CENTRALBIDDING
FROM CENTRAL AUCTION HOUSE

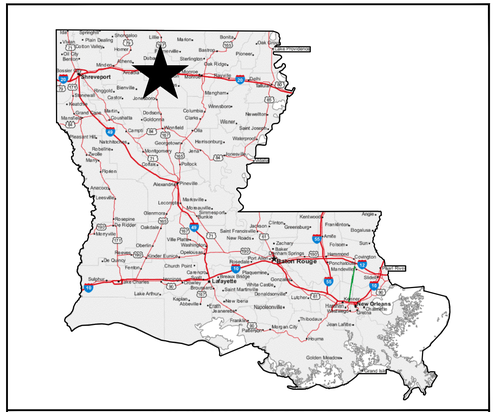
10-Unit T-Hangar Ruston Regional Airport

LAGC Plan Room - North

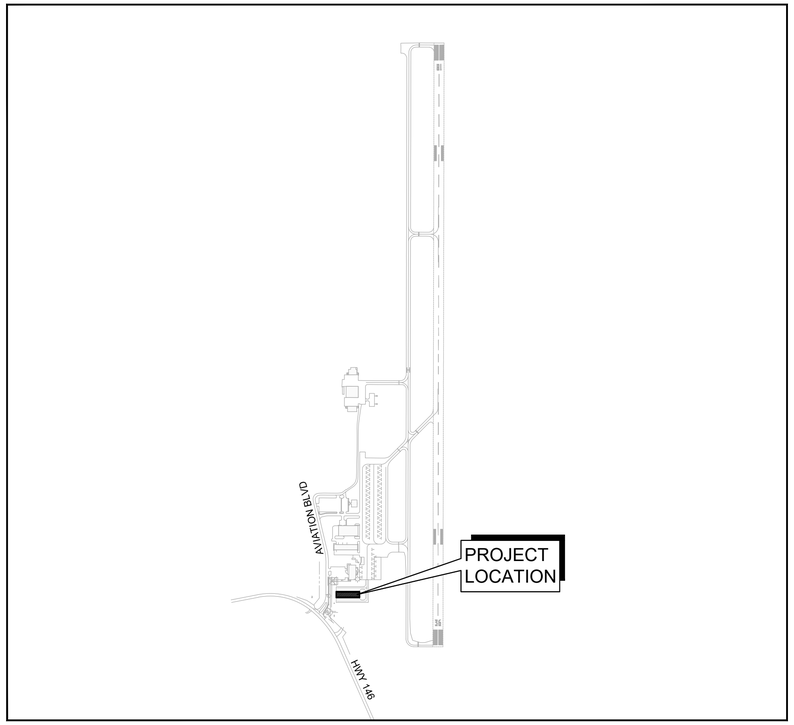
Ruston Regional Airport
City Of Ruston, LA
10 UNIT T-HANGAR

FAA AIG No. 3-22-0082-027-2025

MARCH 2026



VICINITY MAP



RECOMMENDED BY:

KSA

LOUISIANA STATE REG. NO. EF-476

STATE OF LOUISIANA
JONATHAN N. FARMER
License No. 37012
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING

Jonathan N. Farmer 3/16/26

JONATHAN N. FARMER, P.E. DATE

PROJECT ENGINEER

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GENERAL NOTES

1. NO VEHICLE OR EQUIPMENT SHALL MOVE UPON APRONS, TAXIWAYS AND/OR RUNWAYS, UNLESS THE VEHICLE:
   A. IS IDENTIFIED BY A 3'X3' ORANGE AND WHITE CHECKERED FLAG AND FLASHING AMBER LIGHT, AND
   B. IS MONITORING UNICOM 123.0 RADIO FREQUENCY, OR
   C. IS UNDER ESCORT BY A VEHICLE MONITORING UNICOM 122.7.

2. IT IS THE INTENT OF THESE PLANS TO MINIMIZE INTERFERENCE TO AIRCRAFT MOVEMENT; THEREFORE, IN UNCLOSED PORTIONS, AIRCRAFT MOVEMENT SHALL HAVE THE RIGHT-OF-WAY.

3. AIRPORT SECURITY IS OF UTMOST IMPORTANCE. THE CONTRACTOR SHALL SUPPLY HIS OWN LOCK FOR ACCESS GATES, AND SHALL KEEP THE GATES LOCKED OR GUARDED AT ALL TIMES, EXCEPT FOR THE BRIEF PERIOD REQUIRED FOR PASSAGE OF AUTHORIZED VEHICLES OR EQUIPMENT.

4. FLAGMEN WILL BE REQUIRED TO DIRECT THE CONTRACTOR'S TRUCKS AND EQUIPMENT WHICH ARE OPERATING IN THE AREA OF MOVING AIRCRAFT.

5. EACH CONSTRUCTION AREA SHALL BE SHAPED TO ALLOW DRAINAGE OF SURFACE WATER DURING EACH WORK OPERATION. IF NECESSARY, SURFACE WATER SHALL BE PUMPED IMMEDIATELY FROM EACH CONSTRUCTION AREA AFTER EACH RAIN.

6. CONSTRUCTION PERSONNEL AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE AIRPORT OPERATIONS AREA (AOA) UNTIL THE AREA HAS BEEN CLOSED TO AIRCRAFT AND NOTAMS ISSUED.

7. ALL WORK WILL BE ACCOMPLISHED DURING NORMAL DAYTIME WORKING HOURS ONLY OR AS APPROVED BY THE ENGINEER.

8. REFERENCE AC 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", FOR ADDITIONAL SAFETY INFORMATION.

9. STOCKPILE LOCATION MAY BE ADJUSTED IN THE FIELD AND COORDINATED WITH THE OWNER AND THE ENGINEER. STOCKPILE SHALL NOT CREATE ANY PONDING OF WATER OR ALTER DRAINAGE PATTERNS OF THE AIRPORT PROPERTY.

10. DURING PERFORMANCE OF THIS CONTRACT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. AIRCRAFT USE OF AREAS NEAR THE CONTRACTOR'S WORK WILL BE CONTROLLED TO MINIMIZE DISTURBANCE TO THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT ALLOW HIS/HER EMPLOYEES, SUBCONTRACTOR'S SUPPLIERS, OR ANY PERSON OVER WHO HE/SHE HAS CONTROL TO ENTER OR REMAIN IN ANY PART OF THE AIRPORT WHICH WOULD BE HAZARDOUS TO PERSONS OR TO AIRCRAFT OPERATIONS. WHENEVER AIRCRAFT OPERATIONS REQUIRE, THE ENGINEER MAY ORDER THE CONTRACTOR TO SUSPEND OPERATIONS, MOVE PLANT, PERSONNEL, EQUIPMENT, AND MATERIALS TO A SAFE LOCATION AND STAND BY UNTIL AIRCRAFT USE IS COMPLETED.

11. CONSTRUCTION ACTIVITY WITHIN AN OBSTACLE FREE ZONE (OFZ) WILL REQUIRE CLOSING PART OR ALL OF THE AFFECTED RUNWAY. PERSONNEL, MATERIAL, AND/OR EQUIPMENT MUST NOT PENETRATE THE OFZ. THE OFZ EXTENDS 200 FEET BEYOND EACH END OF THE RUNWAY WITH A WIDTH OF 400 FEET CENTERED ON THE RUNWAY CENTERLINE.

12. CONSTRUCTION ACTIVITY WITHIN A RUNWAY SAFETY AREA WILL REQUIRE CLOSING PART OR ALL OF THE AFFECTED RUNWAY. CONSTRUCTION ACTIVITY WITHIN TAXIWAY SAFETY AREA IS PERMISSIBLE WHEN THE TAXIWAY IS OPEN TO AIRCRAFT TRAFFIC IF:
   A. ADEQUATE WINGTIP/EMPENNAGE CLEARANCE EXIST BETWEEN THE AIRCRAFT AND EQUIPMENT/MATERIAL,
   B. EXCAVATIONS, TRENCHES, OR OTHER CONDITIONS ARE CONSPICUOUSLY MARKED AND LIGHTED,
   C. NOTICES TO AIRMEN ARE IN EFFECT CONCERNING THE ACTIVITY, USUALLY "PERSONNEL AND EQUIPMENT ADJACENT TO TAXIWAY _____." (CODED AS "PAEW"). SAFETY AREA DIMENSIONS CAN BE FOUND IN AC 150/5300-13.

13. CONTRACTOR VEHICLES AND EQUIPMENT SHALL BE IDENTIFIED BY 3'x3' ORANGE AND WHITE CHECKERED FLAGS AND AMBER FLASHING LIGHTS. EMPLOYEE PARKING SHALL BE AS DESIGNATED BY THE ENGINEER. ACCESS TO THE JOB SITE SHALL BE AS SHOWN ON THE PLANS OR AS DESIGNATED BY THE ENGINEER.

14. ALL MATERIALS OTHER THAN EXCAVATION AND HMAC MILLINGS SHALL BE DISPOSED OF OFF SITE BY THE CONTRACTOR AT NO DIRECT PAY. ANY WASTE AND/OR SPOIL MATERIAL PLACED ONTO THE AIRPORT PROPERTY SHALL BE GRADED SMOOTH AND SHALL NOT CAUSE ANY PONDING ON THE AIRPORT PROPERTY NOR CAUSE ANY PROPERTY DAMAGE TO THE AIRPORT OR THE ADJACENT PROPERTY OWNERS. THE CONTRACTOR SHALL NOT PLACE ANY WASTE AND/OR SPOIL MATERIAL IN AN AREA OR AT A HEIGHT WHICH PENETRATES THE PRIMARY SURFACE OR TRANSITIONAL SURFACE FOR THE RUNWAY.

15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO EXISTING PAVEMENTS NOT DESIGNATED FOR RECONSTRUCTION OR REPLACEMENT. UNDERGROUND CABLES, PIPELINES, ETC. ENCOUNTERED DURING CONSTRUCTION. NO DIGGING SHALL BE PERFORMED WITHOUT CONTACTING THE AIRPORT MANAGER. ALL REPAIRS MUST BE MADE IN COMPLIANCE WITH THE AIRPORT MANAGEMENT, THE ENGINEER, AND FAA REQUIREMENTS.

16. THE CONTRACTOR SHALL ANTICIPATE ALL UNDERGROUND OBSTRUCTIONS SUCH AS, BUT NOT LIMITED TO, WATER MAINS, GAS LINES, STORM AND SANITARY SEWERS, TELEPHONE OR ELECTRIC LIGHT OR POWER DUCTS, CONCRETE, AND DEBRIS. ANY SUCH LINES OR OBSTRUCTIONS INDICATED ON THE DRAWINGS SHOW ONLY THE APPROXIMATE LOCATIONS AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR. THE OWNER AND ENGINEER WILL ENDEAVOR TO FAMILIARIZE THE CONTRACTOR WITH ALL KNOWN UTILITIES AND OBSTRUCTIONS, BUT THIS SHALL NOT RELIEVE THE CONTRACTOR FROM FULL RESPONSIBILITY IN ANTICIPATING ALL UNDERGROUND OBSTRUCTIONS WHETHER OR NOT SHOWN ON THE DRAWINGS.

17. THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, MAINTAIN IN PROPER WORKING ORDER AND WITHOUT INTERRUPTION OF SERVICE ALL EXISTING UTILITIES AND SERVICES WHICH MAY BE ENCOUNTERED IN THE WORK. WITH THE CONSENT OF THE ENGINEER AND UTILITY OWNER, SUCH SERVICE CONNECTIONS MAY BE TEMPORARILY INTERRUPTED TO PERMIT THE CONTRACTOR TO REMOVE DESIGNATED LINES OR TO MAKE TEMPORARY CHANGES IN THE LOCATIONS OF SERVICES. THE COST OF MAKING ANY CHANGES SHALL BE AT THE CONTRACTOR'S EXPENSE.

18. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES INVOLVED TO HAVE THEIR UTILITIES LOCATED AND MARKED IN THE FIELD. ALL UNDERGROUND UTILITIES SHALL THEN BE UNCOVERED TO VERIFY LOCATION AND ELEVATION BEFORE CONSTRUCTION BEGINS. COORDINATE WITH UTILITY OWNER IF UTILITY INSPECTOR MUST BE ON SITE WHEN LOCATING OR EXCAVATING NEAR UTILITIES.

19. THE CONTRACTOR SHALL INSTALL SHEETING AND BRACING NECESSARY TO SUPPORT THE SIDES OF TRENCHES AND OTHER EXCAVATIONS WITH VERTICAL SIDES, AS REQUIRED BY CURRENT OSHA REGULATIONS. COST OF SHEETING AND BRACING SHALL BE SUBSIDIARY TO THE CONSTRUCTION.

20. THE CONTRACTOR SHALL KEEP WORK FREE FROM GROUND OR SURFACE WATER AT ALL TIMES. PROVIDE PUMPS OF ADEQUATE CAPACITY OR OTHER APPROVED METHOD TO REMOVE WATER FROM THE EXCAVATION IN SUCH A MANNER THAT IT WILL NOT INTERFERE WITH THE PROGRESS OF THE WORK OR THE PROPER PLACING OF OTHER WORK. THE COST OF DEWATERING THE EXCAVATION SHALL BE SUBSIDIARY TO CONSTRUCTION.

21. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL HORIZONTAL AND VERTICAL CONSTRUCTION STAKING AS REQUIRED FOR THE PROJECT DEVELOPMENT.

22. THE CONTRACTOR SHALL MAINTAIN A CLEAN SAFE CONSTRUCTION WORK AREA. THE CONTRACTOR SHALL PERFORM CLEANUP OPERATIONS ON DAILY BASIS, PER AC 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION."

23. THE CONTRACTOR SHALL HAVE SUFFICIENT EQUIPMENT AND PERSONNEL ON SITE TO ACCOMPLISH EFFICIENT AND PROMPT CONSTRUCTION OF THE VARIOUS WORK ITEMS, INCLUDING WORK ON MORE THAN ONE WORK ITEM SIMULTANEOUSLY.

24. THE CONTRACTOR SHALL NOT DEVIATE FROM THE APPROVED CONSTRUCTION SAFETY PLAN WITHOUT FIRST OBTAINING APPROVAL FROM THE ENGINEER.

25. NO TRENCHES IN OR DIRECTLY ADJACENT TO OPERATIONAL PAVEMENT SHALL REMAIN OPEN OVERNIGHT OR WHEN THE CONTRACTOR FINISHES WORK FOR THE DAY IN THE AREA. TRENCHES NOT BACKFILLED SHALL BE COVERED WITH STEEL PLATES TO ALLOW SAFE PASSAGE BY AIRCRAFT ACROSS THE TRENCH, IF APPROVED BY THE ENGINEER.

26. CONSTRUCTION EQUIPMENT AND VEHICLES SHALL TRAVEL A MINIMUM AMOUNT ON NEWLY CONSTRUCTED OR REHABILITATED PAVEMENTS SO THAT THE NEWLY CONSTRUCTED AND REHABILITATED AREAS WILL NOT BE DAMAGED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO THE NEWLY CONSTRUCTED PAVEMENTS AT THE CONTRACTOR'S EXPENSE.

27. CONSTRUCTION WORKERS WILL NOT BE ALLOWED TO ESTABLISH OVERNIGHT RESIDENCE ON THE PREMISES. ALL CONSTRUCTION WORKERS SHALL LEAVE THE CONSTRUCTION SITE AT THE END OF THEIR WORK PERIOD.

28. WORK CANNOT COMMENCE IN EACH PHASE UNTIL:
   A. SUFFICIENT BARRICADES ARE IN PLACE TO CONFINE THE WORK AREA AND CREATE A BARRIER BETWEEN AIRCRAFT AND VEHICLE MOVEMENT AREAS AND THE CONSTRUCTION AREA.
   B. ALL SAFETY EQUIPMENT FOR PERSONNEL AND CONSTRUCTION EQUIPMENT IS IN PLACE AND OPERABLE.
   C. ALL RUNWAY AND TAXIWAY SAFETY AREAS HAVE BEEN MARKED AND STAKED. STAKES SHALL BE MAINTAINED FOR THE ENTIRE COURSE OF THE PROJECT BY THE CONTRACTOR.
   D. THE COMPLETE PROJECT SITE, AND ANY AREAS THAT MAY BE AFFECTED BY THE CONSTRUCTION PROJECT SUCH AS HAUL ROUTES, HAVE BEEN VIDEOTAPED BY THE CONTRACTOR AND THIS VIDEO PROVIDED TO THE ENGINEER AND AIRPORT MANAGER.
   E. A NOTICE TO PROCEED HAS BEEN ISSUED.

29. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND RESTRICTIONS FOR SERVICING AND MAINTAINING EQUIPMENT AND DISPOSAL OF USED LUBRICANTS, ETC. ACCORDING TO THE PERTINENT LAW AND REGULATIONS.

30. IN THE EVENT THAT UNANTICIPATED HAZARDOUS MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION, WORK IN THE IMMEDIATE AREA WILL CEASE AND THE FAA PROJECT MANAGER WILL BE NOTIFIED.

31. STOCKPILES WILL NOT BE PLACED WITHIN ANY WATERS OF THE UNITED STATES, INCLUDING WETLANDS.

32. CONTRACTOR SHALL MAINTAIN ALL HAUL ROUTES AND HAVE SUFFICIENT EQUIPMENT IN THE FORM OF WATER TRUCKS FOR DUST CONTROL ON SAID HAUL ROUTES.

DEMOBILIZATION NOTES

1. CONDITIONS OF THE PROJECT AREA UPON COMPLETION OF THE JOB SHALL BE AS GOOD AS OR BETTER THAN THE CONDITION PRIOR TO STARTING WORK, IN ADDITION TO THE WORK ITEMS LISTED.

2. THE PROJECT AREA SHALL BE FREE OF ANY CONTRACTOR STOCKPILE MATERIALS UPON COMPLETION OF THE JOB UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

3. UPON COMPLETION OF THE PROJECT, ALL THE HAUL ROUTES SHALL BE PROPERLY CLEANED TO PREVENT OBSTRUCTION AND/OR CAUSE INCONVENIENCE TO NORMAL REGULAR TRAFFIC. ALL TEMPORARY HAUL ROUTES SHALL BE REMOVED AND BROUGHT BACK TO ORIGINAL CONDITION OR BETTER.

4. ALL OF THE CONSTRUCTION EQUIPMENT AND ANY FACILITIES TEMPORARILY PLACED ON SITE FOR THE PROJECT SHALL BE REMOVED FROM THE SITE.

5. ANY PROPERTIES BELONGING TO THE AIRPORT SHALL BE RETURNED TO THE AIRPORT OWNER.

6. PROPER DRAINAGE (NO LOCALIZED PONDING) SHALL BE MAINTAINED, DURING AND AFTER MOBILIZATION.

7. DEMOBILIZATION SHALL BE COMPLETED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.

8. DEMOBILIZATION SHALL BE COMPLETED IN A MANNER THAT WILL MINIMIZE ANY INCONVENIENCE TO AIRPORT OPERATIONS.

9. SAFETY REGULATIONS SHALL BE OBSERVED AT ALL TIMES DURING DEMOBILIZATION.

SHEET INDEX

No.	TITLE
C1.00	COVER SHEET
C1.01	GENERAL NOTES AND SHEET INDEX
C1.02	PROJECT LAYOUT AND SAFETY PLAN
C1.03	SITE PLAN - CIVIL
A1.01	FLOOR PLAN & ROOF PLAN
A2.02	EXTERIOR ELEVATIONS
A3.01	WALL SECTIONS AND DETAILS
S0.01	STRUCTURAL NOTES & FOUNDATION DETAILS FOUNDATION SECTIONS
S1.01	FOUNDATION PLAN & SLAB PLAN
S1.02	FOUNDATION DETAILS & ROOF FRAMING PLAN
E1.01	ELECTRICAL PLAN POWER/LIGHTING
E2.01	ELECTRICAL SCHEDULES/DETAILS
E3.01	ELECTRICAL SITE PLAN

NO.	REVISION	DATE

\\KSA.NET\GATEWAY\PROJECTS\103712\2008 CAD\30 SHEETS\02 CIVIL 103712-C-GI-NOTES-0001.DWG | NOTES | 3/16/2026 - 10:46 AM

Project Name
10 UNIT T-HANGAR
RUSTON REGIONAL AIRPORT

Sheet Title
GENERAL NOTES
AND
SHEET INDEX

DESIGNED BY:	JNF	PROJECT NO:	103712
DRAWN BY:	CJM	PROJECT PHASE:	CONSTRUCTION DOCUMENTS
CHECKED BY:	JEM	DATE:	MARCH 2026
		SCALE:	

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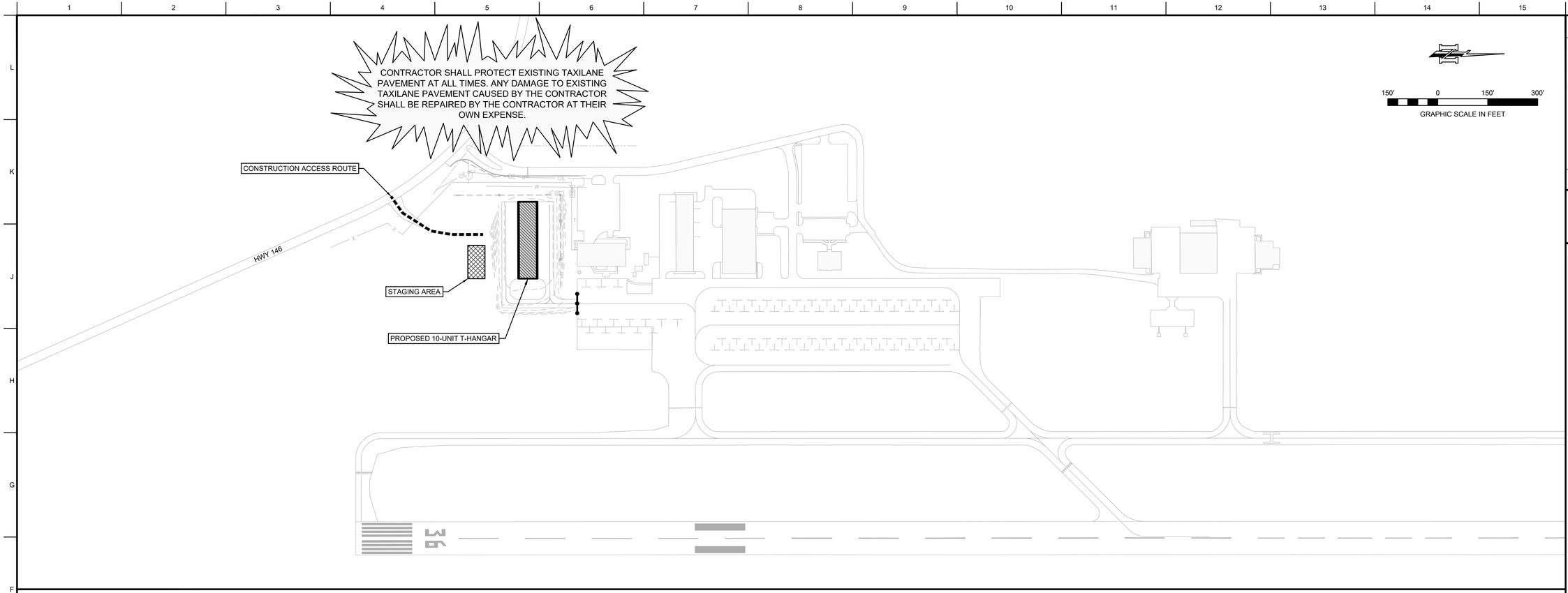
3/16/26

Louisiana State Reg No EF-476

SHEET No.
C1.01

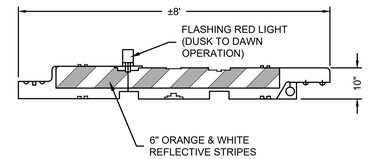


PROJECT NOTES:

1. CONTRACTOR'S CONSTRUCTION ACCESS ROUTE AND STAGING AREAS TO BE USED DURING CONSTRUCTION OF THIS PROJECT ARE TO BE LEFT IN A CONDITION EQUAL TO OR BETTER THAN THE CURRENT CONDITION. ON SITE CONSTRUCTION ACCESS ROUTE IS APPROXIMATE AND WILL BE APPROVED IN THE FIELD BY THE ENGINEER. ANY NECESSARY HAUL ROUTE CROSS DRAINS ARE TO BE INSTALLED AT NO DIRECT PAY. CONSTRUCTION ACCESS ROUTES AND STAGING AREA SHALL BE SEEDED, FERTILIZED AND MULCHED AT NO DIRECT PAY.
2. CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY CONSTRUCTION SIGNAGE AS REQUIRED (NO DIRECT PAY).
3. BARRICADES SHALL BE PLACED AS DIRECTED BY ENGINEER OR ENGINEER'S REPRESENTATIVE TO ISOLATE WORK AREAS FROM AIRCRAFT.

SAFETY NOTES:

1. THE CONTRACTOR SHALL APPLY FAA ADVISORY CIRCULAR 150/5370-2G "OPERATIONAL SAFETY DURING CONSTRUCTION" AS NECESSARY.
2. CONTRACTOR SHALL COMPLY WITH THE SAFETY PLAN ASSOCIATED WITH THIS CONSTRUCTION PROJECT AND ENSURE THAT CONSTRUCTION PERSONNEL ARE FAMILIAR WITH SAFETY PROCEDURES AND REGULATIONS ON THE AIRPORT.
3. THIS PROJECT INCLUDES WORK WITHIN OR NEAR THE AIR OPERATIONS AREA (AOA). THE AOA IS DEFINED AS ALL RUNWAYS AND THEIR SAFETY AREAS, TAXIWAYS AND THEIR SAFETY AREA AND ALL APRONS. NO MEN OR EQUIPMENT SHOULD BE IN THE RUNWAY SAFETY AREA WHEN THE RUNWAY IS BEING UTILIZED BY AIRCRAFT. IF THE DESIGNATED HAUL ROUTE MUST FALL WITHIN THE RUNWAY SAFETY AREA THE RUNWAY SHALL BE CLOSED WHILE THIS HAUL ROUTE IS IN OPERATION. EACH RUNWAY END IS TO BE MARKED WITH A TEMPORARY "X" WHENEVER THE RUNWAY IS CLOSED FOR CONSTRUCTION.
4. CONTRACTOR TO PROVIDE AT LEAST A ONE WEEK NOTICE TO AIRPORT MANAGER BEFORE ANY PHASE CHANGES AND CLOSURES. CONTRACTOR SHALL MAINTAIN AIRCRAFT ACCESS TO APRONS AT ALL TIMES OR AS OTHERWISE APPROVED BY THE AIRPORT MANAGER.
5. THE CONTRACTOR SHALL WHEN REQUESTED, SUSPEND OPERATIONS IN A SPECIFIC AREA. WORK WILL ONLY RESUME IN THIS AREA WHEN AUTHORIZED BY AIRPORT MANAGER.
6. THE CONTRACTOR SHALL KEEP GATES AND FENCES INTACT THROUGHOUT THE DURATION OF THE CONSTRUCTION PROJECT TO PREVENT WILDLIFE FROM ENTERING INTO THE AOA. THE CONTRACTOR PERSONNEL SHALL NOT LEAVE FOOD SCRAPS ON OR NEAR THE AOA.
7. NOTAM (NOTICE TO AIRMEN) SHALL BE ISSUED BY THE AIRPORT MANAGER REGARDING MEN OR EQUIPMENT WORKING IN RUNWAY SAFETY OR OBJECT FREE AREAS UPON ISSUANCE OF A NOTICE TO PROCEED BY THE OWNER. WHEN THE AREA IS HAZARD MARKED AND PROPER NOTAM'S HAVE BEEN ISSUED, SPECIAL CARE MUST BE TAKEN TO INSURE PROPER WING TIP AND PROPELLER CLEARANCE. AIRPORT TENANTS SHOULD BE NOTIFIED OF ANY RUNWAY CLOSURE TIMES IN ADVANCE OF THE RUNWAY CLOSURE IF APPLICABLE.
8. CONTRACTOR SHALL PROVIDE ONE WEEK'S NOTICE PRIOR TO BEGINNING CONSTRUCTION FOR ISSUANCE OF NOTAM BY THE AIRPORT MANAGER.
9. ALL VEHICLES OPERATING ON AIRPORT PROPERTY SHALL BE MARKED AND LIGHTED.
10. BARRICADES SHALL BE PROVIDED AS SHOWN OR AS DIRECTED BY THE ENGINEER AS WORK PROGRESSES. REQUIRED LOW PROFILE LIGHTED BARRICADES SHALL BE PLACED AROUND AREAS UNDER CONSTRUCTION WHERE PLANES WILL TRAVEL. BARRICADES SHALL BE PROPERLY ANCHORED WITH SAND BAGS OR OTHER MEANS TO ENSURE THAT BARRICADES STAY IN PLACE. LIGHTED BARRICADES SHALL BE CHECKED DAILY. IF THE LIGHTS ARE NOT OPERATING PROPERLY THEY SHALL BE REPAIRED OR REPLACED IMMEDIATELY. BARRICADES SHALL BE UTILIZED UNTIL THE AREA UNDER CONSTRUCTION IS READY FOR OPERATION AS DETERMINED BY THE ENGINEER AND THE AIRPORT MANAGER. SEE SPECIFICATION, GENERAL PROVISIONS SECTION 40, 70 AND 80.
11. CONTRACTOR SHALL YIELD TO AIRCRAFT WHENEVER PATHS OF TRAVEL CONFLICT. CONTRACTOR PERSONNEL AND EQUIPMENT SHALL STAY CLEAR OF WING TIPS AND JET BLAST WASH AND SHALL NOT PROCEED ON DESIGNATED HAUL ROUTE UNTIL AIRCRAFT HAS CLEARED HAUL ROUTE BY A MINIMUM OF 100 FEET.
12. CONTRACTOR SHALL NOT DEVIATE FROM THE DESIGNATED HAUL ROUTE UNLESS PRIOR APPROVAL IS GRANTED BY THE ENGINEER. THE DESIGNATED HAUL ROUTE AND PARKING AREA TO BE USED DURING CONSTRUCTION OF THIS PROJECT ARE TO BE MAINTAINED AND LEFT IN A CONDITION EQUAL TO OR BETTER THAN ITS CURRENT CONDITION.
13. STAGING AREA IS LOCATED AS SHOWN. OTHER AREAS MAY BE MADE AVAILABLE BY THE AIRPORT AS NECESSARY. NO EQUIPMENT OR BULK MATERIAL SHALL BE PERMITTED IN THE RUNWAY SAFETY AREAS AT THE END OF A WORKING DAY.
14. CONTRACTOR PERSONNEL WILL PARK THEIR PERSONAL VEHICLES IN THE STAGING AREA SHOWN. NO PERSONAL VEHICLES WILL BE ALLOWED IN THE (AOA). ALL CONSTRUCTION VEHICLES INSIDE THE AOA WILL BE MARKED WITH ORANGE-AND-WHITE-CHECKERED FLAGS OR FLASHING YELLOW BEACONS.
15. MATERIAL/EQUIPMENT STORAGE WILL BE LOCATED IN THE DESIGNATED STAGING AREA. ALL MATERIAL SHALL BE STORED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE MATERIAL/EQUIPMENT STORAGE AREA IN A NEAT AND ORDERLY MANNER.
16. THE AIRPORT PROPERTY SHALL REMAIN SECURE THROUGHOUT THE DURATION OF THE CONSTRUCTION PROJECT. ALL FENCES AND GATES SHALL BE LEFT INTACT AT THE END OF THE WORKING DAY.
17. CONTRACTOR SHALL KEEP THE WORK LOCATION FREE OF ANY AND ALL DEBRIS (FOD) WHICH MAY CAUSE DAMAGE TO AIRCRAFT. ANY DAMAGE TO AIRCRAFT CAUSED BY CONTRACTOR NEGLIGENCE SHALL BE PAID FOR AT THE FULL EXPENSE OF THE CONTRACTOR. HAUL ROUTES USED FOR ACCESS SHALL BE SWEPT AND DEBRIS PICKED UP AND REMOVED AS DIRECTED. NO DIRECT PAY. ACTIVE APRONS, TAXIWAYS AND RUNWAYS AFFECTED DURING CONSTRUCTION SHALL BE SWEPT AND DEBRIS REMOVED FROM THE SURFACE EACH DAY. NO DIRECT PAY. EACH WORK LOCATION SHALL BE INSPECTED BY AIRPORT PERSONNEL PRIOR TO OPENING FOR USE.
18. CONTRACTOR TO COORDINATE LOCATION OF UTILITIES PRIOR TO CONSTRUCTION. EXISTING FACILITIES DAMAGED DURING CONSTRUCTION WORK WILL BE REPAIRED AT THE FULL EXPENSE OF THE CONTRACTOR. THE CONTRACTOR SHALL NOT EXCAVATE OR TRENCH WITHOUT FIRST VERIFYING THE LOCATIONS OF UTILITIES AND UNDERGROUND CIRCUITS. THE CONTRACTOR SHALL REVIEW THE LOCATION OF ALL UTILITIES WITH THE APPROPRIATE UTILITY COMPANY PRIOR TO ANY EXCAVATION OR TRENCHING.
19. THE CONTRACTOR SHALL PROVIDE A POINT OF CONTACT (POC) FOR THE AIRPORT TO BE NOTIFIED OF SAFETY AND SECURITY ISSUES. THE CONTRACTOR SHALL MEET WITH ALL CONTRACTOR AND SUBCONTRACTOR PERSONNEL DAILY AND UPDATE THEM IMMEDIATELY OF NEW ISSUES. A PERMANENT RECORD OF ISSUES SHALL BE KEPT BY THE CONTRACTOR'S POINT OF CONTACT. THIS SHALL BE USED TO INFORM NEW PERSONNEL OF SAFETY AND SECURITY ISSUES.
20. RADIO FREQUENCY FOR RUSTON REGIONAL AIRPORT IS 122.7.



NOTES:

1. LIGHTED BARRICADES SHALL BE PROVIDED, INSTALLED, AND MAINTAINED BY CONTRACTOR.
2. BARRICADE LIGHTING SHALL BE SPACED NOT TO EXCEED 20' ON CENTER AND SPACING BETWEEN BARRICADES NOT EXCEEDING 10'.
3. BARRICADES SHALL BE REQUIRED AROUND ALL EXCAVATIONS WHICH EXCEED 3" IN DEPTH BELOW ADJACENT PAVEMENT AND IN LOCATIONS SHOWN.
4. CONTRACTOR SHALL CHECK LAYOUT AND LIGHTS EACH DAY TO ENSURE BARRICADES ARE FUNCTIONING CORRECTLY.
5. OTHER METHODS FOR PROVIDING PAVEMENT BARRICADES MAY BE ACCEPTABLE, IF APPROVED BY ENGINEER. ALTERNATE METHODS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO USE.

1 TEMPORARY WATER FILLED LOW-PROFILE BARRICADE
N.T.S.

LEGEND	
●—●—●	BARRICADE LOCATION
▭	PROPOSED 10 UNIT T-HANGAR
▨	STAGING AREA
- - - - -	CONSTRUCTION ACCESS ROUTE
x x x x	EXISTING FENCE
▭	EXISTING BUILDING

NO.	REVISION	DATE

\\KSA.NET\GATEWAY\PROJECTS\103712\008 CAD\30 SHEETS\02 CIVIL\103712-C-LO-PRO-R001.DWG | PROJECT LAYOUT | 3/16/2026 - 2:44 AM

Project Name: 10 UNIT T-HANGAR
RUSTON REGIONAL AIRPORT
Sheet Title: PROJECT LAYOUT AND SAFETY PLAN

DESIGNED BY:	DRAWN BY:	CHECKED BY:	DATE:	PROJECT NO:	PROJECT PHASE:	SCALE:
JNF	CJM	JEM	MARCH 2026	103712	CONSTRUCTION DOCUMENTS	

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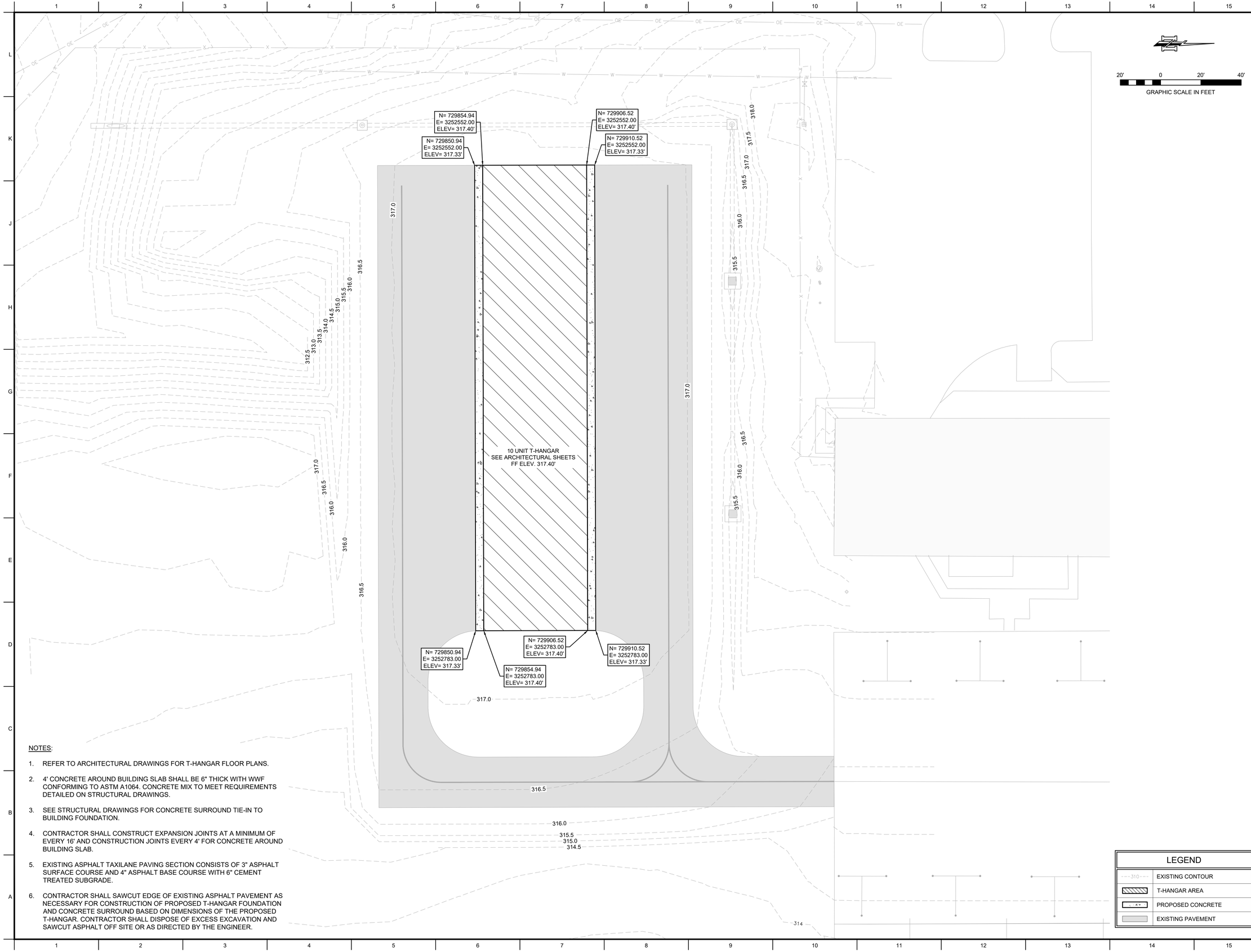
SHEET No.
C1.02



NOTES:

1. REFER TO ARCHITECTURAL DRAWINGS FOR T-HANGAR FLOOR PLANS.
2. 4' CONCRETE AROUND BUILDING SLAB SHALL BE 6" THICK WITH WWF CONFORMING TO ASTM A1064. CONCRETE MIX TO MEET REQUIREMENTS DETAILED ON STRUCTURAL DRAWINGS.
3. SEE STRUCTURAL DRAWINGS FOR CONCRETE SURROUND TIE-IN TO BUILDING FOUNDATION.
4. CONTRACTOR SHALL CONSTRUCT EXPANSION JOINTS AT A MINIMUM OF EVERY 16' AND CONSTRUCTION JOINTS EVERY 4' FOR CONCRETE AROUND BUILDING SLAB.
5. EXISTING ASPHALT TAXILANE PAVING SECTION CONSISTS OF 3" ASPHALT SURFACE COURSE AND 4" ASPHALT BASE COURSE WITH 6" CEMENT TREATED SUBGRADE.
6. CONTRACTOR SHALL SAWCUT EDGE OF EXISTING ASPHALT PAVEMENT AS NECESSARY FOR CONSTRUCTION OF PROPOSED T-HANGAR FOUNDATION AND CONCRETE SURROUND BASED ON DIMENSIONS OF THE PROPOSED T-HANGAR. CONTRACTOR SHALL DISPOSE OF EXCESS EXCAVATION AND SAWCUT ASPHALT OFF SITE OR AS DIRECTED BY THE ENGINEER.

LEGEND	
310	EXISTING CONTOUR
	T-HANGAR AREA
	PROPOSED CONCRETE
	EXISTING PAVEMENT

NO.	REVISION	DATE

\\KSA.NET\GATEWAY\PROJECTS\103712\008 CAD\30 SHEETS\02 CIVIL\103712-C-LO-SITE-0001.DWG | PROJECT LAYOUT | 3/16/2026 - 2:46 AM

Project Name
10 UNIT T-HANGAR
RUSTON REGIONAL AIRPORT

Sheet Title
SITE PLAN - CIVIL

DESIGNED BY:	DRAWN BY:
JNF	CJM
CHECKED BY:	DATE:
JEM	MARCH 2026
PROJECT NO:	
103712	
PROJECT PHASE:	
CONSTRUCTION DOCUMENTS	
SCALE:	

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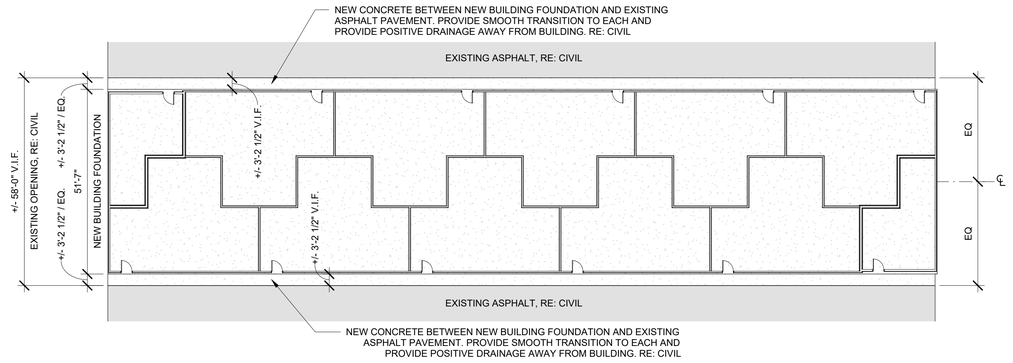
STATE OF LOUISIANA
JONATHAN N. FARMER
License No. 37012
PROFESSIONAL ENGINEER
IN
CIVIL ENGINEERING
3/16/26

Louisiana State Reg No EF-476

SHEET No.
C1.03



TRUE NORTH / PLAN NORTH

03 CONCRETE PLAN
1" = 20'-0"

AIRCRAFT HANGAR DESIGN GUIDELINES

WINGSPAN	TAIL HEIGHT	LENGTH
38'-0"	10'-0"	30'-0"

CODE INFORMATION AIRCRAFT HANGAR

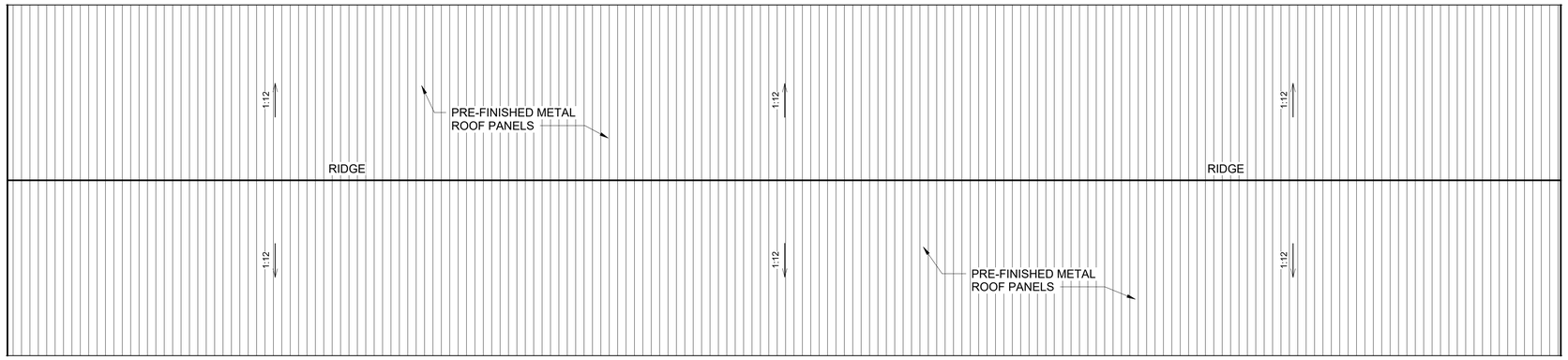
BUILDING USE:	AIRCRAFT STORAGE HANGAR
BUILDING OCCUPANCY TYPE:	IBC - GROUP "S-1" STORAGE - MODERATE HAZARD STORAGE NFPA 101 - NEW STORAGE, CHAP. 42
CONSTRUCTION TYPE:	IBC - TYPE IIB UNPROTECTED UNSPRINKLERED NFPA 101 - II (000)
TOTAL BUILDING AREA:	11,550 SF
ALLOWABLE AREA:	IBC - 17,500 S.F. GROUP "S-1", TYPE IIB, UNPROTECTED, UNSPRINKLERED
OCCUPANT LOAD/ UNIT PER TENANT SPACE:	1 PER 500 GSF 2
EGRESS REQUIRED:	LEVEL EGRESS = .2 PER PERSON x 38 = .6 (32" MIN.)
EGRESS PROVIDED/ UNIT PER TENANT SPACE:	32" (COMPLIES) (SGL. EXIT ALLOWED) NFPA 101.42.2.4.1(2)

GENERAL NOTES

1. DIMENSIONS SHOWN ARE NOMINAL & BASED ON A PROTOTYPICAL 10 - UNIT NESTED T-HANGAR. FINAL DESIGN TO BE BY PRE-ENGINEERED METAL BUILDING MANUFACTURER.
2. CONTRACTOR SHALL ADJUST FOUNDATION PLAN AS NEEDED TO COMPLY W/ FINAL APPROVED COLUMN LAYOUT/ ANCHOR BOLT PLAN SUBMITTED BY THE SUCCESSFUL BUILDING FABRICATOR.
3. METAL ROOF & WALL PANELS TO BE MIN. 26GA. W/ KYNAR PAINT. COLOR AS SCHEDULED BY THE ARCHITECT.
4. PROVIDE 1 BRACKET MOUNTED PORTABLE FIRE EXTINGUISHER AT EA. BAY & MAINTENANCE SPACE.
5. PROVIDE 6" GAS CURB @ BASE OF ALL INTERIOR TENANT SEPARATION WALLS.

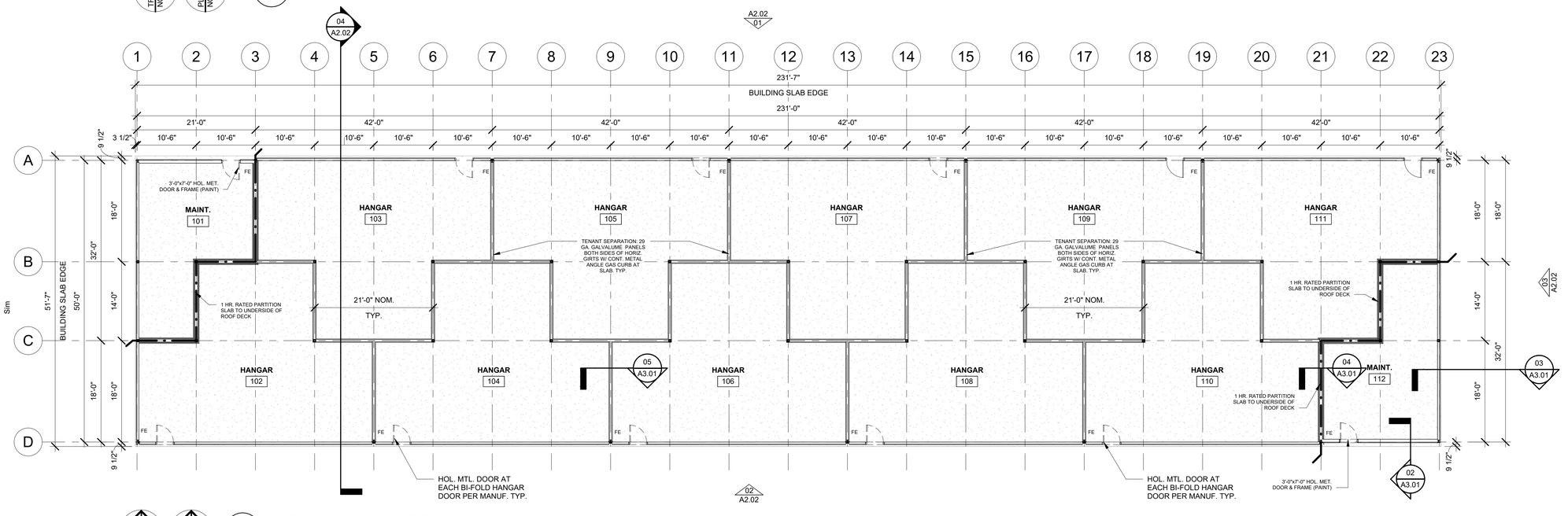
LEGEND

HANGAR — ROOM NAME
106 — ROOM NUMBER
03 — DOOR NUMBER
1 / A201 — ELEV. NUMBER / SHEET NUMBER
18 — GRID LINE BUBBLE
3 / A201 — SECTION NUMBER / SHEET NUMBER
FE — FIRE EXTINGUISHER,
UNRATED TENANT SEPARATION W/ GAS CURB
1HR. RATED SEPARATION W/ GAS CURB



TRUE NORTH / PLAN NORTH

02 ROOF PLAN
1" = 10'-0"



TRUE NORTH / PLAN NORTH

01 ARCHITECTURALFLOOR PLAN
1" = 10'-0"

NOTE: COLUMN LINES (A, D, 1, 23) ARE TO OUTSIDE FACE OF PERIMETER COLUMNS. FINAL COLUMN SIZING BY PEMB MANUFACTURER

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Project Name: RSN - 10 UNIT T-HANGAR
RUSTON REGIONAL AIRPORT
CITY OF RUSTON, LA

Sheet Title: FLOOR PLAN & ROOF PLAN

DESIGNED BY:	DRAWN BY:	CHECKED BY:	PROJECT NO:	PROJECT PHASE:	SCALE:
JES	DSV	JES	103712	CD	As indicated

DATE: MARCH 2025

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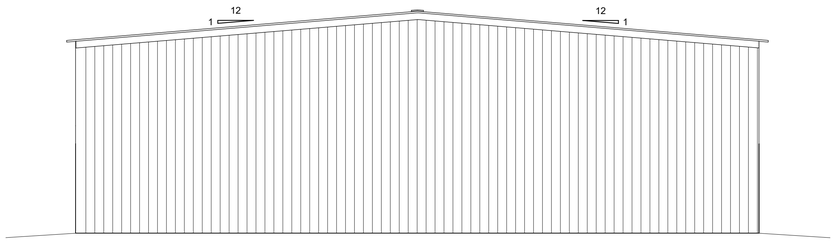
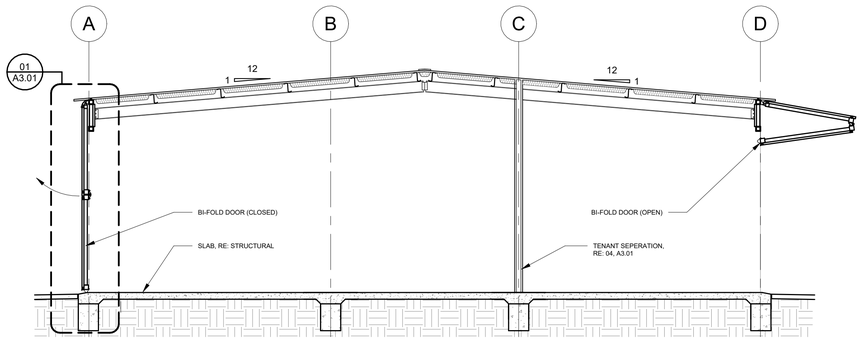
A1.01

GENERAL NOTES

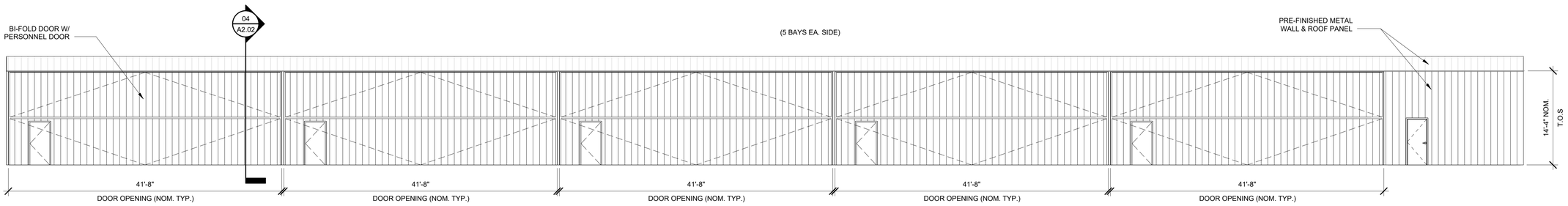
1. DIMENSIONS SHOWN ARE NOMINAL & WILL VARY DEPENDING ON SPECIFIC MANUFACTURER'S PRE-ENGINEERED BUILDING SYSTEM STANDARDS.
2. CONTRACTOR SHALL MODIFY FOUNDATION CONSTRUCTION AS NEEDED TO ACCOMMODATE THE SHOP DRAWINGS.



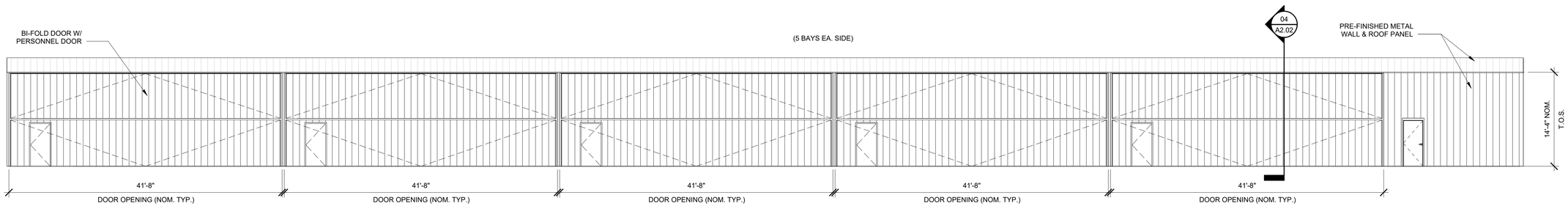
03 EAST ELEVATION (WEST ELEV SIM.)
3/16" = 1'-0"



04 BUILDING SECTION TYP.
3/16" = 1'-0"



02 SOUTH ELEVATION
1/8" = 1'-0"



01 NORTH ELEVATION
1/8" = 1'-0"

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DRAWINGS PATH\NAME | LAYOUT | PLOT DATE - TIME

Project Name
RSN - 10 UNIT T-HANGAR
RUSTON REGIONAL AIRPORT
CITY OF RUSTON, LA

Sheet Title
EXTERIOR ELEVATIONS

DESIGNED BY:	DRAWN BY:	CHECKED BY:	DATE:	PROJECT NO:	PROJECT PHASE:	SCALE:
JES	DSV	JES	MARCH 2025	103712	CD	As indicated

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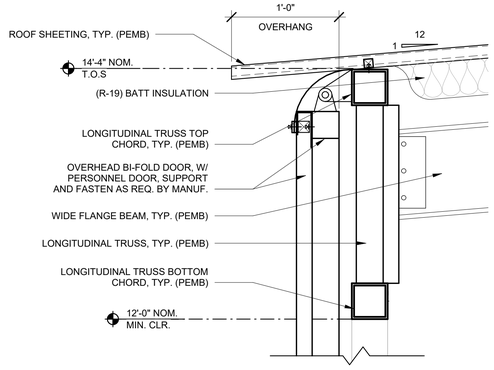
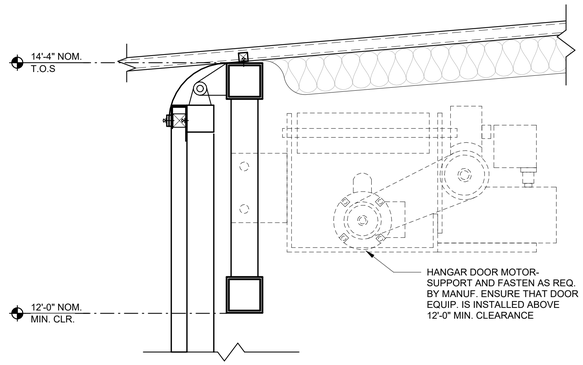
A2.02



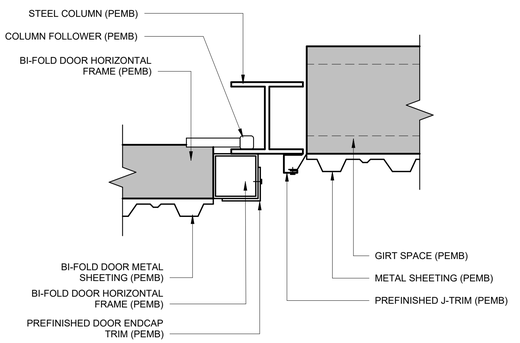
01-A SECTION DETAIL @ BI-FOLD DOOR

1 1/2" = 1'-0"

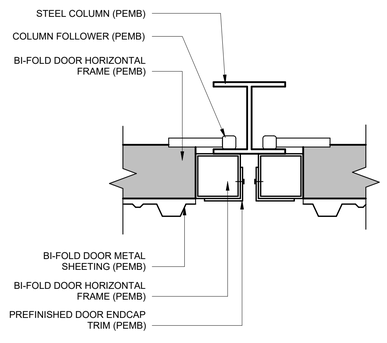


06 DETAIL- BI-FOLD DOOR EQUIP.

N.T.S



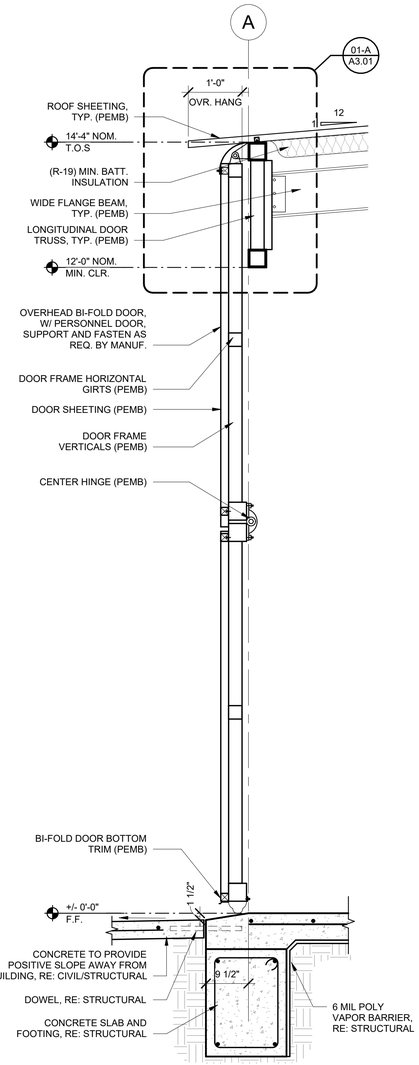
BI-FOLD DOOR JAMB, END UNIT



BI-FOLD DOOR JAMB, TYP.

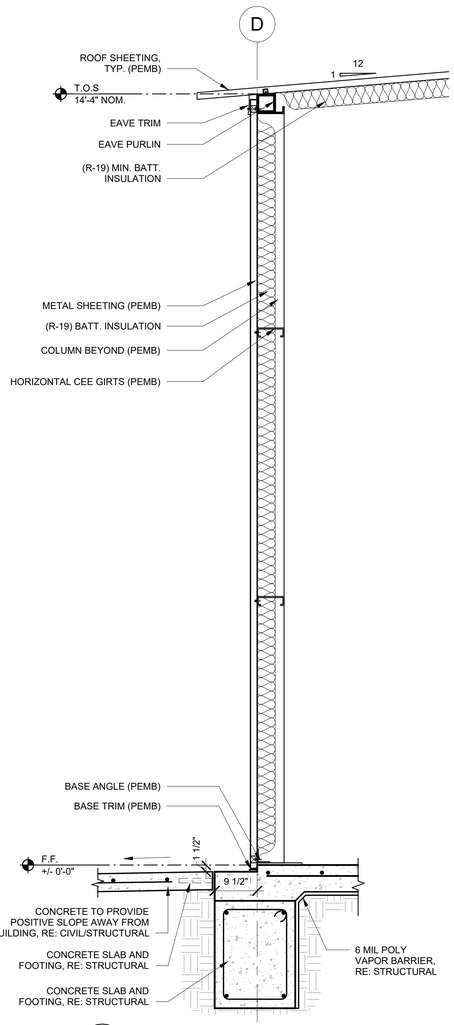
07 BI-FOLD DOOR JAMB TRACK DETAILS

3" = 1'-0"



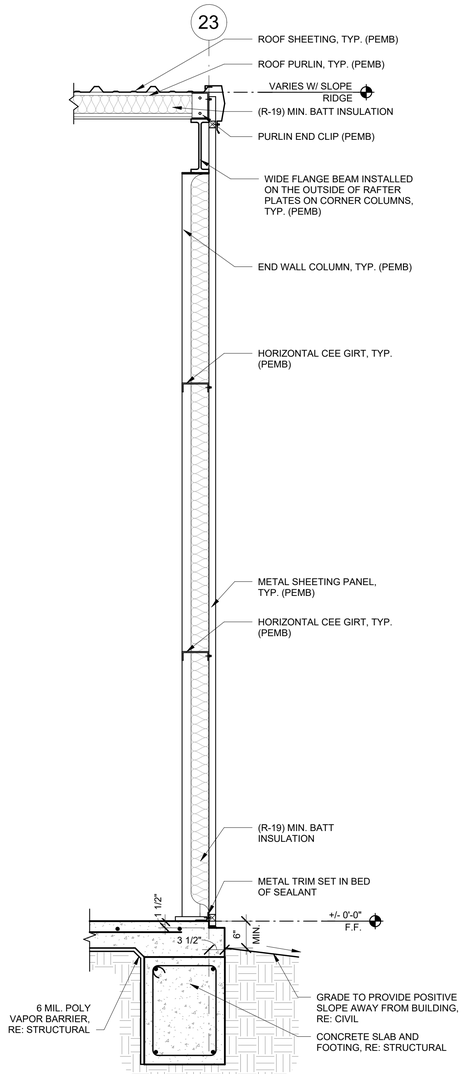
01 SECTION AT BI-FOLD DOOR

3/4" = 1'-0"



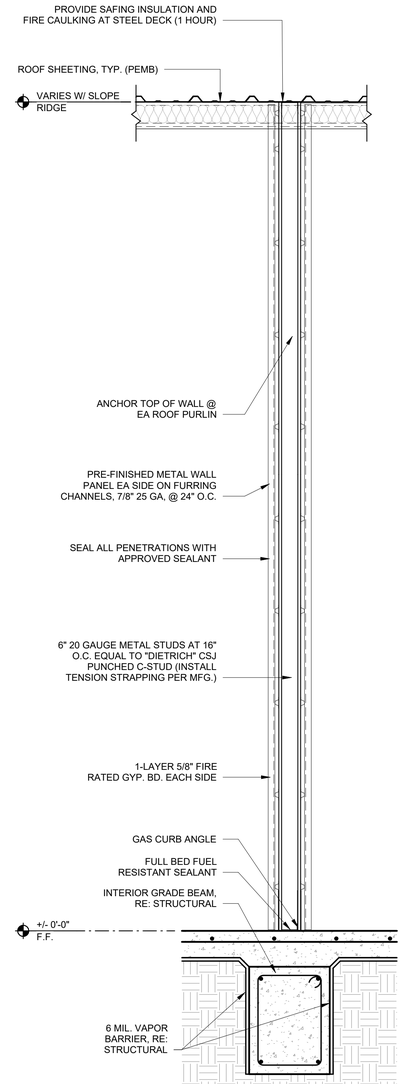
02 SECTION AT MAINT. WALL

3/4" = 1'-0"



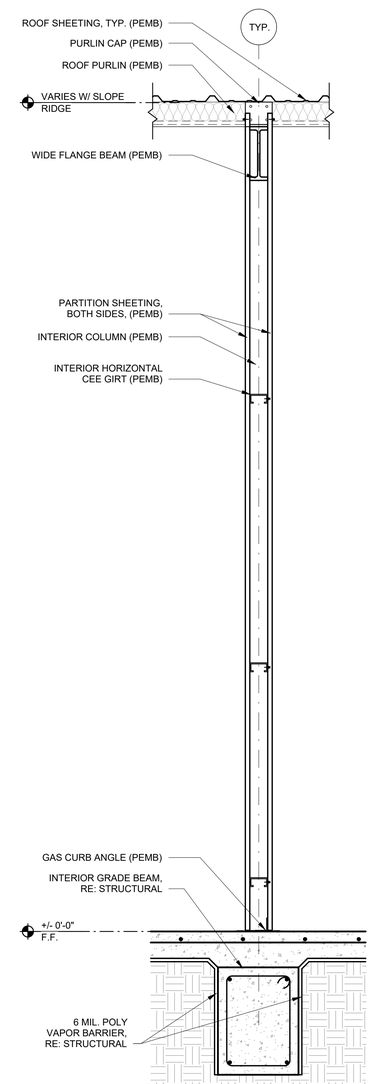
03 SECTION AT END WALL

3/4" = 1'-0"



04 SECTION- ONE (1) HOUR WALL, TYP.

3/4" = 1'-0"



05 SECTION- TENANT SEPERATION, TYP.

3/4" = 1'-0"

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Project Name: RSN - 10 UNIT T-HANGAR
RUSTON REGIONAL AIRPORT
CITY OF RUSTON, LA

Sheet Title: WALL SECTIONS AND DETAILS

DESIGNED BY:	DRAWN BY:	DATE:	PROJECT NO:	PROJECT PHASE:	SCALE:
JES	DSV	MARCH 2025	103712	CD	As indicated
CHECKED BY:					
JES					

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A3.01

GENERAL

The general notes shown on this sheet constitute a major part of the plans and specifications. Strict compliance with these notes is essential to the proper construction of the facilities.

1. The details designated as "Typical Details" apply generally to the drawings in all areas where conditions are similar to those described in the details.
2. All construction activities carried out under these drawings shall be performed in strict accordance with the project specifications.
3. Contractor shall take all necessary precautions to assure members and structure are temporarily braced until design strengths are obtained and final construction activities completed.
4. Sleeves and blockouts required for passage of ductwork, piping, drains, conduits, etc., and anchors required for anchoring equipment and piping are not generally indicated on the structural drawings. The contractor shall determine such requirements from other series drawings, subcontractors, and suppliers and shall coordinate the locations and details for these items prior to fabrication or construction of the structure. Any conflicts between these items and the building structure shall be brought to the attention of the Engineer for resolution.
5. Contractor shall verify, or establish, locations and dimensions of all framed openings related to equipment, ductwork, etc. with mechanical contractor prior to fabrication of materials. Where substantial relocation or reconfiguration is required, submit a drawing to the Engineer for review.
6. Materials or products submitted for approval which are not as specified in the documents shall be accompanied by a current ICBO (International Conference of Building Officials) report. Materials or products that do not have ICBO reports indicating the substituted material or product to be equal to that specified will not be considered.
7. Where discrepancies appear between structural drawings and drawings of other disciplines, the structural drawings shall be followed for connections and detailing of all structural elements, all concrete masonry unit construction, and all exterior metal stud construction.
8. Contractor shall refer to site plan for coordinate layouts of new equipment with respect to existing site positioning.
9. Contractor shall refer to vendor drawings for positioning lengths, sizes, etc. of all embeds and anchor bolts required in installing equipment.
10. Contractor shall refer to mechanical drawings for locations of the mechanical systems relative to all structures indicated herein.

EXISTING CONDITIONS

1. Contractor shall field verify all relevant dimensions and conditions at existing structures prior to starting shop drawings and the construction process in those areas. Submit appropriate plans and details reflecting the field verified existing conditions for the Engineer's use.
2. Existing conditions which require modifications to the design of the proposed construction shall be immediately brought to the attention of the Engineer.

REINFORCED MASONRY NOTES

1. Concrete masonry units: Conform to ASTM C90,Type 1, Grade N, 2-cell block with minimum compressive strength of 1500 psi (f'm). Reinforce and grout cells full height at spacing noted.
2. Mortar: Conform to ASTM C270, Type S with minimum compressive strength of 1800 psi.
3. Grout for CMU walls, bond beams, pilasters: Develop minimum compressive strength of 2500 psi. Reference specifications for mix design.
4. Reinforcing: Consists of wire reinforcing (ASTM A82), steel bar reinforcing (ASTM A615-Grade 60) at bond beams, lintels, pilasters. Corner bars installed in bond beams. Bars held securely in place with rebar positioner guides or centering devices. Steel bar splice length shall be 48 bar diameters. Wire splice length shall be 48 wire diameters. All reinforcing shall be of sizes and types indicated in typical structural details.
5. Masonry construction type: Reinforced Hollow Unit Masonry as per International Building Code requirements with low-lift grouting at cells as noted.
6. Lintel schedule: See details this sheet.
7. Bond beams are required at base of wall, top of wall, and at each floor and roof framing level. Bond beam reinforcing shall be of size indicated in typical structural details and shall be hooked into grouted cells at each end and at all corners and control joints of each wall panel.
8. All reinforced masonry shall be laid in running bond pattern.
9. Cleanouts shall be provided for grout pours over 5 feet in height.
10. Provide horizontal bond beams with continuous reinforcing as indicated. Discontinue all horizontal reinforcing at control joints except for the bond beams at bearing elevations. Intermediate bond beams shall be provided per the schedule on this sheet.
11. Provide standard 9 gauge horizontal joint reinforcing at 16" on center in all walls. Provide truss type joint reinforcing for all concrete masonry. Coordinate brick tie back requirements with the Architectural drawings. Unless otherwise noted, stop all horizontal joint reinforcing at control joints.
12. Provide bond beam lintels and brick shelf angles above all wall openings per typical details on this sheet. See the Architectural drawings for locations of all doors and window openings.
13. Provide steel joist and beam bearing plates and other accessories as indicated. Provide 3 courses of solidly grouted CMU below all beam bearings over a width of 2'-8" centered on the wall, per typical beam bearing detail.
14. Provide CMU control joints as indicated, with additional joints such that the spacing between joints does not exceed a spacing of 3x wall height (35 feet maximum) where beams or lintels bear at CMU control joints, offset & lap the vertical reinforcing as indicated.
15. The masonry contractor shall provide all required temporary wall bracing during construction (See General Structural Notes).

FOUNDATION AND STRUCTURAL FILL

1. Site shall be excavated as required for foundation and slab placement, and deeper if required to expose the indicated bearing strata.
2. Foundation design is based on the following geotechnical information:
   Investigation by: Dr Geo ES, LLC
   Project No. 23090G
   Bearing Strata: See Report
   Bearing Method: Shallow Foundation
   Allowable Bearing Pressures: 2000 psf (Grade Beams)
   2500 psf (Spread Footings)
3. The building pad should be undercut to allow for min. 4'-0" of select fill under slab & min. 2'-0" of select fill under footings.
4. The following compaction requirements shall be met:
   Building Pad - 98% Standard Proctor Density (D698) - upper 4'
   100% Standard Proctor Density (D693) - below 4'

EXCAVATION PROTECTION

1. Comply with all Occupational Safety and Health Administration (OSHA) standards for trench safety.
2. The sides of all soil excavations deeper than 5'-0" shall be laid back to a slope of 1.5 horizontal to 1.0 vertical unless:
   A. A steeper slope is permitted, in writing, by the soil Engineer for the particular location, moisture conditions, surcharges and soil properties in question.
   B. Alternative plans for bracing, sheeting, shoring, or other protection system is submitted.
3. Alternative excavation protection systems shall be designed by a registered Engineer to safely withstand the lateral pressures stipulated in the soil report. Submittal shall include all member sizes, properties, spacings, details of construction, and sealed calculations.
4. Excavations adjacent to wall or column footings shall not extend below a line starting at the bottom footing corner and sloping away at 1.5 horizontal to 1.0 vertical unless alternate protection is provided.

EARTHWORK

1. Contractor shall proof roll foundation areas with a "sheep's foot" roller or loaded dump truck to indicate any soft spots which will require removal & replacement.
2. Backfill material brought onto the site shall be a clean, select, non-expansive fill, free from excessive silt, clay balls, or other deleterious materials. Material conforming to ASTM D 2487 will meet these requirements. See geotect report for specitic select fill criteria.
3. All structural backfill shall be placed in loose lifts of 8" Maximum with moisture contents within 2% of optimum and each lift compacted to a dry density as noted in Foundation and Structural fill.
4. Generally, excavations for structures in clay can be kept dry by pumping from a sump in the bottom of the excavation.

STRUCTURAL STEEL GENERAL NOTES

1. Contractor shall take all neccessary precautions to assure members and structure are temporarily braced until design strengths are obtained and final construction activities completed.
2. All structural steel materials, fabrication, and installation shall be in accordance with the AISC manual, latest edition.
   structural steel rolled sections - ASTM A992; Fy = 50 ksi
   structural steel tube sections - ASTM A500; Grade B; Fy = 46 ksi
   structural steel pipe sections - ASTM A501; Fy = 36 ksi
3. All welding shalll be performed in accordance with AWS criteria. Welding shall be performed by certified welders, using E 70 XX electrodes.
4. Bolting of structural steel members shall be made with minimum 2-3/4" dia. A325 high strength bolts, threads excluded from shear plane.
5. Simple connection:
   Angle thickness, weld size, number of bolts shall be designed for 100% of the maximum total allowable load for the given beam section tabulated in the tables 7/32 (Uniform Load Constants) & 9/32 (Beams Laterally Supported) in AISC Manual of Steel Construction, latest edition.
6. Fixed Connection:
   A. Backup plates shall be used on all full-penetration butt welds.
   B. The beam web connection shall be capable of developing a minimum shear value equal to 100% of the maximum allowable total load for the given beam section, as tabulated in the tables 7/32 (Uniform Load Constants) & 9/32 (Beams Laterally Supported), AISC Manual of Steel Construction, latest edition.
7. Contractor shall coordinate all equipment, piping, inserts, etc. with mechanical, electrical, & sitework drawings prior to steel detailing & fabrication.
8. Grout column base plates with 1" non-shrink grout.
9. All structural steel to be primed.

DESIGN LOADS

1. Dead loads include the weight of the structural components, permanent fixtures (walls, ceilings, mechanical equipment, sprinkler systems, etc.).
   Roof 20 psf
   Collateral Loads 5 psf
2. Design live loading is as follows:
   Roof 25 psf
3. Design wind loading is as follows:
   Risk Category II
   Wind Velocity 120 mph
   Design Wind Pressure 20 psf (MWFRS-BLDG.)
4. Seismic design parameters are as follows:
   Site Classification D
   Seismic Design Category B

CODES & DESIGN SPECIFICATIONS

1. Building Code: 2021 International Building Code.
2. Design Codes: "Minimum Design Loads for Buildings and Other Structures" (ASCE 7-16).
3. Structural Steel: "Allowable Stress Design (ASD) Specification for Structural Steel Buildings," The American Institute of Steel Construction, 13th Edition "Load and Resistance Factor Design (LRFD) Specification for Structural Steel Buildings", The American Institute of Steel Construction, 2011.
4. Structural Concrete: "Building Code Requirements for Reinforced Concrete (ACI 318-19)", The American Concrete Institute.
5. Lightweight Steel: North-American "Specification for the Design of Cold-Formed Steel Structural Members", The American Iron and Steel Institute, 2001.
6. Concrete Masonry: "Building Code Requirements for Masonry Structures (ACI 530-08)", The American Concrete Institute.
7. Welding: Latest "American Welding Society" structural welding codes.

CAST-IN-PLACE CONCRETE

1. All cast-in-place concrete detailing, fabrication, and placing of reinforcing steel shall comply with the American Concrete Institute's Standard of Practice.
2. Sleeves, mechanical openings, conduits, pipes, recesses, depressions, slopes, curbs and all embedded items shall be provided for as shown on the structural, electrical, & mechanical drawings, and as required by equipment manufacturers. Minimum concrete between sleeves shall be 6". The contractor shall check and verify all dimensions and locations of these items prior to construction. All conduits and pipes embedded in concrete shall comply with all provisions specified in ACI 318. Depressions in slab-on-grade shall be accomplished by lowering bottom of slab. Slab thickness shall not be reduced except where indicated on structural drawings.
3. Set forms to follow slopes and grades defined on plan, keeping member depths constant at depths detailed or scheduled, unless noted otherwise. Build in camber where specified. All exposed concrete surfaces shall be formed with plywood or metal forms.
4. Exposed joints & edges of concrete walls shall have 1 1/2" chamfers U.N.O.
5. Provide shear keys in all construction joints in beams and walls, in accordance with the typical concrete details. Construction joints in slab and beams shall be located at center of span or at point of minimum stress.
6. Cure all concrete a minimum of 7 days per methods indicated in the specifications.

CONCRETE REINFORCEMENT

1. Reinforcing steel shall be new domestic deformed billet steel, conforming to ASTM A615, Grade 60 with deformations complying with ASTM A305. Where indicated on the drawings to be welded, reinforcing steel shall be weldable grade ASTM A706, Grade 60. Welding of ASTM A615 reinforcing steel will not be permitted. Welded wire mesh shall be new material fabricated to comply with ASTM A185.
2. Reinforcing steel shown in sections of beams, walls, etc. is schematic indication that reinforcing exists. See schedules, section notes, and general notes for actual reinforcing required.
3. Detail reinforcing bars and provide bar supports and spacers in accordance with the ACI Detailing Manual. All reinforcing steel and welded wire mesh shall be adequately supported on chairs, spacers, or supports to comply with ACI-315.
4. Detail bars in beams, slabs, and walls as follows:
   A. Run top and bottom bars continuous between ends of members.
   B. Provide standard 90 degree hook on top bars at cantilever ends.
   C. Splice top bars at the center line between member supports, unless noted otherwise.
   D. Splice bottom bars directly over member supports, unless noted otherwise.
   E. Alternate splices in horizontal wall bars and intermediate beam bars between supports and midspans, with no more than one-half of the bars spliced at any one location.
   F. Reinforcing splicing shall occur approximately midway between construction joints, not at a construction joint.
   G. Place bars noted as "2nd layer" below the primary top bars (or above the primary bottom bars) and provide a 1 1/2" spacer placed between the two layers of bars.
   H. See bar development table this sheet for all splices in beams slabs, and walls. Minimum lap splice shall be lap welded wire mesh a minimum of 6 inches and tie.
   I. Reinforcing shall be continuous around all corners. Corner bars are permitted as long as the bars turn & extend 48 bar diameters past the corner & are lapped & tied securely to adjacent bars.
   J. Dowel intersecting walls, beams, other concrete elements with dowels of same size and spacing as horizontal steel in connecting member.

SLAB-ON-GRADE

1. Ground floor slabs shall be of construction indicated on the plans.
2. Reinforce slab with reinforcing placed as indicated on the plans, and supported on chairs or slab bolsters.
3. Slabs-on-grade shall be poured in a strip pattern with widths not exceeding 40'-0".
4. Provide construction joint, key-form joints, or saw cut control joints as indicated on plans. A metal construction joint form may be used, but must be removed prior to second concrete pour. Refer to details for reinforcing configuration at joints.
5. Provide block-outs around columns as shown on plans or apply a bond breaker agent or roofing felt prior to concrete pour.

CONCRETE MIX

1. Provide concrete having the following 28-day compressive strength:
   Footings, walls and grade beams 3000 psi
   Ground Floor slabs 3000 psi (Ref. Slab Plan)
   Concrete not meeting strength requirements may require removal and replacement.
2. Workability admixtures may be utilized, provided that batch proportions are determined in the manner described in the specifications.
3. Provide five percent (plus or minus 1 1/2 percent) air entrainment in concrete permanently exposed to the weather (and elsewhere at the contractor's option). Use of air entrainment, and corresponding reduction of the water/cement ratio, must be noted on the mix designs.
4. Use of accelerating or set-retarding admixtures requires prior approval of the Engineer. Use of calcium chloride will not be permitted.

PRE-ENGINEERING METAL BUILDING NOTES

1. The building shall be manufacturer's standard prefabricated metal structure of the approximate inside area shown, except as noted. Rigid frames shall be spaced as shown on plans, but overall dimensions and construction details may vary to suit manufacturer's standard design if approved by the Architect and Engineer.
2. The building shall be designed and fabricated according to AISC latest specifications. The dimensional tolerances outlined in the Aws code under workmanship and the tolerances applicable to roll form steel under the AISC "Standard Mill Practice" section shall be required in the fabrication of the steel building frames.
3. A complete design analysis showing all calculations for the beams, columns, rigid frames, girts, purlins, portal frames and x-bracing for wind and seismic loads & a layout of anchor bolts and other embedded items shall be submitted for approval with the shop drawings. Shop drawings shall include details of all main members, typical connections (showing bolt holes and welds), and erection drawings. Plans & calculations to be stamped by a Structural Engineer licensed in state of Louisiana.
4. The building shall be designed to support all mechanical equipment including heaters, ducts, fans, air conditioning equipment, exhaust systems, piping and all other devices. Additional girts or purlins shall be placed in convenient locations for attachment of all mechanical equipment, piping & other equipment as required.
5. Criteria and definitions shall be in accordance with MBMA low rise manual, except criteria for seismic loads which shall be in accordance with TI-809-04 and all other loads and load combinations in accordance with ASCE 7. As a minimum combination design load conditions shall be:
   DL+LL
   DL+WL
   (DL+1/2LL+WL) Uniformly distributed over full span
   DL+LL+1/2WL
   DL+Seismic Force
6. Cross bracing or portal frames are used to take lateral loads. Drift shall be limited to H/120. Steel rods shall be utilized for cross bracing; cable is not allowed. Location of cross bracing to be approved by Architect & Structural Engineer.
7. Wall panels and roof panels shall be factory finished to a color slected by the Owner & Architect.
8. All hot-rolled steel shapes to be primed.

STRUCTURAL STEEL CONNECTIONS

1. Welded connections shall comply with the latest edition of the Amreican Welding Society's "Structural Welding Code-Steel" (ANSI/AWS D1.1).
2. Bolts and bolted connections shall comply with the requirements of the "Specifications for Structural Joints Using ASTM A325 Bolts or A490 Bolts", as approved by the Research Coucil on Rivited and Bolted Joints. Using A325 Bolts. Use tabulated values for bearing type bolts with thread in shear plane.
3. All beam connections shall be AISC "Type 2. Simple Framing" connections, unless detailed otherwise. Simple framing connections shall be in accordance with the typical details shown on the drawings. Shear tab connections shall be used. Angle sizes, plate sizes, number and size of bolts, and size length of welds shall be designed in accordance with the following:
   A. In general, it is the intent of these plans and specifications that all shop connections be welded or bolted and all field connections be bolted, except where noted otherwise on the drawings. all welds shall be made with AWS E70 electrodes. all bolted connections shall be typical A325N bolts with tension indicated tips. Tighten 70% minimum tension, except where noted otherwise.
   B. When not indicated on drawings, design connections for 100 percent of the total load caoacity for steel beam span shown in the beam tables in section 2 of the AISC Manual, Ninth Edition.
   C. In no case shall the number of rows of bolts in a beam connection be less than the number schedule on drawings.
4. Moment connections, indicated as ◀ on the plans, shall be welded to develop the full capacity of the member.
5. For connections of steel members which are not specifically addressed by these general notes or drawings, provide fillet welds at all contact joints between steel members sufficient to develop the tensile strength of the smaller member at the joint.
6. The contractor shall review shop and field weld requirements for compatibility with the construction sequence. Proposed revisions from shop to field welds or from field to shop welds shall be identified by the contractor and clearly shown on the shop drawings.

CONCRETE GRADE BEAM SCHEDULE

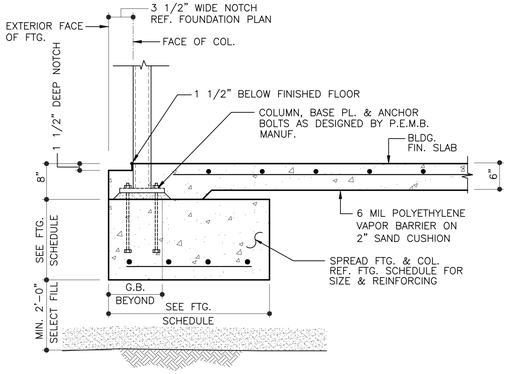
MARK	WIDTH	DEPTH	REINFORCING				REMARKS
			TOP BARS	MID BARS	BOTT. BARS	STIRRUPS	
GB-1	18"	24"	2-#6"	-	2-#6"	#3s @ 24"c/c	TYP. EXT. GB
GB-2	18"	24"	2-#6"	-	2-#6"	#3s @ 24"c/c	TYP. INT. GB

SPREAD FOOTING SCHEDULE

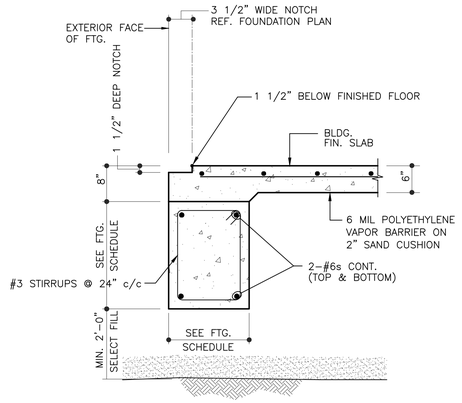
MARK	SIZE			BOTTOM REINFORCING EACH WAY (U.N.O.)	REMARKS
	LENGTH	WIDTH	DEPTH		
F1	4'-0"	4'-0"	24"	#6s @ 12"c/c	
F2	3'-0"	3'-0"	24"	#6s @ 12"c/c	

BAR DEVELOPMENT TABLE

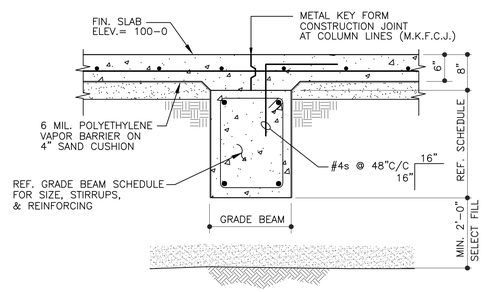
BAR SIZE	DEVELOPMENT LENGTH (INCHES)	LAP SPLICE LENGTH (INCHES)
#3	19	24
#4	25	32
#5	31	40
#6	37	48
#7	54	71
#8	62	81
#9	70	91
#10	79	102
#11	87	113



1 S0.01 **EXTERIOR FOOTING @ COLUMN DETAIL (@ END WALLS)**
SCALE: 3/4"=1'-0"



2 S0.01 **PERIMETER GRADE BEAM DETAIL**
SCALE: 3/4"=1'-0" **(@ END WALLS & BACK WALL)**



3 S0.01 **INTERIOR GRADE BEAM**
SCALE: 3/4" = 1'-0"

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255896-S0.01
1/8" = 1'-0"

NO	REVISION	DATE

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Project Name: RSN - 10 UNIT - T HANGAR
RUSTON REGIONAL AIRPORT
RUSTON, LA

Sheet Title: STRUCTURAL NOTES & FOUNDATION DETAILS
FOUNDATION SECTIONS

DESIGNED BY:	DRAWN BY:	CHECKED BY:	DATE:	PROJECT NO.	PROJECT PHASE:	SCALE:
DRA	DCJ	DRA	MARCH, 2025	103712	CD	As indicated

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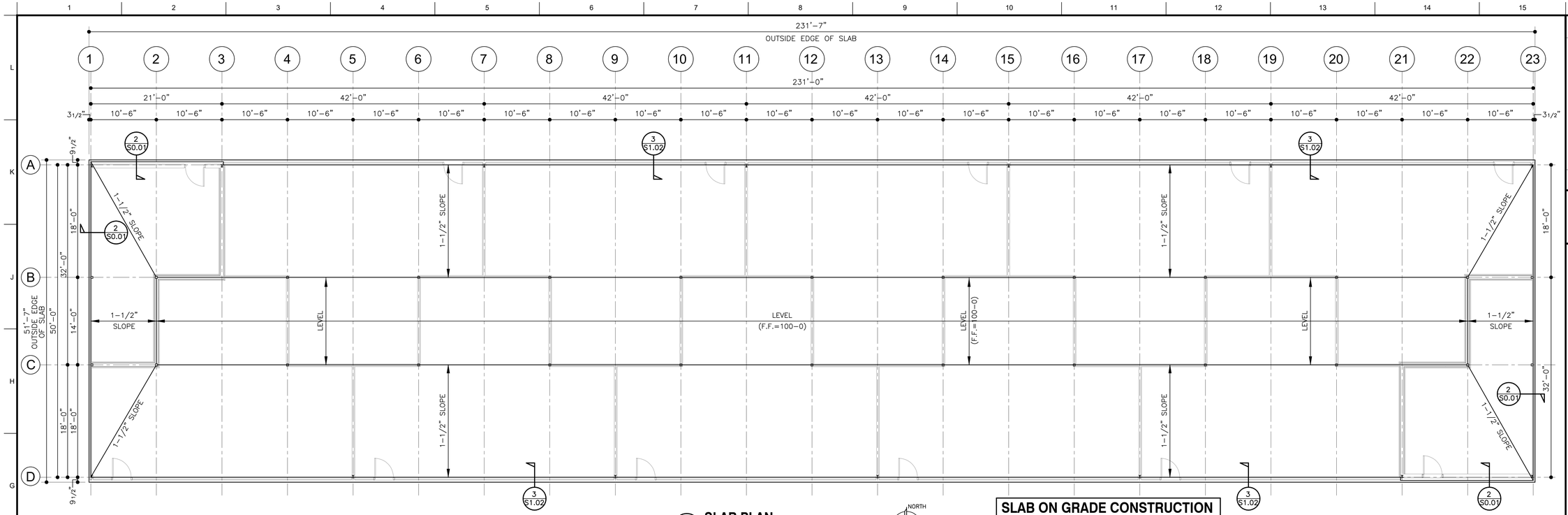
SHEET No.
S0.01

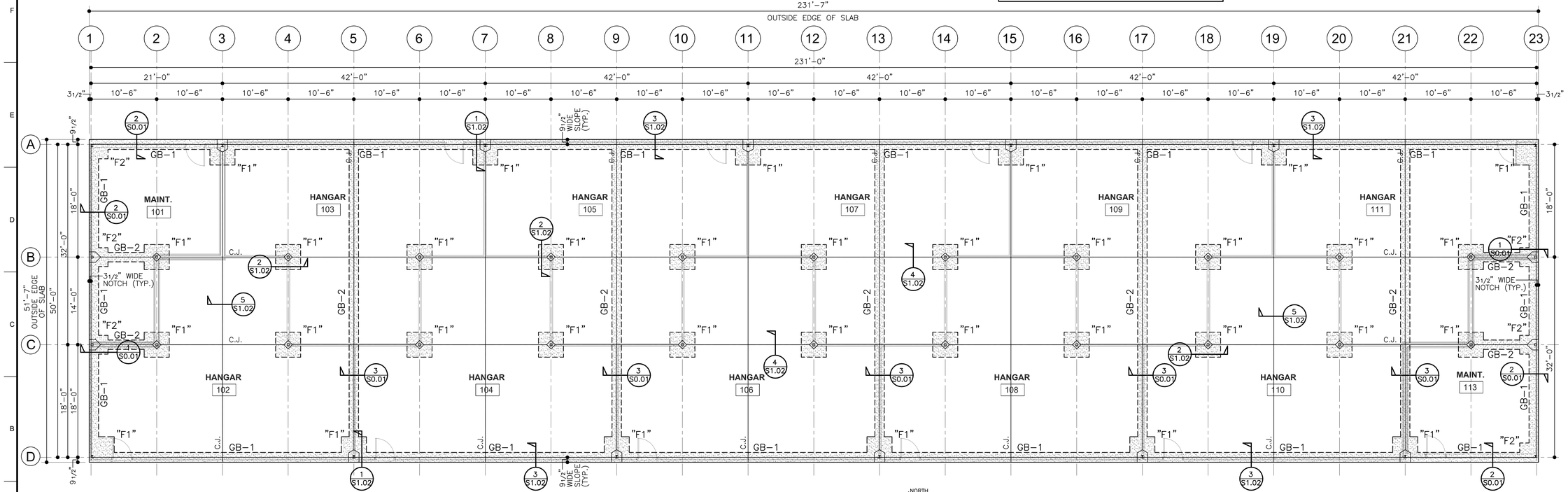


2 S1.01 **SLAB PLAN**
SCALE: 1/8" = 1'-0"

NORTH

SLAB ON GRADE CONSTRUCTION

6" CONCRETE SLAB (3000 PSI) REINF. W/ #3'S @ 12" E.W. ON 6 MIL. VAPOR BARRIER ON 2" SAND CUSHION.
FINISHED FLOOR (LEVEL)=100-0.
SEE CIVIL PLANS FOR ACTUAL ELEVATIONS.
(REFERENCE ONLY)



1 S1.01 **FOUNDATION PLAN**
SCALE: 1/8" = 1'-0"

NORTH

BUILDING PAD PREPARATION

1. ENTIRE BUILDING PAD TO BE UNDERCUT TO PROVIDE MINIMUM 4'-0" SELECT FILL BELOW FINISHED FLOOR SLAB & MINIMUM 2'-0" SELECT FILL BELOW BOTTOM OF FOOTINGS.
2. PAD TO EXTEND 5'-0" OUTSIDE SLAB EDGES. REFER TO GEOTECH REPORT.

SLAB ON GRADE CONSTRUCTION

6" CONCRETE SLAB (3000 PSI) REINF. W/ #3'S @ 12" E.W. ON 6 MIL. VAPOR BARRIER ON 2" SAND CUSHION.
FINISHED FLOOR (LEVEL)=100-0.
SEE CIVIL PLANS FOR ACTUAL ELEVATIONS.
(REFERENCE ONLY)

255896-S1.01
1/8" = 1'-0"

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Project Name: RSN - 10 UNIT - T HANGAR
RUSTON REGIONAL AIRPORT
RUSTON, LA

Sheet Title: FOUNDATION PLAN & SLAB PLAN

DESIGNED BY:	DRAWN BY:	DATE:	PROJECT NO.	PROJECT PHASE:	SCALE:
DRA	DCJ	MARCH, 2025	103712	CD	As indicated

CHECKED BY: DRA

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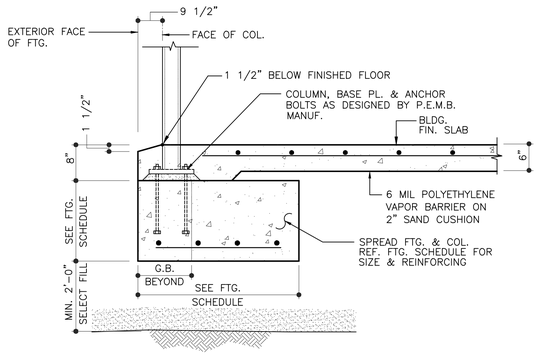
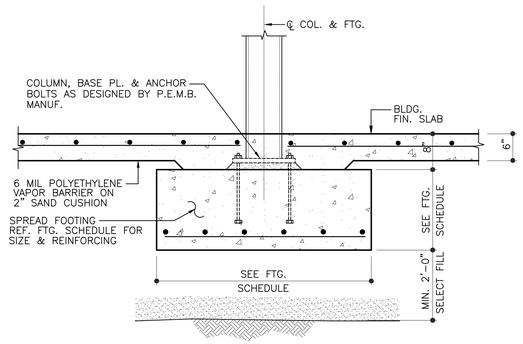
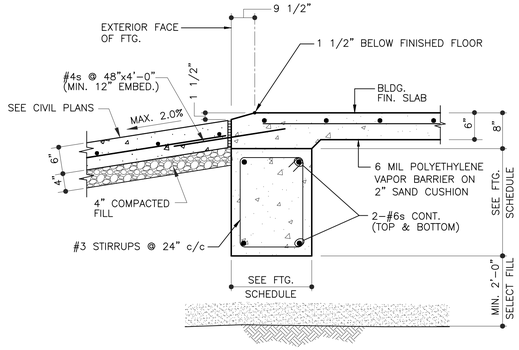
S1.01



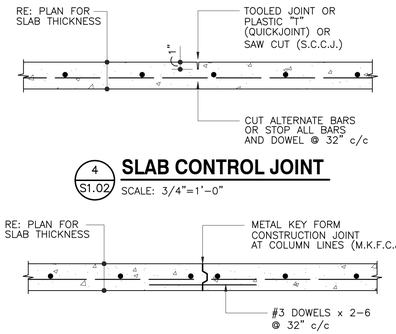
1 S1.02 EXTERIOR FOOTING @ COLUMN DETAIL (@ HANGAR DOORS)
SCALE: 3/4"=1'-0"



2 S1.02 INTERIOR FOOTING DETAIL
SCALE: 3/4"=1'-0"

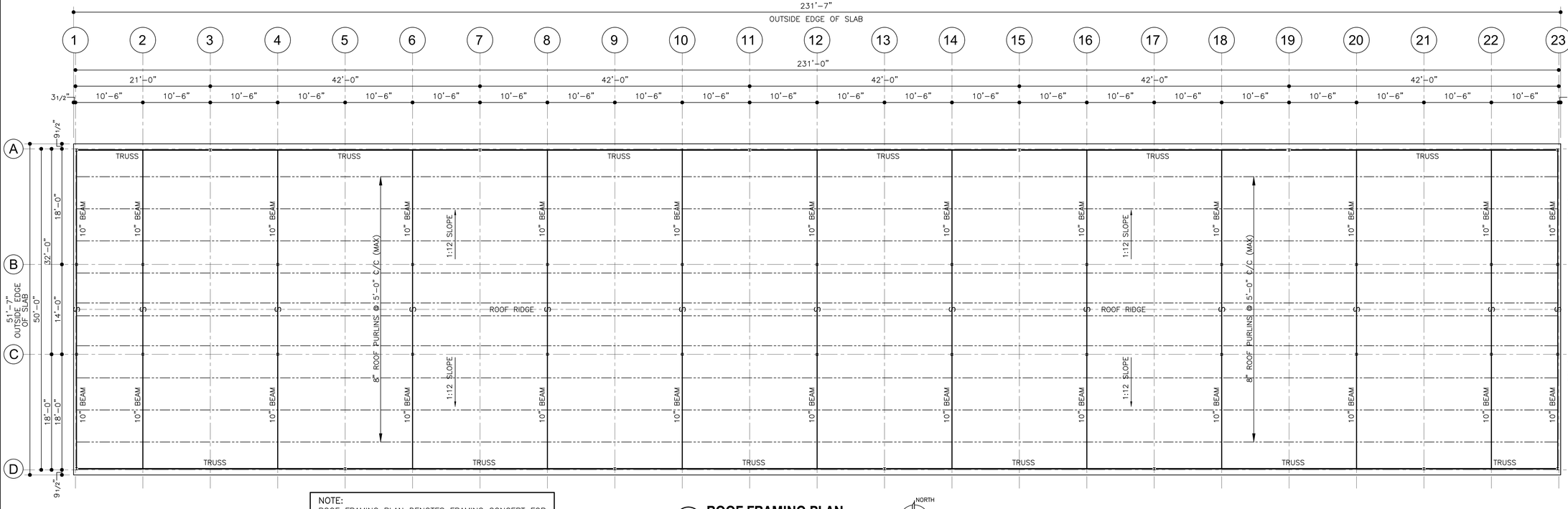


3 S1.02 PERIMETER GRADE BEAM DETAIL (@ HANGAR DOORS)
SCALE: 3/4"=1'-0"



4 S1.02 SLAB CONTROL JOINT
SCALE: 3/4"=1'-0"

5 S1.02 SLAB CONSTRUCTION JOINT
SCALE: 3/4"=1'-0"



NOTE:
ROOF FRAMING PLAN DENOTES FRAMING CONCEPT FOR A T-HANGAR PEMB SYSTEM. PEMB MANUFACTURER RESPONSIBLE FOR DESIGN OF BUILDING.

6 S1.02 ROOF FRAMING PLAN
SCALE: 1/8" = 1'-0"

NORTH

255896-S1.02
1/8" = 1'-0"

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Project Name: RSN - 10 UNIT - T HANGAR
RUSTON REGIONAL AIRPORT
RUSTON, LA

Sheet Title: FOUNDATION DETAILS & ROOF FRAMING PLAN

DRAWN BY: DCJ	DATE: MARCH, 2025	PROJECT NO: 103712	SCALE: As indicated
DESIGNED BY: DRA	CHECKED BY: DRA	PROJECT PHASE: CD	

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SHEET No.
S1.02

ELECTRICAL POWER NOTES:

EP1 ALL WORK IN HANGAR AREA SHALL BE COMPLIANT WITH NEC ARTICLES 501 AND 513 CLASS 1 DIVISION 2 LOCATIONS. RECEPTACLES, CONDUIT, J-BOXES AND OTHER WIRING DEVICES SHALL BE MOUNTED 24"AFF. ALL RECEPTACLES IN HANGARS SHALL BE GFI PROTECTED.

EP2 CONTRACTOR SHALL VERIFY EXACT ELECTRICAL REQUIREMENTS OF BI-FOLD DOORS PRIOR TO ROUGH-IN.

EP3 CONTRACTOR SHALL PROVIDE A STATIC DISCHARGE GROUND SYSTEM TO MEET NFPA 409:5-7. PROVIDE CAST IN CONCRETE FLOOR GROUND RECEPTACLE WITH 5/8"ø BRASS BALL WITH THREADED 5/8"ø ROD ATTACHMENT ALT 3655 OR EQUAL WITH GROUND CLAMP AND 5/8"ø x10' THREADED COPPER GROUND ROD. STATIC GROUND SYSTEM SHALL BE INTERCONNECTED WITH NO. 2 AWG MINIMUM BARE COPPER CONDUCTOR AND CONNECTED TO ELECTRICAL SERVICE GROUNDING SYSTEM. COORDINATE EXACT LOCATION OF STATIC DISCHARGE SYSTEM COMPONENTS WITH OWNER/ARCHITECT PRIOR TO ROUGH-IN.

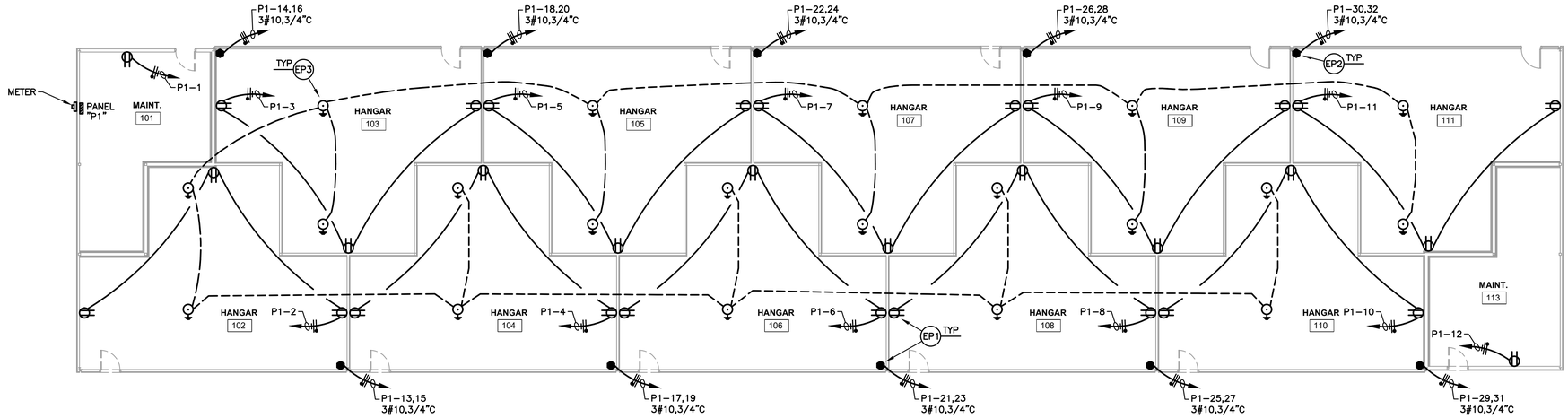
ELECTRICAL LIGHTING NOTES:

EL1 ALL LIGHT FIXTURES SHALL BE "P1" UNLESS NOTED OTHERWISE.

EL2 ALL CROSS-HATCHED LIGHTING FIXTURES SHALL CONTAIN A 90 MINUTE MINIMUM, 1400 LUMEN, SELF-TESTING BATTERY PACK CONNECTED TO UNSWITCHED CONDUCTORS.

EL3 COORDINATE THE EXACT MOUNTING HEIGHT WITH ARCHITECTURAL PLANS PRIOR TO ROUGH-IN.

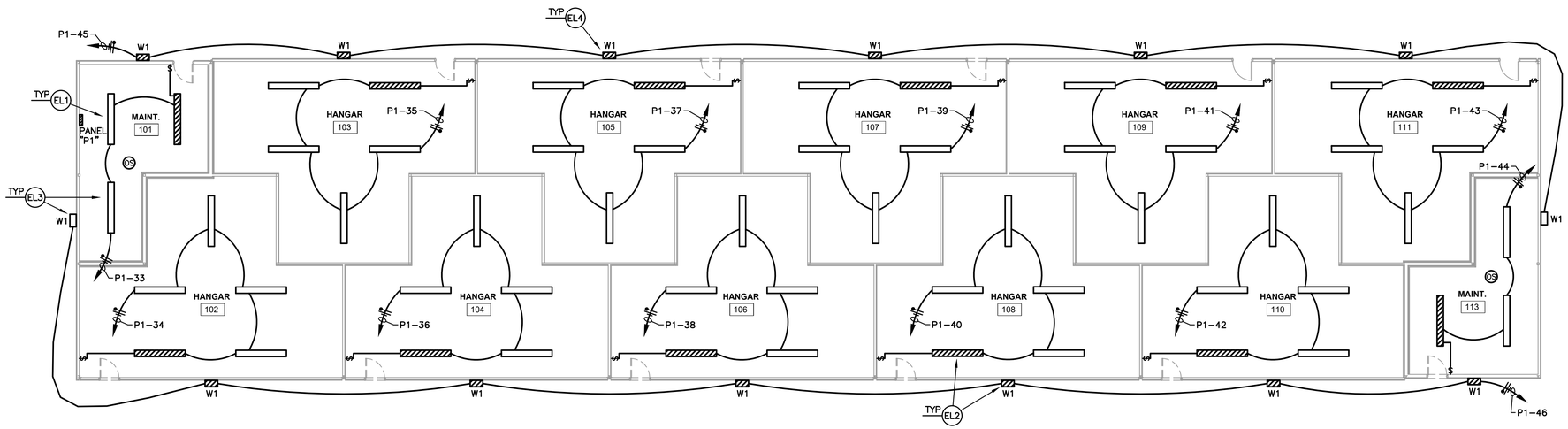
EL4 PROVIDE SO CORD FOR MOUNTING WALL PACKS ON BI-FOLD DOORS. COORDINATE THE EXACT REQUIREMENTS WITH THE ARCHITECTURAL PLANS AND SPECIFICATIONS AND WITH THE EXACT DOORS BEING PROVIDED.



N

FLOOR PLAN – POWER

SCALE: 1" = 10'-0"



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FLOOR PLAN – LIGHTING

SCALE: 1" = 10'-0"

EMA Engineering & Consulting, INC.
9441 STEVENS ROAD, SUITE 200
SHREVEPORT, LOUISIANA 71106
318 425 4500
LOUISIANA Registered Engineering Firm #EF-5818
TEXAS Registered Engineering Firm #F-893

DESIGN SOLVE ENHANCE

SUBMISSION OF BID WILL BE CONSIDERED ACKNOWLEDGMENT THAT THE CONTRACTOR HAS VISITED THE SITE AND HAS VERIFIED ALL EXISTING JOB CONDITIONS AND INCLUDED ANY NECESSARY MODIFICATION TO EXISTING AND NEW WORK REQUIRED FOR INSTALLATION OF A COMPLETE AND WORKING SYSTEM.

5-118-1919-001

NO.	REVISION	DATE

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Project Name: RSN - 10 UNIT T-HANGAR
RUSTON REGIONAL AIRPORT
CITY OF RUSTON, LA

Sheet Title: ELECTRICAL
PLAN
POWER/LIGHTING

DESIGNED BY:	LN
DRAWN BY:	LN
CHECKED BY:	LW
DATE:	MARCH 2025
PROJECT NO:	103712
PROJECT PHASE:	CONSTRUCTION DOCUMENTS
SCALE:	1"=10'

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ELECTRICAL ENGINEERING
03/27/2025

SHEET No.

E1.01

ELECTRICAL LEGEND

SYMBOL	DESCRIPTION
———	CONDUIT IN WALL OR ABOVE CEILING
– – – – –	CONDUIT UNDER FLOOR OR UNDERGROUND
	ARROW INDICATES HOMERUN, TICKMARKS: NEUTRAL, PHASE, GROUND
—T—	TELEPHONE CONDUIT
	TELEPHONE BOARD
	LIGHTING & APPLIANCE PANEL
	POWER PANEL
	SPECIAL PANEL
	JUNCTION BOX
;	DUPLEX RECEPT ; ABOVE COUNTER
	FLOOR GROUND RECEPTACLE
WP ; GFI	WEATHERPROOF ; GROUND FAULT
	QUAD PLEX RECEPTACLE
$; $_3 ; $_4	SINGLE POLE SWITCH ; 3–WAY; 4–WAY
AFF	ABOVE FINISHED FLOOR
OS	OCCUPANCY SENSOR

PANEL "P1"

120/240 VOLTS, 1 PHASE, 3 WIRE, 400 AMPS, MAIN CIRCUIT BREAKER

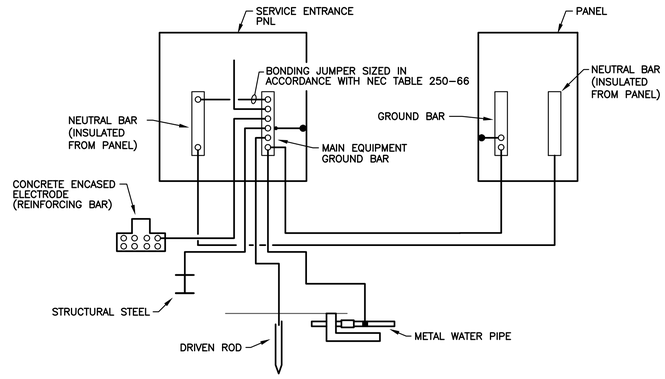
22,000 AMPS. RMS. SYM. I.C. INTEGRATED EQUIPMENT RATING

	SERVES	TRIP		A ø		C ø			TRIP	SERVES	
	RECEPTS	20	1	500	600			2	20	RECEPTS	
			3			600	600	4			
			5	600	600			6			
			7			600	600	8			
			9	600	600			10			
			11			600	600	12			
	BI–FOLD DOORS	30	13	1.2	1.2			14	30	BI–FOLD DOORS	
		2	15			1.2	1.2	16	2		
		30	17	1.2	1.2			18	30		
		2	19			1.2	1.2	20	2		
		30	21	1.2	1.2			22	30		
		2	23			1.2	1.2	24	2		
		30	25	1.2	1.2			26	30		
		2	27			1.2	1.2	28	2		
		30	29	1.2	1.2			30	30		
		2	31			1.2	1.2	32	2		
	LIGHTS	20	33	330	560			34	20	LIGHTS	
			35			560	560	36			
			37	560	560			38			
			39			560	560	40			
			41	560	560			42			
			43			560	330	44			
*	EXTERIOR LIGHTS		45	520	520			46		EXTERIOR LIGHTS	*
	SPARE		47					48		SPARE	
			49					50			
			51					52			
			53					54			
			55					56			
			57					58			
			59					60			

* THRU CONTACTOR

19670		18730

TOTAL CONN. LOAD 38.4 KVA

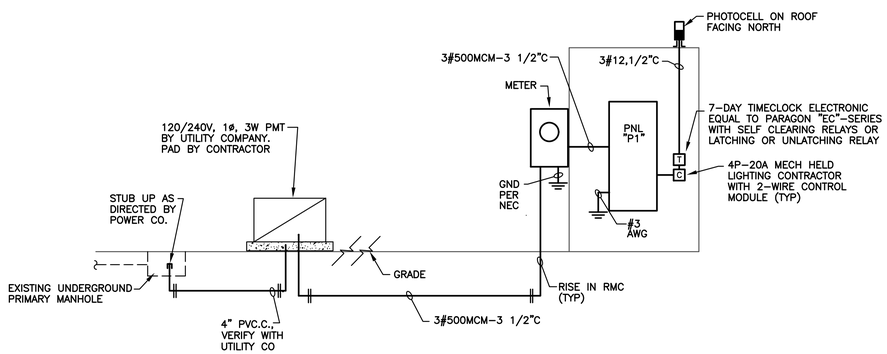


(A) DETAIL – GROUNDING SYSTEM

NO SCALE

NOTES:

1. GROUNDING CONDUCTORS ARE TO BE IN COMPLIANCE WITH NEC 2020–ARTICLE 250. REFER TO ELECTRICAL RISER DIAGRAM.
2. ISOLATED GROUNDING (WHERE SPECIFIED) AND EQUIPMENT GROUNDING CONDUCTORS SHALL BE SIZED IN ACCORDANCE WITH TABLE 250–122 OF NEC 2020.
3. GROUNDING ELECTRODE CONDUCTOR SHALL BE SIZED IN ACCORDANCE WITH TABLE 250–66 OF NEC 2020 BASED ON SERVICE ENTRANCE CONDUCTORS OR CONDUCTORS OF SEPARATELY DERIVED SYSTEM (SECONDARY CONDUCTORS).
4. GROUNDING AND GROUNDED CONDUCTORS SHALL BE RUN IN CONDUIT WITH FEEDER CONDUCTORS.



ELECTRICAL RISER

NO SCALE

NOTE: PROVIDE INSULATED GROUNDING CONDUCTOR FOR ALL FEEDERS SIZED PER NEC.

LIGHTING FIXTURE SCHEDULE

MARK	TYPE	MOUNTING	MANUFACTURER CATALOG NO.	LAMPS QTY & TYPE	DESCRIPTION	ALTERNATE MANUFACTURER
P1	8' ARCHITECTURAL STRIP	AIRCRAFT CABLE	COLUMBIA LCL835HLEU	3500K LED	12,790 LUMENS; CURVED LENS	
W1	LED ARTHICTECTURAL WALL PACK	WALL SURFACE	KIM WDMD48L554K 84WUNVDB	4000K LED	DIE CAST ALUMINUM HOUSING; WET LOCATION; COLOR AND FINISH AS SELECTED BY ARCHITECT, 54W; 14' MOUNTING HEIGHT	VISIONAIRE VSC1T34BLC 34KUNVWMXXX

EMA
DESIGN SOLVE ENHANCE
EMA Engineering & Consulting, INC.
9441 STEVENS ROAD, SUITE 200
SHREVEPORT, LOUISIANA 71106
318 425 4500
LOUISIANA Registered Engineering Firm #EF–5818
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SUBMISSION OF BID WILL BE CONSIDERED ACKNOWLEDGMENT THAT THE CONTRACTOR HAS VISITED THE SITE AND HAS VERIFIED ALL EXISTING JOB CONDITIONS AND INCLUDED ANY NECESSARY MODIFICATION TO EXISTING AND NEW WORK REQUIRED FOR INSTALLATION OF A COMPLETE AND WORKING SYSTEM.

5-118-1919-001

NO.	REVISION	DATE

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Project Name: RSN - 10 UNIT T-HANGAR
RUSTON REGIONAL AIRPORT
CITY OF RUSTON, LA

Sheet Title: ELECTRICAL SCHEDULES/DETAILS

DESIGNED BY:	LN	DRAWN BY:	LN
CHECKED BY:	LW	DATE:	MARCH 2025
PROJECT NO:	103712		
PROJECT PHASE:	CONSTRUCTION DOCUMENTS		
SCALE:	1"=10'		

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SEAL:

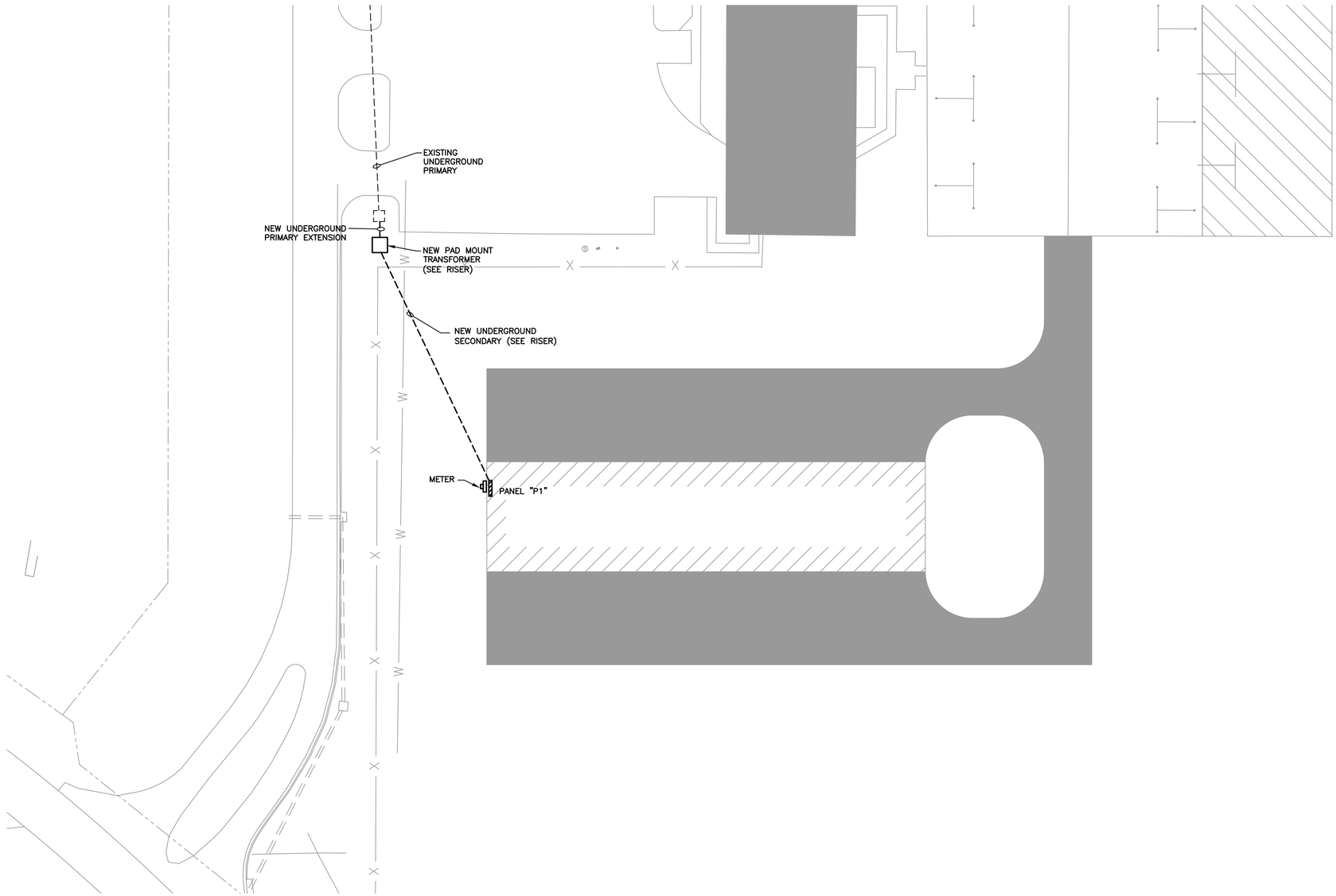
SHEET No.

E2.01

ELECTRICAL NOTES:

E1 ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF THE NATIONAL ELECTRICAL CODE AND ALL LOCAL AND STATE SUPPLEMENTS.

E2 CONTRACTOR SHALL COORDINATE ALL SITE UTILITY SERVICES WITH LOCAL UTILITY COMPANIES PRIOR TO CONSTRUCTION AND EXCAVATION. CONTRACTOR SHALL COORDINATE ELECTRICAL SERVICE WITH ANTHONY LEWIS WITH RUSTON POWER (318) 245-1141. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FEES AND COSTS ASSOCIATED WITH PROVIDING SERVICES AND ANY UP FRONT CHARGES REQUIRED BY UTILITY PROVIDERS.



N

SITE PLAN – ELECTRICAL

SCALE: 1" = 30'-0"

NO.	REVISION	DATE

Z:\KSA ENGINEERS\5 118 1919 001 RUSTON 10 UNIT T HANGAR_MEP DRAWINGS\ E3.01.DWG | LAYOUT1 | 3/27/2025 - 9:12 AM |

Project Name
RSN - 10 UNIT T-HANGAR
RUSTON REGIONAL AIRPORT
CITY OF RUSTON, LA

Sheet Title
ELECTRICAL
SITE
PLAN

DESIGNED BY:	LN
DRAWN BY:	LN
CHECKED BY:	LW
DATE:	MARCH 2025
PROJECT NO:	103712
PROJECT PHASE:	CONSTRUCTION DOCUMENTS
SCALE:	1"=30'

KSA
111 Niver Ave.
Shreveport, Louisiana 71107
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SEAL:

STATE OF LOUISIANA
RICKEY L. WATSON
License No. 30744
PROFESSIONAL ENGINEER
IN
ELECTRICAL ENGINEERING
03/27/2025

EMA
DESIGN SOLVE ENHANCE
EMA Engineering & Consulting, INC.
9441 STEVENS ROAD, SUITE 200
SHREVEPORT, LOUISIANA 71106
318 425 4500
LOUISIANA Registered Engineering Firm #EF-5818
TEXAS Registered Engineering Firm #F-893

SUBMISSION OF BID WILL BE CONSIDERED ACKNOWLEDGMENT THAT THE CONTRACTOR HAS VISITED THE SITE AND HAS VERIFIED ALL EXISTING JOB CONDITIONS AND INCLUDED ANY NECESSARY MODIFICATION TO EXISTING AND NEW WORK REQUIRED FOR INSTALLATION OF A COMPLETE AND WORKING SYSTEM.

5-118-1919-001

SHEET No.

E3.01