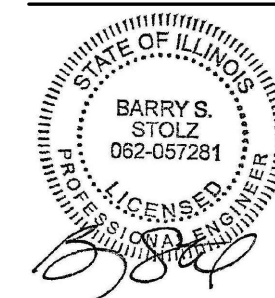



**ST. LOUIS
DOWNTOWN AIRPORT**
BI-STATE DEVELOPMENT
 6100 Archview Drive
 Cahokia Heights, Illinois 62206-1445


DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025

**TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS**

 IDA No: CPS-4839
 SBG No: 3-17-SBGP-TBD

Contract No. SD063

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

 ISSUE: JANUARY 12, 2024
 PROJECT NO: 20A000102D
 CAD FILE: G-002-FLP.DWG
 DESIGN BY: DD 10/20/2023
 DRAWN BY: DD 10/20/2023
 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

**SUMMARY OF
QUANTITIES AND
INDEX TO SHEETS**

SUMMARY OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	AS-BUILT QUANTITY
AR125961	RELOCATE STAKE MOUNTED LIGHT	EACH	4	
AR125962	RELOCATE BASE MOUNTED LIGHT	EACH	2	
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1	
AR150520	MOBILIZATION	L SUM	1	
AR150530	TRAFFIC MAINTENANCE	L SUM	1	
AR152410	UNCLASSIFIED EXCAVATION	CU YD	44,585	
AR156500	TEMPORARY EROSION CONTROL	L SUM	1	
AR156530	TEMPORARY SEEDING	ACRE	35.6	
AR501912	REMOVE & REPLACE PCC & HMA PAVEMENT	SQ YD	595	
AR620520	PAVEMENT MARKING-WATERBORNE	SQ FT	200	
AR620525	PAVEMENT MARKING-BLACK BORDER	SQ FT	200	
AR701518	18" RCP, CLASS IV	FOOT	284	
AR701524	24" RCP, CLASS IV	FOOT	1,321	
AR701530	30" RCP, CLASS IV	FOOT	310	
AR701536	36" RCP, CLASS IV	FOOT	106	
AR701900	REMOVE PIPE	FOOT	536	
AR751903	REMOVE MANHOLE	EACH	1	
AR752418	PRECAST REINFORCED CONC. FES 18"	EACH	2	
AR752424	PRECAST REINFORCED CONC. FES 24"	EACH	13	
AR752430	PRECAST REINFORCED CONC. FES 30"	EACH	4	
AR752436	PRECAST REINFORCED CONC. FES 36"	EACH	4	
AR752900	REMOVE END SECTION	EACH	19	
AR901510	SEEDING	ACRE	35.6	
AR908514	LIGHT-DUTY HYDRAULIC MULCH	ACRE	35.6	

EARTHWORK QUANTITY SUMMARY						
SUBBASIN	WORK AREA	CUT (CY)	FILL (CY)	FILL+ 20% (CY)	NET (CY)	
E	NORTH OF TWY B, TWY B3 TO TWY B4	1,573	278	334	1,239	EXCESS
G	NORTH OF TWY B, TWY B4 TO TWY B5	20,690	3,777	4,532	16,158	EXCESS
I	NORTH OF TWY B, TWY B5 TO TWY B6	15,499	16,111	19,333	3,834	BORROW
K	NORTH OF TWY B, TWY B6 TO TWY B7	4,932	14,650	17,580	12,648	BORROW
J	SOUTH OF TWY B, TWY B6 TO TWY B7	100	11	13	87	EXCESS
L	EAST OF TAXIWAY B7 TO GOOSE LAKE DITCH	358	2,327	2,792	2,434	BORROW
TOTALS		43,152	37,154	44,585**	1,433	BORROW

** USED TO CALCULATE AR152410 PAY ITEM QUANTITIES

EARTHWORK NOTES:

- EARTHWORK QUANTITIES (CUT/FILL VOLUMES) SHOWN ABOVE WERE CALCULATED UTILIZING AUTODESK CIVIL3D SOFTWARE THROUGH AUTOCAD. THE CALCULATION METHOD WAS BY A COMPARISON OF SURFACE MODELS CREATED WITH EXISTING SURVEY DATA AND PROPOSED DESIGN GRADES. THE VOLUMES WERE CALCULATED IN TWO PARTS: THE CUT/FILL VOLUME REQUIRED TO CORE OUT AND FILL FOR THE PROPOSED PAVEMENT SECTION AS COMPARED TO THE EXISTING SUBGRADE DATUM, AND THE CUT/FILL VOLUMES REQUIRED FOR PROPOSED GRADING WORK OUTSIDE OF THE PROPOSED PAVEMENT LIMITS AS COMPARED TO THE EXISTING GROUND SURFACE. THE NUMBERS IN THE SUMMARY TABLES ABOVE REPRESENT A TOTAL OF THESE TWO PARTS ADDED TOGETHER FOR CLARITY.
- FOLLOWING THE PROJECT AWARD, THE ENGINEER CAN PROVIDE THE RELEVANT AUTOCAD AND CIVIL 3D SURFACE MODEL FILES TO THE AWARDED CONTRACTOR UPON REQUEST TO ASSIST WITH CONSTRUCTION LAYOUT.
- EXCESS MATERIAL TO BE PLACED ON STOCKPILE AS IDENTIFIED ON THE PLANS, AND GRADED TO DRAIN AT A MAINTAINABLE SLOPE (MAX 4:1). DISTURBED AREAS OF STOCKPILE SHALL BE RESTORED WITH SEEDING AND MULCHING IN ACCORDANCE WITH THE SPECIFICATIONS AND PAID FOR UNDER THE RESPECTIVE 901 AND 908 PAY ITEMS. AN ESTIMATED QUANTITY OF 0.20 ACRES OF SEEDING AND MULCHING EACH HAVE BEEN INCLUDED WITHIN THE BID QUANTITIES FOR STOCKPILE RESTORATION.

INDEX TO SHEETS	
SHEET NUMBER	SHEET TITLE
01	COVER SHEET
02	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
03	SCOPE OF WORK
04	CONSTRUCTION SAFETY AND PHASING PLAN OVERALL
05	CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1
06	CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2
07	CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 3
08	CONSTRUCTION SAFETY DETAILS AND NOTES
09	TYPICAL SECTIONS - SHEET 1
10	TYPICAL SECTIONS - SHEET 2
11	AIRFIELD LIGHTING DETAILS AND NOTES SHEET 1
12	AIRFIELD LIGHTING DETAILS AND NOTES SHEET 2
13	AIRFIELD LIGHTING DETAILS AND NOTES SHEET 3
14	AIRFIELD LIGHTING DETAILS AND NOTES SHEET 4
15	EXISTING CONDITIONS AND DEMOLITION PLAN
16	EXISTING CONDITIONS AND DEMOLITION PLAN
17	EXISTING CONDITIONS AND DEMOLITION PLAN
18	EXISTING CONDITIONS AND DEMOLITION PLAN
19	EXISTING CONDITIONS AND DEMOLITION PLAN
20	EXISTING CONDITIONS AND DEMOLITION PLAN
21	PROPOSED GRADING AND DRAINAGE PLAN
22	PROPOSED GRADING AND DRAINAGE PLAN
23	PROPOSED GRADING AND DRAINAGE PLAN
24	PROPOSED GRADING AND DRAINAGE PLAN
25	PROPOSED GRADING AND DRAINAGE PLAN
26	PROPOSED GRADING AND DRAINAGE PLAN
27	TWY B CHANNEL PROFILE CULVERT C
28	TWY B CHANNEL PROFILE CULVERT E
29	TWY B CHANNEL PROFILE CULVERT F
30	TWY B CHANNEL PROFILE CULVERT G
31	TWY B CHANNEL PROFILE CULVERT H
32	TWY B CHANNEL PROFILE CULVERT I
33	TWY B CHANNEL PROFILE CULVERT J
34	TWY B CHANNEL PROFILE CULVERT K
35	PROPOSED STORMWATER POLLUTION PREVENTION PLAN - SHEET 1
36	PROPOSED STORMWATER POLLUTION PREVENTION PLAN - SHEET 2
37	STORMWATER POLLUTION PREVENTION DETAILS
38	PROPOSED CROSS SECTIONS STA. 97+54 TO STA. 103+00
39	PROPOSED CROSS SECTIONS STA. 104+00 TO STA. 110+00
40	PROPOSED CROSS SECTIONS STA. 111+00 TO STA. 117+00
41	PROPOSED CROSS SECTIONS STA. 118+00 TO STA. 125+00
42	PROPOSED CROSS SECTIONS STA. 126+00 TO STA. 132+00
43	PROPOSED CROSS SECTIONS STA. 132+12 TO STA. 139+00
44	PROPOSED CROSS SECTIONS STA. 140+00 TO STA. 143+00
45	PROPOSED CROSS SECTIONS STA. 144+00 TO STA. 149+00
46	PROPOSED CROSS SECTIONS STA. 149+50 TO STA. 151+00

GENERAL NOTES:
QUANTITIES

PAYMENT WILL BE MADE UNDER THE ITEM NUMBERS, DESCRIPTIONS AND UNITS NOTED IN THE ABOVE TABLE IN ACCORDANCE WITH THE BASIS OF PAYMENT FOR EACH RESPECTIVE WORK ITEM COMPLETED AND ACCEPTED BY THE ENGINEER.

CERTIFIED PAYROLLS

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

MATERIAL CERTIFICATIONS

MATERIALS TO BE INCORPORATED INTO THE PROJECT CANNOT BE USED WITHOUT PRIOR APPROVAL. ALL MATERIALS TO BE USED IN THE PROJECT MUST BE SUBMITTED TO THE RESIDENT ENGINEER FOR APPROVAL. USE OF MATERIALS WITHOUT PRIOR APPROVAL AND ULTIMATELY DETERMINED TO BE UNACCEPTABLE BY THE ILLINOIS DIVISION OF AERONAUTICS ARE SUBJECT TO REMOVAL AND/OR NON-PAYMENT.

FOR BID

GENERAL NOTES

- AIRPORT SECURITY SHALL BE MAINTAINED THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL BE RESTRICTED TO THE DESIGNATED WORK AREAS. THE CONTRACTOR SHALL ENSURE THAT ACCESS POINTS USED BY CONSTRUCTION VEHICLES AND PERSONNEL ARE CLOSED WHEN NOT IN USE AND LOCKED AT THE END OF THE WORKING DAY TO PREVENT UNAUTHORIZED ACCESS TO THE AIRPORT MOVEMENT AREA.
- CLOSURE CROSSES AND BARRICADES SHALL BE IN PLACE PRIOR TO BEGINNING CONSTRUCTION.
- AT THE COMPLETION OF ALL CONSTRUCTION, THE HAUL ROUTE AND CONSTRUCTION EQUIPMENT PARKING AREA SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS PER THE SPECIFICATIONS.
- THE COSTS FOR PROVISION, PLACEMENT, MAINTENANCE AND REMOVAL OF BARRICADES AND ALL ASSOCIATED INCIDENTALS SHALL BE PAID FOR UNDER TRAFFIC MAINTENANCE.
- THE COSTS FOR CONSTRUCTION, MAINTENANCE OF ACCESS GATE, HAUL ROUTE AND EQUIPMENT STAGING AREA, TEMPORARY SIGNAGE AND ALL ASSOCIATED INCIDENTALS SHALL BE PAID FOR UNDER MOBILIZATION.

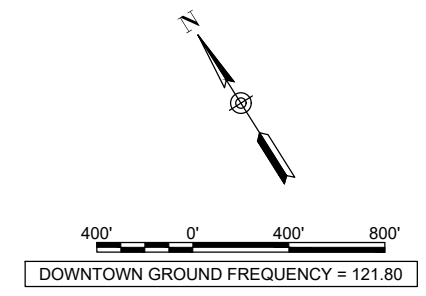
SAFETY PLAN COMPLIANCE DOCUMENT

PRIOR TO THE ISSUANCE OF A CONSTRUCTION NOTICE-TO-PROCEED (NTP), THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING A SAFETY PLAN COMPLIANCE DOCUMENT IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G, PARAGRAPH 2.4.2, OR EQUIVALENT SECTION IN SUBSEQUENT/CURRENT ISSUE. THE AIRPORT DIRECTOR SHALL APPROVE THIS DOCUMENT AND SUBMIT TO THE AIRPORT AUTHORITY FOR APPROVAL PRIOR TO THE NTP ISSUANCE.

SEQUENCE OF CONSTRUCTION

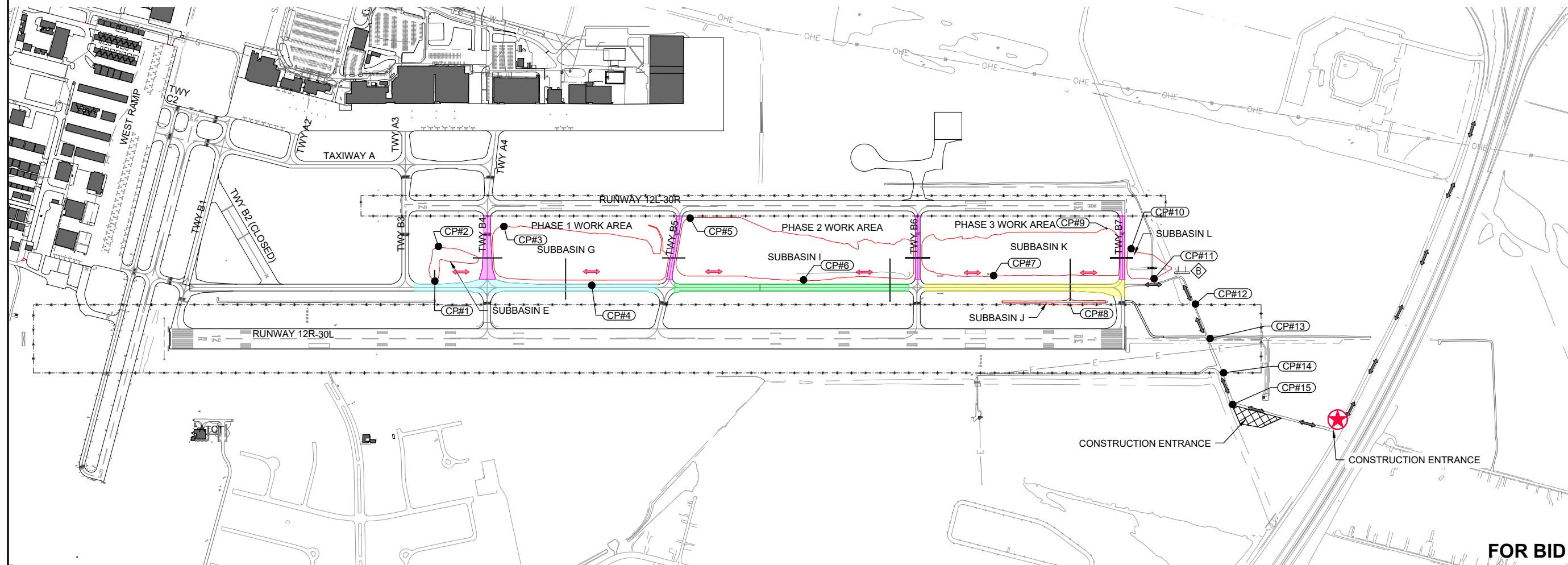
- THIS PROJECT WILL BE BROKEN INTO FOUR SEPARATE PHASES IN AN EFFORT TO MINIMIZE IMPACTS TO AIRPORT OPERATIONS. THE CONTRACTOR SHALL EXPEDITE WORK TO ENSURE THE AIRCRAFT MOVEMENT AREAS ARE OPEN WHEN POSSIBLE.
- TAXIWAY CONNECTORS B4, B5, B6 AND B7 SHALL BE CLOSED TO AIRCRAFT FOR THE DURATION OF THE PROJECT TO ALLOW FOR EARTHWORK OPERATIONS TO CROSS EACH TAXIWAY CONNECTOR. TAXIWAY B SHALL BE CLOSED IN PHASES TO ALLOW FOR DRAINAGE/INSTALLATIONS ACROSS TAXIWAY B AND GRADING WORK WITHIN THE TAXIWAY OBJECT FREE AREA.
- THE CONTRACTOR IS REQUIRED TO COMPLETE THE PHASES IN THE SEQUENCE PROVIDED AND WORK FROM WEST TO EAST. NO DEVIATION FROM THIS SEQUENCE WILL BE ALLOWED UNLESS THE CONTRACTOR CAN PROVIDE A SIGNIFICANT BENEFIT TO THE OWNER FOR.
- EARTHWORK GRADING AND SEEDING/MULCHING WITHIN THE TAXIWAY B OBJECT FREE AREA MAY BE PERMITTED WHILE THE TAXIWAY IS OPEN, PROVIDED THE FOLLOWING OCCURS:
 - AIRPORT DIRECTOR AND ATCT APPROVE.
 - TAXI SPEED IS LIMITED TO 10 MPH.
 - NOTAMS ARE ISSUED ADVISING OF HAZARD AND RECOMMENDING REDUCED TAXI SPEEDS.
 - FIVE-FOOT CLEARANCE IS MAINTAINED BETWEEN EQUIPMENT/MATERIALS AND ANY PART OF AN AIRCRAFT. (FLAGGERS REQUIRED).

CRITICAL POINTS						
POINT #	DESCRIPTION	LATITUDE	LONGITUDE	SE	AGL	AMSL
1	WORK AREA	038° 34' 19.77"	-090° 09' 30.62"	410'	25'	435'
2	WORK AREA	038° 34' 21.61"	-090° 09' 28.72"	412'	25'	437'
3	WORK AREA	038° 34' 20.45"	-090° 09' 22.58"	408'	25'	433'
4	WORK AREA	038° 34' 13.45"	-090° 09' 18.60"	409'	25'	434'
5	WORK AREA	038° 34' 13.76"	-090° 09' 07.65"	406'	25'	431'
6	WORK AREA	038° 34' 05.49"	-090° 09' 01.92"	405'	25'	430'
7	WORK AREA	038° 33' 58.41"	-090° 08' 46.87"	402'	25'	427'
8	WORK AREA	038° 33' 53.68"	-090° 08' 42.25"	401'	25'	426'
9	WORK AREA	038° 33' 56.98"	-090° 08' 35.64"	403'	25'	428'
10	WORK AREA	038° 33' 54.72"	-090° 08' 34.81"	400'	25'	425'
11	WORK AREA	038° 33' 52.03"	-090° 08' 34.48"	404'	25'	429'
12	HAUL ROUTE	038° 33' 48.89"	-090° 08' 32.50"	407'	25'	432'
13	HAUL ROUTE	038° 33' 46.24"	-090° 08' 33.06"	401'	25'	426'
14	HAUL ROUTE	038° 33' 43.63"	-090° 08' 33.69"	399'	25'	424'
15	STAGING AREA	038° 33' 41.31"	-090° 08' 34.54"	397'	25'	422'



LEGEND

- EXISTING IMPROVEMENTS
- EARTHWORK GRADING
- PROPOSED HAUL ROUTE
- PROPOSED EQUIPMENT PARKING AREA
- EXISTING FENCE
- PROPOSED BARRICADES
- PROPOSED CLOSURE CROSS
- CONSTRUCTION SIGN
- CRITICAL POINT
- RUNWAY SAFETY AREA
- AIRFIELD SECURITY GATE



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**ST. LOUIS
 DOWNTOWN AIRPORT**

BI-STATE DEVELOPMENT
 6100 Archview Drive
 Cahokia Heights, Illinois 62206-1445



DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025

**TAXIWAY B
 RELOCATION, PHASE 2:
 DRAINAGE
 IMPROVEMENTS**

IDA No: CPS-4839
 SBG No: 3-17-SBGP-TBD

Contract No. SD063

NO.	DATE	DESCRIPTION		
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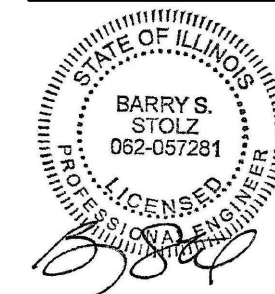
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 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

**CONSTRUCTION
 SAFETY AND
 PHASING PLAN
 OVERALL**

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TAXIWAY B RELOCATION, PHASE 2: DRAINAGE IMPROVEMENTS

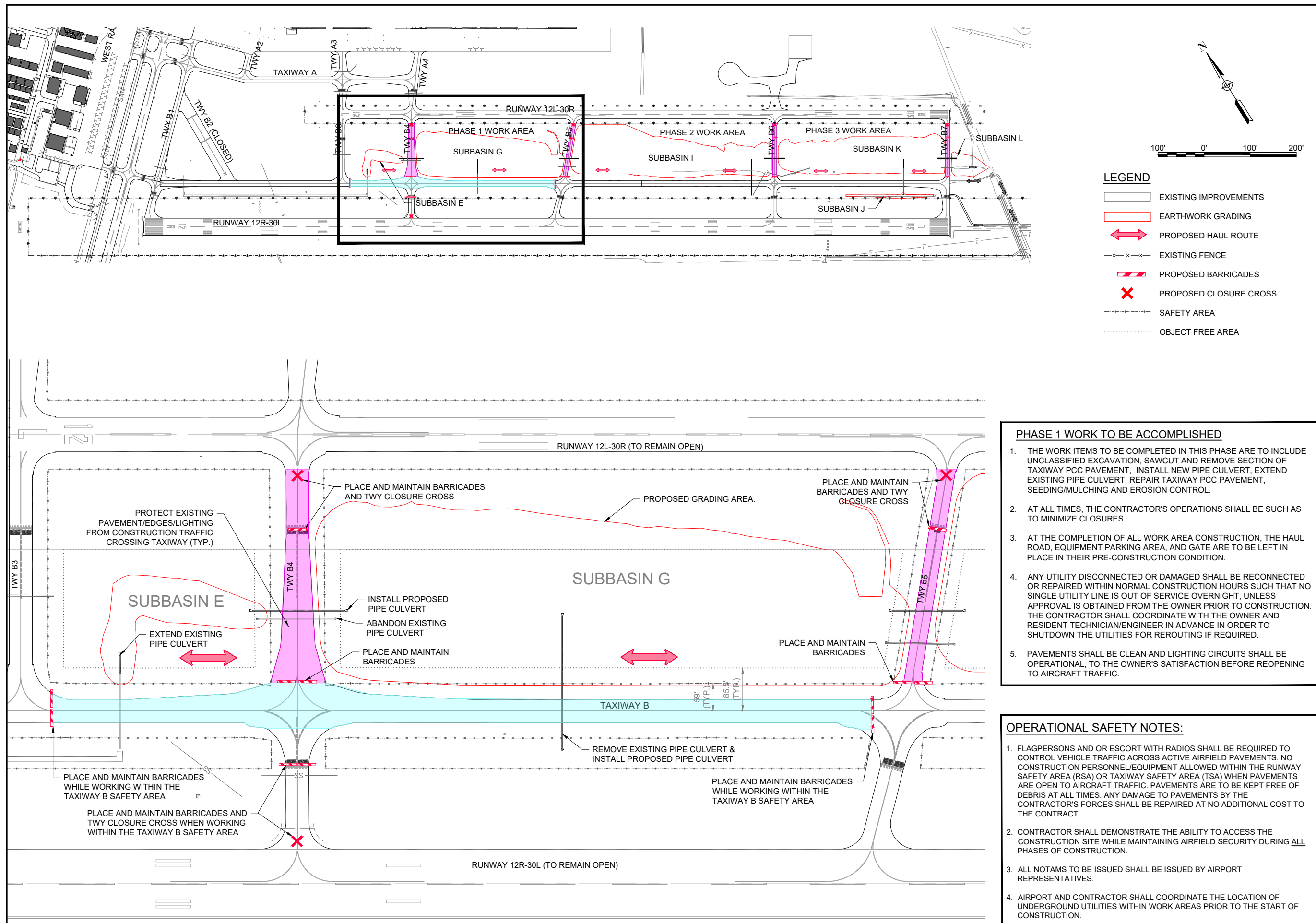
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 SHEET TITLE

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1



- LEGEND**
- EXISTING IMPROVEMENTS
 - EARTHWORK GRADING
 - ↔ PROPOSED HAUL ROUTE
 - x - x - x - EXISTING FENCE
 - PROPOSED BARRICADES
 - X PROPOSED CLOSURE CROSS
 - - - - - SAFETY AREA
 - OBJECT FREE AREA

PHASE 1 WORK TO BE ACCOMPLISHED

1. THE WORK ITEMS TO BE COMPLETED IN THIS PHASE ARE TO INCLUDE UNCLASSIFIED EXCAVATION, SAWCUT AND REMOVE SECTION OF TAXIWAY PCC PAVEMENT, INSTALL NEW PIPE CULVERT, EXTEND EXISTING PIPE CULVERT, REPAIR TAXIWAY PCC PAVEMENT, SEEDING/MULCHING AND EROSION CONTROL.
2. AT ALL TIMES, THE CONTRACTOR'S OPERATIONS SHALL BE SUCH AS TO MINIMIZE CLOSURES.
3. AT THE COMPLETION OF ALL WORK AREA CONSTRUCTION, THE HAUL ROAD, EQUIPMENT PARKING AREA, AND GATE ARE TO BE LEFT IN PLACE IN THEIR PRE-CONSTRUCTION CONDITION.
4. ANY UTILITY DISCONNECTED OR DAMAGED SHALL BE RECONNECTED OR REPAIRED WITHIN NORMAL CONSTRUCTION HOURS SUCH THAT NO SINGLE UTILITY LINE IS OUT OF SERVICE OVERNIGHT, UNLESS APPROVAL IS OBTAINED FROM THE OWNER PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER AND RESIDENT TECHNICIAN/ENGINEER IN ADVANCE IN ORDER TO SHUTDOWN THE UTILITIES FOR REROUTING IF REQUIRED.
5. PAVEMENTS SHALL BE CLEAN AND LIGHTING CIRCUITS SHALL BE OPERATIONAL, TO THE OWNER'S SATISFACTION BEFORE REOPENING TO AIRCRAFT TRAFFIC.

OPERATIONAL SAFETY NOTES:

1. FLAGPERSONS AND OR ESCORT WITH RADIOS SHALL BE REQUIRED TO CONTROL VEHICLE TRAFFIC ACROSS ACTIVE AIRFIELD PAVEMENTS. NO CONSTRUCTION PERSONNEL/EQUIPMENT ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OR TAXIWAY SAFETY AREA (TSA) WHEN PAVEMENTS ARE OPEN TO AIRCRAFT TRAFFIC. PAVEMENTS ARE TO BE KEPT FREE OF DEBRIS AT ALL TIMES. ANY DAMAGE TO PAVEMENTS BY THE CONTRACTOR'S FORCES SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE CONTRACT.
2. CONTRACTOR SHALL DEMONSTRATE THE ABILITY TO ACCESS THE CONSTRUCTION SITE WHILE MAINTAINING AIRFIELD SECURITY DURING ALL PHASES OF CONSTRUCTION.
3. ALL NOTAMS TO BE ISSUED SHALL BE ISSUED BY AIRPORT REPRESENTATIVES.
4. AIRPORT AND CONTRACTOR SHALL COORDINATE THE LOCATION OF UNDERGROUND UTILITIES WITHIN WORK AREAS PRIOR TO THE START OF CONSTRUCTION.

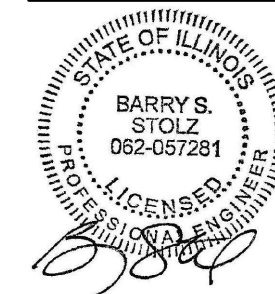
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**ST. LOUIS
DOWNTOWN AIRPORT**

BI-STATE DEVELOPMENT
6100 Archview Drive
Cahokia Heights, Illinois 62206-1445



DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025

**TAXIWAY B
RELOCATION, PHASE 2:
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IMPROVEMENTS**

IDA No: CPS-4839
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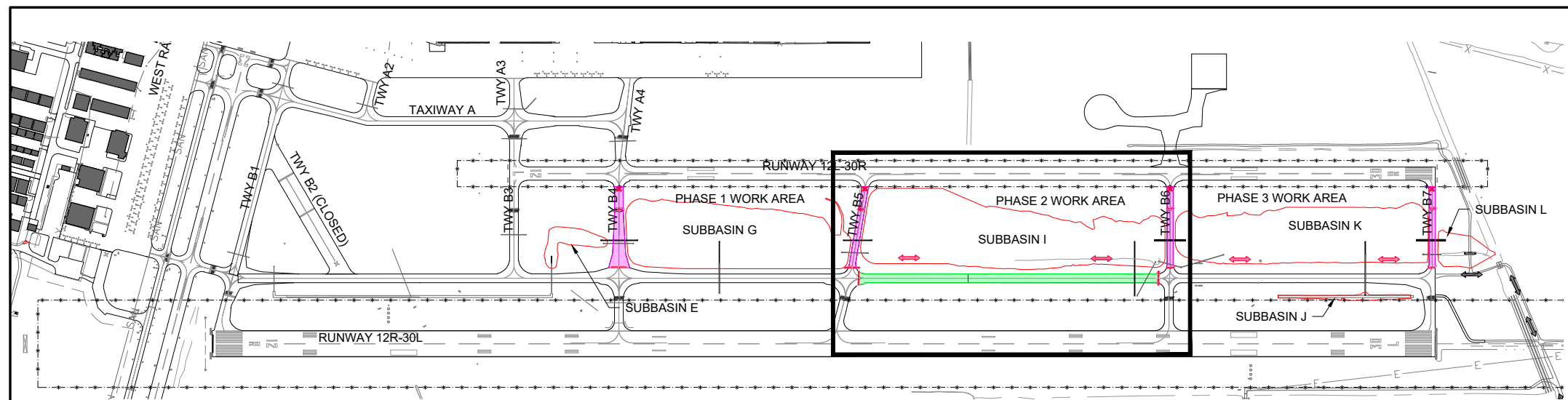
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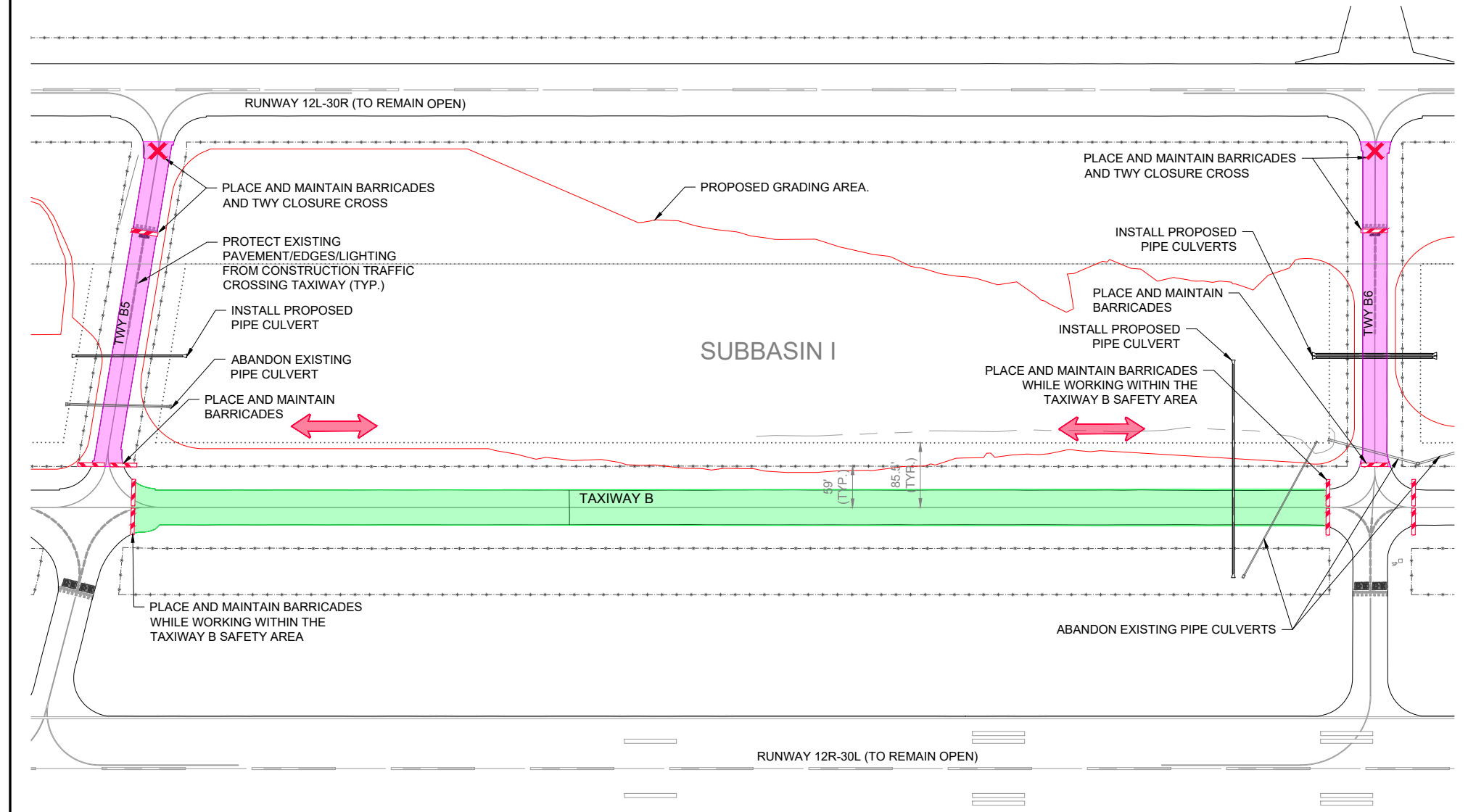
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DRAWN BY: DD 10/20/2023
REVIEWED BY: BSS 1/12/2024

SHEET TITLE

**CONSTRUCTION
SAFETY AND
PHASING PLAN -
PHASE 2**



- LEGEND**
- EXISTING IMPROVEMENTS
 - EARTHWORK GRADING
 - PROPOSED HAUL ROUTE
 - EXISTING FENCE
 - PROPOSED BARRICADES
 - PROPOSED CLOSURE CROSS
 - SAFETY AREA
 - OBJECT FREE AREA

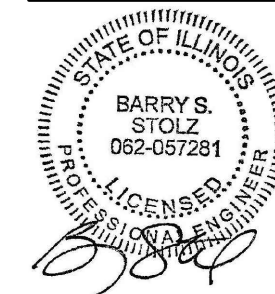


- PHASE 2 WORK TO BE ACCOMPLISHED**
- THE WORK ITEMS TO BE COMPLETED IN THIS PHASE ARE TO INCLUDE UNCLASSIFIED EXCAVATION, SAWCUT AND REMOVE SECTION OF TAXIWAY PCC PAVEMENT, INSTALL NEW PIPE CULVERT, REMOVE EXISTING PIPE CULVERT, REPAIR TAXIWAY PCC PAVEMENT, SEEDING/MULCHING AND EROSION CONTROL.
 - AT ALL TIMES, THE CONTRACTOR'S OPERATIONS SHALL BE SUCH AS TO MINIMIZE CLOSURES.
 - AT THE COMPLETION OF ALL WORK AREA CONSTRUCTION, THE HAUL ROAD, EQUIPMENT PARKING AREA, AND GATE ARE TO BE LEFT IN PLACE IN THEIR PRE-CONSTRUCTION CONDITION.
 - ANY UTILITY DISCONNECTED OR DAMAGED SHALL BE RECONNECTED OR REPAIRED WITHIN NORMAL CONSTRUCTION HOURS SUCH THAT NO SINGLE UTILITY LINE IS OUT OF SERVICE OVERNIGHT, UNLESS APPROVAL IS OBTAINED FROM THE OWNER PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER AND RESIDENT TECHNICIAN/ENGINEER IN ADVANCE IN ORDER TO SHUTDOWN THE UTILITIES FOR REROUTING IF REQUIRED.
 - PAVEMENTS SHALL BE CLEAN AND LIGHTING CIRCUITS SHALL BE OPERATIONAL, TO THE OWNER'S SATISFACTION BEFORE REOPENING TO AIRCRAFT TRAFFIC.

- OPERATIONAL SAFETY NOTES:**
- FLAGPERSONS AND OR ESCORT WITH RADIOS SHALL BE REQUIRED TO CONTROL VEHICLE TRAFFIC ACROSS ACTIVE AIRFIELD PAVEMENTS. NO CONSTRUCTION PERSONNEL/EQUIPMENT ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OR TAXIWAY SAFETY AREA (TSA) WHEN PAVEMENTS ARE OPEN TO AIRCRAFT TRAFFIC. PAVEMENTS ARE TO BE KEPT FREE OF DEBRIS AT ALL TIMES. ANY DAMAGE TO PAVEMENTS BY THE CONTRACTOR'S FORCES SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE CONTRACT.
 - CONTRACTOR SHALL DEMONSTRATE THE ABILITY TO ACCESS THE CONSTRUCTION SITE WHILE MAINTAINING AIRFIELD SECURITY DURING ALL PHASES OF CONSTRUCTION.
 - ALL NOTAMS TO BE ISSUED SHALL BE ISSUED BY AIRPORT REPRESENTATIVES.
 - AIRPORT AND CONTRACTOR SHALL COORDINATE THE LOCATION OF UNDERGROUND UTILITIES WITHIN WORK AREAS PRIOR TO THE START OF CONSTRUCTION.

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**TAXIWAY B
 RELOCATION, PHASE 2:
 DRAINAGE
 IMPROVEMENTS**

IDA No: CPS-4839
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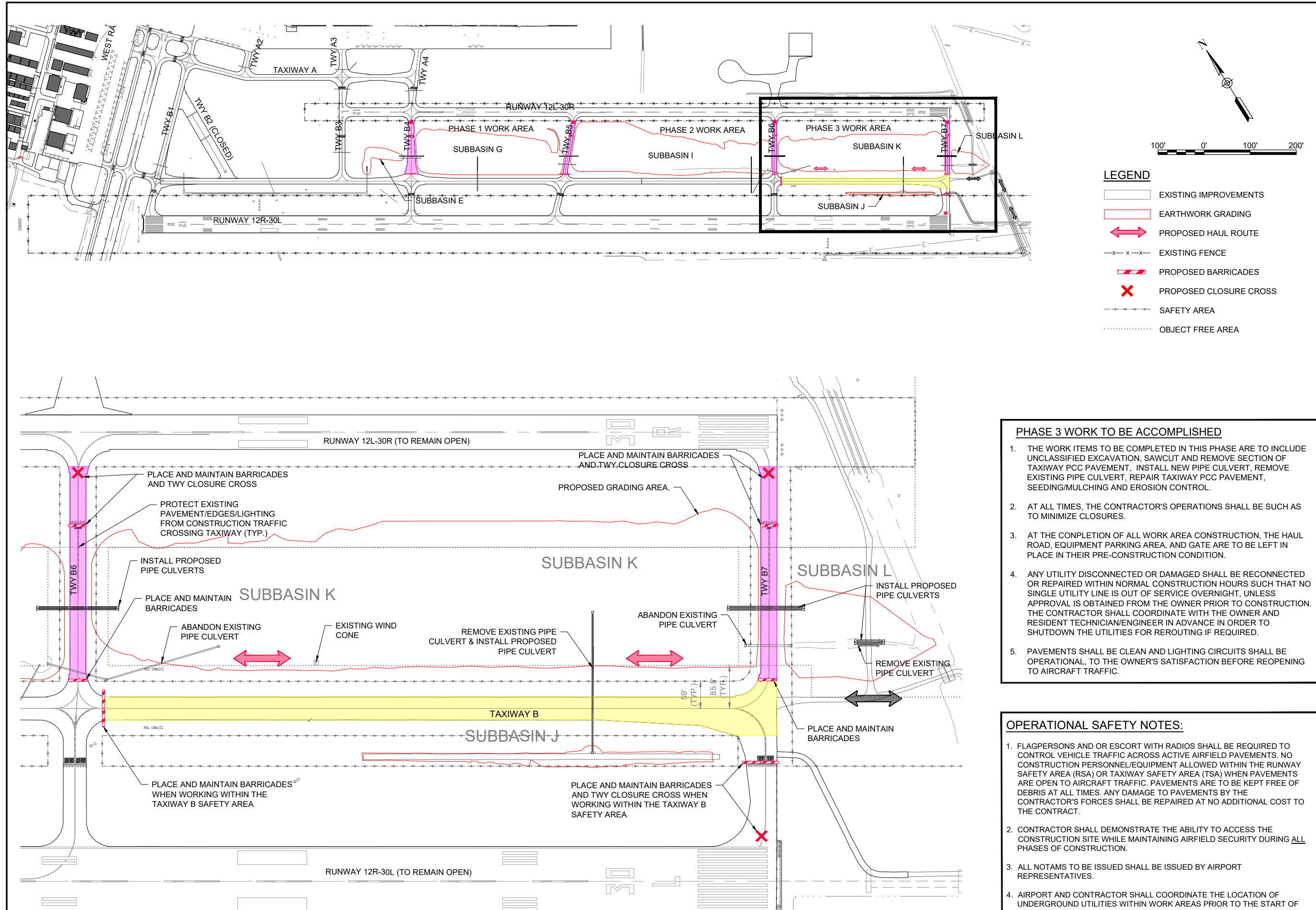
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SHEET TITLE

**CONSTRUCTION
 SAFETY AND
 PHASING PLAN -
 PHASE 3**



- LEGEND**
- EXISTING IMPROVEMENTS
 - EARTHWORK GRADING
 - ↔ PROPOSED HAUL ROUTE
 - x - x - x - EXISTING FENCE
 - PROPOSED BARRICADES
 - X PROPOSED CLOSURE CROSS
 - - - - - SAFETY AREA
 - OBJECT FREE AREA

PHASE 3 WORK TO BE ACCOMPLISHED

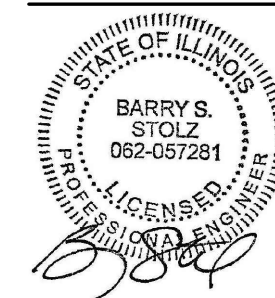
1. THE WORK ITEMS TO BE COMPLETED IN THIS PHASE ARE TO INCLUDE UNCLASSIFIED EXCAVATION, SAWCUT AND REMOVE SECTION OF TAXIWAY PCC PAVEMENT, INSTALL NEW PIPE CULVERT, REMOVE EXISTING PIPE CULVERT, REPAIR TAXIWAY PCC PAVEMENT, SEEDING/MULCHING AND EROSION CONTROL.
2. AT ALL TIMES, THE CONTRACTOR'S OPERATIONS SHALL BE SUCH AS TO MINIMIZE CLOSURES.
3. AT THE COMPLETION OF ALL WORK AREA CONSTRUCTION, THE HAUL ROAD, EQUIPMENT PARKING AREA, AND GATE ARE TO BE LEFT IN PLACE IN THEIR PRE-CONSTRUCTION CONDITION.
4. ANY UTILITY DISCONNECTED OR DAMAGED SHALL BE RECONNECTED OR REPAIRED WITHIN NORMAL CONSTRUCTION HOURS SUCH THAT NO SINGLE UTILITY LINE IS OUT OF SERVICE OVERNIGHT, UNLESS APPROVAL IS OBTAINED FROM THE OWNER PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER AND RESIDENT TECHNICIAN/ENGINEER IN ADVANCE IN ORDER TO SHUTDOWN THE UTILITIES FOR REROUTING IF REQUIRED.
5. PAVEMENTS SHALL BE CLEAN AND LIGHTING CIRCUITS SHALL BE OPERATIONAL, TO THE OWNER'S SATISFACTION BEFORE REOPENING TO AIRCRAFT TRAFFIC.

OPERATIONAL SAFETY NOTES:

1. FLAGPERSONS AND OR ESCORT WITH RADIOS SHALL BE REQUIRED TO CONTROL VEHICLE TRAFFIC ACROSS ACTIVE AIRFIELD PAVEMENTS. NO CONSTRUCTION PERSONNEL/EQUIPMENT ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OR TAXIWAY SAFETY AREA (TSA) WHEN PAVEMENTS ARE OPEN TO AIRCRAFT TRAFFIC. PAVEMENTS ARE TO BE KEPT FREE OF DEBRIS AT ALL TIMES. ANY DAMAGE TO PAVEMENTS BY THE CONTRACTOR'S FORCES SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE CONTRACT.
2. CONTRACTOR SHALL DEMONSTRATE THE ABILITY TO ACCESS THE CONSTRUCTION SITE WHILE MAINTAINING AIRFIELD SECURITY DURING ALL PHASES OF CONSTRUCTION.
3. ALL NOTAMS TO BE ISSUED SHALL BE ISSUED BY AIRPORT REPRESENTATIVES.
4. AIRPORT AND CONTRACTOR SHALL COORDINATE THE LOCATION OF UNDERGROUND UTILITIES WITHIN WORK AREAS PRIOR TO THE START OF CONSTRUCTION.

FOR BID

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**TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS**

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

Contract No. SD063

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2024

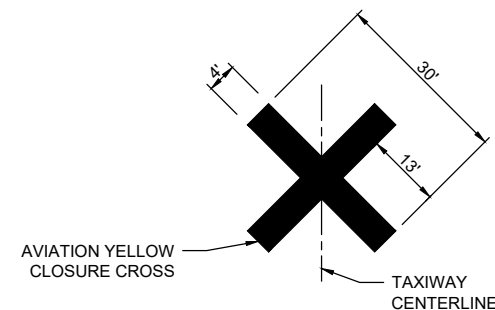
PROJECT NO: 20A000102D
CAD FILE: G-501-SFY.DWG
DESIGN BY: DD 10/20/2023
DRAWN BY: DD 10/20/2023
REVIEWED BY: BSS 1/12/2024

SHEET TITLE

**CONSTRUCTION
SAFETY DETAILS
AND NOTES**

SAFETY NOTES

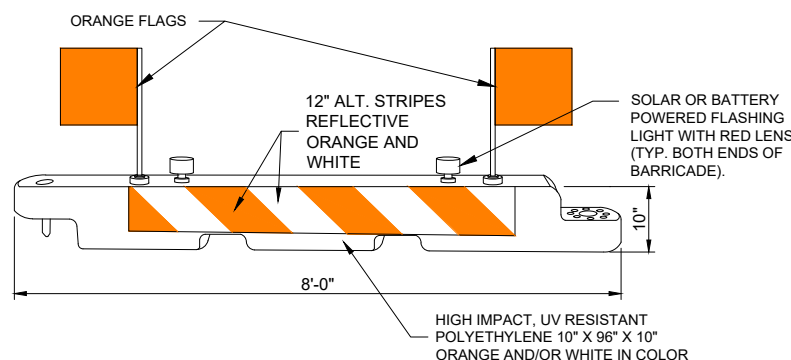
- FOLLOWING ARE THE CONSTRUCTION SAFETY PROCEDURES THAT THE CONTRACTOR SHALL FOLLOW THROUGHOUT THIS PROJECT. ADDITIONAL REQUIREMENTS ARE SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET AND THIS SHEET.
- ALL PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR AC 150/5370-2 (CURRENT EDITION), "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", APPLY TO THIS CONTRACT, EXCEPT AS MODIFIED BY THIS SAFETY PLAN, OR AS MODIFIED BY THE OWNER THROUGH THE RESIDENT ENGINEER/TECHNICIAN AT THE PRECONSTRUCTION CONFERENCE, OR DURING THE COURSE OF THE CONTRACT.
- THE CONTRACTORS SHALL MINIMIZE DISRUPTION OF STANDARD OPERATING PROCEDURES FOR AERONAUTICAL ACTIVITY BY REMAINING WITHIN THE PRESCRIBED STAGING, CONSTRUCTION, AND PHASING AREAS PRESENTED ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEETS.
- NO UNAUTHORIZED PERSONNEL SHALL ENTER ANY AREA OF THE AIRPORT THAT COULD POTENTIALLY BE HAZARDOUS. THE AIRPORT MANAGER RESERVES THE RIGHT TO SUSPEND OPERATIONS IN ORDER TO MAINTAIN SAFETY AT THE AIRPORT.
- CONTRACTOR EQUIPMENT, VEHICLES, AND PROJECT MATERIALS SHALL BE STORED AT THE STAGING AREA SHOWN ON THE PLAN VIEW, EXCEPT AS OTHERWISE PROVIDED FOR AT THE PRECONSTRUCTION CONFERENCE.
- ALL CONSTRUCTION EQUIPMENT OPERATING IN THE PRESCRIBED CONSTRUCTION AREA IS REQUIRED TO DISPLAY A CHECKERBOARD FLAG PROPERLY LOCATED OR A ROTATING BEACON (STROBE) AS SPECIFIED IN AC 150/5210-5, "PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT" LATEST EDITION.
- NO CONSTRUCTION MATERIAL STOCKPILES SHALL BE LOCATED WITHIN 250' OF ANY ACTIVE RUNWAY, WITHIN 93' OF ANY OTHER ACTIVE AIRPORT OPERATIONS AREA, OR PENETRATE A PART 77 IMAGINARY SURFACE (PROVIDED BY THE RESIDENT ENGINEER/TECHNICIAN) EXTENDING OUT AND UPWARDS FROM ALL SIDES OF AN ACTIVE RUNWAY.
- CLOSED AIRFIELD PHASING AREAS, OPEN TRENCHES, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHALL BE PROMINENTLY MARKED WITH LIGHTED BARRICADES WITH STEADY BURNING OR FLASHING RED LIGHTS AS SPECIFIED IN 150/5370-2, "OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION, LATEST EDITION. LIGHTED BARRICADES MUST BE NO TALLER THAN 18" (EXCLUSIVE OF SUPPLEMENTARY LIGHTS AND FLAGS) ON THE TAXIWAYS AND COMPLY WITH ADVISORY CIRCULAR 150/5370-2, LATEST EDITION. CONTRACTOR SHALL NIGHT CHECK BARRICADES DAILY FOR PROPER OPERATION.
- NO OPEN TRENCHES WITHIN 250' OF AN ACTIVE RUNWAY CENTERLINE OR WITHIN 93' OF ANY AIRPORT OPERATIONS AREA WILL BE PERMITTED UNLESS PROPERLY MARKED. OTHER TRENCHES SHALL BE MAINTAINED SAFE, I.E., BARRICADED OR COVERED WITH STEEL PLATES IN ALL OTHER AREAS.
- OPEN TRENCHES, EXCAVATIONS, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHOULD BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED WITH FLASHING RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS.
- NO CONSTRUCTION EQUIPMENT GREATER THAN 25' TALL WILL BE PERMITTED ON THE AIRPORT. HOWEVER OTHER EQUIPMENT TALLER THAN 25' MAY BE PERMITTED WITH THE APPROVAL OF THE AIRPORT MANAGER AND AIRSPACE APPROVAL BY THE FAA.
- NO OPEN FLAME WELDING OR TORCH CUTTING OPERATION IS PERMITTED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS ARE PROVIDED AND HAVE BEEN APPROVED BY THE AIRPORT MANAGER NO FLARE POTS ARE ALLOWED ON THE PROJECT.
- SOIL, DEBRIS, AND LOOSE MATERIAL DROPPED OR TRUCKED ONTO AIRPORT ROADS, TAXIWAYS, AND SOD SURFACES, OR WHICH CAN BE BLOWN ONTO SUCH SURFACES, SHALL BE IMMEDIATELY SWEEPED, PICKED UP AND REMOVED, OR PLACED INTO CLOSED CONTAINERS. ANY DAMAGE TO AIRPORT PROPERTY SHALL BE REPAIRED IMMEDIATELY AT NO COST TO THE OWNER.
- EACH CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAINTAINING AIRPORT LIGHTING AND NAVIGATIONAL ELECTRICAL SYSTEMS DURING CONSTRUCTION. A CONTACT PERSON AND TELEPHONE NUMBER FOR 24 HOUR EMERGENCY IMMEDIATE REPAIR SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER/TECHNICIAN. HAUL ROUTES CROSSING PAVEMENT, DRAINAGE, MISCELLANEOUS STRUCTURES AND/OR AIRFIELD CABLES SHALL BE PROTECTED FROM DAMAGE.
- ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY. CONTRACTOR TO YIELD TO VEHICLES AND REMAIN CLEAR AT ALL TIMES.
- CONTRACTOR SHALL PLACE, SECURE, AND MAINTAIN LIGHTED BARRICADES AND CLOSURE CROSSES WHEN A RUNWAY/TAXIWAY/APRON IS CLOSED OR AS REQUIRED BY THE PLANS AND DESIGNATED BY THE RESIDENT ENGINEER/TECHNICIAN.
- CONTRACTOR SHALL MARK HAZARDOUS AREA WITH STEADY-BURNING OR FLASHING RED LIGHTS DURING PERIODS OF LOW VISIBILITY AS REQUIRED.
- THE CONTRACTOR SHALL PERIODICALLY PERFORM ONSITE INSPECTIONS THROUGHOUT THE DURATION OF THE PROJECT WITH THE IMMEDIATE REMEDY OF ANY DIFFERENCES, WHETHER CAUSED BY NEGLIGENCE, OVERSIGHT, OR PROJECT SCOPE CHANGE.
- CONTRACTOR SHALL MOVE MAINTENANCE OF TRAFFIC COMPONENTS AT THE WRITTEN DIRECTION OF THE RESIDENT ENGINEER/TECHNICIAN AT NO ADDITIONAL COST.
- CONTRACTOR SHALL NOT REMOVE THE BARRICADES WITHOUT THE APPROVAL BY THE RESIDENT ENGINEER/TECHNICIAN.
- CONTRACTOR SHALL MAINTAIN FLASHERS, SIGNS AND/OR BARRICADES AS REQUIRED BY THE PLANS, CITY OR COUNTY REGULATIONS OR CONTRACTOR ACTIVITIES. CONTRACTOR SHALL OBTAIN ANY AND ALL REQUIRED LOCAL PERMITS UNLESS SPECIFIED OTHERWISE.
- THE CONTRACTOR SHALL UTILIZE WATER AND/OR CHEMICALS APPROVED BY THE RESIDENT ENGINEER/TECHNICIAN AS NECESSARY TO CONTROL DUST.
- NO CONSTRUCTION VEHICLES SHALL BE DRIVEN ACROSS ANY ACTIVE RUNWAY, INCLUDING TURF RUNWAYS. CONSTRUCTION EQUIPMENT OR CONSTRUCTION ACTIVITY WILL NOT BE PERMITTED WITHIN 250' OF ANY ACTIVE RUNWAY CENTERLINE (150' FOR RUNWAY 5-23) OR WITHIN 93' OF ANY OTHER ACTIVE AIRPORT TAXIWAY OR APRON. HOWEVER, CONSTRUCTION MAY BE PERMITTED IN THESE AREAS IF THE CONTRACTOR HAS GAINED APPROVAL FROM THE AIRPORT MANAGER AT LEAST 7 DAYS IN ADVANCE OF THE SCHEDULED CONSTRUCTION PERIOD AND THE OPERATIONAL AREA IS CLOSED TO TRAFFIC AND PROPER NOTAMS ARE ISSUED BY THE AIRPORT MANAGER TO THE APPROPRIATE FLIGHT SERVICE STATION.
- UNLESS SPECIFIED OTHERWISE, COST FOR THE ABOVE IS TO BE CONSIDERED INCIDENTAL TO THE PROJECT. PAYMENT SHALL NOT BE MADE.



TAXIWAY CLOSURE CROSS MARKER DETAIL

NOTES:
NOT TO SCALE

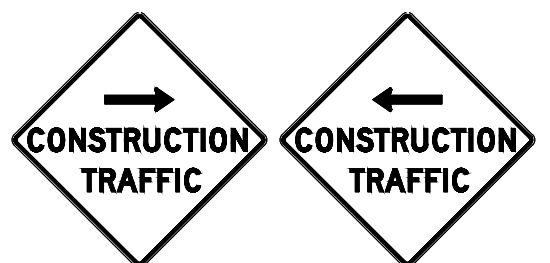
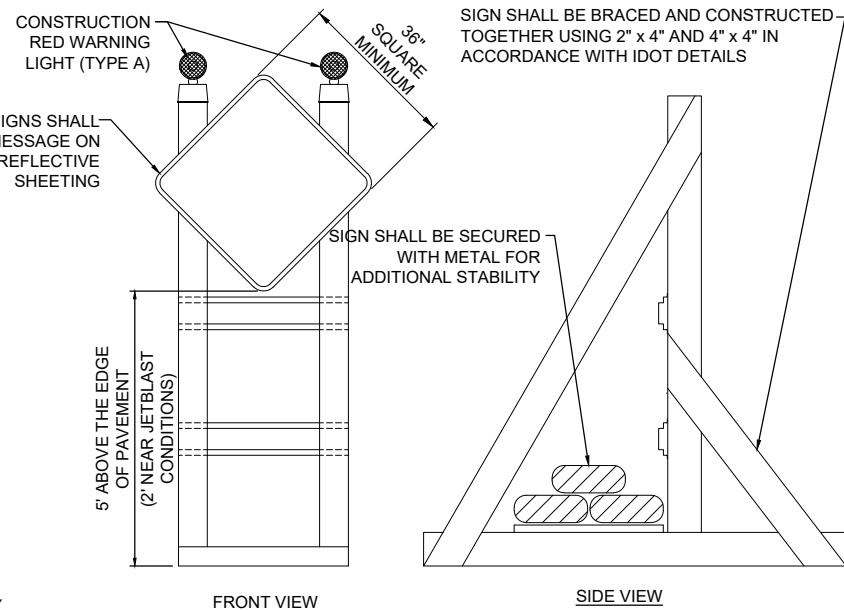
- TEMPORARY CLOSURE CROSS MARKINGS SHALL BE CONSTRUCTED OF PLYWOOD, SNOW FENCE OR APPROVED FABRIC AND SHALL BE SECURED TO PAVEMENT BY SANDBAGS OR OTHER APPROVED METHOD.
- COST FOR PROVIDING, PLACING, MAINTAINING, RELOCATING AND REMOVING CLOSURE CROSSES SHALL BE INCLUDED IN THE COST OF THE MOBILIZATION ITEM.



LOW-PROFILE BARRICADE DETAIL

NOT TO SCALE

**DETAIL ABOVE REPRESENTS ONE OPTION FOR LOW-PROFILE BARRICADES. OTHER OPTIONS MAY BE UTILIZED AS LONG AS THEY MEET THE REQUIREMENTS OF THE PROJECT, INCLUDING BARRICADE NOTE 1.



CONSTRUCTION SIGNS

NOT TO SCALE

BARRICADE NOTES

- ALL CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE ILLINOIS SUPPLEMENT (LATEST EDITION) AND THE FAA ADVISORY CIRCULARS (LATEST EDITION) UNLESS NOTED OTHERWISE. THE FAA OR MORE STRINGENT SPECIFICATIONS SHALL GOVERN.
- BARRICADES SHALL BE "LOW-PROFILE" WITH A MAXIMUM HEIGHT OF 18" ABOVE GROUND, EXCLUSIVE OF ASSOCIATED WARNING LIGHTS AND FLAGS.
- BARRICADES SHALL BE SPACED END TO END THE WIDTH OF THE PAVEMENT, WITH GAPS BETWEEN BARRICADES NOT TO EXCEED 4' WIDE. BARRICADES ARE TO BE SET BACK 93' FROM THE ACTIVE TAXIWAY CENTERLINE OR AS SHOWN ON THE PLANS.
- CONSTRUCTION RED WARNING LIGHT: THESE ARE PORTABLE, LENS DIRECTED, ENCLOSED LIGHTS. THE COLOR OF THE LIGHT EMITTED SHALL BE RED. THEY MAY BE USED IN EITHER A STEADY BURN (TYPE C) OR LOW INTENSITY FLASHING MODE (TYPE A) UNLESS NOTED OTHERWISE.
- THE LIGHTING SHALL BE MAINTAINED IN OPERATION DURING THE HOURS OF DARKNESS BETWEEN 1/2 HOUR BEFORE SUNSET AND 1/2 HOUR AFTER SUNRISE AND WHEN CONDITIONS EXIST WHICH TEND TO OBSCURE VISION.
- BARRICADES SHALL BE SECURED TO THE GROUND BY APPROVED METHODS TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS.
- THE ONLY COLOR COMBINATION ON BARRICADES IS ORANGE AND WHITE. THE ORANGE STRIPES SHALL BE ENCAPSULATED LENS REFLECTIVE SHEETING. THE WHITE STRIPES SHALL BE EITHER ENCAPSULATED OR ENCLOSED LENS REFLECTIVE SHEETING AND MUST BE IN ACCEPTABLE CONDITION.
- COST FOR PROVIDING, PLACING, MAINTAINING, AND REMOVING BARRICADES SHALL BE PAID FOR UNDER ITEM AR150520 - MOBILIZATION.

SIGNAGE NOTES

- ALL CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE ILLINOIS SUPPLEMENT (LATEST EDITION) AND THE FAA ADVISORY CIRCULARS (LATEST EDITION) UNLESS NOTED OTHERWISE. THE FAA OR MORE STRINGENT SPECIFICATIONS SHALL GOVERN.
- UNLESS OTHERWISE SPECIFIED, CONSTRUCTION SIGNS SHALL BE MOUNTED ON PORTABLE OR NON-PORTABLE SUPPORTS. A PORTABLE SUPPORT IS DEFINED AS A TYPICAL SIGN STANDARD AS SHOWN ON THIS SHEET, OR A SMALL LIGHT WEIGHT TRAILER. A NON-PORTABLE SUPPORT IS DEFINED AS DRIVEN METAL OR WOOD POST. ALL SIGNS, REGARDLESS OF THE TYPE OF SUPPORTS USED, SHALL BE MOUNTED SUCH THAT THE MESSAGE ON THE SIGN IS LEVEL IN THE HORIZONTAL PLANE AFTER PLACEMENT. THE COST OF CONSTRUCTION WARNING LIGHTS SHALL BE INCLUDED IN THE COST OF THE CONSTRUCTION SIGNS.
- CONSTRUCTION RED WARNING LIGHT: THESE ARE PORTABLE, LENS DIRECTED, ENCLOSED LIGHTS. THE COLOR OF THE LIGHT EMITTED SHALL BE RED. THEY ARE TO BE USED IN A LOW INTENSITY FLASHING MODE (TYPE A).
- THE LIGHTING SHALL BE MAINTAINED IN OPERATION DURING THE HOURS OF DARKNESS BETWEEN 1/2 HOUR BEFORE SUNSET AND 1/2 HOUR AFTER SUNRISE AND WHEN CONDITIONS EXIST WHICH TEND TO OBSCURE VISION.
- COST FOR PROVIDING, PLACING, MAINTAINING, AND REMOVING SIGNS SHALL BE INCLUDED IN ITEM AR150540 HAUL ROUTE.



ST. LOUIS
DOWNTOWN AIRPORT

BI-STATE DEVELOPMENT
6100 Archview Drive
Cahokia Heights, Illinois 62206-1445



DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025

TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

Contract No. SD063

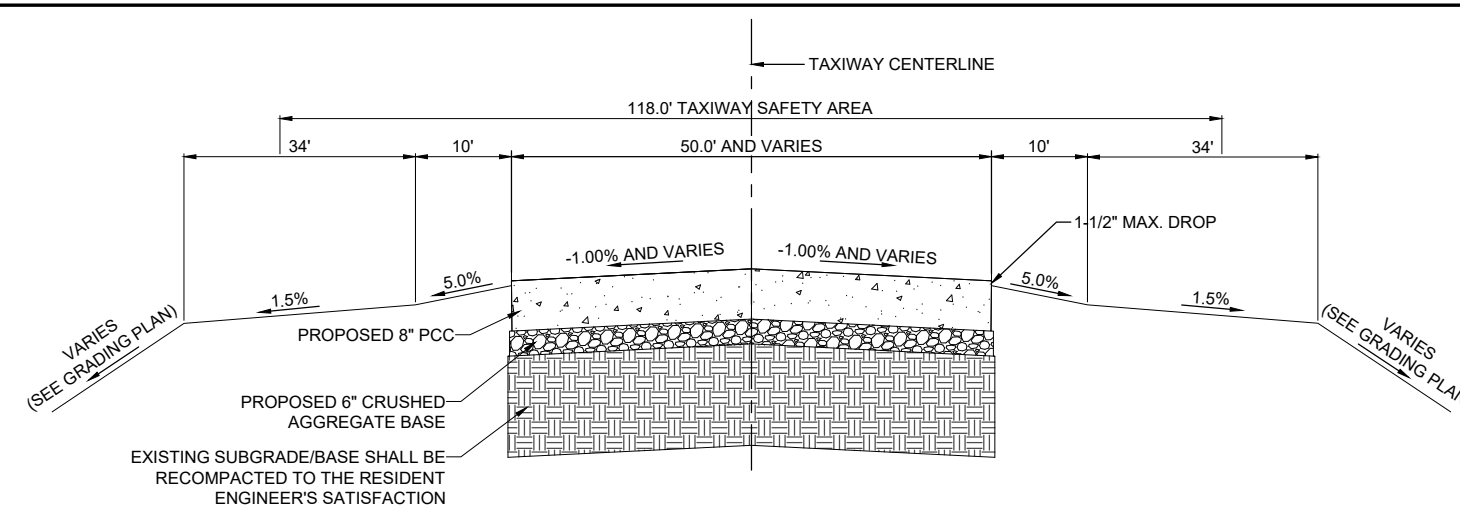
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		DES	DWN	REV

ISSUE: JANUARY 12, 2024
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CAD FILE: C-300-TYP.DWG
DESIGN BY: JRH 1/11/2024
DRAWN BY: JRH 1/11/2024
REVIEWED BY: BSS 1/12/2024

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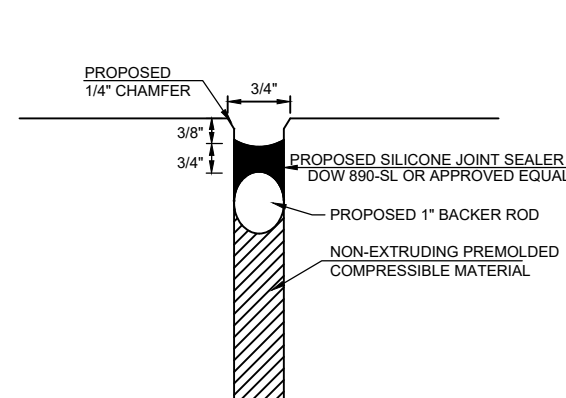
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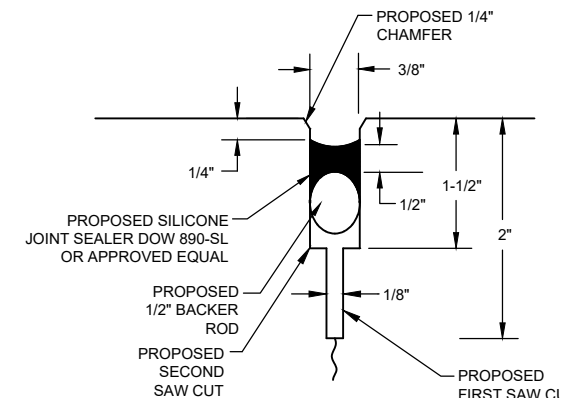


PROPOSED FULL DEPTH CONCRETE SECTION TAXIWAY

NOT TO SCALE
NEW CONCRETE SECTION SHALL BE DOWELED INTO ADJACENT EXISTING CONCRETE PAVEMENT AND SHALL BE JOINTED TO MATCH ADJACENT PAVEMENT JOINTS. (INCIDENTAL TO ITEM AR501912)



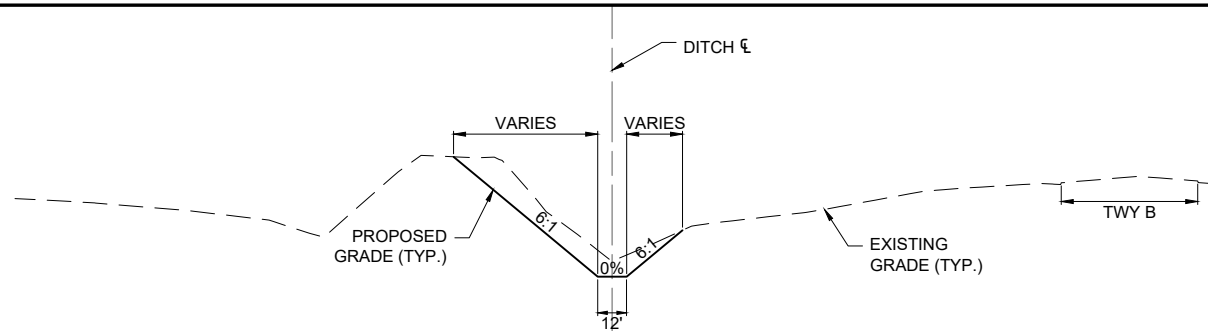
EXPANSION JOINT DETAIL
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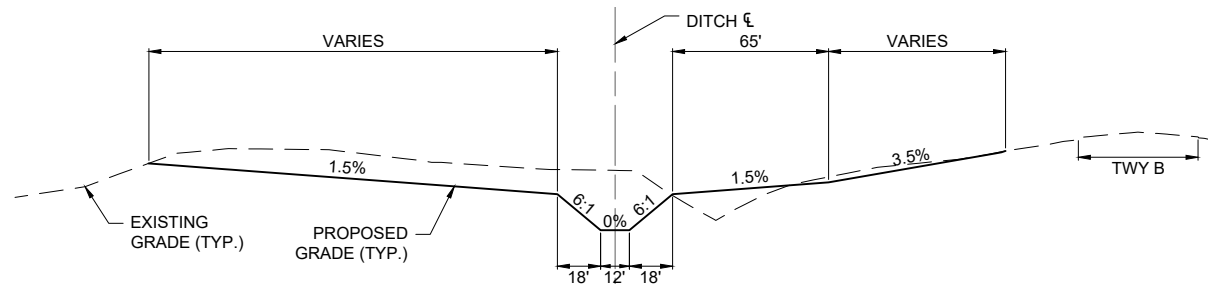
CONTRACTION JOINT DETAIL
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JOINTING NOTES

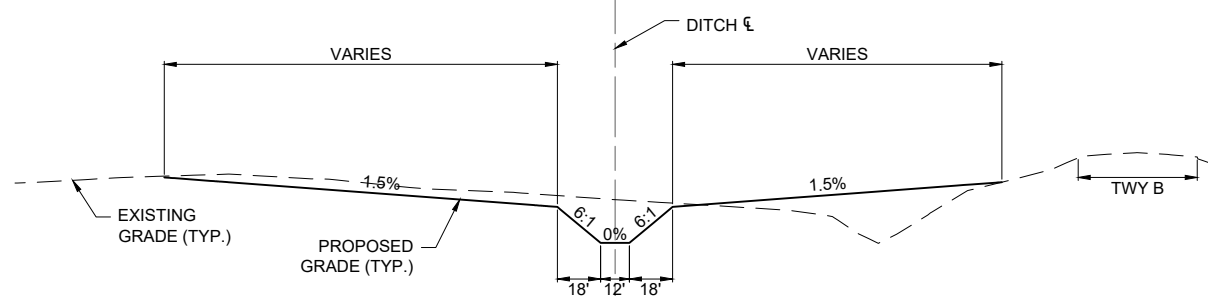
1. ALL JOINT EDGES SHALL BE SAWCUT TO PRODUCE THE 1/4" CHAMFER.
2. ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED.
3. ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL ENSURE THAT THEY WILL REMAIN PARALLEL TO THE SURFACE OF THE PAVEMENT AND TO THE CENTERLINES OF THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE RESIDENT ENGINEER/TECHNICIAN PRIOR TO INSTALLATION.
4. DOWEL BARS FOR 8 IN. THICK PAVEMENT SHALL BE 1 IN. DIAMETER, 18 IN. LONG AT 12 IN. SPACING.
5. ALL TIE BARS SHALL BE HELD IN PLACE BY SUPPORT PINS OR OTHER METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT. SUPPORT PINS SHALL BE OF SUFFICIENT LENGTH TO PENETRATE AT LEAST 6" INTO THE SUBGRADE.
6. ALL TIE BARS SHALL BE PLACED AT A POINT NOT LESS THAN 6" OR MORE THAN 15" FROM A TRANSVERSE OR EXPANSION JOINT.
7. DOWELS IN TRANSVERSE CONTRACTION AND LONGITUDINAL CONSTRUCTION JOINTS SHALL BE COATED WITH A RUSTPROOFING COMPOUND AND HALF THE LENGTH GREASED WITH A HEAVY GREASE.
8. ALLOWABLE TOLERANCES FOR GROOVE DEPTH WILL BE ±1/8" FOR CONSTRUCTION JOINTS AND ±1/4" FOR CONTRACTION JOINTS.
9. THE CONTRACTOR IS REQUIRED TO DRILL AND EPOXY THE PROPOSED DOWELS IN ACCORDANCE WITH THE DETAILS AND SPECIFICATIONS. THE EPOXY MATERIAL MUST BE APPROVED BY THE DIVISION OF AERONAUTICS PRIOR TO USE.
10. THE COST OF ALL DOWEL BARS, TIE-BARS, SAWING AND SEALING SHALL BE INCLUDED IN THE COST OF THE PCC PAVEMENT.
11. WHEN CONSTRUCTING "FILL-IN" PAVEMENT LANES THE CONTRACTOR SHALL USE BELTING OR OTHER PROTECTIVE MATERIAL FOR THE PAVING MACHINE TO TRAVEL ON AND WILL PROTECT THE TRANSVERSE JOINTS.
12. JOINT SEALANT SHALL BE AS SPECIFIED IN THE STANDARD SPECIFICATIONS, ITEM 605.
13. CURING COMPOUND SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS, ITEM 501, SECTION 501-2.9, AND SHALL BE APPROVED PRIOR TO THE PAVING OPERATION BY THE RESIDENT ENGINEER/TECHNICIAN.
14. ALL NON-ALIGNED EDGES WILL BE SAWED FULL DEPTH.



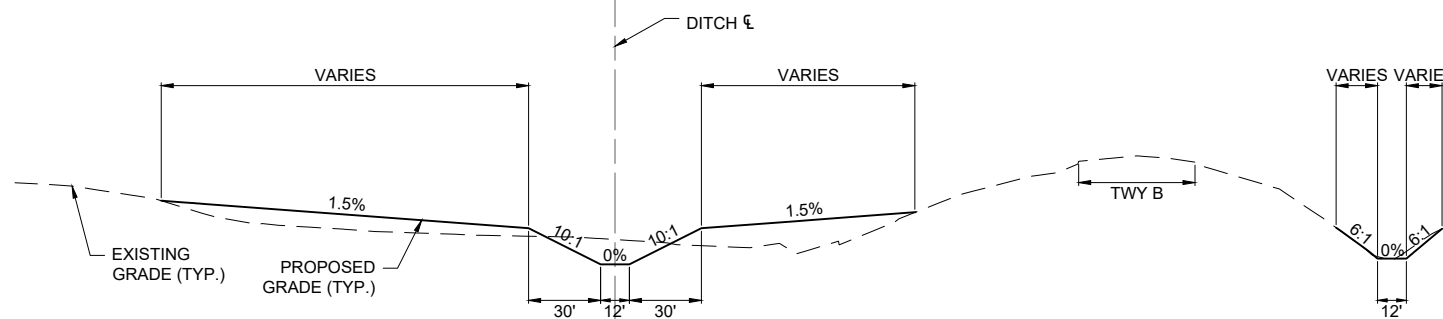
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NOT TO SCALE



PROPOSED DITCH TYPICAL SECTION - STA. 102+00 TO STA. 114+31
NOT TO SCALE



PROPOSED DITCH TYPICAL SECTION - STA. 115+83 TO STA. 132+12
NOT TO SCALE



PROPOSED DITCH TYPICAL SECTION - STA. 133+79 TO STA. 147+13
NOT TO SCALE



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TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

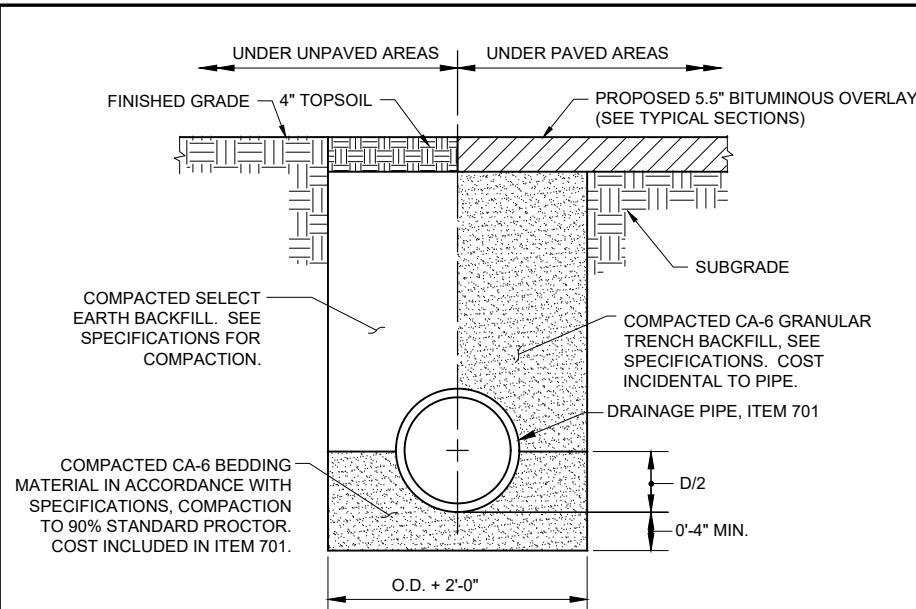
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NO.	DATE	DESCRIPTION		
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ISSUE: JANUARY 12, 2024
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CAD FILE: C-300-TYP.DWG
DESIGN BY: DD 10/20/2023
DRAWN BY: DD 10/20/2023
REVIEWED BY: BSS 1/12/2024

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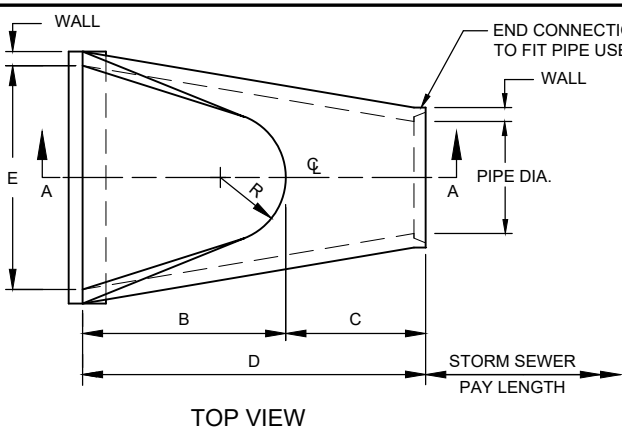
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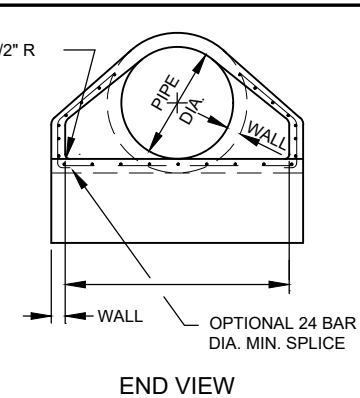
NOTES

1. UNSUITABLE MATERIAL ENCOUNTERED DURING PLACEMENT OF BEDDING SHALL BE REMOVED AND REPLACED.
2. WITHIN 3 FEET OF PAVED AREA, GRANULAR BACKFILL IS TO BE USED INSTEAD OF EARTH BACKFILL.
3. AT CONTRACTOR'S OPTION IDOT CONTROLLED LOW STRENGTH MATERIAL WITH A HIGH EARLY STRENGTH, "FLASH FILL", MAY BE USED INSTEAD OF GRANULAR TRENCH BACKFILL UNDER PAVEMENTS.

PIPE TRENCH
NOT TO SCALE

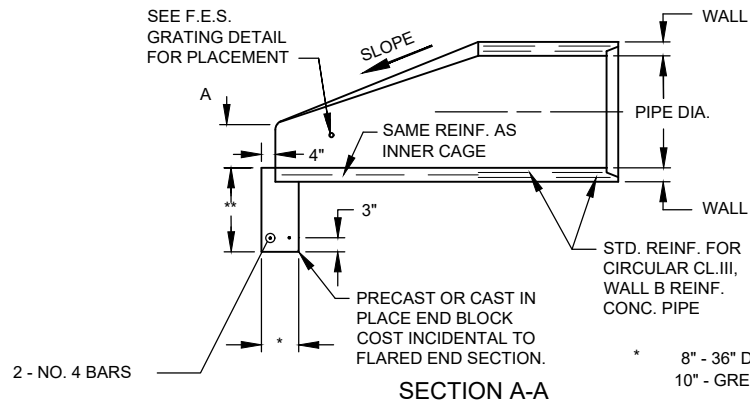


TOP VIEW



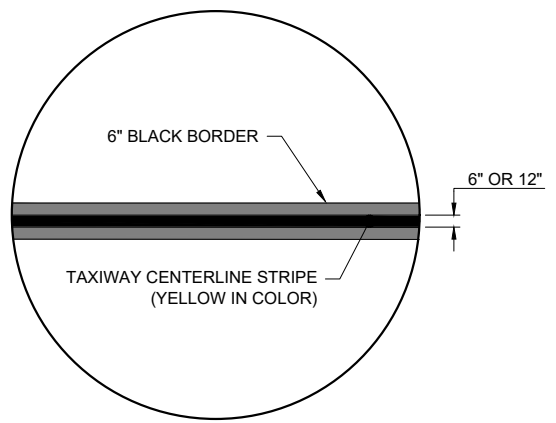
END VIEW

PIPE DIA.	WALL	A	B	C	D	E	R	SLOPE
18"	2-1/2"	9"	27"	3'-10"	6'-1"	36"	12"	1:2.4
24"	3"	9-1/2"	3'-7 1/2"	30"	6'-1 1/2"	4'-0"	14"	1:2.5
30"	3-1/2"	12"	4'-6"	19 3/4"	6'-1 3/4"	5'-0"	15"	1:2.5
36"	4"	15"	5'-3"	34 1/4"	8'-1 3/4"	6'-0"	20"	1:2.5



SECTION A-A

PRECAST CONCRETE FLARED END SECTION
(IDOT STANDARD 542301-03)
NOT TO SCALE



TAXIWAY CENTERLINE DETAIL
NOT TO SCALE

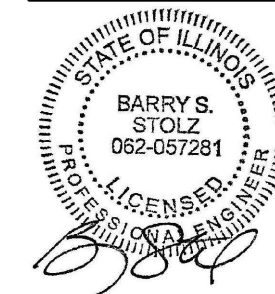
PAVEMENT MARKING NOTES:

1. THE PAVEMENT MARKING-WATERBORNE (620) SHALL BE PLACED IN ACCORDANCE WITH ITEM 620 "PAVEMENT MARKING" AS STATED ON PAGE 535 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED MARCH 22, 2023.
2. THIS ITEM SHALL CONSIST OF TAXIWAY CENTERLINE MARKING IN ACCORDANCE WITH THESE SPECIFICATIONS. MARKING SHALL BE LOCATED AT ALL AREAS WHERE PAVEMENT IS OPEN CUT FOR PIPE INSTALLATION/REMOVAL (15' WIDE) PLUS AN ADDITIONAL 5' ON EACH SIDE OF THE OPEN CUT AREA. ALL MARKING WILL BE YELLOW IN COLOR WITH A 6-IN BLACK BORDER.
3. 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.
4. IF THE CONTRACTOR ELECTS TO "BLOCK PAINT" THE BLACK PAINT AND THEN PAINT YELLOW PAINT OVER THE BLACK PAINT; ONLY THE VISIBLE 6" BLACK OUTLINE WILL BE ELIGIBLE FOR PAYMENT.
5. EXISTING PAVEMENT MARKINGS OUTSIDE THE LIMITS OF THE MARKINGS SHOWN ON THE MARKING PLAN WHICH ARE REMOVED OR WORN DUE TO CONSTRUCTION ACTIVITY SHALL BE REPAINTED. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR THIS WORK.
6. CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.
7. PLAN QUANTITIES REFLECT 12" YELLOW CENTERLINES, HOWEVER THE CONTRACTOR SHALL PAINT THE APPROPRIATE WIDTH TO MATCH THE EXISTING ADJACENT CENTERLINE.



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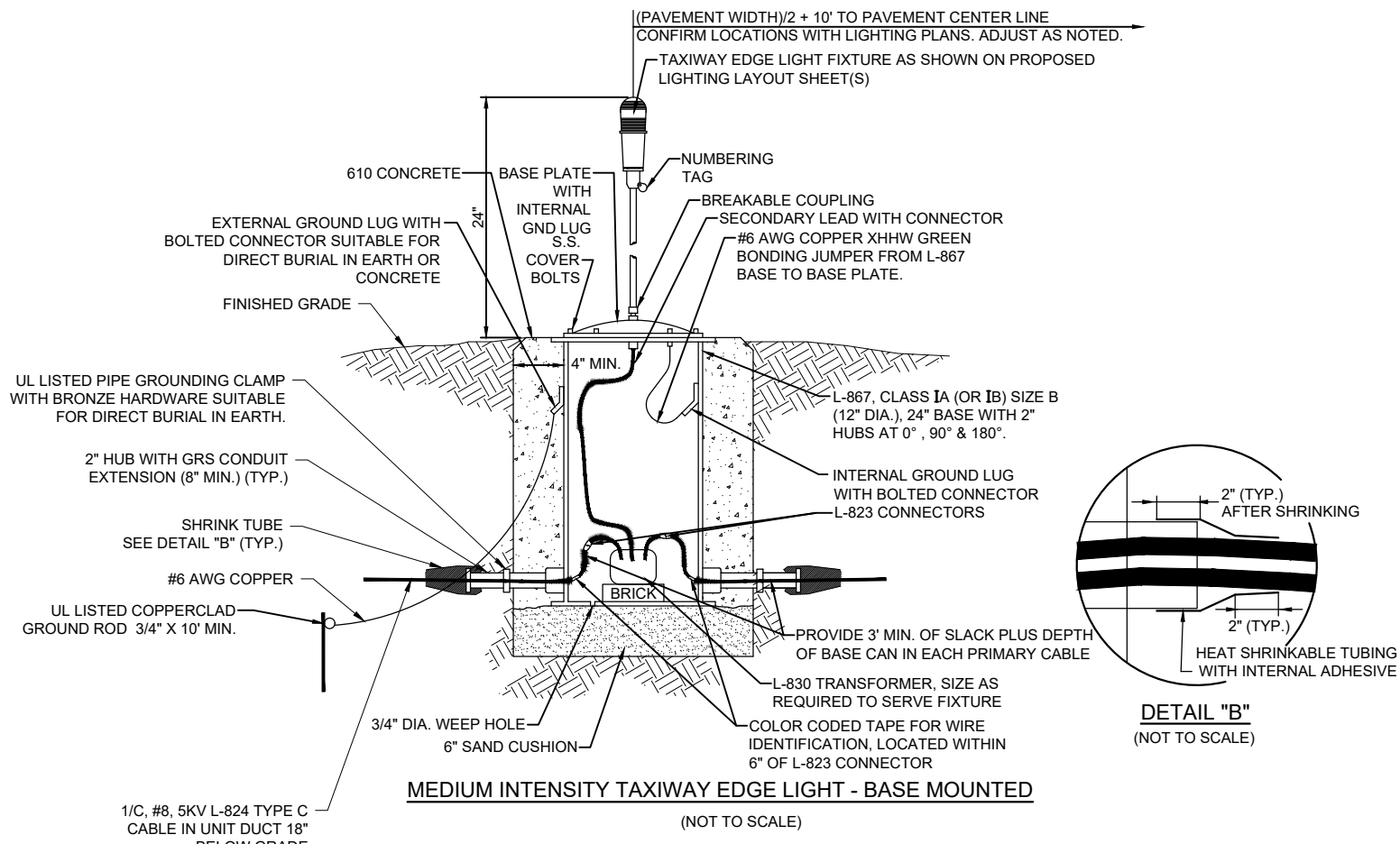
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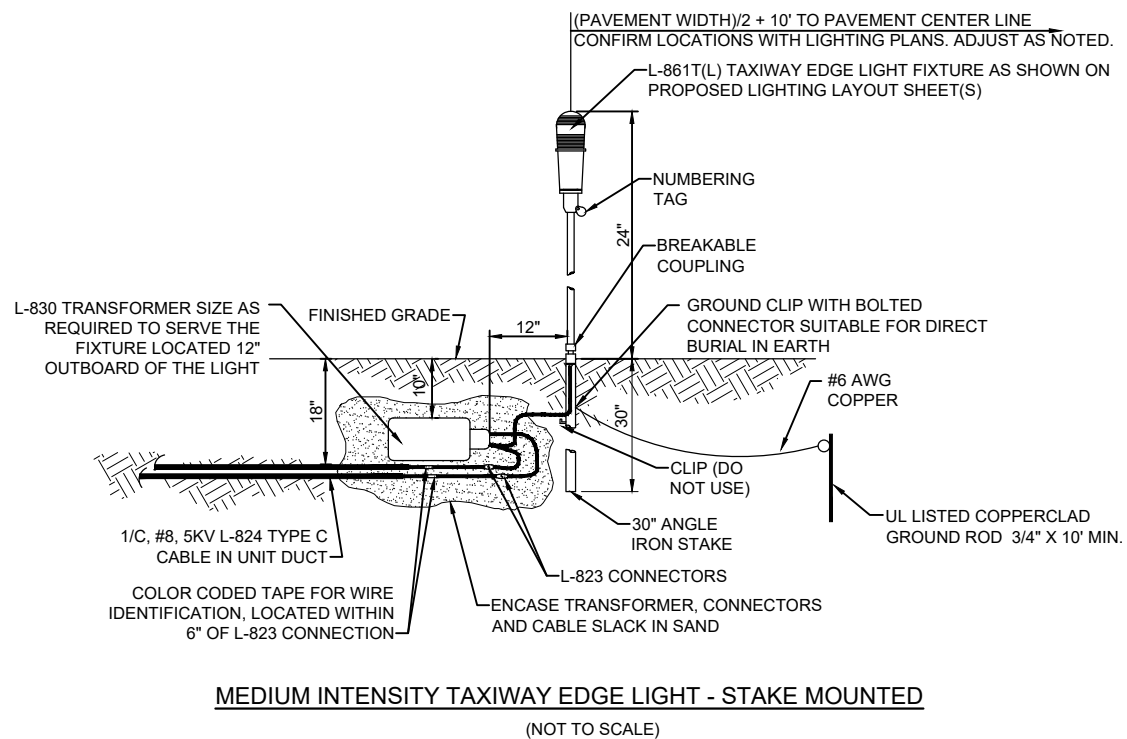
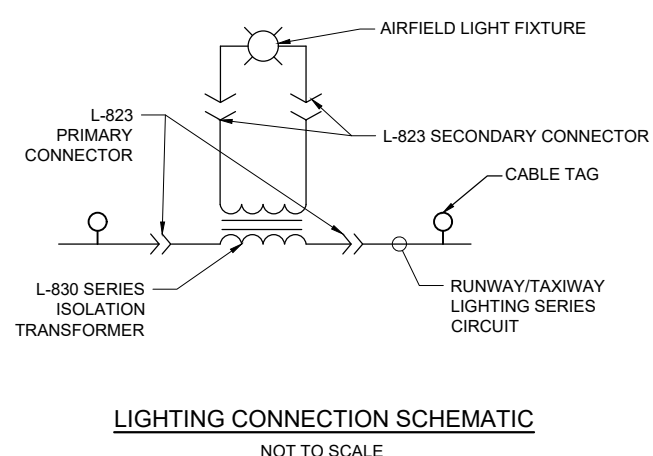
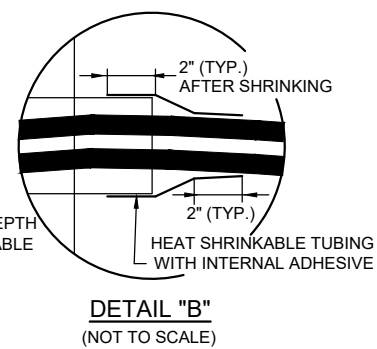
ISSUE: JANUARY 12, 2024
PROJECT NO: 20A000102D
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DESIGN BY: JRH 1/11/2024
DRAWN BY: JRH 1/11/2024
REVIEWED BY: BSS 1/12/2024

SHEET TITLE

AIRFIELD LIGHTING
DETAILS AND NOTES
SHEET 1



A LIGHT BASE GROUND SHALL BE INSTALLED AT EACH STAKE MOUNTED LIGHT AND EACH TRANSFORMER BASE/LIGHT CAN ASSOCIATED WITH RUNWAY LIGHTS, TAXIWAY LIGHTS, RUNWAY DISTANCE REMAINING SIGNS, AND LIGHTED RUNWAY/TAXI GUIDANCE SIGNS. THE LIGHT BASE GROUND SHALL BE A #6 AWG BARE COPPER CONDUCTOR CONNECTED TO THE GROUND LUG ON THE RESPECTIVE L-867 TRANSFORMER BASE/LIGHT CAN OR MOUNTING STAKE AND A 3/4-INCH DIAMETER BY 10-FOOT LONG (MINIMUM) UL LISTED COPPER CLAD GROUND ROD.



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FOR BID



**TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS**

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

Contract No. SD063

NO.	DATE	DESCRIPTION		
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ISSUE: JANUARY 12, 2024

PROJECT NO: 20A000102D

CAD FILE: E-500-DETL.DWG

DESIGN BY: BSS 1/11/2024

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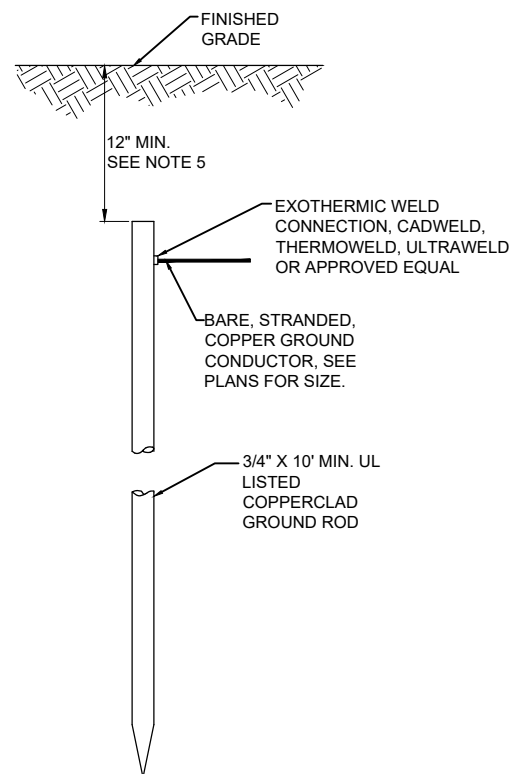
REVIEWED BY: BSS 1/12/2024

SHEET TITLE

**AIRFIELD LIGHTING
DETAILS AND NOTES
SHEET 2**

GROUNDING NOTES FOR AIRFIELD LIGHTING

- GROUNDING FOR RUNWAY LIGHTS, TAXIWAY LIGHTS, AND LIGHTED TAXI GUIDANCE SIGNS SHALL BE AS DETAILED ON THE PLANS AND AS SPECIFIED HEREIN. A GROUND ROD MUST BE INSTALLED AT EACH LIGHT FIXTURE, TAXI GUIDANCE SIGN AND L-867/L-868 BASE. THE PURPOSE OF THE LIGHT BASE GROUND IS TO PROVIDE A DEGREE OF PROTECTION FOR MAINTENANCE PERSONNEL FROM POSSIBLE CONTACT WITH AN ENERGIZED LIGHT BASE OR MOUNTING STAKE THAT MAY RESULT FROM A SHORTED POWER CABLE OR ISOLATION TRANSFORMER. A LIGHT BASE GROUND SHALL BE INSTALLED AT EACH TRANSFORMER BASE/LIGHT CAN ASSOCIATED WITH RUNWAY LIGHTS, TAXIWAY LIGHTS, AND LIGHTED TAXI GUIDANCE SIGNS. A LIGHT BASE GROUND SHALL ALSO BE INSTALLED AT EACH STAKE MOUNTED LIGHT FIXTURE. A LIGHT BASE GROUND SHALL BE INSTALLED AND CONNECTED TO THE METAL FRAME OF EACH TAXI GUIDANCE SIGN AS DETAILED ON THE PLANS AND IN ACCORDANCE WITH THE RESPECTIVE TAXI GUIDANCE SIGN MANUFACTURER RECOMMENDATIONS. THE LIGHT BASE GROUND SHALL BE A #6 AWG BARE COPPER CONDUCTOR BONDED TO THE GROUND LUG ON THE RESPECTIVE L-867 TRANSFORMER BASE/LIGHT CAN OR MOUNTING STAKE AND A 3/4-INCH DIAMETER BY 10-FOOT LONG (MINIMUM) UL LISTED COPPER CLAD GROUND ROD. CONNECTIONS TO GROUND LUGS ON THE L-867 TRANSFORMER BASE/LIGHT CAN OR MOUNTING STAKE SHALL BE WITH A UL LISTED GROUNDING CONNECTOR. CONNECTIONS TO LIGHT BASES MAY ALSO BE MADE WITH A UL 467 LISTED PIPE CLAMP CONNECTED TO THE GRSC NIPPLE EXTENDING FROM A THREADED LIGHT BASE HUB. CONNECTIONS TO GROUND RODS SHALL BE MADE WITH EXOTHERMIC WELD TYPE CONNECTORS, CADWELD BY PENTAIR ERICO PRODUCTS, INC., THERMOWELD BY CONTINENTAL INDUSTRIES, INC., ULTRAWELD BY HARGER, OR APPROVED EQUAL. EXOTHERMIC WELD CONNECTIONS SHALL BE INSTALLED IN CONFORMANCE WITH THE RESPECTIVE MANUFACTURER'S DIRECTIONS USING MOLDS AS REQUIRED FOR EACH RESPECTIVE APPLICATION. BOLTED CONNECTIONS WILL NOT BE PERMITTED AT GROUND RODS. TOP OF GROUND RODS SHALL BE BURIED 12 INCHES MINIMUM BELOW GRADE, UNLESS SPECIFIED OTHERWISE HEREIN, FOR RESPECTIVE APPLICATIONS.
- PER THE REQUIREMENTS OF FAA AC 150/5340-30J DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS, CHAPTER 12, PART 12.6 "LIGHT FIXTURE BONDING" IT NOTES THE FOLLOWING: BOND THE LIGHT FIXTURE TO THE LIGHT BASE INTERNAL GROUND LUG VIA A NO. 6 AWG STRANDED COPPER WIRE RATED 600 VOLTS WITH GREEN XHHW, THWN-2, OR OTHER SUITABLE INSULATION, BARE STRANDED CONDUCTOR OR A BRAIDED GROUND STRAP OF EQUIVALENT CURRENT RATING. THE BONDING CONDUCTOR LENGTH MUST BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING A BONDING WIRE TO THE FIXTURE.
- STEEL USED TO MANUFACTURE GROUND RODS SHALL BE 100 PERCENT DOMESTIC STEEL.
- CLEAN ALL METAL SURFACES BEFORE MAKING GROUND CONNECTIONS. METALLIC SURFACES TO BE JOINED SHALL BE PREPARED BY THE REMOVAL OF ALL NON-CONDUCTIVE MATERIAL PER 2020 NATIONAL ELECTRICAL CODE ARTICLE 250-12.
- THE RESISTANCE TO GROUND OF THE RESPECTIVE MOUNTING STAKE OR LIGHT BASE (WITH GROUND ROD CONNECTED) MUST BE 25 OHMS OR LESS.
- FOR EACH AIRFIELD LIGHT FIXTURE, TAXI GUIDANCE SIGN, DISTANCE REMAINING SIGN, JUNCTION STRUCTURE/L-867 BASE/L-868 BASE, OR OTHER AIRFIELD LIGHT FIXTURE, THE CONTRACTOR SHALL TEST THE MADE ELECTRODE GROUND SYSTEM WITH AN INSTRUMENT SPECIFICALLY DESIGNED FOR TESTING GROUNDING SYSTEMS. TEST RESULTS SHALL BE RECORDED FOR EACH AIRFIELD LIGHT FIXTURE AND EACH TAXI GUIDANCE SIGN INSTALLATION. IF GROUND RESISTANCE EXCEEDS 25 OHMS, LONGER GROUND RODS OR ADDITIONAL GROUND RODS MIGHT BE REQUIRED. IF GROUND RESISTANCE EXCEEDS 25 OHMS CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION. ALSO REFER TO EOR-47643 FOR ADDITIONAL INFORMATION ON GROUNDING REQUIREMENTS WHERE APPLICABLE. COPIES OF THE GROUND SYSTEM TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN AND THE PROJECT ENGINEER.



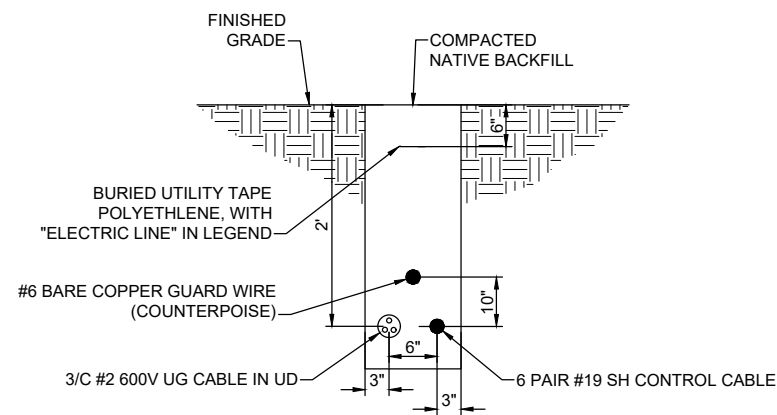
10 FT. GROUND ROD

NOTES

- TYPE AND MINIMUM NUMBER OF GROUND RODS SHALL BE AS SPECIFIED ON THE PLAN.
- THE RESISTANCE TO GROUND OF THE GROUNDING SYSTEM SHALL NOT EXCEED 25 OHMS.
- COST OF GROUND RODS IS INCIDENTAL TO THE ASSOCIATED ITEMS REQUIRING GROUNDING UNLESS OTHERWISE SPECIFIED.
- GROUND RODS SHALL BE SPACED AS DETAILED ON THE PLANS AND SHALL NOT BE SPACED LESS THAN ONE ROD LENGTH APART.
- TOP OF GROUND RODS FOR AIRFIELD LIGHT FIXTURES AND TAXI GUIDANCE SIGNS, SHALL BE 12" MINIMUM BELOW GRADE UNLESS DETAILED OTHERWISE HEREIN.
- GROUND RODS FOR INDIVIDUAL SPLICE CANS SHALL BE 3/4-IN DIAMETER BY 10 FOOT LONG. WHERE GROUND RESISTANCE EXCEEDS 25 OHMS FURNISH AND INSTALL A SECOND GROUND ROD SPACED MINIMUM OF 10 FEET APART (ONE ROD LENGTH APART), AND CONNECT TO FIRST GND ROD.

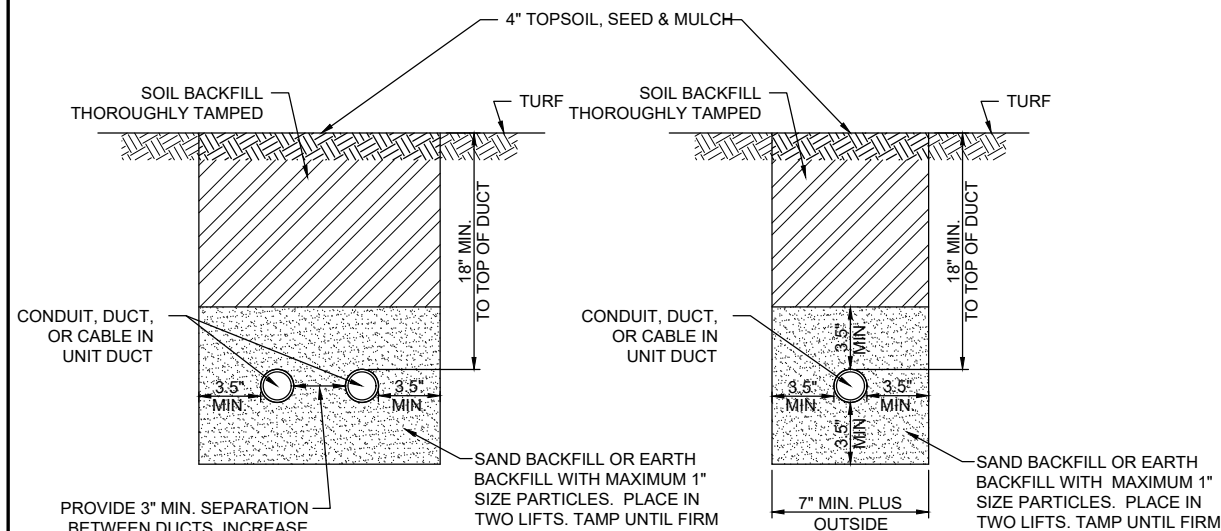
GROUND RODS

(NOT TO SCALE)



TRENCH DETAIL FOR REIL POWER AND CONTROL CABLES

(NOT TO SCALE)

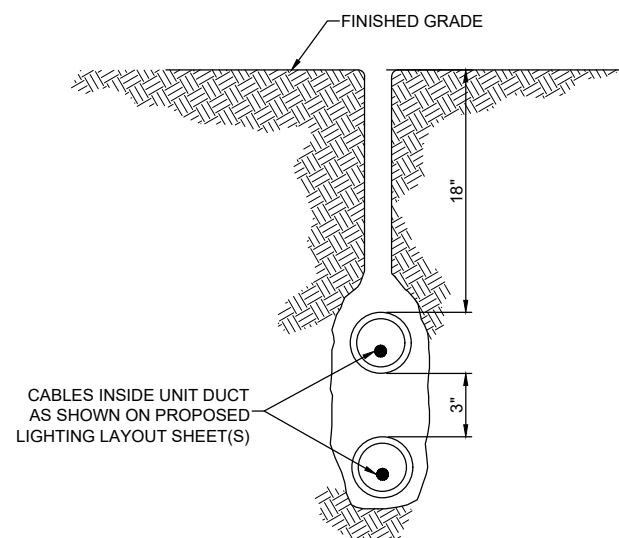


CONDUIT IN TRENCH - NON-PAVEMENT AREAS

(NOT TO SCALE)

NOTES

- DIMENSIONS FOR COVERAGE AND SEPARATION BETWEEN DUCTS ARE MINIMUM.
- TRENCHES WITH MORE THAN TWO DUCTS OR CABLE IN UNIT DUCTS SHALL BE INCREASED 3" IN WIDTH PLUS DIAMETER OF RESPECTIVE DUCT FOR EACH ADDITIONAL CONDUIT, DUCT, OR CABLE IN UNIT DUCT; IF SPECIFIED ON PLANS TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
- DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS. MINIMUM COVER REQUIREMENTS FOR CABLES AND DUCTS AT AIRPORT RUNWAYS AND ADJACENT AREAS WHERE TRESPASSING IS PROHIBITED IS 18 INCHES PER NEC 300.5 AND 300.50. MINIMUM COVER REQUIREMENTS FOR DUCTS LOCATED BELOW PAVEMENT OR ROADWAYS IS 30". COVER IS DEFINED AS THE SHORTEST DISTANCE IN INCHES MEASURED BETWEEN A POINT ON THE TOP SURFACE OF ANY DIRECT-BURIED CONDUCTOR, CABLE, CONDUIT, OR OTHER RACEWAY AND THE TOP SURFACE OF FINISHED GRADE, CONCRETE OR SIMILAR COVER.
- HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND/OR OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW VOLTAGE CIRCUITS (RATED 600 VOLTS AND BELOW) SHALL NOT BE INSTALLED IN THE SAME RACEWAY, CONDUIT, DUCT, HANDHOLE, OR MANHOLE.
- CONDUIT, DUCT, CABLE, AND/OR CABLE IN UNIT DUCT INTERFACE TO HANDHOLES, MANHOLES, SPLICE CANS, OR OTHER JUNCTION STRUCTURES WILL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE CABLE PAY ITEM OR RESPECTIVE DUCT PAY ITEM.
- ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. (INCIDENTAL)



PLOWED CABLE

(NOT TO SCALE)

FOR BID



**TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS**

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

Contract No. SD063

NO.	DATE	DESCRIPTION		
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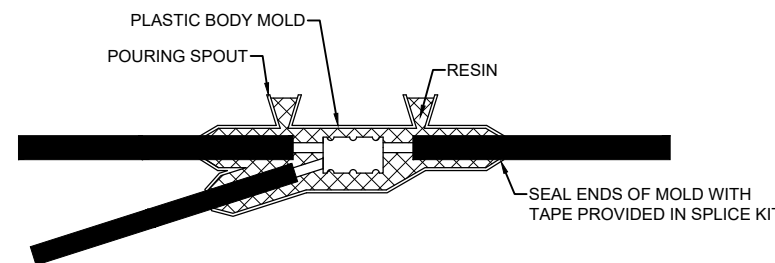
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SHEET TITLE

**AIRFIELD LIGHTING
DETAILS AND NOTES
SHEET 3**

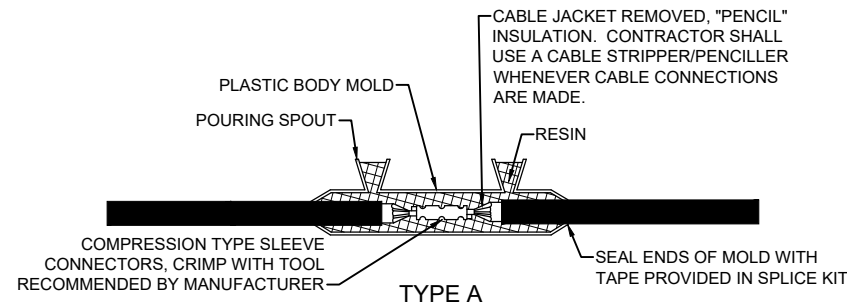
CABLE SPLICE NOTES:

- SPLICE DETAILS ARE PROVIDED FOR NEW WORK AND TO ASSIST IN REPAIRS OF ACCIDENTAL OR UNEXPECTED INTERRUPTIONS AND/OR CUTS TO AIRFIELD LIGHTING CABLES.
- KEEP ON HAND A MINIMUM OF 10 SETS OF SPLICE KITS FOR L-823 CONNECTORS AND A MINIMUM OF 10 SETS OF TYPE A LOW VOLTAGE SPLICE KITS TO ACCOMMODATE REPAIRS.
- EVERY AIRFIELD LIGHTING CABLE SPLICER SHALL BE QUALIFIED IN MAKING CABLE SPLICES AND TERMINATIONS ON CABLES RATED AT AND/OR ABOVE 5,000 VOLTS AC TO COMPLY WITH THE REQUIREMENTS OF FAA AC 150/5370-10G ITEM L-108.
- INSIDE DIAMETER OF RESPECTIVE CABLE CONNECTOR SHALL PROPERLY MATCH OUTSIDE DIAMETER OF CABLE.
- WHEN PREPARING CABLE FOR SPLICES, THE CONTRACTOR SHALL USE A CABLE STRIPPER/PENCILLER WHENEVER CABLE CONNECTIONS ARE MADE.
- WRAP ALL PRIMARY AND SECONDARY POWER CONNECTIONS WITH SUFFICIENT LAYERS OF HIGH VOLTAGE ELECTRICAL INSULATING TAPE (RUBBER SPLICING TAPE SUITABLE FOR PRIMARY ELECTRICAL INSULATION FOR SPLICING CABLE FROM 600 VOLTS TO 69,000 VOLTS) AND COVER WITH VINYL ELECTRICAL TAPE (ALL-WEATHER VINYL INSULATING TAPE SUITABLE FOR PROTECTIVE JACKETING FOR HIGH-VOLTAGE CABLE SPLICES AND REPAIRS) FOR FULL VALUE OF CABLE INSULATION VOLTAGE. PER ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS ITEM 108, ITEM 125, AND FAA AC 150/5370-10G ITEM L-108, HIGH VOLTAGE ELECTRICAL INSULATING TAPE SHALL BE 3M SCOTCH 23, 3M SCOTCH 130C OR APPROVED EQUIVALENT, AND VINYL ELECTRICAL TAPE SHALL BE 3M SCOTCH 88 OR APPROVED EQUIVALENT. TAPES MUST BE RATED SUITABLE FOR THE APPLICATION.
- PROVIDE CABLE TAGS TO IDENTIFY THE RESPECTIVE CIRCUITS ALL POINTS OF ACCESS INCLUDING L-867 BASES, L-868 BASES, HANDHOLES, MANHOLES, JUNCTION BOXES, AND WIREWAYS.
- THERE SHALL BE NO SPLICES IN THE SECONDARY CABLE(S) WITHIN THE STEMS OF A RUNWAY/TAXIWAY EDGE/THRESHOLD LIGHTING FIXTURE AND THE WIREWAYS LEADING TO TAXIWAY SIGNS AND PAPI/REIL EQUIPMENT.
- ELECTRICAL INSULATING GREASE SHALL BE APPLIED WITHIN THE L-823, SECONDARY, TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THESE CONNECTORS SHALL NOT BE TAPED.
- CONNECTION OF CONDUCTORS MUST BE MADE BY USING CRIMP CONNECTORS AND A CRIMPING TOOL APPROVED BY THE CONNECTOR/LUG MANUFACTURER. THE TOOL MUST PRODUCE A COMPLETE CRIMP BEFORE IT CAN BE REMOVED. FOR THE L-823 CONNECTORS, THE CRIMPING TOOL USED MUST BE LISTED BY THE L-823 KIT MANUFACTURER. MAKE THE NUMBER AND TYPE OF CRIMPS PER THE KIT MANUFACTURER'S INSTRUCTIONS.
- DIRECTION OF PRIMARY CABLES SHALL BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK TO PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO RIGHT IS CODED BLUE. THIS APPLIES TO STAKE MOUNTED LIGHTS AND BASE MOUNTED LIGHTS WHERE THE BASE HAS ONLY ONE ENTRANCE.



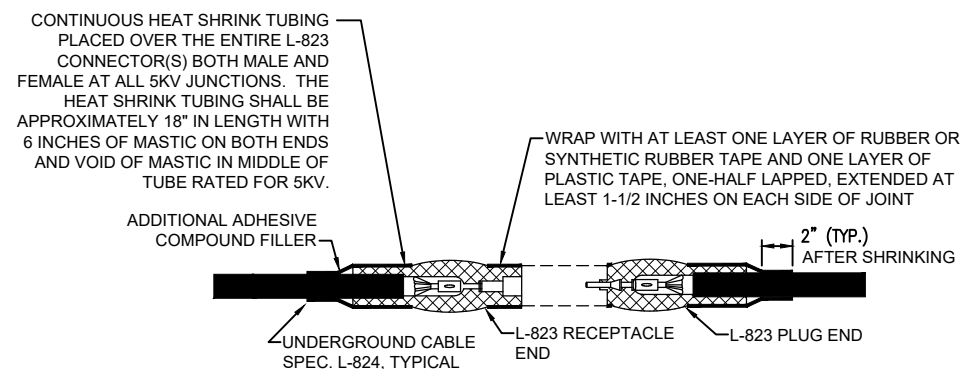
LOW VOLTAGE UNDERGROUND TAP SPLICE

FOR TAP SPLICES IN LOW VOLTAGE (600V) CABLE. SPLICES SHALL BE RATED AND LISTED SUITABLE FOR DIRECT BURIAL LOCATIONS. FOR SPLICES UP TO #2 AWG CONDUCTOR, SPLICES SHALL BE WYE RESIN TYPE POWER CABLE TAP SPLICE KIT SUITABLE FOR THE RESPECTIVE CABLES AND RESPECTIVE APPLICATION.



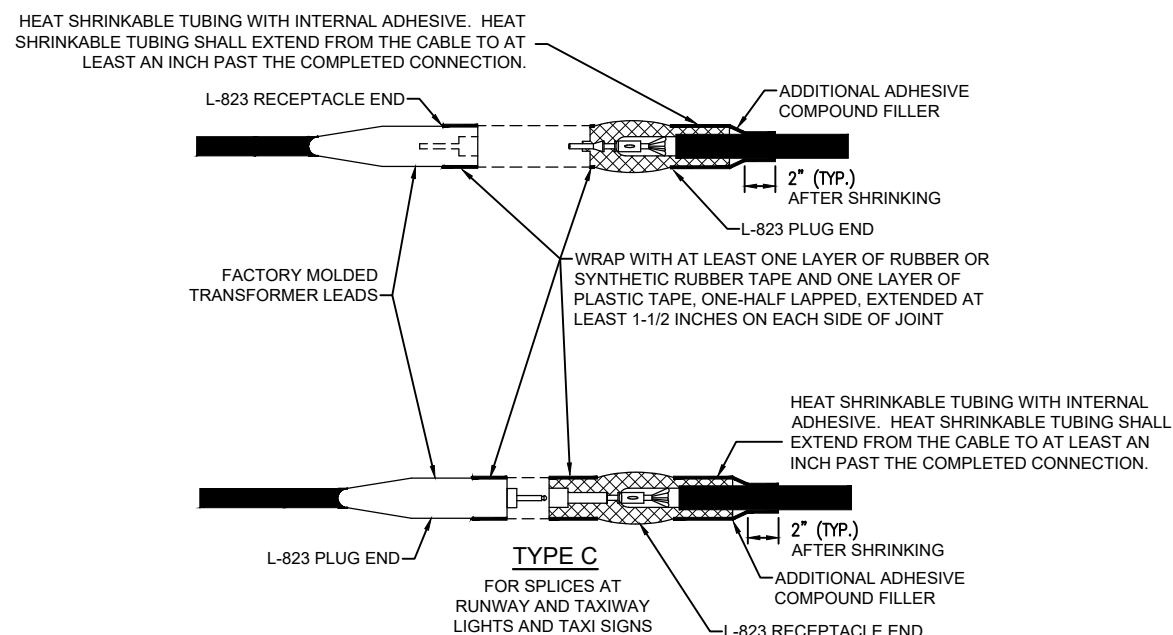
TYPE A

FOR SPLICES IN LOW VOLTAGE CABLE (600V) HOMERUNS FOR EXTENSIONS TO EXISTING LOW VOLTAGE CABLES ONLY. TYPE A SPLICES SHALL BE MADE IN SPLICE CANS, HANDHOLES, MANHOLES, OR JUNCTIONS BOXES



TYPE B

FOR SPLICES AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT AND FOR SPLICES IN HOMERUNS TO EXISTING CABLES



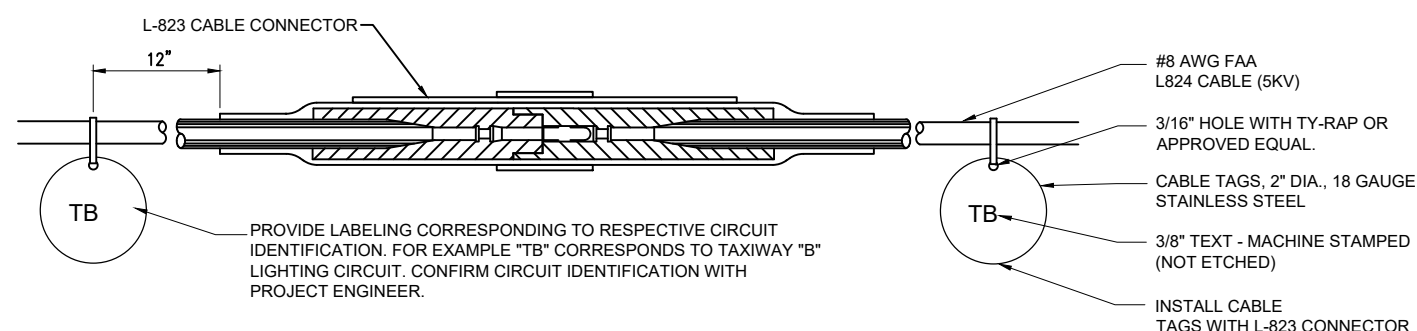
TYPE C

FOR SPLICES AT RUNWAY AND TAXIWAY LIGHTS AND TAXI SIGNS

NOTES:
INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.

CABLE SPLICES

"NOT TO SCALE"



CABLE TAG DETAIL

"NOT TO SCALE"

- CONTRACTOR SHALL PROVIDE CABLE CIRCUIT IDENTIFICATION MARKERS ATTACHED TO BOTH SIDES OF EACH CABLE CONNECTION.
- CABLE IDENTIFICATION TAGS SHALL BE STAINLESS STEEL OR BRASS.
- THE CABLE SHALL THOROUGHLY BE CLEANED PRIOR TO THE INSTALLATION OF THE L-823 CONNECTOR KIT.
- ATTACH EACH CABLE TIE ENOUGH TO HOLD IN PLACE WITHOUT COMPRESSING EDGE OF CABLE TAG INTO CONDUCTOR. TRIM OFF EXCESS CABLE TIE.
- CABLE TAGS SHALL BE PROVIDED AT ALL POINTS OF ACCESS INCLUDING L-867 BASES, L-868 BASES, HANDHOLES, MANHOLES, JUNCTION BOXES, AND WIREWAYS.

AIRFIELD LIGHTING REMOVAL, RELOCATION, AND INSTALLATION NOTES

- 1. KEEP ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS COORDINATED WITH THE AIRPORT DIRECTOR/MANAGER. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO, 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
2. EXAMINE THE SITE TO DETERMINE THE EXTENT OF THE WORK. CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS.
3. VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, RELOCATING, INSTALLING, CONNECTING OR WORKING ON THE RESPECTIVE AIRFIELD LIGHTING, DISTANCE REMAINING SIGN, RUNWAY SIGN, TAXI SIGN, NAVVAID, VAULT EQUIPMENT OR OTHER DEVICE.
4. INSTALL AIRFIELD LIGHTING, SIGNS, SPLICE CANS, ELECTRICAL DUCTS, HANDHOLES, MANHOLES, AND CABLE AT THE LOCATIONS SHOWN AND IN COMPLIANCE WITH THE SPECIFICATIONS, SPECIAL PROVISIONS, RESPECTIVE DETAILS, AND MANUFACTURER'S RECOMMENDATIONS.
5. LIGHTING CABLE FOR AIRFIELD LIGHTING SERIES CIRCUITS SHALL BE 1/C, #8 AWG, FAA L-824, 5000 VOLT, TYPE C UNDERGROUND CABLE IN UNIT DUCT. CABLE SHALL BE FAA APPROVED.
6. IN AREAS WHERE THERE IS A CONGESTION OF CABLES OR WHERE THE PROPOSED CABLE CROSSES AN EXISTING CABLE, THE CONTRACTOR IS REQUIRED TO HAND DIG THE TRENCH NECESSARY FOR THE PROPOSED CABLE. AT OTHER LOCATIONS, THE PROPOSED CABLE MAY BE TRENCHED OR PLOWED INTO PLACE. HAND DIGGING, TRENCHING AND/OR PLOWING WILL BE CONSIDERED INCIDENTAL TO THE PROPOSED CABLES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. GROUND ROD MUST BE INSTALLED AT EACH LIGHT FIXTURE AND RUNWAY/TAXI SIGN. THE PURPOSE OF THE LIGHT BASE GROUND IS PROVIDE A DEGREE OF PROTECTION FOR MAINTENANCE PERSONNEL FROM POSSIBLE CONTACT WITH AN ENERGIZED LIGHT BASE OR MOUNTING STAKE THAT MAY RESULT FROM A SHORTED POWER CABLE OR ISOLATION TRANSFORMER. PER NATIONAL ELECTRICAL CODE ARTICLE 250.53 "GROUNDING ELECTRODE SYSTEM INSTALLATION" RESISTANCE FROM THE GROUND ROD/ELECTRODE TO EARTH GROUND MUST BE 25 OHMS OR LESS VIA MEASUREMENT WITH A GROUND TESTER. GROUNDS RODS FOR LIGHT BASE GROUNDS SHALL BE 3/4-INCH BY 10-FEET MINIMUM LENGTH UL LISTED COPPER-CLAD STEEL SECTIONAL RODS. GROUND RODS SHALL BE PRODUCED FROM 100% DOMESTIC STEEL. EACH GROUND ROD SHALL BE TESTED AND THE RESULTS RECORDED FOR EACH AIRFIELD LIGHT FIXTURE AND RUNWAY/TAXI SIGN INSTALLATION. COPIES OF GROUND SYSTEM TEST RESULTS SHALL BE FURNISHED TO THE PROJECT ENGINEER AND/OR THE RESIDENT ENGINEER/TECHNICIAN.
8. THE CONTRACTOR SHALL TEST THE RESPECTIVE AIRFIELD LIGHTING CIRCUITS IN AREAS OF WORK WHERE RESPECTIVE CIRCUITS MIGHT BE AFFECTED. THE RESPECTIVE RUNWAY AND TAXIWAY LIGHTING CCR'S (FOR THE AREAS OF WORK ON THIS PROJECT) SHALL BE TESTED FOR PROPER OPERATION BEFORE REMOVAL WORK, MODIFICATIONS, AND/OR ADDITIONS AND AFTER THE NEW CABLES AND LIGHTING SYSTEM MODIFICATIONS AND ADDITIONS HAVE BEEN COMPLETED. CONTRACTOR SHALL TEST AND RECORD THE INPUT CURRENT AND OUTPUT CURRENT FOR EACH CONSTANT CURRENT REGULATOR IN THE AUTOMATIC AND MANUAL MODES OF OPERATIONS. CONTRACTOR SHALL REPORT CONCERNS AND/OR DEFICIENCIES TO THE RESIDENT ENGINEER/TECHNICIAN. TEST RESULTS SHALL BE PROVIDED TO THE PROJECT ENGINEER AND RESIDENT ENGINEER/ TECHNICIAN.
9. OBTAIN APPROVAL FROM THE AIRPORT MANAGER PRIOR TO SHUTTING DOWN A RUNWAY OR TAXIWAY. WHEN A RESPECTIVE RUNWAY IS CLOSED THE RESPECTIVE RUNWAY LIGHTING AND NAVAIDS FOR THAT RUNWAY SHALL BE SHUT OFF. WHEN A RESPECTIVE TAXIWAY IS CLOSED THE RESPECTIVE TAXIWAY LIGHTING FOR THAT TAXIWAY SHALL BE SHUT OFF.
10. THE CONTRACTOR IS REQUIRED TO FILL IN ALL HOLES AND DEPRESSIONS RESULTING FROM THE NEW WORK, WITH EARTH MATERIAL. THE AREAS SHALL BE COMPACTED TO PREVENT FUTURE SETTLEMENT AND FERTILIZED, SEEDED, AND MULCHED IN ACCORDANCE WITH ITEMS 901 AND 908 RESPECTIVELY.
11. EXISTING AIRFIELD LIGHTS DESIGNATED FOR REMOVAL SHALL BE CAREFULLY REMOVED IN THEIR ENTIRETY. THE CONTRACTOR SHALL DISCONNECT AND REMOVE THE EXISTING LIGHTS, AS NOT TO DAMAGE THEM, INCLUDING MOUNTING STAKES, BASES, FOUNDATIONS AND TRANSFORMERS. THE EXISTING AIRFIELD LIGHTS, TRANSFORMERS, LIGHT BASES, COVERS AND MOUNTING STAKES SHALL BE TURNED OVER TO THE AIRPORT. LIGHT BASES SHALL BE REMOVED AND DISPOSED OF OFF SITE. ANY MATERIAL NOT SALVAGED BY THE AIRPORT SHALL BE DISPOSED OF OFF THE AIRPORT SITE, IN A LEGAL MANNER, AT THE CONTRACTOR'S OWN EXPENSE. EXISTING DUCTS AND CABLES ASSOCIATED WITH AIRFIELD LIGHTING REMOVALS, RELOCATIONS, REPLACEMENTS AND/OR CABLE OR DUCT REPLACEMENTS SHALL BE REMOVED AND DISPOSED OF OFF SITE AT NO ADDITIONAL COST TO THE CONTRACT. PROVIDE TEMPORARY CABLES AND DUCTS TO ACCOMMODATE AIRFIELD LIGHTING CIRCUITS THAT ARE TO REMAIN ACTIVE DURING CONSTRUCTION. CONTRACTOR MAY REMOVE ABANDONED CABLES AT NO ADDITIONAL COST TO THE CONTRACT AND SHALL HAVE THE SALVAGE RIGHTS TO ABANDONED CABLES.
12. ALL ELECTRICAL EQUIPMENT (INCLUDING AIRFIELD LIGHTING AND NAVADS) AND MATERIALS SHALL BE INSTALLED IN CONFORMANCE WITH NFPA 70 - NATIONAL ELECTRIC CODE (NEC) MOST CURRENT ISSUE IN FORCE, THE RESPECTIVE EQUIPMENT MANUFACTURER'S DIRECTIONS, AND ALL OTHER APPLICABLE LOCAL CODES, LAWS, ORDINANCES, AND REQUIREMENTS IN FORCE. ANY INSTALLATIONS WHICH VOID THE U.L. LISTING, INTERNEK TESTING SERVICES VERIFICATION/EETL LISTING (OR OTHER THIRD PARTY LISTING) AND/OR MANUFACTURER'S WARRANTY OF A DEVICE WILL NOT BE PERMITTED.
13. CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E - STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
14. RUNWAY AND TAXIWAY LIGHTING CIRCUITS SHALL BE ACTIVE AT THE END OF EACH CONSTRUCTION DAY FOR AN OPEN RUNWAY OR AN OPEN TAXIWAY. THE CONTRACTOR SHALL PROVIDE TEMPORARY CABLE & CONNECTIONS WHERE NECESSARY TO MAINTAIN A RUNWAY OR TAXIWAY LIGHTING SYSTEM. TEMPORARY CABLE FOR AIRFIELD LIGHTING SERIES CIRCUITS SHALL BE 1/C #8 FAA L-824 5KV UG CABLE IN DUCT OR UNIT DUCT.
15. ALL ABOVEGROUND JUMPERS SHALL BE IN A DUCT WITH ALL CONNECTIONS SEALED. THE CONTRACTOR SHALL SECURE, IDENTIFY AND PLACE ALL TEMPORARY EXPOSED WIRING IN CONDUIT, DUCT, OR UNIT DUCT TO PREVENT ELECTROCUTION AND FIRE IGNITION SOURCES AS PER THE REQUIREMENTS OF FAA 150/5370-2G, OPERATION SAFETY ON AIRPORTS DURING CONSTRUCTION, SECTION 2.18.3 "LIGHTING AND VISUAL NAVAIDS". ALL LABOR, MATERIALS, AND TIME NECESSARY TO COMPLY WITH THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
16. NO COMPONENTS OF PRIMARY CIRCUIT SUCH AS CABLE, CONNECTORS AND TRANSFORMERS SHALL BE BROUGHT ABOVE GROUND AT EDGE LIGHTS, SIGNS, REIL, PAPI, ETC.
17. A SLACK OF THREE (3') FEET, MINIMUM, PLUS DEPTH OF BASE CAN (IF APPLICABLE), SHALL BE PROVIDED IN THE PRIMARY CABLE AT EACH TRANSFORMER/CONNECTOR TERMINATION. AT STAKE-MOUNTED LIGHTS, THE SLACK SHALL BE LOOSELY COILED IMMEDIATELY BELOW THE ISOLATION TRANSFORMER. THERE SHALL BE NO ADDITIONAL PAYMENT FOR CABLE SLACK AND THEREFORE THE QUANTITY OF PROPOSED CABLE SLACK HAS NOT BEEN INCLUDED IN THE RESPECTIVE CABLE PAY ITEMS.
18. HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW VOLTAGE CIRCUITS (RATED 600 VOLTS AND BELOW) SHALL NOT BE INSTALLED IN THE SAME WIREWAY, CONDUIT, DUCT, RACEWAY, JUNCTION STRUCTURE, OR HANDHOLE.
19. NO CONNECTION TO AN ACTIVE LIGHTING CIRCUIT WILL BE BROKEN UNTIL THE CIRCUIT HAS BEEN TURNED OFF IN ACCORDANCE WITH NOTE 1.
20. IDENTIFY EACH RESPECTIVE CIRCUIT PRIOR TO PERFORMING WORK ON THAT CIRCUIT.
21. NOTE THE EXISTING AIRPORT ELECTRICAL VAULT HAS APPARENT NATIONAL ELECTRICAL CODE WORKING CLEARANCE VIOLATIONS WHICH MIGHT CAUSE UNSAFE WORKING CONDITIONS. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND CIRCUITS. CONTRACTOR WILL NEED TO EXERCISE CAUTION WHEN WORKING IN THE VAULT AND ON THE AIRFIELD.
22. NEVER REMOVE OR INSERT A CUTOFF WITH THE CIRCUIT ENERGIZED. SHUTOFF CIRCUITS PRIOR TO PULLING OR INSERTING A SERIES PLUG CUTOFF.
23. THE RESPECTIVE PERSONNEL PERFORMING AIRFIELD LIGHTING WORK, VAULT WORK, AND/OR TESTS SHALL BE FAMILIAR WITH, AND QUALIFIED TO WORK ON, 5000 VOLT AIRFIELD LIGHTING SERIES CIRCUITS, CONSTANT CURRENT REGULATORS, AND ASSOCIATED AIRPORT ELECTRICAL VAULT EQUIPMENT.
24. EXERCISE CAUTION, PRACTICE SAFETY, AND DISCONNECT THE SERIES CIRCUITS FROM THE RESPECTIVE CONSTANT CURRENT REGULATORS, AS APPLICABLE WHEN PERFORMING WORK ON THE AIRFIELD LIGHTING OR WORK THAT MIGHT AFFECT THE AIRFIELD LIGHTING. CONTRACTOR SHALL MAKE NECESSARY ARRANGEMENTS TO DISCONNECT POWER AND LOCKOUT CIRCUITS FOR PROTECTION OF PERSONNEL. EXISTING CCR'S DO NOT APPEAR TO HAVE CUTOFFS.
25. OVERSEE AND CONDUCT TESTS FOR AREAS OF WORK WHERE THE RESPECTIVE CIRCUITS MIGHT BE AFFECTED. MEGGER TEST AND RECORD EXISTING SERIES CIRCUITS (WITH A CABLE INSULATION TESTER) PRIOR TO CABLE WORK OR ANY OTHER WORK THAT MIGHT POSSIBLY AFFECT AIRFIELD LIGHTING SYSTEMS, AND AGAIN AFTER AIRFIELD LIGHTING MODIFICATIONS, ADDITIONS, UPGRADES AND/OR OTHER WORK HAS BEEN COMPLETED. PROVIDE 5KV INSULATION TESTER FOR 5,000 VOLT SERIES CIRCUIT CABLES. ALSO TEST AND RECORD SERIES CIRCUIT LOOP RESISTANCE WITH AN OHMMETER. PROVIDE COPY OF TEST RESULTS TO THE RESIDENT ENGINEER/TECHNICIAN AND ENGINEER OF RECORD (EOR) WITHIN 5 DAYS OF CONDUCTING TESTS.
26. RESPECTIVE CCR'S SHALL BE TESTED FOR PROPER OPERATION BEFORE REMOVAL WORK, MODIFICATIONS, ADDITIONS AND/OR ANY AIRFIELD WORK THAT MIGHT POSSIBLY AFFECT LIGHTING CIRCUITS AND AGAIN AFTER THE AIRFIELD WORK AND ADDITIONS HAVE BEEN COMPLETED. CONTRACTOR SHALL TEST AND RECORD THE INPUT CURRENT AND OUTPUT CURRENT FOR EACH CONSTANT CURRENT REGULATOR IN THE AUTOMATIC AND MANUAL MODES OF OPERATION. PROVIDE A TRUE RMS AMMETER FOR CURRENT MEASUREMENTS. CONTRACTOR SHALL REPORT CONCERNS AND/OR DEFICIENCIES TO THE RESIDENT ENGINEER/TECHNICIAN AND THE ENGINEER OF RECORD (EOR). WRITTEN TEST RESULTS SHALL BE PROVIDED TO THE RESIDENT PROJECT REPRESENTATIVE AND THE ENGINEER OF RECORD (EOR).

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. 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 OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER/TECHNICIAN SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123. CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER, CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. ALSO CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.



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ST. LOUIS
DOWNTOWN AIRPORT

BI-STATE DEVELOPMENT
6100 Archview Drive
Cahokia Heights, Illinois 62206-1445



DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025

TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

Contract No. SD063

Table with 4 columns: NO., DATE, DESCRIPTION, and REV. The table is mostly empty, with only the header row populated.

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PROJECT NO: 20A000102D
CAD FILE: E-500-DETLDWG
DESIGN BY: BSS 1/11/2024
DRAWN BY: BSS 1/11/2024
REVIEWED BY: BSS 1/12/2024

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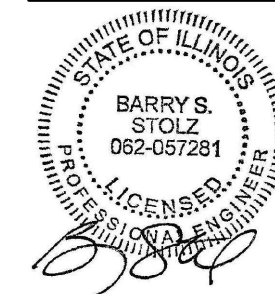
AIRFIELD LIGHTING
DETAILS AND NOTES
SHEET 4

FOR BID



ST. LOUIS
 DOWNTOWN AIRPORT

BI-STATE DEVELOPMENT
 6100 Archview Drive
 Cahokia Heights, Illinois 62206-1445



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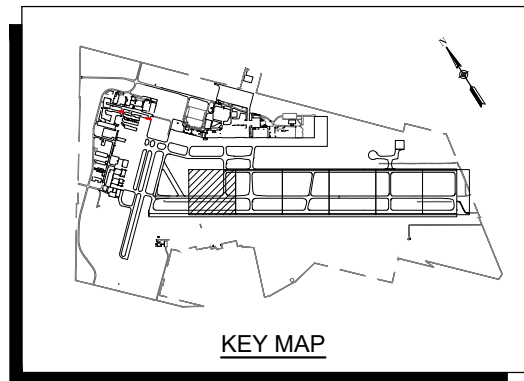
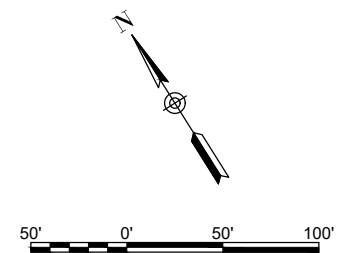
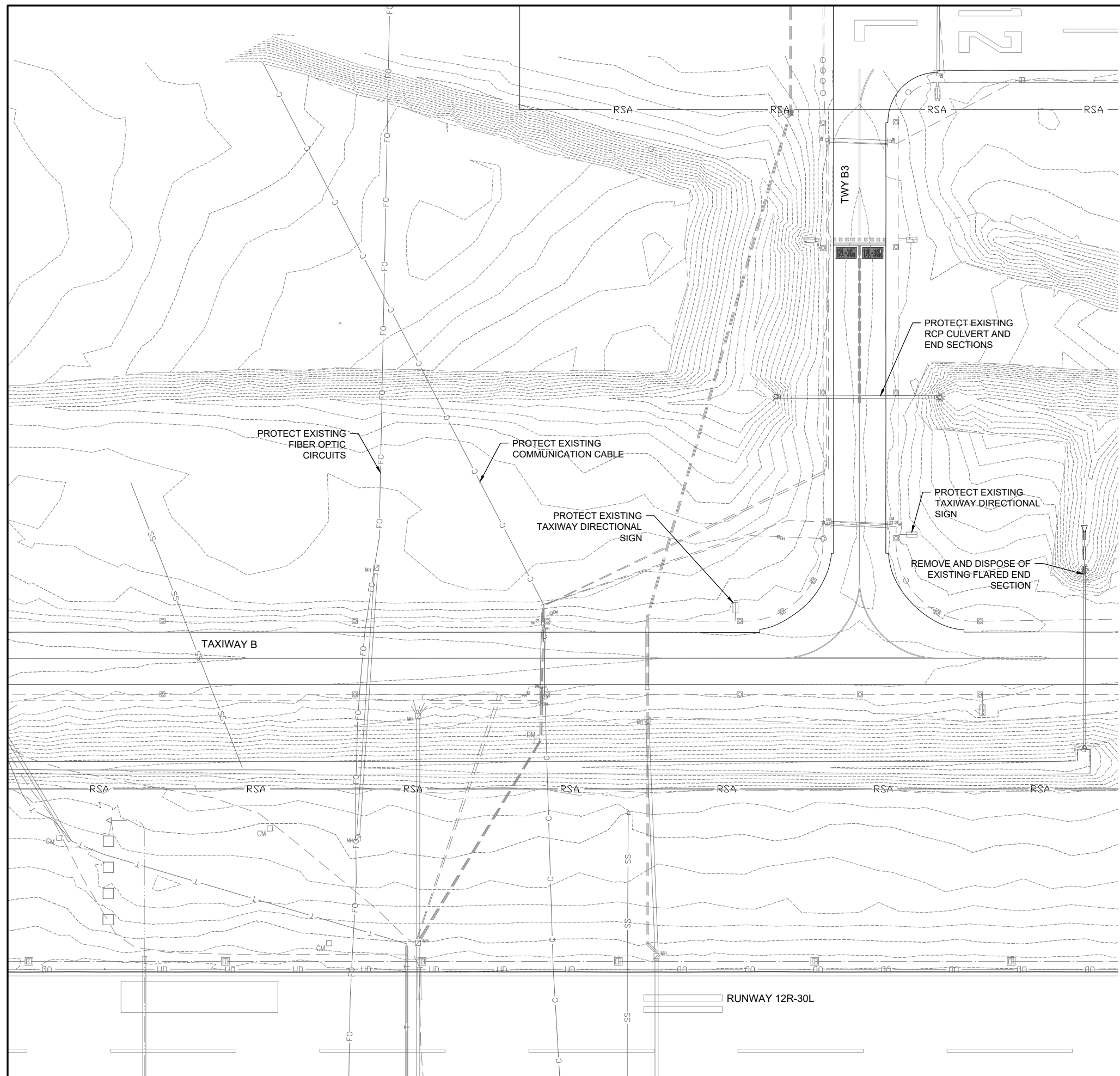
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ISSUE: JANUARY 12, 2024
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 DESIGN BY: DD 10/20/2023
 DRAWN BY: DD 10/20/2023
 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

**EXISTING
 CONDITIONS AND
 DEMOLITION PLAN**

FOR BID



LEGEND

- EXISTING PAVEMENT
- 407.0 EXISTING CONTOURS
- EXISTING PAVEMENT EDGE
- EXISTING DRAINAGE CULVERT
- EXISTING DRAINAGE FLOWLINE
- PAVEMENT REMOVAL LIMITS

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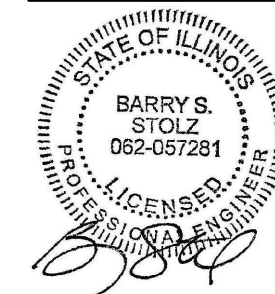
1. THERE ARE A NUMBER OF AIRPORT, PUBLIC UTILITIES, FAA LIGHTING, COMMUNICATIONS, UNDERGROUND CABLES AND PIPES TRAVERSING THE PROJECT SITE. THE ENGINEER HAS MADE EVERY ATTEMPT TO SHOW THE APPROXIMATE LOCATION OF ALL ITEMS. HOWEVER, THE ENGINEER IS NOT RESPONSIBLE FOR SHOWING OR LOCATING EVERY ITEM CURRENTLY IN PLACE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY ITEM LOCATED, FLAGGED, AND IDENTIFIED PRIOR TO STARTUP OF CONSTRUCTION. ANY DAMAGE DONE TO ANY OF THE EXISTING ITEMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY ITEM DAMAGED, CAUSED BY HIS ACTIONS, WITH NO ADDITIONAL COMPENSATION.
2. ALL AIRFIELD DEMOLITION SHALL BE COMPLETED IN ACCORDANCE WITH THE APPROPRIATE PHASED CONSTRUCTION (SEE PHASING PLANS).
3. CONTRACTOR TO DISPOSE OF ALL DEMOLISHED MATERIALS UNLESS OTHERWISE NOTED IN THE PLANS.

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ST. LOUIS
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**TAXIWAY B
 RELOCATION, PHASE 2:
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 IMPROVEMENTS**

IDA No: CPS-4839
 SBG No: 3-17-SBGP-TBD

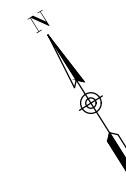
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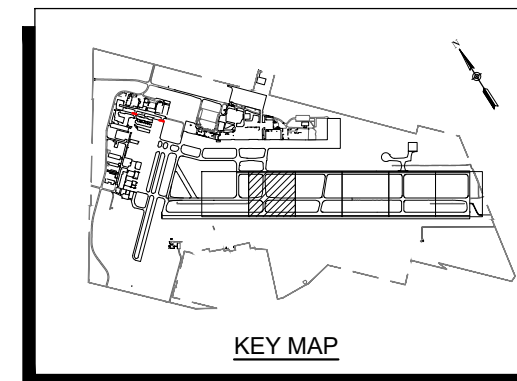
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SHEET TITLE

EXISTING
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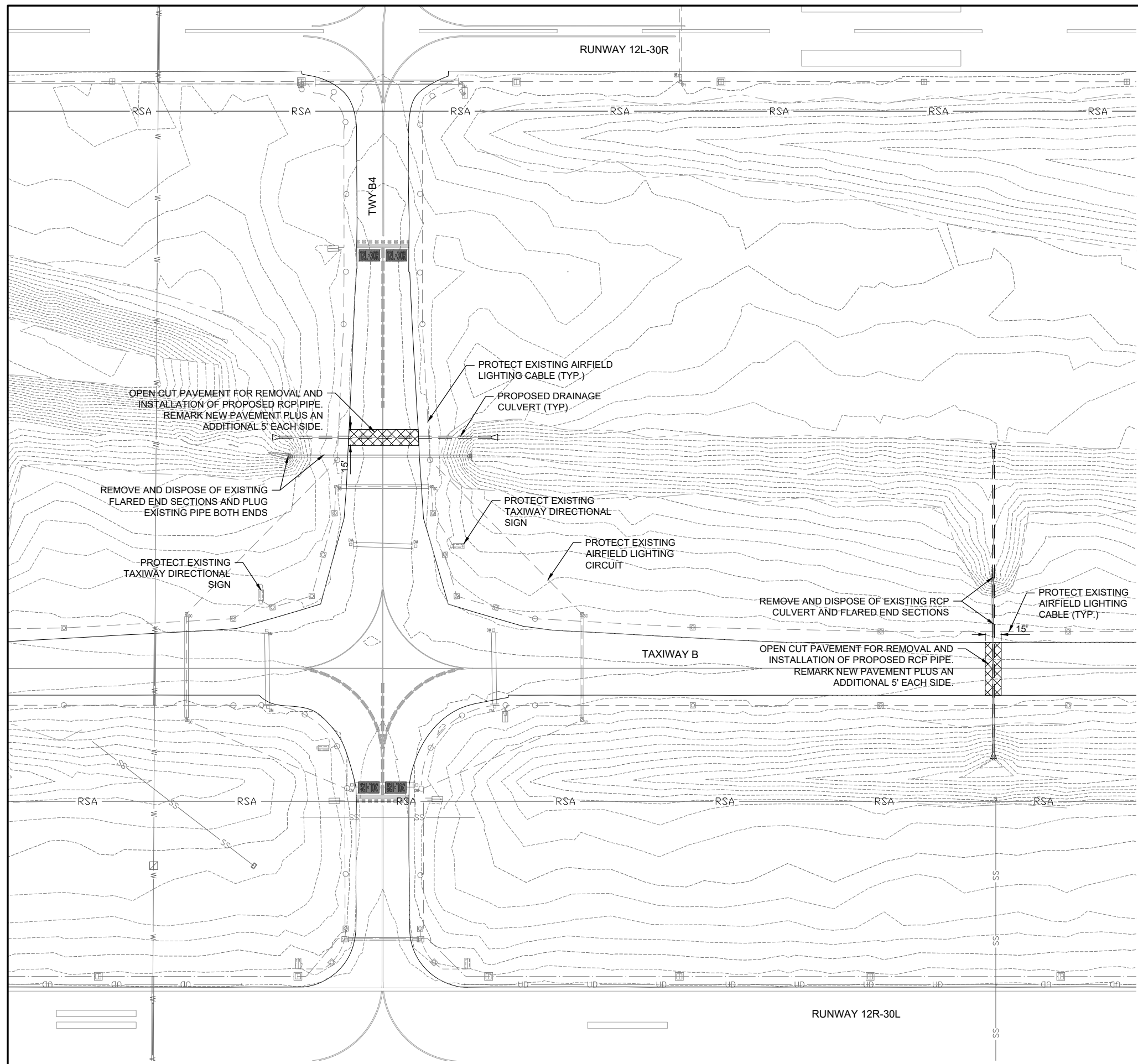


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LEGEND

- EXISTING PAVEMENT
- 407.0 EXISTING CONTOURS
- EXISTING PAVEMENT EDGE
- EXISTING DRAINAGE CULVERT
- EXISTING DRAINAGE FLOWLINE
- PAVEMENT REMOVAL LIMITS



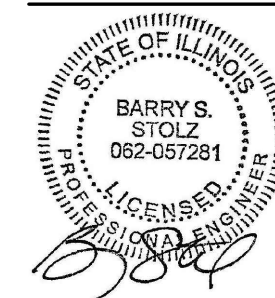
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FOR BID



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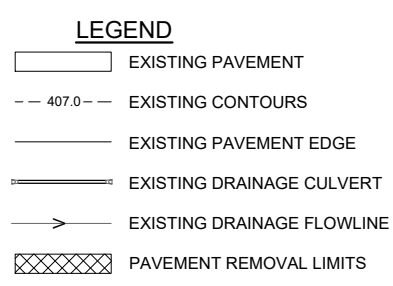
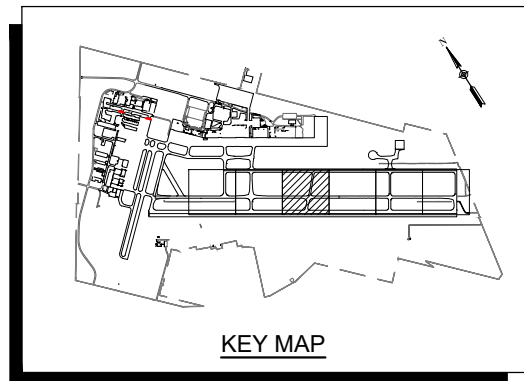
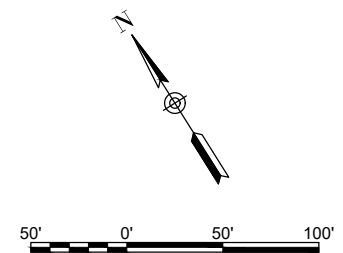
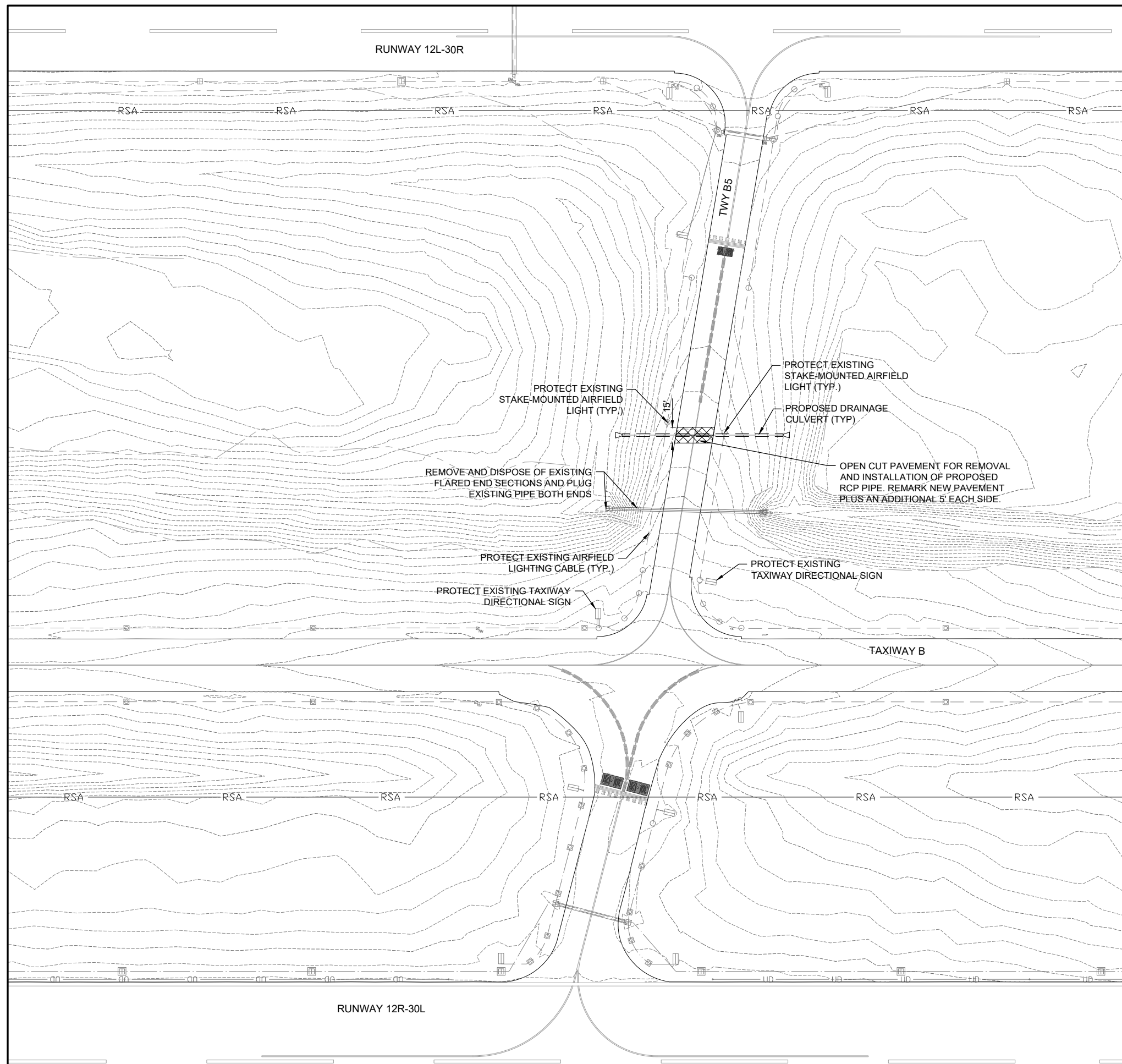
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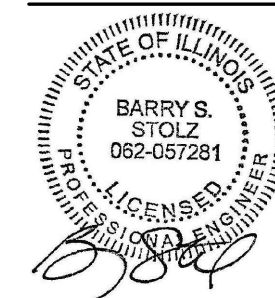


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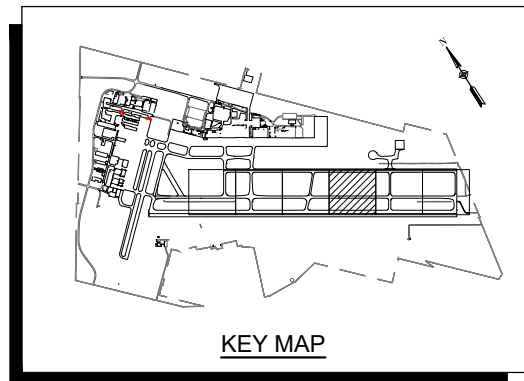
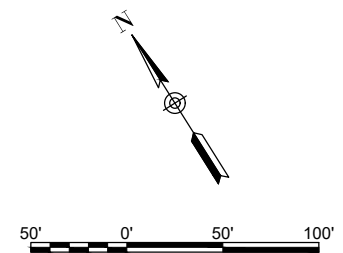
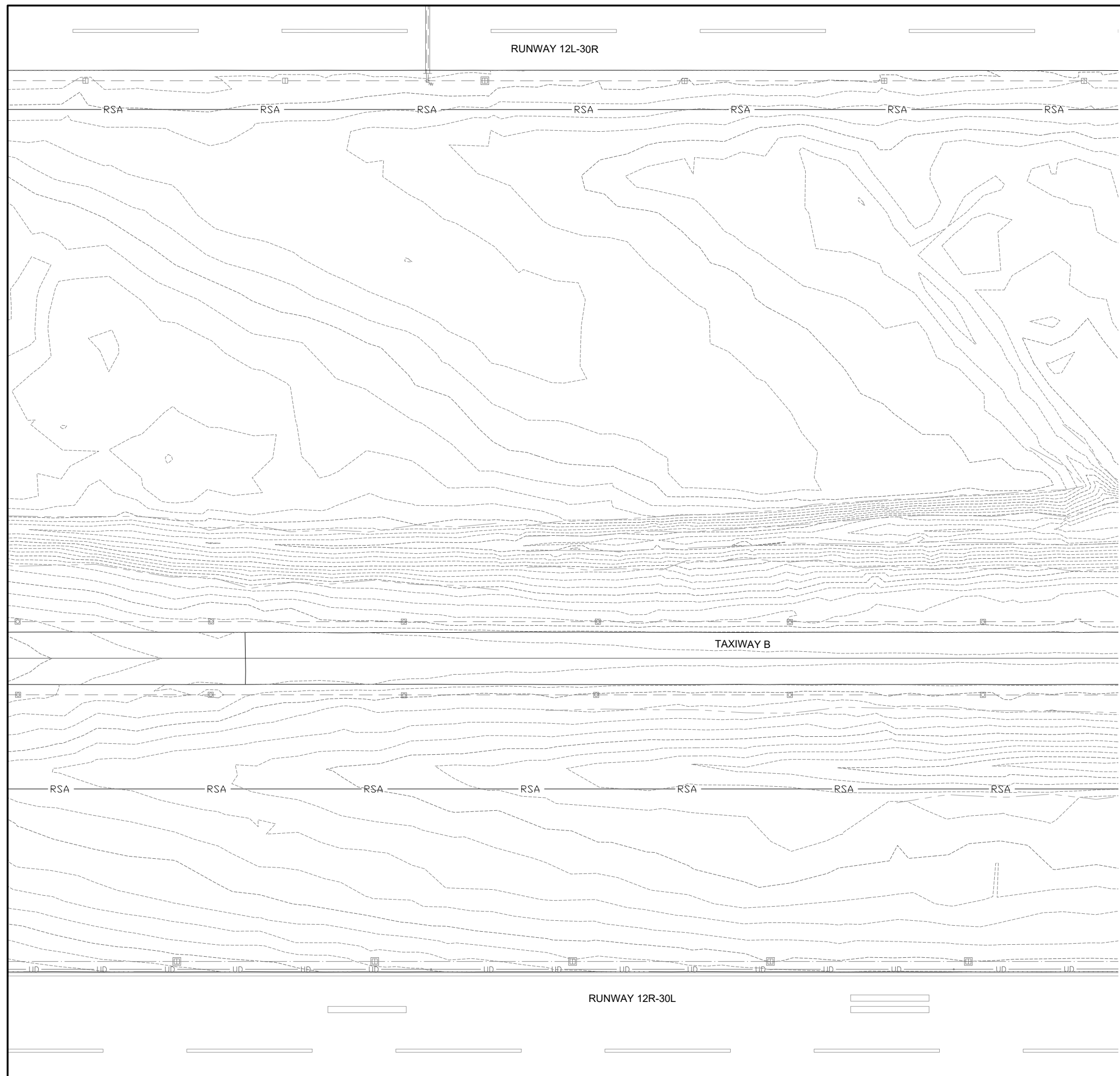
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SHEET TITLE

**EXISTING
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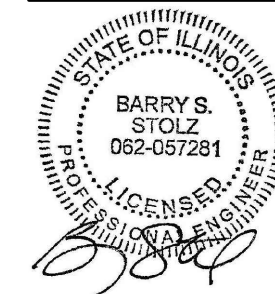
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- EXISTING PAVEMENT
 - 407.0 EXISTING CONTOURS
 - EXISTING PAVEMENT EDGE
 - EXISTING DRAINAGE CULVERT
 - EXISTING DRAINAGE FLOWLINE
 - PAVEMENT REMOVAL LIMITS

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**TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS**

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

Contract No. SD063

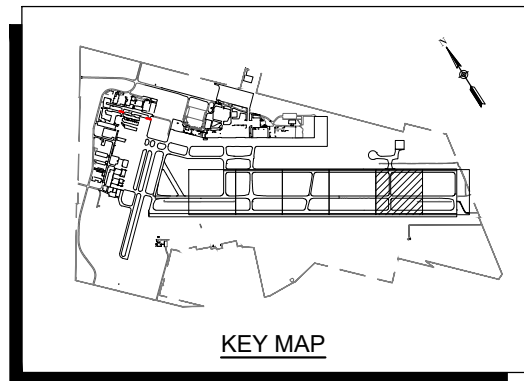
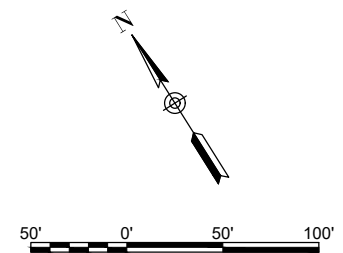
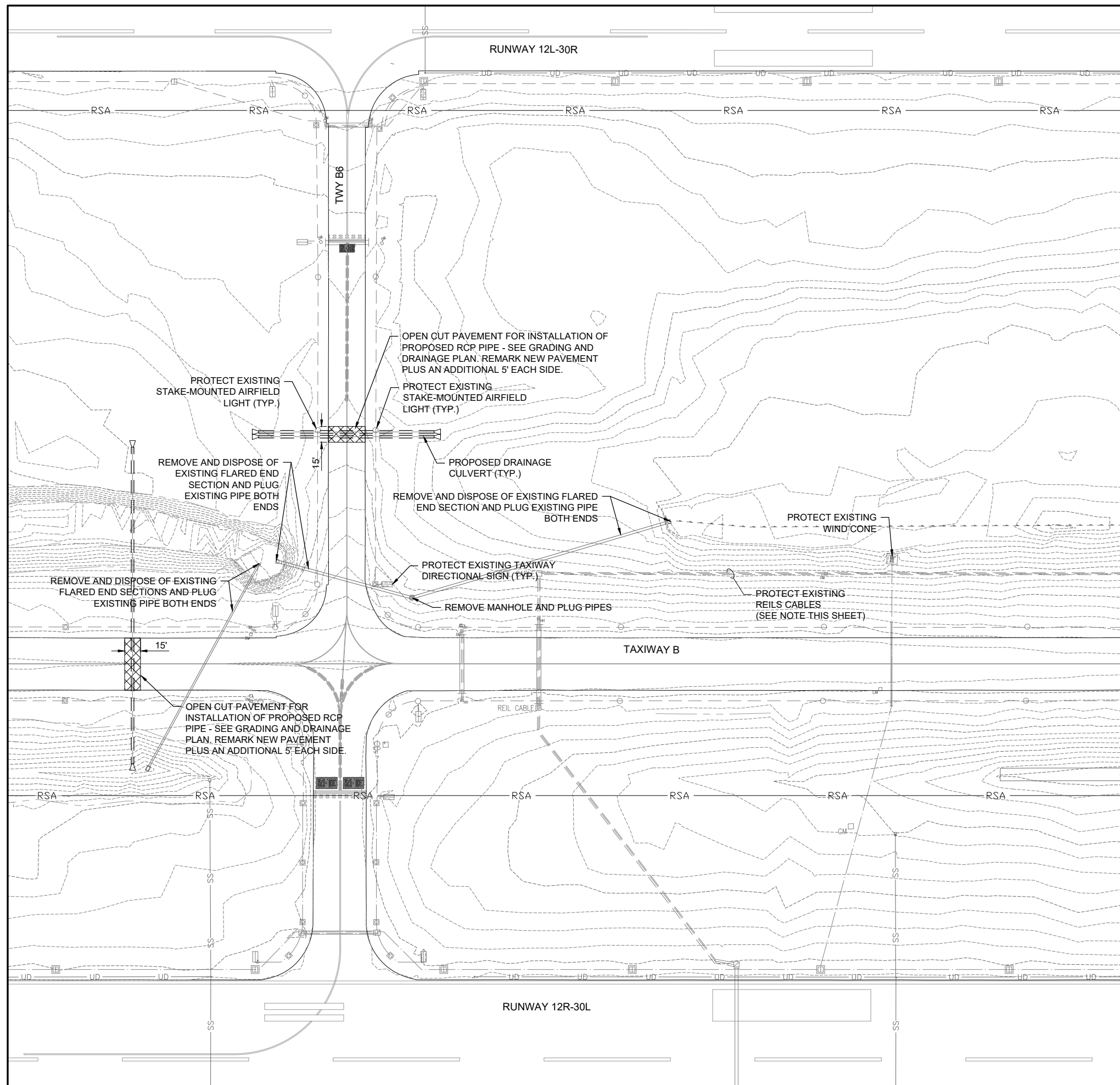
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EXISTING
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FOR BID



- LEGEND**
- EXISTING PAVEMENT
 - 407.0 EXISTING CONTOURS
 - EXISTING PAVEMENT EDGE
 - EXISTING DRAINAGE CULVERT
 - EXISTING DRAINAGE FLOWLINE
 - PAVEMENT REMOVAL LIMITS

REIL CABLE NOTE:
EXISTING CABLES INCLUDE:
3/C #2 600V UG CABLE IN UD
AND 6 PAIR #19 AWG SHIELDED
CONTROL CABLE WITH #6 BARE
SOLID COPPER GUARD WIRE
(COUNTERPOISE)



**TAXIWAY B
 RELOCATION, PHASE 2:
 DRAINAGE
 IMPROVEMENTS**

IDA No: CPS-4839
 SBG No: 3-17-SBGP-TBD

Contract No. SD063

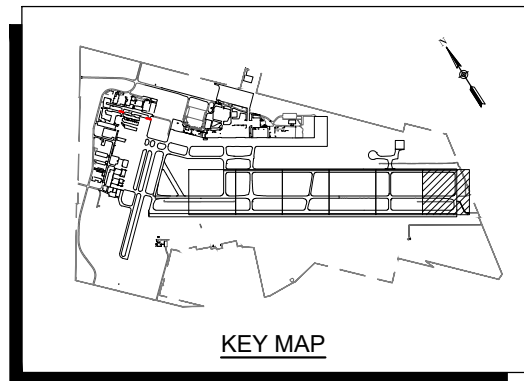
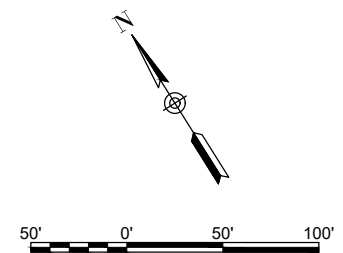
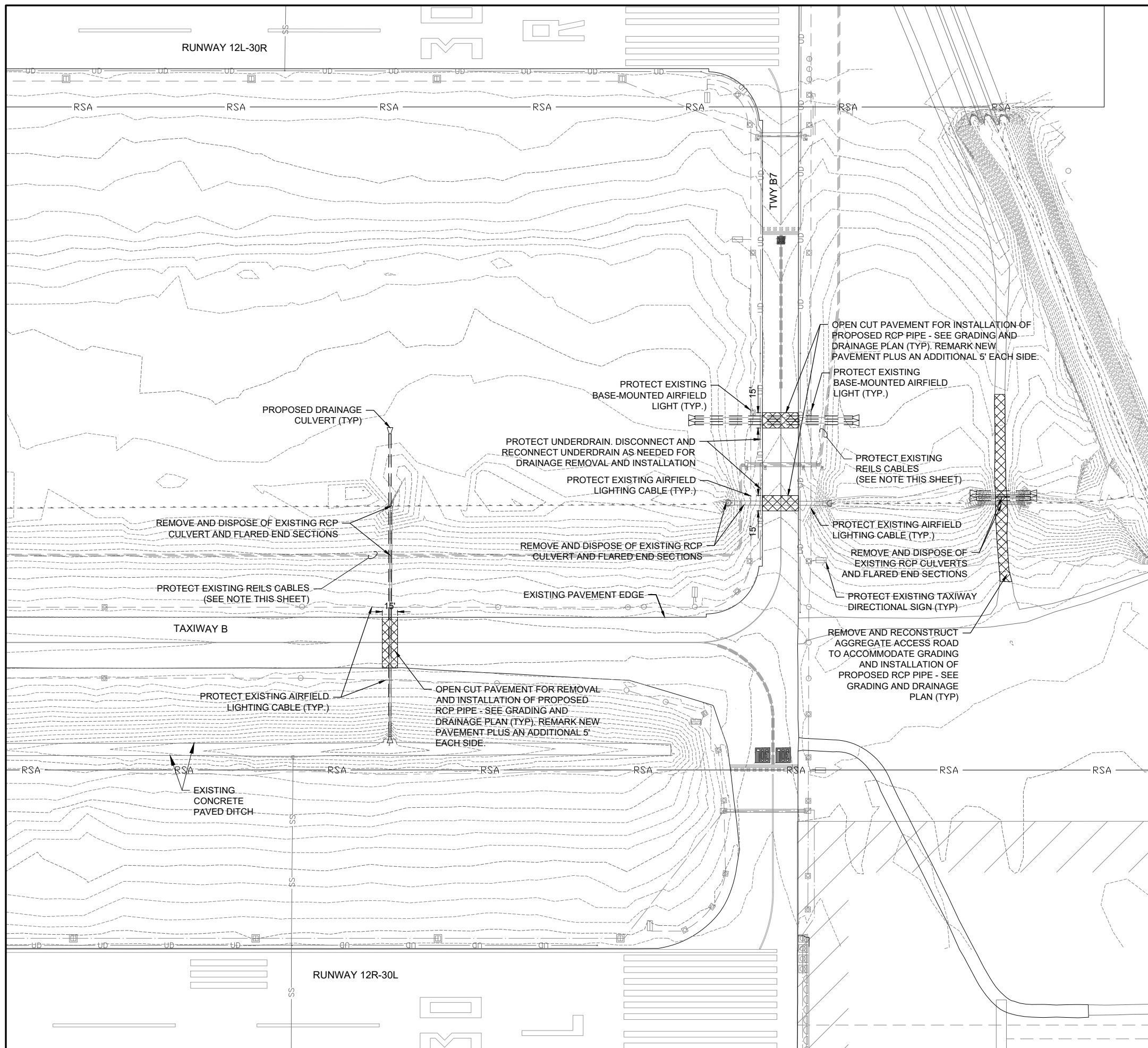
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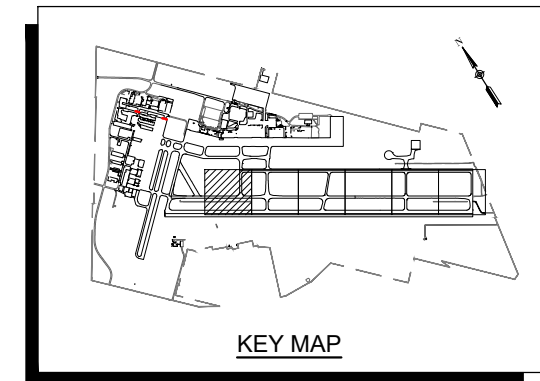
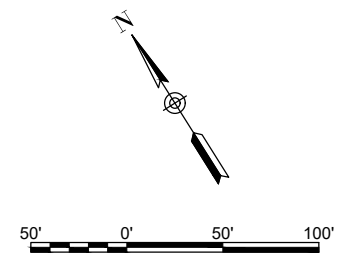
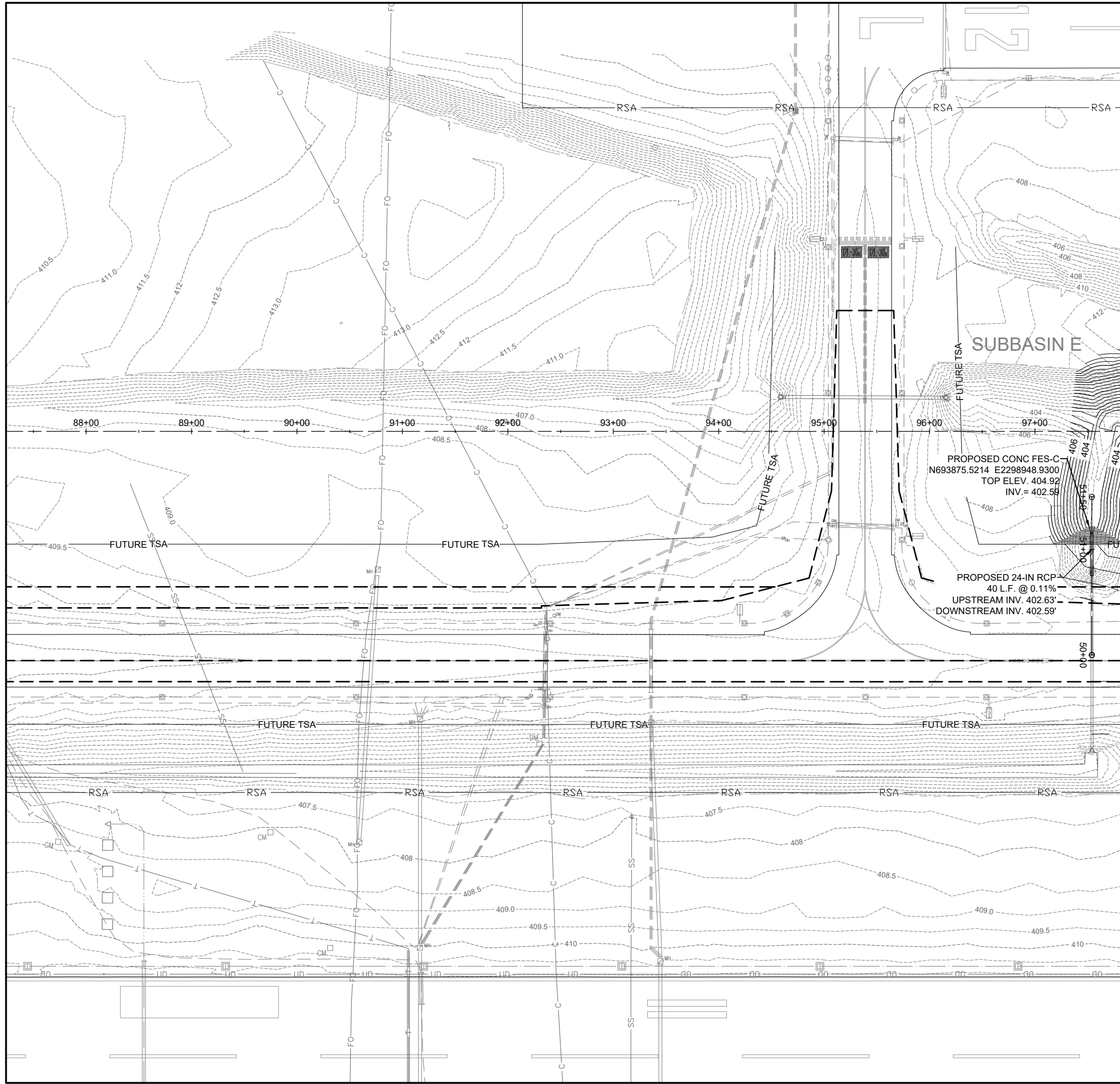


- LEGEND**
- EXISTING PAVEMENT
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REIL CABLE NOTE:
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 AND 6 PAIR #19 AWG SHIELDED
 CONTROL CABLE WITH #6 BARE
 SOLID COPPER GUARD WIRE
 (COUNTERPOISE)

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- LEGEND**
- EXISTING PAVEMENT
 - - 407.0 - - EXISTING CONTOURS
 - - 407.0 - - PROPOSED CONTOURS
 - - - - PROPOSED DITCH CENTERLINE
 - EXISTING PAVEMENT EDGE
 - - - - FUTURE TAXIWAY EDGE

PROPOSED CONC FES-C
 N693875.5214 E2298948.9300
 TOP ELEV. 404.92
 INV. = 402.59

PROPOSED 24-IN RCP
 40 L.F. @ 0.11%
 UPSTREAM INV. 402.63'
 DOWNSTREAM INV. 402.59'

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ST. LOUIS DOWNTOWN AIRPORT
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 6100 Archview Drive
 Cahokia Heights, Illinois 62206-1445



DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025
TAXIWAY B RELOCATION, PHASE 2: DRAINAGE IMPROVEMENTS

IDA No: CPS-4839
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 Contract No. SD063

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ISSUE: JANUARY 12, 2024
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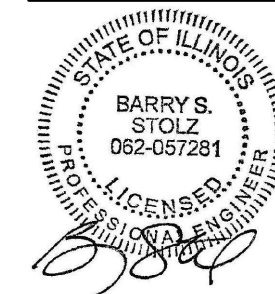
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PROPOSED GRADING AND DRAINAGE PLAN

FOR BID



**ST. LOUIS
DOWNTOWN AIRPORT**

BI-STATE DEVELOPMENT
6100 Archview Drive
Cahokia Heights, Illinois 62206-1445



DATE: 1/12/2024 LICENSE: 11/30/2025

**TAXIWAY B
RELOCATION, PHASE 2:
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IMPROVEMENTS**

IDA No: CPS-4839
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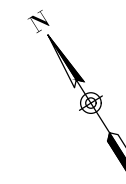
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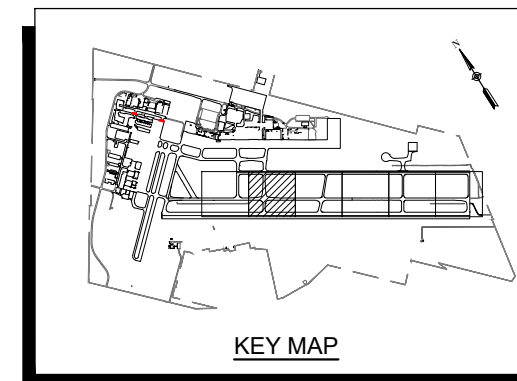
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SHEET TITLE

**PROPOSED GRADING
AND DRAINAGE PLAN**

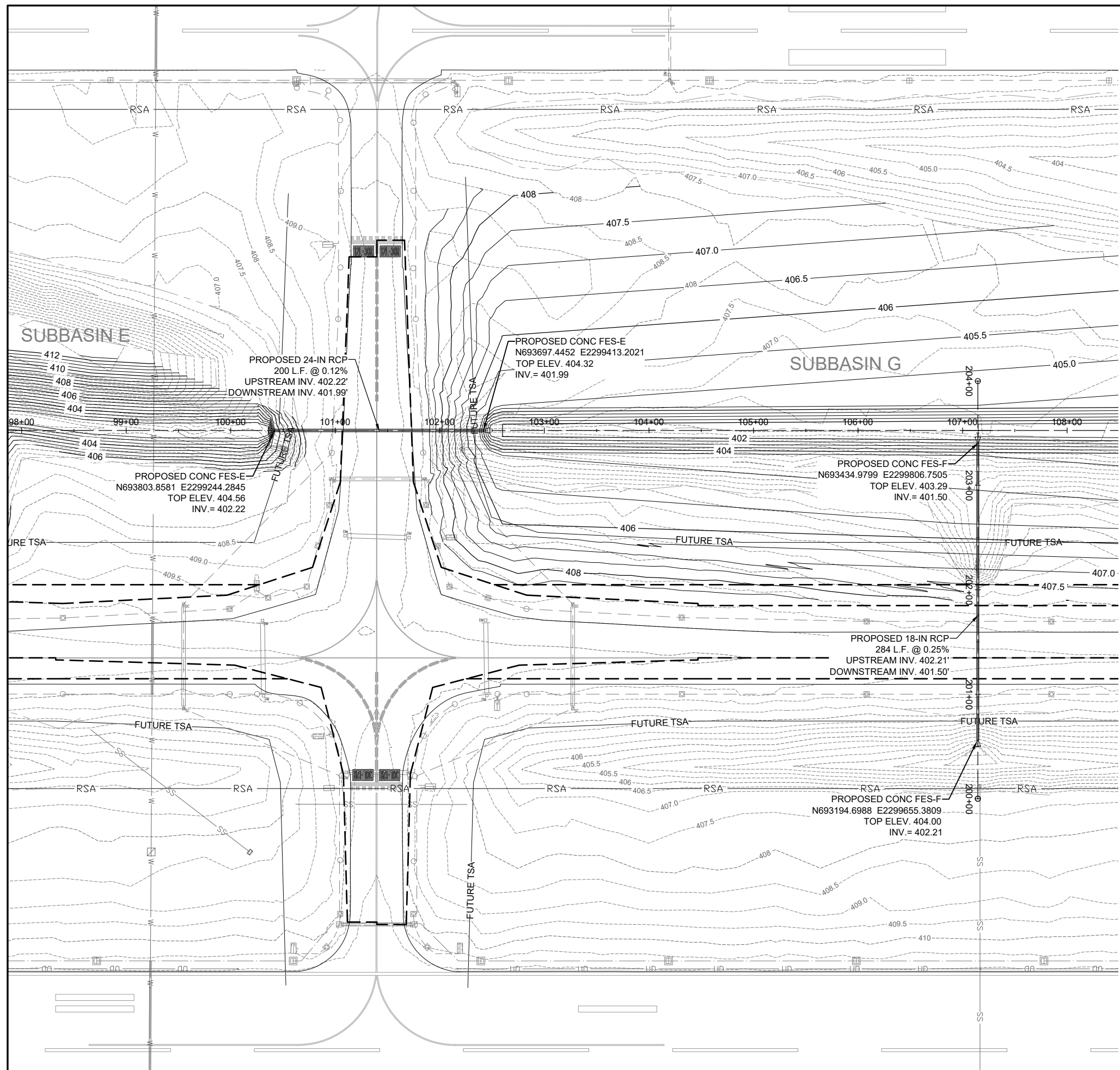


50' 0' 50' 100'



LEGEND

- EXISTING PAVEMENT
- 407.0 EXISTING CONTOURS
- 407.0 PROPOSED CONTOURS
- PROPOSED DITCH CENTERLINE
- EXISTING PAVEMENT EDGE
- FUTURE TAXIWAY EDGE



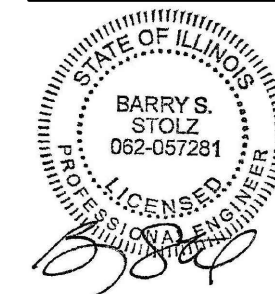
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FOR BID



**ST. LOUIS
DOWNTOWN AIRPORT**

BI-STATE DEVELOPMENT
6100 Archview Drive
Cahokia Heights, Illinois 62206-1445



DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025

**TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS**

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

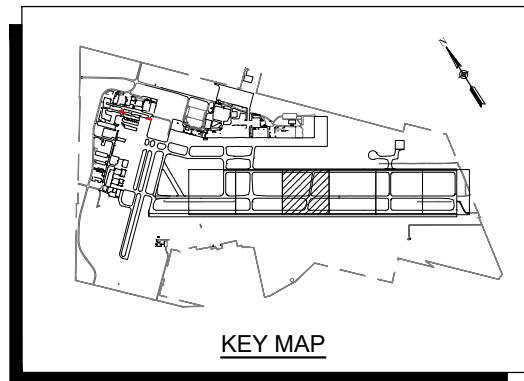
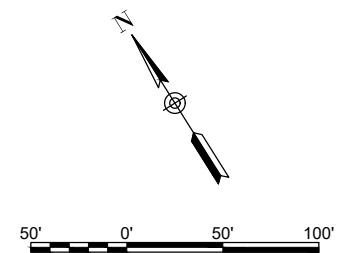
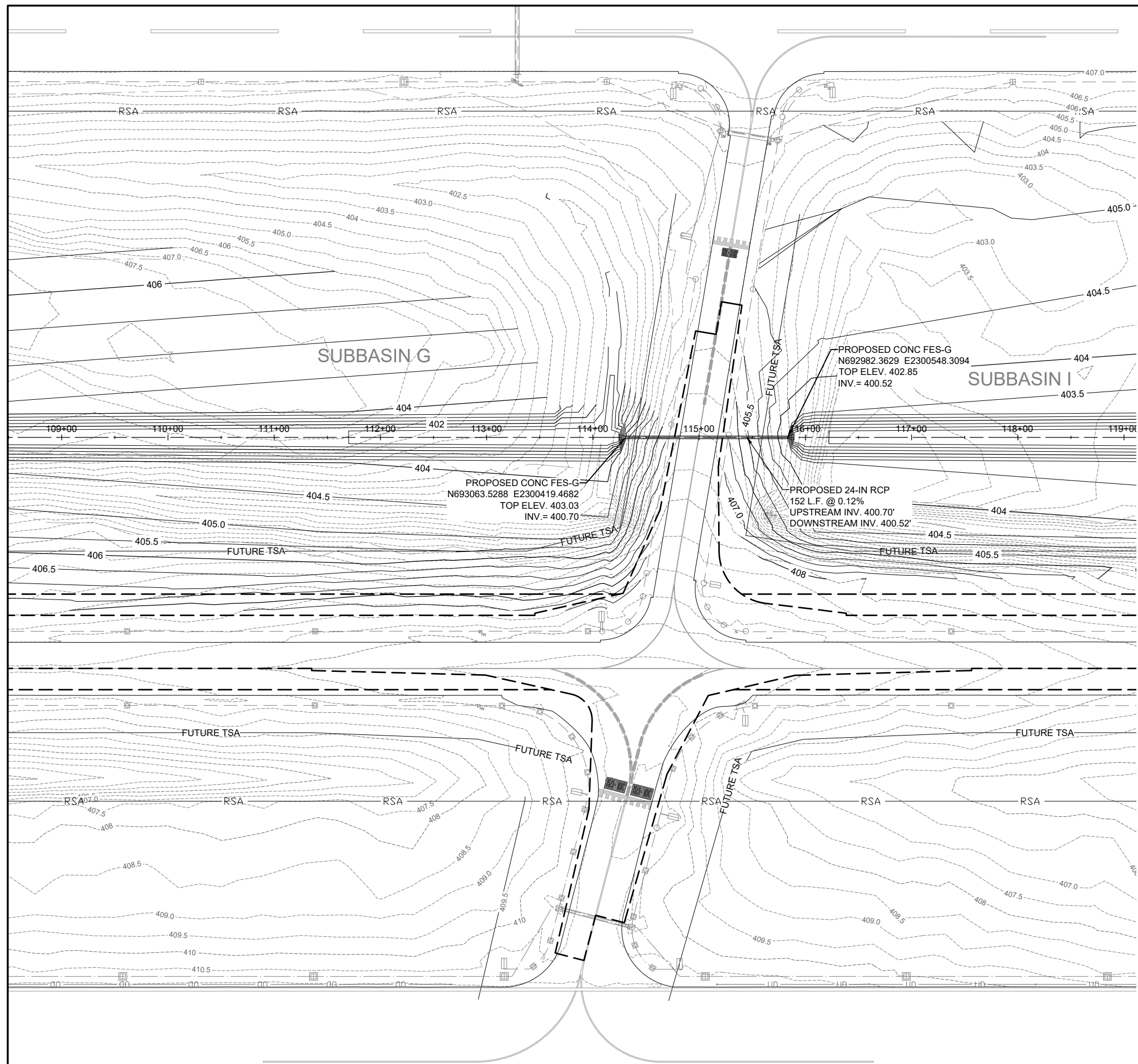
Contract No. SD063

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2024
PROJECT NO: 20A000102D
CAD FILE: C-105-DRN.DWG
DESIGN BY: DD 10/20/2023
DRAWN BY: DD 10/20/2023
REVIEWED BY: BSS 1/12/2024

SHEET TITLE

**PROPOSED GRADING
AND DRAINAGE PLAN**



- LEGEND**
- EXISTING PAVEMENT
 - EXISTING CONTOURS
 - PROPOSED CONTOURS
 - PROPOSED DITCH CENTERLINE
 - EXISTING PAVEMENT EDGE
 - FUTURE TAXIWAY EDGE

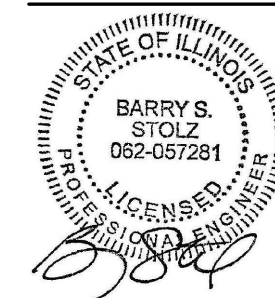
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TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

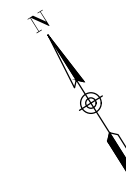
Contract No. SD063

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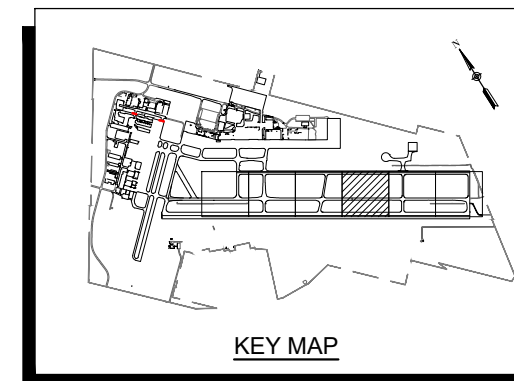
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CAD FILE: C-105-DRN.DWG
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REVIEWED BY: BSS 1/12/2024

SHEET TITLE

PROPOSED GRADING
AND DRAINAGE PLAN

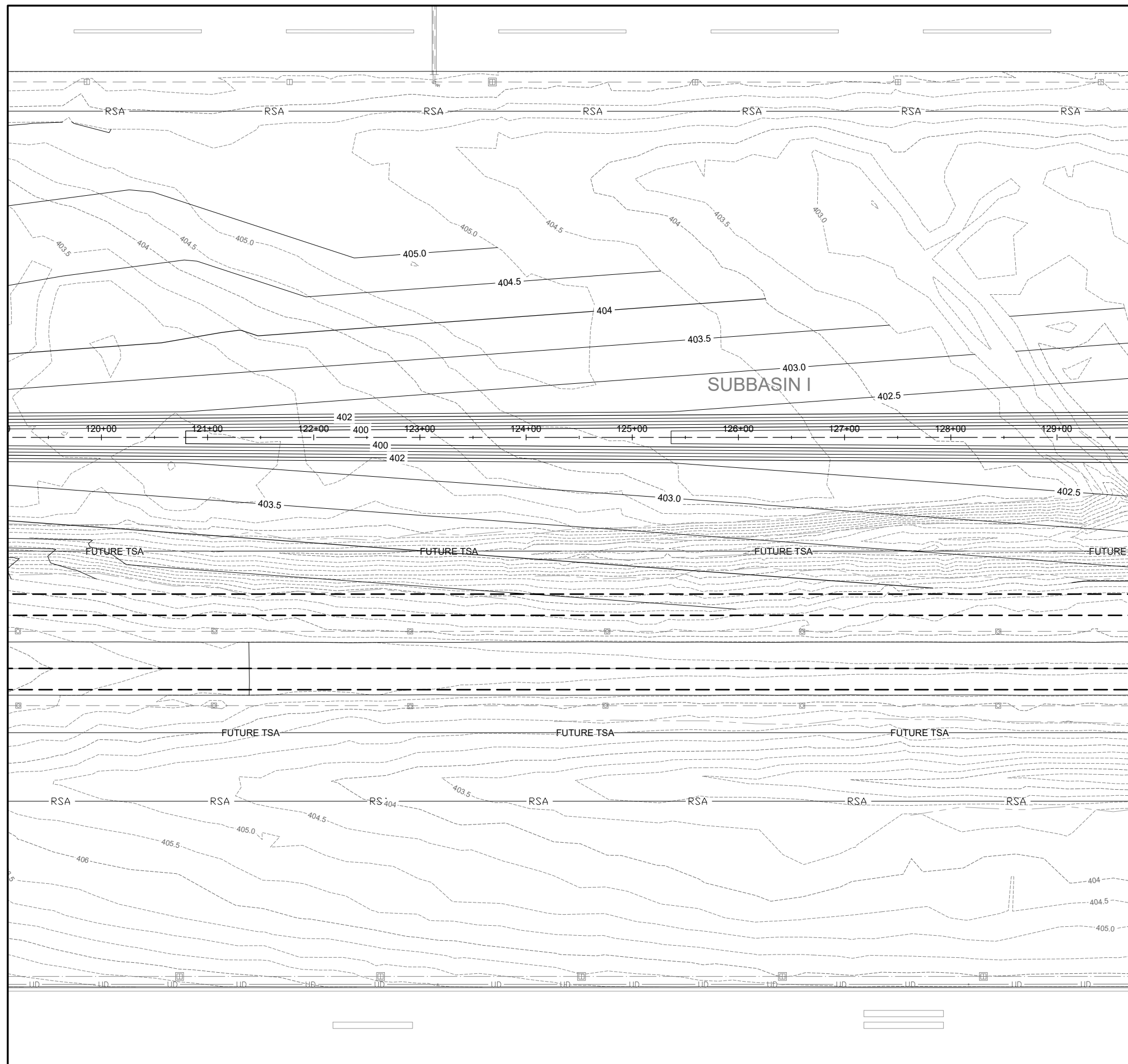


50' 0' 50' 100'



LEGEND

- EXISTING PAVEMENT
- 407.0 EXISTING CONTOURS
- 407.0 PROPOSED CONTOURS
- PROPOSED DITCH CENTERLINE
- EXISTING PAVEMENT EDGE
- FUTURE TAXIWAY EDGE



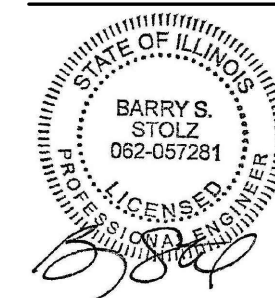
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TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

Contract No. SD063

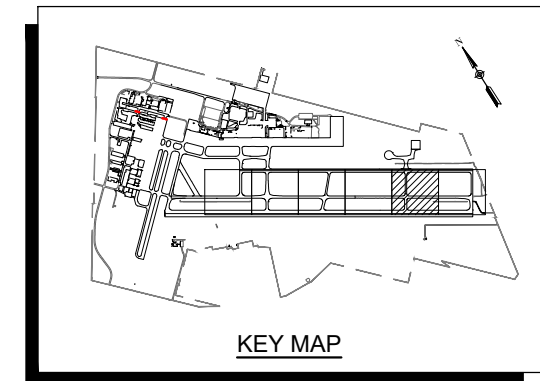
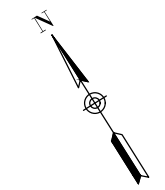
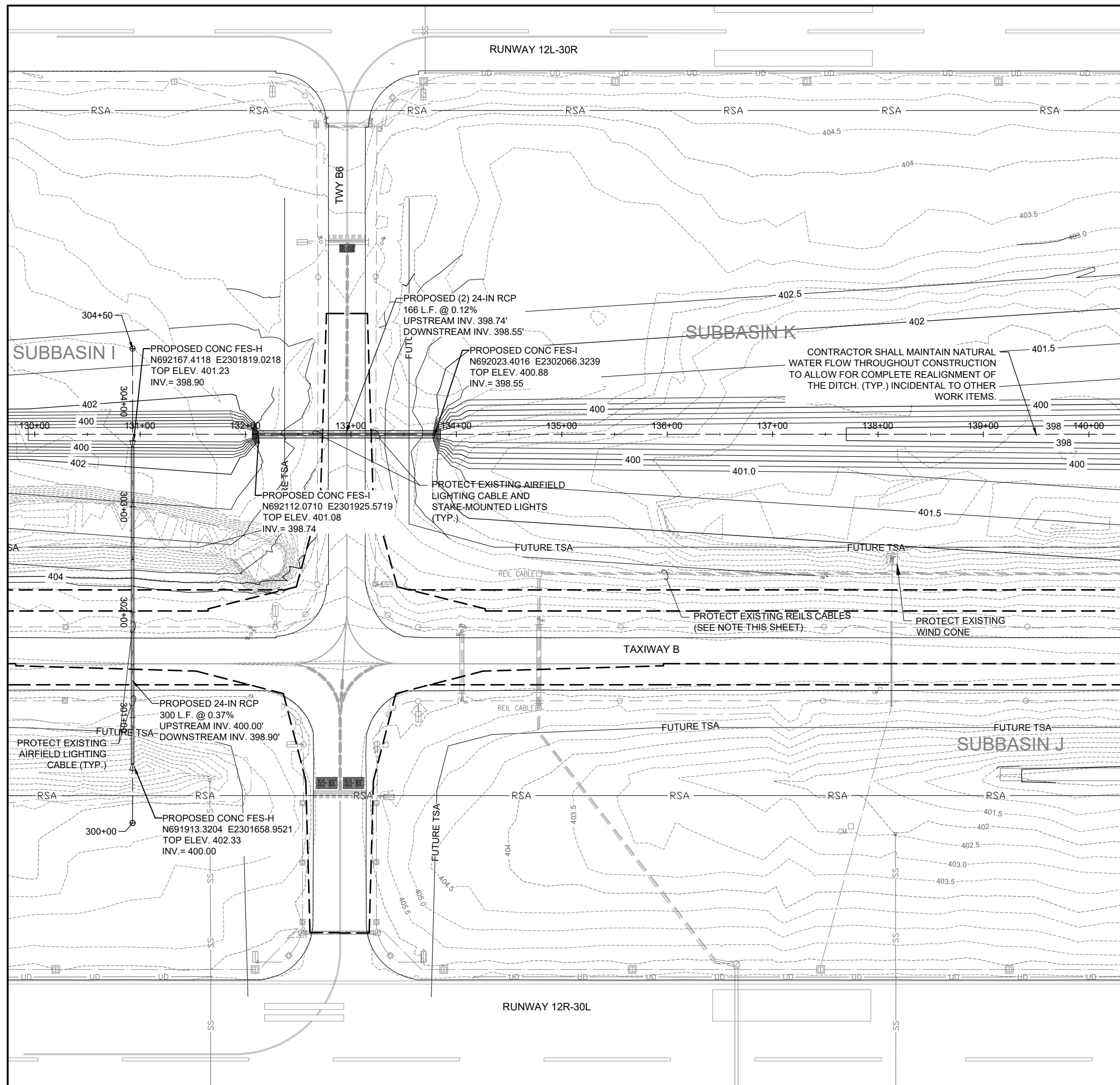
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SHEET TITLE

PROPOSED GRADING
AND DRAINAGE PLAN

FOR BID



LEGEND

- EXISTING PAVEMENT
- EXISTING CONTOURS
- PROPOSED CONTOURS
- PROPOSED DITCH CENTERLINE
- EXISTING PAVEMENT EDGE
- FUTURE TAXIWAY EDGE

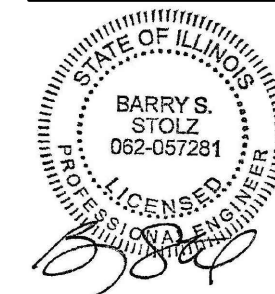
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AND 6 PAIR #19 AWG SHIELDED
CONTROL CABLE WITH #6 BARE
SOLID COPPER GUARD WIRE
(COUNTERPOISE)

FEB 07, 2024 2:20 PM STOLZ01647
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BI-STATE DEVELOPMENT
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 Cahokia Heights, Illinois 62206-1445



DATE: 1/12/2024 LICENSE: 11/30/2025
 EXPIRES: 11/30/2025

**TAXIWAY B
 RELOCATION, PHASE 2:
 DRAINAGE
 IMPROVEMENTS**

IDA No: CPS-4839
 SBG No: 3-17-SBGP-TBD

Contract No. SD063

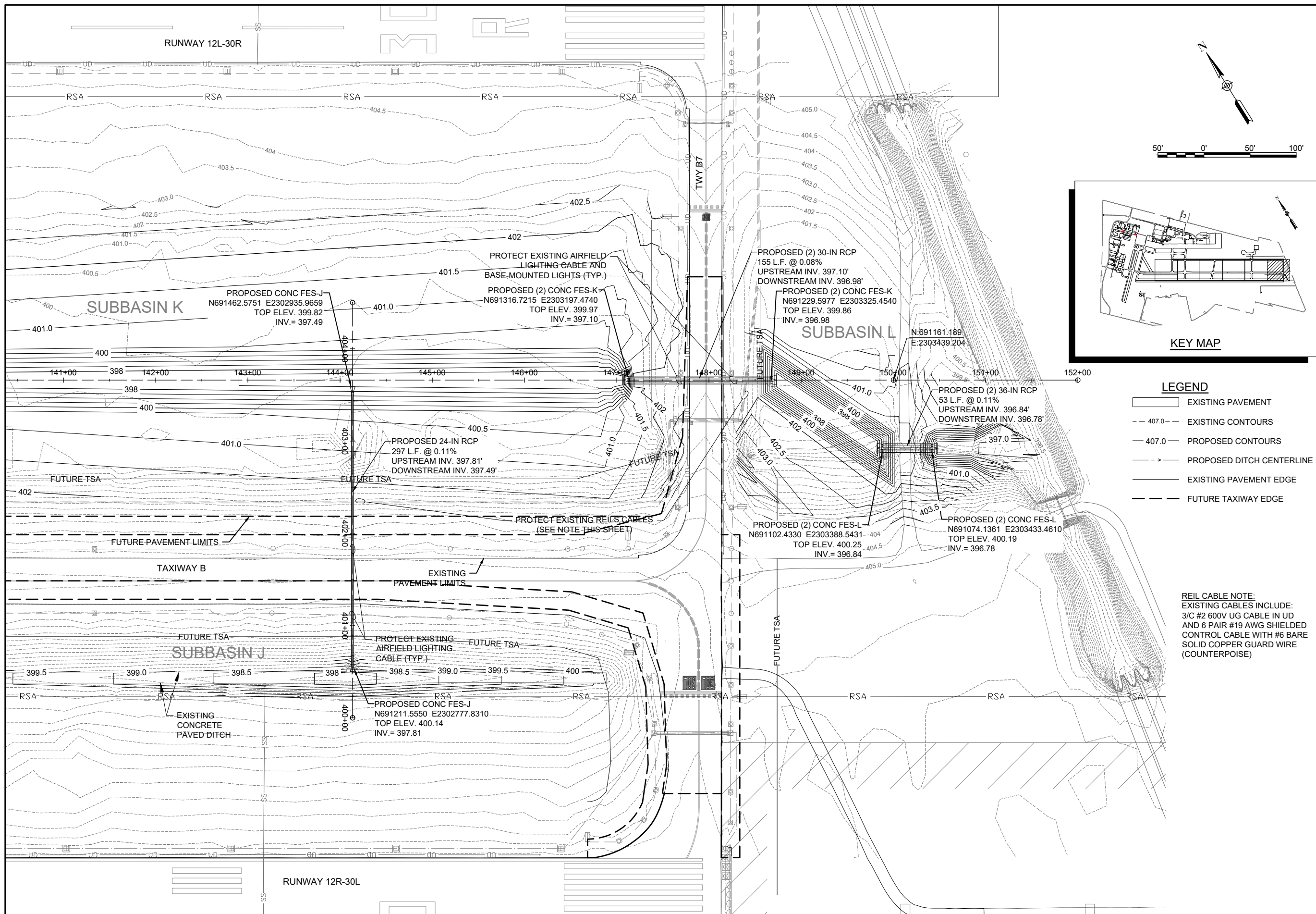
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 CAD FILE: C-105-DRN.DWG
 DESIGN BY: DD 10/20/2023
 DRAWN BY: DD 10/20/2023
 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

**PROPOSED GRADING
 AND DRAINAGE PLAN**

FOR BID



LEGEND

- EXISTING PAVEMENT
- EXISTING CONTOURS
- PROPOSED CONTOURS
- PROPOSED DITCH CENTERLINE
- EXISTING PAVEMENT EDGE
- FUTURE TAXIWAY EDGE

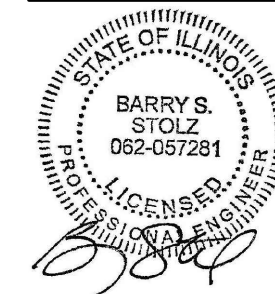
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 AND 6 PAIR #19 AWG SHIELDED
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 SOLID COPPER GUARD WIRE
 (COUNTERPOISE)

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ST. LOUIS
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BI-STATE DEVELOPMENT
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Cahokia Heights, Illinois 62206-1445



DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025

TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

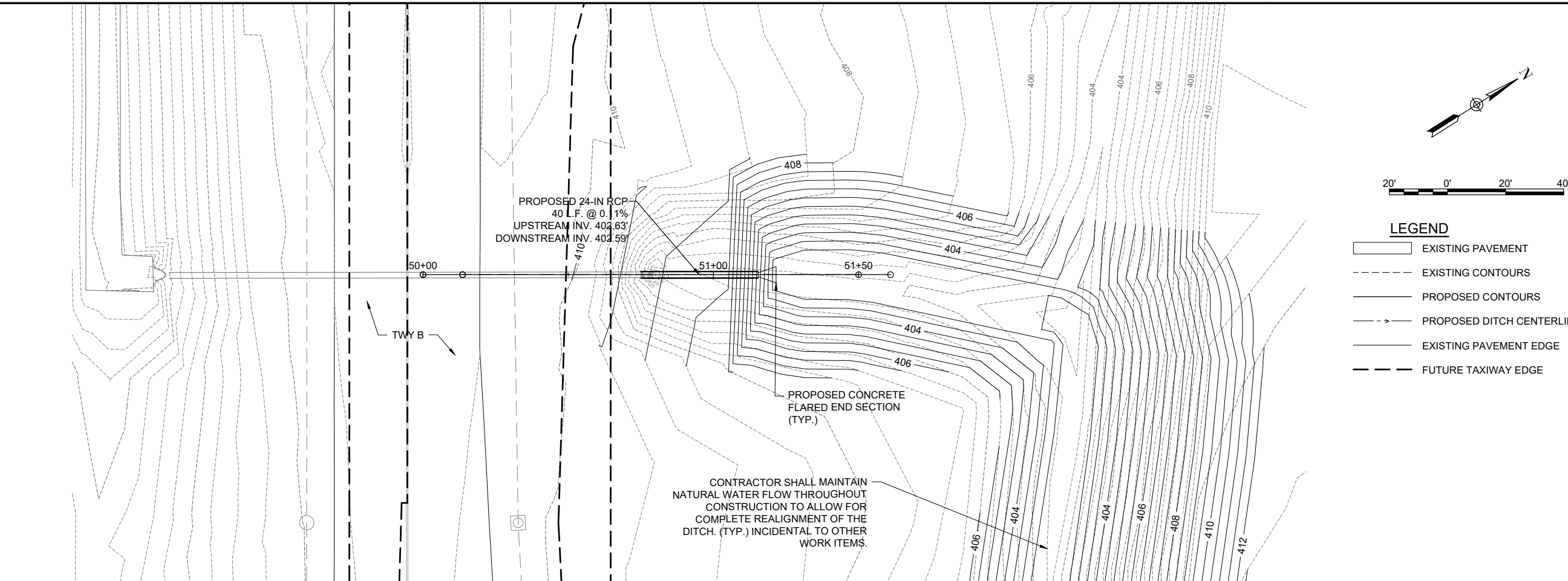
Contract No. SD063

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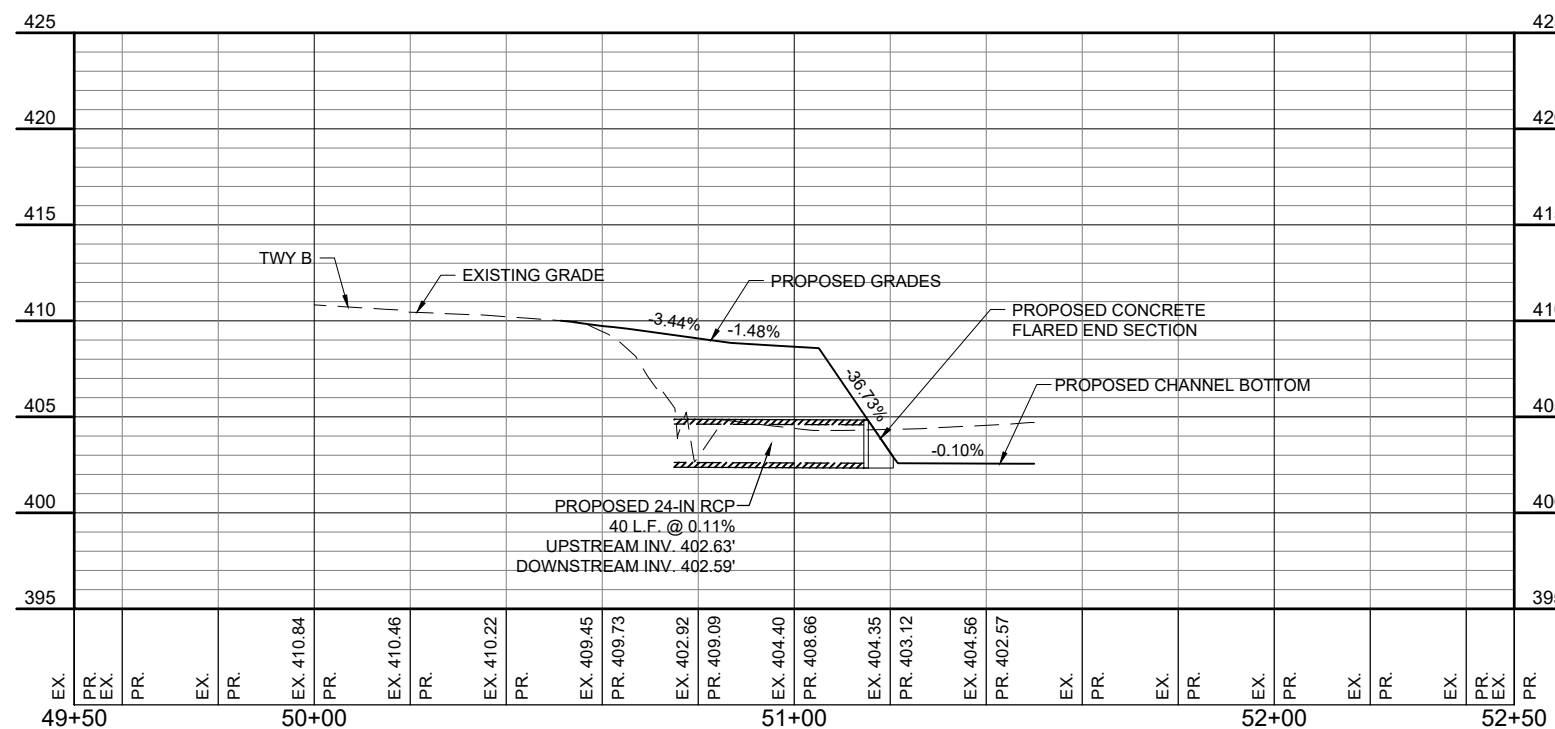
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PROJECT NO: 20A000102D
CAD FILE: C-110-PNP.DWG
DESIGN BY: DD 10/20/2023
DRAWN BY: DD 10/20/2023
REVIEWED BY: BSS 1/12/2024

SHEET TITLE

TWY B CHANNEL
PROFILE CULVERT C



Proposed Pipe Culvert C

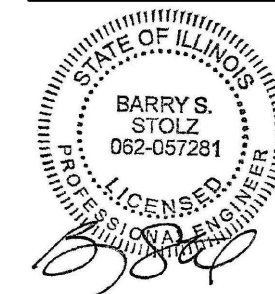


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TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

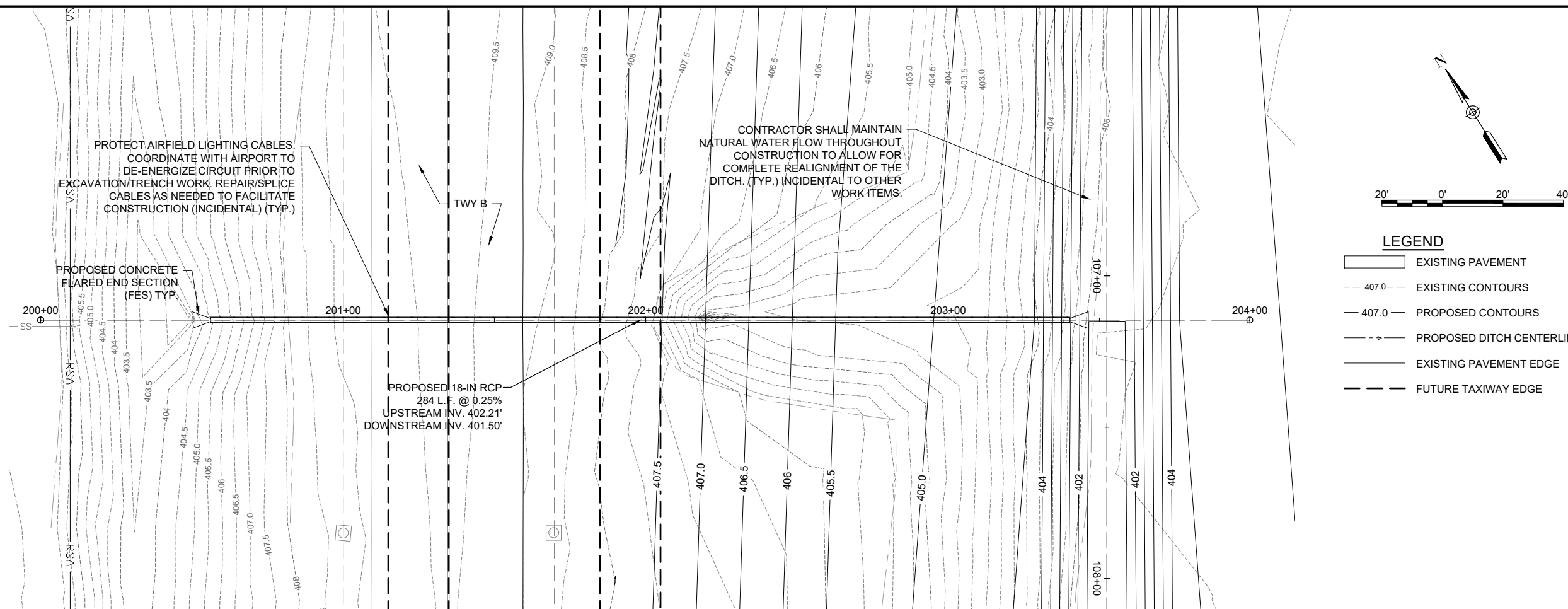
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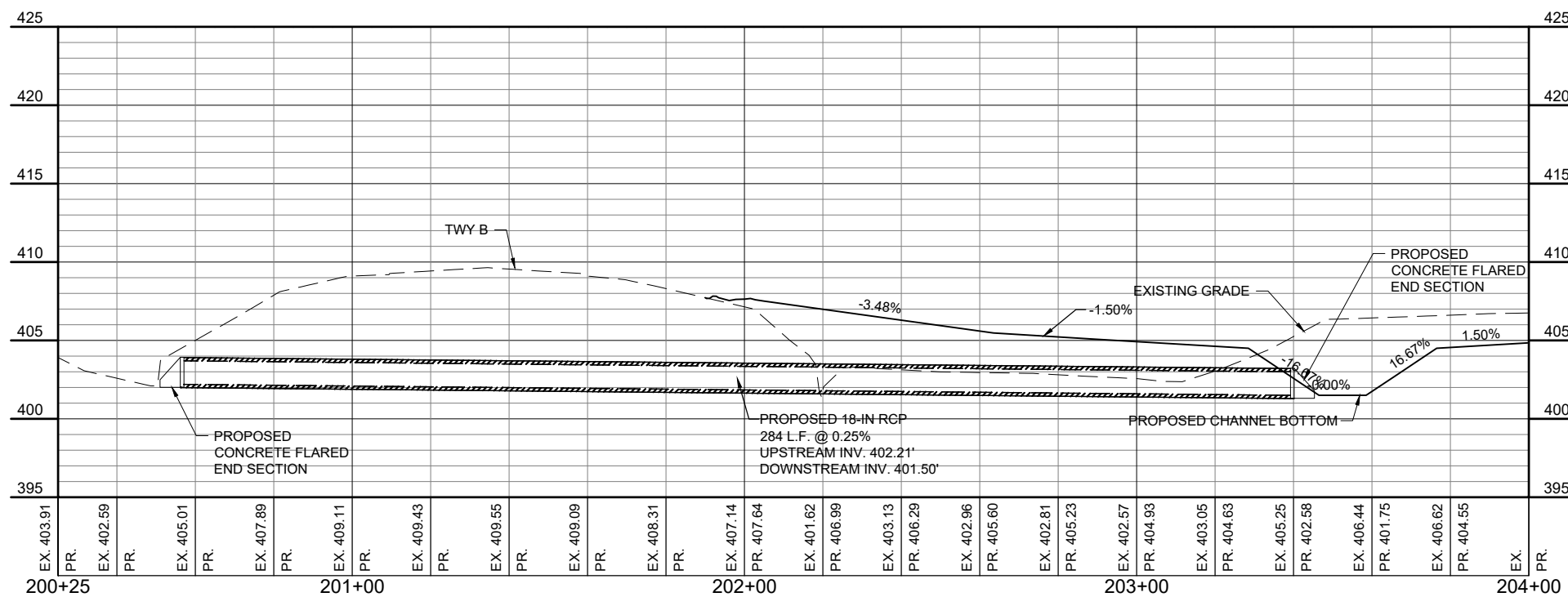
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CAD FILE: C-110-PNP.DWG
DESIGN BY: DD 10/20/2023
DRAWN BY: DD 10/20/2023
REVIEWED BY: BSS 1/12/2024

SHEET TITLE

TWY B CHANNEL
PROFILE CULVERT F



PROPOSED PIPE CULVERT F

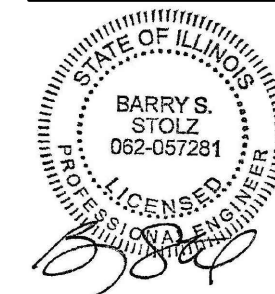


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**ST. LOUIS
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 Cahokia Heights, Illinois 62206-1445



DATE: 1/12/2024 LICENSE: 11/30/2025

**TAXIWAY B
 RELOCATION, PHASE 2:
 DRAINAGE
 IMPROVEMENTS**

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 SBG No: 3-17-SBGP-TBD

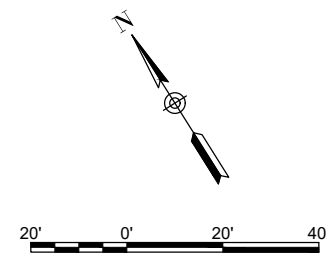
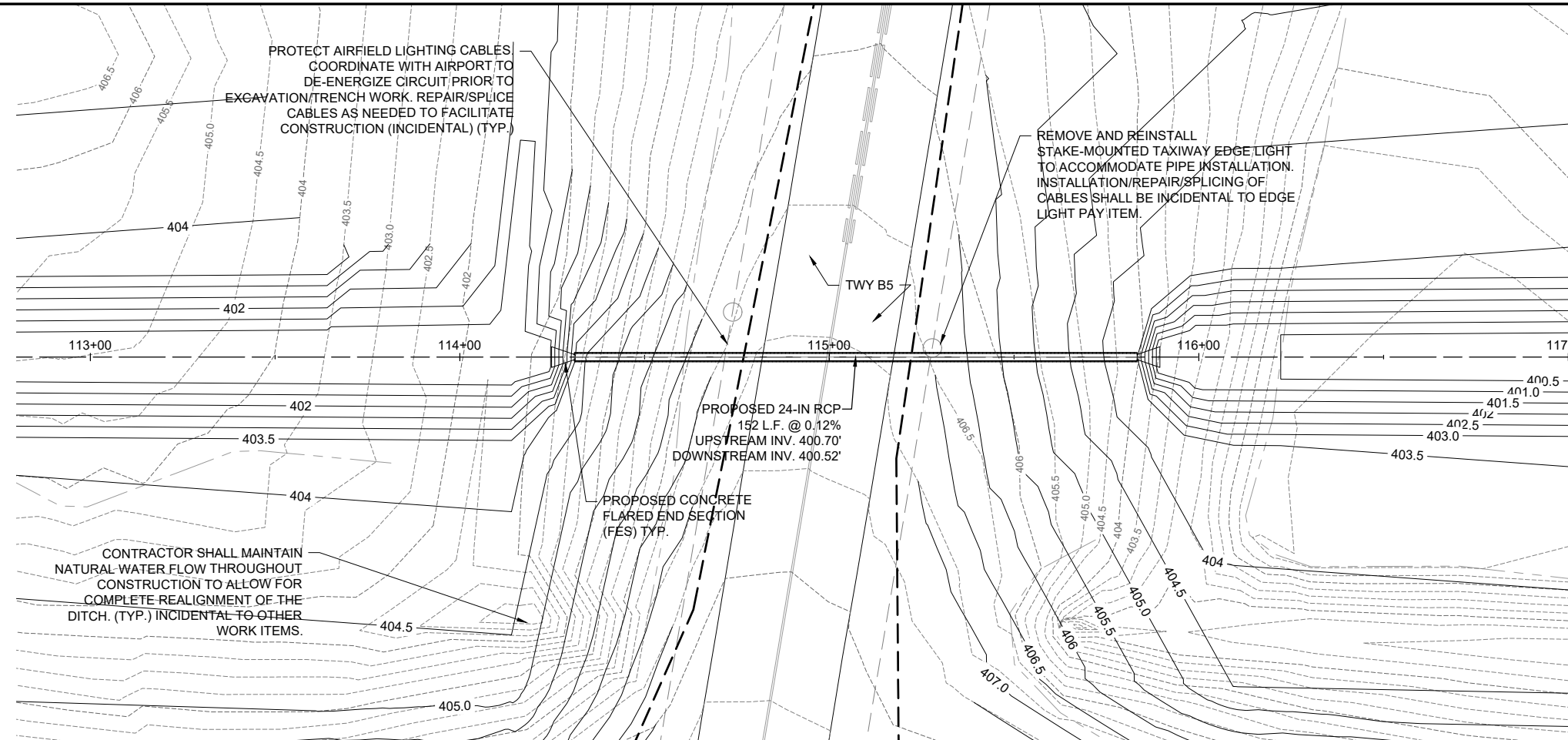
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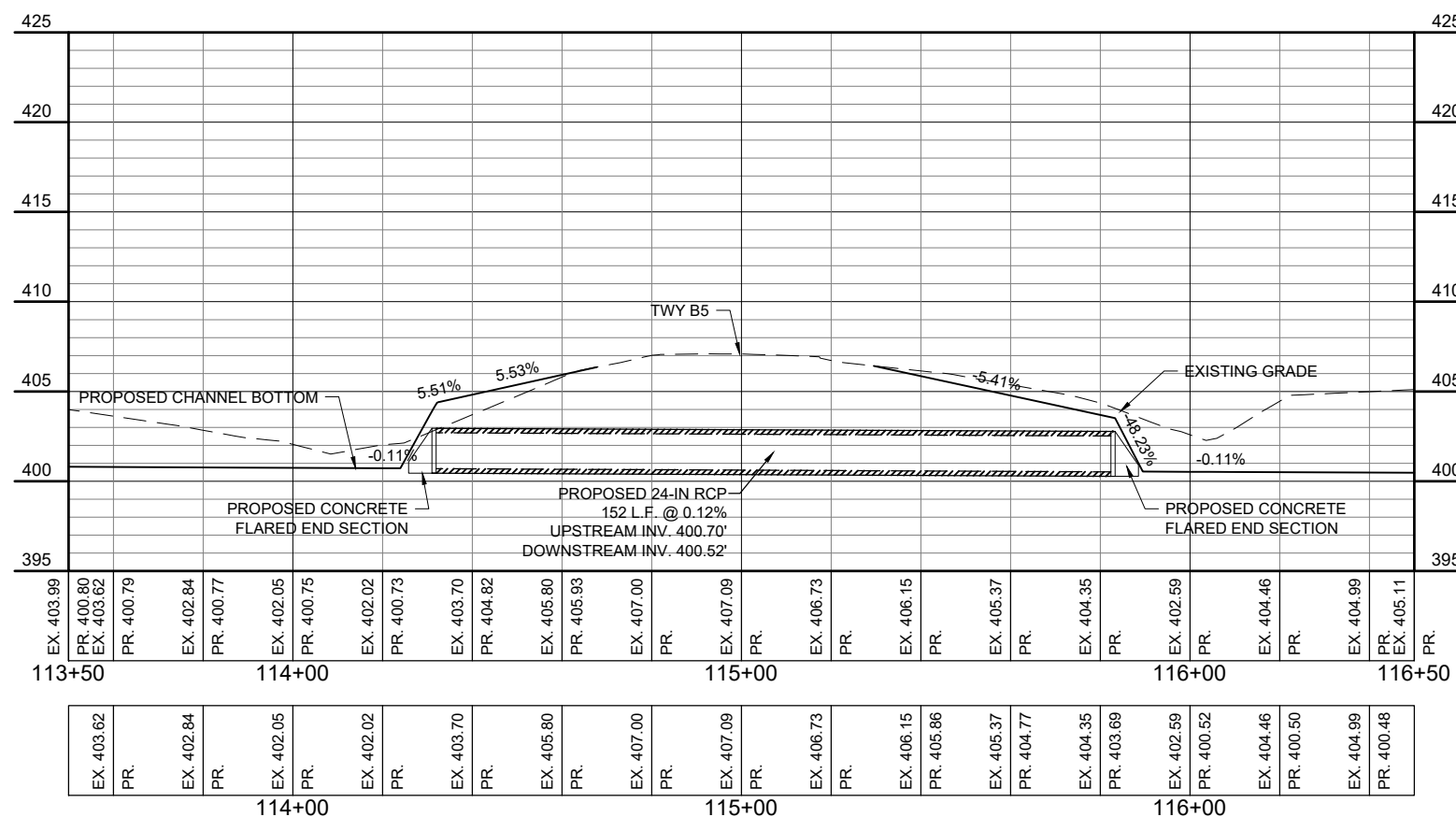
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 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

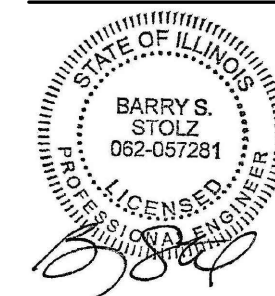
**TWY B CHANNEL
 PROFILE CULVERT G**



PROPOSED PIPE CULVERT G



FOR BID



**TAXIWAY B
 RELOCATION, PHASE 2:
 DRAINAGE
 IMPROVEMENTS**

IDA No: CPS-4839
 SBG No: 3-17-SBGP-TBD

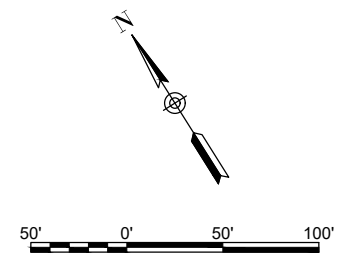
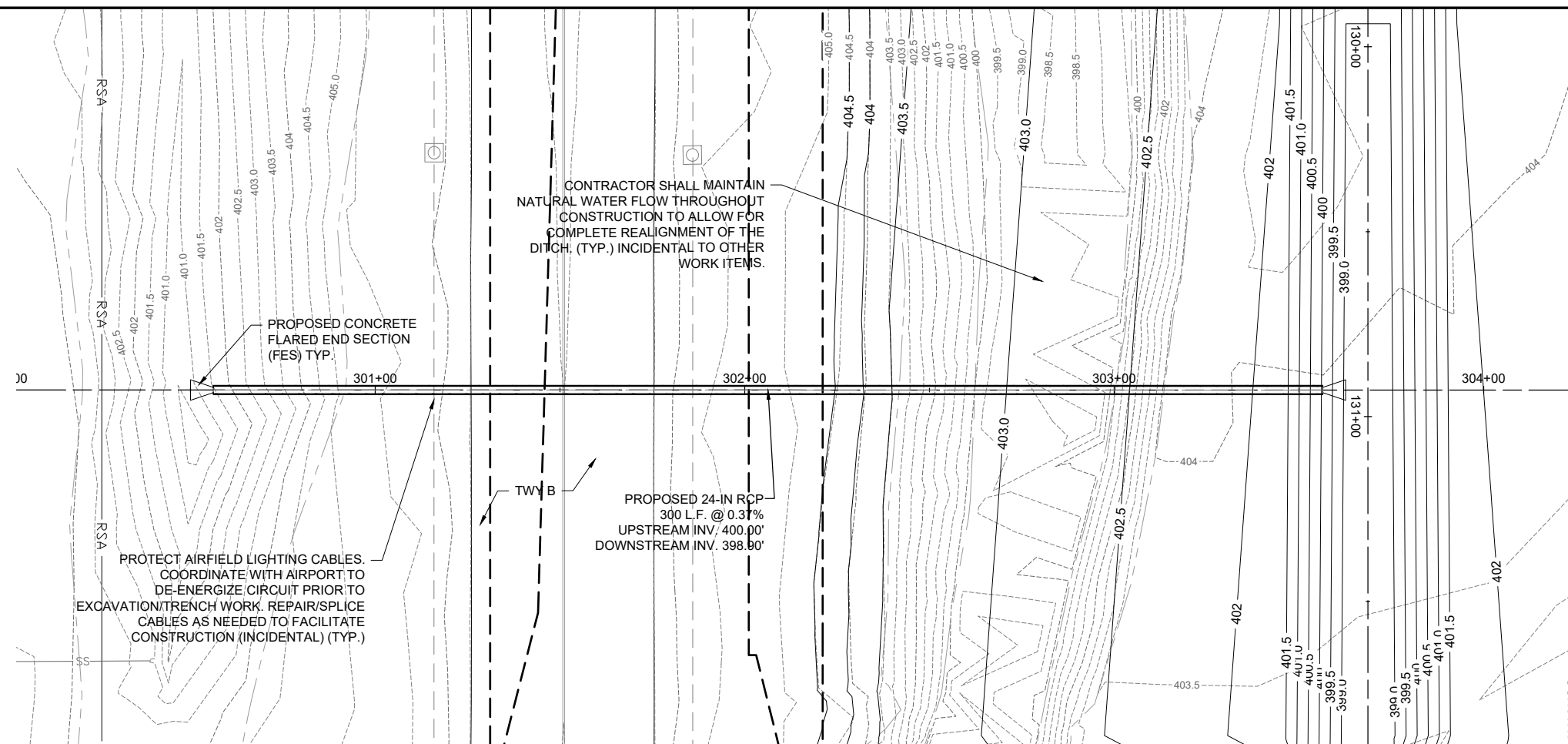
Contract No. SD063

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ISSUE: JANUARY 12, 2024
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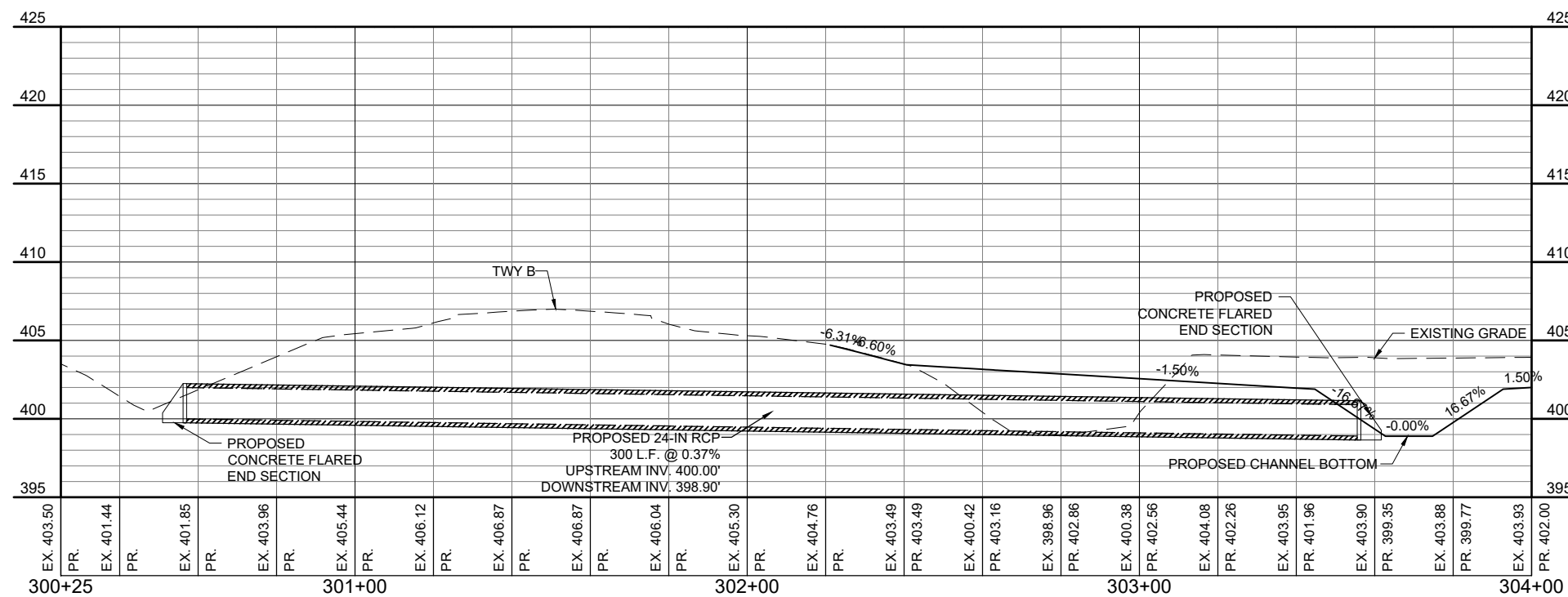
SHEET TITLE

TWY B CHANNEL
 PROFILE CULVERT H



- LEGEND**
- EXISTING PAVEMENT
 - 407.0 -- EXISTING CONTOURS
 - 407.0 --- PROPOSED CONTOURS
 - PROPOSED DITCH CENTERLINE
 - EXISTING PAVEMENT EDGE
 - FUTURE TAXIWAY EDGE

PROPOSED PIPE CULVERT H

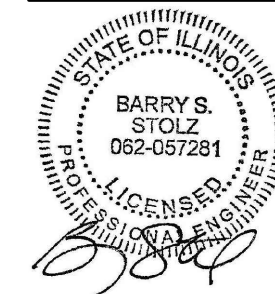


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**TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS**

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

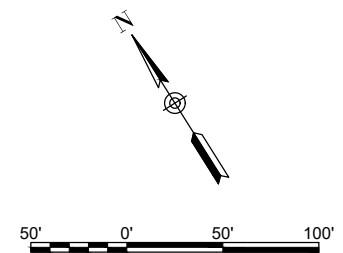
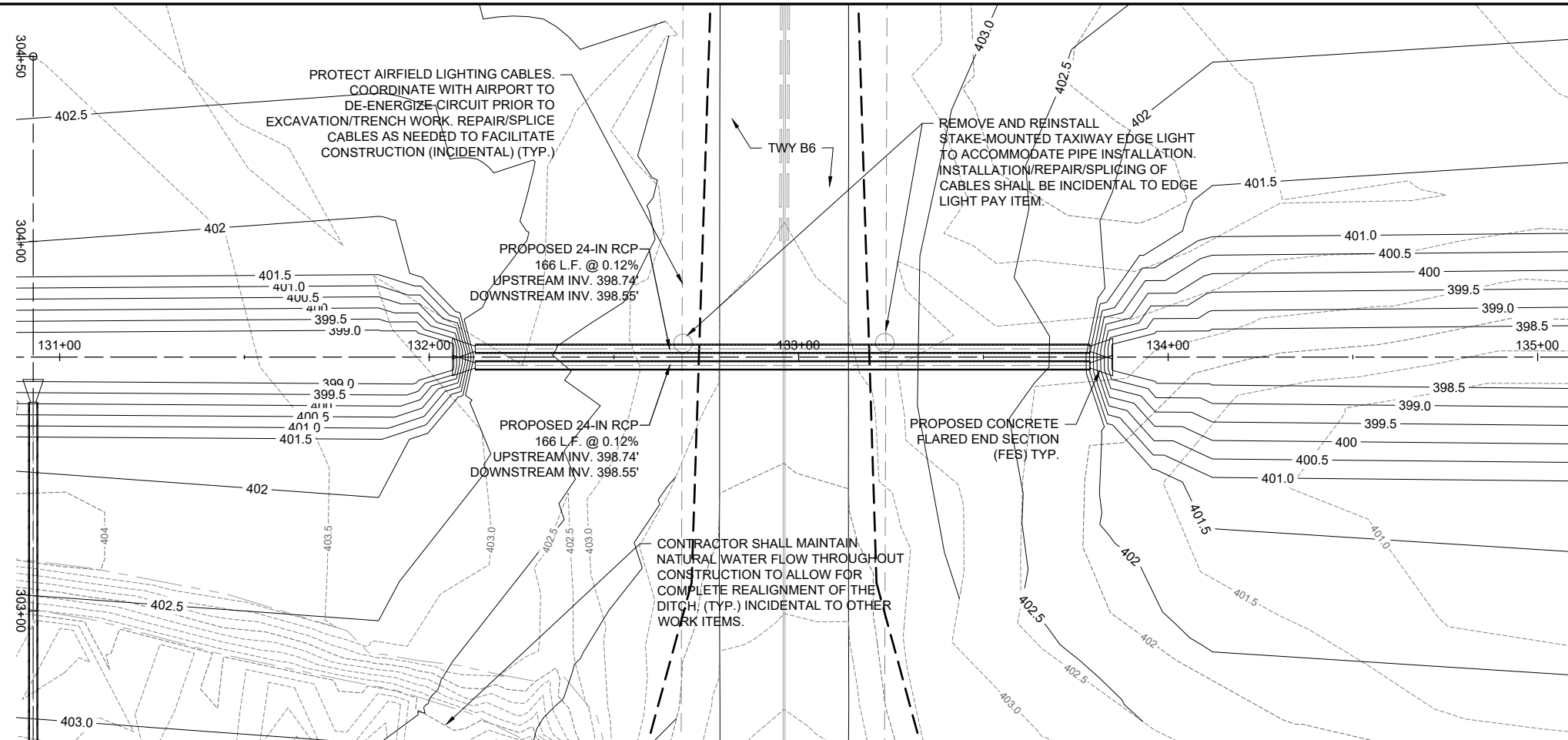
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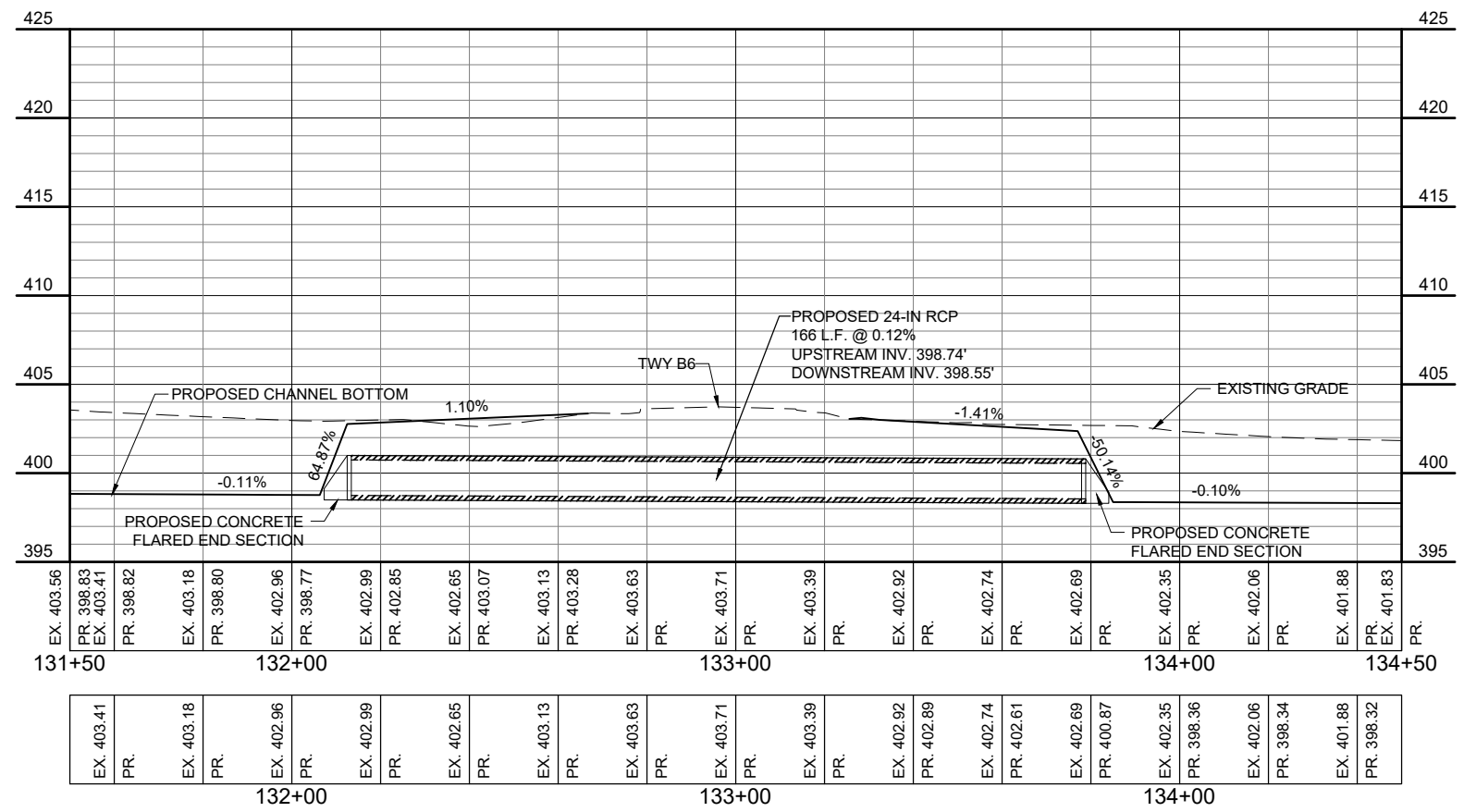
SHEET TITLE

**TWY B CHANNEL
PROFILE CULVERT I**



- LEGEND**
- EXISTING PAVEMENT
 - 407.0 -- EXISTING CONTOURS
 - 407.0 --- PROPOSED CONTOURS
 - PROPOSED DITCH CENTERLINE
 - EXISTING PAVEMENT EDGE
 - FUTURE TAXIWAY EDGE

PROPOSED PIPE CULVERT I



EX. 403.56	PR. 398.83	EX. 403.41	PR. 398.82	EX. 403.18	PR. 398.80	EX. 402.96	PR. 398.77	EX. 402.99	PR. 402.85	EX. 402.65	PR. 403.07	EX. 403.13	PR. 403.28	EX. 403.63	PR.	EX. 403.71	PR.	EX. 403.39	PR.	EX. 402.92	PR.	EX. 402.74	PR.	EX. 402.69	PR.	EX. 402.35	PR.	EX. 402.06	PR.	EX. 401.88	PR.	EX. 401.83	PR.
131+50		132+00												133+00												134+00						134+50	

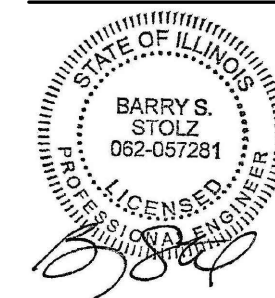
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132+00												133+00														134+00															

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**TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS**

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

Contract No. SD063

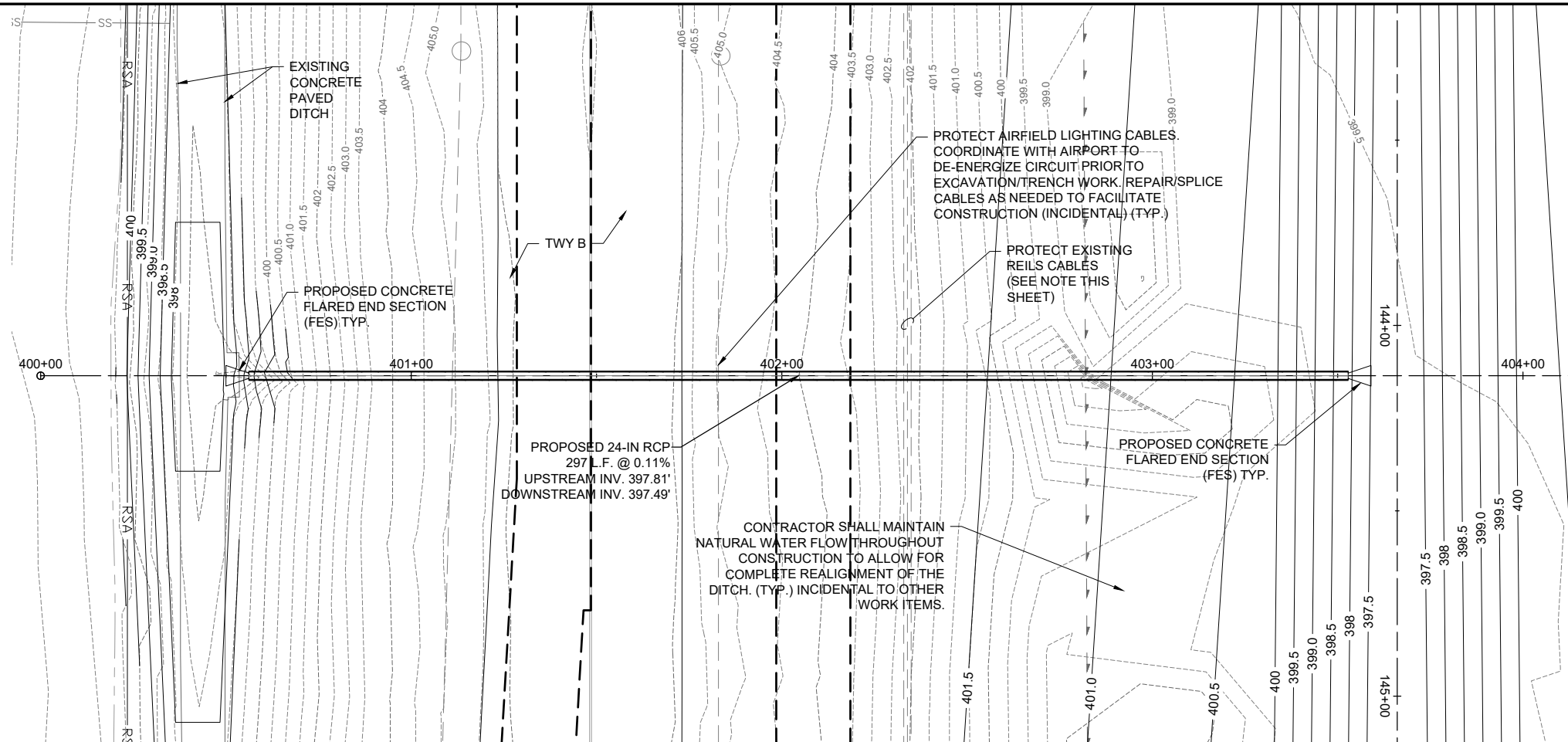
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REVIEWED BY: BSS 1/12/2024

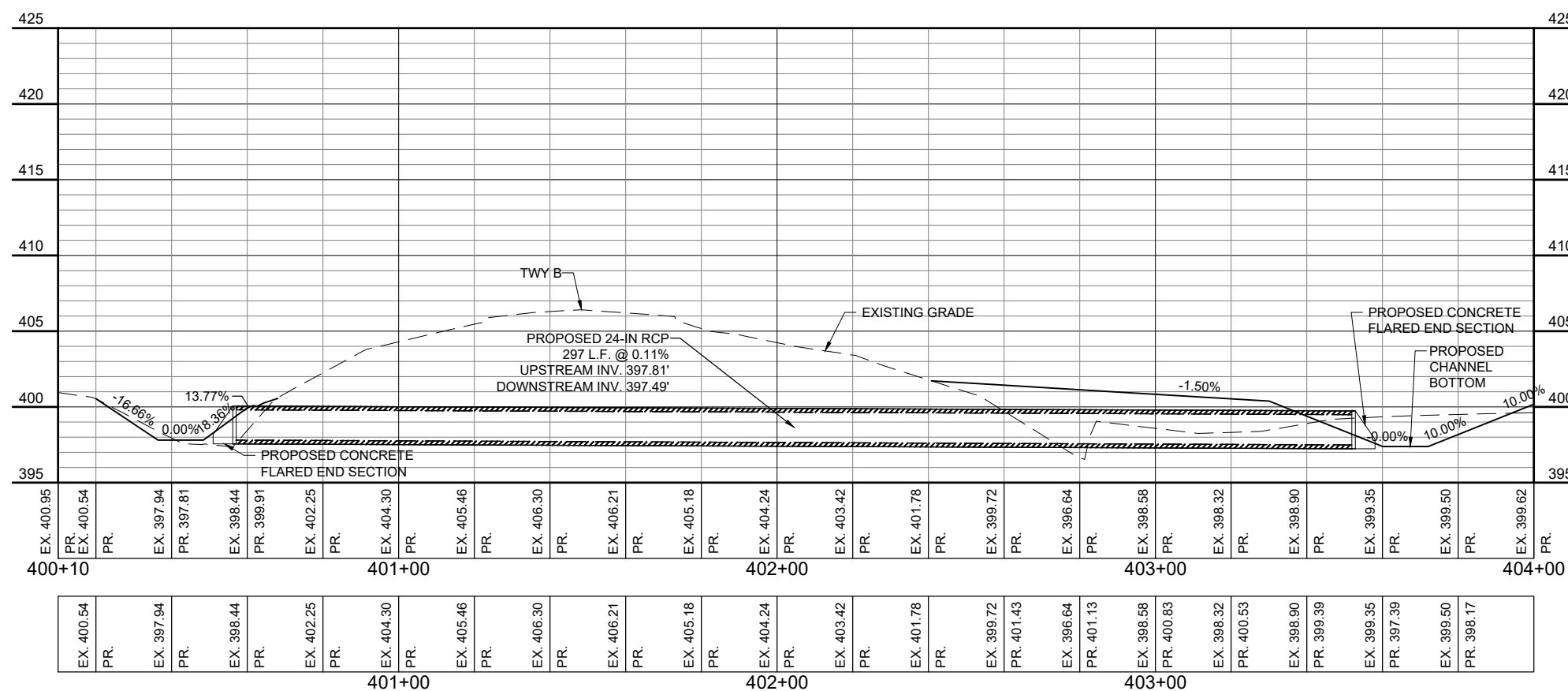
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**TWY B CHANNEL
PROFILE CULVERT J**

FOR BID



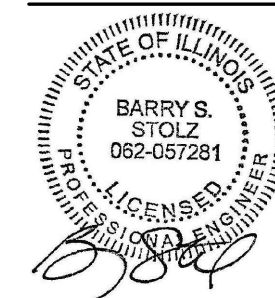
PROPOSED PIPE CULVERT J





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DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025

**TAXIWAY B
 RELOCATION, PHASE 2:
 DRAINAGE
 IMPROVEMENTS**

IDA No: CPS-4839
 SBG No: 3-17-SBGP-TBD

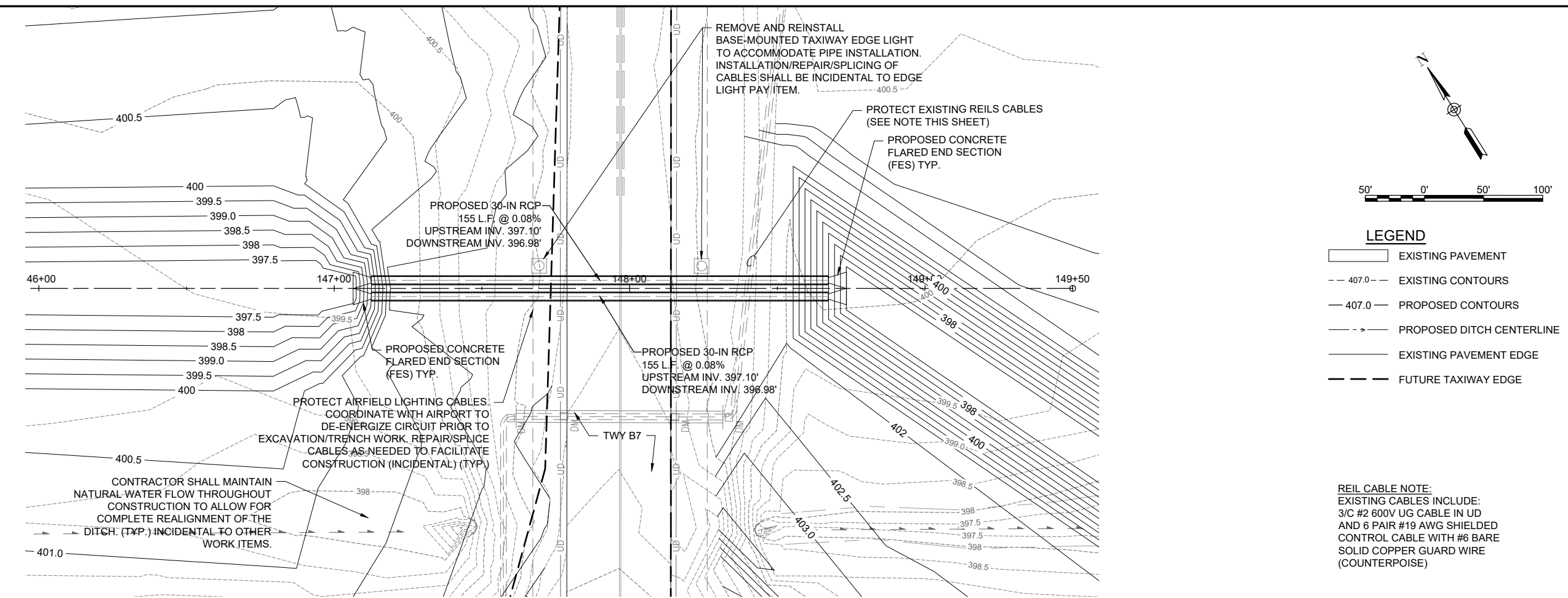
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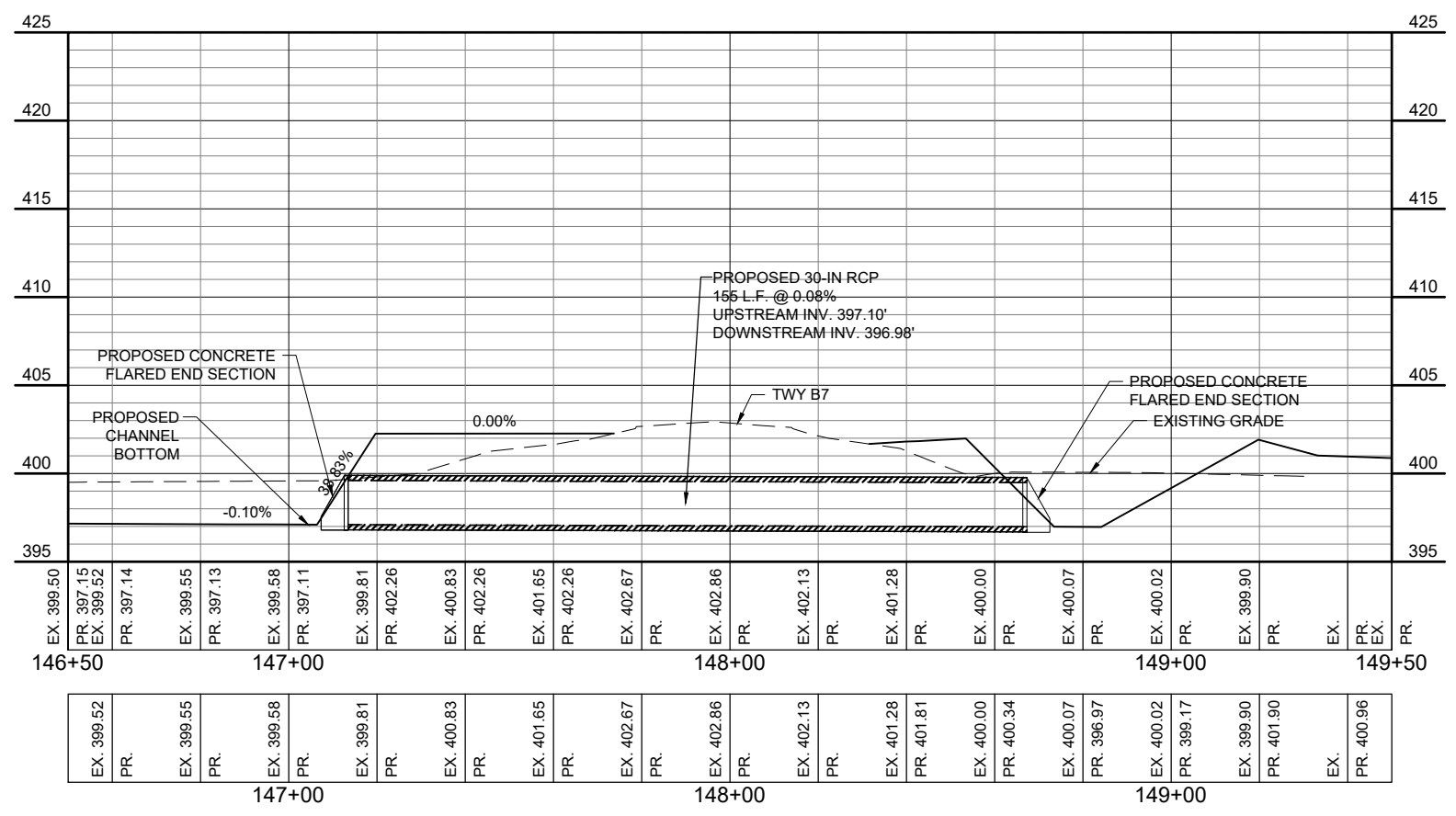
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 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

**TWY B CHANNEL
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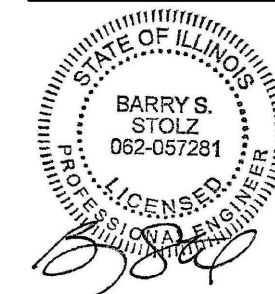


PROPOSED PIPE CULVERT K



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**TAXIWAY B
 RELOCATION, PHASE 2:
 DRAINAGE
 IMPROVEMENTS**

IDA No: CPS-4839
 SBG No: 3-17-SBGP-TBD

Contract No. SD063

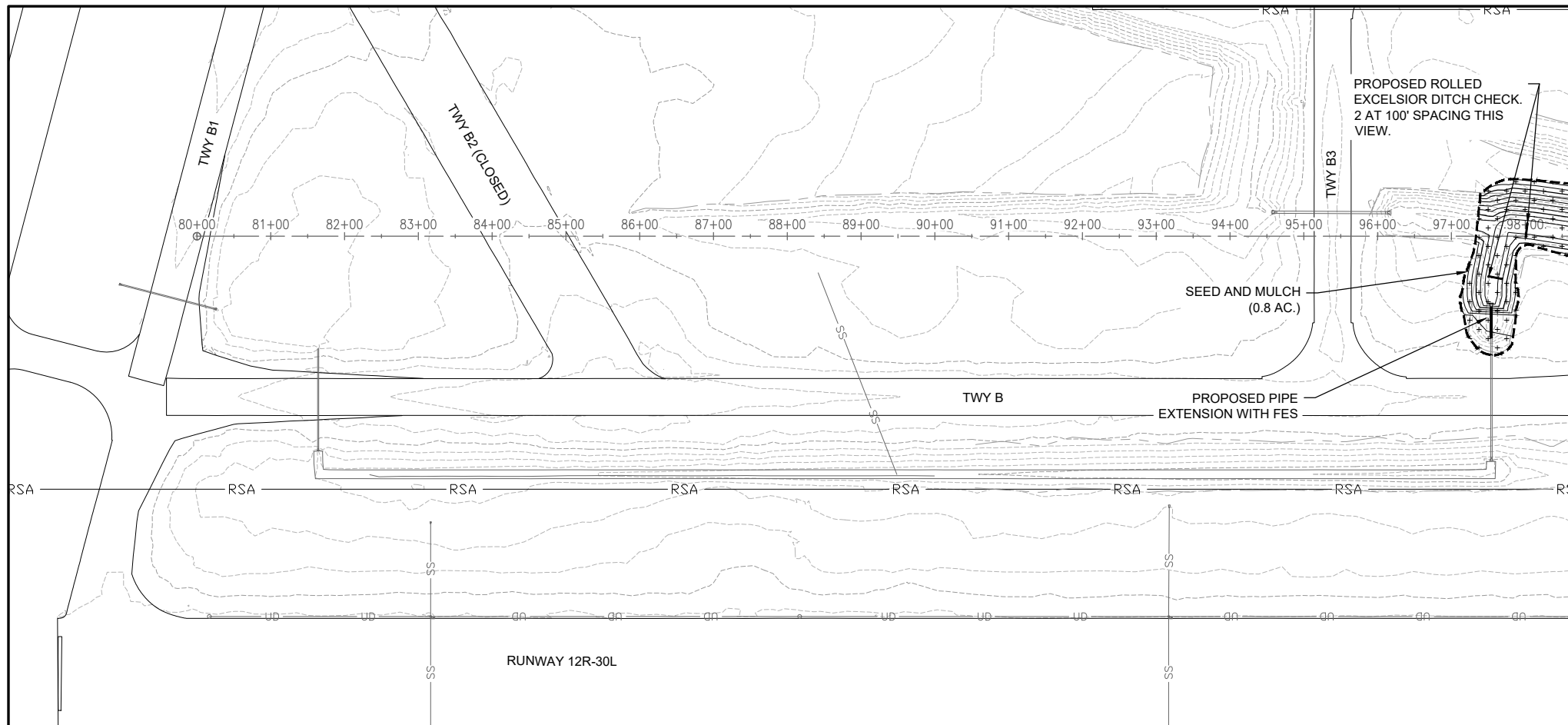
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 DRAWN BY: DD 10/20/2023
 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

**PROPOSED
 STORMWATER
 POLLUTION
 PREVENTION PLAN -
 SHEET 1**

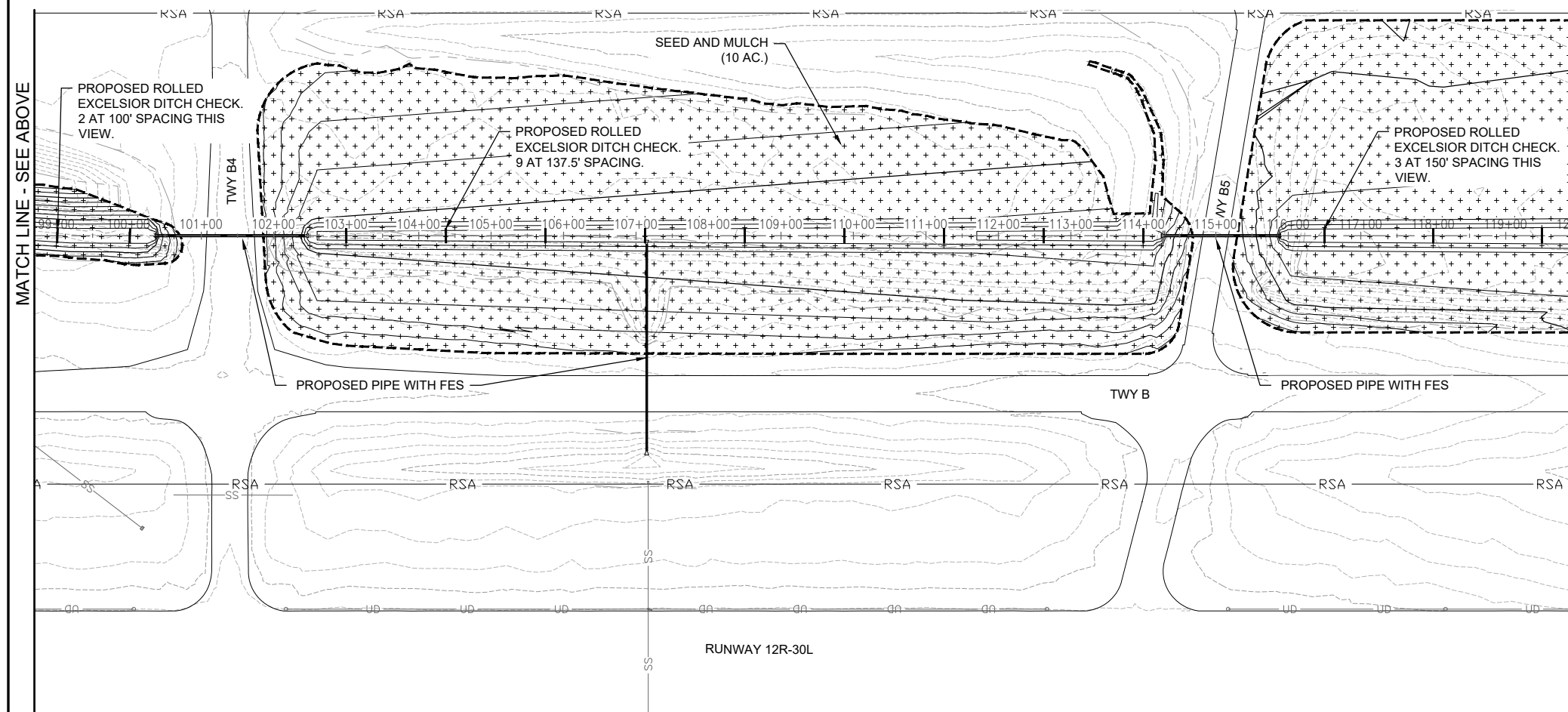
FOR BID



LEGEND

- EXISTING PAVEMENT
- PROPOSED SEEDING AND MULCH
- AGGREGATE DITCH CHECK
- EXCELSIOR DITCH CHECK
- PROPOSED EXCAVATION LIMITS

0' 50' 100' 200'
 HALF SIZE SCALE: 1"= 200'
 FULL SIZE SCALE: 1"= 100'



STORM WATER POLLUTION PREVENTION NOTES

- THE CONTRACTOR SHALL IMPLEMENT ALL PROVISIONS OF THE CONTRACT DOCUMENTS TO ASSURE THAT STORM WATER POLLUTION PREVENTION ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. SEDIMENTATION MUST NOT BE TRANSPORTED OFF THE CONSTRUCTION SITE. PERMANENT DRAINAGE FEATURES AND VEGETATIVE MEASURES SHALL BE PROVIDED AS SOON AS POSSIBLE.
- THE CONTRACTOR SHALL BE REQUIRED TO IMPLEMENT AND MAINTAIN STORM WATER POLLUTION PREVENTION PRACTICES AND MEASURES PRIOR TO THE STRIPPING OF EXISTING VEGETATION WHERE EVER POSSIBLE AND AS SOON AS CONSTRUCTION PERMITS IN OTHER AREAS. POLLUTION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, INCLUDING THESE CONSTRUCTION PLANS, AND WITH STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL, ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, CURRENT ISSUE. THE CONTRACTOR SHALL ADJUST HIS OPERATIONS AND IMPLEMENT POLLUTION CONTROL MEASURES SO THAT NO RUNOFF FROM STRIPPED AREAS WILL LEAVE THE CONSTRUCTION SITE OTHER THAN THROUGH SEDIMENT TRAPS OR OTHER SUITABLE CONTROL MEASURES.
- POLLUTION CONTROL ITEMS SHALL BE PROVIDED AS NOTED ON THE STORM WATER POLLUTION PREVENTION PLAN AND IN THE STORM WATER POLLUTION PREVENTION DETAILS AND AS DIRECTED BY THE ENGINEER. THE LIMITS OF SUCH MEASURES SHALL BE STAKED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. SUCH LIMITS MAY BE ADJUSTED BY THE ENGINEER TO ACCOUNT FOR ACTUAL SITE CONDITIONS EXPERIENCED DURING CONSTRUCTION. ADDITIONAL COMPENSATION FOR MEASURES EXCEEDING THE PLAN QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR EACH ITEM.
- THE CONTRACTOR IS TO MAINTAIN AND ADJUST, REPAIR OR REPLACE ALL POLLUTION PREVENTION MEASURES AS REQUIRED OR AS DIRECTED BY THE ENGINEER UNTIL PERMANENT VEGETATION HAS BEEN ESTABLISHED. MAINTENANCE OF POLLUTION CONTROL MEASURES IS TO BE PROVIDED AT NO ADDITIONAL COST TO THE CONTRACT.
- AS THIS PROJECT WILL BE COVERED BY A NPDES PERMIT, PRIOR TO BEGINNING CONSTRUCTION THE CONTRACTOR MUST COMPLETE AND SUBMIT TO THE RESIDENT ENGINEER/TECHNICIAN THE "CONTRACTOR CERTIFICATION STATEMENT" AS PROVIDED ON FORM BDE 2342, STORM WATER POLLUTION PROTECTION PLAN (SWPPP). SEE SPECIAL PROVISIONS APPENDIX B.
- UNLESS OTHERWISE PROVIDED FOR IN A BID PAY ITEM, ALL TEMPORARY EROSION CONTROL ITEMS INDICATED, SUCH AS SILT FENCE, INLET/END SECTION PROTECTION, DITCH CHECKS, AND OTHERS AS DETERMINED NECESSARY BY THE CONTRACTOR AND/OR RESIDENT ENGINEER/TECHNICIAN, ARE TO BE PAID UNDER ITEM AR156500 TEMPORARY EROSION CONTROL, AND NO ADDITIONAL COMPENSATION WILL BE MADE.



ST. LOUIS
 DOWNTOWN AIRPORT

BI-STATE DEVELOPMENT
 6100 Archview Drive
 Cahokia Heights, Illinois 62206-1445



DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025

**TAXIWAY B
 RELOCATION, PHASE 2:
 DRAINAGE
 IMPROVEMENTS**

IDA No: CPS-4839
 SBG No: 3-17-SBGP-TBD

Contract No. SD063

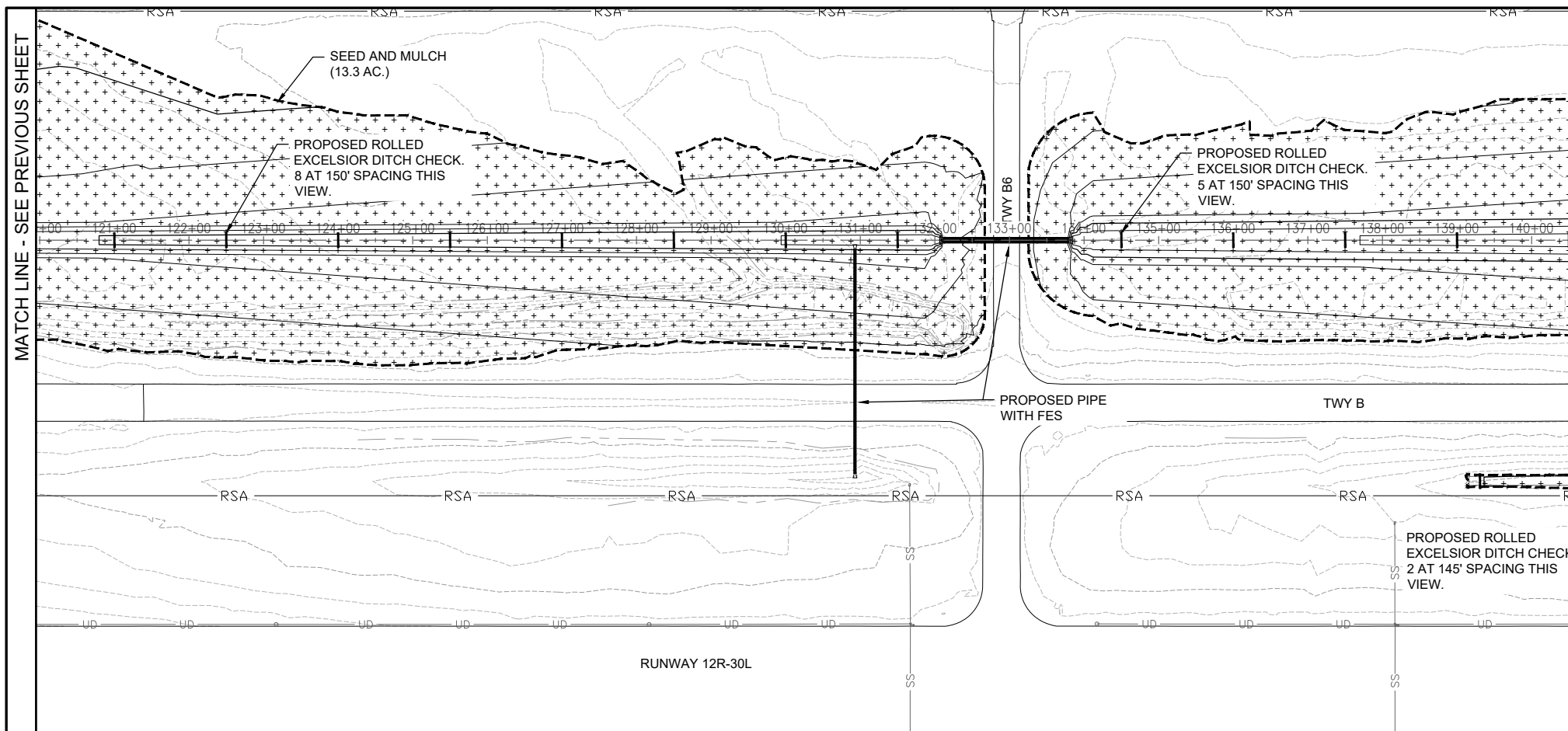
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2024
 PROJECT NO: 20A000102D
 CAD FILE: C-201-SWPP.DWG
 DESIGN BY: DD 10/20/2023
 DRAWN BY: DD 10/20/2023
 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

**PROPOSED
 STORMWATER
 POLLUTION
 PREVENTION PLAN -
 SHEET 2**

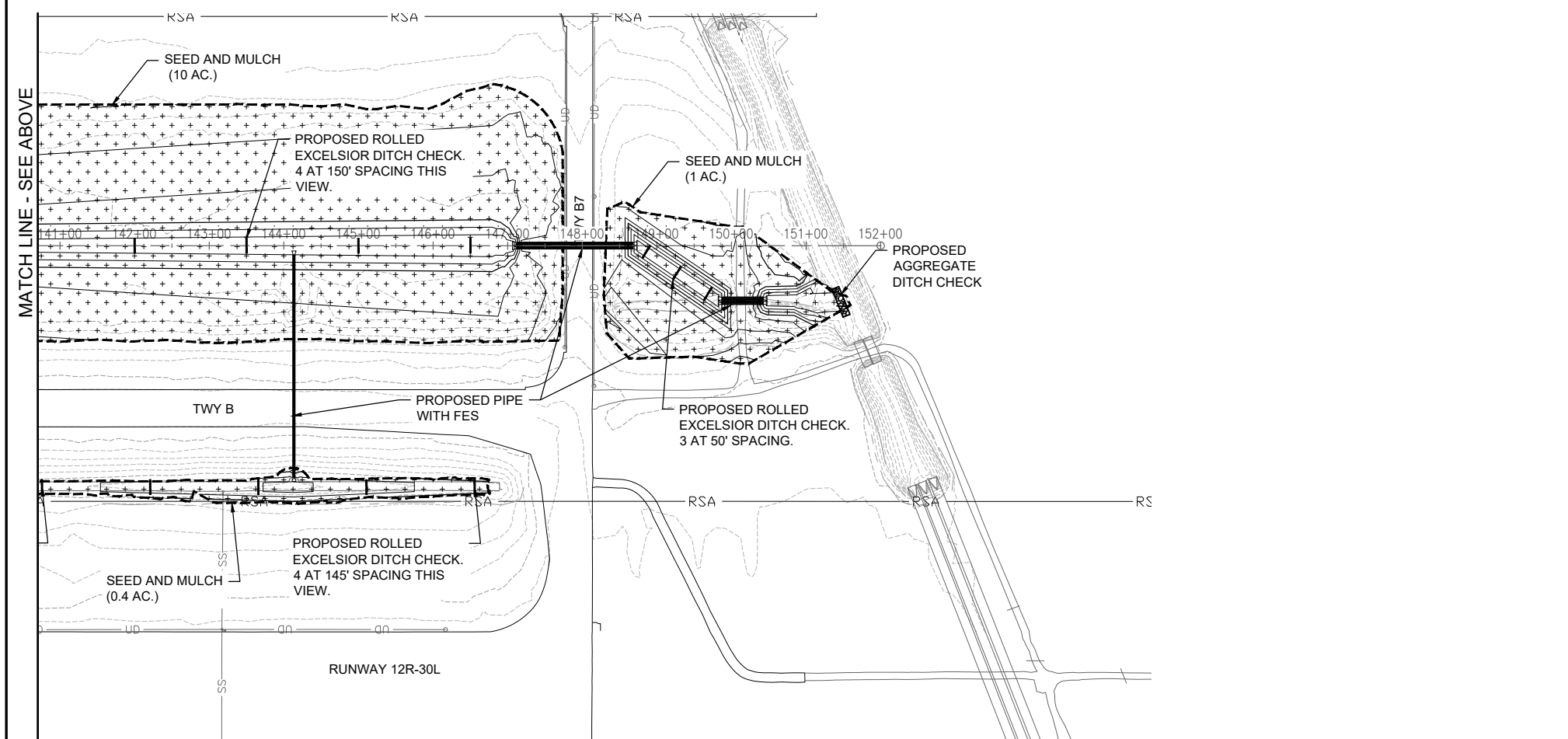
FOR BID



LEGEND

- EXISTING PAVEMENT
- PROPOSED SEEDING AND MULCH
- AGGREGATE DITCH CHECK
- EXCELSIOR DITCH CHECK
- PROPOSED EXCAVATION LIMITS

0' 50' 100' 200'
 HALF SIZE SCALE: 1"= 200'
 FULL SIZE SCALE: 1"= 100'



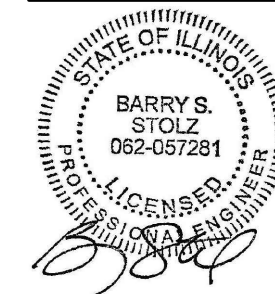
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FEB 07, 2024 2:38 PM STOLZ01647
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Cahokia Heights, Illinois 62206-1445



DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025

**TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS**

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

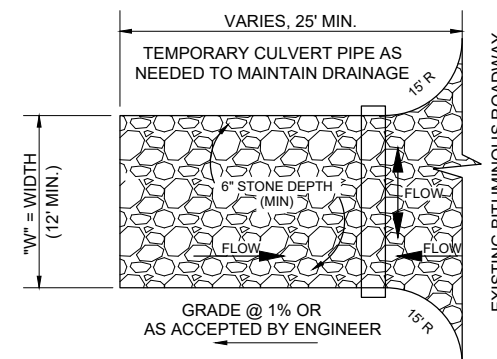
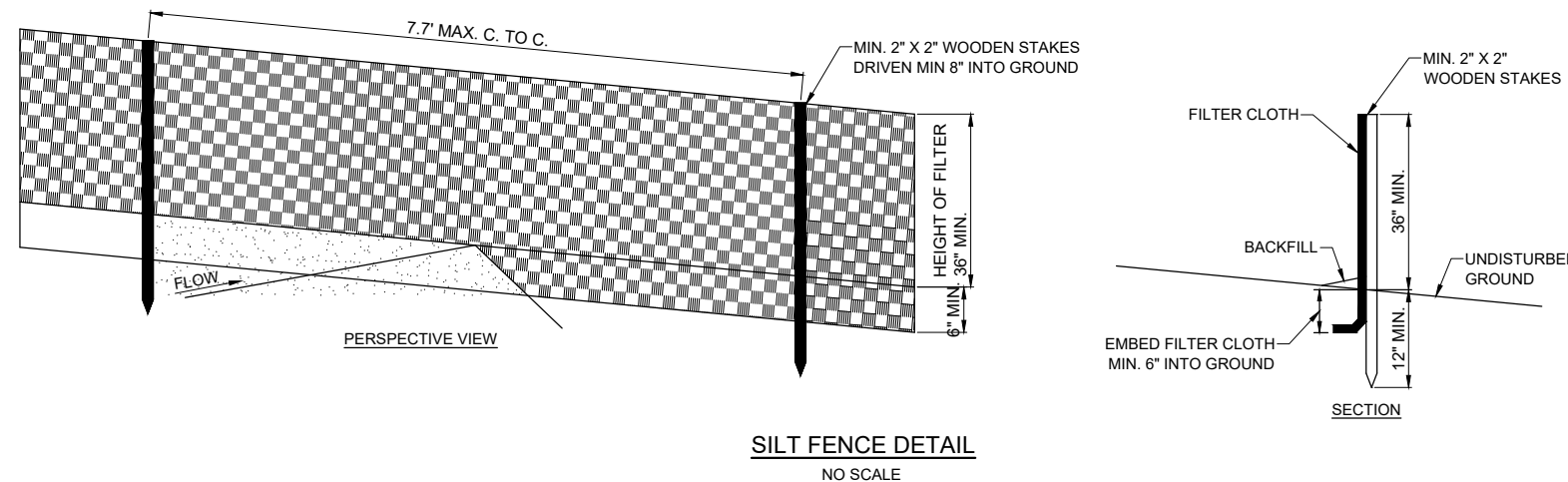
Contract No. SD063

NO.	DATE	DESCRIPTION		
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ISSUE: JANUARY 12, 2024
PROJECT NO: 20A000102D
CAD FILE: C-581-SWP.DWG
DESIGN BY: DD 10/20/2023
DRAWN BY: DD 10/20/2023
REVIEWED BY: BSS 1/12/2024

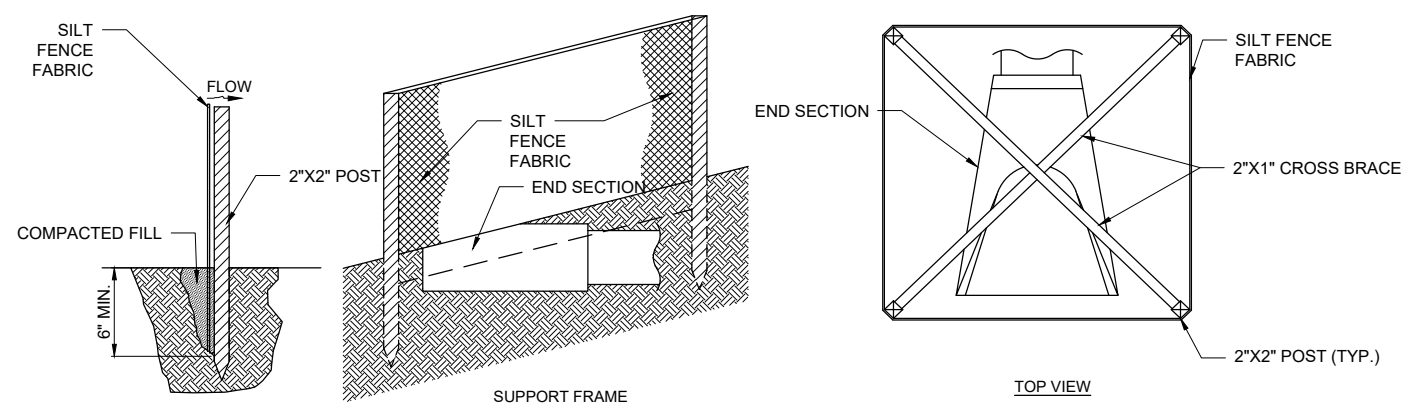
SHEET TITLE

**STORMWATER
POLLUTION
PREVENTION
DETAILS**

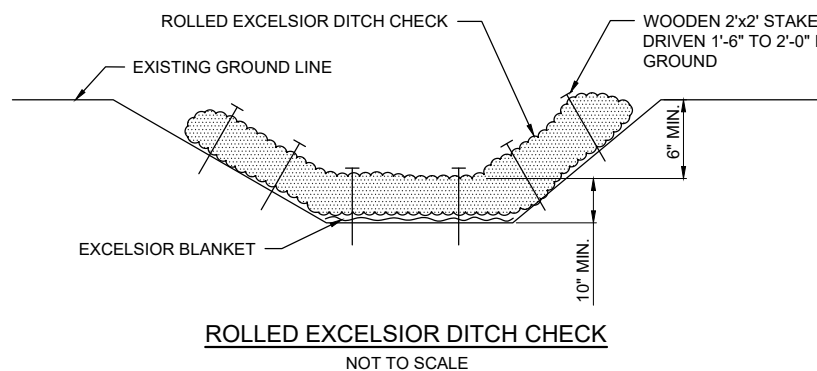


CONSTRUCTION ENTRANCE DRIVE/STAGING AREA DETAIL
NOT TO SCALE

- STONE SIZE SHALL CONFORM TO IDOT CA (2" TO 3" DIA.) STONE SHALL HAVE GEOTEXTILE UNDERLAYMENT.
- CONTRACTOR SHALL PERIODICALLY PLACE 2" STONE TOP DRESSING AND WASH STONE AS REQUIRED BY OWNER/ENGINEER. CONTRACTOR SHALL ENSURE MUD IS NOT TRACKED ONTO PUBLIC ROADS AND SHALL IMMEDIATELY CLEAN ROADS IF TRACKING OCCURS. INCIDENTAL WORK NOT PAID FOR DIRECTLY.
- CONTRACTOR SHALL PROVIDE ADEQUATELY SIZED PIPE AND COVER FOR CONSTRUCTION TRAFFIC VEHICLES TO MAINTAIN PROPER DRAINAGE BELOW TEMPORARY CONSTRUCTION ENTRANCE DRIVE/STAGING AREA.
- CONSTRUCTION ENTRANCE DRIVE/STAGING AREA IS TO BE REMOVED AND THE SITE RESTORED TO PRE-CONSTRUCTION CONDITION AT THE COMPLETION OF THE PROJECT.

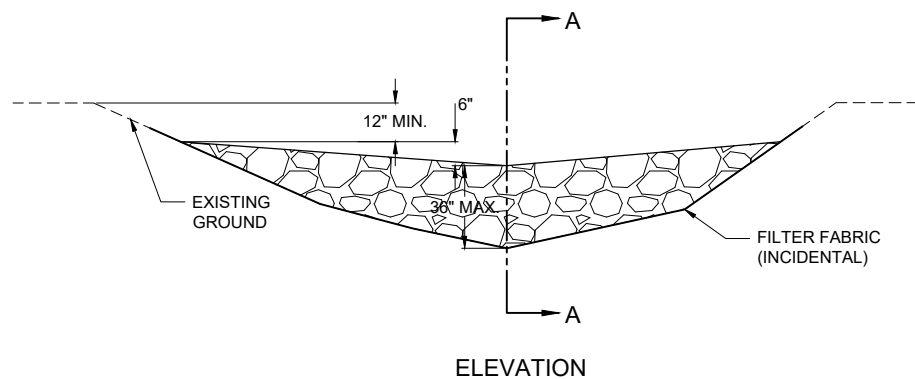


FABRIC INLET/END SECTION PROTECTION
NOT TO SCALE

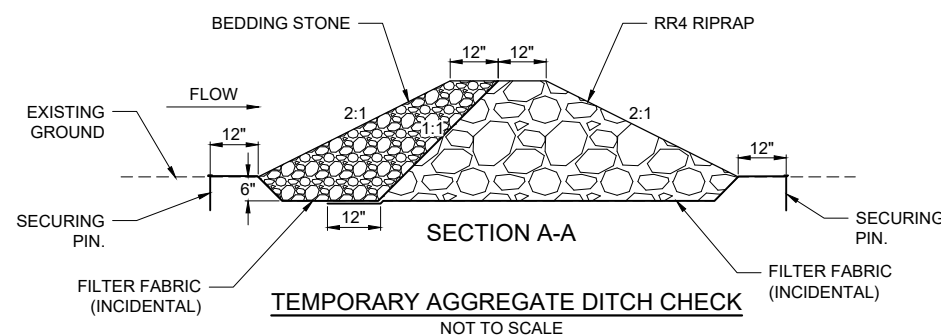


ROLLED EXCELSIOR DITCH CHECK
NOT TO SCALE

- DITCH CHECKS (ROLLED EXCELSIOR) SHALL BE PLACED IN THE DITCH CHANNEL OR AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN, AND SHALL EXTEND UP THE SIDES OF THE DITCH BANKS SO THAT THE BOTTOM OF THE ENDS ARE 6" ABOVE THE TOP OF THE DITCH CHECK IN THE MIDDLE OF THE DITCH.
- DITCH CHECKS SHALL BE SECURELY ANCHORED IN PLACE BY WOODEN STAKES DRIVEN ON THE DOWNSTREAM SIDE THE ROLL. THE STAKES SHALL BE DRIVEN AT A 30 DEGREE ANGLE TOWARD THE UPSTREAM SIDE OF THE ROLL TO SECURE THE DITCH CHECKS. THE STAKES SHALL BE A MAXIMUM SPACING OF 2 FEET.
- A LAYER OF EXCELSIOR BLANKET 5 FEET IN WIDTH SHALL BE PLACED UNDER THE ROLLED EXCELSIOR IN THE BED OF THE DITCH: 1 FOOT UPSTREAM OF THE DITCH CHECK, 1 FOOT UNDER DITCH CHECK, AND EXTEND 3 FEET DOWNSTREAM OF THE DITCH CHECK.
- INSPECTIONS SHALL BE FREQUENT AND REPAIR/REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED, AT NO ADDITIONAL COST TO CONTRACT.
- DITCH CHECKS SHALL BE REMOVED ONCE SEEDING HAS BEEN ESTABLISHED.



ELEVATION



SECTION A-A
TEMPORARY AGGREGATE DITCH CHECK
NOT TO SCALE

CONTRACTOR'S CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:
AIRPORT: _____ PROJECT: _____
PROJECT NO: _____ COUNTY: _____
CONTRACT NUMBER: _____

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE: _____ DATE: _____
PRINTED NAME: _____ TITLE: _____
NAME OF FIRM: _____
STREET ADDRESS: _____
CITY, STATE, ZIP: _____
PHONE NUMBER: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.



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Hanson Professional Services Inc.
1525 S. 6th Street
Springfield, IL 62703
phone: 217-788-2450
fax: 217-788-2503

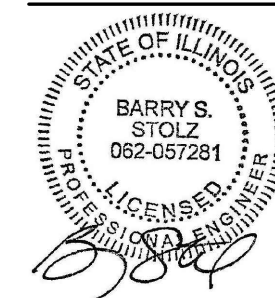
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6100 Archview Drive
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DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025

TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

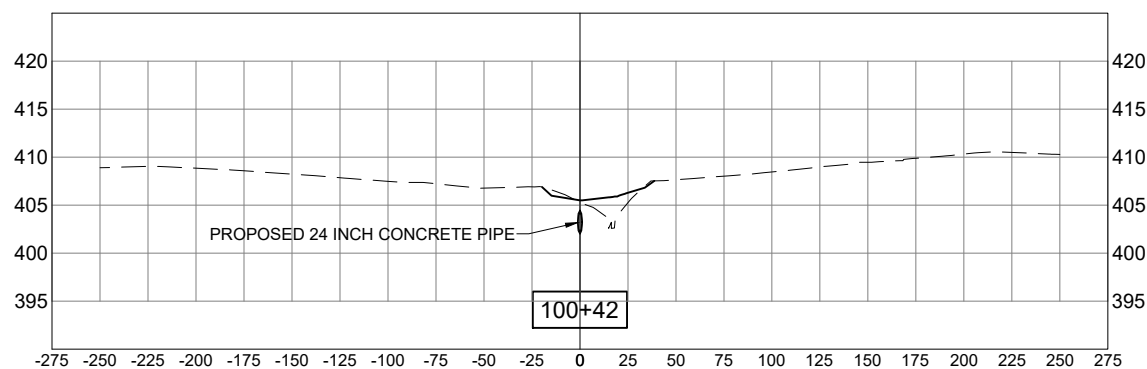
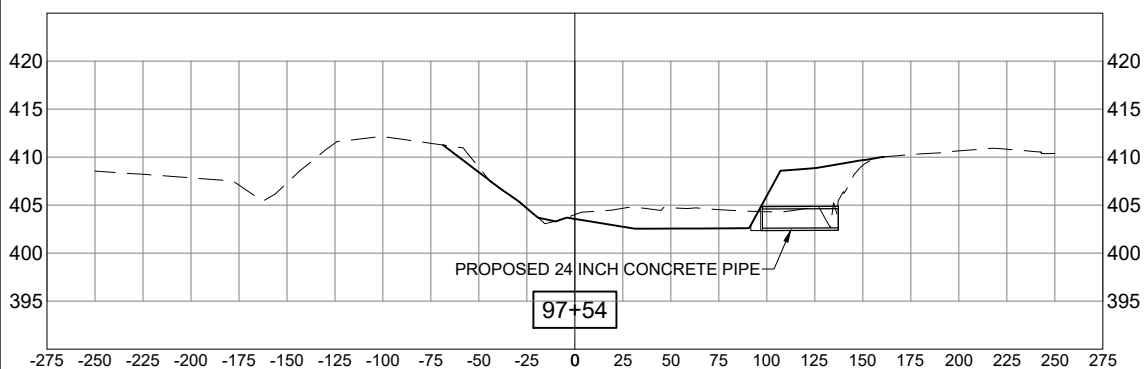
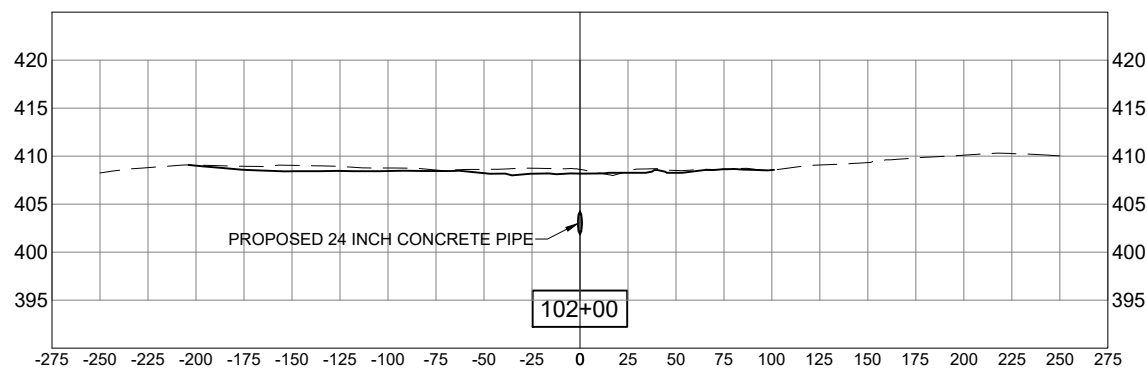
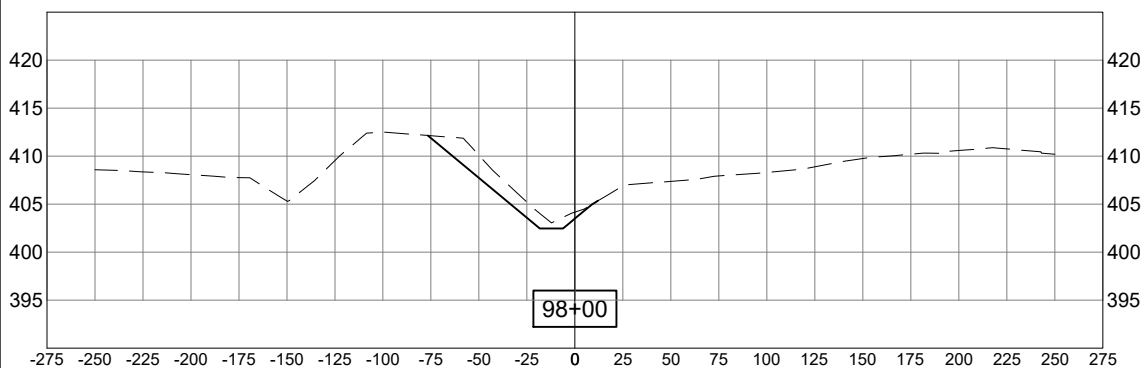
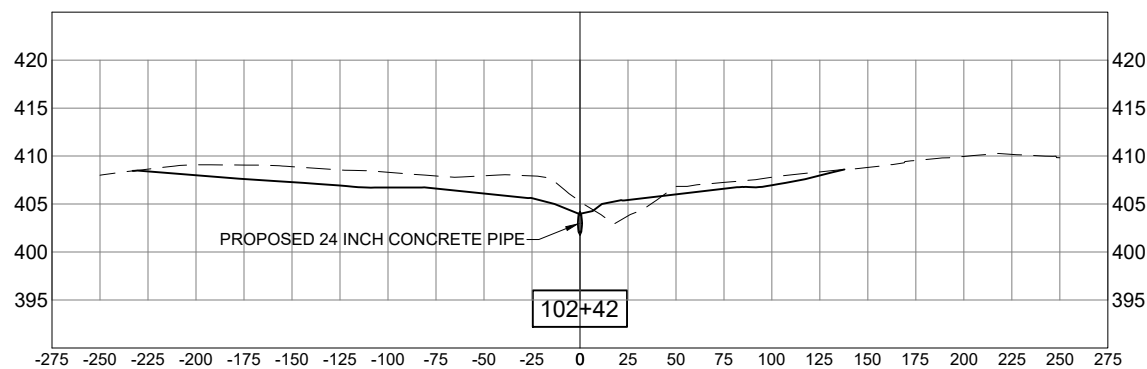
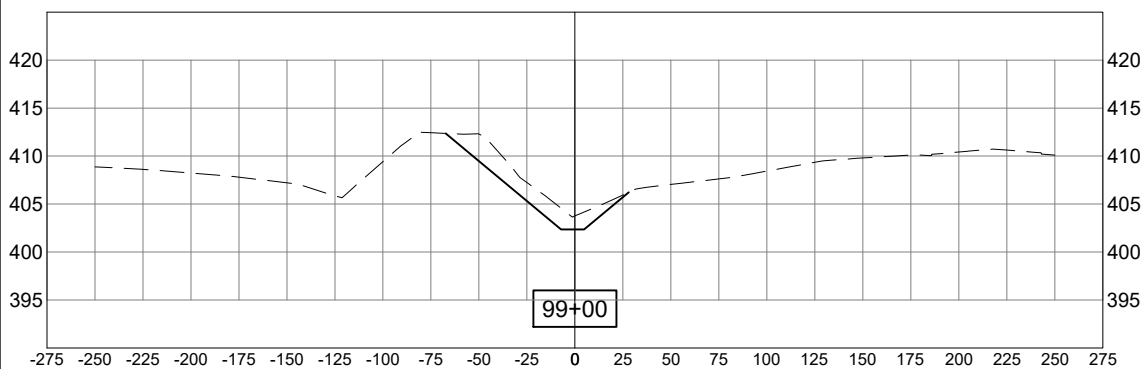
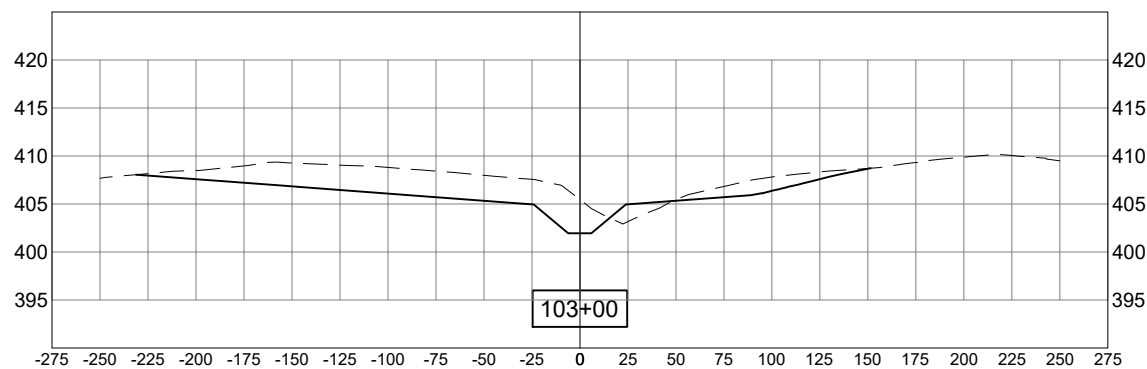
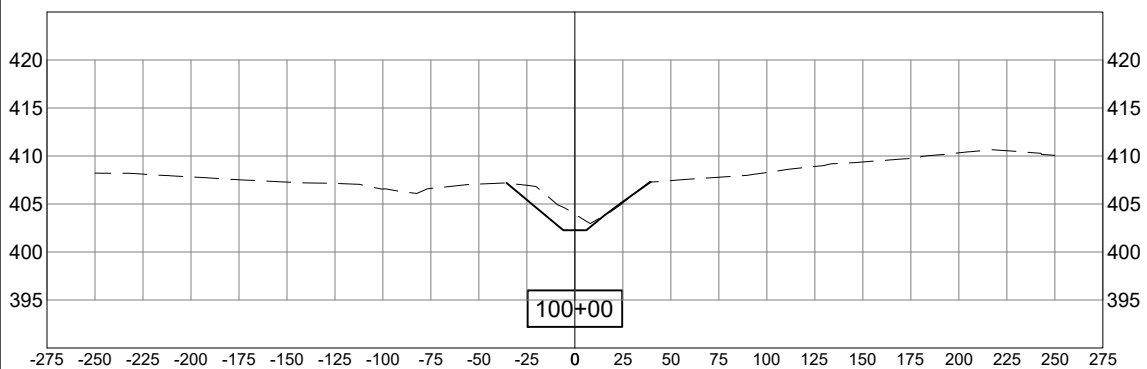
Contract No. SD063

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2024
PROJECT NO: 20A000102D
CAD FILE: C-301-XS.DWG
DESIGN BY: JRH 1/11/2024
DRAWN BY: JRH 1/11/2024
REVIEWED BY: BSS 1/12/2024

SHEET TITLE

PROPOSED CROSS
SECTIONS STA. 97+54
TO STA. 103+00



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Springfield, IL 62703
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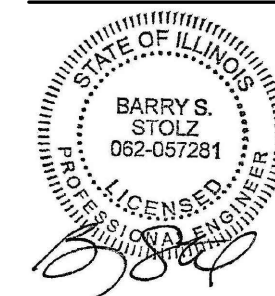
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TAXIWAY B
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IDA No: CPS-4839
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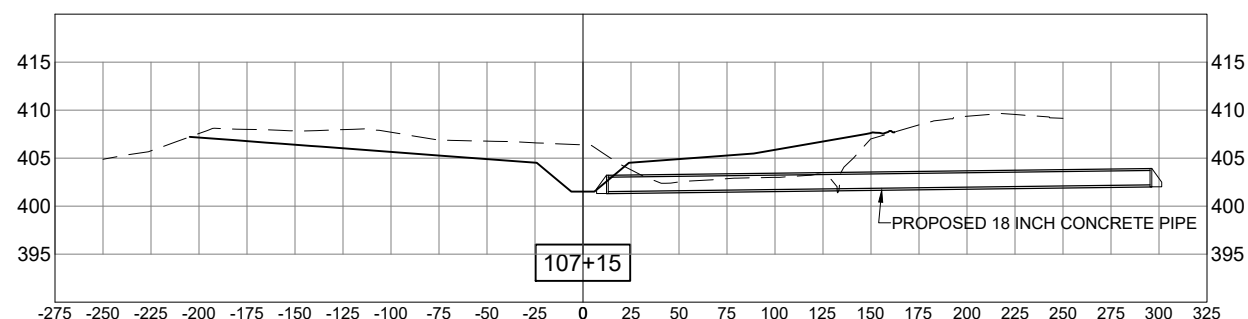
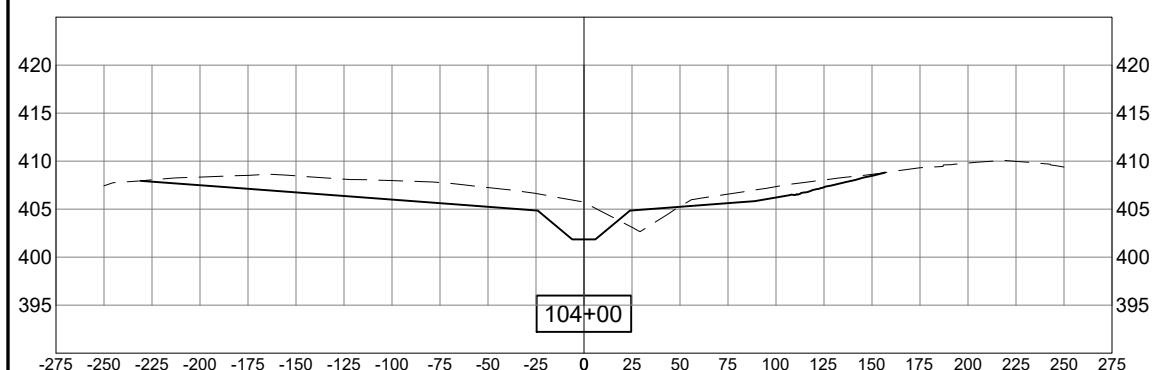
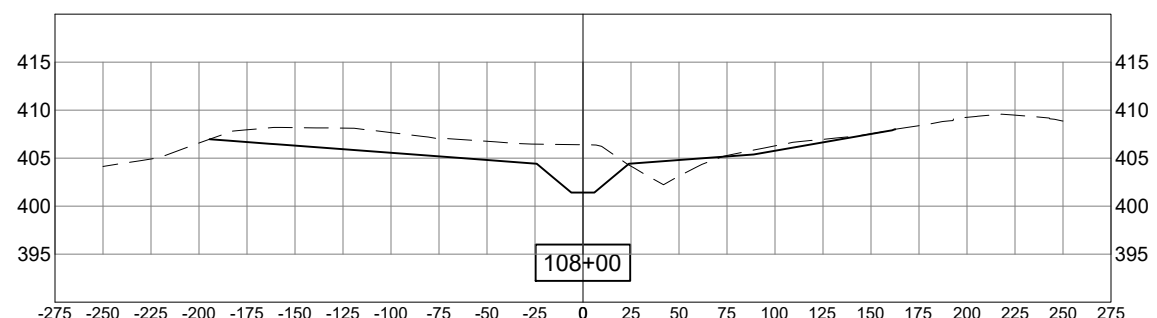
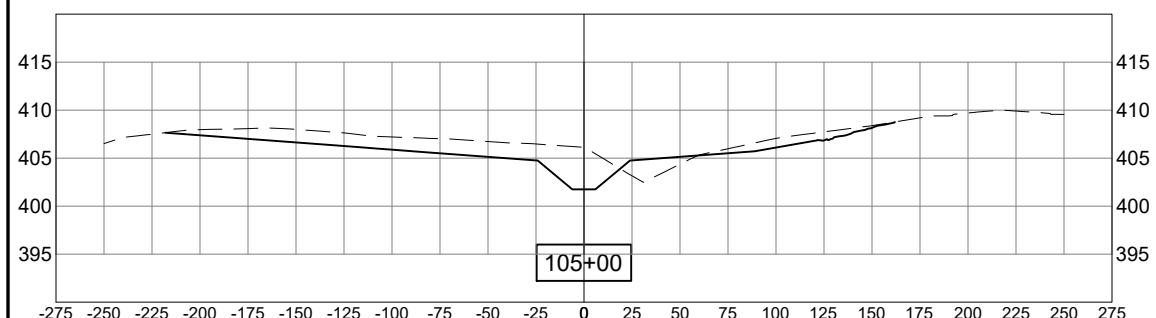
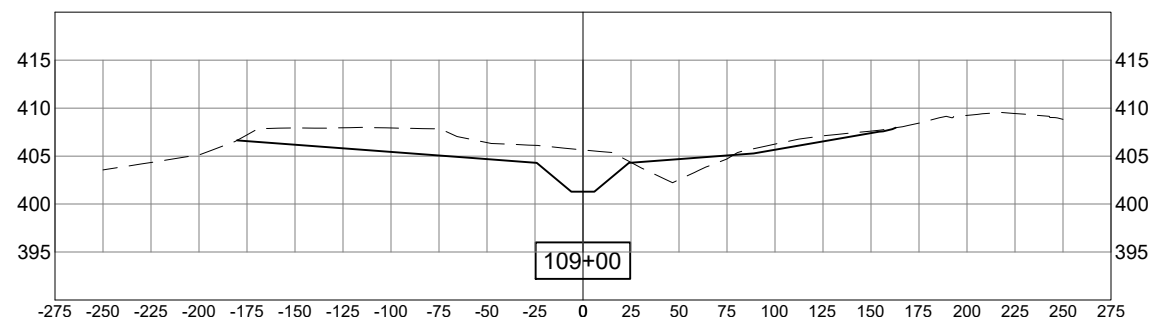
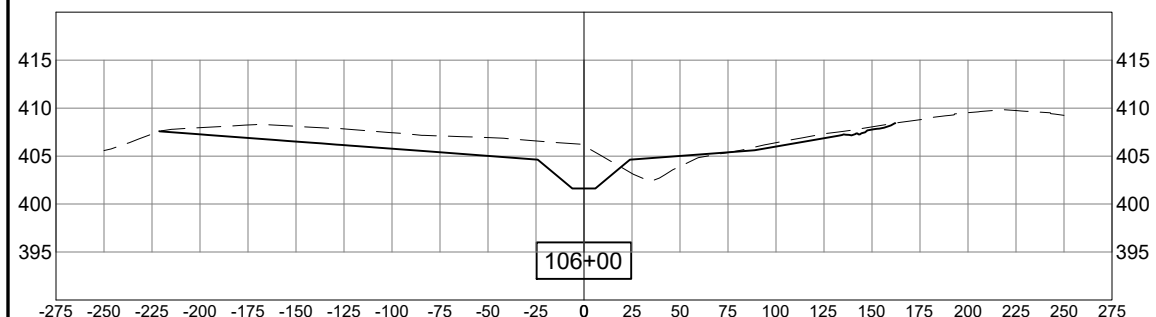
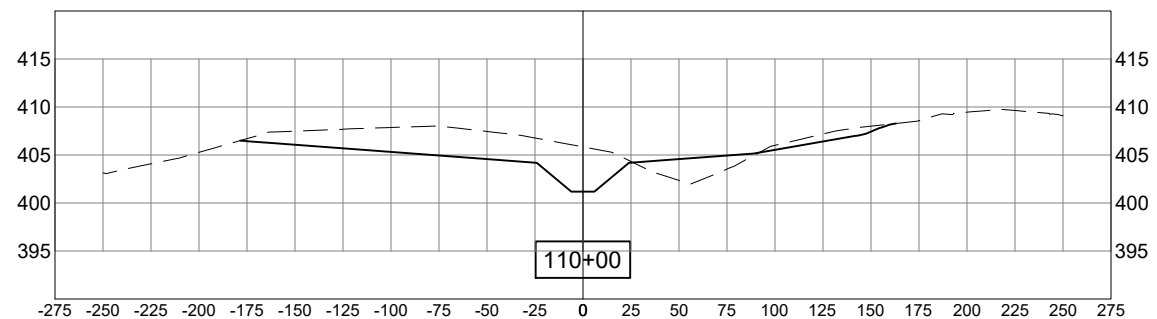
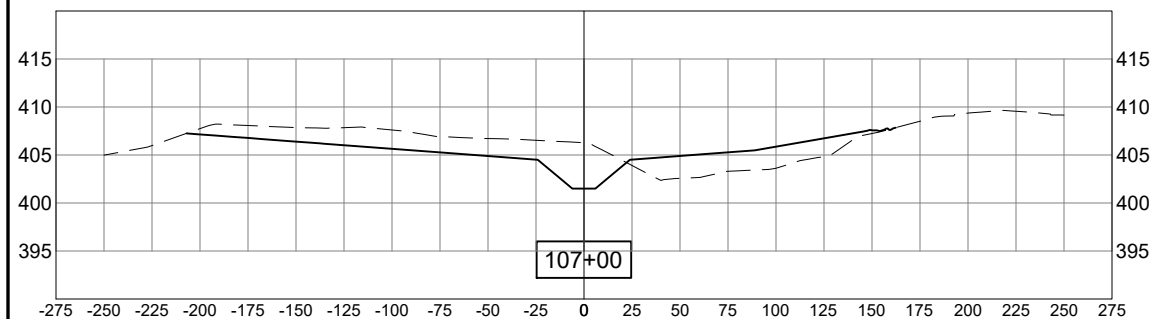
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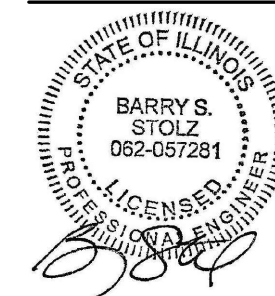
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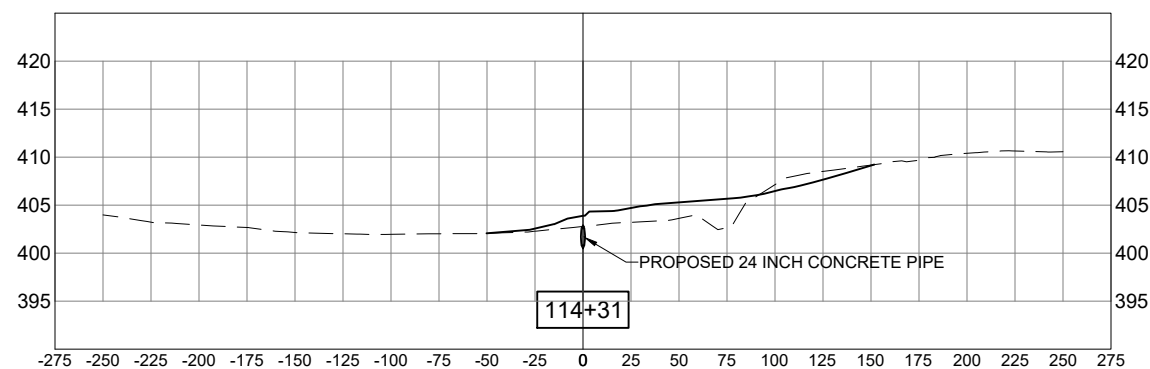
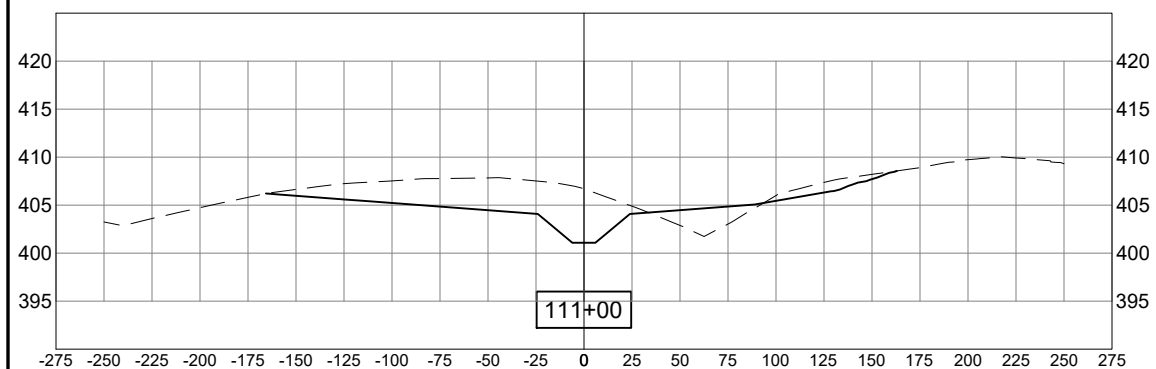
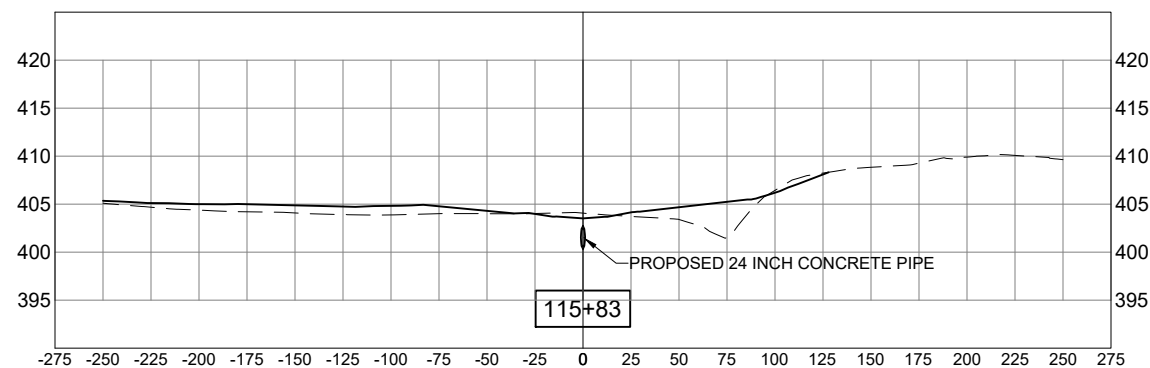
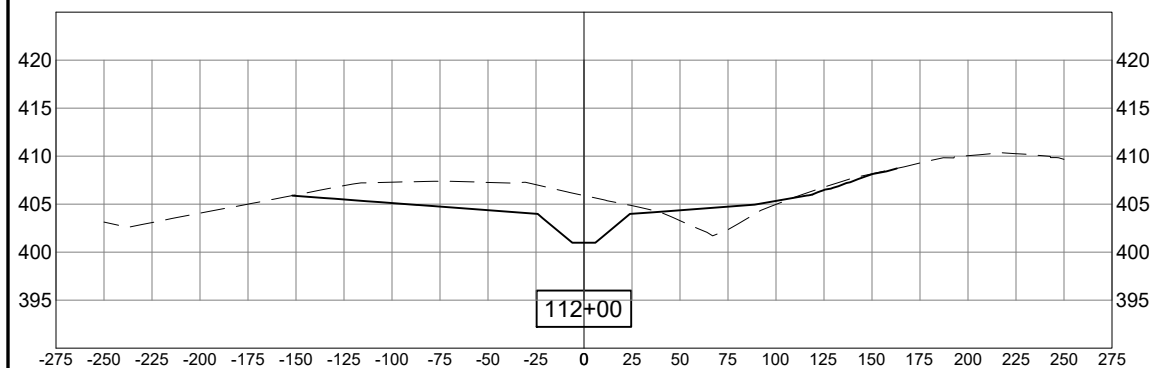
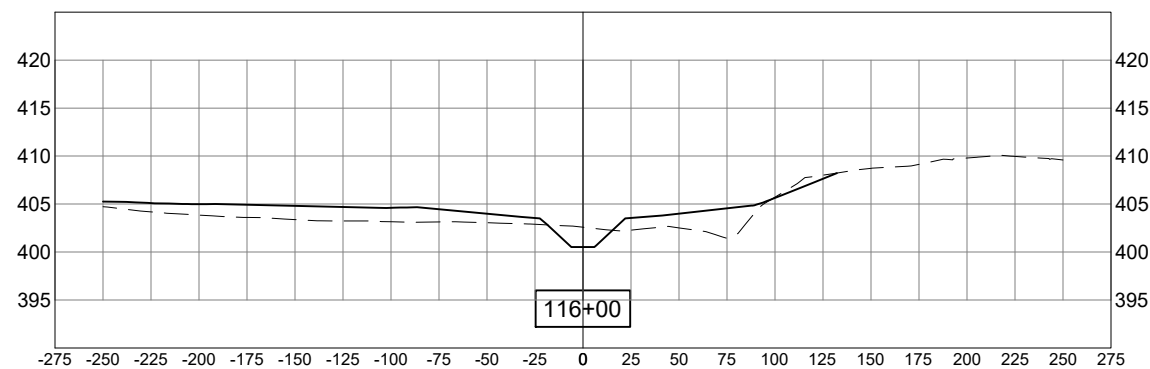
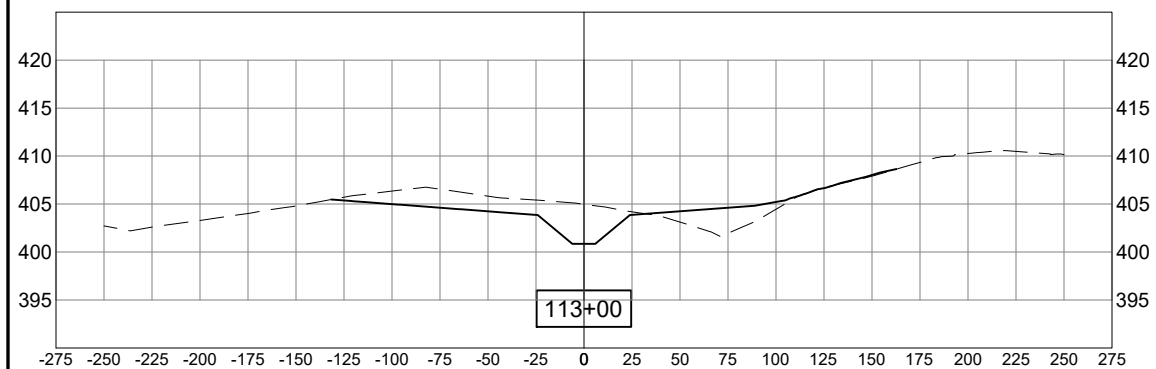
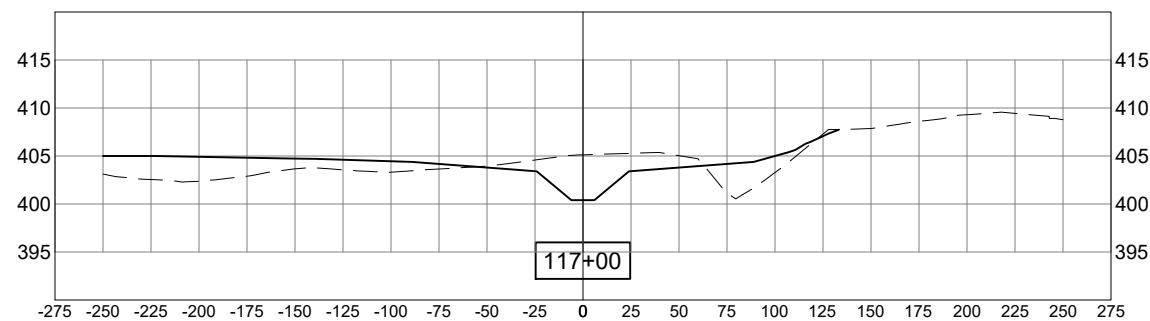
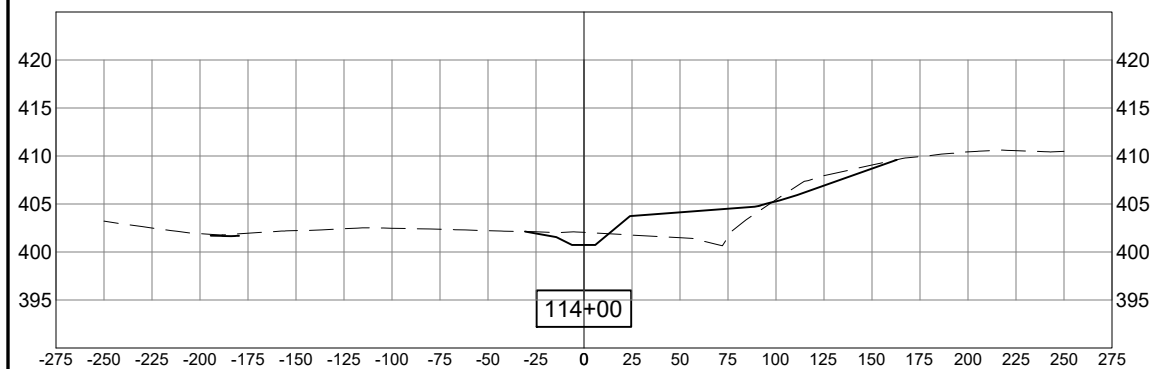
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REVIEWED BY: BSS 1/12/2024

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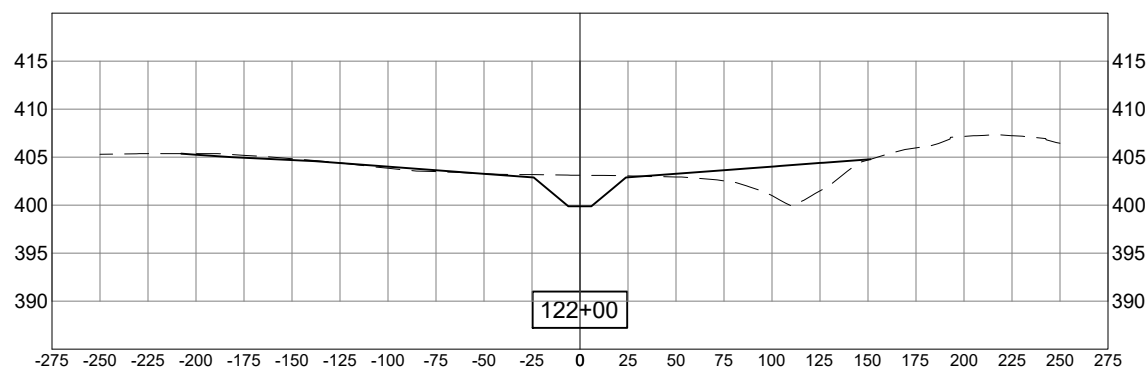
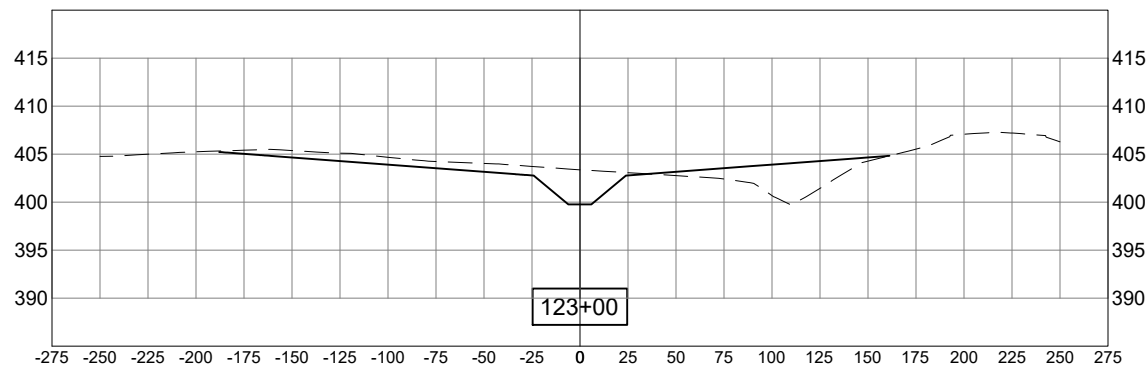
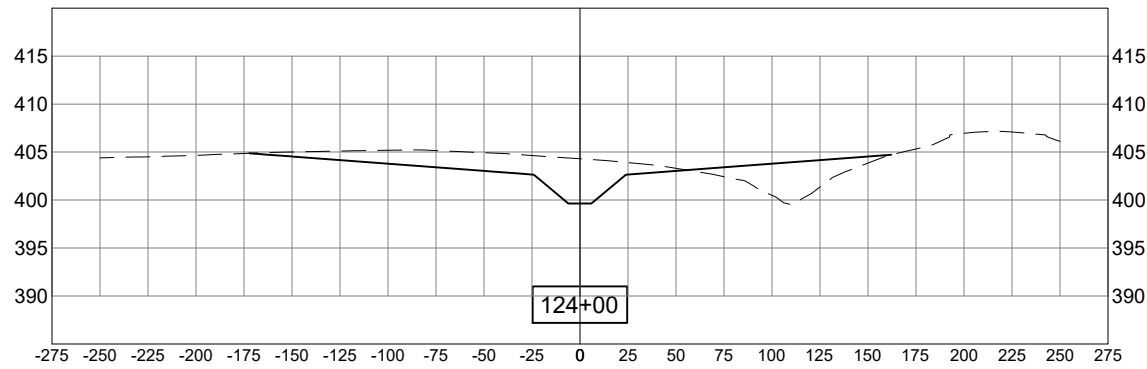
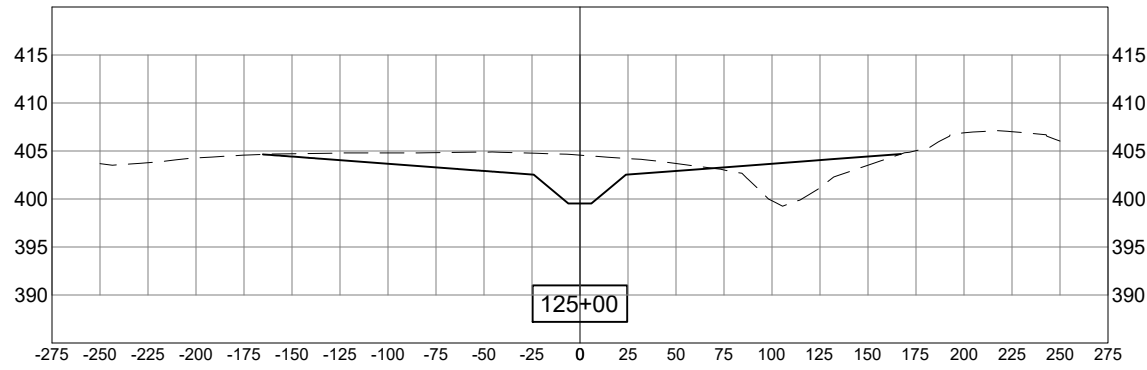
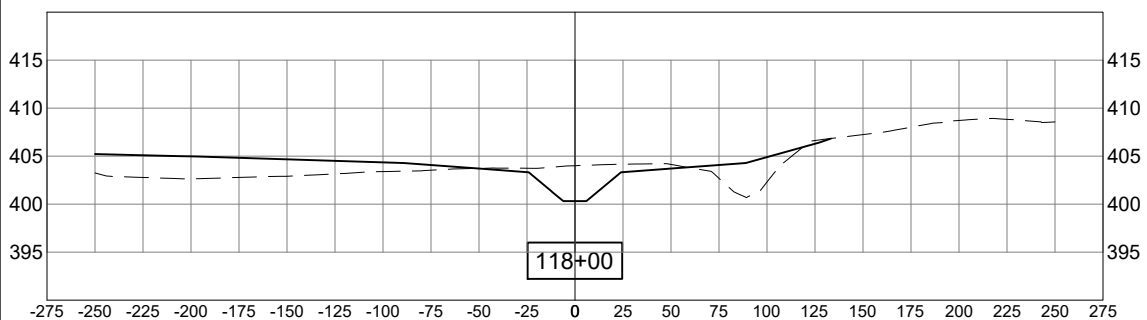
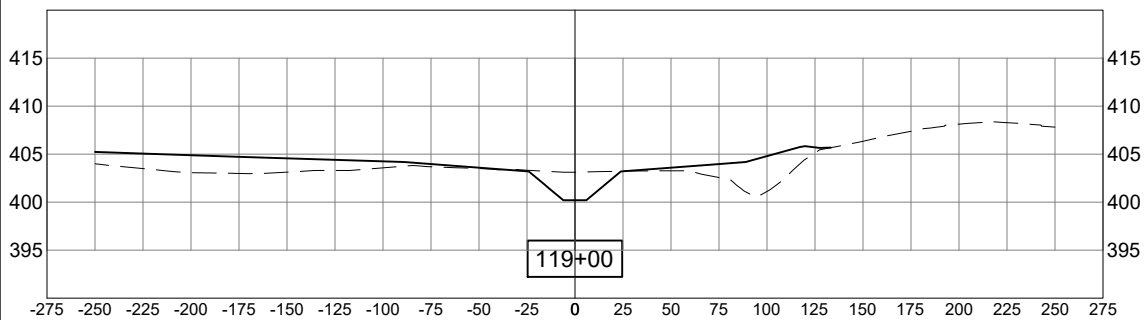
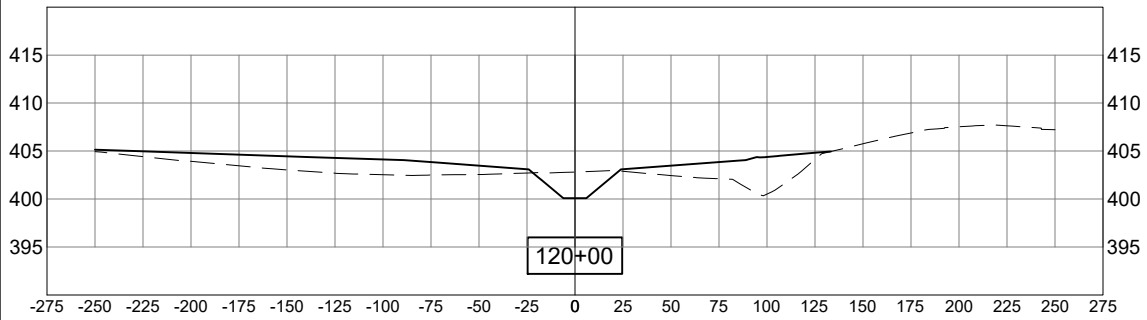
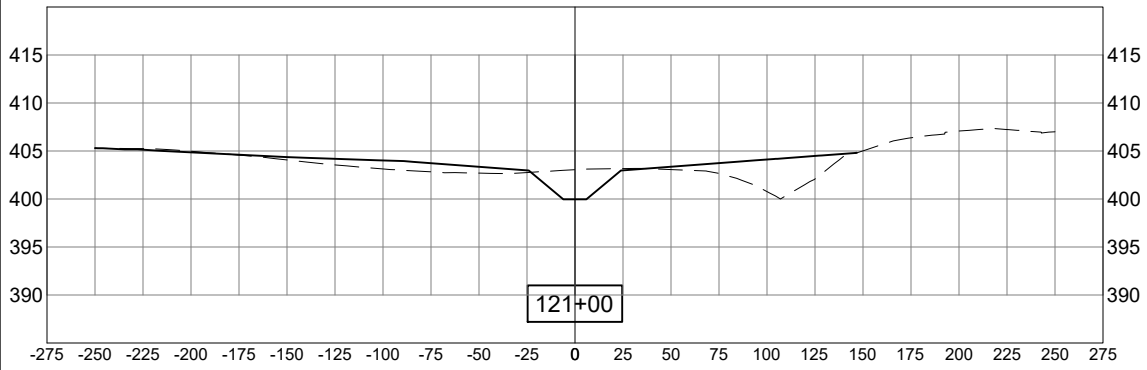
Contract No. SD063

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2024
 PROJECT NO: 20A000102D
 CAD FILE: C-301-XS.DWG
 DESIGN BY: JRH 1/11/2024
 DRAWN BY: JRH 1/11/2024
 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

PROPOSED CROSS
 SECTIONS STA.
 118+00 TO STA.
 125+00



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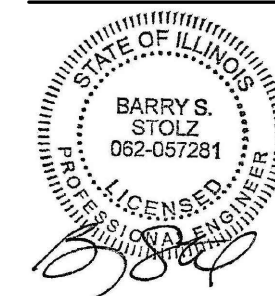
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DATE SIGNED: 1/12/2024 LICENSE EXPIRES: 11/30/2025

TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

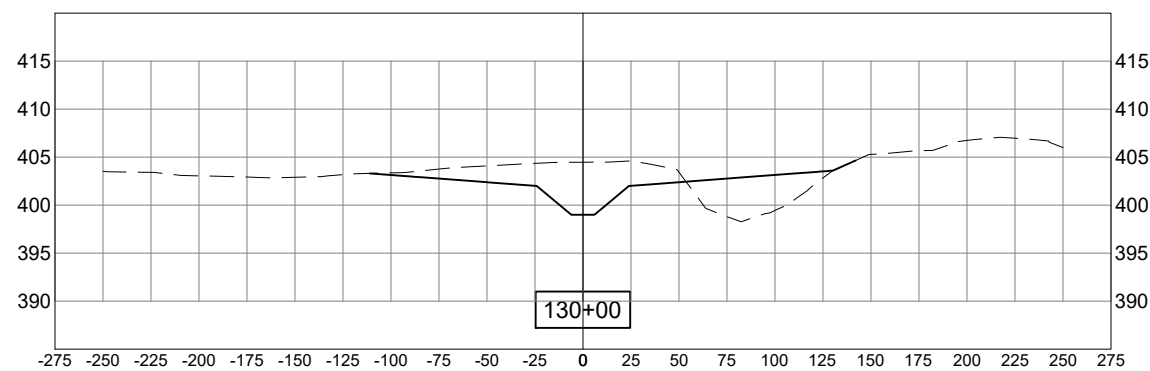
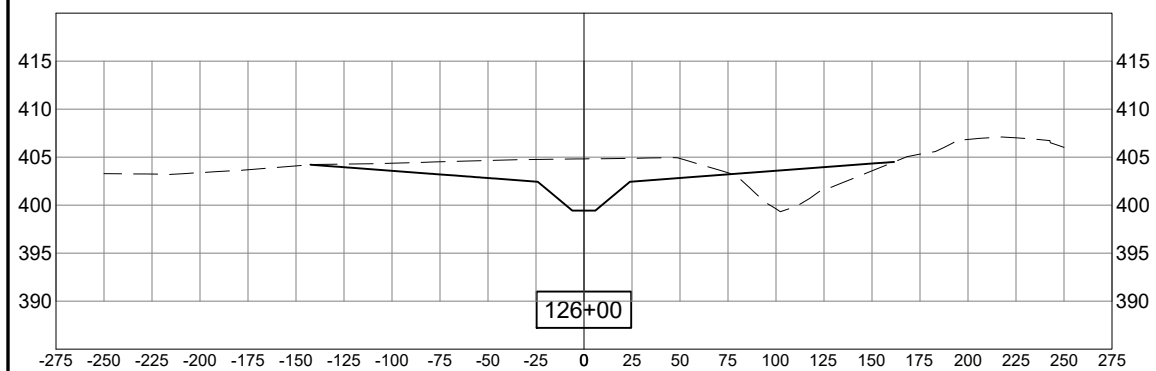
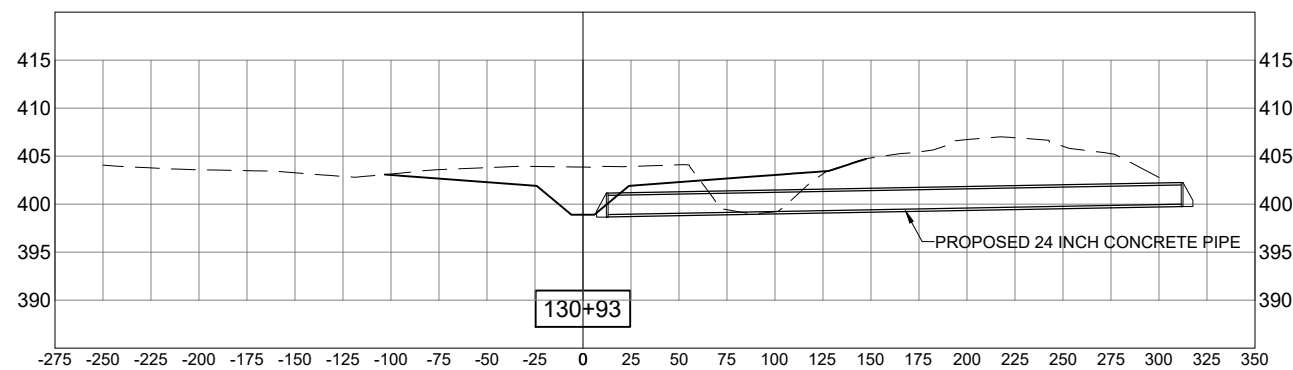
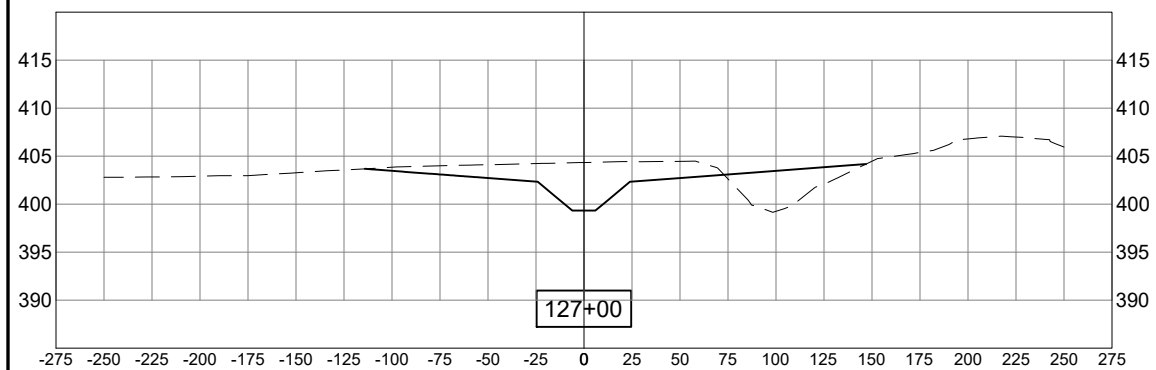
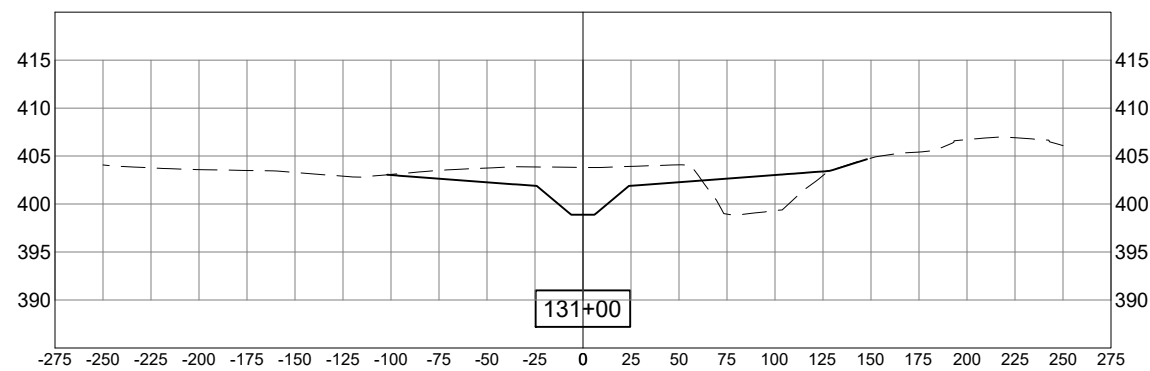
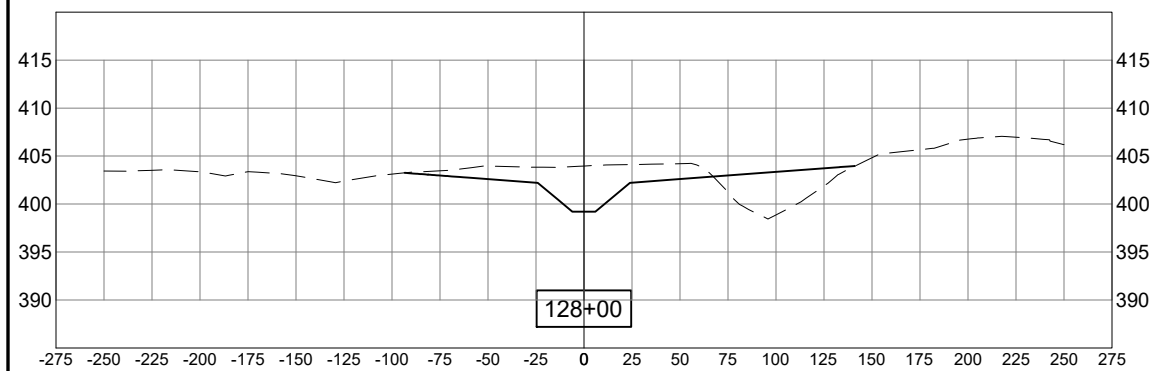
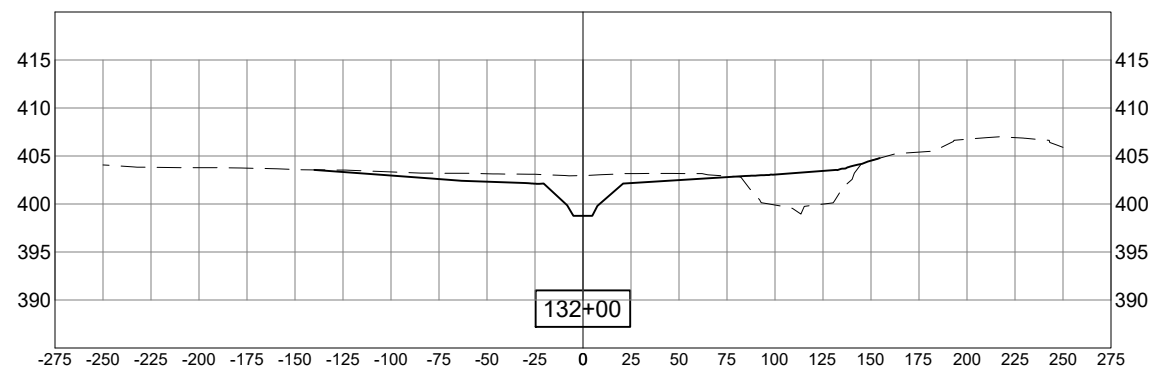
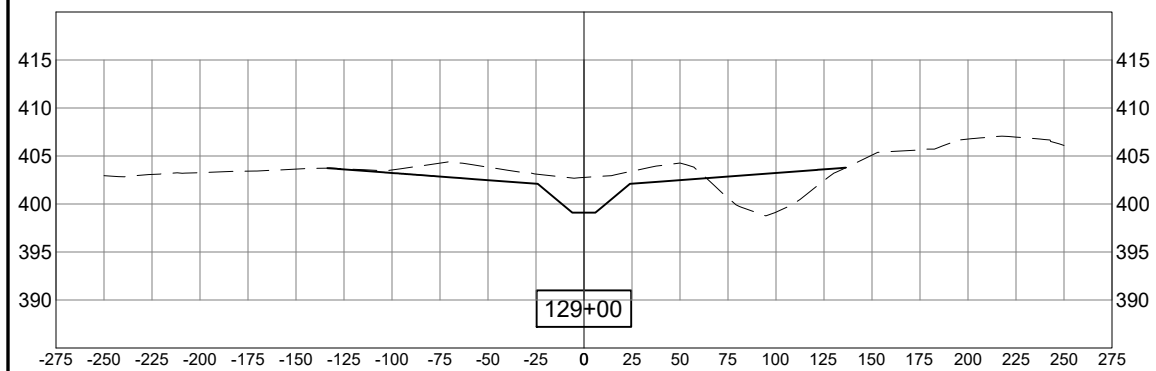
Contract No. SD063

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2024
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CAD FILE: C-301-XS.DWG
DESIGN BY: JRH 1/11/2024
DRAWN BY: JRH 1/11/2024
REVIEWED BY: BSS 1/12/2024

SHEET TITLE

PROPOSED CROSS
SECTIONS STA.
126+00 TO STA.
132+00



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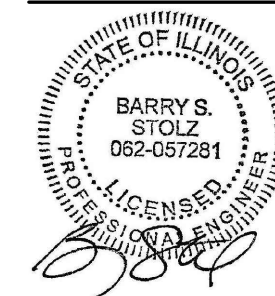
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TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

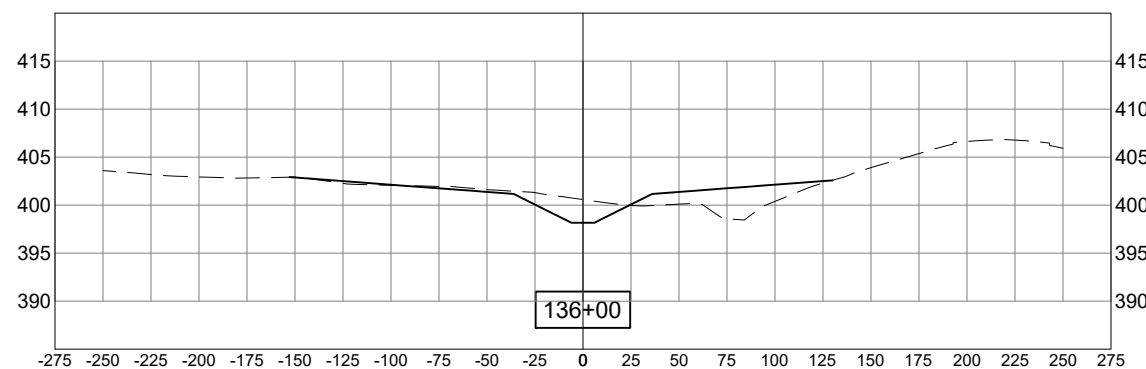
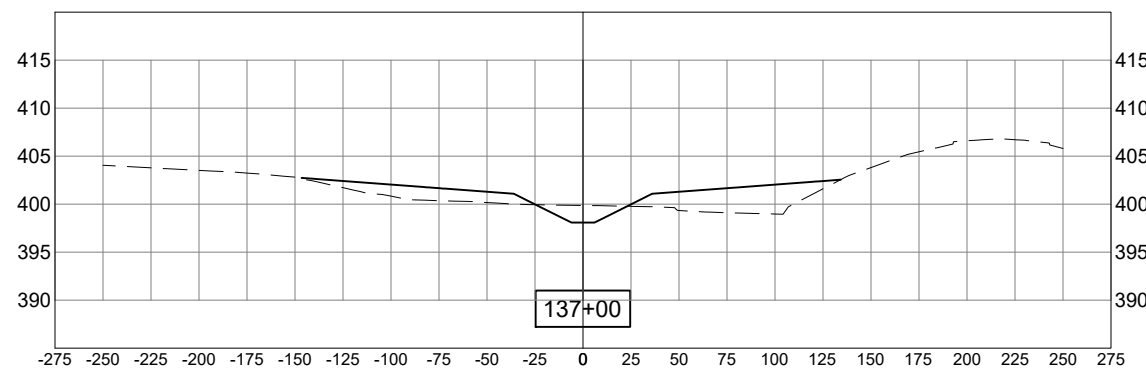
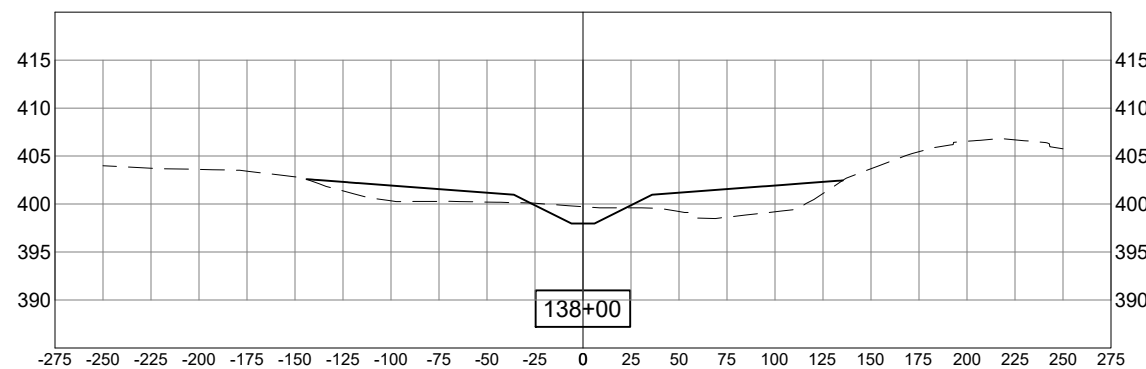
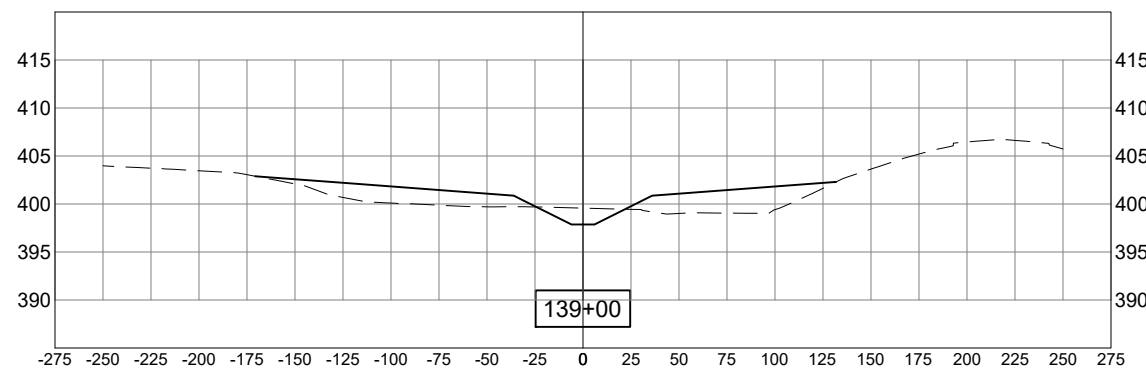
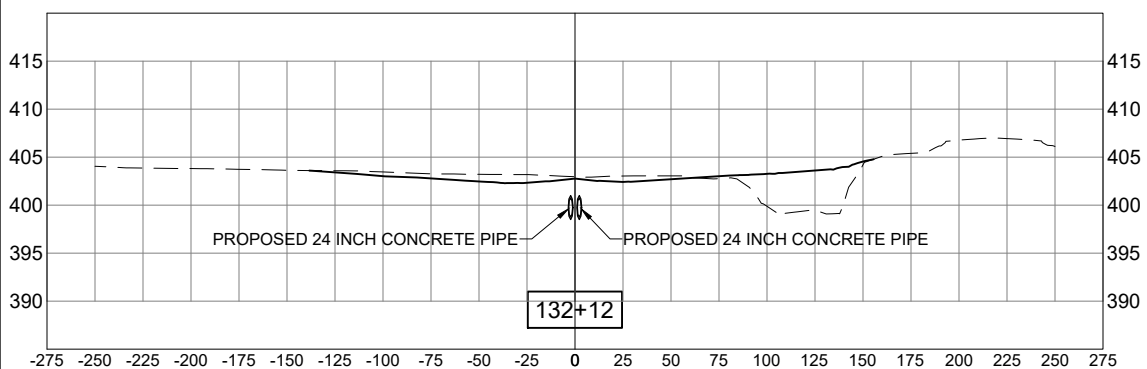
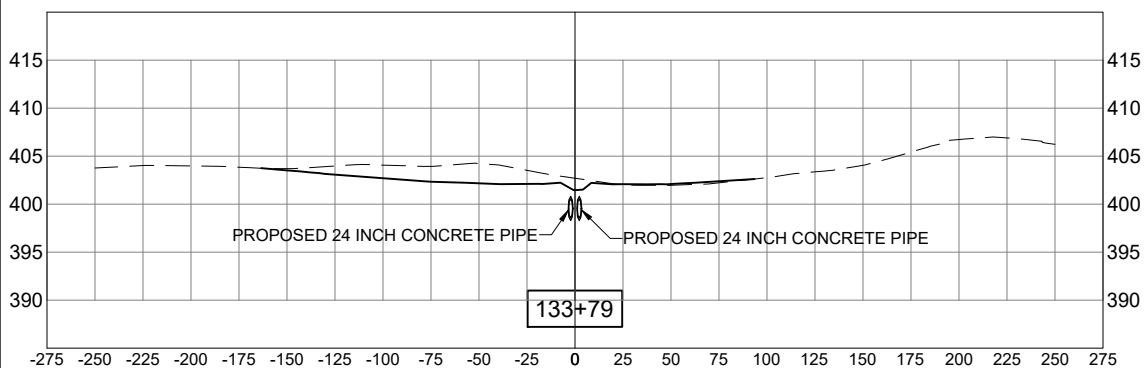
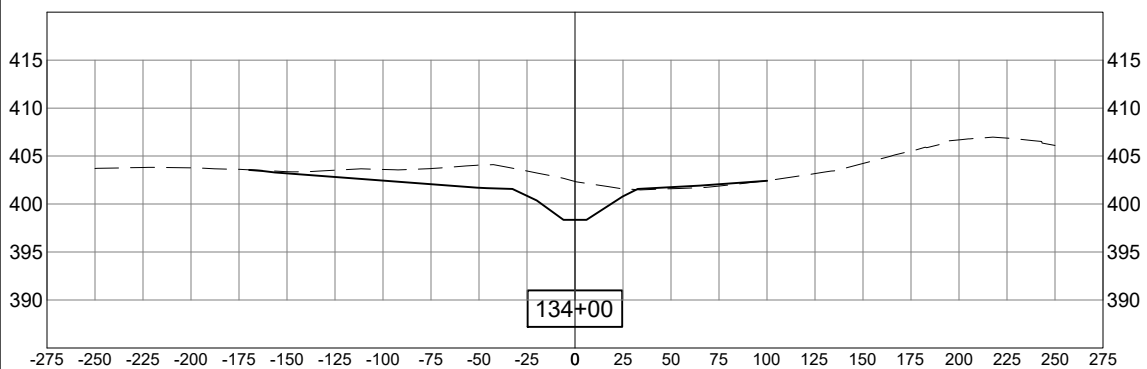
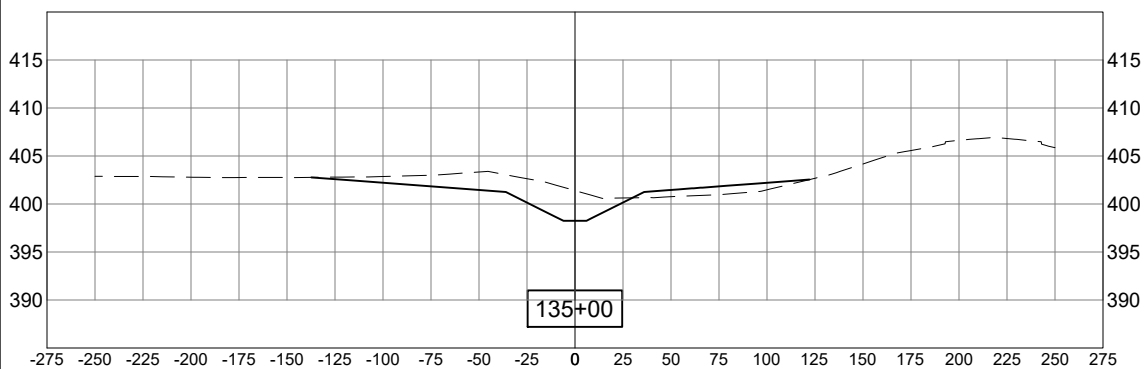
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SHEET TITLE

PROPOSED CROSS
SECTIONS STA.
132+12 TO STA.
139+00



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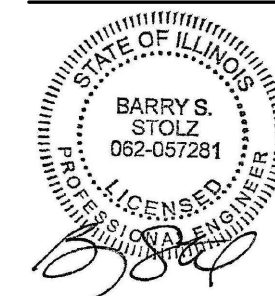
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TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

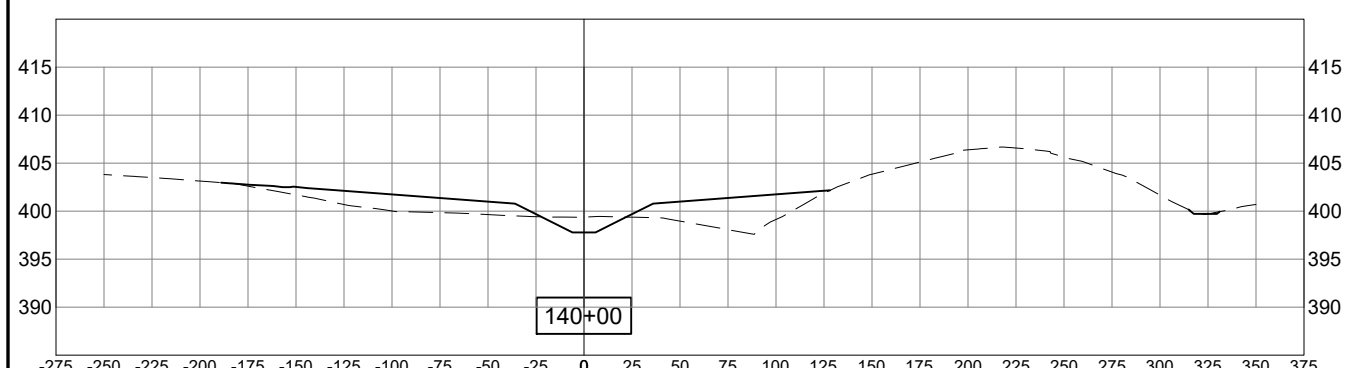
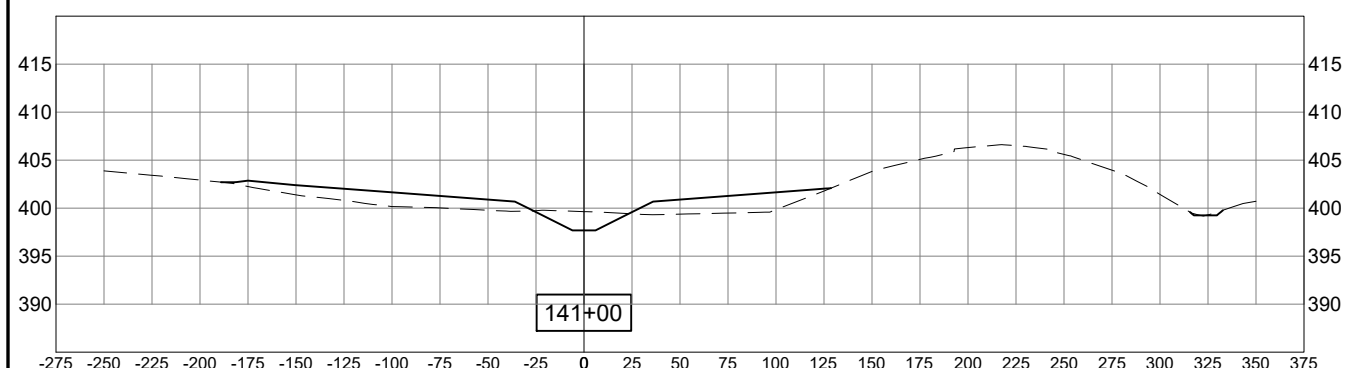
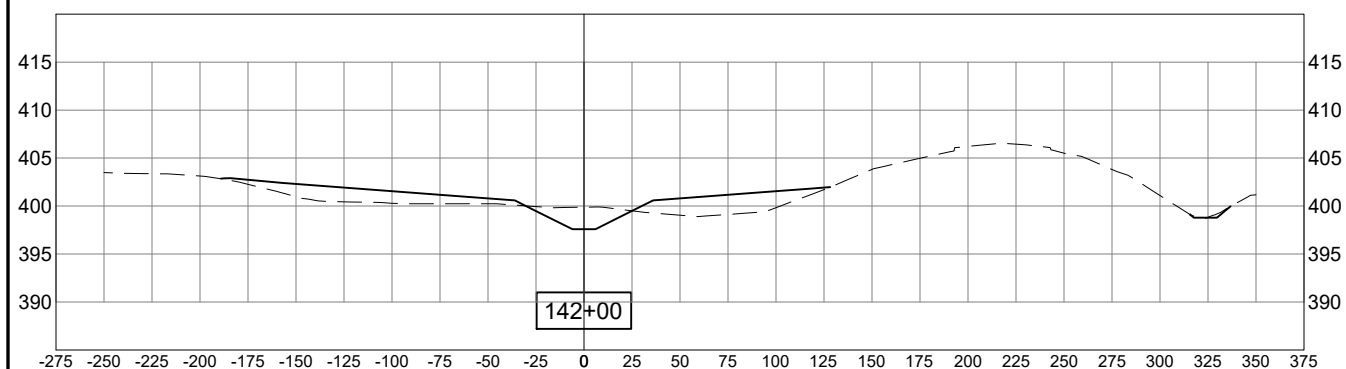
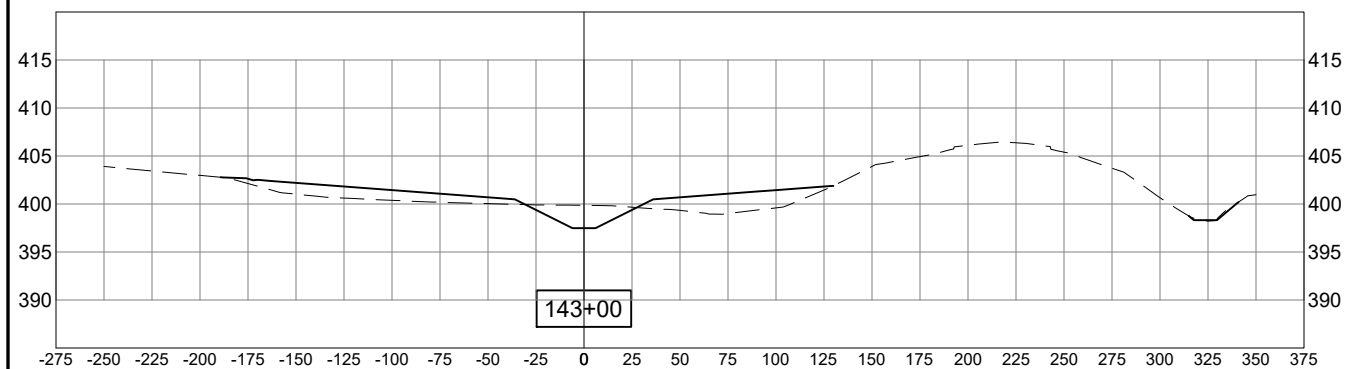
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SHEET TITLE

PROPOSED CROSS
SECTIONS STA.
140+00 TO STA.
143+00



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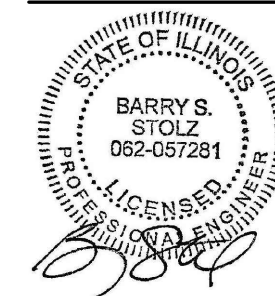
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TAXIWAY B
RELOCATION, PHASE 2:
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IMPROVEMENTS

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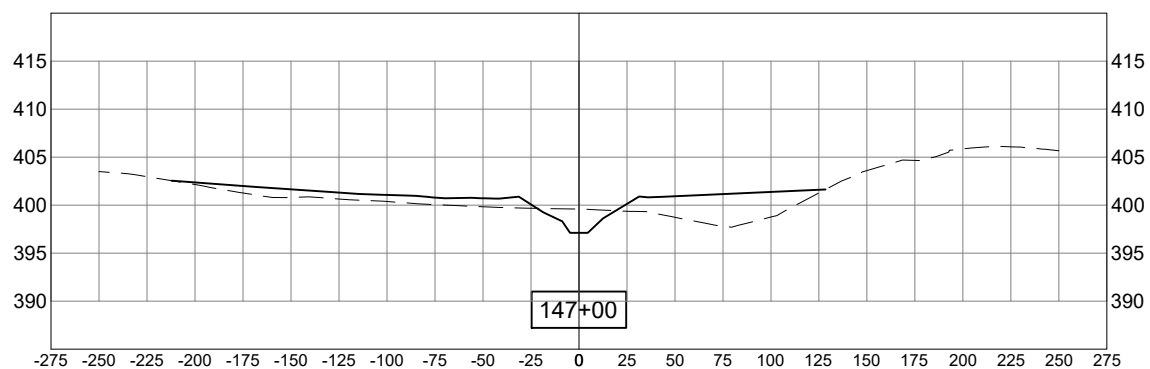
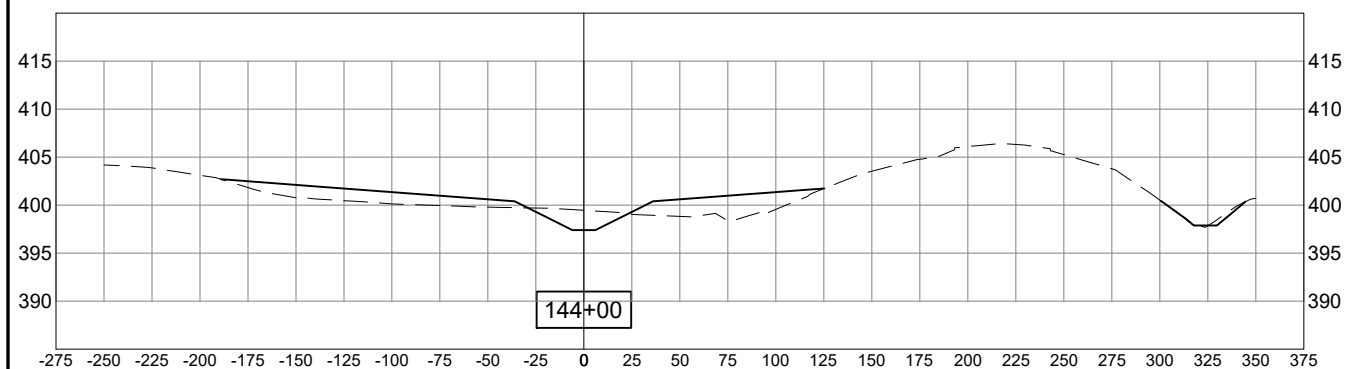
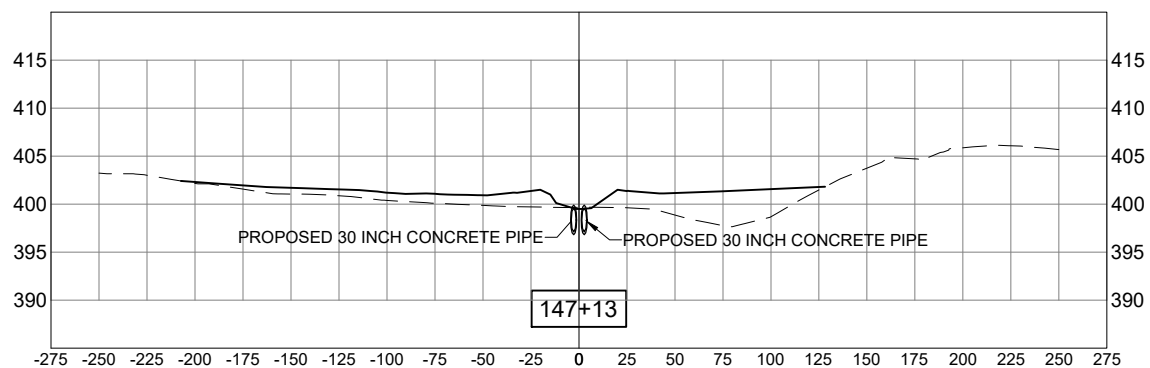
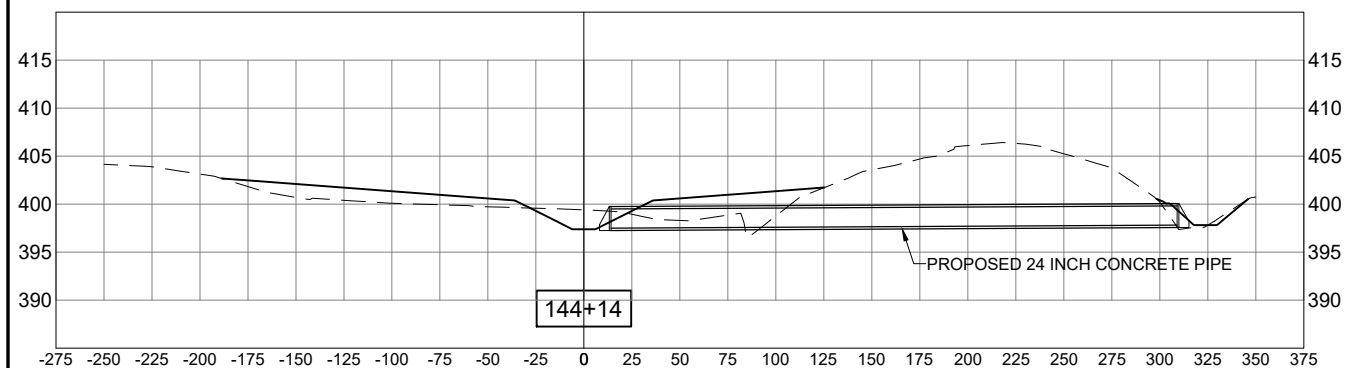
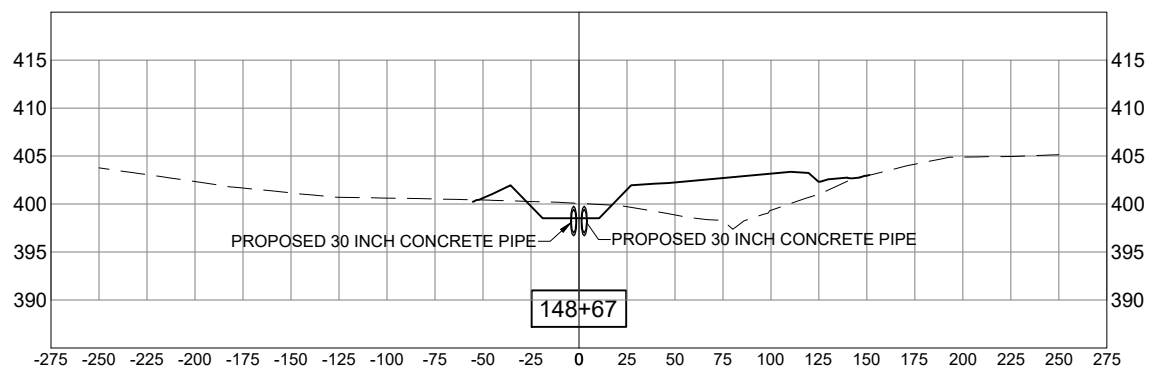
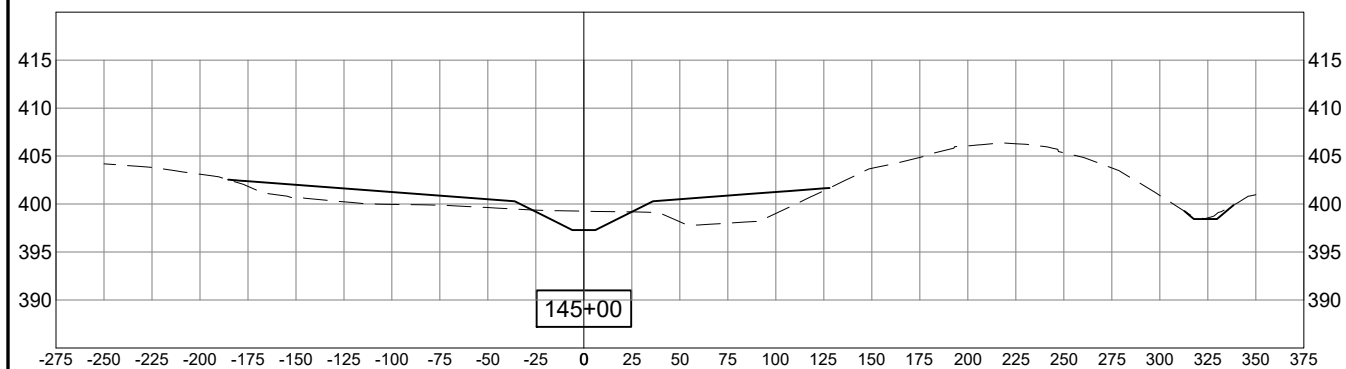
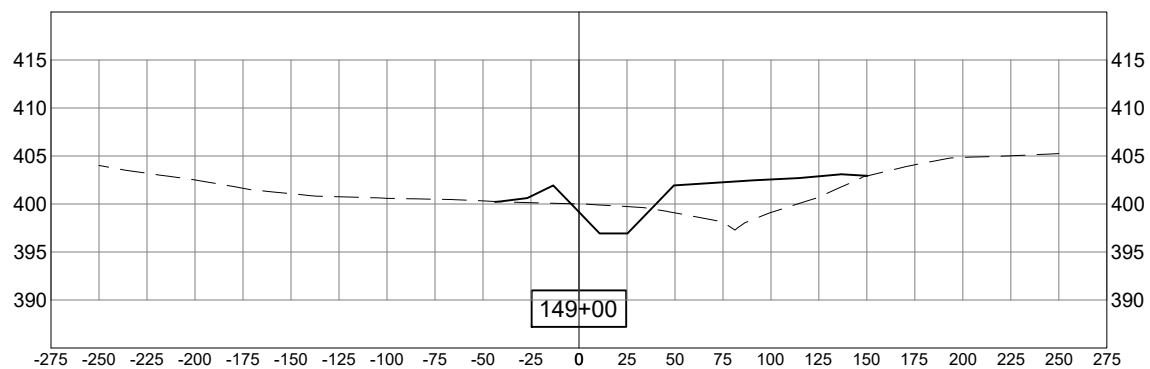
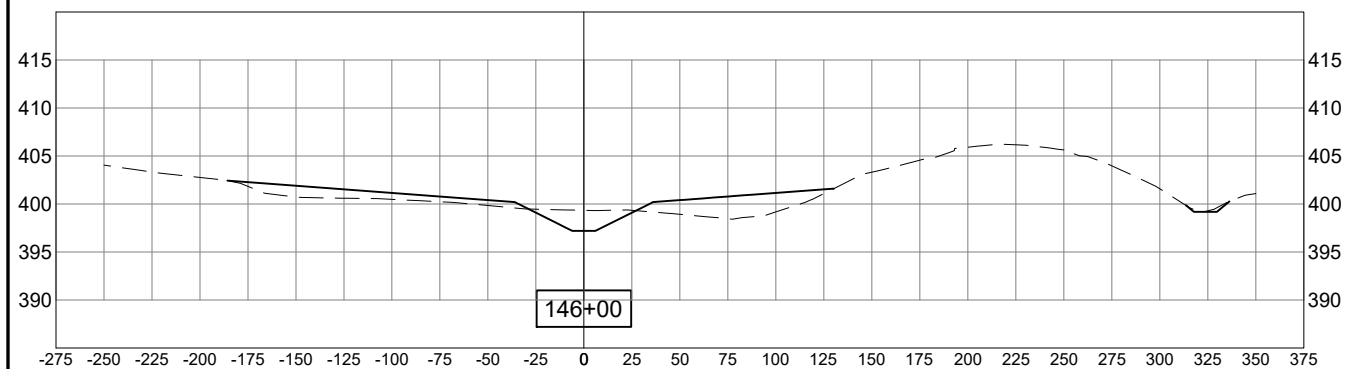
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SHEET TITLE

PROPOSED CROSS
SECTIONS STA.
144+00 TO STA.
149+00



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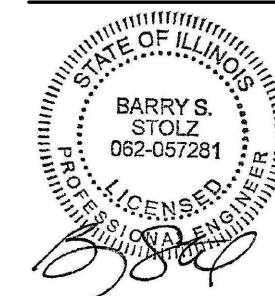
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TAXIWAY B
RELOCATION, PHASE 2:
DRAINAGE
IMPROVEMENTS

IDA No: CPS-4839
SBG No: 3-17-SBGP-TBD

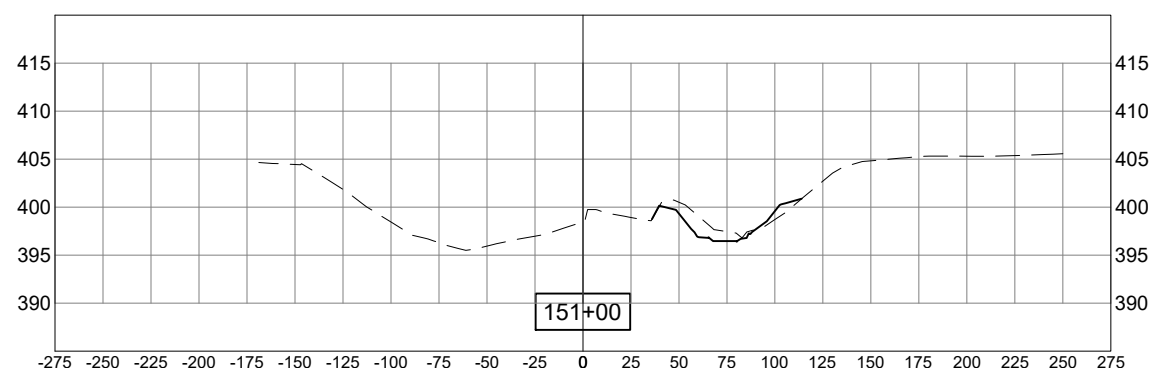
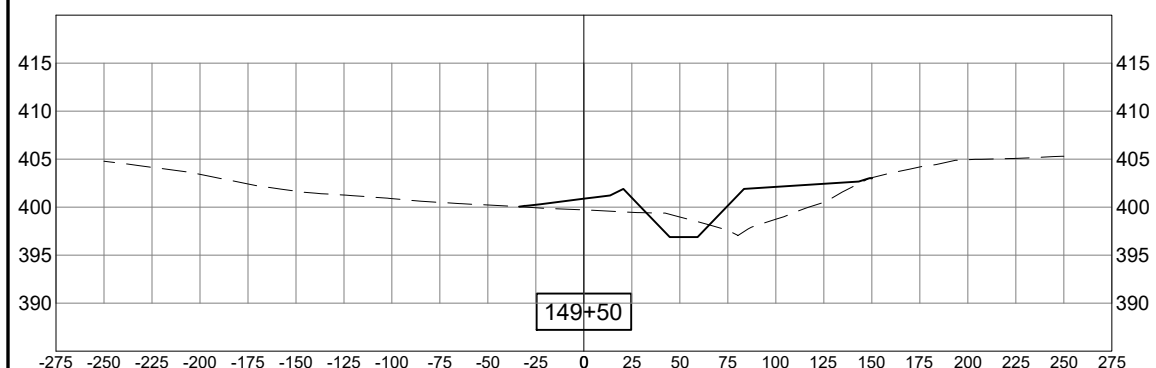
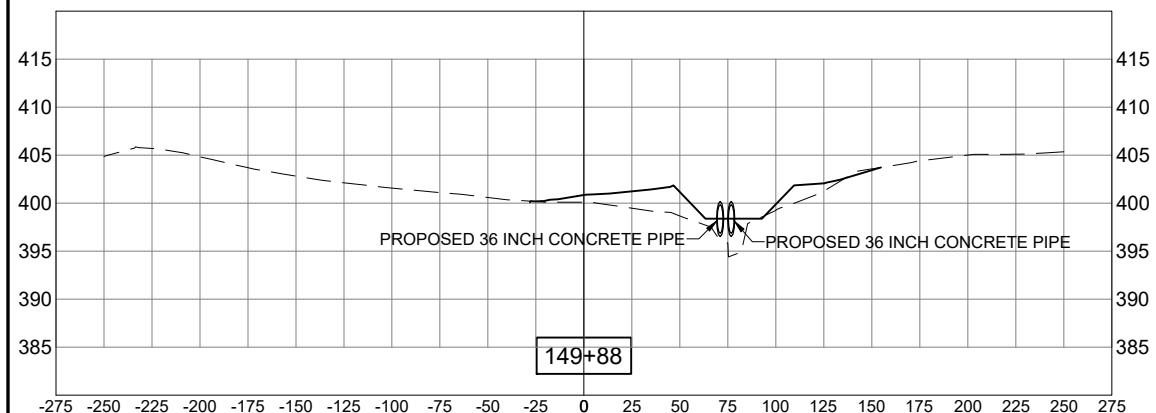
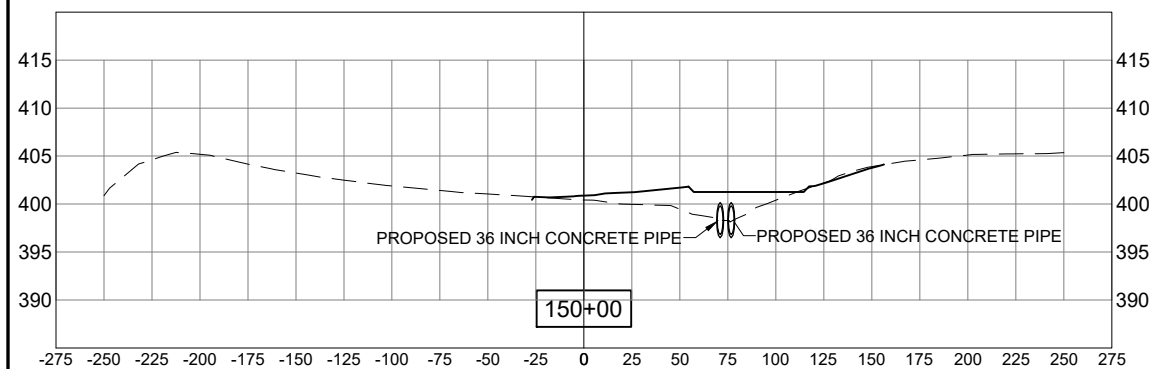
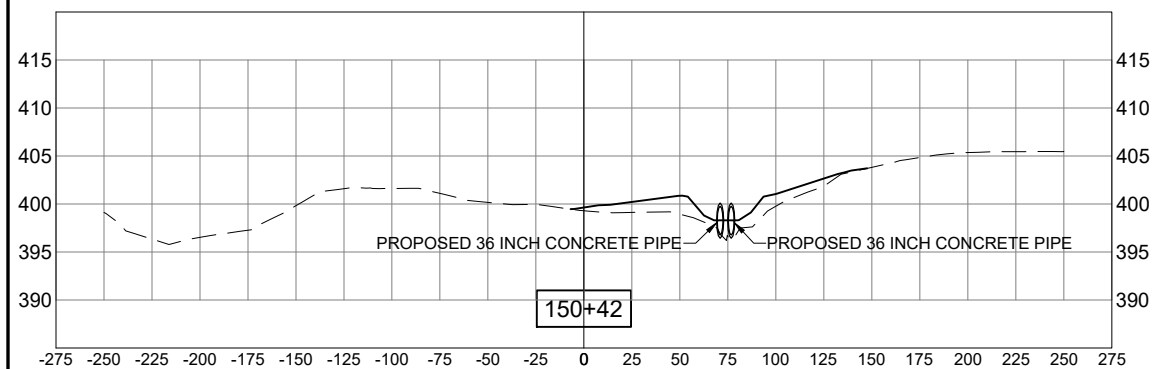
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SHEET TITLE

PROPOSED CROSS
SECTIONS STA.
149+50 TO STA.
151+00



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