

# GILA BEND MUNICIPAL AIRPORT

## AIRPORT MASTER PLAN



### AIRPORT LAYOUT PLAN SET

#### INDEX OF DRAWINGS

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8. EXHIBIT "A" AIRPORT PROPERTY MAP

PREPARED FOR THE  
TOWN OF GILA BEND





RUNWAY DATA	RUNWAY 4-22			
	EXISTING		ULTIMATE	
	4	22	4	22
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	B-II	B-II	SAME	B-II
FAA PART 77 CATEGORY	VISUAL	VISUAL	SAME	NON-PREC
APPROACH VISIBILITY MINIMUMS	+1 Mile	+1 Mile	SAME	SAME
DESIGN CRITICAL AIRCRAFT	KING AIR 200	KING AIR 200	SUPER KING AIR	
WINGSPAN OF DESIGN AIRCRAFT	45.9'	45.9'	54.5'	
UNDERCARRIAGE WIDTH OF DESIGN AIRCRAFT	14.6'	14.6'	SAME	
APPROACH SPEED (KNOTS) OF DESIGN AIRCRAFT	103	103	110	
MAXIMUM CERTIFIED TAKEOFF WEIGHT (LBS) OF DESIGN AIRCRAFT	12,500	12,500	15,000	
RUNWAY EFFECTIVE GRADIENT	0.3%	0.3%	SAME	
RUNWAY MAXIMUM GRADIENT	0.4%	0.4%	SAME	
PAYEMENT DESIGN STRENGTH (in thousand lbs./ft)	12.5(S)	12.5(S)	30(S)/60(D)	
APPROACH SLOPE	20:1	20:1	SAME	34:1
RUNWAY END ELEVATION (MSL)	774.2'	788.7'	SAME	SAME
RUNWAY TOUCHDOWN ZONE ELEVATION (MSL)	782.0'	788.7'	SAME	SAME
RUNWAY HIGH POINT ELEVATION (MSL)	788.7'	788.7'	SAME	SAME
RUNWAY LOW POINT ELEVATION (MSL)	774.2'	774.2'	SAME	SAME
LINE OF SIGHT REQUIREMENT MET	YES	YES	SAME	SAME
RUNWAY LENGTH	5200'	5200'	SAME	SAME
RUNWAY WIDTH	75'	75'	SAME	SAME
RUNWAY BEARING (TRUE)	57.51°	237.52°	SAME	SAME
RUNWAY SAFETY AREA LENGTH BEYOND STOP END OF RUNWAY	300'	300'	SAME	SAME
RUNWAY SAFETY AREA WIDTH	150'	150'	SAME	SAME
RUNWAY OBJECT FREE AREA LENGTH BEYOND STOP END OF RUNWAY	300'	300'	SAME	SAME
RUNWAY OBJECT FREE AREA WIDTH	500'	500'	SAME	SAME
RUNWAY OBSTACLE FREE ZONE LENGTH BEYOND RUNWAY END	200'	200'	SAME	SAME
RUNWAY OBSTACLE FREE ZONE WIDTH	250'	250'	400'	
DISTANCE FROM RUNWAY CENTERLINE TO HOLD BARS AND SIGNS	125'	125'	200'	
RUNWAY MARKING	NP	NP	SAME	SAME
STANDARD SEPARATION - RUNWAY CL TO PARALLEL TAXIWAY CL	240'	240'	SAME	SAME
STANDARD SEPARATION - TAXIWAY CL TO FIXED OR MOVABLE OBJECT	65.5'	65.5'	SAME	SAME
RUNWAY SURFACE/PAYEMENT MATERIAL	Asphalt	Asphalt	SAME	SAME
RUNWAY PAYEMENT SURFACE TREATMENT	None	None	SAME	SAME
RUNWAY LIGHTING	MIRL	MIRL	SAME	SAME
TAXIWAY WIDTH	35'	35'	SAME	SAME
TAXIWAY SURFACE MATERIAL	Asphalt	Asphalt	SAME	SAME
TAXIWAY OBJECT FREE AREA WIDTH	151'	151'	SAME	SAME
TAXIWAY SAFETY AREA WIDTH	79'	79'	SAME	SAME
TAXIWAY WINGTIP CLEARANCE	26'	26'	SAME	SAME
TAXIWAY MARKING	Centerline	Centerline	SAME	SAME
TAXIWAY LIGHTING	MTTL	MTTL	SAME	SAME
RUNWAY NAVIGATIONAL AIDS	PAPI 2	PAPI 2	GPS/PAPI 2	
RUNWAY VISUAL AIDS	Airport Beacon Segmented Circle Wind Cone	Airport Beacon Segmented Circle Wind Cone	SAME SAME SAME	

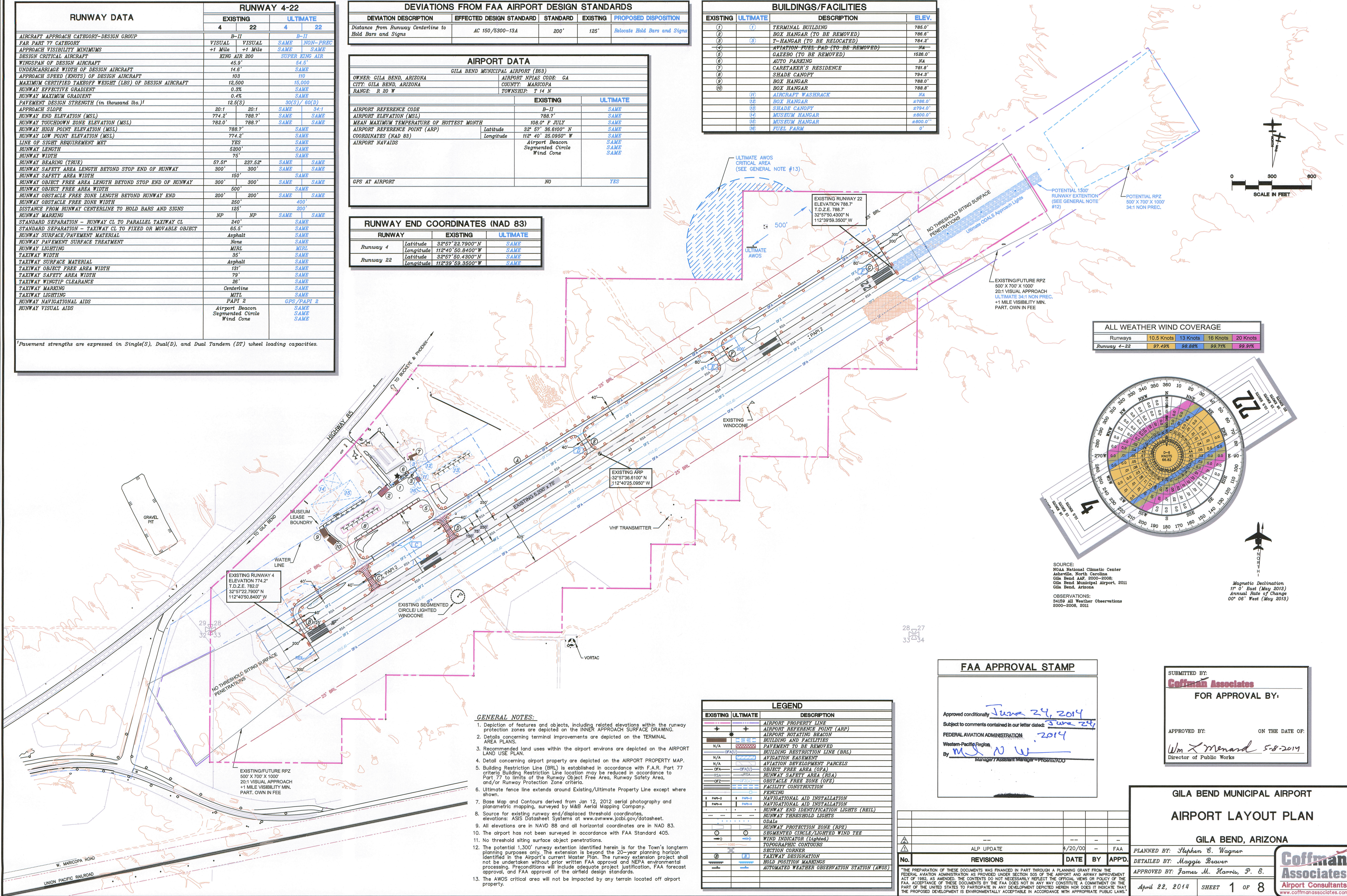
1 Pavement strengths are expressed in Single(S), Dual(D), and Dual Tandem (DT) wheel loading capacities.

DEVIATIONS FROM FAA AIRPORT DESIGN STANDARDS				
DEVIATION DESCRIPTION	EFFECTED DESIGN STANDARD	STANDARD	EXISTING	PROPOSED DISPOSITION
Distance from Runway Centerline to Hold Bars and Signs	AC 150/5300-13A	200'	125'	Relocate Hold Bars and Signs

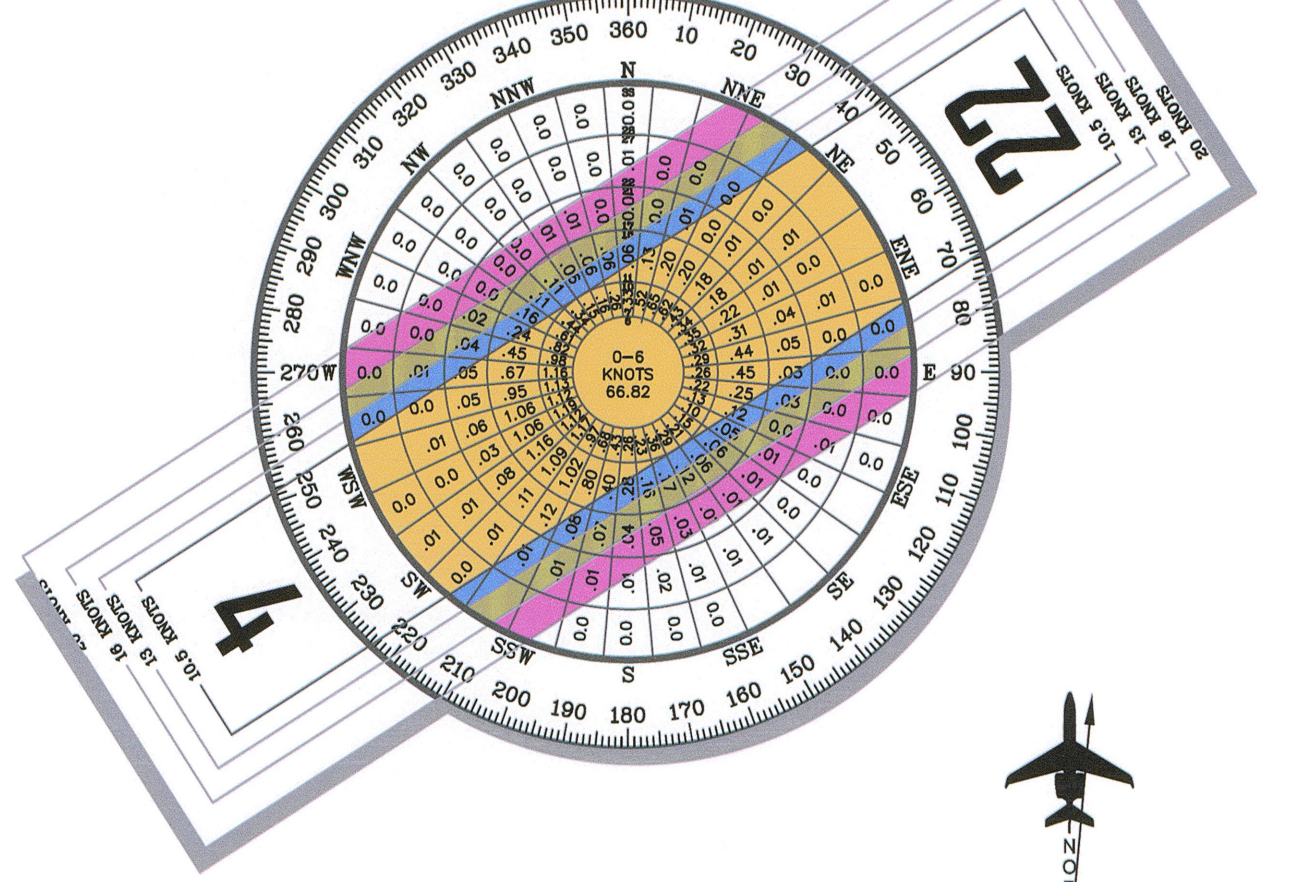
AIRPORT DATA			
GILA BEND MUNICIPAL AIRPORT (E63)			
OWNER: GILA BEND, ARIZONA	AIRPORT NPAS CODE: GA		
CITY: GILA BEND, ARIZONA	COUNTY: MARICOPA		
RANGE: R 20 W	TOWNSHIP: T 14 N		
		EXISTING	ULTIMATE
AIRPORT REFERENCE CODE		B-II	SAME
AIRPORT ELEVATION (MSL)		788.7'	SAME
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		108.0° F JULY	SAME
AIRPORT REFERENCE POINT (ARP)	Latitude	32° 57' 36.6100" N	SAME
COORDINATES (NAD 83)	Longitude	112° 40' 25.0950" W	SAME
AIRPORT NAVAIDS		Airport Beacon Segmented Circle Wind Cone	SAME SAME SAME
GPS AT AIRPORT		NO	YES

RUNWAY END COORDINATES (NAD 83)		
RUNWAY	EXISTING	ULTIMATE
Runway 4	Latitude 32°57'22.7900"N Longitude 112°40'50.8400"W	SAME SAME
Runway 22	Latitude 32°57'50.4300"N Longitude 112°39'59.3500"W	SAME SAME

BUILDINGS/FACILITIES			
EXISTING	ULTIMATE	DESCRIPTION	ELEV.
(1)	(1)	TERMINAL BUILDING	786.0'
(2)	(2)	BOX HANGAR (TO BE REMOVED)	786.6'
(3)	(3)	T-HANGAR (TO BE RELOCATED)	784.2'
(4)	(4)	AVIATION FUEL PAD (TO BE REMOVED)	NA
(5)	(5)	GAZEBO (TO BE REMOVED)	1526.0'
(6)	(6)	AUTO PARKING	NA
(7)	(7)	CARETAKER'S RESIDENCE	781.8'
(8)	(8)	SHADE CANOPY	784.3'
(9)	(9)	BOX HANGAR	788.0'
(10)	(10)	BOX HANGAR	786.8'
	(11)	AIRCRAFT WASHRACK	NA
	(12)	BOX HANGAR	±786.0'
	(13)	SHADE CANOPY	±784.0'
	(14)	MUSEUM HANGAR	±800.0'
	(15)	MUSEUM HANGAR	±800.0'
	(16)	FUEL FARM	0'



ALL WEATHER WIND COVERAGE			
Runways	10.5 Knots	13 Knots	16 Knots
Runway 4-22	97.48%	98.88%	99.71%



SOURCE:  
NOAA National Climatic Center  
Asheville, North Carolina  
Gila Bend AAF, 2000-2008;  
Gila Bend Municipal Airport, 2011  
Gila Bend, Arizona

OBSERVATIONS:  
34159 All Weather Observations  
2000-2008, 2011

Magnetic Declination  
1° 0' East (May 2013)  
Annual Rate of Change  
0° 06' West (May 2013)

- GENERAL NOTES:**
1. Depiction of features and objects, including related elevations within the runway protection zones are depicted on the INNER APPROACH SURFACE DRAWING.
  2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLANS.
  3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
  4. Detail concerning airport property are depicted on the AIRPORT PROPERTY MAP.
  5. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Building Restriction Line location may be reduced in accordance to Part 77 to limits of the Runway Object Free Area, Runway Safety Area, and/or Runway Protection Zone criteria.
  6. Ultimate fence line extends around Existing/Ultimate Property Line except where shown.
  7. Base Map and Contours derived from Jan 12, 2012 aerial photography and planimetric mapping, surveyed by M&B Aerial Mapping Company.
  8. Source for existing runway end/displaced threshold coordinates, elevations: ASIS Datasheet Systems at [www aviation.jcabi.gov/datasheet](http://www aviation.jcabi.gov/datasheet).
  9. All elevations are in NAVD 88 and all horizontal coordinates are in NAD 83.
  10. The airport has not been surveyed in accordance with FAA Standard 405.
  11. No threshold siting surface object penetrations.
  12. The potential 1,300' runway extension identified herein is for the Town's longterm planning purposes only. The extension is beyond the 20-year planning horizon identified in the Airport's current Master Plan. The runway extension project shall not be undertaken without prior written FAA approval and NEPA environmental processing. Preconditions will include adequate project justification, FAA forecast approval, and FAA approval of the airfield design standards.
  13. The AWOS critical area will not be impacted by any terrain located off airport property.

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
+	+	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
+	+	AIRPORT ROTATING BEACON
+	+	BUILDING AND FACILITIES
N/A	○	PAYEMENT TO BE REMOVED
○	○	BUILDING RESTRICTION LINE (BRL)
N/A	○	AVIATION EASEMENT
○	○	AVIATION DEVELOPMENT PARCELS
○	○	OBJECT FREE AREA (OFA)
○	○	RUNWAY SAFETY AREA (RSA)
○	○	OBSTACLE FREE ZONE (OFZ)
○	○	FACILITY CONSTRUCTION
○	○	FENCING
○	○	NAVIGATIONAL AID INSTALLATION
○	○	NAVIGATIONAL AID INSTALLATION
○	○	RUNWAY END IDENTIFICATION LIGHTS (REIL)
○	○	RUNWAY THRESHOLD LIGHTS
○	○	ODALS
○	○	RUNWAY PROTECTION ZONE (RPZ)
○	○	SEGMENTED CIRCLE/LIGHTED WIND TEE
○	○	WIND INDICATOR (Lighted)
○	○	TOPOGRAPHIC CONTOURS
○	○	SECTION CORNER
○	○	TAXIWAY DESIGNATION
○	○	BOLD POSITION MARKINGS
○	○	AUTOMATED WEATHER OBSERVATION STATION (AWOS)

**FAA APPROVAL STAMP**

Approved conditionally June 24, 2014

Subject to comments contained in our letter dated: June 24, 2014

FEDERAL AVIATION ADMINISTRATION

By M. J. N. W. Manager/Assistant Manager-Phoenix/ADO

SUBMITTED BY:  
**Coffman Associates**

FOR APPROVAL BY:

APPROVED BY: \_\_\_\_\_ ON THE DATE OF: \_\_\_\_\_

Wm. J. Menard 5-8-2014  
Director of Public Works

**GILA BEND MUNICIPAL AIRPORT**

**AIRPORT LAYOUT PLAN**

GILA BEND, ARIZONA

PLANNED BY: Stephen E. Wagner

DETAILED BY: Maggie Beaver

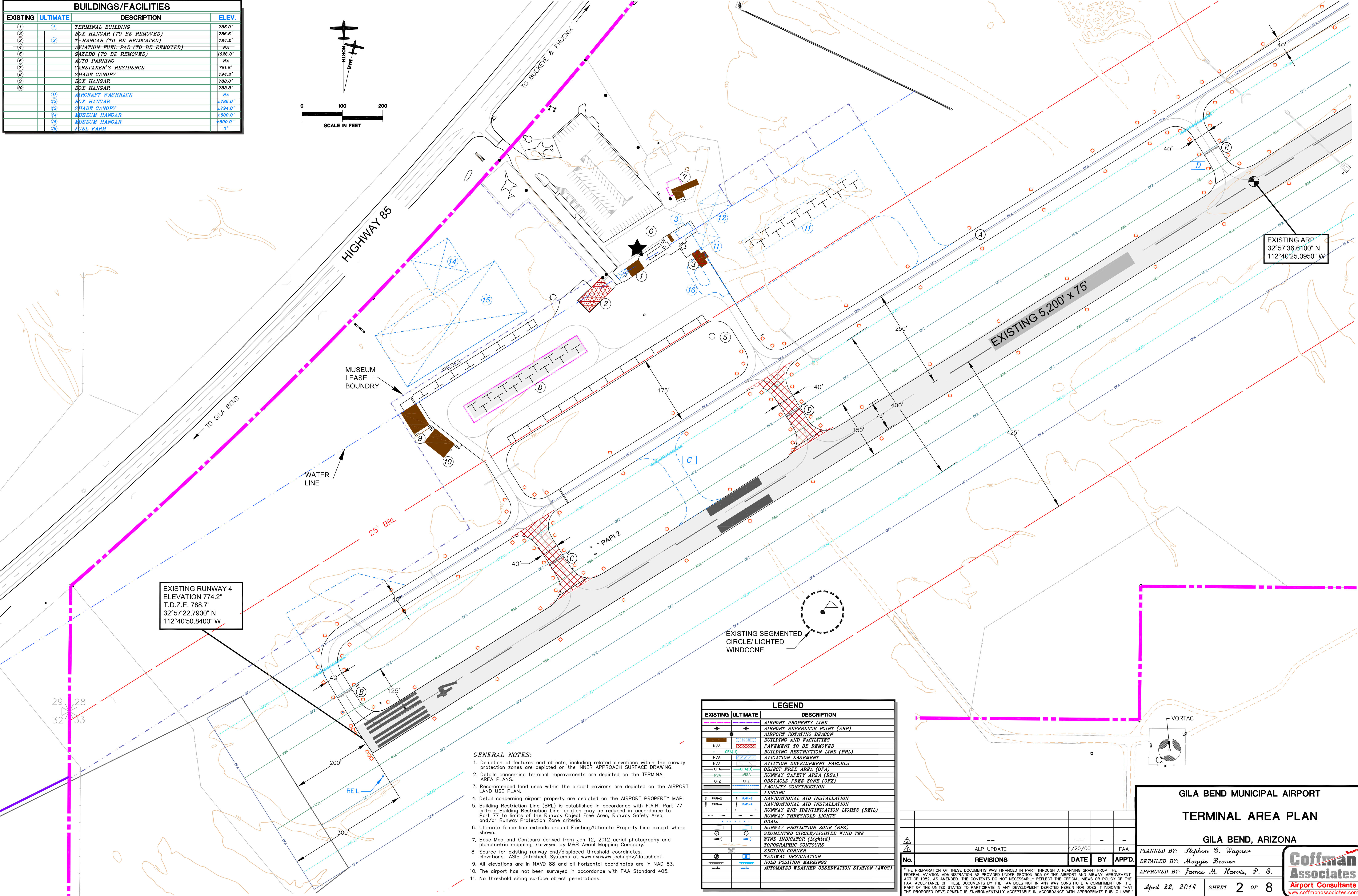
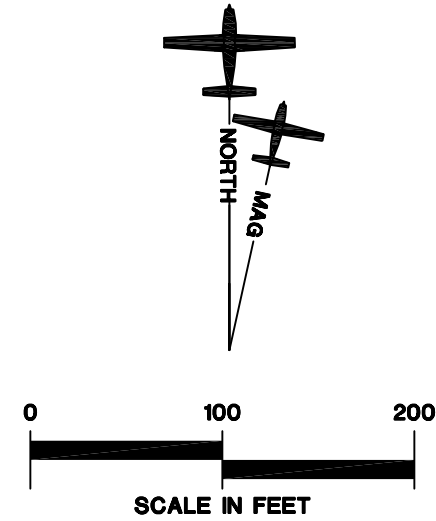
APPROVED BY: James M. Harris, P. E.

April 22, 2014 SHEET 1 OF 8

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BUILDINGS/FACILITIES			
EXISTING	ULTIMATE	DESCRIPTION	ELEV.
1	1	TERMINAL BUILDING	785.0'
2		BOX HANGAR (TO BE REMOVED)	786.6'
3	3	T-HANGAR (TO BE RELOCATED)	784.2'
4		AVIATION FUEL PAD (TO BE REMOVED)	NA
5		GAZEBO (TO BE REMOVED)	1588.0'
6		AUTO PARKING	NA
7		CHARTERER'S RESIDENCE	781.8'
8		SHADE CANOPY	794.3'
9		BOX HANGAR	788.0'
10		BOX HANGAR	788.8'
	11	AIRCRAFT WASHRACK	NA
	12	BOX HANGAR	7786.0'
	13	SHADE CANOPY	7794.0'
	14	MUSEUM HANGAR	8000.0'
	15	MUSEUM HANGAR	8000.0'
	16	FUEL FARM	0'



EXISTING RUNWAY 4  
ELEVATION 774.2"  
T.D.Z.E. 788.7"  
32°57'22.7900" N  
112°40'50.8400" W

EXISTING ARP  
32°57'36.6100" N  
112°40'25.0950" W

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
+	+	AIRPORT ROTATING BEACON
+	+	BUILDING AND FACILITIES
N/A	---	PAVEMENT TO BE REMOVED
---	---	BUILDING RESTRICTION LINE (BRL)
N/A	---	AVIATION EASEMENT
N/A	---	AVIATION DEVELOPMENT PARCELS
OFA	---	OBJECT FREE AREA (OFA)
---	---	RUNWAY SAFETY AREA (RSA)
---	---	OBSTACLE FREE ZONE (OFZ)
---	---	FACILITY CONSTRUCTION
---	---	FENCING
---	---	NAVIGATIONAL AID INSTALLATION
---	---	NAVIGATIONAL AID INSTALLATION
---	---	RUNWAY END IDENTIFICATION LIGHTS (REIL)
---	---	RUNWAY THRESHOLD LIGHTS
---	---	ODALS
---	---	RUNWAY PROTECTION ZONE (RPZ)
---	---	SEGMENTED CIRCLE/LIGHTED WIND TREE
---	---	WIND INDICATOR (Lighted)
---	---	TOPOGRAPHIC CONTOURS
---	---	SECTION CORNER
---	---	TAXIWAY DESIGNATION
---	---	HOLD POSITION MARKINGS
---	---	AUTOMATED WEATHER OBSERVATION STATION (AWOS)

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  8. Source for existing runway end/displaced threshold coordinates, elevations: ASIS Datasheet Systems at [www.aisis.gov/datasheet](http://www.aisis.gov/datasheet).
  9. All elevations are in NAVD 88 and all horizontal coordinates are in NAD 83.
  10. The airport has not been surveyed in accordance with FAA Standard 405.
  11. No threshold siting surface object penetrations.

REVISIONS				
No.	REVISIONS	DATE	BY	APP'D.
1	ALP UPDATE	4/20/00	---	FAA

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982. AS AMENDED, THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

GILA BEND MUNICIPAL AIRPORT

TERMINAL AREA PLAN

GILA BEND, ARIZONA

PLANNED BY: Stephen C. Wagner

DETAILED BY: Maggie Beaver

APPROVED BY: James M. Harris, P. E.

April 22, 2014

SHEET 2 OF 8

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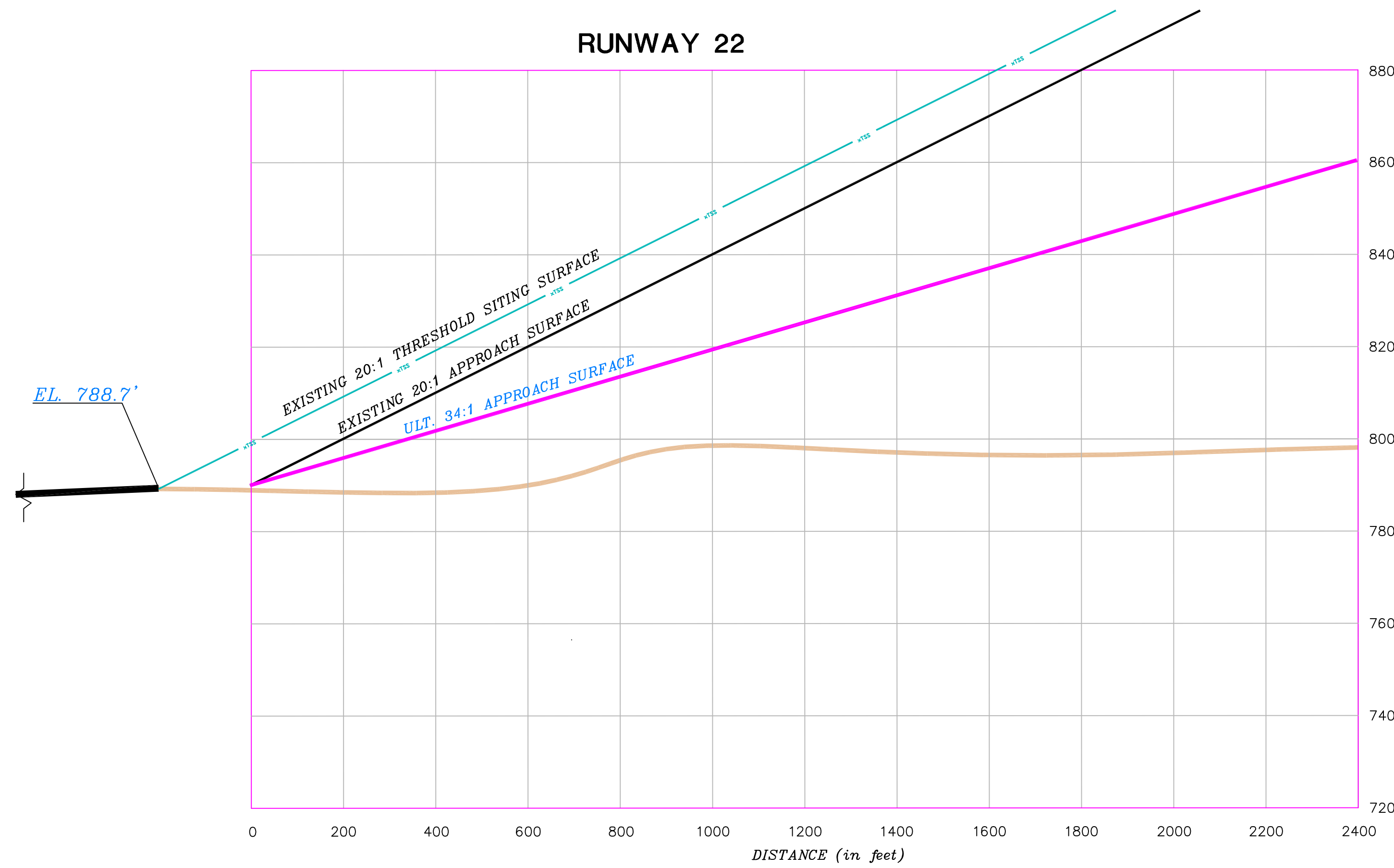
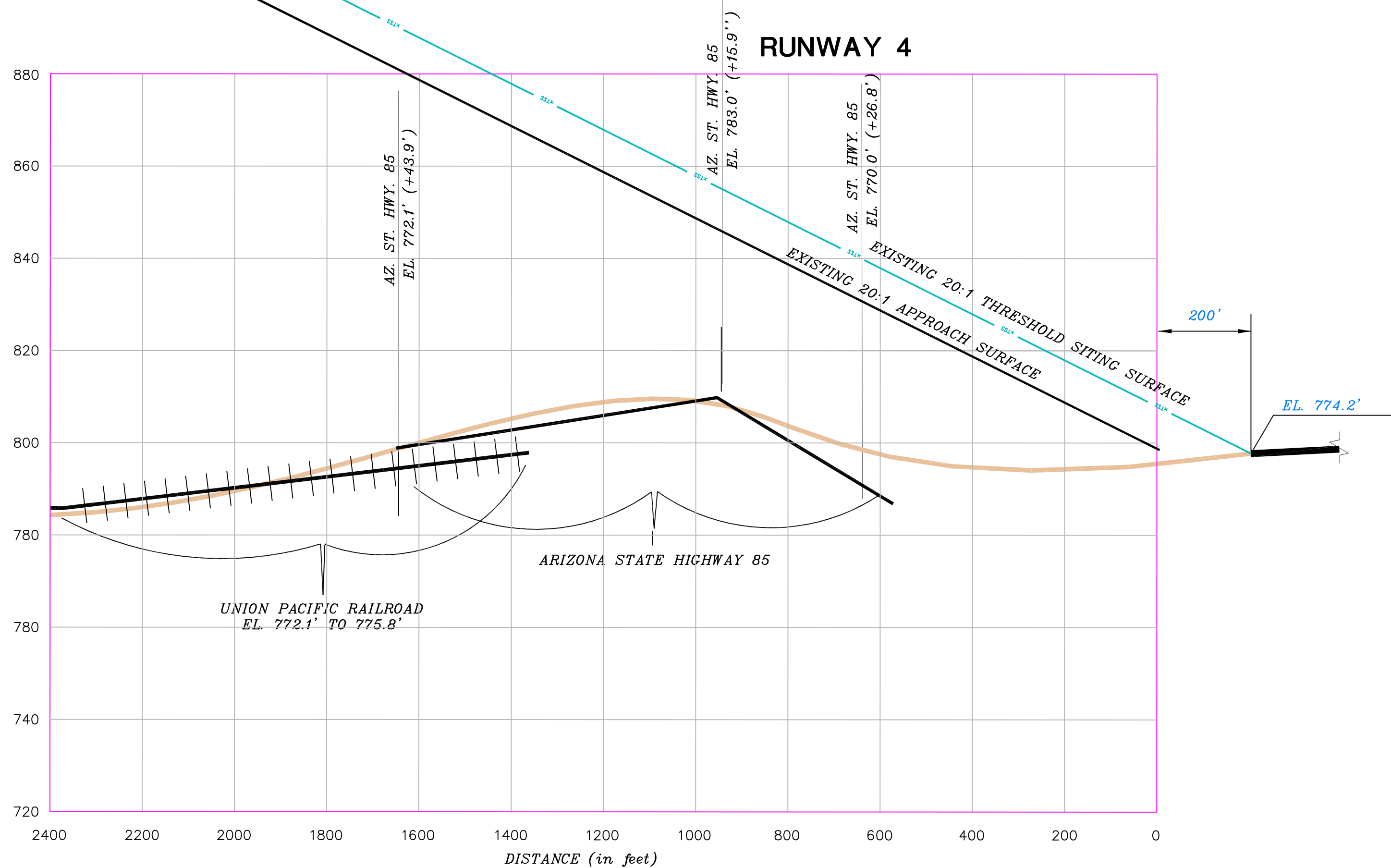
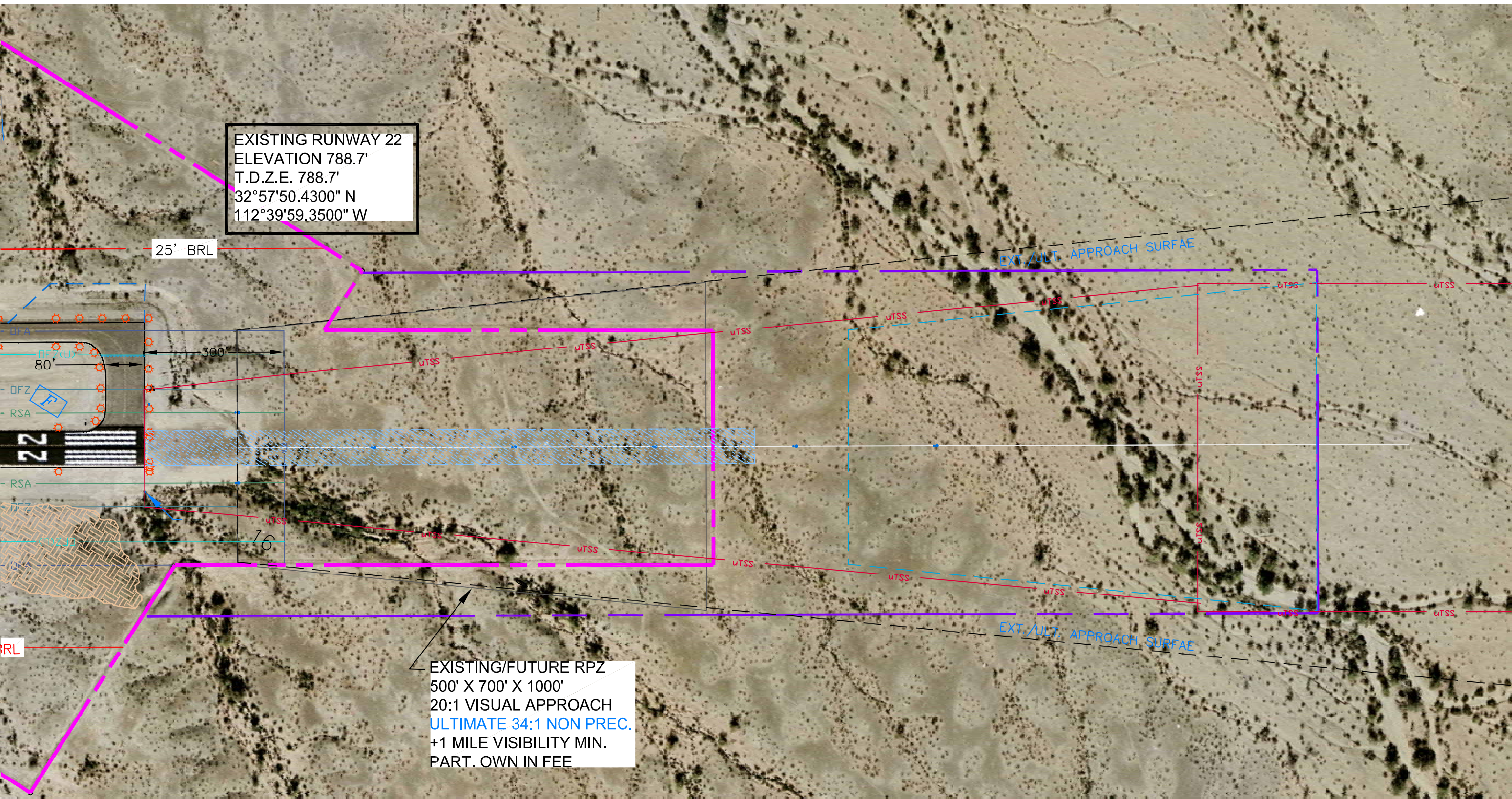
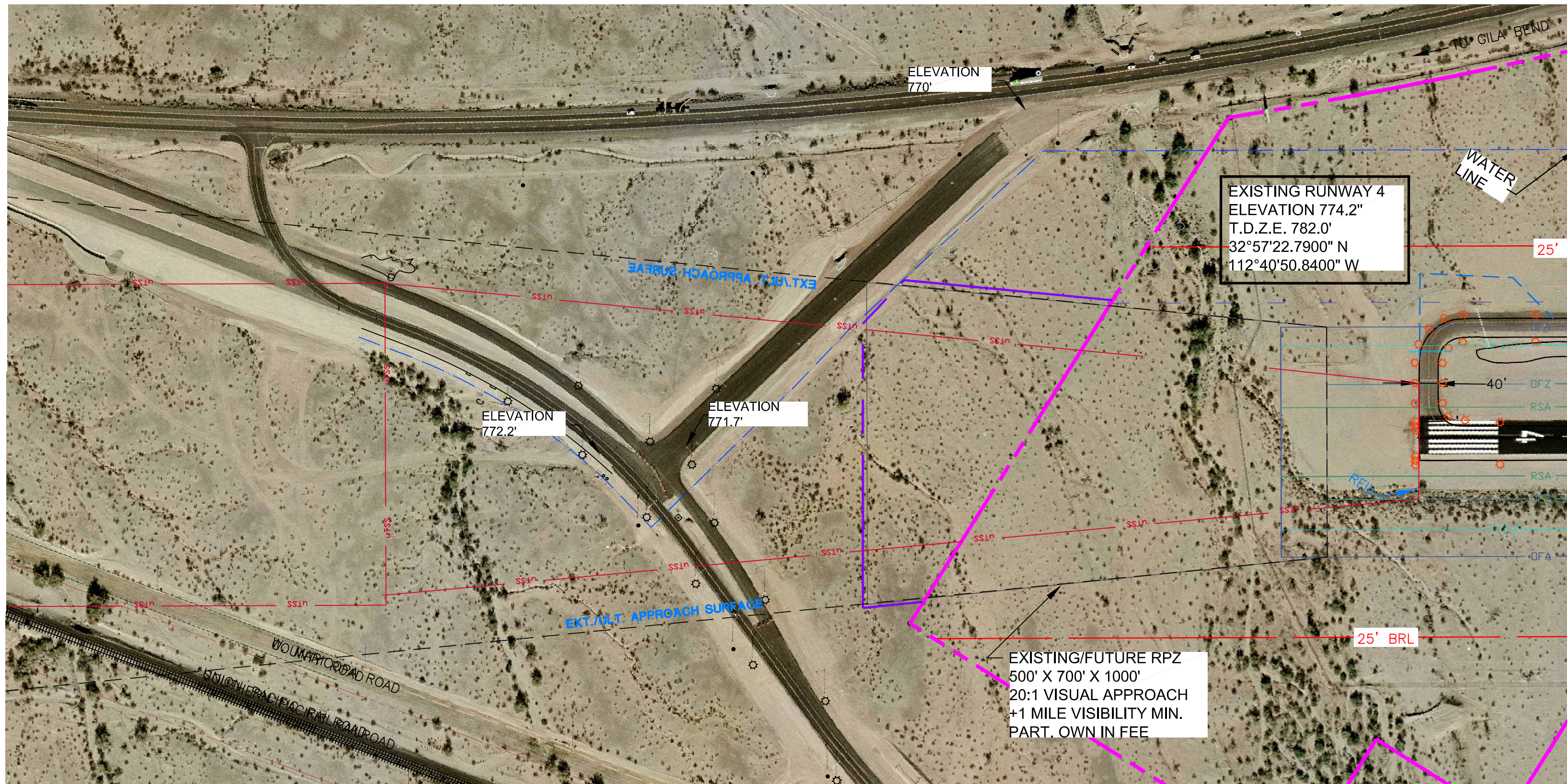
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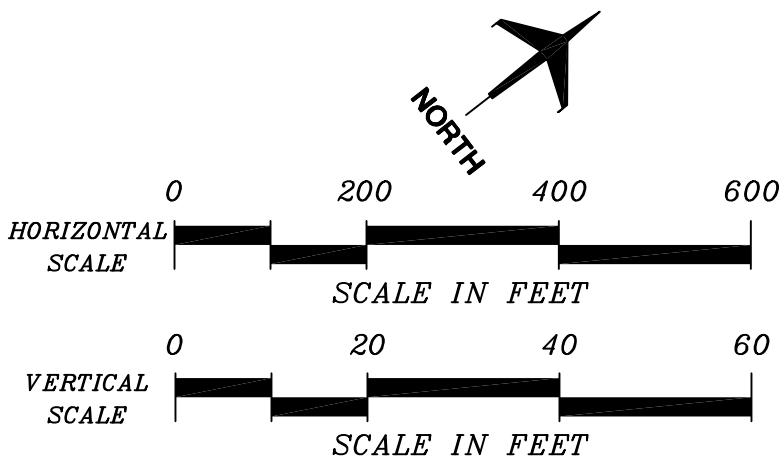




GENERAL NOTES:

1. Obstructions, clearances, and locations are calculated from existing runway end elevations and existing approach surfaces, unless otherwise noted.
2. Depiction of features and objects within the primary, transitional, and horizontal Part 77 surfaces, is illustrated on the AIRPORT AIRSPACE DRAWING, sheet 2 of these plans.

RUNWAY 4 OBSTRUCTION TABLE						RUNWAY 22 OBSTRUCTION TABLE					
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition	Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
NONE FOUND WITHIN APPROACH SURFACE	-	-	-	-	-	NONE FOUND WITHIN APPROACH SURFACE	-	-	-	-	-



REVISIONS				DATE	BY	APP'D.
No.						
1	ALP UPDATE	4/20/00	-	FAA		

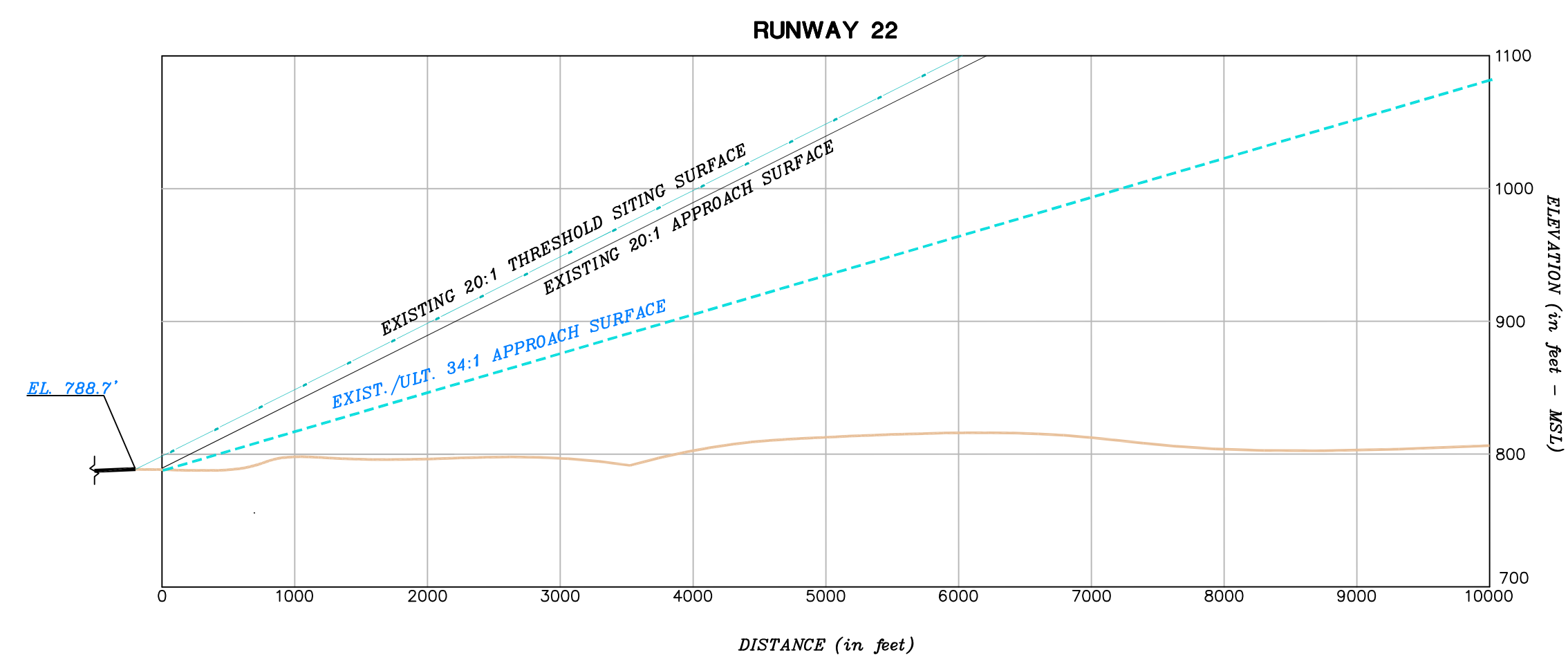
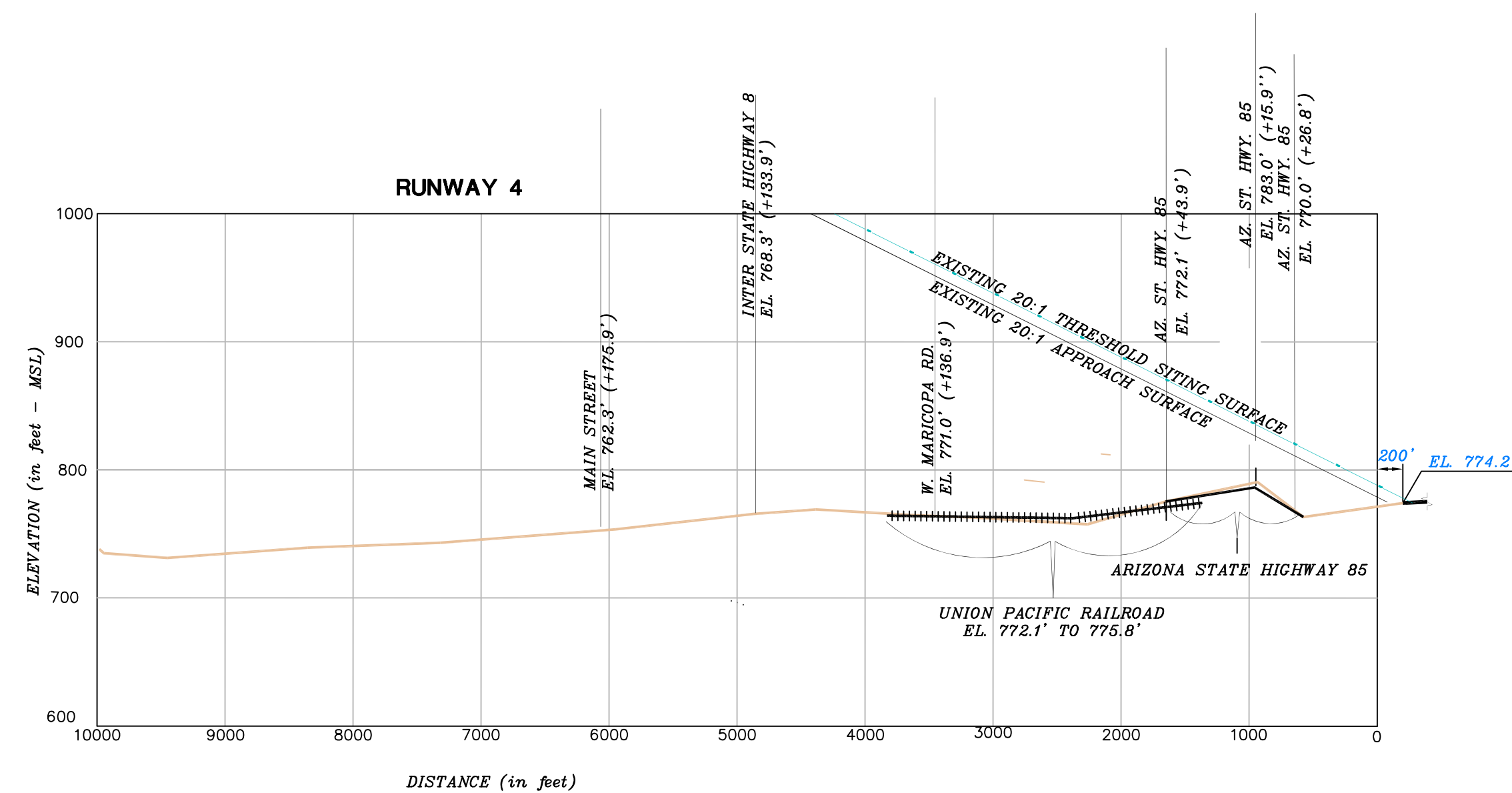
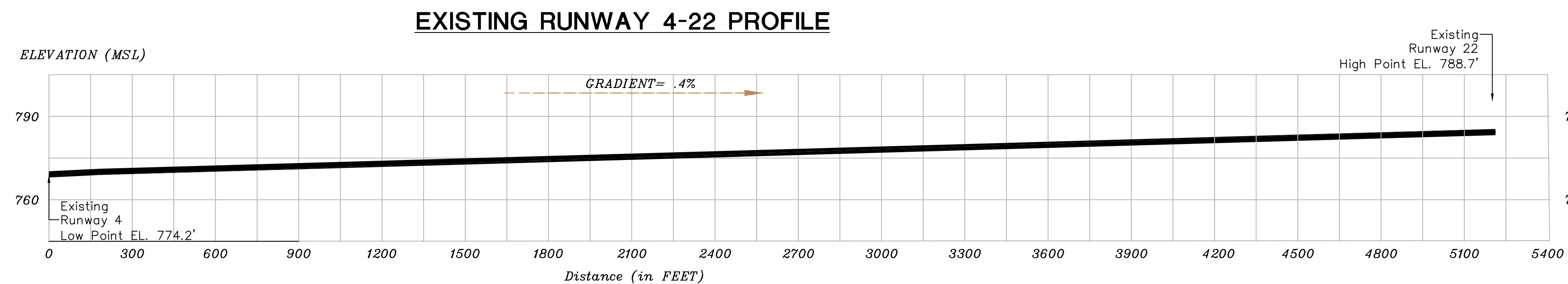
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GILA BEND MUNICIPAL AIRPORT  
RUNWAY 4-22 INNER  
APPROACH SURFACE DRAWING  
GILA BEND, ARIZONA

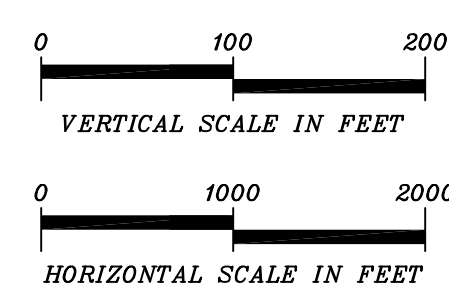
PLANNED BY: Stephen C. Wagner  
DETAILED BY: Maggie Beaver  
APPROVED BY: James M. Harris, P. E.  
April 22, 2014 SHEET 4 OF 8



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OBSTRUCTION TABLE					
Object Description	Object Elevation	Obstructed Part 77 Surface	Surface Elevation	Object Penetration	Proposed Object Disposition
1. ---	--	--	--	--	--
2. ---	--	--	--	--	--



	<p>--</p>	<p>--</p>	<p>--</p>	<p>--</p>
	<p>ALP UPDATE</p>	<p>4/20/00</p>	<p>--</p>	<p>FAA</p>
No.	REVISONS	DATE	BY	APP
<p>THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH FEDERAL PUBLIC LAW 94-472.</p>				

**GILA BEND MUNICIPAL AIRPORT  
OUTER PORTION OF  
RUNWAY 4-22 APPROACH  
SURFACE DRAWING  
GILA BEND, ARIZONA**

	PLANNED BY: Stephen C. Wagner
D.	DETAILED BY: Maggie Beaver

APPROVED BY: James M. Harris, P. E.

April 22, 2014 SHEET 5 OF 8

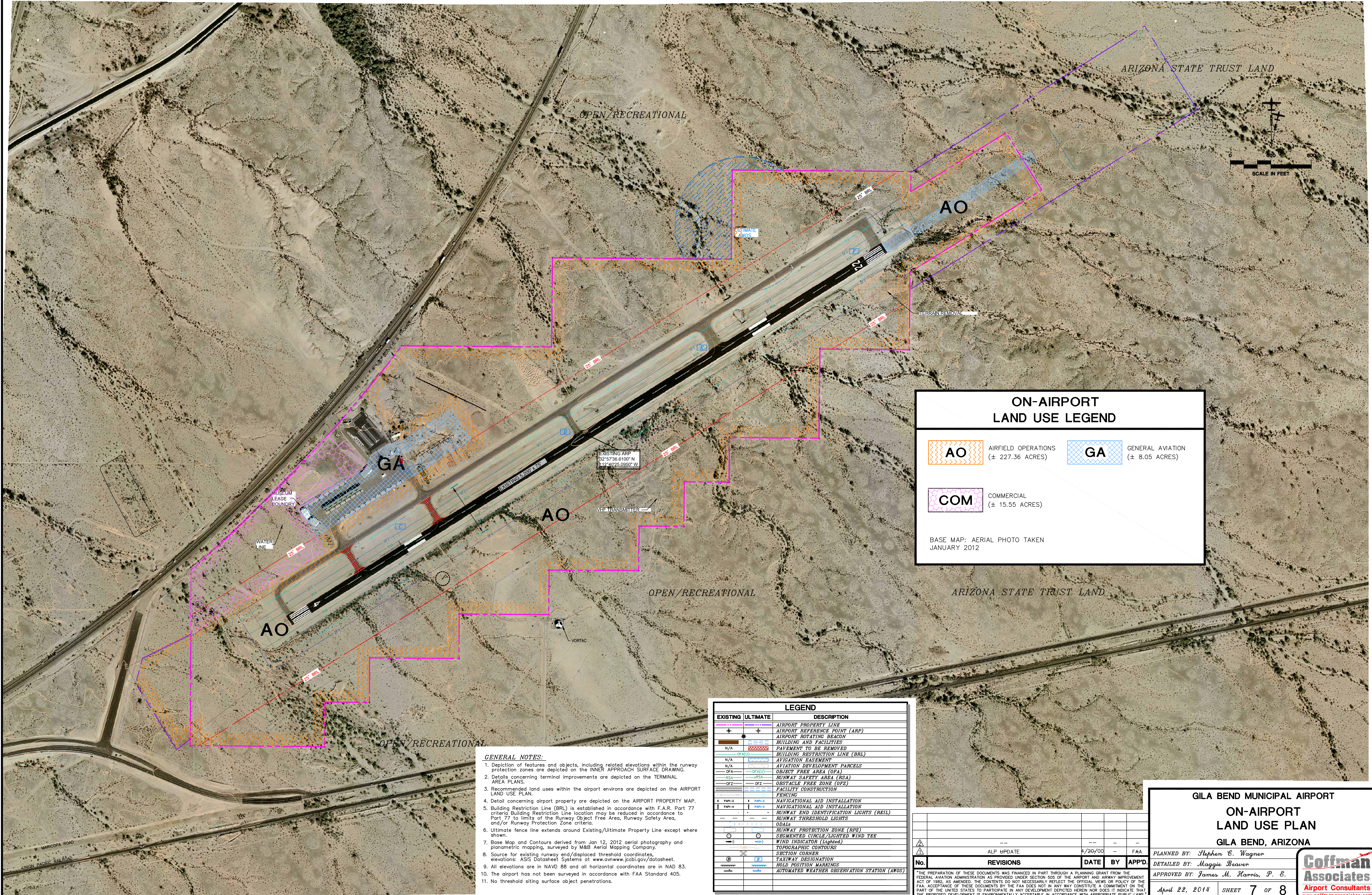
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### ON-AIRPORT LAND USE LEGEND

<b>AO</b>	AIRFIELD OPERATIONS (± 227.36 ACRES)	<b>GA</b>	GENERAL AVIATION (± 8.05 ACRES)
<b>COM</b>	COMMERCIAL (± 15.55 ACRES)		

BASE MAP: AERIAL PHOTO TAKEN  
JANUARY 2012

GENERAL NOTES:

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LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
+	+	AIRPORT ROTATING BEACON
---	---	BUILDING AND FACILITIES
N/A	---	PAVEMENT TO BE REMOVED
N/A	---	BUILDING RESTRICTION LINE (BRL)
N/A	---	AVIATION EASEMENT
N/A	---	AVIATION DEVELOPMENT PARCELS
OFA	---	OBJECT FREE AREA (OFA)
RSA	---	RUNWAY SAFETY AREA (RSA)
---	---	OBSTACLE FREE ZONE (OFZ)
---	---	FACILITY CONSTRUCTION
---	---	FENCING
---	---	NAVIGATIONAL AID INSTALLATION
---	---	NAVIGATIONAL AID INSTALLATION
---	---	RUNWAY END IDENTIFICATION LIGHTS (REIL)
---	---	RUNWAY THRESHOLD LIGHTS
---	---	ODALS
---	---	RUNWAY PROTECTION ZONE (RPZ)
---	---	SEGMENTED CIRCLE/LIGHTED WIND TEE
---	---	WIND INDICATOR (Lighted)
---	---	TOPOGRAPHIC CONTOURS
---	---	SECTION CORNER
---	---	TAXIWAY DESIGNATION
---	---	HOLD POSITION MARKINGS
---	---	AUTOMATED WEATHER OBSERVATION STATION (AWOS)

REVISIONS				
No.	REVISIONS	DATE	BY	APPD.
1	ALP UPDATE	4/25/00	---	FAA

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### GILA BEND MUNICIPAL AIRPORT ON-AIRPORT LAND USE PLAN GILA BEND, ARIZONA

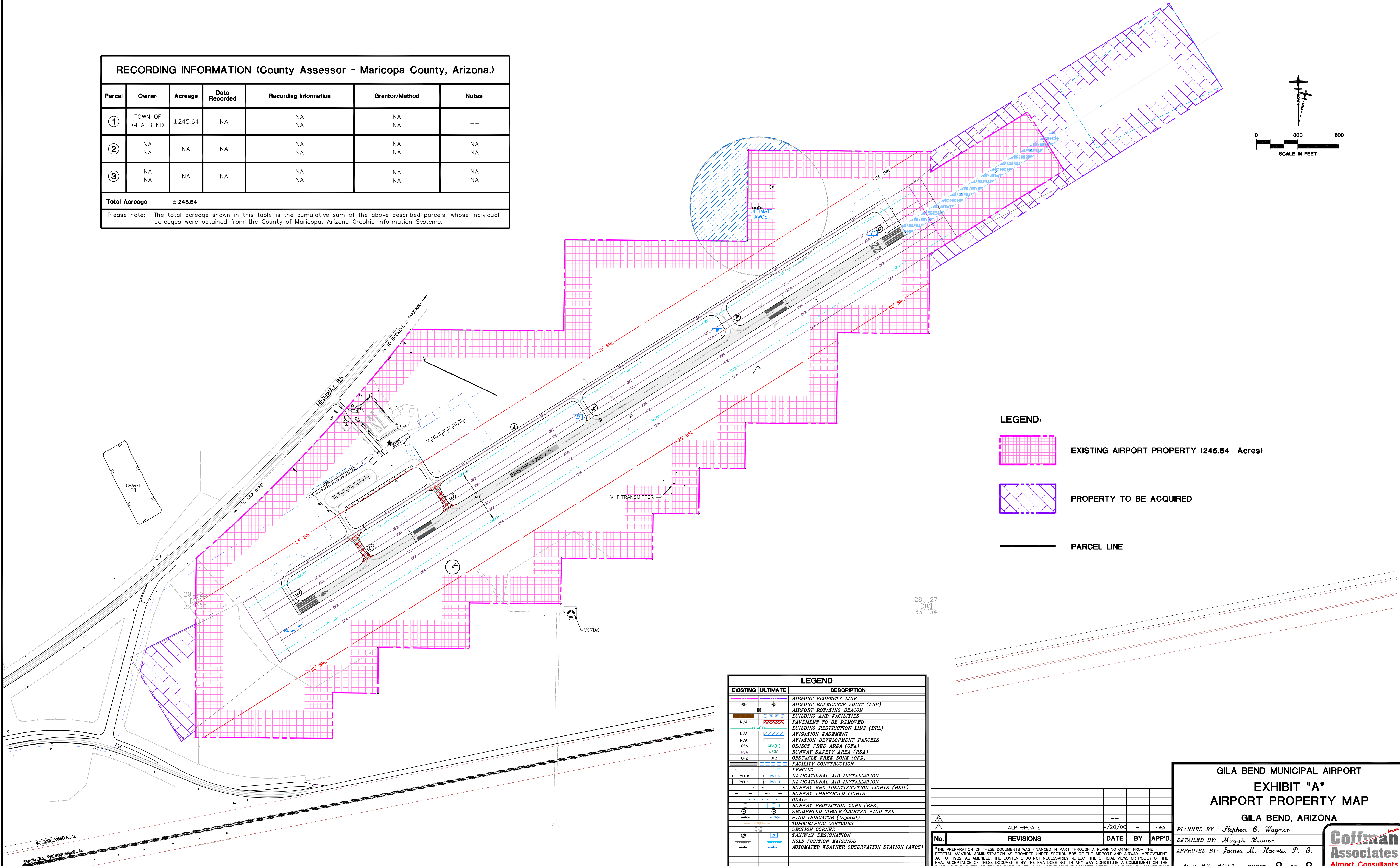
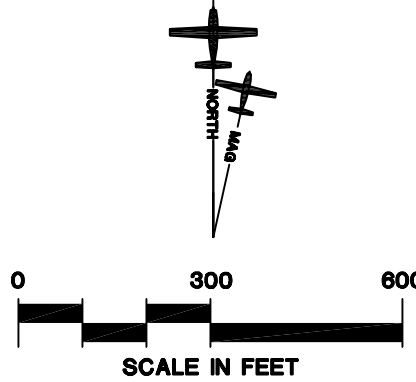
PLANNED BY: Stephen C. Wagner  
DETAILED BY: Maggie Beaver  
APPROVED BY: James M. Harris, P. E.

April 22, 2014 SHEET 7 OF 8

**Coffman Associates**  
Airport Consultants  
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RECORDING INFORMATION (County Assessor - Maricopa County, Arizona.)						
Parcel	Owner	Acreage	Date Recorded	Recording Information	Grantor/Method	Notes
①	TOWN OF GILA BEND	±245.64	NA	NA NA	NA NA	--
②	NA NA	NA	NA	NA NA	NA NA	NA NA
③	NA NA	NA	NA	NA NA	NA NA	NA NA
Total Acreage		± 245.64				
Please note: The total acreage shown in this table is the cumulative sum of the above described parcels, whose individual acreages were obtained from the County of Maricopa, Arizona Graphic Information Systems.						



**LEGEND:**

EXISTING AIRPORT PROPERTY (245.64 Acres)

PROPERTY TO BE ACQUIRED

PARCEL LINE

LEGEND		DESCRIPTION
EXISTING	ULTIMATE	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
+	+	AIRPORT ROTATING BEACON
		BUILDING AND FACILITIES
N/A		PAVEMENT TO BE REMOVED
N/A		BUILDING RESTRICTION LINE (BRL)
N/A		AVIATION EASEMENT
N/A		AVIATION DEVELOPMENT PARCELS
N/A		OBJECT FREE AREA (OFA)
N/A		RUNWAY SAFETY AREA (RSA)
N/A		OBSTACLE FREE ZONE (OFZ)
N/A		FACILITY CONSTRUCTION
N/A		FENCING
N/A		NAVIGATIONAL AID INSTALLATION
N/A		NAVIGATIONAL AID INSTALLATION
N/A		RUNWAY END IDENTIFICATION LIGHTS (REIL)
N/A		RUNWAY THRESHOLD LIGHTS
N/A		ODALS
N/A		RUNWAY PROTECTION ZONE (RPZ)
N/A		SEGMENTED CIRCLE/LIGHTED WIND TEE
N/A		WIND INDICATOR (Lighted)
N/A		TOPOGRAPHIC CONTOURS
N/A		SECTION CORNER
N/A		TAXIWAY DESIGNATION
N/A		HOLD POSITION MARKINGS
N/A		AUTOMATED WEATHER OBSERVATION STATION (AWOS)

REVISIONS				
No.	REVISIONS	DATE	BY	APP'D.
1	ALP UPDATE	4/25/00	FAA	

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GILA BEND MUNICIPAL AIRPORT

EXHIBIT "A"

AIRPORT PROPERTY MAP

GILA BEND, ARIZONA

PLANNED BY: Stephen C. Wagner

DETAILED BY: Maggie Beaver

APPROVED BY: James M. Harris, P. E.

April 22, 2014

SHEET

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OF

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