

# ST. CLAIR COUNTY, ILLINOIS CONSTRUCTION PLANS FOR

## INDEX TO SHEETS

1. COVER SHEET
2. SUMMARY OF QUANTITIES
3. SITE PLAN
4. CSPP NOTES 1
5. CSPP NOTES 2
6. CONSTRUCTION PHASING OVERVIEW
7. CONSTRUCTION ACTIVITY PLAN 1
8. CONSTRUCTION ACTIVITY PLAN 2
9. CONSTRUCTION ACTIVITY PLAN 3
10. CONSTRUCTION ACTIVITY PLAN 4
11. CONSTRUCTION ACTIVITY PLAN 5
12. CONSTRUCTION ACTIVITY PLAN 6
13. SHOULDER REPAIR PLAN 1
14. SHOULDER REPAIR PLAN 2
15. SHOULDER REPAIR PLAN 3
16. SHOULDER REPAIR PLAN 4
17. SHOULDER REPAIR PLAN 5
18. DETAILS



## ILLINOIS PROJECT BLV - 4494 A. I. P. PROJECT 3-17-SBGP-108, 111 REHABILITATE AIRFIELD SHOULDERS

FEBRUARY 26, 2016

**811** Know what's below.  
Call before you dig.

J.U.L.I.E.  
JOINT UTILITY LOCATING  
INFORMATION FOR EXCAVATORS  
www.illinois1call.com

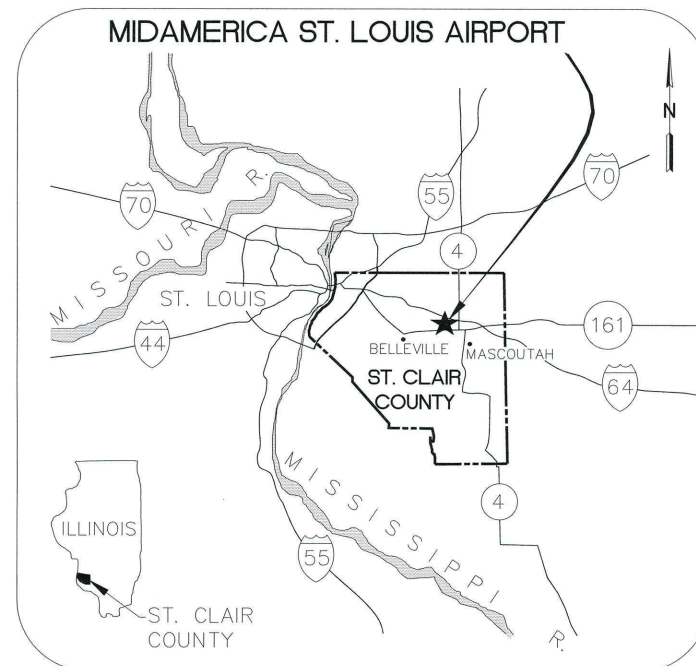
THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

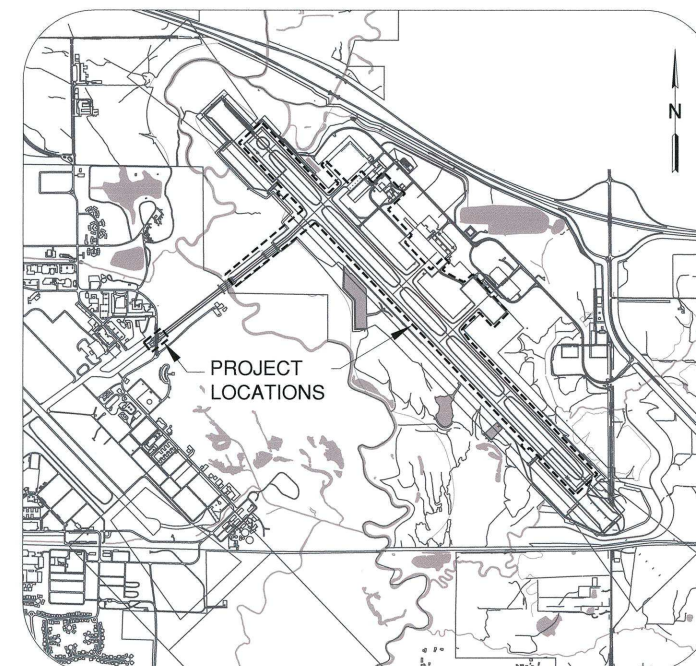
CALL J.U.L.I.E.  
BEFORE EXCAVATING  
1-800-892-0123

ST. CLAIR COUNTY  
MASCOUTAH TOWNSHIP

TOWNSHIP: 1 NORTH    TOWNSHIP: 1 NORTH  
RANGE: 7 WEST        RANGE: 6 WEST  
SECTION(S): 1, 12    SECTION(S): 7



LOCATION MAP



SITE PLAN

SOME OF THE EXISTING TAXIWAY DESIGNATIONS ARE BEING CHANGED AS PART OF ANOTHER PROJECT. THIS SET OF PLANS SHOWS THE OLD DESIGNATION WITH THE NEW DESIGNATION, WHEN APPLICABLE, IN PARENTHESES. EXAMPLE: M (K3) = TAXIWAY M CHANGING TO TAXIWAY K3.

ST. CLAIR COUNTY  
PUBLIC BUILDING COMMISSION  
AIRPORT SPONSOR

APPROVED *Richard A. Sargent*  
CHAIRMAN, PUBLIC BUILDING COMMISSION

DATE 4/14/16



ONE MEMORIAL DRIVE  
SUITE 500  
ST. LOUIS, MO 63102  
(314) 436-5500

CRAWFORD MURPHY & TILLY, INC.  
ENGINEERS & CONSULTANTS

- AURORA, IL    ■ CHICAGO, IL    ■ COLUMBUS, OH
- EDWARDSVILLE, IL    ■ INDIANAPOLIS, IN    ■ PEORIA, IL
- ROCKFORD, IL    ■ SPRINGFIELD, IL    ■ ST. LOUIS, MO
- SPRINGFIELD, MO    ■ LEE'S SUMMIT, MO

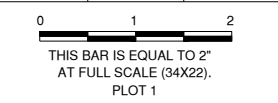
SUBMITTED BY *Brian W. Danks*

DATE April 18, 2016

CMT JOB NUMBER 15098-04

4/18/16  
BRIAN W. DANKS  
062-06321  
LICENSED  
PROFESSIONAL  
ENGINEER  
STATE OF ILLINOIS  
*Brian W. Danks*  
Expires 11/30/17

REVISIONS		
NUMBER	BY	DATE

BASE BID

ITEM	DESCRIPTION	UNIT	QUANTITY
AR150520	MOBILIZATION	LS	1
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	8,000
AR201663	SAND MIX CRACK REPAIR	LF	2,000
AR605541	CLEAN & SEAL CRACKS	LF	300
AR608510	EXISTING ASPHALT SURFACE TREATMENT	SY	66,400
AR620520	PAVEMENT MARKING-WATERBORNE	SF	640
AR620900	PAVEMENT MARKING REMOVAL	SF	640
AR801989	SEAL AROUND PCC LIGHT BASE	EACH	500
AR801990	CLEAN & SEAL GATE DETECTOR LOOPS	EACH	3
AR801991	PCC PAVEMENT GRINDING	SY	800

ADDITIVE ALTERNATE 1

ITEM	DESCRIPTION	UNIT	QUANTITY
AS201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	1,000
AS608510	EXISTING ASPHALT SURFACE TREATMENT	SY	9,730
AS620520	PAVEMENT MARKING-WATERBORNE	SF	4,285
AS620900	PAVEMENT MARKING REMOVAL	SF	390

ADDITIVE ALTERNATE 2

ITEM	DESCRIPTION	UNIT	QUANTITY
AT605540	CLEAN & SEAL JOINTS	LF	50,000
AT801992	SHOULDER PAVEMENT PATCHING	SF	200

MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS

REHABILITATE AIRFIELD SHOULDERS



ILLINOIS PROJECT NO. BLV-4494  
AIP PROJECT NO. 3-17-SBGP-108, 111

FILE: 02\_QUANTITIES.dwg

DESIGN BY: ASF

DRAWN BY: ASF

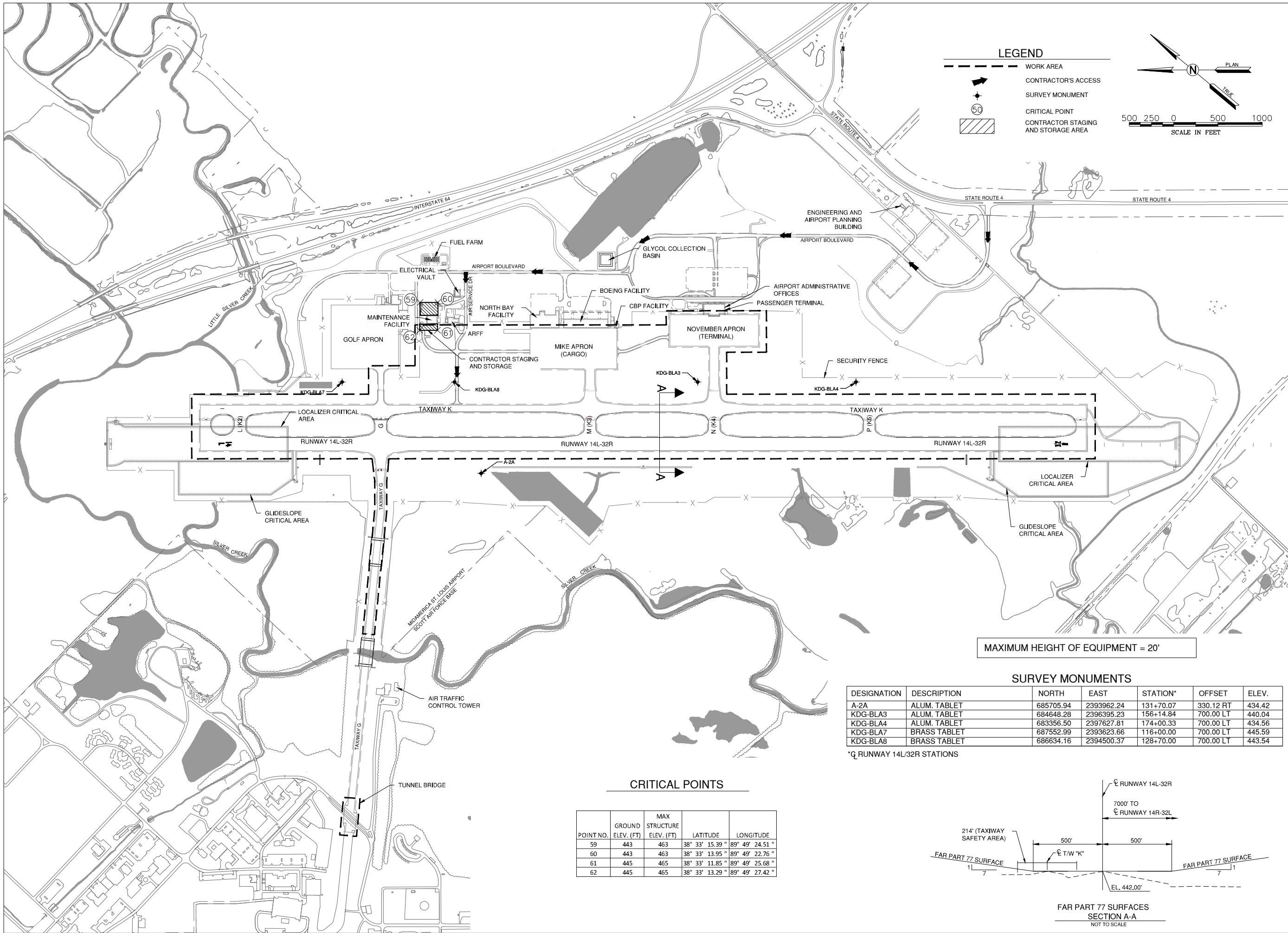
CHECKED BY: TWM

APPROVED BY: BWG

DATE: FEBRUARY 26, 2016

JOB No: 15098-04

**SUMMARY OF  
QUANTITIES**



**LEGEND**

- WORK AREA
- CONTRACTOR'S ACCESS
- SURVEY MONUMENT
- CRITICAL POINT
- CONTRACTOR STAGING AND STORAGE AREA

Scale: 500 250 0 500 1000  
SCALE IN FEET

North Arrow: PLAN, TRUE

REVISIONS		
NUMBER	BY	DATE

0 1 2  
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).  
PLOT 1

**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**  
  
**REHABILITATE AIRFIELD SHOULDERS**

MAXIMUM HEIGHT OF EQUIPMENT = 20'

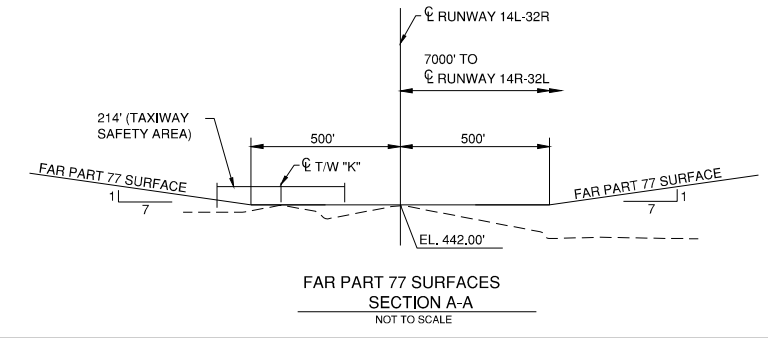
**SURVEY MONUMENTS**

DESIGNATION	DESCRIPTION	NORTH	EAST	STATION*	OFFSET	ELEV.
A-2A	ALUM. TABLET	685705.94	2393962.24	131+70.07	330.12 RT	434.42
KDG-BLA3	ALUM. TABLET	684648.28	2396395.23	156+14.84	700.00 LT	440.04
KDG-BLA4	ALUM. TABLET	683356.50	2397627.81	174+00.33	700.00 LT	434.56
KDG-BLA7	BRASS TABLET	687552.99	2393623.66	116+00.00	700.00 LT	445.59
KDG-BLA8	BRASS TABLET	686634.16	2394500.37	128+70.00	700.00 LT	443.54

\*Q RUNWAY 14L/32R STATIONS

**CRITICAL POINTS**

POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	LATITUDE	LONGITUDE
59	443	463	38° 33' 15.39 "	89° 49' 24.51 "
60	443	463	38° 33' 13.95 "	89° 49' 22.76 "
61	445	465	38° 33' 11.85 "	89° 49' 25.68 "
62	445	465	38° 33' 13.29 "	89° 49' 27.42 "



**CMT**  
CRAWFORD, MURPHY & TILLY, INC.  
ENGINEERS AND CONSULTANTS  
Prof. Engineer License No. 001-000001  
ONE MEMORIAL DRIVE, SUITE 200  
ST. LOUIS, MISSOURI 63102  
(314) 436-5500

ILLINOIS PROJECT NO. BLV-4494  
AIP PROJECT NO. 3-17-SBGP-108, 111

FILE: 03\_SITE.dwg  
DESIGN BY: ASF  
DRAWN BY: ASF  
CHECKED BY: TWM  
APPROVED BY: BWG  
DATE: FEBRUARY 26, 2016  
JOB No: 15098-04

**GENERAL**

- THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2F, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
- THE CSPP CONSISTS OF PLAN SHEETS 3 THROUGH 12.
- TEN (10) DAYS PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2F. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
- THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
- A MINIMUM OF 10 DAYS PRIOR TO THE PRECONSTRUCTION CONFERENCE THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
- ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.
- IF THE CONTRACTOR IS NOT ALLOWED TO WORK DUE TO AIRPORT OPERATIONS, THE CONTRACTOR WILL NOT BE CHARGED CONTRACT TIME FOR THAT DAY UNLESS SPECIFICALLY NOTED WITHIN THE PHASING NOTES.

**1. COORDINATION**

- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
- ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT. AT THE DISCRETION OF THE AIRPORT, FAILURE BY THE CONTRACTOR TO PROVIDE WEEKLY UPDATES TO THE SCHEDULE MAY RESULT IN SUSPENSION OF CONTRACT WORK UNTIL AN UPDATED SCHEDULE IS PROVIDED.
- DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A DAILY COORDINATION MEETING WITH THE AIRPORT STAFF AND ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE DAILY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.
- OTHER CONSTRUCTION ACTIVITIES AT SCOTT AIR FORCE BASE MAY BE ONGOING DURING THE TIME OF THIS PROJECT. ANY CONFLICTS WILL BE RESOLVED BY THE AIRPORT.
- SEPARATE PROJECTS TO UPDATE THE AIRFIELD SIGNAGE AND TO CONSTRUCT AN AIRSIDE SERVICE ROAD MAY BE ONGOING DURING THE TIME OF THIS PROJECT. CONTRACTOR MUST COORDINATE WITH CONTRACTORS ON OTHER PROJECTS. ANY CONFLICTS WILL BE RESOLVED BY THE AIRPORT.

**2. PHASING**

- TOTAL CONTRACT TIME SHALL BE 32 CALENDAR DAYS FOR THE BASE BID. IF ADDITIVE ALTERNATE 1 IS AWARDED 0 ADDITIONAL CALENDAR DAYS WILL BE ADDED TO THE CONTRACT TIME. IF ADDITIVE ALTERNATE 2 IS AWARDED 13 ADDITIONAL CALENDAR DAYS WILL BE ADDED TO THE CONTRACT TIME.
- PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.
- RUNWAY 14L-32R SHALL NOT BE CLOSED WHEN RUNWAY 14R-32L IS CLOSED.

**GENERAL NOTES**

- THE AIRPORT RESERVES THE RIGHT TO OPEN A CLOSED TAXIWAY TO ALLOW AIRCRAFT TO PASS THROUGH DURING ANY OF THE WORK. IF A TAXIWAY IS NEEDED TO BE TEMPORARILY OPENED, THE CONTRACTOR SHALL CLEAR ALL EQUIPMENT FROM THE TAXIWAY OBJECT FREE AREA AND MOVE ANY BARRICADES REQUIRED TO TEMPORARILY OPEN THE TAXIWAY. THE AIRPORT WILL MAKE EVERY EFFORT TO USE OTHER TAXI ROUTES WHEN AVAILABLE.
- FOR ANY TAXIWAY THAT IS TO REMAIN CLOSED OVERNIGHT OR DURING LOW LIGHT CONDITIONS, THE CONTRACTOR SHALL COVER ALL TAXIWAY LIGHTS WITHIN THE CLOSED SECTION BY USING A METHOD THAT OBSCURES THE LIGHTS AND IS APPROVED BY THE ENGINEER. FOR TAXIWAY LIGHTS ALONG TAXIWAY G, THE METHOD USED SHALL NOT TRAP IN HEAT FROM THE INCANDESCENT LIGHTS. ALL OTHER TAXIWAY LIGHTS ARE 24" TALL LED LIGHTS. FOR ANY AIRFIELD GUIDANCE SIGNS ALONG A CLOSED PORTION OF TAXIWAY OR RUNWAY THAT ARE REQUIRED TO BE OBSCURED AS DIRECTED BY AIRPORT OPERATIONS, THE CONTRACTOR SHALL COVER THE SIGNS PANELS WITH A MINIMUM 3 MIL THICK, BLACK GARBAGE BAG AND SECURELY FASTENED WITH PACKAGING TAPE.
- IF FLIGHT SCHEDULES OR SPECIAL OPERATIONS REQUIRE THE CONTRACTOR TO NOT WORK, NO CONTRACT TIME WILL BE CHARGED FOR EACH DAY THE CONTRACTOR IS NOT ALLOWED TO WORK.
- ONCE ALL WORK OTHER THAN PAVEMENT MARKING IS COMPLETE, CALENDAR DAYS MAY BE SUSPENDED IN ORDER TO ALLOW CURE TIME FOR THE SEAL COAT. PAVEMENT MARKINGS SHALL NOT BE APPLIED TO BITUMINOUS UNTIL 30 DAYS AFTER APPLICATION OF SEAL COAT.

**PHASE 1 NOTES**

- PHASE 1 CONSISTS OF PAVEMENT REPAIR WORK FROM TAXIWAY K (K1) TO TAXIWAY N (K4) THAT IS OUTSIDE OF THE RUNWAY SAFETY AREA. IT ALSO INCLUDES WORK ON TAXIWAYS G AND M (K3) NORTH OF TAXIWAY K AND THE MIKE (CARGO) APRON.
- PHASE 1 INCLUDES SUBPHASE 1A. THIS WORK AREA CONSISTS OF TAXIWAY G AND TAXIWAY K WITHIN THE TAXIWAY G OBJECT FREE AREA. PHASE 1A WORK SHALL ONLY BE COMPLETED WHILE TAXIWAY G IS CLOSED. TAXIWAY G SHALL REMAIN OPEN WHILE WORK IS NOT BEING COMPLETED IN PHASE 1A.
- PHASE 1 MAY BE COMPLETED CONCURRENTLY WITH PHASE 4, 5, OR 6.
- THE CONTRACTOR SHALL HAVE 8 CONSECUTIVE CALENDAR DAYS TO COMPLETE PHASE 1. IF ADDITIVE ALTERNATE 2 IS AWARDED, 3 ADDITIONAL CALENDAR DAYS WILL BE ADDED TO PHASE 1.

**PHASE 2 NOTES**

- PHASE 2 CONSISTS OF PAVEMENT REPAIR WORK FROM TAXIWAY N (K4) TO TAXIWAY K (K6) THAT IS OUTSIDE OF THE RUNWAY SAFETY AREA.
- PHASE 2 WORK MAY BE COMPLETED WITH PHASE 3, 4, 5, OR 6.
- THE CONTRACTOR SHALL HAVE 5 CONSECUTIVE CALENDAR DAYS TO COMPLETE PHASE 2. IF ADDITIVE ALTERNATE 2 IS AWARDED, 2 ADDITIONAL CALENDAR DAYS WILL BE ADDED TO PHASE 2.

**PHASE 3 NOTES**

- PHASE 3 CONSISTS OF PAVEMENT REPAIR WORK ON TAXIWAYS K AND N (K4) WITHIN THE TAXIWAY N (K4) OBJECT FREE AREA AND OUTSIDE OF THE RUNWAY SAFETY AREA. IT ALSO INCLUDES WORK ON THE NOVEMBER (TERMINAL) APRON.
- WORK WITHIN PHASE 3 REQUIRES THE CLOSURE OF TAXIWAY N (K4). THIS TAXIWAY SHALL NOT BE CLOSED DURING TIMES OF SCHEDULED FLIGHTS. WORK WITHIN THIS PHASE MAY BEGIN AFTER THE LAST FLIGHT OF EACH DAY. THE TAXIWAY SHALL BE REOPENED PRIOR TO THE NEXT FLIGHT.
- PHASE 3 WORK MAY BE COMPLETED CONCURRENTLY WITH 2, 4, 5, OR 6.
- THE CONTRACTOR SHALL HAVE 3 CALENDAR DAYS TO COMPLETE PHASE 3. IF ADDITIVE ALTERNATE 2 IS AWARDED, 1 ADDITIONAL CALENDAR DAY WILL BE ADDED TO PHASE 3.

**PHASE 4 NOTES**

- PHASE 4 CONSISTS OF PAVEMENT REPAIRS WITHIN THE RUNWAY 14L-32R SAFETY AREA.
- PHASE 4 WORK SHALL ONLY BE COMPLETED WHILE RUNWAY 14L-32R IS CLOSED.
- PHASE 4 WORK MAY BE COMPLETED CONCURRENTLY WITH PHASE 1, 2, 3, OR 6. PHASE 4 WORK SHALL NOT BE COMPLETED CONCURRENTLY WITH PHASE 5.
- PHASE 4 INCLUDES SUBPHASE 4A. THIS WORK AREA CONSISTS OF THE RUNWAY AND TAXIWAY G WITHIN THE TAXIWAY G OBJECT FREE AREA. PHASE 4A WORK SHALL ONLY BE COMPLETED WHILE TAXIWAY G IS CLOSED. TAXIWAY G SHALL REMAIN OPEN WHILE WORK IS NOT BEING COMPLETED IN PHASE 4A.
- SUBPHASE 4A SHALL NOT OCCUR DURING TIMES OF SCHEDULED FLIGHTS.
- THE CONTRACTOR SHALL HAVE 13 CONSECUTIVE CALENDAR DAYS TO COMPLETE PHASE 4. IF ADDITIVE ALTERNATE 2 IS AWARDED, 6 ADDITIONAL CALENDAR DAYS WILL BE ADDED TO PHASE 4.

**PHASE 5 NOTES**

- PHASE 5 CONSISTS OF PAVEMENT REPAIRS ALONG TAXIWAY G FROM THE TUNNEL BRIDGE TO THE WEST OUTER EDGE OF THE RUNWAY SAFETY AREA.
- PHASE 5 SHALL ONLY BE COMPLETED WHEN TAXIWAY G IS CLOSED.
- PHASE 5 MAY BE COMPLETED CONCURRENTLY WITH PHASE 1, 2, 3, OR 6.
- THE CONTRACTOR SHALL HAVE 2 CONSECUTIVE CALENDAR DAYS TO COMPLETE PHASE 5. IF ADDITIVE ALTERNATE 2 IS AWARDED, 1 ADDITIONAL CALENDAR DAY WILL BE ADDED TO PHASE 5.

**PHASE 6 NOTES**

- PHASE 6 CONSISTS OF ADDITIVE ALTERNATE 1 PAVEMENT REPAIRS ON THE SERVICE ROADS BETWEEN THE MAINTENANCE FACILITY, TAXIWAY K, MIKE APRON, AND NOVEMBER APRON.
- PHASE 6 WORK MAY BE COMPLETED CONCURRENTLY WITH ANY OTHER PHASE.
- NO ADDITIONAL CALENDAR DAYS WILL BE AWARDED FOR THE PHASE 6 (ADDITIVE ALTERNATE 1) WORK.

**3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY**

- ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
- WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
- ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

**4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)**

- THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES WHEN RUNWAY 14L-32R IS OPEN.

**5. CONTRACTOR ACCESS**

- CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS.
- THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATE LOCATED AT THE PUBLIC SAFETY OFFICE (BUILDING 8849). THIS GATE IS COMMONLY REFERRED TO AS THE "ARFF GATE".
- CERTAIN CONTRACTOR EMPLOYEES SHALL OBTAIN A MIDAMERICA ST. LOUIS AIRPORT ACCESS MEDIA IDENTIFICATION BADGE. THIS CONSISTS OF FILLING OUT ALL NECESSARY PAPERWORK, FINGERPRINTING, ATTENDING AND PASSING A 2-HOUR TRAINING CLASS CONCERNING SAFETY AND SECURITY AT THE AIRPORT. CONTRACTOR EMPLOYEES MUST MEET CERTAIN BACKGROUND CHECK CRITERIA AND THE CONTRACTOR MUST MAKE CERTAIN CERTIFICATION ABOUT EACH EMPLOYEE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINGERPRINTING AND BACKGROUND CHECK COSTS (CURRENTLY \$75.00 PER INDIVIDUAL). ALL COSTS ASSOCIATED WITH OBTAINING THE IDENTIFICATION BADGE SHALL BE BORNE BY THE CONTRACTOR.
- ALL CONTRACTOR EMPLOYEES WHO ARE DESIGNATED AS DRIVERS FOR THE CONTRACTOR WITHIN THE AIRFIELD OPERATIONS AREA (AOA) SHALL ALSO ATTEND AND PASS THE MIDAMERICA ST. LOUIS AIRPORT DRIVERS TRAINING PROGRAM. THE DURATION IS APPROXIMATELY TWO HOURS. ONLY THOSE INDIVIDUALS WHO RECEIVE THIS DESIGNATION WILL BE PERMITTED TO OPERATE VEHICLES OR EQUIPMENT ON MIDAMERICA ST. LOUIS AIRPORT (BLV). ALL COSTS ASSOCIATED WITH THE DRIVER TRAINING PROGRAM SHALL BE BORNE BY THE CONTRACTOR.
- ALL CONTRACTOR VEHICLES ENTERING THE AOA SHALL PASS A VEHICLE INSPECTION AND MEET CURRENT AIRPORT REQUIREMENTS. THIS INCLUDES HAVING AN OPERABLE FIRE EXTINGUISHER LOCATED INSIDE EACH VEHICLE AND AN OPERABLE AMBER BEACON LIGHT OR AVIATION FLAG. ALL COSTS ASSOCIATED WITH MEETING THE CONTRACTOR VEHICLE REQUIREMENTS SHALL BE BORNE BY THE CONTRACTOR.
- CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER (ATCT) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). MIDAMERICA ST. LOUIS AIRPORT WILL SUPPLY THE CONTRACTOR WITH UP TO TWO (2) APPROPRIATE RADIOS. THE CONTRACTOR SHALL RETURN THE RADIOS IN PROPER WORKING ORDER AT THE END OF EACH WORKING DAY. NOTE, THE NUMBER OF RADIOS MAY BE LIMITED TO ONE (1) DEPENDING ON THE NUMBER OF CONTRACTORS WORKING ON THE AIRFIELD AT THE SAME TIME.
- THE STORAGE AND STAGING AREA WILL BE LOCATED IN THE MAINTENANCE YARD AS SHOWN ON THE SITE PLAN.
- THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
- WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA (SEE NOTE 10).
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. SEE SECTION A-A ON THE SITE PLAN SHEET.
- ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE ATCT. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMAN.
- THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE ENGINEER. A POWER BROOM AND OPERATOR SHALL BE AVAILABLE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
- ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL NOTIFY THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.
- THE AIRPORT RESERVES THE RIGHT TO RESTRICT ACCESS TO CERTAIN AREAS OF THE AIRFIELD AT TIMES DUE TO OPERATIONS AT THE AIRPORT.

**6. WILDLIFE MANAGEMENT**

- THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
- CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
- THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

**7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT**

- THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
- THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

REVISIONS		
NUMBER	BY	DATE

0 1 2  
THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).  
PLOT 1

**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**

**REHABILITATE AIRFIELD SHOULDERS**



**CMT**  
CRAWFORD, MURPHY & TILLY, INC.  
ENGINEERS AND CONSULTANTS  
Prof. Engineering 184-009513 © Copyright CMT, Inc. 2014  
ONE MEMORIAL DRIVE, SUITE 500  
ST. LOUIS, MISSOURI 63102  
(314) 439-3550

**ILLINOIS PROJECT NO. BLV-4494  
AIP PROJECT NO. 3-17-SBGP-108, 111**

FILE: 04_CSPP_NOTES.dwg
DESIGN BY: ASF
DRAWN BY: ASF
CHECKED BY: TWM
APPROVED BY: BWG
DATE: FEBRUARY 26, 2016
JOB No: 15098-04

**8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT**

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

**9. NOTIFICATION OF CONSTRUCTION ACTIVITIES**

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
3. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 20', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 20' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
4. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.
5. CONTACTS FOR THIS PROJECT ARE AS LISTED BELOW.

**PUBLIC SAFETY**  
DENNIS SCHIPPER - CHIEF OF PUBLIC SAFETY (618) 566-5225  
AIRPORT OPERATIONS CENTER (618) 566-5233

**ENGINEERING & PLANNING**  
DAN TRAPP, P.E. - DIRECTOR, ENGINEERING & PLANNING (618) 566-5322  
SIRI VIKAN - AIRPORT ENGINEER (618) 566-5359

**AIRPORT MAINTENANCE**  
BRIAN GIESEKING - MAINTENANCE SUPERVISOR (618) 566-5211

**ENGINEER**  
BRIAN GARKIE, P.E. - PROJECT MANAGER (314) 571-9070  
ANGIE FRANKLIN, P.E. - PROJECT ENGINEER (314) 571-9085  
CHAD GILBERT - RESIDENT ENGINEER (618) 514-1726

**10. INSPECTION REQUIREMENTS**

1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2F MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL ATTEND A FINAL INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.

**11. UNDERGROUND UTILITIES**

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

**12. PENALTIES**

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

**13. SPECIAL CONDITIONS**

1. THE CONTRACTOR'S OPERATIONS SHALL NOT BLOCK ACCESS TO THE NOVEMBER (TERMINAL) APRON FOR SCHEDULED PASSENGER FLIGHT SERVICE.
2. ALL CONTRACTOR PERSONNEL SHALL BE EASILY IDENTIFIED BY WEARING A HIGH VISIBILITY SHIRT OR VEST OF THE SAME COLOR AS THE OUTERMOST LAYER OF CLOTHING.

**14. RUNWAY AND TAXIWAY VISUAL AIDS**

1. RUNWAY/TAXIWAY CLOSURES ARE REQUIRED FOR THIS PROJECT. THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2F.
2. BARRICADES SHALL BE USED AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.

**15. MARKING AND SIGNS FOR ACCESS ROUTES**

1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THIS SHEET AND THE CONSTRUCTION ACTIVITY PLAN SHEETS.

**16. HAZARD MARKING AND LIGHTING**

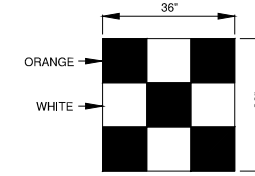
1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2F AND 150/5210-5C AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 20'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER. THE AIRPORT WILL SUPPLY UP TO FIFTY (50) LOW PROFILE BARRICADES FOR USE DURING THE PROJECT. THE CONTRACTOR SHALL PROVIDE SOLAR POWERED RED LED LIGHTS FOR THE BARRICADES OR BE RESPONSIBLE FOR REPLACEMENT OF BATTERIES IN THE EXISTING LIGHTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTENANCE OF THE BARRICADES INCLUDING REPLACEMENT OF LIGHTS. IF ADDITIONAL LOW PROFILE BARRICADES ARE NEEDED, THE CONTRACTOR SHALL SUPPLY THE ADDITIONAL LOW PROFILE BARRICADES AT NO ADDITIONAL COST TO THE CONTRACT. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR WILL RETAIN POSSESSION OF ANY ADDITIONAL BARRICADES SUPPLIED BY THE CONTRACTOR. THE BARRICADES SUPPLIED BY THE AIRPORT SHALL REMAIN PROPERTY OF THE AIRPORT AND SHALL BE RETURNED IN LIKE CONDITION WITH AN ALLOWANCE FOR NORMAL WEAR AND TEAR AS DETERMINED BY THE ENGINEER. ANY DAMAGED BARRICADES SHALL BE REPLACED BY THE CONTRACTOR WITH NEW BARRICADES OF SIMILAR TYPE AND DESIGN AT NO ADDITIONAL COST TO THE CONTRACT. THE TOTAL NUMBER OF AVAILABLE AIRPORT PROVIDED BARRICADES MAY BE REDUCED DUE TO BARRICADE NEEDS FOR OTHER ONGOING CONSTRUCTION PROJECTS.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS.
5. THE AIRPORT WILL SUPPLY AND TRANSPORT RUNWAY CLOSURE MARKERS FROM THE AIRPORT MAINTENANCE FACILITY TO RUNWAY 14L-32R WHEN CLOSING THE RUNWAY. THE CONTRACTOR SHALL COORDINATE CLOSURES WITH THE AIRPORT IN ORDER TO ALLOW TRANSPORTATION OF THE CLOSURE MARKERS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FUELING RUNWAY CLOSURE MARKERS. BIODIESEL FUEL SHALL NOT BE USED FOR MARKERS. CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR REPLACING ANY LIGHT BULBS THAT BURN OUT ON THE MARKERS.

**17. PROTECTION**

1. NO WORK SHALL BE PERFORMED/REQUIRED INSIDE OF THE ACTIVE RUNWAY 14L-32R SAFETY AREA WHICH EXTENDS 250' FROM THE RUNWAY CENTERLINE.
2. NO WORK SHALL BE PERFORMED/REQUIRED INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA WHICH EXTENDS 160' FROM THE TAXIWAY CENTERLINE FOR GROUP V AIRCRAFT AND 129.5' FROM THE TAXIWAY CENTERLINE FOR GROUP IV AIRCRAFT UNLESS PERMISSION IS GRANTED BY THE AIRPORT TRAFFIC CONTROL TOWER FOR SHORT TERM DURATION WORK TO OCCUR WHEN NO AIRCRAFT ARE PRESENT.

**18. OTHER LIMITATIONS ON CONSTRUCTION**

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. THE CONTRACTOR SHALL PROMOTE POLICIES AND INITIATIVES FOR EMPLOYEES AND OTHER WORK PERSONNEL THAT DECREASE CRASHES BY DISTRACTED DRIVERS, INCLUDING POLICIES TO BAN TEXT MESSAGING WHILE DRIVING VEHICLES OR OPERATING EQUIPMENT. THE CONTRACTOR SHALL INCLUDE THESE POLICIES IN EACH THIRD PARTY SUBCONTRACT INVOLVED ON THIS PROJECT.

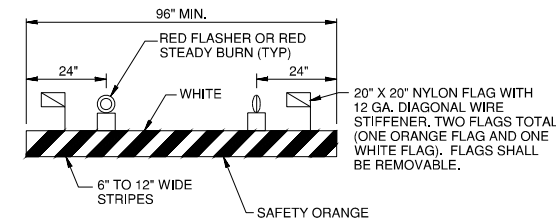


CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG  
NOT TO SCALE



PLAN

MULTI-BARRIER AR10x96, RRM AIRPORT BARRIER 4202-25, WATERCADE WC01-10, NEUBERT AERO CORP. NAC-PC9642, OR APPROVED EQUAL (SEE NOTE 6)



BARRICADE NOTES:

1. FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OR SOLAR POWER OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. BARRICADES TO BE PLACED WITH A MAXIMUM OF 12' SPACING CENTER TO CENTER ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
4. FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
6. BARRICADES SHALL BE OF A COMMERCIAL DESIGN.
7. THE AIRPORT WILL SUPPLY UP TO FIFTY (50) LOW PROFILE BARRICADES SUBJECT TO AVAILABILITY.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING, REPLACING, AND DISPOSING OF BATTERIES. OLD BATTERIES SHALL BE DISPOSED OFF AIRPORT PROPERTY.

LOW PROFILE LIGHTED BARRICADE  
NOT TO SCALE

REVISIONS		
NUMBER	BY	DATE



MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS

REHABILITATE AIRFIELD SHOULDERS

ILLINOIS PROJECT NO. BLV-4494  
AIP PROJECT NO. 3-17-SBGP-108, 111

FILE: 04_CSPP_NOTES.dwg
DESIGN BY: ASF
DRAWN BY: ASF
CHECKED BY: TWM
APPROVED BY: BWG
DATE: FEBRUARY 26, 2016
JOB No: 15098-04

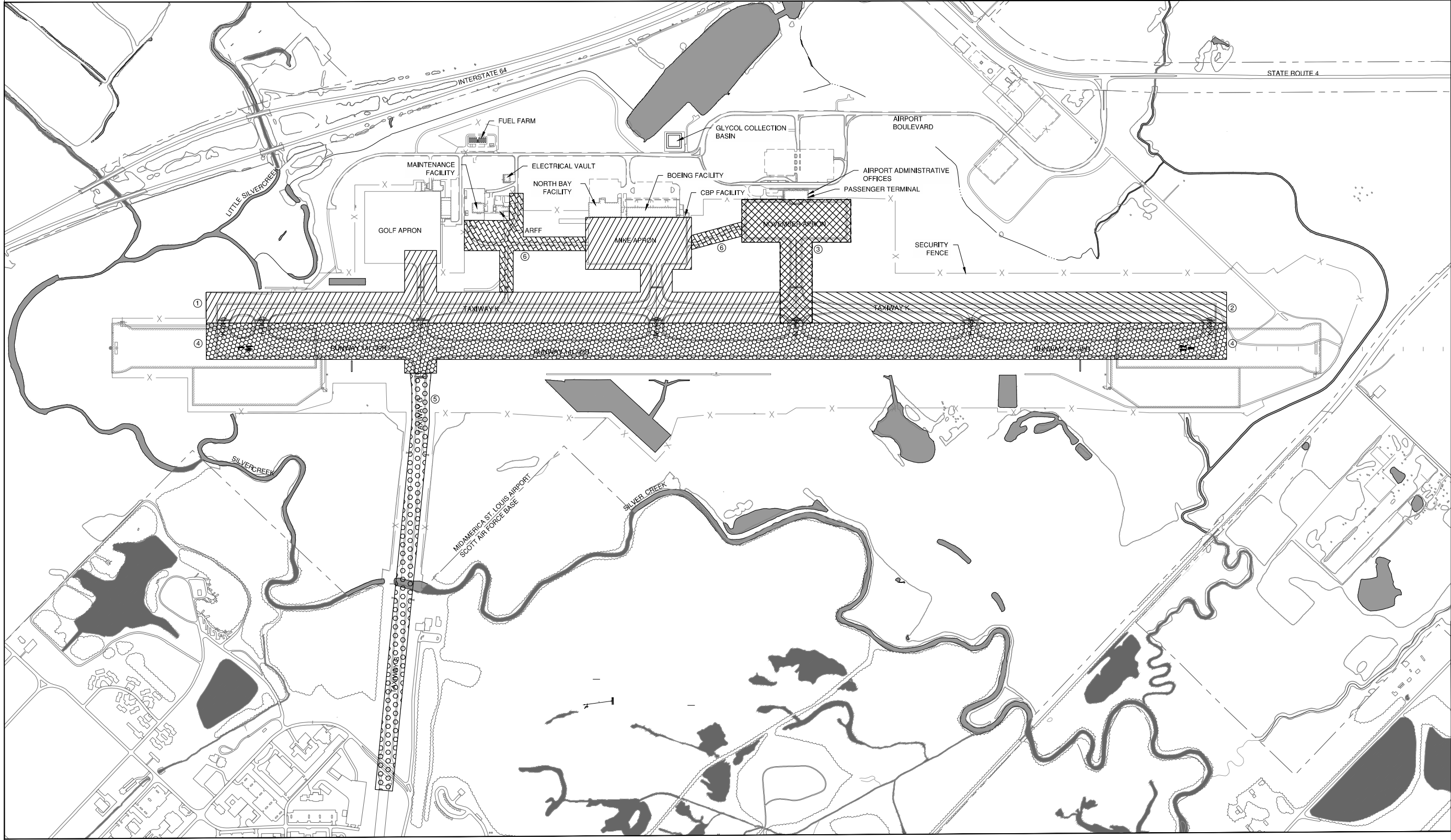
REVISIONS		
NUMBER	BY	DATE

**LEGEND**

	PHASE 1 WORK AREA		PHASE 4 WORK AREA
	PHASE 2 WORK AREA		PHASE 5 WORK AREA
	PHASE 3 WORK AREA		PHASE 6 WORK AREA

400 200 0 400 800  
SCALE IN FEET

0 1 2  
THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).  
PLOT 1



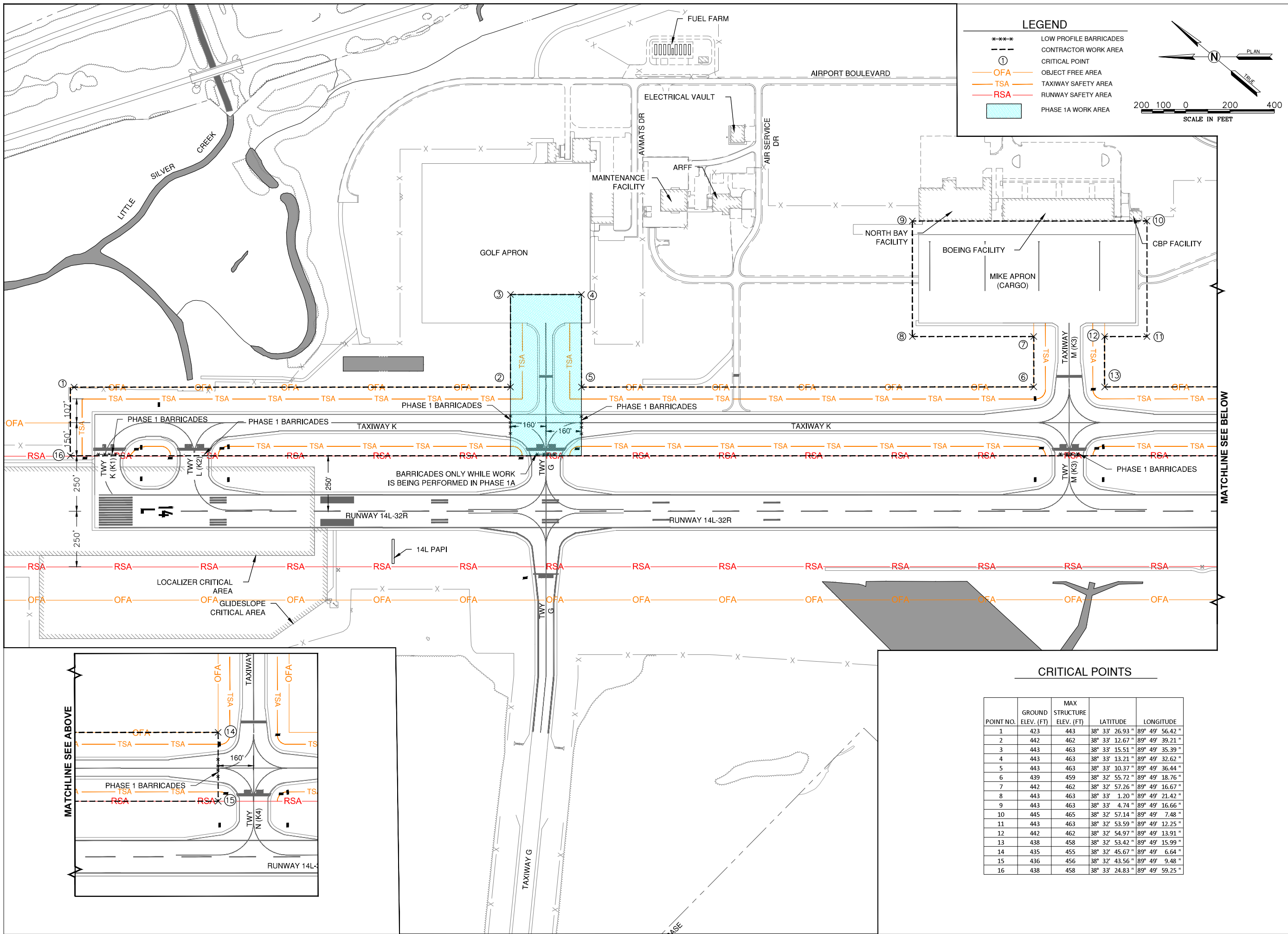
**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**

**REHABILITATE AIRFIELD SHOULDERS**

**CMT**  
CRAMFORD, MURPHY & TILLY, INC.  
ENGINEERS AND CONSULTANTS  
Prof. Engineer  
ONE MEMORIAL DRIVE, SUITE 200  
ST. LOUIS, MISSOURI 63102  
(314) 436-5500

ILLINOIS PROJECT NO. BLV-4494  
AIP PROJECT NO. 3-17-SBGP-108, 111

FILE: 06-14_CAP.dwg
DESIGN BY: ASF
DRAWN BY: ASF
CHECKED BY: TWM
APPROVED BY: BWG
DATE: FEBRUARY 26, 2016
JOB No: 15098-04
<b>CONSTRUCTION PHASING OVERVIEW</b>
SHEET 6 OF 18 SHEETS



**LEGEND**

- \*\*\*\*\* LOW PROFILE BARRICADES
- CONTRACTOR WORK AREA
- ① CRITICAL POINT
- OFA OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
- RSA RUNWAY SAFETY AREA
- PHASE 1A WORK AREA

Scale: 200 100 0 200 400  
SCALE IN FEET

North Arrow: PLAN, TRIF

**REVISIONS**

NUMBER	BY	DATE

0 1 2  
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).  
PLOT 1

**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**  
  
**REHABILITATE AIRFIELD SHOULDERS**

**CMT**  
 CRAWFORD, MURPHY & TILLY, INC.  
 ENGINEERS AND CONSULTANTS  
 Prof. Engineer  
 ONE MEMORIAL DRIVE, SUITE 200  
 ST. LOUIS, MISSOURI 63102  
 (314) 436-5500

ILLINOIS PROJECT NO. BLV-4494  
 AIP PROJECT NO. 3-17-SBGP-108, 111

FILE: 06-14\_CAP.dwg

DESIGN BY: ASF

DRAWN BY: ASF

CHECKED BY: TWM

APPROVED BY: BWG

DATE: FEBRUARY 26, 2016

JOB No: 15098-04

**CONSTRUCTION  
ACTIVITY PLAN 1**

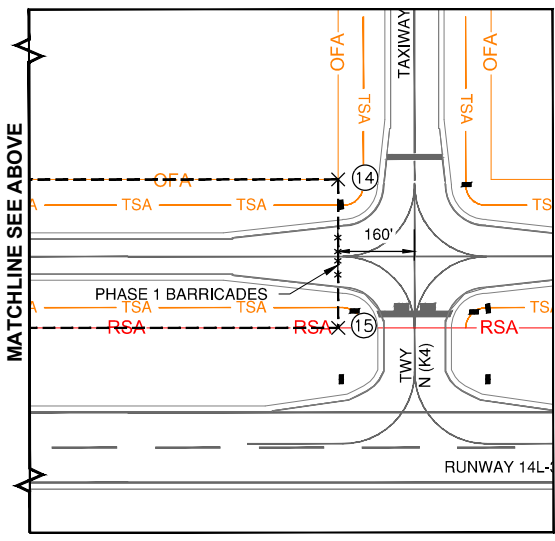
SHEET 7 OF 18 SHEETS

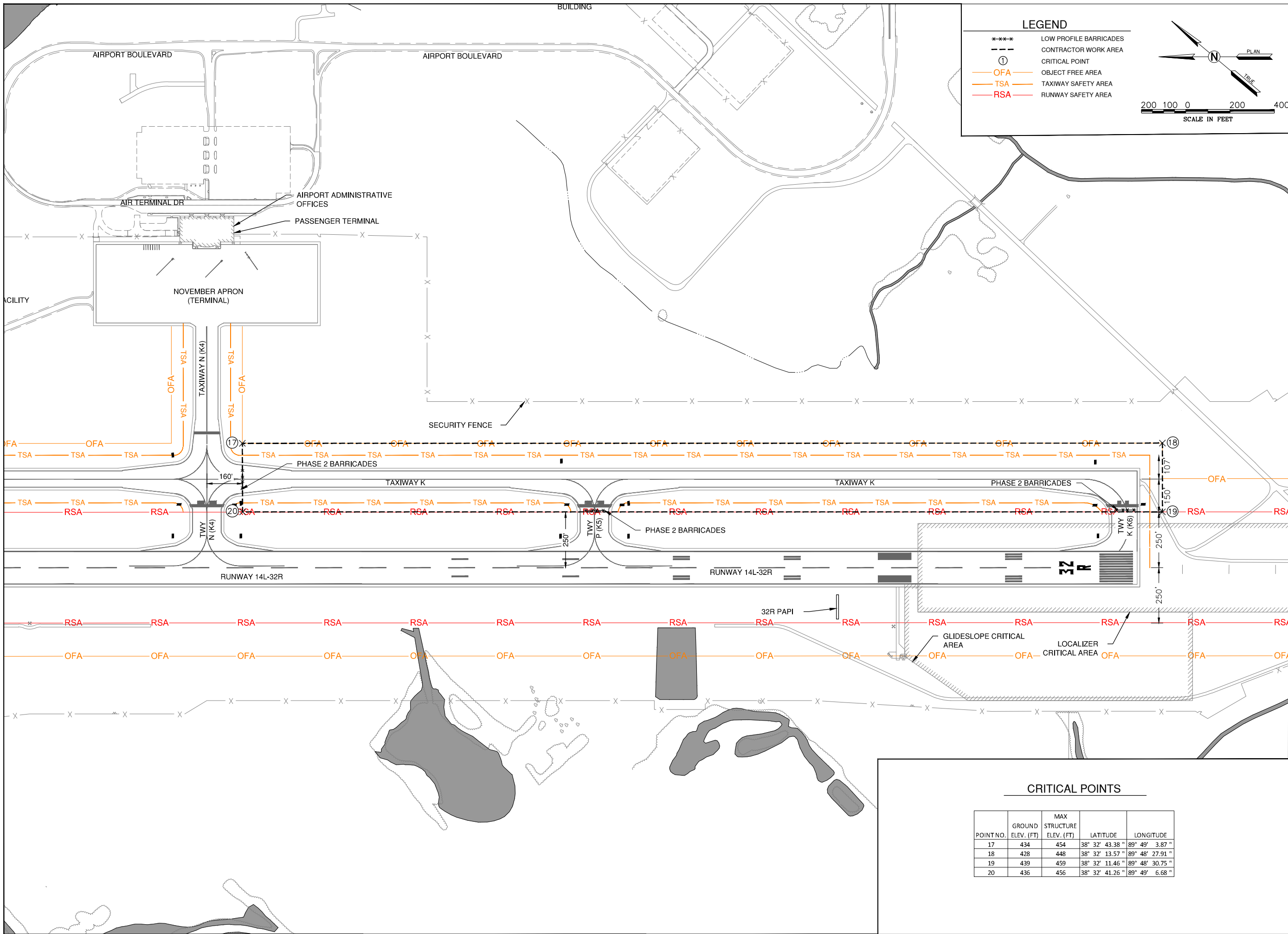
MATCHLINE SEE BELOW

MATCHLINE SEE ABOVE

**CRITICAL POINTS**

POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	LATITUDE	LONGITUDE
1	423	443	38° 33' 26.93 "	89° 49' 56.42 "
2	442	462	38° 33' 12.67 "	89° 49' 39.21 "
3	443	463	38° 33' 15.51 "	89° 49' 35.39 "
4	443	463	38° 33' 13.21 "	89° 49' 32.62 "
5	443	463	38° 33' 10.37 "	89° 49' 36.44 "
6	439	459	38° 32' 55.72 "	89° 49' 18.76 "
7	442	462	38° 32' 57.26 "	89° 49' 16.67 "
8	443	463	38° 33' 1.20 "	89° 49' 21.42 "
9	443	463	38° 33' 4.74 "	89° 49' 16.66 "
10	445	465	38° 32' 57.14 "	89° 49' 7.48 "
11	443	463	38° 32' 53.59 "	89° 49' 12.25 "
12	442	462	38° 32' 54.97 "	89° 49' 13.91 "
13	438	458	38° 32' 53.42 "	89° 49' 15.99 "
14	435	455	38° 32' 45.67 "	89° 49' 6.64 "
15	436	456	38° 32' 43.56 "	89° 49' 9.48 "
16	438	458	38° 33' 24.83 "	89° 49' 59.25 "





**LEGEND**

- \*\*\*\* LOW PROFILE BARRICADES
- CONTRACTOR WORK AREA
- ① CRITICAL POINT
- OFA OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
- RSA RUNWAY SAFETY AREA

SCALE IN FEET  
0 100 0 200 400

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1

**REVISIONS**

NUMBER	BY	DATE

**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**

**REHABILITATE AIRFIELD SHOULDERS**

**CMT**  
 CRAWFORD, MURPHY & TILLY, INC.  
 ENGINEERS AND CONSULTANTS  
 Prof. Engineer  
 ONE MEMORIAL DRIVE, SUITE 200  
 ST. LOUIS, MISSOURI 63102  
 (314) 436-5500

ILLINOIS PROJECT NO. BLV-4494  
 AIP PROJECT NO. 3-17-SBGP-108, 111

**CRITICAL POINTS**

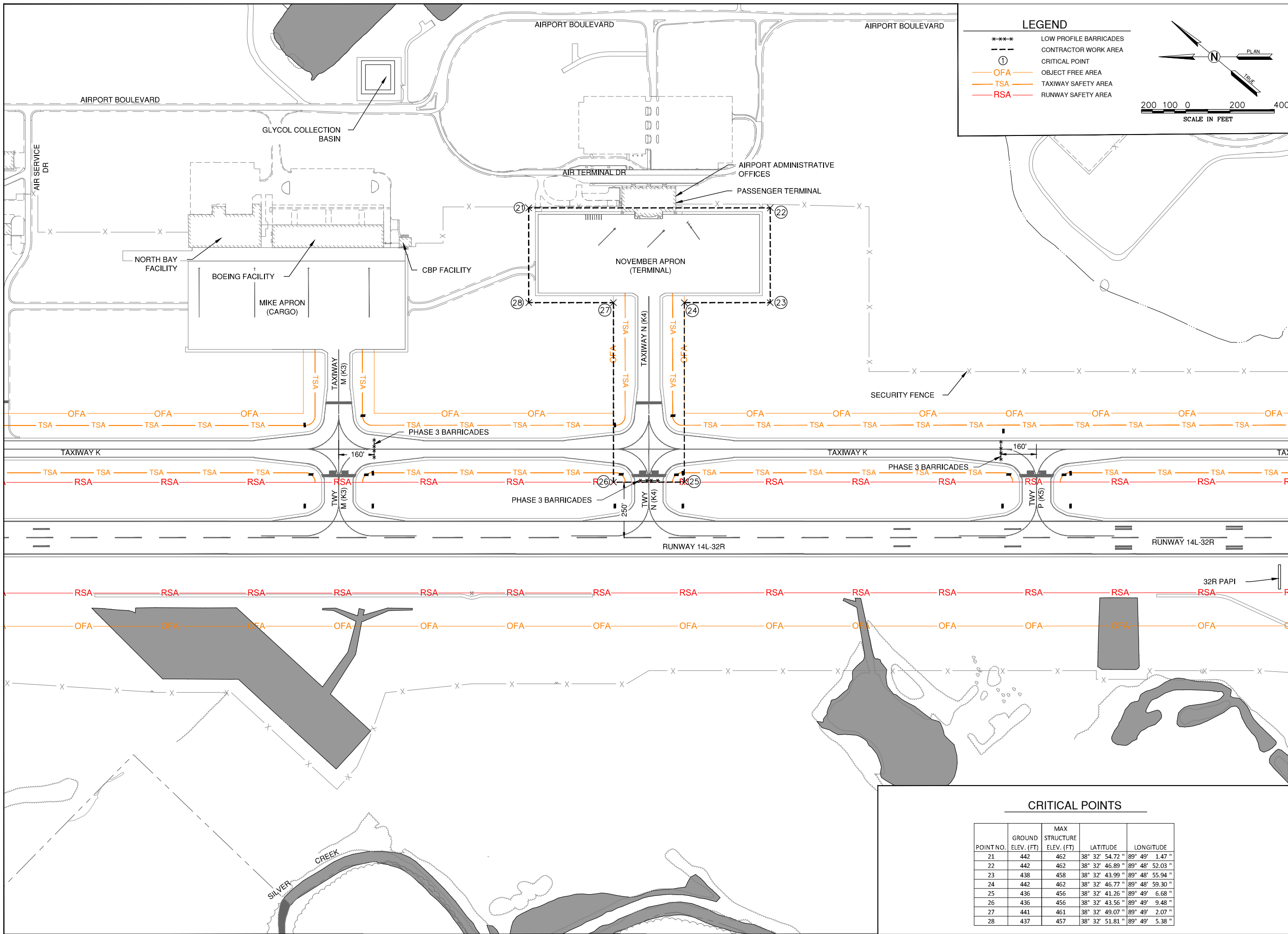
POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	LATITUDE	LONGITUDE
17	434	454	38° 32' 43.38 "	89° 49' 3.87 "
18	428	448	38° 32' 13.57 "	89° 48' 27.91 "
19	439	459	38° 32' 11.46 "	89° 48' 30.75 "
20	436	456	38° 32' 41.26 "	89° 49' 6.68 "

FILE: 06-14\_CAP.dwg  
 DESIGN BY: ASF  
 DRAWN BY: ASF  
 CHECKED BY: TWM  
 APPROVED BY: BWG  
 DATE: FEBRUARY 26, 2016  
 JOB No: 15098-04

**CONSTRUCTION  
ACTIVITY PLAN 2**

SHEET 8 OF 18 SHEETS





**LEGEND**

- \*\*\*\*\* LOW PROFILE BARRICADES
- CONTRACTOR WORK AREA
- ① CRITICAL POINT
- OFA — OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- RSA — RUNWAY SAFETY AREA


SCALE IN FEET: 0 100 0 200 400

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1

**REVISIONS**

NUMBER	BY	DATE

**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**  
  
**REHABILITATE AIRFIELD SHOULDERS**


**CMT**  
 CRAWFORD, MURPHY & TILLY, INC.  
 ENGINEERS AND CONSULTANTS  
 Prof. Engineer  
 ONE MEMORIAL DRIVE, SUITE 200  
 ST. LOUIS, MISSOURI 63102  
 (314) 436-5500

ILLINOIS PROJECT NO. BLV-4494  
 AIP PROJECT NO. 3-17-SBGP-108, 111

**CRITICAL POINTS**

POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	LATITUDE	LONGITUDE
21	442	462	38° 32' 54.72 "	89° 49' 1.47 "
22	442	462	38° 32' 46.89 "	89° 48' 52.03 "
23	438	458	38° 32' 43.99 "	89° 48' 55.94 "
24	442	462	38° 32' 46.77 "	89° 48' 59.30 "
25	436	456	38° 32' 41.26 "	89° 49' 6.68 "
26	436	456	38° 32' 43.56 "	89° 49' 9.48 "
27	441	461	38° 32' 49.07 "	89° 49' 2.07 "
28	437	457	38° 32' 51.81 "	89° 49' 5.38 "

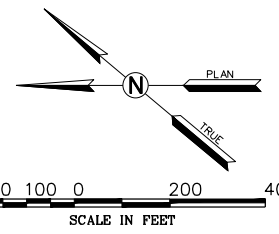
FILE: 06-14\_CAP.dwg  
 DESIGN BY: ASF  
 DRAWN BY: ASF  
 CHECKED BY: TWM  
 APPROVED BY: BWG  
 DATE: FEBRUARY 26, 2016  
 JOB No: 15098-04  
**CONSTRUCTION  
ACTIVITY PLAN 3**  
 SHEET 9 OF 18 SHEETS

**CRITICAL POINTS**

POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	LATITUDE	LONGITUDE
29	438	458	38° 33' 24.81"	89° 49' 59.27"
30	439	459	38° 32' 11.46"	89° 48' 30.75"
31	440	460	38° 32' 8.97"	89° 48' 34.09"
32	440	460	38° 33' 5.78"	89° 49' 42.59"
33	438	458	38° 33' 4.85"	89° 49' 43.85"
34	437	457	38° 33' 7.15"	89° 49' 46.63"
35	440	460	38° 33' 8.08"	89° 49' 45.37"
36	440	460	38° 33' 22.35"	89° 50' 2.58"

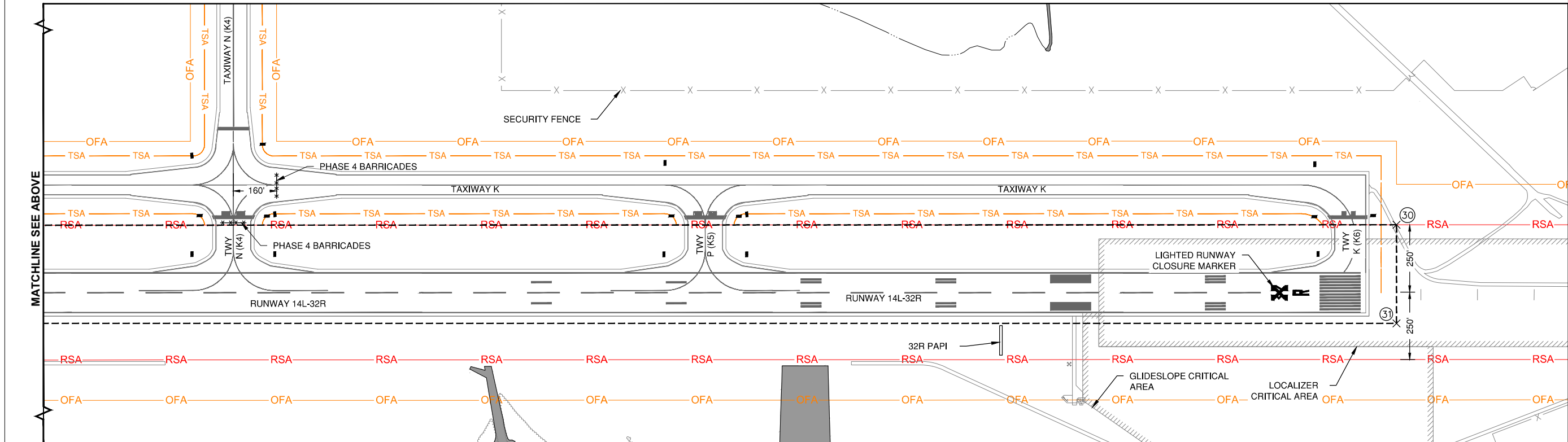
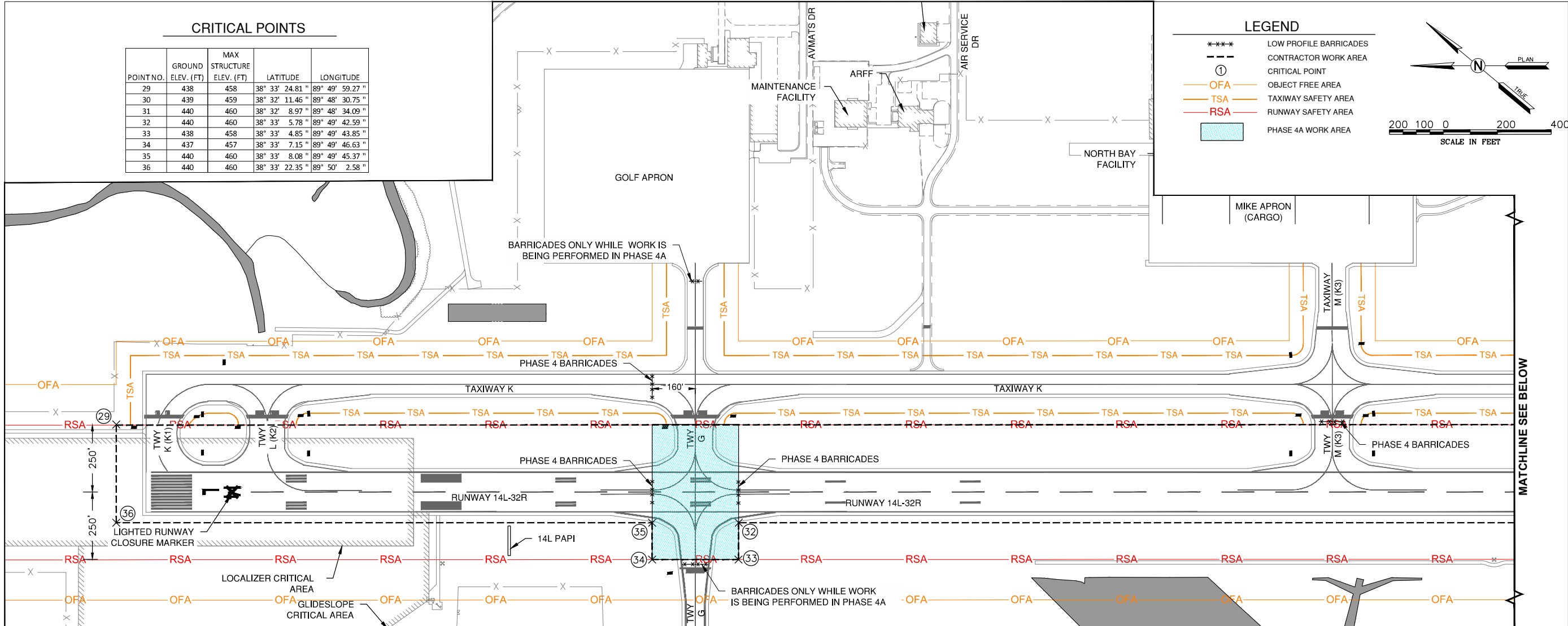
**LEGEND**

- \*\*\*\*\* LOW PROFILE BARRICADES
- CONTRACTOR WORK AREA
- ① CRITICAL POINT
- OFA OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
- RSA RUNWAY SAFETY AREA
- PHASE 4A WORK AREA



REVISIONS		
NUMBER	BY	DATE

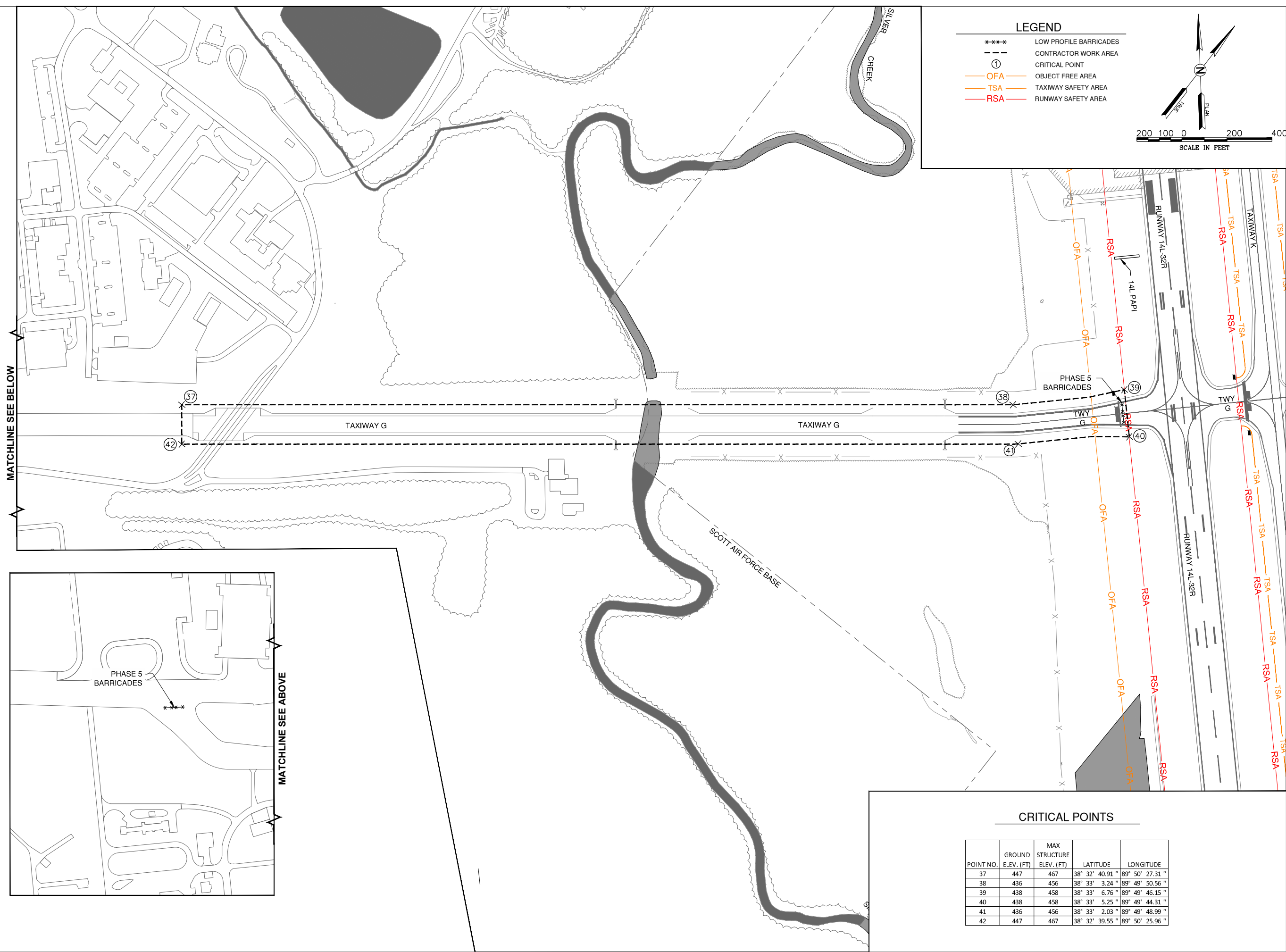
**MIDAMERICA ST. LOUIS AIRPORT**  
**ST. CLAIR COUNTY, ILLINOIS**  
**REHABILITATE AIRFIELD SHOULDERS**



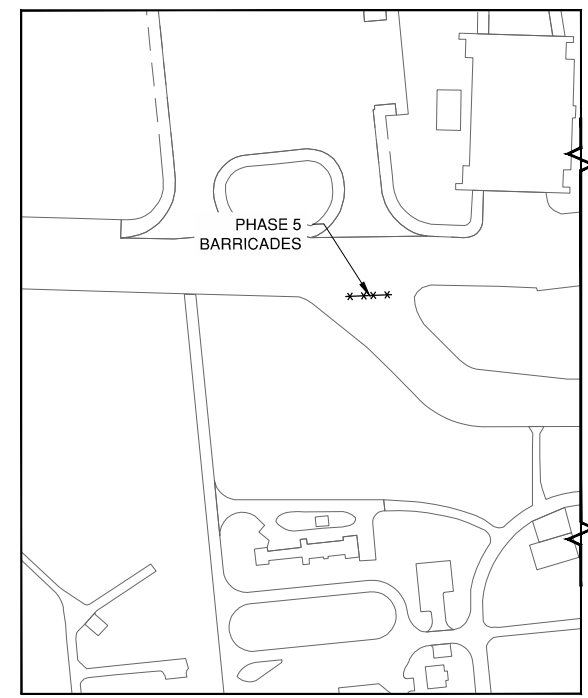

**CMT**  
 CRAWFORD, MURPHY & TILLY, INC.  
 ENGINEERS AND CONSULTANTS  
 1001 W. BELLVIEW AVENUE, SUITE 200  
 ST. LOUIS, MISSOURI 63102  
 (314) 436-5500

FILE: 06-14\_CAP.dwg  
 DESIGN BY: ASF  
 DRAWN BY: ASF  
 CHECKED BY: TWM  
 APPROVED BY: BWG  
 DATE: FEBRUARY 26, 2016  
 JOB No: 15098-04

**CONSTRUCTION ACTIVITY PLAN 4**



MATCHLINE SEE BELOW



MATCHLINE SEE ABOVE

**LEGEND**

- \*\*\*\* LOW PROFILE BARRICADES
- - - CONTRACTOR WORK AREA
- ⊙ CRITICAL POINT
- OFA — OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- RSA — RUNWAY SAFETY AREA

SCALE IN FEET

REVISIONS		
NUMBER	BY	DATE

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1

**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**

**REHABILITATE AIRFIELD SHOULDERS**

**CMT**  
 CRAMFORD, MURPHY & TILLY, INC.  
 ENGINEERS AND CONSULTANTS  
 2014  
 ONE MEMORIAL DRIVE, SUITE 200  
 ST. LOUIS, MISSOURI 63102  
 (314) 436-5500

ILLINOIS PROJECT NO. BLV-4494  
 AIP PROJECT NO. 3-17-SBGP-108, 111

**CRITICAL POINTS**

POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	LATITUDE	LONGITUDE
37	447	467	38° 32' 40.91"	89° 50' 27.31"
38	436	456	38° 33' 3.24"	89° 49' 50.56"
39	438	458	38° 33' 6.76"	89° 49' 46.15"
40	438	458	38° 33' 5.25"	89° 49' 44.31"
41	436	456	38° 33' 2.03"	89° 49' 48.99"
42	447	467	38° 32' 39.55"	89° 50' 25.96"

FILE: 06-14\_CAP.dwg  
 DESIGN BY: ASF  
 DRAWN BY: ASF  
 CHECKED BY: TWM  
 APPROVED BY: BWG  
 DATE: FEBRUARY 26, 2016  
 JOB No: 15098-04

**CONSTRUCTION  
ACTIVITY PLAN 5**

SHEET 11 OF 18 SHEETS

**LEGEND**

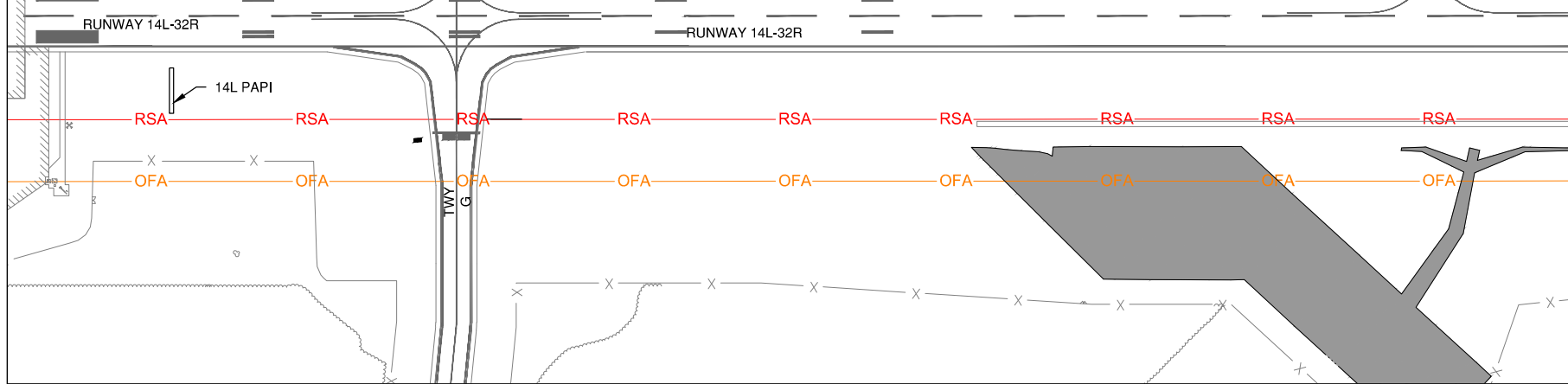
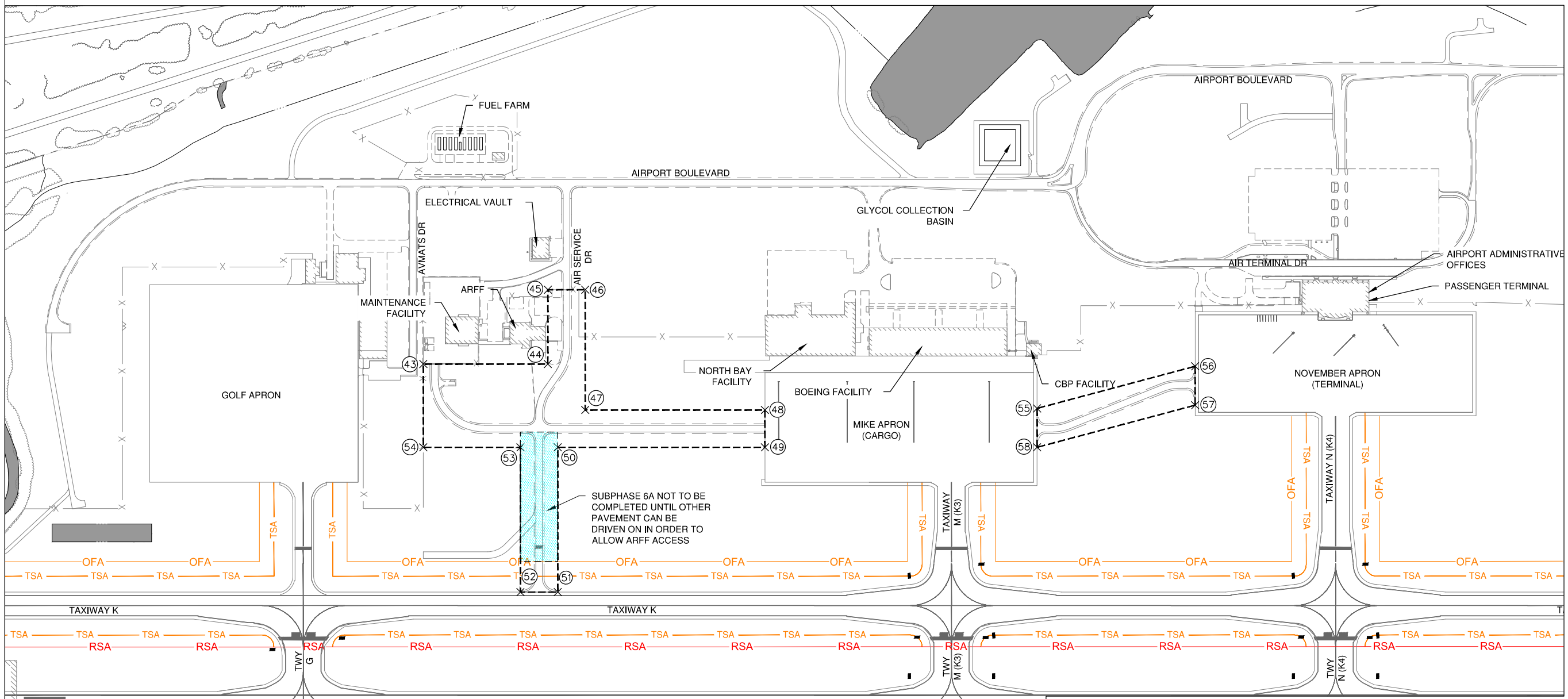
- \*\*\*\* LOW PROFILE BARRICADES
- - - - CONTRACTOR WORK AREA
- ① CRITICAL POINT
- OFA OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
- RSA RUNWAY SAFETY AREA
- ▭ PHASE 6A WORK AREA

0 100 0 200 400  
SCALE IN FEET

0 1 2  
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1

**REVISIONS**

NUMBER	BY	DATE



**CRITICAL POINTS**

POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	LATITUDE	LONGITUDE
43	444	464	38° 33' 13.27 "	89° 49' 27.46 "
44	445	465	38° 33' 10.02 "	89° 49' 23.53 "
45	443	463	38° 33' 11.86 "	89° 49' 21.05 "
46	443	463	38° 33' 10.88 "	89° 49' 19.87 "
47	445	465	38° 33' 7.90 "	89° 49' 23.88 "
48	441	461	38° 33' 3.20 "	89° 49' 18.21 "
49	442	462	38° 33' 2.28 "	89° 49' 19.46 "
50	445	465	38° 33' 7.69 "	89° 49' 25.99 "
51	441	461	38° 33' 4.11 "	89° 49' 30.81 "
52	441	461	38° 33' 5.08 "	89° 49' 31.99 "
53	444	464	38° 33' 8.67 "	89° 49' 27.17 "
54	446	466	38° 33' 11.21 "	89° 49' 30.23 "
55	444	464	38° 32' 56.12 "	89° 49' 9.57 "
56	444	464	38° 32' 53.03 "	89° 49' 3.18 "
57	443	463	38° 32' 52.07 "	89° 49' 4.48 "
58	444	464	38° 32' 55.16 "	89° 49' 10.87 "

**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**




**REHABILITATE AIRFIELD SHOULDERS**

**CMT**  
CRAMFORD, MURPHY & TILLY, INC.  
ENGINEERS AND CONSULTANTS  
1001 W. MEMORIAL DRIVE, SUITE 200  
ST. LOUIS, MISSOURI 63102  
(314) 436-5500

ILLINOIS PROJECT NO. BLV-4494  
AIP PROJECT NO. 3-17-SBGP-108, 111

FILE: 06-14\_CAP.dwg  
DESIGN BY: ASF  
DRAWN BY: ASF  
CHECKED BY: TWM  
APPROVED BY: BWG  
DATE: FEBRUARY 26, 2016  
JOB No: 15098-04  
**CONSTRUCTION  
ACTIVITY PLAN 6**  
SHEET 12 OF 18 SHEETS

**LEGEND**

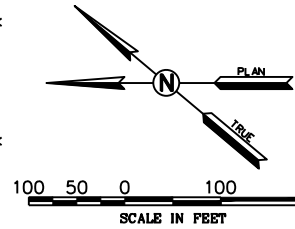
-  SHOULDER PAVEMENT REPAIR AREA:  
CRACK SEAL AND SEAL COAT
-  TUNNEL BRIDGE REPAIR  
(SEE NOTE 4)
-  ADDITIVE ALTERNATE 1 PAVEMENT REPAIR AREA:  
CRACK SEAL AND SEAL COAT

**NOTES:**

1. ROUT AND SEAL ALL UNSEALED CRACKS IN ASPHALT PAVEMENT PRIOR TO SEAL COAT.
2. ALL MARKINGS 12" WIDE OR MORE ON PAVEMENT TO RECEIVE SEAL COAT SHALL BE REMOVED PRIOR TO APPLICATION OF SEAL COAT AND REPLACED AFTER PROPER CURING OF SEAL COAT.
3. SAW CUTS ABOVE GATE LOOP DETECTORS INDICATED ON PLANS SHALL BE CLEANED AND SEALED. SEAL COAT TO BE APPLIED AT EACH GATE LOCATION FROM THE INSIDE OF THE FENCE LOOP TO THE OUTERMOST SIDE OF THE FENCE LOOP.
4. TUNNEL BRIDGE REPAIRS SHALL CONSIST OF SEALING OF CRACKS AND DIAMOND GRINDING THE HIGH SIDE OF THE PAVEMENT AT FAULT LOCATIONS. SHOULDERS TO BE GRINDED TO ALLOW SMOOTH TRANSITION AT JOINTS. SLOPES ON THE TAXIWAY AFTER GRINDING SHALL NOT EXCEED 1.5%.
5. CONTRACTOR TO CLEAN AND SEAL AROUND BASE OF EDGE LIGHTS AT LOCATIONS IDENTIFIED BY THE ENGINEER.
6. AIRFIELD LIGHTS AND SIGNS TO BE PROTECTED DURING SHOULDER REPAIR AND SEAL COAT WORK.
7. ADDITIVE ALTERNATE 2 CONSISTS OF RESEALING JOINTS ALONG THE SHOULDERS OF THE AIRFIELD PAVEMENT REPAIR AREA HIGHLIGHTED ON THE PLANS. ALSO INCLUDED IN ADDITIVE ALTERNATE 2 IS REPAIR OF SHOULDER SETTLEMENT. BITUMINOUS SHOULDER SETTLEMENT REPAIRS CONSIST OF AN ELASTOMERIC CONCRETE PATCH OF A MINIMUM OF 2" DEPTH. LOCATIONS TO BE PATCHED SHALL BE DETERMINED BY THE ENGINEER.

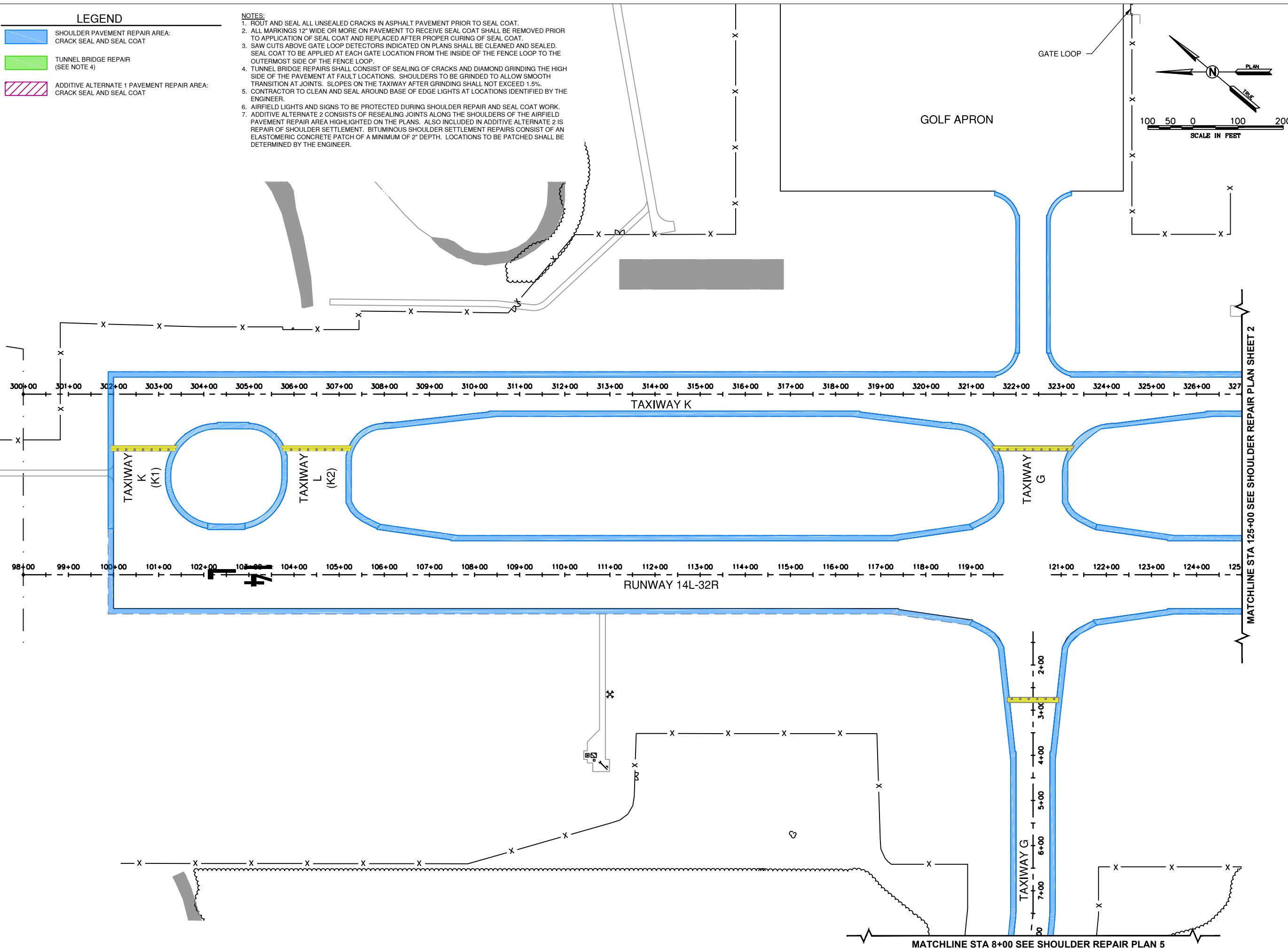
GATE LOOP

GOLF APRON



REVISIONS		
NUMBER	BY	DATE

THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).  
PLOT 1



**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**




**REHABILITATE AIRFIELD SHOULDERS**



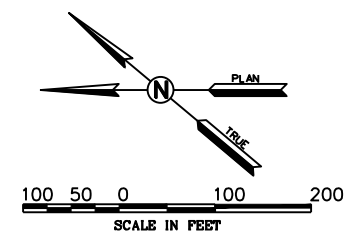
ILLINOIS PROJECT NO. BLV-4494  
AIP PROJECT NO. 3-17-SBGP-108, 111

FILE: 13_SEAL-MARK.dwg
DESIGN BY: ASF
DRAWN BY: ASF
CHECKED BY: TWM
APPROVED BY: BWG
DATE: FEBRUARY 26, 2016
JOB No: 15098-04
<b>SHOULDER REPAIR PLAN 1</b>
SHEET 13 OF 18 SHEETS

**LEGEND**

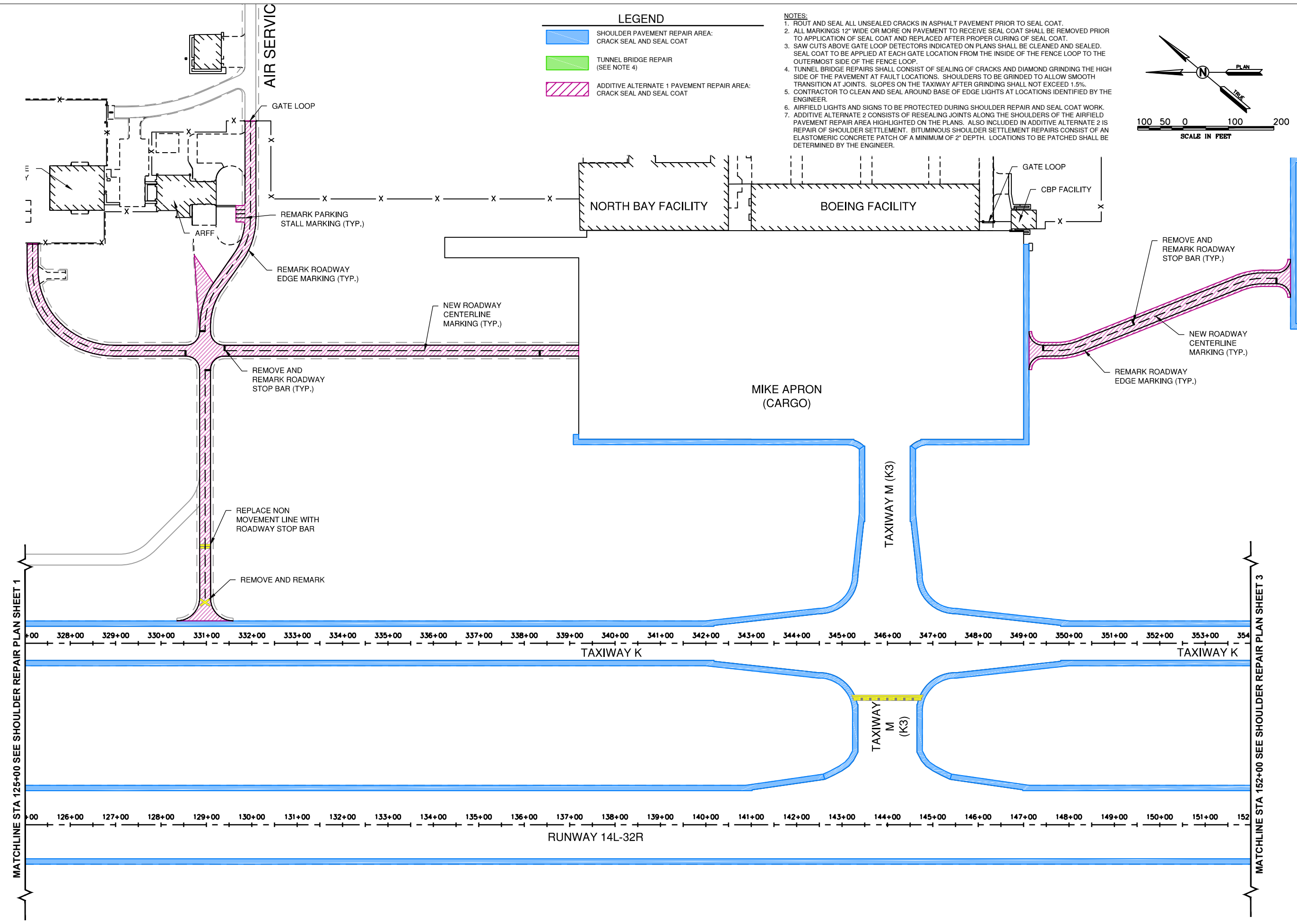
-  SHOULDER PAVEMENT REPAIR AREA: CRACK SEAL AND SEAL COAT
-  TUNNEL BRIDGE REPAIR (SEE NOTE 4)
-  ADDITIVE ALTERNATE 1 PAVEMENT REPAIR AREA: CRACK SEAL AND SEAL COAT

- NOTES:**
1. ROUT AND SEAL ALL UNSEALED CRACKS IN ASPHALT PAVEMENT PRIOR TO SEAL COAT.
  2. ALL MARKINGS 12" WIDE OR MORE ON PAVEMENT TO RECEIVE SEAL COAT SHALL BE REMOVED PRIOR TO APPLICATION OF SEAL COAT AND REPLACED AFTER PROPER CURING OF SEAL COAT.
  3. SAW CUTS ABOVE GATE LOOP DETECTORS INDICATED ON PLANS SHALL BE CLEANED AND SEALED. SEAL COAT TO BE APPLIED AT EACH GATE LOCATION FROM THE INSIDE OF THE FENCE LOOP TO THE OUTERMOST SIDE OF THE FENCE LOOP.
  4. TUNNEL BRIDGE REPAIRS SHALL CONSIST OF SEALING OF CRACKS AND DIAMOND GRINDING THE HIGH SIDE OF THE PAVEMENT AT FAULT LOCATIONS. SHOULDERS TO BE GRINDED TO ALLOW SMOOTH TRANSITION AT JOINTS. SLOPES ON THE TAXIWAY AFTER GRINDING SHALL NOT EXCEED 1.5%.
  5. CONTRACTOR TO CLEAN AND SEAL AROUND BASE OF EDGE LIGHTS AT LOCATIONS IDENTIFIED BY THE ENGINEER.
  6. AIRFIELD LIGHTS AND SIGNS TO BE PROTECTED DURING SHOULDER REPAIR AND SEAL COAT WORK.
  7. ADDITIVE ALTERNATE 2 CONSISTS OF RESEALING JOINTS ALONG THE SHOULDERS OF THE AIRFIELD PAVEMENT REPAIR AREA HIGHLIGHTED ON THE PLANS. ALSO INCLUDED IN ADDITIVE ALTERNATE 2 IS REPAIR OF SHOULDER SETTLEMENT. BITUMINOUS SHOULDER SETTLEMENT REPAIRS CONSIST OF AN ELASTOMERIC CONCRETE PATCH OF A MINIMUM OF 2" DEPTH. LOCATIONS TO BE PATCHED SHALL BE DETERMINED BY THE ENGINEER.



REVISIONS		
NUMBER	BY	DATE

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22). PLOT 1



MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS

REHABILITATE AIRFIELD SHOULDERS



**CMT**  
CRAWFORD, MURPHY & TILLY, INC.  
ENGINEERS AND CONSULTANTS  
Prof. Engineering 184-009513 © Copyright CMT, Inc. 2014  
ONE MEMORIAL DRIVE, SUITE 500  
ST. LOUIS, MISSOURI 63102  
(314) 439-3550

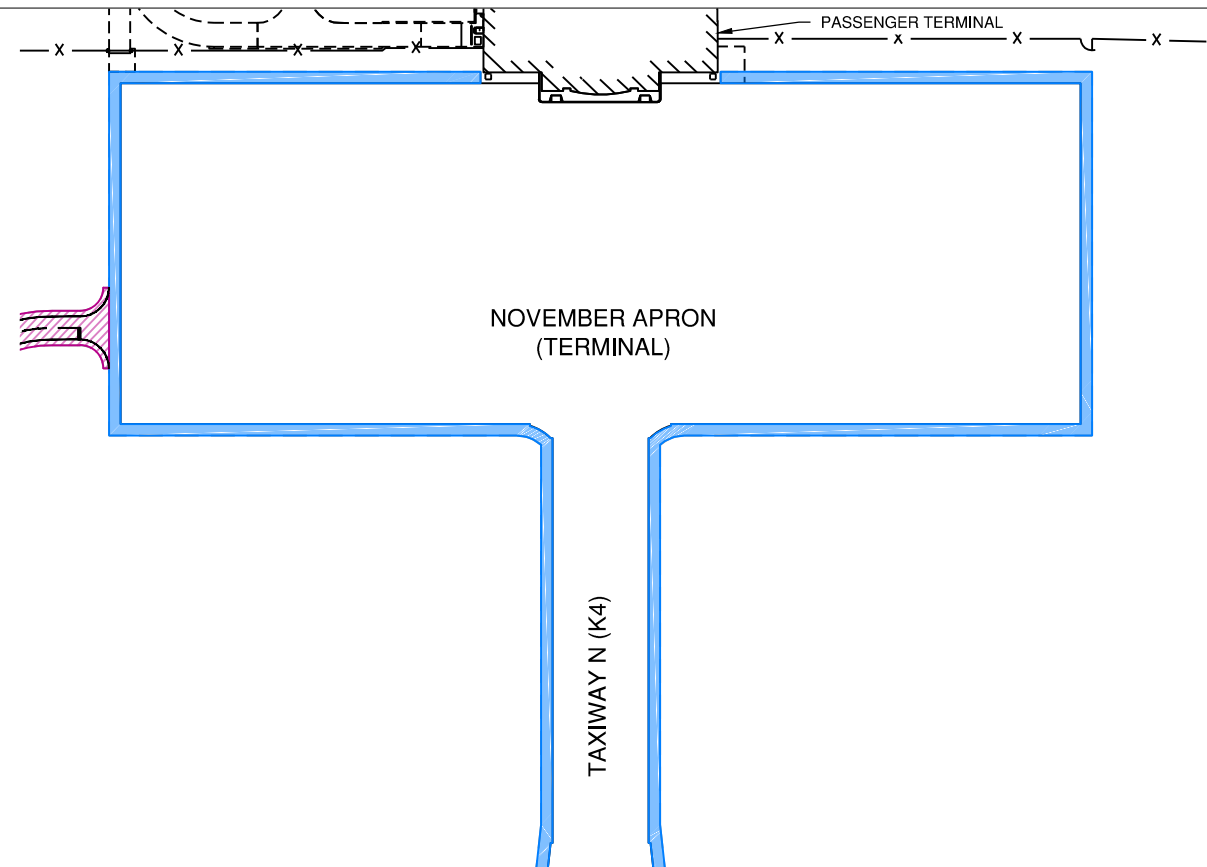
ILLINOIS PROJECT NO. BLV-4494  
AIP PROJECT NO. 3-17-SBGP-108, 111

FILE: 13\_SEAL-MARK.dwg

DESIGN BY: ASF
DRAWN BY: ASF
CHECKED BY: TWM
APPROVED BY: BWG
DATE: FEBRUARY 26, 2016
JOB No: 15098-04

**SHOULDER REPAIR PLAN 2**

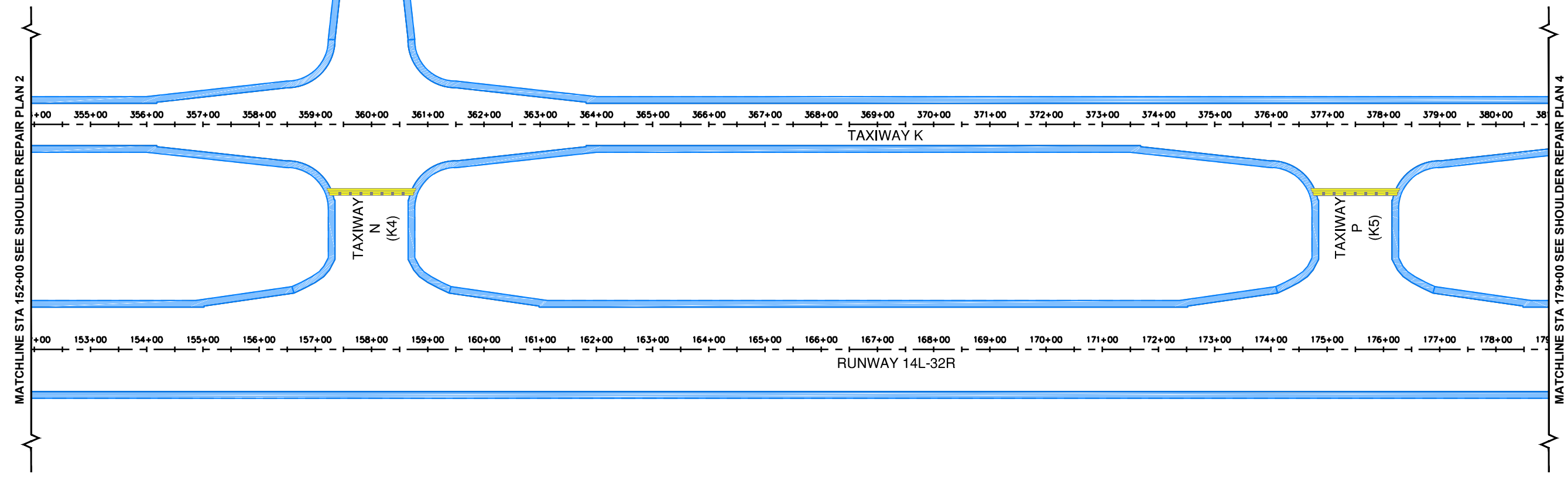
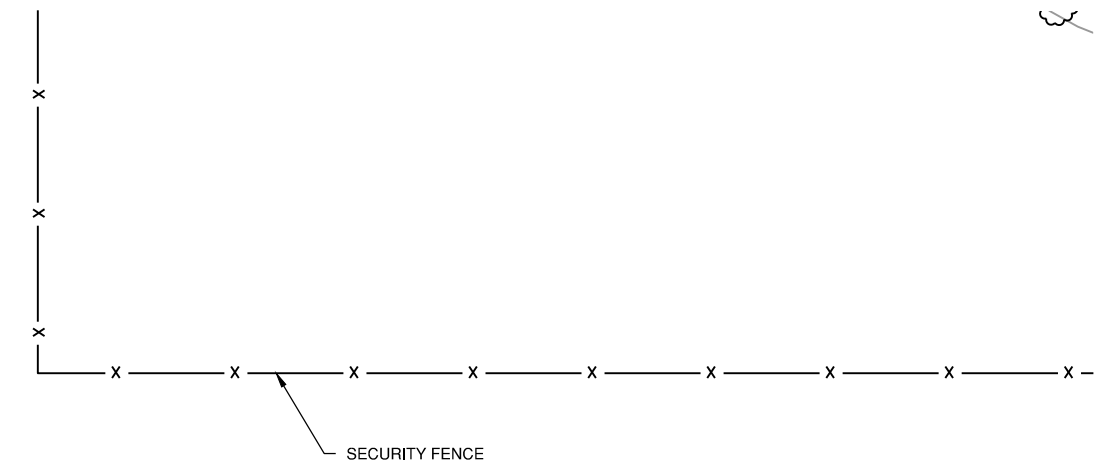
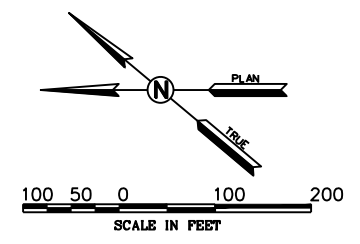
SHEET 14 OF 18 SHEETS



**LEGEND**

- SHOULDER PAVEMENT REPAIR AREA: CRACK SEAL AND SEAL COAT
- TUNNEL BRIDGE REPAIR (SEE NOTE 4)
- ADDITIVE ALTERNATE 1 PAVEMENT REPAIR AREA: CRACK SEAL AND SEAL COAT

- NOTES:**
1. ROUT AND SEAL ALL UNSEALED CRACKS IN ASPHALT PAVEMENT PRIOR TO SEAL COAT.
  2. ALL MARKINGS 12" WIDE OR MORE ON PAVEMENT TO RECEIVE SEAL COAT SHALL BE REMOVED PRIOR TO APPLICATION OF SEAL COAT AND REPLACED AFTER PROPER CURING OF SEAL COAT.
  3. SAW CUTS ABOVE GATE LOOP DETECTORS INDICATED ON PLANS SHALL BE CLEANED AND SEALED. SEAL COAT TO BE APPLIED AT EACH GATE LOCATION FROM THE INSIDE OF THE FENCE LOOP TO THE OUTERMOST SIDE OF THE FENCE LOOP.
  4. TUNNEL BRIDGE REPAIRS SHALL CONSIST OF SEALING OF CRACKS AND DIAMOND GRINDING THE HIGH SIDE OF THE PAVEMENT AT FAULT LOCATIONS. SHOULDERS TO BE GRINDED TO ALLOW SMOOTH TRANSITION AT JOINTS. SLOPES ON THE TAXIWAY AFTER GRINDING SHALL NOT EXCEED 1.5%.
  5. CONTRACTOR TO CLEAN AND SEAL AROUND BASE OF EDGE LIGHTS AT LOCATIONS IDENTIFIED BY THE ENGINEER.
  6. AIRFIELD LIGHTS AND SIGNS TO BE PROTECTED DURING SHOULDER REPAIR AND SEAL COAT WORK.
  7. ADDITIVE ALTERNATE 2 CONSISTS OF RESEALING JOINTS ALONG THE SHOULDERS OF THE AIRFIELD PAVEMENT REPAIR AREA HIGHLIGHTED ON THE PLANS. ALSO INCLUDED IN ADDITIVE ALTERNATE 2 IS REPAIR OF SHOULDER SETTLEMENT. BITUMINOUS SHOULDER SETTLEMENT REPAIRS CONSIST OF AN ELASTOMERIC CONCRETE PATCH OF A MINIMUM OF 2' DEPTH. LOCATIONS TO BE PATCHED SHALL BE DETERMINED BY THE ENGINEER.



MATCHLINE STA 152+00 SEE SHOULDER REPAIR PLAN 2

MATCHLINE STA 179+00 SEE SHOULDER REPAIR PLAN 4

REVISIONS		
NUMBER	BY	DATE

THIS BAR IS EQUAL TO 2'  
AT FULL SCALE (34X22).  
PLOT 1




**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**

**REHABILITATE AIRFIELD SHOULDERS**

ILLINOIS PROJECT NO. BLV-4494  
AIP PROJECT NO. 3-17-SBGP-108, 111

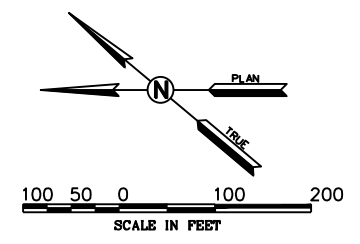
FILE: 13_SEAL-MARK.dwg
DESIGN BY: ASF
DRAWN BY: ASF
CHECKED BY: TWM
APPROVED BY: BWG
DATE: FEBRUARY 26, 2016
JOB No: 15098-04

**LEGEND**

-  SHOULDER PAVEMENT REPAIR AREA:  
CRACK SEAL AND SEAL COAT
-  TUNNEL BRIDGE REPAIR  
(SEE NOTE 4)
-  ADDITIVE ALTERNATE 1 PAVEMENT REPAIR AREA:  
CRACK SEAL AND SEAL COAT

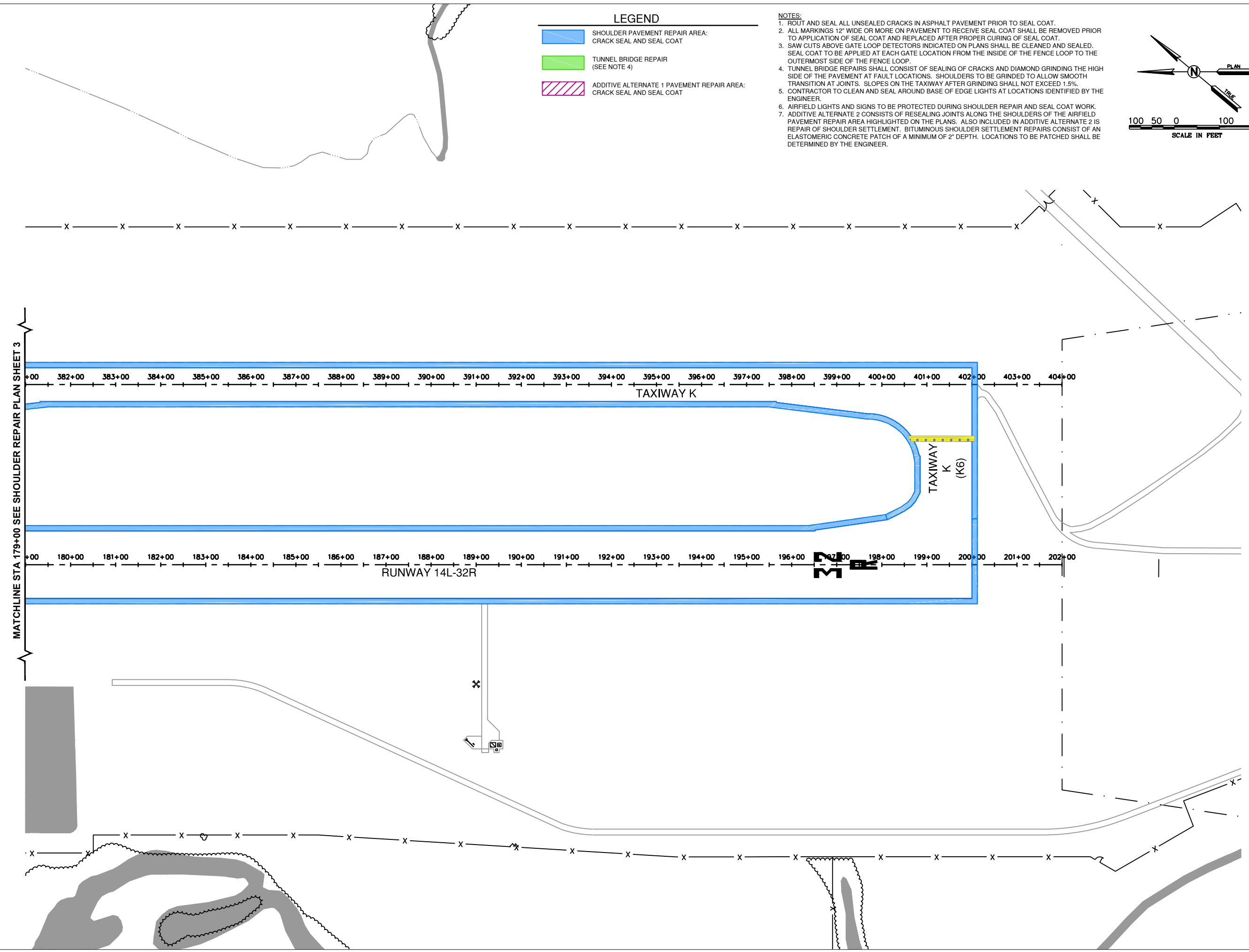
**NOTES:**

1. ROUT AND SEAL ALL UNSEALED CRACKS IN ASPHALT PAVEMENT PRIOR TO SEAL COAT.
2. ALL MARKINGS 12" WIDE OR MORE ON PAVEMENT TO RECEIVE SEAL COAT SHALL BE REMOVED PRIOR TO APPLICATION OF SEAL COAT AND REPLACED AFTER PROPER CURING OF SEAL COAT.
3. SAW CUTS ABOVE GATE LOOP DETECTORS INDICATED ON PLANS SHALL BE CLEANED AND SEALED. SEAL COAT TO BE APPLIED AT EACH GATE LOCATION FROM THE INSIDE OF THE FENCE LOOP TO THE OUTERMOST SIDE OF THE FENCE LOOP.
4. TUNNEL BRIDGE REPAIRS SHALL CONSIST OF SEALING OF CRACKS AND DIAMOND GRINDING THE HIGH SIDE OF THE PAVEMENT AT FAULT LOCATIONS. SHOULDERS TO BE GRINDED TO ALLOW SMOOTH TRANSITION AT JOINTS. SLOPES ON THE TAXIWAY AFTER GRINDING SHALL NOT EXCEED 1.5%.
5. CONTRACTOR TO CLEAN AND SEAL AROUND BASE OF EDGE LIGHTS AT LOCATIONS IDENTIFIED BY THE ENGINEER.
6. AIRFIELD LIGHTS AND SIGNS TO BE PROTECTED DURING SHOULDER REPAIR AND SEAL COAT WORK.
7. ADDITIVE ALTERNATE 2 CONSISTS OF RESEALING JOINTS ALONG THE SHOULDERS OF THE AIRFIELD PAVEMENT REPAIR AREA HIGHLIGHTED ON THE PLANS. ALSO INCLUDED IN ADDITIVE ALTERNATE 2 IS REPAIR OF SHOULDER SETTLEMENT. BITUMINOUS SHOULDER SETTLEMENT REPAIRS CONSIST OF AN ELASTOMERIC CONCRETE PATCH OF A MINIMUM OF 2" DEPTH. LOCATIONS TO BE PATCHED SHALL BE DETERMINED BY THE ENGINEER.



REVISIONS		
NUMBER	BY	DATE


0 1 2  
THIS BAR IS EQUAL TO 2'  
AT FULL SCALE (34X22).  
PLOT 1



MATCHLINE STA. 179+00 SEE SHOULDER REPAIR PLAN SHEET 3

**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**

**REHABILITATE AIRFIELD SHOULDERS**



**CMT**  
CRAWFORD, MURPHY & TILLY, INC.  
ENGINEERS AND CONSULTANTS  
Prof. Engineering 184-009513 © Copyright CMT, Inc. 2014  
ONE MEMORIAL DRIVE, SUITE 500  
ST. LOUIS, MISSOURI 63102  
(314) 439-3500




ILLINOIS PROJECT NO. BLV-4494  
AIP PROJECT NO. 3-17-SBGP-108, 111

FILE: 13_SEAL-MARK.dwg
DESIGN BY: ASF
DRAWN BY: ASF
CHECKED BY: TWM
APPROVED BY: BWG
DATE: FEBRUARY 26, 2016
JOB No: 15098-04

**SHOULDER  
REPAIR PLAN 4**

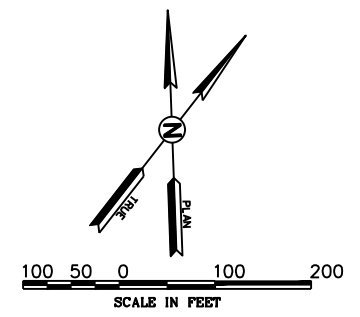


**LEGEND**

-  SHOULDER PAVEMENT REPAIR AREA:  
CRACK SEAL AND SEAL COAT
-  TUNNEL BRIDGE REPAIR  
(SEE NOTE 4)
-  ADDITIVE ALTERNATE 1 PAVEMENT REPAIR AREA:  
CRACK SEAL AND SEAL COAT

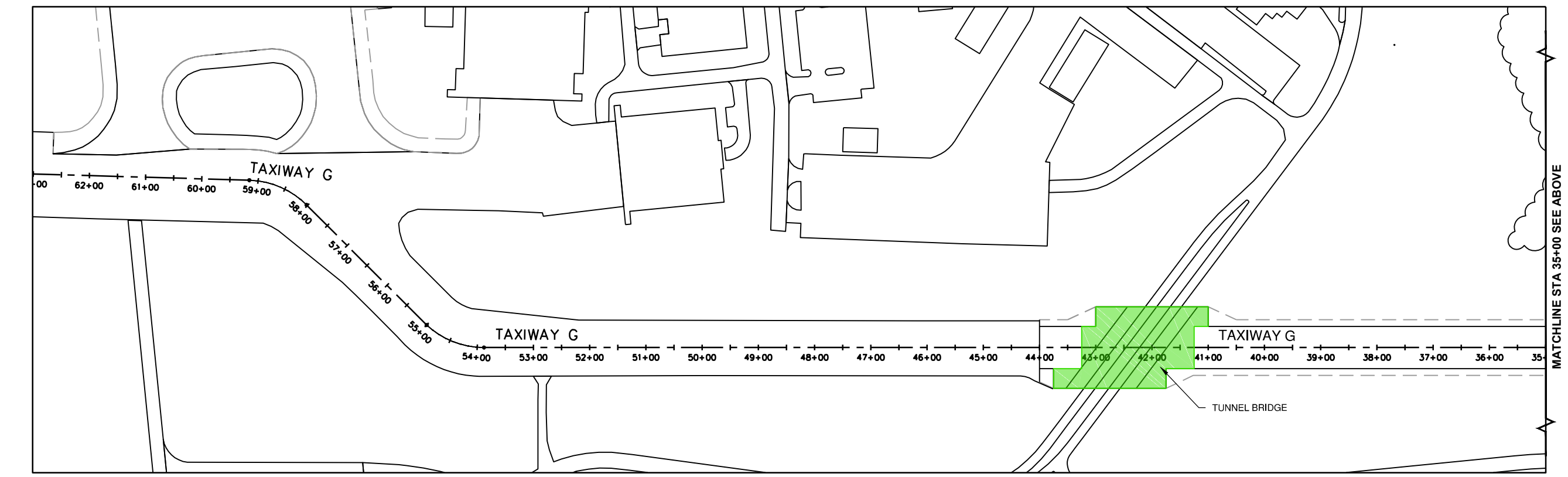
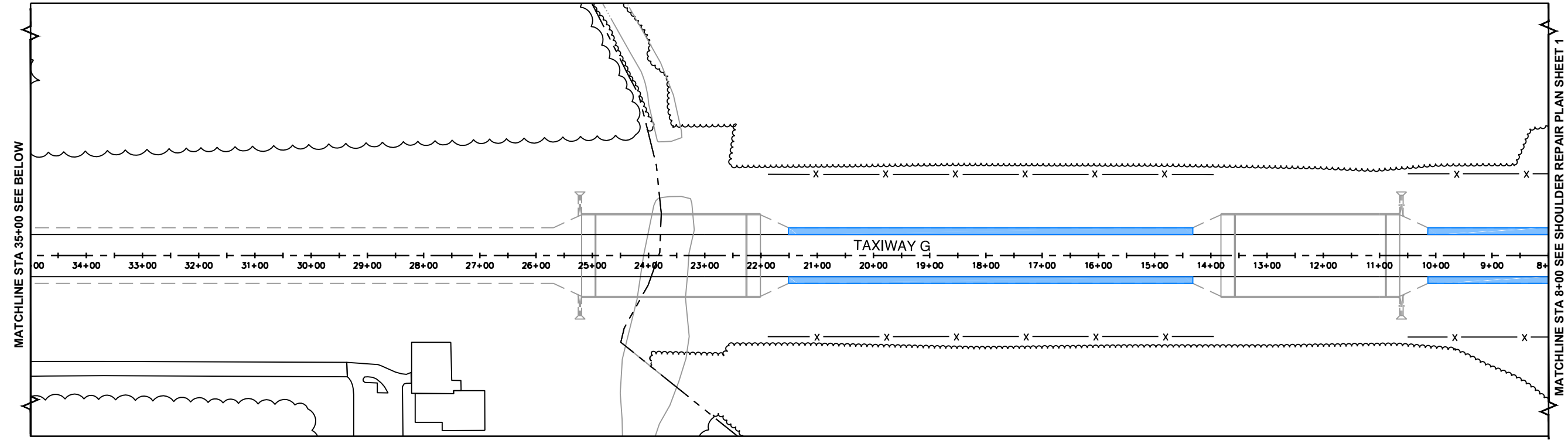
**NOTES:**

1. ROUT AND SEAL ALL UNSEALED CRACKS IN ASPHALT PAVEMENT PRIOR TO SEAL COAT.
2. ALL MARKINGS 12" WIDE OR MORE ON PAVEMENT TO RECEIVE SEAL COAT SHALL BE REMOVED PRIOR TO APPLICATION OF SEAL COAT AND REPLACED AFTER PROPER CURING OF SEAL COAT.
3. SAW CUTS ABOVE GATE LOOP DETECTORS INDICATED ON PLANS SHALL BE CLEANED AND SEALED. SEAL COAT TO BE APPLIED AT EACH GATE LOCATION FROM THE INSIDE OF THE FENCE LOOP TO THE OUTERMOST SIDE OF THE FENCE LOOP.
4. TUNNEL BRIDGE REPAIRS SHALL CONSIST OF SEALING OF CRACKS AND DIAMOND GRINDING THE HIGH SIDE OF THE PAVEMENT AT FAULT LOCATIONS. SHOULDERS TO BE GRINDED TO ALLOW SMOOTH TRANSITION AT JOINTS. SLOPES ON THE TAXIWAY AFTER GRINDING SHALL NOT EXCEED 1.5%.
5. CONTRACTOR TO CLEAN AND SEAL AROUND BASE OF EDGE LIGHTS AT LOCATIONS IDENTIFIED BY THE ENGINEER.
6. AIRFIELD LIGHTS AND SIGNS TO BE PROTECTED DURING SHOULDER REPAIR AND SEAL COAT WORK.
7. ADDITIVE ALTERNATE 2 CONSISTS OF RESEALING JOINTS ALONG THE SHOULDERS OF THE AIRFIELD PAVEMENT REPAIR AREA HIGHLIGHTED ON THE PLANS. ALSO INCLUDED IN ADDITIVE ALTERNATE 2 IS REPAIR OF SHOULDER SETTLEMENT. BITUMINOUS SHOULDER SETTLEMENT REPAIRS CONSIST OF AN ELASTOMERIC CONCRETE PATCH OF A MINIMUM OF 2" DEPTH. LOCATIONS TO BE PATCHED SHALL BE DETERMINED BY THE ENGINEER.



REVISIONS		
NUMBER	BY	DATE

0 1 2  
THIS BAR IS EQUAL TO 2'  
AT FULL SCALE (34X22).  
PLOT 1



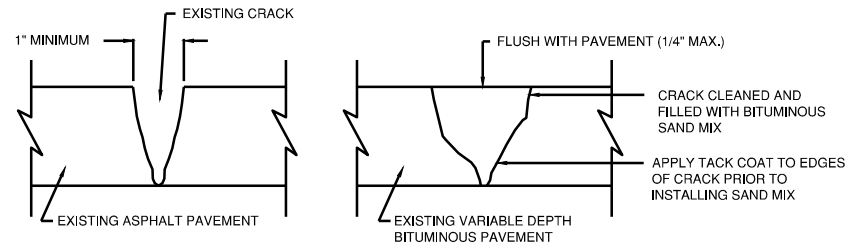
**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**  
  
**REHABILITATE AIRFIELD SHOULDERS**

  
**CMT**  
 CRAWFORD, MURPHY & TILLY, INC.  
 ENGINEERS AND CONSULTANTS  
 Prof. Engineering 184-009513 © Copyright CMT, Inc. 2014  
 ONE MEMORIAL DRIVE, SUITE 500  
 ST. LOUIS, MISSOURI 63102  
 (314) 439-3500

ILLINOIS PROJECT NO. BLV-4494  
 AIP PROJECT NO. 3-17-SBGP-108, 111

FILE: 13\_SEAL-MARK.dwg  
 DESIGN BY: ASF  
 DRAWN BY: ASF  
 CHECKED BY: TWM  
 APPROVED BY: BWG  
 DATE: FEBRUARY 26, 2016  
 JOB No: 15098-04

**SHOULDER REPAIR PLAN 5**

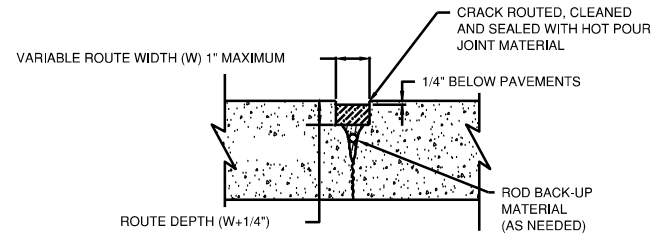


**HMA SAND MIX CRACK REPAIR DETAIL**

NOT TO SCALE

**NOTES**

1. CRACKS TO BE FILLED WITH SAND MIX SHALL BE DESIGNATED BY THE RESIDENT ENGINEER.
2. SAND MIX CRACK REPAIR SHALL BE USED ON ALL CRACKS GREATER THAN 1" WIDE OR AS DESIGNATED BY THE RESIDENT ENGINEER.
3. CONTRACTOR SHALL ROUTE, CRACK PLOW AND REMOVE LOOSE FILLER, LOOSE AGGREGATE AND LAITANCE WITH COMPRESSED AIR AS SPECIFIED PRIOR TO SEALING

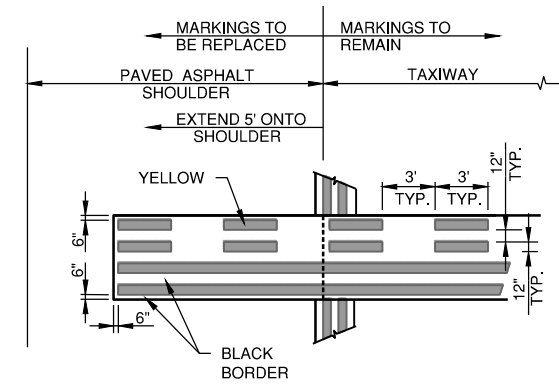


**CRACK ROUTING AND SEALING DETAIL**

NOT TO SCALE

**NOTES**

1. THE CRACK ROUTING DIMENSIONS SHALL PROVIDE A WIDTH TO DEPTH RATIO OF 1:1 FOR SEALANT MATERIAL FOR SEALANT MATERIAL.
2. CRACKS TO BE ROUTED, CLEANED AND SEALED AT THE LOCATIONS DETERMINED BY THE ENGINEER.

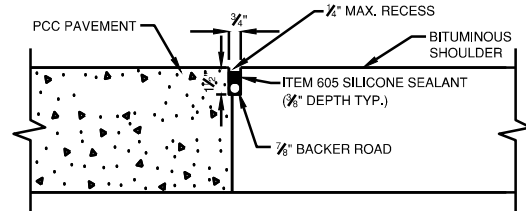


**HOLD LINE MARKING DETAIL**

NOT TO SCALE

**NOTES**

1. AT EACH HOLD LINE LOCATION, REMOVE EXISTING MARKINGS LOCATED ON THE BITUMINOUS SHOULDER PAVEMENT PRIOR TO CRACK SEALING AND APPLICATION OF SEAL COAT. REPLACE MARKINGS AFTER CURING PERIOD OF SEAL COAT PER ITEM 620.

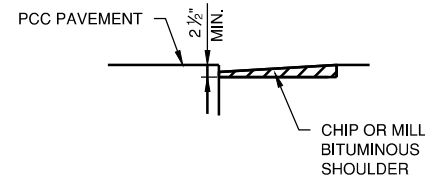


**PCC-BITUMINOUS JOINT RESEAL DETAIL**

NOT TO SCALE

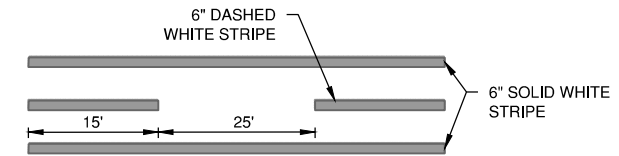
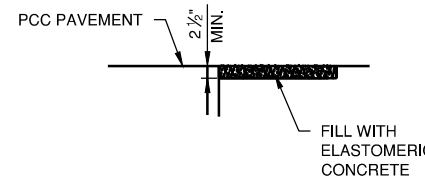
**NOTES**

1. SAWCUT EXISTING JOINT, CLEAN PER ITEM 605, INSERT BACKER ROD AND RESEAL.
2. POSITION SAW BLADE AS CLOSE TO EDGE OF PCC PAVEMENT AS POSSIBLE TO MAXIMIZE THE AMOUNT OF BITUMINOUS MATERIAL THAT GETS REMOVED BY THE SAW BLADE.
3. CONTRACTOR SHALL TAKE CARE TO MINIMIZE DAMAGE TO THE EXISTING BITUMINOUS PAVEMENT EDGE TO REMAIN.
4. TOP OF SEALANT SHALL BE RECESSED A MAXIMUM OF 1/4" BELOW THE TOP OF THE LOWER PAVEMENT SURFACE. IN SOME LOCATIONS, THE BITUMINOUS SHOULDER PAVEMENT WILL BE LOWER THAN THE ADJACENT PCC PAVEMENT AND THEREFORE THE TOP OF SEALANT SHALL BE BELOW THE BITUMINOUS SHOULDER PAVEMENT BUT NOT LOWER THAN 1/4" BELOW THE TOP OF THE BITUMINOUS SHOULDER PAVEMENT.
5. IN SOME LOCATIONS THE WIDTH OF THE EXISTING PCC-BITUMINOUS JOINT MAY BE WIDER THAN 1/2". WHERE THIS OCCURS, THE CONTRACTOR SHALL REMOVE THE OLD SEALANT, SANDBLAST THE PCC PAVEMENT JOINT FACE, INSERT A BACKER ROD OF SUFFICIENT WIDTH, AND RESEAL. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR WIDER JOINTS. THE ORIGINAL CONSTRUCTION WAS DESIGNED FOR A 1/2" WIDE SEALANT RESERVOIR.



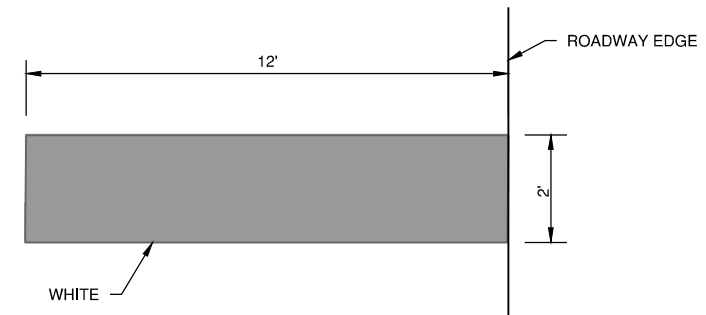
**SHOULDER PATCH DETAIL**

NOT TO SCALE



**ROADWAY MARKING DETAIL**

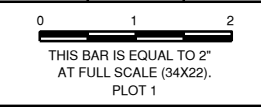
NOT TO SCALE



**ROADWAY STOP BAR MARKING**

NOT TO SCALE

REVISIONS		
NUMBER	BY	DATE



**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**  
  
**REHABILITATE AIRFIELD SHOULDERS**

ILLINOIS PROJECT NO. BLV-4494  
AIP PROJECT NO. 3-17-SBGP-108, 111

FILE: DETAILS.dwg
DESIGN BY: ASF
DRAWN BY: ASF
CHECKED BY: TWM
APPROVED BY: BWG
DATE: FEBRUARY 26, 2016
JOB No: 15098-04