

CONSTRUCTION PLANS FOR:

HEALDSBURG MUNICIPAL AIRPORT
HEALDSBURG, CALIFORNIA

AIP NO. 3-06-0305-__-2025

BASE BID - REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1 AND NORTH APRON ALTERNATE 1 - REHABILITATE ACCESS ROAD AND SOUTH APRON

MARCH 2025

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HEALDSBURG MUNICIPAL AIRPORT

APPROVED: _____ DATE: _____
CLAY THISTLE, SENIOR ENGINEER

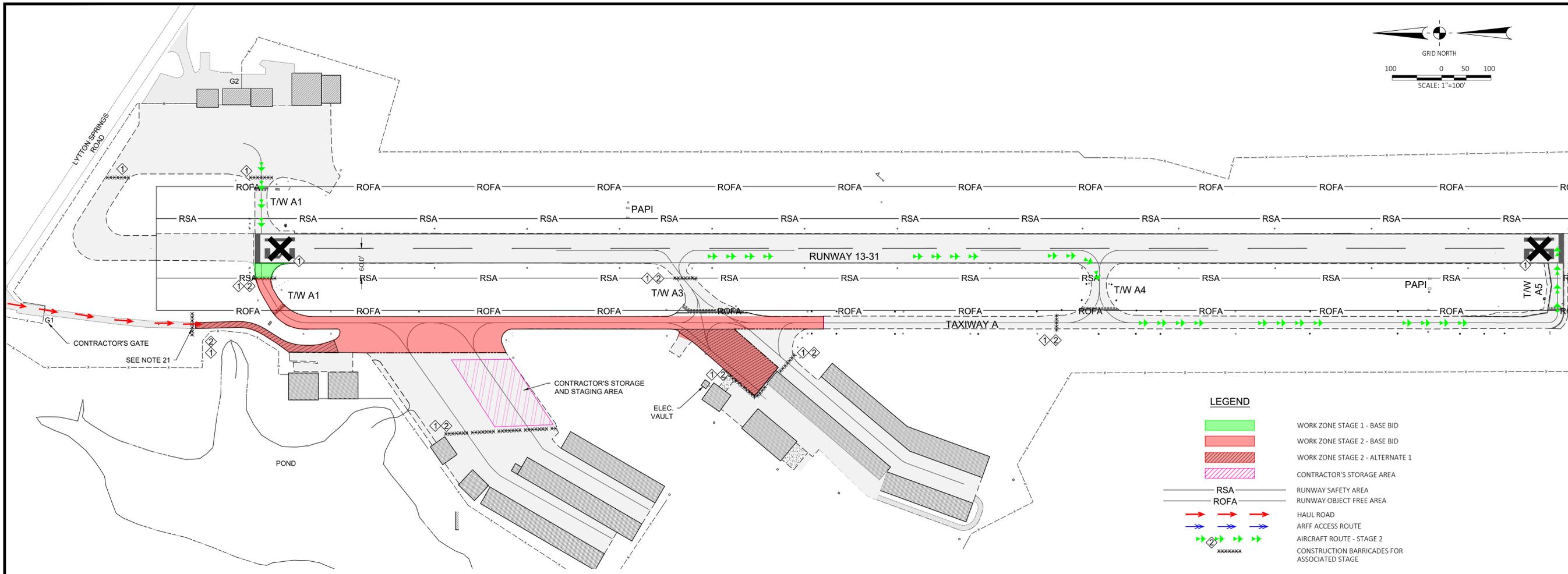
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DESIGNED BY:



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ENGINEER OF RECORD

REVISIONS

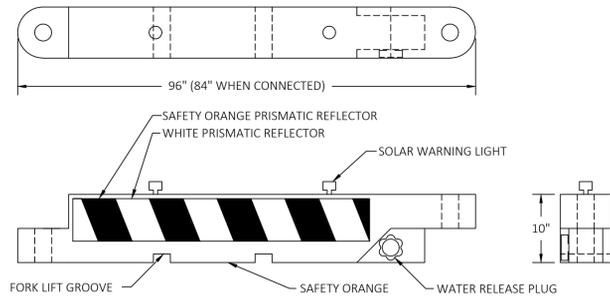
No.	REVISIONS	BY	DATE

WORK STAGING SCHEDULE

STAGE	CONTRACTOR'S WORK AREA	FACILITY CLOSURE	RESTRICTIONS
	TAXIWAY A1 WITHIN THE RUNWAY SAFETY AREA OF RUNWAY 13	RUNWAY 13-31, TAXIWAY A1, A3, A4 & A5	MINIMUM NOTICE OF 1 WEEK PRIOR TO CLOSURE WORK IN PHASE 1. LIMITED TO 4 TOTAL WORKING DAYS (NON-CONSECUTIVE)
	TAXIWAY A1 OUTSIDE THE RUNWAY SAFETY AREA, TAXIWAY A FROM TAXIWAY A1 TO SOUTH OF TAXIWAY A3, ACCESS ROAD FROM GATE G1 AND PORTIONS OF APRONS WEST OF TAXIWAY A	TAXIWAY A1, PORTION OF TAXIWAY A FROM TAXIWAY A1 TO A3, TAXIWAY A3, ACCESS ROAD & NORTH & SOUTH HANGAR APRONS WEST OF TAXIWAY A	WORK IN PHASE 2 SHALL BE CONCURRENT WITH ANY PHASE 1 WORK. PAVING TO BE COMPLETED WITHOUT TRANSVERSE JOINTS.

LEGEND

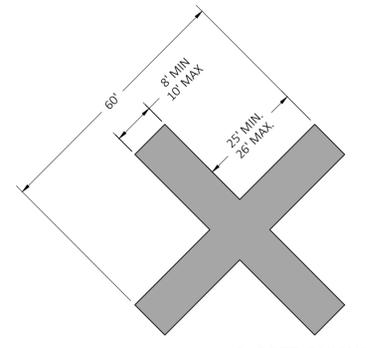
- WORK ZONE STAGE 1 - BASE BID
- WORK ZONE STAGE 2 - BASE BID
- WORK ZONE STAGE 2 - ALTERNATE 1
- CONTRACTOR'S STORAGE AREA
- RUNWAY SAFETY AREA
- RUNWAY OBJECT FREE AREA
- HAUL ROAD
- ARFF ACCESS ROUTE
- AIRCRAFT ROUTE - STAGE 2
- CONSTRUCTION BARRICADES FOR ASSOCIATED STAGE



- BARRICADE NOTES:**
- CONTRACTOR FURNISHED BARRICADES SHALL BE PLASTIC WATER-FILLED LIGHTED BARRICADES.
 - EACH BARRICADE SHALL HAVE 2 SOLAR-POWERED LIGHTS WITH RED LENSES EACH CONTROLLED BY PHOTOCELLS SUCH THAT THEY ARE ON CONTINUOUS AT NIGHT AND OFF BY DAY.
 - BARRICADES SHALL BE SECURED IF NECESSARY TO RESIST MOVEMENT FROM JET BLASTS OR PROP BLAST.
 - LOCATE BARRICADES AS SHOWN ON THE PLAN AND DIRECTED BY RESIDENT PROJECT REPRESENTATIVE. SPACING BETWEEN BARRICADES SHALL NOT EXCEED 4 FEET. SEE SHEET 3 FOR LOCATIONS.
 - AT THE COMPLETION OF THE CONSTRUCTION, ALL BARRICADES SHALL BE DRAINED OF WATER AND REMOVED FROM THE AIRPORT.
 - CONTRACTOR WILL PROVIDE, INSTALL AND MAINTAIN BARRICADES.

- GENERAL NOTES:**
- CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE SECURITY AND CLEANLINESS OF THE WORK SITE AND CONTRACTOR'S STORAGE AREA AT ALL TIMES
 - CONTRACTOR SHALL MAINTAIN HAUL ROAD AND PAVED SURFACES CLEAN OF DEBRIS AT ALL TIMES. APRON AND TAXIWAYS SHALL BE MAINTAINED BROOM CLEAN.
 - CONTRACTOR SHALL HAVE ON SITE A VACUUM SWEEPER TO KEEP CLEAN ALL HAUL ROADS ON EXISTING AIRFIELD PAVEMENT. ALL SWEEPERS USED ON AIRFIELD PAVEMENTS SHALL BE EQUIPPED WITH NYLON BRISTLES, NO METAL BRISTLES WILL BE ALLOWED
 - CONTRACTOR SHALL ACCESS THE AIRPORT THROUGH THE HANGAR ACCESS ROAD GATE.
 - CONTRACTOR WILL PROVIDE A QUALIFIED FLAGGER WITH AN AIRCRAFT RADIO TO MONITOR AIRPORT FREQUENCY, 122.80 MHZ AND OBSERVE AIRCRAFT OPERATIONS WHEN CONTRACTOR IS WORKING NEAR ACTIVE RUNWAYS, TAXIWAYS AND RESTRICTED AREAS.
 - WHEN CONSTRUCTION ACTIVITY IS WITHIN THE RUNWAY SAFETY AREA, CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN BARRICADES TO CLOSE RUNWAY 13-31. SEE BARRICADE LAYOUT FOR PHASE 1.
 - WHEN CONSTRUCTION ACTIVITY IS WITHIN THE TAXIWAY OBJECT FREE AREA OF TAXIWAY A, CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN BARRICADES TO CLOSE THAT PORTION OF TAXIWAY A IN WHICH THE CONTRACTOR IS WORKING. SEE BARRICADE LAYOUT FOR PHASE 2.
 - CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN LIGHTED BARRICADES DURING CLOSING OF ALL TAXIWAYS AND RUNWAY. CONTRACTOR PROVIDED BARRICADES SHALL BE FURNISHED AND INSTALLED AS SHOWN ON THE PLANS.
 - CONTRACTOR SHALL USE DESIGNATED HAUL ROADS FROM STORAGE AREA TO WORK ZONE.
 - CONTRACTOR'S STORAGE AREA SHALL BE DESIGNATED IN THE AREA SHOWN ON THE PLANS AND THE PERIMETER MARKED BY APPROVED BARRICADES OR FENCING. NO SEPARATE PAYMENT FOR CLEARING, GRADING, AND RESTORATION OF THE AREA.
 - CONTRACTOR SHALL PROTECT ALL PROPERTY CORNER MARKERS AND BENCH MARKS FROM DAMAGE.
 - CONTRACTOR SHALL VERIFY LOCATION AND PROTECT ALL EXISTING UTILITIES.
 - SHOULD CONTRACTOR ENCOUNTER AND DAMAGE A WATERLINE ON THE AIRPORT HE SHALL IMMEDIATELY NOTIFY THE LOCAL FIRE DEPARTMENT AND THE AIRPORT.
 - IN CASE OF AN AIRCRAFT EMERGENCY THE AREA AROUND THE AIRCRAFT SHALL BE EVACUATED AND NOT REENTERED BY THE CONTRACTOR WITHOUT GIVEN PERMISSION EXCEPT FOR LIFESAVING ACTIVITIES.
 - ALL GATES USED BY THE CONTRACTOR SHALL REMAIN CLOSED AT ALL TIMES EXCEPT WHEN AUTHORIZED EQUIPMENT IS ACTUALLY ENTERING THE AIRPORT. DURING CONTINUOUS USE OF A GATE FOR DELIVERY OF EQUIPMENT OR MATERIALS, CONTRACTOR SHALL REQUEST THAT THE AIRPORT PLACE THE GATE IN A LOCKED OPEN STATE; CONTRACTOR SHALL PROVIDE A FLAGGER, TRAINED BY THE AIRPORT AND PLACE THE FLAGGER AT THE OPEN GATE TO KEEP UNAUTHORIZED PERSONNEL AND WILDLIFE FROM ENTERING THE AIRPORT.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR DUST AND EROSION CONTROL DURING THE DURATION OF THE PROJECT. CONTRACTOR SHALL ACQUIRE WATER PERMITS AS REQUIRED BY THE CITY OF HEALDSBURG PRIOR TO START OF ANY WORK ON THE AIRPORT.
 - ALL EQUIPMENT OPERATING DURING DAYLIGHT HOURS SHALL BE EQUIPPED WITH AN ORANGE AND WHITE CHECKERED FLAG OR FLASHING AMBER BEACON. EQUIPMENT OPERATING IN LOW VISIBILITY CONDITIONS, DAWN OR DUSK HOURS SHALL BE EQUIPPED AND USE AN AMBER FLASHING BEACON.
 - ALL TRASH SHALL BE PLACED IN WASTE CONTAINERS TO PREVENT THE ATTRACTION OF WILDLIFE. WASTE CONTAINERS SHALL BE EQUIPPED WITH LIDS AND SECURED AT ALL TIMES. NO TRASH OR DEBRIS SHALL BE LEFT ON SITE BY THE CONTRACTOR.
 - NO DISPOSAL SITES LOCATED ON AIRPORT PROPERTY. CONTRACTOR SHALL BE RESPONSIBLE FOR HAULING OFF SITE ALL EXISTING DEMOLISHED AND EXCAVATED MATERIALS. CONTRACTOR SHALL SECURE A DISPOSAL SITE AND OBTAIN ALL PERMITS. NO SEPARATE PAYMENT FOR DISPOSAL SITE, DISPOSAL PERMIT OR HAULING OFFSITE.
 - CONTRACTOR SHALL INSTALL THE TEMPORARY BMP'S AS REQUIRED BY THE SWPPP AT ANY TEMPORARY STOCKPILES AS NEEDED LOCATED IN THE CONTRACTOR'S STORAGE AND STAGING AREA.
 - HANGAR TENANT VEHICULAR ACCESS MAY BE ACCOMMODATED BY AIRPORT ESCORT WITH HANGAR TENANT NOTIFICATION 24 HOURS IN ADVANCE. PRIOR PERMISSION MUST BE GRANTED BY AIRPORT MANAGER FOR HANGAR ACCESS DURING THE PROJECT.

- STAGING NOTES:**
- CONTRACTOR SHALL FURNISH, PLACE, MAINTAIN & REMOVE BARRICADES AND CLOSED RUNWAY CROSSES AS NEEDED. AIRPORT WILL FURNISH THE CLOSED RUNWAY CROSSES BUT THE CONTRACTOR MUST FURNISH SAND BAGS AND WILL BE RESPONSIBLE FOR PLACING, REMOVING, AND MAINTAINING THE CLOSED RUNWAY CROSSES.
 - THERE ARE TWO WORK AREAS FOR THIS PROJECT. WORK AREA 1, AS SHOWN, INCLUDES THE AC REMOVAL AND NEW AC PAVING OF THE PORTION OF CROSS TAXIWAY A1 WEST INSIDE OF THE RUNWAY SAFETY AREA. WORK AREA 2 INCLUDES THE AC REMOVAL AND NEW AC PAVING OF TAXIWAY A1 WEST OUTSIDE OF THE RUNWAY SAFETY AREA AND THE ACCESS ROAD, PORTION OF TAXIWAY A FROM TAXIWAY A1 TO SOUTH OF TAXIWAY A3 AND PORTION OF THE NORTH & SOUTH TEE HANGAR APRONS. PRIORITY IS TO FINISH ALL WORK WITHIN THE RUNWAY SAFETY AREA IN ORDER TO READJUST THE LIMITS OF WORK TO WORKING OUTSIDE THE RUNWAY SAFETY AREA AND OPEN THE RUNWAY AS SOON AS POSSIBLE AND CONTINUE WORKING IN WORK AREA 2. WORK IN AREA 2 MAY BE DONE CONCURRENTLY WITH WORK IN AREA 1.
 - CONTRACTOR SHALL PROVIDE A DETAILED SCHEDULE CLOSING OF EACH WORK AREA.
 - NO WORK SHALL BEGIN UNTIL ALL BARRICADES AND/OR CLOSED RUNWAY CROSSES HAVE BEEN INSTALLED TO CLOSE THE ROAD, APRONS, TAXIWAYS AND RUNWAY AS SHOWN ON THE BARRICADE PLAN FOR EACH WORK ZONE. ALL NAVAIDS (PAPI, BEACON AND WIND CONES) AND LIGHTING SHALL BE POWERED OFF AS NEEDED AND THE REQUIRED NOTAMS ISSUED.
 - RUNWAY 13-31 SHALL BE CLOSED EACH DAY, DURING WORKING HOURS FOR STAGE 1. RUNWAY 13-31 WILL BE OPENED AT THE END OF EACH DAY FOR STAGE 1 BUT TAXIWAY A1 WEST ALONG WITH ALL OF AREA 2, WILL REMAIN CLOSED UNTIL NEW AC PAVING AND MARKING IS INSTALLED. ALL RUNWAY LIGHTS SHALL BE IN WORKING CONDITION, EACH DAY, PRIOR TO THE OPENING OF THE RUNWAY DURING ALL STAGES. WORK HOURS ON THE RUNWAY AND TAXIWAY SHALL BE LIMITED TO 7 AM TO 5 PM, MONDAY THRU FRIDAY. RUNWAY 13-31 WILL BE OPEN WHEN WORKING ONLY IN STAGE 2. AIRCRAFT WILL BE REQUIRED TO BACK TAXI ON RUNWAY WITH CLOSURES OF TAXIWAY A NORTH PORTION, A1 AND A3.
 - CONTRACTOR SHALL GIVE AIRPORT 3 WEEKS NOTICE PRIOR TO START OF CONSTRUCTION.
 - CONTRACTOR'S TEMPORARY STORAGE AND STAGING AREA IS LOCATED ON THE NORTH TEE HANGAR APRON. AREA MAY BE USED FOR TEMPORARY STOCKPILES. ALL STOCKPILES SHALL BE REMOVED AT THE END OF THE PROJECT AND EXISTING PAVEMENT BROOM CLEANED. EXISTING MARKING SHALL BE REMARKED IF DAMAGED.
 - CONTRACTOR'S ACCESS AND HAUL ROAD IS THROUGH GATE G1. GATE SHALL REMAIN CLOSED EXCEPT FOR CONTINUOUS DELIVERY OF MATERIALS. SEE GENERAL NOTE 15 FOR CONTINUOUS GATE USE. PROTECT GATE AND CONTROLS FROM DAMAGE. AIRPORT ACCESS AND HAUL ROAD SHALL BE BROOM CLEAN. CONTRACTOR SHALL SELF INSPECT VEHICLES TO PREVENT AIRPORT MATERIALS BEING TRACKED ONTO ACCESS ROAD AND ADJOINING COUNTY ROAD.
 - STAGES 1 AND 2 SHALL BE COMPLETED WITHIN 9 CONSECUTIVE WORKING DAYS FOR THE BASE BID ONLY OR 14 CONSECUTIVE WORKING DAYS FOR THE BASE BID PLUS ALTERNATE 1 WITH 1 ADDITIONAL WORKING DAY FOR THE FINAL COAT OF AIRFIELD MARKING 30 DAYS LATER. STAGE 1 RUNWAY CLOSURES WILL BE ALLOWED FOR A MAXIMUM OF 4 WORKING DAYS DURING THE 11 TOTAL WORKING DAYS.



- NOTES:**
- AIRPORT WILL FURNISH THE CLOSED RUNWAY CROSSES BUT THE CONTRACTOR MUST FURNISH SAND BAGS AND WILL BE RESPONSIBLE FOR PLACING AND MAINTAINING THE CLOSED RUNWAY CROSSES.
 - CROSSES SHALL BE PLACED ON EACH END OF CLOSED RUNWAY AT ALL TIMES THAT WORK IS PERFORMED ON THE RUNWAY. NO WORK SHALL BEGIN ON RUNWAY UNTIL CROSSES HAVE BEEN INSTALLED AND ANCHORED.

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BASE BID
 ALTERNATE 1

GENERAL NOTES:

- CONSTRUCTION OF THIS PROJECT SHALL BE IN ACCORDANCE WITH THE CONTRACT AGREEMENT, THESE PLANS, TECHNICAL SPECIFICATIONS, SPECIAL PROVISIONS, INFORMATION FOR BIDDERS, AND ALL APPLICABLE FAA STANDARDS AND OTHER REFERENCED DOCUMENTS. CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL SAFETY AND ENVIRONMENTAL REGULATIONS. THE PROJECT IS SUBJECT TO INSPECTION BY THE OWNER AND THE RESIDENT PROJECT REPRESENTATIVE DESIGNATED BY THE OWNER, THE FEDERAL AVIATION ADMINISTRATION, AND ANY OTHER GOVERNING AGENCIES.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY STATE AND LOCAL PERMITS PRIOR TO CONSTRUCTION OF THIS PROJECT.
- THE CONTRACTOR SHALL NOTIFY THE OWNER IN WRITING A MINIMUM OF 72 HOURS IN ADVANCE TO OBTAIN CLEARANCE FOR WORK.
- THE CONTRACTOR'S SUPERINTENDENT SHALL BE ON THE CONSTRUCTION SITE AT ALL TIMES DURING WORKING HOURS WHILE THIS PROJECT IS IN PROGRESS. SUPERINTENDENT SHALL BE CONTRACTOR'S DESIGNATED RESPONSIBLE REPRESENTATIVE AND SHALL BE AVAILABLE IN CASE OF EMERGENCIES ON A 24-HOUR DAILY BASIS.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE CLEANLINESS, SAFETY, AND SECURITY OF THE WORK, STAGING AND STORAGE AREAS AT ALL TIMES.
- THESE PLANS SHOW ITEMS TO BE CONSTRUCTED UNDER THIS CONTRACT AND EXISTING FIELD CONDITIONS AT THE TIME THESE PLANS WERE PREPARED. THE EXISTING INFORMATION SHOWN ON THESE PLANS IS FROM THE BEST SOURCES AVAILABLE AT THE TIME OF COMPILATION. ACTUAL FIELD CONDITIONS, GRADES, LOCATIONS AND OTHER FEATURES MAY DIFFER FROM CONDITIONS INDICATED ON THESE DOCUMENTS. THE CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO SATISFY HIMSELF THAT THE INFORMATION IS STILL CURRENT AT THE TIME OF CONSTRUCTION NOTICE TO PROCEED. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AND OWNER OF ANY DISCREPANCIES OR CHANGES ENCOUNTERED.
- ELECTRONIC FILES OF THESE PLANS MAY BE PROVIDED BY THE ENGINEER AS A CONVENIENCE TO THE CONTRACTOR. IF THERE ARE ANY DISCREPANCIES BETWEEN THE PLANS AND THE ELECTRONIC FILES, THE PLANS SHALL GOVERN. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY DISCREPANCIES ARE ENCOUNTERED. EXISTING GRADES SHOWN ARE LIMITED BY THE ACCURACY OF SURVEYING METHODS AND INTERPOLATION BETWEEN SURVEY POINTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONSTRUCT THE PROJECT TO THE PRINTED PLANS AND SPECIFICATIONS AND IN ACCORDANCE WITH SOUND CONSTRUCTION PRACTICES.
- THE LOCATION OF EXISTING UNDERGROUND UTILITIES, SERVICE LATERALS AND CONDUIT ("UTILITIES") IS BASED ON THE BEST AVAILABLE INFORMATION TO THE ENGINEER AND SHALL BE ASSUMED AS APPROXIMATE AND REQUIRING FIELD VERIFICATION. CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING AND AVOIDING ALL UTILITIES AND FOR REPAIRING ALL DAMAGE THAT OCCURS DUE TO THE CONTRACTOR'S ACTIVITIES. CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT PRIOR TO CONSTRUCTION, AND SHALL POT-HOLE TO VERIFY LOCATION, DEPTH, AND SIZE OF UTILITIES WITHIN THE LIMITS OF CONSTRUCTION.
- EXERCISE EXTREME CARE WHEN USING ANY EQUIPMENT TO PREVENT CONTACT WITH ANY NEARBY POWER LINES AND POWER SOURCES. SAFE WORKING CLEARANCES SHALL CONFORM TO THE NATIONAL ELECTRIC CODE.

- THE CONTRACTOR SHALL COORDINATE WITH THE OWNER AND RPR ON THE PRECISE LOCATION AND LIMITS OF THE CONTRACTOR'S STAGING AND STORAGE AREA, AS WELL AS ANY SPECIAL REQUIREMENTS FOR FENCING, SECURITY OR ACCESS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ALL UTILITIES AND HOOK-UPS NECESSARY FOR THE CONTRACTOR'S USE AND FOR ALL PROJECT FIELD OFFICES AS REQUIRED IN THE SPECIAL PROVISIONS. THE CONTRACTOR SHALL USE THE STAGING AND STORAGE AREA FOR SHOP, MATERIAL AND EQUIPMENT STORAGE, AND OTHER PROJECT-RELATED ACTIVITIES INCLUDING EMPLOYEE PARKING. ALL COSTS ASSOCIATED WITH PREPARATION AND CLEANUP OF THE STAGING AREA SHALL BE BORNE BY THE CONTRACTOR.
- ANY AND ALL REQUIRED UTILITIES FOR THE CONTRACTOR'S OPERATIONS SHALL BE ARRANGED FOR AND PAID FOR BY THE CONTRACTOR AND PAID DIRECTLY TO THE APPROPRIATE UTILITY. UTILITY ARRANGEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER AND RPR.
- THE CONTRACTOR SHALL NOT ENTER ONTO ANY AREA OUTSIDE OF THE CONSTRUCTION LIMITS, STAGING AREA, OR DESIGNATED HAUL ROUTES WITHOUT APPROVAL OF THE OWNER AND RPR.
- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE TRAFFIC REGULATIONS CONCERNING THE USE OF STREETS AND ROADWAYS FOR HAULING. ANY DAMAGE DONE TO THE ROADWAYS DUE TO THE CONTRACTOR'S EQUIPMENT OR HAULING OPERATIONS SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT NO COST TO THE OWNER.
- NO MATERIAL SHALL BE WASTED OR STOCKPILED ON THE AIRPORT UNLESS APPROVED BY THE OWNER AND RPR. STOCKPILED MATERIAL SHALL MEET SWPPP REQUIREMENTS AND SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT AS A RESULT OF AIRCRAFT OPERATIONS OR WIND AND IN ACCORDANCE WITH FAA ADVISORY CIRCULARS.
- THE CONTRACTOR SHALL INVESTIGATE THE AVAILABILITY OF AN ADEQUATE SUPPLY OF SUITABLE WATER AND PROVIDE NECESSARY FACILITIES TO FURNISH WATER FOR USE DURING CONSTRUCTION, SOLELY AT HIS EXPENSE. CONTRACTOR SHALL NOT DRAW WATER FROM ANY FIRE HYDRANT FOR USE ON THE WORK WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE CONTROLLING FIRE DEPARTMENT OR UTILITY.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL FIRE HYDRANTS AND BACKFLOW PREVENTERS AT ALL TIMES.
- THE CONTRACTOR SHALL SUBMIT A DRAWING SHOWING THE PROPOSED SITE LAYOUT OF ANY BATCH PLANTS. THE PLAN SHALL BE APPROVED BY THE OWNER AND RPR PRIOR TO STARTING ANY WORK.
- ANY WASTE, CONSTRUCTION DEBRIS, OR SOIL MUST BE DISPOSED OF PROPERLY. DISPOSAL OF MATERIAL OFF-SITE SHALL BE DONE IN A LAWFUL MANNER AND AT A SITE HAVING CURRENT APPROVAL TO ACCEPT SOLID WASTE. DISPOSAL SITE AND PROCEDURES MUST BE IDENTIFIED BY THE CONTRACTOR AND SUBMITTED TO THE OWNER AND RPR FOR APPROVAL PRIOR TO USE.
- CONTRACTOR SHALL HAVE SPILL KITS AVAILABLE IN WORK AREAS AND SHALL CONTAIN ALL SPILLS IMMEDIATELY AND SHALL NOTIFY RPR. AT ANY SIGN OF CONTAMINATED SOIL, THE CONTRACTOR SHALL NOTIFY RPR AND OWNER FOR ASSESSMENT OF APPROPRIATE REMEDIATION.
- ANY PRODUCTS IN 5 GALLON CONTAINERS OR LARGER MUST HAVE SECONDARY CONTAINMENT AND KEPT AWAY FROM STORM DRAINS. ENSURE ALL STORM DRAINS ARE PROTECTED IN CONSTRUCTION AND STAGING AREAS.

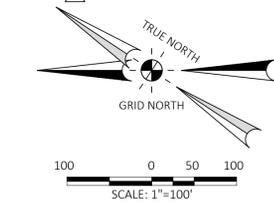
- ANY SOLVENT USED TO CLEAN TOOLS, EQUIPMENT, OR SPILLS MAY BE CONSIDERED A HAZARDOUS WASTE AND MUST BE PROPERLY MANAGED. NO SOLVENTS, CLEANING BY-PRODUCTS, WASTE, REFUSE, OR LEFTOVER PAINT MAY BE DISPOSED OF OR DISCHARGED INTO STORM DRAINS, DRYWELLS, OR ANY GROUND SURFACE, OR OTHERWISE BE PERMITTED TO REMAIN ON AIRPORT PROPERTY. ALL SUCH MATERIAL SHALL BE REMOVED OFF-SITE BY CONTRACTOR IN ACCORDANCE WITH APPLICABLE LAWS AND REGULATIONS.
- THE CONTRACTOR SHALL CONDUCT THE FINAL CLEANING OF AFFECTED AIRPORT PAVEMENTS PRIOR TO REOPENING THE PAVEMENTS TO AIR TRAFFIC. CONTRACTOR TO PROTECT ALL EXISTING UTILITY VAULTS AND LIDS DURING CONSTRUCTION. CONTRACTOR SHALL ENSURE THAT ALL VAULT LIDS ARE OPERATIONAL FOLLOWING COMPLETION OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR CONTINUOUS DAILY CLEAN-UP OF THE WORK AREA. NO WIRE OR METAL BRISTLES ARE ALLOWED ON AIRFIELD PAVEMENTS.
- THE CONTRACTOR SHALL COMPLETE CLEANUP AND RESTORATION OF THE ENTIRE PROJECT AREA, INCLUDING STAGING AND STORAGE AREAS PRIOR TO PROJECT FINAL ACCEPTANCE.

COMMON ABBREVIATIONS:

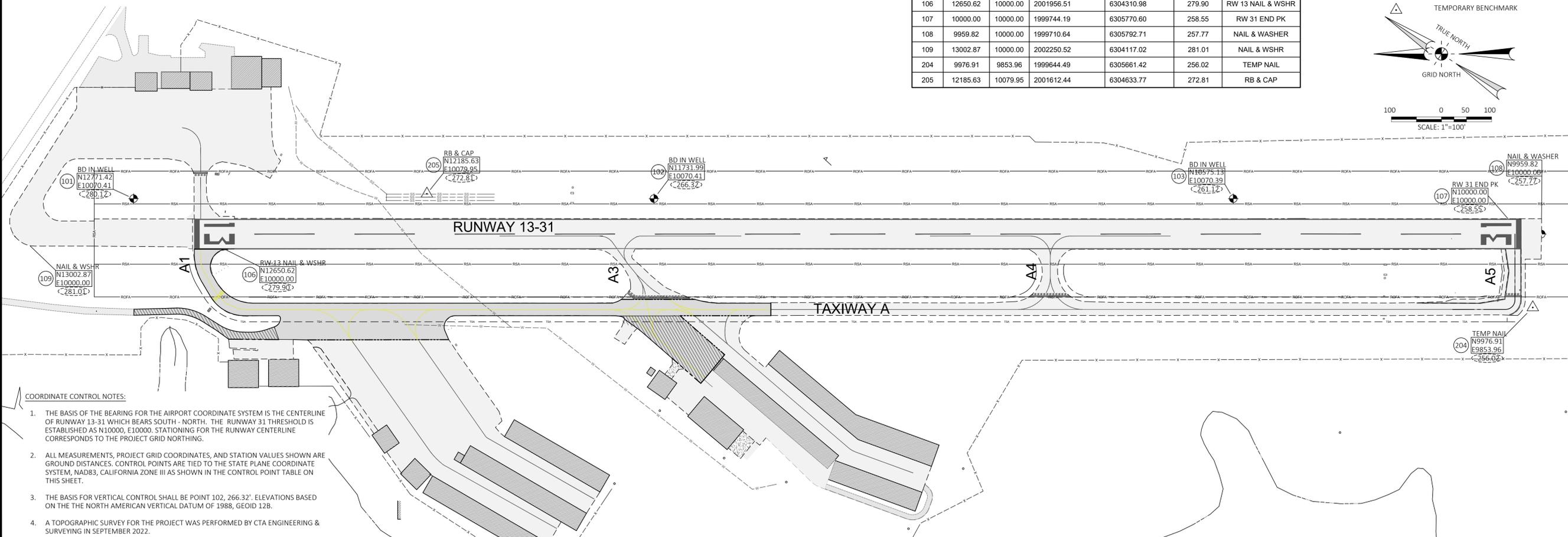
AB	AGGREGATE BASE	MIN	MINIMUM
ABND	ABANDONED	MON	MONUMENT
AC	ASPHALT CONCRETE	N	NORTH
ALT	ALTERNATE	NE	NORTHEAST
APPROX	APPROXIMATE	NIC	NOT IN CONTRACT
ASB	AGGREGATE SUBBASE	No. #	NUMBER
ATCT	AIR TRAFFIC CONTROL TOWER	NOTAM	NOTICE TO AIR MISSIONS
AWG	AMERICAN WIRE GAUGE	NTS	NOT TO SCALE
BNDY	BOUNDARY	NW	NORTHWEST
BLD	BUILDING	OC	ON CENTER
BM	BENCH MARK	OD	OUTSIDE DIAMETER
CBR	CALIFORNIA BEARING RATIO	PAPI	PRECISION APPROACH PATH INDICATOR
CL OR C	CENTERLINE	PB	PULL BOX
COMM	COMMUNICATION	PC	POINT OF CURVATURE
COORD	COORDINATE	PCB	PERMEABLE CONCRETE BASE COURSE
CTAF	COMMON TRAFFIC ADVISORY FREQUENCY	PCC	PORTLAND CEMENT CONCRETE
CSPP	CONSTRUCTION SAFETY & PHASING PLAN	PI	POINT OF INTERSECTION
CU YD OR CY	CUBIC YARD	PL	PROPERTY LINE
DIA	DIAMETER	PT	POINT OF TANGENCY
DI	DROP INLET	PVI	POINT OF VERTICAL INTERSECTION
DIP	DUCTILE IRON PIPE	PWR	POWER
E	EAST	R	RADIUS
EA	EACH	RCP	REINFORCED CONCRETE PIPE
EG	EXISTING GRADE (OR GROUND)	RPR	RESIDENT PROJECT REPRESENTATIVE
EX, EXIST	EXISTING	RT	RIGHT
EXC	EXCAVATION	RW	RUNWAY
FAA	FEDERAL AVIATION ADMINISTRATION	S	SOUTH, OR SLOPE
FBO	FIXED BASED OPERATOR	SCH	SCHEDULE
FG	FINISHED GRADE (OR GROUND)	SD	STORM DRAIN
FH	FIRE HYDRANT	SDR	STANDARD DIMENSION RATIO
FL	FLOW LINE	SE	SOUTHEAST
FT	FEET	SPEC	SPECIFICATIONS
GAL	GALLON	SS	SANITARY SEWER
GALV	GALVANIZED	SQ YD, SY	SQUARE YARD
GB	GRADE BREAK	SW	SOUTHWEST
GND	GROUND	SWPPP	STORM WATER POLLUTION PREVENTION PLAN
HGR	HANGAR	TD	TOP OF DUCT
HH	HANDHOLE	TL	TAXILANE
HORZ	HORIZONTAL	TW	TAXIWAY
ID	INSIDE DIAMETER	UG	UNDERGROUND
INV	INVERT	VAR	VARIABLES (OR VARIABLE)
KV	KILOVOLT	VOL	VOLUME
kVA	KILOVOLT AMPERE	W/	WITH
L	LENGTH	W	WEST, OR WIDTH, OR WATER
LF	LINEAR FEET	WM	WATER METER
LT	LEFT	WV	WATER VALVE
MAX	MAXIMUM		
MH	MANHOLE		

LEGEND

- N11731.99
E10070.41
272.81
- NEW PAVEMENT SECTION - BASE BID
- NEW PAVEMENT SECTION - ALTERNATE 1
- EXISTING PAVEMENT
- EX BUILDING
- EX EDGE OF PAVEMENT
- EXISTING SURVEY MONUMENT
- TEMPORARY BENCHMARK



CONTROL MONUMENTS						
Point #	NORTHING	EASTING	NORTHING (NAD83)	EASTING (NAD83)	ELEVATION	DESCRIPTION
101	12771.42	10070.41	2002096.11	6304303.23	280.12	BD IN WELL
102	11731.99	10070.41	2001228.55	6304875.61	266.32	BD IN WELL
103	10575.13	10070.39	2000262.98	6305512.64	261.12	BD IN WELL
106	12650.62	10000.00	2001956.51	6304310.98	279.90	RW 13 NAIL & WSHR
107	10000.00	10000.00	1999744.19	6305770.60	258.55	RW 31 END PK
108	9959.82	10000.00	1999710.64	6305792.71	257.77	NAIL & WASHER
109	13002.87	10000.00	2002250.52	6304117.02	281.01	NAIL & WSHR
204	9976.91	9853.96	1999644.49	6305661.42	256.02	TEMP NAIL
205	12185.63	10079.95	2001612.44	6304633.77	272.81	RB & CAP



COORDINATE CONTROL NOTES:

- THE BASIS OF THE BEARING FOR THE AIRPORT COORDINATE SYSTEM IS THE CENTERLINE OF RUNWAY 13-31 WHICH BEARS SOUTH - NORTH. THE RUNWAY 31 THRESHOLD IS ESTABLISHED AS N10000, E10000. STATIONING FOR THE RUNWAY CENTERLINE CORRESPONDS TO THE PROJECT GRID NORTHING.
- ALL MEASUREMENTS, PROJECT GRID COORDINATES, AND STATION VALUES SHOWN ARE GROUND DISTANCES. CONTROL POINTS ARE TIED TO THE STATE PLANE COORDINATE SYSTEM, NAD83, CALIFORNIA ZONE III AS SHOWN IN THE CONTROL POINT TABLE ON THIS SHEET.
- THE BASIS FOR VERTICAL CONTROL SHALL BE POINT 102, 266.32'. ELEVATIONS BASED ON THE THE NORTH AMERICAN VERTICAL DATUM OF 1988, GEOID 12B.
- A TOPOGRAPHIC SURVEY FOR THE PROJECT WAS PERFORMED BY CTA ENGINEERING & SURVEYING IN SEPTEMBER 2022.
- IF ANY SURVEY MONUMENTS ARE DISTURBED DURING CONSTRUCTION, THE CONTRACTOR SHALL AT HAVE A REGISTERED LAND SURVEYOR REPLACE THE DISTURBED MONUMENTS AT CONTRACTOR'S EXPENSE.



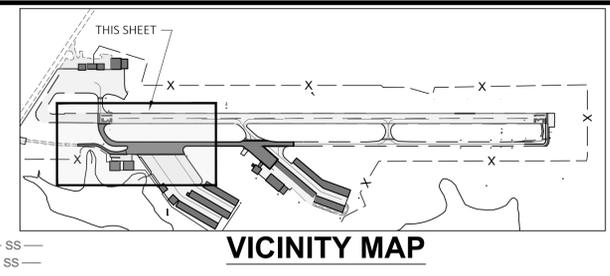
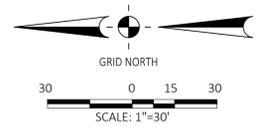
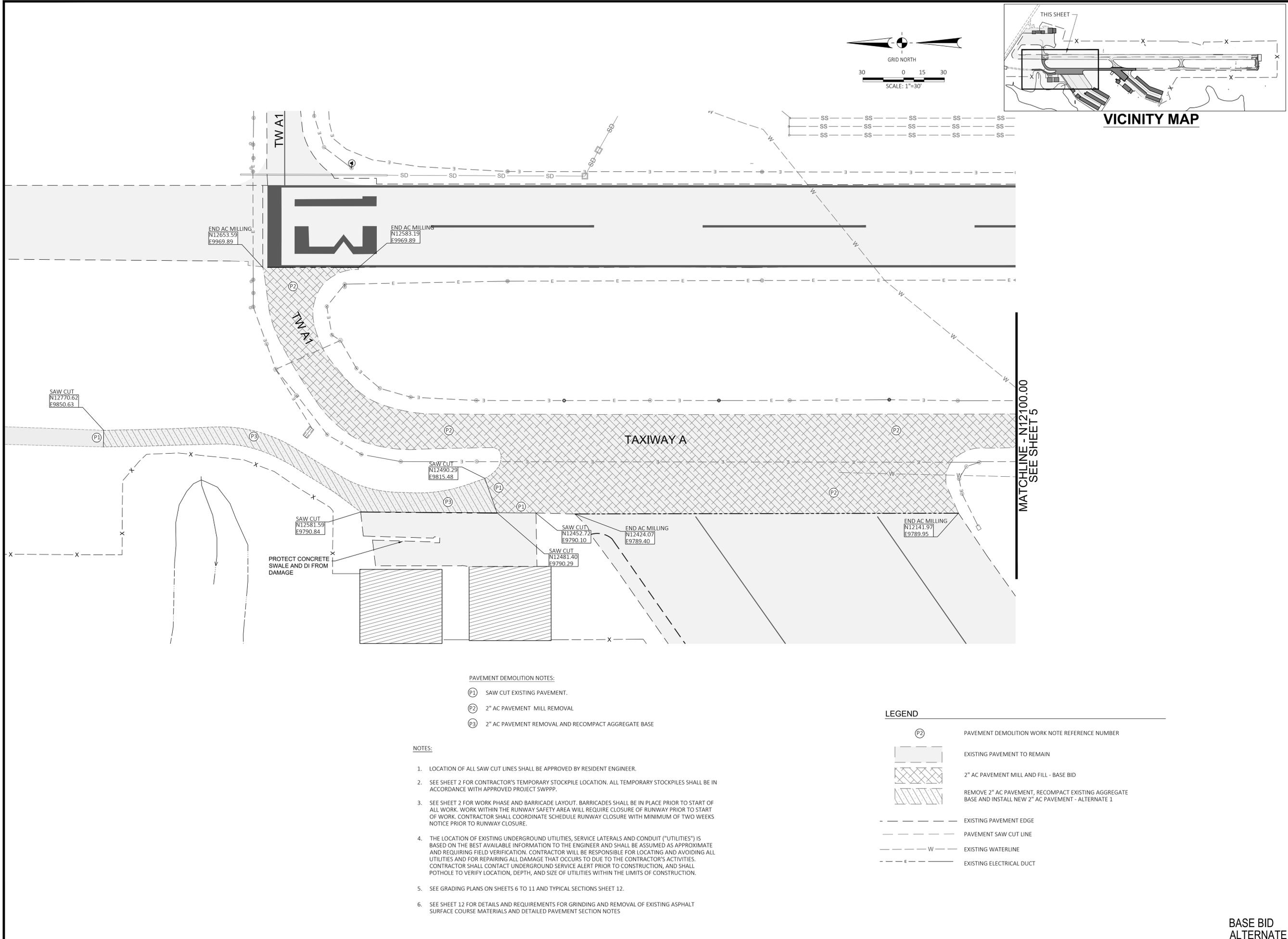
REVISIONS	BY	DATE
No.		

HEALDSBURG MUNICIPAL AIRPORT
CALIFORNIA
REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1,
ACCESS ROAD & ASSOCIATED APRONS
COORDINATE LAYOUT PLAN

DATE	3/19/25
DRAWN	KDC
CHECKED	DB
PROJECT No.	97.06
FILE	9706.03.Coord
SCALE	1"=100'
SHEET No.	3 OF 17

BASE BID
ALTERNATE 1

G:\97-HEALDSBURG\TWA NA1-ARRN REHAB\SET\9706.04.DEMO.DWG PLOTTED BY David Bahazar 3/19/2025 3:50 PM



- PAVEMENT DEMOLITION NOTES:**
- (P1) SAW CUT EXISTING PAVEMENT.
 - (P2) 2" AC PAVEMENT MILL REMOVAL
 - (P3) 2" AC PAVEMENT REMOVAL AND RECOMPACT AGGREGATE BASE

- NOTES:**
1. LOCATION OF ALL SAW CUT LINES SHALL BE APPROVED BY RESIDENT ENGINEER.
 2. SEE SHEET 2 FOR CONTRACTOR'S TEMPORARY STOCKPILE LOCATION. ALL TEMPORARY STOCKPILES SHALL BE IN ACCORDANCE WITH APPROVED PROJECT SWPPP.
 3. SEE SHEET 2 FOR WORK PHASE AND BARRICADE LAYOUT. BARRICADES SHALL BE IN PLACE PRIOR TO START OF ALL WORK. WORK WITHIN THE RUNWAY SAFETY AREA WILL REQUIRE CLOSURE OF RUNWAY PRIOR TO START OF WORK. CONTRACTOR SHALL COORDINATE SCHEDULE RUNWAY CLOSURE WITH MINIMUM OF TWO WEEKS NOTICE PRIOR TO RUNWAY CLOSURE.
 4. THE LOCATION OF EXISTING UNDERGROUND UTILITIES, SERVICE LATERALS AND CONDUIT ("UTILITIES") IS BASED ON THE BEST AVAILABLE INFORMATION TO THE ENGINEER AND SHALL BE ASSUMED AS APPROXIMATE AND REQUIRING FIELD VERIFICATION. CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING AND AVOIDING ALL UTILITIES AND FOR REPAIRING ALL DAMAGE THAT OCCURS TO DUE TO THE CONTRACTOR'S ACTIVITIES. CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT PRIOR TO CONSTRUCTION, AND SHALL POTHOLE TO VERIFY LOCATION, DEPTH, AND SIZE OF UTILITIES WITHIN THE LIMITS OF CONSTRUCTION.
 5. SEE GRADING PLANS ON SHEETS 6 TO 11 AND TYPICAL SECTIONS SHEET 12.
 6. SEE SHEET 12 FOR DETAILS AND REQUIREMENTS FOR GRINDING AND REMOVAL OF EXISTING ASPHALT SURFACE COURSE MATERIALS AND DETAILED PAVEMENT SECTION NOTES

- LEGEND**
- (P2) PAVEMENT DEMOLITION WORK NOTE REFERENCE NUMBER
 - [Solid Grey] EXISTING PAVEMENT TO REMAIN
 - [Cross-hatched] 2" AC PAVEMENT MILL AND FILL - BASE BID
 - [Diagonal Hatched] REMOVE 2" AC PAVEMENT, RECOMPACT EXISTING AGGREGATE BASE AND INSTALL NEW 2" AC PAVEMENT - ALTERNATE 1
 - [Dashed Line] EXISTING PAVEMENT EDGE
 - [Dashed Line with 'S'] PAVEMENT SAW CUT LINE
 - [Dashed Line with 'W'] EXISTING WATERLINE
 - [Dashed Line with 'E'] EXISTING ELECTRICAL DUCT



**BRANDLEY
ENGINEERING**

6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725



REVISIONS	BY	APR	DATE

HEALDSBURG MUNICIPAL AIRPORT
CALIFORNIA

REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1,
ACCESS ROAD & ASSOCIATED APRONS

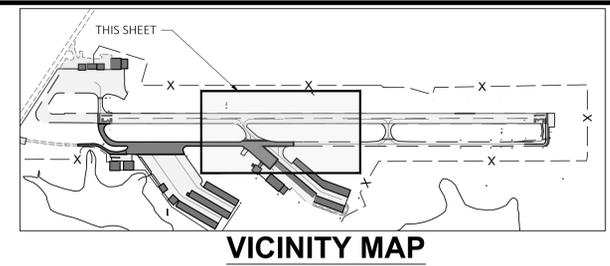
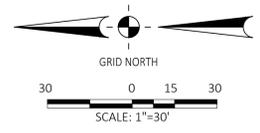
DEMOLITION PLAN - SHEET 1

DATE	3/19/25
DRAWN	TS
CHECKED	DB
PROJECT No.	97.06
FILE	9706.04.Demo
SCALE	1"=30'
SHEET No.	4 OF 17

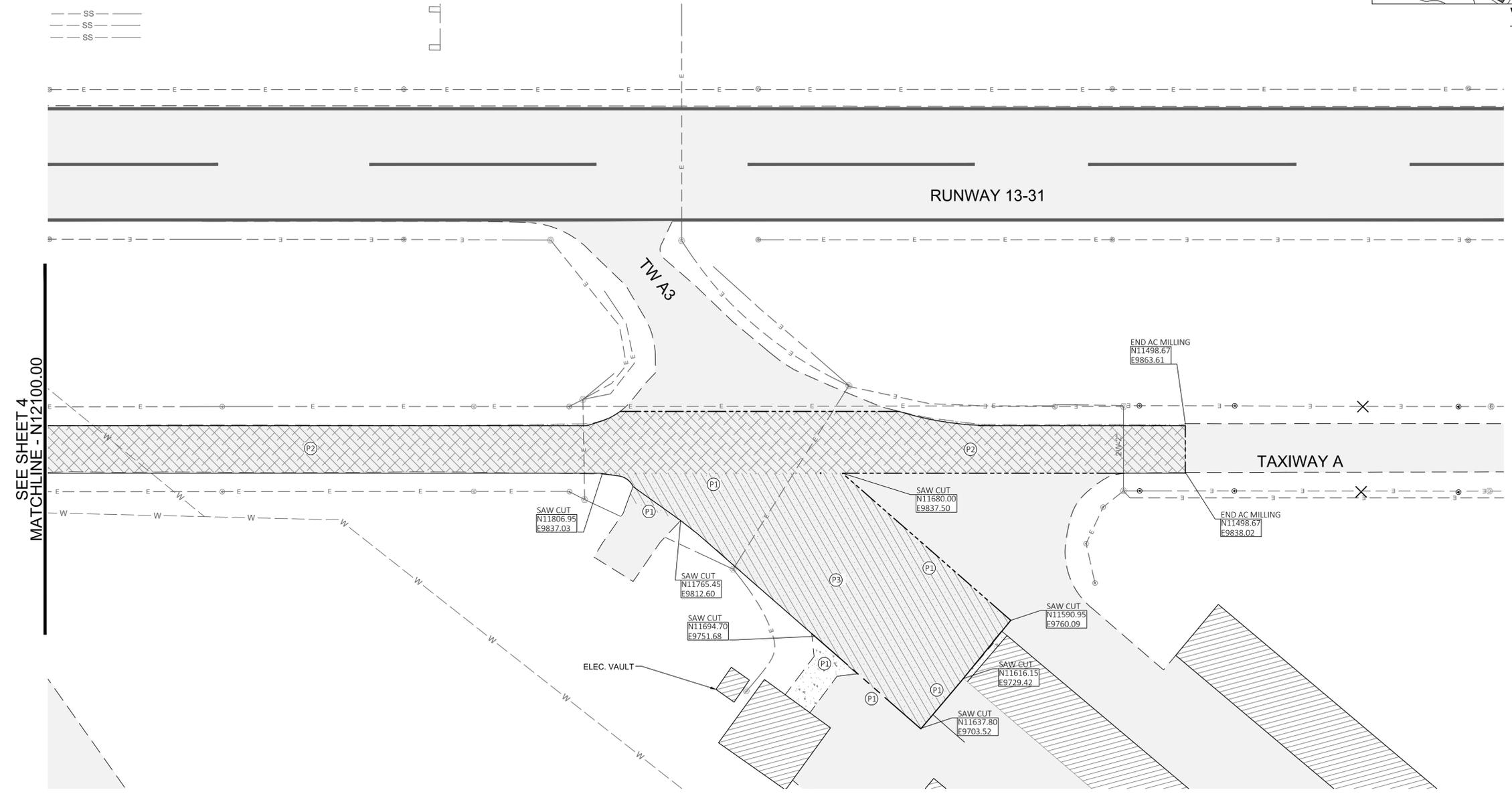
BASE BID
ALTERNATE 1

G:\97 HEALDSBURG\TWA\A1-APRN\REHAB\SET\9706.04.DEMO.DWG PLOTTED BY David Bahazar 3/19/2025 3:50 PM

--- SS ---
 --- SS ---
 --- SS ---



VICINITY MAP



PAVEMENT DEMOLITION NOTES:

- (P1) SAW CUT EXISTING PAVEMENT.
- (P2) 2" AC PAVEMENT MILL REMOVAL
- (P3) 2" AC PAVEMENT REMOVAL AND RECOMPACT AGGREGATE BASE

NOTES:

1. LOCATION OF ALL SAW CUT LINES SHALL BE APPROVED BY RESIDENT ENGINEER.
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6. SEE SHEET 12 FOR DETAILS AND REQUIREMENTS FOR GRINDING AND REMOVAL OF EXISTING ASPHALT SURFACE COURSE MATERIALS AND DETAILED PAVEMENT SECTION NOTES

LEGEND

- (P2) PAVEMENT DEMOLITION WORK NOTE REFERENCE NUMBER
- [Solid Grey Box] EXISTING PAVEMENT TO REMAIN
- [Cross-hatched Box] 2" AC PAVEMENT MILL AND FILL - BASE BID
- [Diagonal Hatched Box] REMOVE 2" AC PAVEMENT, RECOMPACT EXISTING AGGREGATE BASE AND INSTALL NEW 2" AC PAVEMENT - ALTERNATE 1
- [Dashed Line] EXISTING PAVEMENT EDGE
- [Dotted Line] PAVEMENT SAW CUT LINE
- [Line with 'W'] EXISTING WATERLINE
- [Line with 'E'] EXISTING ELECTRICAL DUCT

BRANDLEY ENGINEERING

6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725



REVISIONS	BY	APR	DATE

HEALDSBURG MUNICIPAL AIRPORT
CALIFORNIA

REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1, ACCESS ROAD & ASSOCIATED APRONS

DEMOLITION PLAN - SHEET 2

DATE	3/19/25
DRAWN	TS
CHECKED	DB
PROJECT No.	97.06
FILE	9706.04.Demo
SCALE	1"=30'
SHEET No.	5 OF 17

BASE BID
 ALTERNATE 1

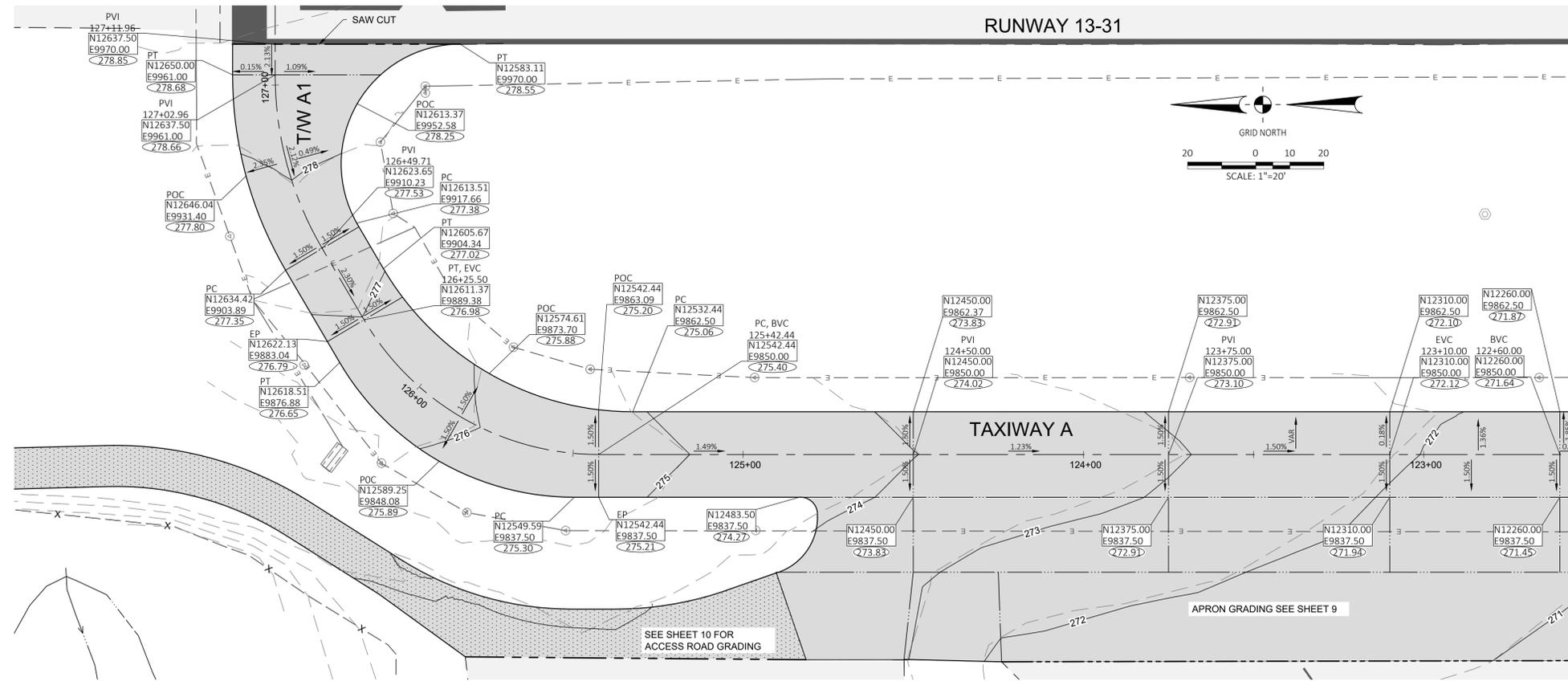
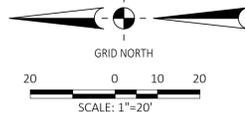
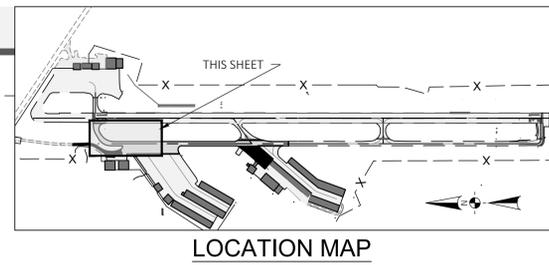


No.	REVISIONS	BY	DATE

HEALDSBURG MUNICIPAL AIRPORT
 CALIFORNIA
 REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1,
 ACCESS ROAD & ASSOCIATED APRONS
 GRADING PLAN AND PROFILE - STA. 127+50 TO 122+50

DATE	3/19/25
DRAWN	KDC
CHECKED	DB
PROJECT No.	97.06
FILE	9706.05.Grade
SCALE	1"=20'
SHEET No.	6 OF 17

BASE BID



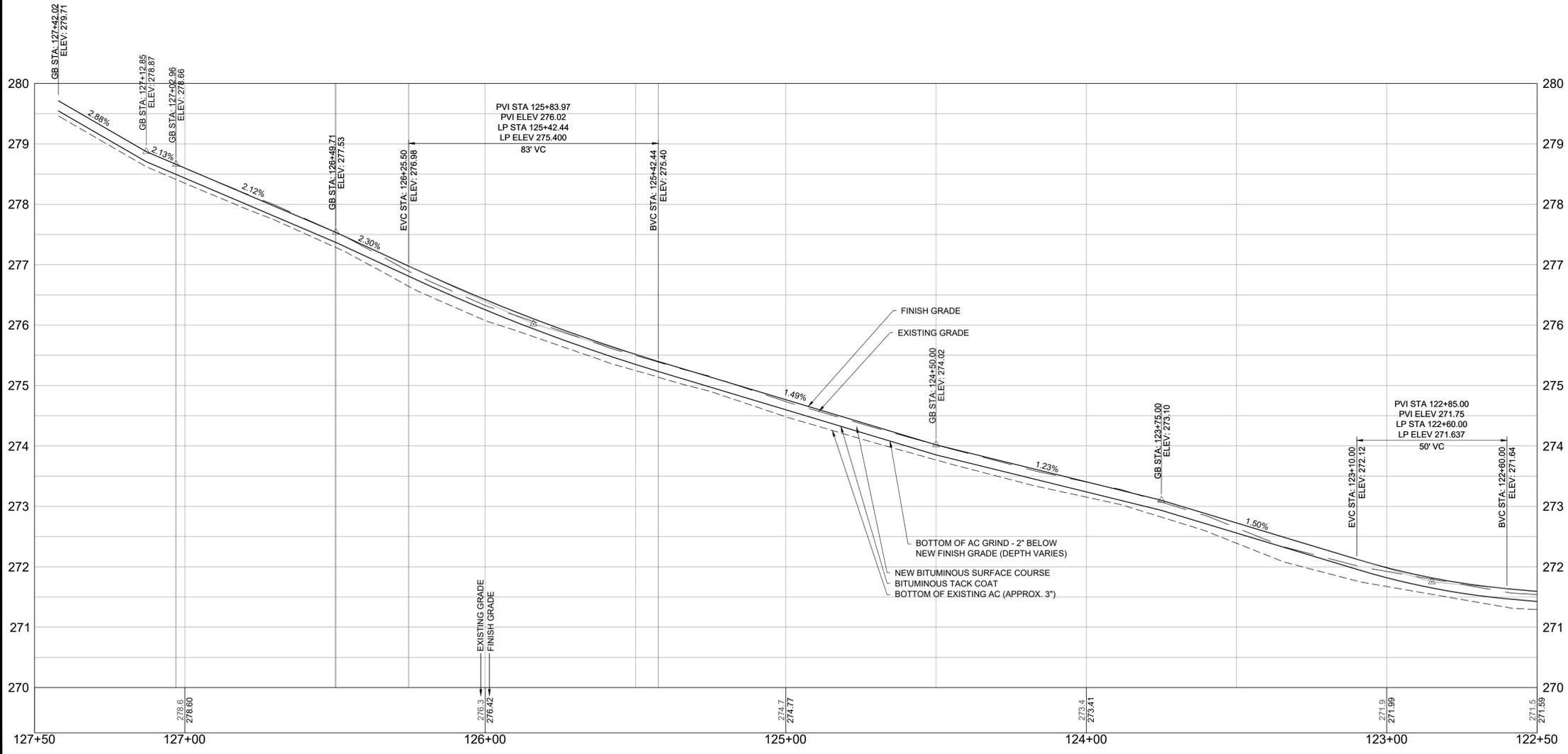
LEGEND

	AIRPORT GRID COORDINATE
	FINISHED GRADE ELEVATION
	EXISTING GRADE ELEVATION
	2" AC PAVEMENT MILL AND FILL - BASE BID
	REMOVE 2" AC, RECOMPACT EX AB, NEW 2" AC - ALT 1
	EX PAVEMENT
	EX BUILDING
	CENTERLINE
	GRADE BREAK
	SAW CUT & MATCH EX PAVEMENT
	FINISHED GRADE CONTOUR
	EXISTING GRADE CONTOUR
	EXISTING TAXIWAY EDGE LIGHT
	EXISTING LIGHT BASE WITH LID
	EXISTING ELECTRICAL DUCT

CURVE DATA

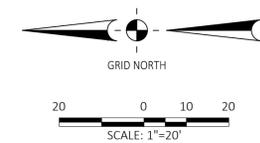
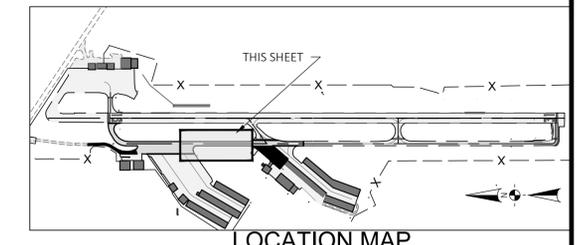
No.	LENGTH	RADIUS	DELTA
C8	21.71	17.03	073°02'00"
C7	7.85	5.00	090°00'00"
C1	53.25	100.00	030°30'30"

- NOTES:**
- SEE SHEET 2 FOR WORK PHASE AND BARRICADE LAYOUT. BARRICADES SHALL BE IN PLACE PRIOR TO START OF ALL WORK. WORK WITHIN THE RUNWAY SAFETY AREA WILL REQUIRE CLOSURE OF RUNWAY PRIOR TO START OF WORK. CONTRACTOR SHALL COORDINATE SCHEDULE RUNWAY CLOSURE WITH MINIMUM OF TWO WEEKS NOTICE PRIOR TO RUNWAY CLOSURE.
 - THE LOCATION OF EXISTING UNDERGROUND UTILITIES, SERVICE LATERALS AND CONDUIT ("UTILITIES") IS BASED ON THE BEST AVAILABLE INFORMATION TO THE ENGINEER AND SHALL BE ASSUMED AS APPROXIMATE AND REQUIRING FIELD VERIFICATION. CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING AND AVOIDING ALL UTILITIES AND FOR REPAIRING ALL DAMAGE THAT OCCURS TO DUE TO THE CONTRACTOR'S ACTIVITIES. CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT PRIOR TO CONSTRUCTION, AND SHALL POTHOLE TO VERIFY LOCATION, DEPTH, AND SIZE OF UTILITIES WITHIN THE LIMITS OF CONSTRUCTION.
 - SEE SHEET 12 FOR DETAILS AND REQUIREMENTS FOR GRINDING AND REMOVAL OF EXISTING ASPHALT SURFACE COURSE MATERIALS AND DETAILED PAVEMENT SECTION NOTES.
 - SEE SHEETS 13 TO 15 FOR AIRFIELD MARKING PLANS & DETAILS.



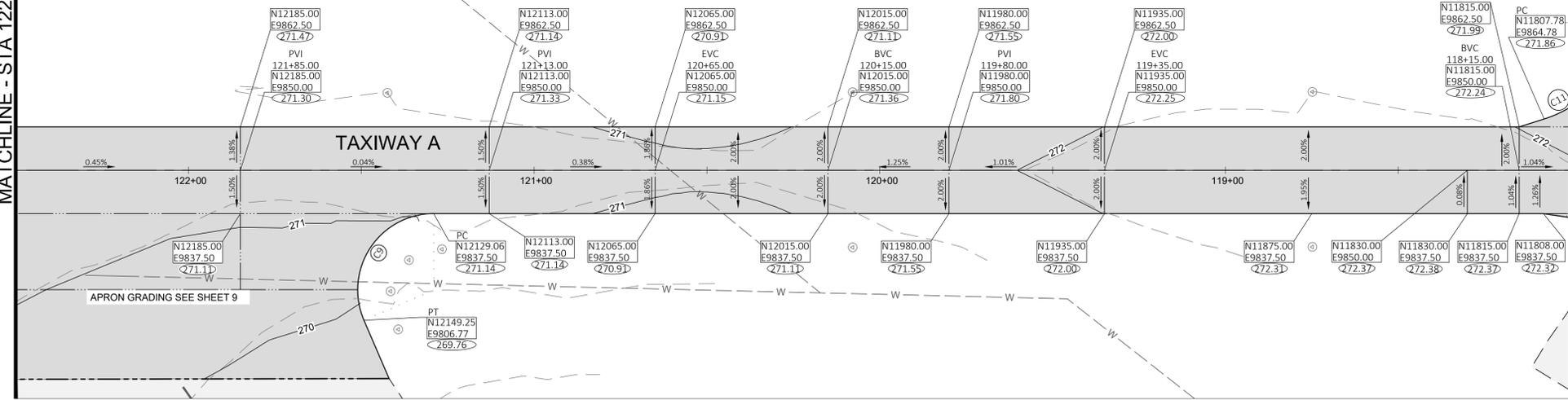
RUNWAY 13-31

No.	LENGTH	RADIUS	DEL
C4	83.03	80.29	059°15'0"
C5	73.12	35.00	119°41'2"
C6	88.25	85.00	059°29'2"
C11	11.57	35.00	018°56'2"



SEE SHEET 6
MATCHLINE - STA 122+50

MATCHLINE - STA 118+00
SEE SHEET 8

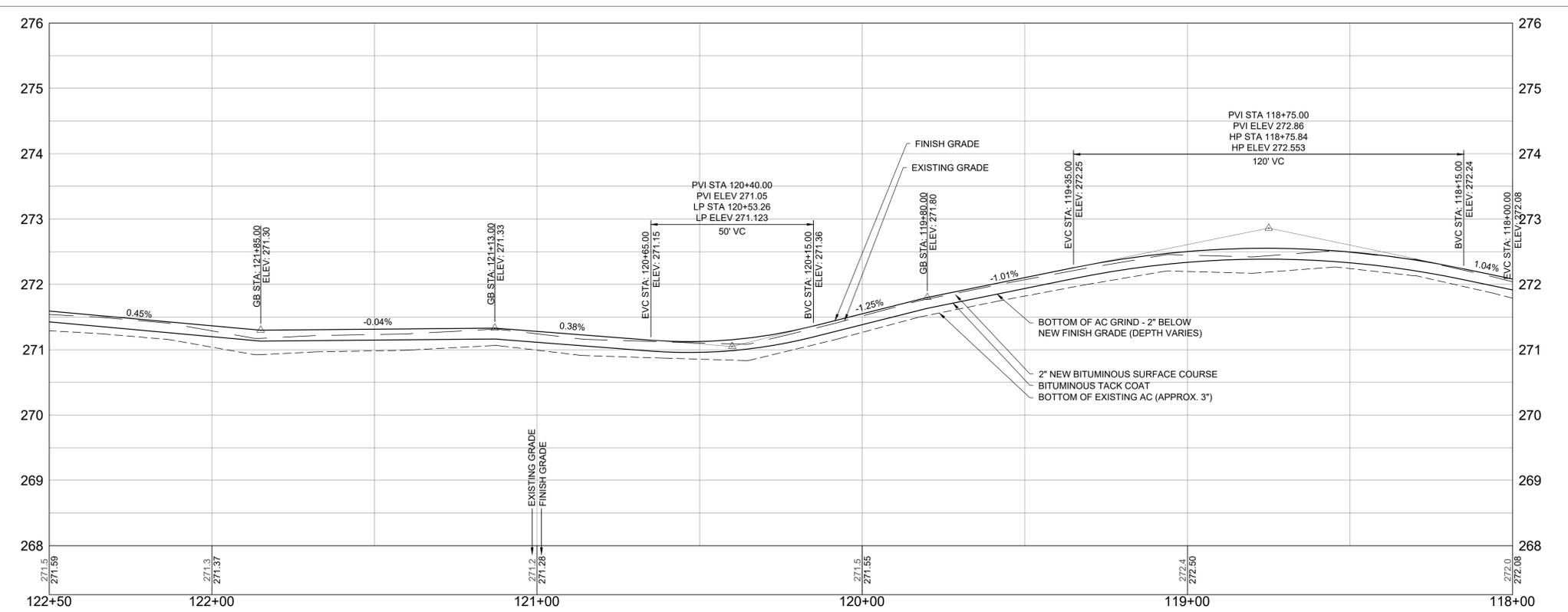


PLAN - TAXIWAY A

LEGEND

- N9738.46, E13727.35: AIRPORT GRID COORDINATE
- 22.00: FINISHED GRADE ELEVATION
- 22.00: EXISTING GRADE ELEVATION
- 2" AC PAVEMENT MILL AND FILL - BASE BID
- REMOVE 2" AC, RECOMPACT EX AB, NEW 2" AC - ALT 1
- EX PAVEMENT
- EX BUILDING
- CENTERLINE
- GRADE BREAK
- SAW CUT & MATCH EX PAVEMENT
- 22: FINISHED GRADE CONTOUR
- 22: EXISTING GRADE CONTOUR
- ⊙: EXISTING TAXIWAY EDGE LIGHT
- ⊙: EXISTING LIGHT BASE WITH LID
- E - : EXISTING ELECTRICAL DUCT

- NOTES:**
- SEE SHEET 2 FOR WORK PHASE AND BARRICADE LAYOUT. BARRICADES SHALL BE IN PLACE PRIOR TO START OF ALL WORK. WORK WITHIN THE RUNWAY SAFETY AREA WILL REQUIRE CLOSURE OF RUNWAY PRIOR TO START OF WORK. CONTRACTOR SHALL COORDINATE SCHEDULE RUNWAY CLOSURE WITH MINIMUM OF TWO WEEKS NOTICE PRIOR TO RUNWAY CLOSURE.
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 - SEE SHEETS 13 TO 15 FOR AIRFIELD MARKING PLANS & DETAILS.



PROFILE - TAXIWAY A CENTERLINE

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REVISIONS	BY	DATE
No.		

HEALDSBURG MUNICIPAL AIRPORT
CALIFORNIA
REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1,
ACCESS ROAD & ASSOCIATED APRONS
GRADING PLAN AND PROFILE - STA. 122+50 TO 118+00

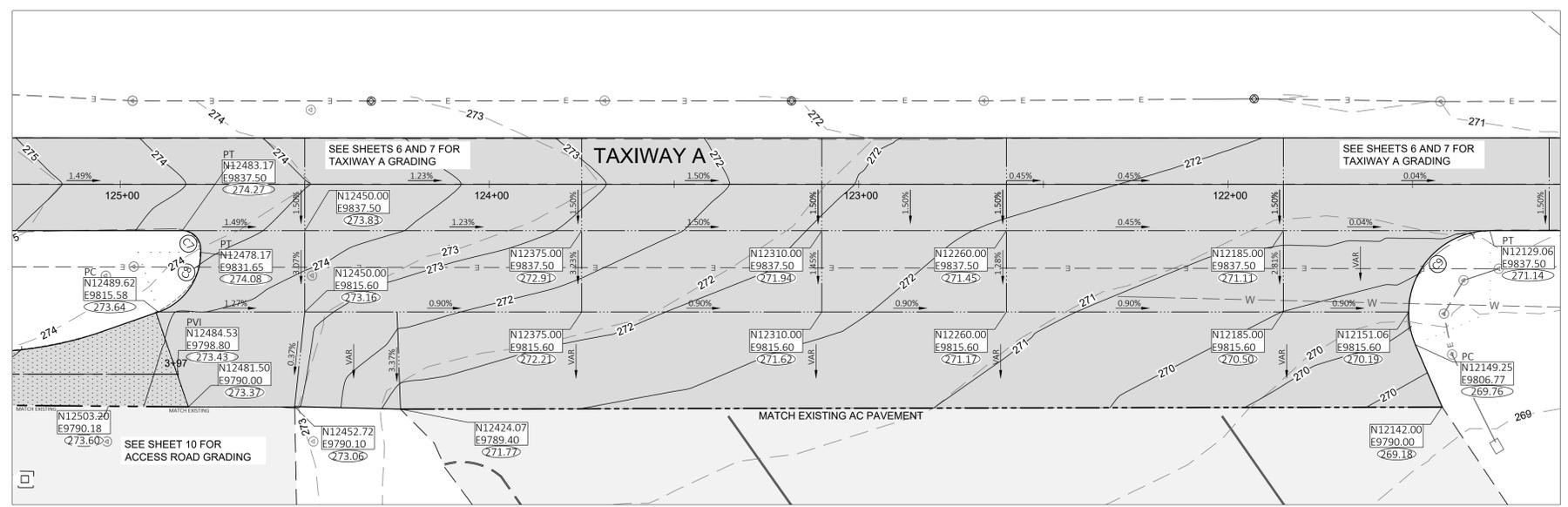
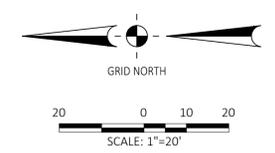
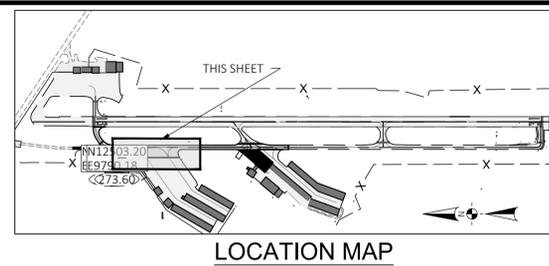
DATE	3/19/25
DRAWN	KDC
CHECKED	DB
PROJECT No.	97.06
FILE	9706.05.Grade
SCALE	1"=20'
SHEET No.	7 OF 17

BASE BID

G:\97 HEALDSBURG\97 TWA\A1-APRN\REHAB\SET\9706.05.GRADE ACCESS RD.DWG PLOTTED BY David Billazur 3/19/2025 3:51 PM

No.	LENGTH	RADIUS

- LEGEND**
- N0738.46
E13727.35
22.00
22.00 AIRPORT GRID COORDINATE
 - 22 FINISHED GRADE ELEVATION
 - 22 EXISTING GRADE ELEVATION
 - 2" AC PAVEMENT MILL AND FILL - BASE BID
 - REMOVE 2" AC, RECOMPACT EX AB, NEW 2" AC - ALT 1
 - EX PAVEMENT
 - EX BUILDING
 - CENTERLINE
 - GRADE BREAK
 - SAW CUT & MATCH EX PAVEMENT
 - FINISHED GRADE CONTOUR
 - EXISTING GRADE CONTOUR
 - EXISTING TAXIWAY EDGE LIGHT
 - EXISTING LIGHT BASE WITH LID
 - EXISTING ELECTRICAL DUCT



NORTH APRON GRADING PLAN
SCALE 1"=20'

- NOTES:**
- SEE SHEET 2 FOR WORK PHASE AND BARRICADE LAYOUT. BARRICADES SHALL BE IN PLACE PRIOR TO START OF ALL WORK. WORK WITHIN THE RUNWAY SAFETY AREA WILL REQUIRE CLOSURE OF RUNWAY PRIOR TO START OF WORK. CONTRACTOR SHALL COORDINATE SCHEDULE RUNWAY CLOSURE WITH MINIMUM OF TWO WEEKS NOTICE PRIOR TO RUNWAY CLOSURE.
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 - SEE SHEETS 13 TO 15 FOR AIRFIELD MARKING PLANS & DETAILS.



ENGINEER OF RECORD

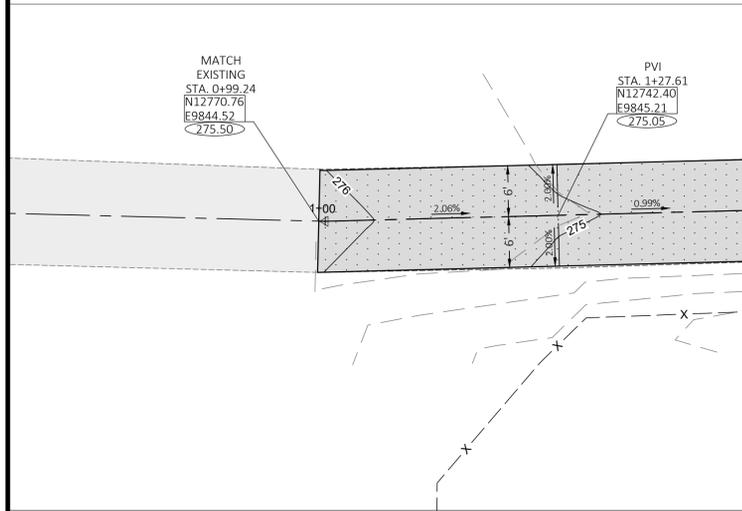
NO.	REVISIONS	BY	DATE

HEALDSBURG MUNICIPAL AIRPORT
CALIFORNIA
REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1,
ACCESS ROAD & ASSOCIATED APRONS
NORTH APRON GRADING PLAN

DATE	3/19/25
DRAWN	KDC
CHECKED	DB
PROJECT No.	97.06
FILE	9706.05.Grade Access Rd
SCALE	1"=20'
SHEET No.	9 OF 17

BASE BID

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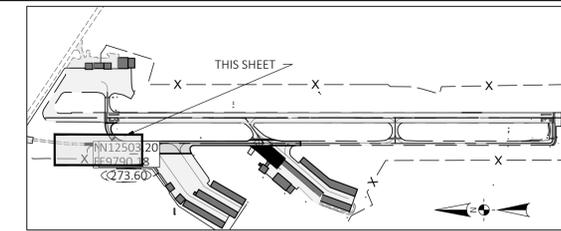


MATCHLINE - STA 1+50
SEE BELOW

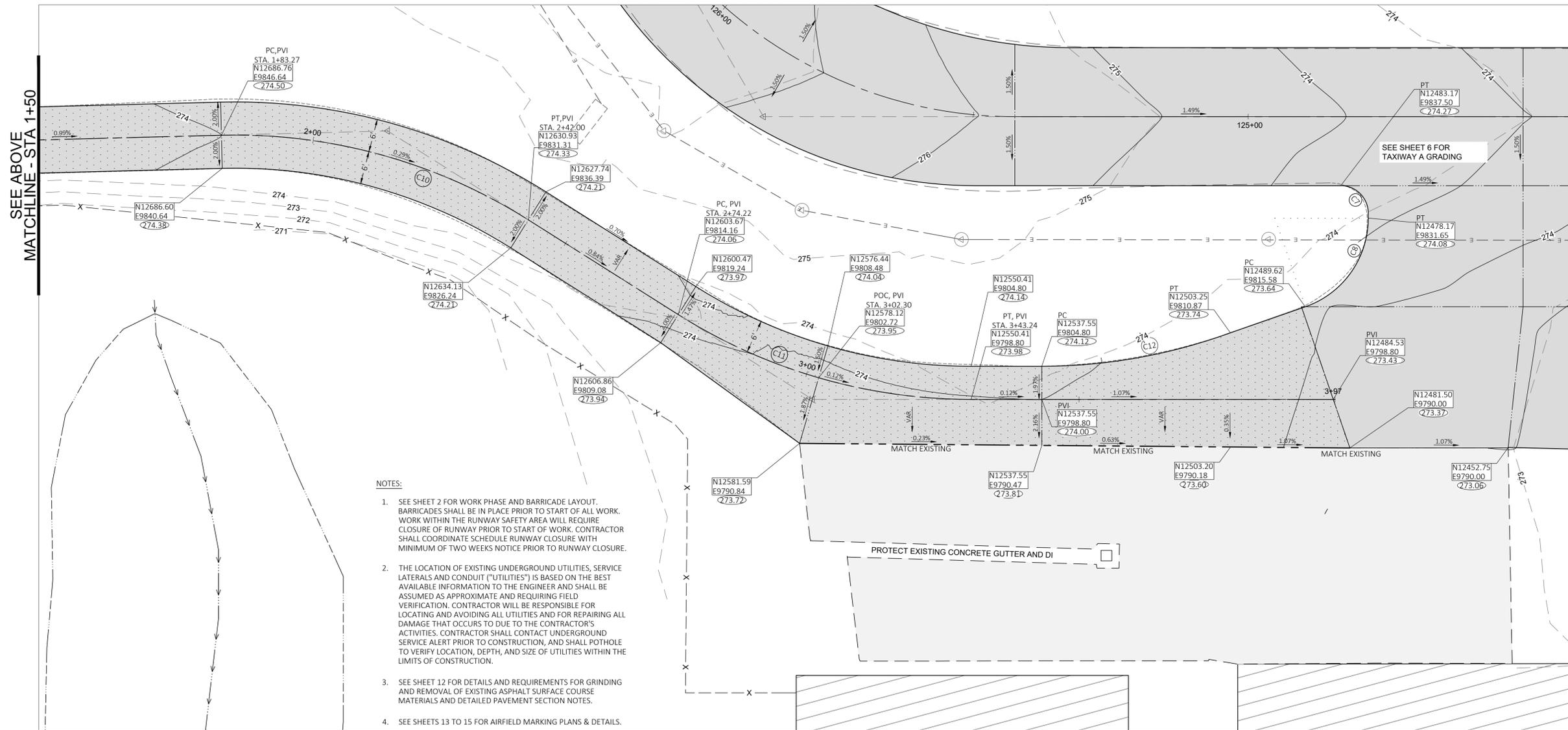
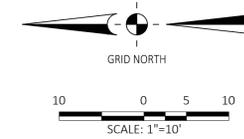
No.	LENGTH	RADIUS	
C10	58.73	100.00	C

LEGEND

- N0738.46
E13727.35
◁22.00
◁27.00
- AIRPORT GRID COORDINATE
- FINISHED GRADE ELEVATION
- EXISTING GRADE ELEVATION
- 2" AC PAVEMENT MILL AND FILL - BASE BID
- REMOVE 2" AC, RECOMPACT EX AB, NEW 2" AC - ALT 1
- EX PAVEMENT
- EX BUILDING
- CENTERLINE
- GRADE BREAK
- SAW CUT & MATCH EX PAVEMENT
- FINISHED GRADE CONTOUR
- EXISTING GRADE CONTOUR
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING LIGHT BASE WITH LID
- EXISTING ELECTRICAL DUCT



LOCATION MAP



NOTES:

1. SEE SHEET 2 FOR WORK PHASE AND BARRICADE LAYOUT. BARRICADES SHALL BE IN PLACE PRIOR TO START OF ALL WORK. WORK WITHIN THE RUNWAY SAFETY AREA WILL REQUIRE CLOSURE OF RUNWAY PRIOR TO START OF WORK. CONTRACTOR SHALL COORDINATE SCHEDULE RUNWAY CLOSURE WITH MINIMUM OF TWO WEEKS NOTICE PRIOR TO RUNWAY CLOSURE.
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4. SEE SHEETS 13 TO 15 FOR AIRFIELD MARKING PLANS & DETAILS.



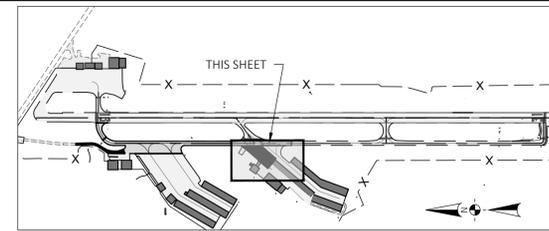
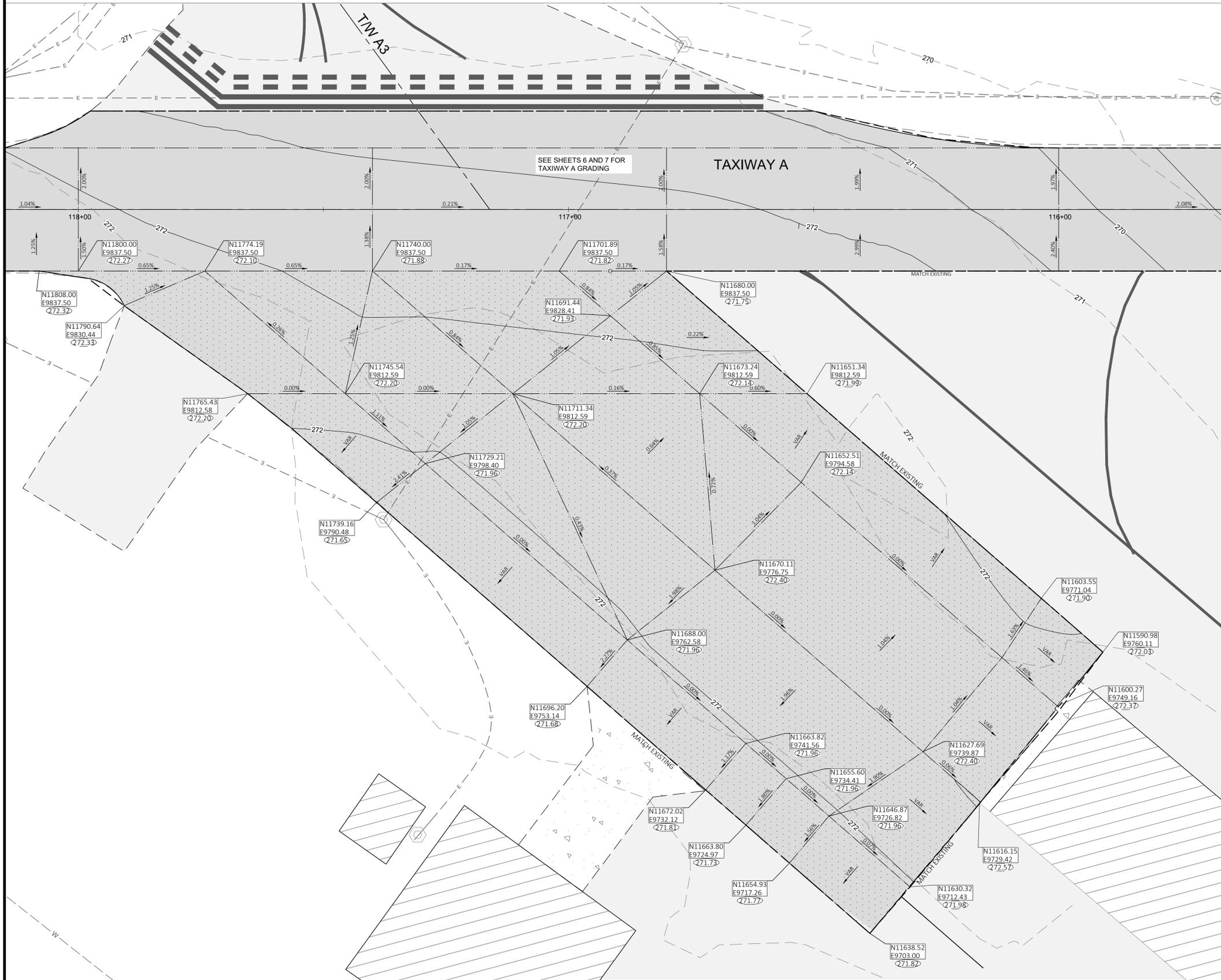
No.	REVISIONS	BY	DATE

HEALDSBURG MUNICIPAL AIRPORT
CALIFORNIA
REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1,
ACCESS ROAD & ASSOCIATED APRONS
ACCESS ROAD GRADING PLAN

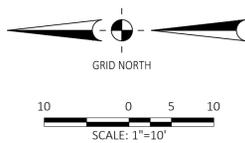
DATE	3/19/25
DRAWN	KDC
CHECKED	DB
PROJECT No.	97.06
FILE	9706.05.Grade Access Rd
SCALE	1"=10'
SHEET No.	10 of 17

ALTERNATE 1

G:\97 HEALDSBURG\TWA\A1-APRN REHAB\9706.05.GRADE APRON.DWG PLOTTED BY David Blahar 9/19/2025 3:51 PM



LOCATION MAP



LEGEND

- N9738.46
E13727.35 AIRPORT GRID COORDINATE
- E22.00 FINISHED GRADE ELEVATION
- Q2.00 EXISTING GRADE ELEVATION
- 2" AC PAVEMENT MILL AND FILL - BASE BID
- REMOVE 2" AC, RECOMPACT EX AB, NEW 2" AC - ALT 1
- EX PAVEMENT
- EX BUILDING
- CENTERLINE
- GRADE BREAK
- SAW CUT & MATCH EX PAVEMENT
- FINISHED GRADE CONTOUR
- EXISTING GRADE CONTOUR
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING LIGHT BASE WITH LID
- EXISTING ELECTRICAL DUCT

NOTES:

1. SEE SHEET 2 FOR WORK PHASE AND BARRICADE LAYOUT. BARRICADES SHALL BE IN PLACE PRIOR TO START OF ALL WORK. WORK WITHIN THE RUNWAY SAFETY AREA WILL REQUIRE CLOSURE OF RUNWAY PRIOR TO START OF WORK. CONTRACTOR SHALL COORDINATE SCHEDULE RUNWAY CLOSURE WITH MINIMUM OF TWO WEEKS NOTICE PRIOR TO RUNWAY CLOSURE.
2. THE LOCATION OF EXISTING UNDERGROUND UTILITIES, SERVICE LATERALS AND CONDUIT ("UTILITIES") IS BASED ON THE BEST AVAILABLE INFORMATION TO THE ENGINEER AND SHALL BE ASSUMED AS APPROXIMATE AND REQUIRING FIELD VERIFICATION. CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING AND AVOIDING ALL UTILITIES AND FOR REPAIRING ALL DAMAGE THAT OCCURS DUE TO THE CONTRACTOR'S ACTIVITIES. CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT PRIOR TO CONSTRUCTION, AND SHALL POTHOLE TO VERIFY LOCATION, DEPTH, AND SIZE OF UTILITIES WITHIN THE LIMITS OF CONSTRUCTION.
3. SEE SHEET 12 FOR DETAILS AND REQUIREMENTS FOR GRINDING AND REMOVAL OF EXISTING ASPHALT SURFACE COURSE MATERIALS AND DETAILED PAVEMENT SECTION NOTES.
4. SEE SHEETS 13 TO 15 FOR AIRFIELD MARKING PLANS & DETAILS.



REVISIONS	BY	APR	DATE	ENGINEER OF RECORD

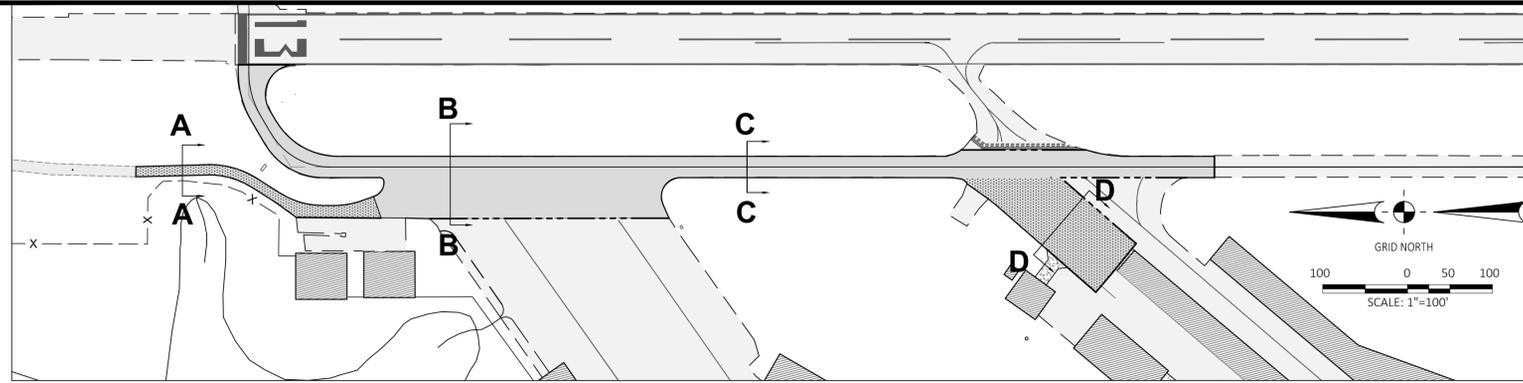
HEALDSBURG MUNICIPAL AIRPORT
CALIFORNIA

**REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1,
ACCESS ROAD & ASSOCIATED APRONS**

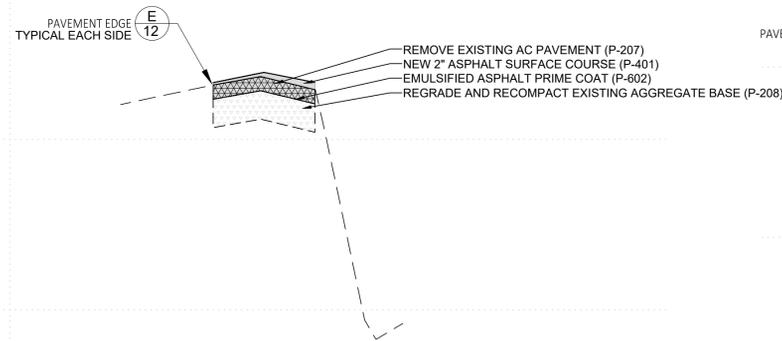
SOUTH APRON GRADING PLAN

DATE	3/19/25
DRAWN	KDC
CHECKED	DB
PROJECT No.	97.06
FILE	9706.05.Grade Apron
SCALE	1"=10'
SHEET No.	11 of 17

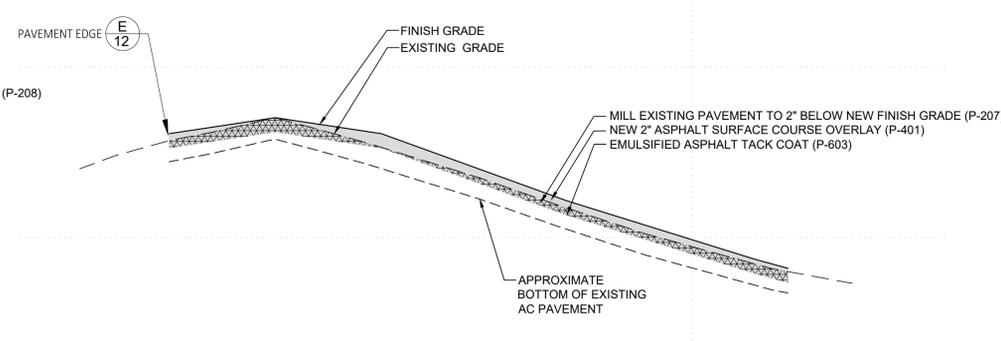
ALTERNATE 1



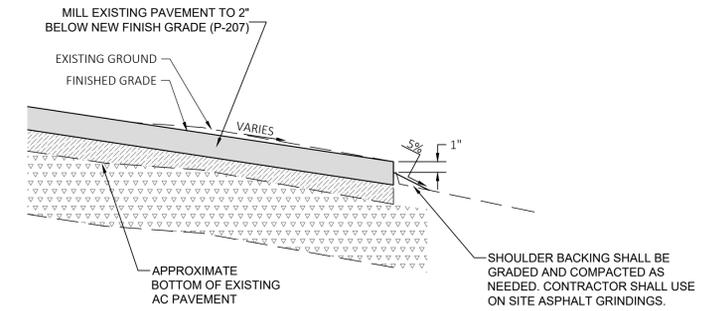
LOCATION MAP



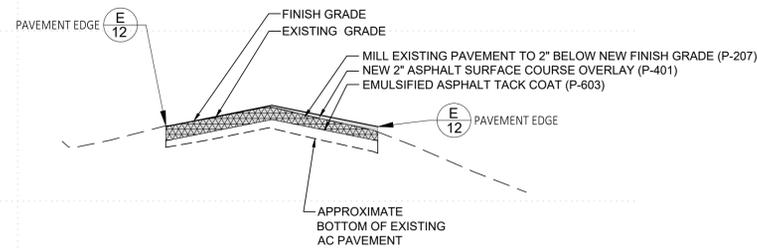
A-A ACCESS ROAD TYPICAL SECTION ALTERNATE 1



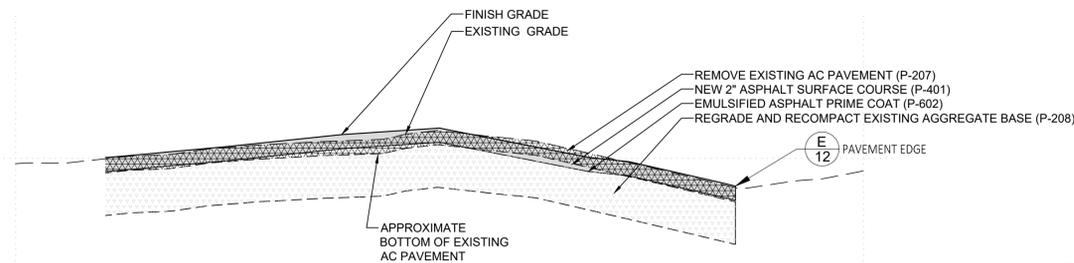
B-B TAXIWAY A AND NORTH APRON TYPICAL SECTION BASE BID



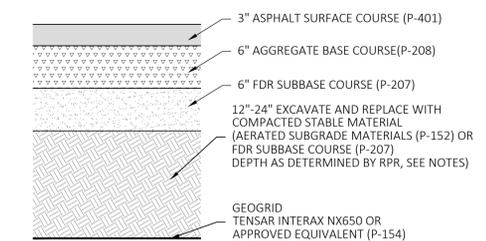
E PAVEMENT EDGE AND SHOULDER



C-C TAXIWAY A TYPICAL SECTION BASE BID



D-D SOUTH APRON TYPICAL SECTION ALTERNATE 1



- SUBGRADE STABILIZATION SECTION

SUBGRADE STABILIZATION NOTES:

TEST BORINGS HAVE INDICATED SOME VARIATION IN SUBSOIL & SUBGRADE CONDITIONS. BASED ON THESE BORINGS AND PAST CONSTRUCTION PROJECTS THERE EXISTS A POTENTIAL THAT SOME OF THE SILTY SANDY MATERIALS MAY BE SOFT AND SATURATED. IF THE SUBGRADE BECOMES UNSTABLE THE RESIDENT PROJECT REPRESENTATIVE WILL DETERMINE THE TREATMENT TO BE USED TO STABILIZE THE SUBGRADE AFTER THE EXISTING PULVERIZED MATERIALS HAVE BEEN REMOVED FROM THE SECTION. THE SUBGRADE AND SUBSOIL TREATMENTS THAT WILL BE USED WILL BE ONE OF THE FOLLOWING:

- A) SUBGRADE & SUBSOILS STABLE - SCARIFY AND RECOMPACT 6 INCHES OF SUBGRADE TO 95% RELATIVE COMPACTION.
- B) SUBGRADE AND SUBSOILS UNSTABLE - EXCAVATE UNSTABLE SOILS TO DEPTHS OF 1 TO 3 FEET, AERATE AND DRY EXCAVATED SOILS, REPLACE DRIED SOILS AND COMPACT TO 95% RELATIVE COMPACTION. PAYMENT WILL BE MADE UNDER UNCLASSIFIED EXCAVATION FOR THIS TREATMENT, IF NEEDED).
- C) SUBGRADE AND SUBSOILS UNSTABLE - EXCAVATE UNSTABLE SOILS UP TO A DEPTH OF 2 FEET, PLACE TENSAR INTERAX NX650 GEOGRID, HAUL, PLACE, AND COMPACT FDR ASPHALT AGGREGATE SUBBASE OR IMPORTED AGGREGATE SUBBASE TO BRING OVEREXCAVATION BACK TO SUBGRADE ELEVATION, AND COMPACT TO 95% RELATIVE COMPACTION. PAYMENT WILL BE MADE UNDER THE MUCK EXCAVATION (P-152) ITEM AND FDR ASPHALT AGGREGATE SUBBASE-EXCAVATE, HAUL, PLACE, & COMPACT (P-207) OR SUBBASE COURSE (P-154) AND GEOGRID (P-154).
- D) UNSTABLE SUBGRADE - STOP ALL WORK IN UNSTABLE AREA. ROLL SUBGRADE WITH SCRAPERS OR ROLLERS, AS DIRECTED, UNTIL SECTION WEAVES UNDER LOAD. AT THAT TIME CEASE ALL WORK IN THE AREA FOR 24 HOURS, THEN REPEAT UNTIL SUBGRADE IS STABLE UNDER ALL LOADS. PAYMENT FOR THIS WORK SHALL BE MADE ON A TIME AND MATERIALS BASIS BASED ONLY ON EQUIPMENT AND MATERIALS USED. THERE WILL BE NO PAYMENT FOR TIME LOST OR OTHER DELAYS.
- E) AN APPROPRIATE TIME EXTENSION WILL BE MADE FOR ANY EXTRA WORK.

PAVEMENT SECTION NOTES:

1. AREAS DESIGNATED AS 2" AC PAVEMENT MILL & FILL (BASE BID AREAS) SHALL HAVE THE EXISTING ASPHALT SURFACE COURSE GROUND/MILLED AND REMOVED TO A MINIMUM DEPTH OF 1.5 INCHES AND A MAXIMUM DEPTH OF 2 INCHES BELOW ESTABLISHED FINISHED GRADES. GRINDING AND/OR MILLING SHALL HAVE TIGHT GRADE CONTROL SUCH THAT THE REMAINING AC PAVEMENT IS NOT TOO THIN. THE PROJECT IS DESIGNED SUCH THAT A MINIMUM OF 1 INCH OF EXISTING AC PAVEMENT WILL REMAIN AFTER GRINDING OPERATIONS. IF GRINDING OPERATIONS ARE NOT CONTROLLED SUCH THAT REMOVAL OCCURS DEEPER THAN 2 INCHES BELOW FINISHED GRADE, NO PAYMENT WILL BE MADE FOR THE ADDITIONAL GRINDING OR THE ASPHALT SURFACE COURSE REQUIRED TO FILL AREAS MORE THAN 2 INCHES BELOW FINISHED GRADE. CONTRACTOR WILL BE RESPONSIBLE TO REPAIR, AT THEIR OWN EXPENSE, ANY AREAS THAT ARE GROUND TOO DEEP WHICH ARE THEN UNABLE TO SUPPORT CONSTRUCTION AND PAVING EQUIPMENT DUE TO OVER-GRINDING AND POTENTIAL UNDERLYING SOFT SUBGRADE CONDITIONS.
2. AREAS DESIGNATED AS REMOVE EXISTING AC PAVEMENT (ALTERNATE 1 AREAS) SHALL HAVE ALL OF THE EXISTING ASPHALT SURFACE COURSE MILLED AND REMOVED DOWN TO THE TOP OF THE EXISTING AGGREGATE BASE COURSE. THE EXISTING BASE COURSE SHALL BE REGRADED, RECOMPACTED, AND NEW BASE COURSE ADDED AS NECESSARY SUCH THAT THE FINISHED BASE COURSE IS 2 INCHES BELOW FINISHED GRADES. IT IS ANTICIPATED THAT 35 CUBIC YARDS OF NEW AGGREGATE BASE COURSE WILL BE REQUIRED TO COMPLETE THE BASE COURSE GRADING.
3. GRINDING SHALL BE CONTROLLED SUCH THAT THE GROUND MATERIALS WILL MEET THE REQUIREMENTS OF P-207. CONTRACTOR SHALL ENSURE THAT UNDERLYING SUBGRADE MATERIALS ARE NOT MIXED INTO THESE MATERIALS. SEE SHEET 17 FOR SOIL BORING LOGS OF EXISTING SECTION THICKNESS.
4. GRINDING/MILLING OF EXISTING AC WILL BE PAID UNDER FOUR BID ITEMS IN SPECIFICATION SECTION P-207 AND AS DESCRIBED BELOW:
 - A. "IN-PLACE FULL DEPTH RECYCLED (FDR) ASPHALT AGGREGATE SUBBASE COURSE - GRIND AND STOCKPILE ON-SITE" WILL BE PAID BY THE CUBIC YARD AS MEASURED IN ITS ORIGINAL POSITION. THIS ITEM WILL INCLUDE GRINDING AND REMOVAL OF THE EXISTING AC SURFACE AS CALLED FOR ON THE PLANS. PAY QUANTITY WILL BE CALCULATED BASED ON THE ORIGINAL PROJECT TOPOGRAPHIC SURVEY AND A SURVEY PERFORMED BY THE CONTRACTOR IN THE PRESENCE OF THE RPR AFTER AC GRINDING IS COMPLETE. ALTERNATE 1 AREAS THAT REQUIRE REMOVAL OF THE ENTIRE SECTION OF AC WILL ALSO BE MEASURED AND PAID UNDER THIS ITEM WITH THE POST-GRIND SURVEY COMPLETED BY THE CONTRACTOR ON THE EXISTING AGGREGATE BASE GRADE.
 - B. "IN-PLACE FULL DEPTH RECYCLED (FDR) ASPHALT AGGREGATE SUBBASE COURSE - HAUL AND DISPOSE OFF-SITE" WILL BE PAID BY THE CUBIC YARD AS MEASURED IN ITS ORIGINAL POSITION, PRIOR TO GRINDING. THIS ITEM WILL INCLUDE THE LOADING, HAULING, AND DISPOSAL OF ANY UNUSED FDR MATERIALS FROM THE TEMPORARY STOCKPILE AT THE END OF THE PROJECT. PAY QUANTITY WILL BE CALCULATED BASED ON THE MEASURED "GRIND AND STOCKPILE" QUANTITY MINUS THE ASSUMED 50 CUBIC YARDS OF FDR MATERIALS UTILIZED AS SHOULDER BACKING MINUS THE MEASURED VOLUME OF FDR MATERIALS PLACED AS AGGREGATE SUBBASE IN SUBGRADE STABILIZATION SECTIONS TO DETERMINE THE NUMBER OF CUBIC YARDS HAULED OFF-SITE.
 - C. "IN-PLACE FULL DEPTH RECYCLED (FDR) ASPHALT AGGREGATE SUBBASE COURSE - PLACE & COMPACT AS SHOULDER BACKING" WILL BE PAID AS A LUMP SUM PAYMENT. THIS PAYMENT WILL INCLUDE PLACING, GRADING, AND COMPACTING FDR MATERIALS ALONG THE SHOULDERS OF THE NEW PAVING AREAS. SHOULDER BACKING SHALL START 1" BELOW FINISHED AC AND SLOPE AT 5% TO MATCH EXISTING GROUND. IT IS ANTICIPATED THAT APPROXIMATELY 50 CUBIC YARDS OF MATERIAL WILL BE REQUIRED FOR SHOULDER BACKING. NO SEPARATE MEASUREMENT SHALL BE MADE FOR SHOULDER BACKING MATERIALS.

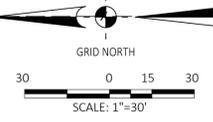
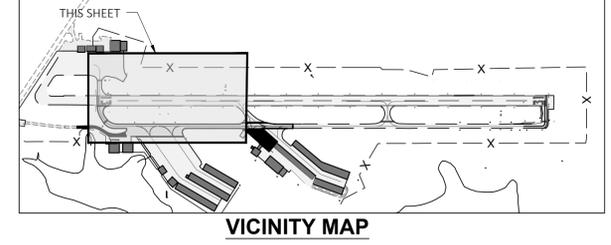
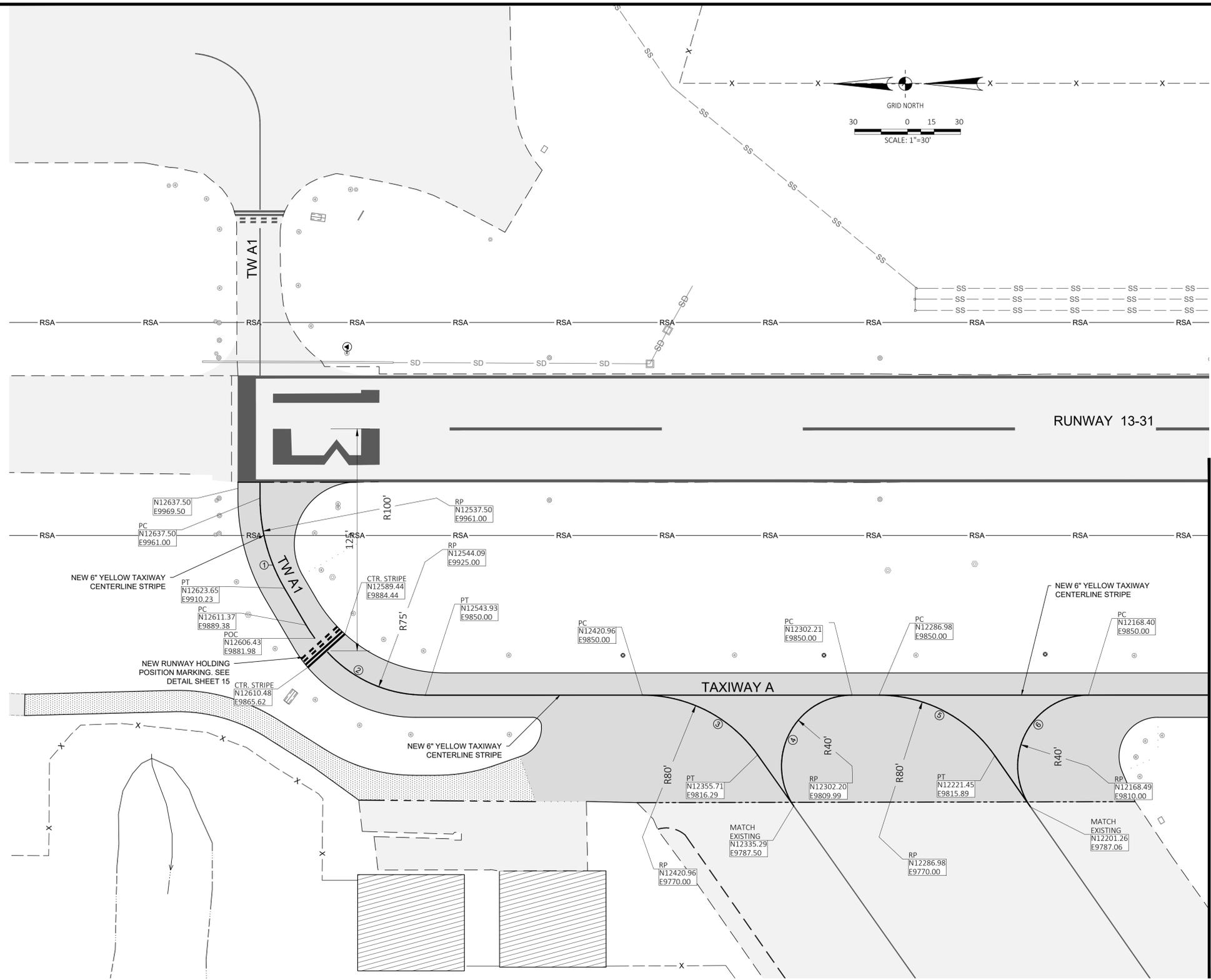
5. ALL AC SAW CUTTING SHALL BE CONSIDERED INCIDENTAL TO BID ITEMS UNDER P-207. NO SEPARATE PAYMENT SHALL BE MADE FOR AC SAW CUTTING OR NOTCH GRINDS.
6. SEE GRADING PLANS FOR LIMITS OF BASE BID AND ALTERNATE 1.
7. ANY EXCAVATION OF UNSTABLE SUBGRADE MATERIALS WILL BE PAID UNDER "MUCK EXCAVATION" UNDER SPECIFICATION P-152. SEE SUBGRADE STABILIZATION DETAIL THIS SHEET. EXISTING AGGREGATE BASE COURSE AND UNSUITABLE SUBGRADE MATERIALS LOCATED IN AREAS DETERMINED BY THE RPR TO REQUIRE SUBGRADE STABILIZATION WILL BE EXCAVATED AND PAID BY THE CUBIC YARD AS "MUCK EXCAVATION" BASED ON ITS ORIGINAL IN PLACE VOLUME.
8. ALL EXCESS MUCK EXCAVATION MATERIALS AND FDR MATERIALS NOT USED ON THE PROJECT SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF AIRPORT PROPERTY.
9. PRIME AND TACK COAT MATERIALS SHALL MEET ASTM D977, D2397, OR D2027. "TOPEIN" OIL MAY NOT BE USED FOR PRIME OR TACK COAT.
10. ASPHALT SURFACE COURSE SHALL BE PLACED IN ONE LIFT. CONTRACTOR IS REQUIRED TO MEET ALL REQUIREMENTS OF P-401 INCLUDING SMOOTHNESS AND GRADE TOLERANCES. ALL GRADE CONTROL FOR ASPHALT SURFACE COURSE SHALL BE DONE BY STRING LINE UNLESS A SUPERIOR METHOD IS PROPOSED BY THE CONTRACTOR AND APPROVED BY THE RPR.
11. ALL ASPHALT SHALL BE PLACED IN CONTINUOUS LANES WITHOUT ANY TRANSVERSE JOINTS. THE ONLY CASES IN WHICH TRANSVERSE JOINTS MAY BE ALLOWED DUE TO UNFORESEEN MECHANICAL BREAKDOWNS.

BASE BID ALTERNATE 1

6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725

ENGINEER OF RECORD					
BY	APR	DATE			
REVISIONS					
No.					
HEALDSBURG MUNICIPAL AIRPORT CALIFORNIA REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1, ACCESS ROAD & ASSOCIATED APRONS TYPICAL SECTIONS					
DATE	3/19/25				
DRAWN	TS				
CHECKED	DB				
PROJECT No.	97.06				
FILE	9706.04.Section				
SCALE	1"=30'				
SHEET No.	12 of 17				

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LEGEND

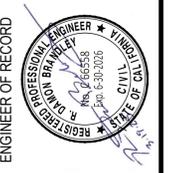
N11170.535 E9794.036	AIRPORT GRID COORDINATE
[Light Gray Box]	EXISTING AC PAVEMENT
[Dark Gray Box]	NEW AC PAVEMENT - BASE BID
[Dotted Box]	NEW AC PAVEMENT - ALTERNATE 1
[Dashed Line]	EXISTING MARKING TO REMAIN
[Solid Line]	NEW TAXIWAY MARKING. SEE DETAILS SHEET NO. 15
[Hatched Box]	NEW HOLD BAR. SEE DETAIL SHEET NO. 15

- NOTES:
- ALL MARKING LAYOUTS SHALL BE VERIFIED WITH THE RPR PRIOR TO PLACING ANY PAINT.
 - ALL AREAS TO RECEIVE NEW MARKING SHALL BE SWEEPED CLEAN BY CONTRACTOR PRIOR TO ANY APPLICATION OF PAINT.
 - ALL NEW MARKINGS SHALL RECEIVE 2 COATS OF PAINT, THE FINAL WITH BEADS. BLACK COLOR MARKINGS DO NOT RECEIVE BEADS.
 - ALL EXISTING MARKING TO BE REMARKED SHALL RECEIVE 1 COAT WITH BEADS, BLACK COLOR MARKINGS DO NOT RECEIVE BEADS.
 - ALL TAXIWAY MARKING SHALL BE AVIATION YELLOW AND ALL RUNWAY MARKING SHALL BE WHITE, AS SHOWN ON THE PLANS.
 - ANY EXISTING MARKINGS OR PORTION OF MARKINGS THAT ARE MISPLACED SHALL BE REMOVED PRIOR TO REMARKING OR NEW MARKING APPLIED AS SHOWN ON THE PLANS.

Curve Table

Curve #	Length	Radius	Delta	Chord Direction	Chord Length
1	53.25	100.00	30.51	S74° 44' 40"W	52.62
2	62.24	75.00	47.55	S23° 39' 08"W	60.47
3	76.44	80.00	54.75	N27° 16' 24"E	73.57
4	86.73	40.01	124.21	N62° 06' 42"W	70.72
5	76.79	80.00	55.00	N27° 29' 57"E	73.88
6	86.82	40.00	124.35	N62° 02' 45"W	70.76

MATCHLINE - N 12100
SEE SHEET 14

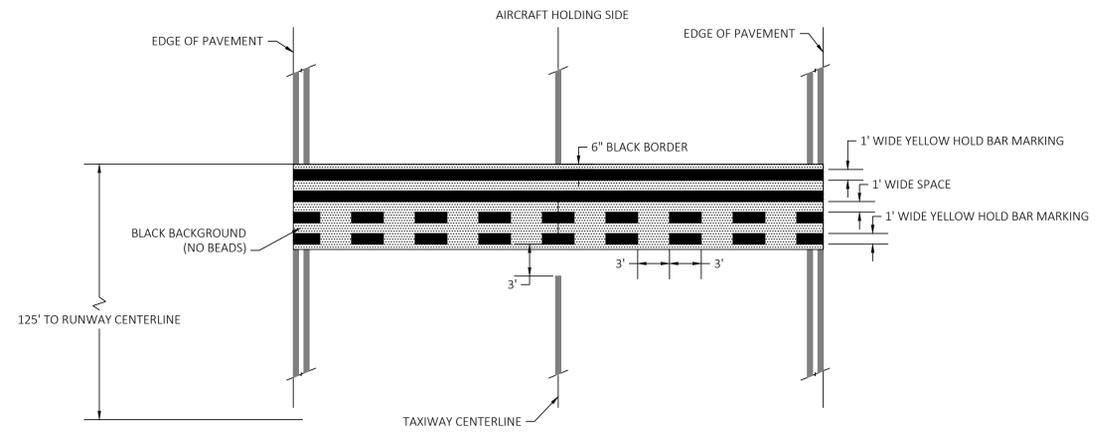


REVISIONS	BY	DATE
No.		

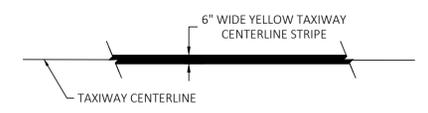
HEALDSBURG MUNICIPAL AIRPORT
CALIFORNIA
REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1, ACCESS ROAD & ASSOCIATED APRONS
MARKING PLAN - SHEET 1

DATE	3/19/25
DRAWN	TS
CHECKED	DB
PROJECT No.	97.06
FILE	9706.0XX.Marking
SCALE	1"=30'
SHEET No.	13 of 17

BASE BID
ALTERNATE 1



HOLDING POSITION MARKING DETAIL



TAXIWAY CENTERLINE MARKING DETAIL

NOTES:

1. ALL MARKING LAYOUTS SHALL BE VERIFIED WITH THE RPR PRIOR TO PLACING ANY PAINT.
2. ALL AREAS TO RECEIVE NEW MARKING SHALL BE SWEEPED CLEAN BY CONTRACTOR PRIOR TO ANY APPLICATION OF PAINT.
3. ALL NEW MARKINGS SHALL RECEIVE 2 COATS OF PAINT, THE FINAL WITH BEADS. BLACK COLOR MARKINGS DO NOT RECEIVE BEADS.
4. ALL EXISTING MARKING TO BE REMARKED SHALL RECEIVE 1 COAT WITH BEADS, BLACK COLOR MARKINGS DO NOT RECEIVE BEADS.
5. ALL TAXIWAY MARKING SHALL BE AVIATION YELLOW AND ALL RUNWAY MARKING SHALL BE WHITE, AS SHOWN ON THE PLANS.
6. ANY EXISTING MARKINGS OR PORTION OF MARKINGS THAT ARE MISPLACED SHALL BE REMOVED PRIOR TO REMAKING OR NEW MARKING APPLIED AS SHOWN ON THE PLANS.



REVISIONS	BY	APR	DATE
No.			

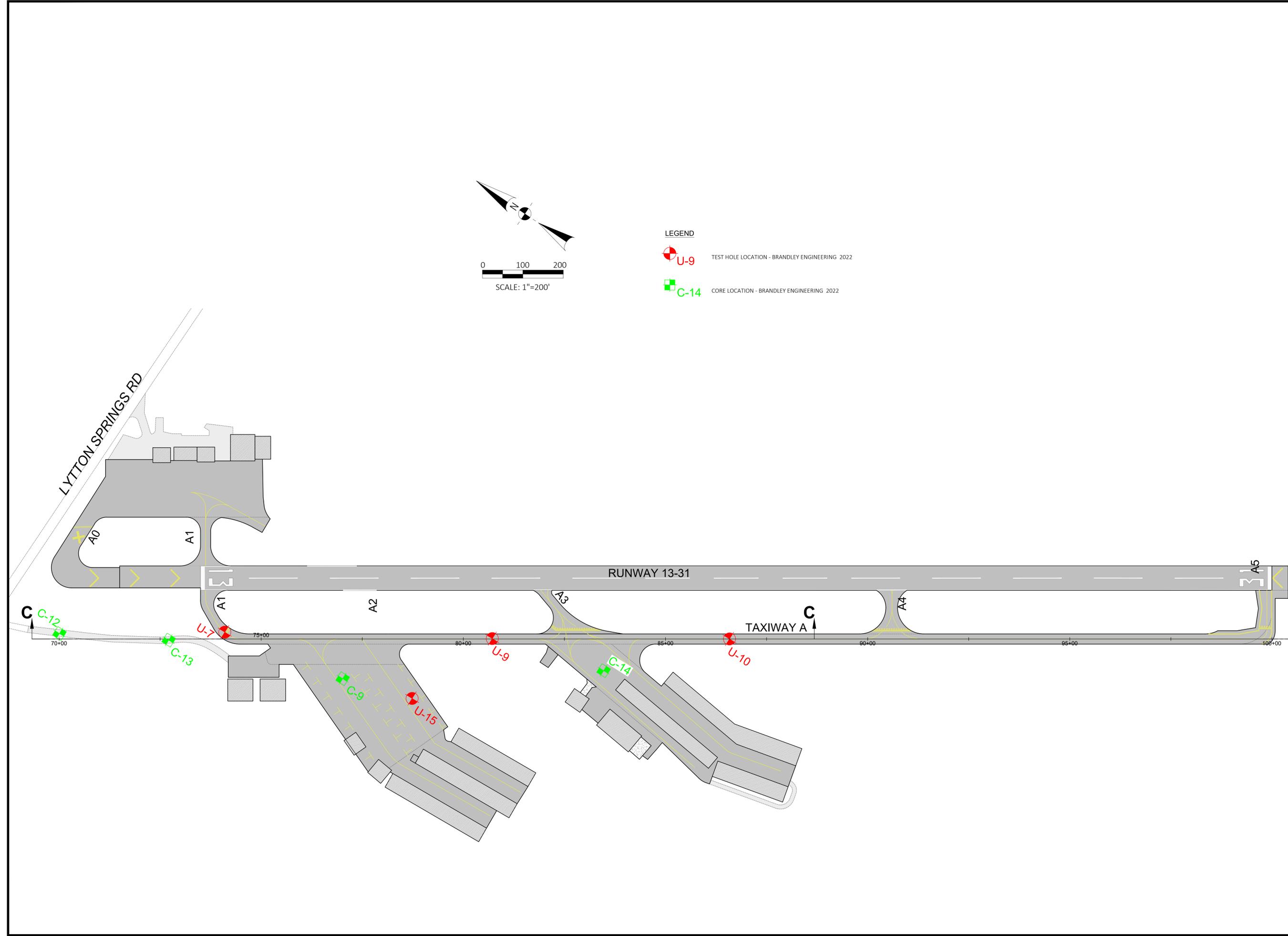
HEALDSBURG MUNICIPAL AIRPORT
 CALIFORNIA
**REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1,
 ACCESS ROAD & ASSOCIATED APRONS**
 MARKING DETAILS

DATE	3/19/25
DRAWN	TS
CHECKED	DB
PROJECT No.	97.06
FILE	9706.0XX.Marking
SCALE	AS SHOWN

SHEET No. 15 of 17

BASE BID
 ALTERNATE 1

G:\97 HEALDSBURG\97 TWA N.A.1\APRN REHAB\9706.XX SOILS.DWG PLOTTED BY David Bahazar 3/19/2025 3:51 PM



LEGEND

-  **U-9** TEST HOLE LOCATION - BRANDLEY ENGINEERING 2022
-  **C-14** CORE LOCATION - BRANDLEY ENGINEERING 2022

HEALDSBURG MUNICIPAL AIRPORT <small>HEALDSBURG CALIFORNIA</small>		REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1,	SOIL LOCATION MAP
DATE	3/19/25		
DRAWN	DMB		
CHECKED	DB		
PROJECT No.	97.06		
FILE	9706.XX SOILS		
SCALE	1"=100'		
SHEET No.	16 of 17		

No.	REVISIONS	BY	APR	DATE

	ENGINEER OF RECORD BRANDLEY ENGINEERING 6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725
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ENGINEER OF RECORD

BY: APR DATE:

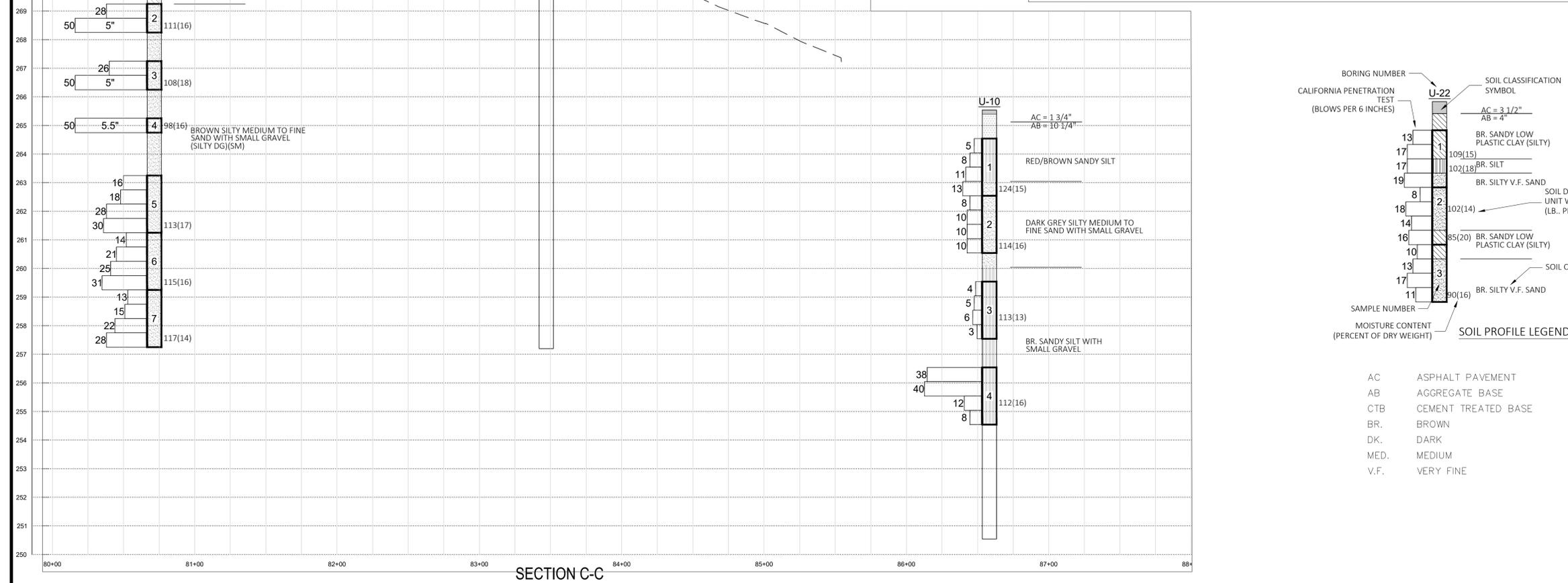
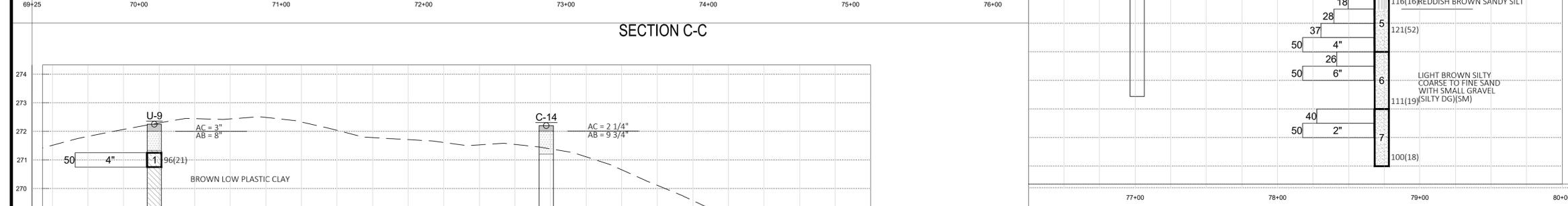
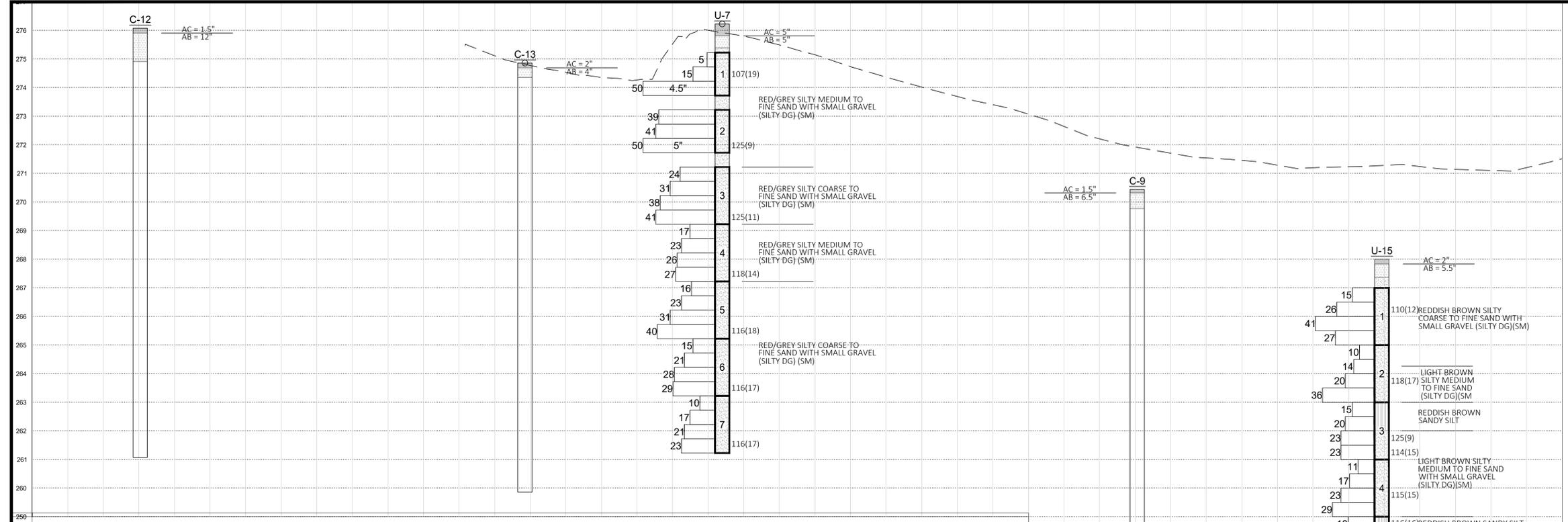
REVISIONS

No.

HEALDSBURG MUNICIPAL AIRPORT
 CALIFORNIA
**REHABILITATE TAXIWAY A (NORTH), TAXIWAY A1,
 ACCESS ROAD & ASSOCIATED APRONS**

SOIL PROFILES

DATE	3/19/25
DRAWN	DMB
CHECKED	DB
PROJECT No.	97.06
FILE	9706.XX SOILS
SCALE	1"=40'
SHEET No.	17 of 17



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BASE BID
ALTERNATE 1