2A

SD053
TOTAL SHEETS: 70

CONSTRUCTION PLANS

FOR

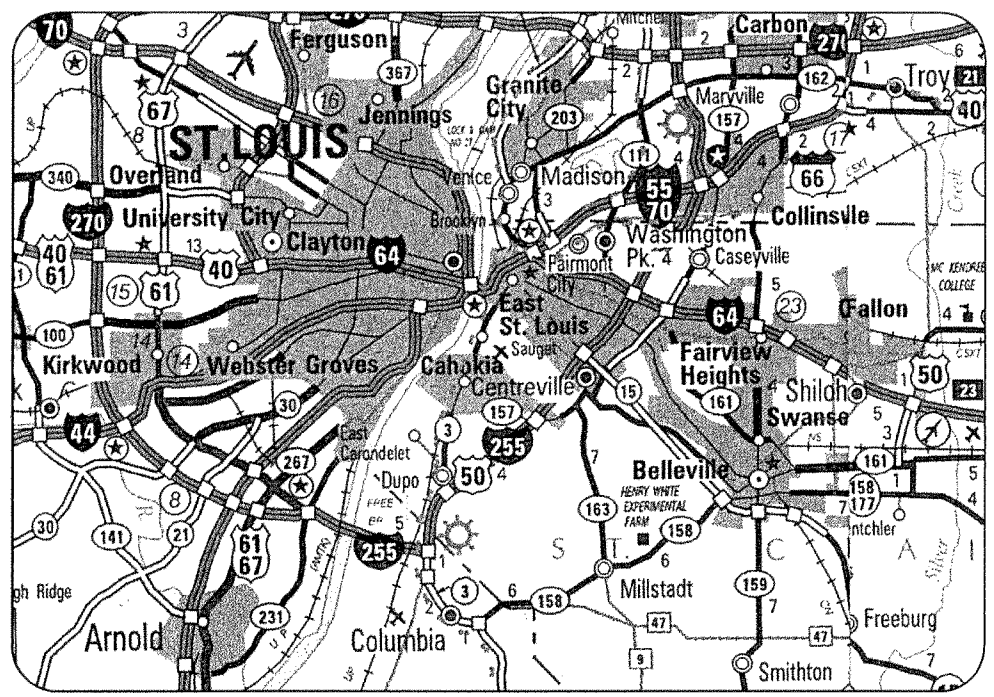
ST. LOUIS DOWNTOWN AIRPORT

CAHOKIA, ST. CLAIR COUNTY, ILLINOIS

RUNWAY 12R/30L REHABILITATION

SCOPE OF WORK

THIS PROJECT CONSISTS OF MILLING AND REPLACING THE CENTER 98.5 FT. OF RUNWAY 12R/30L. ASSOCIATED WORK INCLUDES THE PAVEMENT MARKING AND GROOVING, SHOULDER ADJUSTMENTS, CONSTRUCTION OF A PCC PAD AND IMPROVEMENT OF THE ILS GLIDE SLOPE ACCESS ROAD.



LOCATION

LOCATION OF COUNTY

ILL. PROJ.:	CPS-4106
A.I.P. PROJ.:	3-17-0039-B27
LATITUDE:	38° 34' 14"
LONGITUDE:	90° 09' 22"
ELEVATION:	413' M.S.L.
DATE:	MARCH 25, 2011

LICENSED PROFESSIONAL ENGINEER
JASON A. CHRISTIANS
062-052151
STATE OF ILLINOIS

HANSON
Hanson Professional Services Inc.

Submitted by: Jason Christians ENG'R

Date Submitted APRIL 22, 2011

Lics. Exp. Date NOVEMBER 30, 2011

BI-STATE DEVELOPMENT AGENCY

Approved Robert L. McDaniel DIRECTOR OF THE AIRPORT

Date 4/13/2011

REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A0135D
Filename R-001CVR.DWG
Scale NOT TO SCALE
Date 03/25/11

LAYOUT	DPE	03/18/11
DRAWN	DPE	03/18/11
REVIEWED	JAC	3/23/11

HANSON
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1525 South Sixth Street
Springfield, Illinois 62703-2886
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www.hanson-inc.com
Offices Nationwide

RUNWAY 12R/30L REHABILITATION

COVER

1

1 of 70 sheets

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SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR150540	HAUL ROUTE	L.S.	1	
AR152480	SHOULDER ADJUSTMENT	S.Y.	200	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	5,000	
AR201670	CRACK CONTROL FABRIC	S.Y.	3,890	
AR401614	BIT. SURFACE CSE. – METHOD II SUPERPAV	TON	14,804	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401640	BITUMINOUS PAVEMENT GROOVING	S.Y.	100,840	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	76,622	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	500	
AR603610	BITUMINOUS TACK COAT	GAL.	22,987	
AR620520	PAVEMENT MARKING – WATERBORNE	S.F.	114,387	
AR620525	PAVEMENT MARKING – BLACK BORDER	S.F.	24,059	
AR701208	8" CMP	L.F.	60	
AR752208	METAL END SECTION 8"	EACH	6	
AR800533	IMPROVE GLIDE SLOPE ACCESS ROAD	S.Y.	8,400	
AR800535	CONSTRUCT CONCRETE MALSR PAD	L.S.	1	

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	COVER
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	PROPOSED SAFETY PLAN SHEET 1
4	PROPOSED SAFETY PLAN SHEET 2
5	PROPOSED RUNWAY TYPICAL SECTIONS
6	PROPOSED PREPARATION PLAN STA. 99+00 TO STA. 112+00
7	PROPOSED PREPARATION PLAN STA. 112+00 TO STA. 125+00
8	PROPOSED PREPARATION PLAN STA. 125+00 TO STA. 138+00
9	PROPOSED PREPARATION PLAN STA. 138+00 TO STA. 151+00
10	PROPOSED PREPARATION PLAN STA. 151+00 TO STA. 164+00
11	PROPOSED PREPARATION PLAN STA. 164+00 TO STA. 173+00
12	PROPOSED CONSTRUCTION PLAN STA. 99+00 TO STA. 112+00
13	PROPOSED CONSTRUCTION PLAN STA. 112+00 TO STA. 125+00
14	PROPOSED CONSTRUCTION PLAN STA. 125+00 TO STA. 138+00
15	PROPOSED CONSTRUCTION PLAN STA. 138+00 TO STA. 151+00
16	PROPOSED CONSTRUCTION PLAN STA. 151+00 TO STA. 164+00
17	PROPOSED CONSTRUCTION PLAN STA. 164+00 TO STA. 172+97
18	PROPOSED STAKING & PROFILE STA. 99+00 TO STA. 107+00
19	PROPOSED STAKING & PROFILE STA. 107+00 TO STA. 115+00
20	PROPOSED STAKING & PROFILE STA. 115+00 TO STA. 123+00
21	PROPOSED STAKING & PROFILE STA. 123+00 TO STA. 131+00
22	PROPOSED STAKING & PROFILE STA. 131+00 TO STA. 139+00
23	PROPOSED STAKING & PROFILE STA. 139+00 TO STA. 147+00
24	PROPOSED STAKING & PROFILE STA. 147+00 TO STA. 155+00
25	PROPOSED STAKING & PROFILE STA. 155+00 TO STA. 163+00
26	PROPOSED STAKING & PROFILE STA. 163+00 TO STA. 171+00
27	PROPOSED MARKING PLAN STA. 99+00 TO STA. 112+00
28	PROPOSED MARKING PLAN STA. 112+00 TO STA. 125+00
29	PROPOSED MARKING PLAN STA. 125+00 TO STA. 138+00
30	PROPOSED MARKING PLAN STA. 138+00 TO STA. 151+00
31	PROPOSED MARKING PLAN STA. 151+00 TO STA. 164+00
32	PROPOSED MARKING PLAN STA. 164+00 TO STA. 173+00
33	PROPOSED RUNWAY END 30L PAVEMENT DETAIL
34	GLIDE SLOPE ACCESS ROAD
35	PROPOSED CROSS-SECTIONS STA. 99+50 TO STA. 101+00
36	PROPOSED CROSS-SECTIONS STA. 101+50 TO STA. 103+00
37	PROPOSED CROSS-SCETIONS STA. 103+50 TO STA. 105+00
38	PROPOSED CROSS-SECTIONS STA. 105+50 TO STA. 107+00
39	PROPOSED CROSS-SECTIONS STA. 107+50 TO STA. 109+00
40	PROPOSED CROSS-SCETIONS STA. 109+50 TO STA. 111+00
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68	PROPOSED CROSS-SECTIONS STA. 165+50 TO STA. 167+00
69	PROPOSED CROSS-SECTIONS STA. 167+50 TO STA. 169+00
70	PROPOSED CROSS-SECTIONS STA. 169+50 TO STA. 170+50

REVISION

DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A01350
Filename: R-002ELP.DWG
Scale: NOT TO SCALE
Date: 03/25/11

LAYOUT	DPE	03/25/11
DRAWN	DPE	03/25/11
REVIEWED	JAC	03/23/11

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RUNWAY 12R/30L REHABILITATION

SUMMARY OF QUANTITIES AND INDEX TO SHEETS

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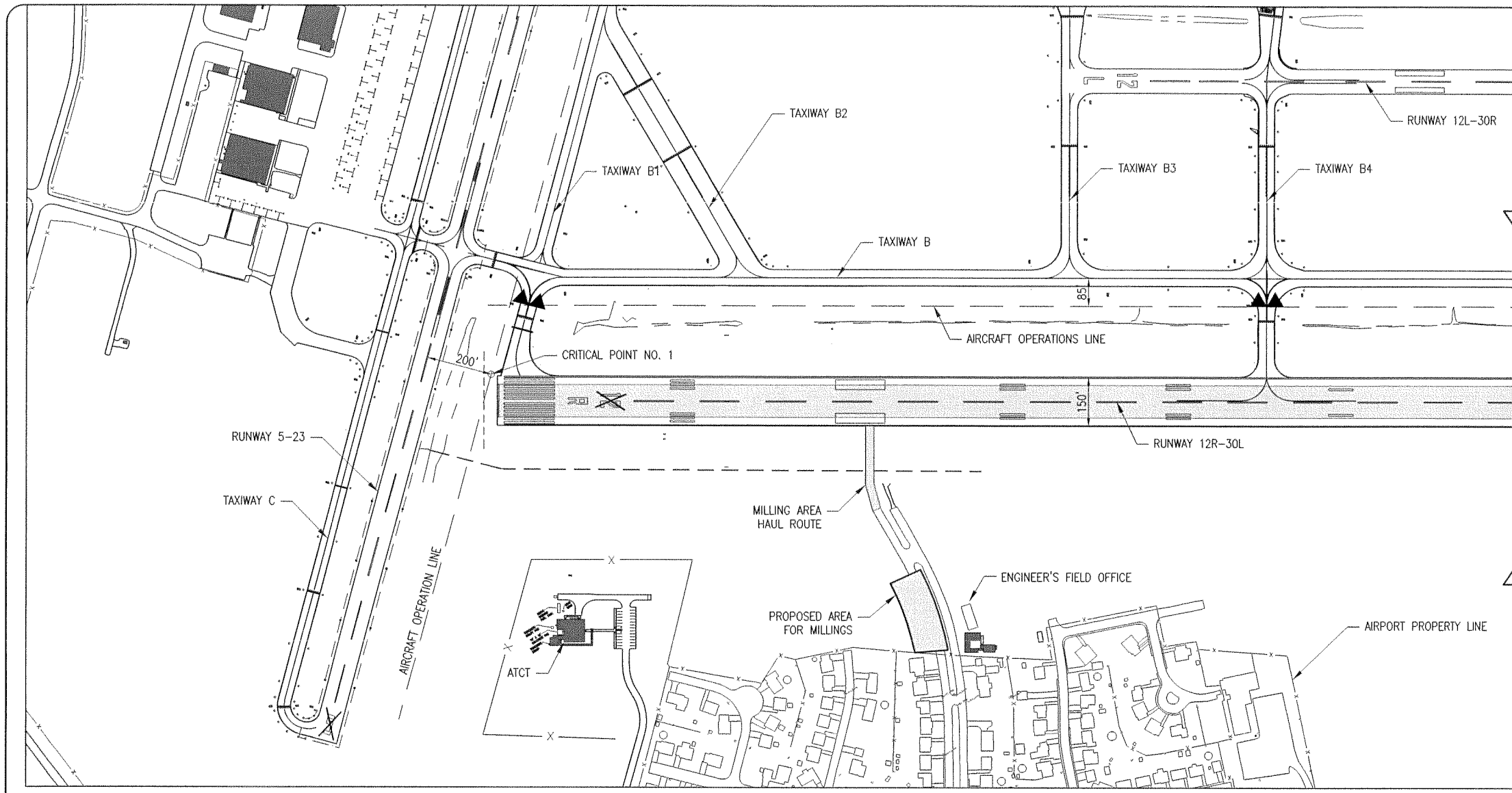
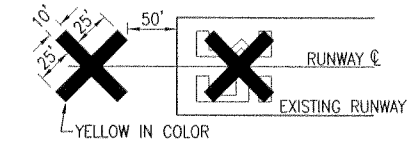


AIRPORT SECURITY NOTE

SD053

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE EXISTING GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY. GATE WILL BE CLOSED AT ALL TIMES EXCEPT FOR CONTINUOUS HAULING OPERATIONS.



DETAIL OF CROSS CLOSED RUNWAY

"NOT TO SCALE"

NOTE:

COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING CROSSES INCLUDING LIGHTED CROSSES WILL BE CONSIDERED PART OF ITEM AR150530 – TRAFFIC MAINTENANCE. THE NON-LIT CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE AIRPORT MANAGER. THE CROSSES WILL BE PLACED OVER THE NUMERALS AND SECURED IN A MANNER APPROVED BY THE MANAGER. THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMAIN UNTIL THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

PROPOSED SAFETY PLAN

GENERAL – THE ST. LOUIS DOWNTOWN AIRPORT IS COMPRISED OF THREE RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING RUNWAYS 12R-30L AND 5-23. CLOSURE OF RUNWAY 5-23 WILL BE PERIODIC DUE TO PROXIMITY OF SPECIFIC WORK ITEMS. ALSO TAXIWAYS B1, B4, B5, B6, AND B7 WILL BE CLOSED. WHEN CONSTRUCTION ACTIVITIES ARE WITHIN 200' OF A RUNWAY CENTERLINE OR 85' OF A TAXIWAY CENTERLINE, THAT RUNWAY OR TAXIWAY MUST BE CLOSED. CLOSURE OF A RUNWAY IS BY ISSUANCE OF A NOTAM AND PLACEMENT OF CROSSES OR LIGHTED RUNWAY CLOSURE MARKERS (LIGHTED MARKERS PROVIDED BY THE AIRPORT FOR USE BY THE CONTRACTOR) OVER THE NUMERALS. A TAXIWAY IS CLOSED BY THE PLACEMENT OF BARRICADES AND/OR TRAFFIC CONES ACROSS THE TAXIWAY TO DISALLOW USE OF THE TAXIWAY BY AIRCRAFT. UNLESS OTHERWISE NOTED, AT THE END OF THE PROJECT THE CONTRACTOR WILL SMOOTH GRADE ALL AREAS WITHIN THE RESPECTIVE SAFETY AREAS TO THE SATISFACTION OF THE RESIDENT ENGINEER AND RE-OPEN THE RUNWAY/TAXIWAYS. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY/TAXIWAY WILL BE CONSIDERED PART OF ITEM AR150530 – TRAFFIC MAINTENANCE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

IDENTIFICATION – WHEN THE CONTRACTORS VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.

RADIO CONTROL – THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (121.80 MHz.) WITH THE AIRPORT GROUND CONTROL. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE ST. LOUIS DOWNTOWN AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

EROSION CONTROL

THIS PROJECT WILL NOT DISTURB MORE THAN 1 ACRE OF LAND, THEREFORE AN N.P.D.E.S. PERMIT WILL NOT BE REQUIRED.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A SEMI TRUCK WITH THE BED RAISED.

MATERIAL CERTIFICATION

COMPLETED WORK **CANNOT** BE PLACED ON A CONSTRUCTION REPORT UNTIL ALL MATERIAL CERTIFICATIONS FOR THAT PAY ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER. **ALL MATERIAL MUST MEET THE "BUY AMERICAN ACT".**

CERTIFIED PAYROLLS

THE RESIDENT ENGINEER **CANNOT** FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL **CERTIFIED PAYROLLS** FOR THE PERIOD HAVE BEEN RECEIVED.

0' 100' 200' 400'

HALF SIZE SCALE: 1"= 400'
FULL SIZE SCALE: 1"= 200'

SCOPE OF WORK

THE SCOPE OF WORK SHALL CONSIST OF MILLING AND REPLACING THE CENTER 98.5 FT. OF RUNWAY 12R/30L. ASSOCIATED WORK INCLUDES THE PAVEMENT MARKING AND GROOVING, SHOULDER ADJUSTMENTS, CONSTRUCTION OF A PCC PAD AND IMPROVEMENTS TO THE ILS GLIDE SLOPE ACCESS ROAD.

HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL INSTALL THE HAUL ROUTE PORTIONS AS INDICATED ON THIS SHEET AND SHEET 4. THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTES AND PARKING AREA AS SHOWN ON SHEET 4. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTES AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL REMOVE ANY BASE MATERIAL, GRADE, FERTILIZE, SEED AND MULCH THE HAUL ROUTES AND PARKING AREA AS NEEDED TO RESTORE IT TO ITS' ORIGINAL STATE. RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL BE PAID FOR UNDER ITEM AR150540, HAUL ROUTE, PER LUMP SUM.

LEGEND

- EXISTING IMPROVEMENTS
- PROPOSED IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
- ▲ PROPOSED BARRICADE

BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS DIRECTED BY THE AIRPORT DIRECTOR. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY-BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE PAID FOR WITHIN ITEM AR150530, TRAFFIC MAINTENANCE, PER LUMP SUM.

CONTRACTOR RESPONSIBILITIES

THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON SHEET 4. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THIS AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

THE CONTRACTOR SHALL KEEP ONE RUNWAY OPEN AT ALL TIMES AND MAINTAIN CONTINUOUS TAXIWAY ACCESS TO ALL HANGARS AND ADMINISTRATIVE AREAS.

ALL WORK PERFORMED SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

NO TRENCHES OR HOLES WILL REMAIN OPEN OVERNIGHT WITHOUT PROTECTIVE BARRIERS OR BARRICADES.

AIRCRAFT OPERATION LINE

THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE A FRANGIBLE MARKER EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY/TAXIWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE MARKER LINES FOR THE DURATION OF THE PROJECT.

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 THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE 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. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND 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 1-800-892-0123.

UTILITY NOTE

THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL UNDERGROUND NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UNDERGROUND IMPROVEMENTS WILL BE LOCATED AT THE CONTRACTOR'S OWN EXPENSE PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

J.U.L.I.E. INFORMATION

COUNTY: ST. CLAIR
CITY: CAHOKIA
TOWNSHIP: CENTERVILLE
SECTION NO.: T.1N. – R.10W.
ADDRESS: ST. LOUIS DOWNTOWN AIRPORT
1690 SAUGET INDUSTRIAL PARKWAY
SAUGET, ILLINOIS 62206-1449

CRITICAL POINT DATA

NO. 1 – SHOWN THIS SHEET
LATITUDE: 38° 34' 27.17"
LONGITUDE: 90° 09' 53.89"
ELEVATION: 411.25' M.S.L.
NO. 2 – SHOWN SHEET 4
LATITUDE: 38° 34' 09.47"
LONGITUDE: 90° 09' 13.94"
ELEVATION: 411.25' M.S.L.

REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A0135D
Filename: R-0033EL.DWG
Scale: 1" = 200'
Date: 03/25/11

LAYOUT	JAC	03/21/11
DRAWN	DPE	03/21/11
REVIEWED	KDM	03/23/11

HANSON

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Springfield, Illinois 62703-2886
Ph: (217) 788-2450 Fax: (217) 788-2503
www.hansonpros.com
Offices Nationwide

RUNWAY 12R/30L REHABILITATION

PROPOSED SAFETY PLAN SHEET 1

3

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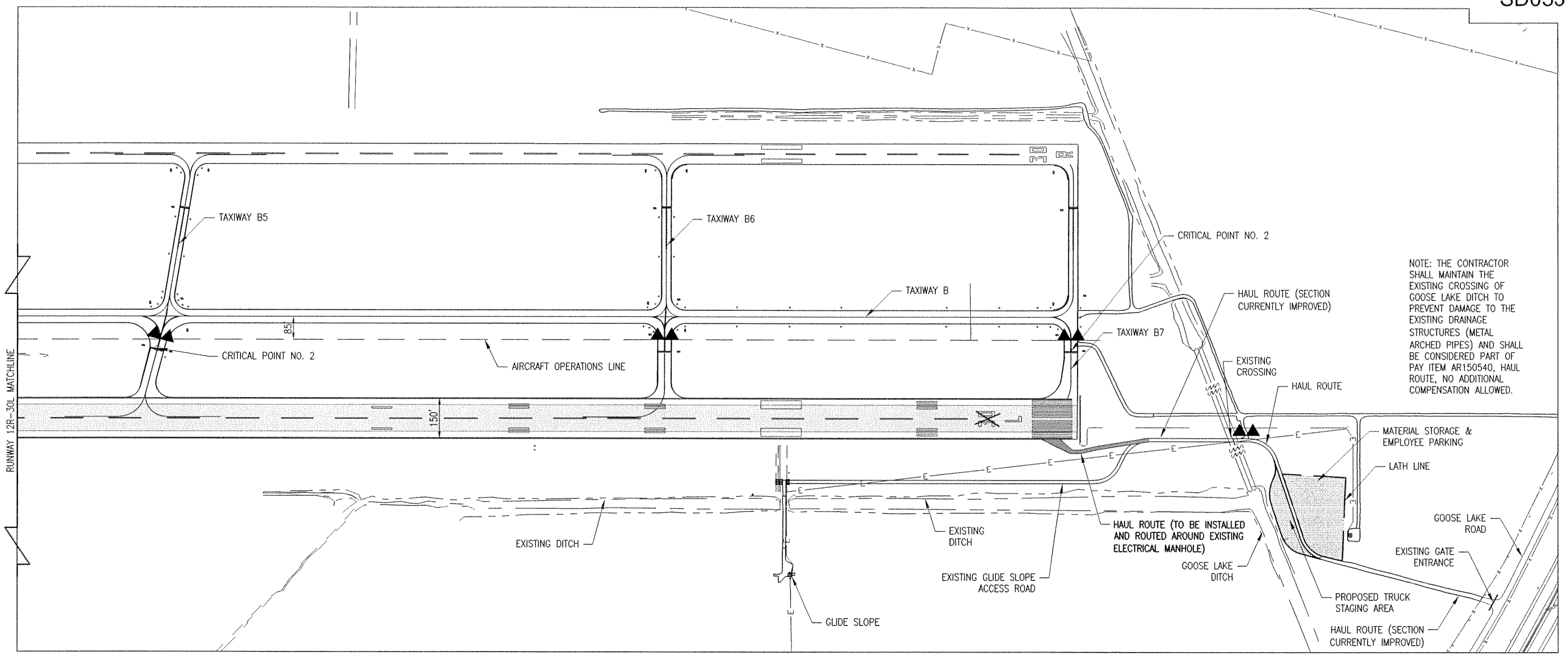
SD053



HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTES AND PARKING AREA AS SHOWN THIS SHEET. THE CONTRACTOR WILL CONSTRUCT A PORTION OF THE HAUL ROUTE AND REMOVE AT THE END OF THE PROJECT AS PART OF THE HAUL ROUTE PAY ITEM. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTES AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL GRADE, FERTILIZE, SEED AND MULCH THE HAUL ROUTES AND PARKING AREA AS NEEDED TO RESTORE IT TO ITS' ORIGINAL STATE. RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL BE PAID FOR UNDER ITEM AR150540, HAUL ROUTE, PER LUMP SUM.

LATH WILL BE PLACE AROUND THE STORAGE AND EMPLOYEE PARKING AREA TO PREVENT CONSTRUCTION VEHICLES FROM CROSSING ANY FAA CABLING OR NAVAIDS.

SITE ENTRANCE SIGNAGE AND CLEANUP, PERMITS

THE CONTRACTOR SHALL KEEP THE FRONTAGE ROAD (GOOSE LAKE ROAD) FREE FROM DEBRIS AND MATERIAL RESULTING FROM HAULING AND CONSTRUCTION OPERATIONS, TO THE SATISFACTION OF THE RESIDENT ENGINEER AND/OR THE DESIGNATED AIRPORT REPRESENTATIVE. THE COST OF THE CLEANUP SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ANY AND ALL SIGNAGE REQUIRED TO ACQUIRE PERMITS TO UTILIZE THE ROAD, IF APPLICABLE, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ALL PERMITS TO UTILIZE ANY PUBLIC ROAD ON THIS PROJECT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND NO ADDITIONAL COMPENSATION ALLOWED.

UTILITY NOTE

THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL UNDERGROUND NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UNDERGROUND IMPROVEMENTS WILL BE LOCATED AT THE CONTRACTOR'S OWN EXPENSE PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

AIRPORT LIGHTING AND NAVAIDS

THE FEDERAL AVIATION ADMINISTRATION (FAA) WILL BE RESPONSIBLE FOR THE DEACTIVATION/ACTIVATION OF ALL FAA OWNED AND OPERATED NAVAIDS THAT ARE ASSOCIATED WITH RUNWAY 12R/30L.

THE CONTRACTOR WILL BE RESPONSIBLE FOR THE DEACTIVATION/ACTIVATION OF ALL AIRPORT OWNED AND OPERATED LIGHTING SYSTEMS THAT WILL BE AFFECTED BY THIS PROJECT.

LEGEND

- EXISTING IMPROVEMENTS
- PROPOSED IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED TRUCK STAGING AND EQUIPMENT PARKING AREA
- ▲ PROPOSED BARRICADE

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 THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE 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. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND 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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CITY: CAHOKIA
TOWNSHIP: CENTERVILLE
SECTION NO.: T.1N. – R.10W.
ADDRESS: ST. LOUIS DOWNTOWN AIRPORT
1690 SAUGET INDUSTRIAL PARKWAY
SAUGET, ILLINOIS 62206-1449

0' 100' 200' 400'
HALF SIZE SCALE: 1"= 400'
FULL SIZE SCALE: 1"= 200'

DATE	REVISION

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A0135D
Filename R-003SFY.DWG
Scale 1" = 200'
Date 03/25/11

LAYOUT	JAC	03/21/11
DRAWN	DPE	03/21/11
REVIEWED	KDM	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED SAFETY PLAN SHEET 2

4

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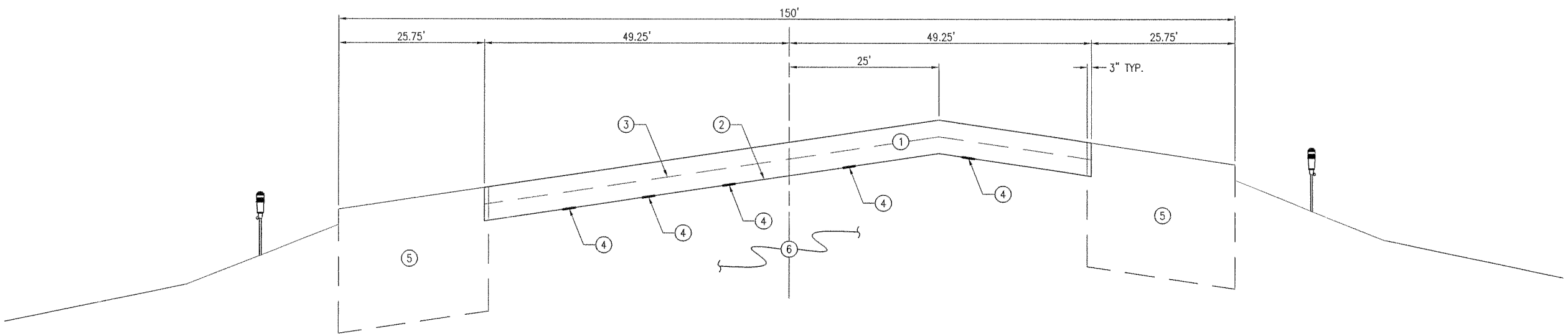

PROPOSED RUNWAY 12R/30L TYPICAL PAVEMENT SECTION

"NOT TO SCALE"

1. PROPOSED 401 BITUMINOUS SURFACE COURSE (2 – 0.14' LIFTS)
2. PROPOSED 603 BITUMINOUS TACK COAT (0.2 GAL./S.Y. – 80% EMULSION/20% WATER)
3. PROPOSED 603 BITUMINOUS TACK COAT (0.1 GAL./S.Y. – 50% EMULSION/50% WATER)
4. PROPOSED REFLECTIVE CRACK CONTROL, SYSTEM B (1' WIDTH)
5. EXISTING PAVEMENT WIDENING (6" DEPTH)
6. EXISTING BITUMINOUS PAVEMENT (10" DEPTH)

PROPOSED BITUMINOUS PAVEMENT MILLING (0.28' DEPTH)

DATE	REVISION

SAINT LOUIS DOWNTOWN AIRPORT

A Division of Bi-State Development Agency

A.I.P. PROJ.: 3-17-0039-B27

IL PROJ.: CPS-4106

Hanson Project No. 10A0135D
Filename: R-521TYP.DWG
Scale: NOT TO SCALE
Date: 03/25/11

LAYOUT	DPE	2/4/11
DRAWN	DPE	2/4/11
REVIEWED	KDM	3/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED RUNWAY TYPICAL SECTIONS

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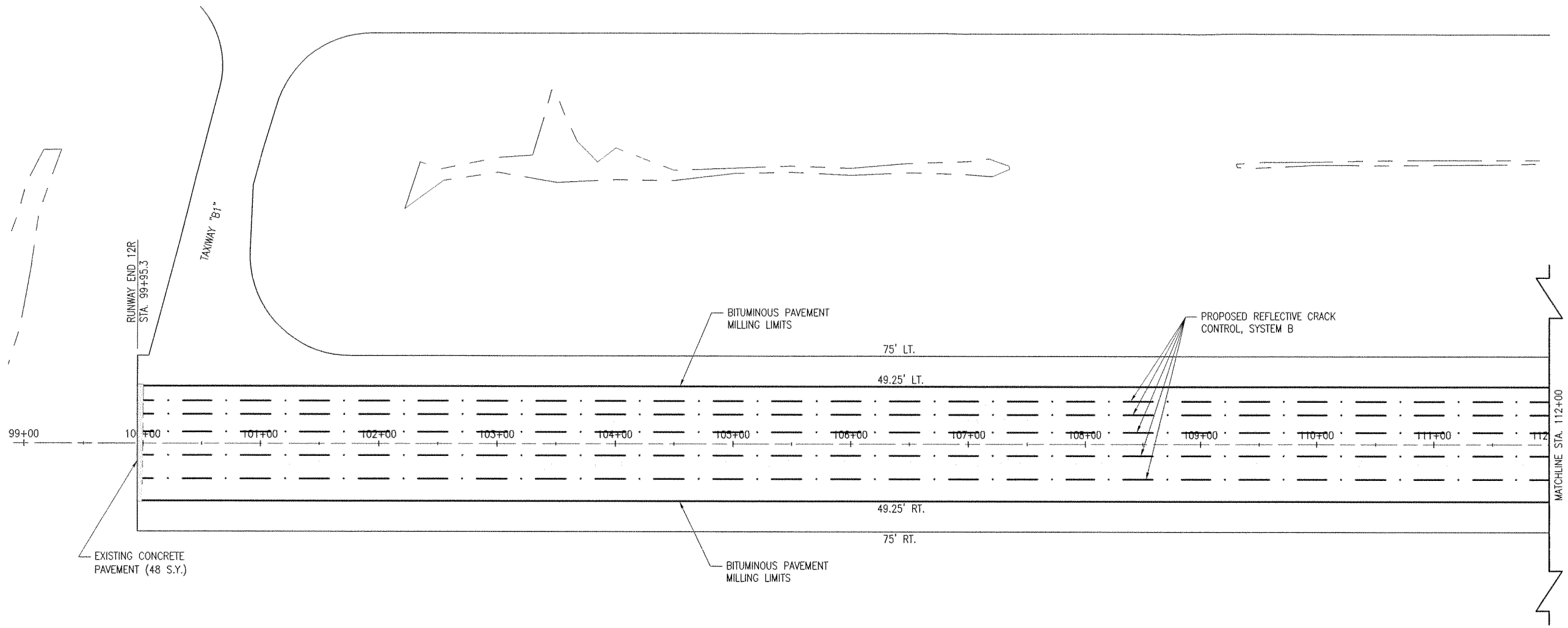

BITUMINOUS PAVEMENT MILLING

THE AREA(S) DESIGNATED AS [ ] ON THIS SHEET WILL BE CUT OR TRIMMED AS SHOWN ON THE CROSS-SECTIONS. THE CUTTING OR TRIMMING WILL BE DONE BY ROTO-MILLING. THE PROPOSED PAVEMENT MILLING WILL BE CONTROLLED BY A STRINGLINE TO A GRADE OF 0.28' BELOW PROPOSED FINISH GRADE. THE TOLERANCE OF THE MILLING WILL BE ±0.01' FROM THE PROPOSED SUB-GRADE ELEVATION.

IF A SQUARE STRAIGHT EDGE IS NOT OBTAINED FROM THE MILLING OPERATIONS, THE EXISTING PAVEMENT WILL BE SAWED. SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT MILLING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL MILLED MATERIAL WILL BE DISPOSED OF ON THE AIRPORT SITE.

THERE IS 48 S.Y. OF CONCRETE PAVEMENT MILLING THAT WILL BE PAID FOR AS BITUMINOUS PAVEMENT MILLING. PRIOR TO APPLYING THE BITUMINOUS OVERLAY ALL MILLED MATERIAL WILL BE BROOMED AND BLOWN CLEAN AND A BITUMINOUS TACK COAT APPLIED. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE CONTRACTOR AND APPROVED BY THE RESIDENT ENGINEER. MILLING LIMITS WILL NOT VARY BY MORE THAN 1" IN 500'.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR401650 "BITUMINOUS PAVEMENT MILLING" - PER S.Y.

CRACK CONTROL FABRIC, SYSTEM B

THE REFLECTIVE CRACK CONTROL (201) SHALL BE PLACED IN ACCORDANCE WITH ITEM 201 "REFLECTIVE CRACK CONTROL FABRIC" AS STATED ON PAGE 86 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THE CRACK CONTROL FABRIC WILL BE 1 FOOT NOMINAL WIDTH AND CENTERED OVER THE CRACK WITHIN A 1 INCH TOLERANCE.

THE PRIMER TO BE USED WITH SYSTEM B SHALL BE SUPPLIED BY THE MANUFACTURER OF THE MEMBRANE AND COMPATIBLE WITH THE MEMBRANE. THE SURFACE SHALL BE PRIMED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS PRIOR TO PLACEMENT OF THE MEMBRANE. THE PRIMER SHALL BE PLACE AT A RATE OF 300 S.F./GAL. AND SHALL EXTEND 1 INCH WIDER THAN THE MEMBRANE.

THE REFLECTIVE CRACK CONTROL FABRIC, PRIMER AND PLACEMENT WILL BE PAID FOR UNDER ITEM:
AR201670 CRACK CONTROL FABRIC - PER S.Y.

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- PROPOSED REFLECTIVE CRACK CONTROL, SYSTEM B
- PROPOSED PAVEMENT MILLING LIMITS

0' 25' 50' 100'
HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A0135D
Filename R-111PRP.DWG
Scale 1" = 50'
Date 03/25/11

LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
REVIEWED	KDM	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED PREPARATION PLAN
STA. 99+00 TO STA. 112+00

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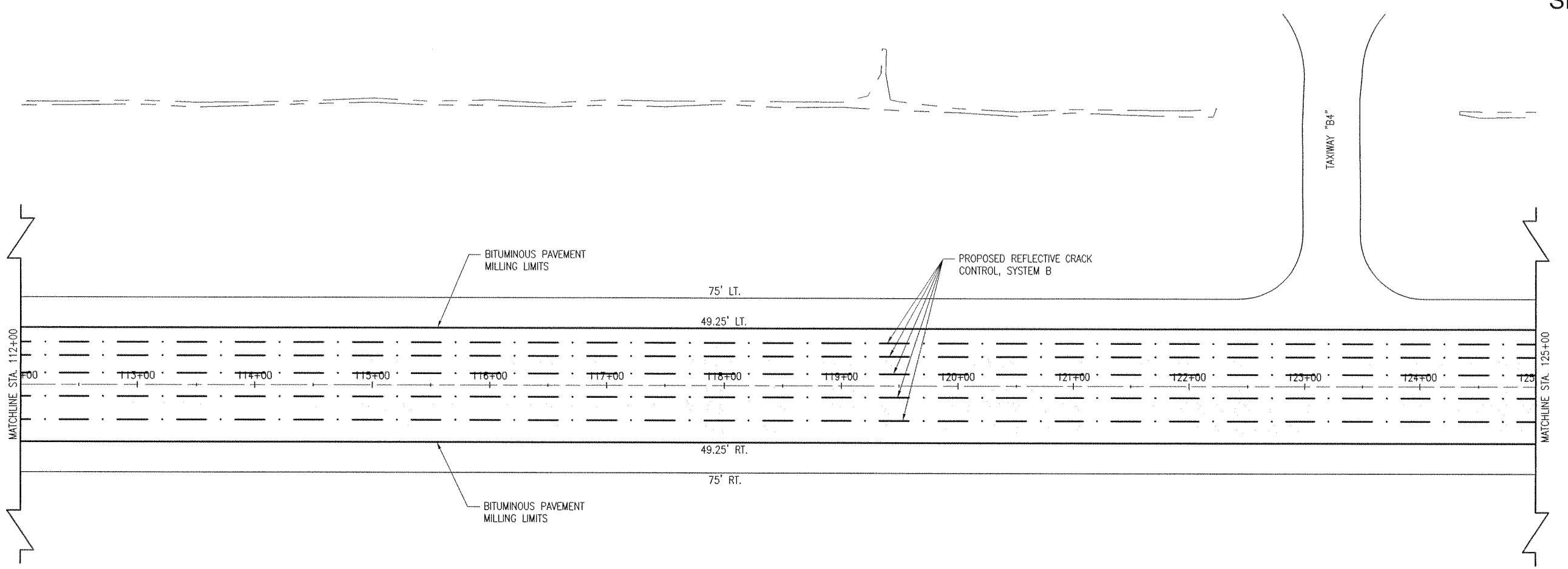

CLEANING AND SEALING BITUMINOUS CRACKS

THE EXACT LIMITS, LOCATIONS AND QUANTITY OF CRACKS TO BE CLEANED AND SEALED WILL BE DETERMINED BY THE RESIDENT ENGINEER AFTER MILLING OPERATIONS ARE COMPLETE.

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR CLEANING AND SEALING WILL BE DONE SO AS STATED IN THE SPECIAL PROVISIONS.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR201661 "CLEAN & SEAL BITUMINOUS CRACKS" – PER L.F.

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- PROPOSED REFLECTIVE CRACK CONTROL, SYSTEM B
- PROPOSED PAVEMENT MILLING LIMITS

0' 25' 50' 100'
HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A01135D
Filename R-111PRP.DWG
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Date 03/25/11

LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
REVIEWED	KDM	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED PREPARATION PLAN
STA. 112+00 TO STA. 125+00

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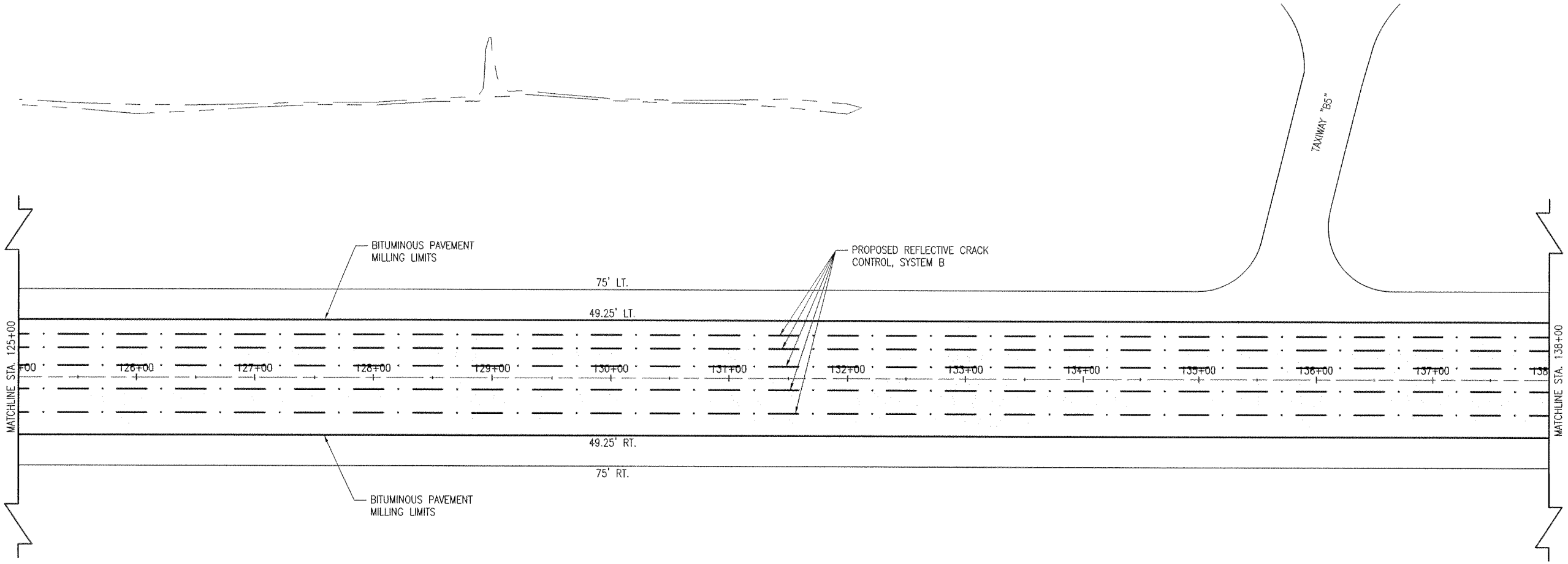

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- PROPOSED REFLECTIVE CRACK CONTROL, SYSTEM B
- PROPOSED PAVEMENT MILLING LIMITS

0' 25' 50' 100'

HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

DATE	REVISION

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RUNWAY 12R/30L REHABILITATION

PROPOSED PREPARATION PLAN
STA. 125+00 TO STA. 138+00

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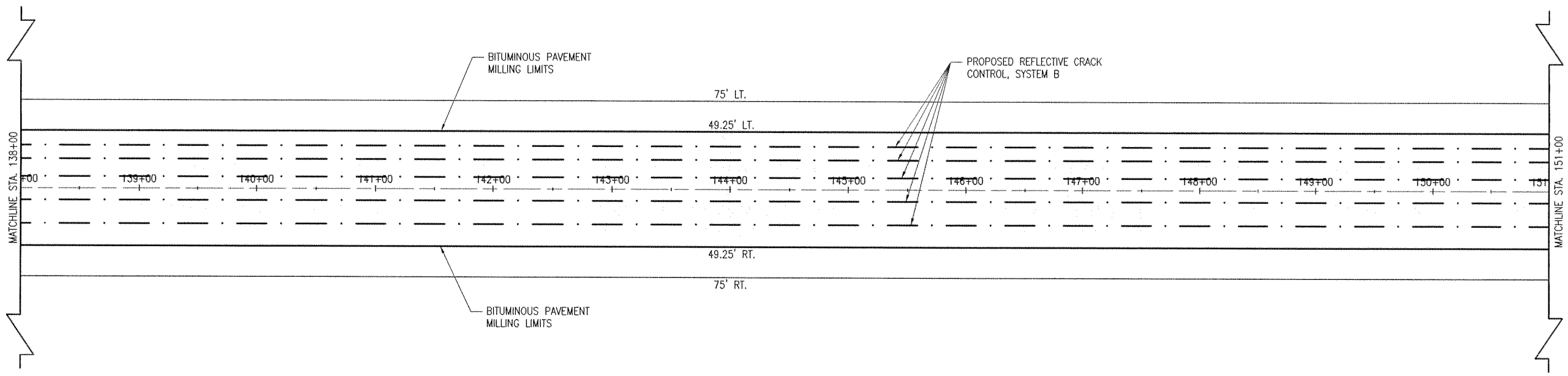

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- PROPOSED REFLECTIVE CRACK CONTROL, SYSTEM B
- PROPOSED PAVEMENT MILLING LIMITS

0' 25' 50' 100'

HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

RUNWAY 12R/30L REHABILITATION

PROPOSED PREPARATION PLAN STA. 138+00 TO STA. 151+00

9

DATE	REVISION

SAINT LOUIS DOWNTOWN AIRPORT
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REVIEWED	KDM	03/23/11

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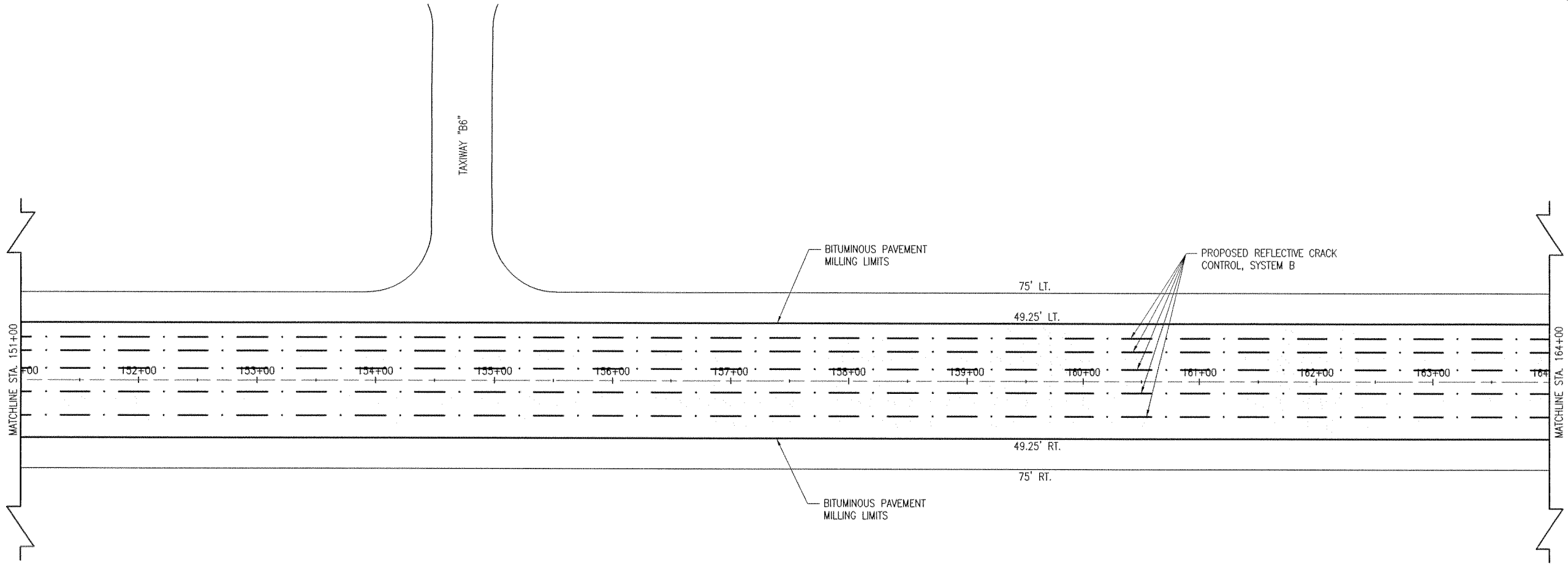

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- PROPOSED REFLECTIVE CRACK CONTROL, SYSTEM B
- PROPOSED PAVEMENT MILLING LIMITS

0' 25' 50' 100'
HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

DATE	REVISION

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
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RUNWAY 12R/30L REHABILITATION

PROPOSED PREPARATION PLAN STA. 151+00 TO STA. 164+00

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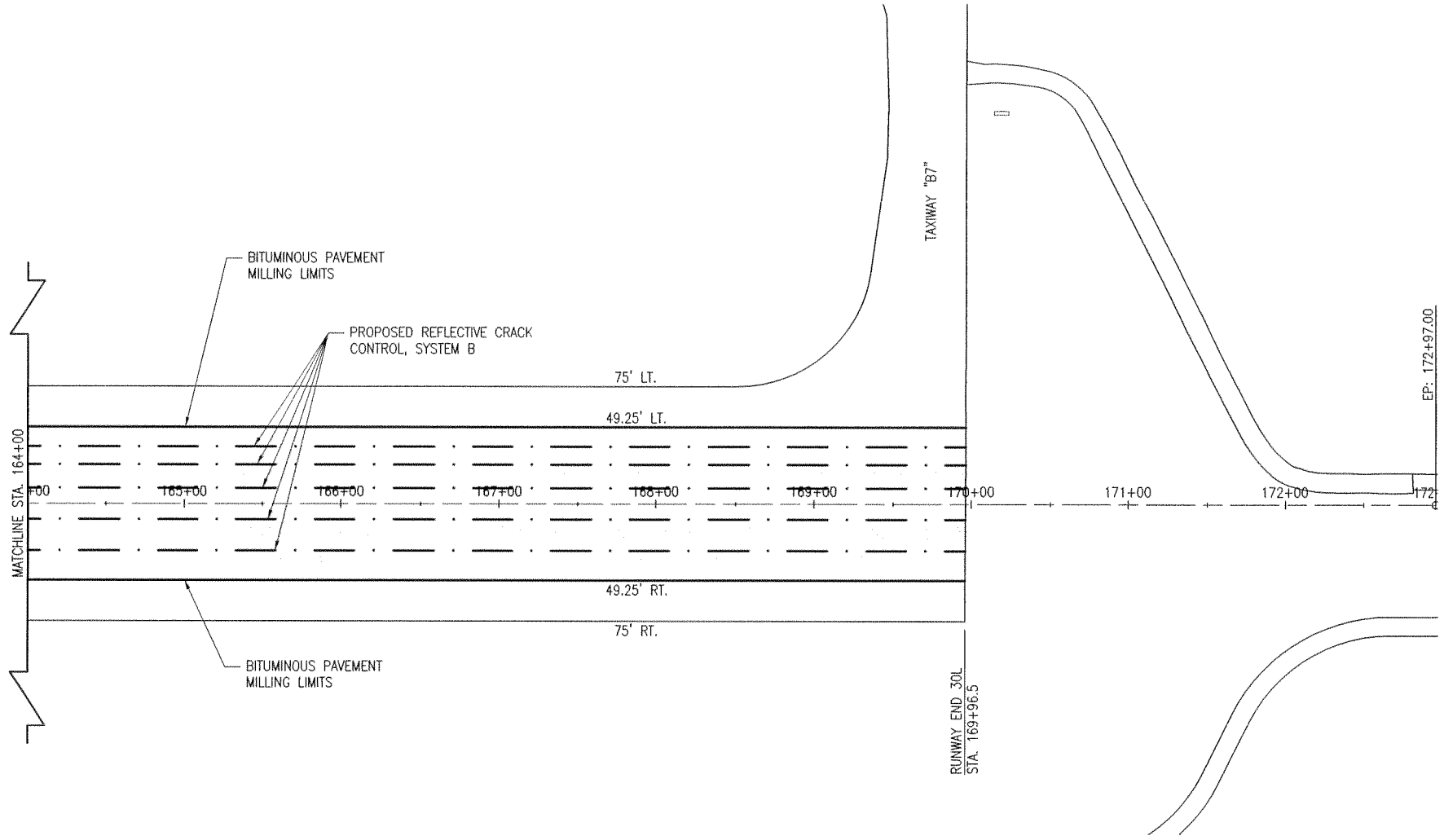

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- PROPOSED REFLECTIVE CRACK CONTROL, SYSTEM B
- PROPOSED PAVEMENT MILLING LIMITS

0' 25' 50' 100'

HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

DATE	REVISION

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IL PROJ.: CPS-4106

Hanson Project No. 10A0135D
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DRAWN	DPE	1/31/11
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RUNWAY 12R/30L REHABILITATION

PROPOSED PREPARATION PLAN
STA. 164+00 TO STA. 173+00

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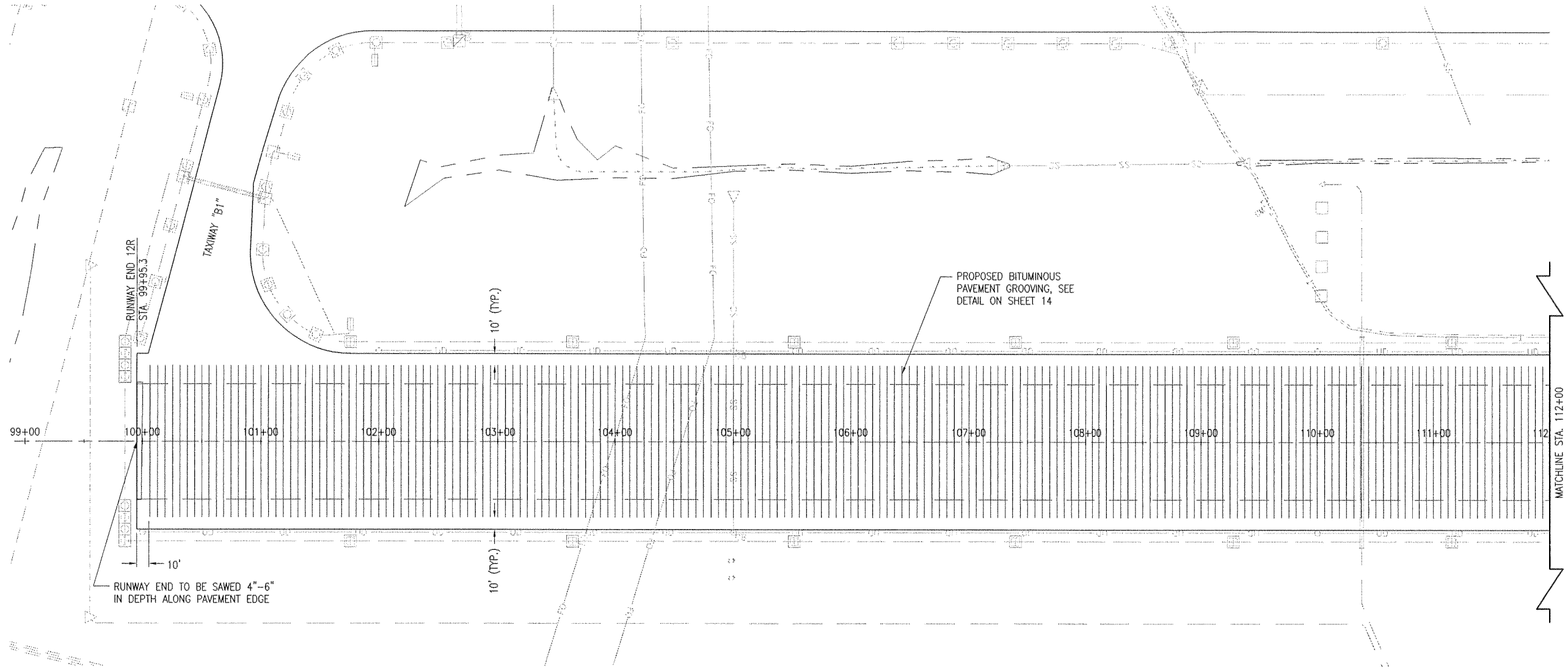

401 – BITUMINOUS SURFACE COURSE-METHOD II, SUPERPAVE

THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR401 "BITUMINOUS SURFACE COURSE-METHOD II, SUPERPAVE" AS STATED ON PAGE 129 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2. 2009

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING 2 LIFTS (0.14' EACH) OF BITUMINOUS SURFACE COURSE-METHOD II, SUPERPAVE ON THE PROPOSED MILLED BITUMINOUS COURSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS SURFACE COURSE METHOD II, SUPERPAVE.

PRIOR TO STARTING THE BITUMINOUS SURFACE COURSE-METHOD II, SUPERPAVE OPERATION, THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER A DETAILED OUTLINE SHOWING AREAS AND ORDER OF PAVING WIDTHS OF PAVING LANES, AND REQUIRED OFFSETS FOR ELECTRONIC GRADE.

THE PROPOSED BITUMINOUS SURFACE COURSE METHOD II, SUPERPAVE WILL BE DESIGNED TO A SUPERPAVE DESIGN OF MORE THAN 60,000 POUNDS.

401-4.9 ADD THE FOLLOWING TO THIS SECTION:

WHEN HAND SPREADING IS PERMITTED, THE MIXTURE WILL BE DISTRIBUTED AND SPREAD USING HAND TOOLS. WHEN THE WORK IS COMPLETED, THE LAYER WILL HAVE THE REQUIRED THICKNESS AND CONFORM TO THE GRADE AND SURFACE CONTOUR SHOWN ON THE PLANS.

401-4.12 ADD THE FOLLOWING TO THIS PARAGRAPH:

ALL PAVEMENT EDGES (LONGITUDINAL, RADIUS, AND PAVEMENT ENDS) MUST BE LEFT IN PROPER ALIGNMENT AS SHOWN ON THE PLANS. THIS MAY BE ACCOMPLISHED BY THE TRIMMING METHOD OUTLINED ABOVE OR AT THE CONTRACTOR'S OPTION BY SAWING AFTER THE PAVING HAS BEEN COMPLETED. NO ADDITIONAL COMPENSATION WILL BE MADE IF THE SAWING METHOD IS USED.

603 – BITUMINOUS TACK COAT NOTES:

THE BITUMINOUS TACK COAT (603) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR603 "BITUMINOUS TACK COAT" AS STATED ON PAGE 254 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THE PROPOSED BITUMINOUS TACK COAT SHALL BE APPLIED ON THE SURFACE PRIOR TO THE PLACEMENT OF THE FIRST AND SECOND LIFTS OF PROPOSED BITUMINOUS SURFACE COURSE.

BITUMINOUS TACK COAT MATERIAL WILL BE APPLIED TO THE VERTICAL SURFACES OF THE REMAINING EXISTING PAVEMENT SUCH THAT NO TACK MATERIAL WILL SPILL ON THE EXISTING SURFACE.

THE PROPOSED BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM:
AR603510 BITUMINOUS TACK COAT – PER GAL.

LEGEND

	EXISTING PAVEMENT		EXISTING ELECTRICAL HANDHOLE/SPLICE CAN
	PROPOSED IMPROVEMENTS	CM	EXISTING CABLE MARKER
	PROPOSED PAVEMENT GROOVING	DM	EXISTING DUCT MARKER
	EXISTING ELECTRICAL DUCT		EXISTING FLARED END SECTION
	EXISTING DITCH	CB	EXISTING CATCH BASIN
	EXISTING ELECTRICAL CABLES		EXISTING STAKE MOUNTED TAXIWAY LIGHT
SS	EXISTING STORM SEWER		EXISTING BASE MOUNTED TAXIWAY LIGHT
FO	EXISTING FIBER OPTIC CABLES		EXISTING TAXI GUIDANCE SIGN
T	EXISTING TELEPHONE LINE		EXISTING BASE MOUNTED RUNWAY LIGHT
UD	EXISTING UNDERDRAIN		EXISTING BASE MOUNTED THRESHOLD LIGHT
	EXISTING PAPI		EXISTING REIL

0' 25' 50' 100'
HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

DATE	REVISION

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A0135D
Filename R-121CON.DWG
Scale 1" = 50'
Date 03/25/11

LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
REVIEWED	KDM	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED CONSTRUCTION PLAN
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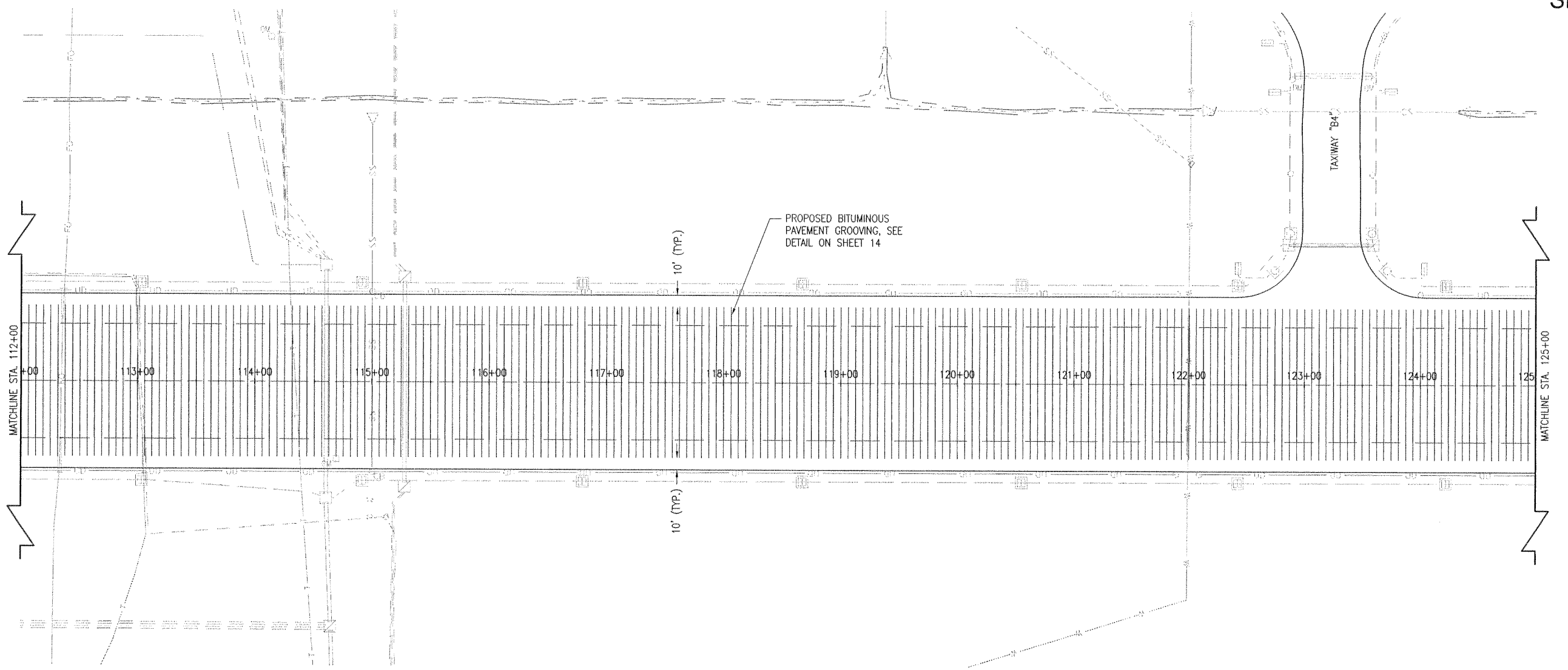

LEGEND

EXISTING PAVEMENT	EXISTING ELECTRICAL HANDHOLE/SPLICE CAN
PROPOSED IMPROVEMENTS	CM EXISTING CABLE MARKER
PROPOSED PAVEMENT GROOVING	DM EXISTING DUCT MARKER
EXISTING ELECTRICAL DUCT	EXISTING FLARED END SECTION
EXISTING DITCH	CB EXISTING CATCH BASIN
EXISTING ELECTRICAL CABLES	EXISTING STAKE MOUNTED TAXIWAY LIGHT
SS EXISTING STORM SEWER	EXISTING BASE MOUNTED TAXIWAY LIGHT
FO EXISTING FIBER OPTIC CABLES	EXISTING TAXI GUIDANCE SIGN
T EXISTING TELEPHONE LINE	EXISTING BASE MOUNTED RUNWAY LIGHT
UD EXISTING UNDERDRAIN	EXISTING BASE MOUNTED THRESHOLD LIGHT
EXISTING PAPI	EXISTING REIL

0' 25' 50' 100'
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RUNWAY 12R/30L REHABILITATION

PROPOSED CONSTRUCTION PLAN
STA. 112+00 TO STA. 125+00

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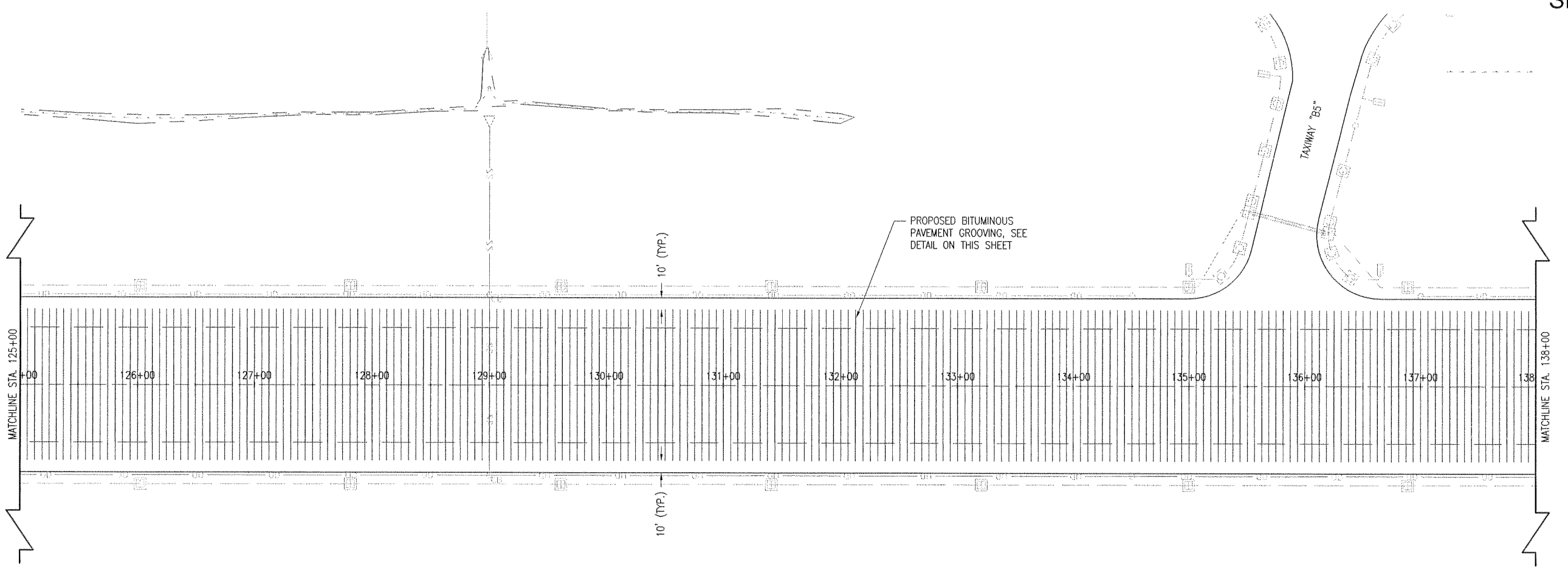


BITUMINOUS PAVEMENT GROOVING

GROOVING WILL NOT COMMENCE UNTIL 28 DAYS AFTER THE LAST DAY OF PAVING UNLESS DIRECTED BY THE RESIDENT ENGINEER.

THE PROPOSED GROOVES WILL BE CUT PERPENDICULAR TO THE RUNWAY CENTERLINE AND WILL TERMINATE 10' FROM THE RUNWAY PAVEMENT EDGE.

RUNWAY 12R/30L WILL BE GROOVED CONTINUOUSLY FROM STA. 100+05.29 TO STA. 169+86.51.

THE GROOVES WILL BE 1/4" WIDE, 1/4" DEEP AND PLACED 1-1/2" CENTERS.

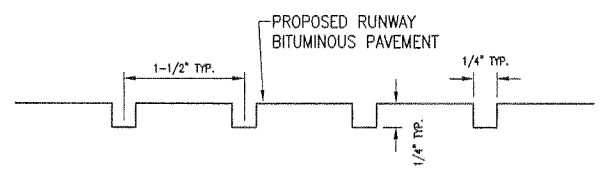
ALL SOLID MATERIALS GENERATED FROM GROOVING OPERATIONS WILL BE PICKED UP AND HAULED TO A LOCATION OFF AIRPORT SITE AT THE CONTRACTOR'S OWN EXPENSE.

CLEAN-UP IS EXTREMELY IMPORTANT AND THE REMOVAL OF SLURRY SHALL BE CONTINUOUS THROUGHOUT THE GROOVING OPERATIONS. THE RUNWAY SHALL BE FLUSHED, CLEANED AND CLEARED OF ALL MATERIAL TO THE SATISFACTION OF THE ENGINEER.

NO MATERIAL THAT IS HARMFUL TO VEGETATION WILL BE FLUSHED FROM THE GROOVED PAVEMENT ON TO THE TURFED SHOULDER, BUT WILL BE PICKED UP AND HAULED TO A LOCATION OFF THE AIRPORT SITE AT THE CONTRACTOR'S OWN EXPENSE.

IT WILL BE THE CONTRACTORS RESPONSIBILITY TO OBTAIN WATER INCLUDING METERING/PERMITTING ASSOCIATED WITH OBTAINING WATER.

PAVEMENT GROOVING WILL BE PAID FOR UNDER ITEM:
AR401640 "BITUMINOUS PAVEMENT GROOVING" - PER S.Y.



GROOVING DETAIL
"NOT TO SCALE"

RUNWAY 12R/30L PAVEMENT GROOVING QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
AR401640	BITUMINOUS PAVEMENT GROOVING	S.Y.	100,837

LEGEND

	EXISTING PAVEMENT		EXISTING ELECTRICAL HANDHOLE/SPLICE CAN
	PROPOSED IMPROVEMENTS	CM	EXISTING CABLE MARKER
	PROPOSED PAVEMENT GROOVING	DM	EXISTING DUCT MARKER
	EXISTING ELECTRICAL DUCT		EXISTING FLARED END SECTION
	EXISTING DITCH	CB	EXISTING CATCH BASIN
	EXISTING ELECTRICAL CABLES		EXISTING STAKE MOUNTED TAXIWAY LIGHT
SS	EXISTING STORM SEWER		EXISTING BASE MOUNTED TAXIWAY LIGHT
FO	EXISTING FIBER OPTIC CABLES		EXISTING TAXI GUIDANCE SIGN
T	EXISTING TELEPHONE LINE		EXISTING BASE MOUNTED RUNWAY LIGHT
UD	EXISTING UNDERDRAIN		EXISTING BASE MOUNTED THRESHOLD LIGHT
	EXISTING PAPI		EXISTING REIL

0' 25' 50' 100'
HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

DATE	REVISION

SAINT LOUIS DOWNTOWN AIRPORT
A Division of BiState Development Agency
IL PROJ.: CPS-4106 A.I.P. PROJ.: 3-17-0039-B27

Hanson Project No. 10A0135D
Filename R-121CON.DWG
Scale 1" = 50'
Date 03/25/11

LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
REVIEWED	KDM	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED CONSTRUCTION PLAN
STA. 125+00 TO STA. 138+00

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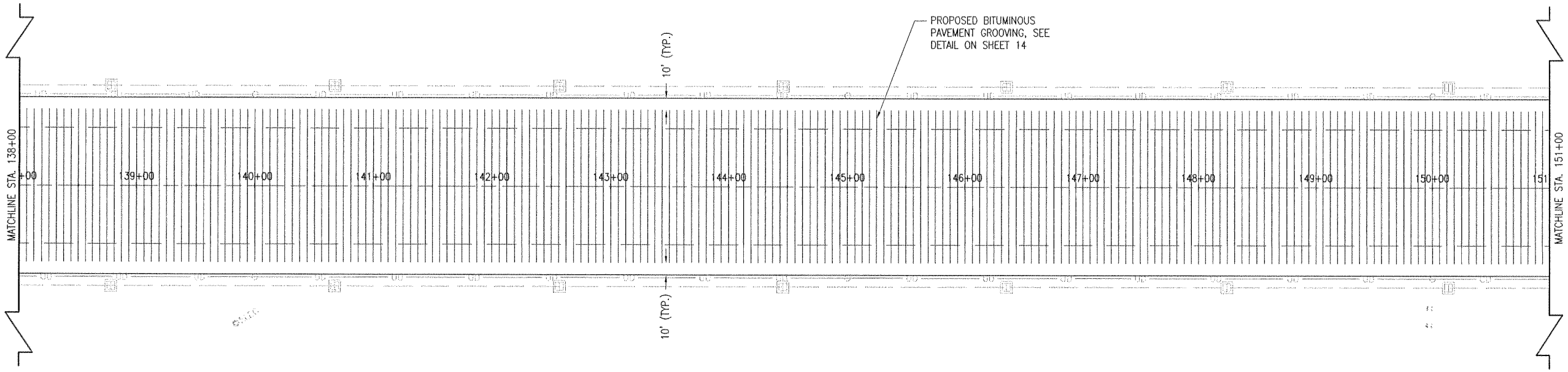

LEGEND

	EXISTING PAVEMENT		EXISTING ELECTRICAL HANDHOLE/SPLICE CAN
	PROPOSED IMPROVEMENTS	CM	EXISTING CABLE MARKER
	PROPOSED PAVEMENT GROOVING	DM	EXISTING DUCT MARKER
	EXISTING ELECTRICAL DUCT		EXISTING FLARED END SECTION
	EXISTING DITCH	CB	EXISTING CATCH BASIN
	EXISTING ELECTRICAL CABLES		EXISTING STAKE MOUNTED TAXIWAY LIGHT
SS	EXISTING STORM SEWER		EXISTING BASE MOUNTED TAXIWAY LIGHT
FO	EXISTING FIBER OPTIC CABLES		EXISTING TAXI GUIDANCE SIGN
T	EXISTING TELEPHONE LINE		EXISTING BASE MOUNTED RUNWAY LIGHT
UD	EXISTING UNDERDRAIN		EXISTING BASE MOUNTED THRESHOLD LIGHT
	EXISTING PAPI		EXISTING REIL

N

0' 25' 50' 100'

HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

DATE	REVISION

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
IL PROJ.: CPS-4106 A.I.P. PROJ.: 3-17-0039-B27

Hanson Project No. 10A01135D
Filename R-121CON.DWG
Scale 1" = 50'
Date 03/25/11

LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
REVIEWED	KDM	03/25/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED CONSTRUCTION PLAN
STA. 138+00 TO STA. 151+00

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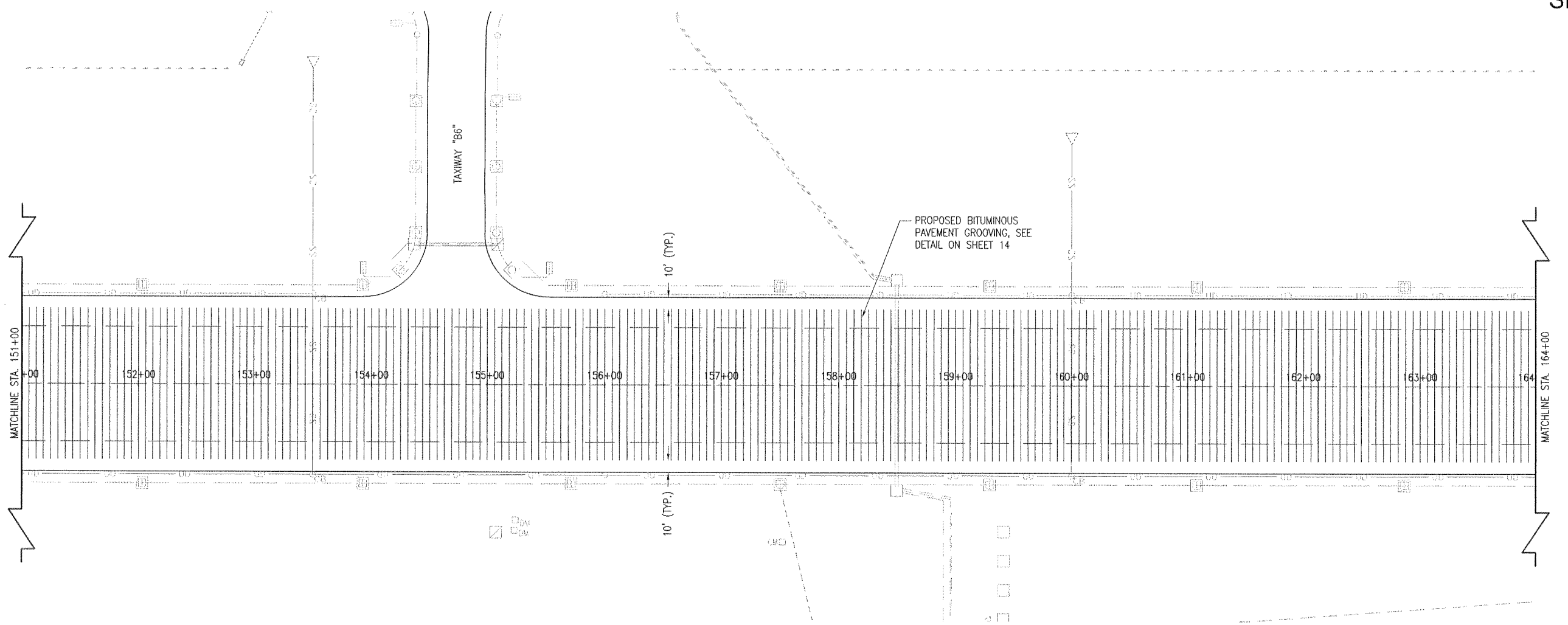

LEGEND

EXISTING PAVEMENT	EXISTING ELECTRICAL HANDHOLE/SPLICE CAN
PROPOSED IMPROVEMENTS	CM EXISTING CABLE MARKER
PROPOSED PAVEMENT GROOVING	DM EXISTING DUCT MARKER
EXISTING ELECTRICAL DUCT	EXISTING FLARED END SECTION
EXISTING DITCH	CB EXISTING CATCH BASIN
EXISTING ELECTRICAL CABLES	EXISTING STAKE MOUNTED TAXIWAY LIGHT
SS EXISTING STORM SEWER	EXISTING BASE MOUNTED TAXIWAY LIGHT
FO EXISTING FIBER OPTIC CABLES	EXISTING TAXI GUIDANCE SIGN
T EXISTING TELEPHONE LINE	EXISTING BASE MOUNTED RUNWAY LIGHT
UD EXISTING UNDERDRAIN	EXISTING BASE MOUNTED THRESHOLD LIGHT
EXISTING PAPI	EXISTING REIL

0' 25' 50' 100'
HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

DATE	REVISION

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
IL PROJ.: CPS-4106 A.I.P. PROJ.: 3-17-0039-B27

Hanson Project No. 10A01.35D
Filename R-121CON.DWG
Scale 1" = 50'
Date 03/25/11

LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
REVIEWED	KDM	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED CONSTRUCTION PLAN
STA. 151+00 TO STA. 164+00

16

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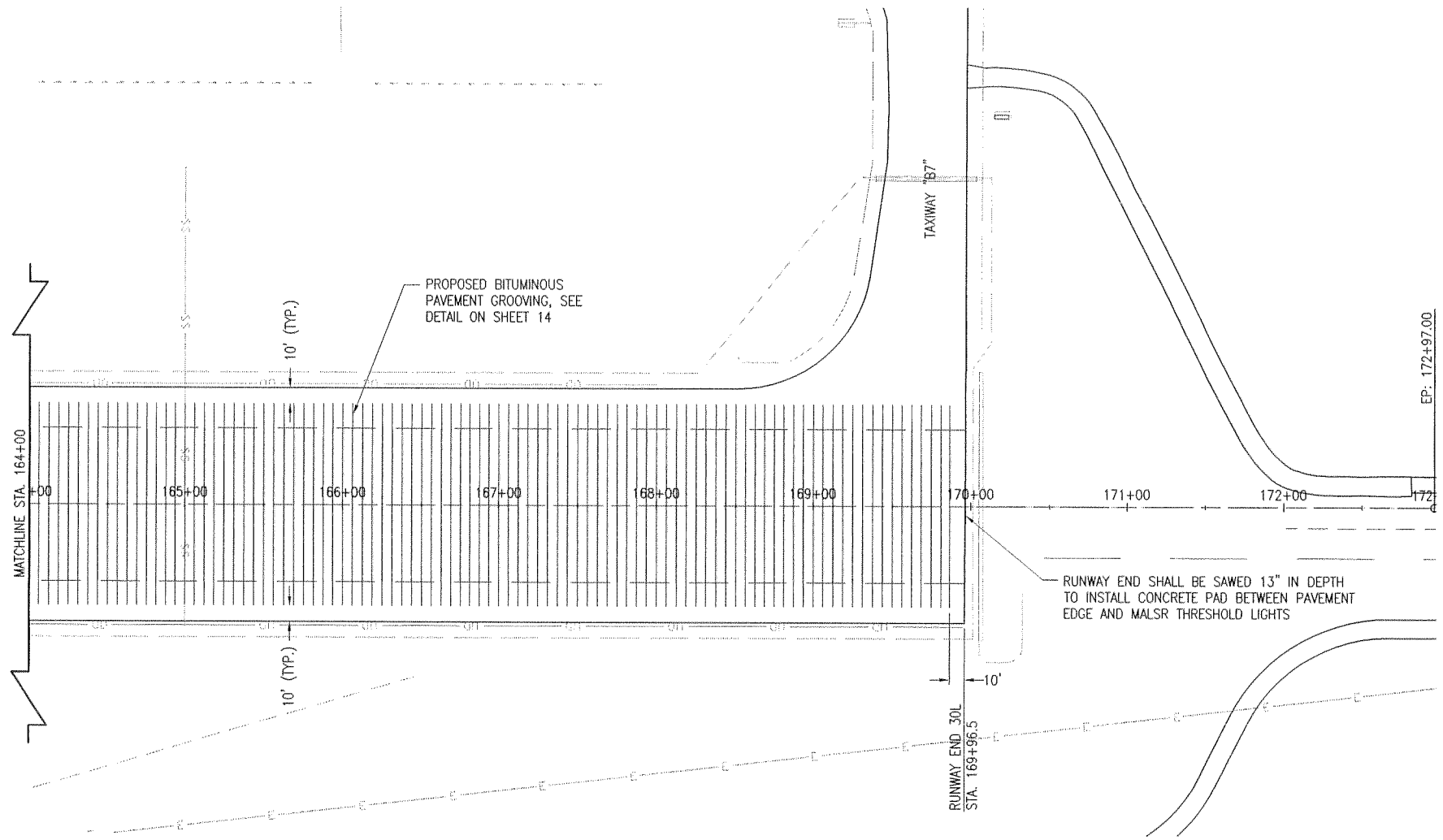

LEGEND

	EXISTING PAVEMENT		EXISTING ELECTRICAL HANDHOLE/SPLICE CAN
	PROPOSED IMPROVEMENTS	CM	EXISTING CABLE MARKER
	PROPOSED PAVEMENT GROOVING	DM	EXISTING DUCT MARKER
	EXISTING ELECTRICAL DUCT		EXISTING FLARED END SECTION
	EXISTING DITCH	CB	EXISTING CATCH BASIN
	EXISTING ELECTRICAL CABLES		EXISTING STAKE MOUNTED TAXIWAY LIGHT
SS	EXISTING STORM SEWER		EXISTING BASE MOUNTED TAXIWAY LIGHT
FO	EXISTING FIBER OPTIC CABLES		EXISTING TAXI GUIDANCE SIGN
T	EXISTING TELEPHONE LINE		EXISTING BASE MOUNTED RUNWAY LIGHT
UD	EXISTING UNDERDRAIN		EXISTING BASE MOUNTED THRESHOLD LIGHT
	EXISTING PAPI		EXISTING REIL

0' 25' 50' 100'
HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

DATE	REVISION

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A01.35D
Filename: R-121CON.DWG
Scale: 1" = 50'
Date: 03/25/11

LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
REVIEWED	KDM	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED CONSTRUCTION PLAN
STA. 164+00 TO STA. 172+97

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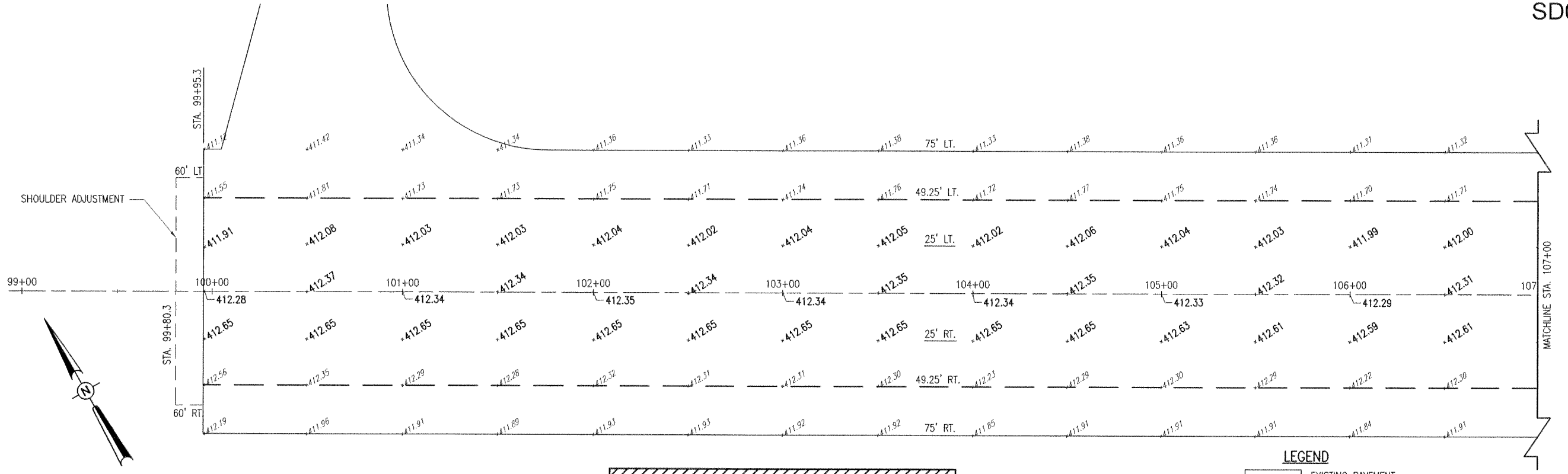


0' 15' 30' 60'
HALF SIZE SCALE: 1"= 60'
FULL SIZE SCALE: 1"= 30'

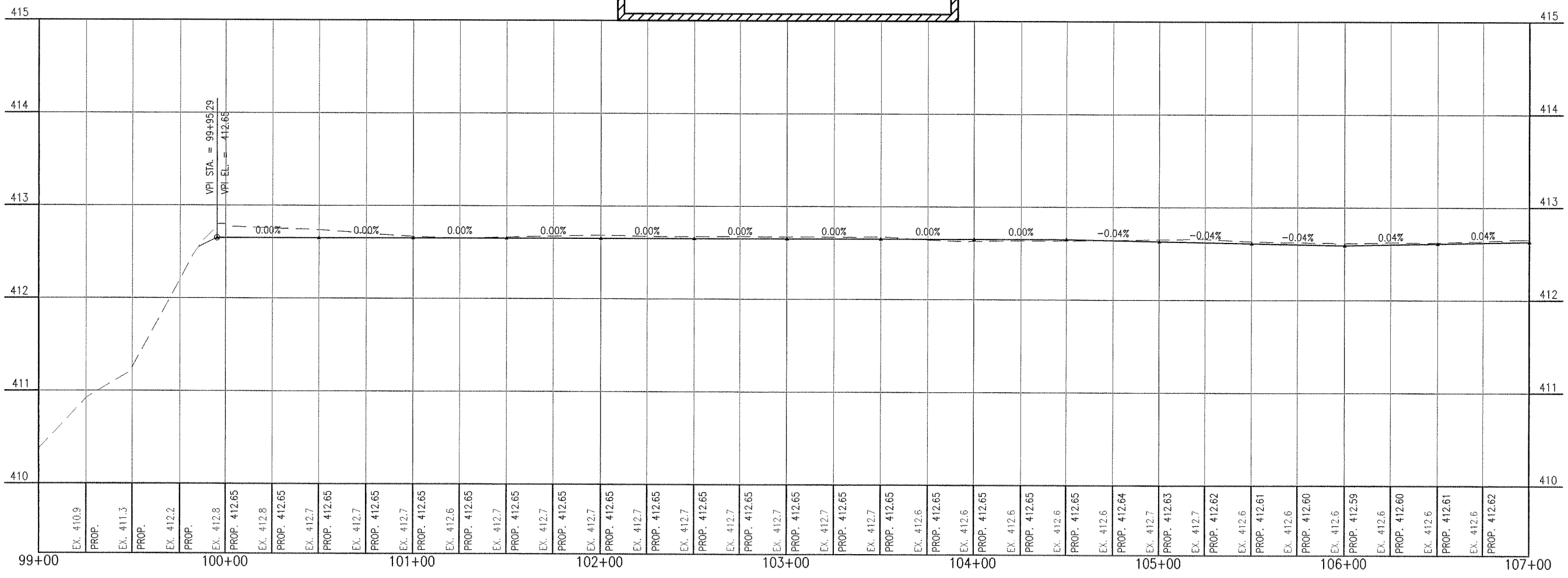
SHOULDER ADJUSTMENT

EXISTING EARTH MATERIAL WILL BE PLACED FLUSH WITH PROPOSED PAVEMENT ALONG END OF RUNWAY

NOTE:
PROFILE IS AT PAVEMENT CROWN, 25 FEET RIGHT OF RUNWAY CENTERLINE.

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- ×412.65 PROPOSED SPOT ELEVATION
- ×409.58 EXISTING SPOT ELEVATION



DATE	REVISION

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A01.35D
Filename R-191STK.DWG
Scale 1" = 30'
Date 03/25/11

LAYOUT	DPE	03/10/11
DRAWN	DPE	03/10/11
REVIEWED	JAC	3/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED STAKING & PROFILE STA. 99+00 TO STA. 107+00

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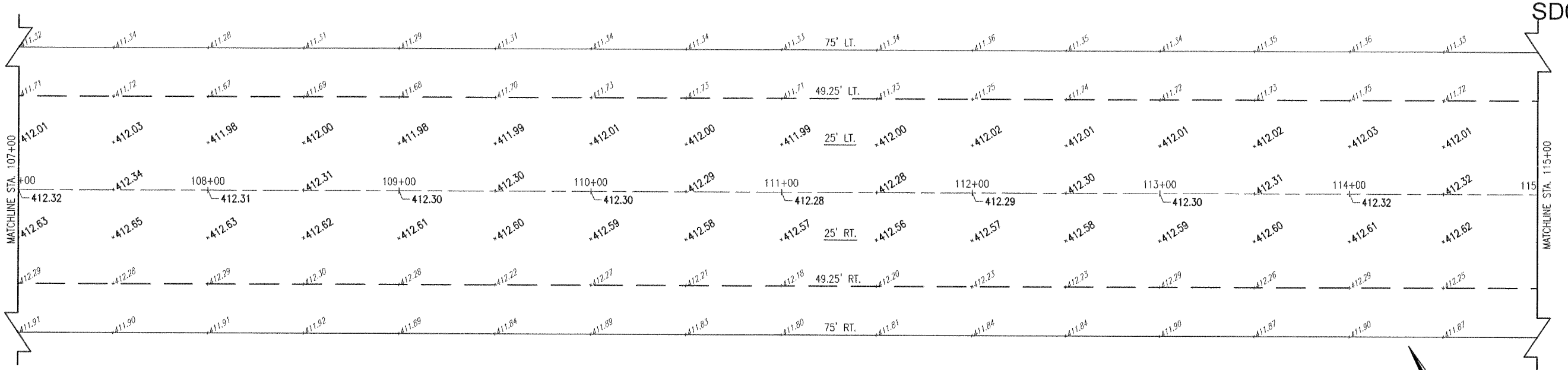
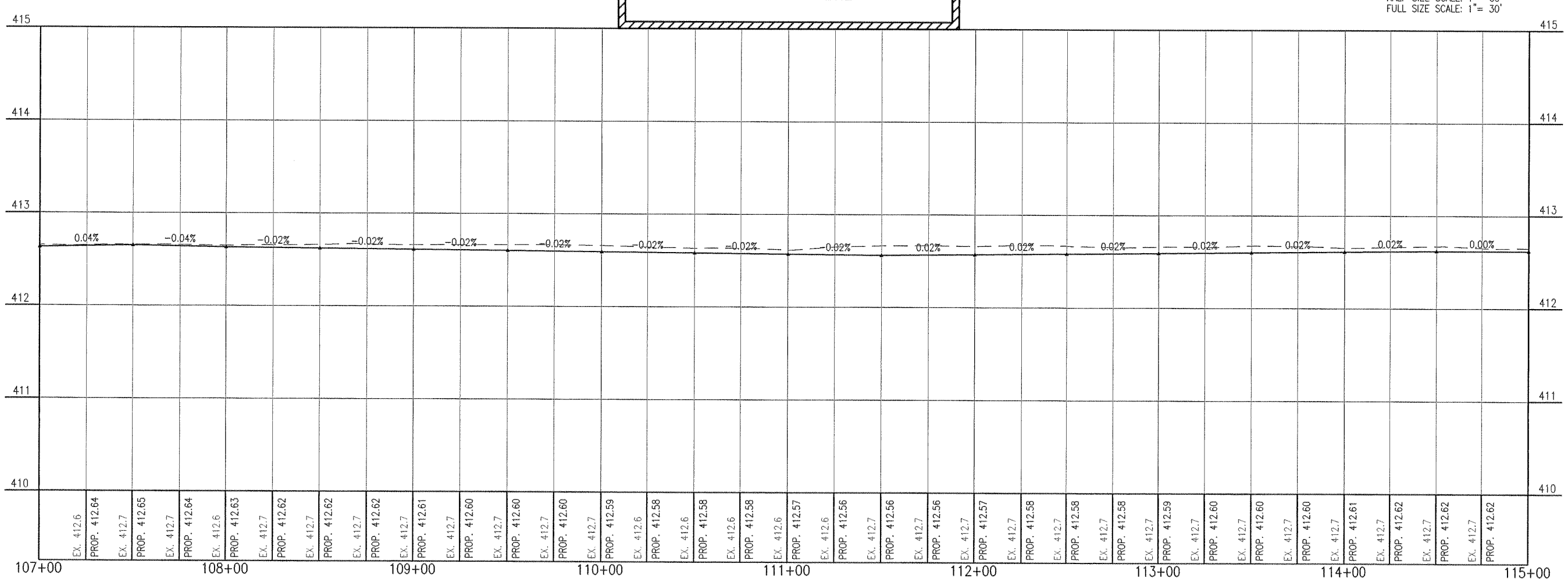


NOTE:
PROFILE IS AT PAVEMENT CROWN, 25 FEET RIGHT OF RUNWAY CENTERLINE.

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- ×412.65 PROPOSED SPOT ELEVATION
- ×409.58 EXISTING SPOT ELEVATION

0' 15' 30' 60'
HALF SIZE SCALE: 1"= 60'
FULL SIZE SCALE: 1"= 30'



REVISION
DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No.	10A0135D	
Filename	R-191STK.DWG	
Scale	1" = 30'	
Date	03/25/11	
LAYOUT	DPE	03/10/11
DRAWN	DPE	03/10/11
REVIEWED	JAC	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED STAKING & PROFILE
STA. 107+00 TO STA. 115+00

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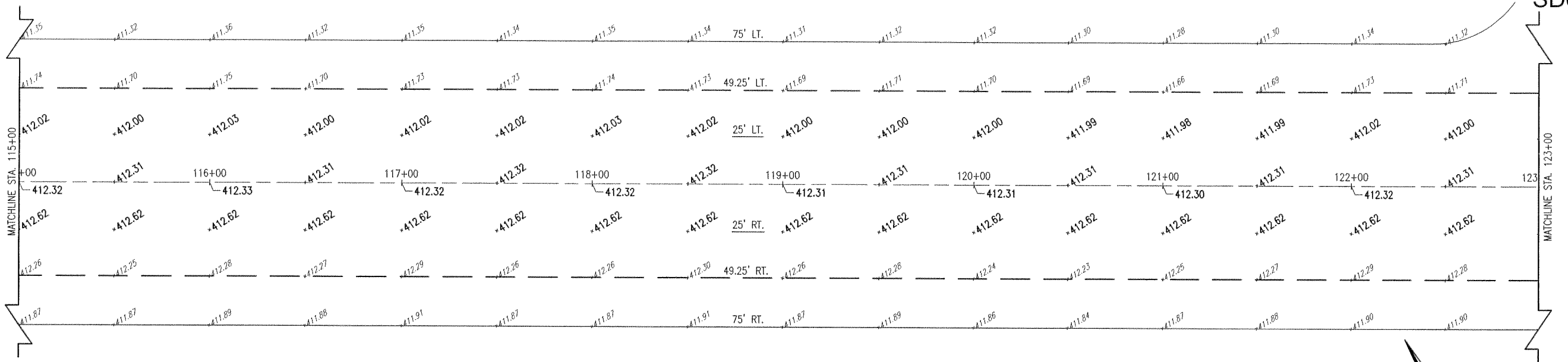
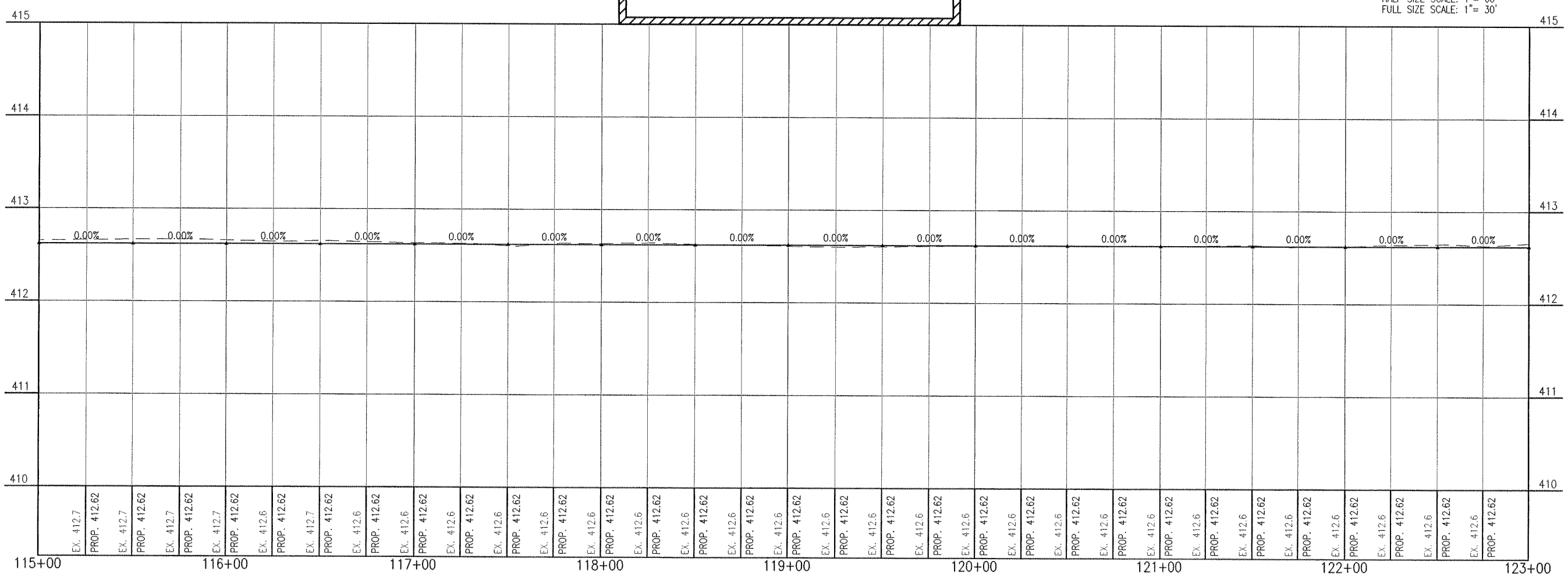


NOTE:
PROFILE IS AT PAVEMENT CROWN, 25 FEET RIGHT OF RUNWAY CENTERLINE.

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- ×412.65 PROPOSED SPOT ELEVATION
- ×409.58 EXISTING SPOT ELEVATION

0' 15' 30' 60'
HALF SIZE SCALE: 1"= 60'
FULL SIZE SCALE: 1"= 30'



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A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

DATE	REVISION

Hanson Project No. 10A0135D
Filename R-191STK.DWG
Scale 1" = 30'
Date 03/25/11

LAYOUT	DPE	03/10/11
DRAWN	DPE	03/10/11
REVIEWED	JAC	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED STAKING & PROFILE
STA. 115+00 TO STA. 123+00

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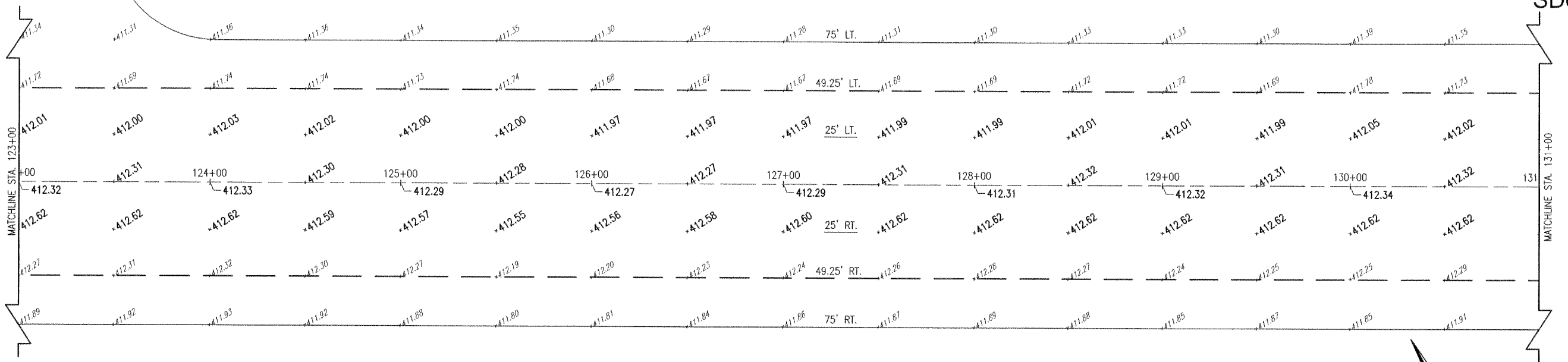
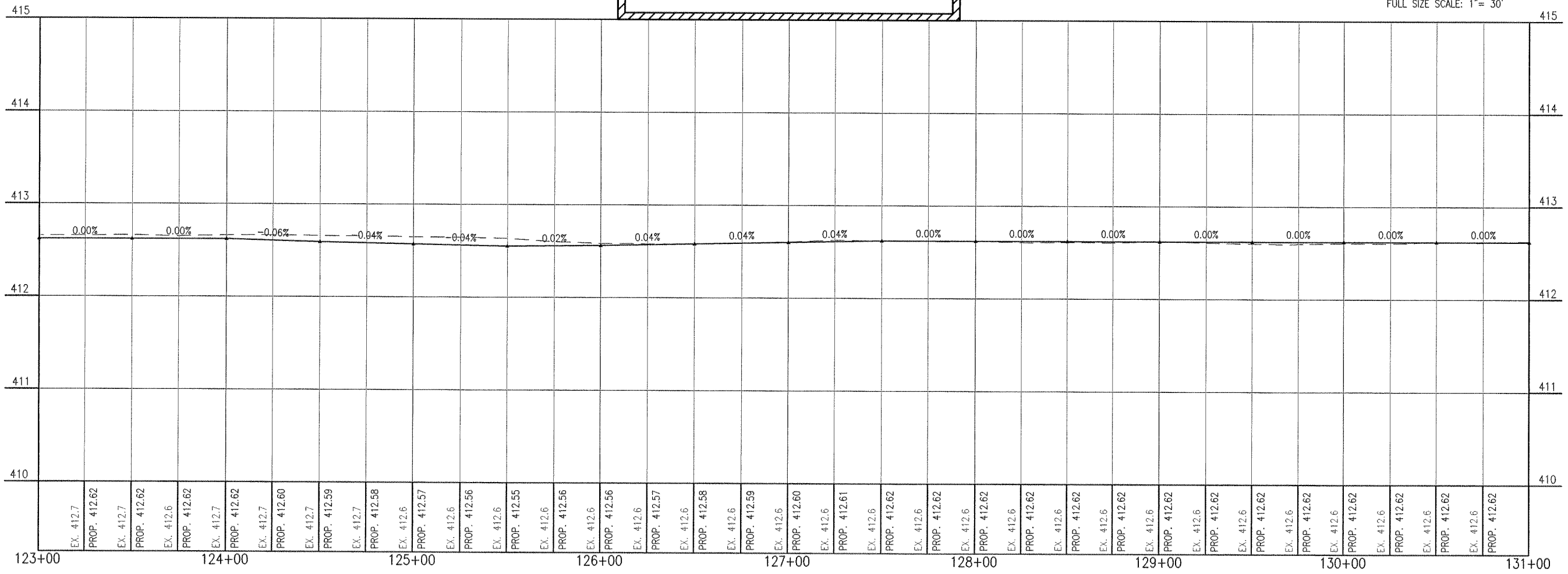


NOTE:
PROFILE IS AT PAVEMENT CROWN, 25 FEET RIGHT OF RUNWAY CENTERLINE.

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- ×412.65 PROPOSED SPOT ELEVATION
- ×409.58 EXISTING SPOT ELEVATION

0' 15' 30' 60'
HALF SIZE SCALE: 1"= 60'
FULL SIZE SCALE: 1"= 30'



REVISION
DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A0135D		
Filename R-191STK.DWG		
Scale 1" = 30'		
Date 03/25/11		
LAYOUT	DPE	03/10/11
DRAWN	DPE	03/10/11
REVIEWED	JAC	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED STAKING & PROFILE STA. 123+00 TO STA. 131+00

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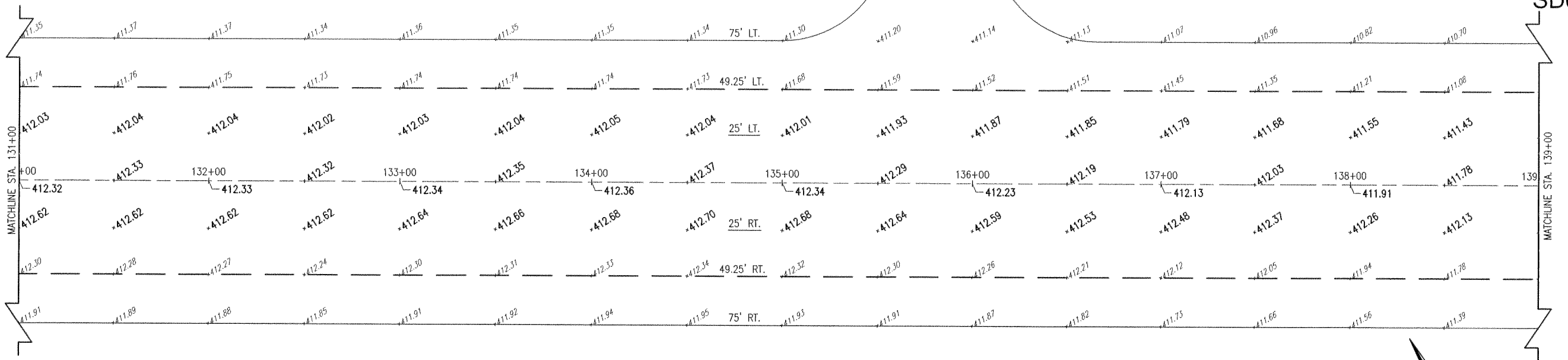
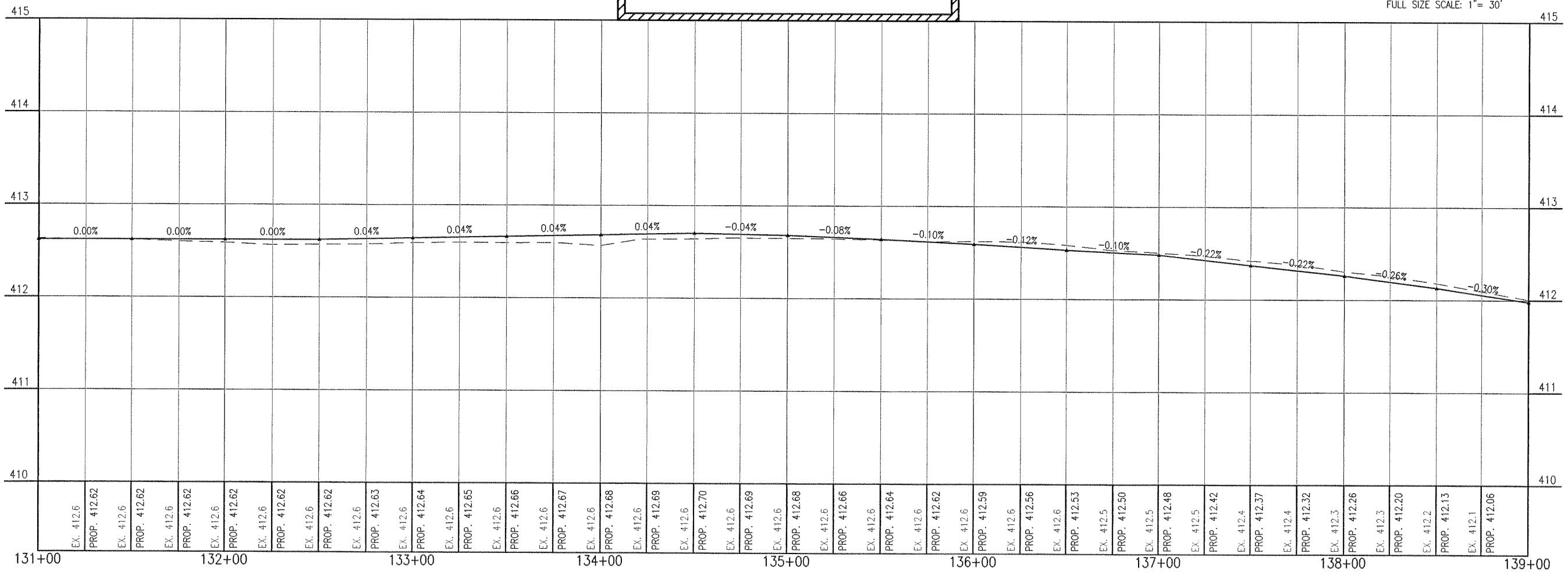


LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- ×412.65 PROPOSED SPOT ELEVATION
- ×409.58 EXISTING SPOT ELEVATION

NOTE:
PROFILE IS AT PAVEMENT CROWN, 25 FEET RIGHT OF RUNWAY CENTERLINE.

0' 15' 30' 60'
HALF SIZE SCALE: 1"= 60'
FULL SIZE SCALE: 1"= 30'



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REVISION
DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A0135D
Filename: R-191STK.DWG
Scale: 1" = 30'
Date: 03/25/11

LAYOUT	DPE	03/10/11
DRAWN	DPE	03/10/11
REVIEWED	JAC	03/23/11

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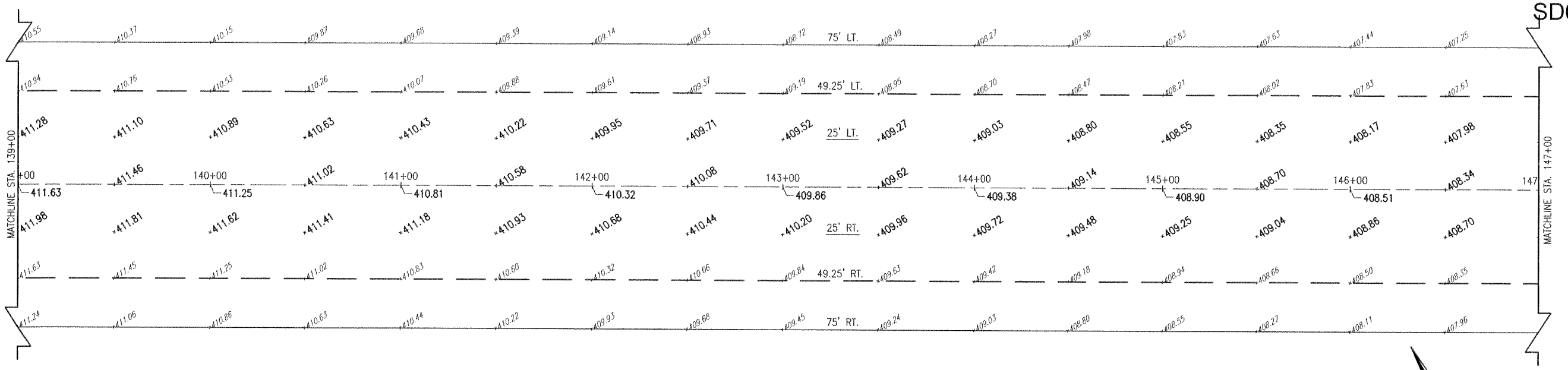
RUNWAY 12R/30L REHABILITATION

PROPOSED STAKING & PROFILE
STA. 131+00 TO STA. 139+00

SD053

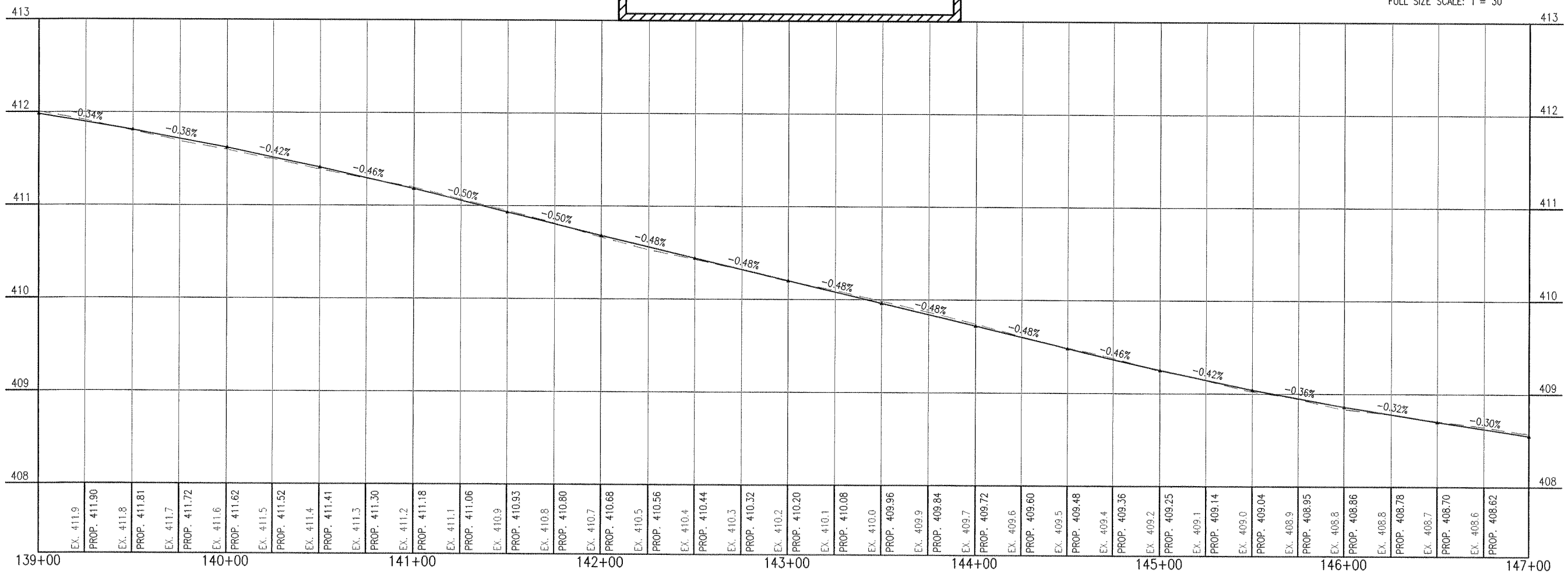


LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- ×412.65 PROPOSED SPOT ELEVATION
- ×409.58 EXISTING SPOT ELEVATION

0' 15' 30' 60'
HALF SIZE SCALE: 1"= 60'
FULL SIZE SCALE: 1"= 30'

NOTE:
PROFILE IS AT PAVEMENT CROWN, 25 FEET RIGHT OF RUNWAY CENTERLINE.



REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
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IL PROJ.: CPS-4106

Hanson Project No. 10A01135D
Filename R-191STK.DWG
Scale 1" = 30'
Date 03/25/11

LAYOUT	DPE	03/10/11
DRAWN	DPE	03/10/11
REVIEWED	JAC	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED STAKING & PROFILE
STA. 139+00 TO STA. 147+00

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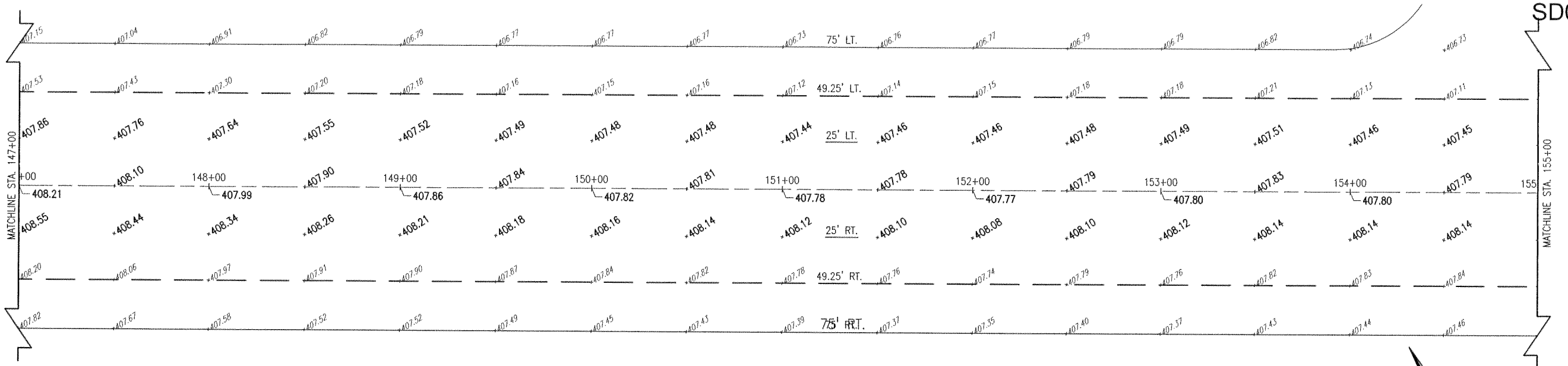

NOTE:
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LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- ×412.65 PROPOSED SPOT ELEVATION
- ×409.58 EXISTING SPOT ELEVATION

0' 15' 30' 60'
HALF SIZE SCALE: 1"= 60'
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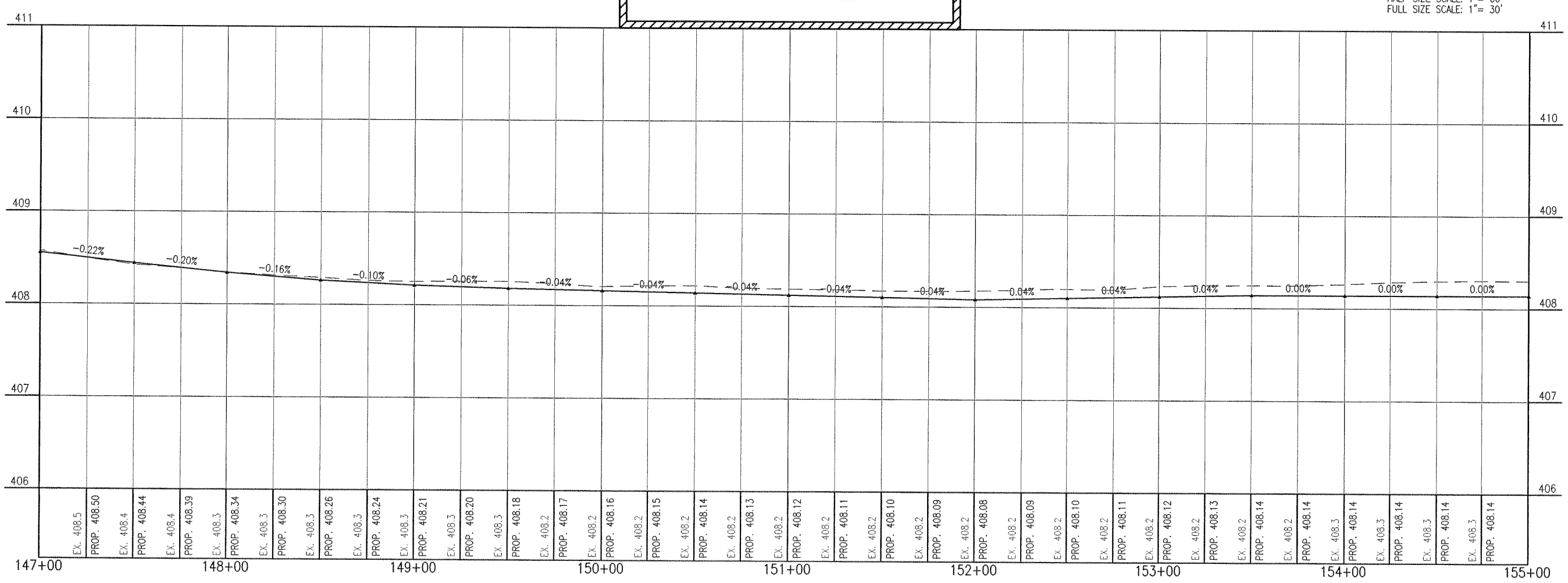

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DRAWN	DPE	03/10/11
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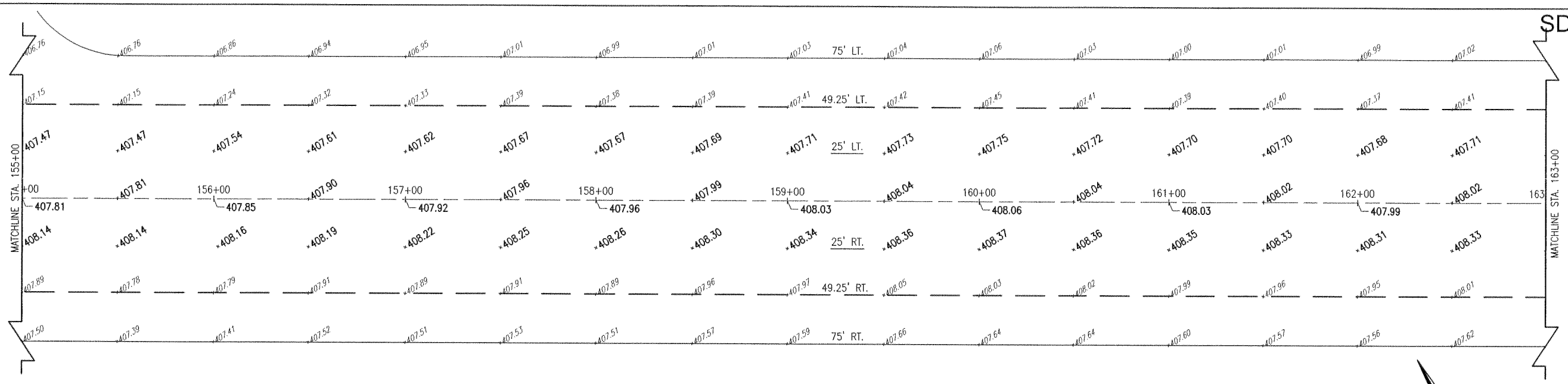
RUNWAY 12R/30L REHABILITATION

PROPOSED STAKING & PROFILE
STA. 147+00 TO STA. 155+00

SD053

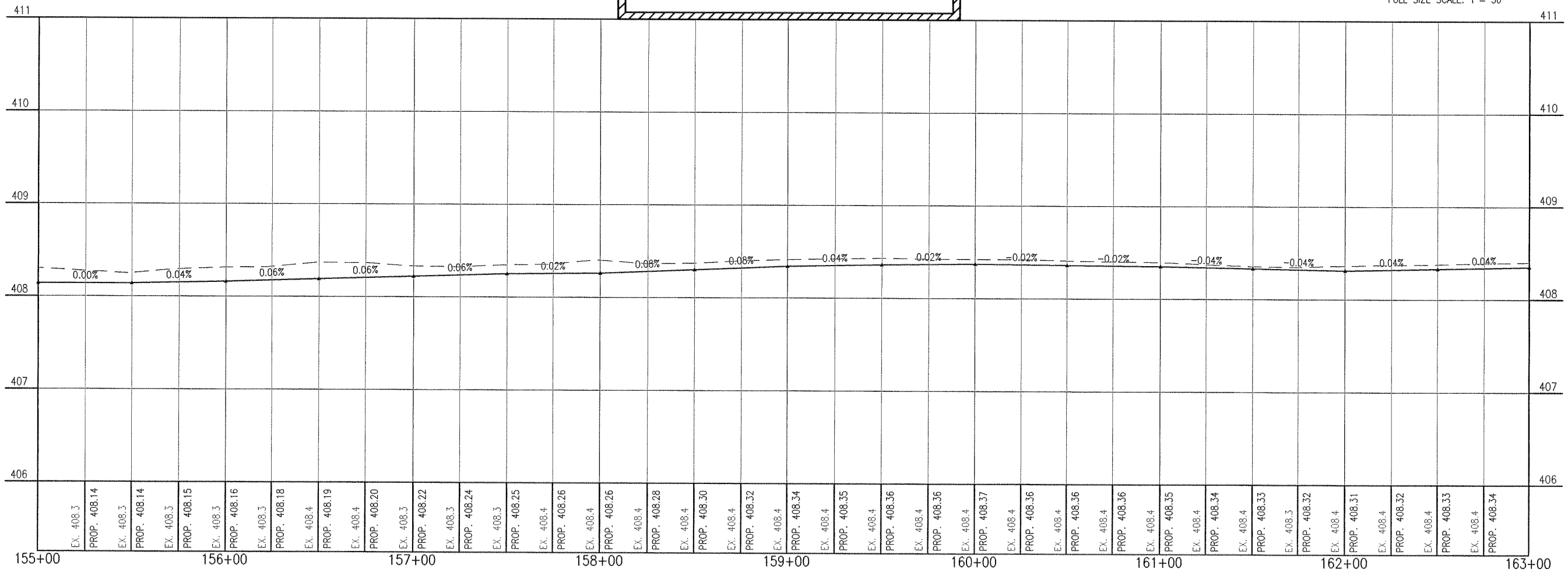


NOTE:
PROFILE IS AT PAVEMENT CROWN, 25 FEET RIGHT OF RUNWAY CENTERLINE.

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- ×412.65 PROPOSED SPOT ELEVATION
- ×409.58 EXISTING SPOT ELEVATION

0' 15' 30' 60'
HALF SIZE SCALE: 1"= 60'
FULL SIZE SCALE: 1"= 30'



SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

REVISION	DATE

Hanson Project No. 10A0135D
Filename R-191STK.DWG
Scale 1" = 30'
Date 03/26/11

LAYOUT	DPE	03/10/11
DRAWN	DPE	03/10/11
REVIEWED	JAC	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED STAKING & PROFILE
STA. 155+00 TO STA. 163+00

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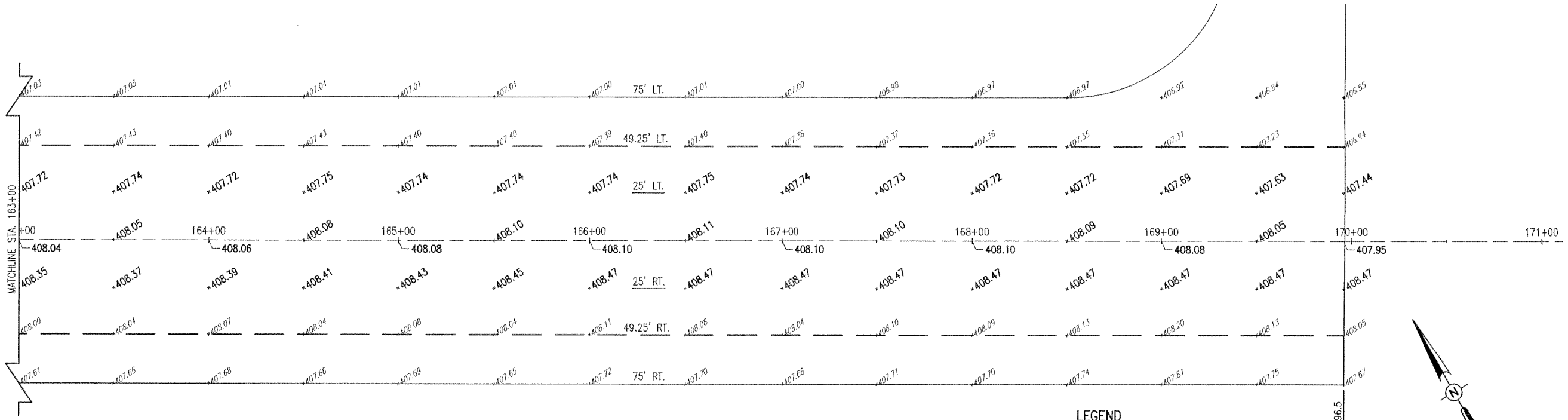
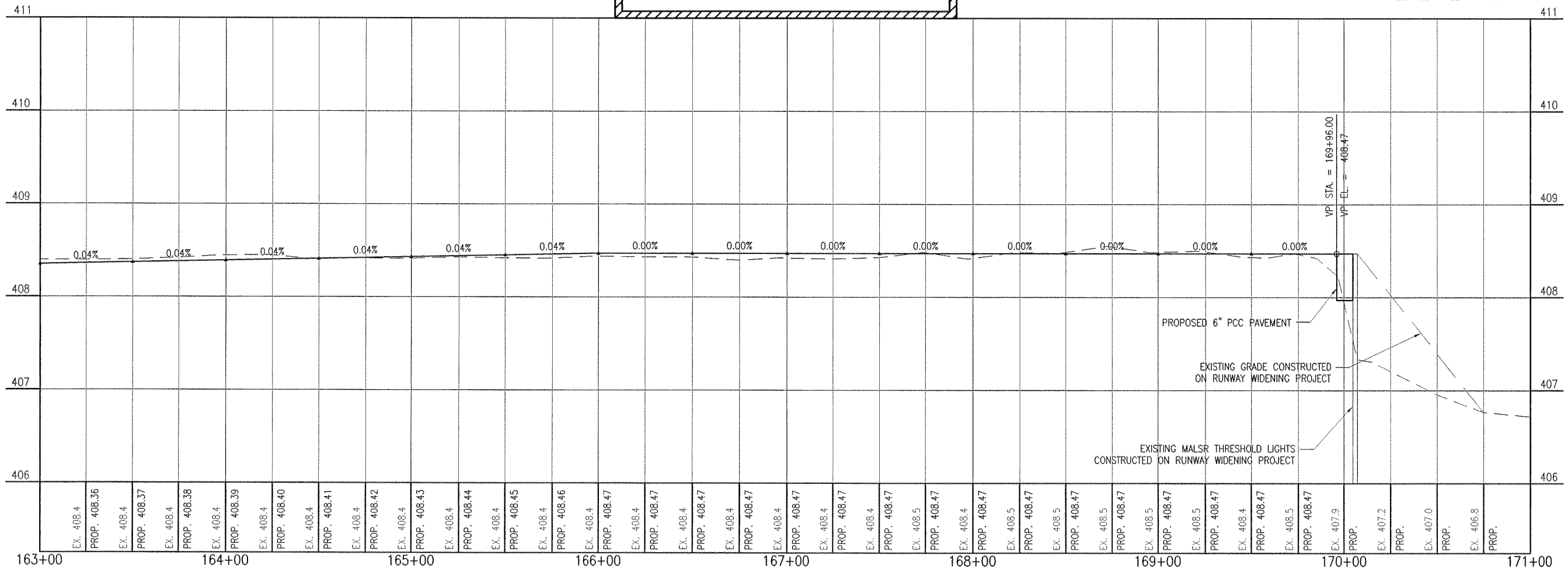


NOTE:
PROFILE IS AT PAVEMENT CROWN, 25 FEET RIGHT OF RUNWAY CENTERLINE.

LEGEND

- EXISTING PAVEMENT
- PROPOSED BITUMINOUS PAVEMENT MILLING
- ×412.65 PROPOSED SPOT ELEVATION
- ×409.58 EXISTING SPOT ELEVATION

0' 15' 30' 60'
HALF SIZE SCALE: 1"= 60'
FULL SIZE SCALE: 1"= 30'



REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
IL PROJ.: CPS-4106 A.I.P. PROJ.: 3-17-0039-B27

Hanson Project No. 10A01.35D
Filename R-191STK.DWG
Scale 1" = 30'
Date 03/23/11

LAYOUT	DPE	03/10/11
DRAWN	DPE	03/10/11
REVIEWED	JAC	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED STAKING & PROFILE STA. 163+00 TO STA. 171+00

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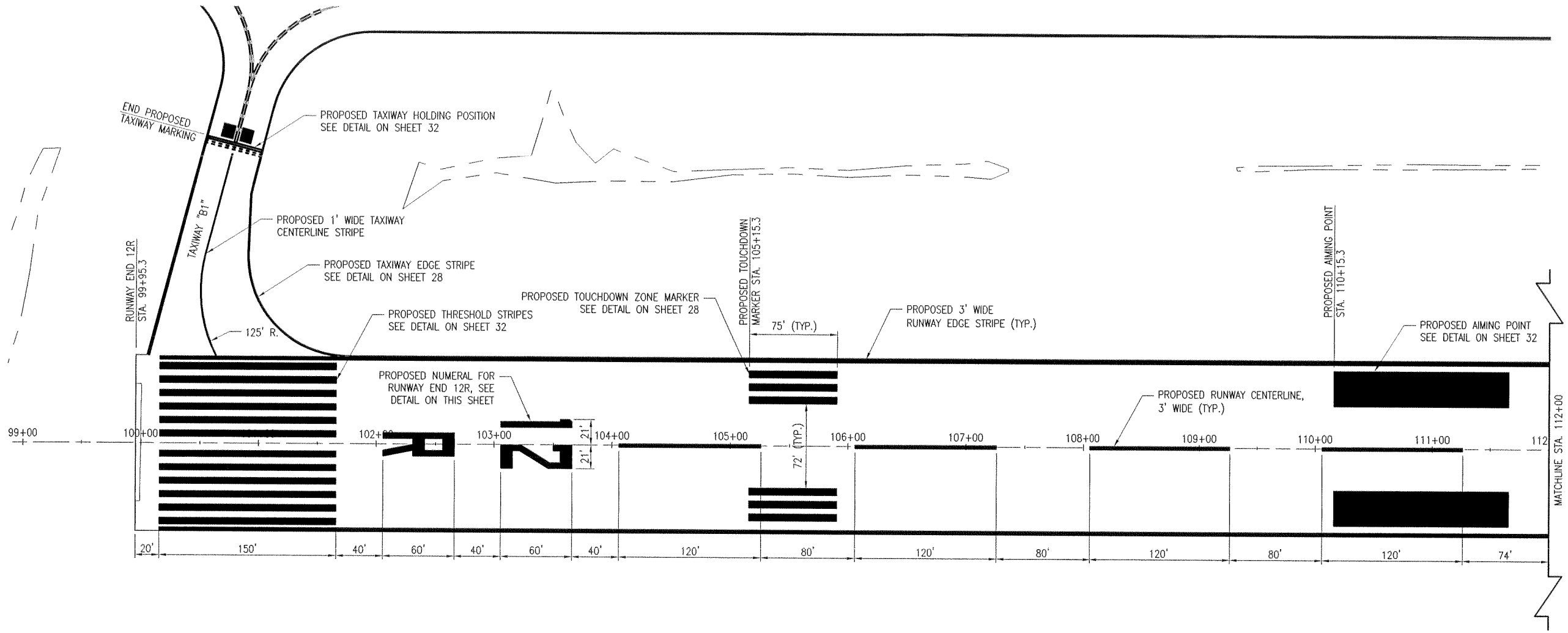


620-PAVEMENT MARKING-WATERBORNE NOTES

THE PAVEMENT MARKING-WATERBORNE (620) SHALL BE PLACED IN ACCORDANCE WITH ITEM 620 "PAVEMENT MARKING" AS STATED ON PAGE 277 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOV. 2, 2009.

THIS ITEM SHALL CONSIST OF RUNWAY AND TAXIWAY MARKING IN ACCORDANCE WITH THESE SPECIFICATIONS AND AT THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS. ALL TAXIWAY CENTERLINES AND EDGE STRIPE MARKING WILL BE YELLOW IN COLOR WITH A 6-IN BLACK BORDER. ALL RUNWAY MARKING WILL BE WHITE IN COLOR WITH A 6-IN BLACK BORDER. THE PROPOSED PAVEMENT MARKING WILL BE APPLIED IN TWO APPLICATIONS. FIRST COAT (WITHOUT GLASS BEADS) WILL BE APPLIED PRIOR TO THE RUNWAY GROOVING OPERATIONS. SECOND COAT (WITH GLASS BEADS) WILL BE APPLIED AFTER THE RUNWAY GROOVING OPERATIONS.

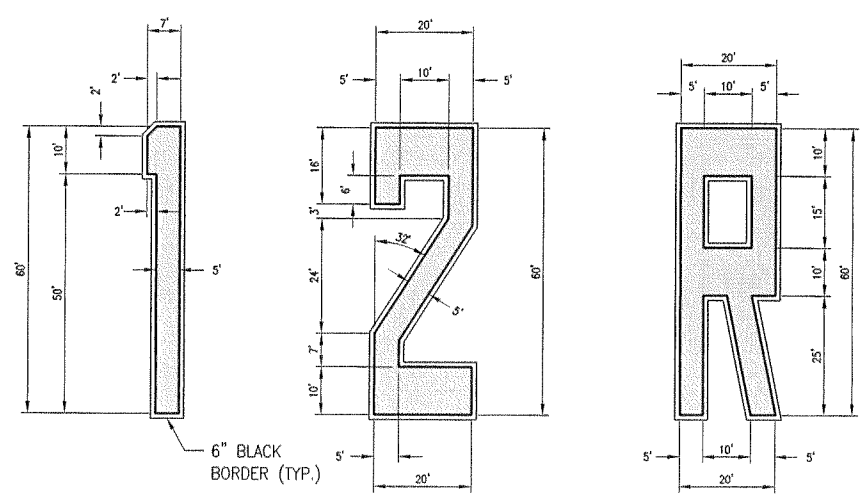
ANY MATERIAL DELIVERED THAT FAILS TO MEET THE SPECIFICATIONS SHALL BE DISPOSED OF BY THE VENDOR AND IMMEDIATELY REPLACED WITH ACCEPTABLE MATERIAL ENTIRELY AT THE VENDOR'S EXPENSE, INCLUDING HANDLING AND TRANSPORTATION CHARGES.

ALL PROPOSED MARKING WILL BE COMPLETED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE CONSTRUCTION PLANS.

GLASS BEADS SHALL BE REQUIRED ONLY ON THE SECOND APPLICATION OF MARKING.

CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.

THE PROPOSED MARKING WILL BE PAID FOR UNDER ITEM:
AR620520 PAVEMENT MARKING-WATERBORNE - PER S.F.
AR620525 PAVEMENT MARKING-BLACK BORDER - PER S.F.



WHITE = 318 S.F.
BLACK = 137 S.F.

WHITE = 652 S.F.
BLACK = 214 S.F.

WHITE = 800 S.F.
BLACK = 261 S.F.

PROPOSED NUMERAL DETAIL FOR RUNWAY END 12R
"NOT TO SCALE"

LEGEND

EXISTING PAVEMENT
EXISTING MARKING
PROPOSED MARKING

0' 25' 50' 100'
HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A0135D
Filename R-151MRK.DWG
Scale 1" = 50'
Date 03/25/11

LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
REVIEWED	xxx	xx/xx/xx

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RUNWAY 12R/30L REHABILITATION

PROPOSED MARKING PLAN STA. 99+00 TO STA. 112+00

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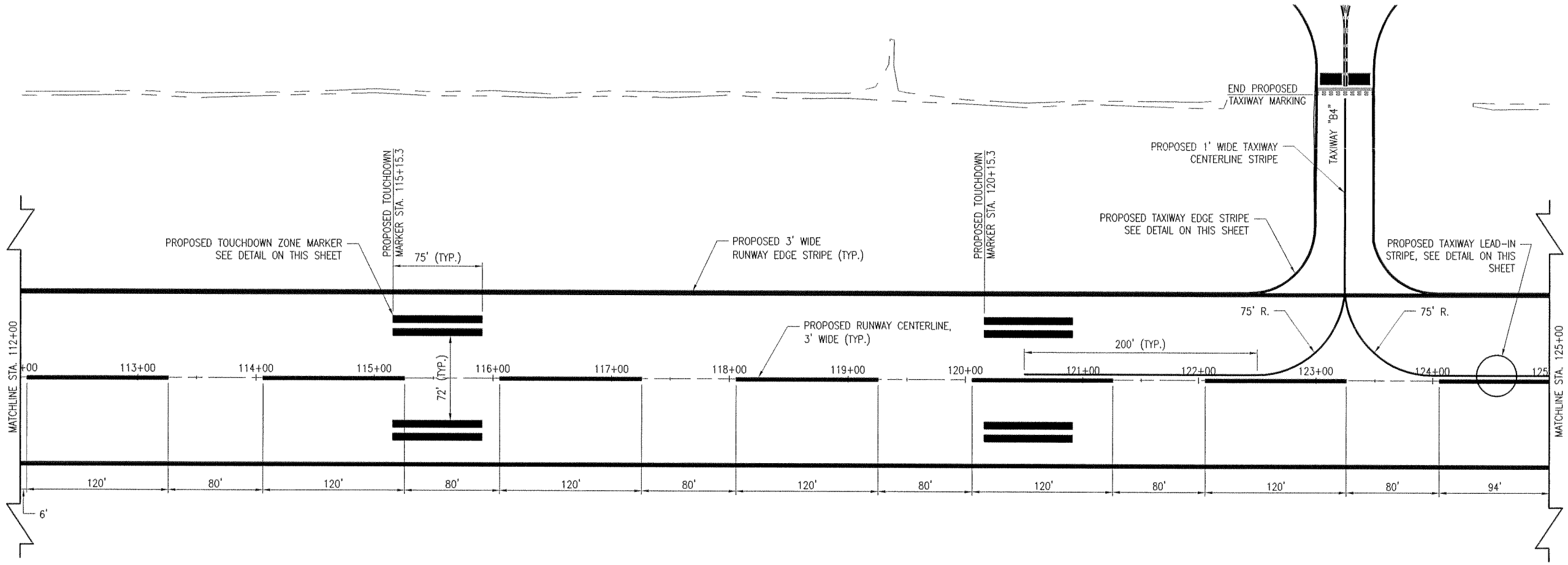
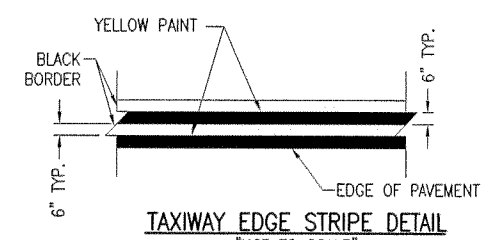
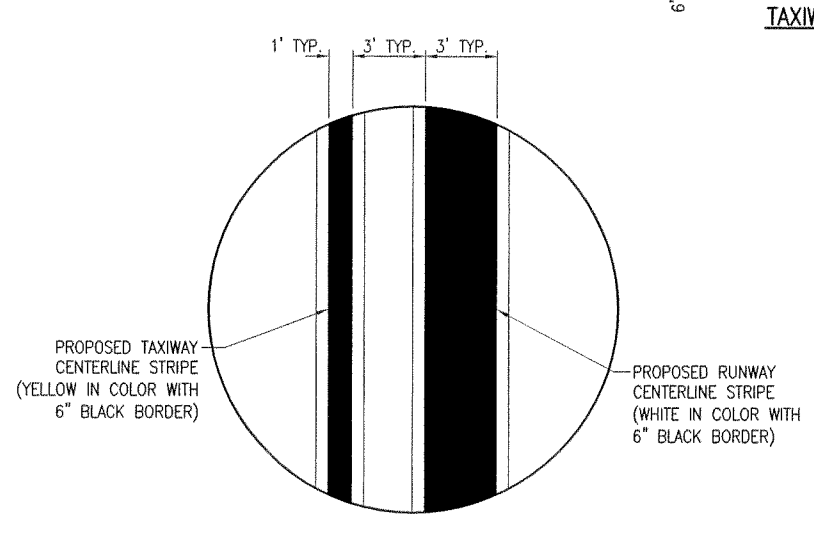
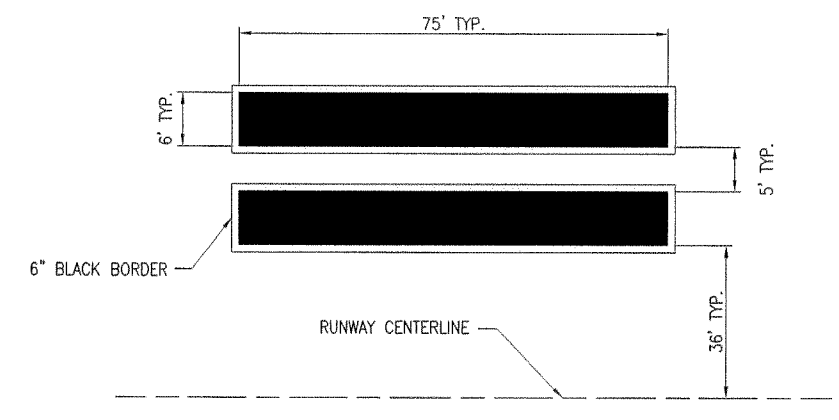




TAXIWAY EDGE STRIPE DETAIL
"NOT TO SCALE"



TAXIWAY CENTERLINE LEAD-IN DETAIL
"NOT TO SCALE"



RUNWAY TOUCHDOWN ZONE MARKER
"NOT TO SCALE"

MARKING QUANTITIES

DESCRIPTION	UNIT AREA (S.F.)	NO. REQUIRED	TOTAL AREA (S.F.)
THRESHOLD STRIPES	862.5	24	20,700
TOUCHDOWN ZONE MARKERS	450.0	32	14,400
AIMING POINT MARKERS	4,500.0	4	18,000
RUNWAY EDGE STRIPES	20,884.0	2	41,768
RUNWAY CENTERLINE STRIPES	360.0	31	11,160
RUNWAY NUMERAL "0"	800.0	1	800
RUNWAY NUMERAL "1"	318.0	1	318
RUNWAY NUMERAL "2"	652.0	1	652
RUNWAY NUMERAL "3"	634.0	1	634
RUNWAY NUMERAL "L"	450.0	1	450
RUNWAY NUMERAL "R"	800.0	1	800
TOTAL WHITE			109,682
HOLD LINE	141.0	2	282
TAXIWAY CENTERLINE	2,423.0	1	2,423
TAXIWAY EDGE STRIPE	2,000.0	1	2,000
TOTAL YELLOW			4,705
THRESHOLD STRIPES	756.75	24	3,762
TOUCHDOWN ZONE MARKERS	82.0	32	2,624
AIMING POINT MARKERS	181.0	4	724
RUNWAY EDGE STRIPES	3,483.5	2	6,967
RUNWAY CENTERLINE STRIPES	124.0	31	3,844
RUNWAY NUMERAL "0"	260.0	1	260
RUNWAY NUMERAL "1"	137.0	1	137
RUNWAY NUMERAL "2"	214.0	1	214
RUNWAY NUMERAL "3"	207.0	1	207
RUNWAY NUMERAL "L"	164.0	1	164
RUNWAY NUMERAL "R"	263.0	1	263
TAXIWAY CENTERLINE	2,423.0	1	2,423
TAXIWAY EDGE STRIPE	2,000.0	1	2,000
TAXIWAY HOLD LINE	235.0	2	470
TOTAL BLACK			24,059
TOTAL MARKING			138,446

LEGEND

- EXISTING PAVEMENT
- EXISTING MARKING
- PROPOSED MARKING

0' 25' 50' 100'
HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A0135D
Filename R-151MRK.DWG
Scale 1" = 50'
Date 03/25/11

LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
REVIEWED	xxx	xx/xx/xx

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RUNWAY 12R/30L REHABILITATION

PROPOSED MARKING PLAN
STA. 112+00 TO STA. 125+00

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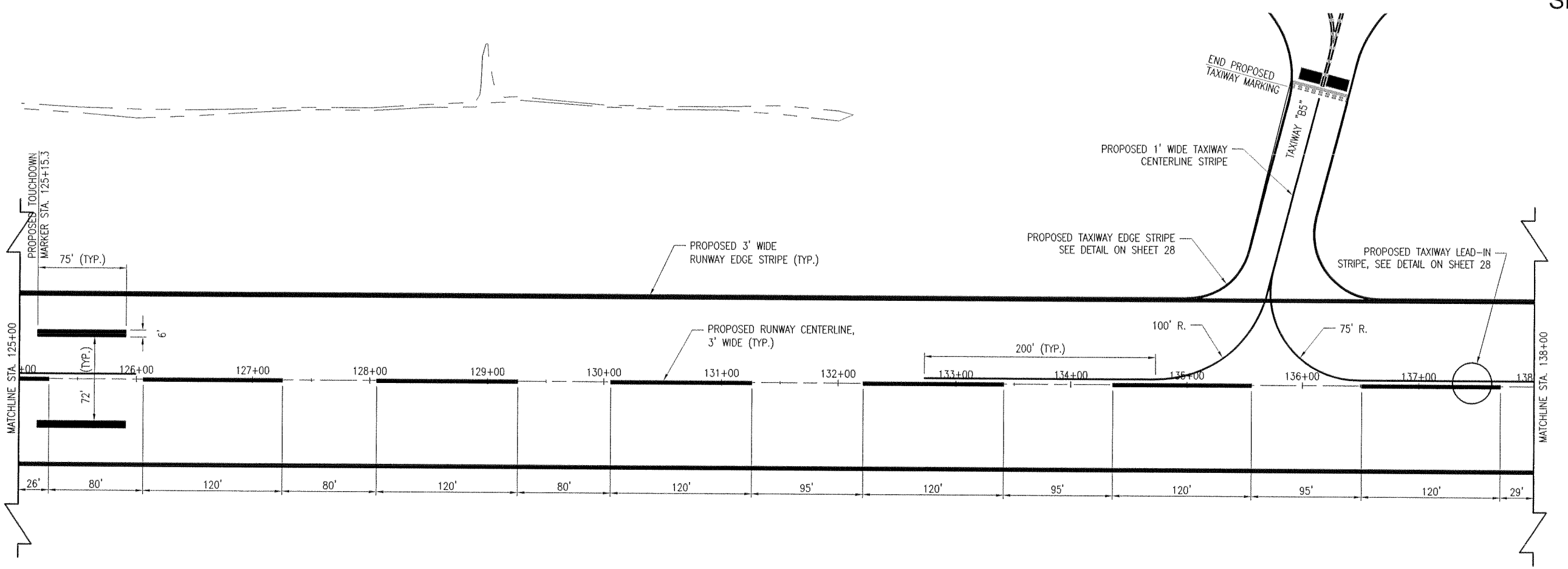

LEGEND

- EXISTING PAVEMENT
- EXISTING MARKING
- PROPOSED MARKING

0' 25' 50' 100'

HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

REVISION	DATE

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IL PROJ.: CPS-4106

Hanson Project No. 10A0135D
Filename: R-151MRK.DWG
Scale: 1" = 50'
Date: 03/25/11

LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
REVIEWED	xxx	xx/xx/xx

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RUNWAY 12R/30L REHABILITATION

PROPOSED MARKING PLAN
STA. 125+00 TO STA. 138+00

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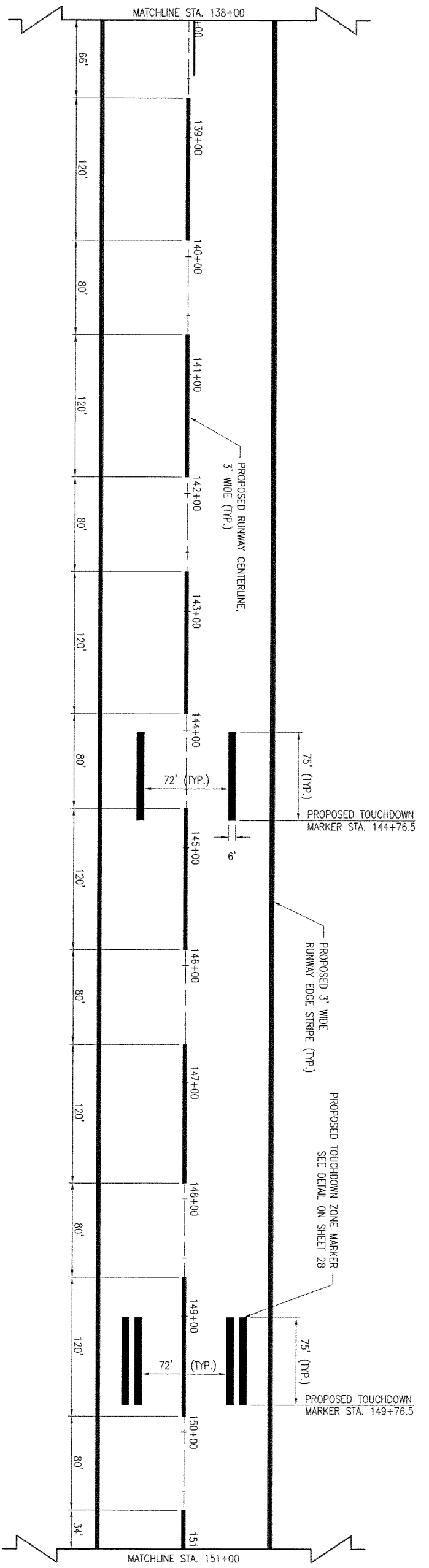

LEGEND

EXISTING PAVEMENT
EXISTING MARKING
PROPOSED MARKING

0' 25' 50' 100'
HALF SIZE SCALE: 1" = 100'
FULL SIZE SCALE: 1" = 50'

SD053

RUNWAY 12R/30L REHABILITATION

PROPOSED MARKING PLAN
STA. 138+00 TO STA. 151+00

30
30 of 70 sheets

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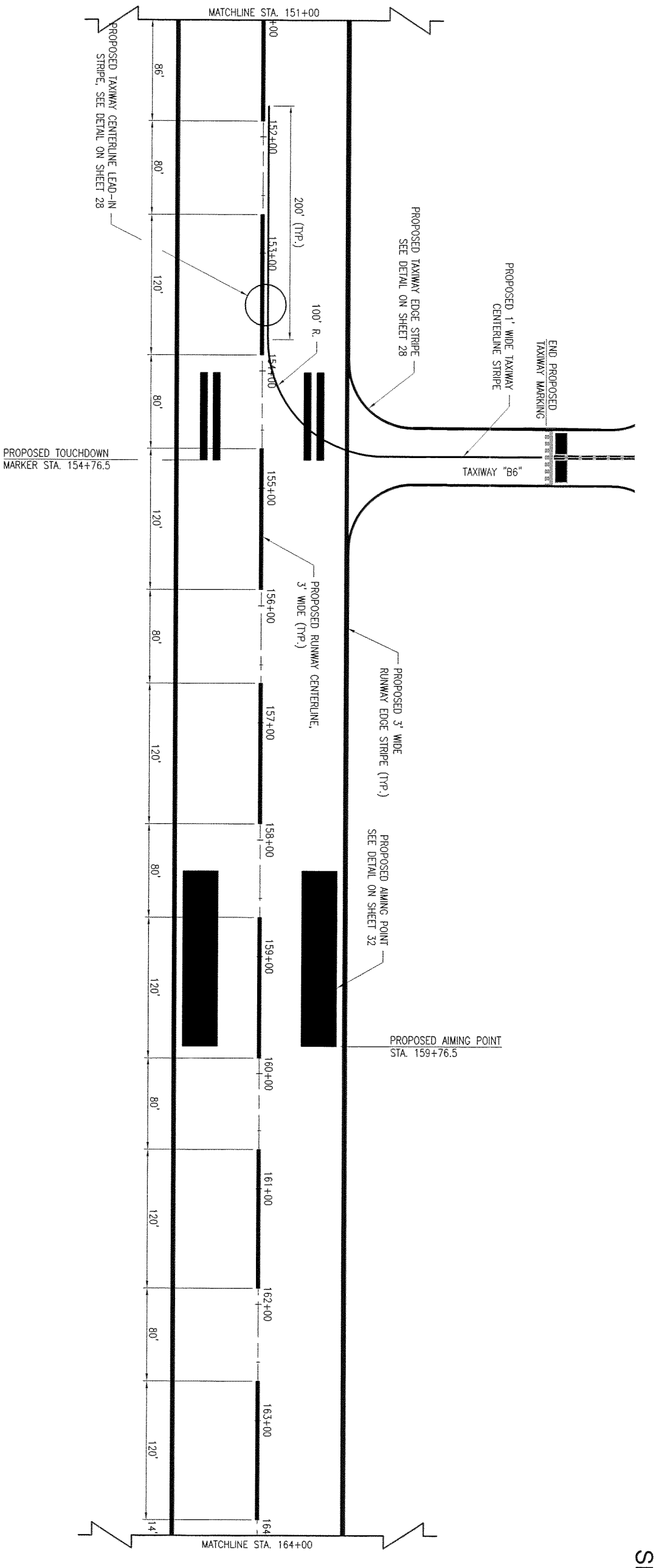
Hanson Project No.	10A0135D
Filename	R-151MRK.DWG
Scale	1" = 50'
Date	03/25/11

LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
REVIEWED	xxx	xx/xx/xx

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
IL PROJ.: CPS-4106
A.I.P. PROJ.: 3-17-0039-B27

DATE	REVISION



LEGEND

EXISTING PAVEMENT
EXISTING MARKING
PROPOSED MARKING

0' 25' 50' 100'
HALF SIZE SCALE: 1" = 100'
FULL SIZE SCALE: 1" = 50'

SD053

RUNWAY 12R/30L REHABILITATION

PROPOSED MARKING PLAN
STA. 151+00 TO STA. 164+00

31
31 of 70 sheets

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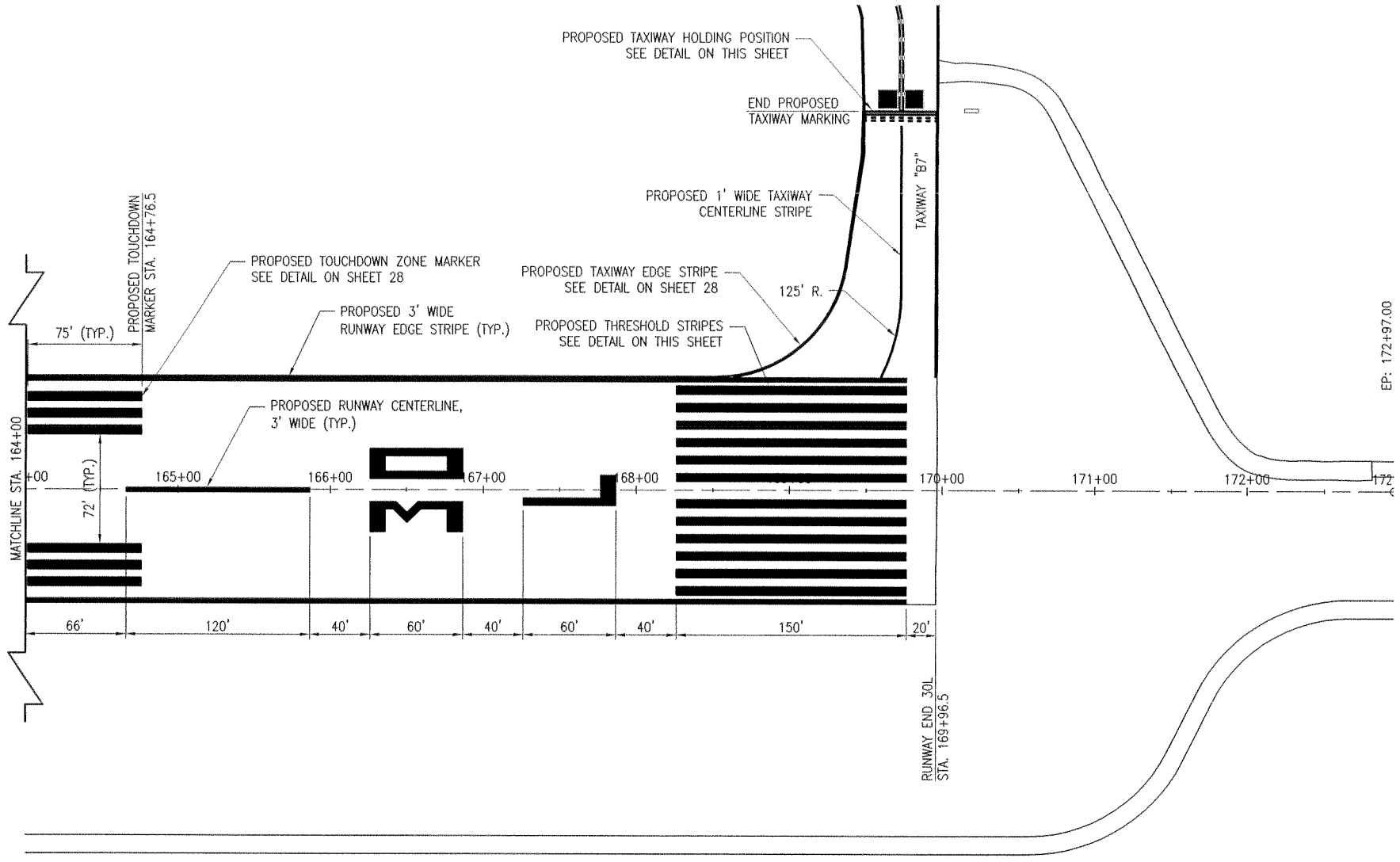
Hanson Project No.	10A0135D
Filename	R-151MRK.DWG
Scale	1" = 50'
Date	03/25/11

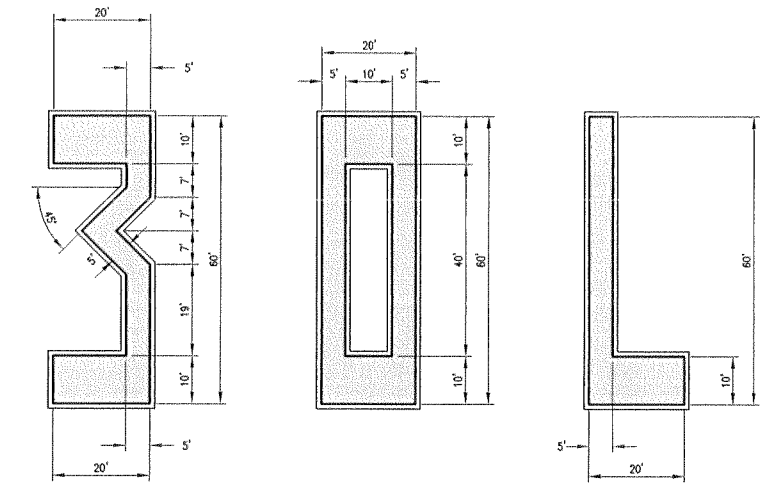
LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
REVIEWED	xxx	xx/xx/xx

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency

IL PROJ.: CPS-4106
A.I.P. PROJ.: 3-17-0039-B27

DATE	REVISION





PROPOSED NUMERAL DETAIL FOR RUNWAY END 30L
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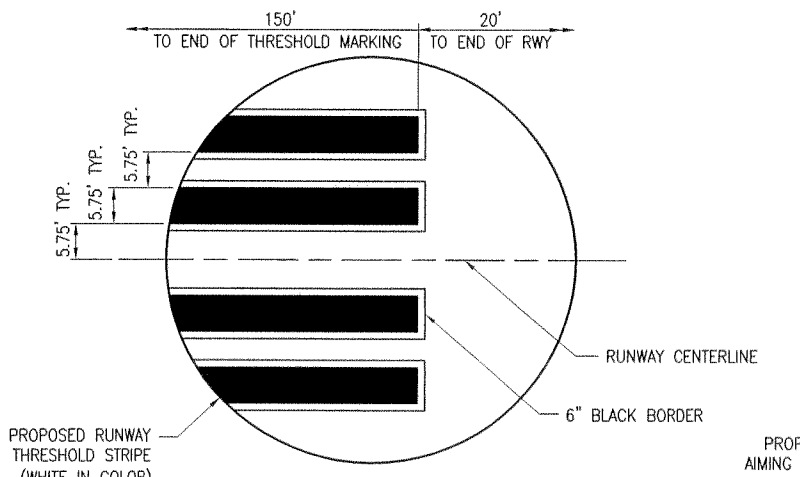

THRESHOLD STRIPE DETAIL
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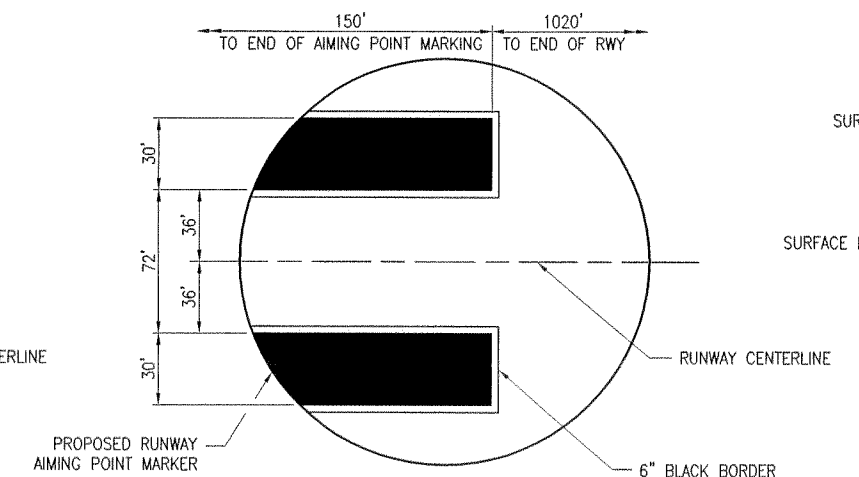

AIMING POINT DETAIL
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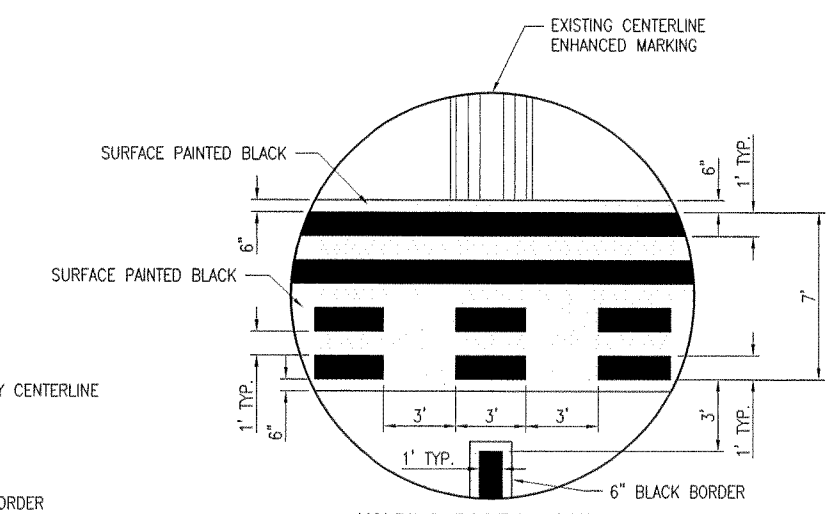

HOLDING POSITION DETAIL
"NOT TO SCALE"

LEGEND

- EXISTING PAVEMENT
- EXISTING MARKING
- PROPOSED MARKING

0' 25' 50' 100'
HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

DATE	REVISION

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-827
IL PROJ.: CPS-4106

Hanson Project No. 10A0135D
Filename R-151MRK.DWG
Scale 1" = 50'
Date 03/25/11

LAYOUT	DPE	1/31/11
DRAWN	DPE	1/31/11
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RUNWAY 12R/30L
REHABILITATION

PROPOSED MARKING PLAN
STA. 164+00 TO STA. 173+00

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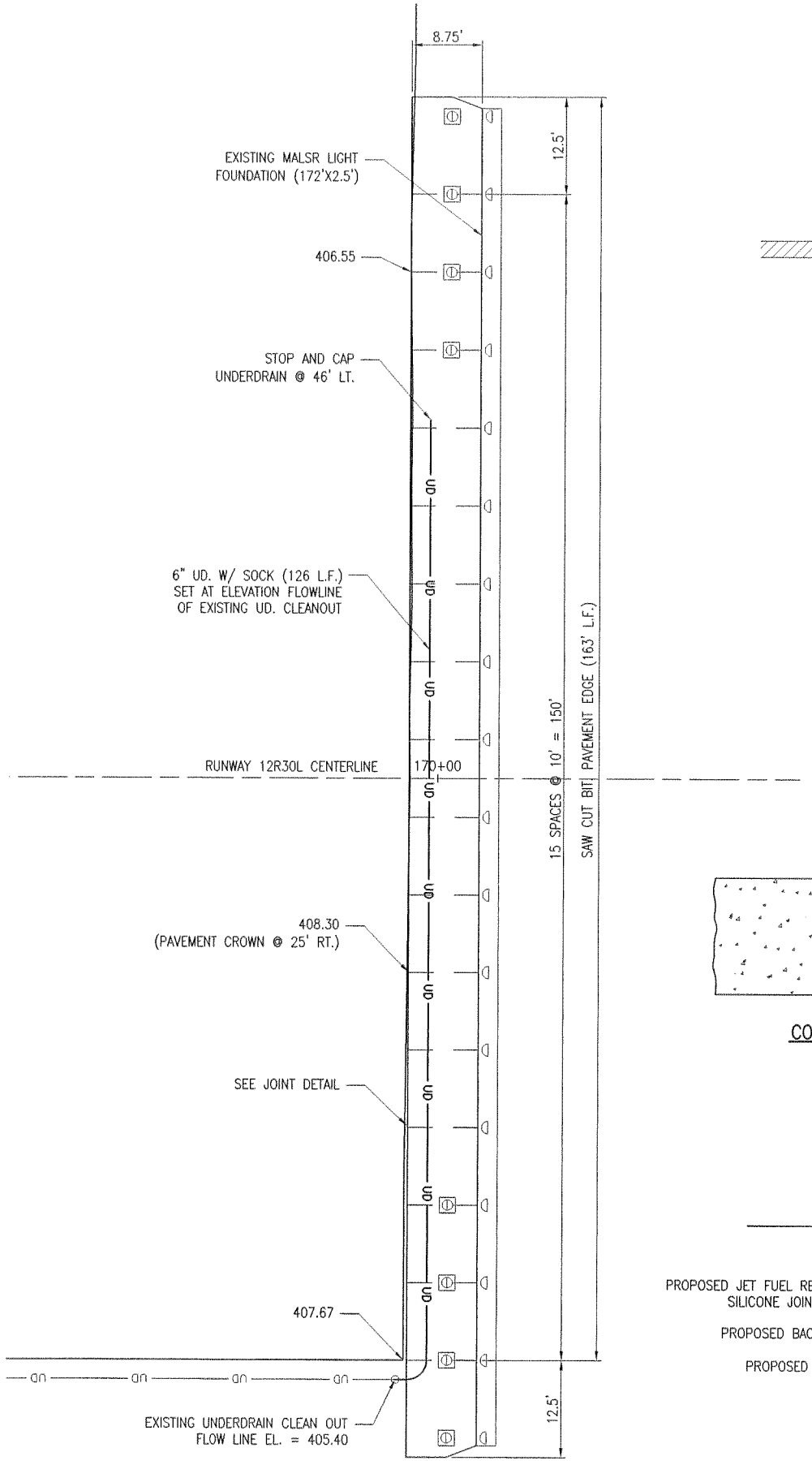
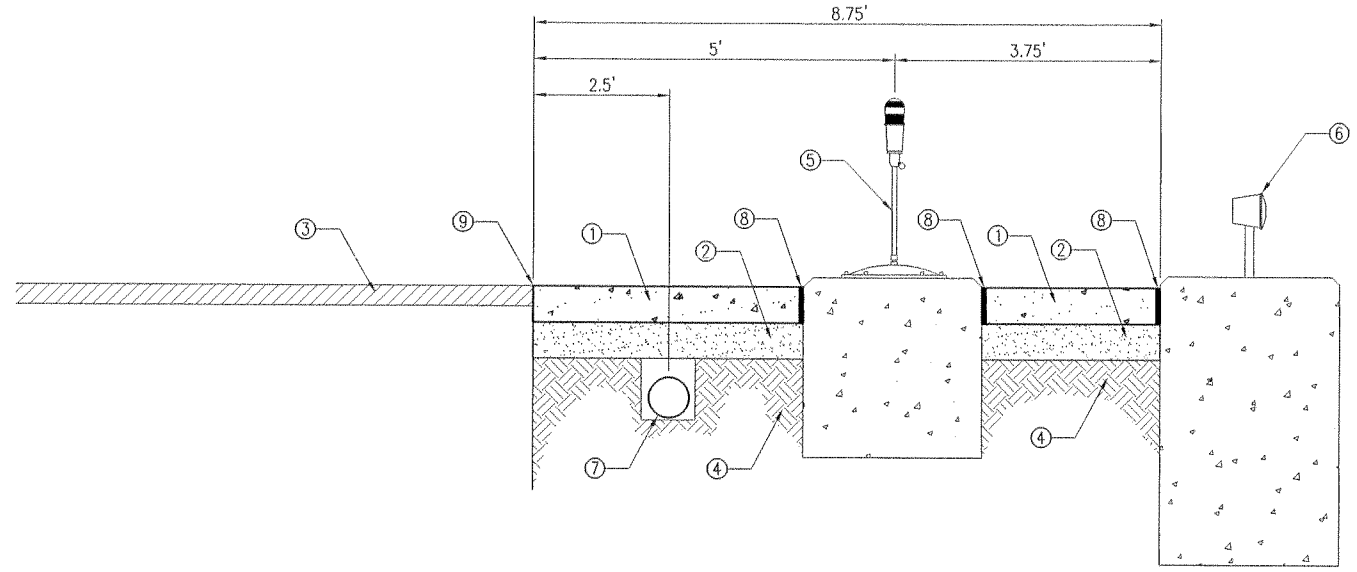
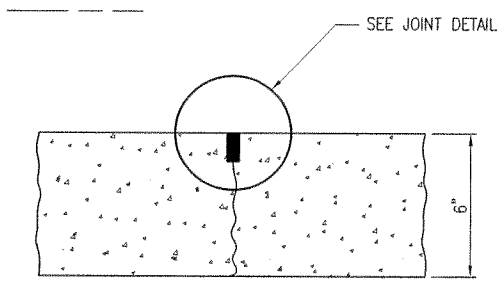


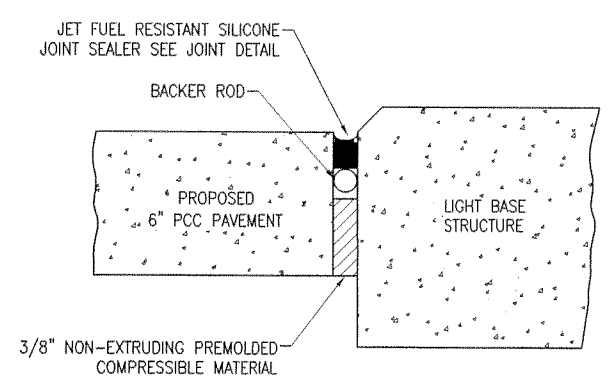


① PROPOSED 6" PCC PAVEMENT
② PROPOSED 6" AGGREGATE BASE (CA-7)
③ PROPOSED RUNWAY BITUMINOUS PAVEMENT
④ EXISTING EARTH SUB-BASE
⑤ EXISTING RUNWAY THRESHOLD LIGHT
⑥ EXISTING MALSR THRESHOLD LIGHT
⑦ PROPOSED 6" UNDERDRAIN W/ POROUS BACKFILL
⑧ PROPOSED EXPANSION JOINT MATERIAL W/ SILICONE JOINT SEALANT
⑨ PROPOSED HOT POUR JOINT SEALANT

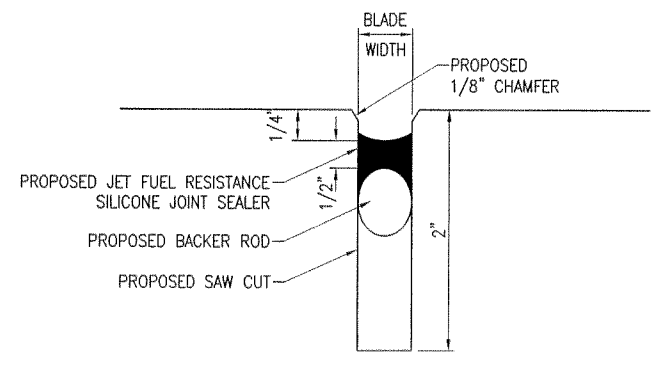
RUNWAY END 30L PAVEMENT DETAIL
NOT TO SCALE



CONTRACTION JOINTS



EXPANSION JOINTS



JOINTING DETAIL
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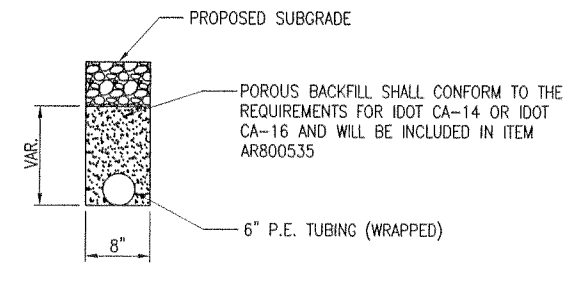

UNDERDRAIN DETAIL
NOT TO SCALE

501 – 6" PCC PAVEMENT NOTES:

JOINT SEAL NOTES

SILICONE JOINT MATERIAL CONFORMING TO ITEM 605-2.2 SHALL BE USED FOR ALL JOINTS ON THE CONCRETE PAD AND THE JOINT BETWEEN THE PAD AND MALSR LIGHT FOUNDATION.

NON-SILICONE JOINT MATERIAL CONFORMING TO ITEM 605-2.1 (D) SHALL BE USED TO SEAL THE JOINT BETWEEN RUNWAY END AND CONCRETE PAD.

GENERAL NOTES

THE CONCRETE MATERIALS (29 C.Y. APPROX.) WILL MEET THE SPECIFICATIONS SET FORTH UNDER ITEM 610 "STRUCTURAL PORTLAND CEMENT CONCRETE".

THE EXISTING RUNWAY PAVEMENT WILL BE SAW CUT AT THE LOCATION SHOWN ON THE PLANS. THE SAWCUT SHALL BE 13" IN DEPTH AND INCIDENTAL TO PAY ITEM AR800535.

THE CA-7 (57 TONS APPROX.) MATERIAL WILL BE COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER.

ANY RUNWAY THRESHOLD LIGHTS, EDGE LIGHTS OR APPROACH LIGHTS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED IMMEDIATELY AT NO ADDITIONAL COST TO THE CONTRACT.

THE CA-7 AND PCC PAVEMENT WILL BE PAID FOR UNDER ITEM:
AR800535 CONSTRUCT CONCRETE MALSR PAD – PER L.S.

UNDERDRAIN NOTES

THE CONTRACTOR SHALL INSTALL THE PROPOSED 6" P.E. TUBING UNDERDRAIN W/ SOCK TO THE DIMENSIONS AND GRADES SHOWN ON THIS SHEET. THE UNDERDRAIN WILL BE SET AT AN ELEVATION OF 405.40 FOR THE ENTIRE RUN.

THE FLOWLINE OF THE UNDERDRAIN WILL MATCH THE FLOWLINE OF THE EXISTING UNDERDRAIN CLEANOUT AT STA. 169+95, 77.5' RT.

THE 6" P.E. TUBING SHALL BE CAPPED AT THE END WHICH DOES NOT CONNECT INTO EXISTING STRUCTURES.

THE TRENCH SHALL BE BACKFILLED AND COMPACTED WITH POROUS BACKFILL NO. 1 MATERIAL (2.5 C.Y. APPROX.). THE TRENCH LOCATED IN THE PROPOSED PAVEMENT AREAS WILL BE BACKFILLED AS SHOWN IN THE DETAIL ON THIS SHEET. THE TRENCH LOCATED IN TURF AREAS SHALL BE BACKFILLED UP TO WITHIN 1 FT. OF THE EXISTING GROUND ELEVATION. THE REMAINING 1 FT. OF TRENCH WILL BE BACKFILLED AND COMPACTED WITH EARTH MATERIAL. THE POROUS BACKFILL MATERIAL WILL BE INCIDENTAL TO THE UNDERDRAIN.

THE PROPOSED UNDERDRAINS AND BACKFILLED MATERIAL WILL BE PAID FOR UNDER ITEM:
AR800535 CONSTRUCT CONCRETE MALSR PAD – PER L.S.

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SAINT LOUIS DOWNTOWN AIRPORT
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A.I.P. PROJ.: 3-17-0039-B27
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Hanson Project No. 10A0135D
Filename: R_30L_PAV_DETAIL.DWG
Scale: 1" = 20'
Date: 03/25/11

LAYOUT	JHW	03/17/11
DRAWN	DPE	03/17/11
REVIEWED	KDM	03/23/11

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RUNWAY 12R/30L REHABILITATION

PROPOSED RUNWAY END 30L PAVEMENT DETAIL

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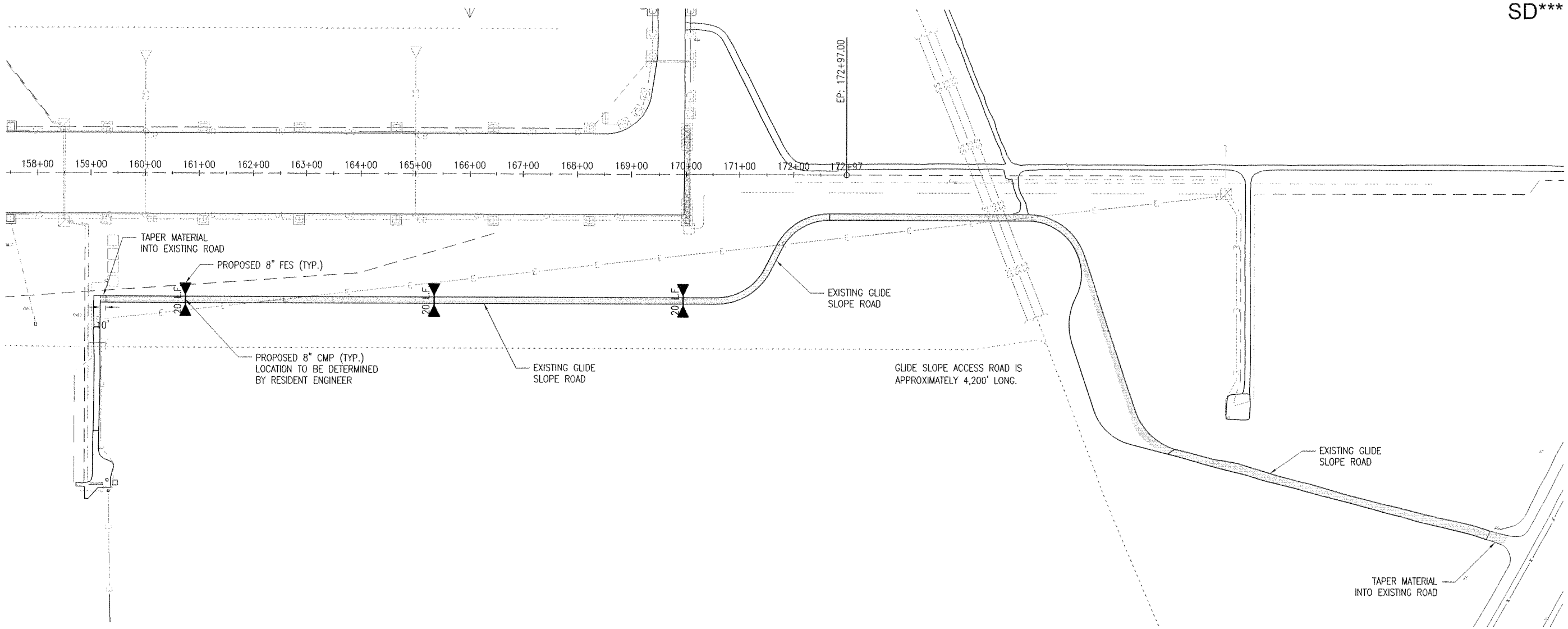
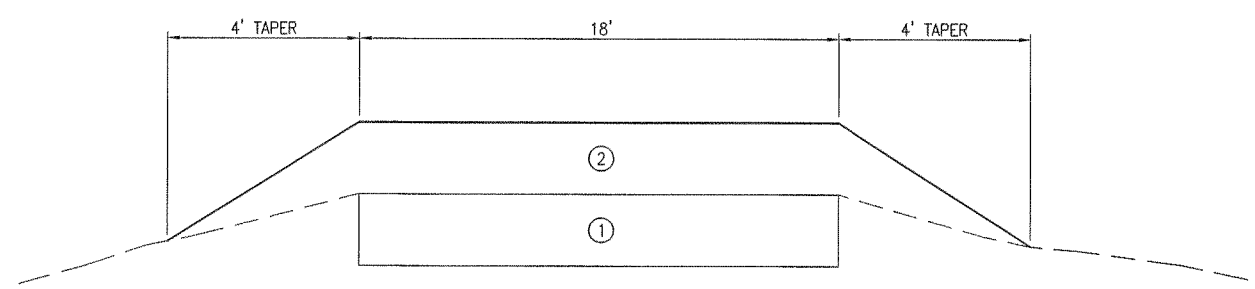


LEGEND

- EXISTING PAVEMENT
- PROPOSED GLIDE SLOPE ACCESS ROAD IMPROVEMENTS
- PROPOSED 8" CORRUGATED METAL PIPE
- PROPOSED PAVEMENT MILLING LIMITS
- EXISTING ELECTRIC LINE
- EXISTING POWER CABLE



GLIDE SLOPE ACCESS ROAD DETAIL

"NOT TO SCALE"

1. EXISTING GLIDE SLOPE ACCESS ROAD
2. 6" BITUMINOUS PAVEMENT MILLINGS

NOTES:

THE EXACT LOCATION OF THE 8" CORRUGATED METAL PIPES WILL BE DETERMINED BY THE RESIDENT ENGINEER.

THE MATERIAL FOR THE ACCESS ROAD WILL COME FROM THE MILLING OPERATIONS (AR401650 – BITUMINOUS PAVEMENT MILLING).

THE MILLINGS WILL BE GRADED AND COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER.

0' 25' 50' 100'

HALF SIZE SCALE: 1"= 100'
FULL SIZE SCALE: 1"= 50'

REVISION	DATE

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RUNWAY 12R/30L OVERLAY

GLIDE SLOPE ACCESS ROAD

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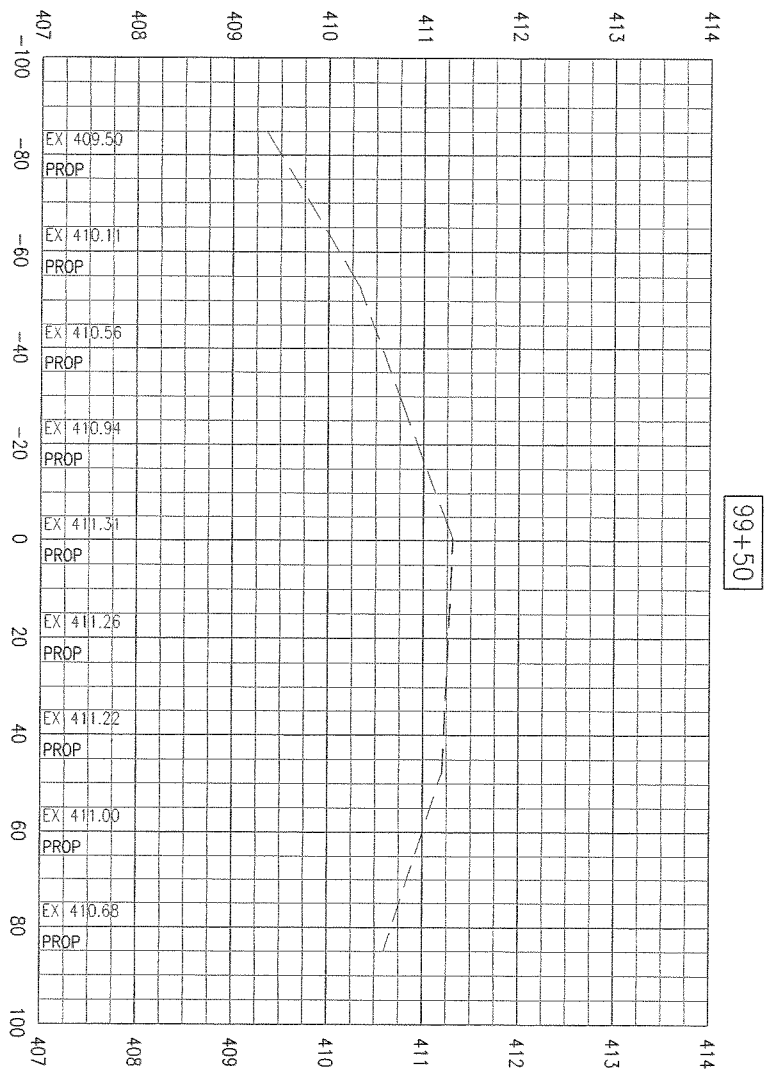

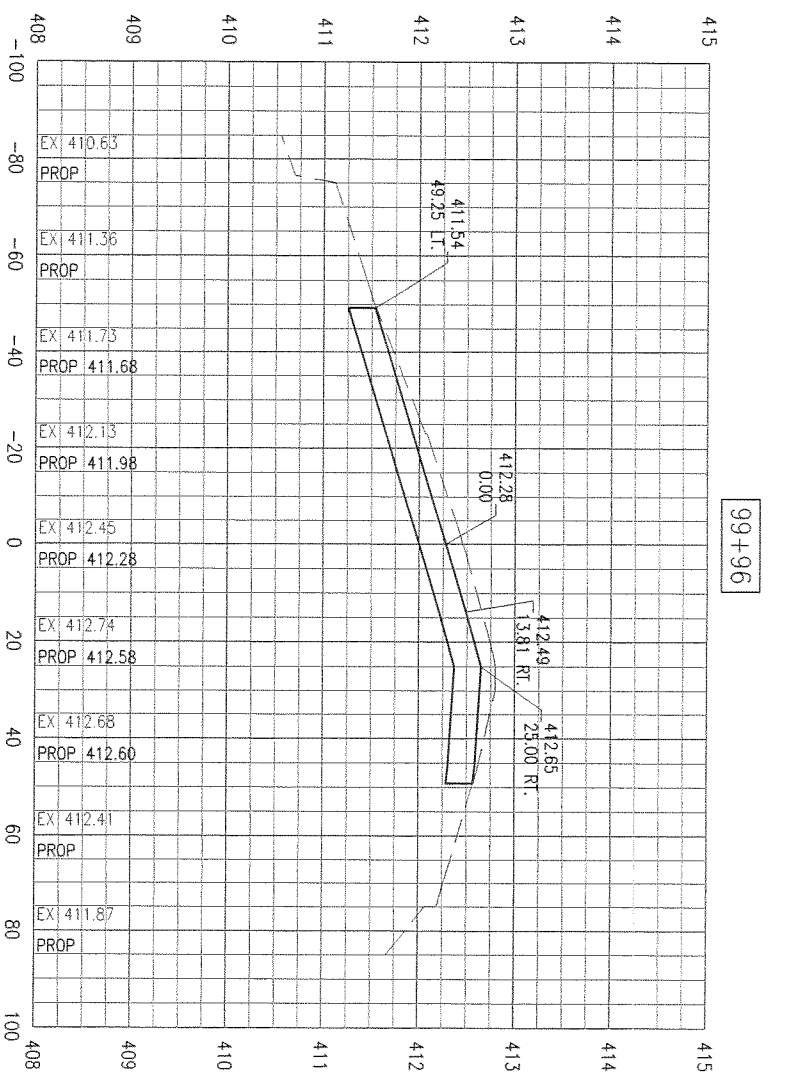

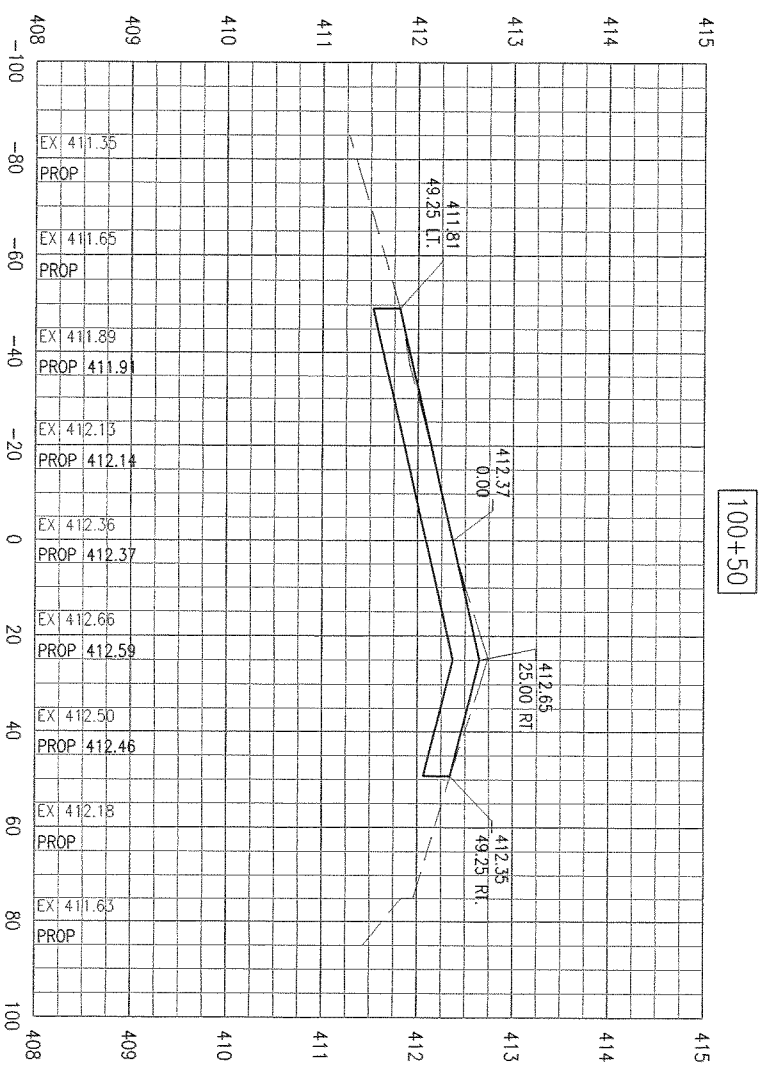

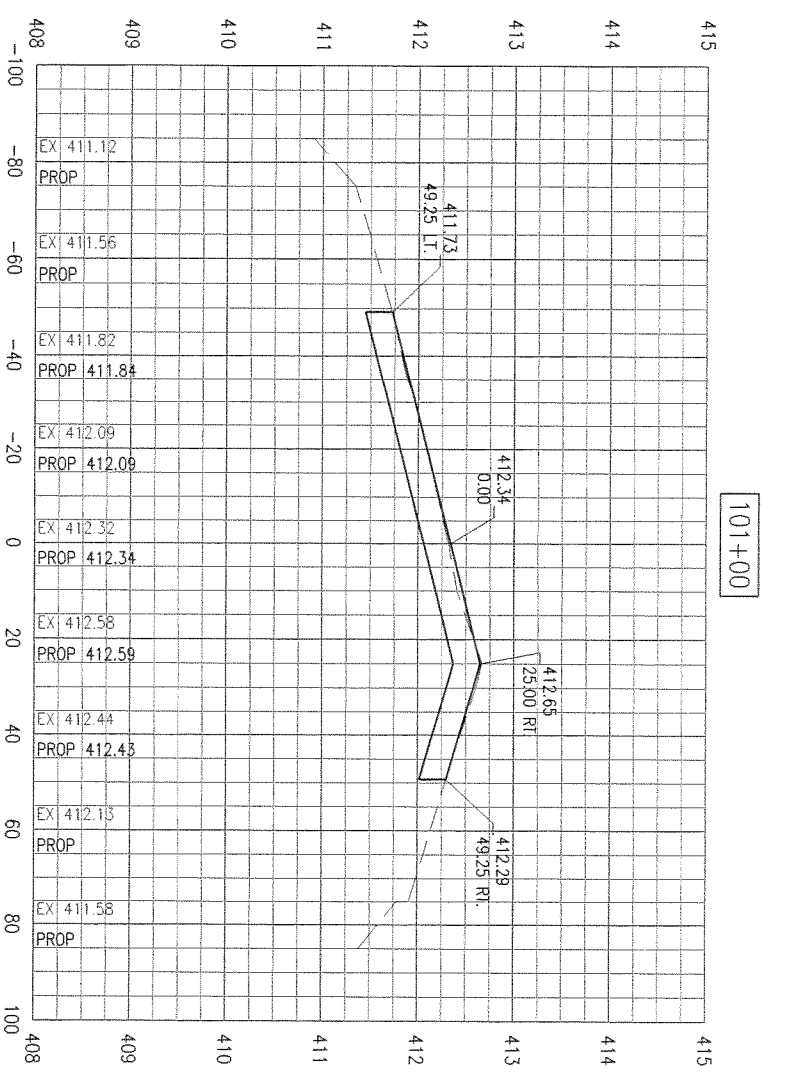

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35
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RUNWAY 12R/30L
REHABILITATION

PROPOSED CROSS-SECTIONS
STA. 99+50 TO STA. 101+00

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SAINT LOUIS
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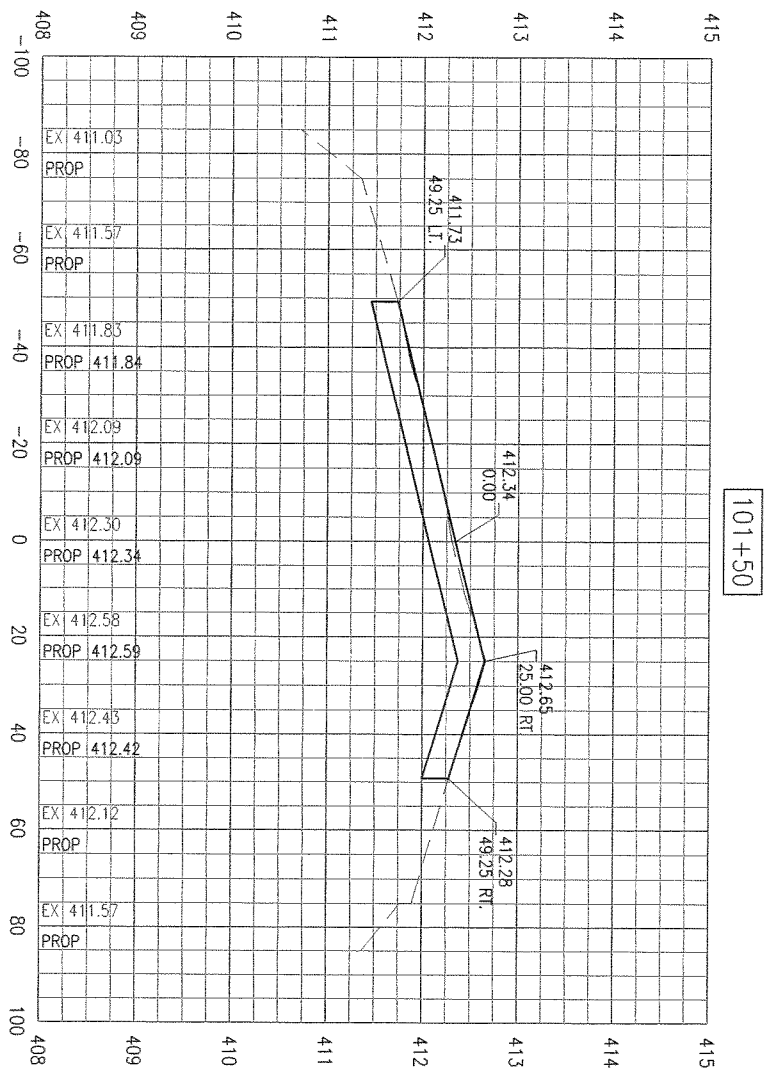

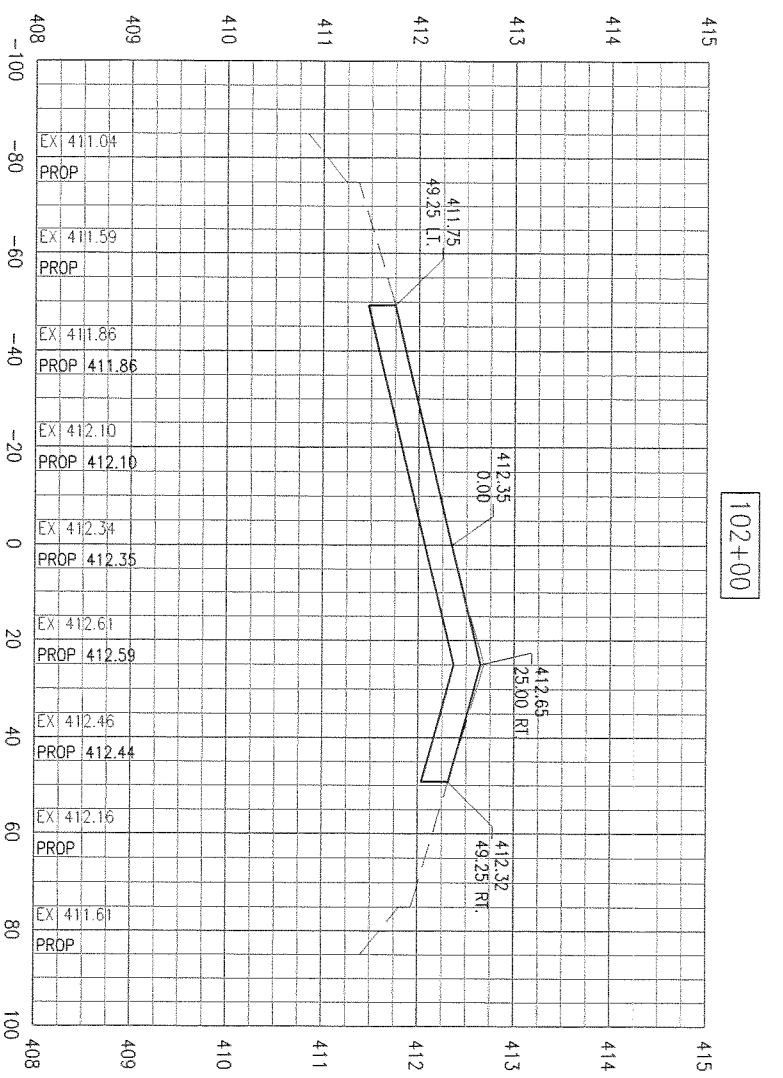

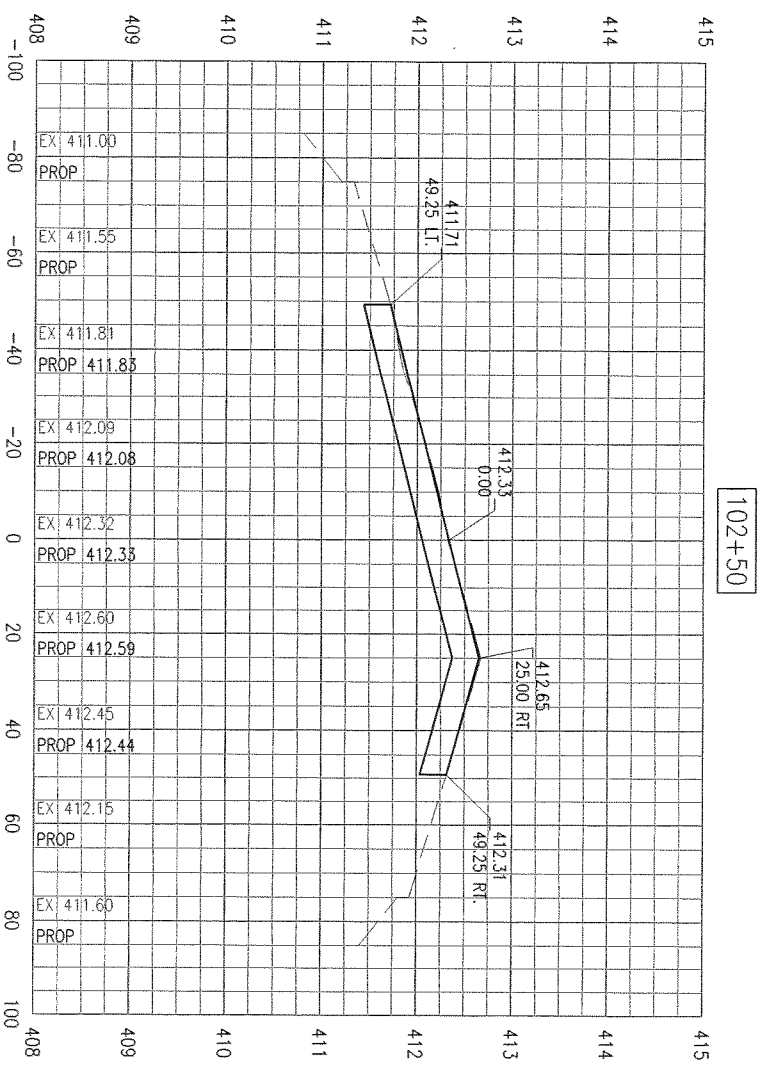

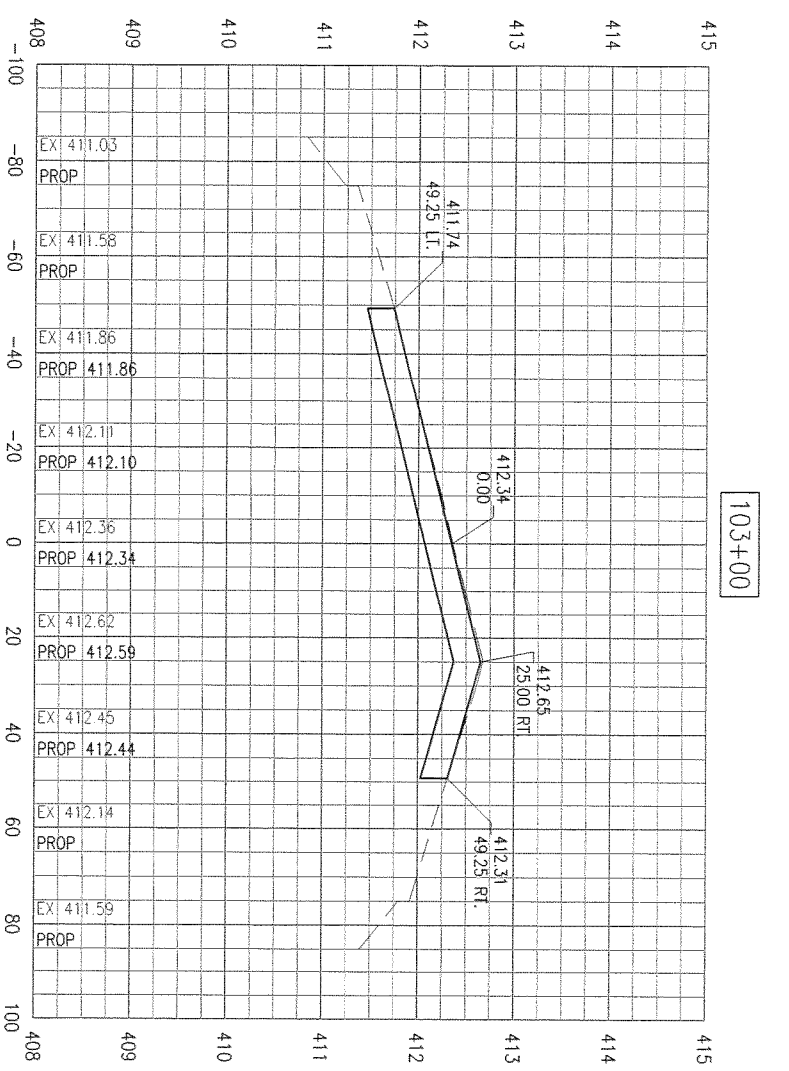

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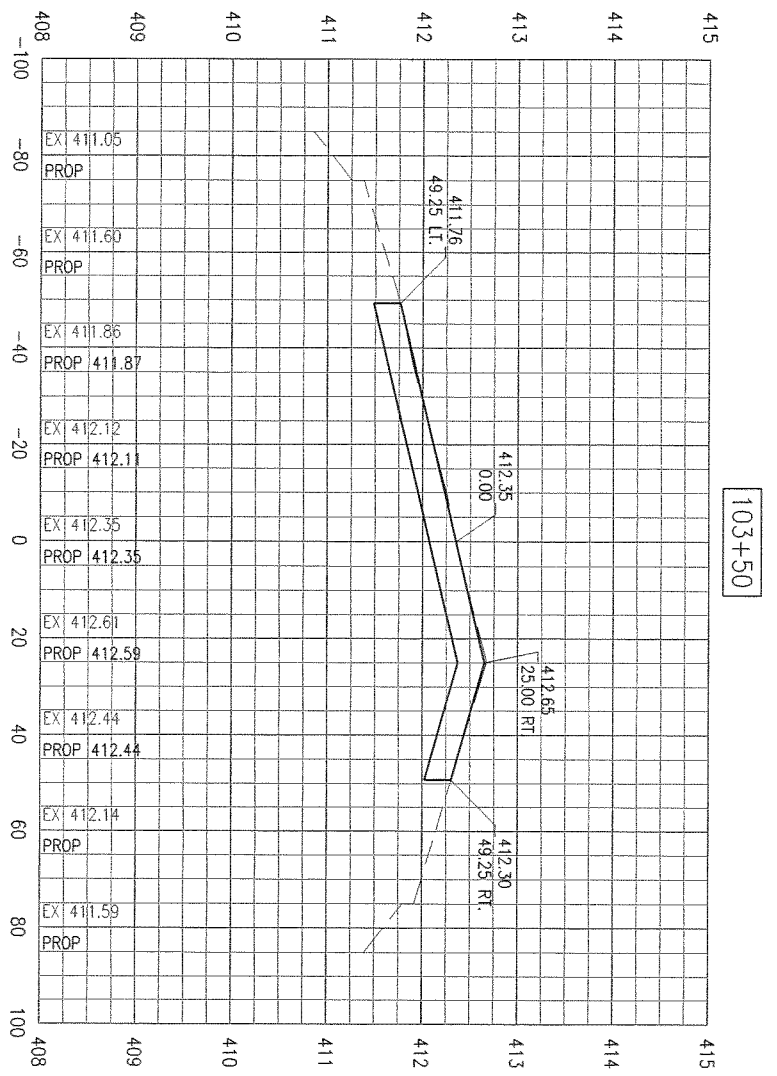

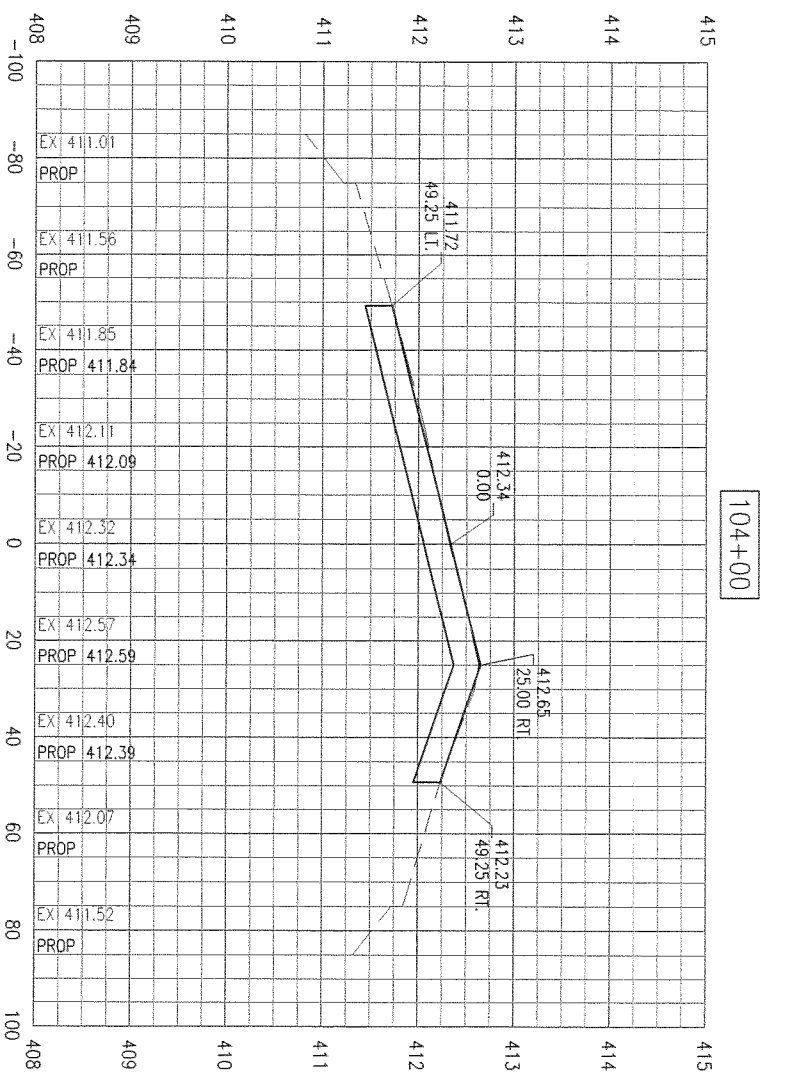

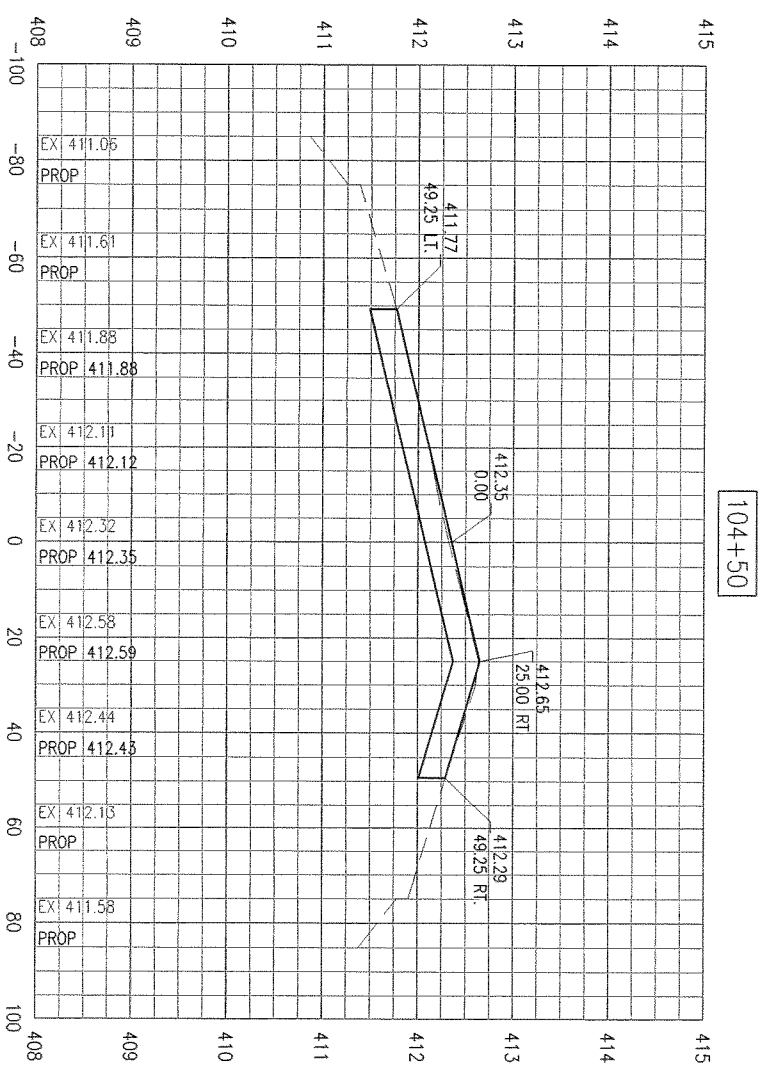

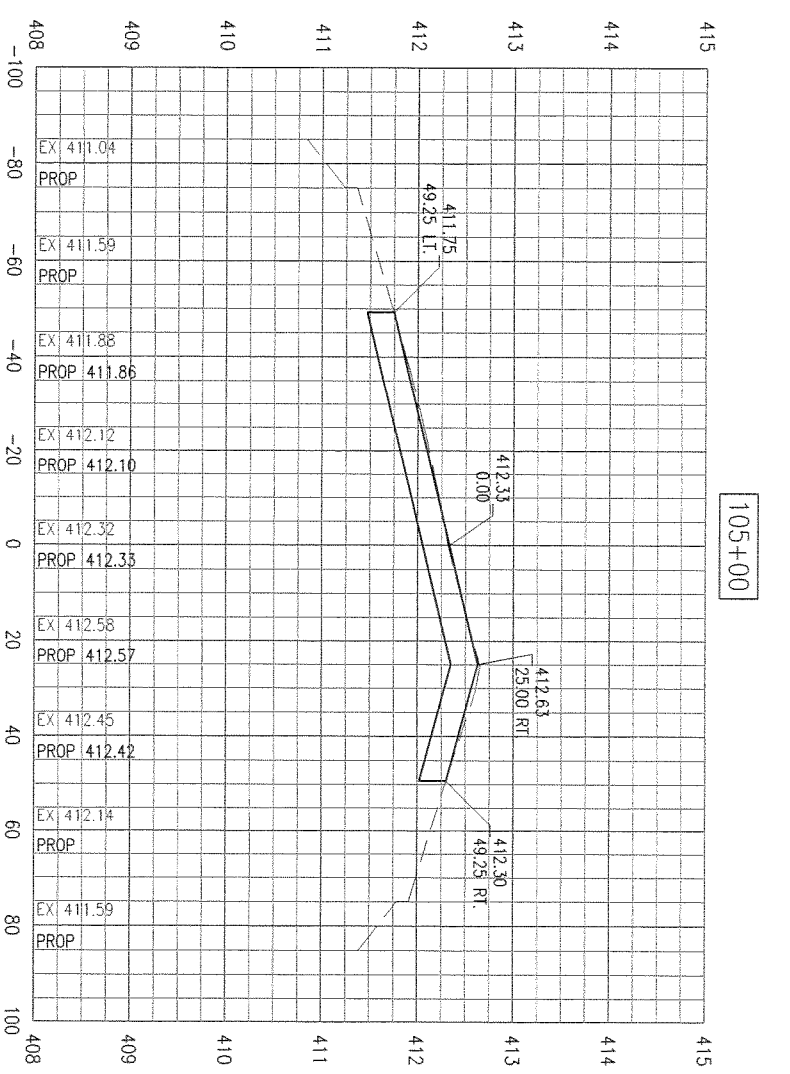

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37
37 of 70 sheets

RUNWAY 12R/30L
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PROPOSED CROSS-SCETIONS
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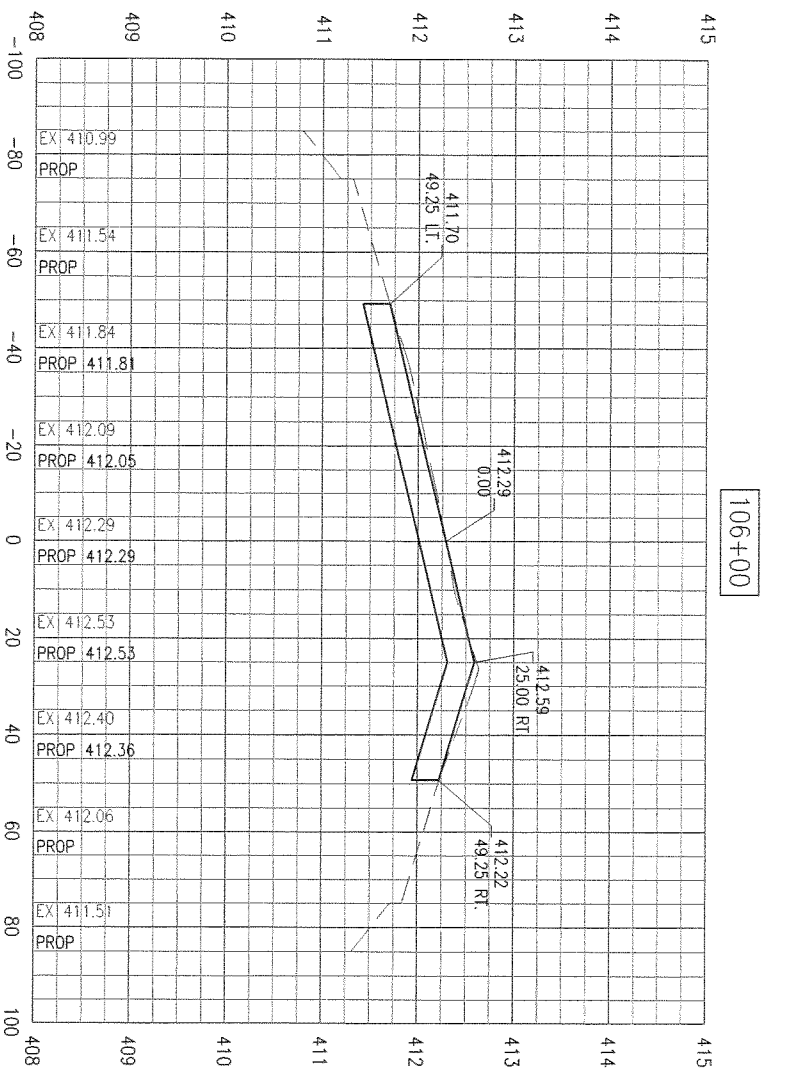

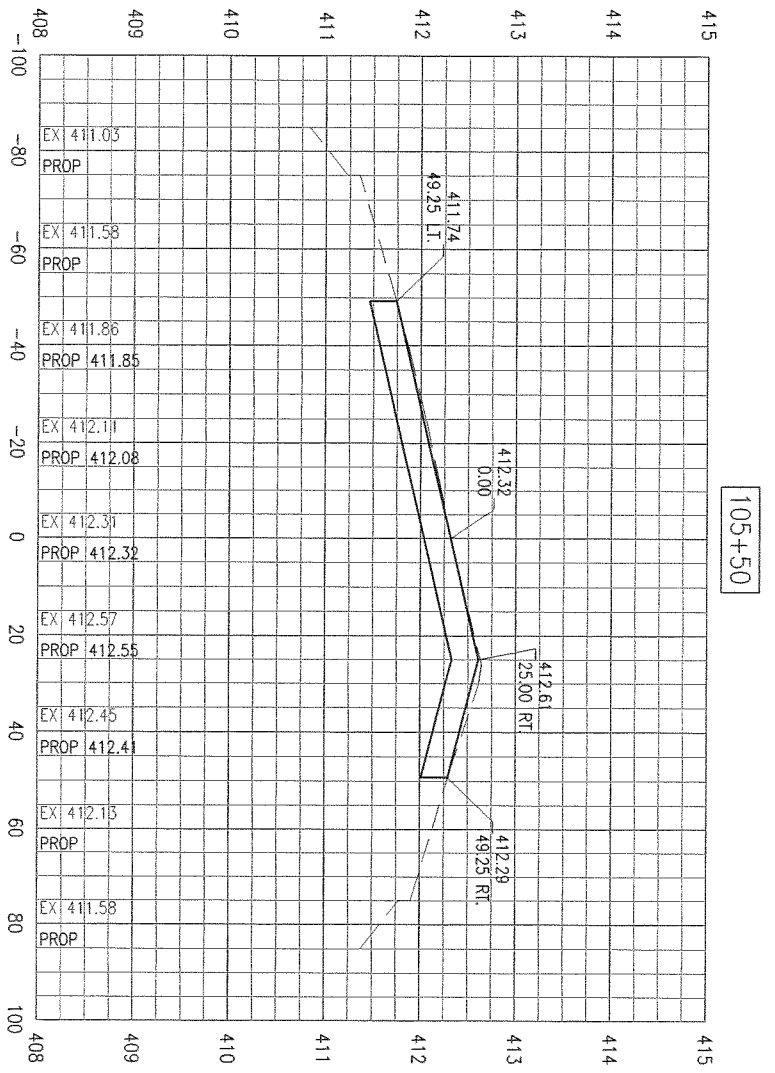

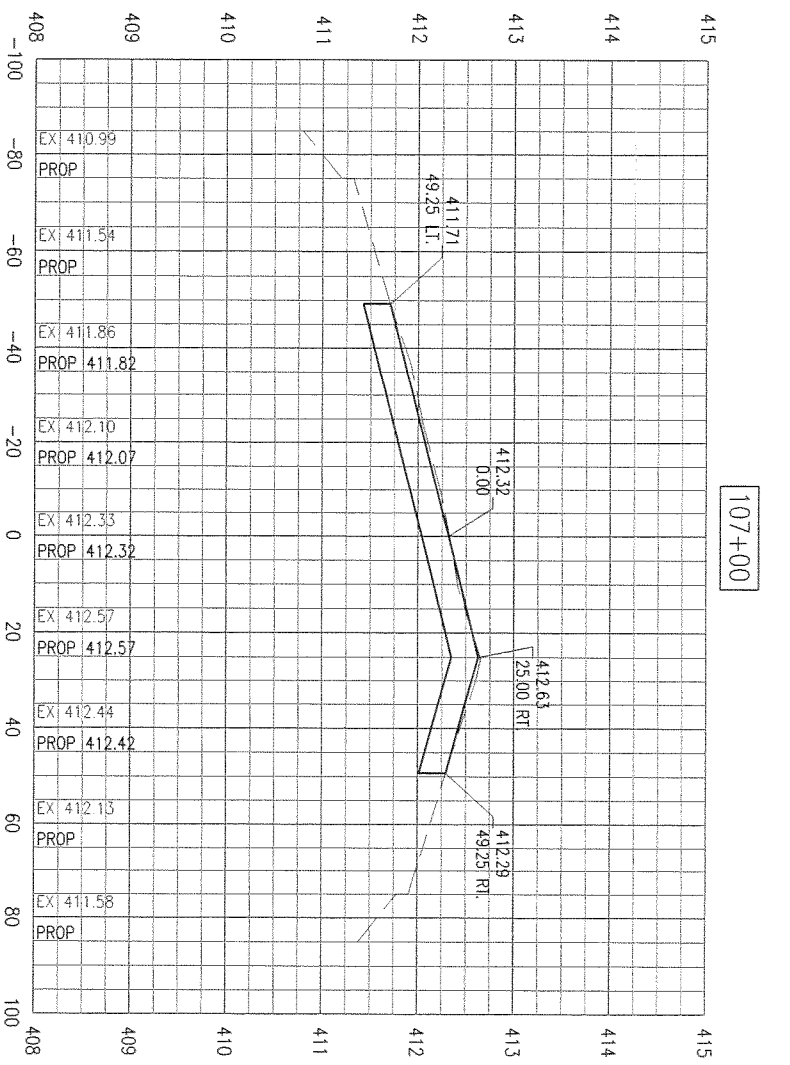

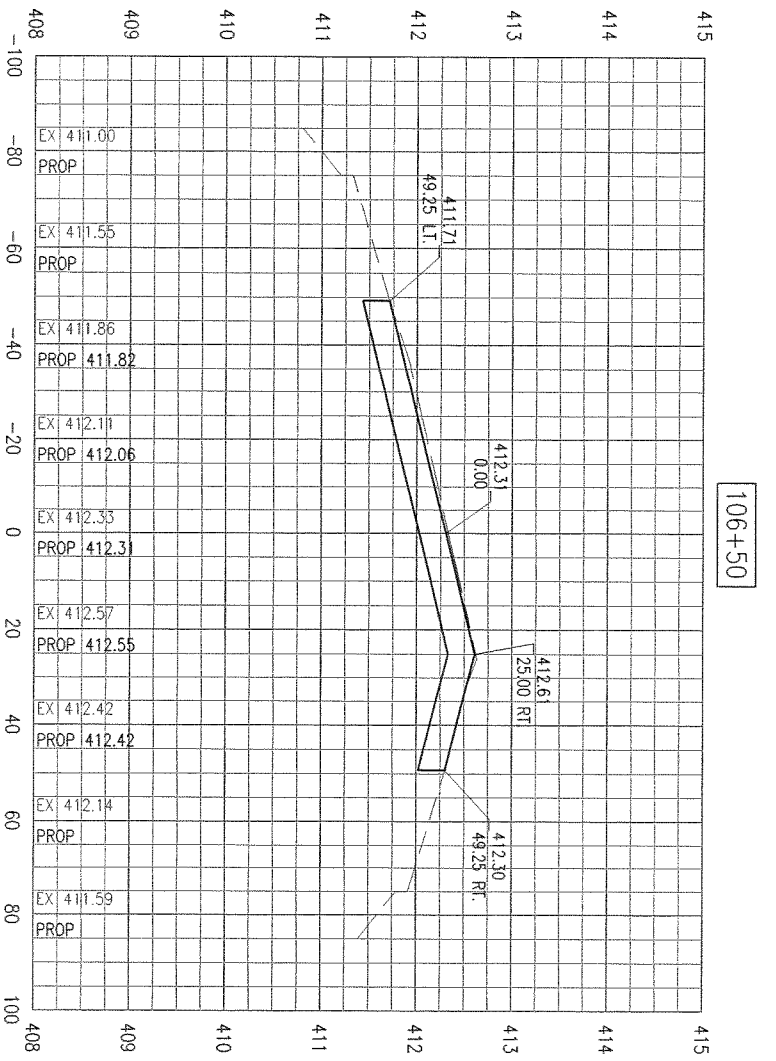

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38
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RUNWAY 12R/30L
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PROPOSED CROSS-SECTIONS
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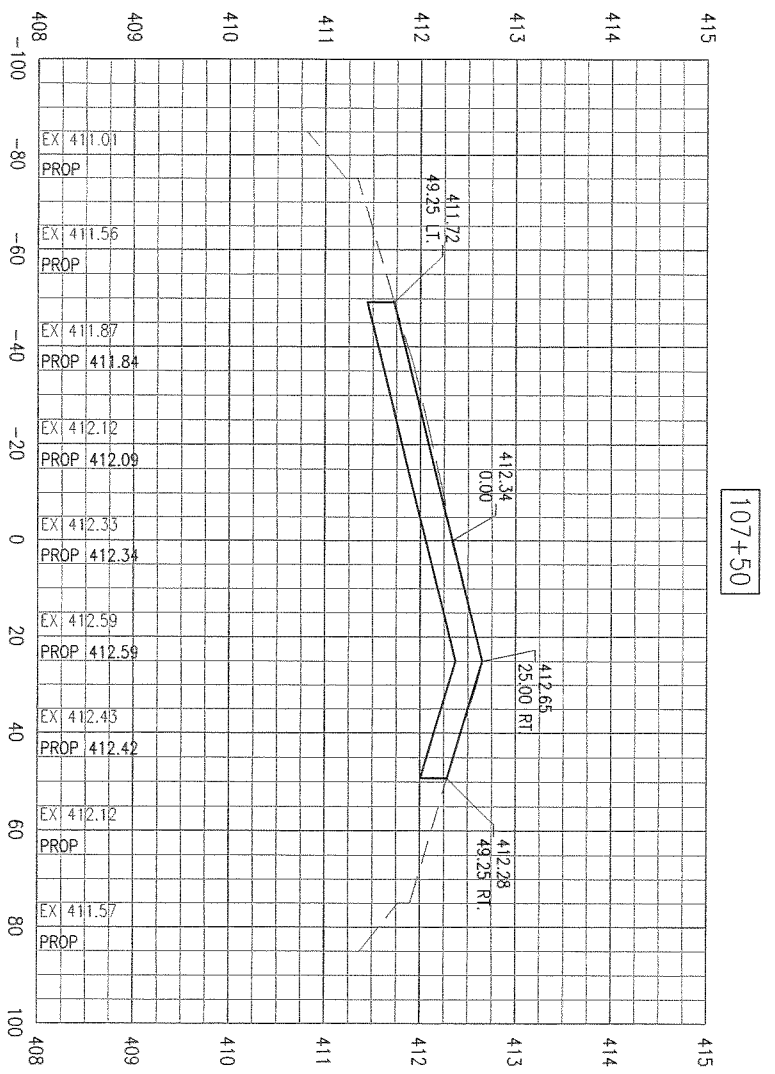

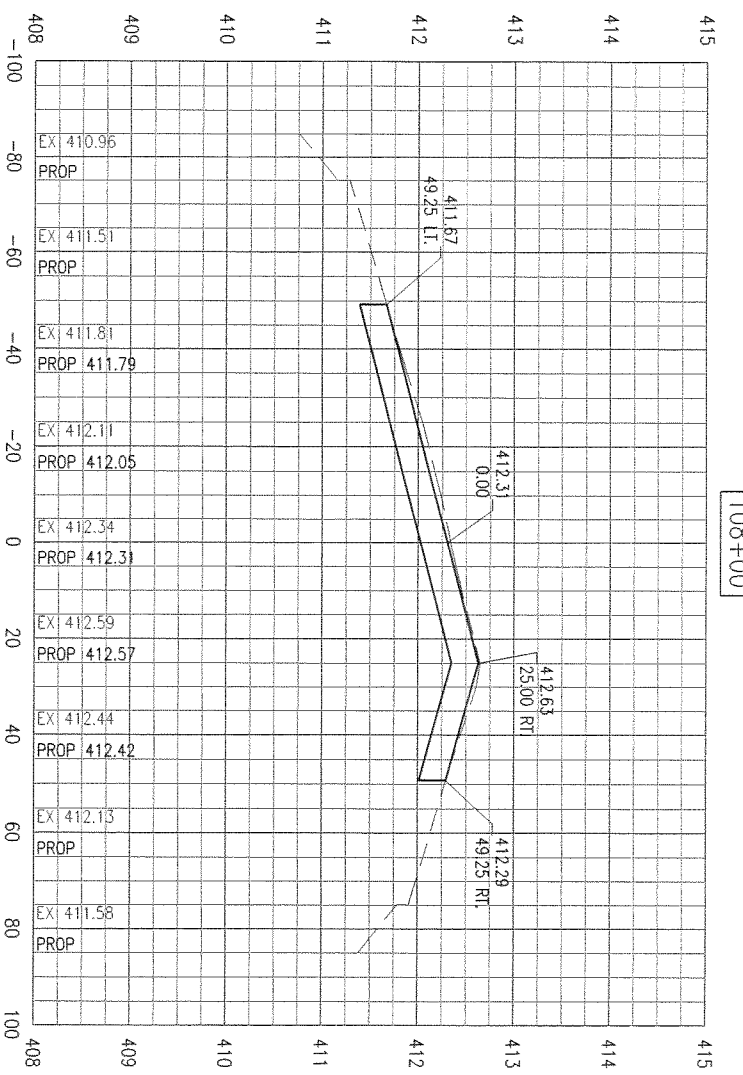

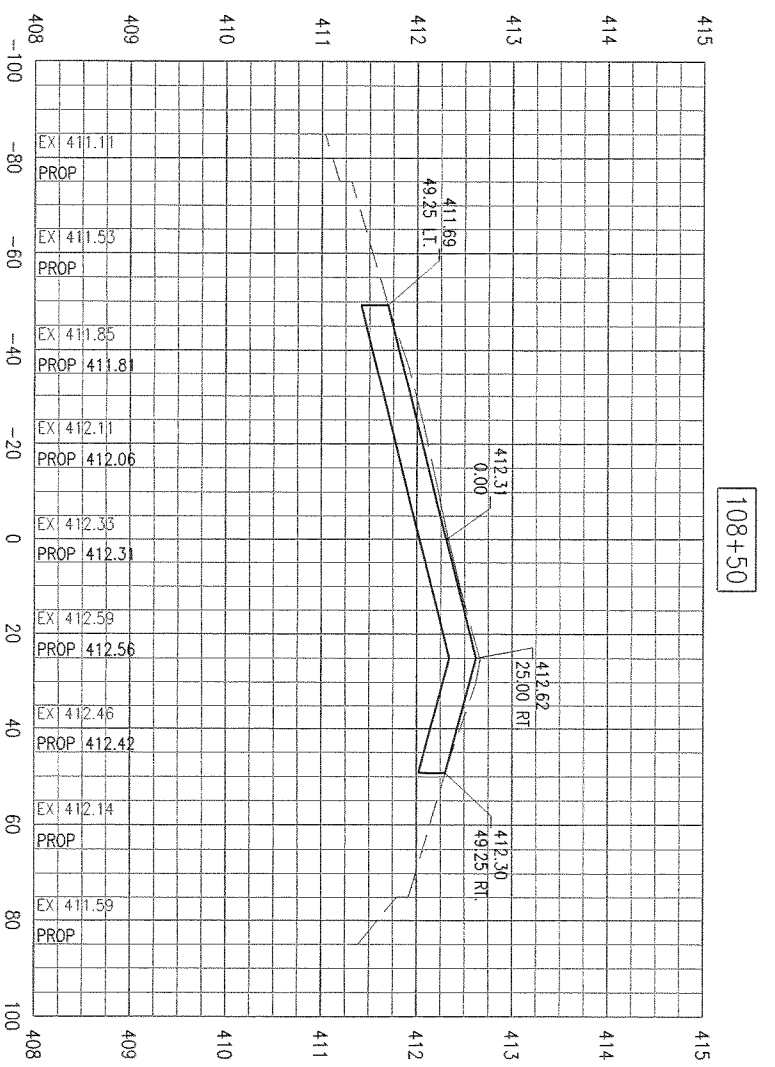

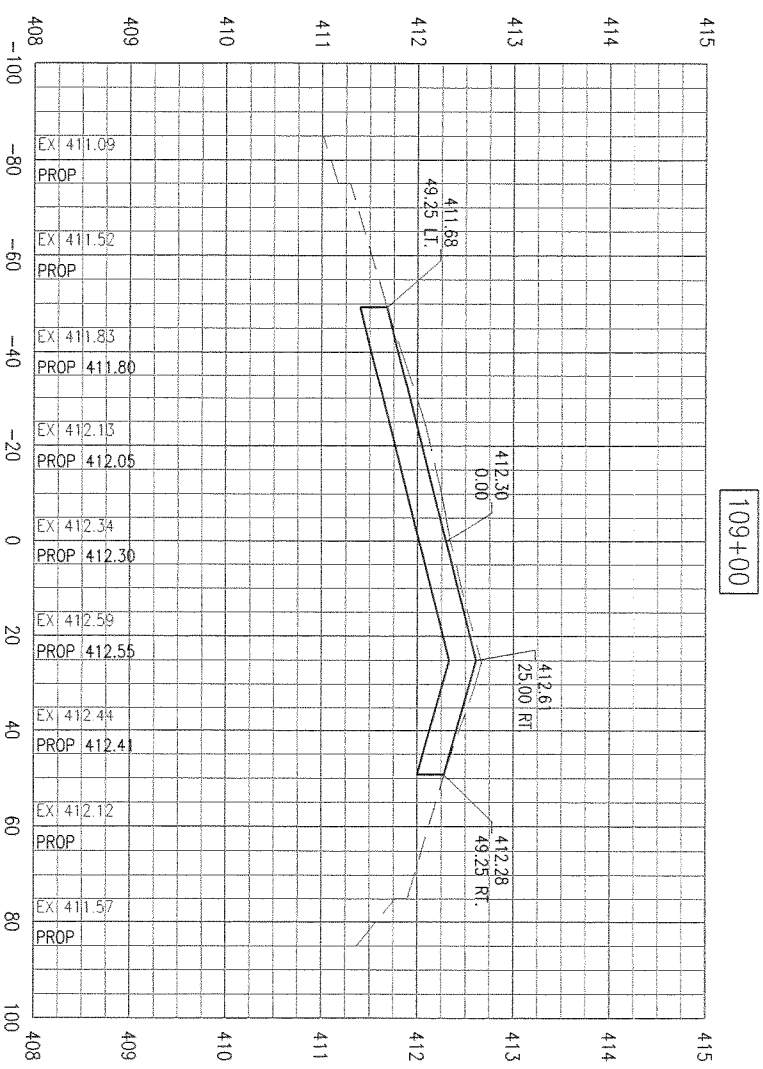

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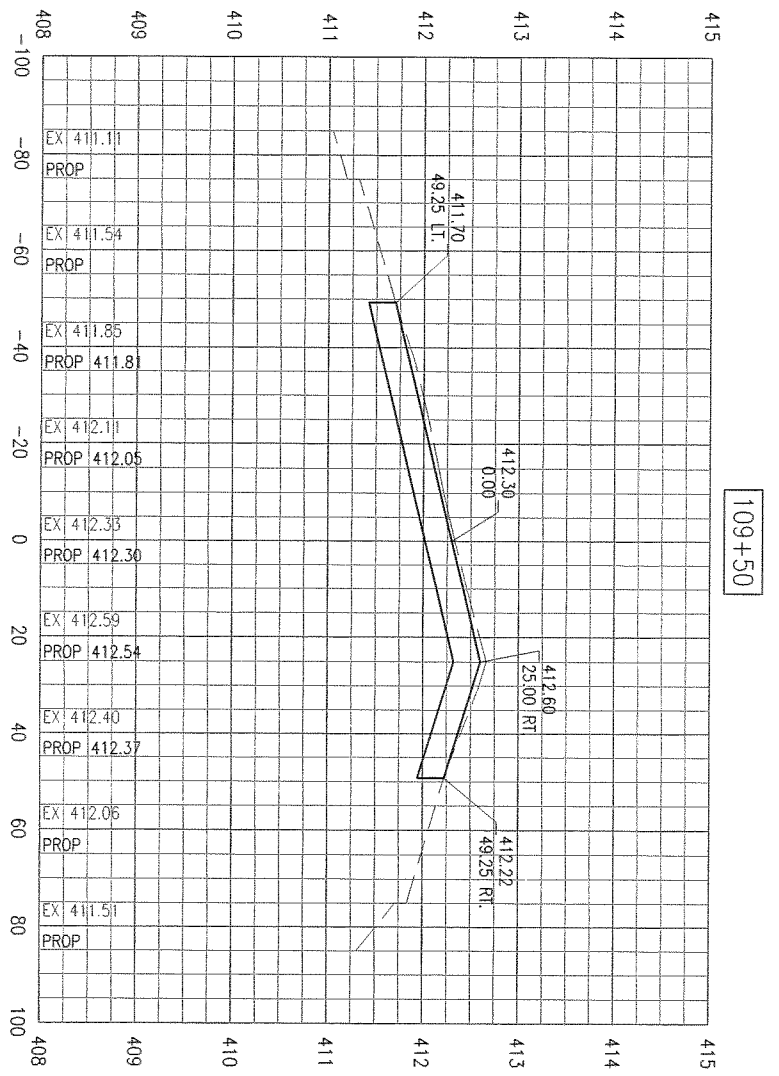

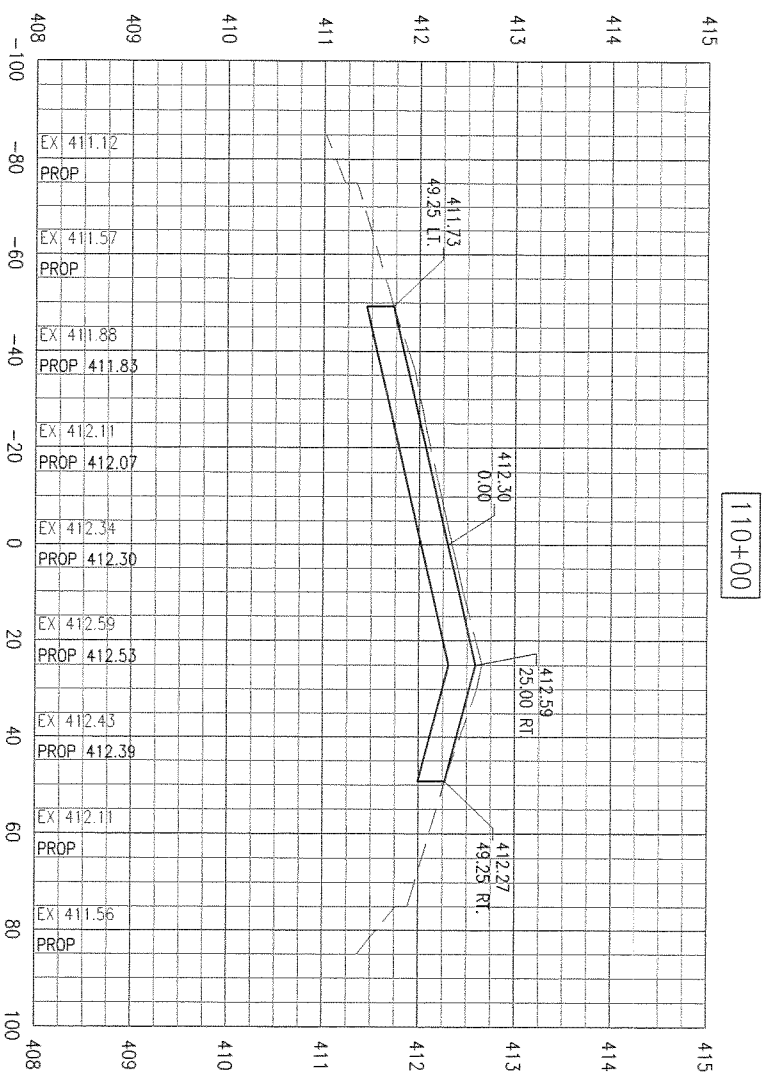

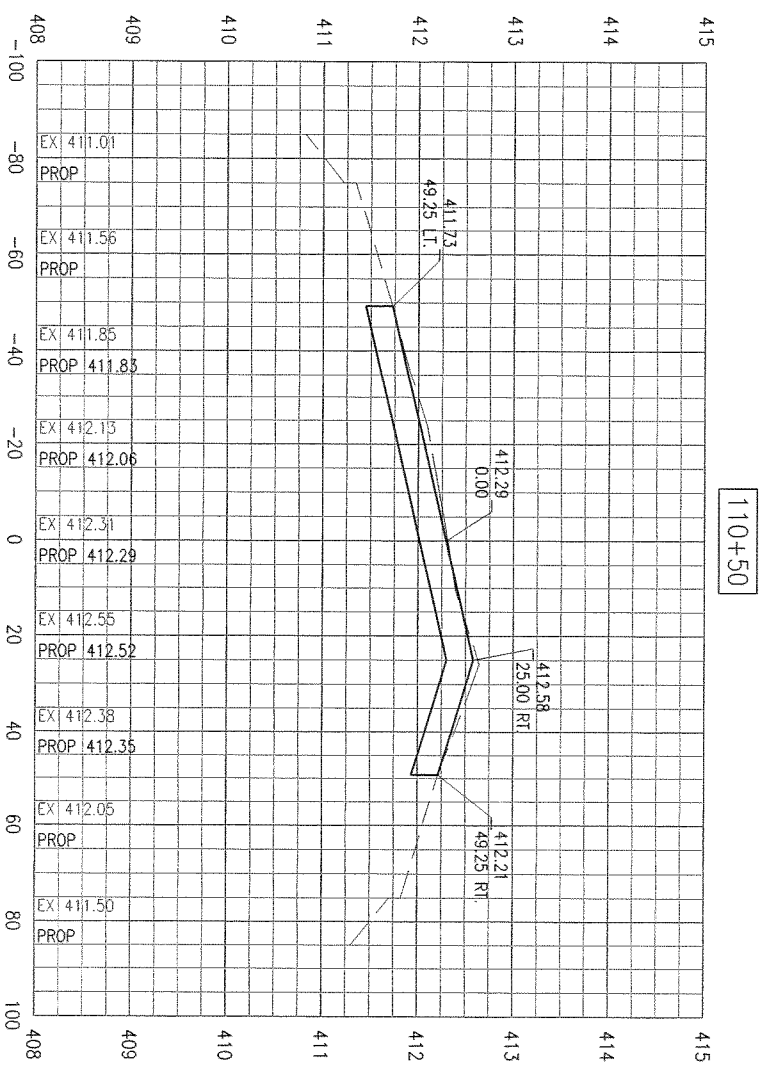

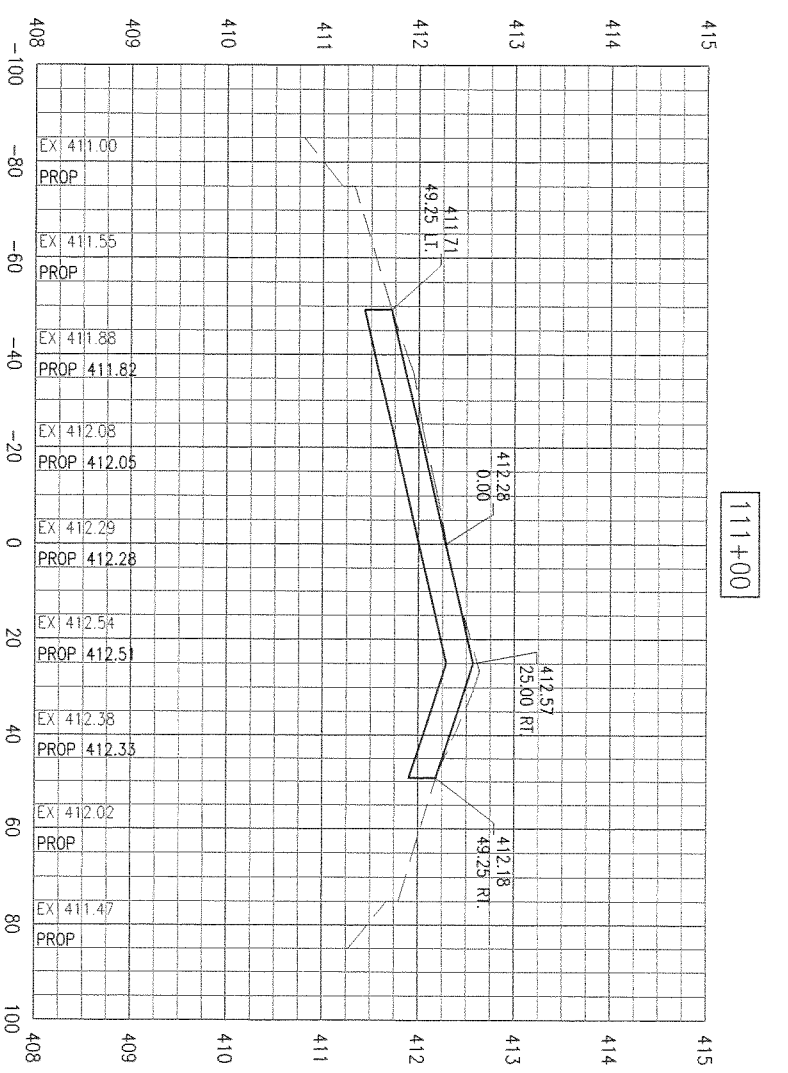

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RUNWAY 12R/30L
REHABILITATION

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STA. 109+50 TO STA. 111+00

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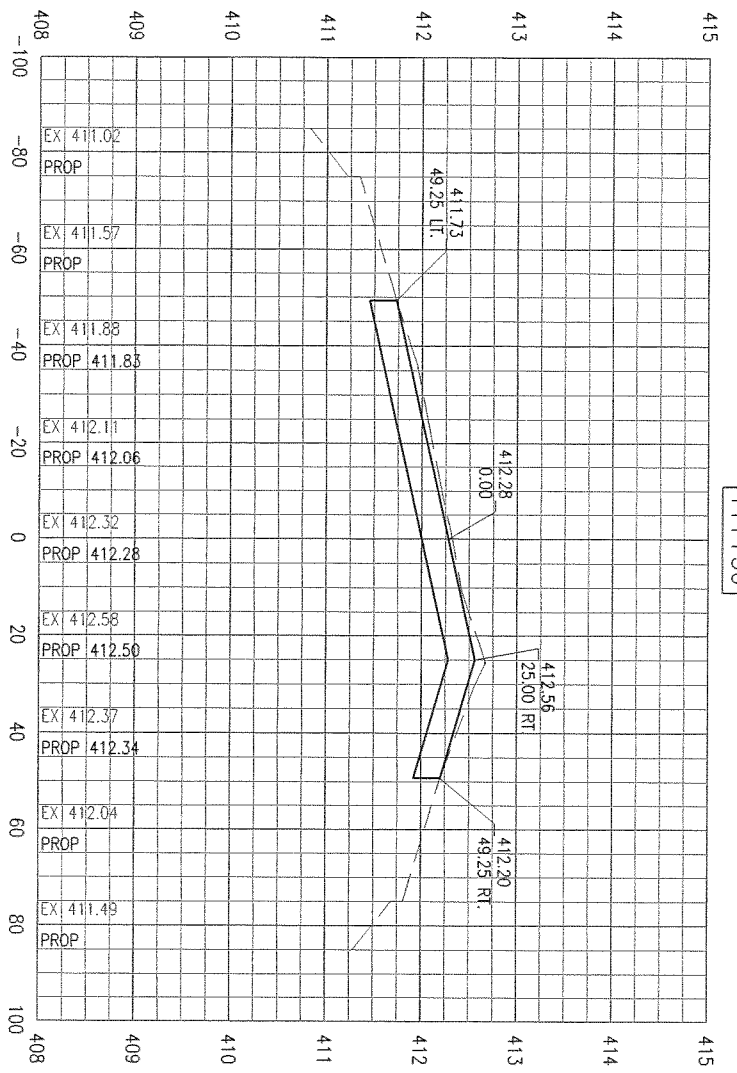

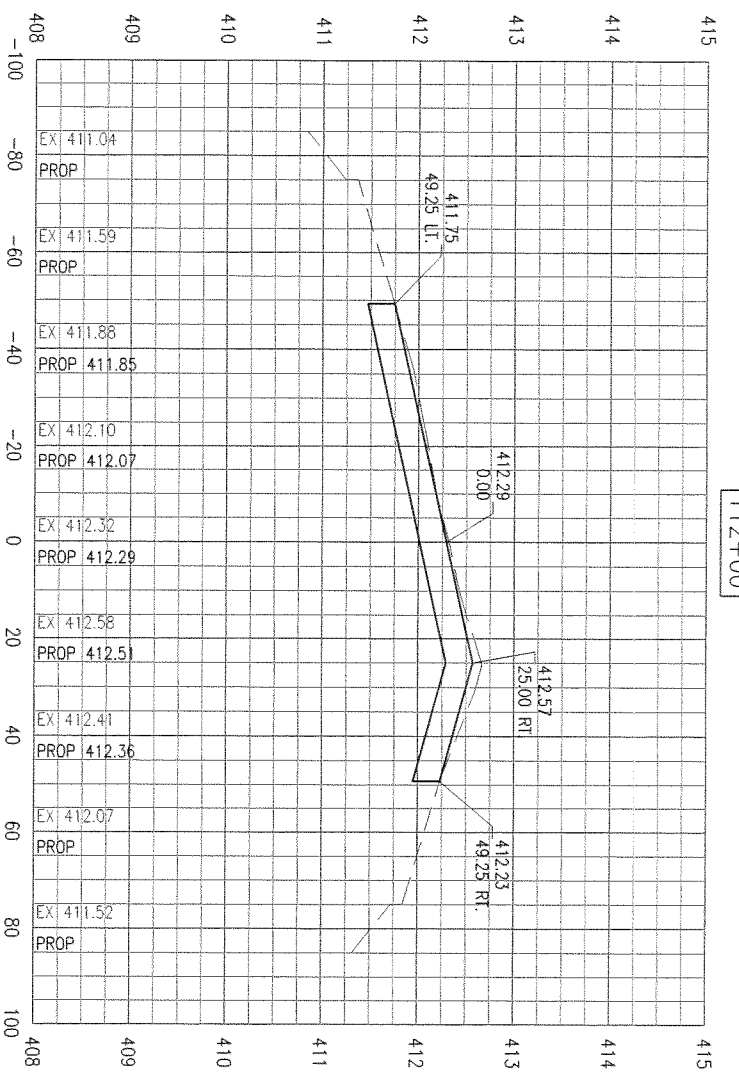

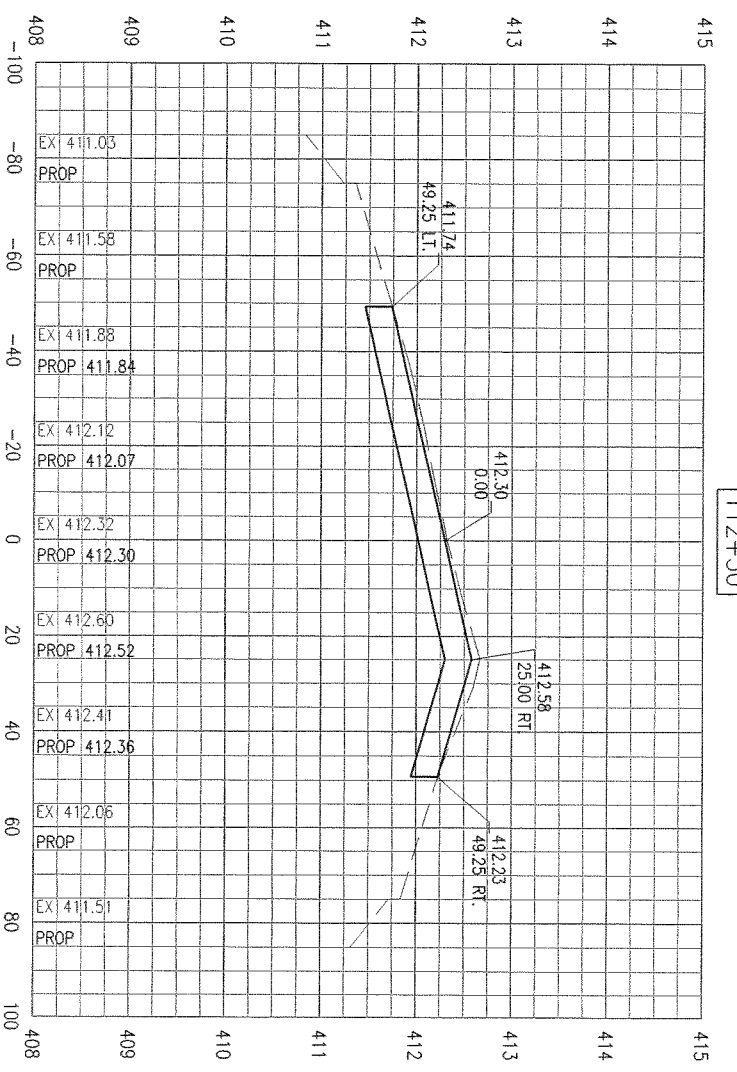

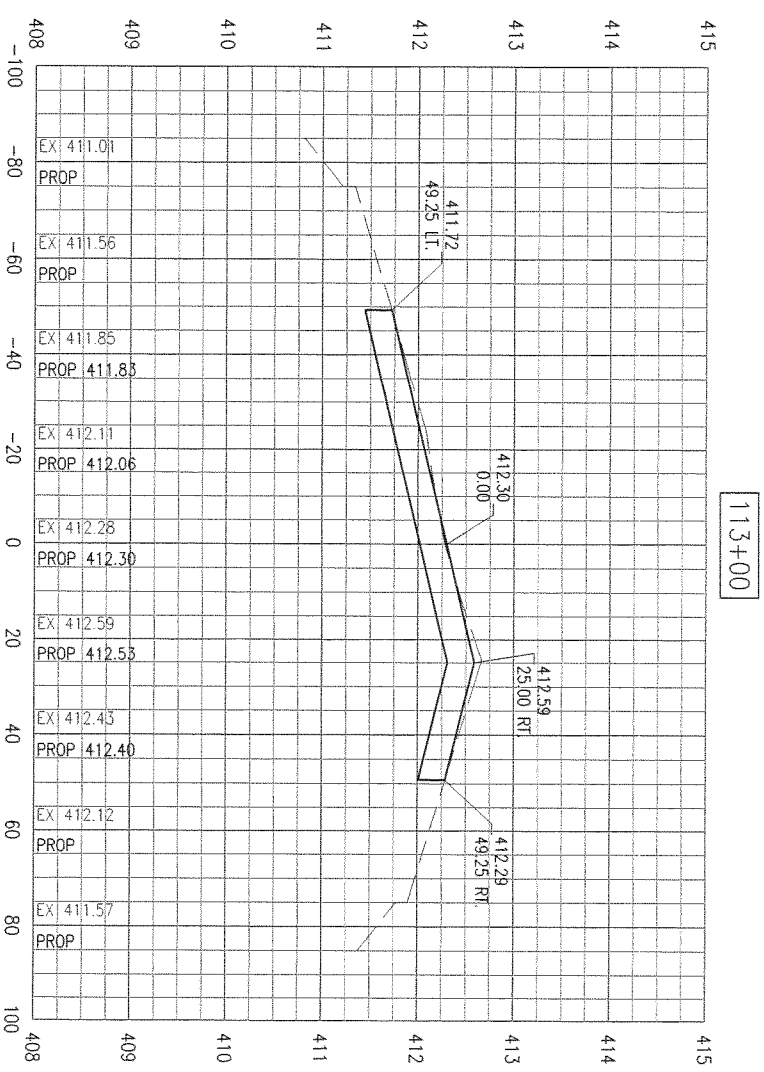

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RUNWAY 12R/30L
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PROPOSED CROSS-SECTIONS
STA. 111+50 TO STA. 113+00

41
41 of 70 sheets

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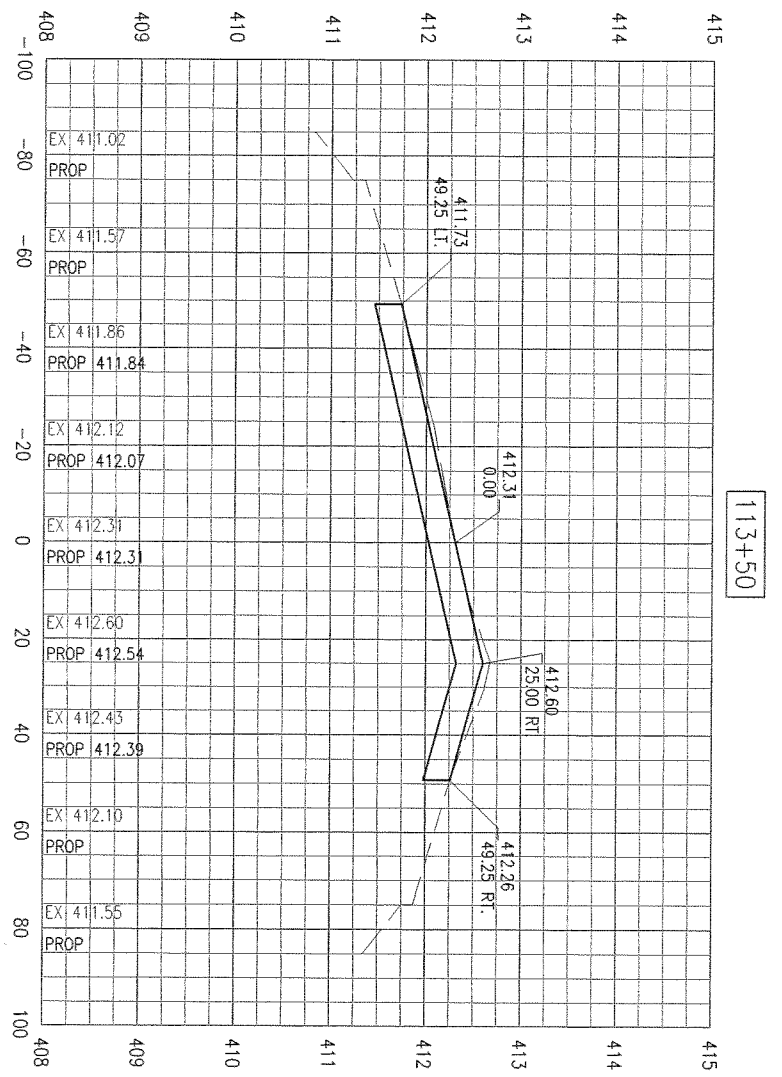

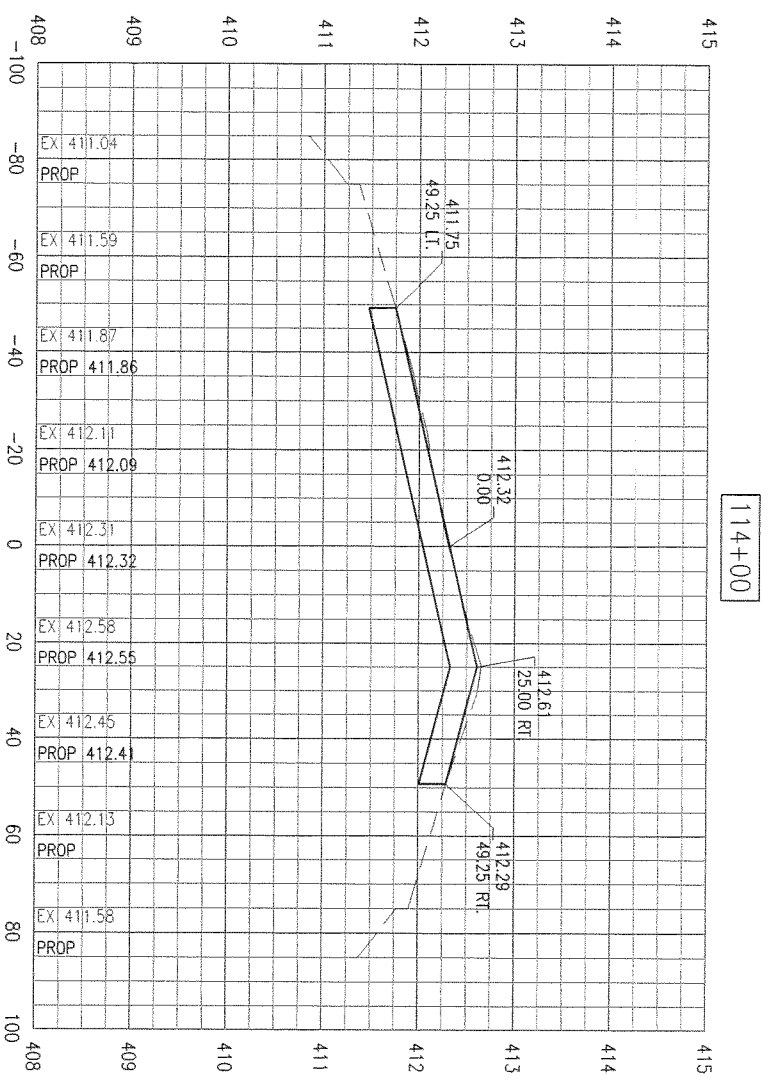

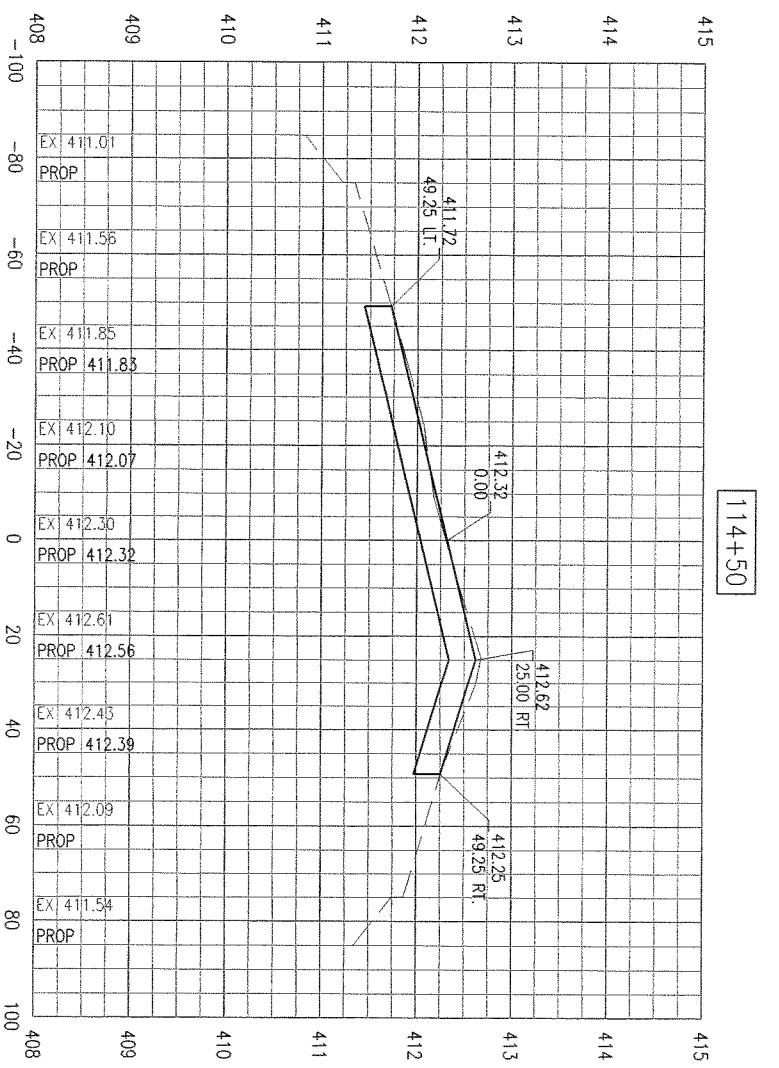

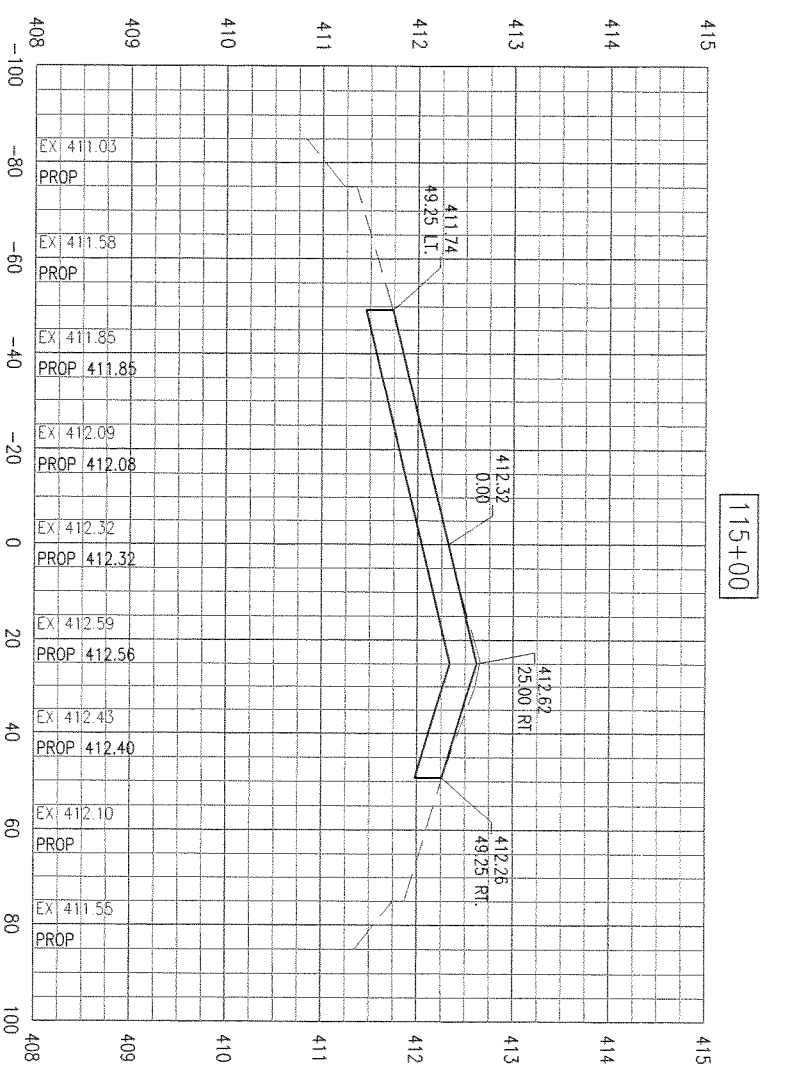

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RUNWAY 12R/30L
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PROPOSED CROSS-SECTIONS
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Hanson Project No.	10A0135D
Filename	R-301SEC.DWG
Scale	H: 1"=20' V: 1"=1'
Date	03/25/11

LAYOUT	DPE	03/08/11
DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

SAINT LOUIS
DOWNTOWN
AIRPORT
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IL PROJ.: CPS-4106 A.I.P. PROJ.: 3-17-0039-B27

DATE	REVISION

APR 15, 2011 10:37 AM EMMON00701
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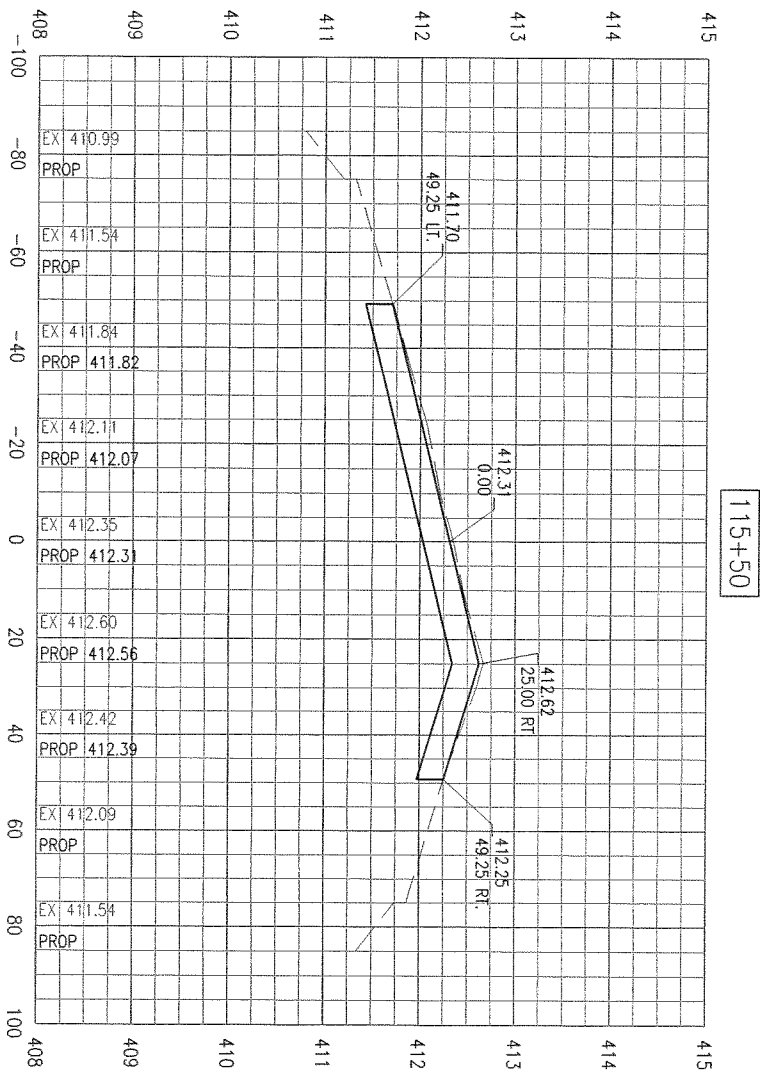

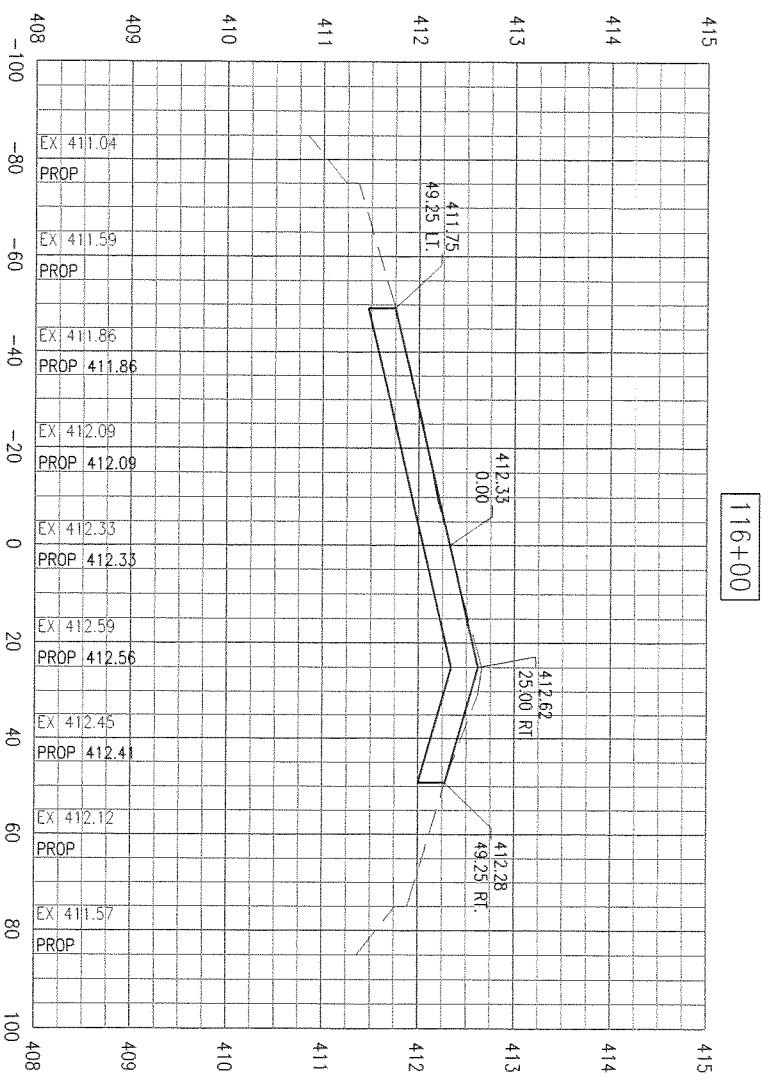

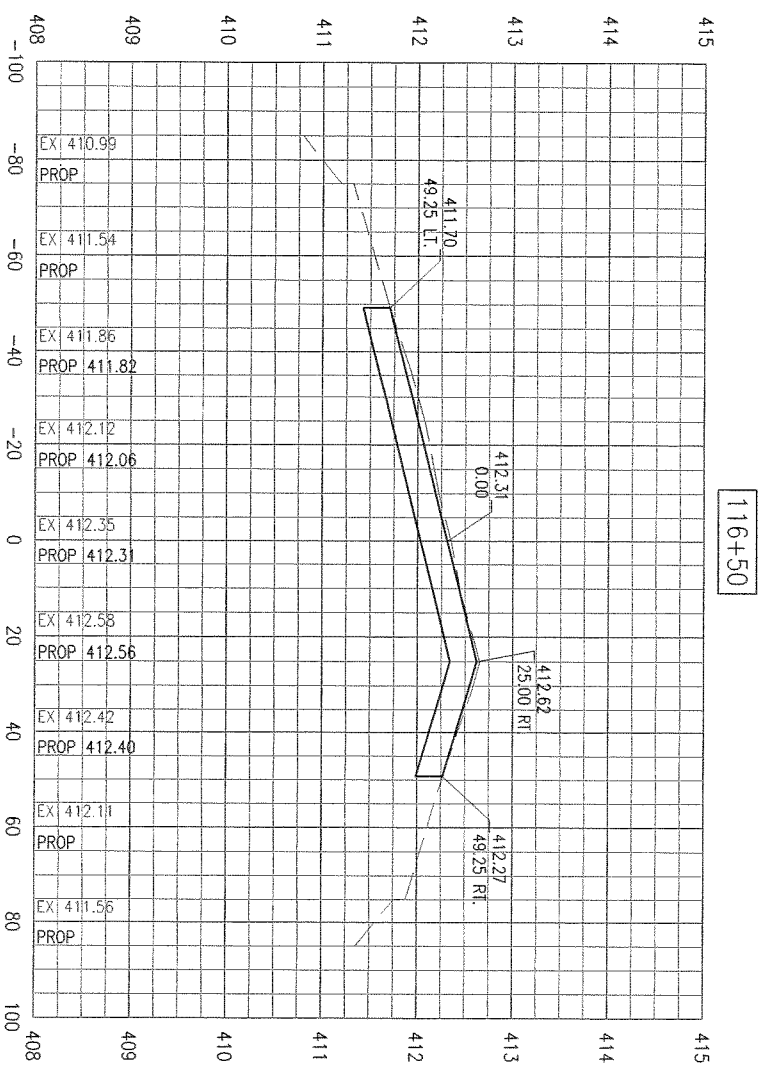

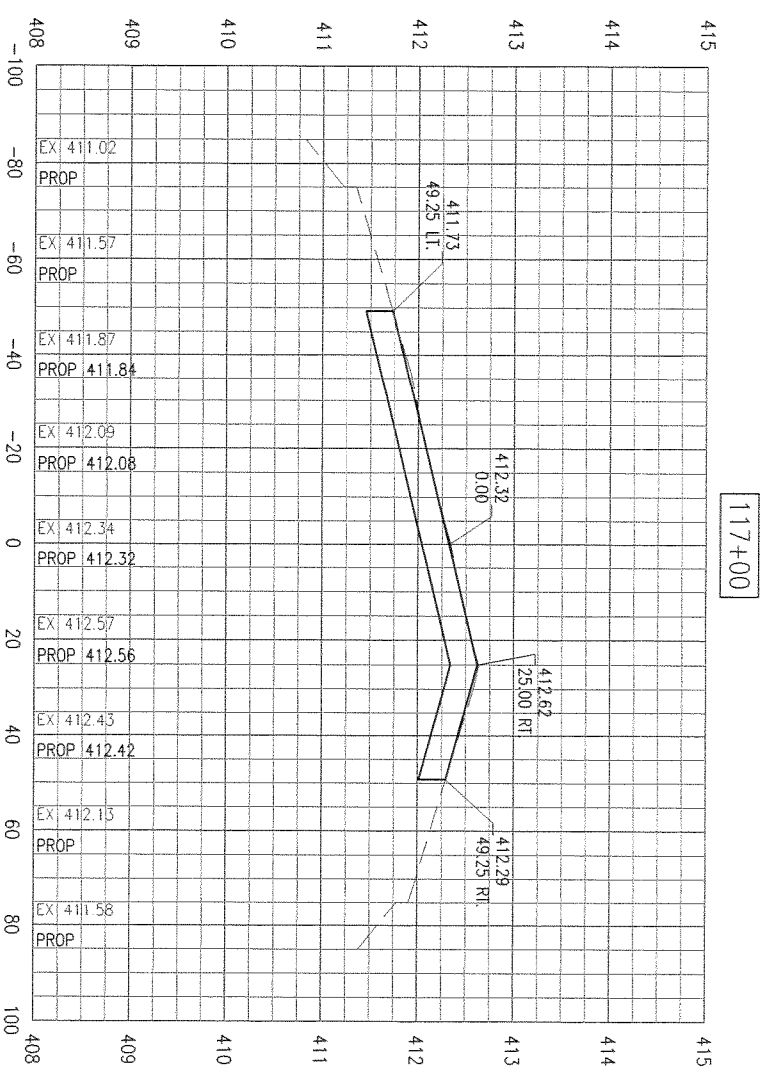

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Hanson Project No.	10A0135D
Filename	R-301SEC.DWG
Scale	H: 1"=20' V: 1"=1'
Date	03/25/11

LAYOUT	DPE	03/08/11
DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

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A.I.P. PROJ.: 3-17-0039-B27

DATE	REVISION

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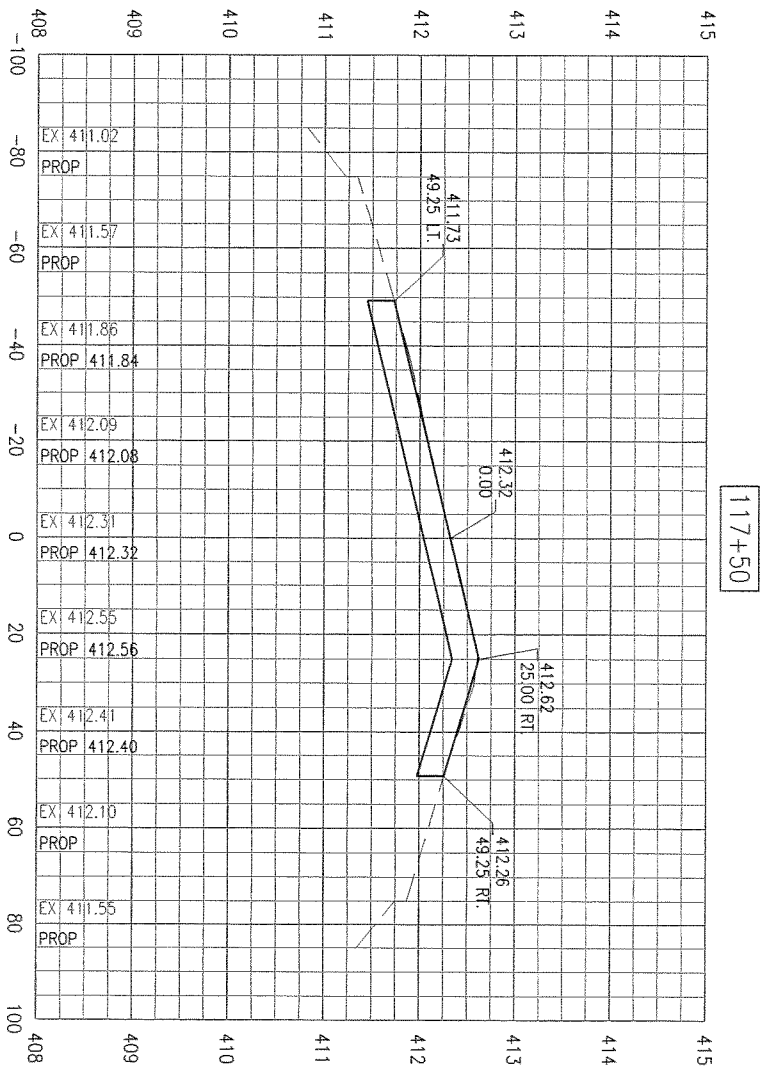

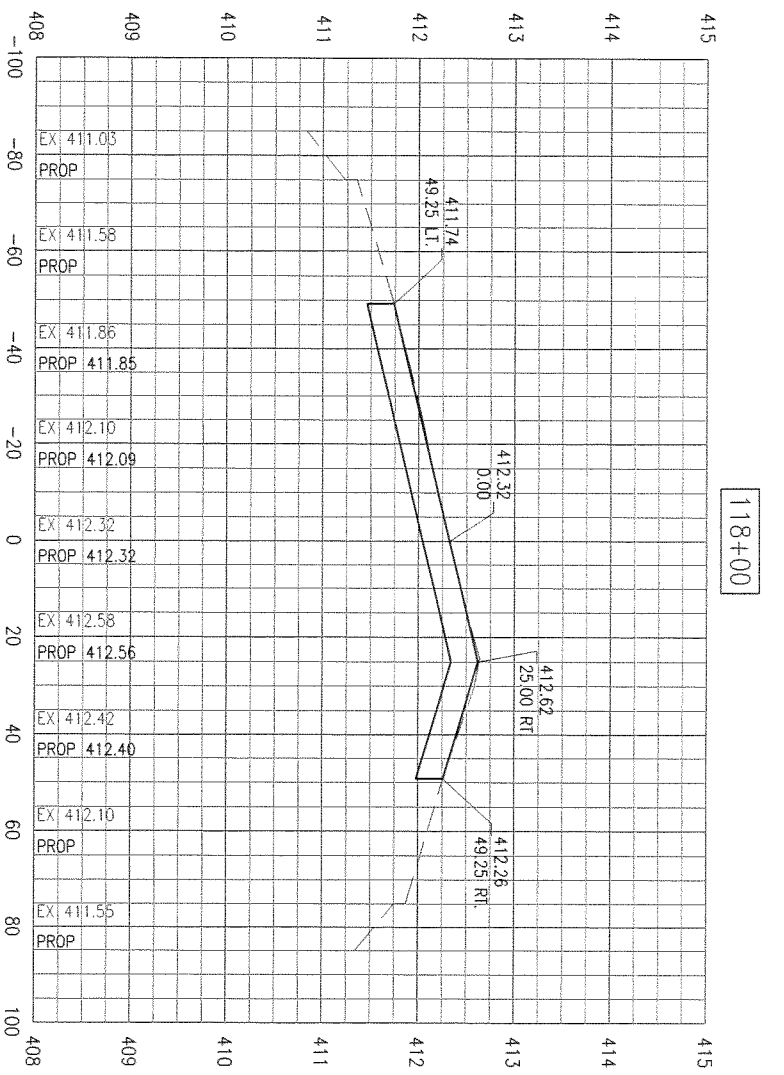

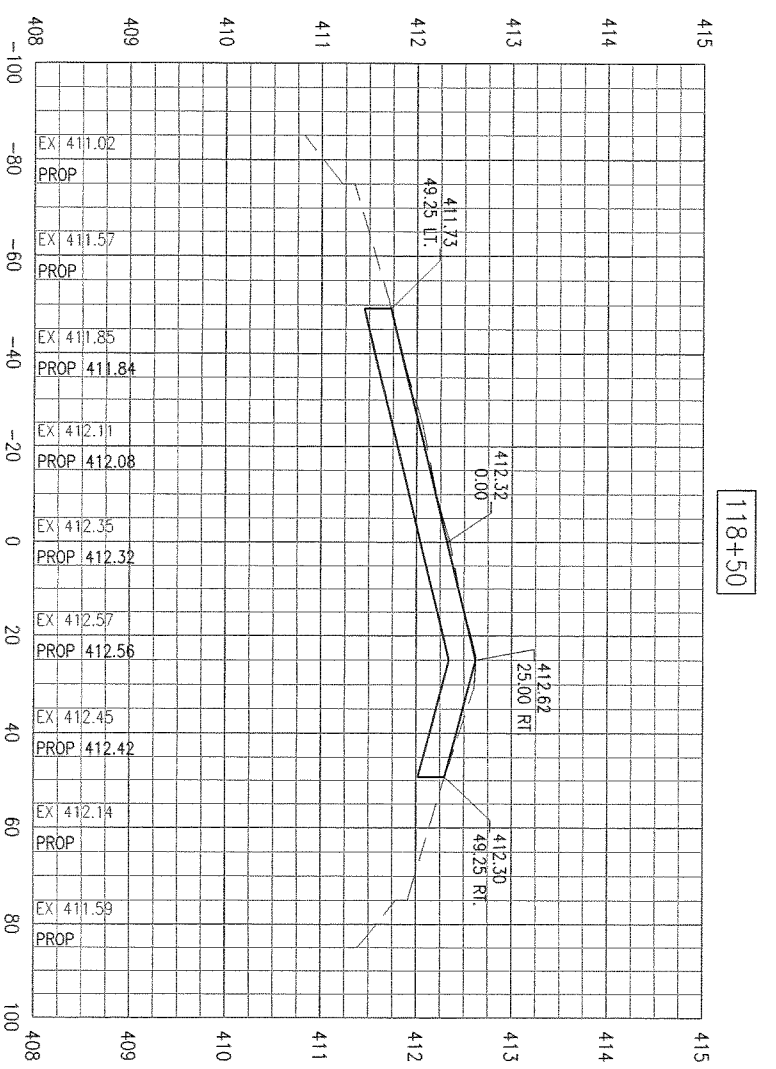

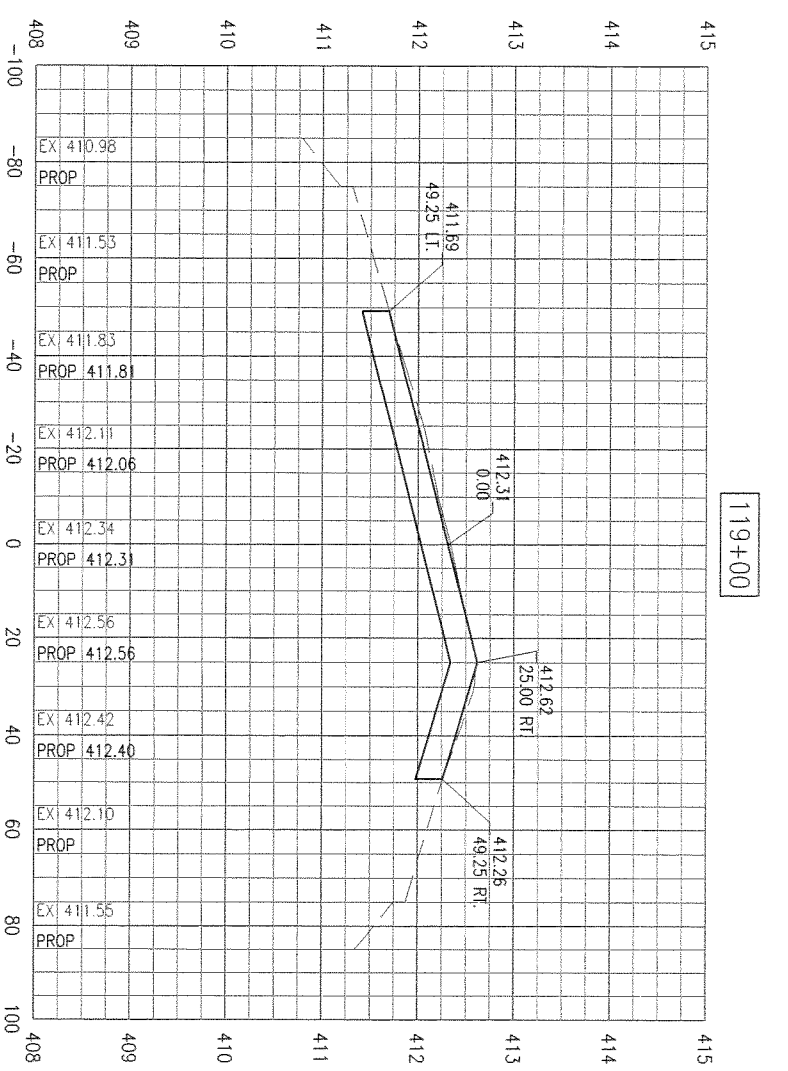

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Scale H: 1"=20' V: 1"=1'
Date 03/25/11

LAYOUT	DPE	03/08/11
DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

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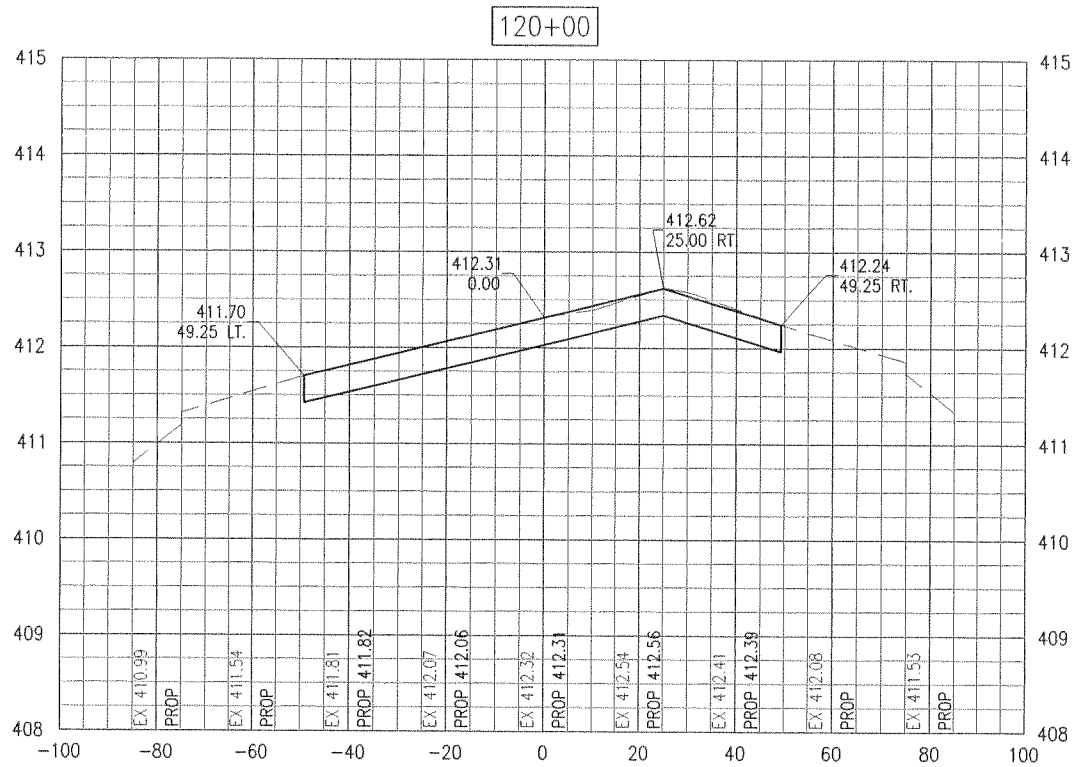
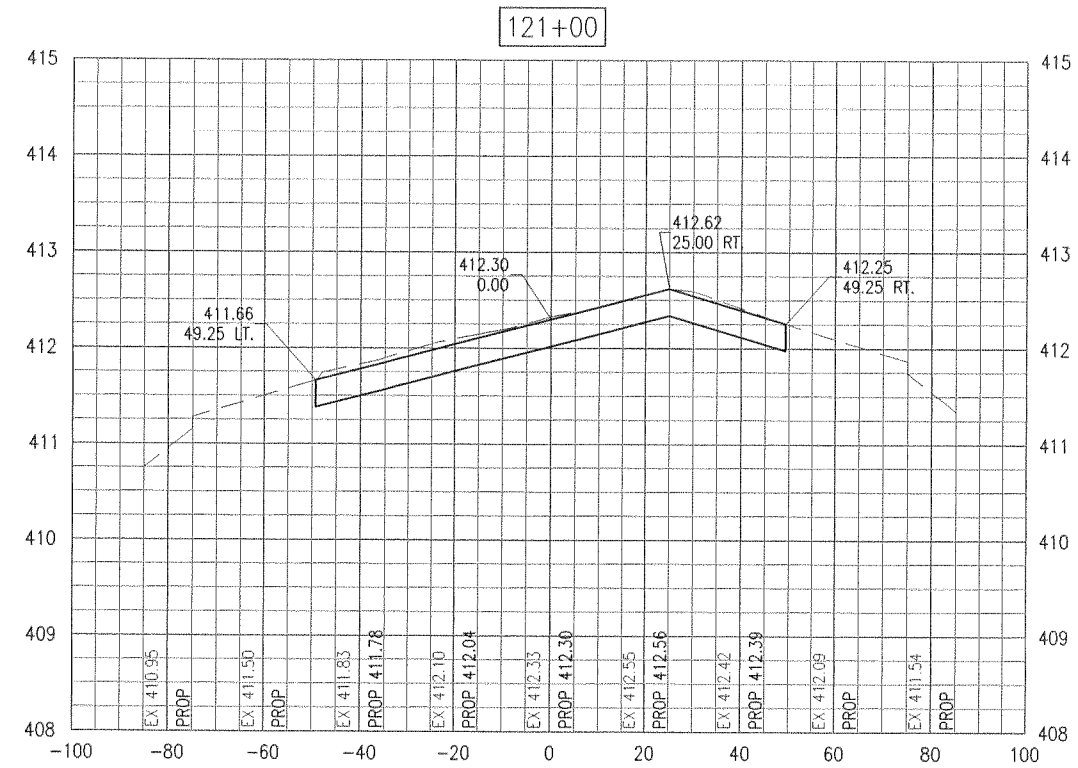
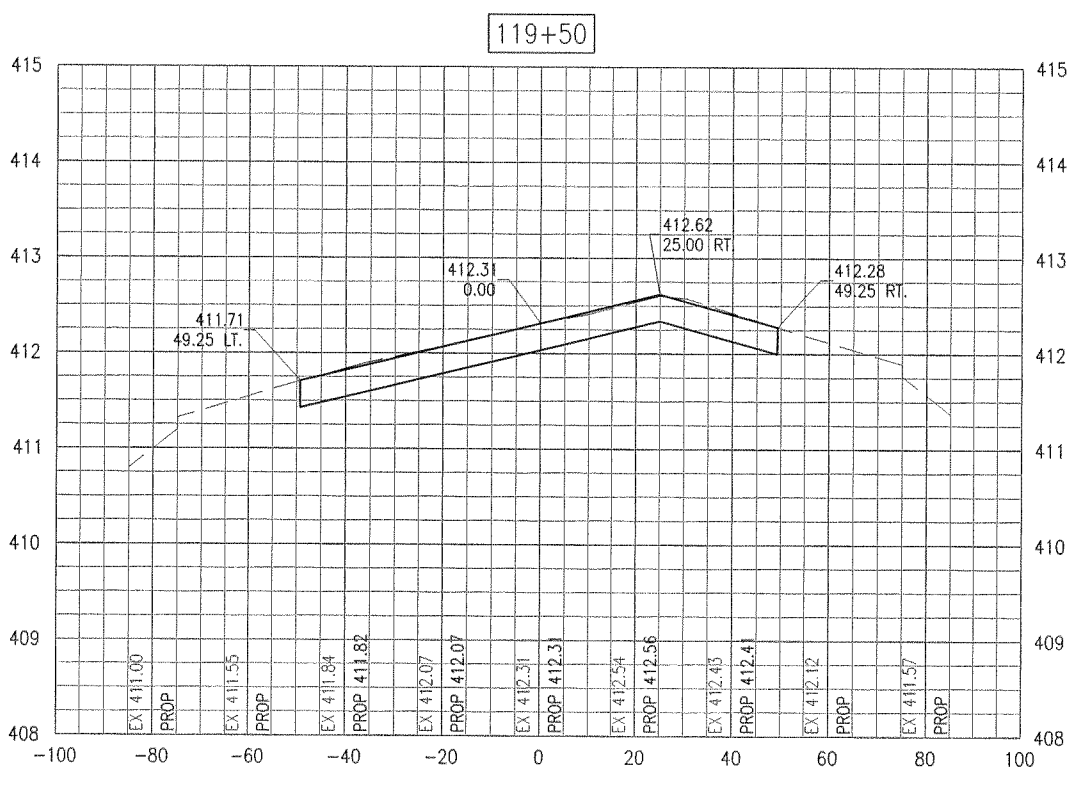
A Division of Bi-State Development Agency

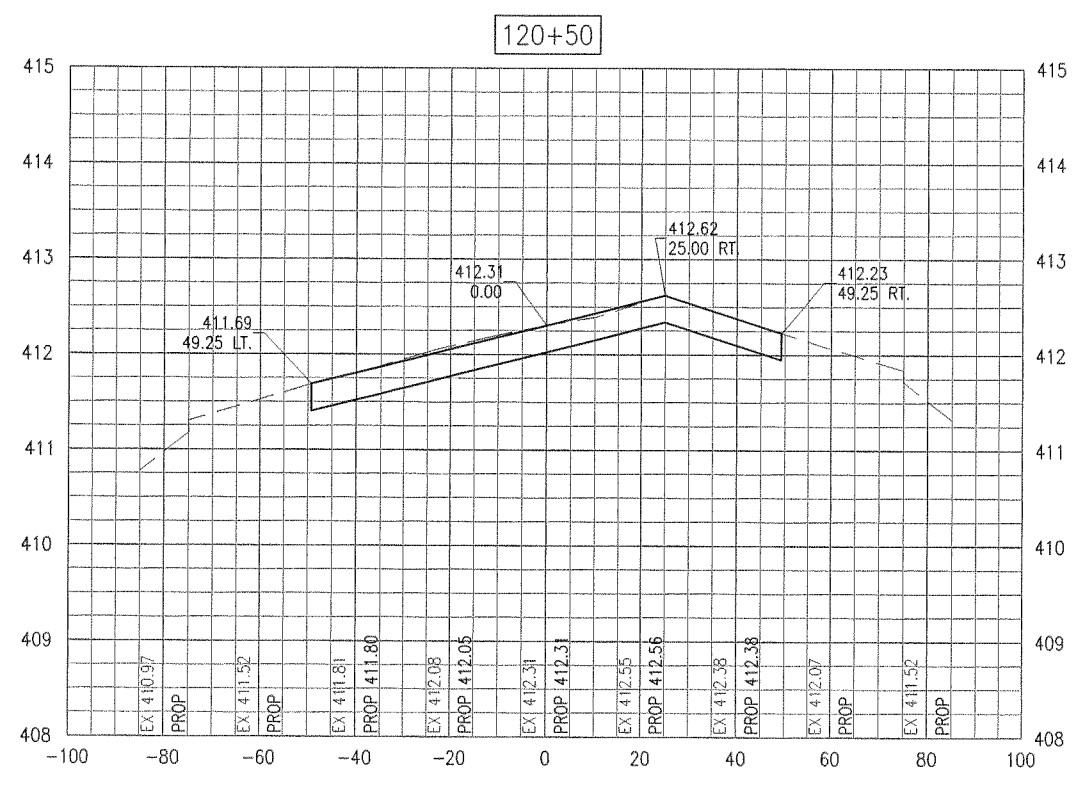
IL PROJ.: CPS-4106
A.I.P. PROJ.: 3-17-0039-B27

DATE	REVISION









REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
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A.I.P. PROJ.: 3-17-0039-B27
IL PROJ.: CPS-4106

Hanson Project No. 10A01.35D
Filename R-30LSEC.DWG
Scale H: 1"=20' V: 1"=1'
Date 03/25/11

LAYOUT	DPE	03/08/11
DRAWN	DPE	03/08/11
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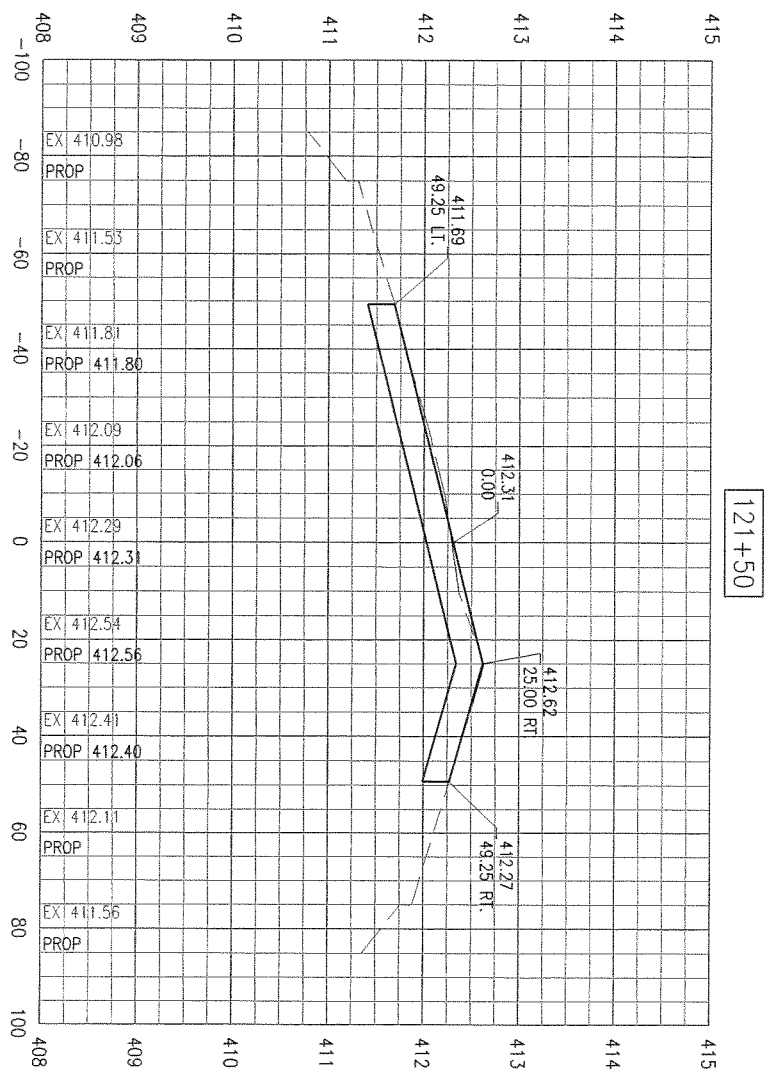

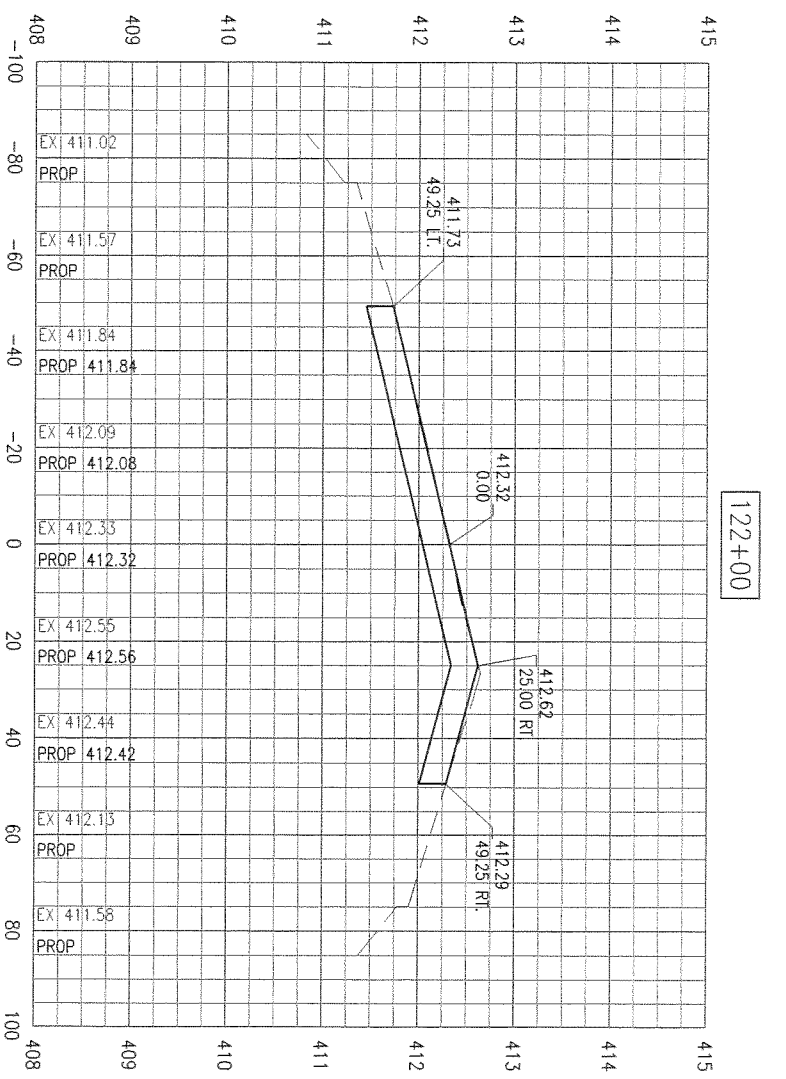

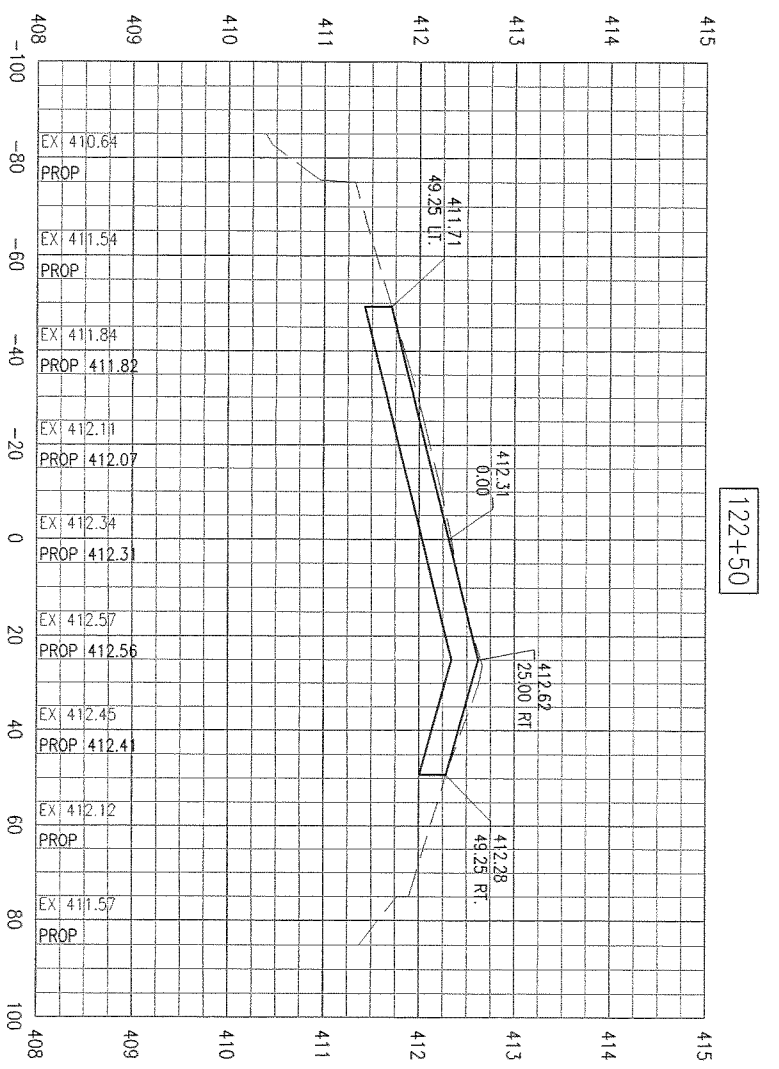

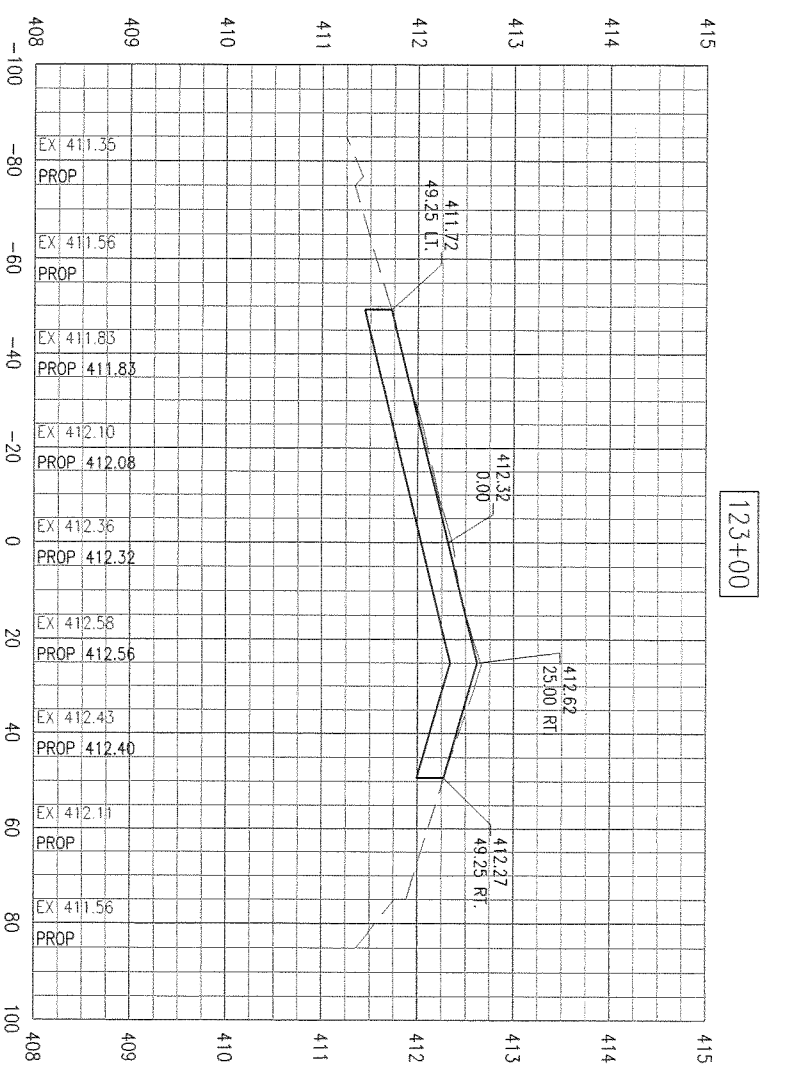

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46
46 of 70 sheets

RUNWAY 12R/30L
REHABILITATION

PROPOSED CROSS-SECTIONS
STA. 121+50 TO STA. 123+00

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Filename	R-301SEC.DWG
Scale	H: 1"=20' V: 1"=1'
Date	03/25/11

LAYOUT	DPE	03/08/11
DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

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IL PROJ.: CPS-4106
A.I.P. PROJ.: 3-17-0039-B27

DATE	REVISION

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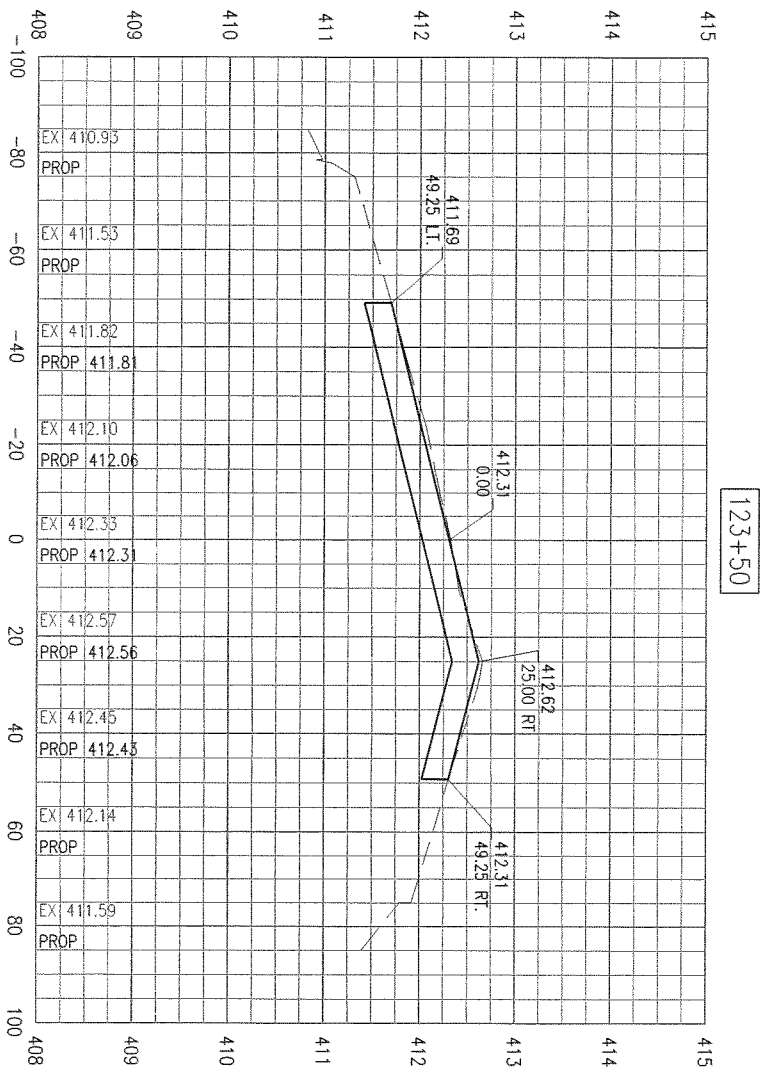

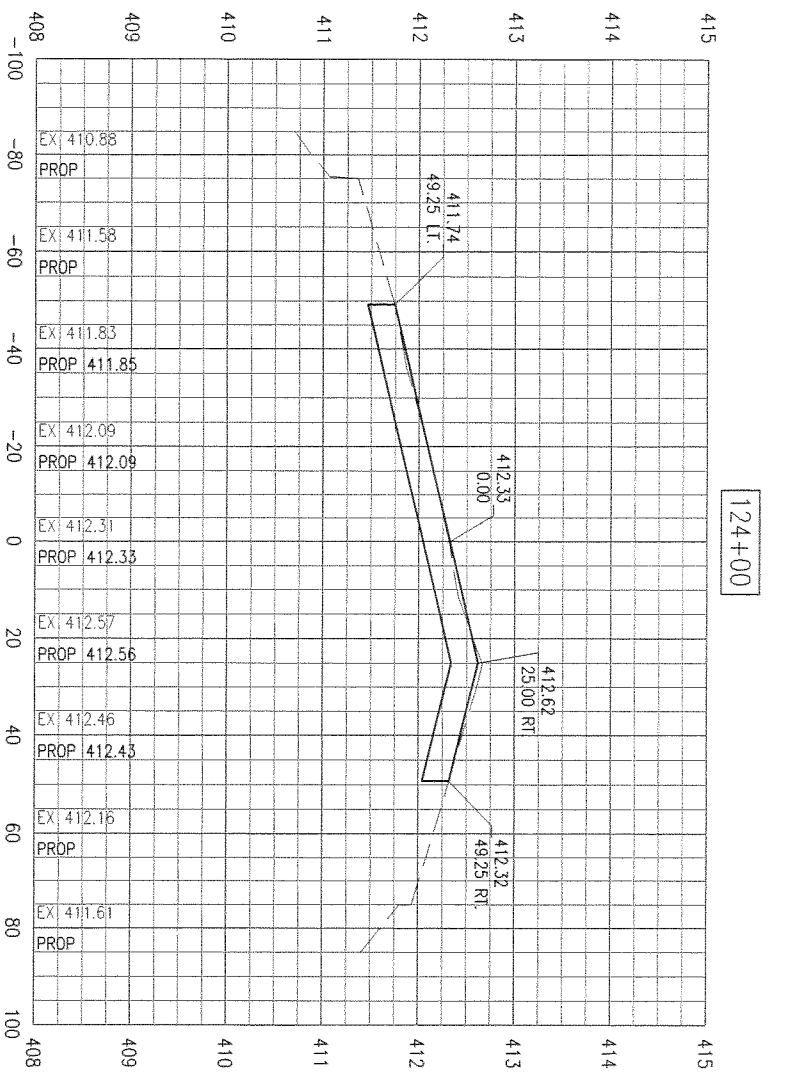

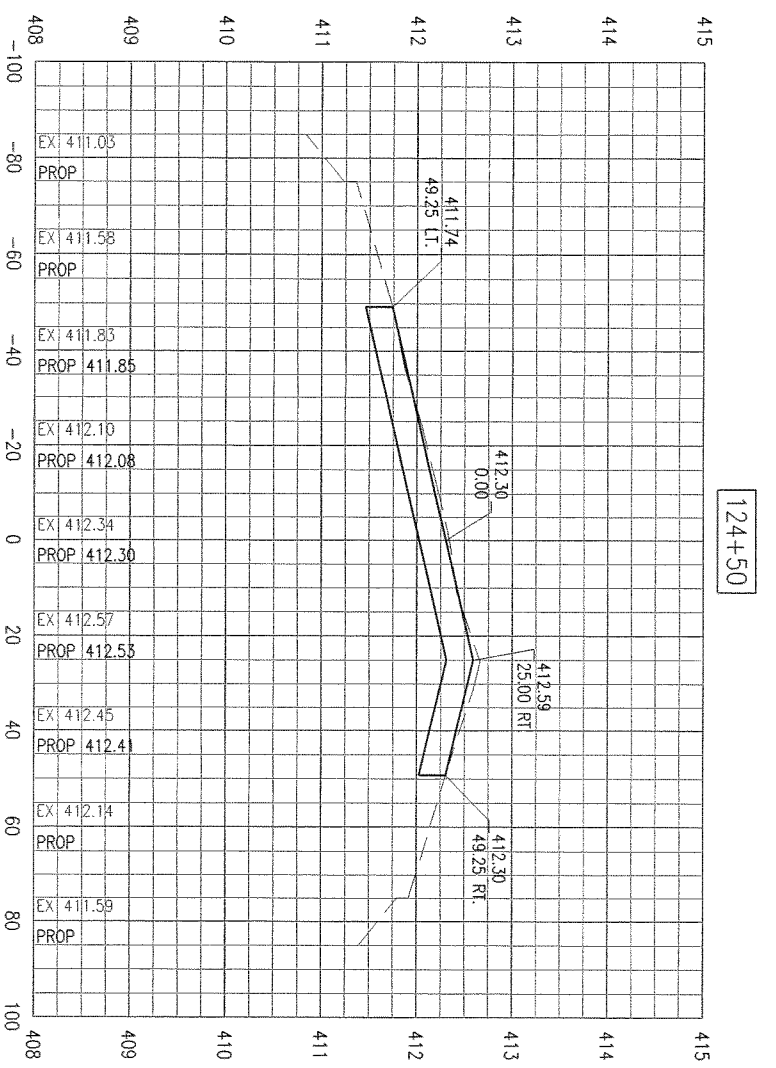

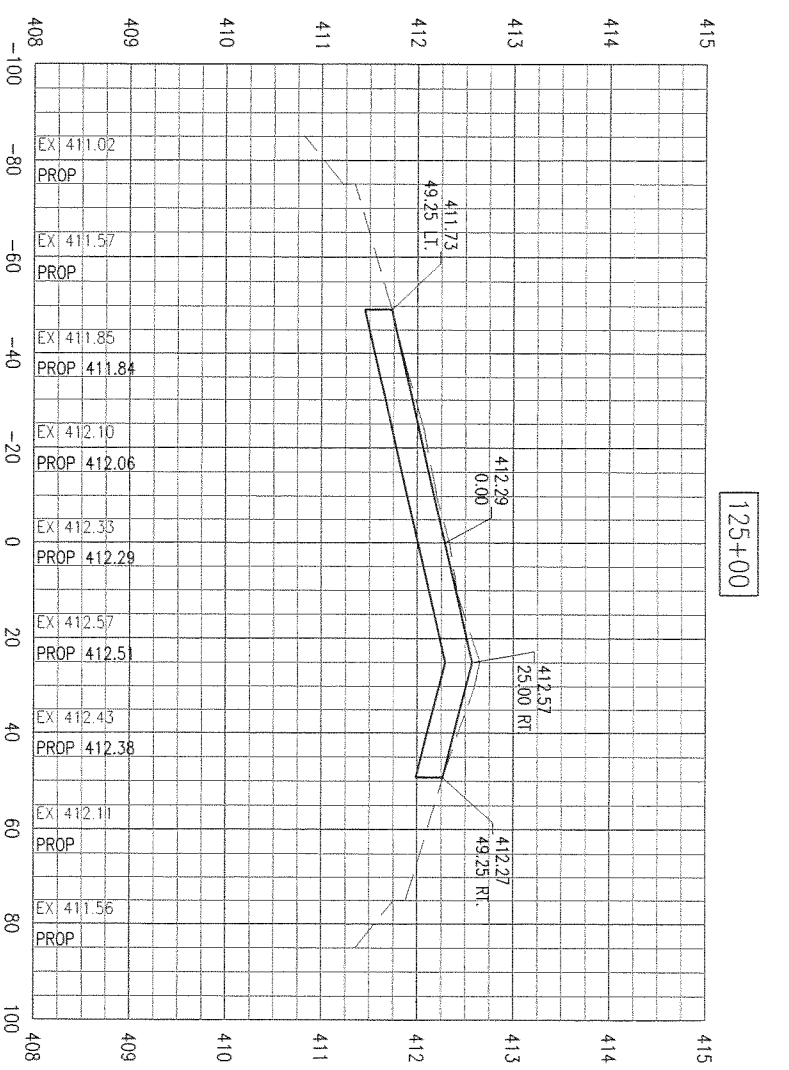

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47

47 of 70 Sheets

RUNWAY 12R/30L
REHABILITATION

PROPOSED CROSS-SECTIONS
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Hanson Project No. 10A0135D
Filename R-301SEC.DWG
Scale H: 1"=20' V: 1"=1'
Date 03/25/11

LAYOUT	DPE	03/08/11
DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

SAINT LOUIS
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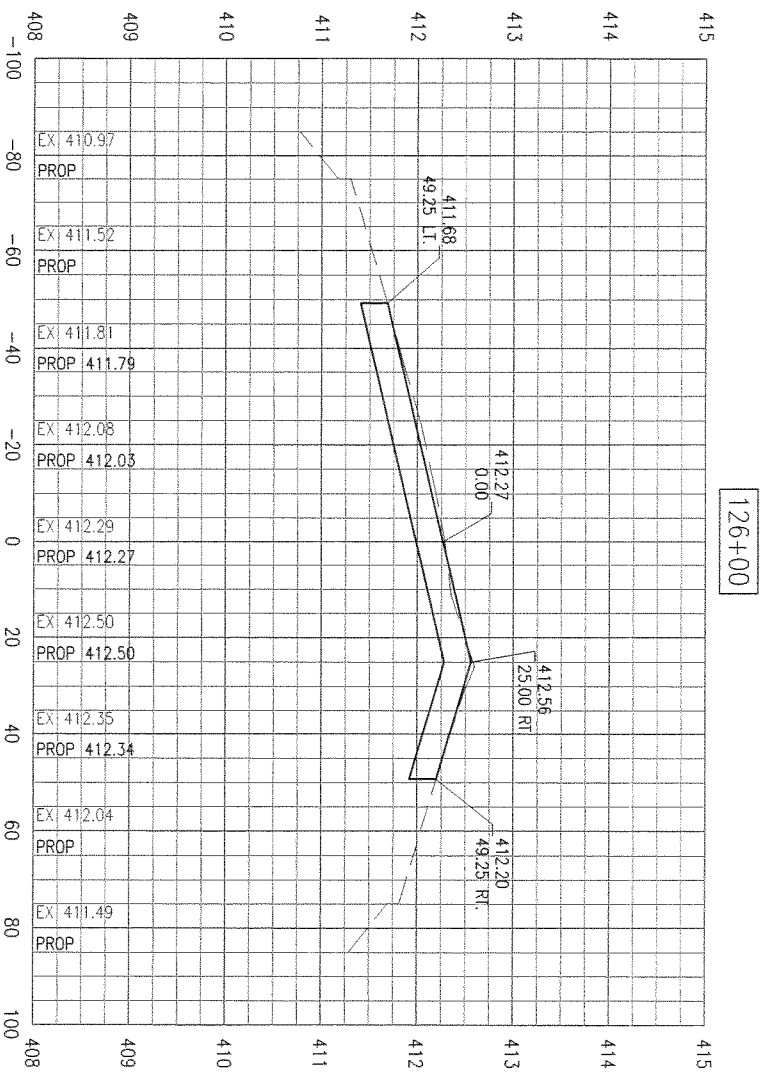
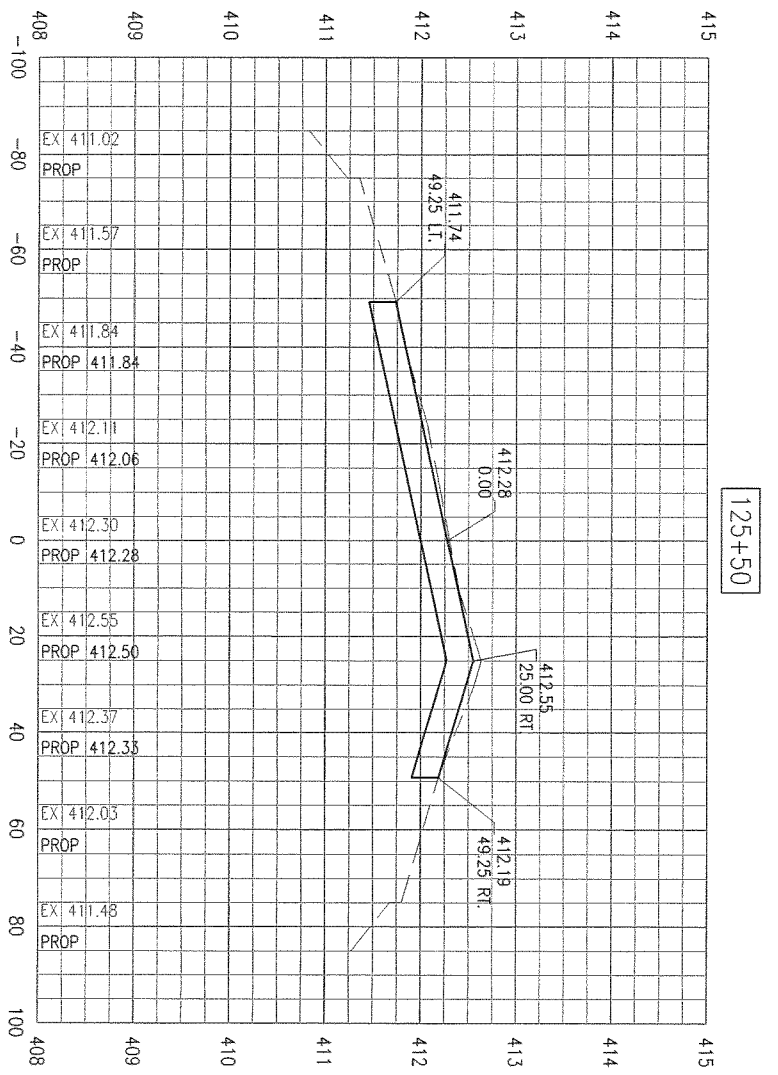
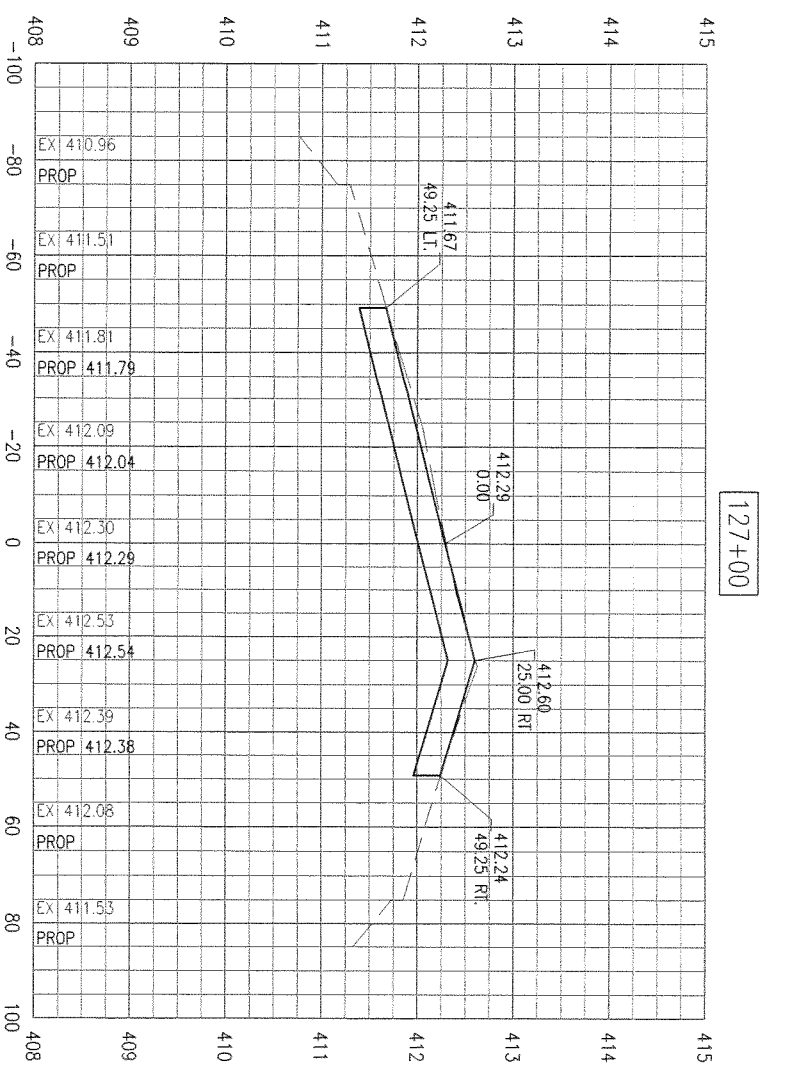
AIRPORT
A Division of Bi-State Development Agency

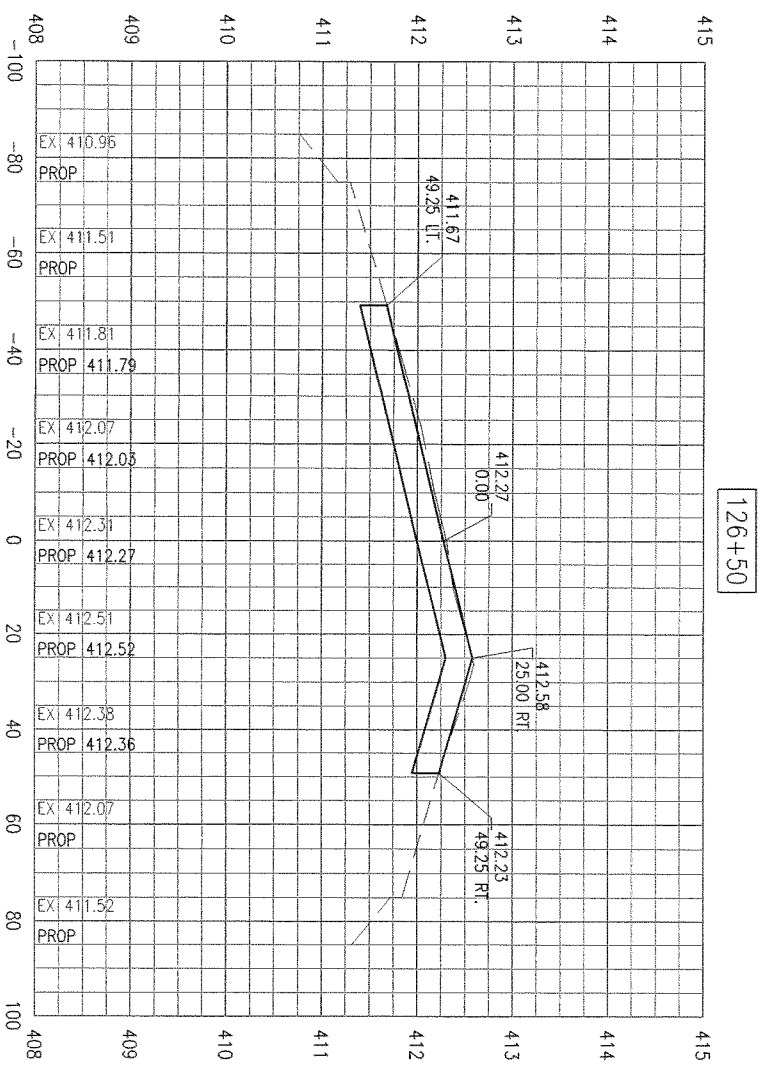
IL PROJ.: CPS-4106
A.I.P. PROJ.: 3-17-0039-B27

DATE	REVISION









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RUNWAY 12R/30L
REHABILITATION

PROPOSED CROSS-SECTIONS
STA. 125+50 TO STA. 127+00

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Date 03/25/11

LAYOUT	DPE	03/08/11
DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

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IL PROJ.: CPS-4106
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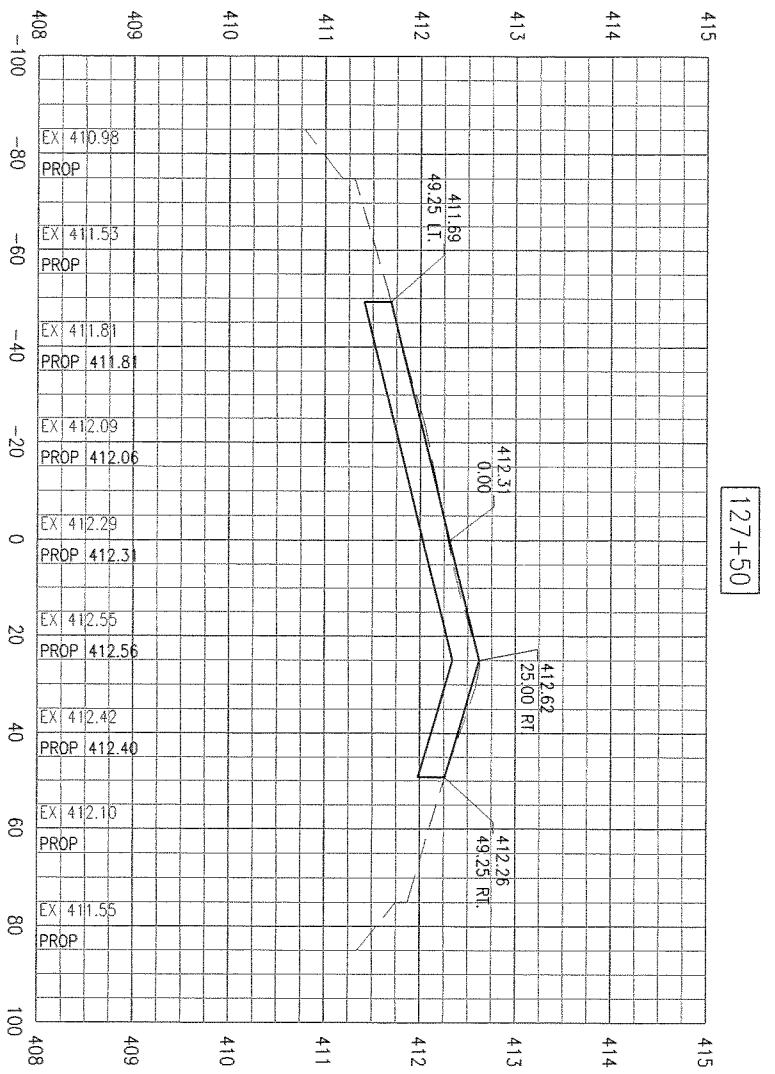
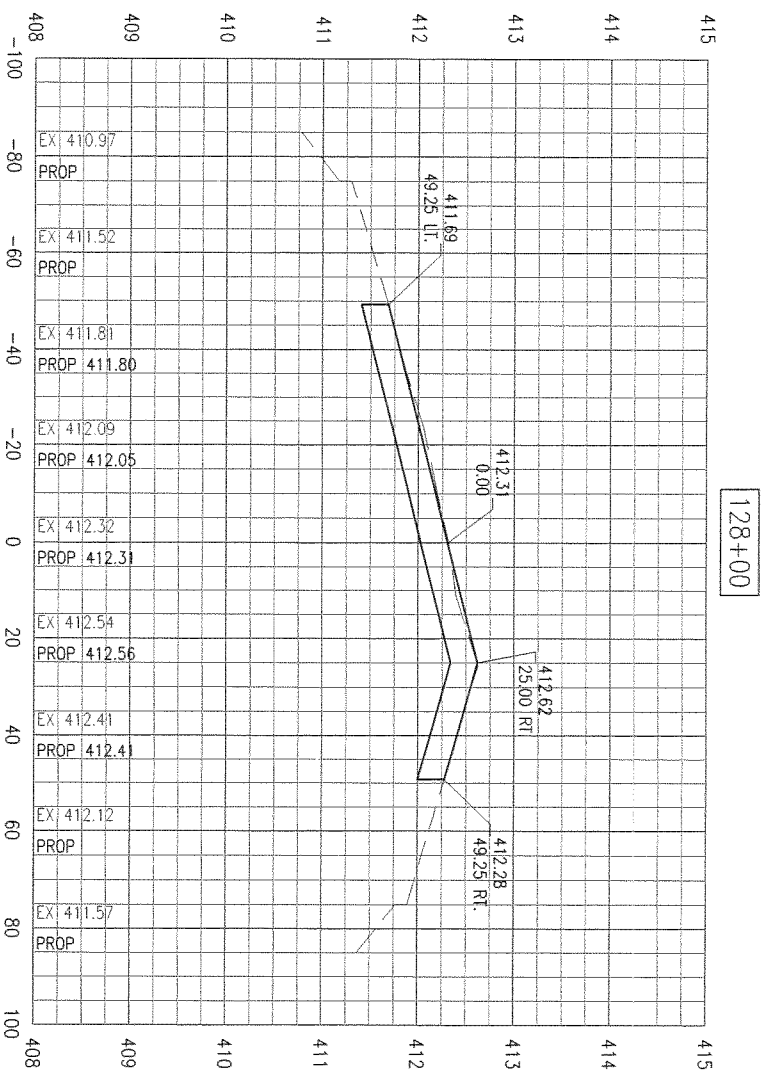
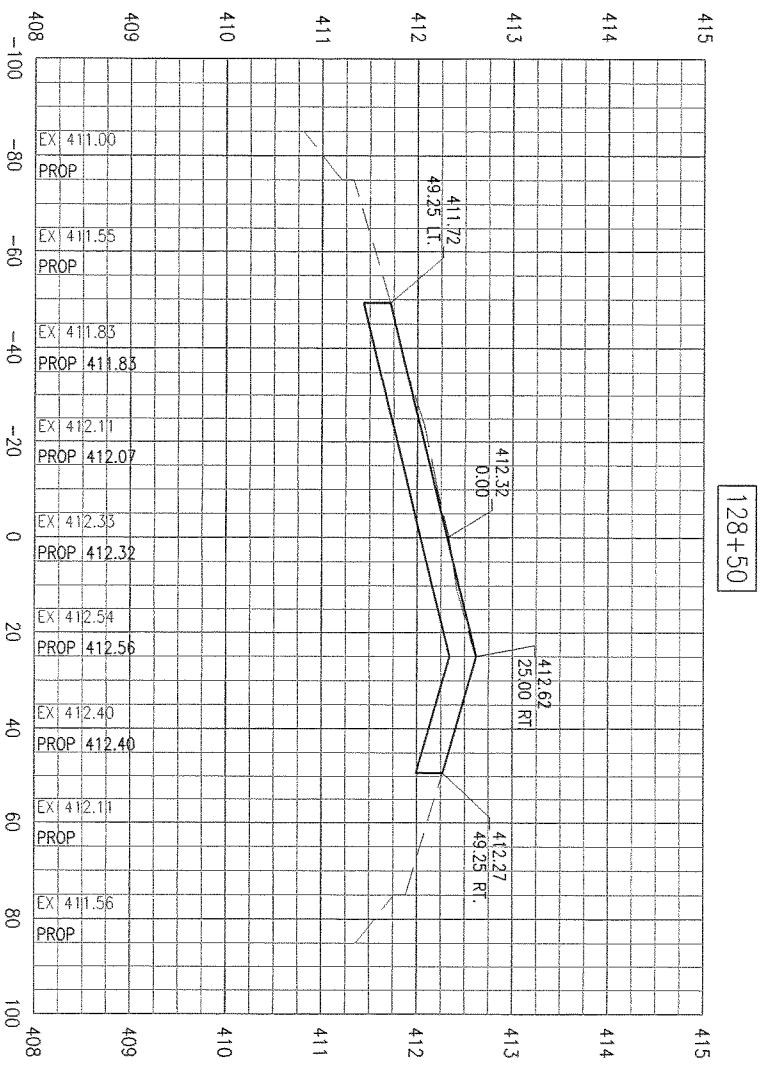
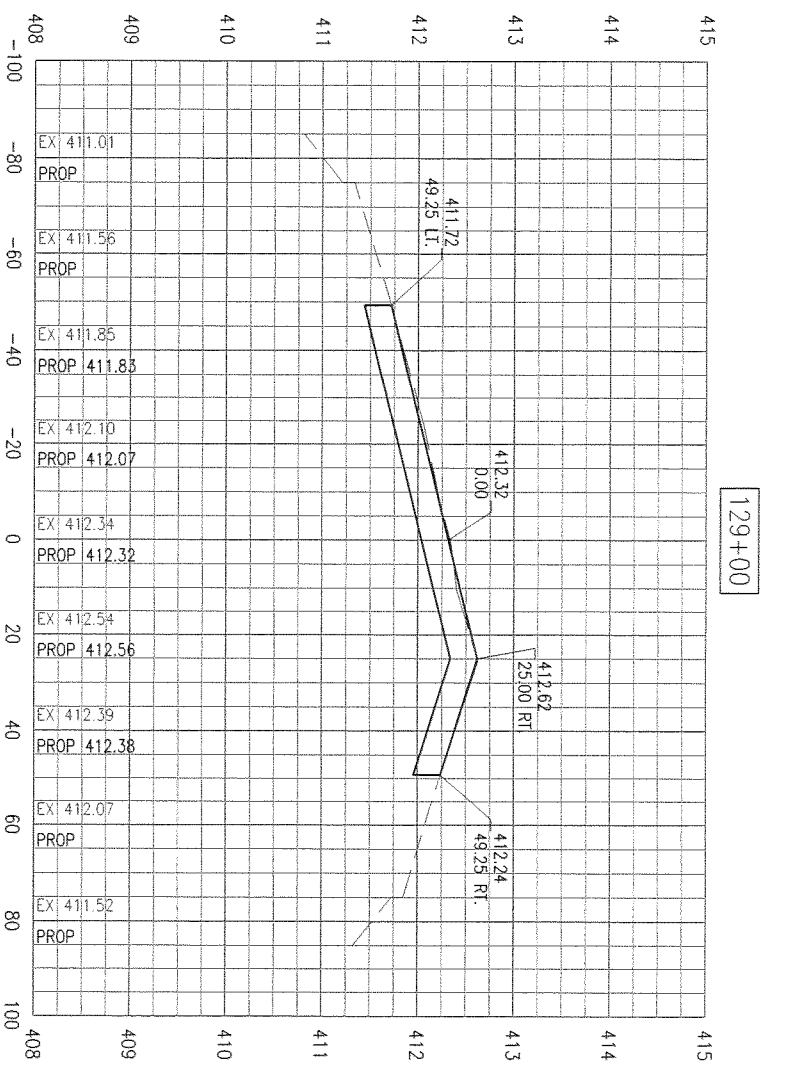
DATE	REVISION









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DRAWN	DPE	03/08/11
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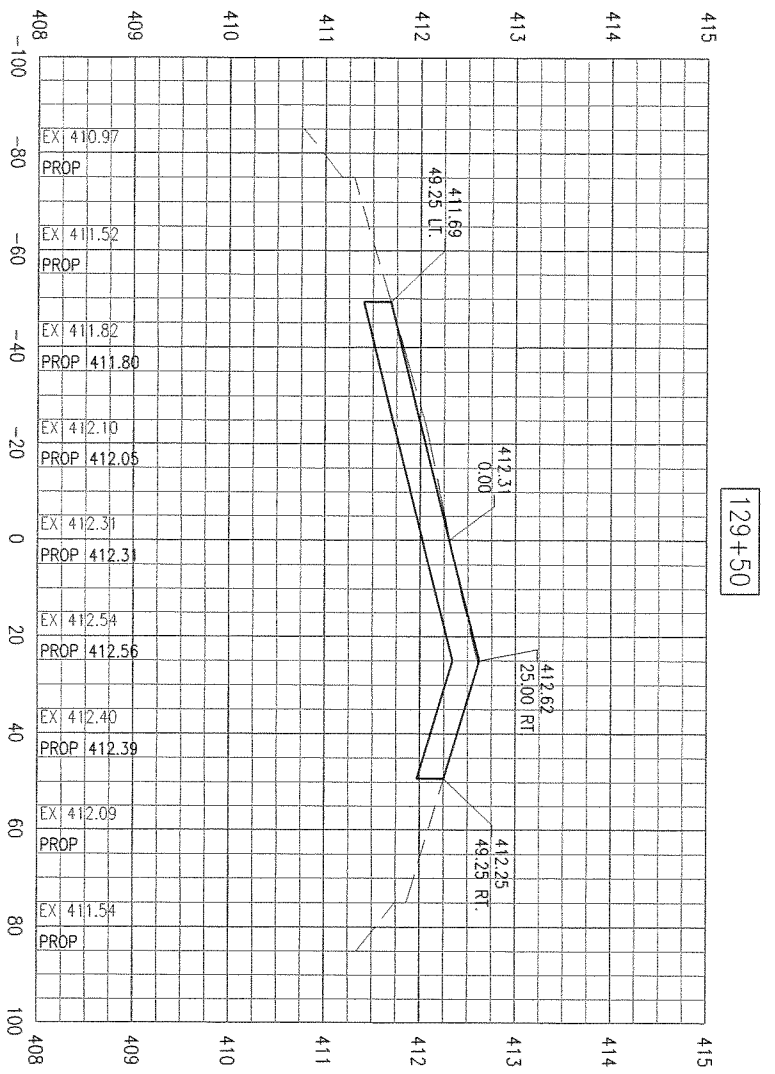

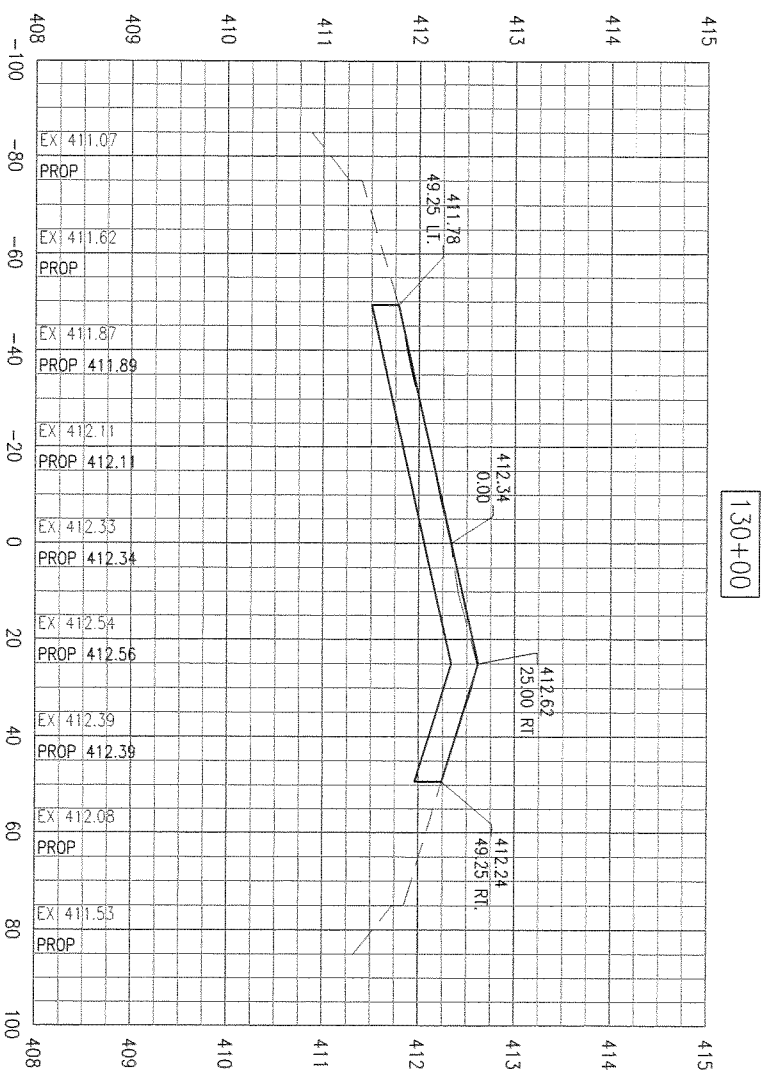

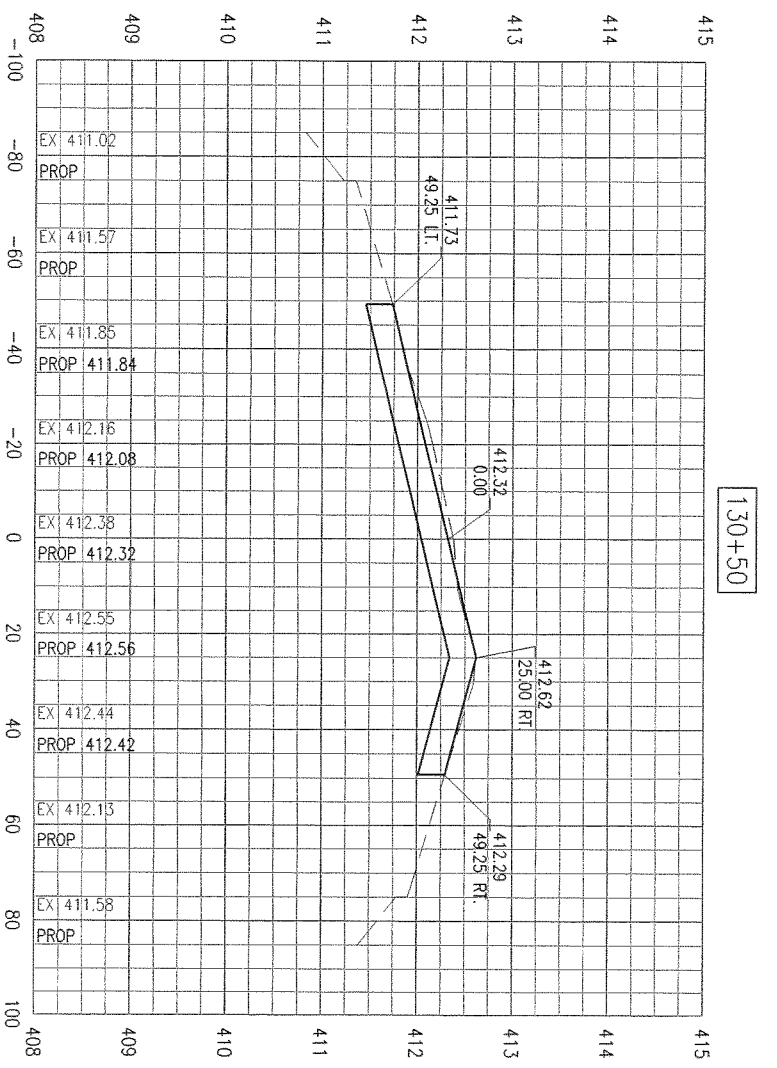

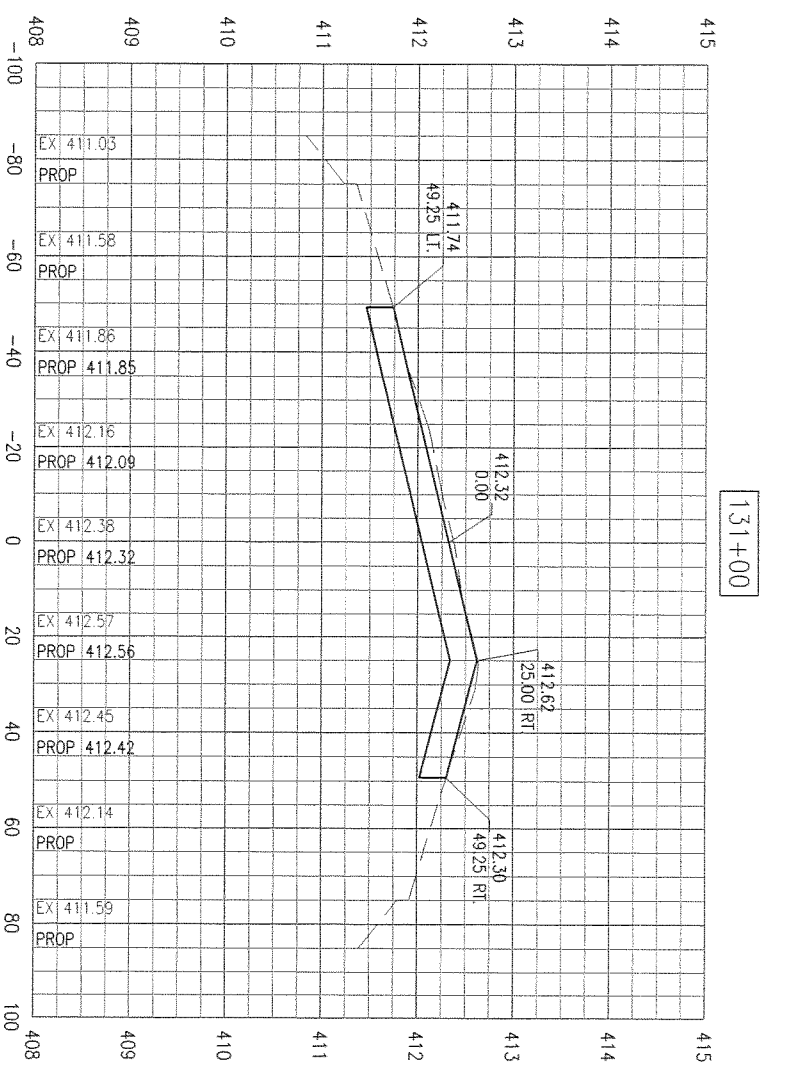

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50 of 70 sheets

RUNWAY 12R/30L
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DRAWN	DPE	03/08/11
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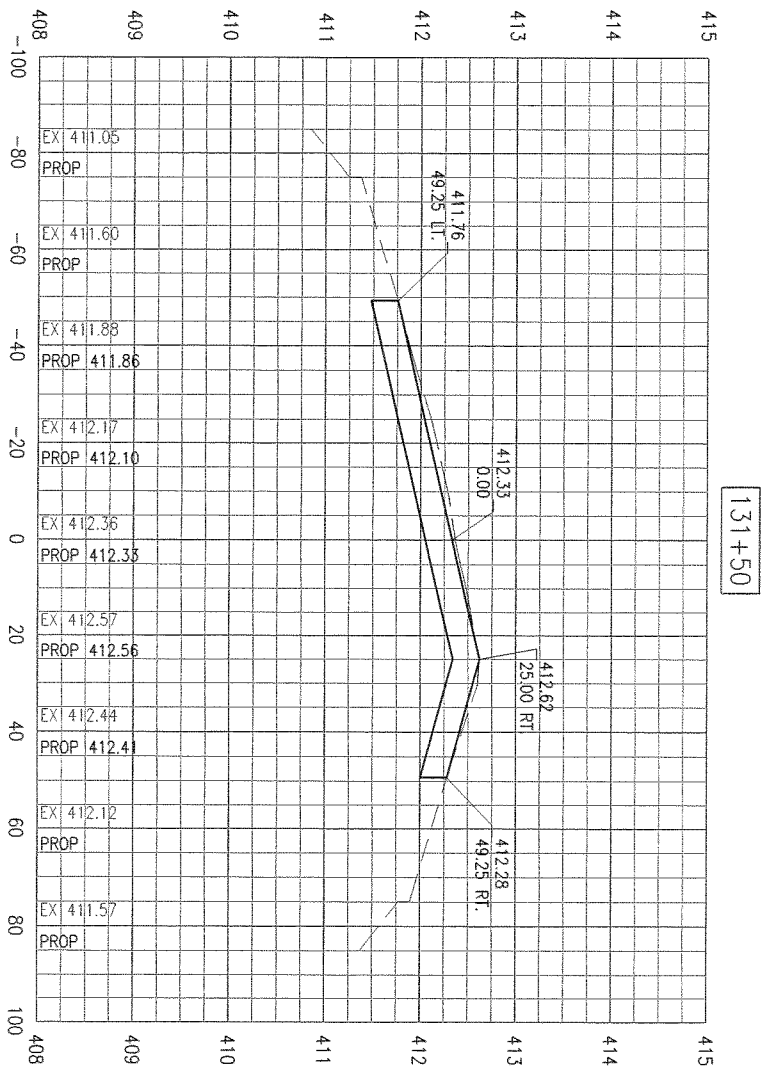

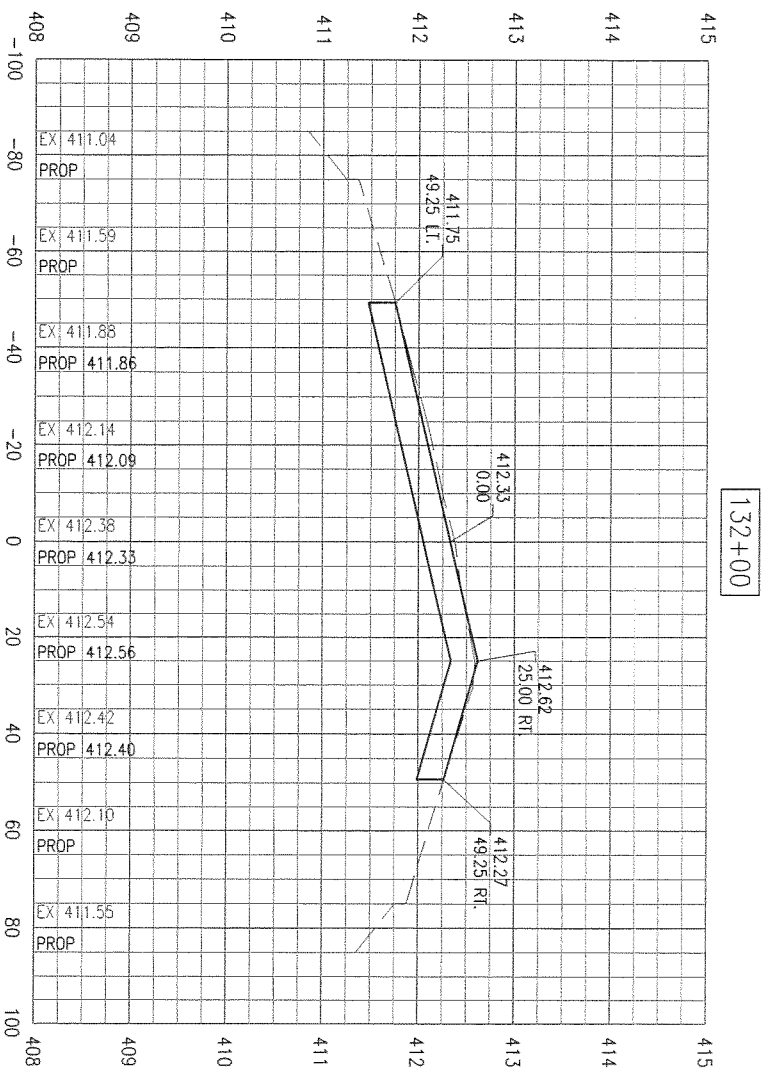

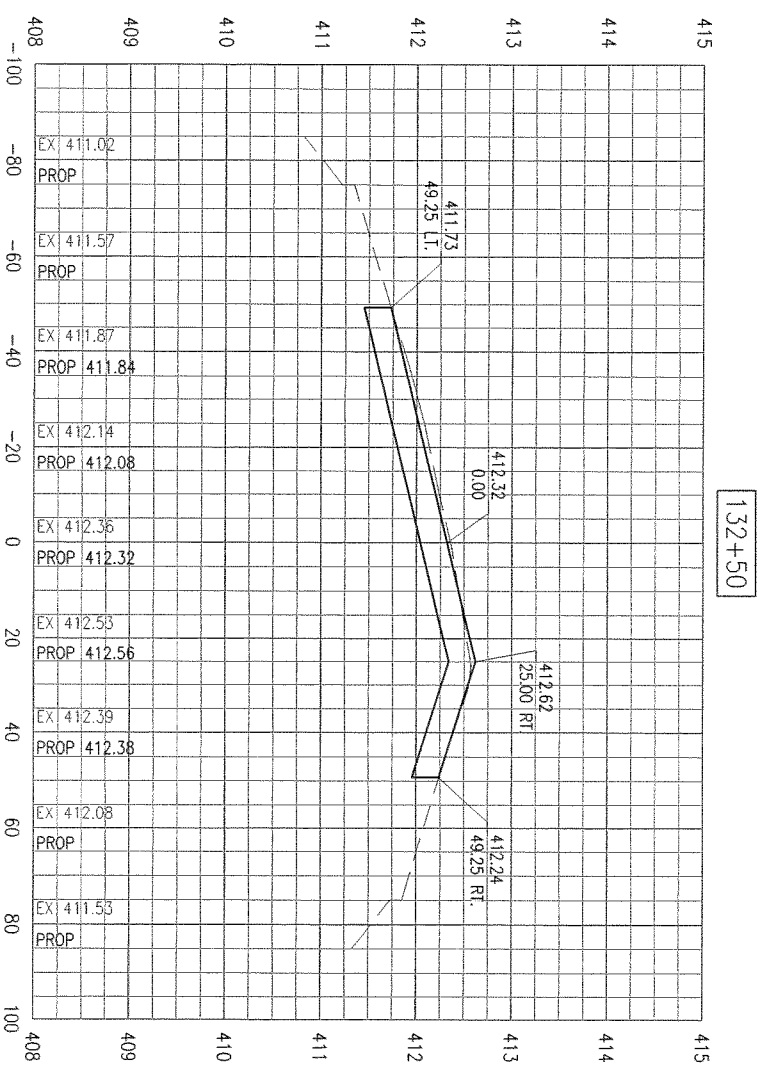

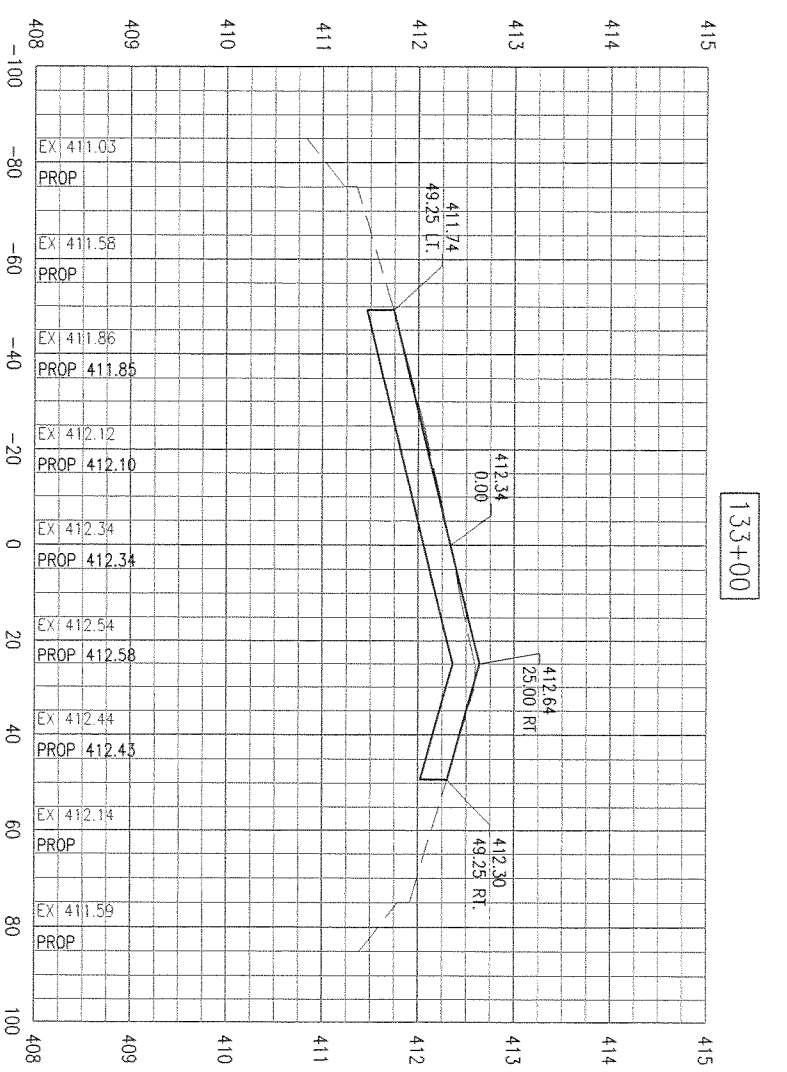

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RUNWAY 12R/30L
REHABILITATION

PROPOSED CROSS-SECTIONS
STA. 131+50 TO STA. 133+00

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Hanson Project No.	10A0135D
Filename	R-301SEC.DWG
Scale	H: 1"=20' V: 1"=1'
Date	03/25/11

LAYOUT	DPE	03/08/11
DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

SAINT LOUIS
DOWNTOWN
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A Division of Bi-State Development Agency

IL PROJ.: CPS-4106
A.I.P. PROJ.: 3-17-0039-B27

DATE	REVISION

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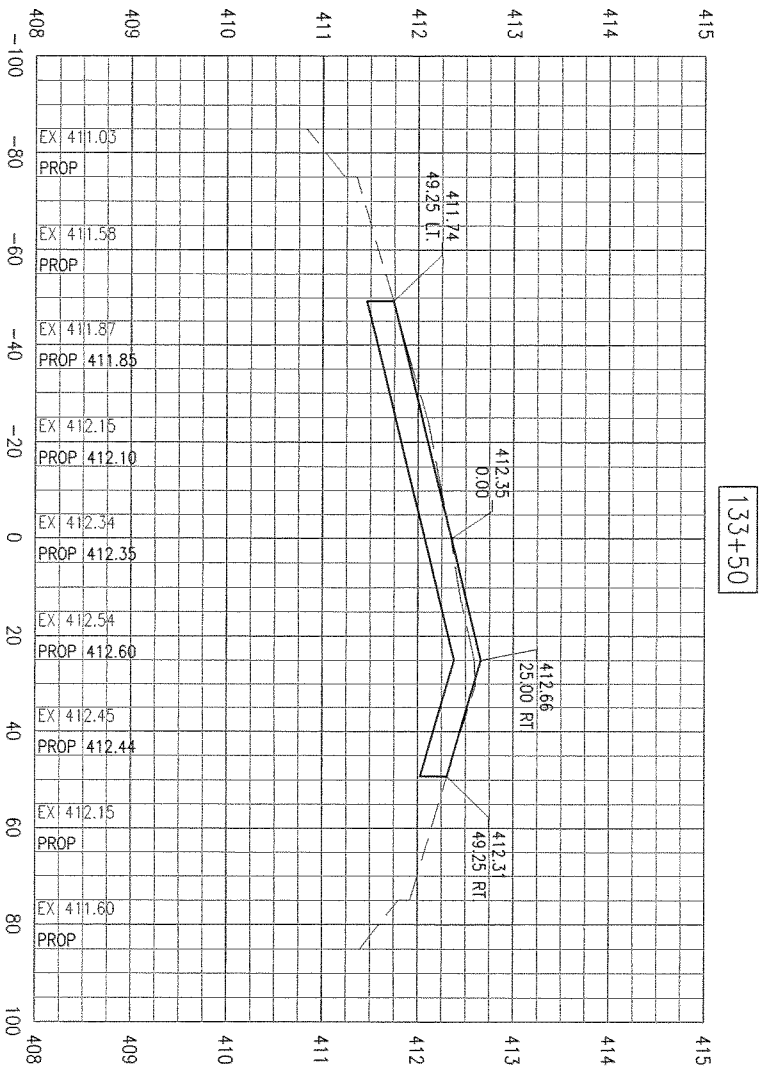

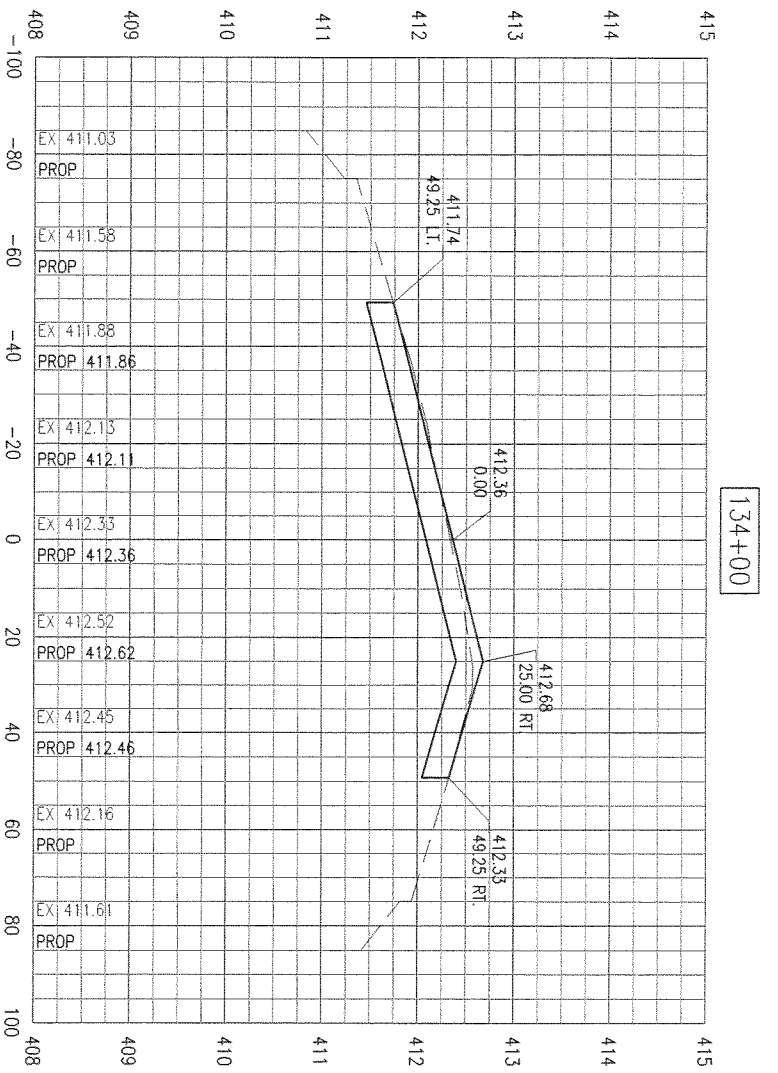

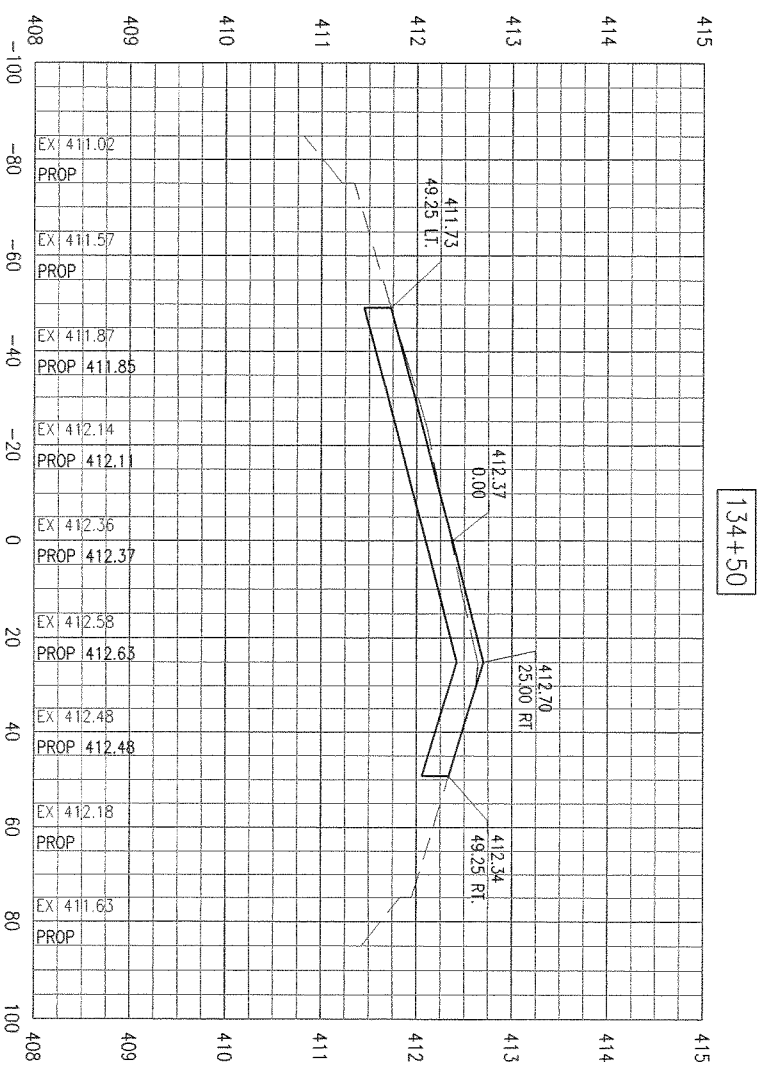

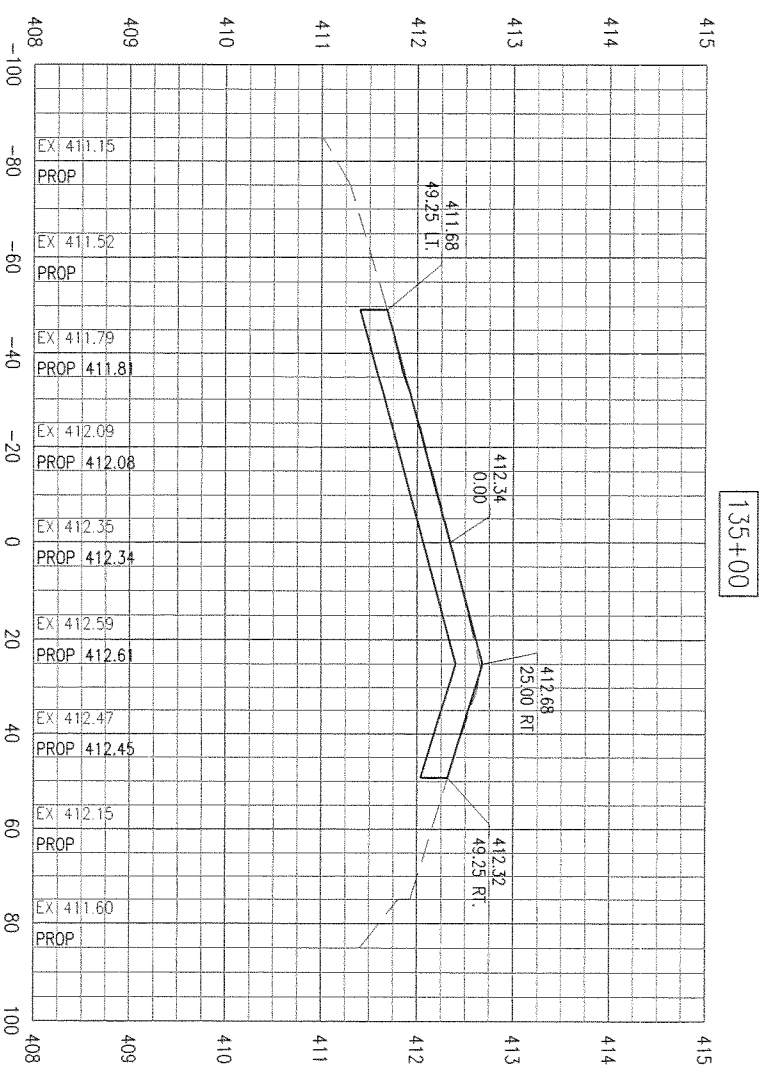

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DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

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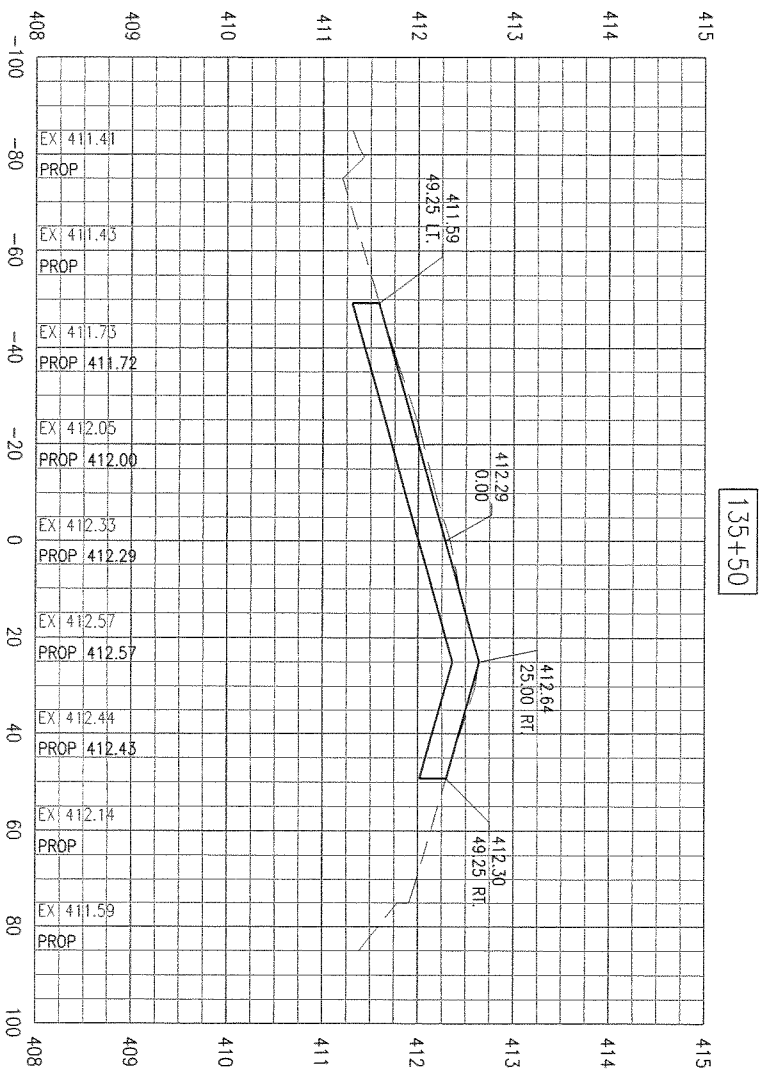

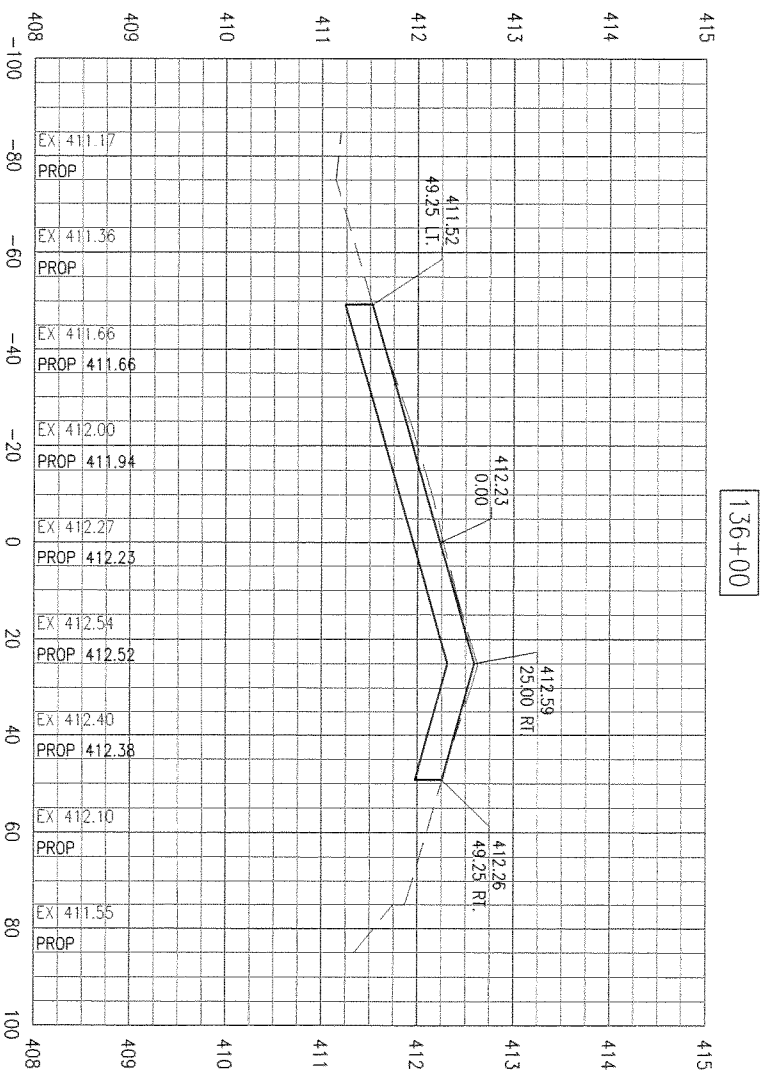

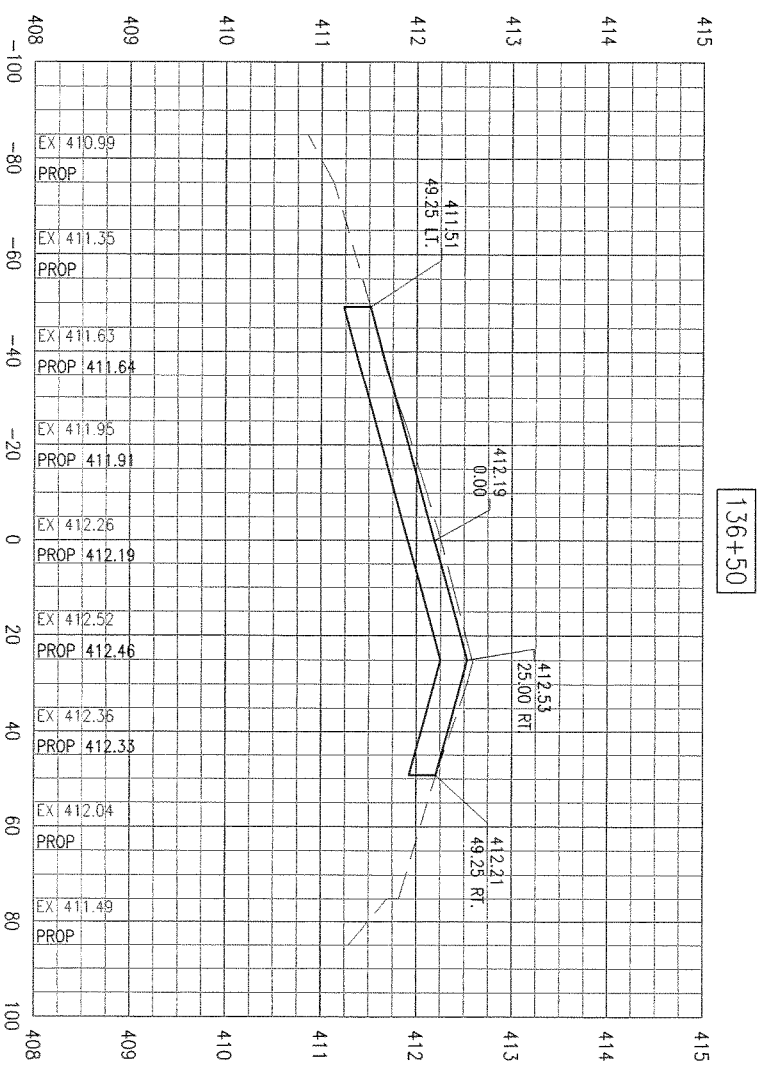

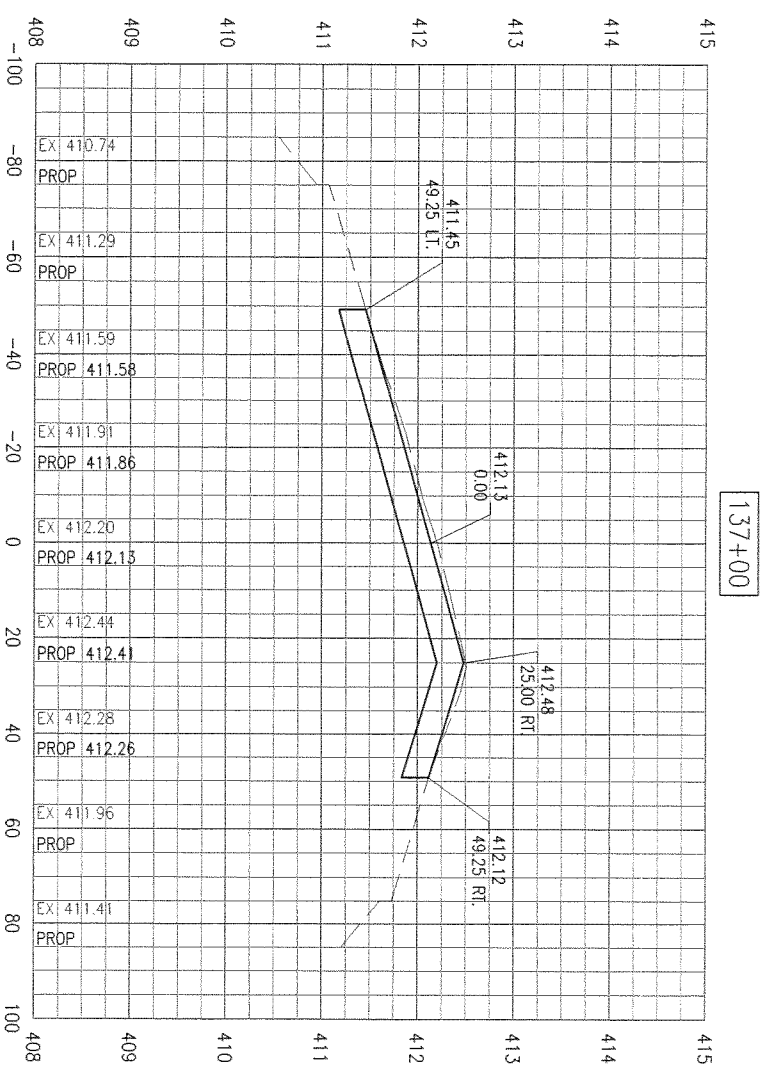

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DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

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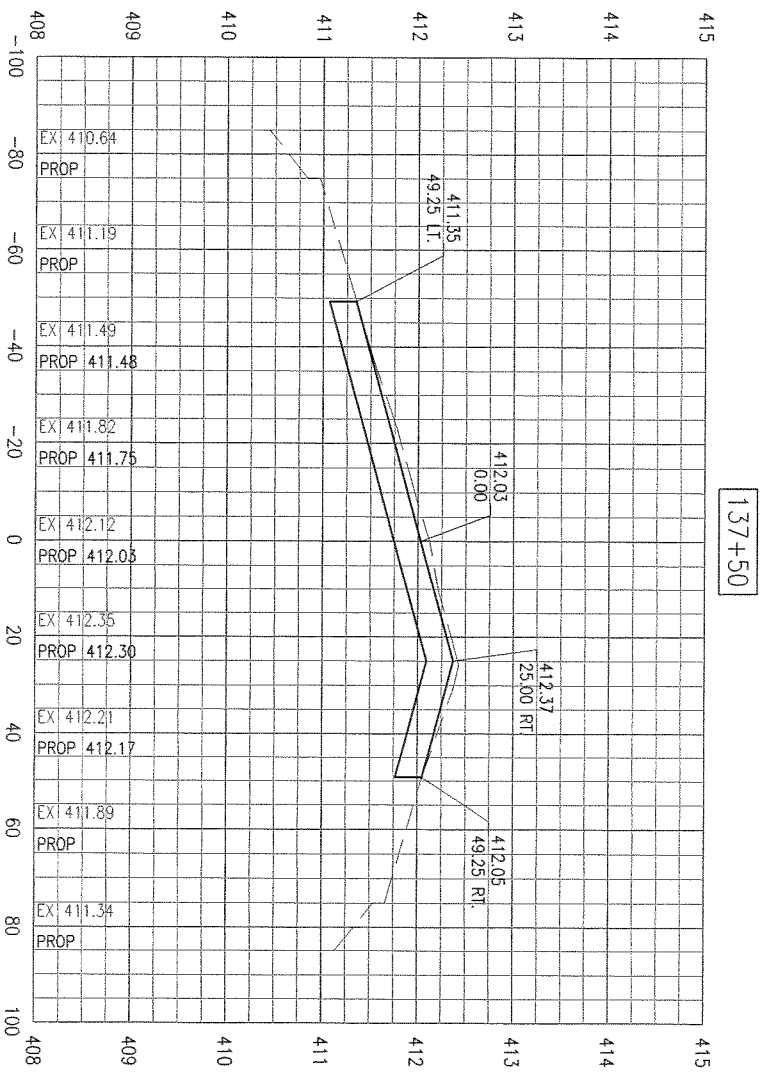

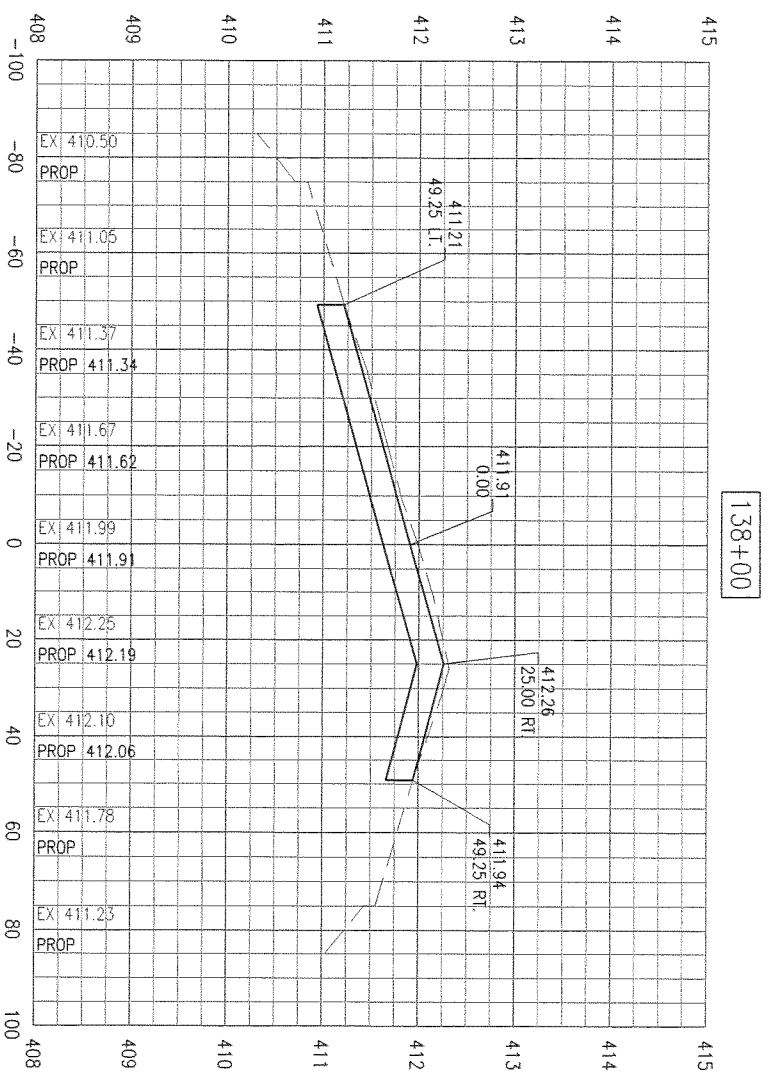

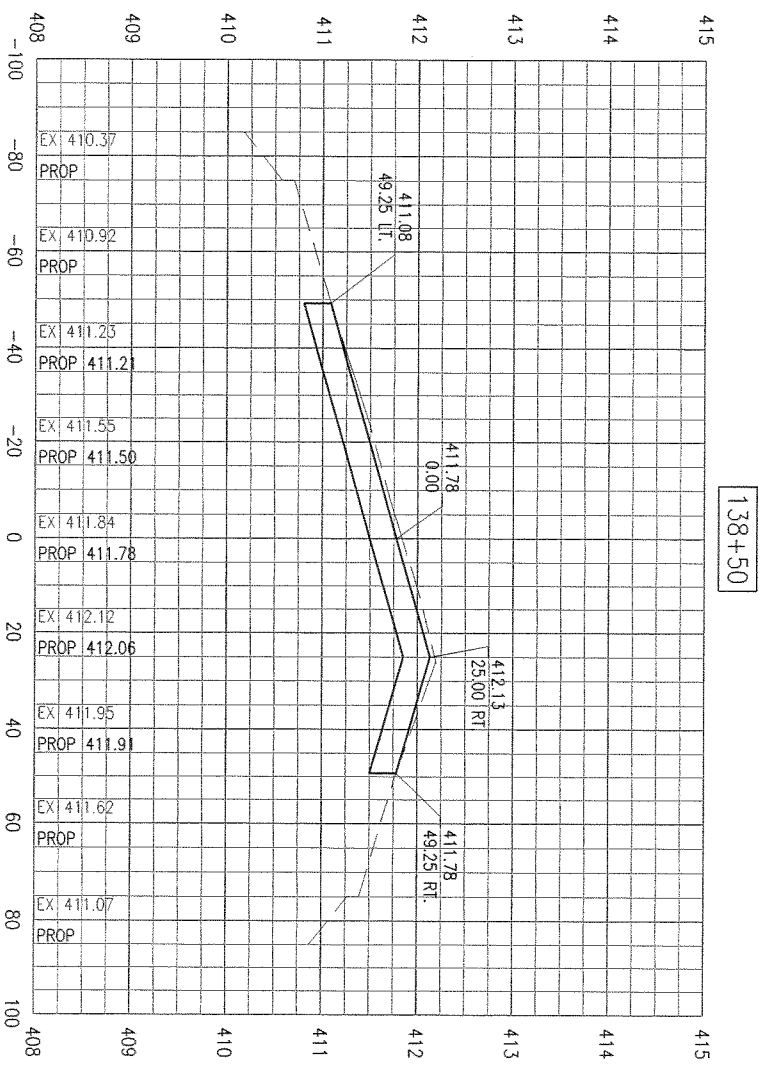

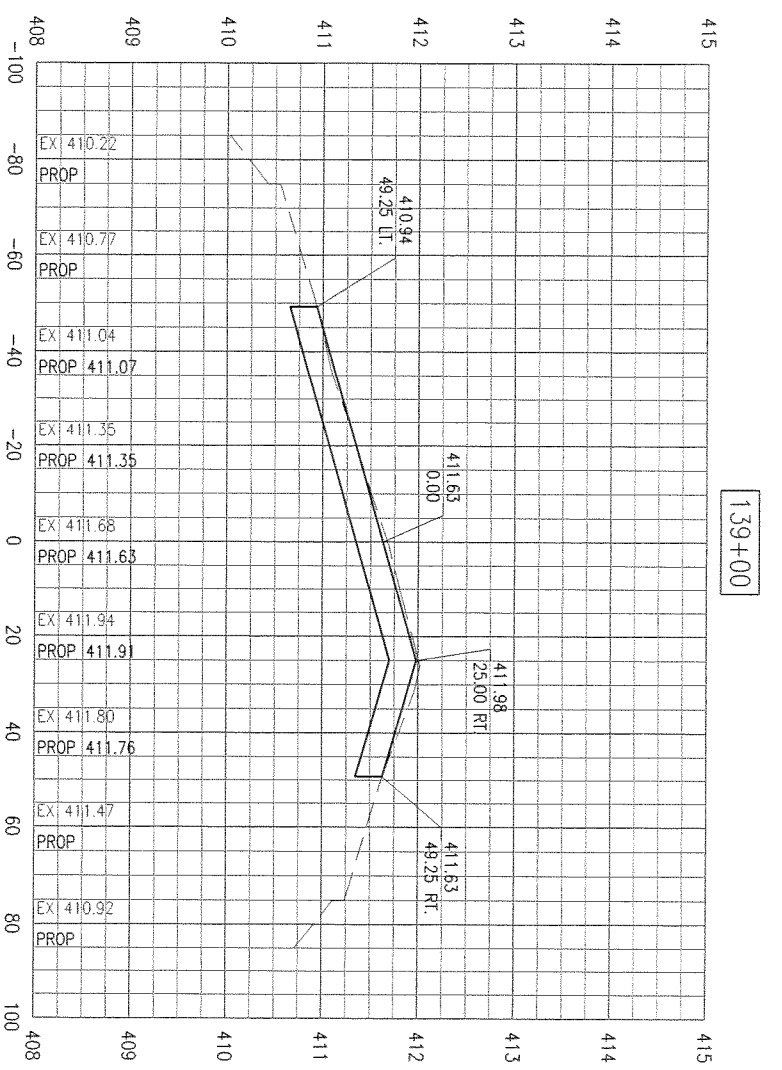

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54
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RUNWAY 12R/30L
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DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

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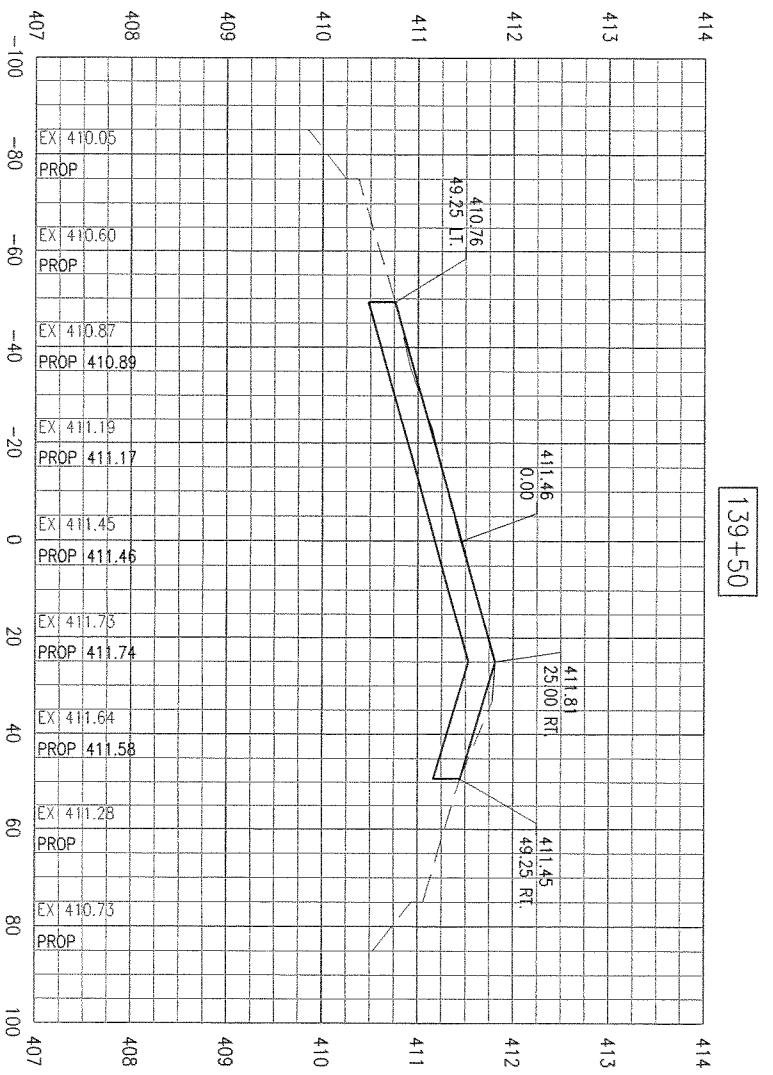

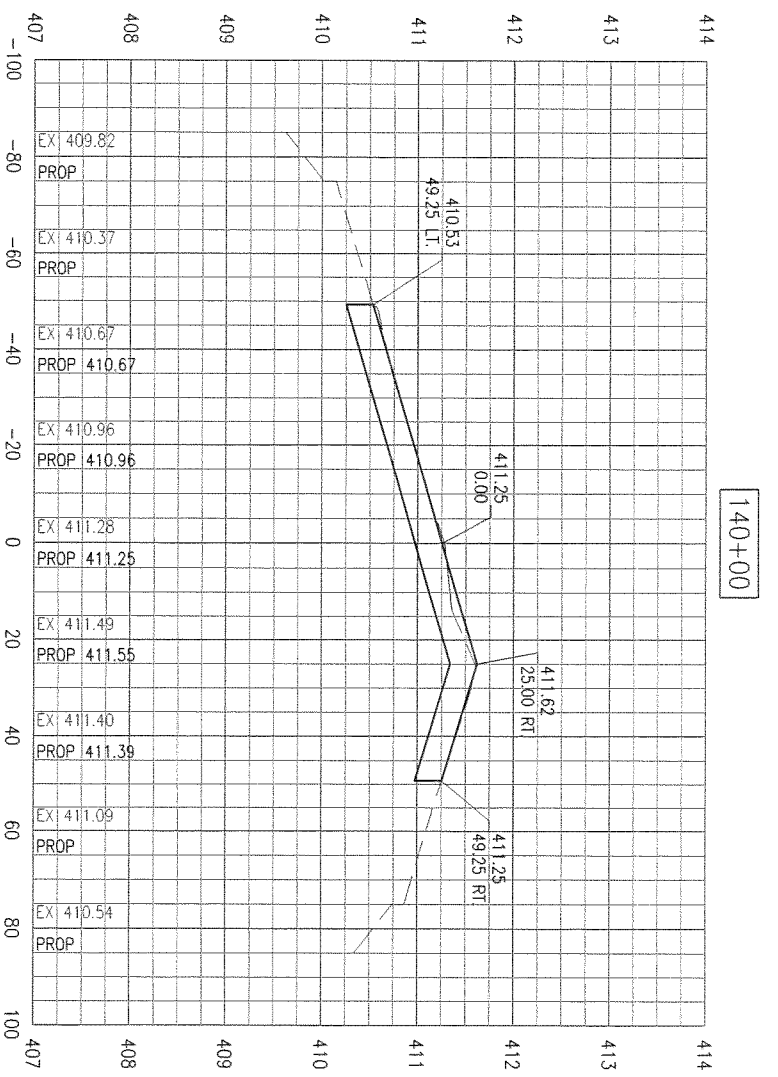

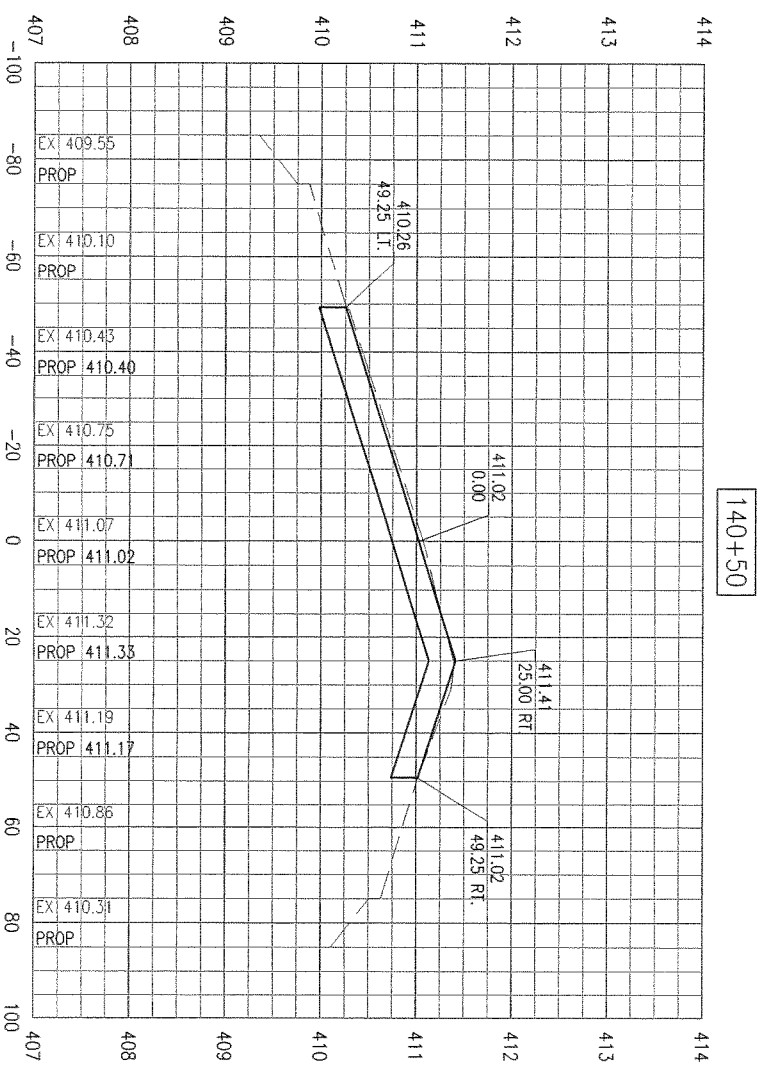

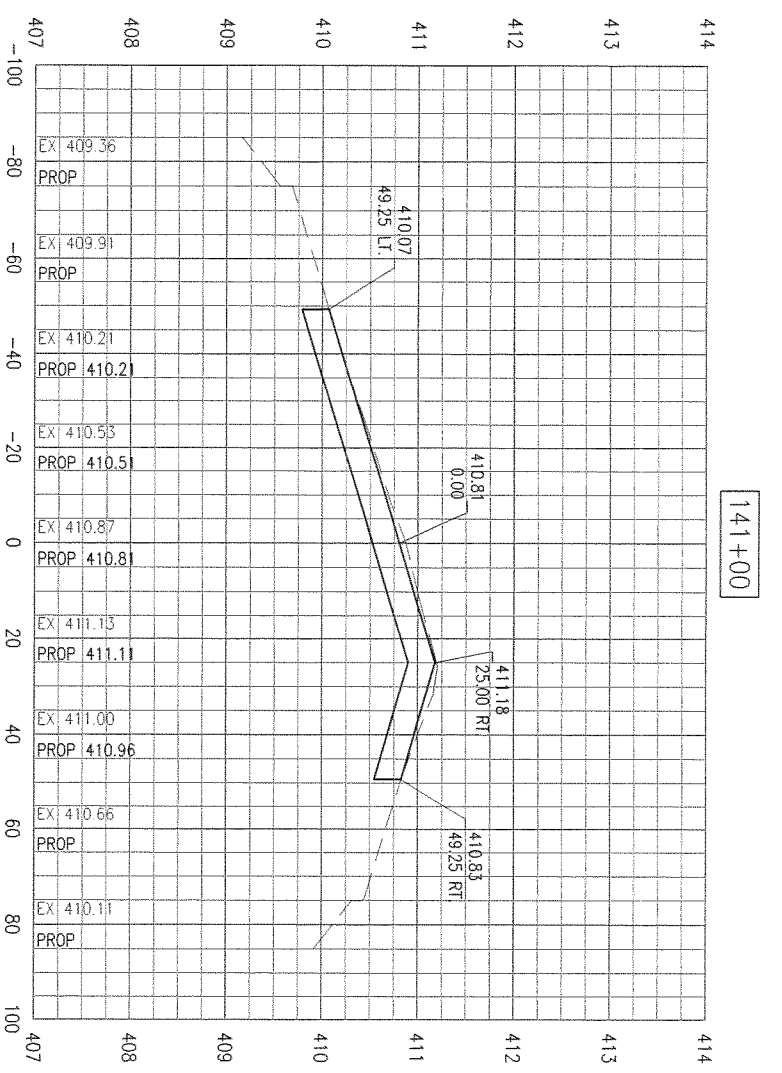

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RUNWAY 12R/30L
REHABILITATION

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Date 03/25/11

LAYOUT	DPE	03/08/11
DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

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AIRPORT
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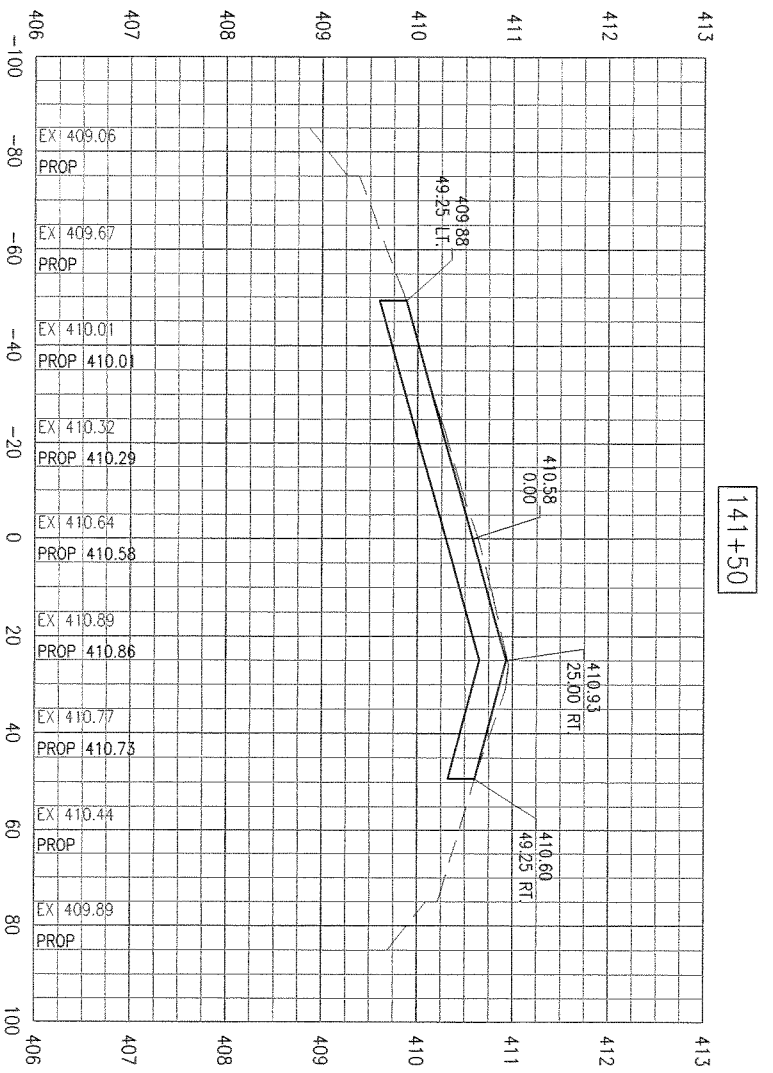
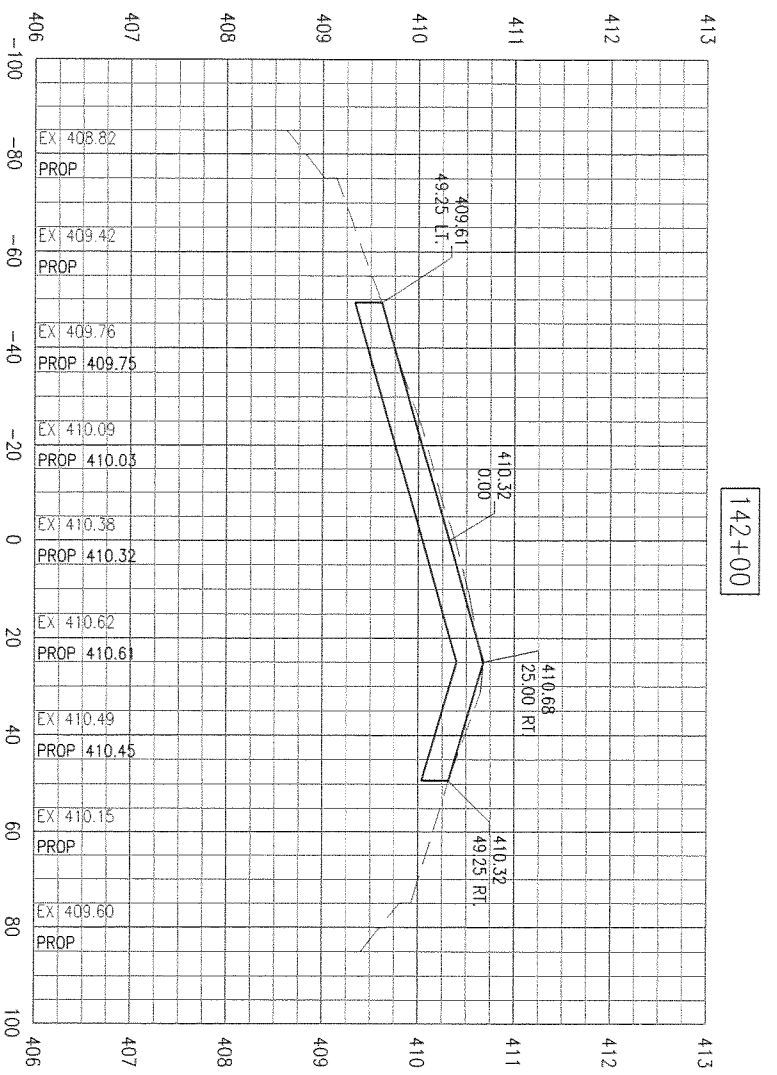
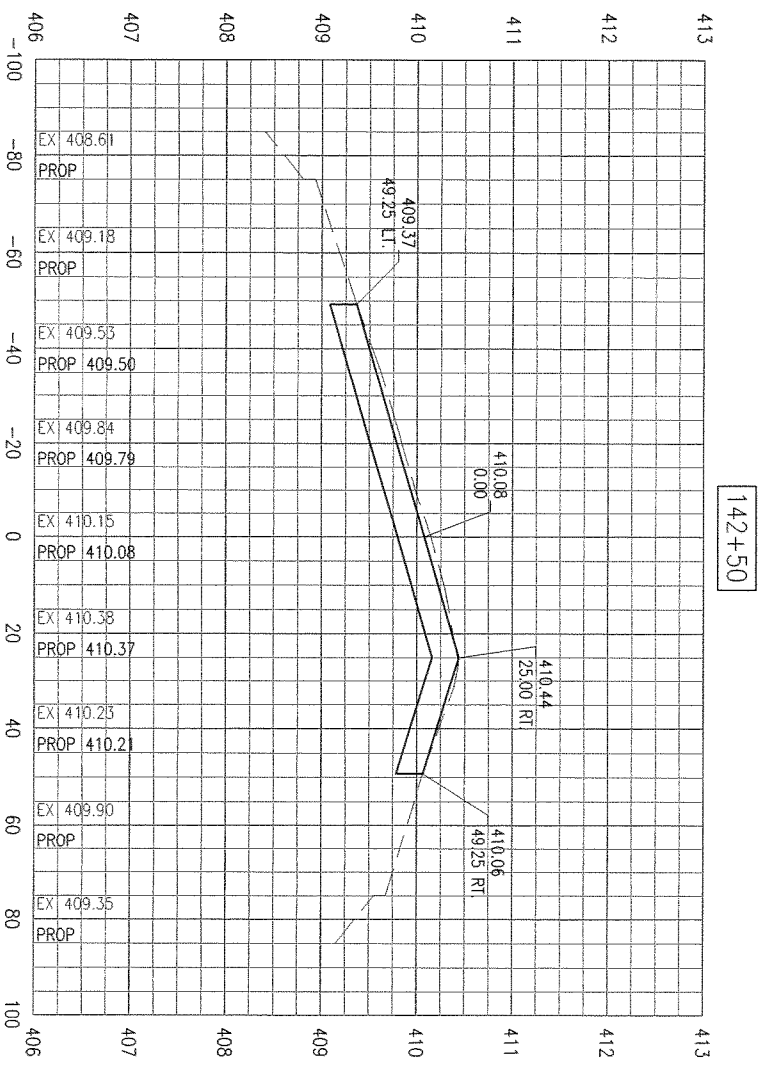
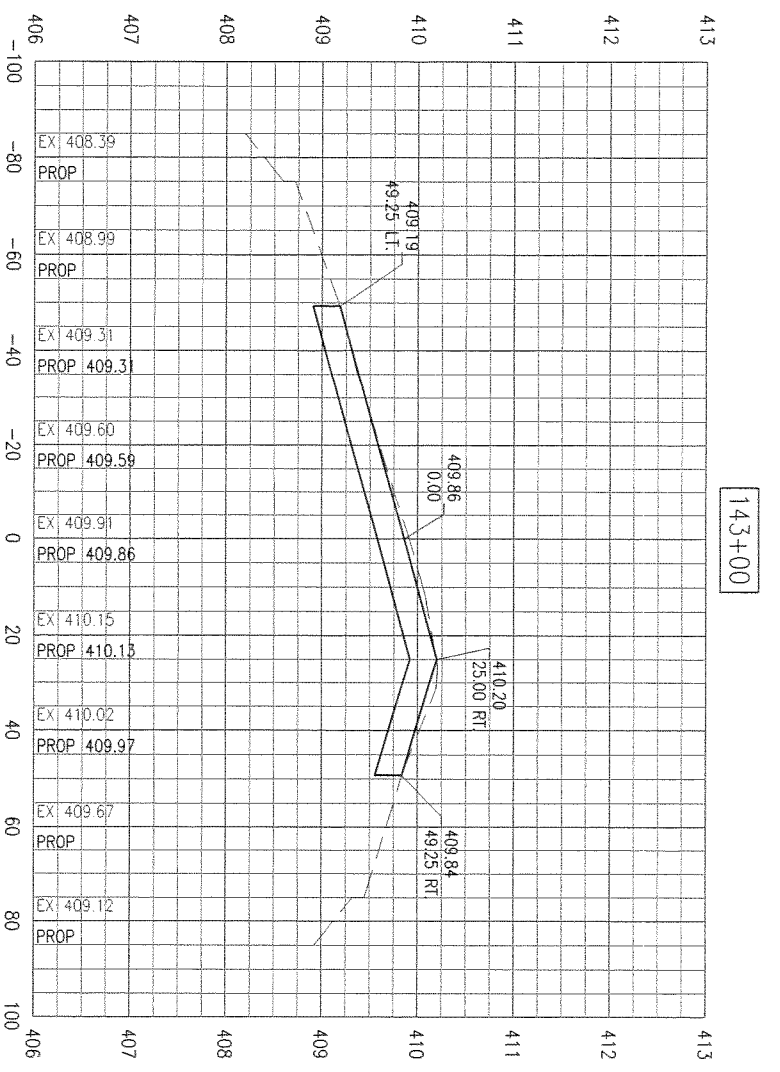
DATE	REVISION









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RUNWAY 12R/30L
REHABILITATION

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DRAWN	DPE	03/08/11
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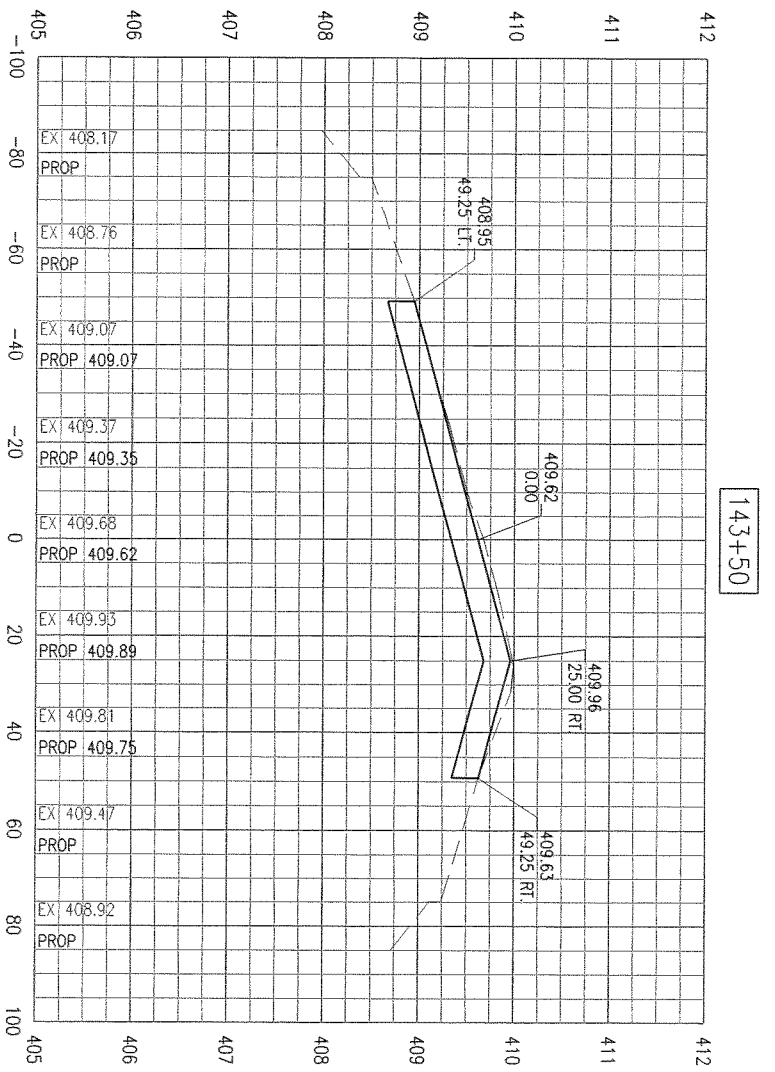

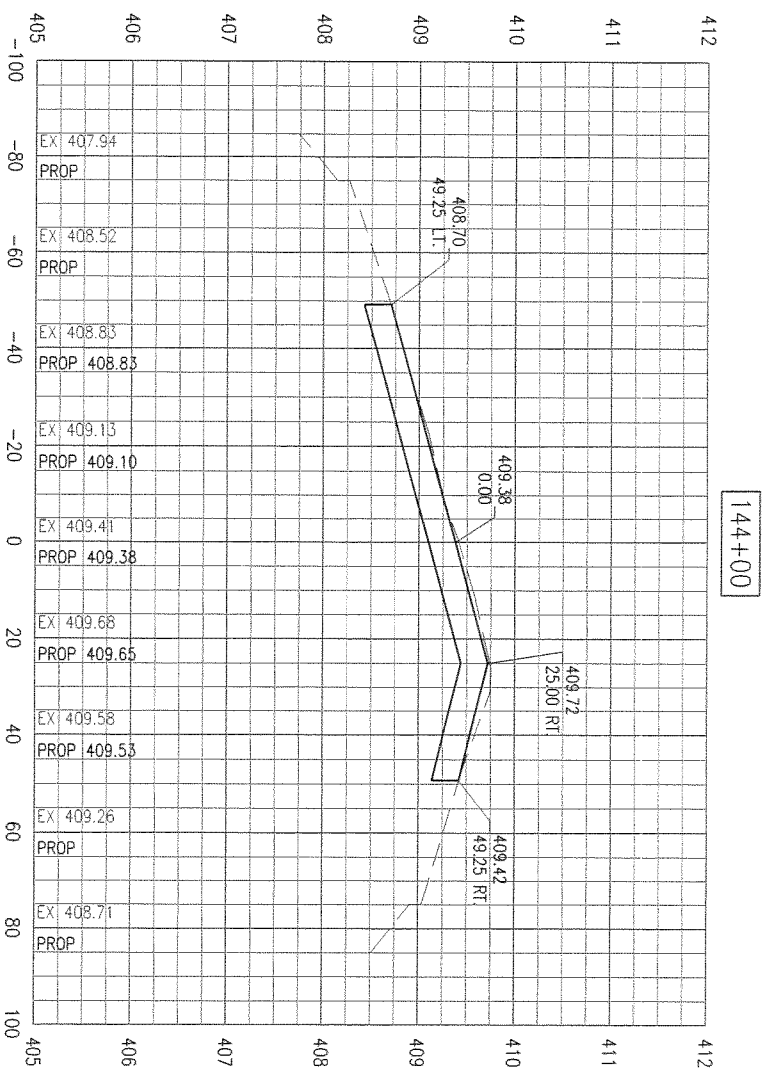

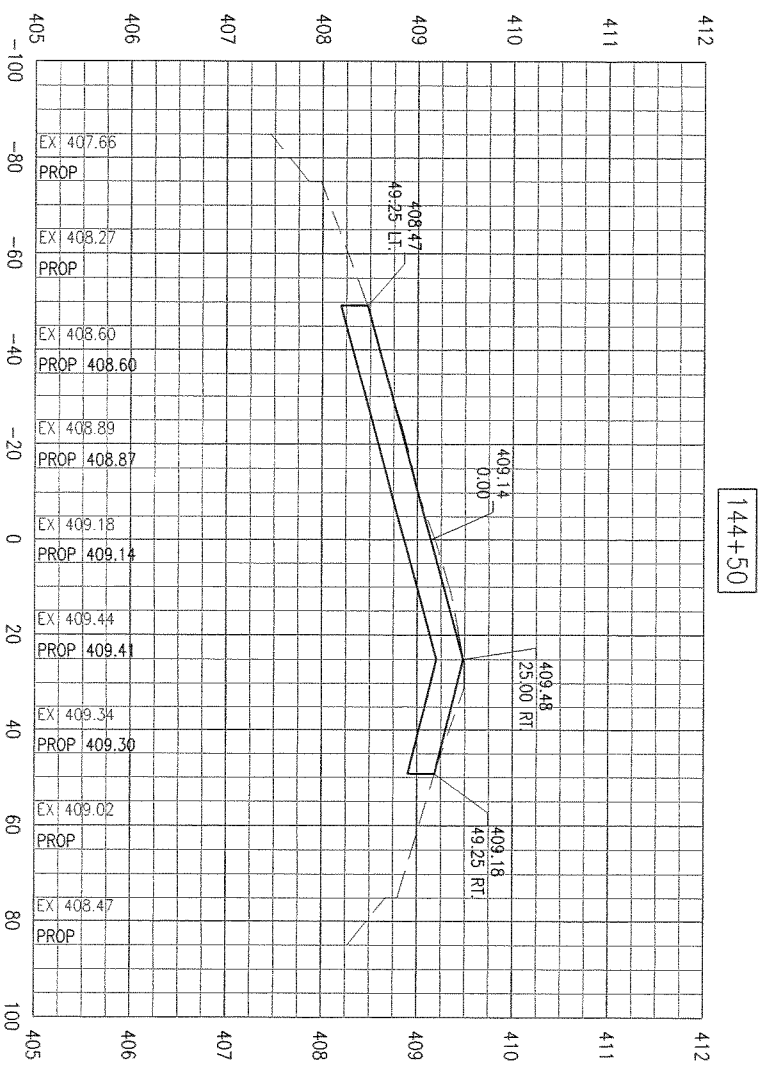

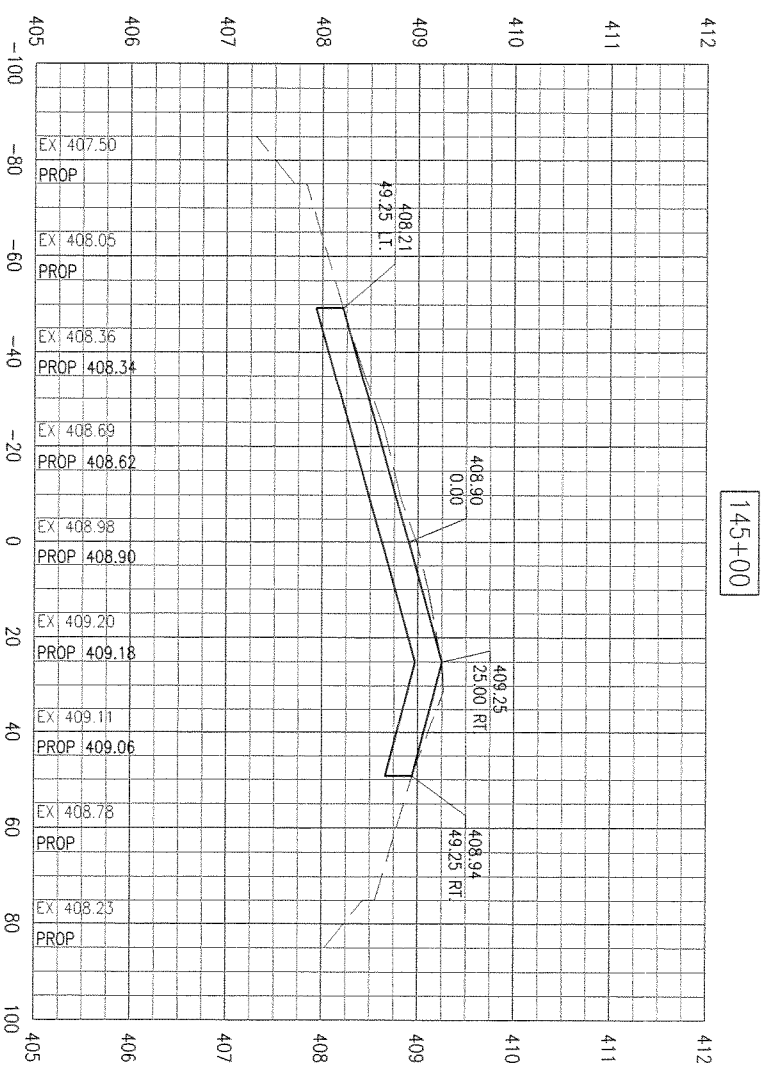

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RUNWAY 12R/30L
REHABILITATION

PROPOSED CROSS-SECTIONS
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LAYOUT	DPE	03/08/11
DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

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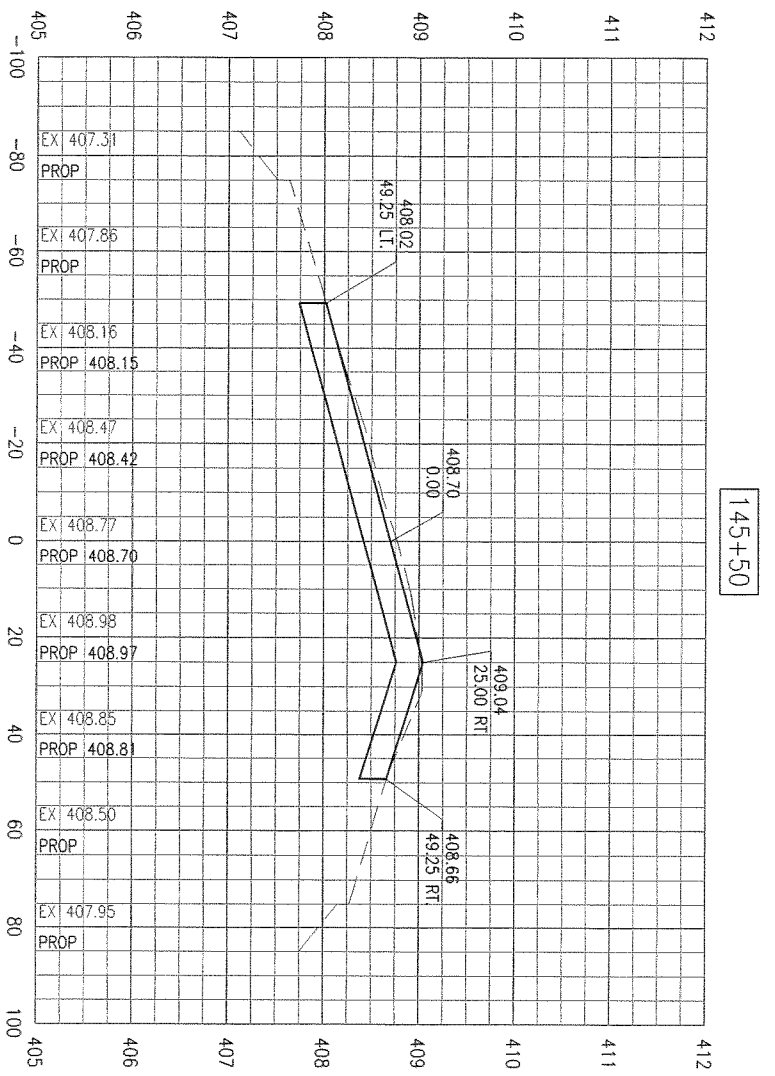

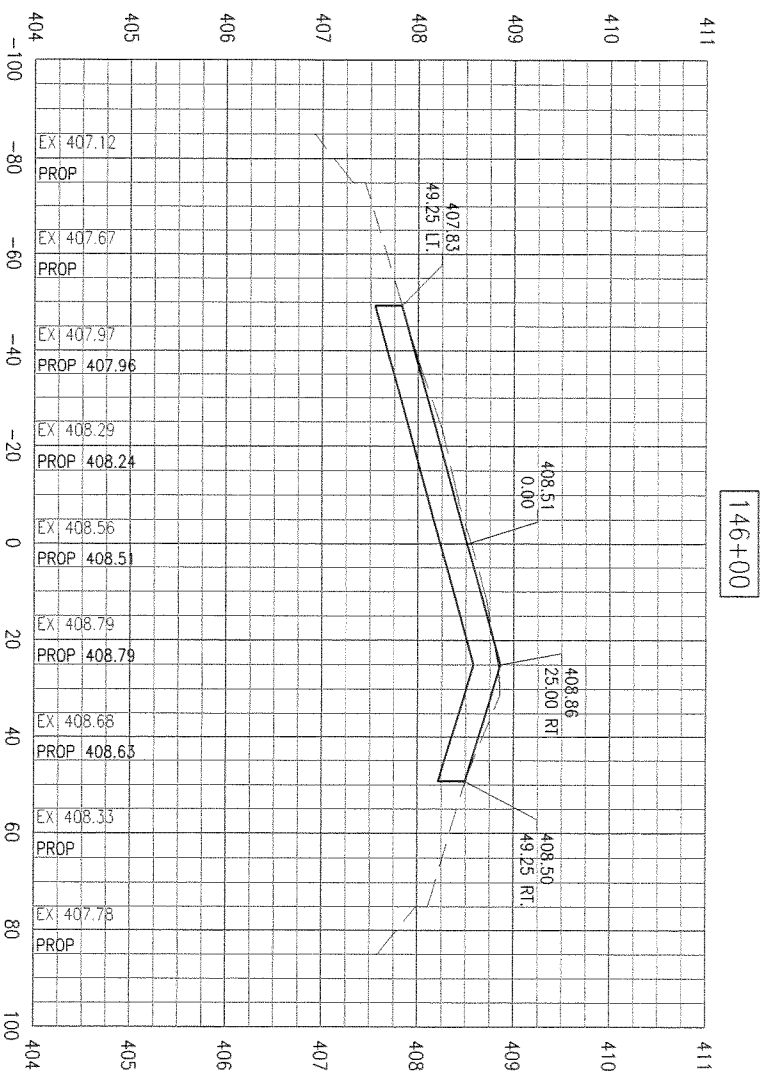

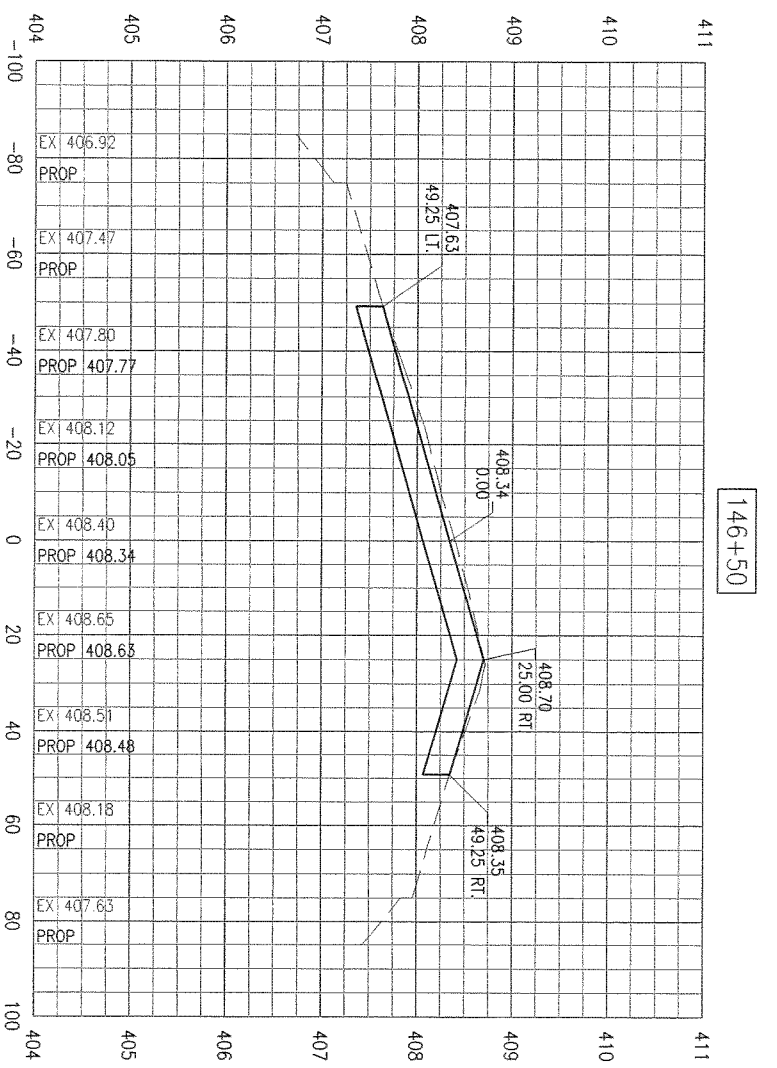

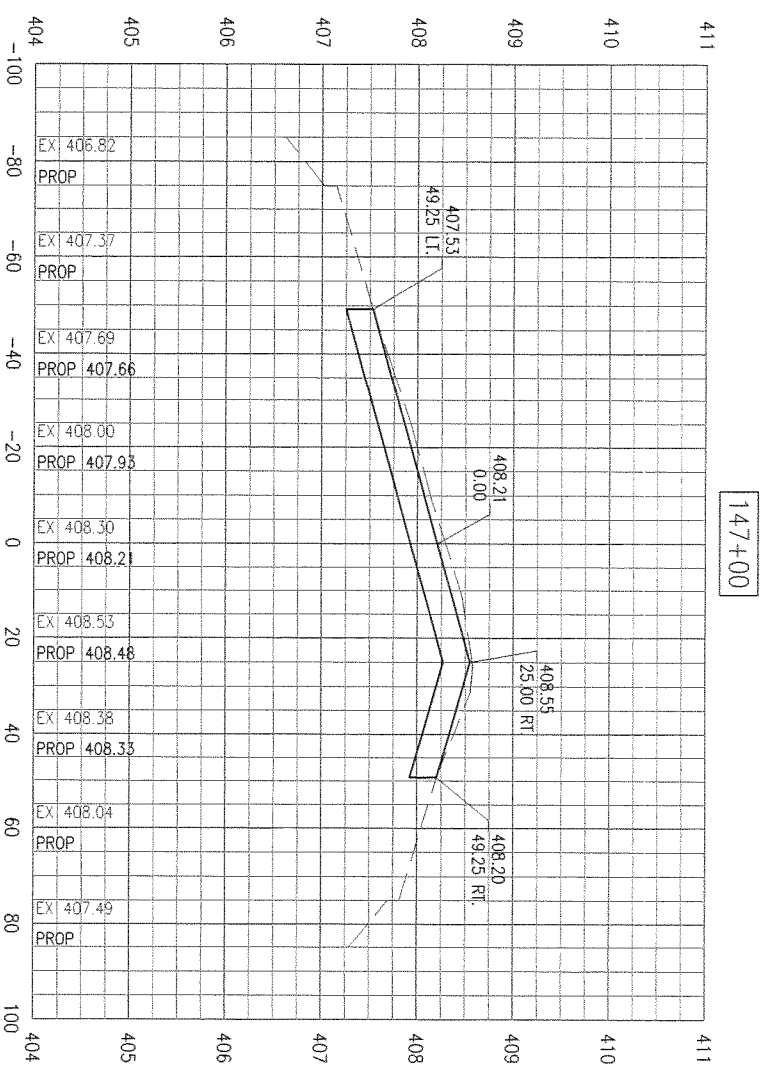

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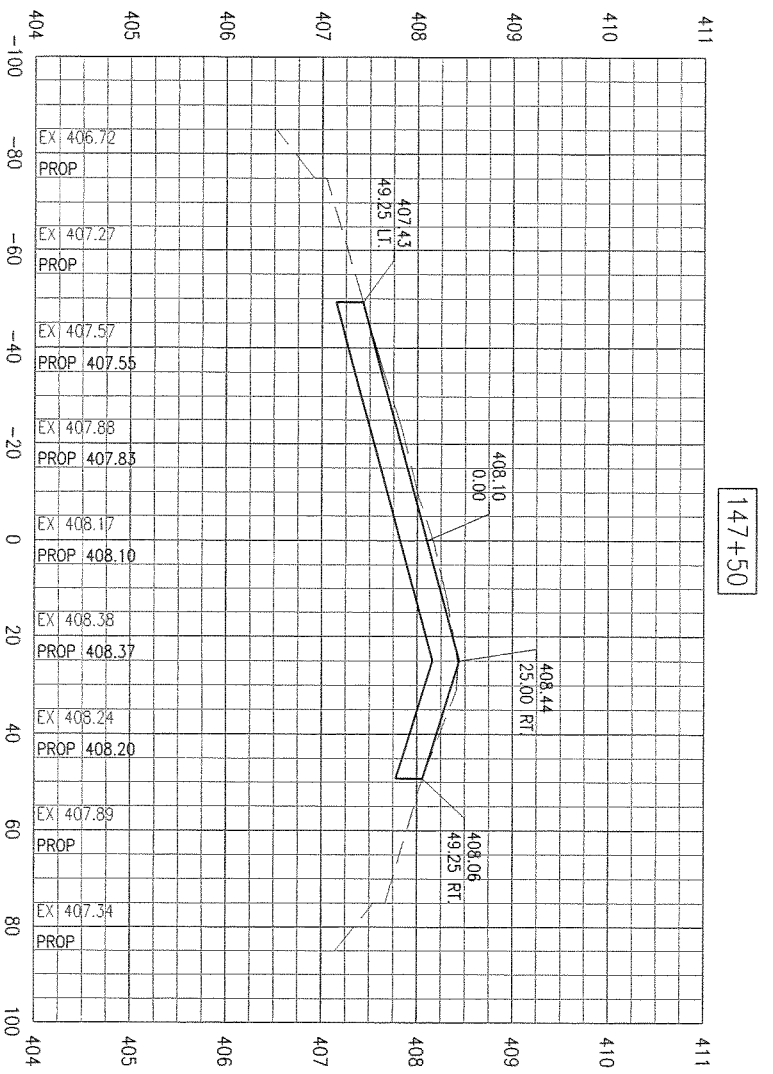

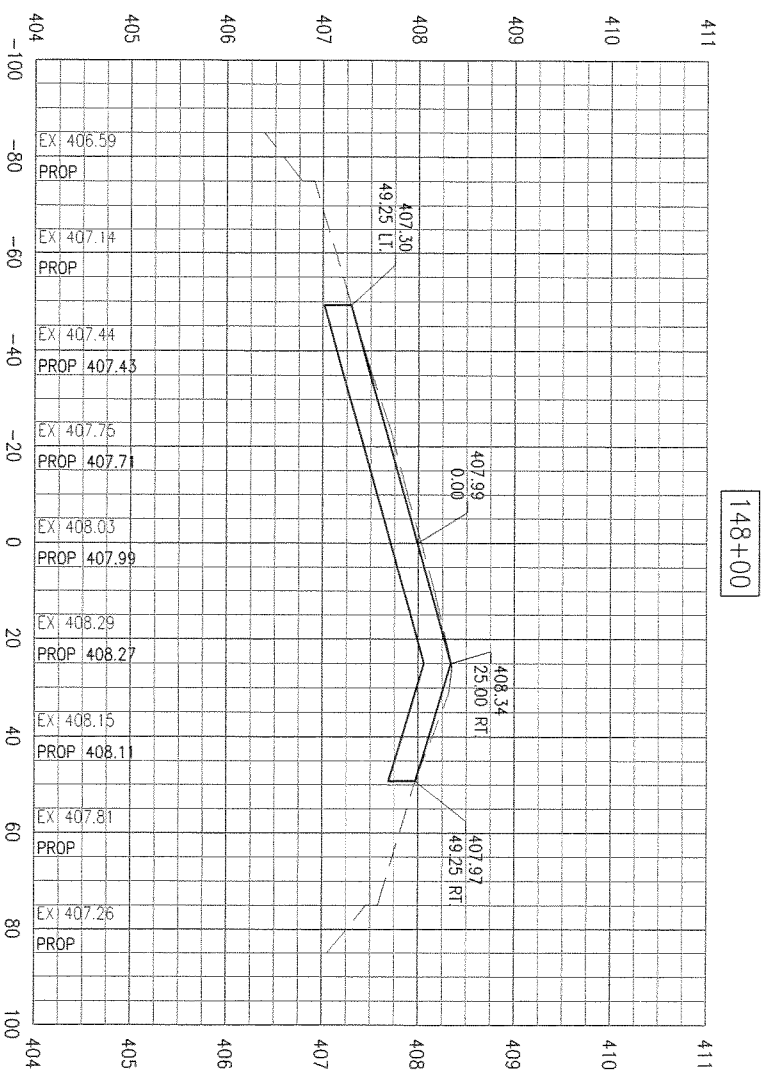

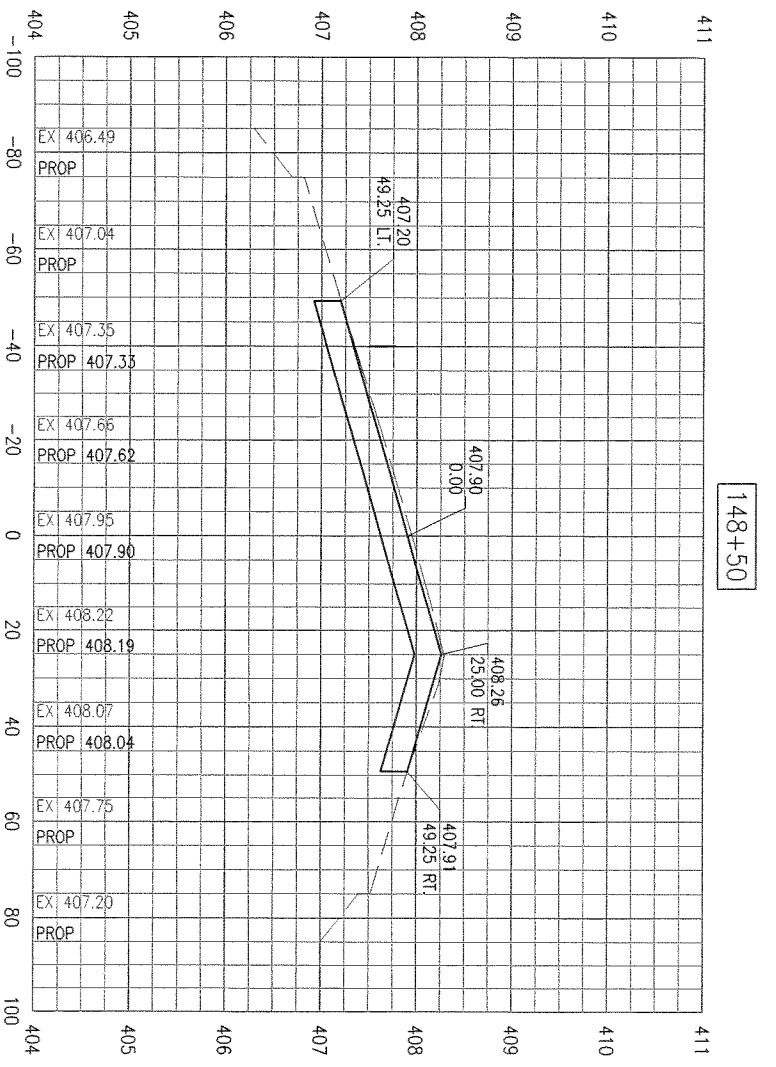

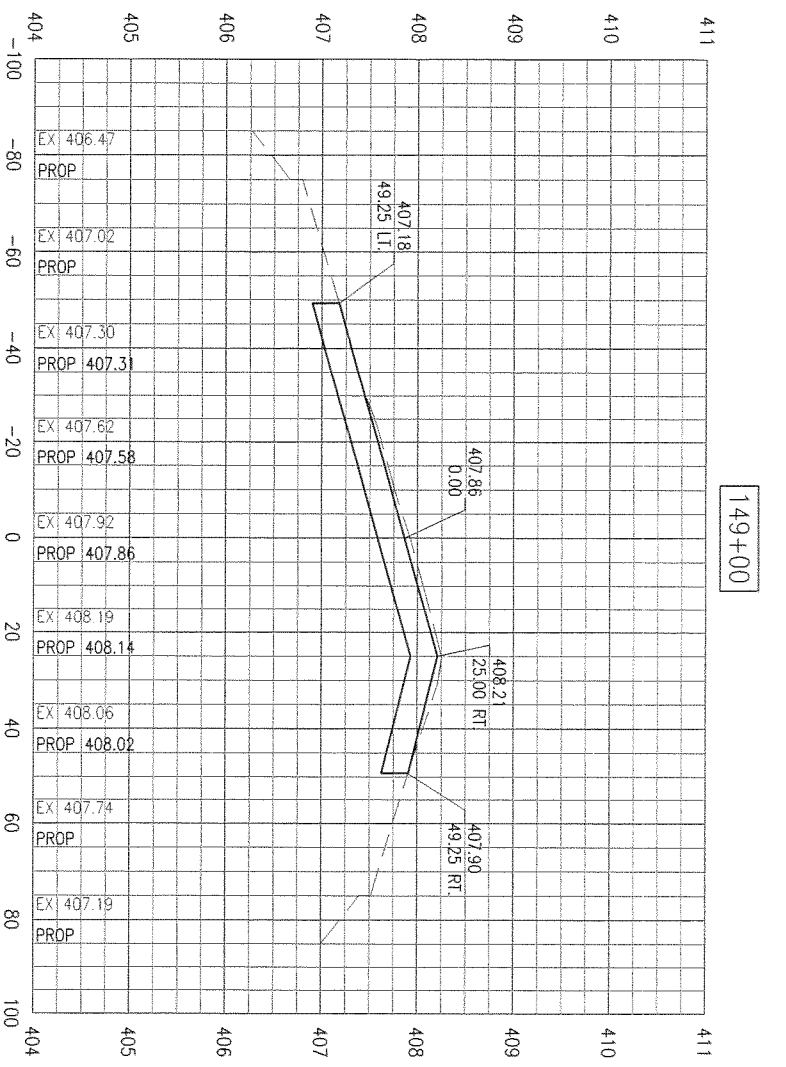

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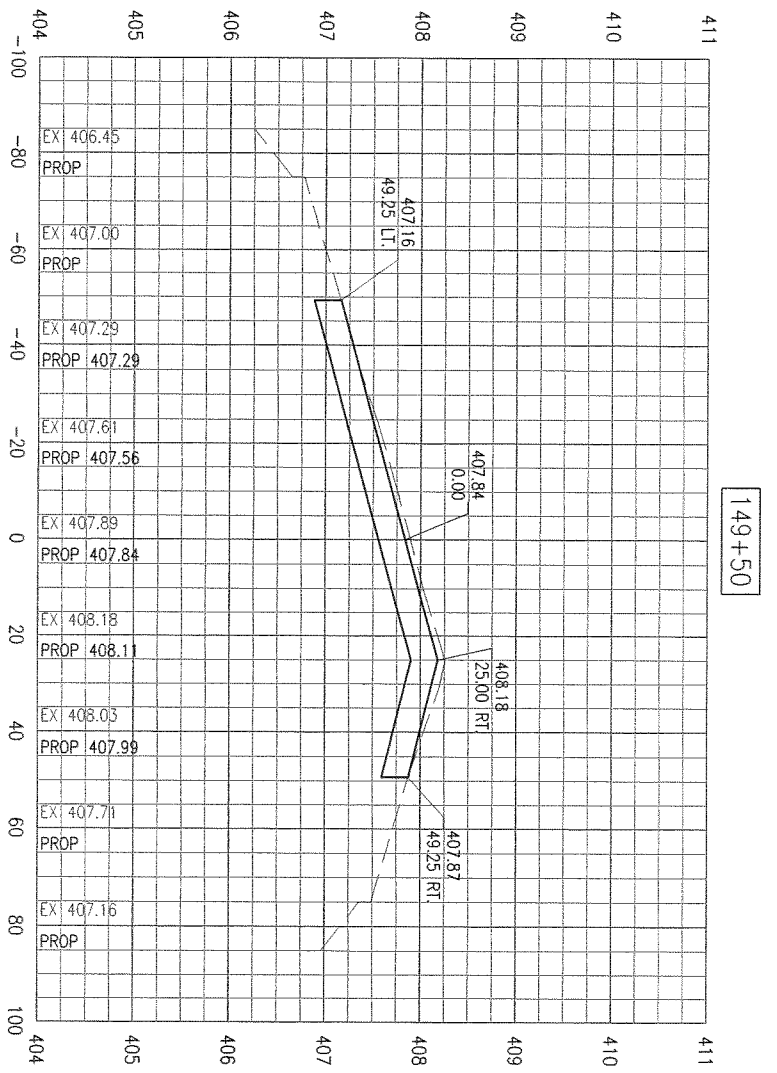

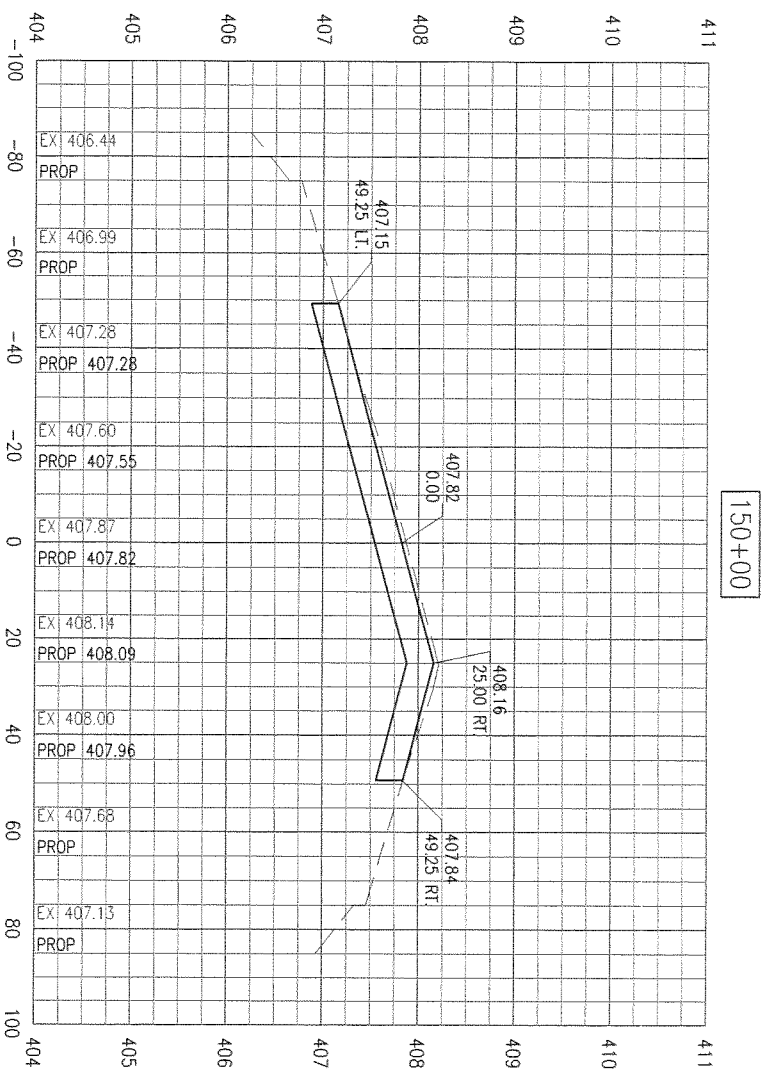

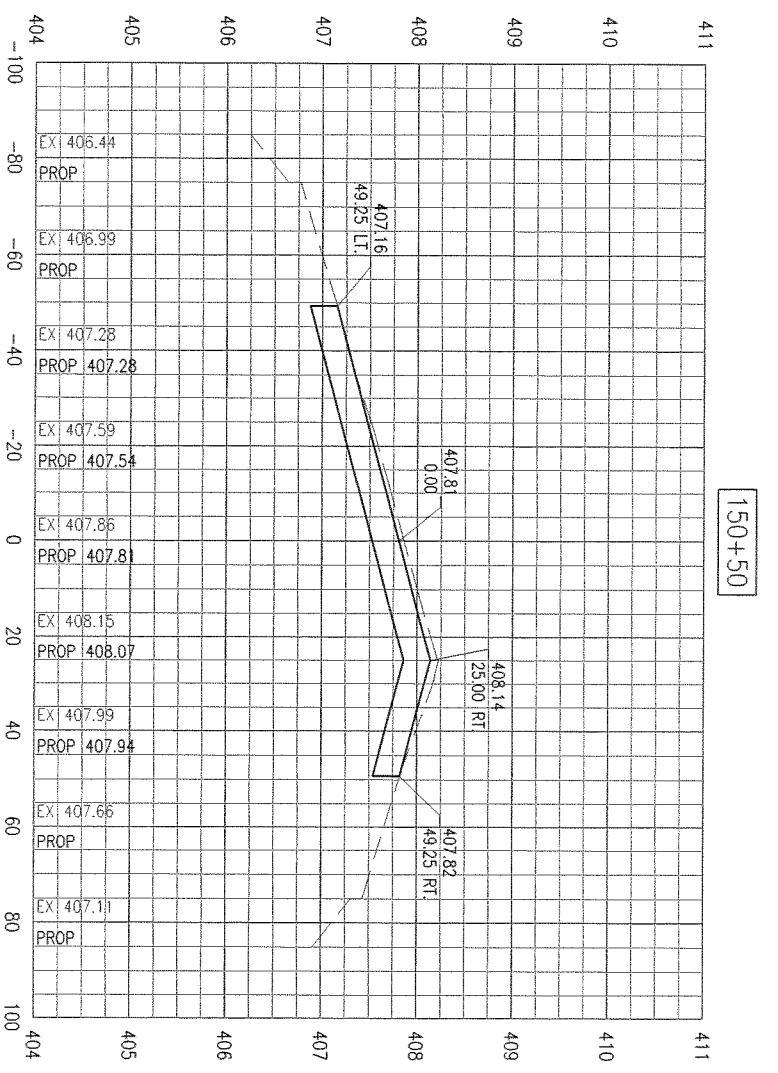

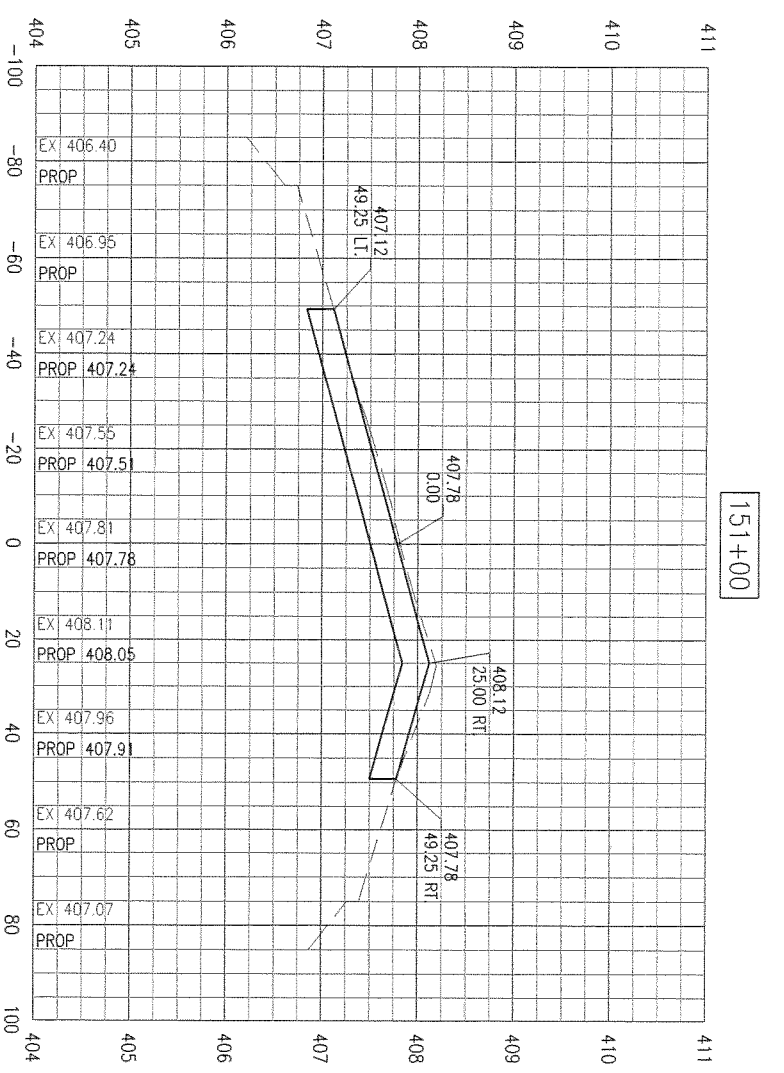

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RUNWAY 12R/30L
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PROPOSED CROSS-SECTIONS
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Hanson Project No. 10A0135D
Filename R-301SEC.DWG
Scale H: 1"=20' V: 1"=1'
Date 03/25/11

LAYOUT	DPE	03/08/11
DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

SAINT LOUIS
DOWNTOWN
AIRPORT
A Division of Bi-State Development Agency

IL PROJ.: CPS-4106
A.I.P. PROJ.: 3-17-0039-B27

DATE	REVISION

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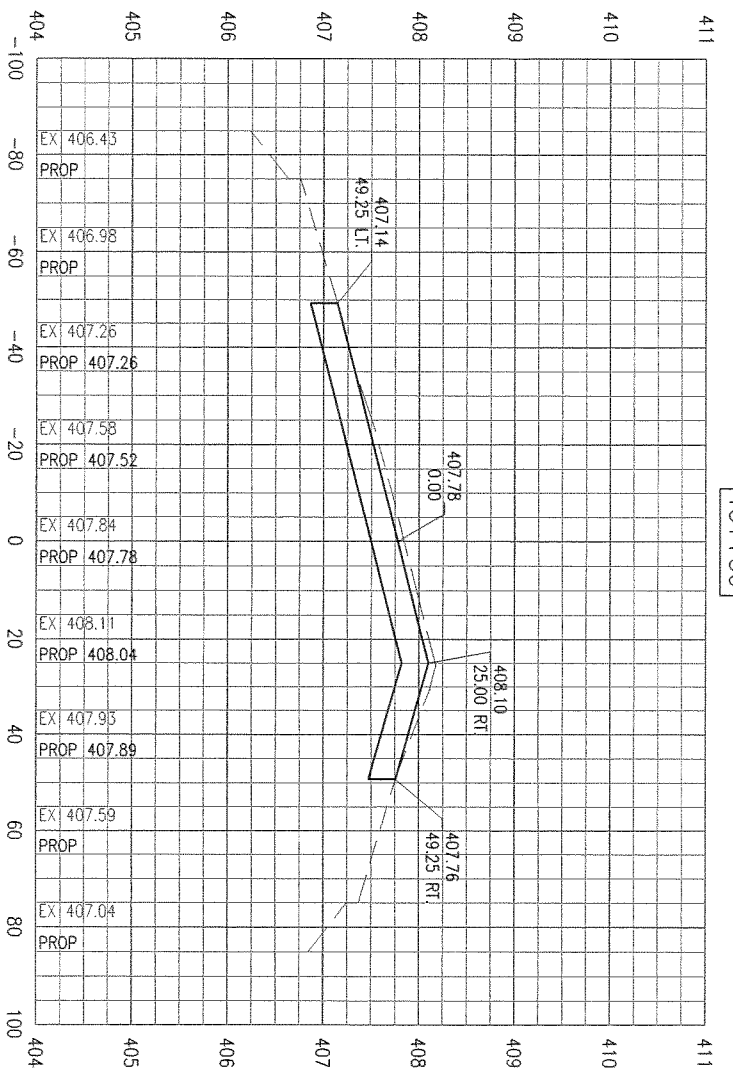

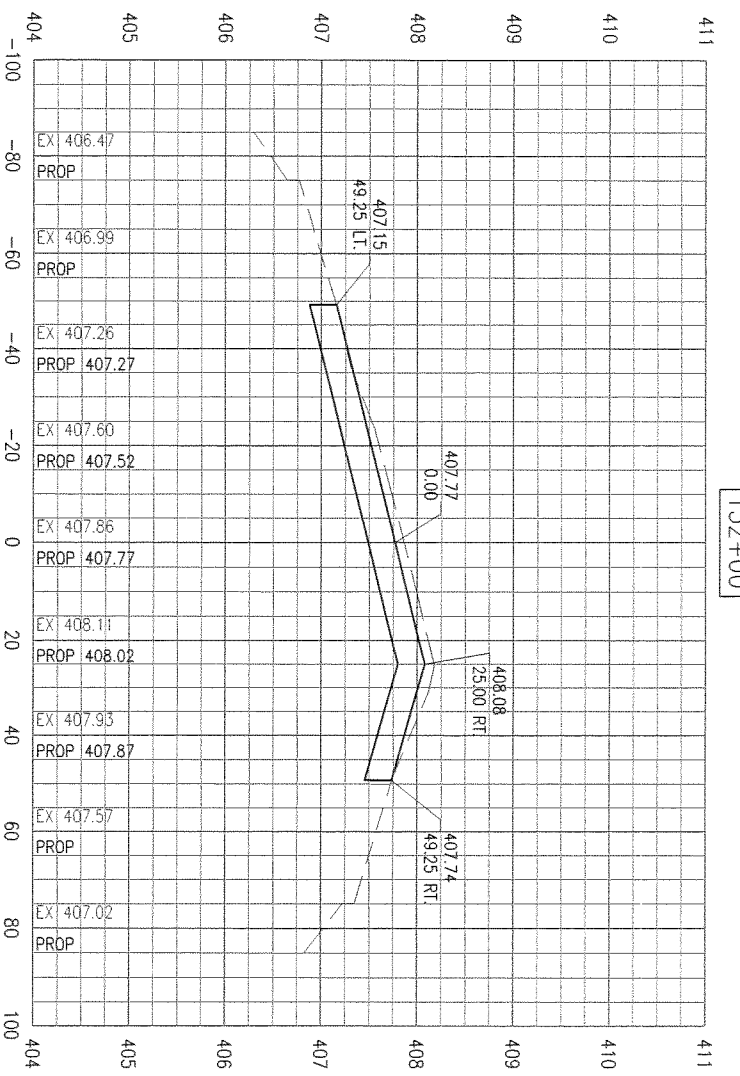

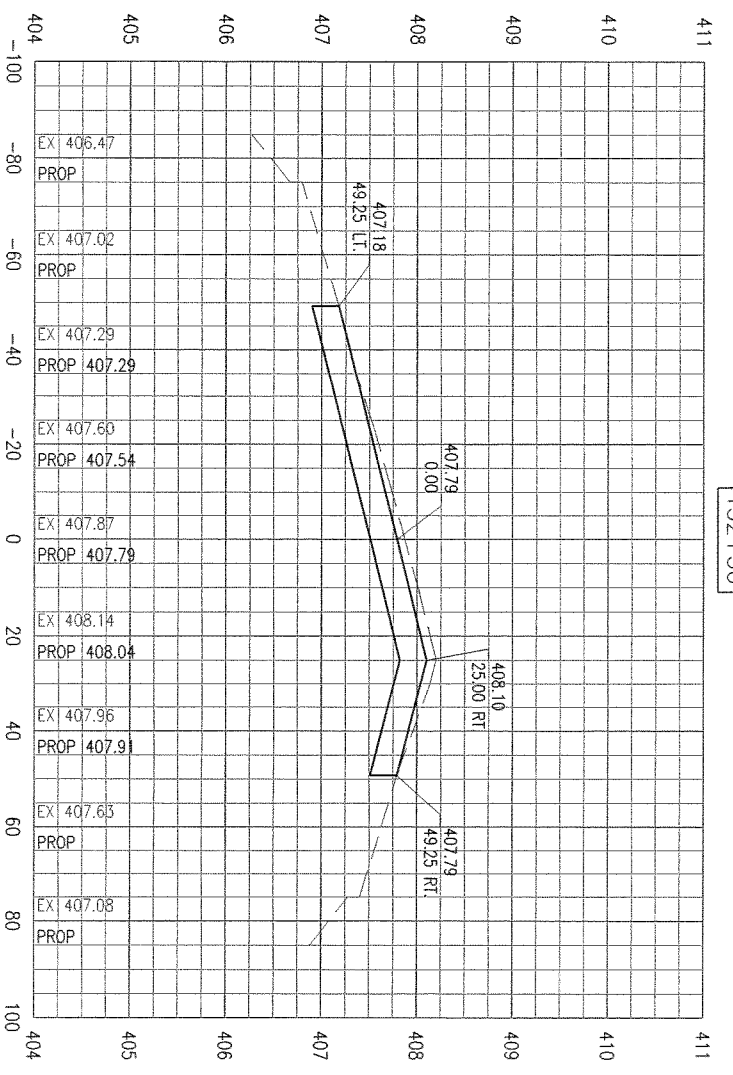

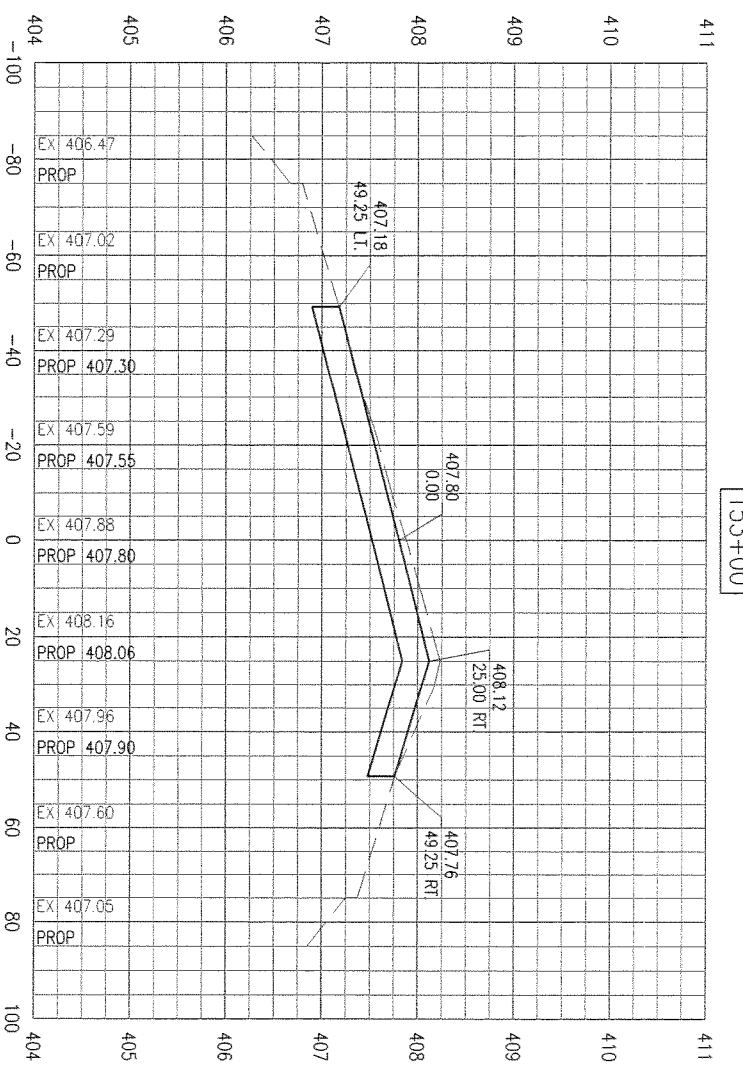

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DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

SAINT LOUIS DOWNTOWN AIRPORT
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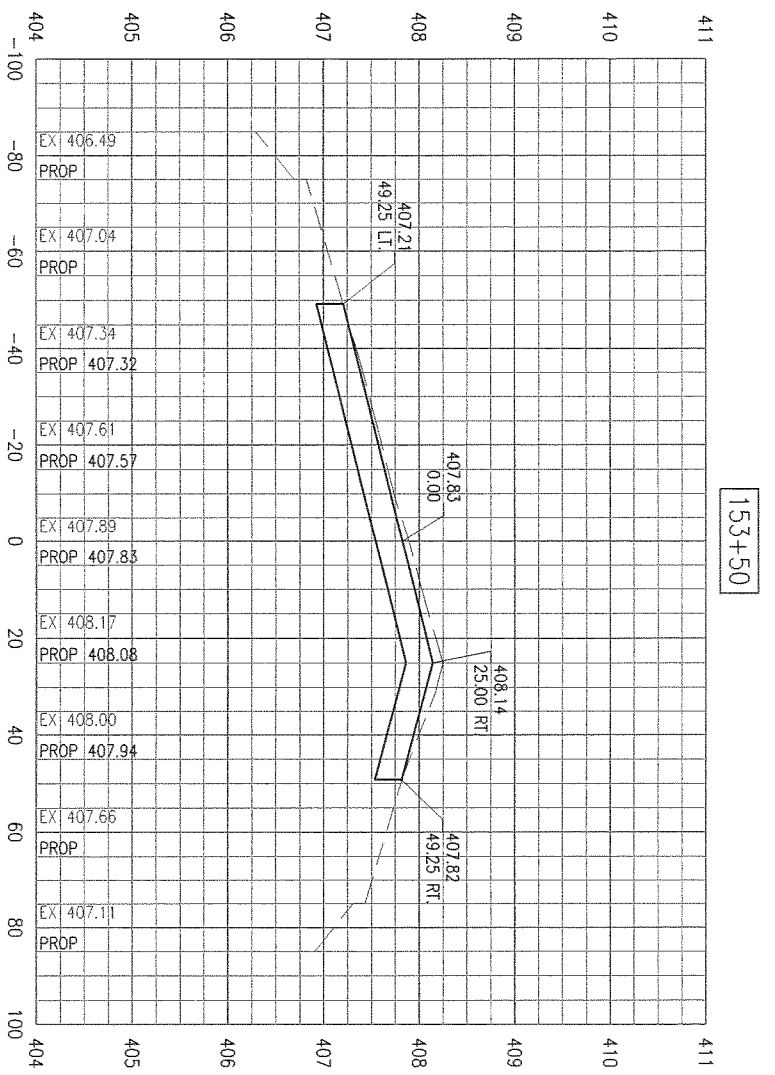
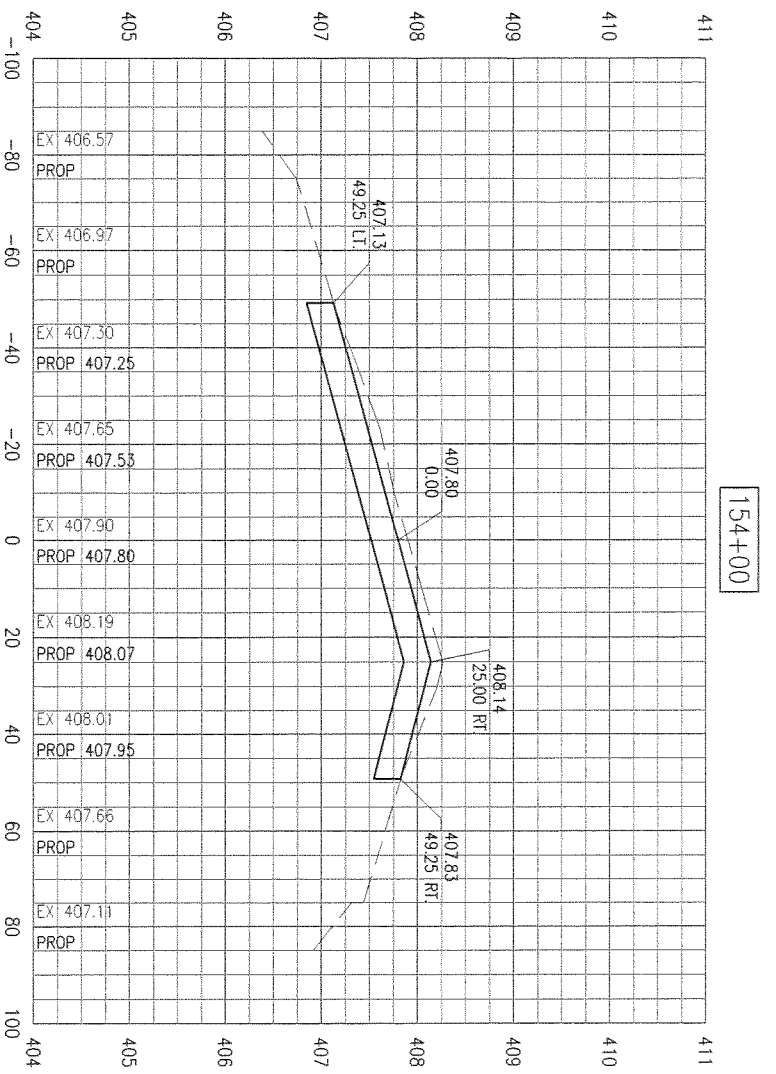
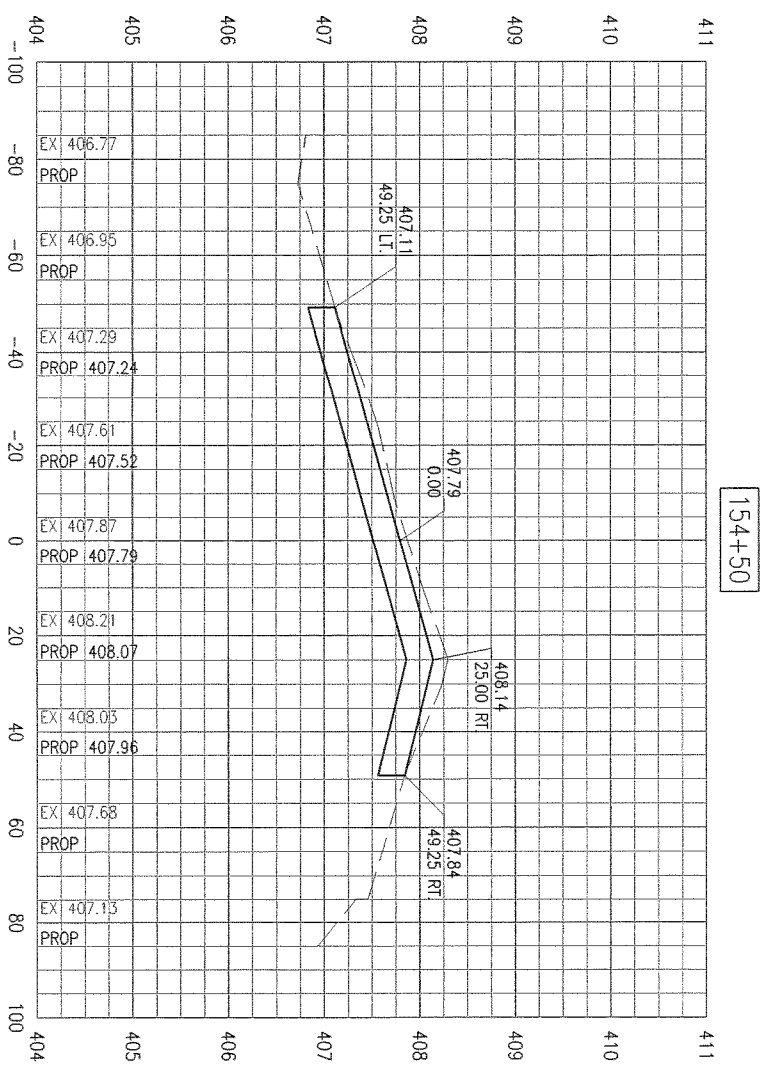
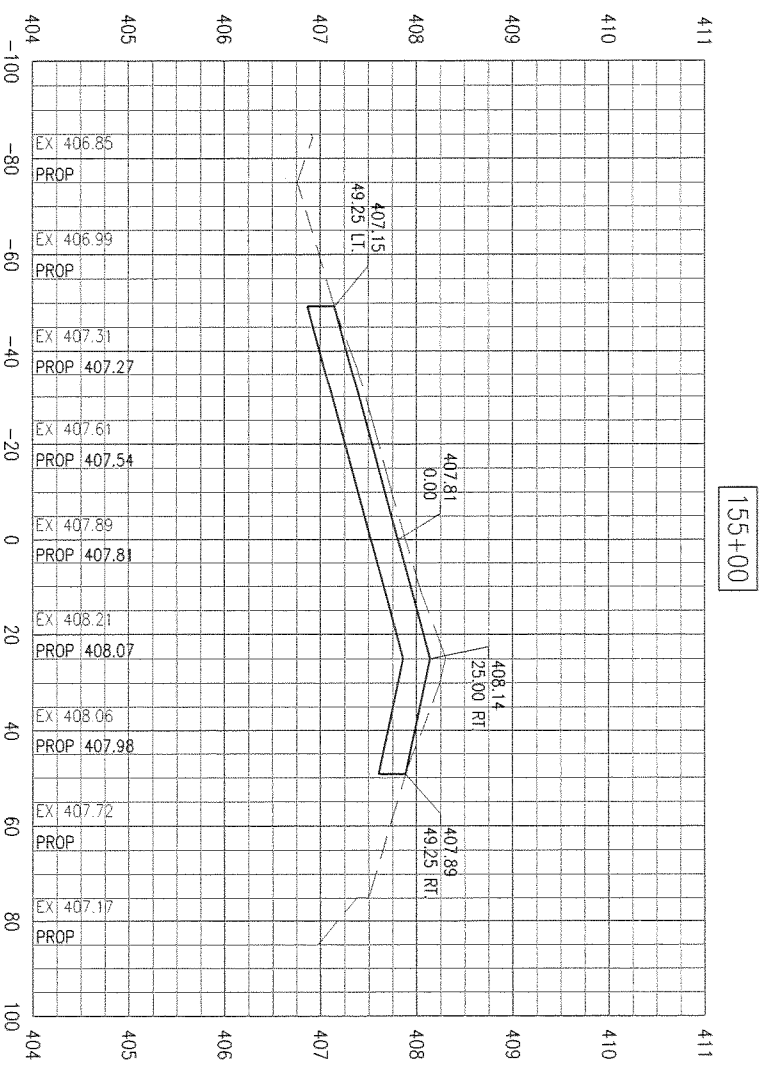
DATE	REVISION









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DRAWN	DPE	03/08/11
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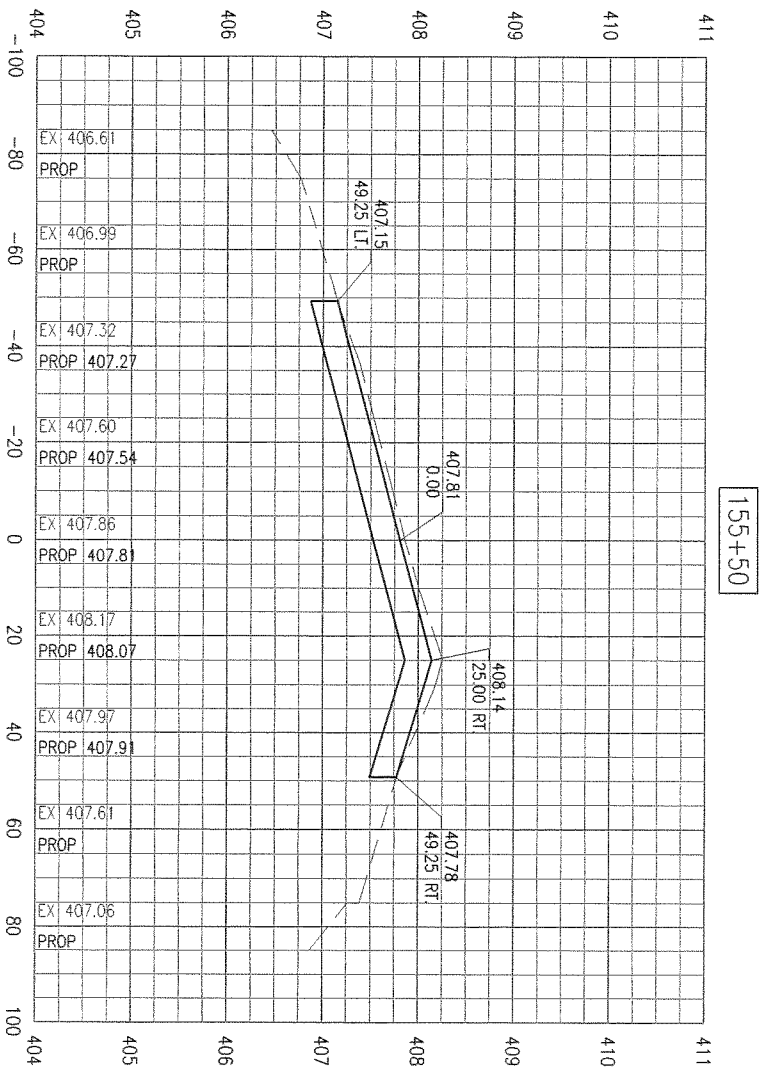

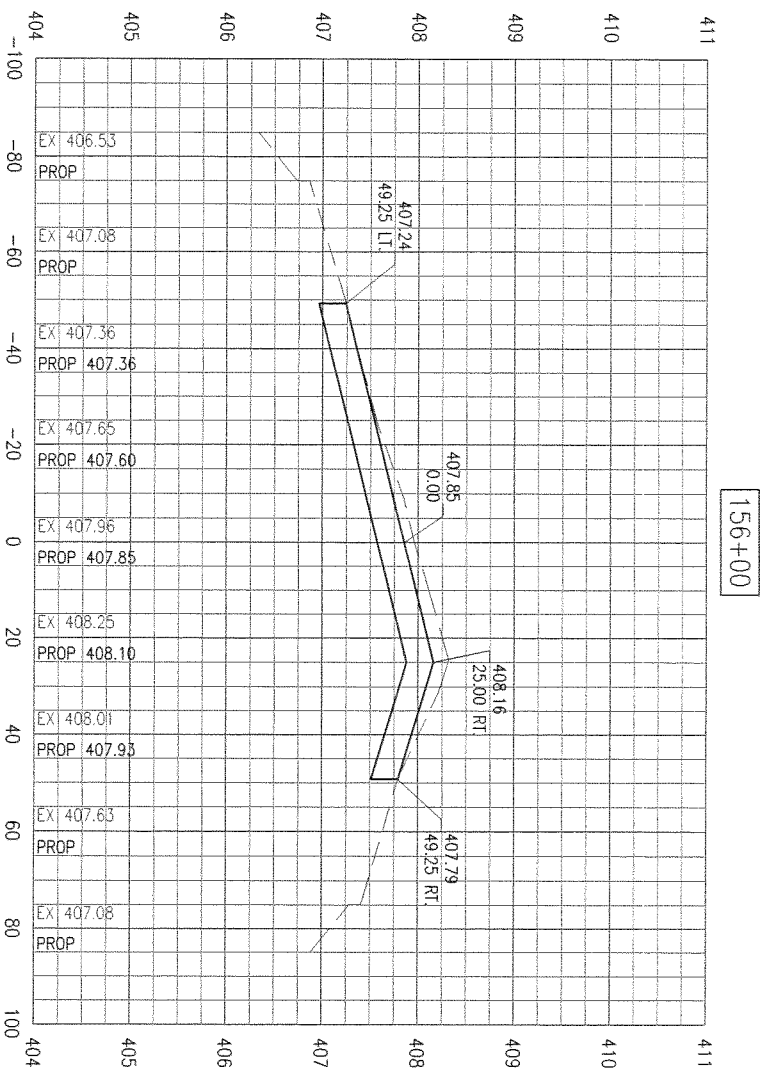

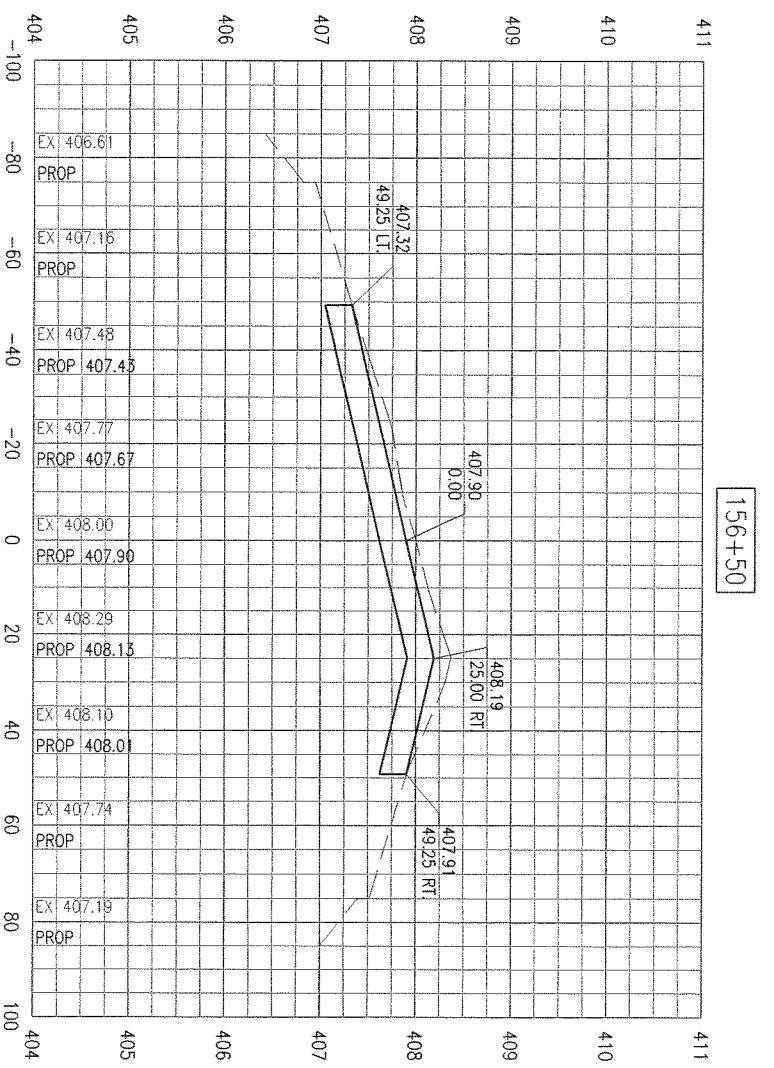

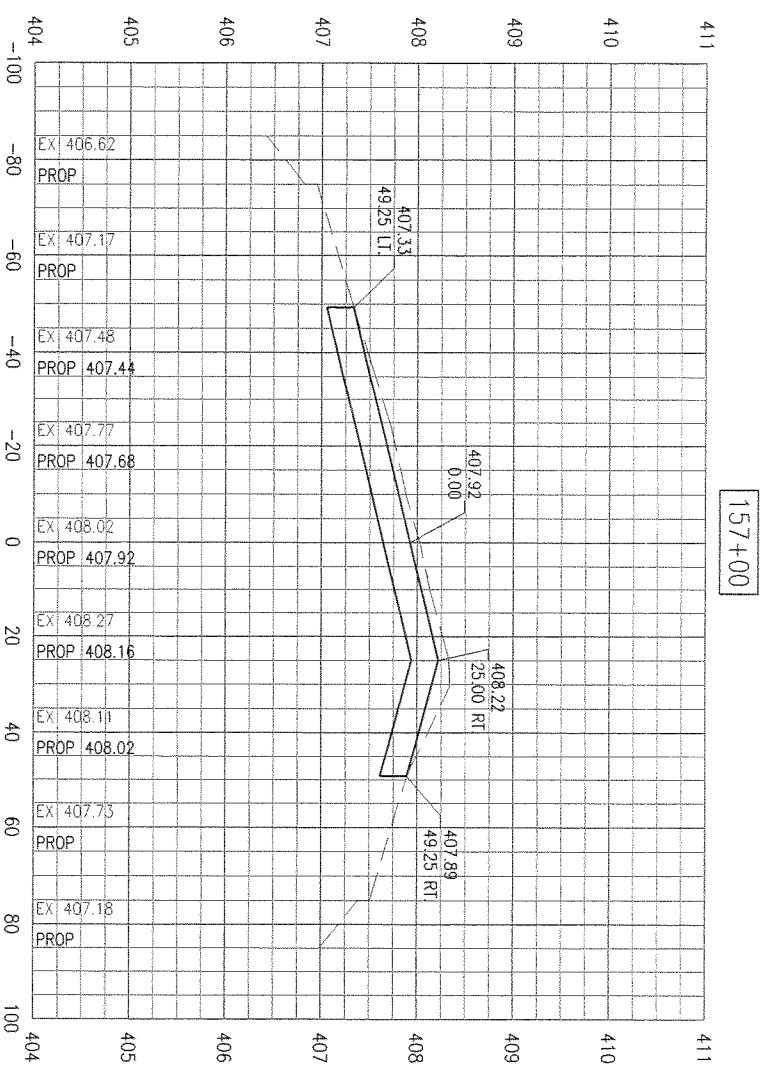

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63 of 70 sheets

63

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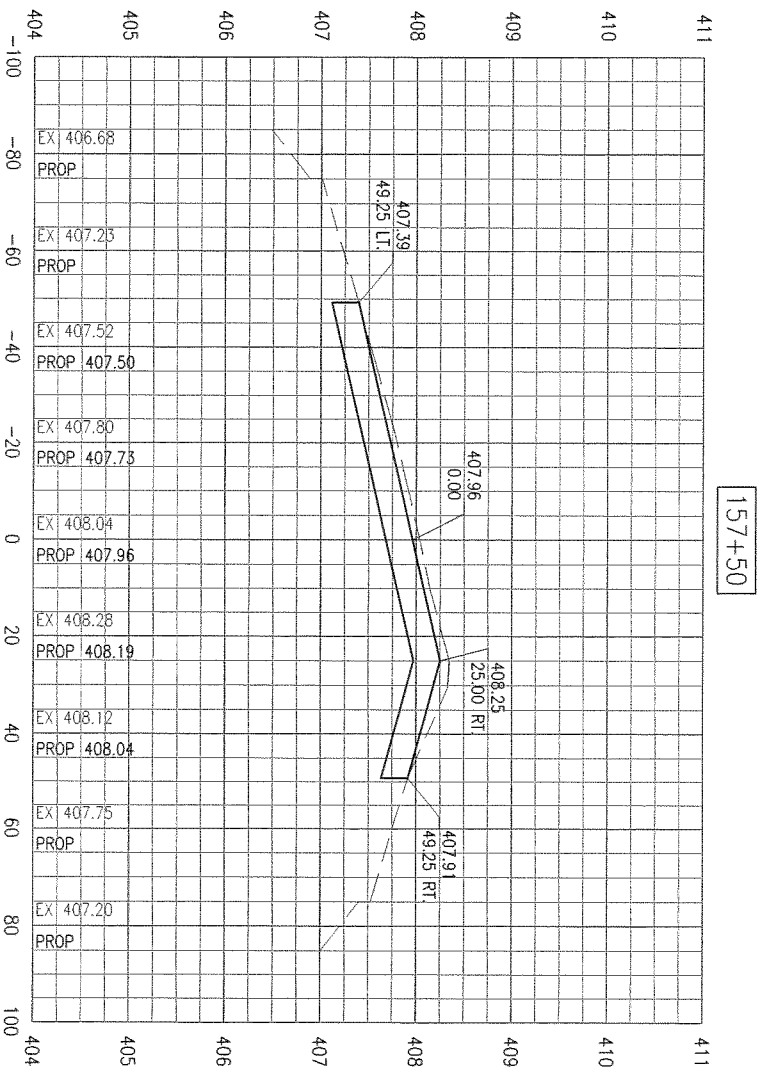

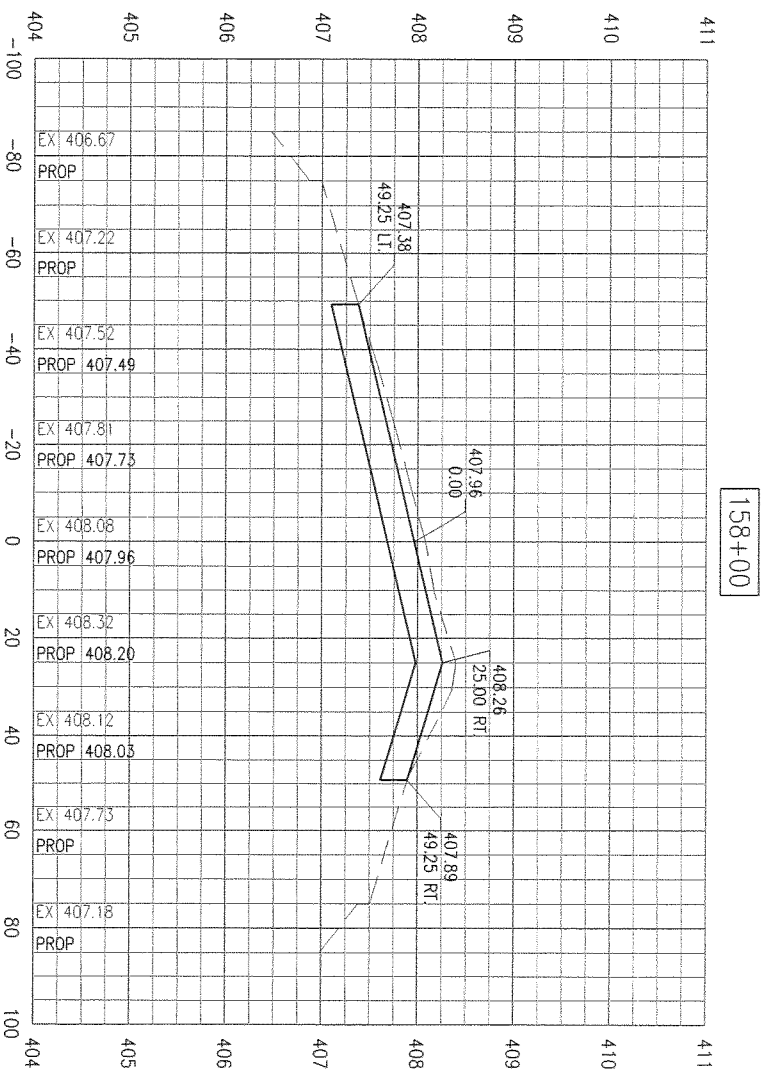

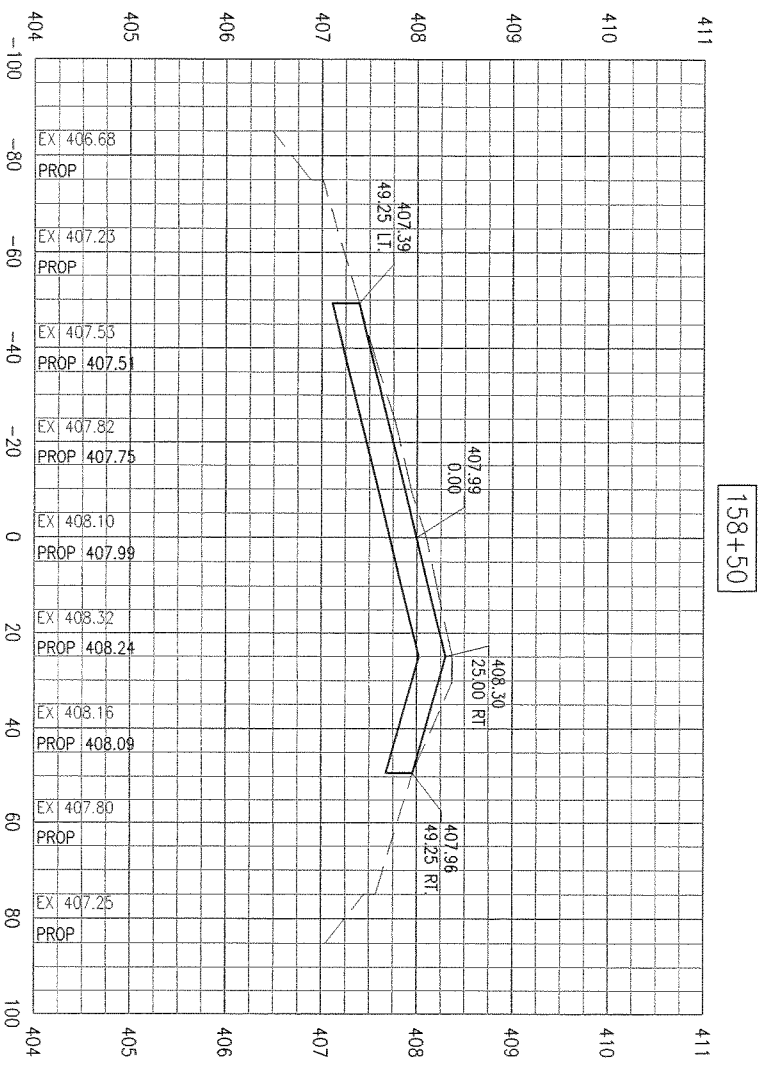

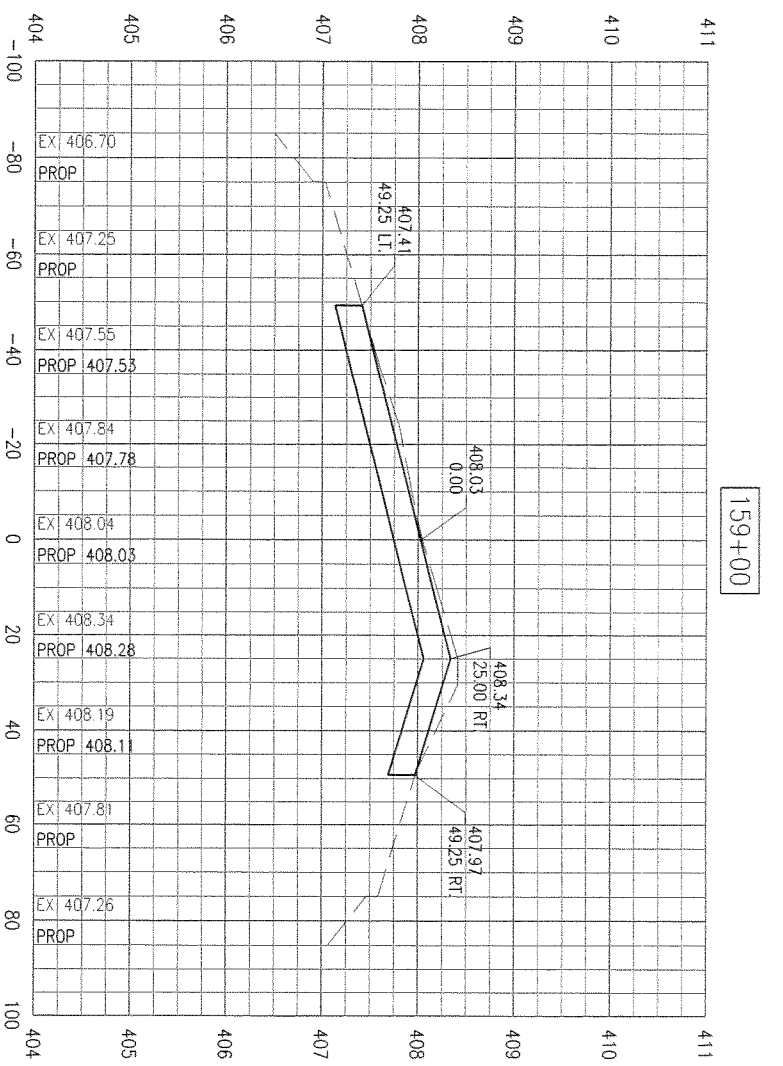

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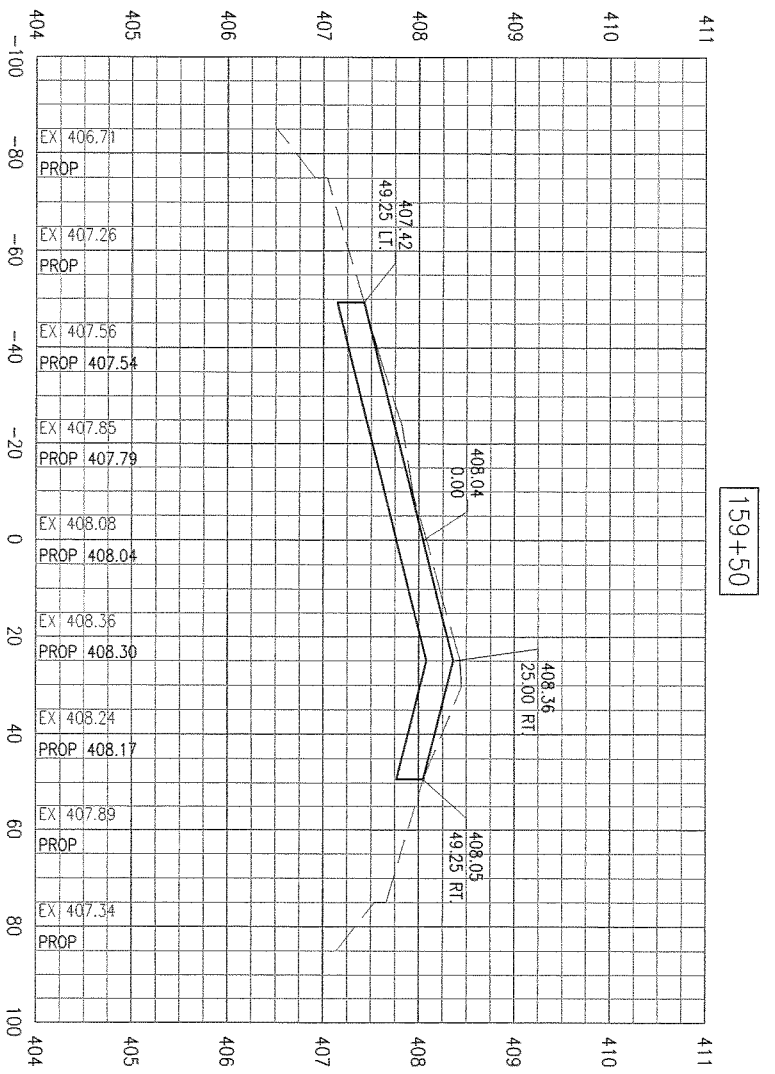

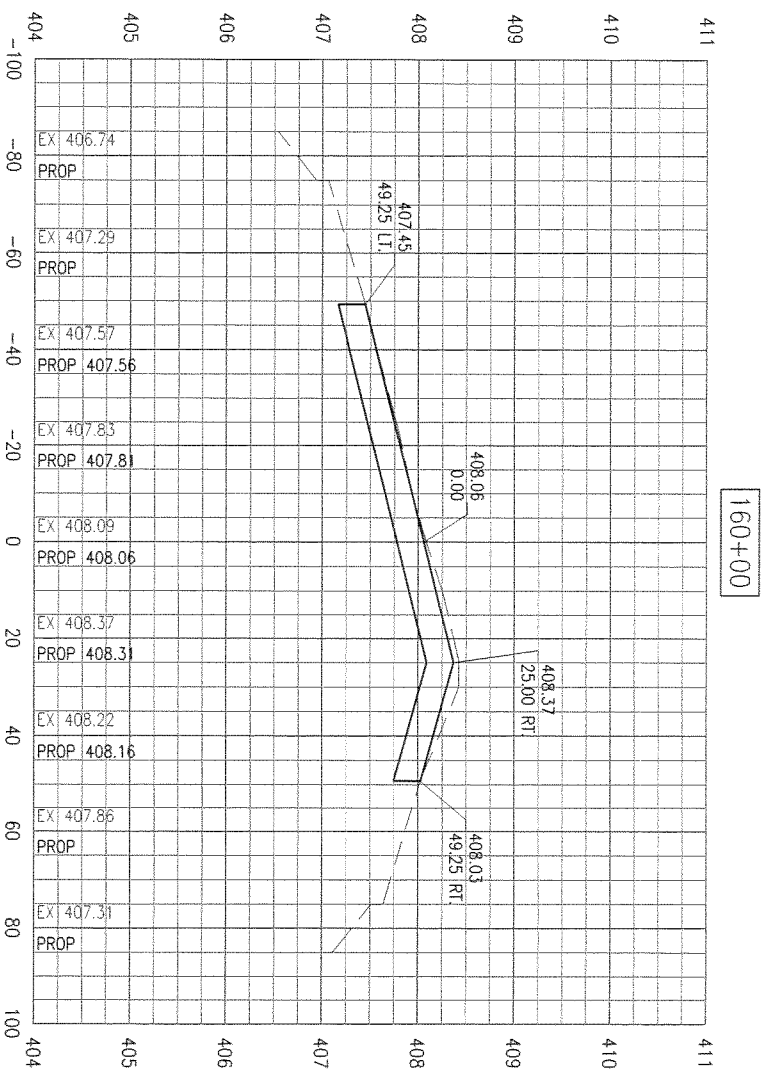

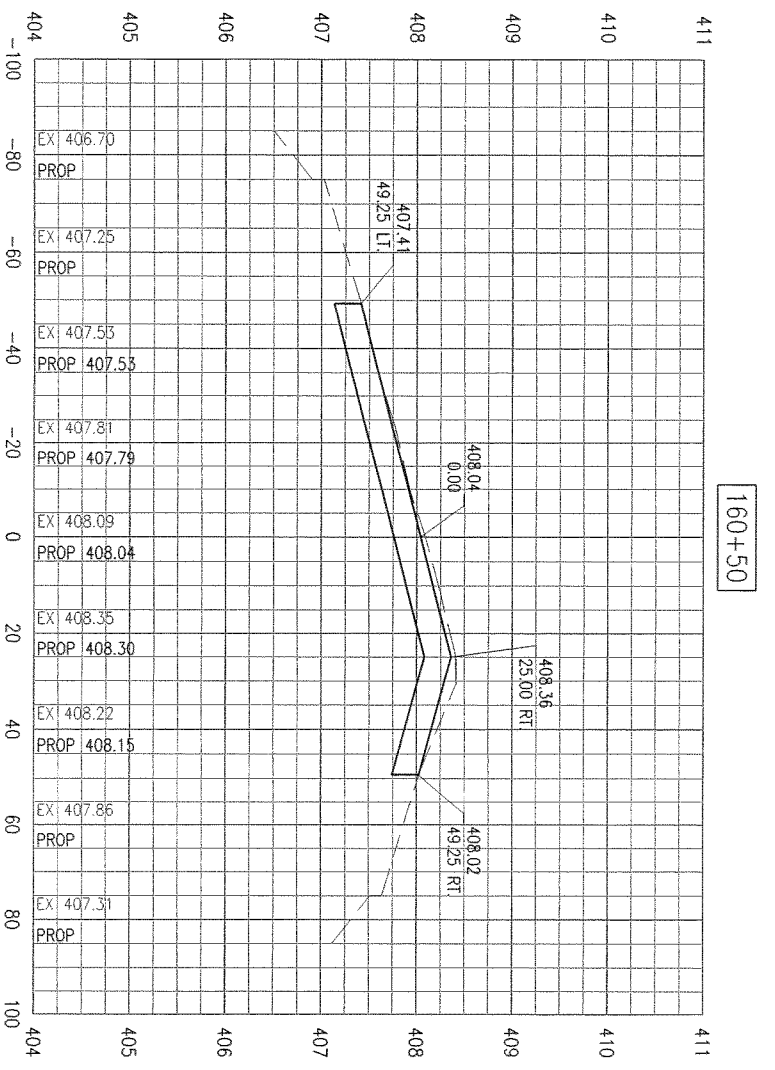

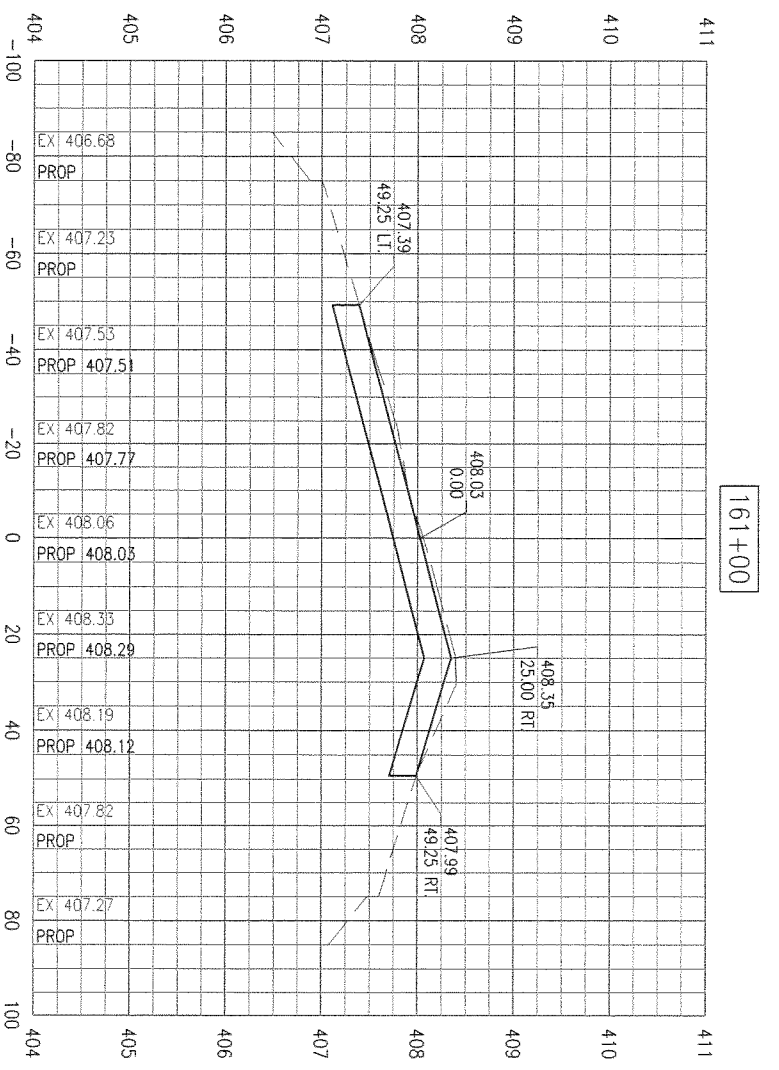

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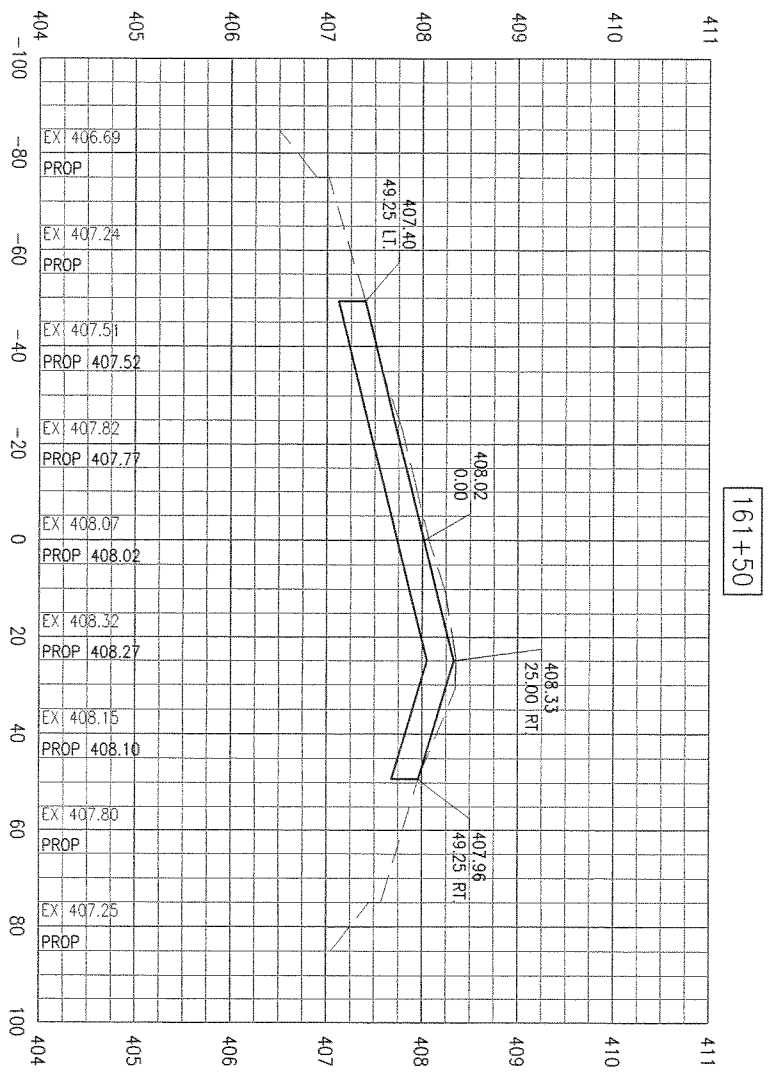

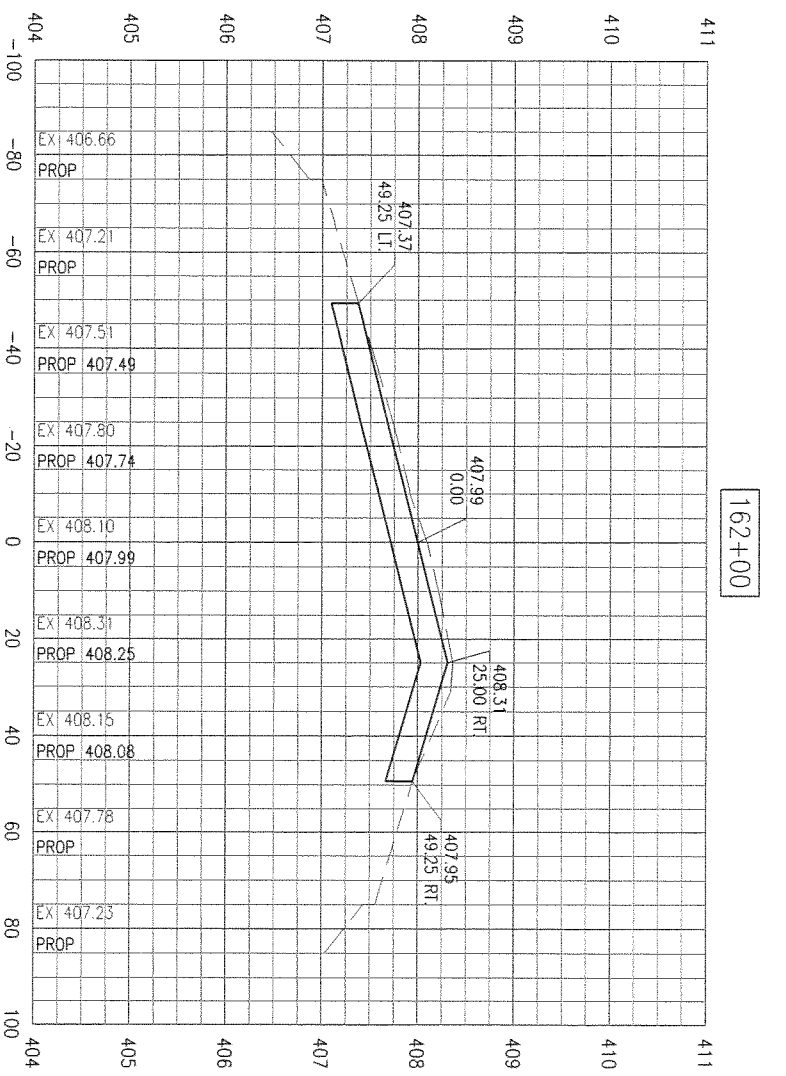

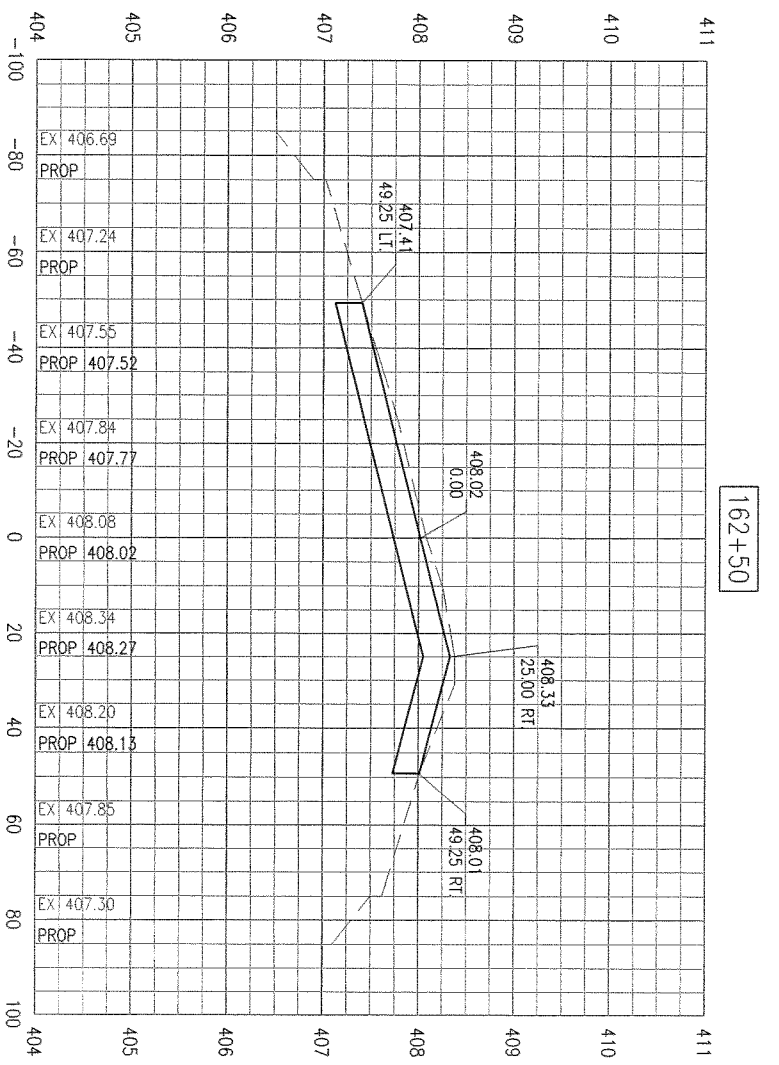

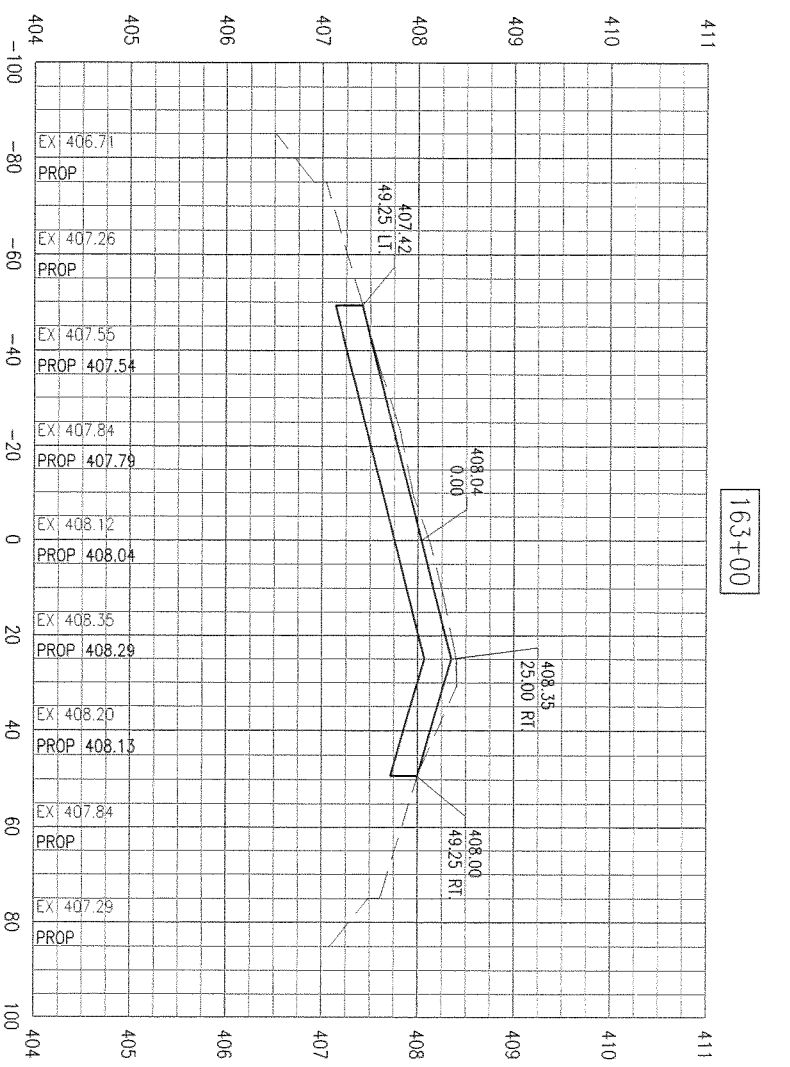

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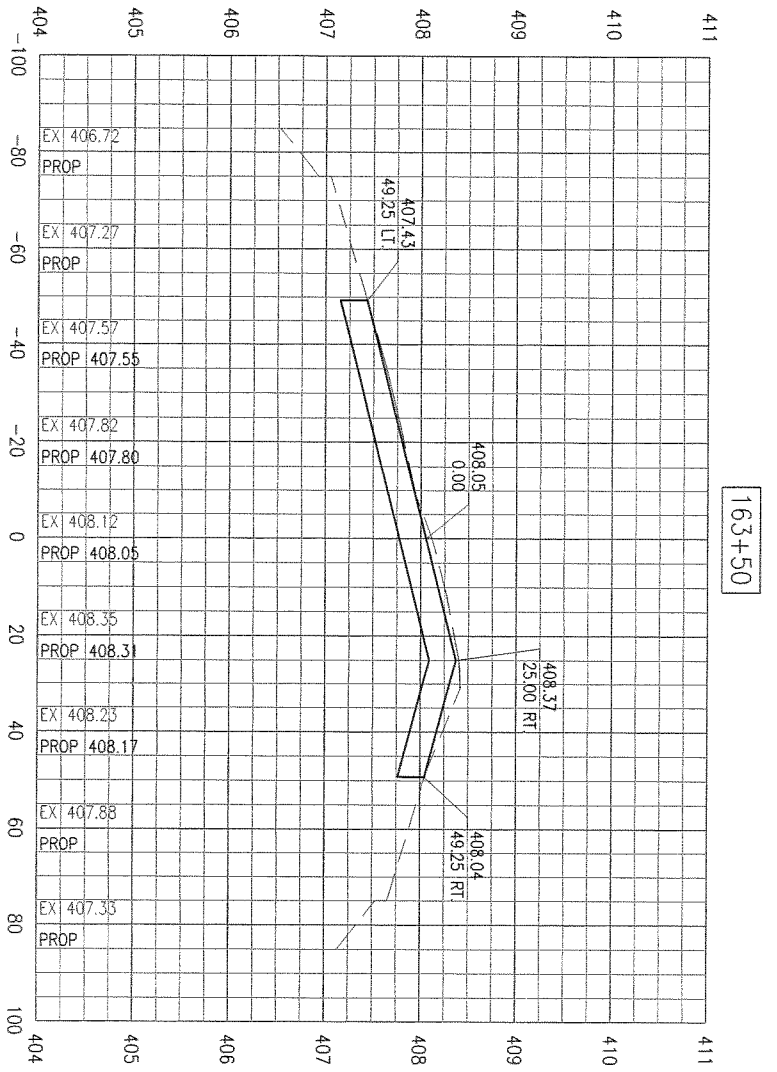

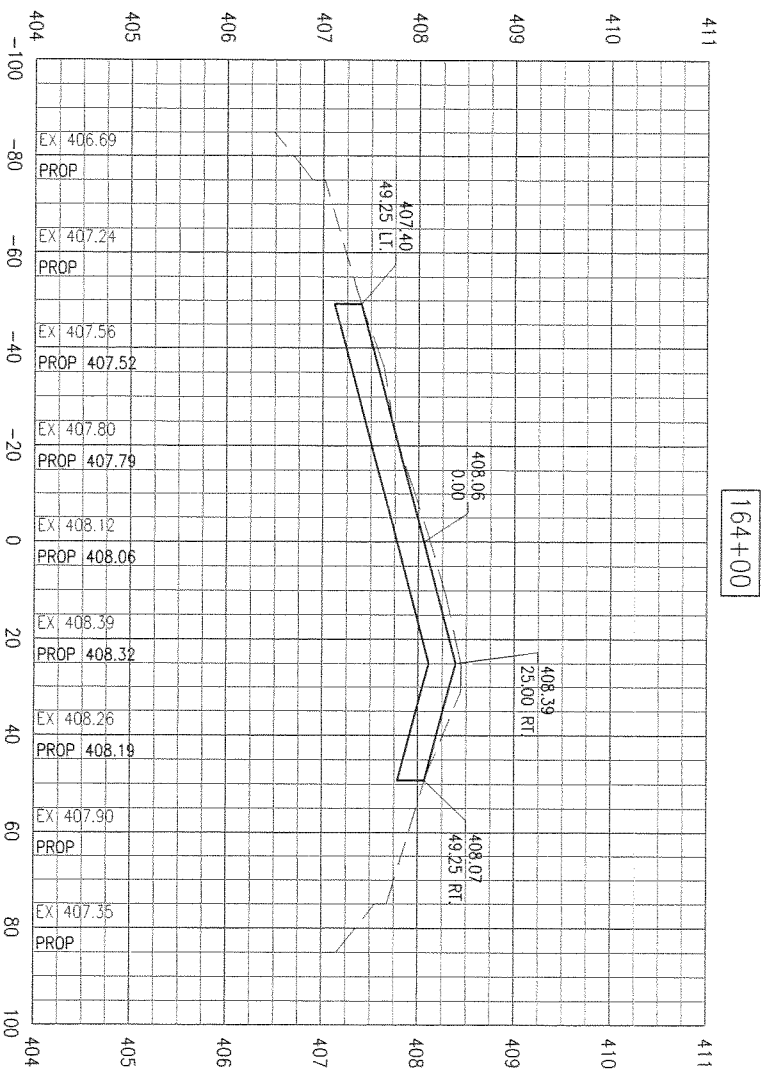

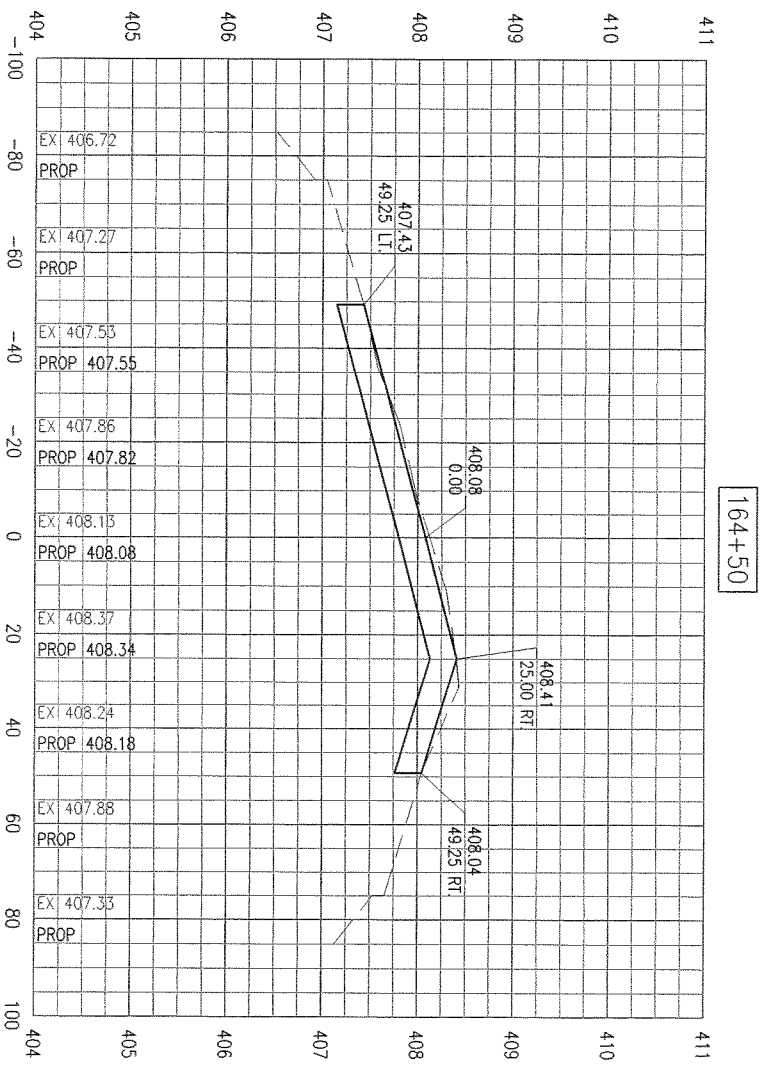

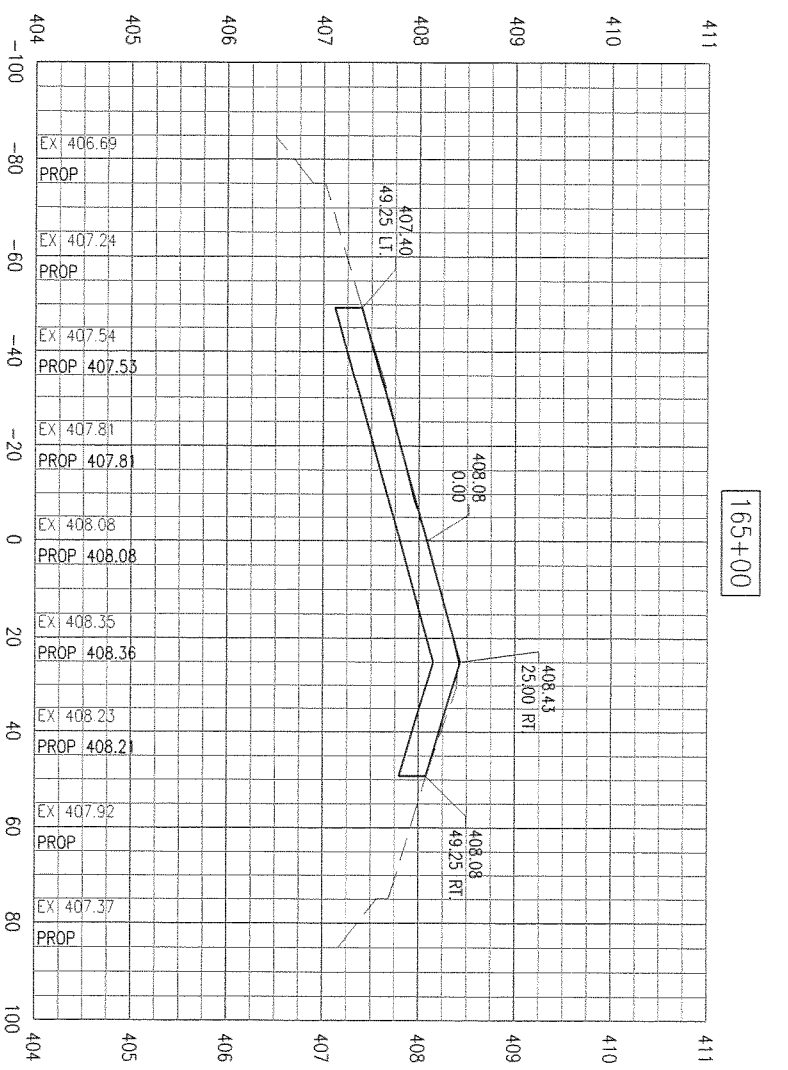

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DATE	REVISION

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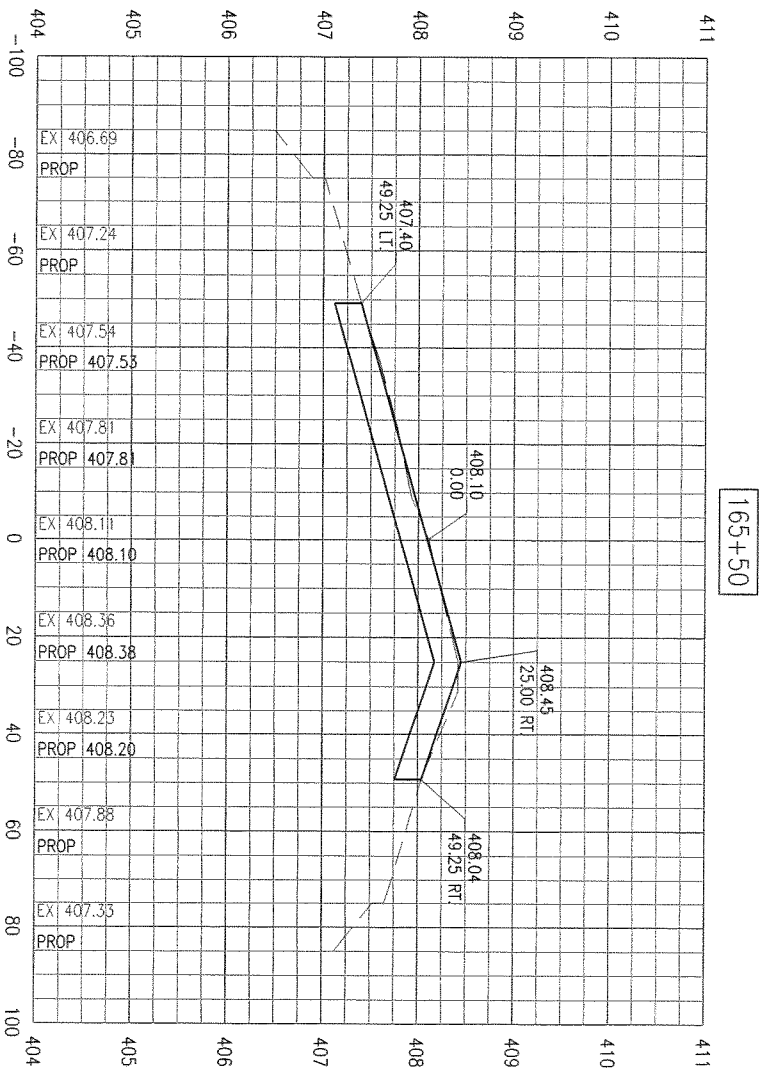

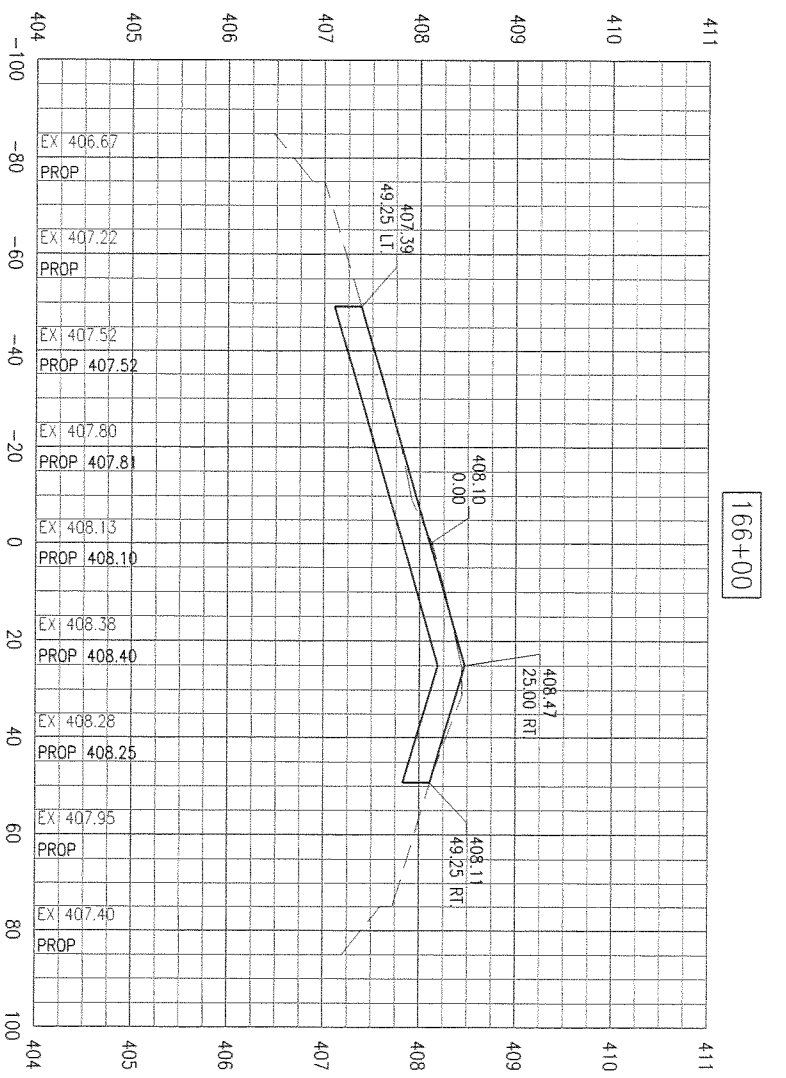

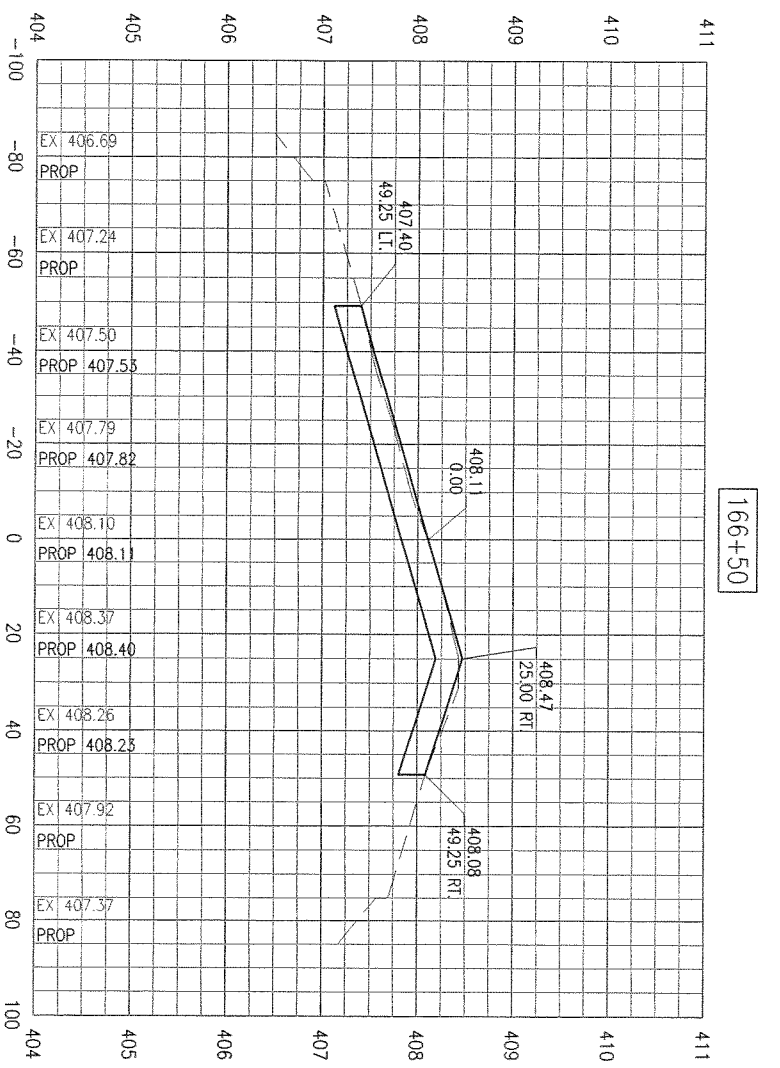

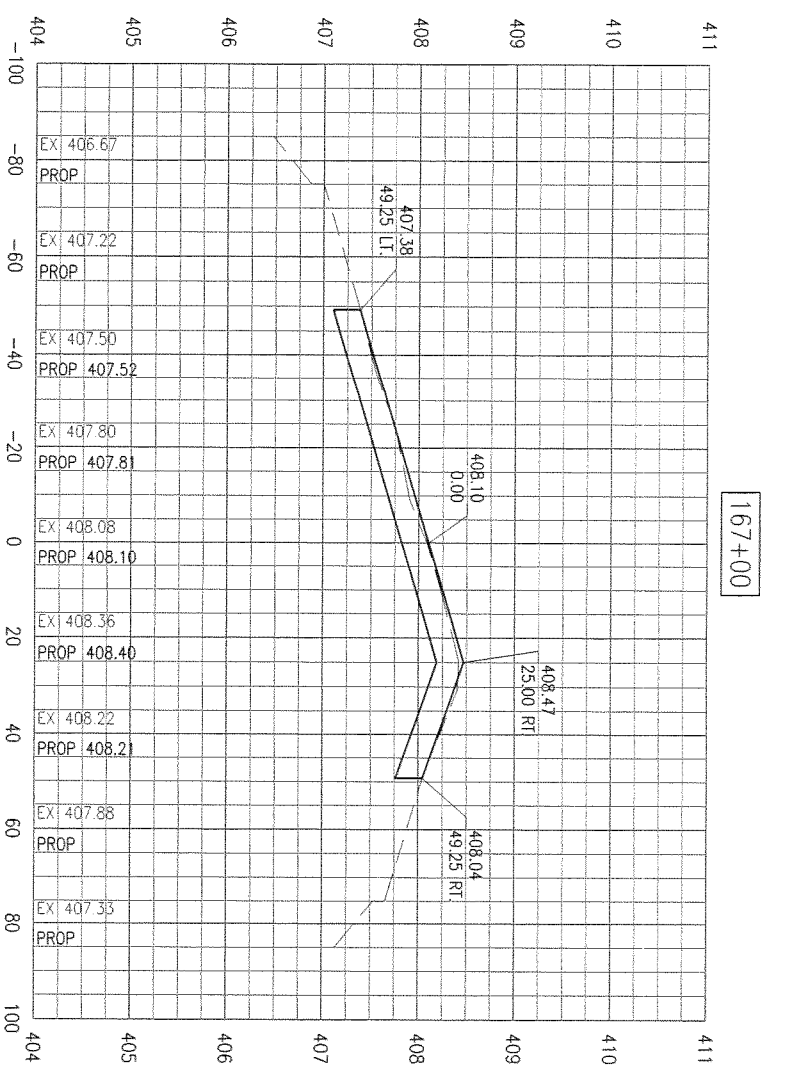

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68 of 70 sheets

68

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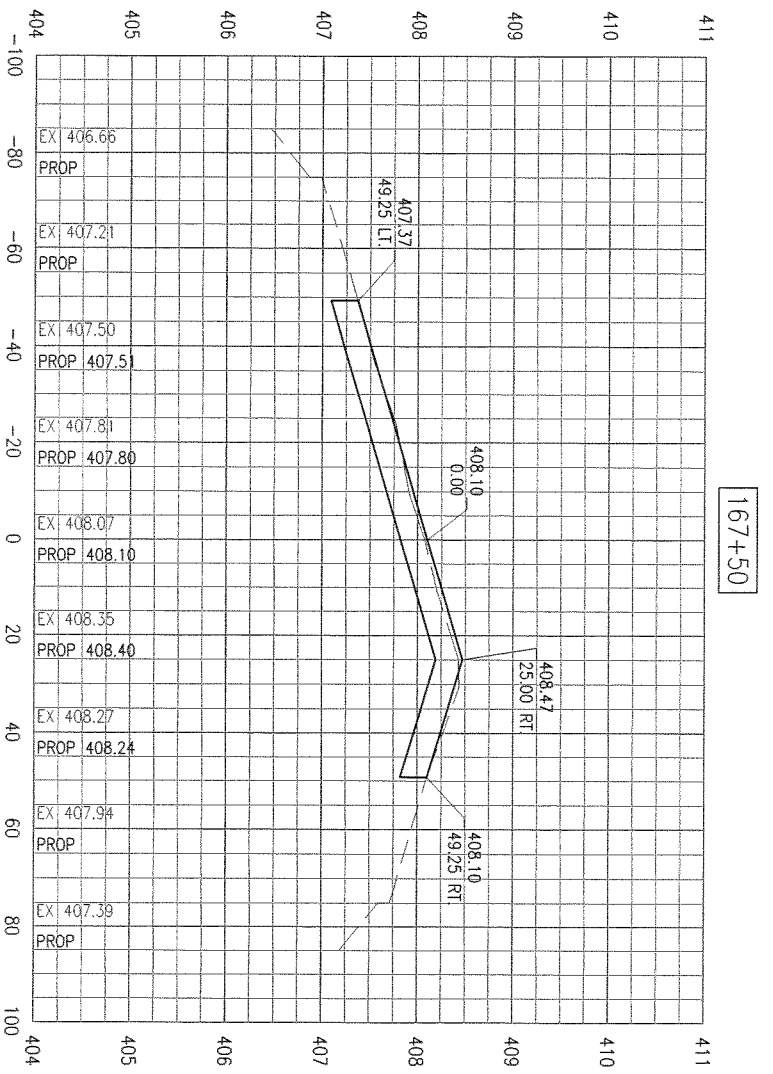

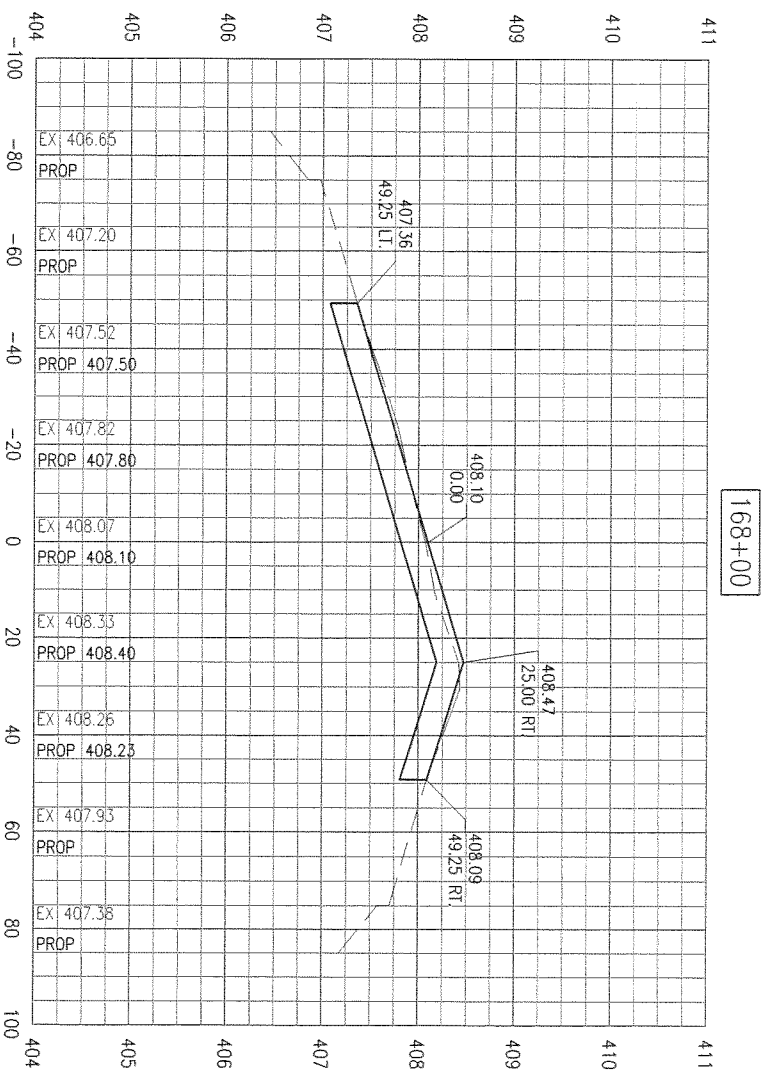

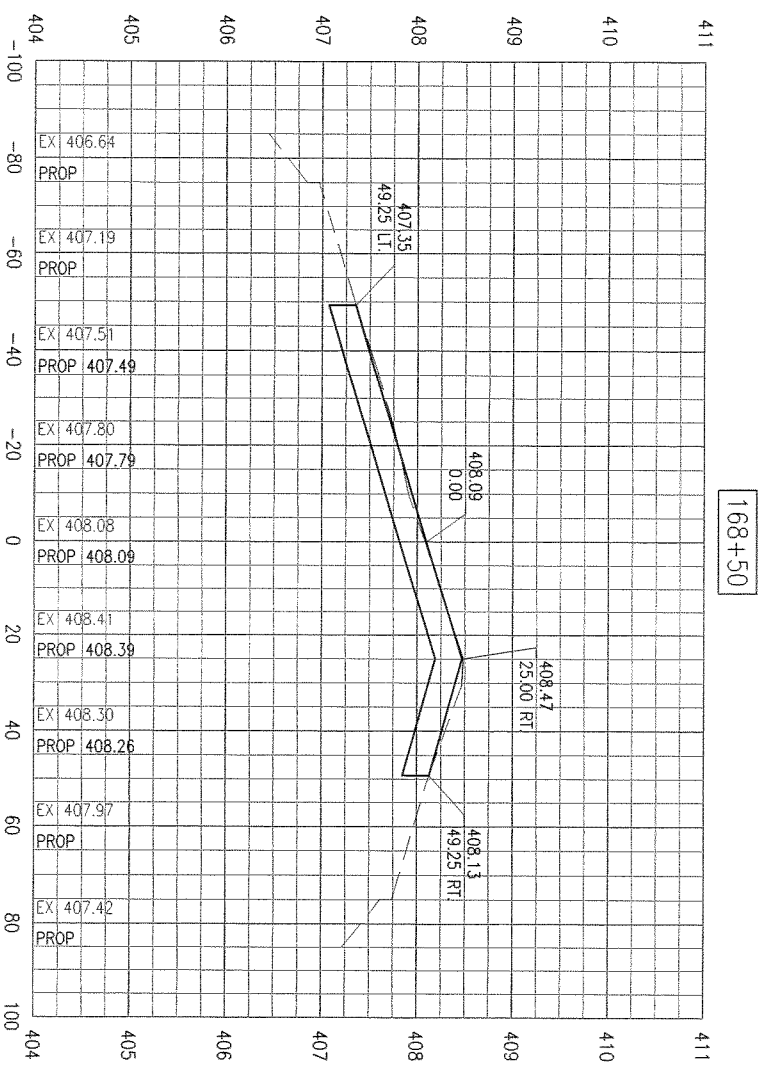

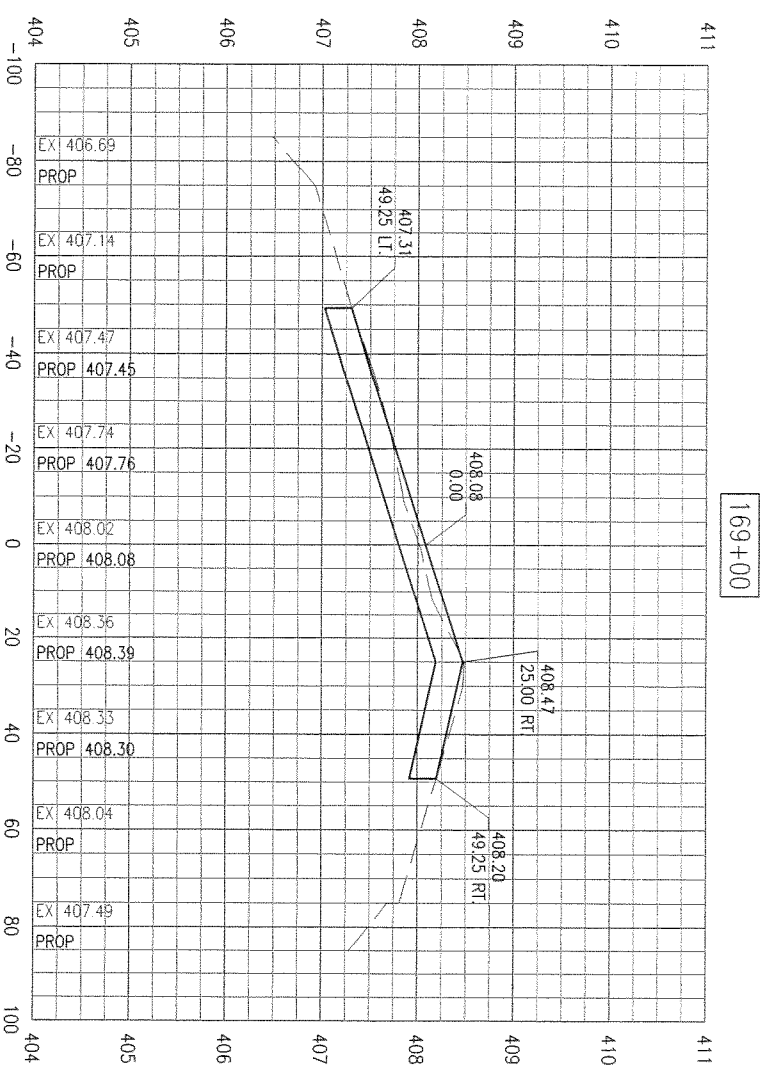

SD053

RUNWAY 12R/30L
REHABILITATION

PROPOSED CROSS-SECTIONS
STA. 167+50 TO STA. 169+00

HANSON

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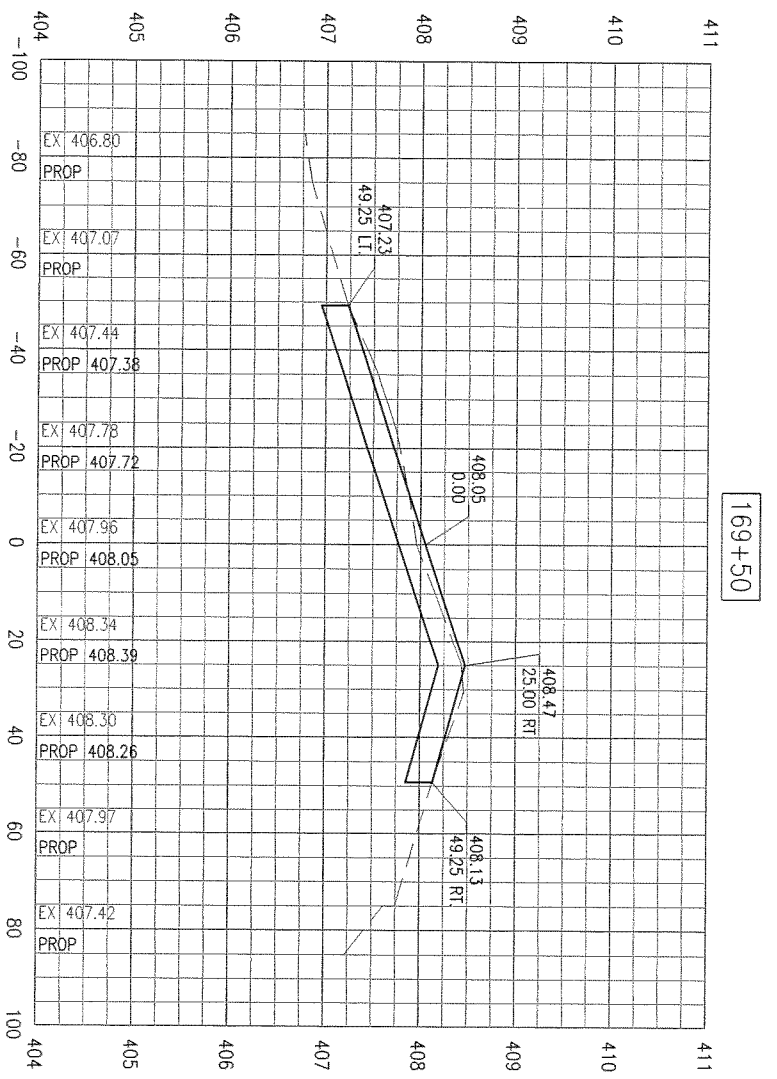
Hanson Project No.	10A0135D
Filename	R-301SEC.DWG
Scale	H: 1"=20' V: 1"=1'
Date	03/25/11

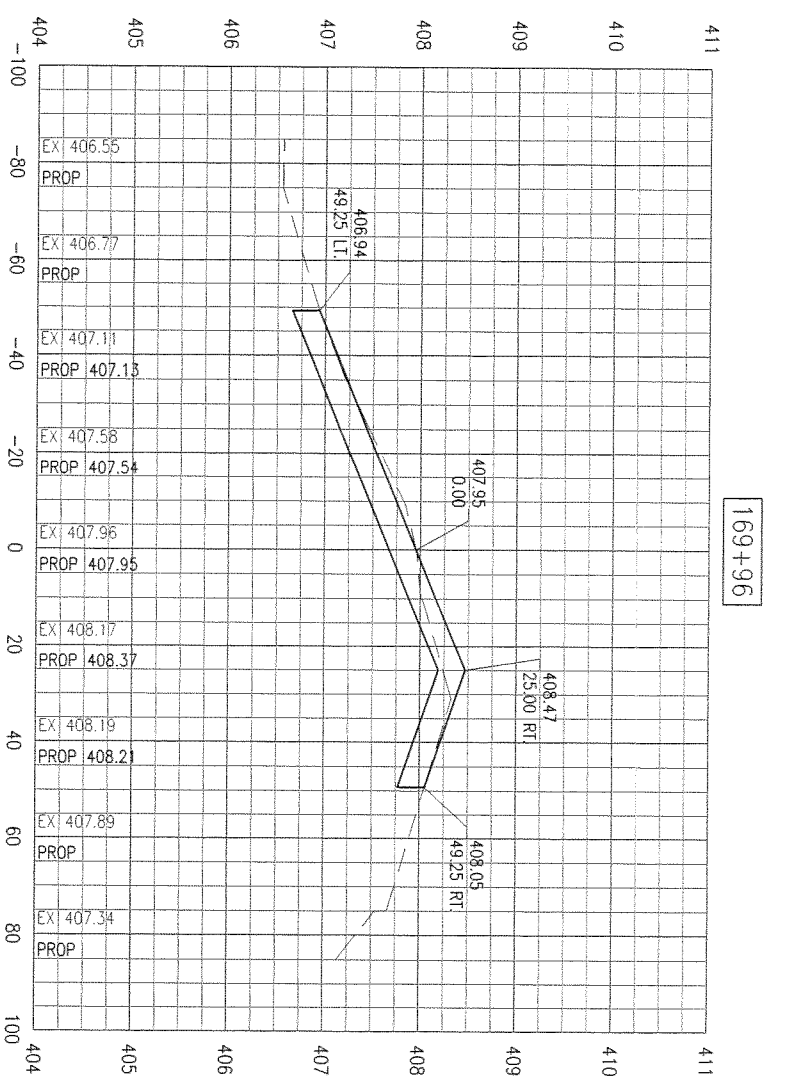
LAYOUT	DPE	03/08/11
DRAWN	DPE	03/08/11
REVIEWED	xxx	xx/xx/xx

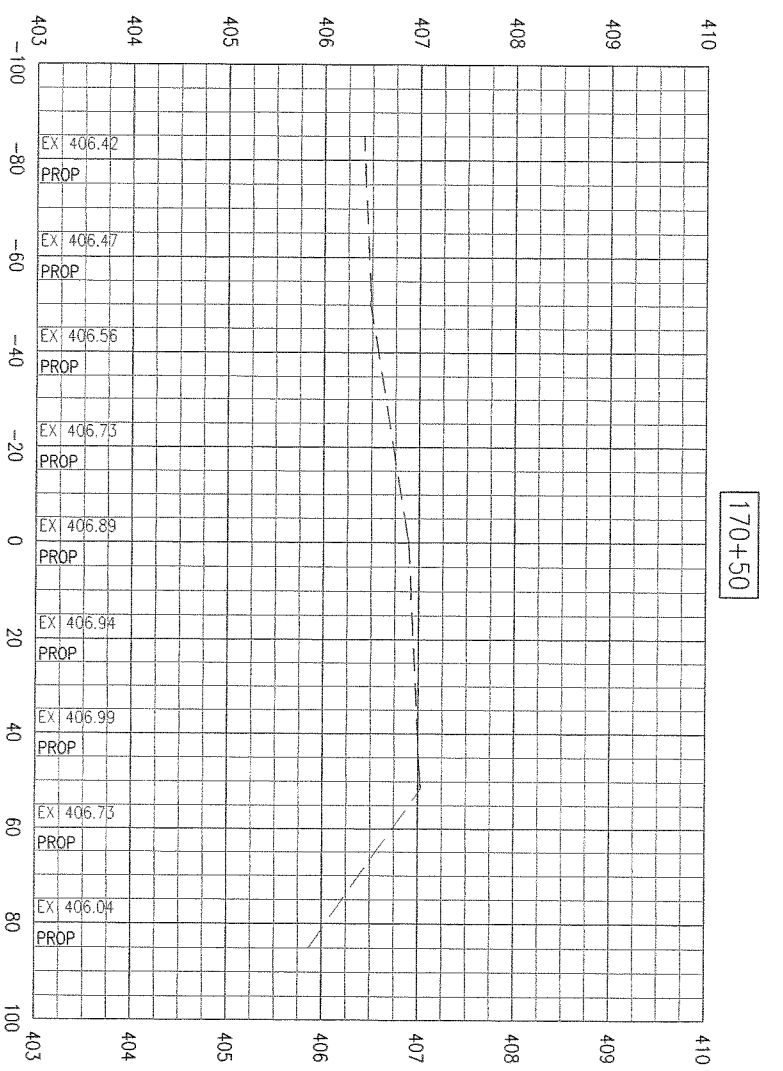
SAINT LOUIS
DOWNTOWN
AIRPORT
A Division of Bi-State Development Agency

IL PROJ.: CPS-4106
A.I.P. PROJ.: 3-17-0039-B27

DATE	REVISION







SD053

70	RUNWAY 12R/30L REHABILITATION	HANSON	Hanson Project No. 10A0135D
70 of 70 sheets	PROPOSED CROSS-SECTIONS STA. 169+50 TO STA. 170+50	© Copyright Hanson Professional Services Inc. 2011	Filename R-301SEC.DWG
		Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2886 Ph: (217) 788-2450 Fax: (217) 788-2503 www.hanson-inc.com Offices Nationwide	Scale H: 1"=20' V: 1"=1'
			Date 03/25/11
			LAYOUT DPE 03/08/11
			DRAWN DPE 03/08/11
			REVIEWED xxx xx/xx/xx

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DATE	REVISION