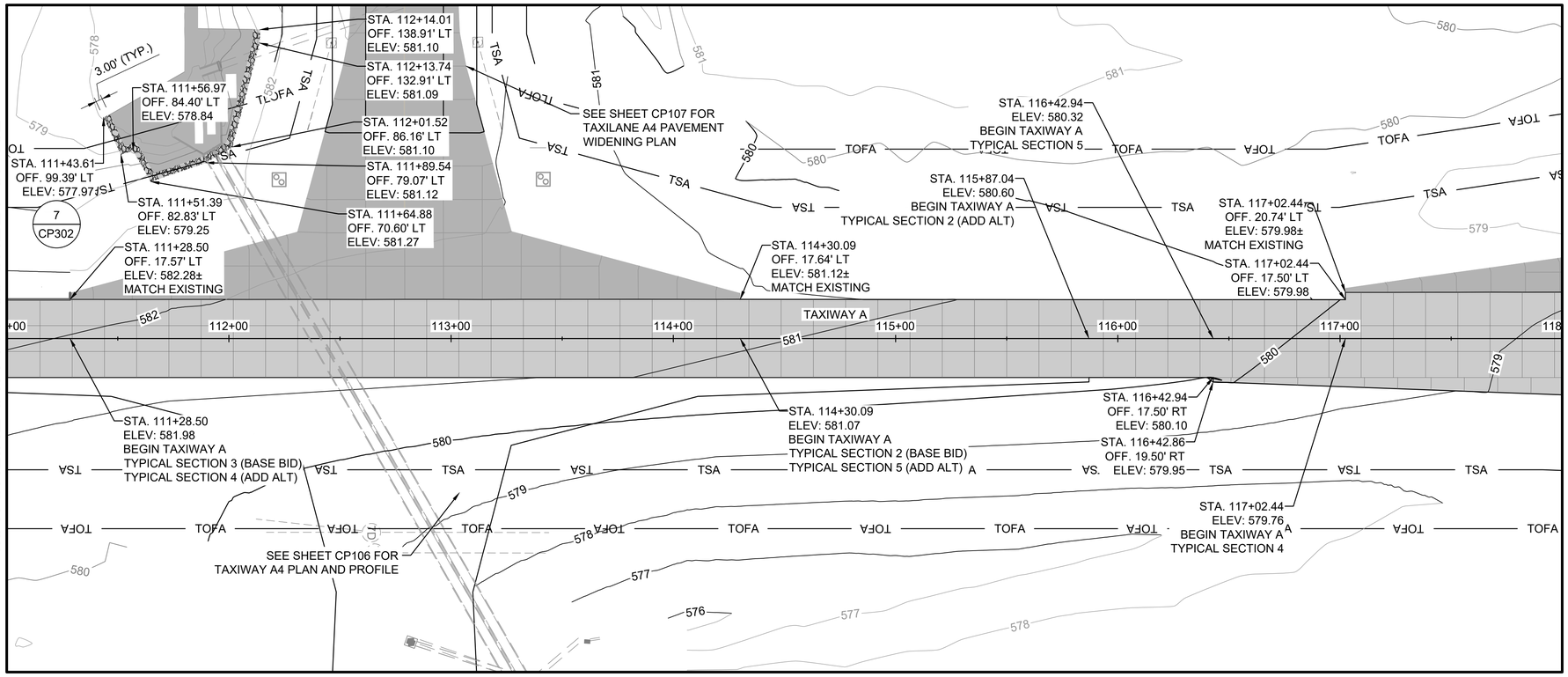
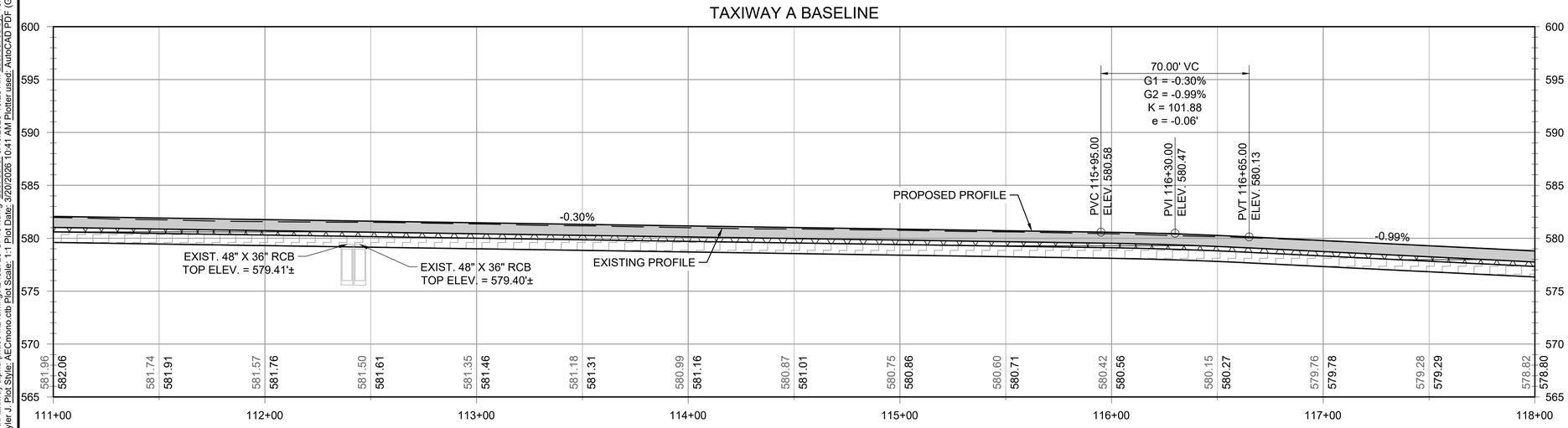
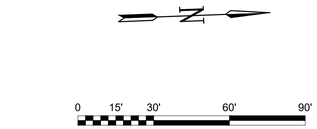






LEGEND

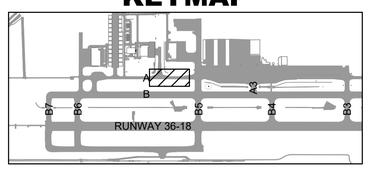
- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- ### — EXISTING CONTOURS
- ### — PROPOSED CONTOURS
- EXISTING DRAINAGE PIPE
- PROPOSED DRAINAGE PIPE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEETS CP301 - CP303 FOR TYPICAL SECTIONS.
3. SEE SHEETS CJ101 - CJ502 FOR JOINTING PLANS.
4. CONTRACTOR SHALL SAWCUT A CLEAN VERTICAL EDGE AT ALL PAVEMENT TIE-INS.
5. ALL SAWCUTS WITHIN 2' OF THE PROPOSED PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE PAVEMENT EDGE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

Texas 811

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY A PLAN AND PROFILE 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CP103

SHEET NUMBER **47**

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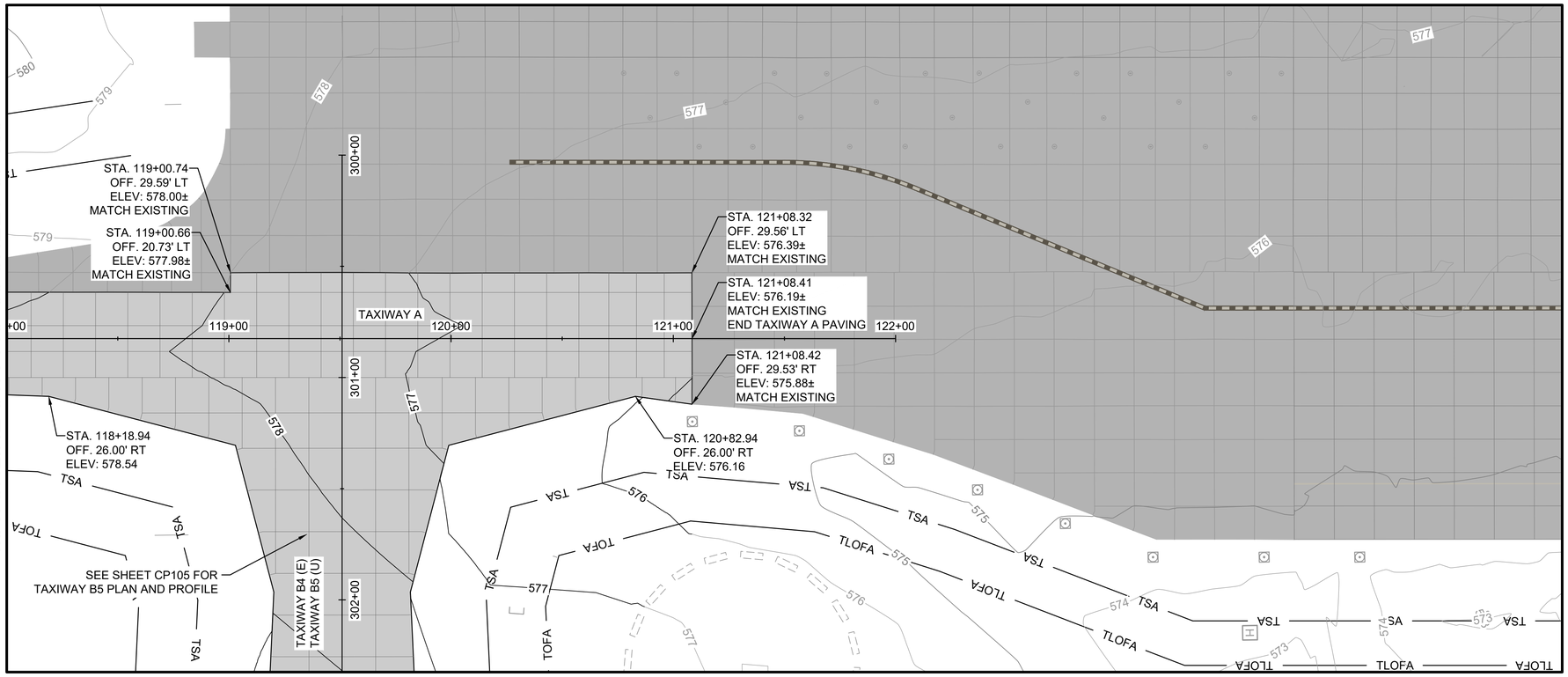
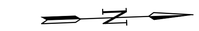
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:41 AM Plotter used: AutoCAD PDF (General Documentation).pc3

MATCHLINE STA 118+00 SHEET CP103





0 15' 30' 60' 90'

(IN FEET)

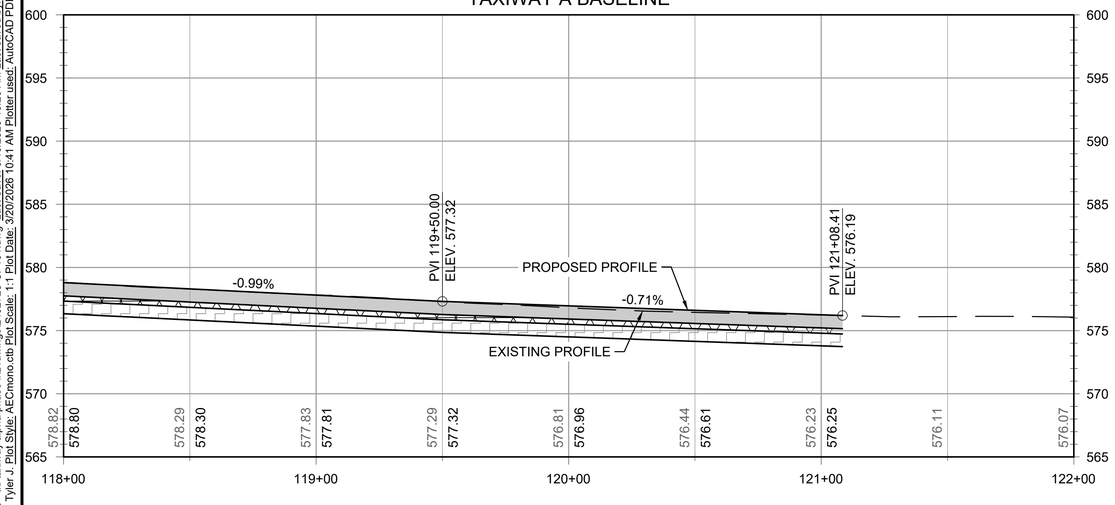
LEGEND

- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- ### — EXISTING CONTOURS
- ### — PROPOSED CONTOURS
- EXISTING DRAINAGE PIPE
- PROPOSED DRAINAGE PIPE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEETS CP301 - CP303 FOR TYPICAL SECTIONS.
3. SEE SHEETS CJ101 - CJ502 FOR JOINTING PLANS.
4. CONTRACTOR SHALL SAWCUT A CLEAN VERTICAL EDGE AT ALL PAVEMENT TIE-INS.
5. ALL SAWCUTS WITHIN 2' OF THE PROPOSED PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE PAVEMENT EDGE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

TAXIWAY A BASELINE



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LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

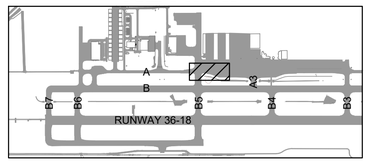
McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY A PLAN AND PROFILE 4

Texas 811

KEYMAP



JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CP104

SHEET NUMBER **48**

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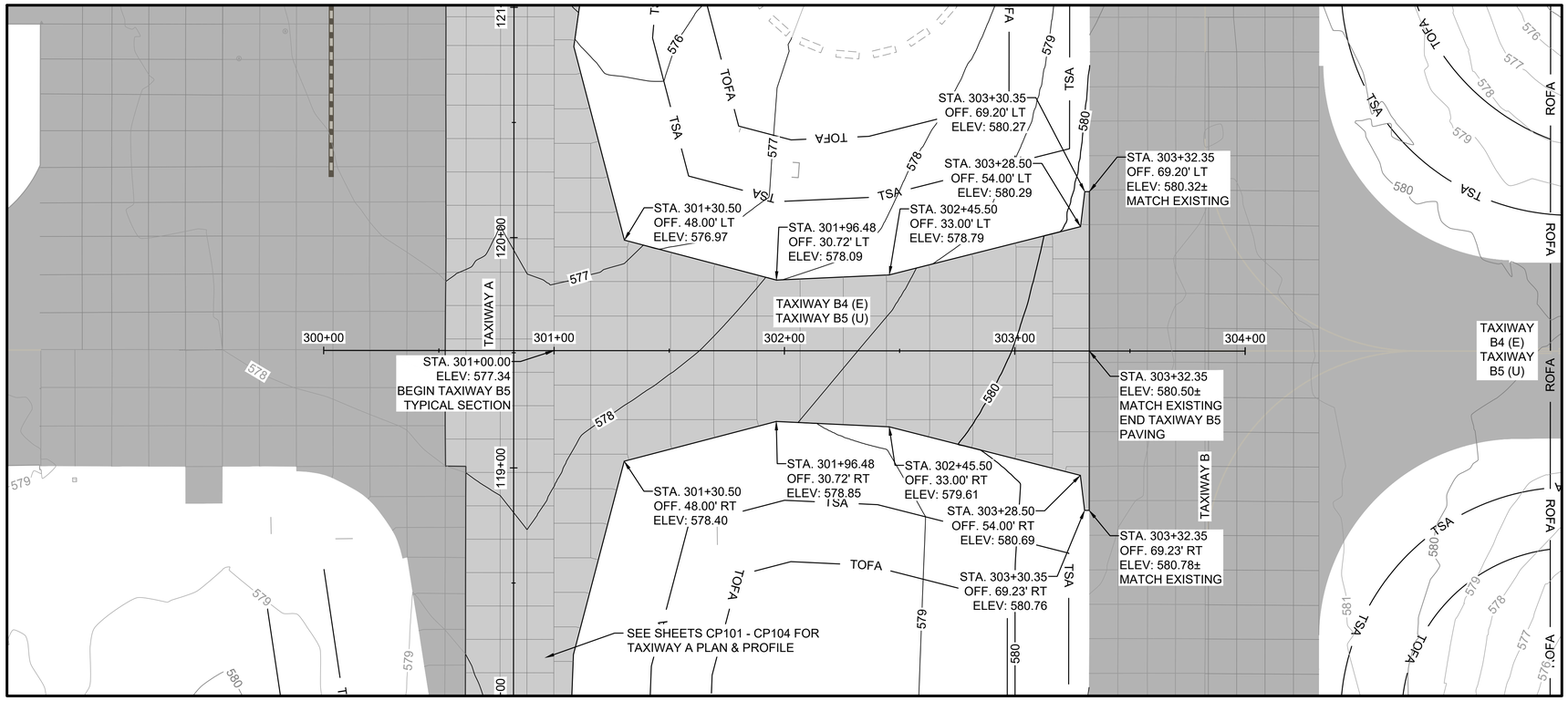
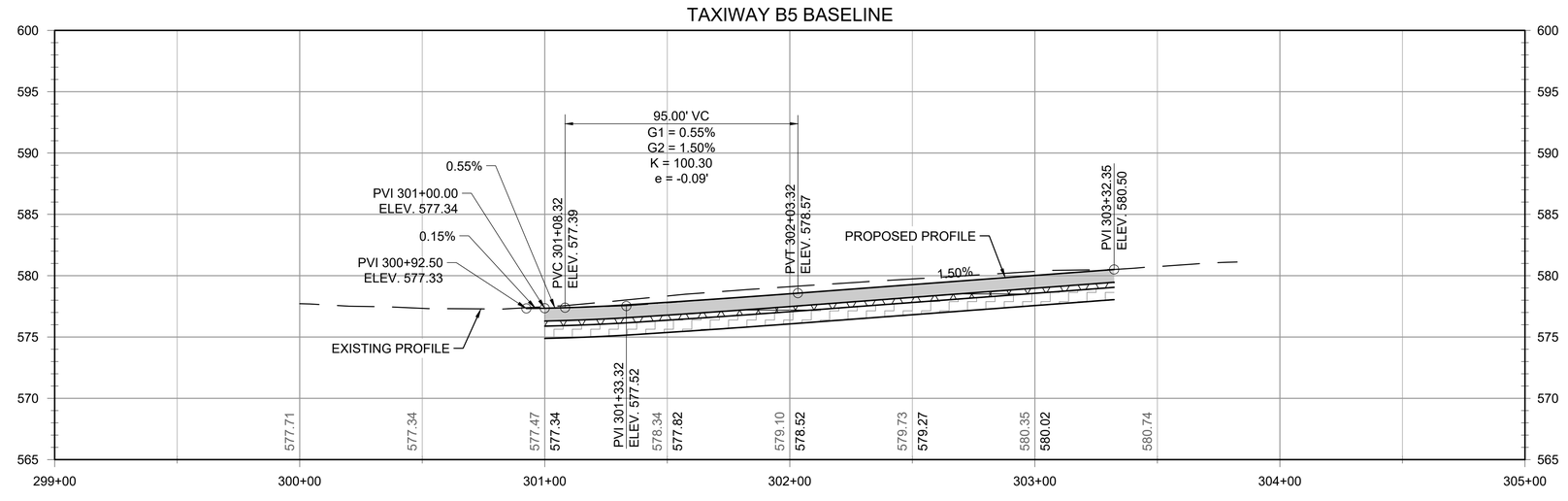
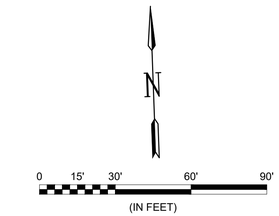
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:41 AM Plotter used: AutoCAD PDF (General Documentation).pc3







LEGEND

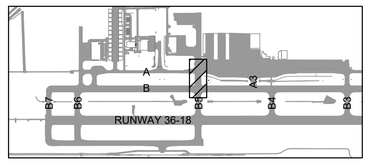
- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- ### — EXISTING CONTOURS
- ### — PROPOSED CONTOURS
- EXISTING DRAINAGE PIPE
- PROPOSED DRAINAGE PIPE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEETS CP301 - CP303 FOR TYPICAL SECTIONS.
3. SEE SHEETS CJ101 - CJ502 FOR JOINTING PLANS.
4. CONTRACTOR SHALL SAWCUT A CLEAN VERTICAL EDGE AT ALL PAVEMENT TIE-INS.
5. ALL SAWCUTS WITHIN 2' OF THE PROPOSED PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE PAVEMENT EDGE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

Texas 811

KEYMAP



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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY B5 PLAN AND PROFILE

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CP105

SHEET NUMBER **49**

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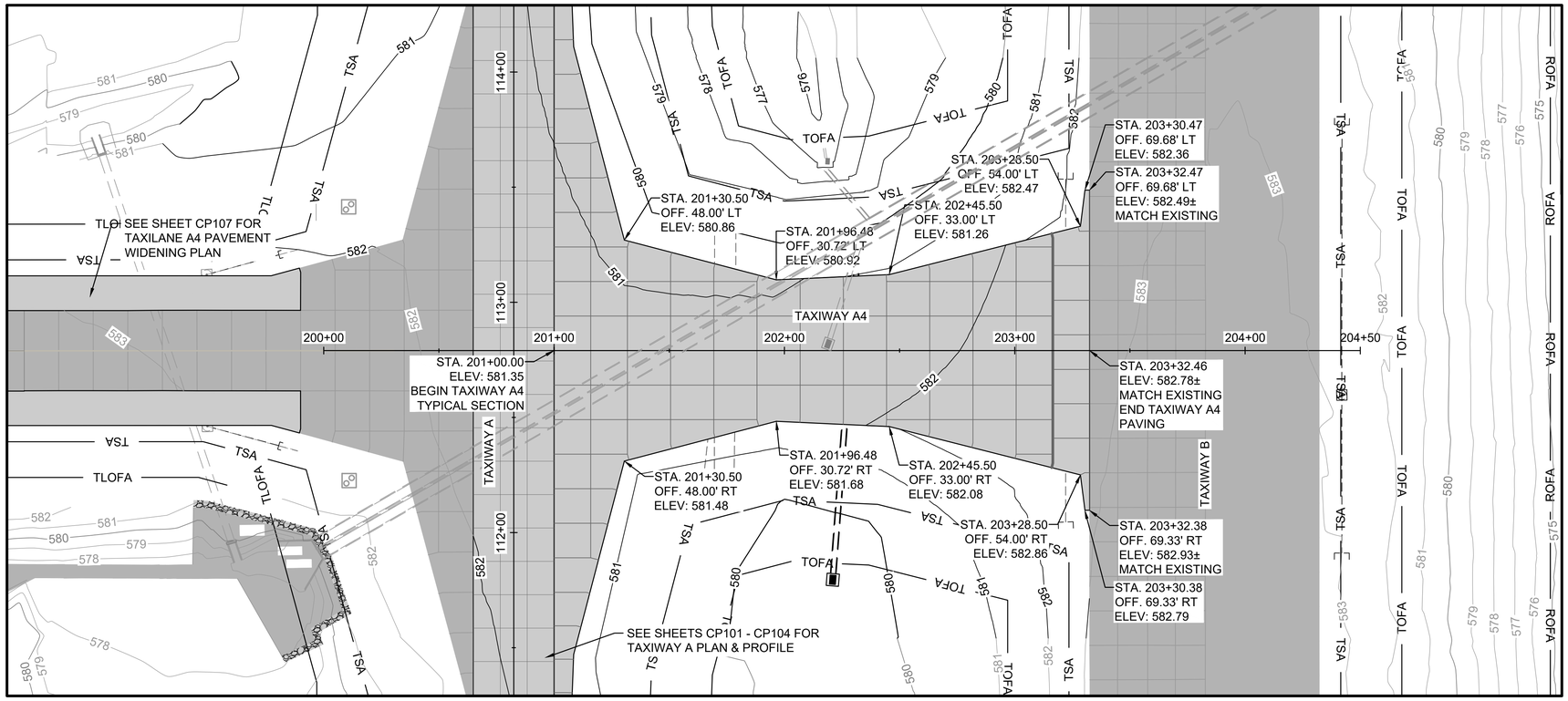
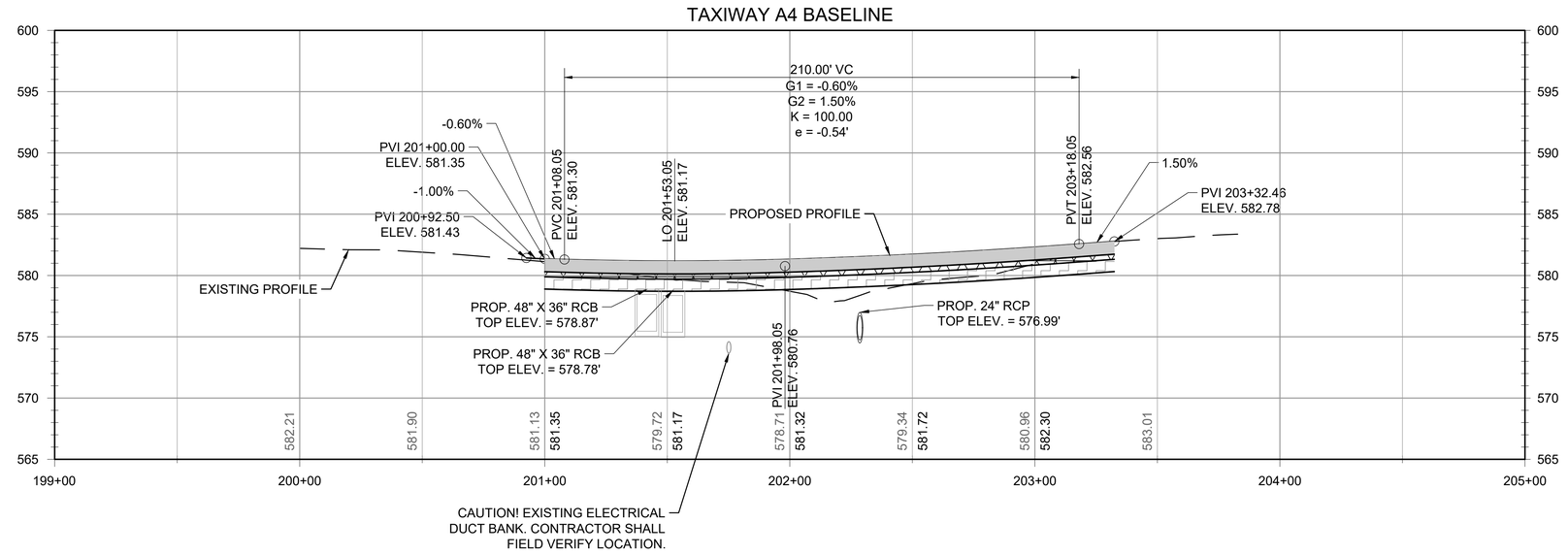
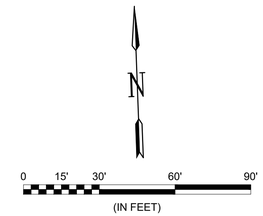






LEGEND

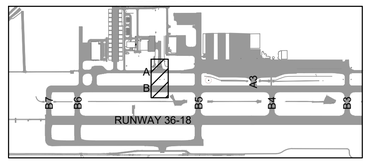
- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- ### — EXISTING CONTOURS
- ### — PROPOSED CONTOURS
- EXISTING DRAINAGE PIPE
- PROPOSED DRAINAGE PIPE

NOTES:

1. PROFILE VERTICAL EXAGGERATION = 5.
2. SEE SHEETS CP301 - CP303 FOR TYPICAL SECTIONS.
3. SEE SHEETS CJ101 - CJ502 FOR JOINTING PLANS.
4. CONTRACTOR SHALL SAWCUT A CLEAN VERTICAL EDGE AT ALL PAVEMENT TIE-INS.
5. ALL SAWCUTS WITHIN 2' OF THE PROPOSED PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE PAVEMENT EDGE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

Texas 811

KEYMAP



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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY A4 PLAN AND PROFILE

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CP106

SHEET NUMBER **50**

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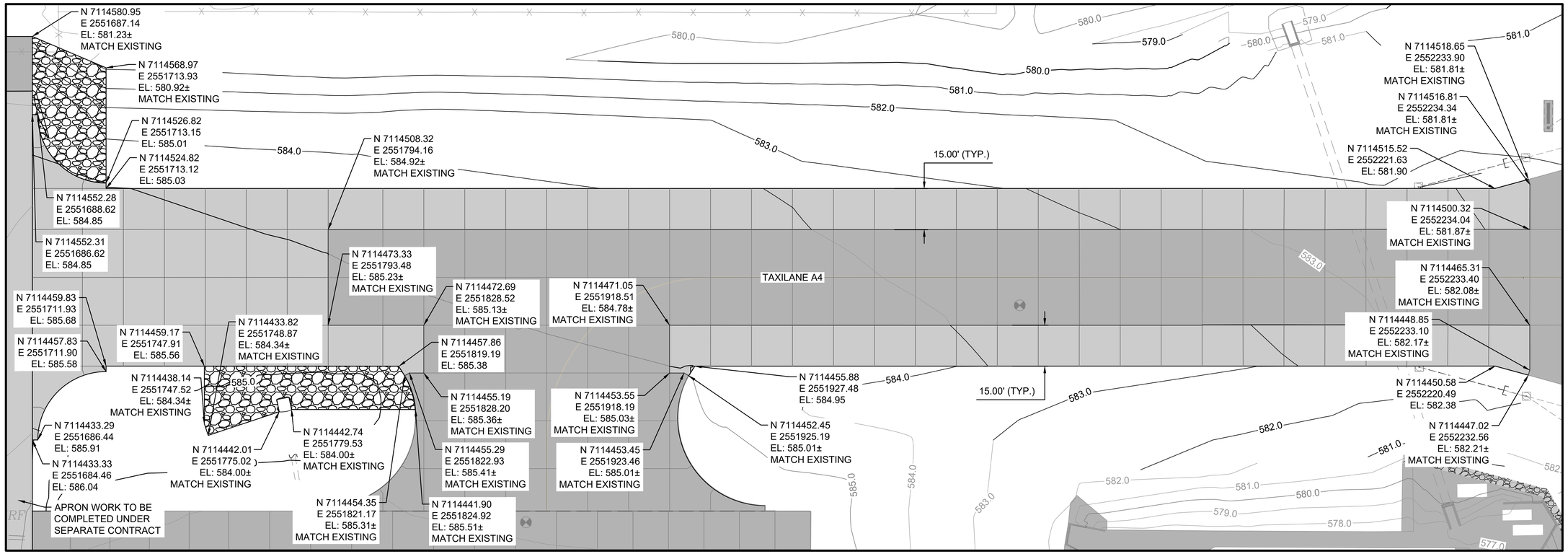
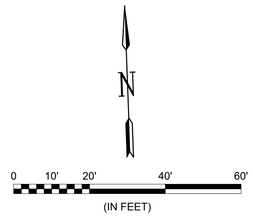
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:42 AM Plotter used: AutoCAD PDF (General Documentation).pc3



NOTES:

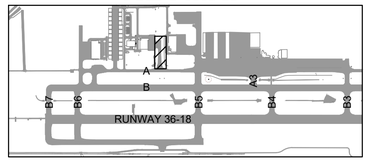
1. SEE SHEETS CP301 - CP303 FOR TYPICAL SECTIONS.
2. SEE SHEETS CJ101 - CJ502 FOR JOINTING PLANS.
3. CONTRACTOR SHALL SAWCUT A CLEAN VERTICAL EDGE AT ALL PAVEMENT TIE-INS.
4. ALL SAWCUTS WITHIN 2' OF THE PROPOSED PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE PAVEMENT EDGE UNLESS OTHERWISE APPROVED BY THE ENGINEER.



LEGEND

- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED RIPRAP (7 / CP302)
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- ### — EXISTING CONTOURS
- ### — PROPOSED CONTOURS
- EXISTING DRAINAGE PIPE
- PROPOSED DRAINAGE PIPE

KEYMAP



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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

TAXILANE A4
PAVEMENT WIDENING
PLAN

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CP107

SHEET NUMBER **51**

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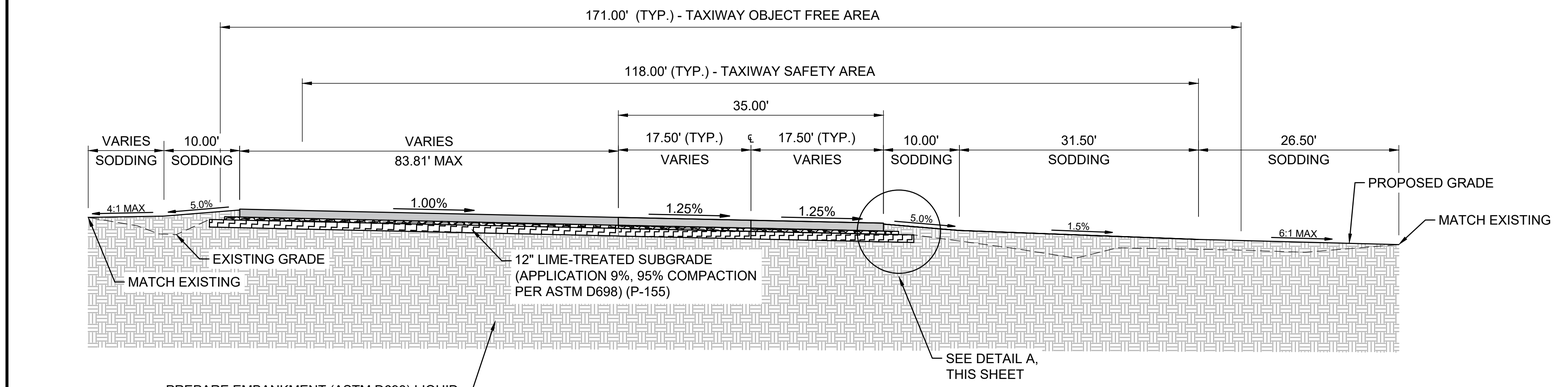
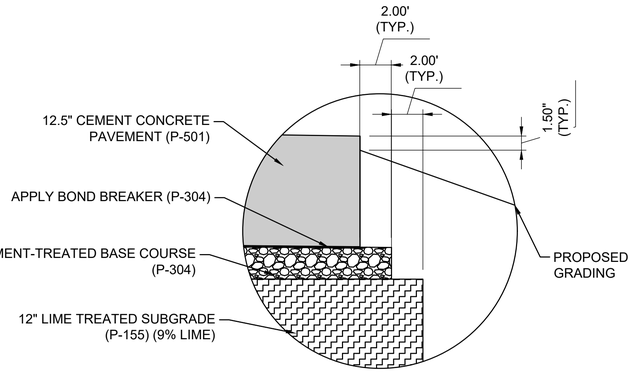


1
CP301

TAXIWAY A TYPICAL SECTION 1

SCALE: NONE

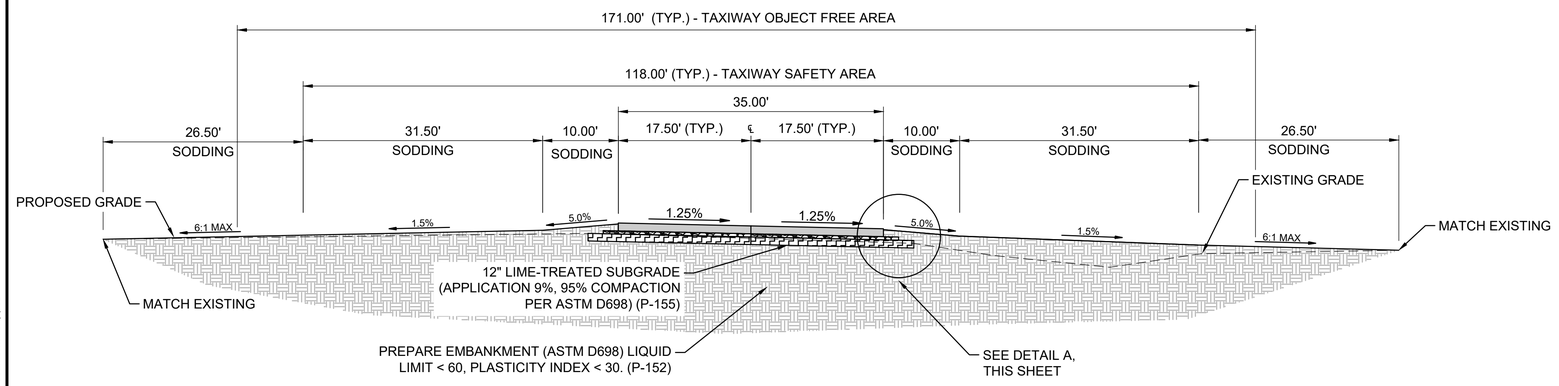
STA 100+91.74 TO STA 103+55.36



A
CP301

TAXIWAY PAVEMENT SECTION DETAIL

SCALE: NONE



2
CP301

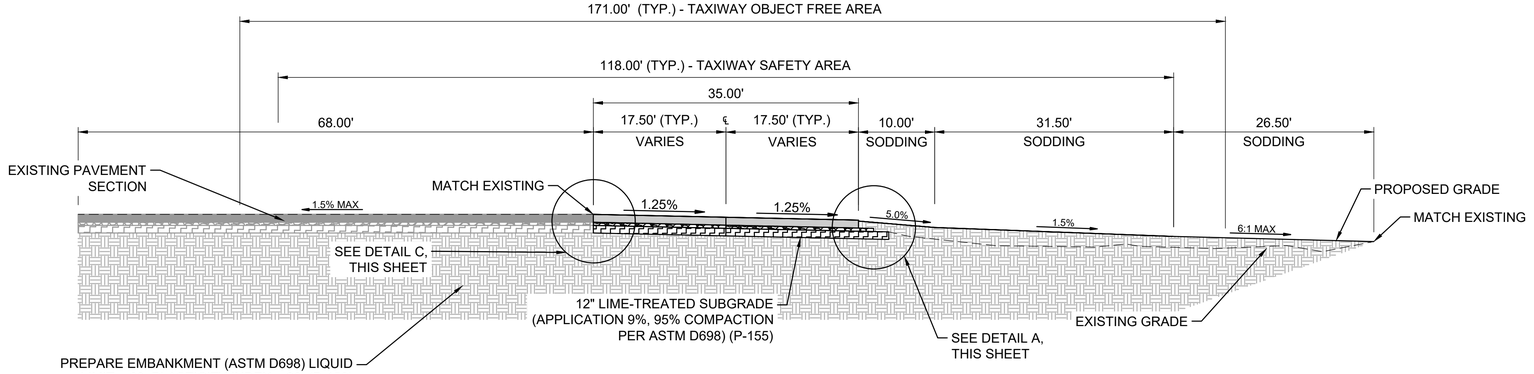
TAXIWAY A TYPICAL SECTION 2

SCALE: NONE

STA 103+55.36 TO STA 104+28.92
STA 105+73.22 TO STA 106+15.26
STA 107+02.80 TO STA 109+71.04
STA 114+30.09 TO STA 116+42.94
STA 115+87.04 TO STA 116+42.94 (ADD ALT)

EARTHWORK SUMMARY PLAN QUANTITIES

UNCLASSIFIED EXCAVATION	*EMBANKMENT IN PLACE*
BID SCHEDULE 1	
1,890 C.Y.	3,770 C.Y.
BID SCHEDULE 2	
320 C.Y.	1,135 C.Y.
BID SCHEDULE 3	
840 C.Y.	375 C.Y.

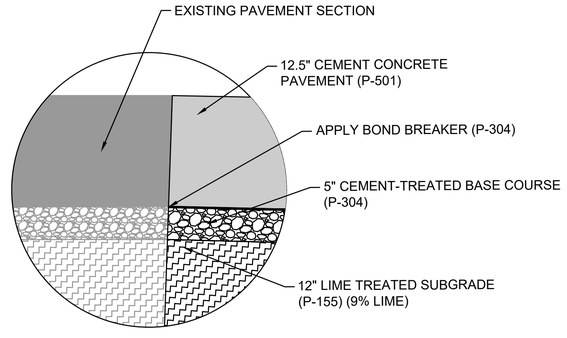


3
CP301

TAXIWAY A TYPICAL SECTION 3

SCALE: NONE

STA 104+60.18 TO STA 105+42.76
STA 106+47.27 TO STA 106+71.04
STA 111+28.50 TO STA 114+30.09



B
CP301

TAXIWAY PAVEMENT SECTION DETAIL

SCALE: NONE

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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV	DATE	DESCRIPTION	BY

TKI
McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TYPICAL SECTIONS 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CP301

SHEET NUMBER **52**

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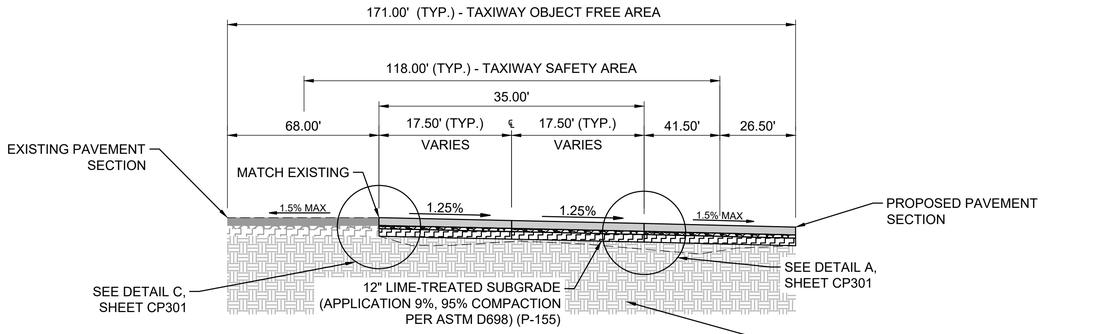
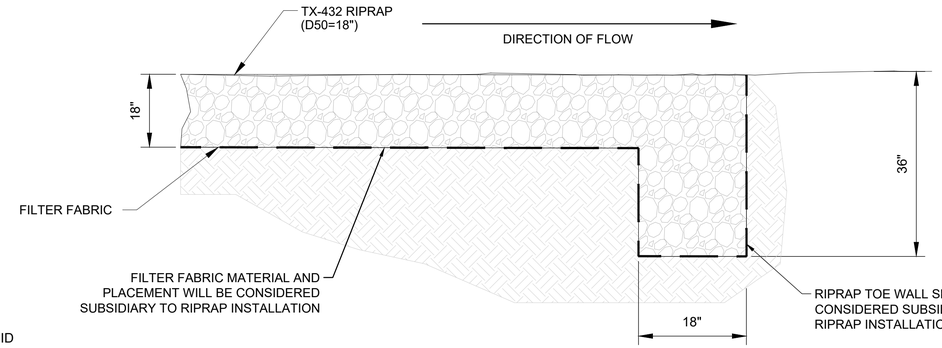


4 CP302

TAXIWAY A TYPICAL SECTION 4

SCALE: NONE

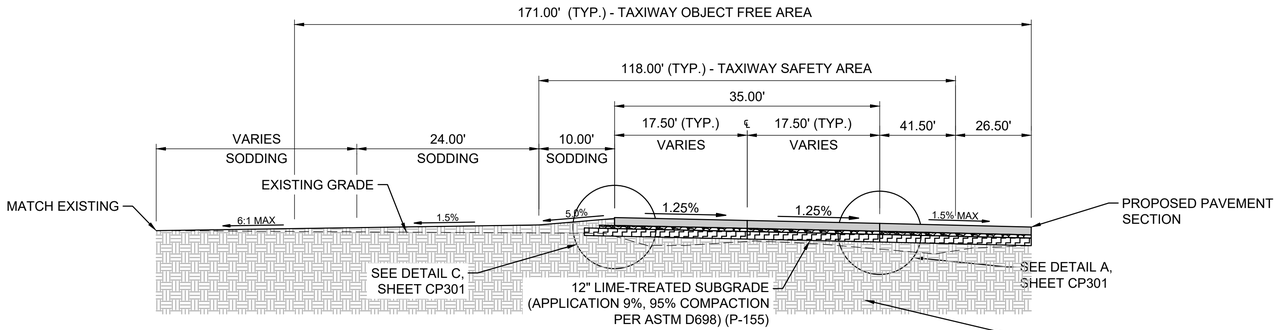
STA 111+28.50 TO STA 114+30.09 (ADD ALT)
STA 117+02.44 TO STA 121+08.42



7 CP302

TYPICAL RIPRAP INSTALLATION DETAILS

SCALE: NONE

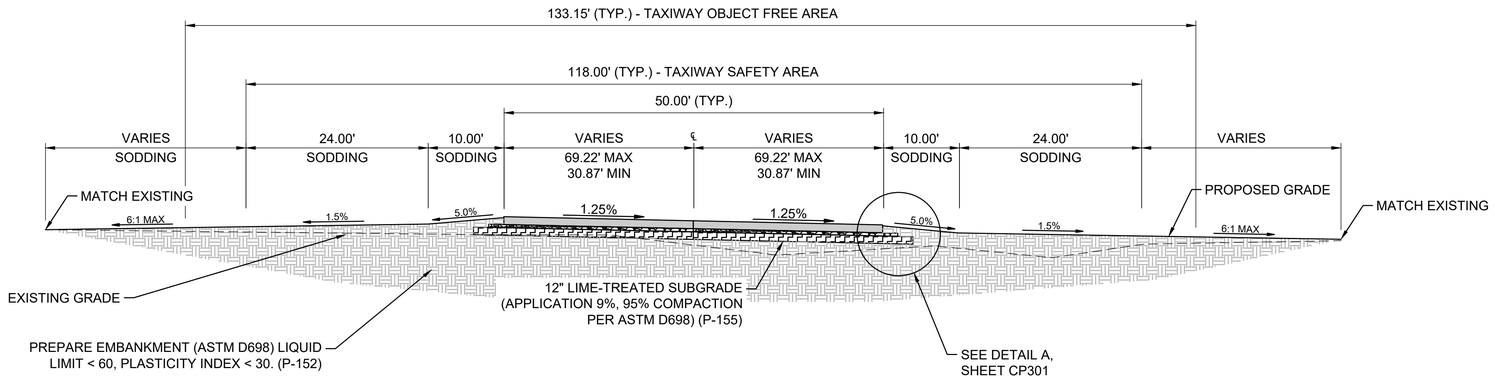


5 CP302

TAXIWAY A TYPICAL SECTION 5

SCALE: NONE

STA 109+71.04 TO STA 111+28.50
STA 114+30.09 TO STA 115+87.04
STA 116+42.94 TO STA 117+02.44



6 CP302

TAXIWAY B5 TYPICAL SECTION

SCALE: NONE

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

TYPICAL SECTIONS 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CP302

SHEET NUMBER **53**

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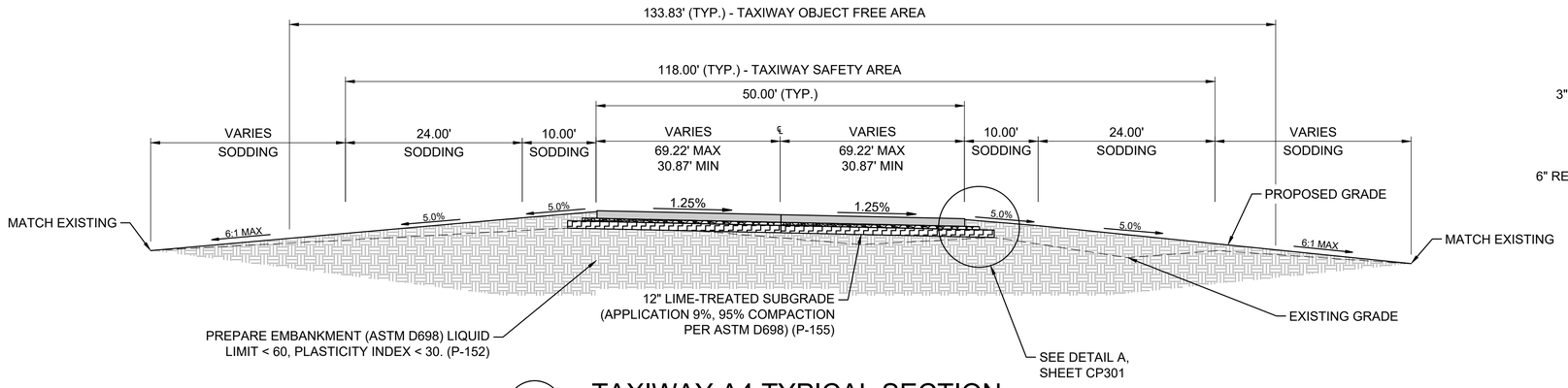
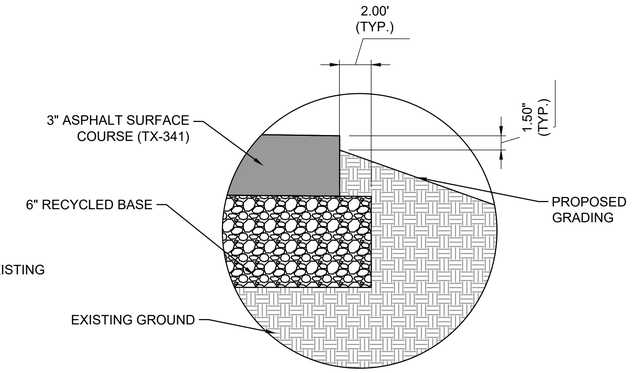
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:43 AM Plotter used: AutoCAD PDF (General Documentation).pc3



8 / CP303 — TAXIWAY A4 TYPICAL SECTION

SCALE: NONE

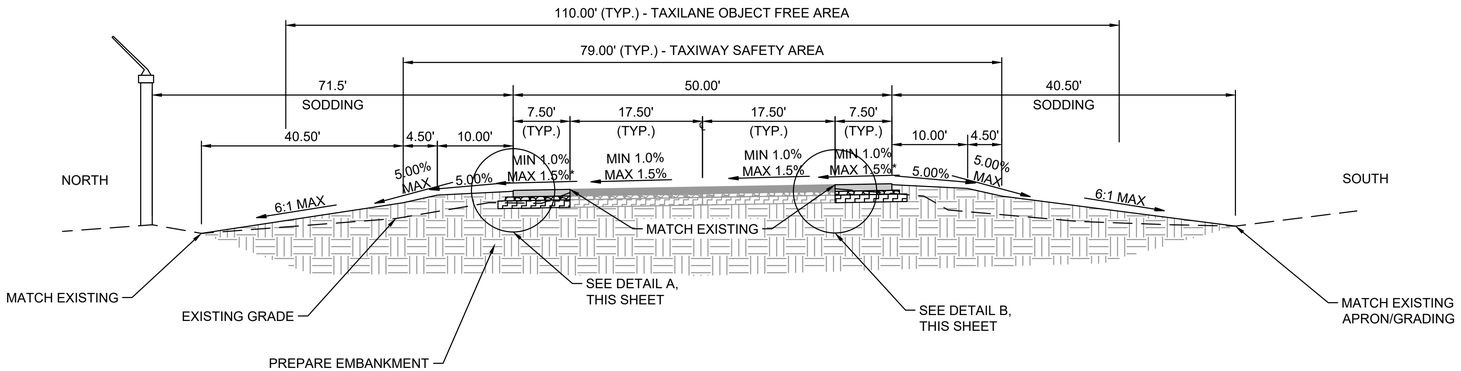


11 / CP303 — TEMPORARY TAXILANE SECTION DETAIL

SCALE: NONE

NOTES:

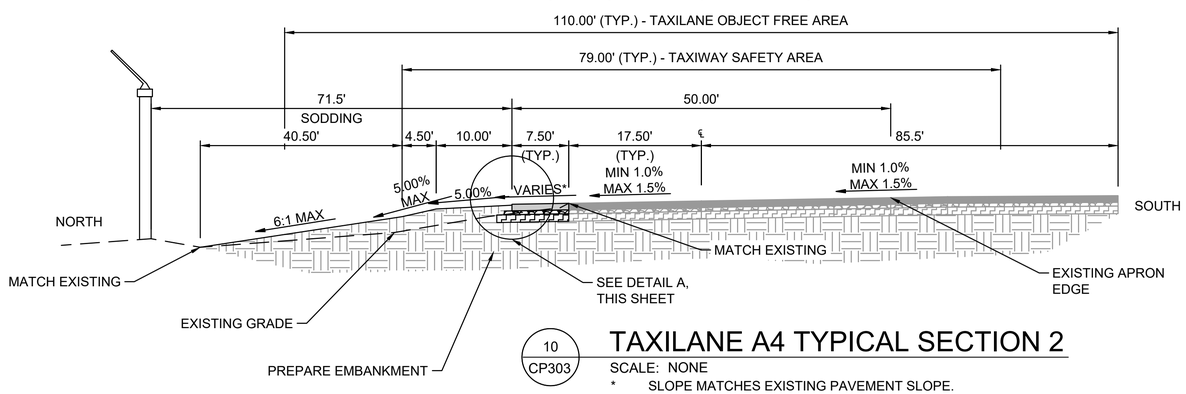
1. WORK ASSOCIATED WITH THE TEMPORARY TAXILANE CONSTRUCTION SHALL BE PAID UNDER ITEM SS-120-3.2.
2. EXCAVATION AND REMOVAL OF PAVEMENT ASSOCIATED WITH THE TEMPORARY TAXILANE SHALL BE CONSIDERED INCIDENTAL TO ITEM SS-120-3.2.



9 / CP303 — TAXILANE A4 TYPICAL SECTION 1

SCALE: NONE

* SLOPE MATCHES EXISTING PAVEMENT SLOPE.



10 / CP303 — TAXILANE A4 TYPICAL SECTION 2

SCALE: NONE

* SLOPE MATCHES EXISTING PAVEMENT SLOPE.

A / CP303 — TAXILANE A4 SECTION DETAIL 1

SCALE: NONE

B / CP303 — TAXILANE A4 SECTION DETAIL 2

SCALE: NONE

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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED
PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TYPICAL SECTIONS 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CP303

SHEET NUMBER **54**

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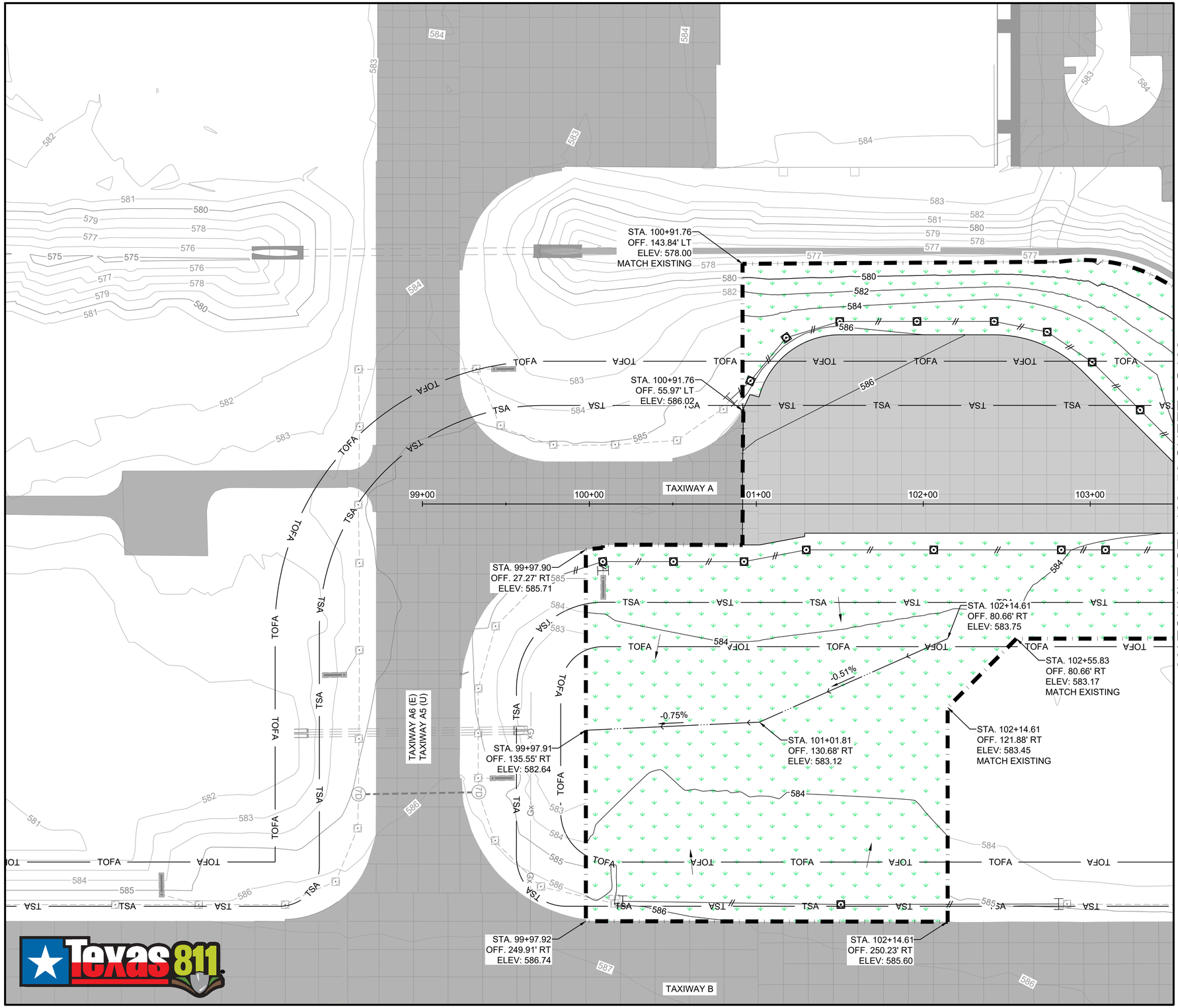
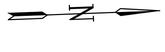
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:43 AM Plotter used: AutoCAD PDF (General Documentation).pc3





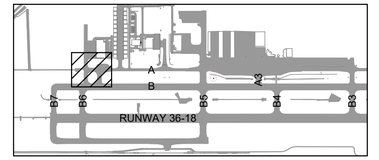
LEGEND

- EXISTING PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- XXX — PROPOSED CONTOUR
- XXX — EXISTING CONTOUR
- PROPOSED TAXIWAY LIGHT OR HANDHOLE
- EXISTING TAXIWAY LIGHT OR HANDHOLE
- DRAINAGE STRUCTURE
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- PROPOSED SODDING LIMITS
- PROPOSED GRADING BOUNDARY
- STA: OFF: ELEV: GRADING PVI

NOTES:

1. SEE SHEETS CC501 - CC506 FOR DRAINAGE DETAILS.
2. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
3. SODDING LIMITS ARE AS SHOWN ON THESE SHEETS. ANY ADDITIONAL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE RESTORED BY THE CONTRACTOR BY MEANS OF SODDING AT NO ADDITIONAL COST TO THE OWNER. CONTRACTOR IS ALSO RESPONSIBLE FOR RESTORING STAGING AREA BY MEANS OF SODDING, AS MEASURED UNDER ITEM T-904.
4. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW DRAINAGE IMPROVEMENTS. ANY CONFLICTS SHALL BE REPORTED TO THE ENGINEER AND RPR IMMEDIATELY.
5. ALL ELEVATION CALLOUTS TO "MATCH EXISTING" GROUND ELEVATIONS ARE APPROXIMATE. CONTRACTOR SHALL CONFIRM ALL EXISTING TIE-IN ELEVATIONS AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
6. SHEET INTENDED TO BE PRINTED IN COLOR.

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

GRADING AND RESTORATION PLAN 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

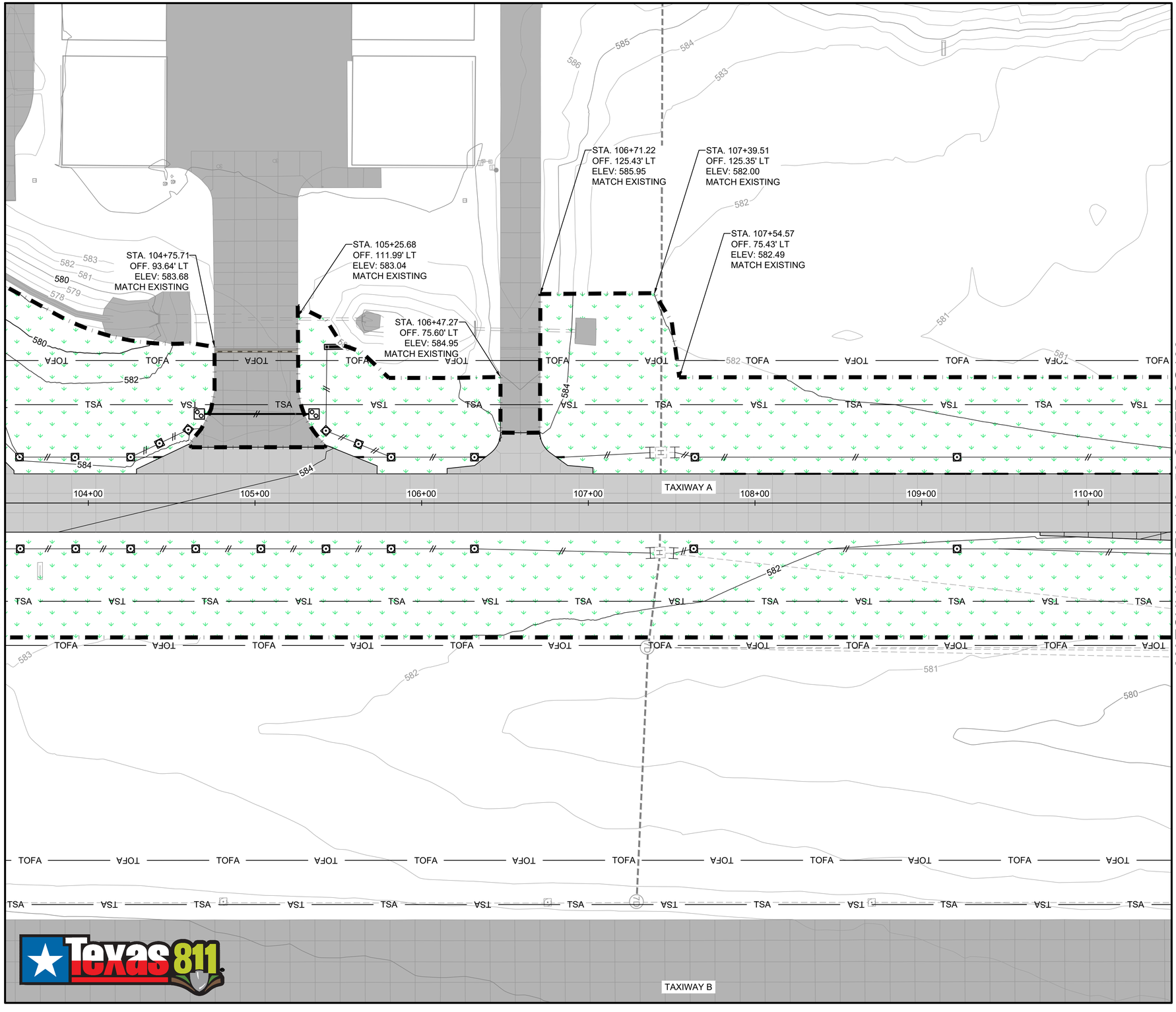
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CG101

SHEET NUMBER **55**

Texas 811

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-CG101.dwg Last Save: 3/20/2026 9:35 AM Last saved by: TJMachost
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:43 AM Plotter used: AutoCAD PDF (General Documentation).pc3





0 15' 30' 60' 90'

(IN FEET)

LEGEND

- EXISTING PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- XXX — PROPOSED CONTOUR
- XXX — EXISTING CONTOUR
- PROPOSED TAXIWAY LIGHT OR HANDHOLE
- EXISTING TAXIWAY LIGHT OR HANDHOLE
- DRAINAGE STRUCTURE
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- PROPOSED SODDING LIMITS
- PROPOSED GRADING BOUNDARY
- STA: OFF: ELEV: GRADING PVI

NOTES:

1. SEE SHEETS CC501 - CC506 FOR DRAINAGE DETAILS.
2. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
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4. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW DRAINAGE IMPROVEMENTS. ANY CONFLICTS SHALL BE REPORTED TO THE ENGINEER AND RPR IMMEDIATELY.
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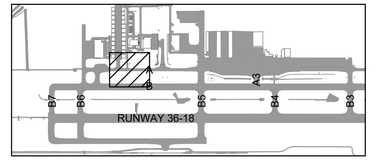
6. SHEET INTENDED TO BE PRINTED IN COLOR.

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

GRADING AND RESTORATION PLAN 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CG102

SHEET NUMBER **56**

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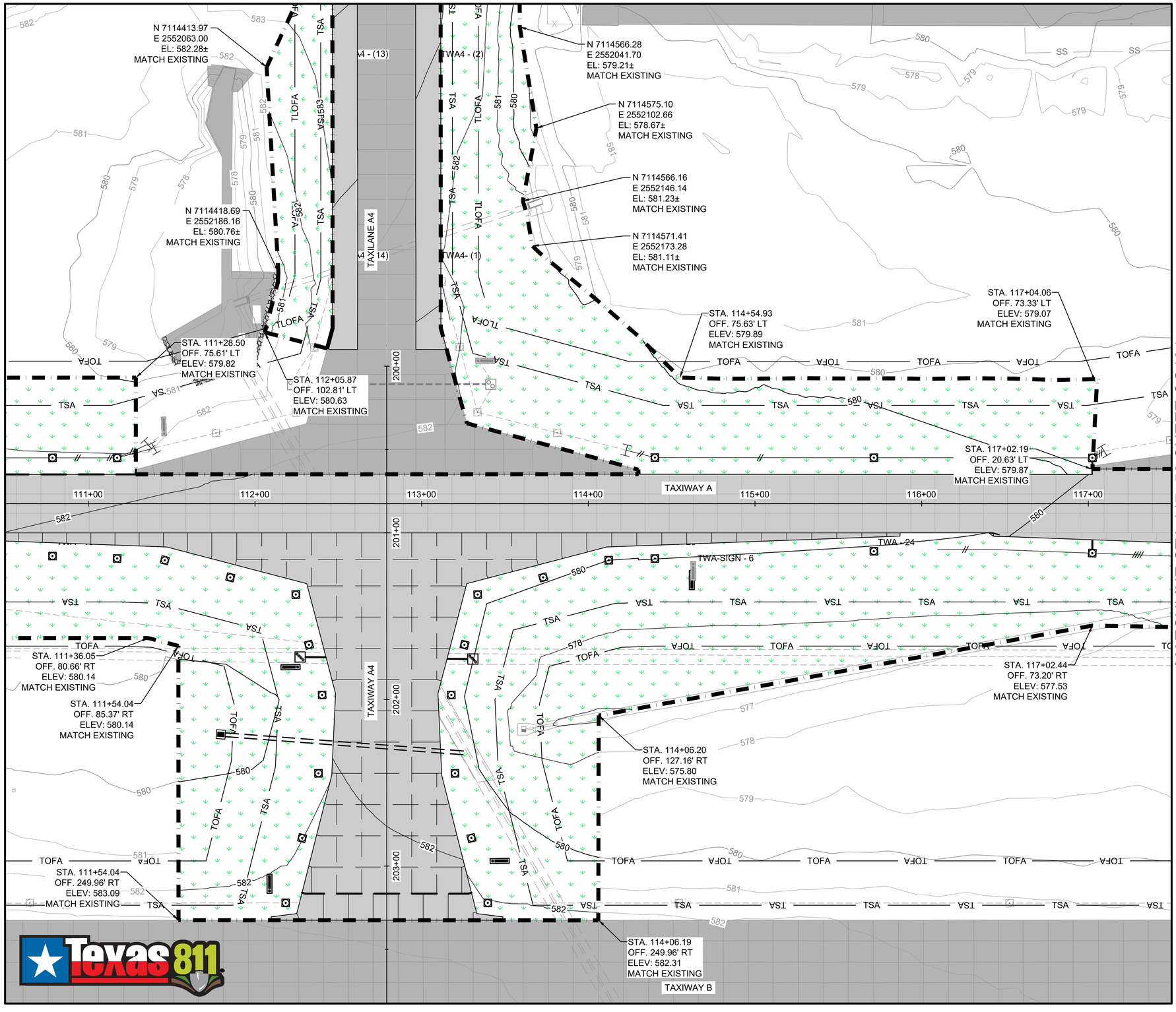
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:43 AM Plotter used: AutoCAD PDF (General Documentation).pc3



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

LEGEND

- EXISTING PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- XXX — PROPOSED CONTOUR
- XXX — EXISTING CONTOUR
- PROPOSED TAXIWAY LIGHT OR HANDHOLE
- EXISTING TAXIWAY LIGHT OR HANDHOLE
- DRAINAGE STRUCTURE
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- PROPOSED SODDING LIMITS
- PROPOSED GRADING BOUNDARY
- STA: OFF: ELEV: GRADING PVI

NOTES:

1. SEE SHEETS CC501 - CC506 FOR DRAINAGE DETAILS.
2. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
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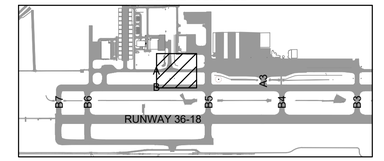
6. SHEET INTENDED TO BE PRINTED IN COLOR.

KEYMAP



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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

GRADING AND RESTORATION PLAN 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CG103

SHEET NUMBER **57**

Texas 811

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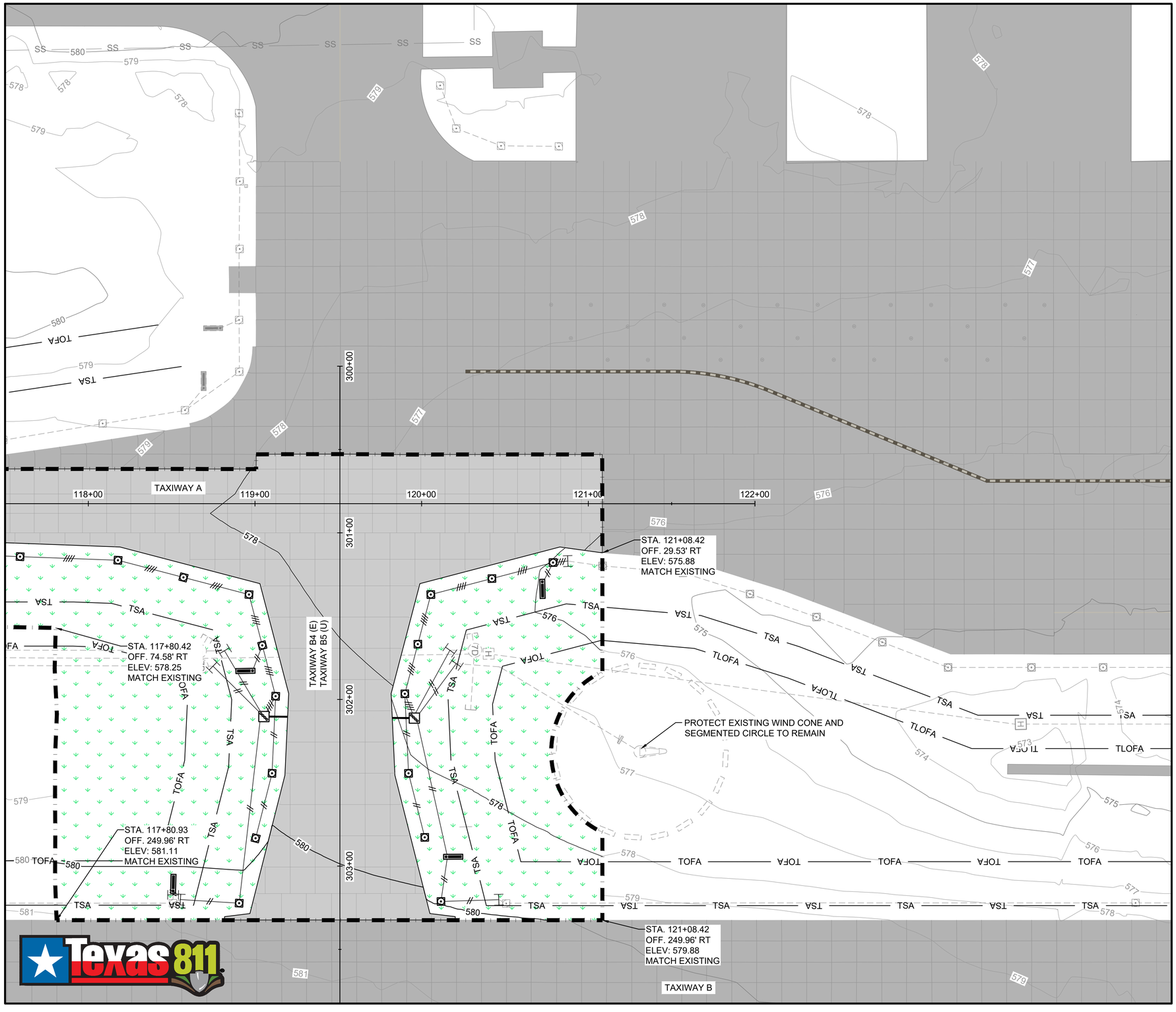
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:43 AM Plotter used: AutoCAD PDF (General Documentation).pc3

MATCHLINE STA 117+50 SHEET CG103



0 15' 30' 60' 90'

(IN FEET)

LEGEND

- EXISTING PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- XXX — PROPOSED CONTOUR
- XXX — EXISTING CONTOUR
- PROPOSED TAXIWAY LIGHT OR HANDHOLE
- EXISTING TAXIWAY LIGHT OR HANDHOLE
- DRAINAGE STRUCTURE
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- PROPOSED SODDING LIMITS
- PROPOSED GRADING BOUNDARY
- STA: OFF: ELEV: GRADING PVI

NOTES:

1. SEE SHEETS CC501 - CC506 FOR DRAINAGE DETAILS.
2. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
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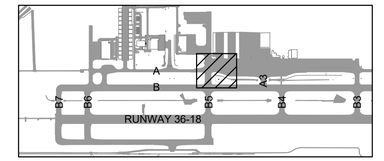
6. SHEET INTENDED TO BE PRINTED IN COLOR.

KEYMAP



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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

GRADING AND RESTORATION PLAN 4

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CG104

SHEET NUMBER **58**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-CG101.dwg Last Save: 3/20/2026 9:35 AM Last saved by: TJMachost
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:43 AM Plotter used: AutoCAD PDF (General Documentation).pc3

N 7114568.97
E 2551713.93
EL: 580.92±
MATCH EXISTING

APRON WORK TO BE COMPLETED UNDER SEPARATE CONTRACT

N 7114570.02
E 2551756.49
EL: 580.48±
MATCH EXISTING

N 7114566.28
E 2552041.70
EL: 579.21±
MATCH EXISTING

N 7114575.10
E 2552102.66
EL: 578.67±
MATCH EXISTING

TAXILANE A4

N 7114452.45
E 2551925.19
EL: 585.01±
MATCH EXISTING

N 7114436.04
E 2552017.28
EL: 583.51±
MATCH EXISTING

N 7114438.53
E 2551950.38
EL: 584.48±
MATCH EXISTING

N 7114413.97
E 2552063.00
EL: 582.28±
MATCH EXISTING

1/2" IRF

MATCHLINE THIS SHEET

N 7114571.41
E 2552173.28
EL: 581.11±
MATCH EXISTING

N 7114566.16
E 2552146.14
EL: 581.23±
MATCH EXISTING

N 7114409.88
E 2552222.10
EL: 580.63±
MATCH EXISTING

STA. 111+56.04

113+00

112+00

MATCHLINE THIS SHEET

LEGEND

- EXISTING PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- XXX — PROPOSED CONTOUR
- XXX — EXISTING CONTOUR
- PROPOSED TAXIWAY LIGHT OR HANDHOLE
- EXISTING TAXIWAY LIGHT OR HANDHOLE
- DRAINAGE STRUCTURE
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- PROPOSED SODDING LIMITS
- PROPOSED GRADING BOUNDARY
- STA: OFF: ELEV: GRADING PVI

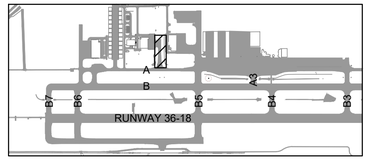
NOTES:

1. SEE SHEETS CC501 - CC506 FOR DRAINAGE DETAILS.
2. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
3. SODDING LIMITS ARE AS SHOWN ON THESE SHEETS. ANY ADDITIONAL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES SHALL BE RESTORED BY THE CONTRACTOR BY MEANS OF SODDING AT NO ADDITIONAL COST TO THE OWNER. CONTRACTOR IS ALSO RESPONSIBLE FOR RESTORING STAGING AREA BY MEANS OF SODDING, AS MEASURED UNDER ITEM T-904.
4. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW DRAINAGE IMPROVEMENTS. ANY CONFLICTS SHALL BE REPORTED TO THE ENGINEER AND RPR IMMEDIATELY.
5. ALL ELEVATION CALLOUTS TO "MATCH EXISTING" GROUND ELEVATIONS ARE APPROXIMATE. CONTRACTOR SHALL CONFIRM ALL EXISTING TIE-IN ELEVATIONS AND NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
6. SHEET INTENDED TO BE PRINTED IN COLOR.

N

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

KEYMAP



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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

GRADING AND RESTORATION PLAN 5

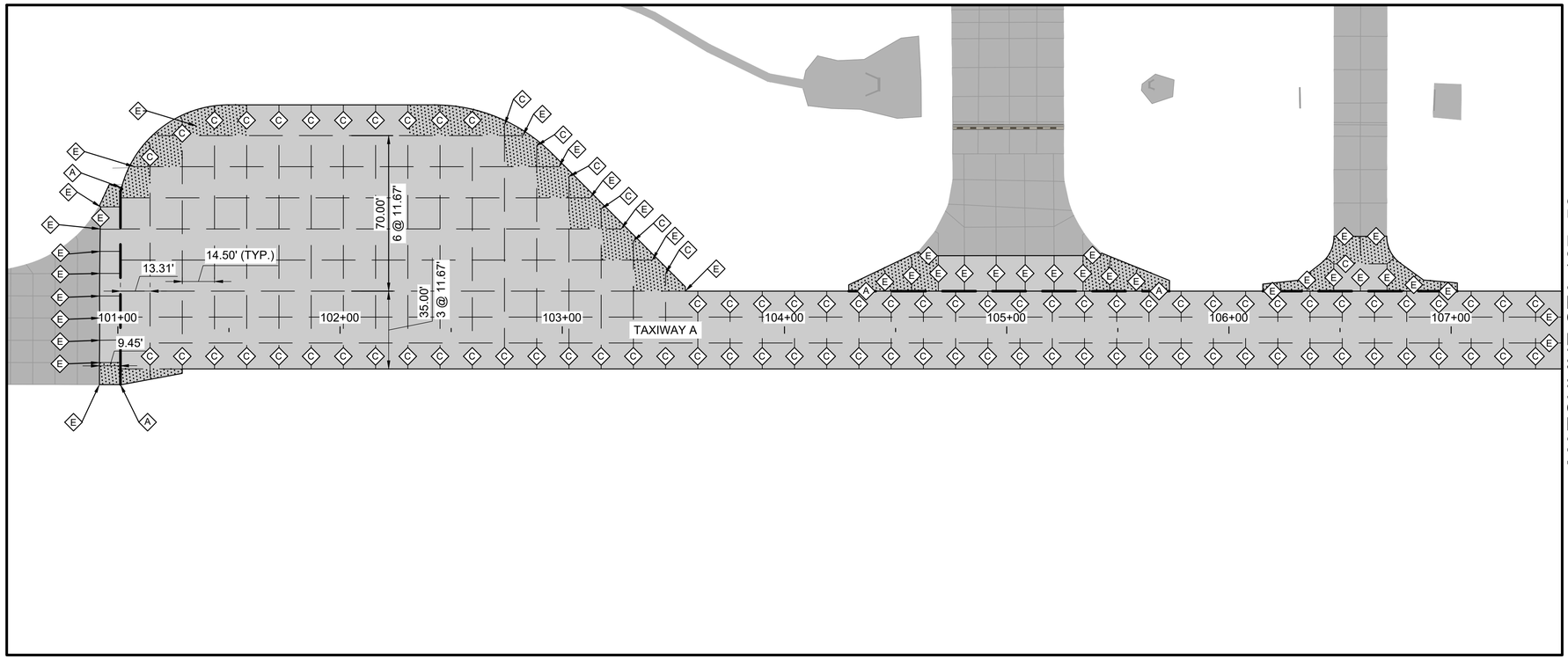
JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

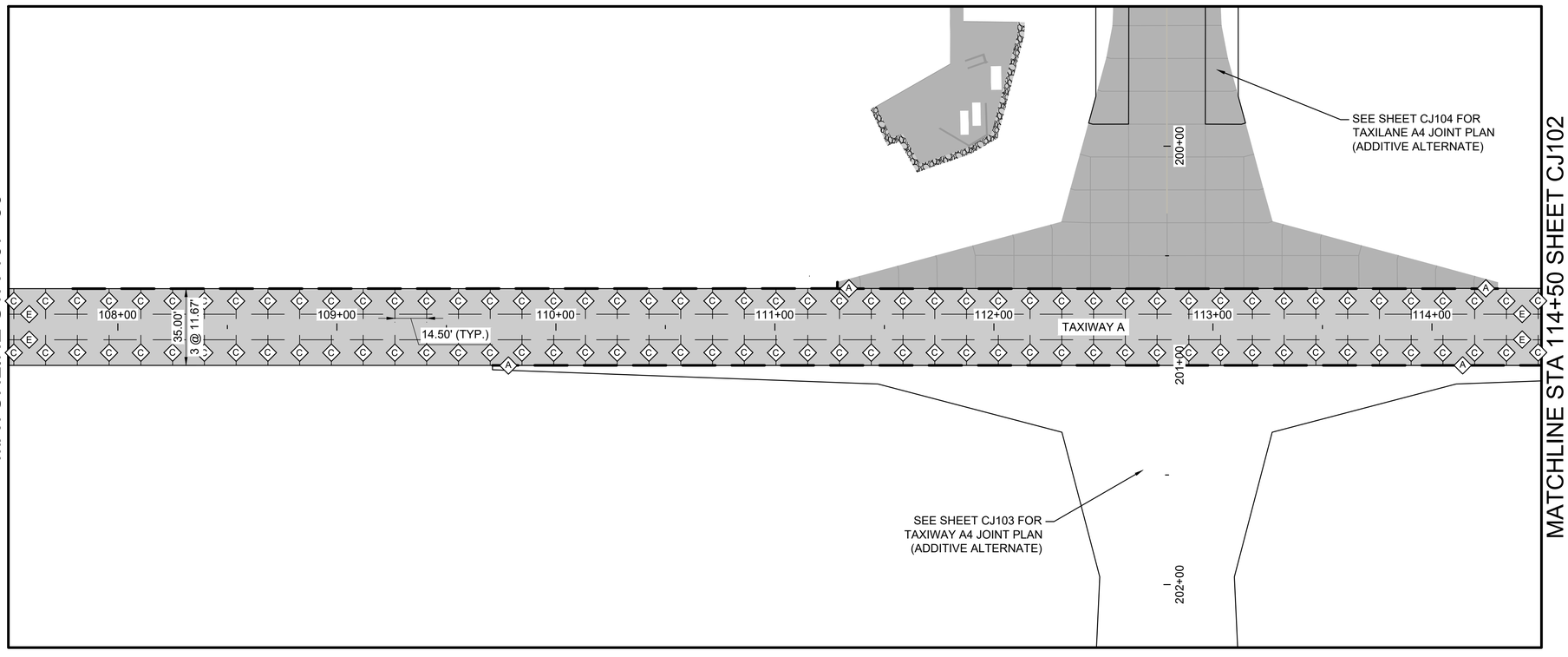
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CG105

SHEET NUMBER **59**

File: I:\2024\a11-2402725 - tki taxiway alpha phase II\Drawings\Drawings - TL-A4\2402725-CG105.dwg Last Save: 3/19/2026 10:11 AM Last saved by: TJMachost
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:44 AM Plotter used: AutoCAD PDF (General Documentation).pc3





N

0 15' 30' 60' 90'

(IN FEET)

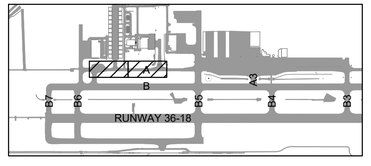
LEGEND

- EXISTING CONCRETE PAVEMENT
- PROPOSED 12.5" CONCRETE PAVEMENT
- PROPOSED 12.5" REINFORCED CONCRETE PAVEMENT
- TYPE "A" THICKENED EDGE ISOLATION JOINT
- TYPE "C" DOWELED CONTRACTION JOINT
- TYPE "E" DOWELED CONSTRUCTION JOINT

NOTES:

1. SEE SHEETS CJ501 - CJ502 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
2. ALL SAWCUTS WITHIN 2' OF THE PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE EDGE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. ADJUSTMENTS TO THE TYPES OF JOINTS SHOWN MAY BE MADE BASED ON THE CONTRACTOR'S CONSTRUCTION METHODS. ANY PROPOSED JOINT CHANGES SHALL BE SUBMITTED TO THE ENGINEER APPROVAL A MINIMUM OF 14 DAYS PRIOR TO PAVEMENT CONSTRUCTION.
4. JOINT LETTER DESIGNATIONS ARE PLACED IN GENERAL LOCATIONS AND DEPICT THE JOINTS TO BE THE SAME TYPE FOR THE ENTIRE LENGTH BETWEEN DESIGNATIONS.
5. SLABS SHALL BE EVENLY SPACED THROUGHOUT THE SHOWN DIMENSION.

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

JOINT LAYOUT PLAN 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

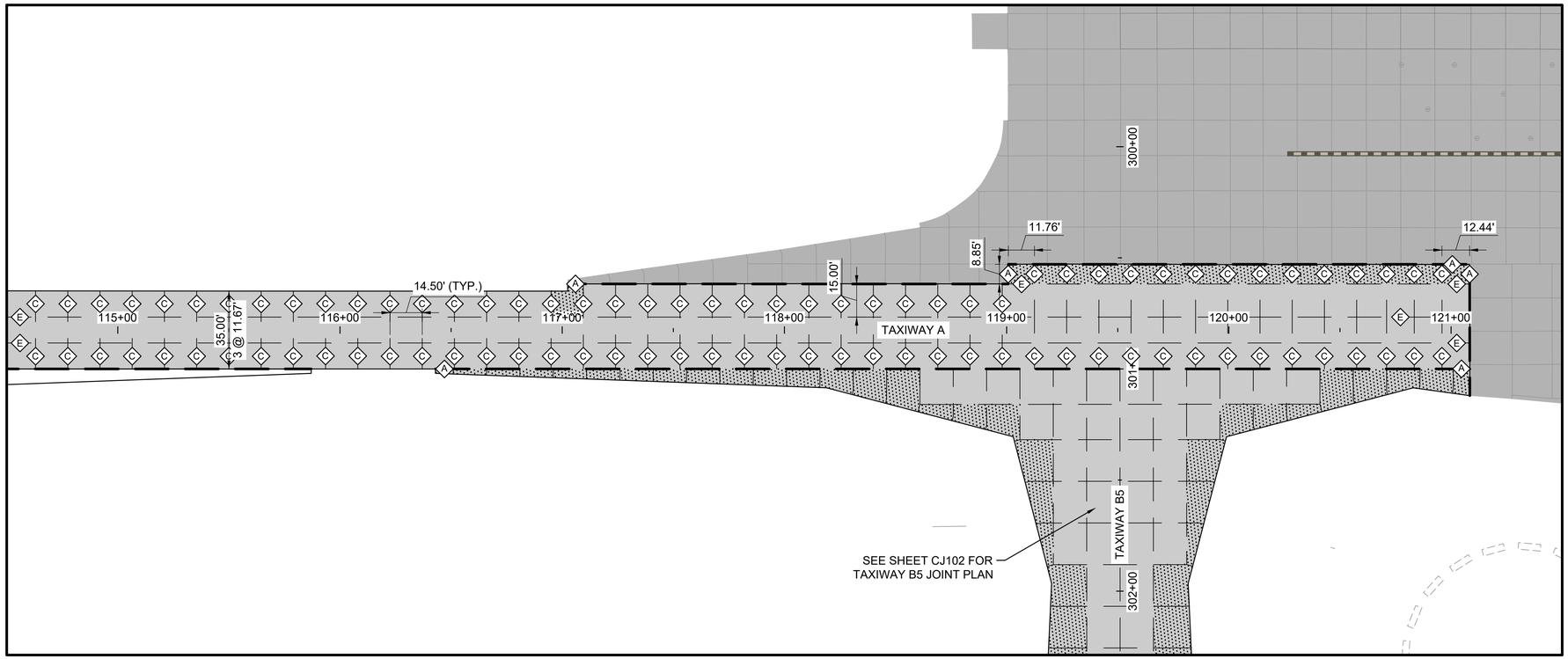
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

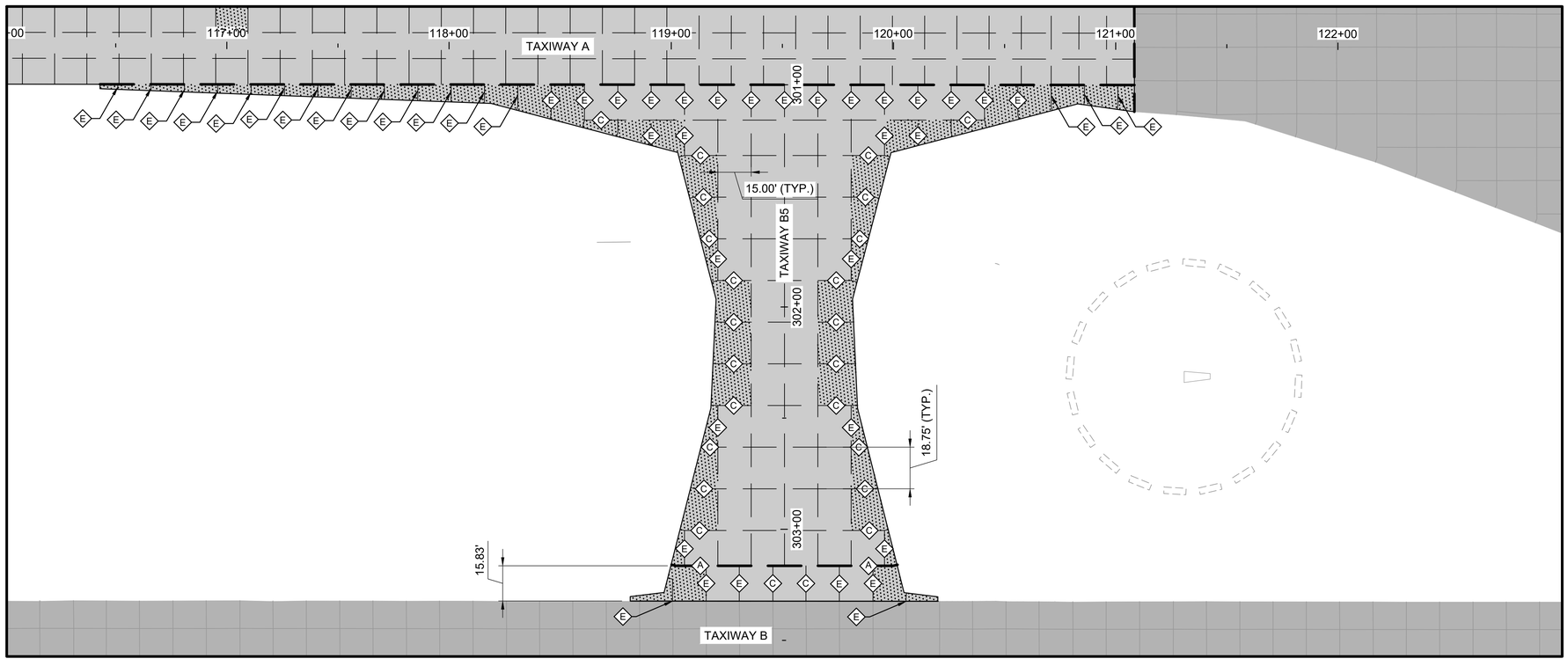
DRAWING NUMBER
CJ101

SHEET NUMBER **60**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-CJ101.dwg Last Save: 3/19/2026 10:09 AM Last saved by: TJMachost
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:44 AM Plotter used: AutoCAD PDF (General Documentation).pc3

MATCHLINE STA 114+50 SHEET CJ101





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

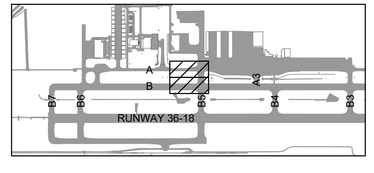
LEGEND

- EXISTING CONCRETE PAVEMENT
- PROPOSED 12.5" CONCRETE PAVEMENT
- PROPOSED 12.5" REINFORCED CONCRETE PAVEMENT
- TYPE "A" THICKENED EDGE ISOLATION JOINT
- TYPE "C" DOWELED CONTRACTION JOINT
- TYPE "E" DOWELED CONSTRUCTION JOINT

NOTES:

1. SEE SHEETS CJ501 - CJ502 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
2. ALL SAWCUTS WITHIN 2' OF THE PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE EDGE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. ADJUSTMENTS TO THE TYPES OF JOINTS SHOWN MAY BE MADE BASED ON THE CONTRACTOR'S CONSTRUCTION METHODS. ANY PROPOSED JOINT CHANGES SHALL BE SUBMITTED TO THE ENGINEER APPROVAL A MINIMUM OF 14 DAYS PRIOR TO PAVEMENT CONSTRUCTION.
4. JOINT LETTER DESIGNATIONS ARE PLACED IN GENERAL LOCATIONS AND DEPICT THE JOINTS TO BE THE SAME TYPE FOR THE ENTIRE LENGTH BETWEEN DESIGNATIONS.
5. SLABS SHALL BE EVENLY SPACED THROUGHOUT THE SHOWN DIMENSION.

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI
McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

JOINT LAYOUT PLAN 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CJ102

SHEET NUMBER **61**

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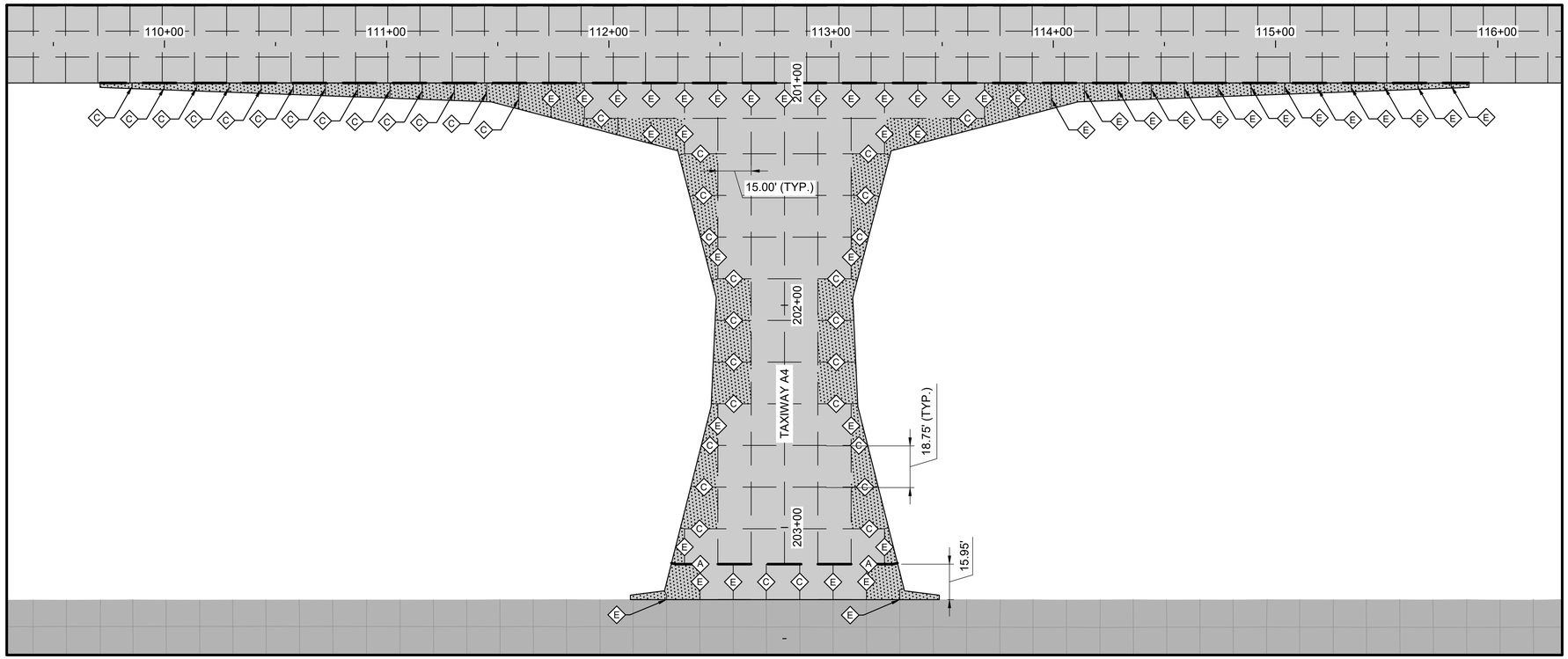
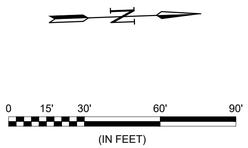




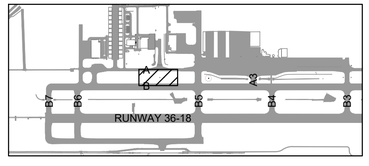
LEGEND

- EXISTING CONCRETE PAVEMENT
- PROPOSED 12.5" CONCRETE PAVEMENT
- PROPOSED 12.5" REINFORCED CONCRETE PAVEMENT
- TYPE "A" THICKENED EDGE ISOLATION JOINT
- TYPE "C" DOWELED CONTRACTION JOINT
- TYPE "E" DOWELED CONSTRUCTION JOINT

NOTES:

1. SEE SHEETS CJ501 - CJ502 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
2. ALL SAWCUTS WITHIN 2' OF THE PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE EDGE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. ADJUSTMENTS TO THE TYPES OF JOINTS SHOWN MAY BE MADE BASED ON THE CONTRACTOR'S CONSTRUCTION METHODS. ANY PROPOSED JOINT CHANGES SHALL BE SUBMITTED TO THE ENGINEER APPROVAL A MINIMUM OF 14 DAYS PRIOR TO PAVEMENT CONSTRUCTION.
4. JOINT LETTER DESIGNATIONS ARE PLACED IN GENERAL LOCATIONS AND DEPICT THE JOINTS TO BE THE SAME TYPE FOR THE ENTIRE LENGTH BETWEEN DESIGNATIONS.
5. SLABS SHALL BE EVENLY SPACED THROUGHOUT THE SHOWN DIMENSION.

KEYMAP



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144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

JOINT LAYOUT PLAN 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CJ103

SHEET NUMBER **62**

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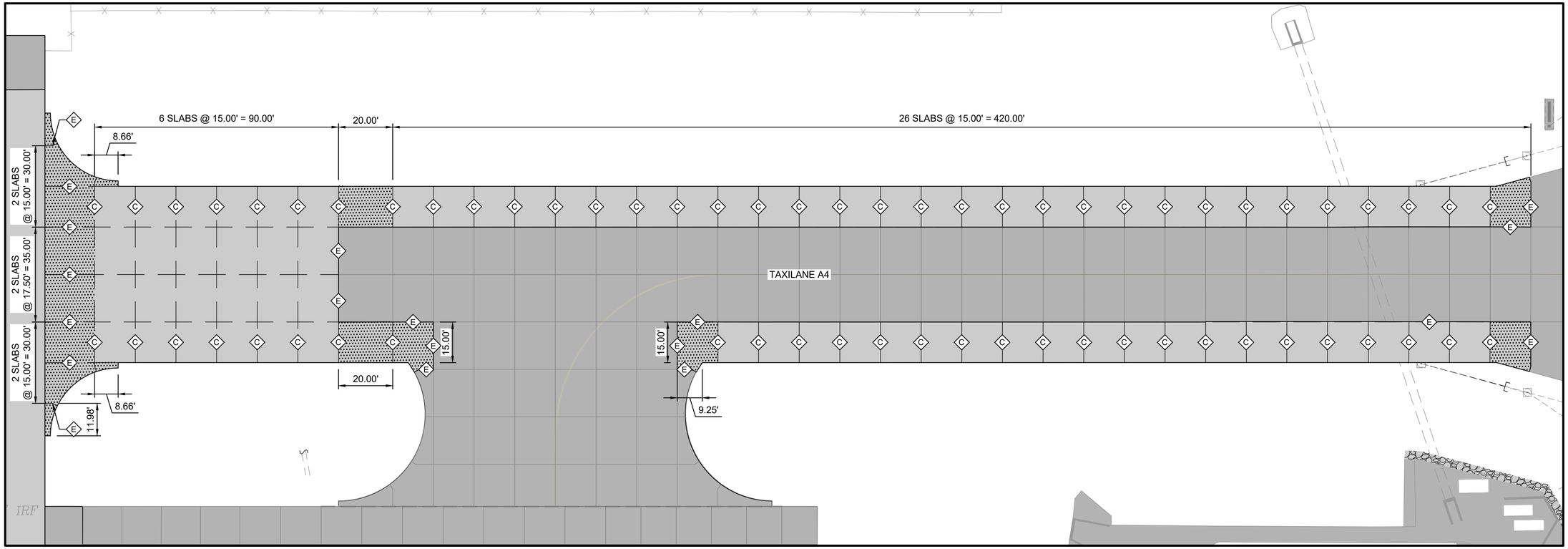
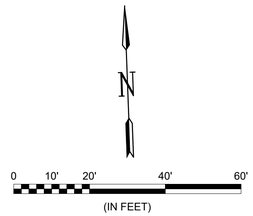


NOTES:

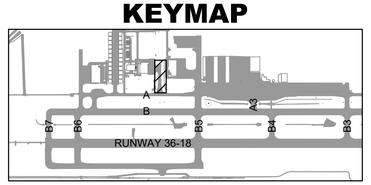
1. SEE SHEETS CJ501 - CJ502 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
2. ALL SAWCUTS WITHIN 2' OF THE PAVEMENT EDGE SHALL BE CUT PERPENDICULAR TO THE EDGE OF THE PAVEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. ADJUSTMENTS TO THE TYPES OF JOINTS SHOWN MAY BE MADE BASED ON THE CONTRACTOR'S CONSTRUCTION METHODS. ANY PROPOSED JOINT CHANGES SHALL BE SUBMITTED TO THE ENGINEER APPROVAL A MINIMUM OF 14 DAYS PRIOR TO PAVEMENT CONSTRUCTION.
4. JOINT LETTER DESIGNATIONS ARE PLACED IN GENERAL LOCATIONS AND DEPICT THE JOINTS TO BE THE SAME TYPE FOR THE ENTIRE LENGTH BETWEEN DESIGNATIONS.
5. SLABS SHALL BE EVENLY SPACED THROUGHOUT THE SHOWN DIMENSION.
6. MATCH PROPOSED JOINT PATTERN TO EXISTING JOINT PATTERN WHERE TYING INTO EXISTING PAVEMENT.



LEGEND

- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- PROPOSED REINFORCED CONCRETE PAVEMENT
- PROPOSED CONCRETE SLOPE PROTECTION PAVEMENT
- TYPE "A" THICKENED EDGE ISOLATION JOINT
- TYPE "C" DOWELED CONTRACTION JOINT
- TYPE "E" DOWELED CONSTRUCTION JOINT

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

JOINT LAYOUT PLAN 4

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CJ104

SHEET NUMBER **63**

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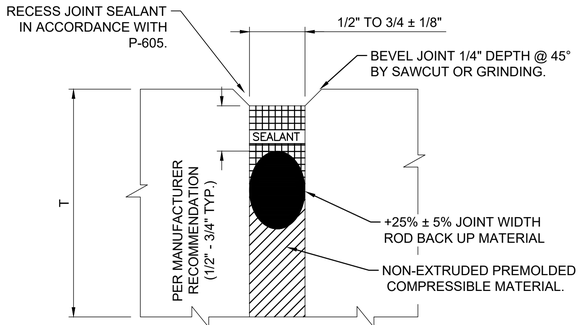
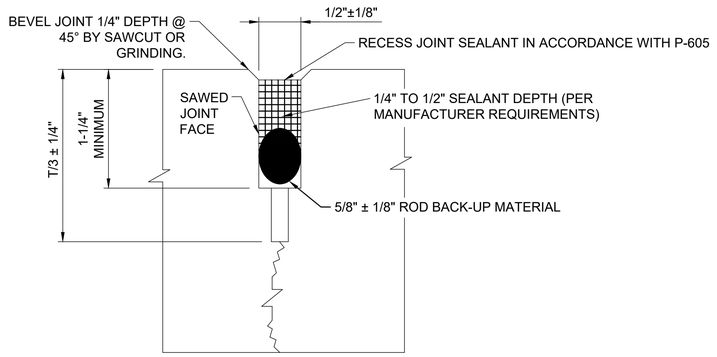


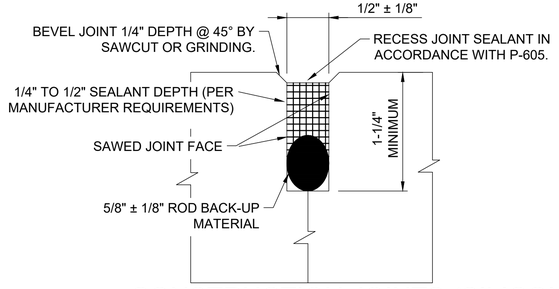
1 CJ501 **ISOLATION JOINTS (SILICONE)**

SCALE: NONE



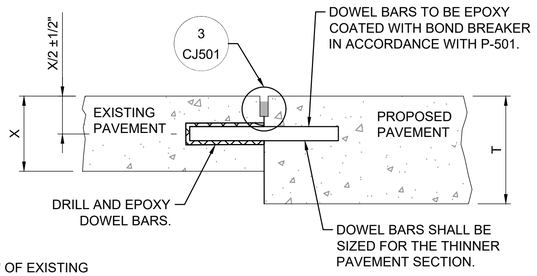
2 CJ501 **CONTRACTION JOINTS (SILICONE)**

SCALE: NONE



3 CJ501 **CONSTRUCTION JOINTS (SILICONE)**

SCALE: NONE

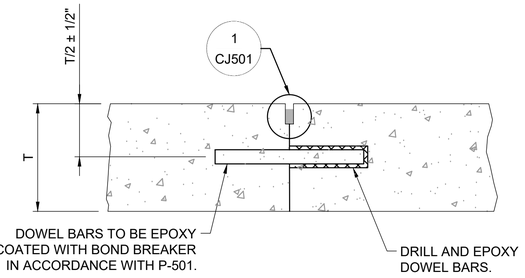


NOTE:

THICKNESS "X" OF EXISTING PAVEMENT IS UNKNOWN.

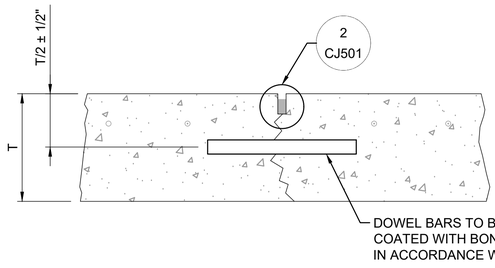
4 CJ501 **TYPE E - DOWELED CONSTRUCTION JOINT AT EXISTING/PROPOSED PAVEMENT**

SCALE: NONE



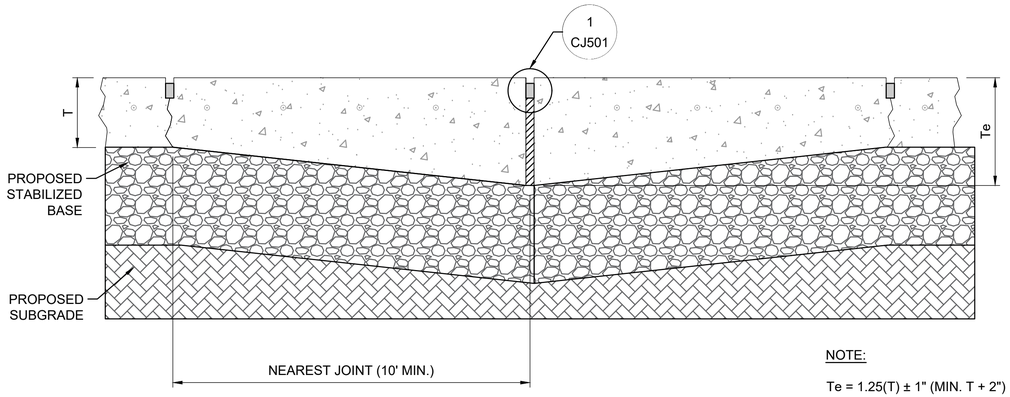
5 CJ501 **TYPE E - DOWELED CONSTRUCTION JOINT**

SCALE: NONE



6 CJ501 **TYPE C - DOWELED CONTRACTION JOINT**

SCALE: NONE



NOTE:

Te = 1.25(T) ± 1" (MIN. T + 2")

7 CJ501 **TYPE A THICKENED EDGE JOINT**

SCALE: NONE

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

JOINT DETAILS 1

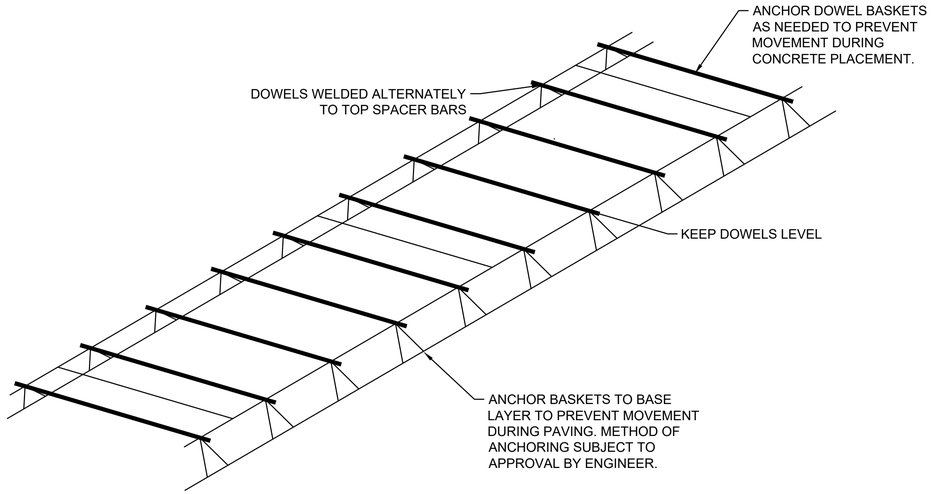
JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER **CJ501**

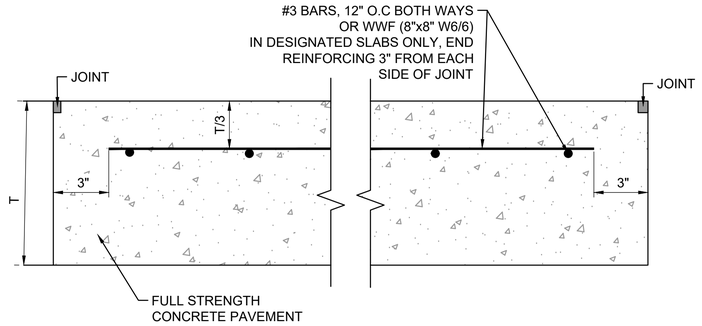
SHEET NUMBER **64**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-CJ501.dwg Last Save: 1/13/2026 5:06 PM Last saved by: TJMachost
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:45 AM Plotter used: AutoCAD PDF (General Documentation).pc3



1 / CJ502 — DOWEL BASKET ASSEMBLY

SCALE: NONE

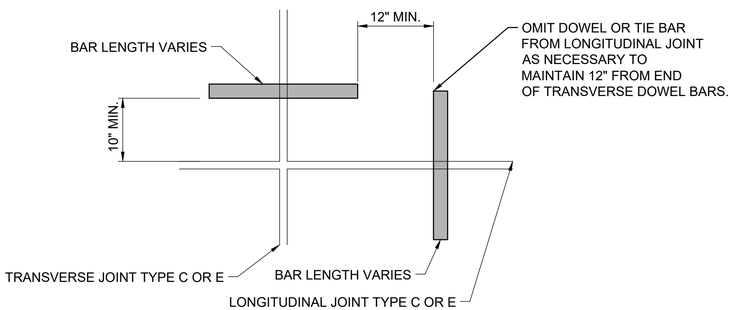


NOTES:

1. REINFORCING STEEL SHALL ONLY BE INSTALLED IN SLABS IDENTIFIED IN THE JOINT LAYOUT PLAN SHEETS.
2. LAP ENDS OF LONGITUDINAL BARS OR WIRES A MINIMUM OF 12 INCHES BUT NOT LESS THAN 30 TIMES THE DIAMETER OF THE LONGITUDINAL BAR OR WIRE.
3. LAP ENDS OF THE TRANSVERSE BARS OR WIRES A MINIMUM OF 6 INCHES BUT NOT LESS THAN 20 TIMES THE DIAMETER OF THE TRANSVERSE BAR OR WIRE.

2 / CJ502 — REINFORCED PAVEMENT DETAIL ≥ 9" THICKNESS

SCALE: NONE



3 / CJ502 — DOWEL BARS AT SLAB CORNERS (PLAN VIEW)

SCALE: NONE

SLAB THICKNESS	DOWEL DIAMETER	DOWEL LENGTH	DOWEL SPACING
6" TO 7"	3/4"	18"	12"
7.5" TO 12"	1"	18"	12"
12.5" TO 16"	1 1/4"	20"	15"
16.5" TO 20"	1 1/2"	20"	18"
20.5" TO 24"	2"	24"	18"

4 / CJ502 — DOWEL BAR SPECIFICATIONS

SCALE: NONE

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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

JOINT DETAILS 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JAH

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

DRAWING NUMBER
CJ502

SHEET NUMBER **65**

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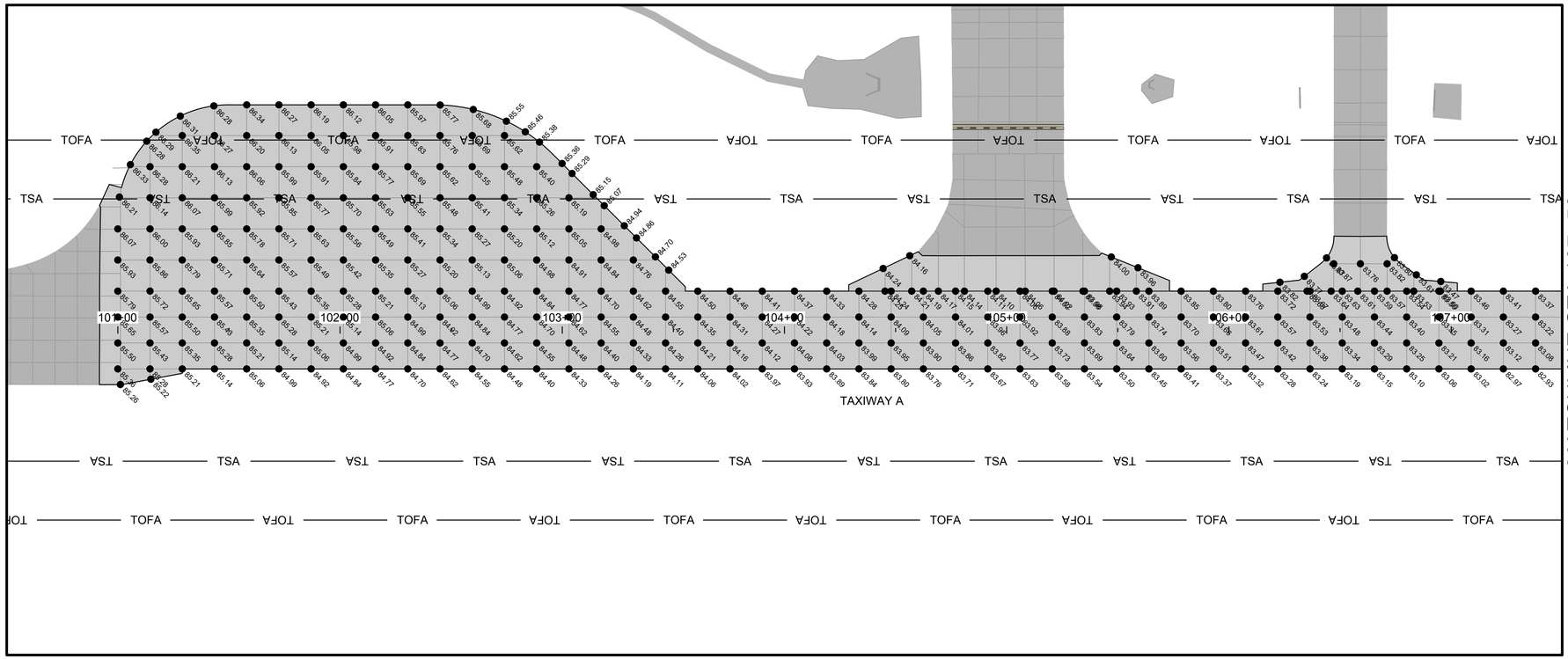
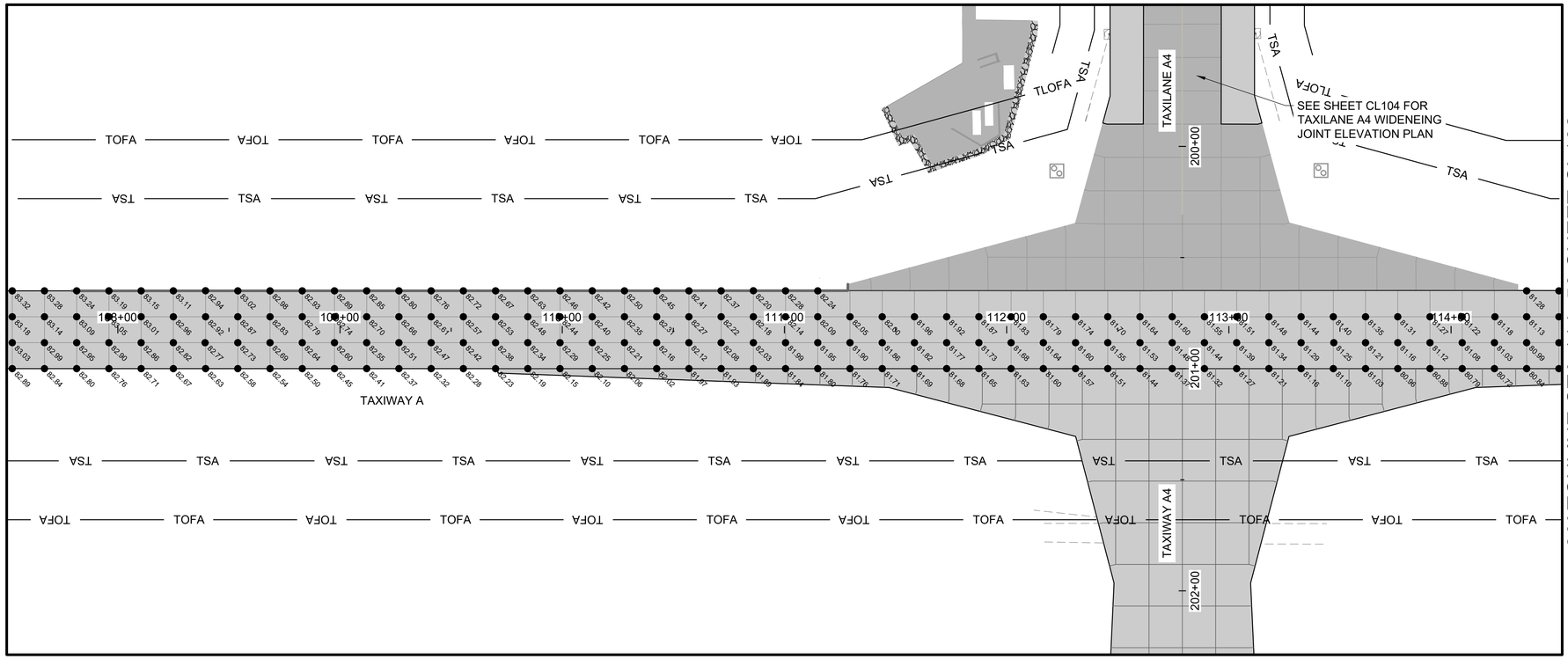
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:45 AM Plotter used: AutoCAD PDF (General Documentation).pc3





0 15' 30' 60' 90'

(IN FEET)

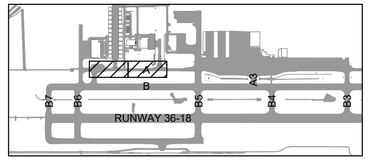
LEGEND

- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

NOTES:

1. SEE SHEETS CJ101 - CJ104 FOR JOINT LAYOUT PLANS.
2. SEE SHEETS CJ501 - CJ502 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
3. SEE SHEETS CP101 - CP106 FOR PLAN AND PROFILES.
4. MATCH EXISTING ELEVATIONS AT PAVING TIE-INS (TYP.)
5. ALL JOINT ELEVATIONS ARE TRUNCATED BY 500'.

KEYMAP



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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

JOINT ELEVATION PLAN 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER **CL101**

SHEET NUMBER **66**

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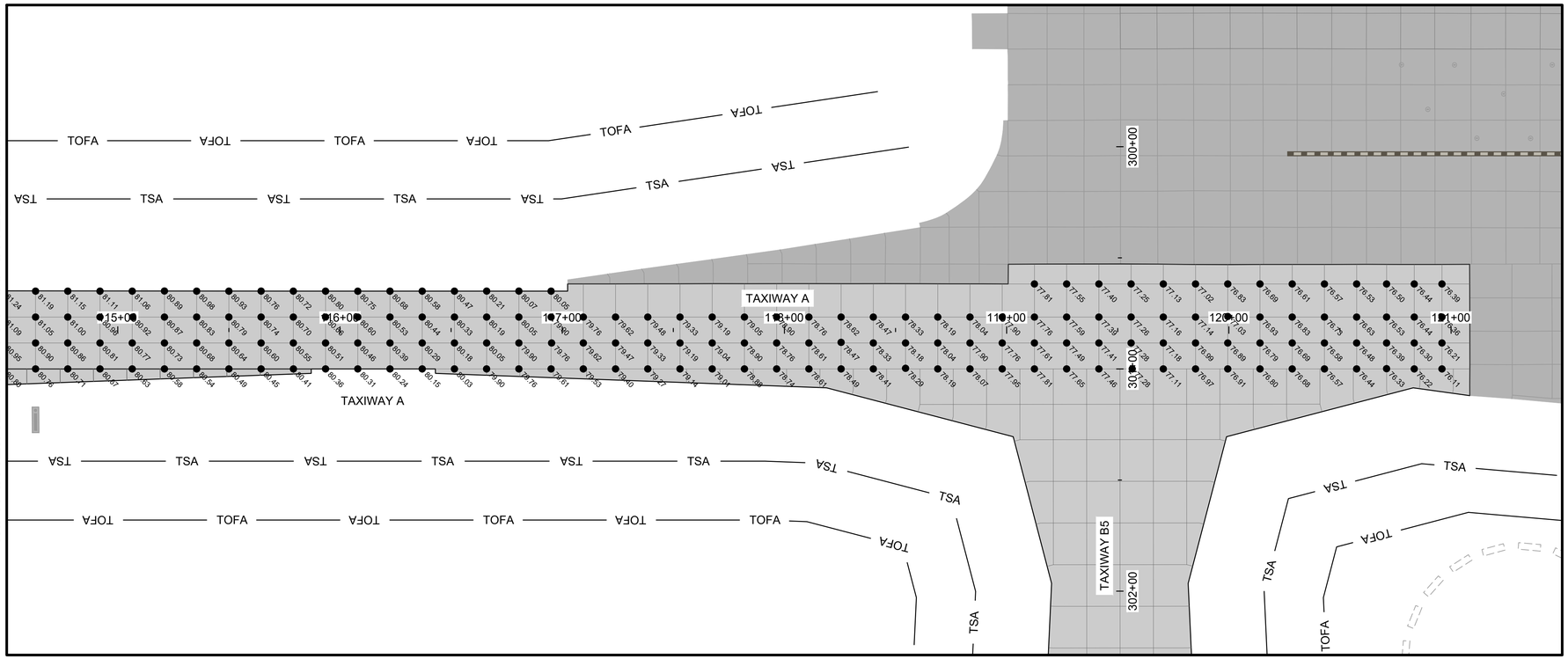
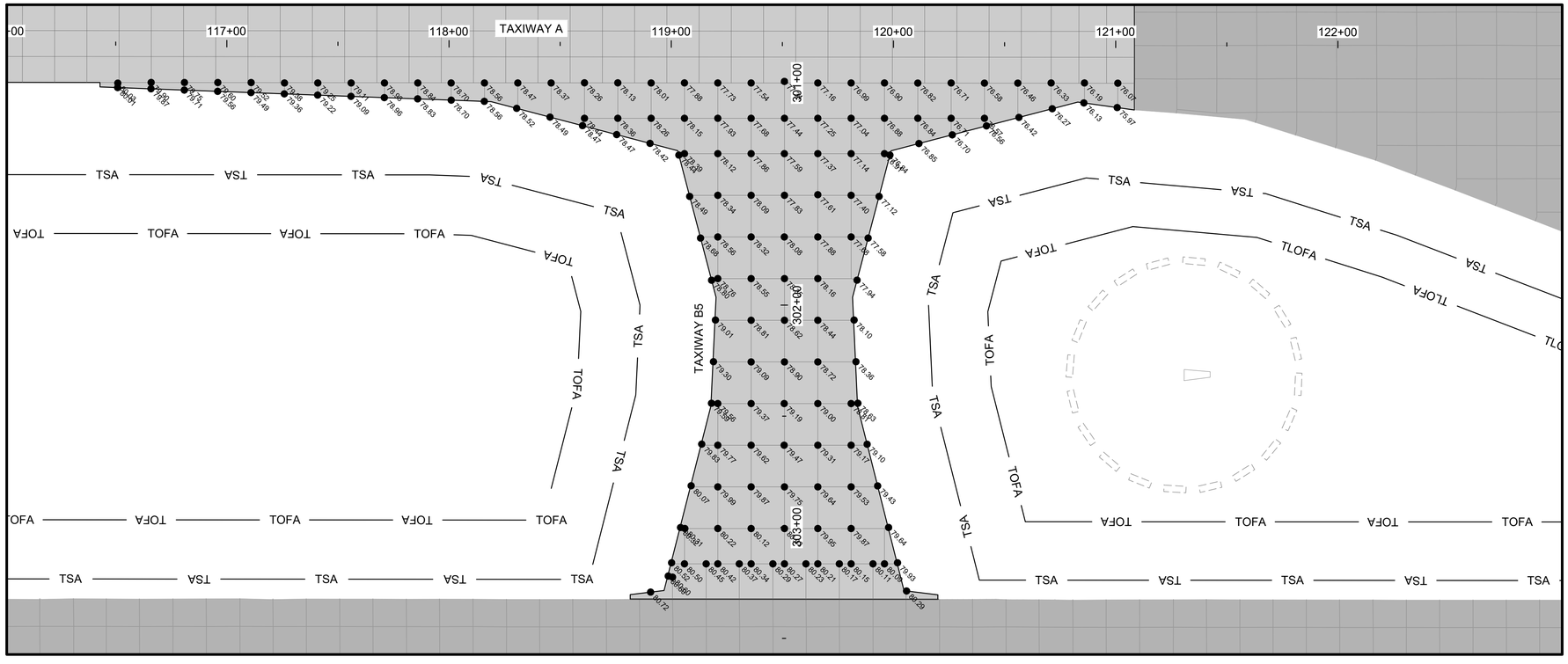
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:46 AM Plotter used: AutoCAD PDF (General Documentation).pc3

MATCHLINE STA 114+50 SHEET CJ501





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

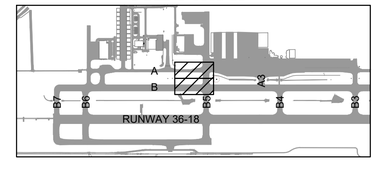
LEGEND

- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

NOTES:

1. SEE SHEETS CJ101 - CJ104 FOR JOINT LAYOUT PLANS.
2. SEE SHEETS CJ501 - CJ502 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
3. SEE SHEETS CP101 - CP106 FOR PLAN AND PROFILES.
4. MATCH EXISTING ELEVATIONS AT PAVING TIE-INS (TYP.)
5. ALL JOINT ELEVATIONS ARE TRUNCATED BY 500'.

KEYMAP



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144474
LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

TKI
McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

JOINT ELEVATION PLAN 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CL102

SHEET NUMBER **67**

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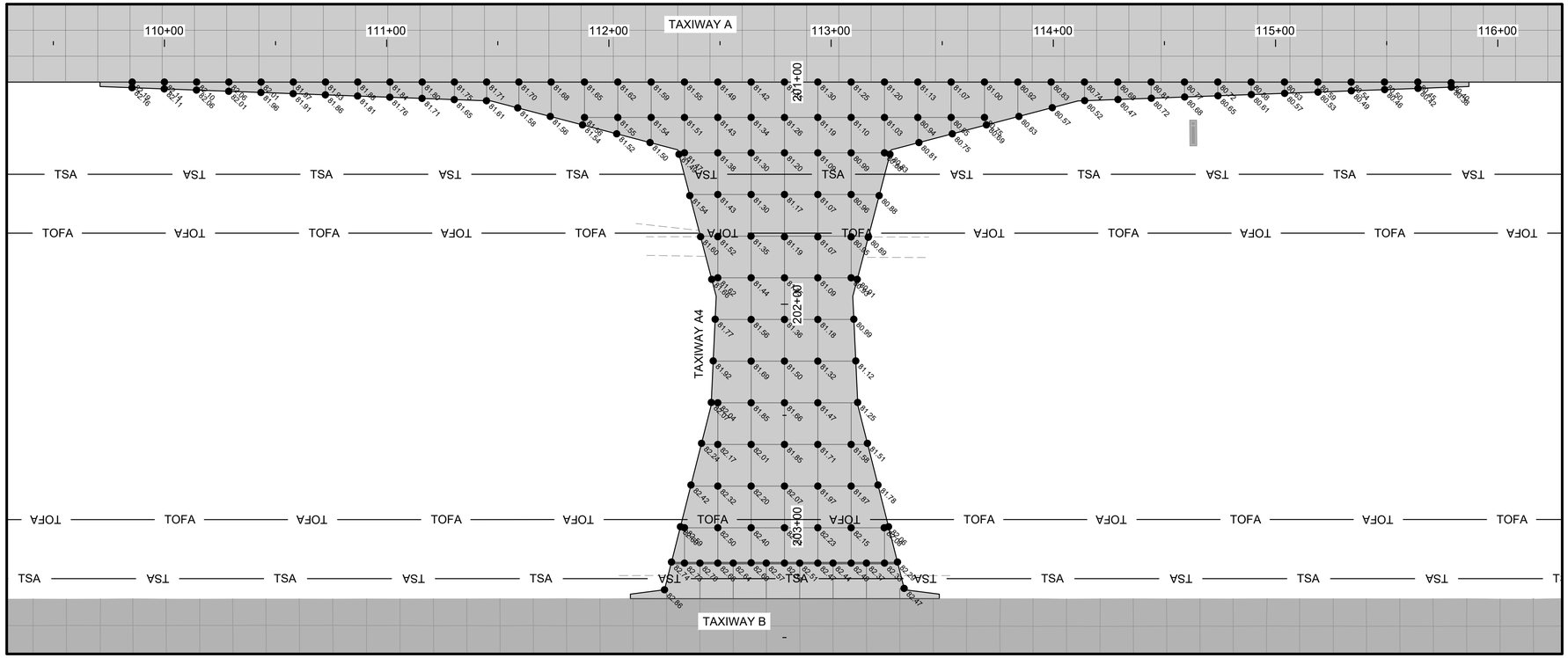
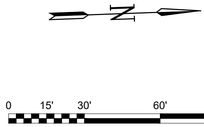
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:46 AM Plotter used: AutoCAD PDF (General Documentation).pc3





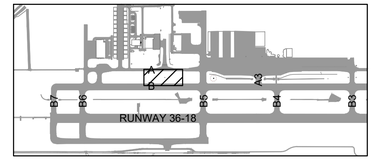
LEGEND

- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

NOTES:

1. SEE SHEETS CJ101 - CJ104 FOR JOINT LAYOUT PLANS.
2. SEE SHEETS CJ501 - CJ502 FOR JOINT DETAILS AND ADDITIONAL INFORMATION.
3. SEE SHEETS CP101 - CP106 FOR PLAN AND PROFILES.
4. MATCH EXISTING ELEVATIONS AT PAVING TIE-INS (TYP.)
5. ALL JOINT ELEVATIONS ARE TRUNCATED BY 500'.

KEYMAP



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F-5713

STATE OF TEXAS
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144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

JOINT ELEVATION
PLAN 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CL103

SHEET NUMBER **68**

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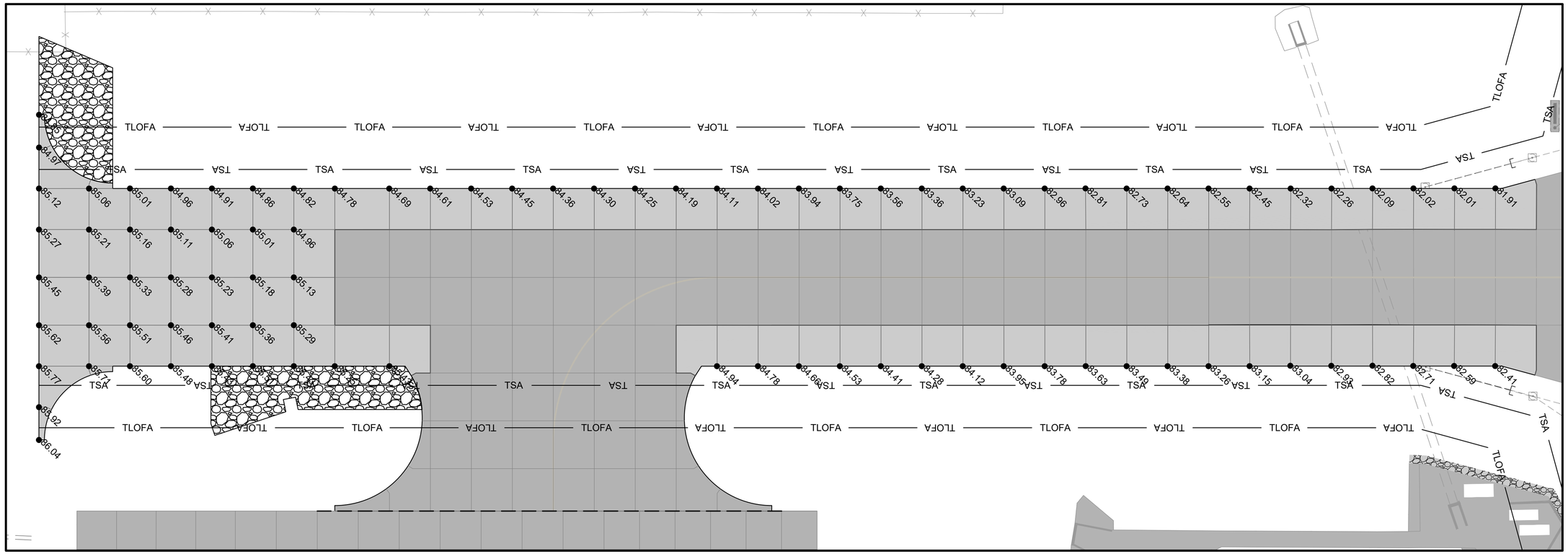

NOTES:

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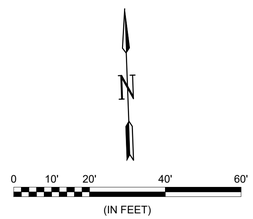
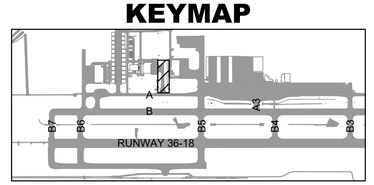


LEGEND

- EXISTING CONCRETE PAVEMENT
- PROPOSED CONCRETE PAVEMENT
- TSA — TAXIWAY SAFETY AREA
- TLOFA — TAXILANE OBJECT FREE AREA

KEYMAP



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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

JOINT ELEVATION
PLAN 4

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
CL104

SHEET NUMBER **69**

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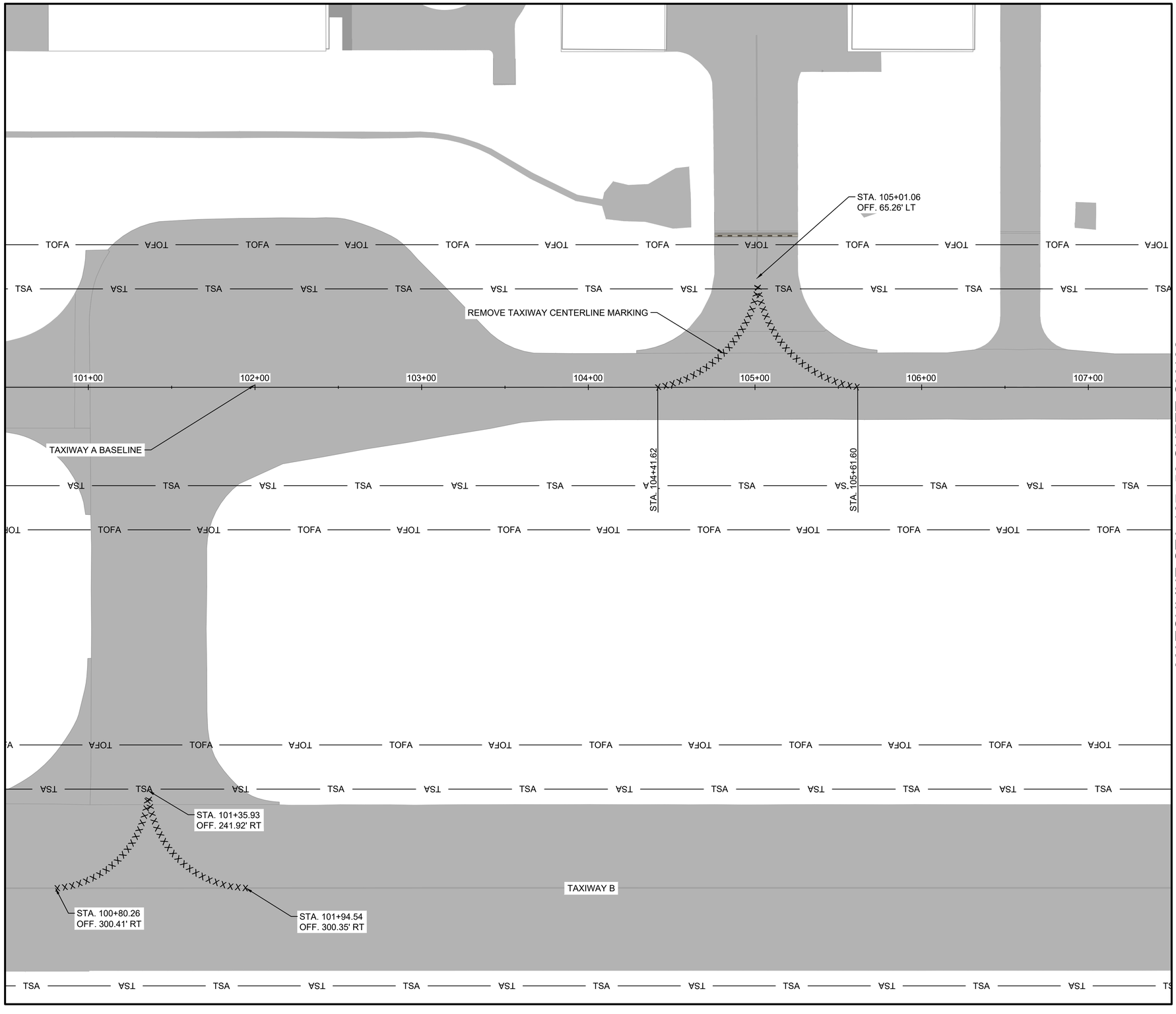


MATCHLINE STA 107+50 SHEET CM102

N

0 15' 30' 60' 90'

(IN FEET)

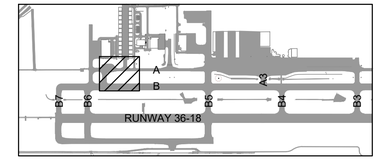
LEGEND

———	EXISTING MARKINGS
XXXXXXXXX	PAVEMENT MARKING REMOVAL
—— TSA ——	TAXIWAY SAFETY AREA
—— TOFA ——	TAXIWAY OBJECT FREE AREA

NOTES:

1. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
2. ANY DISCREPANCIES BETWEEN THESE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.
3. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

PAVEMENT MARKING REMOVAL PLAN 1

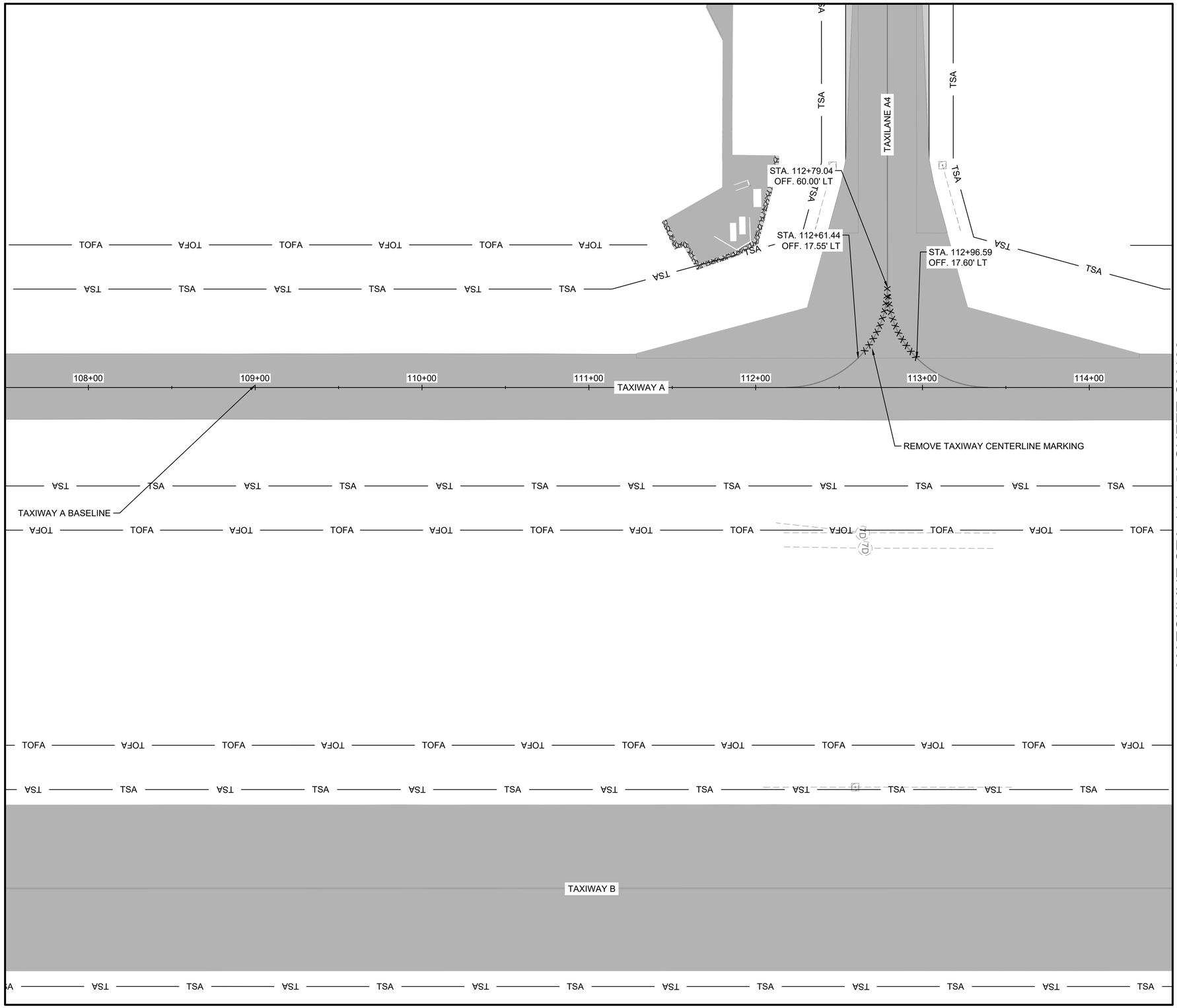
JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JEB

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

DRAWING NUMBER
CM101

SHEET NUMBER **70**

File: I:\2024\a11-2402725 - iki taxiway alpha phase iii\Drawings\2402725-CM101.dwg Last Save: 3/20/2026 9:41 AM Last saved by: TJMachost
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:48 AM Plotter used: AutoCAD PDF (General Documentation).pc3



0 15' 30' 60' 90'

(IN FEET)

LEGEND

———	EXISTING MARKINGS
XXXXXXXXX	PAVEMENT MARKING REMOVAL
—— TSA ——	TAXIWAY SAFETY AREA
—— TOFA ——	TAXIWAY OBJECT FREE AREA

NOTES:

1. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
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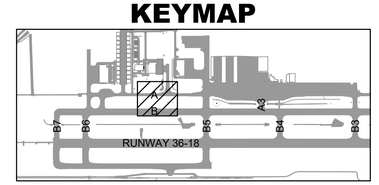
3. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.

KEYMAP



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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

PAVEMENT MARKING REMOVAL PLAN 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JEB

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

DRAWING NUMBER
CM102

SHEET NUMBER **71**

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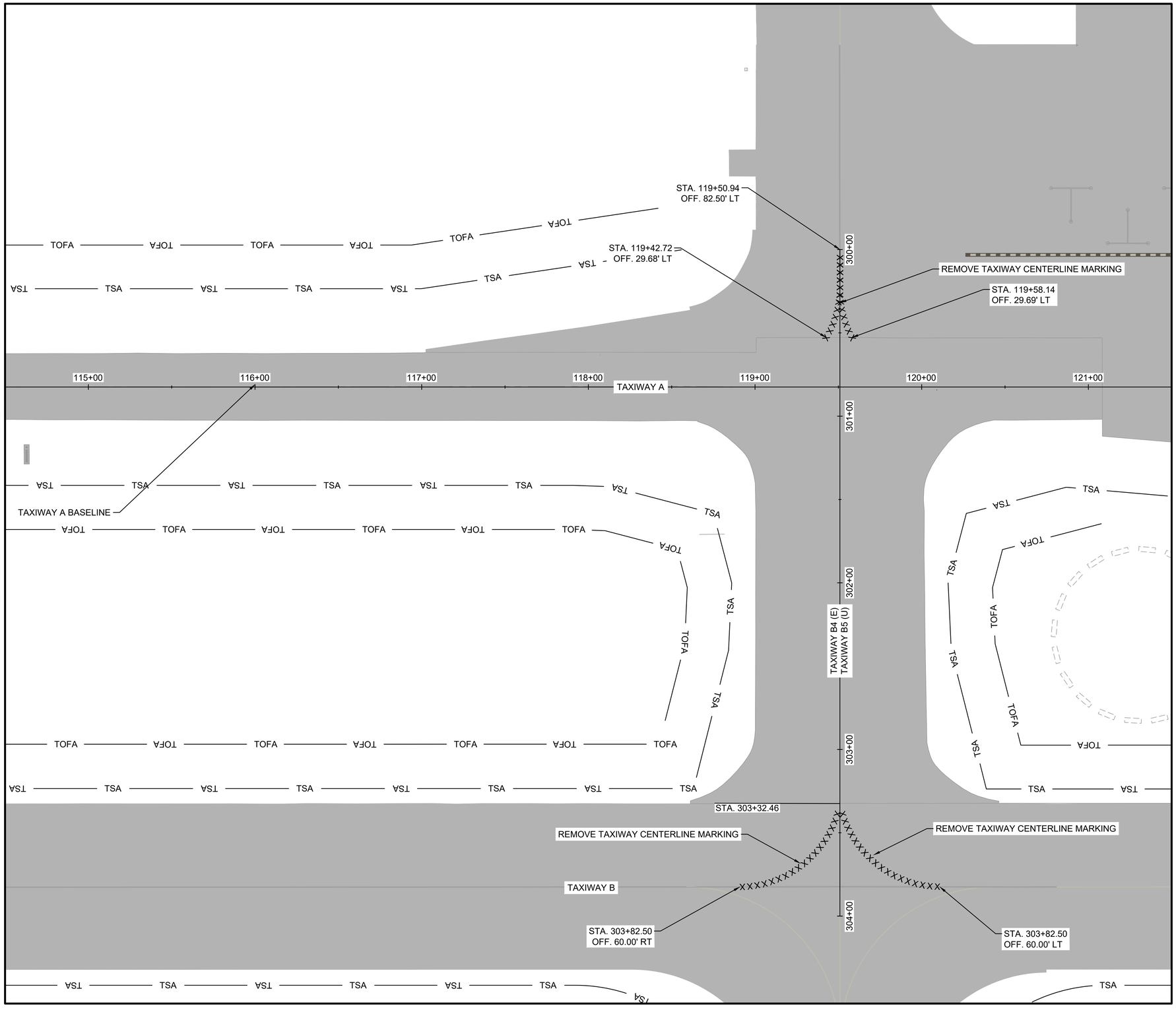
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:48 AM Plotter used: AutoCAD PDF (General Documentation).pc3

MATCHLINE STA 114+50 SHEET CM102



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

LEGEND

———	EXISTING MARKINGS
XXXXXXXXX	PAVEMENT MARKING REMOVAL
—— TSA ——	TAXIWAY SAFETY AREA
—— TOFA ——	TAXIWAY OBJECT FREE AREA

NOTES:

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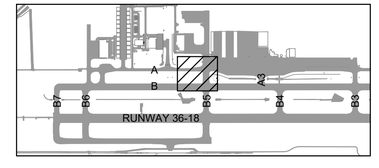
3. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.

KEYMAP



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STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

PAVEMENT MARKING REMOVAL PLAN 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JEB

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

DRAWING NUMBER
CM103

SHEET NUMBER **72**

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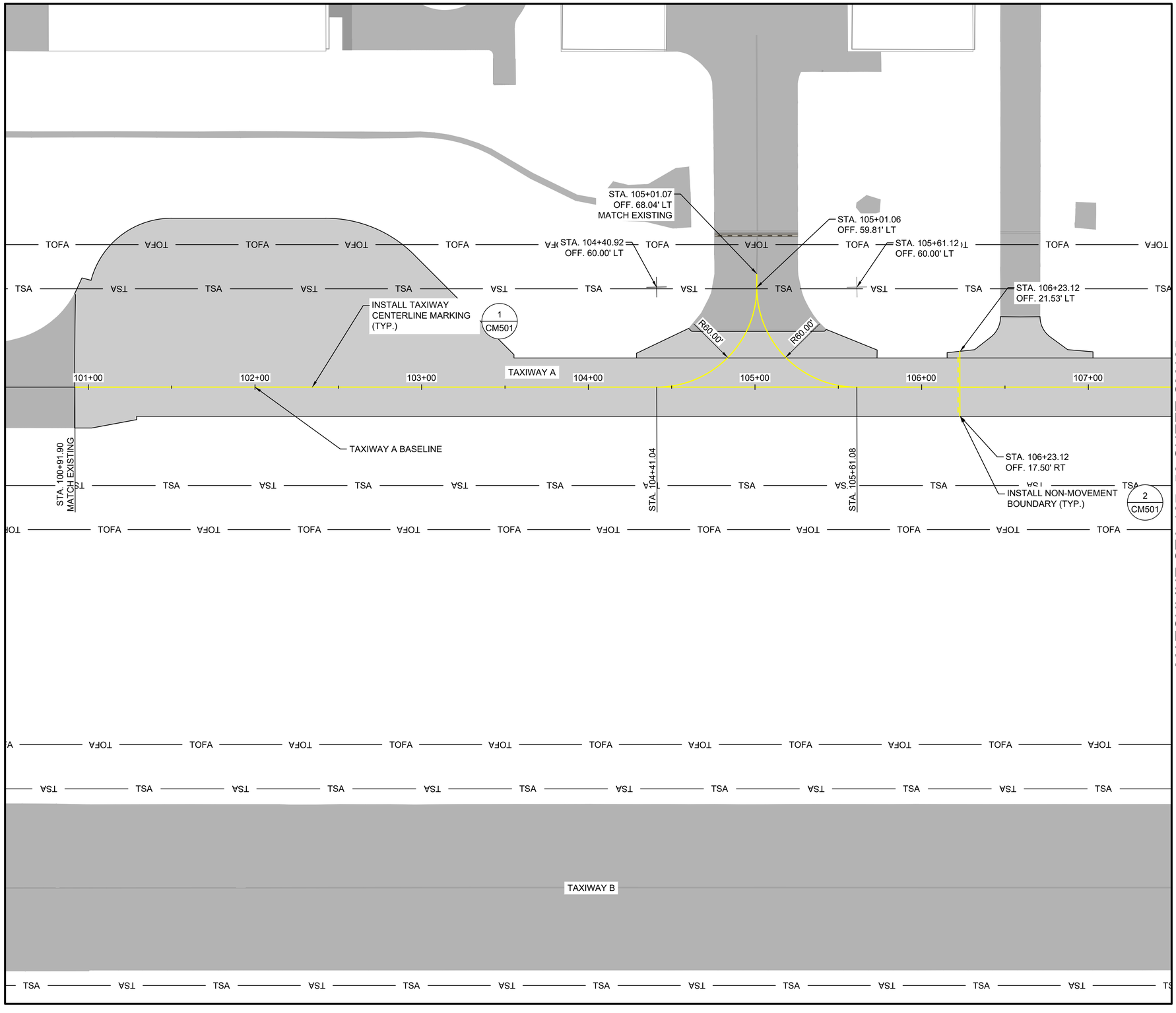


MATCHLINE STA 107+50 SHEET CM105



0 15' 30' 60' 90'

(IN FEET)

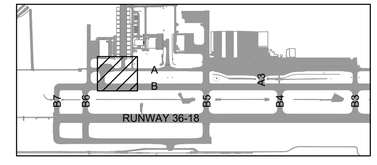
LEGEND

- EXISTING MARKINGS
- PROPOSED YELLOW MARKINGS
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

NOTES:

1. SHEET INTENDED TO BE PRINTED IN COLOR.
2. SEE SHEET CM501 FOR AIRFIELD MARKING DETAILS.
3. MARKINGS ON EXISTING PAVEMENT SHOWN FOR REFERENCE ONLY.
4. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
5. ANY DISCREPANCIES BETWEEN THESE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.
6. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION. ALL CURING COMPOUND SHALL BE REMOVED PRIOR TO MARKING APPLICATION.
7. ALL PAVEMENT MARKINGS SHALL BE OUTLINED IN 6" BLACK PAINT UNLESS OTHERWISE NOTED. SEE PAVEMENT MARKING DETAILS SHEET FOR MORE DETAILS. BLACK PAINT SHALL NOT RECEIVE REFLECTIVE MEDIA.
8. FIRST APPLICATION OF MARKINGS SHALL BE TEMPORARY APPLICATION WITHOUT GLASS BEADS. FINAL APPLICATION OF MARKINGS SHALL BE A MINIMUM OF 30 DAYS AFTER THE PLACEMENT OF CONCRETE WITH GLASS BEADS AS REQUIRED. SEE SPECIFICATION P-620 FOR TEMPORARY AND FINAL MARKING APPLICATION RATES.

KEYMAP



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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED
PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

PAVEMENT MARKING
PLAN 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JEB

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
CM104

SHEET NUMBER **73**

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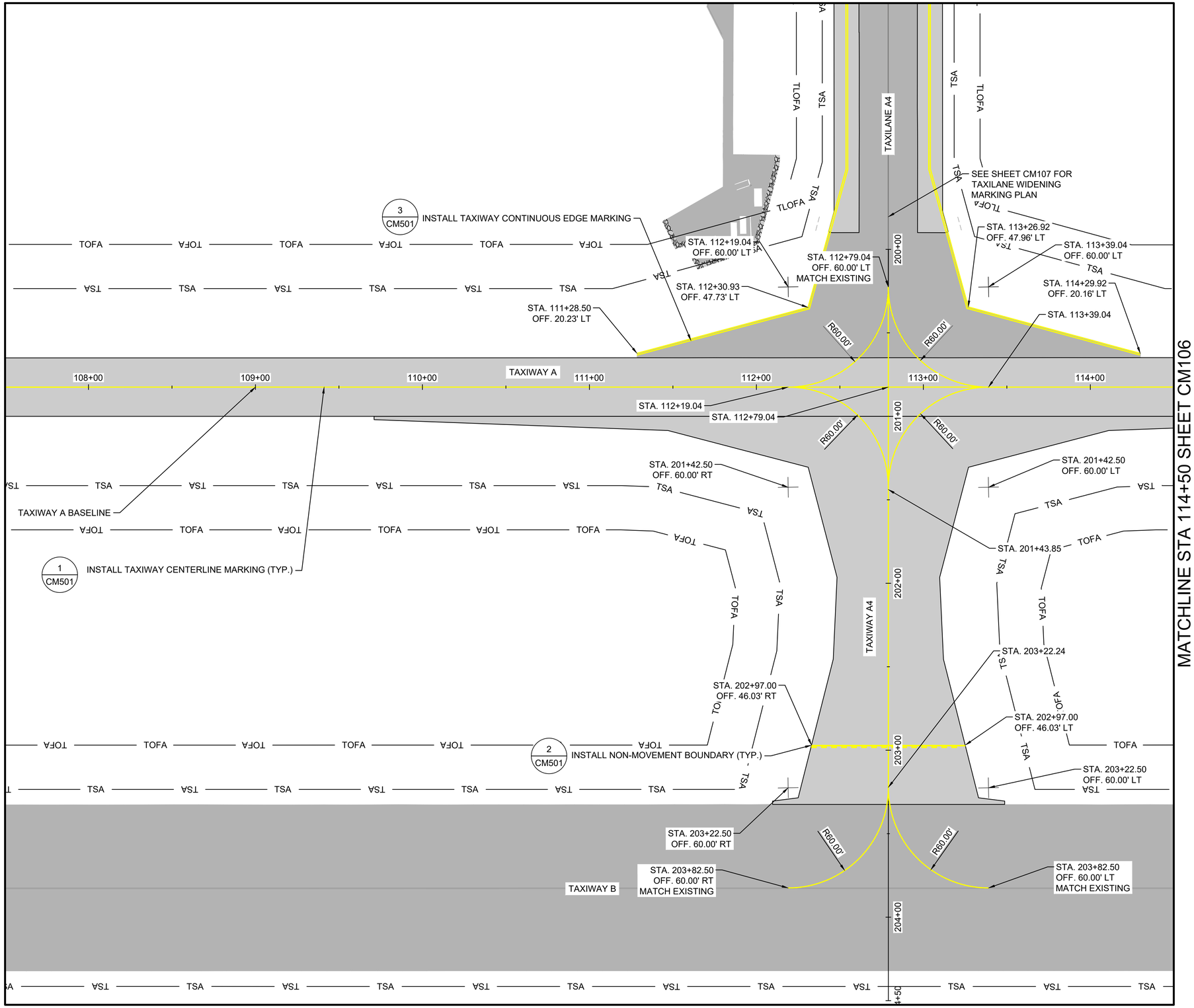


0 15' 30' 60' 90'
(IN FEET)

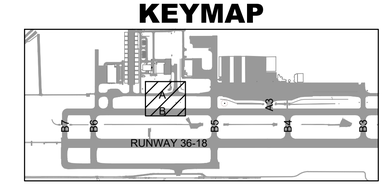
LEGEND

	EXISTING MARKINGS
	PROPOSED YELLOW MARKINGS
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA

NOTES:

1. SEE SHEET CM104 FOR MARKING NOTES.

KEYMAP



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REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TKI

TAXIWAY A REHABILITATION PHASE II

PAVEMENT MARKING PLAN 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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0 1"
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DRAWING NUMBER
CM105

SHEET NUMBER **74**

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MATCHLINE STA 114+50 SHEET CM105

STA. 300+22.45
MATCH EXISTING

STA. 118+90.89
OFF. 60.00' LT

STA. 120+10.89
OFF. 60.00' LT

STA. 121+08.41
MATCH EXISTING

INSTALL TAXIWAY CENTERLINE MARKING (TYP.)

1 / CM501

TAXIWAY A BASELINE

115+00 116+00 117+00 TAXIWAY A 118+00 119+00 120+00 121+00

300+00 301+00 302+00 303+00 304+00

R60.00' R60.00' R60.00' R60.00'

STA. 119+50.94

STA. 118+90.89

STA. 120+10.94

STA. 301+42.50
OFF. 60.00' RT

STA. 301+42.50
OFF. 60.00' LT

STA. 301+42.52

TAXIWAY B5

INSTALL TAXIWAY
CENTERLINE MARKING (TYP.)

1 / CM501

STA. 302+97.00
OFF. 46.03' RT

STA. 302+97.00
OFF. 46.03' LT

INSTALL NON-MOVEMENT
BOUNDARY (TYP.)

2 / CM501

STA. 303+22.50
OFF. 60.00' RT

STA. 303+22.50

STA. 303+22.50
OFF. 60.00' LT

TAXIWAY B

STA. 303+82.50
OFF. 60.00' RT
MATCH EXISTING

STA. 303+82.50
OFF. 60.00' LT
MATCH EXISTING

TOFA TSA RUNWAY 36-18

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

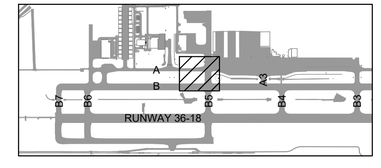
LEGEND

- EXISTING MARKINGS
- PROPOSED YELLOW MARKINGS
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

NOTES:

1. SEE SHEET CM104 FOR MARKING NOTES.

KEYMAP



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REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

PAVEMENT MARKING
PLAN 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JEB

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0 1"
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DRAWING NUMBER
CM106

SHEET NUMBER **75**

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APRON WORK TO BE COMPLETED UNDER SEPARATE CONTRACT

N 7114544.75
E 2551685.73

N 7114538.06
E 2551685.61

N 7114537.69
E 2551705.60

N 7114517.70
E 2551705.24

INSTALL TAXIWAY CONTINUOUS EDGE MARKING (TYP.)

3
CM501

N 7114488.27
E 2551933.83
MATCH EXISTING

N 7114492.80
E 2551685.53

TAXILANE A4

N 7114467.21
E 2551704.32

N 7114465.35
E 2551805.72

R20.50'

N 7114462.88
E 2551941.25

N 7114447.57
E 2551683.96

N 7114445.36
E 2551805.36

N 7114442.88
E 2551940.89

N 7114440.82
E 2551683.83

N 7114447.21
E 2551703.95

N 7114444.99
E 2551825.35

N 7114438.95
E 2551825.24

N 7114437.26
E 2551920.78

N 7114443.25
E 2551920.89

MATCHLINE THIS SHEET

SEE SHEETS CM104 AND CM106 FOR TAXIWAY A MARKING PLANS

N 7114508.74
E 2552196.03

TAXILANE A4

N 7114458.24
E 2552195.45

TAXIWAY A

MATCHLINE THIS SHEET

N

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

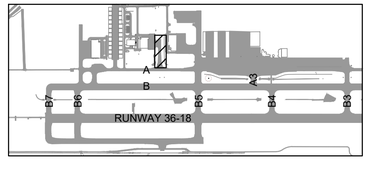
LEGEND

- EXISTING MARKINGS
- PROPOSED YELLOW MARKINGS
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

NOTES:

1. SEE SHEET CM104 FOR MARKING NOTES.

KEYMAP



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144474
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REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

PAVEMENT MARKING PLAN 4

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER
CM107

SHEET NUMBER **76**

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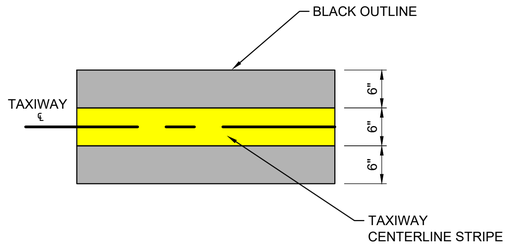
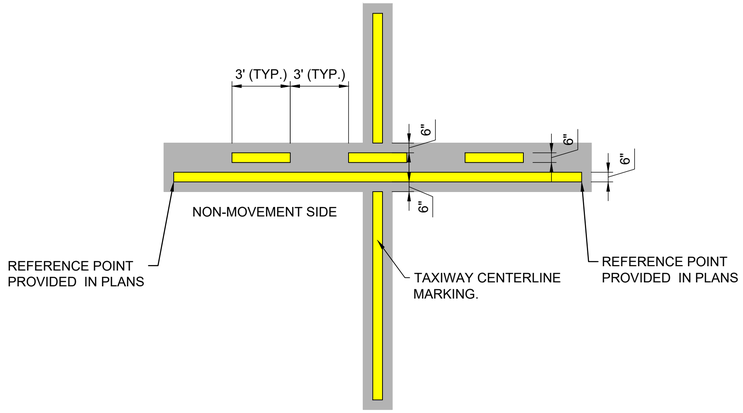


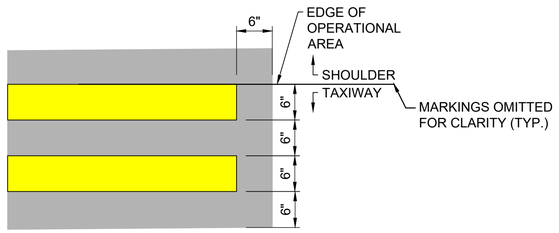
NOTES:

1. ALL YELLOW MARKINGS SHALL HAVE GLASS BEADS.
2. ALL BLACK MARKINGS SHALL NOT HAVE GLASS BEADS.
3. BLACK OUTLINE SHALL BE 6" OUTSIDE OF YELLOW MARKING.

1 / CM501 — TAXIWAY CENTERLINE MARKINGS
SCALE: NONE



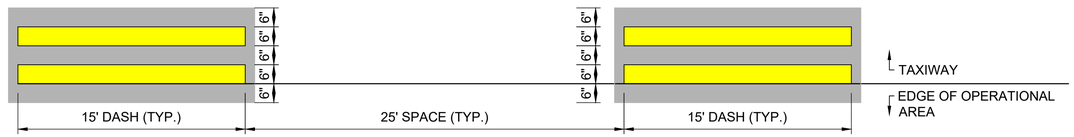
2 / CM501 — NON-MOVEMENT AREA MARKING
SCALE: NONE



NOTE:

1. ALL YELLOW MARKINGS SHALL HAVE GLASS BEADS.
2. ALL BLACK MARKINGS SHALL HAVE NO GLASS BEADS.
3. BLACK OUTLINE SHALL BE 6" OUTSIDE OF YELLOW MARKING.
4. DIMENSIONS DO NOT INCLUDE BLACK OUTLINE.

3 / CM501 — TAXIWAY CONTINUOUS EDGE MARKINGS
SCALE: NONE



NOTE:

1. ALL YELLOW MARKINGS SHALL HAVE GLASS BEADS.
2. ALL BLACK MARKINGS SHALL HAVE NO GLASS BEADS.
3. BLACK OUTLINE SHALL BE 6" OUTSIDE OF YELLOW MARKING.
4. DIMENSIONS DO NOT INCLUDE BLACK OUTLINE.

4 / CM501 — TAXIWAY DASHED EDGE MARKINGS
SCALE: NONE

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LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

PAVEMENT MARKING DETAILS

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: JEB

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
CM501

SHEET NUMBER **77**

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SYMBOL	ITEM DESCRIPTION
———	NEW EQUIPMENT
- - - - - -	EXISTING EQUIPMENT
	EXISTING EQUIPMENT TO BE COMPLETELY DEMOLISHED AND REMOVED, AREA TO BE RESTORED
T	CONDUIT DRAIN
	L-861T TAXIWAY EDGE LIGHT
	BASE MOUNTED LIGHT
7B 7D	L-867 LIGHT BASE JUNCTION STRUCTURE, SIZED AS INDICATED
	JUNCTION STRUCTURE PLAZA, NUMBER AND SIZE OF CANS AS INDICATED
	L-858 GUIDANCE SIGN, SEE SIGN INDEX ON SHEET EL505
	L-806 WIND CONE
	L-807 WIND CONE WITH SEGMENTED CIRCLE
4W-4"	ELECTRICAL DUCT, NUMBER AND SIZE OF CONDUITS AS INDICATED
	DUCT MARKER
H	HANDHOLE
	3/4" x 10' COPPER CLAD STEEL GROUND ROD
	SERIES LIGHTING CIRCUIT WITH COUNTERPOISE, NUMBER OF HASH MARKS INDICATES NUMBER OF CABLES
	CONDUIT CUT/COUPLE POINT
AFG	ABOVE FINISHED GRADE
AOA	AIRCRAFT OPERATIONS AREA
OFA	OBJECT FREE AREA
OFZ	OBSTACLE FREE ZONE
RSA	RUNWAY SAFETY AREA
TSA	TAXIWAY SAFETY AREA
DEB	DIRECT EARTH BURIED
WP	WEATHERPROOF

CAUTION NOTES:

1. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS, HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.
2. TEXAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE TEXAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-344-8377. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TEXAS ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

ELECTRICAL SAFETY NOTES:

1. SERIES CIRCUITS CAN BE DANGEROUS AND / OR FATAL.
2. LOCKOUT / TAGOUT PROCEDURES SHALL BE FOLLOWED.
3. LIGHTING REGULATORS SHALL BE TURNED OFF, LOCKED, AND TAGGED OUT OF SERVICE BEFORE ANY WORK IS DONE ON THE SERIES CIRCUIT.
4. THE ELECTRICAL RESISTANCE AND INSULATION INTEGRITY OF EACH MODIFIED CIRCUIT SHALL BE TESTED BEFORE THE CIRCUIT IS ENERGIZED.

DEMOLITION NOTES:

1. RESTORE THE DEMOLITION WORK AREAS TO MATCH EXISTING CONDITIONS.
2. LOCATE, IDENTIFY, AND PROTECT EXISTING SERVICES PASSING THROUGH DEMOLITION AREAS AND SERVING OTHER AREAS OUTSIDE THE DEMOLITION LIMITS. MAINTAIN SERVICES TO AREAS OUTSIDE DEMOLITION LIMITS. WHEN SERVICES MUST BE INTERRUPTED, INSTALL TEMPORARY SERVICES FOR AFFECTED AREAS.
3. MAINTAIN AND PROTECT EXISTING SERVICES WHICH TRANSIT THE AREAS AFFECTED BY SELECTIVE DEMOLITION.
4. MAINTAIN CIRCUIT CONTINUITY TO ALL EXISTING SYSTEM EQUIPMENT, DEVICES, ETC., TO REMAIN IN USE WHETHER NOTED ON THE PLANS OR NOT. FIELD VERIFY EXISTING ITEMS TO REMAIN IN USE. WIRING FOR EXISTING DEVICES WHICH MUST BE RE-ROUTED OR WHICH ARE PARTIALLY ABANDONED, SHALL BE RECONNECTED TO SERVICE THE REMAINING DEVICES ON THE CIRCUIT.
5. THE INTENTION OF THE ELECTRICAL DEMOLITION IS TO DISCONNECT AND REMOVE ALL ELECTRICAL WORK MADE VOID BY THE SCOPE OF THE CONSTRUCTION AND ALTERATION. FIELD VERIFY EXACT MATERIAL QUANTITIES REQUIRED TO BE REMOVED.
6. ALL REMOVED MATERIALS, OTHER THAN REMOVED MATERIALS TO BE RELOCATED, OR TURNED OVER TO THE OWNER, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE PROJECT SITE.
7. COORDINATE ALL DEMOLITION WORK WITH ALL OTHER TRADES.
8. ALL EXISTING ELECTRICAL WORK AND ASSOCIATED RACEWAY AND WIRING WHICH HAS BEEN MADE OBSOLETE BY THE WORK AND / OR IS SHOWN DASHED ON THE ELECTRICAL DEMOLITION DRAWINGS, SHALL BE DISCONNECTED AND REMOVED, UNLESS OTHERWISE NOTED. AN ATTEMPT HAS BEEN MADE TO INDICATE ALL OF THIS WORK, BUT TOTAL ACCURACY IS NOT GUARANTEED.
9. FOR EXISTING ELECTRICAL EQUIPMENT TO BE REMOVED, DEMOLISH ALL EQUIPMENT, DEVICES, CIRCUITS, CONDUITS, BOXES, AND OTHER APPURTENANCES AS REQUIRED FOR A COMPLETE REMOVAL.
10. CUT OFF BOLT PROTRUSIONS, REMOVE ANCHORS, ETC. AT CEILING, FLOOR, OR WALL SURFACES AS REQUIRED. NO SUPPORT ITEMS SHALL BE LEFT IN PLACE.
11. REMOVE, CAP, AND / OR RELOCATE EQUIPMENT, OUTLETS, CONDUIT, WIRE, ETC., WHETHER INDICATED ON THE DRAWINGS OR NOT, AND AS MAY BECOME NECESSARY BECAUSE OF EXISTING FIELD CONDITIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VISIBLY EXAMINE ALL EXISTING AREAS DESIGNATED FOR REMOVAL OR MODIFICATION TO DETERMINE THE CONDUIT AND THE WIRING THAT WILL REQUIRE CAPPING AND / OR REMOVAL. THE CONTRACTOR SHALL BE HELD TO HAVING VISITED THE SITE AND TAKEN ALL EXISTING CONDITIONS INTO CONSIDERATION.
12. IN THE DEMOLITION WORK, REMOVE ALL CABLING ASSOCIATED WITH SYSTEMS BEING REMOVED UNDER THIS PROJECT BACK TO SOURCE. NO CABLE SHALL BE LEFT ABANDONED IN PLACE. REMOVE ALL UNUSED AND EMPTY CONDUIT THAT IS EXPOSED OR WITHIN ACCESSIBLE CEILINGS WHICH IS AFFECTED BY AND IS IN THE AREA OF THE WORK OF THIS CONTRACT.
13. WHERE BURIED CONDUITS EXTENDING OUT OF A CONCRETE SLAB BECOME ABANDONED, CUT AND GRIND THE CONDUITS OFF FLUSH WITH TOP OF SLAB AND PLUG WITH NON-SHRINK WATERPROOF GROUT FILL.

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL STAKE THE AIRFIELD LIGHTING SYSTEMS, PRIOR TO INSTALLATION OF ANY TRENCH, CABLE, OR LIGHTING APPARATUS. THE INTENT IS TO STAKE THE INSTALLATION AT THE LOCATIONS INDICATED, NOTING ANY DEVIATION FROM PLAN DIMENSIONS TO THE ENGINEER PRIOR TO INSTALLATION. THE CONTRACTOR SHALL OBTAIN THE SERVICES OF AN EXPERIENCED AND LICENSED SURVEYOR TO PERFORM THIS WORK.
2. THE ENGINEER WILL PROVIDE ELECTRONIC CADD FILES TO THE CONTRACTOR FOR THIS STAKING WORK.
3. THE CONTRACTOR AND HIS SURVEYOR SHALL , IN COORDINATION WITH THE RPR, MAKE ADJUSTMENTS AND / OR FIELD STAKING ADJUSTMENTS PRIOR TO INSTALLATION AT NO ADDITIONAL COST TO THE OWNER.
4. THE CONTRACTOR SHALL VERIFY EXACT PAVEMENT EDGE DIMENSIONS WITH THIS INITIAL SURVEY WORK.
5. THE EXISTING AND THE PROPOSED LOCATIONS OF LIGHTING CABLES ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING AND IDENTIFYING THE EXISTING LIGHTING CIRCUITS TO DETERMINE THEIR EXACT ROUTING. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEMS IN A WORKING CONDITION UNTIL THE NEW LIGHTING CIRCUITS HAVE BEEN INSTALLED AND TESTED. THE CONTRACTOR SHALL PROACTIVELY AND EXPEDITIOUSLY ACCOMPLISH THIS CABLE IDENTIFICATION WORK PRIOR TO PERFORMING ANY MODIFICATIONS TO THE LIGHTING CIRCUITS. COORDINATE IDENTIFICATION WORK WITH THE OWNER AND ENGINEER AND MAKE ALL CORRECTIONS, ADDITIONS, ETC. ON THE AS-BUILT DRAWINGS.
6. THE CONTRACTOR SHALL BE EXTREMELY CAREFUL WHILE EXCAVATING IN THE AREA OF LIGHTING CIRCUITS. ANY CABLE OR CONDUIT / DUCT WHICH IS NICKED OR DAMAGED DURING EXCAVATION SHALL BE PROPERLY AND EXPEDITIOUSLY SPLICED OR THE LENGTH OF CABLE AND CONDUIT / DUCT REPLACED. A SPLICE OR CONDUIT / DUCT MARKER SHALL BE INSTALLED AT ALL SPLICE OR OTHER REPAIR LOCATIONS MORE THAN 2' AWAY FROM A LIGHT, SIGN, HANDHOLE, MANHOLE, OR JUNCTION STRUCTURE. ALL REPAIR AND / OR REPLACEMENT WORK AND MATERIALS SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE OWNER AND ENGINEER.
7. FOR NEW L-824C CABLE INSTALLED ON THIS PROJECT, THE BASIS-OF-DESIGN OUTSIDE DIAMETER THAT WAS USED IS 0.415 INCHES. IF THE CONTRACTOR USES L-824C CABLE WITH A LARGER OUTSIDE DIAMETER, ANY CONDUIT OR DUCT BANK INCREASES IN SIZE NECESSARY TO MAINTAIN CABLE FILL CODE COMPLIANCE SHALL BE INSTALLED AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE ENGINEER. PAYMENT WILL ONLY BE MADE AT THE BASIS-OF-DESIGN CONDUIT OR DUCT BANK PAY ITEM SHOW ON THE PLANS. AS-BUILT DRAWINGS SHALL BE MARKED UP BY THE CONTRACTOR TO IDENTIFY ANY SIZE CHANGES.
8. ALL ELECTRICAL CABLES SHALL BE CLEARLY IDENTIFIED, LABELED, AND TAGGED AT ALL POINTS WHERE THEY ARE AVAILABLE FOR CONNECTIONS OR INSPECTION, INCLUDING, BUT NOT LIMITED TO MANHOLES, HANDHOLES, PULL BOXES, JUNCTION BOXES, AND LIGHT BASES.
9. THE CONTRACTOR SHALL PERFORM MEGGER TESTS ON EACH EXISTING SERIES CIRCUIT PRIOR TO ANY WORK ON THE ELECTRICAL SYSTEM AND EACH NEW AND EXISTING SERIES CIRCUIT AFTER THE ACCEPTANCE TEST PERIOD. MEGGER TESTING REQUIREMENTS SHALL BE SUBSIDIARY TO AND PAID FOR BY L-108 PAY ITEMS.
10. THE CONTRACTOR SHALL COORDINATE WITH THE ON-SITE ENGINEER FOR OWNER AND ENGINEER WITNESS OF ALL MEGGER TESTING. THE CONTRACTOR SHALL SUBMIT HIS INITIAL MEGGER TEST REPORTS TO THE OWNER AND ENGINEER PRIOR TO ANY WORK ON THE ELECTRICAL SYSTEM. THIS REPORT SHALL BE APPROVED AND SIGNED BY THE OWNER AND ENGINEER PRIOR TO THE CONTRACTOR PROCEEDING WITH HIS WORK.
11. THE CONTRACTOR SHALL CHECK THE LOAD ON EACH EXISTING REGULATOR PRIOR TO ANY WORK ON THE ELECTRICAL SYSTEM AND ON EACH NEW AND EXISTING REGULATOR AFTER THE ACCEPTANCE TEST PERIOD.
12. THE CONTRACTOR SHALL CALIBRATE EACH NEW AND EXISTING REGULATOR FOLLOWING THE PERFORMED WORK.
13. LOCKOUT / TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES SHALL BE PAID FOR BY SS-300 PAY ITEMS UNLESS OTHERWISE NOTED.
14. CONDUITS AND DUCTS UNDER PAVED AREAS SHALL BE CONCRETE ENCASED.
15. CONDUITS AND DUCTS UNDER NON-PAVED AREAS SHALL BE NON-ENCASED, UNLESS OTHERWISE NOTED.
16. DURING CONSTRUCTION, PROTECT ALL EQUIPMENT, DUCTS, CONDUITS, CABLES, ETC. THAT ARE TO REMAIN IN PLACE. WHERE EXISTING ITEMS ARE CUT, BROKEN, OR DAMAGED, THE CONTRACTOR SHALL REPLACE OR REPAIR PROACTIVELY AND EXPEDITIOUSLY THE ITEMS WITH THE SAME TYPE OF ORIGINAL MATERIAL AND CONSTRUCTION OR BETTER AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE OWNER AND ENGINEER.

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REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

ELECTRICAL LEGEND & NOTES

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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

DRAWING NUMBER
EN001

SHEET NUMBER **78**

File: I:\2024\a11-2402725 - tki taxiway alpha phase II\Drawings\2402725-EN001.dwg Last Save: 2/26/2026 3:22 PM Last saved by: DEDove
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:48 AM Plotter used: AutoCAD PDF (General Documentation).pc3

MATCHLINE A

CORP 9 HANGAR

EXISTING TAXIWAY GUIDANCE SIGN TO BE REMOVED.

REMOVE EXISTING BASE MOUNTED GUIDANCE SIGN. (TYP.)

REMOVE EXISTING AIRPORT CABLES. ABANDON EXISTING CONDUIT IN PLACE. (TYP.)

REMOVE EXISTING BASE MOUNTED EDGE LIGHT. (TYP.)

EXISTING ELECTRICAL EQUIPMENT OR CONDUIT TO REMAIN IN PLACE UNLESS OTHERWISE NOTED. (TYP.)

EXISTING ABANDONED GAS LINE

DEMOLISH ABANDONED SIGN BASE.

CUT CONDUIT IN AREA INDICATED. PULL CONDUCTORS BACK TO NEAREST LIGHT BASE OR JUNCTION STRUCTURE TO REMAIN. (TYP.)

99+00 100+00 101+00 102+00 103+00

TAXIWAY A

TAXIWAY A6

TAXIWAY A5

TAXIWAY B

MATCHLINE SHEET ED102

MATCHLINE A

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

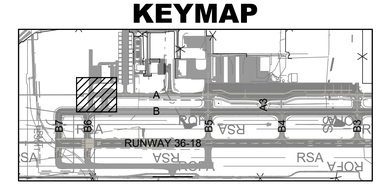
LEGEND

PROPOSED PAVEMENT LIMITS

NOTES:

1. SEE SHEET EN001 FOR ELECTRICAL DEMOLITION LEGEND, CONSTRUCTION NOTES, ELECTRICAL SAFETY NOTES, AND REMOVAL NOTES.
2. SEE THE ED200 SERIES FOR LIGHTING DEMOLITION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.
4. REMOVED TAXIWAY EDGE LIGHTS SHALL BE STORED TO BE RETURNED TO THE AIRPORT AT THE END OF THE PROJECT.
5. REMOVAL OF CONDUCTORS SHALL BE CONSIDERED SUBSIDIARY TO OTHER REMOVAL ITEMS.

KEYMAP



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STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

ELECTRICAL DEMOLITION PLAN 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
ED101

SHEET NUMBER **79**

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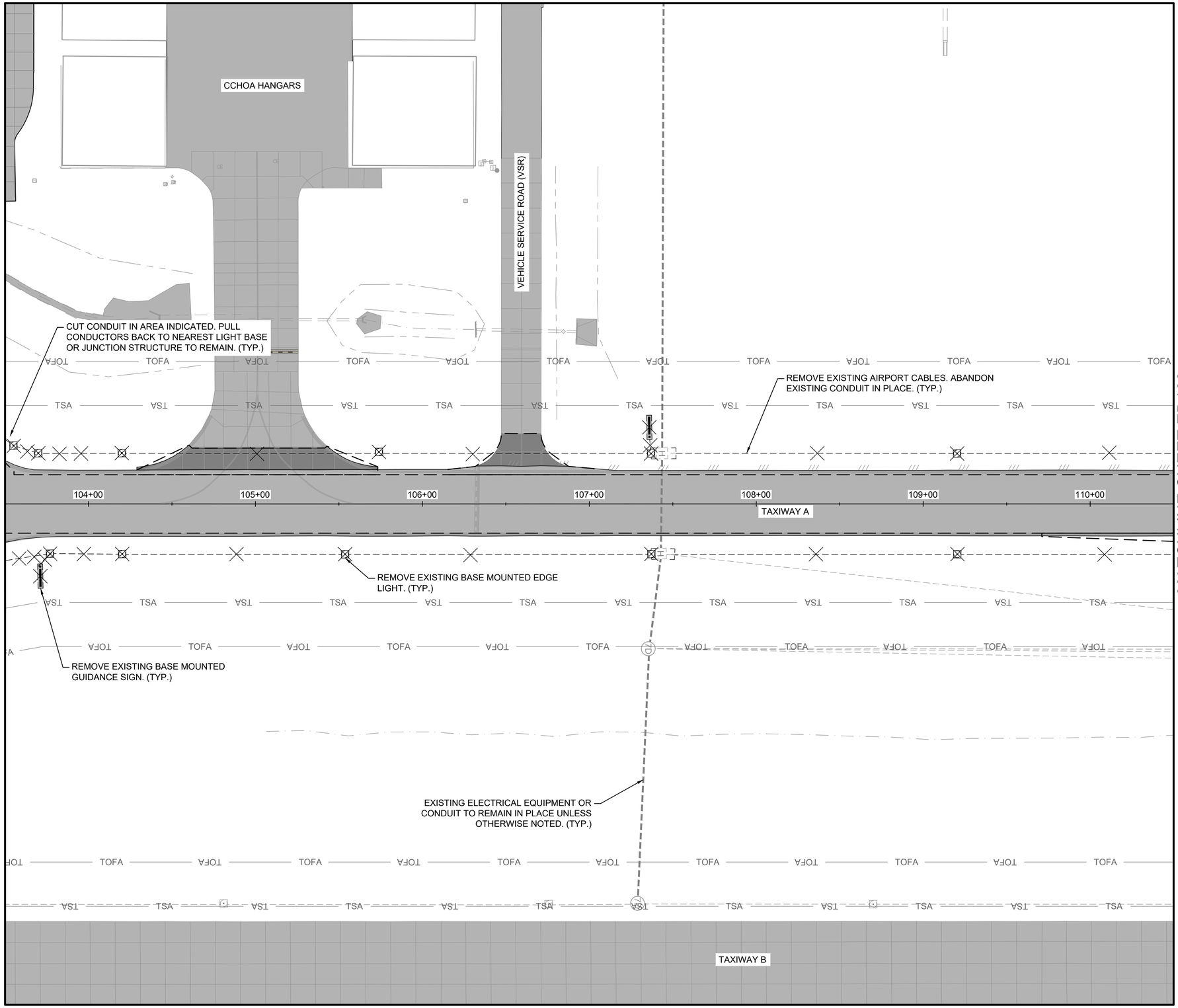
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:49 AM Plotter used: AutoCAD PDF (General Documentation).pc3





0 15' 30' 60' 90'

(IN FEET)

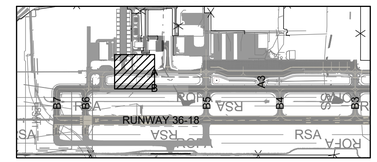
LEGEND

— — — — PROPOSED PAVEMENT LIMITS

NOTES:

1. SEE SHEET EN001 FOR ELECTRICAL DEMOLITION LEGEND, CONSTRUCTION NOTES, ELECTRICAL SAFETY NOTES, AND REMOVAL NOTES.
2. SEE THE ED200 SERIES FOR LIGHTING DEMOLITION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.
4. REMOVED TAXIWAY EDGE LIGHTS SHALL BE STORED TO BE RETURNED TO THE AIRPORT AT THE END OF THE PROJECT.
5. REMOVAL OF CONDUCTORS SHALL BE CONSIDERED SUBSIDIARY TO OTHER REMOVAL ITEMS.

KEYMAP



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STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

ELECTRICAL
DEMOLITION PLAN 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
ED102

SHEET NUMBER **80**

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Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:49 AM Plotter used: AutoCAD PDF (General Documentation).pc3

MATCHLINE B

MATCHLINE SHEET ED102

MATCHLINE SHEET ED104

TAXIWAY A4

TAXIWAY A

TAXIWAY B

RUNWAY 36-18

TSA

TLOFA

TOFA

RSA

111+00 112+00 113+00 114+00 115+00 116+00 117+00

EXISTING ELECTRICAL EQUIPMENT OR CONDUIT TO REMAIN IN PLACE UNLESS OTHERWISE NOTED. (TYP.)

CUT CONDUIT IN AREA INDICATED. PULL CONDUCTORS BACK TO NEAREST LIGHT BASE OR JUNCTION STRUCTURE TO REMAIN. (TYP.)

REMOVE EXISTING AIRPORT CABLES. ABANDON EXISTING CONDUIT IN PLACE. (TYP.)

EXISTING CONDUIT OR DUCT BANK IN PLACE TO REMAIN. (TYP.)

REMOVE EXISTING BASE MOUNTED EDGE LIGHT. (TYP.)

REMOVE EXISTING JUNCTION STRUCTURE. (TYP.)

REMOVE AND STORE GUIDANCE SIGN FOR REINSTALLATION. DEMOLISH BASE.

N

0 15' 30' 60' 90'

(IN FEET)

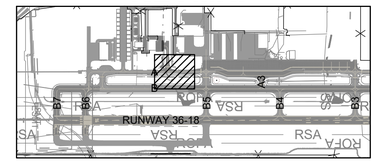
LEGEND

PROPOSED PAVEMENT LIMITS

NOTES:

1. SEE SHEET EN001 FOR ELECTRICAL DEMOLITION LEGEND, CONSTRUCTION NOTES, ELECTRICAL SAFETY NOTES, AND REMOVAL NOTES.
2. SEE THE ED200 SERIES FOR LIGHTING DEMOLITION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.
4. REMOVED TAXIWAY EDGE LIGHTS SHALL BE STORED TO BE RETURNED TO THE AIRPORT AT THE END OF THE PROJECT.
5. REMOVAL OF CONDUCTORS SHALL BE CONSIDERED SUBSIDIARY TO OTHER REMOVAL ITEMS.

KEYMAP



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LICENSED PROFESSIONAL ENGINEER

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McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

ELECTRICAL
DEMOLITION PLAN 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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0 1"
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DRAWING NUMBER
ED103

SHEET NUMBER **81**

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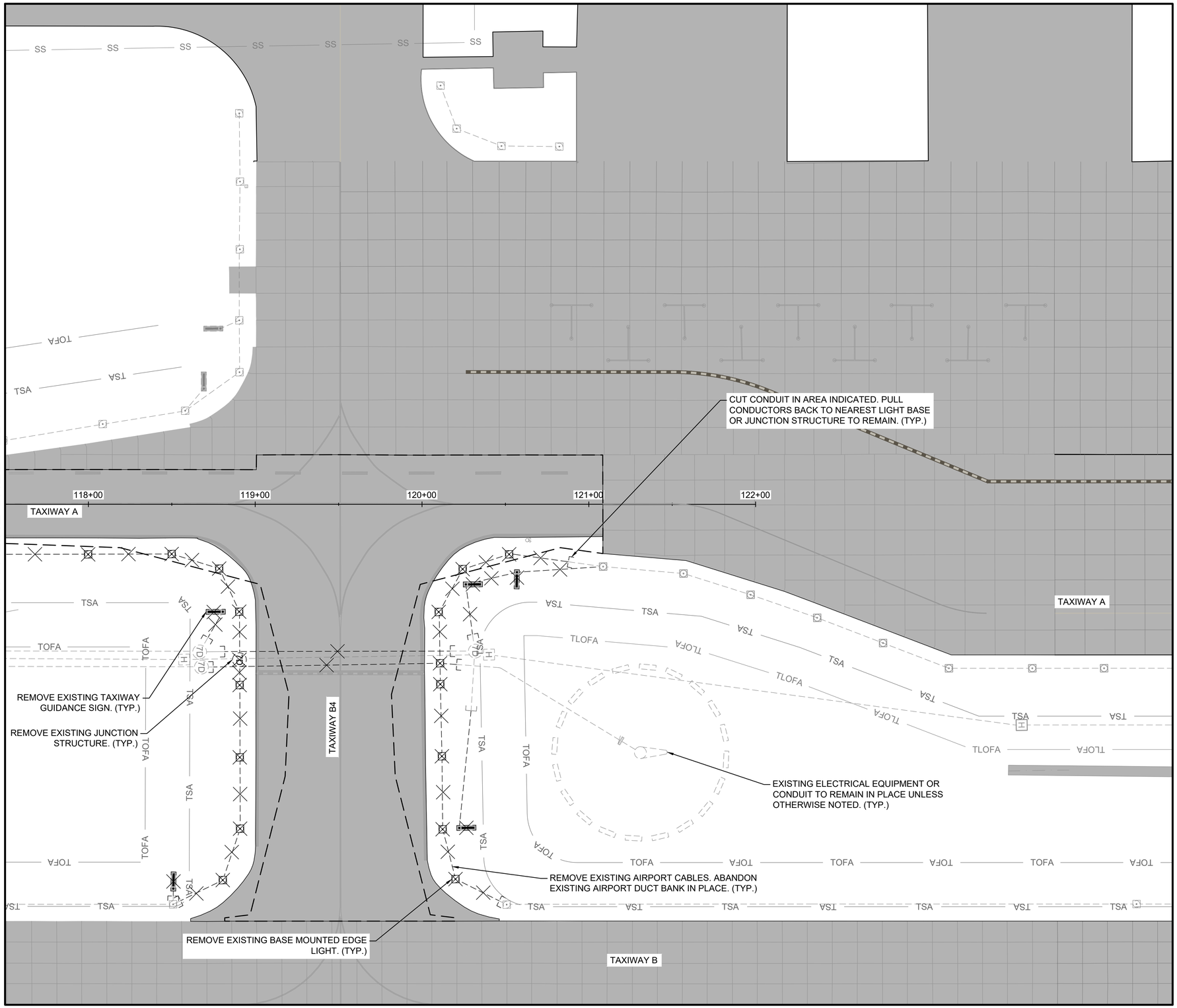
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:49 AM Plotter used: AutoCAD PDF (General Documentation).pc3



0 15' 30' 60' 90'

(IN FEET)

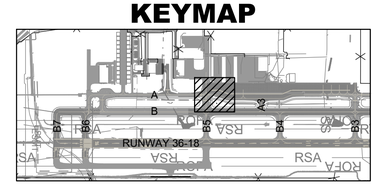
LEGEND

— — — — PROPOSED PAVEMENT LIMITS

NOTES:

1. SEE SHEET EN001 FOR ELECTRICAL DEMOLITION LEGEND, CONSTRUCTION NOTES, ELECTRICAL SAFETY NOTES, AND REMOVAL NOTES.
2. SEE THE ED200 SERIES FOR LIGHTING DEMOLITION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.
4. REMOVED TAXIWAY EDGE LIGHTS SHALL BE STORED TO BE RETURNED TO THE AIRPORT AT THE END OF THE PROJECT.
5. REMOVAL OF CONDUCTORS SHALL BE CONSIDERED SUBSIDIARY TO OTHER REMOVAL ITEMS.

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

ELECTRICAL
DEMOLITION PLAN 4

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
ED104

SHEET NUMBER **82**

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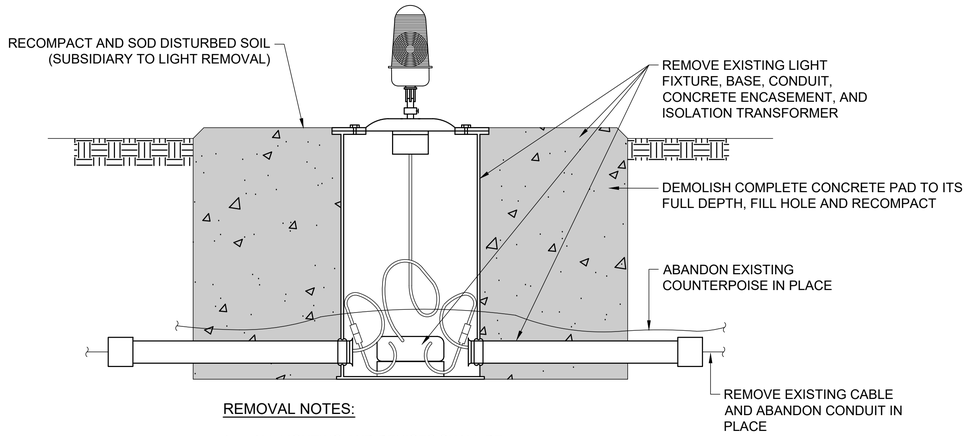
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:49 AM Plotter used: AutoCAD PDF (General Documentation).pc3

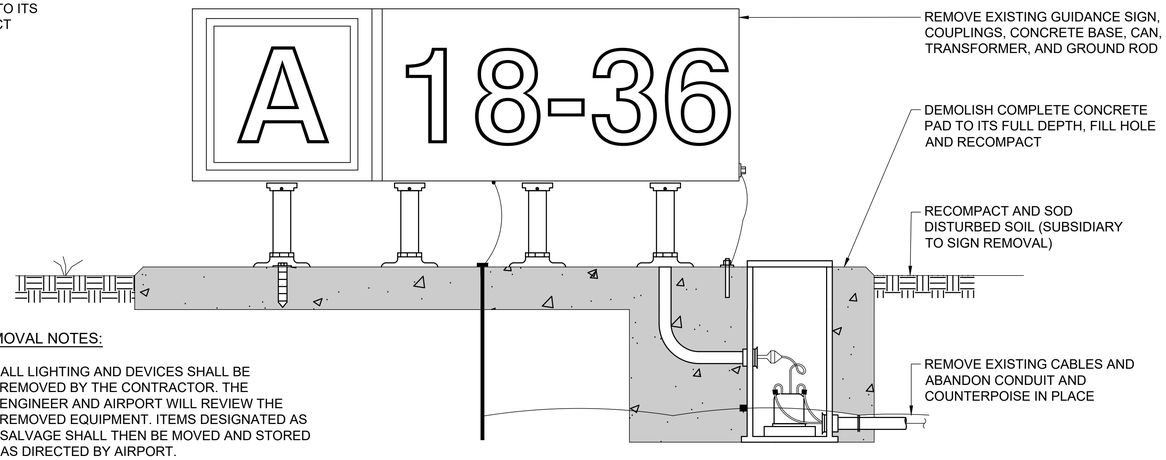


REMOVAL NOTES:

1. ALL LIGHTING AND DEVICES SHALL BE REMOVED BY THE CONTRACTOR. THE ENGINEER AND AIRPORT WILL REVIEW THE REMOVED EQUIPMENT. ITEMS DESIGNATED AS SALVAGE SHALL THEN BE MOVED AND STORED AS DIRECTED BY AIRPORT.
2. ALL ITEMS THAT ARE NOT TO BE SALVAGED SHALL BE CAREFULLY REMOVED FROM THE AIRPORT AND PROPERLY DISPOSED.
3. THE AREA DISTURBED BY THE REMOVAL OPERATION SHALL BE RESTORED TO THE SATISFACTION OF THE OWNER AND THE ENGINEER. THIS SHALL INCLUDE BACKFILLING WITH SELECT FILL, COMPACTION, GRADING, AND SODDING. AREA RESTORATION SHALL BE SUBSIDIARY TO THE EQUIPMENT PAY ITEM.

1 ED501 BASE MOUNTED EDGE LIGHT REMOVAL

SCALE: NONE



REMOVAL NOTES:

1. ALL LIGHTING AND DEVICES SHALL BE REMOVED BY THE CONTRACTOR. THE ENGINEER AND AIRPORT WILL REVIEW THE REMOVED EQUIPMENT. ITEMS DESIGNATED AS SALVAGE SHALL THEN BE MOVED AND STORED AS DIRECTED BY AIRPORT.
2. ALL ITEMS THAT ARE NOT TO BE SALVAGED SHALL BE CAREFULLY REMOVED FROM THE AIRPORT AND PROPERLY DISPOSED.
3. THE AREA DISTURBED BY THE REMOVAL OPERATION SHALL BE RESTORED TO THE SATISFACTION OF THE OWNER AND THE ENGINEER. THIS SHALL INCLUDE BACKFILLING WITH SELECT FILL, COMPACTION, GRADING, AND SODDING. AREA RESTORATION SHALL BE SUBSIDIARY TO THE EQUIPMENT PAY ITEM.

2 ED501 BASE MOUNTED SIGN REMOVAL

SCALE: NONE

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REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

ELECTRICAL
DEMOLITION DETAILS

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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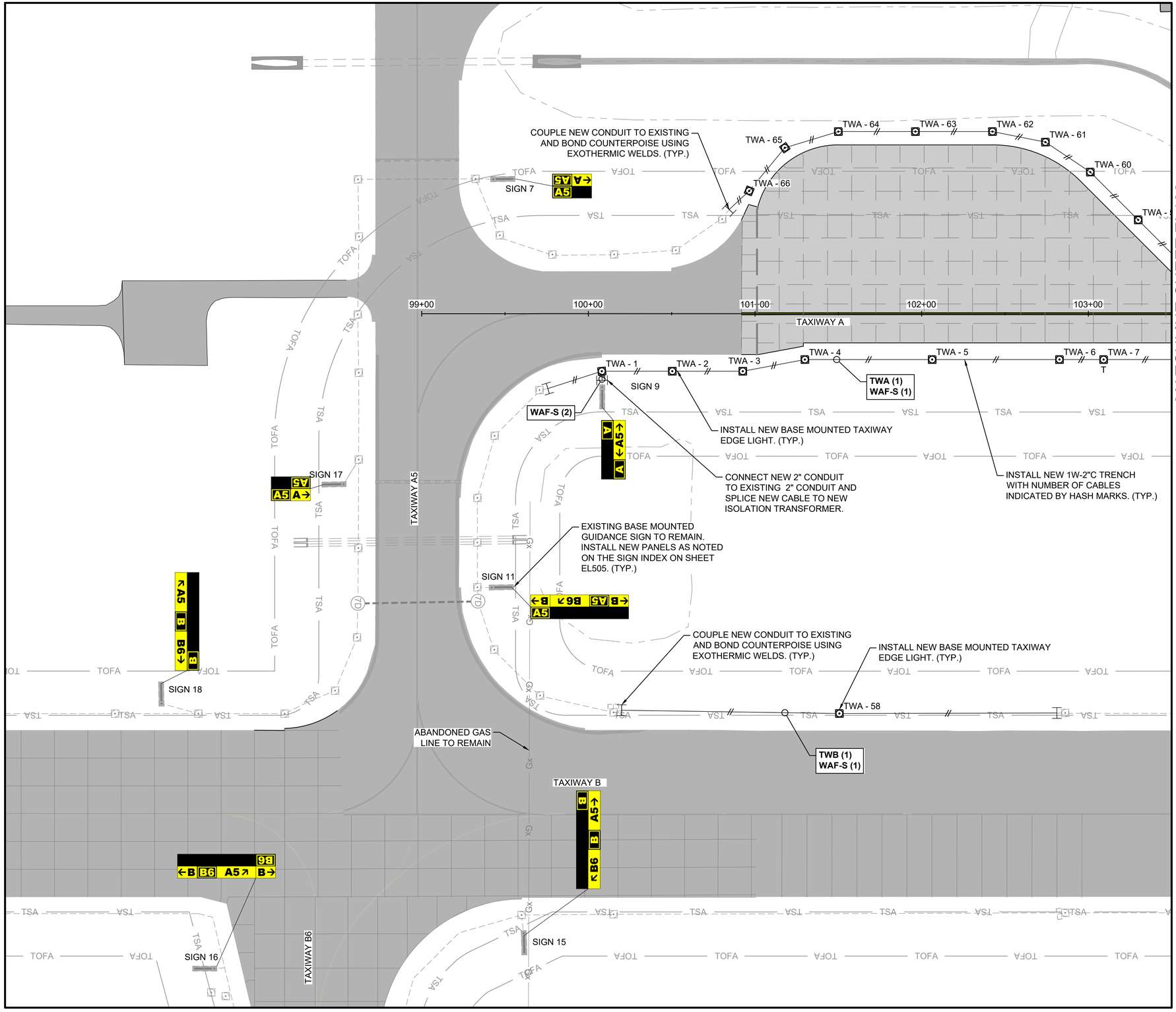
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

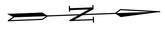
DRAWING NUMBER
ED501

SHEET NUMBER **83**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-ED501.dwg Last Save: 1/19/2026 1:58 PM Last saved by: DEDove
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:49 AM Plotter used: AutoCAD PDF (General Documentation).pc3



MATCHLINE SHEET EL102



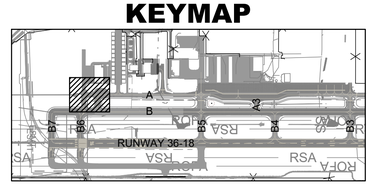
GENERAL NOTES:

1. SEE SHEET EN001 FOR ELECTRICAL INSTALLATION LEGEND, CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, AND INSTALLATION NOTES.
2. SEE THE EL500 SERIES FOR LIGHTING INSTALLATION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.
4. CONCRETE ENCASED DUCT BANKS SHALL EXTEND 3' BEYOND EDGE OF PAVEMENT IN ACCORDANCE WITH DETAIL 2 ON SHEET EL508. UNLESS OTHERWISE NOTED, DUCT BANK IN TURF AREAS SHALL BE NON-ENCASED.
4. REFER TO SHEET EL505 FOR SIGN INDEX.
5. LIGHTS WITH SYMBOL "T" SHALL HAVE A CONDUIT DRAIN INSTALLED AND CONNECTED TO DRAINAGE SYSTEM. SEE DETAIL 3 ON SHEET EL507.

CIRCUIT LABEL LEGEND:

TWA	TAXIWAY ALPHA LIGHT CIRCUIT
TWB	TAXIWAY BRAVO LIGHT CIRCUIT
WAF-S	WEST AIRFIELD SIGN CIRCUIT

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

ELECTRICAL INSTALLATION PLAN 1

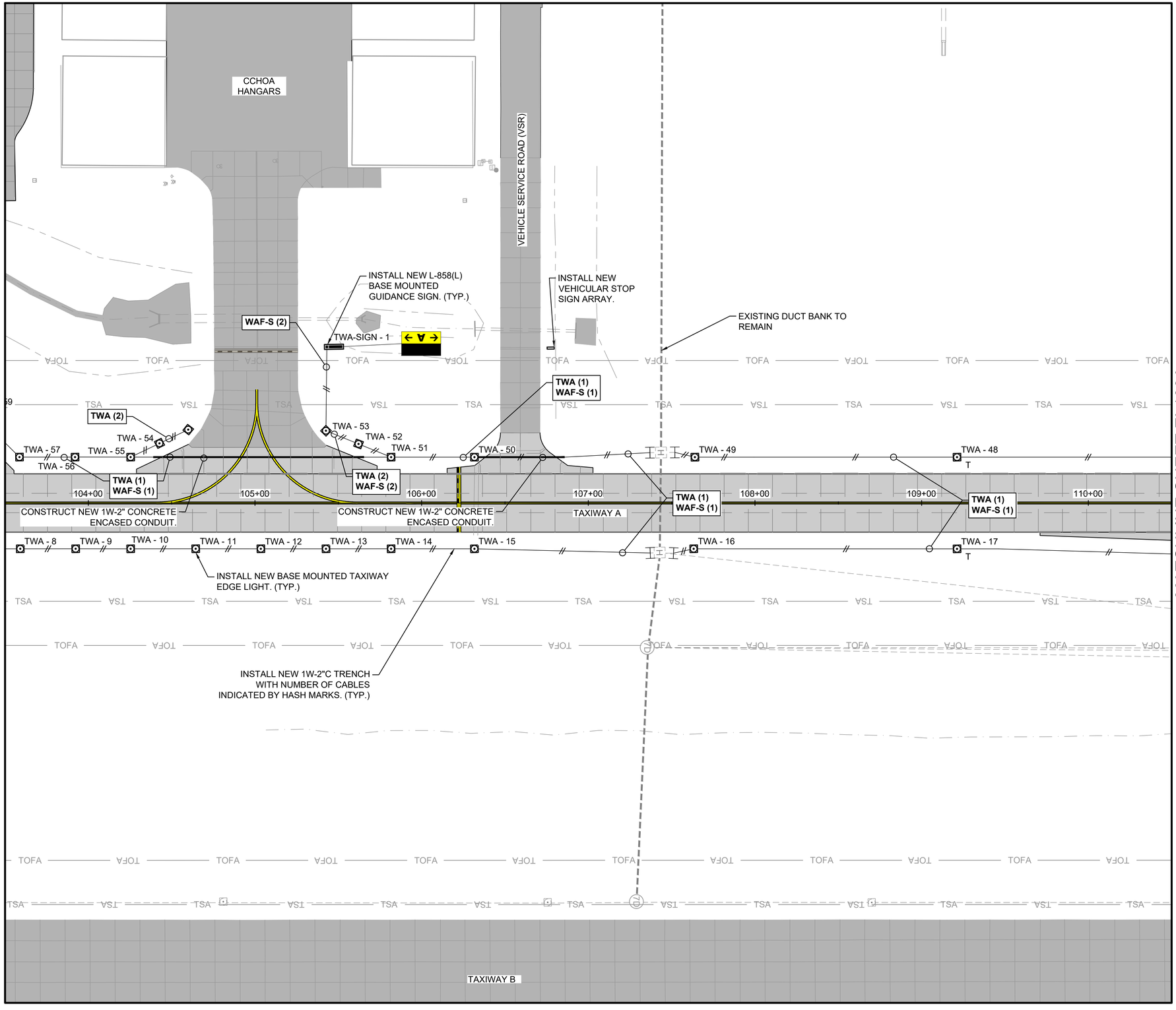
JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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

DRAWING NUMBER
EL101

SHEET NUMBER **84**

File: I:\2024\a11-2402725 - tki taxiway alpha phase II\Drawings\2402725-EL101.dwg Last Save: 3/18/2026 3:57 PM Last saved by: DEDove
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:50 AM Plotter used: AutoCAD PDF (General Documentation).pc3



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

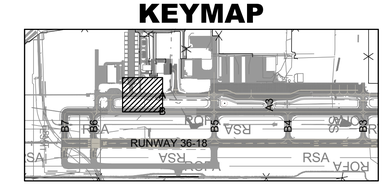
GENERAL NOTES:

1. SEE SHEET EN001 FOR ELECTRICAL INSTALLATION LEGEND, CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, AND INSTALLATION NOTES.
2. SEE THE EL500 SERIES FOR LIGHTING INSTALLATION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.
4. CONCRETE ENCASED DUCT BANKS SHALL EXTEND 3' BEYOND EDGE OF PAVEMENT IN ACCORDANCE WITH DETAIL 2 ON SHEET EL508. UNLESS OTHERWISE NOTED, DUCT BANK IN TURF AREAS SHALL BE NON-ENCASED.
4. REFER TO SHEET EL505 FOR SIGN INDEX.
5. LIGHTS WITH SYMBOL "T" SHALL HAVE A CONDUIT DRAIN INSTALLED AND CONNECTED TO DRAINAGE SYSTEM. SEE DETAIL 3 ON SHEET EL507.

CIRCUIT LABEL LEGEND:

TWA	TAXIWAY ALPHA LIGHT CIRCUIT
WAF-S	WEST AIRFIELD SIGN CIRCUIT

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

ELECTRICAL INSTALLATION PLAN 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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DRAWING NUMBER
EL102

SHEET NUMBER 85

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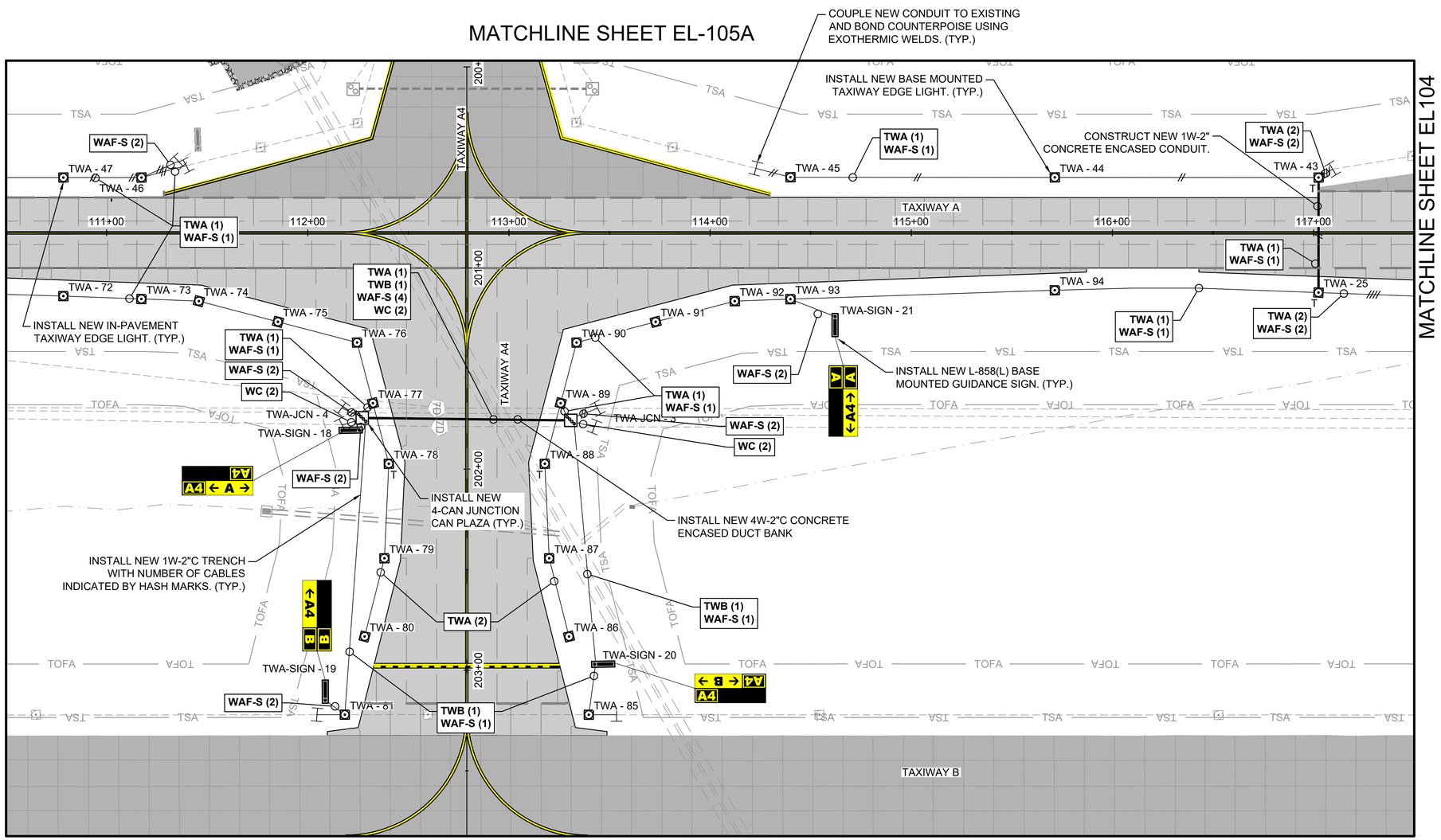
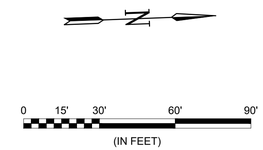




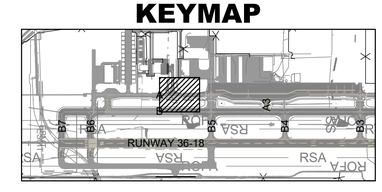
GENERAL NOTES:

1. SEE SHEET EN001 FOR ELECTRICAL INSTALLATION LEGEND, CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, AND INSTALLATION NOTES.
2. SEE THE EL500 SERIES FOR LIGHTING INSTALLATION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.
4. CONCRETE ENCASED DUCT BANKS SHALL EXTEND 3' BEYOND EDGE OF PAVEMENT IN ACCORDANCE WITH DETAIL 2 ON SHEET EL508. UNLESS OTHERWISE NOTED, DUCT BANK IN TURF AREAS SHALL BE NON-ENCASED.
4. REFER TO SHEET EL505 FOR SIGN INDEX.
5. LIGHTS WITH SYMBOL "T" SHALL HAVE A CONDUIT DRAIN INSTALLED AND CONNECTED TO DRAINAGE SYSTEM. SEE DETAIL 3 ON SHEET EL507.

CIRCUIT LABEL LEGEND:

TWA	TAXIWAY ALPHA LIGHT CIRCUIT
TWB	TAXIWAY BRAVO LIGHT CIRCUIT
WAF-S	WEST AIRFIELD SIGN CIRCUIT
WC	WIND CONE CIRCUIT

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

ELECTRICAL INSTALLATION PLAN 3A

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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DRAWING NUMBER
EL103A

SHEET NUMBER 86

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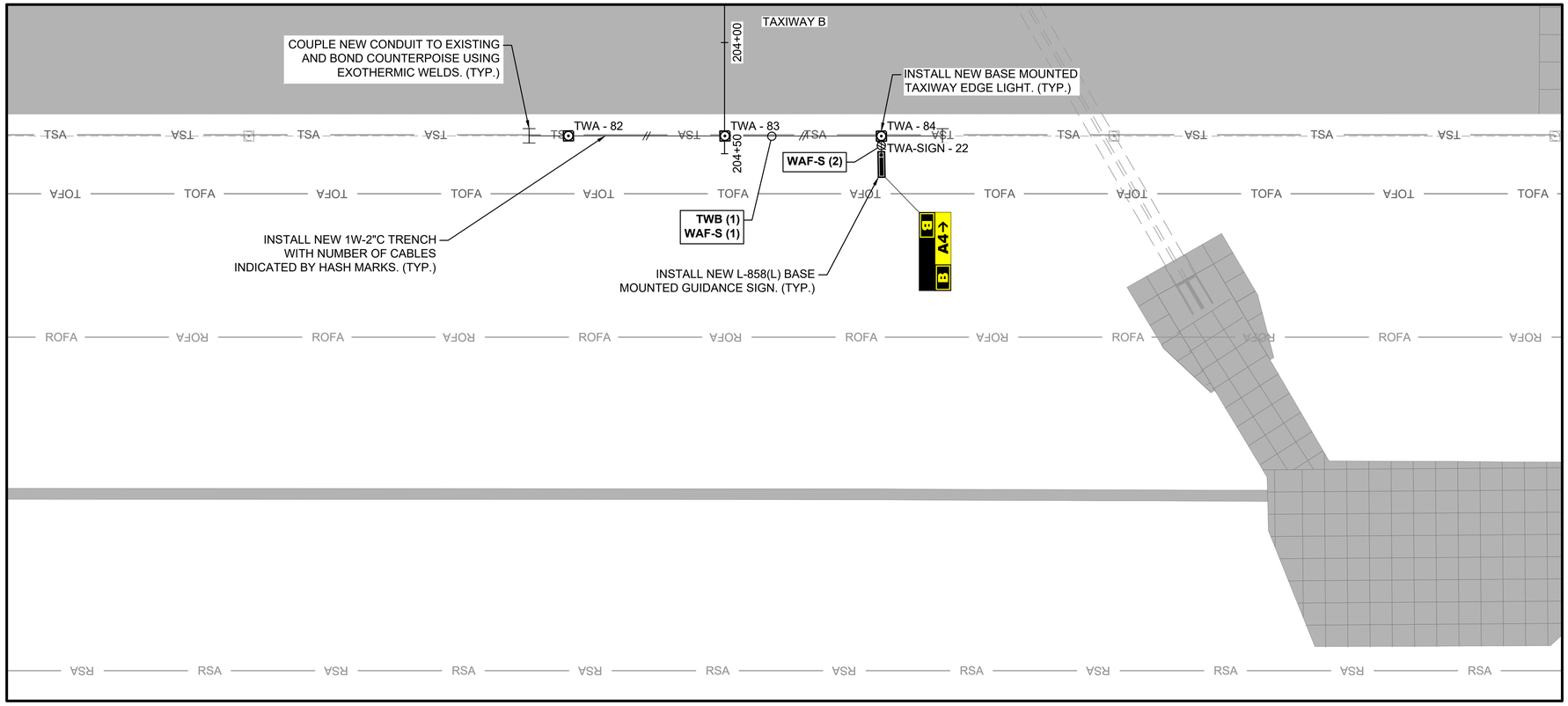
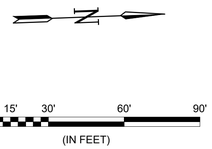
MATCHLINE SHEET EL103A





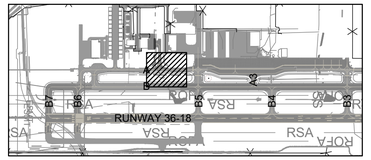
GENERAL NOTES:

1. SEE SHEET EN001 FOR ELECTRICAL INSTALLATION LEGEND, CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, AND INSTALLATION NOTES.
2. SEE THE EL500 SERIES FOR LIGHTING INSTALLATION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.
4. CONCRETE ENCASED DUCT BANKS SHALL EXTEND 3' BEYOND EDGE OF PAVEMENT IN ACCORDANCE WITH DETAIL 2 ON SHEET EL508. UNLESS OTHERWISE NOTED, DUCT BANK IN TURF AREAS SHALL BE NON-ENCASED.
4. REFER TO SHEET EL505 FOR SIGN INDEX.
5. LIGHTS WITH SYMBOL "T" SHALL HAVE A CONDUIT DRAIN INSTALLED AND CONNECTED TO DRAINAGE SYSTEM. SEE DETAIL 3 ON SHEET EL507.

CIRCUIT LABEL LEGEND:

TWB	TAXIWAY BRAVO LIGHT CIRCUIT
WAF-S	WEST AIRFIELD SIGN CIRCUIT

KEYMAP



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STATE OF TEXAS
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112269
LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

ELECTRICAL INSTALLATION PLAN 3B

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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DRAWING NUMBER
EL103B

SHEET NUMBER **87**

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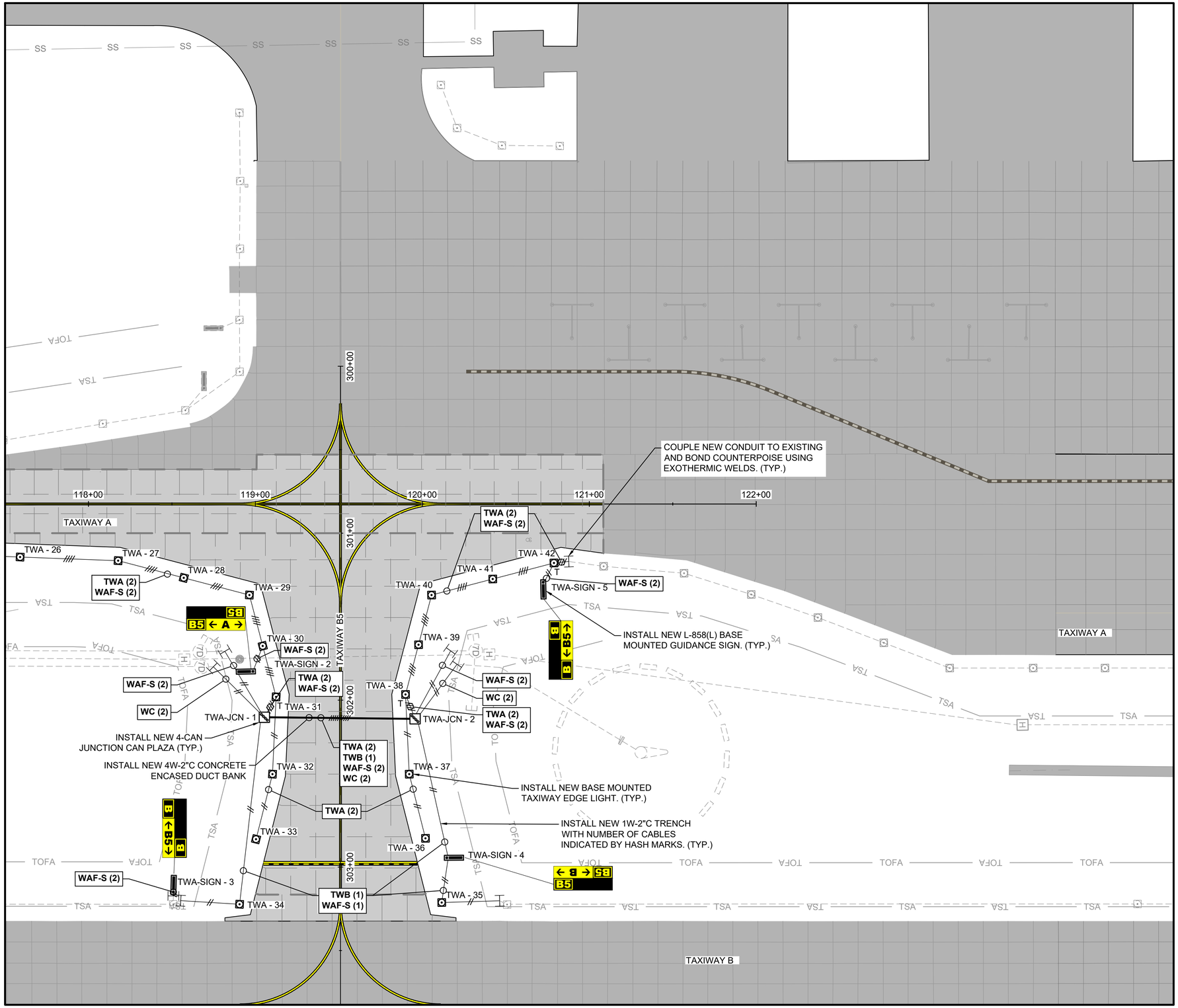
MATCHLINE SHEET EL103A







GENERAL NOTES:

1. SEE SHEET EN001 FOR ELECTRICAL INSTALLATION LEGEND, CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, AND INSTALLATION NOTES.
2. SEE THE EL500 SERIES FOR LIGHTING INSTALLATION DETAILS.
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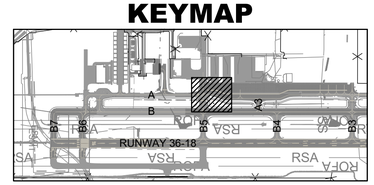
4. REFER TO SHEET EL505 FOR SIGN INDEX.
5. LIGHTS WITH SYMBOL "T" SHALL HAVE A CONDUIT DRAIN INSTALLED AND CONNECTED TO DRAINAGE SYSTEM. SEE DETAIL 3 ON SHEET EL507.

CIRCUIT LABEL LEGEND:

TWA	TAXIWAY ALPHA LIGHT CIRCUIT
TWB	TAXIWAY BRAVO LIGHT CIRCUIT
WAF-S	WEST AIRFIELD SIGN CIRCUIT

KEYMAP



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STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

ELECTRICAL INSTALLATION PLAN 4

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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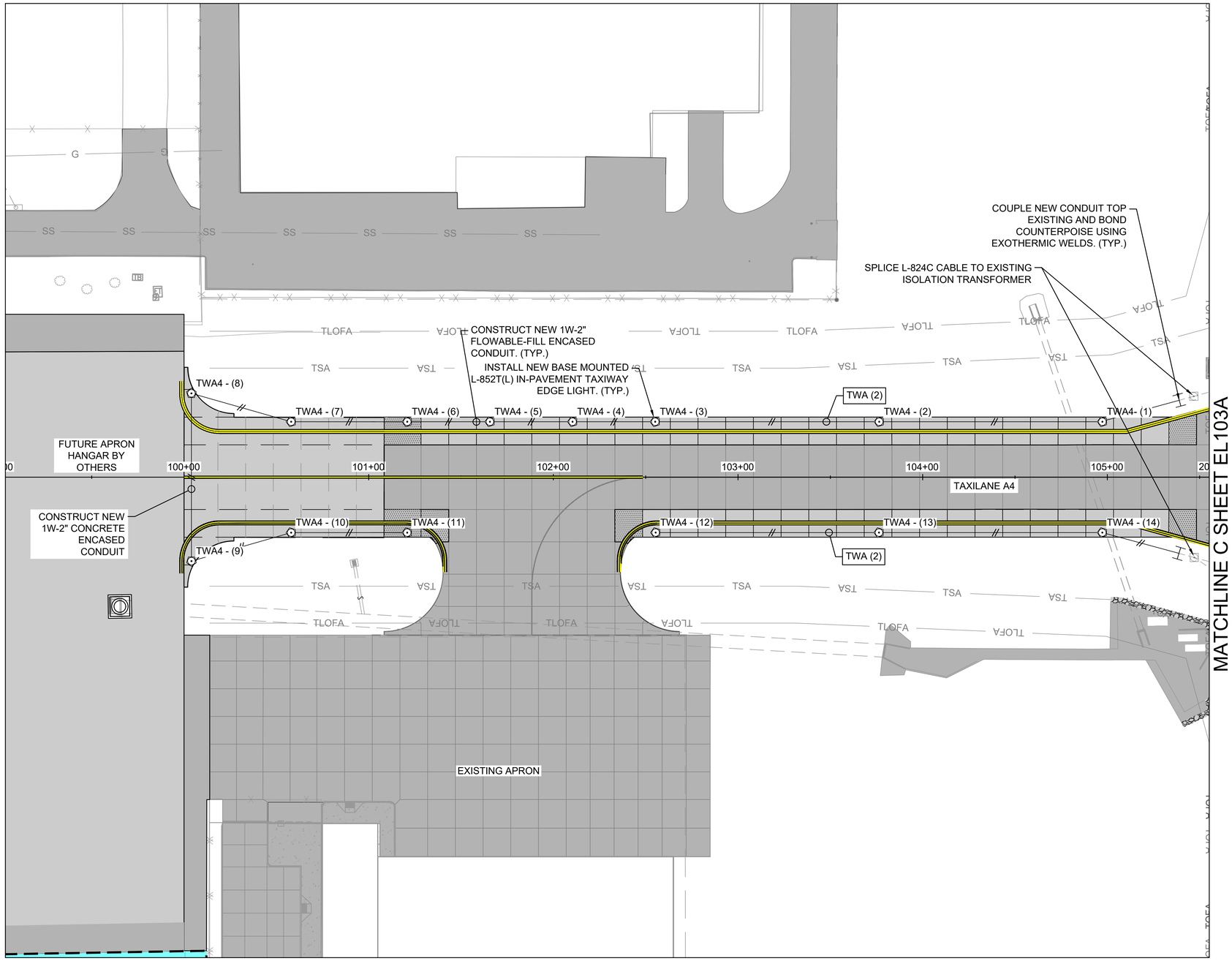
DRAWING NUMBER
EL104

SHEET NUMBER 88



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Last plotted by: Macnost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:51 AM Plotter used: AutoCAD PDF (General Documentation).pc3

N

0 15' 30' 60' 90'

(IN FEET)

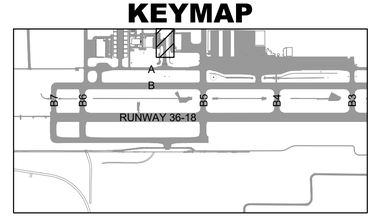
LEGEND

- EXISTING CONCRETE PAVEMENT
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TAXIWAY LIGHT
- PROPOSED TAXIWAY LIGHT
- PROPOSED PAVEMENT LIMITS
- TSA — EXISTING TAXIWAY SAFETY AREA
- TOFA — EXISTING TAXIWAY OBJECT FREE AREA

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

TEXAS STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES SUFFICIENT ADVANCE NOTIFICATION THROUGH THE TEXAS ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-344-8377. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TEXAS ONE-SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

KEYMAP



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REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

ELECTRICAL INSTALLATION PLAN 5-SCH BID 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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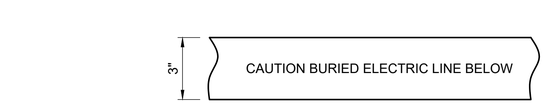
DRAWING NUMBER
EL-105A

SHEET NUMBER **89**

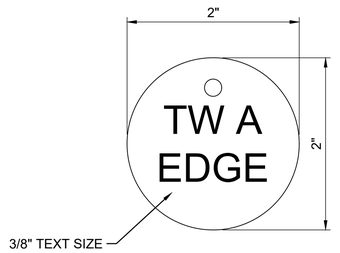


NOTES:

1. POWER MARKING TAPES SHALL BE DETECTABLE TYPE CONSTRUCTION WITH RED BACKGROUND AND BLACK LETTERING.
2. TAPE SHALL BE DETECTABLE, DURABLE, HIGHLY VISIBLE, RESISTANT TO ELEMENTS, MEETING AND / OR EXCEEDING ALL INDUSTRY STANDARDS.
3. PROVIDE MULTIPLE AND / OR WIDER TAPES FOR WIDER DUCT BANKS. COORDINATE WITH ENGINEER.

1 EL501 — UNDERGROUND DETECTABLE WARNING TAPE

SCALE: NONE

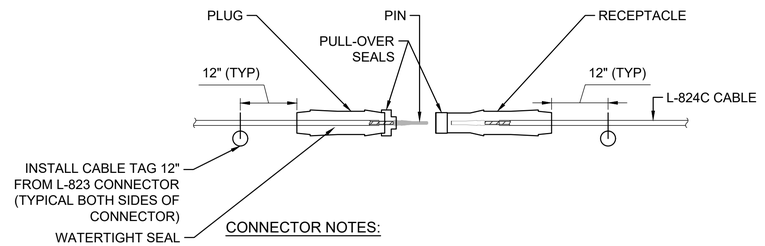


CABLE TAG NOTES:

1. ALL CABLES SHALL BE IDENTIFIED. INSTALL CABLE TAGS IN ALL ACCESSIBLE LOCATIONS INCLUDING JUNCTION BOXES, PULL BOXES, MANHOLES, HANDHOLES, AND LIGHT BASES.
2. INSTALL CABLE TAGS 12" FROM THE L-823 CONNECTORS. IF NO CONNECTORS ARE REQUIRED, INSTALL A CABLE TAG NEAR EACH CABLE ENTRANCE VIA DUCT OR CONDUIT.
3. CABLE IDENTIFICATION TAGS SHALL BE MADE FROM A NON-CORROSIVE STAINLESS STEEL MATERIAL WITH THE CIRCUIT AND / OR LOOP IDENTIFICATION NUMBER STAMPED OR ETCHED ONTO THE TAG.
4. TAGS SHALL BE CIRCULAR IN SHAPE, 2-INCH MINIMUM DIAMETER AND 20 GAUGE NON-CORROSIVE STAINLESS STEEL MATERIAL.
5. SECURE EACH TAG TO THE CABLE USING WEATHER AND ULTRAVIOLET RESISTANT NYLON CABLE TIES.
6. TAG IDENTIFICATION TEXT SHALL BE COORDINATED WITH THE OWNER AND THE ENGINEER DURING SUBMITTALS PRIOR TO THE WORK.

2 EL501 — TYPICAL CABLE TAG

SCALE: NONE



CONNECTOR NOTES:

1. IN-LINE CONNECTIONS OR SPLICES OF UNDERGROUND CABLES WITHIN MANHOLES, HANDHOLES, LIGHT BASES, OR OTHER ACCESSIBLE LOCATIONS SHALL BE MADE USING L-823 CONNECTOR KITS.
2. PROVIDE CABLE IN CONTINUOUS LENGTHS FOR HOME RUNS OR OTHER LONG CABLE RUNS WITHOUT CONNECTIONS, UNLESS AUTHORIZED IN WRITING BY THE ENGINEER OR SHOWN ON THE PLANS.
3. THE CONTRACTOR SHALL UTILIZE ENHANCED FAA CERTIFIED L-823 CONNECTOR KITS, SUCH AS THE AMERACE 54 SUPER KIT, INTEGRO COMPLETE KIT, OR AN APPROVED EQUAL. THESE KITS DO NOT REQUIRE TAPING OR HEAT SHRINKING. THESE KITS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS. NOTE THAT THE MIXING OF CONNECTOR KITS IS UNACCEPTABLE. THE CONTRACTOR SHALL CLEARLY LIST AND SUBMIT THE CONNECTOR KITS HE PROPOSES TO UTILIZE ON THE PROJECT FOR APPROVAL PRIOR TO ANY FIELD CONSTRUCTION WORK, AND HE SHALL ONLY INSTALL THAT TYPE DURING CONSTRUCTION UNLESS OTHERWISE NOTED BY THE ENGINEER.

3 EL501 — L-823 CONNECTOR INSTALLATION FOR CAN AND CONDUIT SYSTEM

SCALE: NONE

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REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

COMMON ELECTRICAL DETAILS

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
EL501

SHEET NUMBER **90**

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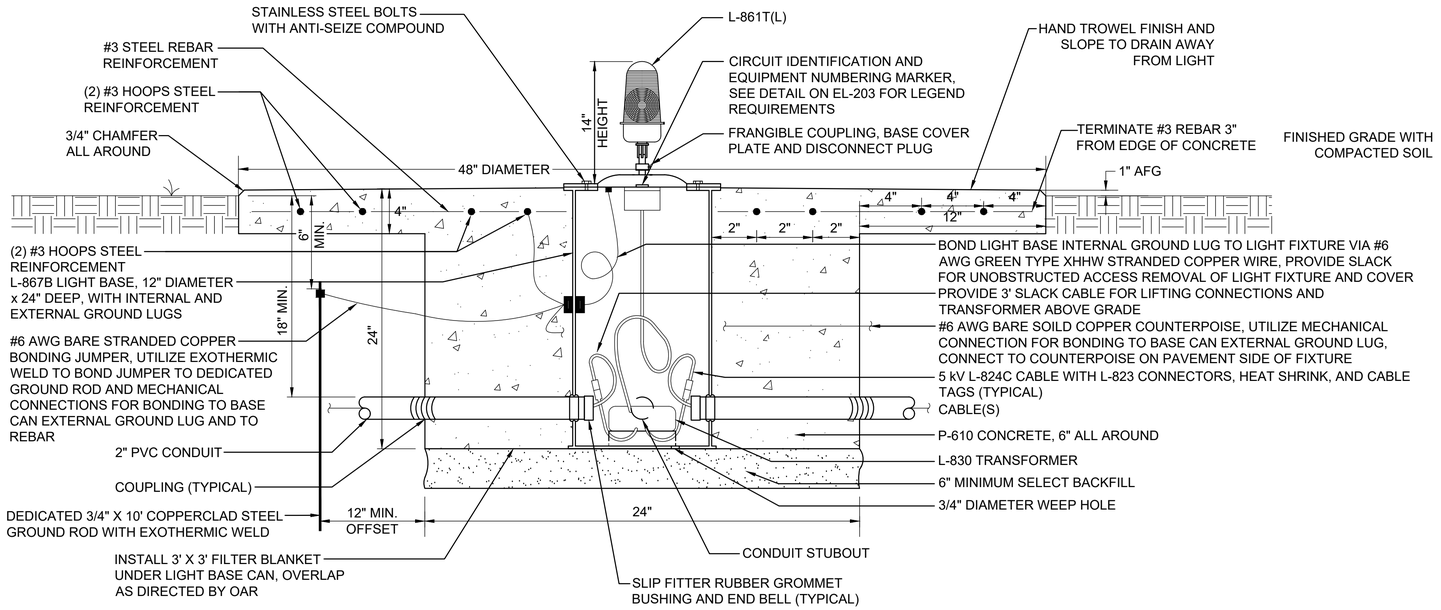
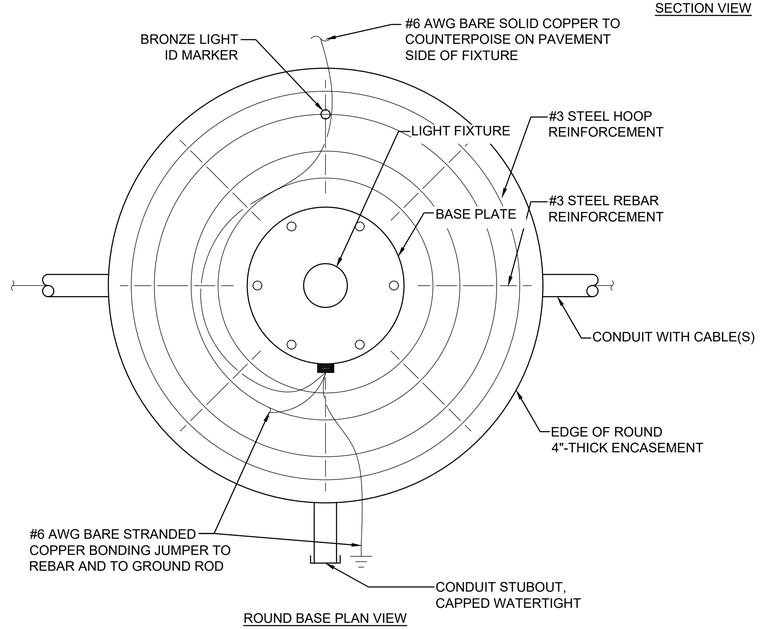


SECTION VIEW



ROUND BASE PLAN VIEW

BASE MOUNTED LIGHT FIXTURE NOTES:

1. INSTALL FIXTURE SO NUMBERING TAG FACES PAVEMENT EDGE.
2. INSTALL NEW L-823 CONNECTOR KITS WITH HEAT SHRINK AND CABLE TAGS AT ALL LIGHTS AND GUIDANCE SIGNS.
3. COUNTERPOISE SHALL BE BONDED TO JUNCTION BOX EXTERNAL GROUND LUG (EQUIPOTENTIAL METHOD LIGHTNING PROTECTION).
4. COORDINATE EXACT LIGHT BASE AND CONDUIT DRAINING LOCATIONS WITH ENGINEER PRIOR TO WORK. INSTALL BASES WITH T-CONFIGURED CANS WITH A 1' CONDUIT AWAY FROM PAVEMENT, INCLUDING 45 DEGREE DOWN ELBOW WITH RODENT GUARD INTO MINIMUM 1 CUBIC FOOT OPEN GRADED, DRAINABLE AGGREGATE WRAPPED IN NON-WOVEN FILTER FABRIC. TOP OF AGGREGATE SHALL BE MINIMUM 36" BELOW GRADE.

1 / EL502 — BASE MOUNTED LIGHT INSTALLATION

SCALE: NONE

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REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

TAXIWAY LIGHT INSTALLATION DETAILS

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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0 1"
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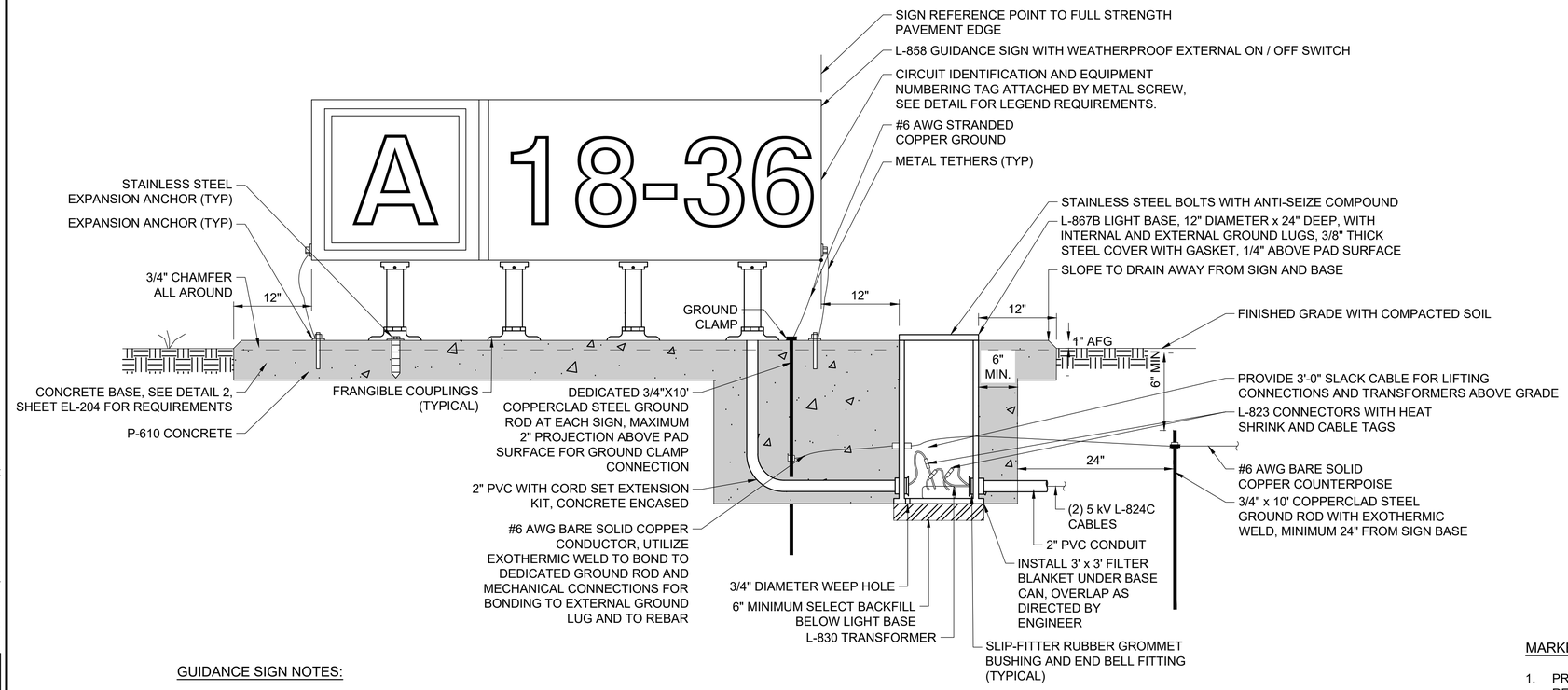
DRAWING NUMBER
EL502

SHEET NUMBER **91**

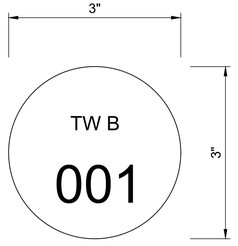
File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-EL501.dwg Last Save: 3/18/2026 2:48 PM Last saved by: DEDove
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:51 AM Plotter used: AutoCAD PDF (General Documentation).pc3



GUIDANCE SIGN NOTES:

1. INSTALL SIGN IN ACCORDANCE WITH FAA GUIDELINES AND MANUFACTURER'S RECOMMENDATIONS.
2. INSTALL NEW L-823 CONNECTOR KITS WITH HEAT SHRINK AND CABLE TAGS AT ALL LIGHTS AND GUIDANCE SIGNS.
3. SUBMIT SIGN AND BASE CAN INSTALLATION METHOD SHOP DRAWINGS FOR REVIEW AND APPROVAL PRIOR TO STARTING WORK.
4. COORDINATE PROPER INSTALLATION LOCATION, ELEVATION, AND ORIENTATION WITH THE RPR PRIOR TO CONCRETE WORK.
5. CONNECT THE COUNTERPOISE TO GROUND ROD 2'-0" FROM CONCRETE PAD. DO NOT CONNECT COUNTERPOISE TO LIGHT BASE GROUND LUG (EQUIPOTENTIAL METHOD LIGHTNING PROTECTION).
6. INSTALL A DEDICATED EQUIPMENT SAFETY GROUND ROD WITH EXOTHERMIC WELD AT EACH SIGN.
7. UTILIZE ONLY EXOTHERMIC WELDS BELOW GRADE.
8. PROVIDE MINIMUM 3'-0" SLACK CABLE FOR EACH CABLE ENTERING LIGHT BASE SO THAT L-823 CONNECTORS CAN BE LIFTED OUT OF THE BASE ABOVE GRADE.
9. PROVIDE TETHER FOR ALL SIGNS USING 3/16" STAINLESS STEEL AIRCRAFT CABLE AND STAINLESS STEEL HARDWARE. PROVIDE SINGLE MODULE SIGNS WITH ONE TETHER. PROVIDE MULTIPLE MODULE SIGNS WITH A TETHER AT BOTH ENDS.
10. TETHERS AND GROUND BONDING CONDUCTOR SHALL BE SUFFICIENT LENGTH TO ALLOW THE FRANGIBLE COUPLINGS TO OPERATE PROPERLY AND POWER CABLE TO DISCONNECT IF THE SIGN FALLS OVER.
11. SOD THE DISTURBED AREAS 2' ALL AROUND THE SIGN AND GRADE SOIL TO PROVIDE DRAINAGE AWAY FROM SIGN BASE.

1 / EL503 — BASE MOUNTED SIGN INSTALLATION
SCALE: NONE



ROUND

MARKER NOTES:

1. PROVIDE 3" DIAMETER FLAT BRONZE MARKER, LETTERS 1/2" HIGH, RECESS MOUNTED FLUSH WITH TOP OF PAVEMENT, EPOXY IN PLACE.
2. INSTALL MARKER CENTERED 3" FROM EDGE OF LIGHT BASE.
3. COST OF BRONZE MARKERS IS INCIDENTAL TO THE ASSOCIATED LIGHTING ITEM.
4. MARKERS SHALL BE INSTALLED SEQUENTIALLY ALONG THE PATH OF THE TAXIWAY / RUNWAY CIRCUIT IN THE ORDER THAT THE SERIES CIRCUIT CABLE IS CONNECTED. COORDINATE PROPOSED LIGHT AND SIGN FIXTURE ID MARKER NOMENCLATURE WITH OWNER AND ENGINEER PRIOR TO INSTALLATION.
5. LIGHT FIXTURES, GUIDANCE SIGNS, ETC. ALL ON THE SAME CIRCUIT SHALL BE NUMBERED IN THE SAME SEQUENTIAL FASHION.
6. TAXIWAY LIGHT IDENTIFICATION TAGS ARE REQUIRED FOR THE FOLLOWING TAXIWAY CIRCUITS:
   A. TAXIWAY A: "TW A"
   B. TAXIWAY B: "TW B"

2 / EL503 — BRONZE PAVEMENT LIGHT ID MARKER
SCALE: NONE

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REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

GUIDANCE SIGN INSTALLATION DETAILS 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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DRAWING NUMBER
EL503

SHEET NUMBER **92**

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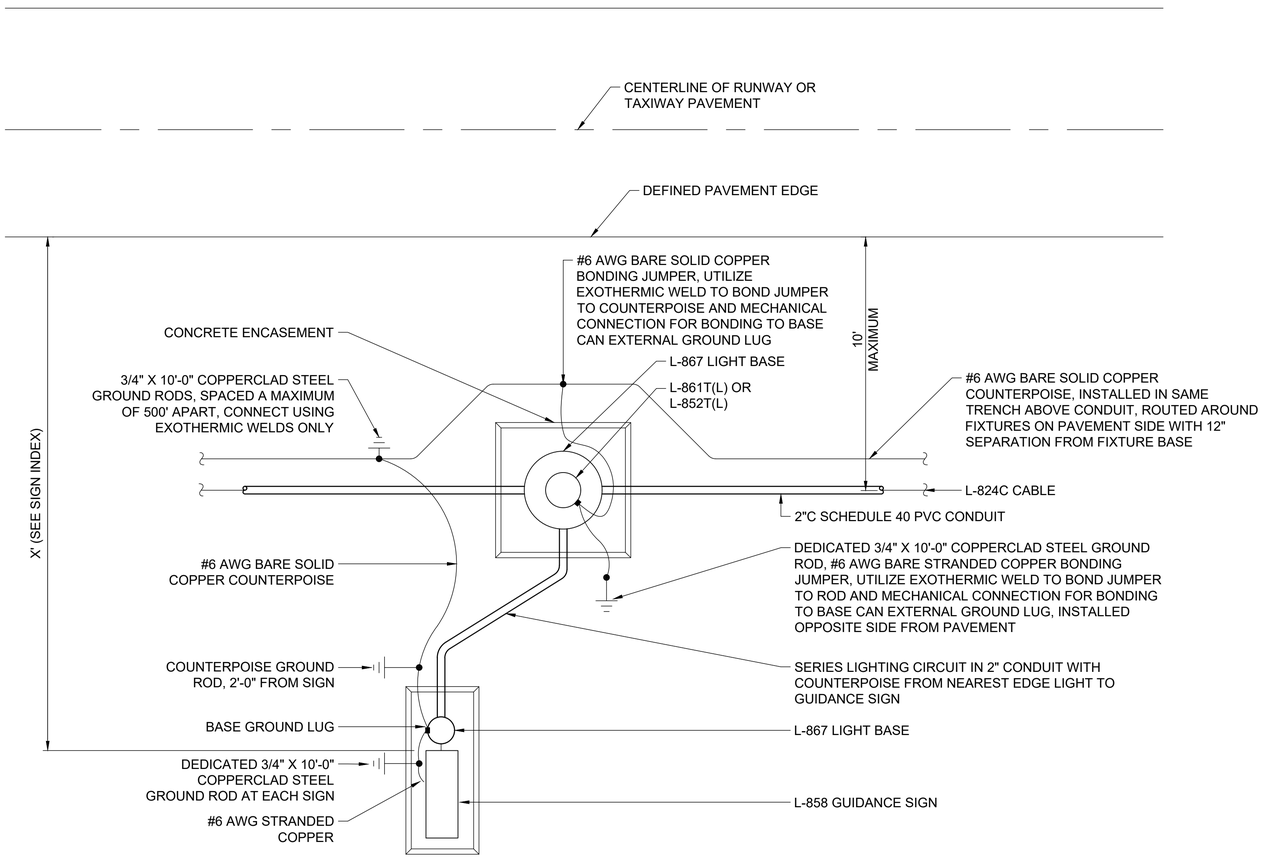
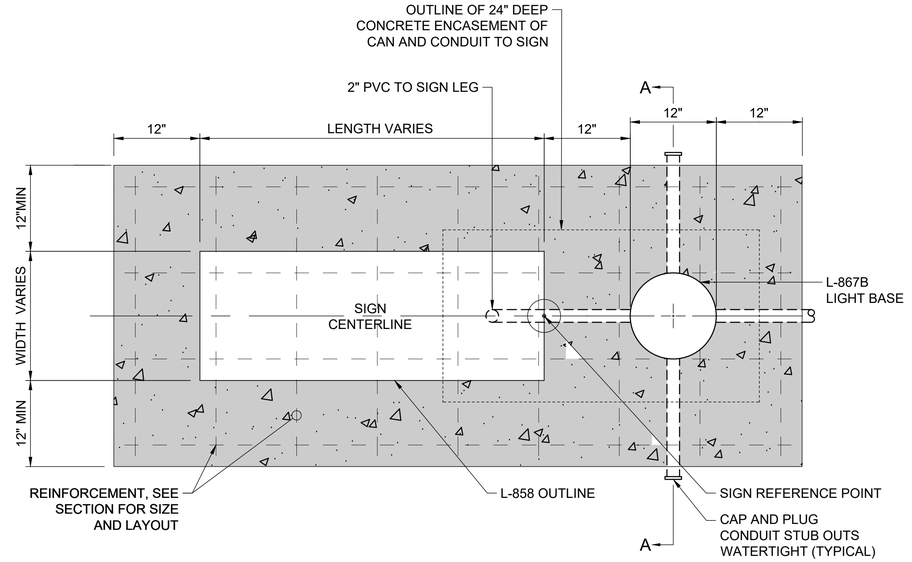
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:52 AM Plotter used: AutoCAD PDF (General Documentation).pc3



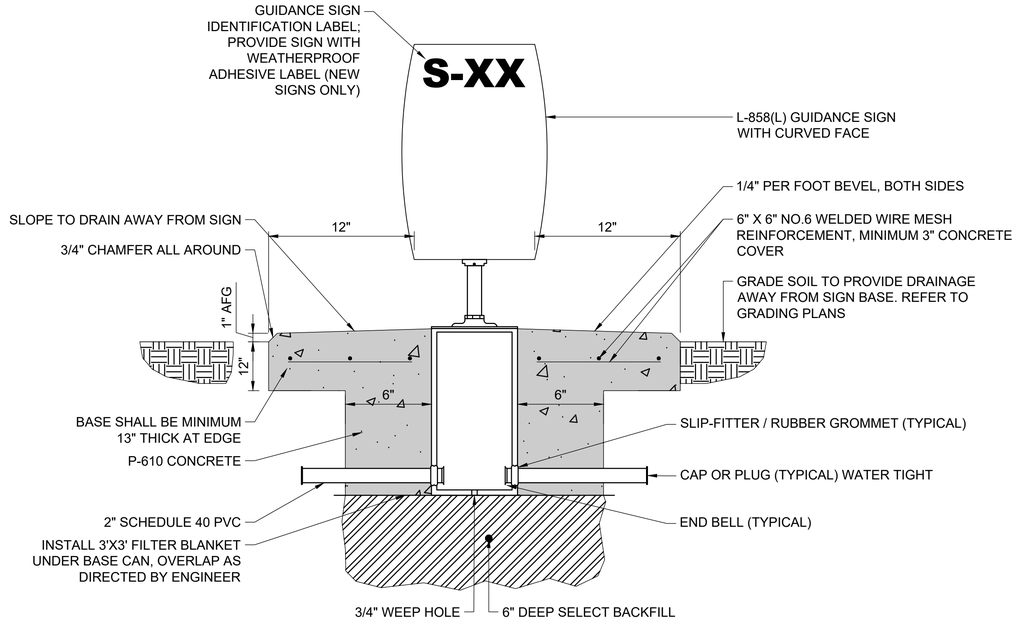
1 EL504

EDGE LIGHT AND GUIDANCE SIGN LAYOUT PLAN

SCALE: NONE



PLAN VIEW



SECTION A-A VIEW

2 EL504

SIGN BASE PLAN

SCALE: NONE

LAYOUT NOTES:

1. INSTALL NEW L-823 CONNECTOR KITS WITH HEAT SHRINK AND CABLE TAGS AT ALL LIGHTS AND GUIDANCE SIGNS.
2. ATTACH AND CONNECT COUNTERPOISE SYSTEM AND GROUND RODS USING EXOTHERMIC WELDS ONLY.
3. INSTALL FIXTURE NUMBERING MONUMENT FACING PAVEMENT EDGE.
4. INSTALL CABLE TAGS ON CIRCUITS IN EACH BASE MOUNTED LIGHT AND SIGN.
5. SUBMIT LIGHT / SIGN AND BASE CAN INSTALLATION METHOD SHOP DRAWINGS FOR REVIEW AND APPROVAL PRIOR TO STARTING WORK.
6. DEMONSTRATE PROPER INSTALLATION LOCATION, ALIGNMENT, ELEVATION, AND ORIENTATION PRIOR TO CONSTRUCTION WORK.
7. UTILIZE ONLY EXOTHERMIC WELDS BELOW GRADE.
8. PROVIDE MINIMUM 3' SLACK CABLE FOR EACH CABLE ENTERING LIGHT BASE SO THAT L-823 CONNECTIONS AND ISOLATION TRANSFORMER CAN BE LIFTED OUT OF THE BASE ABOVE GRADE.
9. SUBMIT EXACT LOCATION LAYOUT OF EACH LIGHT AND SIGN INSTALLATION FOR APPROVAL PRIOR TO INSTALLATION.
10. INSTALL A DEDICATED EQUIPMENT SAFETY GROUND ROD WITH EXOTHERMIC WELD AT EACH LIGHT FIXTURE AND SIGN.
11. COUNTERPOISE SHALL BE BONDED TO THE JUNCTION BOX EXTERNAL GROUND LUG (EQUIPOTENTIAL METHOD LIGHTNING PROTECTION).
12. COORDINATE EXACT LIGHT BASE AND CONDUIT DRAINING LOCATIONS WITH ENGINEER PRIOR TO WORK. INSTALL BASES WITH T-CONFIGURED CANS WITH A 2" CONDUIT AWAY FROM PAVEMENT, INCLUDING 45 DEGREE DOWN ELBOW INTO MINIMUM 1 CUBIC FOOT OPEN GRADED, DRAINABLE AGGREGATE. TOP OF AGGREGATE MINIMUM 36" BELOW GRADE. SEE LAYOUT PLANS FOR EXACT LOCATIONS REQUIRED.

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REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

GUIDANCE SIGN INSTALLATION DETAILS 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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DRAWING NUMBER
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SHEET NUMBER **93**

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Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:52 AM Plotter used: AutoCAD PDF (General Documentation).pc3

NEW GUIDANCE SIGN INDEX

NO.	SIGN DESC.	SIDE 1	SIDE 2	SIZE	STYLE	CLASS	MODE	ARROW ANGLE
1	LEGEND	← A →		1	5	2	2	270°, 90°
	TYPE	Y Y	* *					
2	LEGEND	B5 ← A →	B5	1	5	2	2	270°, 90°
	TYPE	L Y Y	L * *					
3	LEGEND	B ←B5→	B	1	5	2	2	270°, 90°
	TYPE	L Y Y	L * *					
4	LEGEND	B5	B5 ← B →	1	5	2	2	270°, 90°
	TYPE	L * *	L Y Y					
5	LEGEND	B	B ←B5→	1	5	2	2	270°, 90°
	TYPE	L * *	L Y Y					
6	LEGEND	A	A ←A4→	1	5	2	2	270°, 90°
	TYPE	L * *	L Y Y					
18	LEGEND	A4 ← A →	A4	1	5	2	3	270°, 90°
	TYPE	L Y Y	L * *					
19	LEGEND	←A4 B	B	1	5	2	2	270°
	TYPE	Y Y L	L * *					
20	LEGEND	A4	A4 ← B →	1	5	2	2	270°, 90°
	TYPE	L * *	L Y Y					
21	LEGEND	A	←A4→ A	1	5	2	2	270°, 90°
	TYPE	L * *	Y Y L					
22	LEGEND	B	B A4→	1	5	2	2	90°
	TYPE	L * *	L Y Y					

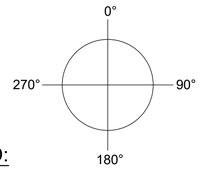
1 EL505 NEW GUIDANCE SIGN INDEX
SCALE: NONE

GUIDANCE SIGN PANEL REPLACEMENT INDEX

NO.	SIGN DESC.	SIDE 1	SIDE 2	SIZE	STYLE	CLASS	MODE	ARROW ANGLE
7	LEGEND	←A A5	A5	1	5	2	2	270°
	TYPE	Y L	L *					
9	LEGEND	A ←A5→	A	1	5	2	2	270°, 90°
	TYPE	L Y Y	* * *					
11	LEGEND	←B A5 B6↗ B→	A5	1	5	2	2	270°, 45°, 90°
	TYPE	Y L Y Y Y	* * * * *					
15	LEGEND	↖B6 B A5→	B	1	5	2	2	315°, 90°
	TYPE	Y Y L Y Y	L * * * *					
16	LEGEND	←B B6 A5↗ B→	B6	1	5	2	2	270°, 45°, 90°
	TYPE	Y L Y Y Y	L * * * *					
17	LEGEND	A5 A→	A5	1	5	2	2	90°
	TYPE	L Y	L *					
18	LEGEND	↖A5 B B6→	B	1	5	2	2	315°, 90°
	TYPE	Y Y L Y Y	L * * * *					

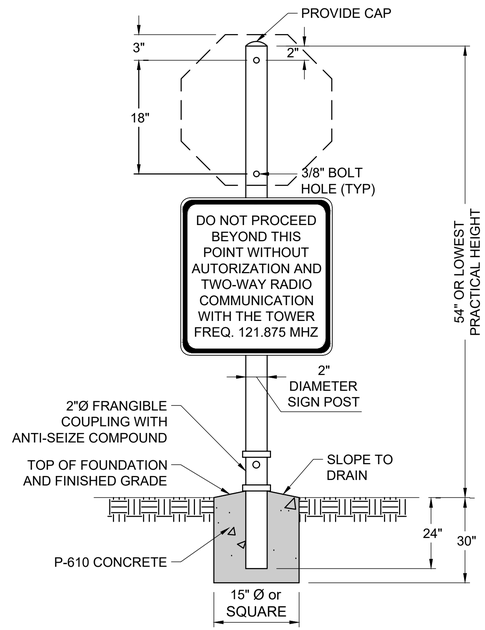
2 EL505 GUIDANCE SIGN PANEL REPLACEMENT INDEX
SCALE: NONE

ARROW ANGLES

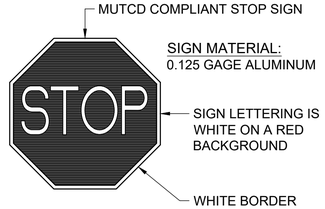


LEGEND:

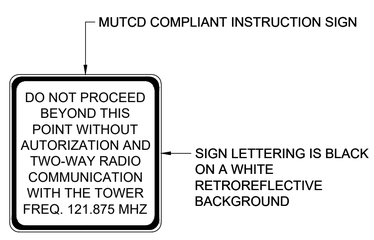
L L-858L LOCATION
Y L-858Y DIRECTION / DESTINATION / BOUNDARY
R L-858R MANDATORY INSTRUCTION
B L-858B DISTANCE REMAINING
* BLANK PANEL



4 EL505 STOP SIGN AND INSTRUCTION SIGN INSTALLATION
SCALE: NONE



5 EL505 STOP SIGN
SCALE: NONE



6 EL505 INSTRUCTION SIGN
SCALE: NONE

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McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

GUIDANCE SIGN INSTALLATION DETAILS 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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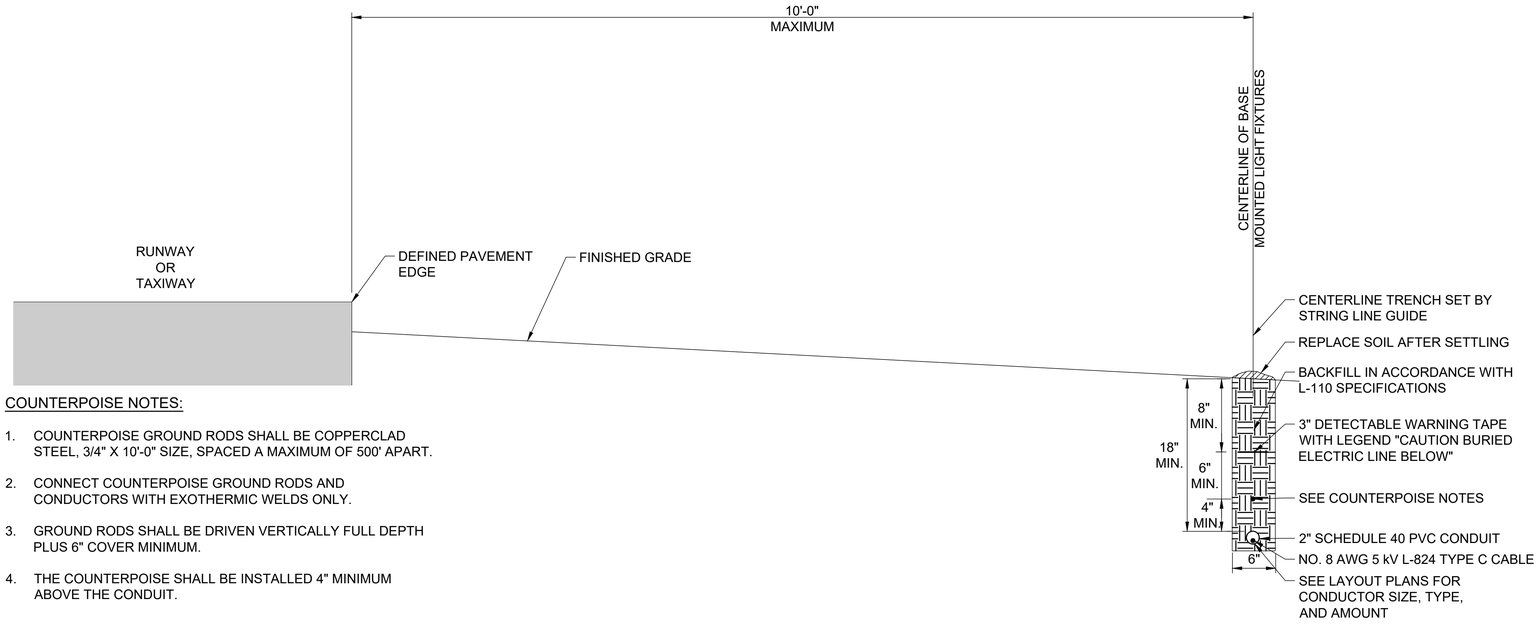


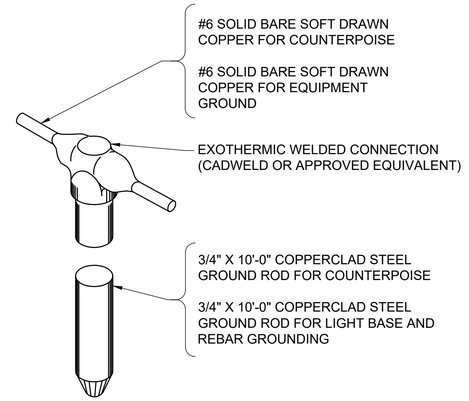
COUNTERPOISE NOTES:

1. COUNTERPOISE GROUND RODS SHALL BE COPPERCLAD STEEL, 3/4" X 10'-0" SIZE, SPACED A MAXIMUM OF 500' APART.
2. CONNECT COUNTERPOISE GROUND RODS AND CONDUCTORS WITH EXOTHERMIC WELDS ONLY.
3. GROUND RODS SHALL BE DRIVEN VERTICALLY FULL DEPTH PLUS 6" COVER MINIMUM.
4. THE COUNTERPOISE SHALL BE INSTALLED 4" MINIMUM ABOVE THE CONDUIT.

1 / EL506

BASE MOUNTED FIXTURES AND CONDUIT TRENCH DETAILS (CURRENT POWERED SYSTEM)

SCALE: NONE



AIRFIELD EQUIPMENT, DUCTS, AND CIRCUITS:

1. GROUND RODS SHALL BE INSTALLED NOT MORE THAN 500 FEET APART FOR COUNTERPOISE AND AS SHOWN ON LAYOUT PLAN SHEETS.
2. ONE GROUND ROD SHALL BE INSTALLED AT EACH LIGHT BASE FOR GROUNDING THE LIGHT BASE AND ASSOCIATED STEEL REINFORCEMENT.

2 / EL506

TYPICAL GROUND ROD CONNECTION

SCALE: NONE

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TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

ELECTRICAL
CONDUITS AND
DUCTBANK DETAILS 1

JOB NO.: A11-2402725
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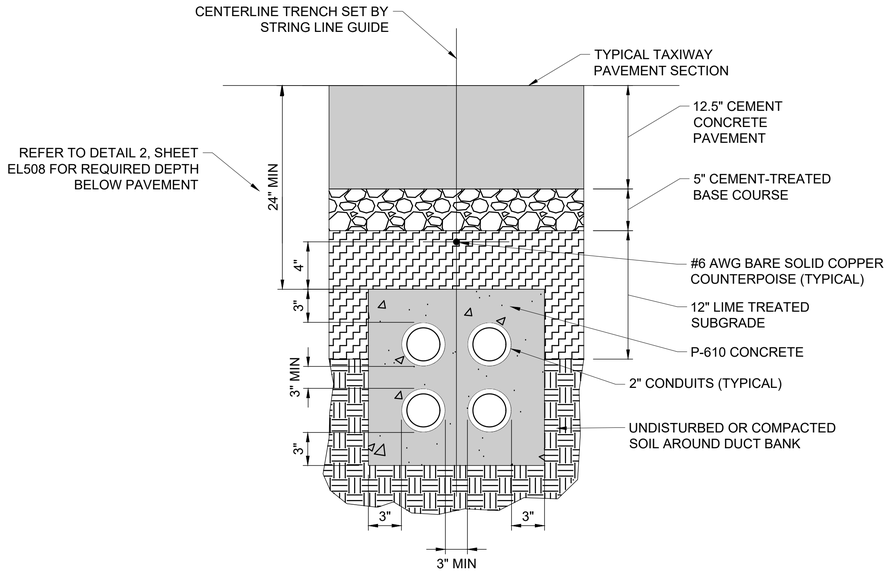


4-WAY

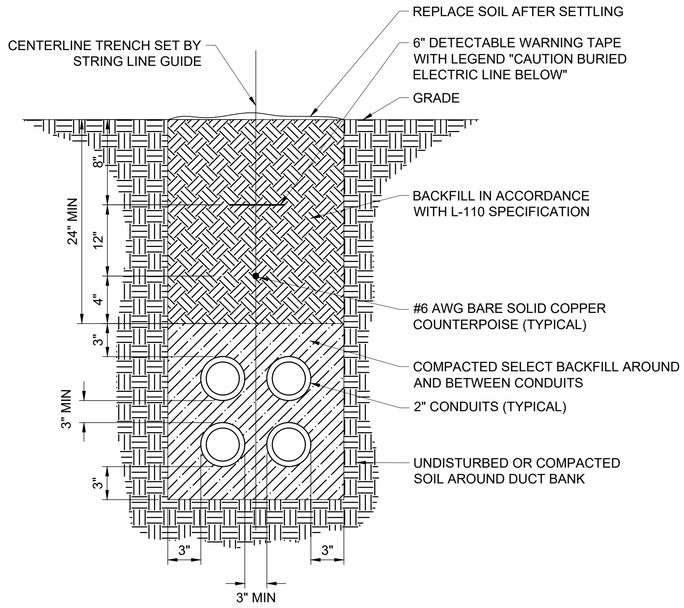
ENCASED NOTES

1. COUNTERPOISE WIRES SHALL BE INSTALLED ABOVE MULTIPLE CONDUITS / DUCT BANKS FOR AIRFIELD LIGHTING CABLES, WITH THE INTENT BEING TO PROVIDE A COMPLETE CONE OF PROTECTION OVER THE AIRFIELD LIGHTING CABLES.
2. INSTALL 3/4" x 10'-0" COPPERCLAD GROUND RODS AT EACH END OF ELECTRICAL DUCT AND BOND COUNTERPOISES USING EXOTHERMIC WELDS.
3. INSTALL CONDUIT SPACERS WITH LOCKING COLLARS AT 5' O.C. SPACING INTERVALS. INSTALL #4 REINFORCING BARS MINIMUM 6" INTO SOIL TO ANCHOR THE ASSEMBLY PRIOR TO PLACING THE CONCRETE ENCASEMENT.
4. INSTALL DUCT MARKERS IN ACCORDANCE WITH ADVISORY CIRCULAR 150/5340-30 REQUIREMENTS, INCLUDING AT THE ENDS OF DUCT BANKS.
5. SIMILAR FOR OTHER DUCT SIZES.

1 EL507

CONCRETE ENCASED DUCT BANK

SCALE: NONE



4-WAY

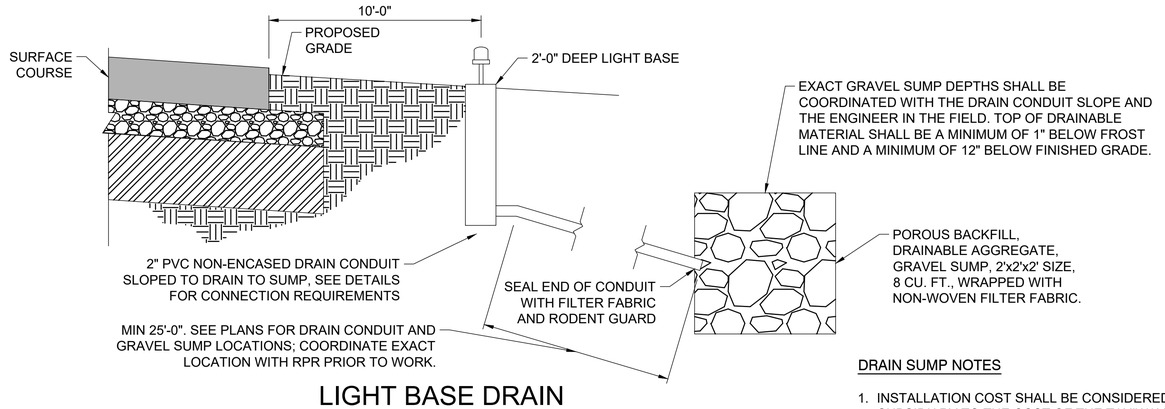
NON-ENCASED NOTES:

1. COUNTERPOISE WIRES SHALL BE INSTALLED ABOVE MULTIPLE CONDUITS / DUCT BANKS FOR AIRFIELD LIGHTING CABLES, WITH THE INTENT BEING TO PROVIDE A COMPLETE CONE OF PROTECTION OVER THE AIRFIELD LIGHTING CABLES.
2. INSTALL 3/4" x 10'-0" COPPERCLAD GROUND RODS AT EACH END OF ELECTRICAL DUCT AND BOND COUNTERPOISES USING EXOTHERMIC WELDS.
3. INSTALL CONDUIT SPACERS WITH LOCKING COLLARS AT 5' O.C. SPACING INTERVALS.
4. INSTALL DUCT MARKERS IN ACCORDANCE WITH ADVISORY CIRCULAR 150-5340-30 REQUIREMENTS, INCLUDING AT THE END OF DUCT BANKS.
5. SIMILAR FOR OTHER DUCT SIZES.

2 EL507

NON-ENCASED DUCT BANK

SCALE: NONE



3 EL507

LIGHT BASE DRAIN CONNECTION TO GRAVEL SUMP

SCALE: NONE

DRAIN SUMP NOTES

1. INSTALLATION COST SHALL BE CONSIDERED SUBSIDIARY TO THE COST OF THE TAXIWAY EDGE LIGHT.

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TKI

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TAXIWAY A REHABILITATION PHASE II

ELECTRICAL CONDUITS AND DUCTBANK DETAILS 2

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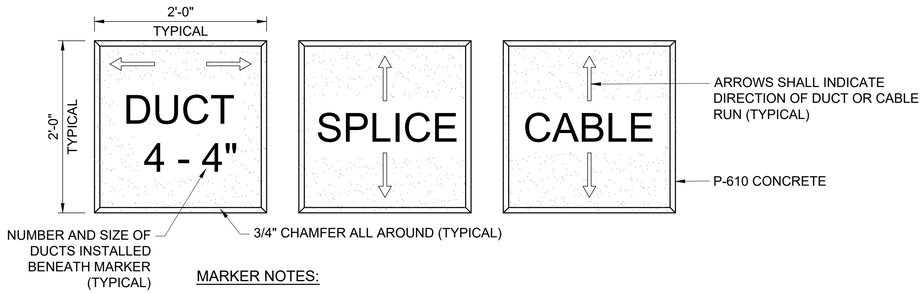
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
EL507

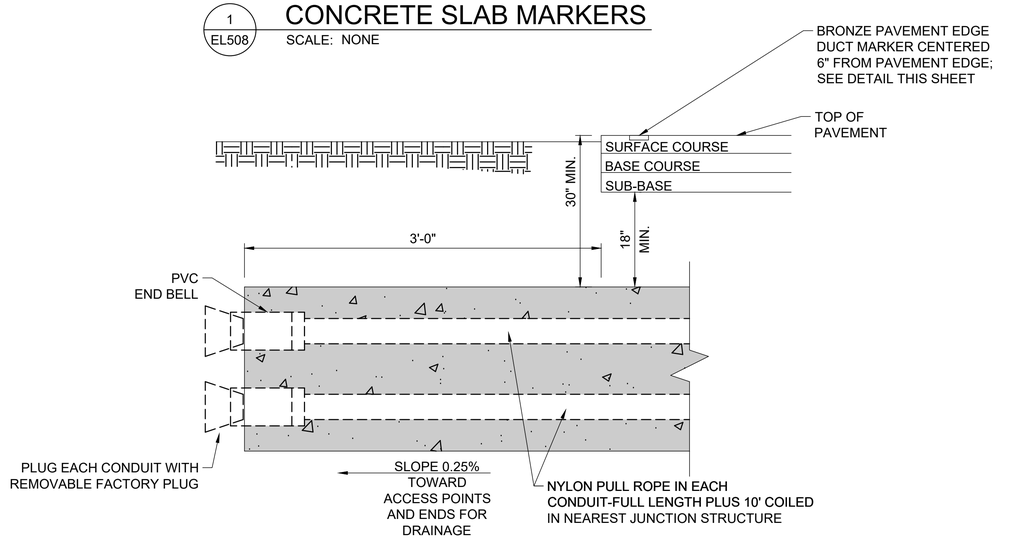
SHEET NUMBER **96**



MARKER NOTES:

1. LETTERS SHALL BE 4" HIGH, 3" WIDE, STROKE 1/2" WIDE, IMPRESSED 1/4" DEEP. LETTERS SHALL BE STENCILED.
2. MARKERS SHALL BE 4" THICK MINIMUM AND PROJECT 1" AFG MAXIMUM.
3. MARKERS SHALL BE PAINTED AVIATION ORANGE.
4. COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.
5. CABLE AND SPLICE MARKERS SHALL IDENTIFY THE CIRCUITS WHICH THE CABLES BELONG TO.
6. EACH DUCT OF CONDUIT RUN SHALL BE MARKED APPROXIMATELY EVERY 200 FEET ALONG THE DUCT OR CONDUIT RUN, WITH AN ADDITIONAL MARKER AT EACH CHANGE OF DIRECTION OF DUCT OR CONDUIT RUN.
7. EMPLOY THE FOLLOWING METHODS WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED:
   A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
   B. INCREASE THE MARKER SIZE TO 30"X30" MAX.
   C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.

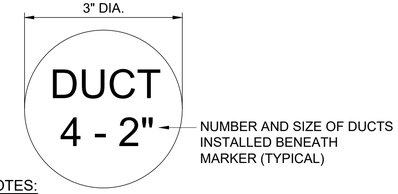
1 / EL508 — CONCRETE SLAB MARKERS
SCALE: NONE



DUCT NOTES:

1. EXTEND ELECTRICAL DUCT 3' BEYOND EDGE OF PAVEMENT OR EXTEND AND CONNECT TO MANHOLES, HANDHOLES, OR JUNCTION CANS AS INDICATED ON THE PLANS.
2. SIMILAR FOR OTHER DUCT SIZES.
3. INSTALL BRONZE DUCT MARKERS AT ENDS OF DUCT BANK ON EACH SIDE OF PAVEMENT

2 / EL508 — TYPICAL CONCRETE ENCASED DUCT BANK INSTALLATION
SCALE: NONE



MARKER NOTES:

1. PROVIDE 3" DIAMETER FLAT BRONZE MARKER, LETTERS 1/2" HIGH, RECESS MOUNTED FLUSH WITH TOP OF PAVEMENT, EPOXY IN PLACE.
2. INSTALL MARKER CENTERED 6" FROM PAVEMENT EDGE.
3. COST OF BRONZE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.

3 / EL508 — BRONZE PAVEMENT EDGE DUCT MARKER
SCALE: NONE

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REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

ELECTRICAL CONDUITS AND DUCTBANK DETAILS 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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

DRAWING NUMBER
EL508

SHEET NUMBER **97**

File: I:\2024\a11-2402725 - tki taxiway alpha phase II\Drawings\2402725-EL501.dwg Last Save: 3/18/2026 2:48 PM Last saved by: DEDove
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:52 AM Plotter used: AutoCAD PDF (General Documentation).pc3

TAXIWAY EDGE LIGHT LOCATION

FIXTURE ID	ALIGNMENT	STATION	OFFSET
TWA - 1	TAXIWAY A BASELINE	100+08.08	34.50' RT
TWA - 2	TAXIWAY A BASELINE	100+50.38	34.52' RT
TWA - 3	TAXIWAY A BASELINE	100+92.67	34.54' RT
TWA - 4	TAXIWAY A BASELINE	101+29.94	27.50' RT
TWA - 5	TAXIWAY A BASELINE	102+06.31	27.50' RT
TWA - 6	TAXIWAY A BASELINE	102+82.69	27.50' RT
TWA - 7	TAXIWAY A BASELINE	103+09.15	27.50' RT
TWA - 8	TAXIWAY A BASELINE	103+59.15	27.49' RT
TWA - 9	TAXIWAY A BASELINE	103+92.40	27.48' RT
TWA - 10	TAXIWAY A BASELINE	104+25.38	27.50' RT
TWA - 11	TAXIWAY A BASELINE	104+64.41	27.48' RT
TWA - 12	TAXIWAY A BASELINE	105+03.52	27.49' RT
TWA - 13	TAXIWAY A BASELINE	105+42.58	27.49' RT
TWA - 14	TAXIWAY A BASELINE	105+81.65	27.50' RT
TWA - 15	TAXIWAY A BASELINE	106+31.65	27.50' RT
TWA - 16	TAXIWAY A BASELINE	107+63.26	27.49' RT
TWA - 17	TAXIWAY A BASELINE	109+21.22	27.52' RT
TWA - 18	TAXIWAY A BASELINE	110+78.50	27.50' RT
TWA - 19	TAXIWAY A BASELINE	111+17.28	27.50' RT
TWA - 20	TAXIWAY A BASELINE	111+97.94	27.50' RT

TAXIWAY EDGE LIGHT LOCATION

FIXTURE ID	ALIGNMENT	STATION	OFFSET
TWA - 21	TAXIWAY A BASELINE	112+78.54	27.50' RT
TWA - 22	TAXIWAY A BASELINE	113+59.25	27.50' RT
TWA - 23	TAXIWAY A BASELINE	114+39.91	27.50' RT
TWA - 24	TAXIWAY A BASELINE	115+71.31	27.50' RT
TWA - 25	TAXIWAY A BASELINE	117+02.38	29.70' RT
TWA - 26	TAXIWAY A BASELINE	117+59.05	31.79' RT
TWA - 27	TAXIWAY A BASELINE	118+17.76	33.96' RT
TWA - 28	TAXIWAY A BASELINE	118+57.07	44.26' RT
TWA - 29	TAXIWAY A BASELINE	118+96.38	54.55' RT
TWA - 30	TAXIWAY A BASELINE	119+04.37	85.05' RT
TWA - 31	TAXIWAY A BASELINE	119+12.36	115.55' RT
TWA - 32	TAXIWAY A BASELINE	119+10.21	161.83' RT
TWA - 33	TAXIWAY A BASELINE	119+00.35	200.80' RT
TWA - 34	TAXIWAY A BASELINE	118+90.49	239.77' RT
TWA - 35	TAXIWAY A BASELINE	120+11.57	238.73' RT
TWA - 36	TAXIWAY A BASELINE	120+01.84	200.28' RT
TWA - 37	TAXIWAY A BASELINE	119+92.12	161.83' RT
TWA - 38	TAXIWAY A BASELINE	119+89.90	114.10' RT
TWA - 39	TAXIWAY A BASELINE	119+97.69	84.33' RT
TWA - 40	TAXIWAY A BASELINE	120+05.49	54.55' RT

TAXIWAY EDGE LIGHT LOCATION

FIXTURE ID	ALIGNMENT	STATION	OFFSET
TWA - 41	TAXIWAY A BASELINE	120+42.15	44.95' RT
TWA - 42	TAXIWAY A BASELINE	120+78.81	35.35' RT
TWA - 43	TAXIWAY A BASELINE	117+02.44	27.50' LT
TWA - 44	TAXIWAY A BASELINE	115+71.31	27.57' LT
TWA - 45	TAXIWAY A BASELINE	114+39.91	27.64' LT
TWA - 46	TAXIWAY A BASELINE	111+17.30	27.50' LT
TWA - 47	TAXIWAY A BASELINE	110+78.50	27.50' LT
TWA - 48	TAXIWAY A BASELINE	109+21.22	27.50' LT
TWA - 49	TAXIWAY A BASELINE	107+63.94	27.50' LT
TWA - 50	TAXIWAY A BASELINE	106+31.66	27.50' LT
TWA - 51	TAXIWAY A BASELINE	105+81.66	27.50' LT
TWA - 52	TAXIWAY A BASELINE	105+62.11	35.42' LT
TWA - 53	TAXIWAY A BASELINE	105+42.56	43.34' LT
TWA - 54	TAXIWAY A BASELINE	104+42.69	35.79' LT
TWA - 55	TAXIWAY A BASELINE	104+25.38	27.52' LT
TWA - 56	TAXIWAY A BASELINE	103+92.02	27.52' LT
TWA - 57	TAXIWAY A BASELINE	103+58.66	27.52' LT
TWA - 58	TAXIWAY A BASELINE	101+50.63	239.92' RT
TWA - 59	TAXIWAY A BASELINE	103+29.92	56.26' LT
TWA - 60	TAXIWAY A BASELINE	103+01.18	85.00' LT

TAXIWAY EDGE LIGHT LOCATION

FIXTURE ID	ALIGNMENT	STATION	OFFSET
TWA - 61	TAXIWAY A BASELINE	102+74.25	102.99' LT
TWA - 62	TAXIWAY A BASELINE	102+42.49	109.31' LT
TWA - 63	TAXIWAY A BASELINE	101+96.24	109.31' LT
TWA - 64	TAXIWAY A BASELINE	101+50.00	109.31' LT
TWA - 65	TAXIWAY A BASELINE	101+17.89	99.58' LT
TWA - 66	TAXIWAY A BASELINE	100+96.52	73.71' LT
TWA - 72	TAXIWAY A BASELINE	110+78.50	31.47' RT
TWA - 73	TAXIWAY A BASELINE	111+17.28	32.91' RT
TWA - 74	TAXIWAY A BASELINE	111+45.86	33.96' RT
TWA - 75	TAXIWAY A BASELINE	111+85.17	44.26' RT
TWA - 76	TAXIWAY A BASELINE	112+24.48	54.55' RT
TWA - 77	TAXIWAY A BASELINE	112+32.37	84.69' RT
TWA - 78	TAXIWAY A BASELINE	112+40.27	114.83' RT
TWA - 79	TAXIWAY A BASELINE	112+38.08	161.82' RT
TWA - 80	TAXIWAY A BASELINE	112+28.24	200.70' RT
TWA - 81	TAXIWAY A BASELINE	112+18.41	239.58' RT
TWA - 82	TAXIWAY A BASELINE	112+08.81	359.49' RT
TWA - 83	TAXIWAY A BASELINE	112+79.22	359.54' RT
TWA - 84	TAXIWAY A BASELINE	113+49.63	359.59' RT
TWA - 85	TAXIWAY A BASELINE	113+39.67	239.60' RT

1 EL509 EQUIPMENT POINTS LOCATION TABLES

SCALE: NONE

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\2402725-EL501.dwg Last Save: 3/18/2026 2:48 PM Last saved by: DEDove
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:52 AM Plotter used: AutoCAD PDF (General Documentation).pc3

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STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER
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REV.	DATE	DESCRIPTION	BY

TKI
McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

POINTS TABLES 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: RH

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0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
EL509

SHEET NUMBER **98**

GUIDANCE SIGN LOCATION

FIXTURE ID	ALIGNMENT	STATION	OFFSET
TWA-SIGN - 1	TAXIWAY A BASELINE	105+44.62	93.69' LT
TWA-SIGN - 2	TAXIWAY A BASELINE	118+97.01	100.35' RT
TWA-SIGN - 3	TAXIWAY A BASELINE	118+50.88	230.95' RT
TWA-SIGN - 4	TAXIWAY A BASELINE	120+16.12	211.90' RT
TWA-SIGN - 5	TAXIWAY A BASELINE	120+72.40	48.39' RT
TWA-SIGN - 6	TAXIWAY A BASELINE	114+62.96	37.64' RT
TWA-SIGN - 18	TAXIWAY A BASELINE	112+24.06	98.09' RT
TWA-SIGN - 19	TAXIWAY A BASELINE	112+08.69	230.88' RT
TWA-SIGN - 20	TAXIWAY A BASELINE	113+44.07	214.50' RT
TWA-SIGN - 21	TAXIWAY A BASELINE	114+62.08	43.12' RT
TWA-SIGN - 22	TAXIWAY A BASELINE	113+49.62	369.59' RT

1 EL510

GUIDANCE SIGN LOCATION TABLES

SCALE: NONE

TWA4 LIGHTING (ADD ALT)

NAME	ALIGNMENT	NORTHING	EASTING
TWA4- (1)	TAXIWAY A4 BASELINE	7114513.727	2552183.331
TWA4 - (2)	TAXIWAY A4 BASELINE	7114515.931	2552062.501
TWA4 - (3)	TAXIWAY A4 BASELINE	7114518.143	2551941.211
TWA4 - (4)	TAXIWAY A4 BASELINE	7114518.956	2551896.460
TWA4 - (5)	TAXIWAY A4 BASELINE	7114519.769	2551851.708
TWA4 - (6)	TAXIWAY A4 BASELINE	7114520.564	2551806.955
TWA4 - (7)	TAXIWAY A4 BASELINE	7114521.737	2551744.113
TWA4 - (8)	TAXIWAY A4 BASELINE	7114538.094	2551690.341
TWA4 - (9)	TAXIWAY A4 BASELINE	7114447.297	2551688.716
TWA4 - (10)	TAXIWAY A4 BASELINE	7114461.747	2551743.034
TWA4 - (11)	TAXIWAY A4 BASELINE	7114460.575	2551805.832
TWA4 - (12)	TAXIWAY A4 BASELINE	7114458.148	2551940.347
TWA4 - (13)	TAXIWAY A4 BASELINE	7114455.943	2552061.278
TWA4 - (14)	TAXIWAY A4 BASELINE	7114453.737	2552182.208

3 EL510

TWA4 SCH BID 3 LIGHTING LOCATIONS

SCALE: NONE

JUNCTION TABLE

NAME	ALIGNMENT	STATION	OFFSET
TWA-JCN - 1	TAXIWAY A BASELINE	119+05.34	127.77' RT
TWA-JCN - 2	TAXIWAY A BASELINE	119+95.61	128.71' RT
TWA-JCN - 3	TAXIWAY A BASELINE	113+30.69	93.23' RT
TWA-JCN - 4	TAXIWAY A BASELINE	112+27.05	92.00' RT

2 EL510

JUNCTION BOX LOCATION TABLES

SCALE: NONE

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REGISTRATION NO. F-5713

STATE OF TEXAS
MATTHEW C. LEMAY
112269
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

MCKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

POINTS TABLES 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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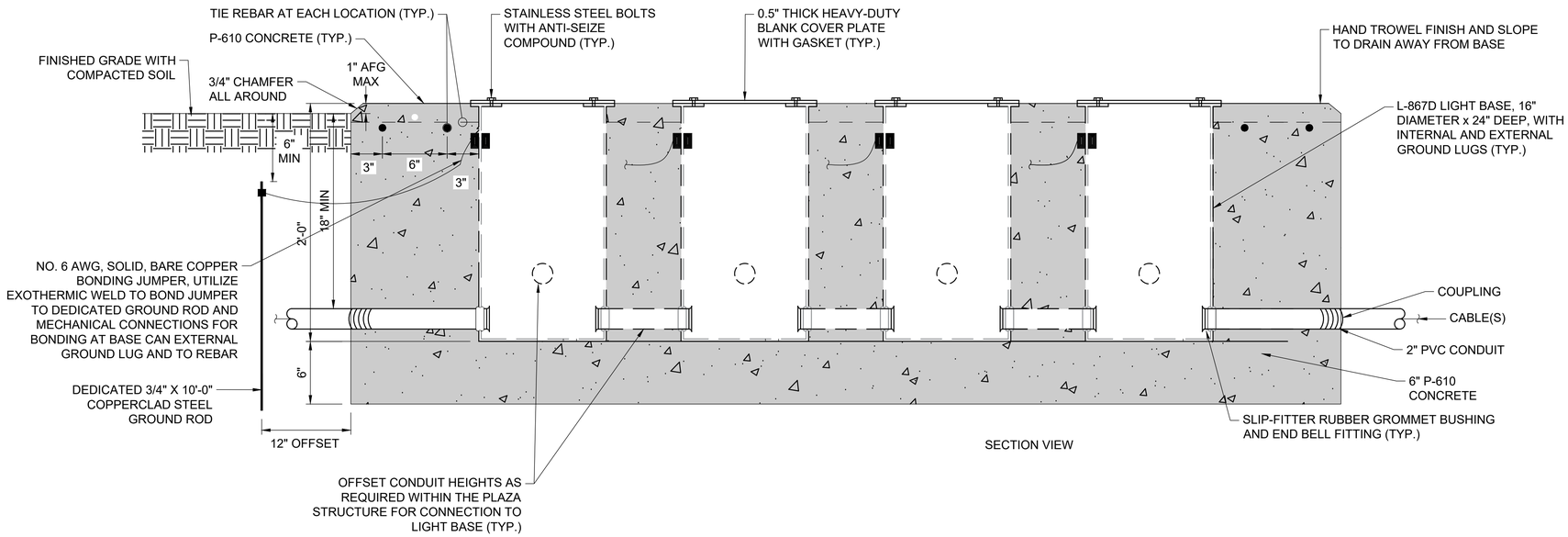
DRAWING NUMBER
EL510

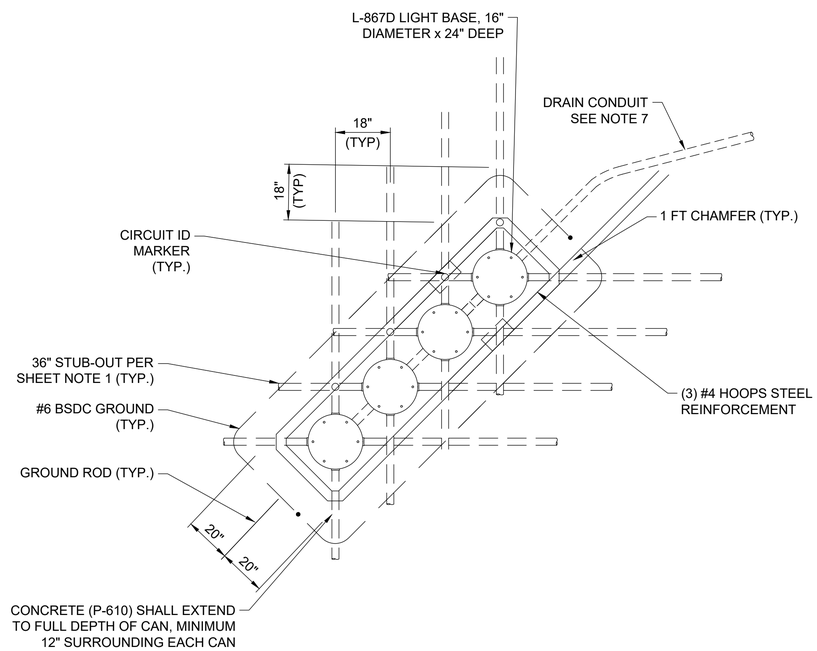
SHEET NUMBER **99**



SECTION VIEW

JUNCTION CAN PLAZA (JCP) NOTES:

1. SEE LIGHTING INSTALLATION PLAN SHEETS FOR JUNCTION CAN PLAZAS (JCP) SIZE AND ORIENTATION.
2. CONDUITS WHICH ARE NOT USED IN THE PROJECT SHALL BE CAPPED 36" OUTSIDE OF PLAZA CONCRETE FOR FUTURE USE.
3. ORIENT PLAZA AS SHOWN ON LAYOUT PLAN SHEETS. COORDINATE EXACT LOCATION WITH ENGINEER.
4. CONTRACTOR SHALL PROVIDE A 2" DIAMETER DOMED BRONZE MARKER AT EACH JUNCTION CAN AS SHOWN. MARKER SHALL BE STAMPED IF JUNCTION CAN IS UTILIZED WITH CIRCUIT IDENTIFICATION AS SHOWN ON LAYOUT PLAN SHEETS, OTHERWISE LEAVE MARKER BLANK.
5. INSTALL GROUND RODS AND GROUND LOOP AT ALL JCP AS SHOWN. TWO 3/4" X 10' COOPERCLAD STEEL GROUND RODS PER PLAZA LOCATED AT OPPOSITE CORNERS SHALL BE PROVIDED. GROUND CONDUCTOR SHALL BE LOCATED NOMINALLY 12" BELOW FINAL GRADE. GROUND RODS SHALL BE BONDED TO SEPARATE COUNTERPOISE SYSTEM (EQUIPOTENTIAL METHOD LIGHTNING PROTECTION).
6. CONTRACTOR SHALL LABEL 2 ENDS OF EACH JCP BY IMPRESSING THE JCP IDENTIFICATION NUMBER INTO THE CONCRETE FOUNDATION DURING PLACEMENT. LETTERS AND NUMBERS SHALL BE 4" IN HEIGHT, PROPORTIONAL IN WIDTH, AND HAVE A STROKE WIDTH OF 1/2" AND 1/4" DEPTH.
7. SEE LAYOUT PLAN SHEETS FOR JCP IDENTIFICATION NUMBERS.
8. GRADE SOIL TO PROVIDE DRAINAGE AWAY FROM THE STRUCTURE AND PREVENT SILT/DIRT INFILTRATION ONTO TOP OF THE JCP.
9. SOD THE DISTURBED AREAS 5' ALL AROUND THE STRUCTURE.
10. PROVIDE 2" DRAIN CONDUIT FROM STRUCTURES TO UNDERDRAIN SYSTEM. SEE DETAIL 2, SHEET EL-201. COORDINATE LOCATION OF CONDUIT CONNECTION WITH RPR. WHEN CONNECTING TO THE BOTTOM OF CANS, INSTALL VENT SCREEN OR RODENT GUARD TO PREVENT DROPPED ITEMS FROM ENTERING DRAIN PIPE. DRAINAGE CONDUIT SHALL BE SUBSIDIARY TO THE JUNCTION CAN PLAZA PAY ITEM.



1 / EL511 — 4-CAN JUNCTION CAN PLAZA INSTALLATION

SCALE: NONE

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LICENSED PROFESSIONAL ENGINEER

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REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION PHASE II

JUNCTION CAN PLAZA DETAILS

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: MCL
DRAWN BY: DED

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DRAWING NUMBER
EL511

SHEET NUMBER **100**

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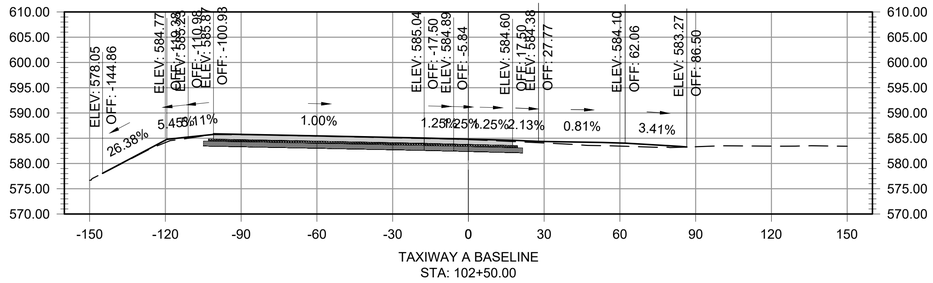
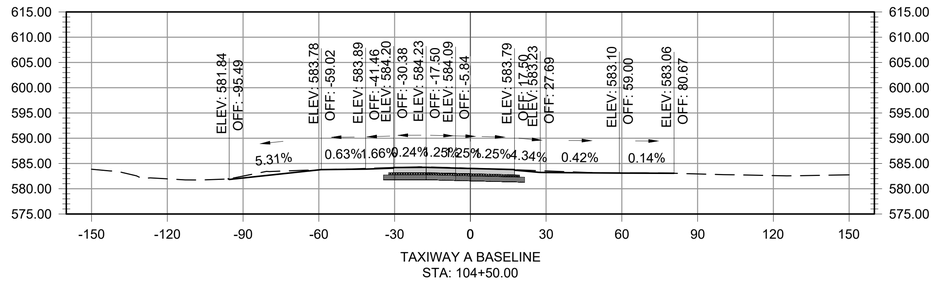
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:52 AM Plotter used: AutoCAD PDF (General Documentation).pc3

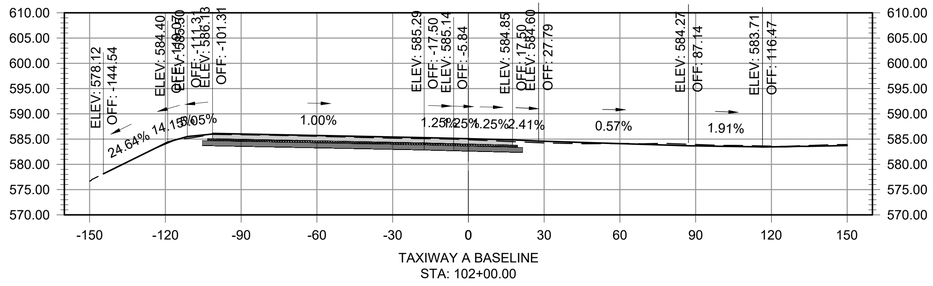
0 15' 30' 60' 90'

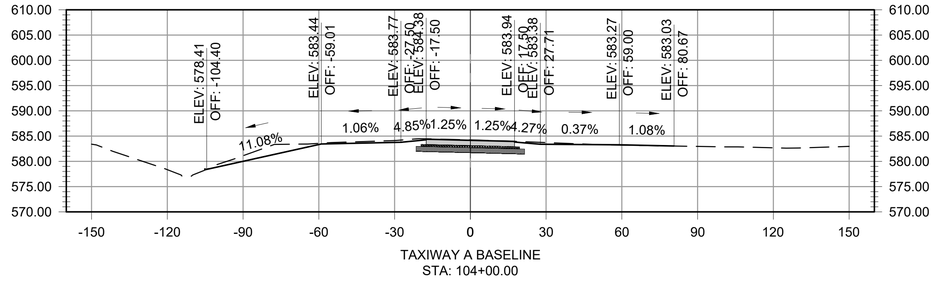
(IN FEET)

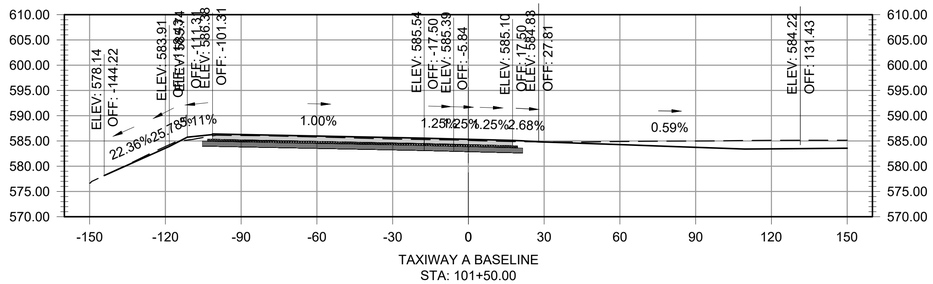
VERTICAL EXAGGERATION = 2

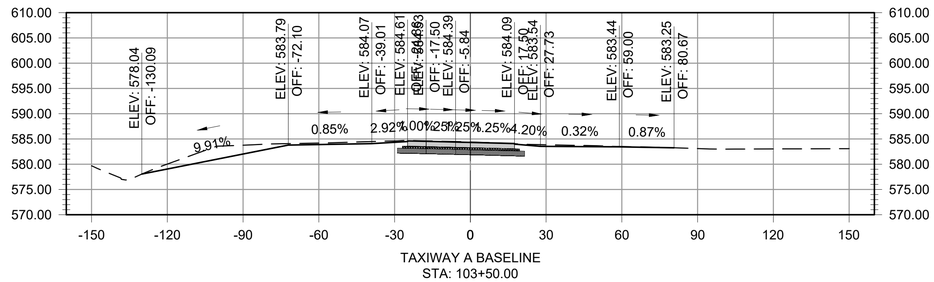


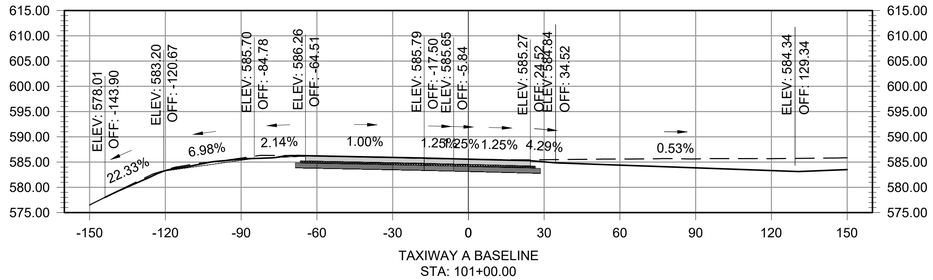


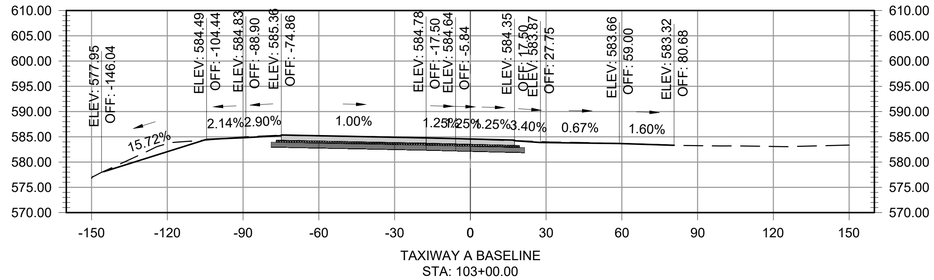












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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED
PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY A CROSS SECTIONS 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
XS101

SHEET NUMBER **101**

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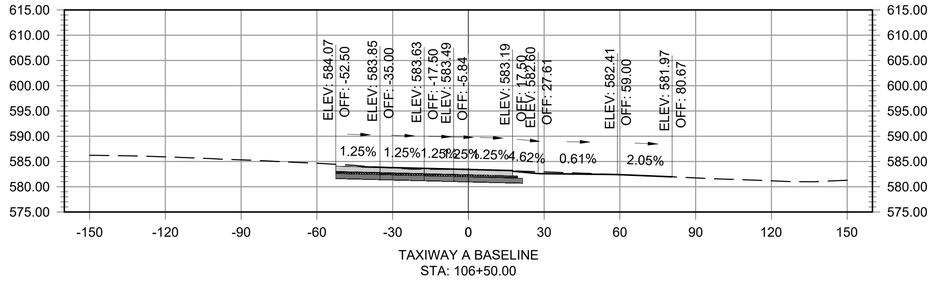
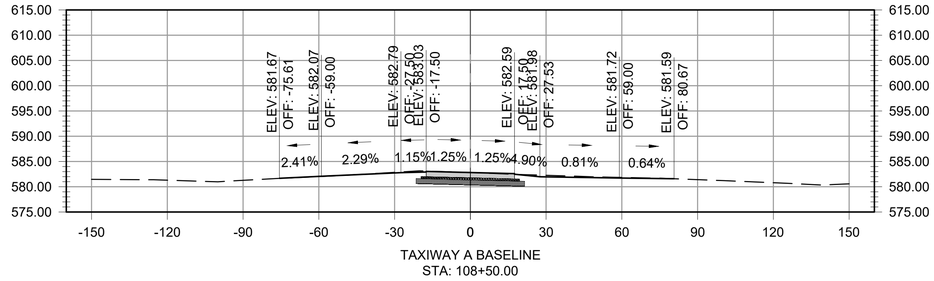
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:52 AM Plotter used: AutoCAD PDF (General Documentation).pc3

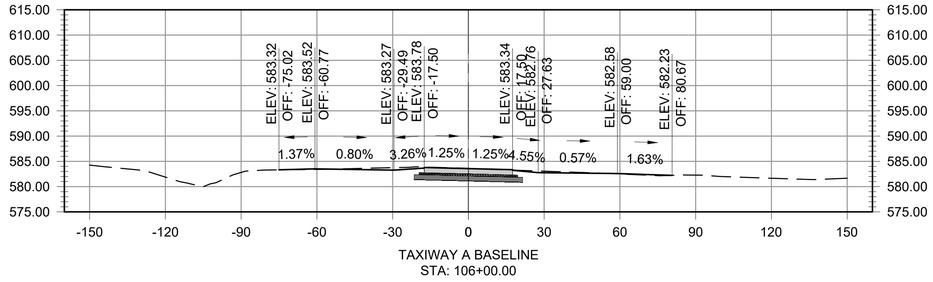
0 15' 30' 60' 90'

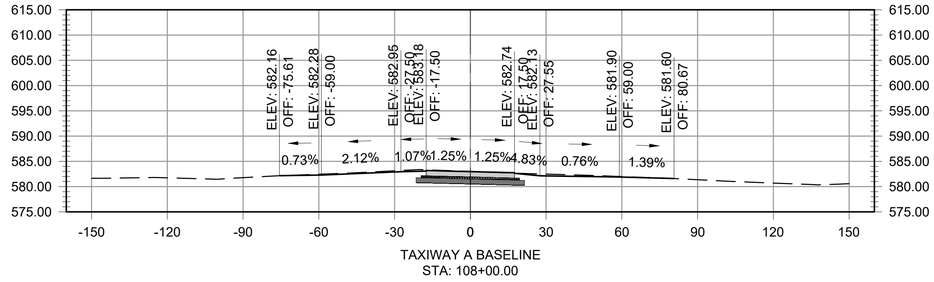
(IN FEET)

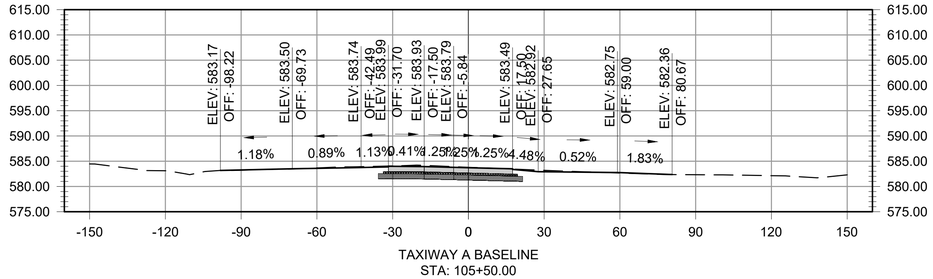
VERTICAL EXAGGERATION = 2

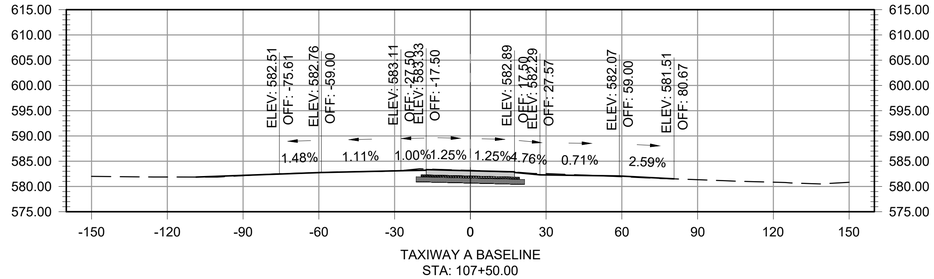


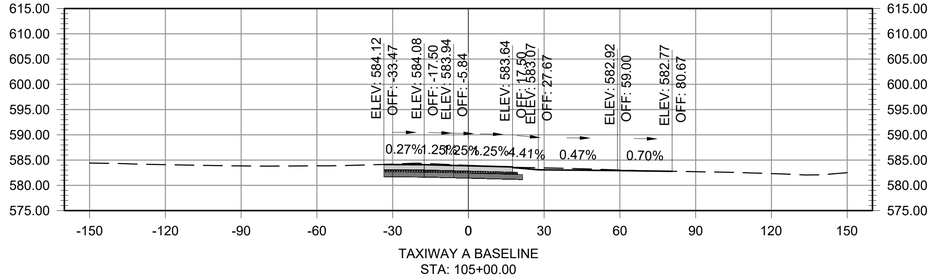


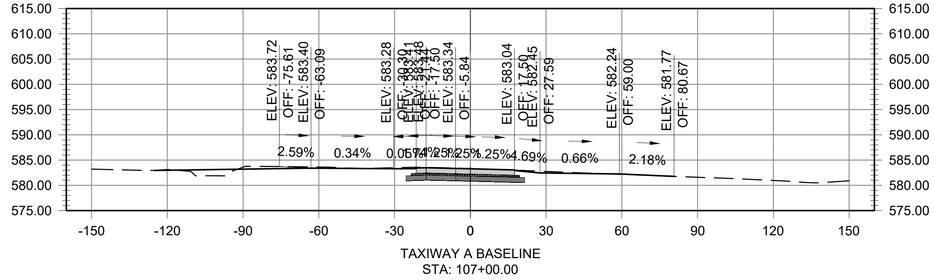












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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY A CROSS SECTIONS 2

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
XS102

SHEET NUMBER **102**

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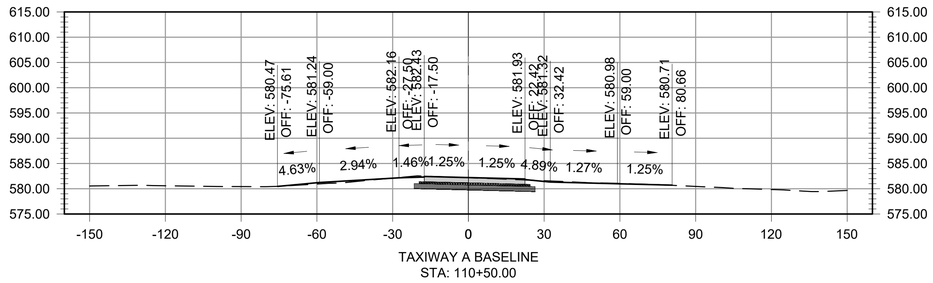
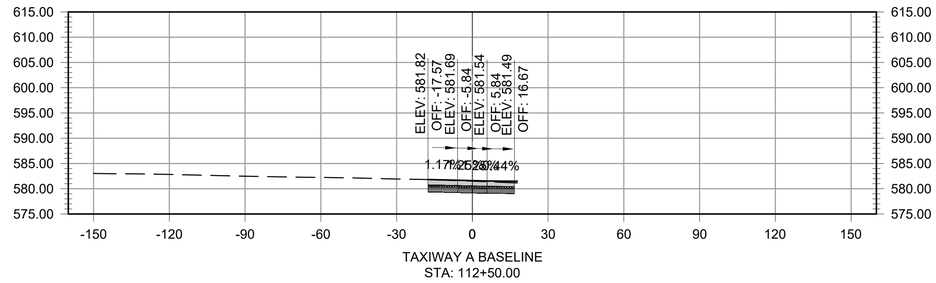
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:52 AM Plotter used: AutoCAD PDF (General Documentation).pc3

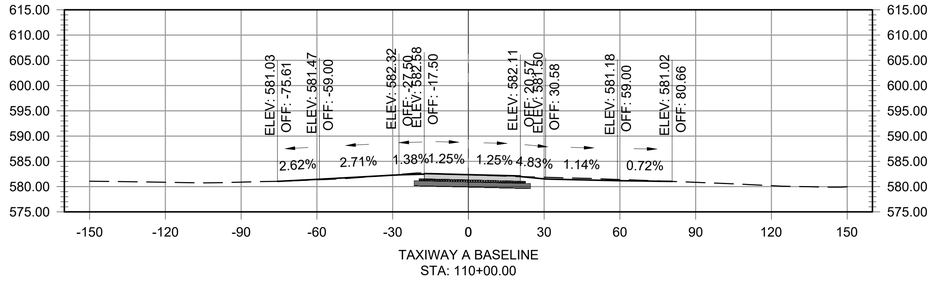
0 15' 30' 60' 90'

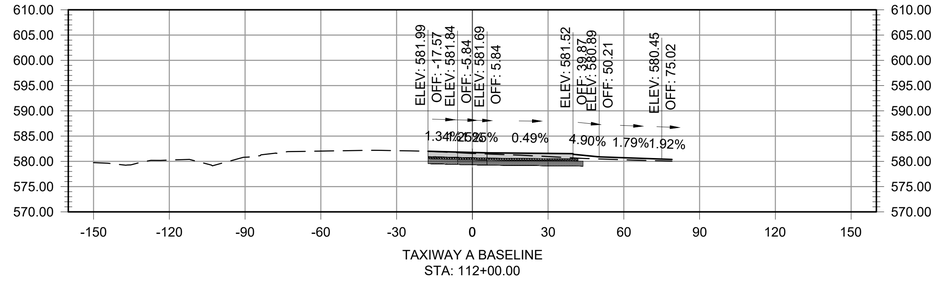
(IN FEET)

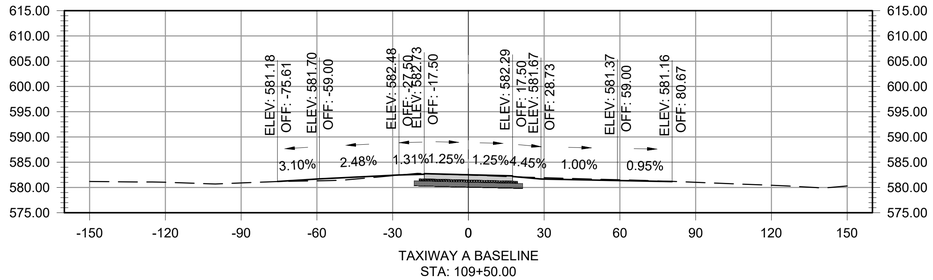
VERTICAL EXAGGERATION = 2

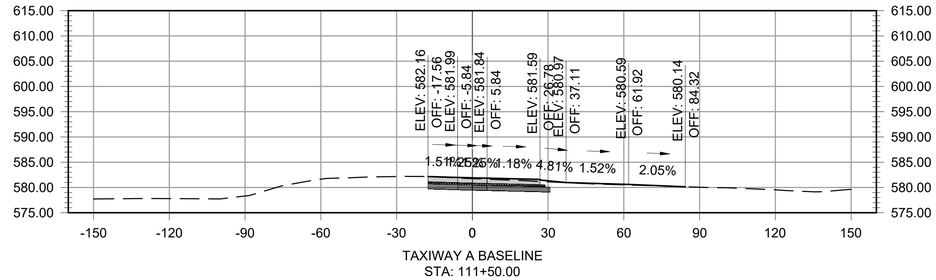


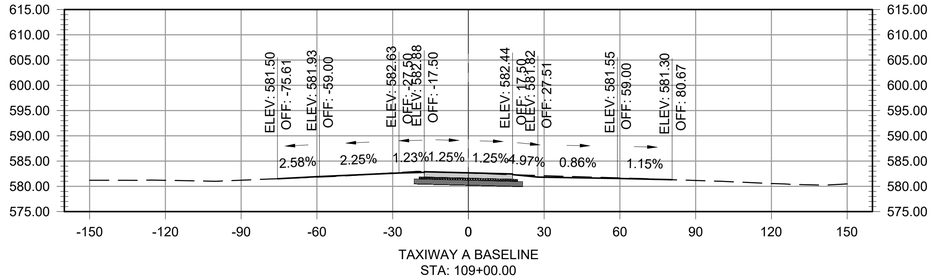


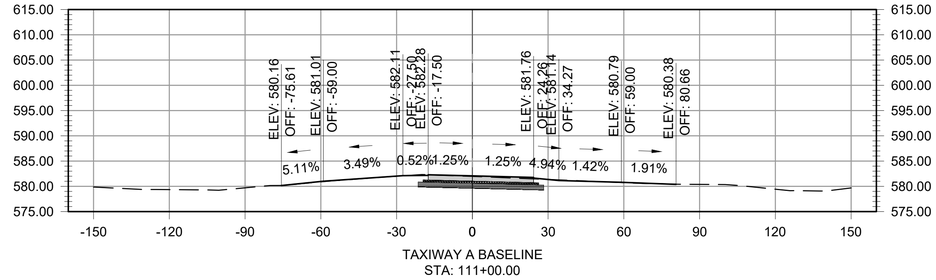












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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY A CROSS SECTIONS 3

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
XS103

SHEET NUMBER **103**

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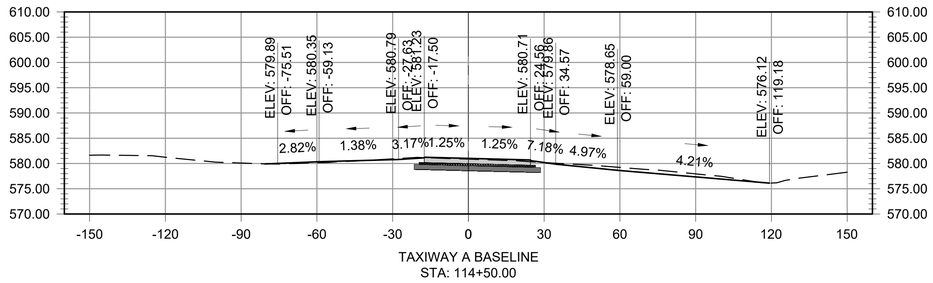
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:52 AM Plotter used: AutoCAD PDF (General Documentation).pc3

0 15' 30' 60' 90'

(IN FEET)

VERTICAL EXAGGERATION = 2



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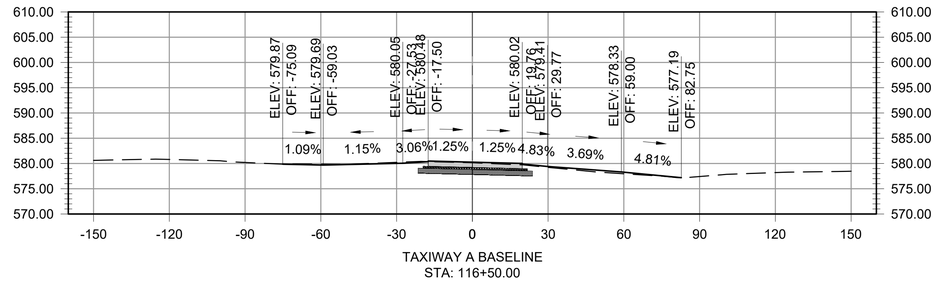
STA: 114+50.00



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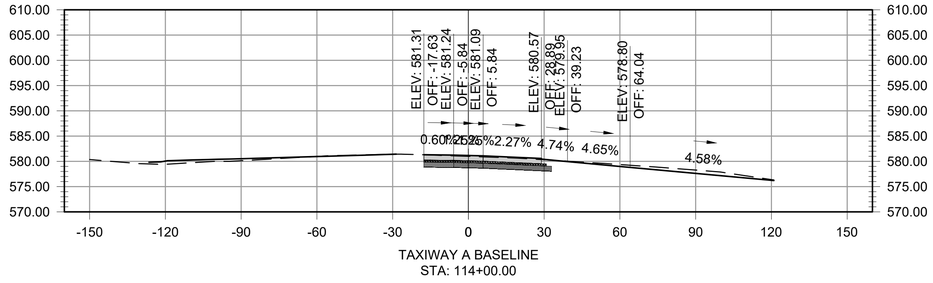

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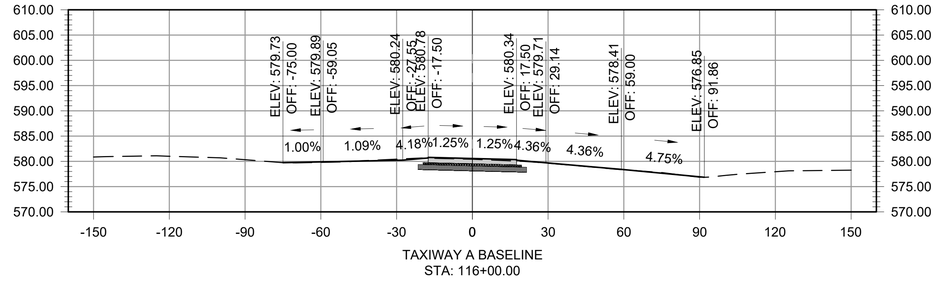

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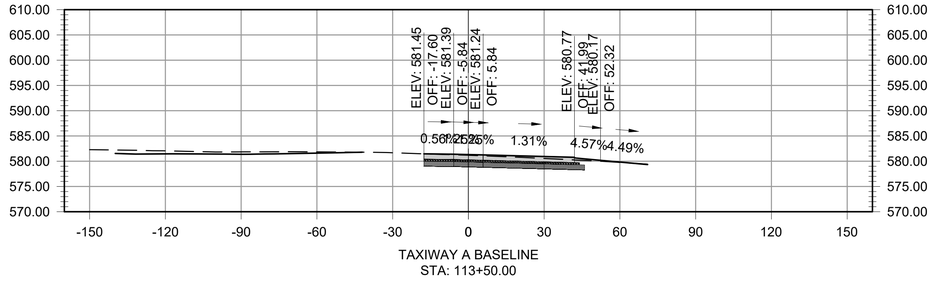

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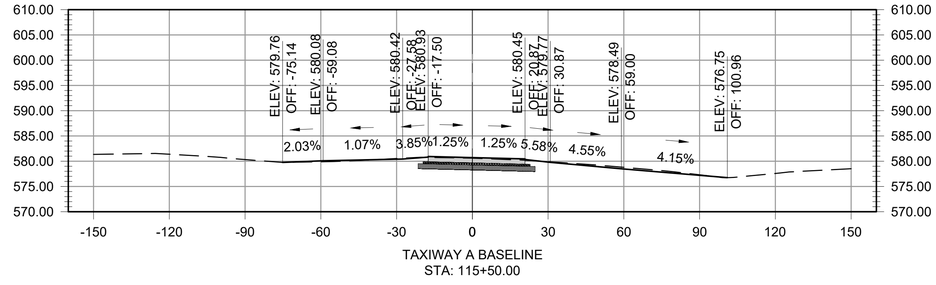

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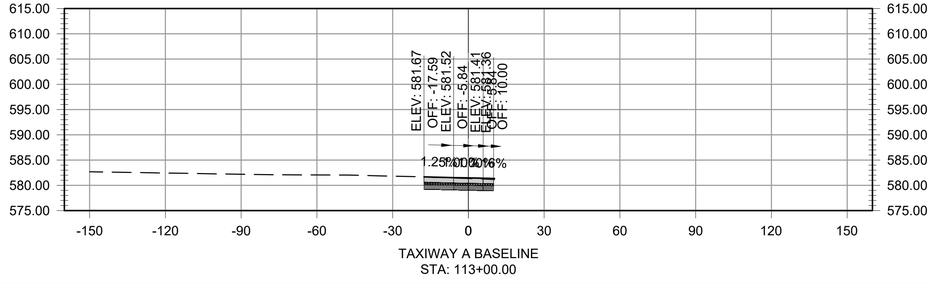
STA: 115+50.00



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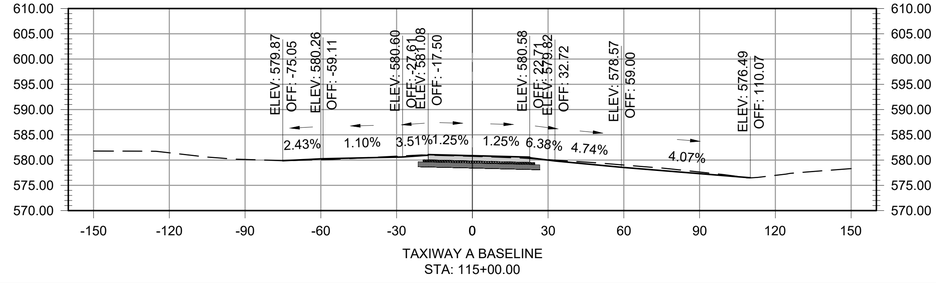
STA: 113+00.00



TAXIWAY A BASELINE
STA: 115+00.00

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Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:52 AM Plotter used: AutoCAD PDF (General Documentation).pc3

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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED
PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY A CROSS SECTIONS 4

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

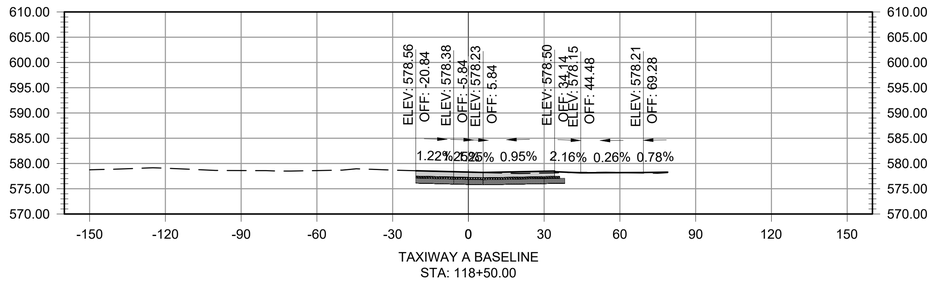
DRAWING NUMBER
XS104

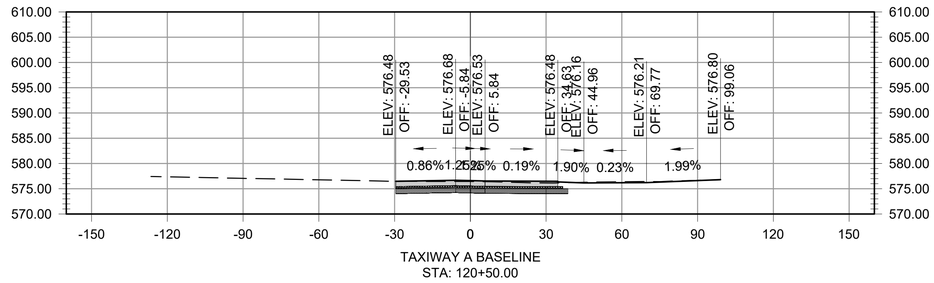
SHEET NUMBER **104**

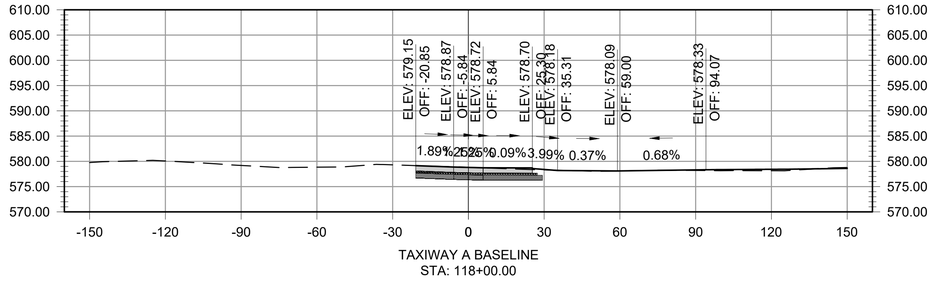
0 15' 30' 60' 90'

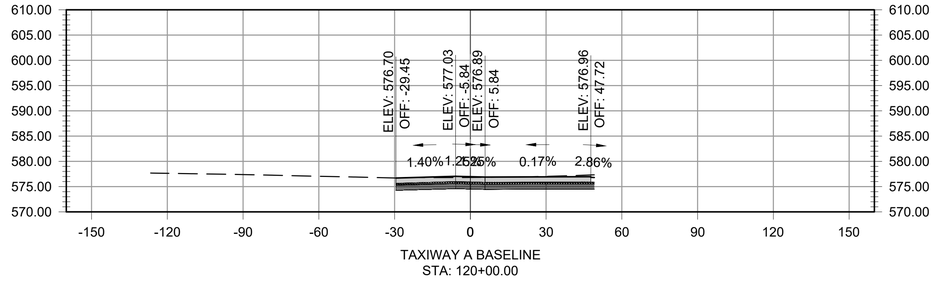
(IN FEET)

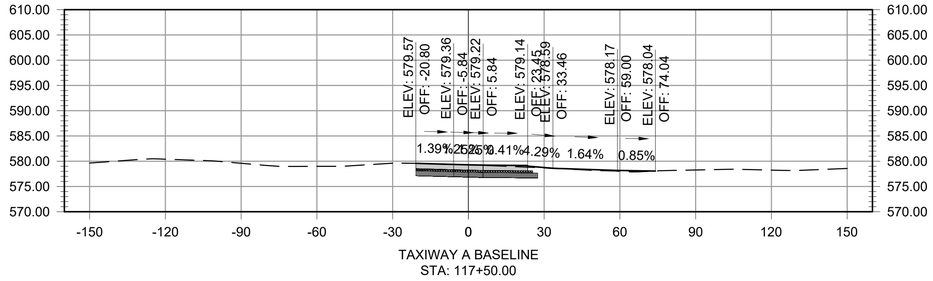
VERTICAL EXAGGERATION = 2

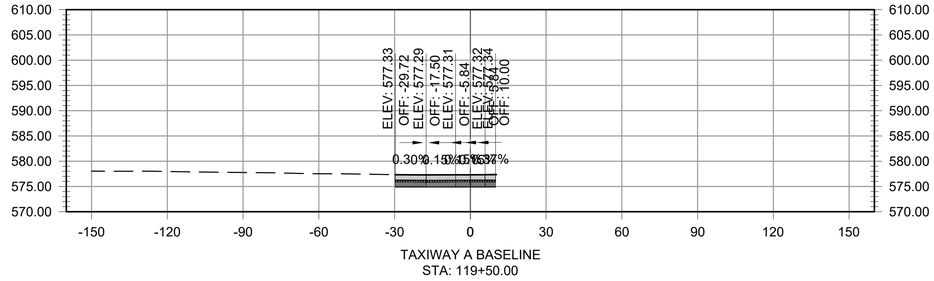


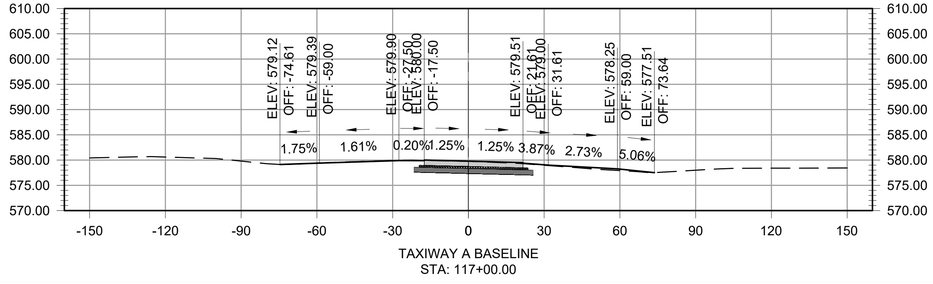


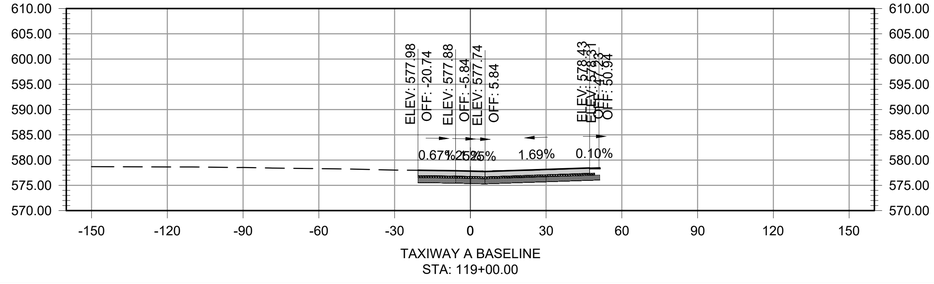












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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY A CROSS SECTIONS 5

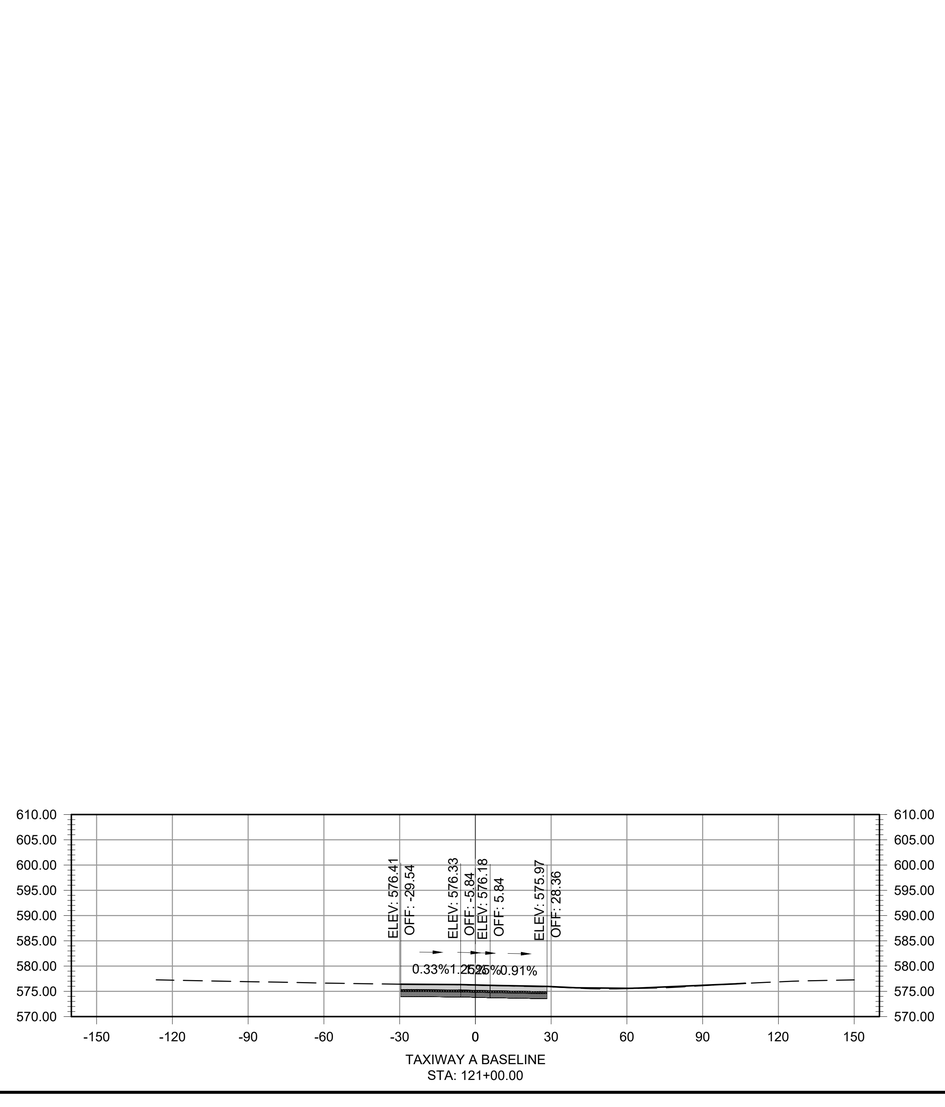
JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
XS105

SHEET NUMBER **105**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\DESIGN\2402725-C-3DXSEC-AA.dwg Last Saved: 3/18/2026 10:28 AM Last saved by: TJMachost
Last plotted by: Machost, Tyler J Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:52 AM Plotter used: AutoCAD PDF (General Documentation).pc3



0 15' 30' 60' 90'

(IN FEET)

VERTICAL EXAGGERATION = 2

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LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI
McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY A CROSS SECTIONS 6

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
XS106

SHEET NUMBER **106**

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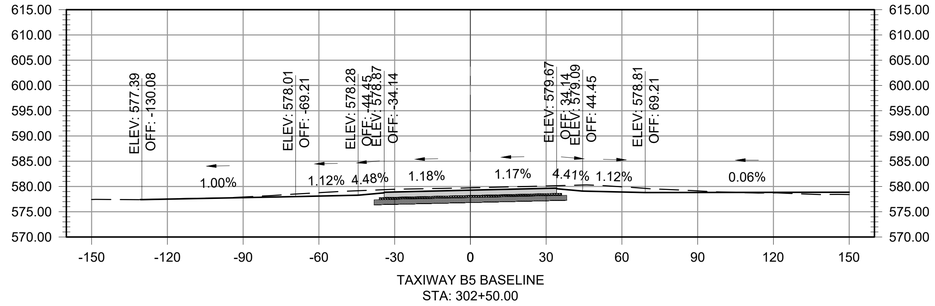
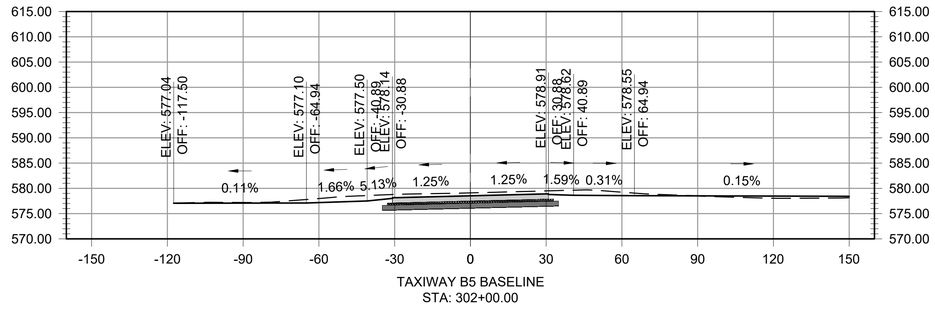
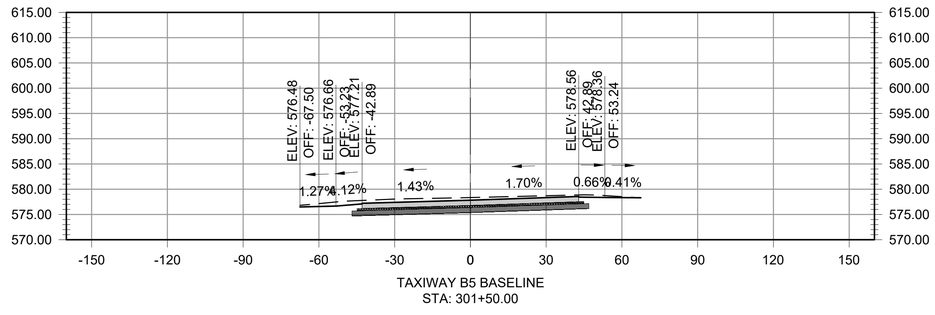
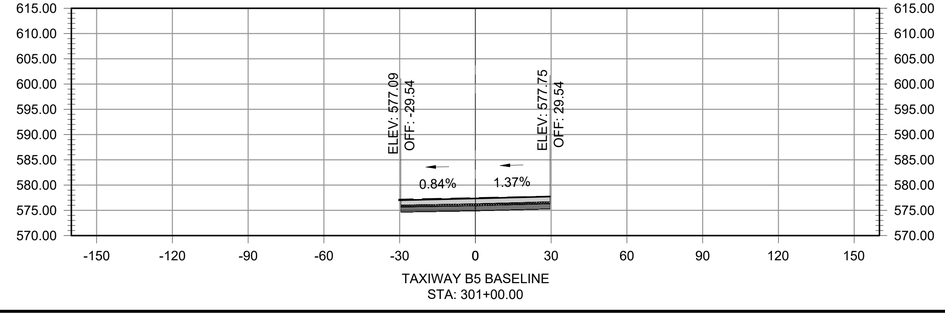
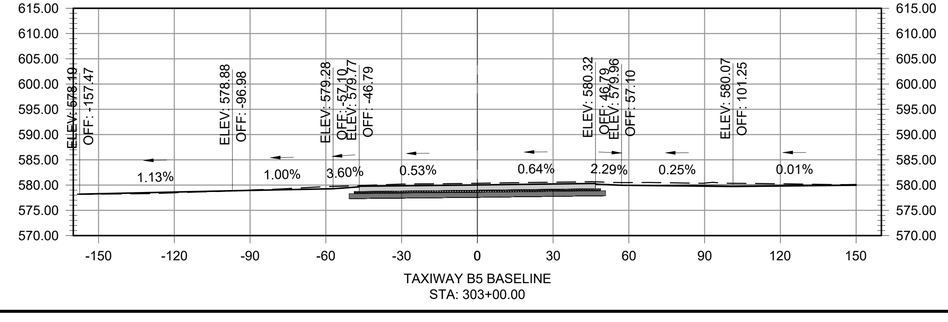
Last plotted by: Machost, Tyler J. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 3/20/2026 10:52 AM Plotter used: AutoCAD PDF (General Documentation).pc3











0 15' 30' 60' 90'

(IN FEET)

VERTICAL EXAGGERATION = 2

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REGISTRATION NO.
F-5713

STATE OF TEXAS
AUSTIN R. HAYES
144474
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 3/20/2026

REV.	DATE	DESCRIPTION	BY

TKI

McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY B5 CROSS SECTIONS 1

JOB NO.: A11-2402725
DATE: MAR 2026
DESIGNED BY: TJM
DRAWN BY: TJM

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

DRAWING NUMBER
XS201

SHEET NUMBER **107**

File: I:\2024\a11-2402725 - tki taxiway alpha phase ii\Drawings\DES\GN\2402725-C-3DXSEC-AA.dwg Last Save: 3/18/2026 10:28 AM Last saved by: TJMachost
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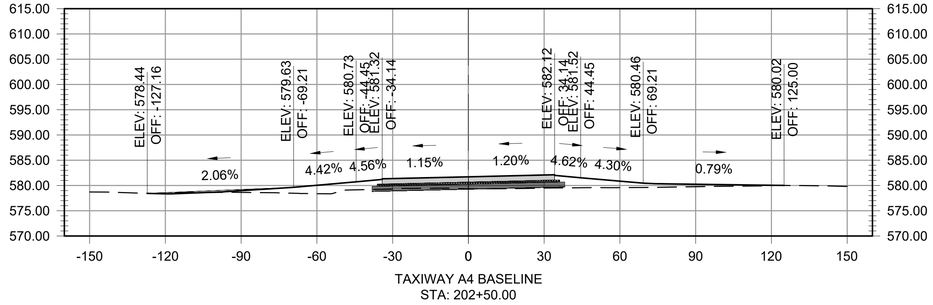

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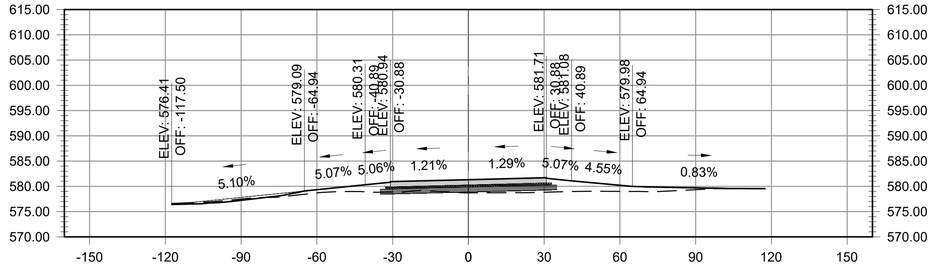
STA: 202+50.00



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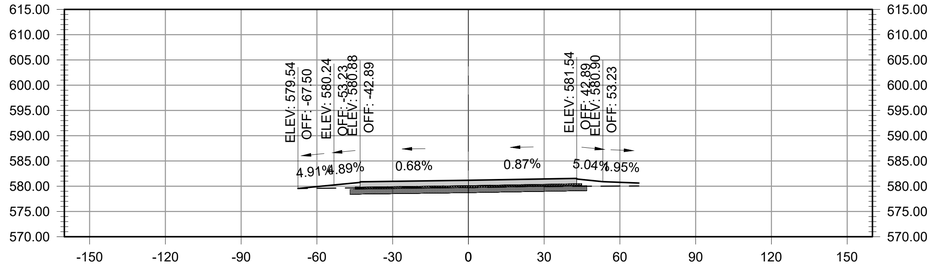

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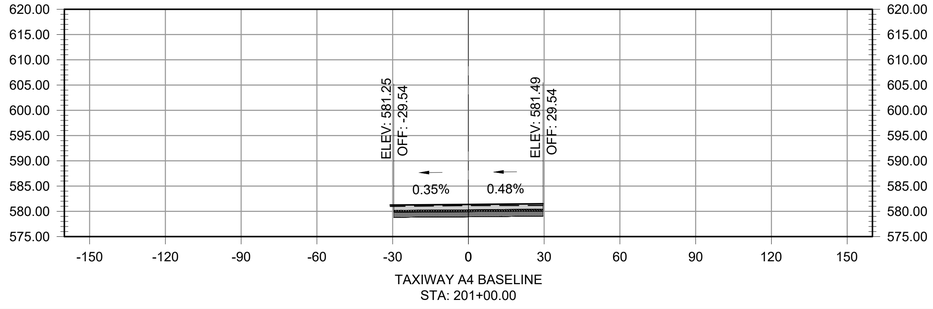
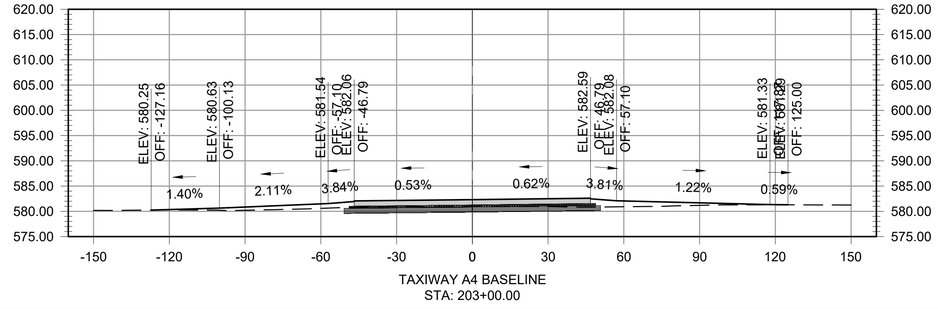


TAXIWAY A4 BASELINE
STA: 201+00.00



TAXIWAY A4 BASELINE
STA: 203+00.00

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

VERTICAL EXAGGERATION = 2

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McKINNEY NATIONAL AIRPORT
McKINNEY, TX

TAXIWAY A REHABILITATION
PHASE II

TAXIWAY A4 CROSS SECTIONS 1

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BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
XS301

SHEET NUMBER **108**

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