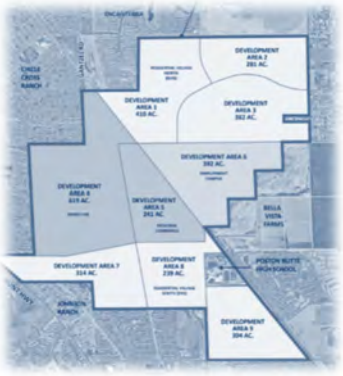
San Tan Urban Core

Master Transportation Plan



Prepared for:

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1. INTRODUCTION AND EXECUTIVE SUMMARY

1.1. PURPOSE OF REPORT AND STUDY OBJECTIVES

Lōkahi, LLC (Lōkahi) was retained by Wood Patel to complete a Master Transportation Plan for the proposed San Tan Urban Core. The San Tan Urban Core property is comprised of approximately 3,207 gross acres and is generally bound by Hash Knife Draw Road to the north, Bella Vista Road to the south, Hunt Highway to the west and Schnepf Road to the east, in San Tan Valley, Pinal County.

San Tan Urban Core proposes a mixture of residential and non-residential land uses. For the purposes of the report, the following land uses were considered to contribute to the roadway planning level traffic:

- Residential 18,697 dwelling units
- Commercial 4,706,658 square feet
- Industrial Park 4,268,880 square feet

The proposed land uses and densities are conceptual and subject to revision as development progresses.

The objective of the Master Roadway Plan is to evaluate the roadway capacity of the future network proposed and adjacent to the San Tan Urban Core. See **Figure 1** for the vicinity map.

1.2. EXECUTIVE SUMMARY

The proposed San Tan Urban Core in Pinal County, Arizona, spans approximately 3,207 gross acres and is generally bound by Hash Knife Draw Road to the north, Bella Vista Road to the south, Hunt Highway to the west and Schnepf Road to the east in San Tan Valley. This mixed-use development proposes 4,032 single family attached dwelling units, 4,032 single family detached dwelling units, 4,032 multi-family dwelling units, 4,706,658 square feet of commercial uses, and 4,268,880 square feet of industrial uses. The proposed land uses and densities are conceptual and subject to future revision.

The development is projected to generate approximately 305,591 weekday trips, with 14,034 trips in the AM peak hour and 25,081 trips in the PM peak hour. To support this anticipated traffic demand, a Master Roadway Plan has been developed, based on a planning-level analysis of the roadway network. The plan outlines several key recommendations:

- **Skyline Road** - It is recommended that Skyline Road be developed as a six-lane Principal Arterial to accommodate future traffic volumes. The construction can be staged to align with the development's progress. Due to the Union Pacific Railroad, the continuation of Skyline Drive to the east of Gantzel Road, will require grade separation with the existing rail line.

- **Bella Vista Road** - It is recommended that Bella Vista Road be developed as a six-lane Principal Arterial to accommodate future traffic volumes. The construction can be staged to align with the development's progress.

- **Gantzel Road** - It is recommended that Gantzel Road be developed as a six-lane Principal Arterial to accommodate future traffic volumes. The construction can be staged to align with the development's progress.

- **Schnepf Road** - It is recommended that Schnepf Road be developed as a six-lane Principal Arterial to accommodate future traffic volumes. The construction can be staged to align with the development's progress.

- **Internal Roadways**: The internal road network will include Minor Arterials (four lanes). Internal roadways will need to meet the spacing requirements as defined in the Access Management Manual.

These recommendations are designed to support the anticipated traffic while allowing flexibility for refinement as the San Tan Urban Core development progresses. Future evaluations are recommended with each phase of development to ensure that roadway designs continue to meet evolving needs and adhere to Pinal County standards. These analyses will include considerations for intersections, access management, auxiliary lanes, and traffic signal warrants. Based on the size of the proposed San Tan Urban Core, the additional analysis and reports may need to address impacts to intersections up to three (3) miles away.

2. PROPOSED DEVELOPMENT

The proposed San Tan Urban Core development is comprised of approximately 3,207 gross acres of Arizona State Trust Land and is generally bound Hash Knife Draw Road to the north, Bella Vista Road to the south, Hunt Highway to the west and Schnepf Road to the east in San Tan Valley, Arizona.

San Tan Urban Core proposes a mixture of residential and non-residential land uses. For the purposes of the report, the following land uses were considered to contribute to the roadway planning level traffic:

- Residential — 18,697 dwelling units
- Commercial — 4,706,658 square feet
- Industrial Park — 4,268,880 square feet

The proposed land uses and densities are conceptual and subject to revision as development progresses.

See **Figure 2** and **Appendix A** for the conceptual land use plan.

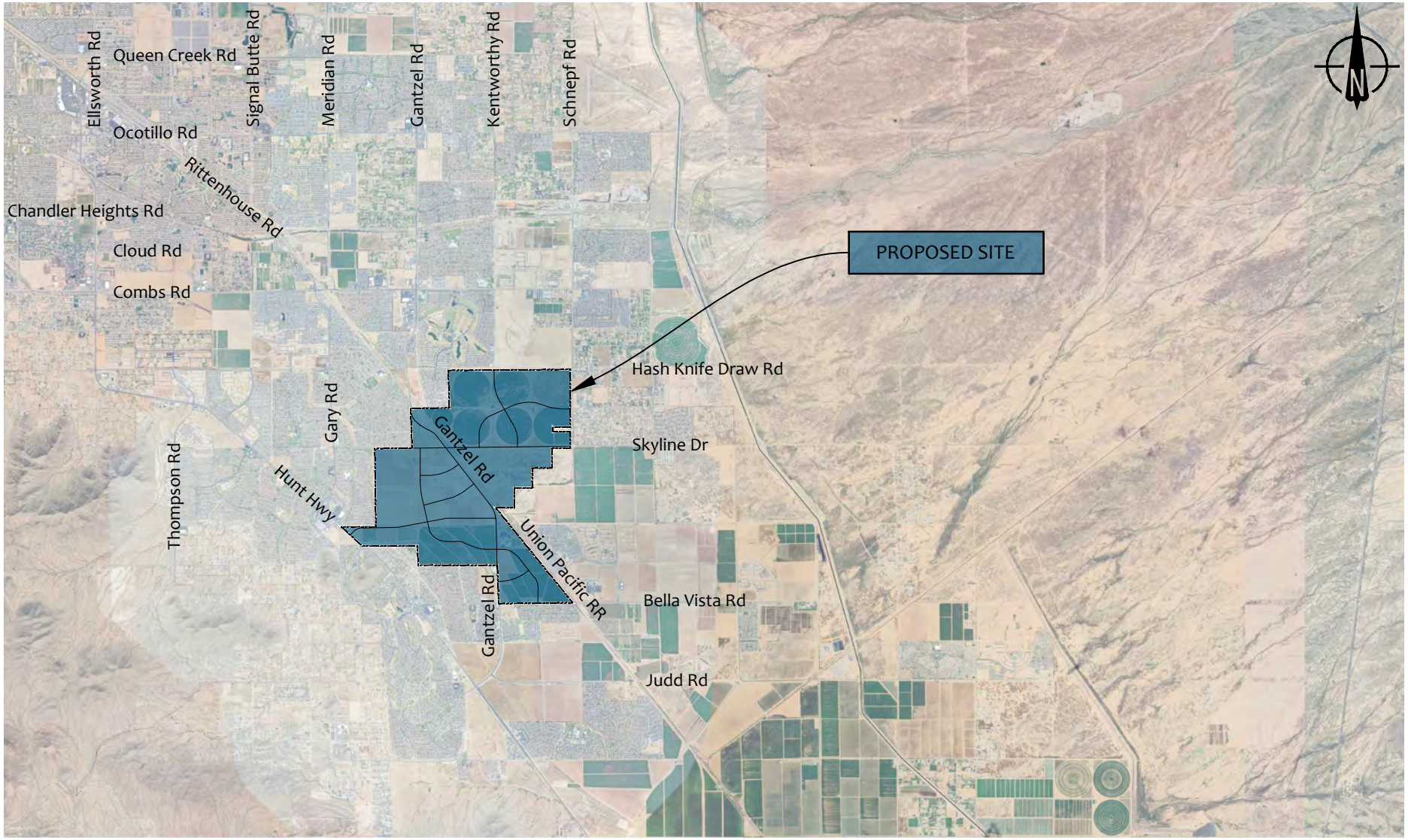


FIGURE 1 | VICINITY MAP

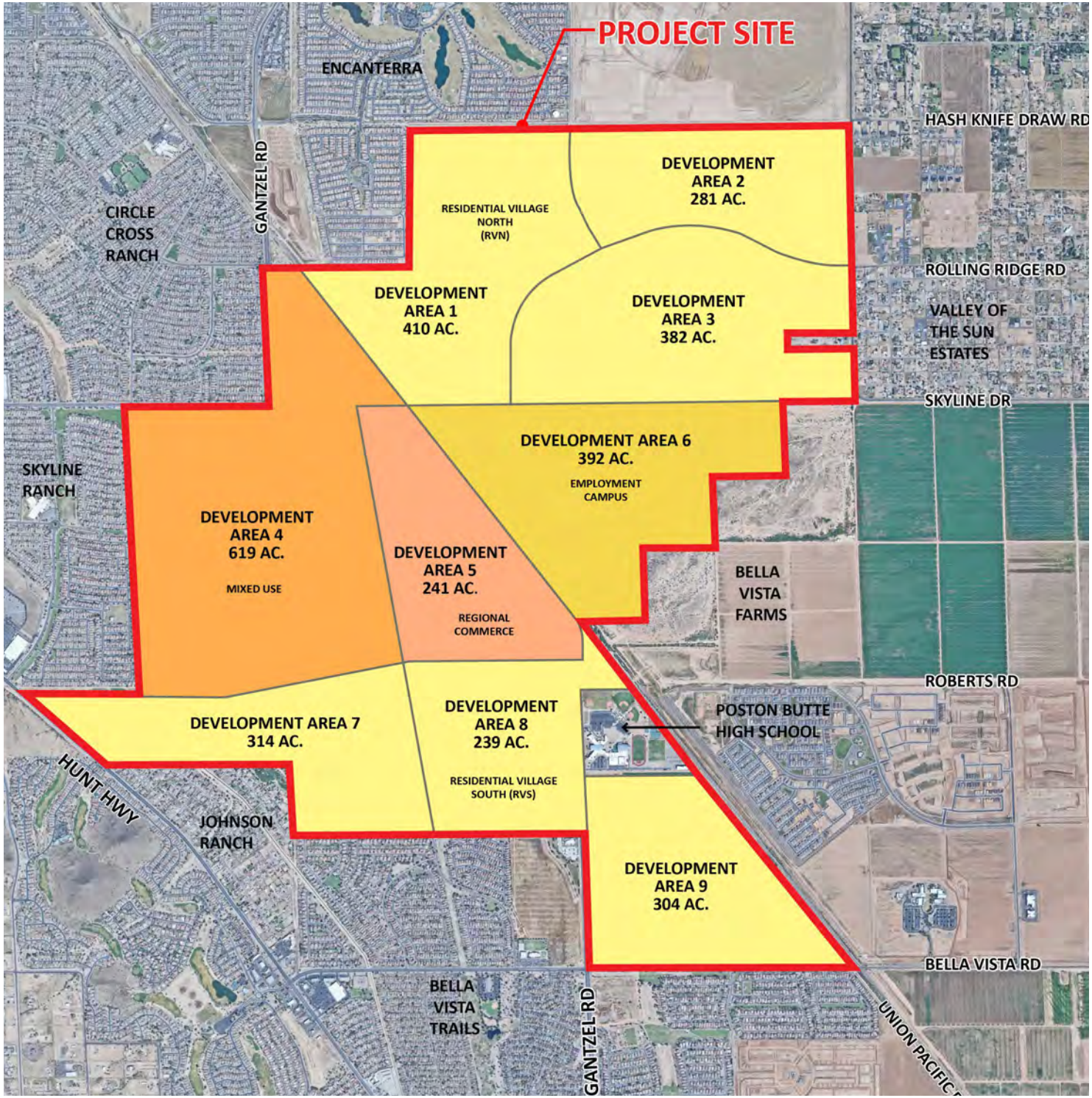


FIGURE 2 | LAND USE PLAN

3. EXISTING LAND USE

The San Tan Urban Core property is comprised of approximately 3,207 gross acres and is located in San Tan Valley, Arizona. According to the *San Tan Valley Special Area Plan*, the San Tan Urban Core area is envisioned to become 'Moderate Low Density Residential'. The existing and surrounding land primarily consists of agricultural and undeveloped/vacant land with residential land to the west and south.

4. EXISTING ROADWAY NETWORK

This section evaluates existing components of the San Tan Valley/Pinal County roadway network.

4.1. REGIONAL FREEWAYS/HIGHWAYS

State Route 24 (SR24) or the **Gateway Freeway** extends east of the State Route 202 Loop (SR202L) traffic interchange (TI) in southeast Mesa, where it currently ends at Ironwood Road in northeast Queen Creek. SR24 is a major planned transportation corridor approximately 7.75 miles north of the site. Future planned traffic interchanges (TIs) located along SR24 currently exist as signalized intersections. The planned TIs within the vicinity of the study area are located at Moeur Road, Ironwood Road, the planned Central Arizona Parkway, and the planned North-South Corridor. Phase 1 of the SR24 project is planned to end at Central Arizona Parkway, where a future TI will be located. Phase 2 of the SR24 project is planned to extend east from Central Arizona Parkway to its terminus at US Highway 60 near Gold Canyon. The existing freeway portion of SR24 within the study area generally provides two (2) lanes in each direction of travel.

State Route 79 (SR79) or extends south of the US Highway 60 (US60) traffic interchange (TI) near Queen Valley, providing regional access to the Town of Florence. San Tan Valley is accessible from SR79 via Arizona Farms Road, which is located east of Hunt Highway approximately 4.25 miles south of the site. SR79 generally runs north-south, and currently provides one (1) direction in each direction of travel.

4.2. NORTH-SOUTH ARTERIALS

Hunt Highway is an existing roadway that follows a diagonal alignment running northwest and southeast within the study area. Hunt Highway generally provides two (2) lanes in each direction of travel with a center two-way left-turn lane (TWLTL).

CLASSIFICATION

According to the Pinal County *Regionally Significant Routes Plan for Safety and Mobility*, Hunt Highway is classified as a Principal Arterial.

FUTURE IMPROVEMENTS

According to the *Tier 1 Environmental Impact Statement* of the North-South Corridor Study, by 2040, Hunt Highway is anticipated to be expanded to six (6) lanes continuously, west of SR79.

Gantzel Road is an existing roadway that, within the general study area, generally runs north-south. North of Ocotillo Road, Gantzel Road is known as Ironwood Road. Within the immediate vicinity of the site, Gantzel Road follows a diagonal alignment running northwest and southeast. Approximately 2.5 miles south of the site, Gantzel Road curves west, aligning with Hunt Highway, with the southwest leg of the roadway is known as Johnson Ranch Boulevard.

Gantzel Road generally provides two (2) lanes in each direction of travel within the study area, with a flush divided median.

Classification

According to the Pinal County *Regionally Significant Routes Plan for Safety and Mobility*, Gantzel Road is classified as a Principal Arterial.

Existing Traffic Volumes

According to the Arizona Department of Transportation (ADOT) Traffic Reporting website, Gantzel Road north of Skyline Drive has an average daily traffic (ADT) volume of 16,800 vehicles per day (vpd) and south of Bella Vista Drive an ADT volume of 21,100 vpd.

Future Improvements

According to the Pinal County *Regionally Significant Routes Plan for Safety and Mobility*, Gantzel Road is anticipated to be expanded to six (6) lanes continuously.

Gary Road is a north-south roadway that currently spans approximately 6.75 miles south of Combs Road. At Combs Road, Gary Road is aligned with Rittenhouse Road. Gary Road generally provides two (2) lanes in each direction of travel with a center TWLTL. Gary Road, south of the Hunt Highway alignment, generally provides one (1) lane in each direction of travel. This southern portion of Gary Road primarily serves as access to residential developments.

Classification

According to the Pinal County *Regionally Significant Routes Plan for Safety and Mobility*, Gary Road is classified as a Principal Arterial.

Kenworthy Road is a north-south roadway that currently spans approximately two (2) miles, one (1) mile north of Combs Road and one (1) mile south. Kenworthy Road generally provides one (1) lane in each direction of travel. Kenworthy Road, south of Combs Road is developed on the west side and north of Combs Road is developed on the east side.

Classification

According to the Pinal County *Transportation Planning Viewer*, Kenworthy Road is classified as a Minor Collector.

Existing Traffic Volumes

According to the ADOT Traffic Reporting website, Kenworthy Road north of Hash Knife Draw Road has an ADT volume of 900 vpd.

Schnepf Road is a north-south roadway that currently spans approximately six (6) miles, from Germann Road to Skyline Drive. Approximately 1.5 miles east of Gantzel Road, Schnepf Road aligns

horizontally and becomes Skyline Drive. Within the study area, Schnepf Road generally provides one (1) lane in each direction of travel.

CLASSIFICATION

According to the Pinal County *Regionally Significant Routes Plan for Safety and Mobility*, Schnepf Road is classified as a Principal Arterial.

EXISTING TRAFFIC VOLUMES

According to the ADOT Traffic Reporting website, Schnepf Road north of Skyline Drive has an ADT volume of 5,900 vpd.

4.3. EAST-WEST ARTERIALS

Skyline Drive is generally an east-west roadway, which currently exists in sections east and west of Gantzel Road. East of Gantzel Road, Skyline Drive spans for approximately 8.5 miles. East of Gantzel Road, Skyline Drive provides one (1) lane in each direction of travel. West of Gantzel Road, Skyline Drive spans for approximately two (2) miles, where the roadway curves to the north and aligns with Spring Valley Parkway. West of Gantzel Road, Skyline Drive provides one (1) lane in each direction of travel with a center TWLTL.

CLASSIFICATION

According to the Pinal County *Regionally Significant Routes Plan for Safety and Mobility*, Skyline Drive is classified as a Principal Arterial.

EXISTING TRAFFIC VOLUMES

According to the ADOT Traffic Reporting website, Skyline Drive, west of Gantzel Road has an ADT volume of 9,000 vpd and east of Schnepf Road has an ADT volume of 2,800 vpd.

FUTURE ALIGNMENT

Pinal County has current plans for the improvement of Skyline Drive from Charbray Drive to Gantzel Road. These improvements will realign Skyline Road and Gantzel, so that the roadways intersection at a ninety-degree. See Attachment C for the
According to a five-year transportation plan published by the Pinal County Public Works, Skyline Drive will experience a new roadway connection from Charbray Drive to Gantzel Road. According to the Pinal County *Regionally Significant Routes Plan for Safety and Mobility*, Skyline Drive is anticipated to be expanded to six (6) lanes continuously, from Gary Road to the future North-South Corridor. Due to the Union Pacific Railroad, the continuation of Skyline Drive to the east will require grade separation with the existing rail line.

Combs Road is an east-west roadway and generally provides two (2) lanes in each direction of travel. West of Rittenhouse Road, Combs Road is known as Riggs Road. A raised median or TWLTL is provided in several locations.

CLASSIFICATION

According to the Pinal County *Regionally Significant Routes Plan for Safety and Mobility*, Combs Road is classified as a Principal Arterial.

Bella Vista Road is an east-west roadway which exists for approximately 5.5 miles east of Hunt Highway. West of Gantzel Road, Bella Vista Road provides two (2) lanes in each direction of travel with a raised median or TWLTL provided in several locations. East of Gantzel Road, Bella Vista Road provides one (1) lane in each direction of travel.

CLASSIFICATION

According to the Pinal County *Regionally Significant Routes Plan for Safety and Mobility*, Bella Vista Road is classified as a Principal Arterial.

EXISTING TRAFFIC VOLUMES

According to the ADOT Traffic Reporting website, Bella Vista Road, west of Gantzel Road has an ADT volume of 23,700 vpd and east of Gantzel Road has an ADT volume of 7,300 vpd.

Arizona Farms Road is an east-west roadway that exists between Hunt Highway and SR79 and provides one (1) lane in each direction of travel.

CLASSIFICATION

According to the Pinal County *Regionally Significant Routes Plan for Safety and Mobility*, Arizona Farms Road is classified as a Principal Arterial.

Hash Knife Draw Road is an east-west roadway that exists between Schnepf Road and Sierra Vista Drive and provides one (1) lane in each direction of travel.

CLASSIFICATION

According to the Pinal County *Transportation Planning Viewer*, Kenworthy Road is classified as a Local.

5. PLANNED ROADWAY NETWORK

This section evaluates components of the San Tan Valley/Pinal County roadway network that are proposed or in the planning stages.

5.1. PROPOSED REGIONAL FREEWAYS/HIGHWAYS

The **North-South Corridor** is a planned freeway that is planned to be completed in two (2) phases. At the time of this report, freeway dimensions are unknown, and several alternative alignments are

proposed. Currently, no funding for the project has been identified, and there is no construction timeline for the corridor. However, the following aspects of the North-South Corridor are known:

Purpose

According to ADOT, the continuous, access-controlled North-South Corridor would:

- Improve access to future activity centers and regional mobility
- Integrate the region's transportation network
- Address existing and future population and employment growth
- Provide an alternative to avoid congestion on I-10

Construction Phasing

According to the ADOT, the North-South Corridor is anticipated to be constructed in two (2) phases.

Phase 1 (Segment 1) will span approximately 20 miles south from US60 near Apache Junction to Arizona Farms Road, with San Tan Valley due west of the corridor. A Tier 2 Environmental Impact Statement (EIS) and Design Concept Report (DCR) will be prepared for this section of the proposed future roadway.

Phase 2 (Segment 2) will span approximately 30 miles south from Arizona Farms Road, forming a junction with Interstate 10 (I-10) between State Route 87 (SR87) and unincorporated Picacho. A Tier 1 EIS and Record of Decision (ROD) have been completed for this section. Additional future studies and design will be required.

5.2. PROPOSED NORTH-SOUTH ARTERIALS

Central Arizona Parkway is a proposed north-south roadway that is planned to extend south from SR24, east of Ironwood Road and west of the Central Arizona Project (CAP) Salt-Gila Aqueduct. Central Arizona Parkway will generally align with the Salt-Gila Aqueduct. Central Arizona Parkway is anticipated to run parallel to the planned North-South Corridor in several locations. The following about Central Arizona Parkway is known, according to the Pinal County *SR-24 Extension and Central Arizona Parkway* document:

Purpose

Central Arizona Parkway is intended to facilitate existing and future growth in the San Tan Valley region. Although the North-South Corridor is similar in form to Central Arizona Parkway, the parkway will better serve the needs of San Tan Valley residents due to its proximity to the community.

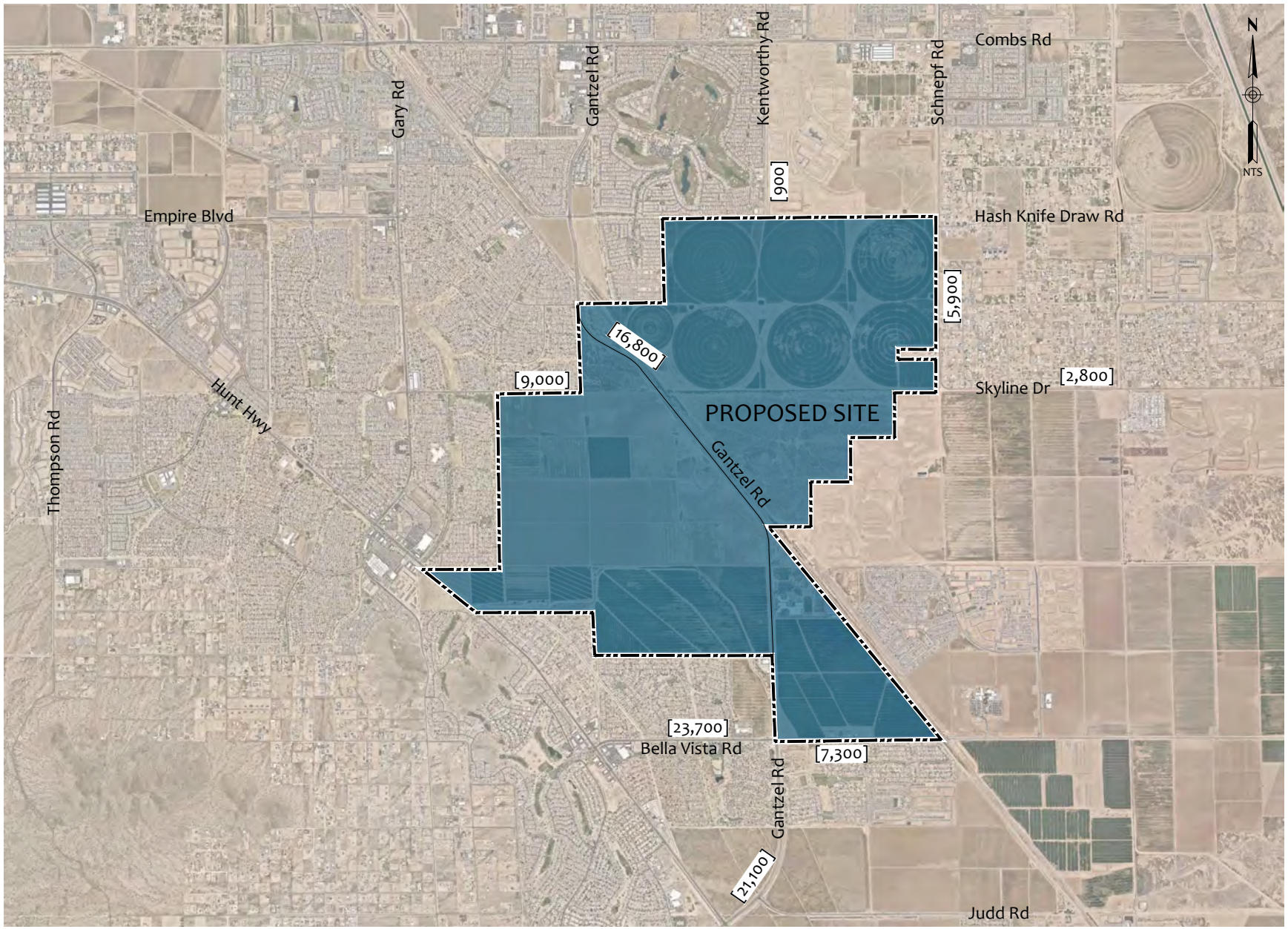
Construction Phasing

During Phase 1 of construction, Central Arizona Parkway is anticipated to provide a four (4) lane roadway south to Ocotillo Road. The roadway has been described as similar to the

improved Hunt Highway Corridor. In Phase 1, Germann Road and Ocotillo Road will provide access to Central Arizona Parkway. Phase 2 of the project will continue the alignment south to Hash Knife Draw Road and Phase 3 will continue the alignment to Arizona Farms Road.

At the time of this Master Transportation Plan, other phases of construction are being evaluated with a Design Concept Report.

See **Figure 3** for the existing roadway network and traffic volumes.



LEGEND

[X,XXX] Average Daily Traffic

FIGURE 3 | STUDY AREA AND EXISTING TRAFFIC VOLUMES

6. PROJECTED TRAFFIC

6.1. TRIP GENERATION

The trip generation for the proposed development was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation, 11th Edition*. The ITE rates and equations are based on studies that measured the trip generation characteristics for various types of land uses and are expressed in terms of trips per unit of land use type. This publication is considered to be the standard for the transportation engineering profession.

San Tan Urban Core proposes a mixture of residential and non-residential land uses. For the purposes of the report, the following land uses were considered to contribute to the roadway planning level traffic:

- Residential 18,697 dwelling units
- Commercial 4,706,658 square feet
- Industrial Park 4,268,880 square feet

The residential land uses shown above were categorized as ITE Land Use Code (LUC) 210 - Single-Family Detached Housing, 215 - Single-Family Attached Housing, and 220 - Multifamily (Low-Rise) based on the proposed site plan. The 18,697 dwelling units were assumed to be evenly distributed across the three (3) residential land use types. Proposed commercial uses within the two (2) Residential Villages are 217,800 square feet each. Thus, ITE LUC 821 - Shopping Plaza (40-150k) (w/ Supermarket) was utilized. ITE LUC 820 – Shopping Center was utilized for the remaining commercial uses. ITE LUC 130 - Industrial Park was utilized for the employment distribution campus. The proposed land uses and densities are conceptual and subject to revision as development progresses.

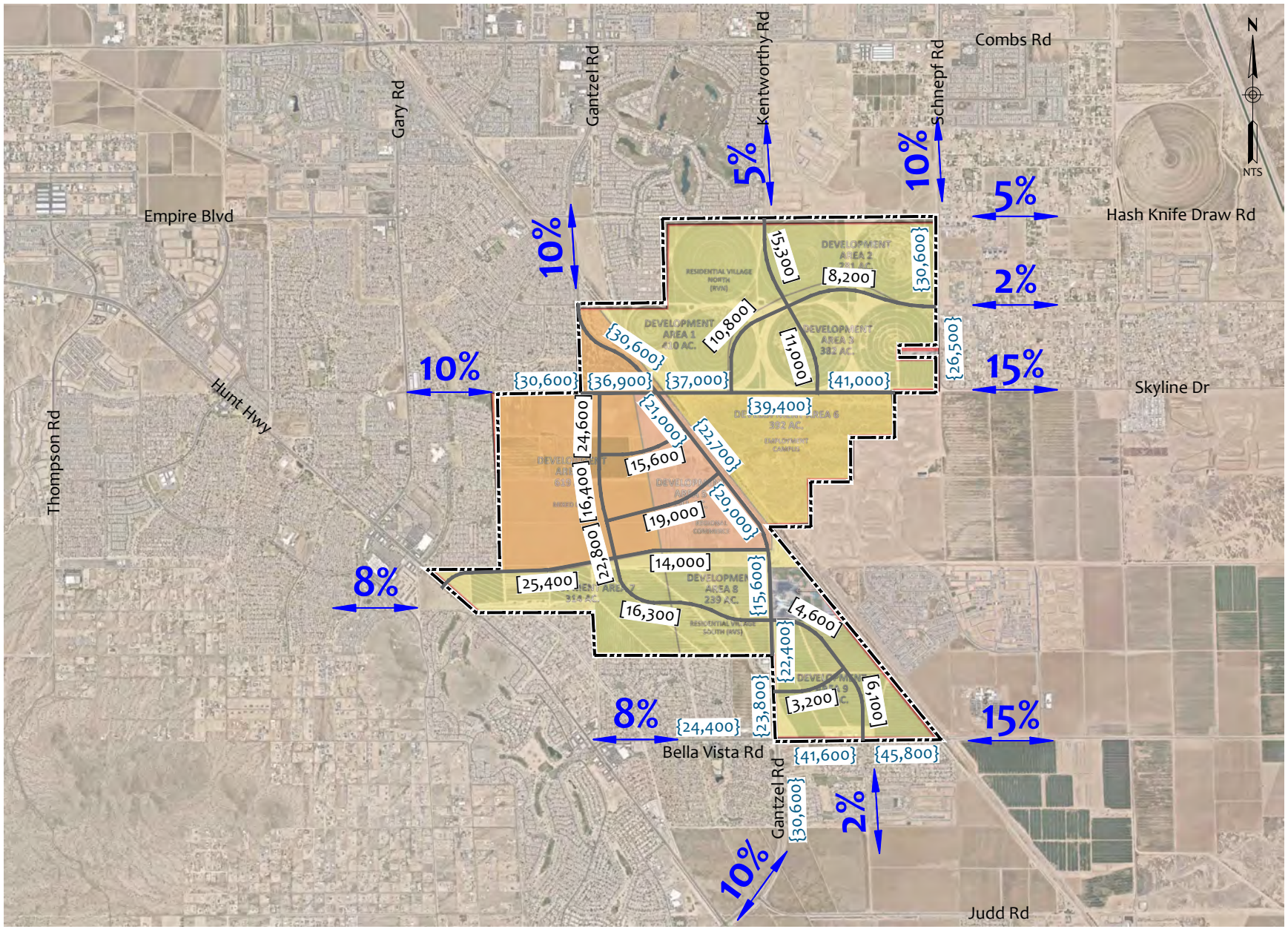
San Tan Urban Core is anticipated to generate a total of 305,591 weekday trips, with 14,034 trips occurring during the AM peak hour and 25,081 trips occurring during the PM peak hour. The trip generation for the proposed development is shown in **Table 1**. Detailed trip generation calculations are provided in **Appendix B**.

Table 1 – Trip Generation (Proposed Development)

Development Area	Land Use	Land Use	ITE	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
						Total	Total	In	Out	Total	In	Out
1,2,3,4,5,6,7,8,9	Residential	Single-Family Detached Housing	210	6,233	Dwelling Units	45,189	3,201	800	2,401	4,834	3,045	1,789
		Single-Family Attached Housing	215	6,233	Dwelling Units	47,445	3,235	809	2,426	3,736	2,204	1,532
		Multifamily Housing (Low-Rise)	220	6,233	Dwelling Units	40,029	1,955	469	1,486	2,701	1,702	999
4,5	Non-Residential	Shopping Center	820	4,271	1000 Sq Ft GLA	117,381	2,653	1,644	1,009	8,425	4,044	4,381
1,2,3,7,8,9	Neighborhood Commercial	Shopping Plaza (40-150k) (w/ Supermarket)	821	435.6	1000 Sq Ft GFA	41,160	1,538	954	584	3,933	1,927	2,006
6	Employment Distribution Campus	Industrial Park	130	4,269	1000 Sq Ft GFA	14,387	1,452	1,176	276	1,452	319	1,133
					Total	305,591	14,034	5,852	8,182	25,081	13,241	11,840

6.2. TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution procedure determines the general pattern of travel for vehicles entering and exiting the proposed development. The trip distribution for the San Tan Urban Core development is based on the distribution of the existing traffic along the surrounding roadway network and probable routes. The trip assignment was generally based on the location and density of the land uses and their proximity to internal and external roadways, as well as the probability of use. The trip distribution and site generated traffic volumes are shown in **Figure 4**.



LEGEND

[X,XXX]	Average Daily Traffic (Internal Roadways)
{X,XXX}	Average Daily Traffic (External Roadways)
XX%	Trip Distribution

FIGURE 4 | TRIP DISTRIBUTION AND SITE TRAFFIC VOLUMES

7. FUTURE ROADWAY NETWORK

This section analyzes the roadway capacity of the future network proposed and adjacent to the site assuming the full build-out of the San Tan Urban Core.

7.1. ROADWAY PLANNING LEVEL TRAFFIC

This section evaluates the roadways identified on the conceptual land use plan and external roadways adjacent to the project frontage for the appropriate number of through lanes to service the future projected daily traffic volumes on a planning level. The Pinal County *Small Area Transportation Study* provides daily roadway capacities, which consist of roadway planning level traffic volumes that may be considered to achieve the acceptable level of service (LOS) for various roadway types. This type of generalized planning is most appropriate when a broad review of capacity or LOS is needed for future long-range estimates.

The ADT per lane considered to achieve acceptable LOS respective to the road classification are referenced from *Table 15 – Daily Roadway Capacities* within Section 2.2.5 of the Pinal County *Small Area Transportation Study*. The planning level traffic volumes are shown in **Table 2**.

Table 2 –Roadway Planning Level Traffic Volumes

Daily Roadway Capacities	
Functional Classification	**Daily Per Lane Capacity**
Interstate/Freeway	16,375
Principal/Major Arterial	8,700
Minor Arterial	8,700
Major Collector	7,500
Minor Collector	7,500

Source: Pinal County Small Area Transportation Study 2006

7.2. SKYLINE DRIVE

Pinal County classifies Skyline Drive as a Principal Arterial. Based on the *Pinal County Small Area Transportation Study*

> "Principal arterial streets shall provide for long distance traffic movement where service to abutting land is somewhat limited. Access is normally controlled through frontage roads and raised medians. Principal arterials are typically four to six lanes in width with adjacent bicycle lanes and sidewalk depending on the amount of right-of-way. Current Pinal County Principal Arterials include 150 feet of right-of-way and area 6 lanes with 6.5 foot bicycle lanes on both sides of the travel way. 14 foot raised median and 5 foot sidewalk."

Based on the roadway planning level traffic volumes shown in **Table 2**, a Principal Arterial is estimated to achieve acceptable LOS with an ADT of 8,700 vpd per lane. The base volumes for each roadway was determined accounting for the existing volumes and the growth of the area based on the Maricopa Association of Governments (MAG) year 2050 model. With the additional of the San Tan Urban Core PAD the total traffic volume is approximately ranges between 36,900 vpd and 48,600 vpd. The total traffic volume is marginally within the capacity threshold of a six-lane roadway. This is in alignment with the current transportation plans for the area.

It is recommended that Skyline Drive ultimately be constructed to a six-lane Principal Arterial section with the build-out of the San Tan Urban Core development. However, developing the construction in stages in line with the project's progress is deemed acceptable.

7.3. BELLA VISTA ROAD

Pinal County classifies Bella Vista Road as a Principal Arterial. Based on the *Pinal County Small Area Transportation Study*

> "Principal arterial streets shall provide for long distance traffic movement where service to abutting land is somewhat limited. Access is normally controlled through frontage roads and raised medians. Principal arterials are typically four to six lanes in width with adjacent bicycle lanes and sidewalk depending on the amount of right-of-way. Current Pinal County Principal Arterials include 150 feet of right-of-way and area 6 lanes with 6.5 foot bicycle lanes on both sides of the travel way. 14 foot raised median and 5 foot sidewalk."

Based on the roadway planning level traffic volumes shown in **Table 2**, a Principal Arterial is estimated to achieve acceptable LOS with an ADT of 8,700 vpd per lane. The base volumes for each roadway was determined accounting for the existing volumes and the growth of the area based on the MAG year 2050 model. With the additional of the San Tan Urban Core PAD the total traffic volume is approximately ranges between 48,100 vpd and 51,600 vpd. The total traffic volume is marginally within the capacity threshold of a six-lane roadway. This is in alignment with the current transportation plans for the area.

It is recommended that Bella Vista Road ultimately be constructed to a six-lane Principal Arterial section with the build-out of the San Tan Urban Core development. However, developing the construction in stages in line with the project's progress is deemed acceptable.

7.4. GANTZEL ROAD

Pinal County classifies Gantzel Road as a Principal Arterial. Based on the *Pinal County Small Area Transportation Study*

> "Principal arterial streets shall provide for long distance traffic movement where service to abutting land is somewhat limited. Access is normally controlled through frontage roads and

> raised medians. Principal arterials are typically four to six lanes in width with adjacent bicycle lanes and sidewalk depending on the amount of right-of-way. Current Pinal County Principal Arterials include 150 feet of right-of-way and area 6 lanes with 6.5 foot bicycle lanes on both sides of the travel way. 14 foot raised median and 5 foot sidewalk."

Based on the roadway planning level traffic volumes shown in **Table 2**, a Principal Arterial is estimated to achieve acceptable LOS with an ADT of 8,700 vpd per lane. The base volumes for each roadway was determined accounting for the existing volumes and the growth of the area based on the MAG year 2050 model. With the additional of the San Tan Urban Core PAD the total traffic volume is approximately ranges between 32,400 vpd and 47,500 vpd. The total traffic volume is marginally within the capacity threshold of a six-lane roadway. This is in alignment with the current transportation plans for the area.

It is recommended that Gantzel Road ultimately be constructed to a six-lane Principal Arterial section with the build-out of the San Tan Urban Core development. However, developing the construction in stages in line with the project's progress is deemed acceptable.

7.5. SCHNEPF ROAD

Pinal County classifies Gantzel Road as a Principal Arterial. Based on the *Pinal County Small Area Transportation Study*

> "Principal arterial streets shall provide for long distance traffic movement where service to abutting land is somewhat limited. Access is normally controlled through frontage roads and raised medians. Principal arterials are typically four to six lanes in width with adjacent bicycle lanes and sidewalk depending on the amount of right-of-way. Current Pinal County Principal Arterials include 150 feet of right-of-way and area 6 lanes with 6.5 foot bicycle lanes on both sides of the travel way. 14 foot raised median and 5 foot sidewalk."

Based on the roadway planning level traffic volumes shown in **Table 2**, a Principal Arterial is estimated to achieve acceptable LOS with an ADT of 8,700 vpd per lane. The base volumes for each roadway was determined accounting for the existing volumes and the growth of the area based on the MAG year 2050 model. With the additional of the San Tan Urban Core PAD the total traffic volume is approximately ranges between 32,400 vpd and 36,500 vpd. The total traffic volume is marginally within the capacity threshold of a six-lane roadway. This is in alignment with the current transportation plans for the area.

It is recommended that Schnepf Road ultimately be constructed to a six-lane Principal Arterial section with the build-out of the San Tan Urban Core development. However, developing the construction in stages in line with the project's progress is deemed acceptable.

7.6. INTERNAL ROADWAYS

The San Tan Urban Core plan includes that direct access from the site to the external arterial network will be provided by a Major and Minor Collector network. The internal roadway network at this point is considered conceptual, the actual internal roadway network will be designed to meet the spacing requirements in the Pinal County Access Management Manual.

The trip assignment of internal site generated traffic was based on the location and density of the land uses and their proximity to internal and external roadways, as well as the probability of use. See **Figure 5** for the roadway planning level site traffic which adds the site traffic volumes to the existing traffic volumes to determine the future total traffic volumes with the build-out of San Tan Urban Core.

7.6.1. MINOR ARTERIAL

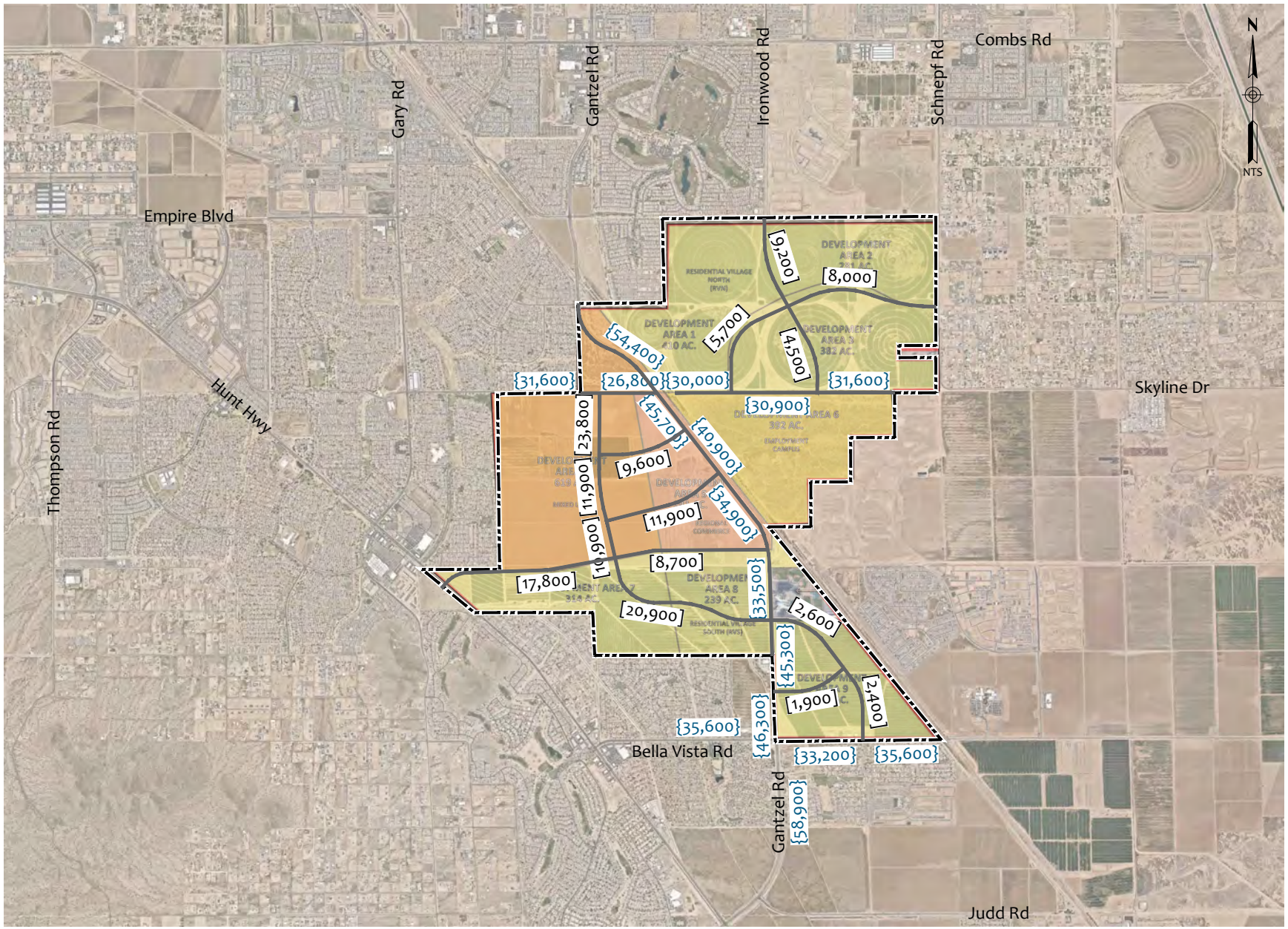
Pinal County describes a Minor Arterial as the following:

> "Minor arterial streets provide moderately long distance traffic movement where service to abutting land is more moderate and accepted. Access is typically controlled through frontage roads, raised medians or spacing and location of driveways and intersections. Signal spacing is usually a half mile or greater. Raised medina or a continuous to-way left turn lane usually separates opposing traffic volumes. Pinal County's Minor Arterials typically include 110 feet of right-of-way and have 5 lanes with a 14 foot two way left turn lane, 5 foot bicycle lanes and 5 foot sidewalks.

Based on the roadway planning level traffic volumes shown in **Table 2**, a Minor Arterials is estimated to achieve acceptable LOS with an ADT of 8,700 vpd per lane. It is anticipated that the internal roadways adjacent to/approaching the mid-to-low density housing and civil land uses may operate within the capacity of four-lane roadway.

It is recommended that the internal roadways adjacent to/approaching the mid-to-low density housing and civil land uses be planned to the four-lane Minor Arterial section with the build-out of the San Tan Urban Core development.

These recommendations are based on high-level roadway planning traffic volumes and conceptual land use planning. This approach ensures that the road infrastructure is capable of supporting the anticipated traffic demand associated with the development's growth. However, as the San Tan Urban Core development progresses through the various stages of the development process and more detailed plans are refined, it is recommended that further evaluation be conducted. This additional analysis will help to ensure that the roadway design remains appropriate and responsive to the evolving needs of the area. See **Figure 6** for the future roadway network recommendations.



LEGEND

[X,XXX]	Average Daily Traffic (Internal Roadways)
{X,XXX}	Average Daily Traffic (External Roadways)

FIGURE 5 | ROADWAY PLANNING LEVEL TRAFFIC VOLUMES

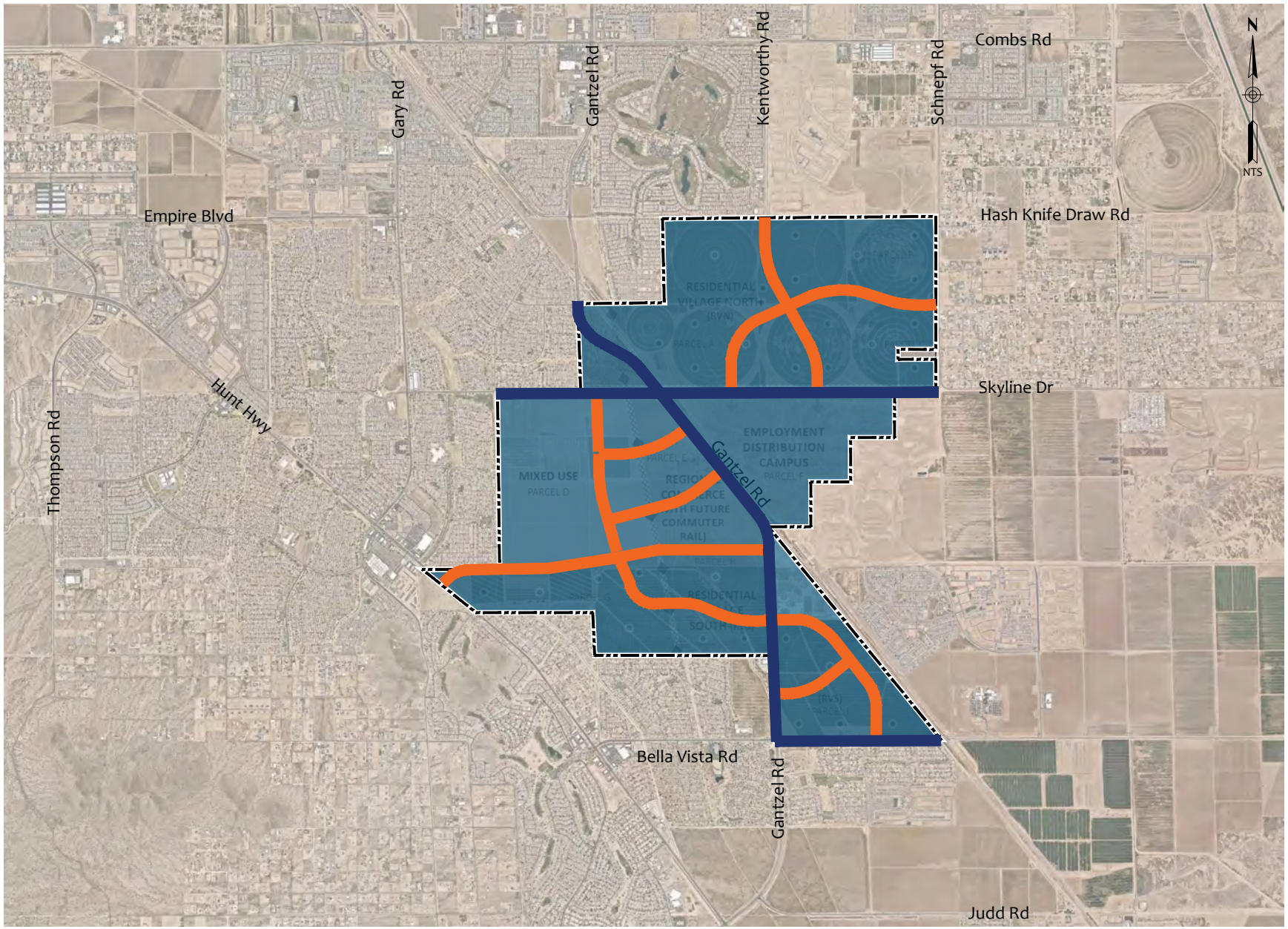


FIGURE 6 | FUTURE ROADWAY NETWORK

8. TRAFFIC SIGNALS

As the San Tan Urban Core develops, there is a potential of needing signalized intersections at the crossings of major roadways. As internal site collector roadways and major access points are refined during site plan development, additional traffic signal installations should be considered. Roadways and signalized will be designed per the Pinal County Subdivision & Infrastructure Desing Manual.

This report provides a high-level analysis for general transportation infrastructure planning. It is recommended that traffic signal warrant analyses be conducted as individual parcels progress through the site planning and approval stages. Forecasted and existing traffic volumes will be refined, and additional roadway connectivity and access points will be identified.

Intersections should be evaluated for signalization when they meet the warrants set forth in the *Manual of Uniform Traffic Control Devices (MUTCD)*. It is important to note that satisfying a traffic signal warrant does not automatically require the installation of a traffic signal. The decision to install a traffic signal should always include engineering analysis and judgement, considering the specific context and relevant factors of the location.

9. NO SKYLINE DRIVE CONNECTION

As recommended above and in the current transportation plans, Skyline Drive is planned as a future east-west corridor in the area. However, as mentioned previously, due to the Union Pacific Railroad, the continuation of Skyline Drive to the east will require grade separation with the existing rail line. Although the recommendation is to have the connection, the estimated cost of a bridge to cross the existing rail line is approximately 55 millions dollars.

Due to the high cost of the project, the proposed roadway network with the San Tan Urban Core development was analyzed without the Skyline Drive connection. Without the connection, the traffic between the east and west side of the proposed San Tan Urban Core development will be redistributed.

9.1. SKYLINE DRIVE

With the redistribution of the San Tan Urban Core PAD without the Skyline Drive connection, the Skyline Drive total traffic volume is approximately ranges between 16,100 vpd and 45,500 vpd. The total traffic volume is marginally within the capacity threshold of a six-lane roadway. This is in alignment with the current transportation plans for the area.

Without the Skyline Drive connection, Skyline Drive would ultimately be constructed to a six-lane Principal Arterial section with the build-out of the San Tan Urban Core development.

9.2. BELLA VISTA ROAD

With the redistribution of the San Tan Urban Core PAD without the Skyline Drive connection, the Bella Vista Road total traffic volume is approximately ranges between 54,500 vpd and 72,400 vpd. The total traffic volume exceed the capacity threshold of a six-lane roadway. Without the east-west connection of Skyline Drive, Bella Vista Road would take the load of the traffic, that would generally be served by two principal arterials.

Without the Skyline Drive connection, the total traffic volumes on Bella Vista Road would ultimately exceed the capacity of a six-lane Principal Arterial section.

9.3. GANTZEL ROAD

With the redistribution of the San Tan Urban Core PAD without the Skyline Drive connection, the Gantzel Road total traffic volume is approximately ranges between 33,100 vpd and 70,700 vpd. The total traffic volume exceed the capacity threshold of a six-lane roadway.

Without the Skyline Drive connection, the total traffic volumes on Gantzel Road would ultimately exceed the capacity of a six-lane Principal Arterial section.

9.4. SCHNEPF ROAD

With the redistribution of the San Tan Urban Core PAD without the Skyline Drive connection, the Schnepf Road total traffic volume is approximately ranges between 15,400 vpd and 19,500 vpd. The total traffic volume is marginally within the capacity threshold of a six-lane roadway. This is in alignment with the current transportation plans for the area.

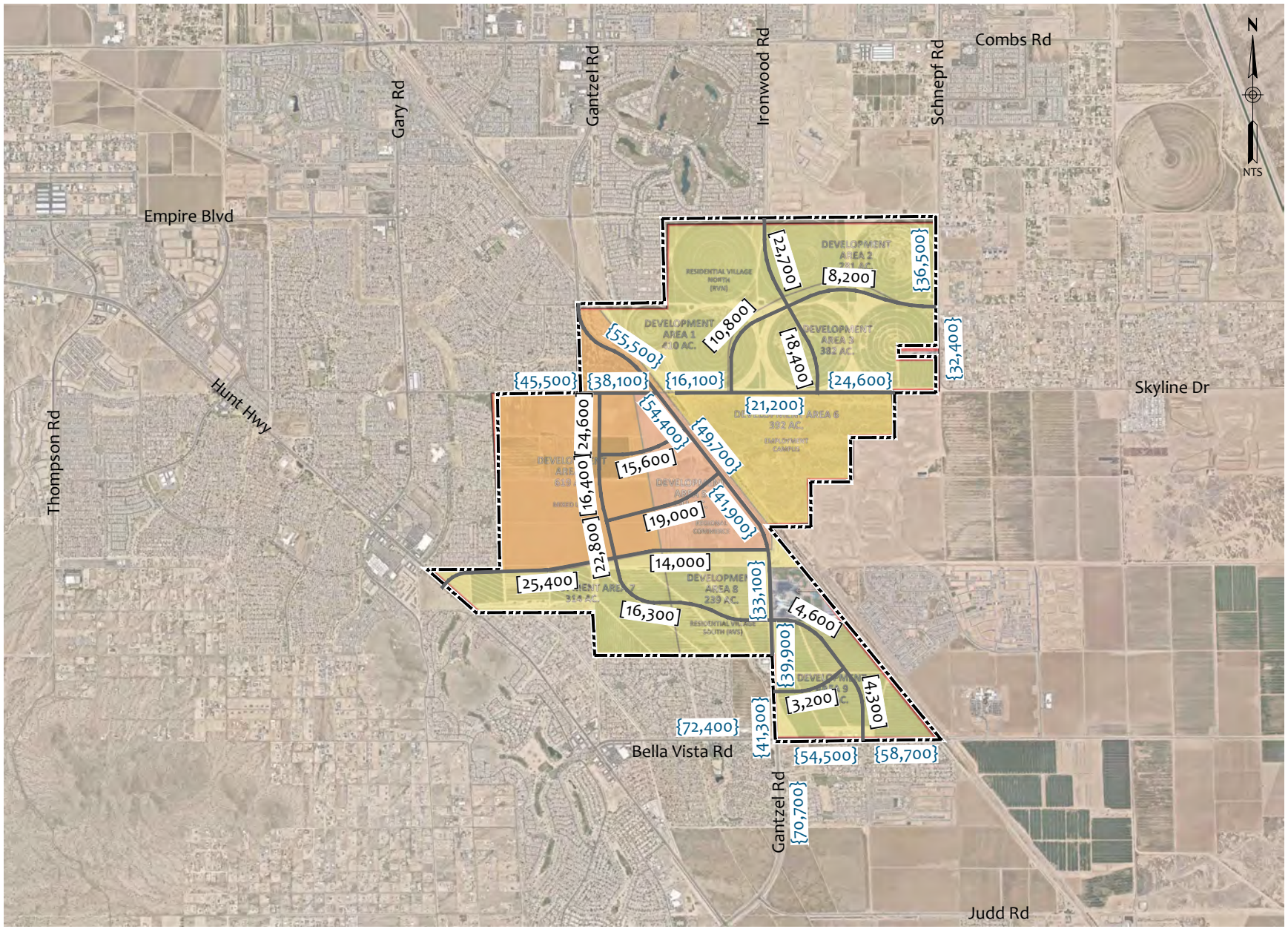
Without the Skyline Drive connection, Schnepf Road would ultimately be constructed to a six-lane Principal Arterial section with the build-out of the San Tan Urban Core development.

See **Figure 7** for the roadway planning level traffic volumes with no Skyline Drive connection.

Without the east-west connection of Skyline Drive over the existing Union Pacific Railroad, both Bella Vista Road and Gantzel Road would exceed the capacity of a six-lane Principal Arterial. Although with the full build our of the San Tan Urban Core PAD, the roadway network would not be able to accommodate the proposed development without the Skyline Drive connection, depending on how the area developed approximately sixty percent of the San Tan Urban Core PAD could be built out prior to exceeding the six-lane Principal Arterial capacity.

As the San Tan Urban Core development progresses through the various stages of the development process and more detailed plans are refined, it is recommended that further evaluation be conducted. This additional analysis will help to ensure that the roadway design remains appropriate and responsive to the evolving needs of the area. This includes the needs of the construction of the east-west connection of Skyline Drive over the existing Union Pacific Railroad.

The Union Pacific Railroad serves as a dividing line between the eastern and western regions. Combs Road, Skyline Drive, and Bella Vista Road, located about two miles apart, provide key east-west connections in the area. Given the broader impact on the regional transportation network, the grade separation of Skyline Drive should be evaluated from a regional perspective, considering its effects on the entire region, rather than being viewed as solely the responsibility of the San Tan Urban Core PAD.



LEGEND

[X,XXX] Average Daily Traffic (Internal Roadways)

{X,XXX} Average Daily Traffic (External Roadways)

FIGURE 7 | ROADWAY PLANNING LEVEL TRAFFIC VOLUMES-NO SKYLINE DRIVE CONNECTION

10. CONCLUSIONS & RECOMMENDATIONS

The proposed San Tan Urban Core development is comprised of approximately 3,207 gross acres of Arizona State Trust Land and is generally bound Skyline Drive to the north, Bella Vista Road to the south, Hunt Highway to the west and Schnepf Road to the east in San Tan Valley, Arizona.

The proposed development includes 18,697 residential dwelling units, 4,706,658 square feet of commercial space, and 4,268,880 square feet of industrial space. The proposed land uses and densities are conceptual and subject to revision as development progresses.

The proposed San Tan Urban Core development is anticipated to generate a total of 305,591 weekday trips, with 14,034 trips occurring during the AM peak hour and 25,081 trips occurring during the PM peak hour.

This Master Roadway Plan is based on a planning-level analysis of the roadway network, to propose improvements that will support future development. The future roadway network proposed and adjacent to San Tan Urban Core includes the following recommendations:

Skyline Road

It is recommended that Skyline Drive ultimately be constructed to a six-lane Principal Arterial section with the build-out of the San Tan Urban Core development. Due to the Union Pacific Railroad, the continuation of Skyline Drive to the east of Gantzel Road, will require grade separation with the existing rail line.

Bella Vista Road

It is recommended that Bella Vista Road ultimately be constructed to a six-lane Principal Arterial section with the build-out of the San Tan Urban Core development.

Gantzel Road

It is recommended that Gantzel Road ultimately be constructed to a six-lane Principal Arterial section with the build-out of the San Tan Urban Core development.

Schnepf Road

It is recommended that Schnepf Road ultimately be constructed to a six-lane Principal Arterial section with the build-out of the San Tan Urban Core development.

Internal Roadways

The internal roadways are planned to include Minor Arterials having four lanes.

These recommendations are based on high-level roadway planning traffic volumes and conceptual land use planning. This approach ensures that the road infrastructure is capable of supporting the anticipated traffic demand associated with the development's growth. However, as the San Tan Urban Core development progresses through the various stages of the development process and

more detailed plans are refined, it is recommended that further evaluation be conducted. This additional analysis will help to ensure that the roadway design remains appropriate and responsive to the evolving needs of the area.

Additionally, it is recommended that more detailed analyses of the roadway network be conducted with the build-out of each Development Unit. These analyses should conform to the current Pinal County standards for Traffic Impact Analysis and include intersection analyses, access management, auxiliary lanes, traffic signal warrant analyses, etc. as appropriate. Based on the size of the proposed San Tan Urban Core, the additional analysis and reports may need to address impacts to intersections up to three (3) miles away.

Appendix A – Conceptual Land Use Plan

A

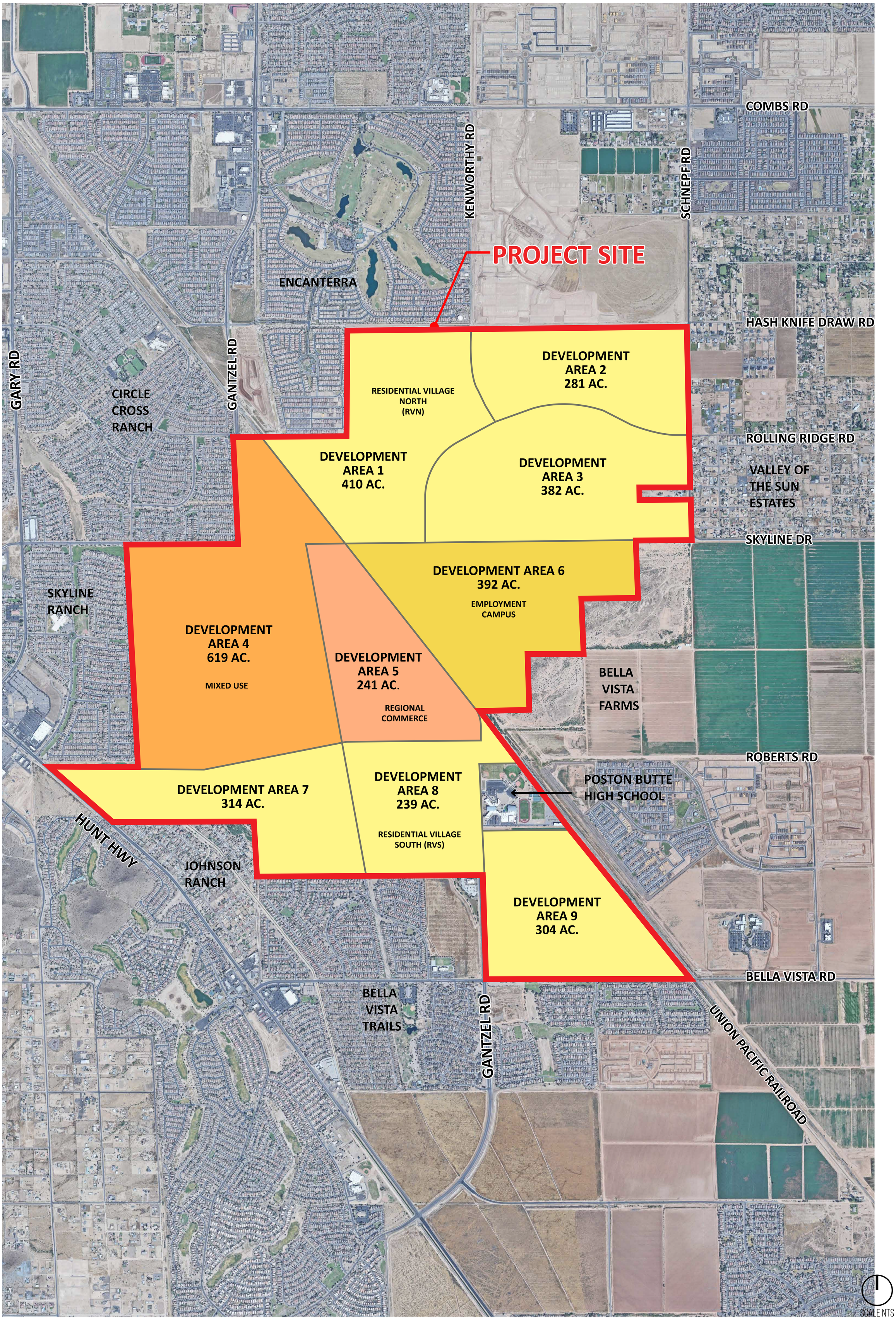

PROJECT SITE
DEVELOPMENT AREA 1 410 AC.
DEVELOPMENT AREA 2 281 AC.
DEVELOPMENT AREA 3 382 AC.
DEVELOPMENT AREA 4 619 AC.
MIXED USE
DEVELOPMENT AREA 5 241 AC.
REGIONAL COMMERCE
DEVELOPMENT AREA 6 392 AC.
EMPLOYMENT CAMPUS
DEVELOPMENT AREA 7 314 AC.
DEVELOPMENT AREA 8 239 AC.
RESIDENTIAL VILLAGE SOUTH (RVS)
DEVELOPMENT AREA 9 304 AC.
RESIDENTIAL VILLAGE NORTH (RVN)
ENCANTERRA
CIRCLE CROSS RANCH
SKYLINE RANCH
JOHNSON RANCH
BELLA VISTA TRAILS
BELLA VISTA FARMS
VALLEY OF THE SUN ESTATES
POSTON BUTTE HIGH SCHOOL
KENWORTHY RD
SCHNEPF RD
COMBS RD
GANTZEL RD
GARY RD
HUNT HWY
HASH KNIFE DRAW RD
ROLLING RIDGE RD
SKYLINE DR
ROBERTS RD
BELLA VISTA RD
UNION PACIFIC RAILROAD
SCALE NTS

Table 5.2.1: Land Use Budget

	Residential Village North (RVN)			Mixed Use	Regional Commerce	Employment/ Distribution Campus	Residential Village South (RVS)			
Description	Development Area 1	Development Area 2	Development Area 3	Development Area 4	Development Area 5	Development Area 6 **	Development Area 7	Development Area 8	Development Area 9	Property Totals
Total Gross Acreage	410	281	382	619	241	392	314	239	304	3,182 AC
Maximum Required Open Space (18% for Residential and 10% for Non-Residential)	73 AC	50 AC	68 AC	87 AC	29 AC	39 AC	56 AC	42 AC	54 AC	498 AC
Gross Residential Area	402 AC	273 AC	374 AC	310 AC	60 AC	0 AC	306 AC	231 AC	296 AC	2,251 AC
Maximum Dwelling Units (Without Transfer)	2,410 DU	1,636 DU	2,242 DU	4,643 DU	1,200 DU	1,568 DU	1,836 DU	1,386 DU	1,776 DU	18,697 DU
Gross Non-Residential Area			25 AC	310 AC	181 AC	392 AC			25 AC	932 AC
Maximum Non-Residential Gross Floor Area (Without Transfer)			217,800 SF	2,696,364 SF	1,574,694 SF	4,268,880 SF			217,800 SF	8,975,538 SF

* Density and Intensity Transfers of 20% shall be reviewed and approved by the County Community Development Director.

** Development Area 6 shall allow up to a maximum of 78 acres of residential development.If residential development occurs, the non-residential acreage would decrease by the amount allocated to residential development.

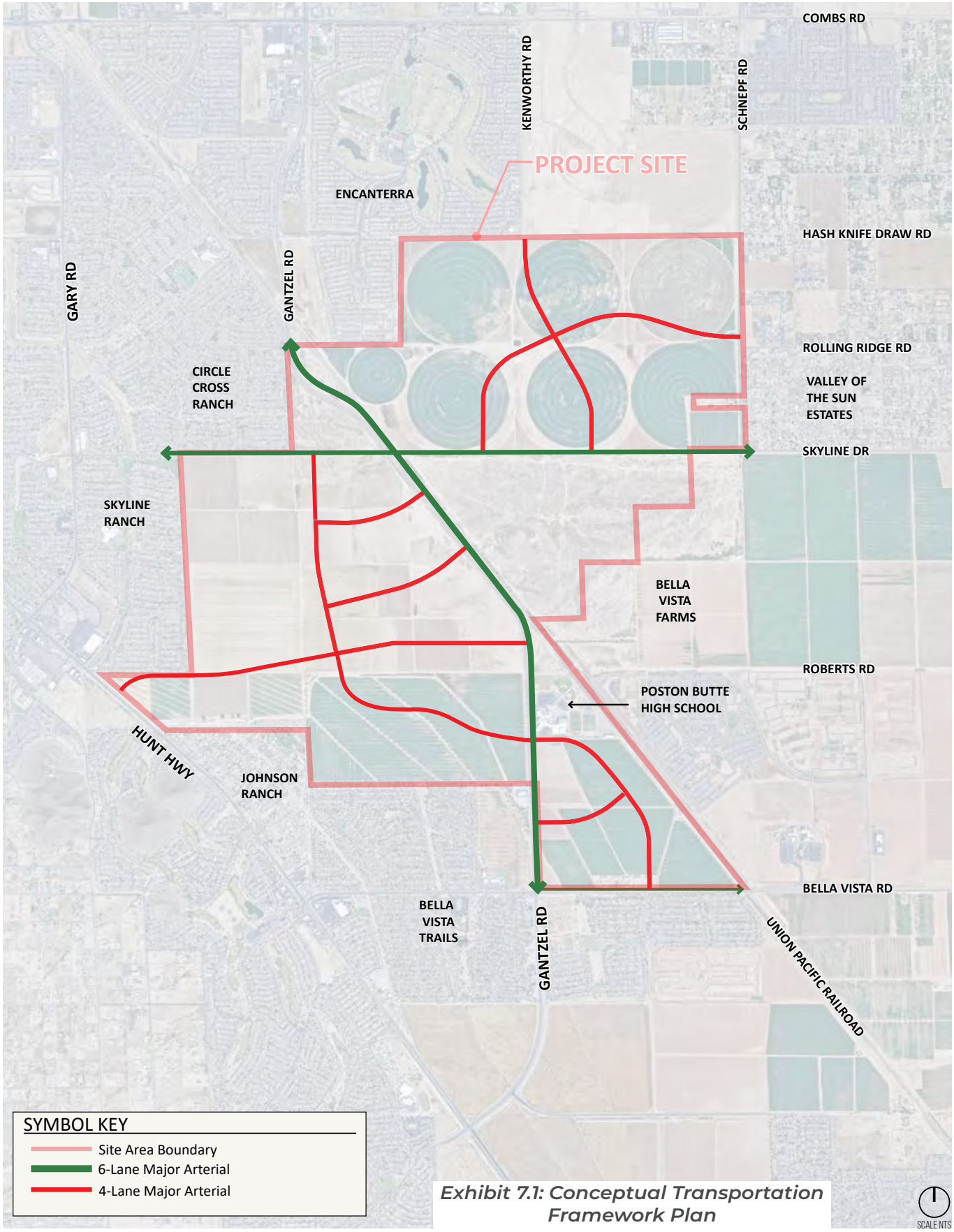


Exhibit 7.1: Conceptual Transportation Framework Plan

Appendix B – Trip Generation

B

San Tan Urban Core

Trip Generation, 11th Edition Calculations

210 Single-Family Detached Housing

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Single-Family Detached Housing	210	6,233	Dwelling Units	9.43	50%	50%	0.70	25%	75%	0.94	63%	37%	58,777	29,388	29,389	4,363	1,091	3,272	5,859	3,691	2,168	Average
Single-Family Detached Housing	210	6,233	Dwelling Units	4.45	50%	50%	0.27	25%	75%	0.35	63%	37%	27,737	13,868	13,869	1,683	421	1,262	2,182	1,375	807	Minimum
Single-Family Detached Housing	210	6,233	Dwelling Units	22.61	50%	50%	2.27	25%	75%	2.98	63%	37%	140,928	70,464	70,464	14,149	3,537	10,612	18,574	11,702	6,872	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Single-Family Detached Housing	**210**	**6,233**	**Dwelling Units**	**Ln(T)=0.92Ln(X)+2.68**	**50%**	**50%**	**Ln(T)=0.91Ln(X)+0.12**	**25%**	**75%**	**Ln(T)=0.94Ln(X)+0.27**	**63%**	**37%**	**45,189**	**22,594**	**22,595**	**3,201**	**800**	**2,401**	**4,834**	**3,045**	**1,789**	**Equation**

215 Single-Family Attached Housing

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Single-Family Attached Housing	215	6,233	Dwelling Units	7.20	50%	50%	0.48	25%	75%	0.57	59%	41%	44,878	22,439	22,439	2,992	748	2,244	3,553	2,096	1,457	Average
Single-Family Attached Housing	215	6,233	Dwelling Units	4.70	50%	50%	0.12	25%	75%	0.17	59%	41%	29,295	14,648	14,647	748	187	561	1,060	625	435	Minimum
Single-Family Attached Housing	215	6,233	Dwelling Units	10.97	50%	50%	0.74	25%	75%	1.25	59%	41%	68,376	34,188	34,188	4,612	1,153	3,459	7,791	4,597	3,194	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Single-Family Attached Housing	**215**	**6,233**	**Dwelling Units**	**T=7.62(X)-50.48**	**50%**	**50%**	**T=0.52(X)-5.70**	**25%**	**75%**	**T=0.60(X)-3.93**	**59%**	**41%**	**47,445**	**23,723**	**23,722**	**3,235**	**809**	**2,426**	**3,736**	**2,204**	**1,532**	**Equation**

Single-Family Attached Housing	Standard Deviation	1.61		0.14		0.18
	Number of Studies	22		46		51
	Average Size	120		135		136
	R^2	0.94		0.92		0.91

220 Multifamily Housing (One to Three Levels)

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Multifamily Housing (Low-Rise)	220	6,233	Dwelling Units	6.74	50%	50%	0.40	24%	76%	0.51	63%	37%	42,010	21,005	21,005	2,493	598	1,895	3,179	2,003	1,176	Average
Multifamily Housing (Low-Rise)	220	6,233	Dwelling Units	2.46	50%	50%	0.13	24%	76%	0.08	63%	37%	15,333	7,667	7,666	810	194	616	499	314	185	Minimum
Multifamily Housing (Low-Rise)	220	6,233	Dwelling Units	12.50	50%	50%	0.73	24%	76%	1.04	63%	37%	77,913	38,957	38,956	4,550	1,092	3,458	6,482	4,084	2,398	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Multifamily Housing (Low-Rise)	**220**	**6,233**	**Dwelling Units**	**T=6.41(X)+75.31**	**50%**	**50%**	**T=0.31(X)+22.85**	**24%**	**76%**	**T=0.43(X)+20.55**	**63%**	**37%**	**40,029**	**20,015**	**20,014**	**1,955**	**469**	**1,486**	**2,701**	**1,702**	**999**	**Equation**

Multifamily Housing (Low-Rise)	Standard Deviation	1.79		0.12		0.15
	Number of Studies	22		49		59
	Average Size	229		249		241
	R^2	0.86		0.79		0.84

820 Shopping Center

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Shopping Center	820	4,271.06	1000 Sq Ft GLA	37.01	50%	50%	0.84	62%	38%	3.4	48%	52%	158,072	79036	79036	3,588	2225	1363	14,522	6971	7551	Average
Shopping Center	820	4,271.06	1000 Sq Ft GLA	17.27	50%	50%	0.3	62%	38%	1.57	48%	52%	73,761	36880	36881	1,281	794	487	6,706	3219	3487	Minimum
Shopping Center	820	4,271.06	1000 Sq Ft GLA	81.53	50%	50%	3.11	62%	38%	7.58	48%	52%	348,219	174109	174110	13,283	8235	5048	32,375	15540	16835	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Shopping Center	**820**	**4271.06**	**1000 Sq Ft GLA**	**T=26.11(X)+5863.73**	**50%**	**50%**	**T=0.59(X)+133.55**	**62%**	**38%**	**Ln(T)=0.72Ln(X)+3.02**	**48%**	**52%**	**117,381**	**58,690**	**58,691**	**2,653**	**1,644**	**1,009**	**8,425**	**4,044**	**4,381**	**Equation**

Shopping Center	Standard Deviation	12.79		0.42		1.26
	Number of Studies	108		44		126
	Average Size	538		546		581
	R^2	0.60		0.42		0.70

821 Shopping Plaza (40-150k) (w/ Supermarket)

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Shopping Plaza (40-150k) (w/ Supermarket)	**821**	**435.60**	**1000 Sq Ft GFA**	**94.49**	**50%**	**50%**	**3.53**	**62%**	**38%**	**9.03**	**49%**	**51%**	**41,160**	**20,580**	**20,580**	**1,538**	**954**	**584**	**3,933**	**1,927**	**2,006**	**Average**
Shopping Plaza (40-150k) (w/ Supermarket)	821	435.60	1000 Sq Ft GFA	57.86	50%	50%	1.88	62%	38%	5.35	49%	51%	25,204	12,602	12,602	819	508	311	2,330	1,142	1,188	Minimum
Shopping Plaza (40-150k) (w/ Supermarket)	821	435.60	1000 Sq Ft GFA	175.32	50%	50%	6.62	62%	38%	16.45	49%	51%	76,369	38,184	38,185	2,884	1,788	1,096	7,166	3,511	3,655	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Shopping Plaza (40-150k) (w/ Supermarket)	821	435.60	1000 Sq Ft GFA	T=76.96(X)+1412.79	50%	50%	N/A	N/A	N/A	T=7.67(X)+118.86	49%	51%	34937	17,468	17,469	N/A	N/A	N/A	N/A	N/A	N/A	Equation

Shopping Plaza (40-150k) (w/ Supermarket)	Standard Deviation	26.55		1.17		2.37
	Number of Studies	17		16		51
	Average Size	81		86		87
	R^2	0.50		N/A		0.62

130 Industrial Park

Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Industrial Park	**130**	**4,269**	**1000 Sq Ft GFA**	**3.37**	**50%**	**50%**	**0.34**	**81%**	**19%**	**0.34**	**22%**	**78%**	**14,387**	**7,193**	**7,194**	**1,452**	**1,176**	**276**	**1,452**	**319**	**1,133**	**Average**
Industrial Park	130	4,269	1000 Sq Ft GFA	1.41	50%	50%	0.06	81%	19%	0.09	22%	78%	6,020	3,010	3,010	257	208	49	385	85	300	Minimum
Industrial Park	130	4,269	1000 Sq Ft GFA	14.98	50%	50%	2.13	81%	19%	2.85	22%	78%	63,948	31,974	31,974	9,093	7,365	1,728	12,167	2,677	9,490	Maximum
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour			
				Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out	
Industrial Park	130	4,269	1000 Sq Ft GFA	Ln(T)=0.52Ln(X)+4.45	50%	50%	N/A	N/A	N/A	N/A	N/A	N/A	6,613	3,306	3,307	N/A	N/A	N/A	N/A	N/A	N/A	Equation

Industrial Park	Standard Deviation	2.60		0.33		0.36
	Number of Studies	27		34		35
	Average Size	762		956		899
	R^2	0.58		N/A		N/A

Appendix C – Skyline Drive Plans

C

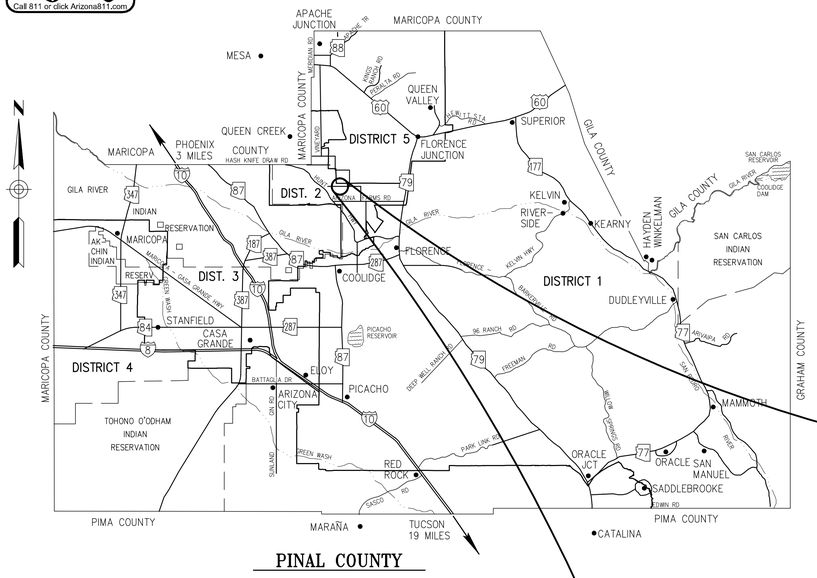
Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA811
Call 811 or click Arizona811.com

PINAL COUNTY
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

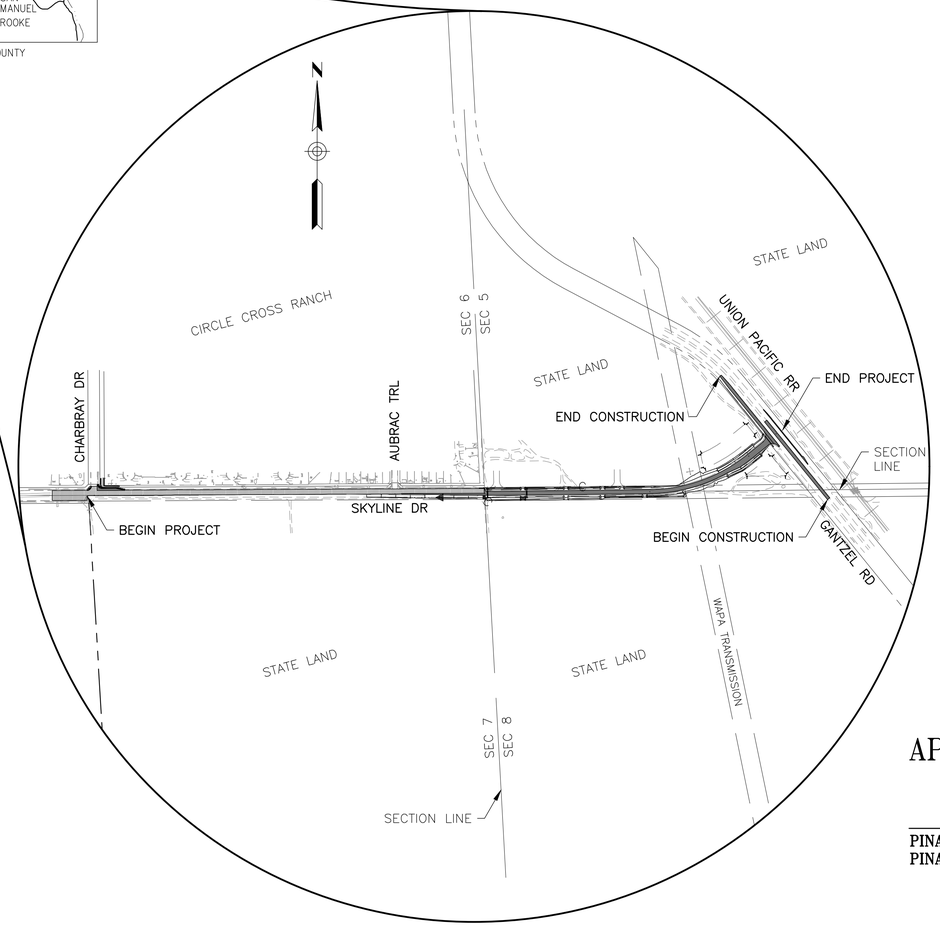
SKYLINE DRIVE
CHARBRAY DRIVE TO GANTZEL ROAD
ROADWAY IMPROVEMENTS

SEC 5, 6, 7 & 8, T3S, R8E

PROJECT NO. 62952214



PINAL COUNTY



PINAL COUNTY PROJECT MANAGER

CHARLES WILLIAMS
PINAL COUNTY PUBLIC WORKS DEPARTMENT
85 NORTH FLORENCE STREET
FLORENCE, AZ 85132
TEL: 520.866.6402
FAX: 520.866.7943

PROJECT ENGINEER

DIBBLE
IAN MOWRY, PE
DIBBLE
3020 E CAMELBACK RD, SUITE 201
PHOENIX, AZ 85016
TEL: 602.957.1155
FAX: 602.957.2838

PROJECT BENCHMARK

FOUND NGS PUBLISHED BENCHMARK Q 282 DESCRIBED AS:
STATION IS LOCATED ABOUT 5.0 MI NORTHEAST OF MAGMA, 4.3 MI SOUTHEAST OF QUEEN CREEK, ALONG THE SOUTHERN PACIFIC RAILROAD TRACK, AT MILE 945, 1.6 MI SOUTHEAST OF TRACK SIDING AT STOCK PENS, BETWEEN THE TRACK AND A DIRT ROAD.
OBSERVED GROUND NORTHING = 795779.23
OBSERVED GROUND EASTING = 811669.06
PUBLISHED ELEVATION = 1490.96

AS-BUILT CERTIFICATION

I HEREBY CERTIFY THAT THE "RECORD DRAWING" MEASUREMENTS AS SHOWN HEREON WERE MADE UNDER MY SUPERVISION OR AS NOTED AND ARE CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

REGISTERED ENGINEER / LAND SURVEYOR _____ DATE _____

REGISTRATION NUMBER _____

PRELIMINARY SUBMITTAL
90%
NOT FOR CONSTRUCTION OR RECORDING

6/21/2024 21042_03-COVR.dwg G1

F.H.W.A. REGION	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS	AS BUILT
9	AZ	62952214	1	62	

ACT	DBB/CJN	IBM
DESIGNED	DRAWN	CHECKED
DATE: 6/24	DATE: 6/24	DATE: 6/24

PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY BOARD OF SUPERVISORS

DISTRICT ONE – KEVIN CAVANAUGH (CHAIRMAN)
DISTRICT TWO – MIKE GOODMAN
DISTRICT THREE – STEPHEN Q. MILLER
DISTRICT FOUR – JEFFREY MCCLURE (VICE-CHAIRMAN)
DISTRICT FIVE – JEFF SERDY

MANAGEMENT

COUNTY MANAGER – LEO LEW
DEVELOPMENT SERVICES MANAGING DIRECTOR – JOE ORTIZ
COUNTY ENGINEER – CHRISTOPHER WANAMAKER, PE
DISTRICT MANAGER – CHARLES WILLIAMS

INDEX TO SHEETS

SHEET NO	DRAWING NO	DESCRIPTION
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3	G3	GENERAL NOTES & DESIGN DATA
4	G4	SURVEY CONTROL
5	G5	KEY MAP
6-7	G6-G7	RIGHT-OF-WAY MAP
8-9	G8-G9	TYPICAL SECTIONS
10	G10	DETAILS
11-12	P1-P2	SKYLINE DR PAVING PLAN & PROFILES
13-14	P3-P4	SKYLINE DR PAVING PLANS
15-23 (ODD)	P5-P9	SKYLINE DR PAVING PLANS
16-24 (EVEN)	PR1-PR5	SKYLINE DR PAVING PROFILES
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26	P11	GANTZEL RD PAVING PLAN
27	PR6	GANTZEL RD PAVING PROFILE
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50-52	E2-E4	EROSION CONTROL DETAILS
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1-19	X1-X19	ROADWAY CROSS SECTIONS

APPROVED BY:

PINAL COUNTY ENGINEER _____ DATE _____
PINAL COUNTY PUBLIC WORKS DEPARTMENT

APPROVAL EXPIRES _____ DATE

CASE No. (S-000-00)

SKYLINE DRIVE, CHARBRAY DRIVE TO GANTZEL ROAD | PROJECT NO. 62952214 | 90% SUBMITTAL | JUNE 2024

STANDARD ABBREVIATIONS & LEGEND

AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
ABAND	ABANDONED
ABC	AGGREGATE BASE COURSE
AC	ACRES
AC	ASPHALT CONCRETE
ACFC	ASPHALT CONCRETE FRICTION COURSE
ACI	AMERICAN CONCRETE INSTITUTE
ACP	ASBESTOS CEMENT PIPE
ACSC	ASPHALT CONCRETE SURFACE COURSE
ADA	AMERICANS WITH DISABILITIES ACT
ADOT	ARIZONA DEPARTMENT OF TRANSPORTATION
AHD	AHEAD
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION
APS	ARIZONA PUBLIC SERVICE
ASLD	ARIZONA STATE LAND DEPARTMENT
ASTM	AMERICAN SOCIETY FOR TESTING MATERIALS
AVE	AVENUE
B/C	BACK OF CURB
BC	BRASS CAP
BCF	BRASS CAP FLUSH
BCHH	BRASS CAP IN HANDHOLE
BCR	BEGIN CURB RETURN
BK	BACK
BKFL	BACKFILL
BLDG	BUILDING
BLVD	BOULEVARD
BM	BENCHMARK
BOT	BOTTOM
C	CONCRETE ELEVATION
C	CONDUIT
C&G	CURB AND GUTTER
CAP	CORRUGATED ALUMINUM PIPE
CATV	CABLE TELEVISION
CB	CATCH BASIN
CIP	CAST IRON PIPE
CIP	CAST IN PLACE
CIPP	CURED IN PLACE PIPE
CK	CHECKED
℄	CENTERLINE
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CO	CLEAN OUT
COMM	COMMUNICATION
CONC	CONCRETE
CONST	CONSTRUCTION
COR	CORNER
CORR	CORRECTION
CSP	CORRUGATED STEEL PIPE
CTB	CEMENT TREATED BASE
D/W	DRIVEWAY
DB	DUCT BANK
DES	DESIGN
DET	DETAIL
DG	DECOMPOSED GRANITE
DIP	DUCTILE IRON PIPE
DR	DRIVE
DRN	DRAWN
DRNG	DRAINAGE
DWG	DRAWING
E	EAST, EASTING
E/P	EDGE OF PAVEMENT
EA	EACH
EB	ELECTRIC PULLBOX
ECR	END CURB RETURN
EGL	ENERGY GRADE LINE
EL	ELEVATION
ELEC	ELECTRIC
ERGRCP	ELLIPTICAL RUBBER GASKET REINFORCED CONCRETE PIPE
ESMT	EASEMENT
EVAC	EAST VALLEY ASPHALT COMMITTEE
EXST	EXISTING
F	FAX NUMBER
F/C	FACE OF CURB
FCDMC	FLOOD CONTROL DISTRICT OF MARICOPA COUNTY
FF	FINISH FLOOR ELEVATION
FG	FINISH GRADE ELEVATION
FH	FIRE HYDRANT
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FL	FIRE LINE
FL	FLOWLINE
FL	FLANGE
FND	FOUND
FO	FIBER OPTIC
FT	FOOT OR FEET
G	GUTTER ELEVATION
G	GAS
GAF	GRID ADJUSTMENT FACTOR
GB	GRADE BREAK
GM	GAS METER
GND	GROUND
GV	GAS VALVE
H	HORIZONTAL
HDPE	HIGH DENSITY POLYETHYLENE
HDWL	HEADWALL
HGL	HYDRAULIC GRADE LINE
HP	HIGH PRESSURE
HW	HIGH WATER
HWY	HIGHWAY
ID	INSIDE DIAMETER
INV	INVERT
IRR	IRRIGATION
IV	IRRIGATION VALVE
L	LENGTH OF CURVE
LF	LINEAR FEET
LS	LUMP SUM
LT	LEFT
MAG	MARICOPA ASSOCIATION OF GOVERNMENTS
MAX	MAXIMUM
MB	MAILBOX
MCDOT	MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION
MCESD	MARICOPA COUNTY ENVIRONMENTAL SERVICES DEPARTMENT
ME	MATCH EXISTING
MH	MANHOLE
MI	MILES
MIN	MINIMUM
MJ	MECHANICAL JOINT
ℳ	MONUMENT LINE
MOD	MODIFIED
N	NORTH, NORTHING
NC	NORMAL CROWN
NE	NORTHEAST
NO	NUMBER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NPI	NON-PAY ITEM
NSF	NATIONAL SANITATION FOUNDATION
NTS	NOT TO SCALE
NW	NORTHWEST
OC	ON CENTER
OD	OUTSIDE DIAMETER
OHE	OVERHEAD ELECTRIC
OHT	OVERHEAD TELEPHONE
P	PAVEMENT ELEVATION
P	PHONE NUMBER
PB	PULLBOX
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCCP	PORTLAND CEMENT CONCRETE PAVEMENT
PE	POLYETHYLENE PIPE
PED	TELEPHONE PEDESTAL
PGL	PROFILE GRADE LINE
PH#	POTHOLE NUMBER
PI	POINT OF INTERSECTION
PIP	PROTECT IN PLACE
ℙ	PROPERTY LINE
PLSS	PUBLIC LAND SURVEY SYSTEM
POC	POINT ON CURVE
POT	POINT ON TANGENT
PP	POWER POLE
PRC	POINT OF REVERSE CURVATURE
PROP	PROPOSED
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENCY
PT	POINT
PUE	PUBLIC UTILITY EASEMENT
PVC	POLY VINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
PVMT	PAVEMENT
PVRC	POINT OF VERTICAL REVERSE CURVATURE
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS
R	RANGE
R/W	RIGHT-OF-WAY
RCBC	REINFORCED CONCRETE BOX CULVERT
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDWY	ROADWAY
RELOC	RELOCATE
RGRCP	RUBBER GASKET REINFORCED CONCRETE PIPE
RR	RAILROAD
RT	RIGHT
S	SLOPE
S	SOUTH
S/W	SIDEWALK
SA	SAWCUT ASPHALT
SD	STORM DRAIN
SE	SOUTHEAST
SEC	SECTION
SF	SQUARE FOOT
SG	SUBGRADE ELEVATION
SHLDR	SHOULDER
SHT	SHEET
SPEC	SPECIFICATIONS
SRP	SALT RIVER PROJECT
SS	SANITARY SEWER
SSD	STOPPING SIGHT DISTANCE
ST	STREET
STA	STATION
STD	STANDARD
STL	STEEL
SW	SOUTHWEST
SWG	SOUTHWEST GAS COMPANY
SY	SQUARE YARD
T	TOWNSHIP
T	TANGENT LENGTH
T/W	TOP OF WALL
TBM	TEMPORARY BENCHMARK
TC	TOP OF CURB
TCE	TEMPORARY CONSTRUCTION EASEMENT
TEL	TELEPHONE
TEMP	TEMPORARY
TN	TOP OF NUT
TOE	TOE OF EMBANKMENT
TOQC	TOWN OF QUEEN CREEK
TRAN	TRANSITE PIPE
TS	TRAFFIC SIGNAL
TYP	TYPICAL
UNK	UNKNOWN
UPRR	UNION PACIFIC RAILROAD
V	VERTICAL
VC	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
VG	VALLEY GUTTER
VNAE	VEHICULAR NON ACCESS EASEMENT
W	WEST
W	WATER
W/	WITH
W/O	WITHOUT
WM	WATER METER
WSE	WATER SURFACE ELEVATION
WV	WATER VALVE
XFMR	TRANSFORMER

EXISTING	NEW
BENCHMARK	BENCHMARK
BRASS CAP FLUSH	BRASS CAP FLUSH
BRASS CAP IN HANDHOLE	BRASS CAP IN HANDHOLE
BACKFLOW PREVENTER	BACKFLOW PREVENTER
CACTUS	BORING LOCATION
DRYWELL	CACTUS
FIRE HYDRANT	DRYWELL
FIRE DEPT CONNECTION	FIRE HYDRANT
FLAG POLE	FIRE DEPT CONNECTION
GATE	FLAG POLE
GRATE	GATE
GUY WIRE	HEADWALL
HEADWALL	MAILBOX
MAILBOX	MANHOLE
MANHOLE (TYPE NOTED)	METER
METER (TYPE NOTED)	PIPE PLUG
PEDESTAL (TYPE NOTED)	POTHOLE LOCATION
PULLBOX (TYPE NOTED)	PULLBOX
RIPRAP	RIPRAP
ROCK	ROCK
SHRUB	SHRUB
SIGN	SIGN
STREET LIGHT	STREET LIGHT
TREE	TREE
UTILITY POLE	UTILITY POLE
VALVE (TYPE NOTED)	VALVE
BUILDING SETBACK	BUILDING SETBACK
DISTRICT BOUNDARY OR CITY LIMITS	CENTERLINE
EASEMENT	EASEMENT
FOREST BOUNDARY LINE	LIMITS OF CONSTRUCTION
MID-SECTION	RIGHT-OF-WAY
PROPERTY LINE	
RIGHT-OF-WAY	
SECTION	
CHANNEL	BASE FLOOD ELEVATION
CURB & GUTTER	CHANNEL
EDGE OF PAVEMENT	CURB & GUTTER
FENCE WOOD	DAYLIGHT LINE, CUT
FENCE WIRE	DAYLIGHT LINE, FILL
FENCE CHAINLINK	EDGE OF PAVEMENT
FLOWLINE	FENCE WOOD
GUARDRAIL	FENCE WIRE
MASONRY WALL/RETAINING WALL	FENCE CHAINLINK
MAJOR CONTOUR	FLOWLINE
MINOR CONTOUR	GUARDRAIL
RAILROAD	MASONRY WALL/RETAINING WALL
SINGLE CURB	MAJOR CONTOUR
SIDEWALK	MINOR CONTOUR
	SIDEWALK
	SINGLE CURB

EXISTING	NEW
CABLE TV	STORM DRAIN
COMMUNICATION	UTILITY LINE
ELECTRIC (UNDERGROUND)	
ELECTRIC (OVERHEAD)	
FIBER OPTIC	
FIRE LINE	
GAS	
IRRIGATION LINE 18" OR SMALLER	
IRRIGATION LINE 21" OR LARGER	
RECLAIMED WATER 18" OR SMALLER	
RECLAIMED WATER 21" OR LARGER	
TELEPHONE	
SEWER LINE 18" OR SMALLER	
SEWER LINE 21" OR LARGER	
STORM DRAIN 18" OR SMALLER	
STORM DRAIN 21" OR LARGER	
WATER LINE 18" OR SMALLER	
WATER LINE 21" OR LARGER	

SRP WIRE SETUP AREA
SRP STRUCTURE SETUP AREA
AC PAVEMENT
MICRO-SEAL
EXST AC PAVEMENT TO REMAIN
EXST PCCP TO REMAIN

PROFILE ELEVATIONS LEGEND
(U) = UNKNOWN
(S) = FIELD MEASUREMENT - SURVEY
(PH)= FIELD MEASUREMENT - POTHOLE
(R) = RECORD DRAWING (DESIGN/AS-BUILT)

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA811
Call 811 or click Arizona811.com

	REVISION	BY	DATE
△			

PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

STANDARD ABBREVIATIONS & LEGEND

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: N/A		G2	2 OF 62

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PINAL COUNTY GENERAL NOTES (2018)

1. THE CONTRACTOR SHALL OBTAIN A PINAL COUNTY RIGHT OF WAY USE PERMIT PRIOR TO ANY WORK BEING PERFORMED WITHIN THE COUNTY RIGHT OF WAY. CONTACT PINAL COUNTY PUBLIC WORKS INSPECTION SECTION AT LEAST 7 WORKING DAYS IN ADVANCE OF ANY WORK.
2. CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO PINAL COUNTY PUBLIC WORKS INSPECTION SECTION AT LEAST THREE (3) WORKING DAYS PRIOR TO WORK FOR REVIEW & APPROVAL.
3. ANY WORK ON ARTERIAL OR COLLECTOR ROADS SHALL REQUIRE AN OFF-DUTY PINAL COUNTY SHERIFF'S OFFICER FOR TRAFFIC CONTROL. CONTACT SHALL BE MADE THROUGH THE PCSO REPRESENTATIVE.
4. ALL WORK REQUIRED TO COMPLETE THE CONSTRUCTION COVERED BY THESE PLANS SHALL BE IN ACCORDANCE WITH MAG STANDARD SPECIFICATIONS & DETAILS.
5. ALL PLANS REVISED AFTER THE ORIGINAL APPROVAL SHALL BE SUBMITTED TO PINAL COUNTY PUBLIC WORKS FOR RE-APPROVAL. CHANGES ON EACH PLAN SHEET SHALL BE HIGHLIGHTED WITH "CLOUDING" & BE LABELED WITH A NUMERAL WITHIN A TRIANGLE (DELTA REVISIONS). THE ORIGINAL PLAN SHEET SHALL REMAIN THE SAME SHEET NUMBER & THE PLAN SHEET SHOWING THE REVISIONS SHALL BE LABELED WITH THE SAME NUMBER BUT W/AN "A" AFTER THE NUMBER. PINAL COUNTY ENGINEER'S RE-APPROVAL BLOCK INDICATING THE DELTA REVISION SHALL BE PLACED ON THE COVER SHEET.
6. CONTRACTOR IS RESPONSIBLE FOR BLUE STAKE MARKING DAILY AS CONSTRUCTION IS IN PROGRESS.
7. ALL RESIDENTS TO BE NOTIFIED IN PERSON 24 HOURS PRIOR TO DRIVEWAY CROSSING.
8. TRAFFIC CONTROL & BARRICADING SHALL BE ACCORDING TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR PINAL COUNTY REQUIREMENTS.
9. ALL FRAMES, COVERS, VALVE BOXES, & MANHOLE COVERS SHALL BE ADJUSTED TO FINISHED GRADE PRIOR TO COMPLETION OF PAVING OR RELATED CONSTRUCTION.
10. DRAINAGE PLAN SHALL BE IN ACCORDANCE WITH THE CURRENT PINAL COUNTY DRAINAGE ORDINANCE & DRAINAGE MANUAL, AUGUST 2004.
11. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING AN EARTH MOVING PERMIT FROM PINAL COUNTY AIR QUALITY CONTROL & THE EPA, & FOR COMPLYING WITH THEIR REQUIREMENTS FOR DUST CONTROL.
12. A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE SUBMITTED TO PINAL COUNTY PUBLIC WORKS PRIOR TO ISSUANCE OF CONSTRUCTION PERMITS.
13. ANY WORK DONE IN A DRAINAGE CHANNEL OR WASH MUST COMPLY WITH STATE & FEDERAL REGULATIONS.

ENGINEER'S GENERAL NOTES

1. CONTRACTOR SHALL POTHOLE EXISTING UTILITIES AHEAD OF CONSTRUCTION TO ALLOW FOR ANY NECESSARY ADJUSTMENTS IN GRADE LINE AND TO VERIFY PIPE MATERIALS FOR ORDERING THE APPROPRIATE TRANSITION AND TIE-IN FITTINGS THAT MAY BE REQUIRED.
2. THE CONTRACTOR IS ADVISED THAT A DUST CONTROL PERMIT AND A DUST CONTROL PLAN MAY BE REQUIRED BY THE PINAL COUNTY PUBLIC WORKS DEPARTMENT. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THIS PERMIT, IF NECESSARY, AND COMPLY WITH ITS REQUIREMENTS. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE A COPY OF THE DUST CONTROL PERMIT AND DUST CONTROL PLAN TO THE COUNTY FOR REVIEW.
3. THE JOB SITE SHALL BE CLEANED OF ANY DEBRIS OR SPOIL RESULTING FROM THIS PROJECT AT THE COMPLETION OF CONSTRUCTION.
4. ALL EQUIPMENT AND MATERIALS NOT SHOWN OR SPECIFIED ON THE PLANS OR SPECIFICATIONS, BUT REQUIRED TO COMPLETE THIS PROJECT, SHALL BE SUPPLIED BY THE CONTRACTOR AS PART OF THIS CONTRACT WORK (NO ADDITIONAL COST TO THE COUNTY).
5. ANY SURVEY MARKERS DISTURBED OR DAMAGED BY THE CONTRACTOR SHALL BE REPLACED IN KIND BY A REGISTERED LAND SURVEYOR AT NO ADDITIONAL COST TO THE COUNTY.
6. ALL EXISTING PAVEMENT MARKINGS, SIGNS, AND SIGNAL EQUIPMENT THAT ARE NOT PART OF THIS PROJECT BUT NEED TO BE REMOVED, REPLACED, RELOCATED, OR REPAIRED BECAUSE OF CONTRACTOR'S WORK WILL BE DONE AT THE CONTRACTOR'S EXPENSE.
7. THE CONTRACTOR IS ADVISED THAT DAMAGE TO ANY PUBLIC SERVICES OR SYSTEMS AS A RESULT OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AND INSPECTED BY THE COUNTY INSPECTOR. DEPENDING ON DAMAGES, ALL REPAIRS SHALL BE DONE WITHIN 24 HOURS. THE CONTRACTOR IS ADVISED THAT ANY COSTS RELATED TO REPAIR OR REPLACEMENT OF DAMAGED PUBLIC SERVICES OR SYSTEMS AS A RESULT OF CONTRACTOR'S NEGLIGENCE SHALL BE BORNE BY THE CONTRACTOR.
8. ALL FRAMES, COVERS, VALVE BOXES, ETC. SHALL BE ADJUSTED BY THE CONTRACTOR TO FINISHED GRADE AFTER PLACEMENT OF ASPHALT CONCRETE SURFACE COURSE PER MAG STD DETAILS 270, 422-1,2, OR 391-1 TYPE 'C'.

ENGINEER'S GENERAL NOTES (CONTINUED)

11. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL CONSTRUCTION STAKING FOR THE PROJECT. THE CONSTRUCTION STAKING SHALL BE PERFORMED BY A PROFESSIONAL SURVEYOR, REGISTERED WITH THE STATE OF ARIZONA.
12. ALL DIMENSIONS AND CURVE DATA ARE REPORTED TO THE FACE OF CURB, AND/OR FACE OF SIDEWALK UNLESS OTHERWISE NOTED.
13. WHERE REPLACEMENT AND/OR NEW INSTALLATION OF MONUMENTATION FOR SECTION CORNERS, QUARTER CORNERS, CENTER OF SECTION, AND ROADWAY GEOMETRY IS REQUIRED; THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE STATE OF ARIZONA BOARD OF TECHNICAL REGISTRATION PUBLICATION "ARIZONA BOUNDARY SURVEY MINIMUM STANDARDS" AND THE STATE OF ARIZONA REVISED STATUTES 33-103, 33-104, 33-105 AND 33-106.
14. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE CONTRACT DRAWINGS, SPECIAL PROVISIONS, TECHNICAL SPECIFICATIONS, SUPPLEMENTAL GENERAL CONDITIONS, MARICOPA ASSOCIATION OF GOVERNMENTS (MAG) STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (LATEST EDITION), MAG UNIFORM STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION (LATEST EDITION) AND THE ADOT STANDARD DETAILS AND SPECIFICATIONS (LATEST EDITION).
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING BLUE STAKE (602-263-1100) OR BY DIALING 811 FOR UTILITY LOCATION A MINIMUM OF 48 HOUR IN ADVANCE OF ANY EXCAVATION. UTILITY LOCATIONS SHALL BE PROTECTED, MAINTAINED AND UPDATED IN ACCORDANCE WITH APPLICABLE STATE AND MUNICIPAL LAWS.
16. PRIOR TO THE START OF ANY WORK ACTIVITIES, THE CONTRACTOR SHALL PROVIDE NOTIFICATION TO THE OWNER AND THE ENGINEER. A PRE-ACTIVITY MEETING (PRECONSTRUCTION CONFERENCE) MAY BE REQUIRED.
17. EXISTING UTILITIES AND OTHER FACILITIES HAVE BEEN SHOWN ON THE CONTRACT DRAWINGS BASED ON FIELD SURVEYS, EXISTING MAPS AND OTHER INFORMATION GATHERED BY THE ENGINEER DURING DESIGN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXACT LOCATIONS OF ALL UTILITIES IMPACTING CONSTRUCTION AND PROTECTION OF SAID UTILITIES. IF RELOCATION OF UTILITIES IS REQUIRED, THE CONTRACTOR SHALL COORDINATE THE RELOCATION WITH THE OWNER. UTILITIES DAMAGED BY CONTRACTORS ACTIVITIES SHALL BE REPAIRED WITH NEW MATERIALS AT NO COST TO THE COUNTY AND TO THE COUNTY'S SATISFACTION.
18. CONTRACTOR SHALL SUPPORT AND PROTECT IN-PLACE UTILITIES WITHIN THE EXCAVATION IN ACCORDANCE WITH MAG SPECIFICATIONS, UNLESS OTHERWISE APPROVED IN WRITING BY THE OWNER OF THE UTILITY.
19. EXISTING FEATURES AND FACILITIES WHICH ARE NOT SPECIFICALLY LOCATED WITH HORIZONTAL AND VERTICAL CONTROLS ARE LOCATED APPROXIMATELY WITH THE BEST AVAILABLE INFORMATION. VARIATIONS BETWEEN PLAN LOCATION AND ACTUAL DIMENSIONS WILL NOT BE A BASIS FOR A MODIFICATION OF THE CONTRACT AMOUNT.
20. THE COUNTY HAS OBTAINED PERMIT APPROVAL FROM DESIGNATED AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING PERMITS, PAYING PERMIT FEES, COORDINATING DESIGNATED AGENCY INSPECTIONS AND CLOSURE OF PERMITS. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF THE DESIGNATED PERMITS AND THE REGULATIONS OF THE PERMITTING AGENCIES.
21. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE COUNTY'S REQUIREMENTS. CONTRACTOR SHALL SUBMIT TRAFFIC CONTROL PLANS TO THE GOVERNING AGENCIES AS REQUIRED BY THE COUNTY.
22. CONTRACTOR'S WORK ACTIVITIES SHALL BE SCHEDULED AND PHASED SO AS NOT TO UNDULY IMPEDE OR PREVENT ACCESS TO PRIVATE RESIDENCES, PUBLIC FACILITIES, SCHOOLS, OR BUSINESS EXCEPT BY PRIOR WRITTEN AGREEMENT WITH THE IMPACTED OWNER(S) OR OPERATORS.
23. ALL EQUIPMENT, MATERIALS, VEHICLES AND CONSTRUCTION ACTIVITIES SHALL REMAIN WITHIN PUBLIC RIGHTS-OF-WAY OR DESIGNATED EASEMENTS.
24. ANY EXISTING FEATURES OR FACILITIES DISTURBED BY THE CONTRACTOR SHALL BE REPLACED IN KIND WITH NEW MATERIALS MEETING THE COUNTY'S APPROVAL AT NO ADDITIONAL COST TO THE COUNTY.
25. THE CONTRACTOR SHALL PROVIDE CLEAR AND ACCURATE REDLINES TO THE COUNTY FOR PREPARATION OF RECORD DRAWINGS. THE REDLINES SHALL BE UPDATED ON A DAILY BASIS TO REFLECT THE CURRENT CONSTRUCTION ACTIVITIES AT ALL TIMES AND MAY BE INSPECTED BY THE COUNTY/ENGINEER AT ANY TIME UPON REQUEST.
26. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SAFETY ON THE CONSTRUCTION SITE. THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN TO THE ENGINEER FOR APPROVAL, AND ALL PERSONNEL ON THE JOB SHALL FOLLOW THE APPROVED SAFETY PLAN.
27. THE CONTRACTOR SHALL PROVIDE SUITABLE PROTECTION FOR EXCAVATIONS. AT A MINIMUM, OSHA REGULATIONS REQUIRE PROTECTION FROM CAVE-INS FOR EXCAVATIONS GREATER THAN FIVE FEET IN DEPTH. WHERE EXCAVATIONS ARE DEEPER THAN TWENTY FEET, EXCAVATION PLANS AND SHORING SYSTEM DESIGN SHALL BE SIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF ARIZONA.
28. TRENCH EXCAVATION, BACKFILL, AND SURFACE REPLACEMENT SHALL BE AS SHOWN ON THE DRAWINGS AND/OR REQUIRED BY THE CONTRACT DOCUMENTS. IN NO CASE SHALL TRENCH EXCAVATION, BACKFILL AND SURFACE REPLACEMENT BE LESS STRINGENT THAN MAG REQUIREMENTS, EXCEPT AS MAY BE SPECIFICALLY ALLOWED IN WRITING BY THE ENGINEER. UNLESS OTHERWISE DESIGNATED, ALL COMPACTION DENSITIES SHALL MEET THE REQUIREMENTS OF MAG SPECIFICATION SECTION 601, TYPE I.
29. CONTRACTOR SHALL USE EXTREME CAUTION WHILE WORKING IN THE VICINITY OF ALL GAS AND POWER LINES. THE CONTRACTOR SHALL MAINTAIN THE INTEGRITY OF THE GAS AND POWER TRENCHES AND PIPELINES AT ALL TIMES. SPECIAL ATTENTION SHALL BE GIVEN TO BRACING AND SUPPORT FOR UNDERGROUND POWER CROSSINGS. POLE BRACING MAY BE REQUIRED BY THE POWER COMPANY WHEN EXCAVATING NEAR POWER POLES.
30. RECLAIMED ASPHALT PAVEMENT (RAP) SHALL NOT BE UTILIZED IN PIPE OR TRENCH BACKFILL.
31. ASPHALTIC CONCRETE QUANTITIES ARE INCLUSIVE OF AREAS SHOWN WITH THE RESPECTIVE PAVEMENT SECTIONS AS WELL AS THE COMBINATION SAFETY EDGE AND WIDENING FOR GUARD RAIL.

EARTHWORK CALCULATIONS:

EXCAVATIONS	SKYLINE	GANTZEL	TOTAL
ROADWAY EXCAVATION	7,623 CY	906 CY	8,529 CY
AVAILABLE FOR EMBANKMENTS	7,623 CY	906 CY	8,529 CY
EMBANKMENTS			
RAW EMBANKMENT	586 CY	505 CY	1,091 CY
GROUND COMPACTION	434 CY	64 CY	498 CY
SHRINK (15%)	88 CY	76 CY	280 CY
TOTAL EMBANKMENTS	1,108 CY	645 CY	1,753 CY
ADJUSTED NET (WASTE)			**6,776 CY**

EARTHWORK FACTORS:

PARAMETER	VALUE
ADJUSTMENT FACTOR	15% SHRINK*
GROUND COMPACTION	0.15 FT*

* EARTHWORK FACTORS BASED UPON "GEOTECHNICAL EVALUATION REPORT" PREPARED BY WESTERN TECHNOLOGIES INC., DATED APRIL 11, 2024.

ENGINEER'S EARTHWORK NOTES:

1. EARTHWORK ESTIMATED QUANTITIES ARE CALCULATED USING AN EXISTING GRADE DTM GENERATED FROM THE AERIAL SURVEY CONDUCTED BY VERTICAL MAPPING RESOURCES, DATED AUGUST 2, 2022.
2. REFER TO SPECIAL PROVISIONS FOR EARTHWORK REQUIREMENTS.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PREPARE AN EARTHWORK ANALYSIS FOR BIDDING PURPOSES. EARTHWORK CALCULATIONS PROVIDED HEREIN ARE FOR INFORMATION ONLY.
4. ALL EARTHWORK SHALL BE PAID FOR BY A SINGLE, LUMP SUM CONTRACT ITEM. EXCEPTIONS ARE NOTED IN THE EARTHWORK CALCULATION TABLE ABOVE.

DESIGN DATA:

PARAMETER	SKYLINE DRIVE	GANTZEL ROAD
STREET CLASSIFICATION	MINOR ARTERIAL	PARKWAY
POSTED (DESIGN) SPEEDS	35 MPH (40 MPH)	45 MPH (55 MPH)
MINIMUM TAPER RATE	26:1	N/A
CROSS SLOPE	2% MIN TO 3% MAX	2% MIN TO 5% MAX (0.5% MIN AT INTERSECTION)
DESIGN VEHICLE	WB-62	WB-62

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

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PINAL COUNTY

WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

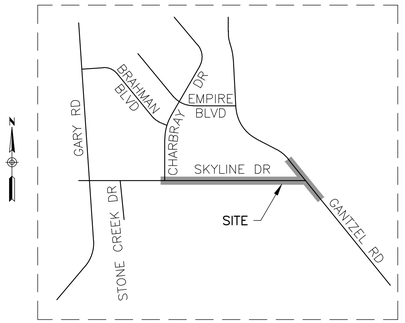
SKYLINE DRIVE IMPROVEMENTS

CHARBRAY DRIVE TO GANTZEL ROAD

GENERAL NOTES & DESIGN DATA

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: N/A		G3	3 OF 62

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VICINITY MAP
SECTIONS 5, 6, 7, 8
T3S, R8E

NTS



POINT DATA TABLE				
POINT NO	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	795779.232	811669.063	1490.96	BM FND-BCF Q282 1490.96
200	797244.046	805223.343	1476.22	FND-BCF PCHD
201	799857.839	807810.834	1482.52	FND-BCF PCHD
215	799899.534	807808.584	1482.52	FND-BCF PCHD
231	797256.652	807950.876	1479.84	FND-BCF PCHD
233	797231.856	802613.117	1476.48	FND-BCF PCHD
235	794612.681	808095.776	1479.17	FND-RB

SURVEYOR'S NOTES

1. COORDINATES WERE VERIFIED IN THE FIELD USING REAL TIME KINEMATIC GPS OBSERVATIONS RELATIVE TO PUBLISHED CONTROL POINTS.
2. SURVEYED DURING THE MONTH OF JULY 2022.
3. CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL CONTROLS IN THE FIELD PRIOR TO CONSTRUCTION.
4. PROJECT METADATA:
   UNITS:
   COORDINATES, DISTANCES AND ELEVATIONS ARE SHOWN IN INTERNATIONAL FEET.

   HORIZONTAL DATUM (BASIS OF BEARINGS):
   NAD83 (2011 Epoch) ARIZONA CENTRAL ZONE

   HORIZONTAL ADJUSTMENT:
   COMBINED SCALE FACTOR (CSF): 1.00015
   GRID NORTHING (CSF) = GROUND NORTHING
   GRID EASTING (CSF) = GROUND EASTING

   VERTICAL DATUM:
   NAVD 88

   PROJECT BENCHMARK:
   ■ POINT NUMBER 1
   FOUND NGS PUBLISHED BENCHMARK DESCRIBED AS:
   DESIGNATION Q 282 – STATION IS LOCATED ABOUT 5.0 MI NORTHEAST OF MAGMA, 4.3 MI SOUTHEAST OF QUEEN CREEK, ALONG THE SOUTHERN PACIFIC RAILROAD TRACK, AT MILE 945, 1.6 MI SOUTHEAST OF TRACK SIDING AT STOCK PENS, BETWEEN THE TRACK AND A DIRT ROAD.
   GROUND NORTHING = 795779.232
   GROUND EASTING = 811669.0631
   PUBLISHED ELEVATION = 1490.96
5. THE COORDINATES PRESENTED ARE SHOWN TO THREE DECIMAL PLACES FOR CALCULATION PURPOSES AND ARE NOT REPRESENTATIVE OF THE PRECISION OF THE SURVEY MEASUREMENTS.
6. THIS IS NOT A PROPERTY BOUNDARY SURVEY.

LEGEND

◉	FOUND BRASS CAP FLUSH
•	FOUND REBAR
■	PROJECT BENCHMARK
○	CALCULATED POSITION
———	SECTION LINE
— – — – —	CENTER LINE
BM	BENCHMARK
FND-BCF	FOUND BRASS CAP FLUSH
FND-RB	FOUND REBAR

0' 200' 400' 800'

SCALE: 1"=400'

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DIBBLE

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PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SURVEY CONTROL

DRN: DBB	CK: JPG	DRAWING	SHEET
DES: –	DATE: 6/24		
SCALE: 1" = 400'		G4	4 OF 62

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AS BUILT DATE

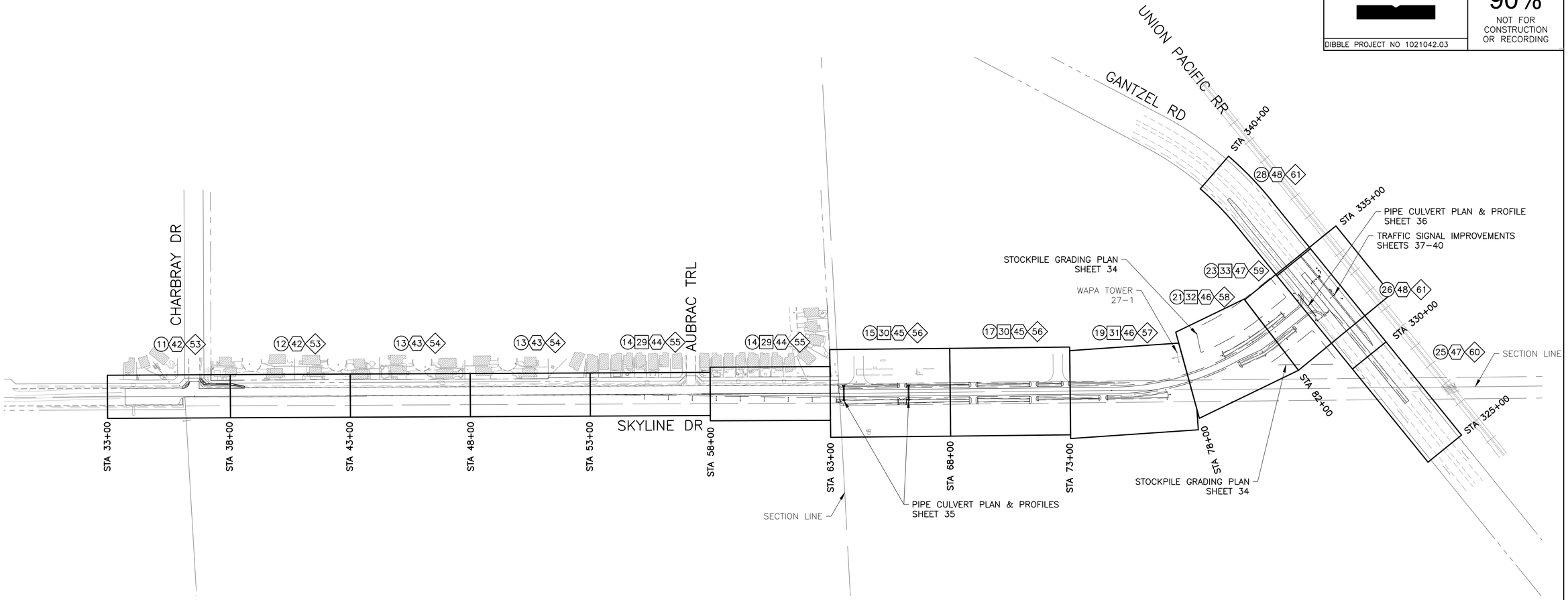
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LEGEND

- (11) ROADWAY PLAN
- (29) GRADING & DRAINAGE PLAN
- (42) SIGNING & MARKING PLAN
- (53) EROSION CONTROL PLAN

0' 100' 200' 400'

SCALE: 1"=200'

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SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

KEY MAP

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 200'		G5	5 OF 62

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AS BUILT DATE

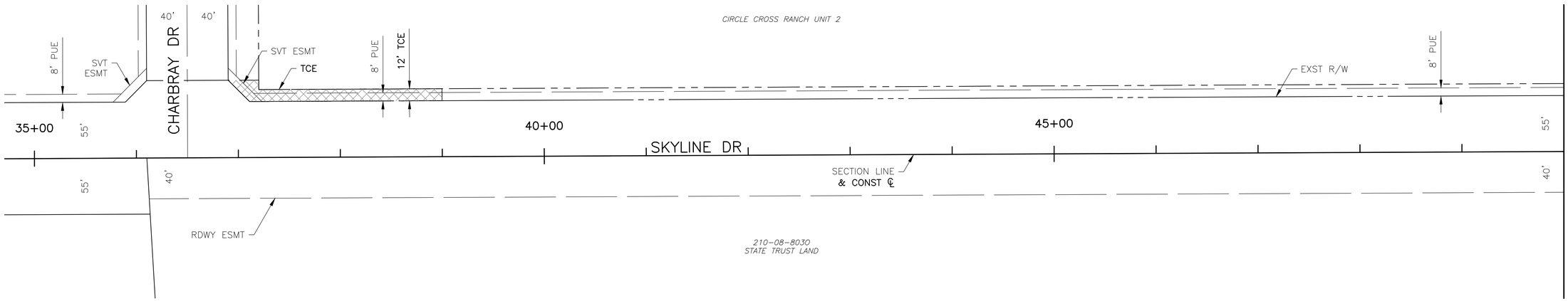
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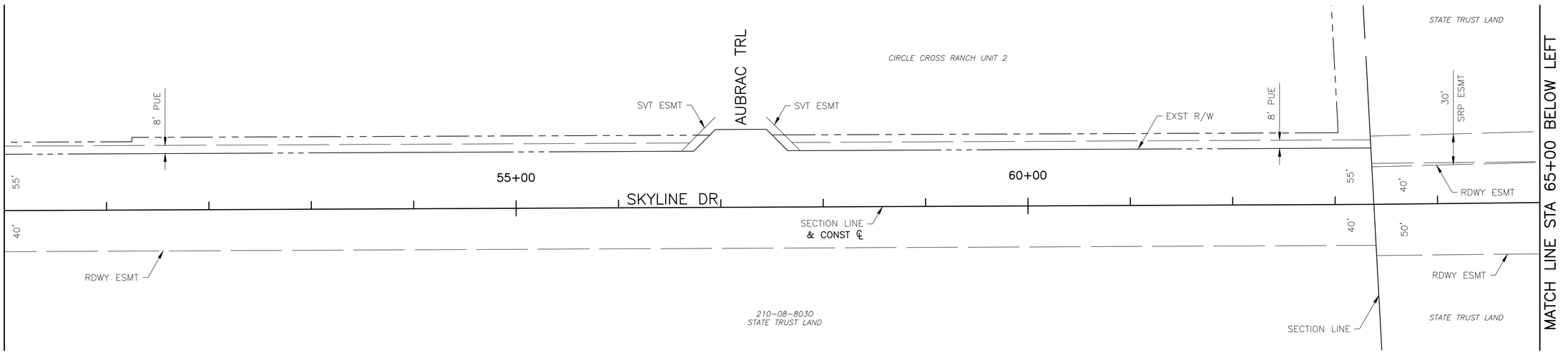
DIBBLE PROJECT NO 1021042.03

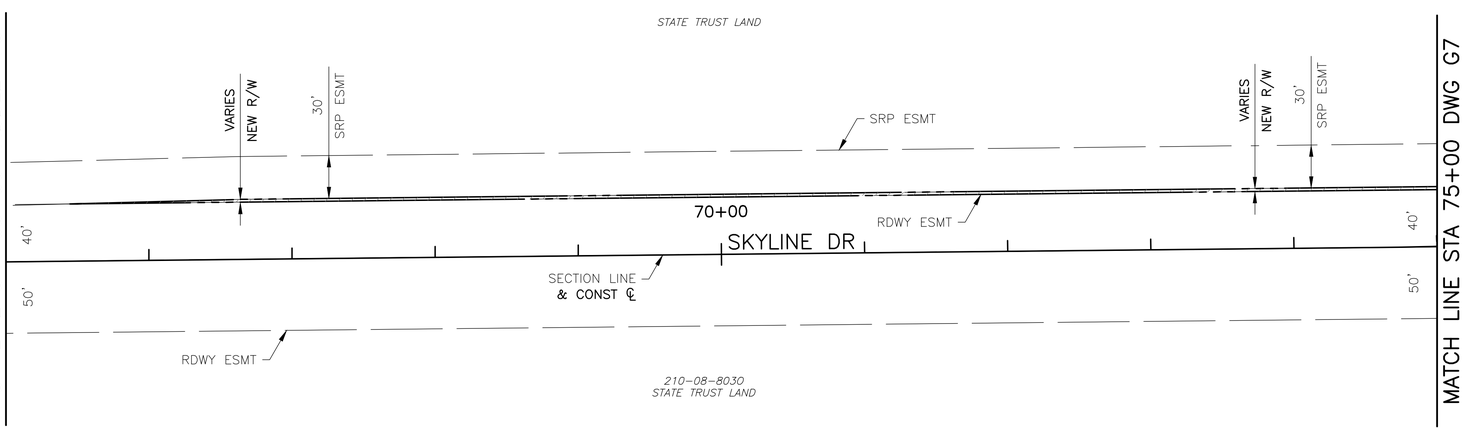
PRELIMINARY SUBMITTAL

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LEGEND:

- NEW RIGHT-OF-WAY EASEMENT (ROW)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- SPECIAL LAND USE PERMIT (SLUP)

0' 25' 50' 100'

SCALE: 1"=50'

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PINAL COUNTY
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PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

RIGHT-OF-WAY MAP
STA 35+00 TO STA 75+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 50'		G6	6 OF 62

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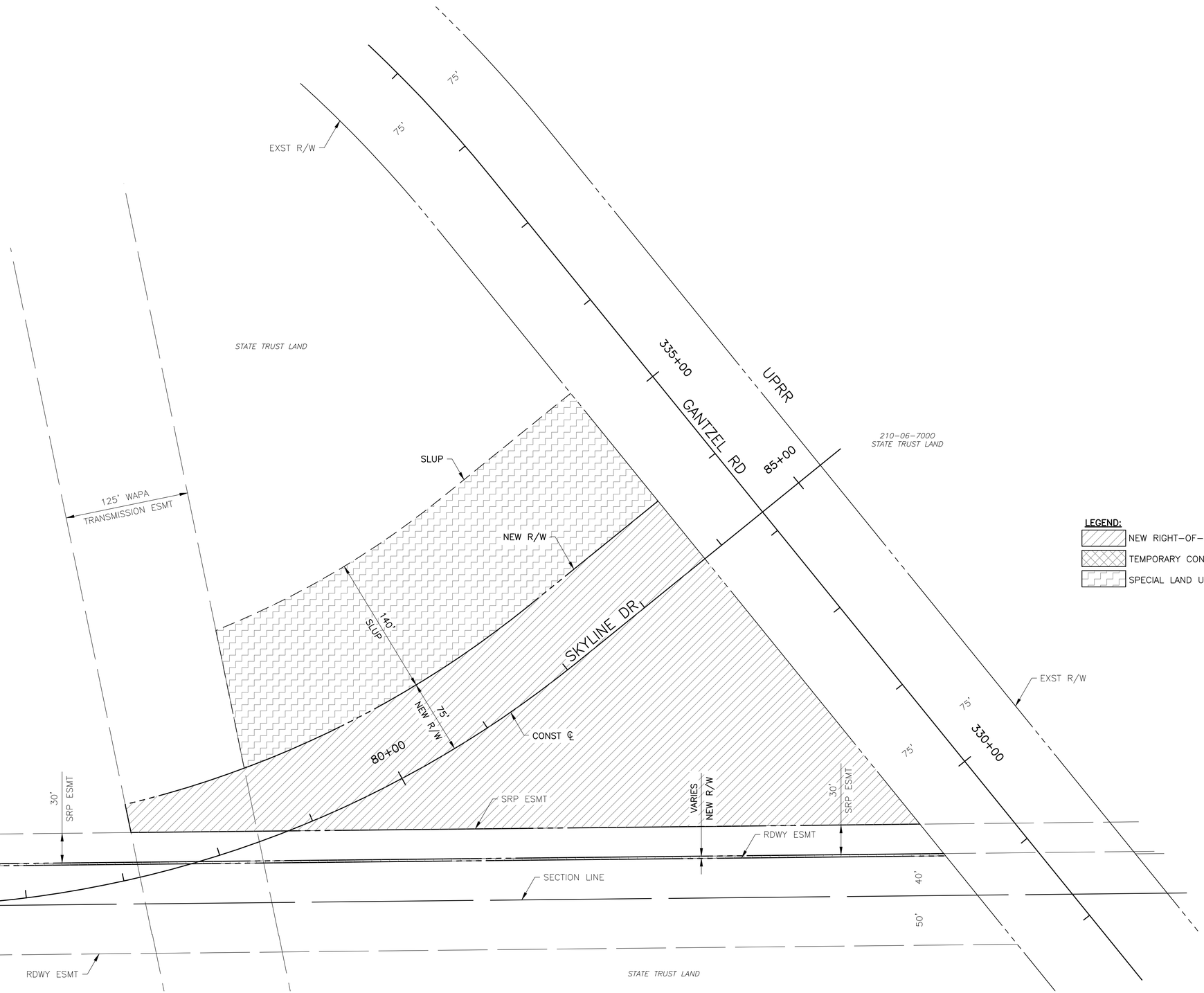
DIBBLE

DIBBLE PROJECT NO 1021042.03

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LEGEND:

- NEW RIGHT-OF-WAY EASEMENT (ROW)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- SPECIAL LAND USE PERMIT (SLUP)

N

0' 25' 50' 100'

SCALE: 1"=50'

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PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS

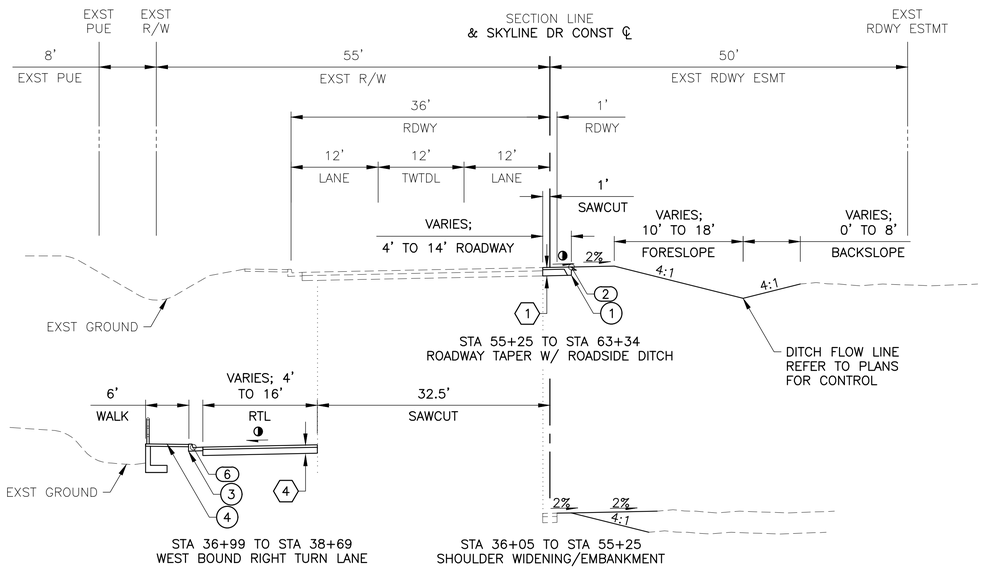
CHARBRAY DRIVE TO GANTZEL ROAD

RIGHT-OF-WAY MAP

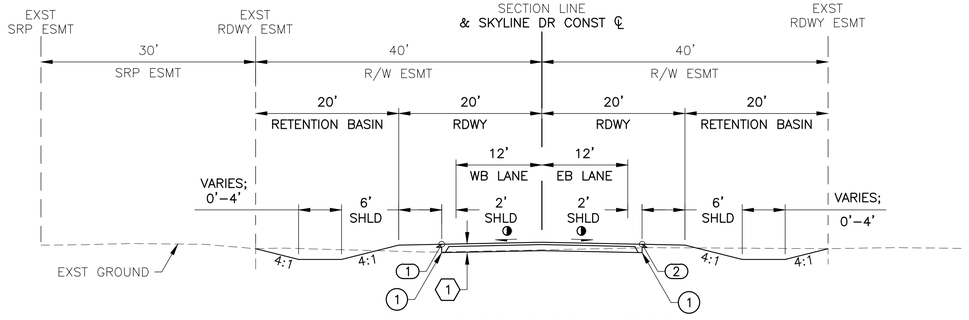
STA 75+00 TO STA 86+00

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SCALE: 1" = 50'		G7	7 OF 62

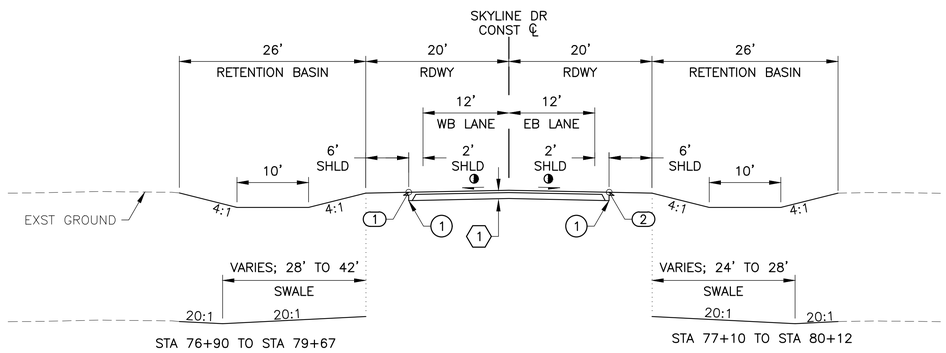
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SKYLINE DR TYPICAL SECTION
STA 36+00 TO STA 63+34



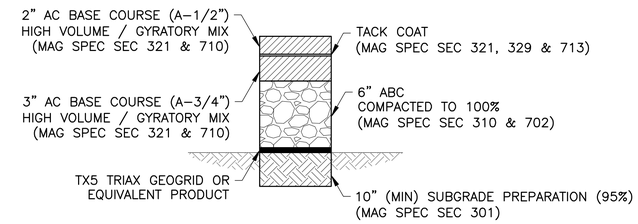
SKYLINE DR TYPICAL SECTION
STA 63+34 TO STA 76+90



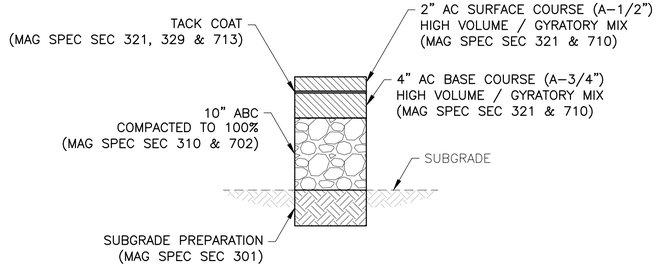
STA 76+90 TO STA 79+67

STA 77+10 TO STA 80+12

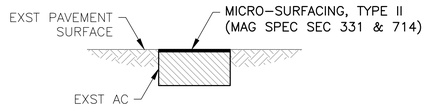
SKYLINE DR TYPICAL SECTION
STA 76+90 TO STA 84+07.11



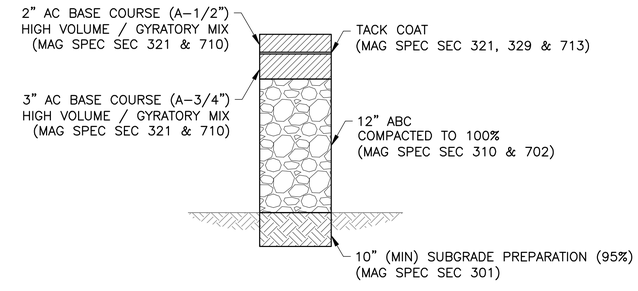
PAVEMENT SECTION NO 1
TOTAL THICKNESS = 11"
SKYLINE DR (STA 63+38 TO GANTZEL RD)



PAVEMENT SECTION NO 2
TOTAL THICKNESS = 16"
GANTZEL RD



PAVEMENT SECTION NO 3
TOTAL THICKNESS = N/A
SKYLINE DR, TO STA 63+38



PAVEMENT SECTION NO 4
TOTAL THICKNESS = 17"
SKYLINE DR (STA 36+02 TO 38+59)

AS BUILT DATE

DIBBLE

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PRELIMINARY SUBMITTAL
90%
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CONSTRUCTION NOTES
1. COMBINATION SAFETY EDGE W/ THICKENED EDGE DET 1, DWG 10
3. CURB & GUTTER MAG STD DET 220-1, TYPE A
4. SIDEWALK MAG STD DET 230

PAVEMENT SECTION NOTES
1. PAVEMENT SECTION NO 1
4. PAVEMENT SECTION NO 4

PROFILE GRADE LINE NOTES
1. PGL @ EOP LT
2. PGL @ EOP RT
6. PGL @ GUTTER LT

NOTES
◐ VARIES, 1.5% TO 2%
◑ VARIES, 2% TO 3%

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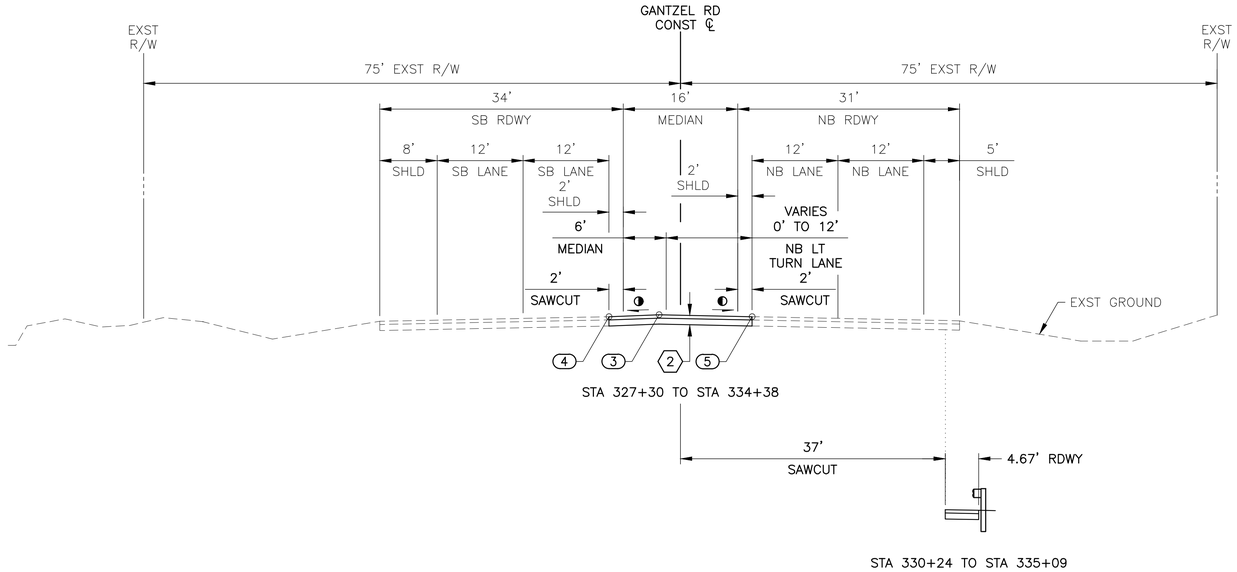
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

TYPICAL SECTIONS

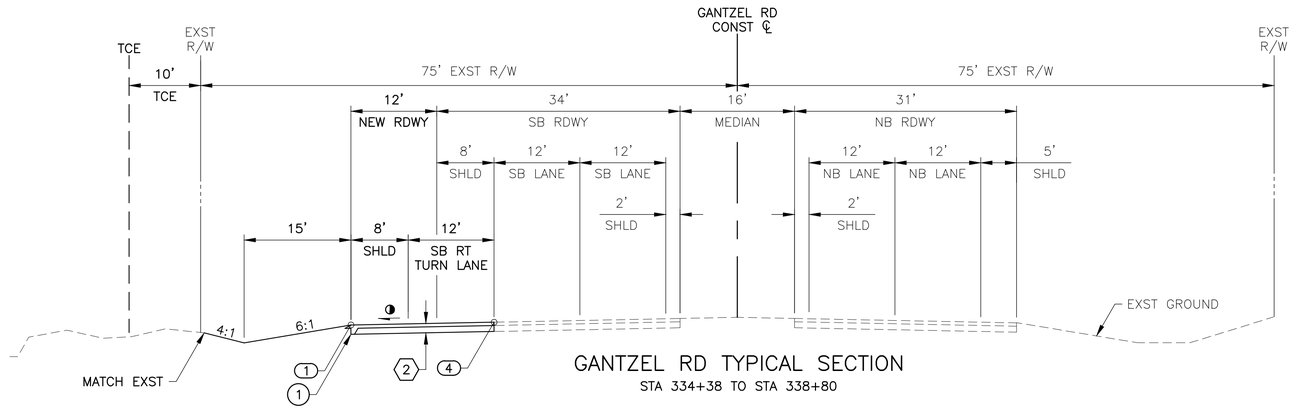
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SCALE: N/A		G8	8 OF 62

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GANTZEL RD TYPICAL SECTION

STA 327+30 TO STA 334+38



GANTZEL RD TYPICAL SECTION

STA 334+38 TO STA 338+80

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CONSTRUCTION NOTES

1. COMBINATION SAFETY EDGE W/ THICKENED EDGE DET 1, DWG 10
2. W-BEAM GUARDRAIL

PAVEMENT SECTION NOTES

1. PAVEMENT SECTION NO 1
2. PAVEMENT SECTION NO 2

PROFILE GRADE LINE NOTES

1. PGL @ EOP LT
3. PGL @ RDWY CROWN
4. PGL @ SAWCUT LT
5. PGL @ SAWCUT RT

NOTES

◐ VARIES, 5% MAX
◑ VARIES 2% TO 3%

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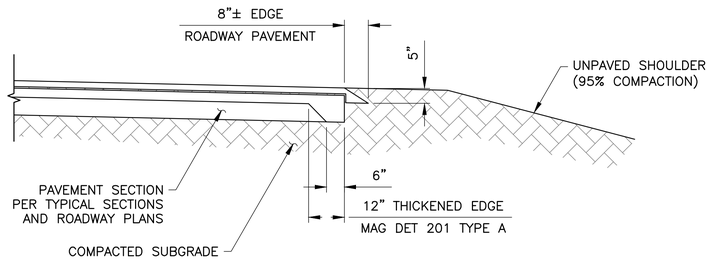
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

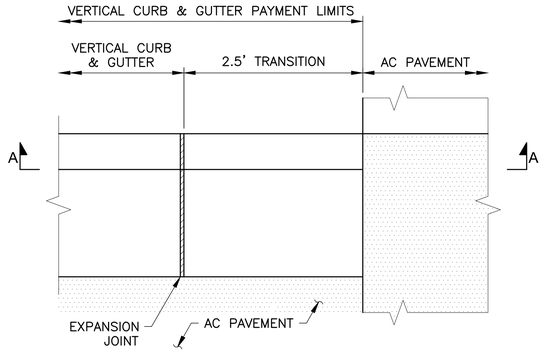
TYPICAL SECTIONS

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DES: ACT	DATE: 6/24		
SCALE: N/A		G9	9 OF 62

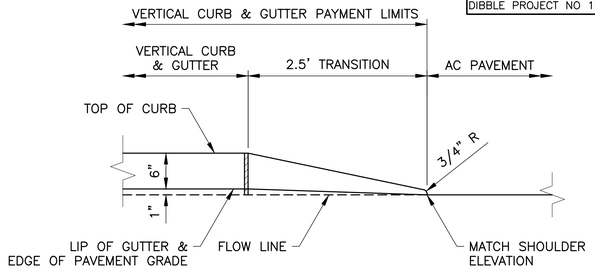
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1 SAFETY EDGE
NTS



PLAN

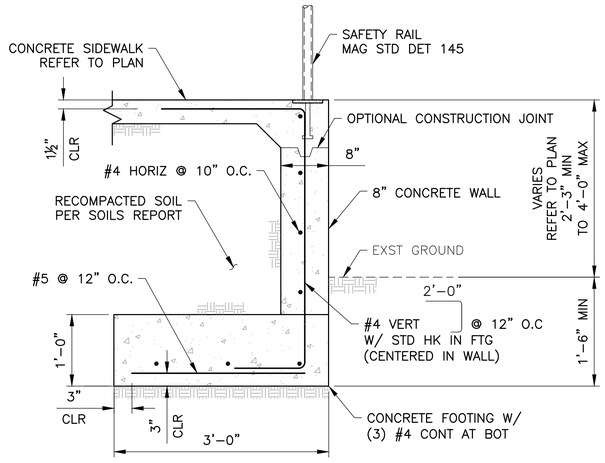


SECTION A–A

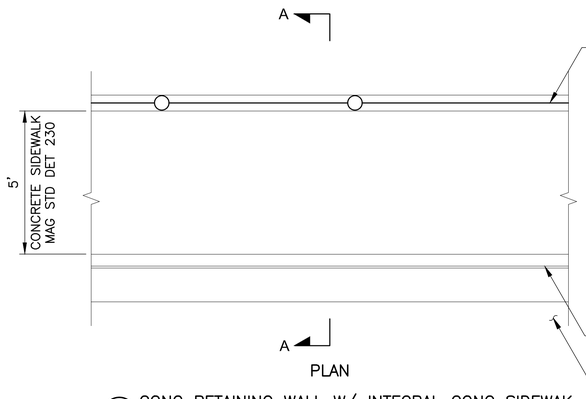
NOTES:

1. FOR NOTES AND DIMENSIONS NOT PROVIDED, REFER TO MAG STD DET 220–1, TYPE A.
2. NO SEPARATE PAYMENT SHALL BE MADE FOR VERTICAL CURB TERMINATION. MEASUREMENT AND PAYMENT SHALL BE INCLUSIVE WITH ADJOINING VERTICAL CURB & GUTTER.

2 VERTICAL CURB & GUTTER TERMINATION
NTS



SECTION A–A
CONCRETE WALL W/ FOOTING AT EDGE OF SIDEWALK

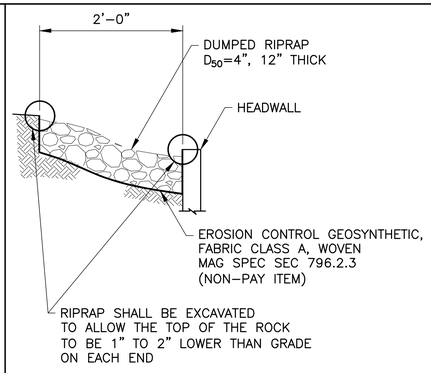


PLAN

NOTES:

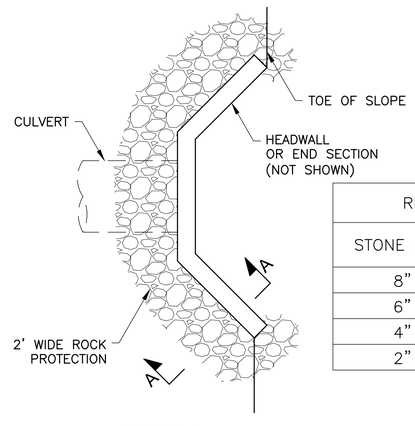
1. REINFORCING STEEL TO BE ASTM A615, GRADE 60.
2. 1/2" EXPANSION JOINTS SHALL BE PROVIDED AT INTERVALS NOT EXCEEDING 30'.
3. CONCRETE SHALL BE CLASS A (MAG STD SPEC SEC 725).

3 CONC RETAINING WALL W/ INTEGRAL CONC SIDEWAK
NTS



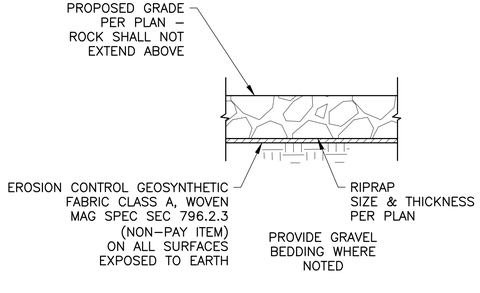
SECTION A–A

RIPRAP HEADWALL TREATMENT
NTS



HEADWALL

RIPRAP GRADATION, D_{50}=4"	
STONE SIZE	PERCENT OF GRADATION SMALLER THAN
8"	100
6"	85
4"	50
2"	15



TYPICAL RIPRAP SECTION
NTS

RIPRAP GRADATION, D_{50}=6"	
STONE SIZE	PERCENT OF GRADATION SMALLER THAN
10"	100
8"	85
6"	50
3"	15

4 RIPRAP DETAILS
NTS

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

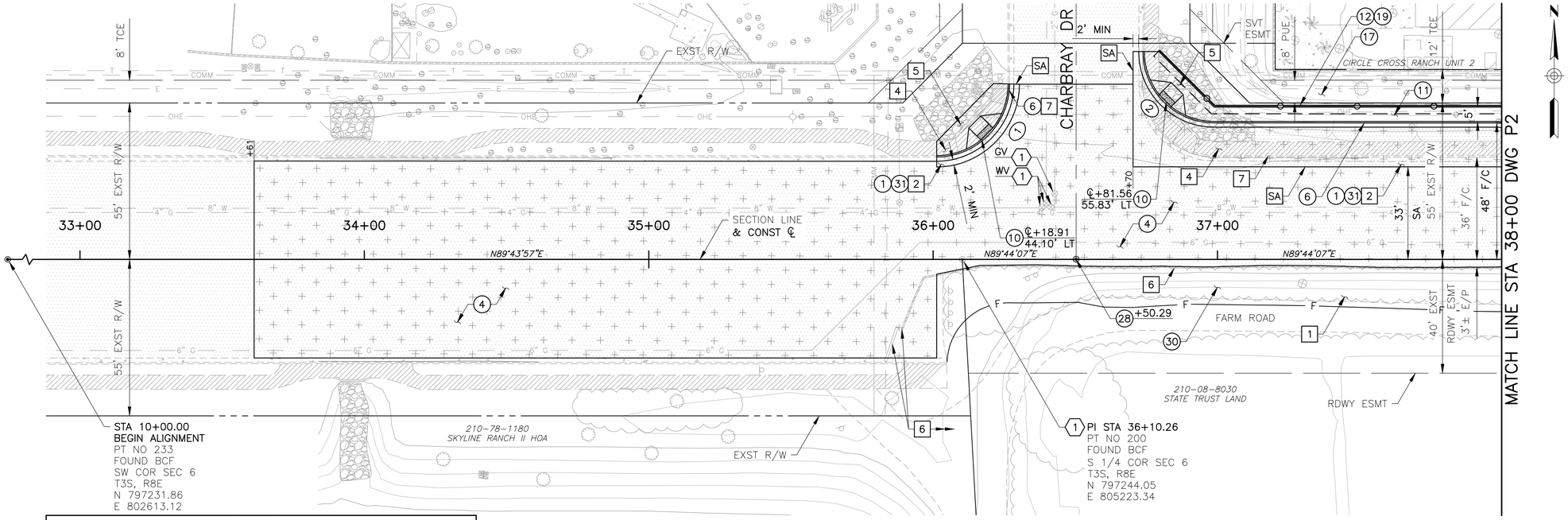
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

DETAILS

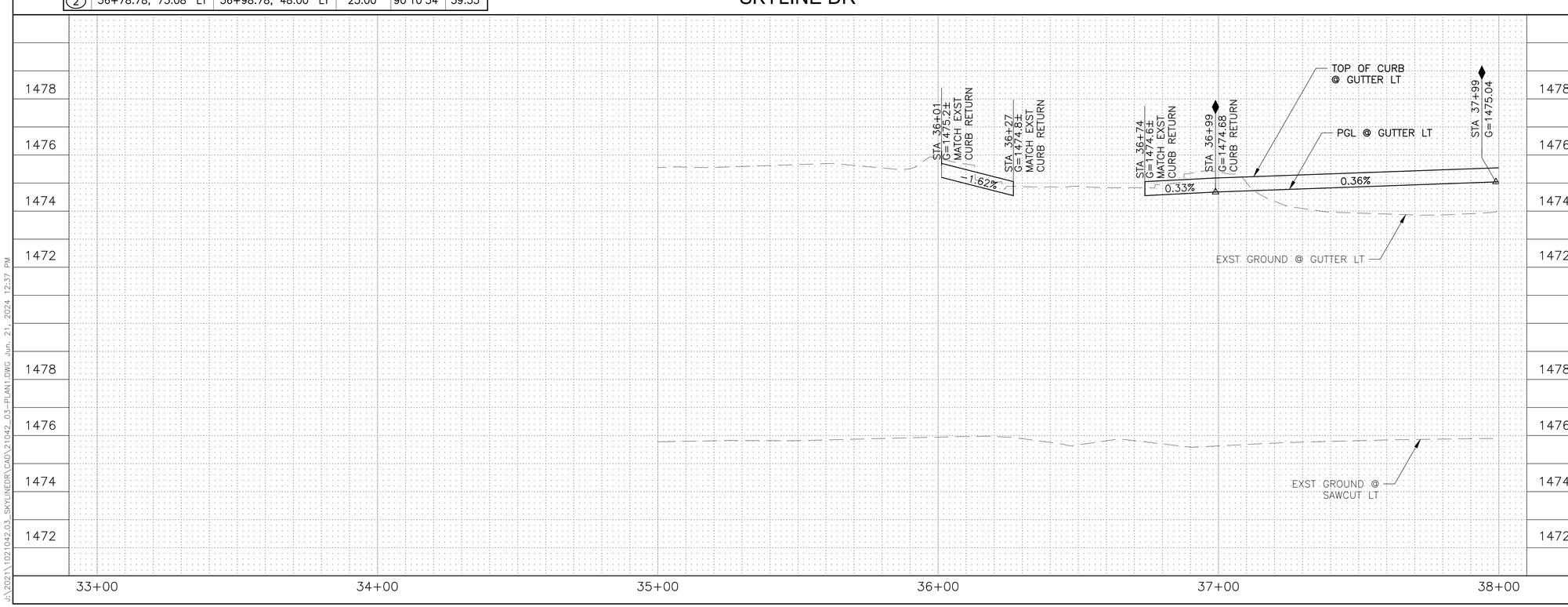
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SCALE: N/A		G10	10 OF 62

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SKYLINE DR

CURVE TABLE – FACE OF CURB					
ID	PC STATION/OFFSET	PT STATION/OFFSET	RADIUS	DELTA	LENGTH
(1)	36+01.26, 35.98' LT	36+26.87, 60.60' LT	25.00'	89°13'41"	40.22'
(2)	36+78.78, 73.08' LT	36+98.78, 48.00' LT	25.00'	90°10'34"	39.35'



AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

REMOVAL NOTES

1	CLEARING AND GRUBBING	0.1 AC
2	REMOVE AC PVMT (FULL DEPTH)	65 SY
4	REMOVE CONC SLAB TO NEAREST JOINT (S/W, DW/, RAMP, APRON, VALLEY GUTTER, ETC)	962 SF
5	REMOVE RIPRAP (FULL DPTH)	718 SF
6	REMOVE CONC BARRIER	200 LF
7	REMOVE CONC CURB & GUTTER TO THE NEAREST JOINT	192 SF
SA	SAWCUT AC PAVEMENT (FULL DEPTH) MATCH EXST	216 LF

CONSTRUCTION NOTES

(1)	SUBGRADE PREPARATION	234 SY
(4)	PVMT SECTION NO. 3 MICRO-SURFACING	3000 SY
(6)	CONC VERTICAL CURB & GUTTER MAG STD DET 220-1, TYPE A	185 LF
(10)	CONC SIDEWALK RAMP, SINGLE MAG STD DET 236-1	574 SF
(11)	CONC SIDEWALK, DEPTH=4" WIDTH PER PLAN MAG STD DET 230	507 SF
(12)	CONC RETAINING WALL DET 3, DWG G10	129 LF
(17)	DECOMPOSED GRANITE W/PRE-EMERGENT HERBICIDE 1-1/2" MINUS, 2" THICK COLOR: MATCH EXST	167 SY
(19)	SAFTEY RAIL MAG STD DET 145	129 LF
(28)	SURVEY MARKER MAG STD DET 120, TYPE B REFER TO ENGINEER'S NOTE #13, DWG G3	1 EA
(30)	ROADWAY EMBANKMENT REFER TO TYPICAL SECTIONS	
(31)	PVMT SECTION NO. 4	
	2" AC SURFACE COURSE (A-1/2")	26 TON
	3" AC BASE COURSE (A-3/4")	54 TON
	12" ABC	142 TON
	TACK COAT	0.1 TON

REFERENCE NOTES

(1) PROTECT IN PLACE

0' 10' 20' 40'

SCALE: 1"=20'

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA811
Call 811 or click Arizona811.com

△	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

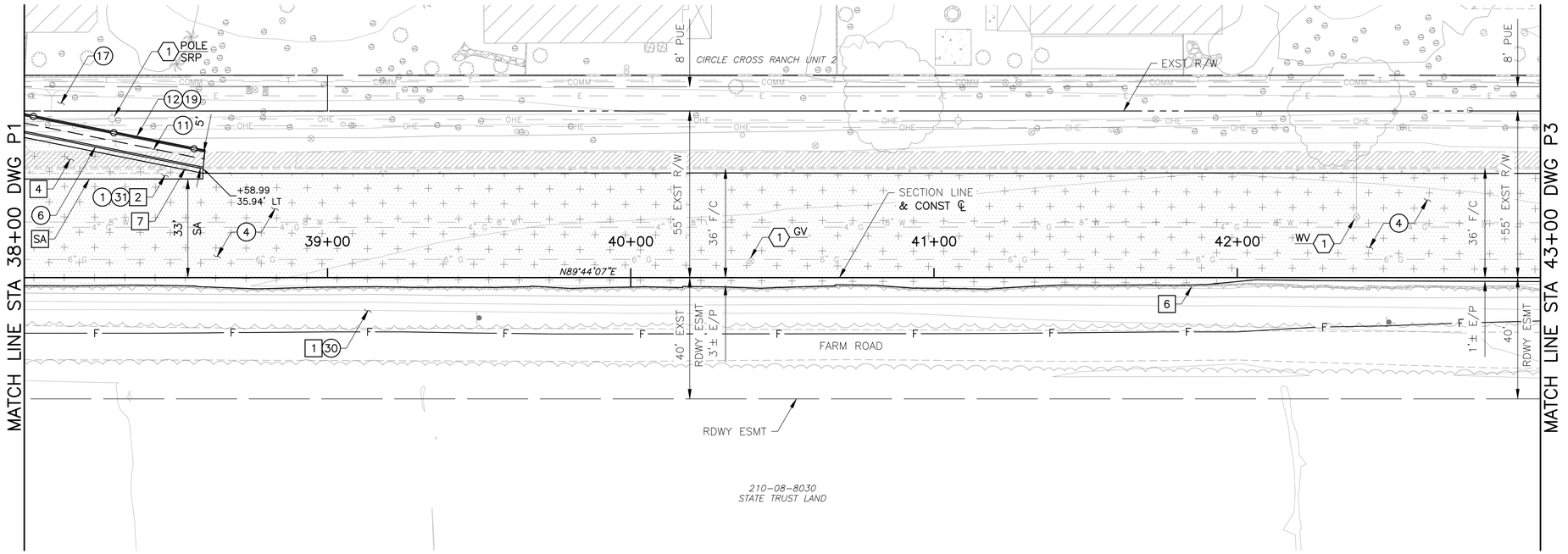
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

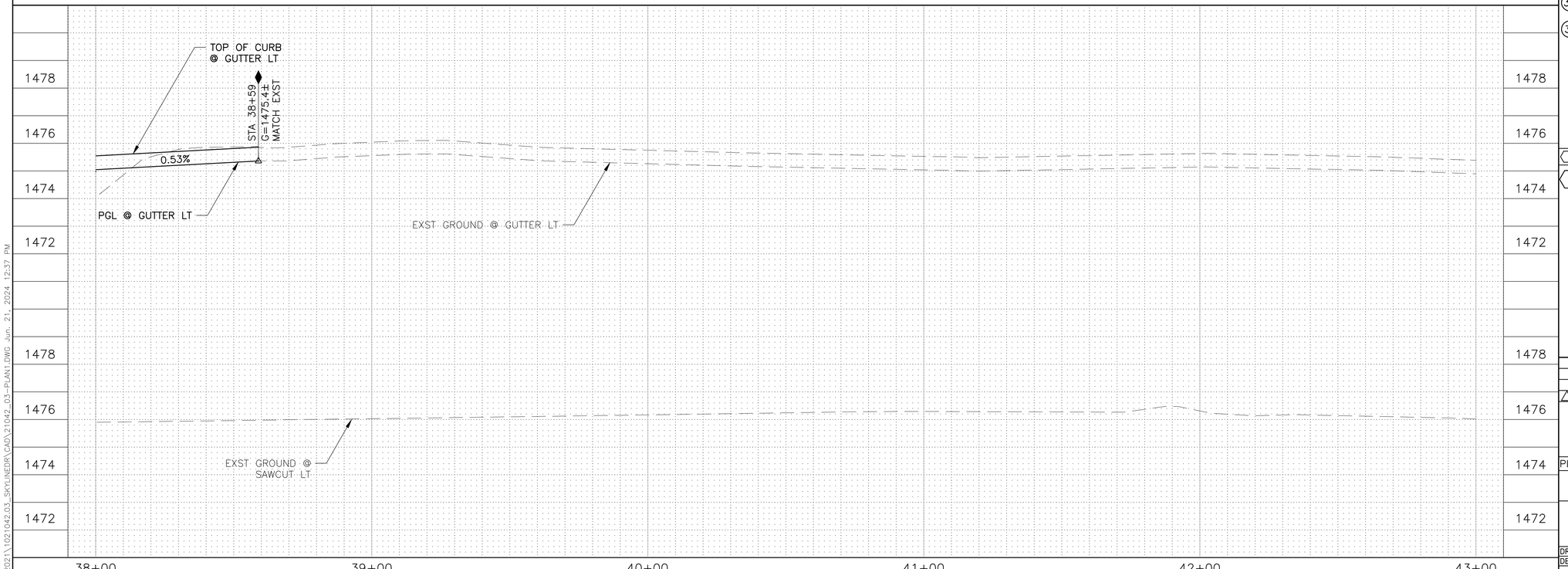
SKYLINE DR
PAVING PLAN & PROFILE
STA 33+00 TO STA 38+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL 1" = 2' VERTICAL		P1	11 OF 62

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SKYLINE DR



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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

REMOVAL NOTES

1	CLEARING AND GRUBBING	0.2 AC
2	REMOVE AC PVMT (FULL DEPTH)	13 SY
4	REMOVE CONC SLAB TO NEAREST JOINT (S/W, DW/, RAMP, APRON, VALLEY GUTTER, ETC)	297 SF
6	REMOVE CONC BARRIER	500 LF
7	REMOVE CONC CURB & GUTTER TO THE NEAREST JOINT	59 LF
SA	SAWCUT AC PAVEMENT (FULL DEPTH) MATCH EXST	192 LF

CONSTRUCTION NOTES

1	SUBGRADE PREPARATION	52 SY
4	PVMT SECTION NO. 3 MICRO-SURFACING	2088 SY
6	CONC VERTICAL CURB & GUTTER MAG STD DET 220-1, TYPE A	60 LF
11	CONC SIDEWALK, DEPTH=4" WIDTH PER PLAN MAG STD DET 230	303 SF
12	CONC RETAINING WALL DET 3, DWG G10	61 LF
17	DECOMPOSED GRANITE W/PRE-EMERGENT HERBICIDE 1-1/2" MINUS, 2" THICK COLOR: MATCH EXST	85 SY
19	SAFTEY RAIL MAG STD DET 145	61 LF
30	ROADWAY EMBANKMENT REFER TO TYPICAL SECTIONS	
31	PVMT SECTION NO. 4	
	2" AC SURFACE COURSE (A-1/2")	6 TON
	3" AC BASE COURSE (A-3/4")	9 TON
	12" ABC	32 TON
	TACK COAT	0.1 TON

REFERENCE NOTES

1 PROTECT IN PLACE

0' 10' 20' 40'

SCALE: 1"=20'

Contact Arizona 811 at least two full working days before you begin excavation

ARIZONA811 Call 811 or click Arizona811.com

	REVISION	BY	DATE

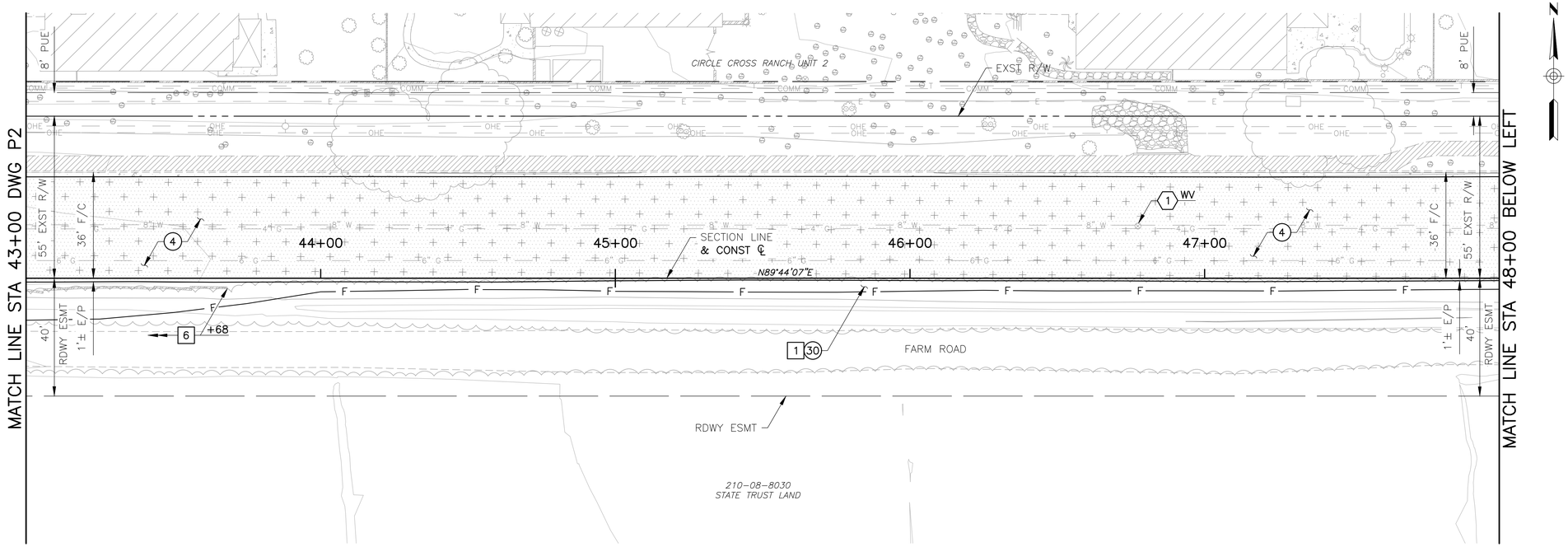
PINAL COUNTY
WIDE OPEN OPPORTUNITY

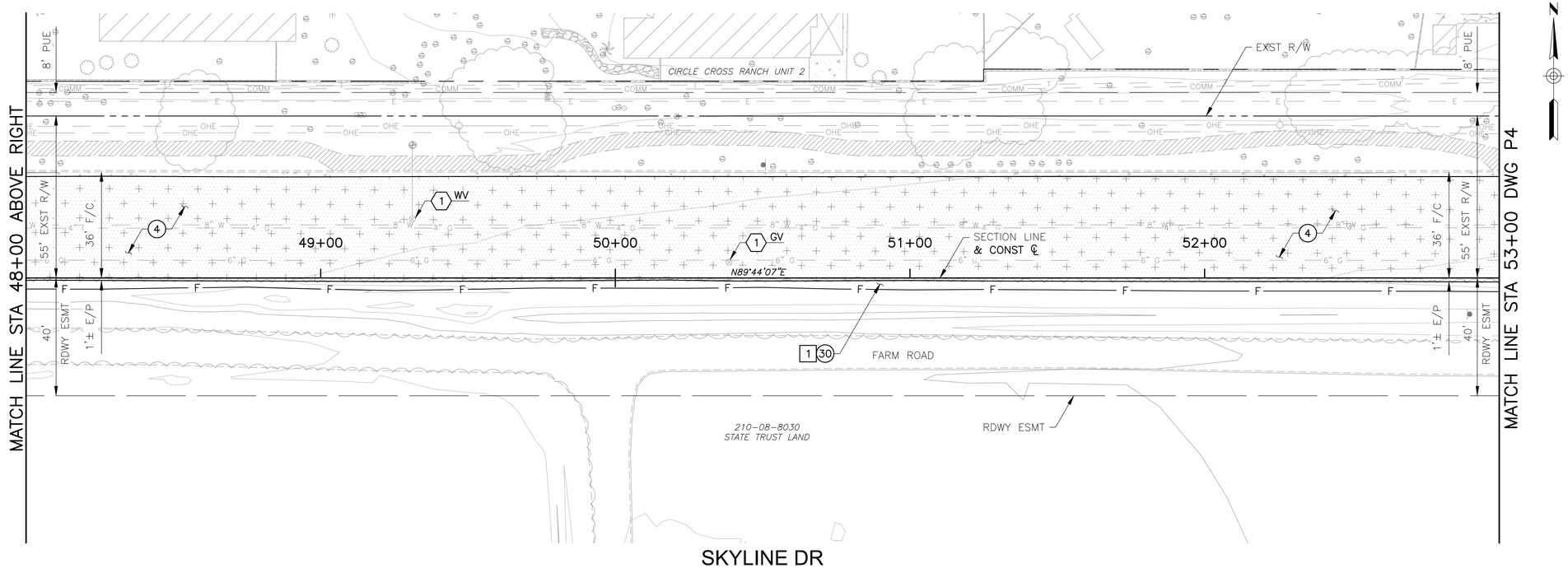
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
PAVING PLAN & PROFILE
STA 38+00 TO STA 43+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE:6/24		
SCALE: 1" = 20' HORIZONTAL 1" = 2' VERTICAL		P2	12 OF 62





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DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

REMOVAL NOTES

1	CLEARING AND GRUBBING	0.1 AC
6	REMOVE CONC BARRIER	68 LF

CONSTRUCTION NOTES

4	PVMT SECTION NO. 3 MICRO-SURFACING	3938 SY
30	ROADWAY EMBANKMENT REFER TO TYPICAL SECTIONS	

REFERENCE NOTES

1 PROTECT IN PLACE

0' 10' 20' 40'

SCALE: 1"=20'

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△	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

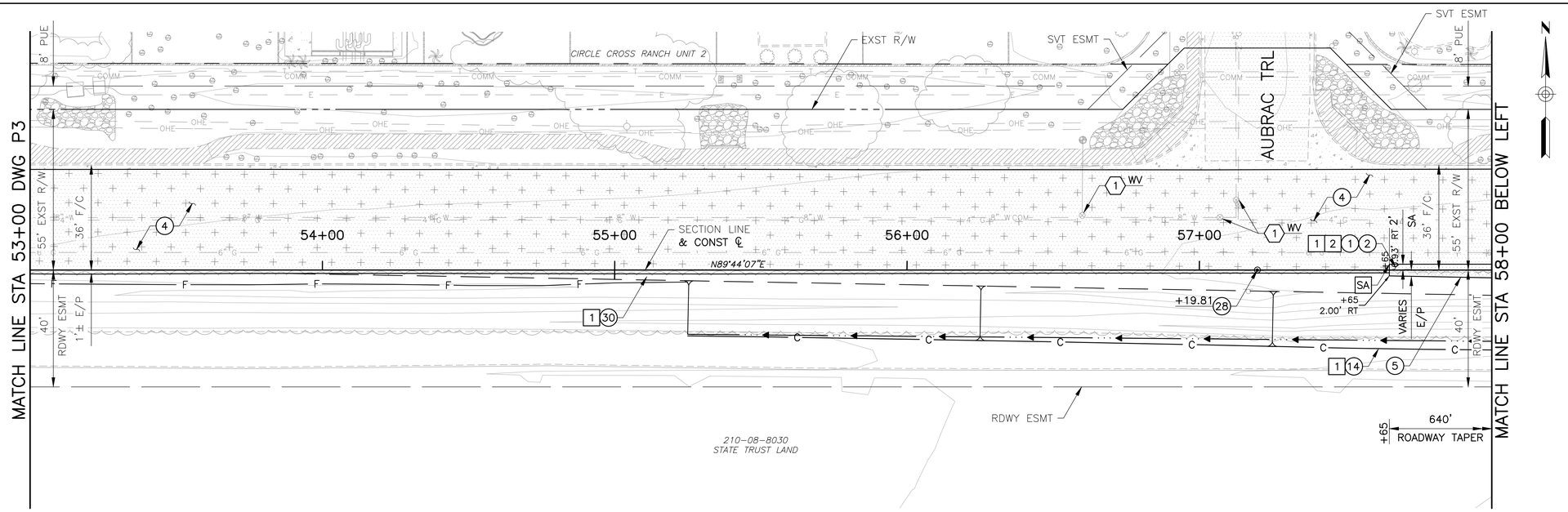
PINAL COUNTY PROJECT NO 62952214

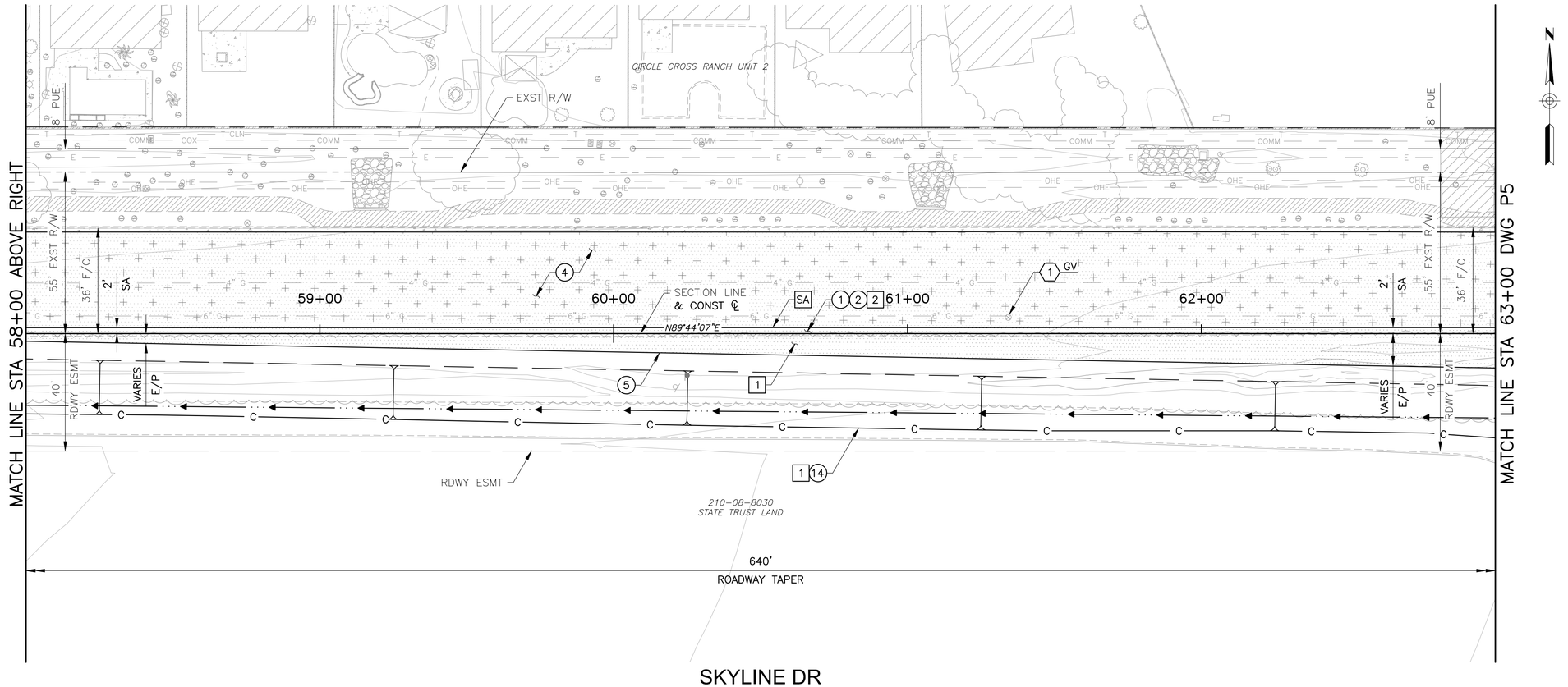
SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
PAVING PLAN
STA 43+00 TO STA 53+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL N/A VERTICAL		P3	13 OF 62

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DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

REMOVAL NOTES

1	CLEARING AND GRUBBING	0.6 AC
2	REMOVE AC PVMT (FULL DEPTH)	163 SY
SA	SAWCUT AC PAVEMENT (FULL DEPTH) MATCH EXST	538 LF

CONSTRUCTION NOTES

1	SUBGRADE PREPARATION	527 SY
2	PVMT SECTION NO. 1 2" AC SURFACE COURSE (A-1/2") 3" AC BASE COURSE (A-3/4") 6" ABC TACK COAT GEOGRID	 65 TON 97 TON 160 TON 0.3 TON 527 SY
4	PVMT SECTION NO. 3 MICRO-SURFACING	4305 SY
5	AC THICKENED SAFETY EDGE DET 1, DWG G10	535 LF (NPI)
14	GRADED DITCH REFER TO TYPICAL SECTIONS	
28	SURVEY MARKER MAG STD DET 120, TYPE B REFER TO ENGINEER'S NOTE #13, DWG G3	1 EA
30	ROADWAY EMBANKMENT REFER TO TYPICAL SECTIONS	

REFERENCE NOTES

1	PROTECT IN PLACE

0' 10' 20' 40'

SCALE: 1"=20'

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

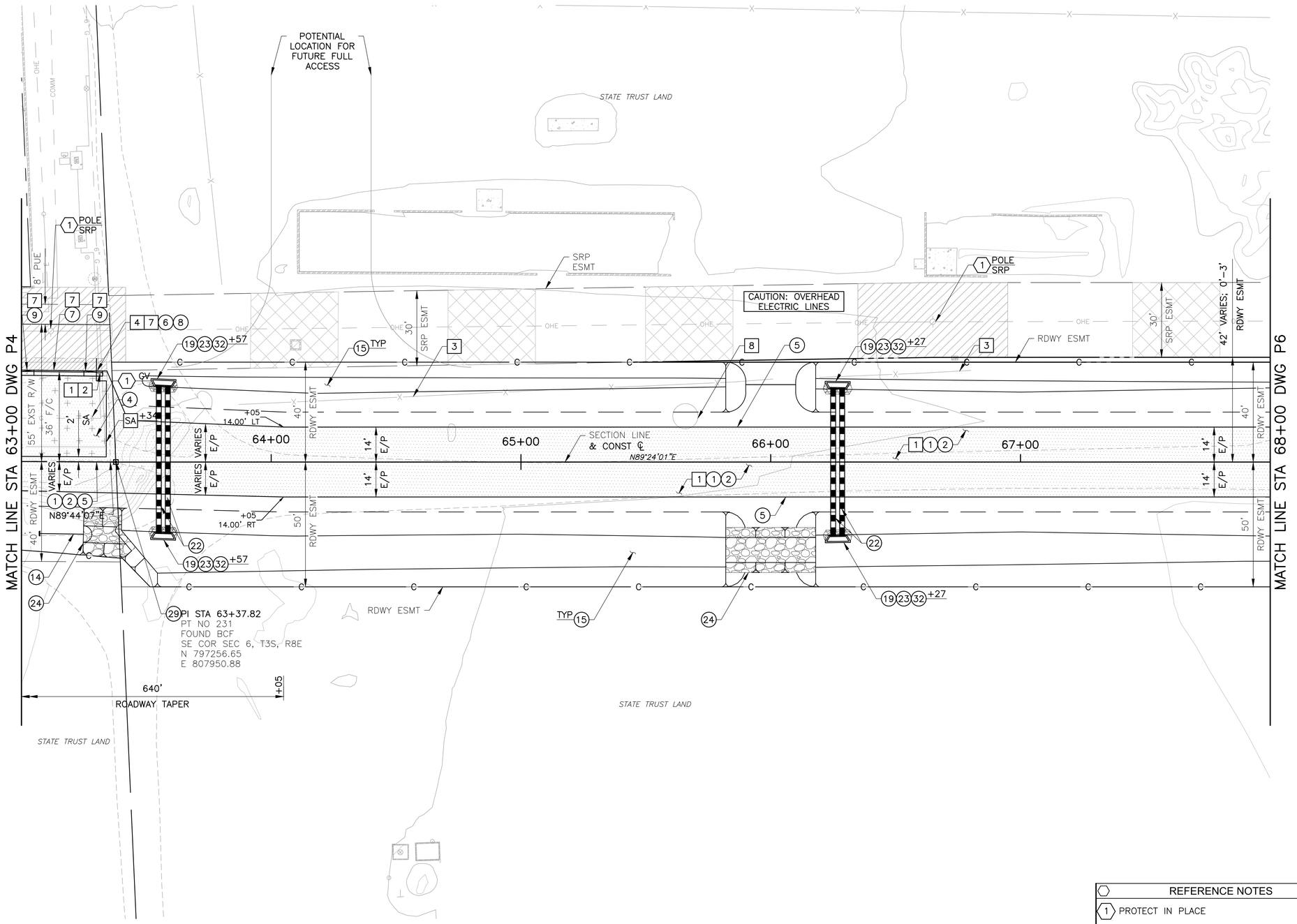
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
PAVING PLAN
STA 53+00 TO STA 63+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL N/A VERTICAL		P4	14 OF 62

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DIBBLE

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PRELIMINARY SUBMITTAL

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REMOVAL NOTES

1	CLEARING AND GRUBBING	1.0 AC
2	REMOVE AC PVMT (FULL DEPTH)	19 SY
3	REMOVE FENCE	82 LF
4	REMOVE CONC SLAB TO NEAREST JOINT (S/W, DW/, RAMP, APRON, VALLEY GUTTER, ETC)	21 SF
7	REMOVE CONC CURB & GUTTER TO THE NEAREST JOINT	35 LF
8	REMOVE STRUCTURE BACKFILL & COMPACT VOID	1 EA
SA	SAWCUT AC PAVEMENT (FULL DEPTH) MATCH EXST	100 LF

CONSTRUCTION NOTES

1	SUBGRADE PREPARATION	1519 SY
2	PVMT SECTION NO. 1 2" AC SURFACE COURSE (A-1/2") 3" AC BASE COURSE (A-3/4") 6" ABC TACK COAT GEOGRID	 182 TON 271 TON 464 TON 0.7 TON 1519 SY
4	PVMT SECTION NO. 3 MICRO-SURFACING	175 SY
5	AC THICKENED SAFETY EDGE DET 1, DWG G10	958 LF (NPI)
6	CONC VERTICAL CURB & GUTTER MAG STD DET 220-1, TYPE A	5 LF
7	CONC MOUNTABLE CURB & GUTTER MAG STD DET 220-2, TYPE E	30 LF
8	CONC VERTICAL CURB & GUTTER TEMINATION DET 2, DWG G9	1 EA (NPI)
9	CONC CURB & GUTTER TRANSITION MAG STD DET 220-2 TYPE-E TO TYPE-A	2 EA (NPI)
14	GRADED DITCH REFER TO TYPICAL SECTIONS	(NPI)
15	RETENTION BASIN REFER TO TYPICAL SECTIONS	(NPI)
19	SAFTEY RAIL MAG STD DET 145	28 LF
22	24" CLASS V RGRCP REFER TO PROFILE, DWG D7	232 LF
23	CONC DROP HEADWALL INLET MAG STD DET 501-5	4 EA
24	DUMPED RIPRAP D50=4", 8" THICK DET 4, DWG G10	25 CY
29	SURVEY MARKER W/FRAME, COVER & APRON MAG STD DET 120, TYPE A REFER TO ENGINEER'S NOTE #13, DWG G3	1 EA
32	RIPRAP INLET/OUTLET TREATMENT DET 4, DWG G10	4 CY

0' 10' 20' 40'

SCALE: 1"=20'

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REFERENCE NOTES

1	PROTECT IN PLACE

△	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

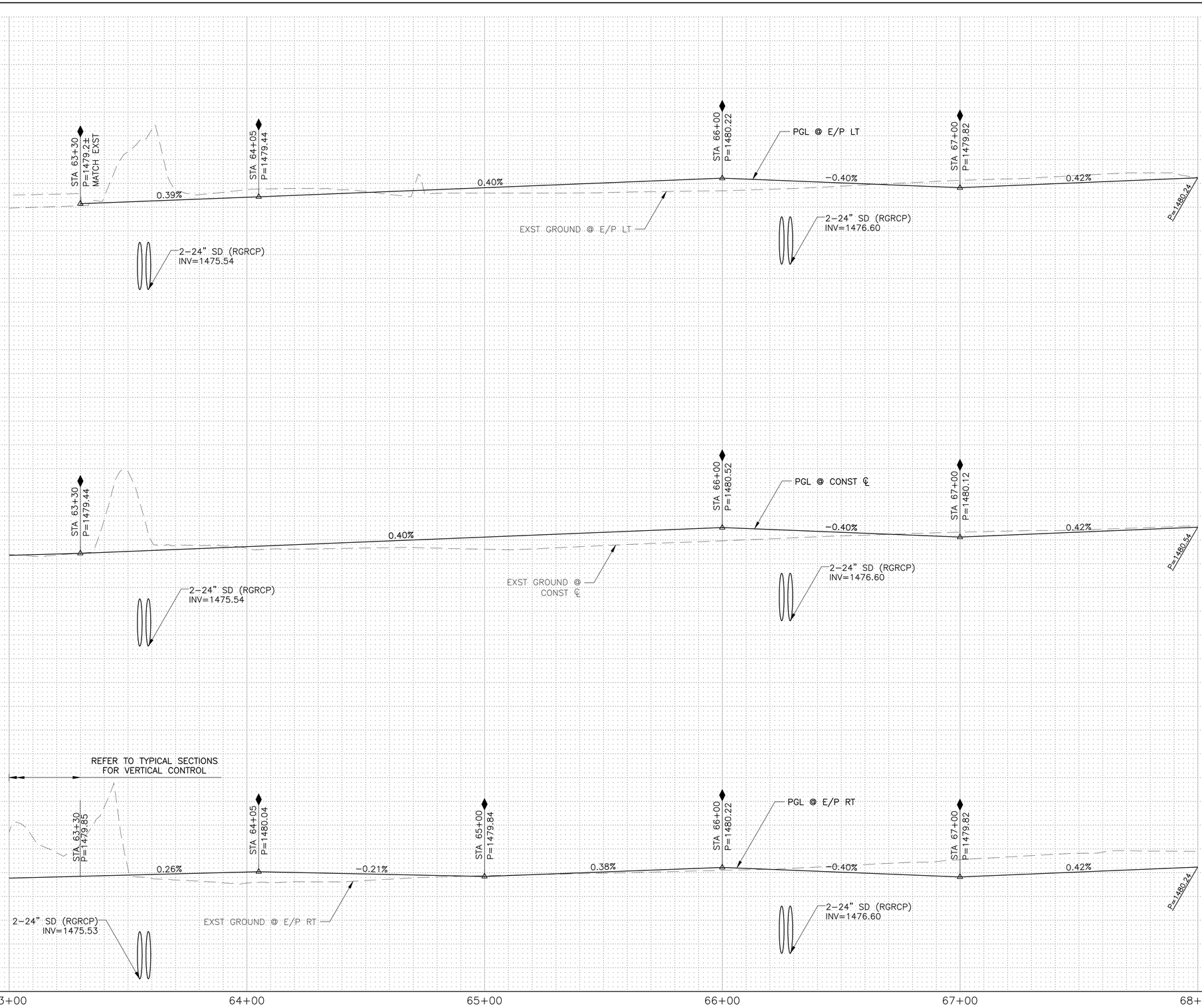
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
PAVING PLAN
STA 63+00 TO STA 68+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL N/A VERTICAL		P5	15 OF 62

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DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

0' 10' 20' 40'

SCALE: 1"=20'

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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

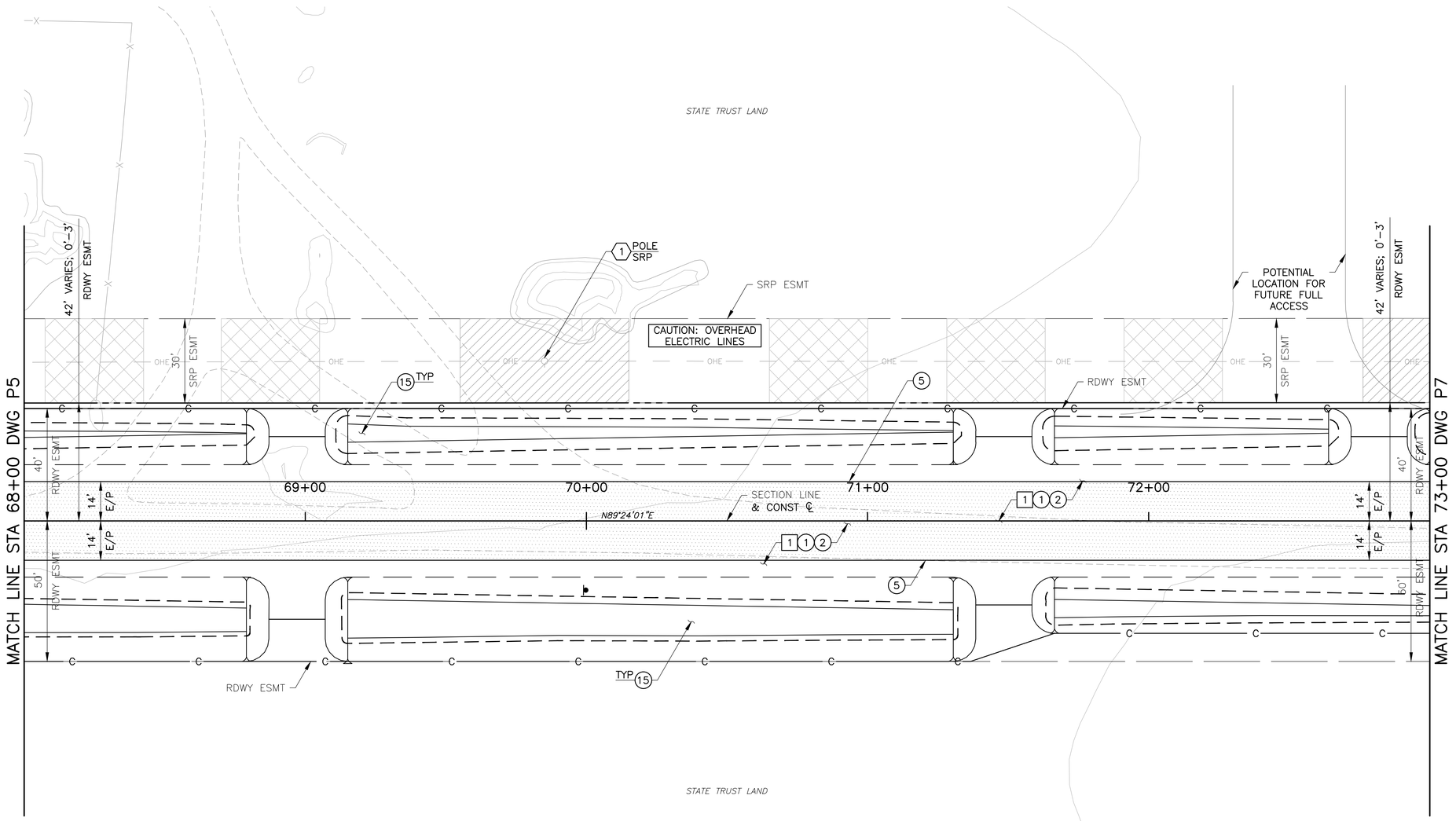
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
PAVING PROFILE
STA 63+00 TO STA 68+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL 1" = 2' VERTICAL		PR1	16 OF 62

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SKYLINE DR

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

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REMOVAL NOTES

1	CLEARING AND GRUBBING	1.0 AC

CONSTRUCTION NOTES

1	SUBGRADE PREPARATION	1556 SY
2	PVMT SECTION NO. 1	
	2" AC SURFACE COURSE (A-1/2")	185 TON
	3" AC BASE COURSE (A-3/4")	277 TON
	6" ABC	473 TON
	TACK COAT	0.7 TON
	GEOGRID	1556 SY
5	AC THICKENED SAFETY EDGE DET 1, DWG G10	1000 LF (NPI)
15	RETENTION BASIN REFER TO TYPICAL SECTIONS	

REFERENCE NOTES

1 PROTECT IN PLACE

0' 10' 20' 40'

SCALE: 1"=20'

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

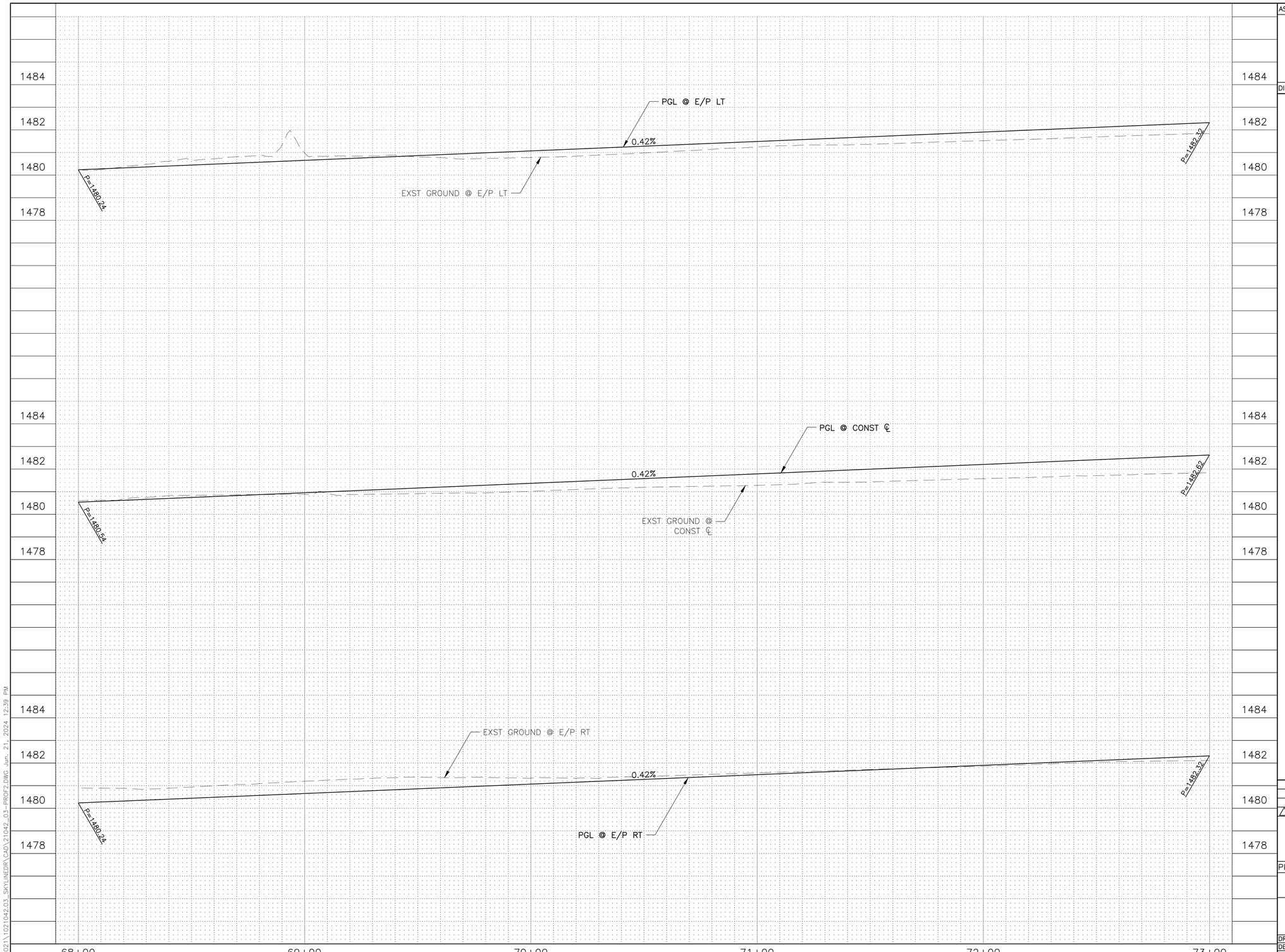
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
PAVING PLAN
STA 68+00 TO STA 73+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL, N/A VERTICAL		P6	17 OF 62

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DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

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NOT FOR CONSTRUCTION OR RECORDING

0' 10' 20' 40'

SCALE: 1"=20'

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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

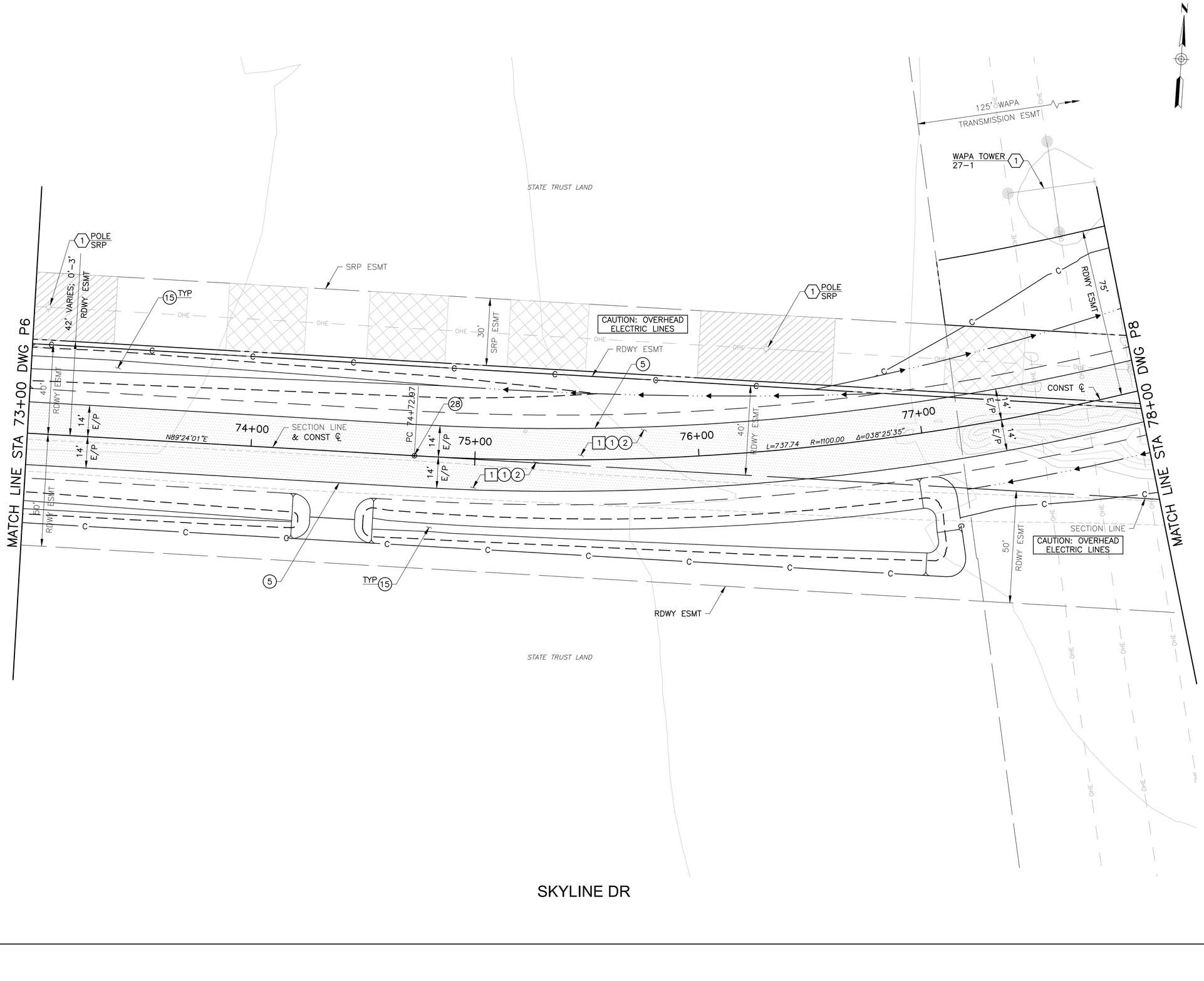
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
PAVING PROFILE
STA 68+00 TO STA 73+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL 1" = 2' VERTICAL		PR2	18 OF 62

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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

REMOVAL NOTES

1	CLEARING AND GRUBBING	1.0 AC

CONSTRUCTION NOTES

1	SUBGRADE PREPARATION	1550 SY
2	PVMT SECTION NO. 1 2" AC SURFACE COURSE (A-1/2") 3" AC BASE COURSE (A-3/4") 6" ABC TACK COAT GEOGRID	 184 TON 276 TON 471 TON 0.7 TON 1550 SY
5	AC THICKENED SAFETY EDGE DET 1, DWG G10	997 LF (NPI)
15	RETENTION BASIN REFER TO TYPICAL SECTIONS	
28	SURVEY MARKER MAG STD DET 120, TYPE B REFER TO ENGINEER'S NOTE #13, DWG G3	1 EA

REFERENCE NOTES

1 PROTECT IN PLACE

0' 10' 20' 40'

SCALE: 1"=20'

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	REVISION	BY	DATE

PINAL COUNTY
WHERE OPPORTUNITY

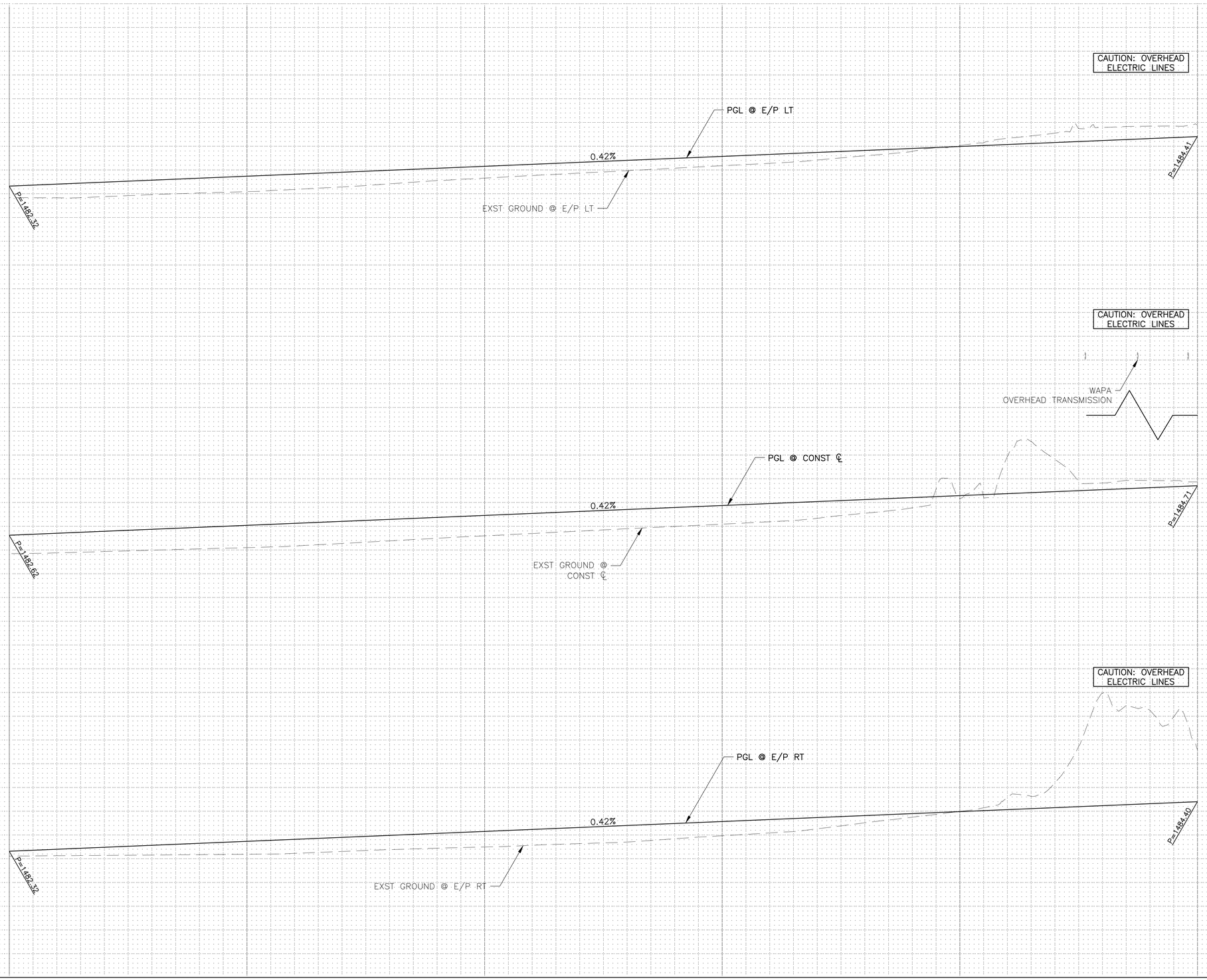
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
PAVING PLAN
STA 73+00 TO STA 78+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL N/A VERTICAL		P7	19 OF 62

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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

0' 10' 20' 40'

SCALE: 1"=20'

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PINAL COUNTY

WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS

CHARBRAY DRIVE TO GANTZEL ROAD

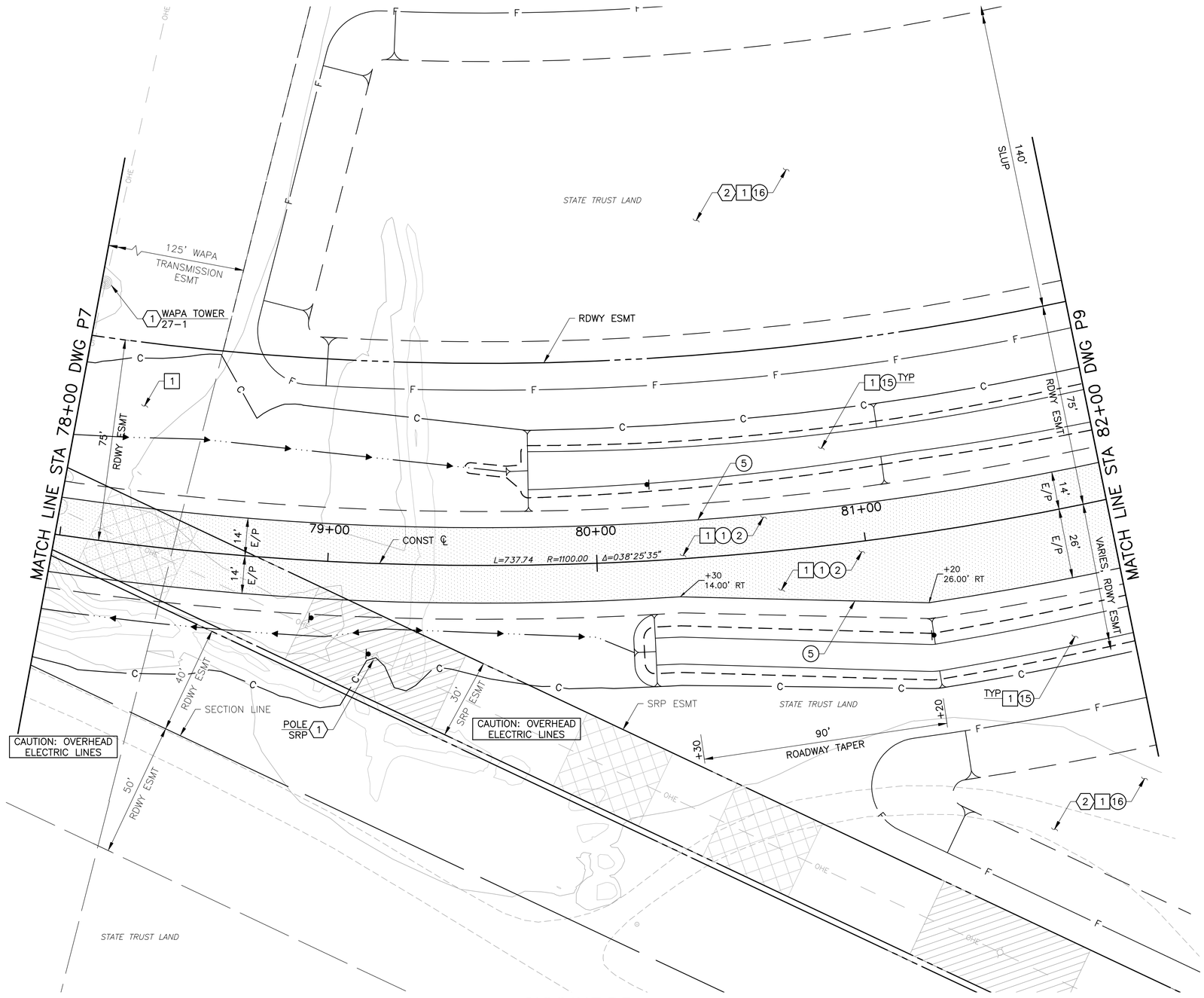
SKYLINE DR

PAVING PROFILE

STA 73+00 TO STA 78+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL 1" = 2' VERTICAL		PR3	20 OF 62

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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

REMOVAL NOTES

1	CLEARING AND GRUBBING	2.0 AC

CONSTRUCTION NOTES

1	SUBGRADE PREPARATION	1371 SY
2	PVMT SECTION NO. 1	
	2" AC SURFACE COURSE (A-1/2")	162 TON
	3" AC BASE COURSE (A-3/4")	242 TON
	6" ABC	416 TON
	TACK COAT	0.6 TON
	GEOGRID	1371 SY
5	AC THICKENED SAFETY EDGE DET 1, DWG G10	787 LF (NPI)
15	RETENTION BASIN REFER TO TYPICAL SECTIONS	
16	EMBANKMENT MATERIAL STOCKPILES REFER TO TYPICAL SECTIONS & SPECIAL PROVISIONS	

REFERENCE NOTES

1. PROTECT IN PLACE
2. REFER TO D-SERIES FOR GRADING LIMITS OF EMBANKMENT MATERIAL STOCKPILES

0' 10' 20' 40'

SCALE: 1"=20'

Contact Arizona 811 at least two full working days before you begin excavation. ARIZONA811 Call 811 or click Arizona811.com

	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

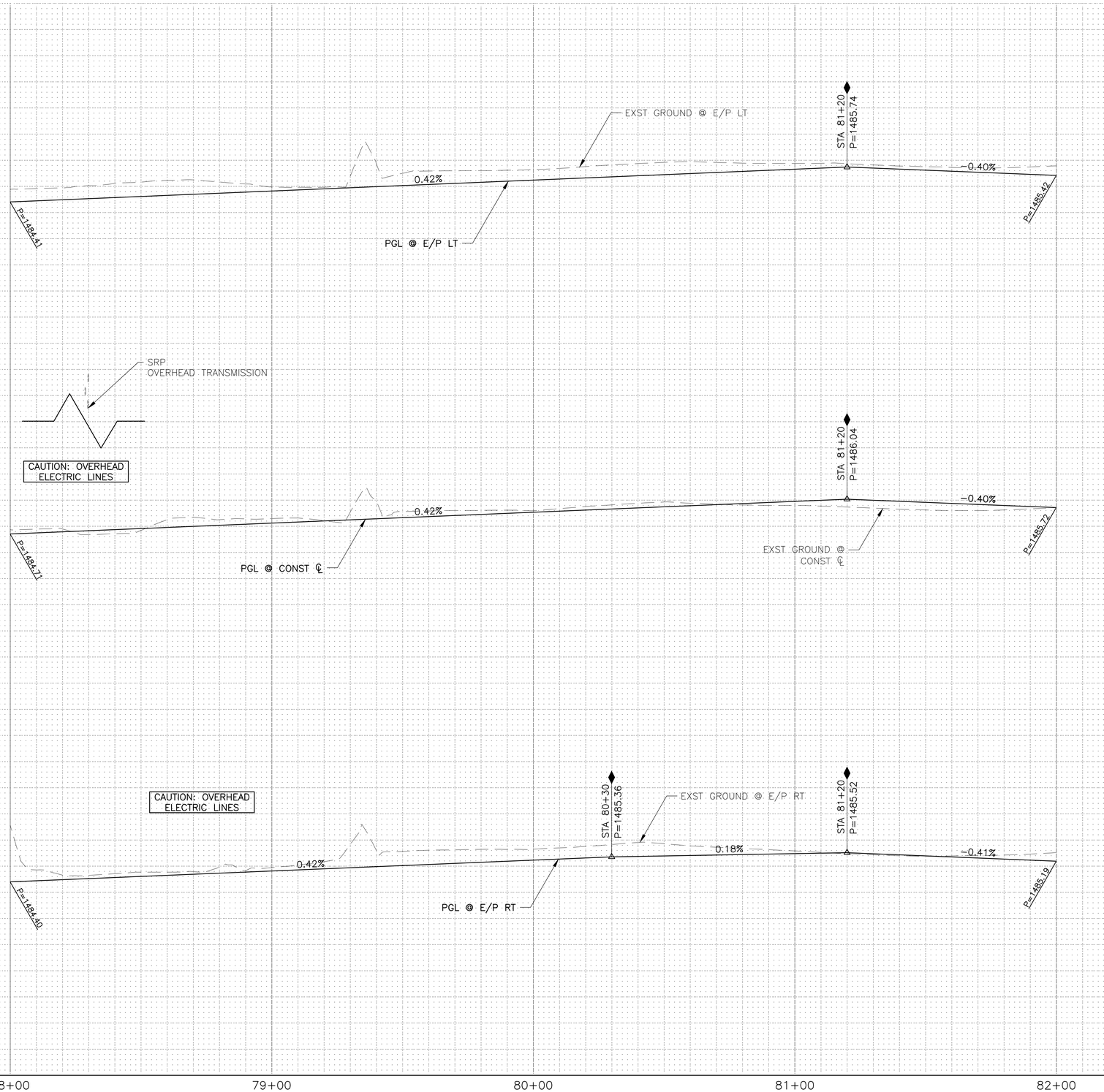
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
PAVING PLAN
STA 78+00 TO STA 82+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL, N/A VERTICAL		P8	21 OF 62

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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

0' 10' 20' 40'

SCALE: 1"=20'

Contact Arizona 811 at least two full working days before you begin excavation

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	REVISION	BY	DATE
△			

PINAL COUNTY

WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS

CHARBRAY DRIVE TO GANTZEL ROAD

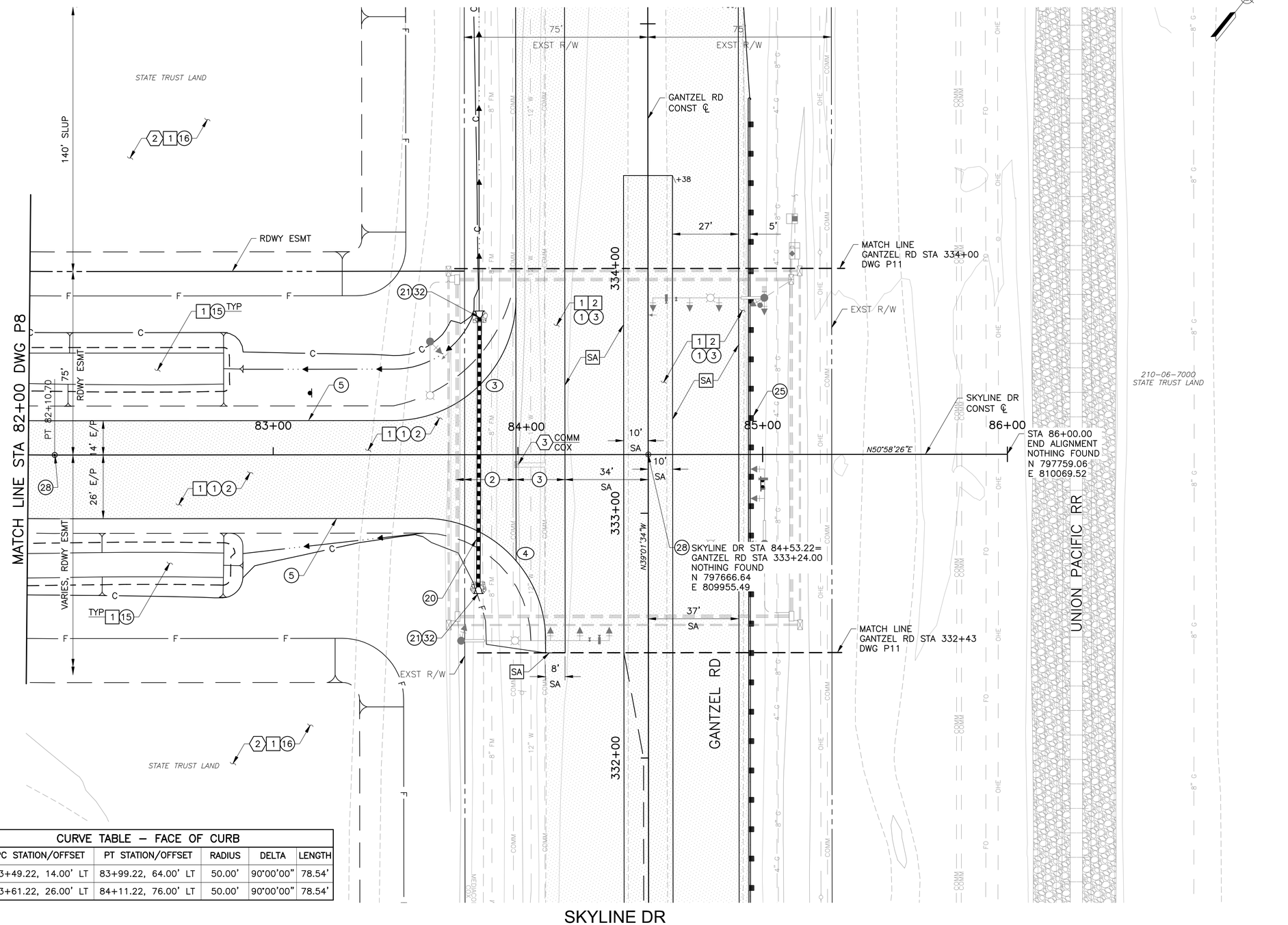
SKYLINE DR

PAVING PROFILE

STA 78+00 TO STA 82+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL 1" = 2' VERTICAL		PR4	22 OF 62

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CURVE TABLE – FACE OF CURB					
ID	PC STATION/OFFSET	PT STATION/OFFSET	RADIUS	DELTA	LENGTH
(3)	83+49.22, 14.00' LT	83+99.22, 64.00' LT	50.00'	90°00'00"	78.54'
(4)	83+61.22, 26.00' LT	84+11.22, 76.00' LT	50.00'	90°00'00"	78.54'

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

REMOVAL NOTES

1	CLEARING AND GRUBBING	1.7 AC
2	REMOVE AC PVMT (FULL DEPTH)	305 SY
SA	SAWCUT AC PAVEMENT (FULL DEPTH) MATCH EXST	804 LF

CONSTRUCTION NOTES

1	SUBGRADE PREPARATION	2877 SY
2	PVMT SECTION NO. 1	
	2" AC SURFACE COURSE (A-1/2")	223 TON
	3" AC BASE COURSE (A-3/4")	335 TON
	6" ABC	590 TON
	TACK COAT	0.9 TON
	GEOGRID	1942 SY
3	PVMT SECTION NO. 2	
	2" AC SURFACE COURSE (A-1/2")	105 TON
	3 1/2" AC BASE COURSE (A-3/4")	210 TON
	10" ABC	473 TON
	TACK COAT	0.4 TON
5	AC THICKENED SAFETY EDGE DET 1, DWG G10	494 LF (NPI)
15	RETENTION BASIN REFER TO TYPICAL SECTIONS	(NPI)
16	EMBANKMENT MATERIAL STOCKPILES REFER TO TYPICAL SECTIONS & SPECIAL PROVISIONS	(NPI)
20	23"X14" ERGRCP REFER TO PROFILE, DWG D8	115 LF
21	23"X14" END SECTION ADOT STD DET C-13.20	2 EA
25	W-BEAM GUARDRAIL ADOT STD DET C-10.03	203 LF
28	SURVEY MARKER MAG STD DET 120, TYPE B REFER TO ENGINEER'S NOTE #13, DWG G3	2 EA
32	RIPRAP INLET/OUTLET TREATMENT DET 4, DWG G10	2 EA

REFERENCE NOTES

(2) REFER TO D-SERIES FOR GRADING LIMITS OF EMBANKMENT MATERIAL STOCKPILES

(3) RELOCATE (BY OTHERS)

0' 10' 20' 40'

SCALE: 1"=20'

Contact Arizona 811 at least two full working days before you begin excavation. ARIZONA811 Call 811 or click Arizona811.com

REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

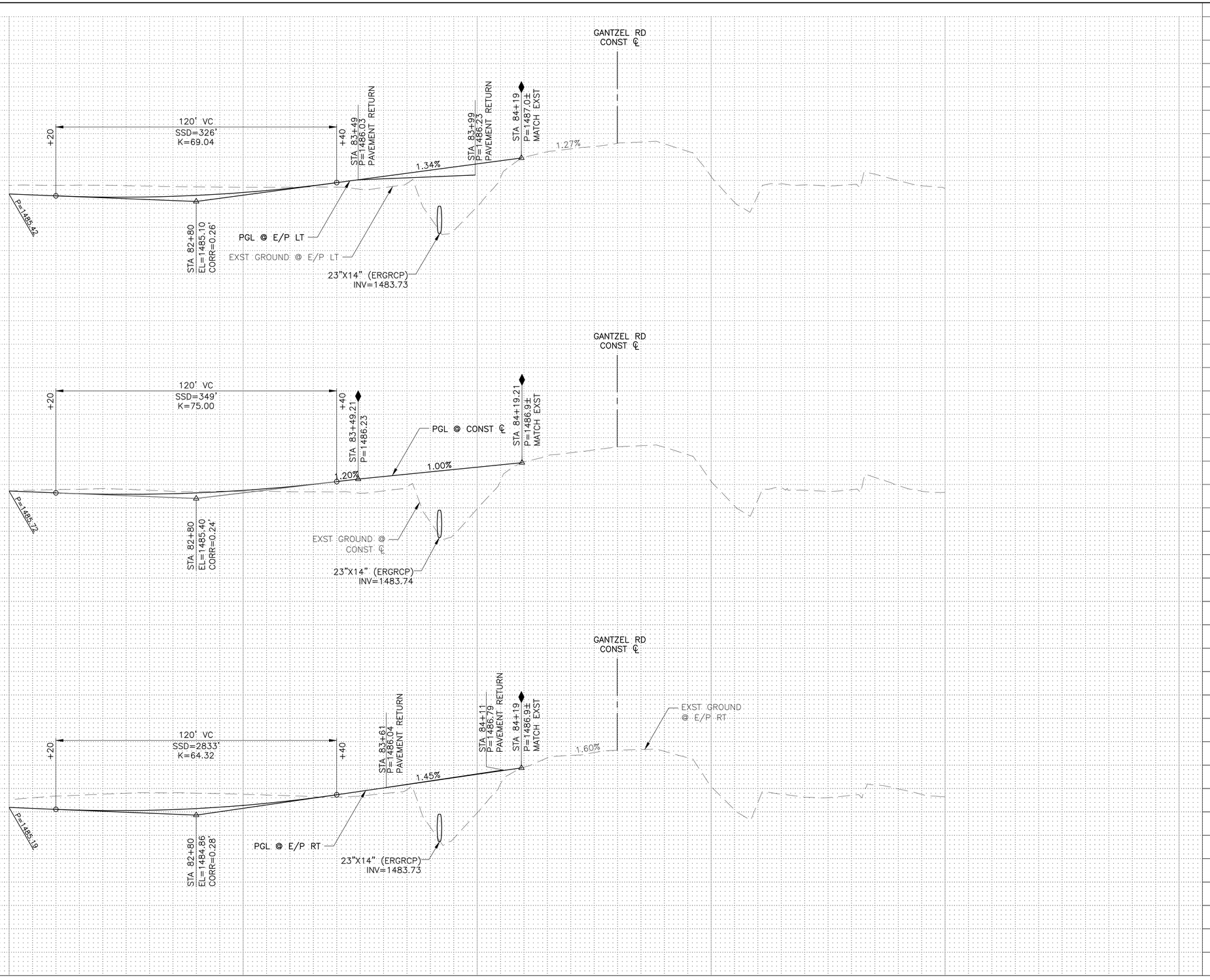
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR PAVING PLAN
STA 82+00 TO STA 86+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL, N/A VERTICAL		P9	23 OF 62

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DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

0' 10' 20' 40'

SCALE: 1"=20'

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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

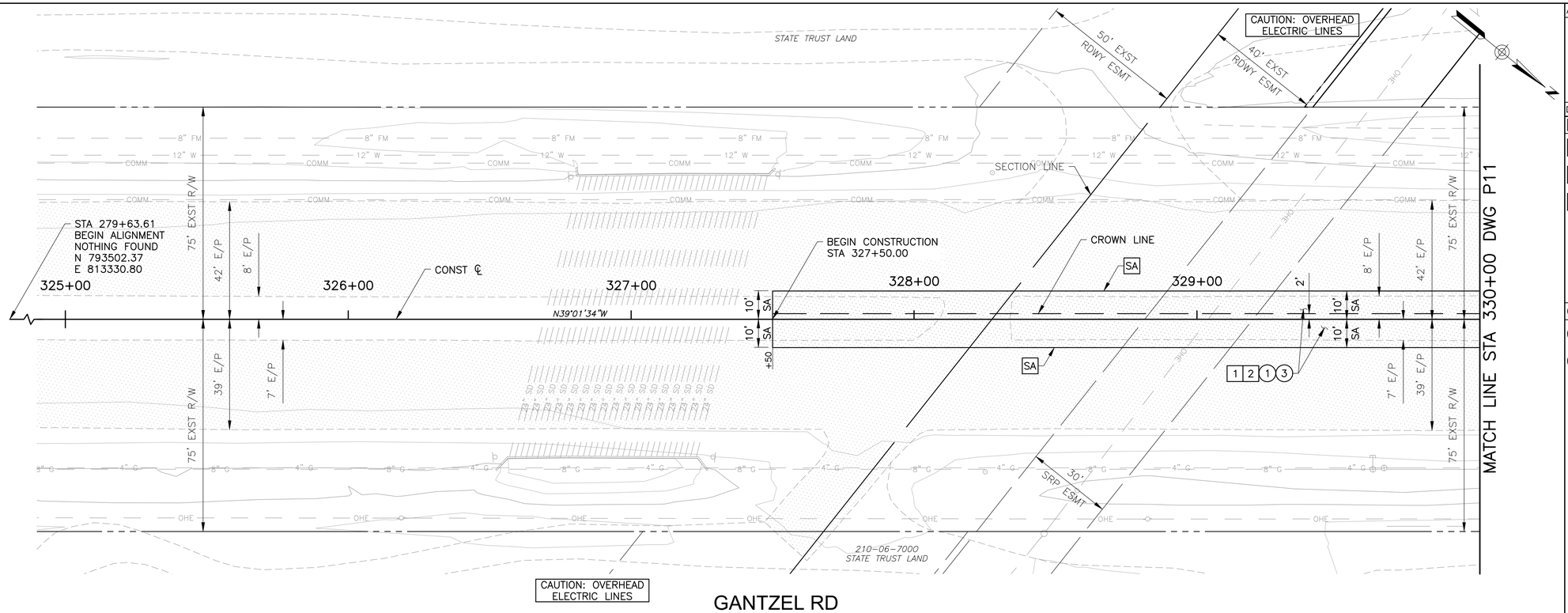
PINAL COUNTY PROJECT NO 62952214

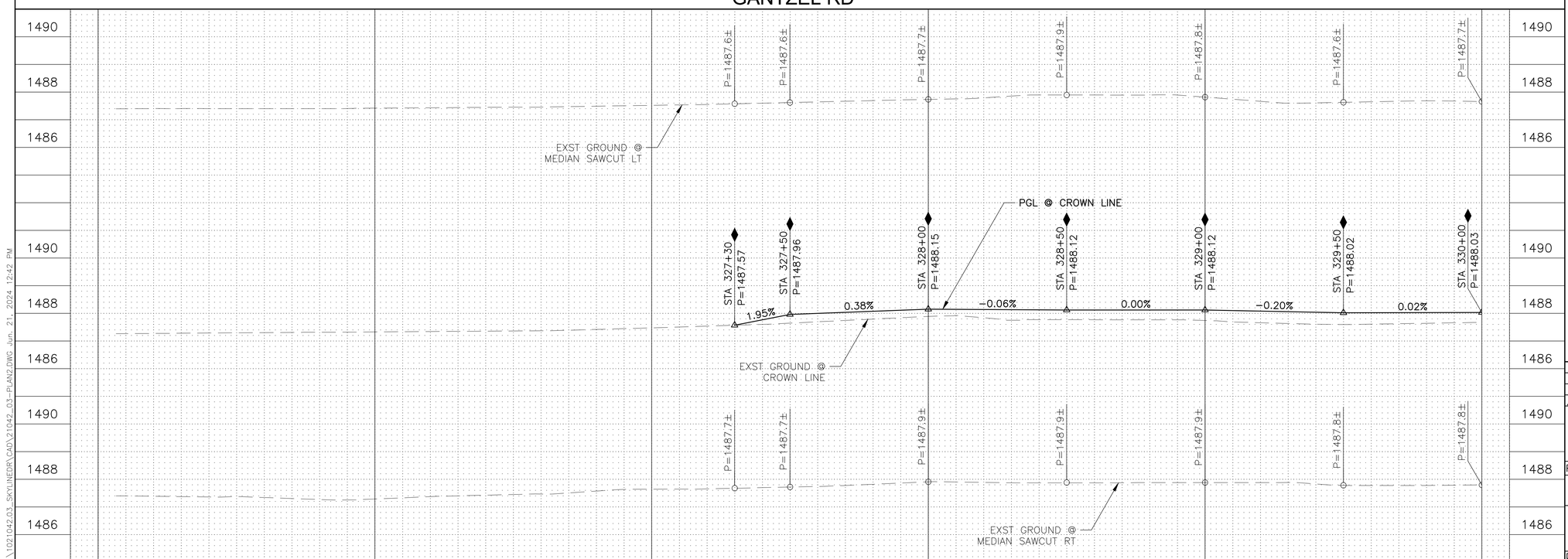
SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
PAVING PROFILE
STA 82+00 TO STA 86+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL 1" = 2' VERTICAL		PR5	24 OF 62

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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

REMOVAL NOTES

1	CLEARING AND GRUBBING	0.1 AC
2	REMOVE AC PVMT (FULL DEPTH)	174 SY
SA	SAWCUT AC PAVEMENT (FULL DEPTH) MATCH EXST	500 LF

CONSTRUCTION NOTES

1	SUBGRADE PREPARATION	556 SY
3	PVMT SECTION NO. 2	
	2" AC SURFACE COURSE (A-1/2")	64 TON
	3 1/2" AC BASE COURSE (A-3/4")	126 TON
	10" ABC	281 TON
	TACK COAT	0.3 TON

0' 10' 20' 40'

SCALE: 1"=20'

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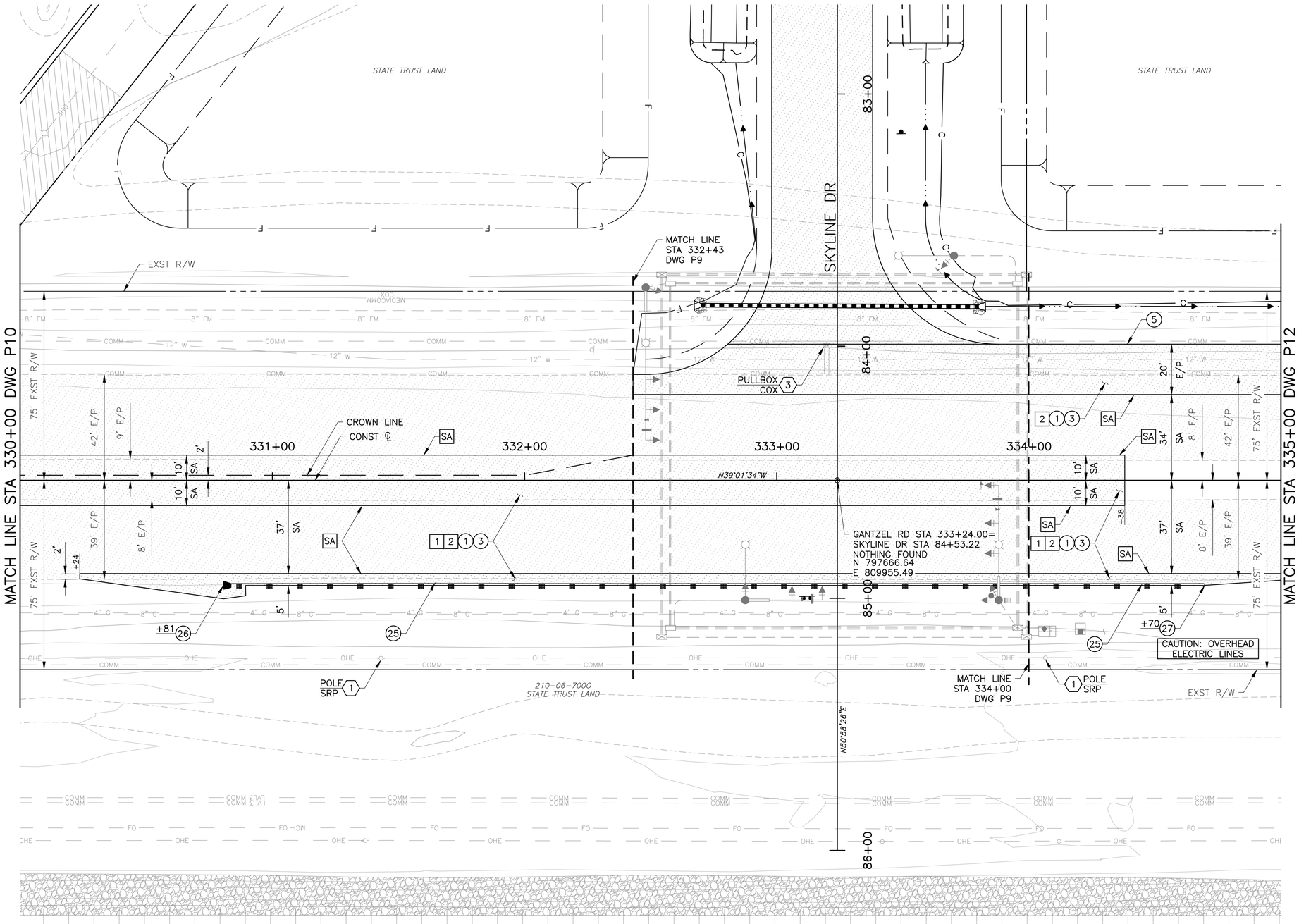
PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

GANTZEL RD
PAVING PLAN & PROFILE
STA 325+00 TO STA 330+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL 1" = 2' VERTICAL		P10	25 OF 62



AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

REMOVAL NOTES

1	CLEARING AND GRUBBING	0.2 AC
2	REMOVE AC PVMT (FULL DEPTH)	222 SY
SA	SAWCUT AC PAVEMENT (FULL DEPTH) MATCH EXST	820 LF

CONSTRUCTION NOTES

1	SUBGRADE PREPARATION	830 SY
3	PVMT SECTION NO. 2	
	2" AC SURFACE COURSE (A-1/2")	94 TON
	3 1/2" AC BASE COURSE (A-3/4")	189 TON
	10" ABC	420 TON
	TACK COAT	0.4 TON
5	AC THICKENED SAFETY EDGE DET 1, DWG G10	112 LF
25	W-BEAM GUARDRAIL ADOT STD DET C-10.03	183 LF
26	GUARDRAIL END TERMINAL ADOT STD DET C-10.21	1 EA
27	GUARDRAIL END ANCHOR ADOT STD DET C-10.08	1 EA

REFERENCE NOTES

1 PROTECT IN PLACE

3 RELOCATE (BY OTHERS)

0' 10' 20' 40'

SCALE: 1"=20'

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PINAL COUNTY
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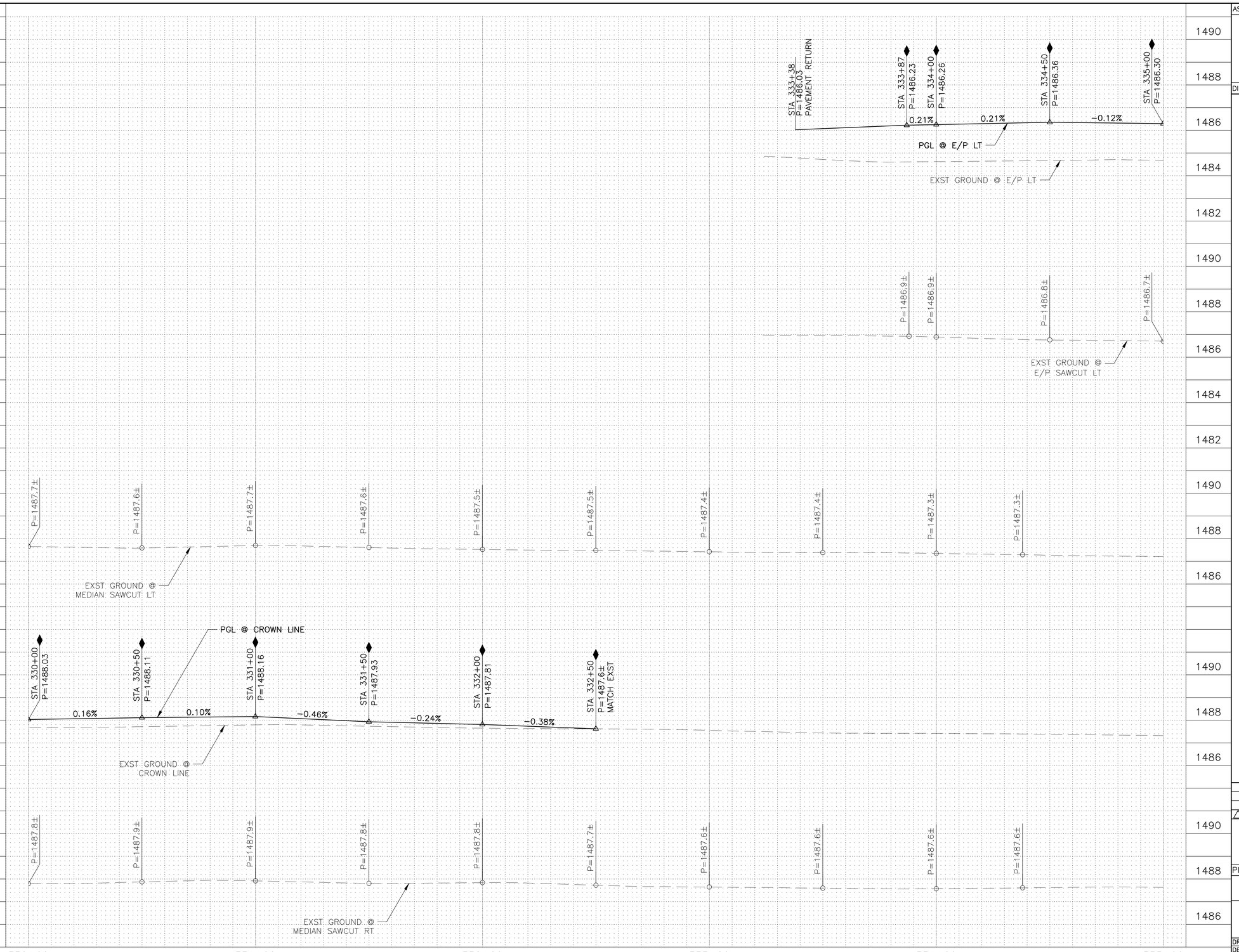
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

GANTZEL RD PAVING PLAN
STA 330+00 TO STA 335+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL N/A VERTICAL		P11	26 OF 62

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DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

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0' 10' 20' 40'

SCALE: 1"=20'

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	REVISION	BY	DATE

PINAL COUNTY

WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS

CHARBRAY DRIVE TO GANTZEL ROAD

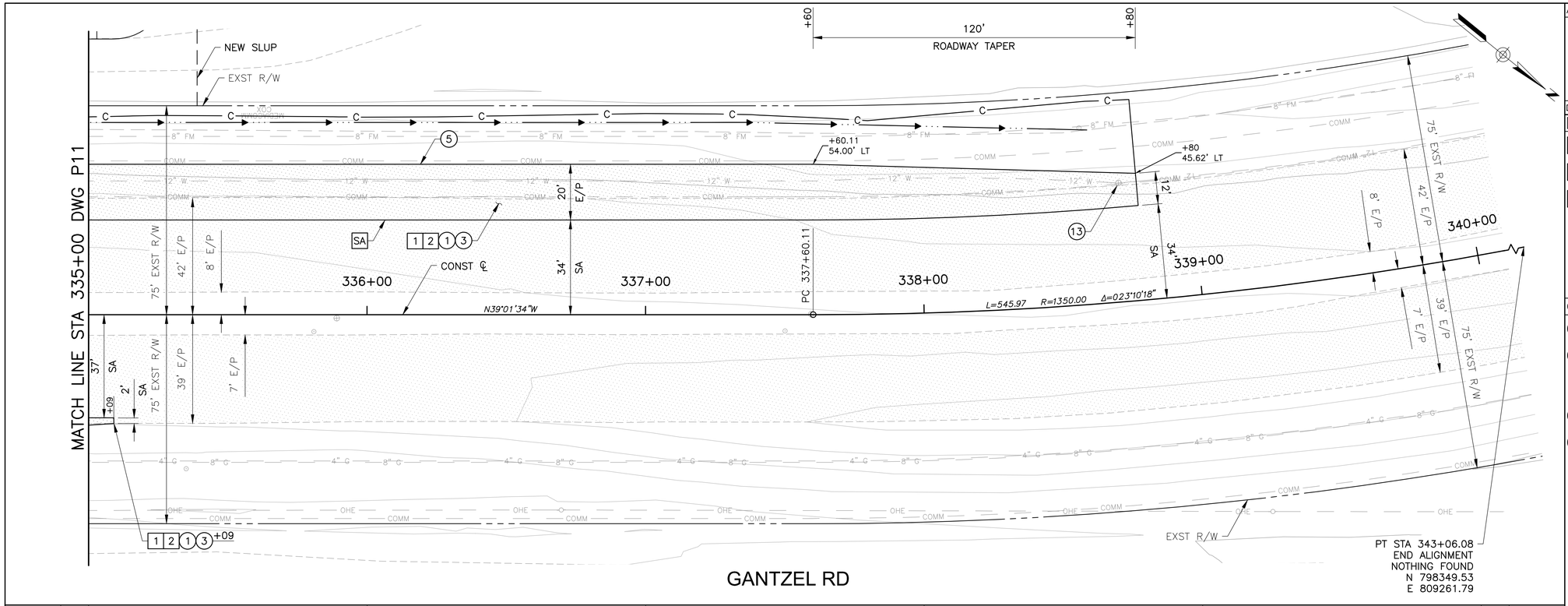
GANTZEL RD

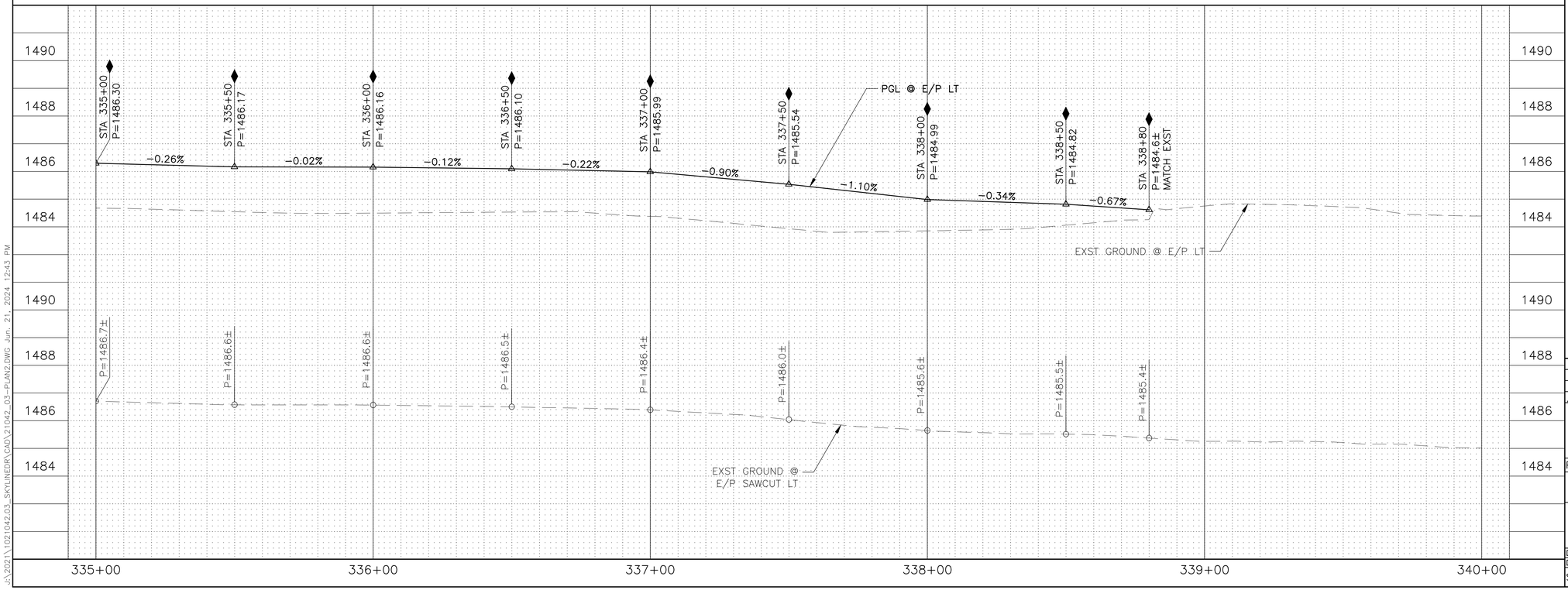
PAVING PROFILE

STA 330+00 TO STA 335+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL 1" = 2' VERTICAL		PR6	27 OF 62

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AS BUILT DATE

DIBBLE

PRELIMINARY SUBMITTAL

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DIBBLE PROJECT NO 1021042.03

REMOVAL NOTES

1	CLEARING AND GRUBBING	0.3 AC
2	REMOVE AC PVMT (FULL DEPTH)	332 SY
SA	SAWCUT AC PAVEMENT (FULL DEPTH) MATCH EXST	396 LF

CONSTRUCTION NOTES

1	SUBGRADE PREPARATION	792 SY
3	PVMT SECTION NO. 2	
	2" AC SURFACE COURSE (A−1/2")	93 TON
	3 1/2" AC BASE COURSE (A−3/4")	184 TON
	10" ABC	402 TON
	TACK COAT	0.4 TON
5	AC THICKENED SAFETY EDGE DET 1, DWG G10	418 LF
13	ADJUST FRAME AND COVER TOQC STD DET QW302	1 EA

0' 10' 20' 40'

SCALE: 1"=20'

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

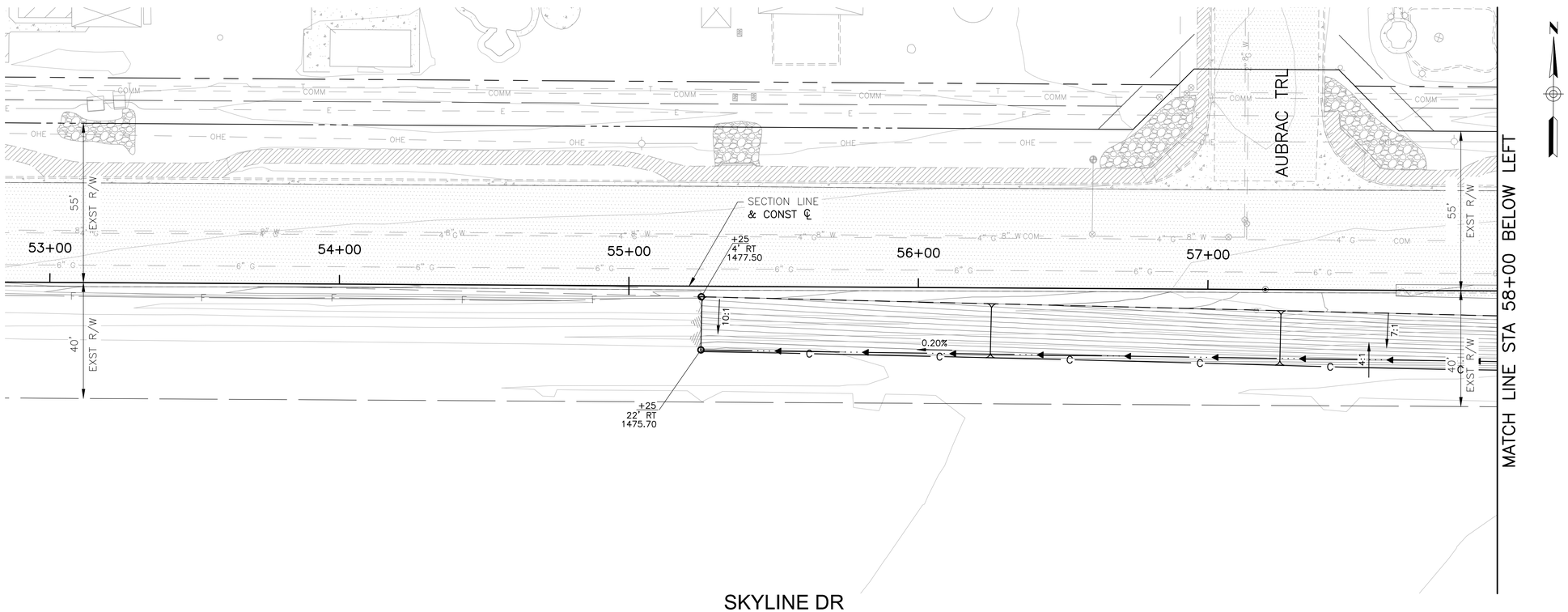
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

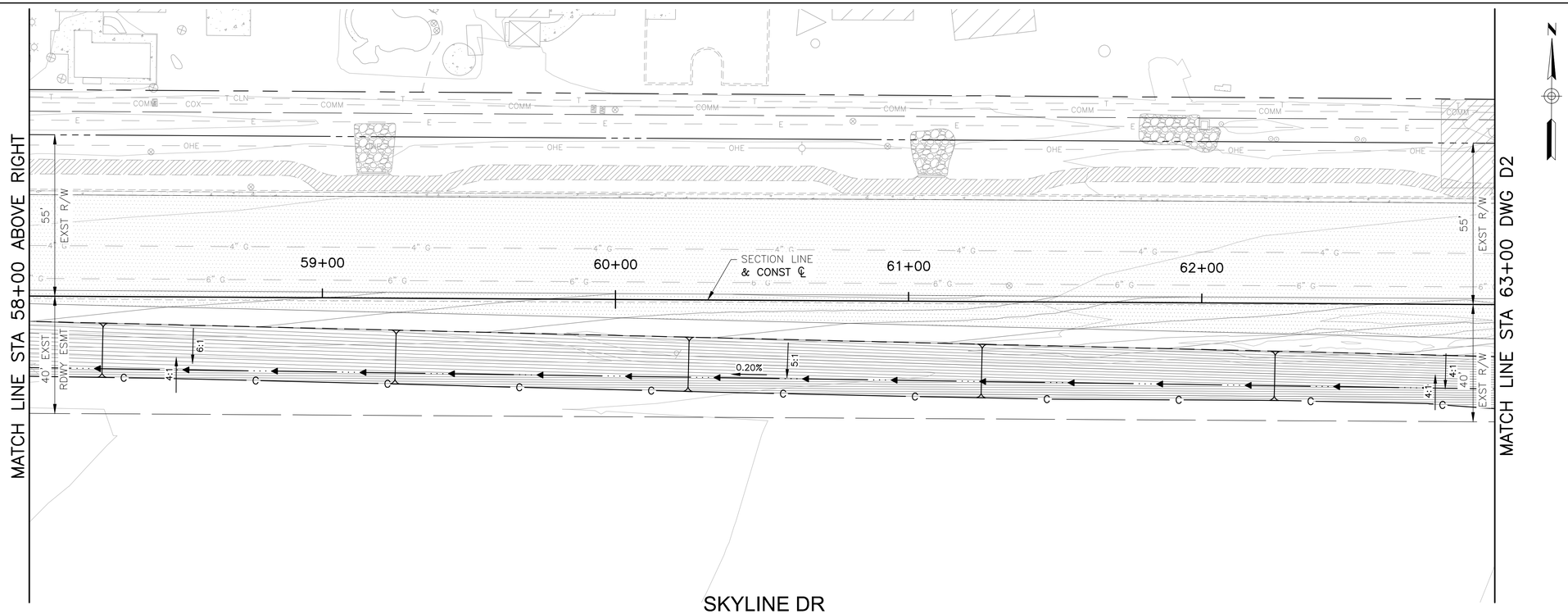
GANTZEL RD
PAVING PLAN & PROFILE
STA 335+00 TO STA 340+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL 1" = 2' VERTICAL		P12	28 OF 62

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SKYLINE DR



SKYLINE DR

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

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LEGEND

- MAJOR CONTOUR (1.0' INTERVAL)
- MINOR CONTOUR (0.2' INTERVAL)
- GRADE BREAK
- 1410 PROPOSED ELEVATION
- 1410 EXISTING ELEVATION (MATCH EXST)

NOTES

CONTOUR INTERVAL=0.2'

0' 10' 20' 40'

SCALE: 1"=20'

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PINAL COUNTY

WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS

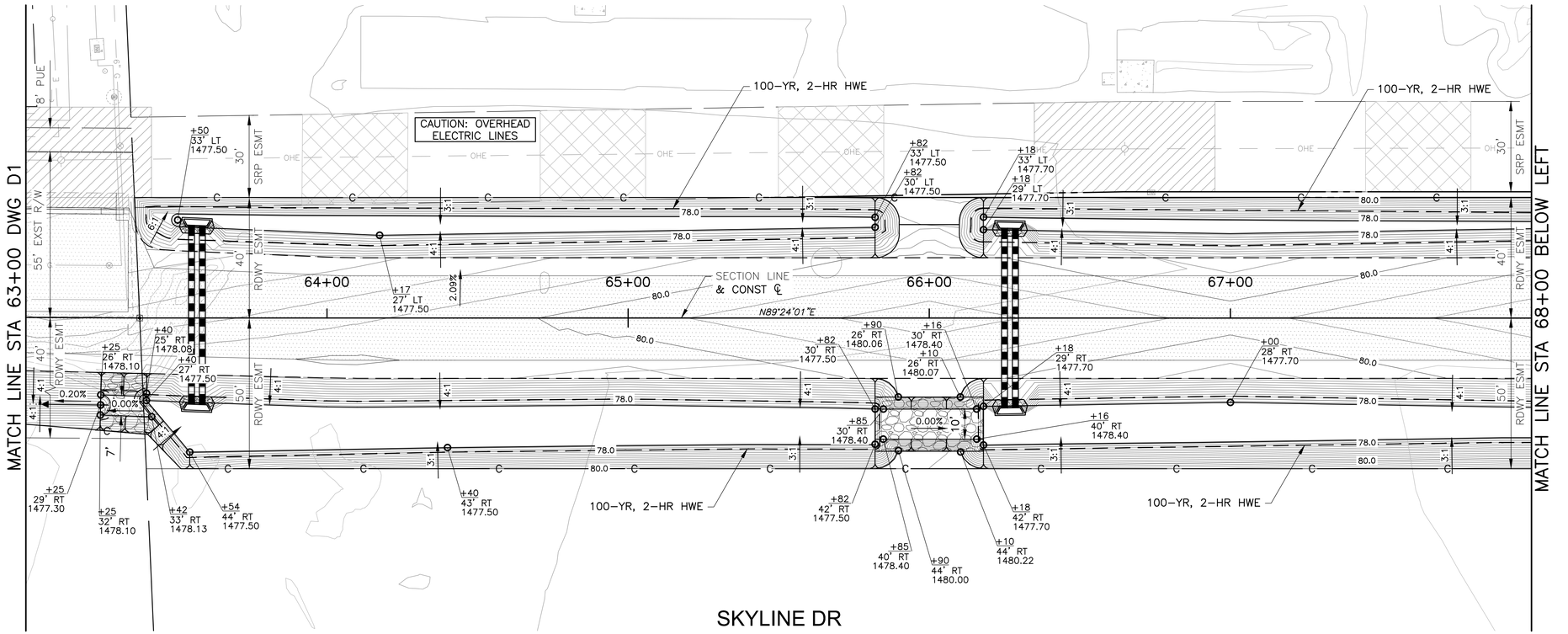
CHARBRAY DRIVE TO GANTZEL ROAD

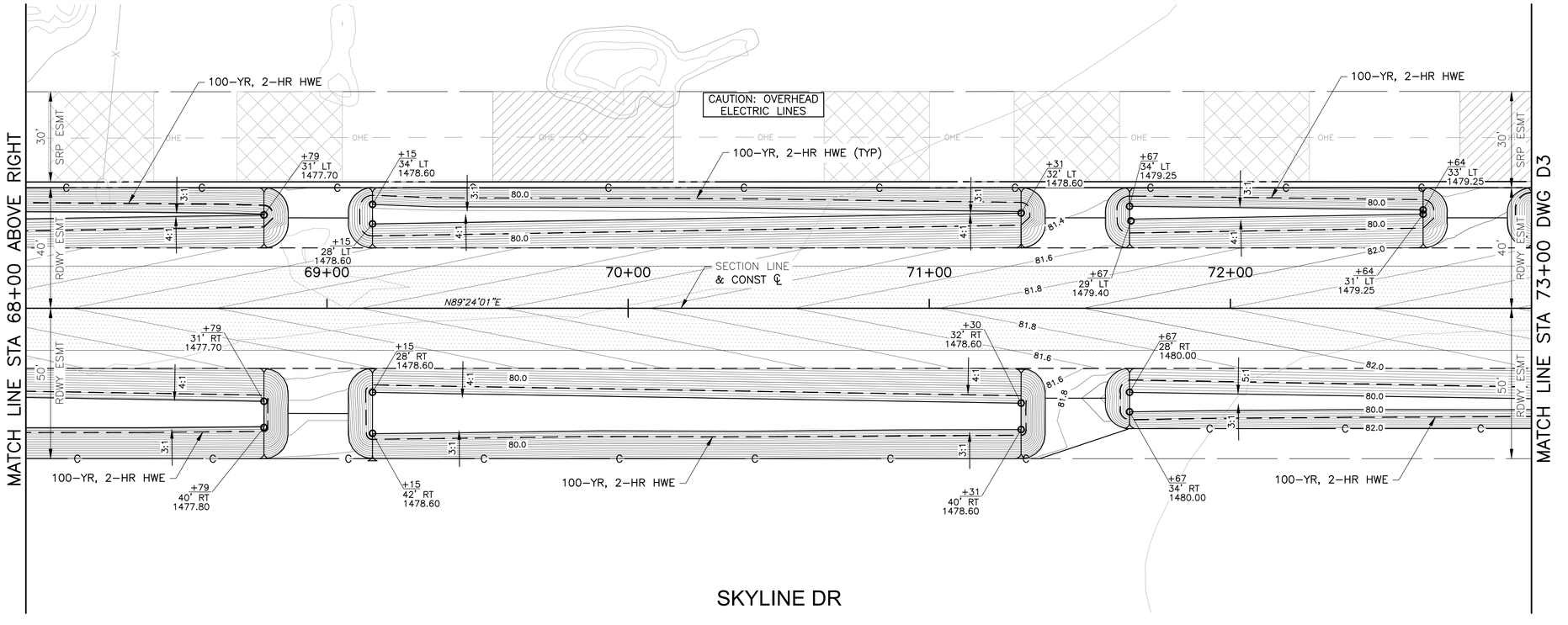
GRADING & DRAINAGE PLAN

STA 53+00 TO STA 63+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL		D1	29 OF 62

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DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

LEGEND

- MAJOR CONTOUR (1.0' INTERVAL)
- MINOR CONTOUR (0.2' INTERVAL)
- GRADE BREAK
- 1410 PROPOSED ELEVATION
- 1410 EXISTING ELEVATION (MATCH EXST)

NOTES

CONTOUR INTERVAL=0.2'

0' 10' 20' 40'

SCALE: 1"=20'

Contact Arizona 811 at least two full working days before you begin excavation
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PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

GRADING & DRAINAGE PLAN
STA 63+00 TO STA 73+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL		D2	30 OF 62

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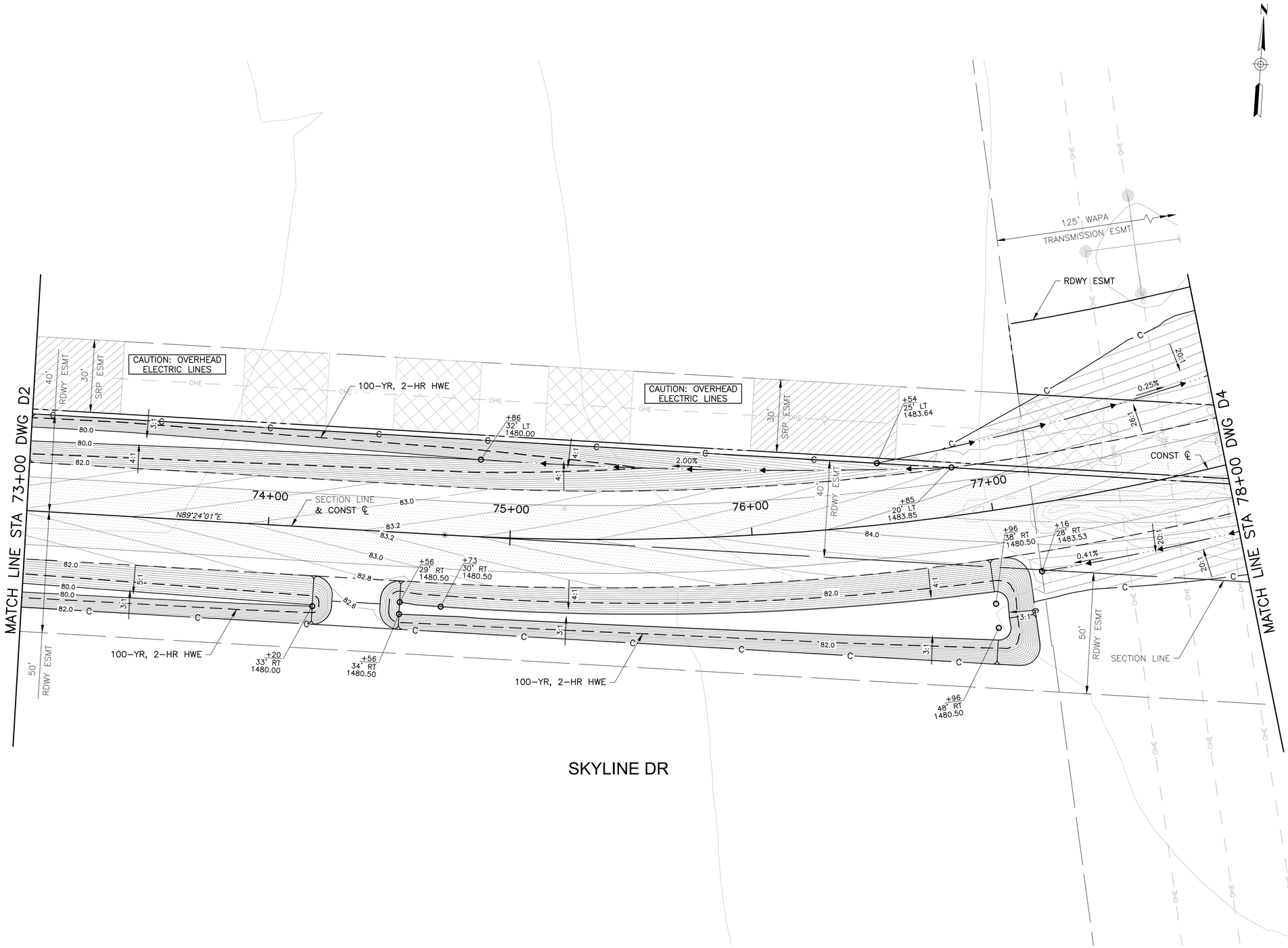
DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

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LEGEND

- MAJOR CONTOUR (1.0' INTERVAL)
- MINOR CONTOUR (0.2' INTERVAL)
- GRADE BREAK
- 1410 PROPOSED ELEVATION
- 1410 EXISTING ELEVATION (MATCH EXST)

NOTES

CONTOUR INTERVAL=0.2'

0' 10' 20' 40'

SCALE: 1"=20'

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	REVISION	BY	DATE
1			

PINAL COUNTY
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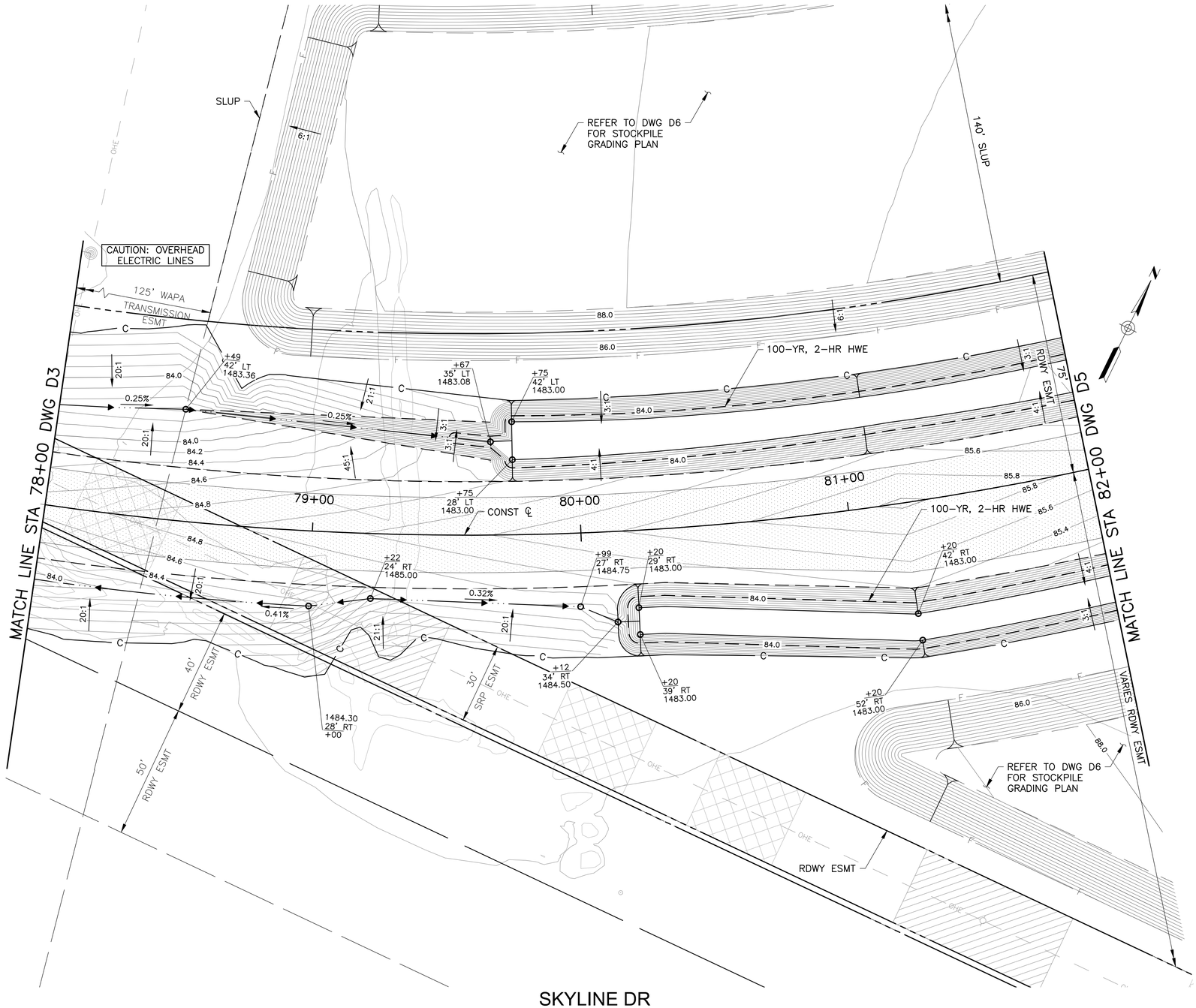
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

GRADING & DRAINAGE PLAN
STA 73+00 TO STA 78+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL		D3	31 OF 62

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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

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LEGEND

- MAJOR CONTOUR (1.0' INTERVAL)
- MINOR CONTOUR (0.2' INTERVAL)
- GRADE BREAK
- 1410 PROPOSED ELEVATION
- 1410 EXISTING ELEVATION (MATCH EXST)

NOTES

CONTOUR INTERVAL=0.2'

0' 10' 20' 40'

SCALE: 1"=20'

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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

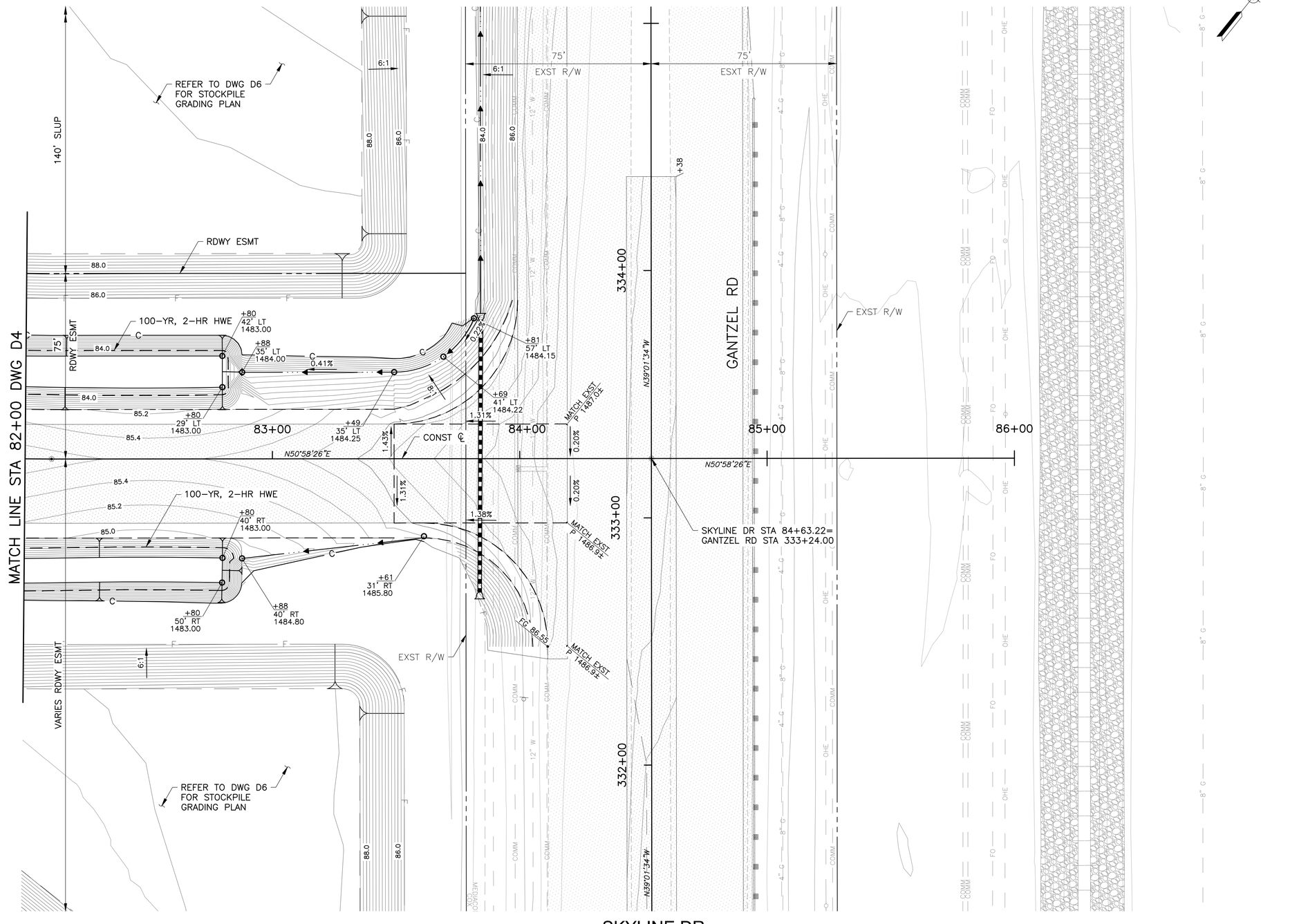
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

GRADING & DRAINAGE PLAN
STA 78+00 TO STA 82+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL		D4	32 OF 62

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AS BUILT DATE

DIBBLE

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90%

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LEGEND

- MAJOR CONTOUR (1.0' INTERVAL)
- MINOR CONTOUR (0.2' INTERVAL)
- GRADE BREAK
- 1410 PROPOSED ELEVATION
- 1410 EXISTING ELEVATION (MATCH EXST)

NOTES

CONTOUR INTERVAL=0.2'

0' 10' 20' 40'

SCALE: 1"=20'

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

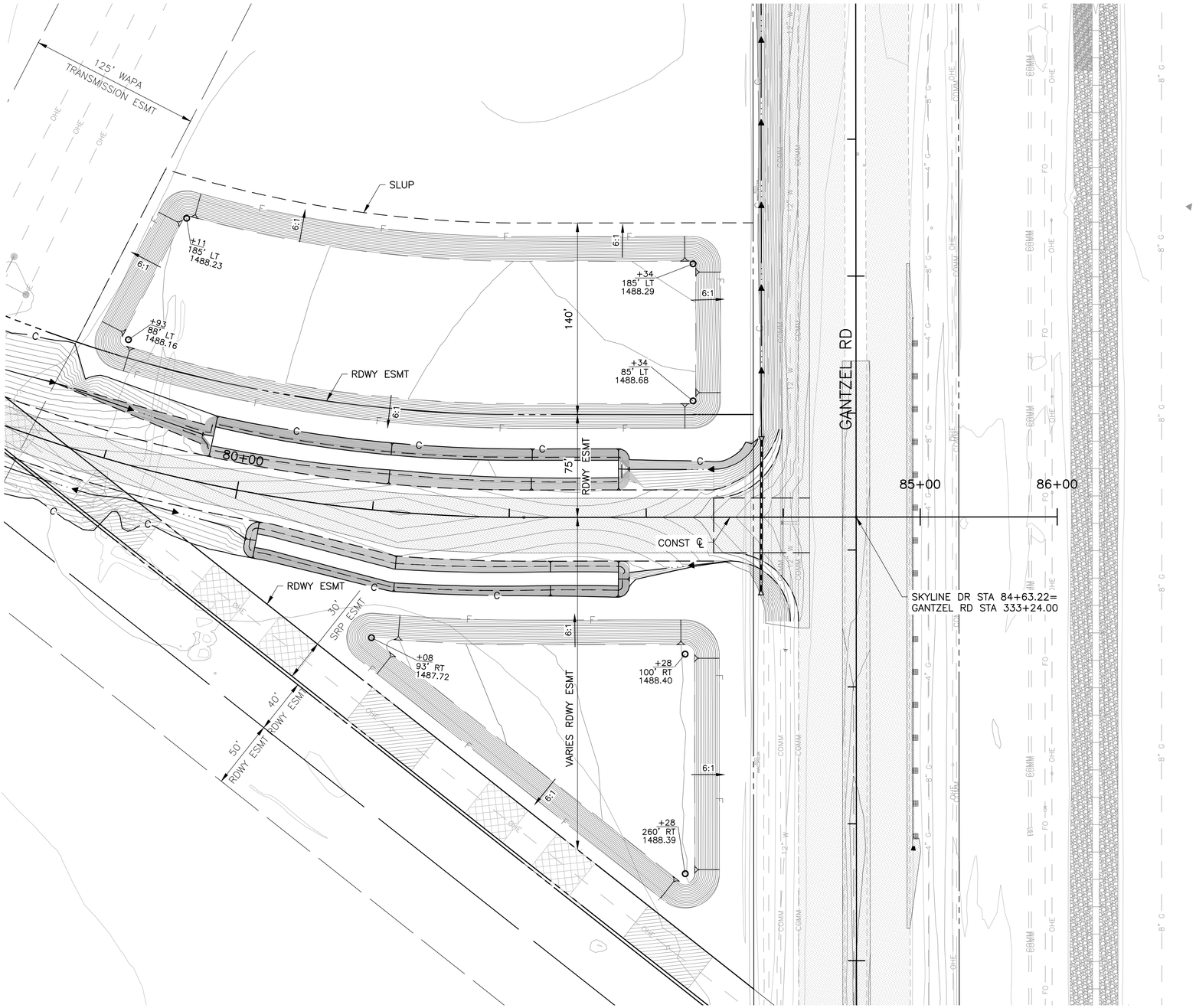
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

GRADING & DRAINAGE PLAN
STA 82+00 TO STA 86+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL		D5	33 OF 62

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SKYLINE DR

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

LEGEND

- MAJOR CONTOUR (1.0' INTERVAL)
- MINOR CONTOUR (0.2' INTERVAL)
- GRADE BREAK
- 1410 PROPOSED ELEVATION
- 1410 EXISTING ELEVATION (MATCH EXST)

NOTES

CONTOUR INTERVAL=0.2'

0' 20' 40' 80'

SCALE: 1"=40'

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

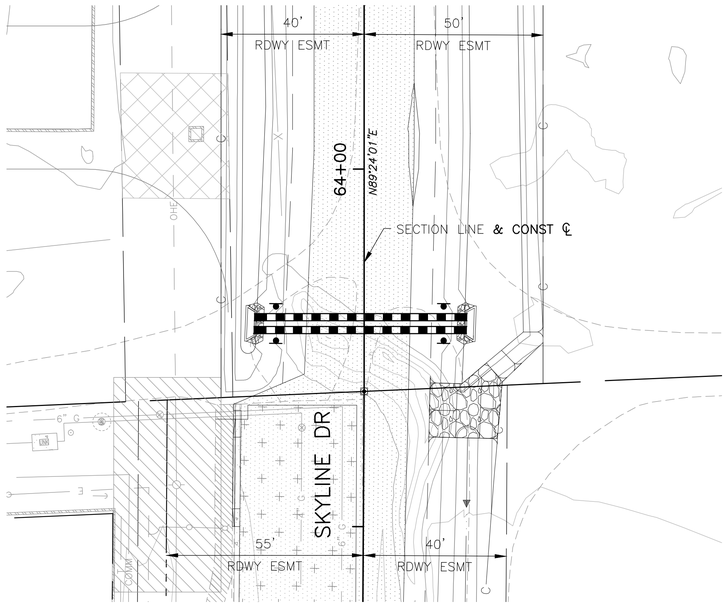
PINAL COUNTY PROJECT NO 62952214

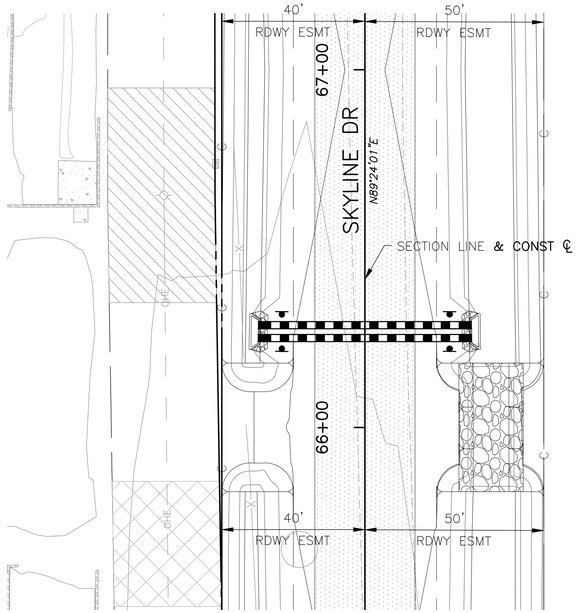
SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

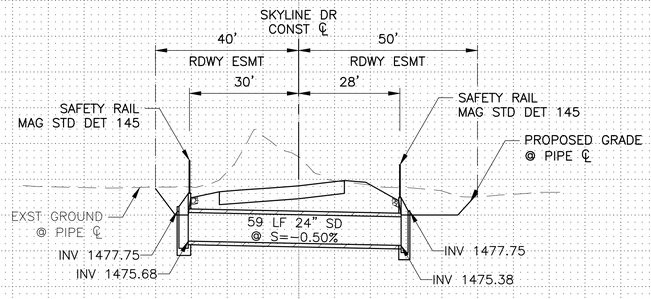
STOCKPILE GRADING PLAN

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DES: ACT	DATE: 6/24		
SCALE: 1" = 40' HORIZONTAL		D6	34 OF 62

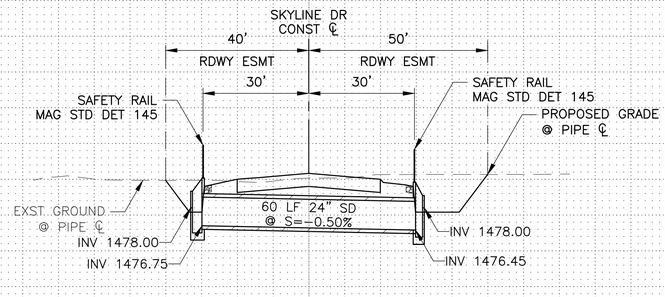
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STA 63+57
SKEW 0d
(2) 24" x 59' RGRCP



STA 66+27
SKEW 0d
(2) 24" x 60' RGRCP

1495 1490 1485 1480 1475 1470

-1+00 0+00 1+00 -1+00 0+00 1+00

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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

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0' 10' 20' 40'
SCALE: 1"=20'

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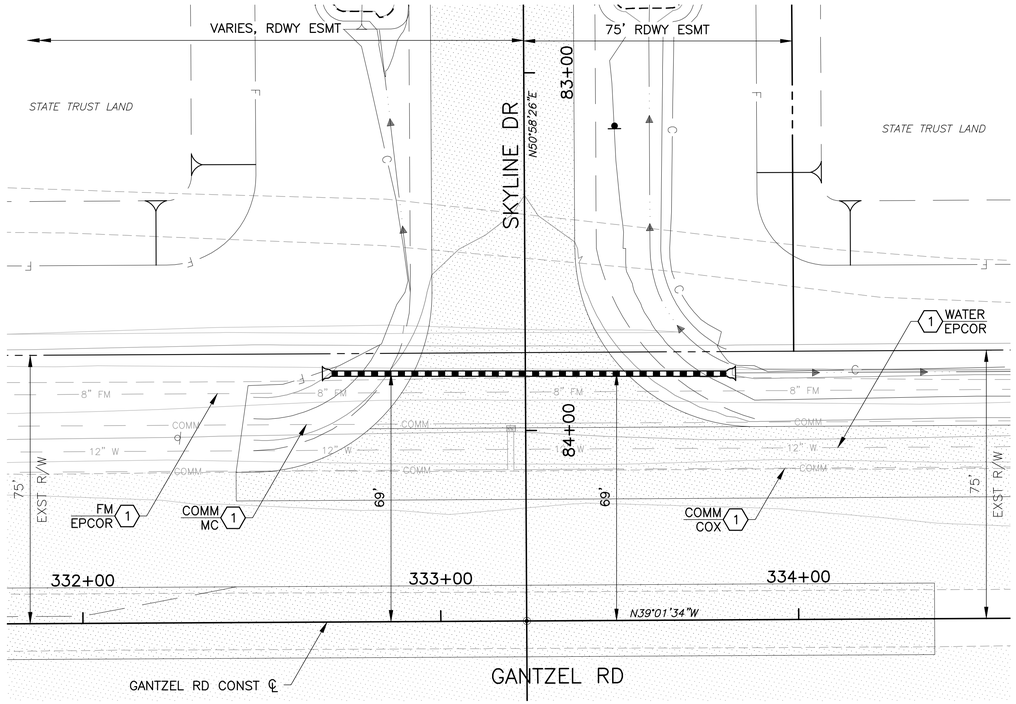
PINAL COUNTY
WIDE OPEN OPPORTUNITY

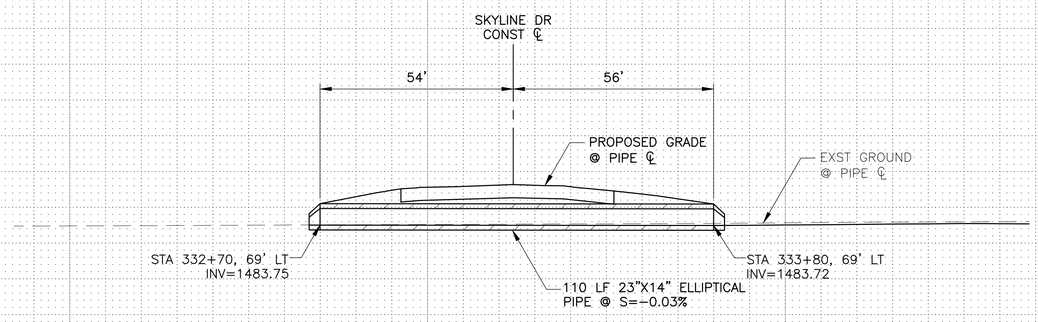
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

CULVERT PLAN & PROFILE

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL 1" = 4' VERTICAL		D7	35 OF 62





1500 1495 1490 1485 1480 1475 1470

331+00 332+00 333+00 334+00 335+00

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DIBBLE

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REFERENCE NOTES

1 PROTECT IN PLACE

0' 10' 20' 40'

SCALE: 1"=20'

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PINAL COUNTY

WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS

CHARBRAY DRIVE TO GANTZEL ROAD

CULVERT PLAN & PROFILE

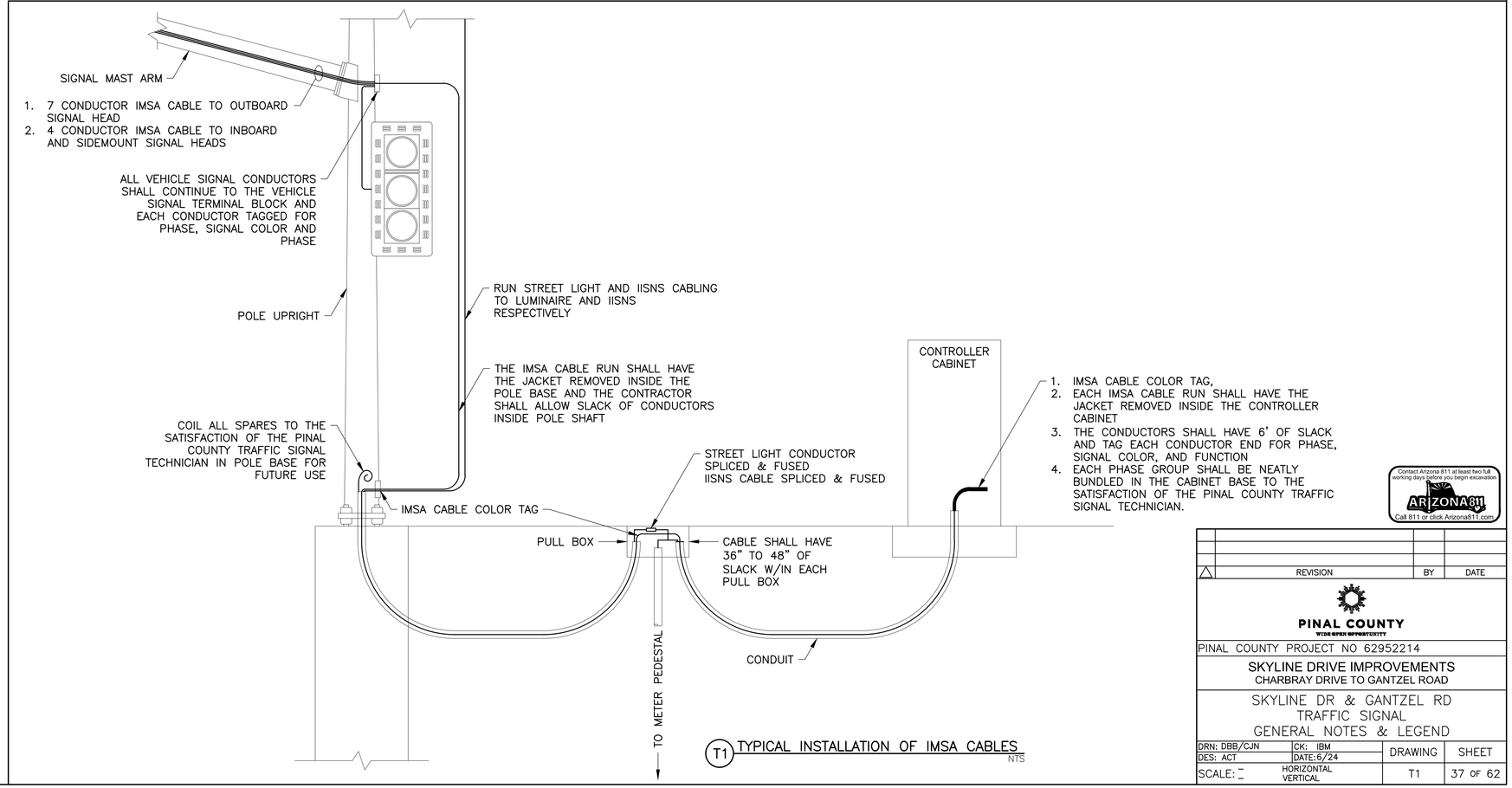
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DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL 1" = 4' VERTICAL		D8	36 OF 62

TRAFFIC SIGNAL GENERAL NOTES:

1. ALL MATERIALS AND INSTALLATION SHALL CONFORM TO THE CURRENT ADOT STANDARD SPECIFICATIONS AND CURRENT ADOT "TRAFFIC SIGNALS AND LIGHTING STANDARD DRAWINGS", UNLESS AS OTHERWISE NOTED IN THESE PLANS. TRAFFIC SIGNAL POLES SHALL CONFORM TO THE ADOT 2013 STANDARD DRAWINGS AND SPECIFICATIONS, AND FURNISHED WITH ACCESS PLATES TO ACCESS SIGNAL MAST ARM CABLES ON POLE SHAFT.
2. ALL MATERIALS AND EQUIPMENT SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL HAVE AT LEAST ONE IMSA LEVEL ONE AND AT LEAST ONE IMSA LEVEL TWO CERTIFIED TRAFFIC SIGNAL TECHNICIANS ON SITE DURING ALL PHASES OF TRAFFIC SIGNAL WORK. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE VERIFICATION OF CERTIFICATION, UPON REQUEST. IF INSPECTION INDICATES NO CERTIFIED TECHNICIANS ON SITE, THE ENGINEER RESERVES THE RIGHT TO SUSPEND TRAFFIC SIGNAL WORK.
4. THE LOCATIONS OF UTILITIES SHOWN ON THE PLANS IS APPROXIMATE. ALL INVOLVED UTILITIES MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE, PER SECTION 730-6 OF THE ADOT STANDARD SPECIFICATIONS, FOR CONTACTING ALL UTILITIES FOR EXACT LOCATION PRIOR TO ANY CONSTRUCTION ACTIVITY. ALL EXCAVATIONS WITHIN 5 FEET OF ANY UTILITY SHALL BE BY AN APPROVED NON-DESTRUCTIVE METHOD, INCLUDING POTHOLING THE UTILITY TO DETERMINE EXACT LOCATION AND DEPTH, AT NO ADDITIONAL COST TO THE COUNTY. UNFORESEEN CONFLICTS UTILITIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR RESOLUTION.
5. SERVICE REQUIREMENTS SHALL BE VERIFIED BY CONTACTING LUIS CORRALES WITH SRP AT (602) 236-5569 AND JAVIER ORTEGA WITH SRP AT (602) 236-5569 A MINIMUM OF 7 WORKING DAYS BEFORE SERVICE IS REQUIRED. SERVICE ADDRESS IS 34475 N GANTZEL RD TS, SAN TAN VALLEY, AZ 85143. ALL APPLICATION AND CONNECTION FEES WILL BE PAID BY THE CONTRACTOR, AFTER REVIEW BY THE COUNTY, AND BASED ON PAID INVOICES. THE CONTRACTOR SHALL EXTEND A 2½-INCH CONDUIT FROM THE PROPOSED METER PEDESTAL CABINET TO THE SRP POINT OF SERVICE, AS DIRECTED BY AND MEETING THE REQUIREMENTS OF SRP. SRP MAY REQUIRE THE CONTRACTOR TO FURNISH AND INSTALL A NEW SRP APPROVED PULL POST AT THE POINT OF SERVICE, THE COST OF WHICH SHALL BE INCLUSIVE IN THE COST OF THE METER PEDESTAL.
6. THE TWO PULL BOXES ON EACH CORNER SHALL BE CONNECTED WITH A SINGLE 3-INCH CONDUIT.
7. NEW POLE, CABINET, AND PULL BOX LOCATIONS, ELEVATIONS, AND ORIENTATIONS SHALL BE FIELD VERIFIED WITH THE PINAL COUNTY TRAFFIC SIGNAL SUPERVISOR PRIOR OT EXCAVATION AND CONSTRUCTION. THE PINAL COUNTY TRAFFIC SIGNAL SUPERVISOR MAY MAKE FIELD ADJUSTMENTS TO LOCATIONS OF TRAFFIC SIGNAL FACILITIES IN RESPONSE TO FIELD CONDITIONS AND TO AVOID UTILITIES.
8. PLACEMENT OF ALL DEVICES SHALL PROVIDE 12' MINIMUM CLEARANCE FROM ANY OVERHEAD ELECTRICAL LINES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSURING THE HEIGHT OFT H BOTTOM OF SIGNAL HEADS IS A MINIMUM 17' ABOVE PAVEMENT AND THE END OF MAST ARM IS NOMINALLY 21' (+/- 6") ABOVE PAVEMENT.
9. TERMINAL COMPARTMENTS SHALL BE ASSEMBLED IN THE MOUNTING BRACKETS SHOWN IN THE STANDARD DRAWINGS. THE TERMINAL COMPARTMENT SHALL BE MANUFACTURED OF BRONZE. PIPE NIPPLES MAY REQUIRE ADDITIONAL LENGTH TO ACHIEVE DESIRED SIGNAL HEAD AIMING, AT NO ADDITIONAL COST, WITHOUT CONFLICTING WITH THE POLE OR MAST ARM.
10. THE CONTRACTOR SHALL CONTACT THE PINAL COUNTY TRAFFIC SIGNALS SUPERVISOR FOR REVIEW AND APPROVAL PRIOR TO DRILLING POLES FOR SIGNAL MOUNTINGS.
11. THE CONTROLLER CABINET SHALL BE WIRED IN THE FIELD BY THE CONTRACTOR, IN THE PRESENCE OF THE PINAL COUNTY TRAFFIC SIGNAL SUPERVISOR, OR THEIR DESIGNEE. THE CABINET SHALL BE FLASHED OUT FOR FUNCTIONALITY, WITH ALL VEHICLE AND PRE-EMPTION DETECTION CONNECTED, TESTED, AND FULLY OPERATIONAL PRIOR TO SIGNAL ACTIVATION. THE TIMING OF ACTIVATION SHALL BE COORDINATED AND SCHEDULED WITH THE PINAL COUNTY TRAFFIC SIGNAL SUPERVISOR
12. THE CONTRACTOR SHALL INSTALL 30-AMP SINGLE POLE DISCONNECT FOR TRAFFIC SIGNALS AND A 20-AMP DISCONNECT FOR LIGHTING.
13. PULL BOXES SHALL BE FIELD LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY OR ALLOWABLE EASEMENTS, AND MAY BE ADJUSTED IN LOCATION TO AVOID CONFLICTS AND IMPROVE CONSTRUCTABILITY, AS APPROVED BY THE ENGINEER.
14. THE CONTRACTOR SHALL PERFORM A GROUND-RESISTANCE TEST FOR EACH INSTALLED GROUND ROD, AND EACH POLE FOUNDATION GROUNDING COIL IN ACCORDANCE WITH ADOT SPECIFICATIONS SUBSECTION 732-3.03. THE TEST RESULTS SHALL BE DOCUMENTED IN WRITING AND SUBMITTED TO THE PINAL COUNTY TRAFFIC SIGNAL SUPERVISOR.
15. THE CONTRACTOR SHALL INSTALL 30-AMP SINGLE-POLE DISCONNECT FOR TRAFFIC SIGNALS AND A 20-AMP DISCONNECT FOR LIGHTING.
16. ALL VIDEO DETECTION AND EMERGENCY VEHICLE PRE-EMPTION CABLING SHALL BE RUN UNSPLICED FROM THE DEVICE TO THE CONTROLLER CABINET AND SHALL BE FUNCTION AT SIGNAL ACTIVATION.
17. LED INTERNALLY ILLUMINATED STREET NAME SIGNS (IISNS) SHALL BE PER APPLICABLE PORTIONS OF CITY OF MESA STANDARD DETAILS M-95.07, M-95.08, AND M-95.09. SPECIFIC LAYOUT SHALL BE SUBMITTED TO THE COUNTY, BY THE CONTRACTOR, FOR APPROVAL PRIOR TO ORDERING AND FABRICATION.
18. THE CONTRACTOR SHALL INSTALL A 2-INCH FLUORESCENT YELLOW PRISMATIC RETROREFLECTIVE BORDER (MEETING ASTM D4956 TYPE XII, IX, OR XI) AROUND THE PERIMETER OF EACH BACK PLATE FOR ALL TRAFFIC SIGNAL HEADS, AT NO ADDITIONAL COST TO THE COUNTY.
19. THE CONTRACTOR SHALL FURNISH AND INSTALL 36"X36" "NEW TRAFFIC PATTERN AHEAD" SIGNS WITH TWO ORANGE FLAS PER EACH SIGN ON EACH APPROACHING DIRECTION OF TRAVEL, AS DIRECTED BY THE PINAL COUNTY TRAFFIC SIGNAL INSPECTOR. LOCATION OF SIGNS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) REQUIREMENTS, AND APPROVED BY THE PINAL COUNTY TRAFFIC SIGNAL INSPECTOR. THE MOUNTING HEIGHT SHALL BE A MINIMUM OF 7-FEET ABOVE ADJACENT GROUND. THE SIGNS SHALL BE INSTALLED BY TIME OF ACTUATION AND REMAIN IN PLACE FOR 30-DAYS BEFORE BEING REMOVED AND SALVAGED TO THE COUNTY BY THE CONTRACTOR. THE COSTS ASSOCIATED WITH THE AFOREMENTIONED WORK SHALL BE INCLUSIVE IN THE COST OF OTHER TRAFFIC SIGNAL ITEMS.

LEGEND

EXISTING	NEW	DESCRIPTION
—— TS ——	——TS——	TRAFFIC SIGNAL CONDUIT
		NO 7 PULL BOX
		NO 7 PULL BOX W/ EXTENSION
		NO 8 PULL BOX
		NO 9 VAULT
		METER PEDESTAL W/ PHOTOELECTRIC CONTROL (PEC)
		CONTROLLER CABINET W/ FOUNDATION & UNINTERRUPTIBLE POWER SUPPLY (UPS)
		TRAFFIC SIGNAL FOUNDATION
		TRAFFIC SIGNAL INDICATION
		PEDESTRIAN INDICATION (PED)
		PEDESTRIAN PUSH BUTTON (PB)
		VIDEO DETECTION CAMERA (VDC)
		EMERGENCY VEHICLE PRE-EMPTION (EVP)
		INTERNALLY ILLUMINATED STREET NAME SIGN (IISNS)
		METRO SIGN
		CCTV CAMERA
		ETHERNET RADIO ANTENNA (ERA)
		RADAR DETECTION (RD)



T1 TYPICAL INSTALLATION OF IMSA CABLES
NTS

AS BUILT DATE

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR & GANTZEL RD
TRAFFIC SIGNAL
GENERAL NOTES & LEGEND

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: _ HORIZONTAL / VERTICAL		T1	37 OF 62

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AS BUILT DATE

DIBBLE

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VIEW A: NWC

VIEW B: NEC

VIEW C: SWC

VIEW D: SEC

SLUP

75' EXST R/W

75' EXST R/W

GANTZEL RD

GANTZEL RD CONST ℄

335+00

334+00

333+00

332+00

82+00

82+10.70 PTT

83+00

84+00

85+00

86+00

75' RDWY ESMT

VARIES RDWY ESMT

SKYLINE DR

SKYLINE DR CONST ℄

EXST R/W

CONST ℄

UPRR

ONLY

TRAFFIC SIGNAL PULL BOX

COMMUNICATIONS PULL BOX

3" CONDUIT BETWEEN PULL BOXES, NOT NUMBERED OR INCLUDED IN CONDUIT & CONDUCTOR SCHEDULE

T2 PULL BOX CONNECTION NTS

LEGEND

- (#) EQUIPMENT REFERENCE REFER TO SHEET 39
- (#) PULL BOX REFERENCE REFER TO SHEET 39
- (#) CONDUIT REFERENCE REFER TO SHEET 40

0' 10' 20' 40'

SCALE: 1"=20'

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SKYLINE DRIVE IMPROVEMENTS

CHARBRAY DRIVE TO GANTZEL ROAD

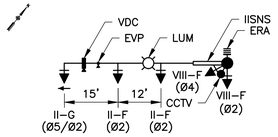
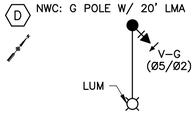
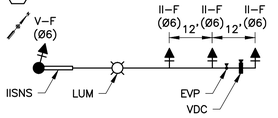
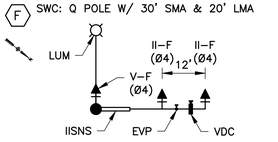
SKYLINE DR & GANTZEL RD TRAFFIC SIGNAL PLAN

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL, 1" = 2' VERTICAL		T2	38 OF 62

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EQUIPMENT SCHEDULE

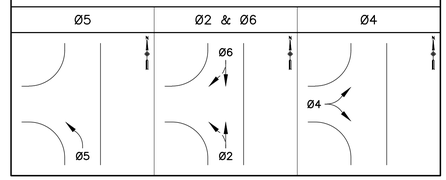
CABINET	TYPE	EQUIPMENT	FOUNDATION	LOCATION	REMARKS
(A) METER — PCC PAD, PEC	ELECTRIC SERVICE CABINET W/ PHOTOCELL	MYERS MEUG16–TS PHOTOCELL PER MESA SL–72 REFER TO EQUIPMENT NOTE 1	ADOT T.S. 2–7 W/ PAD	STA 85+23 120' LT	CONSTRUCT NEW FOUNDATION PER ADOT T.S. 2–7 W/ PCC PAD ORIENT METER AND MAINTENANCE PAD TOWARD ROADWAY SERVICE ADDRESS: 34475 N GANTZEL RD TS 85143 P UNIT 002
(B) CONTROLLER — UPS, PCC PADS	CONTROLLER CABINET W/ UPS	MOBOTREX EAGLE NEMA TS2 TYPE 1 2 DOOR TYPE IV(P) ECONOLITE COBALT 2100 W/ DATA KEY REFER TO EQUIPMENT NOTE 2, 3, & 4	ADOT T.S. 2–4 W/ PAD	STA 85+23 106' LT	CONSTRUCT NEW FOUNDATION PER ADOT T.S. 2–4 W/ PCC PADS

POLES		MAST ARMS		SIGNAL		FND	PED PB W/ SIGN	LOCATION	REMARKS
ID	TYPE	SIGNAL	LUMIN.	MOUNT	FACE				
(C) NEC: R POLE W/ 45' SMA & 20' LMA 	R ADOT T.S. 4–11 (2013)	45'	20'	II II II VIII	G F F 2–F	R ADOT T.S. 4–11 (2013)	–	STA 85+11 88' LT	FURNISH & INSTALL THE FOLLOWING EQUIPMENT PER EQUIPMENT NOTES: 1. R POLE W/ 45' SMA & 20' LMA 2. MOD TOP OF FOUNDATION PER ENGINEER'S NOTE #2 3. G FACE W/ TYPE II MOUNTING ASSEMBLY (1) 4. F FACE W/ TYPE II MOUNTING ASSEMBLY (2) 5. F FACE (2) W/ TYPE VIII MOUNTING ASSEMBLY 6. VDC 7. EVP 8. LUMINAIRE 9. IISNS 10. CCTV 11. ERA
(D) NWC: G POLE W/ 20' LMA 	G ADOT T.S. 4–4 (2013)	–	20'	V	G	G ADOT T.S. 4–4 (2013)	–	STA 83+74 70' LT	FURNISH & INSTALL THE FOLLOWING EQUIPMENT PER EQUIPMENT NOTES: 1. G POLE W/ 20' LMA 2. G FACE W/ TYPE V MOUNTING ASSEMBLY (1) 3. LUMINAIRE
(E) SWC: W POLE W/ 60' SMA & 20' LMA 	W ADOT T.S. 4–19 (2013)	60'	20'	II II II V	F F F F	W ADOT T.S. 4–19 (2013)	–	STA 83+87 52' RT	FURNISH & INSTALL THE FOLLOWING EQUIPMENT PER EQUIPMENT NOTES: 1. W POLE W/ 60' SMA & 25' LMA 2. MOD TOP OF FOUNDATION PER ENGINEER'S NOTE #2 3. F FACE W/ TYPE II MOUNTING ASSEMBLY (3) 4. F FACE W/ TYPE V MOUNTING ASSEMBLY (1) 5. VDC 6. EVP 7. LUMINAIRE 8. IISNS
(F) SWC: Q POLE W/ 30' SMA & 20' LMA 	Q ADOT T.S. 4–10 (2013)	30'	20'	II II V	F F F	Q ADOT T.S. 4–10 (2013)	–	STA 85+11 13' RT	FURNISH & INSTALL THE FOLLOWING EQUIPMENT PER EQUIPMENT NOTES: 1. Q POLE W/ 30' SMA & 20' LMA ROTATED 90° COUNTERCLOCKWISE 2. F FACE W/ TYPE II MOUNTING ASSEMBLY (2) 3. F FACE W/ TYPE V MOUNTING ASSEMBLY (1) 4. VDC 5. EVP 6. LUMINAIRE, ROTATED 90° TOWARD GANTZEL RD 7. IISNS

PULL BOX SCHEDULE

NO	TYPE	LOCATION	REMARKS
1	NO 8 COM M–93.01	STA 85+22 96' LT	FURNISH & INSTALL
2	NO 7 ADOT T.S. 1–2	STA 83+85 96' LT	FURNISH & INSTALL
3	NO 7 ADOT T.S. 1–2	STA 83+85 42' RT	FURNISH & INSTALL
4	NO 7 ADOT T.S. 1–2	STA 85+12 66' RT	FURNISH & INSTALL
5	NO 7 W/ EXT ADOT T.S. 1–2	STA 85+25 99' LT	FURNISH & INSTALL
6	NO 7 W/ EXT ADOT T.S. 1–2	STA 83+82 99' LT	FURNISH & INSTALL
7	NO 7 W/ EXT ADOT T.S. 1–2	STA 83+82 46' RT	FURNISH & INSTALL
8	NO 7 W/ EXT ADOT T.S. 1–2	STA 85+15 70' RT	FURNISH & INSTALL

PHASING SCHEMATIC



ENGINEER'S NOTES:

1. THE COORDINATES FOR ALL EQUIPMENT IS REFERENCED TO THE CENTROID OF FOUNDATION FROM THE SKYLINE DR CONST ℄.
2. THE TOP OF POLE C FOUNDATION SHALL BE SET AT ELEVATION 1488.1± AS APPROVED BY THE ENGINEER WITH 2' OF EXPOSURE ABOVE FINISHED GRADE. THE REINFORCED CONCRETE FOUNDATION LENGTH SHALL BE MODIFIED TO 12' WITH 10' OF EMBEDMENT.
3. THE TOP OF POLE E FOUNDATION SHALL BE SET AT ELEVATION 1486.2± AS APPROVED BY THE ENGINEER WITH 2' OF EXPOSURE ABOVE FINISHED GRADE. THE REINFORCED CONCRETE FOUNDATION LENGTH SHALL BE MODIFIED TO 14' WITH 12' OF EMBEDMENT.

INITIAL SIGNAL TIMING DIAGRAM

Ø1	Ø2			Ø3	Ø4		
	30.0	5.5	4.0		20.0	4.0	4.5
Ø5	**Ø6**			**Ø7**	**Ø8**		
7.0	2.5	4.5	30.0	5.5	4.0		

SIGNAL TIMING DIAGRAM LEGEND:

- MINIMUM GREEN TIME (SEC)
- YELLOW CHANGE INTERVAL (SEC)
- RED CLEARANCE INTERVAL (SEC)

SIGNAL TIMING DIAGRAM NOTES:

1. ASSUMED CYCLE LENGTH: 82 SEC

EQUIPMENT NOTES:

1. THE METER PEDESTAL SHALL BE A MYERS MEUG16–TS, 100A, WITH A PHOTOCELL MEETING THE REQUIREMENTS OF CITY OF MESA STANDARD DETAIL SL–72 AND A LIGHTING CONTACTOR. METER SHALL FACE TOWARD THE ROADWAY.
2. THE CONTROLLER CABINET SHALL BE A MOBOTREX EAGLE 2–DOOR TS–2, TYPE 1 CONFIGURATION, WIRED AND LABELED WITH THE SAME PHASE NUMBER DESIGNATIONS, FOR INITIAL AND FUTURE PHASES, AS SHOWN IN THE PHASING SCHEMATIC, THIS SHEET.
3. THE CONTROLLER CABINET SHALL INCLUDE THE FOLLOWING EQUIPMENT:
   - EDI MMU 16LEIP SMART MONITOR
   - EDI 810–225 SOLID STATE FLASHER
   - EDI 510 SOLID STATE LOAD SWITCH
   - EDI PS–250 RACK POWER SUPPLY
   - SIERRA TRANSPORTATION TECHNOLOGIES INTUICOM BXS–1 RUGGEDCOM RST916P SWITCH WITH ANY ADDITIONAL REQUIRED EQUIPMENT FOR A FULLY FUNCTIONAL TRAFFIC SIGNAL CONTROLLER
4. THE UNINTERRUPTIBLE POWER SUPPLY SHALL BE AN ALPHA FXM 1100, INCLUDING ALL COMPONENTS FOR A COMPLETE SYSTEM, ATTACHED TO THE CONTROLLER CABINET.
5. SIGNAL HEADS SHALL BE LED W/ 5–INCH LOUVERED BACKPLATES W/ 2" FLUORESCENT YELLOW RETROREFLECTIVE BORDERS AND MANUFACTURED BY DIALIGHT WITH THE FOLLOWING PRODUCT NUMBERS:
   - DIALIGHT 12" GREEN MODEL #433–2220–001X–L15
   - DIALIGHT 12" YELLOW MODEL #433–3230–901X–L15
   - DIALIGHT 12" RED MODEL #433–1210–003X–L15
   - DIALIGHT 12" GREEN ARROW MODEL #431–2324–001X–0D15
   - DIALIGHT 12" YELLOW ARROW MODEL #431–3334–901–X0D14
   - DIALIGHT 12" RED ARROW MODEL #432–1314–001x–0D
   - DIALIGHT 12" BI–MODAL GREEN/YELLOW ARROW MODEL
6. THE EMERGENCY VEHICLE PRE–EMPTION SYSTEM SHALL BE COMPLETE, FUNCTIONING, TOMAR STROBECOM II OPTICAL PREEMPTION AND PRIORITY CONTROL SYSTEM. COMPLETE WITH ONE TOMAR MODEL 4140V2–4 (4 CHANNEL) OPTICAL SIGNAL PROCESSOR (OSP) CARD, FOUR TOMAR MODAL 4090–21–ST1IC–W OPTICAL SELF–TESTING DETECTORS WITH ATTACHED INTEGRATED CONFIRMATION LIGHT LED (WHITE), M913 DETECTOR CABLE (1,000–FEET), FOUR MAST–MNT–KIT MOUNTING BRACKETS AND ANY ASSOCIATED EQUIPMENT SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. TOMAR ELECTRONICS PERSONNEL OR PRODUCT REPRESENTATIVE MUST BE PRESENT FOR INSTALLATION AT TIME OF ACTIVATION/TRAFFIC SIGNAL TURN–ON. THE PRE–EMPTION SYSTEM SHALL INCLUDE THE FOLLOWING EQUIPMENT:
   - TOMAR MODEL 4090–21–ST1IC–W (WHITE) OPTICAL DETECTOR FOR EACH APPROACH AS SHOWN ON THE PLANS
   - TOMAR MODEL 4140V2–4 OPTICAL SIGNAL PROCESSOR (OSP), SUFFICIENT FOR 8–PHASE OPERATION
   - TOMAR M913 DETECTOR CABLE THAT IS UNSPLICED
   - SPARE 4090–21–ST1IC–W (WHITE) DETECTOR WITH INTEGRATED CONFIRMATION LIGHT; 4140V2–4 OSP CARD
7. THE VIDEO DETECTION SYSTEM SHALL BE ITERIS VANTAGE NEXT WITH THE FOLLOWING EQUIPMENT:
   - VECTOR NEXT = MAIN STREET = GANTZEL RD (2)
   - NEXT CAM PAK = SIDE STREET = SKYLINE DR (1)
   - NEXT CCU–SM4–TS2–PAK (1)
   - TS2 CABLE (1)
   - PELCO BRACKETS W/ 6' RISER (3)
   - 10" MONITOR WITH BRACKET (1)
   - SPARE: VECTOR NEXT (1), NEXT CAM–PAK (1), NEXT–CCU–SM4–TS2–PAG (1)
   - VANTAGE NEXT SET UP TOOL W/ ANY ADDITIONAL REQUIRED EQUIPMENT FOR A FULLY FUNCTIONAL VIDEO DETECTION SYSTEM AT SIGNAL ACTIVATION
8. LED LUMINAIRES SHALL BE GE EVOLVE (ERL2–0–21–C3–D–GRAY–R) WITH SHORTING CAP. FIXTURES SHALL BE 120V WITHOUT INDIVIDUAL PHOTOCELLS AND CONTROLLED FROM THE METER PEDESTAL.
9. IISNS SHALL BE MANUFACTURED BY FLUORESCO AND MEET THE REQUIREMENTS NOTED IN GENERAL NOTE #16, DWG T1. THE CONTRACTOR SHALL FURNISH THE IISNS FORMAT TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ORDERING ANY MATERIALS. THE SIGN STRUCTURE SHALL BE MOUNTED ON THE UPRIGHT AND FUNCTION AT SIGNAL ACTIVATION.
10. CCTV CAMERA SHALL BE MAKE, MODEL AND DELIVERED TO THE PINAL COUNTY TRAFFIC SIGNALS SUPERVISOR.
11. WIRELESS RADIO ANTENNA SHALL BE MAKE, MODEL AND DELIVERED TO THE PINAL COUNTY TRAFFIC SIGNALS SUPERVISOR.
12. TRAFFIC SIGNAL POLES SHALL BE TAPERED GALVANIZED STEEL CONFORMING TO THE ADOT 2013 STANDARD DRAWINGS AND SPECIFICATIONS UNLESS NOTED OTHERWISE. ACCESS PLATES SHALL BE FURNISHED WITH HAND HOLE ON RISER IN LINE WITH AND FOR ACCESS TO SIGNAL MAST ARM. THE CONTRACTOR IS REQUIRED TO PROVIDE POLE SUBMITTALS THAT CONFIRM THE PROPOSED POLE IS STRUCTURALLY SUFFICIENT TO SUPPORT THE SIGNALS, SIGN, LUMINAIRE, AND OTHER ITEMS ATTACHED TO THE POLE, AND MAST ARMS, PER THE PROJECT PLANS IF THEY DIFFER FROM THE "STOCK" SIGNAL LAYOUTS CONTAINED IN THE VENDOR'S SUBMITTAL PLANS. CONFIRMATION SHALL BE CLEARLY STATED OR SHOWN IN ELEVATION DETAILS AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF ARIZONA.
13. THE NO. 8 PULL BOX, LOCATED ADJACENT TO THE CONTROLLER CABINET, SHALL BE SELECTED FROM THE CITY OF MESA APPROVED PRODUCTS LIST. ALL OTHER TRAFFIC SIGNAL PULL BOXES SHALL BE SELECTED FROM THE ADOT APPROVED PRODUCTS LIST. ALL PULL BOX LIDS SHALL STATE "PINAL COUNTRY TRAFFIC SIGNAL".

AS BUILT DATE

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR & GANTZEL RD
TRAFFIC SIGNAL SCHEDULES

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: – HORIZONTAL VERTICAL		T3	39 OF 62

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CONDUIT & CONDUCTOR SCHEDULE

CONDUIT RUN NO		①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱	⑲	⑳	㉑	㉒	㉓	㉔	㉕	㉖	㉗	㉘	㉙
CONDUIT RUN DIAMETER, IN INCHES		2½	3	4	4	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
CONDUIT RUN APPROXIMATE LENGTH, IN FEET		250	25	20	20	20	145	145	145	150	150	150	145	145	145	150	150	150	155	155	160	160	155	155	160	160	25	45	20	50
CONDUIT RUN INSTALLATION METHOD		T	T	T	T	T	DB	DB	DB	T	T	T	DB	DB	DB	T	T	T	DB	DB	T	T	DB	DB	T	T	T	T	T	T
DEVICES	PHASE	NUMBER OF WIRES																												
INDICATIONS & PED PB	#14 IMSA 19–1, 25 CONDUCTOR	CONDUIT BY CONTRACTOR | CONDUCTORS BY SRP		4			2			1						1											1	1	1	1
	SIGNAL Ø2			C																							3			
	SIGNAL Ø4			D			D																				1			3
	SIGNAL Ø5			E			E			E																	1	1		
	SIGNAL Ø6			F												F													4	
GROUND	#8 GREED INSUALTED BOND		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
LUMINAIRE	#10 BLACK THWN, SOLID, RED TAPE		1	1			1			1																1	1	1	1
	#10 WHITE THWN, SOLID		1	1			1			1																1	1	1	1
IISNS	#10 BLACK THWN, SOLID, BROWN TAPE		1	1			1			1																1		1	1
	#10 WHITE THWN, SOLID		1	1			1			1																1		1	1
VDC	VIDEO DETECTION Ø2 & Ø5				1																						1			
	VIDEO DETECTION Ø4				1												1													1
	VIDEO DETECTION Ø6				1			1			1																		1	
EVP	OPTICOM 138 DETECTOR CABLE				3			1			1						1										1		1	1
CCTV	CCTV POWER CABLE, 24VAC, 75W				1																						1			
	CAT5e CABLE				1																						1			
RADIO	SHIELDED CAT5e CABLE				1																						1			
OTHER	DETECTABLE MULE CABLE		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SERVICE	#8 BLACK THHN		1																											
	#8 WHITE THHN		1																											

IMSA CABLE 19–1, #14 AWG, 25C

POLE Ⓒ	POLE Ⓓ	POLE Ⓔ	POLE Ⓕ	PHASE DESIG.	CONDUCTOR COLOR: BASIC COLOR	CONDUCTOR COLOR: TRACER STRIPE	SIGNAL INTERVAL
Ø5	Ø5			Ø1* OR Ø5*	RED	WHITE	RED
					BLACK	WHITE	YELLOW
					GREEN	WHITE	GREEN
					BLACK	WHITE/RED	SPARE
Ø2	Ø2	Ø6		Ø2 OR Ø6	RED	---	RED
					ORANGE	---	YELLOW
					GREEN	---	GREEN
				Ø3* OR Ø7*	BLACK	RED	RED
					ORANGE	RED	YELLOW
					BLUE	RED	GREEN
					WHITE	BLACK/RED	SPARE
Ø4			Ø4	Ø4 OR Ø8	RED	BLACK	RED
					ORANGE	BLACK	YELLOW
					GREEN	BLACK	GREEN
				Ø2* OR Ø6* PEDS	BLUE	---	WALK
					BLACK	---	DON'T WALK
					WHITE	BLACK	PUSH BUTTON
				Ø4* OR Ø8* PEDS	BLUE	WHITE	WALK
					RED	GREEN	DON'T WALK
					WHITE	RED	PUSH BUTTON
COMMON	COMMON	COMMON	COMMON	COMMON	WHITE	---	P.B. COMMON
SPARE	SPARE	SPARE	SPARE	SPARE	BLUE	BLACK	SPARE
SPARE	SPARE	SPARE	SPARE	SPARE	RED	BLACK/WHITE	SPARE
SPARE	SPARE	SPARE	SPARE	SPARE	GREEN	BLACK/WHITE	SPARE
SPARE	SPARE	SPARE	SPARE	SPARE	ORANGE	GREEN	SPARE

IMSA CABLE 19–1, #14 AWG, 7C & 4C

SIGNAL HEADS OUTBOARD & FAR LEFT — 7–CONDUCTOR CABLE	
BASIC COLOR	SIGNAL INTERVAL
RED	RED
BLACK	YELLOW
GREEN	GREEN
ORANGE	YELLOW ARROW
BLUE	GREEN ARROW
WHITE	VEH. COM.
WHT/BLK TR	FUTURE

SIGNAL HEADS INBOARD & SIDEMOUNT — 4–CONDUCTOR CABLE	
BASIC COLOR	SIGNAL INTERVAL
RED	RED
BLACK	YELLOW
GREEN	GREEN
WHITE	VEH. COM.

POLE TERMINAL BLOCK TO INDICATION OR PUSH BUTTON

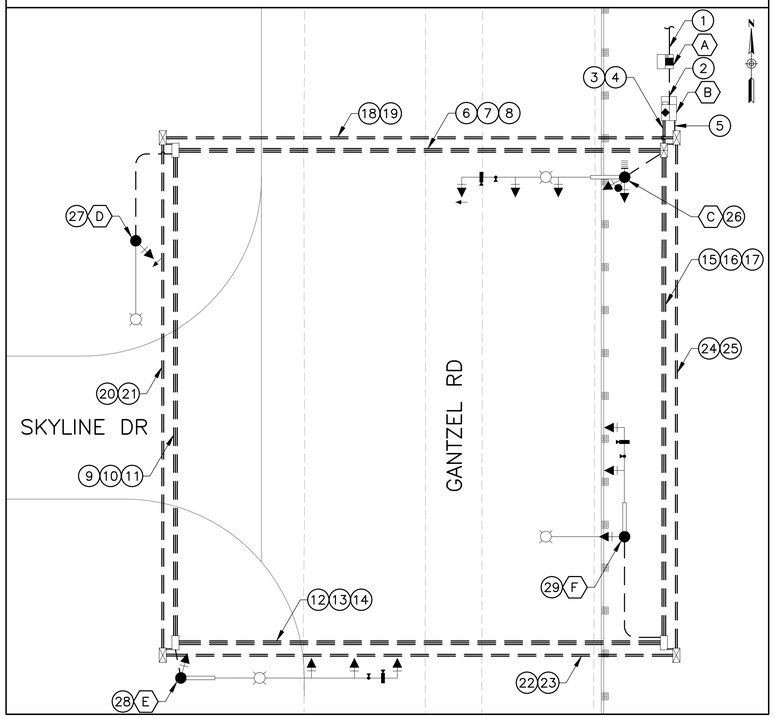
PEDESTRIAN HEADS — 4–CONDUCTOR CABLE	
BASIC COLOR	SIGNAL INTERVAL
RED	DON'T WALK
GREEN	WALK
WHITE	PED. COM.
BLACK	SPARE

PUSH BUTTON — 4–CONDUCTOR CABLE	
BASIC COLOR	PUSH BUTTON STATION
RED	PUSH BUTTON
WHITE	P.B. COM.
GREEN	SPARE
BLACK	SPARE

PRE–EMPTION

4–CONDUCTOR CABLE	
BASIC COLOR	CIRCUIT
YELLOW	A, B, C
ORANGE	26X
BLUE	GROUND
BARE	EARTH GROUND

CONDUIT RUN SCHEMATIC



CONDUCTOR SCHEDULE LEGEND:

DB DIRECTIONAL BORE

T TRENCH

CONDUCTOR SCHEDULE NOTES:

1. TRAFFIC SIGNAL IMSA CABLE SHALL BE #14 AWG 4, 7, AND 25–CONDUCTOR CABLE.
2. INSULTATED BOND SHALL USE CRIMP CONNECTORS.
3. EMERGENCY VEHICLE PRE–EMPTION (EVP) CCTV, RADIO, AND VIDEO DETECTION CAMERA (VDC) CABLING SHALL BE FURNISHED AND INSTALLED PER MANUFACTURER'S REQUIREMENTS, UNSPLICED FROM THE CABINET TO THE EQUIPMENT
4. CONDUIT RUN NO. 1 SHALL BE INSTALLED PER SRP REQUIREMENTS.

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PINAL COUNTY

PINAL COUNTY PROJECT NO 2305221.4

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR & GANTZEL RD
TRAFFIC SIGNAL SCHEDULES

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: – HORIZONTAL VERTICAL		T4	40 OF 62

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PAVEMENT MARKING LEGEND

4SW	4" SOLID WHITE LINE
6SW	6" SOLID WHITE LINE
18SW	18" SOLID WHITE LINE
8SW20 (20')	8" SOLID WHITE LINE W/TYPE G RPMs @ 20' SPACING
6DY20 (20')	6" SOLID DOUBLE YELLOW LINE W/2 TYPE D RPMs @ 20' SPACING
6DY40 (40')	6" SOLID DOUBLE YELLOW LINE W/2 TYPE D RPMs @ 20' SPACING
6SBYM (30', 40', 10', 20')	6" DOUBLE YELLOW LINE, ONE SOLID, ONE BROKEN W/A 10' LINE SEGMENT & A 30' GAP W/TYPE D RPMs @ 20' SPACING (SOLID) & TYPE D RPMs @ 40' SPACING (BROKEN)
	PAVEMENT ARROW MARKING & LEGEND ADOT STD DET DRAWING M-10
ONLY	PAVEMENT ARROW MARKING & LEGEND ADOT STD DET DRAWING M-6
(M)	MATCH EXST PVMT MARKING
O	OBLITERATE EXST PVMT MARKING
P	PROTECT EXST PVMT MARKING IN PLACE

SIGNING & MARKING NOTE REQUIREMENTS (PINAL COUNTY)

1. THE CONTRACTOR SHALL OBTAIN A PINAL COUNTY RIGHT OF WAY USE PERMIT PRIOR TO ANY WORK BEING PERFORMED WITHIN THE COUNTY RIGHT OF WAY. CONTACT PINAL COUNTY PUBLIC WORKS INSPECTION SECTION AT LEAST SEVEN (7) WORKING DAYS IN ADVANCE OF ANY WORK.
2. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE ARIZONA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITIONS.
3. THE CONTRACTOR SHALL SPOT MARK THE ENTIRE PROJECT BEFORE APPLYING ANY PAINT. WHEN THE SPOTTING IS COMPLETE THE CONTRACTOR SHALL CONTACT THE PINAL COUNTY PUBLIC WORKS INSPECTION SECTION TO MAKE ARRANGEMENTS FOR INSPECTION PRIOR TO APPLYING ANY PAINT (MINIMUM 5 WORKING DAYS ADVANCE).
4. ANY PAVEMENT MARKINGS APPLIED PRIOR TO FIELD INSPECTION BY THE PINAL COUNTY INSPECTION SECTION SHALL BE REMOVED AND RE-STRIPED AT THE EXPENSE OF THE CONTRACTOR.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE FINAL SURFACE COURSE IS PLACED SO THAT THE STRIPING IS OFFSET 1 FOOT CLEAR OF THE CONSTRUCTION JOINT, UNLESS OTHERWISE DIRECTED BY THE COUNTY INSPECTOR.
6. THE DIMENSIONS SHOWN FOR THE PAVEMENT STRIPING ARE TO THE CENTER OF THE STRIPING OR, IN THE CASE OF DOUBLE STRIPING, TO THE CENTER OF THE DOUBLE STRIPE.
7. THE FINAL STRIPING SHALL BE 60 MIL (0.060 INCH) THICK HOT-SPRAYED THERMOPLASTIC REFLECTORIZED STRIPING.
8. THE PAVEMENT ARROWS, SYMBOLS AND LEGENDS SHALL BE WHITE 90 MIL (0.090 INCH) THICK ALKYD EXTRUDED THERMOPLASTIC REFLECTORIZED MARKINGS. TURN LANE ARROWS SHALL BE LOCATED IN ACCORDANCE WITH ADOT STANDARD DRAWING M-11.
9. THE CONTRACTOR SHALL APPLY A PRIMER-SEALER PRIOR TO THE INSTALLATION OF ALL THERMOPLASTIC PAVEMENT MARKINGS IN ACCORDANCE WITH THE THERMOPLASTIC MANUFACTURE'S RECOMMENDATIONS.
10. THE CONTRACTOR SHALL CLEAN THE ROADWAY SURFACE TO THE SATISFACTION OF THE INSPECTOR, BY SWEEPING AND AIR-JET BLOWING, IMMEDIATELY PRIOR TO THE PLACEMENT OF ALL PAVEMENT MARKINGS. THE ROADWAY SURFACE SHALL BE DRY AND THE AIR AND PAVEMENT TEMPERATURES SHALL NOT BE LESS THAN 50 DEGREES F FOR THE PLACEMENT OF THE THERMOPLASTIC MARKINGS.
11. ALL RETRO-REFLECTIVE RAISED PAVEMENT MARKERS SHALL HAVE AN ABRASION RESISTANT COATING ON THE FACE OFTHE PRISMATIC REFLECTORS AND SHALL CONFORM TO THE DETAILS OF STD. DWG. M-19. THEY SHALL BE INSTALLEDWITH A BITUMINOUS ADHESIVE WHICH IS ON THE ADOT APPROVED PRODUCT LIST.
12. WHERE RETRO-REFLECTIVE RAISED PAVEMENTS MARKERS ARE PLACED ALONG SOLID STRIPING, THE NEAREST EDGE OF EACH MARKER SHALL BE OFFSET 2 INCHES FROM THE NEAREST EDGE OF THE STRIPING.
13. RAISED MEDIANS AND CURBS SHALL BE MARKED IN ACCORDANCE WITH ADOT STANDARD DRAWING M-1 AND MUTCD SECTION 2B.32 AND 2C.64.
14. ALL SIGNING INSTALLED WITHIN COUNTY RIGHTS-OF-WAY SHALL BE INSTALLED BY AN INDIVIDUAL THAT HAS A CURRENT CERTIFICATION FROM THE INTERNATIONAL MUNICIPAL SIGNAL ASSOCIATION (IMSA) OR THE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA), OR EQUIVALENT. EQUIVALENCY SHALL BE SUBMITTED FOR REVIEW PRIOR TO BEING ACCEPTED BY THE COUNTY.
15. A PRE-INSTALLATION MEETING WITH THE PUBLIC WORKS INSPECTION SECTION WILL BE REQUIRED PRIOR TO INSTALLING ANY SIGNS OR POSTS WITHIN COUNTY RIGHT-OF-WAY. PERMITS MAY BE ISSUED PRIOR TO THIS MEETING BUT WILL NOT BE VALID UNTIL AFTER THE PRE-INSTALLATION MEETING IS HELD. TO SCHEDULE THIS MEETING, CONTACT THE INSPECTION SECTION TWO (2) WORKING DAYS PRIOR.
16. STREET NAME SIGN INSTALLATION - STREET NAME SIGNS SHALL BE INSTALLED AT EACH INTERSECTION. IF STREET NAME SIGNS ARE TO BE INSTALLED ON AN EXISTING OR PROPOSED STREET LIGHT POLE, EACH SIGN SHALL BE INSTALLED ON A SEPARATE BRACKET. FOR STREET NAME SIGN BLADES THAT ARE 23" AND UNDER, A 12" BRACKET SHALL BE USED. FOR BLADES THAT ARE 24" TO 35", AN 18" BRACKET SHALL BE USED. FOR BLADES THAT ARE 36" AND ABOVE, A 24" BRACKET SHALL BE USED.
17. CONTRACTOR IS RESPONSIBLE FOR BLUE STAKE MARKING PRIOR TO INSTALLATION OF ANY SIGN POSTS.
18. THE CONTRACTOR SHALL ALLOW THE CONCRETE IN THE POST HOLES TO CURE FOR AT LEAST 24 HOURS PRIOR TO STANDING THE POLES.
19. ANY SIGNING THAT IS TO BE RELOCATED SHALL BE REINSTALLED AS DIRECTED BY THE PINAL COUNTY PUBLIC WORKS TRAFFIC SECTION.
20. ANY SIGNS, EXCEPT STOP SIGNS AND STREET NAME SIGNS THAT ARE TO BE INSTALLED WITHIN 25 FEET OF AN EXISTING STREET LIGHT POLE SHALL BE INSTALLED ON THAT POLE AND NOT ON A SEPARATE SUPPORT. SIGNS THAT NEED TO BE REMOVED DURING CONSTRUCTION SHALL BE DONE SO BY THE CONTRACTOR AT THEIR EXPENSE.
21. THE CONTRACTOR SHALL ENSURE THAT AT NO TIME A TRAFFIC SIGN IS INSTALLED IN SUCH A WAY AS TO BE BLOCKED BY TREES OR VEGETATION. IN THESE CASES, THE CONTRACTOR SHALL CONTACT THE PINAL COUNTY PUBLIC WORKS TRAFFIC SECTION TO PROVIDE AN ALTERNATE LOCATION FOR THE INSTALLATION OF THE SIGNING IN QUESTION.
22. SIGNING QUANTITIES AND INSTALLATION LOCATIONS ARE SUBJECT TO CHANGE AT THE TIME OF INSTALLATION BASED UPON CURRENT ACCEPTED PRACTICE.
23. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE INSTALLED WITHIN FIVE (5) WORKING DAYS OF COMPLETION OF THE FINAL LIFT OF THE PAVEMENT SURFACE OR AS REQUIRED BY THE COUNTY ENGINEER.
24. ALL SIGNS MUST BE IN COMPLIANCE WITH THE MUTCD AND THE ADOT SIGNING AND MARKING STANDARD DRAWINGS.
25. THE BOTTOM OF EACH SIGN SHALL BE AT LEAST 7 FEET ABOVE THE NEAREST EDGE OF PAVEMENT AND AT LEAST 7 FEET ABOVE THE GROUND UNDER THE SIGN.
26. THE CONTRACTOR SHALL INSTALL THE SIGNS SO THE NEAREST EDGE OR CORNER OF EACH SIGN IS OFFSET A MINIMUM 2 FEET BEHIND THE BACK OF THE SIDEWALK OR BACK OF THE CURB, OR IF NO CURB EXISTS, IT SHALL BE PLACED A MINIMUM OF 6 FEET FROM THE EDGE OF PAVEMENT.
27. ALL SIGNS SHALL BE FABRICATED OF FLAT SHEET ALUMINUM WITH DIRECT APPLIED COPY OR SILKSCREENED LEGEND.
28. TRAFFIC CONTROL AND BARRICADING SHALL BE ACCORDING TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR PINAL COUNTY REQUIREMENTS.
29. ANY WORK ON ARTERIAL OR COLLECTOR ROADS SHALL REQUIRE AN OFF-DUTY PINAL COUNTY SHERIFF'S OFFICER FOR TRAFFIC CONTROL. CONTACT SHALL BE MADE THROUGH THE PCSO REPRESENTATIVE.
30. ALL WARNING, REGULATORY AND STREET NAME SIGNS ARE TO BE INSTALLED ON 2" SQUARE TUBE SIGN POST PER ADOT TRAFFIC SIGNING & MARKING STANDARD DRAWINGS, DRAWING NO. S-3 (SHEET 15 OF 16).
31. ALL SIGNS MUST BE MANUFACTURED OF "ASTM D-4956-01A-PROPOSED TYPE XI SHEETING" (3M 4000 DG3 SERIES OR EQUIVALENT) WHICH WILL BE ATTACHED TO THE STANDARD SIGNAGE ALUMINUM PLATES. SIGN IMAGING SHALL BE IN COMPLIANCE WITH THE REFLECTIVE SHEETING MANUFACTURER'S MATCHED COMPONENT SYSTEM. SIGN IMAGING SHALL CONSIST OF AN ACRYLIC BASED ELECTRONIC CUTTABLE FILM (3M 1170 SERIES OR EQUIVALENT) OR SILK SCREENED (DEPENDING ON THE QUANTITY OF SIGNAGE) WITH STANDARD HIGHWAY COLORS. IN ADDITION, IF CALLED OUT ON THE PLANS, TO CREATE A GRAFFITI-PROTECTIVE COATING, A PREMIUM PROTECTIVE OVERLAY FILM (3M 1160 SERIES OR EQUIVALENT) SHALL BE USED WHICH IS DESIGNATED TO COMPLY WITH THE UNDERLYING REFLECTIVE SHEETING MATCH COMPONENT SYSTEM.

PAVEMENT MARKING NOTES

1. THE DIMENSIONS SHOWN TO PAVEMENT STRIPING ARE TO THE CENTER OF THE STRIPING OR, IN THE CASE OF DOUBLE STRIPING, TO THE CENTER OF DOUBLE STRIPING. DIMENSIONS BETWEEN STRIPE & OUTSIDE CURB ARE MEASURED FROM CENTER OF STRIPE TO BACK OF CURB.
2. THE CONTRACTOR SHALL CLEAN THE ROADWAY SURFACE TO THE SATISFACTION OF THE ENGINEER, BY SWEEPING & AIR-JET BLOWING, IMMEDIATELY PRIOR TO THE PLACEMENT OF ALL PAVEMENT MARKINGS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT & INSTALLATION OF PERMANENT PAVEMENT MARKINGS ON THE FINAL SURFACE COURSE FOLLOWING CONTROL POINTS THAT HAVE BEEN SET NO MORE THAN 50 FEET APART ALONG THE LINES TO BE STRIPED.
4. WHEN STRIPE OBLITERATION IS NECESSARY, IT SHALL BE ACCOMPLISHED BY A METHOD APPROVED BY THE ENGINEER. PAINTING OVER STRIPING, REMOVAL OF PAVEMENT, & OVERLAYING PAVEMENT DO NOT CONSTITUTE STRIPE OBLITERATION.
5. THE PAVEMENT MARKING DRAWINGS ARE SCHEMATIC ONLY & NOT TO SCALE. THE CONTRACTOR SHALL FOLLOW ALL DIMENSIONS & DETAILS WHEN INSTALLING PAVEMENT MARKINGS.
6. THE ENGINEER MAY MODIFY THE PAVEMENT MARKING PLANS.
7. WHEN STRIPE OBLITERATION IS NECESSARY ON PERMANENT PAVEMENT, THE CONTRACTOR SHALL MICRO SEAL PAVEMENT 50-FT BEYOND THE LIMITS OF STRIPE OBLITERATION, THE ENTIRE WIDTH OF THE ROADWAY.

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SIGNING NOTES

1. ALL SIGNS SHALL BE IN COMPLIANCE W/THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS & HIGHWAYS (MUTCD, FEDERAL HIGHWAY ADMINISTRATION), 2009 EDITION OF THE ARIZONA SUPPLEMENT TO THE MUTCD (ARIZONA DEPARTMENT OF TRANSPORTATION), PINAL COUNTY REQUIREMENTS, ADOT SIGNING & MARKING STANDARD DRAWINGS & THE ADOT TRAFFIC ENGINEERING MANUAL OF APPROVED SIGNS.
2. THE SIGN LOCATIONS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE SIGN LOCATIONS W/THE ENGINEER PRIOR TO INSTALLING SIGNS.
3. THE BOTTOM OF EACH SIGN SHALL BE AT LEAST 7 FEET ABOVE THE NEAREST EDGE OF PAVEMENT & AT LEAST 7 FEET ABOVE THE GROUND UNDER THE SIGN.
4. SIGN POSTS SHALL BE PLACED SUCH THAT THE EDGE OF THE LARGEST WIDTH SIGN PANEL CLOSEST TO THE ROAD IS AT LEAST 6 FEET FROM THE NEAREST EDGE OF PAVEMENT OR 2 FEET FROM THE NEAREST FACE OF CURB.
5. ALL NEW SIGNS SHALL BE FABRICATED OF FLAT SHEET ALUMINUM AS INDICATED IN ADOT STANDARD SPECIFICATIONS SECTION 608.
6. THE RETROREFLECTIVE SHEETING ON ALL NEW SIGNS SHALL MEET CRITERIA ESTABLISHED IN SECTION 1007 OF THE STANDARD SPECIFICATIONS & IN SECTION 380 OF ADOT'S TRAFFIC POLICIES, GUIDELINES & PROCEDURES.
7. THE ENGINEER MAY MODIFY THE SIGNING PLANS.
8. THE CONTRACTOR SHALL PRESERVE ALL ROADWAY SIGNS, SIGN SUPPORTS, OBJECT MARKERS, & MILEPOST MARKERS. THE CONTRACTOR SHALL REPLACE ANY SIGNS, SIGN SUPPORTS, & MARKERS DAMAGED AS A RESULT OF THE CONSTRUCTION AT THE CONTRACTOR'S EXPENSE.
9. THE CONTRACTOR SHALL INVENTORY ALL SIGNS TO BE REMOVED OR COVERED & NOTE DAMAGED SIGNS TO THE ENGINEER AT THE TIME OF COVERING OR REMOVAL. ALL SIGNS DAMAGED BY COVERING OR REMOVAL SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
10. SIGNS IDENTIFIED FOR REMOVAL SHALL BE SALVAGED TO THE COUNTY. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER FOR COORDINATING A LOCATION TO TRANSPORT AND DEPOSIT SALVAGED SIGNS.

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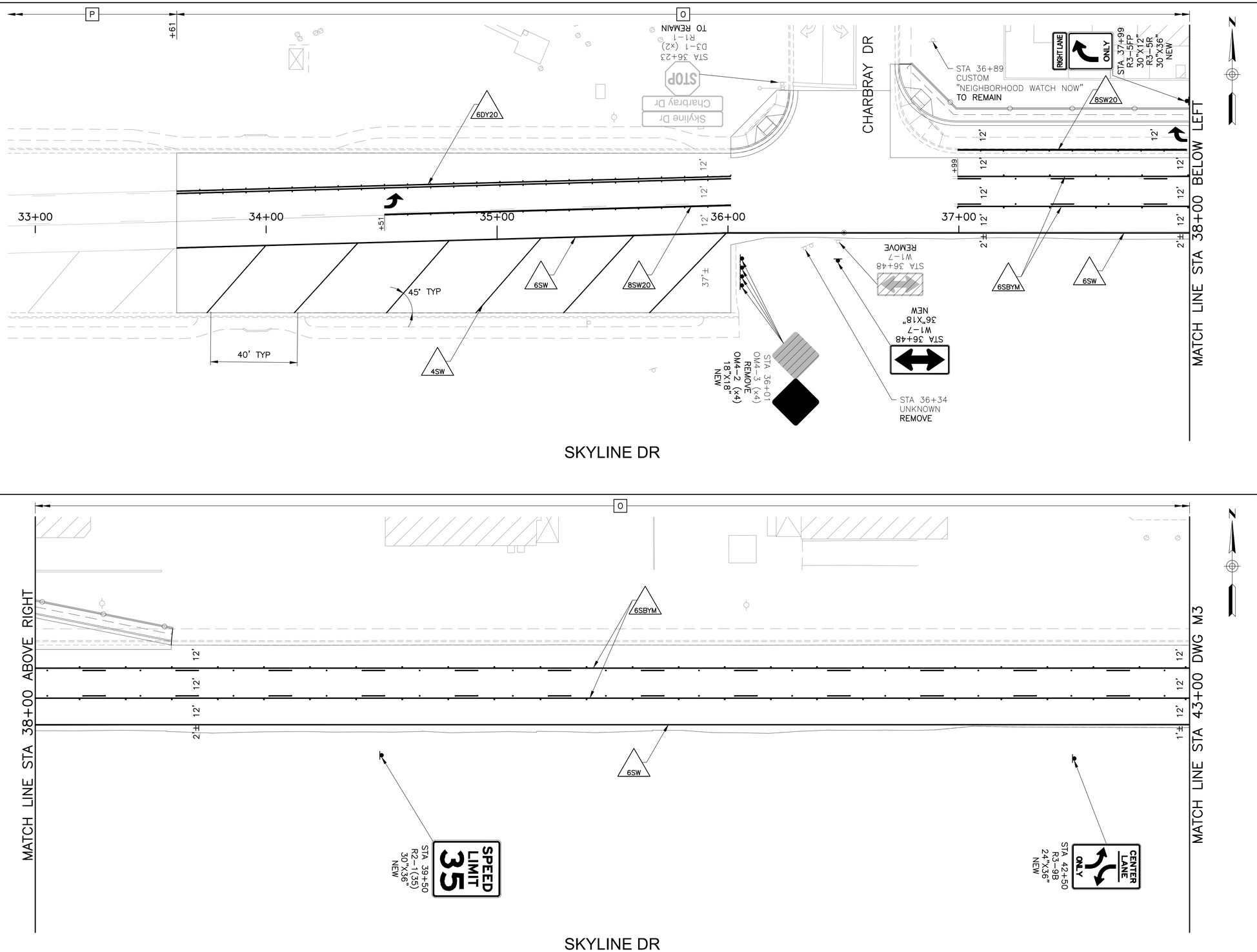
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SIGNING & MARKING NOTES & LEGEND

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: N/A		M1	41 OF 62

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SKYLINE DR

SKYLINE DR

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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

0' 10' 20' 40'

SCALE: 1"=20'

Contact Arizona 811 at least two full working days before you begin excavation

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Call 811 or click Arizona811.com

	REVISION	BY	DATE

PINAL COUNTY

WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS

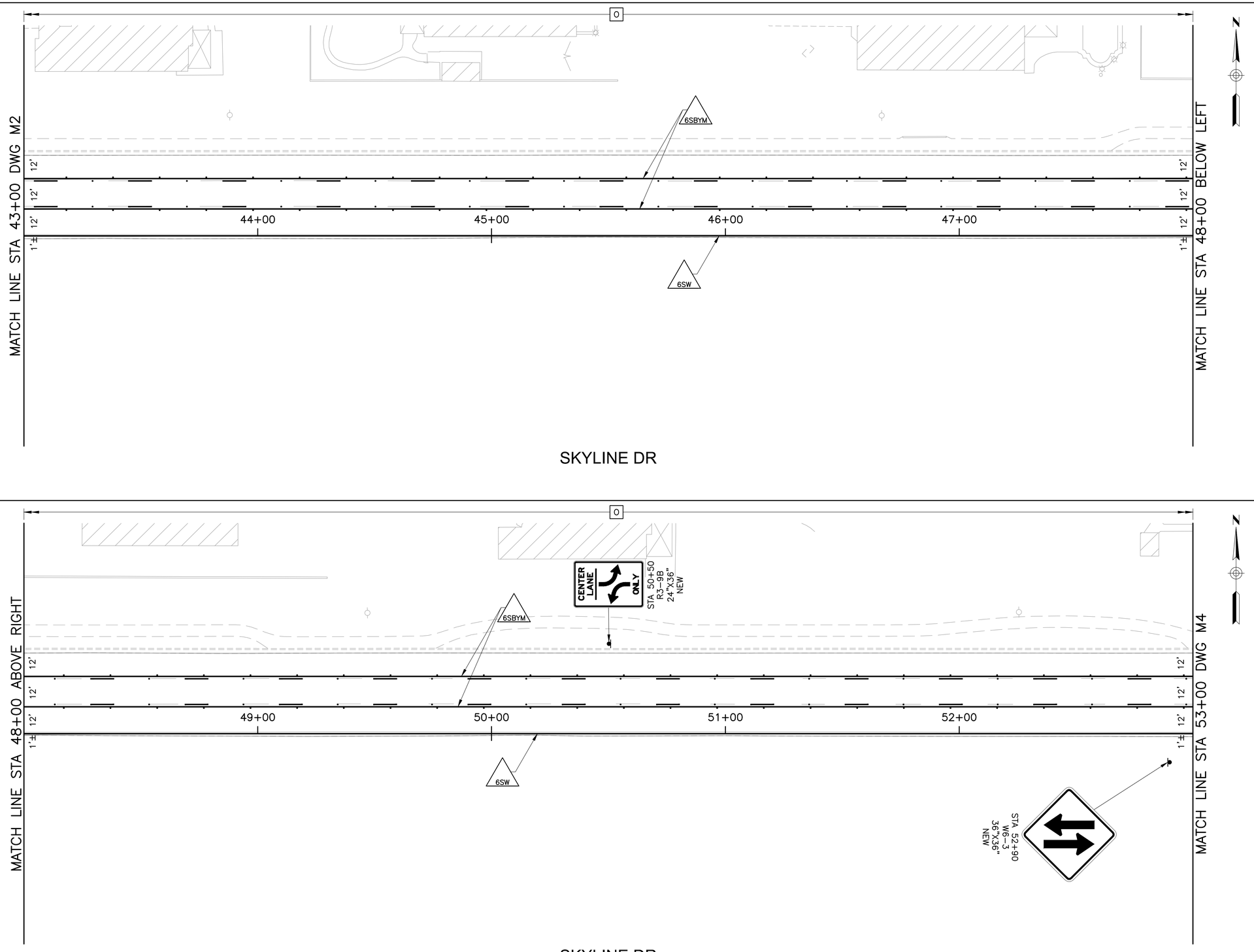
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR

SIGNING & MARKING PLAN

STA 33+00 TO STA 43+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
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SCALE: 1" = 20' HORIZONTAL		M2	42 OF 62



AS BUILT DATE

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	REVISION	BY	DATE
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PINAL COUNTY
WIDE OPEN OPPORTUNITY

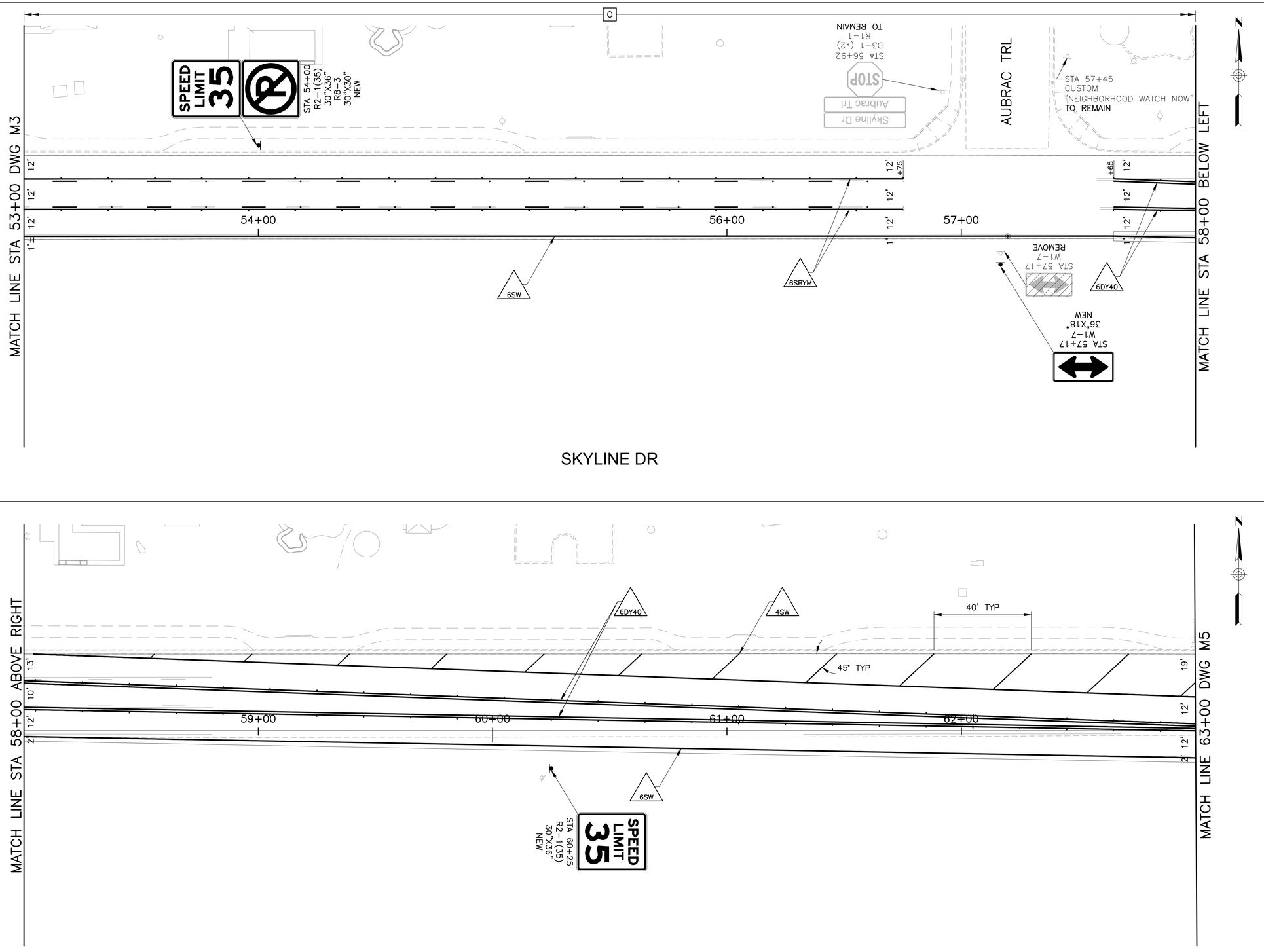
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
SIGNING & MARKING PLAN
STA 43+00 TO STA 53+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE:6/24		
SCALE: 1" = 20' HORIZONTAL		M3	43 OF 62

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AS BUILT DATE

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	REVISION	BY	DATE
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PINAL COUNTY

WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS

CHARBRAY DRIVE TO GANTZEL ROAD

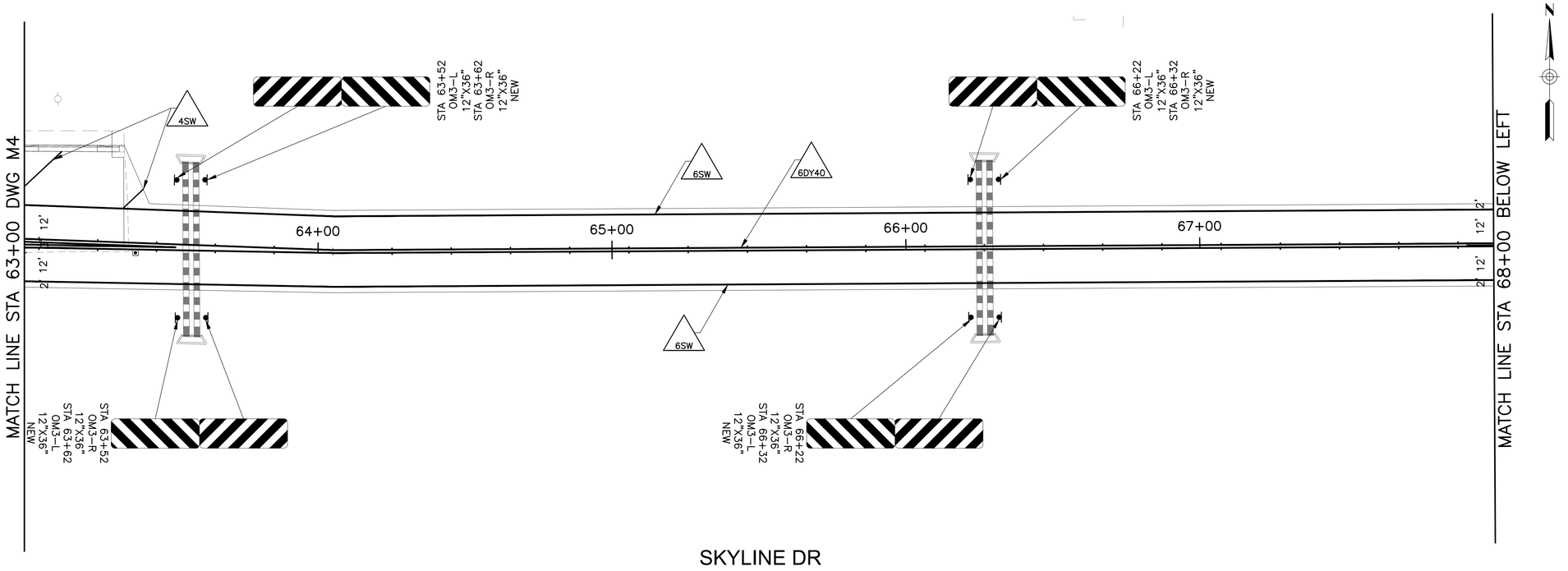
SKYLINE DR

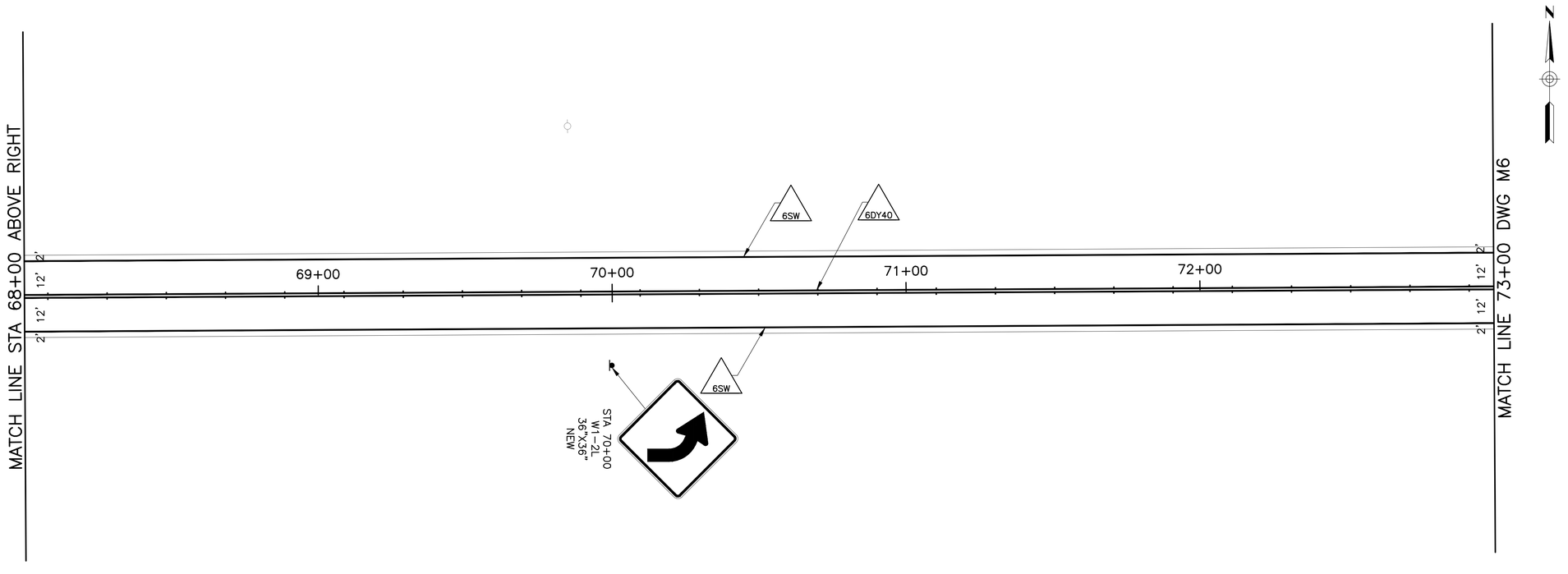
SIGNING & MARKING PLAN

STA 53+00 TO STA 63+00

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SCALE: 1" = 20' HORIZONTAL		M4	44 OF 62

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DIBBLE

DIBBLE PROJECT NO 1021042.03

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

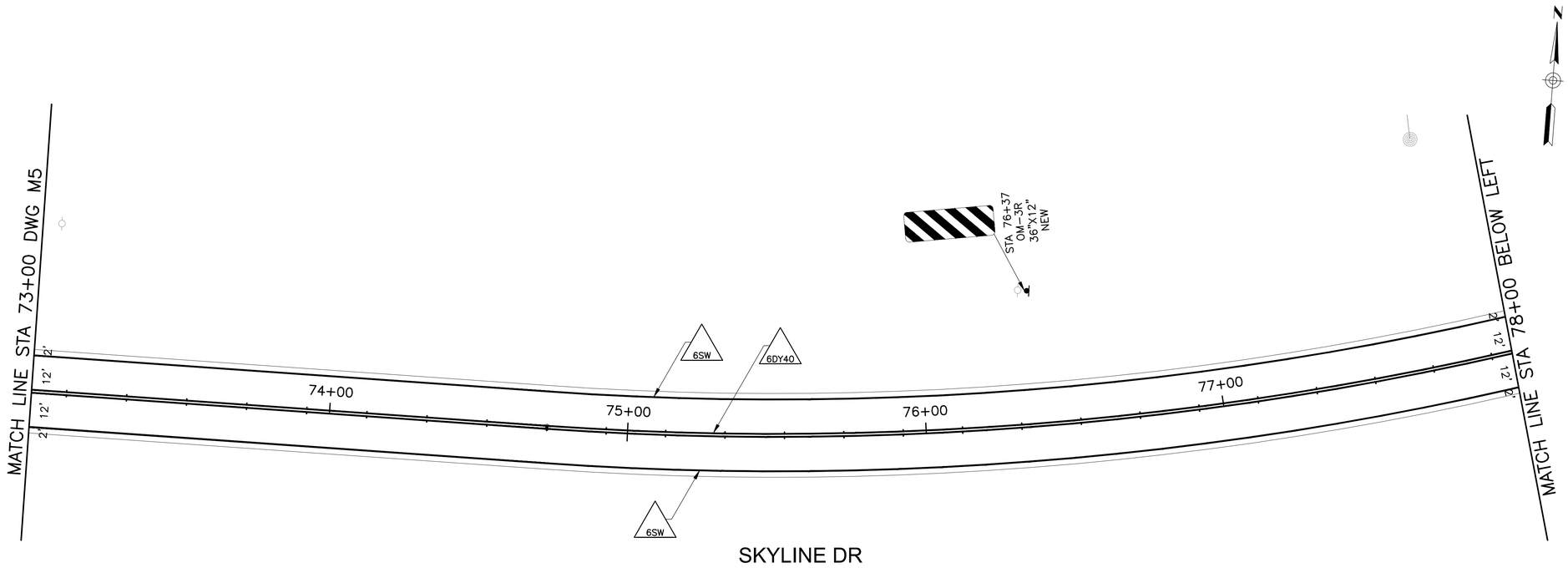
PINAL COUNTY PROJECT NO 62952214

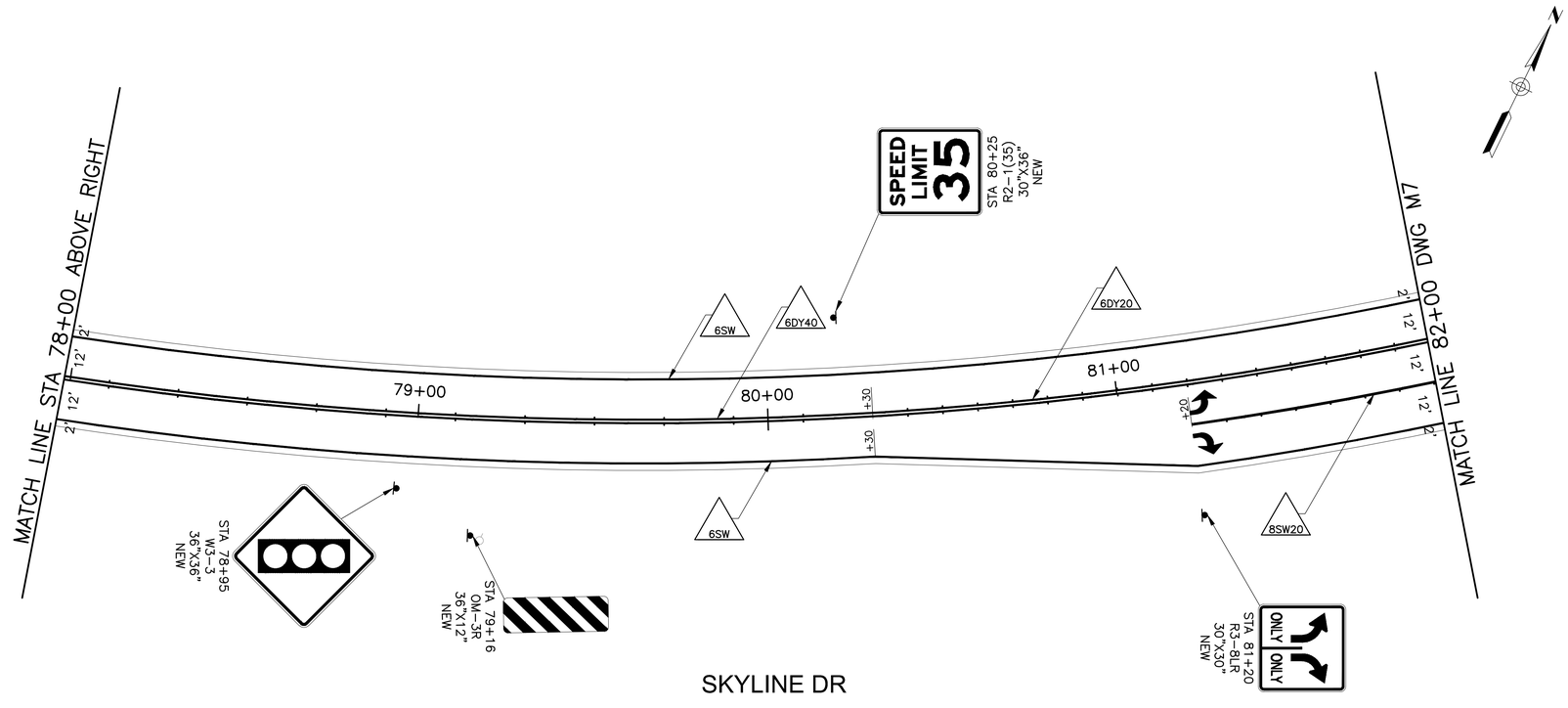
SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
SIGNING & MARKING PLAN
STA 63+00 TO STA 73+00

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SCALE: 1" = 20' HORIZONTAL		M5	45 OF 62

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

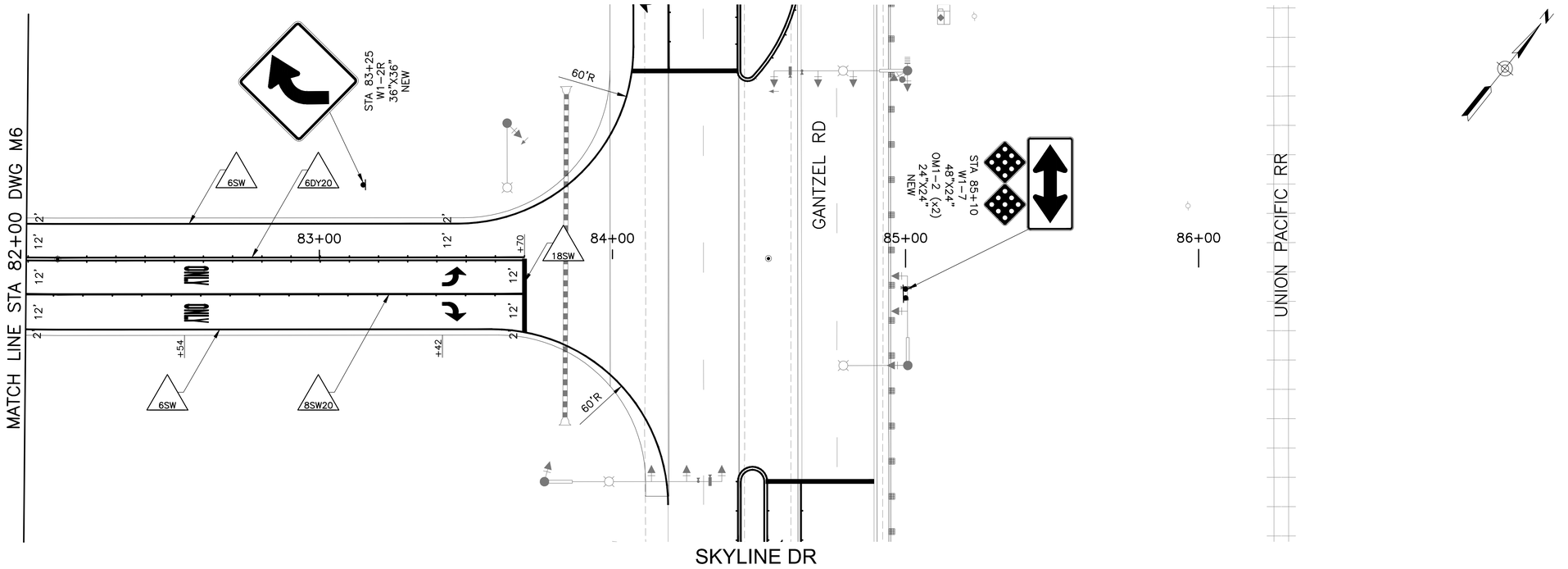
PINAL COUNTY PROJECT NO 62952214

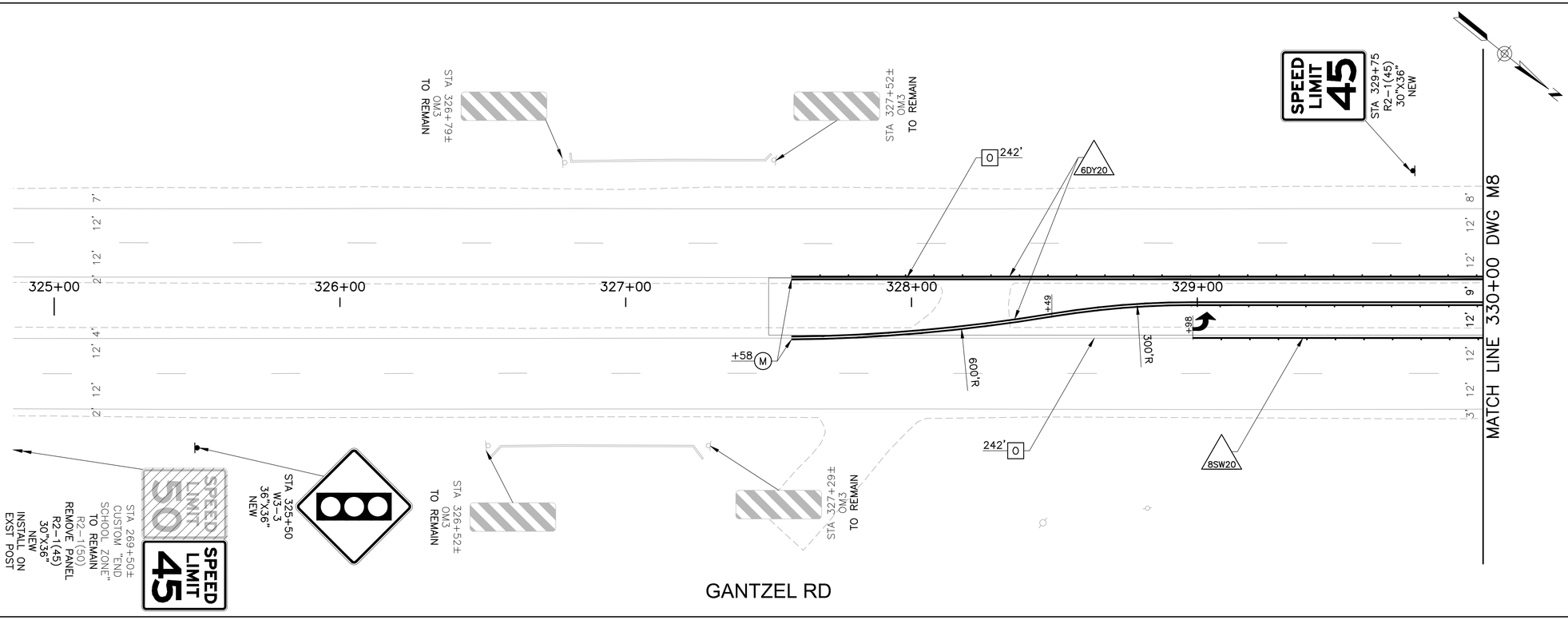
SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
SIGNING & MARKING PLAN
STA 73+00 TO STA 82+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
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SCALE: 1" = 20' HORIZONTAL		M6	46 OF 62

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DIBBLE

DIBBLE PROJECT NO 1021042.03

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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

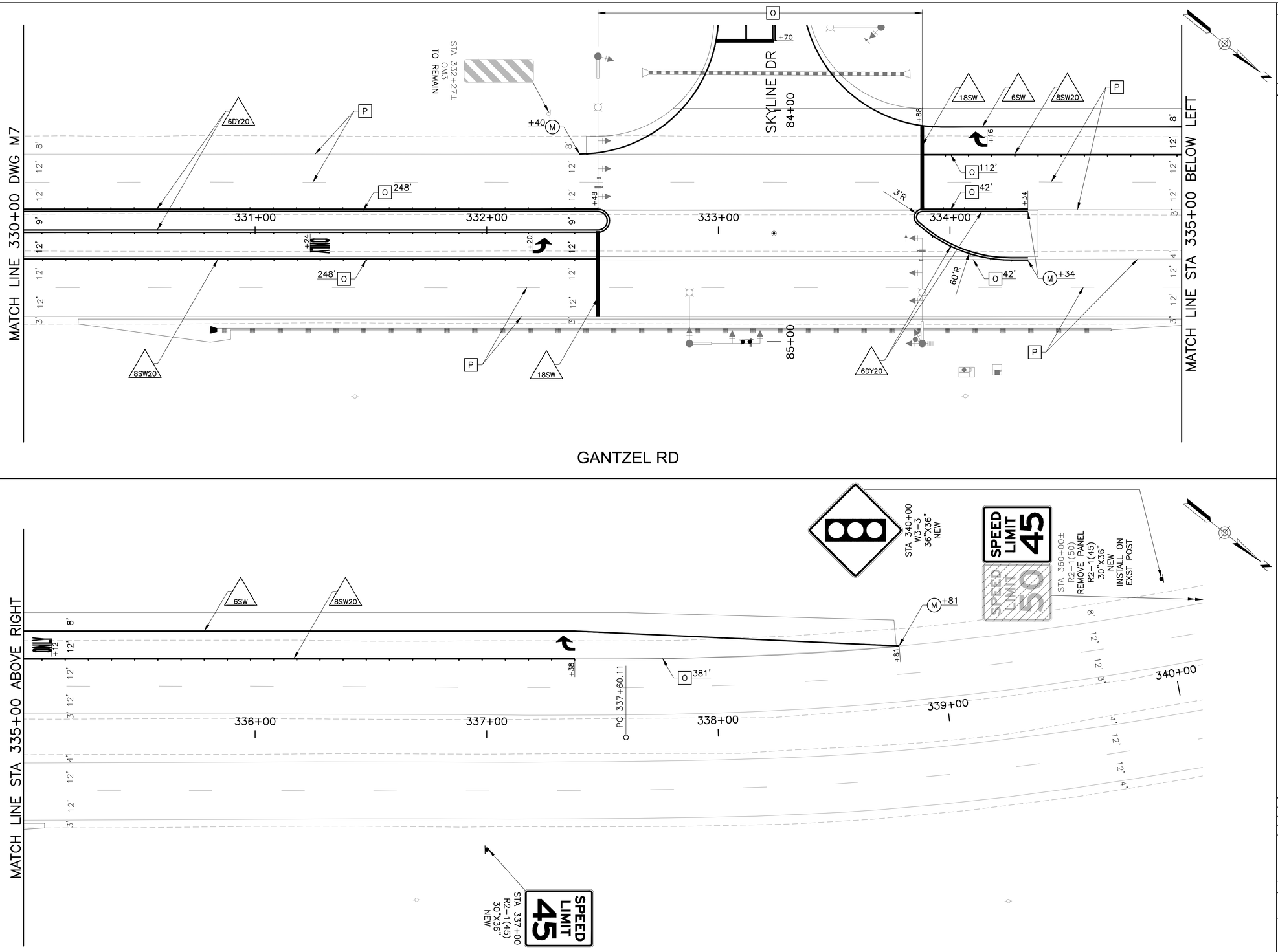
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SIGNING & MARKING PLAN
SKYLINE DR STA 82+00 TO STA 86+00
GANTZEL RD STA 325+00 TO STA 330+00

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DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL		M7	47 OF 62

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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

GANTZEL RD
SIGNING & MARKING PLAN
STA 330+00 TO STA 340+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL		M8	48 OF 62

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PART 1 – To be completed by the Landscape Architect or Design Engineer

I. PROJECT DESCRIPTION

A. Owner Name and Address:

Pinal County Department of Public Works
31 N. Pinal Street
Florence, Arizona 85132

B. Project Number: 62952214

C. Project Location: Skyline Dr, Charbray Dr to Gantzel Rd

City: N/A County: Pinal

Beginning Latitude (NAD 83): 33°11'27" N

Beginning Longitude (NAD 83): 111°34'26" W

Ending Latitude (NAD 83): 33°11'30" N

Ending Longitude (NAD 83): 111°33'27" W

To obtain the project latitude/longitude data, refer to the Flash Earth web link below (Bing Maps with labels): http://www.flashearth.com/

D. Project Description: Roadway and drainage improvements to Skyline Dr from Charbray Dr, to Gantzel Rd; extend 2 lane roadway from Aubrac Trl to Gantzel Rd, new paving, curb/gutter, retention basins, culverts, earthen, stockpiles, traffic signals, and signing/marking

II. HYDROLOGIC INFORMATION

A. Project Size:

Length (Mi.) _____

Area (Ac.) _____

B. Area to be Graded (Ac.): _____

C. Percentage of the site that is impervious before and after construction:

Percentage before Construction: _____

Percentage after Construction: _____

D. Receiving Water(s), refer to the Arizona Department of Water Resources Web Link below (USGS Topo) : https://gisweb.azwater.gov/WellRegistry/Default.aspx

GILA RIVER

III. PRESERVATION OF EXISTING VEGETATION

A. In accordance with the specifications, existing vegetation will be preserved. Clearing limits shall be confined to areas that require grading. Existing vegetation outside the boundaries of the cleared area shall be protected from damage by construction activities. Existing trees within the area to be cleared shall be preserved and protected, wherever possible.

IV. SOIL STABILIZATION MEASURES

A. All disturbed soil, which will not be paved, riprapped or otherwise covered to prevent erosion, will be revegetated and/or landscaped in accordance with the project plans and specifications.

B. Scheduling of the revegetation effort can be found on PART 2 of this sheet under SCHEDULE OF MAJOR ACTIVITIES.

V. MEASURES TO CONTROL EROSION AND SEDIMENT

A. Temporary Erosion and Sediment Controls: (Refer to the Following SWPPP Site Plan and Specifications)

_____ Erosion Control Mattings
_____ Temporary Diversion Dikes
_____ Check Dams
_____ Rock Inlet/Outlet Protection
_____ Sediment Control Berms
_____ Silt Fences
__X__ Wattles (Excelsior/Straw)
_____ Excelsior Logs / Sediment Logs
_____ Seeding (Class II with mulch)
__X__ Others Describe: _____

Stabilized construction entrance

B. Permanent Erosion and Sediment Controls and Post-construction Storm Water Management Measures: (Refer to SWPPP Site Plan and Specifications)

_____ Crown Ditch/Dike
_____ Rock Protection
_____ Rock Riprap Channel Lining
_____ Sediment Basin
_____ Embankment Curb
_____ Spillways and Downdrains
_____ Minibenching
_____ Seeding established as a perennial vegetative cover with a density of 70% of the native background vegetative cover.
_____ Others Describe: _____

VI. MAINTENANCE AND INSPECTIONS

A. Frequency of Inspections:

___ At least once every 7 calendar days, OR

___ Every 14 calendar days and within 24 hours after a rainfall of 0.5 inches (12.7 mm) or more.

NOTE: RAINFALL GAUGE TO BE KEPT ON-SITE TO DETERMINE DEPTH OF RAINFALL

B. Inspection Procedure:

A Contractor's Inspection Log and Compliance Evaluation Report (CER) will be completed by the contractor or his representative and will be kept on file for 3 years. A signed copy of the CER will be sent to the City's Representative. If repairs are necessary, they shall be initiated within 24 hours of the inspection report.

PART 2 – To be completed by Pinal County & Contractor

http://www.azdot.gov/inside_adot/OES/Water_Quality/Stormwater/Docs/swppp_construction_template.dot

I. SCHEDULE OF MAJOR ACTIVITIES

A. Project Schedule: _____

Start Date: _____

End Date: _____

B. Construction Sequencing Schedule: (Attach Additional Sheets)
Construction Activities _____

II. INVENTORY OF POLLUTANTS

A. The materials or substances checked below are expected to be onsite during construction:

___ Concrete ___ Asphalt
___ Paints ___ Fertilizer
___ Herbicides ___ Wood
___ Fuel ___ Oil
___ Others, List: _____

III. POLLUTION CONTROL MEASURES

A. Other Best Management Practices:

___ Wind Erosion and Dust Control
___ Solid Waste Management
___ Equipment Maintenance Procedures
___ Designated Washout Areas
___ Stabilized Construction Entrance
___ Protected Chemical and Material Storage Area
___ Other, Describe: _____

IV. SPILL PREVENTION AND RESPONSE

A. Spill Prevention:
The procedures outlined in the Best Management Practices listed under Pollution Control Measures will be followed to prevent and contain spills of hazardous material. These preventative action include BMP's on equipment maintenance and proper handling, storage and disposal of chemicals and materials. All manufacturer's recommendations for usage, clean-up and disposal shall be followed.

B. Spill Response:
In the event of any accidental spill of chemicals or hazardous materials, contact the City of Prescott Public Works Department at (928) 777-1130. If a reportable quantity is discharged into the storm water, the City shall contact the National Response Center and document the spill to the EPA.

V. CERTIFICATION OF COMPLIANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS

A. This Storm Water Pollution Prevention Plan (SWPPP) has been prepared in accordance with the latest updated version of ADOT's EROSION AND POLLUTION CONTROL MANUAL FOR HIGHWAY DESIGN AND CONSTRUCTION, published by ADOT Intermodal Transportation Division.

___ SWPPP is in compliance with other Federal, State Laws, or Local Regulations.

VI. POLLUTION PREVENTION PLAN CERTIFICATION

A. I certify under penalty of law that I have personally examined and am familiar with the information submitted in this application and all attachments and that, based on my inquiry of those persons immediately responsible for obtaining the information contained in the application, I believe that the information is true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment. (Applies to VI. B., C., and D)

B. The operator/contractor as defined in AZPDES should sign the SWPPP in accordance with CGP Part VII. K, and retain the SWPPP on-site at the construction site or other location easily accessible during normal business hours.

Signature: (operator/contractor) _____
Date: _____
Name: _____
Title: _____
Company: _____

C. City's Representative

Signature: (owner) _____
Date: _____
Name: _____
Title: _____
ADOT District: _____

D. MUNICIPALITY for Municipal Separate Storm Sewer System (MS4)

Signature: _____
Date: _____
Name: _____
Title: _____
MS4 Name: _____

VII. OTHER REQUIREMENTS

A. A copy of the General Permit and NOI are attached in accordance to AZPDES General Permit for Storm Water Discharges From Construction Activities To The Water Of The United States.

B. Projects that are within ¼ mile of impaired or unique waters require the SWPPP to be sent to ADEQ in combination with the NOI. Refer to the Arizona Outstanding, Impaired and Not-Attaining Waters *.PDF Maps by County web link: http://www.azdot.gov/inside_adot/OES/Water_Quality/Stormwater/outstanding_unique_waters_maps_by_county.asp

C. For further requirements, check the ADEQ's Smart NOI Web Page: https://az.gov/webapp/noi/smartnoi/menu.do

AS BUILT DATE

DIBBLE

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PRELIMINARY SUBMITTAL

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

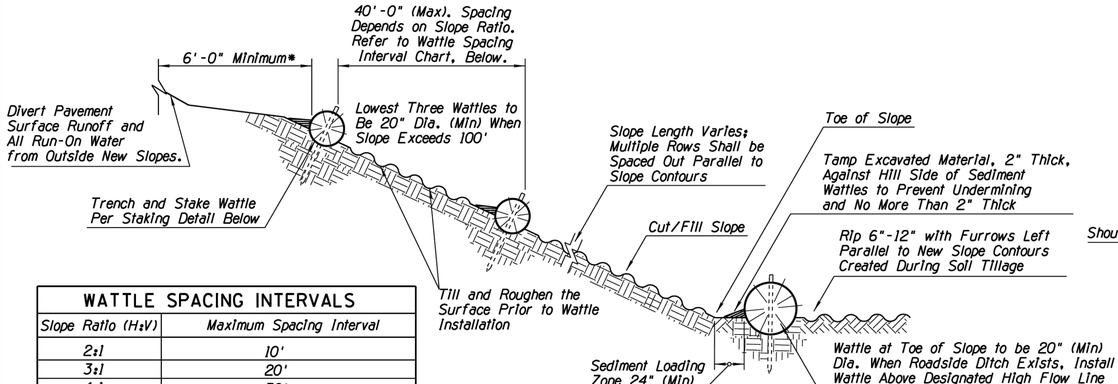
EROSION CONTROL INDEX SHEET

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DIBBLE PROJECT NO 1021042.03		NOT FOR CONSTRUCTION OR RECORDING

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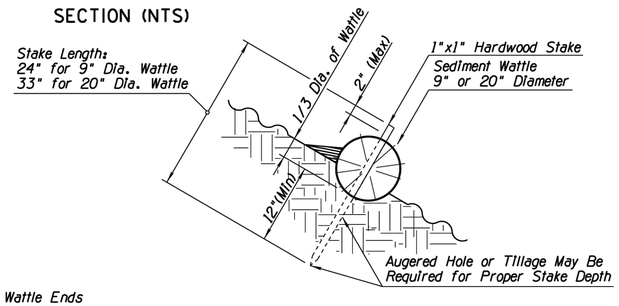


NOTE:
Construct bottom wattle above estimated bankfull level of roadside ditch, when the ditch is installed at toe of new slope.

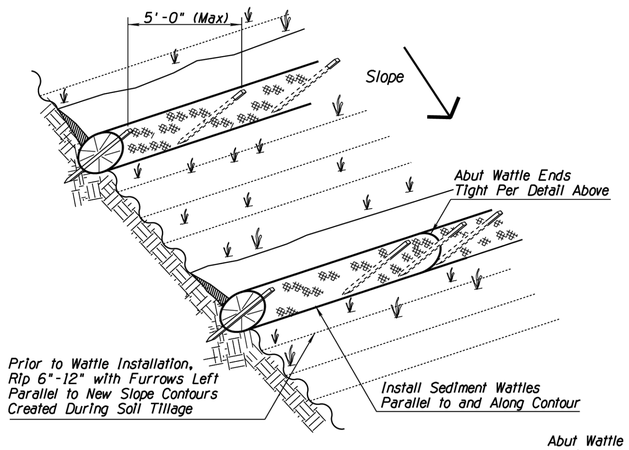
SECTION (NTS)

WATTLE SPACING INTERVALS	
Slope Ratio (H:V)	Maximum Spacing Interval
2:1	10'
3:1	20'
4:1	30'
5:1	40'
6:1	40'

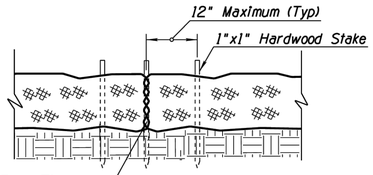
* Notes:
1) Top Row Shall Not be Placed within 6'-0" of Edge of Pavement and 9'-0" from Outside Surface of Barrier.
2) For erosive soils, place rows of wattles closer together.
3) For soils with low erosive potential, place rows of wattles further apart.



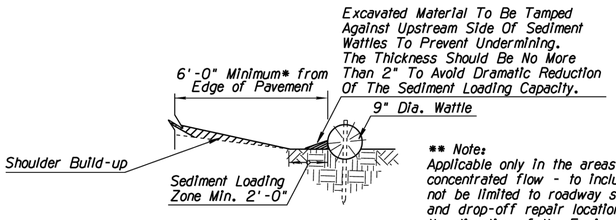
SEDIMENT WATTLE STAKING DETAIL (NTS)



SEDIMENT WATTLE LAYOUT (NTS)



SEDIMENT WATTLE OVERLAP (NTS)



** Note:
Applicable only in the areas of concentrated flow - to include but not be limited to roadway sag spots and drop-off repair locations as per the direction of the Engineer.

NEW SHOULDER BUILDUP ** PROTECTION SECTION (NTS)

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 stake of the second wattle at an angle toward the first wattle to help abut them tightly.
4. Repair any rills or gullies promptly. Make field adjustments and corrections of Wattle CM/BMP immediately if it is causing flooding, erosion, and/or affecting roadway safety.
5. Construction of cut 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 CM/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 Specifications and project 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 CMs/BMPs shall not negatively impact traffic safety, nor the designed function of roadway or bridge drainage facilities.
9. Install and maintain Sediment Wattle CMs/BMPs to carry the stormwater of at least 2-year, 24-hour events.
10. The Sediment Wattle CM/BMP's pay/bid item shall include all materials used for this CM/BMP: all ground preparation, furnishing, installing, maintenance, final removal, and disposal of this temporary CM/BMP, as well as returning the area to an acceptable condition as approved by the Engineer.
11. Refer to 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.

	NAME	DATE
DESIGN	TAO ZI FONG	6-2020
DESIGN	HAN MENG	6-2020
DRAWN	TAO ZI FONG	6-2020
DRAWN	HAN MENG	6-2020
CHECKED	JOHN R. HUCKO	6-2020
TEAM LEADER	E LEROY BRADY	6-2020
ROUTE	MP	LOCATION

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
ROADSIDE DEVELOPMENT SECTION

STORMWATER QUALITY PROTECTION & EROSION/SEDIMENT CONTROL DETAILS

SHEET OF ___ OF ___

TRACS NO.

DETAIL ES3
SEDIMENT WATTLE

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

EROSION CONTROL DETAILS

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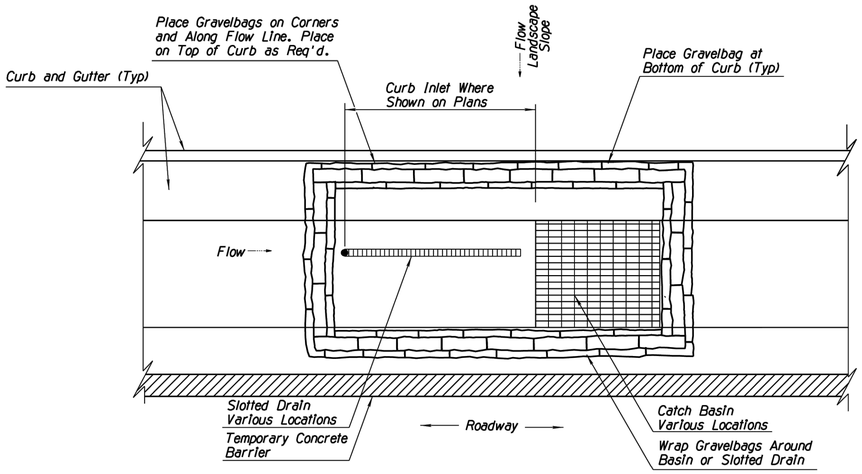
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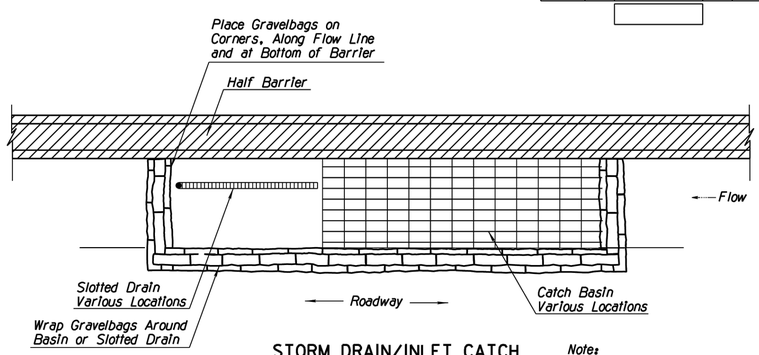
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DIBBLE	90% NOT FOR CONSTRUCTION OR RECORDING
DIBBLE PROJECT NO 1021042.03	

NO.	DESCRIPTION OF REVISION	DATE	MADE BY
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NO.1			

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9	ARIZ.				

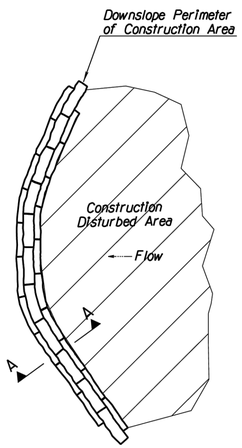


STORM DRAIN/INLET CATCH BASIN AT CURB
PLAN VIEW (NTS)



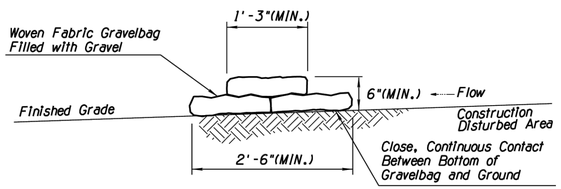
STORM DRAIN/INLET CATCH BASIN AT HALF BARRIER
PLAN VIEW (NTS)

Note:
Apply Under Traffic Control.



Note:
Apply Under Traffic Control or Outside of ClearZone/Recovery Area

GRAVELBAG SEDIMENT TRAP
PLAN VIEW (NTS)



SECTION A-A
(NTS)

NOTES:

1. *Gravelbag material shall be from polypropylene, polyethylene, or polyamide woven fabric. Refer to Special Provisions for Mullen burst strength and ultraviolet stability requirements.*
2. *When sediment depth reaches 3 inches, remove and properly dispose of accumulated material.*
3. *Do not apply Gravelbag CM/BMP in the area of open traffic.*
4. *When applied as a perimeter control CM/BMP, Gravelbags shall be used for surface areas where wattles and silt fences are not suitable.*
5. *Do not install Gravelbags as multiple ditch check dams.*
6. *The installation and maintenance of Gravelbag CMs/BMPs shall not negatively impact traffic safety, nor the designed function of roadway or bridge drainage facilities. Gravelbag CMs/BMPs shall be installed and maintained to carry the stormwater of at least 2-year, 24-hour events.*
7. *Gravelbags are designed for temporary water quality protection only. Remove Gravelbags per the direction of the Engineer or as soon as practicable upon stabilization of the construction disturbed area.*
8. *Make field adjustments and corrections of Gravelbag CM/BMP immediately if it is causing flooding, erosion, and/or affecting roadway safety.*
9. *Refer to Special Provisions for gradation of gravel material.*
10. *The Gravelbag CM/BMP's pay/bid item shall include all materials used for this CM/BMP: all ground preparation, furnishing, installing, maintenance, final removal, and disposal, as well as returning the area to an acceptable condition as approved by the Engineer.*
11. *Make field adjustments and corrections to ensure NO sensitive biological resources (native species / habitats) will be adversely impacted.*

DETAIL ES9
GRAVELBAG PROTECTION

	NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION ROADSIDE DEVELOPMENT SECTION
DESIGN	TAO ZI FONG	6-2020	
DESIGN	HAN MENG	6-2020	
DRAWN	TAO ZI FONG	6-2020	STORMWATER QUALITY PROTECTION & EROSION/SEDIMENT CONTROL DETAILS
DRAWN	HAN MENG	6-2020	
CHECKED	JOHN R. HUCKO	6-2020	
TEAM LEADER	E LEROY BRADY	6-2020	
ROUTE	MP	LOCATION	SHEET OF
TRACS NO.			___ OF ___

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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

EROSION CONTROL DETAILS

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: N/A		E3	51 OF 62

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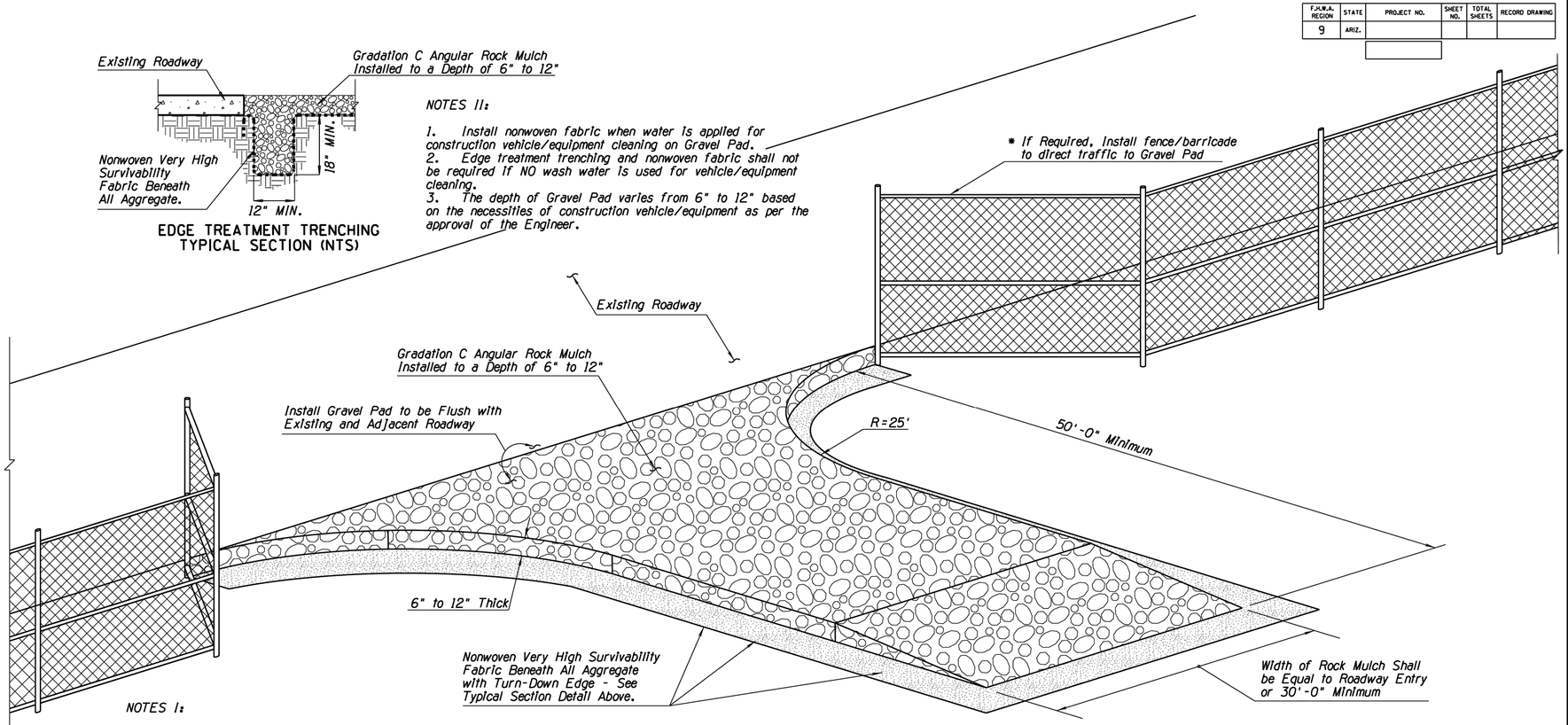
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DIBBLE PROJECT NO 1021042.03		

F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
9	ARIZ.				

EDGE TREATMENT TRENCHING
TYPICAL SECTION (NTS)

NOTES II:

1. Install nonwoven fabric when water is applied for construction vehicle/equipment cleaning on Gravel Pad.
2. Edge treatment trenching and nonwoven fabric shall not be required if NO wash water is used for vehicle/equipment cleaning.
3. The depth of Gravel Pad varies from 6" to 12" based on the necessities of construction vehicle/equipment as per the approval of the Engineer.



BIRD'S EYE VIEW (NTS)

NOTES I:

1. Install Stabilized Construction Entrance/Exit Gravel Pad CM/BMP for traffic entering or exiting a construction site where sedimentation, clay, silt or other pollutants can be tracked onto public roads and/or adjacent water bodies, as approved by the Engineer. It may also be applied for construction entrance/exit wind erosion/dust control, as approved by the Engineer.
2. Locate new Construction Entrance(s)/Exit(s) at appropriate project entrance/exit points as determined in field with the approval of the Engineer. Relocate Stabilized Construction Entrance/Exit Gravel Pad CM/BMP as needed as project progresses. Replace Rock Mulch materials in drive paths when dirt or mud accumulates.
3. Nonwoven Very High Survivability Fabric shall conform to the standards of Sub-section 1014-4.04 of the Specifications.
4. Rock Mulch materials shall be fractured/crushed rocks in angular shape and as defined in the Sub-section 810-2.03 of the Specifications. Natural river-run materials, especially rounded natural river rocks are not acceptable.
5. Make field adjustments and corrections of Construction Entrance/Exit Gravel Pad CM/BMP immediately if it is causing flooding and/or affecting roadway safety.
6. When paid separately, the Stabilized Construction Entrance/Exit Gravel Pad CM/BMP's pay/bid item shall include all materials used for this CM/BMP: all ground preparation, furnishing, installing, final removal, and disposal of this temporary CM/BMP, as well as returning the area to an acceptable condition as approved by the Engineer.
7. * Fence/barricade pay/bid item shall not be included as a component of the Stabilized Construction Entrance/Exit Gravel Pad CM/BMP pay/bid item.
8. Make field adjustments and corrections to ensure NO sensitive biological resources (native species / habitats) will be adversely impacted.

DETAIL ES11

STABILIZED CONSTRUCTION ENTRANCE/EXIT GRAVEL PAD

	NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION ROADSIDE DEVELOPMENT SECTION
DESIGN	TAO ZI FONG	6-2020	
DESIGN	HAN MENG	6-2020	
DRAWN	TAO ZI FONG	6-2020	
DRAWN	HAN MENG	6-2020	STORMWATER QUALITY PROTECTION & EROSION/SEDIMENT CONTROL DETAILS
CHECKED	JOHN R. HUCKO	6-2020	
TEAM LEADER	E LEROY BRADY	6-2020	
ROUTE	MP	LOCATION	SHEET OF
TRACS NO.			___ OF ___

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△	REVISION	BY	DATE

PINAL COUNTY
WORK WITHIN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

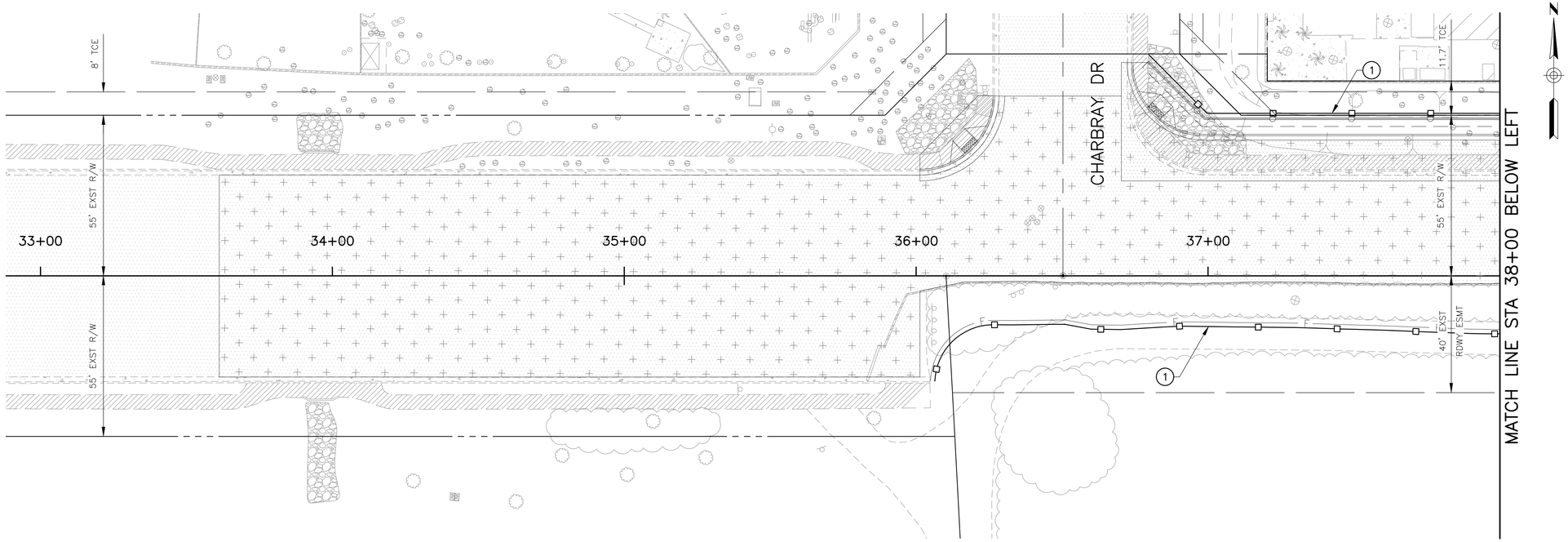
EROSION CONTROL DETAILS

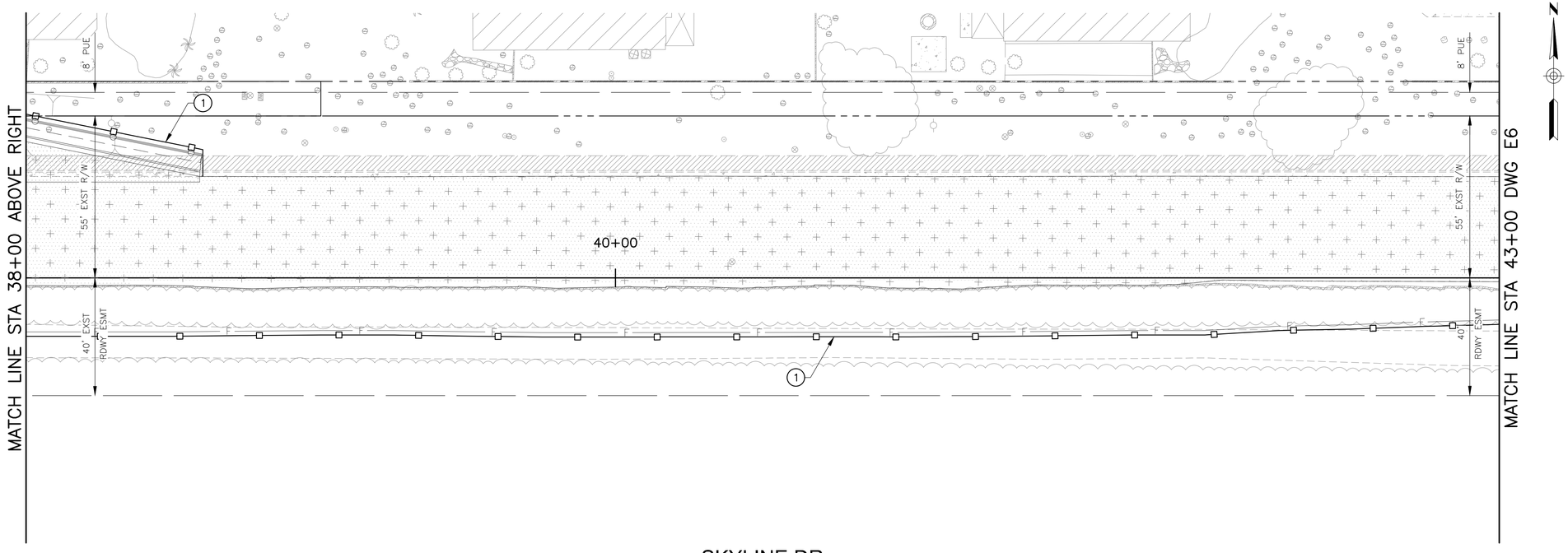
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NO.1	DESCRIPTION OF REVISION	DATE	MADE BY
NO.2	DESCRIPTION OF REVISION	DATE	MADE BY

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DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

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CONSTRUCTION NOTES

1. SEDIMENT WATTLE

EROSION CONTROL LEGEND

SYMBOL	DESCRIPTION
	12" SEDIMENT WATTLE
	GRAVELBAG INLET PROTECTION

0' 10' 20' 40'

SCALE: 1"=20'

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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

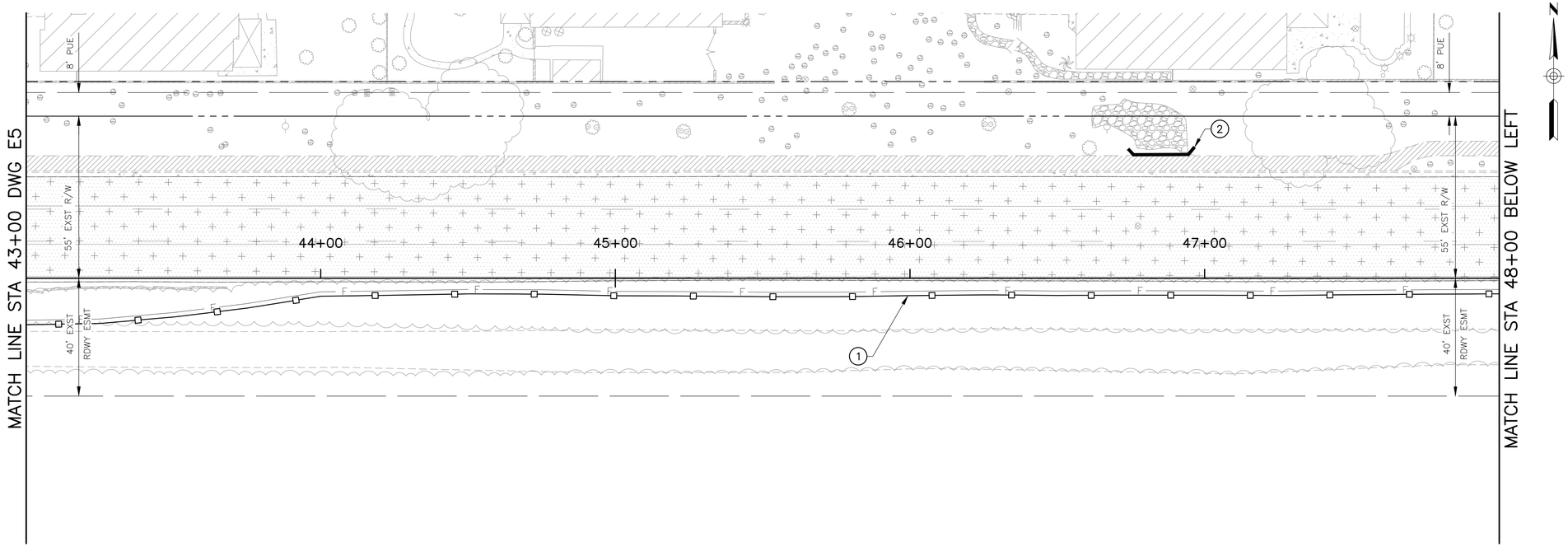
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SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

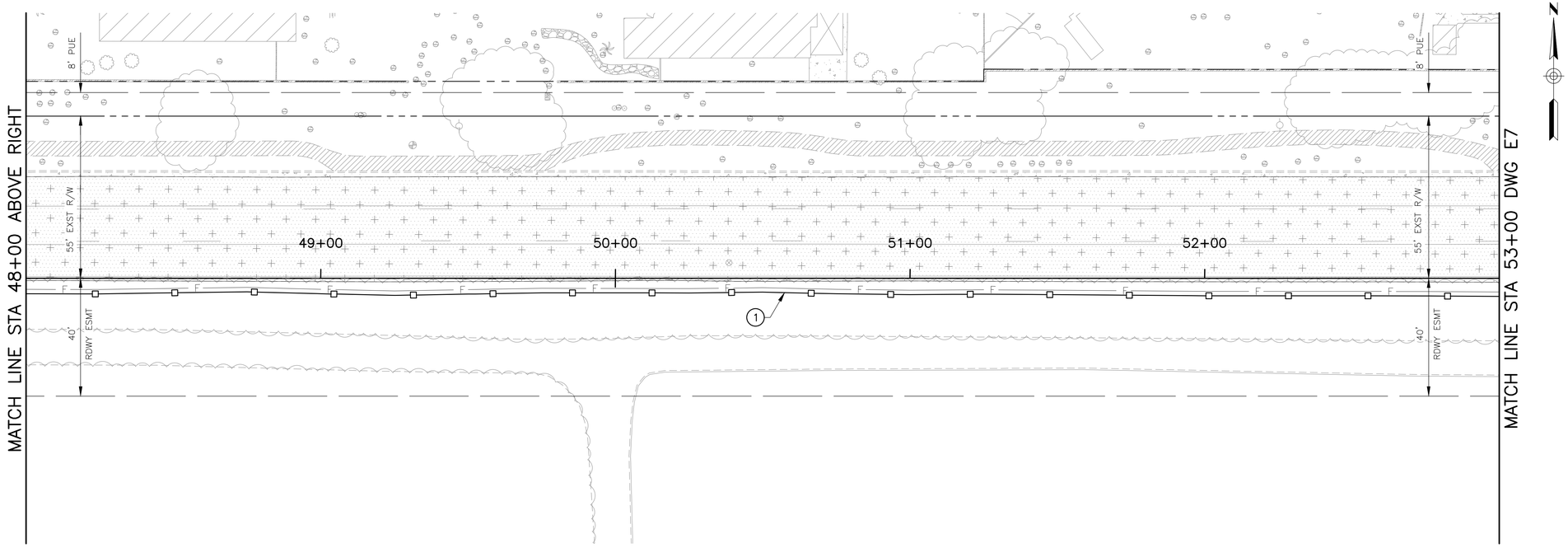
SKYLINE DR
EROSION CONTROL PLAN
STA 33+00 TO STA 43+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
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SKYLINE DR



SKYLINE DR

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DIBBLE

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2. GRAVELBAG PROTECTION

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

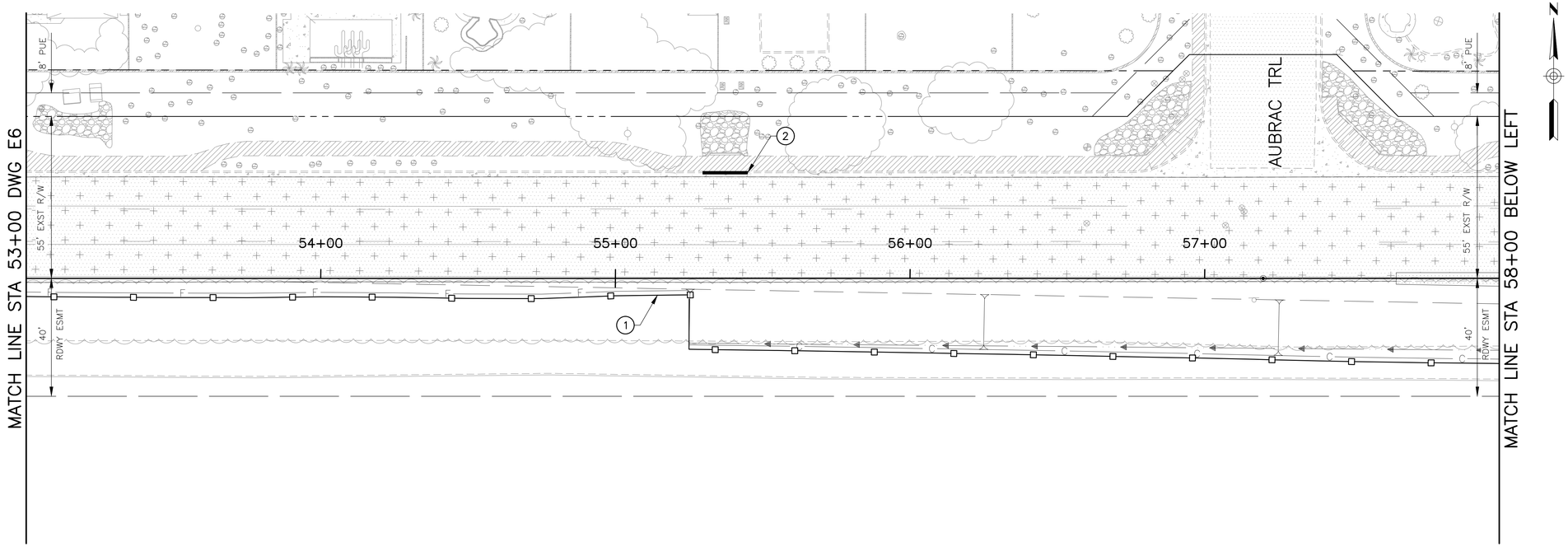
PINAL COUNTY PROJECT NO 62952214

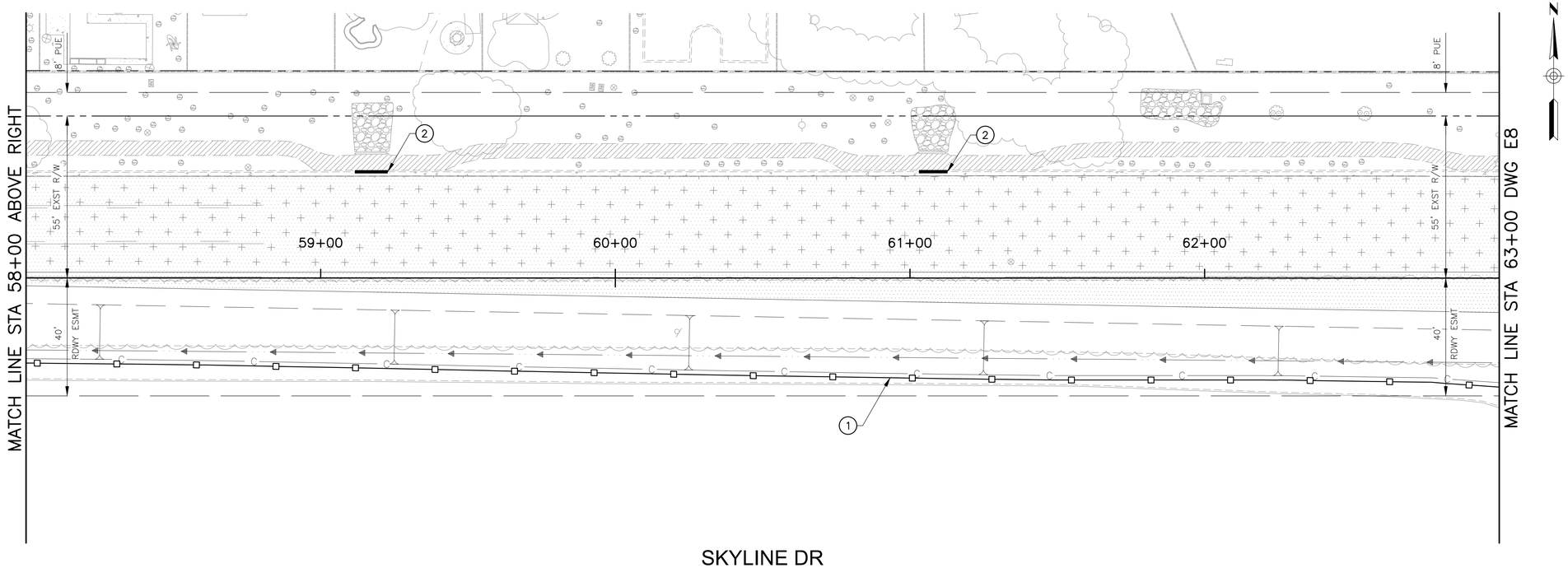
SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
EROSION CONTROL PLAN
STA 43+00 TO STA 53+00

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

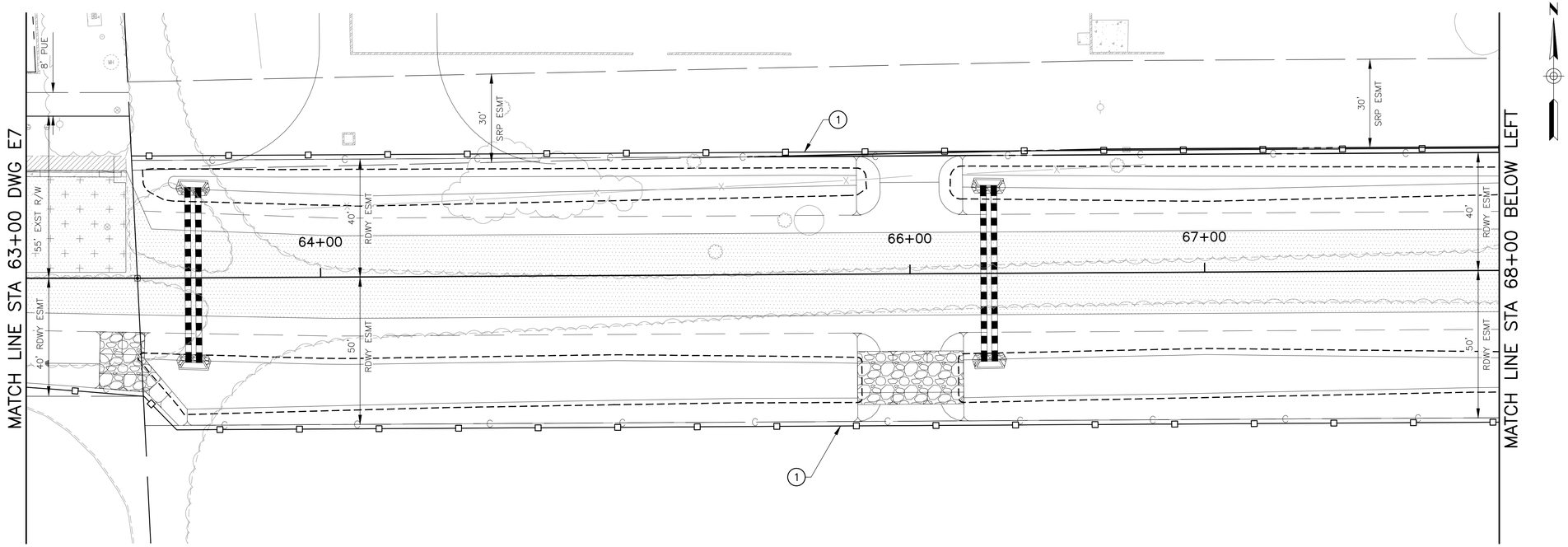
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SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

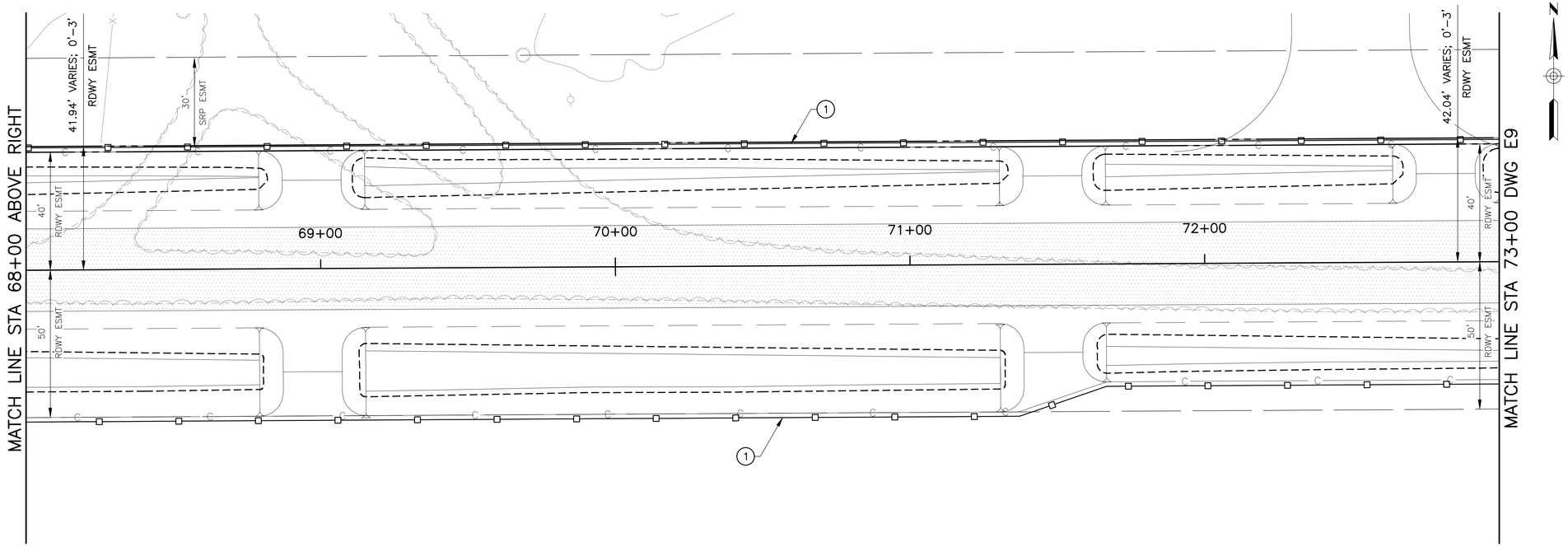
SKYLINE DR
EROSION CONTROL PLAN
STA 53+00 TO STA 63+00

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SCALE: 1"=20'

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PINAL COUNTY

WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS

CHARBRAY DRIVE TO GANTZEL ROAD

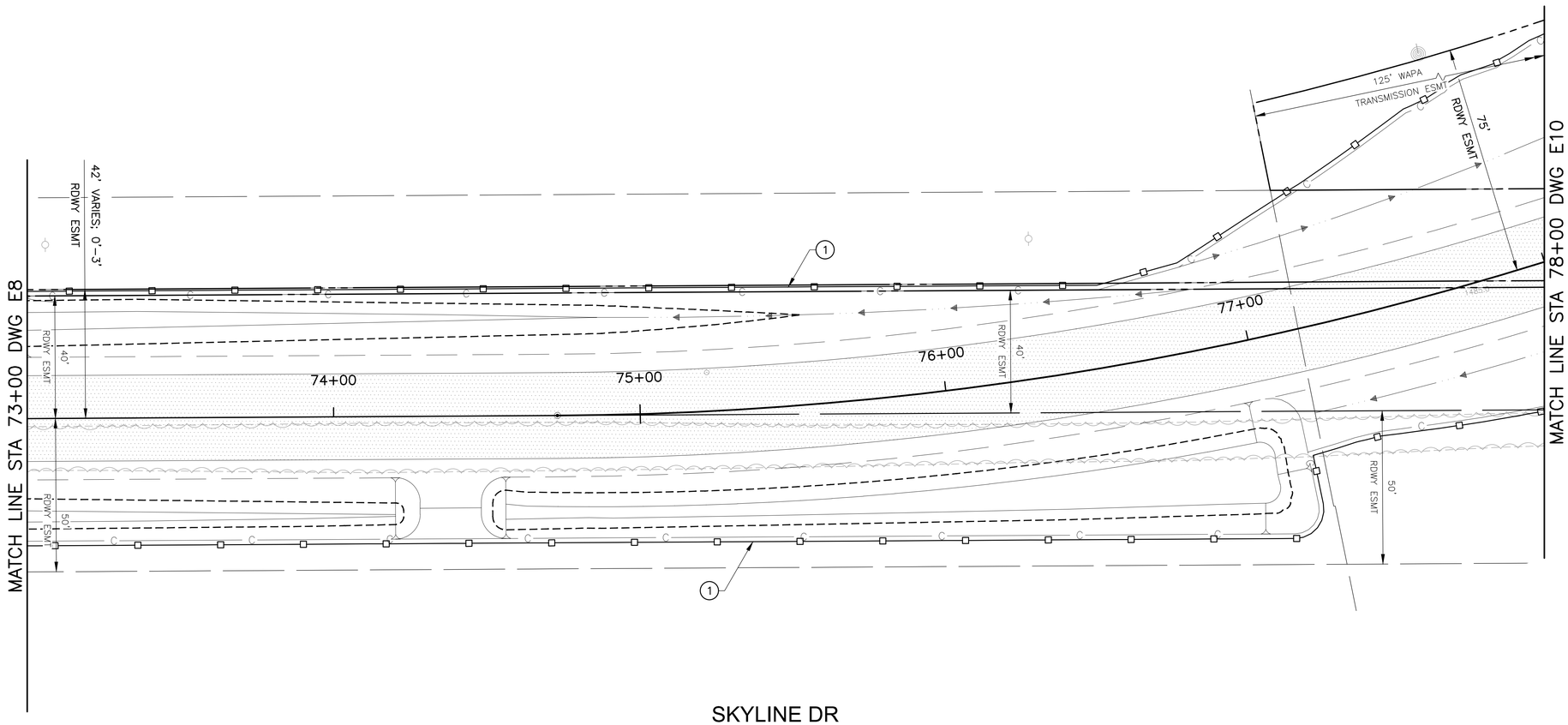
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EROSION CONTROL PLAN

STA 63+00 TO STA 73+00

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

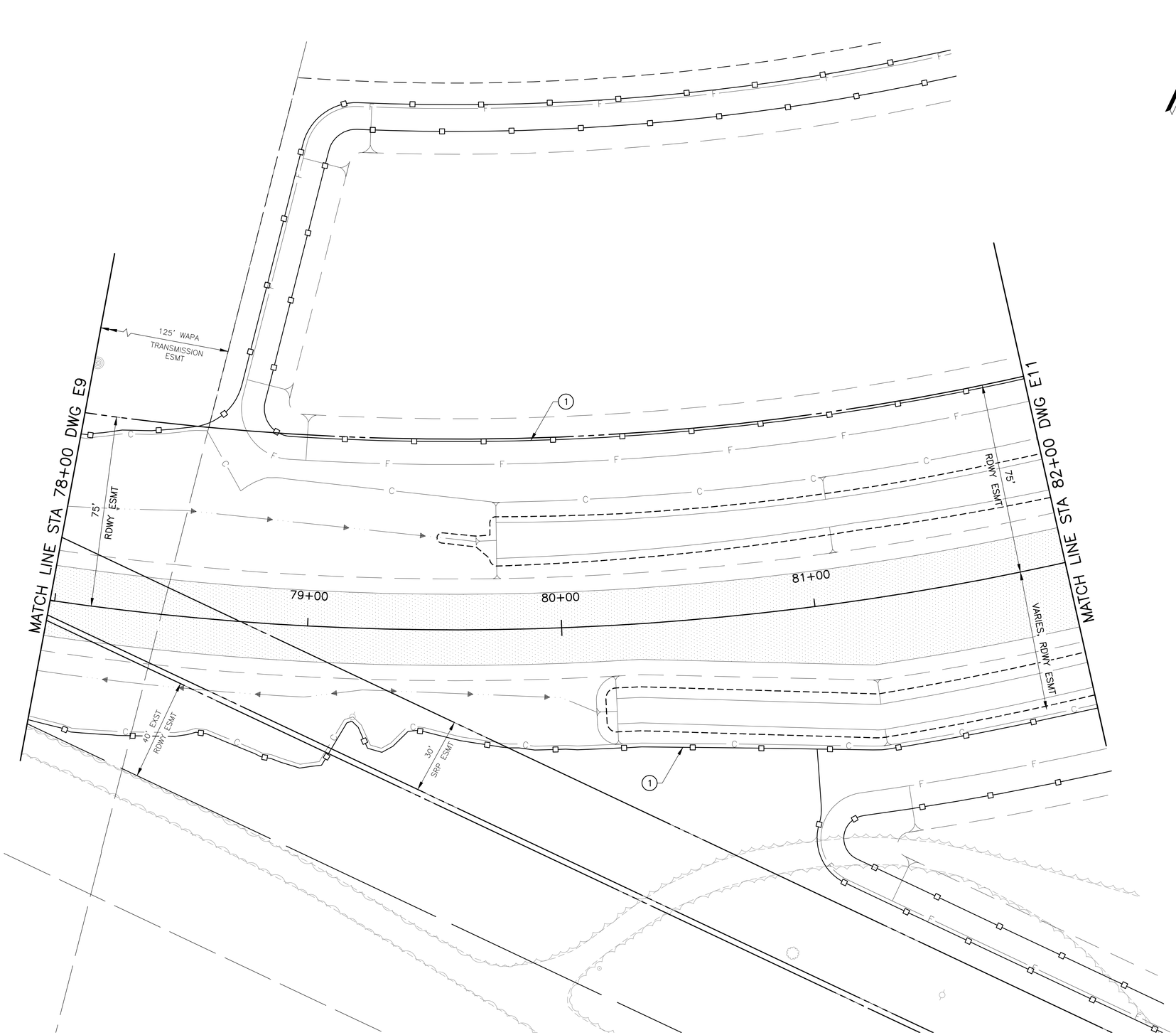
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SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
EROSION CONTROL PLAN
STA 73+00 TO STA 78+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
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PINAL COUNTY
WIDE OPEN OPPORTUNITY

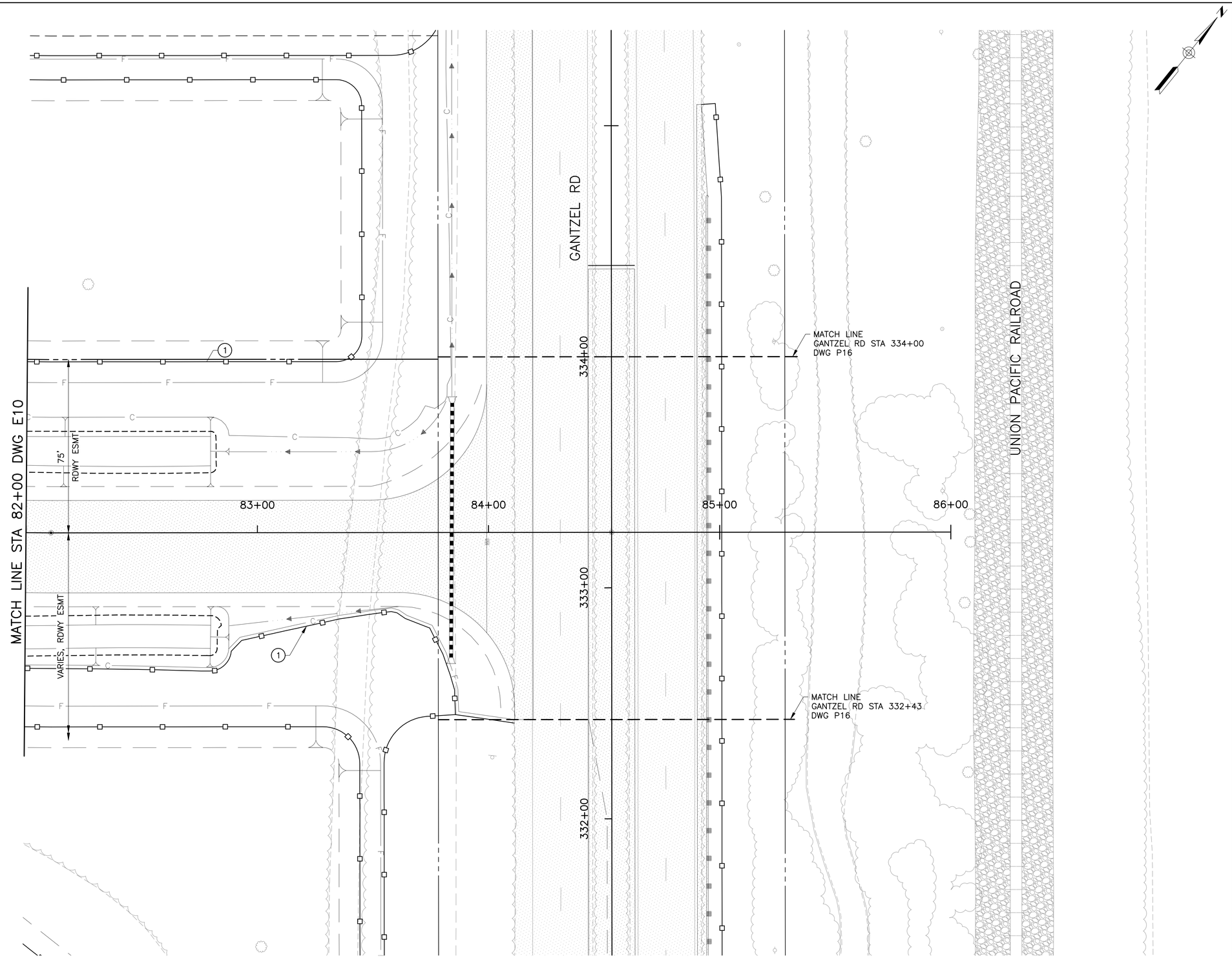
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
EROSION CONTROL PLAN
STA 78+00 TO STA 82+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
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PRELIMINARY SUBMITTAL

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DIBBLE PROJECT NO 1021042.03

CONSTRUCTION NOTES

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	REVISION	BY	DATE
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PINAL COUNTY
WIDE OPEN OPPORTUNITY

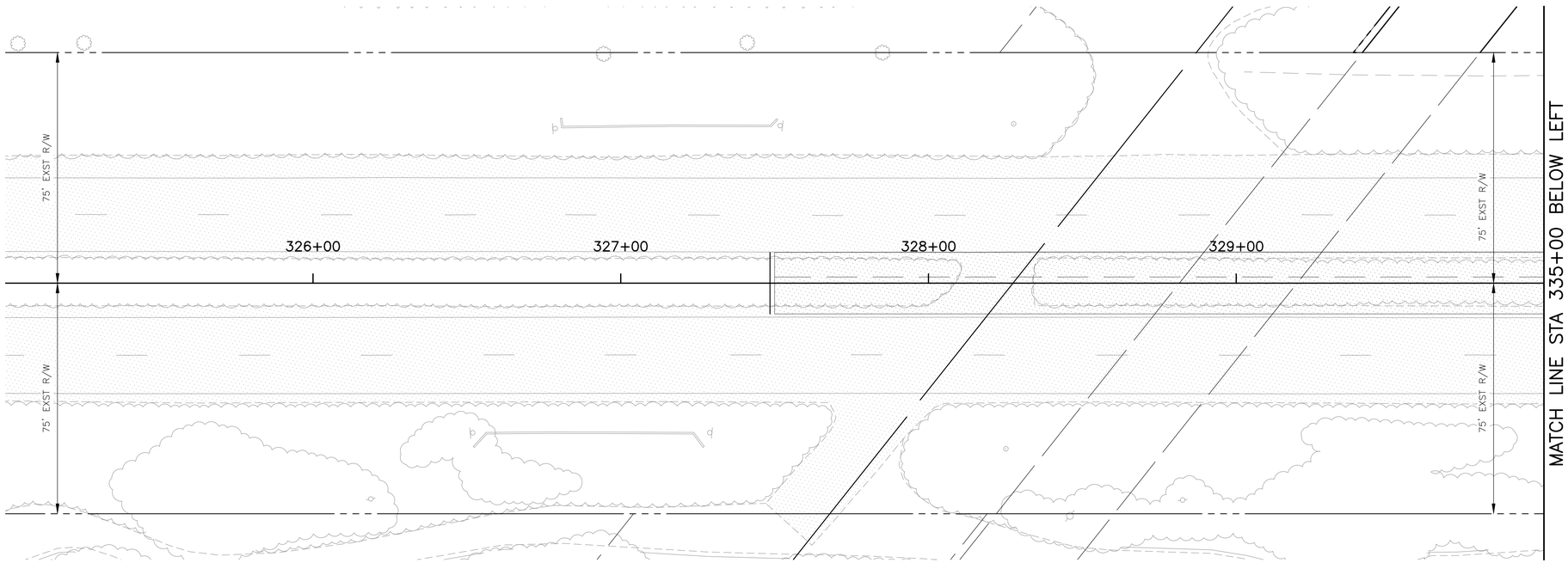
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DR
EROSION CONTROL PLAN
STA 82+00 TO STA 86+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL		E11	59 OF 62

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DIBBLE

DIBBLE PROJECT NO 1021042.03

PRELIMINARY SUBMITTAL

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EROSION CONTROL LEGEND	
SYMBOL	DESCRIPTION
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0' 10' 20' 40'

SCALE: 1"=20'

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PINAL COUNTY

WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS

CHARBRAY DRIVE TO GANTZEL ROAD

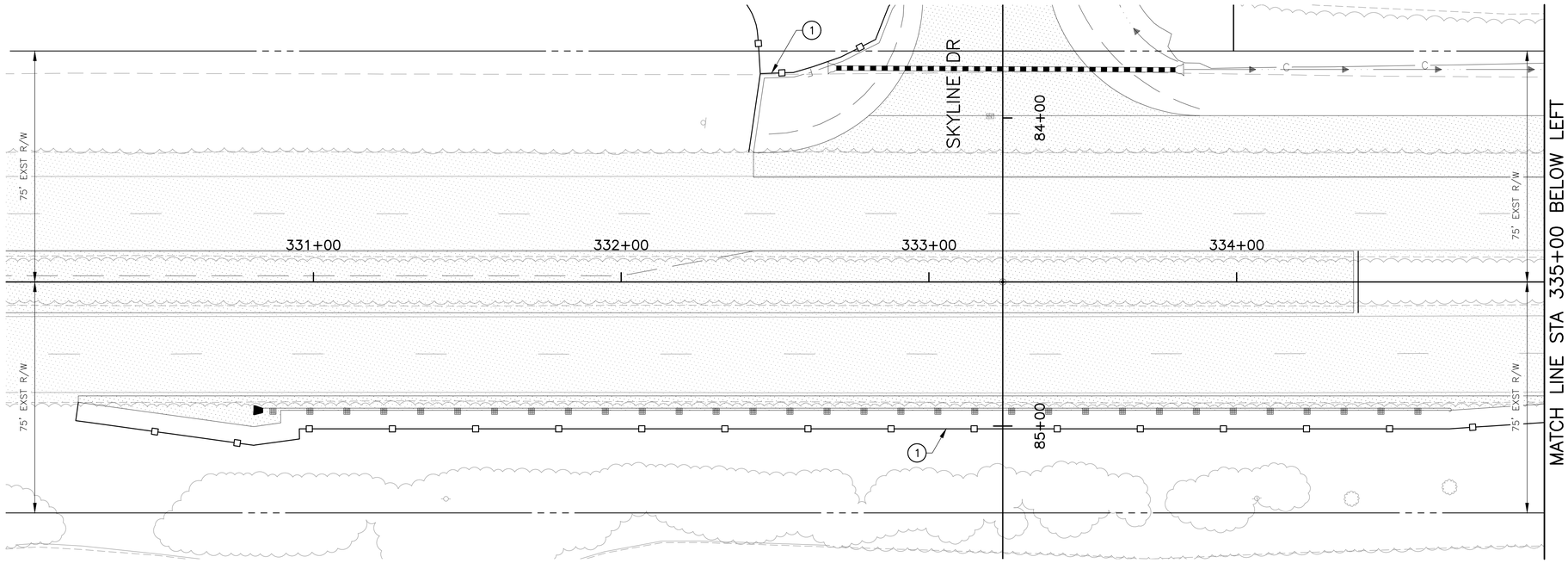
GANTZEL RD

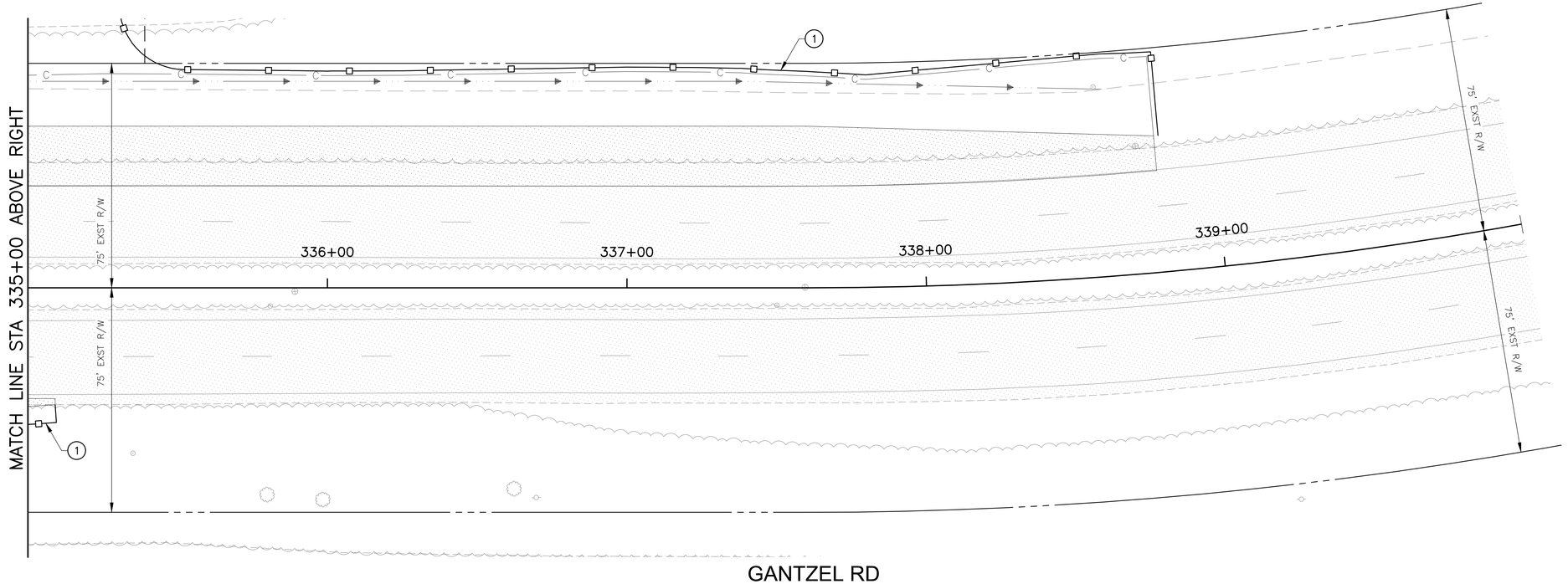
EROSION CONTROL PLAN

STA 325+00 TO STA 330+00

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DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL		E12	60 OF 62

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DIBBLE PROJECT NO 1021042.03

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CONSTRUCTION NOTES

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EROSION CONTROL LEGEND	
SYMBOL	DESCRIPTION
	12" SEDIMENT WATTLE
	GRAVELBAG INLET PROTECTION

0' 10' 20' 40'

SCALE: 1"=20'

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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

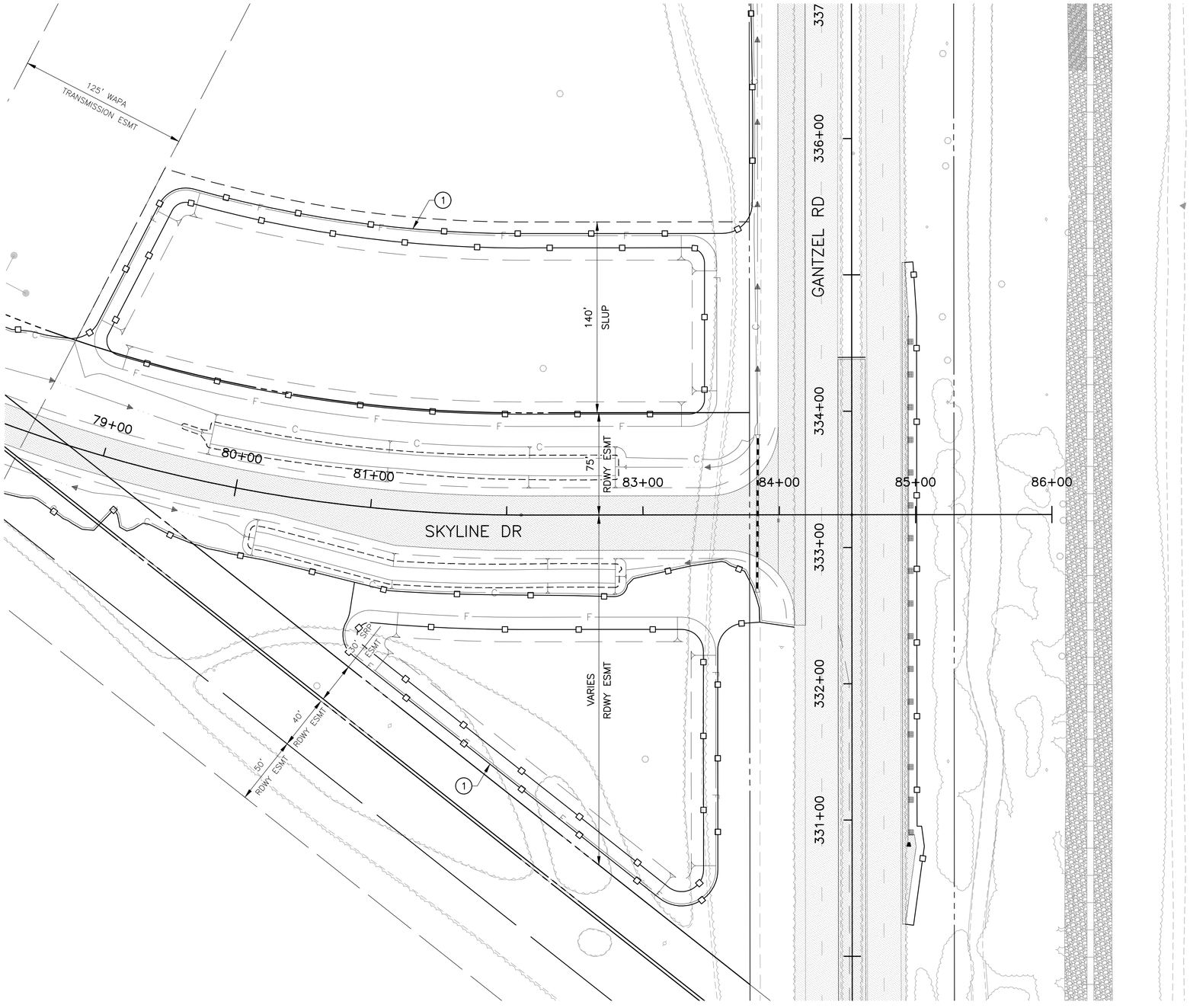
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

GANTZEL RD
EROSION CONTROL PLAN
STA 330+00 TO STA 340+00

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 20' HORIZONTAL		E13	61 OF 62

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AS BUILT DATE

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PRELIMINARY SUBMITTAL

90%

NOT FOR CONSTRUCTION OR RECORDING

CONSTRUCTION NOTES

1. SEDIMENT WATTLE

EROSION CONTROL LEGEND	
SYMBOL	DESCRIPTION
	12" SEDIMENT WATTLE
	GRAVELBAG INLET PROTECTION

0' 20' 40' 80'

SCALE: 1"=40'

Contact Arizona 811 at least two full working days before you begin excavation. ARIZONA811 Call 811 or click Arizona811.com

△	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

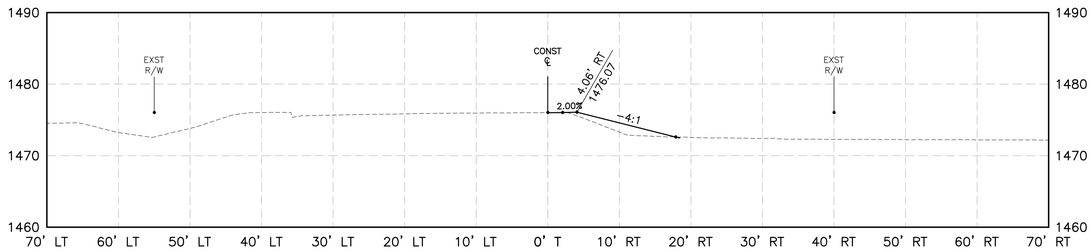
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

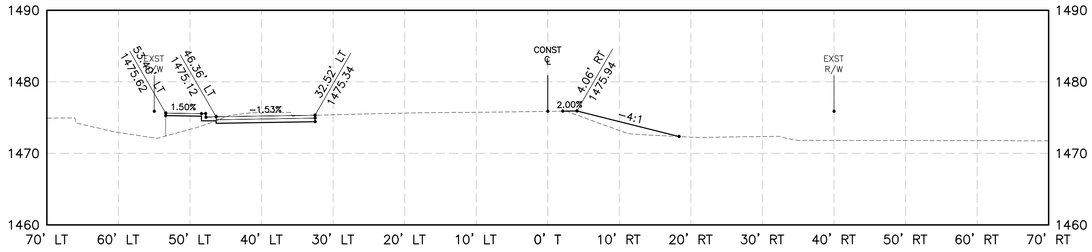
GANTZEL RD
STOCKPILE EROSION CONTROL PLAN

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 40' HORIZONTAL		E14	62 OF 62

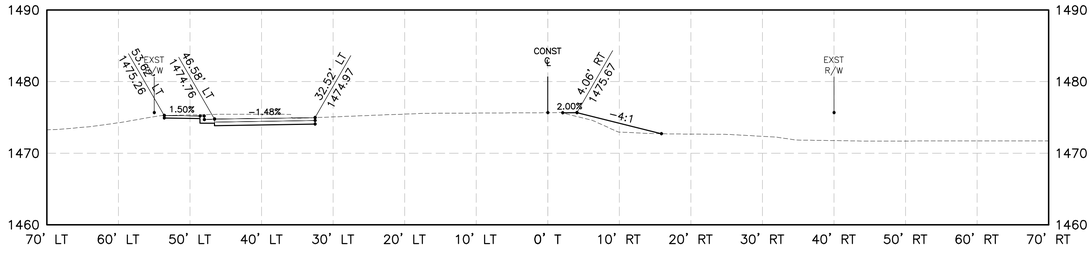
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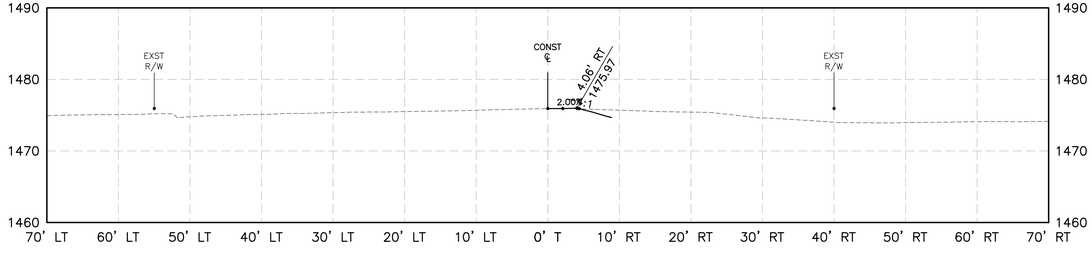
SKYLINE DR – 39+00



SKYLINE DR – 38+00



SKYLINE DR – 37+00



SKYLINE DR – 36+25

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

0' 5' 10' 20'

SCALE: 1"=10'

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ARIZONA811

Call 811 or click Arizona811.com

	REVISION	BY	DATE
△			

PINAL COUNTY
WIDE OPEN OPPORTUNITY

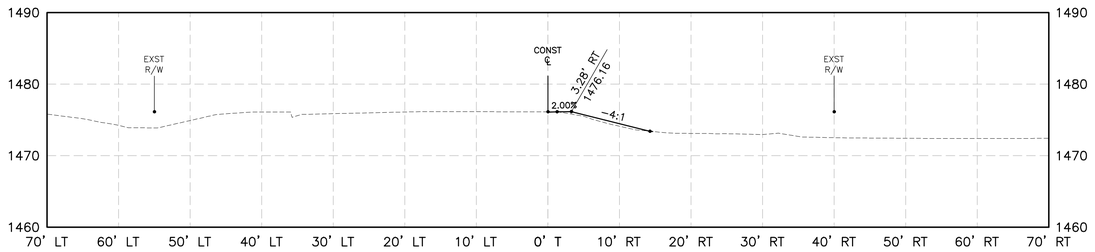
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

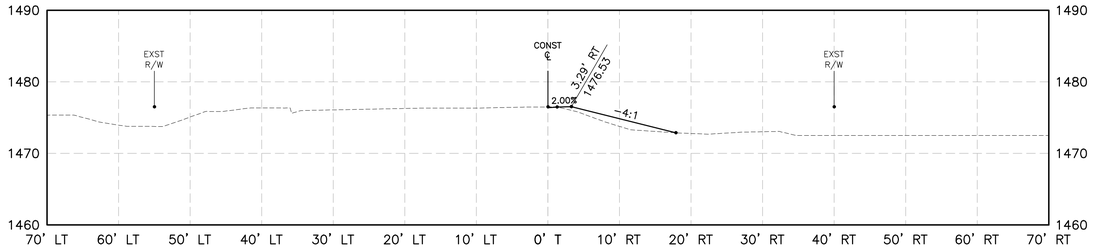
SKYLINE DRIVE
CROSS SECTIONS

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: GCT	DATE: 6/24		
SCALE: 1" = 10'		X1	1 OF 19

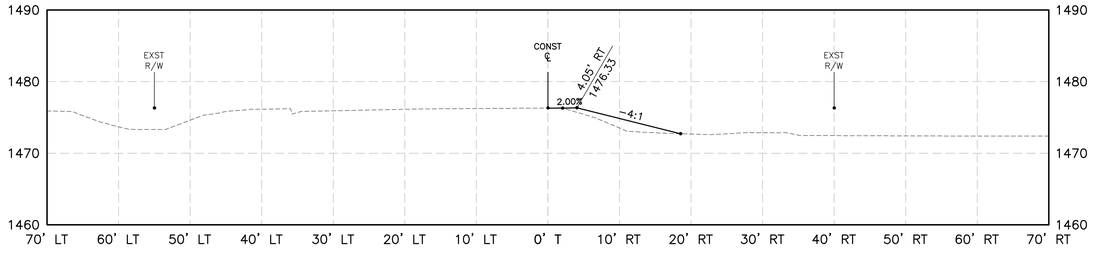
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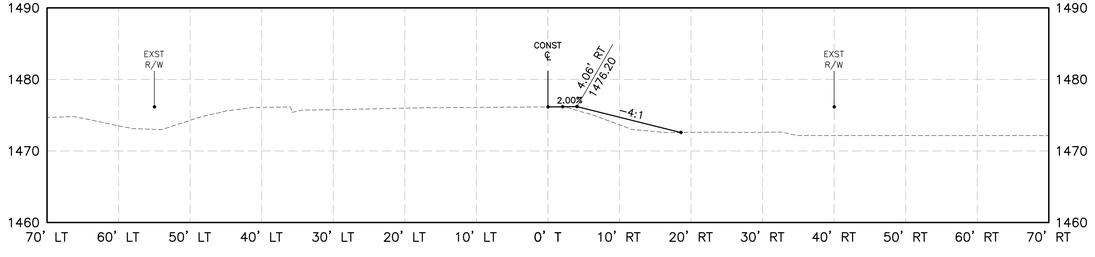
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SKYLINE DR – 42+00



SKYLINE DR – 41+00



SKYLINE DR – 40+00

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

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SCALE: 1"=10'

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ARIZONA811
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	REVISION	BY	DATE
△			

PINAL COUNTY
WIDE OPEN OPPORTUNITY

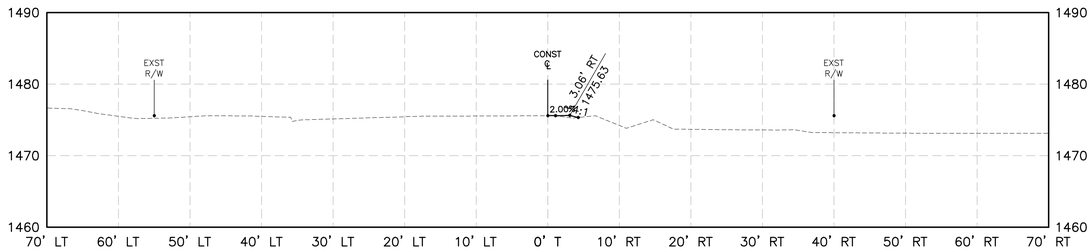
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

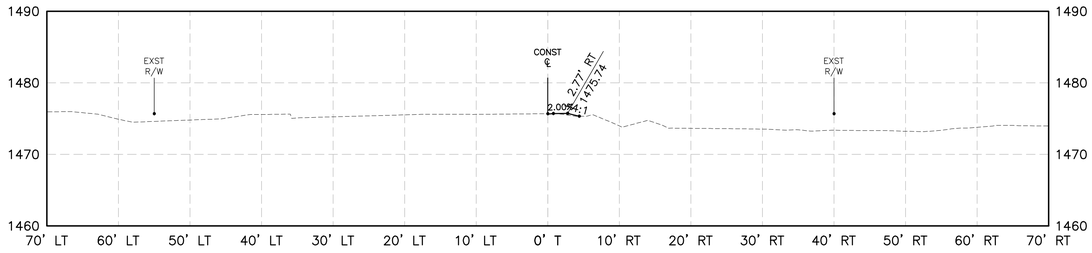
SKYLINE DRIVE
CROSS SECTIONS

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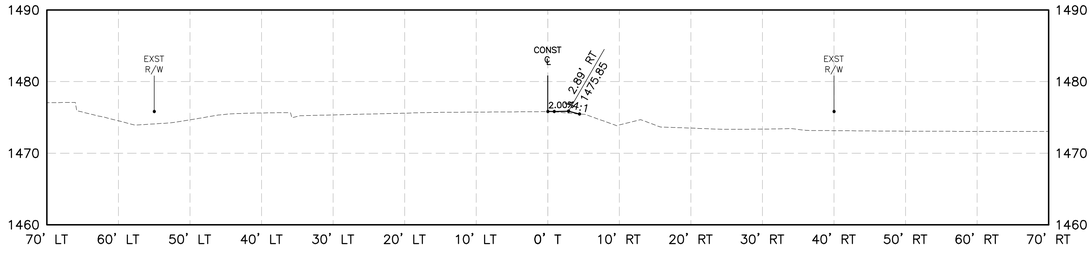
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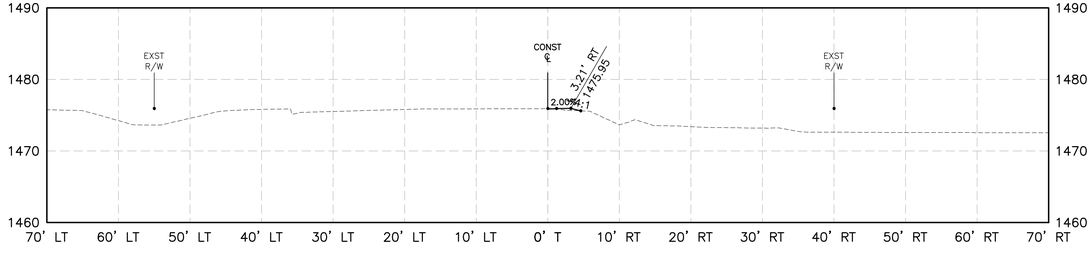
SKYLINE DR – 47+00



SKYLINE DR – 46+00



SKYLINE DR – 45+00



SKYLINE DR – 44+00

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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

0' 5' 10' 20'

SCALE: 1"=10'

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ARIZONA811
Call 811 or click Arizona811.com

	REVISION	BY	DATE
△			

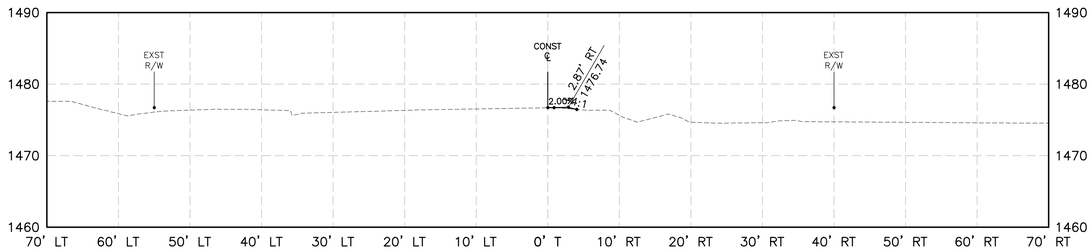
PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

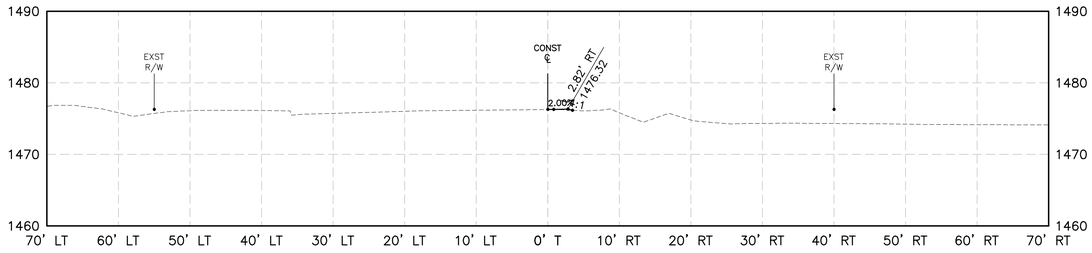
SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DRIVE
CROSS SECTIONS

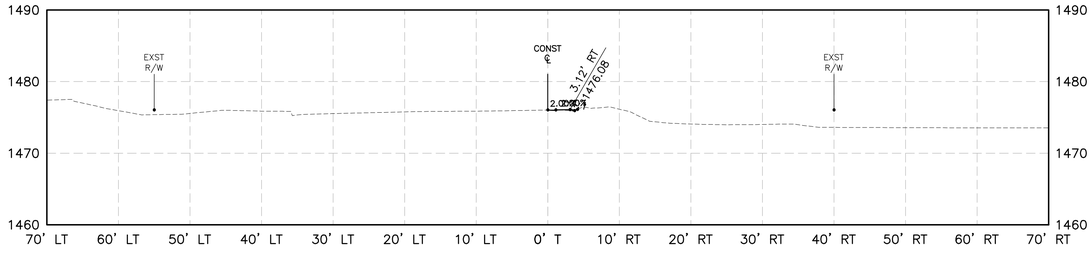
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DES: GCT	DATE: 6/24		
SCALE: 1" = 10'		X3	3 OF 19



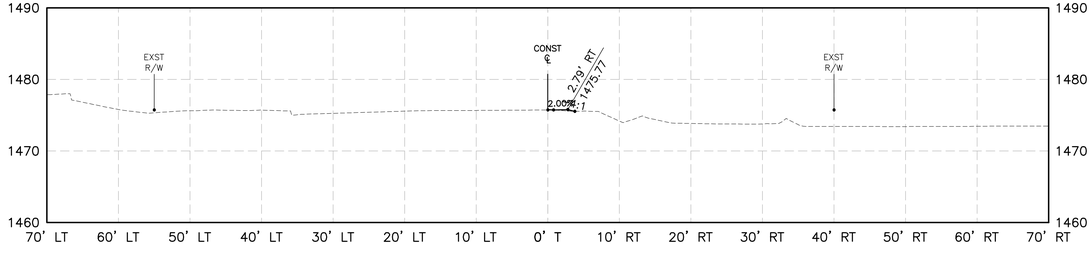
SKYLINE DR – 51+00



SKYLINE DR – 50+00



SKYLINE DR – 49+00



SKYLINE DR – 48+00

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

0' 5' 10' 20'

SCALE: 1"=10'

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	REVISION	BY	DATE
△			

PINAL COUNTY
WIDE OPEN OPPORTUNITY

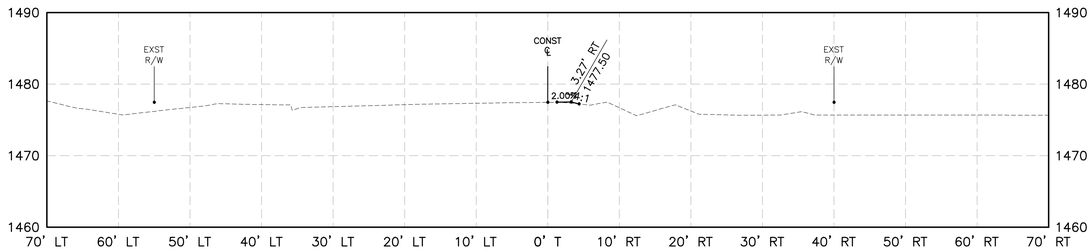
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

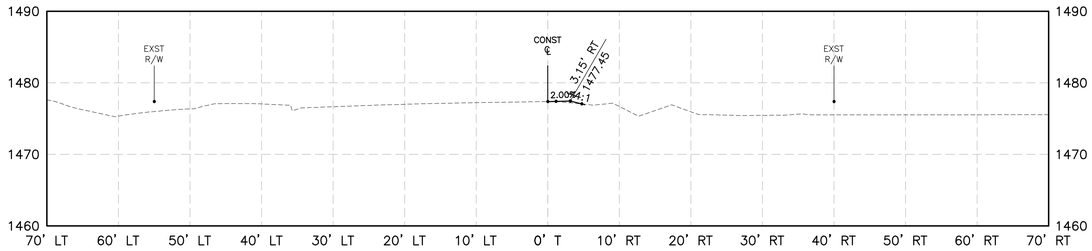
SKYLINE DRIVE
CROSS SECTIONS

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SCALE: 1" = 10'		X4	4 OF 19

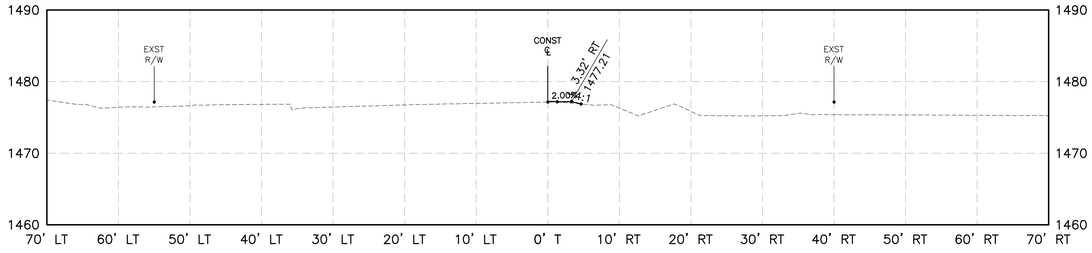
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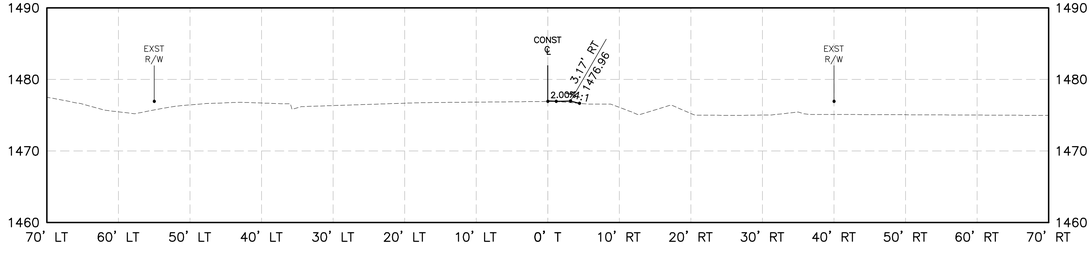
SKYLINE DR – 55+00



SKYLINE DR – 54+00



SKYLINE DR – 53+00



SKYLINE DR – 52+00

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

0' 5' 10' 20'

SCALE: 1"=10'

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ARIZONA811

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	REVISION	BY	DATE
△			

PINAL COUNTY
WIDE OPEN OPPORTUNITY

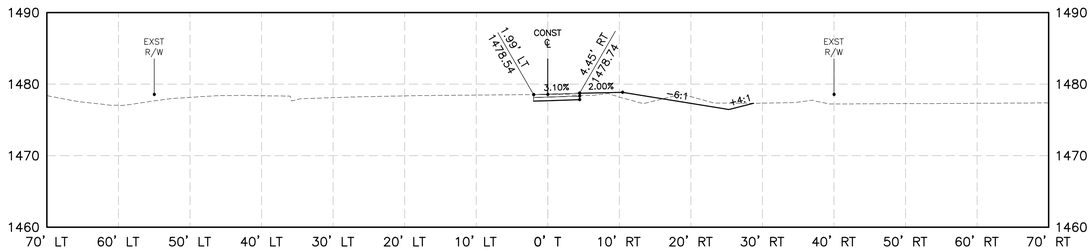
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

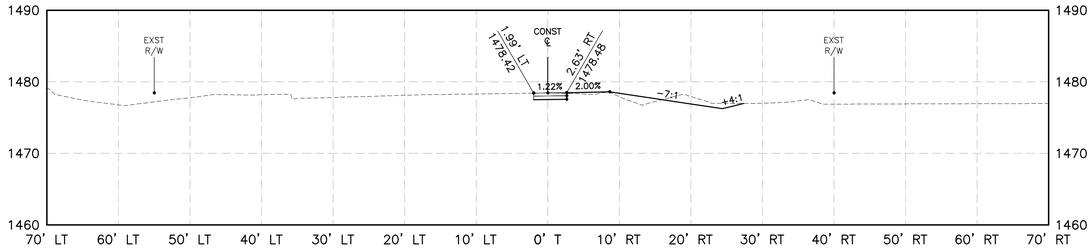
SKYLINE DRIVE
CROSS SECTIONS

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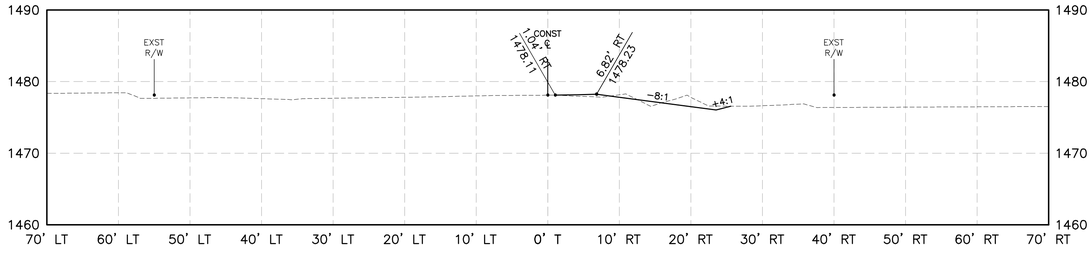
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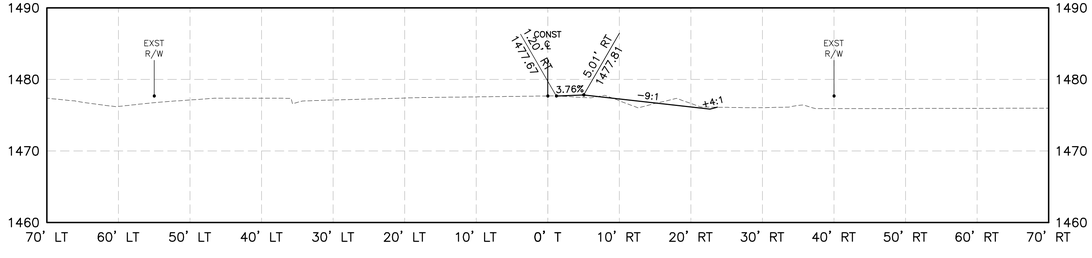
SKYLINE DR – 59+00



SKYLINE DR – 58+00



SKYLINE DR – 57+00



SKYLINE DR – 56+00

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

0' 5' 10' 20'

SCALE: 1"=10'

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	REVISION	BY	DATE
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PINAL COUNTY
WIDE OPEN OPPORTUNITY

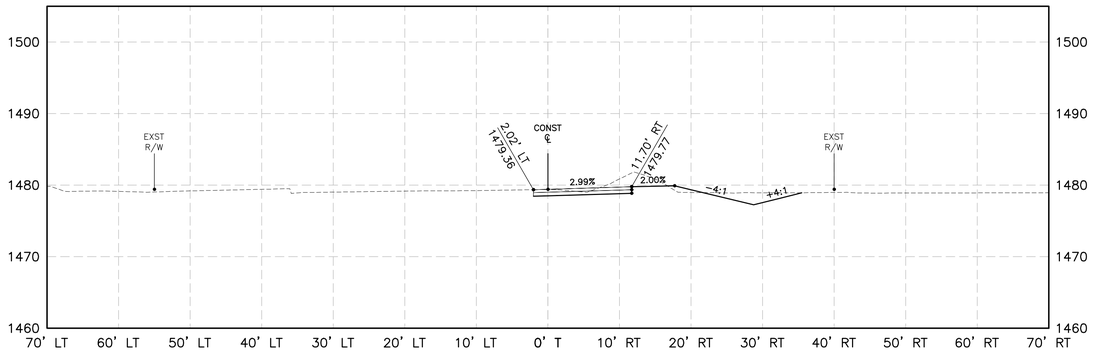
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

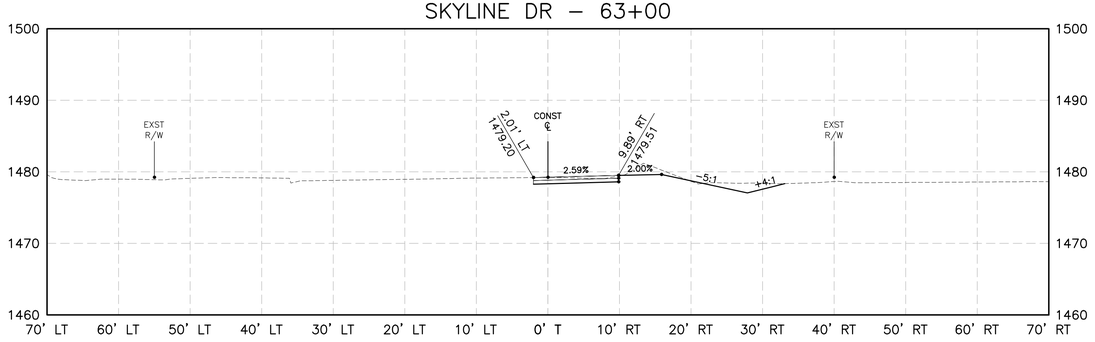
SKYLINE DRIVE
CROSS SECTIONS

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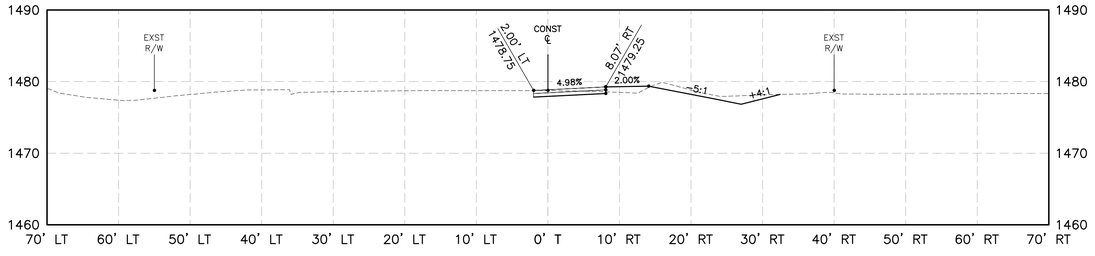
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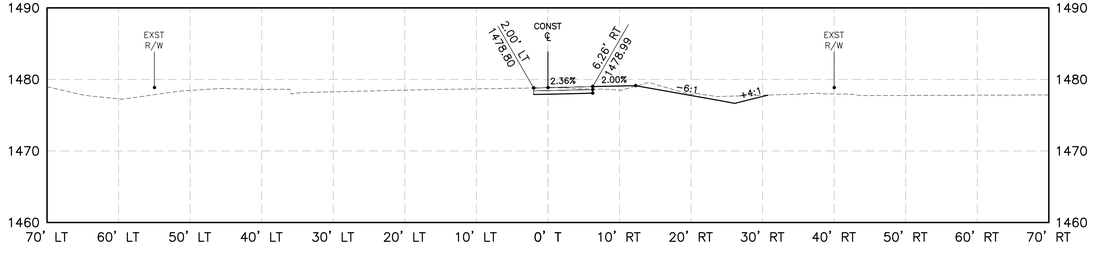
SKYLINE DR – 63+00



SKYLINE DR – 62+00



SKYLINE DR – 61+00



SKYLINE DR – 60+00

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

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SCALE: 1"=10'

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ARIZONA811

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PINAL COUNTY
WIDE OPEN OPPORTUNITY

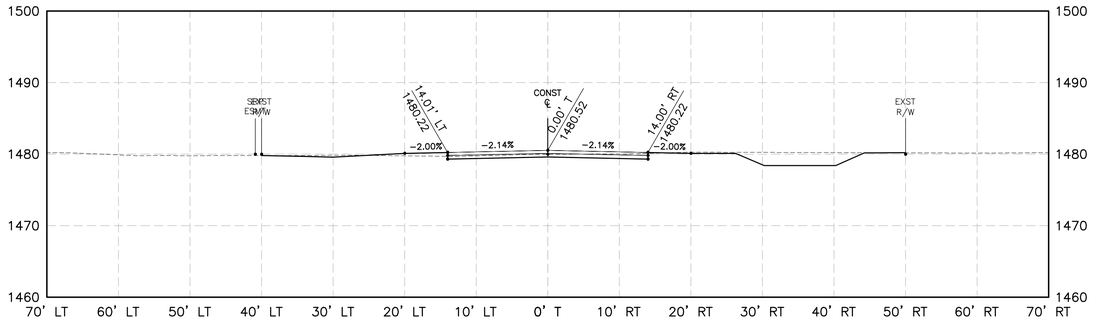
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

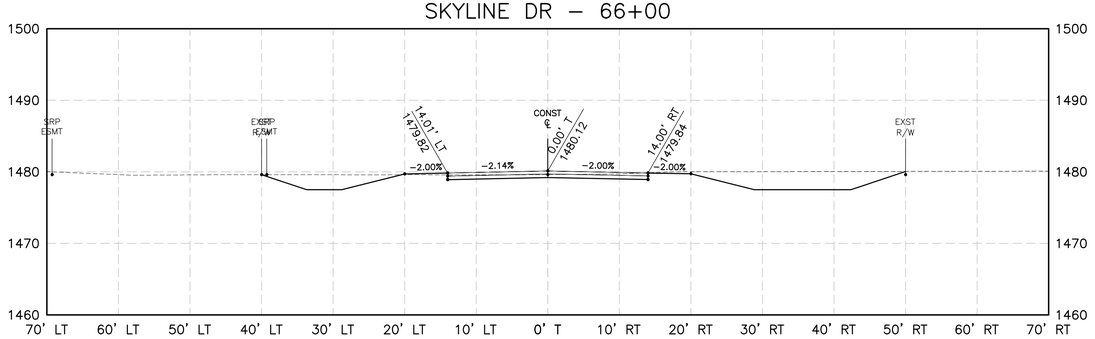
SKYLINE DRIVE
CROSS SECTIONS

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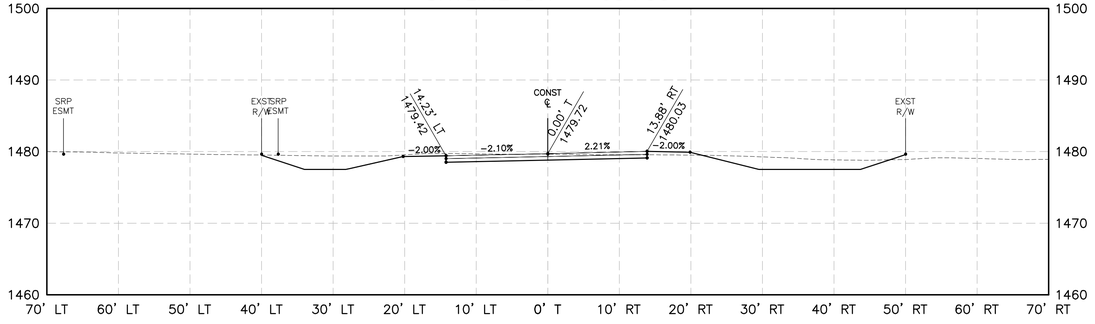
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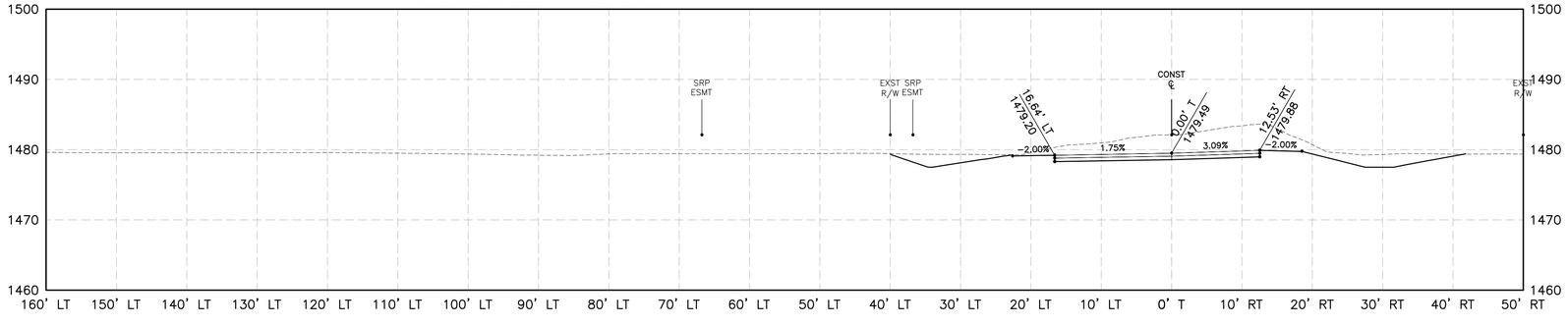
SKYLINE DR – 66+00



SKYLINE DR – 65+00



SKYLINE DR – 64+00



SKYLINE DR – 63+43.58

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

0' 5' 10' 20'

SCALE: 1"=10'

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ARIZONA811
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	REVISION	BY	DATE
△			

PINAL COUNTY
WIDE OPEN OPPORTUNITY

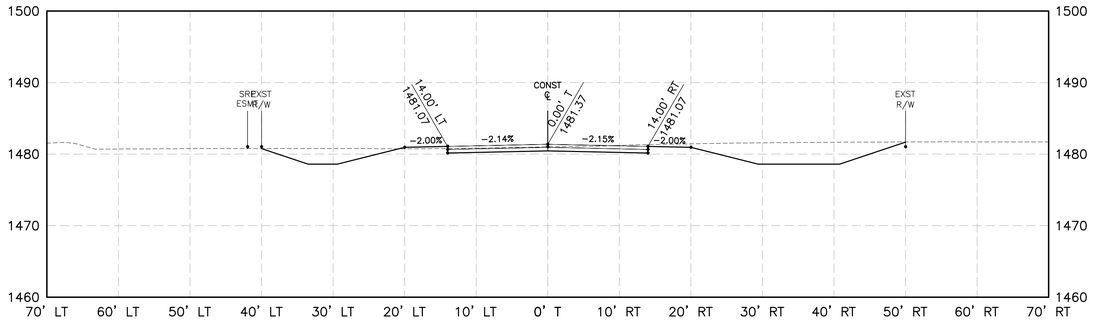
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

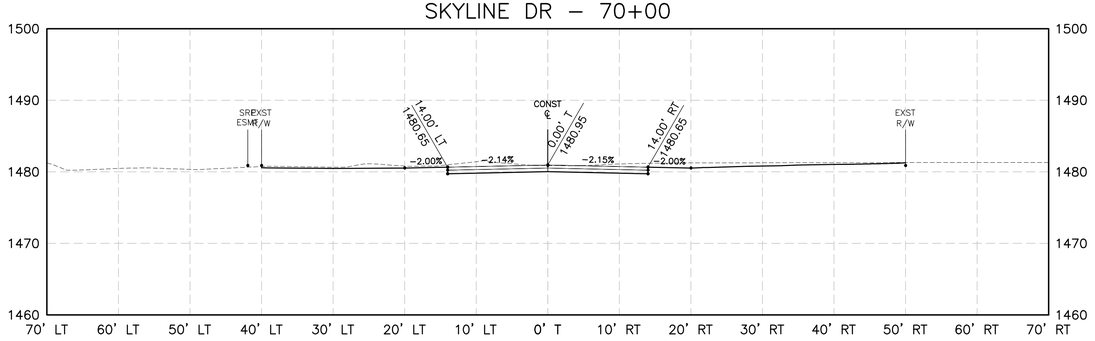
SKYLINE DRIVE
CROSS SECTIONS

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: GCT	DATE: 6/24		
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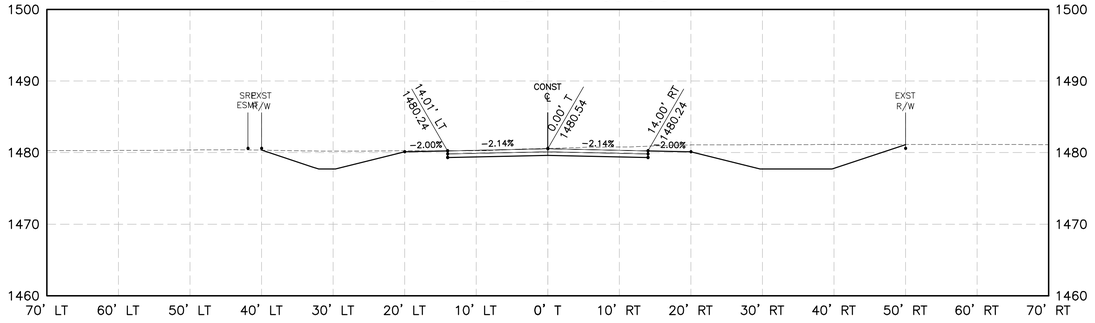
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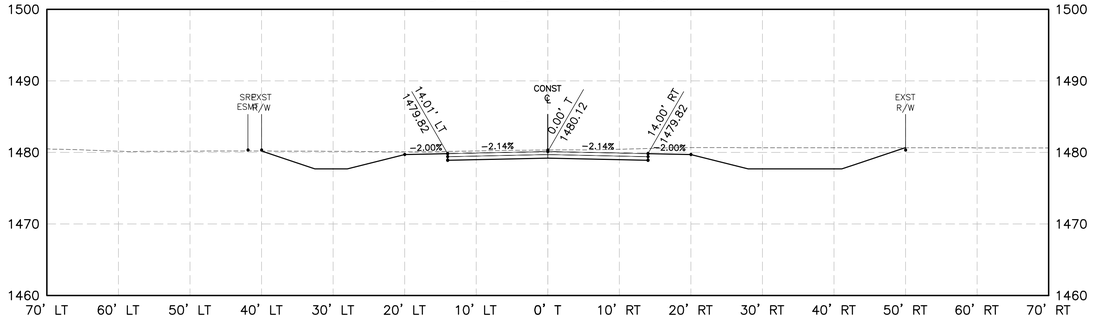
SKYLINE DR – 70+00



SKYLINE DR – 69+00



SKYLINE DR – 68+00



SKYLINE DR – 67+00

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

0' 5' 10' 20'

SCALE: 1"=10'

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△	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

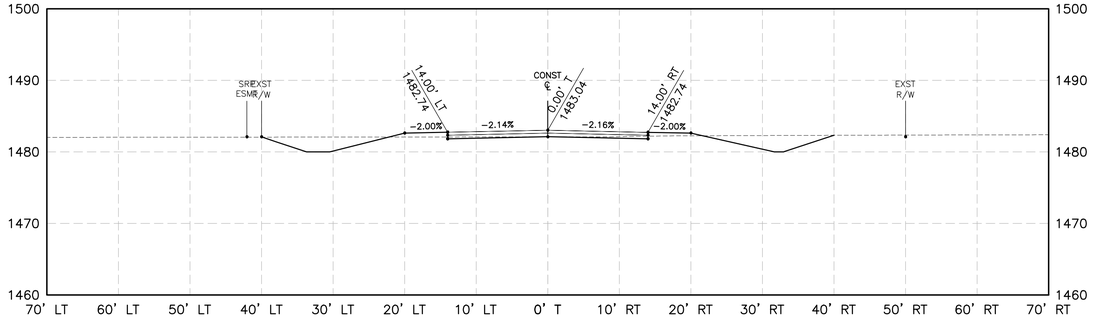
PINAL COUNTY PROJECT NO 62952214

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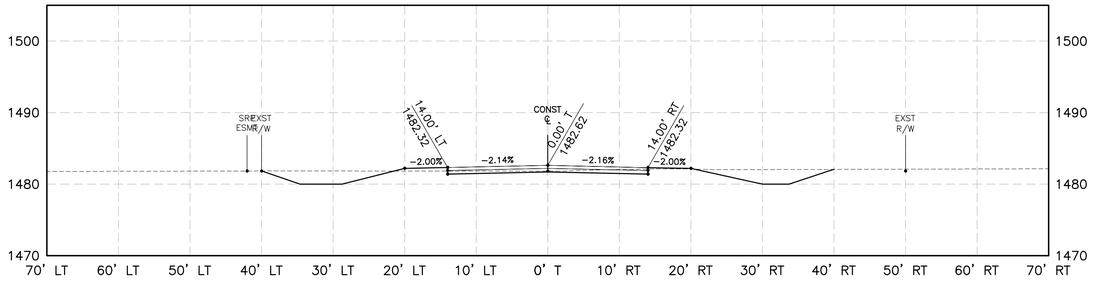
SKYLINE DRIVE
CROSS SECTIONS

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DES: GCT	DATE: 6/24		
SCALE: 1" = 10'		X9	9 OF 19

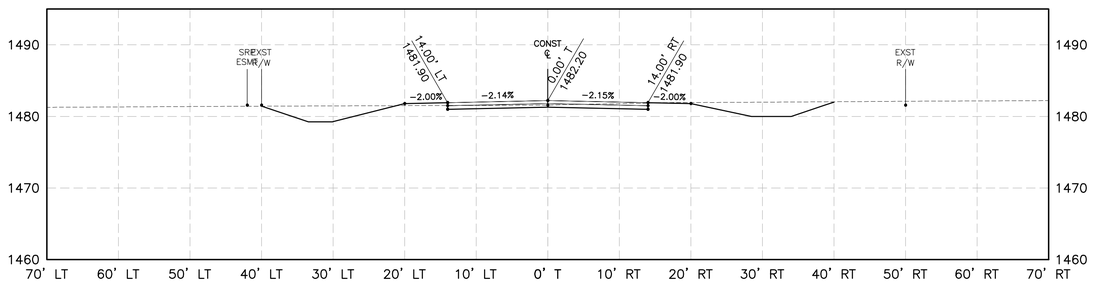
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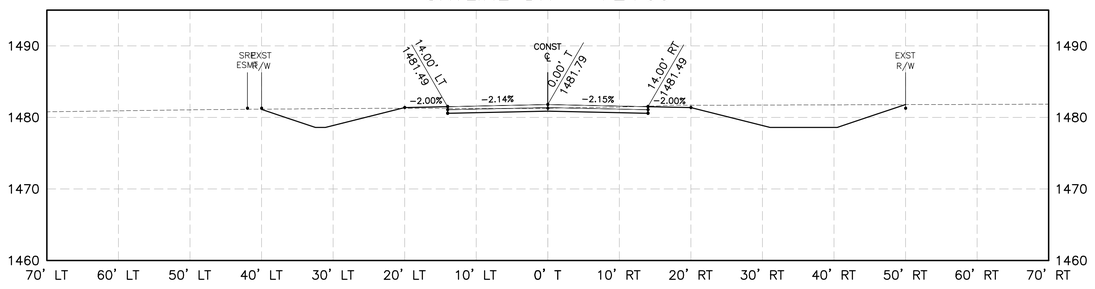
SKYLINE DR – 74+00



SKYLINE DR – 73+00



SKYLINE DR – 72+00



SKYLINE DR – 71+00

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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

0' 5' 10' 20'

SCALE: 1"=10'

Contact Arizona 811 at least two full working days before you begin excavation

ARIZONA811

Call 811 or click Arizona811.com

	REVISION	BY	DATE
△			

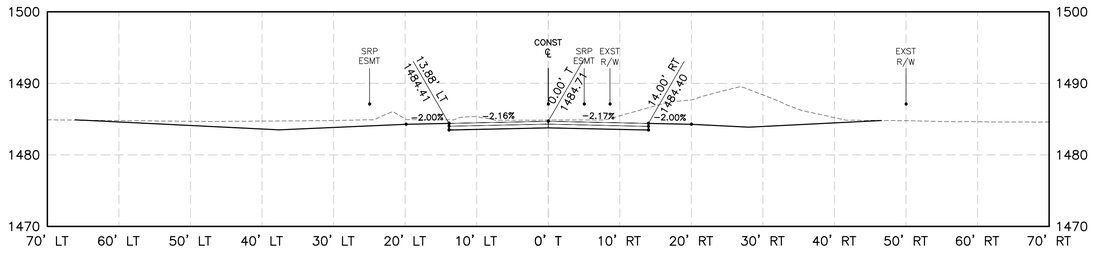
PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

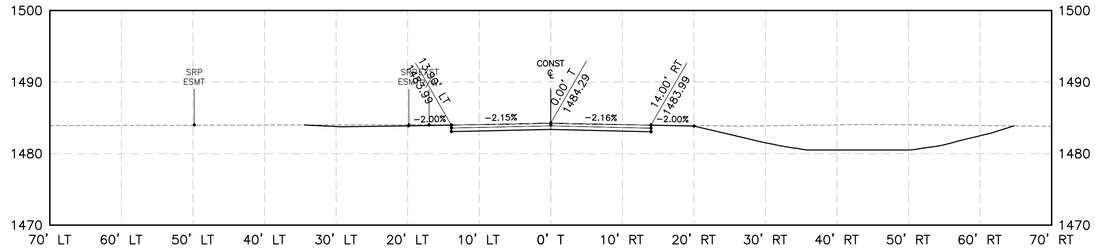
SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DRIVE
CROSS SECTIONS

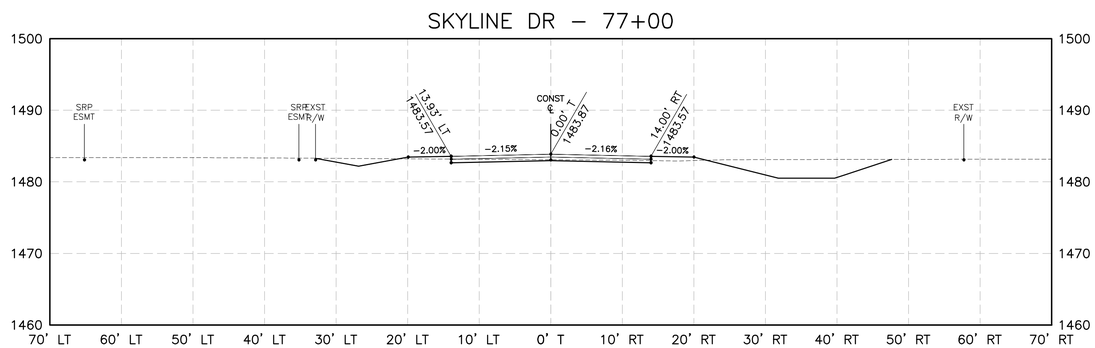
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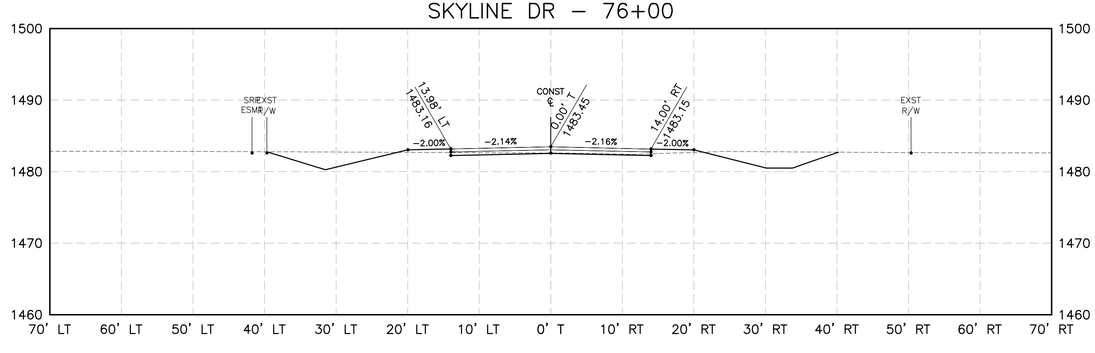
SKYLINE DR – 78+00



SKYLINE DR – 77+00



SKYLINE DR – 76+00



SKYLINE DR – 75+00

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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

0' 5' 10' 20'

SCALE: 1"=10'

Contact Arizona 811 at least two full working days before you begin excavation

ARIZONA811

Call 811 or click Arizona811.com

	REVISION	BY	DATE
△			

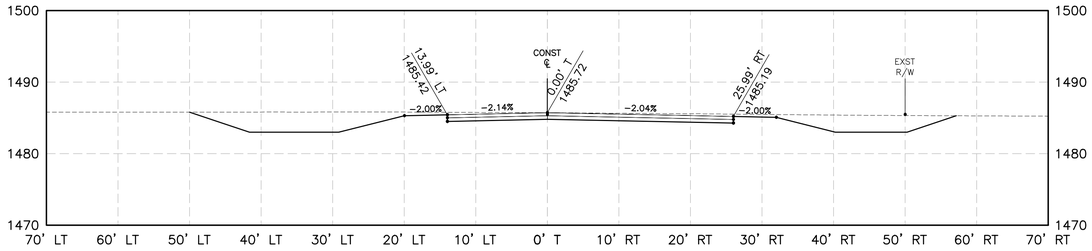
PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

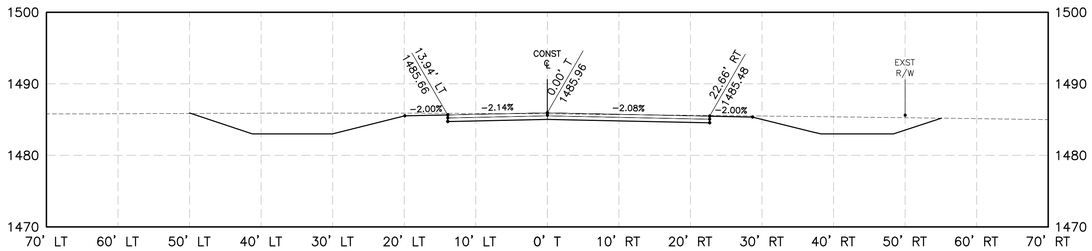
SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DRIVE
CROSS SECTIONS

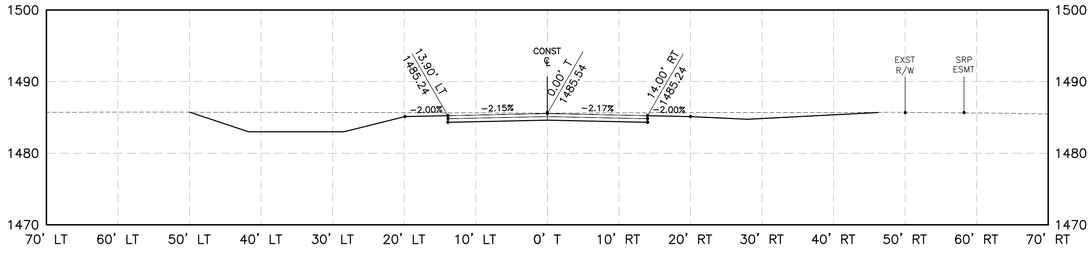
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DES: GCT	DATE: 6/24		
SCALE: 1" = 10'		X11	11 OF 19



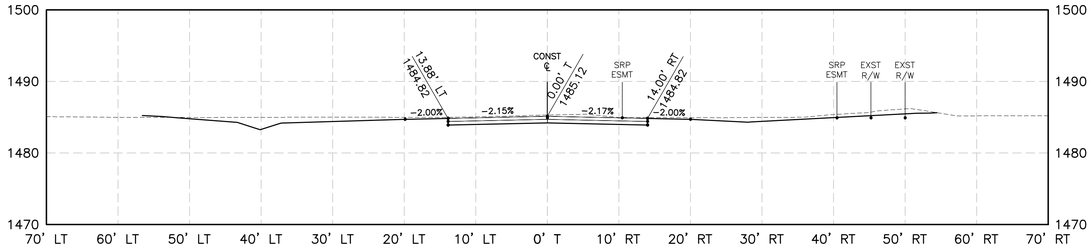
SKYLINE DR – 82+00



SKYLINE DR – 81+00



SKYLINE DR – 80+00



SKYLINE DR – 79+00

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

0' 5' 10' 20'

SCALE: 1"=10'

Contact Arizona 811 at least two full working days before you begin excavation

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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DRIVE
CROSS SECTIONS

		DRAWING	SHEET
DRN: DBB/CJN	CK: IBM		
DES: GCT	DATE: 6/24		
SCALE: 1" = 10'		X12	12 OF 19

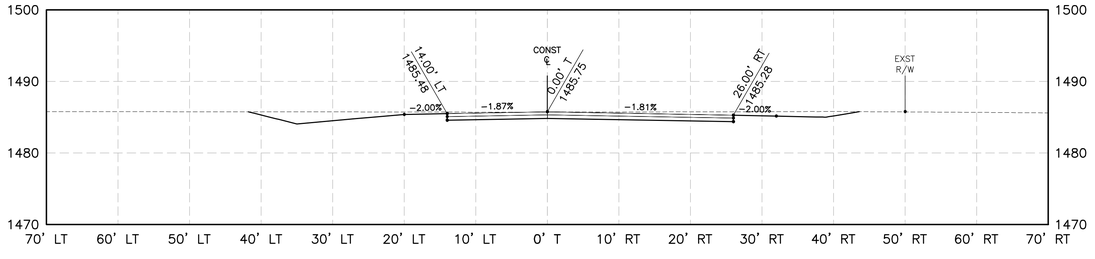
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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY



SKYLINE DR – 83+00

0' 5' 10' 20'

SCALE: 1"=10'

Contact Arizona 811 at least two full working days before you begin excavation

ARIZONA811

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	REVISION	BY	DATE
△			

PINAL COUNTY
WIDE OPEN OPPORTUNITY

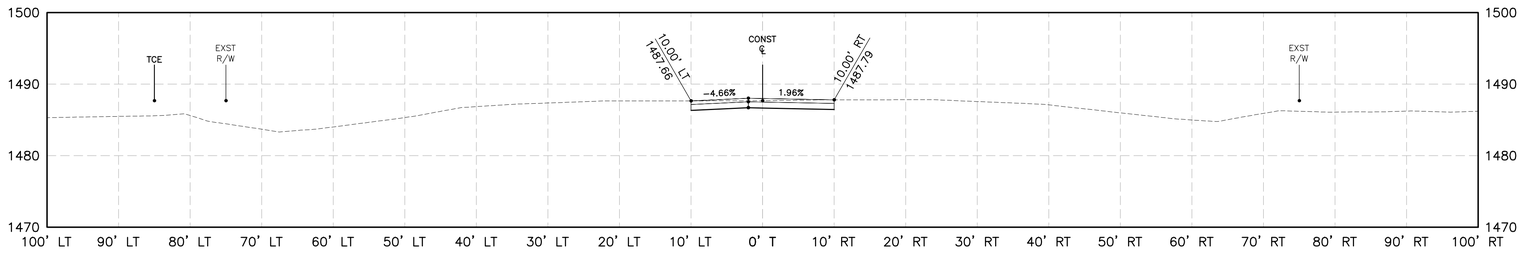
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

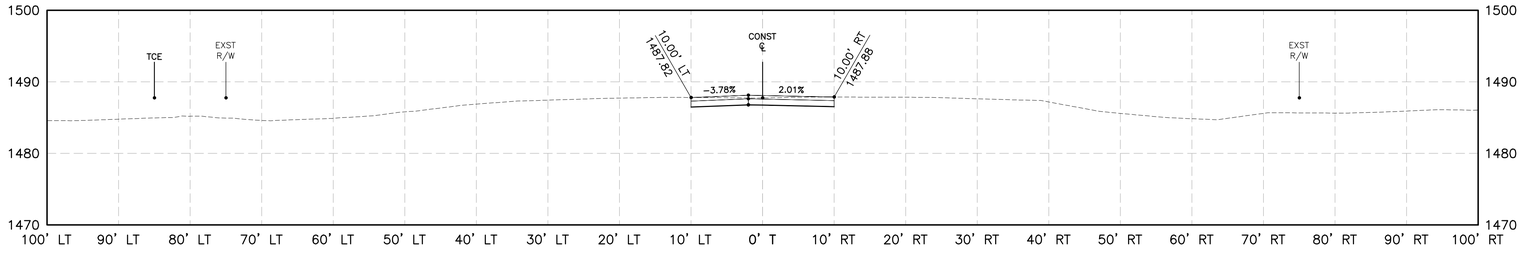
SKYLINE DRIVE
CROSS SECTIONS

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: GCT	DATE: 6/24		
SCALE: 1" = 10'		X13	13 OF 19

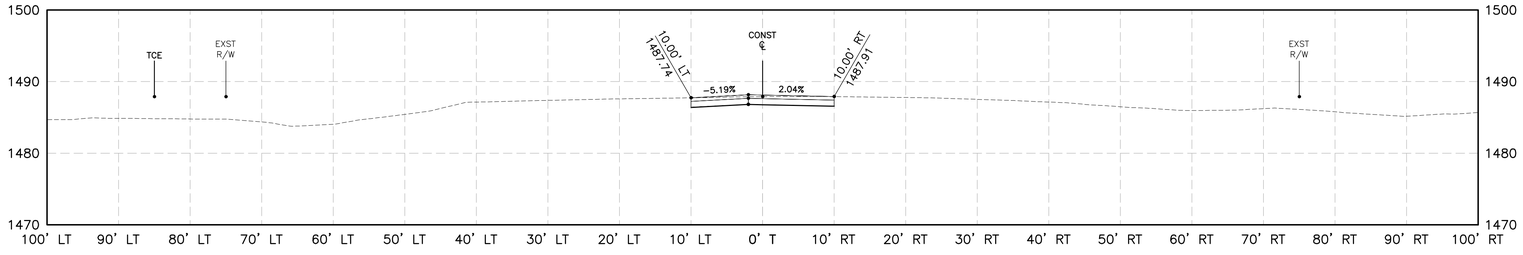
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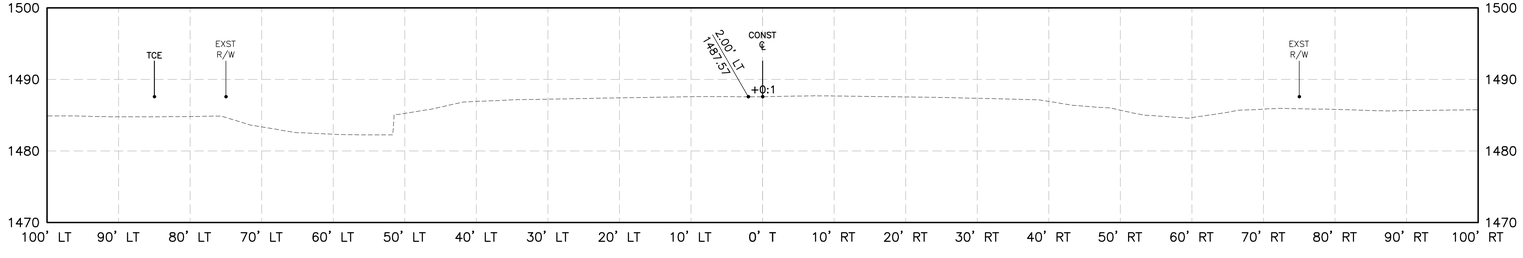
N GANTZEL RD – 330+00



N GANTZEL RD – 329+00



N GANTZEL RD – 328+00



N GANTZEL RD – 327+30

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

0' 5' 10' 20'

SCALE: 1"=10'

Contact Arizona 811 at least two full working days before you begin excavation

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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

GANTZEL ROAD
CROSS SECTIONS

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: GCT	DATE: 6/24		
SCALE: 1" = 10'		X14	14 OF 19

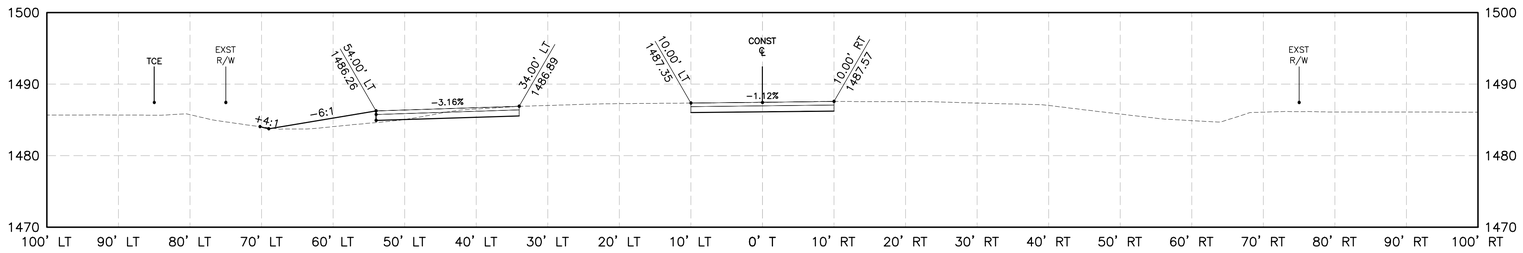
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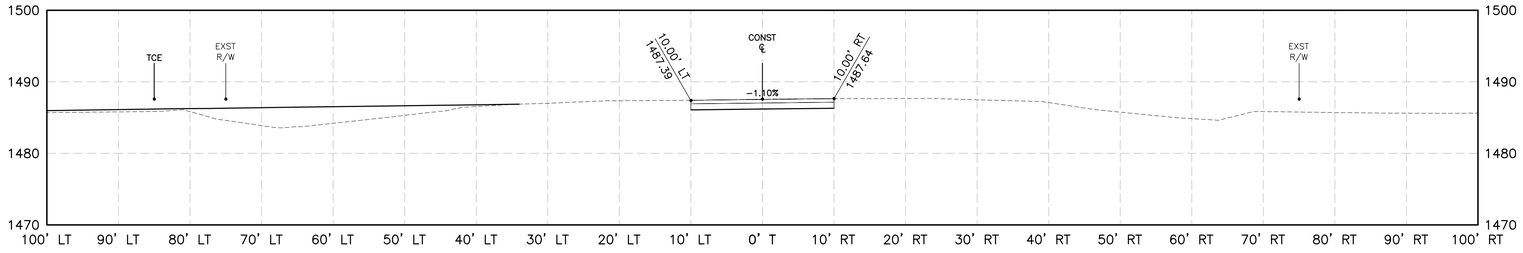
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DIBBLE PROJECT NO 1021042.03

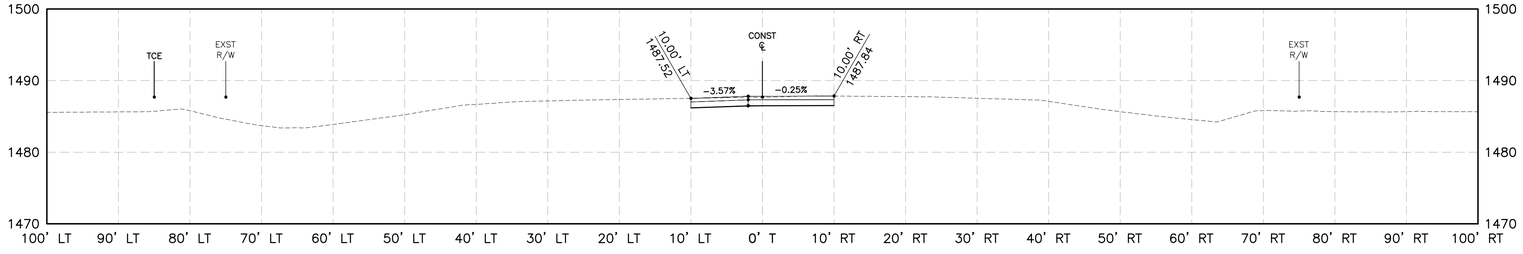
FOR INFORMATION ONLY



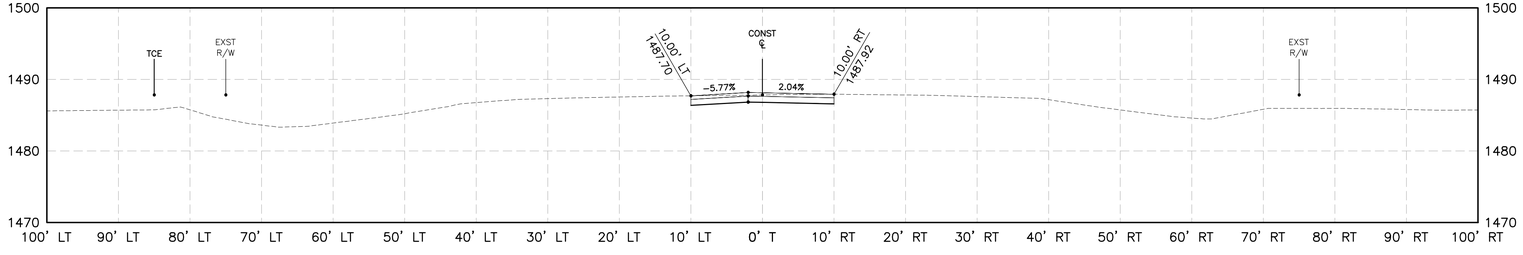
N GANTZEL RD – 334+00



N GANTZEL RD – 333+00



N GANTZEL RD – 332+00



N GANTZEL RD – 331+00

0' 5' 10' 20'

SCALE: 1"=10'

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA811
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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

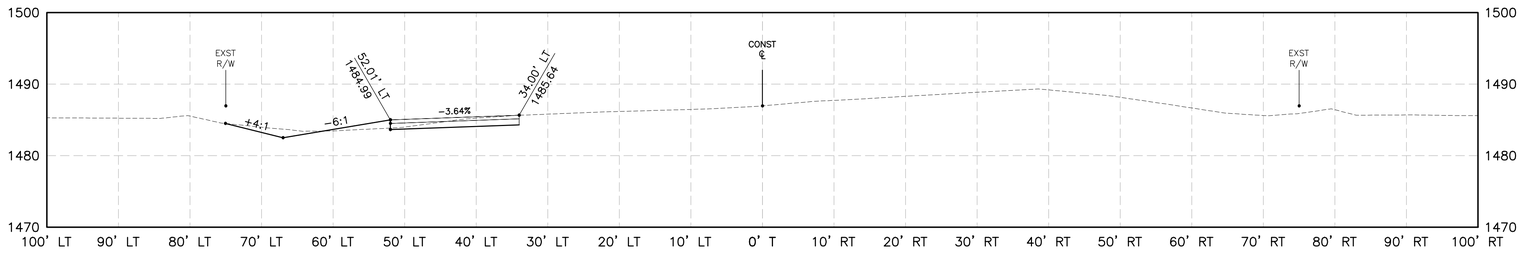
PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

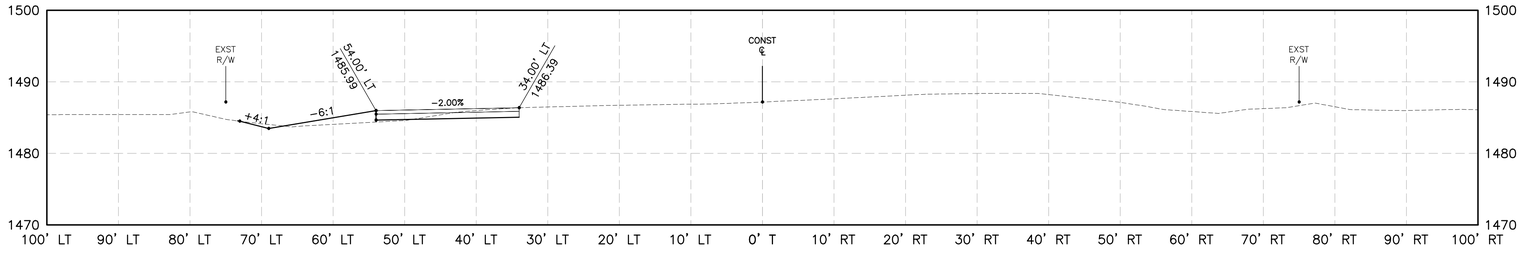
GANTZEL ROAD
CROSS SECTIONS

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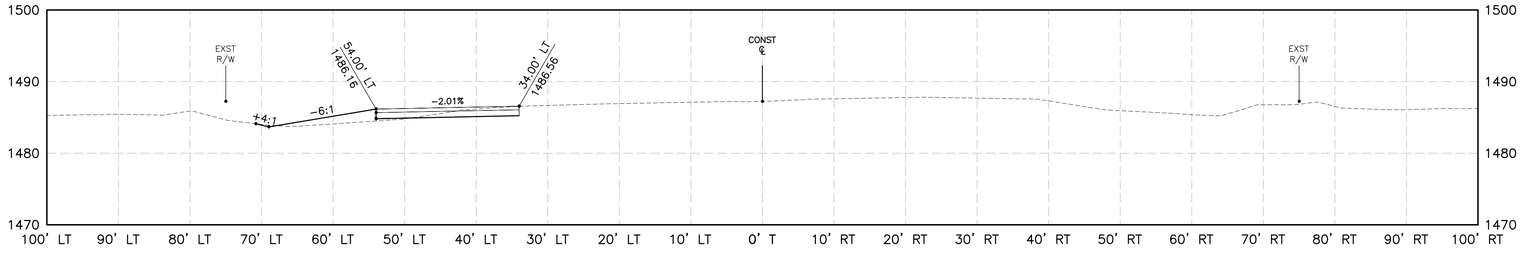
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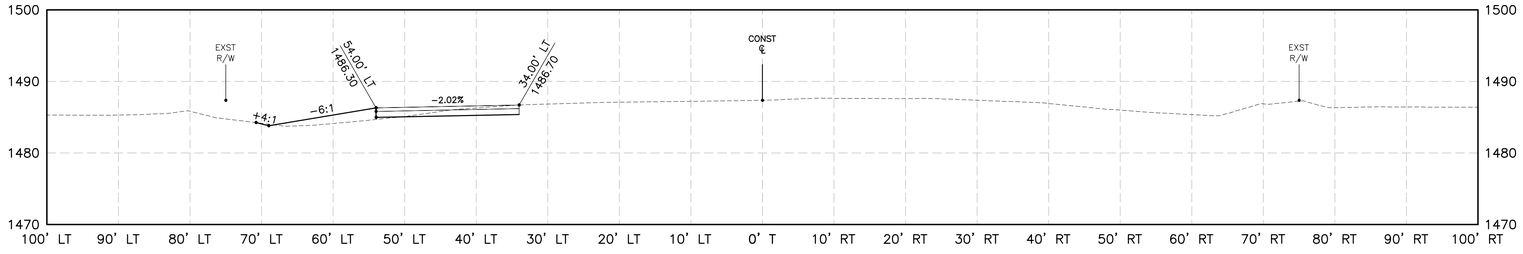
N GANTZEL RD – 338+00



N GANTZEL RD – 337+00



N GANTZEL RD – 336+00



N GANTZEL RD – 335+00

AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY

0' 5' 10' 20'

SCALE: 1"=10'

Contact Arizona 811 at least two full working days before you begin excavation
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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

GANTZEL ROAD
CROSS SECTIONS

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
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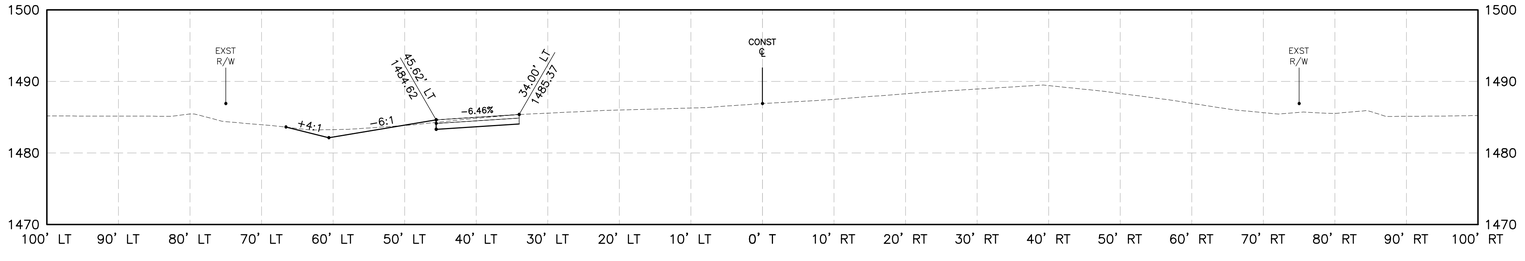
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AS BUILT DATE

DIBBLE

DIBBLE PROJECT NO 1021042.03

FOR INFORMATION ONLY



N GANTZEL RD – 338+80

0' 5' 10' 20'

SCALE: 1"=10'

Contact Arizona 811 at least two full working days before you begin excavation

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	REVISION	BY	DATE
△			

PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

GANTZEL ROAD
CROSS SECTIONS

		DRAWING	SHEET
DRN: DBB/CJN	CK: IBM		
DES: GCT	DATE: 6/24		
SCALE: 1" = 10'		X17	17 OF 19

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AS BUILT DATE

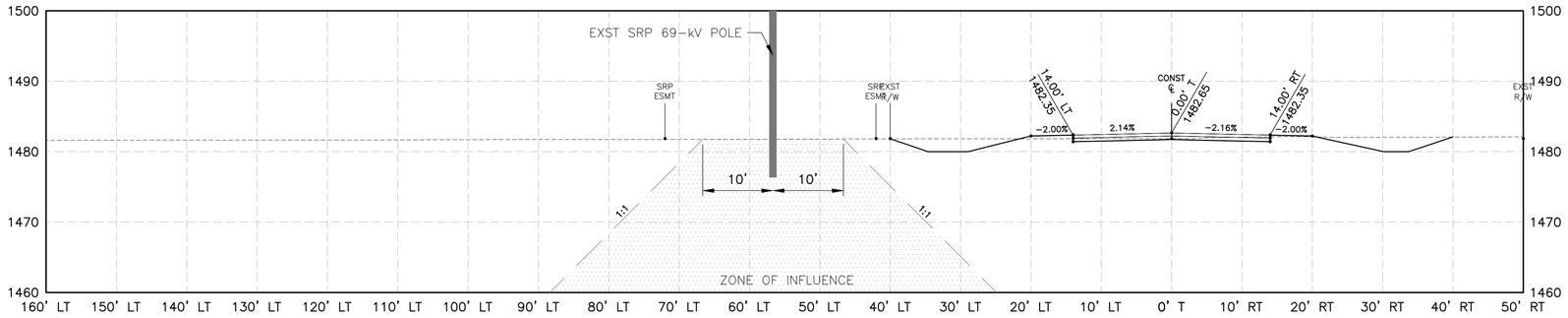
DIBBLE

DIBBLE PROJECT NO 1021042.03

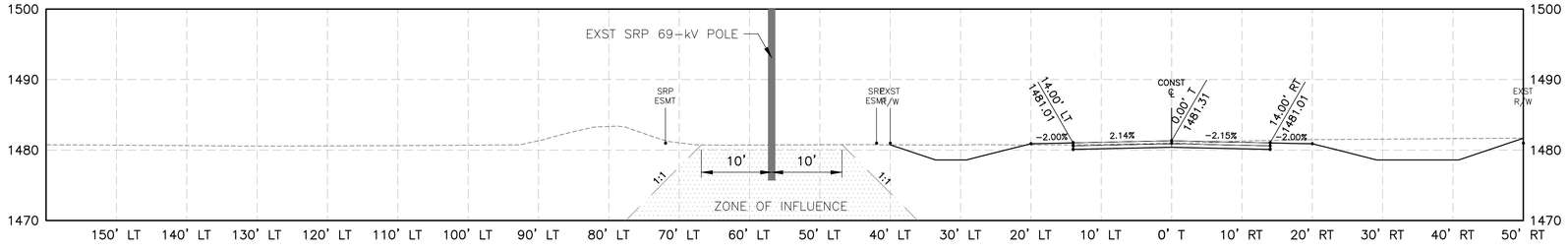
PRELIMINARY SUBMITTAL

90%

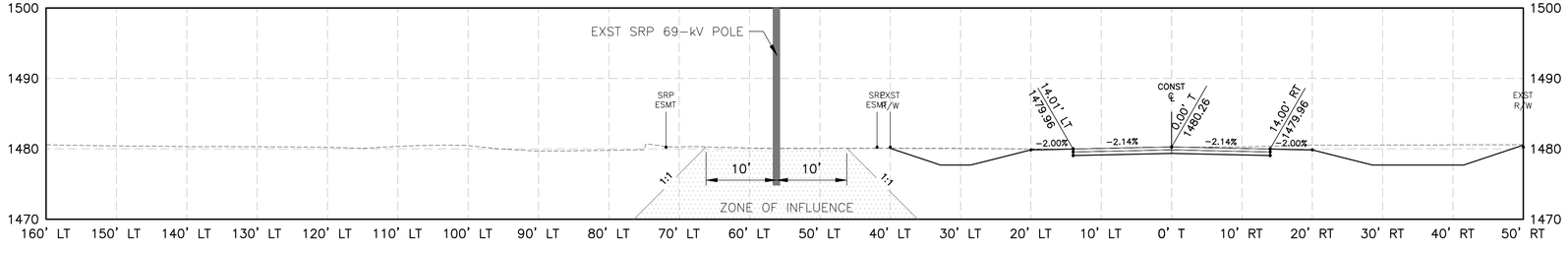
NOT FOR CONSTRUCTION OR RECORDING



SKYLINE DR – 73+06.24



SKYLINE DR – 69+85.10



SKYLINE DR – 66+64.90

0' 5' 10' 20'

SCALE: 1"=10'

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ARIZONA811

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	REVISION	BY	DATE
△			

PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DRIVE – SRP & WAPA
CROSS SECTIONS

DRN: DBB/CJN	CK: IBM	DRAWING	SHEET
DES: ACT	DATE: 6/24		
SCALE: 1" = 10'		X18	18 OF 19

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AS BUILT DATE

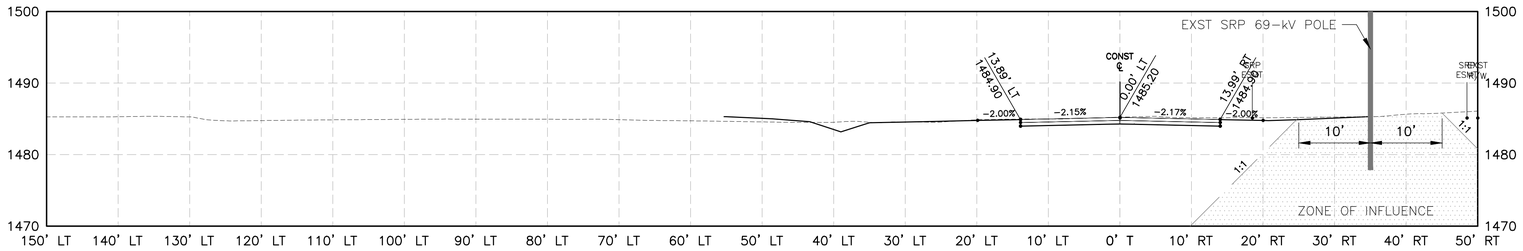
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DIBBLE PROJECT NO 1021042.03

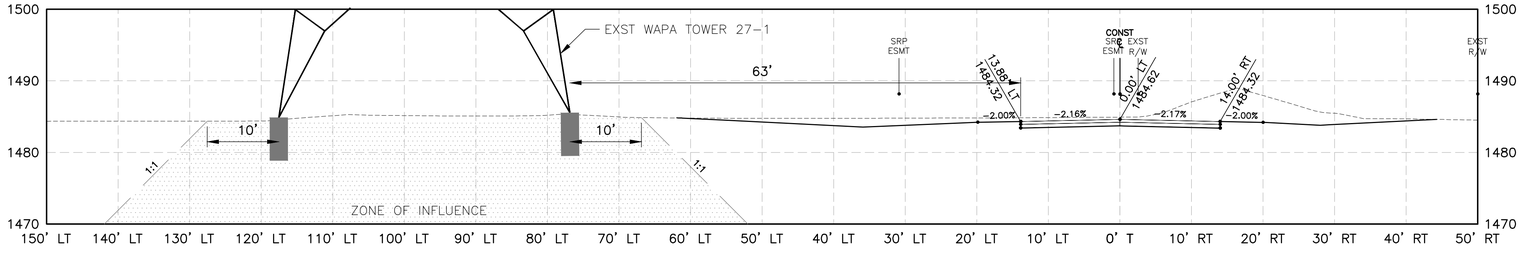
PRELIMINARY SUBMITTAL

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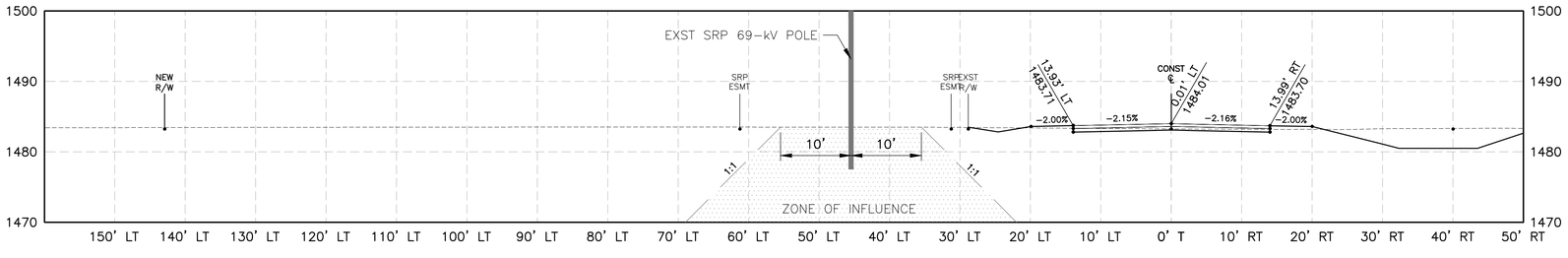
NOT FOR CONSTRUCTION OR RECORDING



SKYLINE DR – 79+18.91



SKYLINE DR – 77+79.58



SKYLINE DR – 76+32.06

0' 5' 10' 20'

SCALE: 1"=10'

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	REVISION	BY	DATE

PINAL COUNTY
WIDE OPEN OPPORTUNITY

PINAL COUNTY PROJECT NO 62952214

SKYLINE DRIVE IMPROVEMENTS
CHARBRAY DRIVE TO GANTZEL ROAD

SKYLINE DRIVE – SRP & WAPA
CROSS SECTIONS

		DRAWING	SHEET
DRN: DBB/CJN	CK: IBM		
DES: ACT	DATE: 6/24		
SCALE: 1" = 10'		X19	19 OF 19

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