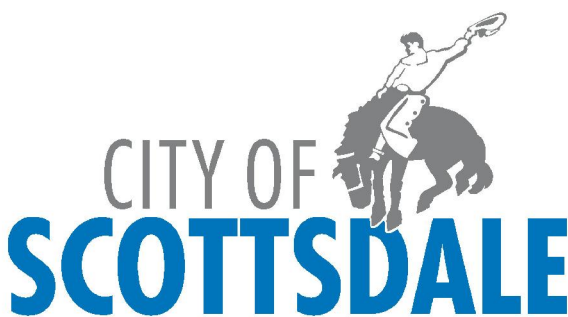


SCOTTSDALE AIRPORT TAXIWAY A4 REHABILITATION

15000 N AIRPORT DRIVE
SCOTTSDALE, ARIZONA, 85260

BID SET
MARCH 2023

MAYOR
DAVID ORTEGA
CITY COUNCIL
TAMMY CAPUTI
TOM DURHAM
BARRY GRAHAM
BETTY JANIK
KATHY LITTLEFIELD
SOLANGE WHITEHEAD



PROJECT DESCRIPTION

FAA AIP NO.: 3-04-0032-046-2023
ADOT NO.: XXXXXXXX
CITY PROJECT NO.: AI02A CITY
BID NO.: IFB-052023-091

PROJECT ELEMENTS

- PUSH BACK AND SALVAGE CASPR (SP-102)
- REMOVE AND SALVAGE TAXIWAY EDGE LIGHT FIXTURES (SP-100)
- COLD MILL EXISTING ASPHALT PAVEMENT, FULL DEPTH (P-101)
- PREPARE UNDERLYING BASE COURSE (SP-209)
- PAVE ASPHALT SURFACE COURSE (P-401)
- PLACE NEW CASPR AND RESTORE SALVAGED CASPR (SP-102)
- INSTALL SALVAGED TAXIWAY EDGE LIGHT FIXTURES (SP-100)
- APPLY NEW PAVEMENT MARKINGS (P-620)

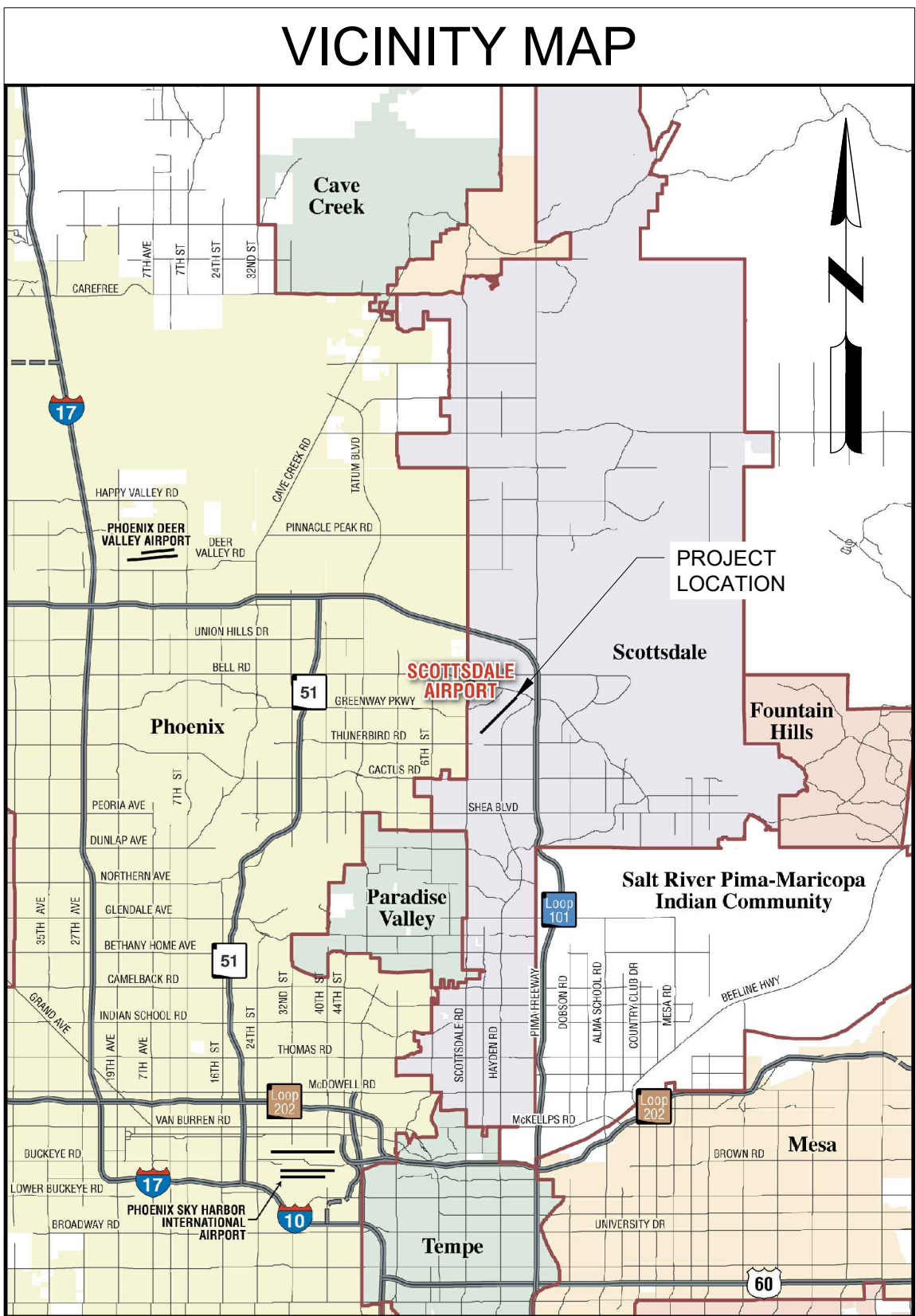


Know what's below.
Call before you dig.

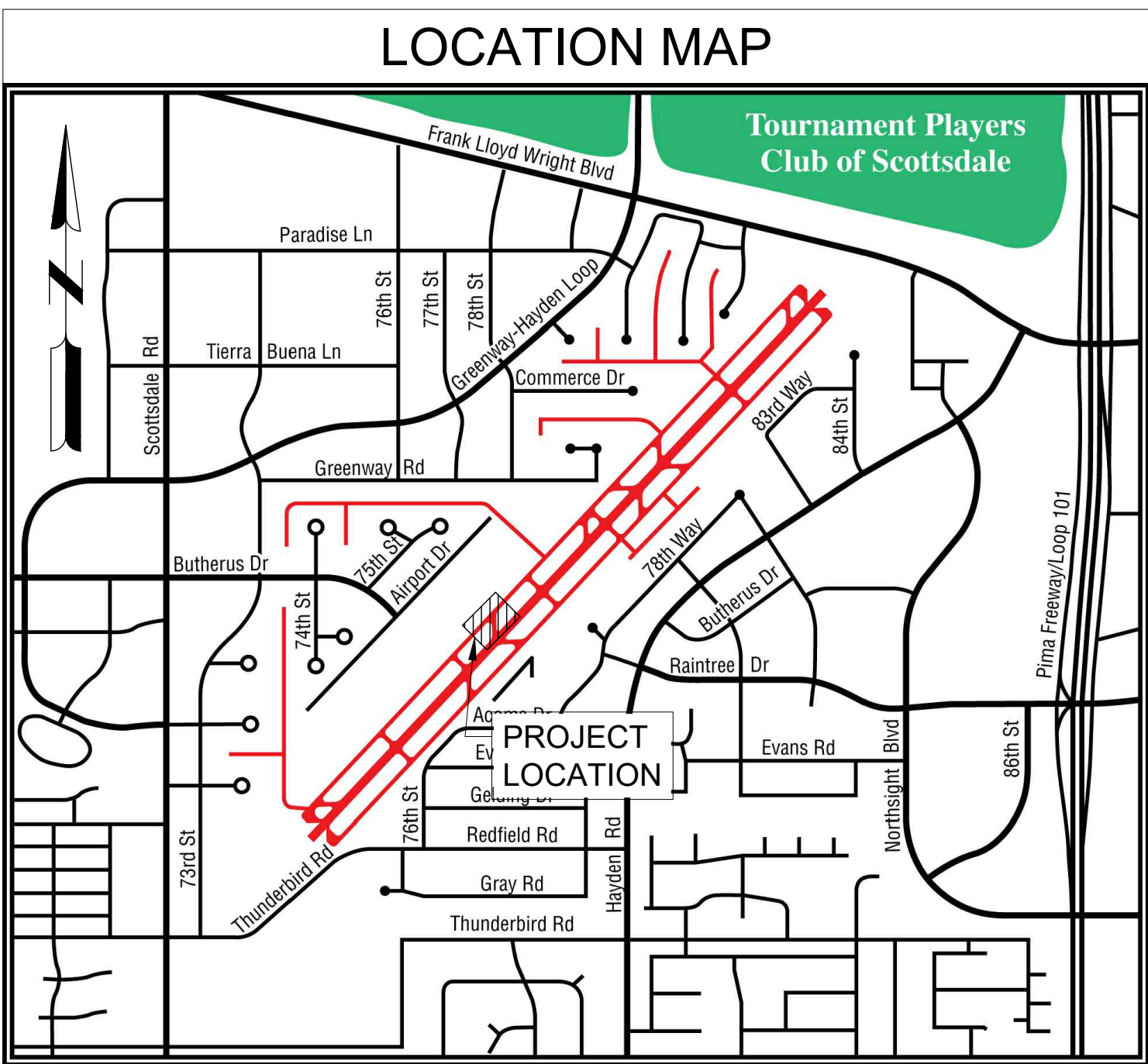
SHEET INDEX

DRAWING NUMBER	SHEET NUMBER	SHEET TITLE
1	G-001	COVER SHEET
2	G-002	LEGEND & ABBREVIATIONS
3	G-003	GENERAL NOTES & QUANTITY TABLE
4	G-021	PROJECT LAYOUT PLAN
5	G-041	SURVEY CONTROL PLAN
6	G-081	CONSTRUCTION SAFETY AND PHASING PLAN
7	G-091	CONSTRUCTION SAFETY AND PHASING PLAN - DETAIL
8	C-051	DEMOLITION PLAN
9	C-101	PAVING PLAN
10	C-201	TAXIWAY A4 PLAN AND PROFILE
11	C-301	TYPICAL SECTIONS
12	C-651	MARKING PLAN
13	C-671	MARKING DETAILS

VICINITY MAP



LOCATION MAP



Mead
& Hunt

Mead and Hunt, Inc.
8800 E Raintree Dr, Ste 285
Scottsdale, AZ 85260
phone: 480-718-1896
meadhunt.com

© Copyright 2022 Mead & Hunt, Inc.
This document, or any portion thereof, shall
not be duplicated, disclosed, or used on any
other project or extension of this project
except by written agreement with Mead &
Hunt, Inc. Mead & Hunt shall not be
responsible for any unauthorized use of, or
alteration to these documents.

SCOTTSDALE AIRPORT
TAXIWAY A4 REHABILITATION

15000 N AIRPORT DRIVE
SCOTTSDALE, ARIZONA, 85260

ISSUED
BID SET

AIP NO.: 3-04-0032-046-2023
M&H NO.: 2886300-222849.01
DATE: MARCH 2023

DESIGNED BY: BJM
DRAWN BY: BJM
CHECKED BY: DPS
DO NOT SCALE DRAWINGS

SHEET CONTENTS
COVER SHEET

SHEET NO. 1 of 13

G-001

LEGEND

SYMBOLS

	CONTROL POINT
	CLEANOUT, SANITARY OR STORM
	ELECTRIC HANDHOLE (PULLBOX)
	SANITARY SEWER MANHOLE
	SOIL BORING LOCATION
	CATCH BASIN, SQUARE
	STORM DRAIN MANHOLE
	UTILITY CROSSING / CONFLICT or CAUTION
	WATER MANHOLE
	WATER METER
	WATER VALVE
	SECTION REFERENCE
	EXISTING SPOT ELEVATION
	FINISHED / PROPOSED SPOT ELEVATION
	FINISHED / PROPOSED SLOPE
	RUNWAY EDGE LIGHT (LENS COLOR)
	TAXIWAY EDGE LIGHT (LENS COLOR)
	RUNWAY END IDENTIFIER LIGHT
	PRECISION APPROACH PATH INDICATOR
	ELECTRICAL PULL BOX
	JUNCTION CAN
	INLET PROTECTION
	PORTABLE TRAFFIC DELINEATOR
	TRAFFIC CONE
	HAUL ROUTE / GATE GUARD
	WINDCONE

LINES

	PROJECT LIMIT
	GAS
	EXISTING CONTOUR LINES
	PROPOSED CONTOUR LINES
	FENCE, CHAIN-LINK
	GRADE BREAK
	HAUL ROUTE
	PROPERTY LINE
	SANITARY SEWER
	STORM DRAIN / CULVERT
	COMMUNICATIONS
	UNDERDRAIN
	WATER
	RUNWAY OBJECT FREE AREA
	RUNWAY SAFETY AREA
	TAXIWAY OBJECT FREE AREA
	TAXIWAY SAFETY AREA
	FIBER OPTIC CABLE, UNDERGROUND
	EXISTING ELECTRIC, UNDERGROUND
	BLACK OUT (E) PAVEMENT MARKING

PATTERNS

	PROJECT WORK AREA
	CONTRACTOR STAGING/STOCKPILE AREA
	(E) AGGREGATE BASE (SECTION VIEW)
	PROOF ROLL AND VERIFY GRADE OF (E) AGGREGATE BASE (SECTION VIEW)
	(E) SUBGRADE (SECTION VIEW)
	SCARIFY AND RECOMPACT (E) SUBGRADE (SECTION VIEW)
	(E) ASPHALT SURFACE COURSE
	(N) ASPHALT SURFACE COURSE (P-401), TAXIWAY
	(N) ASPHALT SURFACE COURSE (P-401), TAXIWAY SHOULDER
	COLD MILLING, FULL DEPTH, TAXIWAY PAVEMENT
	COLD MILLING, FULL DEPTH, TAXIWAY SHOULDER PAVEMENT
	(E) CASPR
	PUSH BACK AND RESTORE SALVAGED CASPR

GENERAL ABBREVIATIONS

AAC	ARIZONA ADMINISTRATIVE CODE
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
ACP	ASBESTOS CEMENT PIPE
ADA	AMERICAN DISABILITIES ACT
ADOT	ARIZONA DEPARTMENT OF TRANSPORTATION
ALT	ALTERNATE
AOA	AIR OPERATIONS AREA
APCH	APPROACH
APPROX	APPROXIMATE
APS	ARIZONA PUBLIC SERVICE
ARFF	AIRPORT RESCUE AND FIRE FIGHTING
ASB	AGGREGATE SUBBASE
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM
AR	ACCESS ROAD
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
ATCT	AIR TRAFFIC CONTROL TOWER
ATO	AIR TRAFFIC ORGANIZATION
AWG	AMERICAN WIRE GAUGE
AWWA	AMERICAN WATER WORKS ASSOCIATION
AZ	ARIZONA
BC	BEGINNING OF CURVE
BIT	BITUMINOUS
BLDG	BUILDING
BM	BENCHMARK
BOT	BOTTOM
BVC	BEGINNING OF VERTICAL CURVE
C-C	CENTER TO CENTER
C	CIVIL
CABC	CRUSHED AGGREGATE BASE COURSE
CASPR	CRUSHED AGGREGATE SLOPE PROTECTION ROCK
CB	CATCH BASIN
CIPCP	CAST-IN-PLACE CONCRETE PIPE
CJ	CONSTRUCTION JOINT
CFS	CUBIC FEET PER SECOND
CL	CENTERLINE
CLF	CHAIN-LINK FENCE
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
CONT	CONTINUOUS
COS	CITY OF SCOTTSDALE
CP	CONTROL POINT
CTB	CEMENT-TREATED BASE
CY	CUBIC YARDS
DB	DIRECT BURIAL
DEG	DEGREE
DG	DECOMPOSED GRANITE
DI	DROP INLET
DIA	DIAMETER
DIM	DIMENSION
DIP	DUCTILE IRON PIPE
DP	DEPTH
DR	DRIVE
DSPM	DESIGN STANDARDS AND POLICIES MANUAL
DTL	DETAIL
(E)	EXISTING
E	ELECTRICAL LINE
EA	EACH
EC	END OF CURVE
EG	EXISTING GRADE
EL, ELEV	ELEVATION
EOP	EDGE OF PAVEMENT
EVC	END OF VERTICAL CURVE
FAA	FEDERAL AVIATION ADMINISTRATION
FBO	FIXED BASE OPERATOR
FDC	FIRE DEPARTMENT CONNECTION
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
FF	FINISHED FLOOR
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FM	SANITARY SEWER FORCE MAIN

FOC	FIBER OPTIC CABLE
FPS	FEET PER SECOND
FT	FEET
G&D	GRADING AND DRAINAGE
G	NATURAL GAS LINE
GAL	GALLON
GALV	GALVANIZED
GB	GRADE BREAK
GND	GROUND
GPM	GALLONS PER MINUTE
GS	GROUND SHOT
H	HEIGHT
HDPE	HIGH DENSITY POLYETHYLENE
HORIZ	HORIZONTAL
HMA	HOT MIX ASPHALT
HP	HIGH POINT
HW	HEADWALL
IE	INVERT ELEVATION
IN	INCHES
INC	INCORPORATED
INV	INVERT
IP	IN-PAVEMENT
L	LENGTH
LBS	POUNDS
LF	LINEAL FEET
LWL	LOW WATER LEVEL
MAG	MARICOPA ASSOCIATION OF GOVERNMENTS
MCESD	MARICOPA COUNTY ENVIRONMENTAL SERVICES DEPARTMENT
MG	MILLED GRADE
MGR	MANAGER
MH	MANHOLE
MAX	MAXIMUM
MID	MIDPOINT
MIN	MINIMUM
MIRL	MEDIUM INTENSITY RUNWAY LIGHT
MITL	MEDIUM INTENSITY TAXIWAY LIGHT
MPH	MILES PER HOUR
(N)	NEW
N	NORTH, NORTHING
NE	NORTHEAST
NIC	NOT IN CONTRACT
NO.	NUMBER
NOTAM	NOTICE TO AIR MISSIONS
NSF	NATIONAL SANITATION FOUNDATION
NTS	NOT TO SCALE
NW	NORTHWEST
OC	ON CENTER
OFA	OBJECT FREE AREA
OFF	OFFSET
OH	OVERHEAD
OWS	OIL WATER SEPARATOR
PAPI	PRECISION APPROACH PATH INDICATOR
PB	PULL BOX
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PCF	POUNDS PER CUBIC FOOT
PERF	PERFORATED
PI	POINT OF INTERSECTION
POB	POINT OF BEGINNING
POC	POINT OF CURVE
POE	POINT OF ENDING
PRV	PRESSURE RELIEF VALVE
PSI	POUNDS PER SQUARE INCH
PSF	POUNDS PER SQUARE FOOT
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PWR	PERMISSION TO WORK IN RIGHT OF WAY
Q	RATE OF FLOW
QTY	QUANTITY
R&R	REMOVE AND REPLACE
R	RADIUS
RC	RELATIVE COMPACTION

RCP	REINFORCED CONCRETE PIPE
RD	ROAD
REIL	RUNWAY END IDENTIFIER LIGHT
REL	RELOCATE EXISTING
REQ	REQUIRED
RET	RETAINING
ROFA	RUNWAY OBJECT FREE AREA
ROW	RIGHT OF WAY
RSA	RUNWAY SAFETY AREA
RWA	RESTRICTED WORK AREA
RWY	RUNWAY
S&W	SEWER AND WATER
SDR	STANDARD DIMENSION RATIO
SF	SQUARE FOOT
SG	STRAIGHT GRADE
SH	SHOULDER
SD	STORM DRAIN
SPEC	SPECIFICATION
SS	SANITARY SEWER
ST	STREET
STA	STATION
STD	STANDARD
STE	SUITE
STL	STEEL
SW	SOUTHWEST
SY	SQUARE YARD
T	TELEPHONE LINE
TC	TOP OF CURB
TG	TOP OF GRATE
T/L	TAXILANE
TLOFA	TAXILANE OBJECT FREE AREA
TOE	TOE OF BANK
TOP	TOP OF BANK
TDZ	TOUCHDOWN ZONE
TOFA	TAXIWAY OBJECT FREE AREA
TRANS	TRANSFORMER
TSA	TAXIWAY SAFETY AREA
TWY	TAXIWAY
TYP	TYPICAL
UD	UNDERDRAIN
UG	UNDERGROUND
UON	UNLESS OTHERWISE NOTED
UV	ULTRA VIOLET
V	VELOCITY
VC	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
VERT	VERTICAL
VG	VALLEY GUTTER
VIF	VERIFY IN FIELD
W	WATER LINE
W	WEST
W/	WITH
W/O	WITHOUT
WSE	WATER SURFACE ELEVATION
WSP	WELDED STEEL PIPE
WV	WATER VALVE
WWM	WELDED WIRE MESH

Mead & Hunt

Mead and Hunt, Inc.
8800 E Raintree Dr, Ste 285
Scottsdale, AZ 85260
phone: 480-718-1896
meadhunt.com

© Copyright 2022 Mead & Hunt, Inc.
This document, or any portion thereof, shall not be duplicated, disclosed, or used on any other project or extension of this project except by written agreement with Mead & Hunt, Inc. Mead & Hunt shall not be responsible for any unauthorized use of, or alteration to these documents.

SCOTTSDALE AIRPORT
TAXIWAY A4 REHABILITATION

15000 N AIRPORT DRIVE
SCOTTSDALE, ARIZONA, 85260

ISSUED
BID SET

AIP NO.: 3-04-0032-046-2023
MSH NO.: 2886300-222849.01
DATE: MARCH 2023
DESIGNED BY: BJM
DRAWN BY: BJM
CHECKED BY: DPS
DO NOT SCALE DRAWINGS

SHEET CONTENTS
LEGEND &
ABBREVIATIONS

GENERAL NOTES:

1.

ALL WORK REQUIRED TO COMPLETE THE CONSTRUCTION COVERED BY THIS PLAN SHALL BE IN ACCORDANCE WITH FAA STANDARD SPECIFICATIONS UNLESS SPECIFIED OTHERWISE.
2.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS, METHODS, SEQUENCING AND SAFETY USED DURING CONSTRUCTION UNLESS SPECIFICALLY ADDRESSED OTHERWISE.
3.

THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS AND REGULATIONS APPLICABLE TO THE CONSTRUCTION COVERED BY THIS PLAN.
4.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND COMPLYING WITH ALL PERMITS REQUIRED TO COMPLETE THE WORK COVERED BY THIS PLAN.
5.

THE QUANTITIES AND SITE CONDITIONS DEPICTED IN THIS PLAN ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR SHALL SATISFY THEMSELVES AS TO ACTUAL QUANTITIES AND SITE CONDITIONS PRIOR TO BIDDING THE WORK COVERED BY THIS PLAN.
6.

A REASONABLE EFFORT HAS BEEN MADE TO SHOW THE LOCATION OF EXISTING UNDERGROUND FACILITIES IN THE CONSTRUCTION AREA. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO THE EXISTING FACILITIES CAUSED DURING THEIR CONSTRUCTION OPERATIONS. CONTRACTOR SHALL CONTACT ARIZONA 811 AND NOTIFY AIRPORT OPERATIONS PRIOR TO ANY EXCAVATION.
7.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION OF THE CONSTRUCTION AFFECTING UTILITIES AND THE COORDINATION OF ANY NECESSARY UTILITY RELOCATION OR MODIFICATIONS.
8.

THE CONTRACTOR SHALL VERIFY BY SURVEY THE LOCATION, ELEVATION AND CONDITION OF ALL EXISTING SURFACES AT TIE-IN POINTS AND MATCHLINES PRIOR TO COMMENCEMENT OF CONSTRUCTION. SHOULD DIFFERENCES GREATER THAN 1/2" INCH BE FOUND FROM THAT DEPICTED ON THIS PLAN, RESULTING IN THE DESIGN INTENT REFLECTED ON THIS PLAN NOT ABLE TO BE CONSTRUCTED, CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER FOR DIRECTION ON HOW TO PROCEED PRIOR TO COMMENCEMENT AND/OR CONTINUATION OF CONSTRUCTION.
9.

DISPOSAL OF EXCAVATED OR WASTE MATERIAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL ASSUME ALL EXCESS MATERIAL WILL BE REQUIRED TO BE HAULED AND DISPOSED OFF AIRPORT PROPERTY. ALL COSTS ASSOCIATED WITH OFF HAUL (INCLUDING ANY ENVIRONMENTAL TESTING) SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
10.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL BARRICADING AND TRAFFIC CONTROL REQUIRED TO MAINTAIN SAFE AND SECURE ACCESS AT THE PROJECT SITE. CONTRACTOR'S ACCESS AND TRAFFIC CONTROL PLAN SHALL BE IN ACCORDANCE WITH THE CONSTRUCTION SAFETY AND PHASING PLAN.
11.

THE CONTRACTOR SHALL PROTECT ALL AIRFIELD SIGNAGE, LIGHTING, FENCING, AND SECURITY EQUIPMENT WITHIN THE PROJECT LIMITS. DAMAGE TO EXISTING ELECTRICAL EQUIPMENT, SIGNAGE, FENCING, SECURITY EQUIPMENT OR ANY UNDERGROUND UTILITY CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
12.

THE CONTRACTOR SHALL MAKE REQUESTS FOR FACILITY CLOSURES A MINIMUM OF 48 HOURS IN ADVANCE OF SUCH CLOSURES. CONTRACTOR SHALL MAKE REQUESTS FOR RUNWAY CLOSURES TO THE AIRPORT A MINIMUM OF 7 CALENDAR DAYS IN ADVANCE OF SUCH CLOSURES. THE AIRPORT WILL HAVE THE FINAL APPROVAL AUTHORITY OF SUCH CLOSURES. THE AIRPORT RETAINS THE RIGHT TO CANCEL ANY SUCH CLOSURES IN THE INTEREST OF AIRPORT SAFETY AND/OR CRITICAL OPERATIONS.
13.

ACCESS TO ALL FIRE HYDRANTS AND PIPESTANDS SHALL BE MAINTAINED AT ALL TIMES.
14.

DUMP TRUCKS SHALL USE LOAD COVERS AND SHALL BE LOADED BY THE CONTRACTOR SUCH THAT NO SPILLAGE OCCURS DURING TRANSIT ON STATE, MUNICIPAL, OR AIRPORT ROADWAYS. PRIOR TO BEING ALLOWED ON ANY AIRFIELD PAVEMENT OR ROADWAYS, WHEELS OF TRUCKS SHALL BE CLEANED AND INSPECTED. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF THE IMMEDIATE CLEANING OF MATERIAL TRACKING AND SPILLS ON THE PAVED SURFACES RESULTING FROM THE CONTRACTORS OPERATIONS.
15.

THE LOCATION OF HAUL ROUTES ON THE AIRPORT SHALL BE AS SHOWN ON THE PLANS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES WITH THE PARTY HAVING JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL ROUTES WILL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF WORK, OR AS DEEMED NECESSARY BY THE AIRPORT OR ENGINEER. FENCING, DRAINAGE, GRADING, OR OTHER WORK NECESSARY TO CONSTRUCT HAUL ROUTES ON THE AIRPORT IS THE CONTRACTOR'S RESPONSIBILITY AND MUST BE APPROVED BY THE ENGINEER PRIOR TO THE WORK.
16.

CONCRETE, RUBBLE, ASPHALT MILLINGS, AGGREGATE BASE, SOILS AND OTHER EXCESS EXCAVATION NOT USED IN THE WORK SHALL BE DISPOSED OFF AIRPORT PROPERTY ACCORDING TO THE LOCAL LAWS AND REGULATIONS. NO MATERIAL SHALL BE WASTED OR STOCKPILED ON THE AIRPORT UNLESS APPROVED BY THE AIRPORT OR ENGINEER.
17.

THE CONTRACTOR SHALL NOT ENTER ONTO ANY AREA OUTSIDE OF THE CONSTRUCTION LIMITS, STAGING AREA, OR DESIGNATED HAUL ROUTES WITHOUT THE WRITTEN APPROVAL OF THE AIRPORT.
18.

ALL CONSTRUCTION VEHICLE ACTIVITY IN THE AIRCRAFT OPERATION AREA (AOA) SHALL BE CONTROLLED BY THE CONTRACTOR IN ACCORDANCE WITH THE APPROVED CONSTRUCTION SAFETY & PHASING PLAN. SPECIAL RESTRICTIONS APPLY IN AREAS WITHIN THE RUNWAY AND TAXIWAY SAFETY AREAS AND OBJECT FREE AREAS. NO WORK SHALL PROCEED WITHOUT THE APPROVAL OF THE AIRPORT. ALL WORK CREWS SHALL BE ACCOMPANIED BY AN AIRPORT OPERATIONS STAFF EQUIPPED WITH A RADIO CAPABLE OF MONITORING APPROPRIATE AIRPORT FREQUENCIES IF LOCATED INSIDE ACTIVE RUNWAY AND TAXIWAY SAFETY AREAS.
19.

CONSTRUCTION EQUIPMENT AND PERSONNEL SHALL YIELD TO AIRCRAFT TRAFFIC AT ALL TIMES.
20.

ACTIVITIES PERFORMED BY THE CONTRACTOR REQUIRING THE USE OF CONSTRUCTION EQUIPMENT WITH A HEIGHT GREATER THAN 15 FEET SHALL BE COORDINATED WITH THE AIRPORT. LOCATION AND HEIGHTS OF STOCKPILED MATERIAL TO BE USED IN THE CONSTRUCTION SHALL BE APPROVED IN ADVANCE BY THE ENGINEER. AN FAA 7460-1 FORM WILL BE REQUIRED TO BE FILED WITH THE FAA, AND SHALL BE FILED A MINIMUM OF 45 DAYS PRIOR TO USE OF THE PROPOSED EQUIPMENT.
21.

ALL CONSTRUCTION VEHICLES AND EQUIPMENT OPERATING IN THE AIRPORT OPERATIONS AREA DURING DAYLIGHT HOURS MUST BE PROVIDED WITH A FLAG ATTACHED TO THE VEHICLE SO THAT THE FLAG WILL BE READILY VISIBLE OR A 360° ROTATING AMBER BEACON. THE FLAG SHALL BE THREE FEET SQUARE CONSISTING OF AVIATION ORANGE AND WHITE SQUARED ON EACH SIDE. ALL CONSTRUCTION VEHICLES AND EQUIPMENT OPERATING ON AIRPORT PROPERTY AT NIGHT MUST BE PROVIDED WITH A 360° ROTATING/FLASHING AMBER BEACON ATTACHED TO THE VEHICLE SO THAT THE LIGHTS WILL BE READILY VISIBLE. ALL CONSTRUCTION VEHICLES AND EQUIPMENT PARKED WITHIN THE AOA AFTER A SHIFT IS COMPLETED ARE REQUIRED TO BE EQUIPPED WITH A FLAG. ALL HAUL TRUCKS ARE REQUIRED TO BE EQUIPPED WITH A FLAG AT ALL TIMES WITHIN THE AOA.
22.

THE CONTRACTOR SHALL DESIGNATE A PERSON AND TWO BACKUP PEOPLE WHO CAN BE CONTACTED 24 HOURS A DAY IN THE EVENT OF AN EMERGENCY. THESE PEOPLE SHALL BE AUTHORIZED TO MAKE FIELD DECISIONS ON THE COMPANY'S BEHALF AND BE ABLE TO RESPOND WITHIN TWO HOURS OF INITIAL CONTACT.
23.

ACCESS FOR AIRPORT RESCUE AND FIRE FIGHTING (ARFF) OR LOCAL RESCUE AND FIRE FIGHTING EQUIPMENT AND PERSONNEL SHALL BE MAINTAINED AT ALL TIMES. THE ARFF OR LOCAL OPERATIONS SHALL HAVE RIGHT-OF-WAY OVER ALL CONTRACTOR'S OPERATIONS AT ALL TIMES.
24.

ALL WORK SHALL BE PERFORMED PER THE PROJECT PLANS AND SPECIFICATIONS AND SHALL BE COORDINATED WITH SCOTTSDALE AIRPORT OPERATIONS STAFF.

ITEM NO.	SPEC. ITEM	ITEM DESCRIPTION	UNIT	PLAN QUANTITY	AS-BUILT QUANTITY
1	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM	LS	1	
2	C-102-5.1	PREPARE, MONITOR, AND IMPLEMENT STORM WATER POLLUTION PREVENTION PLAN (SWPPP)	LS	1	
3	C-105-6.1	MOBILIZATION	LS	1	
4	SP-100-3.1	AIRFIELD SAFETY AND TRAFFIC CONTROL	LS	1	
5	SP-100-3.2	CONSTRUCTION STAKING AND SURVEY LAYOUT	LS	1	
6	SP-100-3.3	TEMPORARILY REMOVE AND REINSTALL AIRFIELD LIGHT FIXTURE	EA	15	
7	SP-102-5.1	CRUSHED AGGREGATE SLOPE PROTECTION ROCK, NEW	SY	80	
8	SP-102-5.2	CRUSHED AGGREGATE SLOPE PROTECTION ROCK, SALVAGED	SY	480	
9	SP-209-5.1	PREPARE UNDERLYING BASE COURSE	SY	2,430	
10	SP-209-5.2	UNSUITABLE SUBGRADE REPAIR	SY	490	
11	P-101-5.1	PAVEMENT REMOVAL, COLD MILLING, FULL DEPTH	SY	2,430	
12	P-401-8.1	ASPHALT SURFACE COURSE	TON	640	
13	P-603-5.1	EMULSIFIED ASPHALT TACK COAT	TON	1	
14	P-620-5.1	PAVEMENT MARKINGS, YELLOW, WITH REFLECTIVE MEDIA, TYPE I	SF	1,430	
15	P-620-5.2	PAVEMENT MARKINGS, YELLOW, WITH REFLECTIVE MEDIA, TYPE III	SF	210	
16	P-620-5.3	PAVEMENT MARKINGS, BLACK	SF	2,350	
17	P-620-5.4	PAVEMENT MARKINGS, WHITE, WITH REFLECTIVE MEDIA, TYPE I	SF	680	

Mead & Hunt

Mead and Hunt, Inc.
8800 E Raintree Dr, Ste 285
Scottsdale, AZ 85260
phone: 480-718-1896
meadhunt.com

© Copyright 2022 Mead & Hunt, Inc.
This document, or any portion thereof, shall not be duplicated, disclosed, or used on any other project or extension of this project except by written agreement with Mead & Hunt, Inc. Mead & Hunt shall not be responsible for any unauthorized use of, or alteration to these documents.

SCOTTSDALE AIRPORT
TAXIWAY A4 REHABILITATION

15000 N AIRPORT DRIVE
SCOTTSDALE, ARIZONA, 85260

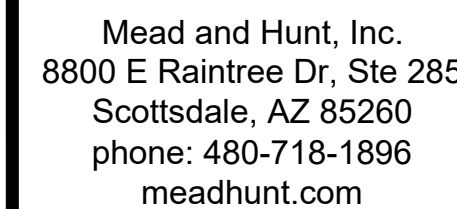
ISSUED
BID SET

AIP NO.: 3-04-0032-046-2023
MSH NO.: 2886300-222849.01
DATE: MARCH 2023
DESIGNED BY: BJM
DRAWN BY: BJM
CHECKED BY: DPS
DO NOT SCALE DRAWINGS

SHEET CONTENTS
GENERAL NOTES &
QUANTITY TABLE

SHEET NO. 3 of 13

G-003



© Copyright 2022 Mead & Hunt, Inc.
This document, or any portion thereof, shall not be duplicated, disclosed, or used on any other project or extension of this project except by written agreement with Mead & Hunt, Inc. Mead & Hunt shall not be responsible for any unauthorized use of, or alteration to these documents.

15000 N AIRPORT DRIVE
SCOTTSDALE, ARIZONA, 85260

ISSUED
BID SET

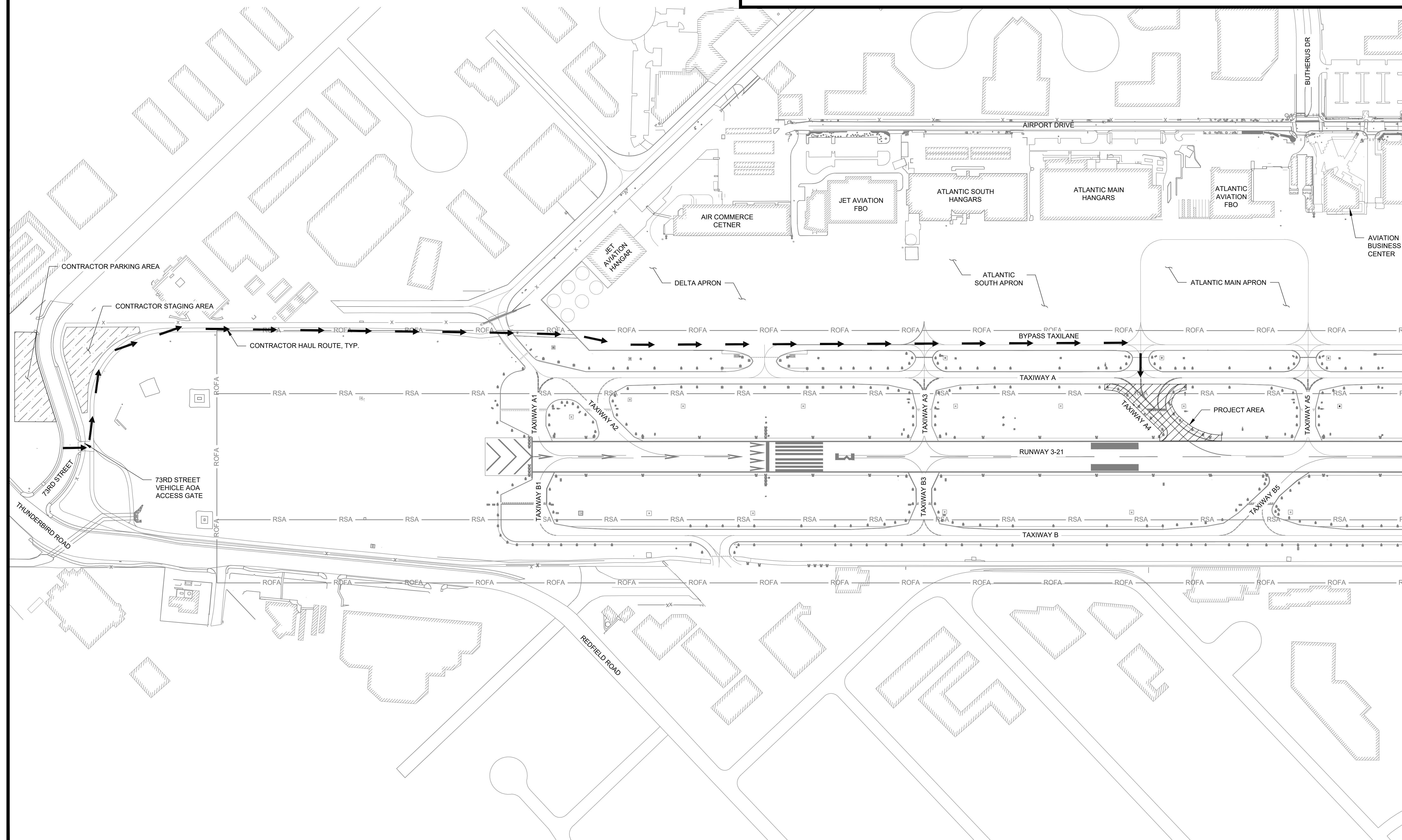
AIP NO.: 3-04-0032-046-2023
M&H NO.: 2886300-222849.01
DATE: MARCH 2023
DESIGNED BY: BJM
DRAWN BY: BJM
CHECKED BY: DPS
DO NOT SCALE DRAWINGS

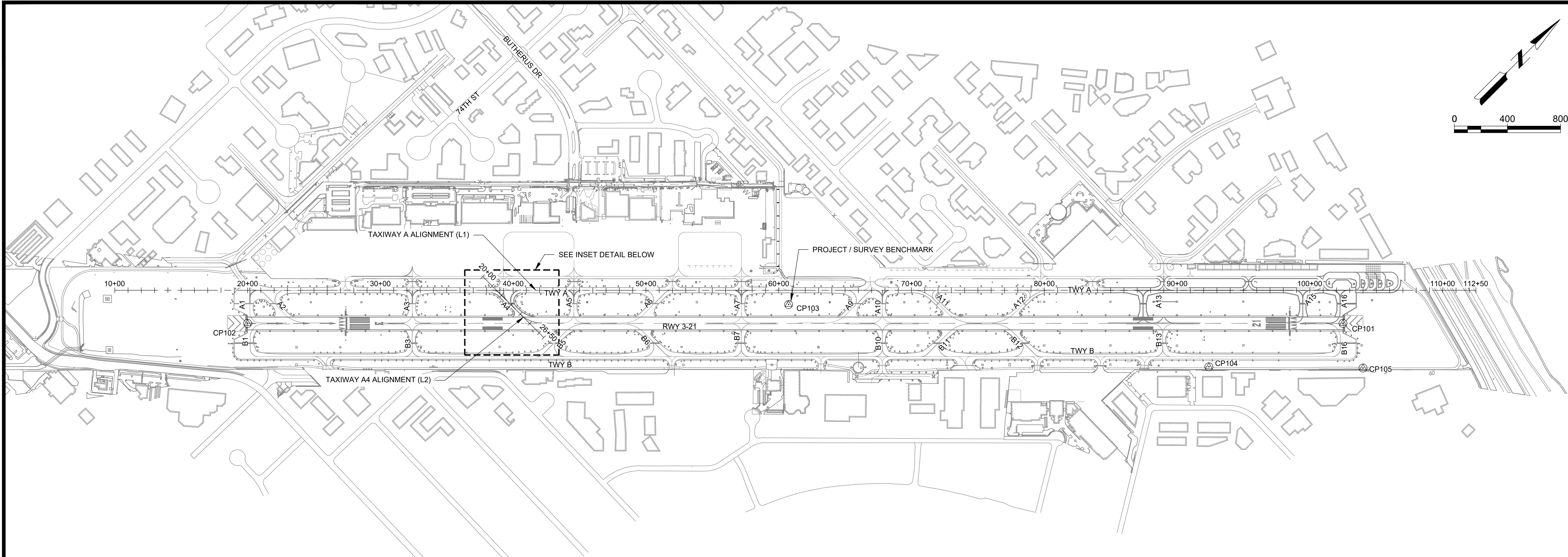
SHEET CONTENTS

PROJECT LAYOUT
PLAN

SHEET NO. 4 of 13

G-021





BASIS OF SURVEY:

SURVEY ON THE PROJECT AREA WAS PERFORMED BY TRACE CONSULTING, LLC IN OCTOBER / NOVEMBER 2015. SURVEY WAS NOT VERIFIED DURING THE DESIGN PHASE OF THIS PROJECT.

NGS CONTROL POINT DESIGNATED SDL D, PID AA3551 (PAC), A BRASS CAP LOCATED AT THE SCOTTSDALE AIRPORT, NORTH OF THE CITY OF SCOTTSDALE, AZ WHICH IS 14 MILES NORTHEAST OF THE INTERSECTION OF 1-10 AND 1-17. STATION IS LOCATED IN THE MIDDLE SECTION OF THE AIRPORT BETWEEN THE RUNWAY AND PARALLEL TAXIWAY A HAVING AN ELEVATION OF 1470.01, NAVD88 VERTICAL DATUM. CONTRACTOR TO VERIFY LOCAL SURVEY CONTROL POINTS AND PROJECT BENCHMARK PRIOR TO START OF CONSTRUCTION.

PRIMARY BENCHMARK USED:

SDL D PID AA3351 (PAC)
NORTHING: 954234.205
EASTING: 701710.220
ELEVATION: 1470.01

PRIMARY HORIZONTAL CONTROL:

NORTH END THRESHOLD MONUMENT (BRASS CAP)
NORTHING: 957123.510
EASTING: 704729.520

SOUTH END THRESHOLD MONUMENT (BRASS CAP)
NORTHING: 951188.460
EASTING: 699000.650

SECONDARY CONTROL POINT

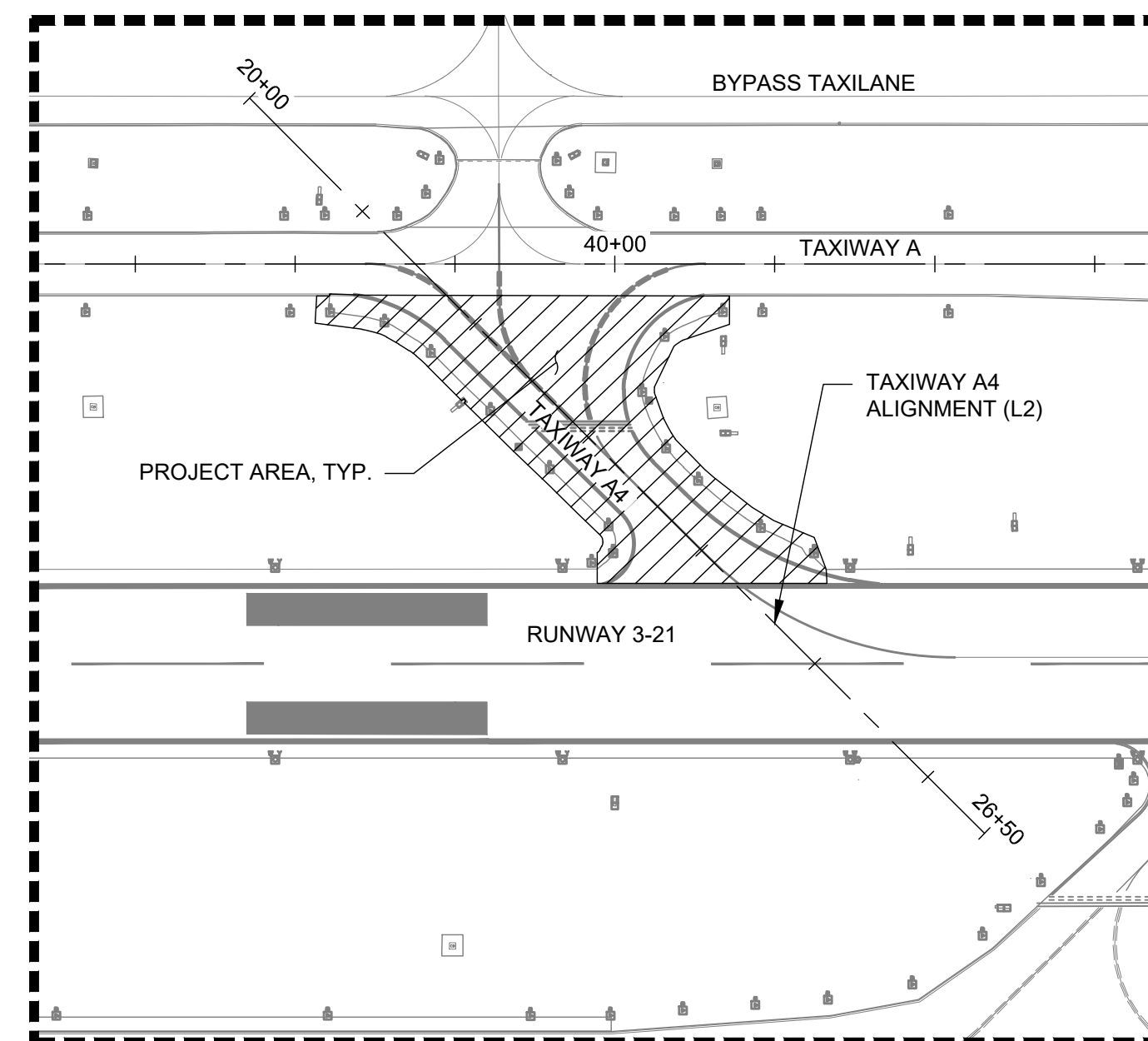
CP 104 (PK NAIL)
NORTHING: 956169.979
EASTING: 704263.263
ELEVATION: 1497.77

ALIGNMENT LINE DATA								
LINE #	LENGTH	BEARING	STATION START	END STATION	ALIGNMENT START NORTHING	ALIGNMENT START EASTING	ALIGNMENT END NORTHING	ALIGNMENT END EASTING
L1	10250.00	N43° 59' 14.29"E	10+00.00	112+50.00	N: 950642.59	E: 698126.28	N: 958017.40	E: 705244.89
L2	650.00	N88° 59' 14.64"E	20+00.00	26+50.00	N: 952708.55	E: 699976.54	N: 952720.03	E: 700626.44

CONTROL POINTS				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
101	957123.510	704729.520	1510.52	NORTH END THRESHOLD MONUMENT (BRASS CAP)
102	951188.460	699000.650	1444.42	SOUTH END THRESHOLD MONUMENT (BRASS CAP)
103	954234.205	701710.220	1470.01	NGS BC SDL D (PAC) (BRASS CAP)
104	956169.979	704263.263	1497.77	PK NAIL
105	956998.818	705076.165	1508.55	PK NAIL

GENERAL NOTES:

- CONTRACTOR SHALL COORDINATE PRELIMINARY CONSTRUCTION SURVEY EFFORTS WITH AIRPORT OPERATIONS. INITIAL SURVEY VERIFICATION WORK WILL REQUIRE ACCESS TO CONTROL POINTS WITHIN THE RUNWAY SAFETY AREA. CONTRACTOR'S SURVEYOR SHALL PLAN FOR ALL SURVEY WORK TO BE PERFORMED AT NIGHT BETWEEN HOURS OF 9 PM TO 6 AM, IF PERFORMED PRIOR TO START OF CONSTRUCTION.
- CONTRACTOR SHALL ESTABLISH NEW CONTROL POINTS NEAR PROJECT LIMITS TO BE USED DURING CONSTRUCTION.
- CONTRACTOR SHALL INCLUDE ALL ASSOCIATED COSTS IN THE CONTRACT ITEM FOR CONSTRUCTION STAKING AND SURVEY LAYOUT.



INSET DETAIL
SCALE 1" = 100'

Mead & Hunt

Mead and Hunt, Inc.
8800 E Raintree Dr, Ste 285
Scottsdale, AZ 85260
phone: 480-718-1896
meadhunt.com

© Copyright 2022 Mead & Hunt, Inc.
This document, or any portion thereof, shall not be duplicated, disclosed, or used on any other project or extension of this project except by written agreement with Mead & Hunt, Inc. Mead & Hunt shall not be responsible for any unauthorized use of, or alteration to these documents.

SCOTTSDALE AIRPORT TAXIWAY A4 REHABILITATION

15000 N AIRPORT DRIVE
SCOTTSDALE, ARIZONA, 85260

ISSUED
BID SET

AIP NO.: 3-04-0032-046-2023
MSH NO.: 2886300-222849.01
DATE: MARCH 2023
DESIGNED BY: BJM
DRAWN BY: BJM
CHECKED BY: DPS
DO NOT SCALE DRAWINGS

SHEET CONTENTS
SURVEY CONTROL
PLAN

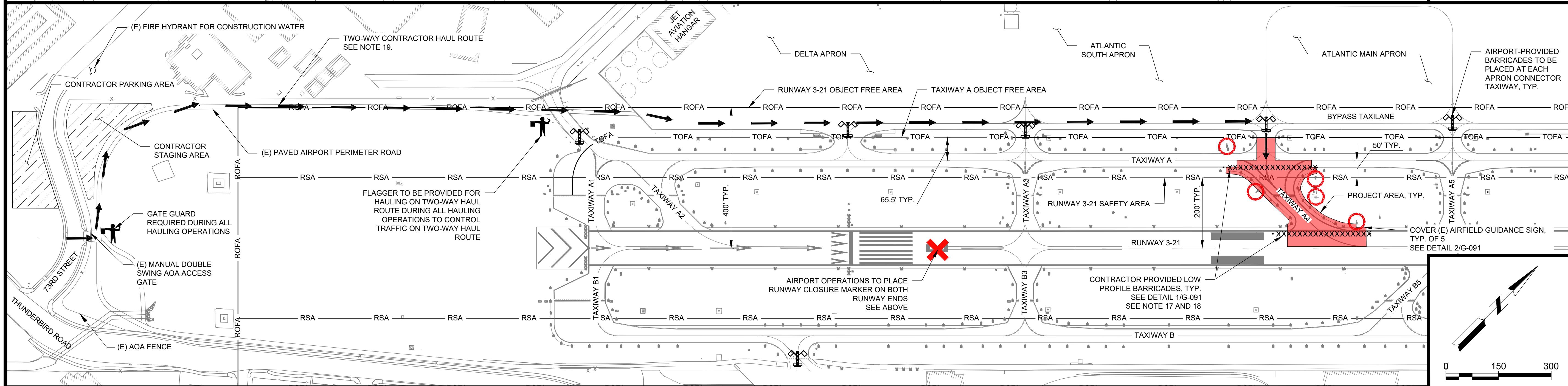
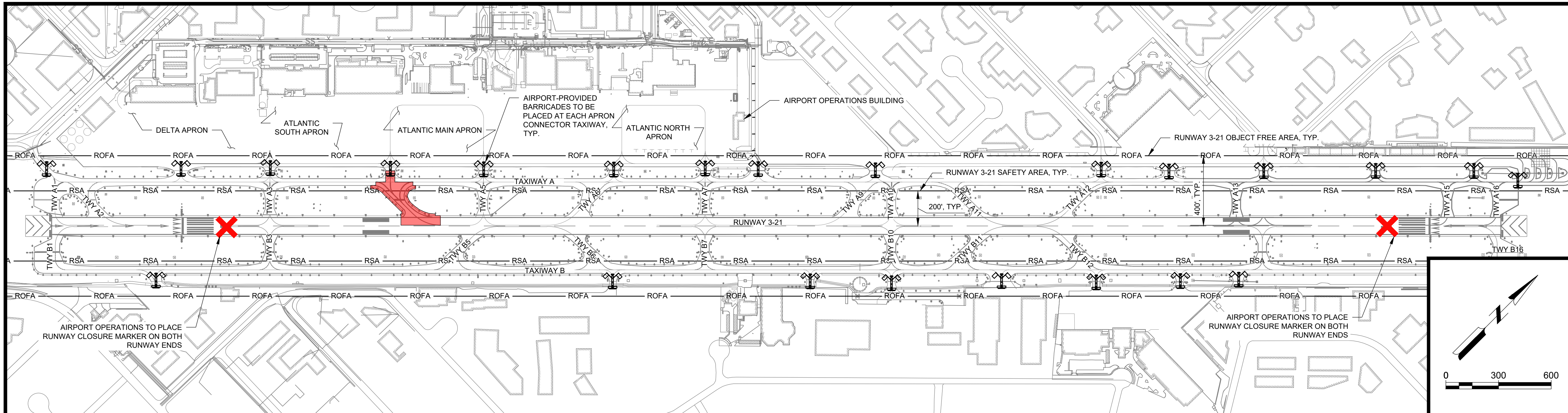
SHEET NO. 5 of 13

G-041

SCOTTSDALE AIRPORT
TAXIWAY A4 REHABILITATION15000 N AIRPORT DRIVE
SCOTTSDALE, ARIZONA, 85260ISSUED
BID SETAIP NO.: 3-04-0032-046-2023
M&H NO.: 2886300-222849.01
DATE: MARCH 2023
DESIGNED BY: BJM
DRAWN BY: BJM
CHECKED BY: DPS
DO NOT SCALE DRAWINGSSHEET CONTENTS
CONSTRUCTION
SAFETY AND PHASING
PLAN

SHEET NO. 6 of 13

G-081



GENERAL PHASING NOTES:

1. RUNWAY CLOSURE MARKERS WILL BE PROVIDED, POSITIONED, MAINTAINED, AND FUELED BY THE AIRPORT.
2. ALL CONSTRUCTION VEHICLES AND EQUIPMENT OPERATING ON AIRPORT PROPERTY AT NIGHT SHALL BE PROVIDED WITH A 360 DEGREE FLASHING AMBER BEACON ATTACHED TO THE VEHICLE SO THAT THE LIGHTS WILL BE READILY VISIBLE.
3. ALL CONSTRUCTION VEHICLES AND EQUIPMENT PARKED WITHIN THE AOA AFTER A SHIFT IS COMPLETED SHALL BE EQUIPPED WITH A FLAG.
4. ALL HAUL TRUCKS SHALL BE EQUIPPED WITH A FLAG AND A 360 DEGREE FLASHING AMBER BEACON AT ALL TIMES WITHIN THE AOA.
5. CONTRACTOR SHALL MAINTAIN VEHICLE ACCESS ON THE PERIMETER SERVICE ROAD AT ALL TIMES DURING CONSTRUCTION.
6. ALL HAUL ROUTES NOT ON ACTIVE PAVEMENT SHALL BE DELINEATED WITH TRAFFIC CONES, UNLESS OTHERWISE APPROVED BY AIRPORT OPERATIONS STAFF.
7. ALL PAVEMENT USED FOR HAULING SHALL BE SWEEP/VACUUMED PRIOR TO OPENING TO AIRCRAFT TRAFFIC AFTER EACH SHIFT.
8. A VACUUM SWEEPER MUST BE MAINTAINED ONSITE FOR THE PROJECT DURATION AND BE CAPABLE OF PICKING UP DEBRIS ON PAVED SURFACES. ELGIN CROSSWIND OR EQUIVALENT. THE VACUUM SWEEPER IS REQUIRED TO HAVE NYLON BRISTLES. A VACUUM SWEEPER WITH METAL BRISTLES IS NOT ALLOWED.
9. PROJECT WORK IS WITHIN 200' OF THE RUNWAY CENTERLINE AND REQUIRES NIGHTLY AIRPORT CLOSURE TO COMPLETE THE PROJECT. THE RUNWAY CLOSURE SHALL BE FROM FROM 2100-0600 HOURS.
10. EXACT LOCATIONS OF THE PLACEMENT OF BARRICADES SHALL BE AS APPROVED BY THE AIRPORT.
11. PARKING FOR CONSTRUCTION PERSONNEL SHALL BE IN THE OPEN LOT ACROSS FROM THE 73RD STREET AOA ACCESS GATE, AS NOTED ABOVE.
12. PRIOR TO REOPENING THE RUNWAY AFTER NIGHT CLOSURES ALL OPEN TRENCHES AND EXCAVATIONS SHALL BE FILLED/COVERED ACCORDING TO THE CSPP, AND APPROVED BY THE AIRPORT.

13. ALL AIRFIELD GUIDANCE SIGNS SHALL BE COVERED AS NOTED ABOVE AND APPROVED BY THE AIRPORT.
14. AT THE END OF EACH WORK SHIFT, THE GROUND SURFACE WITHIN THE RSA AND TOFA SHALL NOT CONTAIN EDGES EXCEEDING 3 INCHES IN DEPTH OR SLOPES GREATER THAN 5%. CONTRACTOR SHALL BUILD TEMPORARY SLOPES AS NECESSARY TO MEET GRADING STANDARDS INSIDE THE PROJECT AREA. ALL COSTS TO BE INCLUDED IN THE AIRFIELD SAFETY AND TRAFFIC CONTROL BID ITEM.
15. CONTRACTOR SHALL PROTECT EXISTING ASPHALT PAVEMENT AND CASPR ALONG APPROVED HAUL ROUTES.
16. NO STOCKPILES GREATER THAN 15 FEET ARE ALLOWED IN THE STAGING AREA.
17. LOW PROFILE BARRICADES PLACED ALONG RUNWAY 3-21 SHALL NOT BE PLACED ON RUNWAY PAVEMENT. BARRICADES SHALL BE PLACED AT THE END OF EACH WORK SHIFT OUTSIDE THE RUNWAY EDGE STRIPE, CONTINUOUSLY LINKED, AND WATER-FILLED.
18. LOW PROFILE BARRICADES PLACED ALONG TAXIWAY A SHALL BE PLACED 20 FEET OFF THE TAXIWAY A CENTERLINE, CONTINUOUSLY LINKED, AND WATER-FILLED.
19. CONTRACTOR IS REQUIRED TO COMPACT AND ROLL OUT ALL TIRE MARKS IN THE CASPR ALONG TAXIWAY A4, PERIMETER ROAD, AND STAGING AREA AT THE COMPLETION OF THE PROJECT.

PROJECT ELEMENTS

DESCRIPTION:

- PUSH BACK AND SALVAGE CASPR (SP-102)
- REMOVE AND SALVAGE TAXIWAY EDGE LIGHT FIXTURES (SP-100)
- COLD MILL EXISTING ASPHALT PAVEMENT, FULL DEPTH (P-101)
- PREPARE UNDERLYING BASE COURSE (SP-209)
- PAVE ASPHALT SURFACE COURSE (P-401)
- PLACE NEW CASPR AND RESTORE SALVAGED CASPR (SP-102)
- INSTALL SALVAGED TAXIWAY EDGE LIGHT FIXTURES (SP-100)
- APPLY NEW PAVEMENT MARKINGS (P-620)

TOTAL DURATION:
• 9 WORKING DAYS

RUNWAY CLOSURES:

- 9 NIGHT CLOSURES OF RUNWAY 3-21 (2100-0600)
- PRIOR TO THE END OF EACH NIGHT CLOSURE SHIFT, BEFORE THE AIRPORT INSPECTION AND OPENING OF THE RUNWAY, THE CONTRACTOR SHALL BUILD TEMPORARY SLOPES AS NECESSARY TO MAINTAIN A GROUND SURFACE WITHIN THE RSA WHICH DOES NOT CONTAIN EDGES EXCEEDING 3 INCHES OR SLOPES GREATER THAN 5%.

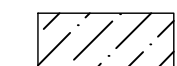
OPERATIONAL IMPACT:

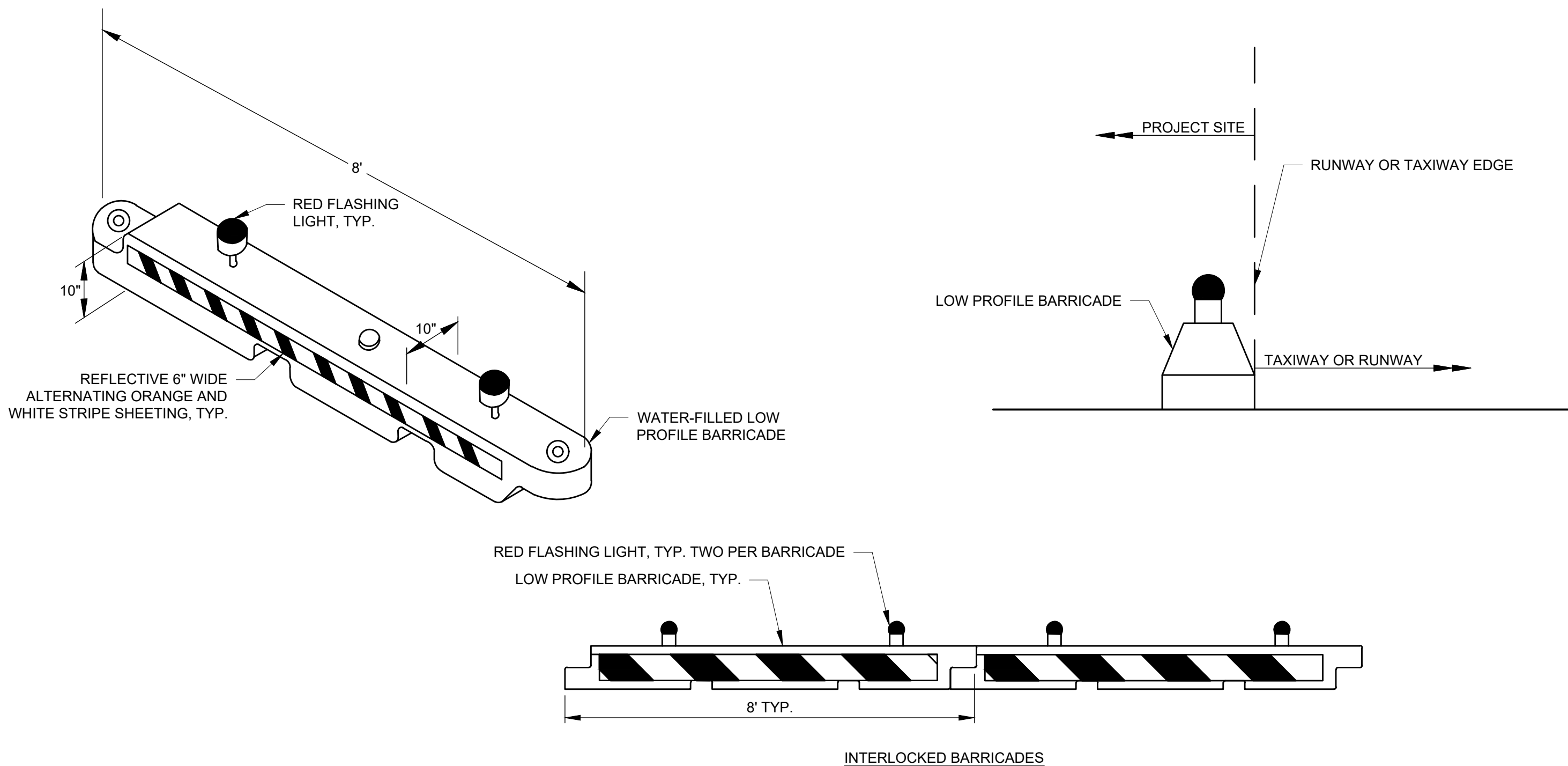
- TAXIWAY A4 WILL BE CLOSED FOR THE TOTAL DURATION.
- AIRPORT WILL BE CLOSED DURING NIGHT WORK SHIFTS.

PHASING REQUIREMENTS:

- CONTRACTOR SHALL BLACK OUT THE EXISITING TAXIWAY A4 CENTERLINE MARKING ON RUNWAY 3-21 AND TAXIWAY A.
- TAXIWAY EDGE LIGHTS ON TAXIWAY A4 SHALL BE REMOVED AND SALVAGED DURING CONSTRUCTION. THE LIGHT BASE SHALL BE COVERED TO PREVENT CONSTRUCTION DEBRIS FROM ENTERING LIGHT BASE.
- CONTRACTOR SHALL OBSCURE AIRFIELD GUIDANCE SIGNS AS SHOWN ABOVE

LEGEND:

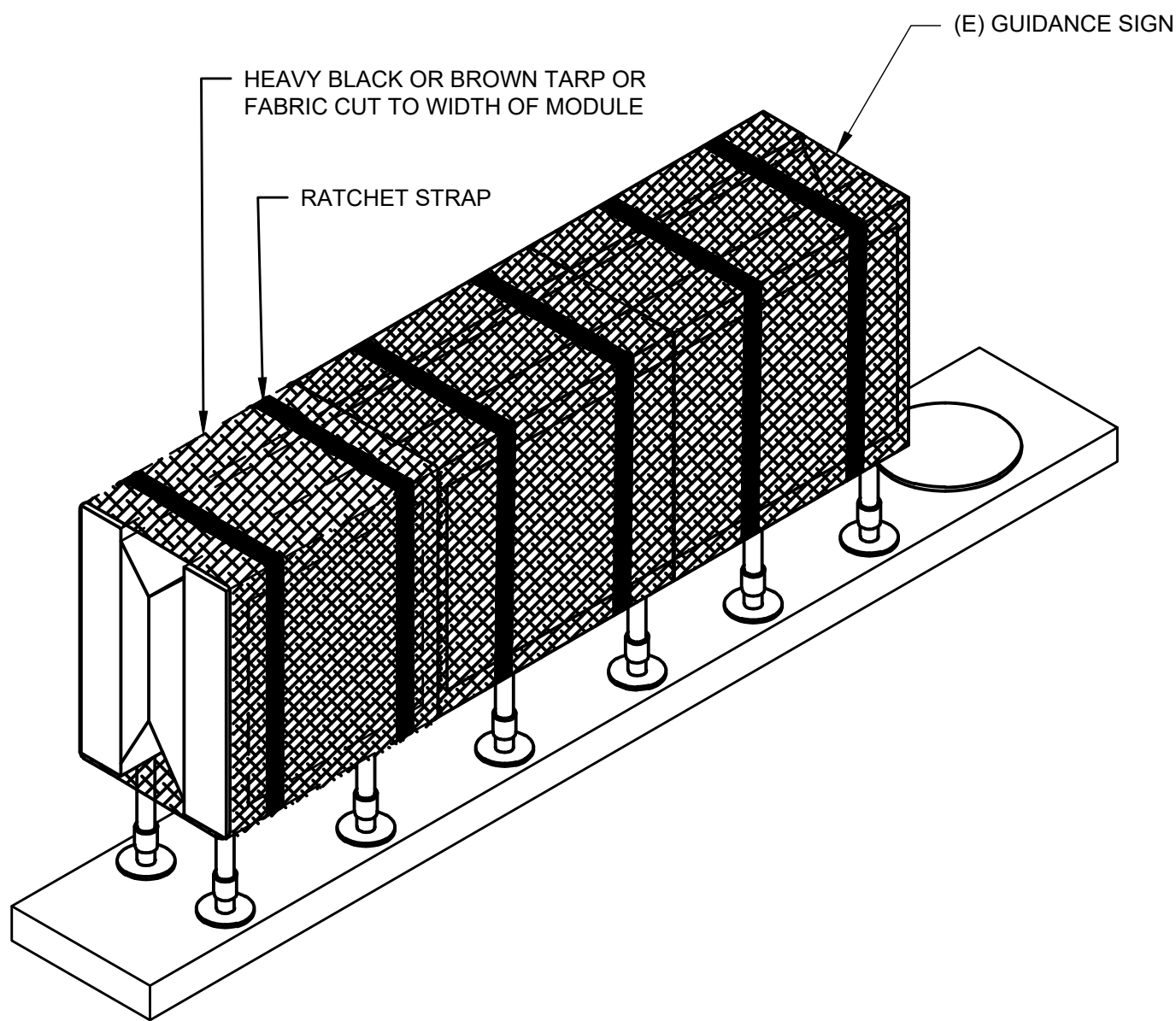
-  PROJECT AREA
-  CONTRACTOR STAGING AND PARKING AREA
-  CONTRACTOR HAUL ROUTE
-  CONTRACTOR PROVIDED LOW PROFILE BARRICADES SEE DETAIL 1/G-091
-  AIRPORT-PROVIDED LIGHTED RUNWAY CLOSURE MARKER
-  AIRPORT-PROVIDED BARRICADE DURING RUNWAY CLOSURES
-  COVER (E) AIRFIELD GUIDANCE SIGN SEE DETAIL 2/G-091



NOTES:

1. CONTRACTOR SHALL DETERMINE THE NUMBER OF INTERLOCKED LOW PROFILE BARRICADES AND LIGHTS REQUIRED TO COMPLETE THE PROJECT BASED ON THE PHASING REQUIREMENTS SHOWN ON THESE PLANS. CONTRACTOR SHALL CONFIRM BARRICADE LOCATIONS AT THE PRE-CONSTRUCTION MEETING.
2. INSTALL LOW PROFILE BARRICADES WHERE INDICATED ON PLANS OR AS INSTRUCTED BY THE RPR OR AIRPORT OPERATIONS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING, MOVING, LIGHTING, AND MAINTAINING THE BARRICADES DURING THE ENTIRE PROJECT.
4. BARRICADES SHALL BE FILLED WITH WATER AT ALL TIMES DURING CONSTRUCTION AND WEIGHTED AGAINST JET BLAST.
5. INSTALL SOLAR/BATTERY POWERED LIGHTS EQUALLY SPACED PER EACH BARRICADE AS SHOWN ON THESE PLANS. LIGHTS SHALL MAINTAIN SUCH INTENSITY SO AS TO BE READILY IDENTIFIED FROM DISTANCES OF 200' OR GREATER DURING PERIODS OF DARKNESS.
6. BARRICADES SHALL BE PLACED ACROSS ENTIRE TAXIWAY PAVEMENT TO PREVENT AIRCRAFT AND VEHICLE ENTRANCE TO PROJECT AREA.
7. BARRICADES SHALL BE MAINTAINED IN GOOD CONDITION AND FREE OF LEAKS AT ALL TIMES. CONTRACTOR TO REPLACE LEAKING OR DAMAGED BARRICADES AT THEIR EXPENSE.

1 **LOW PROFILE BARRICADE**
NO SCALE



NOTES:

1. CONTRACTOR SHALL NOT USE TAPE TO SECURE COVER TO SIGN.
2. MINIMUM TWO (2) STRAPS TO BE USED TO COVER EACH SIGN MODULE.
3. STRAPS AND COVER TO BE APPROVED BY AIRPORT OPERATIONS.
4. CONTRACTOR SHALL MAINTAIN ITEMS USED TO COVER/OBSCURE AIRFIELD SIGN THROUGHOUT DURATION OF PHASE.
5. CONTRACTOR SHALL DISCONNECT SIGN AND TRANSFORMER FROM THE TAXIWAY A OR RUNWAY 3-21 CIRCUIT INSIDE THE BASE CAN AND RECONNECT UPON PROJECT COMPLETION.
6. CONTRACTOR SHALL CONFIRM THE LOCATION AND SIZES OF AIRFIELD GUIDANCE SIGNS TO BE COVERED PRIOR TO START OF CONSTRUCTION.

2 **AIRFIELD GUIDANCE SIGN COVER**
NO SCALE

**Mead
& Hunt**

Mead and Hunt, Inc.
8800 E Raintree Dr, Ste 285
Scottsdale, AZ 85260
phone: 480-718-1896
meadhunt.com

© Copyright 2022 Mead & Hunt, Inc.
This document, or any portion thereof, shall not be duplicated, disclosed, or used on any other project or extension of this project except by written agreement with Mead & Hunt, Inc. Mead & Hunt shall not be responsible for any unauthorized use of, or alteration to these documents.

**SCOTTSDALE AIRPORT
TAXIWAY A4 REHABILITATION**

15000 N AIRPORT DRIVE
SCOTTSDALE, ARIZONA, 85260

ISSUED
BID SET

AIP NO.: 3-04-0032-046-2023
MSH NO.: 2886300-222849.01
DATE: MARCH 2023
DESIGNED BY: BJM
DRAWN BY: BJM
CHECKED BY: DPS
DO NOT SCALE DRAWINGS

SHEET CONTENTS
**CONSTRUCTION
SAFETY AND PHASING
PLAN - DETAIL**

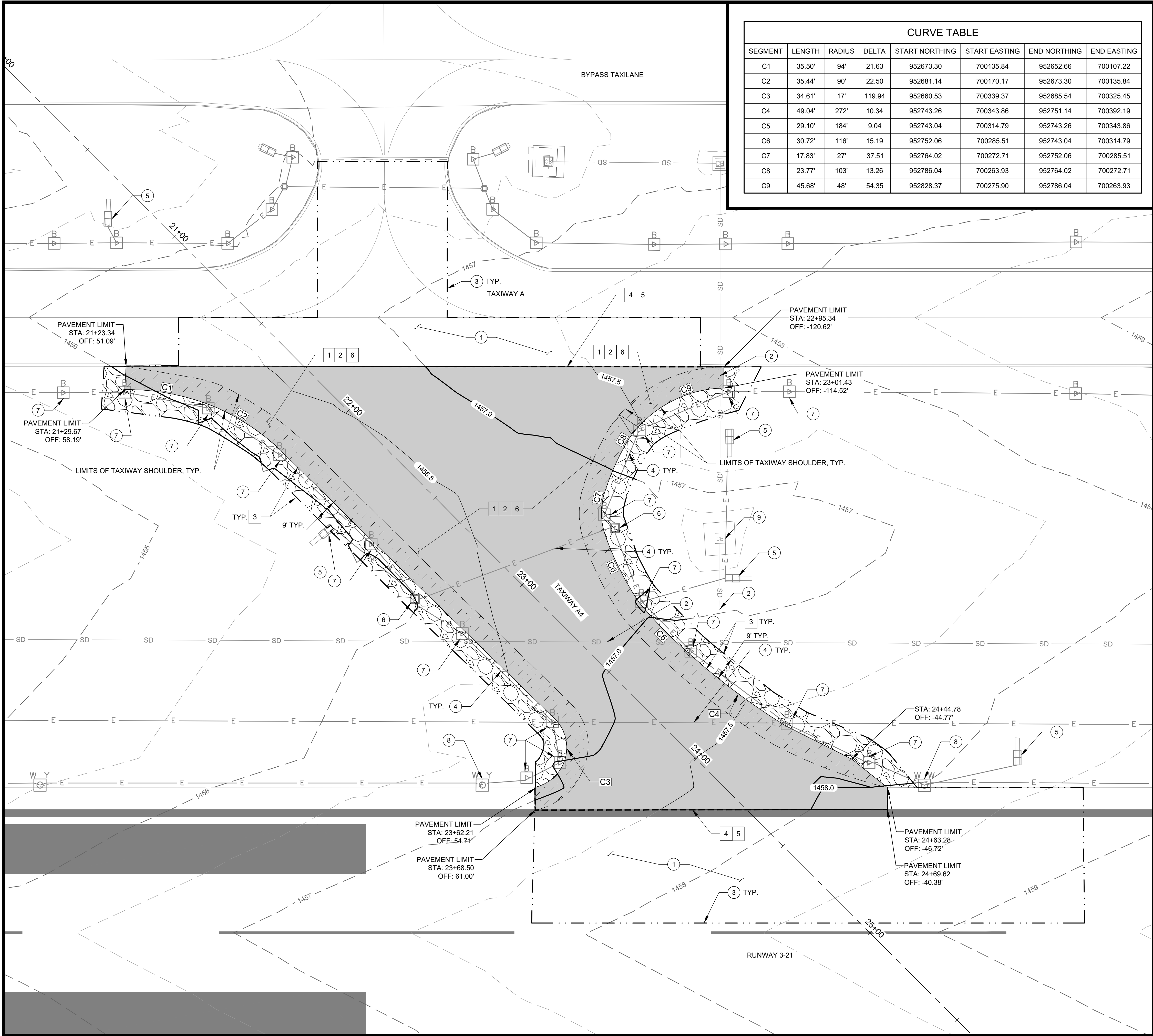
SHEET NO. 7 of 13

G-091

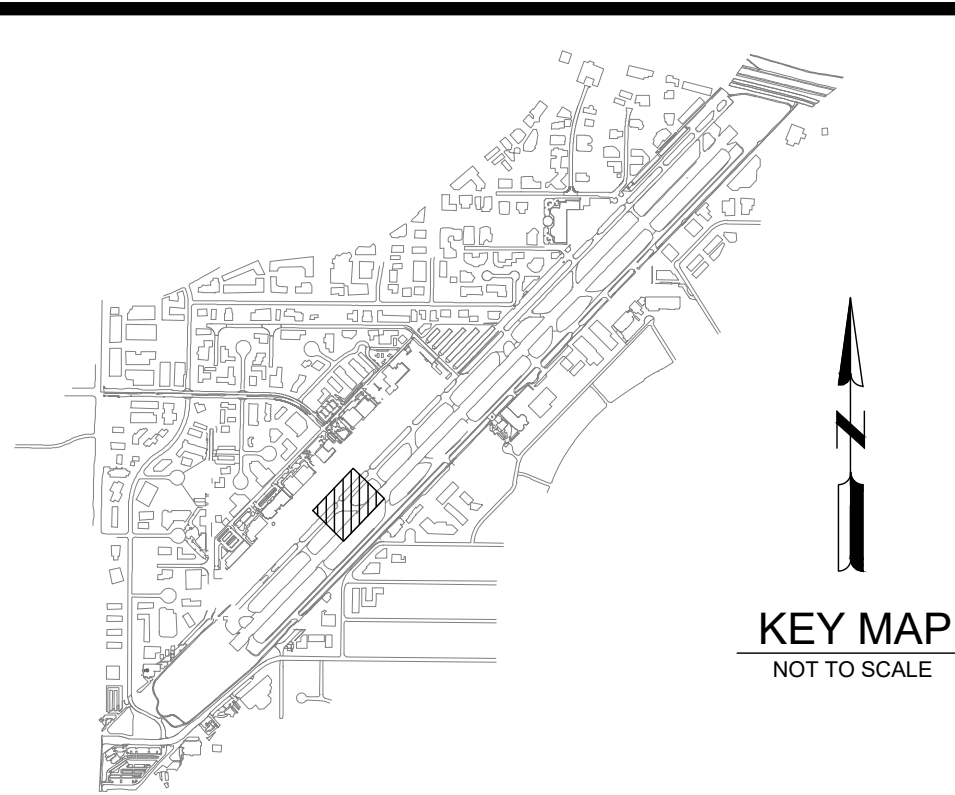


C-051

X:\2866300\222849.01\TECH\CADD\DRAWINGS\C-101 GRADING AND DRAINAGE PLAN.DWG
3/24/2023 10:22:35 AM



CURVE TABLE							
SEGMENT	LENGTH	RADIUS	DELTA	START NORTHING	START EASTING	END NORTHING	END EASTING
C1	35.50'	94'	21.63	952673.30	700135.84	952652.66	700107.22
C2	35.44'	90'	22.50	952681.14	700170.17	952673.30	700135.84
C3	34.61'	17'	119.94	952660.53	700339.37	952685.54	700325.45
C4	49.04'	272'	10.34	952743.26	700343.86	952751.14	700392.19
C5	29.10'	184'	9.04	952743.04	700314.79	952743.26	700343.86
C6	30.72'	116'	15.19	952752.06	700285.51	952743.04	700314.79
C7	17.83'	27'	37.51	952764.02	700272.71	952752.06	700285.51
C8	23.77'	103'	13.26	952786.04	700263.93	952764.02	700272.71
C9	45.68'	48'	54.35	952828.37	700275.90	952786.04	700263.93



GENERAL NOTES:

1. FINISHED GRADE OF ASPHALT SURFACE SHALL MATCH EXISTING GRADE. CONTRACTOR SHALL CONFIRM EXISTING PAVEMENT ELEVATIONS AT MATCH POINTS AND EVERY 50 FEET AT TAXIWAY A4 CENTERLINE, EDGE OF TAXIWAY, AND EDGE OF SHOULDER PAVEMENT. IF FIELD ELEVATIONS DO NOT MATCH INFORMATION SHOWN, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
2. AFTER COMPLETION OF PAVING FOR THE PROJECT, THE CONTRACTOR SHALL CRACK SEAL AROUND THE PERIMETER OF THE PROJECT LIMITS AS SHOWN ON PLANS AND SHALL CRACK SEAL ALL COLD JOINTS FROM PAVING OPERATIONS. COST FOR CRACK SEALING SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
3. ALL DAMAGED TAXIWAY EDGE LIGHTS, RUNWAY EDGE LIGHTS, AIRFIELD LIGHT BASES, ELECTRICAL PULLBOXES, CATCH BASINS, OR OTHER EXISTING AIRFIELD UTILITIES / EQUIPMENT CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

EXISTING FEATURES KEYNOTES

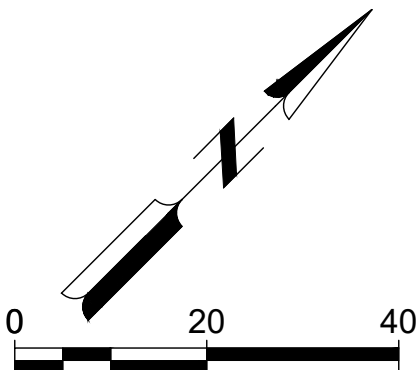
- 1 EXISTING ASPHALT PAVEMENT TO REMAIN, PROTECT IN PLACE
- 2 EXISTING STORM DRAIN LINE, PROTECT IN PLACE.
- 3 PROJECT LIMITS
- 4 EXISTING AIRFIELD ELECTRICAL LINE, PROTECT IN PLACE.
- 5 EXISTING AIRFIELD GUIDANCE SIGN, PROTECT IN PLACE.
- 6 EXISTING PULL BOX, PROTECT IN PLACE.
- 7 EXISTING LIGHT BASE AND/OR TAXIWAY EDGE LIGHT, PROTECT IN PLACE.
- 8 EXISTING RUNWAY EDGE LIGHT, PROTECT IN PLACE.
- 9 EXISTING CATCH BASIN AND CONCRETE APRON, PROTECT IN PLACE

PAVING KEYNOTES

- 1 ASPHALT SURFACE COURSE (P-401), 4.5-INCH DEPTH, SEE DETAIL 3/C-301
- 2 PREPARE UNDERLYING BASE, SEE DETAIL 3/C-301
- 3 RESTORE SALVAGED CASPR ALONG PAVEMENT EDGE AND PLACE (N) CASPR AS REQUIRED, SEE DETAIL 3/C-301
- 4 PAVING LIMIT
- 5 CRACK SEAL ALONG PROJECT LIMITS, SEE GENERAL NOTE 2
- 6 UNSUITABLE SUBGRADE REPAIR, SEE DETAIL 4/C-301

LEGEND

- TAXIWAY ASPHALT SURFACE COURSE (P-401), 4.5-INCH DEPTH
- TAXIWAY SHOULDER SURFACE COURSE (P-401), 4.5-INCH DEPTH
- RESTORE SALVAGED CASPR AND PLACE (N) CASPR
- CRACK SEAL ALONG PROJECT LIMITS, DO NOT SCALE DRAWINGS



Mead & Hunt
Mead and Hunt, Inc.
8800 E Raintree Dr, Ste 285
Scottsdale, AZ 85260
phone: 480-718-1896
meadhunt.com

SCOTTSDALE AIRPORT TAXIWAY A4 REHABILITATION

15000 N AIRPORT DRIVE
SCOTTSDALE, ARIZONA, 85260

ISSUED
BID SET

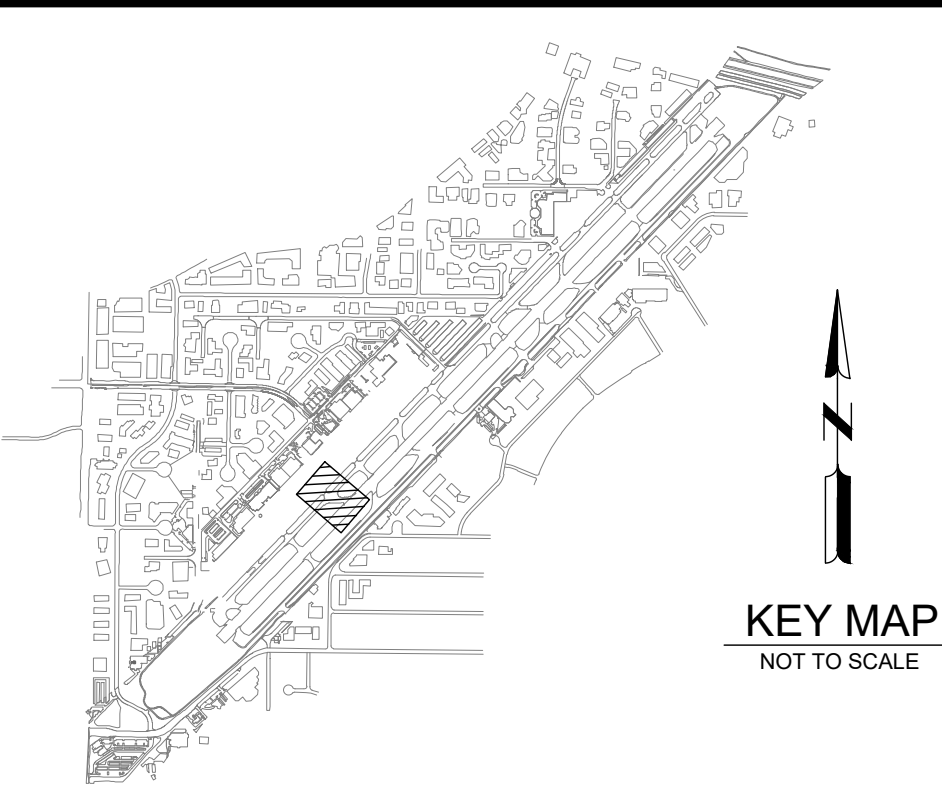
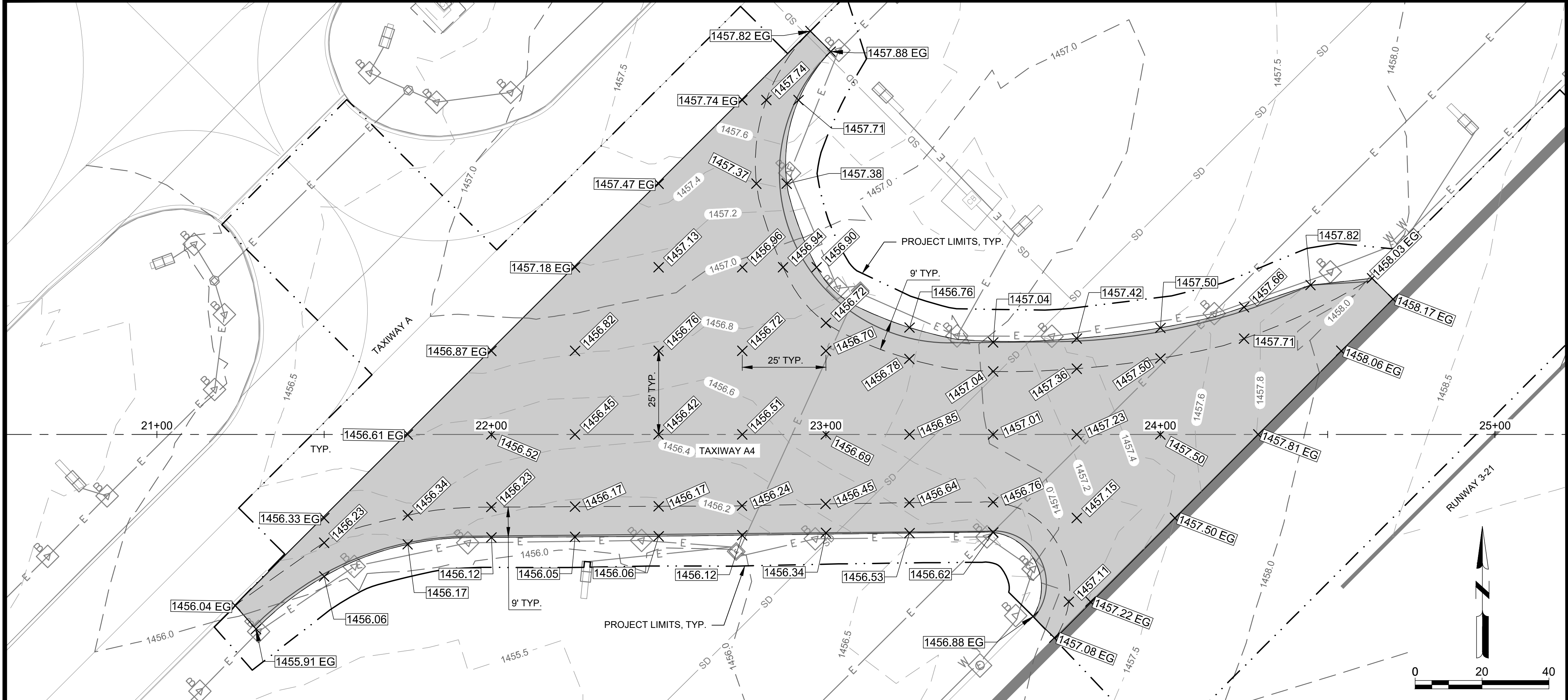
AIP NO.: 3-04-0032-046-2023
M&H NO.: 2886300-222849.01
DATE: MARCH 2023

DESIGNED BY: BJM
DRAWN BY: BJM
CHECKED BY: DPS
DO NOT SCALE DRAWINGS

SHEET CONTENTS
PAVING PLAN

SHEET NO. 9 of 13

C-101



GENERAL NOTES:

1. FINISHED GRADE OF ASPHALT SURFACE SHALL MATCH EXISTING GRADE. CONTRACTOR SHALL "AS-BUILT" THE FINAL ASPHALT SURFACE COURSE ACCORDING TO THE GRID SHOWN ON THESE PLANS.

Mead & Hunt
Mead and Hunt, Inc.
8800 E Raintree Dr, Ste 285
Scottsdale, AZ 85260
phone: 480-718-1896
meadhunt.com

© Copyright 2022 Mead & Hunt, Inc.
This document, or any portion thereof, shall not be duplicated, disclosed, or used on any other project or extension of this project except by written agreement with Mead & Hunt, Inc. Mead & Hunt shall not be responsible for any unauthorized use of, or alteration to these documents.

**SCOTTSDALE AIRPORT
TAXIWAY A4 REHABILITATION**

15000 N AIRPORT DRIVE
SCOTTSDALE, ARIZONA, 85260

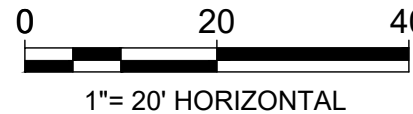
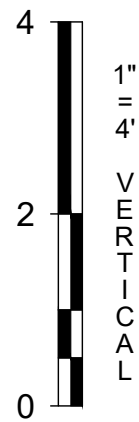
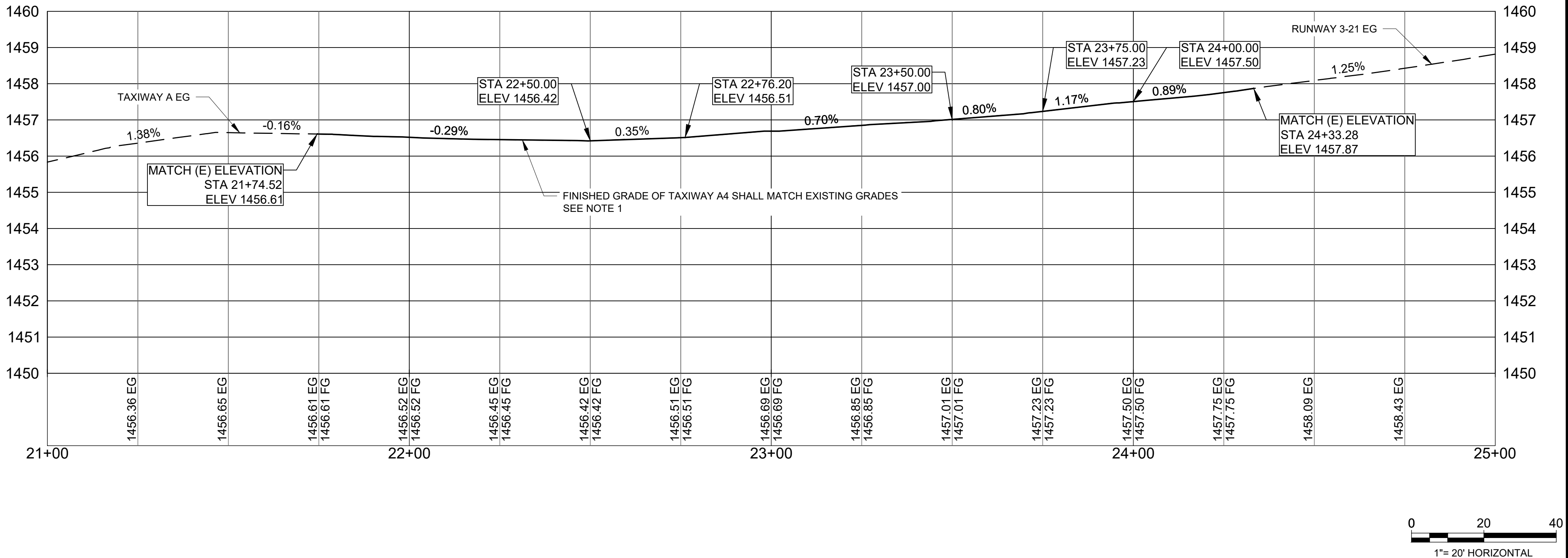
ISSUED
BID SET

AIP NO.: 3-04-0032-046-2023
M&H NO.: 2886300-222849.01
DATE: MARCH 2023
DESIGNED BY: BJM
DRAWN BY: DDC
CHECKED BY: DPS
DO NOT SCALE DRAWINGS

SHEET CONTENTS
TAXIWAY A4 PLAN
AND PROFILE

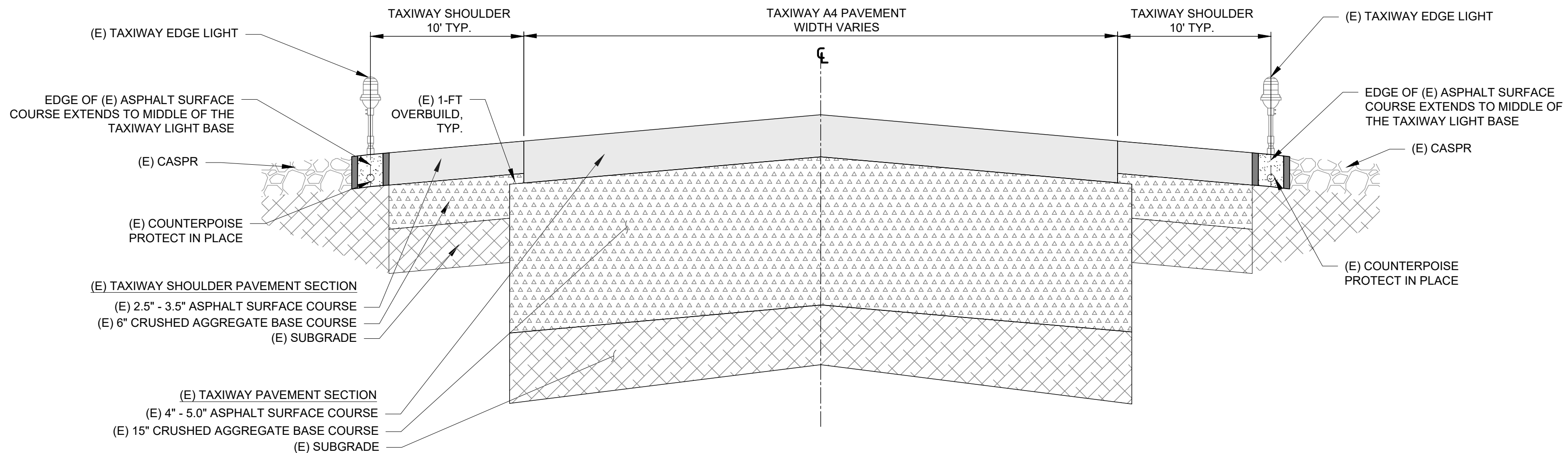
SHEET NO. 10 of 13

C-201

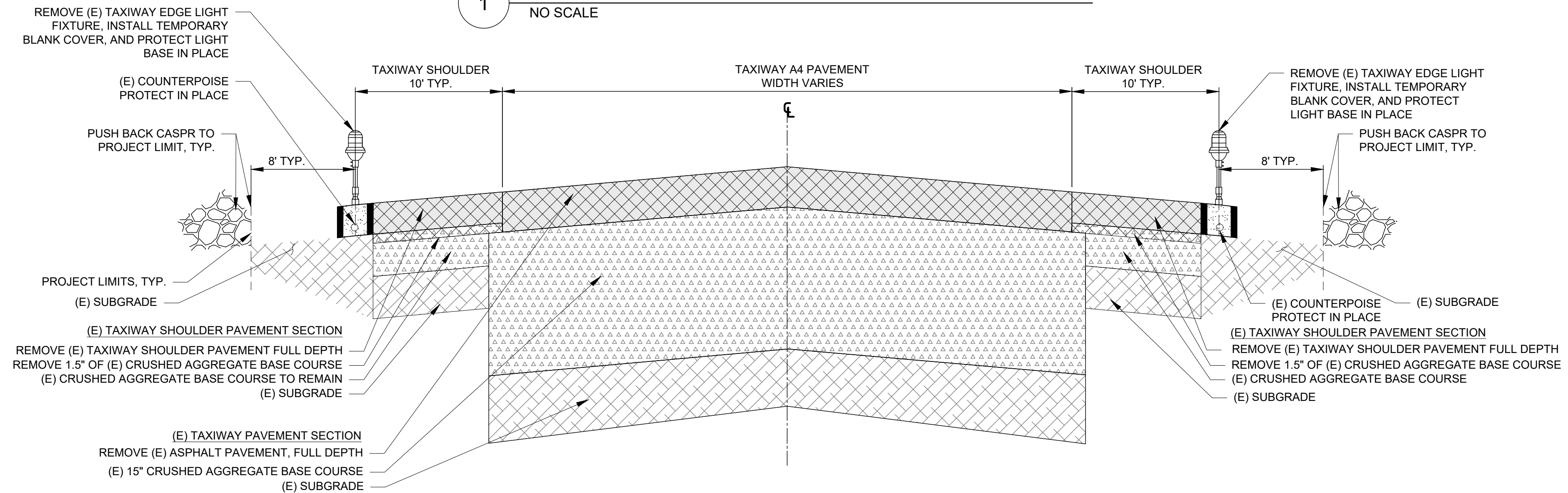


GENERAL NOTES:

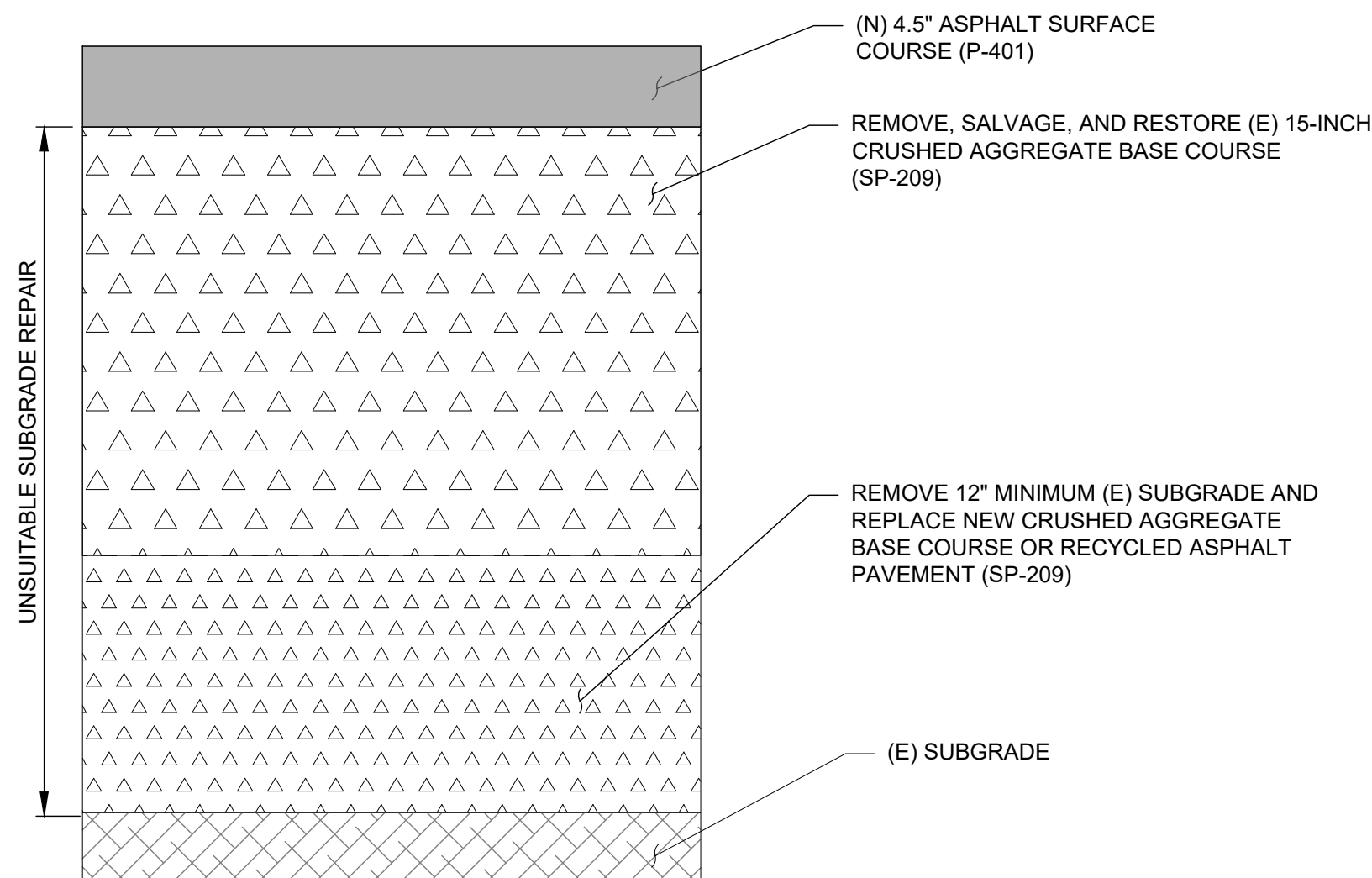
1. GEOTECHNICAL INVESTIGATION WAS NOT COMPLETED AS PART OF THIS PROJECT. THE EXISTING PAVEMENT SECTION DATA IS BASED ON THE AS-BUILTS OF THE ORIGINAL CONSTRUCTION OF TAXIWAY A4.
2. CONTRACTOR SHALL NOTIFY THE ENGINEER IF THE FIELD CONDITIONS OF THE EXISTING TAXIWAY PAVEMENT SECTION DO NOT REFLECT THE PAVEMENT SECTION REPRESENTED ABOVE.
3. IF AREAS OF THE UNDERLYING BASE COURSE ARE SOFT OR DEFLECT MORE THAN 1 INCH DURING PROOF ROLLING OPERATIONS, CONTRACTOR SHALL REPAIR THE UNSUITABLE AREA IN ACCORDANCE WITH SPECIFICATION SP-209 AND DETAIL 4/C-301. CONTRACTOR SHALL ONLY PROCEED WITH THIS WORK AFTER RECEIVING APPROVAL FROM THE ENGINEER. CONTRACTOR SHALL QUANTIFY THE AREA IN THE FIELD FOR PAYMENT.
4. EXISTING COUNTERPOISE IS 4- TO 10-INCHES BELOW GROUND ELEVATION AND IS INSTALLED BETWEEN TAXIWAY EDGE LIGHTS. GROUND RODS ARE AT EACH LIGHT BASE AT AN APPROXIMATE DEPTH OF 12-INCHES BELOW GROUND ELEVATION. CONTRACTOR SHALL PROTECT COUNTERPOISE AND GROUND RODS IN PLACE WHEN SCARIFY AND RECOMPACTING EXISTING SUBGRADE TO A 6-INCH DEPTH. ANY DAMAGED COUNTERPOISE, GROUNDING RODS, OR OTHER ELECTRICAL COMPONENTS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.



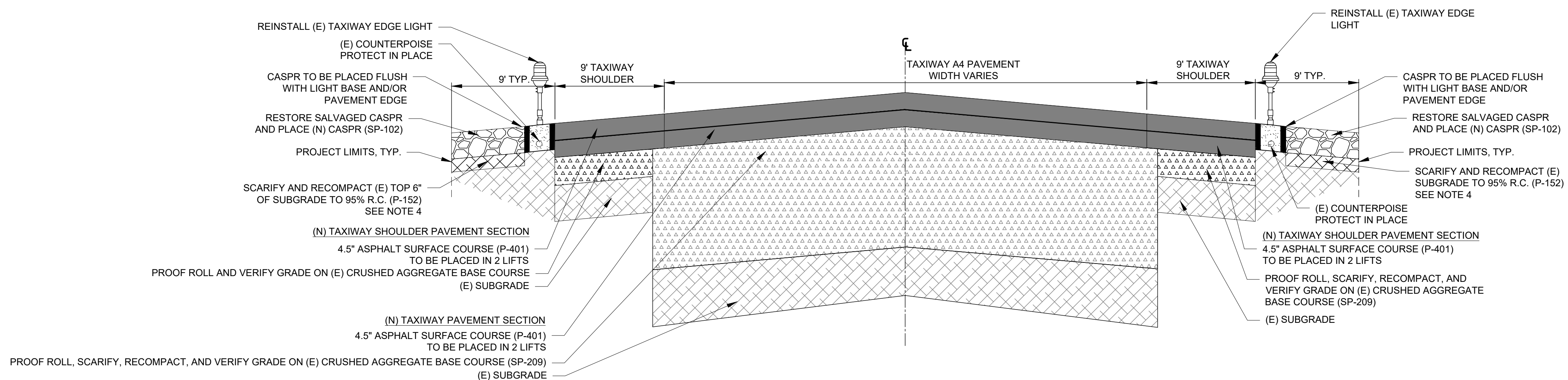
1 EXISTING TAXIWAY A4 TYPICAL SECTION
NO SCALE



2 TAXIWAY A4 DEMOLITION TYPICAL SECTION
NO SCALE



4 UNSUITABLE SUBGRADE REPAIR
NO SCALE



3 PROPOSED TAXIWAY A4 TYPICAL SECTION
NO SCALE

Mead & Hunt

Mead and Hunt, Inc.
8800 E Raintree Dr, Ste 285
Scottsdale, AZ 85260
phone: 480-718-1896
meadhunt.com

© Copyright 2022 Mead & Hunt, Inc.
This document, or any portion thereof, shall not be duplicated, disclosed, or used on any other project or extension of this project except by written agreement with Mead & Hunt, Inc. Mead & Hunt shall not be responsible for any unauthorized use of, or alteration to these documents.

SCOTTSDALE AIRPORT
TAXIWAY A4 REHABILITATION

15000 N AIRPORT DRIVE
SCOTTSDALE, ARIZONA, 85260

ISSUED
BID SET

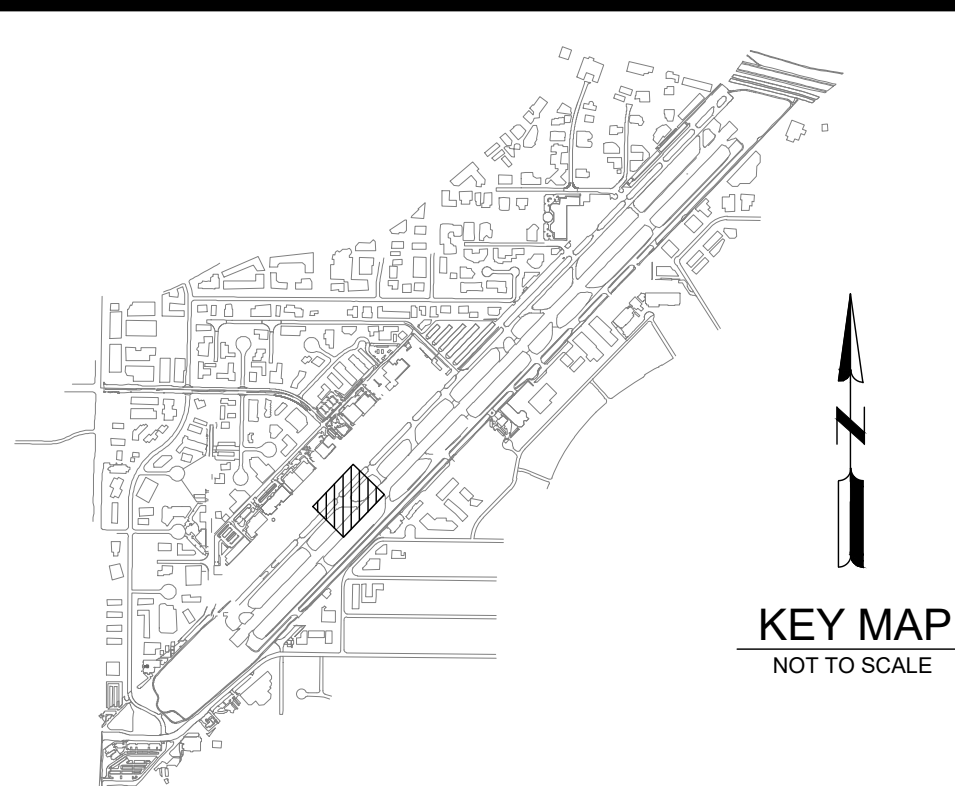
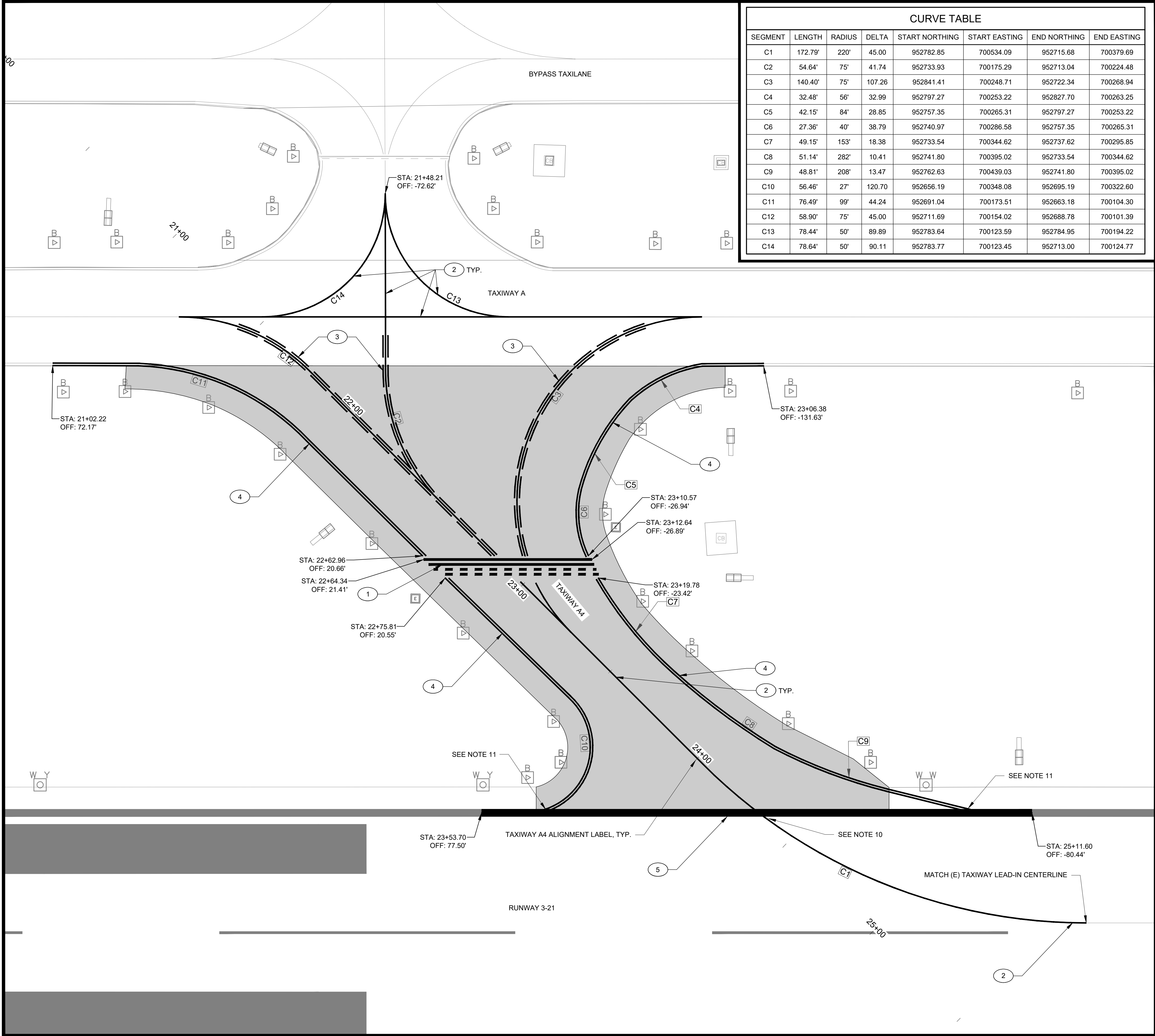
AIP NO.: 3-04-0032-046-2023
M&H NO.: 2886300-222849.01
DATE: MARCH 2023
DESIGNED BY: BJM
DRAWN BY: BJM
CHECKED BY: DPS
DO NOT SCALE DRAWINGS

SHEET CONTENTS
TYPICAL SECTIONS

SHEET NO. 11 of 13

C-301

X:\2886300\222849.01\TECH\CAD\DRAWINGS\C-651 MARKING PLAN.DWG
3/24/2023 10:23:37 AM

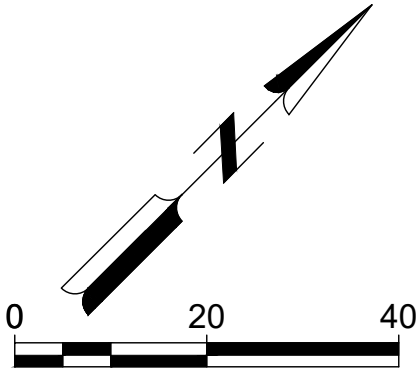


GENERAL NOTES:

- CONTRACTOR SHALL SURVEY AND VERIFY MATCH POINTS TO EXISTING MARKINGS PRIOR TO APPLICATION OF NEW MARKINGS.
- CONTRACTOR SHALL LAYOUT MARKINGS AND GAIN APPROVAL FROM THE RPR PRIOR TO THE APPLICATION OF PAINT. LAYOUT OF MARKINGS SHALL INCLUDE INTERMEDIATE MARKS NO GREATER THAN 2 FEET FOR STRAIGHT SECTIONS AND 1 FOOT ON CURVED SECTIONS. CONTRACTOR SHALL LAYOUT MARKINGS IN SUCH A WAY THAT LAYOUT LINES ARE NOT VISIBLE AFTER APPLYING THE INITIAL COAT OF YELLOW MARKINGS.
- ALL MARKINGS SHALL BE APPLIED WITH A CRISP AND STRAIGHT EDGE. BLACK MARKINGS SHALL NOT BE USED TO COVER THE EDGE OF WHITE AND YELLOW OVERSPRAY UNLESS APPROVED BY THE ENGINEER/RPR OR AIRPORT OPERATIONS.
- CONTRACTOR SHALL PROTECT ALL AIRFIELD LIGHT FIXTURES AND GUIDANCE SIGNS FROM OVERSPRAY. CONTRACTOR SHALL COMPLETE A CONTROL STRIP FOR ALL MARKING TYPES PRIOR TO FULL PRODUCTION MARKING AND GLASS BEAD APPLICATION. EQUIPMENT, LAYOUT, AND APPLICATION METHOD SHALL BE APPROVED BY THE RPR IN ACCORDANCE WITH ITEM P-620.
- ALL STATION AND OFFSET LABELS ARE BASED ON TAXIWAY A4 ALIGNMENT.
- STATION AND OFFSET LABELS POINT TO THE CENTER OF MARKING LINES UNLESS INDICATED OTHERWISE IN MARKING DETAILS. STATION AND OFFSET LABELS ON TAXIWAY EDGE MARKINGS POINT TO THE CENTER OF THE OUTBOARD MARKING, CLOSEST TO THE EDGE OF PAVEMENT.
- PUSH CART OR MOTORIZED CART SHALL BE USED TO MARK ALL CURVED MARKINGS. LONG LINE STRIPING TRUCK SHALL NOT BE USED.
- TAXIWAY CENTERLINE MARKING IS INTERRUPTED AT OUTER EDGES OF RUNWAY EDGE MARKING.
- TAXIWAY EDGE MARKING STOPS AT THE OUTER EDGE OF THE RUNWAY EDGE MARKING.

MARKING KEYNOTES

- RUNWAY HOLDING POSITION MARKING, SEE DETAIL 5/C-671
- TAXIWAY CENTERLINE MARKING, SEE DETAIL 4/C-671
- ENHANCED TAXIWAY CENTERLINE MARKING, SEE DETAIL 3/C-671
- TAXIWAY EDGE MARKING, SEE DETAIL 2/C-671
- RUNWAY EDGE MARKING, SEE DETAIL 6/C-671



Mead & Hunt
Mead and Hunt, Inc.
8800 E Raintree Dr, Ste 285
Scottsdale, AZ 85260
phone: 480-718-1896
meadhunt.com

SCOTTSDALE AIRPORT
TAXIWAY A4 REHABILITATION

15000 N AIRPORT DRIVE
SCOTTSDALE, ARIZONA, 85260

ISSUED
BID SET

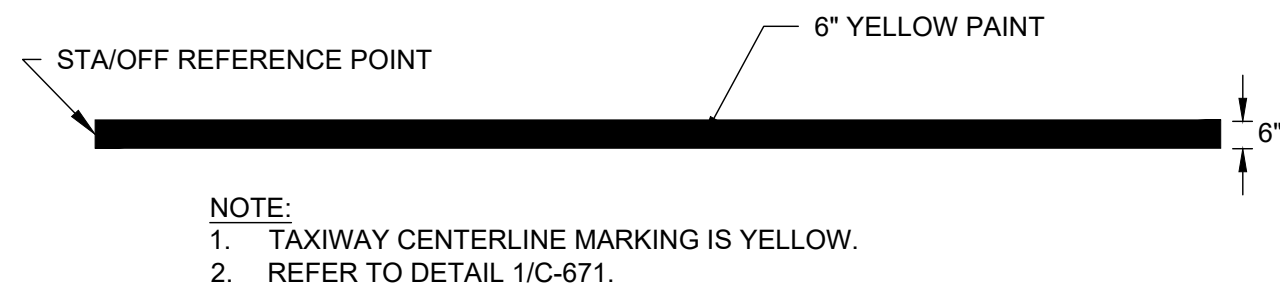
AIP NO.: 3-04-0032-046-2023
MSH NO.: 2886300-222849.01
DATE: MARCH 2023
DESIGNED BY: BJM
DRAWN BY: DDC
CHECKED BY: DPS
DO NOT SCALE DRAWINGS

SHEET CONTENTS
MARKING PLAN

SHEET NO. 12 of 13

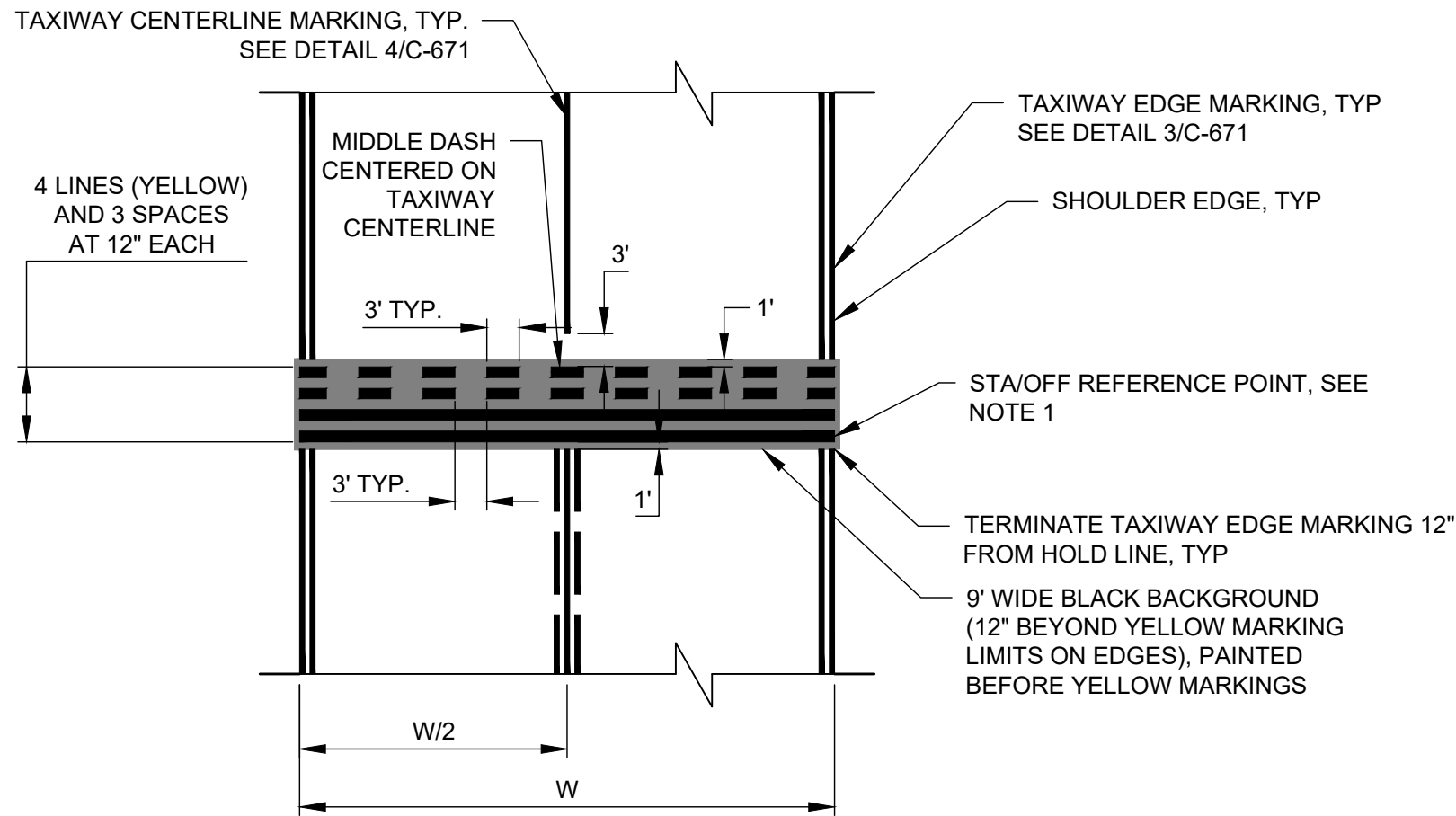
C-651

X:\2886300\222849.01\TECH\CAD\DRAWINGS\C-671 MARKING DETAILS.DWG
3/24/2023 10:23:54 AM



4 TAXIWAY CENTERLINE MARKING

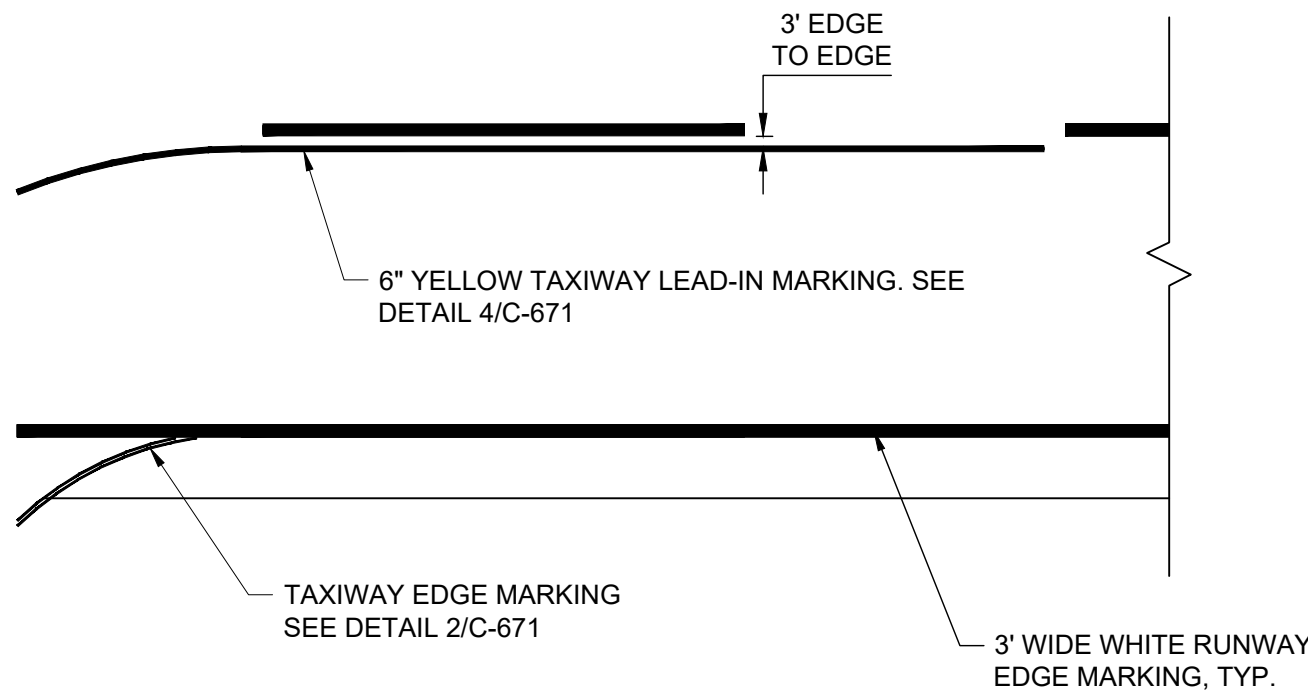
NO SCALE



- NOTES:
1. THE NORTHING/EASTING REFERENCE POINT REFERS TO THE CENTER OF THE YELLOW HOLD POSITION MARKING STRIPE FURTHEST FROM THE RUNWAY AT THE SHOULDER EDGE.
 2. RUNWAY HOLDING POSITION MARKINGS ARE YELLOW.
 3. REFER TO DETAIL 1, SHEET C-671.

5 RUNWAY HOLDING POSITION MARKING

NO SCALE



- NOTES:
1. RUNWAY CENTERLINE MARKINGS ARE WHITE.
 2. TAXIWAY LEAD-IN MARKINGS ARE YELLOW.
 3. RUNWAY EDGE STRIPES ARE WHITE.
 4. REFER TO DETAIL 1/C-671.
 5. TAXIWAY CENTERLINE AND EDGE MARKINGS SHALL NOT OVERLAP RUNWAY EDGE MARKINGS.

6 RUNWAY EDGE AND TAXIWAY LEAD-IN MARKING DETAIL

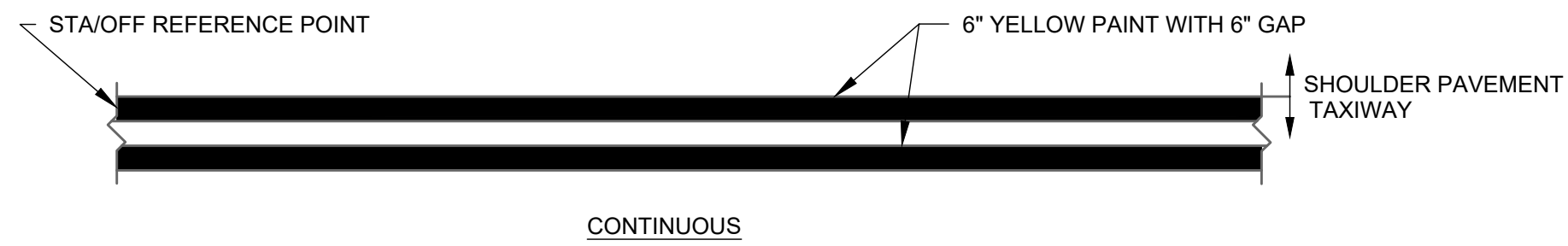
NO SCALE

BLACK BORDER AND GLASS BEAD REQUIREMENTS		
MARKING	BLACK BORDER	GLASS BEADS
TAXIWAY CENTERLINE	NO	TYPE I
ENHANCED TAXIWAY CENTERLINE	YES	TYPE I
TAXIWAY EDGE	NO	TYPE I
RUNWAY HOLDING POSITION	YES	TYPE III
RUNWAY EDGE MARKINGS	NO	TYPE I

- NOTE:
1. BLACK BORDERS DO NOT CONTAIN GLASS BEADS, ONLY THE PAINT WITHIN THE BORDERS MAY CONTAIN GLASS BEADS.

1 BLACK BORDER AND GLASS BEAD REQUIREMENTS

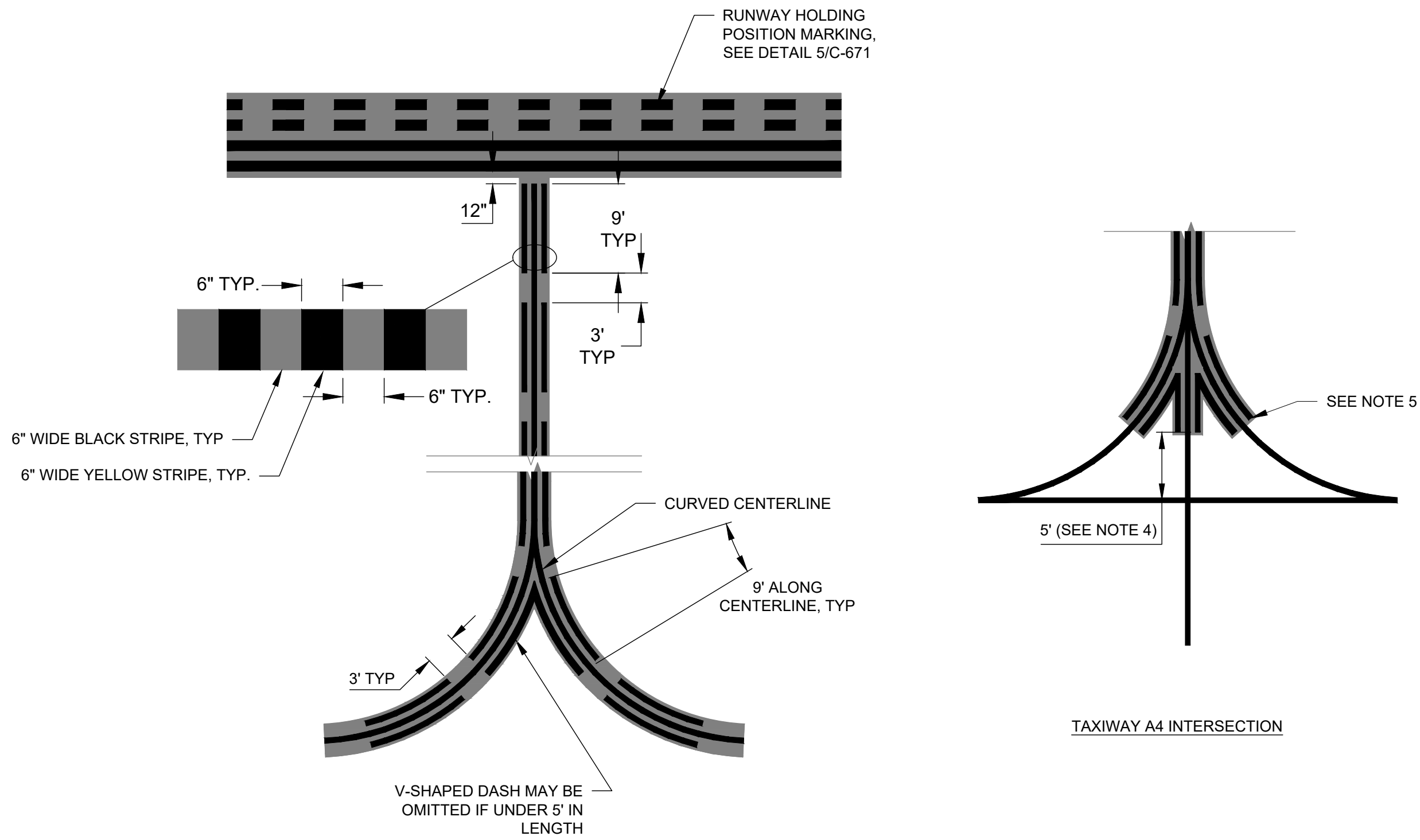
NO SCALE



- NOTE:
1. TAXIWAY EDGE MARKINGS ARE YELLOW.
 2. REFER TO DETAIL 1/C-671.

2 TAXIWAY EDGE MARKING

NO SCALE



- NOTE:
1. ENHANCED TAXIWAY CENTERLINE WILL TERMINATE 5 FEET PRIOR TO TWY/TWY INTERSECTIONS OR AT THE LAST SET OF FULL DASHES PRIOR TO THE POINT OF TANGENCY WITH ANOTHER TAXIWAY CENTERLINE.
 2. ENHANCED TAXIWAY CENTERLINE MARKINGS ARE YELLOW.
 3. REFER TO DETAIL 1/C-671.
 4. AT TAXIWAY A4, WHEN TAXIWAY CENTERLINE INTERSECTS TAXIWAY WITHIN 150 FEET OF THE RUNWAY HOLDING POSITION MARKING, ENHANCEMENT TERMINATES 5 FEET PRIOR TO TWY/TWY INTERSECTION.
 5. BLACK PAINT TERMINATES 6 INCHES BEYOND END OF ENHANCED TAXIWAY CENTERLINE MARKING.

3 ENHANCED TAXIWAY CENTERLINE MARKING

NO SCALE