

ITEM 16A
7-29-2016 LETTING

ST. CLAIR COUNTY, ILLINOIS CONSTRUCTION PLANS FOR

SC070
TOTAL SHEETS: 83

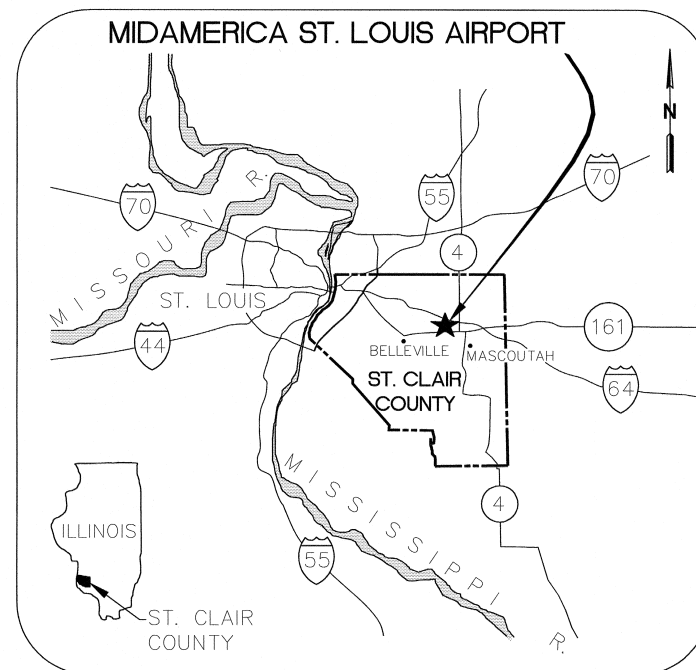
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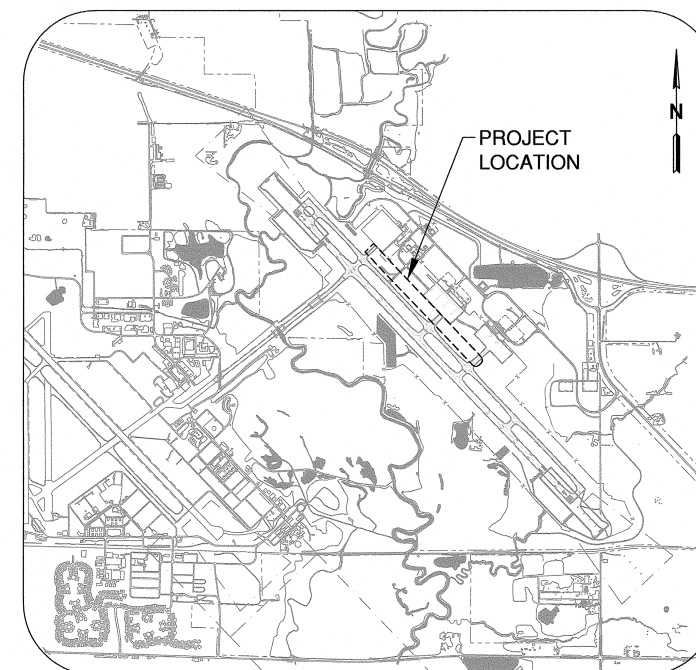


ILLINOIS PROJECT BLV - 4493 A. I. P. PROJECT 3-17-SBGP-111 AIRSIDE SERVICE ROAD

JUNE 3, 2016



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 *Rebecca J. Smith*
 CHAIRMAN, PUBLIC BUILDING COMMISSION

DATE 6/9/16



CMT
 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. Donke*

DATE June 9, 2016

CMT JOB NUMBER 15098-05

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

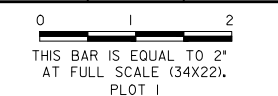
SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	LS	1
AR150520	MOBILIZATION	LS	1
AR152410	UNCLASSIFIED EXCAVATION	CY	21,212
AR155540	BY-PRODUCT LIME	TON	231
AR155612	SOIL PROCESSING-12"	SY	9,150
AR156510	SILT FENCE	LF	500
AR156511	DITCH CHECK	EA	42
AR156520	INLET PROTECTION	EA	11
AR156531	EROSION CONTROL BLANKET	SY	13,705
AR209609	CRUSHED AGG. BASE COURSE- 9"	SY	9,150
AR209618	CRUSHED AGG. BASE COURSE- 18"	SY	1,090
AR401610	BITUMINOUS SURFACE COURSE	TON	1,445
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	768
AR403610	BITUMINOUS BASE COURSE	TON	1,445
AR602510	BITUMINOUS PRIME COAT	GAL	3,664
AR603510	BITUMINOUS TACK COAT	GAL	1,466
AR620520	PAVEMENT MARKING-WATERBORNE	SF	5,698
AR620525	PAVEMENT MARKING-BLACK BORDER	SF	1,356
AR701524	24" RCP, CLASS IV	LF	391
AR701530	30" RCP, CLASS IV	LF	874
AR701536	36" RCP, CLASS IV	LF	1,435
AR701542	42" RCP, CLASS IV	LF	860
AR701548	48" RCP, CLASS IV	LF	6
AR701900	REMOVE PIPE	LF	143
AR751416	TYPE 1 INLET	EA	2
AR751417	TYPE 2 INLET	EA	9
AR751540	MANHOLE 4'	EA	1
AR752424	PRECAST REINFORCED CONC. FES 24"	EA	1
AR752430	PRECAST REINFORCED CONC. FES 30"	EA	3
AR752436	PRECAST REINFORCED CONC. FES 36"	EA	1
AR752900	REMOVE END SECTION	EA	8
AR801987	INSTALL STOP SIGN W/UNL. AIRF. SI	EA	4
AR801988	STOPLIGHT VEHICLE GATE	LS	1
AR901510	SEEDING	AC	13
AR904510	SODDING	SY	1,260
AR908510	MULCHING	AC	13
AR108108	1/C #8 5 KV UG CABLE	LF	1,075
AR110202	2" PVC DUCT, DIRECT BURY	LF	256
AR125425	TXY LIGHT INPAVEMENT OMNI-DIR	EA	4
AR125902	REMOVE BASE MOUNTED LIGHT	EA	4

EARTHWORK SUMMARY		
CUT (CY)	FILL (CY)	ADJUSTED* FILL (CY)
21,212	19,285	21,599


*A SHRINKAGE FACTOR OF 12% HAS BEEN ASSUMED. THE FINAL CONTRACT QUANTITY USED FOR UNCLASSIFIED EXCAVATION SHALL BE THE TOTAL AMOUNT OF CUT IN ACCORDANCE WITH ITEM P-152.

REVISIONS		
NUMBER	BY	DATE



MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS

AIRSIDE SERVICE ROAD

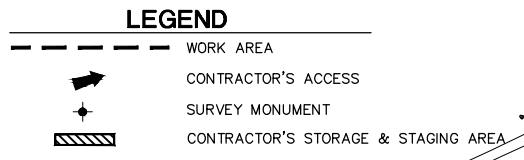
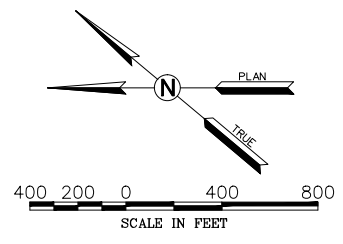
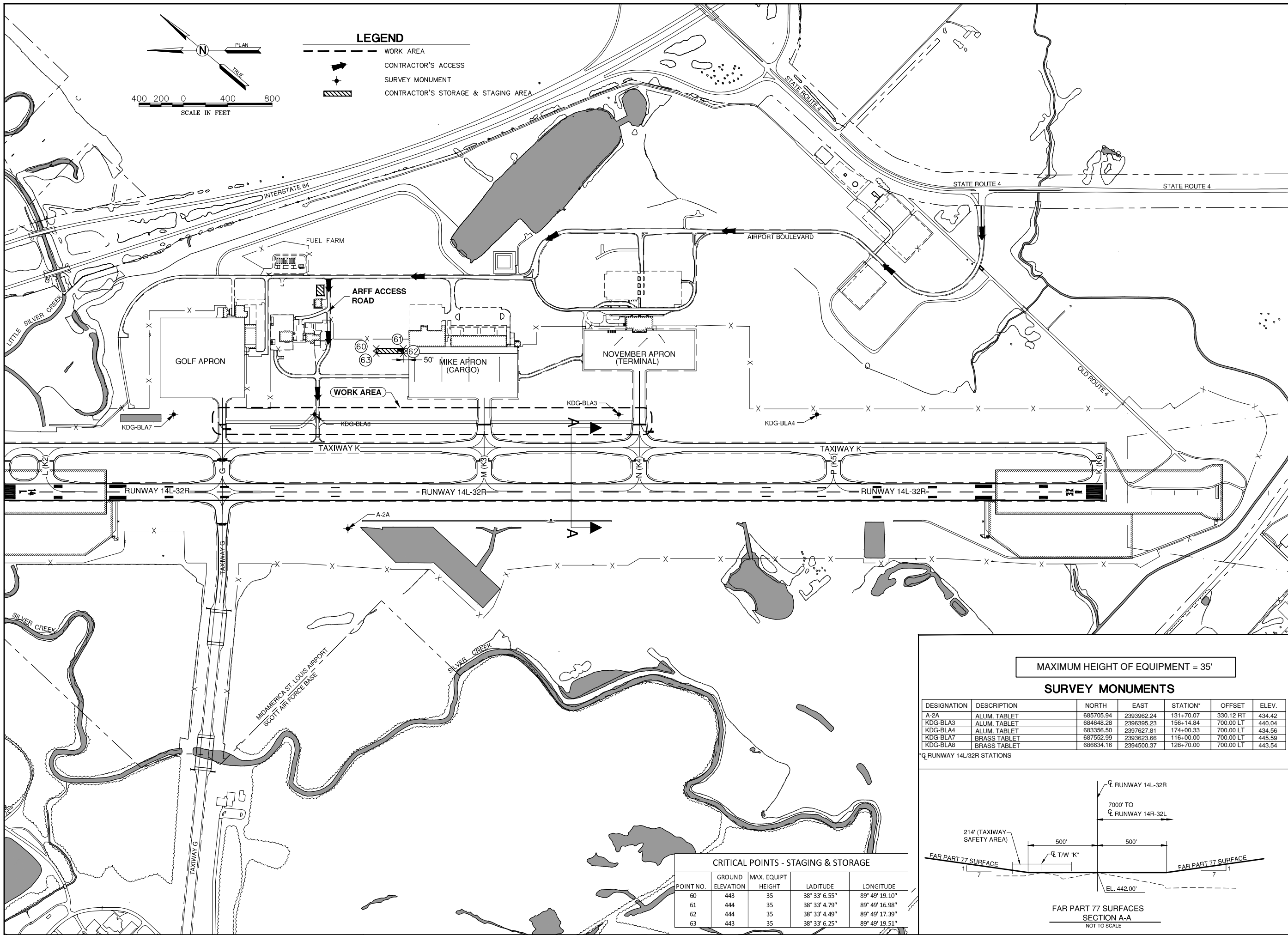


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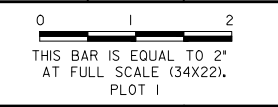
ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: 02_QUANTITIES.dwg
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: JUNE 3, 2016
JOB No: 15098-05

SUMMARY OF QUANTITIES



REVISIONS		
NUMBER	BY	DATE



MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS
AIRSIDE SERVICE ROAD

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 ST. LOUIS, MO 63102
 (314) 482-5500

ILLINOIS PROJECT NO. BLV-4493
 AIP PROJECT NO. 3-17-SBGP-111

FILE: 03_SITE.dwg
 DESIGN BY: TML
 DRAWN BY: TML
 CHECKED BY: TWM/DTN
 APPROVED BY: BWG
 DATE: APRIL 22, 2016
 JOB No: 15098-05

SITE PLAN
 SHEET 3 OF 83 SHEETS

MAXIMUM HEIGHT OF EQUIPMENT = 35'

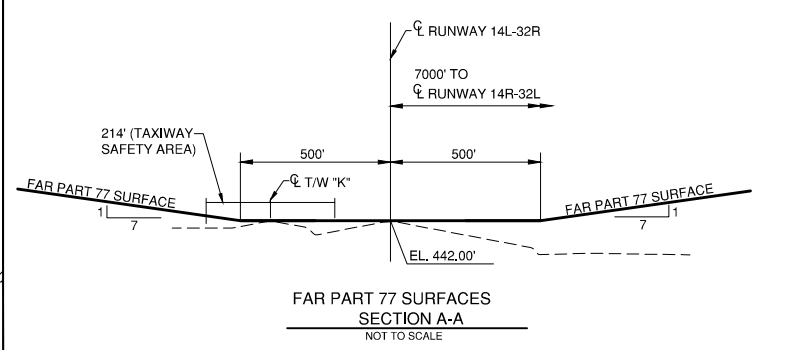
SURVEY MONUMENTS

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 - STAGING & STORAGE

POINT NO.	GROUND ELEVATION	MAX. EQUIPT HEIGHT	LATITUDE	LONGITUDE
60	443	35	38° 33' 6.55"	89° 49' 19.10"
61	444	35	38° 33' 4.79"	89° 49' 16.98"
62	444	35	38° 33' 4.49"	89° 49' 17.39"
63	443	35	38° 33' 6.25"	89° 49' 19.51"



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 7.
- 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.
- 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 REHABILITATE THE AIRFIELD SHOULDER PAVEMENT AND TO MAKE IMPROVEMENTS TO THE AIRFIELD SIGNAGE AND WIND CONE MAY BE ONGOING DURING THE TIME OF THIS PROJECT. THE CONTRACTOR MUST COORDINATE WITH OTHER CONTRACTORS PERFORMING THESE PROJECTS. ANY CONFLICTS WILL BE RESOLVED BY THE AIRPORT.

2. PHASING

- TOTAL CONTRACT TIME SHALL BE 90 CALENDAR DAYS.
- PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

GENERAL NOTES

- THE AIRPORT RESERVES THE RIGHT TO OPEN A CLOSED TAXIWAY TO ALLOW A PLANE 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.
- 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.
- UPON COMPLETION OF EACH DAY'S WORK, ANY TAXIWAY PAVEMENT EDGE DROPS OF GREATER THAN 3" SHALL BE BACKFILLED WITH ITEM 209 CRUSHED AGGREGATE BASE COURSE AT A MAXIMUM SLOPE OF 5% FROM THE TAXIWAY PAVEMENT EDGE TO THE BOTTOM OF THE EDGE DROP. THE COMPLETED AGGREGATE TRANSITION SHALL BE ROLLED WITH A SMOOTH STEEL ROLLER TO SEAT THE SURFACE AGGREGATE. ANY MATERIAL USED FOR TEMPORARY TRANSITIONS MAY BE REMIXED AND INCORPORATED INTO THE ITEM 209 AGGREGATE BASE COURSE. THIS TEMPORARY TRANSITION WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- BARRICADES USED TO CLOSE A TAXIWAY DURING EACH DAY'S WORK SHALL BE PUT IN PLACE PRIOR TO COMMENCING WORK EACH DAY FOR PHASES 2, 3 AND 4 AND REMOVED AT THE END OF EACH DAY UPON COMPLETION OF CONSTRUCTION OF ANY REQUIRED TEMPORARY AGGREGATE TRANSITIONS. THE MOVING OF BARRICADES SHALL BE INCIDENTAL TO THE CONTRACT.

PHASE 1 NOTES

- PHASE 1 SHALL CONSIST OF DEMOLITION, EARTHWORK AND CONSTRUCTING THE 5' BITUMINOUS PAVEMENT AND BASE AND ANY CULVERTS LOCATED UNDER THE 5' BITUMINOUS PAVEMENT IN THE AREAS SHOWN ON THE CAP.
- BECAUSE OF THE PROXIMITY TO TAXIWAY M (K3), THE PROPOSED 24" RCP STORM CULVERT AT STA. 142+43.81 AND THE PROPOSED 30" RCP STORM CULVERT AT STA. 145+52.76 SHALL NOT BE CONSTRUCTED IN PHASE 1.
- ALL WORK IN PHASE 1 EXCEPT FOR THE ITEM P-608 SEAL COAT AND PAVEMENT MARKINGS SHALL BE COMPLETED BEFORE STARTING THE PHASE 2 WORK.
- ALL TAXIWAYS SHALL REMAIN OPEN DURING THE PHASE 1 WORK AND ACTIVITIES SHALL NOT EXTEND BEYOND THE TAXIWAY OBJECT FREE AREA AS SHOWN ON THE CAP EXCEPT AS NOTED BELOW.
- FOR PHASE 1, THE TAXIWAY OBJECT FREE AREA AND SAFETY AREA FOR TAXIWAY K AND TAXIWAY N (K4) SHALL BE REDUCED TO AIRPLANE DESIGN GROUP (ADG) III OR SMALLER. WORK INSIDE THIS MODIFIED OBJECT FREE AREA AT TAXIWAY N (K4) AND TAXIWAY K SHALL BE EXPEDITED AND MAY ONLY OCCUR AFTER THE AIRPORT HAS ISSUED A NOTAM.
- PHASE 1 SHALL BE COMPLETED WITHIN 75 CALENDAR DAYS

PHASE 2 NOTES

- PHASE 2 SHALL CONSIST OF DEMOLITION, EARTHWORK AND CONSTRUCTING THE 5' BITUMINOUS PAVEMENT AND BASE AND IN-PAVEMENT TAXIWAY LIGHT IN THE AREA ADJACENT TO TAXIWAY G AS SHOWN ON THE CAP.
- TAXIWAY G SHALL BE CLOSED DURING WORKING HOURS IN PHASE 2. BARRICADES SHALL PUT IN PLACE AT THE BEGINNING OF EACH DAY AND REMOVED UPON COMPLETION OF EACH DAY'S WORK AFTER COMPLETING ANY NECESSARY TEMPORARY AGGREGATE TRANSITIONS.
- ALL WORK IN PHASE 2 EXCEPT FOR THE ITEM P-608 SEAL COAT AND PAVEMENT MARKINGS SHALL BE COMPLETED BEFORE STARTING ON THE PHASE 3 WORK.
- PHASE 2 SHALL BE COMPLETED WITHIN 2 CALENDAR DAYS

PHASE 3 NOTES

- PHASE 3 SHALL CONSIST OF DEMOLITION, EARTHWORK AND CONSTRUCTING THE 5' BITUMINOUS PAVEMENT AND BASE AND IN-PAVEMENT TAXIWAY LIGHTS IN THE AREA ADJACENT TO TAXIWAY M (K3) AS SHOWN ON THE CAP. THE PROPOSED 24" RCP STORM CULVERT AT STA. 142+43.81 AND THE PROPOSED 30" RCP STORM CULVERT AT STA. 145+52.76 SHALL BE CONSTRUCTED IN PHASE 3.
- TAXIWAY M (K3) SHALL BE CLOSED DURING WORKING HOURS IN PHASE 3. BARRICADES SHALL PUT IN PLACE AT THE BEGINNING OF EACH DAY AND REMOVED UPON COMPLETION OF EACH DAY'S WORK AFTER COMPLETING ANY NECESSARY TEMPORARY AGGREGATE TRANSITIONS. IF NO CARGO FLIGHTS ARE SCHEDULED FOR THE FOLLOWING WORK DAY, TAXIWAY M (K3) MAY REMAIN CLOSED OVERNIGHT WITH NO TEMPORARY AGGREGATE TRANSITION BEING REQUIRED.
- ALL WORK IN PHASE 3 EXCEPT FOR THE ITEM P-608 SEAL COAT AND PAVEMENT MARKINGS SHALL BE COMPLETED BEFORE STARTING ON THE PHASE 4 WORK.
- TAXIWAY K SHALL REMAIN OPEN DURING THE PHASE 3 WORK AND ACTIVITIES SHALL NOT EXTEND BEYOND THE TAXIWAY OBJECT FREE AREA AS SHOWN ON THE CAP EXCEPT AS NOTED BELOW.
- WORK INSIDE THE STANDARD TAXIWAY OBJECT FREE AREA AT TAXIWAY K SHALL BE EXPEDITED AND MAY ONLY OCCUR AFTER THE AIRPORT HAS ISSUED A NOTAM RESTRICTING TAXIWAY K TO AIRPLANE DESIGN GROUP (ADG) III OR SMALLER.
- PHASE 3 SHALL BE COMPLETED WITHIN 11 CALENDAR DAYS.

PHASE 4 NOTES

- PHASE 4 SHALL CONSIST OF DEMOLITION, EARTHWORK AND CONSTRUCTING THE 5' BITUMINOUS PAVEMENT AND BASE AND IN-PAVEMENT TAXIWAY LIGHT IN THE AREA ADJACENT TO TAXIWAY N (K4) AS SHOWN ON THE CAP. THE PROPOSED 30" RCP STORM CULVERT AT STA. 156+41.86 SHALL BE CONSTRUCTED IN PHASE 1.
- TAXIWAY N (K4) SHALL BE CLOSED ONLY DURING WORKING HOURS IN PHASE 4 SUBJECT TO NOTE 3 BELOW. BARRICADES SHALL BE PUT IN PLACE AT THE BEGINNING OF EACH DAY AND REMOVED UPON COMPLETION OF EACH DAY'S WORK AFTER COMPLETING ANY NECESSARY TEMPORARY AGGREGATE TRANSITIONS.
- WORKING HOURS IN PHASE 4 SHALL BE LIMITED TO HOURS WHEN NO COMMERCIAL PASSENGER FLIGHTS ARE SCHEDULED. THE FLIGHT SCHEDULE VARIES AND CAN CHANGE AT ANYTIME. AT THE TIME OF BIDDING IT IS EXPECTED THAT AT LEAST ONE ARRIVAL AND ONE DEPARTURE FLIGHT WILL OCCUR DURING EACH DAY OF THE WEEK DURING THE SUMMER OF 2016. CURRENT FLIGHT INFORMATION CAN BE FOUND ON THE INTERNET AT WWW.FLYMIDAMERICA.COM AND AT WWW.ALLEGIANTAIR.COM. THE CONTRACTOR SHALL SCHEDULE HIS/HER WORK OPERATIONS TO AVOID WORKING DURING A SCHEDULED FLIGHT WHICH MAY REQUIRE NIGHT WORK.
- PHASE 4 SHALL BE COMPLETED WITHIN 2 CALENDAR DAYS

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.

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 ON THE STRIP OF PAVEMENT ADJACENT TO THE MIKE APRON AS SHOWN ON THE SITE PLAN SHEET. THE AMOUNT OF SPACE AVAILABLE MAY BE REDUCED DUE TO THE STAGING AND STORAGE REQUIREMENTS OF THE AIRFIELD SHOULDER REHABILITATION PROJECT WHICH MAY BE ONGOING AT THE SAME TIME AS THIS PROJECT.
- 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 AIRPORT OPERATIONS, INCLUDING TAXIWAYS AND EXISTING AIRSIDE ACCESS ROADS, TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE ENGINEER. A POWER BROOM OR VACUUM SWEEPER TRUCK AND OPERATOR SHALL BE ONSITE 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

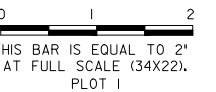
- THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
- CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
- THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

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



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

AIRSIDE SERVICE ROAD



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ONE MEMORIAL DRIVE, SUITE 500
ST. LOUIS, MO 63102
(314) 482-5500

**ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111**

FILE: 04_CSPP_NOTES_1.dwg

DESIGN BY: TML

DRAWN BY: TML

CHECKED BY: TWM/DTN

APPROVED BY: BWG

DATE: APRIL 22, 2016

JOB No: 15098-05

CSPP NOTES 1

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 35', 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 35' 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
TOM LAVIN, P.E. - PROJECT ENGINEER (314) 571-9055
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 SPDC 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. THE COLOR SELECTED SHALL BE DIFFERENT FROM THE COLOR OF THE AIRFIELD SIGNAGE OR AIRFIELD SHOULDERS CONTRACTORS IF THE OTHER CONTRACTORS ARE WORKING AT THE SAME TIME.
3. CONTRACTOR SHALL SUBMIT LOCK-OUT/TAG-OUT PROCEDURE PLAN OR FOLLOW AIRPORT'S PROCEDURES.

14. RUNWAY AND TAXIWAY VISUAL AIDS

1. 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

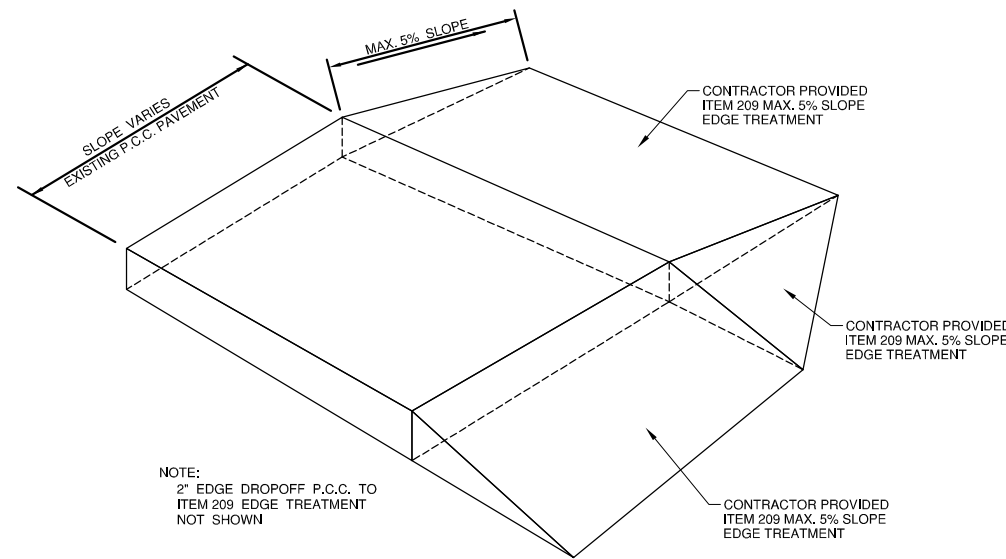
1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2F AND 150/5210-5C AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 35'.
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.

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 193' FROM THE TAXIWAY CENTERLINE FOR GROUP VI AIRCRAFT AND 160' FROM THE TAXIWAY CENTERLINE FOR GROUP V 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

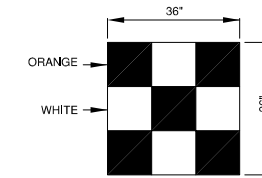
1. IF DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. THE CONTRACTOR MUST DISPOSE OF BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS OFF OF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED AT THE CONTRACTOR'S EXPENSE.
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.



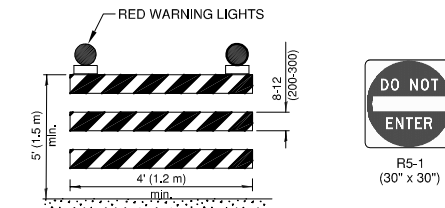
EDGE TREATMENT
NOT TO SCALE

NOTES:

1. EDGE TREATMENT MUST BE IN PLACE ANYTIME TAXIWAY IS TO BE OPEN TO AIRCRAFT TRAFFIC AT THE END OF EACH WORK PERIOD. THIS INCLUDES THE TIME TO COMPLETE ALL CLEAN UP AND OBTAIN INSPECTION AND APPROVAL BY AIRPORT OPERATIONS.
2. EDGE TREATMENT MUST BE USED ON ALL PHASES OF CONSTRUCTION DONE WITHIN THE PHASE 2, 3 AND 4 WORK LIMITS.
3. CONTRACTOR SHALL MAINTAIN AREA WITHIN PHASE 2, 3 AND 4 WORK LIMITS SUCH THAT NO DROPOFFS OF GREATER THAN 3" EXIST WHEN TAXIWAY IS OPENED TO AIRCRAFT TRAFFIC.
4. MAXIMUM SLOPES SHALL NOT EXCEED 5 PERCENT WHEN THE TAXIWAY IS OPEN TO AIRCRAFT TRAFFIC.
5. EDGE TREATMENT SHALL BE COMPACTED ACCORDING TO ITEM 209.



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
NOT TO SCALE



TYPE III BARRICADE
NOT TO SCALE

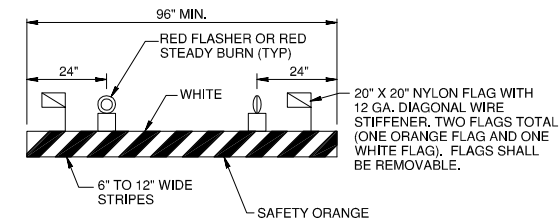
ATTACH 30" x 30" R5-1 "DO NOT ENTER" SIGN TO FRONT OF EACH BARRICADE (INCIDENTAL TO CONTRACT)

DOT STANDARD 701901-02



PLAN

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

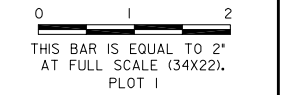


BARRICADE NOTES:

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

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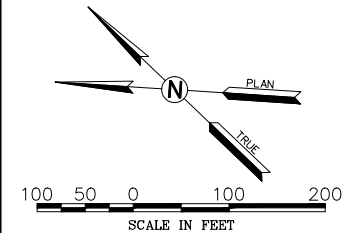
MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS
AIRSIDE SERVICE ROAD

CMT
CRAWFORD, MURPHY & TILLY, INC.
ENGINEERS AND CONSULTANTS
Prof. Engineering (618) 566-5200
ONE MEADOWS DRIVE, SUITE 500
ST. LOUIS, MISSOURI 63102
(314) 438-5500

ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

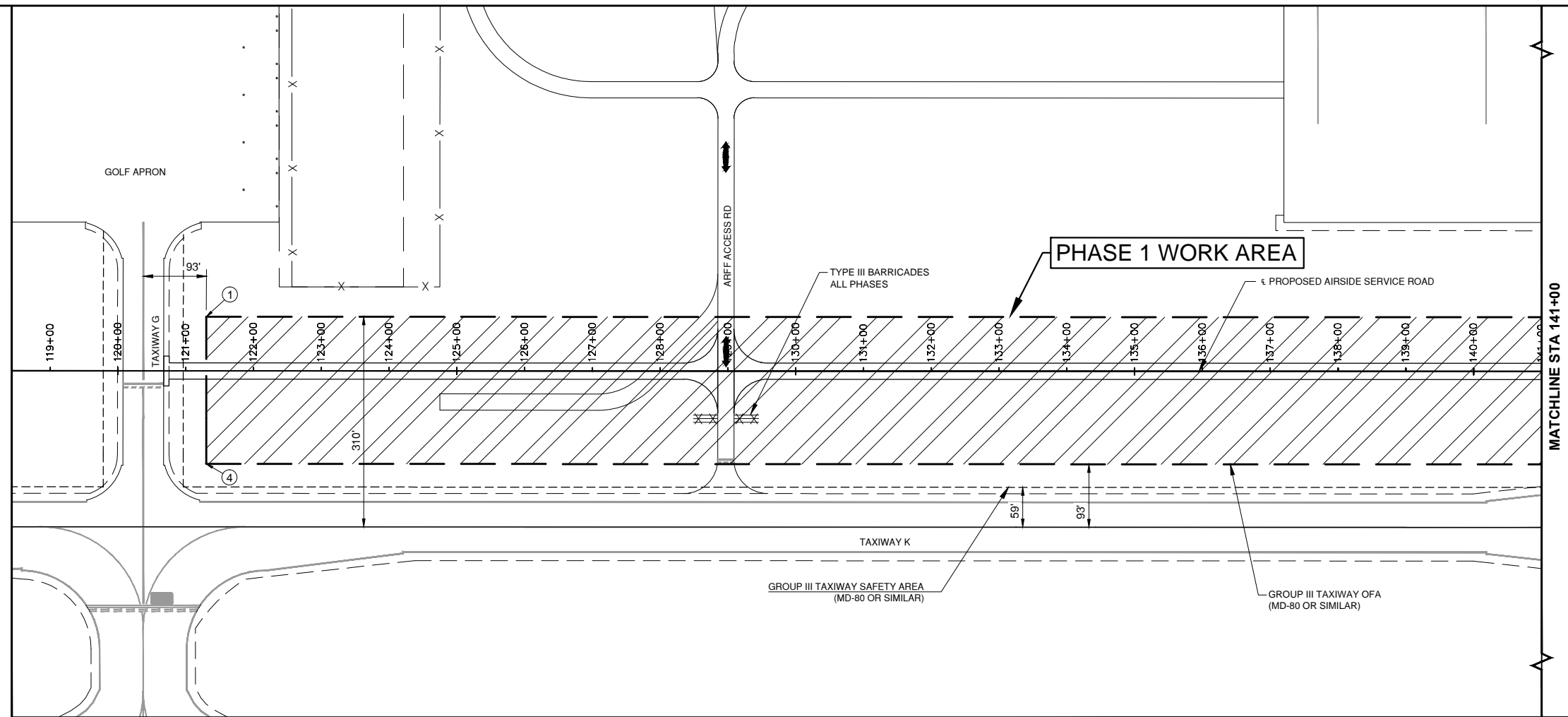
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DATE: APRIL 22, 2016
JOB No: 15098-05

CSPP NOTES 2



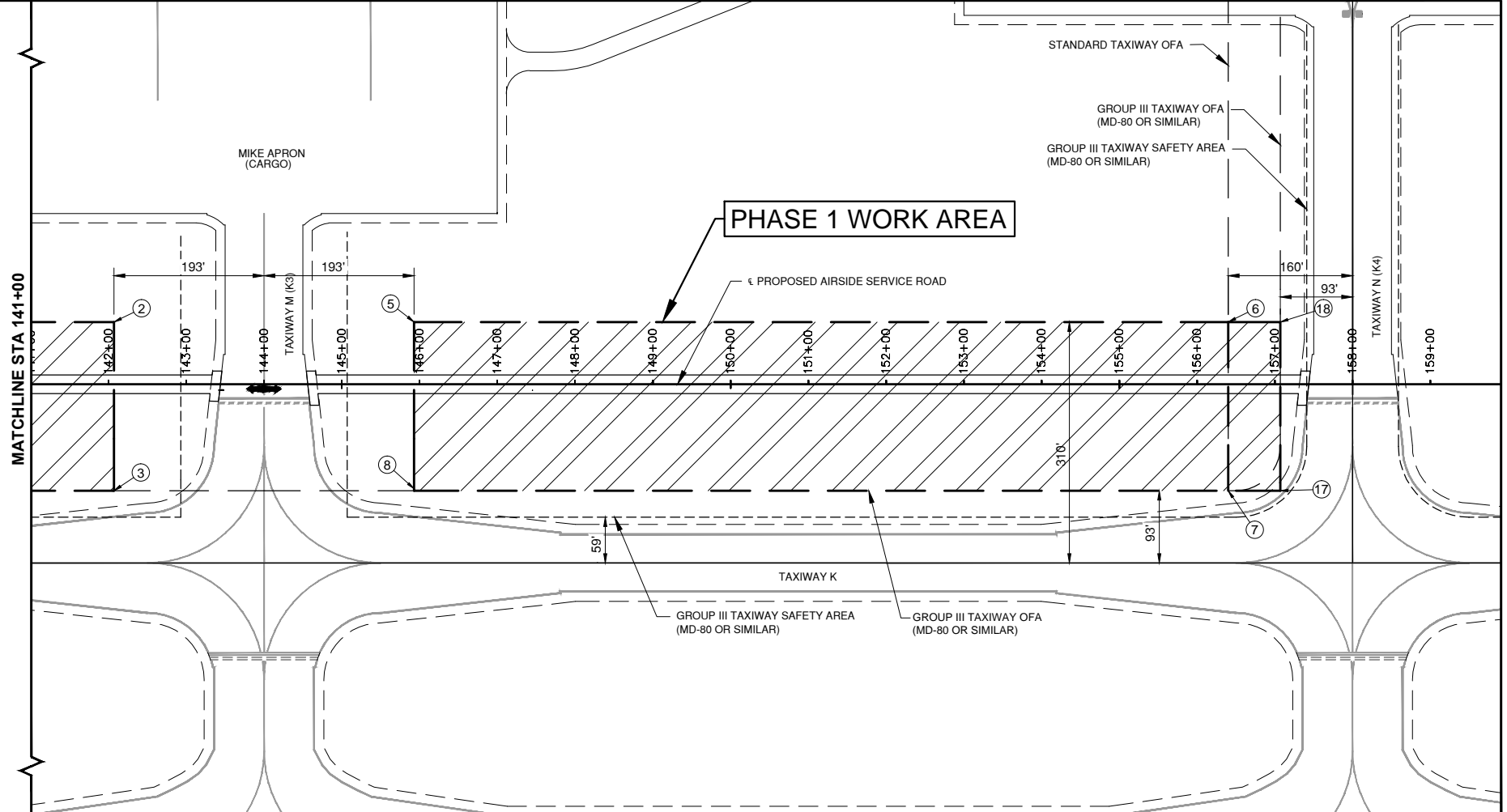
LEGEND

- CONTRACTOR ACCESS ROUTE
- LOW PROFILE BARRICADES
- TYPE III BARRICADES
- EXISTING SHOULDER
- EXISTING FENCE
- RUNWAY/TAXIWAY SAFETY AREA
- CONTRACTOR WORK AREA
- CRITICAL POINT
- PHASE 1

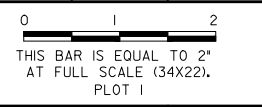


CRITICAL POINTS - EQUIPMENT

POINT	GROUND ELEVATION	MAX. EQUIP. HEIGHT	LATITUDE	LONGITUDE
1	440.61	35'	38°33'11.87"	89°49'35.65"
2	441.50	35'	38°32'56.97"	89°49'17.68"
3	440.75	35'	38°32'55.49"	89°49'19.66"
4	439.75	35'	38°33'10.39"	89°49'37.64"
5	440.95	35'	38°32'54.20"	89°49'14.34"
6	435.86	35'	38°32'46.68"	89°49'05.28"
7	440.38	35'	38°32'45.21"	89°49'07.26"
8	440.05	35'	38°32'52.72"	89°49'16.32"
9	442.15	35'	38°33'12.32"	89°49'36.20"
10	440.84	35'	38°33'10.85"	89°49'38.18"
11	442.92	35'	38°32'56.55"	89°49'15.62"
12	440.73	35'	38°32'54.46"	89°49'18.43"
13	442.93	35'	38°32'55.83"	89°49'14.75"
14	440.70	35'	38°32'53.75"	89°49'17.56"
15	442.17	35'	38°32'45.89"	89°49'04.33"
16	440.83	35'	38°32'44.42"	89°49'06.31"
17	440.60	35'	38°32'44.73"	89°49'06.68"
18	441.43	35'	38°32'46.20"	89°49'04.70"



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MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS

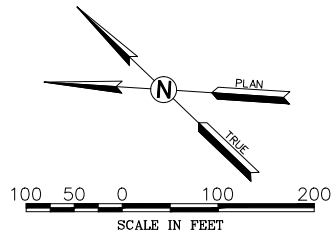
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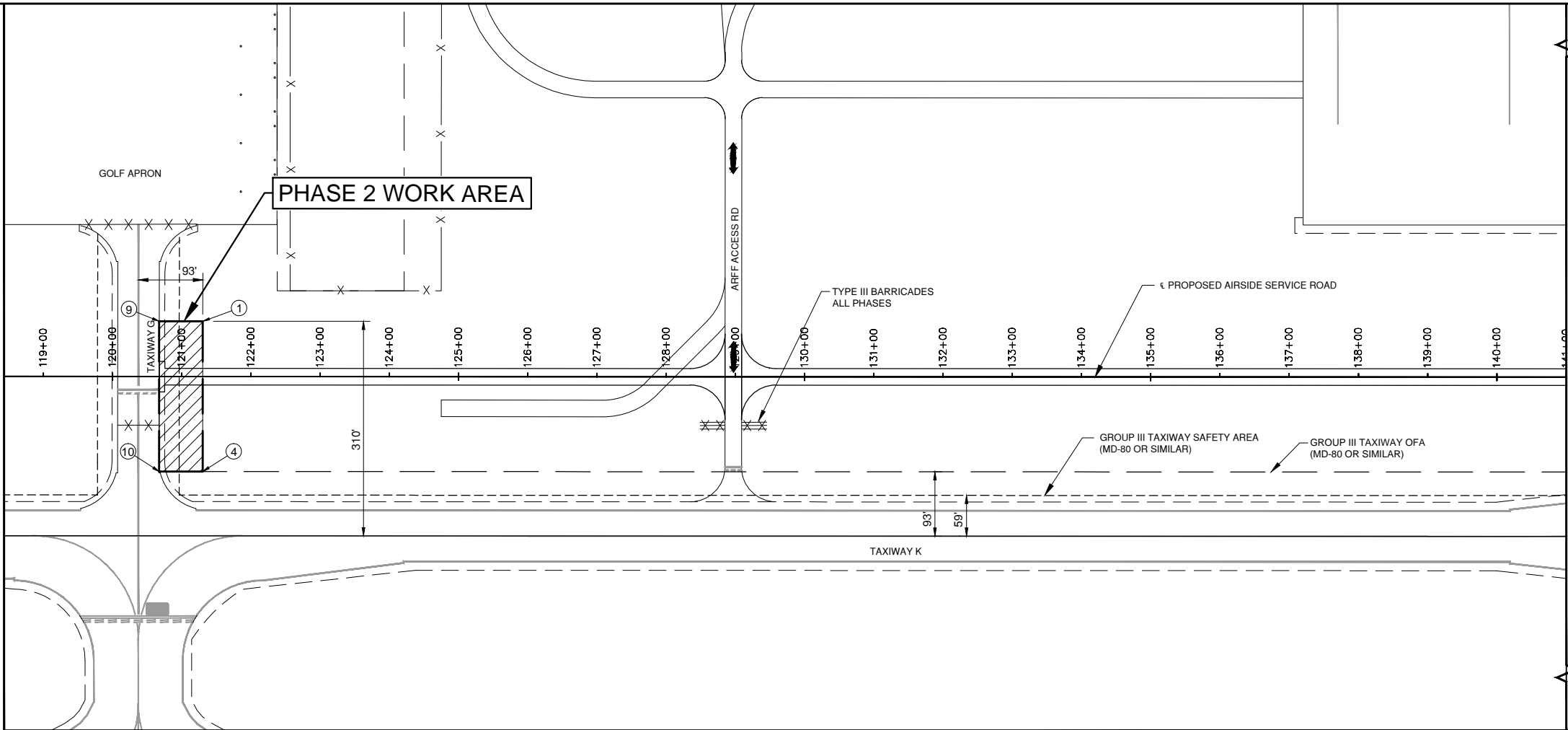
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DATE: APRIL 22, 2016
JOB No: 15098-05

**CONSTRUCTION
ACTIVITY PLAN
PHASE 1**

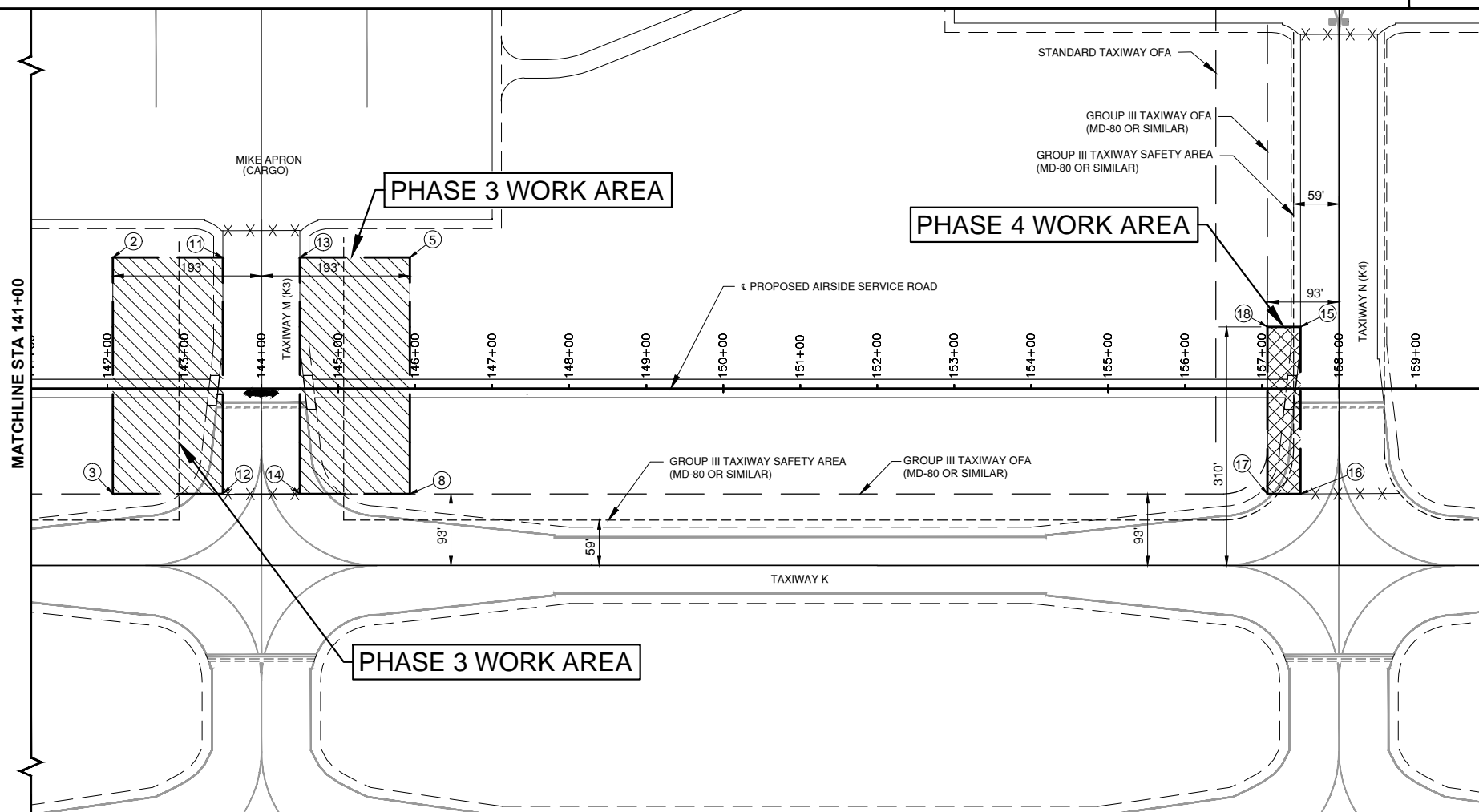


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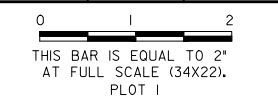
- CONTRACTOR ACCESS ROUTE
- LOW PROFILE BARRICADES
- TYPE III BARRICADES
- EXISTING SHOULDER
- EXISTING FENCE
- RUNWAY/TAXIWAY SAFETY AREA
- CONTRACTOR WORK AREA
- CRITICAL POINT
- PHASE 2
- PHASE 3
- PHASE 4



CRITICAL POINTS - EQUIPMENT				
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MIDAMERICA ST. LOUIS AIRPORT
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ILLINOIS PROJECT NO. BLV-4493
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DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05
**CONSTRUCTION
ACTIVITY PLAN
PHASES 2, 3 & 4**
SHEET 7 OF 83 SHEETS

GENERAL EROSION & SEDIMENT CONTROL NOTES

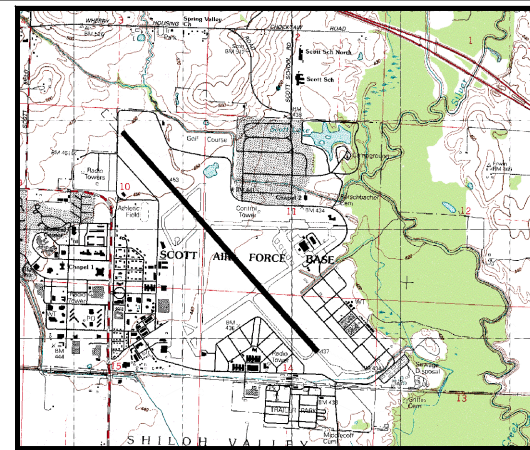
- THE STORMWATER POLLUTION PREVENTION PLAN IS COMPRISED OF THESE DRAWINGS ("SITE MAPS"), THE STANDARD DETAILS, ATTACHMENTS INCLUDED IN SPECIFICATIONS, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.
- ALL CONTRACTORS AND SUBCONTRACTORS SHALL OBTAIN A COPY OF THE STORMWATER POLLUTION PREVENTION PLAN AND THE STATE OF ILLINOIS NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.
- CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.
- BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL FOR PRACTICE, AS APPLICABLE CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.
- SITE MAP MUST CLEARLY DELINEATE ALL STATE WATERS. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.
- CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.
- GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREAS WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREAS, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.
- ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED. ENSURE VEHICLE TIRES ARE CLEANED OFF BEFORE EXITING SITE.
- SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.
- DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.
- RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. CONTAINERS TO BE EMPTIED AND REMOVED REGULARLY. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORMWATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.
- ALL STORMWATER POLLUTION PREVENTION MEASURES PRESENTED ON THIS PLAN, AND IN THE STORMWATER POLLUTION PREVENTION PLAN, SHALL BE INITIATED AS SOON AS PRACTICABLE.
- ALL DENUDE AREAS THAT WILL BE INACTIVE FOR 7 DAYS OR MORE (UNLESS CONSTRUCTION ACTIVITY WILL RESUME ON THAT PORTION OF THE SITE WITHIN 14 DAYS), MUST BE STABILIZED TEMPORARILY WITH THE USE OF FAST-GERMINATING ANNUAL GRASS/GRAIN VARIETIES, STRAW/HAY MULCH, WOOD CELLULOSE FIBERS, TACKIFIERS, NETTING OR BLANKETS AS SHOWN ON THE SITE MAP.
- DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. REFER TO THE GRADING PLAN AND/OR LANDSCAPE PLAN.
- IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION EXITS IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.
- ALL MATERIALS SPILLED, DROPPED, WASHED, OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
- CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT IN THE DITCH AND DOWNSTREAM DETENTION BASIN ALONG WITH ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.
- ON-SITE & OFF-SITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH THE GENERAL PERMIT REQUIREMENTS.
- SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.
- DUE TO GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, ETC.) TO PREVENT EROSION.
- SEE SITE PLAN FOR PERMANENT AND TEMPORARY SIGNAGE.
- GENERAL CONTRACTOR IS TO DESIGNATE/IDENTIFY AREAS ON THE SITE MAPS, INSIDE OF THE LIMITS OF DISTURBANCE, FOR WASTE DISPOSAL AND DELIVERY AND MATERIAL STORAGE.
- REFER TO THE SWPPP FOR REPORTABLE SPILL QUANTITIES OF PETROLEUM PRODUCTS AND/OR HAZARDOUS WASTES.

BMP MAINTENANCE NOTES

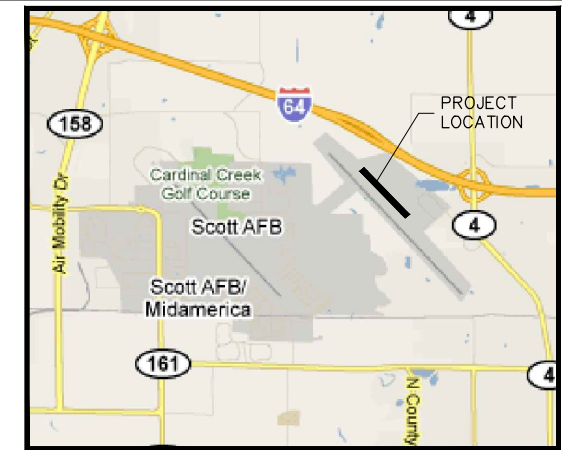
ALL MEASURES STATED ON THIS EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE INSPECTED DAILY BY THE GENERAL CONTRACTOR'S SITE SUPERINTENDENT AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

- INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR DETERIORATION.
- ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDED AS NEEDED.
- SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.
- THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OF FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION EXITS AS CONDITIONS DEMAND.
- THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AS CONDITIONS DEMAND.
- PRIOR TO LEAVING THE SITE, ALL VEHICLES SHALL BE CLEANED OF DEBRIS. ANY DEBRIS AND/OR SEDIMENT REACHING THE PUBLIC STREET SHALL BE CLEANED IMMEDIATELY BY A METHOD OTHER THAN FLUSHING.

NPDES PERMIT NO. ILRxxxxxx



USGS QUADRANGLE MAP
1"=3000'



LOCATION MAP
1"=5000'

STAGE 1 SEQUENCE OF CONSTRUCTION

- STAGE 1 CONSISTS OF THE INITIAL GROUND DISTURBANCE AND CONSTRUCTION OF THE AIRSIDE SERVICE ROAD.
- INSTALL SILT FENCE AND SILT DIKE DITCH CHECKS.
- REMOVE TOPSOIL WITHIN PROPOSED WORK AREAS.
- INSPECT/STABILIZE/SUPPLEMENT ALL BMPs.
- COMMENCE GRADING, SUBSURFACE DRAINAGE AND UTILITIES.
- PERMANENT SEED AND MULCH DISTURBED AREAS THAT ARE NOT TO BE PAVED AND ARE AT FINAL GRADE.
- TEMPORARY SEED AND MULCH DISTURBED AREAS THAT WILL SIT IDLE FOR MORE THAN 14 DAYS.
- COMPLETE PHASE 1 PAVING.
- INSPECT/STABILIZE/SUPPLEMENT ALL BMPs.
- INSTALL SOD ALONG EDGE OF PAVEMENT WHERE NO ADDITIONAL PAVEMENT WILL BE CONSTRUCTED AND WATER AS NEEDED.

STAGE 2 SEQUENCE OF CONSTRUCTION

- STAGE 2 CONSISTS OF THE COMPLETION OF THE AIRSIDE SERVICE ROAD.
- INSTALL SILT FENCE AND SILT DIKE DITCH CHECKS.
- REMOVE ANY REMAINING TOPSOIL WITHIN PROPOSED WORK AREAS.
- INSPECT/STABILIZE/SUPPLEMENT ALL BMPs.
- COMPLETE GRADING, SUBSURFACE DRAINAGE AND UTILITIES.
- INSTALL EROSION CONTROL BLANKET.
- SEED AND MULCH DISTURBED AREAS THAT ARE NOT TO BE PAVED.
- SEED AND MULCH EARTHWORK DISPOSAL AREA.
- COMPLETE PAVING.
- INSPECT/STABILIZE/SUPPLEMENT ALL BMPs.
- INSTALL SOD ALONG EDGE OF PAVEMENT AND WATER AS NEEDED.
- COMPLETE REMAINING WORK
- OVERSEED DISTURBED TURF AREAS THAT DO NOT MEET THE ACCEPTANCE REQUIREMENTS OF ITEM 901.

STAGE 2 NOTES

- STOCKPILE AREA ALSO TO BE SEEDED AND MULCHED.
- CONTRACTOR IS RESPONSIBLE FOR ALL SITE MAINTENANCE UNTIL THE SITE IS TURNED OVER. THIS INCLUDES MOWING WHERE VEGETATION HAS BEGUN TO GROW BEFORE SUBSTANTIAL COMPLETION.

LEGEND

	440	EXISTING CONTOUR
	440	PROPOSED CONTOUR
		EXISTING STORM SEWER
		PROPOSED STORM SEWER
		SILT FENCE, SEE EROSION CONTROL DETAILS 1
		LIMITS OF DISTURBANCE
		USDA SCS SOIL NUMBER (RUMA SILT LOAM) RUNOFF "C" VALUE = 0.30
		SILT DIKE DITCH CHECK, SEE EROSION CONTROL DETAILS 1
		AREA TO BE SEEDED
		AREA TO RECEIVE SODDING
		EROSION CONTROL BLANKET, SEE EROSION CONTROL DETAILS 2
		SLOPE ARROW IN FLOWLINE

OWNER:

ST. CLAIR COUNTY PUBLIC BUILDING COMMISSION
#10 PUBLIC SQUARE
BELLEVILLE, IL 62222
618-277-6600

SITE OPERATOR/ GENERAL CONTRACTOR:

SUPERINTENDENT:

ACREAGE SUMMARY

TOTAL DISTURBED AREA = 15.00 AC

SOIL EROSION/SEDIMENTATION CONTROL OPERATION TIME SCHEDULE

NOTE: GENERAL CONTRACTOR TO COMPLETE TABLE WITH THEIR SPECIFIC PROJECT SCHEDULE

CONSTRUCTION SEQUENCE	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
TEMPORARY CONSTRUCTION EXITS												
TEMPORARY CONTROL MEASURES												
SEDIMENT CONTROL BASINS												
STRIP & STOCKPILE TOPSOIL												
ROUGH GRADE												
STORM FACILITIES												
SITE CONSTRUCTION												
PERMANENT CONTROL STRUCTURES												
FOUNDATION / BUILDING CONSTRUCTION												
FINISH GRADING												
LANDSCAPING/SEED/FINAL STABILIZATION												

- CONTRACTOR SHALL UPDATE THE TABLE BY SHADING OR DATING THE APPLICABLE ACTIVITIES AS PROJECT PROGRESSES.
- TIME SCHEDULE MUST COINCIDE WITH SEQUENCE OF CONSTRUCTION.

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

AIRSIDE SERVICE ROAD



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ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: 08_EROSION_CONTROL_NOTES.dwg

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DRAWN BY: TML

CHECKED BY: TWM/DTN

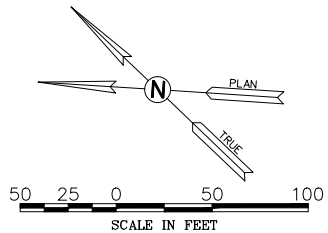
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DATE: APRIL 22, 2016

JOB No: 15098-05

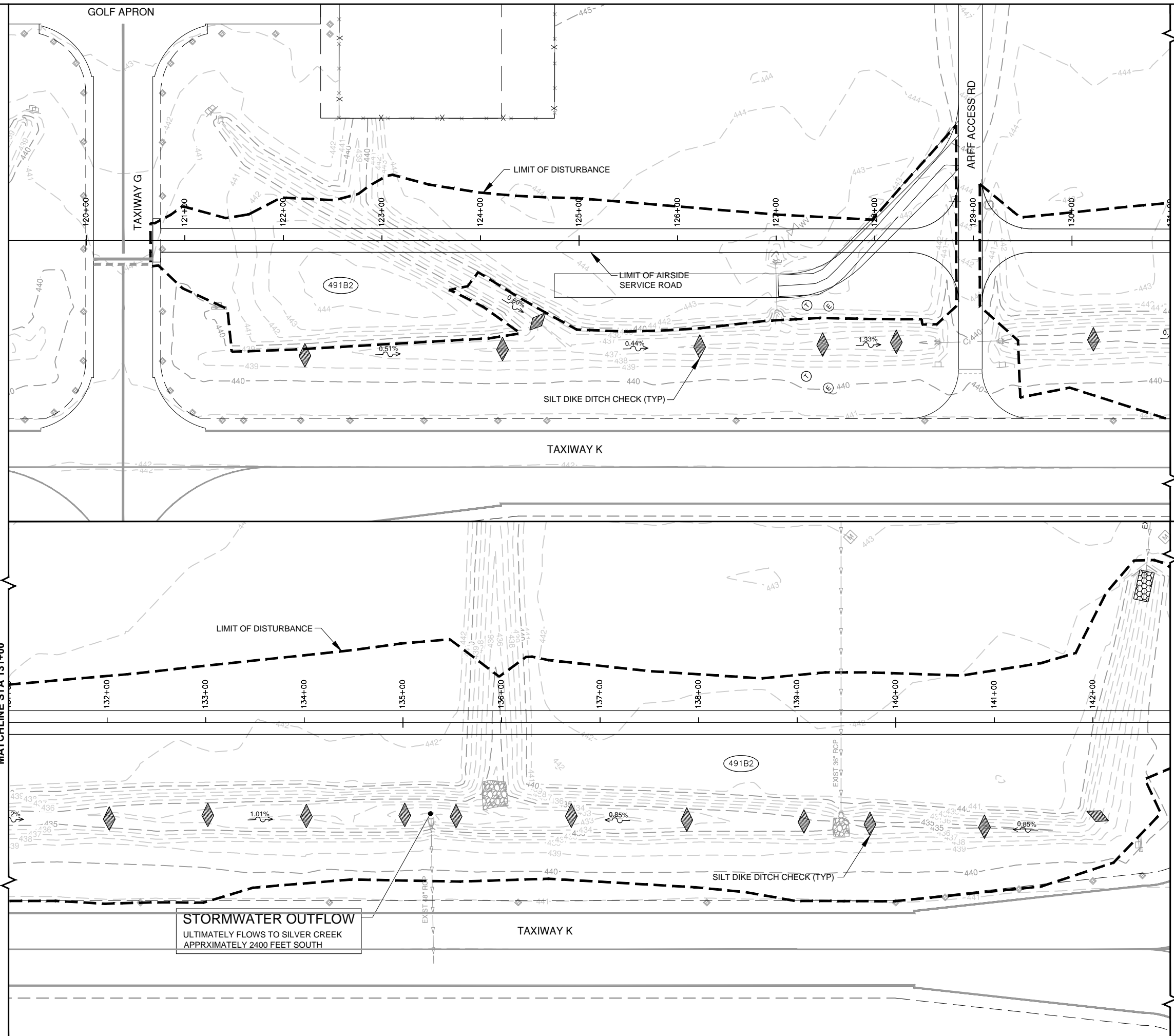
EROSION CONTROL
NOTES

SHEET 8 OF 83 SHEETS

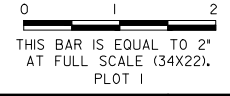


LEGEND

- 440 — EXISTING CONTOUR
- - - 440 - - - PROPOSED CONTOUR
- - - - - EXISTING STORM SEWER
- - - - - PROPOSED STORM SEWER
- 491B2 USDA SCS SOIL NUMBER (RUMA SILT LOAN)
RUNOFF "C" VALUE = 0.30



REVISIONS		
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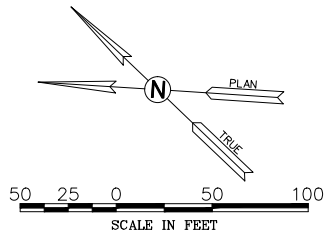


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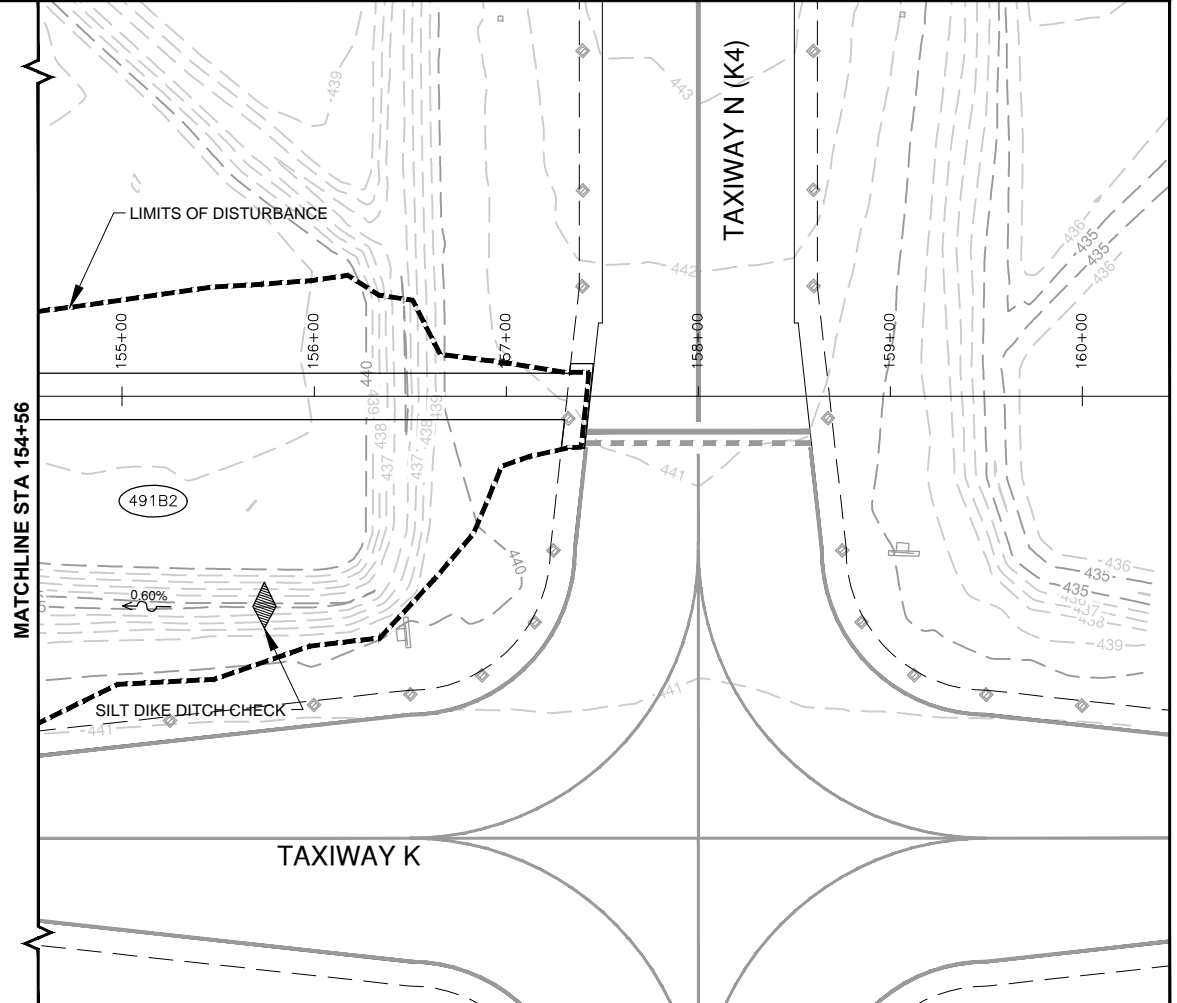
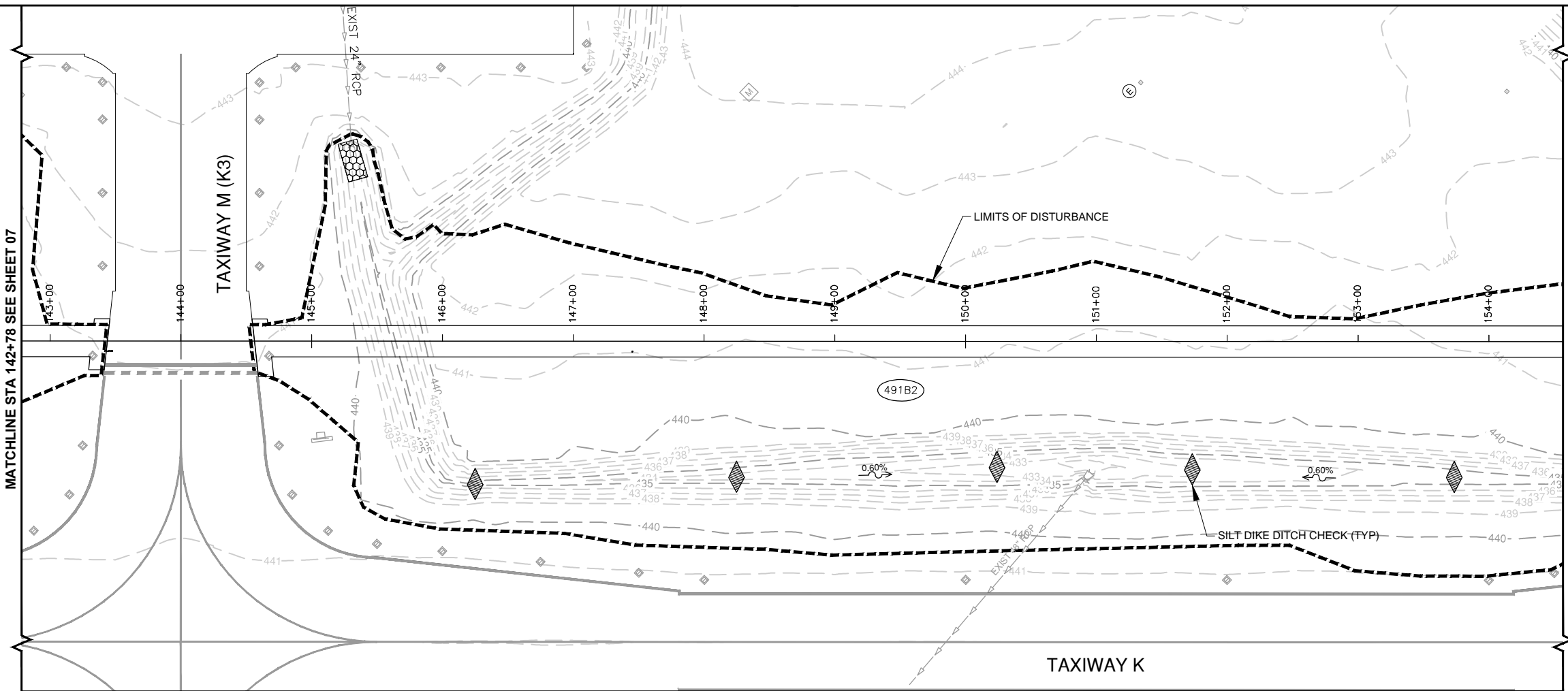
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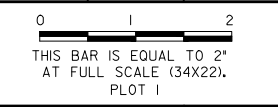
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APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05
EROSION CONTROL PLAN STAGE 1 (SHEET 1 OF 2)
SHEET 9 OF 83 SHEETS



- LEGEND**
- 440 — EXISTING CONTOUR
 - 440 — PROPOSED CONTOUR
 - - - EXISTING STORM SEWER
 - - - PROPOSED STORM SEWER
 - 491B2 USDA SCS SOIL NUMBER (RUMA SILT LOAN)
RUNOFF "C" VALUE = 0.30



REVISIONS		
NUMBER	BY	DATE



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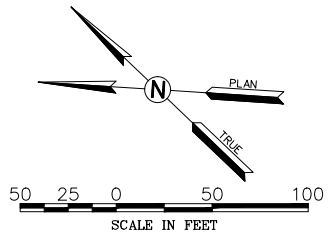
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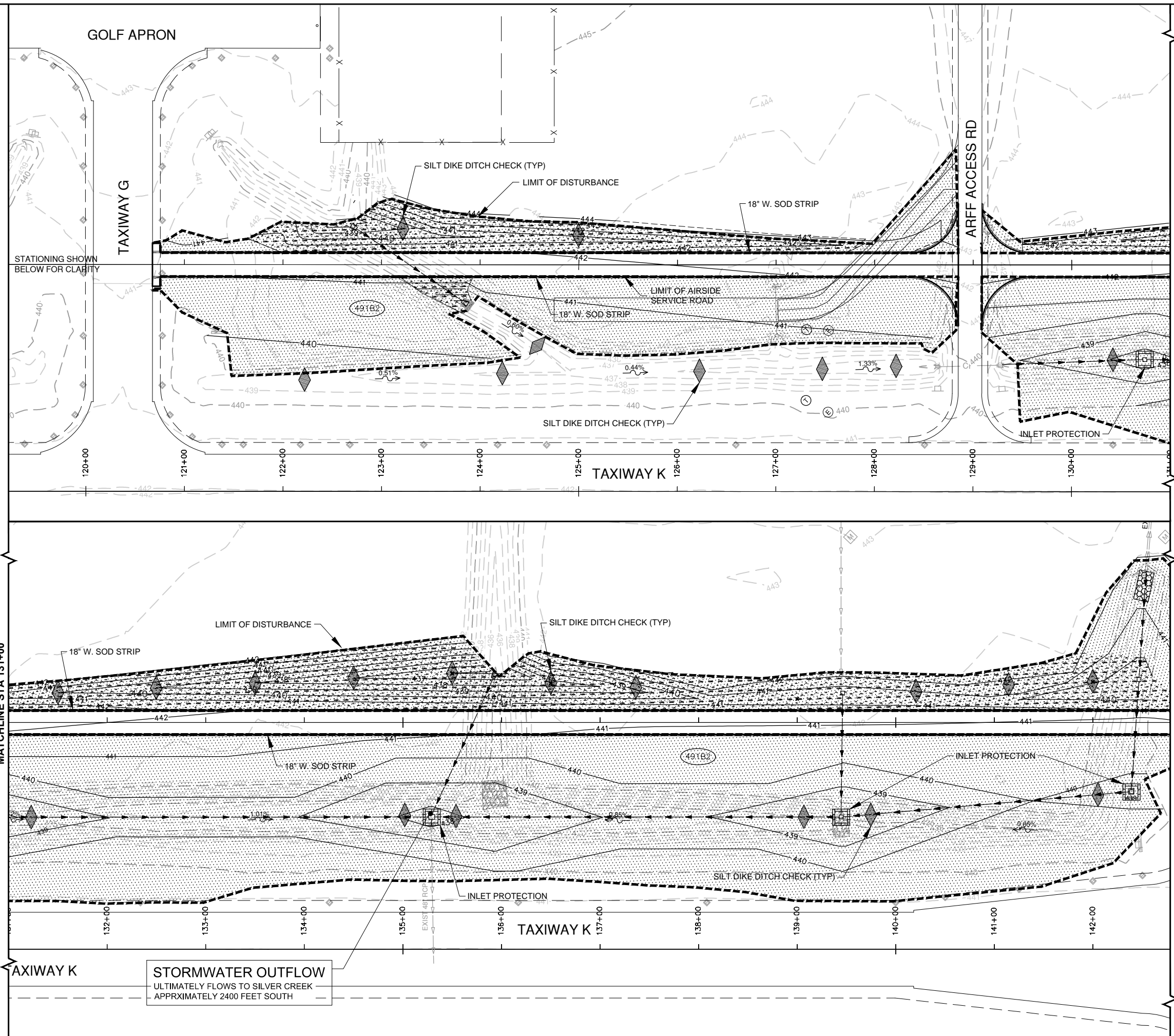
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AIP PROJECT NO. 3-17-SBGP-111

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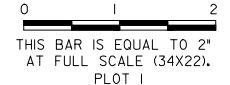
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APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05
EROSION CONTROL PLAN STAGE 1 (SHEET 2 OF 2)
SHEET 10 OF 83 SHEETS



- LEGEND**
- 440 --- EXISTING CONTOUR
 - 440 --- PROPOSED CONTOUR
 - - - - - EXISTING STORM SEWER
 - - - - - PROPOSED STORM SEWER
 - - - - - SILT FENCE, SEE EROSION CONTROL DETAILS 1
 - - - - - LIMITS OF DISTURBANCE
 - 491B2 (in circle) USDA SCS SOIL NUMBER (RUMA SILT LOAM) RUNOFF "C" VALUE = 0.30
 - ◆ SILT DIKE DITCH CHECK, SEE EROSION CONTROL DETAILS 1
 - ▨ AREA TO BE SEEDED
 - ▩ AREA TO RECEIVE SODDING
 - ▧ EROSION CONTROL BLANKET, SEE EROSION CONTROL DETAILS 2
 - SLOPE ARROW
 - PROPOSED STORM INLET
 - INLET PROTECTION



REVISIONS		
NUMBER	BY	DATE



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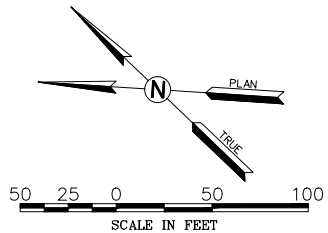
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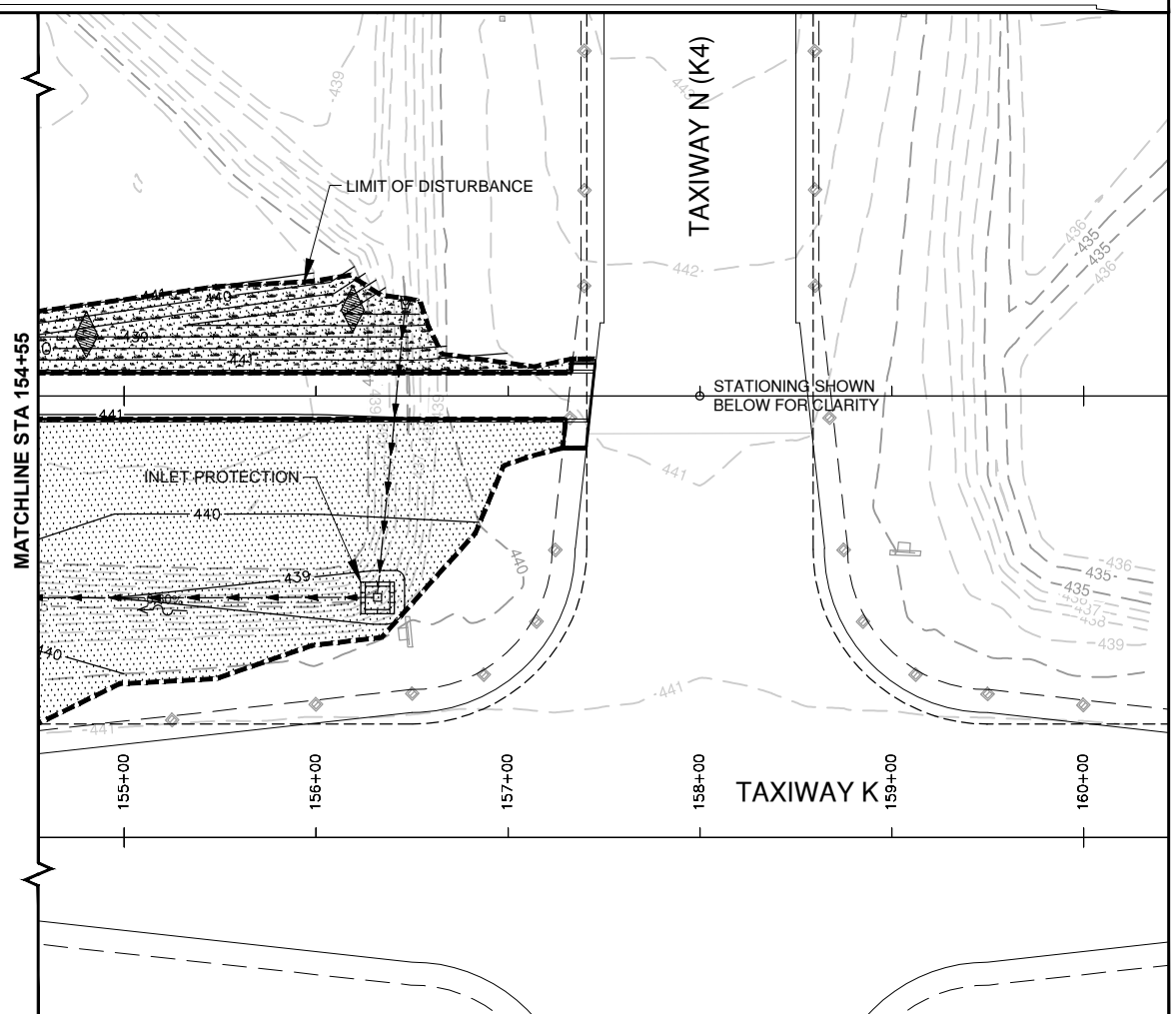
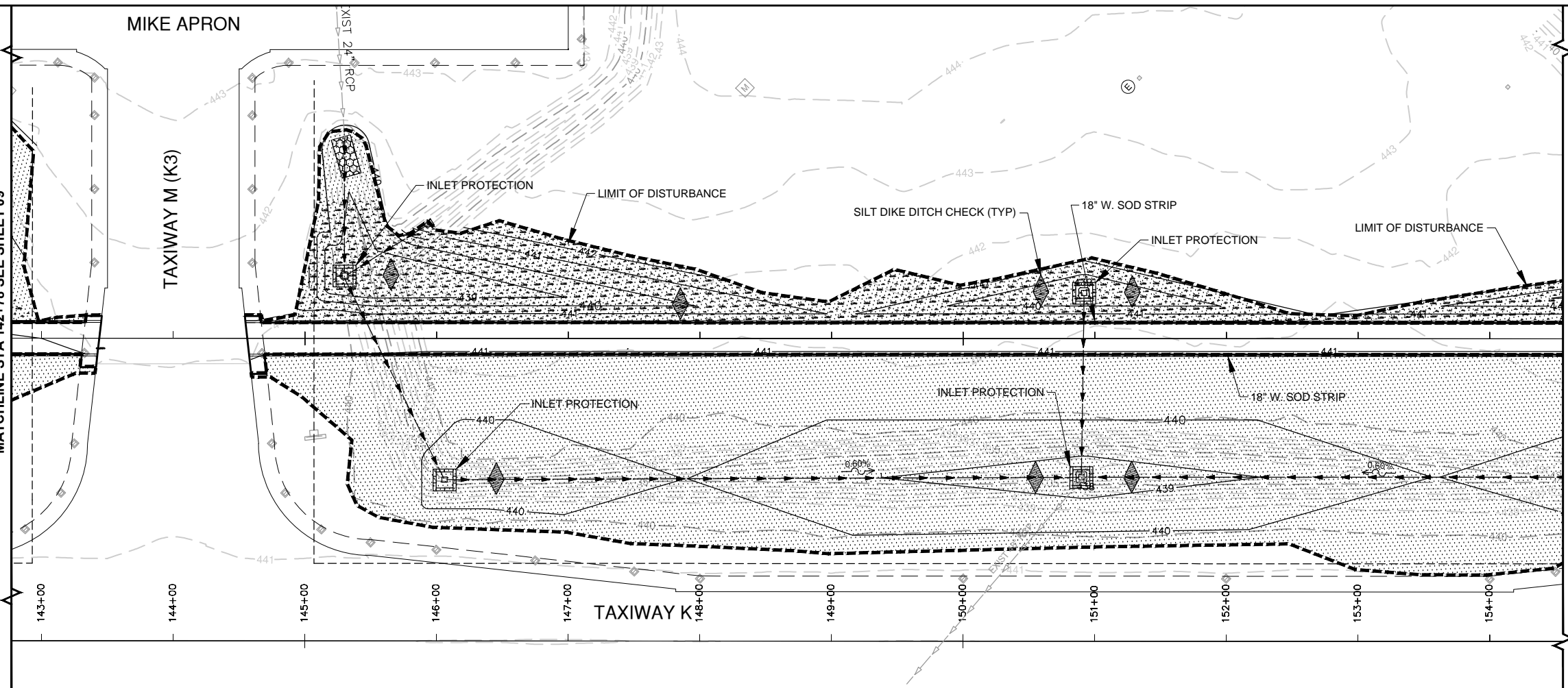
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AIP PROJECT NO. 3-17-SBGP-111

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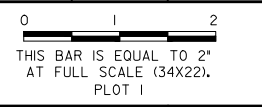
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JOB No: 15098-05
EROSION CONTROL PLAN STAGE 2 (SHEET 1 OF 2)
SHEET 11 OF 83 SHEETS



- LEGEND**
- 440 --- EXISTING CONTOUR
 - 440 --- PROPOSED CONTOUR
 - - - - - EXISTING STORM SEWER
 - - - - - PROPOSED STORM SEWER
 - - - - - SILT FENCE, SEE EROSION CONTROL DETAILS 1
 - - - - - LIMITS OF DISTURBANCE
 - 491B2 (in circle) USDA SCS SOIL NUMBER (RUMA SILT LOAM RUNOFF "C" VALUE = 0.30)
 - ◆ SILT DIKE DITCH CHECK, SEE EROSION CONTROL DETAILS 1
 - ▨ AREA TO BE SEEDED
 - ▩ AREA TO RECEIVE SODDING
 - ▧ EROSION CONTROL BLANKET, SEE EROSION CONTROL DETAILS 2
 - ↘ SLOPE ARROW
 - INLET PROTECTION



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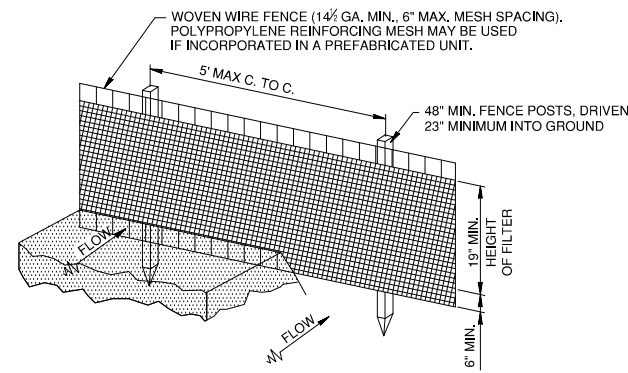
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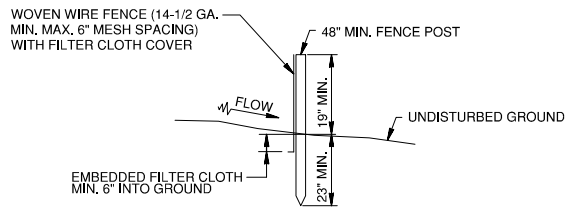


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AIP PROJECT NO. 3-17-SBGP-111

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APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05
EROSION CONTROL PLAN STAGE 2 (SHEET 2 OF 2)
SHEET 12 OF 83 SHEETS



PERSPECTIVE VIEW



SECTION
SILT FENCE DETAIL
N.T.S.

NOTES:

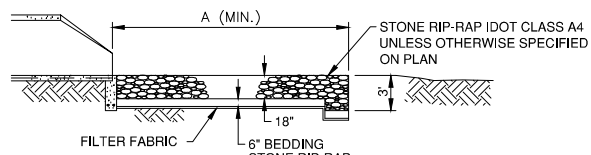
- WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
- FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
- WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVERLAPPED BY 6" MIN. AND FOLDED.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.

POSTS: STEEL EITHER T OR U TYPE OR 2" HARDWOOD

FENCE: WOVEN WIRE, 14-1/2 GA, 6" MAX MESH OPENING POLYPROPYLENE MESH, IF INCORPORATED IN PREFAB UNIT.

FILTER CLOTH: FILTER X, MIRAF1100X, STABILINKA T140N OR EQUAL

PREFABRICATED UNIT: GEOFAB ENVIROFENCE, GSI SILT FENCE WITH REINFORCING MESH OR EQUAL.



PLAN VIEW

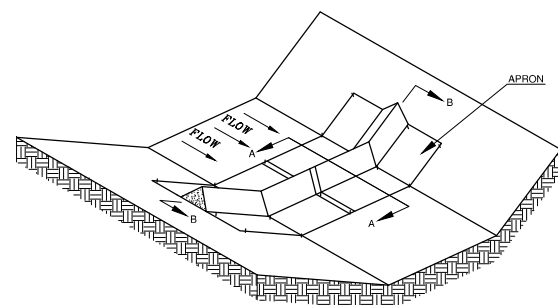
INSIDE DIAMETER STORM SEWER (IN.)	MIN. DIMENSION (FT)			
	A	B	C	D
12" thru 24"	15	4	1.5	4
27" thru 30"	18	5	2.0	6
36" thru 48"	22	6	2.5	8
54" thru 60"	25	7	3.0	10

MAINTENANCE NOTES:

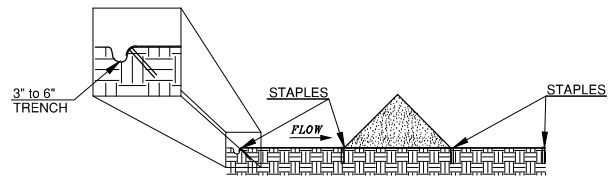
- INSPECT RIP RAP AFTER STORM EVENTS FOR STONE DISPLACEMENT AND FOR EROSION AT THE SIDES AND ENDS OF THE APRON.
- TAKE NEEDED REPAIRS IMMEDIATELY; USE APPROPRIATE SIZE STONE, AND DO NOT PLACE THEM ABOVE FINISHED GRADE.
- THE ENGINEER SHALL DETERMINE THE FINAL RIP-RAP CONFIGURATION IN THE FIELD.
- COST OF RIP-RAP SHALL BE INCIDENTAL TO FLARED END SECTION WORK.
- RIP RAP SHALL ONLY BE INSTALLED AT DOWNSTREAM END OF CULVERT.

RIP RAP AT END SECTIONS

N.T.S.

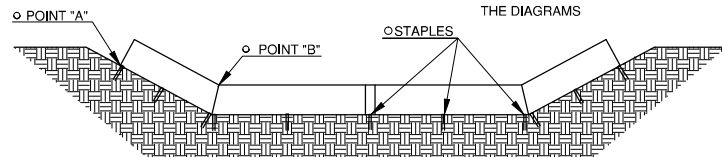


SILT DIKE UNIT CUT SECTION



DETAIL A-A

STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE 7' UNIT AS SHOWN ON THE DIAGRAMS

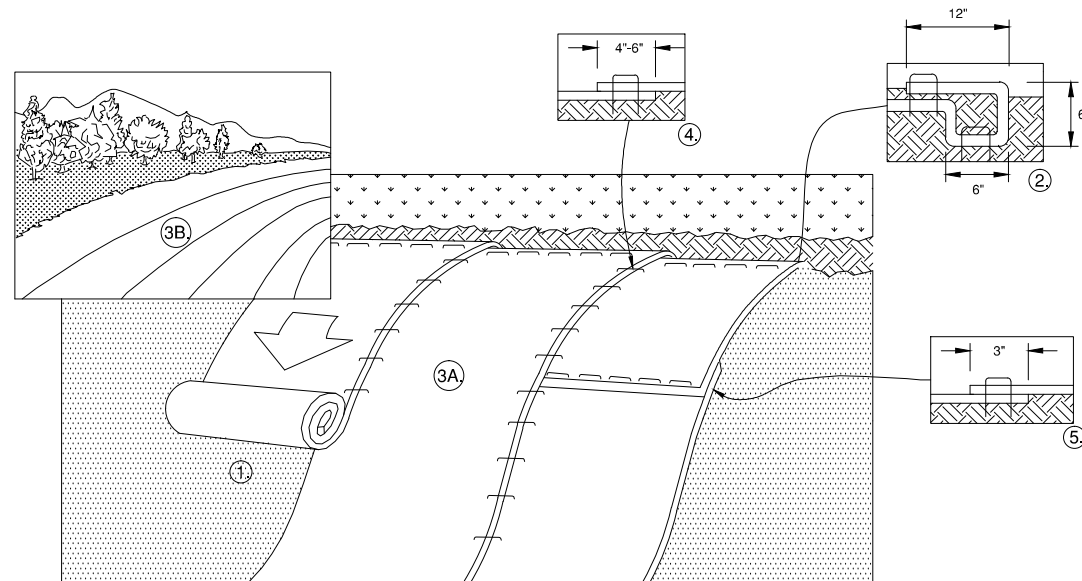


DIKE SECTION DETAIL B-B

POINT "A" MUST BE HIGHER THAN POINT "B" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.

SILT DIKE DITCH CHECK

N.T.S.



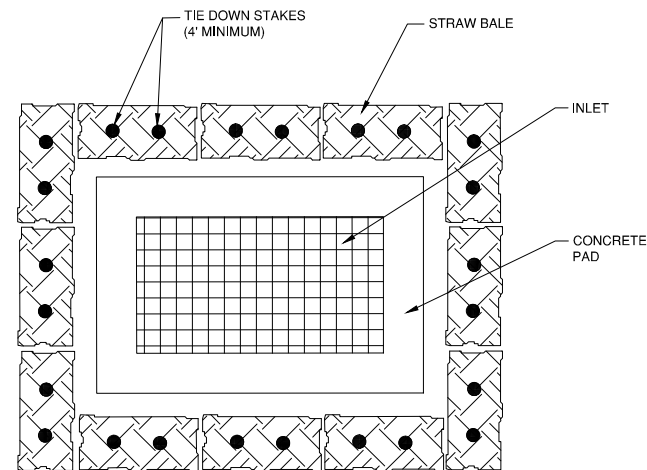
- PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
- BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE BLANKET.
- ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS PER MANUFACTURES RECOMMENDATION.
- THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH MINIMUM 6" OVERLAP. TO ENSURE PROPER SEAM ALIGNMENT, PLACE THE EDGE OF THE OVERLAPPING BLANKET (BLANKET BEING INSTALLED ON TOP) EVEN WITH THE SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
- CONSECUTIVE BLANKETS SPICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH AN APPROXIMATE 3" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" APART ACROSS ENTIRE BLANKET WIDTH.
- PLACE STAPLES/STAKES PER MANUFACTURE RECOMMENDATION FOR THE APPROPRIATE SLOPE BEING APPLIED.

NOTES:

- IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

EROSION CONTROL BLANKET

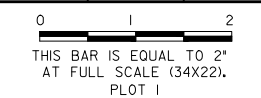
N.T.S.



INLET EROSION PROTECTION DETAIL

N.T.S.

REVISIONS		
NUMBER	BY	DATE



MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS

AIRSIDE SERVICE ROAD



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(314) 482-5500

ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: 13_EROSION_CNTL_DETAILS.dwg

DESIGN BY: TML

DRAWN BY: TML

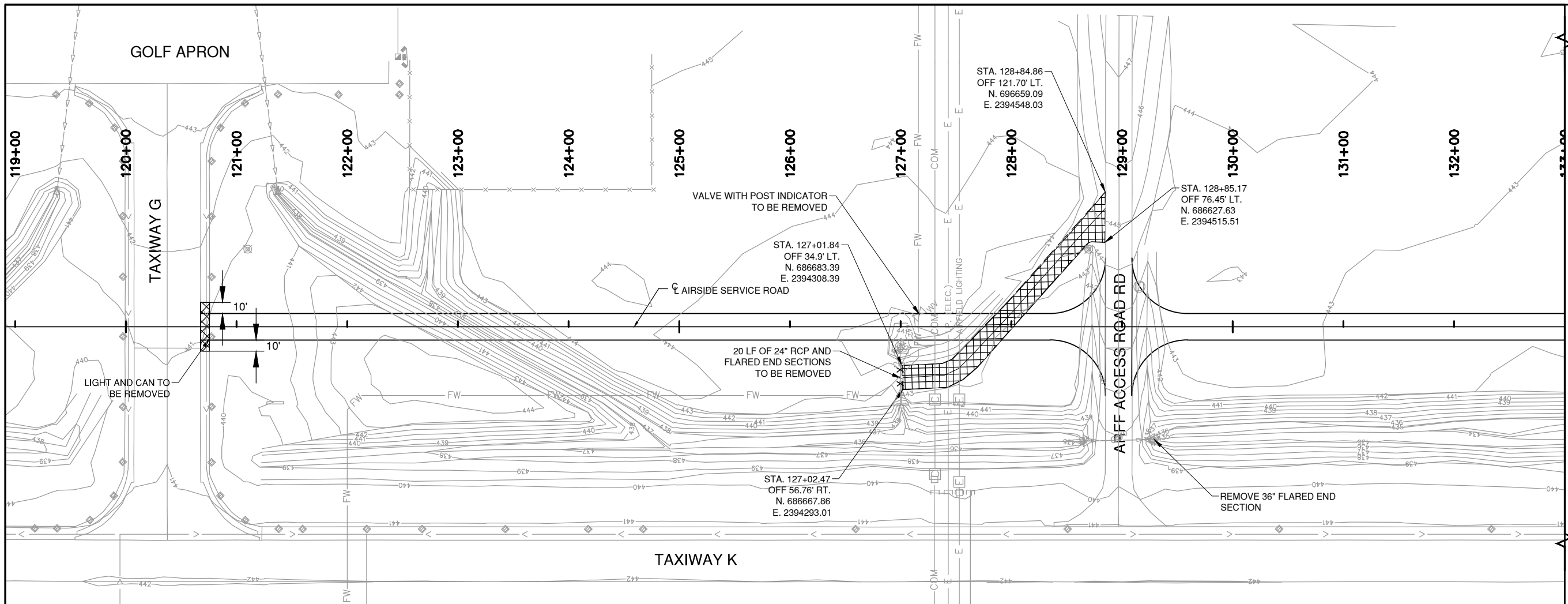
CHECKED BY: TWM/DTN

APPROVED BY: BWG

DATE: APRIL 22, 2016

JOB No: 15098-05

EROSION CONTROL
DETAILS



LEGEND

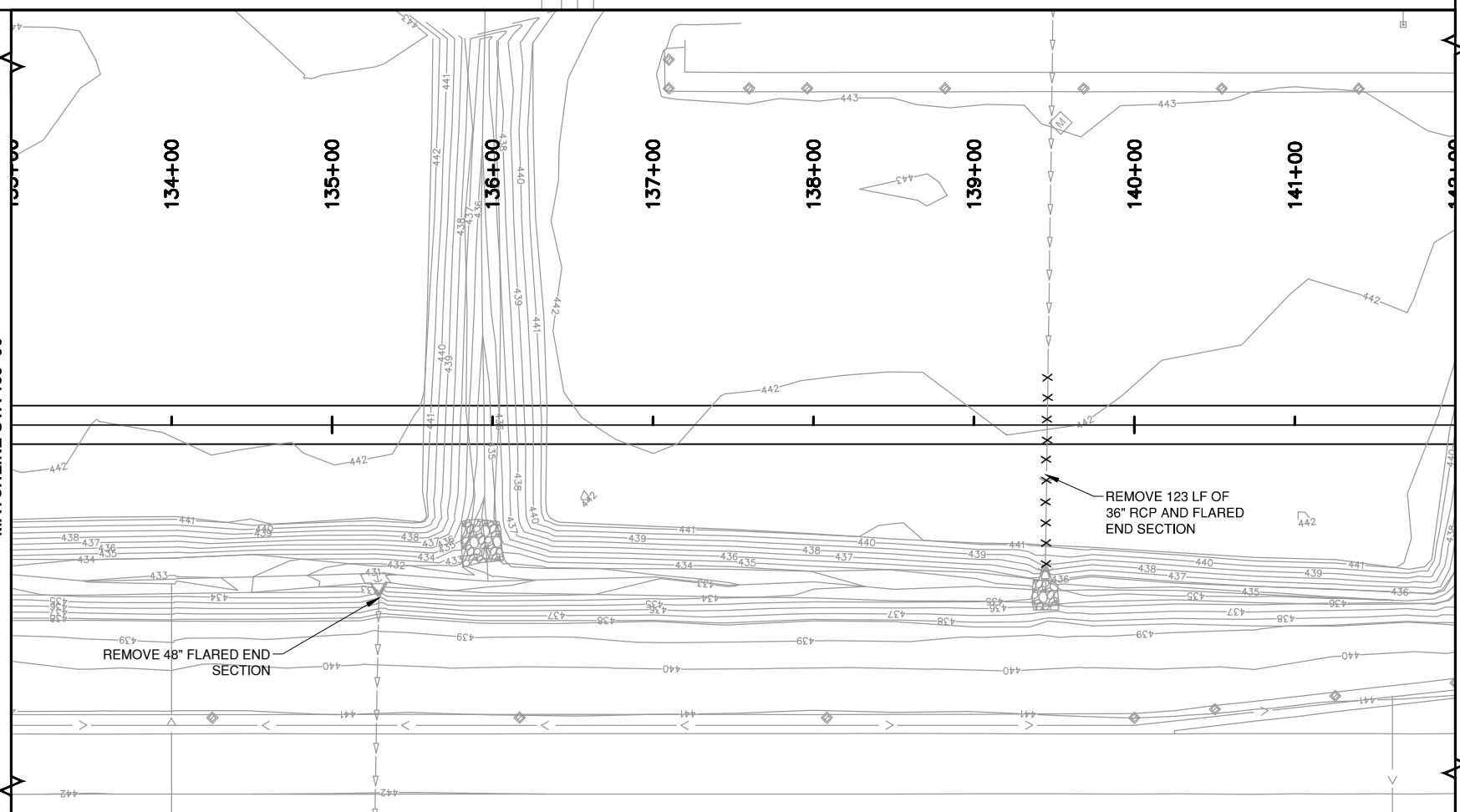
- E-E- EXISTING ELECTRIC LINE
- V-V-V- EXISTING STORM SEWER
- X-X-X- EXISTING STORM SEWER TO BE REMOVED
- GLY- EXISTING GLYCOL DISPOSAL
- >- EXISTING UNDERDRAIN
- EXISTING LED TAXIWAY EDGE LIGHT
- EXISTING INCANDESCENT TAXIWAY EDGE LIGHT
- ▨ DEMOLITION AREA: PAVEMENT

DEMOLITION NOTES

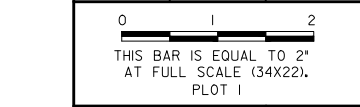
- THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY.
- CONTRACTOR SHALL PROTECT PORTLAND CEMENT CONCRETE AND ASPHALT PAVEMENT AND SHOULDER PAVEMENTS THAT ARE OUTSIDE THE DEMOLITION AREA ADJACENT TO SPECIFIED PAVEMENT REMOVAL. CONTRACTOR SHALL REPAIR ANY DAMAGE TO ADJACENT PAVEMENT AT HIS/HER OWN EXPENSE AS DIRECTED BY THE ENGINEER.
- PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES SHOWN ON EROSION CONTROL PHASE 1 ARE TO BE INSTALLED.
- SEE PROPOSED IMPROVEMENTS SHEET FOR BASELINE CONTROL DATA.

INDICATOR POST REMOVAL NOTES

- REMOVE ALL ABOVE AND BELOW GROUND COMPONENTS OF EXISTING POST INDICATOR (INCLUDING STEM, LOWER COUPLING AND BELL) TO EXPOSE EXISTING VALVE OPERATOR NUT.
- DELIVER REMOVED POST INDICATOR AND ACCESSORIES TO A LOCATION DESIGNATED BY MIDAMERICA AIRPORT MAINTENANCE PERSONNEL.
- MIDAMERICA AIRPORT MAINTENANCE PERSONNEL WILL FURNISH AND INSTALL CHAIN AND LOCK TO LOCK EXISTING VALVE IN OPEN POSITION.
- FURNISH AND INSTALL 4 FT. DIAMETER SET OVER MANHOLE WITH FRAME AND LID RATED FOR VEHICULAR TRAFFIC. SEE DETAIL ON SHEET 46 FOR FIREWATER LINE MANHOLE DETAILS.



REVISIONS		
NUMBER	BY	DATE



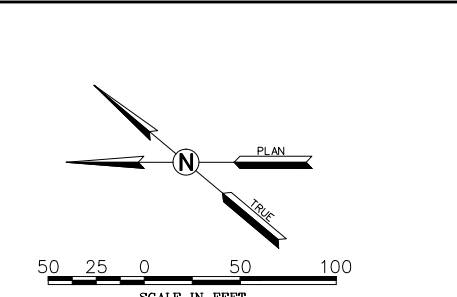
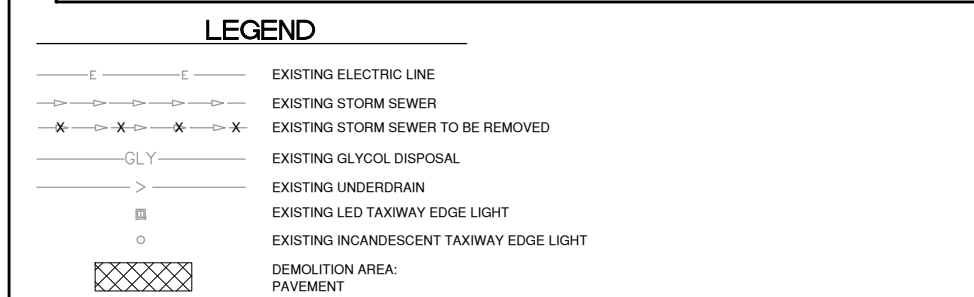
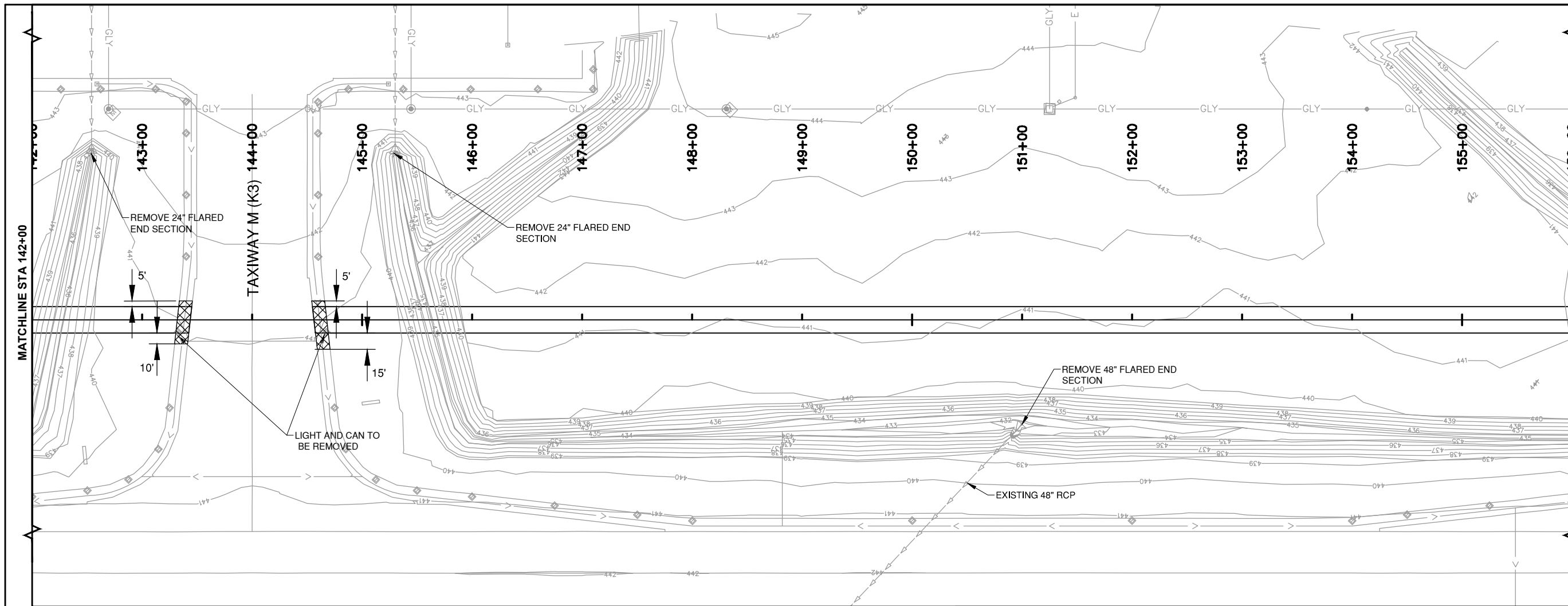
**MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS**

AIRSIDE SERVICE ROAD

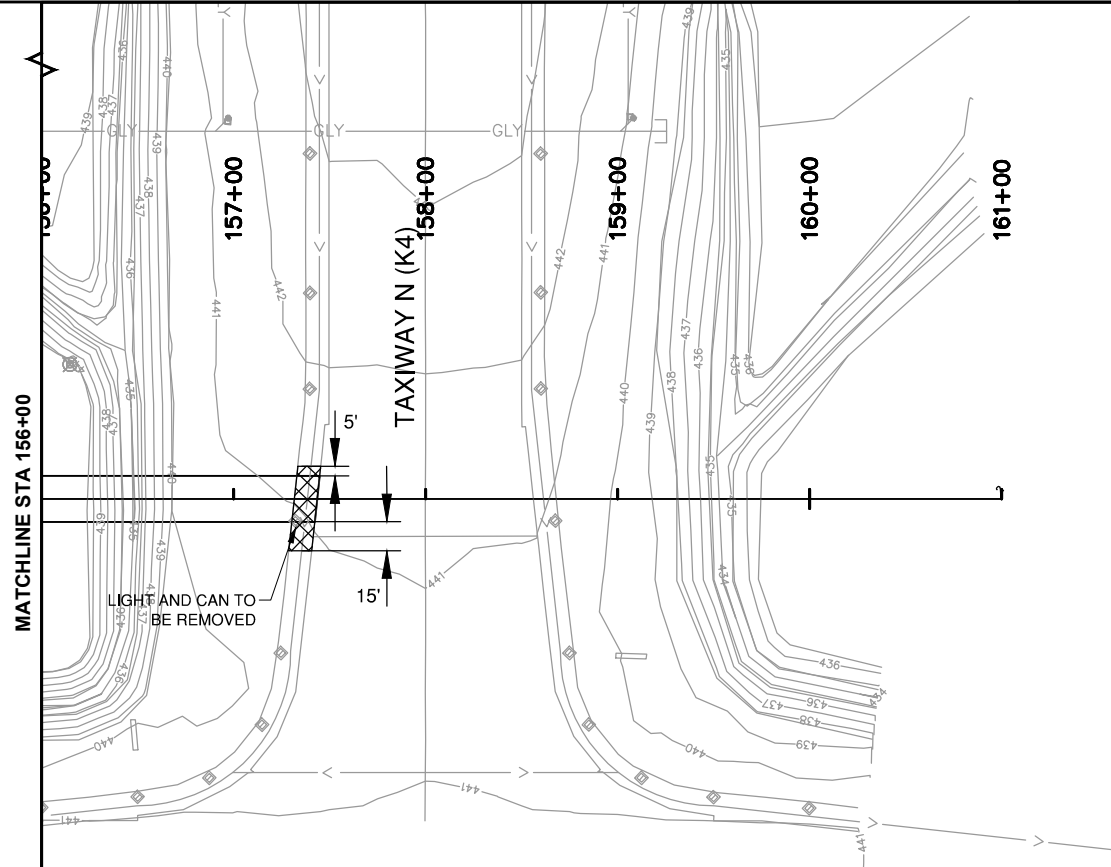
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ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

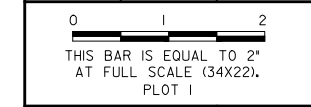
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DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05
DEMOLITION PLAN 1
SHEET 14 OF 83 SHEETS



- DEMOLITION NOTES**
1. THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY.
 2. CONTRACTOR SHALL PROTECT PORTLAND CEMENT CONCRETE AND ASPHALT PAVEMENT AND SHOULDER PAVEMENTS THAT ARE OUTSIDE THE DEMOLITION AREA ADJACENT TO SPECIFIED PAVEMENT REMOVAL. CONTRACTOR SHALL REPAIR ANY DAMAGE TO ADJACENT PAVEMENT AT HIS/HER OWN EXPENSE AS DIRECTED BY THE ENGINEER.
 3. PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES SHOWN ON EROSION CONTROL PHASE 1 ARE TO BE INSTALLED.
 4. SEE PROPOSED IMPROVEMENTS SHEET FOR BASELINE CONTROL DATA.
- INDICATOR POST REMOVAL NOTES**
1. REMOVE ALL ABOVE AND BELOW GROUND COMPONENTS OF EXISTING POST INDICATOR (INCLUDING STEM, LOWER COUPLING AND BELL) TO EXPOSE EXISTING VALVE OPERATOR NUT.
 2. DELIVER REMOVED POST INDICATOR AND ACCESSORIES TO A LOCATION DESIGNATED BY MIDAMERICA AIRPORT MAINTENANCE PERSONNEL.
 3. MIDAMERICA AIRPORT MAINTENANCE PERSONNEL WILL FURNISH AND INSTALL CHAIN AND LOCK TO LOCK EXISTING VALVE IN OPEN POSITION.
 4. FURNISH AND INSTALL 4 FT. DIAMETER SET OVER MANHOLE WITH FRAME AND LID RATED FOR VEHICULAR TRAFFIC. SEE DETAIL ON SHEET 46 FOR FIREWATER LINE MANHOLE DETAILS.



REVISIONS		
NUMBER	BY	DATE

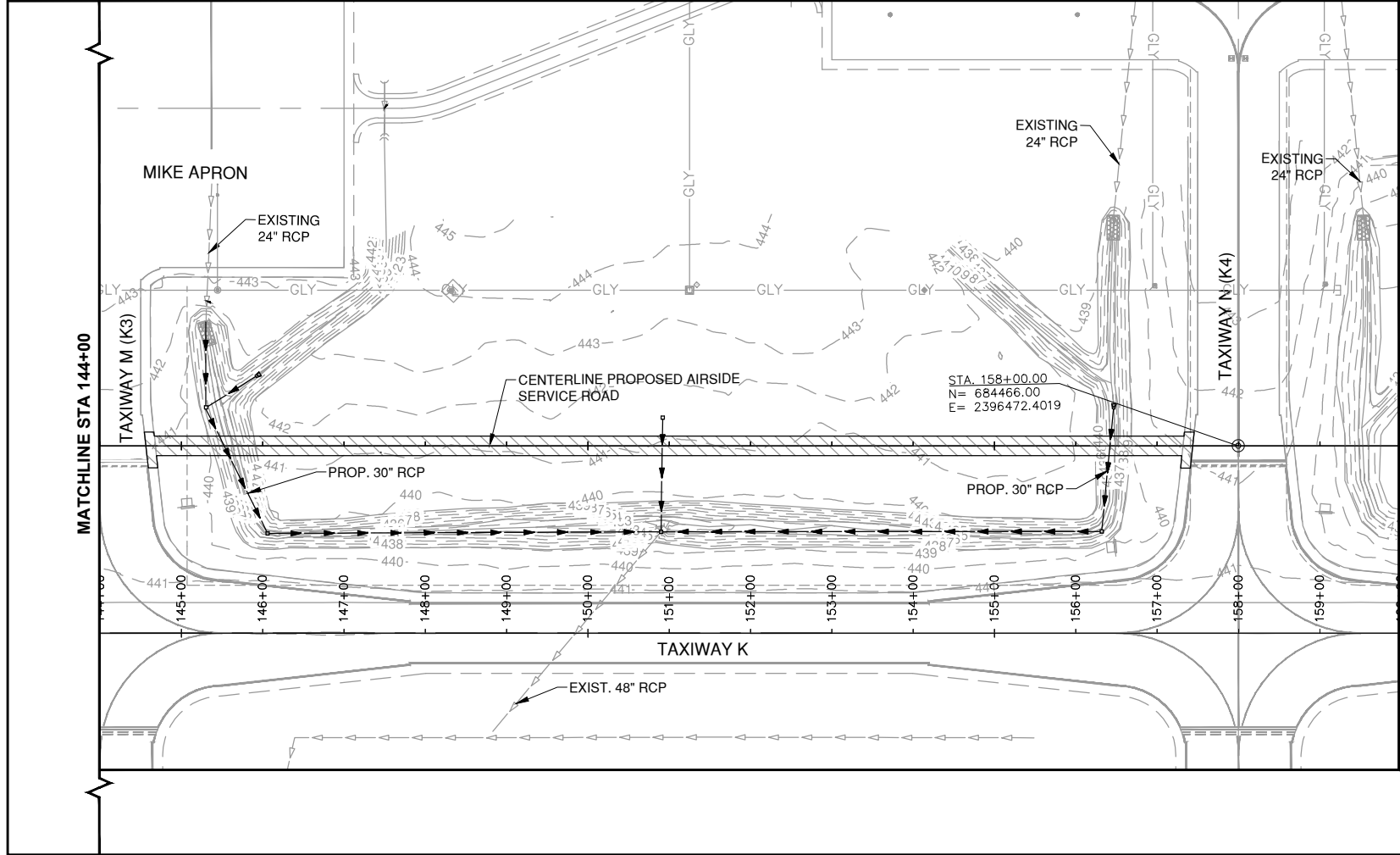
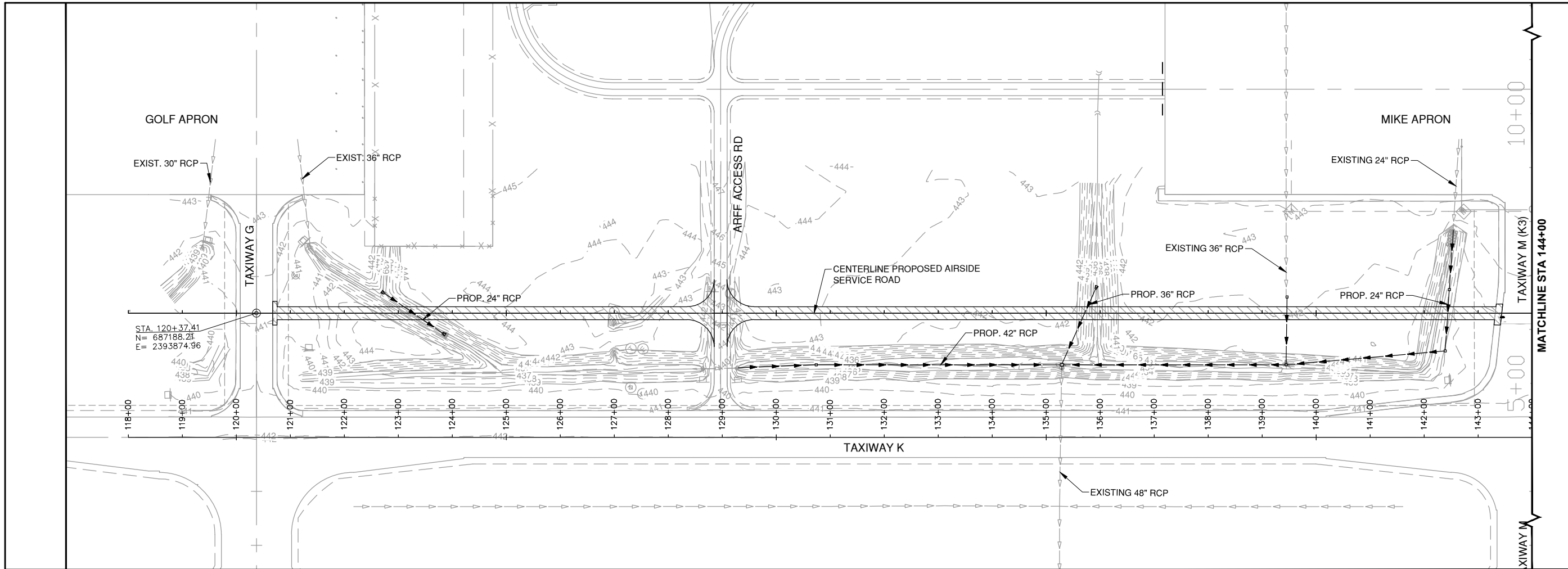


**MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS**

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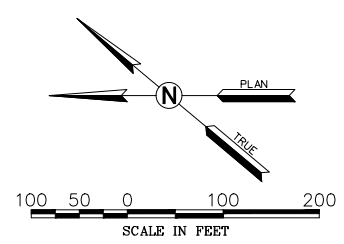
ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: 12_DEMO.dwg
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 APPROVED BY: BWG
 DATE: APRIL 22, 2016
 JOB No: 15098-05

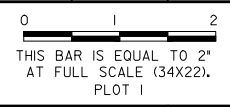


LEGEND

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- PROPOSED FLARED END SECTION
- PROPOSED BITUMINOUS PAVEMENT

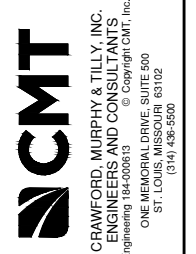


REVISIONS		
NUMBER	BY	DATE



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

AIRSIDE SERVICE ROAD

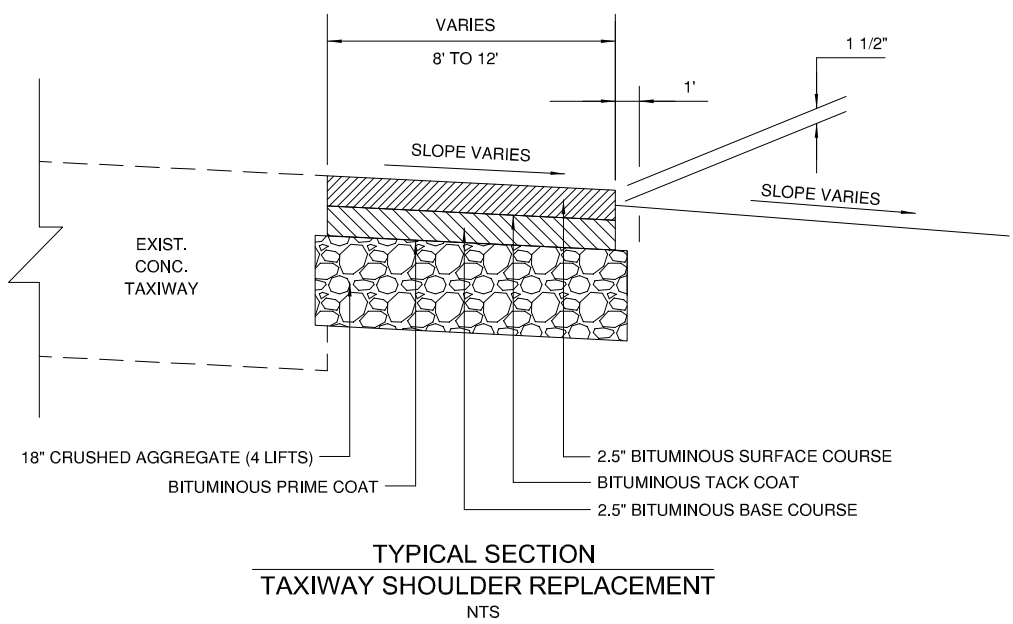
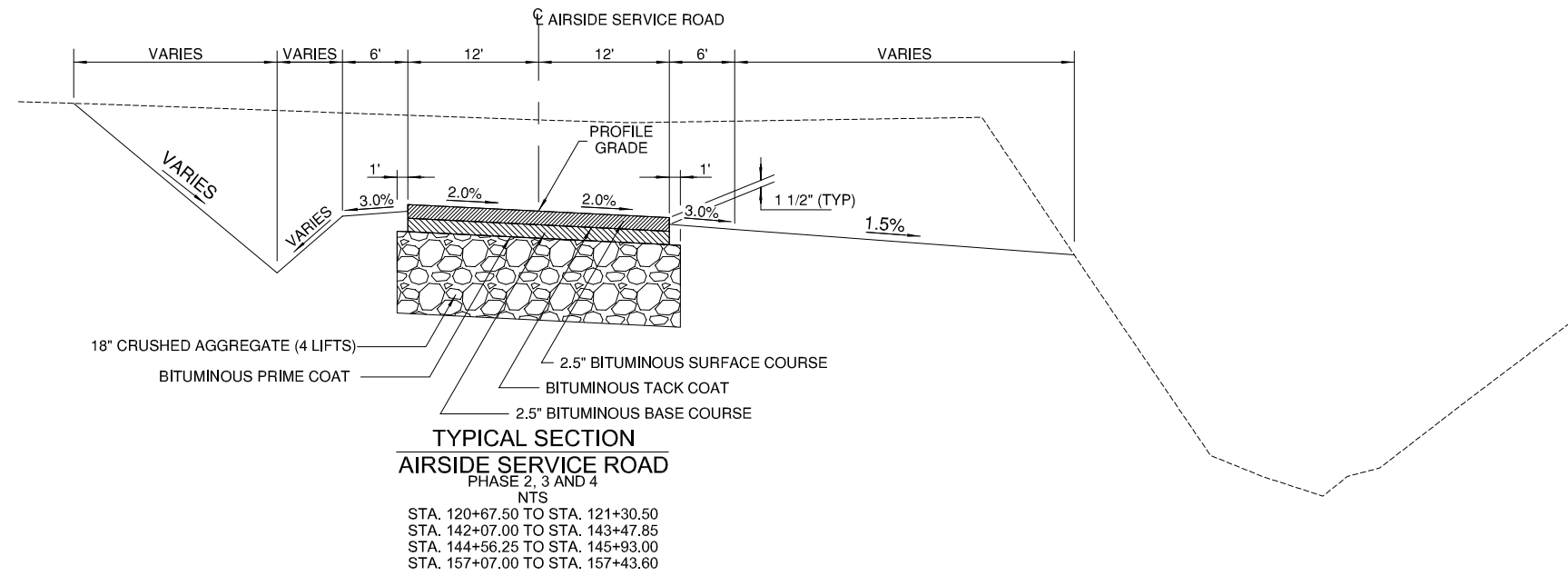
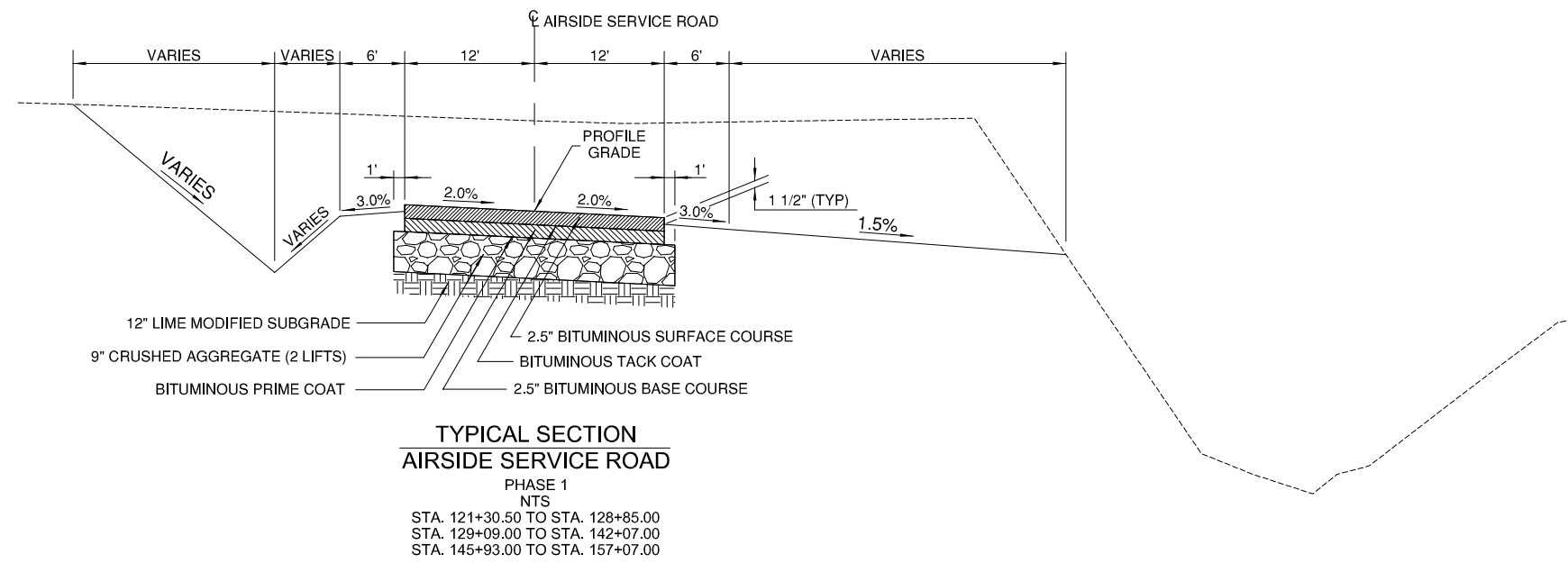


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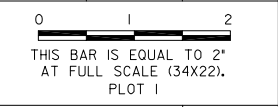
ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

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DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

**PROPOSED
IMPROVEMENTS**



REVISIONS		
NUMBER	BY	DATE



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ST. CLAIR COUNTY, ILLINOIS**

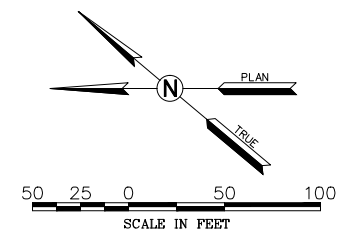
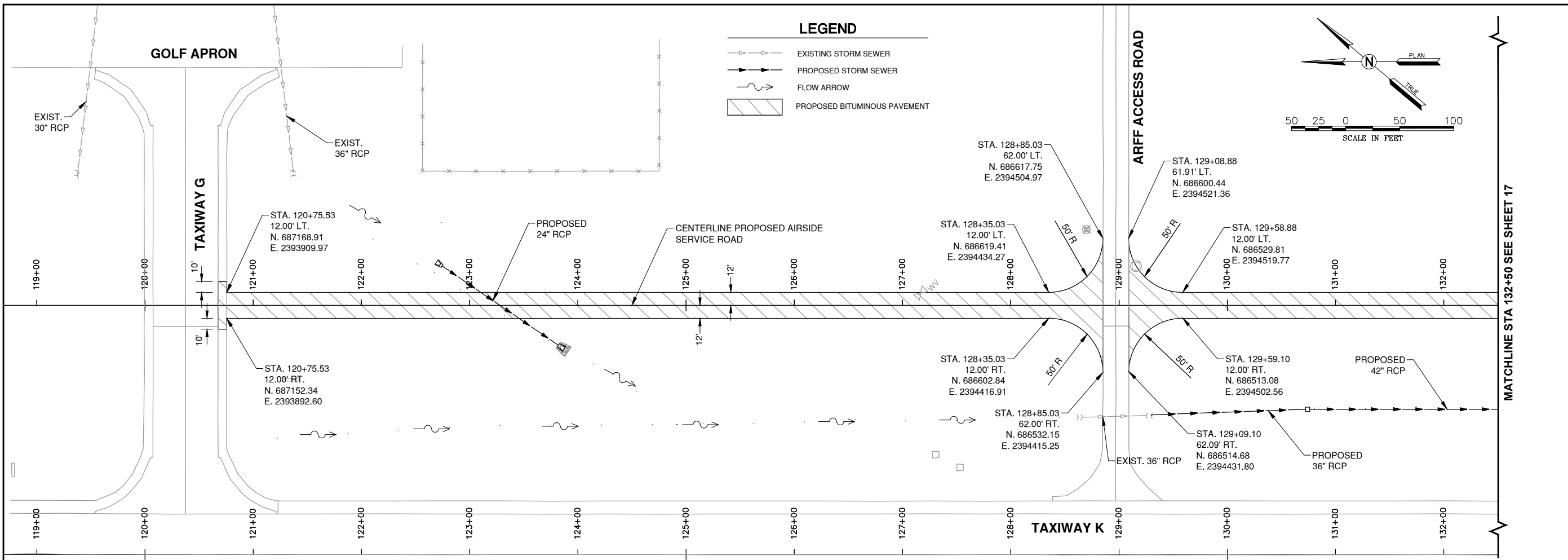
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ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: 16_TYPICAL_SECTIONS.dwg
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWMM/DTN
APPROVED BY: BWG
DATE: JUNE 3, 2016
JOB No: 15098-05

TYPICAL SECTIONS



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**

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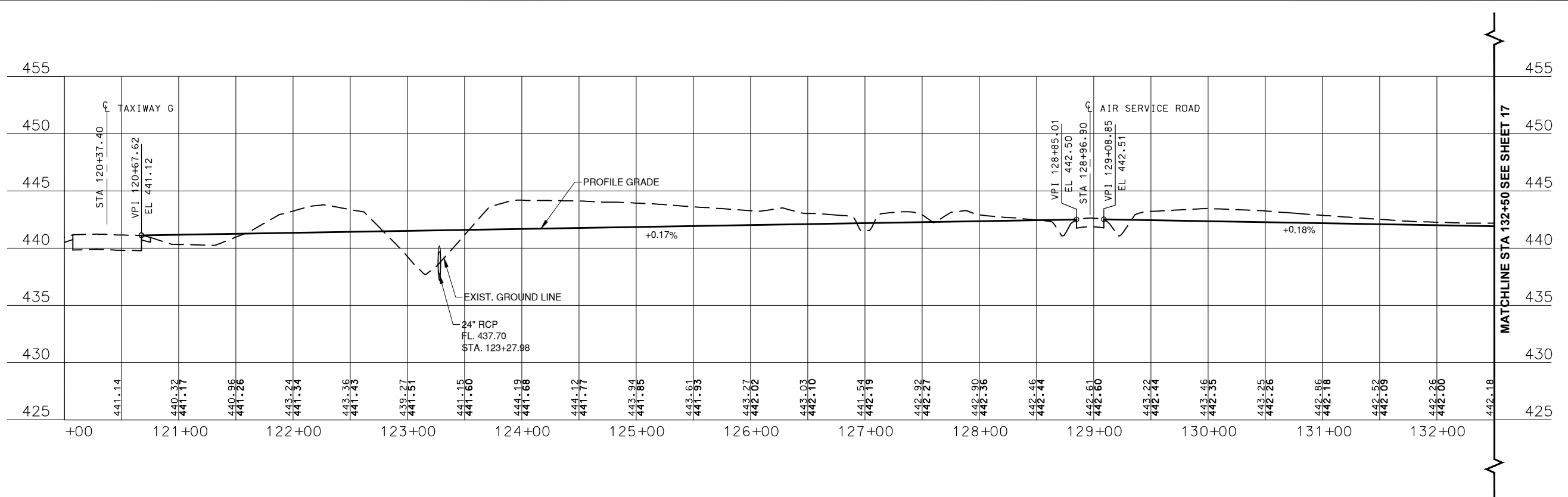
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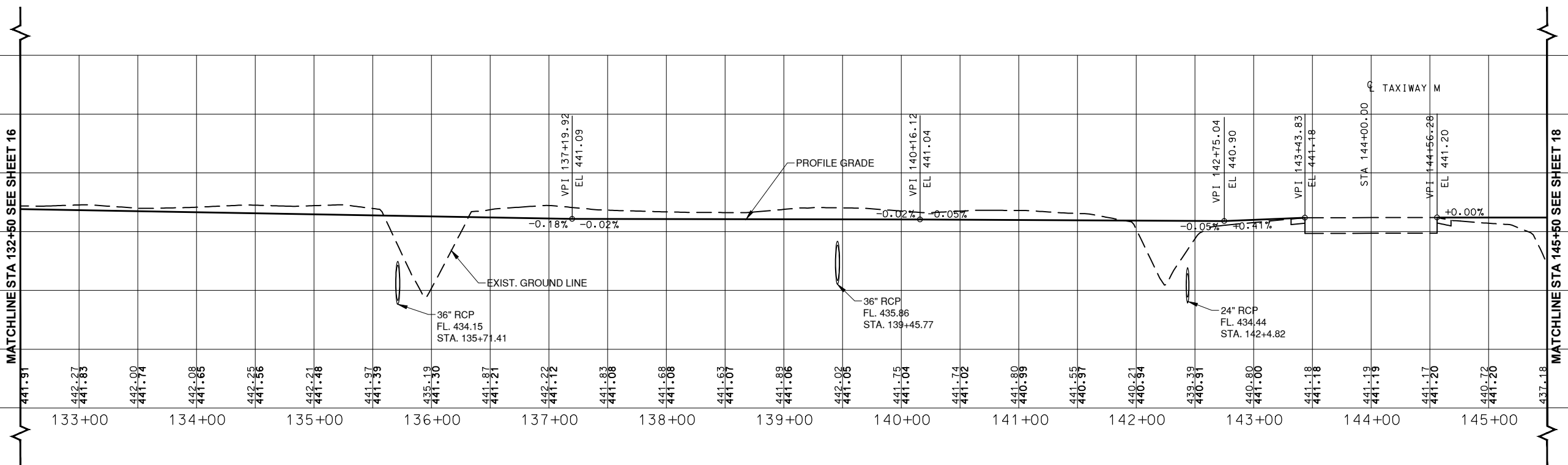
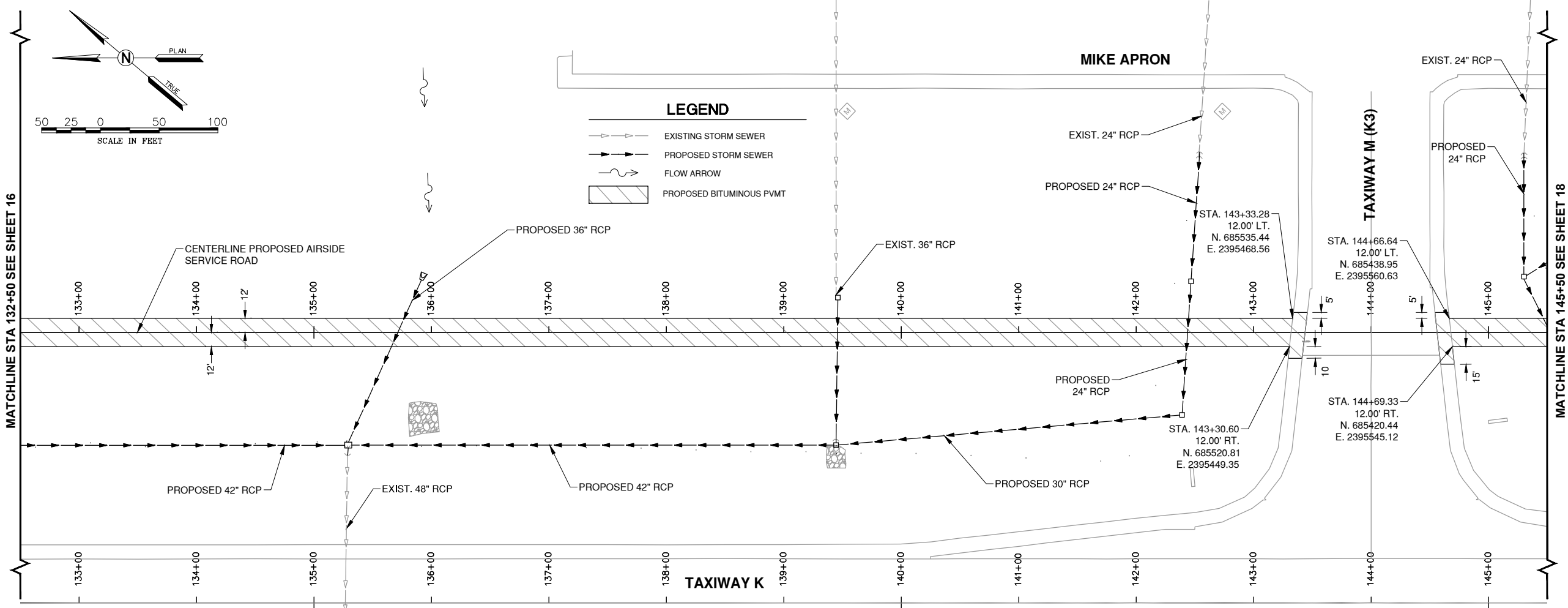
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DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

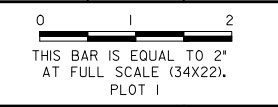
**SERVICE ROAD
PLAN & PROFILE 1**

SHEET 18 OF 83 SHEETS






REVISIONS		
NUMBER	BY	DATE



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

AIRSIDE SERVICE ROAD



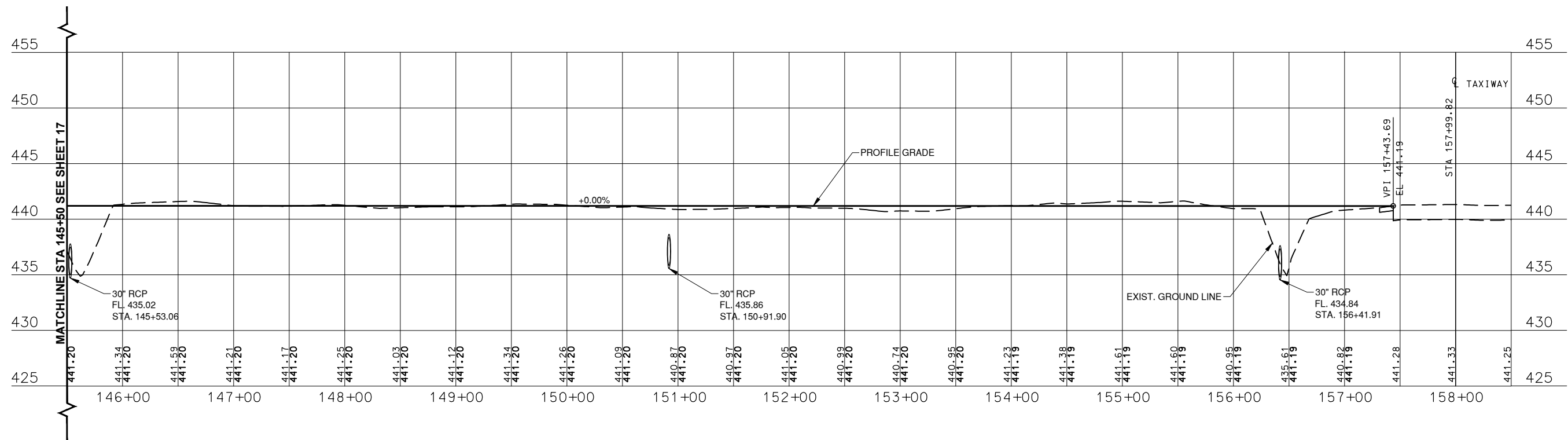
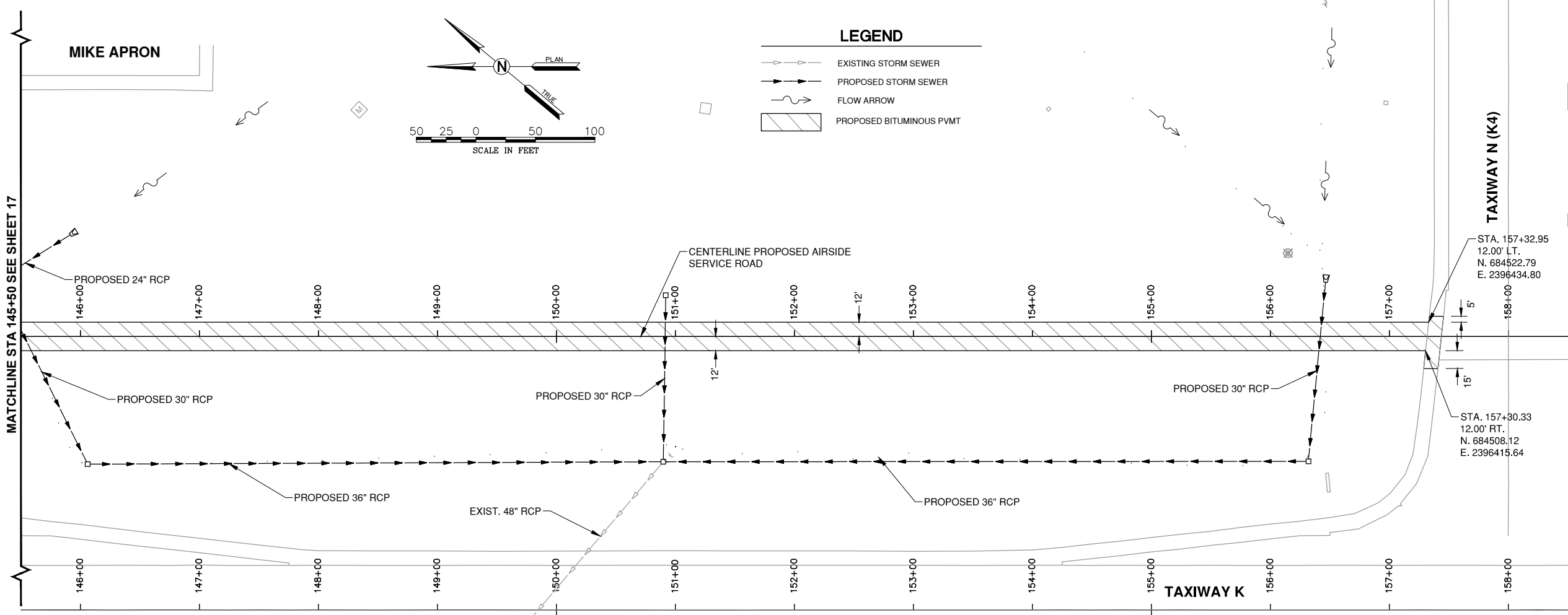
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AIP PROJECT NO. 3-17-SBGP-111

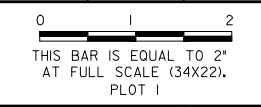
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CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

**SERVICE ROAD
PLAN & PROFILE 2**

SHEET 19 OF 83 SHEETS



REVISIONS		
NUMBER	BY	DATE



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

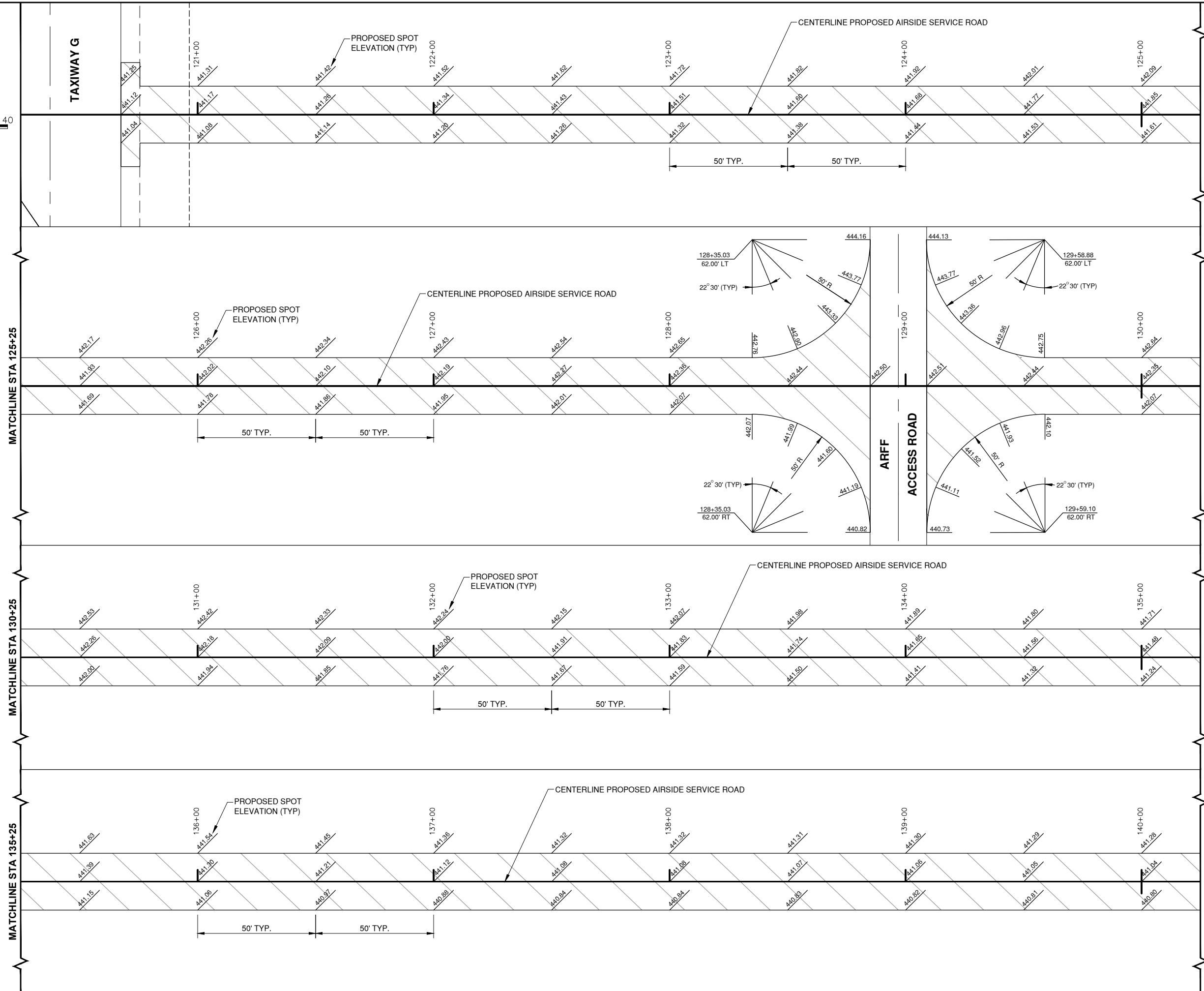
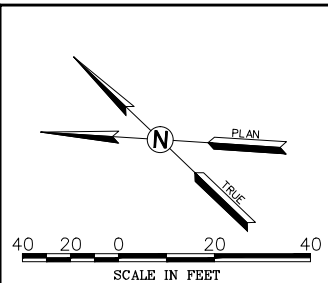
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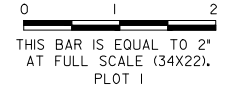
ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

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DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

**SERVICE ROAD
PLAN & PROFILE 3**



REVISIONS		
NUMBER	BY	DATE



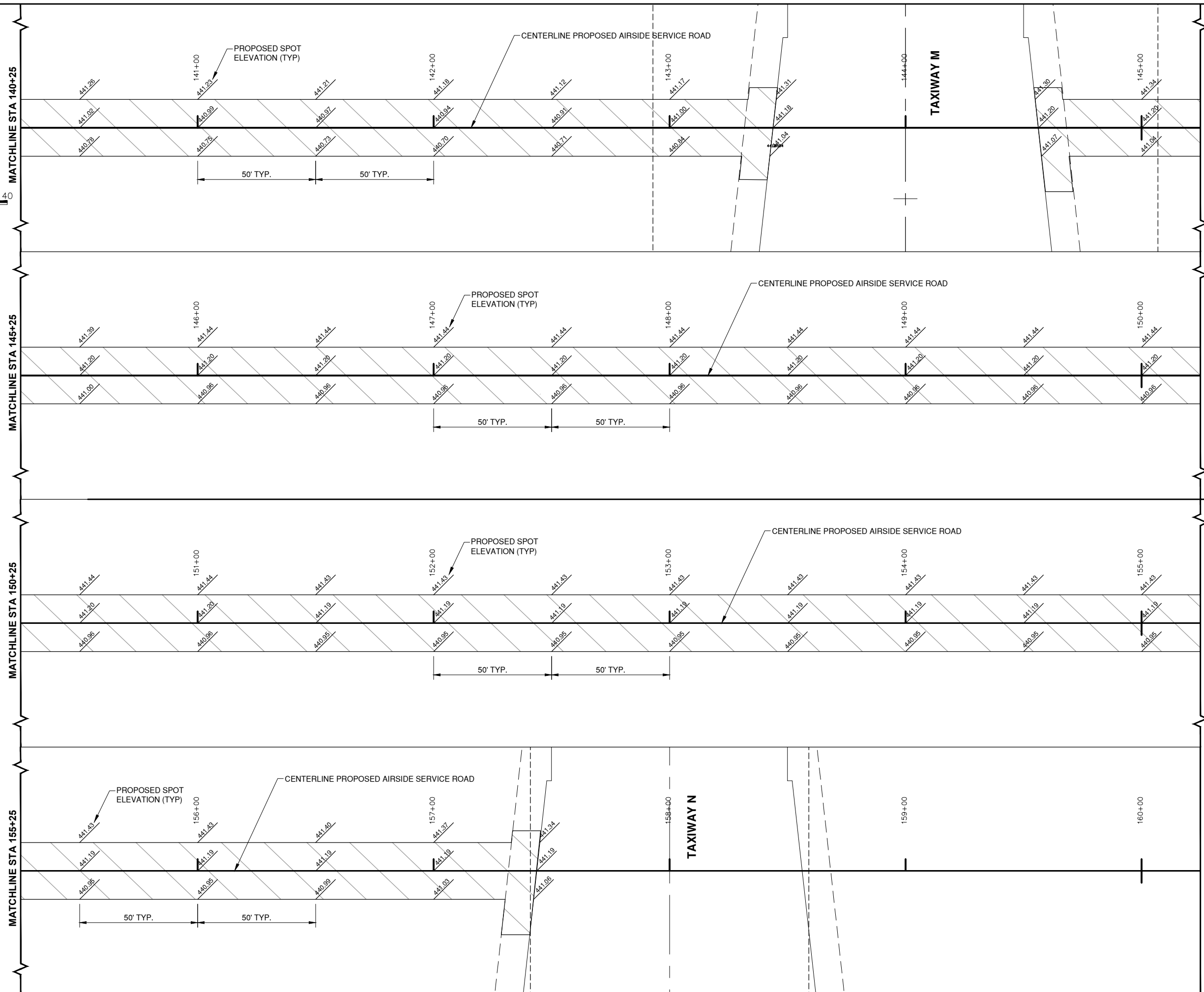
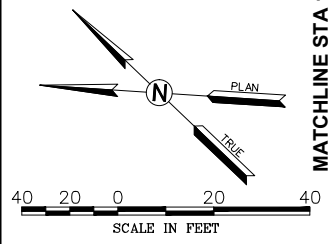
MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS

AIRSIDE SERVICE ROAD

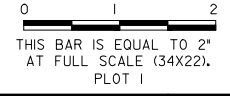
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ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: 20-21_SPOT_ELEVATIONS.dwg
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05



REVISIONS		
NUMBER	BY	DATE



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

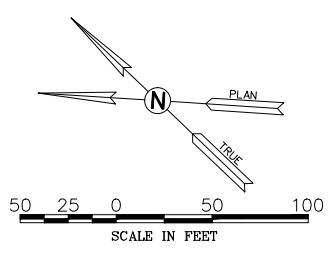
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ILLINOIS PROJECT NO. BLV-4493
 AIP PROJECT NO. 3-17-SBGP-111

FILE: 20-21_SPOT_ELEVATIONS.dwg
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 APPROVED BY: BWG
 DATE: APRIL 22, 2016
 JOB No: 15098-05

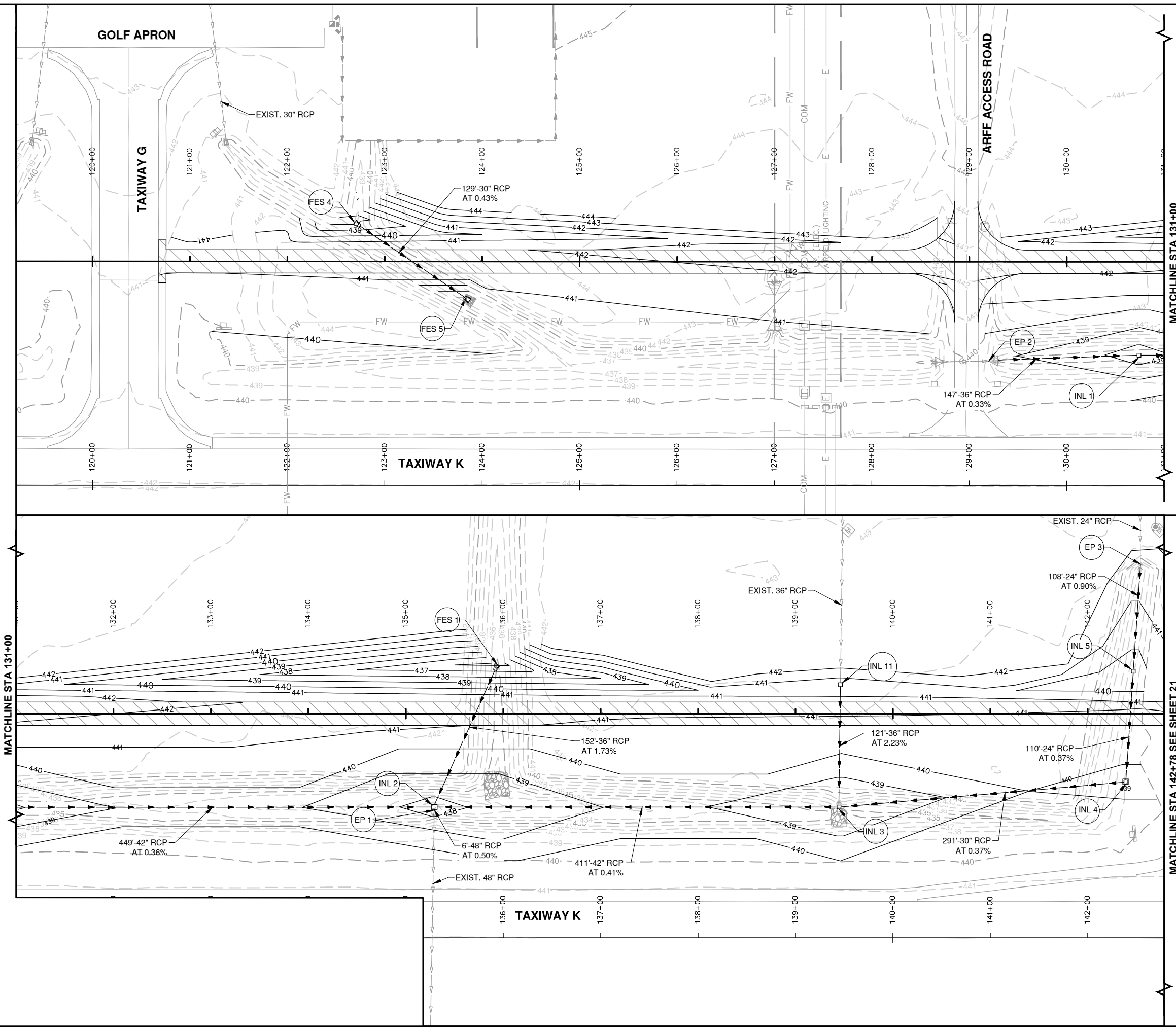
STAKING PLAN 2



LEGEND

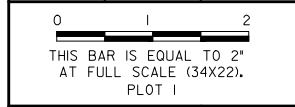
	EXISTING CONTOUR
	PROPOSED CONTOUR
	EXISTING STORM SEWER
	PROPOSED STORM SEWER

*SEE SHEET GRADING AND DRAINAGE PLAN 2 SHEET FOR STRUCTURE SCHEDULE



REVISIONS

NUMBER	BY	DATE



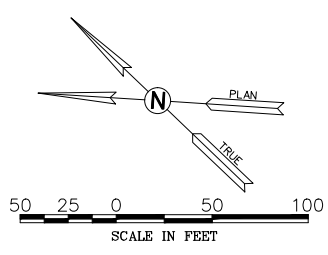
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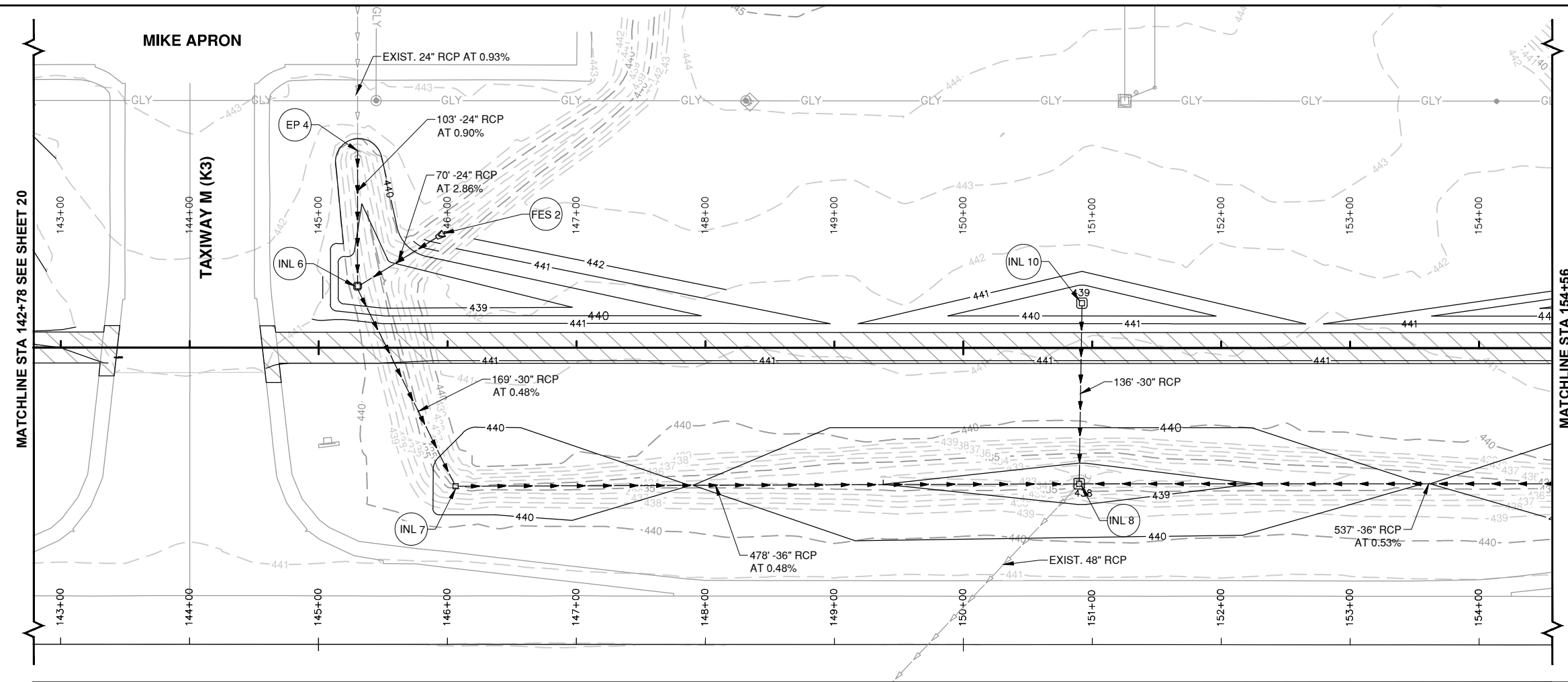
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DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05
GRADING AND DRAINAGE PLAN 1
SHEET 23 OF 83 SHEETS



LEGEND

- 440— EXISTING CONTOUR
- 440— PROPOSED CONTOUR
- ▽— EXISTING STORM SEWER
- ▶— PROPOSED STORM SEWER

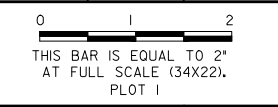


MATCHLINE STA 142+78 SEE SHEET 20

MATCHLINE STA 154+56

REVISIONS

NUMBER	BY	DATE



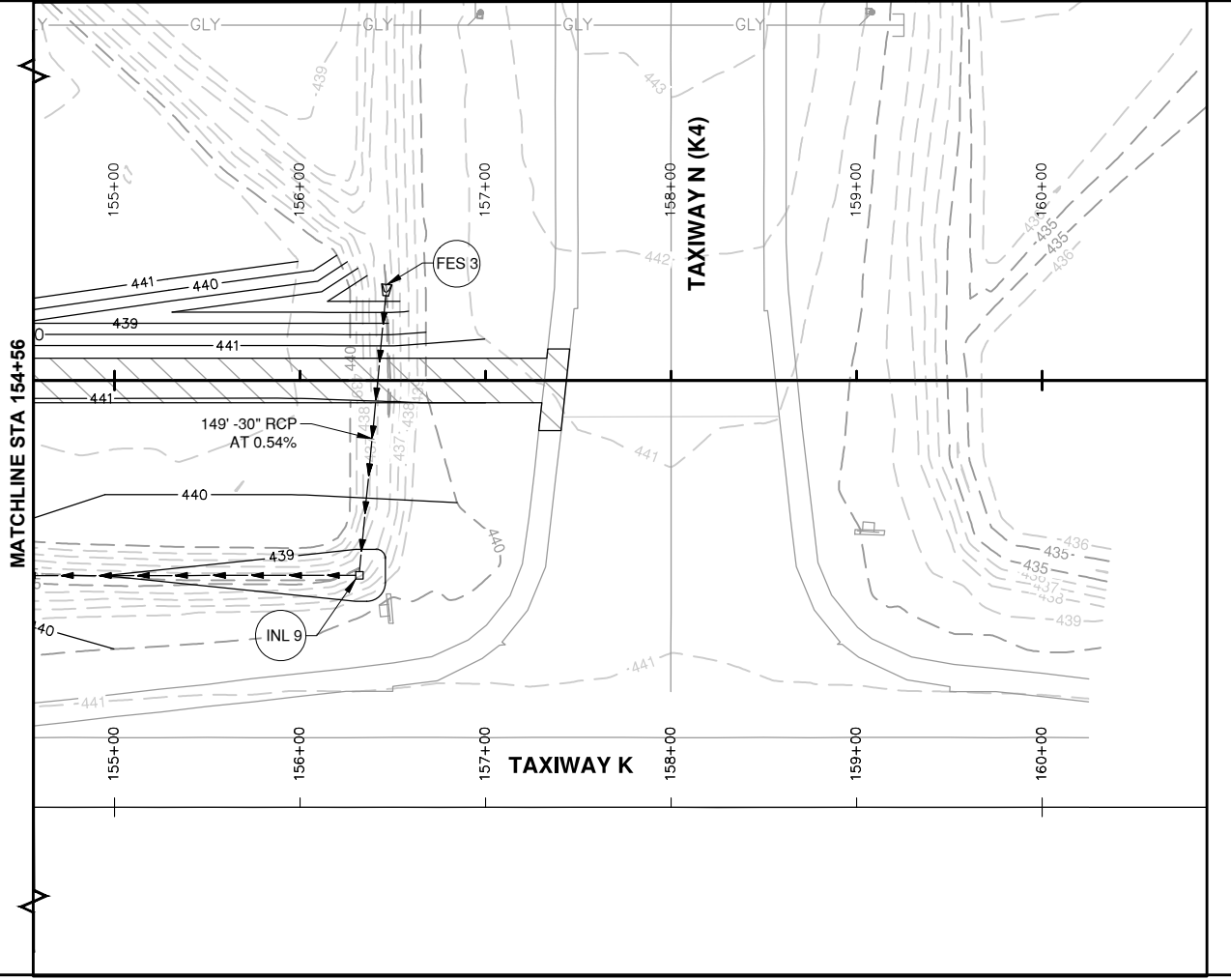
MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS
AIRSIDE SERVICE ROAD

STRUCTURE SCHEDULE

STRUCTURE NUMBER	RIM ELEVATION	INVERT ELEVATION	STATION	OFFSET	NORTHING	EASTING
INLET 1	438.00	433.08 IN (42") 432.98 OUT (42")	130+74.17	95.94' RT	686371.89	2394521.26
INLET 2	437.65	432.37 IN (36") 431.43 IN (42") 431.43 IN (42") 430.40 OUT (48")	135+29.22	95.54' RT	686042.73	2394835.47
INLET 3	438.10	433.15 IN (S-30") 433.77 IN (36") 433.05 OUT (42")	139+44.58	95.97' RT	685742.12	2395122.11
INLET 4	439.00	434.24 IN (24") 434.14 OUT (30")	142+39.09	70.10' RT	685546.91	2395344.14
INLET 5	439.00	434.65 IN (24") 434.55 OUT (24")	142+46.75	43.57' LT	685619.84	2395431.66
INLET 11	440.55	436.47 IN (36") 436.37 OUT (36")	139+46.16	29.77' LT	685827.79	2395214.17
FES 1	435.00		135+91.53	44.74' LT	686094.70	2394980.19
FES 4	438.00		122+74.48	36.44' LT	687041.84	2394064.99
FES 5	437.39		123+81.89	36.73' RT	686913.62	2394086.20
EP 1	430.37		135+28.71	104.41' RT	686037.19	2394828.92
EP 2	433.68		129+25.21	101.70' RT	686475.68	2394414.27
EP 3	435.57		142+54.16	153.56' LT	685690.41	2395516.36

STRUCTURE SCHEDULE

STRUCTURE NUMBER	RIM ELEVATION	INVERT ELEVATION	STATION	OFFSET	NORTHING	EASTING
INLET 6	438.00	434.56 IN (E-24") 434.56 IN (S-24") 434.25 OUT (30")	145+30.24	47.55' LT	685417.49	2395630.25
INLET 7	439.00	433.54 IN (30") 433.44 OUT (36")	146+06.16	107.38' RT	685255.60	2395570.57
INLET 8	438.00	431.35 IN (36") 431.35 IN (36") 431.80 IN (30") 431.25 OUT (48")	150+89.87	105.34' RT	684907.05	2395905.96
INLET 9	439.15	434.24 IN (30") 434.14 OUT (36")	156+31.97	104.98' RT	684515.09	2396280.46
INLET 10	439.00	434.50 OUT (30")	150+91.90	34.68' LT	685002.25	2396008.67
FES 2		436.50	145+91.53	85.38' LT	685399.25	2395699.92
FES 3		435.14	156+46.23	45.60' LT	685490.08	2395706.13
EP4		435.49	145+30.10	152.56' LT	685490.08	2395706.13



MATCHLINE STA 154+56

TAXIWAY (K4)

TAXIWAY K

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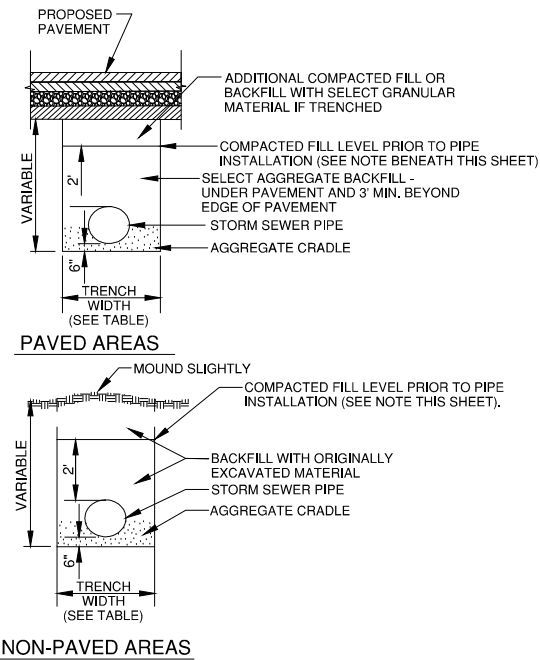
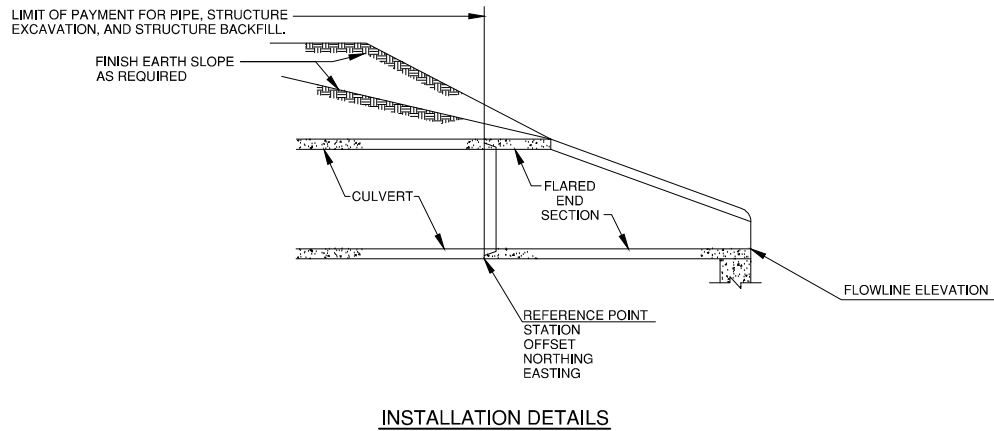
ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: 23_GRADING_AND_DRAINAGE_2.dwg

DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

GRADING AND DRAINAGE PLAN 2

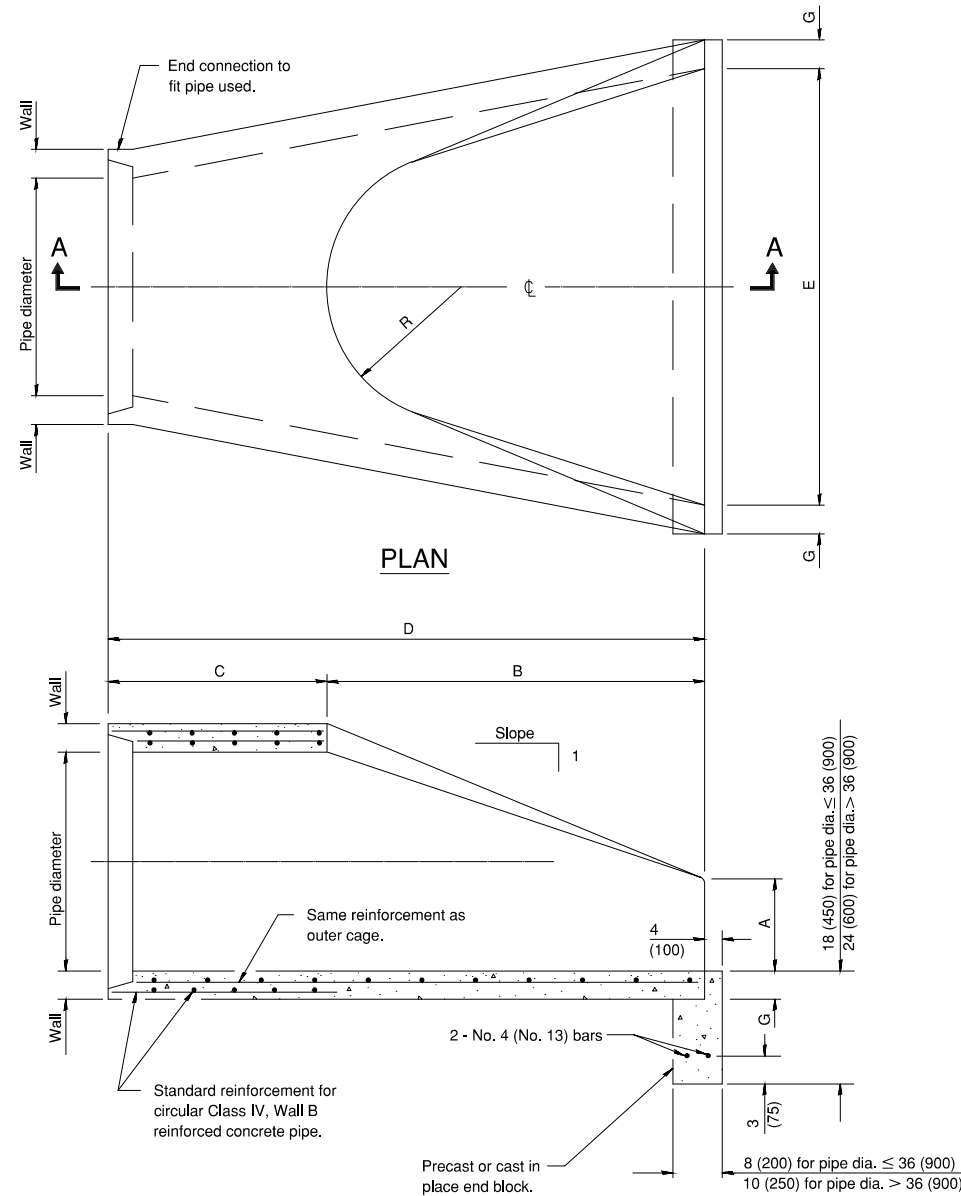
SHEET 24 OF 83 SHEETS



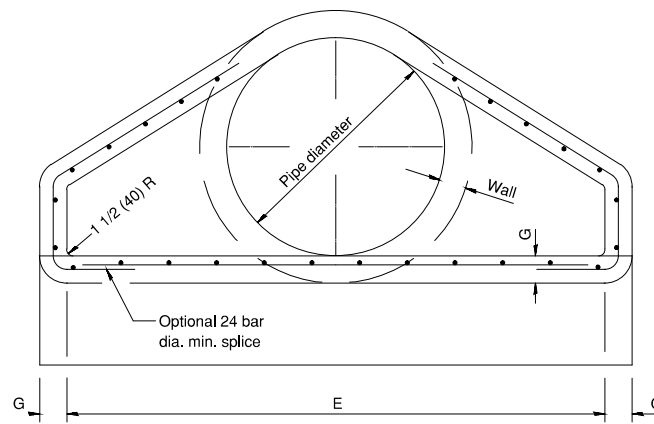
INSIDE DIAMETER OF SEWER (INCHES)	MAXIMUM TRENCH WIDTH
6	3'-2"
8	3'-2"
10	3'-2"
12	3'-4"
15	3'-6"
18	3'-10"
21	4'-4"
24	4'-8"
27	4'-11"
30	5'-3"
33	6'-0"
36	6'-4"
42	6'-11"
48	7'-6"
54	8'-7"
60	9'-2"
66	9'-9"
72	10'-4"
78	10'-11"
84	11'-6"
90	12'-1"
96	12'-8"
102	13'-3"
108	13'-10"

NOTE: CONTRACTOR SHALL COMPACT FILL 2" ABOVE PROPOSED TOP OF PIPE ELEVATION PRIOR TO EXCAVATION OF PIPE TRENCH. BACKFILL PAVED AREAS WITH SELECT GRANULAR MATERIAL 2" ABOVE THE TOP OF PIPE. BACKFILL NON-PAVED AREAS WITH ORIGINALLY EXCAVATED FILL.

STORM SEWER TRENCH DETAILS
N.T.S.



SECTION A-A



END VIEW

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches (millimeters) unless otherwise shown.

PIPE DIA.	APPROX. QTY. lbs. (kg)	WALL	A	B	C	D	E	G	R	APPROX. SLOPE
12 (300)	530 (240)	2 (51)	4 (102)	24 (610)	4'-0 7/8" (1.241 m)	6'-0 7/8" (1.851 m)	24 (610)	2 (51)	9 (229)	1:2.4
15 (375)	740 (335)	2 1/4 (57)	6 (152)	27 (686)	3'-10" (1.168 m)	6'-1" (1.854 m)	30 (762)	2 1/4 (57)	11 (280)	1:2.4
18 (450)	990 (450)	2 1/2 (64)	9 (229)	27 (686)	3'-10" (1.168 m)	6'-1" (1.854 m)	36 (914)	2 1/2 (64)	12 (305)	1:2.4
21 (525)	1280 (580)	2 3/4 (70)	9 (229)	35 (889)	3'-7 1/2" (1.219 m)	6'-1" (1.854 m)	3'-6" (1.067 m)	2 3/4 (70)	13 (330)	1:2.4
24 (600)	1520 (690)	3 (76)	9 1/2 (241)	30 (762)	3'-7 1/2" (1.105 m)	6'-1 1/2" (1.867 m)	4'-0" (1.219 m)	3 (76)	14 (356)	1:2.5
27 (675)	1930 (875)	3 1/4 (83)	10 1/2 (267)	4'-0" (1.219 m)	25 1/2 (648)	6'-1 1/2" (1.867 m)	4'-6" (1.372 m)	3 1/4 (83)	14 1/2 (368)	1:2.4
30 (750)	2190 (995)	3 1/2 (89)	12 (305)	4'-6" (1.375 m)	19 3/4 (502)	6'-1 3/4" (1.874 m)	5'-0" (1.524 m)	3 1/2 (89)	15 (381)	1:2.5
33 (825)	3200 (1450)	3 3/4 (95)	13 1/2 (343)	4'-10 1/2" (1.486 m)	39 1/4 (997)	8'-1 3/4" (2.483 m)	5'-6" (1.676 m)	3 3/4 (95)	17 1/2 (445)	1:2.5
36 (900)	4100 (1860)	4 (102)	15 (381)	5'-3" (1.6 m)	34 3/4 (883)	8'-1 3/4" (2.483 m)	6'-0" (1.829 m)	4 (102)	20 (508)	1:2.5
42 (1050)	5380 (2440)	4 1/2 (114)	21 (533)	5'-3" (1.6 m)	35 (889)	8'-2" (2.489 m)	6'-6" (1.981 m)	4 1/2 (114)	22 (559)	1:2.5
48 (1200)	6550 (2970)	5 (127)	24 (610)	6'-0" (1.829 m)	26 (660)	8'-2" (2.489 m)	7'-0" (2.134 m)	5 (127)	22 (559)	1:2.5
54 (1350)	8240 (3740)	5 1/2 (140)	27 (686)	5'-5" (1.651 m)	35 (889)	8'-4" (2.54 m)	7'-6" (2.286 m)	5 1/2 (140)	24 (610)	1:2.0
60 (1500)	8730 (3960)	6 (152)	35 (889)	5'-0" (1.524 m)	39 (991)	8'-3" (2.515 m)	8'-0" (2.438 m)	6 (152)	*	1:1.9
66 (1650)	10710 (4860)	6 1/2 (165)	30 (762)	6'-0" (1.829 m)	27 (686)	8'-3" (2.515 m)	8'-6" (2.591 m)	5 1/2 (140)	*	1:1.7
72 (1800)	12520 (5680)	7 (178)	36 (914)	6'-6" (1.981 m)	21 (533)	8'-3" (2.514 m)	9'-0" (2.743 m)	6 (152)	*	1:1.8
78 (1950)	14770 (6700)	7 1/2 (191)	36 (914)	7'-6" (2.286 m)	21 (533)	9'-3" (2.819 m)	9'-6" (2.896 m)	6 1/2 (165)	*	1:1.8
84 (2100)	18160 (8240)	8 (203)	36 (914)	7'-6 1/2" (2.299 m)	21 (533)	9'-3 1/2" (2.832 m)	10'-0" (3.048 m)	6 1/2 (165)	*	1:1.6

* Radius as furnished by manufacturer

PRECAST REINFORCED CONCRETE FLARED END SECTION

STANDARD 542301-03

REVISIONS		
NUMBER	BY	DATE

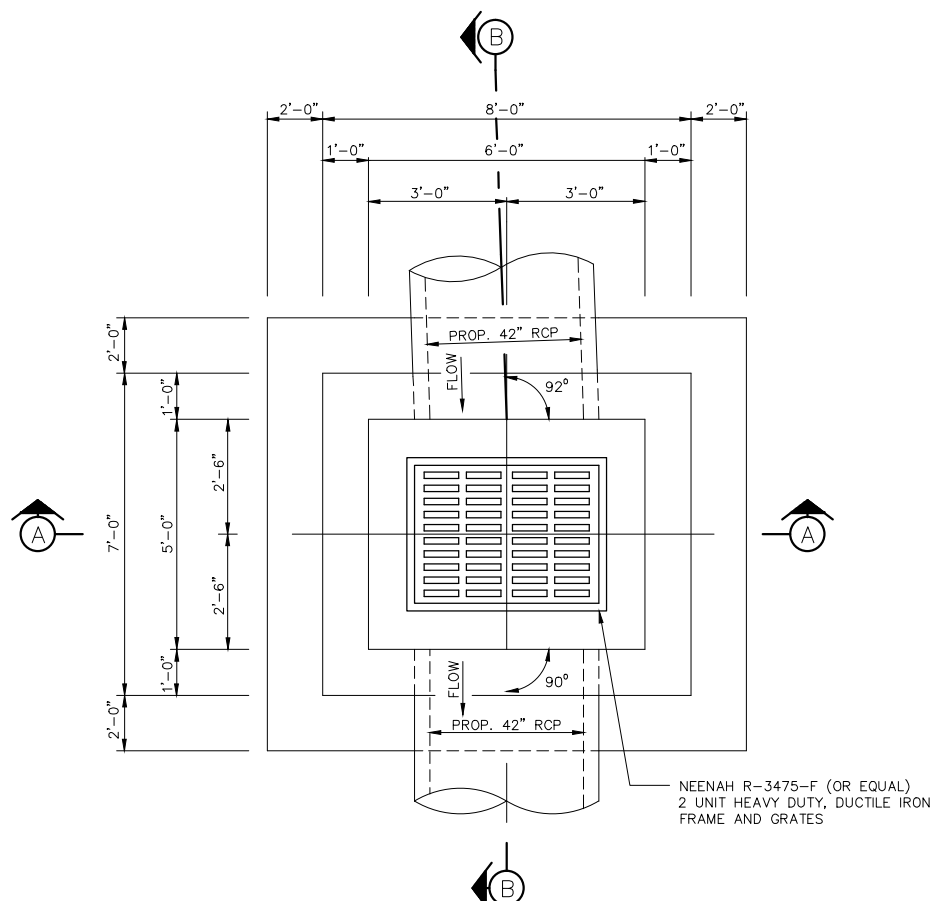
MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS

AIRSIDE SERVICE ROAD

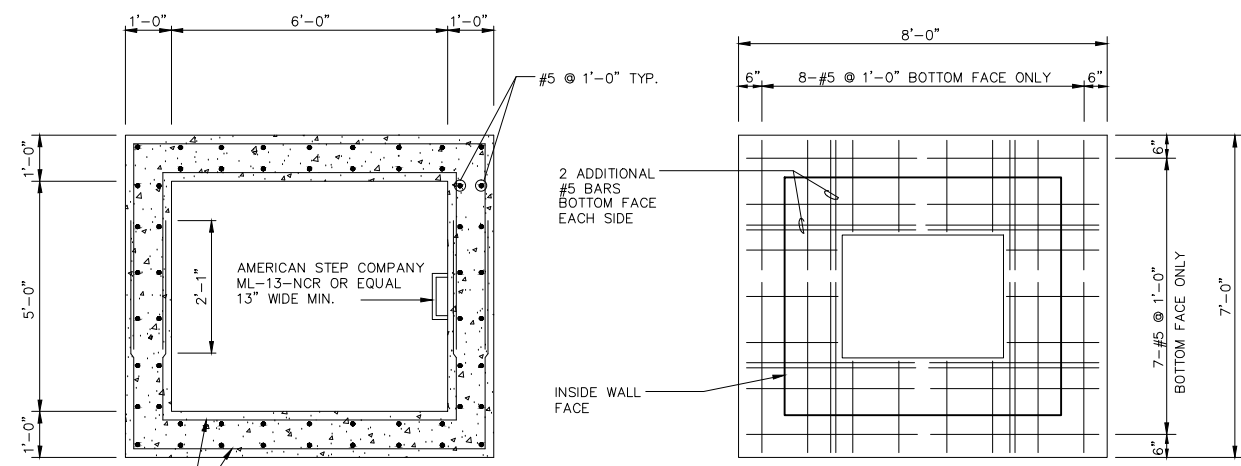
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ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: 24-25_DRAINAGE_DETAILS.dwg
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05
DRAINAGE DETAILS 1
SHEET 25 OF 83 SHEETS

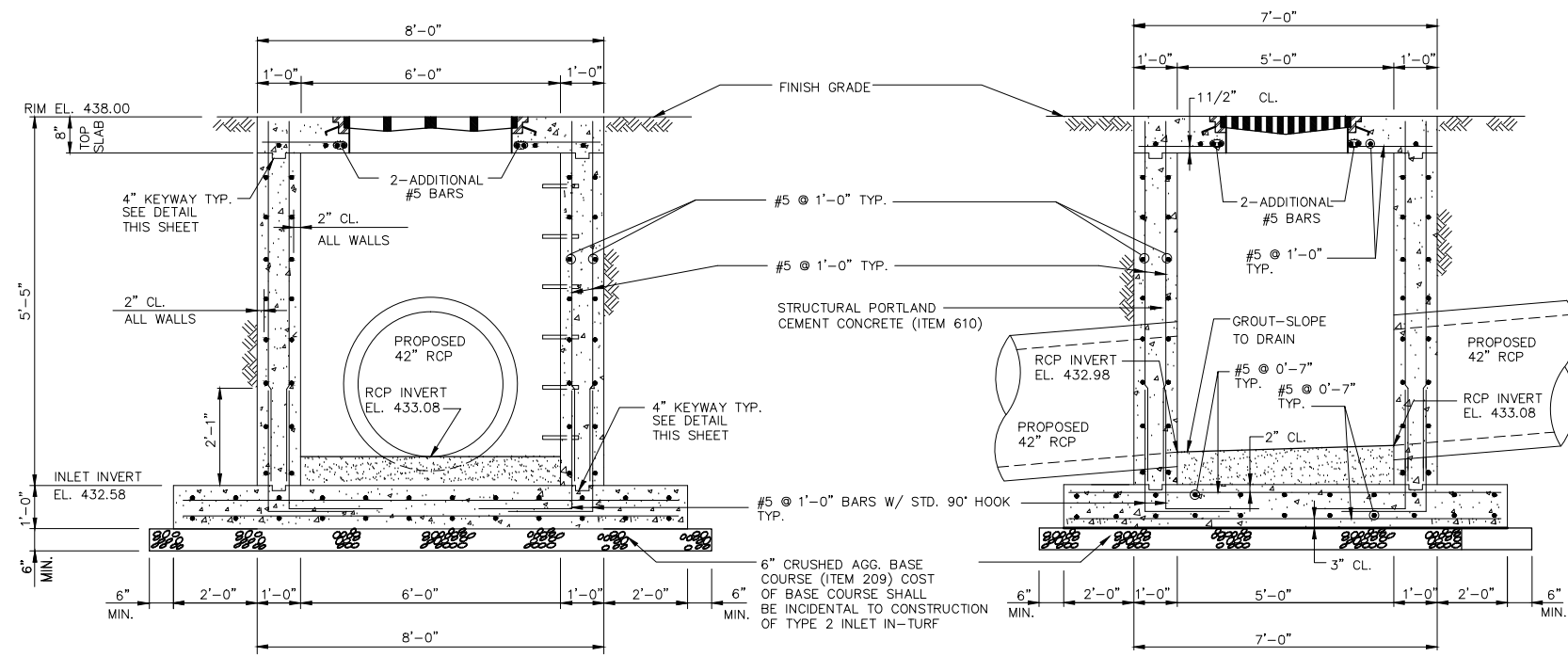


PLAN VIEW
N.T.S.



WALL REINFORCEMENT PLAN

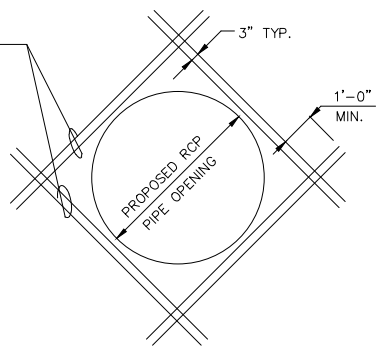
TOP SLAB REINFORCEMENT PLAN
N.T.S.



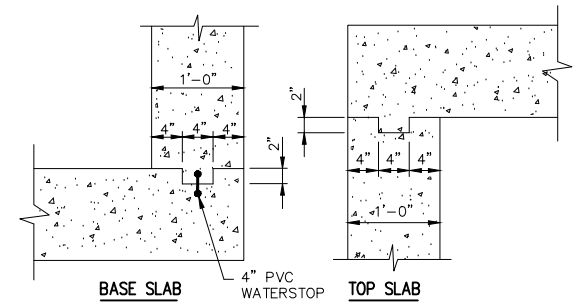
SECTION A
N.T.S.

SECTION B
N.T.S.

INLET 1 - TYPE 2



ADDITIONAL REINFORCEMENT AROUND PIPE PENETRATIONS
N.T.S.

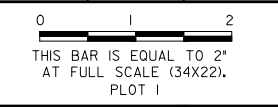


KEYWAY DETAILS
N.T.S.

GENERAL NOTES

1. CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
2. ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
3. REINFORCEMENT BARS SHALL BE CUT AND/OR BENT AT ALL PIPE OPENINGS TO MAINTAIN 1" CLEARANCE FROM PIPES.
4. MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1-1/2" UNLESS OTHERWISE SHOWN.
5. ALL WORK INCLUDING CONCRETE, REINFORCING STEEL, AGGREGATE BASE COURSE, EXCAVATION, BACKFILL, DUCTILE IRON FRAME & GRATE, WATERSTOP AND MANHOLE STEPS NECESSARY TO COMPLETE THIS STRUCTURE SHALL BE CONSIDERED COMPLETELY COVERED BY THE CONTRACT UNIT PRICE FOR TYPE 2 INLET (EACH).
6. FIELD VERIFY ALL SIZES, INVERTS, PIPE ALIGNMENTS AND LOCATIONS PRIOR TO CONSTRUCTION/INSTALLATION OF STRUCTURES AND PIPES.
7. PIPE PENETRATION OPENINGS FOR PRECAST STRUCTURES SHALL BE CIRCULAR. DIAMETER OF OPENING SHALL BE OUTSIDE PIPE DIAMETER PLUS 6 INCHES. GROUT OPENING SOLID WITH NON-SHRINK GROUT.

REVISIONS		
NUMBER	BY	DATE



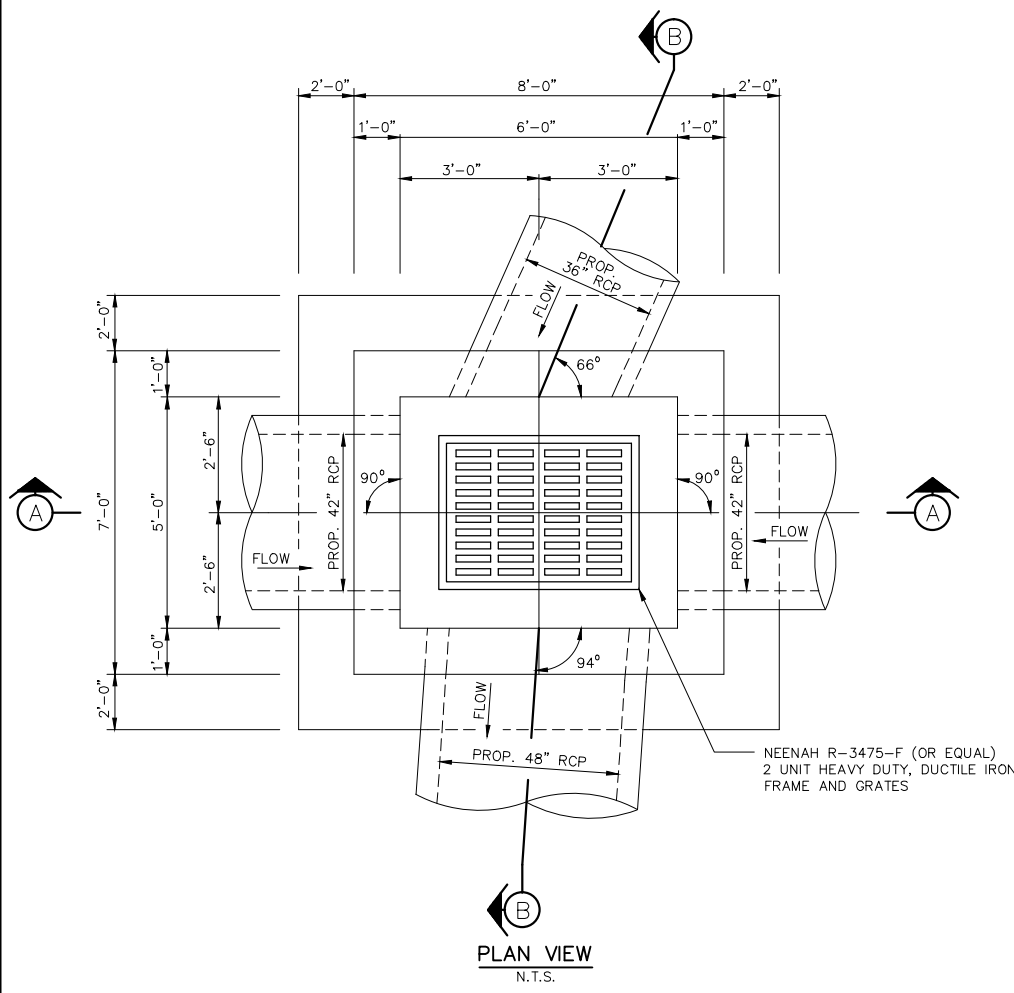
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ST. CLAIR COUNTY, ILLINOIS
AIRSIDE SERVICE ROAD



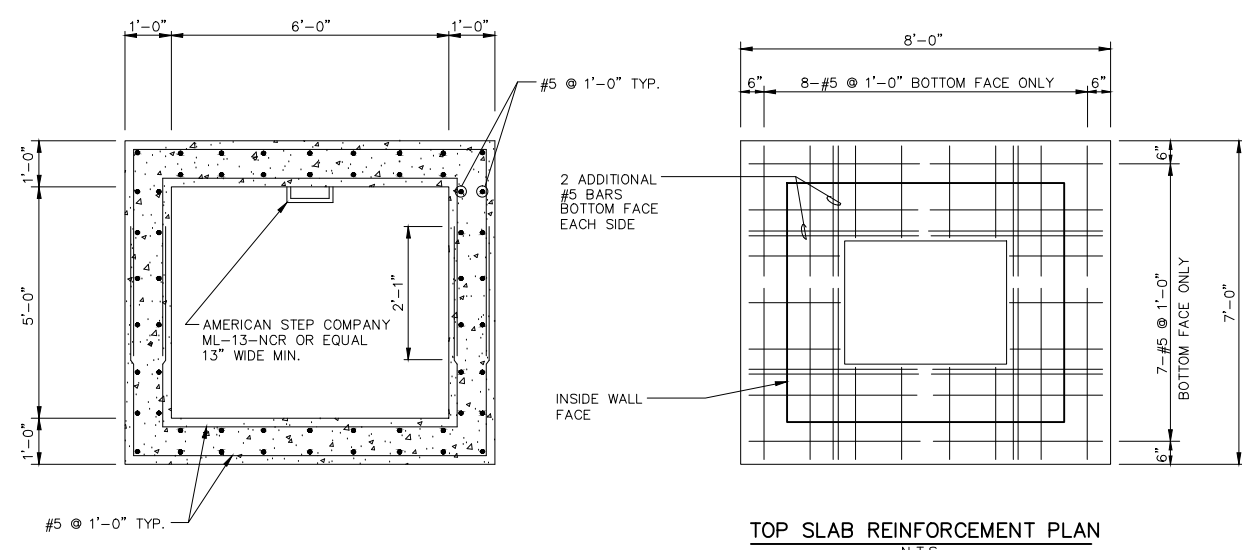
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AIP PROJECT NO. 3-17-SBGP-111

FILE: X-X_DRAINAGE_DETAILS.dwg
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 CHECKED BY: TWM/DTN
 APPROVED BY: BWG
 DATE: APRIL 22, 2016
 JOB No: 15098-05

DRAINAGE DETAILS 2

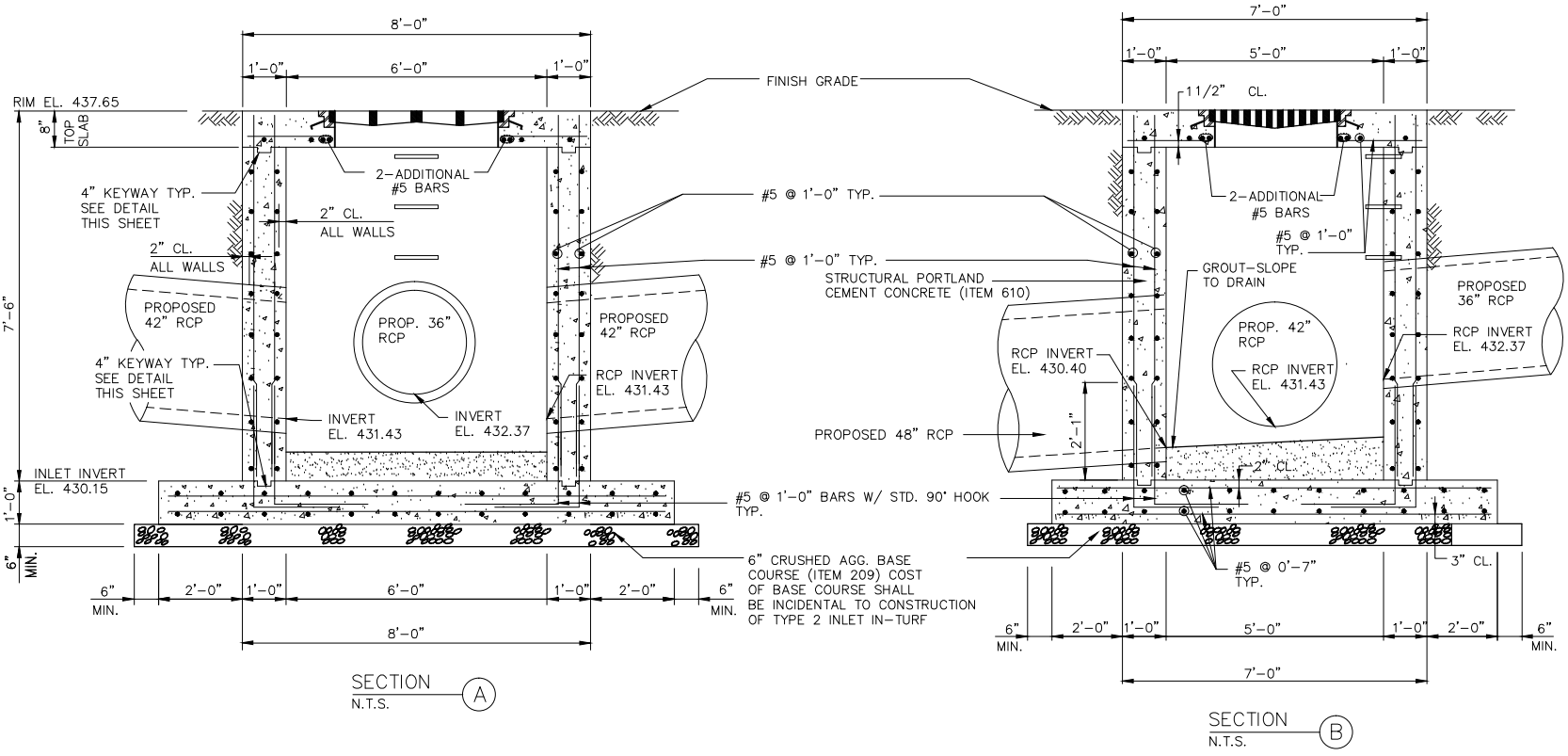


PLAN VIEW
N.T.S.



WALL REINFORCEMENT PLAN
N.T.S.

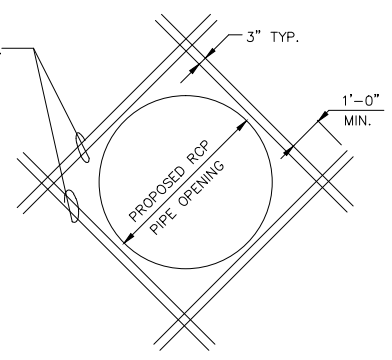
TOP SLAB REINFORCEMENT PLAN
N.T.S.



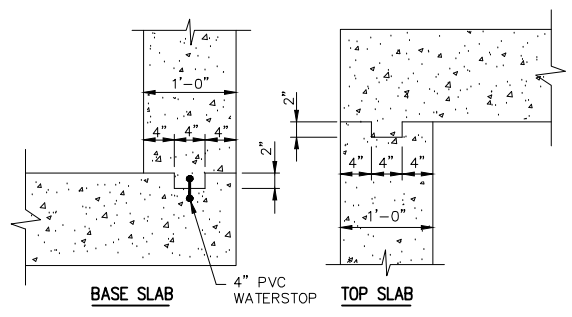
SECTION A
N.T.S.

SECTION B
N.T.S.

INLET 2 - TYPE 2



ADDITIONAL REINFORCEMENT
AROUND PIPE PENETRATIONS
N.T.S.

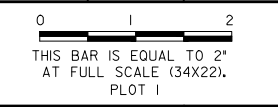


KEYWAY DETAILS
N.T.S.

GENERAL NOTES

- CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
- ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
- REINFORCEMENT BARS SHALL BE CUT AND/OR BENT AT ALL PIPE OPENINGS TO MAINTAIN 1" CLEARANCE FROM PIPES.
- MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1-1/2" UNLESS OTHERWISE SHOWN.
- ALL WORK INCLUDING CONCRETE, REINFORCING STEEL, AGGREGATE BASE COURSE, EXCAVATION, BACKFILL, DUCTILE IRON FRAME & GRATE, WATERSTOP AND MANHOLE STEPS NECESSARY TO COMPLETE THIS STRUCTURE SHALL BE CONSIDERED COMPLETELY COVERED BY THE CONTRACT UNIT PRICE FOR TYPE 2 INLET (EACH).
- FIELD VERIFY ALL SIZES, INVERTS, PIPE ALIGNMENTS AND LOCATIONS PRIOR TO CONSTRUCTION/INSTALLATION OF STRUCTURES AND PIPES.
- PIPE PENETRATION OPENINGS FOR PRECAST STRUCTURES SHALL BE CIRCULAR. DIAMETER OF OPENING SHALL BE OUTSIDE PIPE DIAMETER PLUS 6 INCHES. GROUT OPENING SOLID WITH NON-SHRINK GROUT.

REVISIONS		
NUMBER	BY	DATE



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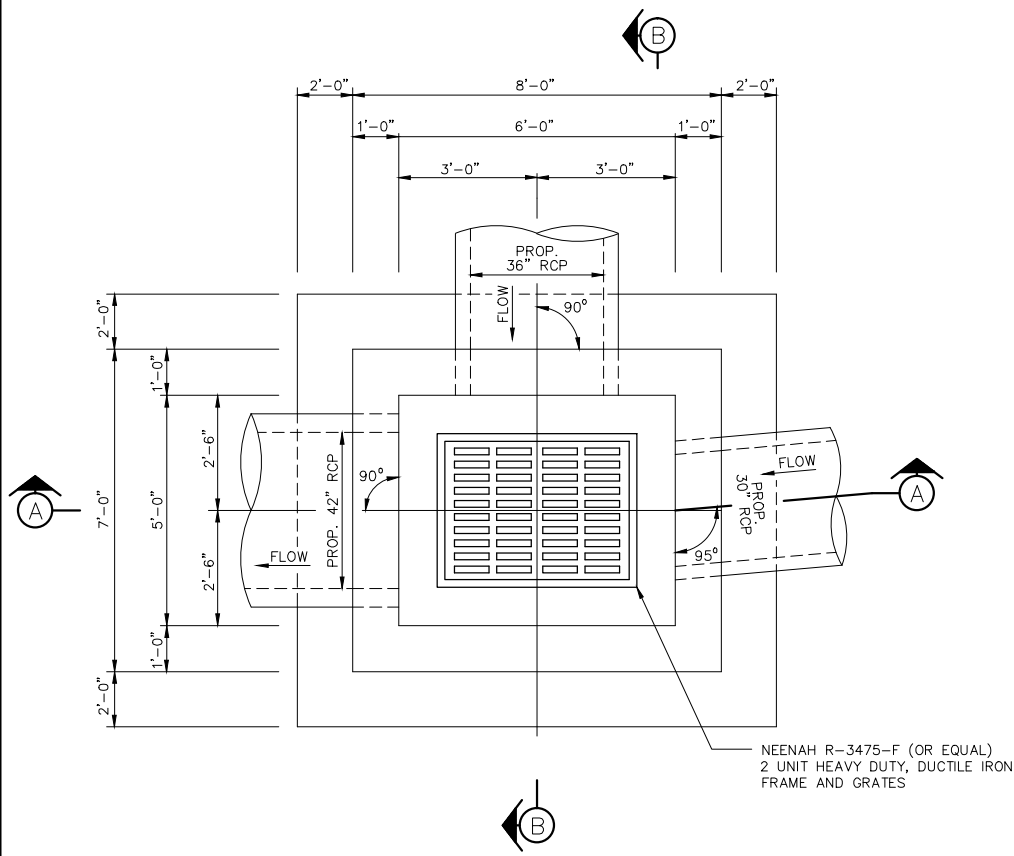
AIRSIDE SERVICE ROAD



ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

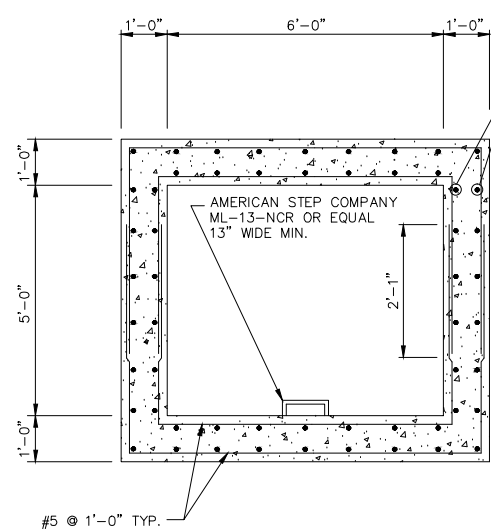
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DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

DRAINAGE DETAILS 3

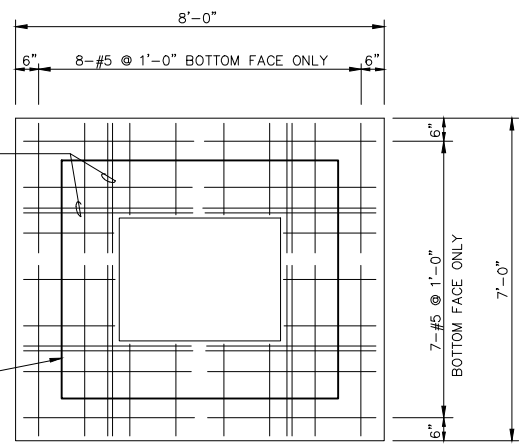


PLAN VIEW
N.T.S.

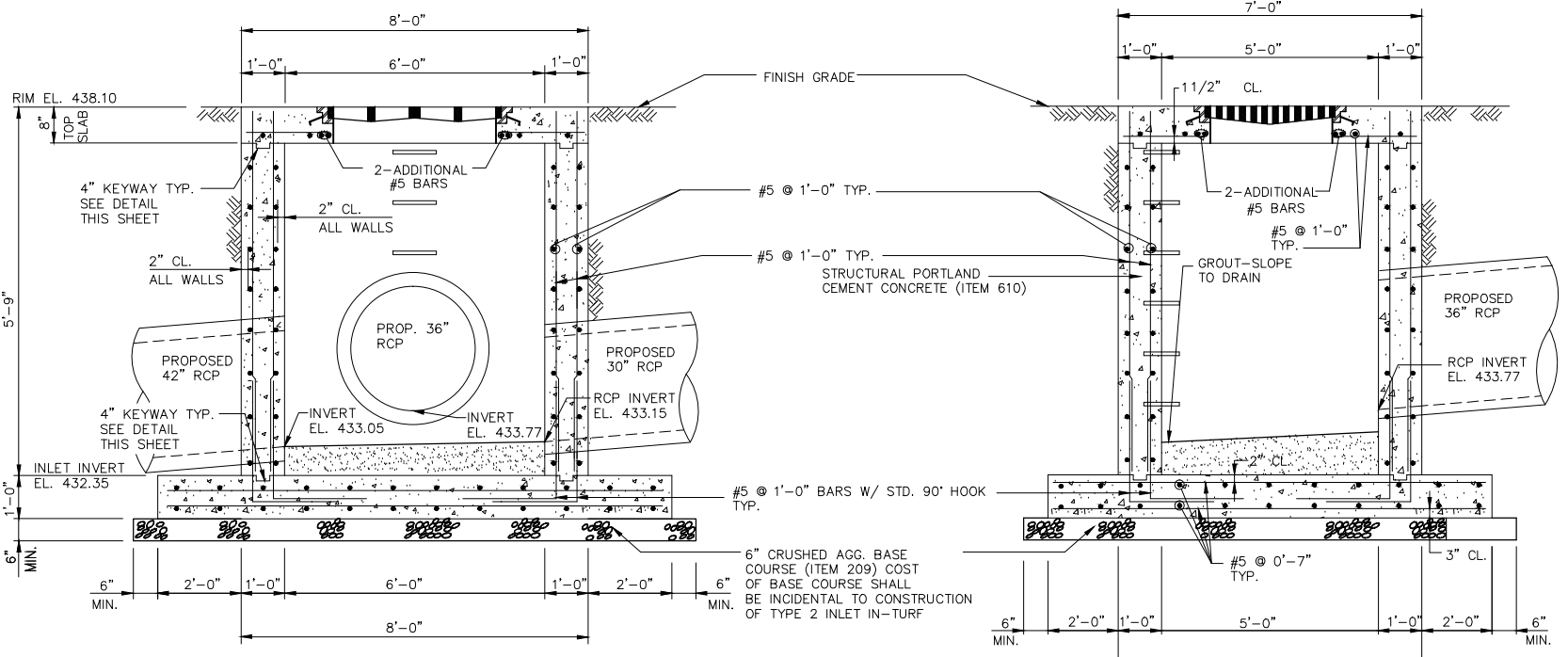
NEENAH R-3475-F (OR EQUAL)
2 UNIT HEAVY DUTY, DUCTILE IRON
FRAME AND GRATES



WALL REINFORCEMENT PLAN
N.T.S.



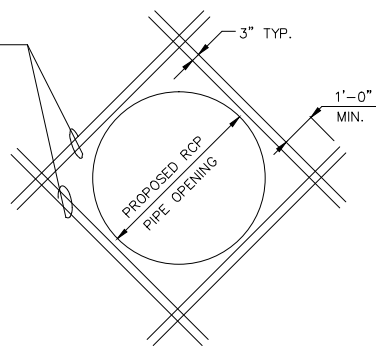
TOP SLAB REINFORCEMENT PLAN
N.T.S.



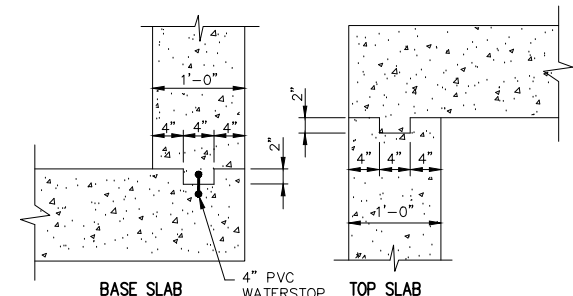
SECTION A
N.T.S.

SECTION B
N.T.S.

INLET 3 - TYPE 2



ADDITIONAL REINFORCEMENT
AROUND PIPE PENETRATIONS
N.T.S.

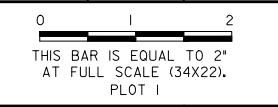


KEYWAY DETAILS
N.T.S.

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5. ALL WORK INCLUDING CONCRETE, REINFORCING STEEL, AGGREGATE BASE COURSE, EXCAVATION, BACKFILL, DUCTILE IRON FRAME & GRATE, WATERSTOP AND MANHOLE STEPS NECESSARY TO COMPLETE THIS STRUCTURE SHALL BE CONSIDERED COMPLETELY COVERED BY THE CONTRACT UNIT PRICE FOR TYPE 2 INLET (EACH).
6. FIELD VERIFY ALL SIZES, INVERTS, PIPE ALIGNMENTS AND LOCATIONS PRIOR TO CONSTRUCTION/INSTALLATION OF STRUCTURES AND PIPES.
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REVISIONS		
NUMBER	BY	DATE



MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS

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ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: X-X_DRAINAGE_DETAILS.dwg
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

DRAINAGE DETAILS 4

REVISIONS

NUMBER	BY	DATE

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

MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS

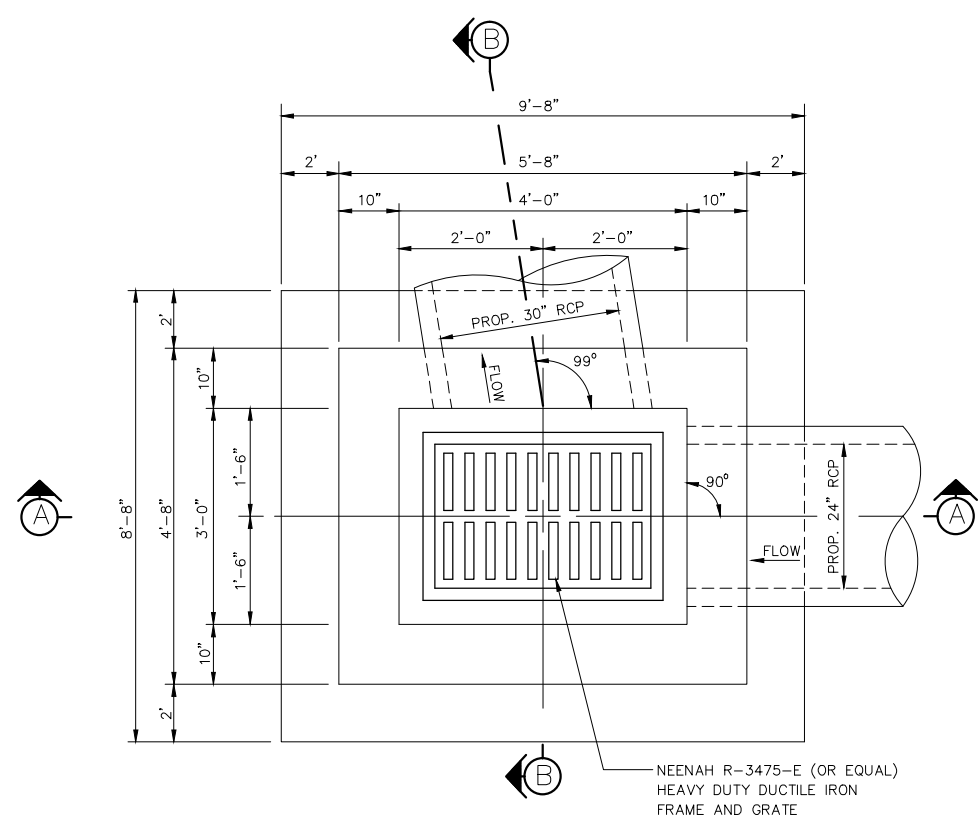
AIRSIDE SERVICE ROAD

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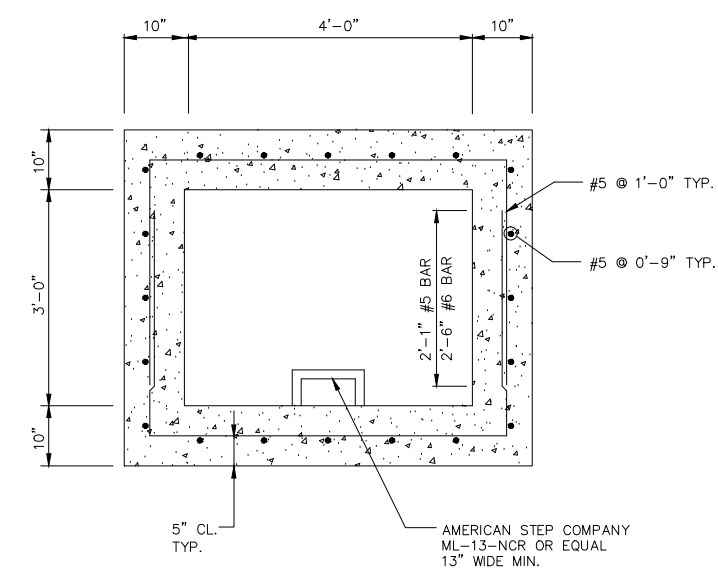
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AIP PROJECT NO. 3-17-SBGP-111

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APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

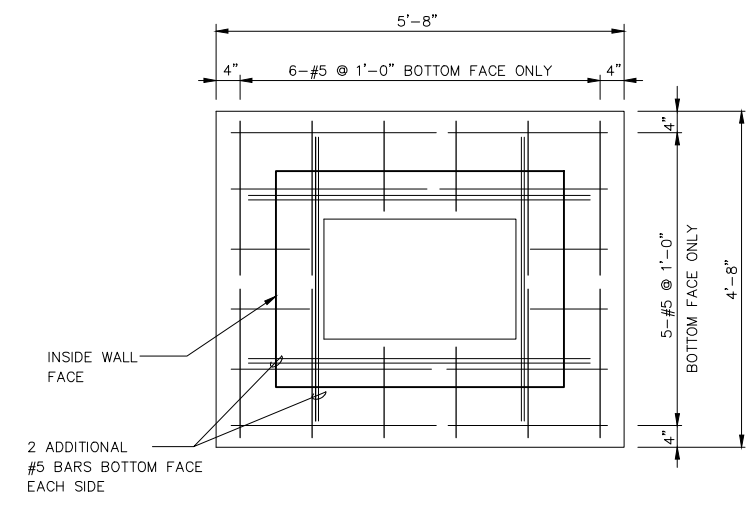
DRAINAGE DETAILS 5



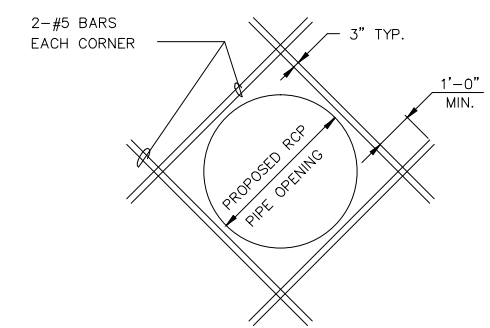
PLAN VIEW
N.T.S.



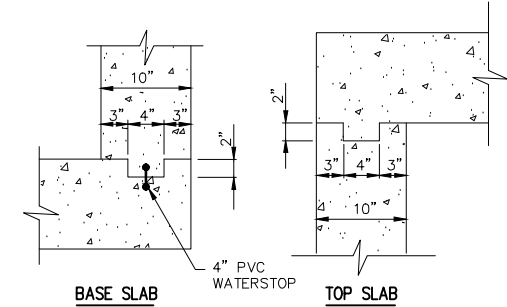
WALL REINFORCEMENT PLAN
N.T.S.



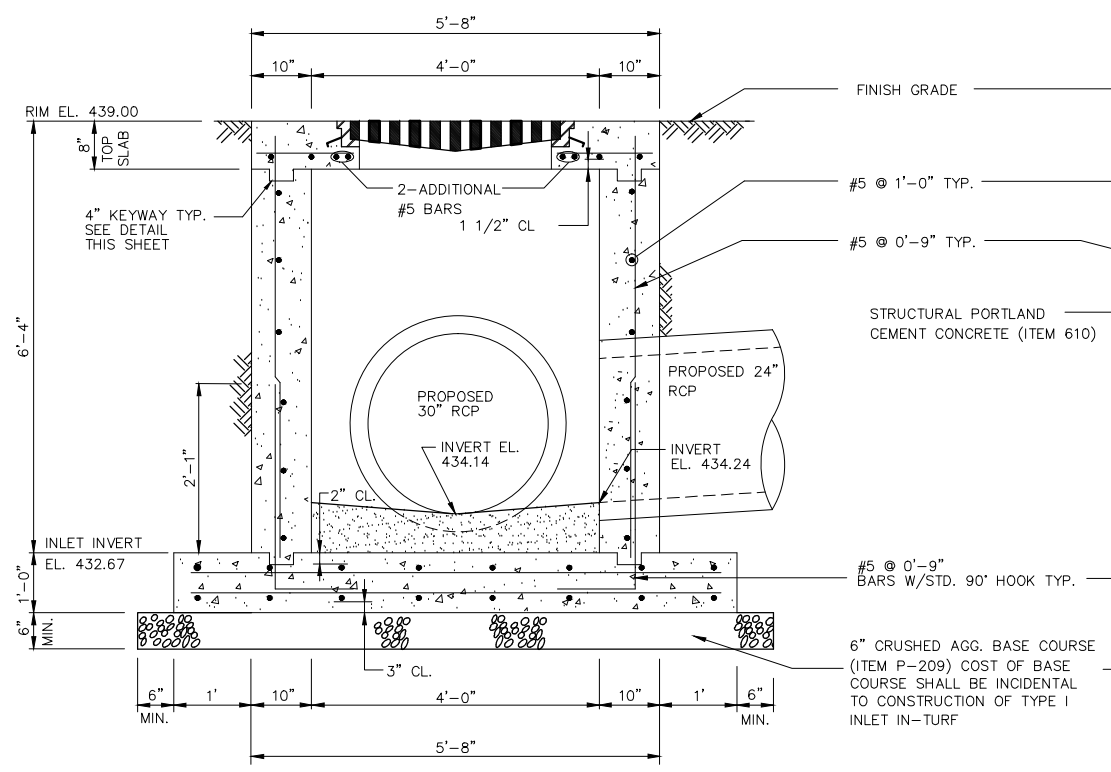
TOP SLAB REINFORCEMENT PLAN
N.T.S.



ADDITIONAL REINFORCEMENT
AROUND PIPE PENETRATIONS
N.T.S.

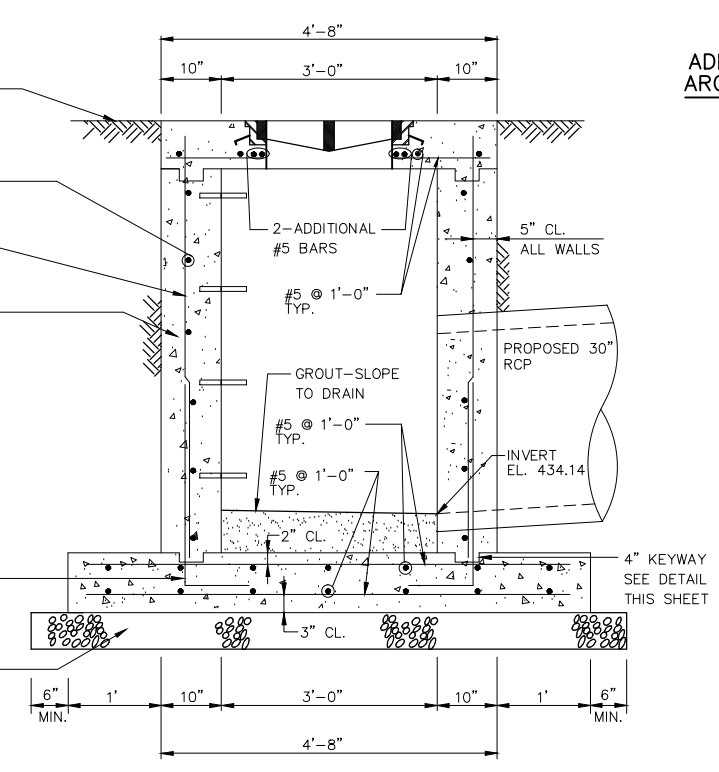


KEYWAY DETAILS
N.T.S.



SECTION A-A
N.T.S.

INLET 4 - TYPE 1



SECTION B-B
N.T.S.

GENERAL NOTES

- CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
- ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
- REINFORCEMENT BARS SHALL BE CUT AND/OR BENT AT ALL PIPE OPENINGS TO MAINTAIN 1" CLEARANCE FROM PIPES.
- MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1-1/2" UNLESS OTHERWISE SHOWN.
- ALL WORK INCLUDING CONCRETE, REINFORCING STEEL, AGGREGATE BASE COURSE, EXCAVATION, BACKFILL, DUCTILE IRON FRAME & GRATE, WATERSTOP AND MANHOLE STEPS NECESSARY TO COMPLETE THIS STRUCTURE SHALL BE CONSIDERED COMPLETELY COVERED BY THE CONTRACT UNIT PRICE FOR TYPE 1 INLET (EACH).
- FIELD VERIFY ALL SIZES, INVERTS, PIPE ALIGNMENTS AND LOCATIONS PRIOR TO CONSTRUCTION/INSTALLATION OF STRUCTURES AND PIPES.
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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

AIRSIDE SERVICE ROAD

ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111



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FILE: X-X_DRAINAGE_DETAILS.dwg

DESIGN BY: TML

DRAWN BY: TML

CHECKED BY: TWM/DTN

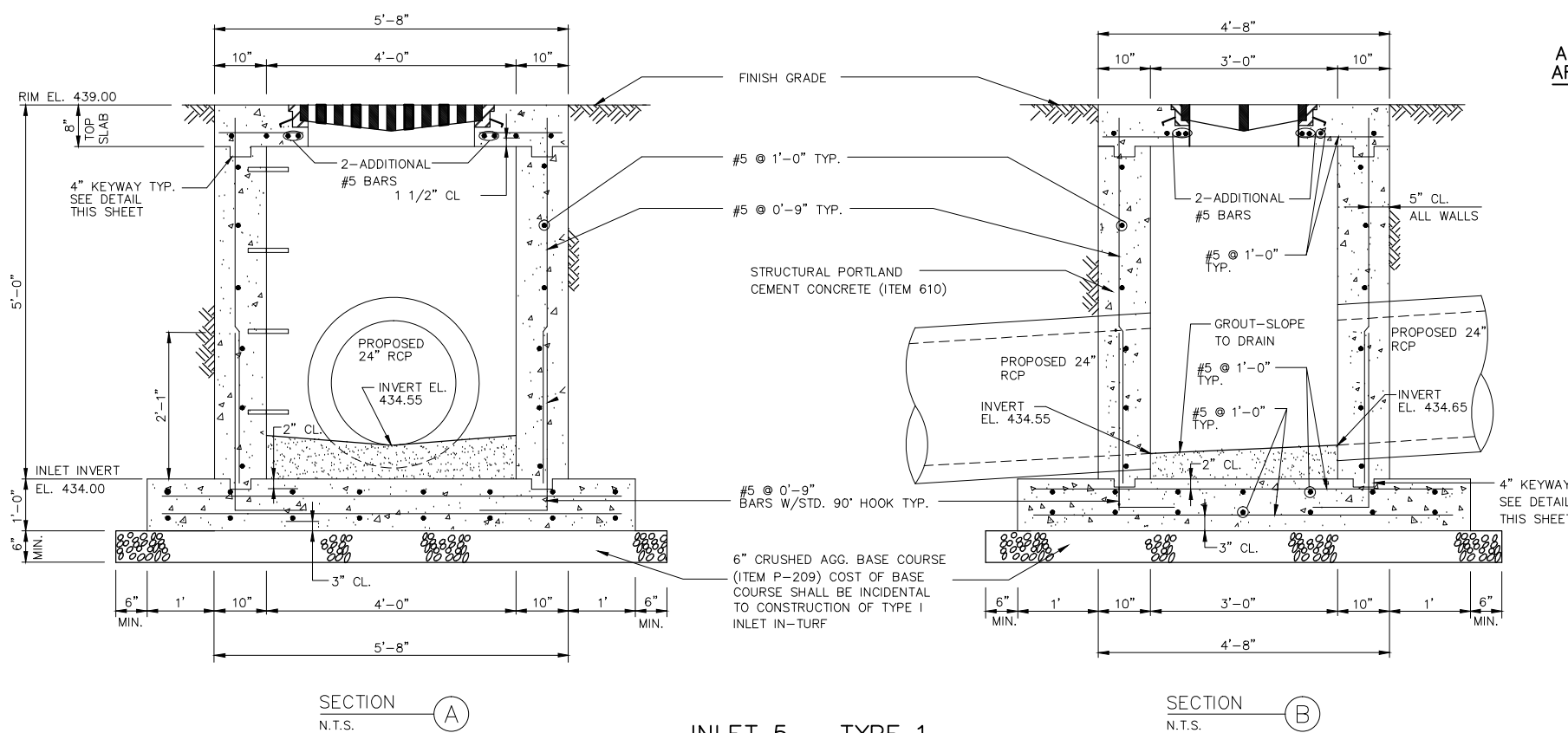
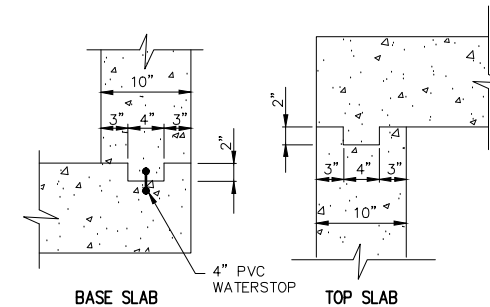
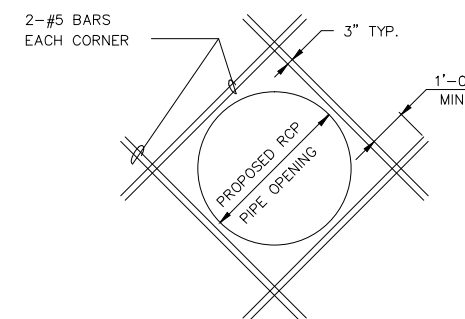
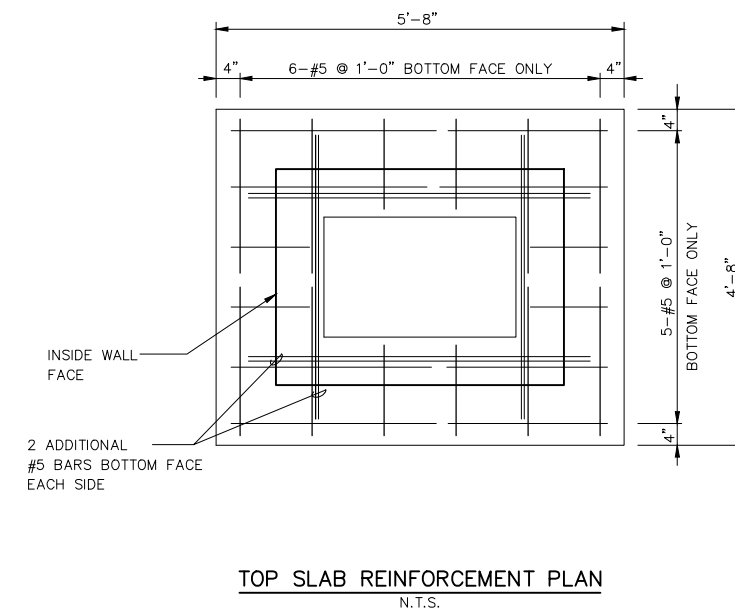
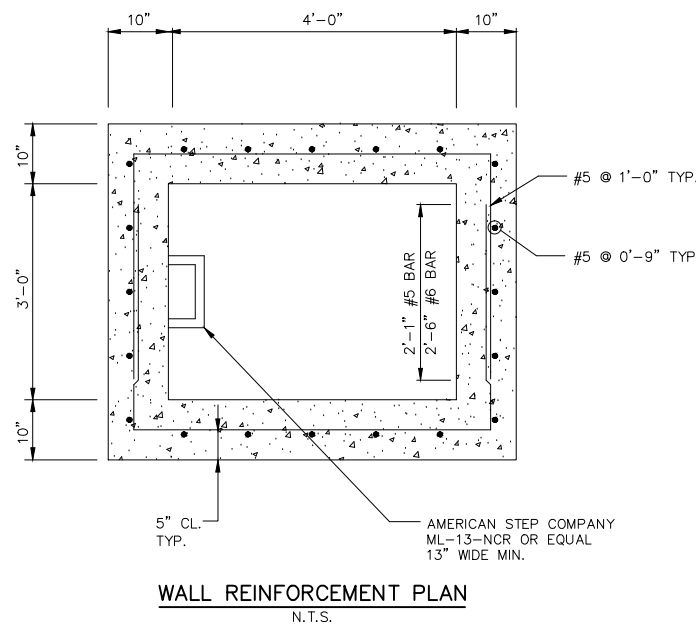
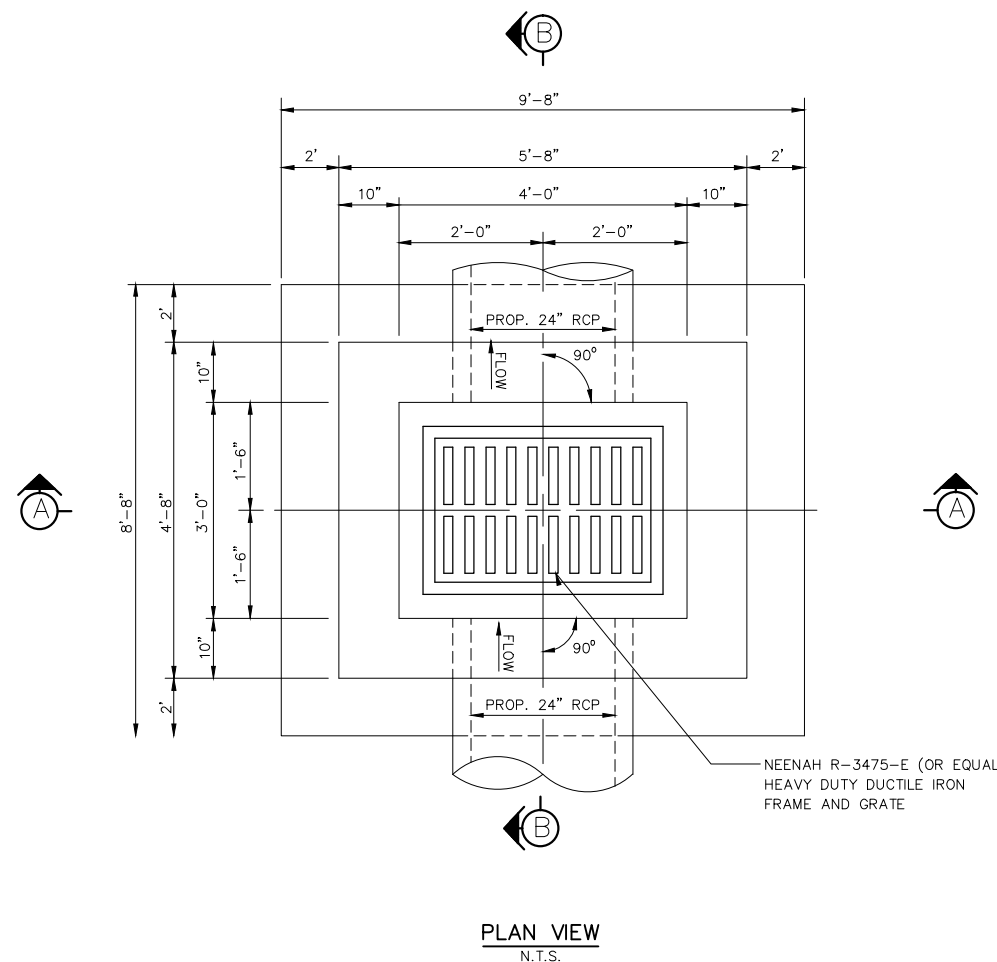
APPROVED BY: BWG

DATE: APRIL 22, 2016

JOB No: 15098-05

DRAINAGE DETAILS 6

SHEET 30 OF 83 SHEETS



GENERAL NOTES

1. CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
2. ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
3. REINFORCEMENT BARS SHALL BE CUT AND/OR BENT AT ALL PIPE OPENINGS TO MAINTAIN 1" CLEARANCE FROM PIPES.
4. MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1-1/2" UNLESS OTHERWISE SHOWN.
5. ALL WORK INCLUDING CONCRETE, REINFORCING STEEL, AGGREGATE BASE COURSE, EXCAVATION, BACKFILL, DUCTILE IRON FRAME & GRATE, WATERSTOP AND MANHOLE STEPS NECESSARY TO COMPLETE THIS STRUCTURE SHALL BE CONSIDERED COMPLETELY COVERED BY THE CONTRACT UNIT PRICE FOR TYPE 1 INLET (EACH).
6. FIELD VERIFY ALL SIZES, INVERTS, PIPE ALIGNMENTS AND LOCATIONS PRIOR TO CONSTRUCTION/INSTALLATION OF STRUCTURES AND PIPES.
7. PIPE PENETRATION OPENINGS FOR PRECAST STRUCTURES SHALL BE CIRCULAR. DIAMETER OF OPENING SHALL BE OUTSIDE PIPE DIAMETER PLUS 6 INCHES. GROUT OPENING SOLID WITH NON-SHRINK GROUT.

INLET 5 - TYPE 1

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

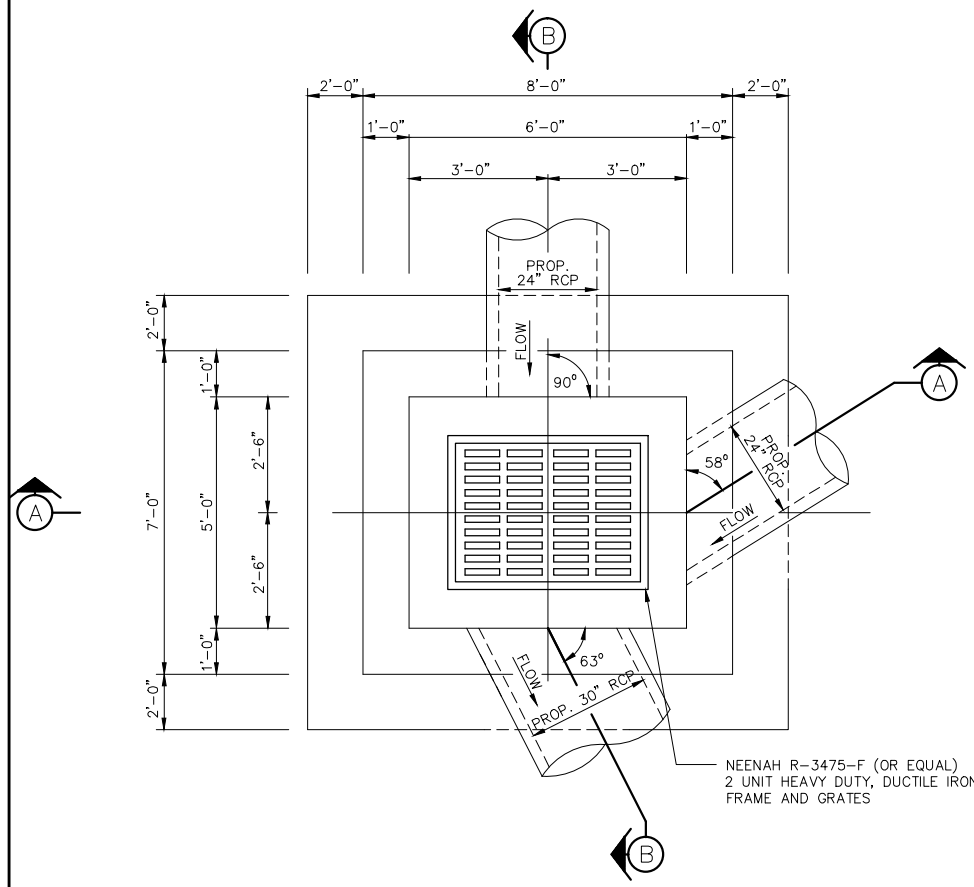
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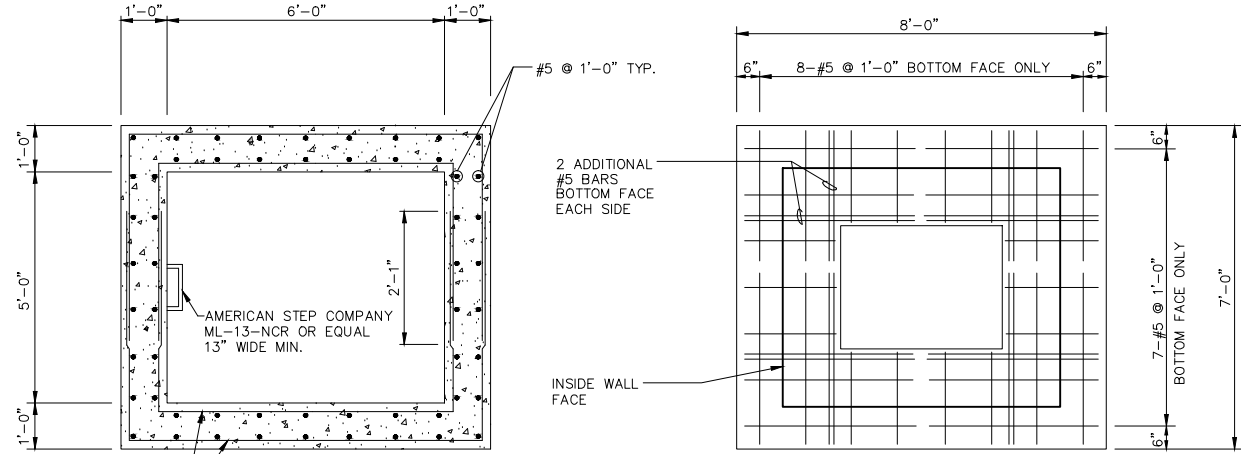
ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: X-X_DRAINAGE_DETAILS.dwg
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CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

DRAINAGE DETAILS 7

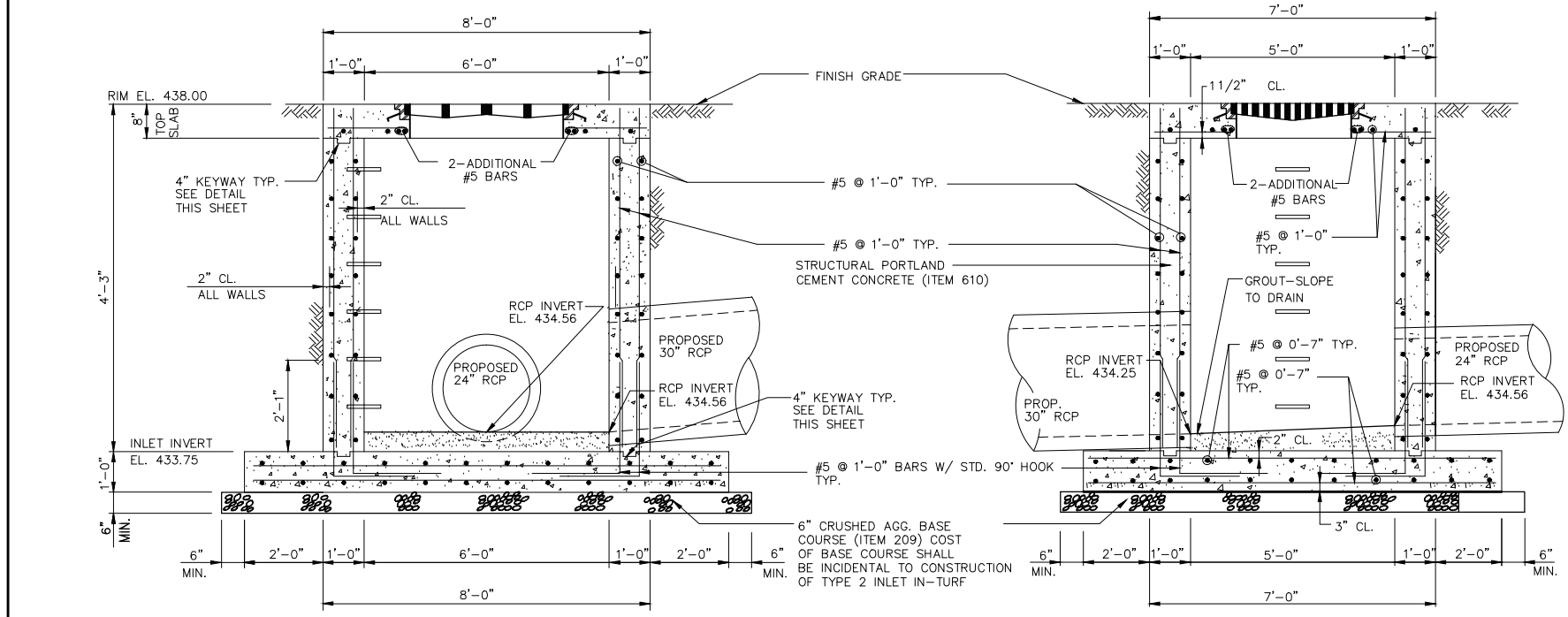


PLAN VIEW
N.T.S.



WALL REINFORCEMENT PLAN

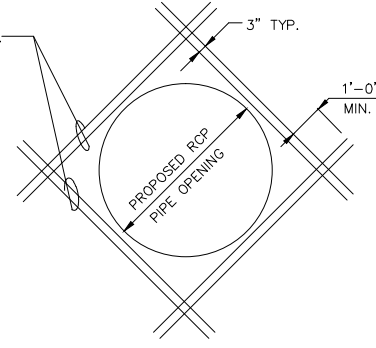
TOP SLAB REINFORCEMENT PLAN
N.T.S.



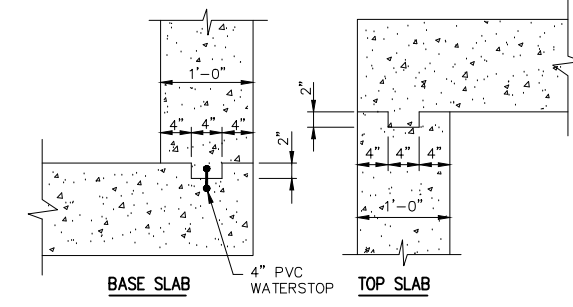
SECTION A
N.T.S.

SECTION B
N.T.S.

INLET 6 - TYPE 2



ADDITIONAL REINFORCEMENT
AROUND PIPE PENETRATIONS
N.T.S.



KEYWAY DETAILS
N.T.S.

GENERAL NOTES

- CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
- ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
- REINFORCEMENT BARS SHALL BE CUT AND/OR BENT AT ALL PIPE OPENINGS TO MAINTAIN 1" CLEARANCE FROM PIPES.
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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

AIRSIDE SERVICE ROAD

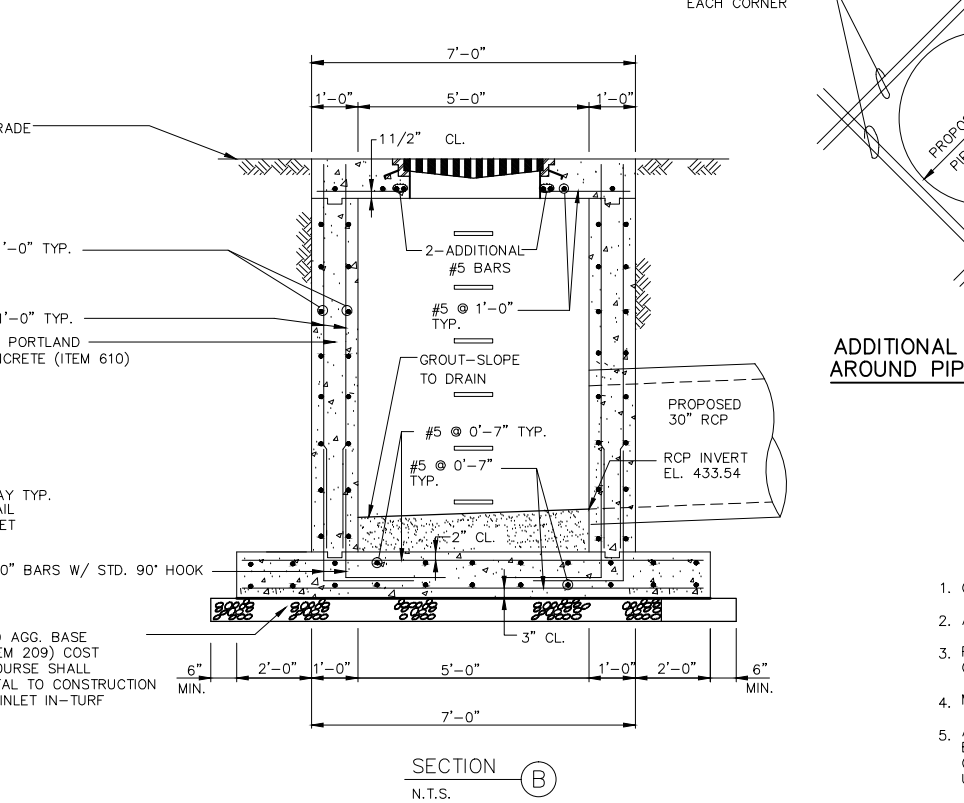
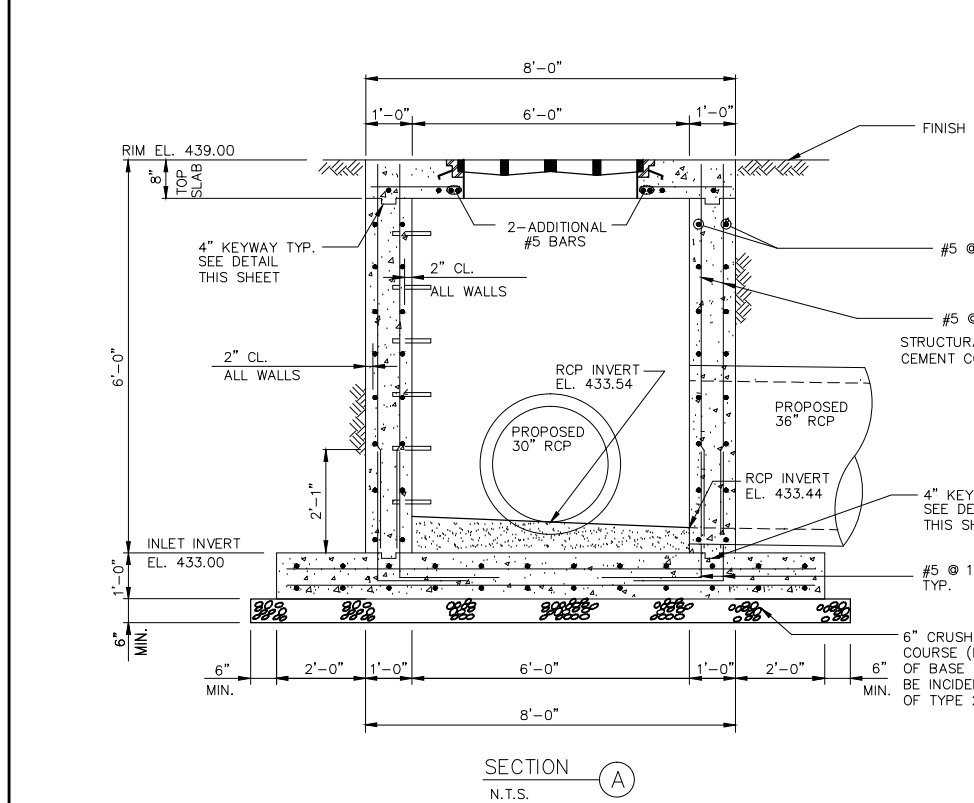
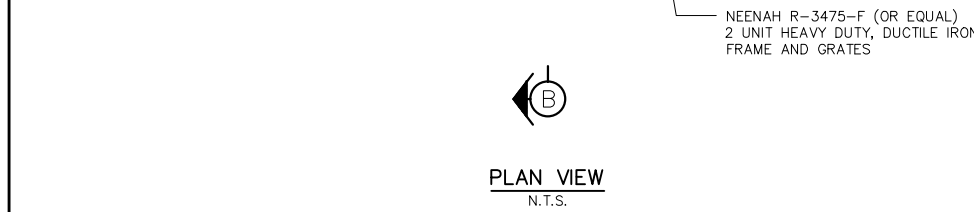
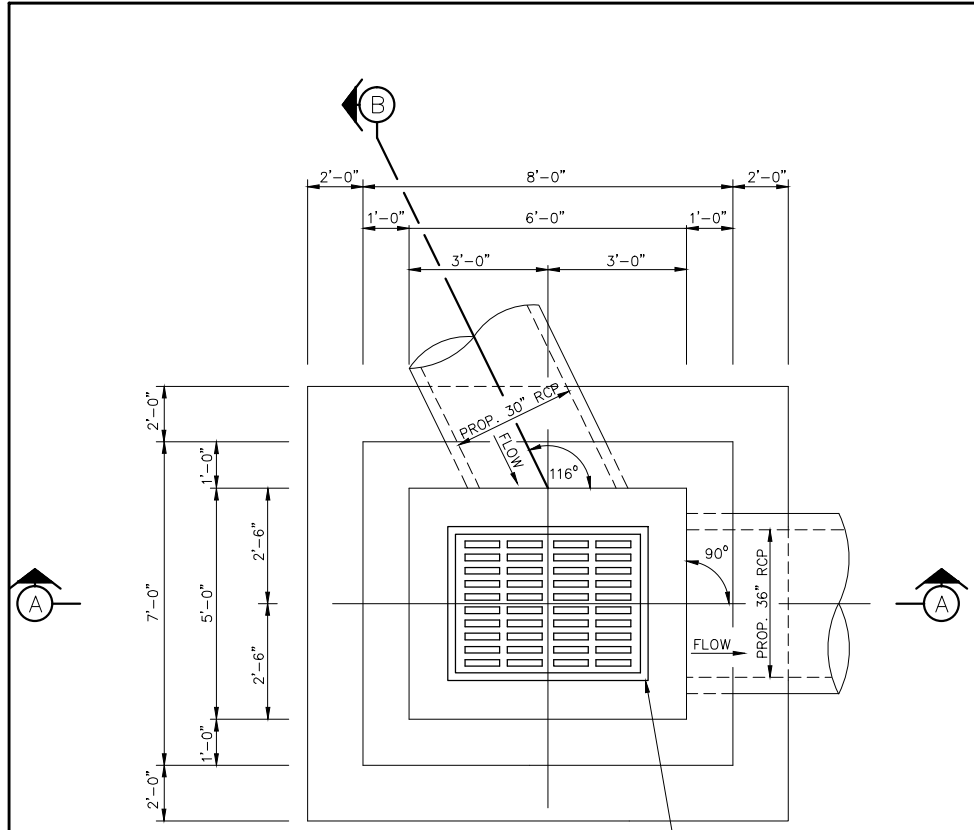


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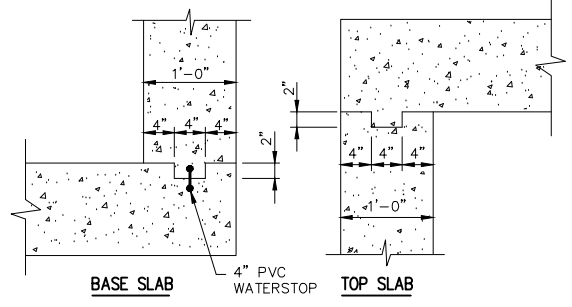
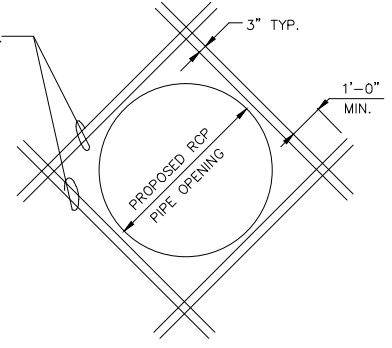
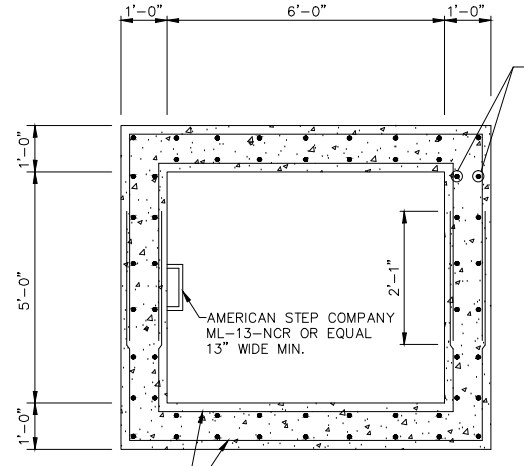
ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: X-X_DRAINAGE_DETAILS.dwg
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

DRAINAGE DETAILS 8

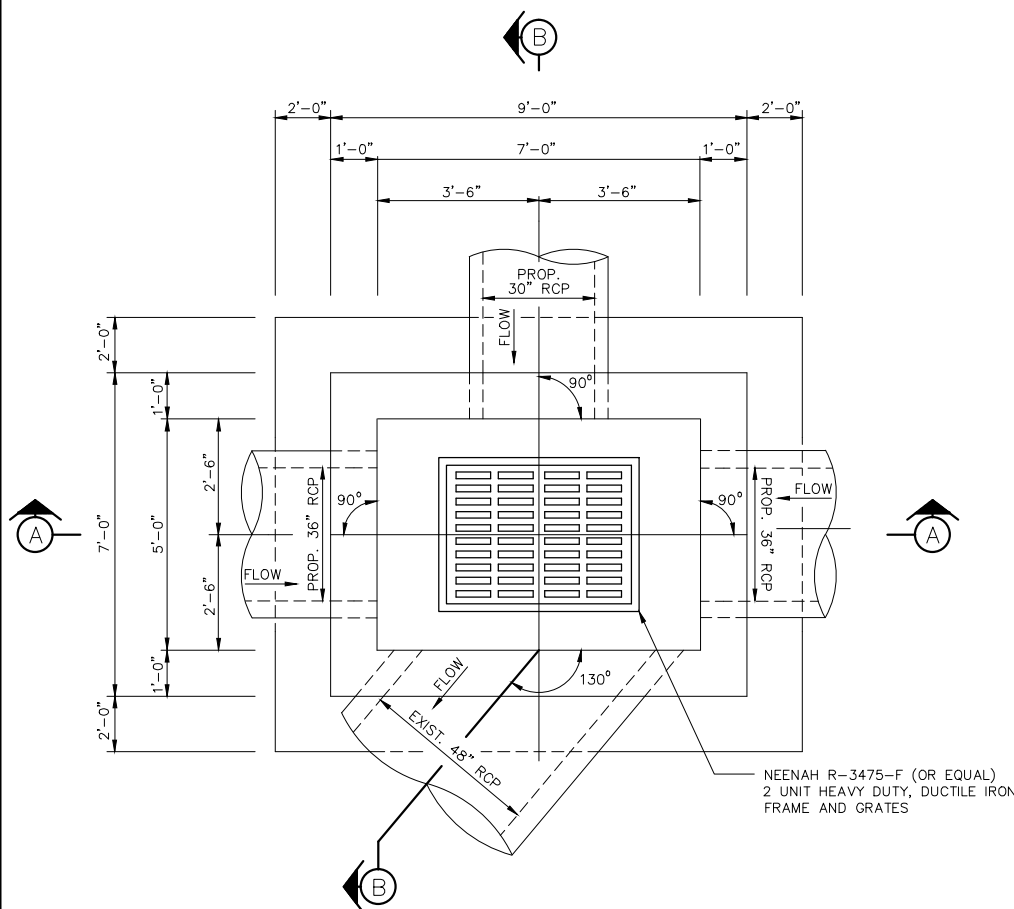


INLET 7 - TYPE 2

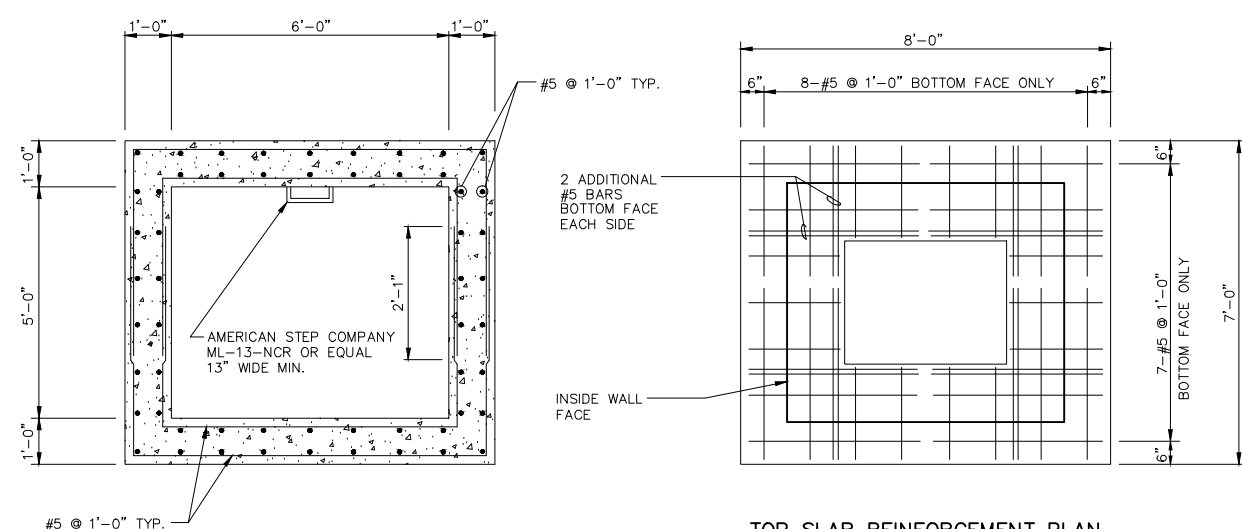


GENERAL NOTES

- CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
- ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
- REINFORCEMENT BARS SHALL BE CUT AND/OR BENT AT ALL PIPE OPENINGS TO MAINTAIN 1" CLEARANCE FROM PIPES.
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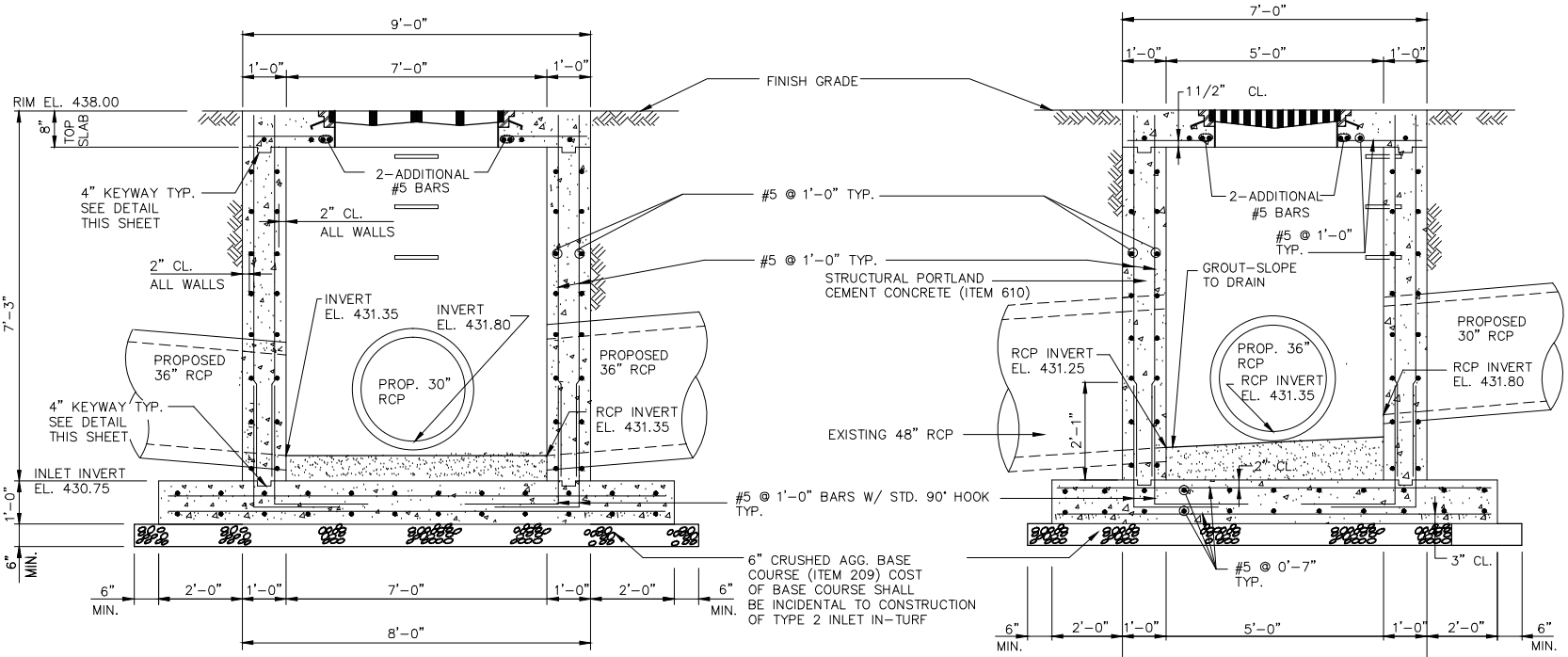


PLAN VIEW
N.T.S.



WALL REINFORCEMENT PLAN
N.T.S.

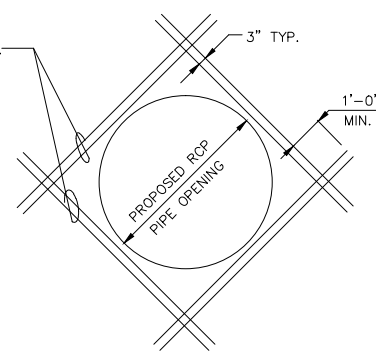
TOP SLAB REINFORCEMENT PLAN
N.T.S.



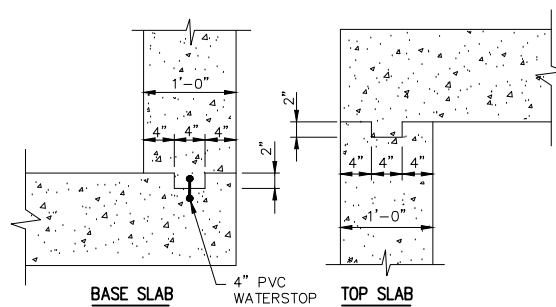
SECTION A
N.T.S.

SECTION B
N.T.S.

INLET 8 - TYPE 2



ADDITIONAL REINFORCEMENT
AROUND PIPE PENETRATIONS
N.T.S.

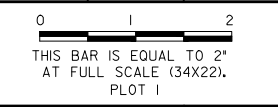


KEYWAY DETAILS
N.T.S.

GENERAL NOTES

1. CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
2. ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
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REVISIONS		
NUMBER	BY	DATE



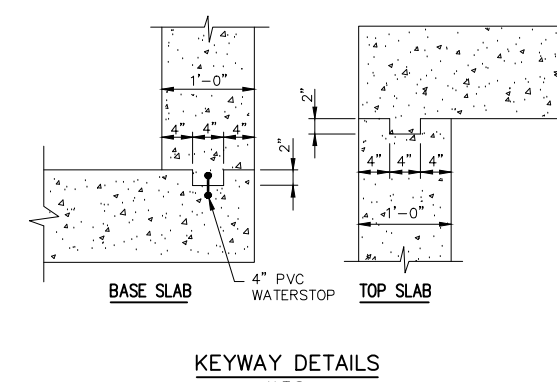
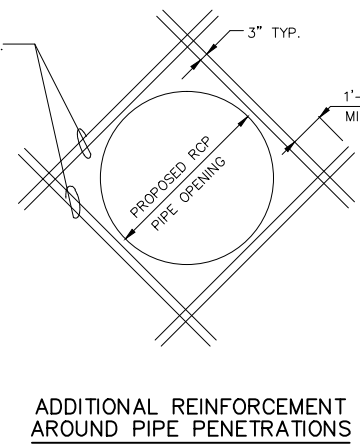
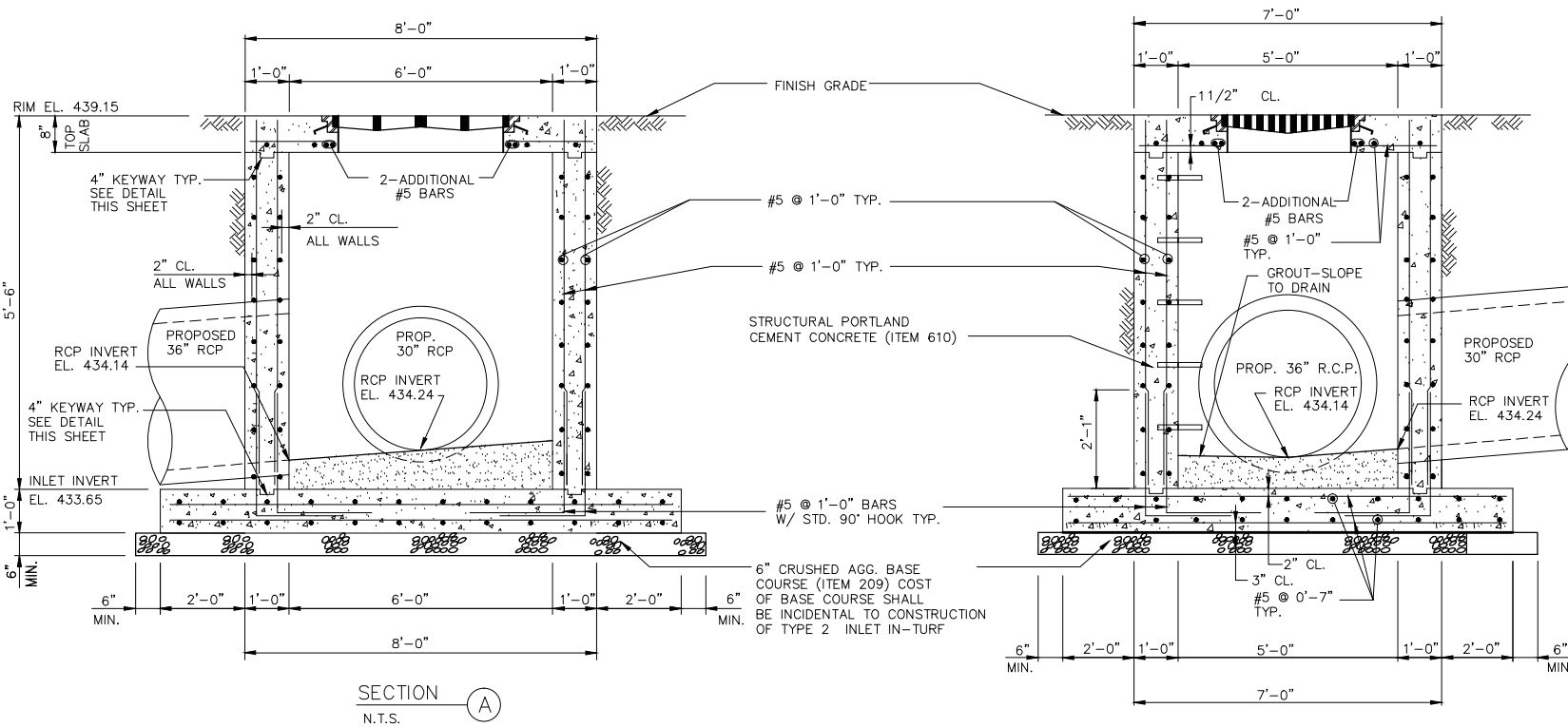
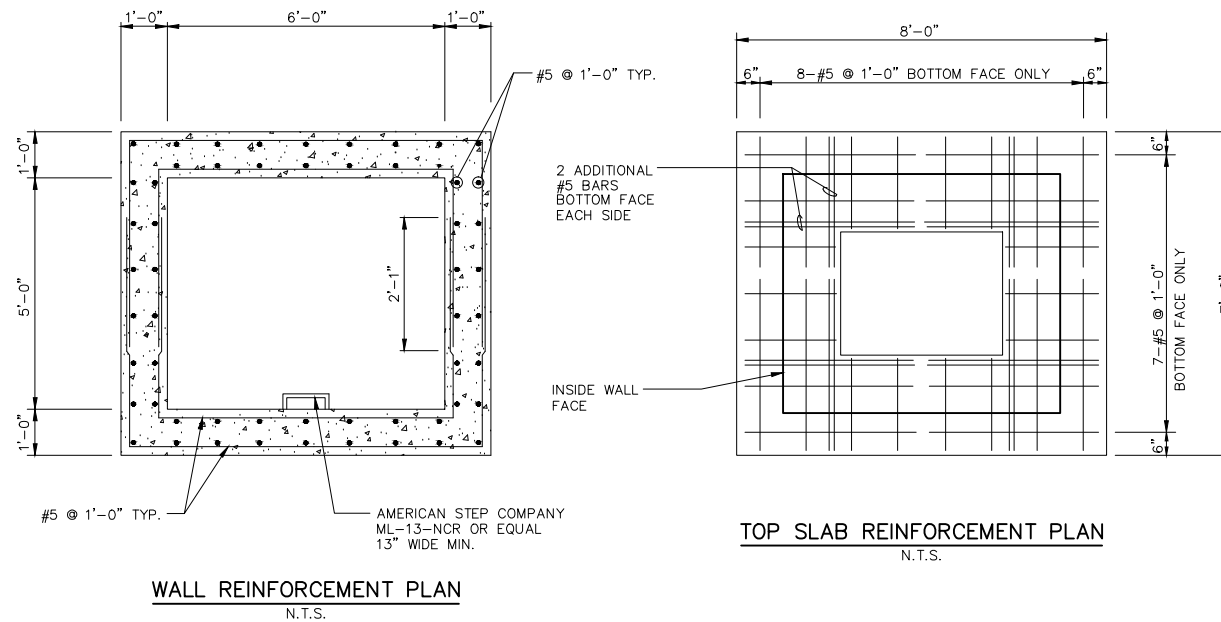
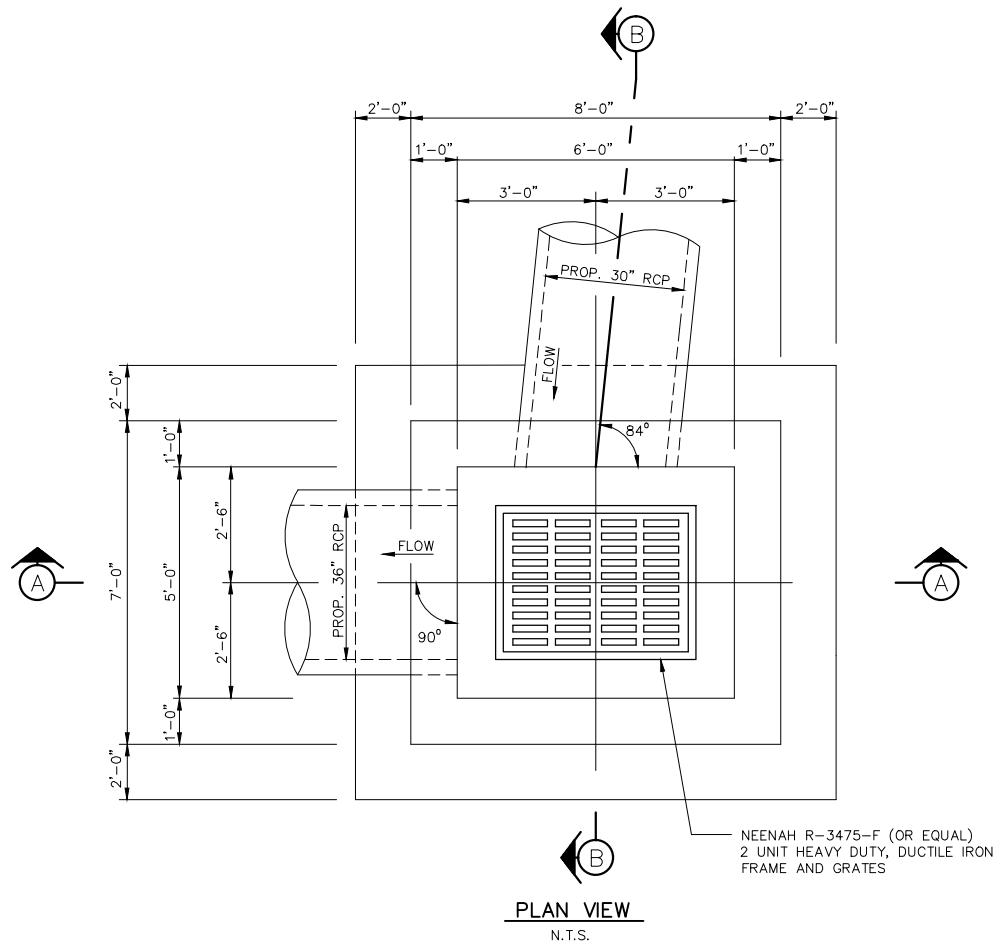
MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS
AIRSIDE SERVICE ROAD



ILLINOIS PROJECT NO. BLV-4493
 AIP PROJECT NO. 3-17-SBGP-111

FILE: X-X_DRAINAGE_DETAILS.dwg
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

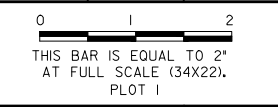
DRAINAGE DETAILS 9



- GENERAL NOTES**
- CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
 - ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
 - REINFORCEMENT BARS SHALL BE CUT AND/OR BENT AT ALL PIPE OPENINGS TO MAINTAIN 1" CLEARANCE FROM PIPES.
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 - PIPE PENETRATION OPENINGS FOR PRECAST STRUCTURES SHALL BE CIRCULAR. DIAMETER OF OPENING SHALL BE OUTSIDE PIPE DIAMETER PLUS 6 INCHES. GROUT OPENING SOLID WITH NON-SHRINK GROUT.

INLET 9 - TYPE 2

REVISIONS		
NUMBER	BY	DATE



MIDAMERICA ST. LOUIS AIRPORT
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AIP PROJECT NO. 3-17-SBGP-111

FILE: X-X_DRAINAGE_DETAILS.dwg
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

DRAINAGE DETAILS 10

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

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ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111



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FILE: X-X_DRAINAGE_DETAILS.dwg

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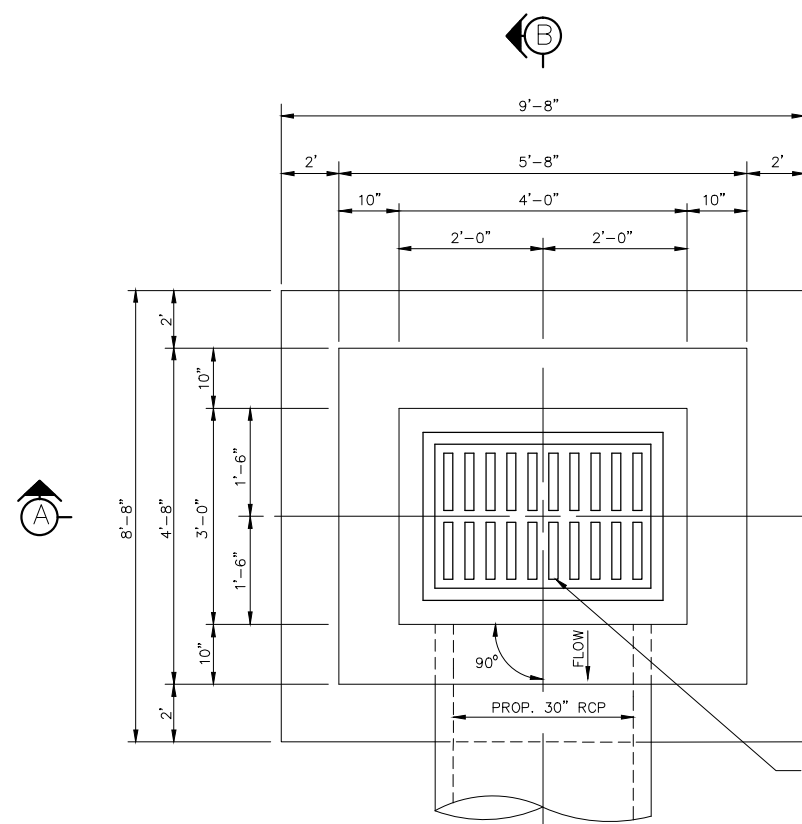
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DATE: APRIL 22, 2016

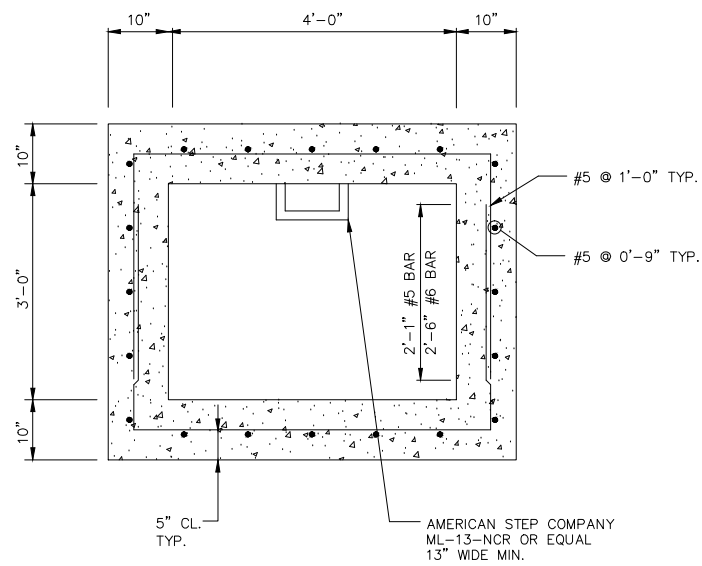
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DRAINAGE DETAILS 11

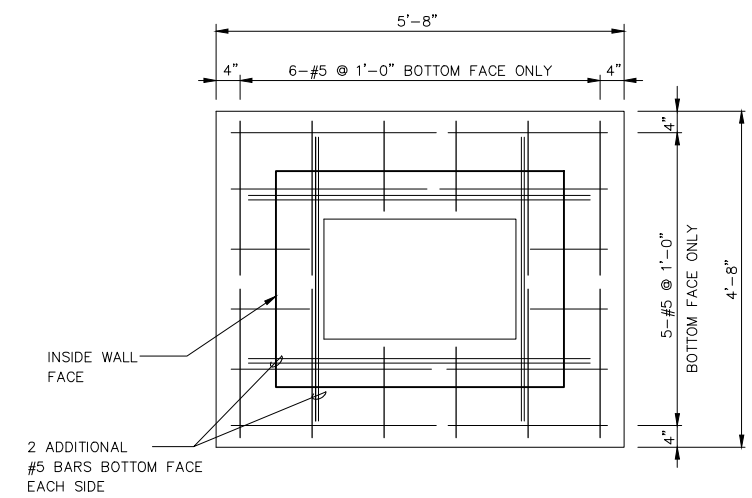
SHEET 35 OF 83 SHEETS



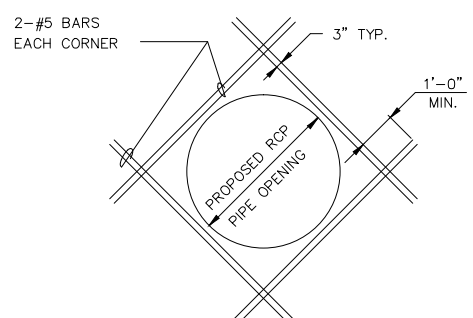
PLAN VIEW
N.T.S.



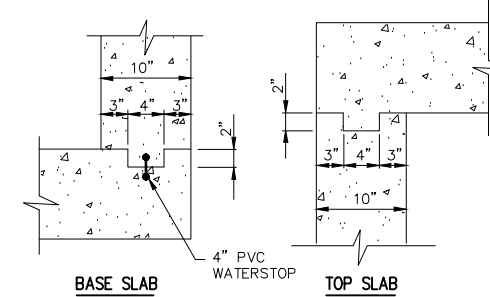
WALL REINFORCEMENT PLAN
N.T.S.



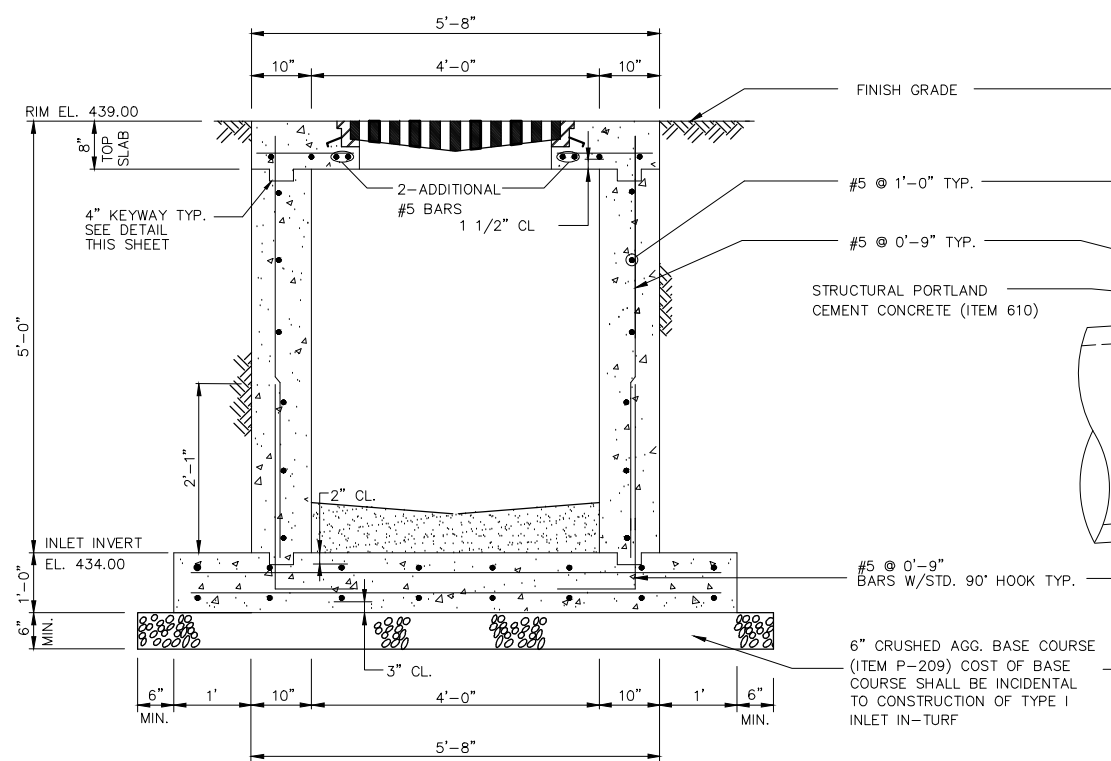
TOP SLAB REINFORCEMENT PLAN
N.T.S.



ADDITIONAL REINFORCEMENT
AROUND PIPE PENETRATIONS
N.T.S.

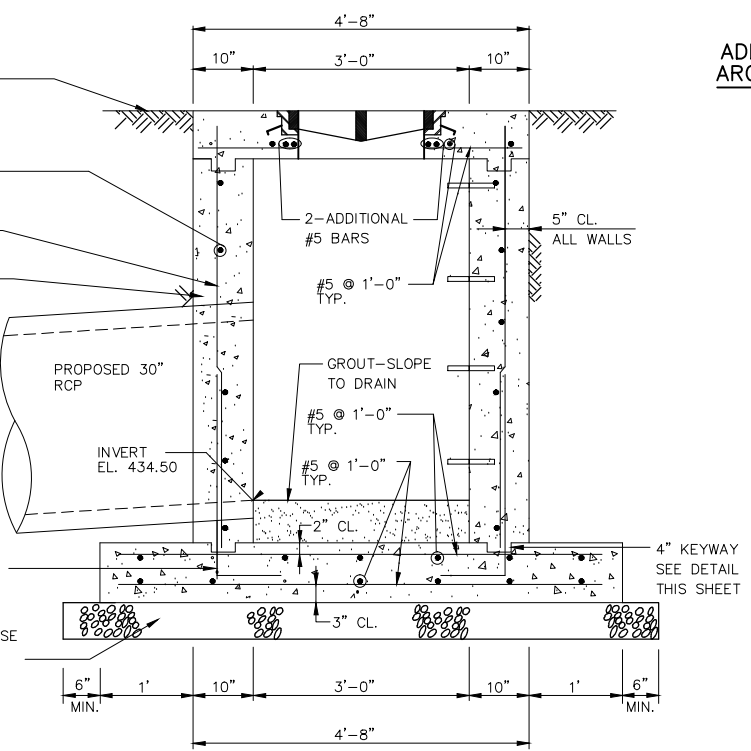


KEYWAY DETAILS
N.T.S.



SECTION A
N.T.S.

INLET 10 - TYPE 1



SECTION B
N.T.S.

GENERAL NOTES

- CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
- ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
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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

AIRSIDE SERVICE ROAD



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AIP PROJECT NO. 3-17-SBGP-111

FILE: X-X_DRAINAGE_DETAILS.dwg

DESIGN BY: TML

DRAWN BY: TML

CHECKED BY: TWM/DTN

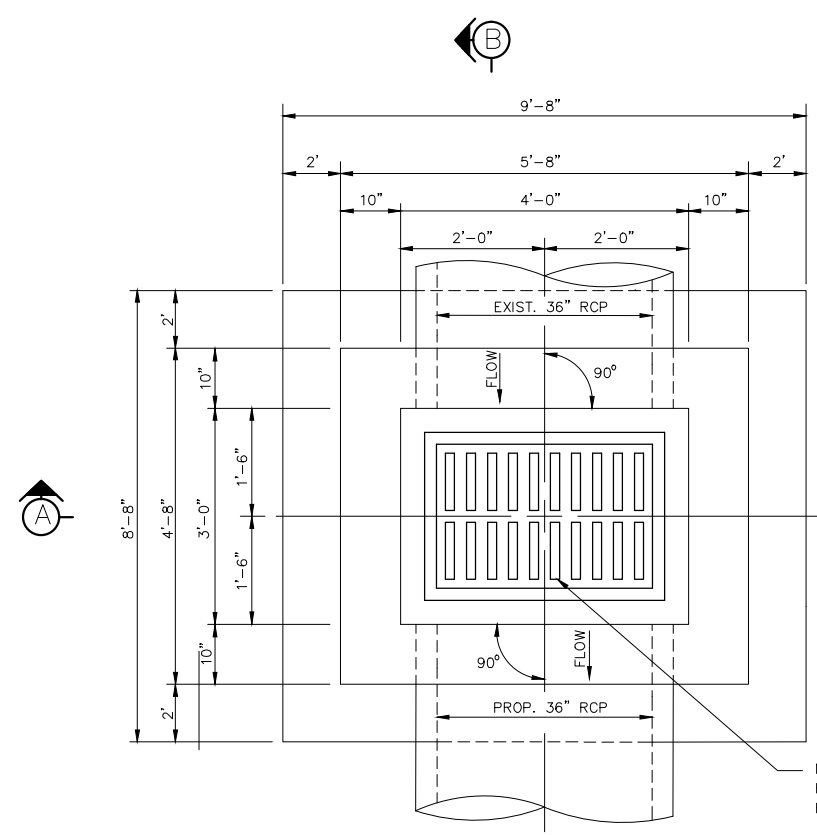
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DATE: APRIL 22, 2016

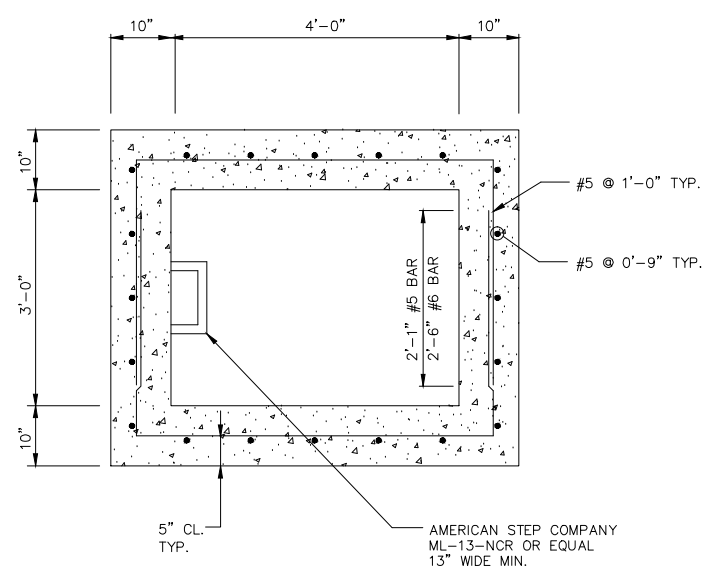
JOB No: 15098-05

DRAINAGE DETAILS
12

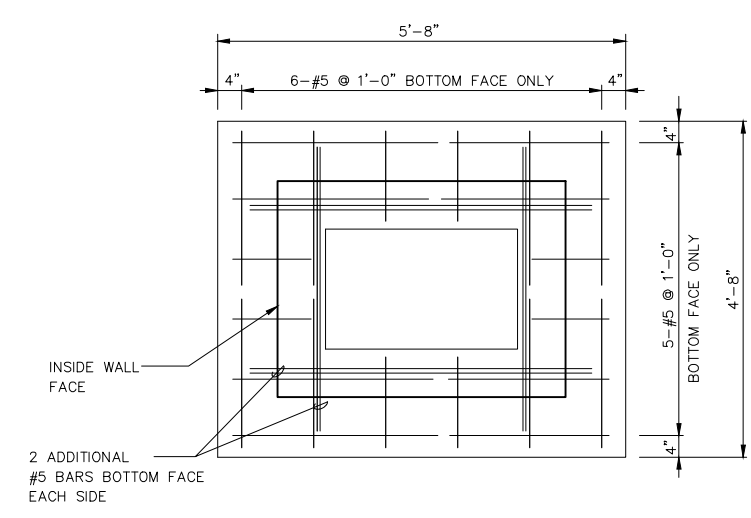
SHEET 36 OF 83 SHEETS



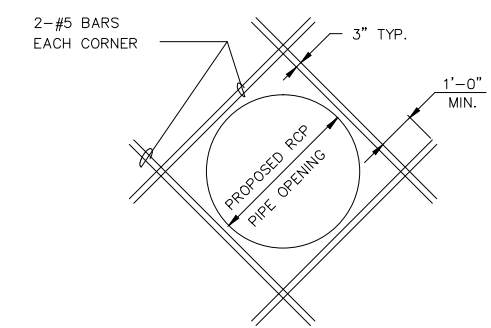
PLAN VIEW
N.T.S.



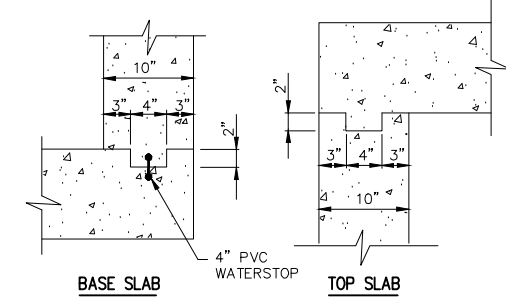
WALL REINFORCEMENT PLAN
N.T.S.



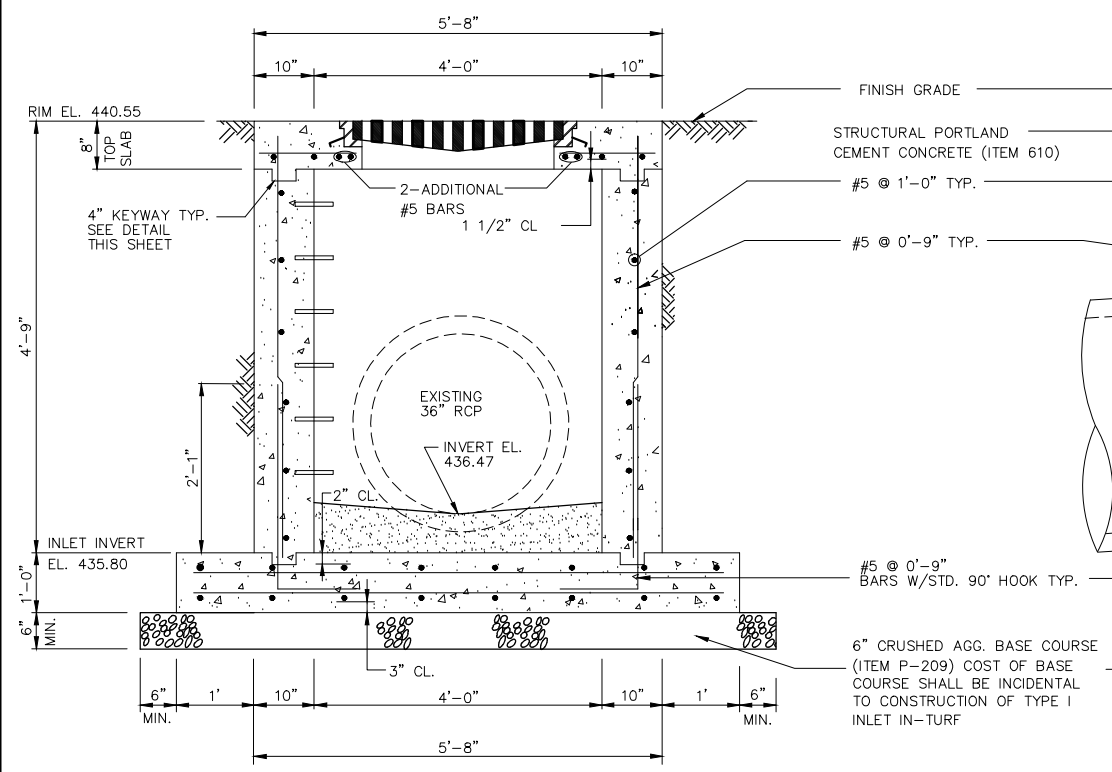
TOP SLAB REINFORCEMENT PLAN
N.T.S.



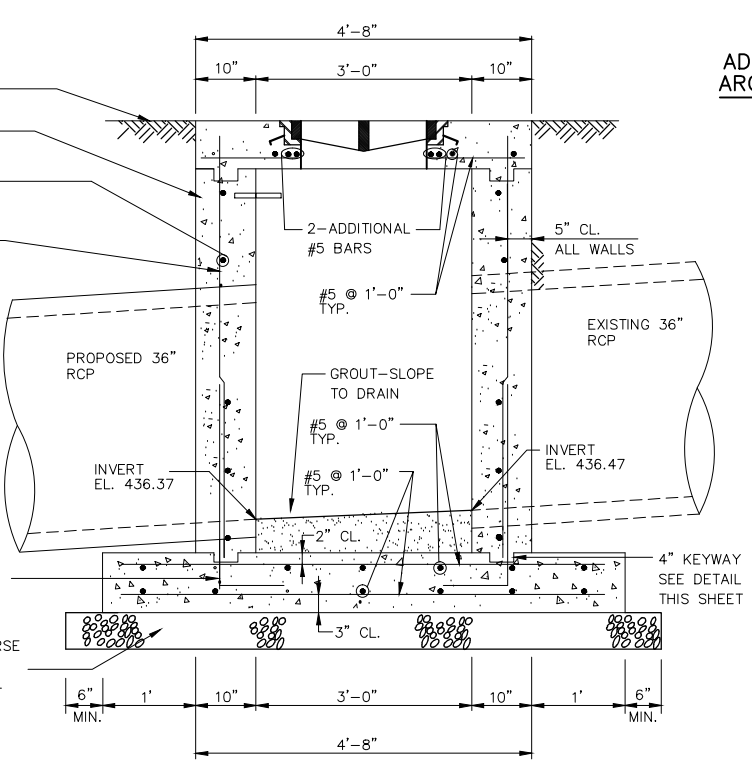
ADDITIONAL REINFORCEMENT
AROUND PIPE PENETRATIONS
N.T.S.



KEYWAY DETAILS
N.T.S.



SECTION A
N.T.S.

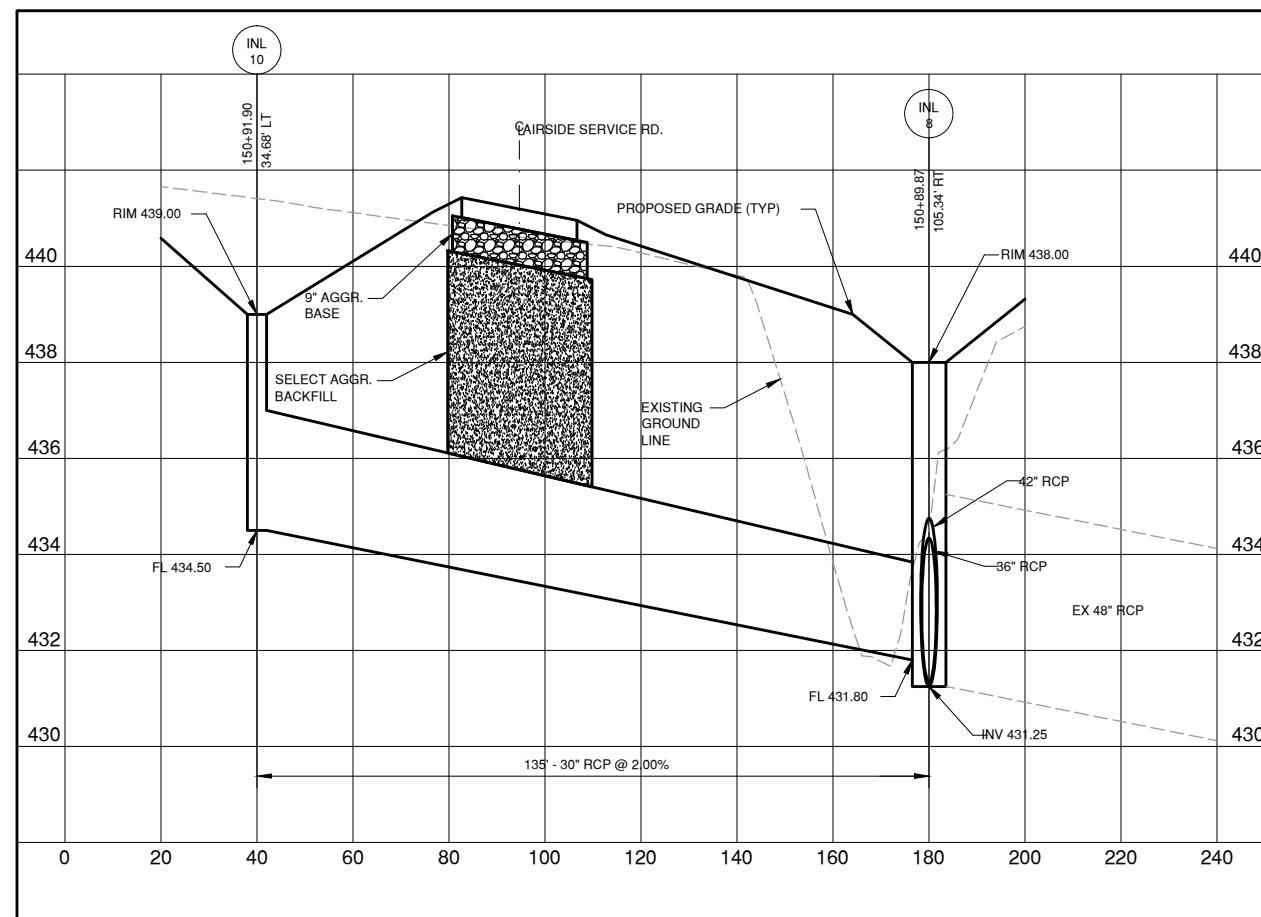
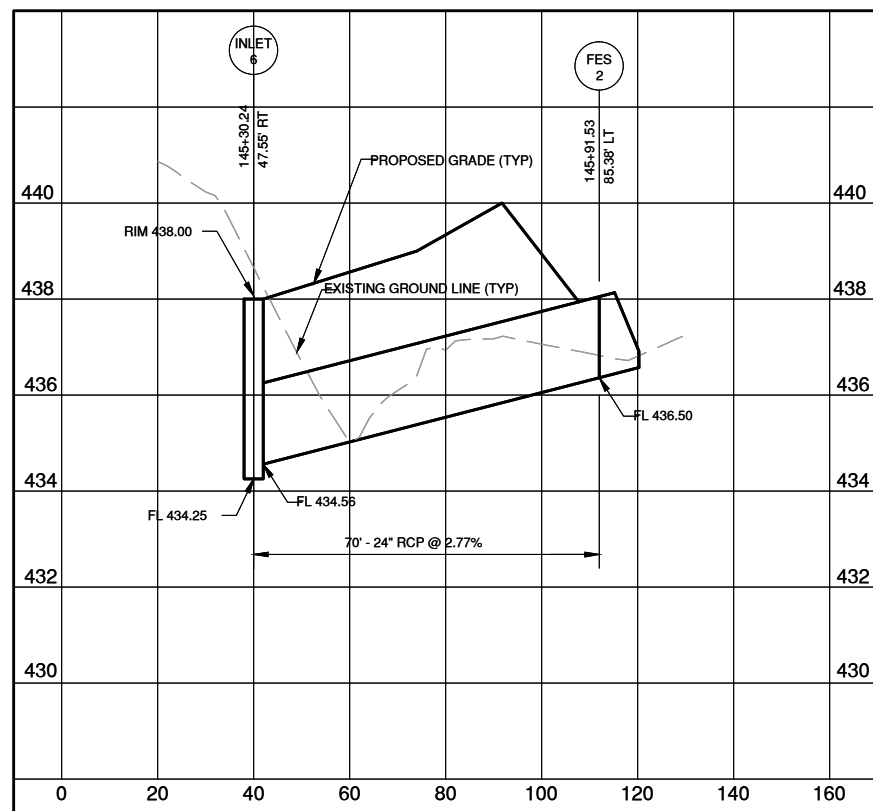
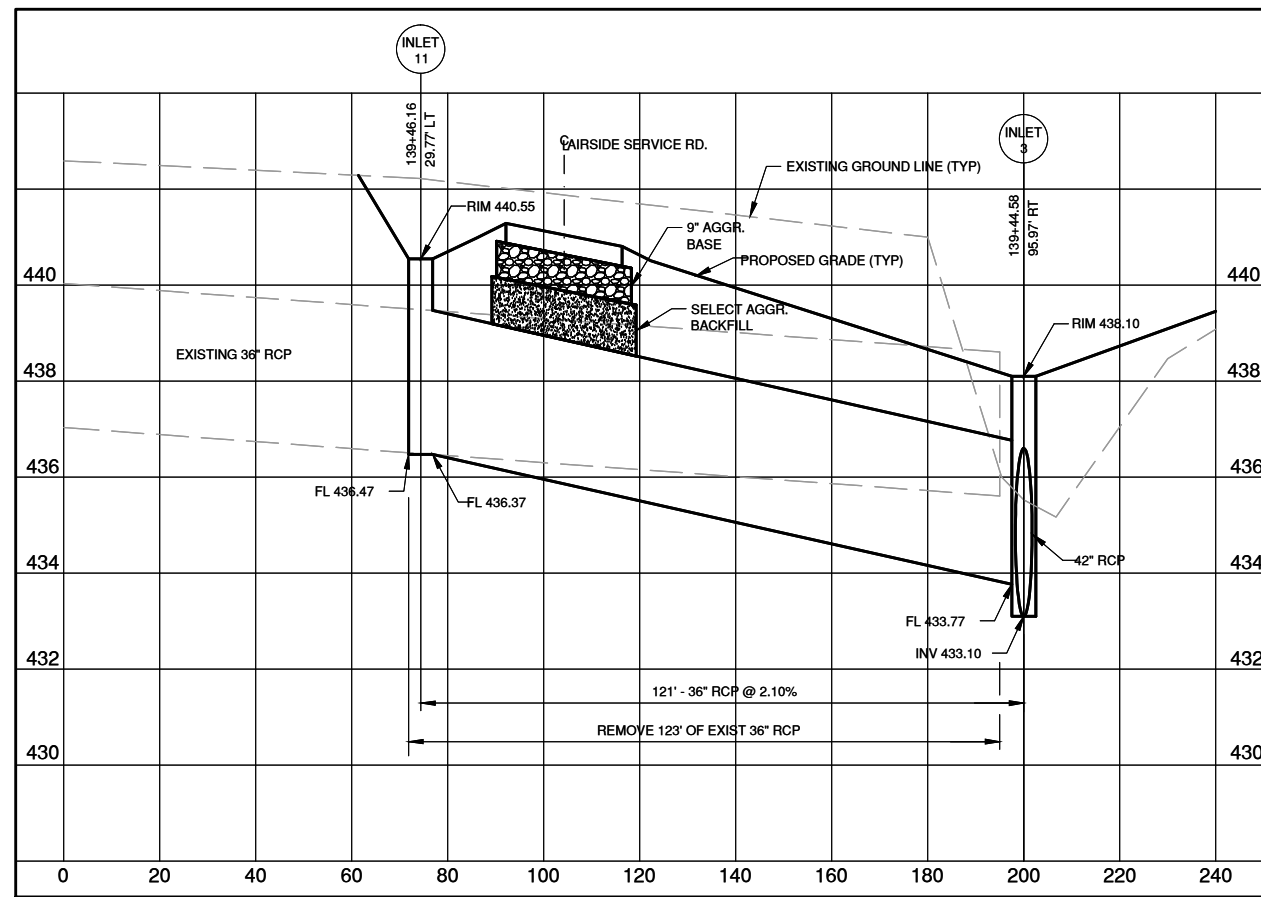
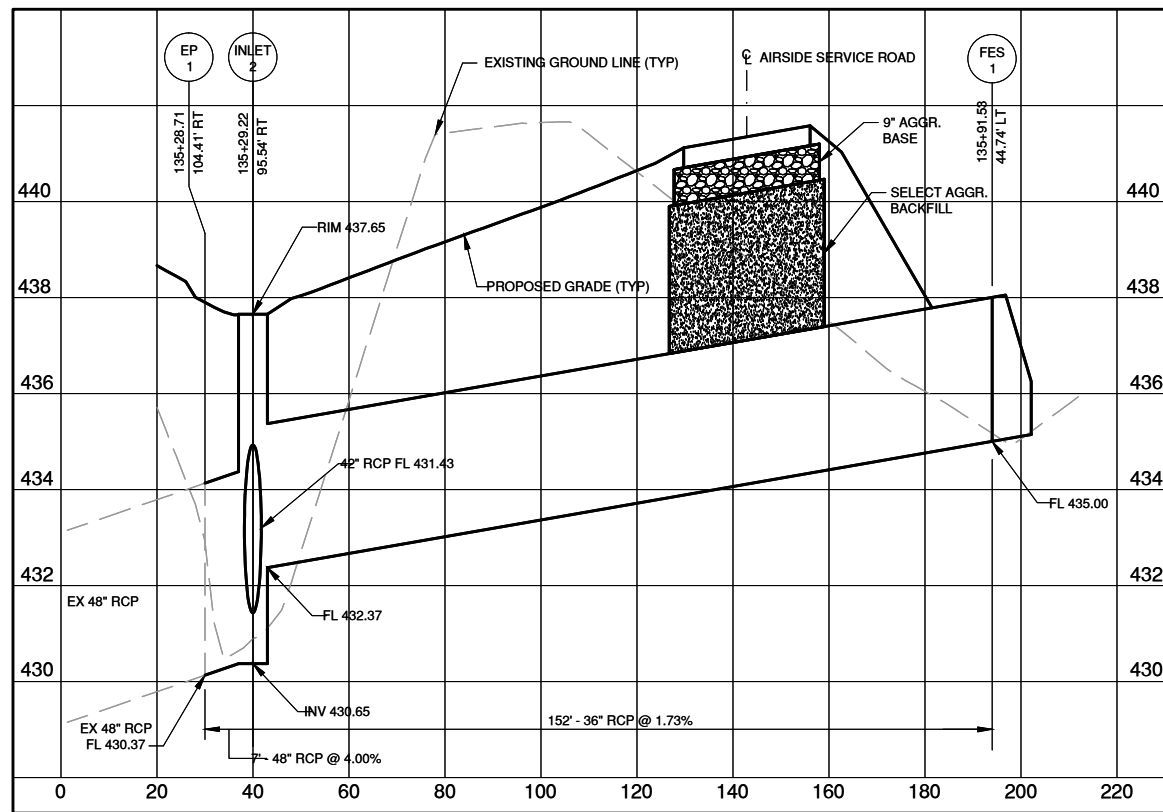


SECTION B
N.T.S.

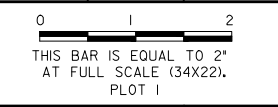
INLET 11 - TYPE 1

GENERAL NOTES

- CAST-IN-PLACE CONCRETE SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI.
- ALL REINFORCEMENT SHALL BE ASTM A615 GRADE 60.
- REINFORCEMENT BARS SHALL BE CUT AND/OR BENT AT ALL PIPE OPENINGS TO MAINTAIN 1" CLEARANCE FROM PIPES.
- MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE 1-1/2" UNLESS OTHERWISE SHOWN.
- ALL WORK INCLUDING CONCRETE, REINFORCING STEEL, AGGREGATE BASE COURSE, EXCAVATION, BACKFILL, DUCTILE IRON FRAME & GRATE, WATERSTOP AND MANHOLE STEPS NECESSARY TO COMPLETE THIS STRUCTURE SHALL BE CONSIDERED COMPLETELY COVERED BY THE CONTRACT UNIT PRICE FOR TYPE 1 INLET (EACH).
- FIELD VERIFY ALL SIZES, INVERTS, PIPE ALIGNMENTS AND LOCATIONS PRIOR TO CONSTRUCTION/INSTALLATION OF STRUCTURES AND PIPES.
- PIPE PENETRATION OPENINGS FOR PRECAST STRUCTURES SHALL BE CIRCULAR. DIAMETER OF OPENING SHALL BE OUTSIDE PIPE DIAMETER PLUS 6 INCHES. GROUT OPENING SOLID WITH NON-SHRINK GROUT.



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NUMBER	BY	DATE



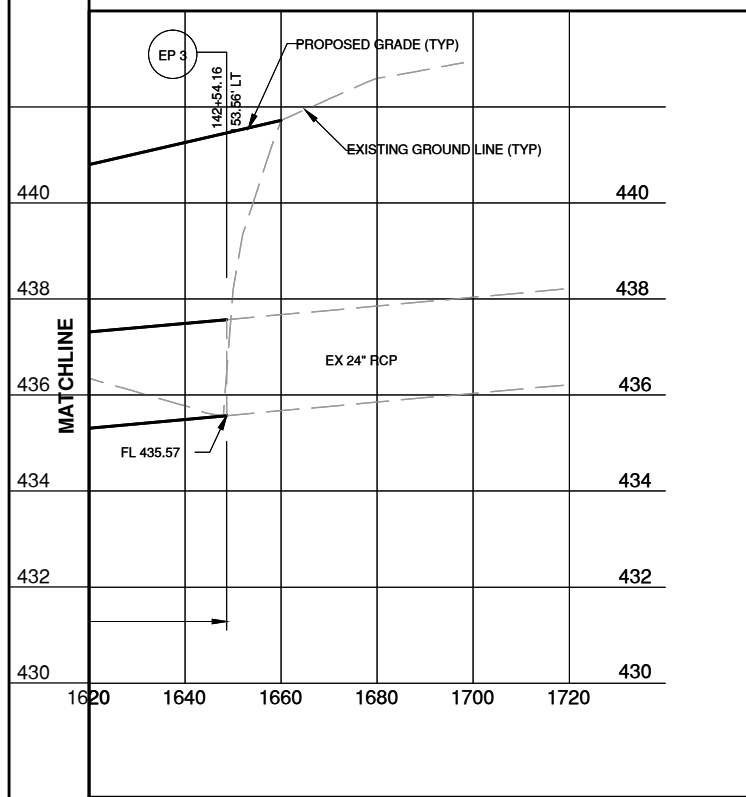
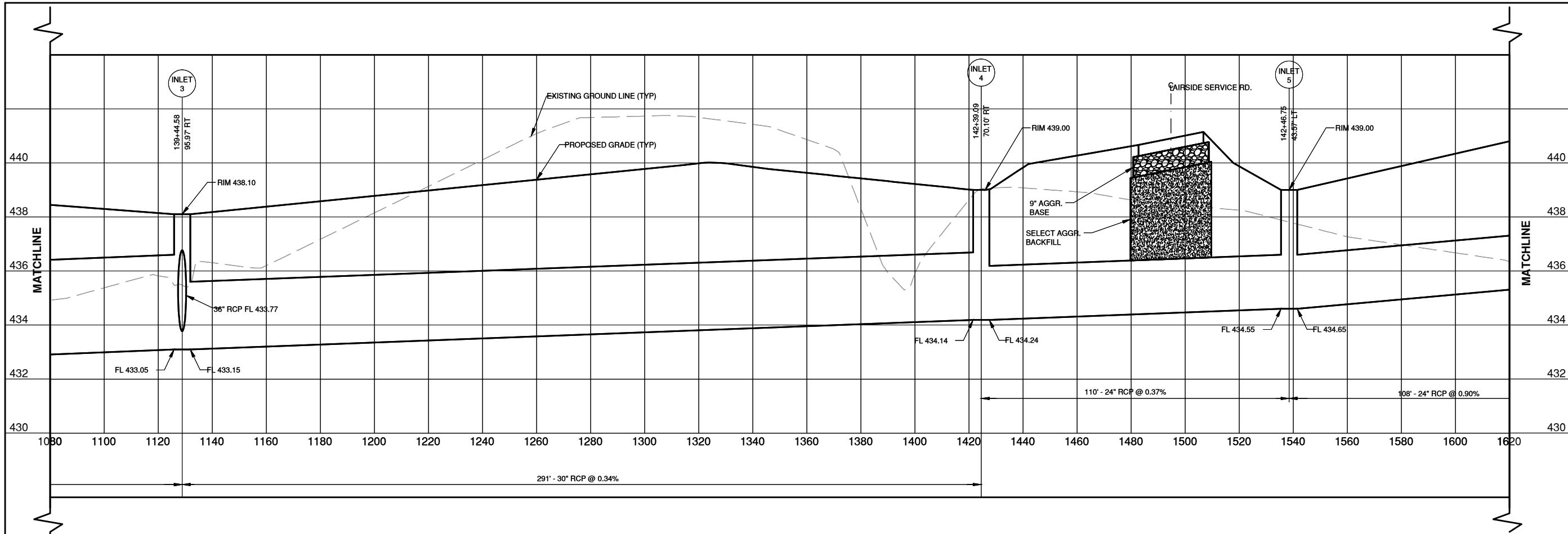
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ST. CLAIR COUNTY, ILLINOIS

AIRSIDE SERVICE ROAD

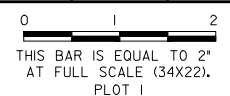
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ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: 26-27_STORM_SEWER_PROFILES.dwg
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05



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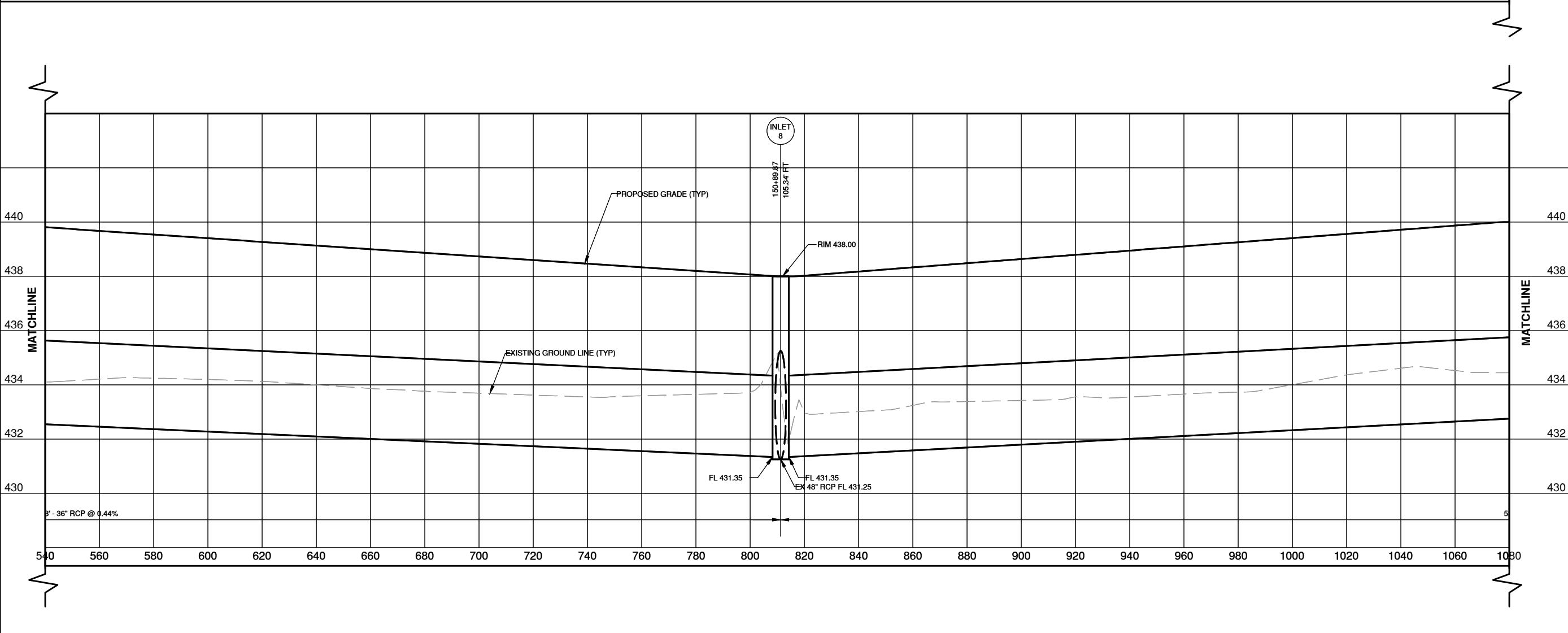
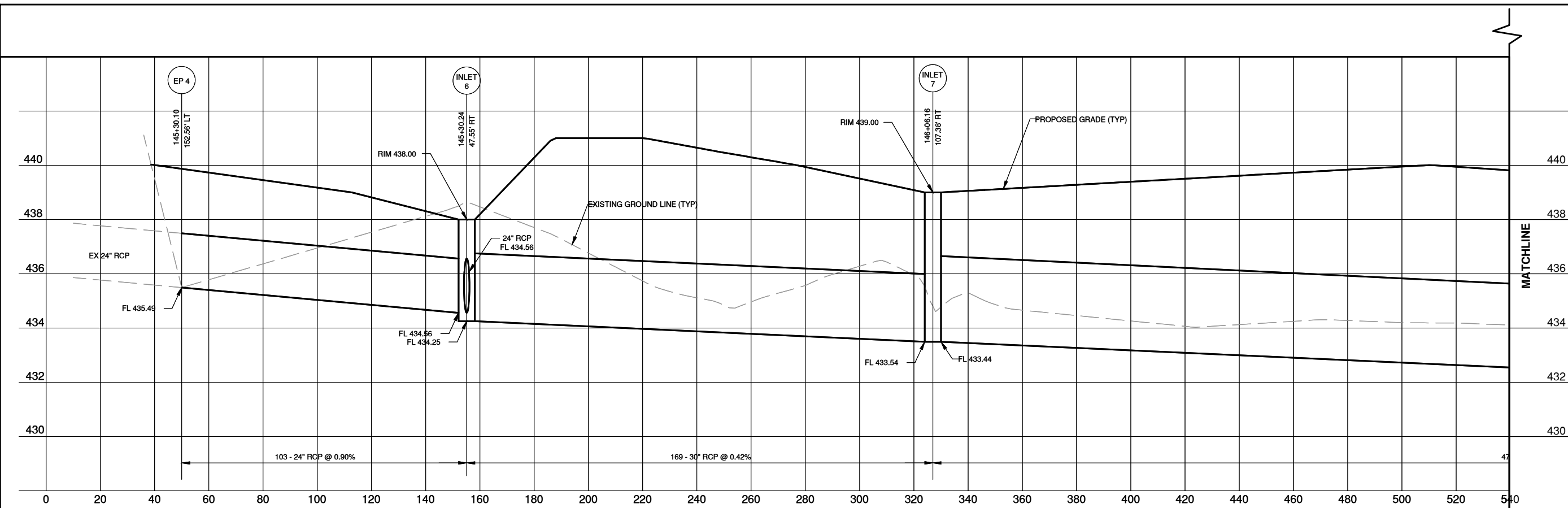
ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: 26-27_STORM_SEWER_PROFILES.dwg
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05

STORM SEWER
PROFILES 2

REVISIONS		
NUMBER	BY	DATE

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



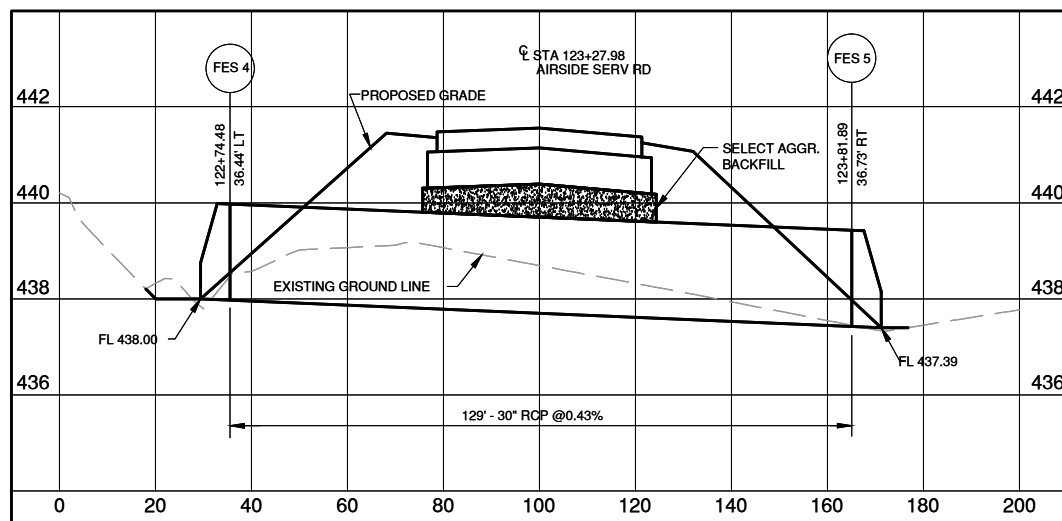
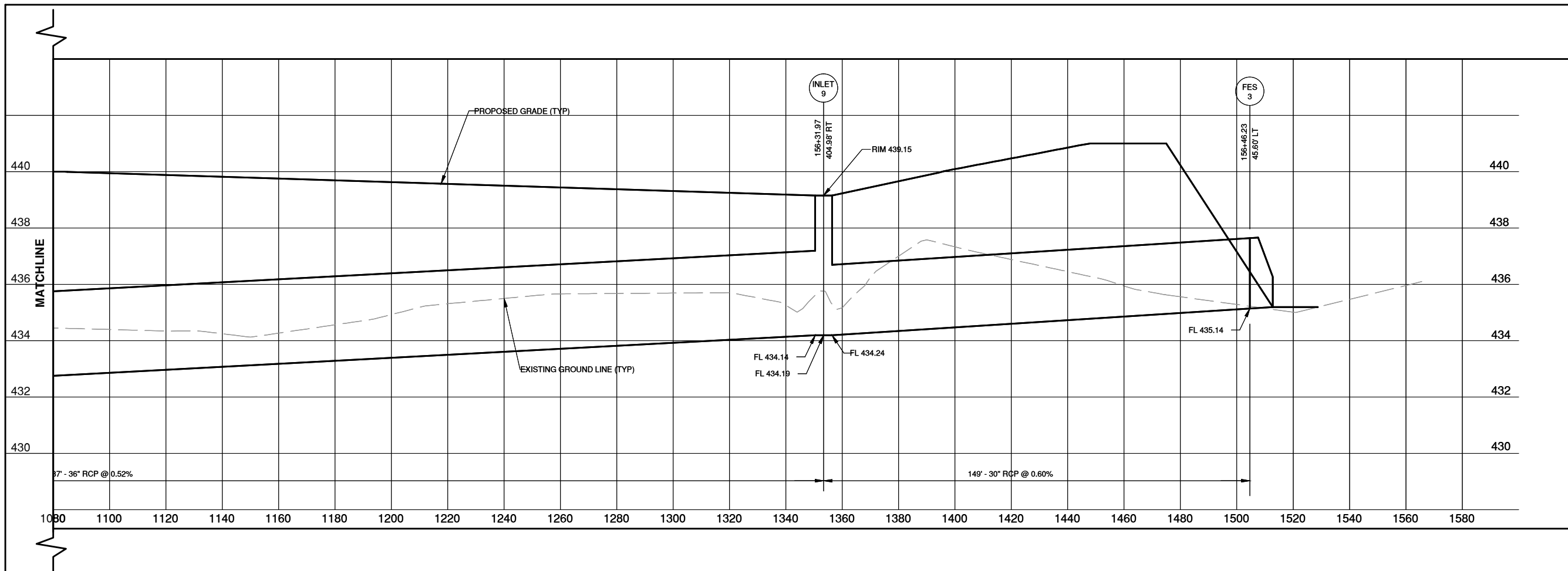
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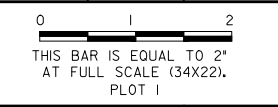
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 AIP PROJECT NO. 3-17-SBGP-111

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 DESIGN BY: TML
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 DATE: APRIL 22, 2016
 JOB No: 15098-05

STORM SEWER
 PROFILES 3
 SHEET 39 OF 83 SHEETS




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NUMBER	BY	DATE



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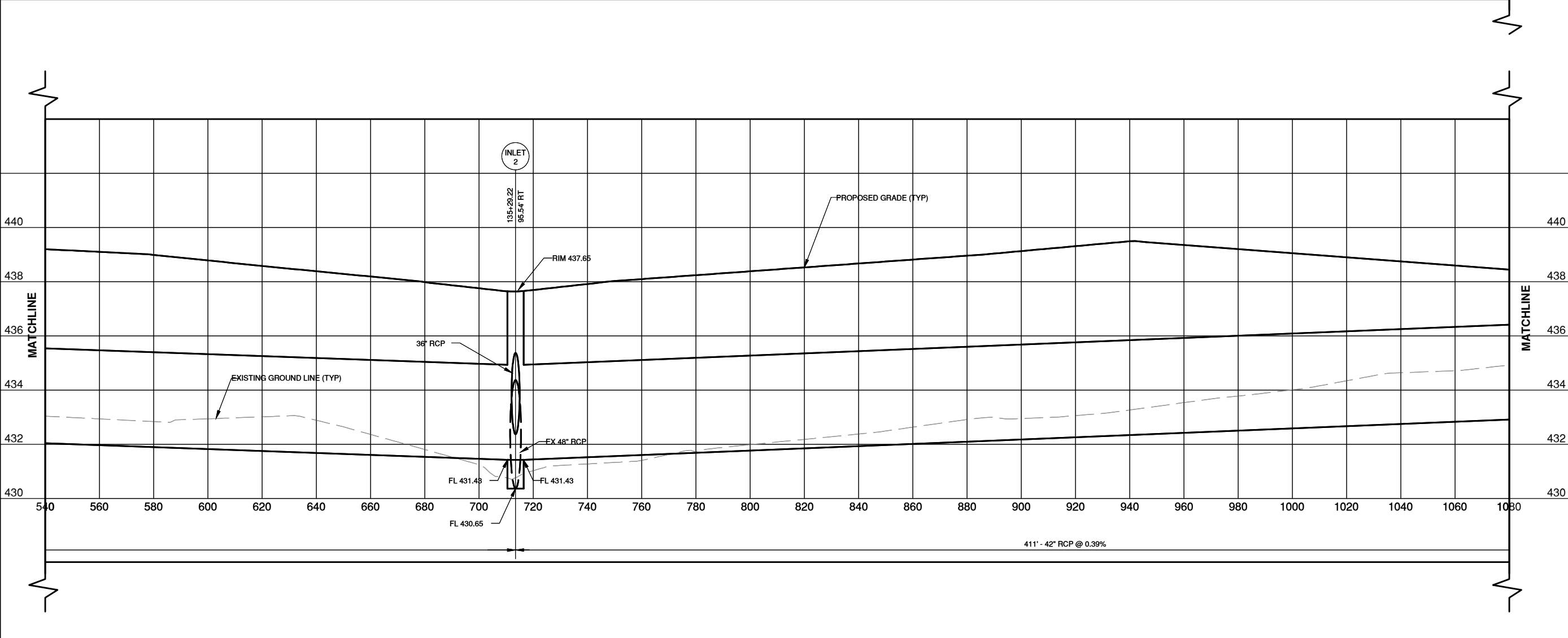
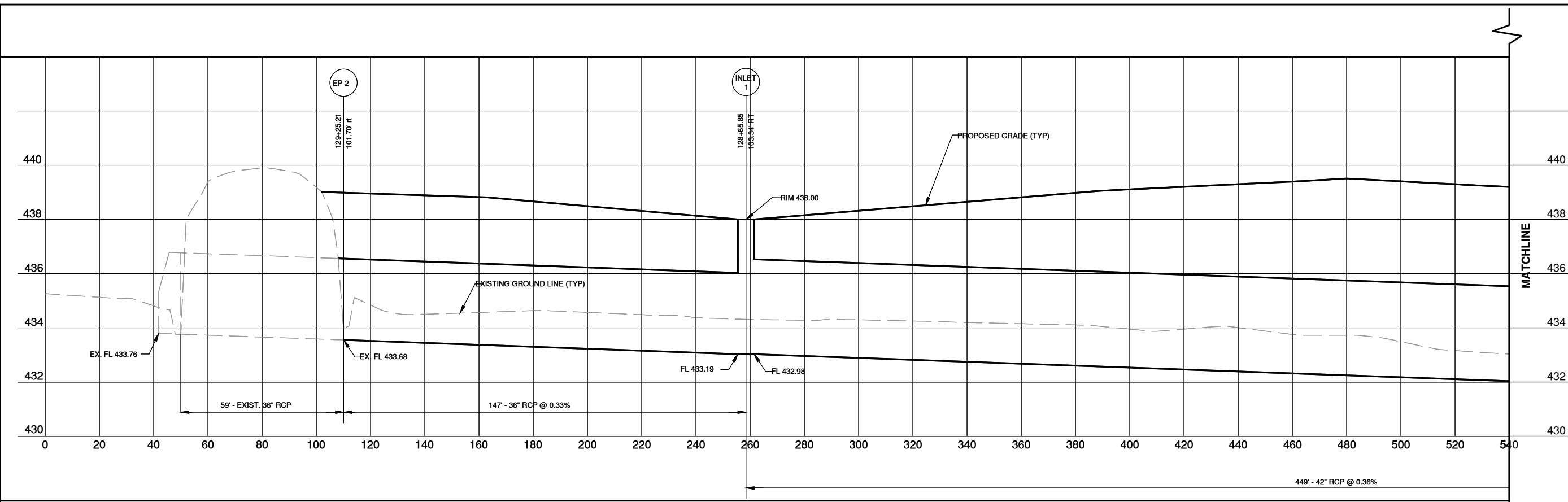
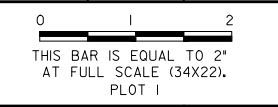
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FILE: 26-27_STORM_SEWER_PROFILES.dwg
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**STORM SEWER
PROFILES 4**

REVISIONS		
NUMBER	BY	DATE

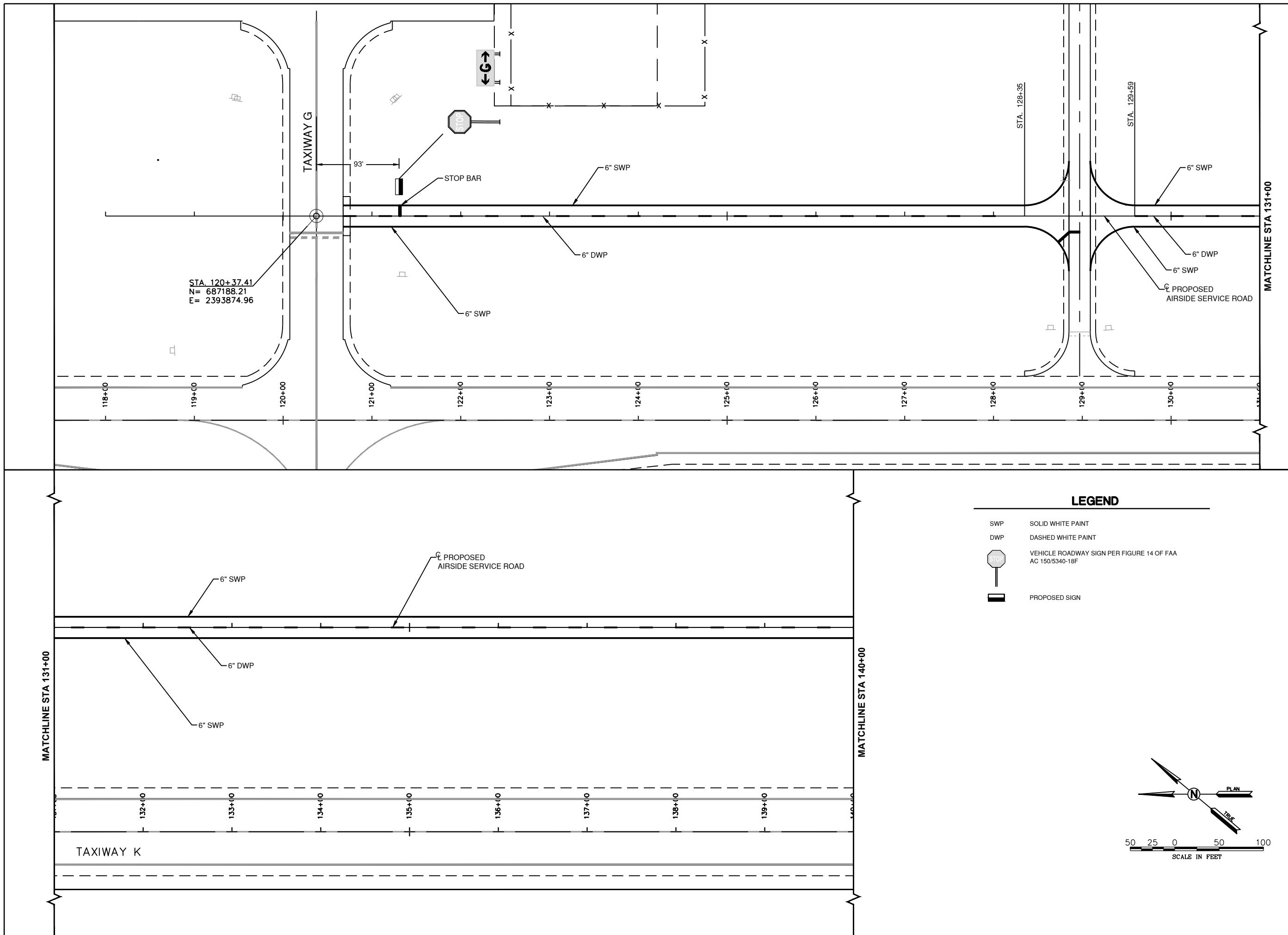


MIDAMERICA ST. LOUIS AIRPORT
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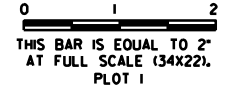

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 AIP PROJECT NO. 3-17-SBGP-111


FILE: 26-27_STORM_SEWER_PROFILES.dwg
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DRAWN BY: TML
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DATE: APRIL 22, 2016
JOB No: 15098-05
STORM SEWER PROFILES
SHEET 41 OF 83 SHEETS







REVISIONS		
NUMBER	BY	DATE

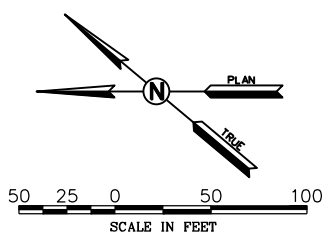


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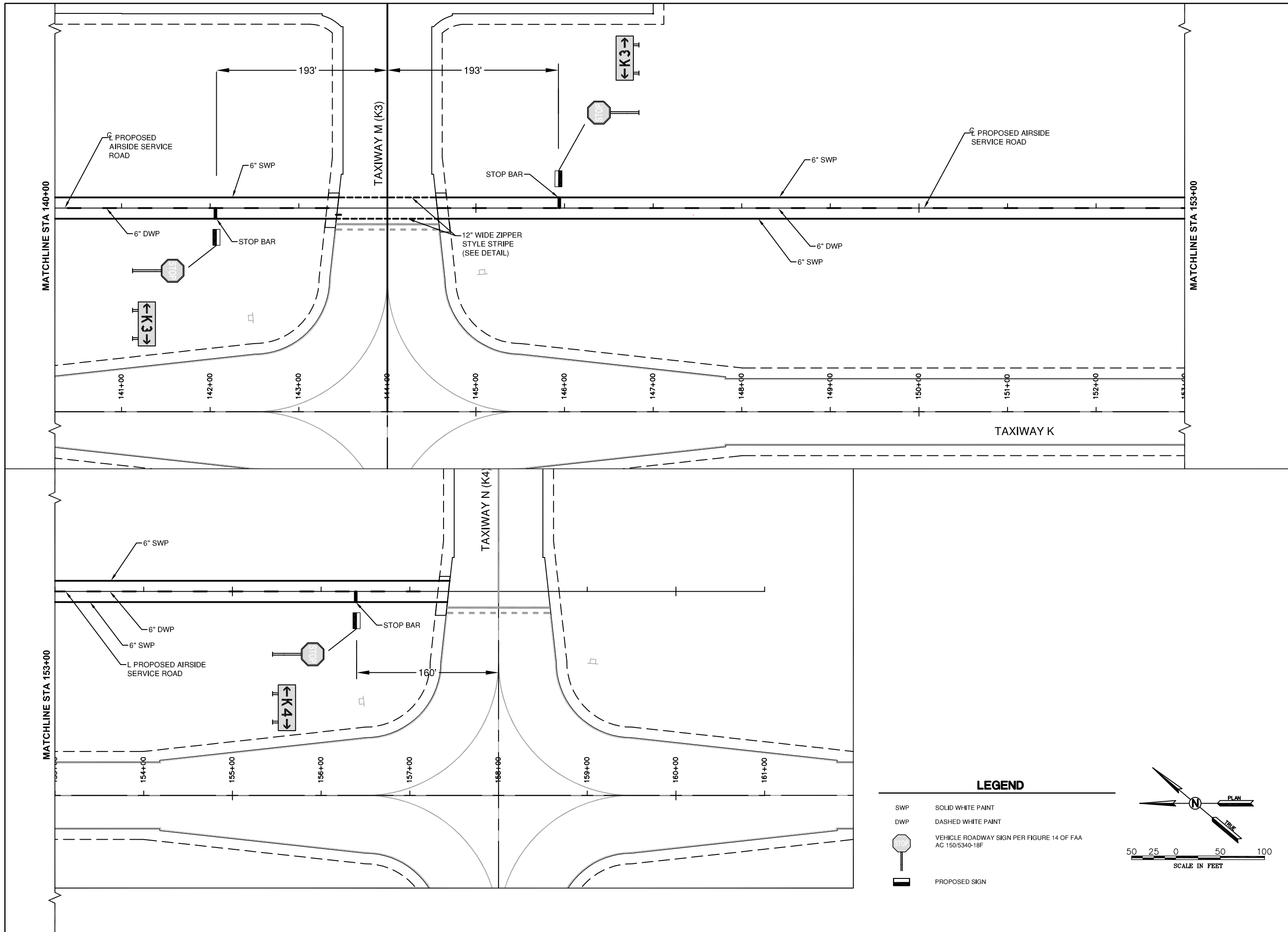

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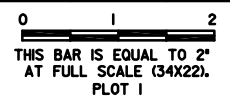
LEGEND	
	SOLID WHITE PAINT
	DASHED WHITE PAINT
	VEHICLE ROADWAY SIGN PER FIGURE 14 OF FAA AC 150/5340-18F
	PROPOSED SIGN




FILE: 28-30_MARKING_AND_SIGNING.dwg
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05
PAVEMENT MARKING & SIGNAGE PLAN 1
SHEET 42 OF 83 SHEETS



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NUMBER	BY	DATE





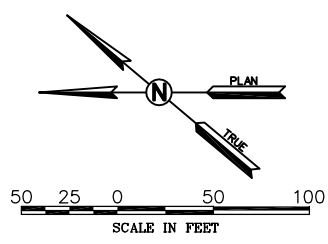
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ILLINOIS PROJECT NO. BLV-4493
 AIP PROJECT NO. 3-17-SBGP-111

LEGEND

- SWP SOLID WHITE PAINT
- DWP DASHED WHITE PAINT
-  VEHICLE ROADWAY SIGN PER FIGURE 14 OF FAA AC 150/5340-18F
-  PROPOSED SIGN

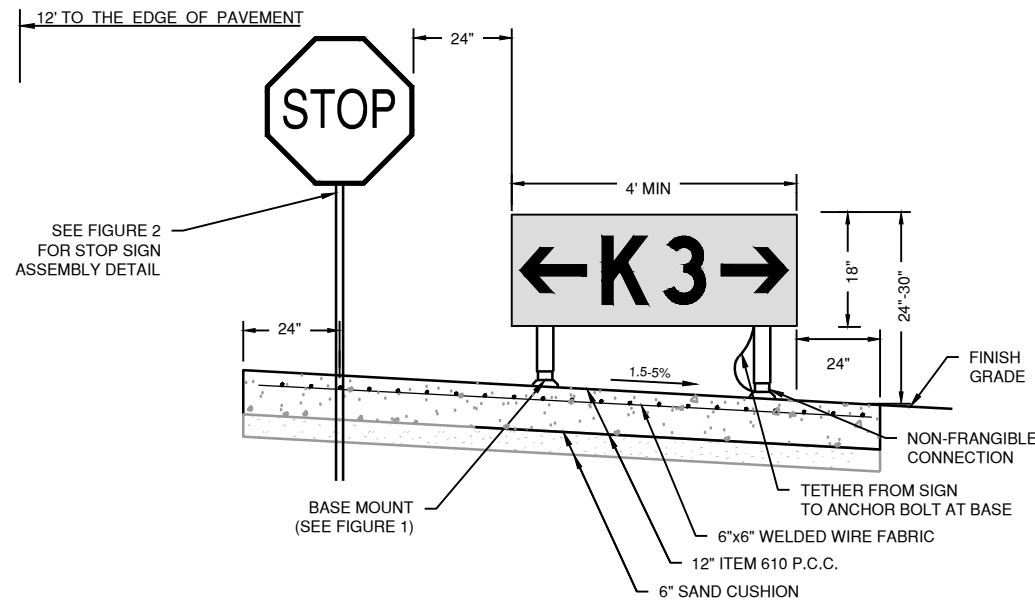


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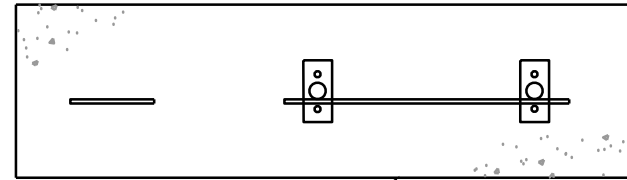
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
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DATE: APRIL 22, 2016
JOB No: 15098-05

PAVEMENT MARKING & SIGNAGE PLAN 2

SHEET 43 OF 83 SHEETS



FRONT VIEW - 14L-32R
N.T.S.

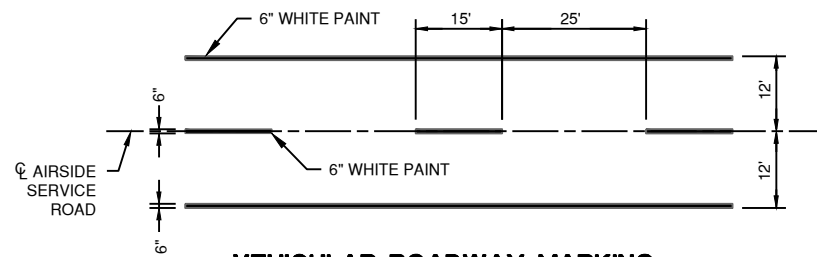


12" ITEM 610 P.C.C.

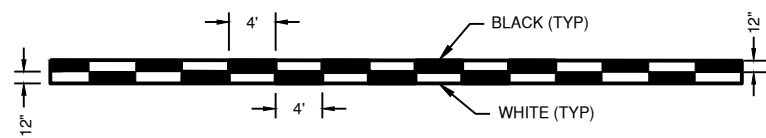
PLAN VIEW
N.T.S.

UNLIGHTED AIRFIELD SIGNS - BASE MOUNTED DETAIL
N.T.S.

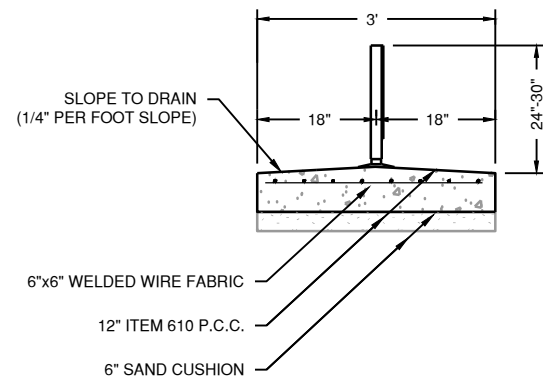
L-858Y GUIDANCE - BLACK LEGEND ON YELLOW BACKGROUND
L-858L LOCATION - YELLOW LEGEND AND BORDER ON A BLACK BACKGROUND
L-858R MANDATORY - WHITE LEGEND AND BORDER ON A RED BACKGROUND



VEHICULAR ROADWAY MARKING
N.T.S.



ROADWAY EDGE STRIPES, WHITE, ZIPPER STYLE
N.T.S.



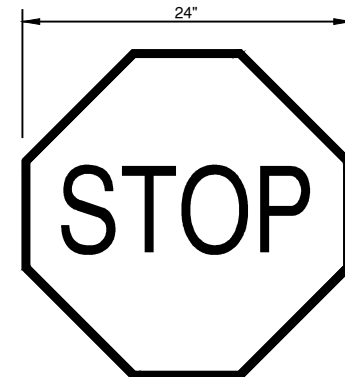
SIDE VIEW - FIGURE 1
N.T.S.

NOTES

1.) SIGN LEGEND SHALL BE AS SHOWN IN THE PLANS.

NOTE

HOLD SIGNS ARE TYPE L-858R, SIZE 1,
STYLE 4-CHARACTER HEIGHT = 12",
PANEL HEIGHT = 18"

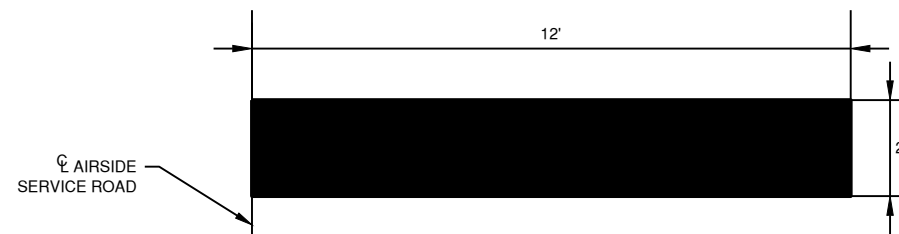


R1-1 STOP SIGN
(24" ACROSS FLATS)

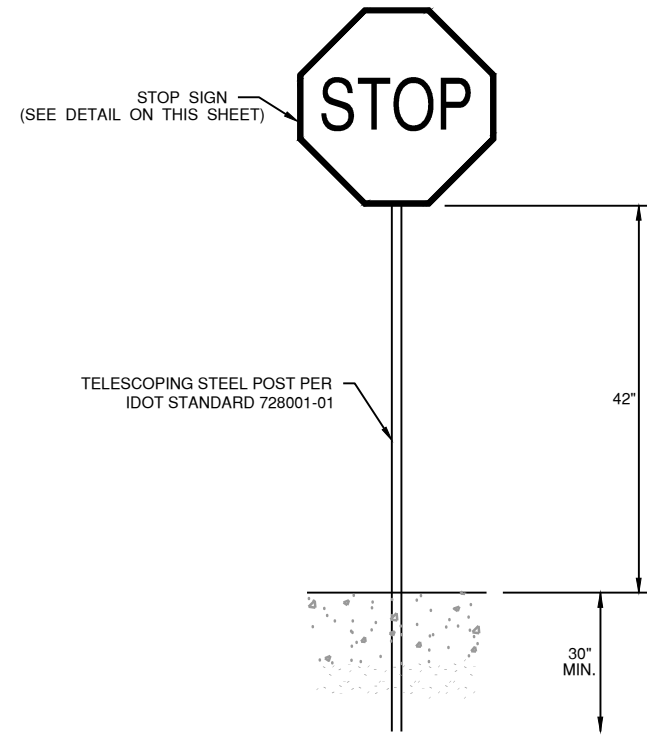
COLORS:
LEGEND - WHITE (RETROREFLECTIVE)
BACKGROUND - RED (RETROREFLECTIVE)

REF: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
(MUTCD) STANDARD HIGHWAY SIGNS 2009 (ENGLISH) EDITION

STOP SIGN DETAIL
N.T.S.



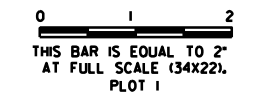
STOP BAR DETAIL
N.T.S.



NOTES:
1. ALL SIGNS ARE ANCHORED IN A CONCRETE BASE

SERVICE ROAD STOP SIGN ASSEMBLY DETAIL - FIGURE 2
N.T.S.

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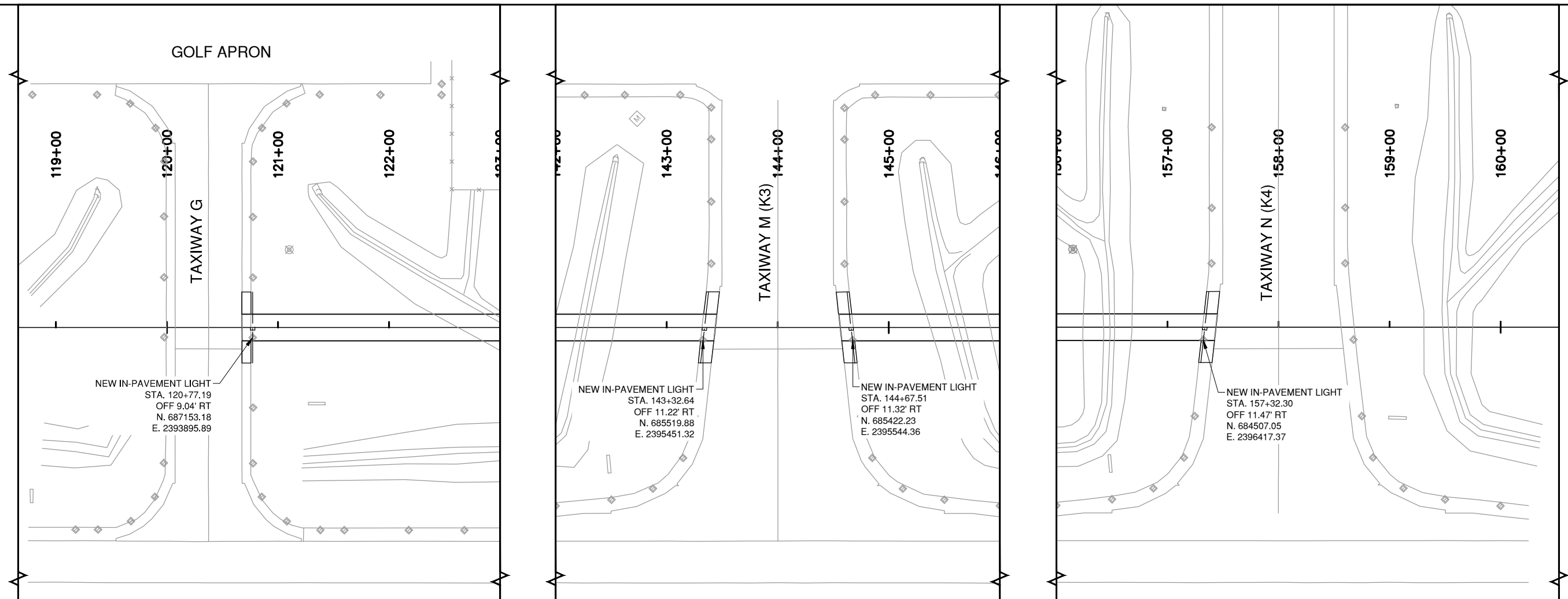


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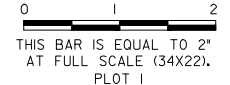
ILLINOIS PROJECT NO. BLV-4493
AIP PROJECT NO. 3-17-SBGP-111

FILE: 28-30_MARKING_AND_SIGNING.dwg
DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: TWM/DTN
APPROVED BY: BWG
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PAVEMENT MARKING & SIGNAGE DETAILS

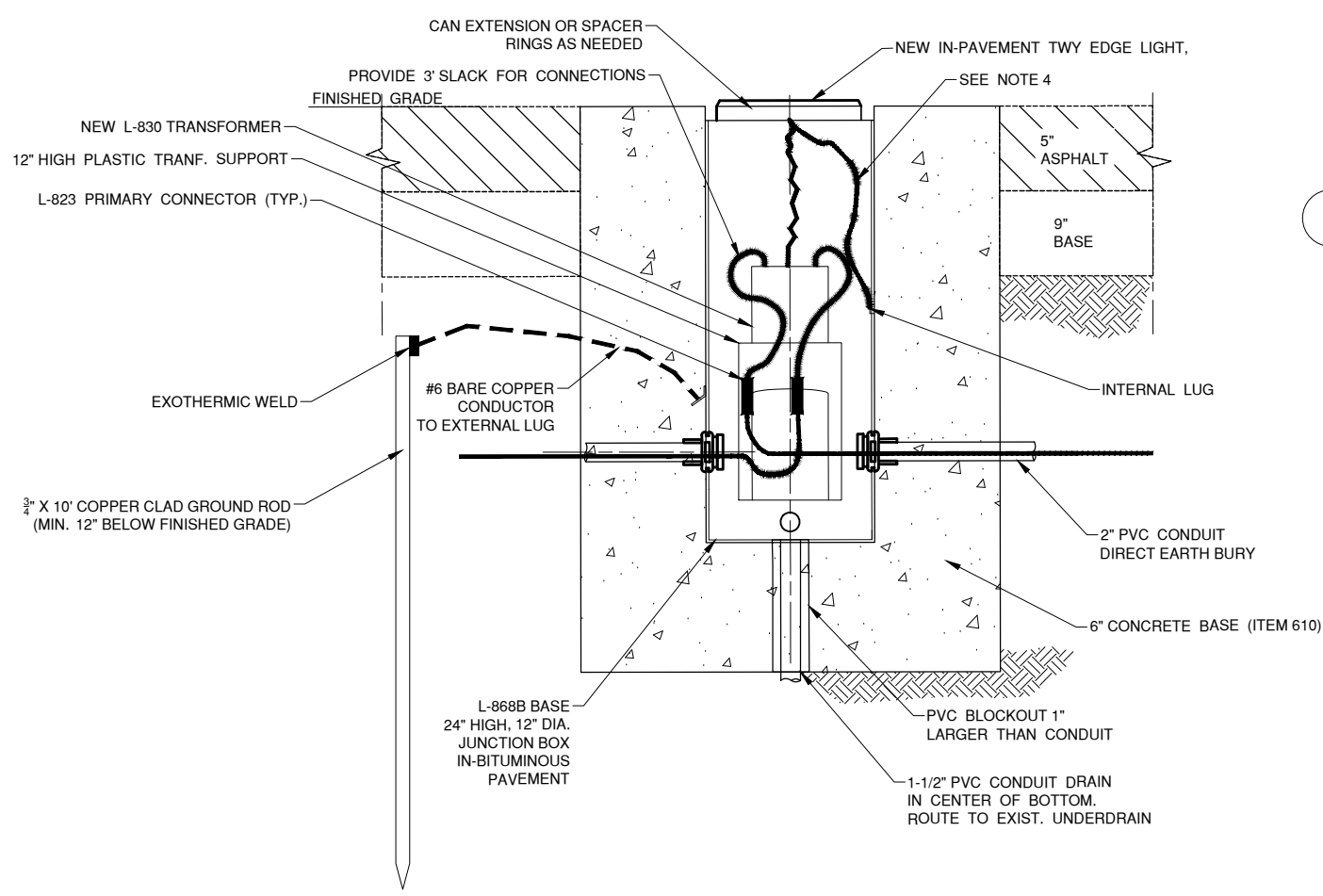


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ST. CLAIR COUNTY, ILLINOIS**

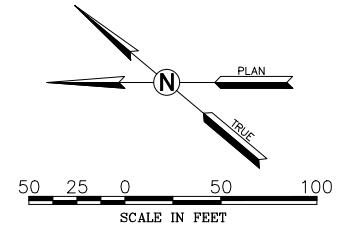
AIRSIDE SERVICE ROAD



4 IN-PAVEMENT TAXIWAY EDGE LIGHT IN NEW BITUMINOUS PAVEMENT

N.T.S. L-868B BASE 24" HIGH, 12" DIA. FOR IN-PAVEMENT LIGHTS

- NOTES:
- L-868B BASE TO BE SET 1 1/2" BELOW FINISHED PAVEMENT.
 - ALL BOLTS SHALL BE TREATED WITH APPROVED ANTI-SEIZING COMPOUND.
 - L-852T (L) LED TAXIWAY EDGE LIGHT: MEDIUM INTENSITY, BLUE LENS
 - ATTACH A #6 AWG STRANDED COPPER 600V WIRE WITH GREEN XHHW INSULATION FROM THE LIGHT FIXTURE TO THE INTERNAL GROUND LUG. PROVIDE 3' OF SLACK TO ALLOW FOR LIGHT REMOVAL FOR ROUTINE MAINTENANCE.



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FILE: 29_LIGHTING.dwg

DESIGN BY: TML

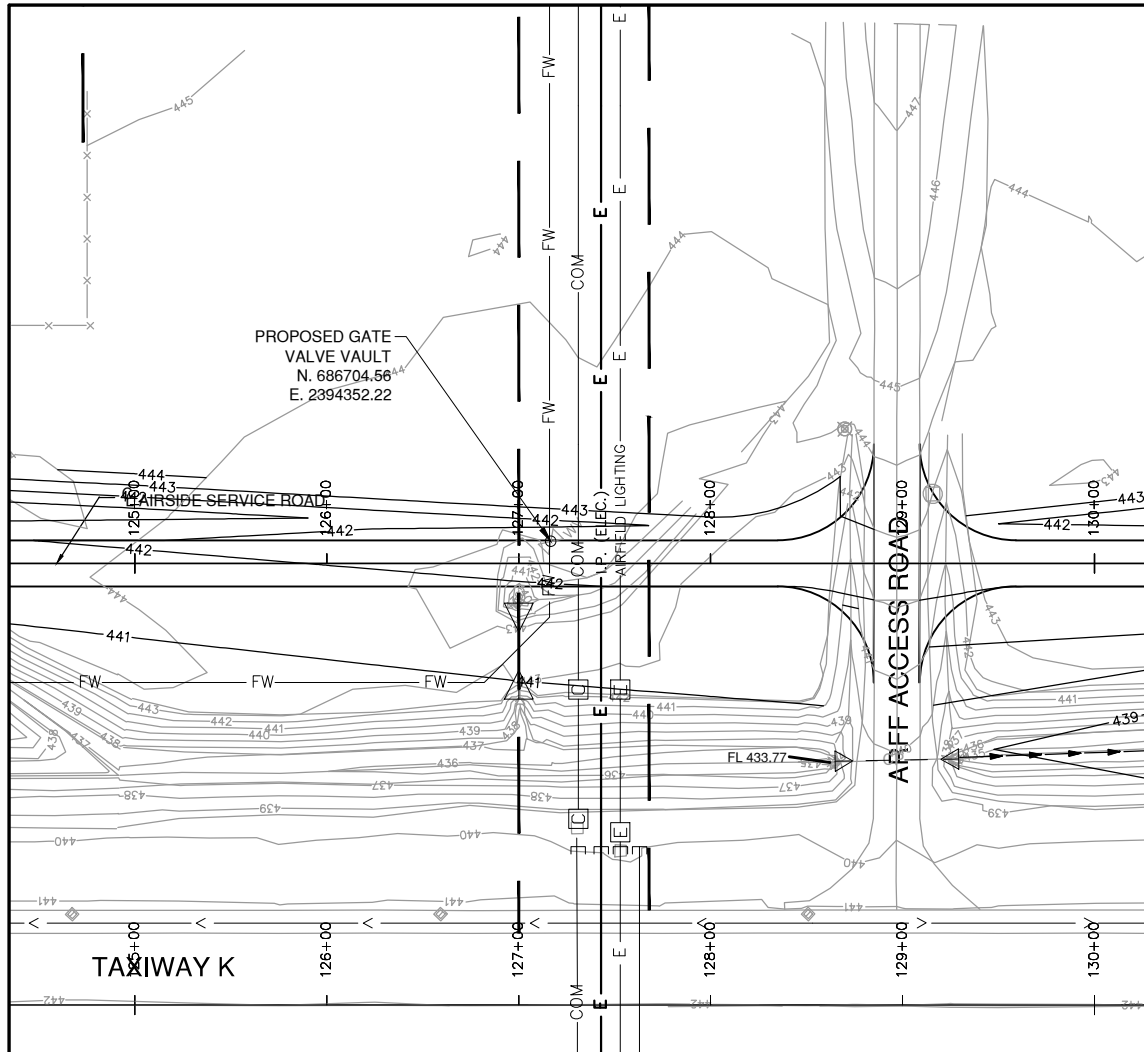
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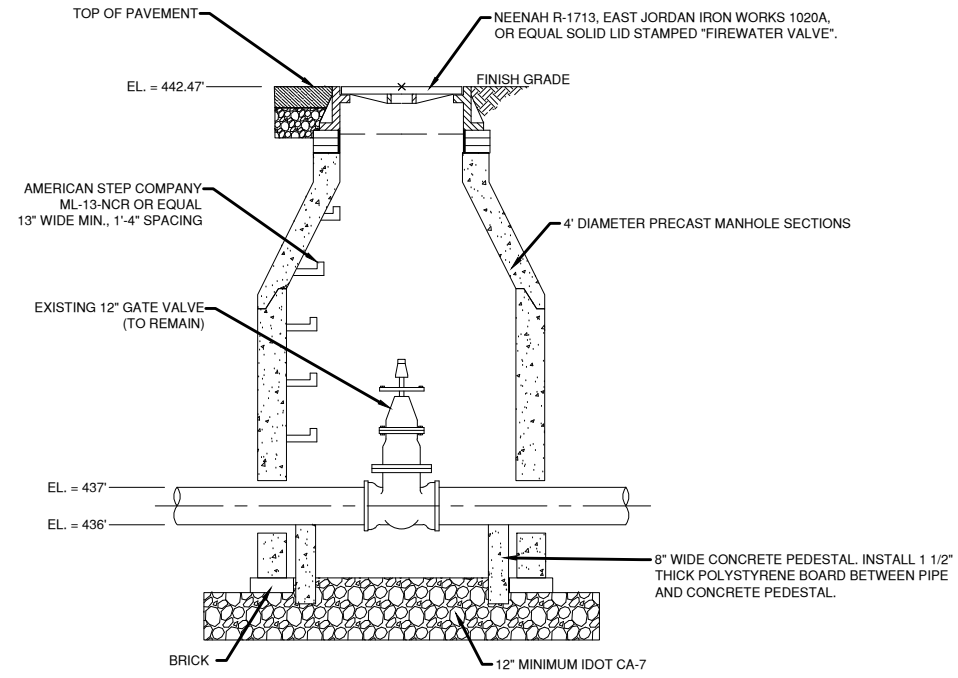
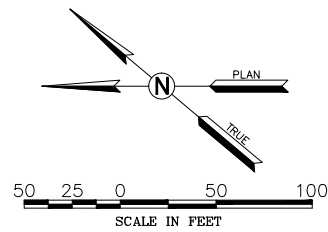
DATE: APRIL 22, 2016

JOB No: 15098-05



LEGEND

- FW ——— EXISTING FIREWATER LINE
- E ——— EXISTING ELECTRIC LINE
- — — — EXISTING STORM SEWER
- — — — EXISTING GLYCOL DISPOSAL
- > ——— EXISTING UNDERDRAIN
- ——— EXISTING LED TAXIWAY EDGE LIGHT
- ——— EXISTING INCANDESCENT TAXIWAY EDGE LIGHT
- ▨ ——— DEMOLITION AREA: PAVEMENT



PROPOSED GATE VALVE VAULT

SECTION NTS

1. FURNISH AND INSTALL 4 FT. DIAMETER SET OVER MANHOLE WITH FRAME AND LID RATED FOR VEHICULAR TRAFFIC.
2. ALL ITEMS SHOWN ARE PROPOSED UNLESS OTHERWISE NOTED.
3. ELEVATION OF EXISTING FIREWATER LINE IS TAKEN FROM RECORD DRAWINGS AND MAY NOT BE EXACT. CONTRACTOR TO VERIFY PRIOR TO CASTING MANHOLE.
4. GATE VALVE VAULT TO BE PAID FOR UNDER ITEM AR751540: MANHOLE 4'.

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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

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FILE: 45_FIREWATER LINE MANHOLE.dwg

DESIGN BY: TML

DRAWN BY: TML

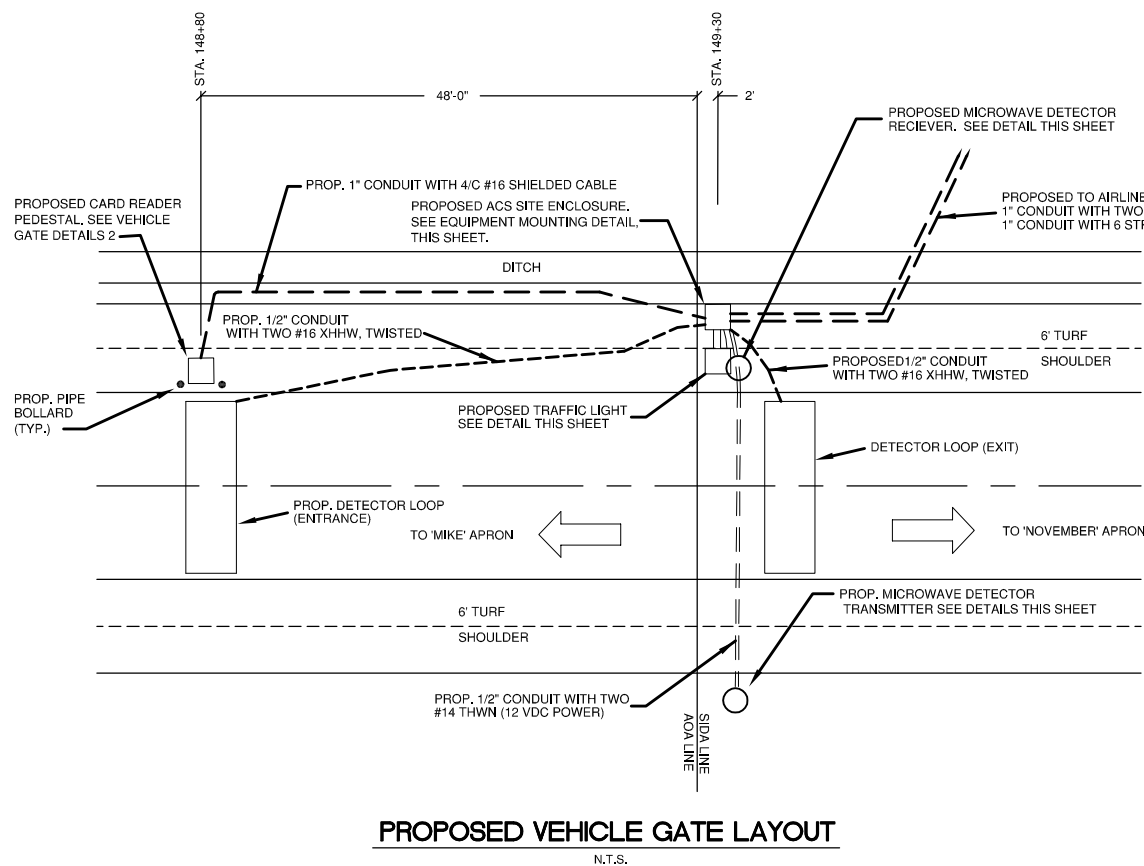
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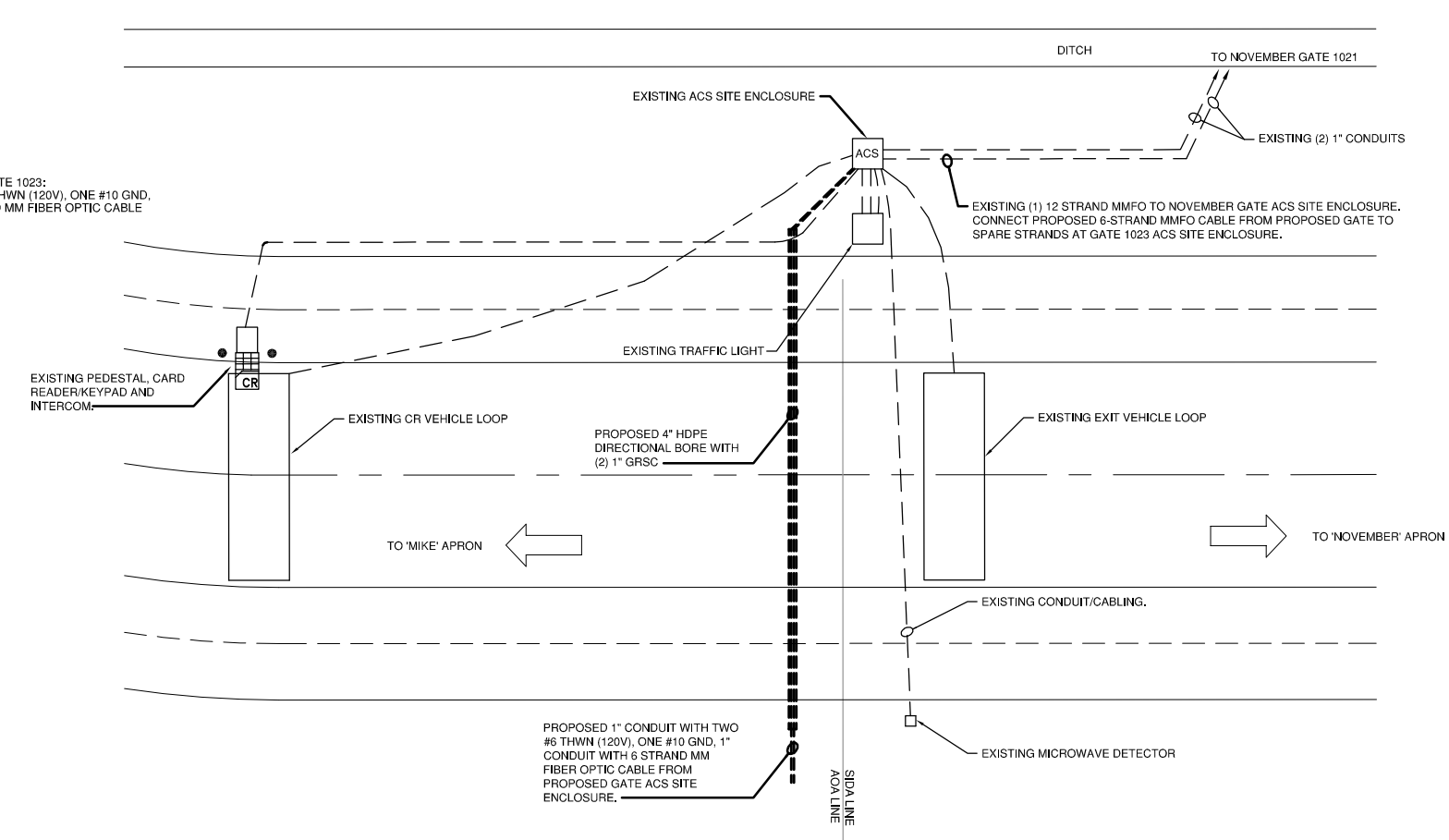
DATE: APRIL 22, 2016

JOB No: 15098-05

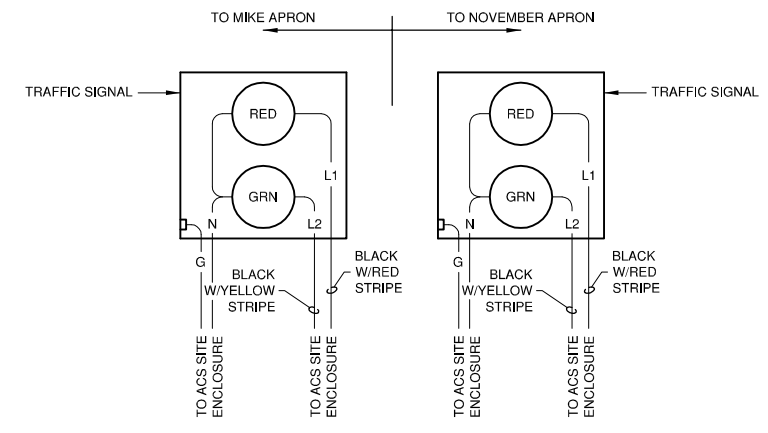
FIREWATER LINE
MANHOLE & DETAIL



PROPOSED VEHICLE GATE LAYOUT
N.T.S.



EXISTING AIRLINE GATE 1023 LAYOUT
N.T.S.



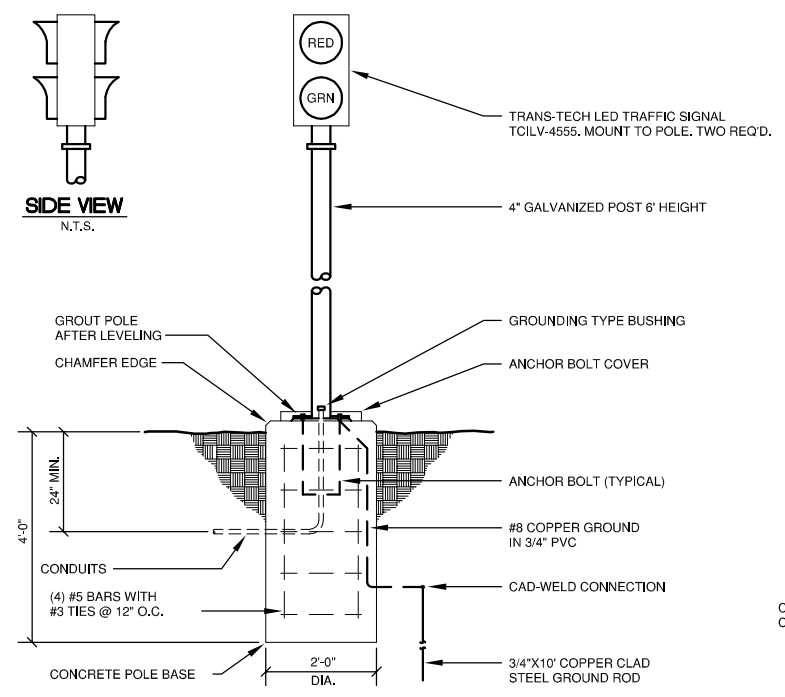
TRAFFIC SIGNAL WIRING
N.T.S.

FUNCTIONAL OPERATION (VERIFY OPERATION WITH AIRPORT OFFICIALS)

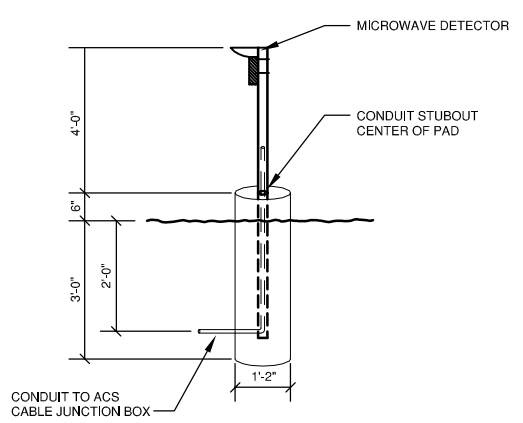
AUTHORIZED ENTRY SEQUENCE: VEHICLE DRIVES UP TO PEDESTAL MOUNTED CARD READER / KEYPAD AND CARD READER VEHICLE LOOP. USER PRESENTS ID MEDIA TO CARD READER AND INPUTS PIN CODE. WHEN ACS VERIFIES CARDHOLDER IS AUTHORIZED. THE ACS SHALL SIGNAL THE TRAFFIC LIGHT TO SIGNAL GREEN. THE VEHICLE SHALL PROCEED THROUGH THE GATE. THE TRAFFIC SIGNAL LIGHT SHALL TURN RED WHEN THE MICROWAVE SENSORS INDICATE CLEAR AFTER A USER-DEFINED TIME PERIOD.

UNAUTHORIZED ENTRY SEQUENCE: IF A VEHICLE IS DETECTED TO ENTER WITHOUT AN AUTHORIZED CARD READ/PIN CODE, AN ALARM SHALL BE SENT TO THE ACS ALARM MONITORING WORKSTATION.

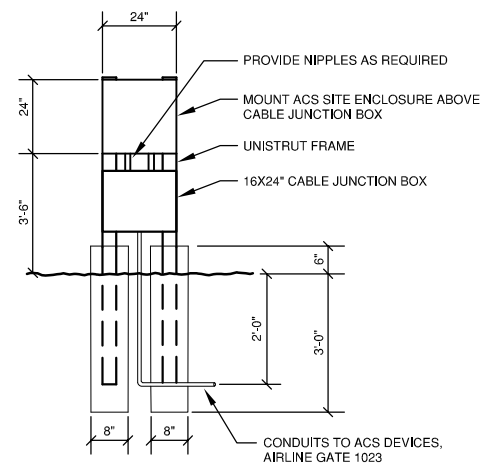
AUTHORIZED EXIT SEQUENCE: VEHICLE DRIVES UP TO EXIT LOOP AND STOPS FOR A USER-DEFINED TIME PERIOD. THE ACS SHALL SIGNAL THE ACS TO SHUNT THE MICROWAVE DETECTORS FOR A USER-DEFINED TIME PERIOD. THE ACS SHALL SIGNAL THE TRAFFIC LIGHT TO SIGNAL GREEN. THE VEHICLE SHALL PROCEED THROUGH THE GATE. THE TRAFFIC SIGNAL LIGHT SHALL TURN RED WHEN THE MICROWAVE SENSORS INDICATE CLEAR AFTER A USER-DEFINED TIME PERIOD.



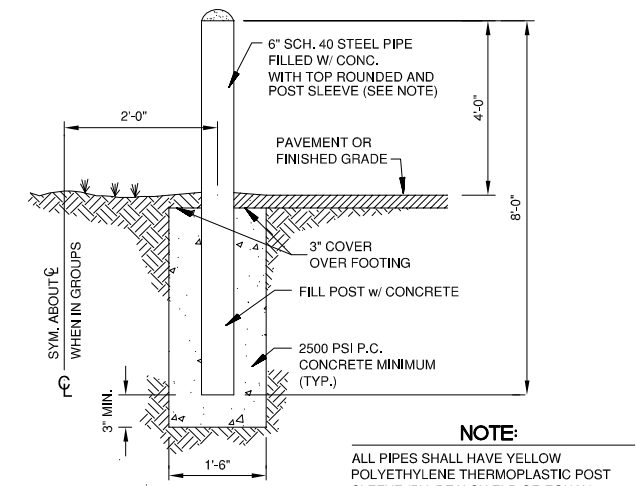
TRAFFIC LIGHT
N.T.S.



MICROWAVE DETECTOR (TYP. OF 2)
N.T.S.



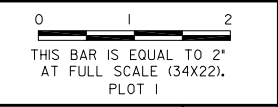
EQUIPMENT MOUNTING FRAME
N.T.S.



PIPE BOLLARD
N.T.S.

NOTE:
ALL PIPES SHALL HAVE YELLOW POLYETHYLENE THERMOPLASTIC POST SLEEVE (BY IDEALSHIELD OR EQUAL).

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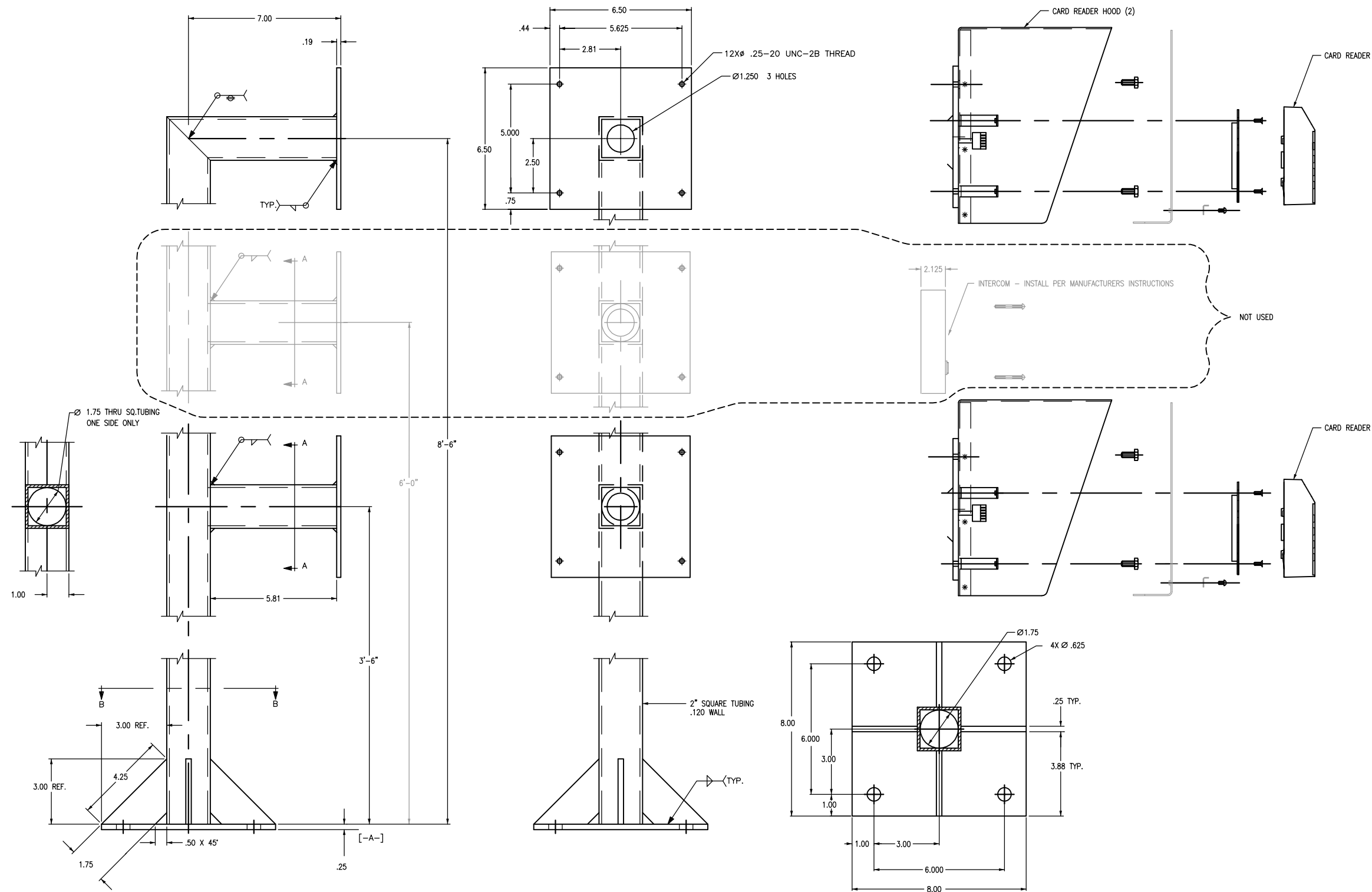
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 DESIGN BY: TML
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 CHECKED BY: TWM/DTN
 APPROVED BY: BWG
 DATE: APRIL 22, 2016
 JOB No: 15098-05

VEHICLE GATE DETAILS 1

REVISIONS

NUMBER	BY	DATE

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



CARD READER PEDESTAL ASSEMBLY

N.T.S.

SECTION B-B

MIDAMERICA ST. LOUIS AIRPORT
ST. CLAIR COUNTY, ILLINOIS

AIRSIDE SERVICE ROAD



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AIP PROJECT NO. 3-17-SBGP-111

FILE: 33-34_VEHICLE_GATE_DETAILS.dwg

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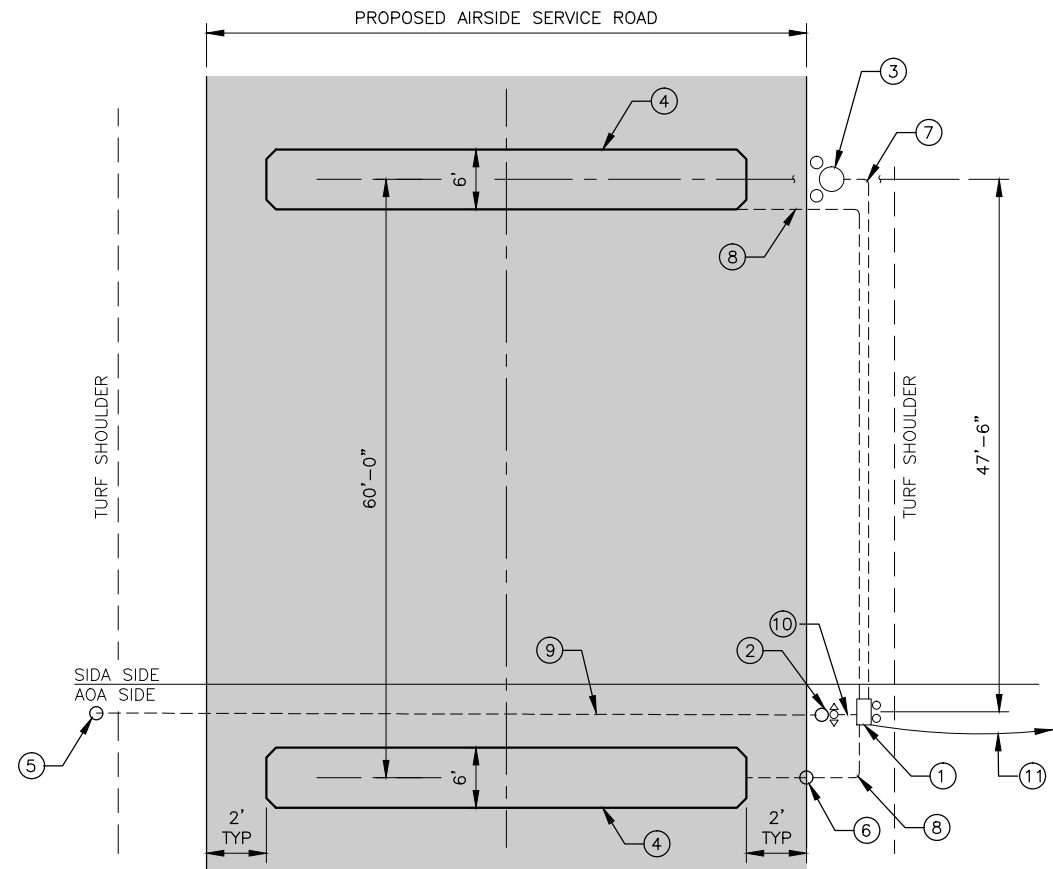
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DATE: APRIL 22, 2016

JOB No: 15098-05

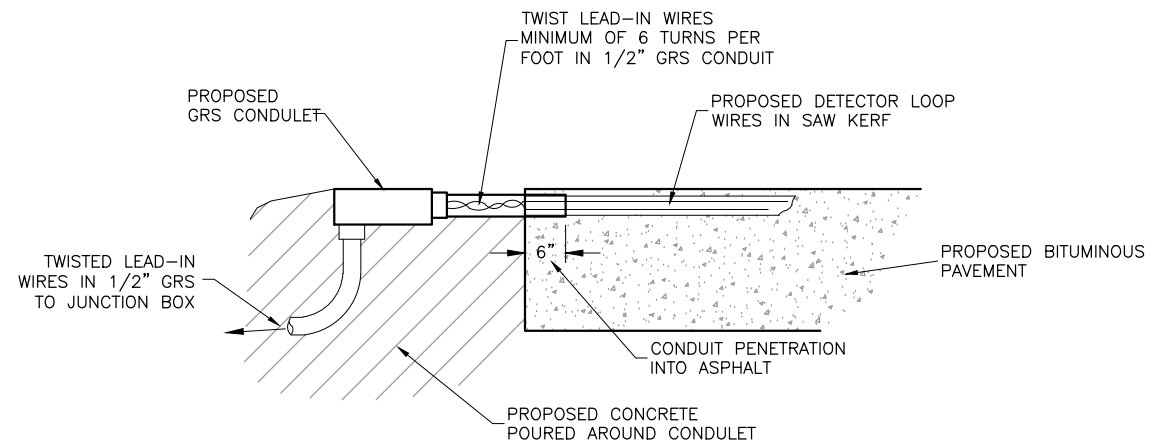
VEHICLE GATE
DETAILS 2



TYP. GATE PLAN
N.T.S.

GATE PLAN NOTES

1. GATE ACS SITE ENCLOSURE AND CABLE JUNCTION BOX.
2. LED TRAFFIC LIGHT AND MICROWAVE DETECTOR RECEIVER.
3. CARD READER AND PIPE BOLLARDS.
4. DETECTOR LOOP, 20' x 6'.
5. MICROWAVE DETECTOR TRANSMITTER.
6. SEE EXIT JUNCTION DETAIL, THIS SHEET.
7. 4/C #16 SHIELDED CABLE (CARD READER) IN 1" GRS CONDUIT.
8. TWO #16 XHHW, MIN. OF 6 TWISTS PER FOOT (LOOP DETECTOR) IN 1/2" GRS CONDUIT.
9. TWO #14 THWN (12 VDC MICROWAVE DETECTOR TRANSMITTER POWER) IN 1/2" GRS CONDUIT.
10. THE FOLLOWING:
 - a) TWO #12 THWN (TRAFFIC LIGHT 120V POWER), FOUR #14 (TRAFFIC LIGHT CONTROL), ONE #12 GROUND IN 1" GRS CONDUIT.
 - b) TWO #14 THWN (MICROWAVE 12VDC POWER), TWO #14 (MICROWAVE ALARM), IN 1/2" GRS CONDUIT.
11. THE FOLLOWING TO AIRLINE GATE 1023 ACS SIITE ENCLOSURE:
 - a) TWO #6 THWN (120V POWER), ONE #10 GROUND IN 1" GRS CONDUIT.
 - b) SIX STRAND MM FIBER OPTIC CABLE IN 1" GRS CONDUIT.



6 EXIT JUNCTION DETAIL
N.T.S.

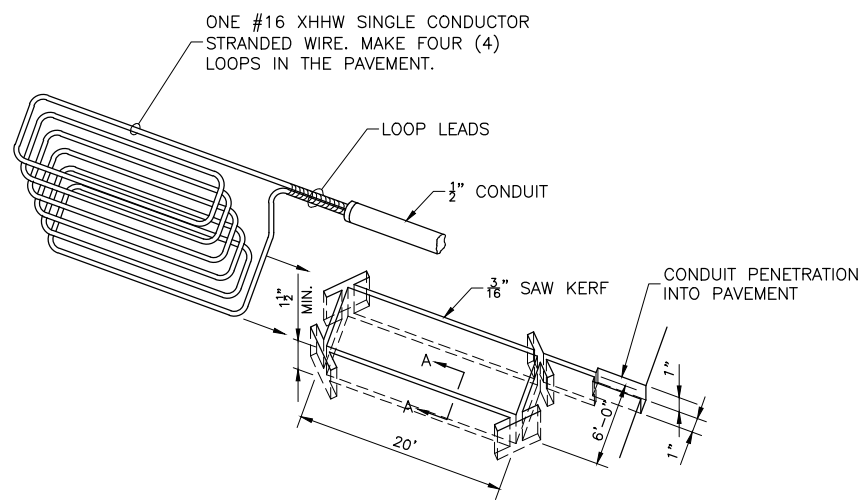
CAUTION:

- DO NOT SPLICE WIRE.
- DO NOT FRACTURE WIRE INSULATION. LOOPS SHORTED TO GROUND WILL CAUSE DETECTOR MALFUNCTION. WHEN PLACING WIRE IN THE SLOT. DO NOT USE SCREWDRIVER OR OTHER SHARP TOOLS.

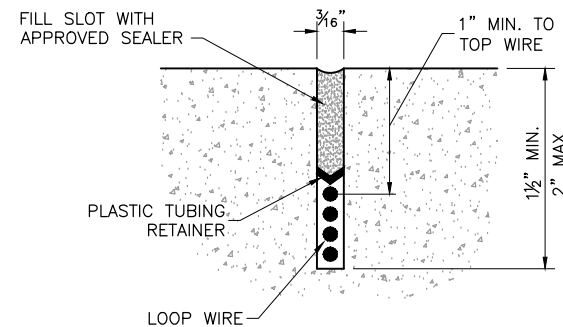
TYPICAL LAYOUT FOR LOOP:

- SAW SLOT 3/16" WIDE x 1-1/2" MIN. DEEP. MAKE RECTANGULAR SHAPE TO SPECIFIED LOOP DIMENSIONS PLUS SLOT FOR LEAD CONDUIT.
- GROUT WITH NO. 202 WEATHERBAN SEALANT (A PRODUCT OF 3M CO.) OR APPROVED EQUIVALENT ... (EXAMPLE: DE WITTS NO. 99 BLACK MASTIC CAULK).

LOCATIONS, DETAILS AND CHARACTER OF EQUIPMENT SHOWN ON THIS SHEET ARE GENERIC. EQUIPMENT LOCATION SHALL BE AS RECOMMENDED BY THE EQUIPMENT MANUFACTURER.



PERSPECTIVE VIEW OF
DETECTOR LOOP SAW SLOT



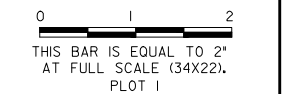
SECTION A-A

DETECTOR LOOP DETAILS
N.T.S.

NOTES

1. LOOP LEADS ARE LIMITED TO 100 FEET.
2. LOOP LEADS MUST HAVE SIX (6) TWISTS PER FOOT.
3. LOOP AND LOOP LEADS MUST BE LOCATED AT LEAST 18" FROM ANY ELECTRICAL POWER SERVICE OR STEEL REINFORCEMENT.
4. LOOP LEADS MUST BE IN SEPARATE CONDUIT BETWEEN LOOP AND DETECTOR. THEY MUST NOT SHARE CONDUIT WITH OTHER WIRING OR LEADS FROM OTHER LOOPS.
5. WIRE SHALL BE #16 XHHW 600V SINGLE CONDUCTOR STRANDED WIRE.
6. ALL WIRE SHALL BE CONTINUOUS WITHOUT SPLICING.

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AIP PROJECT NO. 3-17-SBGP-111

FILE: 45_VEHICLE_GATE_DETAILS 3.dwg

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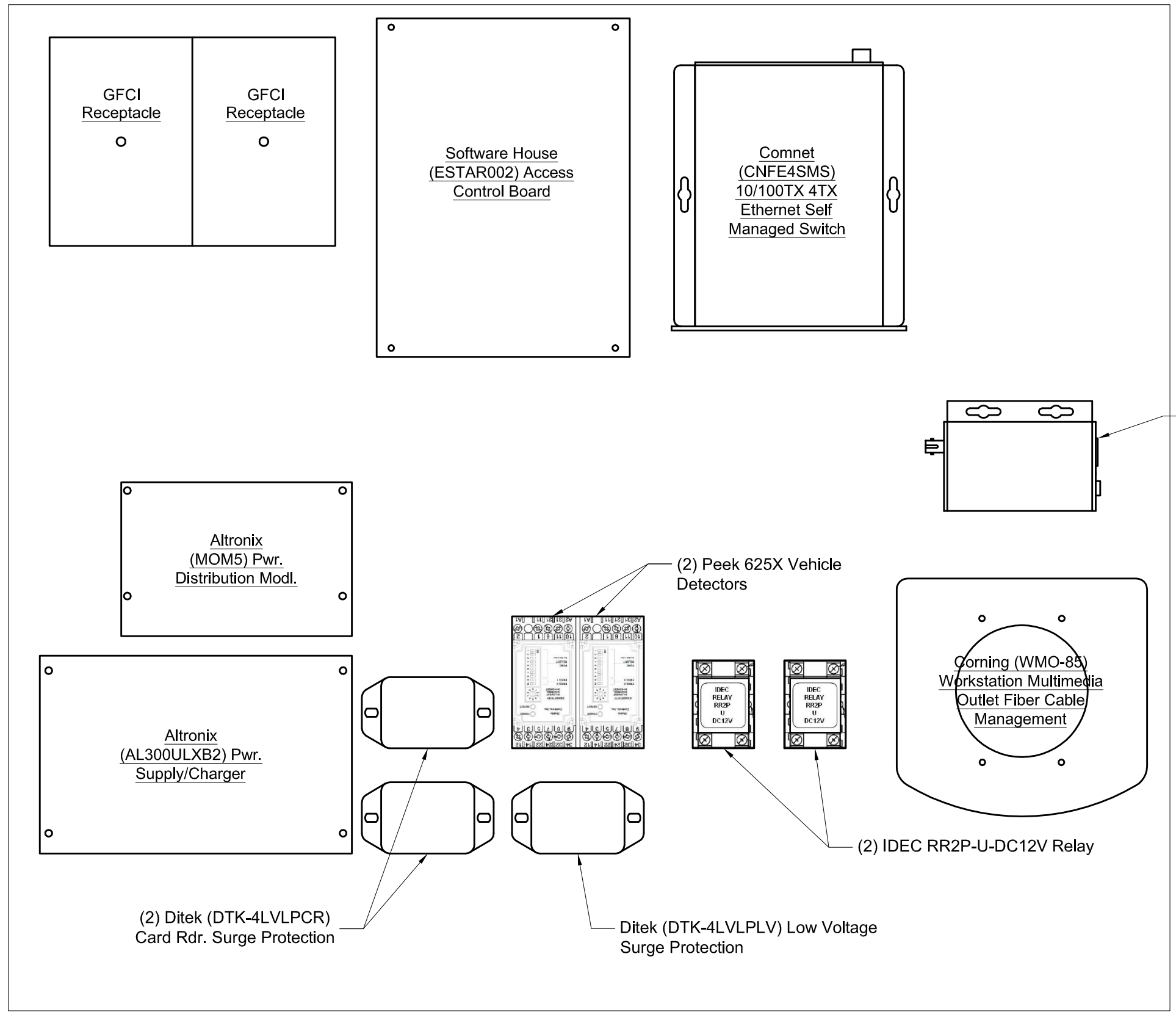
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JOB No: 15098-05

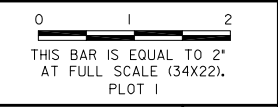
VEHICLE GATE
DETAILS 3



ACS SITE ENCLOSURE LAYOUT

3/4 SCALE

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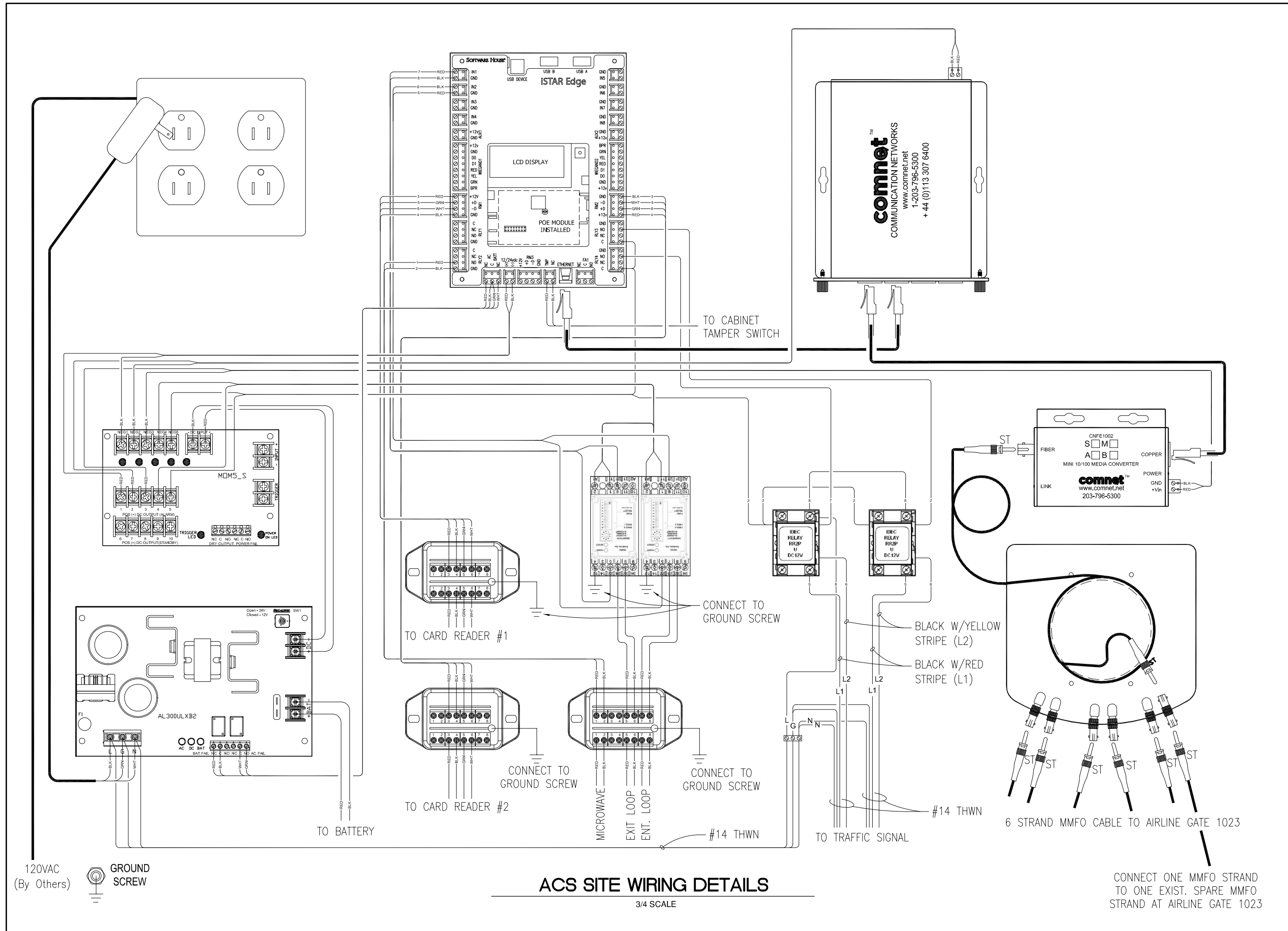
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JOB No: 15098-05

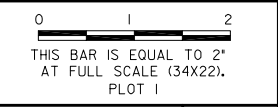
VEHICLE GATE
DETAILS 4



ACS SITE WIRING DETAILS

3/4 SCALE

REVISIONS		
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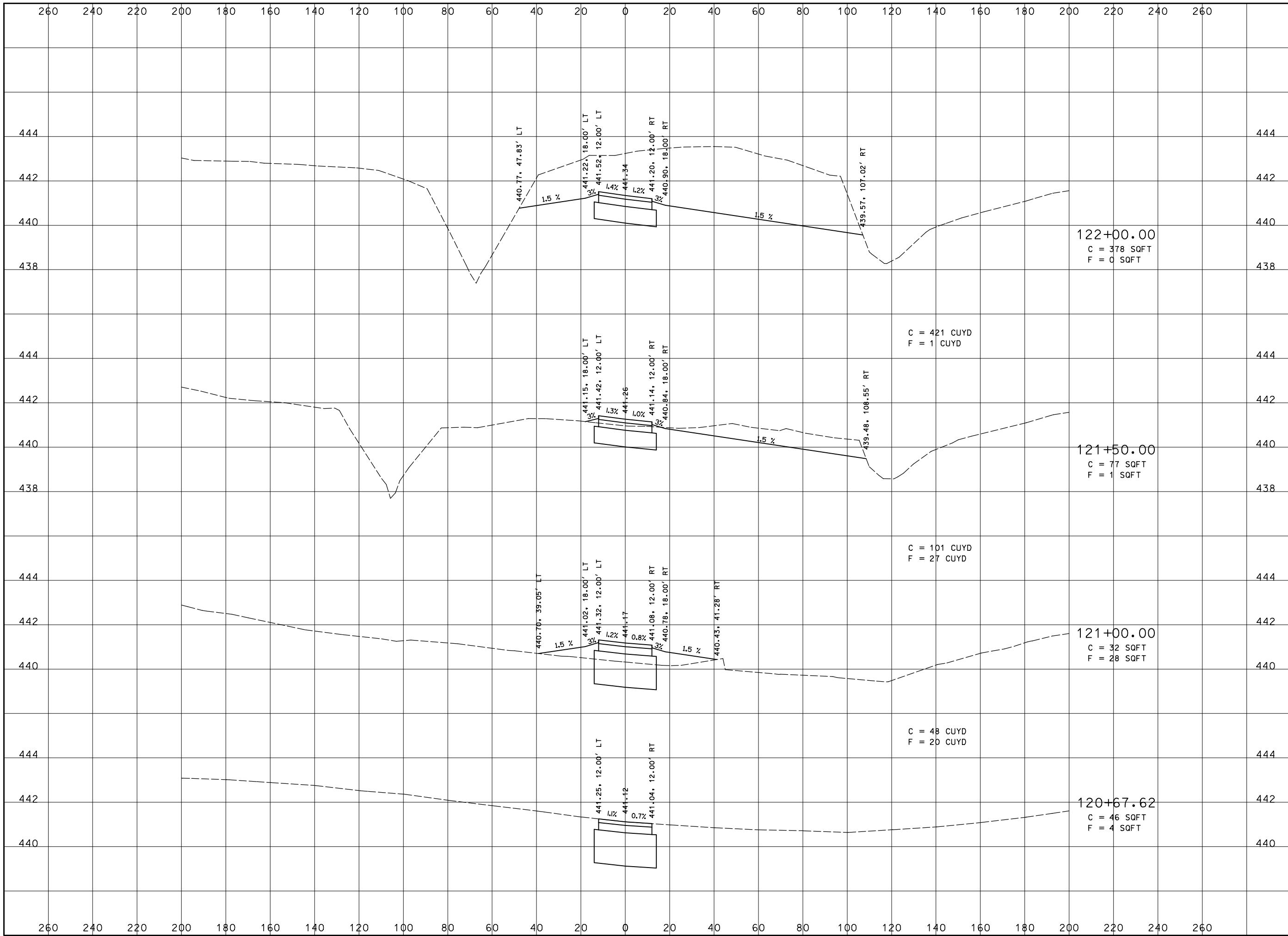
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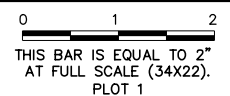
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AIP PROJECT NO. 3-17-SBGP-111

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VEHICLE GATE
DETAILS 5



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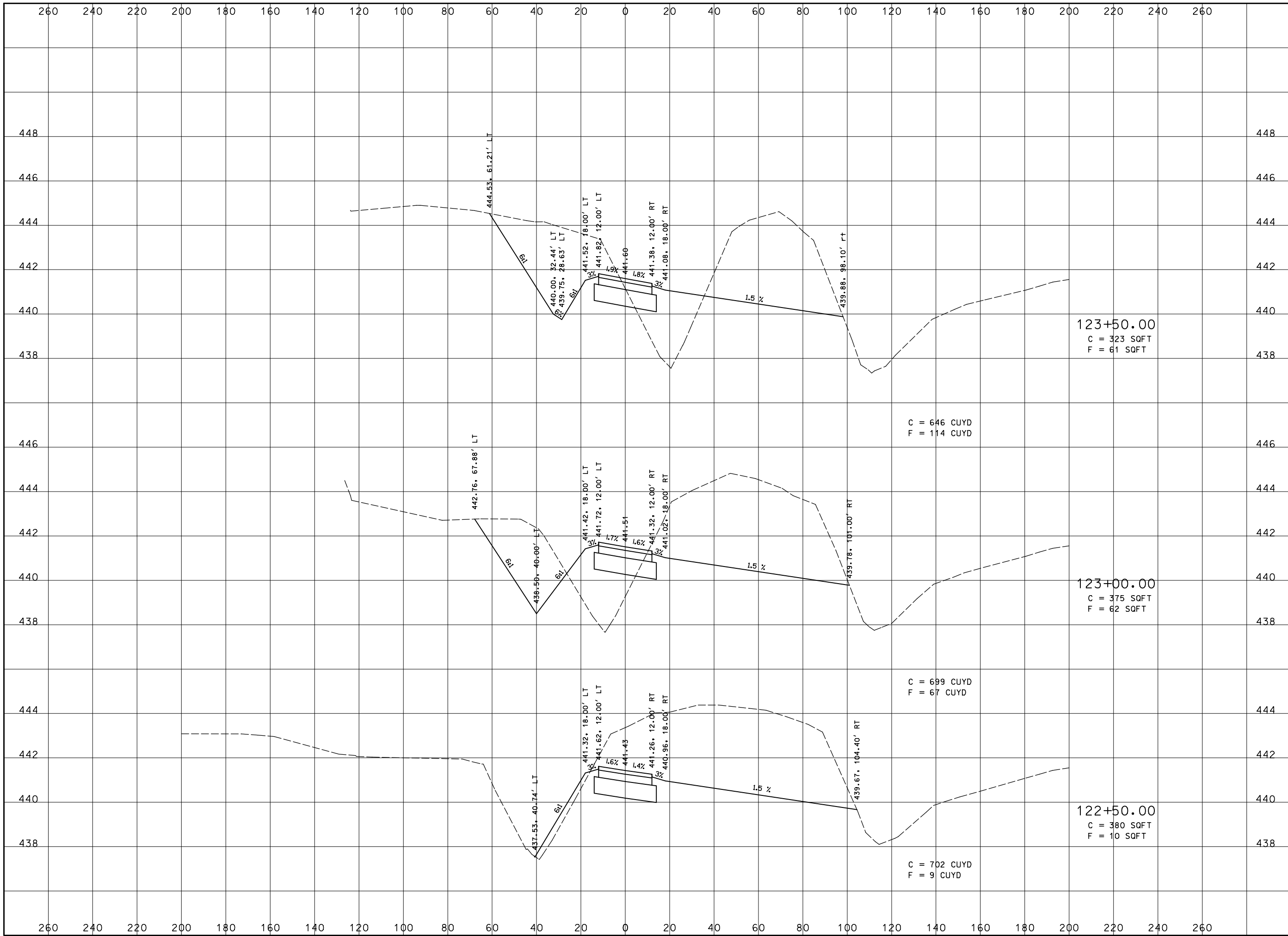
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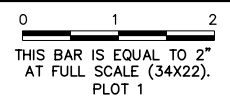
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AIRSIDE SERVICE ROAD CROSS SECTIONS
SHEET 52 OF 83 SHEETS



REVISIONS		
NUMBER	BY	DATE



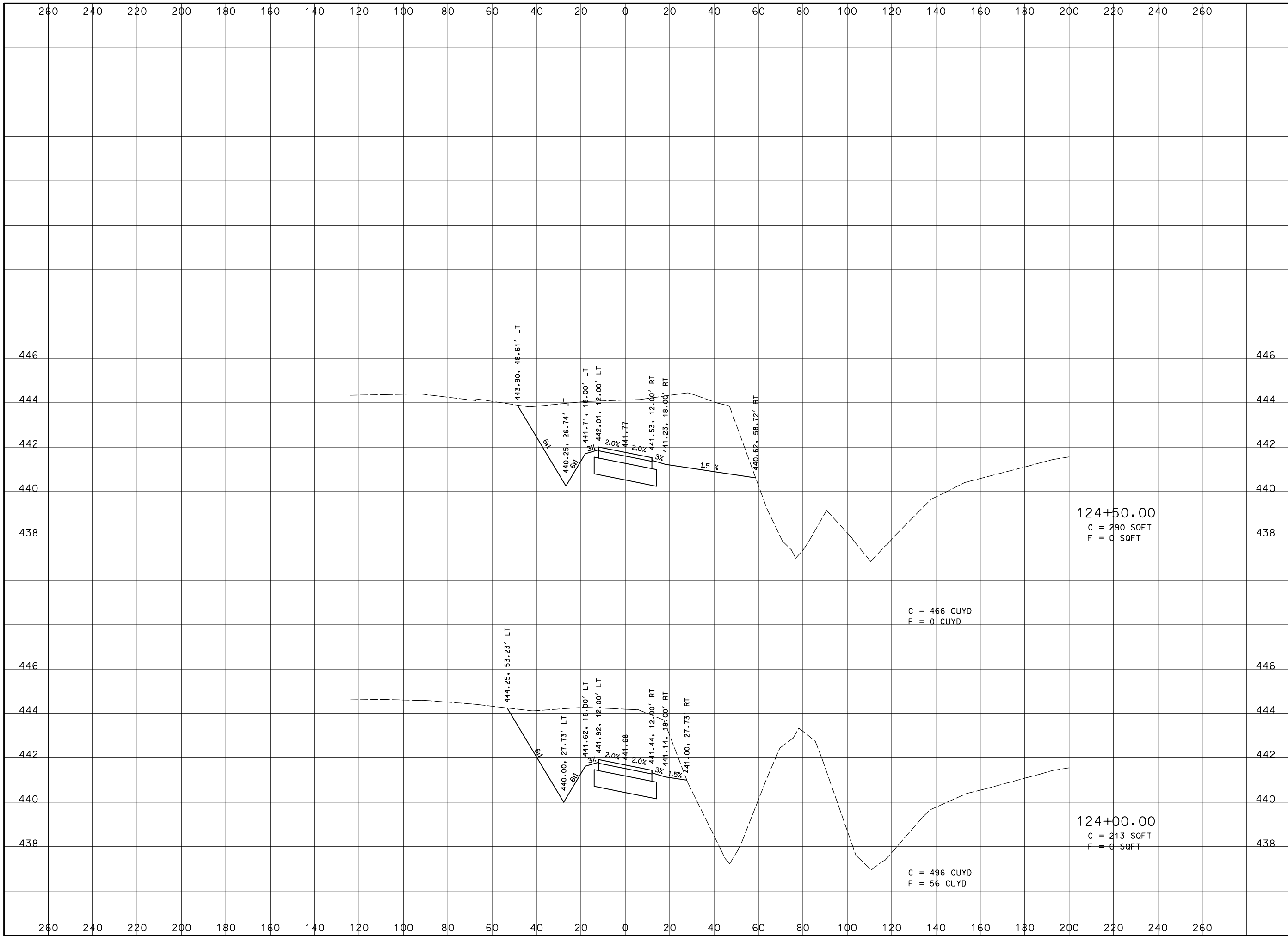
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AIRSIDE SERVICE ROAD CROSS SECTIONS
SHEET 53 OF 83 SHEETS



REVISIONS		
NUMBER	BY	DATE

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 AT FULL SCALE (34X22).
 PLOT 1

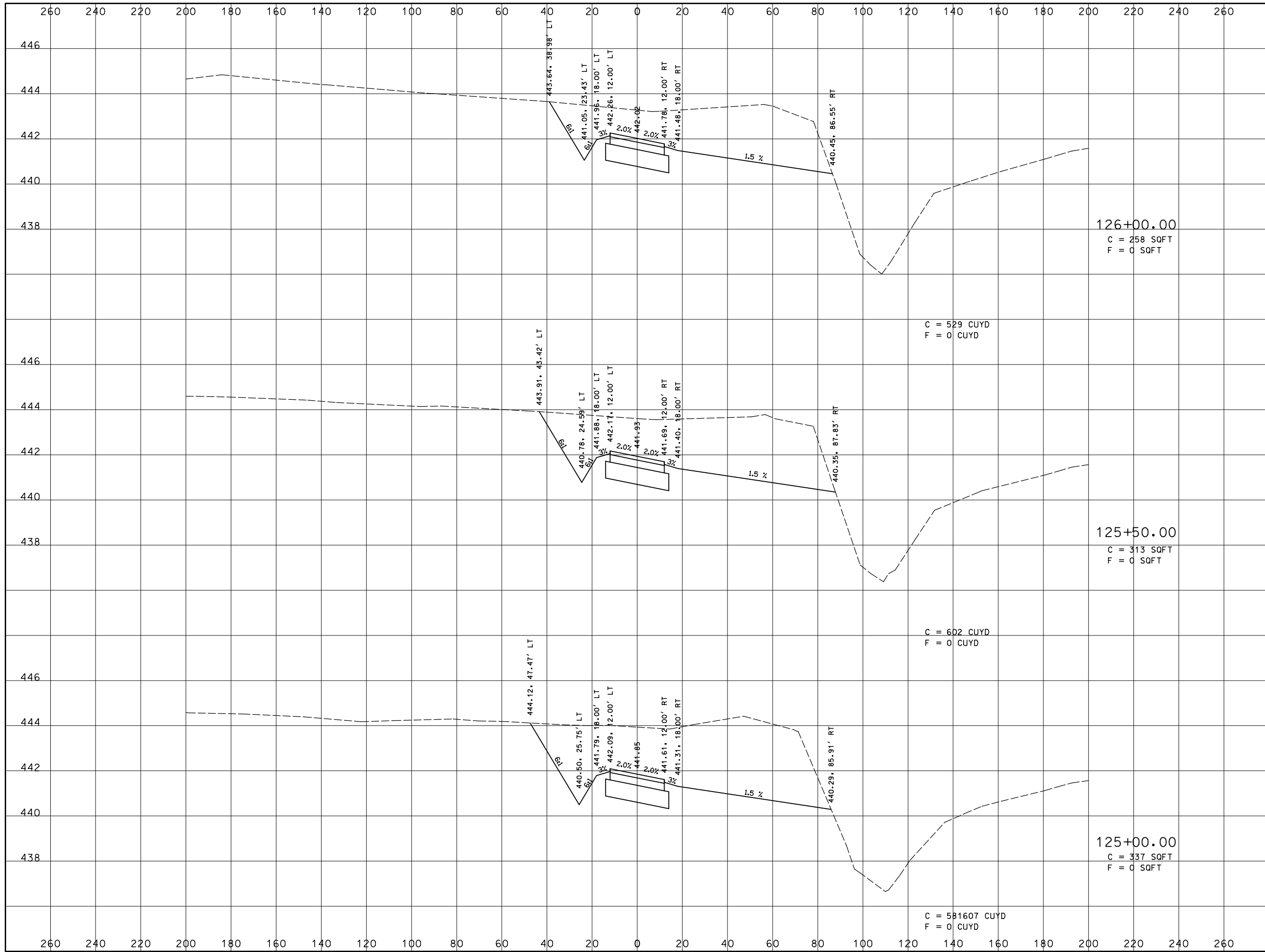
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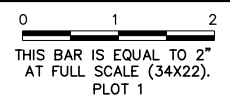
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AIRSIDE SERVICE ROAD CROSS SECTIONS
SHEET 54 OF 83 SHEETS



REVISIONS		
NUMBER	BY	DATE



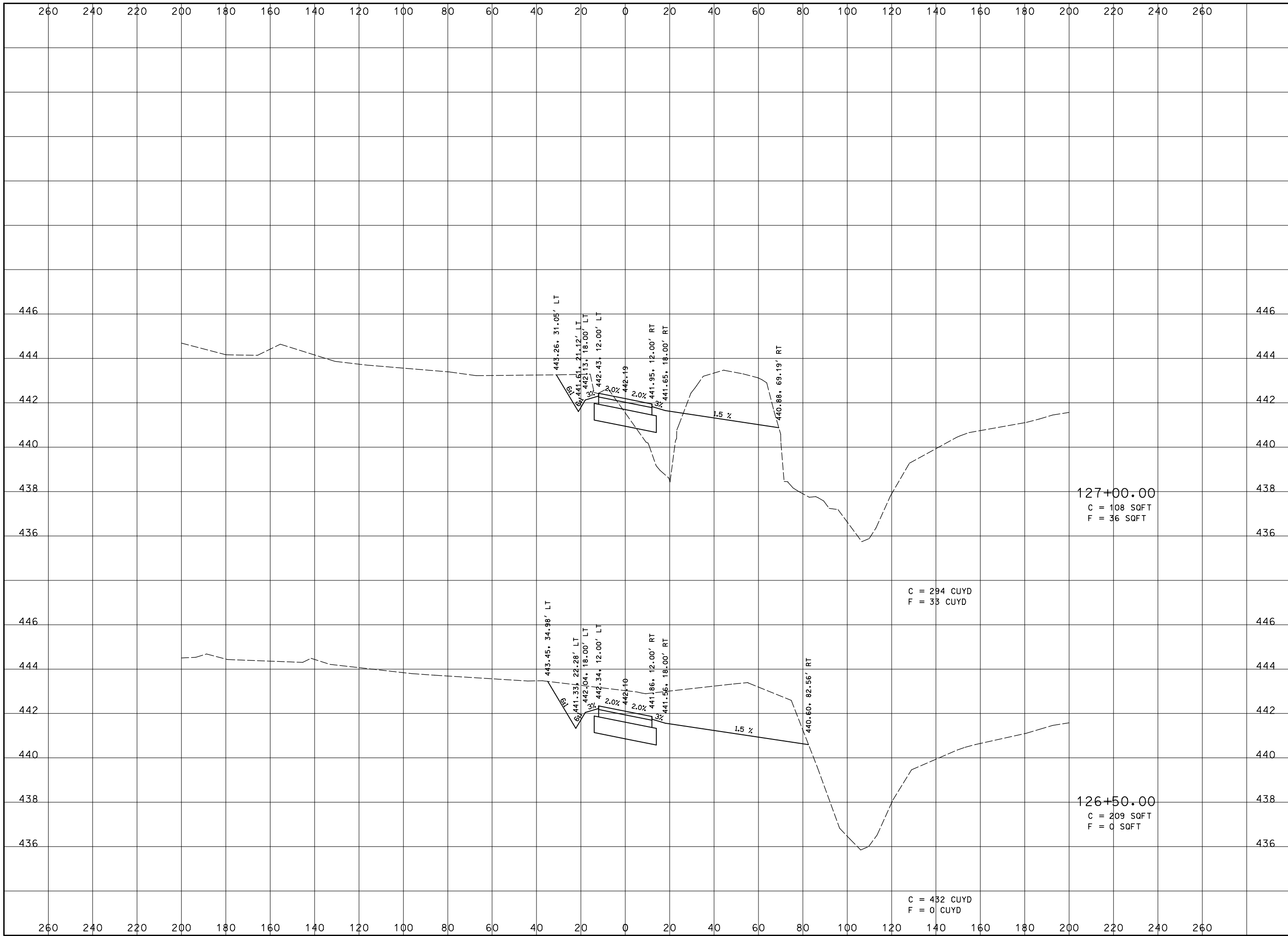
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SHEET 55 OF 83 SHEETS



REVISIONS		
NUMBER	BY	DATE

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 PLOT 1

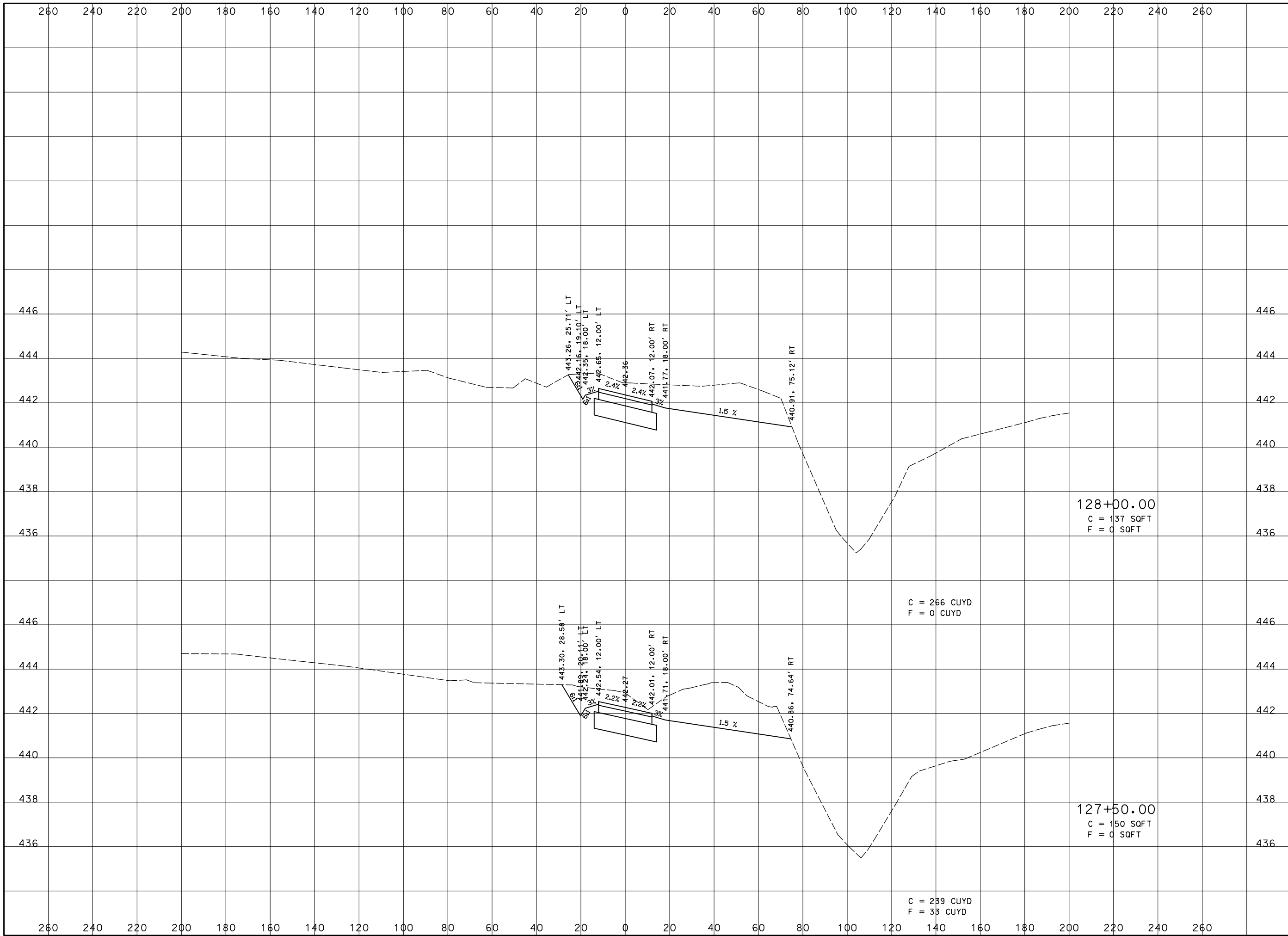
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SHEET 56 OF 83 SHEETS



REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2"
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 PLOT 1

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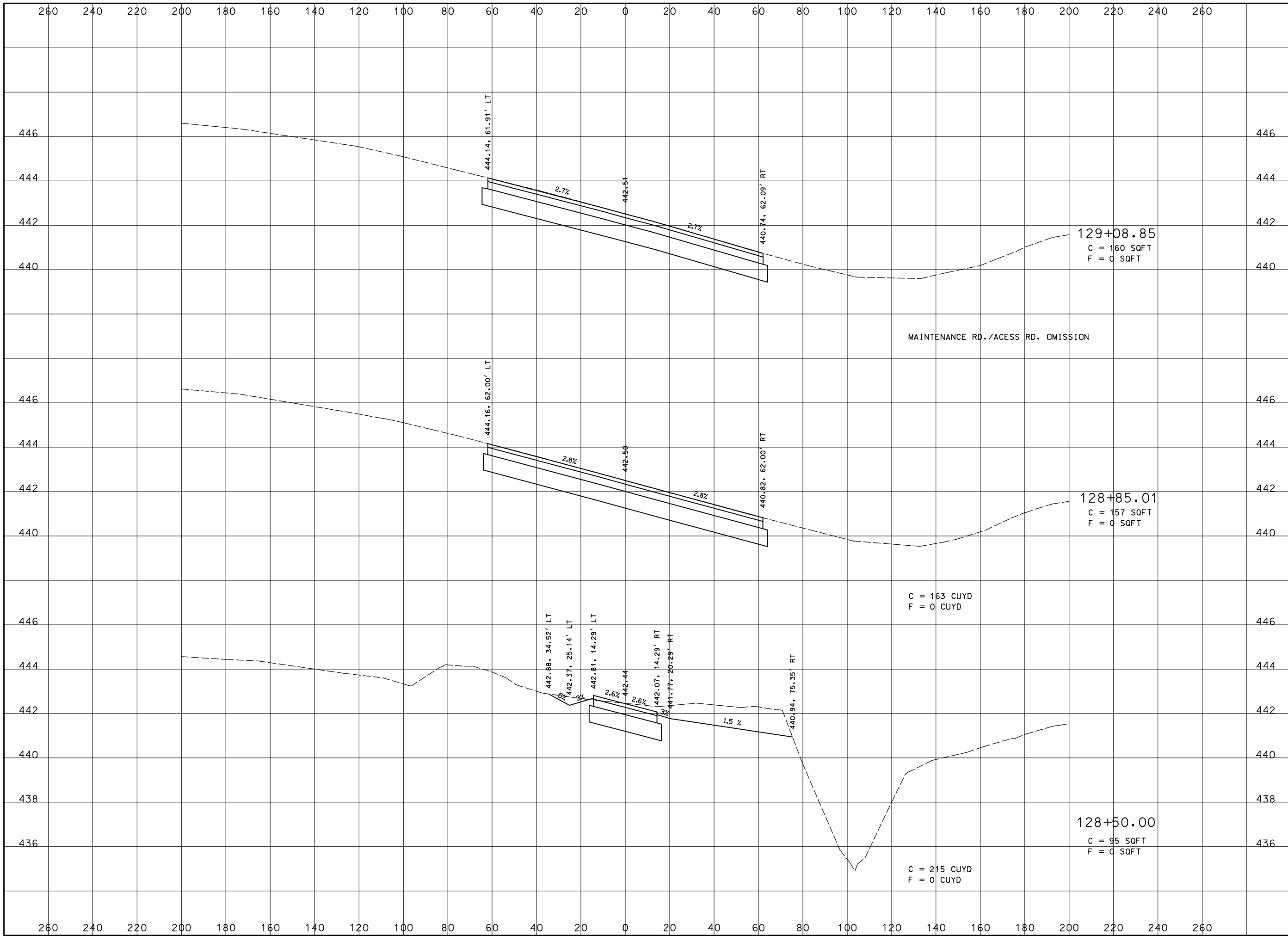
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SHEET 57 OF 83 SHEETS

128+00.00
 C = 137 SQFT
 F = 0 SQFT

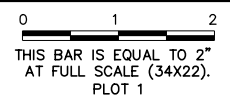
C = 266 CUYD
 F = 0 CUYD

127+50.00
 C = 150 SQFT
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C = 239 CUYD
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NUMBER	BY	DATE



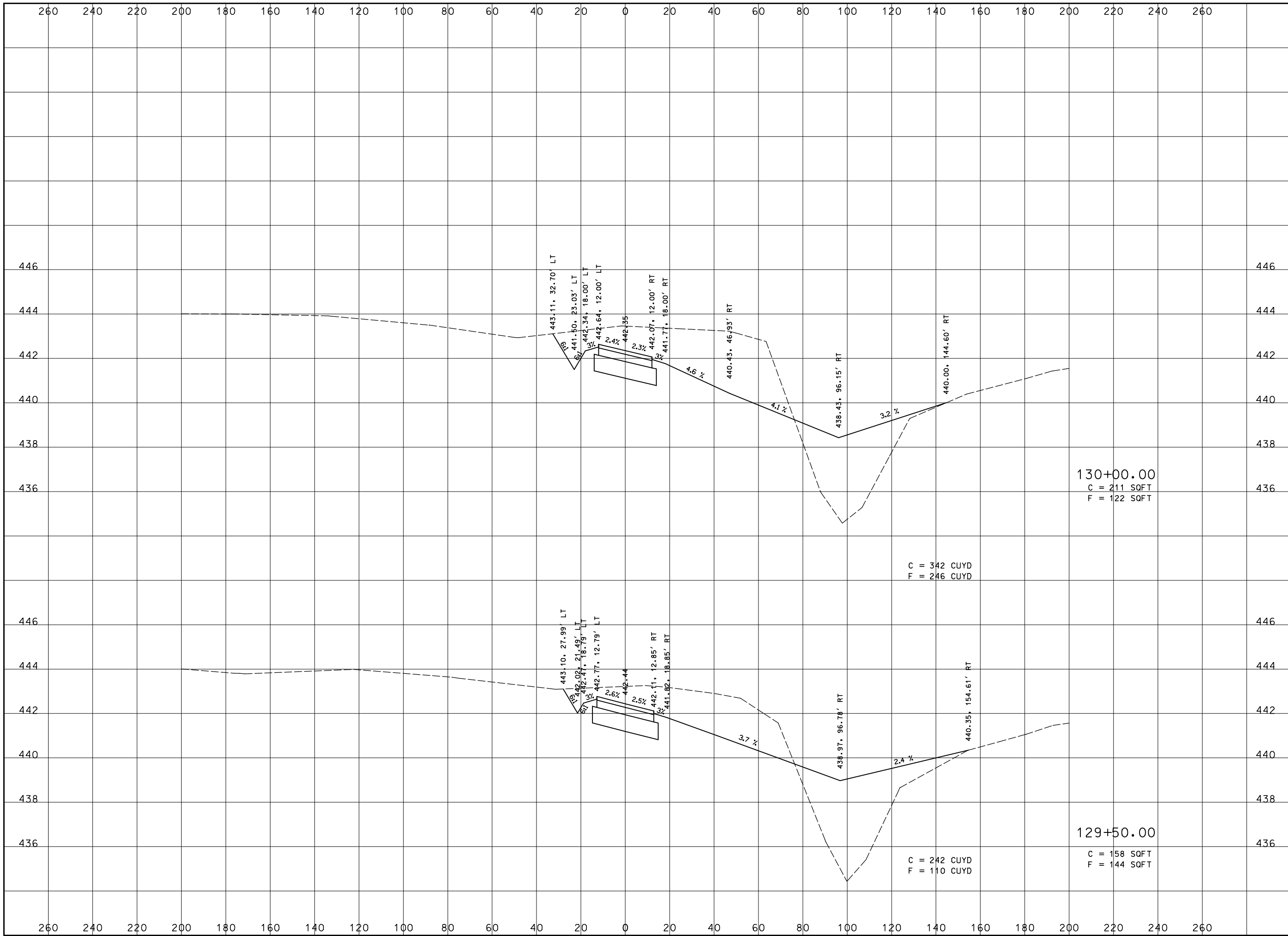
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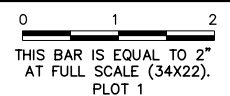

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SHEET 58 OF 83 SHEETS



REVISIONS		
NUMBER	BY	DATE



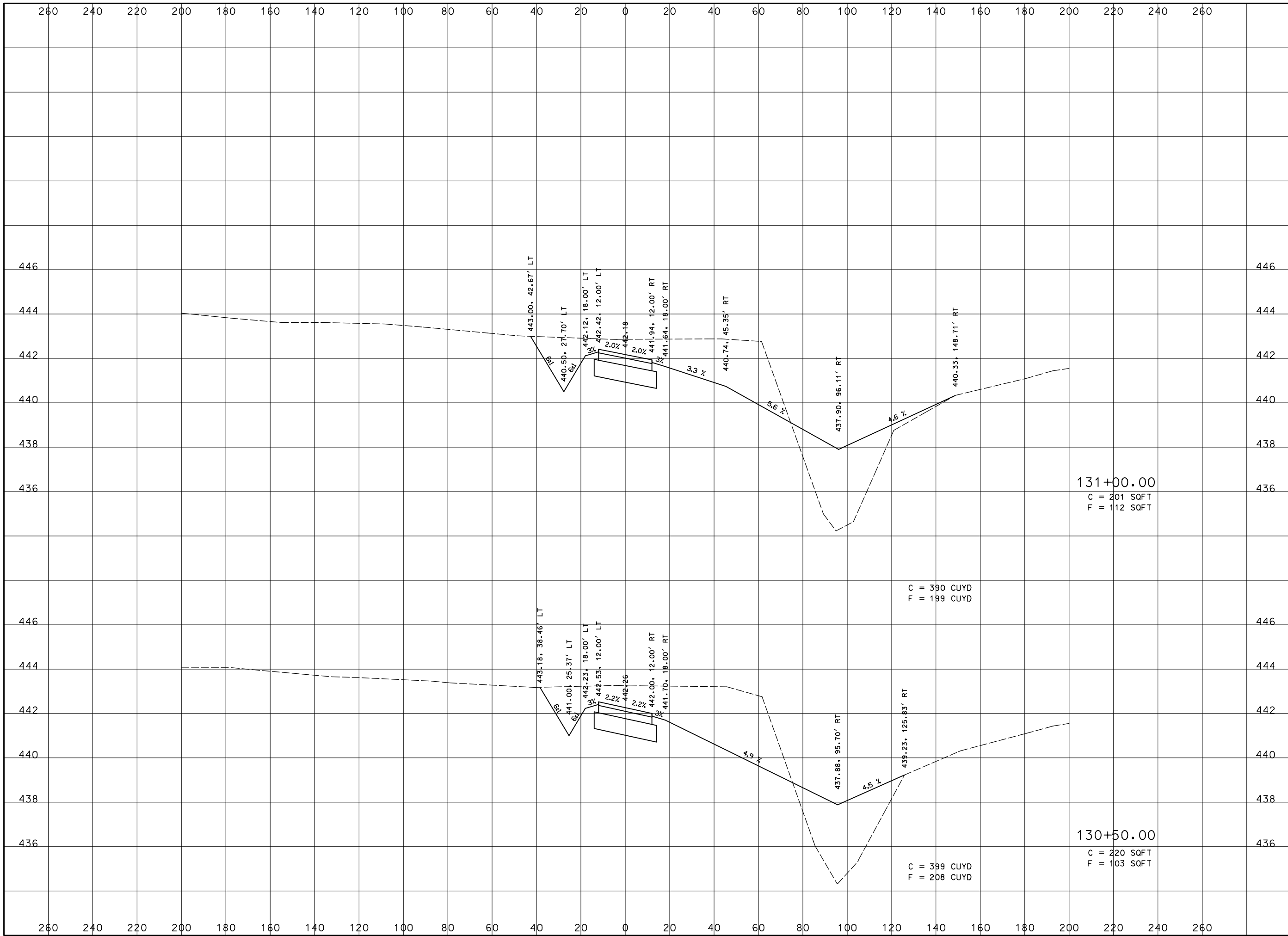
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REVISIONS		
NUMBER	BY	DATE

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PLOT 1

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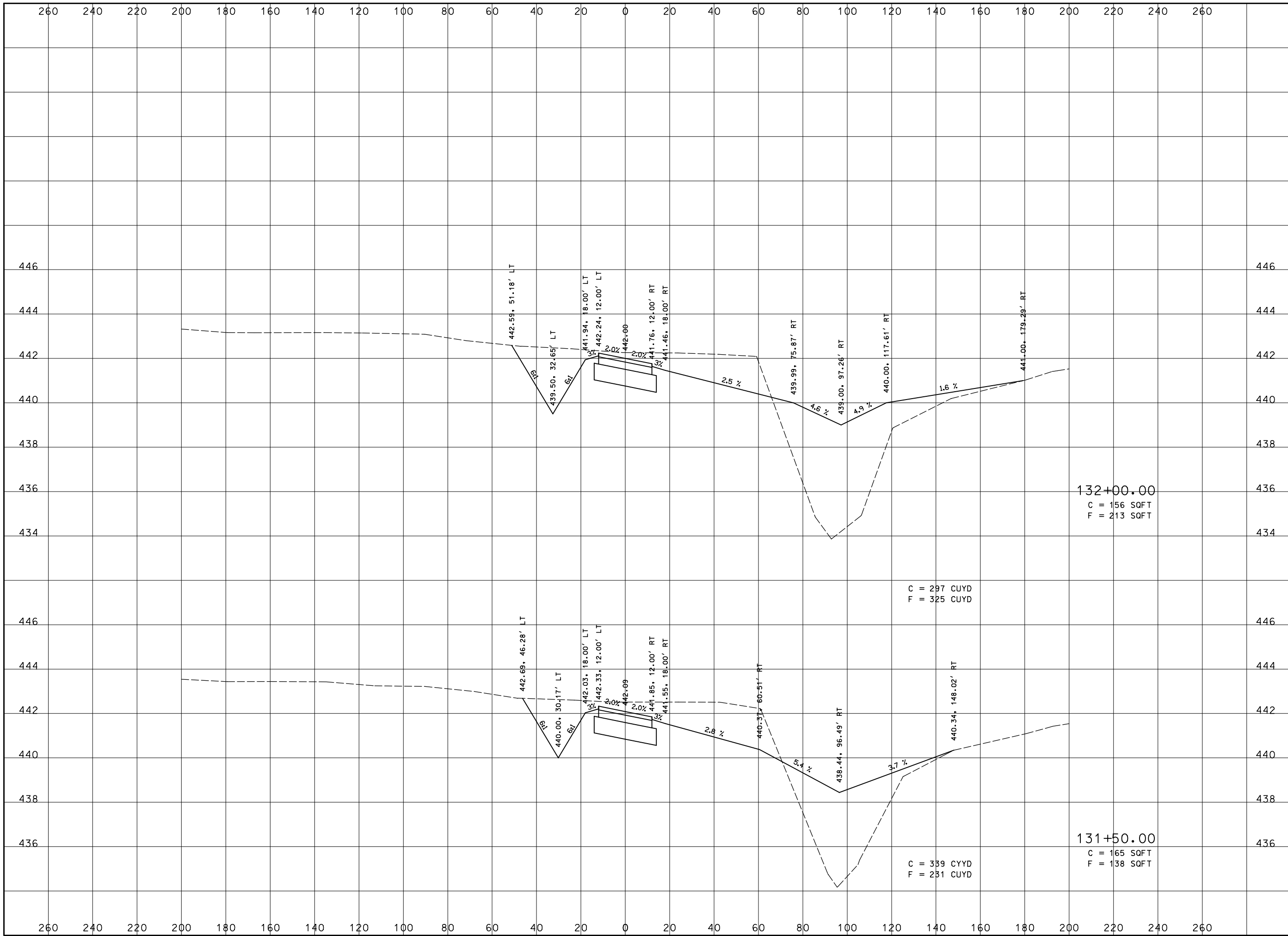
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SHEET 60 OF 83 SHEETS

131+00.00
C = 201 SQFT
F = 112 SQFT

C = 390 CUYD
F = 199 CUYD

130+50.00
C = 220 SQFT
F = 103 SQFT

C = 399 CUYD
F = 208 CUYD



REVISIONS		
NUMBER	BY	DATE

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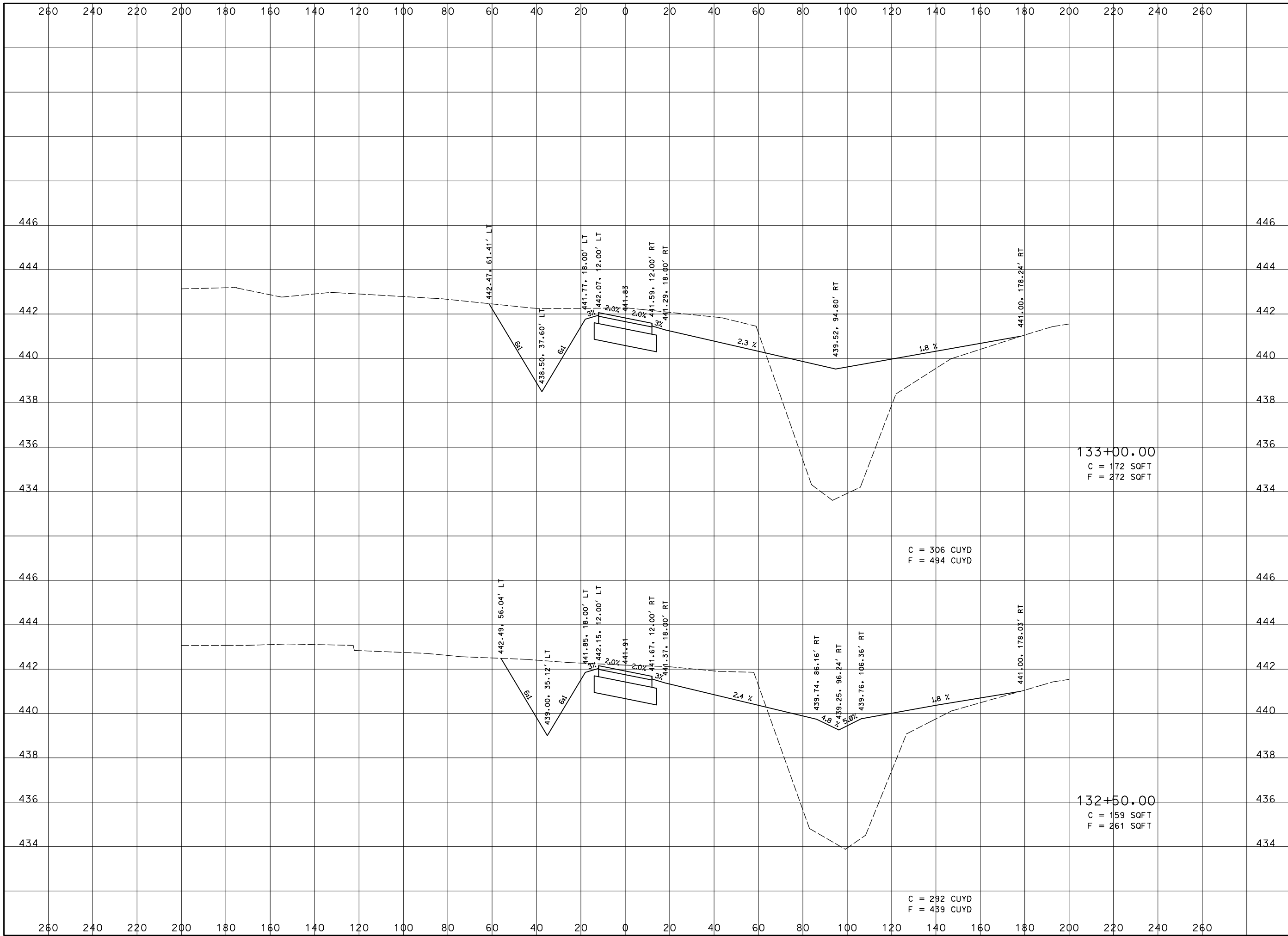
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AIRSIDE
SERVICE ROAD
CROSS SECTIONS



REVISIONS		
NUMBER	BY	DATE

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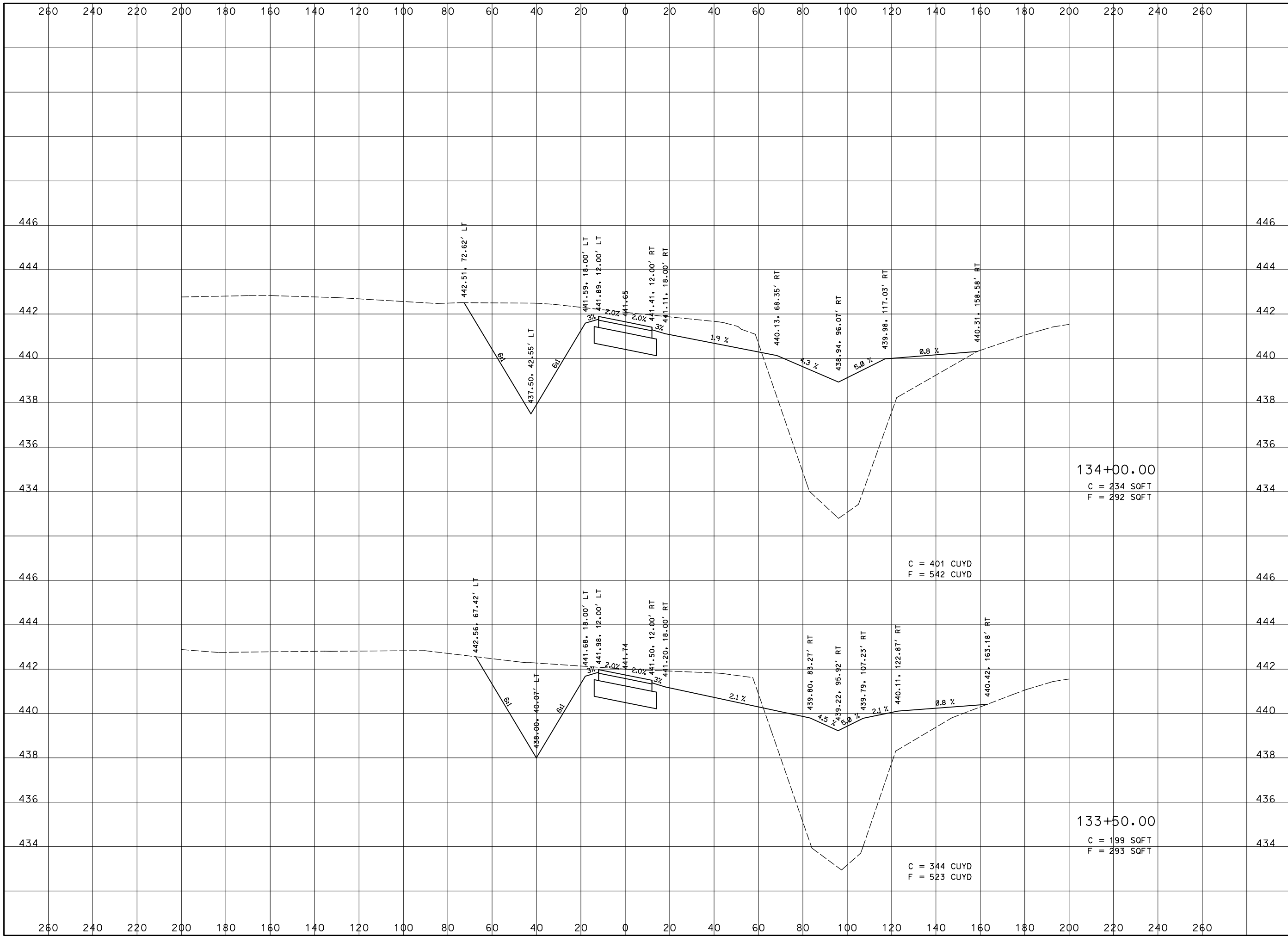
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SHEET 62 OF 83 SHEETS



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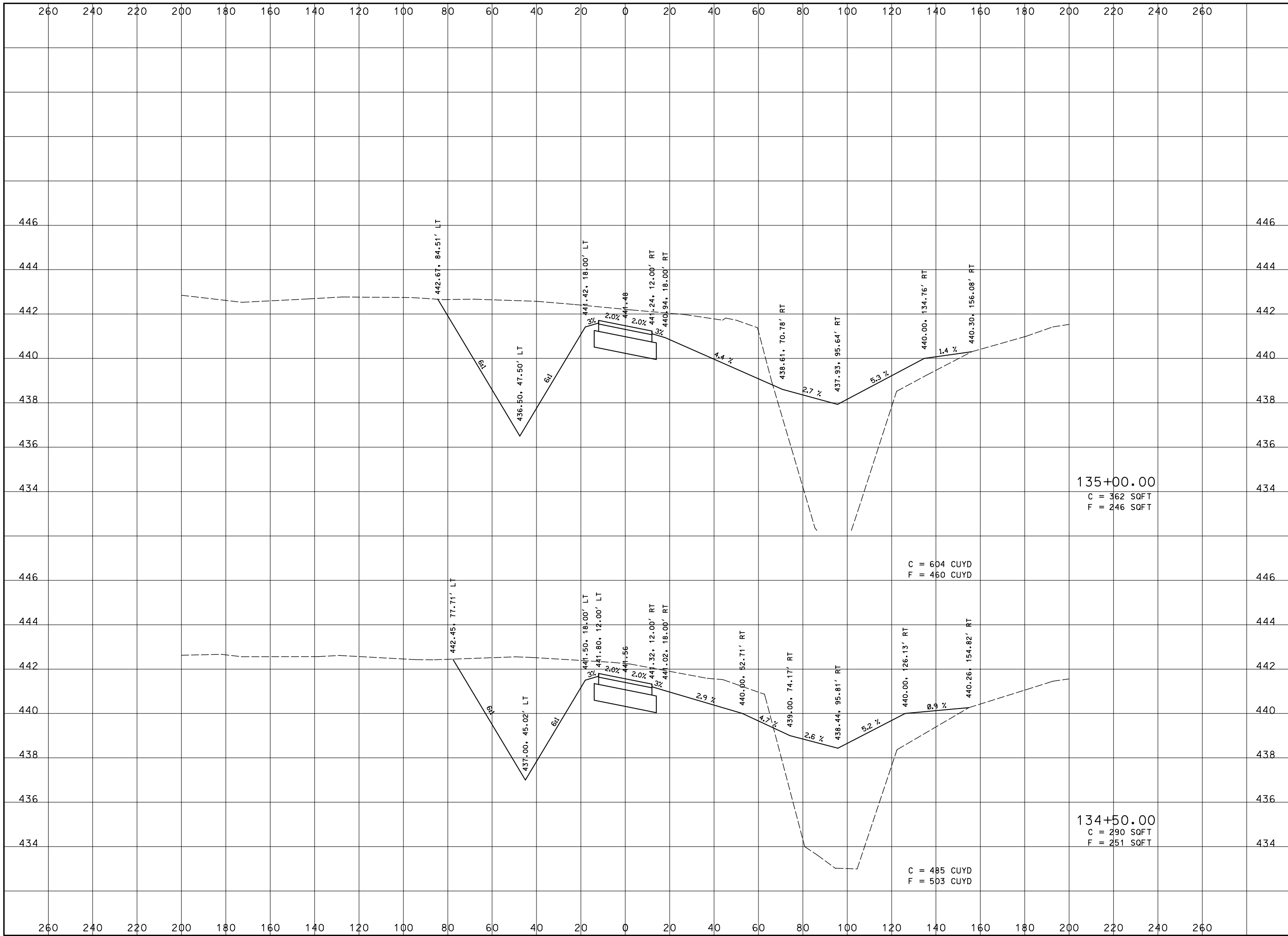
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SHEET 63 OF 83 SHEETS



REVISIONS		
NUMBER	BY	DATE

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PLOT 1

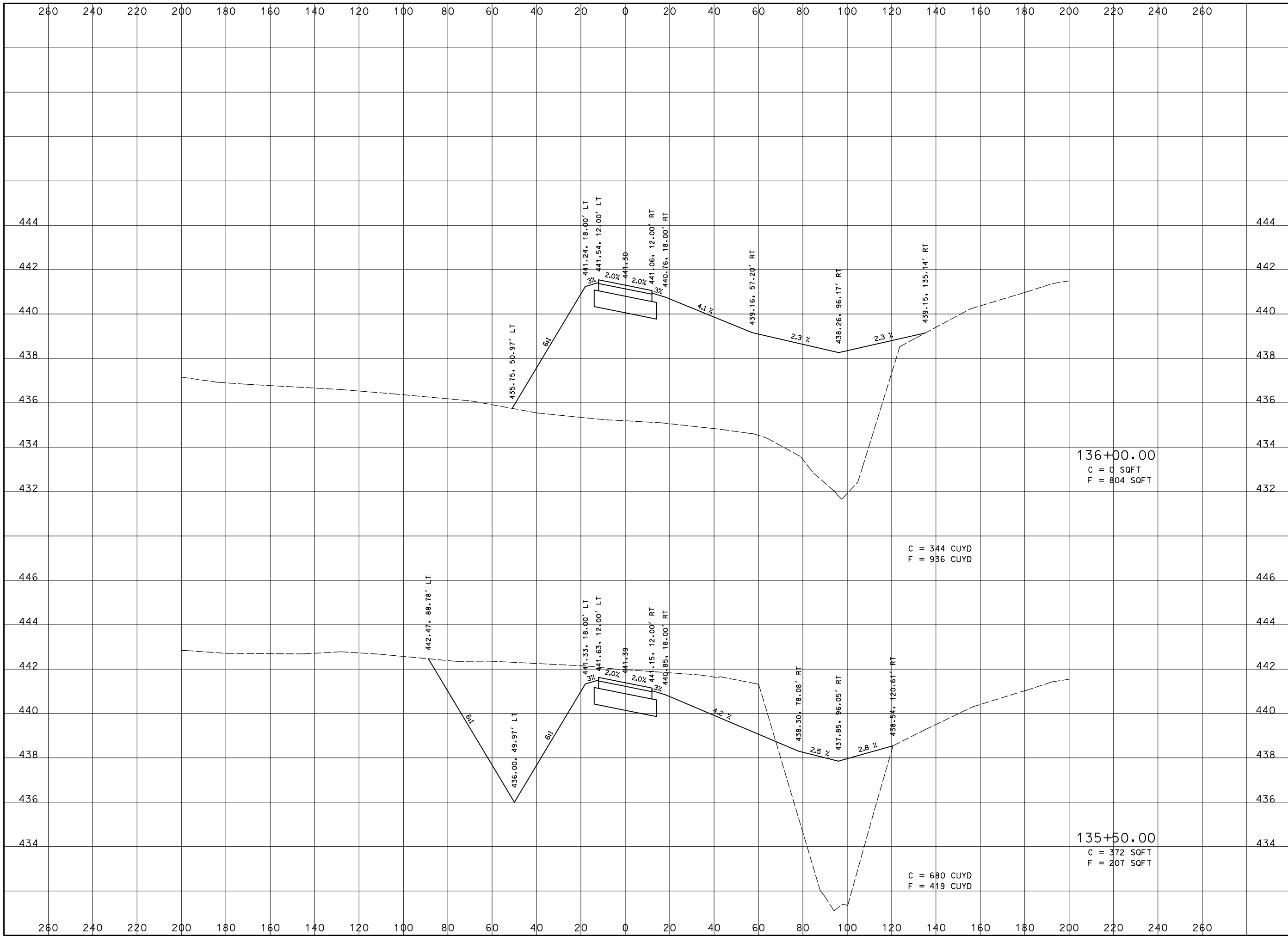
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JOB No: 15098-05-00
AIRSIDE SERVICE ROAD CROSS SECTIONS
SHEET 64 OF 83 SHEETS



REVISIONS		
NUMBER	BY	DATE

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 PLOT 1

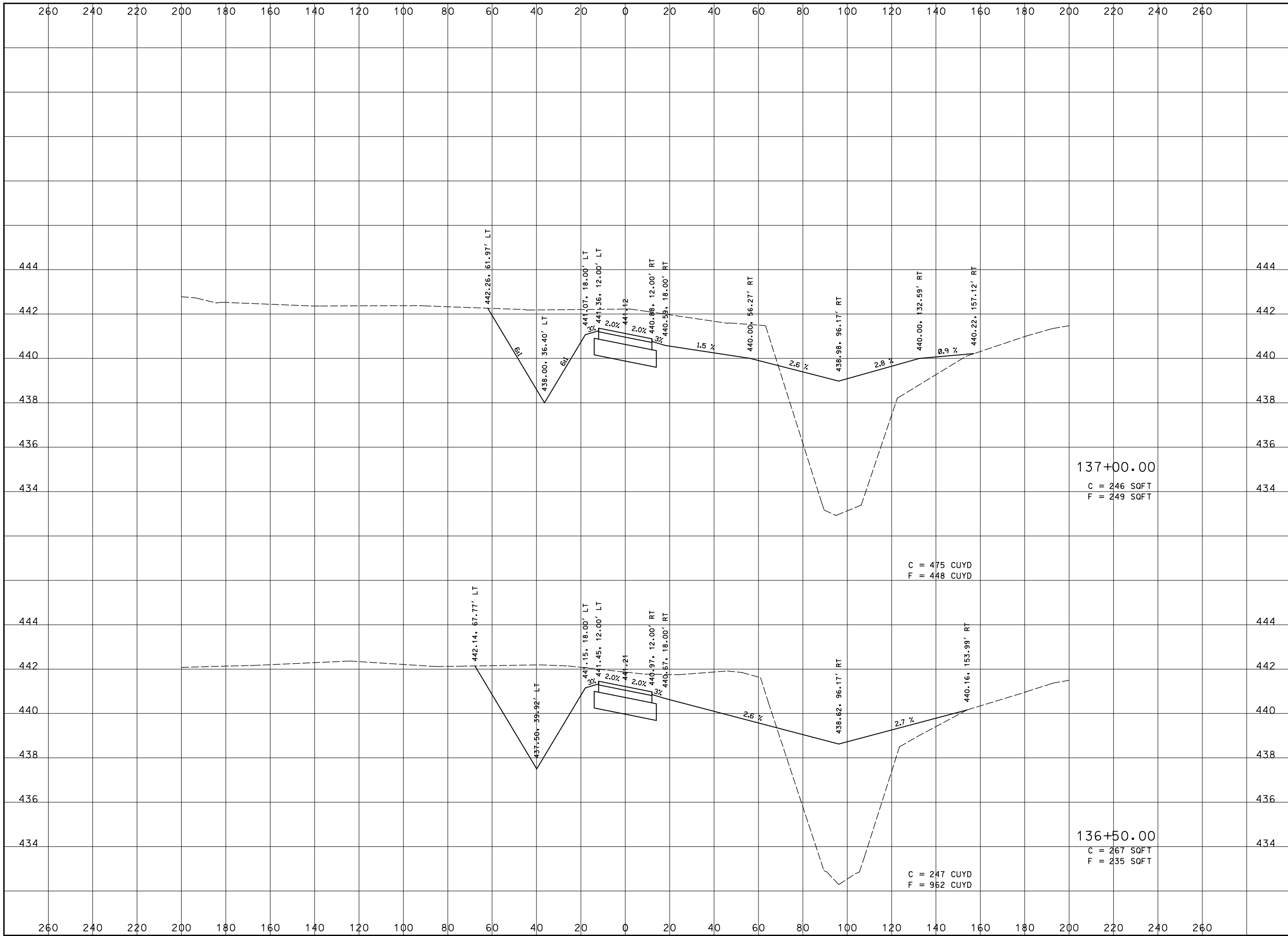
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DATE: APRIL 22, 2016
JOB No: 15098-05-00
AIRSIDE SERVICE ROAD CROSS SECTIONS
SHEET 65 OF 83 SHEETS



REVISIONS		
NUMBER	BY	DATE

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

MIDAMERICA ST. LOIS AIRPORT
 ST. CLAIR COUNTY, ILLINOIS

AIRSIDE SERVICE ROAD

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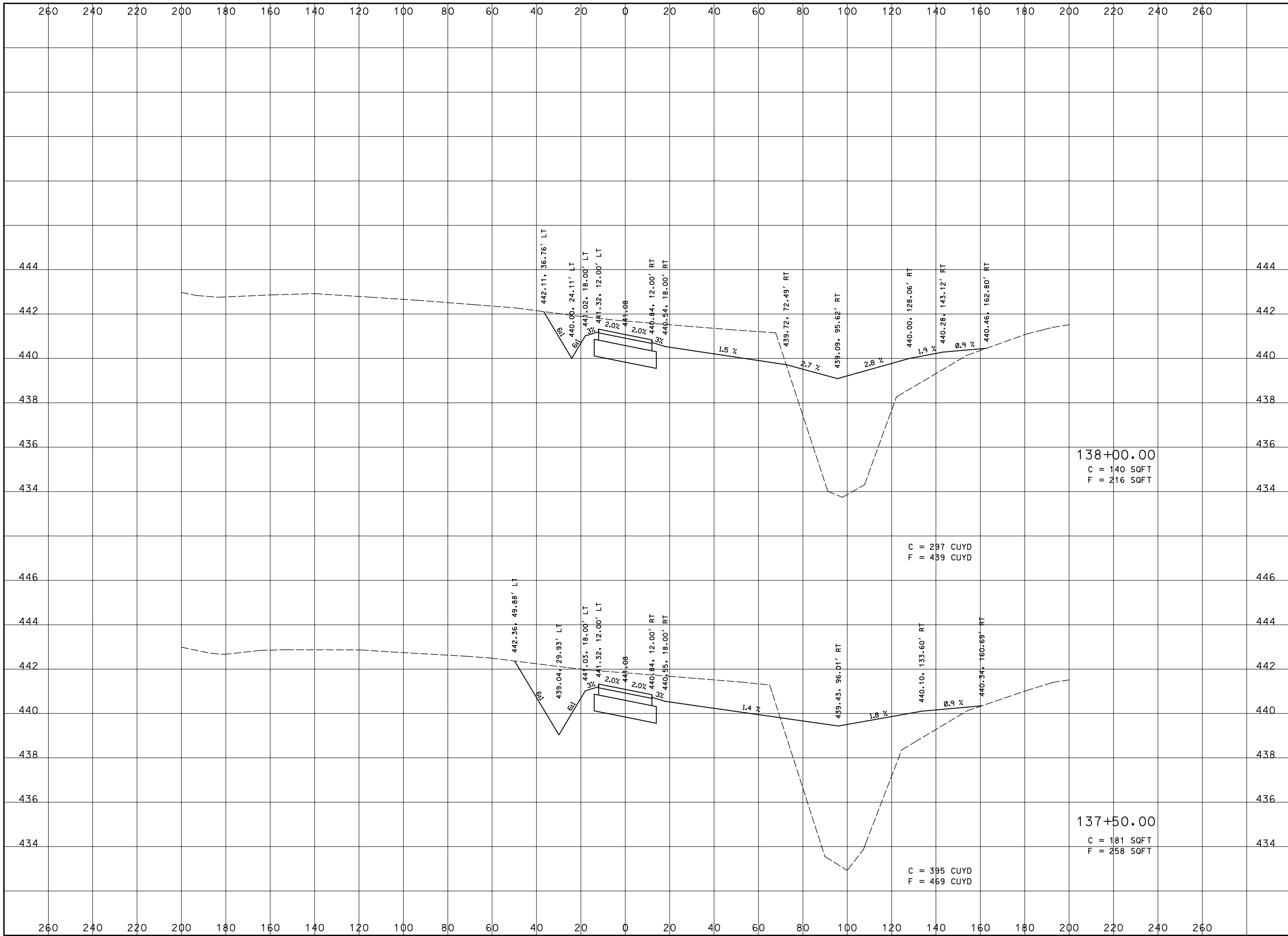
IL PROJECT: BLV-4493
 AIP PROJ: 3-17-SBGP-111

FILE:

DESIGN BY: TML
DRAWN BY: TML
CHECKED BY: BWG
APPROVED BY: BWG
DATE: APRIL 22, 2016
JOB No: 15098-05-00

AIRSIDE
 SERVICE ROAD
 CROSS SECTIONS

SHEET 66 OF 83 SHEETS



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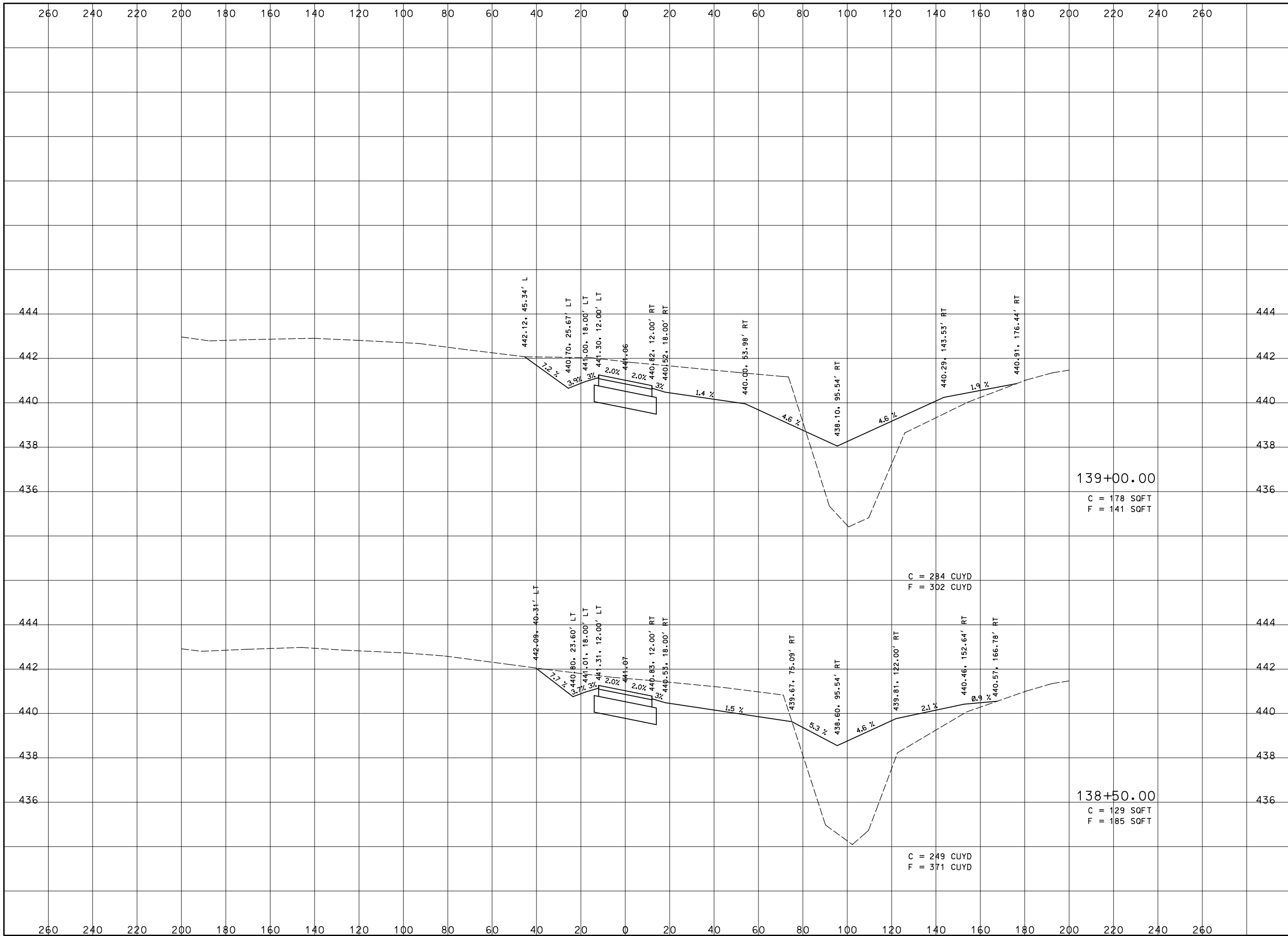
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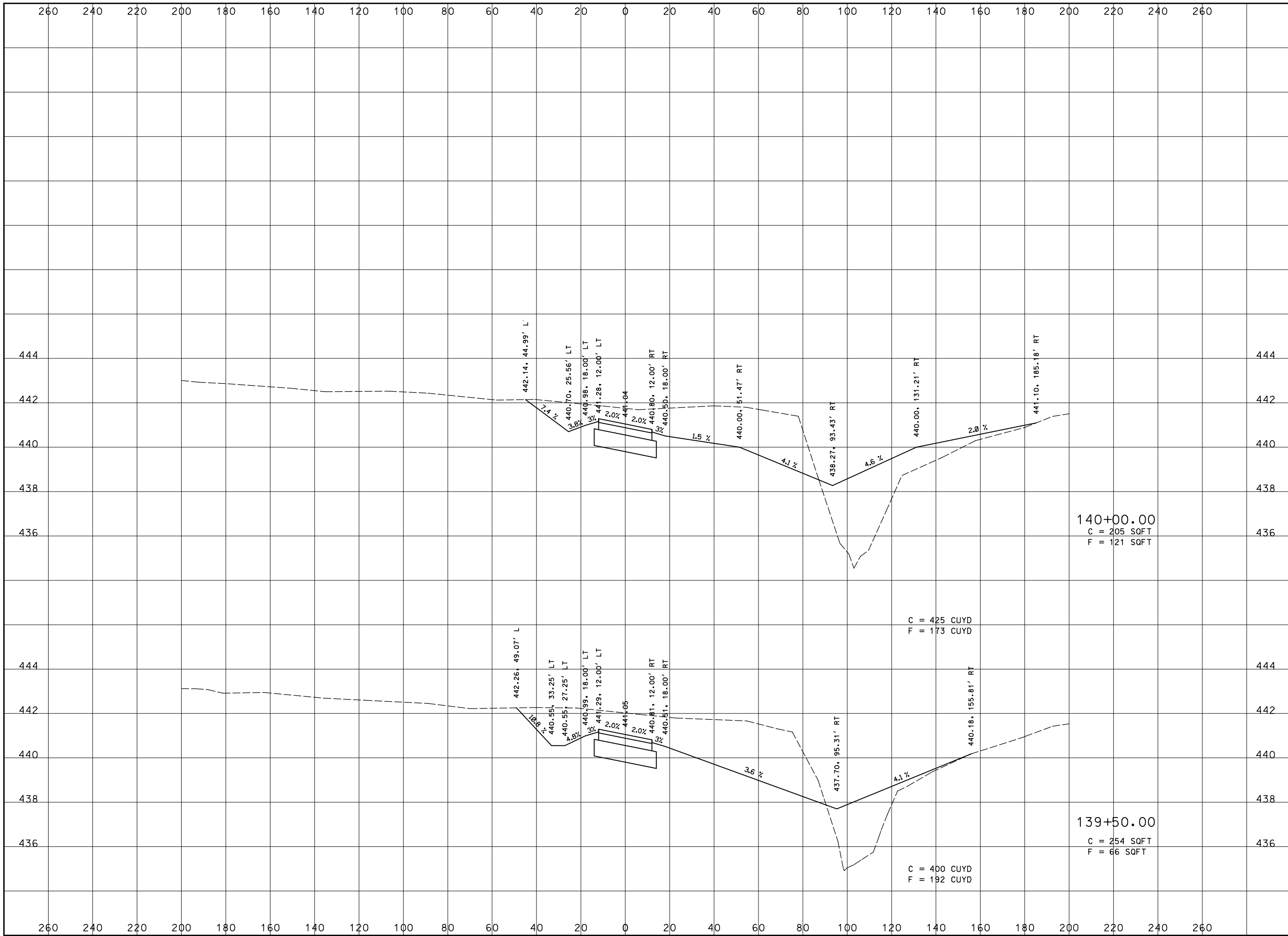
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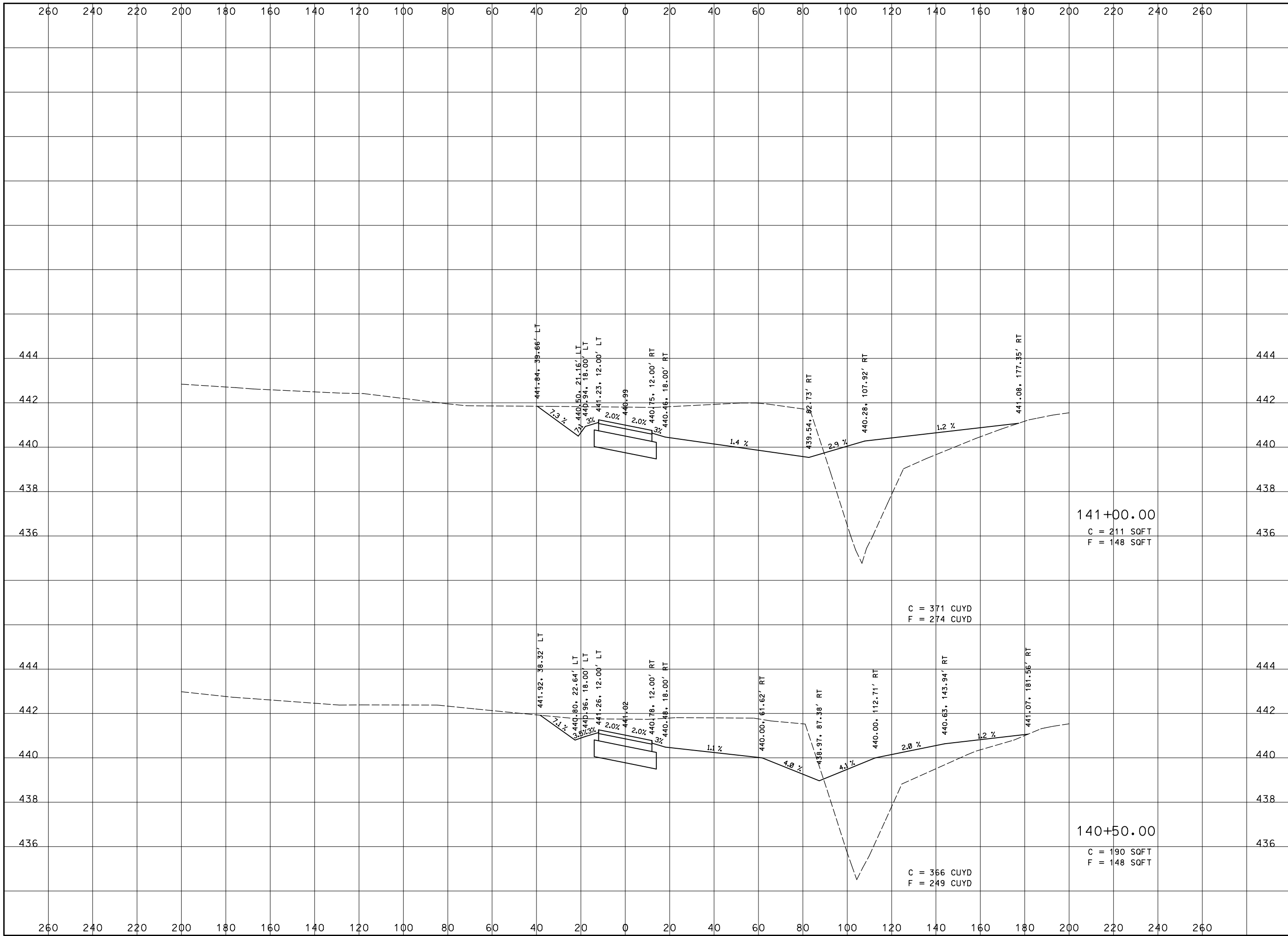
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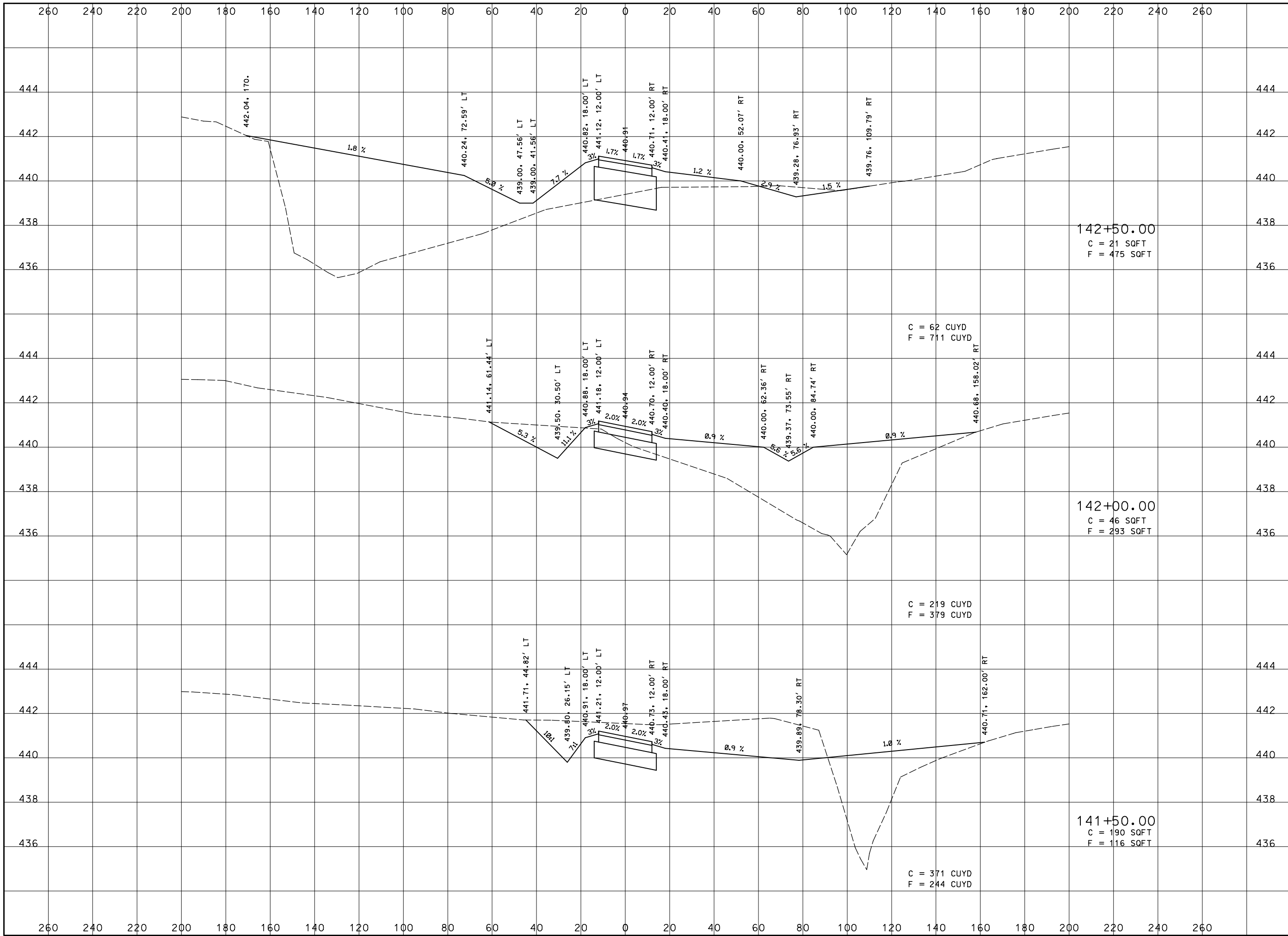
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AIRSIDE SERVICE ROAD

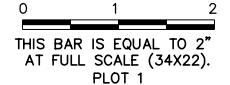
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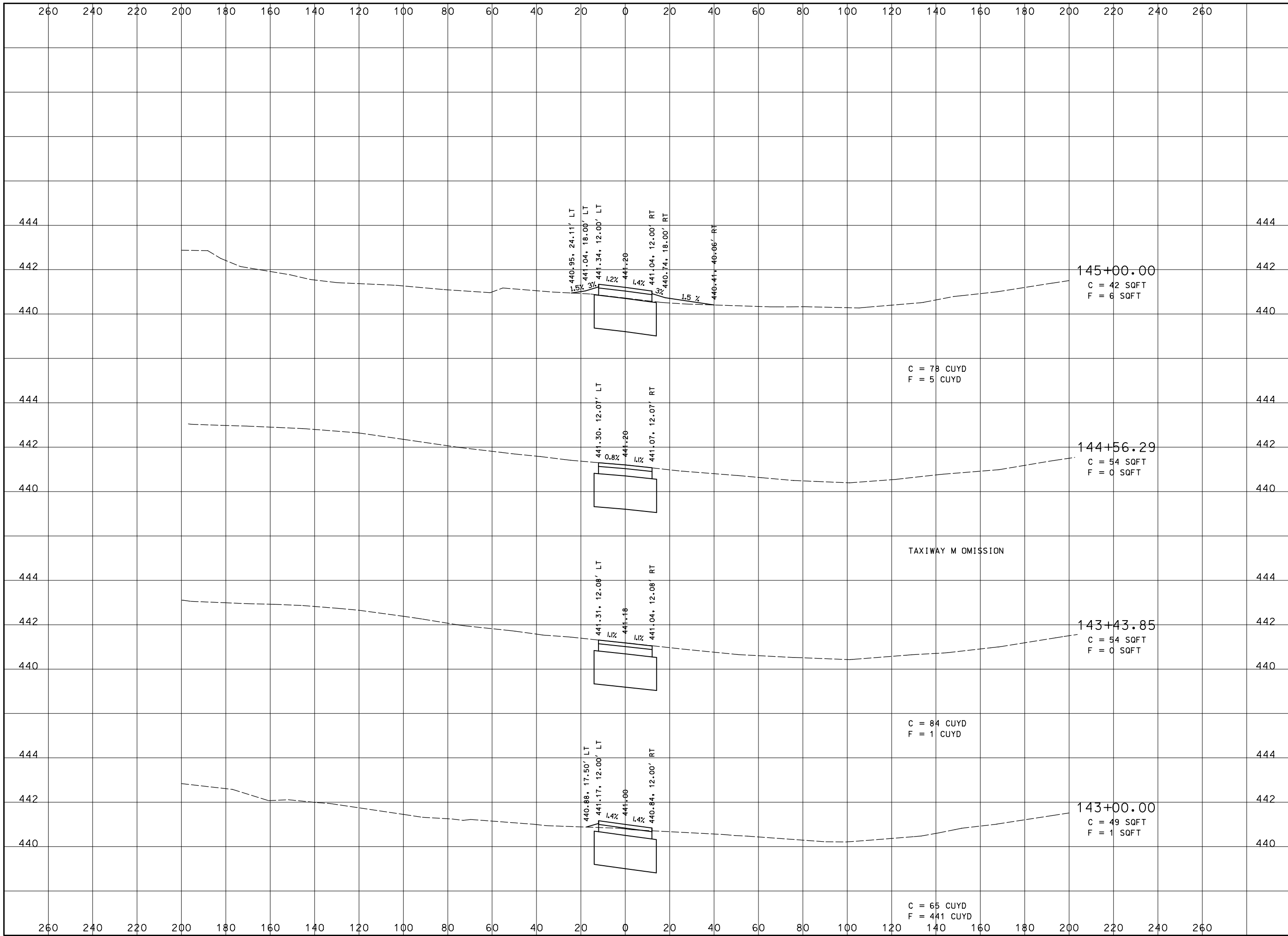
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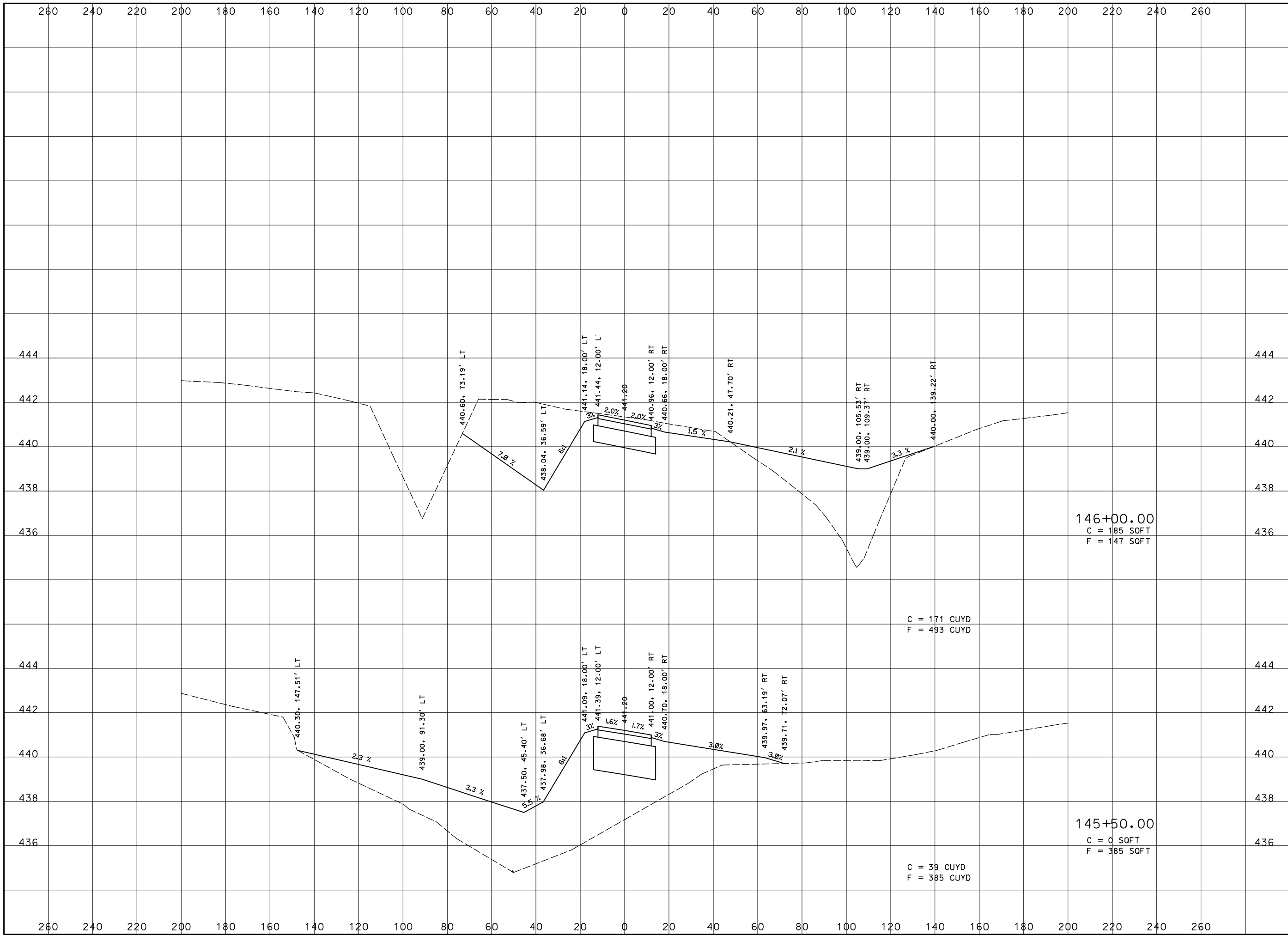
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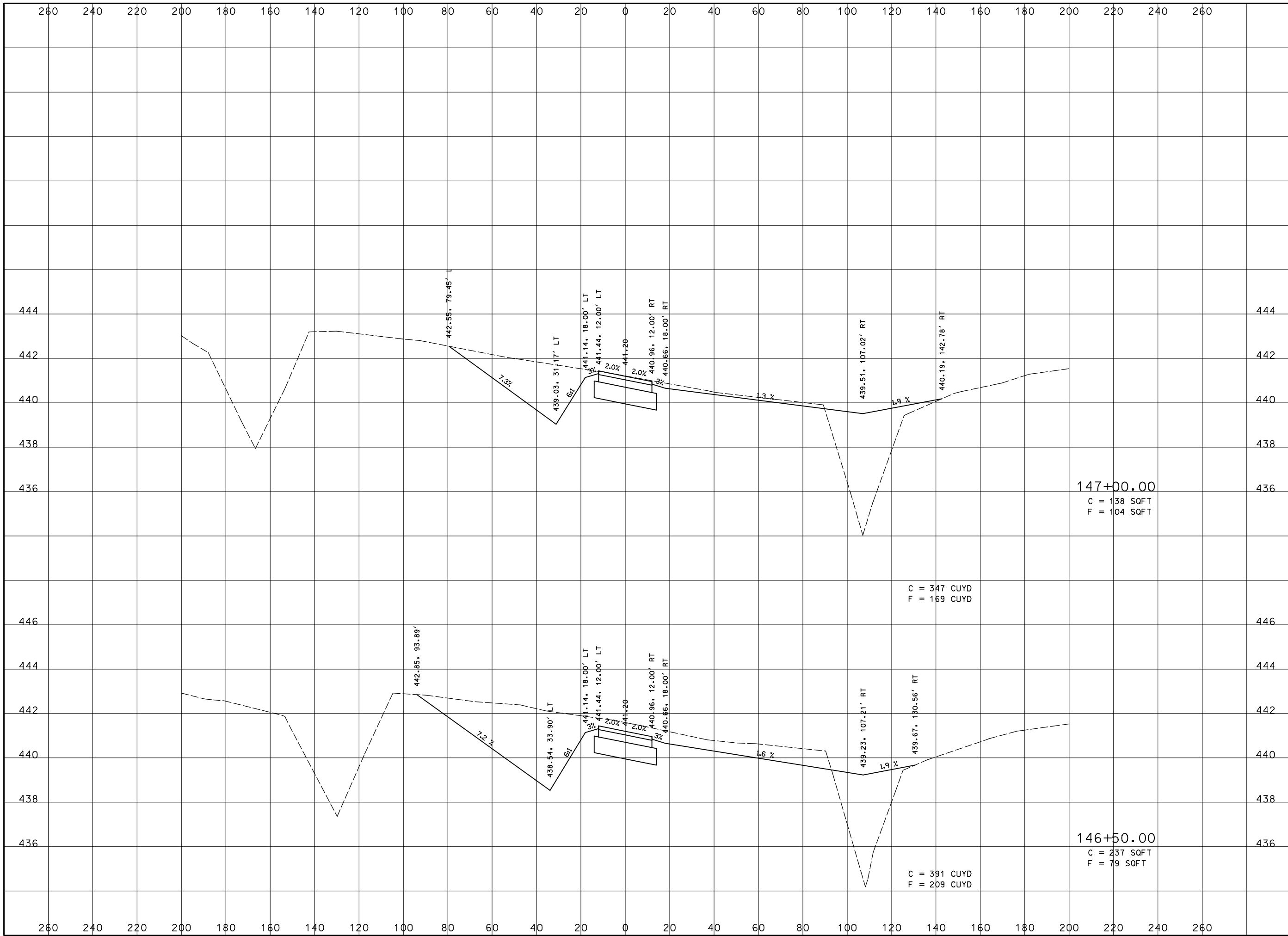
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SHEET 73 OF 83 SHEETS



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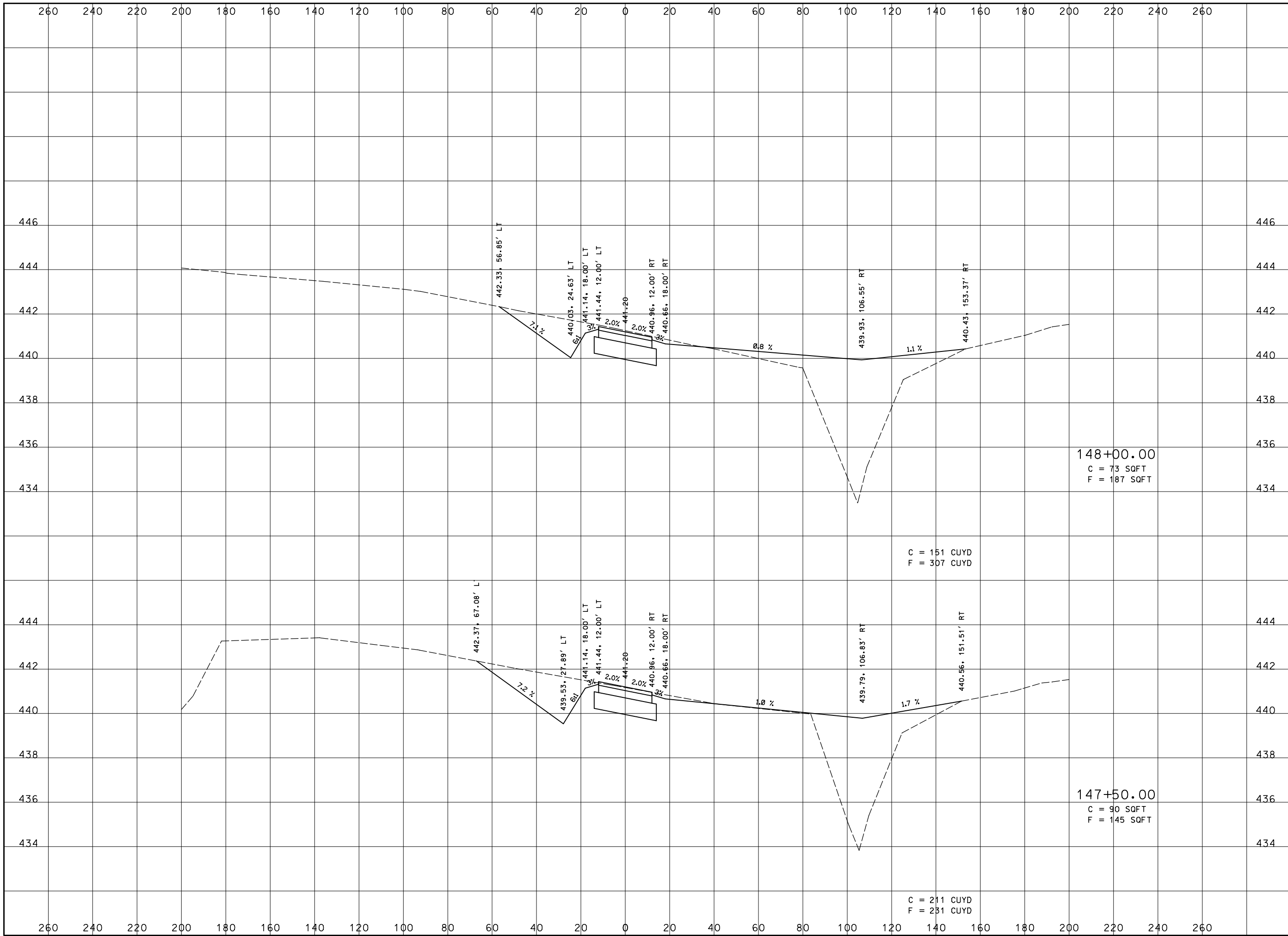
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SHEET 74 OF 83 SHEETS



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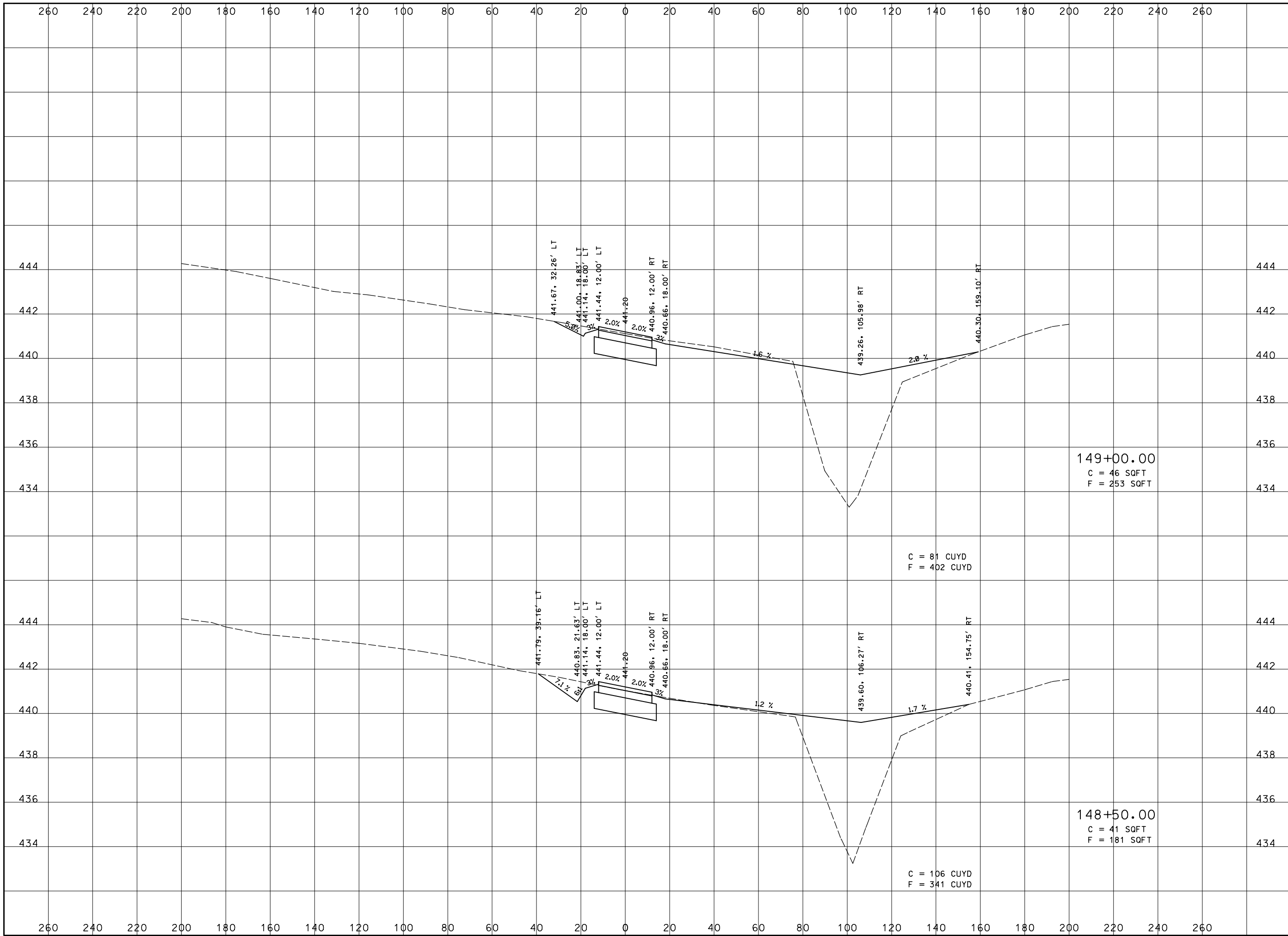
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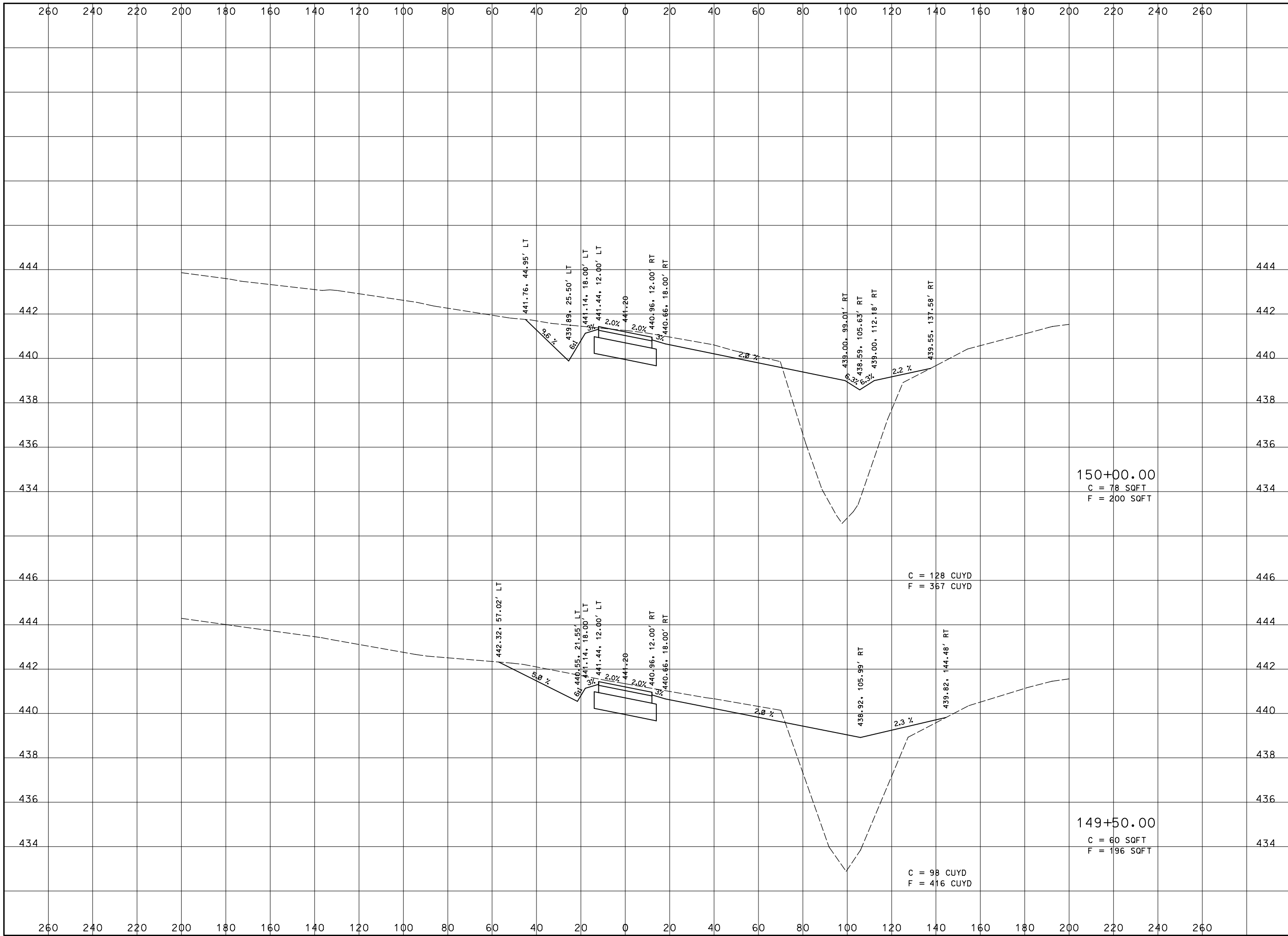
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 ST. CLAIR COUNTY, ILLINOIS

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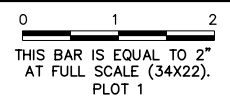
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AIRSIDE SERVICE ROAD CROSS SECTIONS
SHEET 76 OF 83 SHEETS



REVISIONS		
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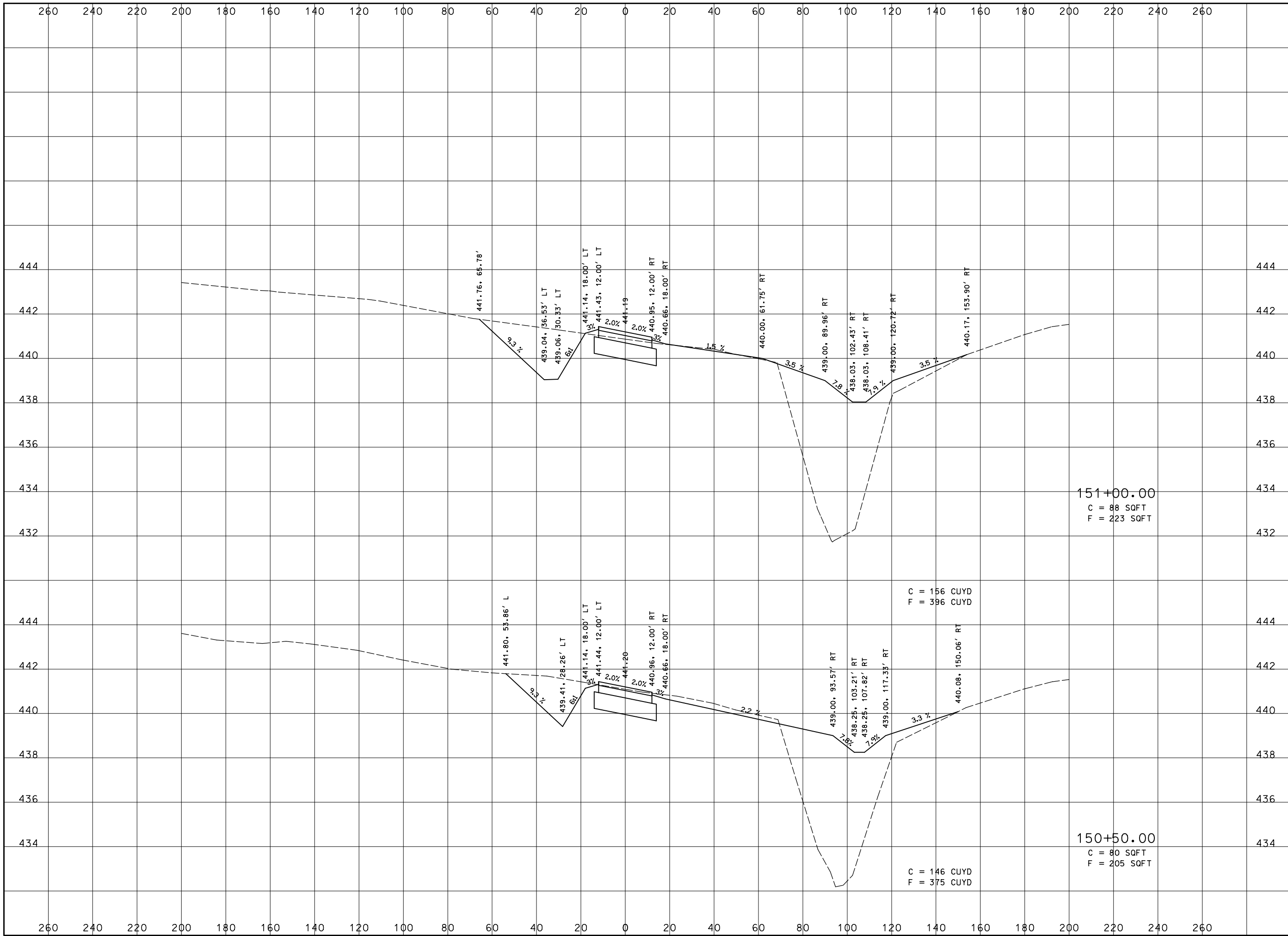
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JOB No: 15098-05-00
AIRSIDE SERVICE ROAD CROSS SECTIONS
SHEET 77 OF 83 SHEETS

150+00.00
C = 78 SQFT
F = 200 SQFT

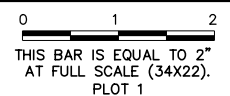
C = 128 CUYD
F = 367 CUYD

149+50.00
C = 60 SQFT
F = 196 SQFT

C = 98 CUYD
F = 416 CUYD



REVISIONS		
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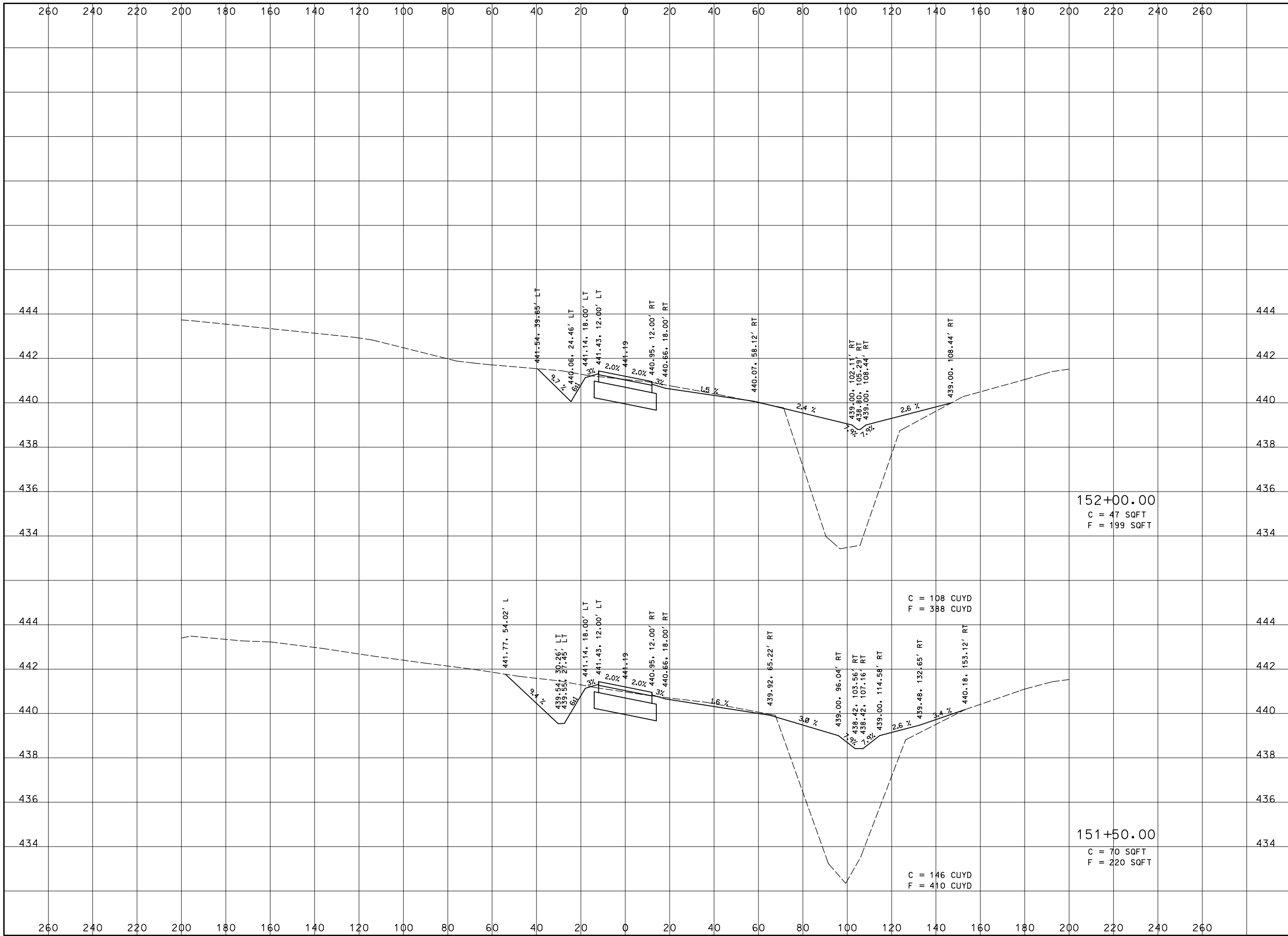
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ST. CLAIR COUNTY, ILLINOIS

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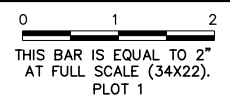
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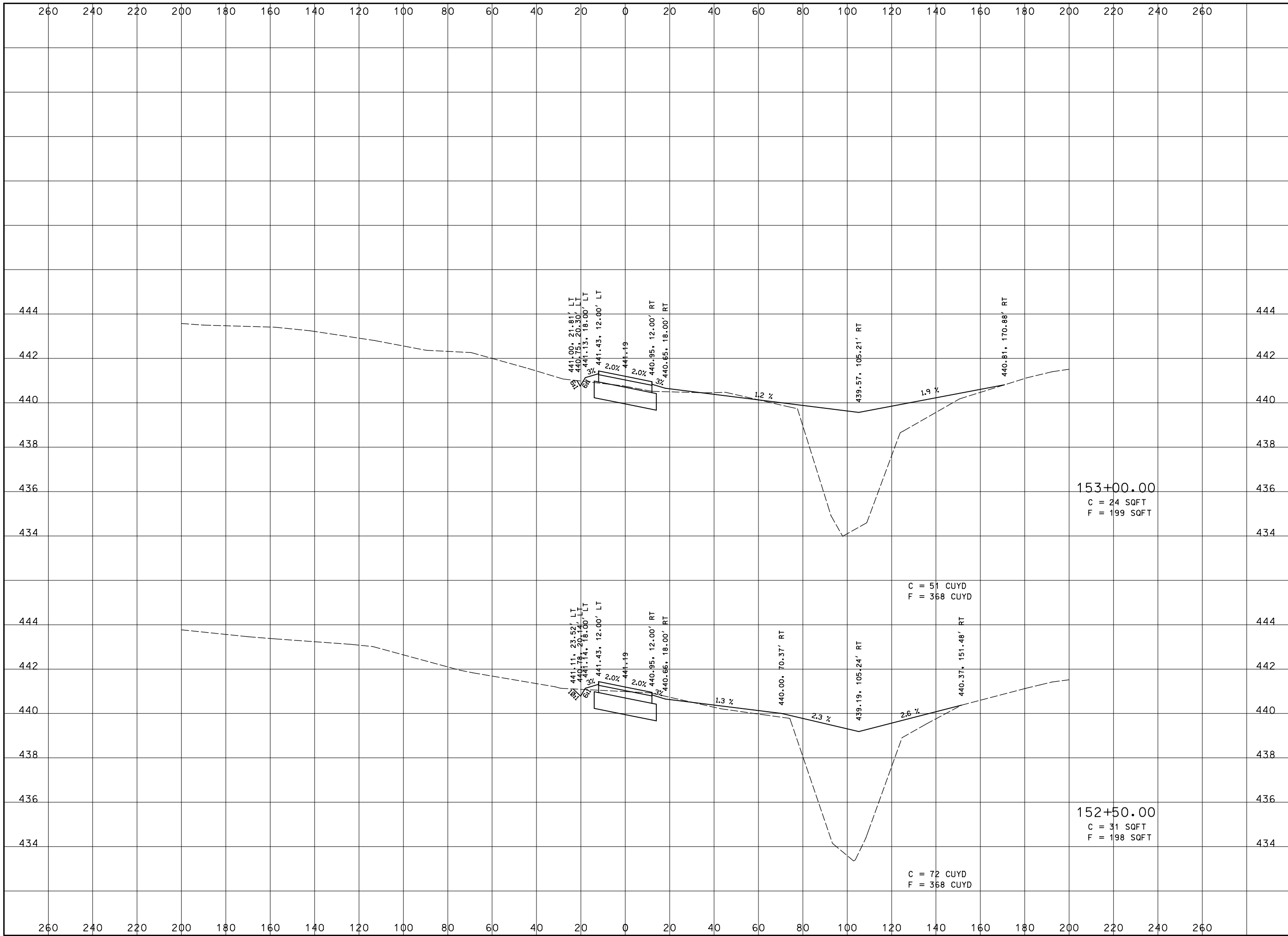
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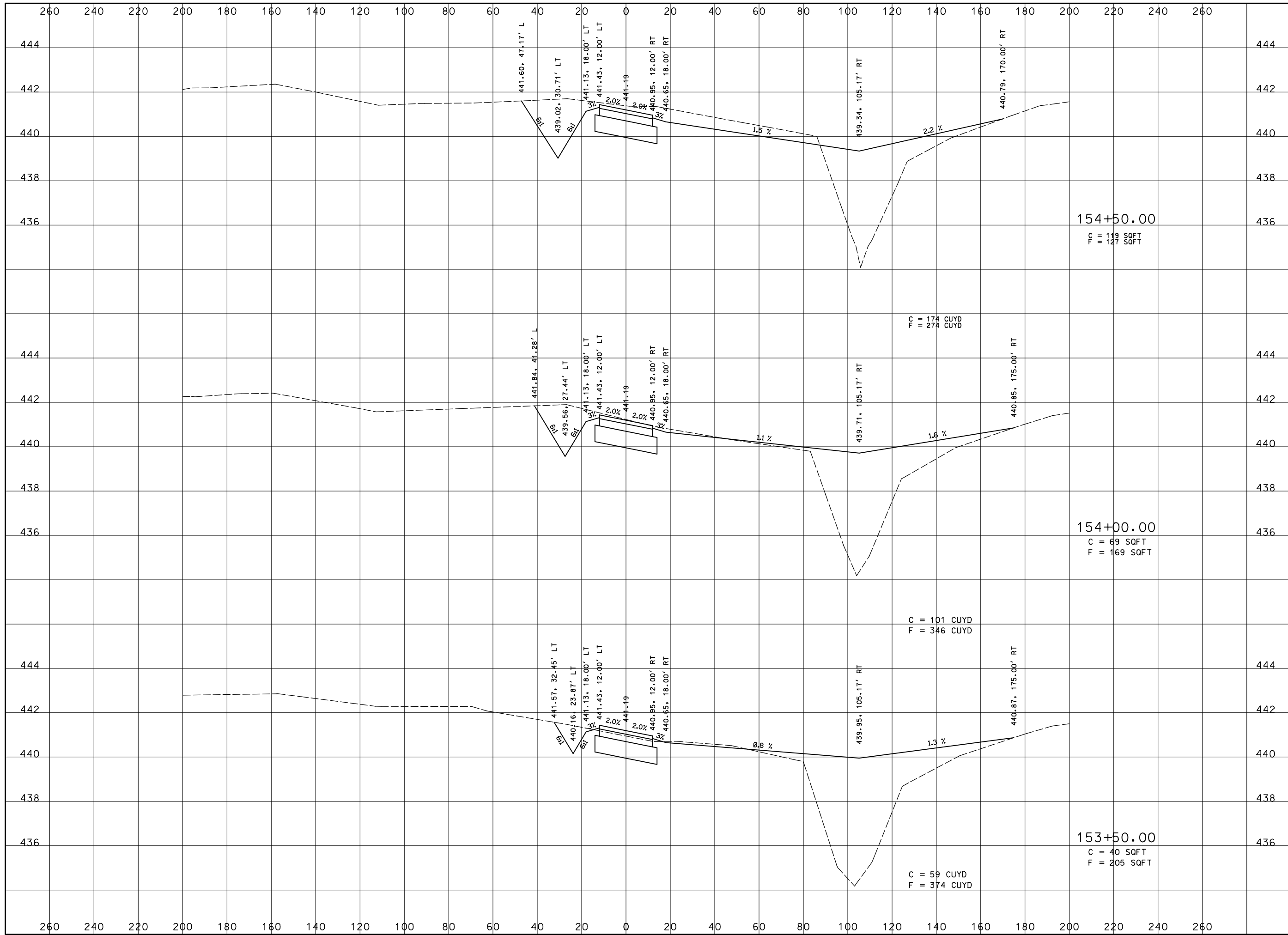
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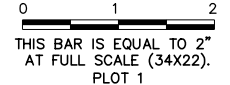
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ST. CLAIR COUNTY, ILLINOIS**

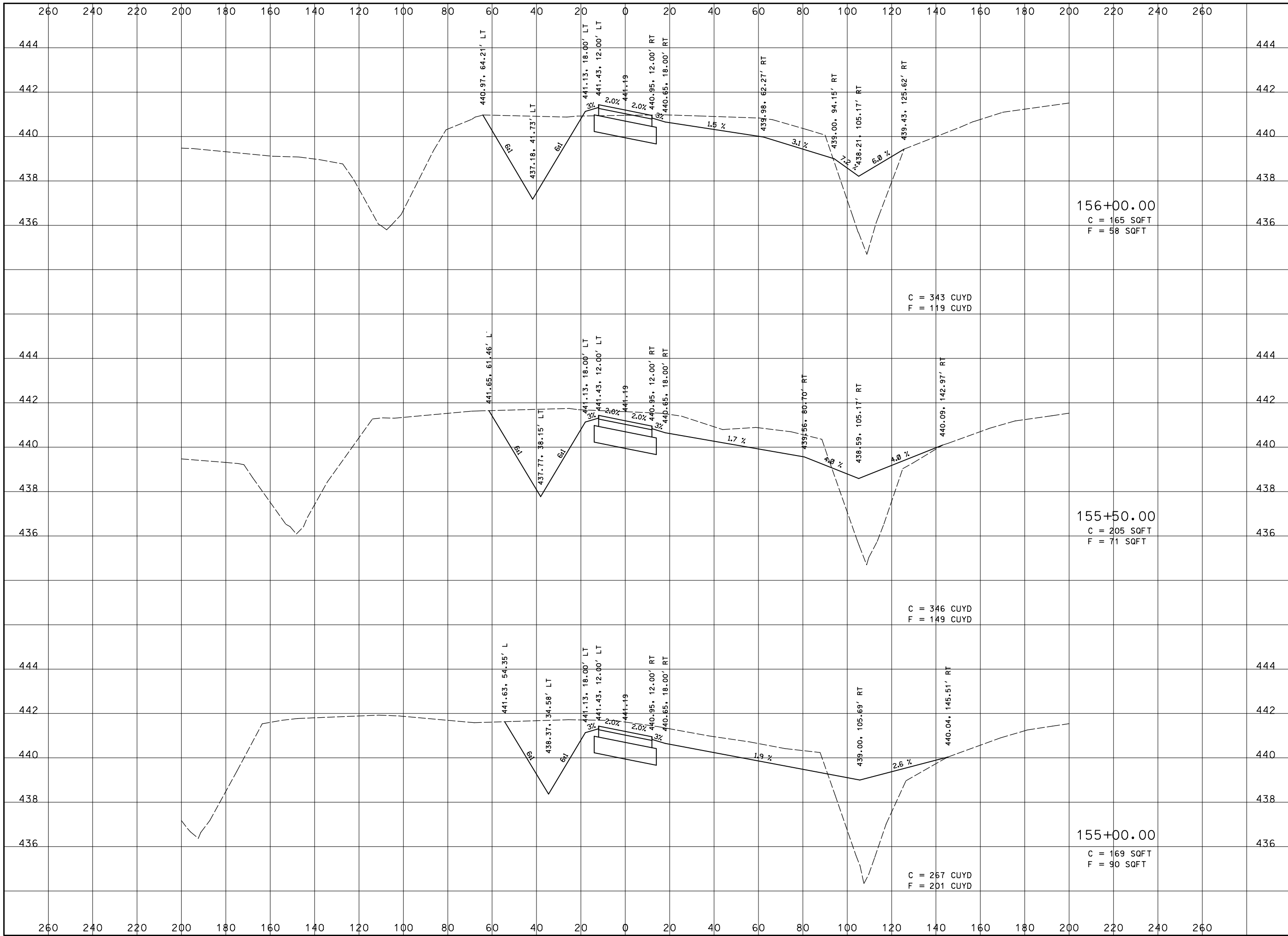
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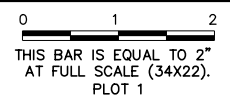
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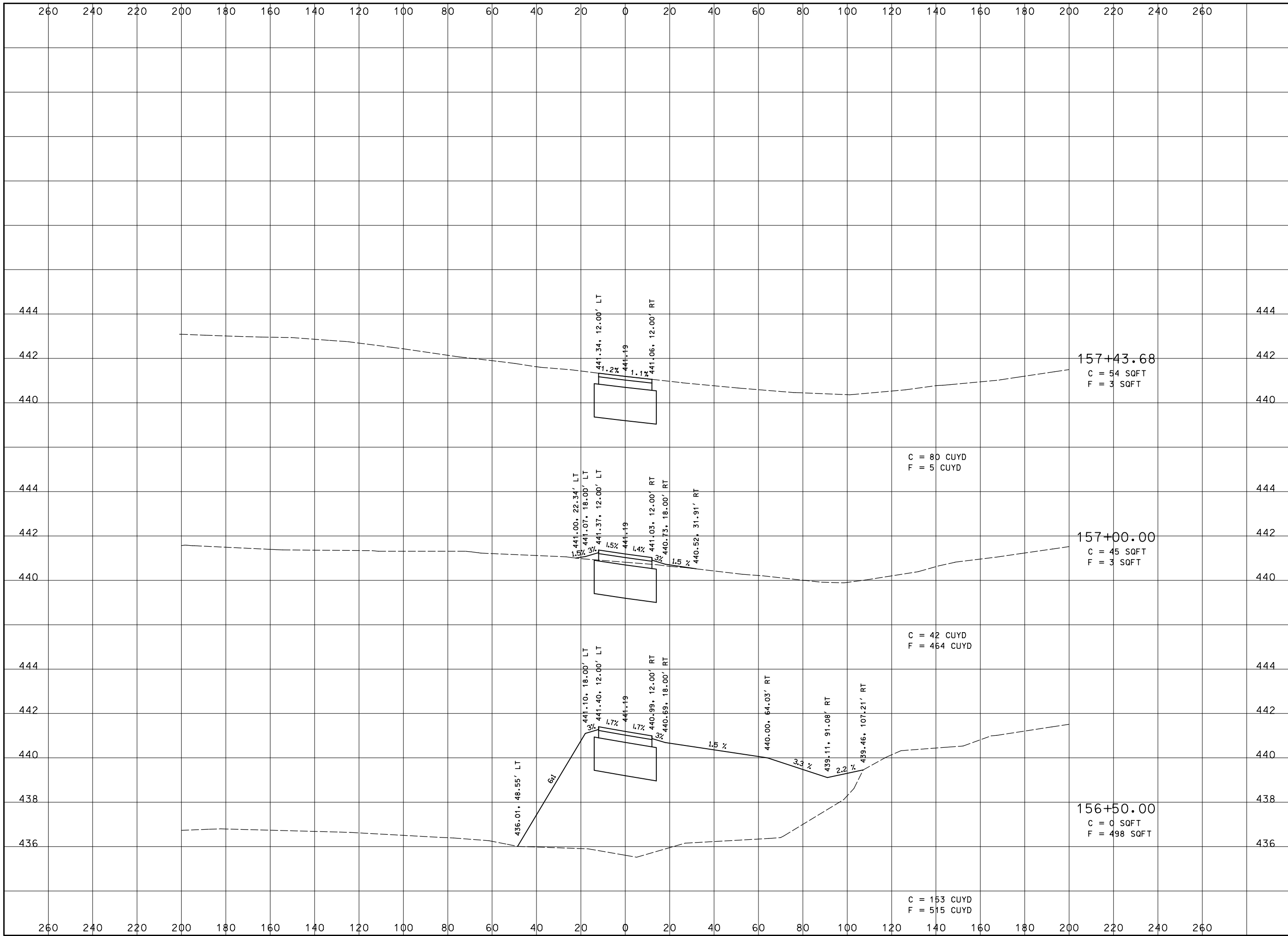
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