

HISTORIC AND DESIGN REVIEW COMMISSION

August 17, 2016

Agenda Item No: 4

HDRC CASE NO: 2016-313
COMMON NAME: 1283 Ashley Road - Stinson Municipal Airport - Air Traffic Control Tower
LEGAL DESCRIPTION: NCB 7464 BLK LOT SW IRR 738.0FT OF STINSON FIELD REF:07464-000-0030
ZONING: I1 H
CITY COUNCIL DIST.: 3
DISTRICT: Mission Historic District
APPLICANT: Morris Martin/City of San Antonio - Aviation
OWNER: City of San Antonio
TYPE OF WORK: Construction of a new air traffic control tower
REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to construct a new air traffic control tower at Stinson Municipal Airport. The proposed tower is to be 100 feet in height, feature a footprint of twenty-five square feet and will include onsite parking and an access drive.

APPLICABLE CITATIONS:

Historic Design Guidelines, Chapter 4, Guidelines for New Construction

2. Building Massing and Form

A. SCALE AND MASS

i. Similar height and scale—Design new construction so that its height and overall scale are consistent with nearby historic buildings. In residential districts, the height and scale of new construction should not exceed that of the majority of historic buildings by more than one-story. In commercial districts, building height shall conform to the established pattern. If there is no more than a 50% variation in the scale of buildings on the adjacent block faces, then the height of the new building shall not exceed the tallest building on the adjacent block face by more than 10%.

C. RELATIONSHIP OF SOLIDS TO VOIDS

i. Window and door openings—Incorporate window and door openings with a similar proportion of wall to window space as typical with nearby historic facades. Windows, doors, porches, entryways, dormers, bays, and pediments shall be considered similar if they are no larger than 25% in size and vary no more than 10% in height to width ratio from adjacent historic facades.

ii. Façade configuration— The primary façade of new commercial buildings should be in keeping with established patterns. Maintaining horizontal elements within adjacent cap, middle, and base precedents will establish a consistent street wall through the alignment of horizontal parts. Avoid blank walls, particularly on elevations visible from the street. No new façade should exceed 40 linear feet without being penetrated by windows, entryways, or other defined bays.

3. Materials and Textures

A. NEW MATERIALS

i. Complementary materials—Use materials that complement the type, color, and texture of materials traditionally found in the district. Materials should not be so dissimilar as to distract from the historic interpretation of the district. For example, corrugated metal siding would not be appropriate for a new structure in a district comprised of homes with wood siding.

4. Architectural Details

A. GENERAL

i. Historic context—Design new buildings to reflect their time while respecting the historic context. While new construction should not attempt to mirror or replicate historic features, new structures should not be so dissimilar as to distract from or diminish the historic interpretation of the district.

- ii. Architectural details*—Incorporate architectural details that are in keeping with the predominant architectural style along the block face or within the district when one exists. Details should be simple in design and should complement, but not visually compete with, the character of the adjacent historic structures or other historic structures within the district. Architectural details that are more ornate or elaborate than those found within the district are inappropriate.
- iii. Contemporary interpretations*—Consider integrating contemporary interpretations of traditional designs and details for new construction. Use of contemporary window moldings and door surroundings, for example, can provide visual interest while helping to convey the fact that the structure is new. Modern materials should be implemented in a way that does not distract from the historic structure.

6. Mechanical Equipment and Roof Appurtenances

A. LOCATION AND SITING

- i. Visibility*—Do not locate utility boxes, air conditioners, rooftop mechanical equipment, skylights, satellite dishes, and other roof appurtenances on primary facades, front-facing roof slopes, in front yards, or in other locations that are clearly visible from the public right-of-way.
- ii. Service Areas*—Locate service areas towards the rear of the site to minimize visibility from the public right-of-way.

B. SCREENING

- i. Building-mounted equipment*—Paint devices mounted on secondary facades and other exposed hardware, frames, and piping to match the color scheme of the primary structure or screen them with landscaping.
- ii. Freestanding equipment*—Screen service areas, air conditioning units, and other mechanical equipment from public view using a fence, hedge, or other enclosure.
- iii. Roof-mounted equipment*—Screen and set back devices mounted on the roof to avoid view from public right-of-way.

Historic Design Guidelines, Chapter 5, Guidelines for Site Elements

2. Fences and Walls

B. NEW FENCES AND WALLS

- i. Design*—New fences and walls should appear similar to those used historically within the district in terms of their scale, transparency, and character. Design of fence should respond to the design and materials of the house or main structure.
- ii. Location*—Avoid installing a fence or wall in a location where one did not historically exist, particularly within the front yard. The appropriateness of a front yard fence or wall is dependent on conditions within a specific historic district. New front yard fences or wall should not be introduced within historic districts that have not historically had them.
- iii. Height*—Limit the height of new fences and walls within the front yard to a maximum of four feet. The appropriateness of a front yard fence is dependent on conditions within a specific historic district. New front yard fences should not be introduced within historic districts that have not historically had them. If a taller fence or wall existed historically, additional height may be considered. The height of a new retaining wall should not exceed the height of the slope it retains.
- iv. Prohibited materials*—Do not use exposed concrete masonry units (CMU), Keystone or similar interlocking retaining wall systems, concrete block, vinyl fencing, or chain link fencing.

7. Off-Street Parking

A. LOCATION

- i. Preferred location*—Place parking areas for non-residential and mixed-use structures at the rear of the site, behind primary structures to hide them from the public right-of-way. On corner lots, place parking areas behind the primary structure and set them back as far as possible from the side streets. Parking areas to the side of the primary structure are acceptable when location behind the structure is not feasible. See UDC Section 35-310 for district-specific standards.
- ii. Front*—Do not add off-street parking areas within the front yard setback as to not disrupt the continuity of the streetscape.
- iii. Access*—Design off-street parking areas to be accessed from alleys or secondary streets rather than from principal streets whenever possible.

FINDINGS:

- a. The applicant has proposed to construct a new air traffic control tower that is to be located to the immediate south of Stinson Municipal Airport. The applicant has noted that the proposed tower will feature an overall height of 100 feet and a footprint of twenty-five square feet. The new construction will feature site parking and an access drive.
- b. **SETBACKS & ORIENTATION** – Ashley Road as it spans from Roosevelt Avenue to the intersection of Acequia features the Commander’s House and approximately five single family houses that feature different setbacks and a rural setting. The applicant has proposed a setback that removes the proposed new construction from the single family houses along Ashley Road. Staff finds this setback appropriate. In regards to orientation, a consistent orientation for single family residential structures has been established along Ashley Road; however, given the unique purpose of this structure and its proposed orientation, staff finds the rotated orientation appropriate.
- c. **SCALE & MASS** – Per the Guidelines for New Construction 2.A.i., a height and massing similar to historic structures in the vicinity of the proposed new construction should be used. As previously noted, Ashley Road features single family residential structures. While the proposed air traffic control tower is nearly ten times the height of the surrounding structures, staff finds that given the purpose of this structure, the height is appropriate.
- d. **TRANSITIONS** – The applicant has proposed a distinct base of smooth precast panels, a midsection of ribbed precast panels and a cap of the control room. In addition to a midsection of ribbed precast panels, the applicant has proposed galvanized steel and concrete panels, an abstract interpretation of aircraft wings.
- e. **MATERIALS** – According to the Guidelines for New Construction 3.A., materials that complement the type, color and texture of materials found traditionally in the district should be used. Stinson Municipal Airport features historic structures that serve aviation uses that feature appropriate materials including concrete, sheet metal and masonry. The applicant has proposed materials that are contemporary interpretations of materials used historically at Stinson and are consistent with the Guidelines for New Construction.
- f. **DOORS & WINDOWS** – The applicant has proposed the installation of bronze anodized aluminum frame windows and bronzed doors in addition to bronze color canopies. Staff finds these materials appropriate and complementary of the materials found historically at Stinson Municipal Airport.
- g. **FENCING** – The applicant has proposed to retain the existing chain link fencing that’s parallel to E Ashley Road and install a new automatic gate and security fence that is to span twenty-four feet in length. The applicant has noted that the proposed fence is to be six (6) feet in height.
- h. **MECHANICAL EQUIPMENT** – Regarding the placement of onsite mechanical equipment, the applicant has proposed to locate the proposed emergency generator to the rear of the proposed tower. This is consistent with the Guidelines for New Construction 6.A.i.
- i. **PARKING** – While the Guidelines for Site Elements 7.A. states that off street parking for non-residential and commercial projects be located at the rear of the site, staff finds that given the location of this proposed tower as well as its setback from E Ashley, that the proposed front parking is appropriate. The applicant has noted that the proposed surface parking will be screened from view of the public right of way.
- j. **SIGNAGE** – The applicant has proposed signage including a mounted plaque, address signage and facility warning signage. These signs are incidental signs and do not include significant square footage. Staff finds these signs and their proposed locations appropriate.
- k. **SIGNAGE** – The applicant has proposed signage on the fabric clad wings to read “STINSON” and “SSF”. Each letter will be sewn to the fabric membrane and will be three (3) feet in height. The applicant has stated that the proposed signage will be indirectly lit and has been designed and placed in the manner proposed in order to be visible to aircraft in the near vicinity. Given the materials that have been proposed for the signage, the proposed lighting and the unique need for visibility at this location, staff finds the proposed signage appropriate. The applicant has noted that the proposed identification signage is to be featured on the north and south sides of tower.

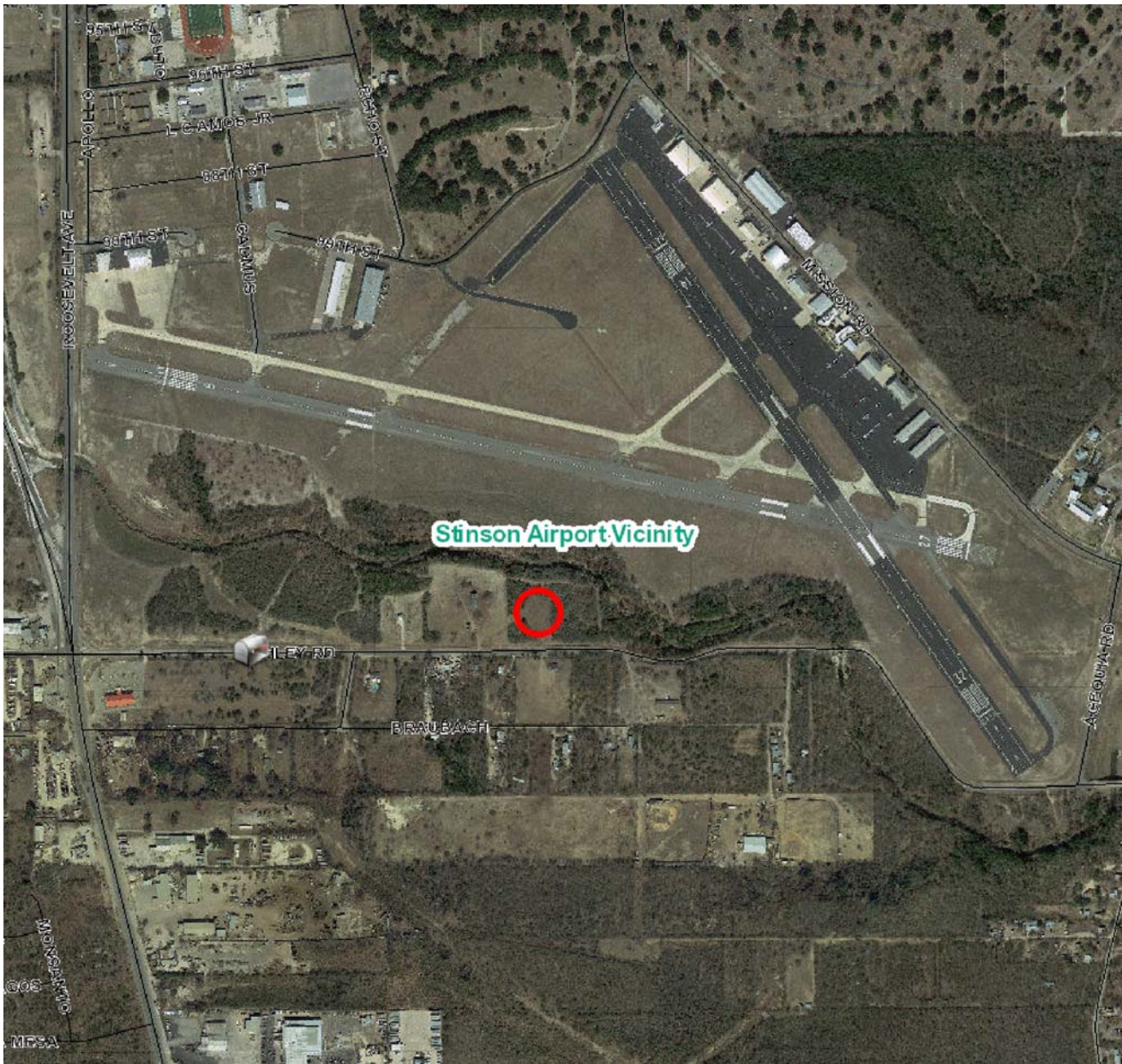
RECOMMENDATION:

Staff recommends approval based on findings a through l with the following stipulations:

- i. That the applicant screen the proposed parking location from view from the public right of way as noted in finding i.
- ii. That the automatic gate height at E Ashley Road does not exceed six (6) feet in height and noted in finding g.

CASE MANAGER:

Edward Hall



Flex Viewer

Powered by ArcGIS Server

Printed: Aug 05, 2016

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Ashley Rd

Ashley Rd

Ashley Rd

Stinson Tower Design Narrative

Stinson Municipal Airport has its own storied history having played an important role in the early days of flight. In addition to being a training site for World War I pilots, “Stinson Field” was also the home of the first woman-operated flying school in the nation. This rich heritage is what is referenced in the proposed design enhancement of the replacement air traffic control tower.

The enhancements call for a steel armature to be attached to the precast concrete panels of the original tower design. The form and articulation of this secondary structure references the construction of early aircraft design. These vehicles were constructed using a fabric-clad strut-and-cable system when Katherine Stinson and her family founded the Stinson School of Aviation and barnstormers flew from grass-covered runways on what was then the southern edge of San Antonio.

As the site of the tower is 2,000 feet from the terminal and other public areas of Stinson Municipal Airport, the enhancements are intended to be legible from a great distance. During the day the fabric-clad airfoil shapes, steel cables and struts read as abstracted interpretations of biplane wings. At night, these wings glow with internal LED illumination. All this occurs below the level of the control tower cab so as to not interfere with its FAA-mandated function.

To expedite the implementation of the design enhancements, the structural properties, layout, and dimensions of the precast concrete volume of the original tower design have remained intact. The fabric-clad wings themselves will be prefabricated offsite and later attached to the tower structure.

WINGS OVER STINSON

elevations



At night, the "wings" of the enhanced design glow with internal LED fixtures. All this occurs below the deck of the control tower cab so as to not interfere with its primary function. Although the tower is built to serve a specific FAA function, **it also acts as a seasonal landmark for the Southside of San Antonio that honors the history of Stinson Field.**



Stinson Municipal Airport played an important role in the early days of flight. Known as "Stinson Field," it was an important training site for World War I pilots and was the home of a flying school operated by a pioneer of flight, **Katherine Stinson.**

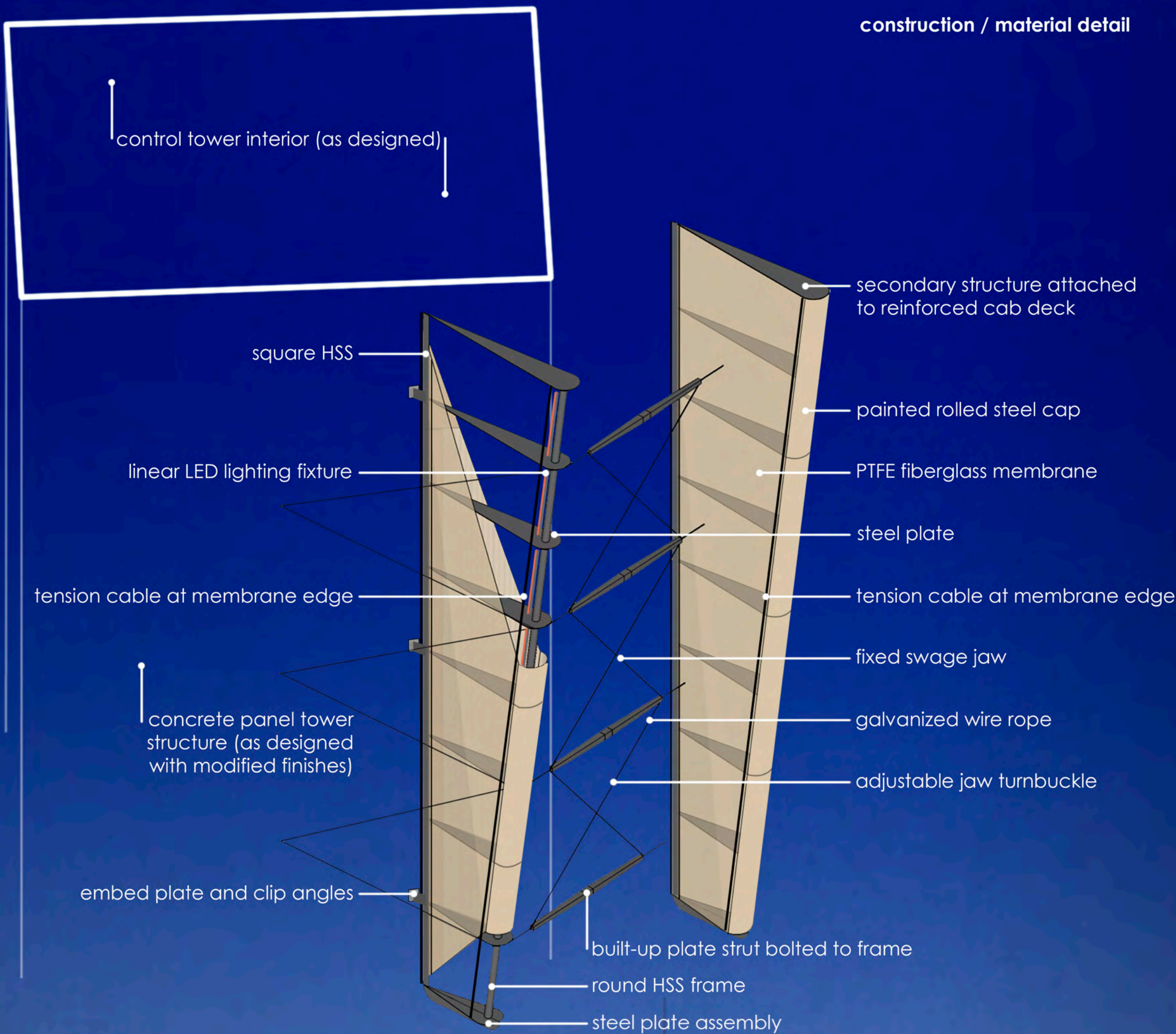


The aircraft of Stinson's era made use of a simple structural system where a fabric skin was stretched over a series of wood ribs. Reinforced with cabling, these airframes were light and efficient but also created an airframe that was beautifully **translucent.**



In addition to the wing structures to be attached to the concrete panels of the tower's original design, the proposed design enhancement also calls for the alteration of the coloration and texture of this concrete to better reference the airport's **existing buildings.**

construction / material detail



project rendering



As the site of the tower is 2,000 feet from the terminal and other public areas of the airport, the enhancements are designed to be legible from a great distance. During the day the fabric-clad airfoil shapes, cables, and tapered struts will read as **abstracted references to early aircraft wings.**

AIRPORT TRAFFIC CONTROL TOWER REPLACEMENT HISTORIC AND DESIGN REVIEW COMMISSION APPLICATION

STINSON MUNICIPAL AIRPORT
1519 ASHLEY RD. SAN ANTONIO, TEXAS 78214
TxDOT CSJ NO. 15CTSTSTON



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State of Texas Registration F-10540

STINSON MUNICIPAL AIRPORT
REPLACEMENT AIRPORT TRAFFIC CONTROL TOWER
HISTORIC & DESIGN REVIEW COMMISSION APPLICATION
ASHLEY RD, SAN ANTONIO, TEXAS 78214
TxDOT CSJ NO. 15CTSTSTON

DATE	BY	REVISION	BY
COVER SHEET			
DESIGNED BY	P.D.	DRAWN BY	K.F.
CHECKED BY	STINSON	PROJECT NO.	R.C.
SCALE	AS NOTED	DATE	



AERIAL SITE PLAN (Google Earth)



BIRD'S EYE VIEW (Google Earth)

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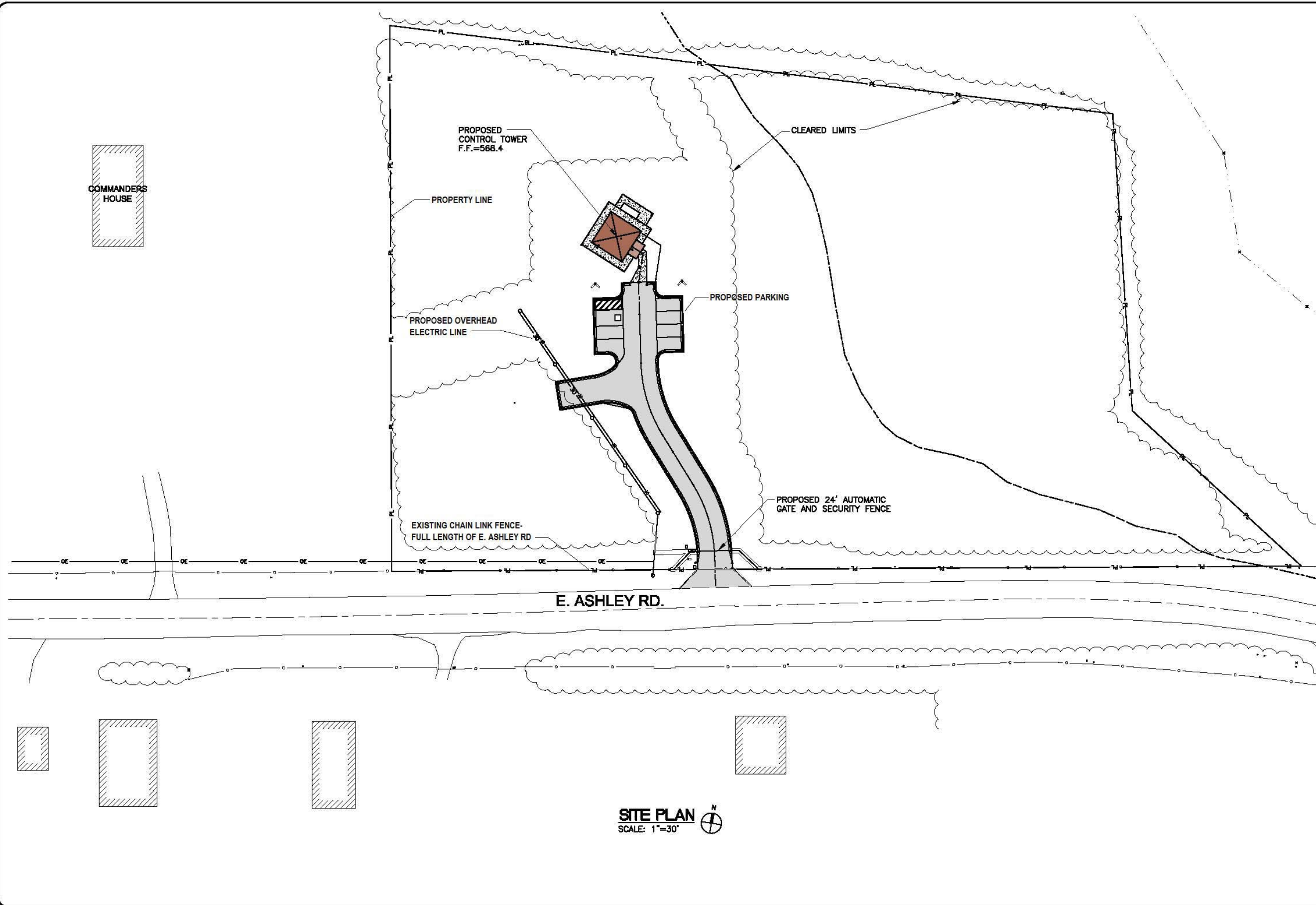
NO.	DATE	REVISION	BY

SITE PHOTOS

OWNER	P.D.	DESIGNED BY	K.F.
NO. 10	STINSON	DRAWN BY	R.C.
DATE AS NOTED	5/12/19	SCALE	-
SCALE NO.	A2		

C:\Users\AEC\Documents\AEC\Engineering\2016\Projects\2016\20160511_2016 - 2016pm by Robert

C:\Users\Robert\OneDrive\AJT Engineering, Inc\Tower\Stinson\Hazard\SHEET 3.dwg Plotted on: May 11, 2015 - 2:54pm by Robert



SITE PLAN
SCALE: 1"=30'

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ASHLEY RD, SAN ANTONIO, TEXAS 78214
TxDOT CSJ NO. 15CTSTSTON

NO.	DATE	REVISION	BY
DRAW TITLE			
SITE PLAN			
ENGINEER	P.D.	CHECKED BY	K.F.
JOB NO.	STINSON	DESIGN BY	R.C.
SCALE	AS NOTED		
DWG NO.			
SHEET NO.	A3		

GENERAL NOTE:

1. SEE DRAWING E-15 FOR PVC CONDUIT GROUNDING PAINTING

ARCHITECTURAL ENHANCEMENT STRUCTURES NOT SHOWN FOR CLARITY. SEE W SHEETS AT THE END OF THIS DRAWING SET.

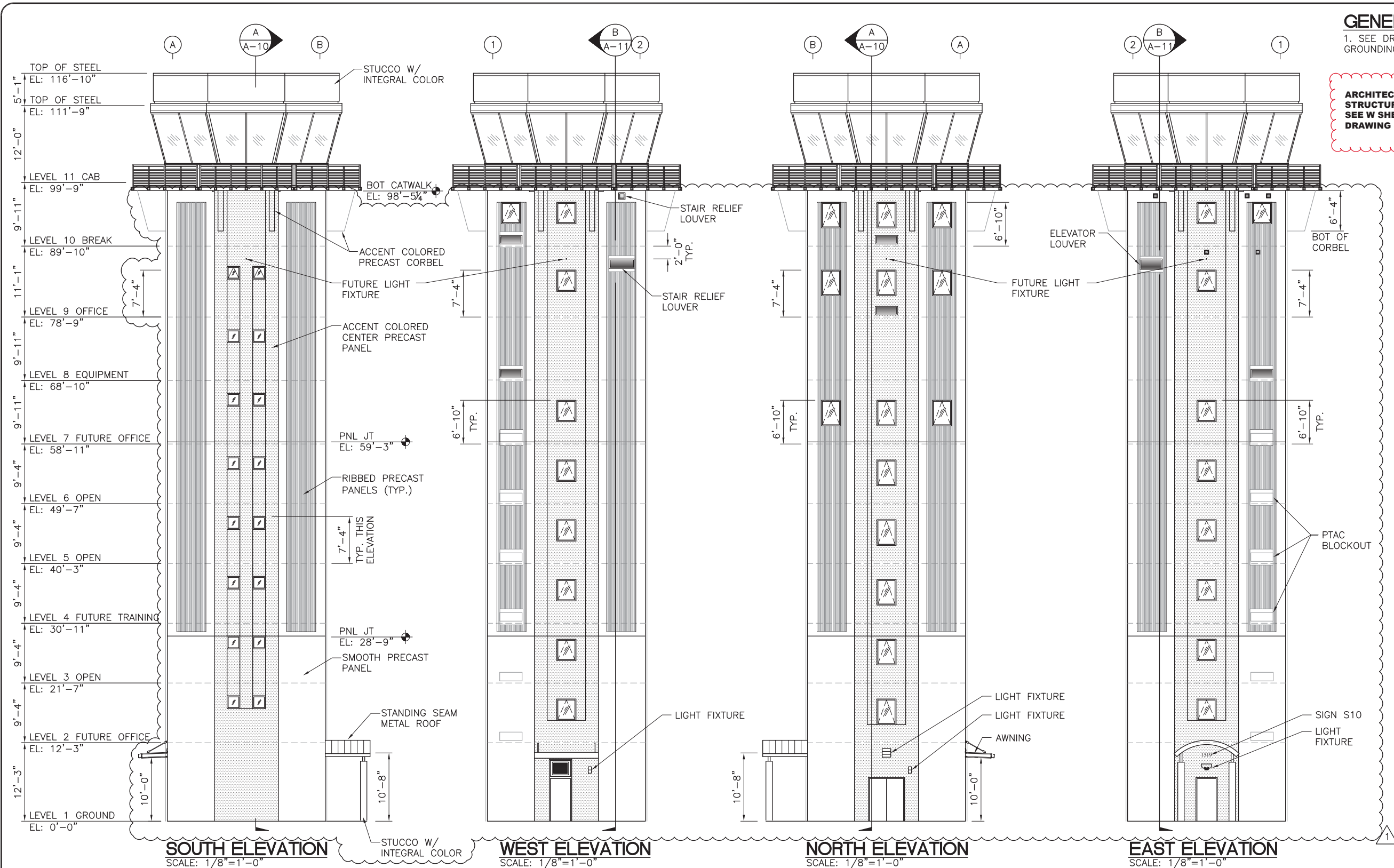
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REPLACE AIRPORT TRAFFIC CONTROL TOWER
1519 ASHLEY RD, SAN ANTONIO, TEXAS 78214
TXDOT CSJ NO. 15CTSTSTON

1	01/29/16	REVISED PER CITY FACADE CHANGES	K.F.
NO.	DATE	REVISION	BY
DWG TITLE			
TOWER ELEVATIONS			
ENGINEER	P.D.	CHECKED BY	K.F.
JOB NO.	STINSON	DRAWN BY	R.C.
SCALE	AS NOTED	DATE	02/08/16
DWG NO.	SSFA09		
SHEET NO.	A-9		



C:\Users\Robert\Cadd\AJT Engineering, Inc\Towers\Stinson\Working\Arch\SSFA09 - Tower Elevations.dwg Plotted on: Jul 08, 2016 - 11:49am by Robert

**90% REVIEW COSA ARCHITECTURAL CHANGES
NOT FOR PERMITTING OR CONSTRUCTION
JULY 08, 2016**

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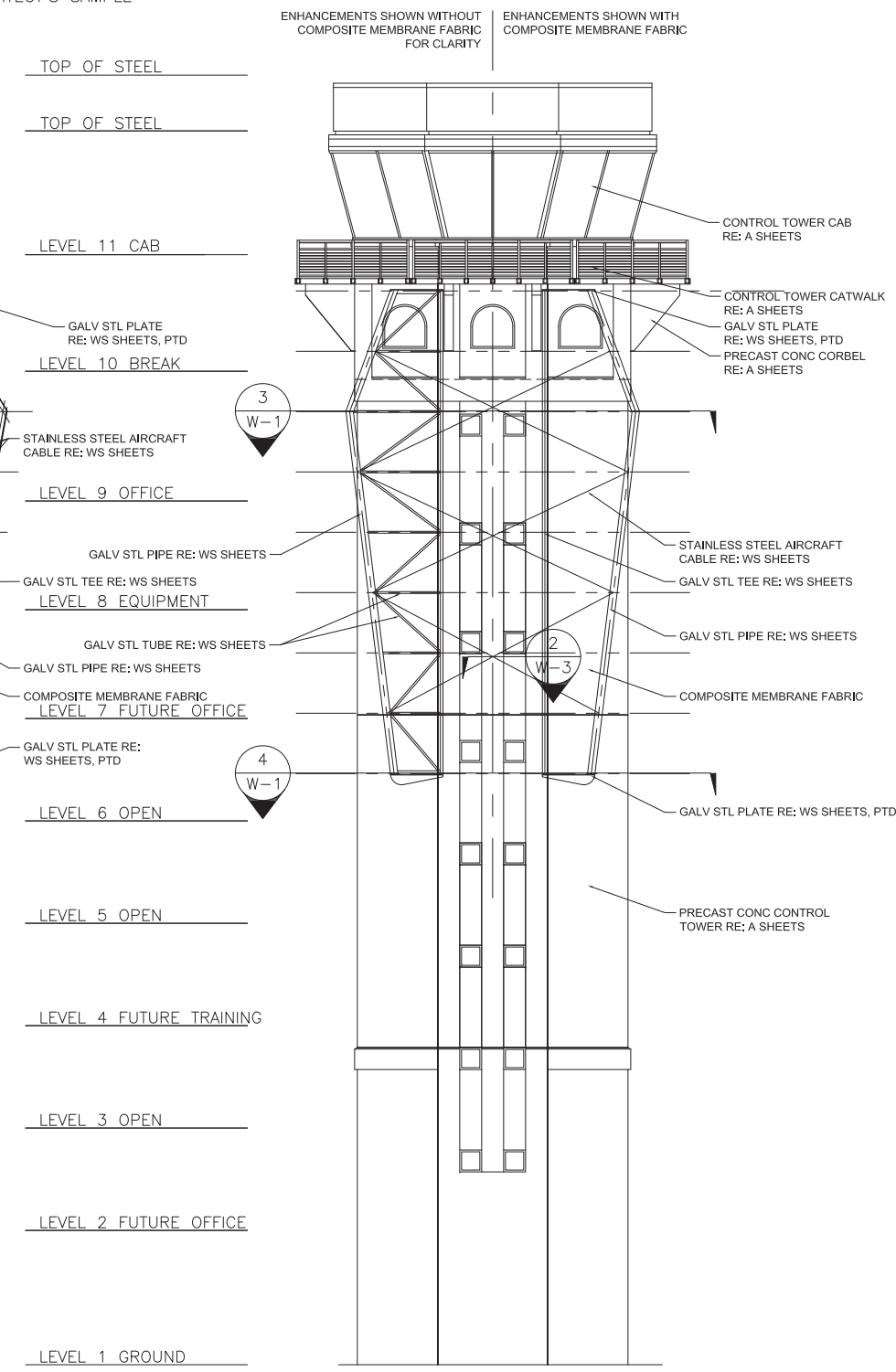
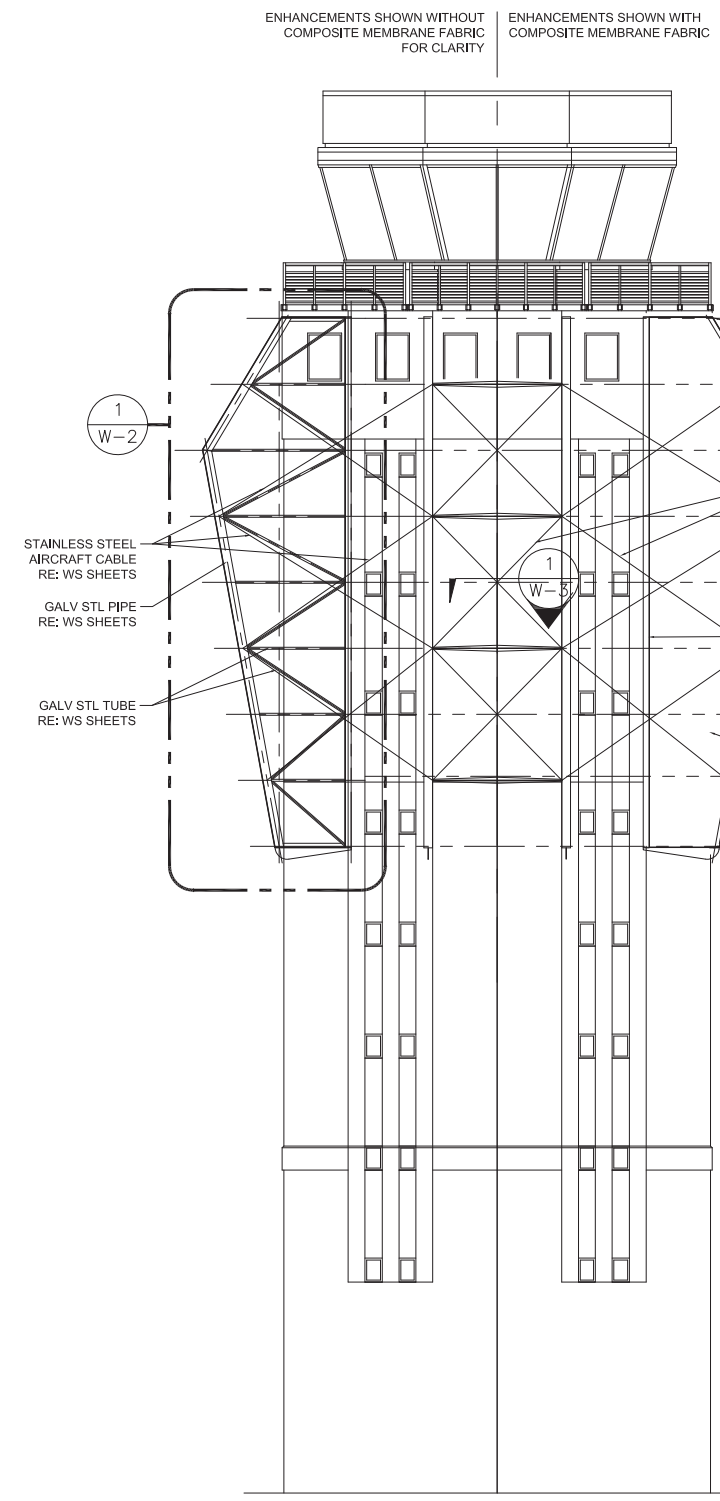
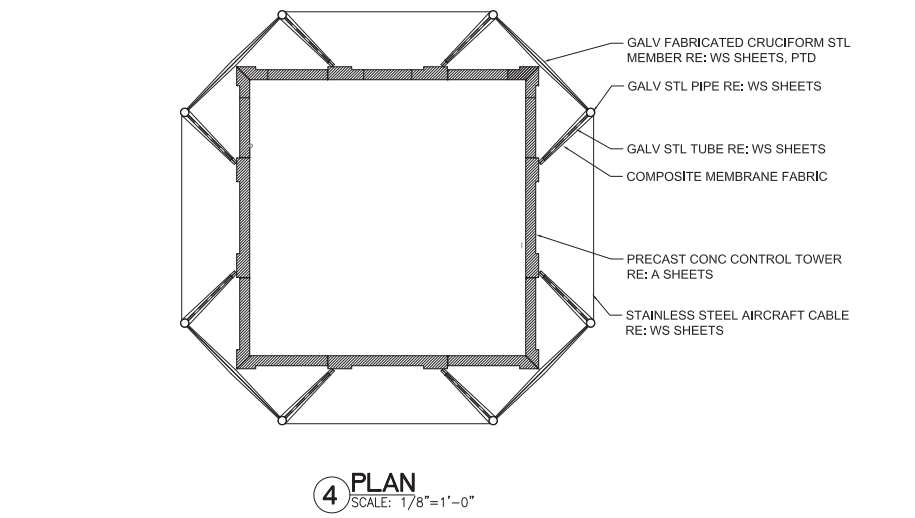
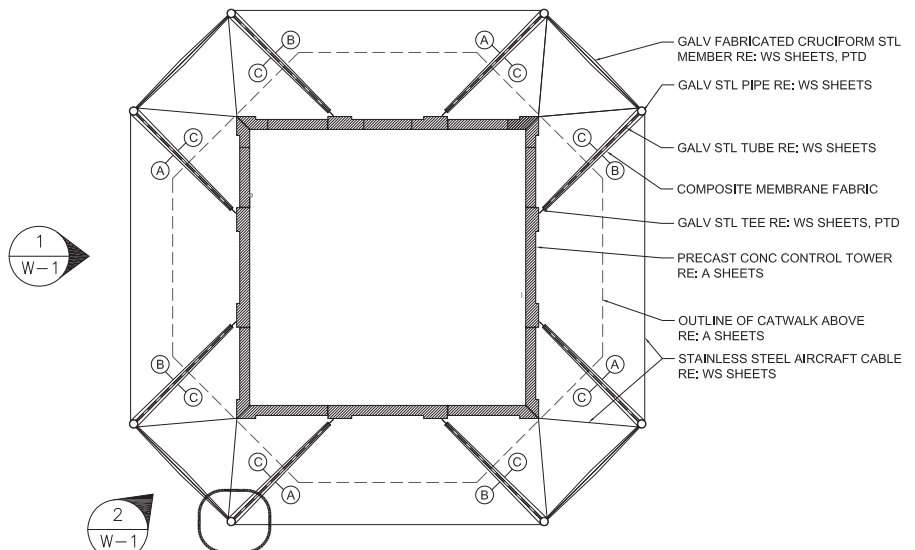
NO.	DATE	REVISION	BY
DWG TITLE			
TYPICAL ELEVATIONS AND ELEVATED PLANS			
ENGINEER		CHECKED BY	
JOB NO. STINSON	DRAWN BY JL/JBH		
SCALE 1/8"	DATE 07/08/16		
DWG NO. W-1			
SHEET NO. W-1			

GENERAL NOTES
 LEVEL DESIGNATIONS PROVIDED FOR REFERENCE ONLY. REFER TO ARCHITECTURAL DRAWINGS FOR TOWER ELEVATIONS

ALL STEEL TO BE GALVANIZED

ALL STEEL VISIBLE FROM EXTERIOR TO BE GALVANIZED AND PAINTED, COLOR TO MATCH ARCHITECT'S SAMPLE

(X) SYMBOL INDICATES FABRIC PRINTING RE: SHEET W-2



TOP OF STEEL

TOP OF STEEL

LEVEL 11 CAB

LEVEL 10 BREAK

LEVEL 9 OFFICE

LEVEL 8 EQUIPMENT

LEVEL 7 FUTURE OFFICE

LEVEL 6 OPEN

LEVEL 5 OPEN

LEVEL 4 FUTURE TRAINING

LEVEL 3 OPEN

LEVEL 2 FUTURE OFFICE

LEVEL 1 GROUND

This document, dated 07/08/2016, authorized by James Brantley Hightower (registration #20494), is incomplete. Do not use for regulatory approval, permit, or construction.

W:\projects\1503001 Stinson Tower\drawings\W-1 elevations and plans.dwg Plotted on: Jul 07, 2016 - 2:01pm by joy

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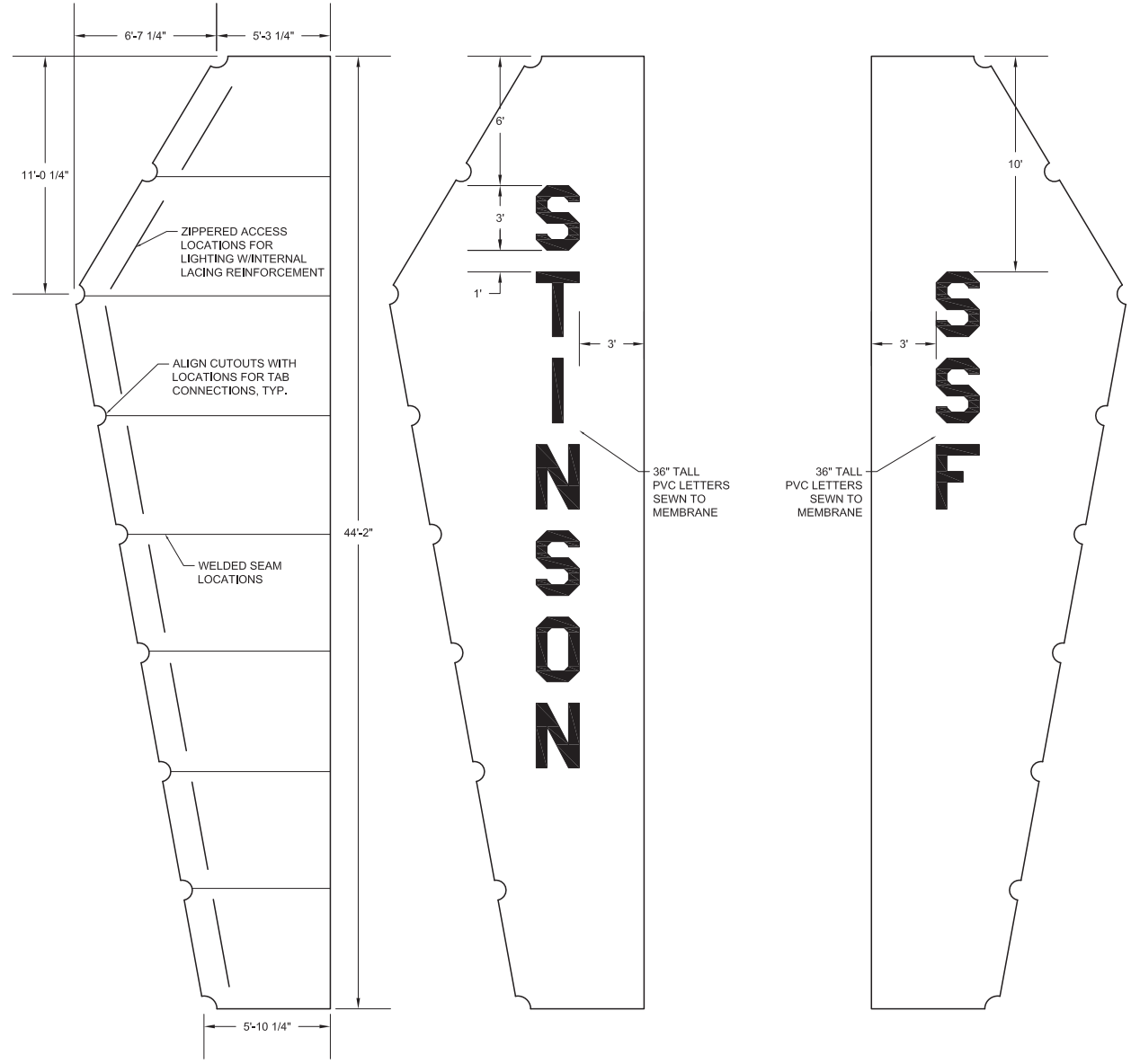


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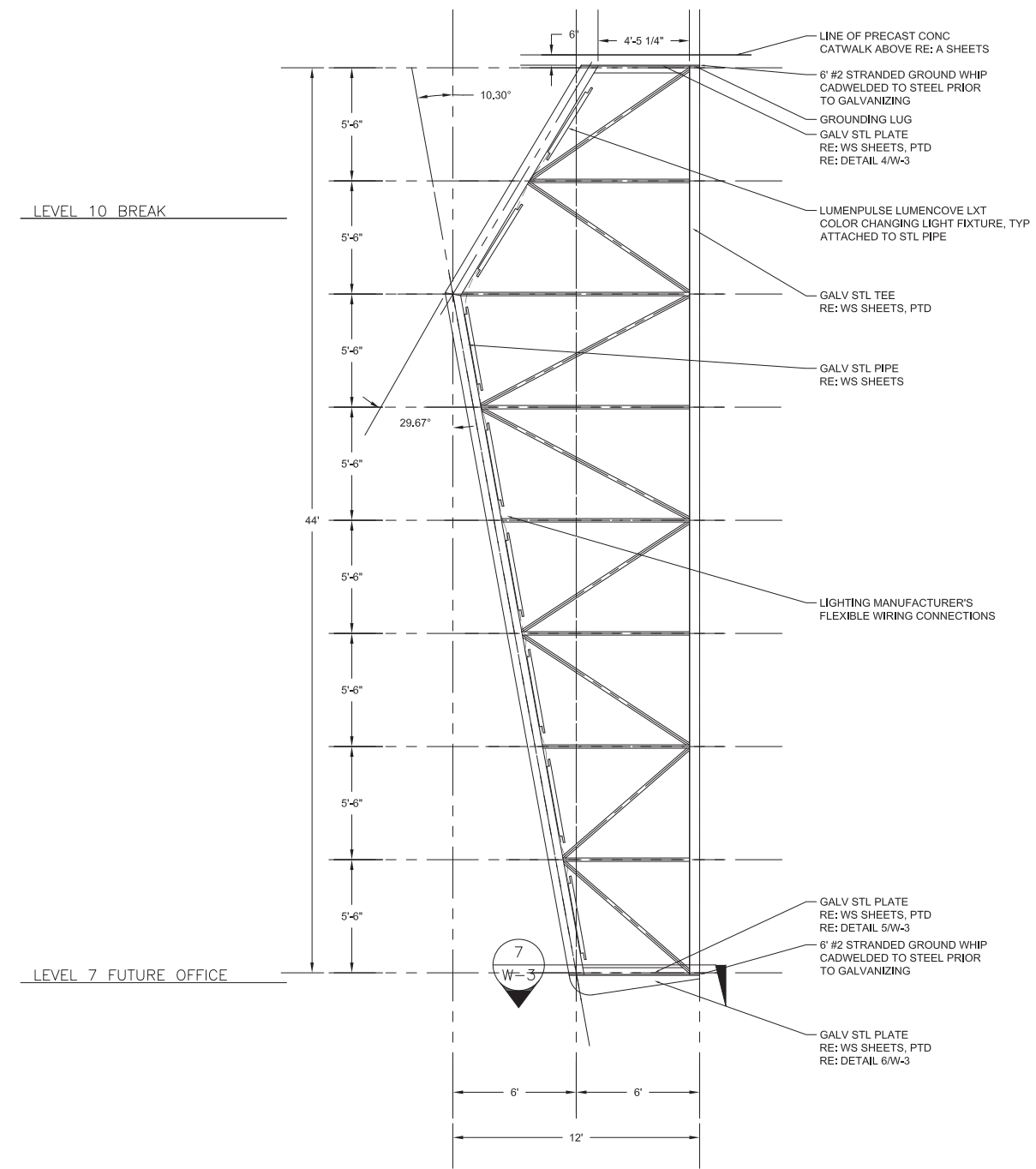
STINSON MUNICIPAL AIRPORT
 REPLACEMENT AIRPORT TRAFFIC CONTROL TOWER
 1519 ASHLEY RD, SAN ANTONIO, TEXAS 78214
 TxDOT CSJ NO. 15CTSTSTON

NO.	DATE	REVISION	BY
ENLARGED ELEVATION AND SECTIONS			
ENGINEER	CHECKED BY		
JOB NO. STINSON	DRAWN BY JL/JBH		
SCALE VARIES	DATE 07/08/16		
DWG NO.	W-2		
SHEET NO.	W-2		

NOTE: COMPOSITE MEMBRANE FABRIC NOT SHOWN FOR CLARITY



5 FABRIC TYPE C ELEVATION SCALE: 1/4"=1'-0"
5 FABRIC TYPE A ELEVATION SCALE: 1/4"=1'-0"
5 FABRIC TYPE B ELEVATION SCALE: 1/4"=1'-0"



1 ENLARGED ELEVATION SCALE: 1/4"=1'-0"

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W:\projects\1503001 Stinson Tower\drawings\W-2 enlarged elevation and sections.dwg Plotted on: Jul 07, 2016 - 2:00pm by joy

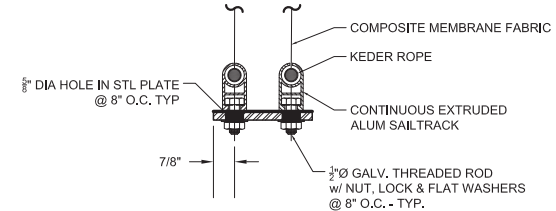
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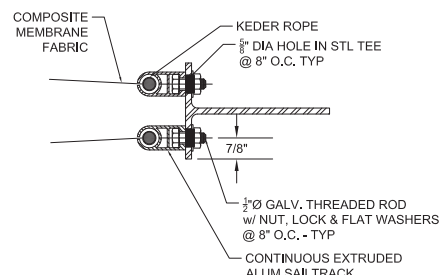
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 TxDOT CSJ NO. 15CTSTSTON

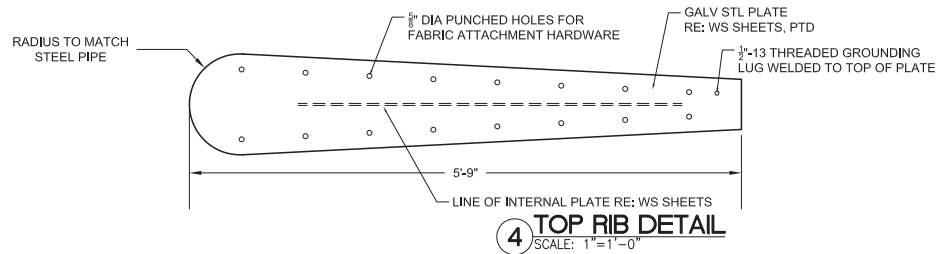
NO.	DATE	REVISION	BY
DETAILS			
ENGINEER	CHECKED BY		
JOB NO. STINSON	DRAWN BY JL/JBH		
SCALE VARIES	DATE 07/08/16		
DWG NO.	W-3		
SHEET NO.	W-3		



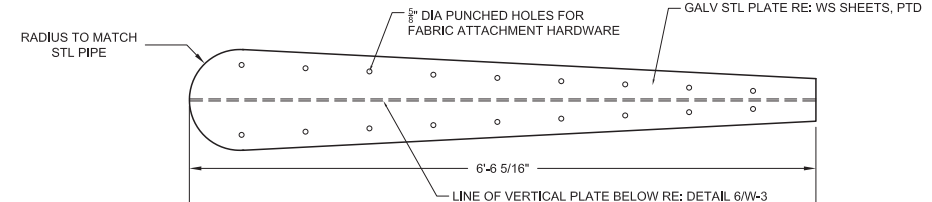
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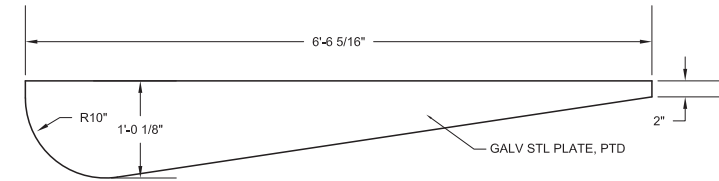
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 SCALE: 1"=1'-0"



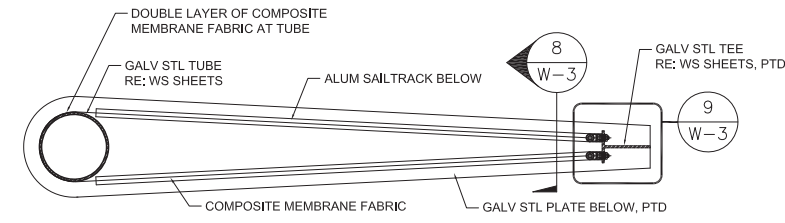
4 TOP RIB DETAIL
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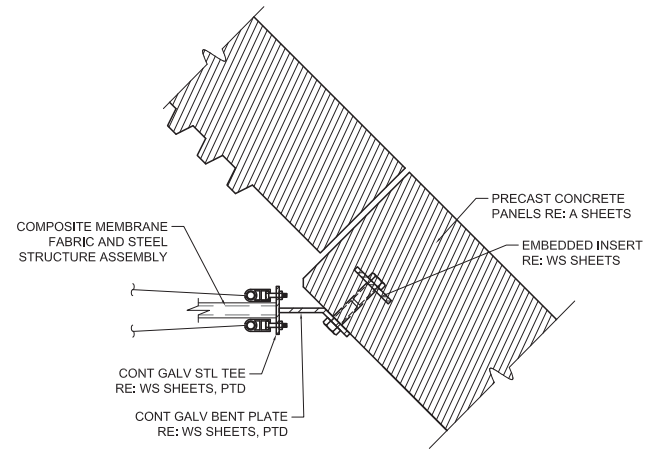
5 BOTTOM RIB DETAIL
 SCALE: 1"=1'-0"



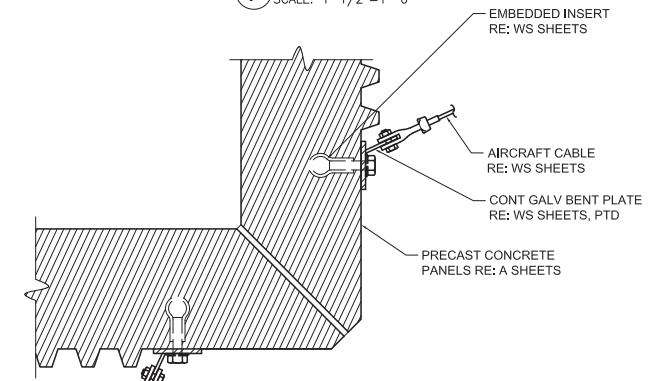
6 BOTTOM FIN DETAIL
 SCALE: 1"=1'-0"



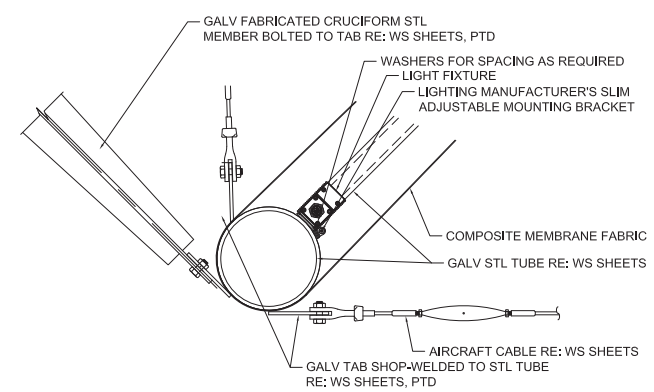
7 WING SECTION DETAIL
 SCALE: 1"=1'-0"



1 DETAIL
 SCALE: 1-1/2"=1'-0"



2 DETAIL
 SCALE: 1-1/2"=1'-0"



3 DETAIL
 SCALE: 1-1/2"=1'-0"

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W:\projects\1503001 Stinson Tower\drawings\W-3 details.dwg Plotted on: Jul 07, 2016 - 2:00pm by jay

