

# ST. CLAIR COUNTY, ILLINOIS CONSTRUCTION PLANS FOR



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## ILLINOIS PROJECT BLV - 4343 A. I. P. PROJECT 3-17-SBGP-108 AIRFIELD SIGNAGE IMPROVEMENTS; REPLACE WIND CONE

JANUARY 8, 2016

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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.

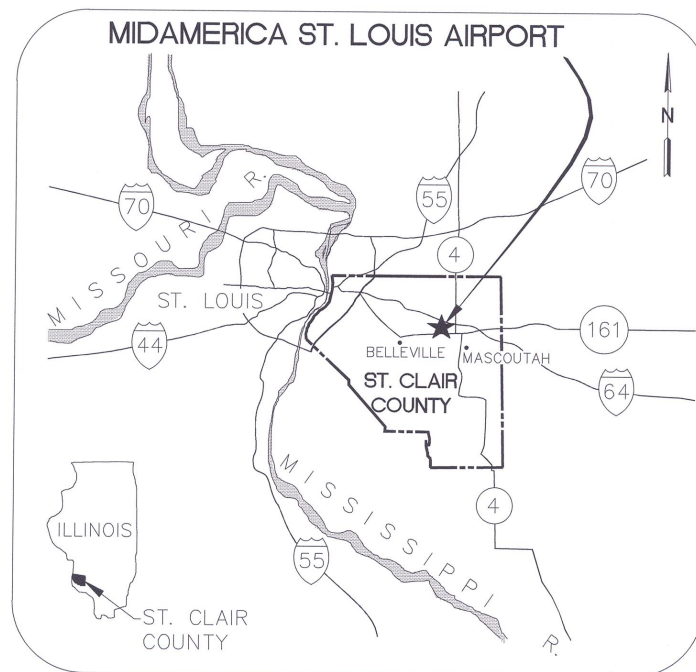
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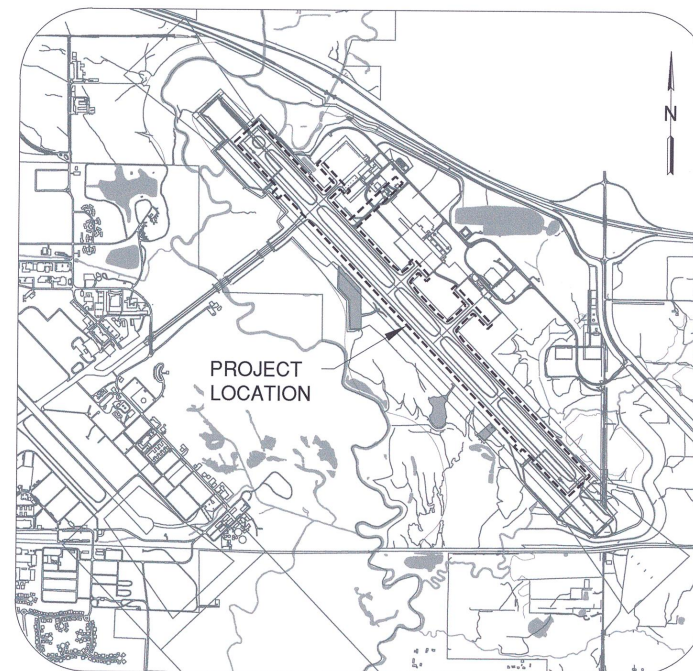
ST. CLAIR COUNTY  
MASCOUTAH TOWNSHIP

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

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



LOCATION MAP



SITE PLAN

ST. CLAIR COUNTY  
PUBLIC BUILDING COMMISSION  
AIRPORT SPONSOR

APPROVED *[Signature]*  
CHAIRMAN, PUBLIC BUILDING COMMISSION

DATE 1/14/16



CRAWFORD MURPHY & TILLY, INC.  
ENGINEERS & CONSULTANTS

■ AURORA, IL ■ CHICAGO, IL ■ COLUMBUS, OH  
■ EDWARDSVILLE, IL ■ INDIANAPOLIS, IN ■ PEORIA, IL  
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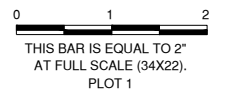
SUBMITTED BY *Brian W. Garbie*

DATE January 14, 2016

CMT JOB NUMBER 15098-03

REVISIONS

NUMBER	BY	DATE



BASE BID

ITEM #	DESCRIPTION	UNIT	QUANTITY
AR107920	REPLACE WIND CONE	EA	1
AR108108	1/C #8 5 KV UG CABLE	LF	490
AR110202	2" PVC DUCT, DIRECT BURY	LF	400
AR125441	TAXI GUIDANCE SIGN, 1 CHARACTER	EA	1
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EA	2
AR125448	TAXI GUIDANCE SIGN, 8 CHARACTER	EA	1
AR125449	TAXI GUIDANCE SIGN, 9 CHARACTER	EA	1
AR125904	REMOVE TAXI GUIDANCE SIGN	EA	4
AR125924	REPLACE TAXI GUIDANCE SIGN	EA	13
AR125932	REPLACE SIGN PANEL	EA	23
AR150520	MOBILIZATION	LS	1
AR801986	2 #10 600 V THWN CBL. W/ 1 #10 GROU	LF	165
AR801987	INSTALL STOP SIGN W/UNL. AIRF. SI	EA	7

MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS

AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT



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

ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

FILE:

DESIGN BY: ASF

DRAWN BY: ASF

CHECKED BY: MJD/CET

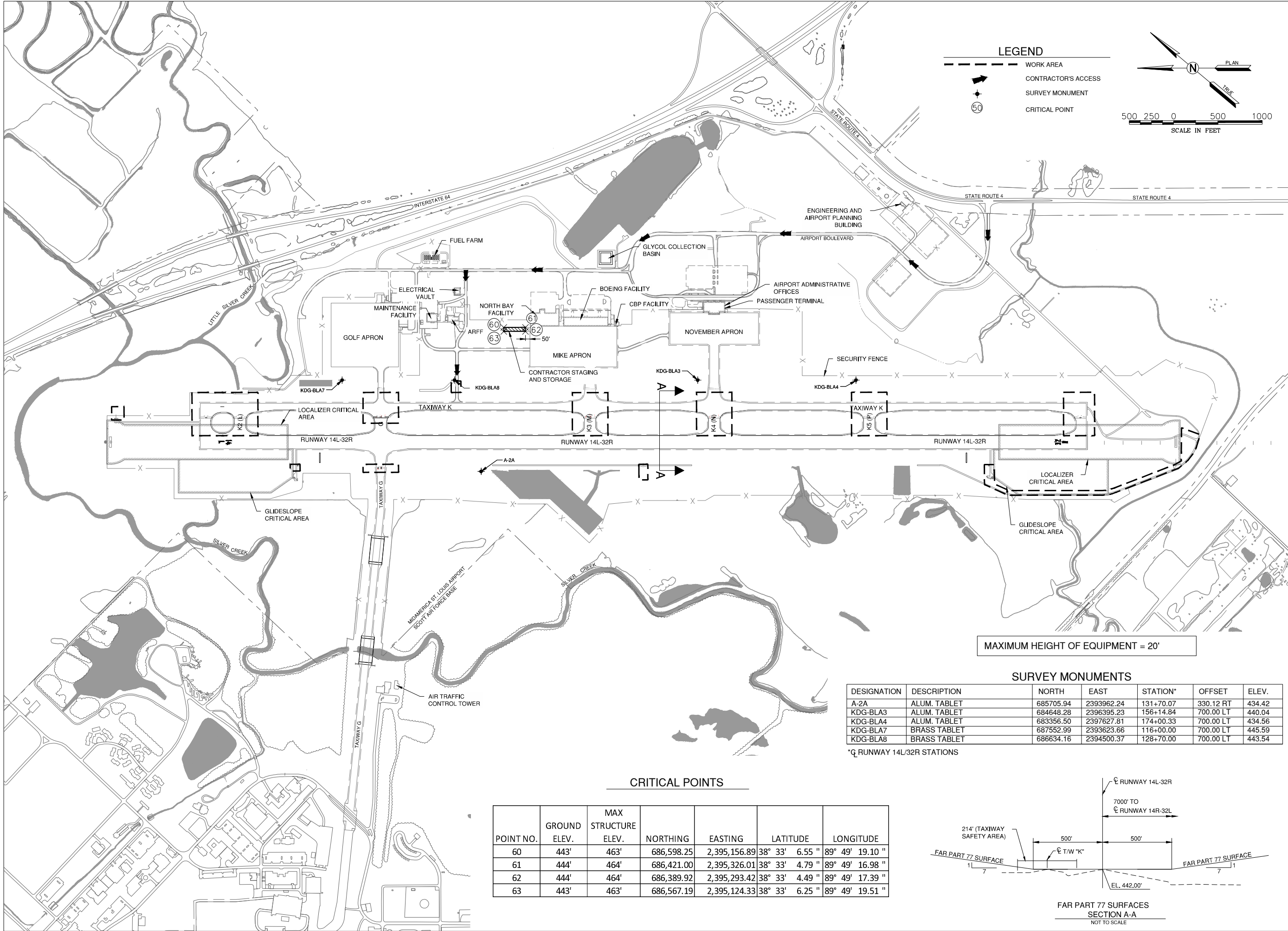
APPROVED BY: BWG

DATE: JANUARY 8, 2016

JOB No: 15098-03

SUMMARY OF  
QUANTITIES





MAXIMUM HEIGHT OF EQUIPMENT = 20'

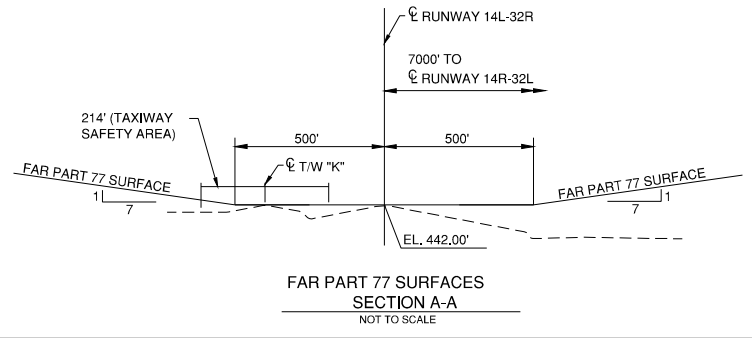
**SURVEY MONUMENTS**

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

\*Q RUNWAY 14L/32R STATIONS

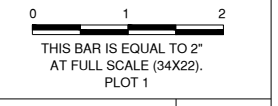
**CRITICAL POINTS**

POINT NO.	GROUND ELEV.	MAX STRUCTURE ELEV.	NORTHING	EASTING	LATITUDE	LONGITUDE
60	443'	463'	686,598.25	2,395,156.89	38° 33' 6.55 "	89° 49' 19.10 "
61	444'	464'	686,421.00	2,395,326.01	38° 33' 4.79 "	89° 49' 16.98 "
62	444'	464'	686,389.92	2,395,293.42	38° 33' 4.49 "	89° 49' 17.39 "
63	443'	463'	686,567.19	2,395,124.33	38° 33' 6.25 "	89° 49' 19.51 "



**REVISIONS**

NUMBER	BY	DATE



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

**AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT**



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

ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

FILE: 03\_SITE.dwg  
DESIGN BY: ASF  
DRAWN BY: ASF  
CHECKED BY: MJD/CET  
APPROVED BY: BWG  
DATE: JANUARY 8, 2016  
JOB No: 15098-03

**SITE PLAN/  
PROPOSED  
IMPROVEMENTS**

SHEET 3 OF 27 SHEETS

**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 14.
- 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 CONSTRUCT AN AIRSIDE SERVICE ROAD MAY BE ONGOING DURING THE TIME OF THIS PROJECT. ANY CONFLICTS WILL BE RESOLVED BY THE AIRPORT.

**2. PHASING**

- TOTAL CONTRACT TIME SHALL BE 30 CALENDAR DAYS.
- PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.
- RUNWAY 14L-32R SHALL NOT BE CLOSED WHEN RUNWAY 14R-32L IS CLOSED.

**GENERAL NOTES**

- THE AIRPORT RESERVES THE RIGHT TO OPEN A CLOSED TAXIWAY TO ALLOW 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.

**PHASE 1 NOTES**

- PHASE 1 CONSISTS OF SIGN REPLACEMENTS, RELOCATIONS, AND MODIFICATIONS WITHIN THE OBJECT FREE AREAS OF TAXIWAYS K1 (K) AND K2 (L).
- PHASE 1 HAS BEEN SEPARATED INTO TWO PHASES: 1A AND 1B. PHASE 1A CONSISTS OF ALL WORK THAT IS OUTSIDE OF THE RUNWAY 14L-32R SAFETY AREA. PHASE 1B CONSISTS OF ALL WORK THAT IS WITHIN THE RUNWAY 14L-32R SAFETY AREA.
- PHASE 1B WORK SHALL ONLY BE COMPLETED WHILE RUNWAY 14L-32R IS CLOSED.
- THE CONTRACTOR SHALL HAVE 6 CONSECUTIVE CALENDAR DAYS TO COMPLETE PHASE 1.

**PHASE 2 NOTES**

- PHASE 2 CONSISTS OF SIGN REPLACEMENTS, RELOCATIONS, AND MODIFICATIONS WITHIN THE OBJECT FREE AREA OF TAXIWAY G NEAR THE INTERSECTION WITH TAXIWAY K.
- PHASE 2 HAS BEEN SEPARATED INTO TWO PHASES: 2A AND 2B. PHASE 2A CONSISTS OF ALL WORK THAT IS OUTSIDE OF THE RUNWAY 14L-32R SAFETY AREA. PHASE 2B CONSISTS OF ALL WORK THAT IS WITHIN THE RUNWAY 14L-32R SAFETY AREA.
- PHASE 2B WORK SHALL ONLY BE COMPLETED WHILE RUNWAY 14L-32R IS CLOSED.
- PHASE 2 WORK SHALL NOT BE COMPLETED CONCURRENTLY WITH PHASE 3.
- CONSTRUCTION OF THE NEW PCC SIGN PAD FOR SIGN 38 MAY BE CONSTRUCTED CONCURRENTLY WITH PHASE 1 PROVIDED THE CONTRACTOR CAN CLEAR THE TAXIWAY G OBJECT FREE AREA OF MEN AND EQUIPMENT FOR EACH PASSING AIRCRAFT.
- THE CONTRACTOR SHALL HAVE 3 CONSECUTIVE CALENDAR DAYS TO COMPLETE PHASE 2.

**PHASE 3 NOTES**

- PHASE 3 CONSISTS OF SIGN REPLACEMENTS, RELOCATIONS, AND MODIFICATIONS WITHIN THE OBJECT FREE AREA OF TAXIWAY G WEST OF RUNWAY 14L-32R.
- PHASE 3 WORK SHALL NOT BE COMPLETED CONCURRENTLY WITH PHASE 2.
- THE CONTRACTOR SHALL HAVE 1 CALENDAR DAY TO COMPLETE PHASE 3.

**PHASE 4 NOTES**

- PHASE 4 CONSISTS OF SIGN REPLACEMENTS, RELOCATIONS, AND MODIFICATIONS WITHIN THE OBJECT FREE AREA OF TAXIWAY K3 (M).
- PHASE 4 HAS BEEN SEPARATED INTO TWO PHASES: 4A AND 4B. PHASE 4A CONSISTS OF ALL WORK THAT IS OUTSIDE OF THE RUNWAY 14L-32R SAFETY AREA. PHASE 4B CONSISTS OF ALL WORK THAT IS WITHIN THE RUNWAY 14L-32R SAFETY AREA.
- PHASE 4B WORK SHALL ONLY BE COMPLETED WHILE RUNWAY 14L-32R IS CLOSED.
- THE CONTRACTOR SHALL HAVE 3 CONSECUTIVE CALENDAR DAYS TO COMPLETE PHASE 4.

**PHASE 5 NOTES**

- PHASE 5 CONSISTS OF SIGN REPLACEMENTS, RELOCATIONS, AND MODIFICATIONS WITHIN THE OBJECT FREE AREA OF TAXIWAY K4 (N).
- PHASE 5 HAS BEEN SEPARATED INTO TWO PHASES: 5A AND 5B. PHASE 5A CONSISTS OF ALL WORK THAT IS OUTSIDE OF THE RUNWAY 14L-32R SAFETY AREA. PHASE 5B CONSISTS OF ALL WORK THAT IS WITHIN THE RUNWAY 14L-32R SAFETY AREA.
- PHASE 5B WORK SHALL ONLY BE COMPLETED WHILE RUNWAY 14L-32R IS CLOSED.
- THE CONTRACTOR SHALL HAVE 3 CONSECUTIVE CALENDAR DAYS TO COMPLETE PHASE 5.

**PHASE 6 NOTES**

- PHASE 6 CONSISTS OF SIGN REPLACEMENTS, RELOCATIONS, AND MODIFICATIONS WITHIN THE OBJECT FREE AREA OF TAXIWAY K5 (P).
- PHASE 6 HAS BEEN SEPARATED INTO TWO PHASES: 6A AND 6B. PHASE 6A CONSISTS OF ALL WORK THAT IS OUTSIDE OF THE RUNWAY 14L-32R SAFETY AREA. PHASE 6B CONSISTS OF ALL WORK THAT IS WITHIN THE RUNWAY 14L-32R SAFETY AREA.
- PHASE 6B WORK SHALL ONLY BE COMPLETED WHILE RUNWAY 14L-32R IS CLOSED.
- THE CONTRACTOR SHALL HAVE 6 CONSECUTIVE CALENDAR DAYS TO COMPLETE PHASE 6.

**PHASE 7 NOTES**

- PHASE 7 CONSISTS OF SIGN REPLACEMENTS, RELOCATIONS, AND MODIFICATIONS WITHIN THE OBJECT FREE AREA OF TAXIWAY K6 (K).
- PHASE 7 HAS BEEN SEPARATED INTO TWO PHASES: 7A AND 7B. PHASE 7A CONSISTS OF ALL WORK THAT IS OUTSIDE OF THE RUNWAY 14L-32R SAFETY AREA. PHASE 7B CONSISTS OF ALL WORK THAT IS WITHIN THE RUNWAY 14L-32R SAFETY AREA.
- PHASE 7B WORK SHALL ONLY BE COMPLETED WHILE RUNWAY 14L-32R IS CLOSED.
- THE CONTRACTOR SHALL HAVE 5 CONSECUTIVE CALENDAR DAYS TO COMPLETE PHASE 7.

**PHASE 8 NOTES**

- PHASE 8 CONSISTS OF INSTALLATION OF NEW UNLIGHTED SIGNS ALONG AIRFIELD SERVICE ROADS. PHASE 8 ALSO INCLUDES THE REMOUNTING OF TWO EXISTING SUPPLEMENTAL WIND CONES, REMOVAL OF THE EXISTING PRIMARY WIND CONE, AND INSTALLATION OF A NEW PRIMARY WIND CONE.
- ANY WORK COMPLETED IN PHASE 8 THAT REQUIRES THE CONTRACTOR TO BE IN THE RUNWAY SAFETY AREA SHALL BE ACCOMPLISHED DURING PERIODS WHEN RUNWAY 14L-32R IS CLOSED.
- THE CONTRACTOR SHALL HAVE 3 CONSECUTIVE CALENDAR DAYS TO COMPLETE PHASE 8. ADDITIONALLY, WORK OUTSIDE OF THE RUNWAY SAFETY AREA AND TAXIWAY OBJECT FREE AREAS MAY OCCUR DURING ANY OTHER PHASE OUTSIDE OF THE 3 CONSECUTIVE CALENDAR REQUIREMENT FOR PHASE 8 BUT WITHIN THE OVERALL 30 CALENDAR DAY CONTRACT TIME REQUIREMENT.

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

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

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

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

**5. CONTRACTOR ACCESS**

- CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS.
- THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATE LOCATED AT THE PUBLIC SAFETY OFFICE (BUILDING 8849). THIS GATE IS COMMONLY REFERRED TO AS THE "ARFF GATE".
- CERTAIN CONTRACTOR EMPLOYEES SHALL OBTAIN A MIDAMERICA ST. LOUIS AIRPORT ACCESS MEDIA IDENTIFICATION BADGE. THIS CONSISTS OF FILLING OUT ALL NECESSARY PAPERWORK, FINGERPRINTING, ATTENDING AND PASSING A 2-HOUR TRAINING CLASS CONCERNING SAFETY AND SECURITY AT THE AIRPORT. CONTRACTOR EMPLOYEES MUST MEET CERTAIN BACKGROUND CHECK CRITERIA AND THE CONTRACTOR MUST MAKE CERTAIN CERTIFICATION ABOUT EACH EMPLOYEE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINGERPRINTING AND BACKGROUND CHECK COSTS (CURRENTLY \$75.00 PER INDIVIDUAL). ALL COSTS ASSOCIATED WITH OBTAINING THE IDENTIFICATION BADGE SHALL BE BORNE BY THE CONTRACTOR.
- ALL CONTRACTOR EMPLOYEES WHO ARE DESIGNATED AS DRIVERS FOR THE CONTRACTOR WITHIN THE AIRFIELD OPERATIONS AREA (AOA) SHALL ALSO ATTEND AND PASS THE MIDAMERICA ST. LOUIS AIRPORT DRIVERS TRAINING PROGRAM. THE DURATION IS APPROXIMATELY TWO HOURS. ONLY THOSE INDIVIDUALS WHO RECEIVE THIS DESIGNATION WILL BE PERMITTED TO OPERATE VEHICLES OR EQUIPMENT ON MIDAMERICA ST. LOUIS AIRPORT (BLV). ALL COSTS ASSOCIATED WITH THE DRIVER TRAINING PROGRAM SHALL BE BORNE BY THE CONTRACTOR.
- ALL CONTRACTOR VEHICLES ENTERING THE AOA SHALL PASS A VEHICLE INSPECTION AND MEET CURRENT AIRPORT REQUIREMENTS. THIS INCLUDES HAVING AN OPERABLE FIRE EXTINGUISHER LOCATED INSIDE EACH VEHICLE AND AN OPERABLE AMBER BEACON LIGHT OR AVIATION FLAG. ALL COSTS ASSOCIATED WITH MEETING THE CONTRACTOR VEHICLE REQUIREMENTS SHALL BE BORNE BY THE CONTRACTOR.
- CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER (ATCT) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). MIDAMERICA ST. LOUIS AIRPORT WILL SUPPLY THE CONTRACTOR WITH UP TO TWO (2) APPROPRIATE RADIOS. THE CONTRACTOR SHALL RETURN THE RADIOS IN PROPER WORKING ORDER AT THE END OF EACH WORKING DAY. NOTE, THE NUMBER OF RADIOS MAY BE LIMITED TO ONE (1) DEPENDING ON THE NUMBER OF CONTRACTORS WORKING ON THE AIRFIELD AT THE SAME TIME.
- THE STORAGE AND STAGING AREA WILL BE LOCATED ON THE STRIP OF PAVEMENT ADJACENT TO THE MIKE APRON AS SHOWN ON THE SITE PLAN/PROPOSED IMPROVEMENTS SHEET. THE AMOUNT OF SPACE AVAILABLE MAY BE REDUCED DUE TO THE STAGING AND STORAGE REQUIREMENTS OF THE AIRSIDE SERVICE ROAD 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 AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE ENGINEER. A POWER BROOM AND OPERATOR SHALL BE AVAILABLE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
- ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION, NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL NOTIFY THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.
- THE AIRPORT RESERVES THE RIGHT TO RESTRICT ACCESS TO CERTAIN AREAS OF THE AIRFIELD AT TIMES DUE TO OPERATIONS AT THE AIRPORT.

**6. WILDLIFE MANAGEMENT**

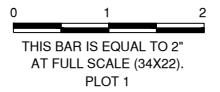
- THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
- CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
- THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

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

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

**REVISIONS**

NUMBER	BY	DATE



PLOT 1

MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS

AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT



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ST. LOUIS, MISSOURI 63102  
(314) 436-5500

ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

FILE: 04\_CSPP\_NOTES.dwg

DESIGN BY: ASF

DRAWN BY: ASF

CHECKED BY: MJD/JET

APPROVED BY: BWG

DATE: JANUARY 8, 2016

JOB No: 15098-03

**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 20', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 20' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
4. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.
5. CONTACTS FOR THIS PROJECT ARE AS LISTED BELOW.

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

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

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

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

**10. INSPECTION REQUIREMENTS**

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

**11. UNDERGROUND UTILITIES**

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

**12. PENALTIES**

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

**13. SPECIAL CONDITIONS**

1. THE CONTRACTOR'S OPERATIONS SHALL NOT BLOCK ACCESS TO THE NOVEMBER 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.
3. CONTRACTOR SHALL SUBMIT LOCK-OUT/TAG-OUT PROCEDURE PLAN OR FOLLOW AIRPORT'S PROCEDURES.

**14. RUNWAY AND TAXIWAY VISUAL AIDS**

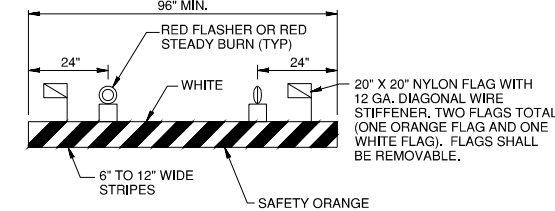
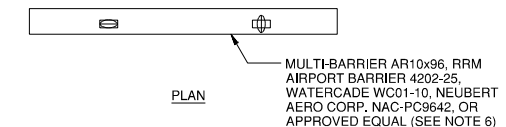
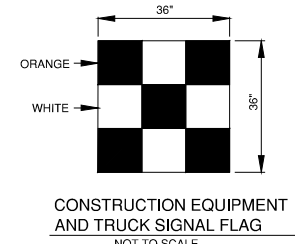
1. RUNWAY/TAXIWAY CLOSURES ARE REQUIRED FOR THIS PROJECT. THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2F.
2. BARRICADES SHALL BE USED AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.

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

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

**16. HAZARD MARKING AND LIGHTING**

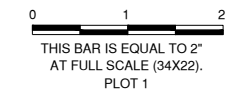
1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2F AND 150/5210-5C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



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

**LOW PROFILE LIGHTED BARRICADE**  
NOT TO SCALE

REVISIONS		
NUMBER	BY	DATE



MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS

AIRFIELD SIGNAGE IMPROVEMENTS  
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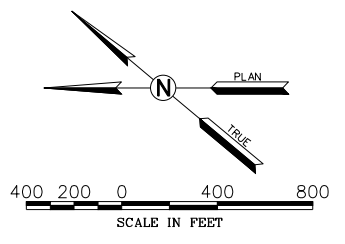
ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

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DRAWN BY: ASF
CHECKED BY: MJD/CET
APPROVED BY: BWG
DATE: JANUARY 8, 2016
JOB No: 15098-03

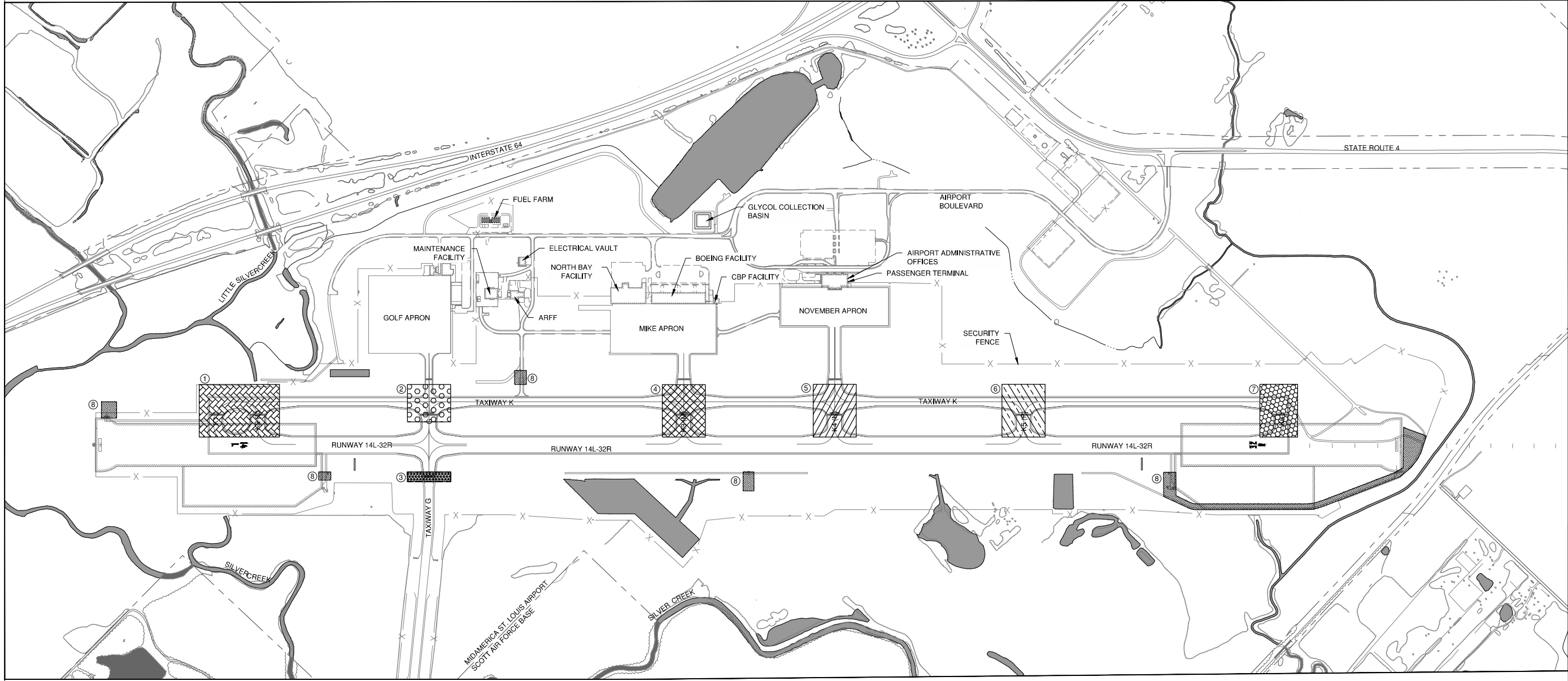
REVISIONS		
NUMBER	BY	DATE

**LEGEND**

	PHASE 1 WORK AREA		PHASE 5 WORK AREA
	PHASE 2 WORK AREA		PHASE 6 WORK AREA
	PHASE 3 WORK AREA		PHASE 7 WORK AREA
	PHASE 4 WORK AREA		PHASE 8 WORK AREA



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



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

**AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT**

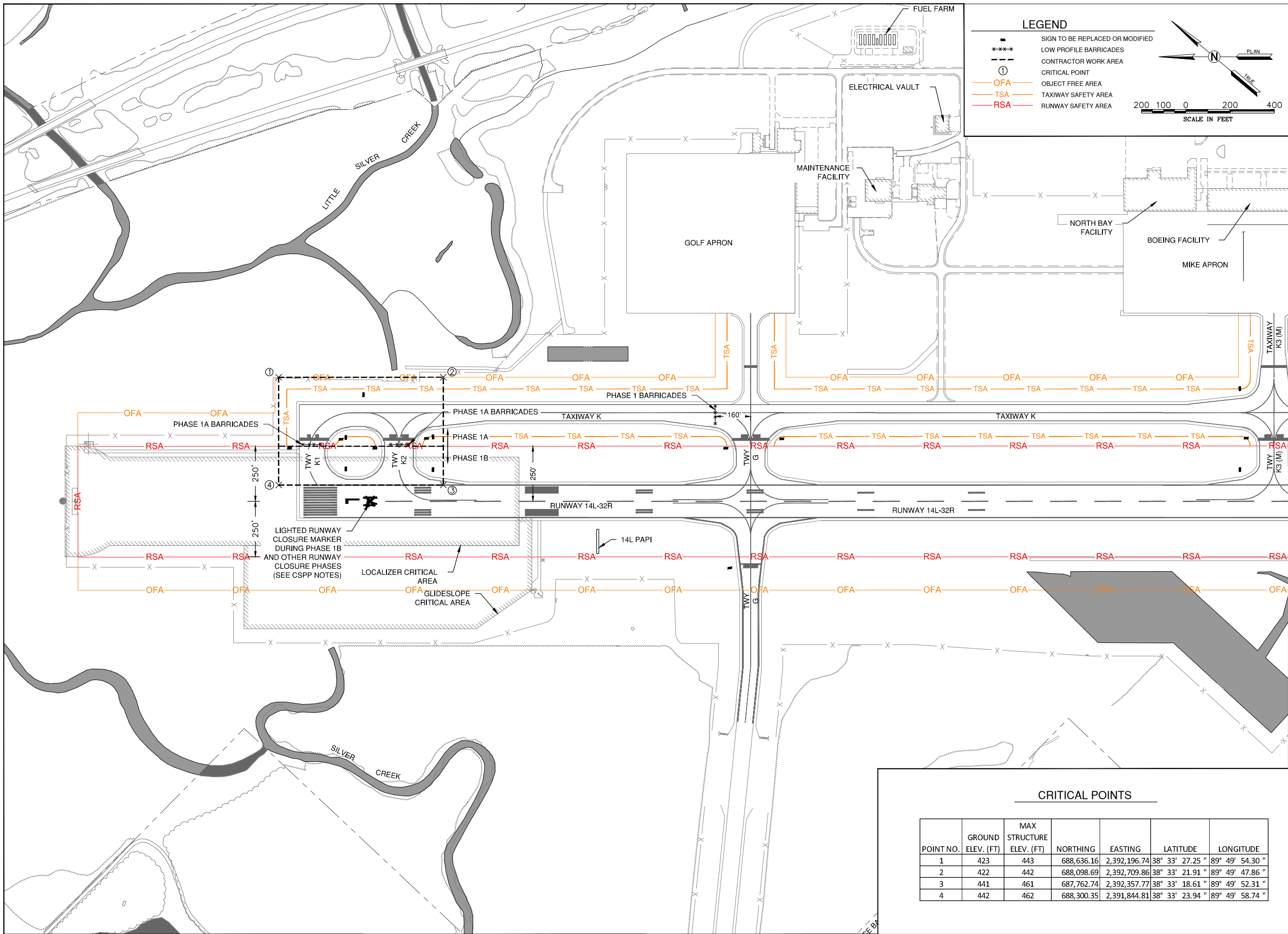


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ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

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DRAWN BY: ASF
CHECKED BY: MJD/CET
APPROVED BY: BWG
DATE: JANUARY 8, 2016
JOB No: 15098-03
<b>CONSTRUCTION PHASING OVERVIEW</b>
SHEET 6 OF 27 SHEETS





**LEGEND**

- SIGN TO BE REPLACED OR MODIFIED
- \*\*\*\* LOW PROFILE BARRICADES
- - - CONTRACTOR WORK AREA
- ① CRITICAL POINT
- OFA — OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- RSA — RUNWAY SAFETY AREA

Scale: 200 100 0 200 400  
SCALE IN FEET

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

**REVISIONS**

NUMBER	BY	DATE

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

**AIRFIELD SIGNAGE IMPROVEMENTS  
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ILLINOIS PROJECT NO. BLV-4343  
 AIP PROJECT NO. 3-17-SBGP-108

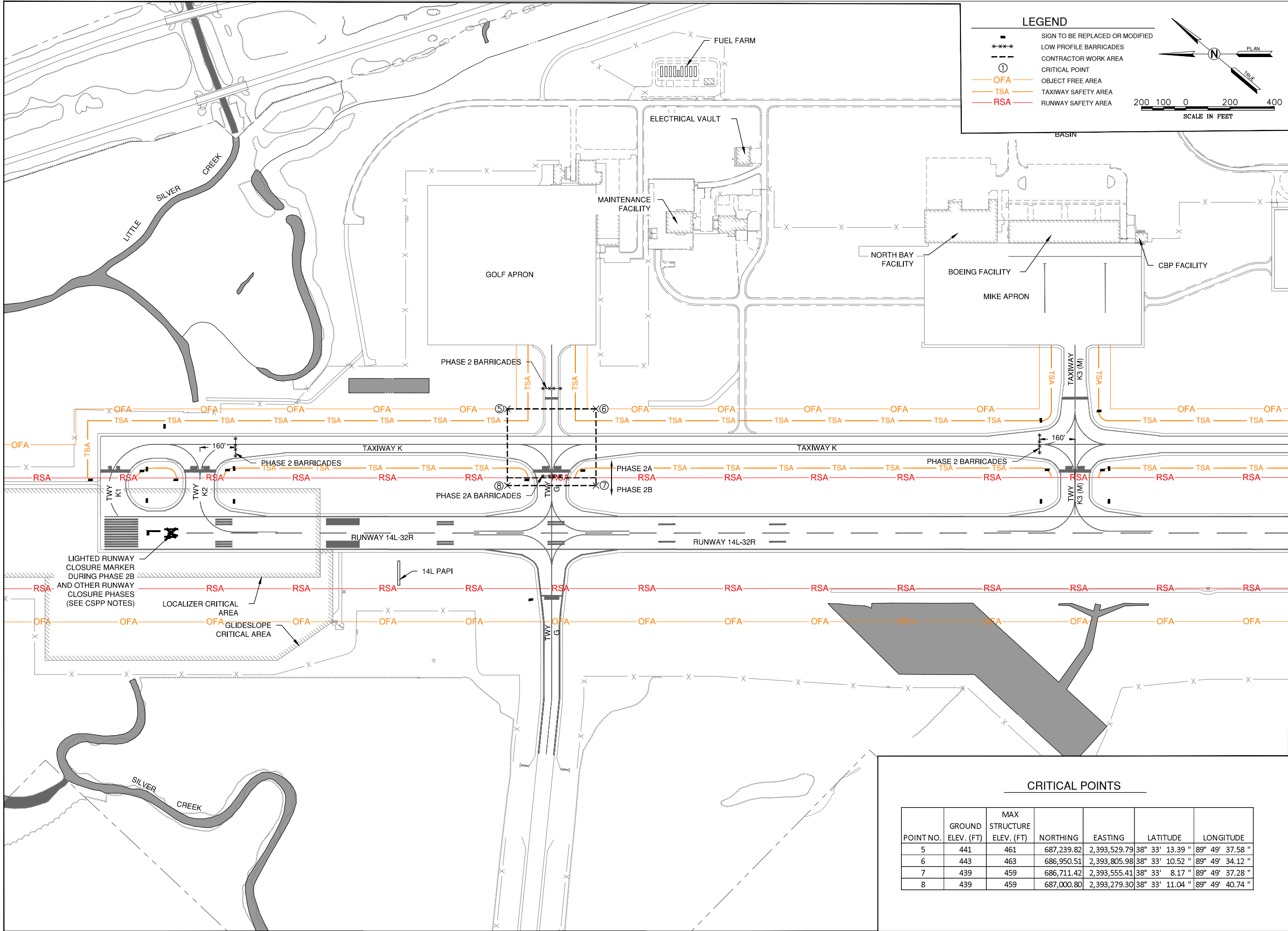
**CRITICAL POINTS**

POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	NORTHING	EASTING	LATITUDE	LONGITUDE
1	423	443	688,636.16	2,392,196.74	38° 33' 27.25 "	89° 49' 54.30 "
2	422	442	688,098.69	2,392,709.86	38° 33' 21.91 "	89° 49' 47.86 "
3	441	461	687,762.74	2,392,357.77	38° 33' 18.61 "	89° 49' 52.31 "
4	442	462	688,300.35	2,391,844.81	38° 33' 23.94 "	89° 49' 58.74 "

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 CHECKED BY: MJD/CET  
 APPROVED BY: BWG  
 DATE: JANUARY 8, 2016  
 JOB No: 15098-03

**CONSTRUCTION  
ACTIVITY PLAN 1**

SHEET 7 OF 27 SHEETS



**LEGEND**

- SIGN TO BE REPLACED OR MODIFIED
- \*\*\* LOW PROFILE BARRICADES
- CONTRACTOR WORK AREA
- ① CRITICAL POINT
- OFA — OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- RSA — RUNWAY SAFETY AREA

SCALE IN FEET: 200 100 0 200 400

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**  
  
**AIRFIELD SIGNAGE IMPROVEMENTS  
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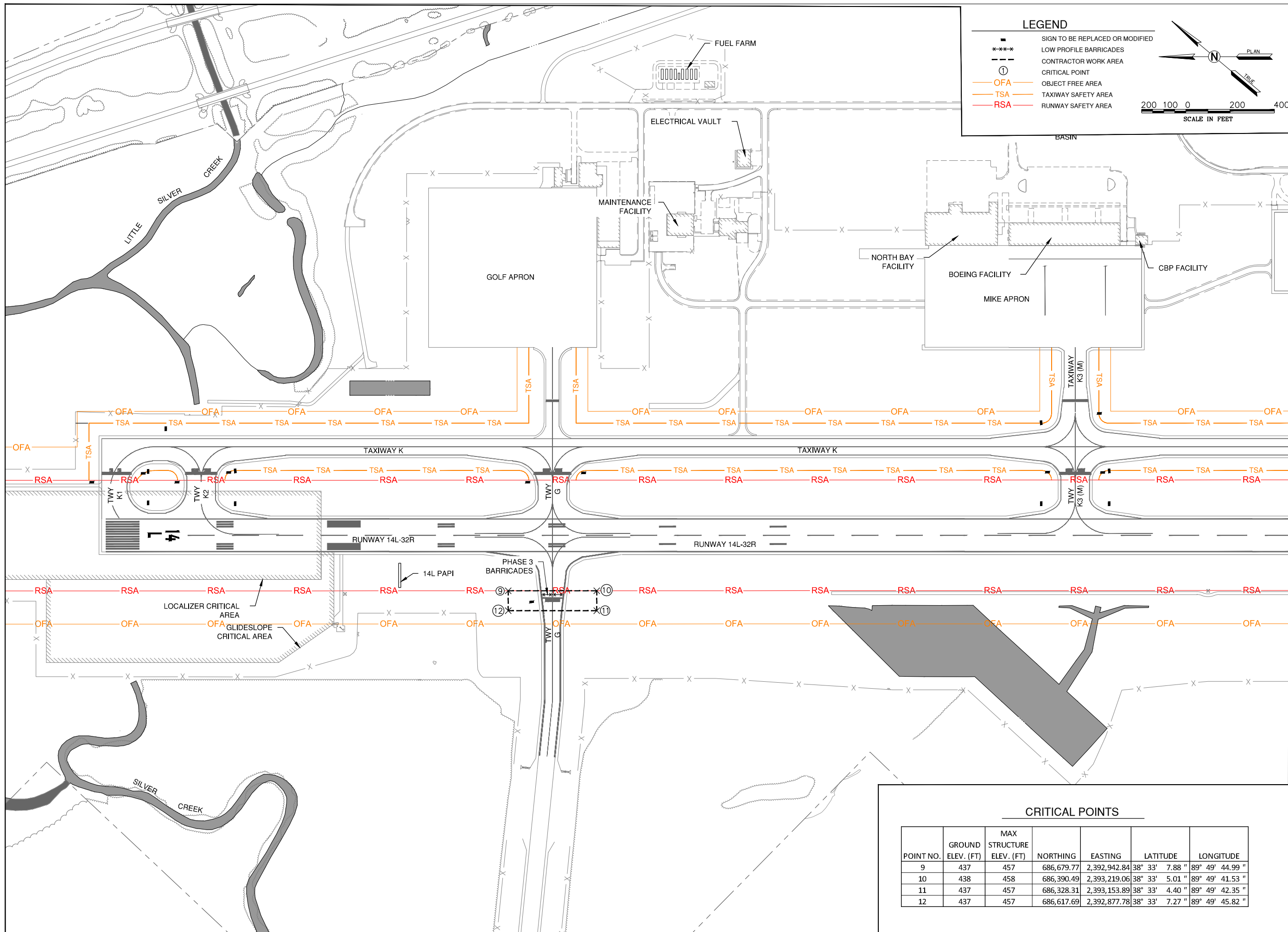
ILLINOIS PROJECT NO. BLV-4343  
 AIP PROJECT NO. 3-17-SBGP-108

**CRITICAL POINTS**

POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	NORTHING	EASTING	LATITUDE	LONGITUDE
5	441	461	687,239.82	2,393,529.79	38° 33' 13.39 "	89° 49' 37.58 "
6	443	463	686,950.51	2,393,805.98	38° 33' 10.52 "	89° 49' 34.12 "
7	439	459	686,711.42	2,393,555.41	38° 33' 8.17 "	89° 49' 37.28 "
8	439	459	687,000.80	2,393,279.30	38° 33' 11.04 "	89° 49' 40.74 "

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 DATE: JANUARY 8, 2016  
 JOB No: 15098-03  
**CONSTRUCTION  
ACTIVITY PLAN 2**  
 SHEET 8 OF 27 SHEETS





**LEGEND**

- SIGN TO BE REPLACED OR MODIFIED
- \*\*\* LOW PROFILE BARRICADES
- - - CONTRACTOR WORK AREA
- ① CRITICAL POINT
- OFA — OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- RSA — RUNWAY SAFETY AREA

SCALE IN FEET: 200 100 0 200 400

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

REVISIONS		
NUMBER	BY	DATE

**MIDAMERICA ST. LOUIS AIRPORT**  
**ST. CLAIR COUNTY, ILLINOIS**  
**AIRFIELD SIGNAGE IMPROVEMENTS**  
**AND WIND CONE REPLACEMENT**

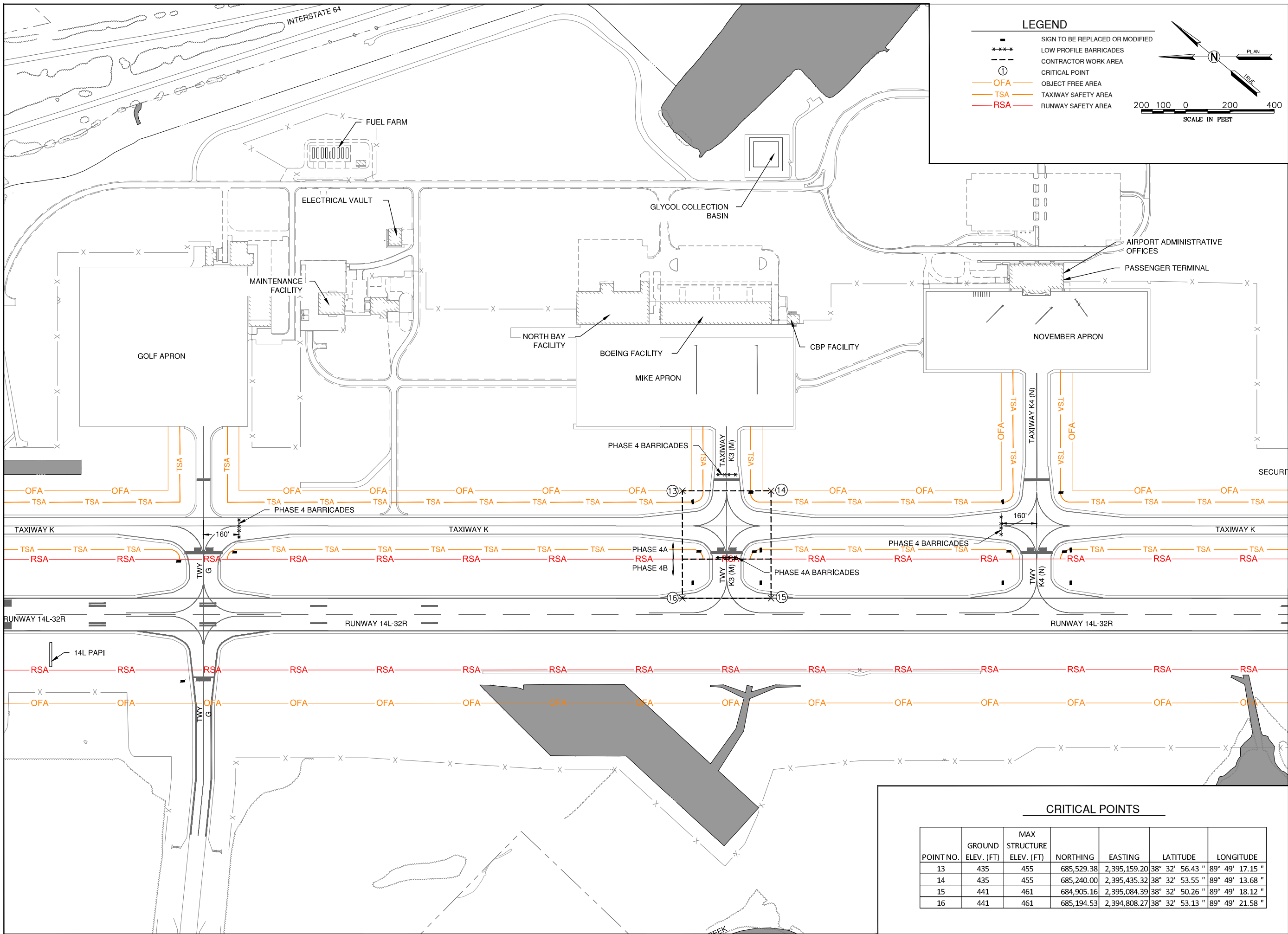
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ILLINOIS PROJECT NO. BLV-4343  
 AIP PROJECT NO. 3-17-SBGP-108

**CRITICAL POINTS**

POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	NORTHING	EASTING	LATITUDE	LONGITUDE
9	437	457	686,679.77	2,392,942.84	38° 33' 7.88"	89° 49' 44.99"
10	438	458	686,390.49	2,393,219.06	38° 33' 5.01"	89° 49' 41.53"
11	437	457	686,328.31	2,393,153.89	38° 33' 4.40"	89° 49' 42.35"
12	437	457	686,617.69	2,392,877.78	38° 33' 7.27"	89° 49' 45.82"

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 APPROVED BY: BWG  
 DATE: JANUARY 8, 2016  
 JOB No: 15098-03  
**CONSTRUCTION ACTIVITY PLAN 3**  
 SHEET 9 OF 27 SHEETS



**LEGEND**

- SIGN TO BE REPLACED OR MODIFIED
- \*\*\*\* LOW PROFILE BARRICADES
- - - CONTRACTOR WORK AREA
- ① CRITICAL POINT
- OFA OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
- RSA RUNWAY SAFETY AREA

Scale: 200 100 0 200 400  
SCALE IN FEET

North Arrow: PLAN, TRUE

**REVISIONS**

NUMBER	BY	DATE

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

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

**AIRFIELD SIGNAGE IMPROVEMENTS  
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ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

**CRITICAL POINTS**

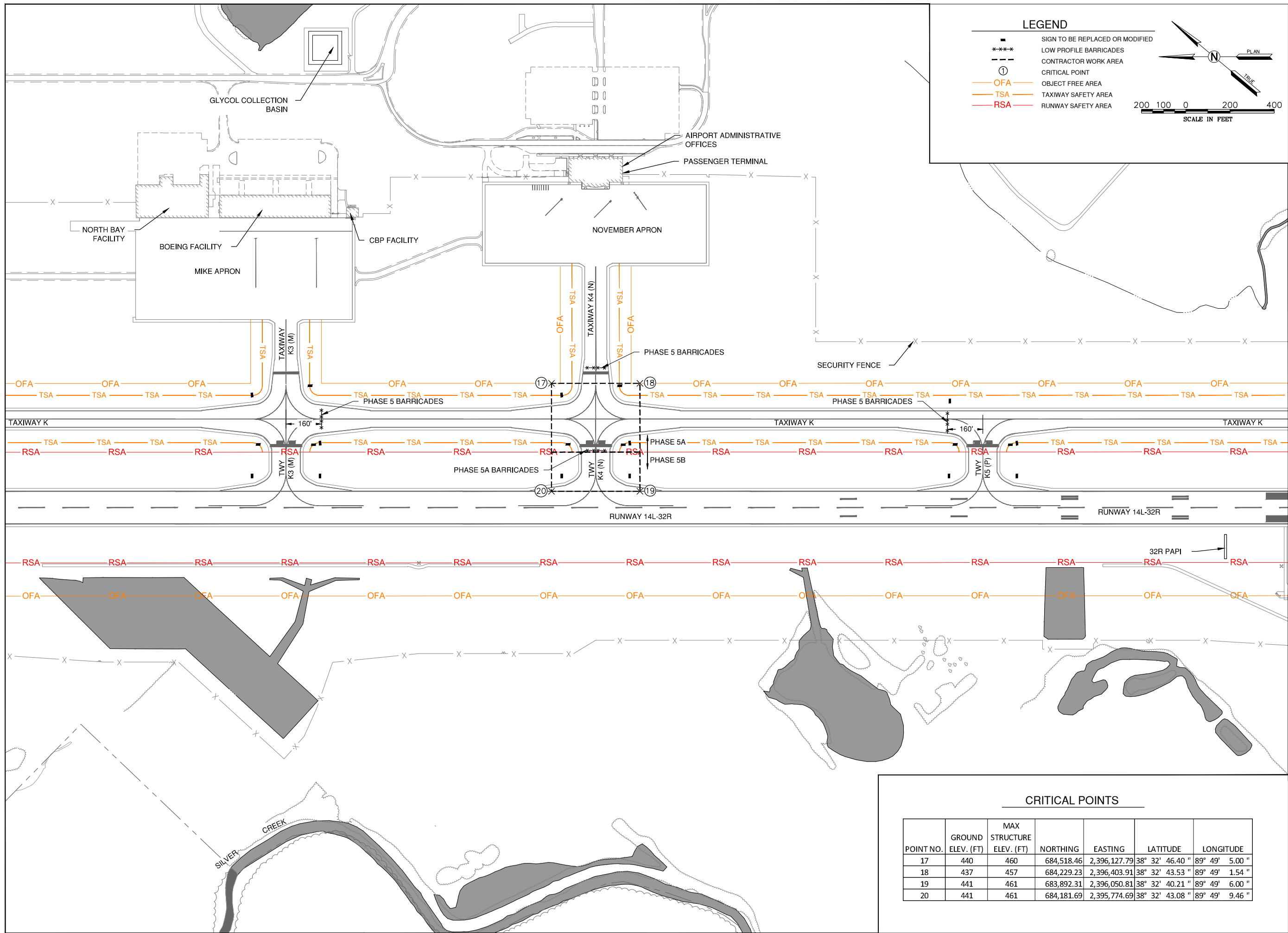
POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	NORTHING	EASTING	LATITUDE	LONGITUDE
13	435	455	685,529.38	2,395,159.20	38° 32' 56.43" N	89° 49' 17.15" W
14	435	455	685,240.00	2,395,435.32	38° 32' 53.55" N	89° 49' 13.68" W
15	441	461	684,905.16	2,395,084.39	38° 32' 50.26" N	89° 49' 18.12" W
16	441	461	685,194.53	2,394,808.27	38° 32' 53.13" N	89° 49' 21.58" W

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APPROVED BY: BWG  
DATE: JANUARY 8, 2016  
JOB No: 15098-03

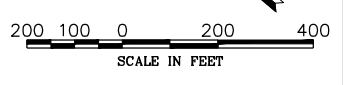
**CONSTRUCTION  
ACTIVITY PLAN 4**

SHEET 10 OF 27 SHEETS






REVISIONS		
NUMBER	BY	DATE



**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**  
  
**AIRFIELD SIGNAGE IMPROVEMENTS  
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 ILLINOIS PROJECT NO. BLV-4343  
 AIP PROJECT NO. 3-17-SBGP-108

CRITICAL POINTS						
POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	NORTHING	EASTING	LATITUDE	LONGITUDE
17	440	460	684,518.46	2,396,127.79	38° 32' 46.40 "	89° 49' 5.00 "
18	437	457	684,229.23	2,396,403.91	38° 32' 43.53 "	89° 49' 1.54 "
19	441	461	683,892.31	2,396,050.81	38° 32' 40.21 "	89° 49' 6.00 "
20	441	461	684,181.69	2,395,774.69	38° 32' 43.08 "	89° 49' 9.46 "

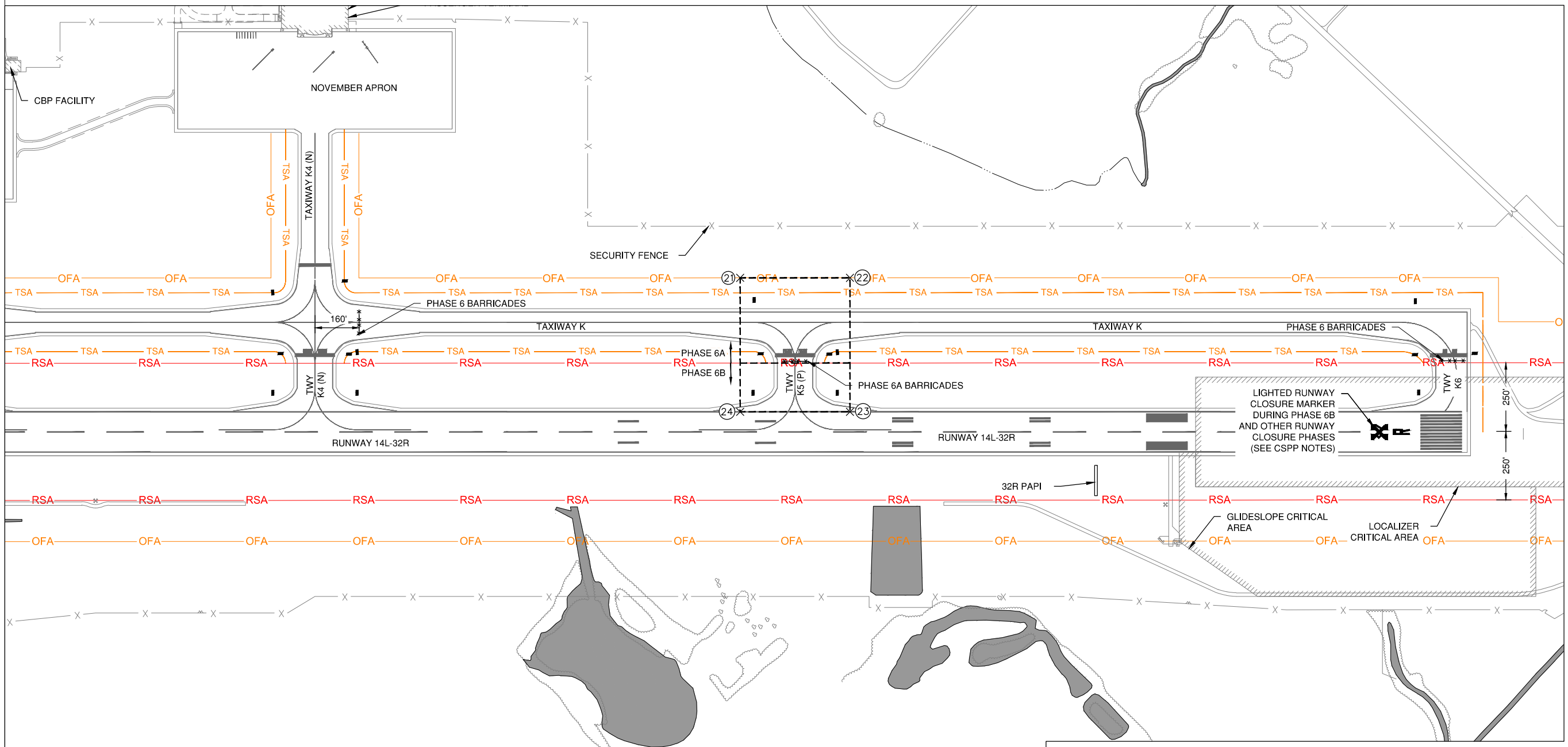
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 APPROVED BY: BWG  
 DATE: JANUARY 8, 2016  
 JOB No: 15098-03  
  
**CONSTRUCTION  
ACTIVITY PLAN 5**  
  
 SHEET 11 OF 27 SHEETS

**LEGEND**

- SIGN TO BE REPLACED OR MODIFIED
- \*\*\*\*\* LOW PROFILE BARRICADES
- - - CONTRACTOR WORK AREA
- ① CRITICAL POINT
- OFA — OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- RSA — RUNWAY SAFETY AREA

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**  
**AIRFIELD SIGNAGE IMPROVEMENTS**  
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ILLINOIS PROJECT NO. BLV-4343  
 AIP PROJECT NO. 3-17-SBGP-108

**CRITICAL POINTS**

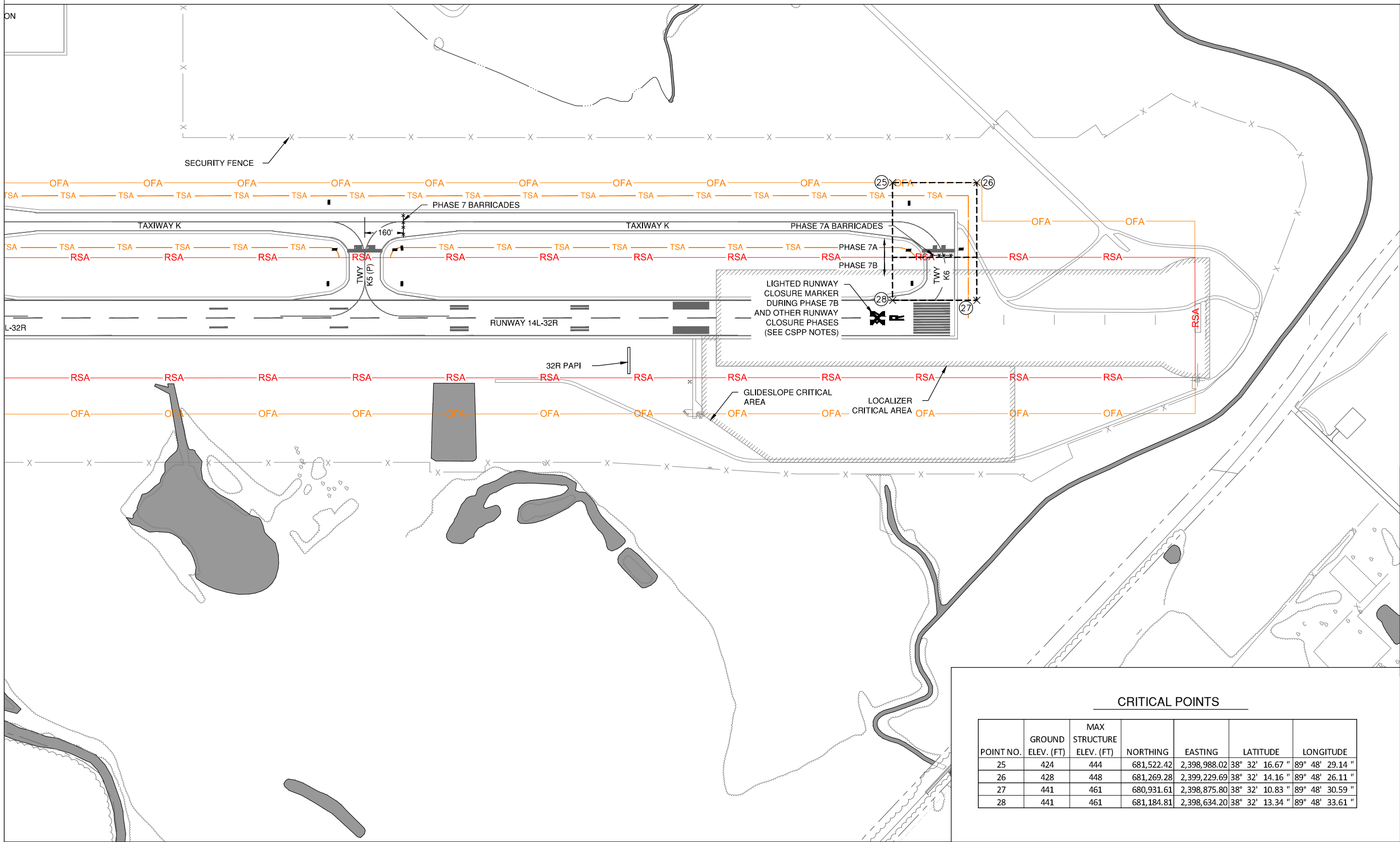
POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	NORTHING	EASTING	LATITUDE	LONGITUDE
21	436	456	683,252.82	2,397,336.06	38° 32' 33.84"	89° 48' 49.85"
22	435	455	682,963.52	2,397,612.10	38° 32' 30.97"	89° 48' 46.39"
23	441	461	682,626.28	2,397,258.81	38° 32' 27.65"	89° 48' 50.86"
24	441	461	682,915.66	2,396,982.69	38° 32' 30.52"	89° 48' 54.32"

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 APPROVED BY: BWG  
 DATE: JANUARY 8, 2016  
 JOB No: 15098-03  
**CONSTRUCTION ACTIVITY PLAN 6**  
 SHEET 12 OF 27 SHEETS

REVISIONS		
NUMBER	BY	DATE

**LEGEND**

- SIGN TO BE REPLACED OR MODIFIED
- \*\*\*\* LOW PROFILE BARRICADES
- - - CONTRACTOR WORK AREA
- ① CRITICAL POINT
- OFA — OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- RSA — RUNWAY SAFETY AREA



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

**AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT**

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ILLINOIS PROJECT NO. BLV-4343  
 AIP PROJECT NO. 3-17-SBGP-108

**CRITICAL POINTS**

POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	NORTHING	EASTING	LATITUDE	LONGITUDE
25	424	444	681,522.42	2,398,988.02	38° 32' 16.67"	89° 48' 29.14"
26	428	448	681,269.28	2,399,229.69	38° 32' 14.16"	89° 48' 26.11"
27	441	461	680,931.61	2,398,875.80	38° 32' 10.83"	89° 48' 30.59"
28	441	461	681,184.81	2,398,634.20	38° 32' 13.34"	89° 48' 33.61"

FILE: 06-14\_CAP.dwg  
 DESIGN BY: ASF  
 DRAWN BY: ASF  
 CHECKED BY: MJD/CET  
 APPROVED BY: BWG  
 DATE: JANUARY 8, 2016  
 JOB No: 15098-03

**CONSTRUCTION  
ACTIVITY PLAN 7**

SHEET 13 OF 27 SHEETS



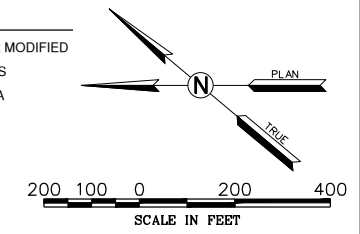
CRITICAL POINTS

POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	NORTHING	EASTING	LATITUDE	LONGITUDE
29	421	441	689,181.71	2,391,454.91	38° 33' 32.67 "	89° 50' 3.61 "
30	422	442	689,080.60	2,391,551.38	38° 33' 31.66 "	89° 50' 2.40 "
31	434	454	688,975.90	2,391,441.65	38° 33' 30.63 "	89° 50' 3.79 "
32	433	453	689,076.97	2,391,345.14	38° 33' 31.64 "	89° 50' 5.00 "
33	438	458	687,274.97	2,392,374.50	38° 33' 13.78 "	89° 49' 52.12 "
34	437	457	687,193.95	2,392,451.81	38° 33' 12.98 "	89° 49' 51.15 "
35	429	449	687,142.84	2,392,398.31	38° 33' 12.48 "	89° 49' 51.83 "
36	437	457	687,223.88	2,392,320.99	38° 33' 13.28 "	89° 49' 52.80 "
37	443	463	686,609.45	2,394,309.56	38° 33' 7.13 "	89° 49' 27.79 "
38	444	464	686,530.72	2,394,384.69	38° 33' 6.35 "	89° 48' 26.85 "
39	443	463	686,441.87	2,394,291.57	38° 33' 5.48 "	89° 48' 28.03 "
40	442	462	686,520.58	2,394,216.42	38° 33' 6.26 "	89° 48' 28.97 "
41	436	456	684,427.52	2,395,091.73	38° 32' 45.53 "	89° 48' 18.05 "
42	435	455	684,355.17	2,395,160.76	38° 32' 44.82 "	89° 48' 17.18 "

POINT NO.	GROUND ELEV. (FT)	MAX STRUCTURE ELEV. (FT)	NORTHING	EASTING	LATITUDE	LONGITUDE
43	438	458	684,234.37	2,395,034.15	38° 32' 43.63 "	89° 48' 18.78 "
44	438	458	684,306.72	2,394,965.13	38° 32' 44.35 "	89° 48' 19.65 "
45	434	454	680,282.17	2,399,618.01	38° 32' 4.38 "	89° 48' 21.28 "
46	432	452	680,074.60	2,399,706.70	38° 32' 2.33 "	89° 48' 20.17 "
47	434	454	680,026.05	2,399,344.99	38° 32' 1.86 "	89° 48' 24.72 "
48	432	452	679,990.63	2,399,265.21	38° 32' 1.51 "	89° 48' 25.73 "
49	434	454	680,397.17	2,398,541.17	38° 32' 5.56 "	89° 48' 34.82 "
50	433	453	680,350.88	2,398,511.47	38° 32' 5.10 "	89° 48' 35.20 "
51	434	454	681,199.47	2,397,765.79	38° 32' 13.52 "	89° 48' 44.54 "
52	434	454	681,170.65	2,397,719.93	38° 32' 13.24 "	89° 48' 45.12 "
53	435	455	681,371.76	2,397,701.91	38° 32' 15.23 "	89° 48' 45.34 "
54	433	453	681,448.69	2,397,619.37	38° 32' 15.99 "	89° 48' 46.37 "
55	438	458	681,523.23	2,397,858.53	38° 32' 16.72 "	89° 48' 43.36 "
56	437	457	681,604.78	2,397,780.72	38° 32' 17.53 "	89° 48' 44.34 "

**LEGEND**

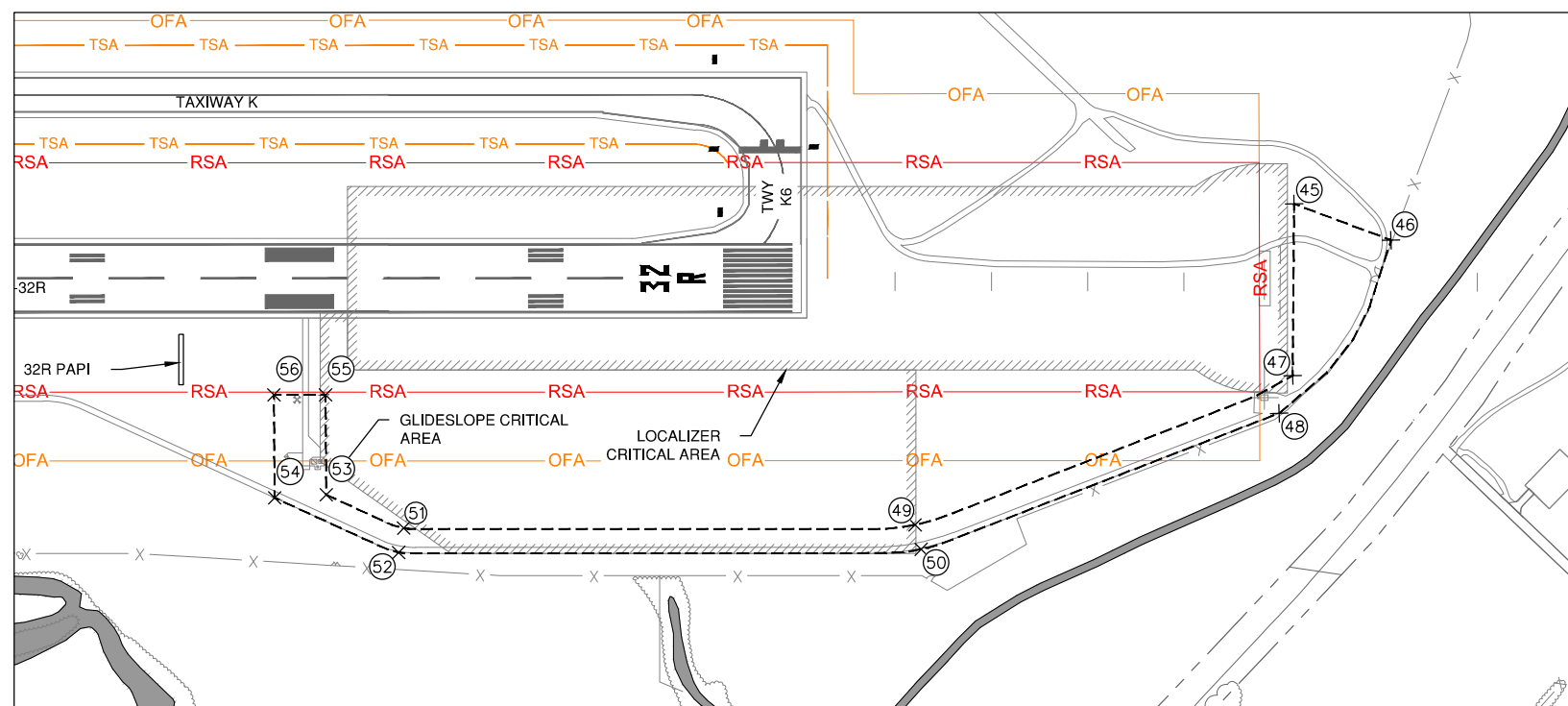
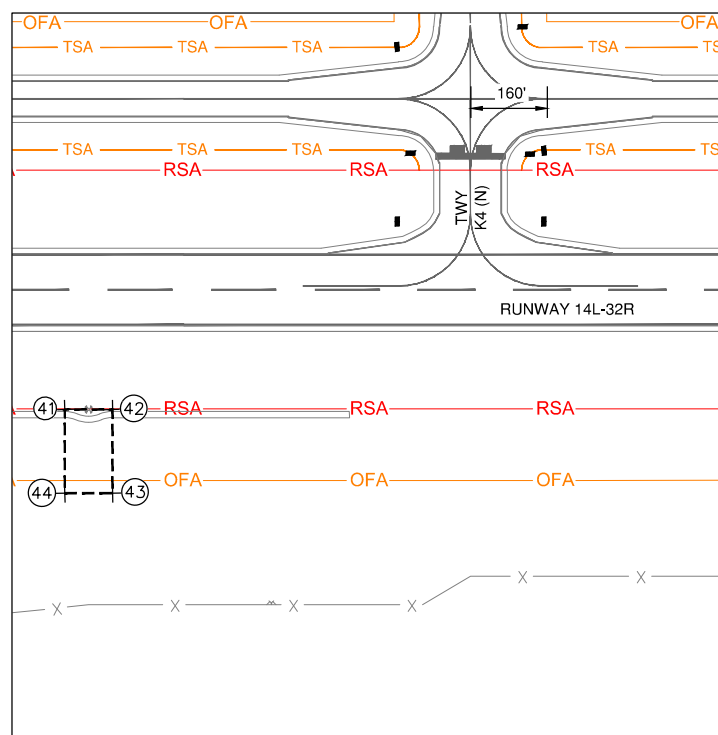
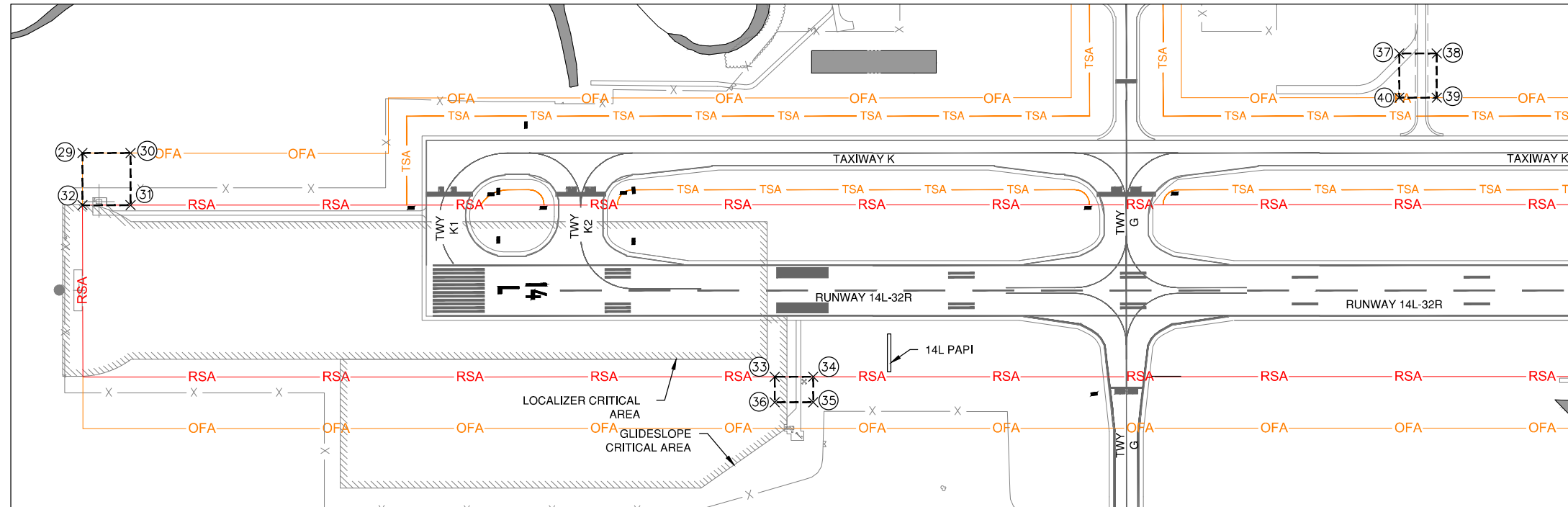
- SIGN TO BE REPLACED OR MODIFIED
- \*\*\*\* LOW PROFILE BARRICADES
- - - - CONTRACTOR WORK AREA
- ① CRITICAL POINT
- OFA — OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- RSA — RUNWAY SAFETY AREA



REVISIONS

NUMBER	BY	DATE

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



MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS

AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT

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ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

FILE: 06-14\_CAP.dwg

DESIGN BY: ASF

DRAWN BY: ASF

CHECKED BY: MJD/CET

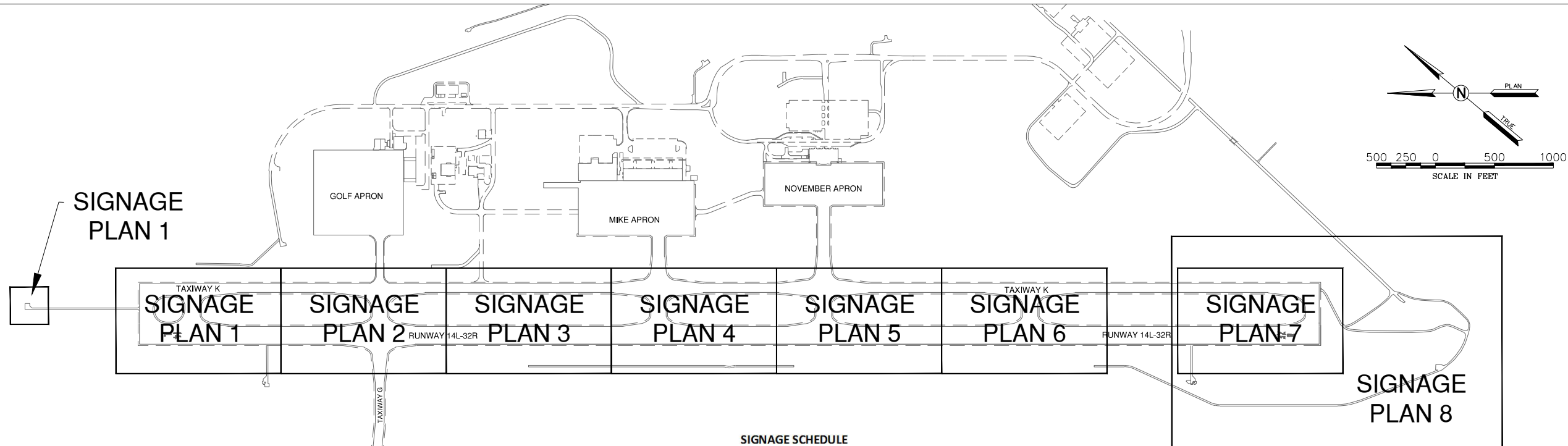
APPROVED BY: BWG

DATE: JANUARY 8, 2016

JOB No: 15098-03

**CONSTRUCTION  
ACTIVITY PLAN 8**

SHEET 14 OF 27 SHEETS



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

AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT

**SIGNAGE SCHEDULE**

SIGN	A	B	CHARACTERS	MODULES* SIZE 3			REPLACE SIGN	REMOVE SIGN	NEW 1 CHAR.	NEW 5 CHAR.	NEW 8 CHAR.	NEW 9 CHAR.	LED	INCAN.
				1	2	3								
10	←K6		3	1			1						1	
11	K6 32R		5	1			1						1	
12	K5→		3	1			1						1	
13	←K5K		4	1		1								
14	K5 32R-14L		9		1	1								
15	←K5		3	1			1						1	
16	32R-14L K5	K5 ←K→	9		1	1								1
17	K K5→		4	1		1							1	
18	K4→		3	1			1						1	
19	K ←K4→		5		1	1								
20	K4 32R-14L		9		1	1								
21	K4 ←K→		5		1	1								
22	←K4		3	1			1						1	
23	32R-14L K4	K4 ←K→	9		1	2								
24	K ←K4→		5		1	1								
25	K3→		3	1			1						1	
26	K ←K3→		5		1	1								
27	K3 32R-14L		9		1	1								
28	K3 ←K→		5		1	1								
29	←K3		3	1			1						1	
30	32R-14L K3	K3 ←K→	9		1	2								
31	K ←K3→		5		1	1								
35	G 32R-14L	==== G	8		1	2								
38	32R-14L G	G ←K→	8		1	1								
42	K2→		3	1			1			1			1	1
43	←K2K		4	1		1							1	
44	K2 32R-14L		9		1	1								
45	K1→		3	1			1						1	
46	32R-14L K2	K2 ←K→	9		1	1						1		1
47	K1 14L		5		1		1							
48	K K2→		4	1		1								
50	G 14L-32R	==== G	8		1	2								
53	32R K6	←K K6	5		1			1		1			1	
54	K K6→		4	1		1								
55	←K1K		4	1			1						1	
56	14L K1	K1 K→	5		1			1		1			1	
57	STOP ←K→		3			1								
59	STOP		1	1					1				1	
60	STOP 14L		3			1								
61	STOP 14L-32R		7			1								
62	STOP 14L-32R		7			1								
63	STOP ILS		3			1								
64	STOP ILS		3			1								
65	STOP 32R		3			1								

\* NUMBER OF MODULES FOR NEW SIGNS BASED ON  
CROUSE-HINDS DESIGN. OTHER MANUFACTURERS  
MAY HAVE A DIFFERENT NUMBER OF MODULES.

TOTAL = 1 15 10 11 5 2 23 13 4 1 2 1 1 14 3

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ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

FILE:

DESIGN BY: ASF

DRAWN BY: ASF

CHECKED BY: MJD/CET

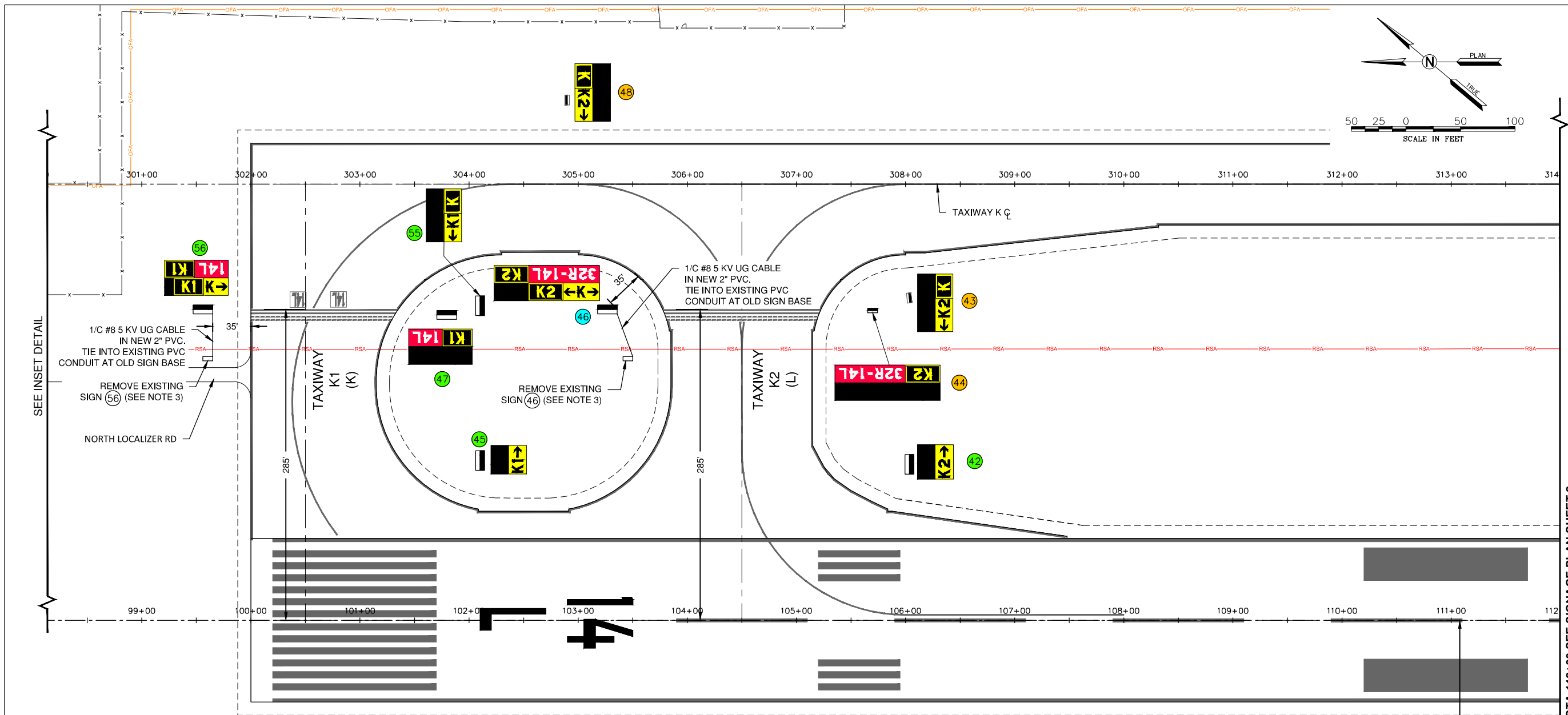
APPROVED BY: BWG

DATE: JANUARY 8, 2016

JOB No: 15098-03

**SIGNAGE PLAN  
SCHEDULE AND  
MAP LEGEND**

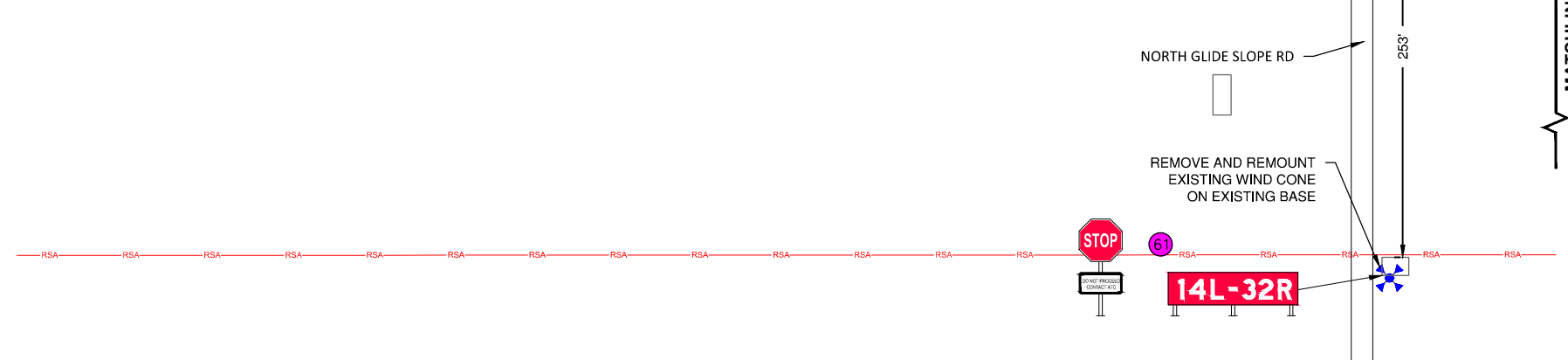
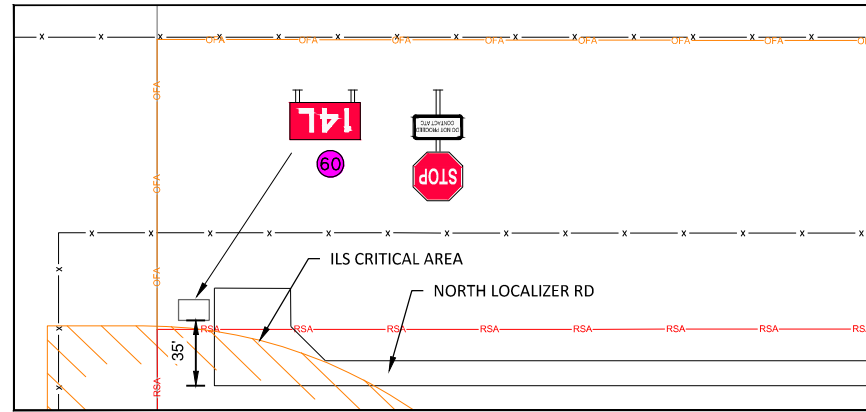
SHEET 15 OF 27 SHEETS



REVISIONS		
NUMBER	BY	DATE

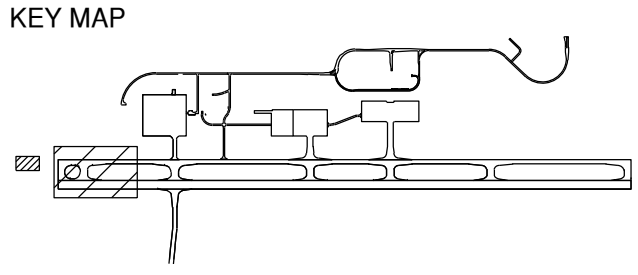
MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS

AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT



LEGEND	
	PROPOSED SIGN (SEE LABEL COLOR FOR LED VS INCANDESCENT)
	EXISTING SIGN
	EXISTING SIGN TO RECEIVE NEW PANEL
	EXISTING WIND CONE
	PROPOSED WIND CONE
	WIND CONE TO BE REMOUNTED
	SIGN NUMBER
	NEW LED SIGN
	NEW INCANDESCENT SIGN
	SIGN TO RECEIVE NEW PANELS
	NEW UNLIGHTED SIGN
	RUNWAY HOLD POSITION MARKING
	VEHICLE ROADWAY SIGN PER FIGURE 14 OF FAA AC 150/5340-18F
	FENCE

- NOTES:
- NEW SIGNS IN SAME LOCATION AS EXISTING ON EXISTING PAD UNLESS OTHERWISE NOTED. DIMENSIONS FROM TAXIWAY PAVEMENT EDGE INDICATE DISTANCE TO NEAREST EDGE OF SIGN. DIMENSIONS FROM RUNWAY CENTERLINE INDICATE DISTANCE TO CENTER OF SIGN.
  - REMOVAL OF EXISTING SIGN BASE, BACKFILLING, AND SEEDING/MULCHING SHALL ALL BE CONSIDERED INCIDENTAL TO SIGN REMOVAL AND/OR SIGN REPLACEMENT.
  - REMOUNTING OF EXISTING WIND CONES SHALL BE INCIDENTAL TO THE PROJECT.



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ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

FILE:

DESIGN BY: ASF

DRAWN BY: ASF

CHECKED BY: MJD/CET

APPROVED BY: BWG

DATE: JANUARY 8, 2016

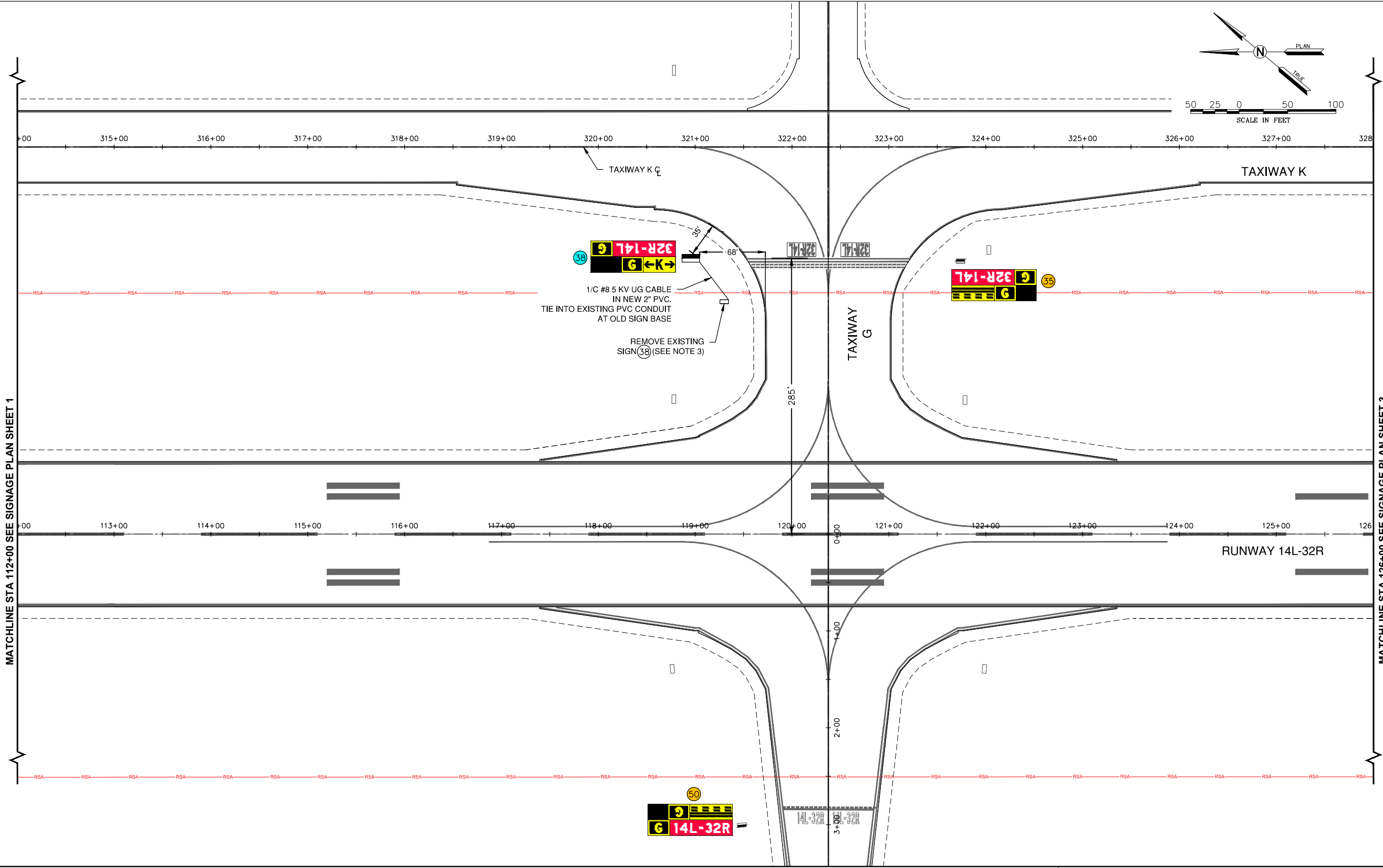
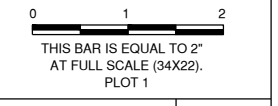
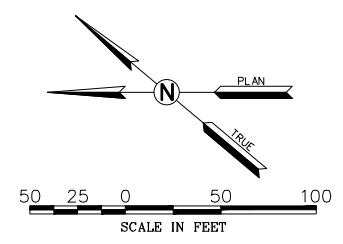
JOB No: 15098-03

**SIGNAGE PLAN 1**

SHEET 16 OF 27 SHEETS



REVISIONS		
NUMBER	BY	DATE



MATCHLINE STA 112+00 SEE SIGNAGE PLAN SHEET 1

MATCHLINE STA 126+00 SEE SIGNAGE PLAN SHEET 3

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

**AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT**

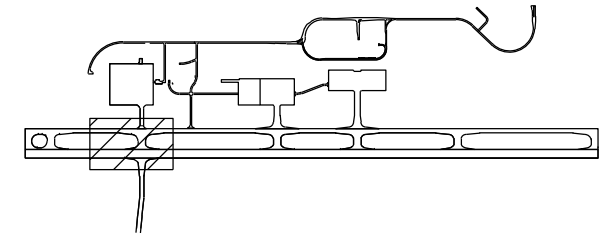


ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

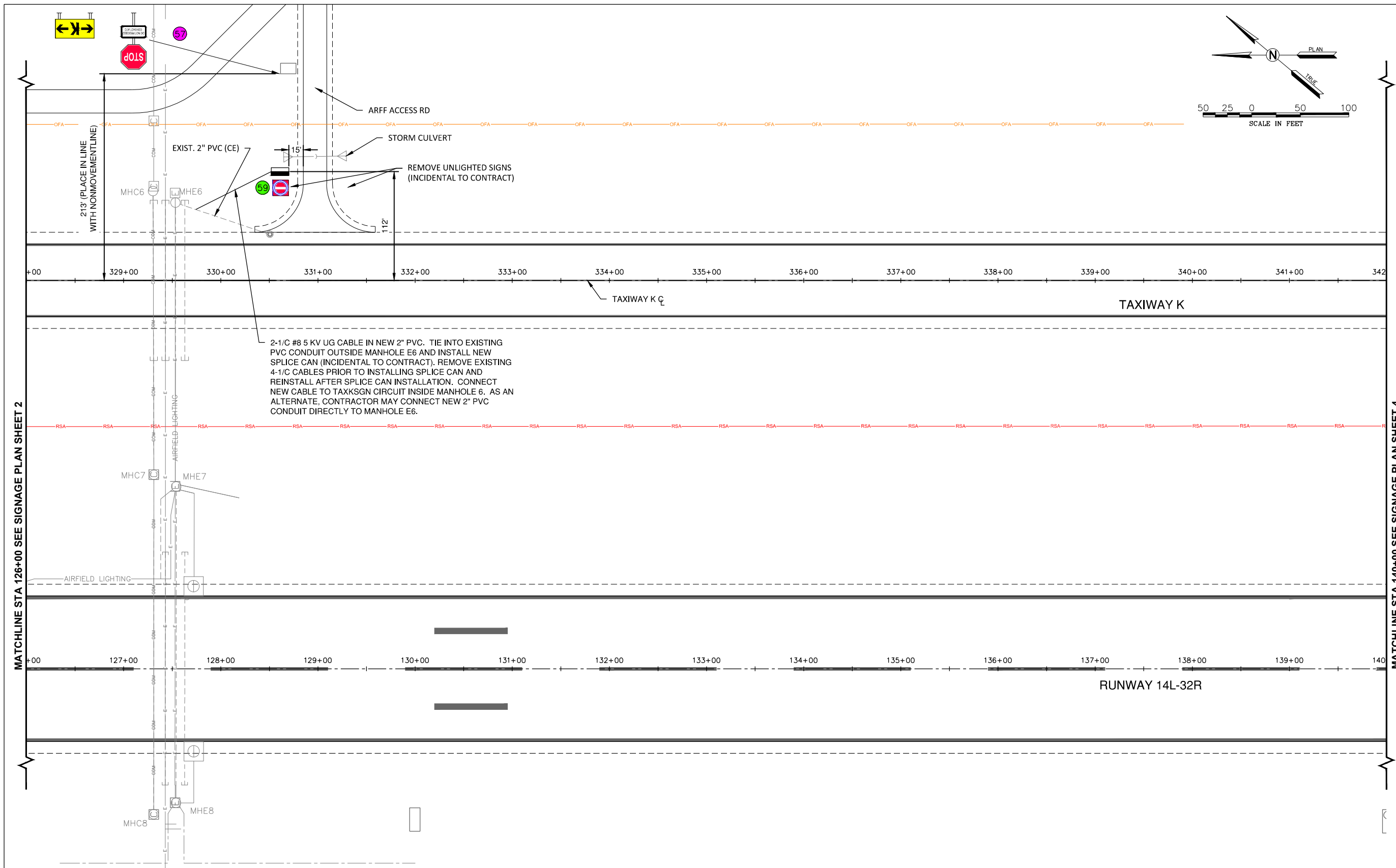
LEGEND	
	PROPOSED SIGN (SEE LABEL COLOR FOR LED VS INCANDESCENT)
	EXISTING SIGN
	EXISTING SIGN TO RECEIVE NEW PANEL
	EXISTING WIND CONE
	PROPOSED WIND CONE
	WIND CONE TO BE REMOUNTED
	SIGN NUMBER
	NEW LED SIGN
	NEW INCANDESCENT SIGN
	SIGN TO RECEIVE NEW PANELS
	NEW UNLIGHTED SIGN
	RUNWAY HOLD POSITION MARKING
	VEHICLE ROADWAY SIGN PER FIGURE 14 OF FAA AC 150/5340-18F
	FENCE

- NOTES:**
1. NEW SIGNS IN SAME LOCATION AS EXISTING ON EXISTING PAD UNLESS OTHERWISE NOTED. DIMENSIONS FROM TAXIWAY PAVEMENT EDGE INDICATE DISTANCE TO NEAREST EDGE OF SIGN. DIMENSIONS FROM RUNWAY CENTERLINE INDICATE DISTANCE TO CENTER OF SIGN.
  2. REMOVAL OF EXISTING SIGN BASE, BACKFILLING, AND SEEDING/MULCHING SHALL ALL BE CONSIDERED INCIDENTAL TO SIGN REMOVAL AND/OR SIGN REPLACEMENT.
  3. REMOUNTING OF EXISTING WIND CONES SHALL BE INCIDENTAL TO THE PROJECT.

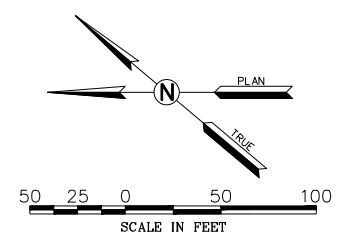
**KEY MAP**



FILE:
DESIGN BY: ASF
DRAWN BY: ASF
CHECKED BY: MJD/CET
APPROVED BY: BWG
DATE: JANUARY 8, 2016
JOB No: 15098-03
<b>SIGNAGE PLAN 2</b>
SHEET 17 OF 27 SHEETS



REVISIONS		
NUMBER	BY	DATE



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

MATCHLINE STA 126+00 SEE SIGNAGE PLAN SHEET 2

MATCHLINE STA 140+00 SEE SIGNAGE PLAN SHEET 4

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

**AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT**

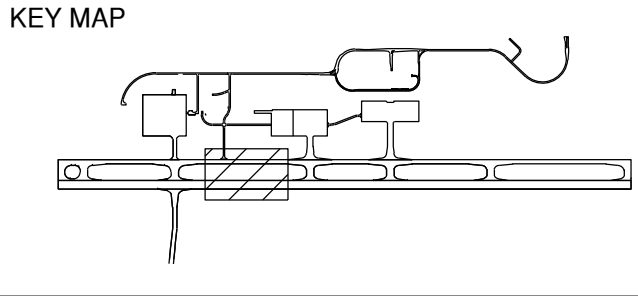
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ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

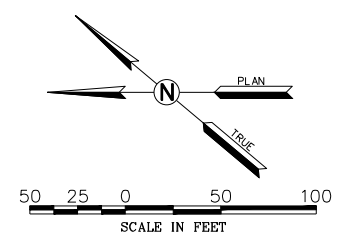
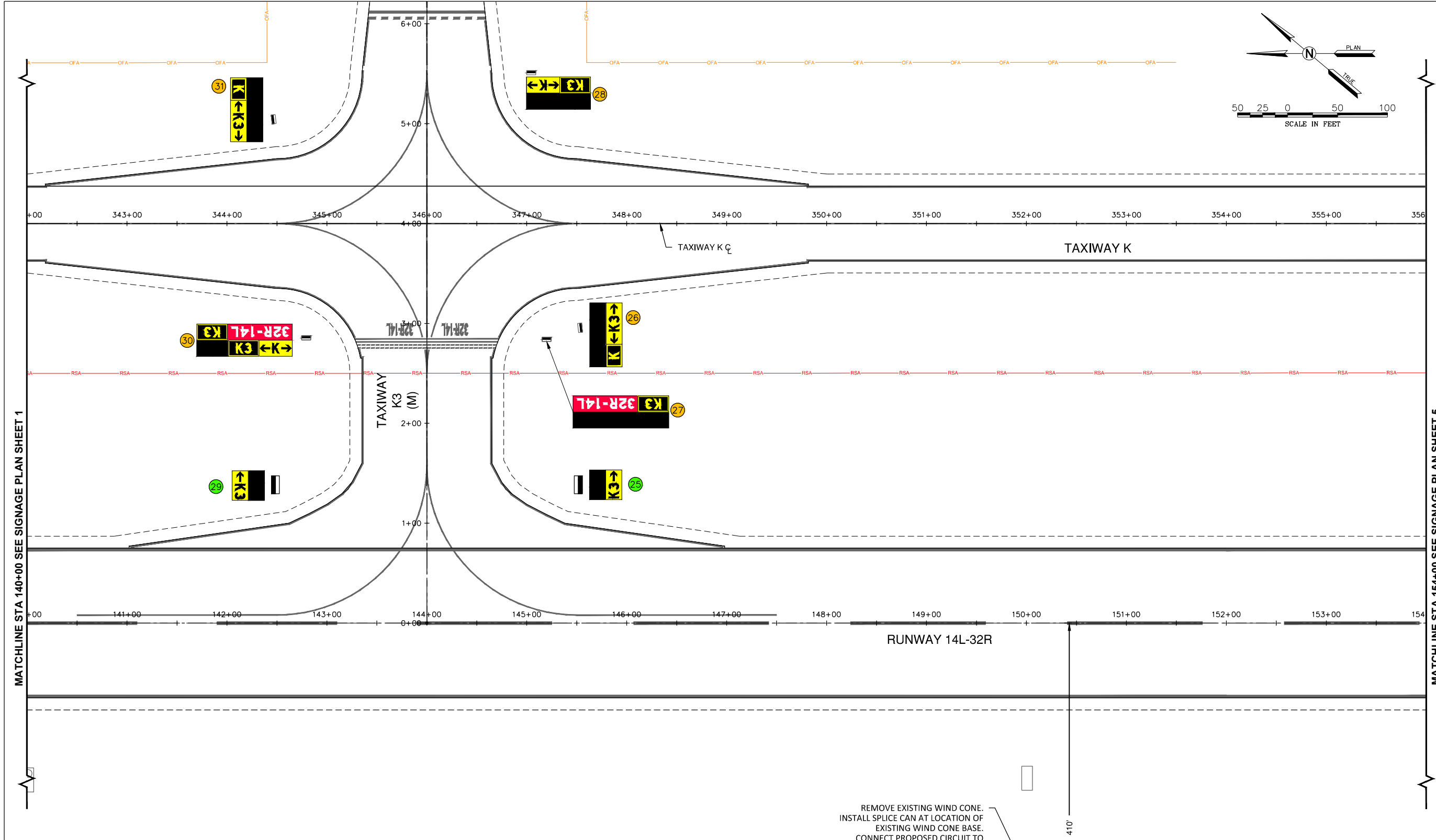
LEGEND	
	PROPOSED SIGN (SEE LABEL COLOR FOR LED VS INCANDESCENT)
	EXISTING SIGN
	EXISTING SIGN TO RECEIVE NEW PANEL
	EXISTING WIND CONE
	PROPOSED WIND CONE
	WIND CONE TO BE REMOUNTED
	SIGN NUMBER
	NEW LED SIGN
	NEW INCANDESCENT SIGN
	SIGN TO RECEIVE NEW PANELS
	NEW UNLIGHTED SIGN
	RUNWAY HOLD POSITION MARKING
	VEHICLE ROADWAY SIGN PER FIGURE 14 OF FAA AC 150/5340-18F
	FENCE

**NOTES:**

- NEW SIGNS IN SAME LOCATION AS EXISTING ON EXISTING PAD UNLESS OTHERWISE NOTED. DIMENSIONS FROM TAXIWAY PAVEMENT EDGE INDICATE DISTANCE TO NEAREST EDGE OF SIGN. DIMENSIONS FROM RUNWAY CENTERLINE INDICATE DISTANCE TO CENTER OF SIGN.
- REMOVAL OF EXISTING SIGN BASE, BACKFILLING, AND SEEDING/MULCHING SHALL ALL BE CONSIDERED INCIDENTAL TO SIGN REMOVAL AND/OR SIGN REPLACEMENT.
- REMOUNTING OF EXISTING WIND CONES SHALL BE INCIDENTAL TO THE PROJECT.



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DATE: JANUARY 8, 2016
JOB No: 15098-03
<b>SIGNAGE PLAN 3</b>
SHEET 18 OF 27 SHEETS



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

AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT

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ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

MATCHLINE STA 140+00 SEE SIGNAGE PLAN SHEET 1

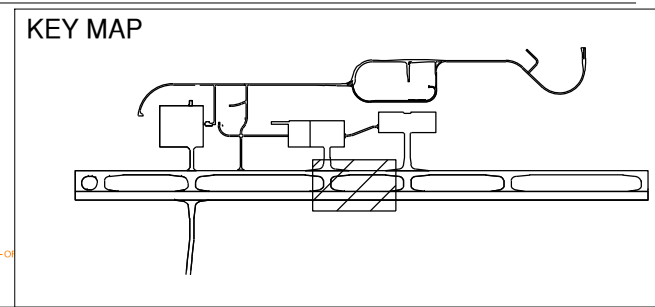
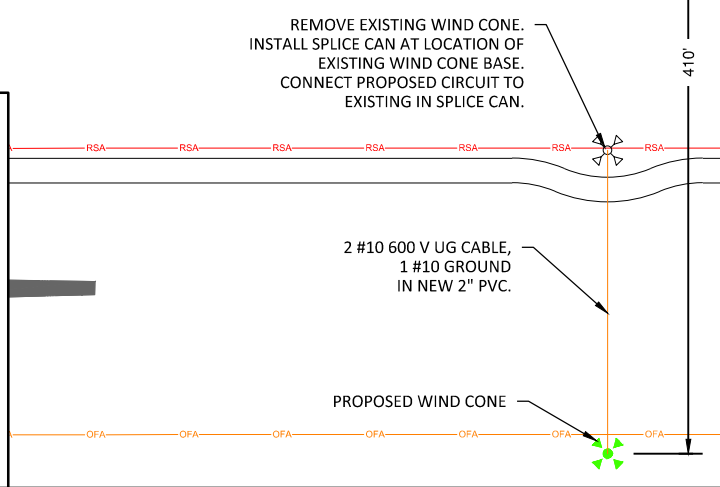
MATCHLINE STA 154+00 SEE SIGNAGE PLAN SHEET 5

**LEGEND**

	PROPOSED SIGN (SEE LABEL COLOR FOR LED VS INCANDESCENT)		RUNWAY HOLD POSITION MARKING
	EXISTING SIGN		SIGN NUMBER
	EXISTING SIGN TO RECEIVE NEW PANEL		NEW LED SIGN
	EXISTING WIND CONE		NEW INCANDESCENT SIGN
	PROPOSED WIND CONE		SIGN TO RECEIVE NEW PANELS
	WIND CONE TO BE REMOUNTED		NEW UNLIGHTED SIGN
			VEHICLE ROADWAY SIGN PER FIGURE 14 OF FAA AC 150/5340-18F
			FENCE

**NOTES:**

- NEW SIGNS IN SAME LOCATION AS EXISTING ON EXISTING PAD UNLESS OTHERWISE NOTED. DIMENSIONS FROM TAXIWAY PAVEMENT EDGE INDICATE DISTANCE TO NEAREST EDGE OF SIGN. DIMENSIONS FROM RUNWAY CENTERLINE INDICATE DISTANCE TO CENTER OF SIGN.
- REMOVAL OF EXISTING SIGN BASE, BACKFILLING, AND SEEDING/MULCHING SHALL ALL BE CONSIDERED INCIDENTAL TO SIGN REMOVAL AND/OR SIGN REPLACEMENT.
- REMOUNTING OF EXISTING WIND CONES SHALL BE INCIDENTAL TO THE PROJECT.



FILE:

DESIGN BY: ASF

DRAWN BY: ASF

CHECKED BY: MJD/CET

APPROVED BY: BWG

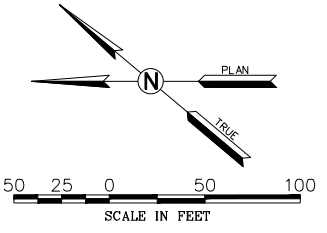
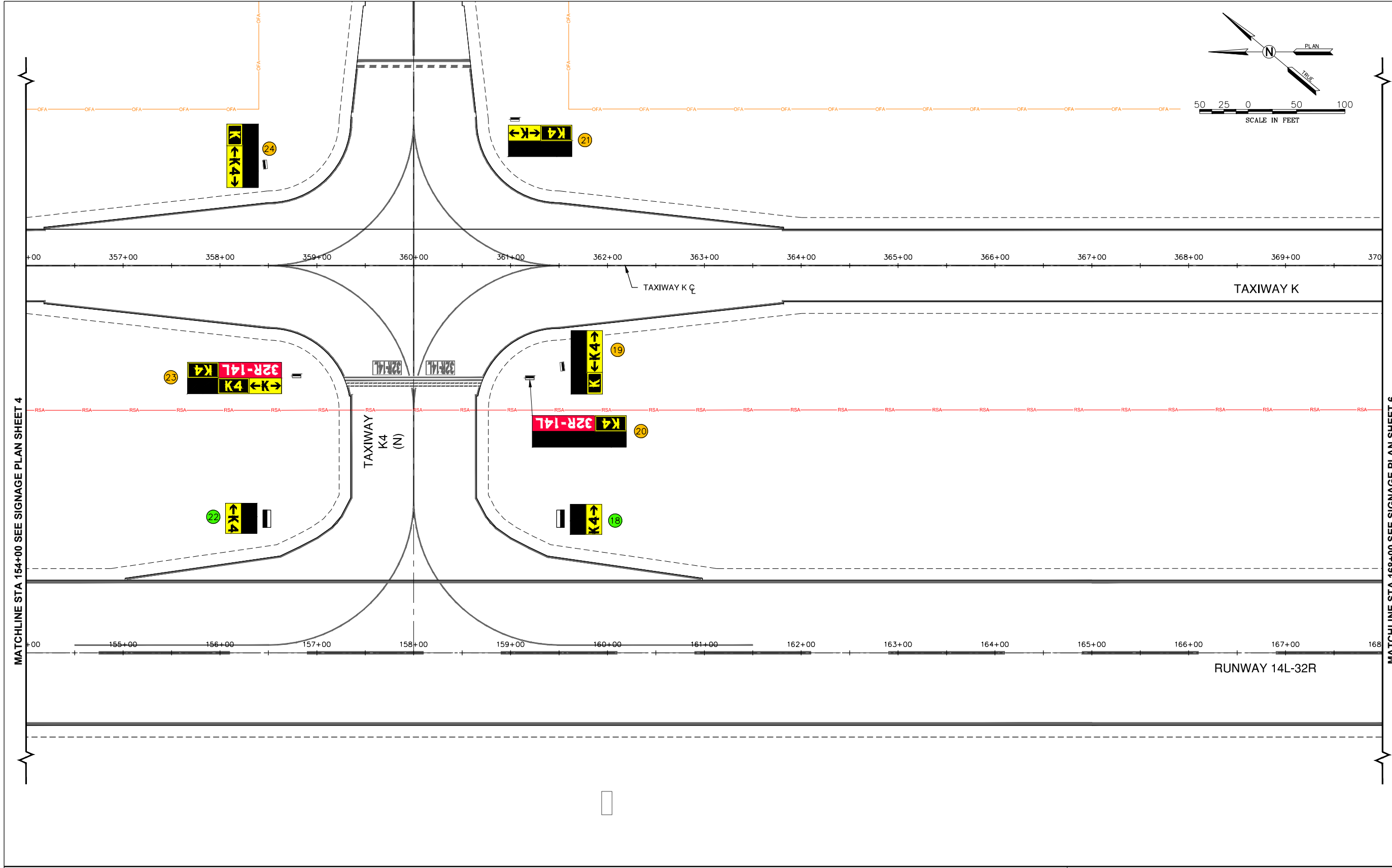
DATE: JANUARY 8, 2016

JOB No: 15098-03

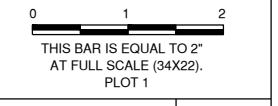
**SIGNAGE PLAN 4**

SHEET 19 OF 27 SHEETS





REVISIONS		
NUMBER	BY	DATE



MATCHLINE STA 154+00 SEE SIGNAGE PLAN SHEET 4

MATCHLINE STA 168+00 SEE SIGNAGE PLAN SHEET 6

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

**AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT**

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ILLINOIS PROJECT NO. BLV-4343  
 AIP PROJECT NO. 3-17-SBGP-108

FILE:  
 DESIGN BY: ASF  
 DRAWN BY: ASF  
 CHECKED BY: MJD/CET  
 APPROVED BY: BWG  
 DATE: JANUARY 8, 2016  
 JOB No: 15098-03

**SIGNAGE PLAN 5**

SHEET 20 OF 27 SHEETS

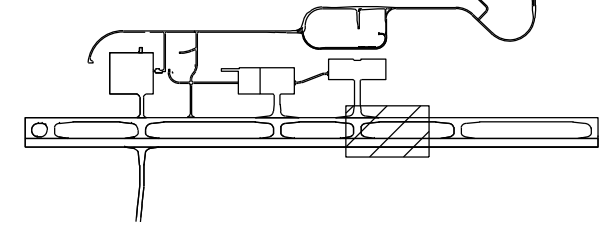
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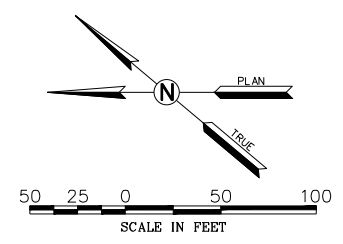
- |  |  |  |                            |  |  |
|--|--|--|----------------------------|--|--|
|  | PROPOSED SIGN<br>(SEE LABEL COLOR FOR LED VS INCANDESCENT) |  | WIND CONE TO BE REMOUNTED  |  | RUNWAY HOLD POSITION MARKING                                 |
|  | EXISTING SIGN  |  | SIGN NUMBER                |  | VEHICLE ROADWAY SIGN PER FIGURE 14<br>OF FAA AC 150/5340-18F |
|  | EXISTING SIGN TO RECEIVE<br>NEW PANEL                      |  | NEW LED SIGN               |  | FENCE  |
|  | EXISTING WIND CONE   |  | SIGN TO RECEIVE NEW PANELS |  |  |
|  | PROPOSED WIND CONE   |  | NEW UNLIGHTED SIGN         |  |  |

**NOTES:**

- NEW SIGNS IN SAME LOCATION AS EXISTING ON EXISTING PAD UNLESS OTHERWISE NOTED. DIMENSIONS FROM TAXIWAY PAVEMENT EDGE INDICATE DISTANCE TO NEAREST EDGE OF SIGN. DIMENSIONS FROM RUNWAY CENTERLINE INDICATE DISTANCE TO CENTER OF SIGN.
- REMOVAL OF EXISTING SIGN BASE, BACKFILLING, AND SEEDING/MULCHING SHALL ALL BE CONSIDERED INCIDENTAL TO SIGN REMOVAL AND/OR SIGN REPLACEMENT.
- REMOUNTING OF EXISTING WIND CONES SHALL BE INCIDENTAL TO THE PROJECT.

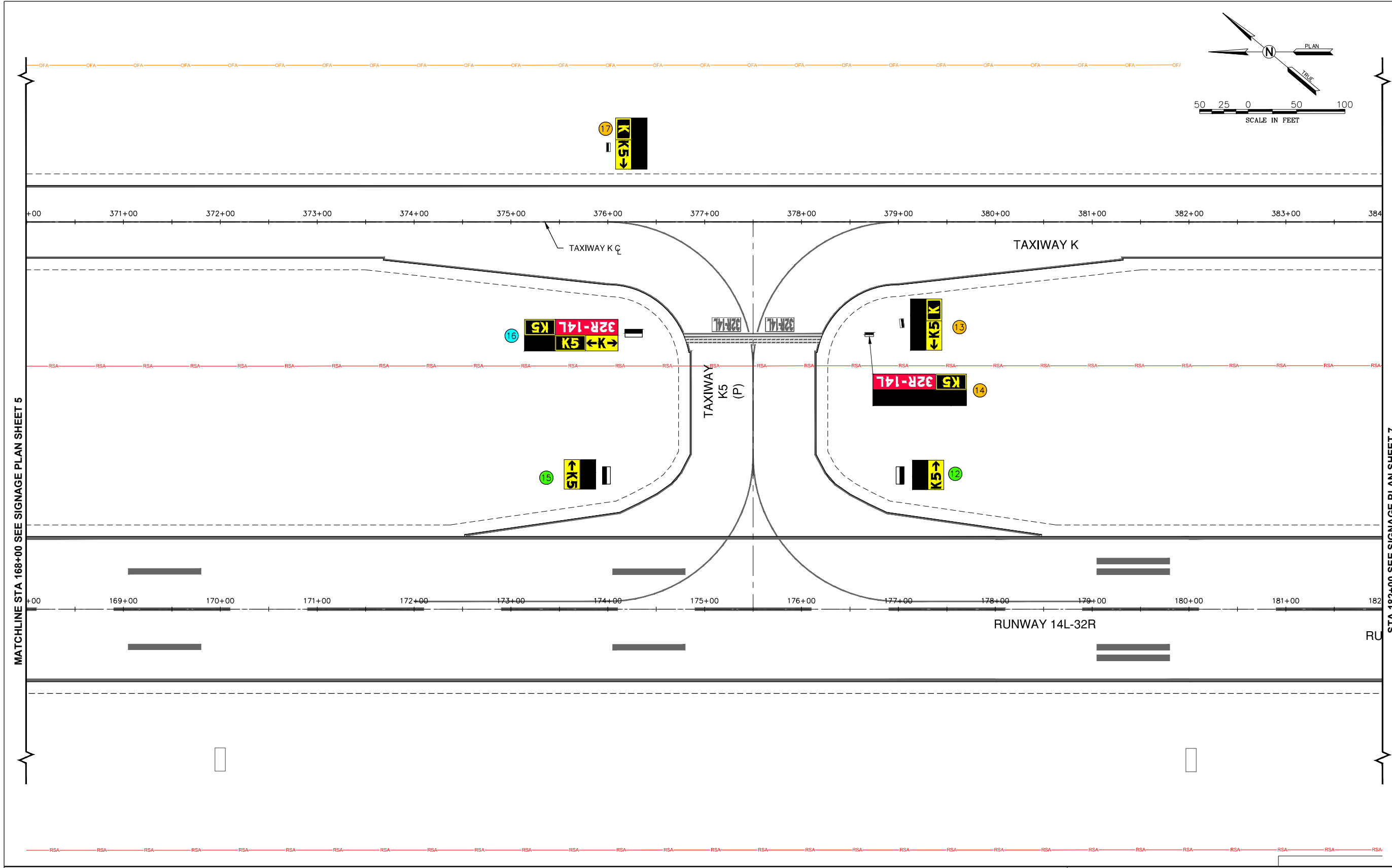
**KEY MAP**





REVISIONS		
NUMBER	BY	DATE

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



MATCHLINE STA 168+00 SEE SIGNAGE PLAN SHEET 5

STA 182+00 SEE SIGNAGE PLAN SHEET 7

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

**AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT**

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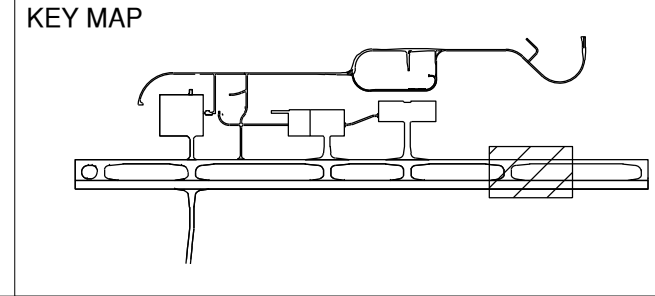
ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

LEGEND	
	PROPOSED SIGN (SEE LABEL COLOR FOR LED VS INCANDESCENT)
	EXISTING SIGN
	EXISTING SIGN TO RECEIVE NEW PANEL
	EXISTING WIND CONE
	PROPOSED WIND CONE
	WIND CONE TO BE REMOUNTED
	SIGN NUMBER
	NEW LED SIGN
	NEW INCANDESCENT SIGN
	SIGN TO RECEIVE NEW PANELS
	NEW UNLIGHTED SIGN

	RUNWAY HOLD POSITION MARKING
	VEHICLE ROADWAY SIGN PER FIGURE 14 OF FAA AC 150/5340-18F
	FENCE

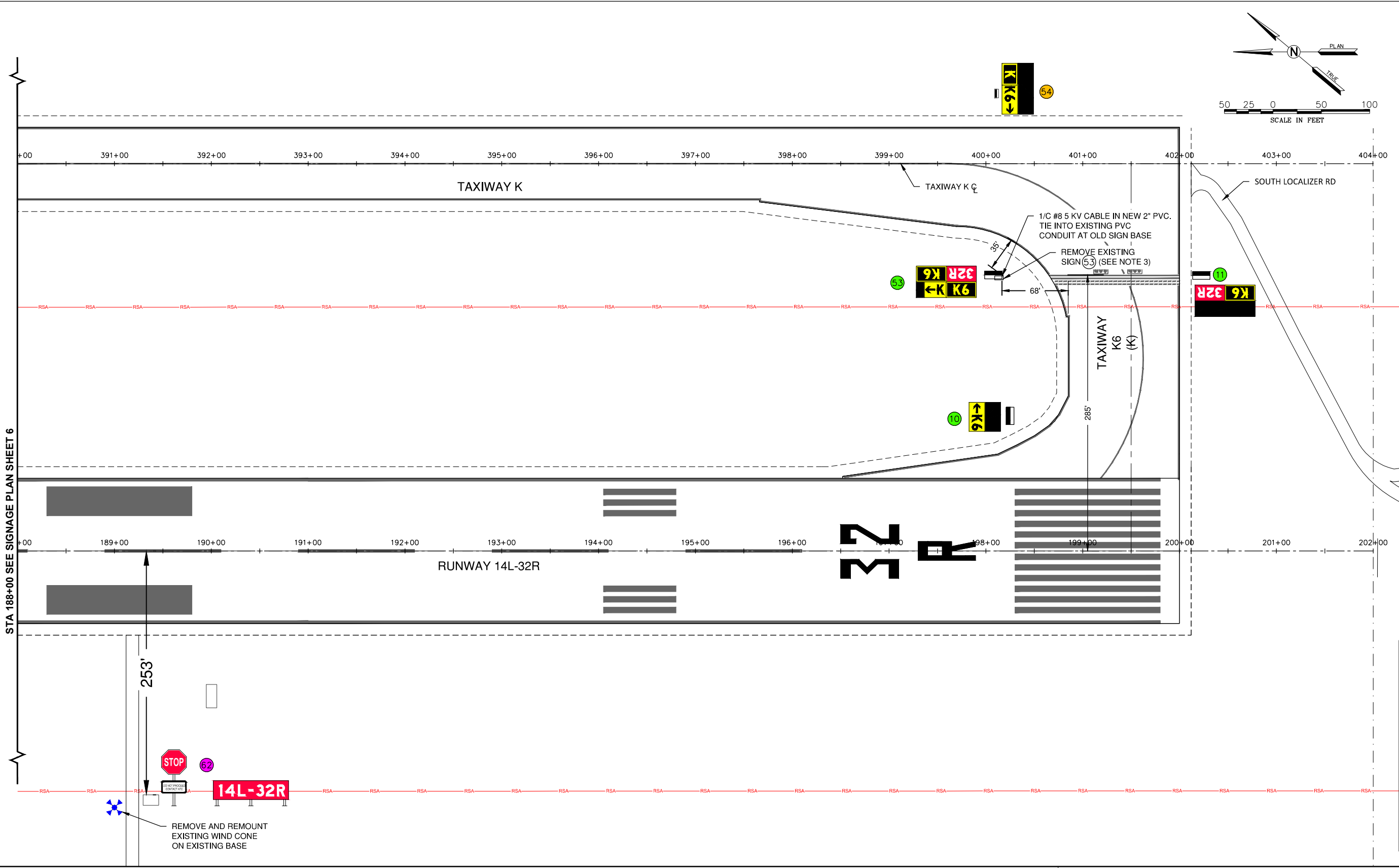
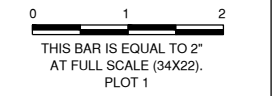
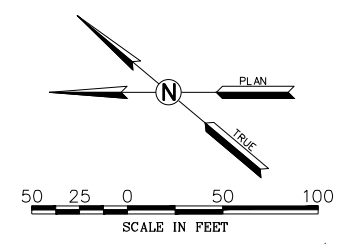
**NOTES:**

- NEW SIGNS IN SAME LOCATION AS EXISTING ON EXISTING PAD UNLESS OTHERWISE NOTED. DIMENSIONS FROM TAXIWAY PAVEMENT EDGE INDICATE DISTANCE TO NEAREST EDGE OF SIGN. DIMENSIONS FROM RUNWAY CENTERLINE INDICATE DISTANCE TO CENTER OF SIGN.
- REMOVAL OF EXISTING SIGN BASE, BACKFILLING, AND SEEDING/MULCHING SHALL ALL BE CONSIDERED INCIDENTAL TO SIGN REMOVAL AND/OR SIGN REPLACEMENT.
- REMOUNTING OF EXISTING WIND CONES SHALL BE INCIDENTAL TO THE PROJECT.



FILE:
DESIGN BY: ASF
DRAWN BY: ASF
CHECKED BY: MJD/CET
APPROVED BY: BWG
DATE: JANUARY 8, 2016
JOB No: 15098-03
<b>SIGNAGE PLAN 6</b>
SHEET 21 OF 27 SHEETS

REVISIONS		
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STA 188+00 SEE SIGNAGE PLAN SHEET 6

**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**  
  
**AIRFIELD SIGNAGE IMPROVEMENTS  
AND WIND CONE REPLACEMENT**



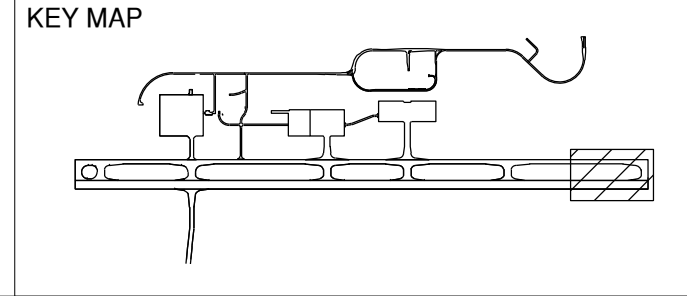
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ILLINOIS PROJECT NO. BLV-4343  
 AIP PROJECT NO. 3-17-SBGP-108

LEGEND	
	PROPOSED SIGN (SEE LABEL COLOR FOR LED VS INCANDESCENT)
	EXISTING SIGN
	EXISTING SIGN TO RECEIVE NEW PANEL
	EXISTING WIND CONE
	PROPOSED WIND CONE
	WIND CONE TO BE REMOUNTED
	SIGN NUMBER
	NEW LED SIGN
	NEW INCANDESCENT SIGN
	SIGN TO RECEIVE NEW PANELS
	NEW UNLIGHTED SIGN
	RUNWAY HOLD POSITION MARKING
	VEHICLE ROADWAY SIGN PER FIGURE 14 OF FAA AC 150/5340-18F
	FENCE

NOTES:

- NEW SIGNS IN SAME LOCATION AS EXISTING ON EXISTING PAD UNLESS OTHERWISE NOTED. DIMENSIONS FROM TAXIWAY PAVEMENT EDGE INDICATE DISTANCE TO NEAREST EDGE OF SIGN. DIMENSIONS FROM RUNWAY CENTERLINE INDICATE DISTANCE TO CENTER OF SIGN.
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- REMOUNTING OF EXISTING WIND CONES SHALL BE INCIDENTAL TO THE PROJECT.



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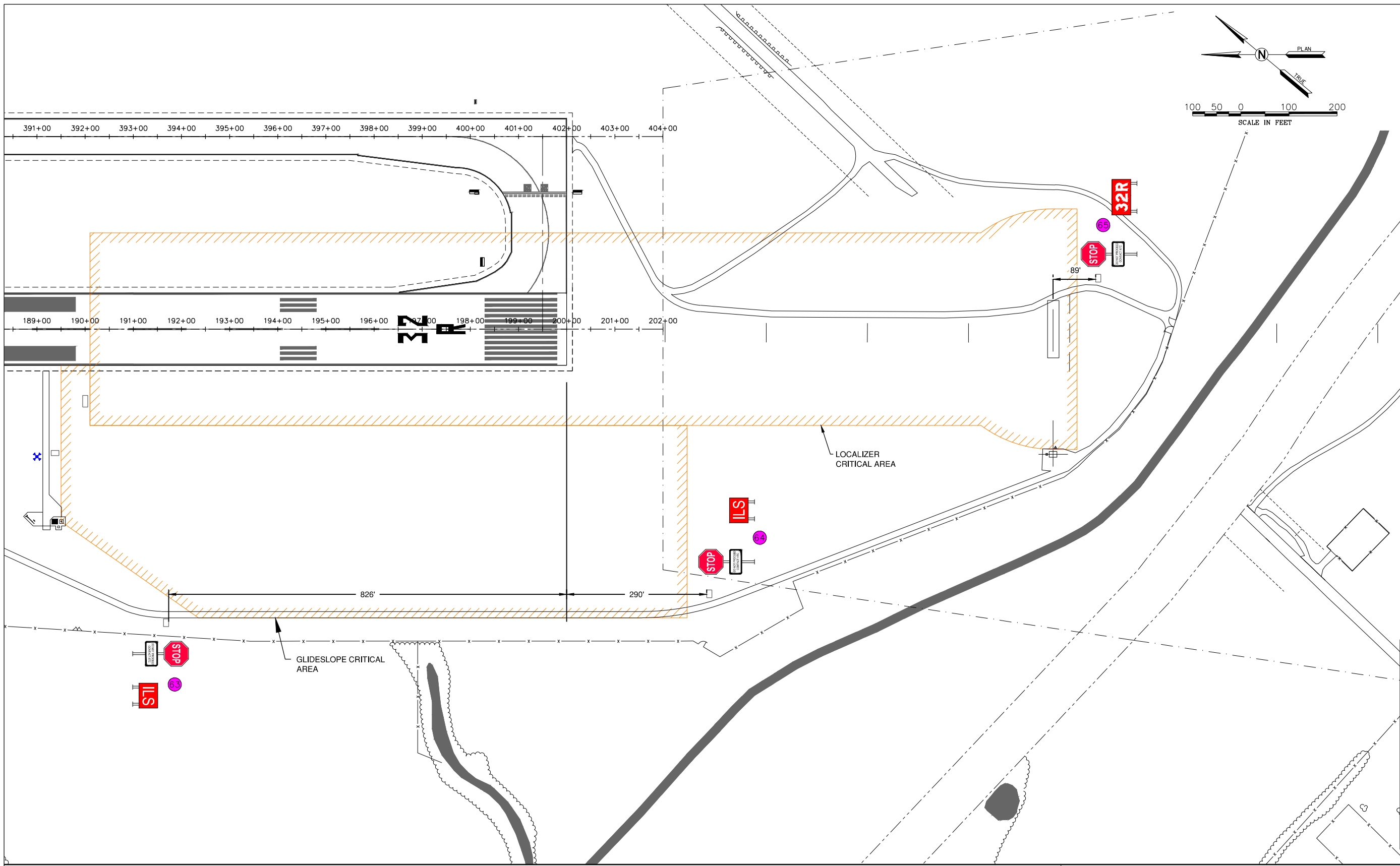
DATE: JANUARY 8, 2016

JOB No: 15098-03

**SIGNAGE PLAN 7**

SHEET 22 OF 27 SHEETS





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

MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS

AIRFIELD SIGNAGE IMPROVEMENTS  
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**LEGEND**

	PROPOSED SIGN (SEE LABEL COLOR FOR LED VS INCANDESCENT)		WIND CONE TO BE REMOUNTED		RUNWAY HOLD POSITION MARKING
	EXISTING SIGN		SIGN NUMBER		VEHICLE ROADWAY SIGN PER FIGURE 14 OF FAA AC 150/5340-18F
	EXISTING SIGN TO RECEIVE NEW PANEL		NEW LED SIGN		FENCE
	EXISTING WIND CONE		NEW INCANDESCENT SIGN		
	PROPOSED WIND CONE		SIGN TO RECEIVE NEW PANELS		
			NEW UNLIGHTED SIGN		

**NOTES:**

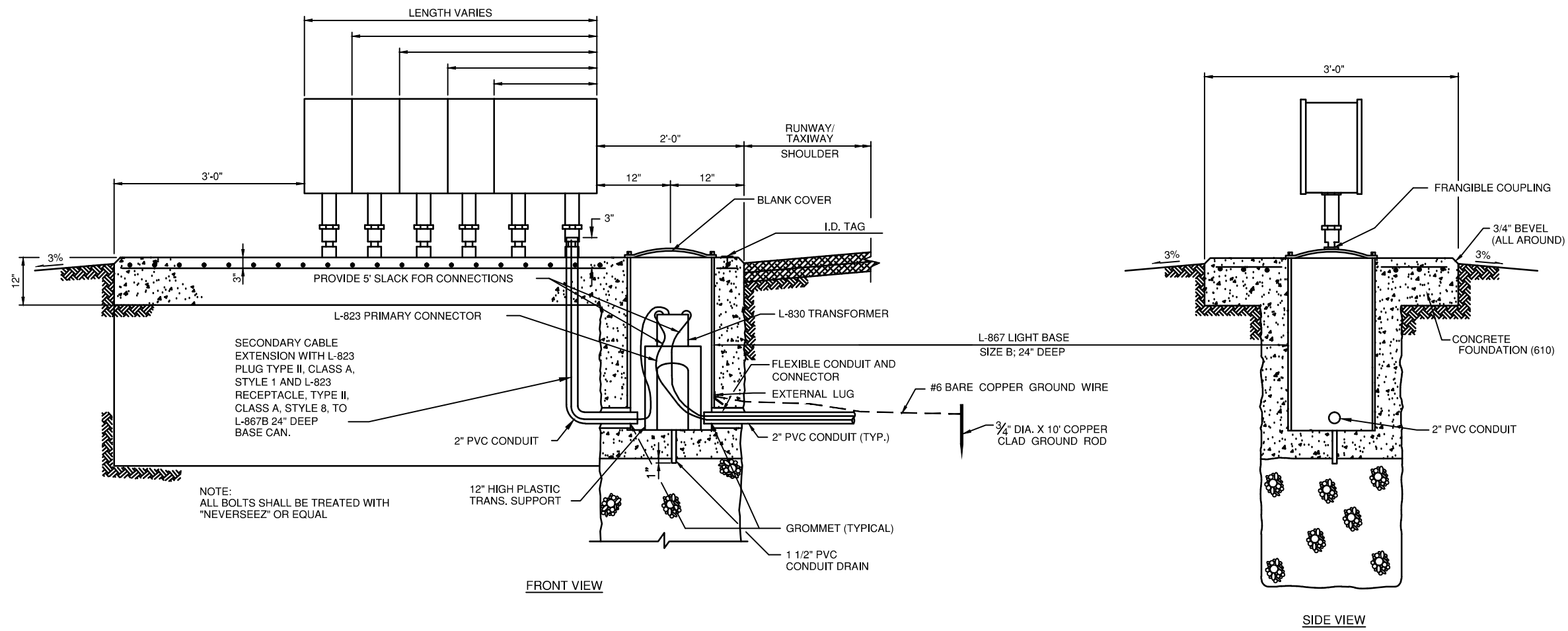
1. NEW SIGNS IN SAME LOCATION AS EXISTING ON EXISTING PAD UNLESS OTHERWISE NOTED. DIMENSIONS FROM TAXIWAY PAVEMENT EDGE INDICATE DISTANCE TO NEAREST EDGE OF SIGN. DIMENSIONS FROM RUNWAY CENTERLINE INDICATE DISTANCE TO CENTER OF SIGN.
2. REMOVAL OF EXISTING SIGN BASE, BACKFILLING, AND SEEDING/MULCHING SHALL ALL BE CONSIDERED INCIDENTAL TO SIGN REMOVAL AND/OR SIGN REPLACEMENT.
3. REMOUNTING OF EXISTING WIND CONES SHALL BE INCIDENTAL TO THE PROJECT.

**KEY MAP**

FILE:  
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DATE: JANUARY 8, 2016  
JOB No: 15098-03

**SIGNAGE PLAN 8**

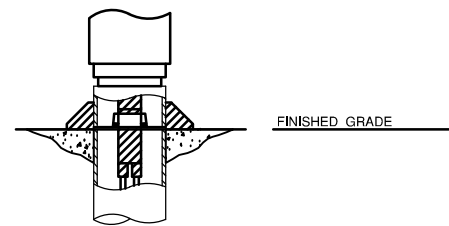
SHEET 23 OF 27 SHEETS



NOTE:  
ALL BOLTS SHALL BE TREATED WITH  
"NEVERSEEZ" OR EQUAL

**NOTES**

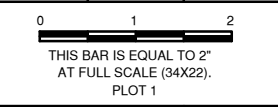
1. MANDATORY = L-858R  
LOCATION = L-858L  
DIRECTION = L-858Y  
SEE PLANS FOR LOCATIONS OF LED AND INCANDESCENT SIGNS.
2. SIGN LENGTHS GIVEN ON THE SCHEDULE ARE NOMINAL, ACTUAL LENGTHS PER F.A.A. REQUIRE- MENT. ALL LENGTHS SHALL BE VERIFIED WITH THE SIGN MANUFACTURER BY THE CONTRACTOR.
3. ALL LIGHTED SIGNS TO BE SIZE 3, STYLE 5, CLASS 2, MODE 1 UNLESS OTHERWISE NOTED.
4. A YELLOW AND BLACK FRANGIBLE, RETROREFLECTIVE BARRIER SHALL BE INSTALLED. SIGN SHALL BE INTERNALLY ILLUMINATED. 5. ALL BASE CANS, CONDUITS, REINFORCING, CONCRETE, ETC. SHOWN ARE INSTALLED UNDER ANOTHER CONTRACT UNLESS OTHERWISE INDICATED.
5. EXISTING SIGNS ARE CROUSE-HINDS. REPLACEMENT SIGN PANELS SHALL BE COMPATIBLE.



**ELECTRICAL CONNECTION DETAIL**  
NTS

**TAXIWAY GUIDANCE SIGN DETAIL**  
NTS

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AIRFIELD SIGNAGE IMPROVEMENTS  
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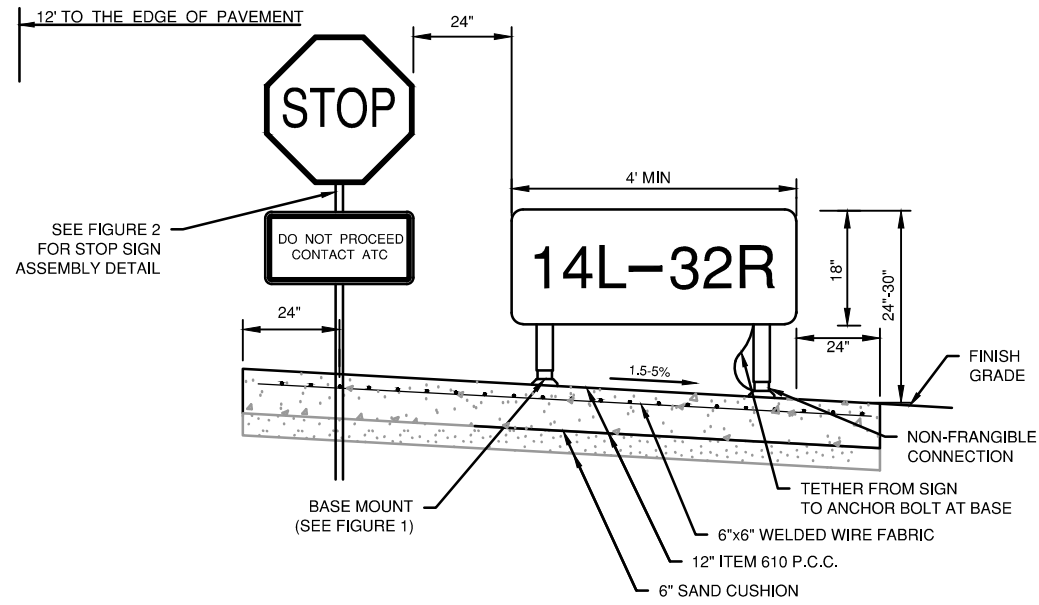


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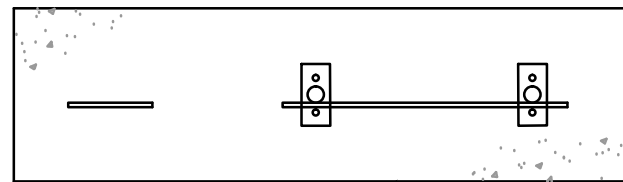
ILLINOIS PROJECT NO. BLV-4343  
AIP PROJECT NO. 3-17-SBGP-108

FILE:
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APPROVED BY: BWG
DATE: JANUARY 8, 2016
JOB No: 15098-03

**ELECTRICAL  
DETAILS 1**



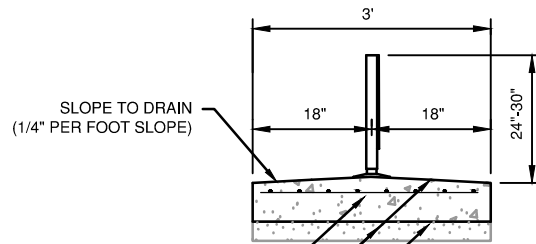
**FRONT VIEW - 14L-32R**  
N.T.S.



**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



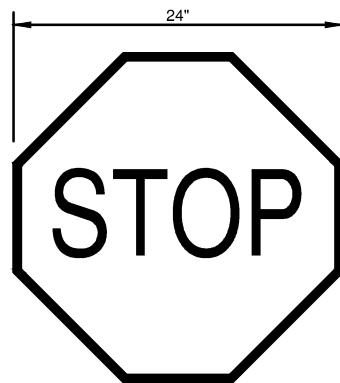
**SIDE VIEW - FIGURE 1**  
N.T.S.

**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"

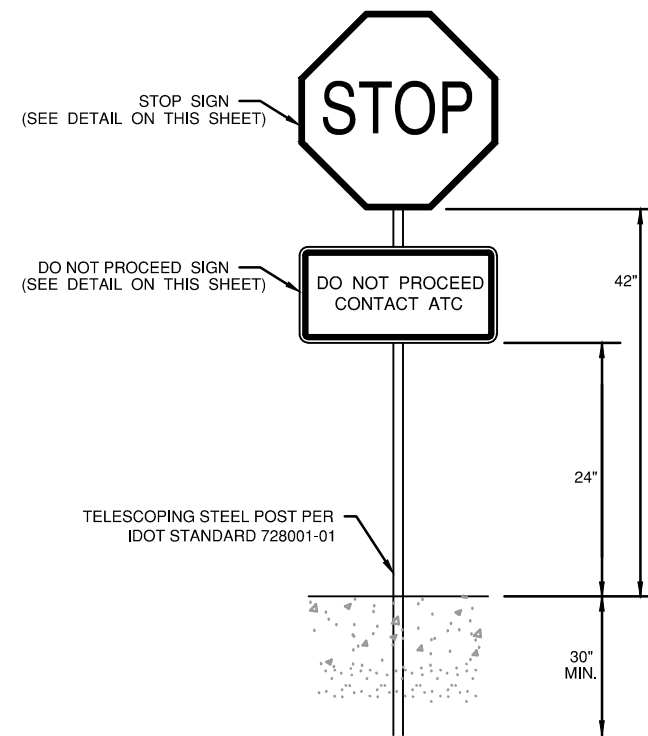


**R1-1 STOP SIGN**  
(24" ACROSS FLATS)

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

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

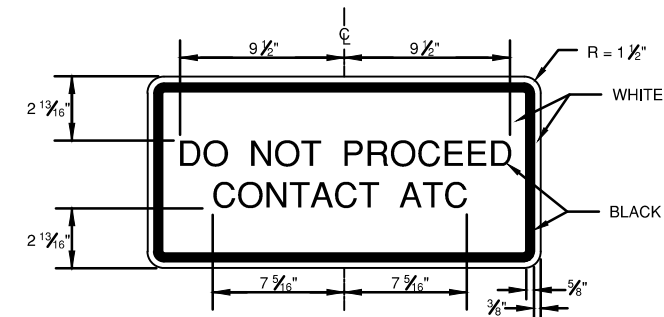
**STOP SIGN DETAIL**  
N.T.S.



**NOTES:**

1. ALL SIGNS ARE ANCHORED IN A CONCRETE BASE

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

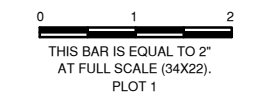


**MUTCD HORIZONTAL RECTANGLE**  
24" x 12" BLANK STANDARD

COLORS:  
LEGEND - BLACK  
BACKGROUND - WHITE  
TEXT:  
FONT - MUTCD "SERIES B 2000"  
HEIGHT: 2 1/2"; STROKE: 5/16"  
REF: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES  
(MUTCD) STANDARD HIGHWAY SIGNS 2009 (ENGLISH) EDITION

**DO NOT PROCEED SIGN DETAIL**  
N.T.S.

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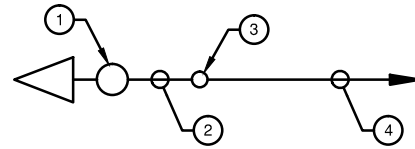
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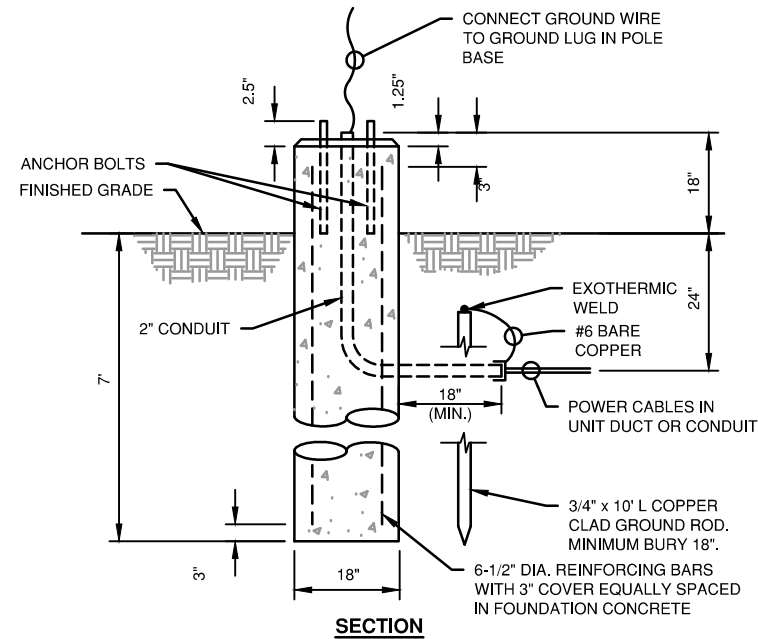
**ELECTRICAL  
DETAILS 2**



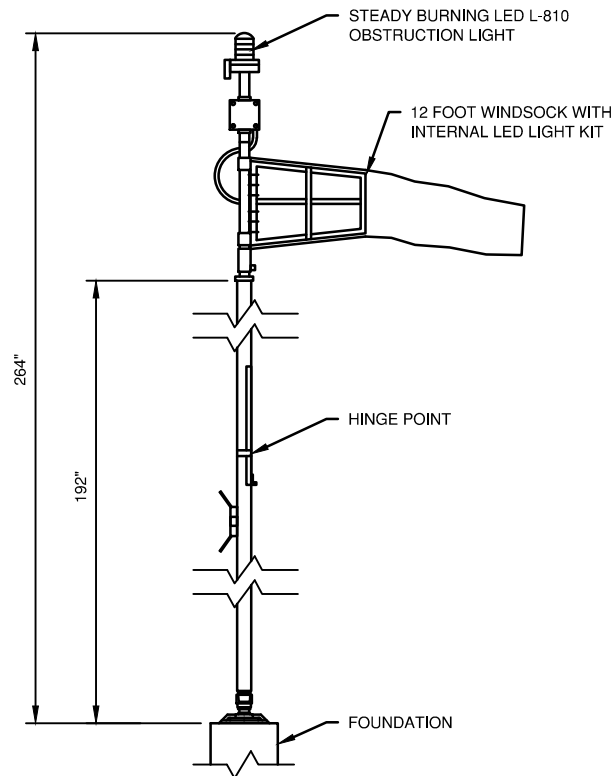
**WIND CONE PLAN**  
N.T.S.

**NOTES**

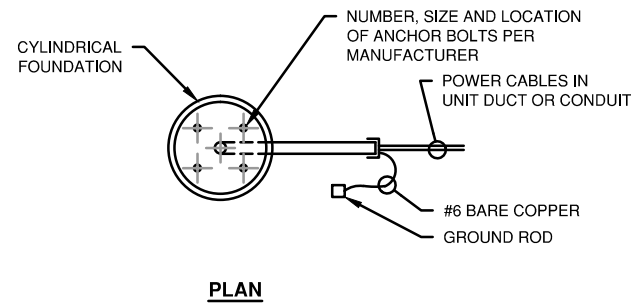
1. NEW L-807 PRIMARY (12-FOOT) WIND CONE.
2. TWO #10 THWN W/ ONE #10 GND IN NEW 2" PVC TO SPLICE CAN.
3. NEW SPLICE CAN INSTALLED AT EXISTING WIND CONE LOCATION.
4. EXISTING TWO #10, ONE #10 GND IN EXISTING 2" PVC DIRECT BURIED CONDUIT.



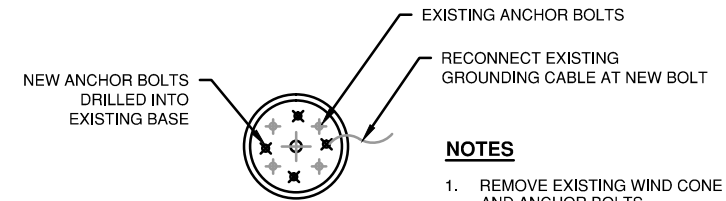
**WIND CONE FOUNDATION DETAIL**  
N.T.S.



**L-807 LED WIND CONE - INTERNALLY LIGHTED**  
N.T.S.



**PLAN**

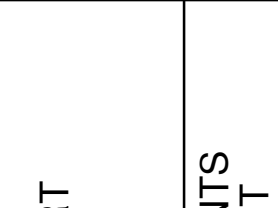


**WIND CONE REMOUNTING DETAIL**  
N.T.S.


**NOTES**

1. REMOVE EXISTING WIND CONE AND ANCHOR BOLTS.
2. GROUT FILL EXISTING ANCHOR BOLT HOLES.
3. DRILL NEW ANCHOR BOLTS INTO EXISTING BASE AND REMOUNT WIND CONE WITH NEW BOLTS.
4. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE REPLACE WIND CONE WORK.

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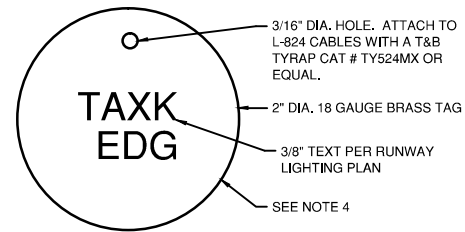


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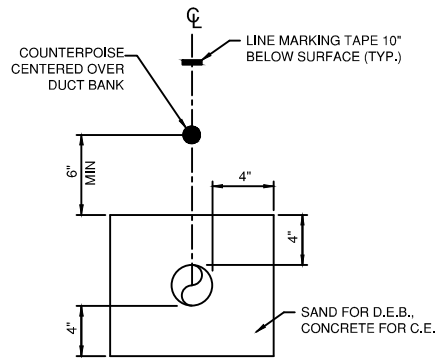
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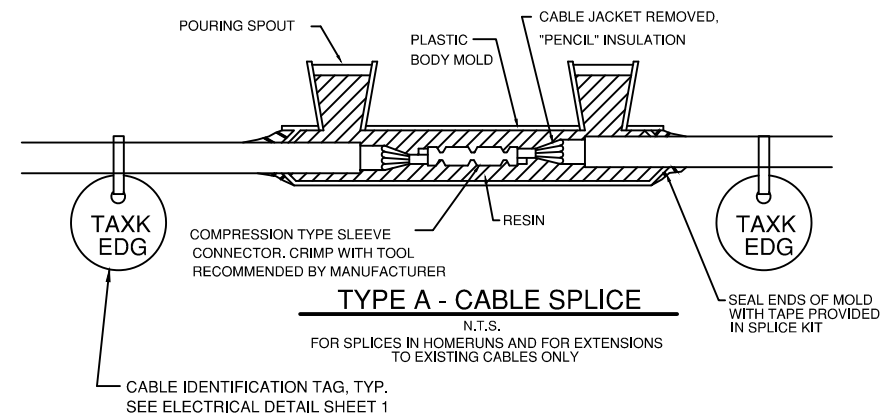




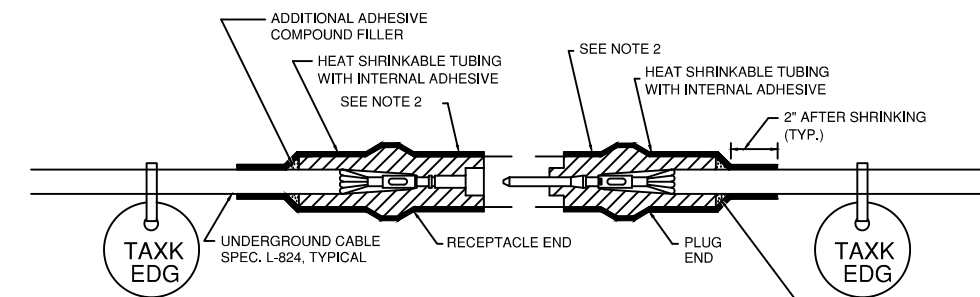
**L-824 CABLE IDENTIFICATION TAG**  
N.T.S.



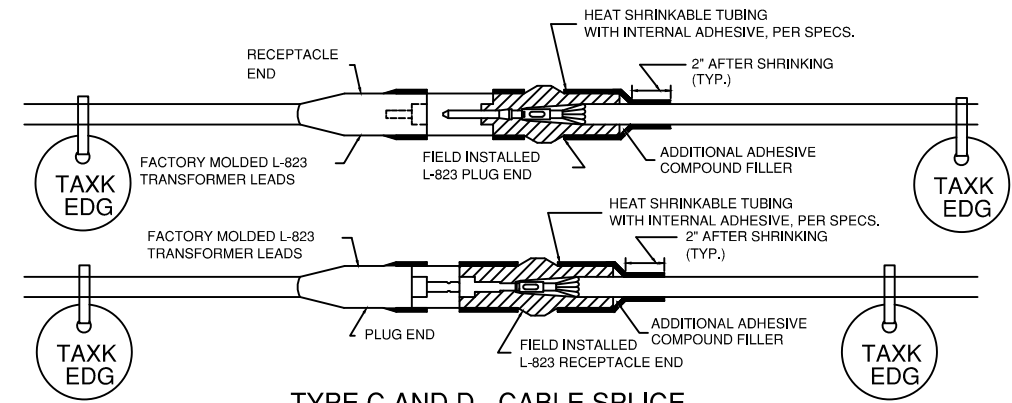
**2\"/>**



**TYPE A - CABLE SPLICE**  
N.T.S.  
FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY



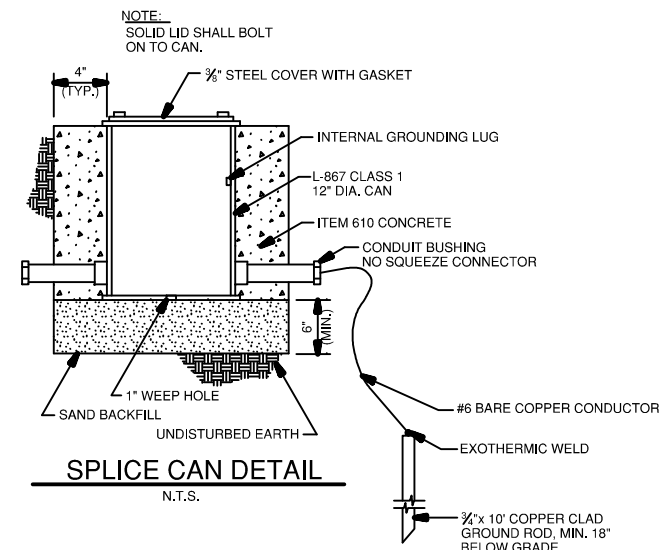
**TYPE B - CABLE SPLICE**  
N.T.S.  
FOR SPLICES FOR USE AT TEST LOOP LOCATIONS WHERE DETAILED ON PLANS



**TYPE C AND D - CABLE SPLICE**  
N.T.S.  
FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS

**NOTES:**

- FOR IDENTIFICATION NUMBERS, SEE CIRCUITRY PLANS. CONTRACTOR SHALL VERIFY NUMBERING WITH AIRPORT PRIOR TO ORDERING MARKERS.
- ALL AIRFIELD LIGHTING EQUIPMENT SHALL BE IDENTIFIED WITH A BRASS SURVEY MARKER. ITEMS REQUIRING ID MARKERS ARE:  
SIGNS  
AT ANY LOCATION THE CONTRACTOR IS WORKING AT, NOT TO EXCEED 10 LOCATIONS, THE CONTRACTOR SHALL REPLACE MISSING IDENTIFICATION MARKERS AT NO ADDITIONAL COST TO THE CONTRACT.
- L-823 CONNECTORS SHALL BE INSTALLED ON ALL CABLES, IN EACH MANHOLE, BASE CANS, OR OTHER ACCESSIBLE LOCATIONS, INCLUDING HANDHOLES, MANHOLES, AND SPLICE CANS. L-823 CONNECTORS SHALL BE INSTALLED SO A PORTION OF THE LOOP CAN BE BYPASSED.
- ALL AIRFIELD LIGHTING CIRCUITS SHALL BE IDENTIFIED WITH A BRASS TAG WITH ITS RESPECTIVE CIRCUIT/LOOP NUMBER AT ALL ACCESSIBLE LOCATIONS. ATTACH THE ID TAG TO BOTH CABLES 12" FROM THE L-823 CONNECTORS.



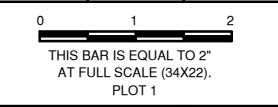
**SPLICE CAN DETAIL**  
N.T.S.

NOTE:  
FOR USE WHEN EXISTING CABLE IS CUT AND SPLICED. SPLICES SHALL BE MADE INSIDE A NEW SPLICE CAN. COST OF SPLICE CAN WHEN USED TO REPAIR A CUT CABLE IS INCIDENTAL TO THE CONTRACT. ALSO FOR USE FOR THE INSTALLATION OF THE FUMIGATION FACILITY AS SHOWN ON THE FUMIGATION BLDG PLAN SHEET.

**NOTES**

- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.

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**ELECTRICAL  
DETAILS 4**