

BUCKEYE MUNICIPAL AIRPORT TAXIWAY & SOUTH APRON RECONSTRUCTION PHASE II

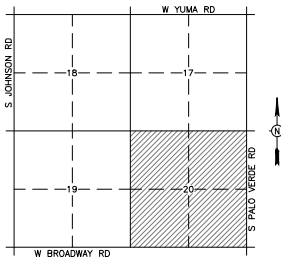
FAA AIP NO. 3-04-0005-026-2023

A PORTION OF THE NORTH-EAST CORNER OF SECTION
20, TOWNSHIP 1N, RANGE 4W OF THE GILA & SALT
RIVER BASE & MERIDIAN,
MARICOPA COUNTY, ARIZONA.

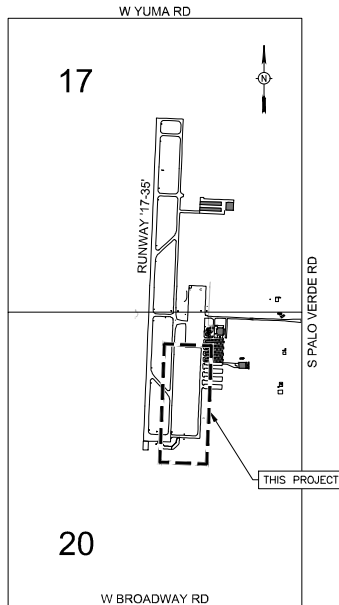
1ST REVISED

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

VICINITY MAP
NOT TO SCALE



LOCATION MAP
NOT TO SCALE



OVERALL DEVELOPMENT
NOT TO SCALE

STORM WATER DRAINAGE CERTIFICATE

1. ALL DRAINAGE DESIGN WILL COMPLY WITH THE CITY OF BUCKEYE CURRENT GRADING AND DRAINAGE DESIGN STANDARDS.

BY: JOSHUA E. PAPWORTH 03/28/2023
REGISTERED CIVIL ENGINEER DATE

OWNER
BUCKEYE MUNICIPAL AIRPORT
JEFF WEBBE
3000 S PALO VERDE RD
BUCKEYE, AZ 85326
623-349-6880
JWEBBE@BUCKEYEAZ.GOV

ENGINEER
DIBBLE
DUANE DANA, P.E.
1640 S STAPLEY DR, STE 120
MESA, AZ 85204
480-757-7876
DUANE.DANA@DIBBLECORP.COM

BASIS OF BEARING
HORIZONTAL DATUM:
NAD83 (2011 Epoch) ARIZONA
CENTRAL ZONE
VERTICAL DATUM:
NAVD '88

SHEET INDEX
REFER TO SHT GG1.01

BENCH MARK

POINT NUMBER 31
FOUND PUBLISHED BENCHMARK DESCRIBED AS:
BUCKEYE MUNICIPAL AIRPORT CONTROL POINT 'A' (SAC)
BRASS CAP FULLSH:
GRID NORTHING = 853423.85
GRID EASTING = 465453.61
PUBLISHED ELEVATION = 1118.495

1ST REVISED APPROVAL

DISCLAIMER:
THE CITY APPROVES THESE PLANS FOR CONCEPT ONLY AND ACCEPTS NO LIABILITY FOR ERRORS AND OMISSIONS.

BY: DATE 04/12/2023
CITY OF BUCKEYE ENGINEER

BY: BY EMAIL DATE 03/29/2023
FEDERAL AVIATION ADMINISTRATION

AS-BUILT CERTIFICATION

I HEREBY CERTIFY THAT THE "AS - BUILT" INFORMATION SHOWN HEREON WAS OBTAINED UNDER MY DIRECT SUPERVISION AND IS CORRECT AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

ARIZONA REGISTERED LAND SURVEYOR DATE
ARIZONA REGISTRATION NUMBER
TELEPHONE NUMBER

GENERAL PERMITTING NOTES

- ALL CONSTRUCTION IN THE PUBLIC RIGHTS-OF-WAY OR IN EASEMENTS GRANTED FOR PUBLIC USE MUST CONFORM TO THE LATEST MARICOPA ASSOCIATION OF GOVERNMENTS (MAG) UNIFORM STANDARD SPECIFICATIONS AND UNIFORM STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION AS AMENDED BY THE LATEST VERSION OF THE CITY OF BUCKEYE DESIGN STANDARDS. IF THERE IS A CONFLICT, THE CITY OF BUCKEYE STANDARDS WILL GOVERN.
- THE APPROVAL OF THE PLANS IS VALID FOR ONE (1) YEAR FROM THE DATE OF THE CITY ENGINEER'S SIGNATURE. IF AN ENCROACHMENT PERMIT FOR THE CONSTRUCTION HAS NOT BEEN ISSUED WITHIN ONE (1) YEAR, THE PLANS MUST BE RESUBMITTED TO THE CITY FOR REAPPROVAL.
- A CITY OF BUCKEYE INSPECTOR WILL INSPECT ALL WORKS WITHIN THE CITY OF BUCKEYE RIGHTS-OF-WAY AND IN EASEMENTS. NOTIFY THE CITY 24 HOURS PRIOR TO THE INSPECTION BY CALLING (602) 349-6248.
- CITY PERMITS ARE REQUIRED FOR ALL WORK IN PUBLIC RIGHTS-OF-WAY AND EASEMENTS GRANTED FOR PUBLIC PURPOSES. A CITY PERMIT WILL BE ISSUED BY THE CITY ONLY AFTER ALL FEES HAVE BEEN PAID AND THE PERMIT HAS AN APPROVED MARICOPA COUNTY ENVIRONMENTAL SERVICES DUST PERMIT AND AN APPROVED STORM WATER POLLUTION PREVENTION PLAN ATTACHED. THE SWPPP SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL REQUIREMENTS.
- COPIES OF ALL PERMITS AND MOST RECENT APPROVED PLANS MUST BE RETAINED ON-SITE AND BE AVAILABLE FOR INSPECTION AT ALL TIMES. FAILURE TO PRODUCE THE REQUIRED PERMITS AND PLANS WILL RESULT IN IMMEDIATE SUSPENSION OF ALL WORK UNTIL PROPER PERMIT DOCUMENTATION AND/OR PLANS ARE OBTAINED. ALL OF THESE REQUIREMENTS APPLY TO ON-SITE GRADING AND IMPROVEMENT PLANS.

UTILITY COMPANIES	DATE SUBMITTED
ELECTRIC ARIZONA PUBLIC SERVICE	4/17/19
TELEPHONE CENTURYLINK	4/16/19

MANAGING ENGINEERING SURVEYOR DUANE DANA, P.E.	PROJECT COORDINATOR JEFF WEBBE	CHECKED DHD	DRAWN M/H	CHECKED JPG	SEE PLANS
DESIGN LAYOUT M/H		DRAFTED M/H	DRAFTED JLB	DRAFTED JPG	DRAWING SCALES
DIBBLE					
PROJECT: BUCKEYE MUNICIPAL AIRPORT TAXIWAY & SOUTH APRON RECONSTRUCTION PHASE II					
COB PROJECT PLAN STICKER ENGICIP-22-0001 Airport Taxiway & S. Apron Reconstruction Ph2 Revised Plan Set Sheets: 68 2R - FOR SIGNATURE					
BUCKEYE MUNICIPAL AIRPORT					SHEET ID: GG1.00
REVISIONS REPACKAGE - 03/30/2023					
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL	SUBMITTAL 2nd Submittal			
AS-BUILT SEAL	DESIGN SEAL 	ORIGINAL PLAN DATE 04/22/2022			
PROJECT NUMBER 1018028.05	LATEST REVISION DATE 03/30/2023	SHEET NUMBER 1 of 67			
BUCKEYE, AZ					

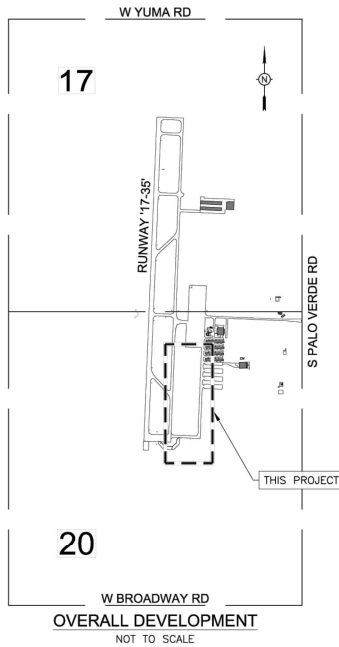
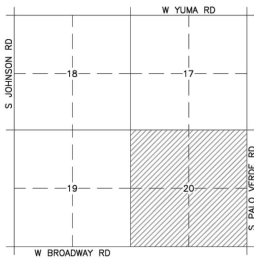
BUCKEYE MUNICIPAL AIRPORT TAXIWAY & SOUTH APRON RECONSTRUCTION PHASE II

FAA AIP NO. 3-04-0005-025-2022

A PORTION OF THE NORTH-EAST CORNER OF SECTION
20, TOWNSHIP 1N, RANGE 4W OF THE GILA & SALT
RIVER BASE & MERIDIAN,
MARICOPA COUNTY, ARIZONA.

VICINITY MAP
NOT TO SCALE

6	5	4	3	2	1
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GENERAL PERMITTING NOTES

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UTILITY COMPANIES	DATE SUBMITTED
ELECTRIC	ARIZONA PUBLIC SERVICE 4/17/19
TELEPHONE	CENTURYLINK 4/16/19

STORM WATER DRAINAGE CERTIFICATE

- ALL DRAINAGE DESIGN WILL COMPLY WITH THE CITY OF BUCKEYE CURRENT GRADING AND DRAINAGE DESIGN STANDARDS.

By:  05/10/2022
REGISTERED CIVIL ENGINEER DATE

OWNER
CITY OF BUCKEYE
JUSTIN GOODERE
530 E MONROE AVE,
BUCKEYE, AZ 85326
602-349-6275
JGOODERE@BUCKEYEAZ.GOV

ENGINEER
DIBBLE
DUANE DANA, P.E.
7878 N 16TH ST, STE 300,
PHOENIX, AZ 85020
602-957-1155
DUANE.DANA@DIBBLECORP.COM

BASIS OF BEARING
HORIZONTAL DATUM:
NAD83 (2011 Epoch) ARIZONA
CENTRAL ZONE
VERTICAL DATUM:
NAVD '88

SHEET INDEX
REFER TO SHT GG1.01

BENCH MARK

POINT NUMBER 31
FOUND PUBLISHED BENCHMARK DESCRIBED AS:
BUCKEYE MUNICIPAL AIRPORT CONTROL POINT 'A' (SAC)
BRASS CAP FLUSH
GRID NORTHING = 853423.85
GRID EASTING = 465453.61
PUBLISHED ELEVATION = 1116.485

APPROVAL

DISCLAIMER:


THE CITY APPROVES THESE PLANS FOR CONCEPT ONLY AND ACCEPTS NO LIABILITY FOR ERRORS AND OMISSIONS.

By:  DATE 05/12/2022
CITY OF BUCKEYE ENGINEER
By: BY EMAIL DATE 02/08/2022
FEDERAL AVIATION ADMINISTRATION DATE

AS-BUILT CERTIFICATION

I HEREBY CERTIFY THAT THE "AS - BUILT" INFORMATION SHOWN HEREON WAS OBTAINED UNDER MY DIRECT SUPERVISION AND IS CORRECT AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

ARIZONA REGISTERED LAND SURVEYOR DATE
ARIZONA REGISTRATION NUMBER
TELEPHONE NUMBER

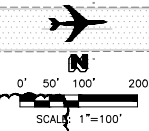
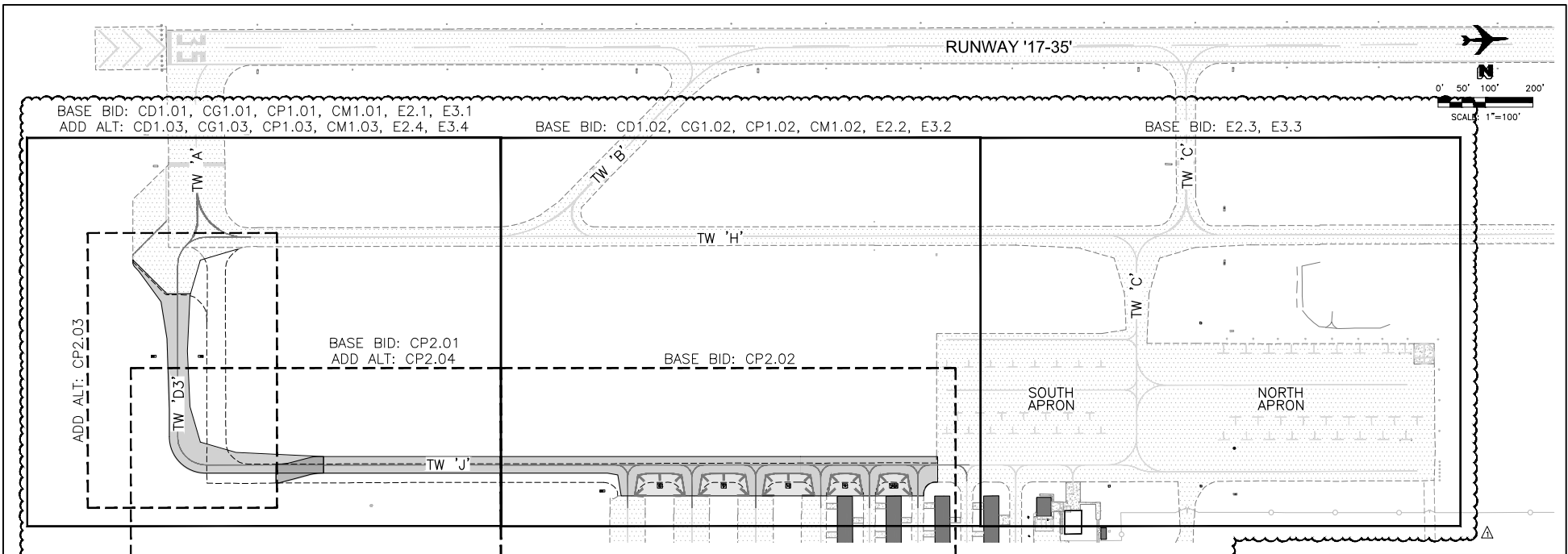
MANAGING ENGINEERING SURVEYOR DUANE DANA, P.E.	PROJECT COORDINATOR JUSTIN GOODERE	CHECKED DRAFTED DRAFTED DRAFTED	DHD MJH JLB	JPG	SEE PLANS
PLAN TYPE ENGINEERING INFORMATION		DRAWING SCALES			
PROJECT: BUCKEYE MUNICIPAL AIRPORT TAXIWAY & SOUTH APRON RECONSTRUCTION PHASE II		DIBBLE			
COB PROJECT PLAN STICKER ENGGIP-22-0001 CIP - Airport Taxiway & South Apron Reconstruction Ph 2 100% Final Improvement Plan Sheets: 57 2R - FOR REVIEW					
BUCKEYE MUNICIPAL AIRPORT		SHEET ID: GG1.00			
REVISIONS		REPACKAGE - 03/30/2023			
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING		COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING			
AS-BUILT SEAL		DESIGN SEAL 			
ORIGINAL PLAN DATE 04/22/2022		LATEST REVISION DATE 05/10/2022			
PROJECT NUMBER 1018028.05		SHEET NUMBER 1 of 57		SUBMITTAL 100% SUBMITTAL	
JOB NUMBER ENGGIP-22-0001		COB PLAN TRACKING #			



A:\2022\1018028.05 - BUCKEYE AIRPORT - TAXIWAY & APRON RECON - PHASE 2\CD\A\18028-05-001-00.DWG, May 10, 2022, 2:45 PM

FAA AIP NO. 3-04-0005-025-2022

\ADMIN\1018228.05-BUCKEYE AIRPORT_TW & APRON REGION_PHASE 2\CON\18028_05-251-01.DWG Mod. 30, 2022, 10:59 PM



SHEET INDEX		
NO.	DWG NO.	SHEET TITLE
GENERAL		
1	GG1.00	COVER SHEET
2	GG1.01	PROJECT KEY MAP & SHEET INDEX
3	GG1.02	GENERAL NOTES
4	GG1.03	LEGEND, ABBREVIATIONS, & MASTER KEYNOTES LIST
5	GG1.04	PROJECT QUANTITIES
6	GG1.05	SURVEY CONTROL PLAN
7	GG1.06	PROJECT SITE PLAN
8	GG1.07	TYPICAL SECTIONS & DETAILS
CONSTRUCTION PHASING PLAN		
9	GG2.01	OVERALL
10	GG2.02	BASE BID - PHASE 1
11	GG2.03	BASE BID - PHASE 2
12	GG2.04	ADD ALT - PHASE 3
DEMOLITION PLAN		
13	CD1.01	BASE BID - TW 'J' STA 42+25.50 TO 47+00
14	CD1.02	BASE BID - TW 'J' STA 47+00 TO 56+22.31
15	CD1.03	ADD ALT - TW 'D3' TO TW 'J' STA 42+25.50
GEOMETRIC CONTROL & PAVING PLAN		
16	CP1.01	BASE BID - TW 'J' STA 42+25.50 TO 47+00
17	CP1.02	BASE BID - TW 'J' STA 47+00 TO 56+22.31
18	CP1.03	ADD ALT - TW 'D3' TO TW 'J' STA 42+25.50
PAVING PLAN & PROFILE		
19	CP2.01	BASE BID - TW 'J' STA 42+25.50 TO 47+00
20	CP2.02	BASE BID - TW 'J' STA 47+00 TO 56+22.31
21	CP2.03	ADD ALT - TW 'D3' TO TW 'J' STA 40+77.49
22	CP2.04	ADD ALT - TW 'J' STA 40+77.49 TO 42+25.50

SHEET INDEX		
NO.	DWG NO.	SHEET TITLE
PAVEMENT ELEVATION PLAN		
23	CP3.01	BASE BID - TW 'J' STA 42+25.50 TO 47+00
24	CP3.02	BASE BID - TW 'J' STA 47+00 TO 56+22.31
25	CP3.03	ADD ALT - TW 'D3' TO TW 'J' STA 42+25.50
GRADING & DRAINAGE PLAN		
26	CG1.01	BASE BID - TW 'J' STA 42+25.50 TO 47+00
27	CG1.02	BASE BID - TW 'J' STA 47+00 TO 56+22.31
28	CG1.03	ADD ALT - TW 'D3' TO TW 'J' STA 42+25.50
29	CG2.01	DRAINAGE PROFILES & GRADING DETAILS
30	CG2.02	HEADWALL STRUCTURAL DETAILS
PAVEMENT MARKING PLAN		
31	CM1.01	BASE BID - TW 'J' STA 42+25.50 TO 47+00
32	CM1.02	BASE BID - TW 'J' STA 47+00 TO 56+22.31
33	CM1.03	ADD ALT - TW 'D3' TO TW 'J' STA 42+25.50
34	CM2.01	MARKING DETAILS
ELECTRICAL		
35	E1.1	ELECTRICAL LEGEND
36	E1.2	ELECTRICAL NOTES
37	E2.1	AIRFIELD ELECTRICAL DEMOLITION PLAN BASE BID - SHEET 1
38	E2.2	AIRFIELD ELECTRICAL DEMOLITION PLAN BASE BID - SHEET 2
39	E2.3	AIRFIELD ELECTRICAL DEMOLITION PLAN BASE BID - SHEET 3
40	E2.4	AIRFIELD ELECTRICAL DEMOLITION PLAN ADD ALT - SHEET 1
41	E3.1	AIRFIELD ELECTRICAL PLAN BASE BID - SHEET 1
42	E3.2	AIRFIELD ELECTRICAL PLAN BASE BID - SHEET 2
43	E3.3	AIRFIELD ELECTRICAL PLAN BASE BID - SHEET 3
44	E3.4	AIRFIELD ELECTRICAL PLAN ADD ALT - SHEET 1
45	E4.1	AIRFIELD GUIDANCE SIGN SCHEDULE

SHEET INDEX		
NO.	DWG NO.	SHEET TITLE
46	E5.1	DUCTBANK DETAILS
47	E5.2	GROUNDING DETAILS
48	E5.3	JUNCTION CAN DETAILS
49	E5.4	AIRFIELD GUIDANCE SIGN DETAIL AND SKV SPLICE
50	E5.5	AIRFIELD GUIDANCE SIGN CONCRETE BASE DETAILS
51	E5.6	ELEVATED EDGE LIGHTING DETAILS
52	E6.1	EQUIPMENT DATA TABLES - SHEET 1
53	E6.2	EQUIPMENT DATA TABLES - SHEET 2
54	E7.1	AIRFIELD LIGHTING VAULT - ELEC SITE PLAN
55	E7.2	AIRFIELD LIGHTING VAULT - ELEC EQUIPMENT DEMOLITION PLAN
56	E7.3	AIRFIELD LIGHTING VAULT - ELEC EQUIPMENT DEMOLITION ELEVATIONS
57	E7.4	AIRFIELD LIGHTING VAULT - MODIFIED ELEC EQUIPMENT PLAN
58	E7.5	AIRFIELD LIGHTING VAULT - MODIFIED ELEC EQUIPMENT ELEVATIONS
59	E7.6	L-821 LIGHTING CONTROL PANEL SCHEMATIC DIAGRAM
60	E7.7	MODIFIED PANEL A SCHEDULE
SWPPP		
61	CS1.01	OVERALL
62	CS1.02	DETAILS
GEOTECHNICAL		
63	GT1.01	BORING LOCATION PLAN
64	GT1.02	BORING LOGS
CROSS SECTIONS		
65	CX1.01	SHEET 1
66	CX1.02	SHEET 2
67	CX1.03	SHEET 3

BUCKEYE MUNICIPAL AIRPORT REPACKAGE - 03/30/2023		SHEET ID: GG1.01
PROJECT KEY MAP & SHEET INDEX		
DIBBLE ENGINEERING		
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	SUBMITTAL 2nd Submittal
ORIGINAL PLAN DATE 04/22/2022 PROJECT NUMBER 1018028.05	LATEST REVISION DATE 03/30/2023 SHEET NUMBER 2 of 67	DESIGN SEAL

FAA AIP NO. 3-04-0003-026-2023

CITY OF BUCKEYE GENERAL NOTES


- CITY OF BUCKEYE BUILDING DEPARTMENT SHALL BE NOTIFIED 24 HOURS IN ADVANCE OF ANY ON-SITE OR OFF SITE CONSTRUCTION. PHONE 623-349-6248 FOR THE HOTLINE. ALL OTHERS FAX THE INSPECTION REQUEST FORM TO 623-349-6221. OR USE THE WEB BASED PERMIT PORTAL ACCESS TO SCHEDULE AN INSPECTION (WWW.BUCKEYEAZ.GOV)
- ALL WORK AND MATERIALS MUST CONFORM WITH THESE SPECIFICATIONS, THE CURRENT UNIFORM STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC WORKS CONSTRUCTION AS SPONSORED AND DISTRIBUTED BY THE MARICOPA ASSOCIATION OF GOVERNMENTS (M.A.G.) AND AS AMENDED BY THE CITY OF BUCKEYE.
- A PERMIT IS REQUIRED FROM THE TOB FOR ALL CONSTRUCTION WITHIN THE RIGHTS-OF-WAY (ROW).
- THE CONTRACTOR WILL EXPOSE ALL EXISTING UTILITY LINES BEING TIED IN TO VERIFY THEIR LOCATION.
- THE CONTRACTOR WILL LOCATE, OR HAVE LOCATED, ALL EXISTING UNDERGROUND UTILITIES (ELECTRIC, TELEPHONE, PIPELINE, ETC.) AND STRUCTURES IN ADVANCE OF CONSTRUCTION AND WILL ELIMINATE ALL CONFLICTS PRIOR TO START OF CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE TO CALL BLUE STAKE PRIOR TO STARTING ANY CONSTRUCTION. NO WORK SHALL BEGIN UNTIL BLUE STAKE IS COMPLETED. BLUE STAKE TELEPHONE NUMBER 602-263-1100 OR 1-800-STAKE-IT.
- A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR TO STARTING ANY WORK OR NEW PHASE OF WORK. THE CONTRACTOR, KEY SUB-CONTRACTORS, TOB INSPECTOR AND REPRESENTATIVE OF THE TOWN ENGINEER SHALL ATTEND THIS MEETING.
- ANY WORK PERFORMED WITHOUT THE APPROVAL OF THE TOB AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
- DISPOSAL OF EXCESS MATERIAL WITHOUT A PERMIT WITHIN THE TOB LIMITS IS PROHIBITED. A USE PERMIT IS REQUIRED FOR DISPOSAL OR STOCKPILING OF MATERIALS WITHIN A RESIDENTIAL AREA. STOCKPILING OF EXCAVATED MATERIAL SHALL NOT EXCEED A HEIGHT OF 6 FEET ABOVE THE NATURAL GROUND ELEVATION. THE SLOPES ON ALL SIDES OF THE STOCKPILED EXCAVATED MATERIAL SHALL NOT EXCEED A 4:1 RATIO OF LENGTH TO HEIGHT.
- EXCAVATION CONTRACTORS MUST IDENTIFY LOCATION FOR DISPOSING OF EXCESS EXCAVATION MATERIAL ALONG WITH A LETTER FROM THE LAND OWNER, GIVING PERMISSION FOR DUMPING PRIOR TO STARTING ANY CONSTRUCTION.
- TRAFFIC CONTROL SHALL BE PROVIDED AND MAINTAINED IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY OF PHOENIX (COP) BARRICADING MANUAL, MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION, MAG UNIFORM STANDARD DETAIL 401, AND TOB REQUIREMENTS. THE CONTRACTOR IS REQUIRED TO SUBMIT A TRAFFIC CONTROL PLAN AND BARRICADE PLAN TO THE TOB FOR APPROVAL WHERE THE CONSTRUCTION OF THE NEW IMPROVEMENTS ARE ADJACENT TO OR CONNECTING TO ANY EXISTING ROADWAY OR PEDESTRIAN FACILITIES. THE TRAFFIC CONTROL PLAN AND BARRICADE PLAN SHALL BE APPROVED BEFORE A PERMIT FOR THE WORK WILL BE ISSUED. THE CONTRACTOR SHALL INSTALL APPROVED BARRICADING AND TRAFFIC CONTROL, AS APPROVED BY THE TOB, BEFORE WORK CAN TAKE PLACE. ALL OVERNIGHT BARRICADES SHALL BE LIT AND FUNCTIONING.
- A HAUL PLAN FOR MATERIAL IMPORT OR EXPORT SHALL BE REQUIRED FOR TOB REVIEW AND APPROVAL PRIOR TO THE START OF HAULING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAILY AND FINAL CLEAN-UP OPERATIONS OF ADJACENT, EXISTING PAVED STREETS USED BY CONSTRUCTION TRAFFIC. THIS WORK INCLUDES STREET SWEEPING, POWER BROOM AND WATER AS NEEDED OR DIRECTED BY THE TOB.
- ENVIRONMENTAL REQUIREMENTS
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL RELATED TO THE PROJECT CONSTRUCTION AND SHALL TAKE WHATEVER MEANS NECESSARY TO CONTROL ANY ABNORMAL CONDITIONS.
 - THE CONTRACTOR SHALL PROVIDE ADEQUATE MEANS FOR CLEANING TRUCKS AND/OR OTHER EQUIPMENT OF MUD PRIOR TO ENTERING PUBLIC STREETS, AND TAKE WHATEVER MEASURES ARE NECESSARY TO INSURE THAT ALL ROADS ARE MAINTAINED IN A CLEAN, MUD AND DUST FREE CONDITION AT ALL TIMES.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAILY AND FINAL CLEAN-UP OPERATIONS OF ADJACENT, EXISTING PAVED STREETS USED BY CONSTRUCTION TRAFFIC.
 - TEMPORARY DRAINAGE CONTROL MEASURES MAY BE REQUIRED DURING AND AFTER CONSTRUCTION UNTIL FINAL PROJECT BUILD-OUT IN ACCORDANCE WITH THE APPROVED PLANS AND IN ACCORDANCE WITH ANY ESTABLISHED OR REQUIRED BEST MANAGEMENT PRACTICES (BMP) AS PART OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MEET ALL REQUIREMENTS.
 - THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL AIR QUALITY PERMITS.
 - THE CONTRACTOR SHALL SUBMIT TO THE TOB A COPY OF THEIR APPROVED COUNTY (AIR QUALITY) DUST CONTROL PLAN, EROSION CONTROL PLAN (SWPPP), AND PERMIT PRIOR TO THE START OF WORK.
- STREET CUTS: APPLICATIONS FOR STREET CUT PERMITS MUST BE APPROVED BY THE TOWN ENGINEER PRIOR TO APPROVAL OF IMPROVEMENT PLANS. THE PAVEMENT REPLACEMENT SECTION FOR ALL LONGITUDINAL AND TRANSVERSE TRENCHES LOCATED IN AN EXISTING PAVED STREET SHALL BE CONSTRUCTED IN ACCORDANCE M.A.G. UNIFORM STANDARD DETAIL NO. 200 "T"-TOP, BACKFILL, PAVEMENT SURFACE REPLACEMENT, MODIFIED AS FOLLOWS: THE WIDTH OF THE REPLACED PAVEMENT SECTION EXTENDS TO THE TRENCH SIDE EDGE LINE, ON EITHER SIDE OF THE TRENCH. THE DEPTH OF THE PERMANENT

CITY OF BUCKEYE GENERAL NOTES (CONT'D)

- SURFACE REPLACEMENT SHALL BE A MINIMUM OF 3 INCHES OR MATCH THE EXISTING THICKNESS OF THE PAVEMENT, WHICHEVER IS GREATER. SAWCUT OR CONSTRUCTION JOINTS SHALL BE ADEQUATELY TACK OILED WITH A MINIMUM OF 95% COVERAGE. ASPHALT MATERIAL SHALL BE THE APPROVED MIX DESIGN WITH COMPACTED LIFTS NO GREATER THAN 5 INCHES. SLURRY BACKFILLED OR OPEN TRENCHES IN EXISTING ROADWAYS MUST BE PROPERLY STEEL PLATED AND BARRICADED OVER NIGHT. STEEL PLATES TO BE MILLED FLUSH WITH ROADWAY SURFACE PER NOTE 24. "OLD MIX" TEMPORARY ASPHALT PATCHES MUST BE REPLACED AS SOON AS POSSIBLE AND CANNOT REMAIN FOR MORE THAN 5 DAYS TIME OR AS REQUIRED BY THE TOB. DURING THE 5 DAY PERIOD THE CONTRACTOR IS REQUIRED TO MAINTAIN THE PATCH TO WITHIN MAG STD SPEC 321.5.3. ASPHALT IN PLACE FOR LESS THAN 5 YEARS SHALL BE MILLED AND OVERLAYED A MINIMUM OF 20 FEET PAST TRENCH WALLS, AND IN THE CASE OF MULTIPLE STREET CUTS, THE CONTINUOUS MILL AND OVERLAY SHALL EXTEND A MINIMUM OF 2 FEET PAST END OF THE FURTHEST TRENCH WALLS.
- POTHOLES: NO POTHOLES SHALL BE DONE ON ANY STREET NEWER THAN 2 YEARS OLD. ALL POTHOLES ON EXISTING STREETS SHALL BE DONE USING WATER/AIR/VACUUM TYPE METHOD. POTHOLE SIZE SHALL BE LIMITED TO A 12 INCH BY 12 INCH SQUARE HOLE. REMOVAL MATERIAL CANNOT BE USED FOR BACKFILL. THE CONTRACTOR SHALL USE SLURRY PER MAG SEC 728. PAVEMENT REPLACEMENT SHALL BE BY APPROVED HOT MIX ASPHALT ONLY. A 3 FOOT BY 3 FOOT PAVEMENT SLURRY SEAL SHALL BE APPLIED AFTER THE ASPHALT IS PLACED.
- AN APPROVED, UP-TO-DATE SET OF PLANS AND A RIGHT-OF-WAY PERMIT SHALL BE MAINTAINED ON THE JOB SITE AT ALL TIMES WHILE WORK IS IN PROGRESS. IF THE PLANS AND PERMIT ARE NOT MAINTAINED, WORK SHALL BE STOPPED UNTIL THE APPROVED PLANS ARE PROVIDED. DEVIATION FROM THE PLANS SHALL NOT BE ALLOWED WITHOUT THE TOB'S APPROVAL.
- DAMAGE TO ANY AND ALL ITEMS CAUSED BY CONSTRUCTION OR CONSTRUCTION RELATED WORK SHALL BE REPLACED OR REPAIRED TO THE SAME OR BETTER CONDITION AT THE CONTRACTOR'S EXPENSE.
- ALL PARCEL CONSTRUCTION ACCESS LOCATIONS ARE SUBJECT TO THE TOWN ENGINEER'S APPROVAL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PROPER AND ADEQUATE ACCESS ROADS INSIDE AND THROUGHOUT THE PARCEL ALLOWING FOR INSPECTION ACCESSIBILITY. THIS INCLUDES GRADING, GRAVEL FILL AND/OR TRENCH PLATES AS REQUIRED.
- THE CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE TOB AND THE TOB CONSULTANTS HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE TOB.
- THE TOB SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES UTILIZED IN CONNECTION WITH THE WORK. THE TOB WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS COMPLYING WITH MAG OR TOB REQUIREMENTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING CERTIFIED AS-BUILT RECORD DOCUMENTS TO THE TOB FOR REVIEW AND APPROVAL. NO FINAL ACCEPTANCE SHALL BE ISSUED UNTIL "AS-BUILT" PLANS CERTIFIED BY THE PROJECT ENGINEER/LAND SURVEYOR HAVE BEEN SUBMITTED AND ACCEPTED BY THE TOB. FINAL CONSTRUCTION ACCEPTANCE OR THE RELEASE OF CERTIFICATE OF OCCUPANCIES SHALL NOT BE ISSUED UNTIL ALL AS-BUILT DRAWINGS AND OTHER REQUIRED DOCUMENTS PER THE TOB'S FINAL PROJECT SUBMITTAL CHECKLIST, HAVE BEEN REVIEWED AND APPROVED BY THE TOWN ENGINEER.
- ARRANGEMENTS FOR CONSTRUCTION WATER CAN BE MADE BY CALLING THE WATER RESOURCE DEPARTMENT AT (623) 349-6800.
- THE TOB IS NOT RESPONSIBLE FOR LIABILITY ACCRUED DUE TO DELAYS AND/OR DAMAGES TO UTILITIES IN CONJUNCTION WITH THIS CONSTRUCTION. ALSO, THE TOWN WILL NOT PARTICIPATE IN THE COST OF CONSTRUCTION OR RELOCATION OF UTILITIES.
- ALL CONTRACTORS SHALL CONTACT FOR TRASH PICKUP THROUGH A LICENSED TOWN OF BUCKEYE SOLID WASTE HAULER (602-237-2078) AND DISPOSED OF AT THE SOUTHWEST REGIONAL LANDFILL IN BUCKEYE.
- OPEN TRENCHES ACROSS DRIVEWAYS, STREETS AND CROSS-STREETS SHALL BE PLATED FOR OVERNIGHT, WEEKEND OR EXTENDED PERIODS, PER M.A.G. UNIFORM STANDARD DETAIL 211.
- ALL ABC SHALL BE FROM AN ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) APPROVED SOURCE LIST.
- LONGITUDINAL TRENCH BACKFILL IN EXISTING ARTERIAL, COLLECTOR, OR LOCAL ROADWAYS OR ADJACENT TO EXISTING ROADWAY (WHEN THE TRENCH EXCAVATION FALLS WITHIN 2 FEET OF EDGE OF PAVEMENT) SHALL REQUIRE 1/2 SACK CLSM PER MAG SPEC 728 FULL DEPTH OR ABC FULL DEPTH AS DIRECTED BY THE TOB. ABC BACKFILL COMPACTION SHALL BE BY AN APPROVED MECHANICAL METHOD (NO WATER SETTLING) WITH BACKFILL MATERIAL LIFTS AS FOLLOWS:
 - 12 INCH LIFTS (LOOSE) TO BE USED IN THE TOP 4 FEET OF THE TRENCH
 - 24 INCH LIFTS (LOOSE) TO BE USED FROM 1 FOOT OVER THE PIPE TO 4 FEET FROM THE TOP OF THE TRENCH PER MAG SEC. 601.4.
- ALL BACKFILL WITHIN OR ADJACENT TO EXISTING ROADWAYS SHALL BE MECHANICALLY COMPACTED.
- TRANSVERSE TRENCH BACKFILL IN ALL EXISTING ROADWAYS SHALL REQUIRE 100% FULL DEPTH HALF SACK CLSM PER MAG SPEC 728.
- ALL MATERIAL SUBMITTALS INCORPORATED IN THE PROJECT SHALL BE SUBMITTED TO THE TOB BEFORE THE PRE-CONSTRUCTION MEETING FOR REVIEW AND APPROVAL BY THE TOWN ENGINEER.

GENERAL NOTES

- ALL CONSTRUCTION TO CONFORM TO THE LATEST REVISIONS OF THE MARICOPA ASSOCIATION OF GOVERNMENTS (MAG) STANDARD SPECIFICATIONS AND DETAILS UNLESS SPECIFICALLY MODIFIED ON THE PLANS, IN CONJUNCTION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA) ADVISORY CIRCULARS (AC) AS IDENTIFIED AND SPECIFIED WITHIN THE PLANS AND CONTRACT DOCUMENTS.
- IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN, AT THEIR OWN EXPENSE, SUCH PERMITS AS ARE REQUIRED FROM THE APPROPRIATE AGENCIES.
- ANY WORK PERFORMED WITHOUT THE KNOWLEDGE AND APPROVAL OF THE ENGINEER AND/OR OWNER AND ALL WORK MATERIALS NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S SOLE EXPENSE.
- NO JOB WILL BE CONSIDERED COMPLETE UNTIL ALL OFFSITE CURBS, PAVEMENT AND SIDEWALKS HAVE BEEN SWEEPED CLEAN OF ALL DIRT AND DEBRIS, AS WELL AS ALL PAVEMENT WITHIN THE AIR OPERATIONS AREA (AOA).
- THE CONTRACTOR SHALL KEEP SUITABLE EQUIPMENT ON HAND AT THE JOBSITE FOR MAINTENANCE OF DUST CONTROL, AND SHALL CONTROL DUST AS DIRECTED BY THE APPROPRIATE AGENCIES, AS WELL AS ANY FOREIGN OBJECT DEBRIS (FOD) WITHIN THE AOA.
- A THOROUGH ATTEMPT HAS BEEN MADE TO SHOW THE LOCATION OF ALL UNDERGROUND OBSTRUCTIONS AND UTILITY LINES IN THE WORK AREA. THE ENGINEER AND THE OWNER WILL NOT GUARANTEE ANY LOCATIONS OR ELEVATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL NOT BE RELIEVED OF RESPONSIBILITY FOR MAKING A COMPLETE AND ACCURATE ON-SITE DETERMINATION OF THE LOCATIONS OF ALL UTILITIES, STRUCTURES, AND FIELD CONDITIONS WHICH MAY AFFECT THE PROGRESS OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO STRUCTURES AND UTILITIES ENCOUNTERED DURING CONSTRUCTION AND SHALL FIELD EXPOSE EXISTING UNDERGROUND UTILITIES PRIOR TO TRENCHING IN THEIR VICINITY.
- THE CONTRACTOR IS REQUIRED TO CONTACT THE AIRPORT A MINIMUM OF TWO WORKING DAYS (48 HOURS) PRIOR TO COMMENCEMENT OF CONSTRUCTION FOR A UTILITY LOCATE. THE APPROPRIATE UTILITY COMPANIES SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION.
- ALL QUANTITIES SHOWN ON PLANS ARE APPROXIMATE, ARE NOT VERIFIED BY THE OWNER, AND ARE FURNISHED SOLELY FOR THE CONTRACTOR'S CONVENIENCE.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN COPIES OF M.A.G. STANDARDS AND SPECIFICATIONS AS WELL AS ALL OTHER FEDERAL STANDARDS AND SPECIFICATIONS NECESSARY TO COMPLETELY AND ACCURATELY INTERPRET THESE PLANS.
- CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT ALL EXISTING AIRPORT FACILITIES, INFRASTRUCTURE, AND IMPROVEMENTS, INCLUDING TENANT FACILITIES. ANY DAMAGE CAUSED BY CONTRACTOR SHALL BE REPLACED OR REPAIRED BY CONTRACTOR AT THEIR SOLE EXPENSE TO THE SATISFACTION OF BOTH THE ENGINEER AND THE OWNER OF THE DAMAGED PROPERTY.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION STAKING WHICH SHALL BE PERFORMED BY A REGISTERED LAND SURVEY IN THE STATE OF ARIZONA.
- THE OWNER MAY ORDER ANY OR ALL WORKMANSHIP AND MATERIALS TO BE TESTED ACCORDING TO APPLICABLE STANDARDS.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR THE COST OF ALL REWORK AND/OR REMOVAL AND REPLACEMENT OF ALL MATERIALS AND/OR WORKMANSHIP REPRESENTED BY A FAILING TEST.
- APPROVAL OF A PORTION OF THE WORK IN PROGRESS DOES NOT GUARANTEE ITS FINAL ACCEPTANCE. TESTING AND EVALUATION MAY CONTINUE UNTIL WRITTEN FINAL ACCEPTANCE OF A COMPLETE AND WORKABLE UNIT.
- THE OWNER MAY SUSPEND THE WORK BY WRITTEN NOTICE WHEN, IN ITS JUDGEMENT, PROGRESS IS UNSATISFACTORY, WORK BEING DONE IS UNAUTHORIZED OR DEFECTIVE, WEATHER CONDITIONS ARE UNSUITABLE, OR THERE IS A DANGER TO THE PUBLIC HEALTH OR SAFETY.
- STREET AND TRAFFIC SIGNS WILL BE RELOCATED BY THE CONTRACTOR, IF NECESSARY, AT THE DIRECTION OF THE OWNER.
- CONTRACTOR IS RESPONSIBLE FOR QUALITY CONTROL TESTING.
- THE CONTRACTOR SHALL COMPLY WITH THIS PROJECT'S CONSTRUCTION SAFETY AND PHASING PLAN AT ALL TIMES.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN ALL EXISTING AIRPORT ACCESS GATES AND FENCING USE BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN THE SECURITY OF SAID ACCESS GATES AND FENCING AND PROVIDE TEMPORARY FENCES (MIN. 6' HIGH) AS NEEDED. ANY DAMAGE TO THE AIRPORT'S EXISTING FENCE AND GATES SHALL BE SATISFACTORILY REPAIRED OR REPLACED TO A CONDITION EQUAL TO OR BETTER THAN THE ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CONTRACT.

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: GG1.02	
REVISIONS	△	REPACKAGE - 03/30/2023	
	△		
PLAN NAME			
GENERAL NOTES			
ENGINEER INFORMATION			
COB PERMITTING APPROVED SEAL		COB ENGINEERING APPROVED SEAL	
APPROVED		APPROVED	
04/12/2023		MAY 12 2022	
CITY OF BUCKEYE ENGINEERING		CITY OF BUCKEYE ENGINEERING	
AS-BUILT SEAL		DESIGN SEAL	
			
ORIGINAL PLAN DATE		LATEST REVISION DATE	
04/22/2022		03/30/2023	
PROJECT NUMBER		SHEET NUMBER	
1018028.05		3 of 67	
SUBMITTAL		2nd Submittal	
CONTRACT #		ENCIP-22-001	
CONTRACT TRACKING #		FAA AIP NO. 3-04-0009-026-2023	



AIRPORT: T.W. & AMYSON, DESIGN: PHASE 2, COB: 10/20/20, 05-251, 02/21/2020, 05-30, 2023 10:28 AM

142018101828.05 - BUCKEYE AIRPORT - T&A - AIRPORT REGION - PHASE 2 (CONV. 1828.05 - 2021) - 03/30/2023 10:08 AM

ABBREVIATIONS

ABC	AGGREGATE BASE COURSE
AC	ASPHALT CONCRETE PAVEMENT
ADD ALT	ADDITIVE ALTERNATE
ADG	AIRCRAFT DESIGN GROUP
AFFF	AQUEOUS FILM FORMING FOAM
AOA	AIR OPERATIONS AREA
ATCT	AIRPORT TRAFFIC CONTROL TOWER
AHD	AHEAD
BK	BACK
BCF	BRASS CAP FLUSH
BLDG	BUILDING
BM	BENCHMARK
CB	CATCH BASIN
C/L OR C	CENTERLINE
CONT ITEM	CONTINGENT ITEM
CP	CONTROL POINT
CMP	CORRUGATED METAL PIPE
CTB	CEMENT TREATED BASE
DB	DUCT BANK
DIP	DUCTILE IRON PIPE
ELEC	ELECTRICAL
ELEV	ELEVATION
EOP	EDGE OF PAVEMENT

ABBREVIATIONS (CONT'D)

FL	FLOWLINE
FO	FIBER OPTIC
BXK	BUCKEYE MUNICIPAL AIRPORT CALL SIGN
MAG	MARICOPA ASSOCIATION OF GOVERNMENTS
ME	MATCH EXISTING
NPI	NON-PAY ITEM
OAE	OR APPROVED EQUAL ON CENTER
OC	ON CENTER
OFA	OBJECT FREE AREA
OFZ	OBSTACLE FREE ZONE
PAC	PRIMARY AIRPORT CONTROL
SAC	SECONDARY AIRPORT CONTROL
PCCP	PORTLAND CEMENT CONCRETE PAVEMENT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PVI	POINT OF VERTICAL INTERSECTION
PVMT	PAVEMENT REINFORCED CONCRETE PIPE
RCP	CONCRETE PIPE

ABBREVIATIONS (CONT'D)

RGRC	RUBBER GASKET REINFORCED CONCRETE PIPE RUNWAY
RW	RUNWAY SAFETY AREA
RSA	RUNWAY OBJECT FREE AREA
ROFA	RUNWAY OBJECT FREE AREA
STD DET	STANDARD DETAIL
SD	STORM DRAIN
SS	SANITARY SEWER
SWPPP	STORM WATER POLLUTION PREVENTION PLAN
TBM	TEMPORARY BENCHMARK
TL	TAXILANE
TLOFA	TAXILANE OBJECT FREE AREA
TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TW	TAXIWAY
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
VOR	VHF OMNI-DIRECTIONAL RANGE
WV	WATER VALVE

REMOVAL NOTE

- 1 SAWCUT AC PAVEMENT (2.5"± DEPTH)
- 2 SAWCUT RUN-UP AC PAVEMENT (5"± DEPTH)
- 3 REMOVE AC PAVEMENT (2.5"± DEPTH)
- 4 REMOVE RUN-UP AC PAVEMENT (5"± DEPTH)
- 5 OBLITERATE & SEAL PAVEMENT MARKINGS
- 6 REMOVE 24" X 36" ELLIPTICAL CMP
- 7 REMOVE CULVERT END STRUCTURE
- 9 REMOVE, SALVAGE & STORE CRUSHED AGGREGATE SHOULDER PROTECTION (GTP 30.01)

CONSTRUCTION NOTE

- 1 LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS DET 1, DWG GG2.01
- 5 AC PAVEMENT SECT A, DWG GG1.07
- 6 ASPHALT JOINT DET 2, DWG GG1.07
- 8 AC INFELD PAVEMENT SECT B, DWG GG1.07
- 9 30"x19" CLASS V RGRC
- 10 18" CLASS V RGRC
- 11 15" CLASS V RGRC
- 12 MITERED CONCRETE HEADWALL W/GRATE (INLET) DWG CG2.02
- 13 MITERED CONCRETE HEADWALL W/GRATE (OUTLET) DWG CG2.02
- 14 CATCH BASIN (MAG STD. DET. 535, TYPE F)
- 15 TRIPLE CATCH BASIN (MAG STD. DET. 535, TYPE F MOD)
- 16 SEEDING (T-901)
- 17 CRUSHED AGGREGATE SHOULDER PROTECTION SECT C, DWG GG1.07
- 18 CRUSHED AGGREGATE W/GEOSYNTHETIC FILTER FABRIC GTP 40.03 DET 2, DWG CG2.01
- 19 RIPRAP W/GEOSYNTHETIC FILTER FABRIC GTP 40.04 DET 2, DWG CG2.01
- 20 FILTER SOCK/WATTLE/INLET PROTECTION DET 3 DWG CS1.02
- 21 STABILIZED CONSTRUCTION ENTRANCE DET 1-2 DWG CS1.02
- 22 CONCRETE APRON (ADOT STD. DET. C-15.80, DIMENSIONS MODIFIED)
- 30 TAXIWAY CENTERLINE MARKING DET 1, SHT CM2.01
- 31 ENHANCED TAXIWAY CENTERLINE DET 2, SHT CM2.01
- 32 INTERMEDIATE HOLDING POSITION MARKING DET 5, SHT CM2.01
- 33 TAXIWAY EDGE MARKING DET 3, SHT CM2.01
- 34 TAXIWAY SHOULDER MARKING DET 4, SHT CM2.01

REFERENCE NOTE

- 1 PROTECT IN PLACE
- 2 MATCH EXISTING
- 5 REFER TO DWG GG1.05 FOR SURVEY CONTROL PLAN
- 6 REFER TO DWG GG1.07 FOR TYPICAL SECTIONS & DETAILS
- 8 REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
- 9 REFER TO DWG CG1.01-CG1.03 FOR GRADING & DRAINAGE PLANS
- 10 REFER TO DWG CG2.01-CG2.02 FOR STORM DRAIN CONSTR., GRADING DETAILS & CULVERT END STRUCTURES DETAIL
- 11 REFER TO DWG CP1.01-CP1.03 FOR GEOMETRIC CONTROL AND PAVING PLANS
- 12 REFER TO DWG CP2.01-CP2.04 FOR PAVING PLAN & PROFILES
- 15 REFER TO DWG E2.1-E2.4 FOR ELECTRICAL DEMOLITION PLANS
- 16 REFER TO DWG E3.1-E3.4 FOR AIRFIELD ELECTRICAL PLANS
- 17 REFER TO TAXIWAY TRANSITION QUANTITIES ABOVE. WORK NOT TO BE PERFORMED IF ADDITIVE ALTERNATE IS AWARDED.

LEGEND

	PRIMARY BENCH MARK
	SURVEY MONUMENT
	CONTROL POINT
	EXISTING CATCH BASIN
	EXISTING TAXIWAY LIGHT
	EXISTING SIGN
	EXISTING VALVE
	EXISTING FIRE HYDRANT
	EXISTING MANHOLE
	NEW MANHOLE
	EXISTING PULL BOX/VAULT
	EXISTING RIGHT OF WAY
	LEASE LINE
	NEW STORM DRAIN
	EXISTING STORM DRAIN
	NEW SANITARY SEWER
	NEW WATERLINE
	NEW ELECTRICAL
	EXISTING SANITARY SEWER
	EXISTING WATERLINE
	EXISTING ELECTRICAL
	NEW CATCH BASIN
	NEW APRON AT EXISTING CATCH BASIN
	ELECTRIC HANDHOLE
	FLAGMEN
	TEMPORARY STOP SIGN
	NEW TAXIWAY EDGE LIGHT
	RUNWAY GUARD LIGHT

LEGEND (CONT'D)

	SOIL BORING LOCATION
	CENTER LINE
	CONTRACTOR'S SITE ACCESS & HAUL ROUTE
	AIRCRAFT ACCESS/DETOUR
	NEW CONTOURS
	EXISTING CONTOURS
	EXISTING SECURITY FENCE
	NEW SECURITY FENCE
	TEMPORARY CONTRACTOR STAGING FENCING
	VERTICAL PANEL BARRICADES
	LOW PROFILE BARRICADES
	WATER FILLED JERSEY BARRICADES
	RUNWAY SAFETY AREA
	TAXIWAY SAFETY AREA
	RUNWAY OBJECT FREE AREA
	TAXIWAY OBJECT FREE AREA
	SAWCUT (FULL DEPTH)
	AIRPORT PROPERTY BOUNDARY
	EXISTING PAVEMENT MARKING REMOVAL
	EXISTING ACCESS CONTROL GATE
	FLOW ARROW

LEGEND (CONT'D)

PAVEMENT REMOVAL	
	REMOVE AC PAVEMENT (2.5"± DEPTH)
	REMOVE RUN-UP AC PAVEMENT (5"± DEPTH)
NEW PAVEMENT	
	AC PAVEMENT SECT A, DWG GG1.07
	AC INFELD PAVEMENT SECT B, DWG GG1.07
GRADING	
	SEEDING (T-901)
	CRUSHED AGGREGATE SHOULDER PROTECTION SECT C, DWG GG1.07
	CRUSHED AGGREGATE W/GEOSYNTHETIC FILTER FABRIC GTP 40.03 DET 2, DWG CG2.01
	RIPRAP W/GEOSYNTHETIC FILTER FABRIC GTP 40.04 DET 2, DWG CG2.01

BUCKEYE MUNICIPAL AIRPORT SHEET ID: GG1.03	
REVISIONS	REPACKAGE - 03/30/2023
PLAN NAME	
LEGEND, ABBREVIATIONS, & MASTER KEYNOTES LIST	
ENGINEER INFORMATION	
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DISIGN SEAL
ORIGINAL PLAN DATE 04/22/2022 PROJECT NUMBER 1018028.05	LATEST REVISION DATE 03/30/2023 SHEET NUMBER 4 of 67
SUBMITTAL 2nd Submittal COB PLAN TRACKING # ENGCIP-22-001 FAA AIP NO. 3-04-0003-026-2023	



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 User: JDB
 Date: 2023-10-26 PM

BASE BID 100% ESTIMATED QUANTITIES					
LINE No.	ITEM No.	DESCRIPTION	APPROX. QTY.	UNIT	AS-BUILT QTY.
CIVIL					
1	C-100-14.1	Contractor Quality Control Program (CQCP) (Base Bid)	1	LS	
2	C-102-6.1	Storm Water Pollution Prevention Plan (Base Bid)	1	LS	
3	C-105-6.1	Mobilization (Base Bid)	1	LS	
4	GTP-10.01.1	Location of Underground Utilities (Base Bid)	1	LS	
5	GTP-20.05.1	Airfield Safety and Security (Base Bid)	1	LS	
6	GTP-40.01.1	Pre-Emergent Herbicide (2 Applications)	484	SY	
7	GTP-40.02.1	Crushed Aggregate Shoulder Protection	242	SY	
8	GTP-40.03.1	Crushed Aggregate Underlain with Geosynthetic Filter Fabric	38	SY	
9	GTP-40.04.1	Riprap Underlain with Geosynthetic Filter Fabric (D50 = 9-Inch, T = 24-Inch)	13	SY	
10	GTP-40.05.1	Asphalt Concrete Pavement (MAG 1/2-Inch, 3-Inch thickness)	2,216	SY	
11	P-101-5.1	Sawcut Asphalt Concrete Pavement (2.5 to 5-Inch Depth)	327	LF	
12	P-101-5.2	Mill Asphalt Concrete Pavement (2.5 to 5-Inch Depth)	7,047	SY	
13	P-152-4.1	Unclassified Excavation	5,000	CY	
14	P-152-4.2	Over-Excavation and Replacement of Unsuitable Materials, Backfill and Compaction	500	CY	
15	P-152-4.3	Compacted Subgrade (6-inch Depth)	8,882	SY	
16	P-152-4.4	Compacted Subgrade (8-inch Depth)	242	SY	
17	P-208-5.1	Crushed Aggregate Base Course (4-inch Depth)	2,216	SY	
18	P-208-5.2	Crushed Aggregate Base Course (6-inch Depth)	6,666	SY	
19	P-401-8.1	Bituminous Surface Course (FAA 3/4", 4-Inch Thickness)	6,666	SY	
20	P-620-5.1	Obliterate and Seal Pavement Markings	150	SF	
21	P-620-5.2	Permanent Pavement Markings (Yellow)	3,450	SF	
22	D-701-5.1	15-Inch Storm Drain Class V RGRCP	223	LF	
23	D-701-5.2	18-Inch Storm Drain Class V RGRCP	387	LF	
24	D-751-5.1	Catch Basin w/Frame & Grate (MAG STD. DET. 535, Type F)	4	EA	
25	D-751-5.2	Triple Catch Basin w/Frame & Grate (MAG STD. DET. 535, Type F Modified)	1	EA	
26	D-751-5.3	Concrete Apron (ADOT Std. Det. C-15.80, Dimensions Modified per Plan)	5	EA	
27	D-751-5.5	Mitered Concrete Headwall w/Grate (Outlet)	1	EA	
28	T-901-5.1	Seeding	2.7	AC	
ELECTRICAL					
29	L-100-5.2	Remove and Salvage Taxiway Reflector	2	EA	
30	L-100-5.3	Excavate and Remove Existing Conduit & Conductor	75	LF	
31	L-108-5.1	L-824, Type C, 1/C #8 AWG, SKV Cable	2,835	LF	
32	L-108-5.2	L-824, Type C, 2/C #8 AWG, SKV Cable	1,770	LF	
33	L-108-5.3	L-824, Type C, 2/C #8 AWG, SKV Cable w/ #8 Ground (AMOS Feeder)	80	LF	
34	L-109-7.1	New L-829, 4KW, 3-Step CCR w/ S1 Cutout, Installed and Tested Complete	1	EA	
35	L-109-7.2	New L-821 Control Panel, Installed Complete and Tested	1	LS	
36	L-109-7.3	Airfield Lighting Vault Modifications, Clean Vault Interior and Relocate Stored Equipment	1	LS	
37	L-110-5.1	Single-way, (1) - 2" Conduit, Slurry Encased	4,960	LF	
38	L-110-5.2	Single-way, (1) - 2" Conduit, Concrete Encased	385	LF	

BASE BID 100% ESTIMATED QUANTITIES					
LINE No.	ITEM No.	DESCRIPTION	APPROX. QTY.	UNIT	AS-BUILT QTY.
ELECTRICAL					
39	L-110-5.3	Multiple-way, (2) - 2" Conduit, Concrete Encased	75	LF	
40	L-115-5.1	New L-8670 16" Diameter Junction Can w/ Blank Cover	1	EA	
41	L-125-5.2	New L-858(L) Size 1, 3-Module, Airfield Guidance Sign, on New Concrete Sign Base	1	EA	
42	L-125-5.4	New Elevated L-861(T) LED Taxiway Edge Light and Isolation Transformer on New L-867 Base Can	30	EA	
43	L-125-5.6	Re-Install Salvaged Retroreflective Taxiway Edge Marker	2	EA	
44	L-125-5.7	New Elevated L-861(T) LED Taxiway Edge Light and Isolation Transformers with Stems, Frangible Couplings and Cords (Spare)	3	EA	
45	L-125-5.8	New L-853 Retroreflective Taxiway Edge Marker	14	EA	

ADDITIVE ALTERNATE NO. 1 100% ESTIMATED QUANTITIES					
LINE No.	ITEM No.	DESCRIPTION	APPROX. QTY.	UNIT	AS-BUILT QTY.
CIVIL					
1	C-100-14.2	Contractor Quality Control Program (CQCP) (Add Alt No. 1)	1	LS	
2	C-102-6.2	Storm Water Pollution Prevention Plan (Add Alt No. 1)	1	LS	
3	C-105-6.2	Mobilization (Add Alt No. 1)	1	LS	
4	GTP-10.01.2	Location of Underground Utilities (Add Alt No. 1)	1	LS	
5	GTP-20.05.2	Airfield Safety and Security (Add Alt No. 1)	1	LS	
6	GTP-30.01.1	Remove, Salvage and Store Aggregate Shoulder Protection	1,216	SY	
7	GTP-30.02.1	Remove 24" X 36" Elliptical Corrugated Metal Pipe (CMP)	86	LF	
8	GTP-30.02.2	Remove Culvert End Structures	2	EA	
9	GTP-40.01.1	Pre-Emergent Herbicide (2 Applications)	1,708	SY	
10	GTP-40.02.1	Crushed Aggregate Shoulder Protection	854	SY	
11	GTP-40.03.1	Crushed Aggregate Underlain with Geosynthetic Filter Fabric	40	SY	
12	GTP-40.04.1	Riprap Underlain with Geosynthetic Filter Fabric (D50 = 9-Inch, T = 24-Inch)	24	SY	
13	P-101-5.1	Sawcut Asphalt Concrete Pavement (2.5 to 5-Inch Depth)	270	LF	
14	P-101-5.2	Mill Asphalt Concrete Pavement (2.5 to 5-Inch Depth)	2,994	SY	
15	P-152-4.1	Unclassified Excavation	3,500	CY	
16	P-152-4.2	Over-Excavation and Replacement of Unsuitable Materials, Backfill and Compaction	350	CY	
17	P-152-4.3	Compacted Subgrade (6-inch Depth)	3,029	SY	
18	P-152-4.4	Compacted Subgrade (8-inch Depth)	854	SY	
19	P-208-5.2	Crushed Aggregate Base Course (6-inch Depth)	3,029	SY	
20	P-401-8.1	Bituminous Surface Course (FAA 3/4", 4-Inch Thickness)	3,029	SY	
21	P-620-5.1	Obliterate and Seal Pavement Markings	620	SF	
22	P-620-5.2	Permanent Pavement Markings (Yellow)	730	SF	
23	D-701-5.3	30-Inch x 19-Inch Storm Drain Class V RGRCP	89	LF	
24	D-751-5.4	Mitered Concrete Headwall w/Grate (Inlet)	1	EA	
25	D-751-5.5	Mitered Concrete Headwall w/Grate (Outlet)	1	EA	
26	T-901-5.1	Seeding	1.2	AC	

ADDITIVE ALTERNATE NO. 1 100% ESTIMATED QUANTITIES					
LINE No.	ITEM No.	DESCRIPTION	APPROX. QTY.	UNIT	AS-BUILT QTY.
ELECTRICAL					
27	L-100-5.1	Remove and Salvage Taxiway Edge Light and Isolation Transformer, Remove Base Can	9	EA	
28	L-100-5.3	Excavate and Remove Existing Conduit & Conductor	795	LF	
29	L-100-5.4	Remove and Salvage Unlighted Airfield Guidance Sign, Remove Concrete Pad	1	EA	
30	L-100-5.5	Excavate and Remove Existing Pull Box / Junction Can	2	EA	
31	L-108-5.1	L-824, Type C, 1/C #8 AWG, SKV Cable	2,170	LF	
32	L-108-5.2	L-824, Type C, 2/C #8 AWG, SKV Cable	550	LF	
33	L-110-5.1	Single-way, (1) - 2" Conduit, Slurry Encased	2,010	LF	
34	L-110-5.2	Single-way, (1) - 2" Conduit, Concrete Encased	100	LF	
35	L-110-5.3	Multiple-way, (2) - 2" Conduit, Concrete Encased	115	LF	
36	L-115-5.1	New L-8670 16" Diameter Junction Can w/ Blank Cover	4	EA	
37	L-125-5.1	New L-858(L) Size 1, 2-Module, Airfield Guidance Sign, on New Concrete Sign Base	1	EA	
38	L-125-5.2	New L-858(L) Size 1, 3-Module, Airfield Guidance Sign, on New Concrete Sign Base	1	EA	
39	L-125-5.3	New L-858(L) Size 1, 4-Module, LED Airfield Guidance Sign, on New Concrete Sign Base	1	EA	
40	L-125-5.4	New Elevated L-861(T) LED Taxiway Edge Light and Isolation Transformer on New L-867 Base Can	8	EA	
41	L-125-5.5	New Elevated L-861(T) Quartz Taxiway Edge Light and Isolation Transformer on New L-867 Base Can	20	EA	
42	L-125-5.7	New Elevated L-861(T) LED Taxiway Edge Light and Isolation Transformers with Stems, Frangible Couplings and Cords (Spare)	1	EA	

EARTHWORK QUANTITIES

NOTE: THE FOLLOWING RAW, UNADJUSTED, IN-PLACE EARTHWORK QUANTITIES ARE PROVIDED FOR BIDDING PURPOSES. EXCESS EXCAVATION IS STOCKPILED ON SITE AS SHOWN ON SHT GG1.06.

BASE BID	ADD ALT
4,940 CY CUT	3,660 CY CUT
140 CY FILL	530 CY FILL

BID PACKAGE QUANTITIES

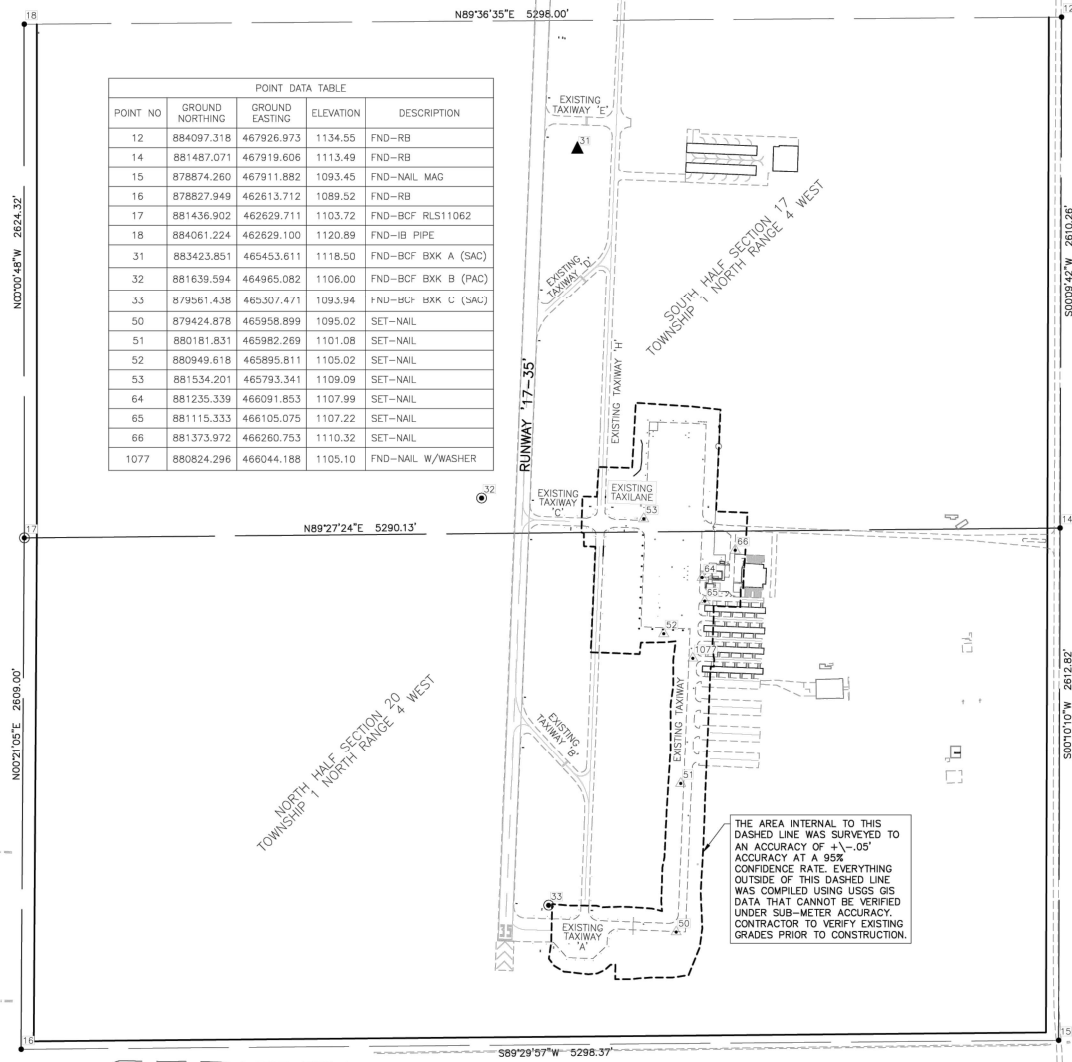
THE BASE BID CONTAINS A TAXIWAY TRANSITION WHICH WILL NOT BE CONSTRUCTED IF THE ADDITIVE ALTERNATE IS AWARDED. THE PLANS SEPARATE THE TRANSITION QUANTITIES FROM THE BASE BID QUANTITIES. THE QUANTITIES PROVIDED FOR BIDDING PURPOSES ON THIS SHEET SHOW THE PLAN QUANTITIES FOR EACH LINE ITEM LESS THE QUANTITIES FOR THE TRANSITION, WHICH ARE MEASURED FOR PAYMENT AS PART OF THE BASE BID.

BUCKEYE MUNICIPAL AIRPORT SHEET ID: GG1.04	
REPACKAGE - 03/30/2023	
PROJECT NAME:	
PROJECT QUANTITIES	
ENGINEER INFORMATION:	
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL:	
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018208.05	SHEET NUMBER 5 of 67
SUBMITTAL: 2nd Submittal COB PLAN TRACKING #	



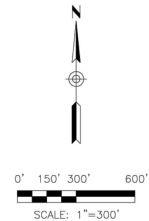
FAA AP NO. 3-04-0005-026-2023

\PROJECTS\2024\03\22\01 - BUCKEYE MUNICIPAL AIRPORT - TAXIWAY CONSTRUCTION - CTR.DWG App. 18, 2022, 9:23 AM



POINT DATA TABLE				
POINT NO	GROUND NORTHING	GROUND EASTING	ELEVATION	DESCRIPTION
12	884097.318	467926.973	1134.55	FND-RB
14	881487.071	467919.606	1113.49	FND-RB
15	878874.260	467911.882	1093.45	FND-NAIL MAG
16	878827.949	462613.712	1089.52	FND-RB
17	881436.902	462629.711	1103.72	FND-BCF RLS11062
18	884061.224	462629.100	1120.89	FND-IB PIPE
31	883423.851	465453.611	1118.50	FND-BCF BKK A (SAC)
32	881639.594	464965.082	1106.00	FND-BCF BKK B (PAC)
33	879561.438	465307.471	1093.94	FND-BCF BKK C (SAC)
50	879424.878	465958.899	1095.02	SET-NAIL
51	880181.831	465982.269	1101.08	SET-NAIL
52	880949.618	465895.811	1105.02	SET-NAIL
53	881534.201	465793.341	1109.09	SET-NAIL
64	881235.339	466091.853	1107.99	SET-NAIL
65	881115.333	466105.075	1107.22	SET-NAIL
66	881373.972	466260.753	1110.32	SET-NAIL
1077	880824.296	466044.188	1105.10	FND-NAIL W/WASHER

THE AREA INTERNAL TO THIS DASHED LINE WAS SURVEYED TO AN ACCURACY OF $\pm 0.05'$ ACCURACY AT A 95% CONFIDENCE RATE. EVERYTHING OUTSIDE OF THIS DASHED LINE WAS COMPILED USING USGS GIS DATA THAT CANNOT BE VERIFIED UNDER SUB-METER ACCURACY. CONTRACTOR TO VERIFY EXISTING GRADES PRIOR TO CONSTRUCTION.



SURVEYOR'S NOTES

- COORDINATES WERE VERIFIED IN THE FIELD USING REAL TIME KINEMATIC GPS OBSERVATIONS RELATIVE TO PUBLISHED CONTROL POINTS.
- SURVEYED DURING THE MONTH OF SEPTEMBER/OCTOBER 2018.
- CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL CONTROLS IN THE FIELD PRIOR TO CONSTRUCTION.
- PROJECT META DATA UNITS: COORDINATES, DISTANCES AND ELEVATIONS ARE SHOWN IN US SURVEY FEET.
 HORIZONTAL DATUM (BASIS OF BEARINGS): NAD83 (2011 Epoch) ARIZONA CENTRAL ZONE
 VERTICAL DATUM: NAVD '88
 PRIMARY BENCHMARK: POINT NUMBER 31 FOUND PUBLISHED BENCHMARK DESCRIBED AS: BUCKEYE MUNICIPAL AIRPORT CONTROL POINT 'A' BRASS CAP FLUSH. GRID NORTHING = 883423.85 GRID EASTING = 465453.61 PUBLISHED ELEVATION = 1118.495
- THE COORDINATES PRESENTED ARE SHOWN TO THREE DECIMAL PLACES FOR CALCULATION PURPOSES AND ARE NOT REPRESENTATIVE OF THE PRECISION OF THE SURVEY MEASUREMENTS
- THIS IS NOT A PROPERTY BOUNDARY SURVEY.

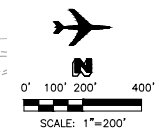
LEGEND

- FOUND MONUMENT AS NOTED
- SET CONTROL POINT AS NOTED
- PRIMARY BENCHMARK
- SECTION LINE
- MID-SECTION LINE
- BOUNDARY LINE
- FOUND REBAR
- FOUND IRON BAR IN PIPE
- FOUND BRASS CAP IN HANDHOLE
- FOUND BRASS CAP FLUSH
- FOUND CONCRETE NAIL



BUCKEYE MUNICIPAL AIRPORT SHEET ID: GG1.05	
REPACKAGE - 03/30/2023	
SURVEY CONTROL PLAN	
ENGINEER INFORMATION DIBBLE	
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL
ORIGINAL PLAN DATE 04/18/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 6 of 67

SUBMITTAL 2nd Submittal
 FAA AP NO. 3-04-0005-026-2023



PT 32 (PAC)

RUNWAY '17-35'

PT 31 (SAC)

N 879402.80
E 465096.89
TAXIWAY 'D3'
STA 10+00.00

ADD ALT
REALIGN/RECONSTRUCT
TAXIWAY 'D3'

BASE BID
REALIGN/RECONSTRUCT
TAXIWAY 'J'

BASE BID
ELECTRICAL
MODIFICATIONS

SOUTH APRON

NORTH APRON

N 891346.26
E 466050.20
TAXIWAY 'J'
STA 60+00.00

N 879365.58
E 465965.30
TAXIWAY 'D3'
STA 18+69.21
TAXIWAY 'J'
40+17.50

BASE BID
TRANSITION TO EXISTING
IF ADD ALT NOT AWARDED

REFERENCE NOTE
REFER TO DWG GG1.05 FOR SURVEY CONTROL PLAN

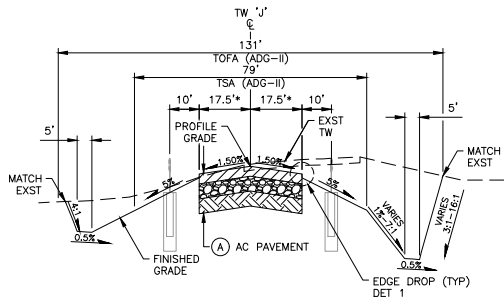
BUCKEYE MUNICIPAL AIRPORT		SHEET ID: GG1.06
REVISIONS	REPACKAGE - 03/30/2023	
PLAN NAME	PROJECT SITE PLAN	
ENGINEER INFORMATION		
COB PERMITTING APPROVED SEAL	COB ENGINEERING APPROVED SEAL	SUBMITTAL 2nd Submittal
APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	
AS-BUILT SEAL	DISIGN SEAL	
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023	
PROJECT NUMBER 1018028.05	SHEET NUMBER 7 of 67	

\A\2018\1018028.05 - BUCKEYE AIRPORT TW & APRON RECON PHASE 2\CON\18028_05-01-01.dwg, Mar. 30, 2023, 10:09 PM

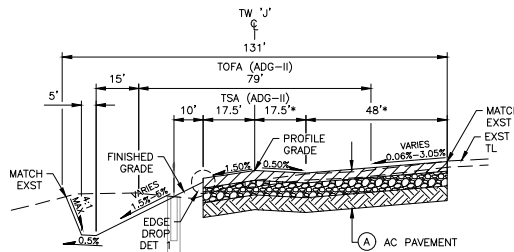
FAA AIP NO. 3-04-0003-026-2023



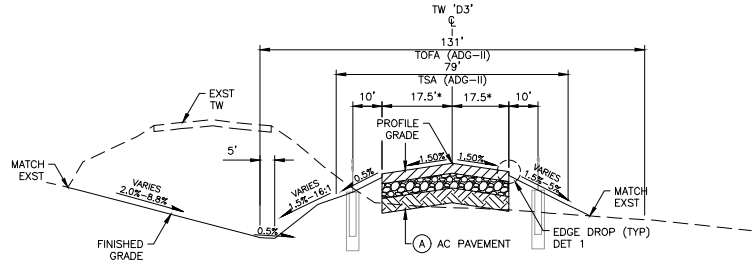
1420181018028.05 - BUCKEYE MUNICIPAL AIRPORT, TW & AIRPORT REGION, PHASE 2 (CON-18028-05-051-07) (DATE: MAR. 30, 2022) (SHEET NO. 05)



*NOTE:
 TAXIWAY WIDTH VARIES. REFER TO
 PLAN FOR WIDTHS.
TAXIWAY 'J' TYPICAL SECTION
 STA 40+17.50 TO 49+25.25

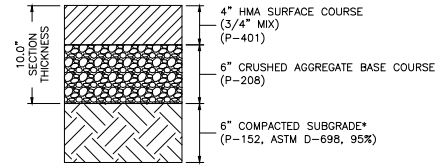


*NOTE:
 TAXIWAY WIDTH VARIES. REFER TO
 PLAN FOR WIDTHS.
TAXIWAY 'J' TYPICAL SECTION
 STA 49+25.25 TO 56+22.31
 AT CONNECTOR TAXILANE LOCATIONS

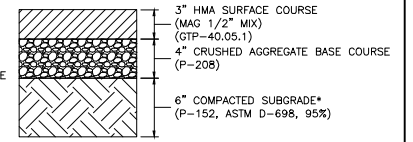


*NOTE:
 TAXIWAY WIDTH VARIES. REFER TO
 PLAN FOR WIDTHS.
TAXIWAY 'D3' TYPICAL SECTION
 STA 15+08.27 TO 18+69.21

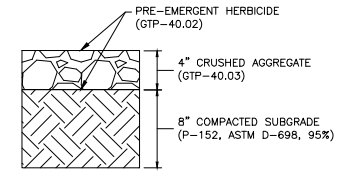
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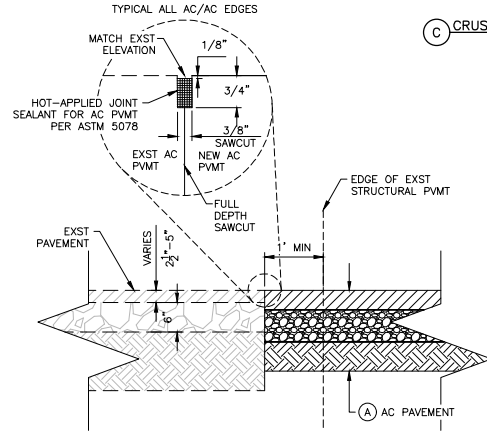
*REFER TO TYPICAL CULVERT TRENCH SECTION
 (THIS SHEET) FOR SECTION IN LIEU OF
 COMPACTED SUBGRADE AT CULVERT CROSSINGS
A AC PAVEMENT
 NTS



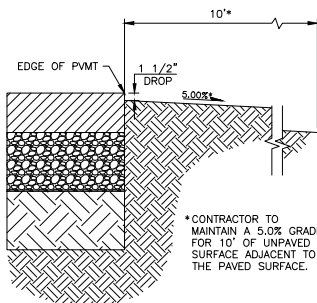
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 COMPACTED SUBGRADE AT CULVERT CROSSINGS
B AC INFIELD PAVEMENT
 NTS



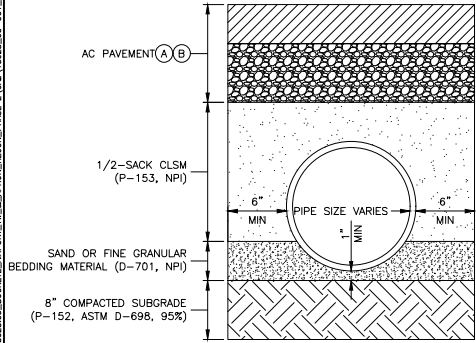
C CRUSHED AGGREGATE SHOULDER PROTECTION NTS



2 ASPHALT JOINT NTS



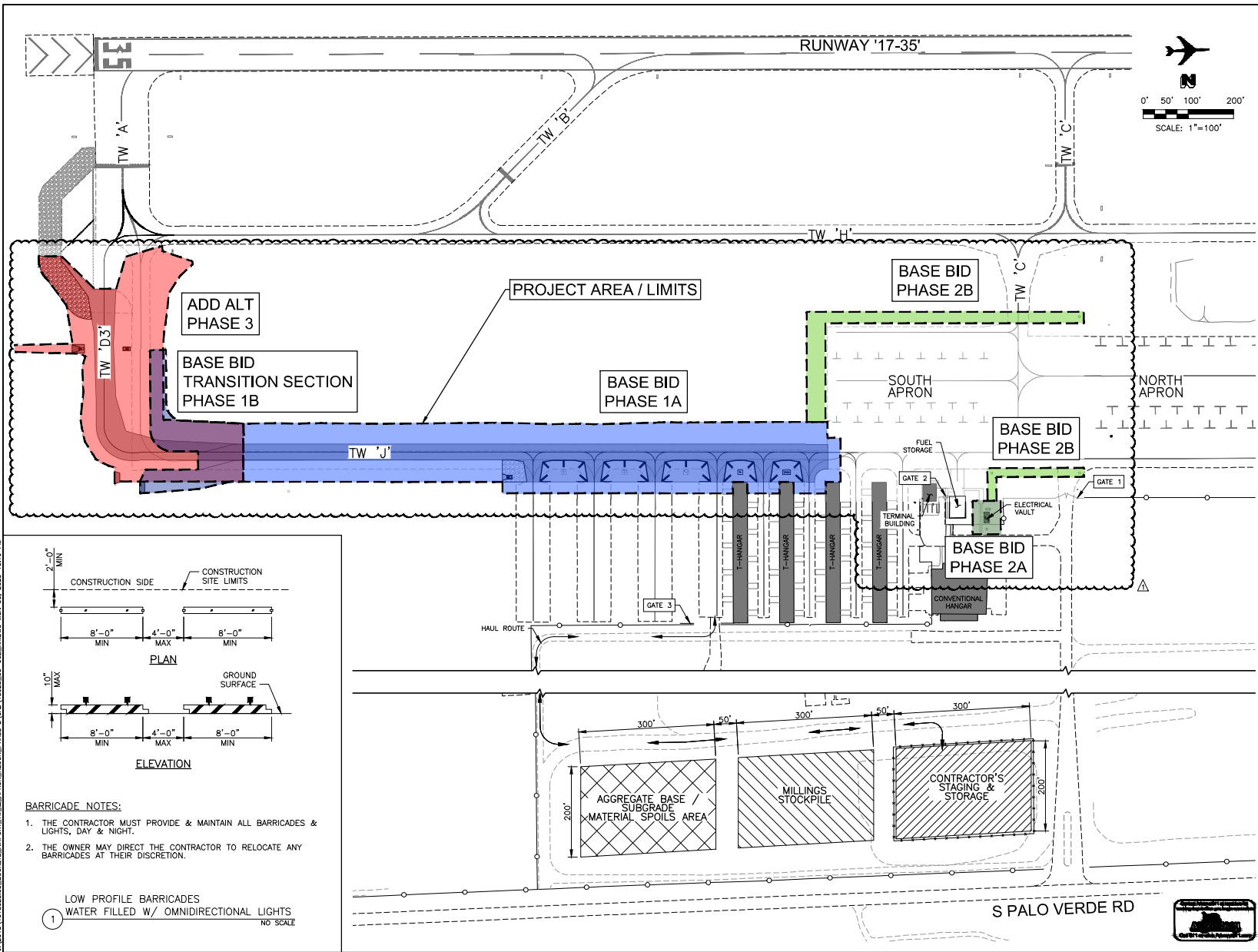
1 EDGE DROP DETAIL NTS



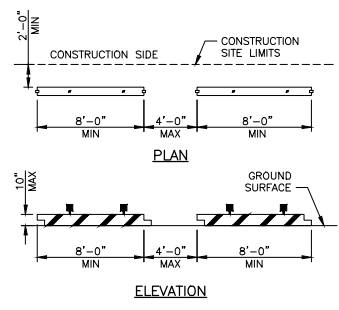
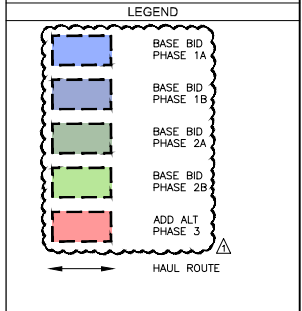
TYPICAL CULVERT TRENCH SECTION NTS

BUCKEYE MUNICIPAL AIRPORT SHEET ID: GG1.07	
REVISIONS △ REPACKAGE - 03/30/2023 △ △ PLAN NAME TYPICAL SECTIONS & DETAILS	ENGINEER INFORMATION DIBBLE COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL 	DISIGN SEAL
ORIGINAL PLAN DATE 04/22/2022 PROJECT NUMBER 1018028.05	LATEST REVISION DATE 03/30/2023 SHEET NUMBER 8 of 67
SUBMITTAL 2nd Submittal SUBMITTAL # ENG01P-22-001 FAA AIP NO. 3-04-0009-026-2023	

1420181018028.05_BUCKEYE_AIRPORT_TW & APRON REGION PHASE 3 (CON) 18028.05-2022-3X.DWG, Mar. 30, 2022, 10:10 PM



- GENERAL PHASING NOTES**
- CONSTRUCTION TRAFFIC SHALL YIELD TO AIRCRAFT TRAFFIC AT ALL TIME.
 - BARRICADE PLACEMENT & PAVEMENT MARKING MAY BE ADJUSTED AT THE DISCRETION OF THE CITY &/OR AIRPORT STAFF TO ACCOMMODATE SPECIFIC AIRCRAFT MOVEMENT NEEDS.
 - CONTRACTOR SHALL USE GATE #3 FOR ACCESS DURING CONSTRUCTION.
 - PERMANENT PAVEMENT MARKINGS SHALL BE APPLIED AT LEAST 30 DAYS FOLLOWING PAVING OPERATIONS, AND SHALL BE COMPLETED BEFORE FINAL COMPLETION. FINAL COMPLETION IS 30 DAYS AFTER SUBSTANTIAL COMPLETION OF PHASE 3. THE MARKING CONTRACTOR SHALL COORDINATE WITH THE AIRPORT TO TEMPORARILY RESTRICT ACCESS TO OPEN AREAS DURING NON-BUSY PERIODS TO APPLY THE MARKINGS.
 - STAGING & STORAGE TEMPORARY FENCING SHALL BE AT THE CONTRACTOR'S DISCRETION AND EXPENSE.

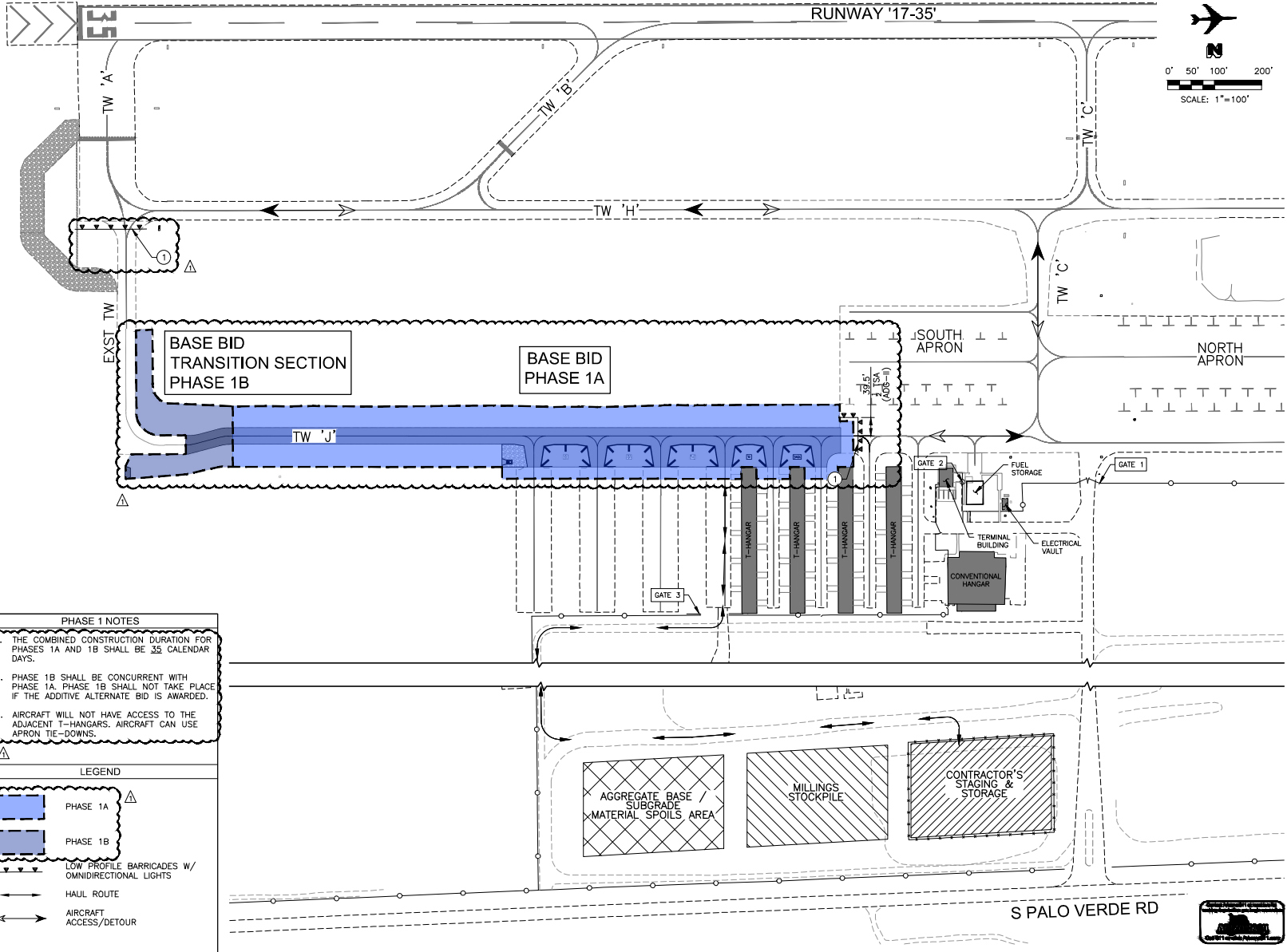


- BARRICADE NOTES:**
- THE CONTRACTOR MUST PROVIDE & MAINTAIN ALL BARRICADES & LIGHTS, DAY & NIGHT.
 - THE OWNER MAY DIRECT THE CONTRACTOR TO RELOCATE ANY BARRICADES AT THEIR DISCRETION.

1 LOW PROFILE BARRICADES
 WATER FILLED W/ OMNIDIRECTIONAL LIGHTS
 NO SCALE

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: GG2.01	
REVISIONS			
▲ REPACKAGE - 03/30/2023			
▲			
▲			
PLAN NAME		CONSTRUCTION PHASING PLAN OVERALL	
ENGINEER INFORMATION			
DIBBLE			
COB PERMITTING APPROVED SEAL	APPROVED	COB ENGINEERING APPROVED SEAL	APPROVED
04/12/2023		MAY 12 2022	
CITY OF BUCKEYE ENGINEERING		CITY OF BUCKEYE ENGINEERING	
AS-BUILT SEAL	DESIGN SEAL	DESIGNER SEAL	47425 SUANE H. DANA
ORIGINAL PLAN DATE	04/22/2022	LATEST REVISION DATE	03/30/2023
PROJECT NUMBER	1018028.05	SHEET NUMBER	9 of 67
SUBMITTAL		2nd Submittal	
SUBMITTING #		FAA AIP NO. 3-04-0003-026-2023	

A:\2018\1018028.05 - BUCKEYE AIRPORT TW & APRON RECON PHASE 2\CONV\18028-05-2022-31.PWT May 30, 2022 10:10 PM



CONSTRUCTION NOTES

- ① LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS DET 1, DWG GG2.01

BUCKEYE MUNICIPAL AIRPORT SHEET ID: GG2.02

- REVISIONS
- △ REPACKAGE - 03/30/2023
- △
- △

PLAN NAME
CONSTRUCTION PHASING PLAN
BASE BID - PHASE 1

ENGINEER INFORMATION
DIBBLE

COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	SUBMITTAL 2nd Submittal
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AS-BUILT SEAL

DESIGN SEAL

ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 10 of 67

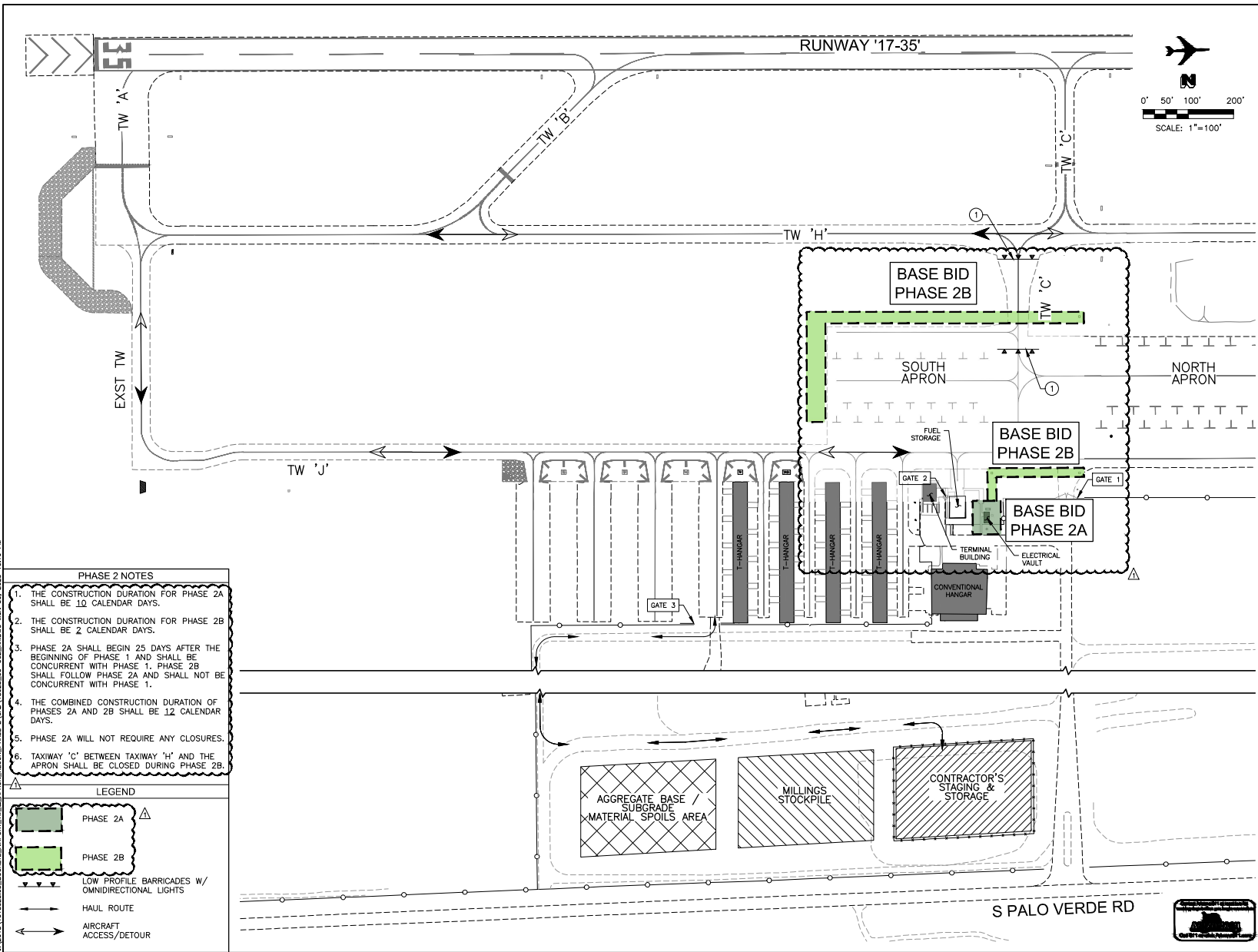
- PHASE 1 NOTES
1. THE COMBINED CONSTRUCTION DURATION FOR PHASES 1A AND 1B SHALL BE 35 CALENDAR DAYS.
 2. PHASE 1B SHALL BE CONCURRENT WITH PHASE 1A. PHASE 1B SHALL NOT TAKE PLACE IF THE ADDITIVE ALTERNATE BID IS AWARDED.
 3. AIRCRAFT WILL NOT HAVE ACCESS TO THE ADJACENT T-HANGARS. AIRCRAFT CAN USE APRON TIE-DOWNS.

LEGEND

- △ PHASE 1A
- △ PHASE 1B
- LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS
- HAUL ROUTE
- AIRCRAFT ACCESS/DETOUR

FAA AIP NO. 3-04-0003-026-2023

1520181010220205_BUCKEYE_AIRPORT_TW & APRON RECON PHASE 2 (CONTRACT NO. 10-2022-23) DWG. No. 2022-0510.DWG



CONSTRUCTION NOTES

- ① LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS DET 1, DWG GG2.01

BUCKEYE MUNICIPAL AIRPORT Sheet GG2.03

REVISIONS
 △ REPACKAGE - 03/30/2023

PLAN NAME
 CONSTRUCTION PHASING PLAN
 BASE BID - PHASE 2

ENGINEER INFORMATION
DIBBLE

COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	SUBMITTAL 2nd Submittal
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AS-BUILT SEAL
 DESIGN SEAL

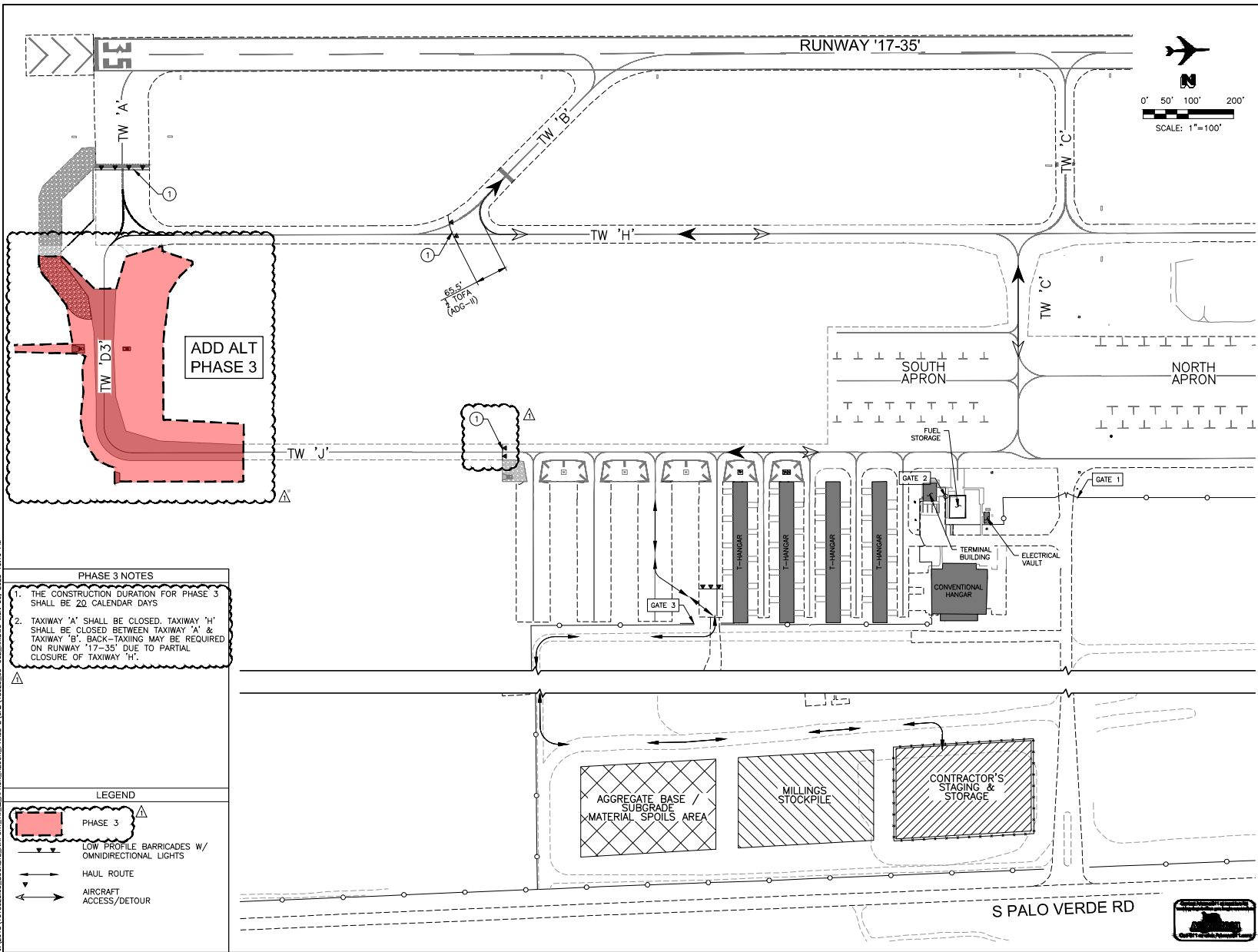
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 11 of 67

- PHASE 2 NOTES**
1. THE CONSTRUCTION DURATION FOR PHASE 2A SHALL BE 10 CALENDAR DAYS.
 2. THE CONSTRUCTION DURATION FOR PHASE 2B SHALL BE 2 CALENDAR DAYS.
 3. PHASE 2A SHALL BEGIN 25 DAYS AFTER THE BEGINNING OF PHASE 1 AND SHALL BE CONCURRENT WITH PHASE 1. PHASE 2B SHALL FOLLOW PHASE 2A AND SHALL NOT BE CONCURRENT WITH PHASE 1.
 4. THE COMBINED CONSTRUCTION DURATION OF PHASES 2A AND 2B SHALL BE 12 CALENDAR DAYS.
 5. PHASE 2A WILL NOT REQUIRE ANY CLOSURES.
 6. TAXIWAY 'C' BETWEEN TAXIWAY 'H' AND THE APRON SHALL BE CLOSED DURING PHASE 2B.

- LEGEND**
- PHASE 2A
 - PHASE 2B
 - LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS
 - HAUL ROUTE
 - AIRCRAFT ACCESS/DETOUR

FAA AIP NO. 3-04-0003-026-2023

\A\2018\1018028.05 - BUCKEYE AIRPORT, TW & APRON, REGION, PHASE 3 (CON) 18028.05-0022-2X (REV) May. 30, 2023 10:10 AM



CONSTRUCTION NOTES

- ① LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS DET 1, DWG GG2.01

BUCKEYE MUNICIPAL AIRPORT Sheet: GG2.04

REVISIONS
 △ REPACKAGE - 03/30/2023

PLAN NAME
 CONSTRUCTION PHASING PLAN
 ADD ALT - PHASE 3

ENGINEER INFORMATION
DIBBLE

COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	SUBMITTAL 2nd Submittal
AS-BUILT SEAL		

DESIGN SEAL

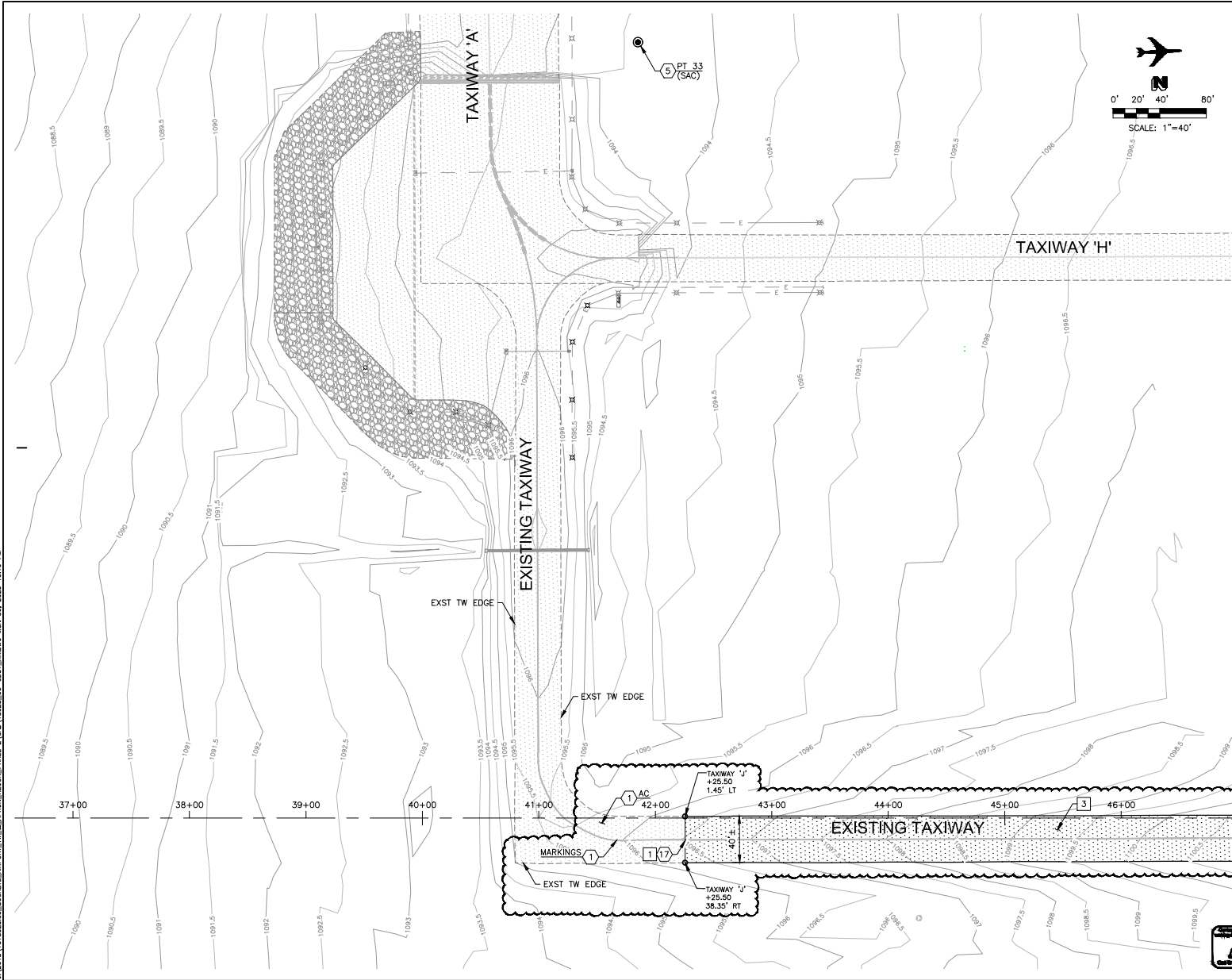
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 12 of 67

- PHASE 3 NOTES**
1. THE CONSTRUCTION DURATION FOR PHASE 3 SHALL BE 20 CALENDAR DAYS
 2. TAXIWAY 'A' SHALL BE CLOSED. TAXIWAY 'H' SHALL BE CLOSED BETWEEN TAXIWAY 'A' & TAXIWAY 'B'. BACK-TAXIING MAY BE REQUIRED ON RUNWAY '17-35' DUE TO PARTIAL CLOSURE OF TAXIWAY 'H'.

- LEGEND**
- PHASE 3
 - LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS
 - HAUL ROUTE
 - AIRCRAFT ACCESS/DETOUR

FAA AIP NO. 3-04-0003-026-2023

\A\2023\1018028.05 - BUCKEYE AIRPORT TW & PARALLEL REGION PHASE 2\CD\18028.05-CD1-SCALE.dwg, 30, 2023 10:10 PM



MATCH LINE STA 47+00 REFER TO SHEET CDT.02

REMOVAL NOTES	
3 REMOVE AC PAVEMENT (2.5'± DEPTH)	2,091 SY
TW TRANSITION REMOVAL NOTES	
1 SAWCUT AC PAVEMENT (2.5'± DEPTH)	40 LF

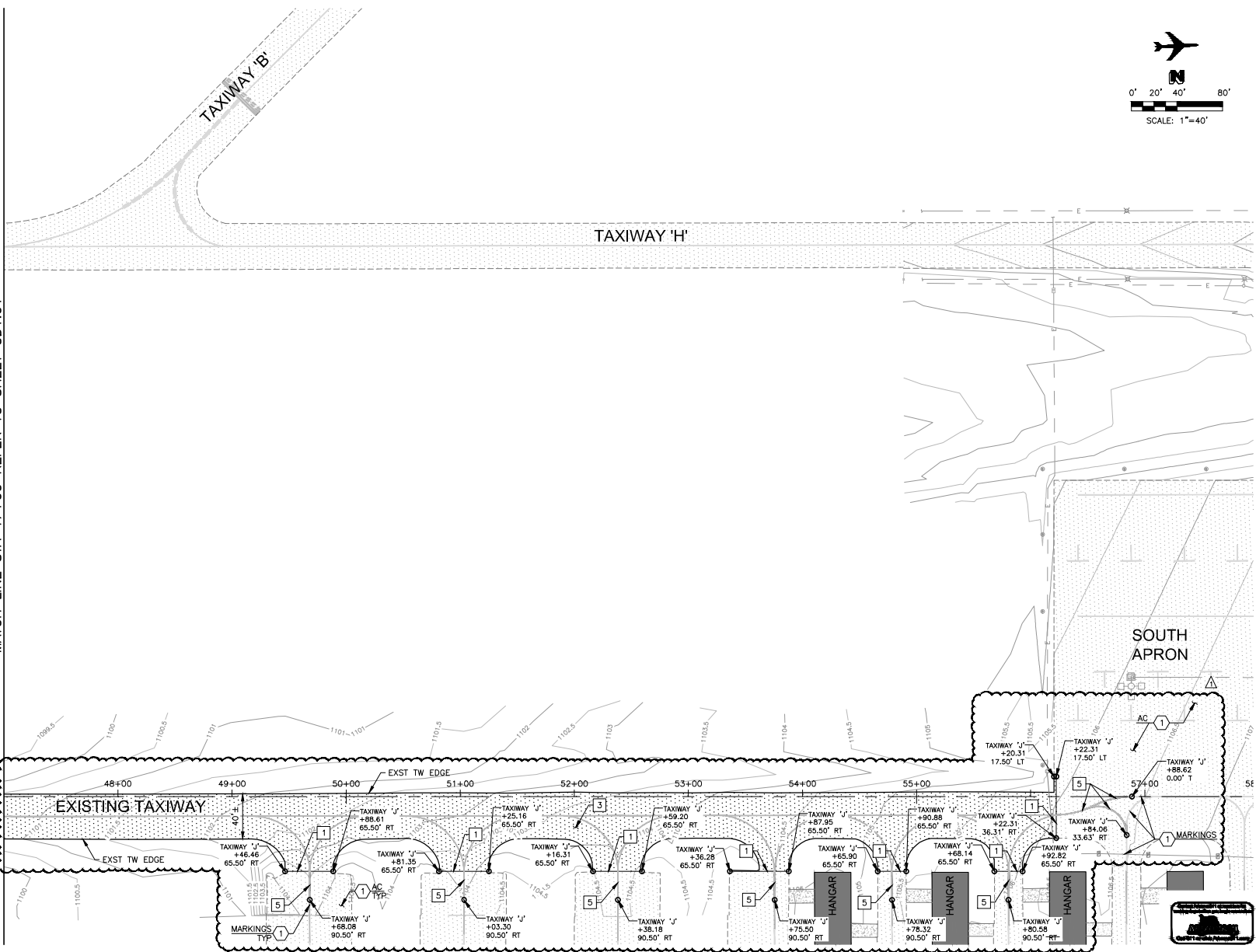
REFERENCE NOTES	
1 PROTECT IN PLACE	
5 REFER TO DWG GG1.05 FOR SURVEY CONTROL PLAN	
17 REFER TO TAXIWAY TRANSITION QUANTITIES ABOVE. WORK NOT TO BE PERFORMED IF ADDITIVE ALTERNATE IS AWARDED.	

BUCKEYE MUNICIPAL AIRPORT	SHEET ID: CD1.01
REVISIONS	
REPACKAGE - 03/30/2023	
PLAN NAME	
DEMOLITION PLAN BASE BID - TW 'J' STA 42+25.50 TO 47+00	

ENGINEER INFORMATION		DIBBLE	
COB PERMITTING APPROVED SEAL	APPROVED	COB ENGINEERING APPROVED SEAL	APPROVED
04/12/2023		MAY 12 2022	
CITY OF BUCKEYE ENGINEERING		CITY OF BUCKEYE ENGINEERING	
AS-BUILT SEAL	DESIGN SEAL	DESIGN SEAL	DESIGN SEAL
ORIGINAL PLAN DATE	04/22/2022	LATEST REVISION DATE	03/30/2023
PROJECT NUMBER	1018028.05	SHEET NUMBER	13 of 67
SUBMITTAL		SUBMITTAL	
2nd Submittal		2nd Submittal	
PROJECT #		PROJECT #	
ENG/CP-22-0001		ENG/CP-22-0001	
FAA AIP NO. 3-04-0003-026-2023		FAA AIP NO. 3-04-0003-026-2023	

MATCH LINE STA 47+00 REFER TO SHEET CD1.01

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REMOVAL NOTES	
1 SAWCUT AC PAVEMENT (2.5'± DEPTH)	287 LF
3 REMOVE AC PAVEMENT (2.5'± DEPTH)	4,956 SY
5 OBLITERATE & SEAL PAVEMENT MARKINGS	150 SF

REFERENCE NOTES	
1	PROTECT IN PLACE

BUCKEYE MUNICIPAL AIRPORT	SHEET ID: CD1.02
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REVISIONS	<ul style="list-style-type: none"> REPACKAGE - 03/30/2023
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PLAN NAME	DEMOLITION PLAN BASE BID - TW 'J' STA 47+00 TO 56+22.31
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ENGINEER INFORMATION	DIBBLE
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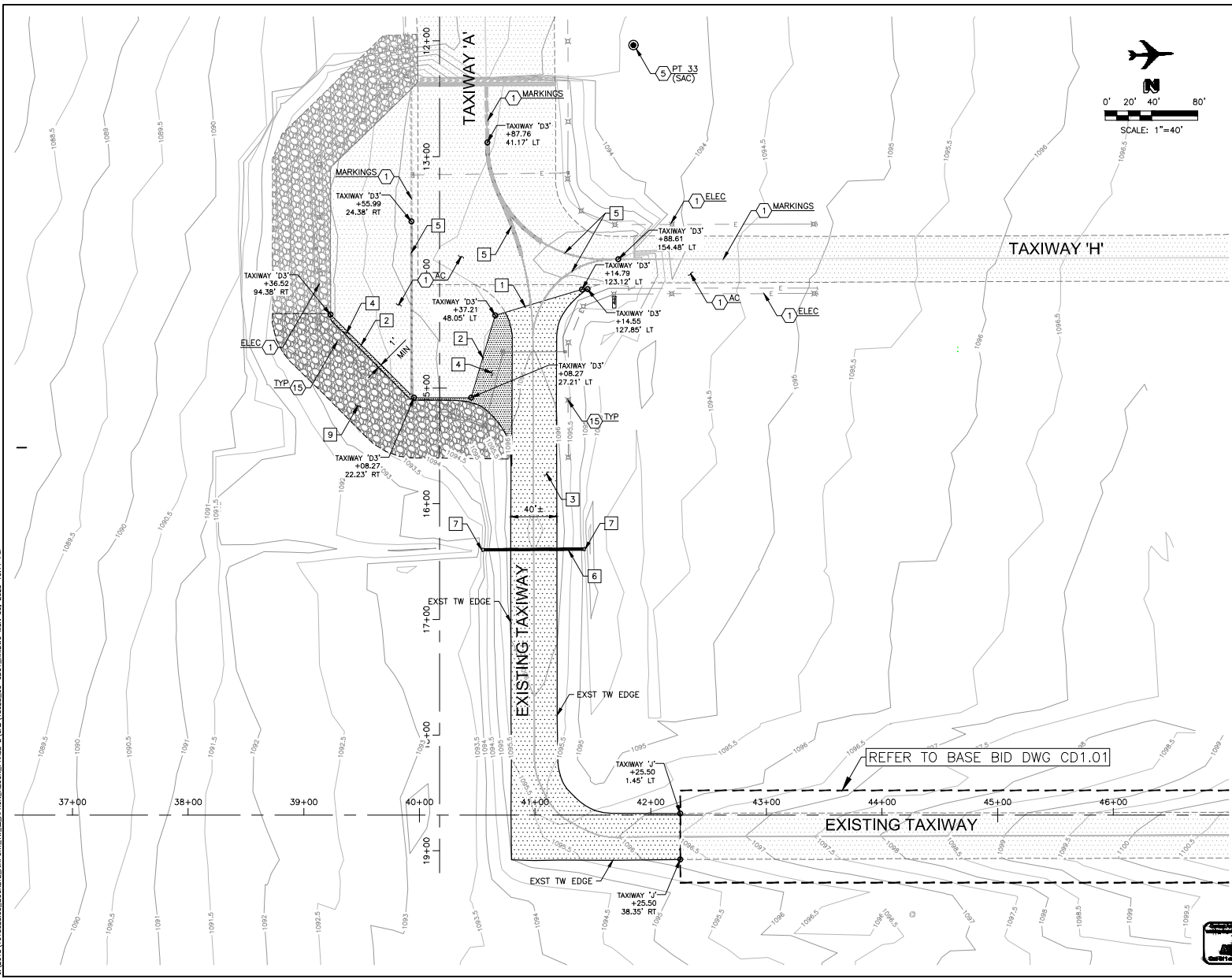
COB PERMITTING APPROVED SEAL	APPROVED	04/12/2023	CITY OF BUCKEYE ENGINEERING
COB ENGINEERING APPROVED SEAL	APPROVED	MAY 12 2022	CITY OF BUCKEYE ENGINEERING

AS-BUILT SEAL	DESIGN SEAL	SUBMITTAL	2nd Submittal
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ORIGINAL PLAN DATE	04/22/2022	LATEST REVISION DATE	03/30/2023
PROJECT NUMBER	10180205	SHEET NUMBER	14 of 67

FAA AIP NO. 3-04-0003-026-2023

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REMOVAL NOTES		
1	SAWCUT AC PAVEMENT (2.5'± DEPTH)	75 LF
2	SAWCUT RUN-UP AC PAVEMENT (5'± DEPTH)	235 LF
3	REMOVE AC PAVEMENT (2.5'± DEPTH)	2,679 SY
4	REMOVE RUN-UP AC PAVEMENT (5'± DEPTH)	315 SY
5	OBLITERATE & SEAL PAVEMENT MARKINGS	620 SF
6	REMOVE 24" X 36" ELLIPTICAL CMP	86 LF
7	REMOVE CULVERT END STRUCTURE	2 EA
9	REMOVE, SALVAGE & STORE CRUSHED AGGREGATE SHOULDER PROTECTION (GTP 30.01)	1,216 SY

REFERENCE NOTES	
1	PROTECT IN PLACE
5	REFER TO DWG GG1.05 FOR SURVEY CONTROL PLAN
15	REFER TO DWG E2.1-E2.4 FOR ELECTRICAL DEMOLITION PLANS

BUCKEYE MUNICIPAL AIRPORT SHEET ID: CD1.03

REVISIONS	<p>▲ REPACKAGE - 03/30/2023</p> <p>▲</p> <p>▲</p>
PLAN NAME	DEMOLITION PLAN ADD ALT - TW 'D3' TO TW 'J' STA 42+25.50

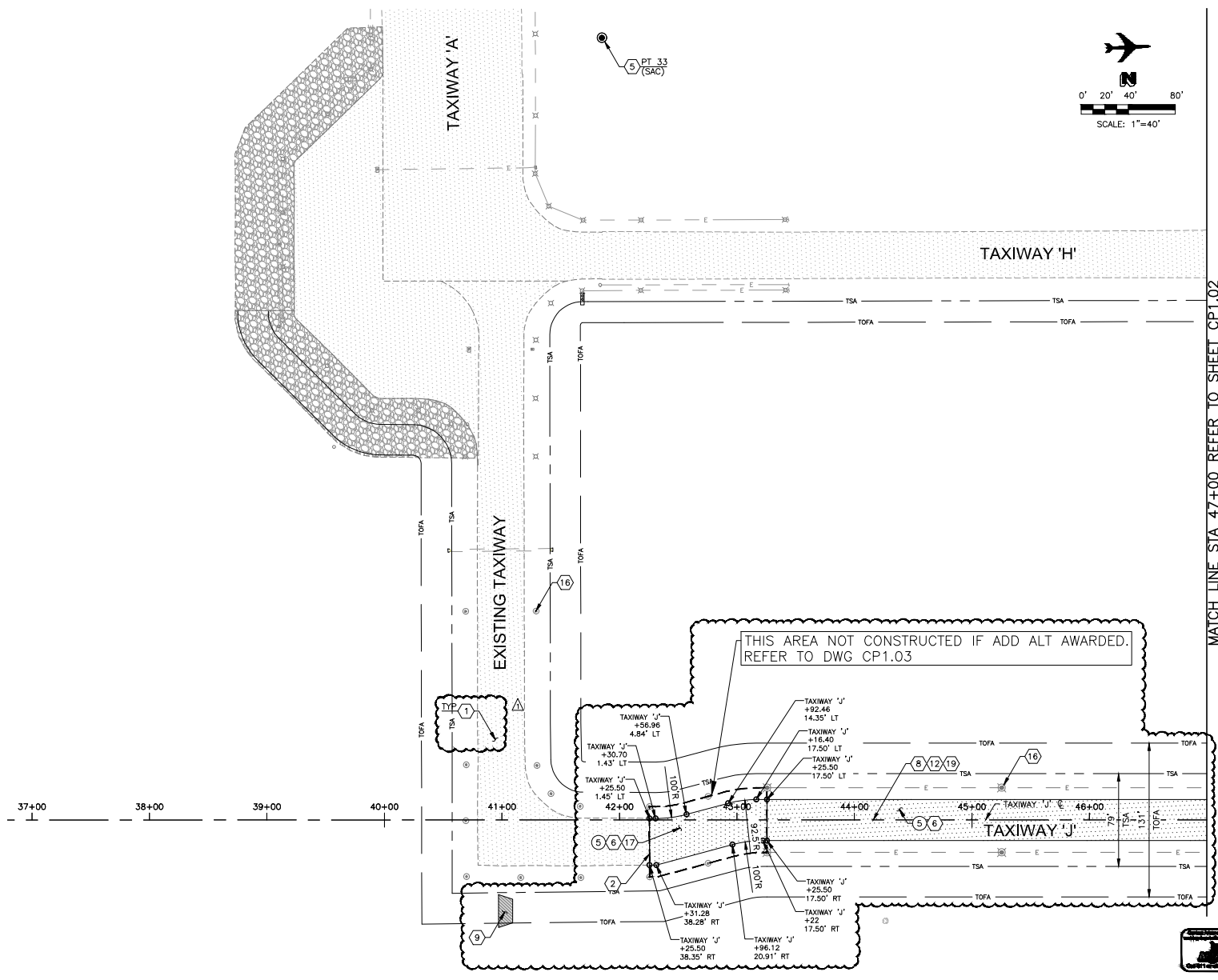
ENGINEER INFORMATION **DIBBLE**

COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL	SUBMITTAL 2nd Submittal
AS-BUILT SEAL	DESIGN SEAL 	

ORIGINAL PLAN DATE 03/30/2023	LATEST REVISION DATE
PROJECT NUMBER 1018028.05	SHEET NUMBER 15 of 67

FAA AIP NO. 3-04-0005-026-2023

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CONSTRUCTION NOTES	
⑤ AC PAVEMENT SECT A, DWG GG1.07	1,457 SY
TW TRANSITION CONSTRUCTION NOTES	
⑤ AC PAVEMENT SECT A, DWG GG1.07	406 SY

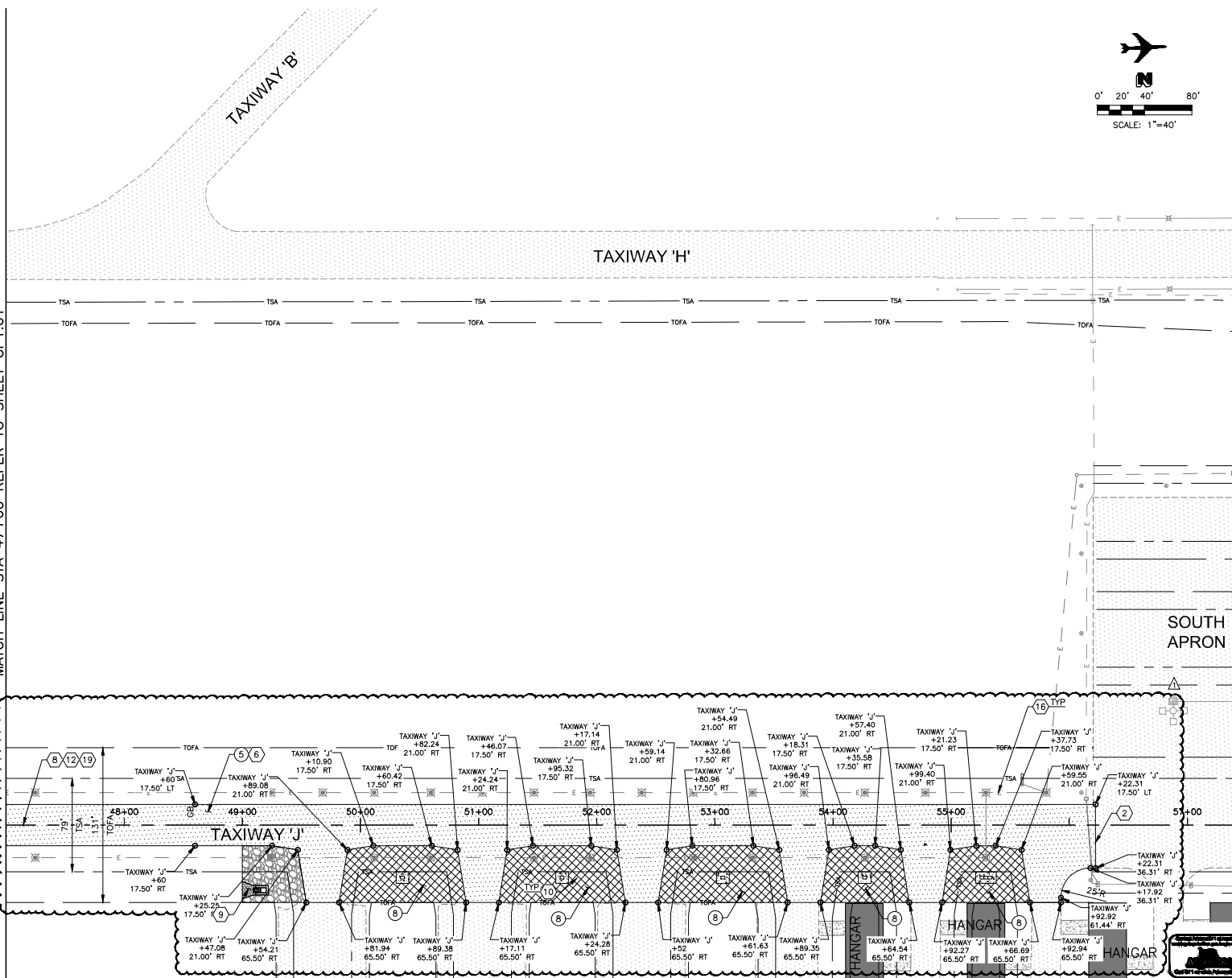
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① PROTECT IN PLACE	
② MATCH EXISTING	
⑤ REFER TO DWG GG1.05 FOR SURVEY CONTROL PLAN	
⑥ REFER TO DWG GG1.07 FOR TYPICAL SECTIONS & DETAILS	
⑧ REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL	
⑨ REFER TO DWG CG1.01-CG1.03 FOR GRADING & DRAINAGE PLANS	
⑫ REFER TO DWG CP2.01-CP2.04 FOR PAVING PLAN & PROFILES	
⑮ REFER TO DWG E3.1-E3.4 FOR AIRFIELD ELECTRICAL PLANS	
⑰ REFER TO TAXIWAY TRANSITION QUANTITIES ABOVE. WORK NOT TO BE PERFORMED IF ADDITIVE ALTERNATE IS AWARDED.	
⑲ REFER TO DWG CP3.01-CP3.03 FOR PAVEMENT ELEVATION PLANS	

BUCKEYE MUNICIPAL AIRPORT	SHEET ID: CP1.01
REVISIONS	
△ REPACKAGE - 03/30/2023	
PLAN NAME	
GEOMETRIC CONTROL & PAVING PLAN BASE BID - TW 'J' STA 42+25.50 TO 47+00	

ENGINEER INFORMATION		DIBBLE	
COB PERMITTING APPROVED SEAL	APPROVED	04/12/2023	MAY 12 2022
CITY OF BUCKEYE ENGINEERING			CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL		
ORIGINAL PLAN DATE	LATEST REVISION DATE	PROJECT NUMBER	SHEET NUMBER
04/22/2022	03/30/2023	1018028.05	16 of 67
SUBMITTAL		COB PLAN TRACKING #	
2nd Submittal		FAA AIP NO. 3-04-0005-026-2023	

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MATCH LINE STA. 47+00 REFER TO SHEET CP1.01



CONSTRUCTION NOTES	
5	AC PAVEMENT SECT A, DWG GG1.07
8	AC INFIELD PAVEMENT SECT B, DWG GG1.07

4,803 SY
 2,216 SY

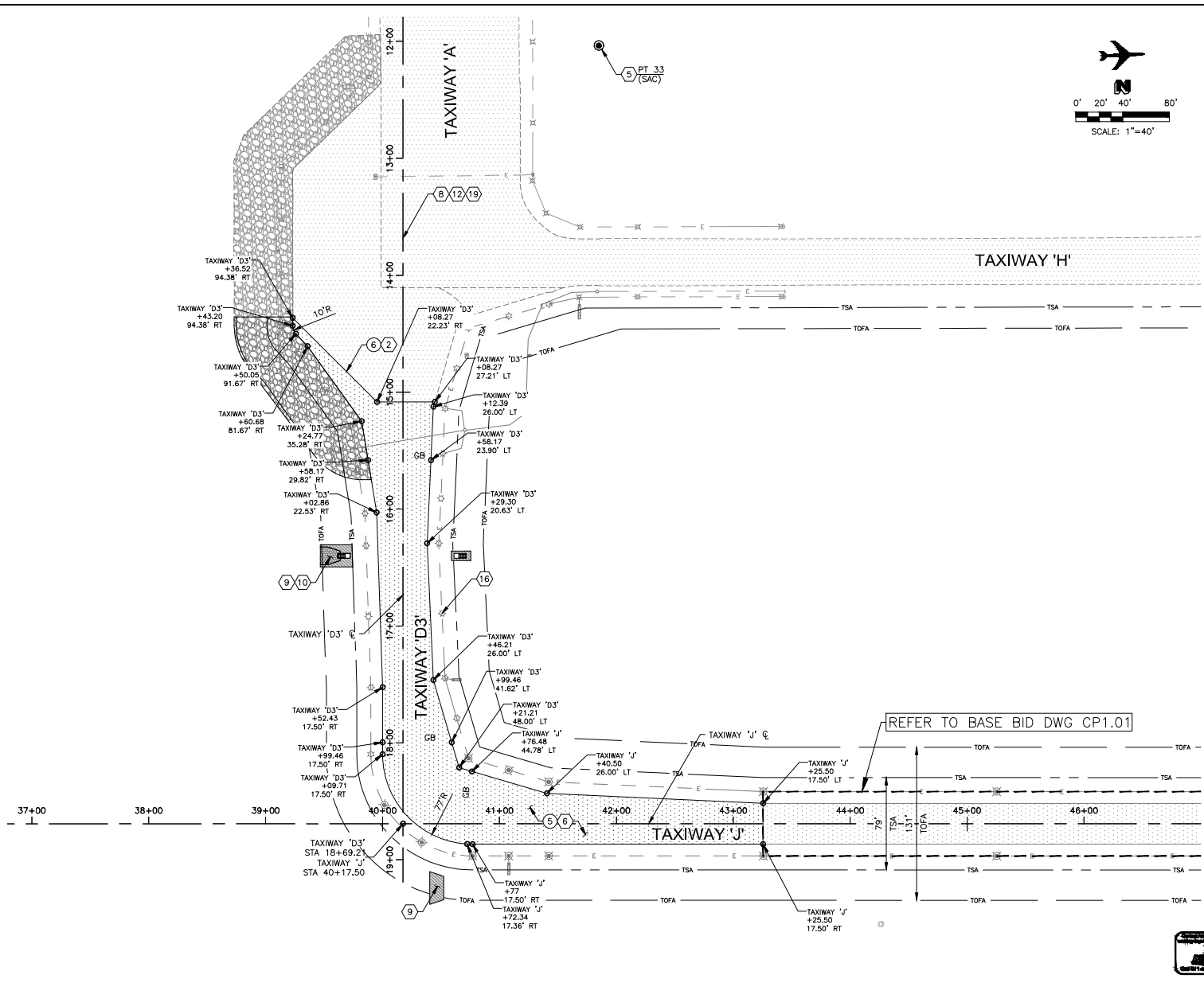
REFERENCE NOTES	
2	MATCH EXISTING
6	REFER TO DWG GG1.07 FOR TYPICAL SECTIONS & DETAILS
8	REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
9	REFER TO DWG CG1.01-CG1.03 FOR GRADING & DRAINAGE PLANS
10	REFER TO DWG CG2.01-CG2.02 FOR STORM DRAIN CONSTR, GRADING DETAILS & CULVERT END STRUCTURES DETAIL
12	REFER TO DWG CP2.01-CP2.04 FOR PAVING PLAN & PROFILES
16	REFER TO DWG E3.1-E3.4 FOR AIRFIELD ELECTRICAL PLANS
19	REFER TO DWG CP3.01-CP3.03 FOR PAVEMENT ELEVATION PLANS

BUCKEYE MUNICIPAL AIRPORT	SHEET ID: CP1.02
REVISIONS 1 REPACKAGE - 03/30/2023 2 3	
PLAN NAME GEOMETRIC CONTROL & PAVING PLAN BASE BID - TW 'J' STA 47+00 TO 56+22.31	

ENGINEER INFORMATION			
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	AS-BUILT SEAL 	DESIGN SEAL
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023	PROJECT NUMBER 1018028.05	SHEET NUMBER 17 of 67

SUBMITTAL
 2nd Submittal
 FAA AIP NO. 3-04-0009-026-2023

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CONSTRUCTION NOTES	
5	AC PAVEMENT SECT A, DWG GG1.07 3,435 SY
6	ASPHALT JOINT DET 2, DWG GG1.07 NPI

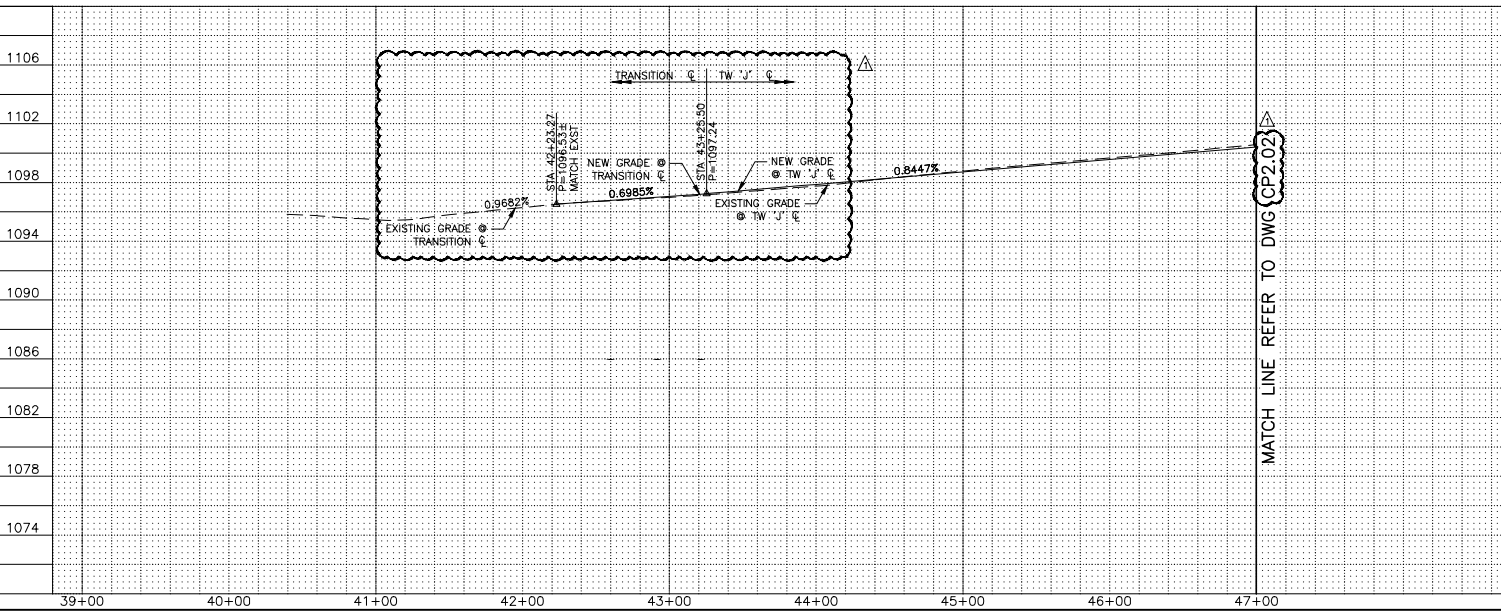
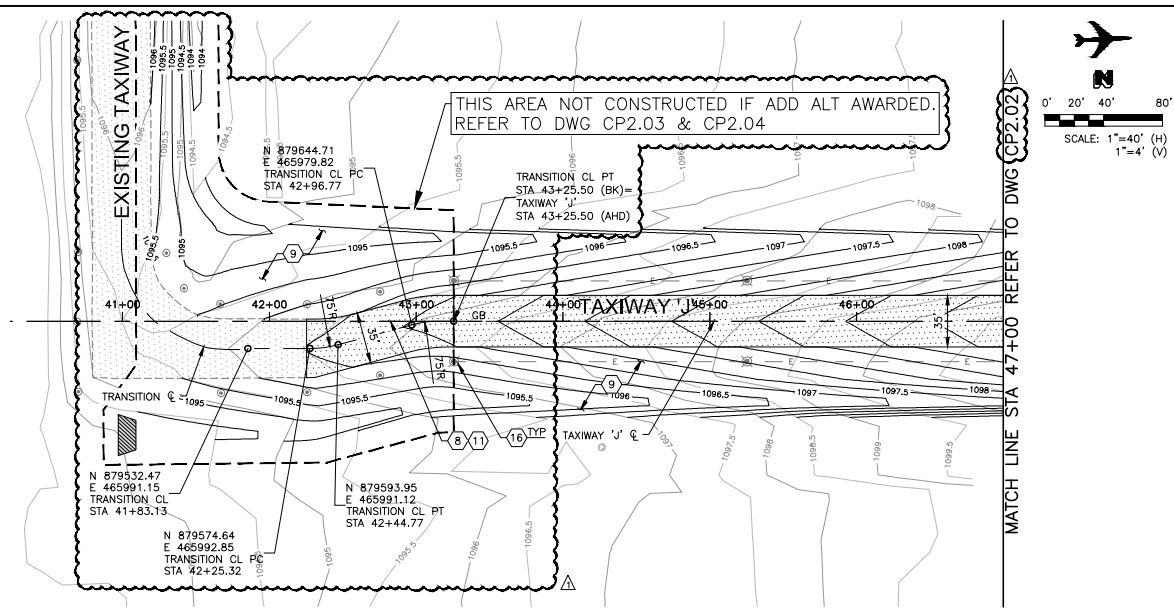
REFERENCE NOTES	
2	MATCH EXISTING
5	REFER TO DWG GG1.05 FOR SURVEY CONTROL PLAN
6	REFER TO DWG GG1.07 FOR TYPICAL SECTIONS & DETAILS
8	REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
9	REFER TO DWG CG1.01-CG1.03 FOR GRADING & DRAINAGE PLANS
10	REFER TO DWG CG2.01-CG2.02 FOR STORM DRAIN CONSTR, GRADING DETAILS & CULVERT END STRUCTURES DETAIL
12	REFER TO DWG CP2.01-CP2.04 FOR PAVING PLAN & PROFILES
16	REFER TO DWG E3.1-E3.4 FOR AIRFIELD ELECTRICAL PLANS
19	REFER TO DWG CP3.01-CP3.03 FOR PAVEMENT ELEVATION PLANS

BUCKEYE MUNICIPAL AIRPORT	SHEET ID: CP1.03
REVISIONS	
▲ REPACKAGE - 03/30/2023	
▲	
▲	
PLAN NAME	
GEOMETRIC CONTROL & PAVING PLAN ADD ALT - TW 'D3' TO TW 'J' STA 42+25.50	

ENGINEER INFORMATION		DIBBLE	
COB PERMITTING APPROVED SEAL	APPROVED	COB ENGINEERING APPROVED SEAL	
	04/12/2023		
	CITY OF BUCKEYE ENGINEERING		
AS-BUILT SEAL		DESIGN SEAL	
ORIGINAL PLAN DATE	03/30/2023	LATEST REVISION DATE	
PROJECT NUMBER	1018028.05	SHEET NUMBER	18 of 67
		COB PLAN TRACKING #	
		2nd Submittal	

FAA AIP NO. 3-04-0005-026-2023

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- REFERENCE NOTES
- 8 REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
 - 9 REFER TO DWG CG1.01-CG1.03 FOR GRADING & DRAINAGE PLANS
 - 11 REFER TO DWG CP1.01-CP1.03 FOR GEOMETRIC CONTROL AND PAVING PLANS
 - 16 REFER TO DWG E3.1-E3.3 FOR AIRFIELD ELECTRICAL PLANS

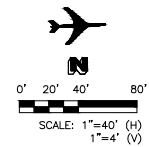
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1102	REPACKAGE - 03/30/2023		REVISION	
1098	PLAN NAME			
1094	PAVING PLAN & PROFILE BASE BID - TW 'J' STA 42+25.50 TO 47+00			
1090	ENGINEER INFORMATION			
1086	DIBBLE COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING		COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	
1082	AS-BUILT SEAL		DIS-SIGN SEAL 	
1078	SUBMITTAL		2nd Submittal	
1074	ORIGINAL PLAN DATE	04/22/2022	LATEST REVISION DATE	03/30/2023
	PROJECT NUMBER	1018028.05	SHEET NUMBER	19 of 67

FAA AIP NO. 3-04-0003-026-2023

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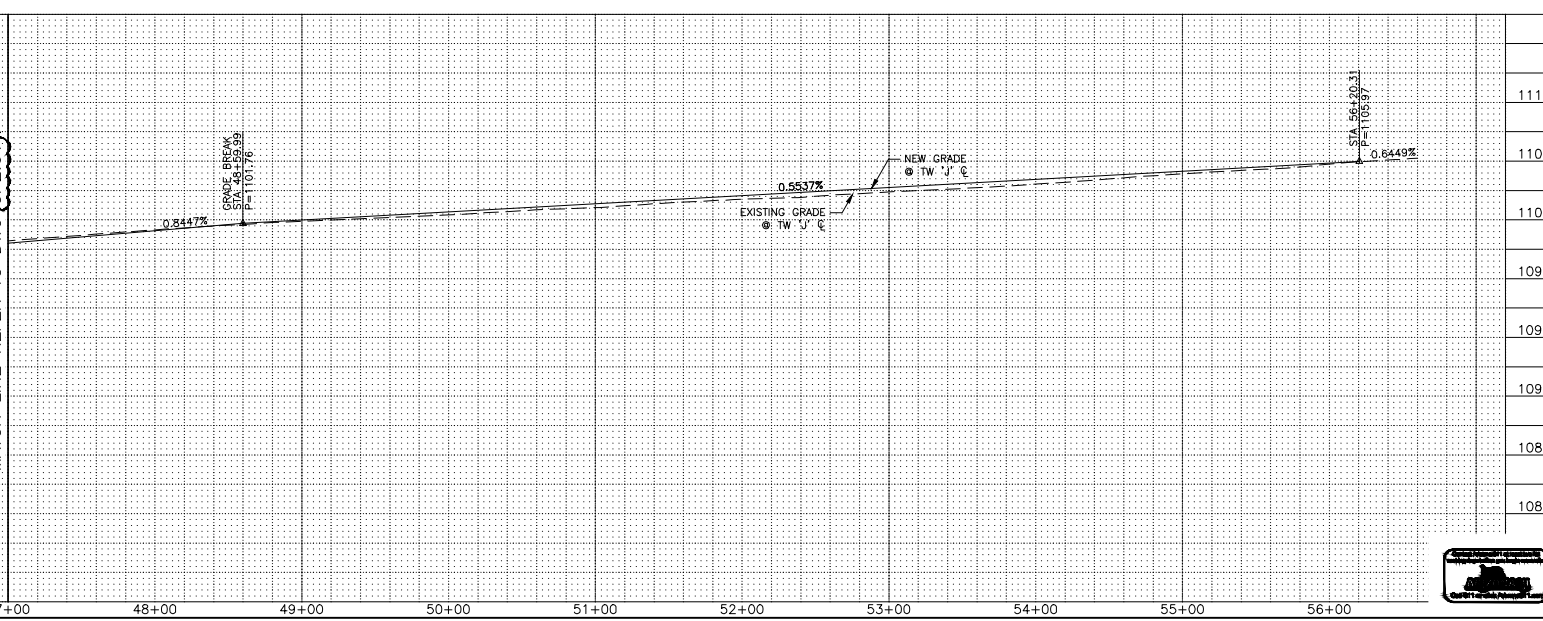
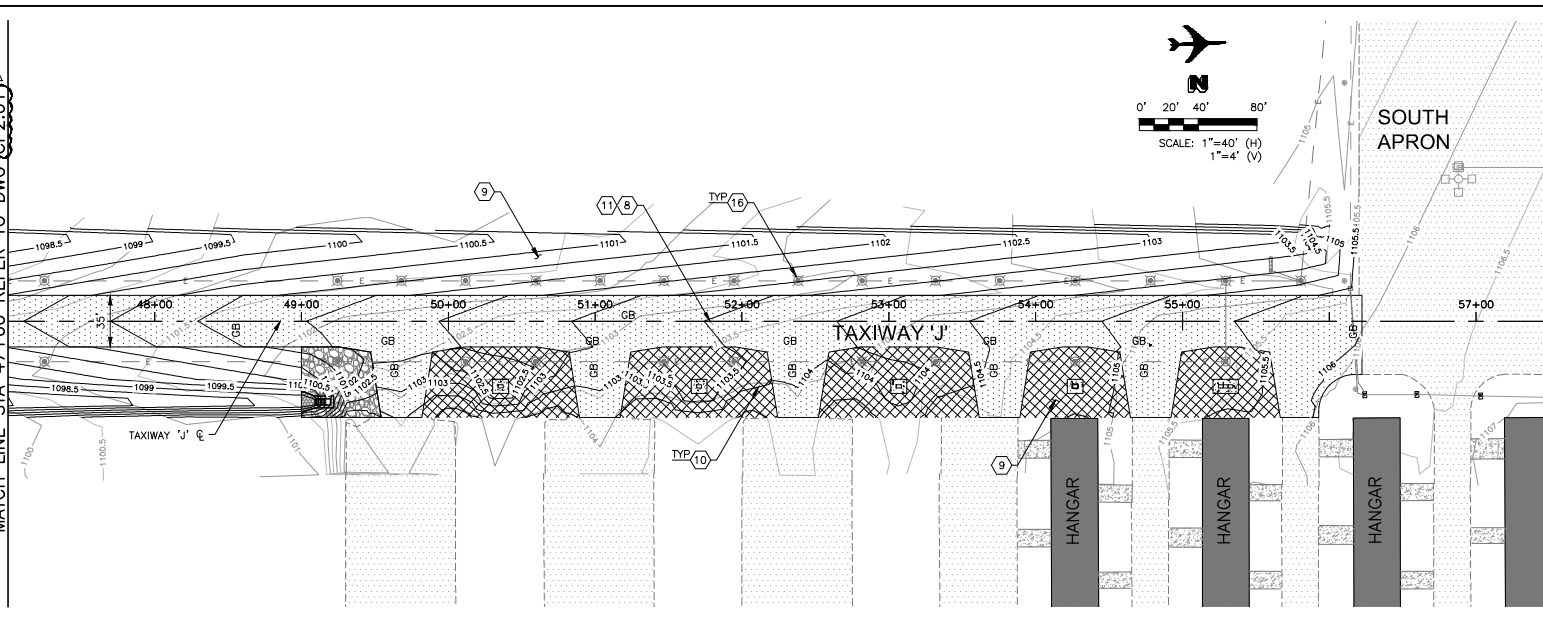
MATCH LINE STA 47+00 REFER TO DWG CP2.01

MATCH LINE REFER TO DWG CP2.01



SOUTH APRON

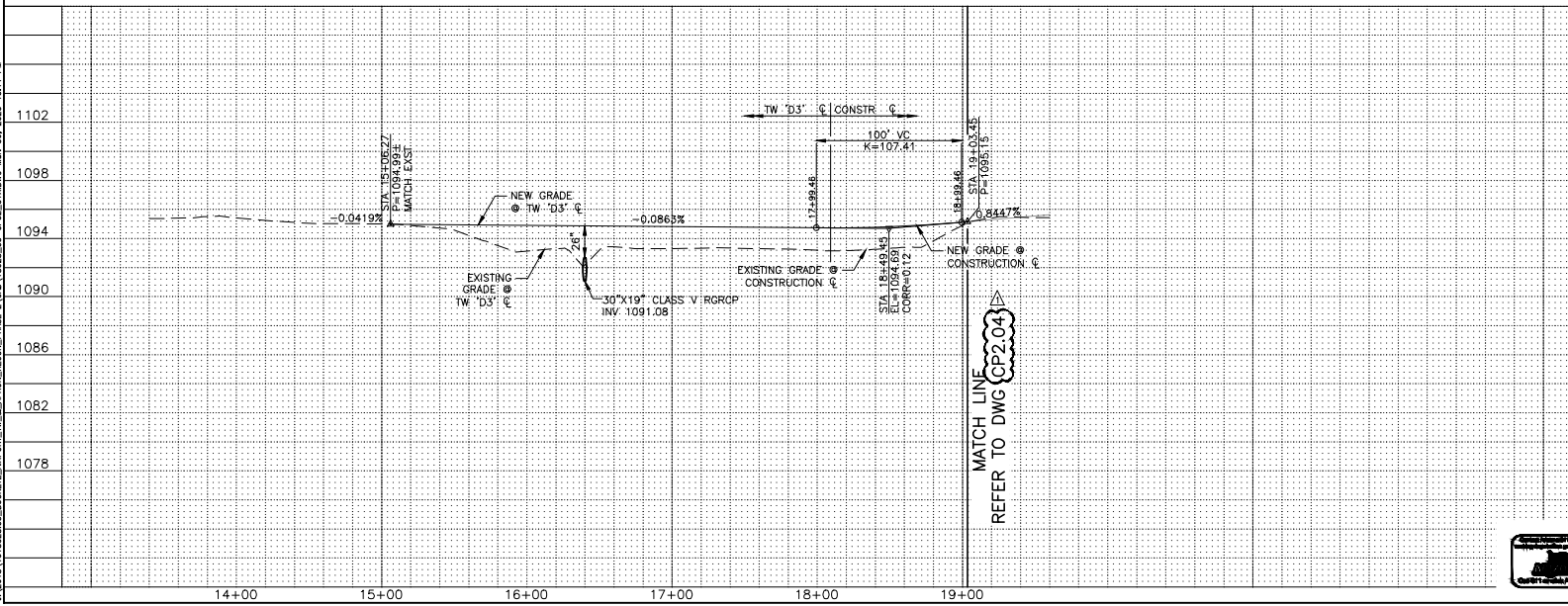
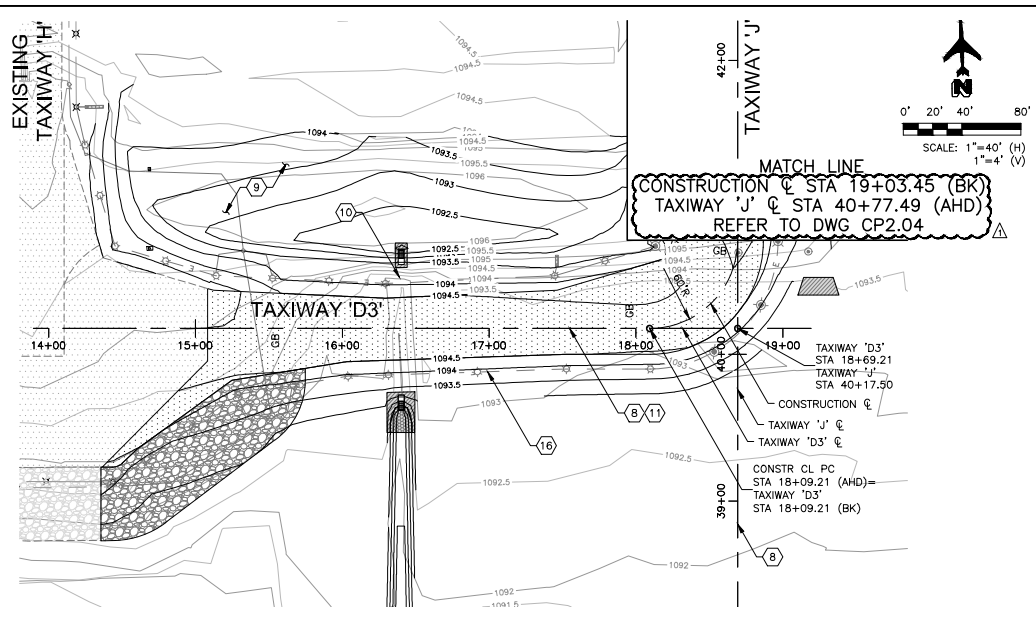
- REFERENCE NOTES
- 8 REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
 - 9 REFER TO DWG CG1.01-CG1.03 FOR GRADING & DRAINAGE PLANS
 - 10 REFER TO DWG CG2.01-CG2.02 FOR STORM DRAIN CONSTR, GRADING DETAILS & CULVERT END STRUCTURES DETAIL
 - 11 REFER TO DWG CP1.01-CP1.03 FOR GEOMETRIC CONTROL AND PAVING PLANS
 - 16 REFER TO DWG E3.1-E3.3 FOR AIRFIELD ELECTRICAL PLANS



	BUCKEYE MUNICIPAL AIRPORT SHEET CP2.02	
REVISIONS	REPACKAGE - 03/30/2023	
PLAN NAME	PAVING PLAN & PROFILE BASE BID - TW 'J' STA 47+00 TO 56+22.31	
ENGINEER INFORMATION	DIBBLE	
1094	COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
1090	SUBMITTAL 2nd Submittal	
1086	AS-BUILT SEAL	DESIGN SEAL
1082	ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
	PROJECT NUMBER 1018028.05	SHEET NUMBER 20 of 67
	COB PLAN TRACKING # ENG/CP-22-0001 FAA AIP NO. 3-04-0003-026-2023	



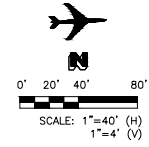
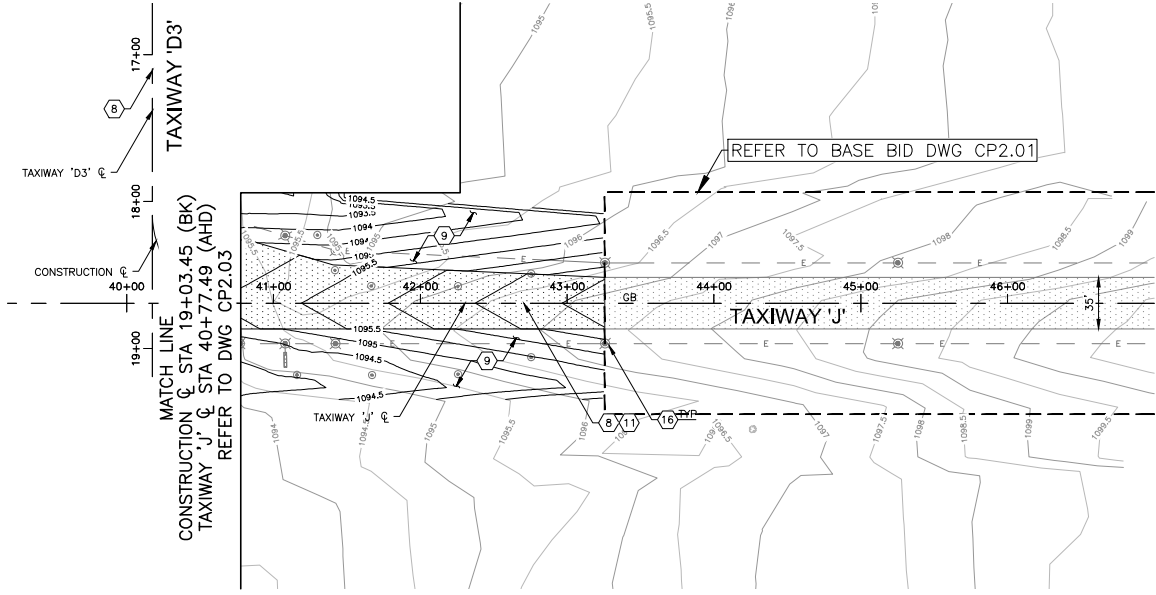
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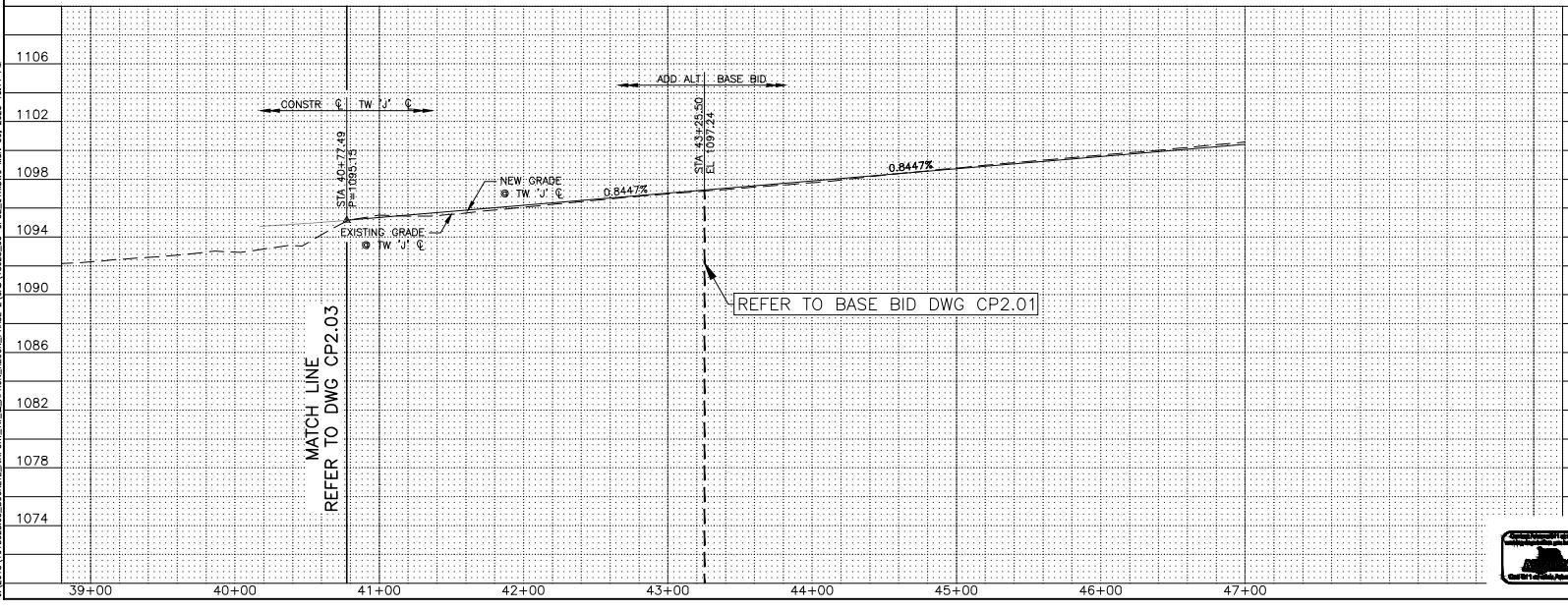
- REFERENCE NOTES
- 8 REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
 - 9 REFER TO DWG CG1.01-CG1.03 FOR GRADING & DRAINAGE PLANS
 - 10 REFER TO DWG CG2.01-CG2.02 FOR STORM DRAIN CONSTR, GRADING DETAILS & CULVERT END STRUCTURES DETAIL
 - 11 REFER TO DWG CP1.01-CP1.03 FOR GEOMETRIC CONTROL AND PAVING PLANS
 - 16 REFER TO DWG E3.1-E3.3 FOR AIRFIELD ELECTRICAL PLANS

1106	BUCKEYE MUNICIPAL AIRPORT		SHEET NO. CP2.03
1102	REVISIONS	REPACKAGE - 03/30/2023	
1098	PLAN NAME	PAVING PLAN & PROFILE ADD ALT - TW 'D3' TO TW 'J' STA 40+77.49	
1094	ENGINEER INFORMATION		
1090	COB PERMITTING APPROVED SEAL	APPROVED	APPROVED
1086		04/12/2023	MAY 12 2022
1082		CITY OF BUCKEYE ENGINEERING	CITY OF BUCKEYE ENGINEERING
1078	AS-BUILT SEAL	DESIGN SEAL	SUBMITTAL
			2nd Submittal
	ORIGINAL PLAN DATE	LATEST REVISION DATE	COB PLAN TRACKING #
	04/22/2022	03/30/2023	ENGCP-22-0001
	PROJECT NUMBER	SHEET NUMBER	FAA AIP NO. 3-04-0003-026-2023
	1018028.05	21 of 67	

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- REFERENCE NOTES**
- 8 REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
 - 9 REFER TO DWG CG1.01-CG1.03 FOR GRADING & DRAINAGE PLANS
 - 11 REFER TO DWG CP1.01-CP1.03 FOR GEOMETRIC CONTROL AND PAVING PLANS
 - 16 REFER TO DWG E3.1-E3.3 FOR AIRFIELD ELECTRICAL PLANS

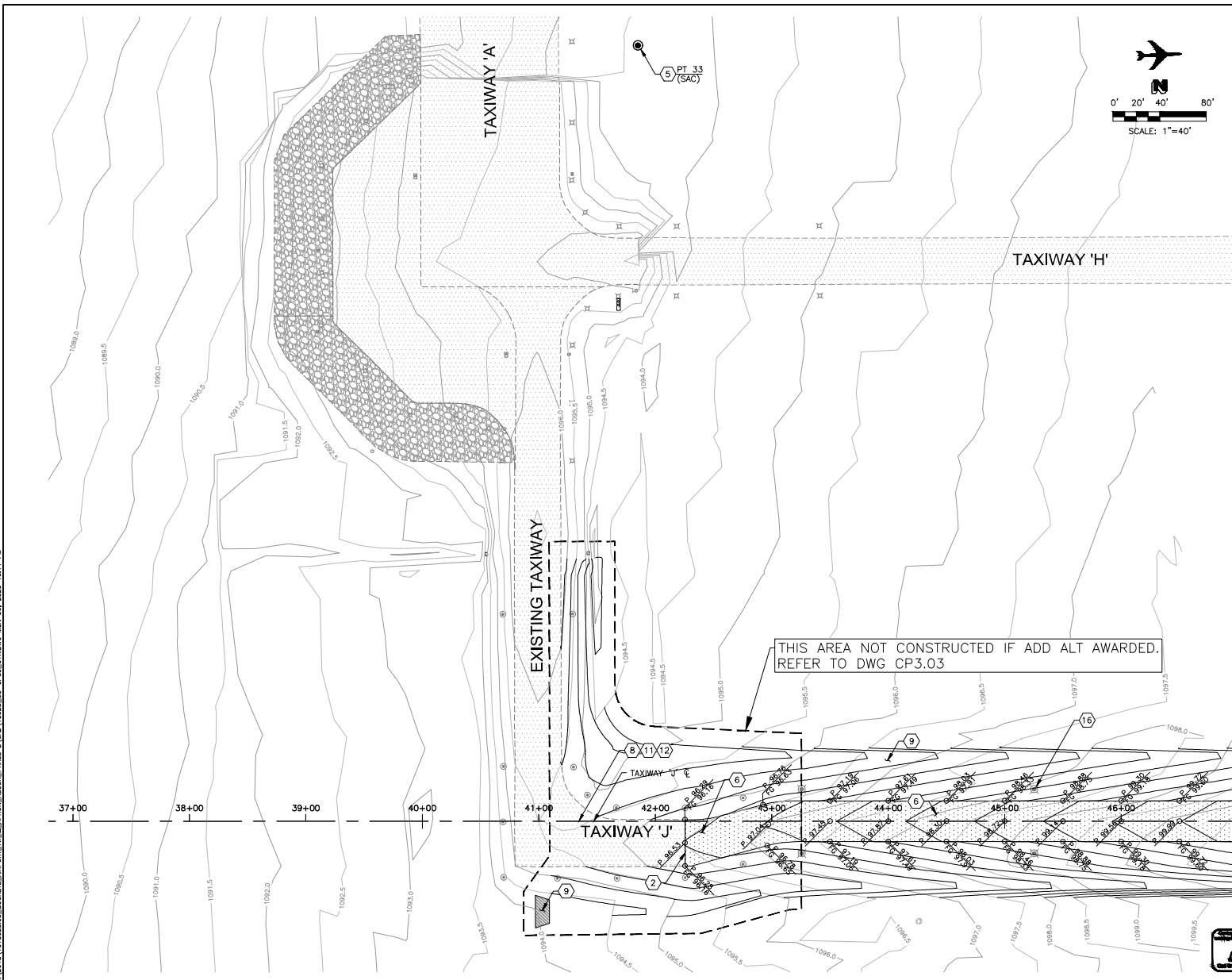


1106
1102
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1074

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: CP2.04
REVISIONS		
△ REPACKAGE - 03/30/2023		
△		
△		
PLAN NAME		
PAVING PLAN & PROFILE		
ADD ALT - TW 'J' STA 40+77.49 TO 42+25.50		
ENGINEER INFORMATION		
DIBBLE		
COB PERMITTING APPROVED SEAL	COB ENGINEERING APPROVED SEAL	SUBMITTAL 2nd Submittal
APPROVED		
04/12/2023		
CITY OF BUCKEYE ENGINEERING		
AS-BUILT SEAL	DESIGN SEAL	
ORIGINAL PLAN DATE 03/30/2023	LATEST REVISION DATE	
PROJECT NUMBER 1018028.05	SHEET NUMBER 22 of 67	

FAA AIP NO. 3-04-0005-026-2023

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MATCH LINE STA 47+00 REFER TO SHEET CP3.02

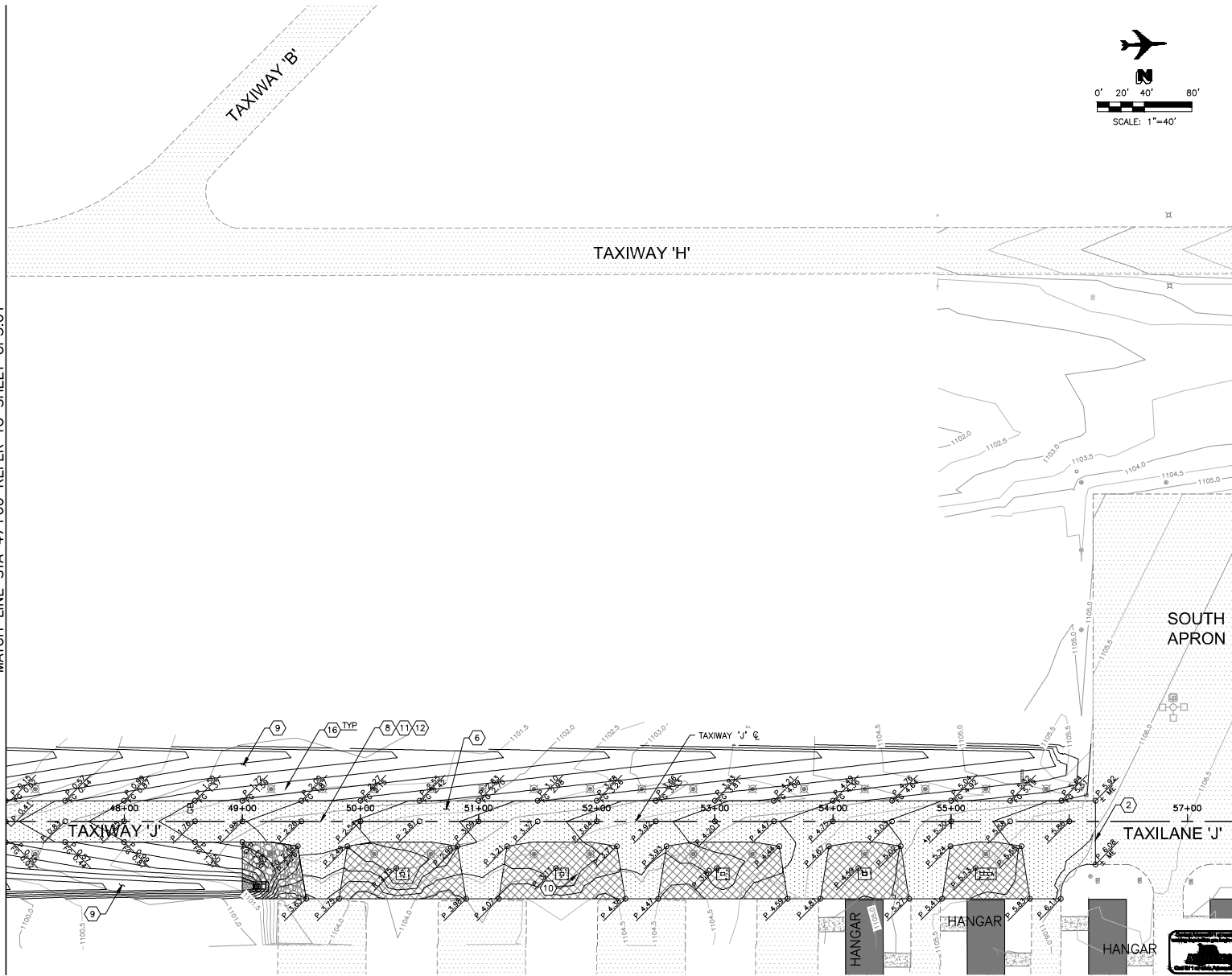
- REFERENCE NOTES
- (2) MATCH EXISTING
 - (5) REFER TO DWG GG1.05 FOR SURVEY CONTROL PLAN
 - (6) REFER TO DWG GG1.07 FOR TYPICAL SECTIONS & DETAILS
 - (8) REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
 - (9) REFER TO DWG CG1.01-CG1.03 FOR GRADING & DRAINAGE PLANS
 - (11) REFER TO DWG CP1.01-CP1.03 FOR GEOMETRIC CONTROL AND PAVING PLANS
 - (12) REFER TO DWG CP2.01-CP2.04 FOR PAVING PLAN & PROFILES
 - (16) REFER TO DWG E3.1-E3.4 FOR AIRFIELD ELECTRICAL PLANS

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: CP3.01	
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<div style="border: 1px solid black; padding: 2px;"> </div>			
<div style="border: 1px solid black; padding: 2px;"> </div>			
PLAN NAME PAVEMENT ELEVATION PLAN BASE BID - TW 'J' STA 42+25.50 TO 47+00			
ENGINEER INFORMATION			
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL	SUBMITTAL 2nd Submittal	
AS-BUILT SEAL	DESIGN SEAL 		
ORIGINAL PLAN DATE 03/30/2023 PROJECT NUMBER 1018028.05	LATEST REVISION DATE SHEET NUMBER 23 of 67	COB PLAN TRACKING # 47425 DUANE H. DANA 03/27/23	

FAA AIP NO. 3-04-0005-026-2023

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MATCH LINE STA. 47+00 REFER TO SHEET CP3.01

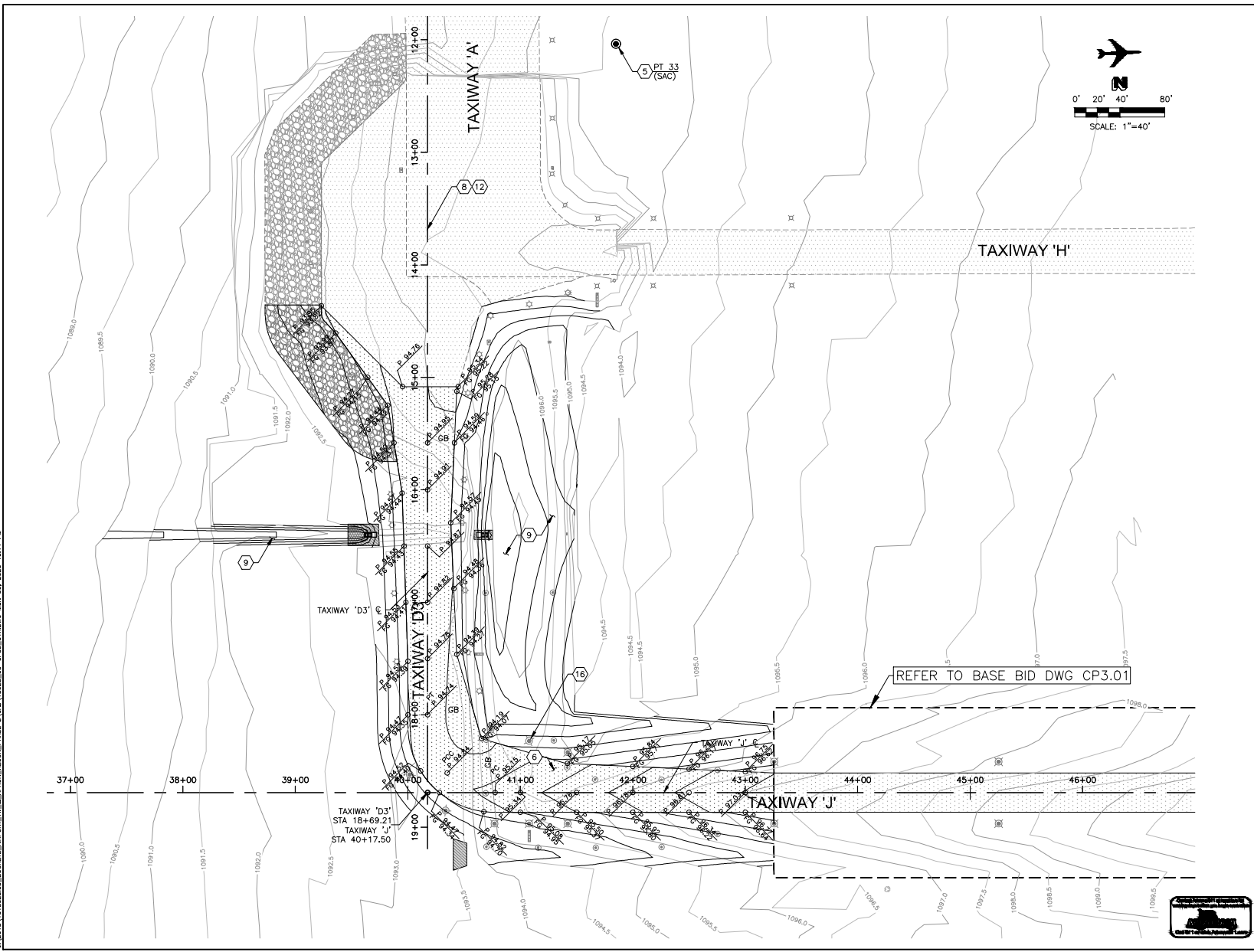


- REFERENCE NOTES
- (2) MATCH EXISTING
 - (6) REFER TO DWG GG1.07 FOR TYPICAL SECTIONS & DETAILS
 - (8) REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
 - (9) REFER TO DWG GG1.01-CG1.03 FOR GRADING & DRAINAGE PLANS
 - (11) REFER TO DWG CP1.01-CP1.03 FOR GEOMETRIC CONTROL AND PAVING PLANS
 - (12) REFER TO DWG CP2.01-CP2.04 FOR PAVING PLAN & PROFILES
 - (16) REFER TO DWG E3.1-E3.4 FOR AIRFIELD ELECTRICAL PLANS


BUCKEYE MUNICIPAL AIRPORT		SHEET ID: CP3.02	
REVISIONS			
▲ REPACKAGE - 03/30/2023			
▲			
▲			
PLAN NAME			
PAVEMENT ELEVATION PLAN BASE BID - TW 'J' STA 47+00 TO 56+23.31			
ENGINEER INFORMATION		DIBBLE	
COB PERMITTING APPROVED SEAL	COB ENGINEERING APPROVED SEAL	SUBMITTAL 2nd Submittal	
APPROVED	APPROVED		
04/12/2023			
CITY OF BUCKEYE ENGINEERING			
AS-BUILT SEAL	DESIGN SEAL		
ORIGINAL PLAN DATE 03/30/2023	LATEST REVISION DATE		
PROJECT NUMBER 1018028.05	SHEET NUMBER 24 of 67		

FAA AIP NO. 3-04-0005-026-2023

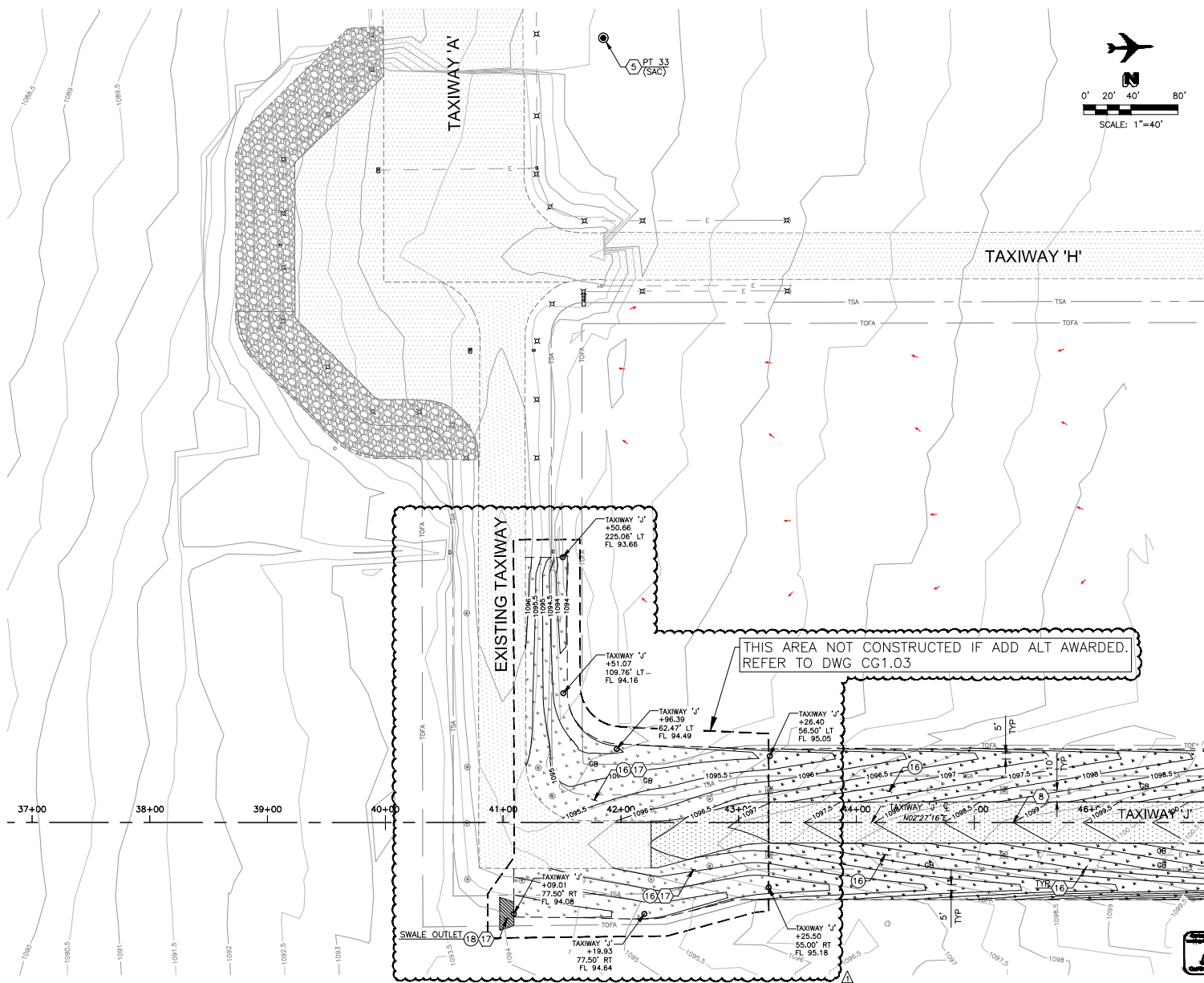
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- REFERENCE NOTES
- 2 MATCH EXISTING
 - 5 REFER TO DWG GG1.05 FOR SURVEY CONTROL PLAN
 - 6 REFER TO DWG GG1.07 FOR TYPICAL SECTIONS & DETAILS
 - 8 REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
 - 9 REFER TO DWG CG1.01-CG1.03 FOR GRADING & DRAINAGE PLANS
 - 11 REFER TO DWG CP1.01-CP1.03 FOR GEOMETRIC CONTROL AND PAVING PLANS
 - 12 REFER TO DWG CP2.01-CP2.04 FOR PAVING PLAN & PROFILES
 - 16 REFER TO DWG E3.1-E3.4 FOR AIRFIELD ELECTRICAL PLANS

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: CP3.03	
REVISIONS			
▲ REPACKAGE - 03/30/2023			
▲			
▲			
PLAN NAME			
PAVEMENT ELEVATION PLAN ADD ALT - TW 'D3' TO TW 'J' STA 42+25.50			
ENGINEER INFORMATION		DIBBLE	
COB PERMITTING APPROVED SEAL	COB ENGINEERING APPROVED SEAL		
APPROVED			
04/12/2023		SUBMITTAL 2nd Submittal	
CITY OF BUCKEYE ENGINEERING			
AS-BUILT SEAL	DESIGN SEAL	SUBMITTAL #	
		47425 DUANE H. DANA	
ORIGINAL PLAN DATE	LATEST REVISION DATE	COB PLAN TRACKING #	
03/30/2023		ENGCP-22-0001	
PROJECT NUMBER	SHEET NUMBER	FAA AIP NO. 3-04-0005-026-2023	
1018028.05	25 of 67		

\A\2018\101822\BUCKEYE MUNICIPAL AIRPORT_TW & PARALLEL REGION PHASE 2\CG1\1822_05-2201_01\DWG_Mar_30_2022_10:11 PM



MATCH LINE STA 47+00 REFER TO SHEET CG1.02

CONSTRUCTION NOTES	
(16) SEEDING (T-901)	0.8 AC
TW TRANSITION CONSTRUCTION NOTES	
(16) SEEDING (T-901)	0.7 AC
(18) CRUSHED AGGREGATE W/GEOSYNTHETIC FILTER FABRIC STP 40.03 DET. 2, DWG CG2.01	32 SY

REFERENCE NOTES	
(5) REFER TO DWG GG1.05 FOR SURVEY CONTROL PLAN	
(8) REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL	
(16) REFER TO DWG E3.1-E3.4 FOR AIRFIELD ELECTRICAL PLANS	
(17) REFER TO TAXIWAY TRANSITION QUANTITIES ABOVE. WORK NOT TO BE PERFORMED IF ADDITIVE ALTERNATE IS AWARDED.	

BUCKEYE MUNICIPAL AIRPORT	SHEET ID: CG1.01
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REVISIONS	(A) REPACKAGE - 03/30/2023 (A) (A)
PLAN NAME	GRADING & DRAINAGE PLAN BASE BID - TW 'J' STA 42+25.50 TO 47+00

ENGINEER INFORMATION **DIBBLE**

COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
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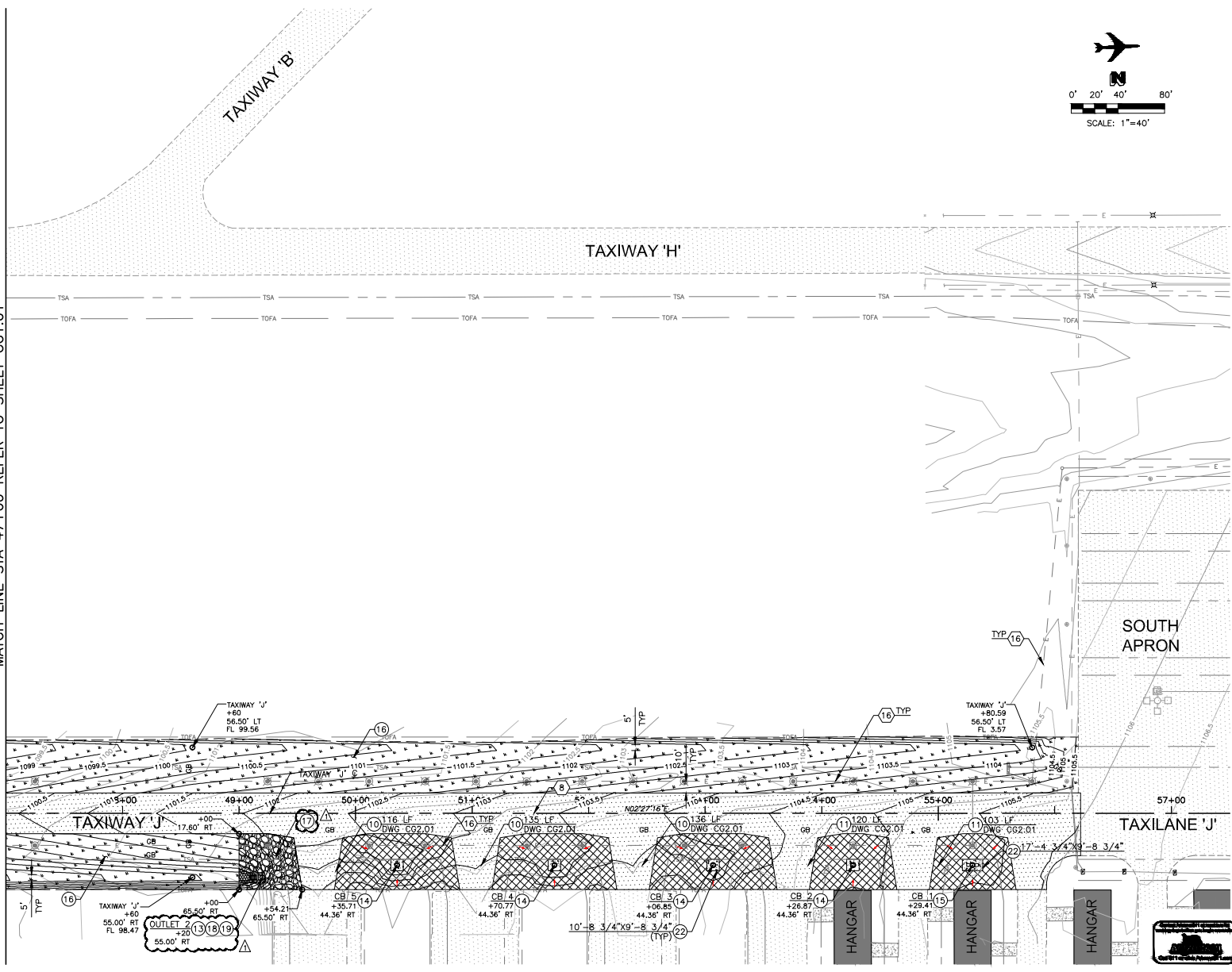
AS-BUILT SEAL	DISIGN SEAL	SUBMITTAL
		2nd Submittal SUBMITTAL TRACKING #

ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 26 of 67

FAA AIP NO. 3-04-0003-026-2023

\s2018\1018028.05_BUCKEYE_AIRPORT_TW & APRON_RECON_PHASE 2\CON\18028_05-001_01X.DWG Mod. 30. 2023 10:11 PM

MATCH LINE STA. 47+00 REFER TO SHEET CG1.01



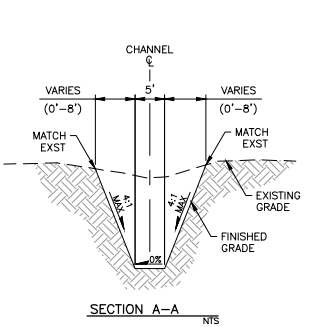
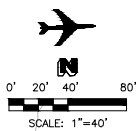
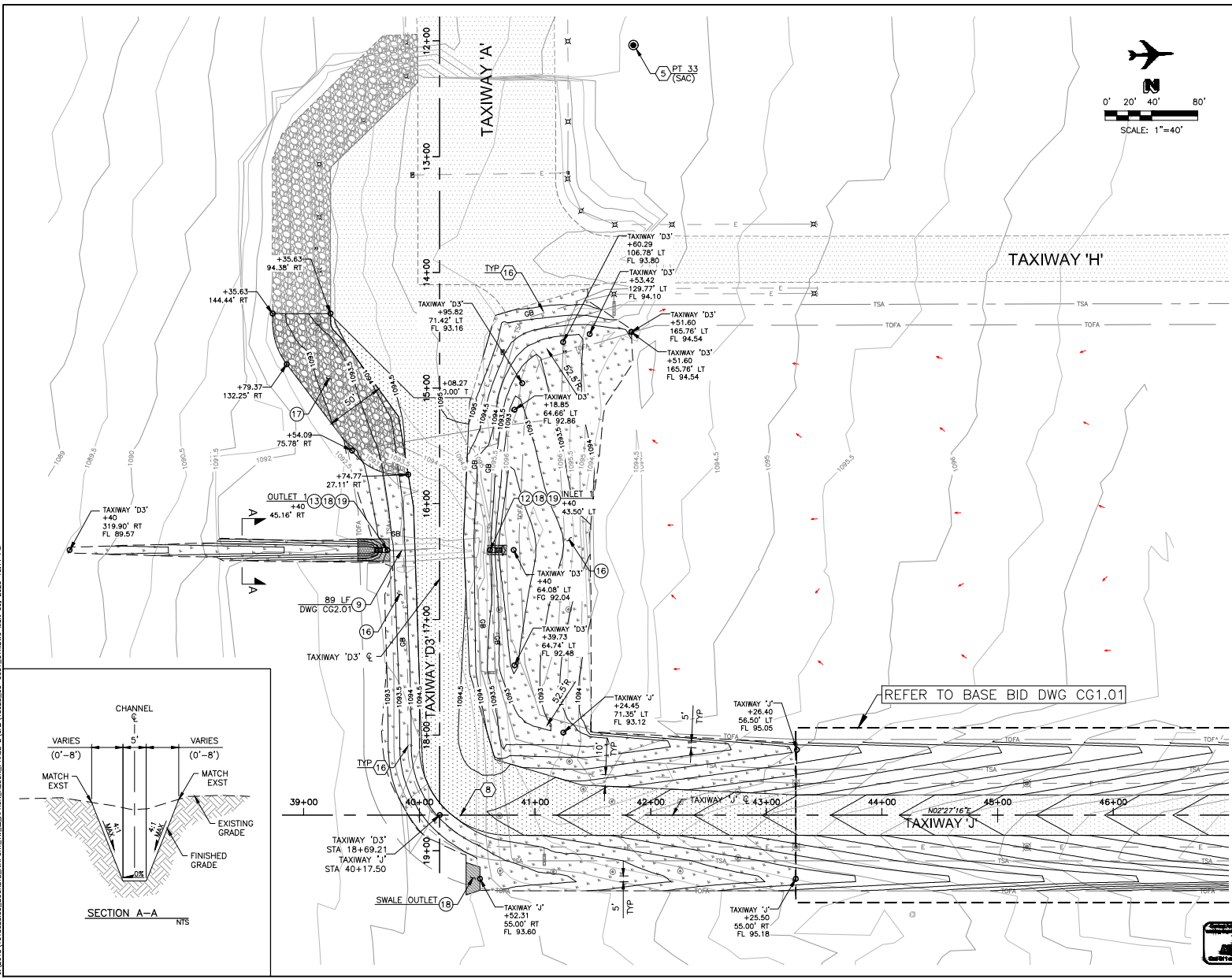
CONSTRUCTION NOTES		
10	18" CLASS V RGRCP	387 LF
11	15" CLASS V RGRCP	223 LF
13	MITERED CONCRETE HEADWALL W/GRATE (OUTLET) DWG CG2.02	1 EA
14	CATCH BASIN (MAG STD. DET. 535, TYPE F)	4 EA
15	TRIPLE CATCH BASIN (MAG STD. DET. 535, TYPE F MOD)	1 EA
16	SEEDING (T-901)	1.2 AC
17	CRUSHED AGGREGATE SHOULDER PROTECTION SECT. C, DWG GG1.07	242 SY
18	CRUSHED AGGREGATE W/GEOSYNTHETIC FILTER FABRIC GTF 40.03 DET. 2, DWG CG2.01	6 SY
19	RIPRAP W/GEOSYNTHETIC FILTER FABRIC GTF 40.04 DET. 2, DWG CG2.01	13 SY
22	CONCRETE APRON (ADOT STD. DET. C-15.80, DIMENSIONS MODIFIED)	5 EA

REFERENCE NOTES	
8	REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
18	REFER TO DWG E3.1-E3.4 FOR AIRFIELD ELECTRICAL PLANS

BUCKEYE MUNICIPAL AIRPORT	SHEET ID: CG1.02
REVISIONS	
REPACKAGE - 03/30/2023 (Empty revision rows)	
PLAN NAME	
GRADING & DRAINAGE PLAN BASE BID - TW 'J' STA 47+00 TO 56+22.31	

ENGINEER INFORMATION		DIBBLE	
COB PERMITTING APPROVED SEAL	APPROVED	COB ENGINEERING APPROVED SEAL	APPROVED
04/12/2023	CITY OF BUCKEYE ENGINEERING	MAY 12 2022	CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL		DESIGN SEAL	
ORIGINAL PLAN DATE 04/22/2022		LATEST REVISION DATE 03/30/2023	
PROJECT NUMBER 1018028.05		SHEET NUMBER 27 of 67	
SUBMITTAL		SUBMITTAL	
2nd Submittal		2nd Submittal	
ENG/CP-22-0001		ENG/CP-22-0001	
FAA AIP NO. 3-04-0009-026-2023		FAA AIP NO. 3-04-0009-026-2023	

J:\2024\1018028.05 - BUCKEYE AIRPORT TW & APRON RECON PHASE 2\CD\18028.05-0201_01\DWG Main_30_2023_10311.PW



CONSTRUCTION NOTES		
9	30"x19" CLASS V RGRCP	89 LF
12	MITERED CONCRETE HEADWALL W/GRATE (INLET) DWG CG2.02	1 EA
13	MITERED CONCRETE HEADWALL W/GRATE (OUTLET) DWG CG2.02	1 EA
16	SEEDING (T-901)	1.9 AC
17	CRUSHED AGGREGATE SHOULDER PROTECTION SECT C, DWG GG1.07	854 SY
18	CRUSHED AGGREGATE W/GEOSYNTHETIC FILTER FABRIC GTP 40.03	72 SY
19	RIPRAP W/GEOSYNTHETIC FILTER FABRIC GTP 40.04	24 SY
	DET 2, DWG CG2.01	

REFERENCE NOTES	
5	REFER TO DWG GG1.05 FOR SURVEY CONTROL PLAN
8	REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
16	REFER TO DWG E3.1-E3.4 FOR AIRFIELD ELECTRICAL PLANS

BUCKEYE MUNICIPAL AIRPORT SHEET ID: CG1.03

REVISIONS	DESCRIPTION
△	REPACKAGE - 03/30/2023
△	
△	

PLAN NAME
GRADING & DRAINAGE PLAN
ADD ALT - TW 'D3' TO TW 'J' STA 42+25.50

ENGINEER INFORMATION
DIBBLE

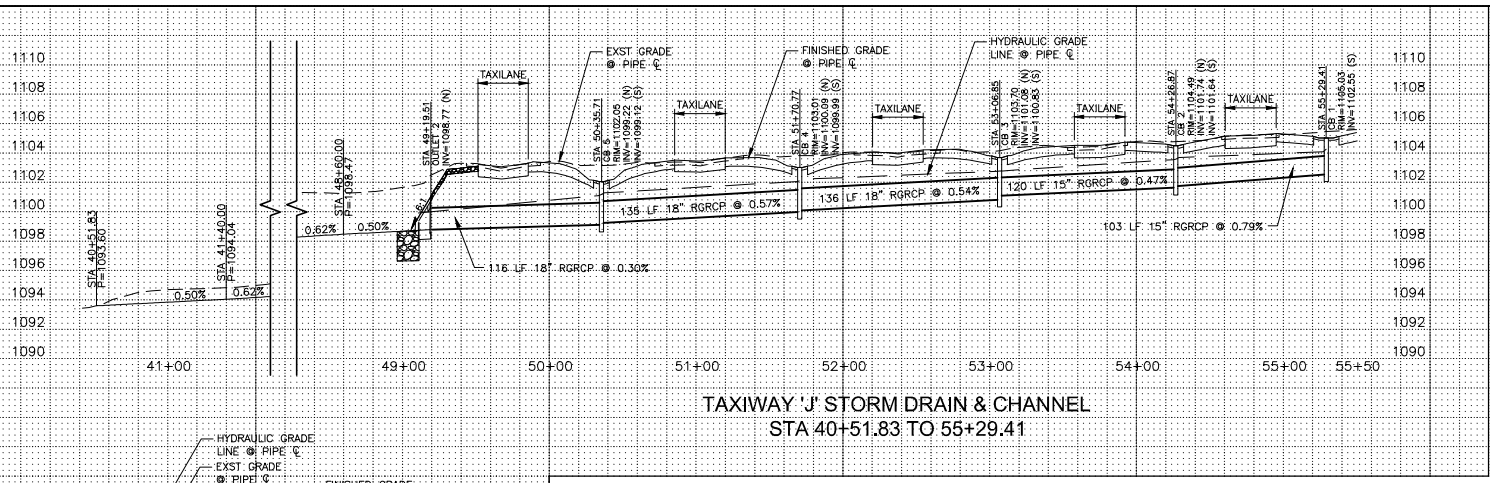
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL
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AS-BUILT SEAL	DESIGN SEAL 	SUBMITTAL 2nd Submittal
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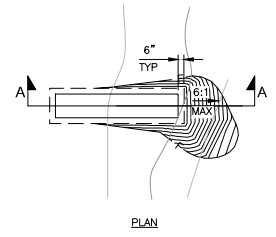
ORIGINAL PLAN DATE 03/30/2023	LATEST REVISION DATE
PROJECT NUMBER 1018028.05	SHEET NUMBER 28 of 67

FAA AIP NO. 3-04-0005-026-2023

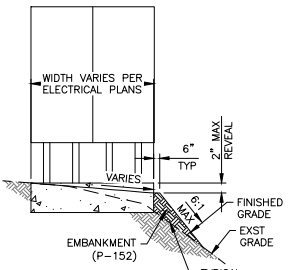
1/20/2018 10:12:02 AM BUCKEYE MUNICIPAL AIRPORT - TAXIWAY 'J' & JARVIS REGIONAL PHASE 2 (CON) 18028.05 - CG2.02 - CIVIL.DWG User: JH 2023 10:12 PM



**TAXIWAY 'J' STORM DRAIN & CHANNEL
STA 40+51.83 TO 55+29.41**

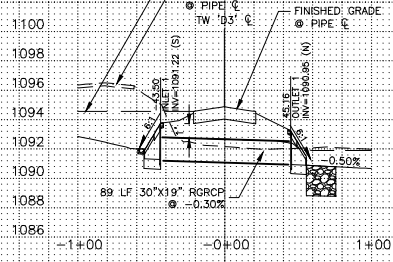


PLAN

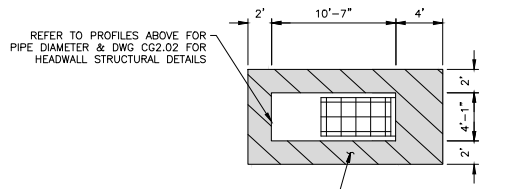


NOTE: COST OF SIGN BASE GRADING SHALL BE INCIDENTAL TO THE INSTALLATION COST OF THE SIGN

1 TYPICAL SIGN GRADING DETAILS

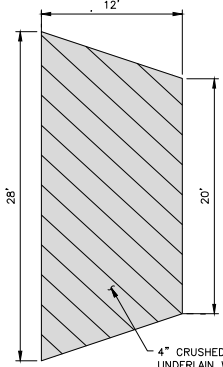


**TAXIWAY 'D3' CULVERT
STA 16+40**

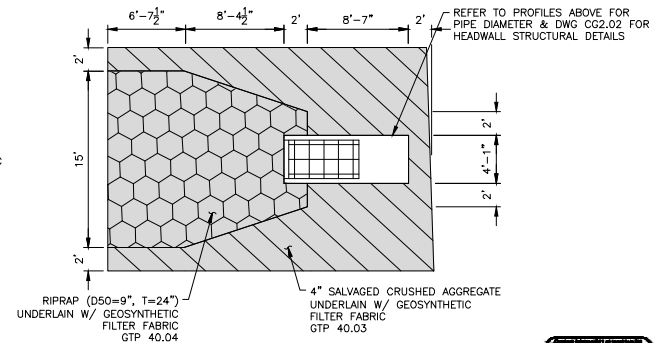


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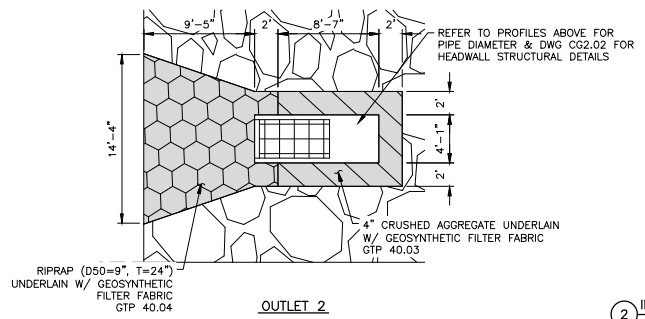
INLET 1 ADD ALT ONLY



SWALE OUTLET



OUTLET 1 ADD ALT ONLY



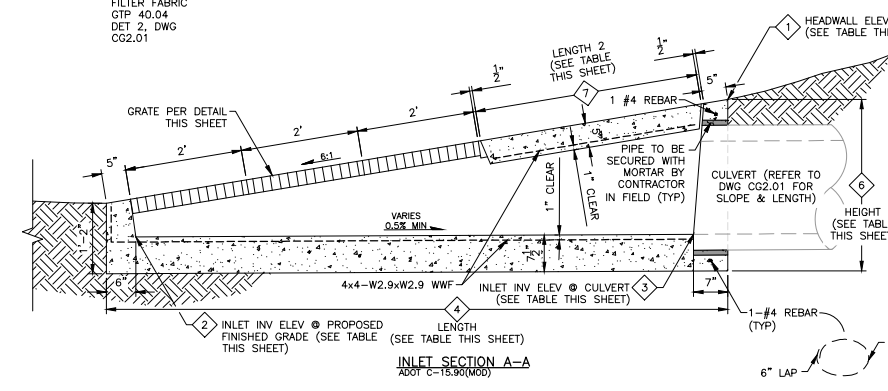
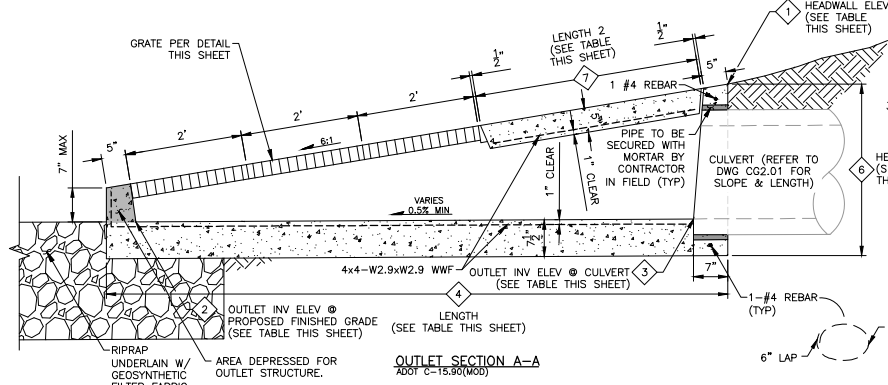
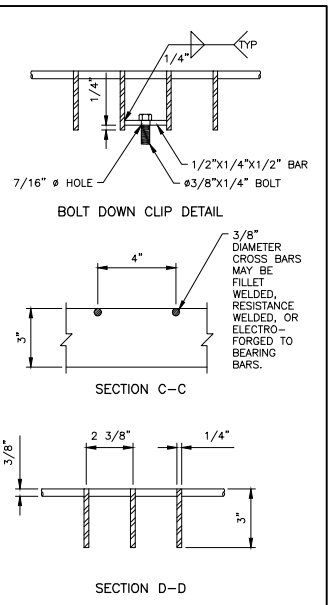
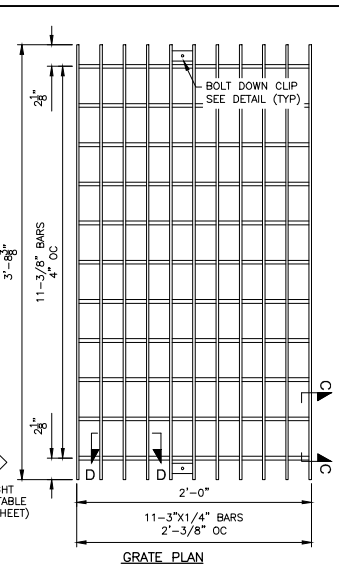
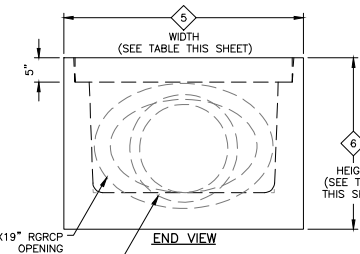
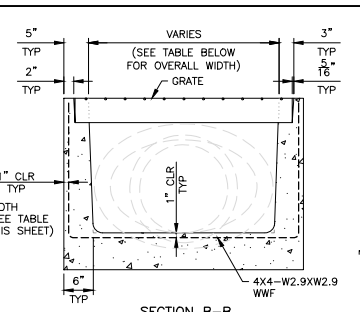
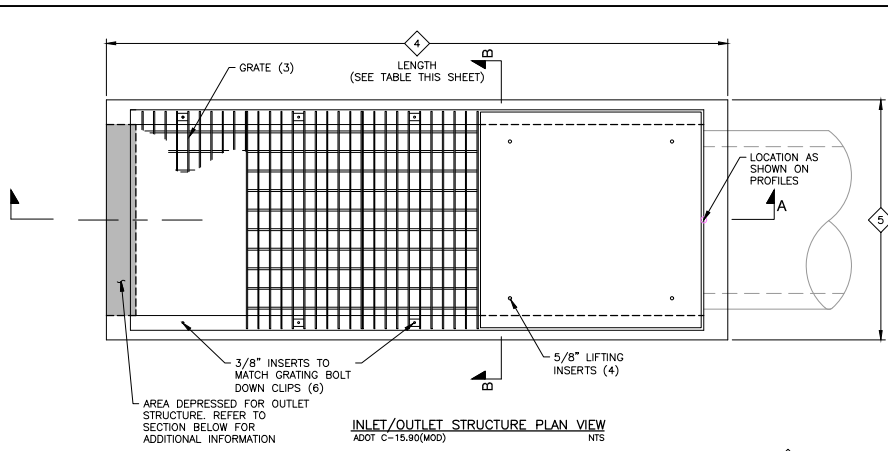
OUTLET 2

2 INLET/OUTLET PROTECTION PLANS

BUCKEYE MUNICIPAL AIRPORT SHEET ID: CG2.01	
REPACKAGE - 03/30/2023	
PLAN NAME DRAINAGE PROFILES & GRADING DETAILS	
ENGINEER INFORMATION DIBBLE	
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 29 of 67
SUBMITTAL 2nd Submittal	
COB PLAN TRACKING # ENG01P-22-0001 FAA AIP NO. 3-04-0003-026-2023	



1/2/2018 10:52:05 AM BUCKEYE MUNICIPAL AIRPORT_T&A_WARDEN REGION_PHASE 2 (CONV)18028_05-CG21-DWG Mod: 30_2023 10:12 PM



- GENERAL NOTES**
1. CONCRETE SHALL CONFORM TO THE REQUIREMENTS FOR P-610 CONCRETE. THE MINIMUM STRENGTH SHALL BE 4000 PSI.
 2. GROUT SHALL BE IN ACCORDANCE WITH MAG SPEC 776, WITH THE EXCEPTION THAT THE WATER CONTENT SHALL BE SUCH THAT THE CONSISTENCY IS PROPER FOR SMOOTH TROWELING. CONSISTENCY SHALL BE VERIFIED BY THE OWNER PRIOR TO APPLICATION.
 3. ALL WELDING SHALL BE IN ACCORDANCE WITH ADOT STANDARD SPECIFICATION 604-3.06.
 4. THE COMPLETED GRATE SHALL BE GIVEN ONE SHOP COAT OF NO. 1 PAINT.
 5. FOUNDATION SOIL AND BACKFILL SHALL BE IN ACCORDANCE WITH SECTION P-152 OF THE TECHNICAL SPECIFICATIONS.
 6. REFER TO DWG CG2.01 FOR CULVERT PROFILES & GRADING DETAILS.
 7. CONTRACTOR TO VERIFY GRADES AND STRUCTURE DIMENSIONS PRIOR TO SUBMITTING SHOP DRAWINGS AND ORDERING ANY MATERIALS.

LOCATION	HEADWALL	PROPOSED GRADE	INVERT	LENGTH	WIDTH	HEIGHT	LENGTH 2
OUTLET 1 (TAXIWAY 'D3')	1	2	3	4	5	6	7
OUTLET 2 (TAXIWAY 'J')	1093.45	1090.90	1090.95	10'-7"	4'-1"	2'-11"	3'-9 1/2"
INLET 1 (TAXIWAY 'D3')	1101.27	1098.72	1098.77	10'-7"	4'-1"	2'-11"	3'-9 1/2"
	1093.72	1091.27	1091.22	10'-7"	4'-1"	2'-11"	3'-9 1/2"

ADD ALT ONLY

BUCKEYE MUNICIPAL AIRPORT SHEET ID: CG2.02

REVISIONS

- REPACKAGE - 03/30/2023

PLAN NAME: HEADWALL STRUCTURAL DETAILS

ENGINEER INFORMATION: **DIBBLE**

COB PERMITTING APPROVED SEAL: APPROVED 04/12/2023

COB ENGINEERING APPROVED SEAL: APPROVED MAY 12 2022

CITY OF BUCKEYE ENGINEERING

AS-BUILT SEAL: 47425 SUANE H. DANA

ORIGINAL PLAN DATE: 04/22/2022

LATEST REVISION DATE: 03/30/2023

PROJECT NUMBER: 1018028.05

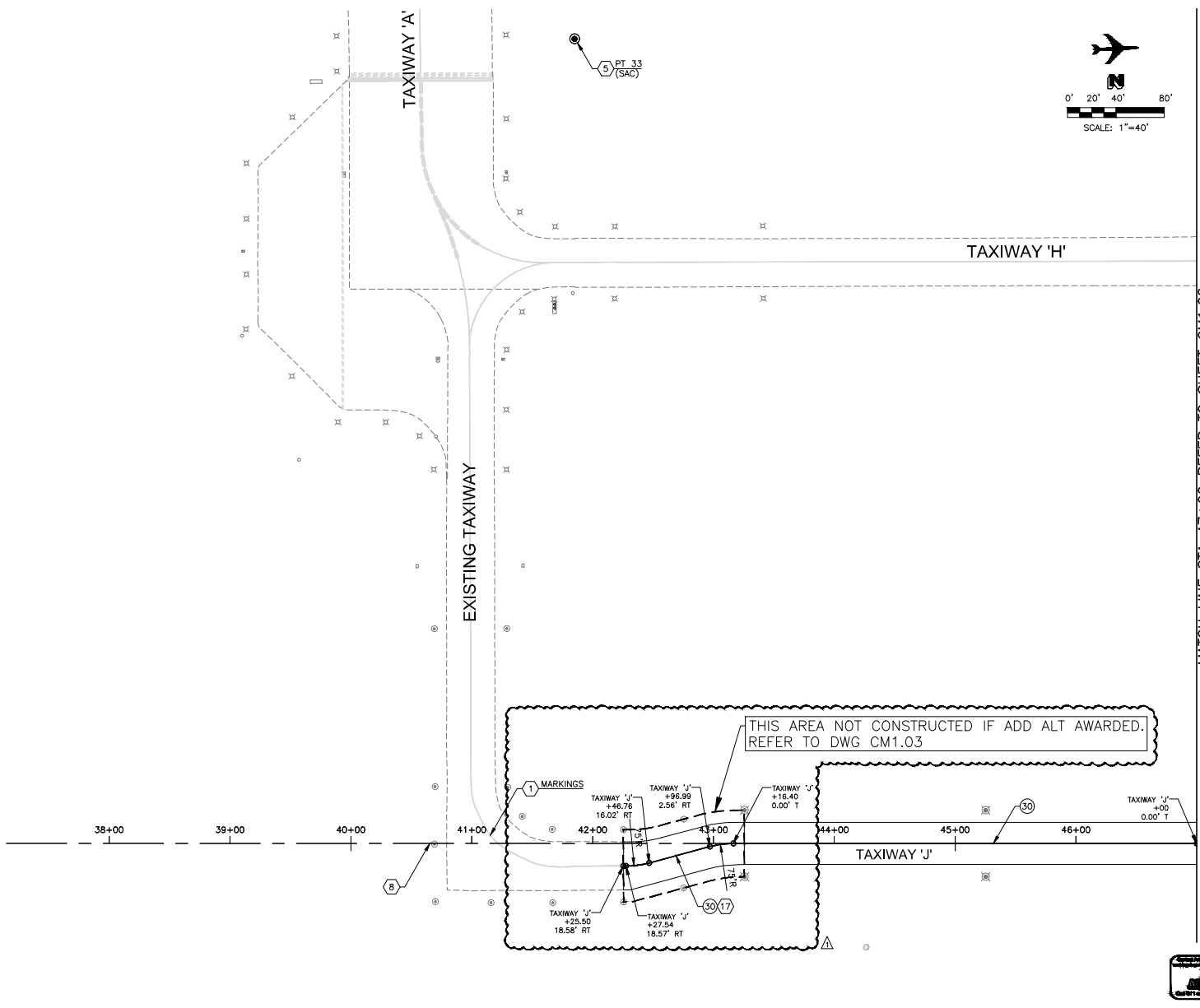
SHEET NUMBER: 30 of 67

SUBMITTAL: 2nd Submittal

ENCIP-22-0001

FAA AIP NO. 3-04-0009-026-2023

\A\2018\1018028.05.BUCKEYE AIRPORT_TW & PARALLEL MEDIAN PHASE 2\CON\18028.05-CM1-SCALE.dwg User: JSD, 2023 10:12 PM



MATCH LINE STA 47+00 REFER TO SHEET CM1.02

CONSTRUCTION NOTES		
30	TAXIWAY CENTERLINE MARKING DET 1, SHT CM2.01	375 LF
TW TRANSITION CONSTRUCTION NOTES		
30	TAXIWAY CENTERLINE MARKING DET 1, SHT CM2.01	103 LF

REFERENCE NOTES	
1	PROTECT IN PLACE
5	REFER TO DWG GG1.05 FOR SURVEY CONTROL PLAN
8	REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL
17	REFER TO TAXIWAY TRANSITION QUANTITIES ABOVE. WORK NOT TO BE PERFORMED IF ADDITIVE ALTERNATE IS AWARDED.

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: CM1.01
REVISIONS		
△ REPACKAGE - 03/30/2023		
△		
△		
PLAN NAME		
PAVEMENT MARKING PLAN BASE BID - TW 'J' STA 42+25.50 TO 47+00		

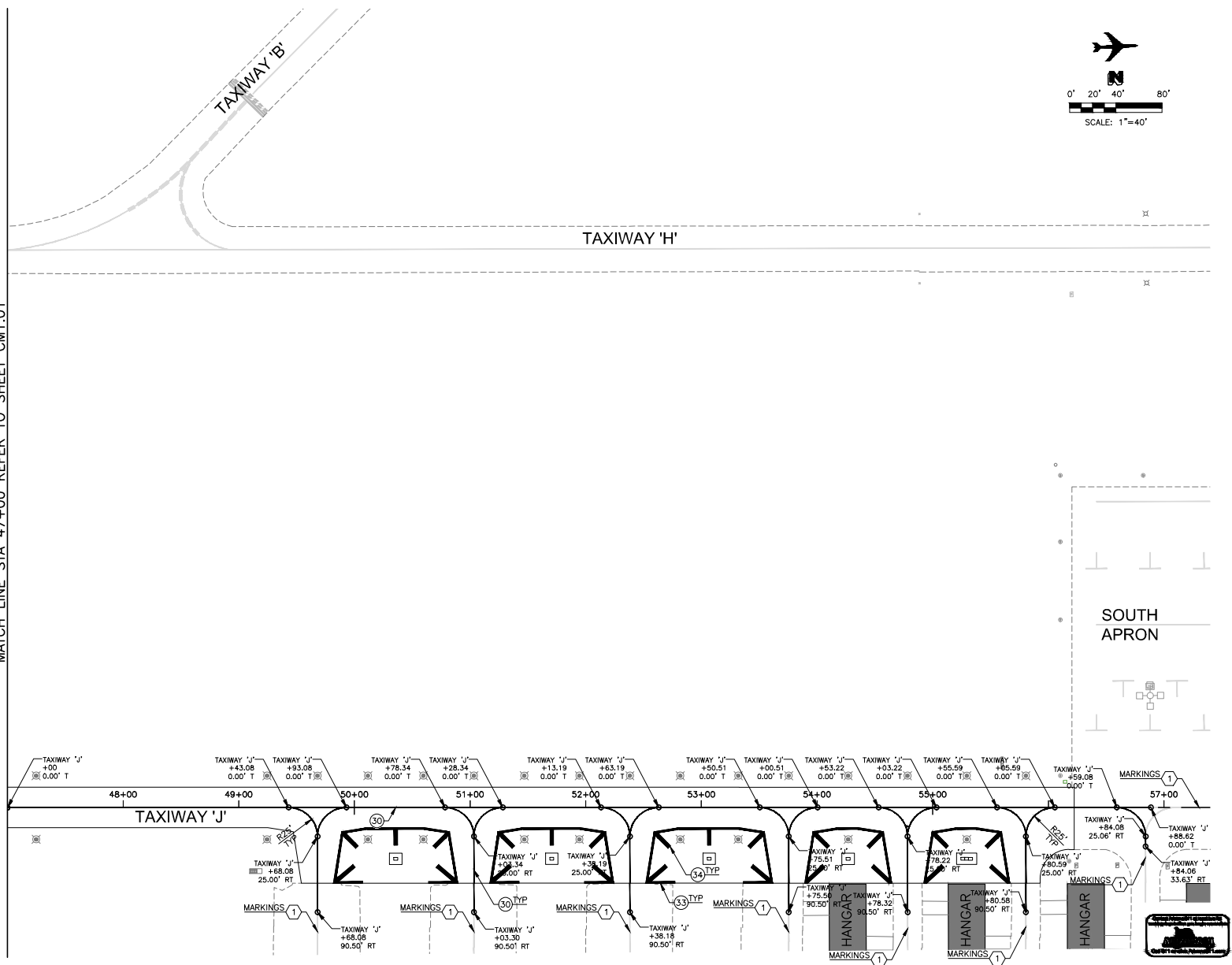
ENGINEER INFORMATION		
DIBBLE		
COB PERMITTING APPROVED SEAL	COB ENGINEERING APPROVED SEAL	SUBMITTAL 2nd Submittal
APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	
AS-BUILT SEAL	DIS-SIGN SEAL	
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023	
PROJECT NUMBER 1018028.05	SHEET NUMBER 31 of 67	



FAA AIP NO. 3-04-0003-026-2023

1/20/24 10:15:26 AM BUCKEYE AIRPORT TW & APRON RECON PHASE 2 (CON) 18028.05-0001_SHEET CM1.01 2023 10:12 PM

MATCH LINE STA 47+00 REFER TO SHEET CM1.01



CONSTRUCTION NOTES

- 30 TAXIWAY CENTERLINE MARKING 1,901 LF
DET 1, SHT CM2.01
- 33 TAXIWAY EDGE MARKING 1,000 LF
DET 3, SHT CM2.01
- 34 TAXIWAY SHOULDER MARKING 23 EA
DET 4, SHT CM2.01

REFERENCE NOTES

- 1 PROTECT IN PLACE

BUCKEYE MUNICIPAL AIRPORT SHEET ID: CM1.02

- REPACKAGE - 03/30/2023

ENGINEERING INFORMATION
DIBBLE
 ENGINEERING

PAVEMENT MARKING PLAN
 BASE BID - TW 'J' STA 47+00 TO 56+22.31

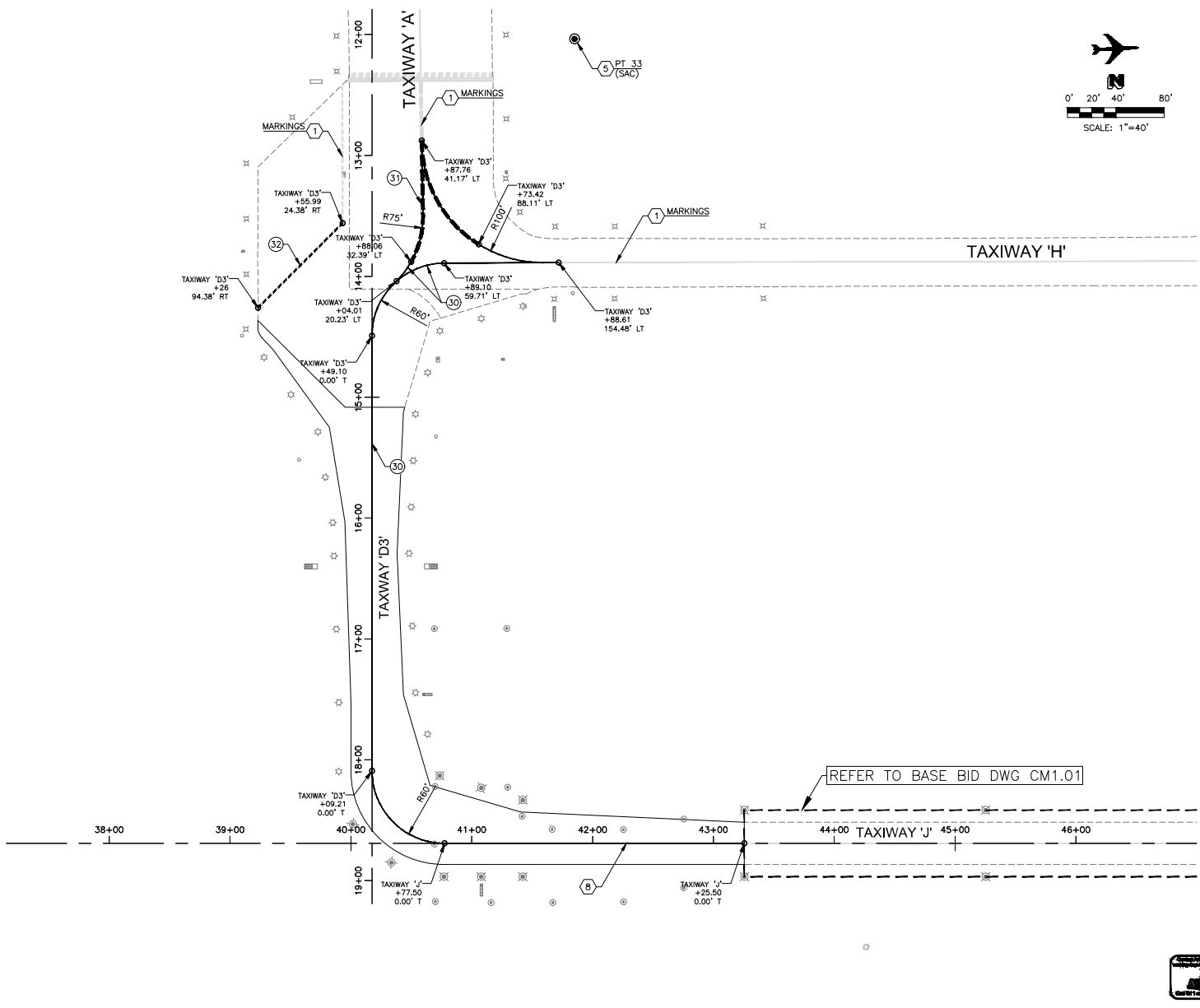
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
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AS-BUILT SEAL	DR-SIGN SEAL
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ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 32 of 67

SUBMITTAL 2nd Submittal
 FAA AIP NO. 3-04-0003-026-2023

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CONSTRUCTION NOTES

- (30) TAXIWAY CENTERLINE MARKING DET 1, SHT CM2.01 972 LF
- (31) ENHANCED TAXIWAY CENTERLINE DET 2, SHT CM2.01 202 LF
- (32) INTERMEDIATE HOLDING POSITION MARKING DET 5, SHT CM2.01 99 LF

REFERENCE NOTES

- (1) PROTECT IN PLACE
- (5) REFER TO DWG GG1.05 FOR SURVEY CONTROL PLAN
- (8) REFER TO DWG GG1.06 FOR GEOMETRIC CONTROL

BUCKEYE MUNICIPAL AIRPORT SHEET ID: CM1.03

REVISIONS
 (A) REPACKAGE - 03/30/2023
 (B)
 (C)

PLAN NAME
 PAVEMENT MARKING PLAN
 ADD ALT - TW 'D3' TO TW 'J' STA 42+25.50

ENGINEER INFORMATION
DIBBLE

COB PERMITTING APPROVED SEAL
 APPROVED
 04/12/2023
 CITY OF BUCKEYE ENGINEERING

AS-BUILT SEAL
 DESIGN SEAL

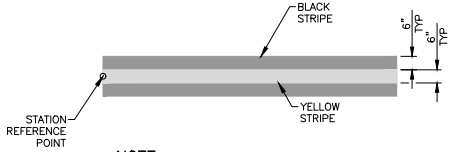
ORIGINAL PLAN DATE: 03/30/2023
 PROJECT NUMBER: 1018028.05
 LATEST REVISION DATE:
 SHEET NUMBER: 33 of 67

SUBMITTAL
 2nd Submittal

FAA AIP NO. 3-04-0005-026-2023



J:\2018\1018028.05_BUCKEYE AIRPORT_TAXIWAY & PARALLEL REGION PHASE 2\CD\18028.05-TAXIWAY DET 3.DWG (Rev. 03/30/2023) 10:12 PM

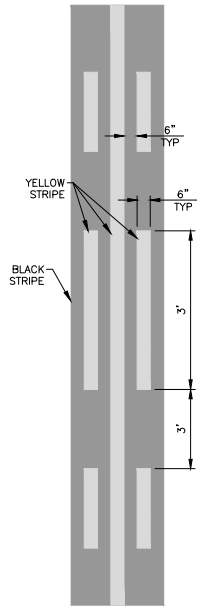


NOTE:
BLACK PAINT REQUIRED FOR MARKINGS PLACED ON EXISTING ASPHALT PAVEMENT (NPI).

1 TAXIWAY/TAXILANE CENTERLINE MARKING
NTS

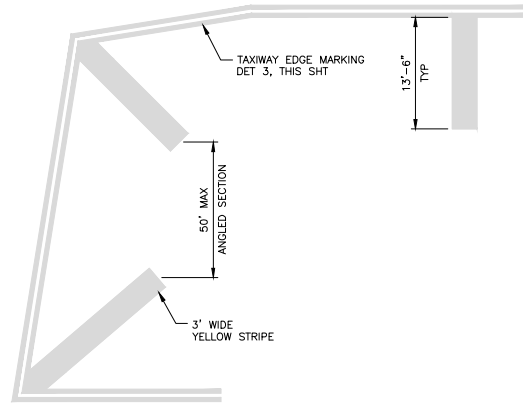


3 TAXIWAY EDGE MARKING
NTS

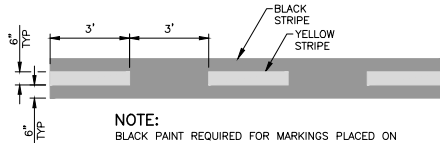


NOTE:
BLACK PAINT REQUIRED FOR MARKINGS PLACED ON EXISTING ASPHALT PAVEMENT (NPI).

2 ENHANCED TAXIWAY CENTERLINE MARKING
NTS



4 TAXIWAY SHOULDER MARKING
NTS



NOTE:
BLACK PAINT REQUIRED FOR MARKINGS PLACED ON EXISTING ASPHALT PAVEMENT (NPI).

5 INTERMEDIATE HOLDING POSITION MARKING
NTS

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: CM2.01	
REVISIONS	△ REPACKAGE - 03/30/2023		
	△		
	△		
PLAN NAME			
MARKING DETAILS			
ENGINEER INFORMATION			
DIBBLE			
COB PERMITTING APPROVED SEAL	COB ENGINEERING APPROVED SEAL	SUBMITTAL 2nd Submittal	
APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING		
AS-BUILT SEAL	DISIGN SEAL		
ORIGINAL PLAN DATE	LATEST REVISION DATE	SUBMITTAL # ENG/CP-22-001 FAA AIP NO. 3-04-0003-026-2023	
PROJECT NUMBER	SHEET NUMBER	COB PLAN TRACKING #	
1018028.05	34 of 67		



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ELECTRICAL DEMOLITION GENERAL NOTES:

1. WITHIN AREAS OF DEMOLITION, AND AS OTHERWISE SHOWN, CAREFULLY REMOVE IDENTIFIED LIGHT FIXTURES, BASES, ISOLATION TRANSFORMERS, HAND HOLES AND OTHER INDICATED ITEMS.
2. **CABLE REMOVAL**
 - A. **DIRECT BURIAL:** REMOVE FROM WITHIN MANHOLES AND HANDHOLES AND REMOVE IN AREAS WHERE EXCAVATION REQUIRES DISTURBING.
 - B. **IN CONDUIT:** REMOVE COMPLETELY BETWEEN NEAREST BASES, HANDHOLES OR MANHOLES.
 - C. **RUNWAYS:** REMOVE AND REPLACE FOR RECONNECTION INCREMENTALLY DURING EACH SHIFT TO MAINTAIN CIRCUIT OPERATION AS REQUIRED BY AIRPORT.
3. AT INDICATED DEVICES TO BE REMOVED OR IN DEMOLITION AREAS INDICATED, REMOVE ALL CONDUCTORS BACK TO NEAREST FIXTURE BASE OR HANDHOLE OUTSIDE DEMOLITION AREA.
4. FIXTURES, CABLES, CONDUITS, DUCTS, ETC. WHICH ARE NOT SPECIFICALLY INDICATED TO BE REMOVED (OR WHICH ARE SHOWN TO REMAIN WITHIN AREAS OF GENERAL DEMOLITION) SHALL REMAIN IN-PLACE AND FUNCTIONAL.
5. CONTRACTOR SHALL VERIFY EQUIPMENT AND CABLE DESIGNATIONS AND STATUS PRIOR TO REMOVAL OR DISCONNECTING.
6. ALL REMOVED LIGHT FIXTURES, BASES, ISOLATION TRANSFORMERS, AND SIGNS SHALL BE SALVAGED AND DELIVERED TO BUCKEYE MUNICIPAL AIRPORT OPERATIONS AND MAINTENANCE. ALL OTHER REMOVED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE AND PROPERLY DISPOSED OF IN ACCORDANCE WITH LOCAL ORDINANCES.
7. DRAWINGS MAY NOT DETAIL ALL EXISTING FACILITIES IN AREAS OF DEMOLITION. CONTRACTOR SHALL REVIEW THE SITE AND RECORD DRAWINGS TO VERIFY THE DEMOLITION EFFORT INVOLVED.
8. CONTRACTOR SHALL BE REQUIRED TO HAVE A PRIVATE "ON-SITE" UTILITY LOCATING COMPANY AND POTHOLE EXISTING UTILITY LINES AS NEEDED.

SELECTED FAA ADVISORY CIRCULARS FOR AIRPORT PROJECTS: (LATEST VERSION)

150/5340-18	STANDARDS FOR AIRPORT SIGN SYSTEMS
150/5340-30	DESIGN & INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS
150/5345-7	SPECIFICATION FOR L-824 UNDERGROUND ELECTRICAL CABLE FOR AIRPORT LIGHTING CIRCUITS
150/5345-26	SPECIFICATION FOR L-823 PLUG AND RECEPTACLE, CABLE CONNECTORS
150/5345-42	SPECIFICATION FOR AIRPORT LIGHT BASES, TRANSFORMER HOUSINGS, JUNCTION BOXES, AND ACCESSORIES
150/5345-43	SPECIFICATION FOR OBSTRUCTION LIGHTING EQUIPMENT
150/5345-44	SPECIFICATION FOR RUNWAY AND TAXIWAY SIGNS
150/5345-46	SPECIFICATION OF RUNWAY AND TAXIWAY LIGHT FIXTURES
150/5345-47	SPECIFICATION FOR SERIES TO SERIES ISOLATION TRANSFORMERS FOR AIRPORT LIGHTING SYSTEMS
150/5345-53	AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM
150/5370-2	OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION
150/5370-10	STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS

SHEET INDEX:

E1.1	ELECTRICAL LEGEND
E1.2	ELECTRICAL NOTES
E2.1	AIRFIELD ELECTRICAL DEMOLITION PLAN BASE BID - SHEET 1
E2.2	AIRFIELD ELECTRICAL DEMOLITION PLAN BASE BID - SHEET 2
E2.3	AIRFIELD ELECTRICAL DEMOLITION PLAN BASE BID - SHEET 3
E2.4	AIRFIELD ELECTRICAL DEMOLITION PLAN ADD ALT - SHEET 1
E3.1	AIRFIELD ELECTRICAL PLAN BASE BID - SHEET 1
E3.2	AIRFIELD ELECTRICAL PLAN BASE BID - SHEET 2
E3.3	AIRFIELD ELECTRICAL PLAN BASE BID - SHEET 3
E3.4	AIRFIELD ELECTRICAL PLAN ADD ALT - SHEET 1
E4.1	AIRFIELD GUIDANCE SIGN SCHEDULE
E5.1	DUCTBANK DETAILS
E5.2	GROUNDING DETAILS
E5.3	JUNCTION CAN DETAILS
E5.4	AIRFIELD GUIDANCE SIGN DETAIL AND SKV SPLICE
E5.5	AIRFIELD GUIDANCE SIGN CONCRETE BASE DETAILS
E5.6	ELEVATED EDGE LIGHTING DETAILS
E6.1	EQUIPMENT DATA TABLES SHEET 1
E6.2	EQUIPMENT DATA TABLES SHEET 2
E7.1	AIRFIELD LIGHTING VAULT - ELECTRICAL SITE PLAN
E7.2	AIRFIELD LIGHTING VAULT - ELECTRICAL EQUIPMENT DEMOLITION PLAN
E7.3	AIRFIELD LIGHTING VAULT - ELECTRICAL EQUIPMENT DEMOLITION ELEVATIONS
E7.4	AIRFIELD LIGHTING VAULT - MODIFIED ELECTRICAL EQUIPMENT PLAN
E7.5	AIRFIELD LIGHTING VAULT - MODIFIED ELECTRICAL EQUIPMENT ELEVATIONS
E7.6	L-821 LIGHTING CONTROL PANEL SCHEMATIC DIAGRAM
E7.7	MODIFIED PANEL A SCHEDULE

ELECTRICAL ABBREVIATIONS:














1/C	SINGLE CONDUCTOR
2/C	TWO CONDUCTORS
APS	ARIZONA PUBLIC SERVICE
ATS	AUTOMATIC TRANSFER SWITCH
BCC	BARE COPPER CONDUCTOR (GROUND)
CCR	CONSTANT CURRENT REGULATOR
CE	CONCRETE ENCASED
CKT	CIRCUIT
COMM	COMMUNICATIONS
DIA	DIAMETER
FAA	FEDERAL AVIATION ADMINISTRATION
GND	GROUND
GRS	GALVANIZED RIGID STEEL (CONDUIT)
LED	LIGHT EMITTING DIODE
LF	LINEAR FEET
NPI	NON-PAY ITEM
PVC	POLY-VINYL CHLORIDE
SE	SLURRY ENCASED
SES	SERVICE ENTRANCE SECTION
SGN	SIGN
TYP	TYPICAL




ELECTRICAL SCOPE OF WORK:

1. TAXIWAY J LIGHTS AND SIGNS WITH NEW HOMERUN CABLE
2. NEW CONSTANT CURRENT REGULATOR (CCR)
3. NEW L-821 CONTROL PANEL

ELECTRICAL LEGEND:

(UNLESS OTHERWISE NOTED ON PLANS)

	PVC W/#8-5KV L-824 TYPE "C" CABLE PER INDICATED LIGHTING CIRCUIT. (QUANTITY AND SIZE AS INDICATED ON PLAN SHEETS)
	EXISTING ELECTRICAL CONDUIT AND CONDUCTOR
	EXISTING COMMUNICATIONS CONDUIT AND CABLE
	EXISTING HANDHOLE
	EXISTING SIZE 5 JUNCTION BOX
	EXISTING ELEVATED TAXIWAY EDGE LIGHT
	EXISTING TAXIWAY EDGE RETROREFLECTIVE MARKER
	EXISTING AIRFIELD GUIDANCE SIGN
	NEW L-867-D JUNCTION CAN
	NEW AIRFIELD GUIDANCE SIGN
	NEW L-861T QUARTZ ELEVATED TAXIWAY EDGE LIGHT ON NEW L-867 BASE
	NEW L-861(L) LED ELEVATED TAXIWAY EDGE LIGHT ON NEW L-867 BASE
	SALVAGED TAXIWAY EDGE RETROREFLECTIVE MARKER

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: E1.1	
REVISIONS		REPACKAGE - 03/30/2023	
PLAN NAME		ELECTRICAL LEGEND	
ENGINEER INFORMATION		 	
COB PERMITTING APPROVED SEAL	APPROVED	COB ENGINEERING APPROVED SEAL	APPROVED
04/12/2023	CITY OF BUCKEYE ENGINEERING	MAY 12 2022	CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL		
ORIGINAL PLAN DATE	04/22/2022	LATEST REVISION DATE	03/30/2023
PROJECT NUMBER	1018028.05	SHEET NUMBER	35 of 67
SUBMITTAL		2nd Submittal	
COB PLAN TRACKING #		FAA AIP NO. 3-04-0001-026-2023	



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ELECTRICAL CONSTRUCTION PHASING NOTES

- CONTRACTOR SHALL COORDINATE ALL WORK WITH AIRPORT MAINTENANCE, AIRPORT OPERATIONS, AND THE ENGINEER AS NECESSARY.
- CONTRACTOR SHALL GIVE 72 HOURS NOTICE PRIOR TO WORKING ON OR AROUND ANY DUCTBANKS, HANDHOLES, ETC.
- CONTRACTOR SHALL MAINTAIN OR HAVE SUFFICIENT MATERIAL/ EQUIPMENT REQUIRED TO PROVIDE TEMPORARY LIGHTING AND CIRCUIT EXTENSIONS. THIS INCLUDES, BUT IS NOT LIMITED TO FIXTURES, TRANSFORMERS, BASES, CONDUIT, L-824 CABLE & L-823 SPLICE KITS. THESE ITEMS WILL NOT BE AVAILABLE FROM THE BUCKEYE MAINTENANCE SHOP.
- THE CONTRACTOR SHALL MAINTAIN QUALIFIED PERSONNEL WITH THE APPROPRIATE EQUIPMENT, FOR THE INSTALLATION AND SPLICING OF AIRFIELD LIGHTING. SUCH PERSONNEL SHALL BE CAPABLE OF 60 MINUTE RESPONSE TIME IF THEY ARE NOT ALREADY PRESENT ON THE AIRFIELD.
- TURN OFF AND COVER EXISTING SIGNAGE THAT MAY POTENTIALLY MISDIRECT AIRCRAFT MOVEMENT INTO CLOSED AREAS BARRICADED FOR CONSTRUCTION, SIGNAGE REQUIRING PARTIAL COVERAGE WITH TAXIWAY LOCATION PANELS REMAINING VISIBLE SHALL REMAIN ON WITH ONLY DIRECTIONAL PORTIONS COVERED WITH SECTIONS OF DARK COLORED TARP OR DOUBLE-LAYERED BURLAP THAT DOES NOT PERMIT VISIBILITY OF COVERED PORTION OF ARRAY DAY OR NIGHT. COVERS SHALL BE SECURELY HELD IN PLACE BY RATCHETING LASHING STRAPS, NO TAPE OR ADHESIVES WILL BE PERMITTED. SEE PHASING PLANS FOR PLACEMENT OF SIGN COVERS.
- COVER EXISTING ELEVATED EDGE LIGHT FIXTURES IN CLOSED AREA BARRICADED FOR CONSTRUCTION WITH 4" PVC PIPE. COVER SHALL EXTEND 2" MIN. ABOVE TOP OF FIXTURE.
- PROVIDE ANY TEMPORARY AIRFIELD CIRCUIT JUMPERS REQUIRED TO MAINTAIN OPERATION OF ALL CIRCUITS AFFECTED BY CONSTRUCTION PRIOR TO START OF DEMOLITION. TEMPORARY CIRCUIT JUMPERS SHALL BE SLEEVED IN 2" CONDUIT, SANDBAGGED OR SECURED TO LOW-LEVEL BARRICADES. TEMPORARY CIRCUIT JUMPERS MAY BE ROUTED THROUGH NEW TAXIWAY CROSSINGS OR EXISTING SPARE CONDUITS AS REQUIRED AND SHALL BE COMPLETELY REMOVED WHEN NO LONGER REQUIRED FOR OPERATION. TEMPORARY JUMPER PLACEMENT SHALL NOT AFFECT AIRCRAFT MOVEMENT OR AIRPORT OPERATIONS.
- UNCOVER SIGNS AND EDGE LIGHT FIXTURES, REMOVE TEMPORARY JUMPERS, AND VERIFY OPERATION AT THE END OF PROJECT.

ELECTRICAL GENERAL NOTES

- GROUND RODS AND COUNTERPOISE WIRE ARE CONSIDERED INCIDENTAL TO FIXTURE AND CONDUIT INSTALLATION.
- ELECTRICAL CONTRACTOR SHALL COORDINATE ALL DEMOLITION AND CONSTRUCTION WITH CIVIL CONTRACTOR TO REDUCE CONFLICTS THAT AFFECT CONSTRUCTION PHASING AND SCHEDULING.
- CONTRACTOR SHALL FIELD VERIFY ALL FIXTURE STATION AND OFFSETS AND CONFIRM ALL LOCATIONS ARE WITHIN SPECIFICATION TOLERANCES.

CITY OF BUCKEYE DEVELOPMENT CODE, ORDINANCES, RULES AND REGULATIONS

- INTERNATIONAL BUILDING CODE, 2018 ICC EDITION
- INTERNATIONAL RESIDENTIAL CODE, 2018 ICC EDITION
- INTERNATIONAL PLUMBING CODE, 2018 ICC EDITION
- INTERNATIONAL MECHANICAL CODE, 2018 ICC EDITION
- INTERNATIONAL FUEL GAS CODE, 2018 ICC EDITION
- NATIONAL ELECTRIC CODE (NEC) NFPA 70, NEC 2017 EDITION
- INTERNATIONAL FIRE CODE, 2012 ICC EDITION
- INTERNATIONAL EXISTING BUILDING CODE, 2012 ICC EDITION
- INTERNATIONAL ENERGY CONSERVATION CODE, 2018 ICC EDITION
- INTERNATIONAL PROPERTY MAINTENANCE CODE, 2012 ICC EDITION
- CITY OF BUCKEYE DEVELOPMENT CODE AS ADOPTED ARTICLE ONE TO ARTICLE EIGHT AS A PART OF CHAPTER 7 OF THE BUCKEYE CITY CODE.
- CITY OF BUCKEYE PUBLIC WORKS AMENDMENTS AS ADOPTED ORDINANCE 460 CHAPTER 12 - LAND DIVISION AND STANDARDS OF THE MARICOPA ASSOCIATION OF GOVERNMENT (MAG)
- CITY OF BUCKEYE AMENDMENTS TO THE ABOVE REFERENCE CODES.

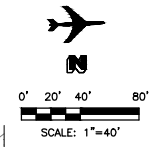
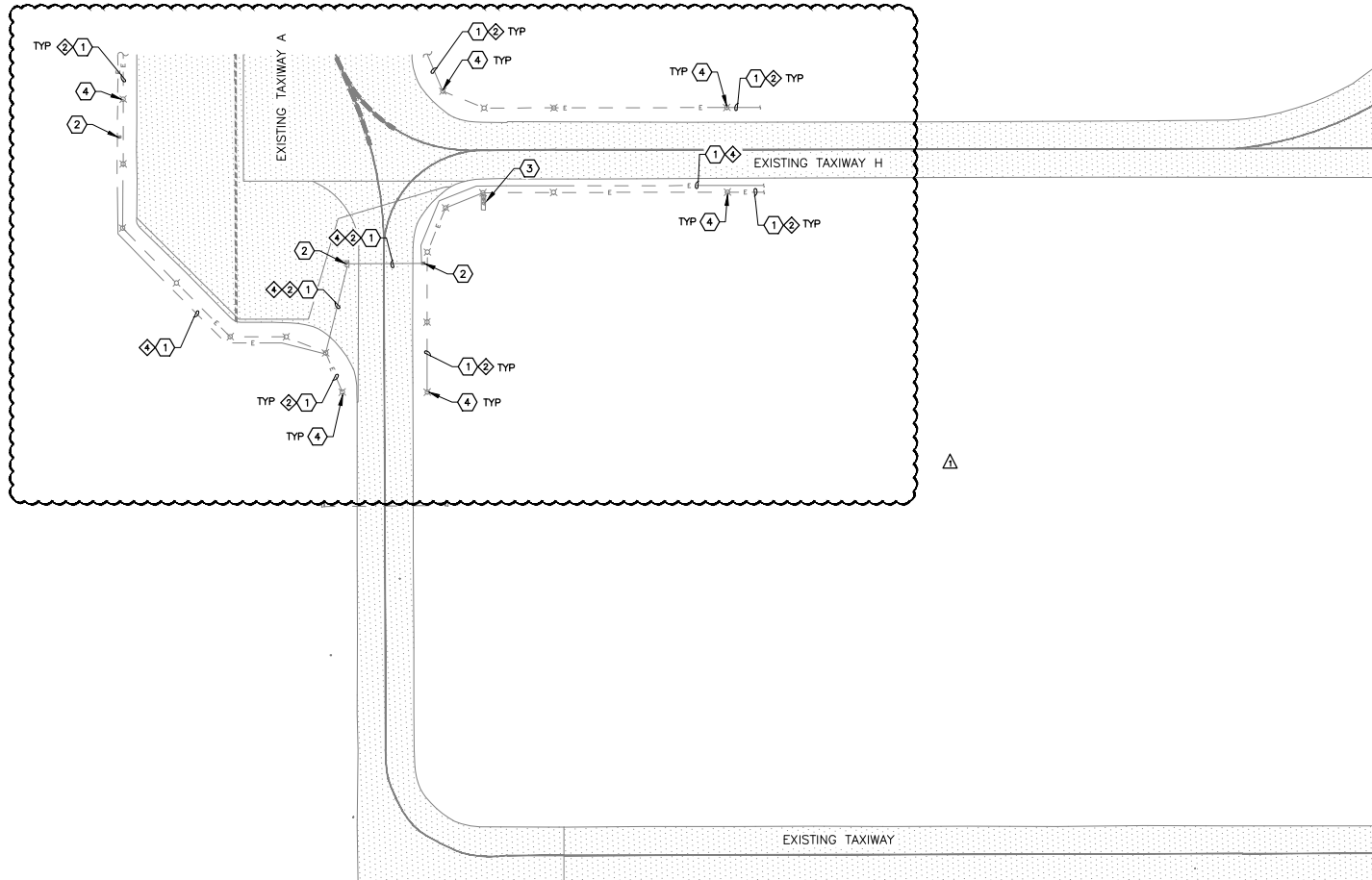
GENERAL NOTES FOR CONDUIT INSTALLATION

- CONCRETE ENCASED DUCTBANKS SHALL BE USED WHEN CROSSING UNDER PAVEMENTS EXPECTED TO CARRY AIRCRAFT LOADS SUCH AS RUNWAYS, TAXIWAYS, TAXI-LANES, RAMPS, AND APRONS OR VEHICULAR TRAFFIC SUCH AS SERVICE ROADS. WHEN UNDER PAVED SHOULDERS AND OTHER PAVED AREAS, CONDUIT AND DUCTBANKS SHALL BE ENCASED USING FLOWABLE FILL FOR PROTECTION.
- UNDER PAVEMENT, THE TOP OF THE DUCTBANKS SHALL NOT BE LESS THAN 18 INCHES BELOW THE SUBGRADE; IN OTHER LOCATION THE TOP OF THE DUCTBANK OR UNDERGROUND CONDUIT SHALL BE NOT LESS THAN 18 INCHES BELOW FINISHED GRADE.
- DUCTBANKS SHALL BE INSTALLED SO THAT THE TOP OF THE CONCRETE ENVELOPE IN NOT LESS THAN 18 INCHES BELOW THE BOTTOM OF THE BASE OR STABILIZED BASE COURSE LAYERS WHERE INSTALLED UNDER RUNWAY, TAXIWAYS, APRONS, OR OTHER PAVED AREAS, AND NOT LESS THAN 18 INCHES BELOW FINISHED GRADE WHERE INSTALLED IN UNPAVED AREAS.
- ALL DUCTBANKS SHALL BE PLACED ON A LAYER OF CONCRETE NOT LESS THAN 3 INCHES THICK PRIOR TO ITS INITIAL SET. THE CONTRACTOR SHALL SPACE THE CONDUITS NOT LESS THAN 3 INCHES APART (MEASURED FROM OUTSIDE WALL TO OUTSIDE WALL).
- ALL SUCH MULTIPLE CONDUITS SHALL BE PLACED USING CONDUIT SPACERS, APPLICABLE TO THE TYPE OF CONDUIT. CONCRETE SHALL BE PLACED AROUND AND ON TOP OF THE CONDUITS NOT LESS THAN 3 INCHES THICK.
- CONDUIT FORMING THE DUCTBANK SHALL BE INSTALLED USING CONDUIT SPACERS. #4 REINFORCING BARS SHALL BE DRIVEN VERTICALLY INTO THE SOIL A MINIMUM OF 6 INCHES TO ANCHOR THE ASSEMBLY INTO THE EARTH PRIOR TO PLACING THE CONCRETE ENCASEMENT. SPACERS SHALL BE INSTALLED AT 5 FEET INTERVALS.
- ALL PAVEMENT SURFACES THAT ARE TO HAVE DUCTS INSTALLED THEREIN SHALL BE NEATLY SAW CUT TO FORM VERTICAL FACE. ALL EXCAVATION AND BACKFILL SHALL BE INCLUDED IN THE CONTRACT WITH PRICE FOR THE DUCT.
- BARE SOLID #6 AWG COPPER COUNTERPOISE WIRE SHALL BE INSTALLED FOR LIGHTNING PROTECTION OF THE UNDERGROUND CABLES. THE COUNTERPOISE CONDUCTOR SHALL BE INSTALLED NO LESS THAN 8 INCHES MINIMUM OR 12 INCHES MAXIMUM ABOVE THE RACEWAY OR CABLE TO BE PROTECTED, EXCEPT AS PERMITTED BELOW:
 - THE MINIMUM COUNTERPOISE CONDUCTOR HEIGHT ABOVE THE RACEWAY OR CABLE TO BE PROTECTED SHALL BE PERMITTED TO BE ADJUSTED SUBJECT TO COORDINATION WITH AIRFIELD LIGHTING AND PAVEMENT DESIGNS.
 - THE COUNTERPOISE CONDUCTOR HEIGHT ABOVE THE PROTECTED RACEWAY(S) OR CABLE(S) SHALL BE CALCULATED TO ENSURE THAT THE RACEWAY OR CABLE IS WITHIN A 45-DEGREE AREA OF PROTECTION (45 DEGREES ON EACH SIDE OF VERTICAL CREATING A 90-DEGREE ANGLE).
- INSTALL A PLASTIC, DETECTABLE, RED, 3 INCH WIDE TAPE LOCATED 8 INCHES (MINIMUM) BELOW GRADE ABOVE ALL UNDERGROUND CONDUIT OR DUCT LINES NOT INSTALLED UNDER PAVEMENT. UNDERGROUND ELECTRICAL WARNING (CAUTION) TAPE SHALL BE INSTALLED IN THE TRENCH ABOVE ALL UNDERGROUND DUCTBANKS AND CONDUIT IN UNPAVED AREAS. THE WARNING TAPE SHALL BE LOCATED 6 INCHES ABOVE THE DUCT/CONDUIT OR THE COUNTERPOISE WIRE IF PRESENT.
- PROVIDE MULE TAPE IN ALL NEW (UNUSED) CONDUITS. PLUG ENDS IN HANDHOLES
- P-610 CONCRETE ENCASEMENT UNDER FULL STRENGTH PAVEMENT AND P-153 CLSM ENCASEMENT UNDER PAVED SHOULDERS OR INFIELD PER SPECIFICATION L-110.
- INSTALL A #6 BARE COPPER COUNTERPOISE ABOVE EACH DUCT ASSEMBLY FROM HANDHOLE TO HANDHOLE AND EXOTHERMICALLY WELD TO GROUND RODS AT EACH HANDHOLE.
- INSTALL LIGHTING SERIES CIRCUITS AS FOLLOWS:
 - ONE CIRCUIT (1 OR 2 CONDUCTORS) PER 2'C. LIMIT 4"C TO NO MORE THAN EIGHT (8) CONDUCTORS.
 - START INSTALLATION IN BOTTOM CONDUITS OF DUCT ARRY, LEAVING UPPER CONDUITS EMPTY
- ALL UNDERGROUND CONDUITS SHALL MAINTAIN A 12" (MIN.) SEPARATION FROM ALL OTHER (EXISTING OR NEW) UNDERGROUND FACILITIES UNLESS NOTED OTHERWISE ON DRAWINGS
- CONDUIT IN DUCTBANK(S) ARE TO BE STACKED NO MORE THAN FOUR (4) CONDUITS. IF MORE CONDUITS ARE NEEDED, THE WIDTH OF THE TRENCH IS TO BE INCREASED
- WHERE PAVEMENT IS EXISTING AND REPAIR/REPLACEMENT IS REQUIRED, REPLACE IN KIND. ANTICIPATE THREE (3) INCHES OF ASPHALT ON CLSM SLURRY ENCASED DUCT SECTION. THIS SHALL BE INCIDENTAL TO THE COST OF RETROFIT DUCTBANK INSTALLATION.
- ADJUST DEPTH TO 18"-24" TOTAL FOR CONDUIT INSTALLATION BETWEEN OR INTO L-867/L-868 BASE CAN.
- INSTALL ONLY ONE CIRCUIT PER CONDUIT.

BUCKEYE MUNICIPAL AIRPORT SHEET ID: E1.2	
REVISIONS PLAN NAME	REPACKAGE - 03/30/2023
	[REVISION SYMBOL]
	[REVISION SYMBOL]
ELECTRICAL NOTES	
ENGINEER INFORMATION DIBBLE	
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL
ORIGINAL PLAN DATE 04/22/2022 PROJECT NUMBER 1018028.05	LATEST REVISION DATE 03/30/2023 SHEET NUMBER 36 of 67
SUBMITTAL 2nd Submittal CFM PROJECT TRACKING # ENG01P-22-0001 FAA AIP NO. 3-04-0001-026-2023	



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- REFERENCE NOTES ○
- ① EXISTING CONDUIT AND CONDUCTOR TO REMAIN - PROTECT IN PLACE.
 - ② EXISTING HANDHOLE/JUNCTION CAN TO REMAIN - PROTECT IN PLACE.
 - ③ EXISTING AIRFIELD GUIDANCE SIGN TO REMAIN - PROTECT IN PLACE.
 - ④ EXISTING ELEVATED LIGHT FIXTURE TO REMAIN - PROTECT IN PLACE.

- ◇ CIRCUIT IDENTIFICATION ◇
- ◇ TAXIWAY CIRCUIT (H)
 - ◇ PAPI 35

BUCKEYE MUNICIPAL AIRPORT SHEET ID: E2.1

REVISIONS

- △ REPACKAGE - 03/30/2023
- △
- △

PLAN NAME

AIRFIELD ELECTRICAL DEMOLITION PLAN
BASE BID - SHEET 1

ENGINEER INFORMATION

DIBBLE

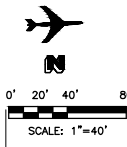
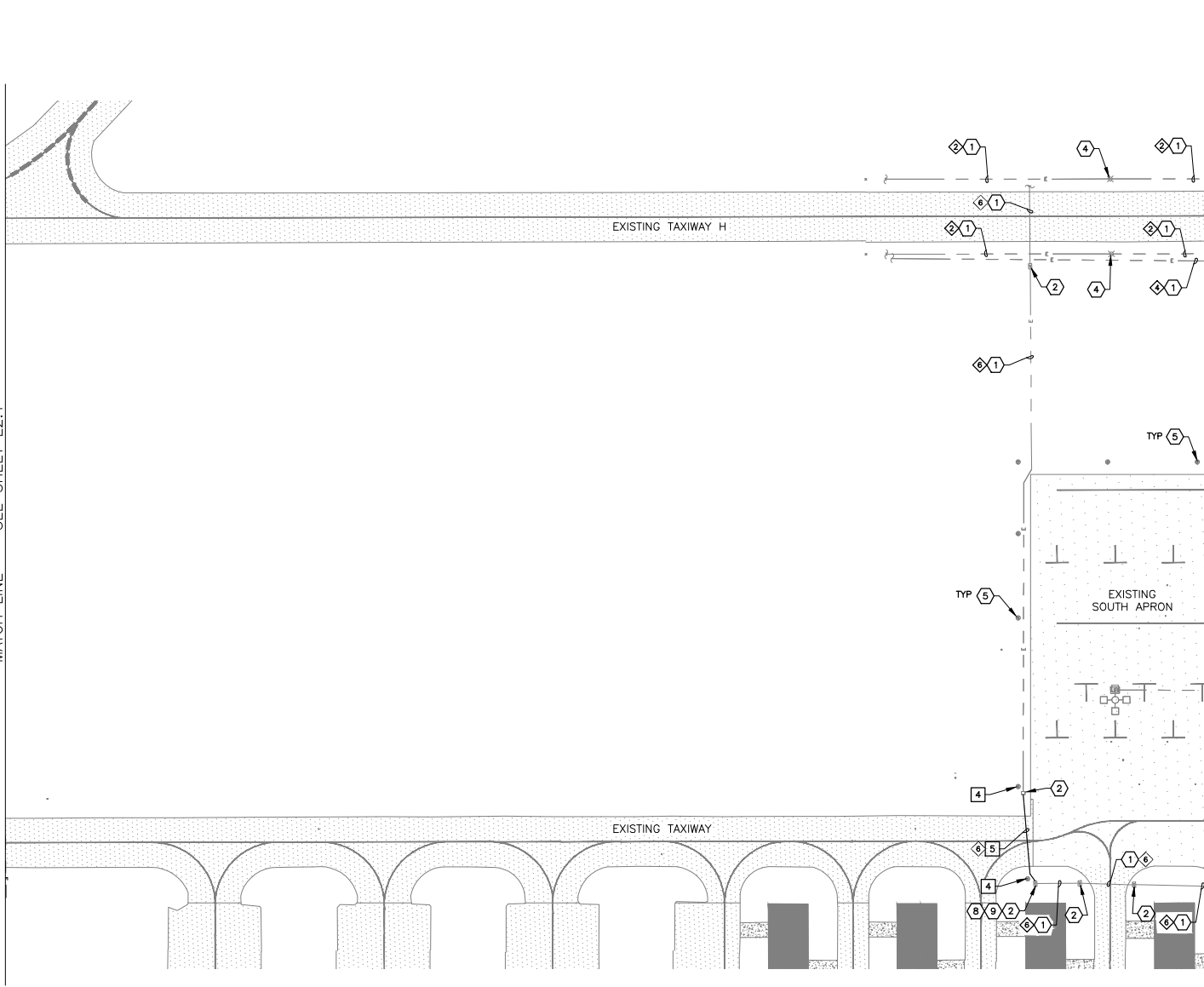
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
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AS-BUILT SEAL	DESIGN SEAL
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ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028,05	SHEET NUMBER 37 of 67

SUBMITTAL: 2nd Submittal
 ENG/CP: 22-0001
 FAA AP NO. 3-04-0003-026-2023

MATCH LINE - SEE SHEET E2.1



REMOVAL NOTES	
4	REMOVE AND SALVAGE EXISTING TAXIWAY RETROREFLECTIVE TAXIWAY EDGE MARKER (2 TOTAL)
5	EXCAVATE AND REMOVE EXISTING CONDUIT AND CONDUCTOR (75 LF)

REFERENCE NOTES	
1	EXISTING CONDUIT AND CONDUCTOR TO REMAIN - PROTECT IN PLACE.
2	EXISTING HANDHOLE/JUNCTION CAN TO REMAIN - PROTECT IN PLACE.
4	EXISTING ELEVATED LIGHT FIXTURE TO REMAIN - PROTECT IN PLACE.
5	EXISTING RETROREFLECTIVE TAXIWAY EDGE MARKER TO REMAIN - PROTECT IN PLACE.
8	PULL BACK AND PROTECT EXISTING CONDUCTORS - MAINTAIN SLACK FOR RECONNECTION
9	PROVIDE TEMPORARY JUMPERS TO MAINTAIN CIRCUIT OPERATION AS REQUIRED

CIRCUIT IDENTIFICATION	
◇	TAXIWAY CIRCUIT (H)
◇	PAPI 35
◇	AWOS

BUCKEYE MUNICIPAL AIRPORT	SHEET ID: E2.2
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REVISIONS
△ REPACKAGE - 03/30/2023
△
△

PLAN NAME
**AIRFIELD ELECTRICAL DEMOLITION PLAN
 BASE BID - SHEET 2**

ENGINEER INFORMATION
DIBBLE **CF Engineers**

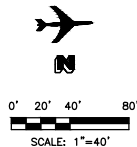
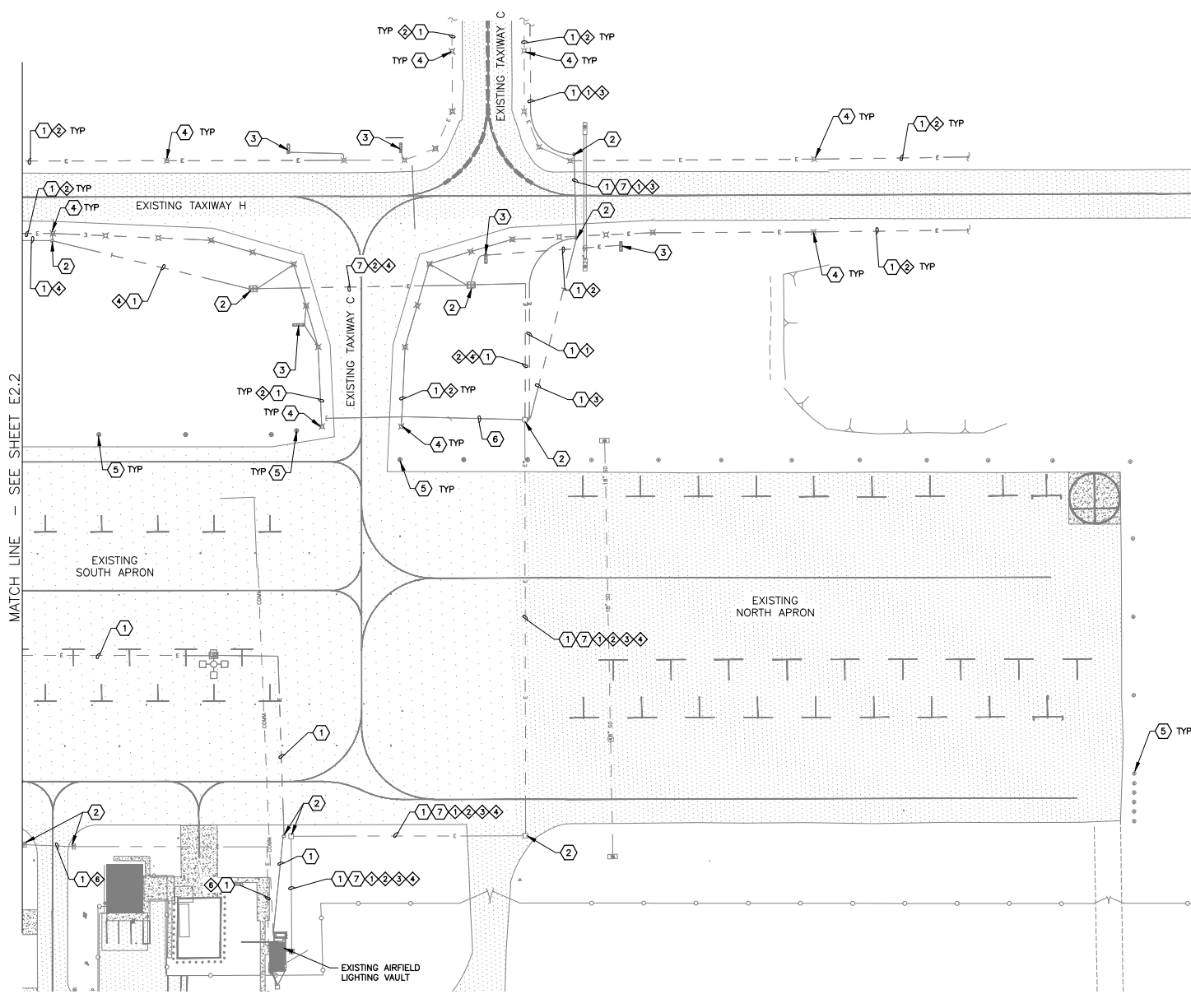
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
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AS-BUILT SEAL	DESIGN SEAL
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ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 38 of 67

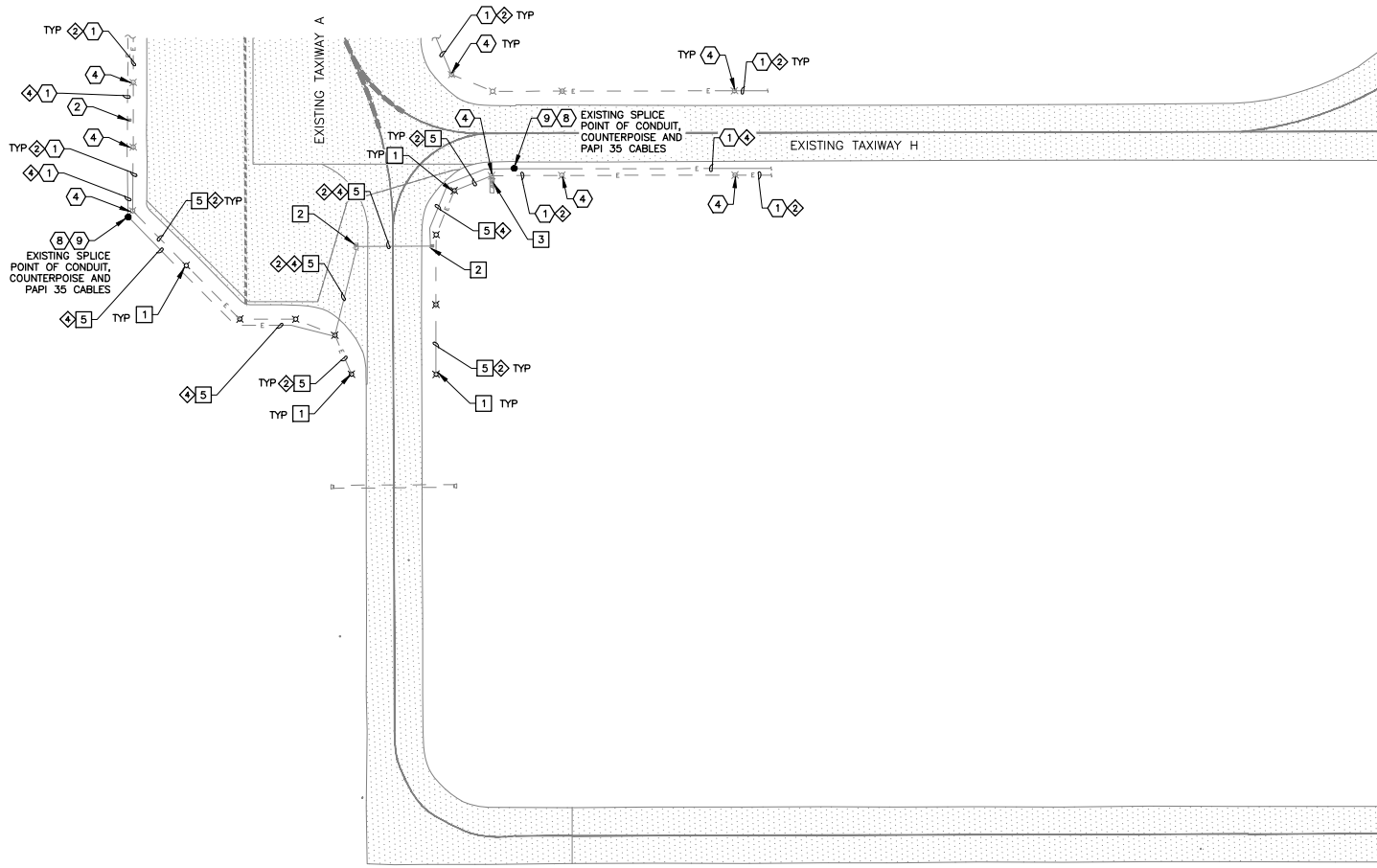
SUBMITTAL
2nd Submittal
 ENGDIR-22-0001
 FAA AP NO. 3-04-0003-026-2023

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○ REFERENCE NOTES ○	
①	EXISTING CONDUIT AND CONDUCTOR TO REMAIN - PROTECT IN PLACE.
②	EXISTING HANDHOLE/JUNCTION CAN TO REMAIN - PROTECT IN PLACE.
③	EXISTING AIRFIELD GUIDANCE SIGN TO REMAIN - PROTECT IN PLACE.
④	EXISTING ELEVATED LIGHT FIXTURE TO REMAIN - PROTECT IN PLACE.
⑤	EXISTING RETROREFLECTIVE TAXIWAY EDGE MARKER TO REMAIN - PROTECT IN PLACE.
⑥	EXISTING CONDUIT TO REMAIN - PROTECT IN PLACE.
⑦	EXISTING DUCTBANK TO REMAIN - PROTECT IN PLACE.
◇ CIRCUIT IDENTIFICATION ◇	
◇	RUNWAY CIRCUIT (17-35)
◇	TAXIWAY CIRCUIT (H)
◇	PAPI 17
◇	PAPI 35
◇	AWOS
BUCKEYE MUNICIPAL AIRPORT SHEET ID: E2.3	
REVISIONS ▲ REPACKAGE - 03/30/2023	
PLAN NAME AIRFIELD ELECTRICAL DEMOLITION PLAN BASE BID - SHEET 3	
ENGINEER INFORMATION DIBBLE 	
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL 
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 39 of 67
SUBMITTAL 2nd Submittal	
TEST REPORT ENGCP-22-0001 FAA AP NO. 3-04-0003-026-2023	

S:\PROJECTS\2023\21040 - BUCKEYE TTY & APRON RECONSTRUCTION PHASE II\CAD\GD SHEETS\21040 E2.LWP Mod. 30, 2023 9:53 AM



- REMOVAL NOTES
- 1 REMOVE AND SALVAGE EXISTING TAXIWAY EDGE LIGHT AND ISOLATION TRANSFORMER, REMOVE BASE CAN. (9 TOTAL)
 - 2 EXCAVATE AND REMOVE EXISTING PULL BOX/JUNCTION CAN. (2 TOTAL)
 - 3 REMOVE EXISTING AIRFIELD GUIDANCE SIGN AND CONCRETE SIGN BASE. (1 TOTAL)
 - 5 EXCAVATE AND REMOVE EXISTING CONDUIT AND CONDUCTOR. (795 LF)

- REFERENCE NOTES
- 1 EXISTING CONDUIT AND CONDUCTOR TO REMAIN - PROTECT IN PLACE.
 - 2 EXISTING HANDHOLE/JUNCTION CAN TO REMAIN - PROTECT IN PLACE.
 - 4 EXISTING ELEVATED LIGHT FIXTURE TO REMAIN - PROTECT IN PLACE.
 - 8 PULL BACK AND PROTECT EXISTING CONDUCTORS - MAINTAIN SLACK FOR RECONNECTION
 - 9 PROVIDE TEMPORARY JUMPERS TO MAINTAIN CIRCUIT OPERATION AS REQUIRED

- CIRCUIT IDENTIFICATION
- ◇ TAXIWAY CIRCUIT (H)
 - ◇ PAPI 35
 - ◇ TAXIWAY CIRCUIT (J)

BUCKEYE MUNICIPAL AIRPORT SHEET ID: E2.4

REVISIONS

- △ REPACKAGE - 03/30/2023
- △
- △

PLAN NAME

AIRFIELD ELECTRICAL DEMOLITION PLAN
ADD ALT - SHEET 1

ENGINEER INFORMATION

DIBBLE 

COB PERMITTING APPROVED SEAL	COB ENGINEERING APPROVED SEAL	SUBMITTAL
APPROVED		
04/12/2023		2nd Submittal
CITY OF BUCKEYE ENGINEERING		

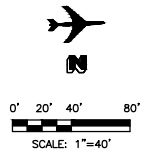
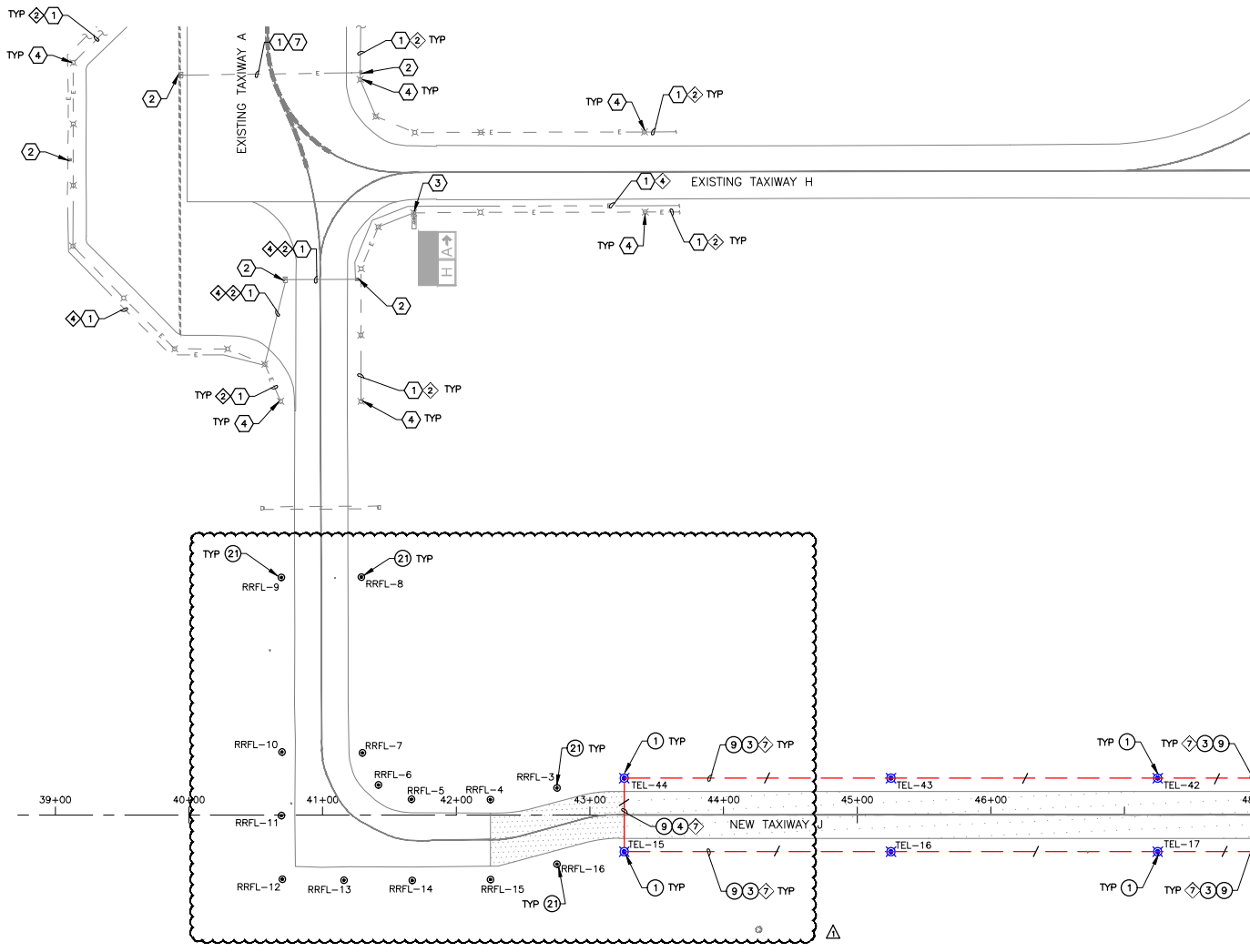
AS-BUILT SEAL	DESIGN SEAL	SUBMITTAL
		

ORIGINAL PLAN DATE	LATEST REVISION DATE
03/30/2023	
PROJECT NUMBER	SHEET NUMBER
1018028.05	40 of 67



FAA AIP NO. 3-04-0005-026-2023

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- CONSTRUCTION NOTES**
- ① INSTALL NEW ELEVATED LED L-861(L) TAXIWAY EDGE LIGHT AND ISOLATION TRANSFORMER ON NEW L-867 BASE CAN (6 TOTAL)
 - ③ 1-2" CE (955 LF)
 - ④ 1-2" CE (60 LF)
 - ⑧ NEW 1/C, #8 5KV L-824, TYPE "C" AIRFIELD LIGHTING CABLE (1,025 LF)
 - ⑫ NEW L-853 RETROREFLECTIVE TAXIWAY EDGE MARKER (14 TOTAL)

- REFERENCE NOTES**
- ① EXISTING CONDUIT AND CONDUCTOR
 - ② EXISTING HANDHOLE/JUNCTION CAN
 - ③ EXISTING AIRFIELD GUIDANCE SIGN
 - ④ EXISTING ELEVATED LIGHT FIXTURE
 - ⑦ EXISTING DUCTBANK

- CIRCUIT IDENTIFICATION**
- ◇ TAXIWAY CIRCUIT (H)
 - ◇ PAPI 35
 - ◇ TAXIWAY CIRCUIT (J)

BUCKEYE MUNICIPAL AIRPORT SHEET ID: E3.1

REVISIONS

- △ REPACKAGE - 03/30/2023
- △
- △

PLAN NAME

AIRFIELD ELECTRICAL PLAN
BASE BID - SHEET 1

ENGINEER INFORMATION

DIBBLE

<p>COB PERMITTING APPROVED SEAL</p> <p style="text-align: center;">APPROVED</p> <p style="text-align: center;">04/12/2023</p> <p style="text-align: center;">CITY OF BUCKEYE ENGINEERING</p>	<p>COB ENGINEERING APPROVED SEAL</p> <p style="text-align: center;">APPROVED</p> <p style="text-align: center;">MAY 12 2022</p> <p style="text-align: center;">CITY OF BUCKEYE ENGINEERING</p>
<p>AS-BUILT SEAL</p>	<p>DESIGN SEAL</p>
<p>ORIGINAL PLAN DATE</p> <p>04/22/2022</p> <p>PROJECT NUMBER</p> <p>1018028.05</p>	<p>LATEST REVISION DATE</p> <p>03/30/2023</p> <p>SHEET NUMBER</p> <p>41 of 67</p>

SUBMITTAL: 2nd Submittal

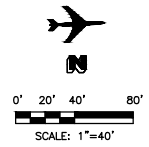
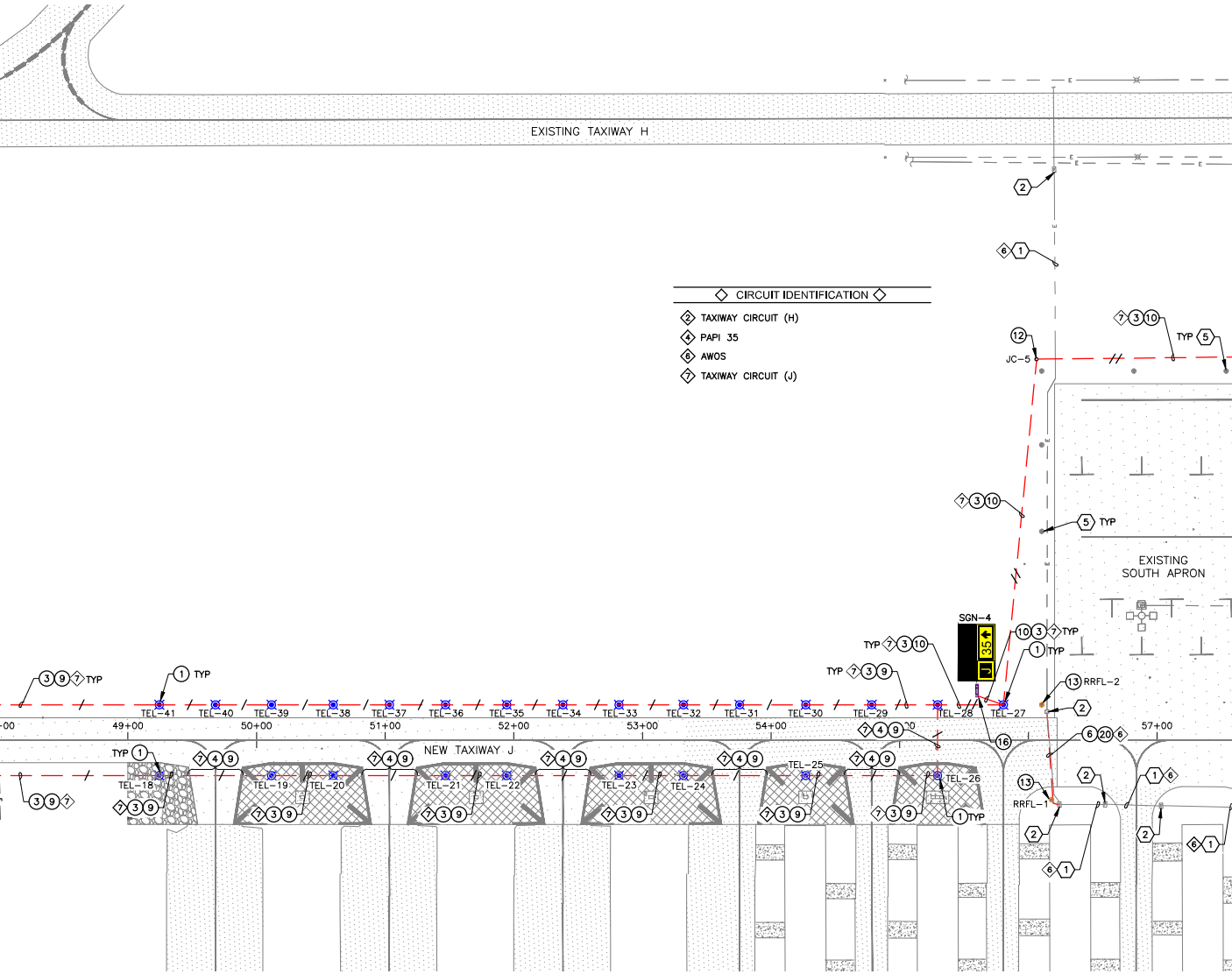
COB PLAN TRACKING #

PROJECT # ENG01P-22-0001

FAA AIP NO. 3-04-0003-026-2023

S:\PROJECTS\21000\21040 - BUCKEYE TAXI & APRON RECONSTRUCTION PHASE I\A30\A30 SHEETS\21040 E3.1.DWG Imp. 30, 2023 9:41 AM

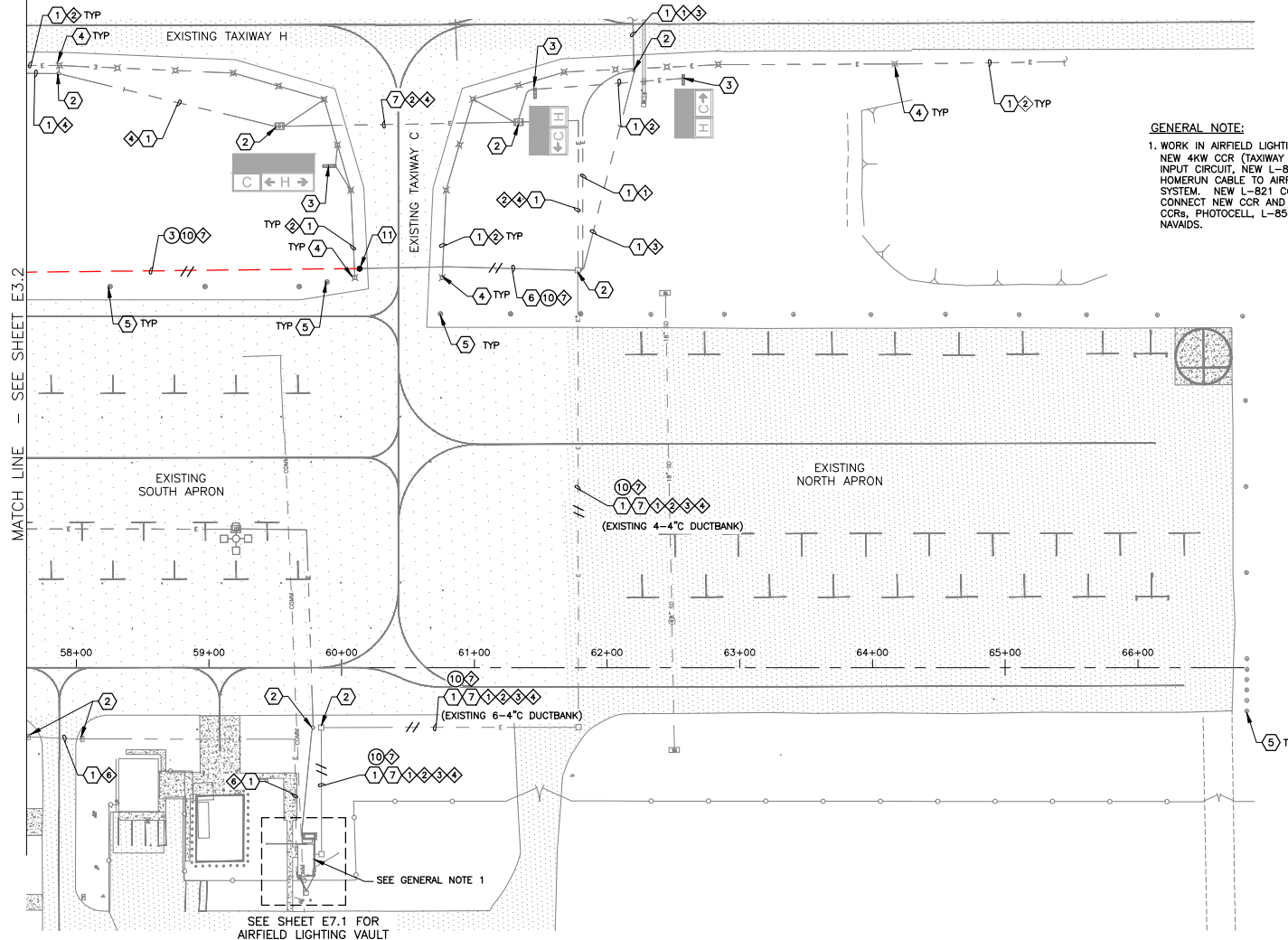
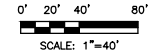
MATCH LINE - SEE SHEET E3.1



MATCH LINE - SEE SHEET E3.3

○ CONSTRUCTION NOTES ○	
①	INSTALL NEW ELEVATED LED L-861(L) TAXIWAY EDGE LIGHT AND ISOLATION TRANSFORMER ON NEW L-867 BASE CAN (24 TOTAL)
③	1-2°C SE (1,745 LF)
④	1-2°C CE (285 LF)
⑥	2-2°C CE (75 LF)
⑨	NEW 1/C, #8 5KV L-824, TYPE "C" AIRFIELD LIGHTING CABLE (1,810 LF)
⑩	NEW 2/C, #8 5KV L-824, TYPE "C" AIRFIELD LIGHTING CABLE (535 LF)
⑫	NEW L-867D (16" DIA.) JUNCTION CAN WITH BLANK COVER (1 TOTAL)
⑬	INSTALL SALVAGED RETROREFLECTIVE TAXIWAY EDGE MARKER (1 TOTAL)
⑮	NEW L-858(L) LED SIZE 1, 3-MODULE AIRFIELD GUIDANCE SIGN AND ISOLATION TRANSFORMER ON NEW SIGN BASE (1 TOTAL)
⑳	NEW 2/C #8-5KV L-824, TYPE "C" AIRFIELD LIGHTING CABLE, #8 GROUND (AWOS FEEDER) (80 LF)
○ REFERENCE NOTES ○	
①	EXISTING CONDUIT AND CONDUCTOR
②	EXISTING HANDHOLE/JUNCTION CAN
④	EXISTING ELEVATED LIGHT FIXTURE
⑤	EXISTING RETROREFLECTIVE TAXIWAY EDGE MARKER
BUCKEYE MUNICIPAL AIRPORT	
SHEET ID	E3.2
REVISIONS	
△	REPACKAGE - 03/30/2023
PLAN NAME	
AIRFIELD ELECTRICAL PLAN BASE BID - SHEET 2	
ENGINEER INFORMATION	
DIBBLE	CH Engineers
COB PERMITTING APPROVED SEAL	COB ENGINEERING APPROVED SEAL
APPROVED	APPROVED
04/12/2023	MAY 12 2022
CITY OF BUCKEYE ENGINEERING	CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL
ORIGINAL PLAN DATE	LATEST REVISION DATE
04/22/2022	03/30/2023
PROJECT NUMBER	SHEET NUMBER
1018028.05	42 of 67
SUBMITTAL: 2nd Submittal	
ENG/CP/22-0001	
FAA AIP NO. 3-04-0009-026-2023	

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GENERAL NOTE:

1. WORK IN AIRFIELD LIGHTING VAULT INCLUDES NEW 4KW CCR (TAXIWAY J), S1 CUTOFF AND INPUT CIRCUIT, NEW L-824 SERIES CIRCUIT HOMERUN CABLE TO AIRFIELD DUCTBANK SYSTEM. NEW L-821 CONTROL PANEL TO CONNECT NEW CCR AND RECONNECT EXISTING CCRs, PHOTOCCELL, L-854 RADIO AND NAVAIDS.

○ CONSTRUCTION NOTES ○

- ③ 1-2" C SE (250 LF)
- ⑩ NEW 2/C, #8 5KV L-824, TYPE "C" AIRFIELD LIGHTING CABLE (1,135 LF)

○ REFERENCE NOTES ○

- ① EXISTING CONDUIT AND CONDUCTOR
- ② EXISTING HANDHOLE/JUNCTION CAN
- ③ EXISTING AIRFIELD GUIDANCE SIGN
- ④ EXISTING ELEVATED LIGHT FIXTURE
- ⑤ EXISTING RETROREFLECTIVE TAXIWAY EDGE MARKER
- ⑥ EXISTING CONDUIT
- ⑦ EXISTING DUCTBANK
- ⑪ INTERCEPT EXISTING CONDUIT AND COUNTER POISE. PROTECT EXISTING TAXIWAY CONDUIT DURING EXCAVATION.

◇ CIRCUIT IDENTIFICATION ◇

- ◇ RUNWAY CIRCUIT (17-35)
- ◇ TAXIWAY CIRCUIT (H)
- ◇ PAPI 17
- ◇ PAPI 35
- ◇ AWOS
- ◇ TAXIWAY CIRCUIT (J)

BUCKEYE MUNICIPAL AIRPORT SHEET ID: E3.3

- REVISIONS
- △ REPACKAGE - 03/30/2023
 - △
 - △
- PLAN NAME

AIRFIELD ELECTRICAL PLAN
BASE BID - SHEET 3

ENGINEER INFORMATION

DIBBLE

COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
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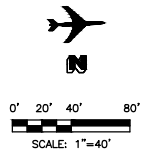
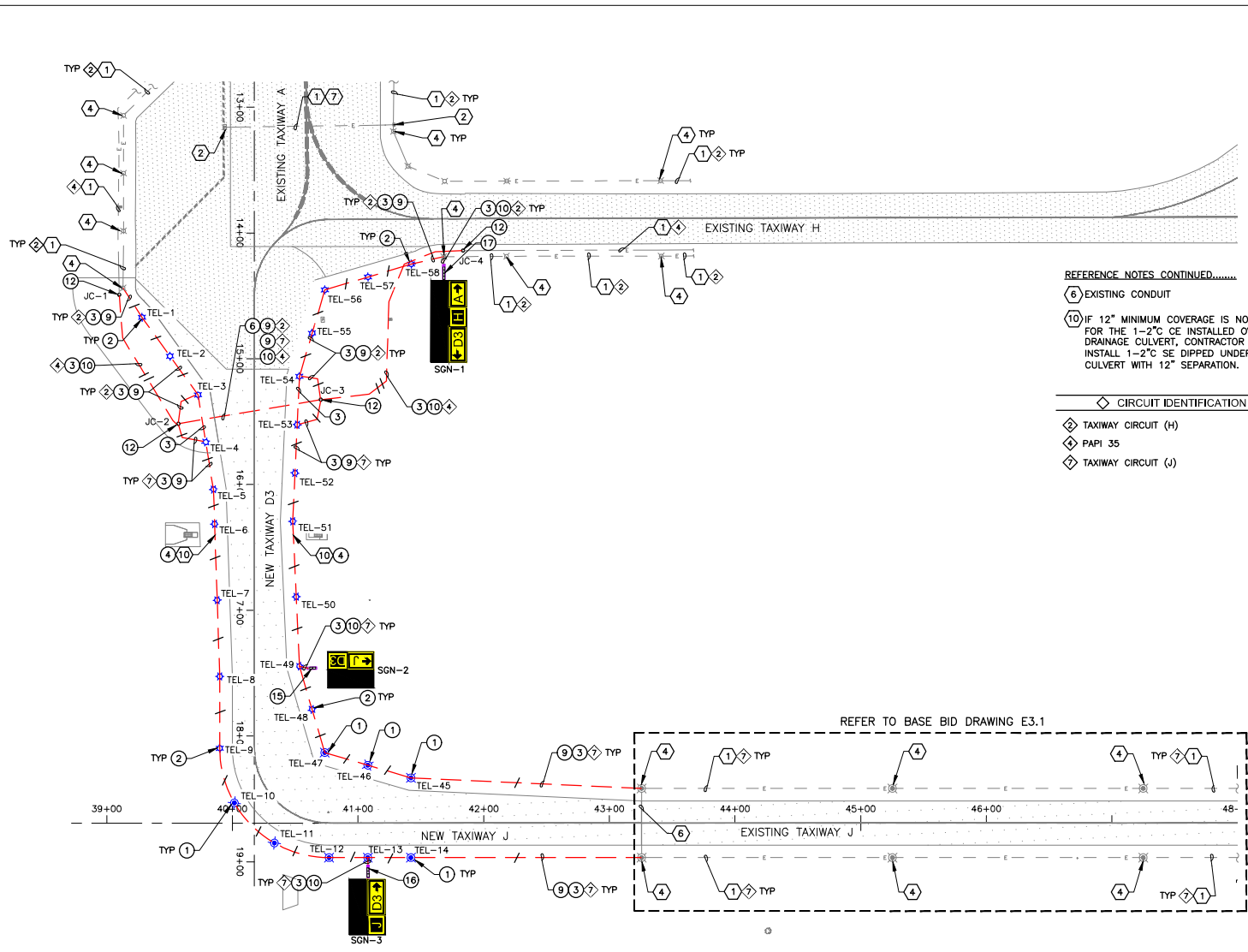
AS-BUILT SEAL	DESIGN SEAL
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ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 43 of 67

SUBMITTAL: 2nd Submittal
ENGDIR: 22-0001
FAA AIP NO. 3-04-0003-026-2023



ENGINEERING/DESIGNING - BUREAU, TYP & AIRPORT RECONSTRUCTION PHASE II/CAD/USD SHEETS/21040 EA LAMP MFG. CO. 2023 344 AM



REFERENCE NOTES CONTINUED.....
 (6) EXISTING CONDUIT
 (10) IF 12" MINIMUM COVERAGE IS NOT POSSIBLE FOR THE 1-2" CE INSTALLED OVER TOP OF DRAINAGE CULVERT, CONTRACTOR SHALL INSTALL 1-2" CE SE DIPPED UNDER DRAINAGE CULVERT WITH 12" SEPARATION.

◇ CIRCUIT IDENTIFICATION ◇
 ◇ TAXIWAY CIRCUIT (H)
 ◇ PAPI 35
 ◇ TAXIWAY CIRCUIT (J)

○ CONSTRUCTION NOTE ○	
(1) INSTALL NEW ELEVATED LED L-861(L) TAXIWAY EDGE LIGHT AND ISOLATION TRANSFORMER ON NEW L-867 BASE CAN (8 TOTAL) (2) INSTALL NEW ELEVATED QUARTZ L-861(T) TAXIWAY EDGE LIGHT AND ISOLATION TRANSFORMER ON NEW L-867 BASE CAN (20 TOTAL) (3) 1-2" CE (2,010 LF) (4) 1-2" CE (100 LF) (5) 2-2" CE (115 LF) (9) NEW 1/C, #8 5KV L-824, TYPE "C" AIRFIELD LIGHTING CABLE. (2,170 LF) (10) NEW 2/C, #8 5KV L-824, TYPE "C" AIRFIELD LIGHTING CABLE. (550 LF) (12) NEW L-867D (16" DIA) JUNCTION CAN WITH BLANK COVER. (4 TOTAL) (15) NEW L-858(L) LED SIZE 1, 2-MODULE AIRFIELD GUIDANCE SIGN AND ISOLATION TRANSFORMER ON NEW SIGN BASE. (1 TOTAL) (16) NEW L-858(L) LED SIZE 1, 3-MODULE AIRFIELD GUIDANCE SIGN AND ISOLATION TRANSFORMER ON NEW SIGN BASE. (1 TOTAL) (17) NEW L-858(L) LED SIZE 1, 4-MODULE AIRFIELD GUIDANCE SIGN AND ISOLATION TRANSFORMER ON NEW SIGN BASE. (1 TOTAL)	
○ REFERENCE NOTE ○	
(1) EXISTING CONDUIT AND CONDUCTOR (2) EXISTING HANDHOLE/JUNCTION CAN (4) EXISTING ELEVATED LIGHT FIXTURE (7) EXISTING DUCTBANK	
BUCKEYE MUNICIPAL AIRPORT SHEET ID: E3.4	
REVISIONS: ▲ REPACKAGE - 03/30/2023	
PLAN NAME: AIRFIELD ELECTRICAL PLAN ADD ALT - SHEET 1	
ENGINEER INFORMATION: DIBBLE 	
COB PERMITTING APPROVED SEAL: APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL: SUBMITTAL: 2nd Submittal
AS-BUILT SEAL:	DESIGN SEAL:
ORIGINAL PLAN DATE: 03/30/2023	LATEST REVISION DATE:
PROJECT NUMBER: 1018028.05	SHEET NUMBER: 44 of 67
COB PLAN TRACKING # ENGCP-22-0001 LEA-AIP-NO. 3-04-0005-026-2023	



SIGN NUMBER	SIGN WITH FACE DESIGNATION	FACE A MESSAGE	FACE B MESSAGE	FACE A COLOR	FACE B COLOR	STYLE	CLASS	SIZE	SHEET NUMBER	SCOPE OF WORK
SGN-1	A		← D3 H A →	BK	BK/Y Y/BK BK/Y	2	2	1	E3.4	INSTALL NEW L-858(L) LED SIZE 1, 4-MODULE AIRFIELD GUIDANCE SIGN AND ISOLATION TRANSFORMER ON NEW CONCRETE BASE.
	B									
SGN-2	A		← J D3	BK	BK/Y Y/BK	2	2	1	E3.4	INSTALL NEW L-858(L) LED SIZE 1, 2-MODULE AIRFIELD GUIDANCE SIGN AND ISOLATION TRANSFORMER ON NEW CONCRETE BASE.
	B									
SGN-3	A		J D3 →	BK	Y/BK BK/Y	2	2	1	E3.4	INSTALL NEW L-858(L) LED SIZE 1, 3-MODULE AIRFIELD GUIDANCE SIGN AND ISOLATION TRANSFORMER ON NEW CONCRETE BASE.
	B									
SGN-4	A		J 35 ↑	BK	Y/BK BK/Y	2	2	1	E3.2	INSTALL NEW L-858(L) LED SIZE 1, 3-MODULE AIRFIELD GUIDANCE SIGN AND ISOLATION TRANSFORMER ON NEW CONCRETE BASE.
	B									

ADD ALT

BASE BID

NOTES:

1. MODULE SIZES ARE GIVEN FOR ESTIMATION ONLY AND ARE SUBJECT TO CHANGE BY SIGN MANUFACTURER
2. CONTRACTOR SHALL PERFORM AND SUBMIT COMPLETE FIELD SURVEY/RECORD DRAWINGS FOR ALL EQUIPMENT PRIOR TO FINAL PAYMENT.

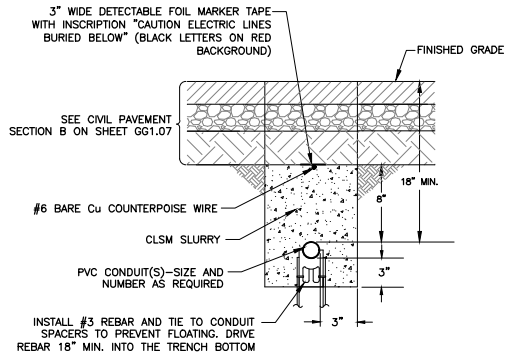
COLOR LEGEND:

BK = BLACK
Y = YELLOW

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: E4.1
REVISIONS		REPACKAGE - 03/30/2023
PLAN NAME AIRFIELD GUIDANCE SIGN SCHEDULE		
ENGINEER INFORMATION DIBBLE		
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	SUBMITTAL: 2nd Submittal
AS-BUILT SEAL	DESIGN SEAL 	
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023	SUBMITTAL TRACKING # ENG01P-22-0001 EAAAP NO. 3-04-0009-026-2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 45 of 67	

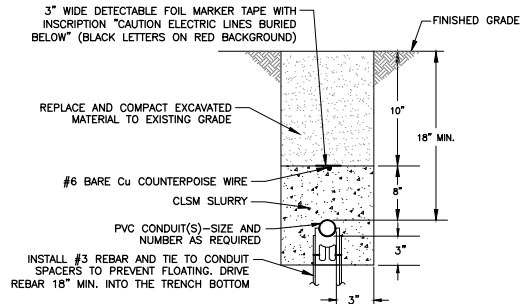


G:\PROJECTS\21000\21040 - BUCKEYE T&E - AIRPORT RECONSTRUCTION PHASE 1\CAD\GD SHEETS\21040 E5.1 - DUCTBANK DETAILS.DWG, Mar. 30, 2023 9:53 AM



ALL DIMENSIONS ARE MINIMUM

921 TYP EDGE LIGHTING CONDUIT IN AC INFIELD PAVEMENT DETAIL
NTS

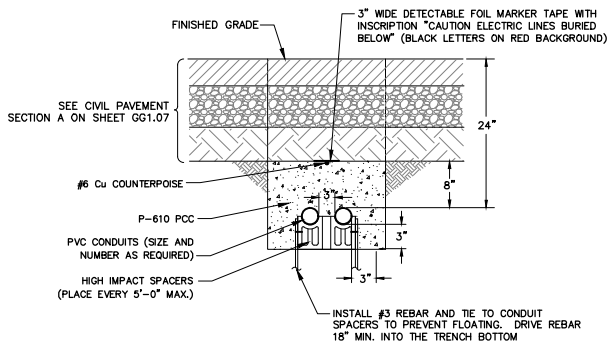


ALL DIMENSIONS ARE MINIMUM.
DETAIL APPLICABLE FOR ALL CONDUIT BETWEEN L-867/868 BASE CANS.

922 TYP EDGE LIGHTING CONDUIT DETAIL
NTS

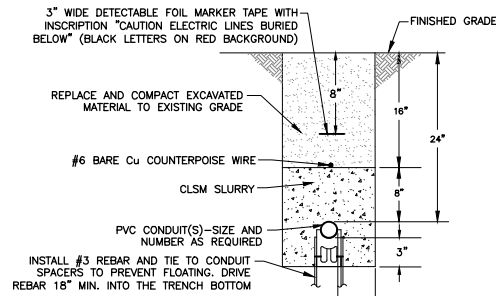
GENERAL NOTE

1. SEE SHEET E1.2 FOR CONDUIT INSTALLATION NOTES.






ALL DIMENSIONS ARE MINIMUM

921 TYP CONCRETE ENCASED (CE) CONDUIT DUCTBANK
NTS



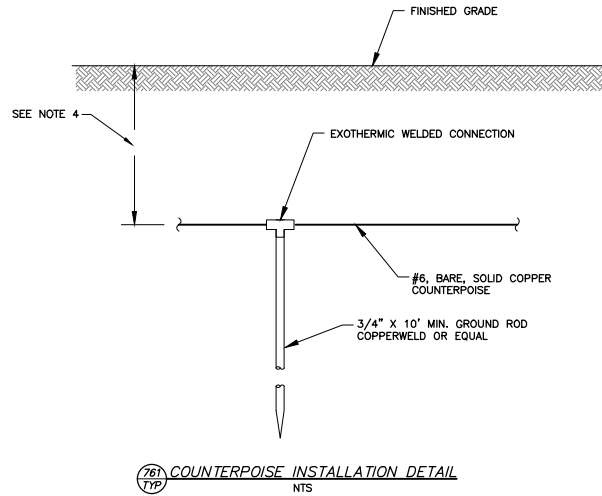
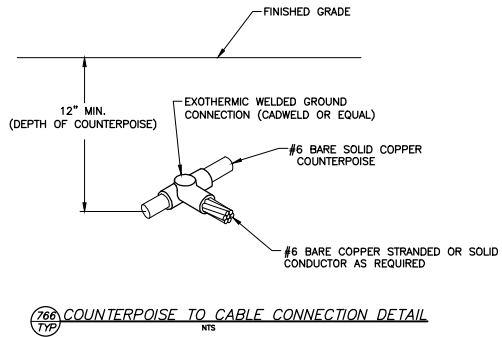
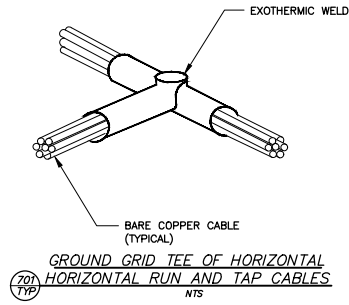
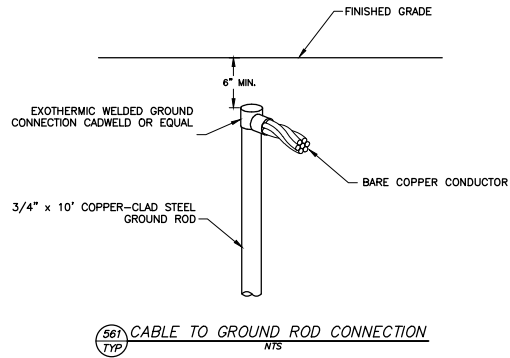
ALL DIMENSIONS ARE MINIMUM

923 TYP SLURRY ENCASED (SE) CONDUIT DETAIL
NTS

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: E5.1	
REVISIONS		REPACKAGE - 03/30/2023	
PLAN NAME		DUCTBANK DETAILS	
ENGINEER INFORMATION		 	
COB PERMITTING APPROVED SEAL	APPROVED	COB ENGINEERING APPROVED SEAL	APPROVED
04/12/2023	CITY OF BUCKEYE ENGINEERING	MAY 12 2022	CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL		
ORIGINAL PLAN DATE	04/22/2022	LATEST REVISION DATE	03/30/2023
PROJECT NUMBER	1018028.05	SHEET NUMBER	46 of 67
SUBMITTAL: 2nd Submittal		SUBMITTAL # ENG01P-22-0001 FAA AP NO. 3-04-0009-026-2023	



G:\PROJECTS\21000\21040 - BUCKEYE TTY & AIRPORT RECONSTRUCTION PHASE 1\CADD\CAD SHEETS\21040 E5.2 - GROUNDING DETAILS.rvt Wed, 03/30/2023 10:54 AM

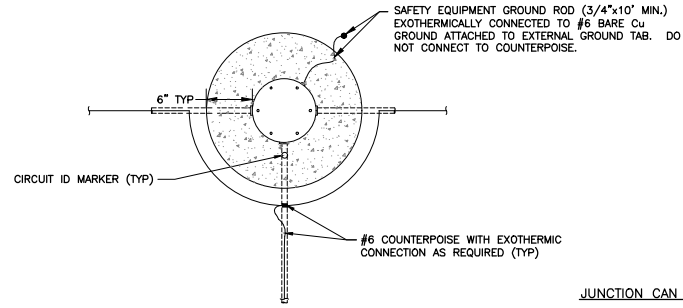


- NOTES**
- COST OF GROUND RODS IS INCIDENTAL TO THE ASSOCIATED ITEMS REQUIRING GROUNDING UNLESS OTHERWISE SPECIFIED.
 - WHERE POSSIBLE, NEW COUNTERPOISE SYSTEM SHALL BE CONNECTED TO ANY EXISTING COUNTERPOISE SYSTEM ENCOUNTERED.
 - GROUNDING ELECTRODES INSTALLED AS PART OF THE COUNTERPOISE SYSTEM SHALL BE SPACED AT DISTANCES NO GREATER THAN 500 FT. (MAX).
 - REFER TO CONDUIT/DUCT BANK DETAILS FOR DEPTHS.

BUCKEYE MUNICIPAL AIRPORT		SHEET ID	E5.2
REVISIONS	△	REPACKAGE - 03/30/2023	
	△		
	△		
PLAN NAME			
GROUNDING DETAILS			
ENGINEER INFORMATION			
COB PERMITTING APPROVED SEAL	COB ENGINEERING APPROVED SEAL		
APPROVED	APPROVED		
04/12/2023	MAY 12 2022		
CITY OF BUCKEYE ENGINEERING	CITY OF BUCKEYE ENGINEERING		
AS-BUILT SEAL	DESIGN SEAL	SUBMITTAL: 2nd Submittal	
ORIGINAL PLAN DATE	LATEST REVISION DATE	SHEET NO. 47 of 67 PROJECT NUMBER 1018028.05 COB PLAN TRACKING #	
04/22/2022	03/30/2023	ENG/CP-22-0001 FAA AP NO. 3-04-0003-026-2023	

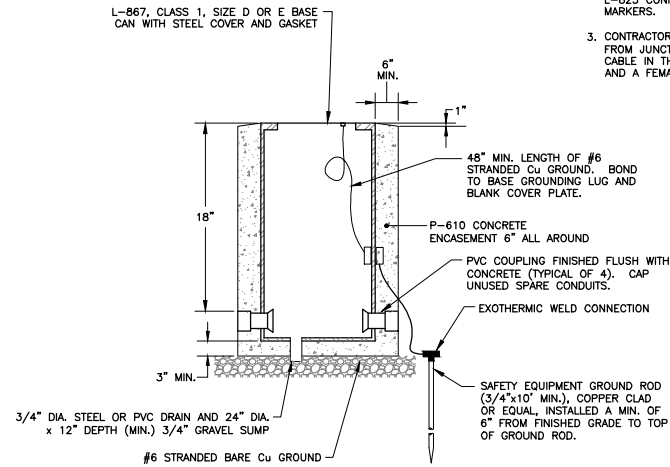


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JUNCTION CAN GENERAL NOTES:

1. LEAVE APPROXIMATELY 10 FEET (FIVE (5) FEET MIN. EACH END) OF EACH CABLE COILED IN JUNCTION CAN SO THAT EACH CABLE MAY BE RAISED A MINIMUM OF TWO (2) FEET ABOVE TOP OF CAN.
2. CONTRACTOR SHALL PROVIDE CABLE CIRCUIT IDENTIFICATION (ID) MARKERS ATTACHED TO EACH CABLE ENTERING AND LEAVING JUNCTION CANS. IF NO L-823 CONNECTOR IS PRESENT, LEAVE ONE (1) FOOT OF SPACE BETWEEN ID MARKERS.
3. CONTRACTOR SHALL INSTALL L-823 CONNECTORS IN A CONSISTENT MANNER FROM JUNCTION CAN TO THE NEXT. EACH SEGMENT OF #8 L-824C, 5KV CABLE IN THE AIRFIELD SHALL HAVE A MALE L-823 CONNECTOR ON ONE END AND A FEMALE CONNECTOR ON THE OTHER.



961 PRE-CAST L-867 FIXTURE BASE/JUNCTION CAN
NTS

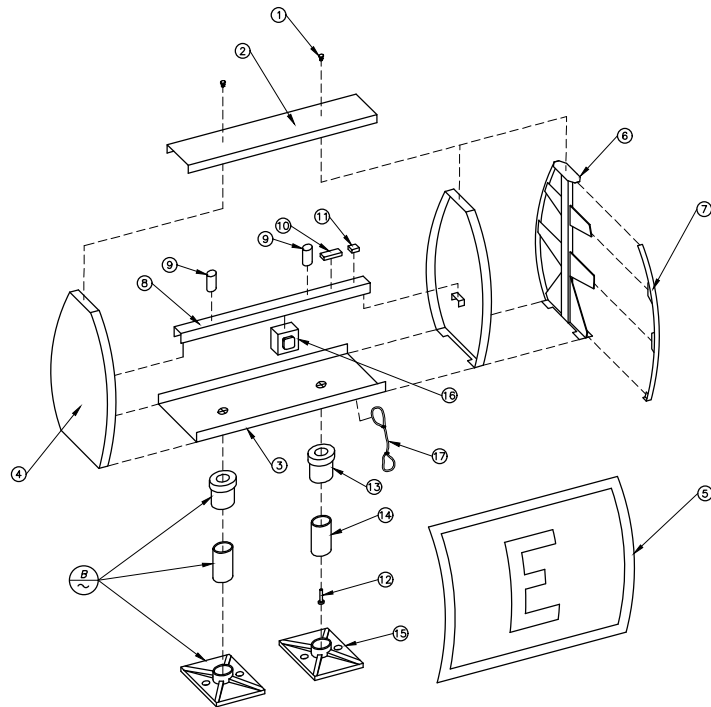
NOTES:

1. ONE-PIECE SONOTUBES OF CORRECT DIAMETER FOR 6" MIN. CONCRETE SURROUND MAY BE UTILIZED FOR ONE-TIME USE ONLY FOR SIZE B CANS. ROUND COLUMN FORMS SPECIFICALLY DESIGNED FOR MULTIPLE USE MAY BE USED.
2. CONTRACTOR SHALL SUBMIT ON SPECIFIC PRE-CAST MEANS AND METHODS FOR ENGINEER REVIEW AND APPROVAL.

BUCKEYE MUNICIPAL AIRPORT		SHEET ID E5.3	
REVISIONS	△ REPACKAGE - 03/30/2023		
	△		
	△		
PLAN NAME JUNCTION CAN DETAILS			
ENGINEER INFORMATION DIBBLE		CF Engineers	
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	SUBMITTAL: 2nd Submittal	
AS-BUILT SEAL	DESIGN SEAL 	SUBMITTAL: 2nd Submittal	
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023	PROJECT NUMBER 1018028.05	
SHEET NUMBER 48 of 67		COB PLAN TRACKING # ENG01P-22-0001 EAAIP NO. 3-04-0003-026-2023	



S:\PROJECTS\2100\2100 - BUCKEYE TAXI & AIRPORT RECONSTRUCTION PHASE II\A04\00 SHIELDS\2100 E5.4 - SIGN DETAIL AND SKV SHEETINGS.MXD, 30, 2023 9:59 AM

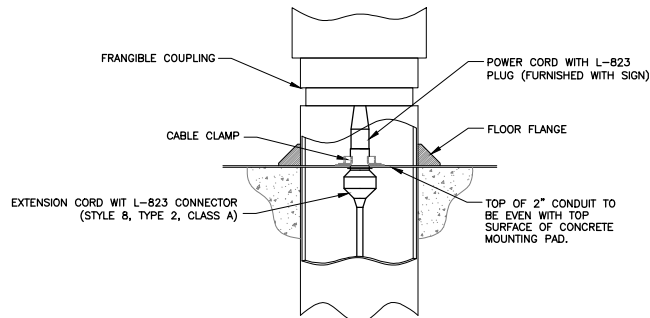


KEYED NOTES:

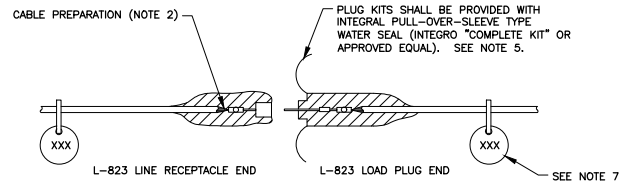
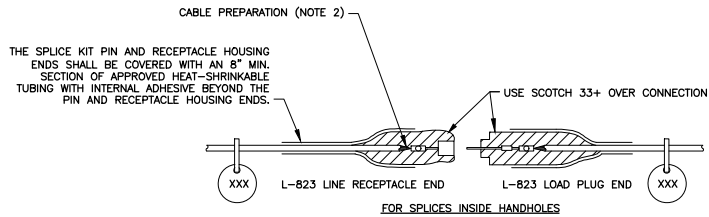
1. TURN FASTENERS
2. TOP COVER
3. BASE
4. END PANEL
5. LEGEND PANEL
6. MULTI-MODULE INSERT
7. FACE INSERT PANEL
8. LAMP SOCKET CHANNEL
9. LAMP SOCKET
10. TERMINAL BLOCK
11. CABLE CLAMP
12. FAA L-823 PLUG
13. SLIP FILTER
14. FRANGIBLE COUPLING (6" LENGTH)
15. FLOOR FLANGE
16. BRIGHTNESS CONTROL TRANSFORMER
17. TETHER

NOTES:

1. WHEN JOINING TWO SIGNS FOR ONE ARRAY, PROVIDE NEW SCLT-6 SIZE 1 MULTIMODE INSERT (TREE) AND ST-A SIZE 1 FACE INSERT CHANNEL (TRACK) OF THE CORRECT COLOR ADDED. DO NOT PROVIDE END PLATES IN THE MIDDLE OF THE ARRAY.
2. PROVIDE EXTERNAL DISCONNECT SWITCH IN WEATHERPROOF ENCLOSURE, FROM MANUFACTURER.



B POWER/SUPPORT LEG



NOTES

1. PROVIDE MALE AND FEMALE L-823 CONNECTORS AS REQUIRED ON EACH CONDUCTOR IN EACH BASE, HANDHOLE, OR MANHOLE TO ALLOW ISOLATION OF HOMERUN CIRCUIT, NO STRAIGHT-THROUGH ALLOWED.
2. ALL CABLE ENDS SHALL BE PREPARED WITH THE USE OF A TAPERING TOOL SPECIFICALLY DESIGNED FOR USE WITH L-824 CABLES.
3. PLUG AND RECEPTACLE END FITTINGS SHALL BE CRIMPED ONTO THE CONDUCTOR BY USE OF AN AIRPORT PERSONNEL ACCEPTED RATCHETING TYPE CRIMPING TOOL.
4. AT THE POINT OF CONNECTION WITH THE EXISTING FIELD CIRCUITS, INSTALL NEW L-823 PLUGS ON BOTH THE NEW AND EXISTING CABLES. VERIFY INSULATION TYPES OF BOTH NEW AND EXISTING CABLES AND COORDINATE WITH TERMINATION KITS TO ASSURE PROPER AND WATERPROOF FIT.
5. INSTALL SCOTCH 33+ VINYL ELECTRICAL TAPE ON CONNECTION AFTER PULLING SLEEVE OVER COMPLETE KIT.
6. THERE SHALL BE NO SPLICES BETWEEN LIGHTS, ONLY IN BASES OR HANDHOLES.
7. PROVIDE AND INSTALL NON-CONDUCTIVE CIRCUIT IDENTIFICATION TAGS ATTACHED TO EACH SIDE OF ALL CONNECTOR KITS.
8. ON THE CABLES FOR THE TAXIWAY AND SIGNAGE CIRCUITS, TAPE FROM THE BACK END OF THE CONNECTOR KIT ONTO CABLE FOR 3 inch EACH; BLUE THEN WHITE PHASE TAPE FOR SIGNS, BLUE ONLY PHASE TAPE FOR TAXIWAY EDGE LIGHTS, FOR FASTER IDENTIFICATION AND MATCH EXISTING MANHOLE LAYOUTS.

925 TYPICAL 5KV CABLE SPLICE
NTS

BUCKEYE MUNICIPAL AIRPORT SHEET ID: E5.4	
REVISIONS ▲ ▲ ▲ PLAN NAME	REPACKAGE - 03/30/2023
	AIRFIELD GUIDANCE SIGN DETAIL AND 5KV SPLICE
ENGINEER INFORMATION DIBBLE	
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL
ORIGINAL PLAN DATE 04/22/2022 PROJECT NUMBER 1018028.05	LATEST REVISION DATE 03/30/2023 SHEET NUMBER 49 of 67
SUBMITTAL: 2nd Submittal CCB PLAN TRACKING # ENG01P-22-0001 FAA AIP NO. 3-04-0009-026-2023	

A L-858(L) LED AIRFIELD GUIDANCE SIGN



20230315 10:21:40 - BUCKEYE TTY & AIRPORT RECONSTRUCTION PHASE I CAD/CD SHEETS 21040 E5.5 - SIGN BASE DETAILS/ENR Mar. 15, 2023 9:57 AM

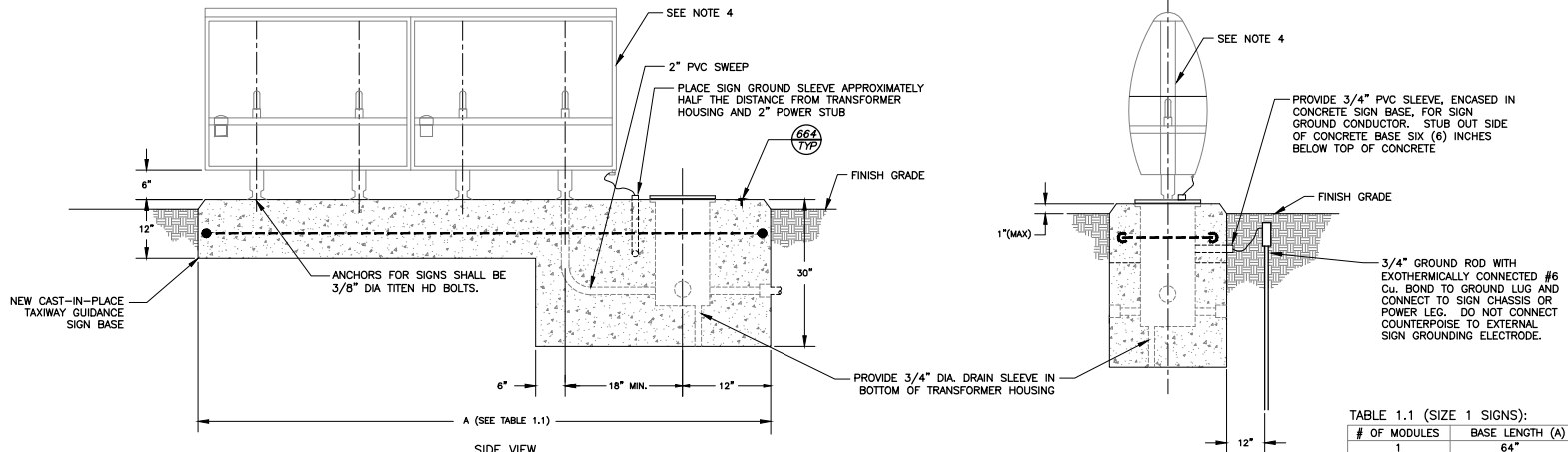
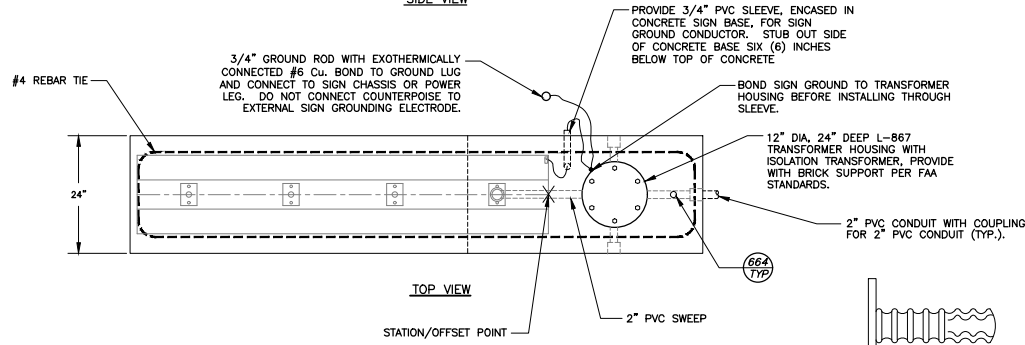


TABLE 1.1 (SIZE 1 SIGNS):

# OF MODULES	BASE LENGTH (A)
1	64"
2	93"
3	122"
4	151"

*ALL LENGTHS SHOWN ARE MINIMUM



919 TYP NEW CAST-IN-PLACE GUIDANCE SIGN BASE DETAIL
N/S

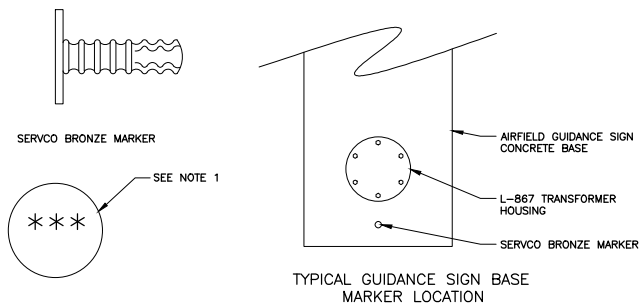
NOTES

1. NEW CAST-IN-PLACE TAXIWAY GUIDANCE SIGN BASE DETAIL SHOWN WITH A TWO MODULE SIGN FOR ILLUSTRATIVE PURPOSES ONLY. SEE FIGURE 1.1 FOR ACTUAL LENGTH OF BASE NEEDED FOR MULTIPLE MODULE SIGNS.
2. BASE SHALL BE LEVEL AND CONSTRUCTED 1" ABOVE FINISHED GRADE OF HIGHEST POINT OF SURROUNDING GRADE.
3. TRANSFORMER HOUSING SHALL BE ORIENTED AT TAXIWAY/RUNWAY END OF SIGN BASE.
4. SIGNS SHALL BE EQUIPPED WITH DISCONNECTING SWITCH AND WEATHERPROOF COVER ON INBOARD OF SIGN.

SIGN HEIGHTS AND LOCATION DISTANCES FOR TAXIWAY GUIDANCE SIGNS

SIGN SIZE	LEGEND HEIGHT	LEGEND PANEL HEIGHT	INSTALLED* (MAX.)	PERPENDICULAR DISTANCE FROM DEFINED PAVEMENT EDGE TO NEAR SIDE OF SIGN
1	12"	18"	30"	10' - 20'
2	15"	24"	36"	20' - 35'
3	18"	30"	42"	35' - 60'

* THE HEIGHT REFERRED TO IN THIS COLUMN IS THE DISTANCE FROM TOP OF THE SIGN TO GRADE MEASURED AT THE SIDE OF THE SIGN THAT IS NEAREST TO THE APPLICABLE RUNWAY, TAXIWAY, OR APRON. IN ACCORDANCE WITH PARAGRAPH 1.14, THIS HEIGHT SHOULD BE REDUCED, IF NECESSARY, TO PROVIDE THE REQUIRED 12-INCH CLEARANCE BETWEEN THE TOP OF THE SIGN AND THE CRITICAL AIRCRAFT (AS NOTED IN PARAGRAPH 1.14.3)
(SEE FAA ADVISORY CIRCULAR 150/5340-186 FOR FURTHER INFORMATION AND CLARIFICATION)



664 TYP TAXIWAY CIRCUIT IDENTIFICATION MARKER
N/S

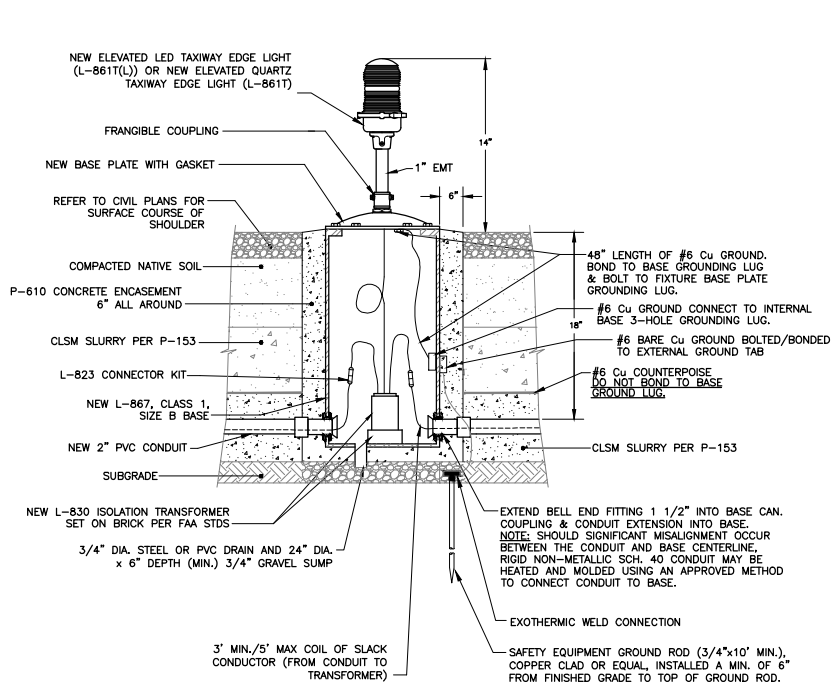
NOTE:

1. STAMP CIRCUIT IDENTIFICATION INTO BASE MARKER WITH 1/2" CHARACTERS.
2. PROVIDE CIRCUIT ID MARKERS AT NEW SIGN BASES AND JUNCTION CANS.

BUCKEYE MUNICIPAL AIRPORT SHEET ID: E5.5	
REVISIONS:	
1. REPACKAGE - 03/30/2023	
PLAN NAME:	
AIRFIELD GUIDANCE SIGN CONCRETE BASE DETAILS	
ENGINEER INFORMATION:	
DIBBLE	
COB PERMITTING APPROVED SEAL: APPROVED 04/12/2023	COB ENGINEERING APPROVED SEAL: APPROVED MAY 12 2022
CITY OF BUCKEYE ENGINEERING	CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL:
ORIGINAL PLAN DATE: 04/22/2022	LATEST REVISION DATE: 03/30/2023
PROJECT NUMBER: 1018028.05	SHEET NUMBER: 50 of 67
SUBMITTAL: 2nd Submittal	
FAA AP NO. 3-04-0009-026-2023	

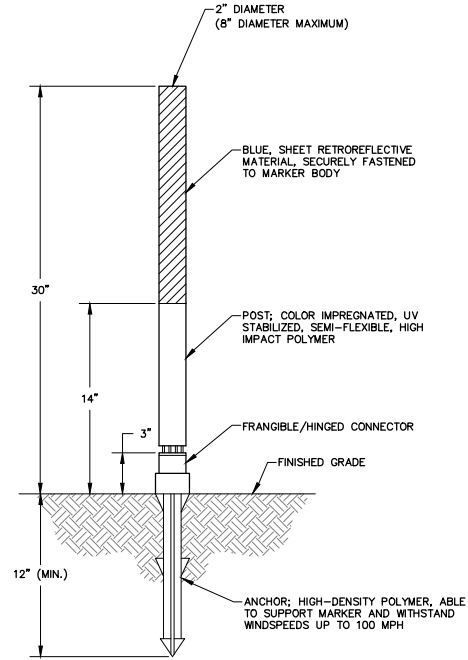


S:\PROJECTS\21000\21040 - BUCKEYE TAXI & APRON RECONSTRUCTION PHASE 1\CAD\GDG SHEETS\21040 E5.6 - ELEVATED EDGE LIGHTING.DWG, Mar 30, 2023 9:58 AM



901 ELEVATED EDGE LIGHT DETAIL
NTS

NOTE: CONTRACTOR MAY INSTALL ADJUSTABLE OR ONE-PIECE L-867B BASE CAN IN PAVED INFIELDS. COORDINATE WITH GRADING AND PAVING OPERATIONS ACCORDINGLY.



892 L-853 TAXIWAY RETROREFLECTIVE MARKER
NTS

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: E5.6
REVISIONS	△ REPACKAGE - 03/30/2023	
PLAN NAME		
ELEVATED EDGE LIGHTING DETAILS		
ENGINEER INFORMATION		DIBBLE
COB PERMITTING APPROVED SEAL	APPROVED	04/12/2023
COB ENGINEERING APPROVED SEAL	APPROVED	MAY 12 2022
CITY OF BUCKEYE ENGINEERING		CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL	3666 Catherine Alcorn Expires 5/30/2025
ORIGINAL PLAN DATE	LATEST REVISION DATE	PROJECT NUMBER
04/22/2022	03/30/2023	1018028.05
SHEET NUMBER		51 of 67
SUBMITTAL		2nd Submittal
FAA PLAN TRACKING #		ENG01P-22-0001
FAA AP NO.		3-04-0009-026-2023



S:\PROJECTS\21000\21040 - BUCKEYE TAXI & AIRPORT RECONSTRUCTION PHASE 1\CAD\JOB SHEETS\21040 E6.1 EQUIPMENT DATA TABLES.DWG Mod. 30. 2023.10.01 AM

TAXIWAY EDGE LIGHTS

NUMBER	STATION	OFFSET	LAMP	TRANSFORMER	CIRCUIT
TEL-1	14+66.88	89.39' RT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (H)
TEL-2	14+97.89	67.08' RT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (H)
TEL-3	15+28.72	44.76' RT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (H)
TEL-4	15+66.28	38.63' RT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (J)
TEL-5	16+03.85	32.50' RT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (J)
TEL-6	16+31.39	31.57' RT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (J)
TEL-7	16+91.99	29.54' RT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (J)
TEL-8	17+52.60	27.50' RT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (J)
TEL-9	18+09.71	27.50' RT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (J)
TEL-10	18+53.39	15.84' RT	LED	10/15W	TAXIWAY (J)
TEL-11	18+84.87	16.00' LT	LED	10/15W	TAXIWAY (J)
TEL-12	40+77.00	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-13	41+07.86	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-14	41+42.34	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-15	43+25.73	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-16	45+25.31	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-17	47+24.88	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-18	49+24.46	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-19	50+11.70	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-20	50+59.62	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-21	51+46.86	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-22	51+94.52	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-23	52+81.76	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-24	53+32.05	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-25	54+26.95	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-26	55+29.30	27.50' RT	LED	10/15W	TAXIWAY (J)
TEL-27	55+80.59	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-28	55+29.48	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-29	54+78.22	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-30	54+26.95	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-31	53+75.51	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-32	53+31.87	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-33	52+81.58	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-34	52+38.01	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-35	51+94.52	27.50' LT	LED	10/15W	TAXIWAY (J)

TAXIWAY EDGE LIGHTS

NUMBER	STATION	OFFSET	LAMP	TRANSFORMER	CIRCUIT
TEL-36	51+46.86	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-37	51+03.34	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-38	50+59.62	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-39	50+11.52	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-40	49+68.08	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-41	49+24.46	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-42	47+24.88	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-43	45+25.31	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-44	43+25.73	27.50' LT	LED	10/15W	TAXIWAY (J)
TEL-45	41+42.16	35.93' LT	LED	10/15W	TAXIWAY (J)
TEL-46	41+07.86	45.99' LT	LED	10/15W	TAXIWAY (J)
TEL-47	18+13.15	56.06' LT	LED	10/15W	TAXIWAY (J)
TEL-48	17+78.85	45.99' LT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (J)
TEL-49	17+44.55	35.93' LT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (J)
TEL-50	16+89.30	33.40' LT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (J)
TEL-51	16+29.30	30.64' LT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (J)
TEL-52	15+90.88	32.40' LT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (J)
TEL-53	15+52.46	34.17' LT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (J)
TEL-54	15+14.05	35.93' LT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (H)
TEL-55	14+79.64	46.03' LT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (H)
TEL-56	14+45.23	56.12' LT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (H)
TEL-57	14+34.98	90.48' LT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (H)
TEL-58	14+24.54	124.83' LT	30W QUARTZ HALOGEN	30/45W	TAXIWAY (H)

GENERAL NOTES

- EQUIPMENT NUMBERS SHOWN ARE FOR CONSTRUCTION REFERENCE ONLY. COORDINATE WITH AIRPORT MAINTENANCE FOR LABELING OF ALL EQUIPMENT.
- CONTRACTOR TO ENSURE NEW TAXIWAY EDGE LIGHT LOCATIONS DO NOT EXCEED 10 FEET FROM EDGE OF FULL STRENGTH PAVEMENT/OUTER EDGE OF TAXIWAY EDGE MARKING AND ARE IN-LINE WITH EXISTING EDGE LIGHTING IF APPLICABLE - PERFORM FIELD ADJUSTMENTS AS NECESSARY. CONTRACTOR SHALL CONFIRM ANY DIFFERENCES OF MEASUREMENTS/DISCREPANCIES, WHEN SURVEY OF LIGHTING LOCATIONS IS BEING PERFORMED, WITH RESIDENT PROJECT REPRESENTATIVE AND ENGINEER BEFORE LIGHT BASE IS INSTALLED.
- STATION/OFFSET FOR LOCATION OF TAXIWAY LIGHTING IS FROM THE CENTER/MONUMENT LINE OF NEAREST PERPENDICULAR TAXIWAY.

EQUIPMENT LOCATION STANDARDS TABLE

EQUIPMENT TYPE	LOCATION STANDARD	NOTES
TAXIWAY EDGE LIGHT	2'-10'	MEASURE TO CENTER OF LIGHT FIXTURE STATION/OFFSET GIVEN IS CENTER OF LIGHT FIXTURE

BUCKEYE MUNICIPAL AIRPORT SHEET ID: E6.1	
REPACKAGE - 03/30/2023	
PLAN NAME EQUIPMENT DATA TABLES SHEET 1	
ENGINEER INFORMATION DIBBLE	
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 52 of 67
SUBMITTAL: 2nd Submittal FAA AP NO. 3-04-0003-026-2023	



RETROREFLECTIVE MARKER DATA TABLE (BASE BID)		
RRFL-#	STATION	OFFSET
RRFL-1	56+17.92	46.31' RT
RRFL-2	56+10.31	27.50' LT
RRFL-3	42+75.42	20.13' LT
RRFL-4	42+25.54	11.45' LT
RRFL-5	41+66.54	11.68' LT
RRFL-6	41+41.77	22.40' LT
RRFL-7	41+29.79	46.40' LT
RRFL-8	41+28.99	177.86' LT
RRFL-9	40+69.10	177.58' LT
RRFL-10	40+69.62	47.03' LT
RRFL-11	40+69.19	00.53' RT
RRFL-12	40+69.85	48.07' RT
RRFL-13	41+15.95	48.91' RT
RRFL-14	41+67.08	49.00' RT
RRFL-15	42+25.64	48.35' RT
RRFL-16	42+75.42	36.81' RT

AIRFIELD GUIDANCE SIGNS DATA TABLE				
SGN-#	STATION	OFFSET	CIRCUIT	
SGN-1	14+26.89	150.81' LT	TAXIWAY (H)	ADD ALT BASE BID
SGN-2	17+46.06	44.00' LT	TAXIWAY (J)	
SGN-3	41+08.00	35.50' RT	TAXIWAY (J)	
SGN-4	55+60.16	35.50' LT	TAXIWAY (J)	

JUNCTION CAN DATA TABLE			
JC-#	STATION	OFFSET	
JC-1	14+49.31	107.57' RT	ADD ALT BASE BID
JC-2	15+51.72	60.41' RT	
JC-3	15+32.55	52.90' LT	
JC-4	14+13.97	166.06' LT	
JC-5	56+06.25	296.12' LT	

GENERAL NOTES

- EQUIPMENT NUMBERS SHOWN ARE FOR CONSTRUCTION REFERENCE ONLY. COORDINATE WITH AIRPORT MAINTENANCE FOR LABELING OF ALL EQUIPMENT.
- OFFSETS GIVEN FOR EACH EQUIPMENT TYPE ARE MEASURED FROM NEAREST RUNWAY/TAXIWAY CENTERLINE (ALIGNMENT).
- CONTRACTOR TO ENSURE AIRFIELD GUIDANCE SIGN LOCATIONS FALL WITHIN FAA SPECIFICATIONS FROM EDGE OF FULL STRENGTH PAVEMENT/OUTER EDGE OF TAXIWAY EDGE MARKING. CONTRACTOR SHALL CONFIRM ANY DIFFERENCES OF MEASUREMENTS/DISCREPANCIES, WHEN SURVEY OF AIRFIELD GUIDANCE SIGN AND BASE IS BEING PERFORMED, WITH ENGINEER BEFORE SIGN BASE IS INSTALLED.
- CONTRACTOR TO ENSURE RETROREFLECTIVE TAXIWAY EDGE MARKERS LOCATIONS DO NOT EXCEED 10 FEET FROM EDGE OF FULL STRENGTH PAVEMENT/OUTER EDGE OF TAXIWAY EDGE MARKING. CONTRACTOR SHALL CONFIRM ANY DIFFERENCES OF MEASUREMENTS/DISCREPANCIES, WHEN SURVEY OF AIRFIELD GUIDANCE SIGN AND BASE IS BEING PERFORMED, WITH ENGINEER BEFORE SIGN BASE IS INSTALLED.

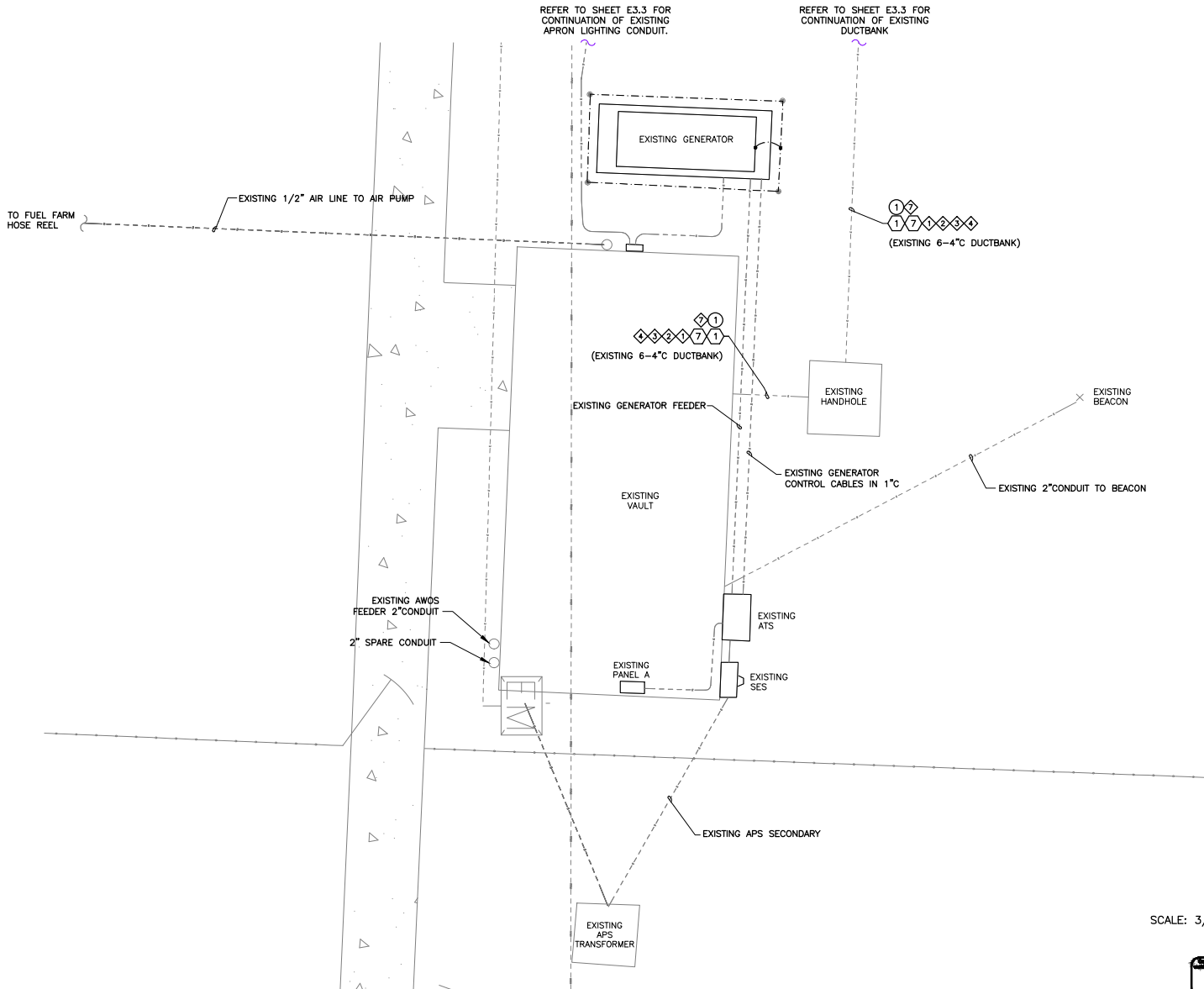
EQUIPMENT LOCATION STANDARDS TABLE

EQUIPMENT TYPE	LOCATION STANDARD	NOTES
SIZE 1 AIRFIELD GUIDANCE SIGNS	10' - 20'	MEASURE TO SIGN EDGE CLOSEST TO TAXIWAY EDGE/OUTER TAXIWAY EDGE MARKING
RETROREFLECTIVE TAXIWAY EDGE MARKER	2'-10'	MEASURE TO CENTER OF RETROREFLECTIVE EDGE MARKER STA/OFFSET GIVEN IS CENTER EDGE MARKER
JUNCTION CAN	N/A	STATION/OFFSET GIVEN IS CENTER OF JUNCTION CAN LID

BUCKEYE MUNICIPAL AIRPORT		SHEET ID E6.2
REVISIONS		
△ REPACKAGE - 03/30/2023		
△		
△		
PLAN NAME		
EQUIPMENT DATA TABLES SHEET 2		
ENGINEER INFORMATION		
DIBBLE		CF engineers
COB PERMITTING APPROVED SEAL		
APPROVED	APPROVED	
04/12/2023	MAY 12 2022	
CITY OF BUCKEYE ENGINEERING	CITY OF BUCKEYE ENGINEERING	
AS-BUILT SEAL		DESIGN SEAL
		3688 Catherine Alcorn Expires 5/30/2025
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023	
PROJECT NUMBER 1018028.05	SHEET NUMBER 53 of 67	
SUBMITTAL: 2nd Submittal		CBP PLAN TRACKING #
FAA AIP NO. 3-04-0003-026-2023		ENG CIP: 22-0001



S:\PROJECTS\21000\21040 - BUCKEYE TAXI & APRON RECONSTRUCTION PHASE 1\CAD\GD SHEETS\21040 E7.1 AIRFIELD LIGHTING VAULT ELECTRICAL SITE PLAN.dwg Mgr. 30, 2023, 10:56 AM

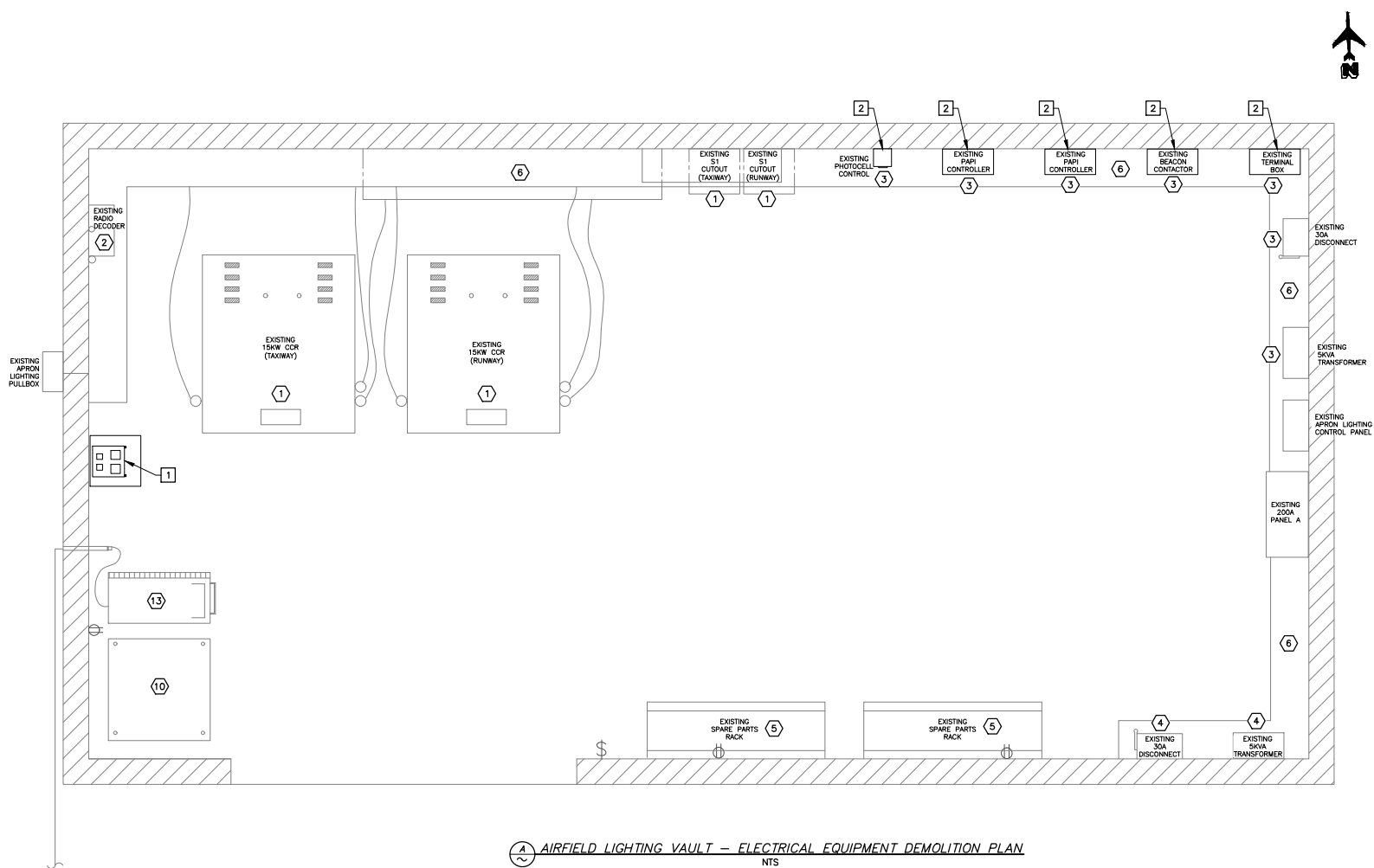


SCALE: 3/8" = 1'-0"



○ CONSTRUCTION NOTES ○	
① NEW 2/C, #8 5KV L-824, TYPE "C" AIRFIELD LIGHTING CABLE (100 LF) (INCLUDING HOMERUN TO CCR)	
○ REFERENCE NOTES ○	
① EXISTING CONDUIT AND CONDUCTOR	
⑦ EXISTING DUCTBANK	
◇ CIRCUIT IDENTIFICATION ◇	
◇ RUNWAY CIRCUIT (17-35)	
◇ TAXIWAY CIRCUIT (H)	
◇ PAPI 17	
◇ PAPI 35	
◇ TAXIWAY CIRCUIT (J)	
BUCKEYE MUNICIPAL AIRPORT SHEET ID: E7.1	
REVISIONS	
△ REPACKAGE - 03/30/2023	
△	
△	
PLAN NAME	
AIRFIELD LIGHTING VAULT - ELECTRICAL SITE PLAN	
ENGINEER INFORMATION	
COB PERMITTING APPROVED SEAL	COB ENGINEERING APPROVED SEAL
APPROVED	APPROVED
04/12/2023	MAY 12 2022
CITY OF BUCKEYE ENGINEERING	CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL
ORIGINAL PLAN DATE	LATEST REVISION DATE
04/22/2022	03/30/2023
PROJECT NUMBER	SHEET NUMBER
1018028.05	54 of 67
SUBMITTAL: 2nd Submittal	
COB PLAN TRACKING #	
EAAIP NO. 3-04-0003-026-2023	

S:\PROJECTS\21000\21040 - BUCKEYE TAXI & APRON RECONSTRUCTION PHASE II\A03\040 SHEETS\21040 E7.2 AIRFIELD LIGHTING VAULT ELECTRICAL EQUIPMENT DEMOLITION PLAN\WALSH Mar_30_2023 10:07 AM



4 AIRFIELD LIGHTING VAULT - ELECTRICAL EQUIPMENT DEMOLITION PLAN
NTS

- REMOVAL NOTES
- 1 EXISTING AIRFIELD LIGHTING CONTROL PANEL TO REMAIN IN PLACE DURING CONSTRUCTION. SCHEDULE WITH AIRPORT FOR DAYTIME CUTOVER TO LABEL AND DISCONNECT EXISTING CONTROL CABLES FOR RECONNECTION TO NEW L-821 PANEL. REMOVE EXISTING CONTROL PANEL AND SHELF AFTER TESTING OF NEW.
 - 2 REMOVE EXISTING NAVAID CONTACTORS AND CONTROL WIRING AFTER INSTALLATION OF NEW L-821 PANEL.

- REFERENCE NOTES
- 1 EXISTING CCRs AND S1 CUTOUTS TO REMAIN IN PLACE AND OPERATIONAL DURING CONSTRUCTION.
 - 2 EXISTING L-854 RADIO TO REMAIN IN PLACE AND OPERATIONAL DURING CONSTRUCTION.
 - 3 EXISTING NAVAIDS POWER AND CONTROL EQUIPMENT TO REMAIN IN PLACE AND FUNCTIONAL DURING CONSTRUCTION.
 - 4 EXISTING AWOS POWER EQUIPMENT TO REMAIN IN PLACE AND FUNCTIONAL DURING CONSTRUCTION.
 - 5 COORDINATE WITH AIRPORT FOR RELOCATION OF STORED PARTS OR TOOLS LOCATED IN AIRFIELD LIGHTING VAULT BUILDING AS REQUIRED.
 - 6 EXISTING 600V AND 5KV WIREWAY TO REMAIN.
 - 10 EXISTING 4KW CCR TO REMAIN.
 - 13 EXISTING AIR COMPRESSOR AND AIR HOSE LINE TO REMAIN.

BUCKEYE MUNICIPAL AIRPORT SHEET ID: E7.2

- REVISIONS
- ▲ REPACKAGE - 03/30/2023
 - ▲
 - ▲

PLAN NAME
AIRFIELD LIGHTING VAULT - ELECTRICAL EQUIPMENT DEMOLITION PLAN

ENGINEER INFORMATION
DIBBLE

COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
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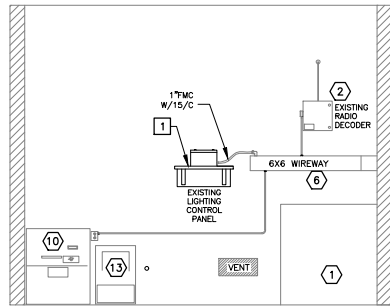
AS-BUILT SEAL	DESIGN SEAL 	SUBMITTAL: 2nd Submittal
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ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 55 of 67

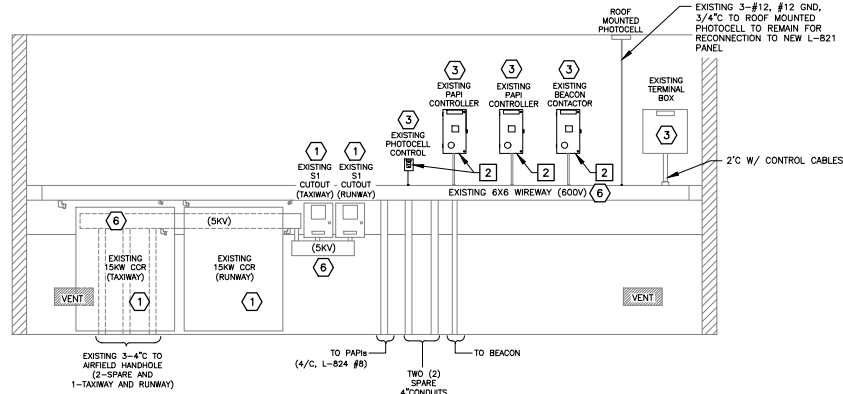


EAAIP NO. 3-04-0003-026-2023

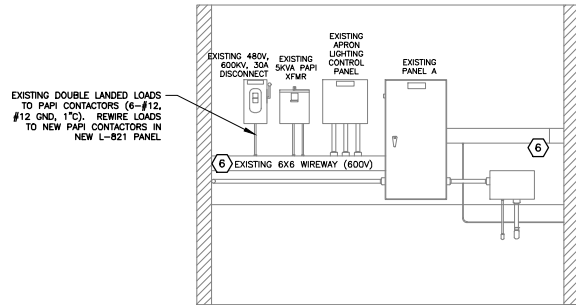
04/22/2023 10:57 AM - ELEVATIONS - AIRFIELD LIGHTING VULT - ELECTRICAL EQUIPMENT DEMOLITION ELEVATIONS SHEET E7.3 - 03/30/2023 10:57 AM



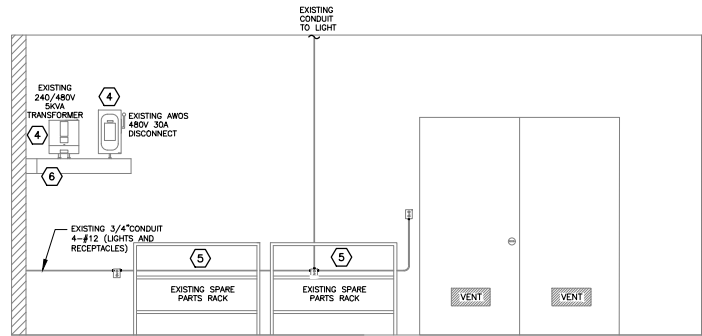
A WEST WALL



B NORTH WALL

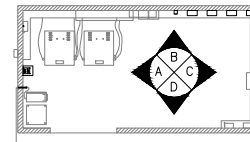


C EAST WALL



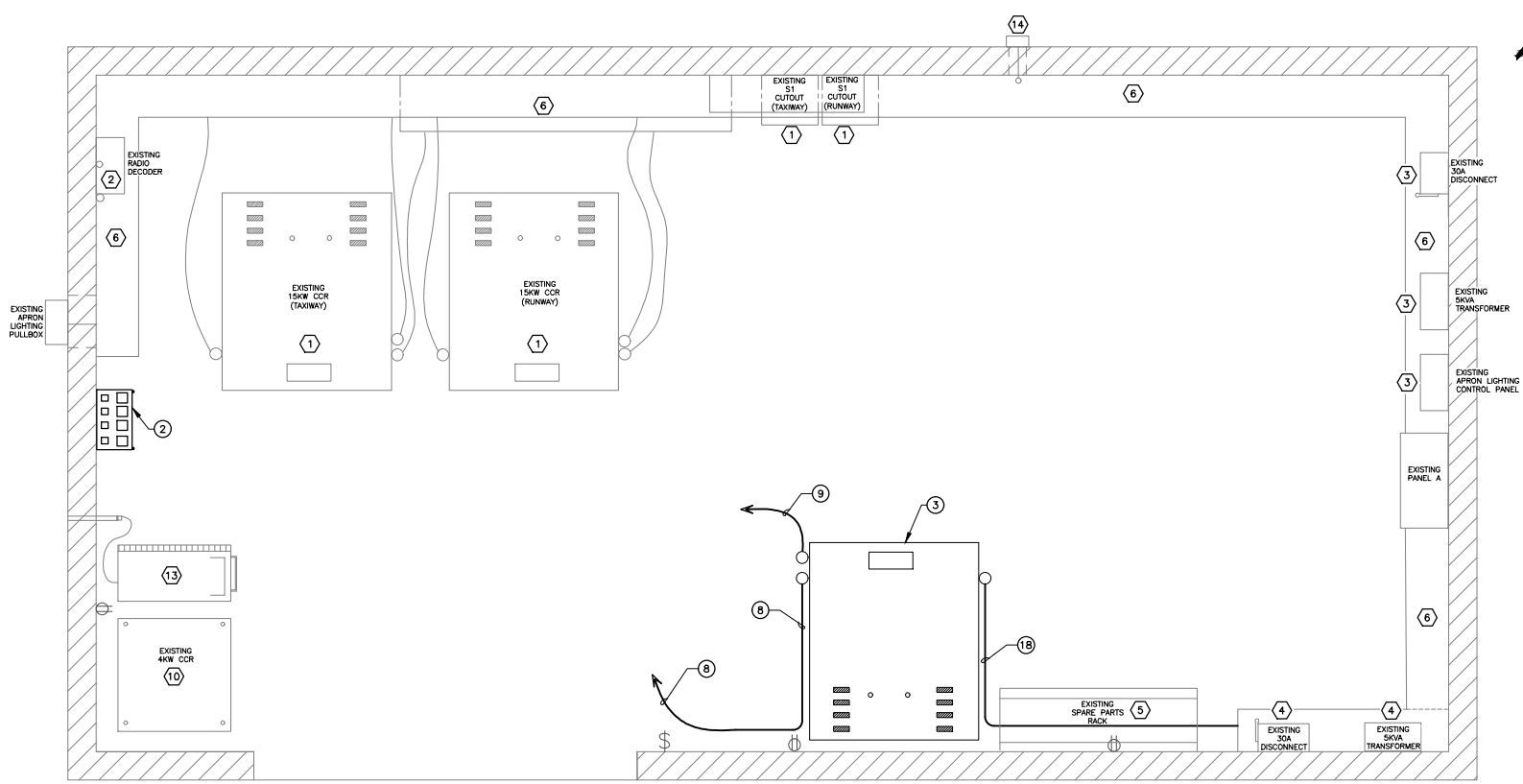
D SOUTH WALL

AIRFIELD LIGHTING VAULT - ELECTRICAL EQUIPMENT DEMOLITION ELEVATIONS
NTS



REMOVAL NOTES	
1	EXISTING LIGHTING CONTROL PANEL TO REMAIN IN PLACE DURING CONSTRUCTION. SCHEDULE WITH AIRPORT FOR DAYTIME CUTOVER TO LABEL AND DISCONNECT EXISTING CONTROL CABLES FOR RECONNECTION TO NEW L-821 PANEL. REMOVE EXISTING CONTROL PANEL AND SHELF AFTER TESTING OF NEW.
2	REMOVE EXISTING NAVAID CONTACTORS AND CONTROL WIRING AFTER INSTALLATION OF NEW L-821 PANEL.
REFERENCE NOTES	
1	EXISTING CCRs AND S1 CUTOUPS TO REMAIN IN PLACE AND OPERATIONAL DURING CONSTRUCTION.
2	EXISTING L-854 RADIO TO REMAIN IN PLACE AND OPERATIONAL DURING CONSTRUCTION.
3	EXISTING NAVAIDS POWER AND CONTROL EQUIPMENT TO REMAIN IN PLACE AND FUNCTIONAL DURING CONSTRUCTION.
4	EXISTING AWOS POWER EQUIPMENT TO REMAIN IN PLACE AND FUNCTIONAL DURING CONSTRUCTION.
5	COORDINATE WITH AIRPORT FOR RELOCATION OF STORED PARTS OR TOOLS LOCATED IN AIRFIELD LIGHTING VAULT BUILDING AS REQUIRED.
6	EXISTING 600V AND 5KV WIREWAY TO REMAIN.
10	EXISTING 4KW CCR TO REMAIN.
13	EXISTING AIR COMPRESSOR AND AIR HOSE LINE TO REMAIN.
BUCKEYE MUNICIPAL AIRPORT SHEET ID: E7.3	
REVISIONS	△ REPACKAGE - 03/30/2023 △ △ PLAN NAME AIRFIELD LIGHTING VAULT - ELECTRICAL EQUIPMENT DEMOLITION ELEVATIONS
ENGINEER INFORMATION DIBBLE (CF) Engineers COB PERMITTING APPROVED SEAL: APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING COB ENGINEERING APPROVED SEAL: APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	
AS-BUILT SEAL	DESIGN SEAL 3666 Catherine Alcorn Expires 5/30/2025 SUBMITTAL: 2nd Submittal SUBMITTAL TRACKING # ENG CIP 22-0001 FAA AP NO. 3-04-0009-026-2023
ORIGINAL PLAN DATE: 04/22/2022	LATEST REVISION DATE: 03/30/2023
PROJECT NUMBER: 1018028.05	SHEET NUMBER: 56 of 67

24-PROJECTS\21000\21040 - BUCKEYE TAXI & APRON RECONSTRUCTION PHASE 1\400\040 SHEETS\21040 E7.4 AIRFIELD LIGHTING VAULT ELECTRICAL EQUIPMENT MODIFICATIONS PLANING Itr_30_2023 10:10 AM



A AIRFIELD LIGHTING VAULT - MODIFIED ELECTRICAL EQUIPMENT PLAN
NTS

REFERENCE NOTES CONTINUED.....

- ⑥ EXISTING 600V AND 5KV WIREWAY TO REMAIN.
- ⑨ CONTRACTOR SHALL SEAL ALL MASONRY WALL PENETRATIONS AS REQUIRED.
- ⑩ EXISTING 4KW CCR TO REMAIN.
- ⑬ EXISTING AIR COMPRESSOR AND AIR HOSE LINE TO REMAIN.
- ⑭ EXISTING PHOTOCELL TO REMAIN.

CONSTRUCTION NOTES

- ② INSTALL NEW L-821 AIRFIELD LIGHTING CONTROL PANEL. RECONNECT EXISTING CCRs, NAVAIDS AND RADIO. PROVIDE AND CONNECT CONTROL CABLING TO NEW CCR AND NAVAIDS AS REQUIRED.
- ③ INSTALL NEW 4KW CCR WITH INTEGRATED S1 CUTOUT.
- ⑧ NEW 2/C L-824 AIRFIELD LIGHTING CABLE IN 1 1/2" GRS/LFMC. CONNECT FIELD CIRCUIT TO 5KV WIREWAY AND USE EXISTING SPARE 4" CONDUIT FOR ROUTING TO EXTERIOR AIRFIELD LIGHTING HANDHOLE.
- ⑨ INSTALL CONTROL CABLES FROM NEW CCR TO NEW L-821 CONTROL CABINET - 4-#12, #12 GND, 3/4" GRS.
- ⑬ INSTALL NEW 120V CIRCUIT CONDUCTORS FROM PANEL TO APRON LIGHTING PHOTOCELL AND PHOTO-CONTROL CONDUCTORS BACK TO APRON LIGHTING CABINET. ROUTE NEW CONDUCTORS THROUGH 600V WIREWAY AND CONNECT TO PHOTOCELL AND CONTACTOR CABINET WITH 2-#12, #12 GND, 3/4" C EACH.
- ⑱ NEW 4KW CCR INPUT POWER HOME RUN - 2-#10, #10 GND, 3/4" GRS CONDUIT/LFMC, CIRCUIT A, 15,17

REFERENCE NOTES

- ① EXISTING CCRs AND S1 CUTOUTS TO REMAIN IN PLACE AND OPERATIONAL DURING CONSTRUCTION.
- ② EXISTING L-854 RADIO TO REMAIN IN PLACE AND OPERATIONAL DURING CONSTRUCTION.
- ③ EXISTING NAVAIDS POWER AND CONTROL EQUIPMENT TO REMAIN IN PLACE AND FUNCTIONAL DURING CONSTRUCTION.
- ④ EXISTING AWOS POWER EQUIPMENT TO REMAIN IN PLACE AND FUNCTIONAL DURING CONSTRUCTION.
- ⑤ COORDINATE WITH AIRPORT FOR RELOCATION OF STORED PARTS OR TOOLS LOCATED IN AIRFIELD LIGHTING VAULT BUILDING AS REQUIRED.

BUCKEYE MUNICIPAL AIRPORT SHEET ID: E7.4

REVISIONS	△	REPACKAGE - 03/30/2023
	△	
	△	

PLAN NAME
AIRFIELD LIGHTING VAULT - MODIFIED ELECTRICAL EQUIPMENT PLAN

ENGINEER INFORMATION
DIBBLE

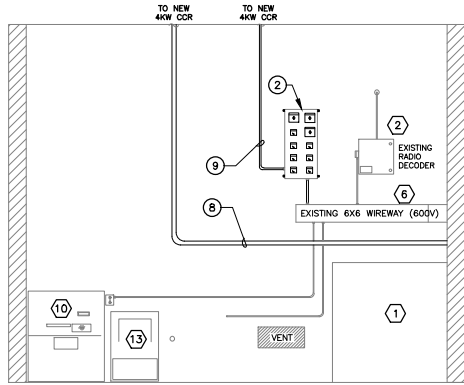
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	SUBMITTAL: 2nd Submittal
AS-BUILT SEAL	DESIGN SEAL 	

ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 57 of 67

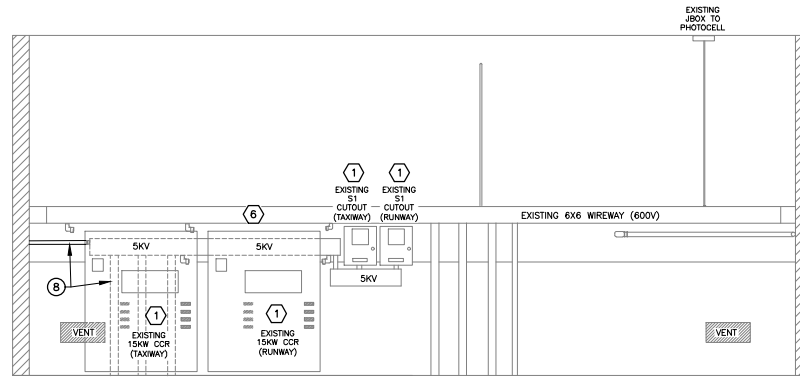


EAAIP NO. 3-04-0003-026-2023

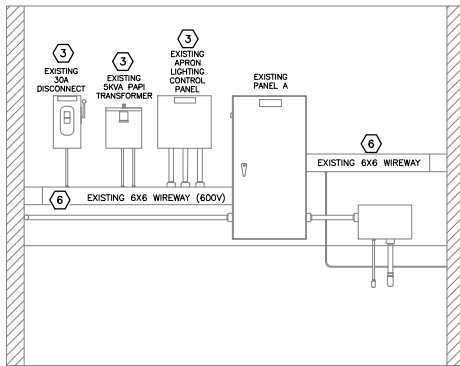
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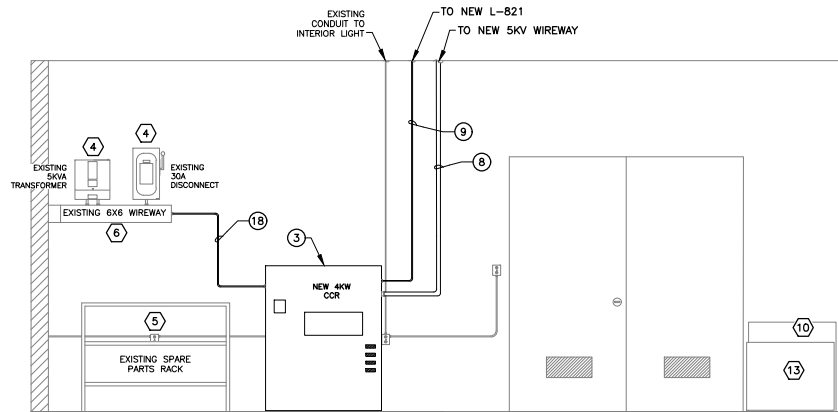
A WEST WALL



B NORTH WALL

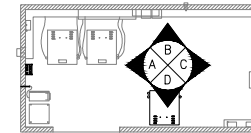


C EAST WALL



D SOUTH WALL

AIRFIELD LIGHTING VAULT - MODIFIED ELECTRICAL EQUIPMENT ELEVATIONS
NTS



○ CONSTRUCTION NOTES ○

- ② INSTALL NEW L-821 AIRFIELD LIGHTING CONTROL PANEL. RECONNECT EXISTING CCRs, NAVAIDS AND RADIO. PROVIDE AND CONNECT CONTROL CABLING TO NEW CCR.
- ③ INSTALL NEW 4KW CCR WITH INTEGRATED S1 CUTOUT.
- ⑧ NEW 2/C L-824 AIRFIELD LIGHTING CABLE IN 1 1/2" GRS/LFMC. CONNECT FIELD CIRCUIT TO 5KV WIREWAY AND USE EXISTING SPARE 4" CONDUIT FOR ROUTING TO EXTERIOR AIRFIELD LIGHTING HANDHOLE.
- ⑨ INSTALL CONTROL CABLES FROM NEW CCR TO NEW L-821 CONTROL CABINET - 4-#12, #12 GND, 3/4"GRS.
- ⑱ NEW 4KW CCR INPUT POWER HOME RUN - 2-#10, #10 GND, 3/4" GRS CONDUIT/LFMC (CIRCUIT A-15,17).

○ REFERENCE NOTES ○

- ① EXISTING CCR'S AND S1 CUTOUTS TO REMAIN IN PLACE AND OPERATIONAL DURING CONSTRUCTION.
- ② EXISTING L-854 RADIO TO REMAIN IN PLACE AND OPERATIONAL DURING CONSTRUCTION.
- ③ EXISTING NAVAIDS POWER AND CONTROL EQUIPMENT TO REMAIN IN PLACE AND FUNCTIONAL DURING CONSTRUCTION.
- ⑤ COORDINATE WITH AIRPORT FOR RELOCATION OF STORED PARTS OR TOOLS LOCATED IN AIRFIELD LIGHTING VAULT BUILDING AS REQUIRED.
- ⑥ EXISTING 600V AND 5KV WIREWAY TO REMAIN.
- ⑩ EXISTING 4KW CCR TO REMAIN.
- ⑬ EXISTING AIR COMPRESSOR AND AIR HOSE LINE TO REMAIN.

BUCKEYE MUNICIPAL AIRPORT SHEET ID: E7.5

REVISIONS
 △ REPACKAGE - 03/30/2023
 △
 △
 PLAN NAME

AIRFIELD LIGHTING VAULT - MODIFIED ELECTRICAL EQUIPMENT ELEVATIONS

ENGINEER INFORMATION
DIBBLE (CF) Engineers
 10000 W. Main St., Suite 100
 Columbus, Ohio 43240
 Phone: 614.891.1100
 Fax: 614.891.1101

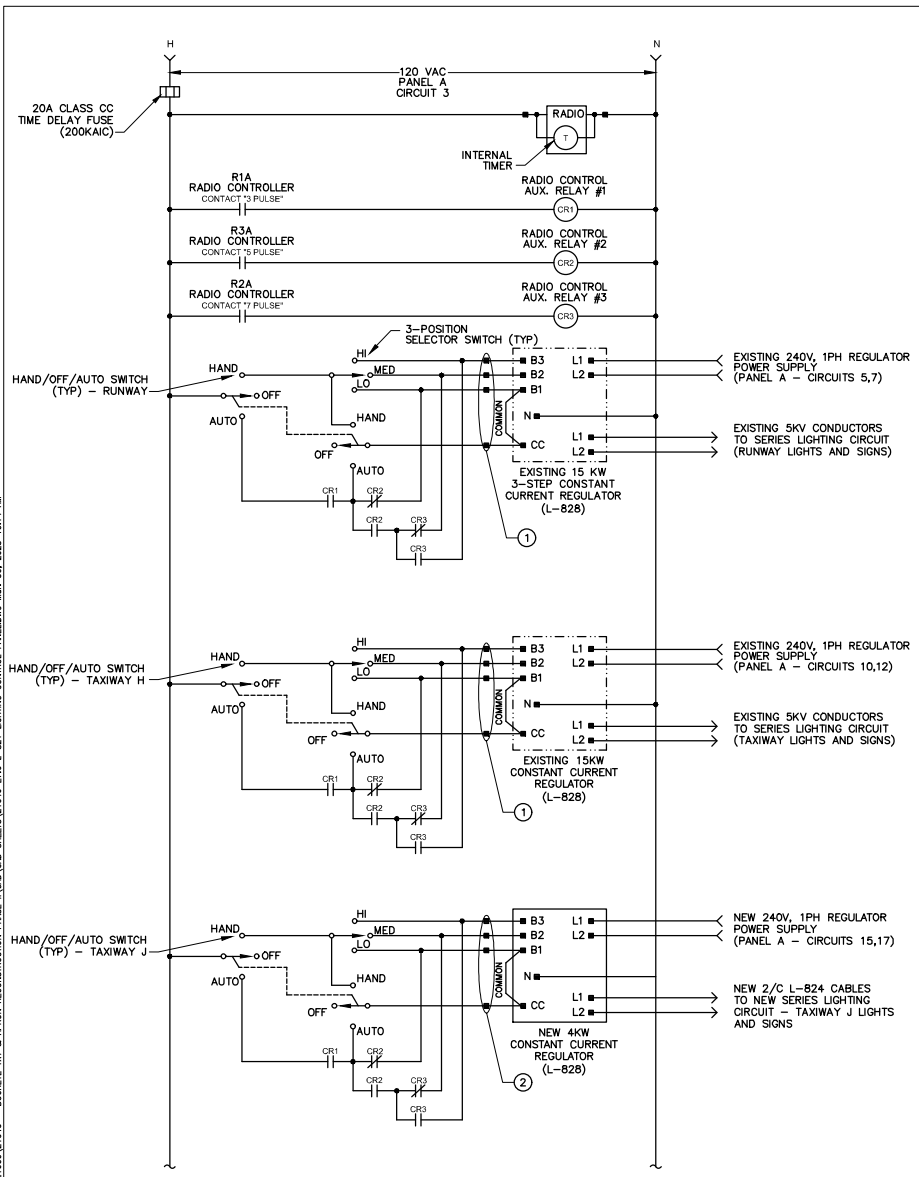
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING
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AS-BUILT SEAL	DESIGN SEAL Expires 5/30/2025	SUBMITTAL: 2nd Submittal
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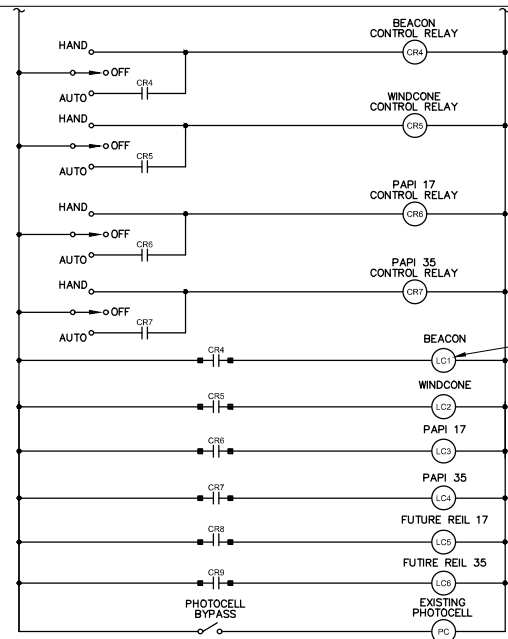
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 58 of 67

EAAIP NO. 3-04-0009-026-2023

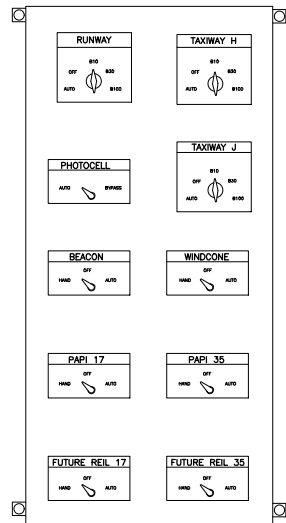
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A L-821 LIGHTING CONTROL PANEL SCHEMATIC DIAGRAM
NTS



B L-821 LIGHTING CONTROL PANEL ELEVATION



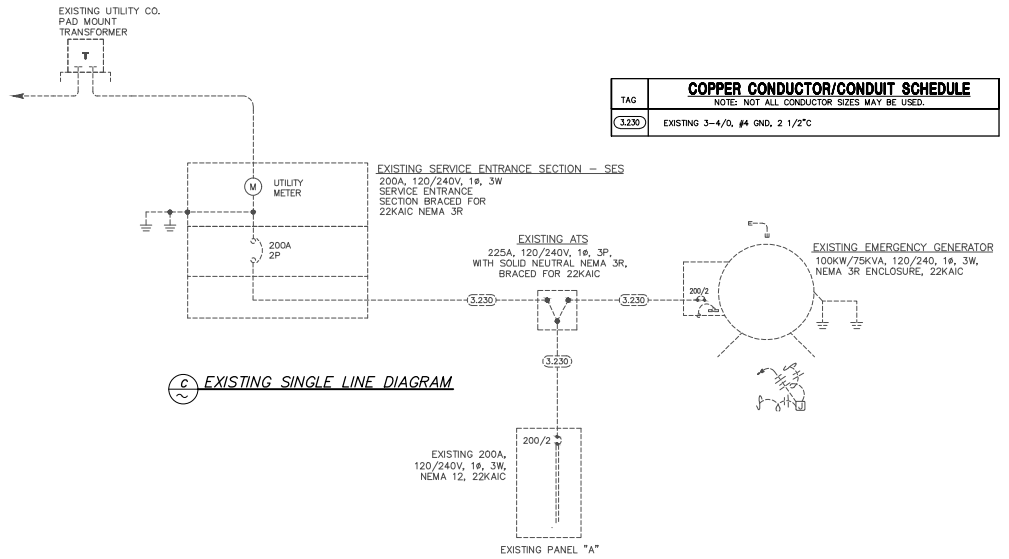
LIGHTING CONTACTOR
120V COIL 600W, 30A
CONTACTS, 2 POLE
(TYP FOR LC1 THRU LC6)

○ CONSTRUCTION NOTES ○	
<ol style="list-style-type: none"> ① RECONNECT EXISTING CCR CONTROL WIRING TO NEW L-821 PANEL. ② PROVIDE AND CONNECT NEW CONTROL CABLING TO NEW CCR. ③ CONNECT NEW L-821 TO EXISTING L-854 RADIO AND EXISTING PHOTOCELL. 	
GENERAL NOTE	
1. PROVIDE NEW WIRING TO EXISTING NAVAIDS AS REQUIRED	
BUCKEYE MUNICIPAL AIRPORT SHEET ID: E7.6	
REVISIONS	<p>△ REPACKAGE - 03/30/2023</p> <p>△</p> <p>△</p> <p>PLAN NAME</p> <p style="text-align: center;">L-821 LIGHTING CONTROL PANEL SCHEMATIC DIAGRAM</p>
ENGINEER INFORMATION	
<p>COB PERMITTING APPROVED SEAL</p> <p style="text-align: center;">APPROVED</p> <p style="text-align: center;">04/12/2023</p> <p style="text-align: center;">CITY OF BUCKEYE ENGINEERING</p>	<p>COB ENGINEERING APPROVED SEAL</p> <p style="text-align: center;">APPROVED</p> <p style="text-align: center;">MAY 12 2022</p> <p style="text-align: center;">CITY OF BUCKEYE ENGINEERING</p>
<p>AS-BUILT SEAL</p>	<p>DESIGN SEAL</p> <div style="text-align: center;"> </div>
<p>ORIGINAL PLAN DATE</p> <p>04/22/2022</p>	<p>LATEST REVISION DATE</p> <p>03/30/2023</p>
<p>PROJECT NUMBER</p> <p>1018028.05</p>	<p>SHEET NUMBER</p> <p>59 of 67</p>
<p>SUBMITTAL: 2nd Submittal</p> <p>CBP PLAN TRACKING #</p> <p>ENG/CP-22-0001</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">FAA AIP NO. 3-04-0009-026-2023</p>	



PANEL A		VOLTAGE: 120/240		MAIN CB: 200		BUS AMPS: 235	
CIRCUIT DESCRIPTION	BKR	MOUNTING SURFACE	BRACING: 22K A/C	BKR	22K A/C	CIRCUIT DESCRIPTION	
EXHAUST FAN / LIGHTS	20/1	1		2		RECEPTACLES	
LIGHTING CONTROL PANEL	20/1	3		4	20/1	SPARE	
15KW REGULATOR (RUNWAY) (CCR)	100	5		6	20	PAPI SYSTEM	
	2	7		8	2		
AIRPORT BEACON	30/1	9		10	100	15KW REGULATOR (TAXIWAY) (CCR)	
OUTSIDE TRAILER POWER	40	11		12	2		
	2	13		14	100	ADMIN BUILDING SUBTIED	
14KW REGULATOR (TW J) (CCR)	30	15	2760	16	2		
	2	17	2760	18	20	AWOS	
GENERATOR BATTERY CHARGER	20/1	19		20	2		
GENERATOR JACKET HEATER	20/1	21		22	20	APRON LIGHTS	
RADIO CONTROL PANEL	20/1	23		24	2		
VAULT RECEPTACLES	20/1	25		26	20	FUTURE APRON LIGHTS	
SPARE	20/1	27		28	2		
SPARE	20/1	29		30			
		31		32			
		33		34			
		35		36			
		37		38			
		39		40			
CONNECTED KVA PER PHASE		2.8	2.8	NOTES:			
CONNECTED AMPS PER PHASE		23.0	23.0	ITEM IN RED IS NEW CIRCUIT			
25% OF CONTINUOUS & LIGHTING LOAD (KVA)		0.4	0.4	EATON TYPE QIBBW CIRCUIT BREAKERS			
LARGEST MOTOR (25%)		0.0	0.0				
CODE KVA PER PHASE		3.2	3.2				
CODE AMPS PER PHASE AT 120V		26.3	26.3				

A MODIFIED PANEL A SCHEDULE



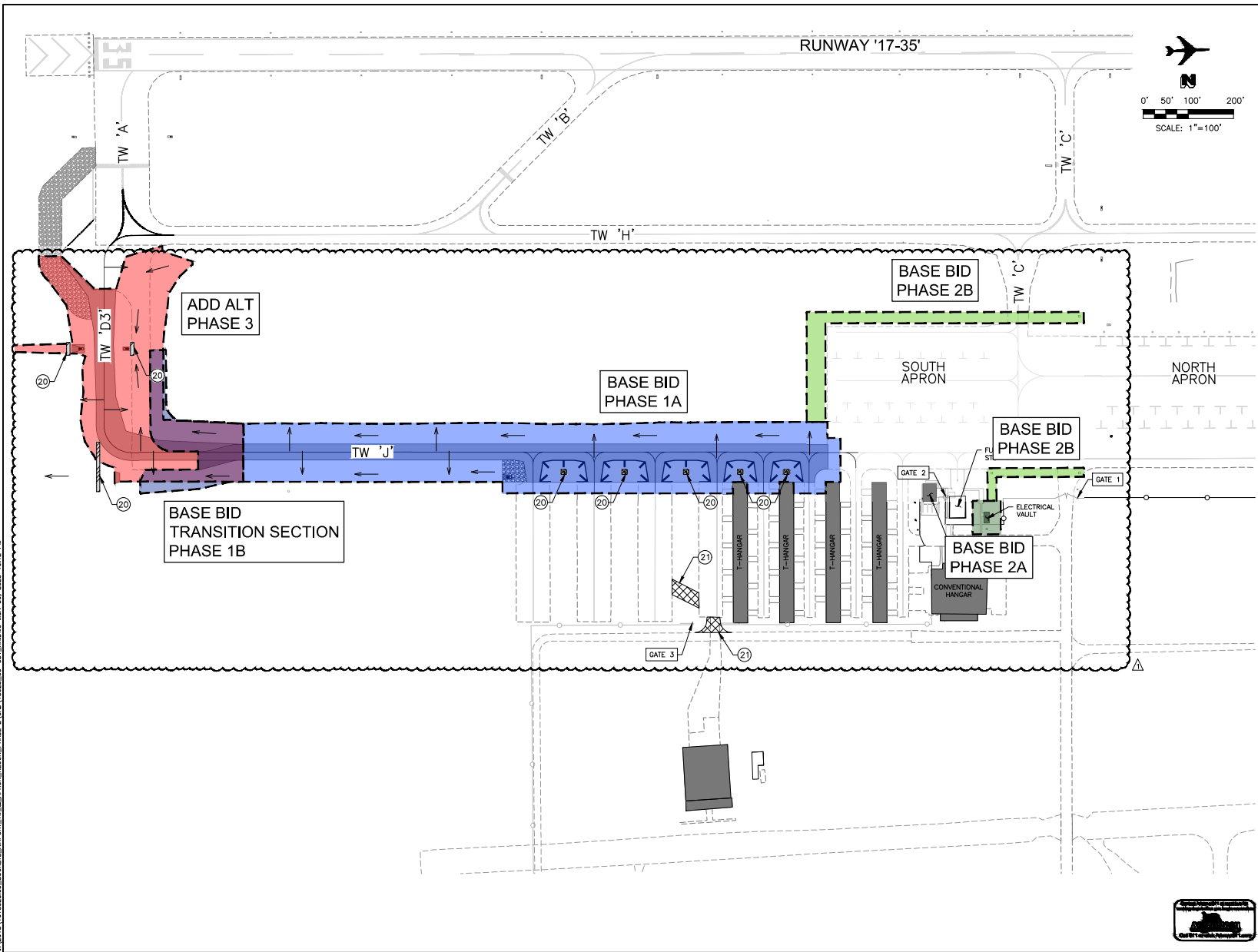
COPPER CONDUCTOR/CONDUIT SCHEDULE	
TAG	NOTE: NOT ALL CONDUCTOR SIZES MAY BE USED.
3.230	EXISTING 3-4/0, #4 GND, 2 1/2"Ø

CIRCUIT DESCRIPTION	KW	KVA	HP	FLA
EXISTING LOAD		25.0	31.3	162.3
PEAK DEMAND PER UTILITY				
ADD LOAD				
NEW LOADS TO PANEL A				23.0
SUBTOTAL				185.3
+ 25% OF LARGEST MOTOR				0.0
TOTAL AMPS @ 240V/PHASE				185.3
EXISTING SERVICE SIZE (AMPS)				200.0

B LOAD CALCULATIONS - EXISTING SES

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: E7.7
REVISIONS		
REPACKAGE - 03/30/2023		
PLAN NAME		
MODIFIED PANEL A SCHEDULE		
ENGINEER INFORMATION		
DIBBLE		CF programs
COB PERMITTING APPROVED SEAL	APPROVED	04/12/2023
COB ENGINEERING APPROVED SEAL	APPROVED	MAY 12 2022
CITY OF BUCKEYE ENGINEERING		CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	DESIGN SEAL	3666 Catherine Alcorn
ORIGINAL PLAN DATE	04/22/2022	LATEST REVISION DATE
04/22/2022		03/30/2023
PROJECT NUMBER	1018028.05	SHEET NUMBER
		60 of 67
SUBMITTAL: 2nd Submittal		FAA AIP NO. 3-04-0003-026-2023

I:\2024\1018028.05 - BUCKEYE AIRPORT TW & APRON RECON PHASE 2\CON\18028_05-251_XSWING_May_30_2023_10:12 PM



CONSTRUCTION NOTES	
(20) FILTER SOCK/WATTLE/INLET PROTECTION DET 3 DWG CS1.02	NPI
(21) STABILIZED CONSTRUCTION ENTRANCE DET 1-2 DWG CS1.02	NPI

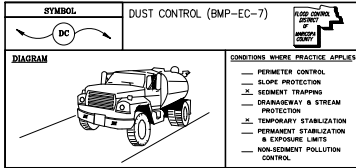
LEGEND	
	FILTER SOCK/WATTLE/INLET PROTECTION DET 3 DWG CS1.02
	STABILIZED CONSTRUCTION ENTRANCE DET 1-2 DWG CS1.02
	FLOW ARROW
	PHASE LIMITS

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: CS1.01
REPACKAGE - 03/30/2023		
REVISIONS		
PLAN NAME		
SWPPP OVERALL		

ENGINEER INFORMATION		DIBBLE	
COB PERMITTING APPROVED SEAL APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING	AS-BUILT SEAL	DESIGN SEAL
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023	PROJECT NUMBER 1018028.05	SHEET NUMBER 61 of 67
SUBMITTAL: 2nd Submittal		SUBMITTAL #	

FAA AIP NO. 3-04-0003-026-2023

A:\2024\1018028.05_BUCKEYE AIRPORT_TW & JARON\DESIGN PHASE 2\CAD\18028_05-251_XSWING_May_20_2023_10:12 PM



DEFINITION
A COMPREHENSIVE PLAN TO LIMIT OFF-SITE SEDIMENTATION BY CONTROLLING THE SITES POTENTIAL FOR PRODUCING AIR BORNE FUGITIVE DUST AND TRACK-OUT OF SEDIMENTS.

PURPOSE
SEDIMENTS WHICH ARE TRANSPORTED FROM CONSTRUCTION SITES BY STORMWATER RUNOFF, WIND, EROSION AND VEHICLE TRACKOUT ARE OFTEN RE-DEPOSITED TO THE AIR BY SUBSEQUENT VEHICULAR TRAFFIC AND HIGH WINDS. LIKEWISE, THESE SEDIMENTS MAY BE TRANSPORTED BY THE NEXT RAINFALL INTO PUBLIC STORM SEWER SYSTEMS. IMPLEMENTATION OF CONTROL MEASURES TO MINIMIZE THE GENERATION OF FUGITIVE DUST FROM CONSTRUCTION SITES WILL ALSO LIMIT QUANTITY OF SEDIMENTS IN STORMWATER.

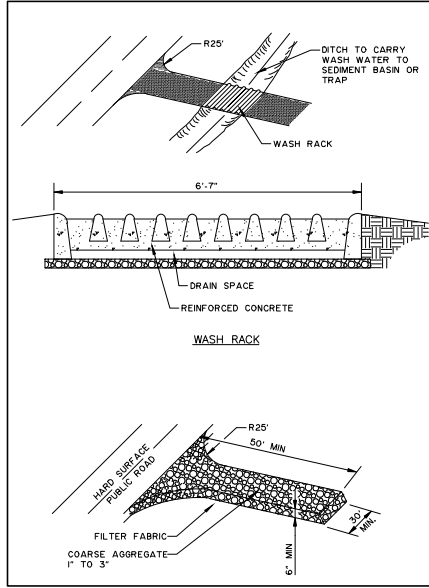
THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF THE AIR POLLUTION CONTROL PERMIT.

APPROPRIATE APPLICATIONS
PRIMARY SOURCES OF DUST FROM DEVELOPMENT AND CONSTRUCTION ACTIVITIES ARE:

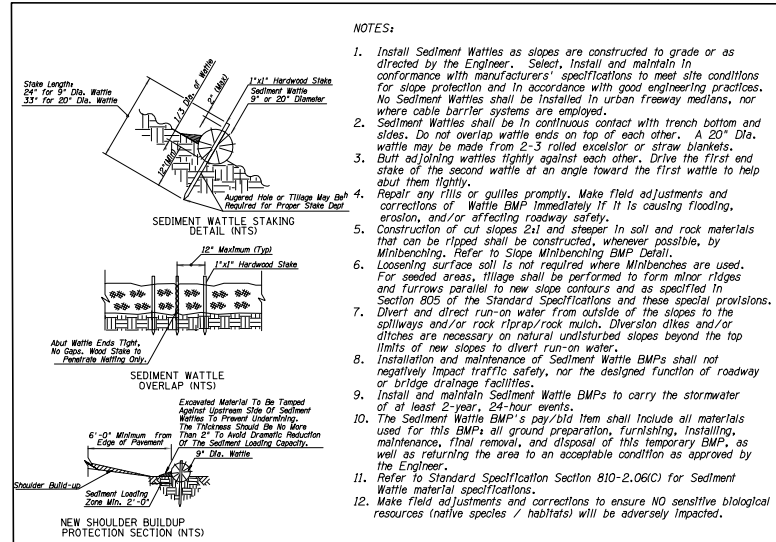
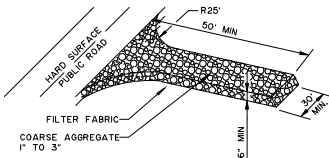
- GRADING OPERATIONS
- DRILLING AND BLASTING
- BATCH SHOP OPERATIONS
- EXPOSED AREAS, CLEARED UNSTABILIZED AREAS
- VEHICLE TRAFFIC ON UNPAVED SURFACES
- SEDIMENT TRACKING ON PAVED SURFACES
- BLASTING AND WRECKING BALL OPERATIONS
- SOIL AND DEBRIS STORAGE PILES

THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF THE AIR POLLUTION CONTROL PERMIT.

1 STABILIZED CONSTRUCTION ENTRANCE
N.T.S.







2 STABILIZED CONSTRUCTION ENTRANCE
N.T.S.



NOTES:

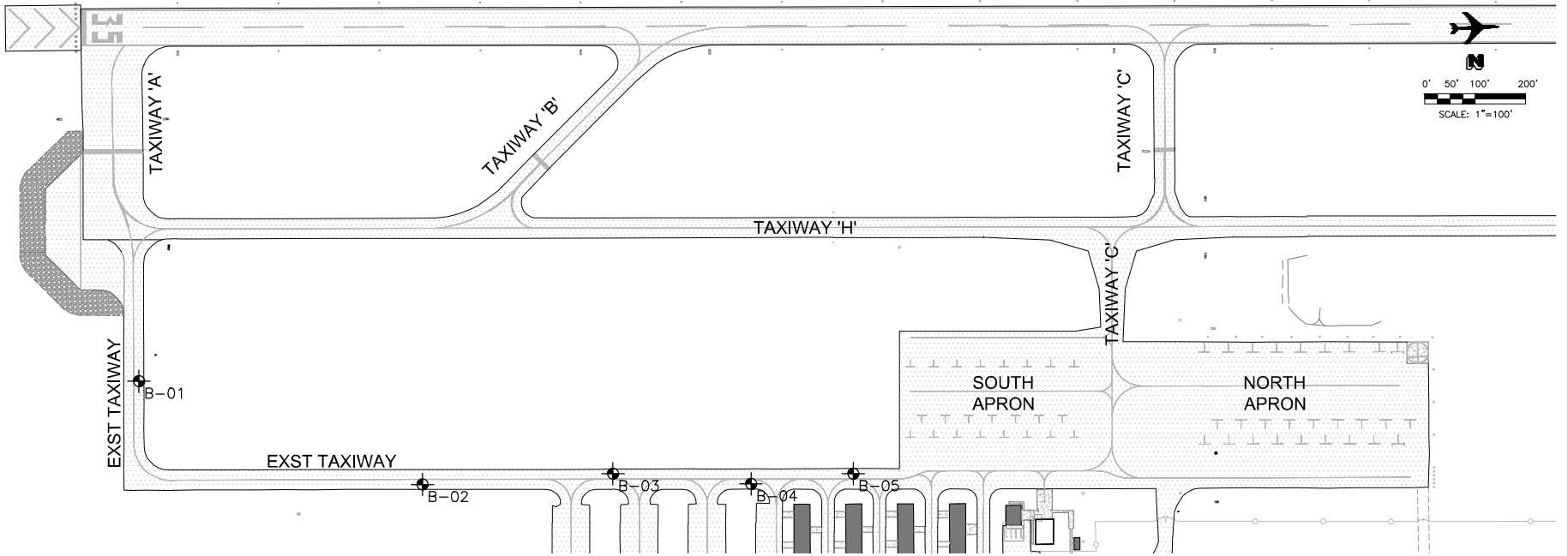
1. Install Sediment Wattles as slopes are constructed to grade or as directed by the Engineer. Select, Install and maintain in conformance with manufacturers' specifications to meet site conditions for slope protection and in accordance with good engineering practices. No Sediment Wattles shall be installed in urban freeway medians, nor where cable barrier systems are employed.
2. Sediment Wattles shall be in continuous contact with trench bottom and sides. Do not overlap wattle ends on top of each other. A 20" Dia. wattle may be made from 2-3 rolled excelsior or straw blankets.
3. Butt adjoining wattles tightly against each other. Drive the first end state of the second wattle at an angle toward the first wattle to help butt them tightly.
4. Repair any rills or gullies promptly. Make field adjustments and corrections of Wattle BMP immediately if it is causing flooding, erosion, and/or affecting roadway safety.
5. Construction of out slopes 2:1 and steeper in soil and rock materials that can be ripped shall be constructed, whenever possible, by Minibenching. Refer to Slope Minibenching BMP Detail.
6. Loosening surface soil is not required where Minibenches are used. For seeded areas, tillage shall be performed to form minor ridges and furrows parallel to new slope contours and as specified in Section 805 of the Standard Specifications and these special provisions.
7. Divert and direct run-on water from outside of the slopes to the spillways and/or rock riprap/rock mulch. Diversion dikes and/or ditches are necessary on natural undisturbed slopes beyond the top limits of new slopes to divert run-on water.
8. Installation and maintenance of Sediment Wattle BMPs shall not negatively impact traffic safety, nor the designed function of roadway or bridge drainage facilities.
9. Install and maintain Sediment Wattle BMPs to carry the stormwater of at least 2-year, 24-hour events.
10. The Sediment Wattle BMP's pay/bid item shall include all materials used for this BMP: all ground preparation, furnishing, installing, maintenance, final removal, and disposal of this temporary BMP, as well as returning the area to an acceptable condition as approved by the Engineer.
11. Refer to Standard Specification Section 810-2.06(C) for Sediment Wattle material specifications.
12. Make field adjustments and corrections to ensure NO sensitive biological resources (native species / habitats) will be adversely impacted.

3 FILTER SOCK/WATTLE/INLET PROTECTION
N.T.S.

BUCKEYE MUNICIPAL AIRPORT		SHEET ID: CS1.02
REVISIONS		REPACKAGE - 03/30/2023
		
		
PLAN NAME		
SWPPP DETAILS		
ENGINEER INFORMATION		
DIBBLE		
COB PERMITTING APPROVED SEAL	COB ENGINEERING APPROVED SEAL	
APPROVED	APPROVED	
04/12/2023	MAY 12 2022	
CITY OF BUCKEYE ENGINEERING	CITY OF BUCKEYE ENGINEERING	
AS-BUILT SEAL	DISIGN SEAL	
		
ORIGINAL PLAN DATE	LATEST REVISION DATE	
04/22/2022	03/30/2023	
PROJECT NUMBER	SHEET NUMBER	
1018028.05	62 of 67	
SUBMITTAL		2nd Submittal
SUBMITTAL #		ENG01P-22-001
SUBMITTAL #		FAA AIP NO. 3-04-0009-026-2023



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BUCKEYE MUNICIPAL AIRPORT		SHEET ID: GT1.01	
REVISIONS	REPACKAGE - 03/30/2023		
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GEOTECHNICAL BORING LOCATION PLAN			
ENGINEER INFORMATION			
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APPROVED 04/12/2023 CITY OF BUCKEYE ENGINEERING	APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING		
AS-BUILT SEAL	DESIGN SEAL	FOR INFORMATION ONLY	
ORIGINAL PLAN DATE	LATEST REVISION DATE	SUBMITTAL #	
04/22/2022	03/30/2023		
PROJECT NUMBER	SHEET NUMBER	REVISION #	
1018028.05	63 of 67		



FAA AIP NO. 3-04-0003-026-2023

Quality Testing, LLC 175 S Hamilton Place Bldg 6 Suite 114 Gilbert, AZ 85233		Project Name: BM Airport Taxiway and Apron Reconstruction Location: Buckeye Municipal Airport		Boring No.: B-01	
DT Job No: 18013.00 Date Started: 10/9/2018 Date Finished: 10/9/2018 Logged By: Abdur Rashid Checked By: S. Shah	Drilling Company: Wiskol Drilling, Inc. Driver Name: Dustin Miller Drill Rig Type: CME-55 Drill Method: Hollow Stem Auger Bore Hole Diameter: 7.5"	Surface Elevation: ft Total Depth: 10 ft	Page: 1 of 1		
Groundwater Data					
Symbol	Ring	Top	Bottom	Depth	Casing
	R1	85'	85'		RC1
Inside Diameter (I.D.)	2.42"	1.375"	2.00"		
Outside Diameter (O.D.)	3.00"	2.00"	3.00"		
Length	18"	18"	30"		
Hammer Weight	140 lbs				
Hammer Fall	30"				
Depth (ft)	Material Description				
0	2.0" ASPHALT, 0" AGGREGATE BASE COURSE				
5	SC (SC) Clayey SAND, trace gravel, light brown, medium dense, slightly damp				
10	Bottom of borehole at 10.0 feet.				

Quality Testing, LLC 175 S Hamilton Place Bldg 6 Suite 114 Gilbert, AZ 85233		Project Name: BM Airport Taxiway and Apron Reconstruction Location: Buckeye Municipal Airport		Boring No.: B-02	
DT Job No: 18013.00 Date Started: 10/9/2018 Date Finished: 10/9/2018 Logged By: Abdur Rashid Checked By: S. Shah	Drilling Company: Wiskol Drilling, Inc. Driver Name: Dustin Miller Drill Rig Type: CME-55 Drill Method: Hollow Stem Auger Bore Hole Diameter: 7.5"	Surface Elevation: ft Total Depth: 10 ft	Page: 1 of 1		
Groundwater Data					
Symbol	Ring	Top	Bottom	Depth	Casing
	R1	85'	85'		RC1
Inside Diameter (I.D.)	2.42"	1.375"	2.00"		
Outside Diameter (O.D.)	3.00"	2.00"	3.00"		
Length	18"	18"	30"		
Hammer Weight	140 lbs				
Hammer Fall	30"				
Depth (ft)	Material Description				
0	2.0" ASPHALT, 0" AGGREGATE BASE COURSE				
5	SC (SC) Clayey SAND, with silt, trace gravel, loose, slightly damp				
10	Bottom of borehole at 10.0 feet.				

Quality Testing, LLC 175 S Hamilton Place Bldg 6 Suite 114 Gilbert, AZ 85233		Project Name: BM Airport Taxiway and Apron Reconstruction Location: Buckeye Municipal Airport		Boring No.: B-03	
DT Job No: 18013.00 Date Started: 10/9/2018 Date Finished: 10/9/2018 Logged By: Abdur Rashid Checked By: S. Shah	Drilling Company: Wiskol Drilling, Inc. Driver Name: Dustin Miller Drill Rig Type: CME-55 Drill Method: Hollow Stem Auger Bore Hole Diameter: 7.5"	Surface Elevation: ft Total Depth: 10 ft	Page: 1 of 1		
Groundwater Data					
Symbol	Ring	Top	Bottom	Depth	Casing
	R1	85'	85'		RC1
Inside Diameter (I.D.)	2.42"	1.375"	2.00"		
Outside Diameter (O.D.)	3.00"	2.00"	3.00"		
Length	18"	18"	30"		
Hammer Weight	140 lbs				
Hammer Fall	30"				
Depth (ft)	Material Description				
0	2.0" ASPHALT, 0" AGGREGATE BASE COURSE				
5	SC (SC-SM) Clayey Silty SAND, trace gravel, light brown, dense, slightly damp				
10	Bottom of borehole at 10.0 feet.				

Quality Testing, LLC 175 S Hamilton Place Bldg 6 Suite 114 Gilbert, AZ 85233		Project Name: BM Airport Taxiway and Apron Reconstruction Location: Buckeye Municipal Airport		Boring No.: B-04	
DT Job No: 18013.00 Date Started: 10/9/2018 Date Finished: 10/9/2018 Logged By: Abdur Rashid Checked By: S. Shah	Drilling Company: Wiskol Drilling, Inc. Driver Name: Dustin Miller Drill Rig Type: CME-55 Drill Method: Hollow Stem Auger Bore Hole Diameter: 7.5"	Surface Elevation: ft Total Depth: 10 ft	Page: 1 of 1		
Groundwater Data					
Symbol	Ring	Top	Bottom	Depth	Casing
	R1	85'	85'		RC1
Inside Diameter (I.D.)	2.42"	1.375"	2.00"		
Outside Diameter (O.D.)	3.00"	2.00"	3.00"		
Length	18"	18"	30"		
Hammer Weight	140 lbs				
Hammer Fall	30"				
Depth (ft)	Material Description				
0	2.0" ASPHALT, 0" AGGREGATE BASE COURSE				
5	SC (SC) Clayey SAND, trace gravel, light brown, loose to medium dense, slightly damp				
10	Bottom of borehole at 10.0 feet.				

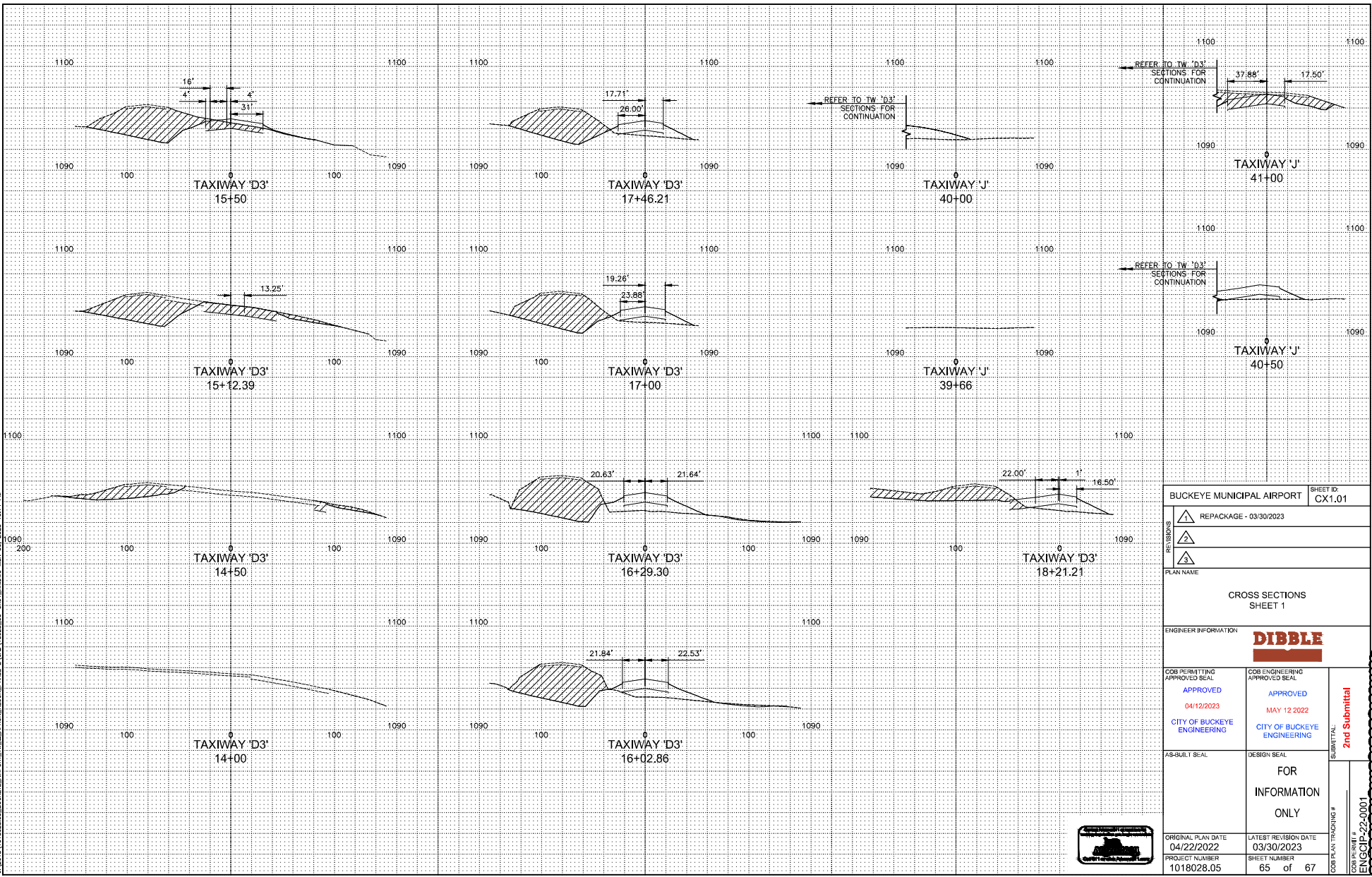
Quality Testing, LLC 175 S Hamilton Place Bldg 6 Suite 114 Gilbert, AZ 85233		Project Name: BM Airport Taxiway and Apron Reconstruction Location: Buckeye Municipal Airport		Boring No.: B-05	
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Groundwater Data					
Symbol	Ring	Top	Bottom	Depth	Casing
	R1	85'	85'		RC1
Inside Diameter (I.D.)	2.42"	1.375"	2.00"		
Outside Diameter (O.D.)	3.00"	2.00"	3.00"		
Length	18"	18"	30"		
Hammer Weight	140 lbs				
Hammer Fall	30"				
Depth (ft)	Material Description				
0	2.0" ASPHALT, 0" AGGREGATE BASE COURSE				
5	SC (SC) Clayey SAND, trace gravel, light brown, medium dense, slightly damp				
10	Bottom of borehole at 10.0 feet.				

BUCKEYE MUNICIPAL AIRPORT REPACKAGE - 03/30/2023		SHEET ID: GT1.02
PLAN NAME GEOTECHNICAL BORING LOGS		
ENGINEER INFORMATION DIBBLE		
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AS-BUILT SEAL	DESIGN SEAL FOR INFORMATION ONLY	
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023	
PROJECT NUMBER 1018028.05	SHEET NUMBER 64 of 67	



SUBMITTAL 2nd Submittal
 EAAIP NO. 3-04-0005-026-2023

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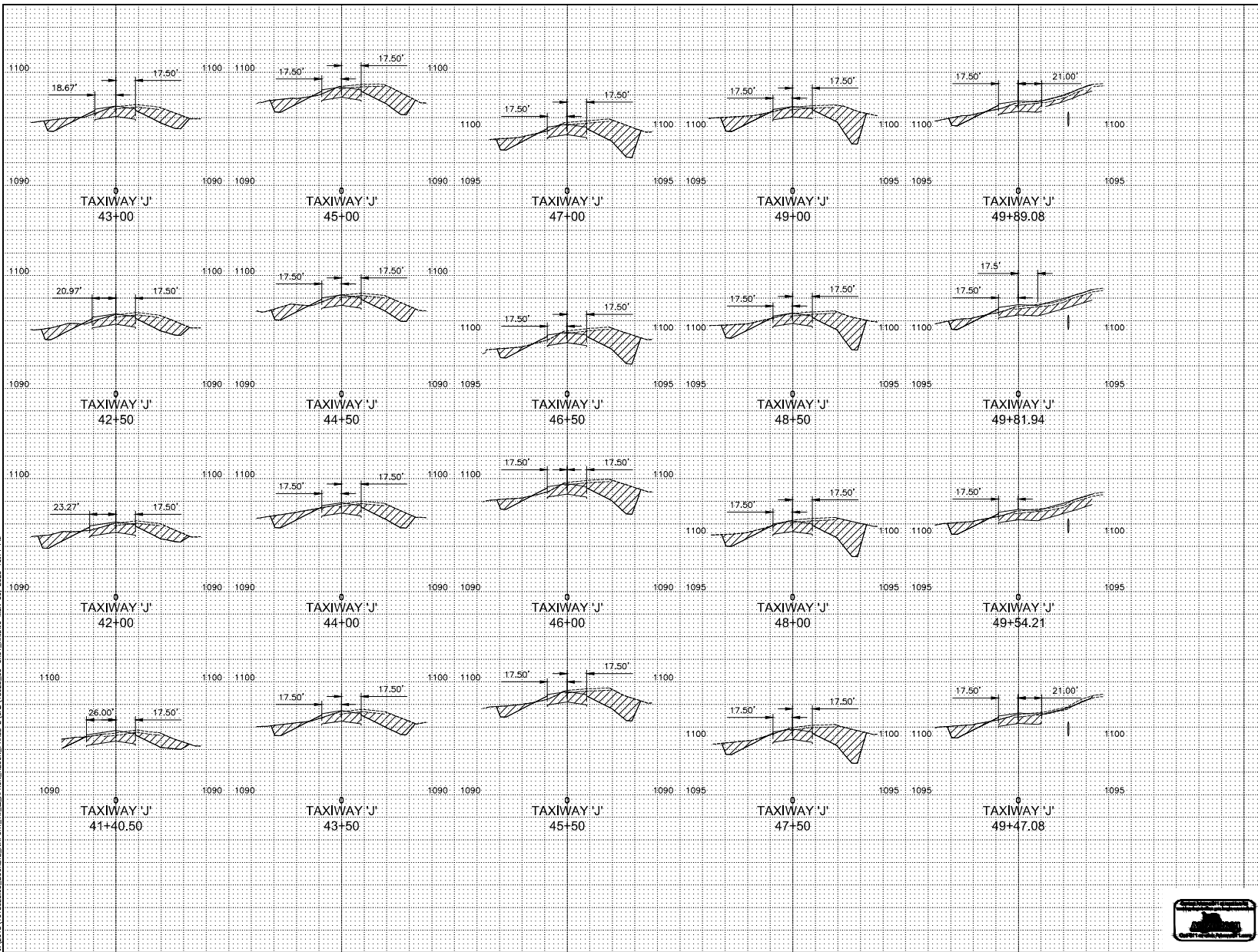


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REPACKAGE - 03/30/2023			
PLAN NAME		CROSS SECTIONS SHEET 1	
ENGINEER INFORMATION			
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AS-BUILT SEAL	DESIGN SEAL		
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ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023		
PROJECT NUMBER 1018028.05	SHEET NUMBER 65 of 67		



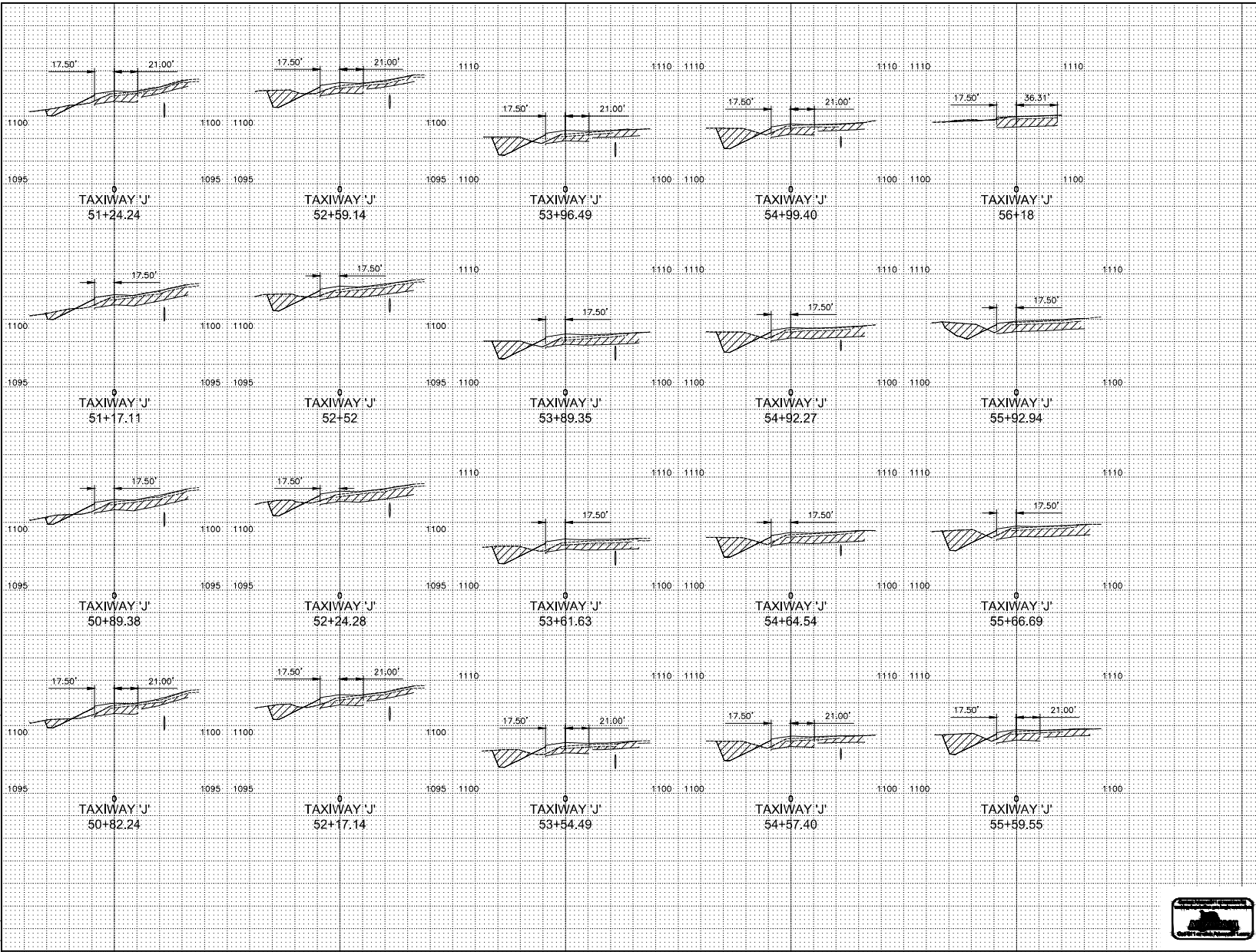
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COB ENGINEERING APPROVED SEAL APPROVED MAY 12 2022 CITY OF BUCKEYE ENGINEERING		SUBMITTAL 2nd Submittal
AS-BUILT SEAL	DESIGN SEAL FOR INFORMATION ONLY	ORIGINAL PLAN DATE 04/22/2022 PROJECT NUMBER 1018028.05
LATEST REVISION DATE 03/30/2023 SHEET NUMBER 66 of 67		SUBMITTAL # 2nd Submittal ENG CIP-22-0001 FAA AIP NO. 3-04-0003-026-2023

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BUCKEYE MUNICIPAL AIRPORT SHEET ID: CX1.03	
REPACKAGE - 03/30/2023	
PLAN NAME	
CROSS SECTIONS SHEET 3	
ENGINEER INFORMATION	
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AS-BUILT SEAL	DESIGN SEAL FOR INFORMATION ONLY
ORIGINAL PLAN DATE 04/22/2022	LATEST REVISION DATE 03/30/2023
PROJECT NUMBER 1018028.05	SHEET NUMBER 67 of 67
SUBMITTAL # 2nd Submittal	
SUBMITTAL #	
REVISION #	
PROJECT #	
DRAWING #	
FAA AIP NO. 3-04-0003-026-2023	

No Further Comments

2nd Submittal

ENGCIIP-22-0001
Airport Taxiway & S. Apron Reconstruction Ph2
Final CSPP
2R - FOR REVIEW

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04/04/2023

CITY OF BUCKEYE by: NV
ENGINEERING

FINAL CONSTRUCTION SAFETY & PHASING PLAN

Buckeye Municipal Airport
Taxiway & South Apron
Reconstruction
Phase II

FAA AIP No.: 3-04-0005-026-2023
Dibble Project No.: 1018028.05

Prepared For: City of Buckeye

March 30, 2023



No Further Comments

**FINAL CONSTRUCTION
SAFETY & PHASING PLAN**
Buckeye Municipal Airport
Taxiway & South Apron Reconstruction
Phase II

FAA AIP No.: 3-04-0005-026-2023
Dibble Project No.: 1018028.05

Prepared For:
City of Buckeye
530 E. Monroe Ave.
Buckeye, AZ 85326

March 30, 2023

Duane Dana, PE
Project Manager

Dibble



Table of Contents

1.	COORDINATION	3
1.1	General Project Information	3
1.2	Contractor Progress Meetings	4
1.3	Scope or Schedule Changes.....	4
1.4	FAA/ATO Coordination	4
2.	PHASING	4
2.1	Phase Elements.....	4
2.2	Construction Safety Drawings	4
3.	AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY	6
3.1	Affected Areas on the Airfield	6
3.2	Mitigation of Effects	6
4.	PROTECTION OF NAVIGATION AIDS (NAVAIDS)	7
4.1	NAVAID Critical Areas.....	7
4.2	Effects of Construction on NAVAID Performance	7
4.3	Protections of NAVAID Facilities	7
4.4	Required Distance from NAVAIDS to Construction Areas	7
4.5	Coordination Procedures with FAA/ATO	8
5.	CONTRACTOR ACCESS	8
5.1	Location of Stockpiled Construction Materials	8
5.2	Vehicle & Pedestrian Operations.....	8
5.3	Two-Way Radio Communications Procedures	9
5.4	Airport Security	9
6.	WILDLIFE MANAGEMENT.....	10
6.1	Trash.....	10
6.2	Standing Water	10
6.3	Tall Grass & Weeds.....	10
6.4	Poorly Maintained Fencing and Gates	10
6.5	Disruption of Existing Wildlife Habitat	10
6.6	Airport Wildlife Management Procedures.....	10
7.	FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT	10
8.	HAZARDOUS MATERIAL MANAGEMENT	11
9.	NOTIFICATIONS OF CONSTRUCTION ACTIVITIES	11
9.1	Points of Contact.....	11
9.2	Local ATO/Technical Operations Personnel	11
9.3	ATCT Managers on Duty	11
9.4	Authorized Representatives to the FAA’s Operational Control Center (OCC).....	11
9.5	OCC Notification About Closed and/or Hazardous Conditions on the Airfield	11
9.6	Notice to Airmen (NOTAM).....	12
9.7	Emergency Notification Procedures.....	12
9.8	Coordination with ARFF for Non-Emergency Issues.....	12
9.9	Notification to the FAA and Airport Users.....	12



- 9.10 FAA Notification Under CFR Parts 77 and 157 12
- 9.11 FAA Reimbursable Agreements..... 12
- 9.12 Affected Instrument Approach Procedures 12

- 10. INSPECTION REQUIREMENTS 13
 - 10.1 Daily (or more frequent) Inspections..... 13
 - 10.2 Final Inspections 13
 - 10.3 Inspection Checklist 13

- 11. UNDERGROUND UTILITIES 13

- 12. PENALTIES 14

- 13. SPECIAL CONDITIONS..... 14

- 14. RUNWAY & TAXIWAY VISUAL AIDS..... 14
 - 14.1 General 14
 - 14.2 Markings 14
 - 14.3 Lighting and Visual Aids 14
 - 14.4 Signs 15

- 15. MARKING & SIGNS FOR ACCESS ROUTES 15

- 16. HAZARD MARKING & LIGHTING..... 15
 - 16.1 General 15
 - 16.2 Barricades 16

- 17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION17

- 18. PROTECTION OF RSA’S, TSA’S, OFA’S, OFZ’S, AND APPROACH/DEPARTURE SURFACES.....17
 - 18.1 Runway Safety Area (RSA).....17
 - 18.2 Runway Object Free Area (ROFA).....17
 - 18.3 Obstacle Free Zone (OFZ).....17
 - 18.4 Taxiway Safety Area (TSA).....17
 - 18.5 Taxiway Object Free Area (TOFA)..... 18
 - 18.6 Runway Approach & Departure Surfaces..... 18

- 19. OTHER LIMITATIONS ON CONSTRUCTION 18
 - 19.1 Prohibitions 18
 - 19.2 Restrictions 18

Appendices

- Appendix A Construction Phasing Plans..... A
- Appendix B Inspection Checklist..... B

1. COORDINATION

1.1 General Project Information

This project will reconstruct and realign the southern taxiways consisting of approximately 12,000 square yards (SY) of asphalt concrete (AC) pavement. New LED taxiway edge lighting and airfield guidance signage will be installed, along with new underground conduit infrastructure and upgrades in the Electrical Vault including providing a new Constant Current Regulator (CCR). A new storm drain will serve the infield areas between Taxiway 'J' and the airport hangars and will outlet into a channel running parallel to Taxiway 'J'. A new culvert will convey flows underneath Taxiway 'D3' from the infield area to the south.

This *Construction Safety and Phasing Plan* (CSPP) provides specific information to the Contractor and/or Subcontractors contracted to carry out the construction contract for this project. This plan includes the requirements and procedures for accident prevention, safety requirements, and security considerations at BXX. The Airport's safety objective is to achieve accident-free construction projects. Furthermore, the Contractor must be in full compliance with FAA Advisory Circular (AC) 150/5370-2G: *Operational Safety on Airports During Construction*. The CSPP and project safety and phasing requirements will be discussed in detail at the Pre-Bid and Pre-Construction Conferences. The Contractor is required to submit a *Safety Plan Compliance Document* (SPCD) to BXX describing how the contractor will comply with the requirements set forth in the CSPP.

The Contractor or Subcontractor shall conduct their operations in a manner that will provide safe working conditions for all employees, the protection of the public and all others who may be affected by construction activities. Nothing contained in this plan is intended to relieve the Contractor, Subcontractor or suppliers of the obligations assumed by the Contractor under contract with the Airport or as required by law. The Contractor shall be required to submit a SPCD to the airport describing how the contractor will comply with the requirements set forth in the CSPP.

Safety must be an integral part of the job. Full participation, cooperation, and support are necessary to ensure the safety and health of all persons and property involved in the project. The purpose of phasing, marking, barricading, and lighting of airside construction areas is to delineate hazardous areas and prevent unauthorized incursions into the areas by personnel, vehicles, equipment, and aircraft during construction; and to positively separate construction activity from aircraft operations.

A Pre-Bid Conference will be scheduled during the bidding process to allow prospective bidders an opportunity to understand the safety aspects of this project. A key topic of this meeting will include a detailed review of this CSPP, with emphasis on Contractor responsibilities for safety, as well as access and work areas in each phase.

A Pre-Construction Conference will be scheduled prior to the issuance of the Notice to Proceed. Invitees and attendees will include City and Airport staff; the Engineer-of-Record; the Resident Engineer; the Contractor's Project Manager/Superintendent; and representatives from the FAA and ADOT (in person or by phone). Relevant safety-related issues will be discussed in detail at this meeting.

Topics of discussion will include the FAA Advisory Circular (AC) 150/5370-2G: *Operational Safety on Airports During Construction*; project scope; the Resident Engineer's responsibility; identifying the Contractor's Superintendent; NOTAM responsibility; phasing and scheduling of work; Notice to Proceed date; safety during construction; security, badging and escorting requirements; quality control and testing; test reports; maintenance of record drawings; and other contract and Federal requirements.

The Contractor is required to submit an overall project schedule at the Pre-Construction Conference which will allow Airport staff, the Engineer and the Contractor to identify affected areas during construction.

1.2 Contractor Progress Meetings

Weekly construction progress meetings will be held where the invitees and attendees will include at minimum the Airport staff, the Resident Engineer, the Contractor's Project Superintendent, and the lead personnel of each Subcontractor. In addition to the discussions on the progress of the project, operational safety procedures identified within the SPCD will be reviewed and discussed.

1.3 Scope or Schedule Changes

The Contractor will be required to immediately notify the Resident Engineer and Airport Staff of any changes to the original project scope or schedule. The Airport will coordinate (as needed) any changes with the impacted stakeholders, (i.e. tenants, FAA, etc.).

1.4 FAA/ATO Coordination

The Airport will be responsible for coordinating as required with the FAA/ATO during construction.

2. PHASING

This project is divided into a Base Bid and one Additive Alternate. The Base Bid will comprise the reconstruction of approximately 1,300 feet of Taxiway 'J' with a 100-foot transition into the existing taxiway before it reaches the turn to the existing connector taxiway. If the Additive Alternate is awarded, the transition section will not be constructed, and the remainder of Taxiway 'J' through the entirety of Taxiway 'D3' will be constructed.

The project will be constructed in three phases, as displayed in **Appendix A – Construction Phasing Plans**.

Due to the time it could take to acquire the CCR, a long-lead item, the Contractor will be required to provide the relevant submittal to the Engineer at the Pre-Construction Conference and on its approval begin its acquisition before a formal NTP to begin construction is provided to the Contractor.

2.1 Phase Elements

Base Bid Phase 1A. This will include pavement reconstruction of Taxiway 'J' from the intersection of the South Apron approximately 1,300 feet to the south.

- The construction duration shall be **35 Calendar Days**.
- Aircraft detour routes to/from the South Apron and the Runway 35 end include using Taxiway 'A', Taxiway 'H', and Taxiway 'C'.
- Low-profile barricades will be placed around this work area and across the existing taxiway near the Taxiway 'H' intersection just outside the OFA for Taxiway 'H'. Aircraft will not have access to Taxiway 'J' nor the connector during this phase.

Base Bid Phase 1B. This will include the 100-foot transition from the end of Phase 1A back into the existing taxiway.

- Phase 1B shall be concurrent with Phase 1A and will follow the same detouring. Phase 1B shall not take place if the Additive Alternate is awarded. The combined construction duration of Phases 1A and 1B shall be **35 Calendar Days**.

Phase 2A. This will include installation of new power through existing conduit for the Taxiway ‘J’ lighting circuit under the South Apron to connect into the Airport Electrical Vault, and upgrades to the infrastructure inside the Airport Electrical Vault.

- Phase 2A shall begin construction 25 calendar days after the beginning of Phase 1A and shall be constructed concurrently with Phase 1A. The construction duration shall be **10 Calendar Days**.
- Low-profile barricades will be placed across the Taxiway ‘C’ intersection just outside the OFA for Taxiway ‘H’ while work is taking place in the immediate vicinity. Aircraft will be able to access the apron via Taxiway ‘J’ during this phase.

Phase 2B. This will include installation of new conduit and power for the Taxiway ‘J’ lighting circuit around the South Apron to connect into an existing structure south of Taxiway ‘C’.

- Phase 2B shall be constructed after Phase 2A and shall not be concurrent with Phase 1A. The construction duration shall be **2 Calendar Days**.

Phase 3. This will include the remaining construction of Taxiway ‘J’ from where Phase 1A ends and includes Taxiway ‘D3’.

- Phase 3 may be concurrent with Phase 1A. Phase 3 shall not take place if the Additive Alternate is not awarded. The construction duration shall be **20 Calendar Days**. The combined construction duration of Phases 1A and 3 shall be **55 Calendar Days**.
- Aircraft detour routes to/from the South Apron and the Runway 35 end include using Taxiway ‘C’ Taxiway ‘H’, and Taxiway ‘B’. Back-taxiing will be required on Runway ‘17-35’ from Taxiway ‘B’ to the Runway 35 end, where aircraft may use the adjoining portion of Taxiway ‘A’ for turning around. As such, a temporary taxiway closure marker will not be used on Taxiway ‘A’ to denote its closure as it would conflict with aircraft turnaround movements.
- Low-profile barricades will be placed across Taxiway ‘A’ at the Runway Holding Position Marking, across Taxiway ‘H’ just south of the Taxiway ‘B’ intersection, and across Taxiway ‘J’ south of the T-Hangars and connecting taxilanes.

Substantial Completion – 57 Calendar Days. This will mark the completion of all construction in phases 1, 2 and 3. A pre-final walk-through will be completed by the Resident Engineer, Airport Staff and the Contractor. The Contractor shall be provided with a Substantial Completion letter including a punchlist of any remaining items to complete before Final Completion. The construction warranty will begin from this date.

Final Completion – 30 Calendar Days. This will include the completion of all punchlist items noted on the Substantial Completion letter, the application of permanent pavement markings, final clean-up and demobilization.

2.2 Construction Safety Drawings

The Contractor is required to provide his own detailed Barricade Plans in accordance with his anticipated operations for the review and approval of the Airport.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

3.1 Affected Areas on the Airfield

3.1.1 Closed or Partially Closed Facilities

No facilities (buildings or businesses) are anticipated to be closed or partially closed for the duration of this project. For runway and taxiway closures, reference **Section 2.1 Phase Elements**.

3.1.2 ARFF Access Routes

No ARFF facilities are located at BKK. Emergency vehicles will have access via the Airport Entrance Road and through the gate at the west end of the Entrance Road.

3.1.3 Airport Support Vehicle Access Routes

Airport support vehicle access and routes are not anticipated to be impacted by this project and will be accommodated via existing taxiway structural pavement or infield areas adjacent to the project areas.

3.1.4 Utilities for Firefighting

No underground utilities used for firefighting (including water) within the AOA are anticipated to be impacted by the construction of this project. While every effort has been made to include the locations and depths of known utilities within the project area, the Contractor will be required to pothole for utilities to avoid damage to them. Fire hydrants are located off-site.

3.1.5 Affected Approach and Departure Surfaces

The Contractor will be required to abide by the Part 77 airspace requirements at all times, including all equipment, material and batch plants that may be required for this project. Construction equipment will be limited to stay below the approach surfaces at all times. Equipment along the haul route having a height of 15-ft will be submitted to OE/AAA to be evaluated for Airspace impact.

Construction activity shall be prohibited when equipment penetrates the imaginary surface described in Title 14 CFR Part 77 and any restricted area as defined in the current edition of FAA AC 150/5300-13A, *Airport Design*, unless a favorable airspace finding has been made by the FAA and the Airport and approved by Airport Operations. Equipment that penetrates the Part 77 imaginary surface must display a red obstruction light during nighttime use and an orange and white checkered flag during the day.

3.1.6 Affected Instrument Approach Procedures and NAVAID Critical Areas

No Instrument Approach Procedure or NAVAID Critical Area will be impacted by the project.

3.2 Mitigation of Effects

3.2.1 Construction Staging Area and Haul Routes

The Contractor's staging and storage area, haul routes, and construction access areas are shown Construction Plan Sheets **GG2.01**, **GG2.02**, and **GG2.03**. The Contractor's staging area is located outside of all Object Free Areas. Construction access areas and haul routes have been established to minimize impact to airfield operations. The Contractor will be required to supply gate guards at all construction entrances to the airfield when in use. Gate guards will not be required if the gates are closed and locked.

Transient haul truck drivers are required to check in with the Contractor's security guard. The driver shall be issued an orange/white checkered flag to be mounted on the highest point of the truck; and shall be returned to the security guard upon check out. The driver shall be advised to remain on the marked haul route and follow the appropriate signs to the intended work area. At no time shall any driver be allowed to deviate from the marked haul route. Additionally, during times of low visibility or darkness, the drivers shall be required to use a flashing amber beacon.

3.2.2 Temporary Taxi Operations

Temporary taxi operations and alternate routes to accommodate aircraft movement needs are discussed for each project phase in **Section 2 Phasing**.

3.2.3 Detours for ARFF and Other Airport Vehicles

No ARFF facilities are located at BXK. Emergency vehicle and airport vehicle access and routes will be accommodated via existing taxiway structural pavement or infield areas adjacent to the project area and are not anticipated to be impacted by this project.

3.2.4 Maintenance of Essential Utilities

Essential utilities are not anticipated to be impacted in this project. The Contractor will be required to provide temporary means to any impacted utilities until the impacted utilities are restored. Work within the electrical vault will take place during daytime shutdowns of the vault so that all airport lighting can be operable at the end of each shift.

3.2.5 Temporary ATC Procedures

BXK is a non-towered airport. The Airport will be kept apprised of all construction activities throughout the duration of the project. The Contractor will provide construction schedules at least two weeks ahead of the proposed construction activities to be given to Airport staff. The Airport will be expected to provide feedback about any concerns that the Airport has for construction areas and Contractor movements. Project sketches will be provided to the Airport so that they are aware of the impacts to aircraft operations. The Airport will be responsible for issuing NOTAMS related to construction activities and restrictions.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

4.1 NAVAID Critical Areas

No NAVAID critical areas will be impacted by this project.

4.2 Effects of Construction on NAVAID Performance

NAVAID performance is not anticipated to be impacted by this project.

4.3 Protections of NAVAID Facilities

All NAVAID's and visual aids will remain protected and in place.

4.4 Required Distance from NAVAIDs to Construction Areas

NAVAID's and visual aids not impacted directly by this project are at a safe distance away from any construction activities. The contractor is anticipated to be on the opposite side of the runway from the Runway 35 PAPI. At no time should the contractor be within the vicinity of any NAVAID or visual aid.



4.5 Coordination Procedures with FAA/ATO

The Airport staff will be responsible for continually coordinating as required with the FAA/ATO during construction.

5. CONTRACTOR ACCESS

5.1 Location of Stockpiled Construction Materials

All contractor materials, equipment and supplies shall be within the Contractor's designated staging and storage area. All storage areas shall be marked; debris boxes covered and area kept neat and clean of debris.

For equipment that must remain in the work area, the following conditions must be met:

- Be located outside of the runway/taxiway safety and object free areas.
- Be marked with lighted barricades around the equipment perimeter with a spacing of no more than 10-ft.
- Be coordinated at least 48 hours in advance with the Resident Engineer.
- The highest point of the equipment marked and lit with a red flashing/steady burning omnidirectional obstruction light.

Stockpiled materials are allowed only within the Contractor's designated staging and storage area:

- Remove daily all stockpiled material from within aircraft movement areas, unless otherwise directed by the Resident Engineer.
- No excavated or stored materials may remain within active runway or taxiway safety areas and object free zones.
- Stockpiled material may be located within the Air Operations Area only upon prior coordination and approval of the Resident Engineer.

5.2 Vehicle & Pedestrian Operations

5.2.1 Construction Site Parking

Construction parking will be allowed in the Contractor's Staging and Storage Area, which is outside of any Object Free Areas. No personal vehicles will be allowed onto the airfield with the exception of inside the Contractor's Staging and Storage Area.

5.2.2 Construction Equipment Parking

Construction equipment parking will be in the Contractor's Staging and Storage Area for any equipment that is not in use.

5.2.3 Access and Haul Roads

Access and haul roads on Airport property will be delineated with the use of low-profile barricades, flagging, flagmen, signage, escorts, or a combination thereof as shown in this CSPP and in the Plans. Contractor access and haul roads can be seen on Sheet **GG2.01**. See **Section 5.1.1 Contractor Access Areas** for further information.

5.2.4 Marking and Lighting of Construction Vehicles

All Contractor and Subcontractor vehicles must be properly marked with the company name at least four (4) inches in height on both sides of the vehicle. All vehicles must have a 3' x 3' orange and white checkered flag at the tallest point on the vehicle for daytime construction activities, and a flashing amber or yellow beacon, mounted at the highest point for nighttime construction.

All vehicle marking and lighting must comply with the most recent version of Advisory Circular 150/5210-5D, *Painting, Marking and Lighting of Vehicles Used on an Airport*.

5.2.5 Construction Vehicle Operations Within AOA

For the purposes of this project, the AOA is defined as any area within the secured (fenced) area of the Airport. No vehicle shall operate within the Air Operations Area (AOA):

- In a careless or negligent manner.
- With disregard of the rights and safety of others.
- At a speed (15 MPH maximum) or in a way which endangers persons or property.
- While the driver is under the influence of drugs or alcohol.
- If such vehicle is loaded or maintained as to endanger persons or property.
- Without constant observance for operating aircraft.

5.3 Two-Way Radio Communications Procedures

The Contractor will be required to maintain and/or operate two-way radios. The radio frequency used at BXX is 122.975. These procedures will also be discussed at length during the Pre-Construction Meeting for this project.

5.4 Airport Security

Any time access is required within the Airport Operations Areas (AOA) the Contractor shall be responsible for assuring that no breaches of airport security occur. The AOA is fenced and must remain fenced at all times. The gates will remain closed and locked or a guard (with an airport issued access card) will be provided at the Contractor's expense. The Contractor will furnish gate guards with rosters of his personnel and ensure that each individual has adequate identification. The duplicate keys for each lock will be turned over to Airport authorities. The following additional measures must also be taken:

- No person shall enter the Contractor's worksite without authorization. Any person found within the worksite without proper identification as describe herein shall be considered unauthorized and shall be removed from the worksite.
- Persons authorized to provide escorts include Airport staff and designated contractor supervisors. Failure to provide an escort can result in loss of escort privileges, fines, revocation of the access card, or all three.
- Contractor Superintendents and Supervisors will be required to wear identifiable equipment or clothing to be easily recognized and located on site.

Reference **Section 3.2.1 Construction Staging Area and Haul Routes** for additional requirements imposed on the Contractor regarding the Staging Area and Haul Routes.

6. WILDLIFE MANAGEMENT

6.1 Trash

The Contractor shall perform daily inspections of the work areas (including the Contractor's staging area) to remove any trash, debris and food scraps and place these items in an appropriate trash receptacle. Trash receptacles, regardless of type and size, must always be covered and secured to eliminate the possibility of contents from escaping.

6.2 Standing Water

The Contractor shall conduct his/her operations to minimize the potential for standing water. When water begins to stand on site, the Contractor shall begin pumping water to drain the area within 24 hours to prevent the attraction of wildlife.

6.3 Tall Grass & Weeds

The Contractor shall mow areas under his/her responsibility including, but not limited to, project site staging and storage areas and exclusive use haul roads to prevent the growth of vegetation over 6-inches.

6.4 Poorly Maintained Fencing and Gates

The Contractor shall close and lock any airfield access gates that are not in use. Any fencing installed by the Contractor shall be maintained to prevent the intrusion of wildlife.

6.5 Disruption of Existing Wildlife Habitat

The Contractor shall report any significant wildlife sightings within the AOA to the nearest Airport employee.

6.6 Airport Wildlife Management Procedures

The Contractor will be required to follow any Airport Wildlife Management Procedures that are in place at the airport; however, at a minimum the Contractor will be required to perform the following:

- Close and lock any airfield access gates that are not in use.
- Report any significant wildlife sightings within the AOA to the nearest Airport employee.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

This project will include the movement of construction vehicles adjacent to active airfield pavements, therefore the Contractor will be required to maintain a fully operational sweeper vehicle on-site during the project. Furthermore, once any portion of any construction is ready to be opened to aircraft traffic, the Contractor, Resident Engineer, and Airport personnel shall walk the area to determine that all FOD that may have been generated is no longer present.

The Contractor will be required to keep water on construction areas to minimize the possibility of FOD generated by wind. The Contractor will be required to conduct FOD checks at the end of each working shift/day to remove any FOD that has made its way onto the airfield pavements from the Contractor's construction activities. Airport Operations and Construction Administration personnel will be present for these FOD checks to ensure compliance.



8. HAZARDOUS MATERIAL MANAGEMENT

Any hazardous or regulated waste material produced by the Contractor’s operations shall be properly disposed of at the Contractor’s expense pursuant to all local, state, and federal regulations. The Contractor may be required to provide test results to confirm that a contaminated area has been properly remediated.

Any hazardous materials situation that poses a threat to safety or property shall be immediately reported to emergency personnel by dialing ‘911’ and to the nearest Airport employee.

9. NOTIFICATIONS OF CONSTRUCTION ACTIVITIES

9.1 Points of Contact

A full list of Points of Contact and Contact Procedures will be developed prior to the Pre-Construction Meeting for this project. Under normal circumstances, all communications concerning the construction project between airport stakeholders and the contractor shall be channeled through the Resident Engineer who shall be the primary point of contact for all communications concerning the construction project. Matters relating to Airport operations will be handled through the Airport, with assistance from the Resident Engineer and/or Contractor as needed.

Contact	Phone Number	Availability
TBD Resident Engineer, Dibble	---	Construction Hours
Duane Dana, P.E. Engineer-of-Record, Dibble	480-365-9056	Mon-Fri, 8:00am to 5:00pm
Jeff Webbe BXX Airport Operations	623-695-4555	Mon-Fri, 8:00am to 5:00pm

9.2 Local ATO/Technical Operations Personnel

The Airport will be responsible for all communications with the local ATO/Technical Operations.

9.3 ATCT Managers on Duty

BXX is a non-towered airport.

9.4 Authorized Representatives to the FAA’s Operational Control Center (OCC)

The Airport will develop a list of authorized representatives to the OCC prior to construction commencing. This list will be provided to the OCC by the date of the Pre-Construction Meeting.

9.5 OCC Notification About Closed and/or Hazardous Conditions on the Airfield

The Airport staff will be responsible for notifying the OCC about closed facilities and/or hazardous conditions at the Airport. The OCC will be notified about closed facilities as soon as practicable following reliable scheduling meetings. Unanticipated hazardous conditions will be immediately relayed to the OCC by Airport staff.

9.6 Notice to Airmen (NOTAM)

Construction NOTAM's will be filed by the Airport staff approximately three (3) days prior to construction beginning in the area which the NOTAM references, or prior to any change in airfield conditions which may affect operations or safety. The Contractor will be required to submit pertinent information to the airport for any construction items that would require the issuance of a NOTAM a minimum of 2 weeks prior to the work being performed.

9.7 Emergency Notification Procedures

For any medical and law enforcement emergencies call '911' and communicate the emergency to the Airport immediately.

The Contractor shall submit to the Resident Engineer a list of personnel who can be contacted 24 hours a day, seven (7) days a week and can respond in a reasonable time frame regarding any possible emergency on the work site. The list must include names, job title and phone numbers.

9.8 Coordination with ARFF for Non-Emergency Issues

BXK does not have an ARFF facility. The Contractor shall contact the Airport Manager concerning non-emergency issues of the following:

- The deactivation and subsequent reactivation of water lines and fire hydrant.
- The establishment, re-routing, or blocking of emergency routes.
- The use of hazardous materials on the airfield.

9.9 Notification to the FAA and Airport Users

All proposed construction activities that affect operations at the Airport will be immediately relayed to all Airport Users and the FAA by way of meetings, advisories, NOTAM's, and the filing of Form 7460 as appropriate (minimum of 60 days prior to the proposed construction) all issued by one of the Airport's designated staff or Resident Engineer.

Anticipated night work by the Contractor will need the Airport approval prior to proceeding with the night work.

9.10 FAA Notification Under CFR Parts 77 and 157

No relocations of NAVAIDS are required for this project; therefore, no coordination with the FAA or notifications are required.

9.11 FAA Reimbursable Agreements

A FAA Reimbursable Agreement is not a method of funding for this project.

9.12 Affected Instrument Approach Procedures

No Instrument approach procedure is affected by this project.

10. INSPECTION REQUIREMENTS

10.1 Daily (or more frequent) Inspections

Daily inspections will be required for areas requiring haul routes on active airfield pavements to ensure that FOD is minimized. In addition, daily inspections of Contractor access areas will be performed to help ensure safety on the airfield. Daily inspections will be conducted by an Airport Operations employee, a Contractor representative, and the Resident Engineer.

Special inspections will be required for airfield pavements that are ready to be re-opened to aircraft traffic after completion of the project. Special inspections will also be attended by an Airport Operations employee, a Contractor representative, and the Resident Engineer.

All discrepancies noted in the inspection must be corrected to the satisfaction of the Resident Engineer prior to the Contractor leaving the worksite.

Should any inspection reveal any FOD concerns, the Contractor shall have a crew ready to remove any FOD prior to reopening the pavements. Should any inspection reveal work that does not meet Contract requirements or that is deficient in any way, the Contractor shall mobilize a crew as soon as possible to remedy the deficient areas to avoid prolonging the continued closure of the areas.

10.2 Final Inspections

Inspections will be required at the Substantial Completion and Final Completion phase of the project. These inspections will be attended by the Contractor, Airport Manager, FAA, ADOT Aeronautics, the Resident Engineer, and Construction Administration representatives. A punch list will be developed at the Substantial Completion inspection, and any items placed on the punch list will be required to be completed within 30 days. Final Inspection will be scheduled 30 days after the substantial completion walkthrough.

Should any inspection reveal any FOD concerns, the Contractor shall have a crew ready to remove any FOD prior to reopening the pavements. Should any inspection reveal work that does not meet Contract requirements or that is deficient in any way, the Contractor shall mobilize a crew as soon as possible to remedy the deficient areas to avoid prolonging the continued closure of the areas.

10.3 Inspection Checklist

The Airport Manager, Operations Manager, the Engineer/Construction Manager/Resident Engineer, and the Contractor will utilize **Appendix B – Inspection Checklist** for evaluating the Contractor's adherence to the contract documents and this CSPP, as well as for reopening any areas to aircraft traffic.

11. UNDERGROUND UTILITIES

Prior to beginning construction on the airfield, the Contractor will be required to Blue Stake and pothole (if necessary) existing utilities in the project areas. Protection of utilities may include, but is not limited to, flagging utilities, marking lines on pavement, placement of barricades along utility lines and at manholes. General Technical Provisions provide the Contractor with detailed direction for the location of underground utilities.

12. PENALTIES

Contractor is made aware that there may be fines assessed by BXK for violations of non-compliance to any portion of this CSPP. A schedule of assessments/fines will be provided to the Contractor prior to the beginning of construction.

BXK has the option to issue warnings on the first offense if the incident justifies it. Individuals involved in a non-compliance violation may be required to surrender their access control card and be escorted off the AOA pending investigations of the matter and the outcome of the possible appeal.

Incursions are defined as “any entrance onto an active runway, taxiway, taxilane or apron that may or may not subject any aircraft or crash fire rescue vehicle to yield, stop or change direction to avoid the sudden entrance.”

13. SPECIAL CONDITIONS

Special unforeseen conditions or circumstances may require the activation of special procedures by the Airport. In cases involving aircraft emergencies or distressed aircraft the Contractor may be required to temporarily halt construction activities and immediately vacate the area in which he is working. The nearest Airport Operations employee will be expected to notify all Contractor personnel in the vicinity and promote safe and orderly removal of all Contractor personnel and equipment to an area that is no longer in conflict with the emergency at hand. The Contractor will be expected to immediately comply with all Airport personnel directions and may not return to the subject work area until given the permission to do so.

In the event of low-visibility conditions, or other conditions which may signal the need for additional unimpeded space next to runways or taxiways, the Contractor may be required to move to another work area of the project or temporarily stop work. The Contractor will be made aware of the possibility of these situations during the Pre-Construction Conference.

14. RUNWAY & TAXIWAY VISUAL AIDS

14.1 General

Temporary visual aids may be used from time to time as the project progresses to increase safety. Any temporary visual aid will be secured either in-pavement or with heavy items preventing blow-away (against jet-blast, prop wash or a 90-mph wind), while at the same time not obscuring the objects themselves.

All temporary visual aids must have frangible connections. Connections shall be submitted for approval by the Resident Engineer.

14.2 Markings

Any markings that may be required for this project will meet the requirements of FAA Advisory Circular 150/5340-1M, *Standards for Airport Markings*.

14.3 Lighting and Visual Aids

Lighting and signs for all barricades used within the AOA shall be red and shall be a steady-burn or blinking light. All barricading and lighting shall conform to the details in the plans and specifications. Low-profile barricades shall be spaced 10-ft on center and not more than 4-ft apart and shall be placed to prevent ground vehicle traffic from moving onto active airfield pavements (barring a deliberate act), and alert aircraft traffic of closed facilities.

Construction Plan Sheets **G2.02 – G2.03** show the placement of all barricades and their locations.

Lighting for any closed facilities will be disconnected or covered and secured with a material that prevents light leakage. Disconnected lighting shall be completed so as to not affect the remaining portion of facilities that may be open to aircraft traffic.

Lighting shall conform to AC 150/5340-30: *Design and Installation Details for Airport Visual Aids*, AC 150/5345-50: *Specification for Portable Runway and Taxiway Lights*, AC 150/5345-53: *Airport Lighting Certification Program*, AC 150/5345-44: *Specification for Runway and Taxiway Signs*, AC 50/5340-18: *Standards for Airport Sign Systems*, and AC 150/5345-53: *Airport Lighting Certification Program*, as required.

14.4 Signs

Airfield signage illuminated to indicate an open facility that is closed due to construction shall be covered and secured with a material that prevents light leakage. Signs may be partially covered as several signs have multiple panels. In this case, only the affected panels shall be covered.

15. MARKING & SIGNS FOR ACCESS ROUTES

Temporary signing used for Contractor access/haul routes, open trenching or other hazards shall be clear, concise, reflective, and large enough to minimize safety-related issues. All temporary signing shall meet the requirements of the most current version of AC 150/5340-18 and, to the extent practicable, with the MUTCD and/or State highway specifications. All temporary signs shall also be properly weighted and/or secured to withstand site and elemental conditions.

16. HAZARD MARKING & LIGHTING

16.1 General

Hazards, such as open trenches, manholes, and steep embankments shall be barricaded and lighted with pennant flagging or orange fabric construction fencing to prohibit accidental falls. The Contractor's site-specific and company safety plan/guidelines shall address the protection of these areas and the protection of the employees against these hazards. The Contractor shall also assign a Project Safety Officer for the project to monitor and enforce the Contractor's safety guidelines and the provisions of this CSPP.

When areas on the Airport are closed or present hazards due to construction activities, they should be marked and lighted according to AC 150/5340-1M, *Standards for Airport Markings*. Marking and lighting must be approved by Airport Operations.

Some less obvious construction related hazards include, but are not limited to, the following:

- Loose debris, trash, etc. in the work areas
- Loose debris, trash, etc. on or in the bed of vehicles
- Jet blast
- Jet engine run-up noise

The Contractor shall be vigilant in keeping the work areas in a safe and trash-free condition as much as possible so as to prevent debris from making its way onto active airfield pavements. The Contractor shall also exercise due care when working the vicinity of active aircraft. This can include the use of hearing protection and the securing of clothing and hardhats while working.

16.2 Barricades

16.2.1 Placement

Construction areas will be barricaded with either vertical panel or low-profile barricades on aircraft movement areas. For construction areas that do not include aircraft operating areas, vertical panel barricades may be used to prohibit vehicle and pedestrian traffic. All barricades must have flashing red or steady burn lights.

Barricades, temporary markers approved by the Airport, and any other warning equipment placed or left in areas adjacent to any open aircraft movement area, (i.e. runway, taxiway, taxilane, etc.), shall be as low to the ground as possible, and not more than 18 inches in height, (unless otherwise noted on the phasing plans). All barricades and temporary markers shall also be properly secured to withstand the site and elemental conditions. All barricading requirements regarding type, spacing, etc. were provided in the plans and are further identified in the Contract Documents. Low-profile barricades shall be used and shall be reflective, have an omni-directional steady-burning or flashing red LED light, and shall be properly secured (screwed-in). Clamps or straps will not be allowed.

Low-profile barricades shall be spaced 10 feet on center and not more than 4 feet apart and shall be placed to prevent ground vehicle traffic from moving onto active airfield pavements (barring a deliberate act), and alert aircraft traffic of closed facilities.

16.2.2 Lights

Red LED lights on low-profile barricades shall be of the omni-directional, flashing or steady-burn type. The rate of flash and illumination, as well as barricade reflectivity, shall meet the requirements of the latest edition of the Manual of Uniform Traffic Control Devices (MUTCD). Additional lighting shall be provided if determined necessary by Airport Operations.

16.2.3 Supplement Barricades with Signs

Signage shall be installed when determined necessary by Airport Operations, i.e. “No Entry”.

16.2.4 Maintenance

The Contractor shall designate an employee (or Subcontractor) to be responsible for the regular maintenance of barricades and lighting. In addition, the Contractor shall provide an emergency contact number for the responsible individual to perform any emergency maintenance on any barricades or lighting and ensure functional operation of all hazard lighting and barricades 24 hours per day, 7 days per week. The designated person or subcontractor shall be able to respond to the Airport within one (1) hour of notification of a non-functioning barricade.

Barricading and lighting equipment shall be secured to prevent blow-down. This may include the use of water-filled items, sandbags, and/or flat heavy footings. Temporary lighting may be secured to the pavement with nails or screws.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

Lighting equipment must adequately illuminate the work area for construction performed during nighttime hours following minimum illumination levels per AC 150/5370-10H, *Standard Specifications for Construction of Airports*.

18. PROTECTION OF RSA'S, TSA'S, OFA'S, OFZ'S, AND APPROACH/DEPARTURE SURFACES

18.1 Runway Safety Area (RSA)

This project does not include work within the Runway '17-35' Safety Area.

18.2 Runway Object Free Area (ROFA)

This project does not include work within the Runway '17-35' Object Free Area.

18.3 Obstacle Free Zone (OFZ)

This project does not include work within the Runway '17-35' Object Free Zone.

18.4 Taxiway Safety Area (TSA)

18.4.1 Construction Within Taxiway Safety Areas

Multiple taxiways will be affected as part of this project, and as such, any taxiway having construction within its Safety Area and Object Free Area will be closed during construction duration/hours. No equipment or tools will be left unattended within the TOFA as the Contractor will be required to move these items to the staging and storage area when not in use.

18.4.2 Requirements for Open Procedures

Prior to any taxiway being reopened, the Contractor will be required to:

- Provide a sweeper truck and/or vacuum truck and clean the taxiway pavement in the vicinity of the work areas;
- Temporarily safe-up the graded/infield areas such that there are no humps, ruts, depressions, equipment, tools, or other materials within the TSA;
- Ensure that any excavation within the TSA is filled and compacted;
- Perform a FOD/safety walk of the taxiway pavement and the adjacent graded/infield areas with construction inspection and Airport staff to ensure compliance with these procedures;
- Remove the low-profile barricades from the applicable taxiways;
- Perform any additional necessary actions as a result of the FOD/safety walk as required by the construction inspection and/or Airport staff.
- Remove any barricades used for the temporary nightly closure.

18.4.3 Marking of Excavations and Open Trenches

Hazards, such as open trenches, major excavations, manholes, and steep embankments shall be barricaded, lighted, and outlined with appropriate caution tape or orange fabric construction fencing to prohibit accidental falls. The Contractor's site-specific and company safety plan/guidelines shall address the protection of these areas and the protection of the employees against these hazards. See **Section 16 Hazard Marking & Lighting** for further information.

18.4.4 Blast Protection Procedures

The Contractor's company safety plan/guidelines shall include a provision for jet blast protection. At a minimum, it should address requirements for the securing of clothing and hardhats, as well as any requirements for hearing protection.

18.5 Taxiway Object Free Area (TOFA)

Multiple taxiways will be affected as part of this project, and as such, any taxiway having construction within its Object Free Area will be closed during construction duration/hours. No equipment or tools will be left unattended within the TOFA as the Contractor will be required to move these items to the staging and storage area when not in use. See **Section 18.4 Taxiway Safety Area (TSA)** for further information.

18.6 Runway Approach & Departure Surfaces

It is not anticipated that any construction of this project will impact a Runway Approach or Departure Surface or Clearway.

19. OTHER LIMITATIONS ON CONSTRUCTION

19.1 Prohibitions

19.1.1 Use of Flare Pots

The use of flare pots is not permitted within the AOA at any time.

19.1.2 Use of Electrical Blasting Caps

The use of electrical blasting caps is not permitted within 1,000-ft of the Airport property.

19.2 Restrictions

19.2.1 Tall Equipment

The use of tall equipment is not permitted unless a 7460-1 determination letter is issued.

19.2.2 Open Flame Welding and Torches

Open flame welding and the use of torches shall be approved by the Airport prior to the project commencing. If this type of work is required on this project, the Contractor shall notify the Airport at least 48 hours in advance of the work.

19.2.3 Airfield Lighting Vault Lock-Out/Tag-Out Policy

This project includes installing new taxiway edge lighting in multiple areas of the project, and the contractor shall be responsible for scheduling and coordinating this work with BXK so that the appropriate lock-out/tag-out procedures are strictly adhered to.

Prior to opening any electrical pull box or light cans, the appropriate circuits will be tagged and locked out at the vault room in accordance with OSHA requirements. A pre-event meeting shall be held on site at least 48 hours in advance of the work with the Contractor, the Airport, and the Project Engineer to review the work undertaken, to familiarize all parties with the existing system and controls that will shut down and re-started, and to confirm lock-out/tag-out procedures used. The Contractor shall provide multi-position hasp and both the Contractor and BXK will attach their own separate locks. No system shall be energized until such time that both parties have removed their locks, indicating a safe situation to energize. The system will be checked for functionality by the Contractor in the presence of a BXK staff member before leaving the project site.

19.2.4 Contractor Employee Safety

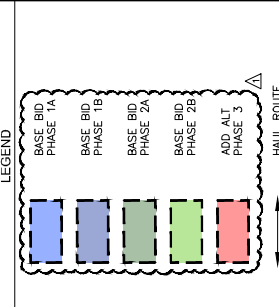
The Contractor and its employees shall employ safe practices per the Contractor's safety procedures and industry safety standards. The Contractor's safety procedures will ultimately dictate the use of protective clothing and equipment for its employees, but at a minimum, the Contractor's employees must be equipped with a Type 2 safety vest, and every employee that enters the site must be wearing said vest. The vest must be worn the entire time that the employee is within the AOA.

No Further Comments



Appendix A Construction Phasing Plans

- GENERAL PHASING NOTES**
- CONSTRUCTION TRAFFIC SHALL YIELD TO AIRCRAFT TRAFFIC AT ALL TIMES.
 - BARRICADE PLACEMENT & PAVEMENT MARKING MAY BE ADJUSTED AT THE DISCRETION OF THE CITY &/OR AIRPORT STAFF TO ACCOMMODATE SPECIFIC AIRCRAFT MOVEMENT NEEDS.
 - CONTRACTOR SHALL USE GATE #3 FOR ACCESS DURING CONSTRUCTION.
 - PERMANENT PAVEMENT MARKINGS SHALL BE APPLIED AT LEAST 30 DAYS FOLLOWING PAVING OPERATIONS, AND SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. FINAL COMPLETION IS 30 DAYS AFTER SUBSTANTIAL COMPLETION OF PHASE 3. THE MARKING CONTRACTOR SHALL COORDINATE WITH THE OWNER TO TEMPORARILY RESTRICT ACCESS TO OPERATIONAL AREAS DURING NON-BUSY PERIODS TO APPLY THE MARKINGS.
 - STAGING & STORAGE TEMPORARY FENCING AND THE CONTRACTOR'S DISCRETION AND EXPENSE.



ENGINEER INFORMATION	ENGINEER: DIBBLE
CONTRACTOR'S APPROVED SEAL	CONTRACTOR'S APPROVED SEAL
AS-BUILT SEAL	AS-BUILT SEAL
REVISIONS	1 2 3
PLAN NAME	CONSTRUCTION PHASING PLAN OVERALL
SHEET ID	GG2.01
REPACKAGE	03/30/2023
PROJECT NUMBER	1019028.05
DATE	04/22/2022
APPENDIX	A-1

ENGINEER INFORMATION

DIBBLE

CONTRACTOR'S APPROVED SEAL

APPROVED
MAY 12 2022
CITY OF BUCKEYE
ENGINEERING

AS-BUILT SEAL

CONSTRUCTION PHASING PLAN
SUBMITTAL # 100%

ENGR PERMIT #
ENGPIR-22-0001

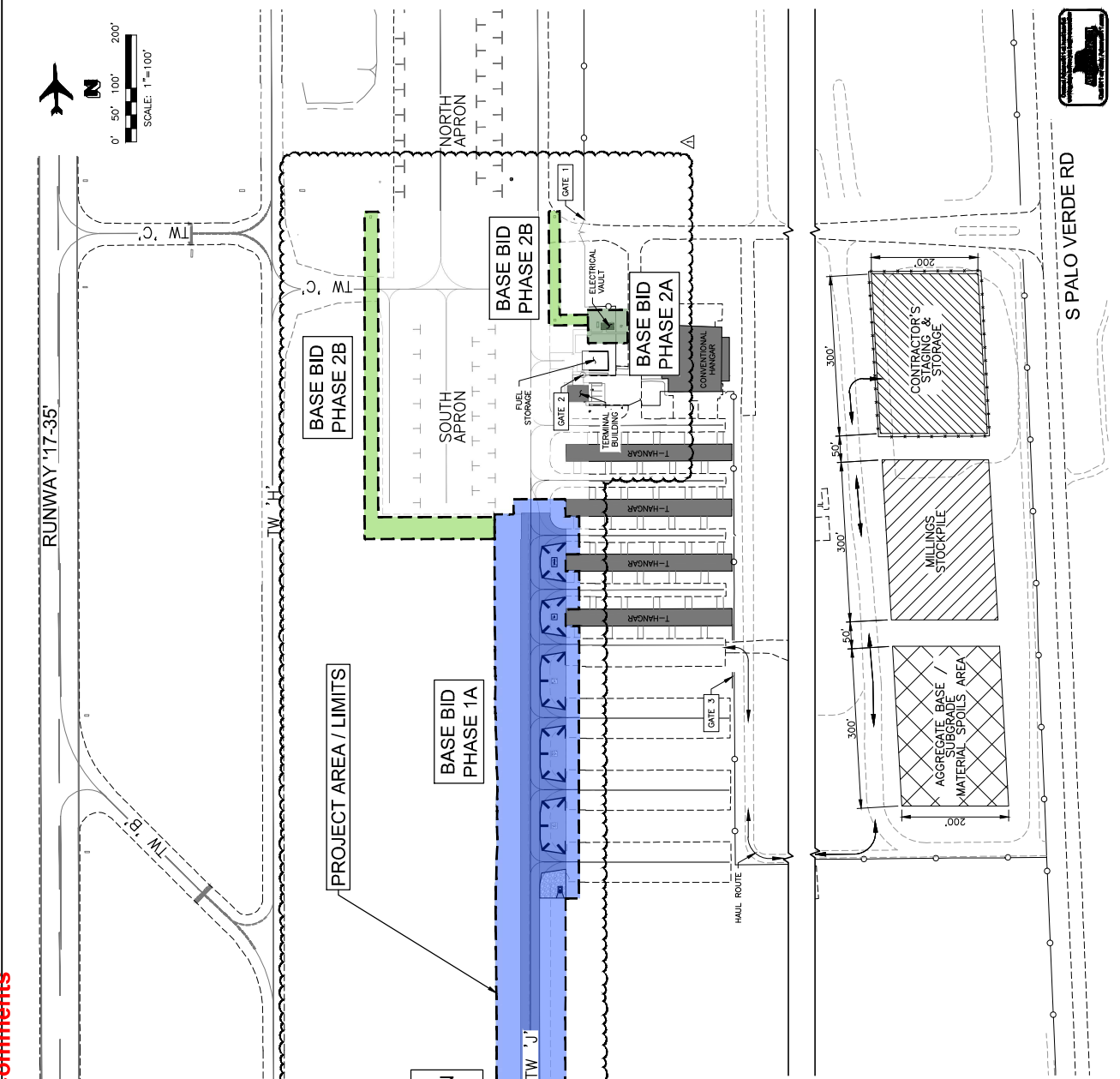
COB PLAN TRACKING #
03/30/2023

LATEST PERIODIC DATE
03/30/2023

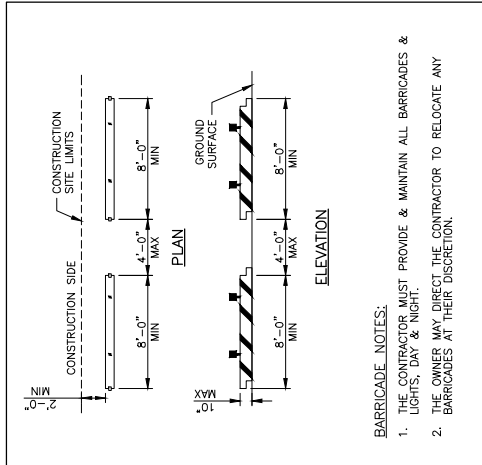
ORIGINAL PLAN DATE
04/22/2022

PROJECT NUMBER
1019028.05

APPENDIX A-1



No Further Comments



- BARRICADE NOTES:**
- THE CONTRACTOR MUST PROVIDE & MAINTAIN ALL BARRICADES & LIGHTS, DAY & NIGHT.
 - THE OWNER MAY DIRECT THE CONTRACTOR TO RELOCATE ANY BARRICADES AT THEIR DISCRETION.
- LOW PROFILE BARRICADES
WATER FILLED W/ OMINIDIRECTIONAL LIGHTS
NO SCORE

CONSTRUCTION NOTES

1. LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS DET 1, DWG GG2.01

SHEET ID: GG2.02
 BUCKEYE MUNICIPAL AIRPORT
 REPACKAGE - 03/30/2023

REVISIONS:
 1.
 2.
 3.

ENGINEER INFORMATION
DIBBLE
 CITY OF BUCKEYE ENGINEERING
 APPROVED MAY 12 2022

CONSTRUCTION PHASING PLAN
 BASE BID - PHASE 1

COB PERMITTING APPROVED SEAL
 AS-BUILT SEAL

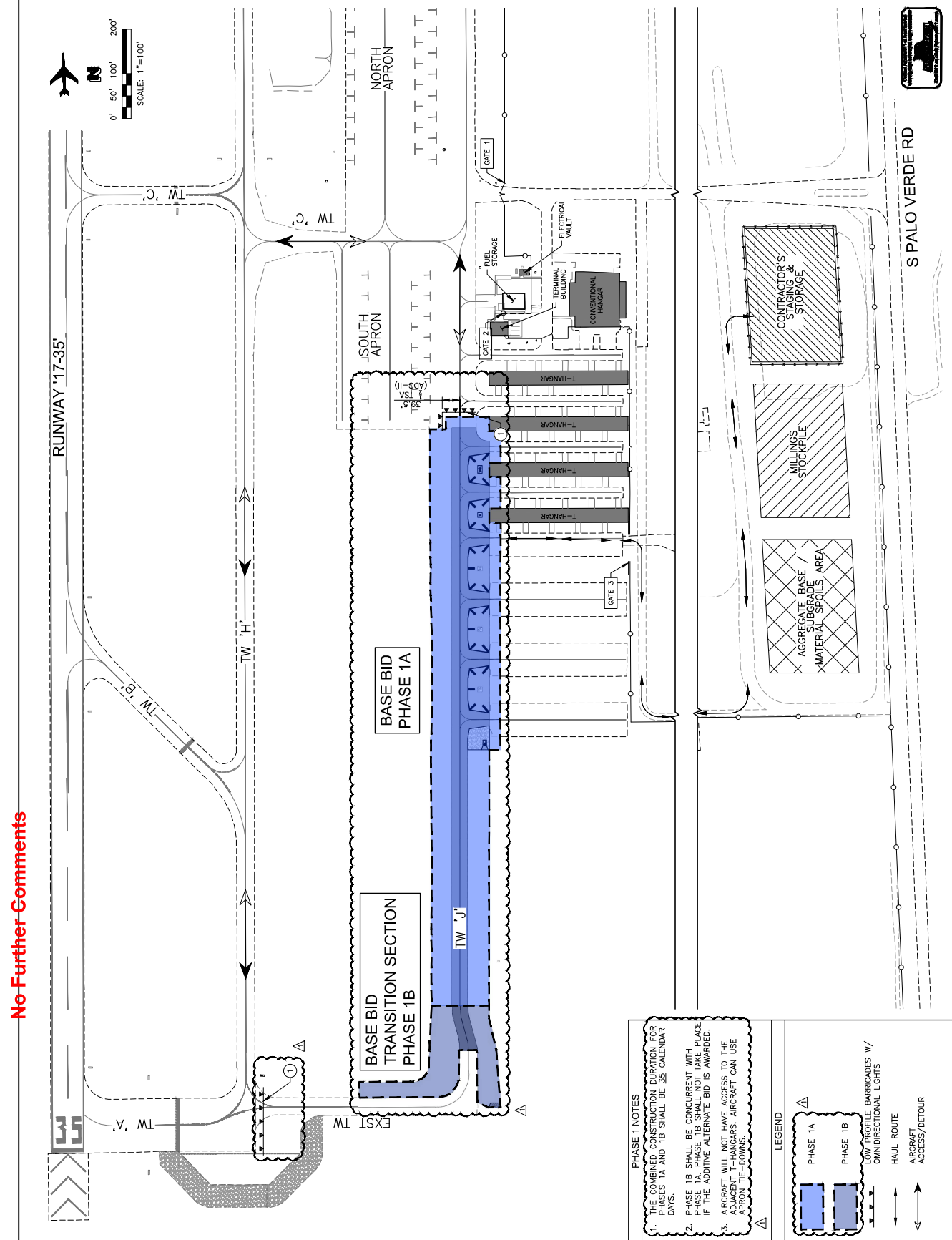
COB PLAN TRACKING #
 SUBMITTAL # 100%

DESIGN SEAL
 APPROVED MAY 12 2022
 CITY OF BUCKEYE ENGINEERING

ORIGINAL PLAN DATE: 04/22/2022
 PROJECT NUMBER: 1018028.05

LATEST REPORT DATE: 03/30/2023
 APPENDIX A-2

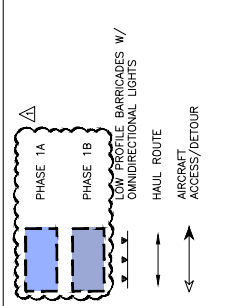
1018028.05.BUCKEYE-AIRPORT-TW & APRON RECON PHASE 2 (C&D) 18028-05-022-KX-DWG Mgr. 30, 2023 8:26 PM



No Further Comments

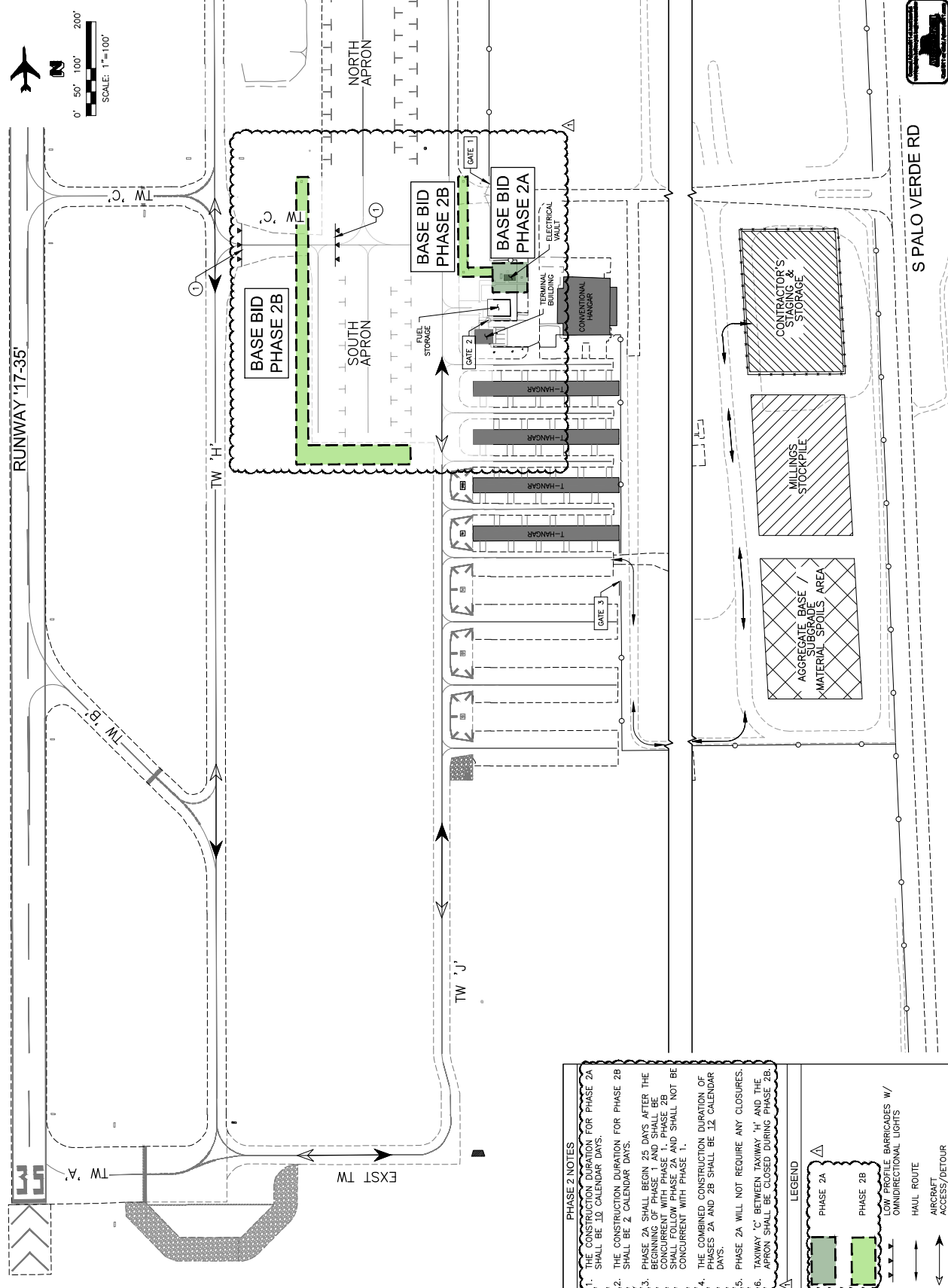
PHASE 1 NOTES

1. THE COMBINED CONSTRUCTION DURATION FOR PHASES 1A AND 1B SHALL BE 35 CALENDAR DAYS.
2. PHASE 1B SHALL BE CONCURRENT WITH PHASE 1A. PHASE 1B SHALL NOT TAKE PLACE IF THE ADDITIVE ALTERNATE BID IS AWARDED.
3. AIRCRAFT WILL NOT HAVE ACCESS TO THE ADJACENT T-HANGARS. AIRCRAFT CAN USE APRON TIE-DOWNS.

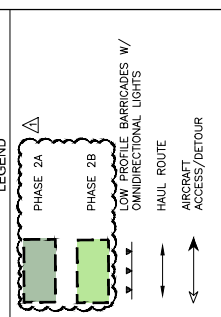


S PALO VERDE RD

No Further Comments



- PHASE 2 NOTES**
1. THE CONSTRUCTION DURATION FOR PHASE 2A SHALL BE 10 CALENDAR DAYS.
 2. THE CONSTRUCTION DURATION FOR PHASE 2B SHALL BE 2 CALENDAR DAYS.
 3. PHASE 2A SHALL BEGIN 25 DAYS AFTER THE BEGINNING OF PHASE 1 AND SHALL BE CONCURRENT WITH PHASE 1. PHASE 2B SHALL BE CONCURRENT WITH PHASE 1.
 4. THE COMBINED CONSTRUCTION DURATION OF PHASES 2A AND 2B SHALL BE 12 CALENDAR DAYS.
 5. PHASE 2A WILL NOT REQUIRE ANY CLOSURES.
 6. TAXIWAY 'C' BETWEEN TAXIWAY 'H' AND THE APRON SHALL BE CLOSED DURING PHASE 2B.



- CONSTRUCTION NOTES**
1. LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS DET 1, DWG GG2.01

BUCKEYE MUNICIPAL AIRPORT
 REPACKAGE - 03/30/2023
 PLAN NAME

CONSTRUCTION PHASING PLAN
 BASE BID - PHASE 2

DIBBLE
 ENGINEER INFORMATION

COB PERMITTING APPROVED SEAL
 APPROVED
 MAY 12 2022
 CITY OF BUCKEYE
 ENGINEERING

DESIGN SEAL
 AS-BUILT SEAL

COB PLAN TRACKING #
 SUBMITTAL #
 100%

ORIGINAL PLAN DATE
 04/22/2022

LATEST REVISION DATE
 03/30/2023

PROJECT NUMBER
 1018028.05

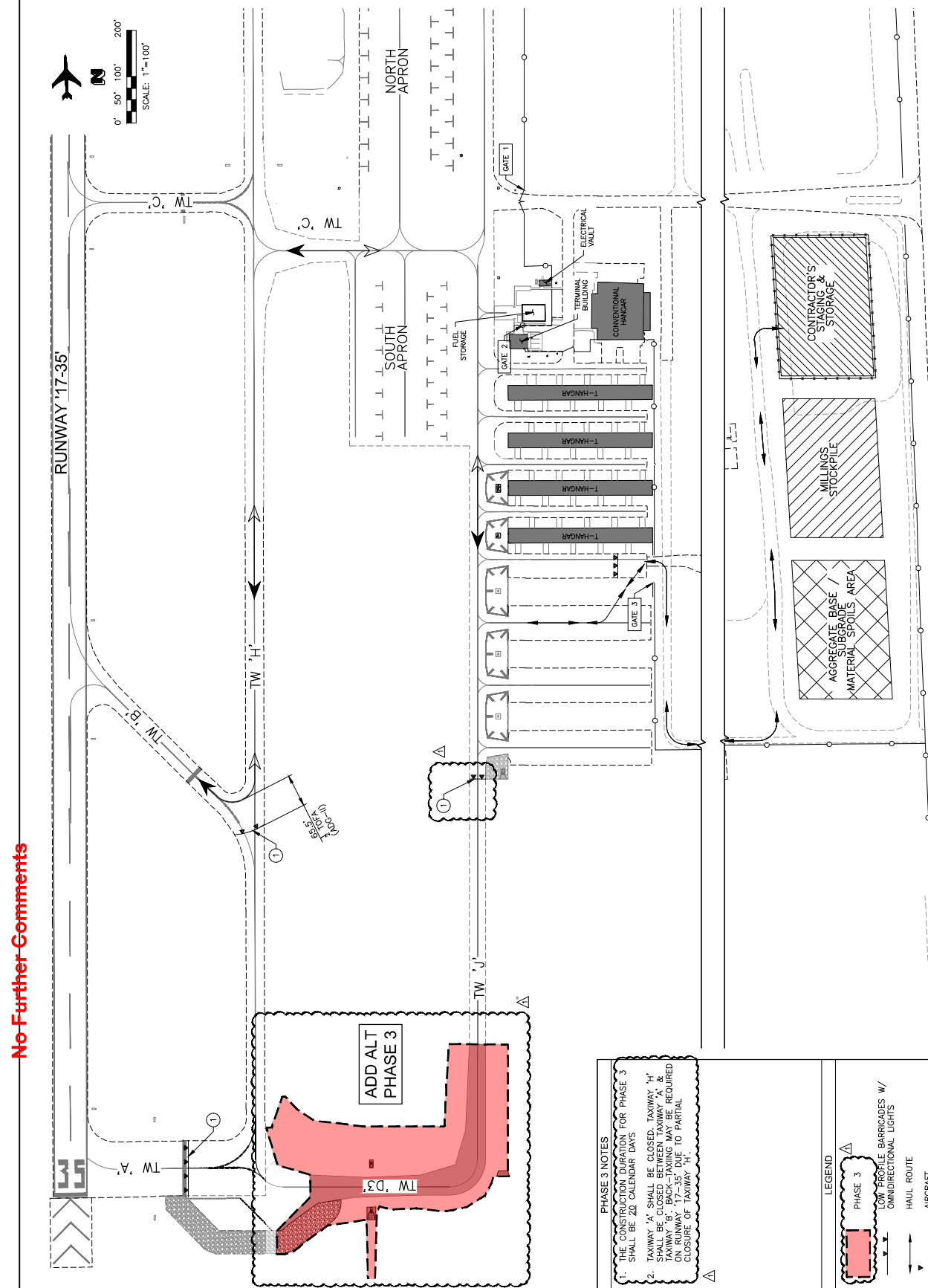
APPENDIX A-3

FAA AIP NO. 3-04-0005-026-026-2023

CONSTRUCTION NOTES

- LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS DET 1, DWG GG2.01

BUCKEYE MUNICIPAL AIRPORT	SCALE: 1"=100'
REPACKAGE - 03/30/2023	GG2.04
REVISIONS	
PLAN NAME	
CONSTRUCTION PHASING PLAN ADD ALT - PHASE 3	
ENGINEER INFORMATION	
DESIGN SEAL	DIBBLE
COB PERMITTING APPROVED SEAL	APPROVED
	MAY 12 2022
	CITY OF BUCKEYE ENGINEERING
AS-BUILT SEAL	
COB PLAN CHECKING #	100%
COB PERMIT #	ENCLIP-22-0001
LATEST REPORT DATE	03/30/2023
ORIGINAL PLAN DATE	04/22/2022
PROJECT NUMBER	1018028.05
	APPENDIX A-4



No Further Comments

PHASE 3 NOTES

1. THE CONSTRUCTION LOCATION FOR PHASE 3 SHALL BE 20' CALENDAR DAYS.

2. TAXIWAY 'A' SHALL BE CLOSED. TAXIWAY 'H' SHALL BE CLOSED. TAXIWAY 'E' AND TAXIWAY 'F' BACK TAXIWAYS MAY BE REQUIRED ON RUNWAY 17-35' DUE TO PARTIAL CLOSURE OF TAXIWAY 'H'.

LEGEND

[Red shaded area]	PHASE 3
[Dashed line with triangles]	LOW PROFILE BARRICADES W/ OMNIDIRECTIONAL LIGHTS
[Solid line]	HAUL ROUTE
[Arrow]	AIRCRAFT ACCESS/DETOUR

S PALO VERDE RD

City of Buckeye Engineering Department

No Further Comments



Appendix B Inspection Checklist

No Further Comments



Item	Action Required (Describe)	No Action Required (Check)
Excavation adjacent to runways, taxiways, and aprons improperly backfilled.		
Mounds of earth, construction materials, temporary structures, and other obstacles near any open runway, taxiway, or taxi lane; in the related Object Free area and aircraft approach or departure areas/zones; or obstructing any sign or marking.		
Heavy equipment (stationary or mobile) operating or idle near AOA, in runway approaches and departures areas, or in OFZ.		
Equipment or material near NAVAIDs that may degrade or impair radiated signals and/or the monitoring of navigation and visual aids. Unauthorized or improper vehicle operations in localizer or glide slope critical areas, resulting in electronic interference and/or facility shutdown.		
Tall and especially relatively low visibility units (that is, equipment with slim profiles) — cranes, drills, and similar objects — located in critical areas, such as OFZ and approach zones.		
Improperly positioned or malfunctioning lights or unlighted airport hazards, such as holes or excavations, on any apron, open taxiway, or open taxi lane or in a related safety, approach, or departure area.		
Obstacles, loose pavement, trash, and other debris on or near AOA. Construction debris (gravel, sand, mud, paving materials) on airport pavements may result in aircraft propeller, turbine engine, or tire damage. Also, loose materials may blow about, potentially causing personal injury or equipment damage.		
Inappropriate or poorly maintained fencing during construction intended to deter human and animal intrusions into the AOA. Fencing and other markings that are inadequate to separate construction areas from open AOA create aviation hazards.		

No Further Comments



Item	Action Required (Describe)	No Action Required (Check)
Improper or inadequate marking or lighting of runways (especially thresholds that have been displaced or runways that have been closed) and taxiways that could cause pilot confusion and provide a potential for a runway incursion. Inadequate or improper methods of marking, barricading, and lighting of temporarily closed portions of AOA create aviation hazards.		
Wildlife attractants — such as trash (food scraps not collected from construction personnel activity), grass seeds, tall grass, or standing water — on or near airports.		
Misleading or malfunctioning obstruction lights. Unlighted or unmarked obstructions in the approach to any open runway pose aviation hazards.		
Failure to issue, update, or cancel NOTAMs about airport or runway closures or other construction related airport conditions.		
Failure to mark and identify utilities or power cables. Damage to utilities and power cables during construction activity can result in the loss of runway / taxiway lighting; loss of navigation, visual, or approach aids; disruption of weather reporting services; and/or loss of communications.		
Lack of radio communications with construction vehicles in airport movement areas.		
Objects, regardless of whether they are marked or flagged, or activities anywhere on or near an airport that could be distracting, confusing, or alarming to pilots during aircraft operations.		
Water, snow, dirt, debris, or other contaminants that temporarily obscure or derogate the visibility of runway/taxiway marking, lighting, and pavement edges. Any condition or factor that obscures or diminishes the visibility of areas under construction.		
Spillage from vehicles (gasoline, diesel fuel, oil) on active pavement areas, such as runways, taxiways, aprons, and airport roadways.		

No Further Comments



Item	Action Required (Describe)	No Action Required (Check)
Failure to maintain drainage system integrity during construction (for example, no temporary drainage provided when working on a drainage system).		
Failure to provide for proper electrical lockout and tagout procedures. At larger airports with multiple maintenance shifts/workers, construction contractors should make provisions for coordinating work on circuits.		
Failure to control dust. Consider limiting the amount of area from which the contractor is allowed to strip turf.		
Exposed wiring that creates an electrocution or fire ignition hazard. Identify and secure wiring and place it in conduit or bury it.		
Site burning, which can cause possible obscuration.		
Construction work taking place outside of designated work areas and out of phase		