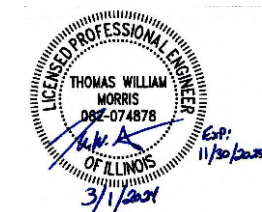


CONSTRUCTION PLANS FOR



CIVIL ENGINEER:
 THOMAS W. MORRIS
 ILLINOIS PE 062-074878
 RESPONSIBLE FOR: GI100-GI104
 GC001-GC002
 GC101-GC105
 GC501-GC504
 LG101-LG102
 LG501
 CS101
 CH101
 CI501
 CP101
 CP501
 CP801-CP802
 CG101-CG103
 CG301-CG307
 CG501-CG508
 CG700-CG708



CIVIL ENGINEER:
 JOSEPH M. GILROY
 ILLINOIS PE 062-047413
 RESPONSIBLE FOR: CD101
 CM101-CM103
 CM501-502

BLV PROJECT NO. 2024-04
 ILLINOIS PROJECT NO. BLV-5101
 AIP PROJECT NO. 3-17-0146-TBD



ELECTRICAL ENGINEER:
 ASAD M. BAJWA
 ILLINOIS PE 062-055662
 RESPONSIBLE FOR: EL101-EL102
 EL501-EL506

* CONTRACTOR SHALL IDENTIFY SPECIFIC LOCATIONS WHEN SUBMITTING JULIE REQUEST.

811 Know what's below. Call before you dig. J.U.L.I.E. JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS www.illinois11call.com

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

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

CALL 911 IN THE EVENT IN WHICH DAMAGE RESULTS IN THE RELEASE OF NATURAL GAS.

DESIGN INFORMATION

GEOMETRIC CRITERIA

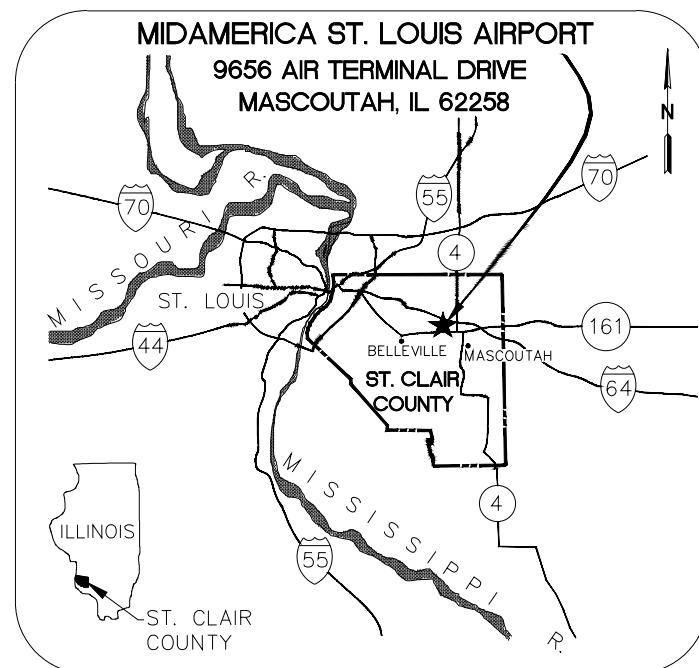
- AIRCRAFT APPROACH CATEGORY (AAC): C
- AIRPLANE DESIGN GROUP (ADG): III
- TAXIWAY DESIGN GROUP (TDG): 3
- TAXIWAY SAFETY AREA (TSA): 118'
- TAXIWAY OBJECT FREE AREA (TOFA): 171'
- TAXILANE OBJECT FREE AREA (TLOFA): 158'
- RUNWAY SAFETY AREA (RSA): 500'
- RUNWAY OBJECT FREE AREA (ROFA): 800'

UTILITY DISCLAIMER

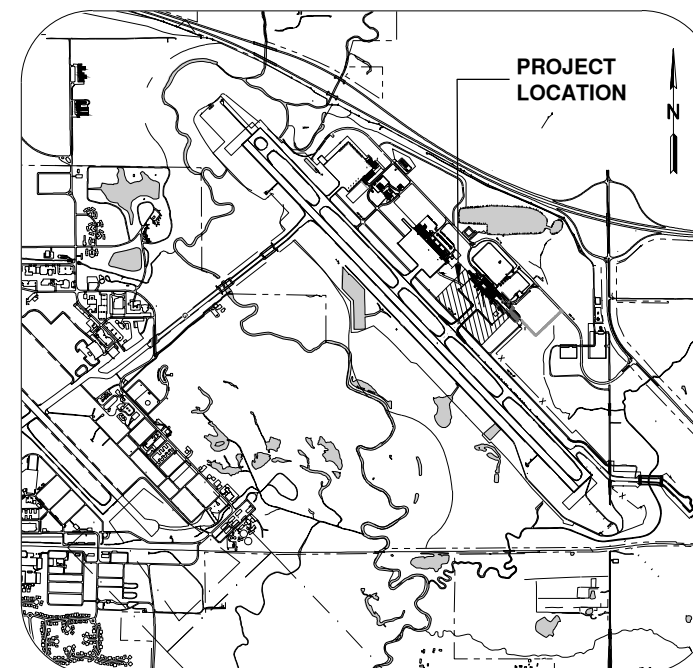
THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER, NOR THE PROJECT ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED 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 COMPANY AND FAA OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER, AND THE RESIDENT ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

TERMINAL APRON EXPANSION - PROJECT 1 100% SUBMITTAL MARCH 1, 2024




LOCATION MAP



SITE PLAN

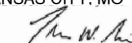
MIDAMERICA ST. LOUIS AIRPORT AIRPORT SPONSOR

APPROVED  DARREN V. JAMES, AIRPORT DIRECTOR

DATE MARCH 1, 2024

CMT

■ AURORA, IL ■ CHICAGO, IL ■ COLUMBUS, OH
 ■ EDWARDSVILLE, IL ■ INDIANAPOLIS, IN ■ PEORIA, IL
 ■ ROCKFORD, IL ■ SPRINGFIELD, IL ■ ST. LOUIS, MO
 ■ SPRINGFIELD, MO ■ KANSAS CITY, MO

SUBMITTED BY 

DATE MARCH 1, 2024

CMT JOB NUMBER: 22001186-00



License No. 184-000613

CONSULTANTS

SUMMARY OF QUANTITIES
BASE BID - TERMINAL APRON EXPANSION - PROJECT 1

ITEM #	DESCRIPTION	UNIT	NORTH EXPANSION QUANTITY	SOUTH EXPANSION QUANTITY	TOTAL PROJECT QUANTITY
AW108040	#40 XLP-USE CABLE	FOOT	200.0	0.0	200.0
AW108086	#6 XLP-USE CABLE	FOOT	4,000.0	0.0	4,000.0
AW108090	#10 XLP-USE CABLE	FOOT	5,000.0	5,500.0	10,500.0
AW108092	#12 XLP-USE CABLE	FOOT	5,500.0	0.0	5,500.0
AW108108	1/C #8 5 KV UG CABLE	FOOT	350.0	270.0	620.0
AW108706	1/C #6 COUNTERPOISE	FOOT	175.0	270.0	445.0
AW108960	REMOVE CABLE	FOOT	710.0	0.0	710.0
AW110201	1" PVC DUCT, DIRECT BURY	FOOT	2,325.0	0.0	2,325.0
AW110202	2" PVC DUCT, DIRECT BURY	FOOT	650.0	0.0	650.0
AW110502	2-WAY CONCRETE ENCASED DUCT	FOOT	370.0	400.0	770.0
AW110610	ELECTRICAL HANDHOLE	EACH	3.0	2.0	5.0
AW125415	MIL-BASE MOUNTED	EACH	3.0	3.0	6.0
AW125902	REMOVE BASE MOUNTED LIGHT	EACH	1.0	1.0	2.0
AW150510	ENGINEERS FIELD OFFICE	L SUM	0.5	0.5	1.0
AW150520	MOBILIZATION	L SUM	0.5	0.5	1.0
AW152410	UNCLASSIFIED EXCAVATION	CU YD	11,846.0	1,750.0	13,596.0
AW155540	BY-PRODUCT LIME	TON	300.0	405.0	705.0
AW155612	SOIL PROCESSING-12"	SQ YD	7,094.0	9,692.0	16,786.0
AW156510	SILT FENCE	FOOT	1,507.0	1,500.0	3,007.0
AW156511	DITCH CHECK	EACH	6.0	6.0	12.0
AW156520	INLET PROTECTION	EACH	1.0	2.0	3.0
AW156531	EROSION CONTROL BLANKET	SQ YD	2,000.0	2,000.0	4,000.0
AW161515	TEMPORARY CLASS C FENCE	FOOT	1,150.0	1,900.0	3,050.0
AW161516	TEMPORARY CLASS C FENCE WITH JERSEY BARRIER	FOOT	405.0	400.0	805.0
AW161601	TEMPORARY GATE	EACH	1.0	1.0	2.0
AW162508	CLASS E FENCE 8'	FOOT	265.0	0.0	265.0
AW209609	CRUSHED AGG. BASE COURSE- 9"	SQ YD	6,910.0	9,090.0	16,000.0
AW209611	CRUSHED AGGREGATE BASE COURSE- 11"	SQ YD	184.0	285.0	469.0
AW209706	CRUSHED AGG. SHOULDER - 6"	SQ YD	70.0	0.0	70.0
AW302611	ASPHALT TREATED PERMEABLE SUBBASE	SQ YD	6,910.0	9,090.0	16,000.0
AW302630	A/TPS TEST SECTION	EACH	0.5	0.5	1.0
AW401610	BITUMINOUS SURFACE COURSE	TON	292.0	100.0	392.0
AW401900	REMOVE BITUMINOUS PAVEMENT	SQ YD	1,613.0	495.0	2,108.0
AW501509	9" PCC PAVEMENT	SQ YD	513.0	769.0	1,282.0
AW501516	16" PCC PAVEMENT	SQ YD	5,573.0	8,319.0	13,892.0
AW501530	PCC TEST BATCH	EACH	0.5	0.5	1.0
AW602510	BITUMINOUS PRIME COAT	GALLON	2,464.0	3,280.0	5,744.0
AW603510	BITUMINOUS TACK COAT	GALLON	218.0	90.0	308.0
AW620520	PAVEMENT MARKING-WATERBORNE	SQ FT	3,600.0	2,875.0	6,475.0
AW620525	PAVEMENT MARKING-BLACK BORDER	SQ FT	1,200.0	1,015.0	2,215.0
AW620900	PAVEMENT MARKING REMOVAL	SQ FT	650.0	4,800.0	5,450.0
AW701524	24" RCP, CLASS IV	FOOT	360.0	125.0	485.0
AW701536	36" RCP, CLASS IV	FOOT	185.0	401.0	586.0
AW701900	REMOVE PIPE	FOOT	74.0	120.0	194.0
AW705526	6" PERFORATED UNDERDRAIN W/SOCK	FOOT	1,087.0	1,435.0	2,522.0
AW705635	UNDERDRAIN COLLECTION STRUCTURE	EACH	4.0	7.0	11.0
AW705640	UNDERDRAIN CLEANOUT	EACH	9.0	10.0	19.0
AW751416	TYPE 1 INLET	EACH	1.0	0.0	1.0
AW751417	TYPE 2 INLET	EACH	0.0	2.0	2.0
AW752424	PRECAST REINFORCED CONC. FES 24"	EACH	2.0	5.0	7.0
AW752436	PRECAST REINFORCED CONC. FES 36"	EACH	1.0	1.0	2.0
AW752900	REMOVE END SECTION	EACH	2.0	1.0	3.0
AW754610	PAVED DITCH	FOOT	570.0	100.0	670.0
AW770508	8" SANITARY SEWER	FOOT	394.0	398.0	792.0
AW770518	18" SANITARY SEWER	FOOT	0.0	541.0	541.0
AW770704	SANITARY MANHOLE 4'	EACH	1.0	3.0	4.0
AW770900	REMOVE SANITARY SEWER	FOOT	178.0	20.0	198.0
AW801455	REMOVE 24' TEMPORARY ACCESS ROAD #1 AND STAGING AREA #2	L SUM	1.0	0.0	1.0
AW801958	REMOVE 24' TEMPORARY ACCESS ROAD #2	L SUM	0.0	1.0	1.0
AW801966	3" GRS CONDUIT	FOOT	50.0	0.0	50.0
AW801967	RECEPTACLE PEDESTAL	EACH	5.0	0.0	5.0
AW801968	STRUCT FRAMING AND PEDESTAL	L SUM	1.0	0.0	1.0
AW801969	UTILITY SERVICE INSTALLATION	L SUM	1.0	0.0	1.0
AW801971	4' X 20' TRENCH DRAIN	EACH	1.0	1.0	2.0
AW801972	8" VALVE & ACTUATOR	EACH	1.0	1.0	2.0
AW801979	Basin Spillway Modifications	L SUM	1.0	0.0	1.0
AW801980	75KVA DISTRIBUTION TRANSFORMER, 480-208Y/120V, 3PH, 4W	EACH	1.0	0.0	1.0
AW801981	DISTRIBUTION PANEL BOARD, 200A, 480/277V, 3PH, 4W, NEMA 3R, 30C	EACH	1.0	0.0	1.0
AW801985	POWER PANEL, 200A, 208Y/120V, 3PH, 4W, NEMA 3R	EACH	1.0	0.0	1.0
AW801992	YIELD SIGN AND POST	EACH	1.0	0.0	1.0
AW801994	8" SANITARY FORCEMAIN	FOOT	178.0	0.0	178.0
AW801996	REMOVE FENCE	FOOT	265.0	0.0	265.0
AW801998	NON-FUSIBLE SERVICE DISCONNECT, 200A, 600V, 2-POLE, NEMA 3R	EACH	1.0	0.0	1.0
AW801999	#14 XLP-USE CABLE	FOOT	12,100.0	5,250.0	17,350.0
AW901510	SEEDING	ACRE	4.0	4.0	8.0
AW904510	SODDING	SQ YD	350.0	405.0	755.0
AW908510	MULCHING	ACRE	4.0	4.0	8.0
AW910915	REMOVE ROADWAY SIGN	EACH	1.0	0.0	1.0

SUMMARY OF QUANTITIES
ALTERNATE 1 - TERMINAL APRON EXPANSION - PROJECT 1

ITEM #	DESCRIPTION	UNIT	NORTH EXPANSION AA QUANTITY	SOUTH EXPANSION AA QUANTITY	TOTAL AA QUANTITY
AX108088	#8 XLP-USE CABLE	FOOT	620.0	600.0	1,220.0
AX108090	#10 XLP-USE CABLE	FOOT	850.0	950.0	1,800.0
AX110201	1" PVC DUCT, DIRECT BURY	FOOT	780.0	250.0	1,030.0
AX110202	2" PVC DUCT, DIRECT BURY	FOOT	200.0	250.0	450.0
AX801474	LIGHTING CONTROLLER IN NEMA 3R ENCLOSURE	L SUM	1.0	0.0	1.0
AX801993	60' APRON LIGHT POLE W/FIXTURES	EACH	2.0	1.0	3.0
AX801997	FIBER OPTIC CABLE	FOOT	250.0	0.0	250.0

100% SUBMITTAL
MARCH 1, 2024

TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

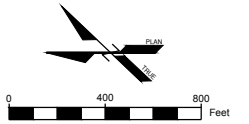
MARK | DATE | DESCRIPTION

BLV PROJECT NO. 2024-04
IL PROJECT NO. BLV-5101
CMT PROJECT NO: 22001186.00
CAD DWG FILE: 22001186 - G1100.DWG
DESIGNED BY: CMT
DRAWN BY: CMT
CHECKED BY: CMT
APPROVED BY: CMT

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SHEET TITLE

SUMMARY OF QUANTITIES



100% SUBMITTAL
MARCH 1, 2024

TERMINAL APRON EXPANSION



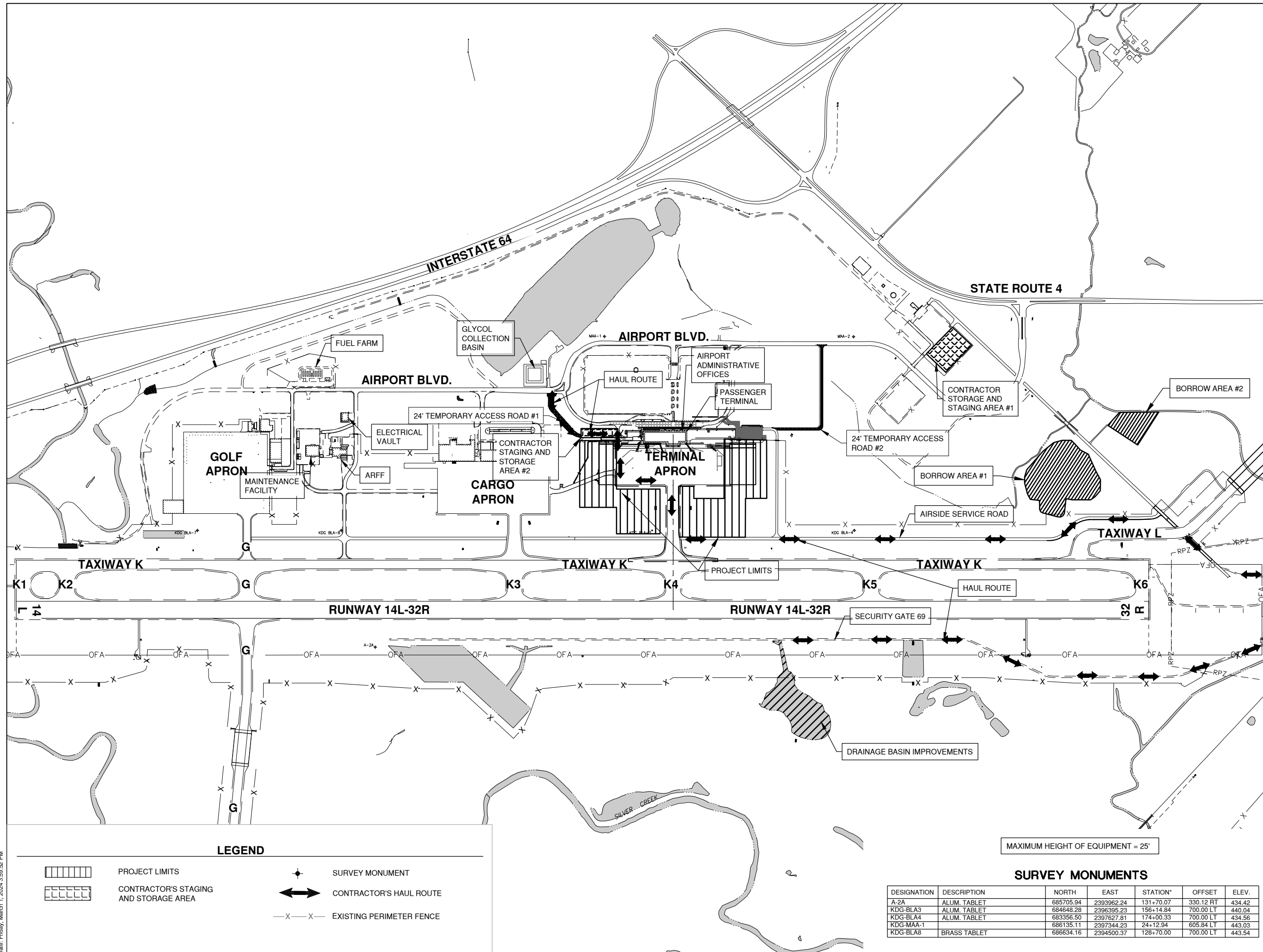
MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK | DATE | DESCRIPTION

BLV PROJECT NO.	2024-04
IL PROJECT NO.	BLV-5101
CMT PROJECT NO.	22001186.00
CAD DWG FILE:	22001186 - G1100.DWG
DESIGNED BY:	CMT
DRAWN BY:	CMT
CHECKED BY:	CMT
APPROVED BY:	CMT
COPYRIGHT:	CRAWFORD, MURPHY & TILLY, INC. 2021

SHEET TITLE

SITE PLAN



LEGEND

- PROJECT LIMITS
- CONTRACTOR'S STAGING AND STORAGE AREA
- SURVEY MONUMENT
- CONTRACTOR'S HAUL ROUTE
- EXISTING PERIMETER FENCE

MAXIMUM HEIGHT OF EQUIPMENT = 25'

SURVEY MONUMENTS

DESIGNATION	DESCRIPTION	NORTH	EAST	STATION*	OFFSET	ELEV.
A-2A	ALUM. TABLET	685705.94	2393962.24	131+70.07	330.12 RT	434.42
KDG-BLA3	ALUM. TABLET	684648.28	2396395.23	156+14.84	700.00 LT	440.04
KDG-BLA4	ALUM. TABLET	683356.50	2397627.81	174+00.33	700.00 LT	434.56
KDG-MAA-1	BRASS TABLET	686135.11	2397344.23	24+12.94	605.84 LT	443.03
KDG-BLA8	BRASS TABLET	686634.16	2394500.37	128+70.00	700.00 LT	443.54

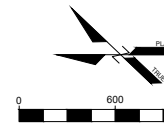
LEGEND

- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- ILS CRITICAL AREA
- PROJECT LIMITS
- HAUL ROUTE
- SURVEY MONUMENT
- RUNWAY PROTECTION ZONE
- GLIDESLOPE CRITICAL AREA

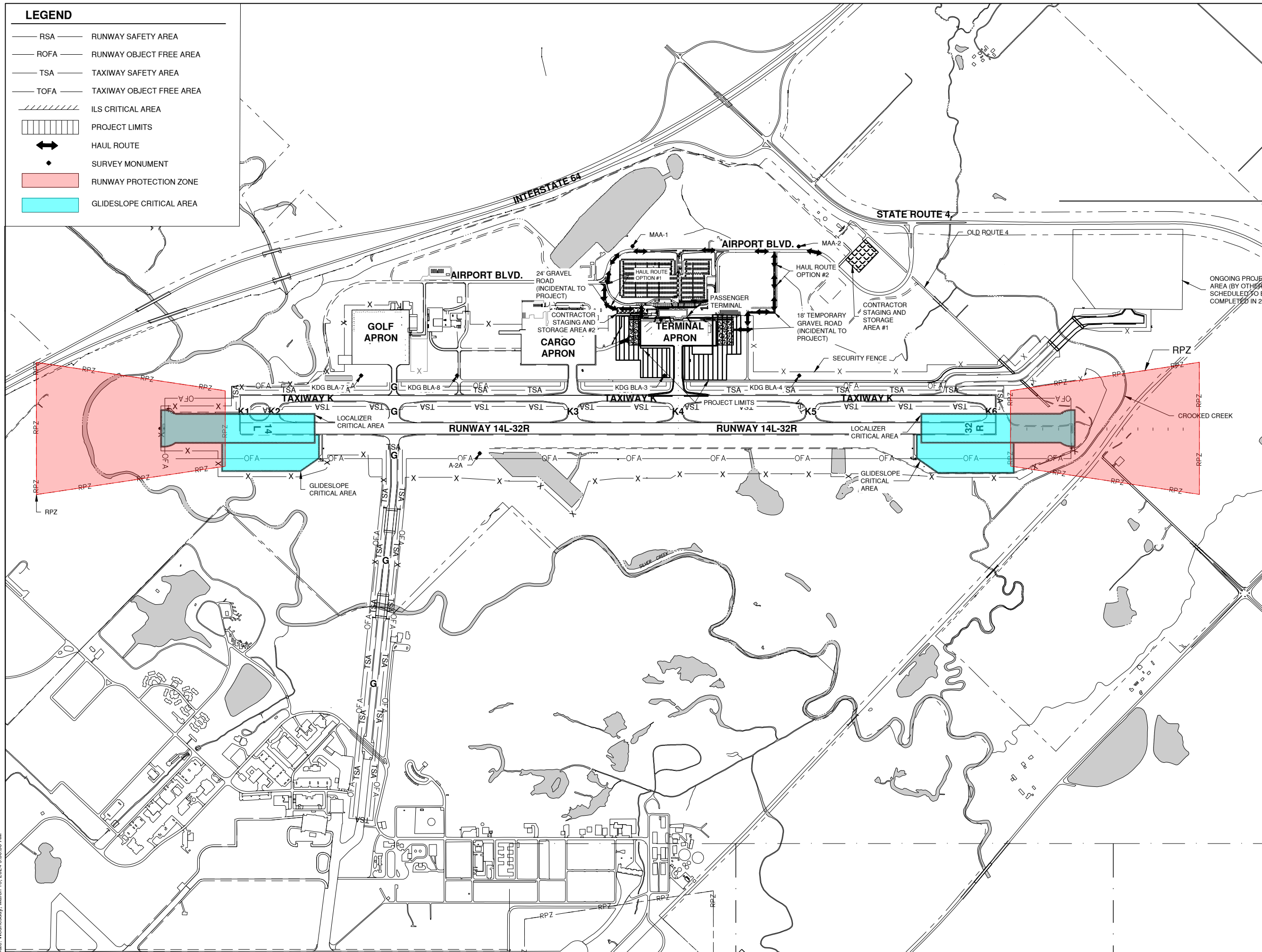


License No. 184-000613

CONSULTANTS



THIS BAR IS EQUAL TO 2" AT FULL SCALE (22X34)



100% SUBMITTAL
MARCH 1, 2024

TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION

BLV PROJECT NO.	2024-04
IL PROJECT NO.	BLV-5101
CMT PROJECT NO.	22001186.00
CAD DWG FILE:	CRITICAL AREAS.DWG
DESIGNED BY:	CMT
DRAWN BY:	CMT
CHECKED BY:	CMT
APPROVED BY:	CMT
COPYRIGHT:	CRAWFORD, MURPHY & TILLY, INC. 2021

SHEET TITLE
ILS CRITICAL AREAS

Path: K:\MidAmerica\22001186-00_TerminalApron\DrawSheets\CRITICAL AREAS.dwg
Date: Wednesday, March 13, 2024 9:50:50 AM

CONSTRUCTION ACTIVITY PLAN GENERAL NOTES:

0. General:

- The CAP Notes sheets are considered part of the CSPP. The full CSPP is located in the appendix of the Project Manual.
- The contractor and all subcontractors shall follow the requirements of the airport's approved Construction Safety and Phasing Plan (CSPP), FAA AC 150/5370-2 (latest version), and all airport safety and security requirements.
- Prior to the start of construction, the contractor shall submit to the airport for approval a Safety Plan Compliance Document (SPCD) in accordance with FAA AC 150/5370-2 (latest version). No construction activity shall begin until the airport has approved the SPCD.
- The CSPP covers operational safety. The contractor shall be responsible for the individual safety of their personnel and meeting OSHA requirements. In addition, the contractor shall provide a company safety plan prior to the pre-bid meeting.
- Prior to the start of construction, the contractor shall sign the SWPPP certification statement.
- All contractor costs associated with the requirements listed on this sheet shall be considered incidental to the contract unless a specific pay item is provided.

1. Coordination:

- Before beginning any construction activity on the airport, the contractor shall become aware of and understand the safety requirements and hazards described in the federal aviation administration advisory circular (AC) 150/5370-2 operational safety on airports during construction (current version). The contractor shall also be responsible to effectively communicate this information to their contract personnel and sub-contractors. A copy of the AC will be provided to the contractor as part of the project documentation and reviewed at a pre-construction meeting prior to start of any work. Reference specification section 40-09. Attendance at the pre-construction meeting is mandatory. The contractor's cost of preparing for and attending this meeting is incidental to the contract.
- Before the pre-construction meeting, the contractor shall supply the airport with a complete work schedule, which will be reviewed at the pre-construction meeting. The schedule shall include a separate line item for each item of work, as well as a start and completion date for each item. The schedule shall be updated on a weekly basis at the mandatory progress/coordination meeting per the project documentation.
- During construction, the contractor shall attend a weekly progress coordination meeting conducted per the project documentation. The owner, engineer and contractor shall attend a minimum be in attendance. Operational safety on airports shall be a standing agenda item during the progress/coordination meetings throughout the duration of construction project.
- Scope or schedule changes - the owner and/or engineer will call such coordination conferences as may seem expedient to them for the purpose of assuring coordination of the work covered by this contract and/or scope or schedule changes. The contractor shall attend all such conferences.
- Airport tenant coordination - the owner and/or engineer will coordinate with airport tenants and airlines to notify them of closures and hazards on the airfield due to construction activity.
- FAA ATO coordination - coordination has taken place with the faa technical staff to locate FAA facilities and equipment on the airport. FAA facilities exist within the limits of construction and shall be protected during construction. The ATO contact for this project is Andy Atchley (817) 222-4053.
- Air Traffic Control Tower (ATCT) coordination - the plans have been coordinated with the ATCT. No exceptions taken.
- TSA coordination - the plans have been coordinated with the TSA. No exceptions taken.
- Other projects may be ongoing at the airport during the time of this project. The contractor shall coordinate with other contractors performing work. Any conflicts will be resolved by the airport.
- The contractor shall coordinate, for approval, any proposed changes to the approved project schedule, CAP or CSPP with the airport. This includes any proposed changes to phasing, sequencing, and project delays. Changes that may require further aeronautical review by the FAA, or modification of the approved schedule, CAP or CSPP and/or the critical points shown in the contract documents will require the contractor to submit revisions for approval on FAA Form 7460-1 through the OEAAA system requiring further airspace review and approval from the FAA.
- Approval of contractor proposed changes to the CAP or CSPP is not assured.

2. Phasing:

- During performance of this project, the airport runways, taxiways, and aircraft parking aprons shall remain in use by aircraft to the maximum extent possible. The project shall be phased to reduce operational impacts at the airport. The overall scope will be bid as one package with two separate work phases.
 - Phase 1: There shall be no restrictions on work hours for Phase 1.
 - Phase 1A: There shall be no restrictions on work hours for Phase 1A.
 - Phase 2: There shall be no restrictions on work hours for Phase 2.

Prior to opening pavements to aircraft, the contractor shall thoroughly sweep and clean the pavements, remove all equipment, and verify that there are no slopes greater than 5% or drop offs greater than 3 inches inside the safety area in accordance with FAA AC 150/5370-2G. Airport operations shall be notified, and the pavement shall be inspected and approved for use. Airport operations must approve the pavement condition and the pavement must be opened to aircraft traffic no later than the planned and agreed-to reopening time. The contractor shall allow sufficient time for airport operations to complete their inspection.
- The phasing has been organized to minimize impact to airport operations.
- The phasing as noted below reflects the work scheduled during each phase along with the requirements placed on the phase. All work shall be completed according to the sequence restrictions placed on each phase reflected below and the construction activity plan sheets.

5. Phase Details:

Phase 1: Shall be completed within the overall construction calendar days (146 consecutive calendar days). All other phases shall occur concurrently with Phase 1.

Phase 1A: Shall be completed within 10 consecutive calendar days, concurrent with Phase 1.

Phase 2: Shall be completed within 14 consecutive calendar days, concurrent with the overall construction calendar days. Phase 2 will include work inside of the Taxiway K4 OFA.

3. Areas and Operations Affected by the Construction Activity:

- Areas of work and staging are shown on the construction activity plan sheets. Aircraft operations shall always have priority over any and all of the contractor's operations.
- All runways and taxiways shall be kept open to aircraft traffic during construction except as noted on the construction activity plan sheets. Airport operations is responsible for the coordination of all movement area and non-movement area closures.
- The contractor, at the direction of the airport, may be required to provide and maintain an emergency response route through the work area for airport emergency vehicles. The emergency response route must be clearly defined, graded to prevent ponding and able to support the frequent use by Airport Rescue and Fire Fighting (ARFF) vehicles. Construction vehicles shall give way to emergency vehicles at all times. Parking or staging of any construction equipment or stockpiling of materials blocking the road or access to the road is prohibited. The plans have been coordinated with the ARFF facility and no exceptions were taken.
- Access to all fire hydrants and stand pipes shall be maintained at all times. Any impact to utilities that would interfere with ARFF operations shall be coordinated and approved by ARFF personnel prior to the execution of such activities.
- Maximum height of contractor's equipment in the work area is restricted to 25-feet above ground elevation unless otherwise noted in the plans. Any equipment over 25-feet necessary to complete the work will require submittal of an FAA Form 7460-1 and requires an airspace review. FAA airspace review will require submittal by the contractor of a separate FAA Form 7460-1 for each piece of equipment that exceeds the maximum height and for each work area as noted in the construction activity plan sheets for the areas the equipment will be occupying.**
- Approach and departure surface - construction activities shall not adversely affect the approach and departure surfaces of active runways under the phasing plan. Work areas shall be cleared for a 25' height limit via 7460. The contractor shall ensure that all work or staging areas be cleared of any object that may penetrate the 25' height limit at any times runway 14L-32R is open throughout the project.
- No stockpiling of material will be allowed within any active runway, taxiway, or taxilane object free areas. The contractor shall coordinate and receive approval from airport operations, through the construction management team, before stockpiling any material within the AOA.
- Material stockpiles, if approved, may not obstruct the line-of-sight between the airport ATCT and any active portion of the AOA. Properly stockpiled loose material capable of being displaced must be constrained to prevent its movement as a result of aircraft jet blast or wind conditions.
- Airport operations shall be responsible for notification and issuance of NOTAMs throughout the duration of construction.
- The tables presented below reflect the scheduled work affecting airport runways during each phase and their status for that phase.

Operational Impact Table - 14L-32R

ELEMENT	EXISTING	PHASE 1	PHASE 1A	PHASE 2
Runway 14L-32R				
ADG	V	V	V	V
Width	150	150	150	150
RSA	250*	250*	250*	250*
ROFA	400*	400*	400*	400*

* Measured from runway centerline

Operational Impact Table - Taxiway K

ELEMENT	EXISTING	PHASE 1	PHASE 1A	PHASE 2
Taxiway K				
ADG	V	V	V	V
Width	75	75	75	75
TSA	214*	214*	214*	214*
TOFA	285*	285*	285*	285*

* Measured from taxiway centerline

Operational Impact Table - Taxiway K4

ELEMENT	EXISTING	PHASE 1	PHASE 1A	PHASE 2
Taxiway K4				
ADG	V	V	V	III
Width	100	100	100	100
TSA	107*	107*	107*	59*
TOFA	160*	160*	160*	85.5*

* Measured from taxiway centerline

- No cranes anticipated for this project. If required, contractor shall notify the airport and engineer. The equipment must be airspaced by FAA.

4. Protection of Navigation Aids (NAVAIDs) :

- There are no anticipated impacts to NAVAIDs. See NAVAID Facilities Table below.

NAVAID Facilities Table - Runway 32R

ELEMENT	EXISTING	PHASE 1	PHASE 1A	PHASE 2
Runway 32R	Active	Active	Active	Active
Localizer	Active	Active	Active	Active
Glide Slope	Active	Active	Active	Active
MALSR	Active	Active	Active	Active
PAPI	Active	Active	Active	Active

NAVAID Facilities Table - Runway 14L

ELEMENT	EXISTING	PHASE 1	PHASE 1A	PHASE 2
Runway 14L	Active	Active	Active	Active
Localizer	Active	Active	Active	Active
Glide Slope	Active	Active	Active	Active
MALSR	Active	Active	Active	Active
PAPI	Active	Active	Active	Active

5. Contractor Access :

- The project includes some work areas that are located inside the Aircraft Operations Area (AOA). No personal vehicles of contractor's employees will be allowed inside the secured area of the airport. All material deliveries shall be received in the staging area reserved by the contractor. No delivery trucks will be allowed access to a secured area of the airport beyond this staging area. Stockpiled materials and equipment are not permitted within the active runway safety area and object free zone. The contractor shall receive approval from the engineer and FAA prior to locating stockpiles or equipment within the object free area, safety area, or object free zone. No stockpile within the staging area shall be greater than 25-ft in height. No stockpile within the work zone shall be greater than 15-ft in height.
- When any vehicle, other than one that has prior approval from the airport operator, must travel over any portion of an aircraft movement area, it shall be escorted and properly identified. To operate in those areas during daylight hours, the vehicle must have a flag or beacon attached to it. Any vehicle operating on the movement areas during hours of darkness or reduced visibility must be equipped with a yellow flashing dome-type light in accordance with FAA AC 150/5210-5D.
- All construction vehicles shall be clearly identified for control purposes by prominently displaying the company name on each side of the vehicle on the driver and passenger doors. Vehicles shall also be escorted by a properly marked and equipped vehicle. The identification logos are to be no less than 12"x12", and readable from a distance of 250 feet. They shall be printed or pasted on and must be commercially made. Magnetic signs are also acceptable. In addition, vehicles must display identification media, as specified in the approved security plan.
- All contractor vehicles shall have an operable fire extinguisher located inside the vehicle.
- All vehicle operators having access to the movement area must be familiar with airport procedures for the operation of ground vehicles and the consequences of noncompliance or be escorted by someone who is. As part of the badging process, the contractor shall undergo training for movement within the aircraft movement area. In addition, the contractor shall be briefed on areas they are allowed to move freely and areas where movement is controlled or prohibited.
- Refer to specification SP-9 for badging requirements.
- Vehicular traffic located in or crossing an active movement area must have a working two-way radio in contact with the control tower or be escorted by a person in radio contact with the tower. The driver, through personal observation, shall confirm that no aircraft is approaching the vehicle position. Construction personnel may operate in a movement area without two-way radio communication provided a NOTAM is issued closing the area and the area is properly marked to prevent incursions. Two-way radio communications are required between contractors and the Airport Traffic Control Tower (ATCT) (Scott tower frequency: 128.25 / Scott ground frequency 119.20). Continuous monitoring is required.
- Control of gates - the contractor shall be responsible for maintaining the security of the access gates by keeping the access gate locked or guarded at all times. Should the contractor fail, at any time, to keep the access gate locked or guarded, there shall be a fine of \$500.00 assessed to the contractor plus any fines levied against the airport for the contractor's actions, for each occurrence that the contractor fails to maintain the security of the access gate. All fines assessed to the contractor shall be deducted from any monies due to him/her.
- The contractor shall obtain all necessary permits and temporary easements for the public access road(s) shown on the construction activity plan and shall comply with all requirements, load restrictions and traffic control signage required by the city, county, township and IDOT.
- The contractor shall keep a record of the names of all employees, including subcontractor employees, entering the job site on a daily basis.
- When the contractor is not working, equipment shall be properly stored at the staging area. The contractor may only store equipment and materials at the locations shown on the construction activity plan.
- All pavements, drives or any other areas utilized by the contractor for haul roads or storage areas shall be maintained and repaired to the same condition or better than they were prior to beginning the work. No additional compensation will be made for this work.
- The contractor shall ensure all vehicle and equipment operators utilized on the project are properly trained on the use and operation of the vehicle or equipment.
- The contractor shall notify the Aircraft Rescue and Fire Fighting (ARFF) facility if construction activities will require the blockage of emergency access to the airport.
- The airport reserves the right to restrict access to certain areas of the airport or airfield at time due to operational requirements.

6. Wildlife Management:

- The contractor shall maintain the construction sites, haul routes and storage areas in compliance with industry best management practices to avoid creating wildlife attractants or hazards at the airport.
- The contractor shall be responsible to mitigate any standing water caused by any construction or contractor activities within 24 hours of an event.
- No food or food related debris are to be left or stored within the airport air operations area including any alternative, AOA construction staging. At the contractors staging and storage area outside the AOA, all drums or containers used to hold trash and debris shall be clearly labeled "trash" and be emptied regularly.
- The contractor shall immediately report any damage to gates or fences. access gates shall remain closed when the contractor is not working. The contractor shall be responsible for repairs to any gates or fences caused by negligence of the contractor.
- The contractor shall notify the airport immediately of any wildlife sightings.
- Foreign Object Debris (FOD) Management & Dust Control:**
 - The contractor shall become familiar with the requirements of airfield work and Foreign Object and Debris (FOD) Management including dust control. This item shall be specifically addressed in the contractors SPCD as detailed in the project documentation. Reference FAA AC 150/1510-24, Foreign Object Debris (FOD) Management for further instruction.
 - The contractor shall not place waste and loose material in active movement areas. Materials tracked on these areas shall immediately be removed.
 - Properly stockpiled loose material capable of being displaced must be constrained to prevent its movement as a result of aircraft jet blast or wind conditions.
 - The contractor shall ensure all loads are secured and/or covered during transport and be loaded such that no spillage occurs during transit.
 - Haul routes, access roads, and any part of active aprons, or taxiways used by construction traffic shall be kept continuously clean at all times. A minimum of one (1) each, mechanical sweeper and vacuum truck shall be kept on site at all times during the life of this contract per the project documentation. The contractor shall also show evidence of availability of replacement equipment meeting the same within two (2) hours of an equipment breakdown or to supplement staged equipment should it be deemed necessary by airport operations for continued contractor operations.
 - All sweeper operators shall be trained and badged for unescorted access to the AOA. All personnel who will operate equipment inside the AOA shall receive driver training from airport operations prior to operating on the airfield. Sweeper crews shall monitor all ATCT communications and be attentive of all airport activities and aircraft movements.
 - The contractor shall maintain construction areas, including haul roads, staging areas, and adjacent airfield pavements in a clean condition and shall not allow any sizable accumulation of debris in the construction area. In addition to the mechanical sweeper and vacuum, the contractor shall utilize whatever other equipment and means necessary to keep these routes free and clear of dust, debris, mud, etc.
 - In such a situation where a significant amount of debris is deposited on active pavements, the contractor shall immediately notify the airport and engineer.
 - Airport operations reserves the right to suspend contractor operations when at its discretion the contractor's dust control and FOD management becomes ineffective.
- Hazardous Materials (HAZMAT) Management:**
 - The contractor shall develop a hazardous materials (HAZMAT) management and response plan. Copies of this plan shall be maintained on the jobsite.
 - The contractor shall also develop a HAZMAT communication plan. The plan shall list and include copies of Material Safety Data Sheets (MSDS) for all hazardous materials being handled on the jobsite. Copies of this plan shall be maintained at all staging and storage areas and on the jobsite. Copies of the plan shall also be submitted to airport operations.
 - The contractor shall not refuel equipment within the AOA. The contractor shall maintain on hand a spill response kit to expeditiously contain and clean-up spills resulting from fuel or hydraulic fluid leaks, consistent with their HAZMAT management and response plan.
 - The contractor shall notify the airport operations immediately in the event a release of hazardous material occurs or if signs of potential contamination by hazardous materials are encountered during excavation or other construction activities.

(NOTES CONTINUE ON SHEET GC002)



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MARCH 1, 2024

TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK | DATE | DESCRIPTION

BLV PROJECT NO. 2024-04

IL PROJECT NO. BLV-5101

CMT PROJECT NO: 22001186.00

CAD DWG FILE: 22001186 - GC000.DWG

DESIGNED BY: CMT

DRAWN BY: CMT

CHECKED BY: CMT

APPROVED BY: CMT

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SHEET TITLE

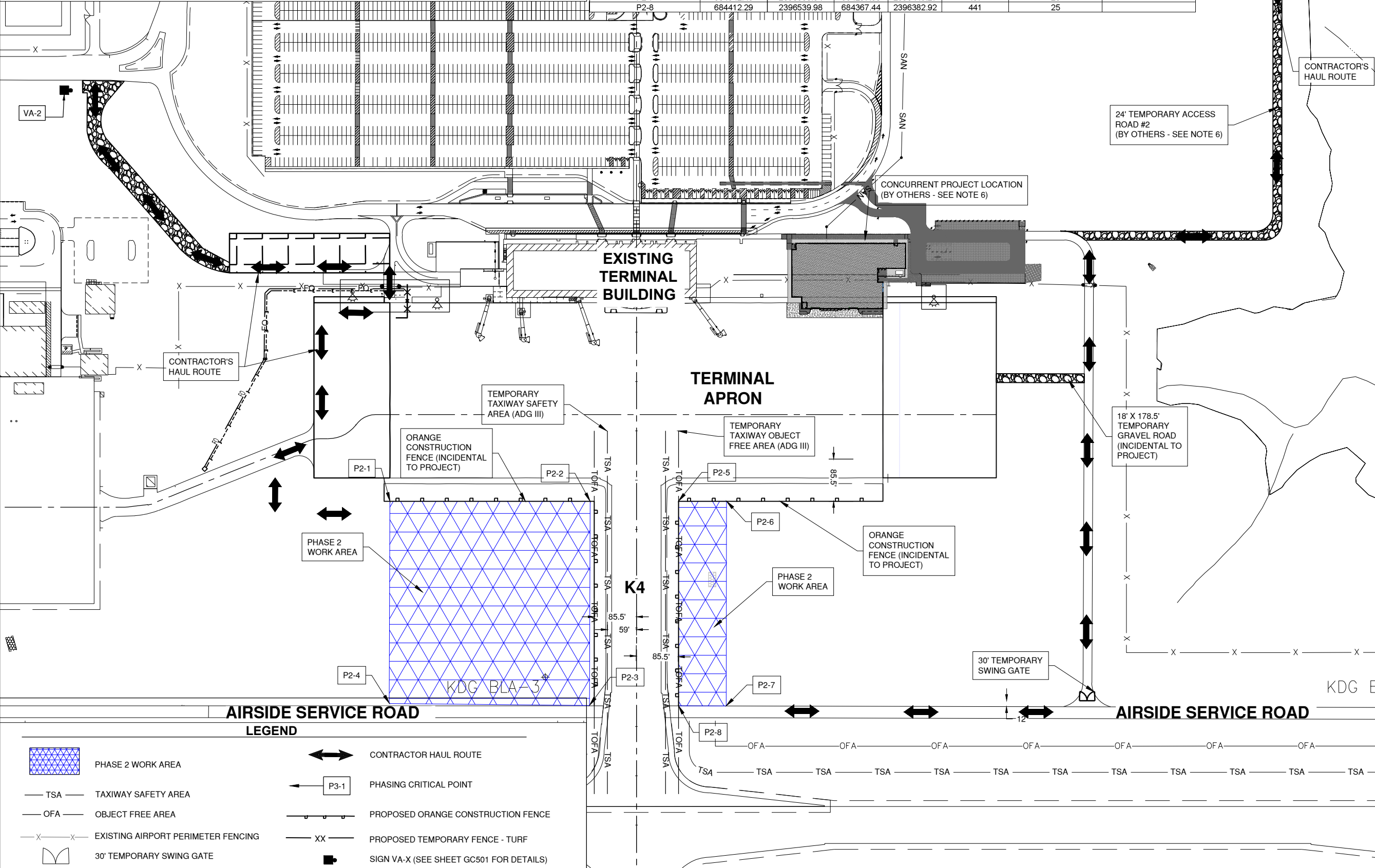
CONSTRUCTION
ACTIVITY PLAN
NOTES 1

GC001
SHEET 6 OF 68

PHASE 2 NOTES:

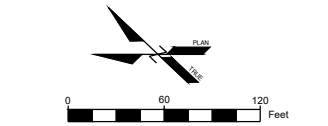
1. THIS PHASE SHALL CONSIST OF DEMOLITION, EARTHWORK AND CONSTRUCTION OF A STORM SEWER PIPE AND INLET IN THE AREA ADJACENT TO TAXIWAY K4 AS SHOWN ON THE CAP. WORK SHALL ALSO INCLUDE EARTHWORK AND CONSTRUCTION OF A PAVED DITCH.
2. ALL WORK IN PHASE 2 SHALL BE COMPLETED CONCURRENTLY WITH PHASE 1.
3. PHASE 2 SHALL BE COMPLETED WITHIN 14 CONSECUTIVE CALENDAR DAYS AND APPROVED BY THE AIRPORT.
4. ALL PERSONNEL MUST BE BADGED OR UNDER ESCORT FOR THE WORK DONE WITHIN PHASE 2 WORK AREAS. WORK INSIDE OF THE AOA MUST BE DONE IN ACCORDANCE WITH THE AOA REQUIREMENTS.
5. THE K4 TAXIWAY TSA AND TOFA WILL BE REDUCED TO ADG III FOR THIS PHASE. THE NEW K4 TSA WILL BE 59' FROM THE K4 CENTERLINE. THE NEW K4 TOFA WILL BE 85.5' FROM THE K4 CENTERLINE. ALL OTHER TAXIWAY AND RUNWAY SAFETY AND OBJECT FREE AREAS WILL REMAIN UNCHANGED.
6. CONTRACTOR SHALL COORDINATE OPERATIONS WITH ADJACENT ONGOING PROJECTS.

PHASE 2 CRITICAL POINTS							
CRITICAL POINT	NORTHING (MIDAMERICA COORDINATES)	EASTING (MIDAMERICA COORDINATES)	NORTHING (NAV83)	EASTING (NAV83)	GROUND ELEVATION	MAX ALLOWABLE EQUIPMENT HEIGHT AGL (FT.)	ASN NUMBER
P2-1	685122.58	2396436.04	685077.68	2396278.98	444	25	
P2-2	684828.68	2396716.48	684783.80	2396559.41	443	25	
P2-3	684543.64	2396415.87	684498.78	2396258.82	441	25	
P2-4	684840.27	2396138.29	684795.39	2395981.25	441	25	
P2-5	684698.90	2396840.35	684654.03	2396683.27	444	25	
P2-6	684628.45	2396907.56	684583.58	2396750.47	444	25	
P2-7	684342.43	2396606.34	684297.58	2396449.27	437	25	
P2-8	684412.29	2396539.98	684367.44	2396382.92	441	25	



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TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION
BLV PROJECT NO.	2024-04	
IL PROJECT NO.	BLV-5101	
CMT PROJECT NO.	22001186.00	
CAD DWG FILE:	22001186 - GC100.DWG	
DESIGNED BY:	###	
DRAWN BY:	CMT	
CHECKED BY:	###	
APPROVED BY:	###	
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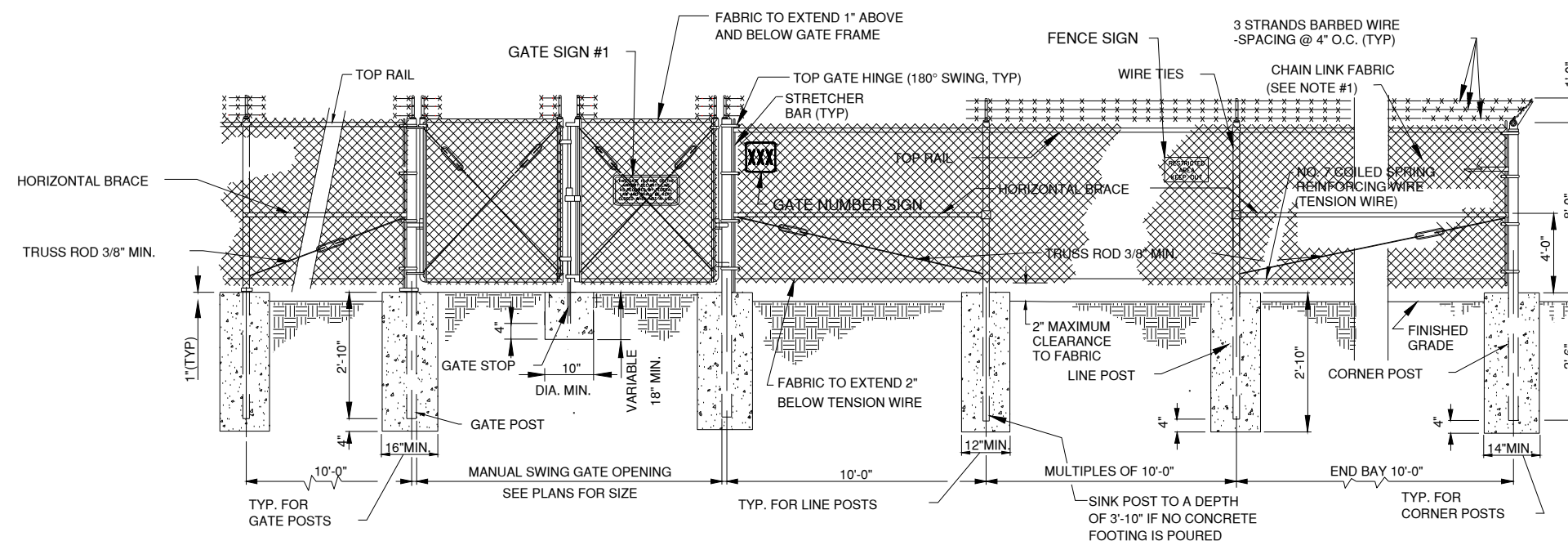
**CONSTRUCTION
ACTIVITY PLAN -
PHASE 2**

GC104
SHEET 11 OF 68

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LEGEND

	PHASE 2 WORK AREA		CONTRACTOR HAUL ROUTE
	TSA TAXIWAY SAFETY AREA		PHASING CRITICAL POINT
	OFA OBJECT FREE AREA		PROPOSED ORANGE CONSTRUCTION FENCE
	EXISTING AIRPORT PERIMETER FENCING		PROPOSED TEMPORARY FENCE - TURF
	30' TEMPORARY SWING GATE		SIGN VA-X (SEE SHEET GC501 FOR DETAILS)



1 CHAIN LINK FABRIC FENCE (CLASS E)
N.T.S.

FENCE NOTES:

1. CHAIN LINK FABRIC TO BE #9 GAUGE ZINC COATED.
2. CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT TO EXCEED 500'. THERE SHALL BE A GROUND WITHIN 100' OF GATES IN EACH SECTION OF FENCE ADJACENT TO THE GATE.
3. BARBED WIRE EXTENSION ARMS SHALL POINT TO EXTERIOR AND SHALL SUPPORT A MINIMUM DEAD LOAD OF 400 POUNDS FROM END OF ARM.
4. BOTTOM TENSION WIRE SHALL BE STRETCHED TAUT FROM TERMINAL POST AND SECURELY FASTENED TO EACH INTERMEDIATE POST 6" ABOVE THE GROUND LINE.
5. TOP AND BOTTOM SELVAGES OF FENCE TO HAVE A TWISTED AND BARBED FINISH.
6. ALL BOLTS ON ALL GATES, HINGES AND HARDWARE MUST BE NON-REMOVABLE.
7. IT IS PERMITTED TO SUBSTITUTE STEEL PIPE, TYPE "A", AS SPECIFIED IN 162-2.3 (a)(2), FOR STEEL PIPE, TYPE "A".
8. UTILIZE IDOT DIVISION OF AERONAUTICS, ILLINOIS STANDARD SPECIFICATIONS FOR AIRPORTS.

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TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION

BLV PROJECT NO. 2024-04

IL PROJECT NO. BLV-5101

CMT PROJECT NO: 22001186.00

CAD DWG FILE: 22001186 - GC500.DWG

DESIGNED BY: CMT

DRAWN BY: CMT

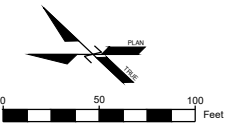
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FINAL FENCE DETAILS



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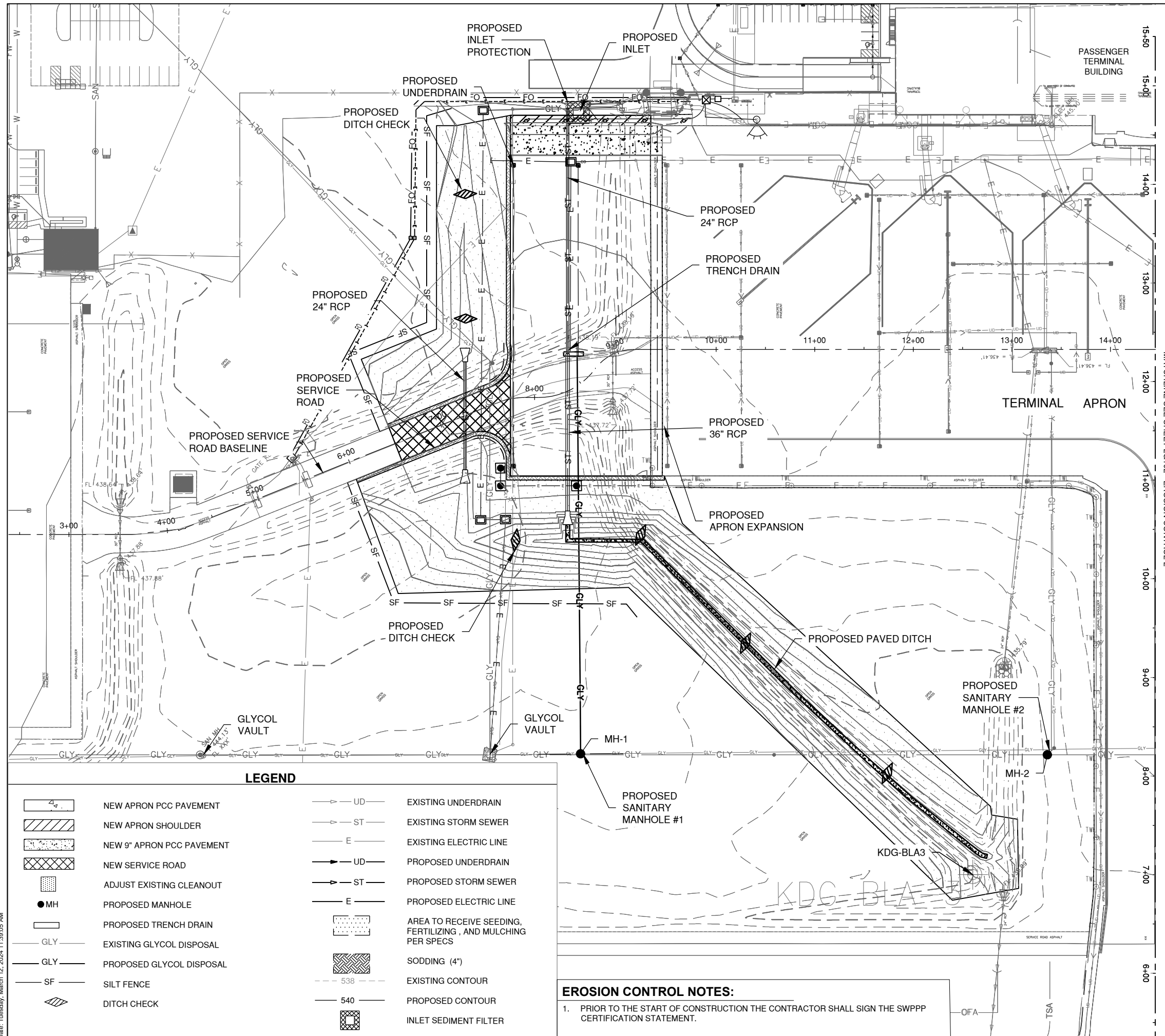
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MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

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		IL PROJECT NO. BLV-5101
		CMT PROJECT NO: 22001186.00
		CAD DWG FILE: 22001186 - LG100.DWG
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SHEET TITLE
EROSION CONTROL PLAN 1



MATCHLINE SEE SHEET LG102 - EROSION CONTROL 2

LEGEND

	NEW APRON PCC PAVEMENT		EXISTING UNDERDRAIN
	NEW APRON SHOULDER		EXISTING STORM SEWER
	NEW 9" APRON PCC PAVEMENT		EXISTING ELECTRIC LINE
	NEW SERVICE ROAD		PROPOSED UNDERDRAIN
	ADJUST EXISTING CLEANOUT		PROPOSED STORM SEWER
	PROPOSED MANHOLE		PROPOSED ELECTRIC LINE
	PROPOSED TRENCH DRAIN		AREA TO RECEIVE SEEDING, FERTILIZING, AND MULCHING PER SPECS
	EXISTING GLYCOL DISPOSAL		SODDING (4")
	PROPOSED GLYCOL DISPOSAL		EXISTING CONTOUR
	SILT FENCE		PROPOSED CONTOUR
	DITCH CHECK		INLET SEDIMENT FILTER

EROSION CONTROL NOTES:

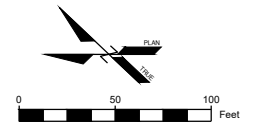
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT.

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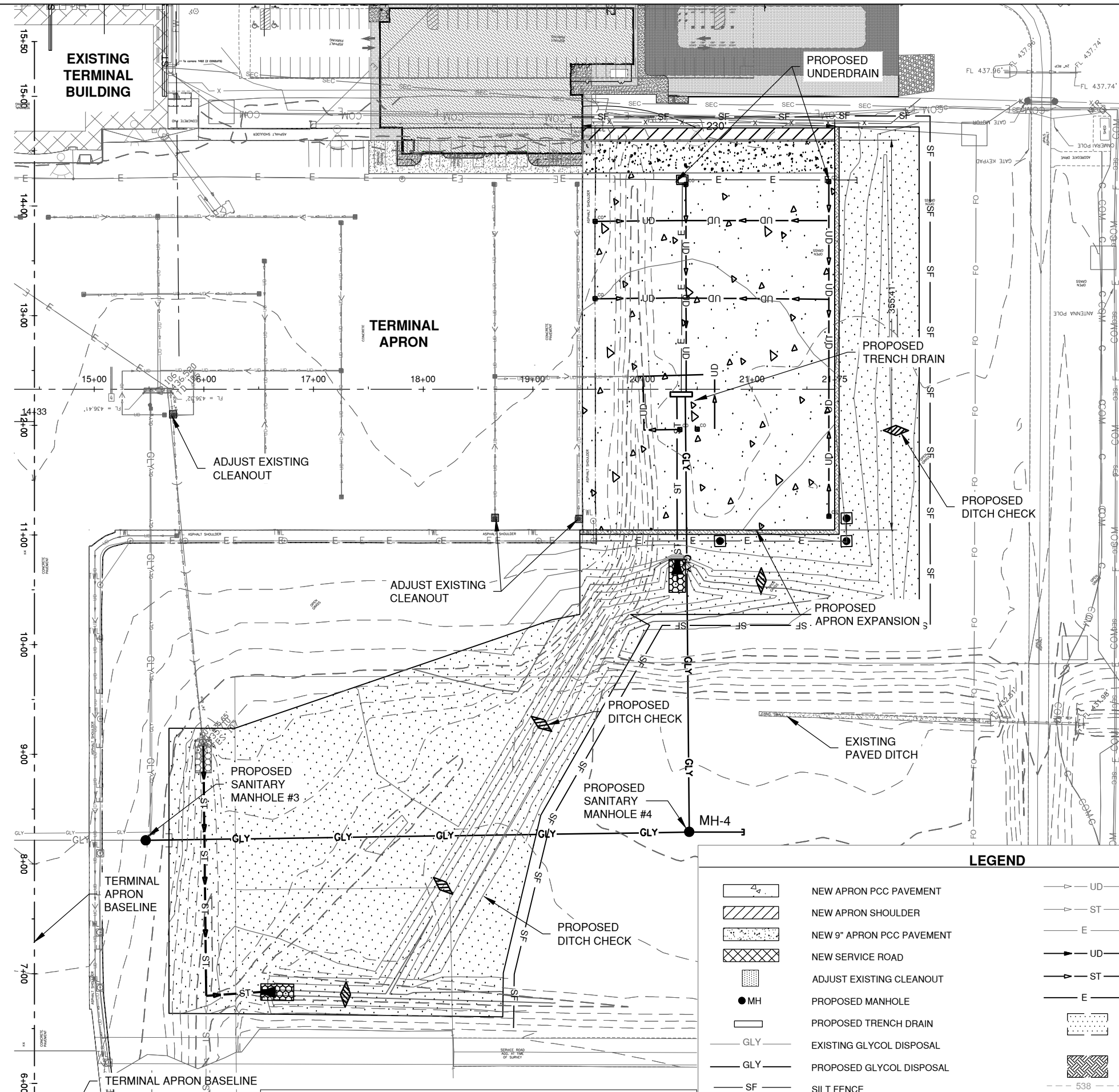


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MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL



MATCHLINE SHEET LG102 - EROSION CONTROL PLAN 1

LEGEND

	NEW APRON PCC PAVEMENT		EXISTING UNDERDRAIN
	NEW APRON SHOULDER		EXISTING STORM SEWER
	NEW 9" APRON PCC PAVEMENT		EXISTING ELECTRIC LINE
	NEW SERVICE ROAD		PROPOSED UNDERDRAIN
	ADJUST EXISTING CLEANOUT		PROPOSED STORM SEWER
	PROPOSED MANHOLE		PROPOSED ELECTRIC LINE
	PROPOSED TRENCH DRAIN		AREA TO RECEIVE SEEDING, FERTILIZING, AND MULCHING PER SPECS
	EXISTING GLYCOL DISPOSAL		SODDING (4")
	PROPOSED GLYCOL DISPOSAL		EXISTING CONTOUR
	SILT FENCE		PROPOSED CONTOUR
	DITCH CHECK		INLET SEDIMENT FILTER

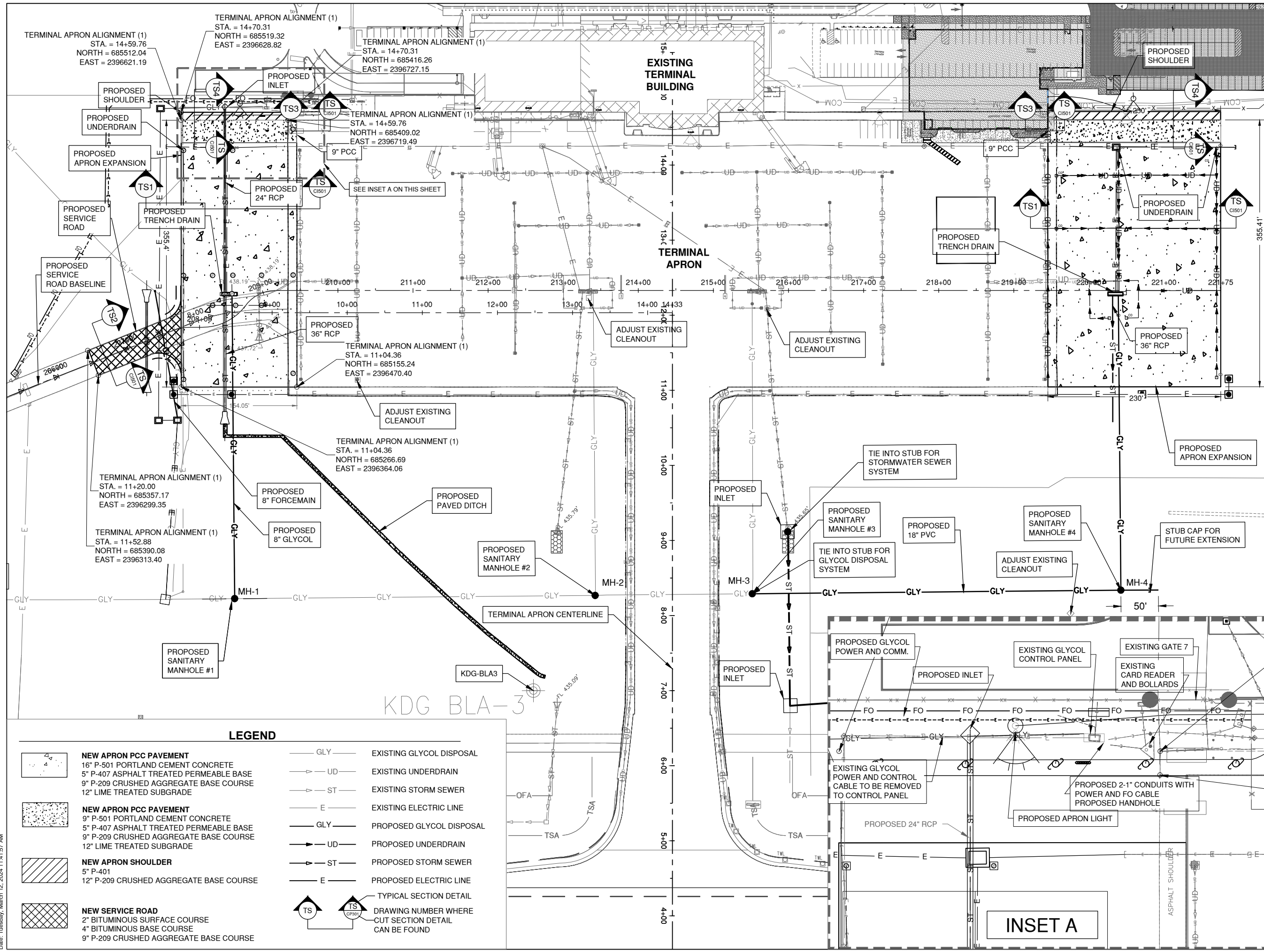
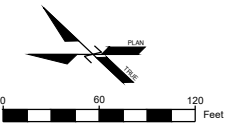
EROSION CONTROL NOTES:

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT.

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		IL PROJECT NO. BLV-5101
		CMT PROJECT NO: 22001186.00
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EROSION CONTROL PLAN 2

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MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

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IL	PROJECT NO. BLV-5101	
CMT	PROJECT NO. 22001186.00	
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SHEET TITLE

PROPOSED IMPROVEMENTS

CS101

SHEET 21 OF 68

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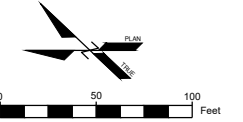
LEGEND

- | | | | | |
|--|---|--|-------|--|
| | NEW APRON PCC PAVEMENT
16" P-501 PORTLAND CEMENT CONCRETE
5" P-407 ASPHALT TREATED PERMEABLE BASE
9" P-209 CRUSHED AGGREGATE BASE COURSE
12" LIME TREATED SUBGRADE | | GLY | EXISTING GLYCOL DISPOSAL |
| | NEW APRON PCC PAVEMENT
9" P-501 PORTLAND CEMENT CONCRETE
5" P-407 ASPHALT TREATED PERMEABLE BASE
9" P-209 CRUSHED AGGREGATE BASE COURSE
12" LIME TREATED SUBGRADE | | UD | EXISTING UNDERDRAIN |
| | NEW APRON SHOULDER
5" P-401
12" P-209 CRUSHED AGGREGATE BASE COURSE | | ST | EXISTING STORM SEWER |
| | NEW SERVICE ROAD
2" BITUMINOUS SURFACE COURSE
4" BITUMINOUS BASE COURSE
9" P-209 CRUSHED AGGREGATE BASE COURSE | | E | EXISTING ELECTRIC LINE |
| | | | GLY | PROPOSED GLYCOL DISPOSAL |
| | | | UD | PROPOSED UNDERDRAIN |
| | | | ST | PROPOSED STORM SEWER |
| | | | E | PROPOSED ELECTRIC LINE |
| | | | TS | TYPICAL SECTION DETAIL |
| | | | CP501 | DRAWING NUMBER WHERE CUT SECTION DETAIL CAN BE FOUND |



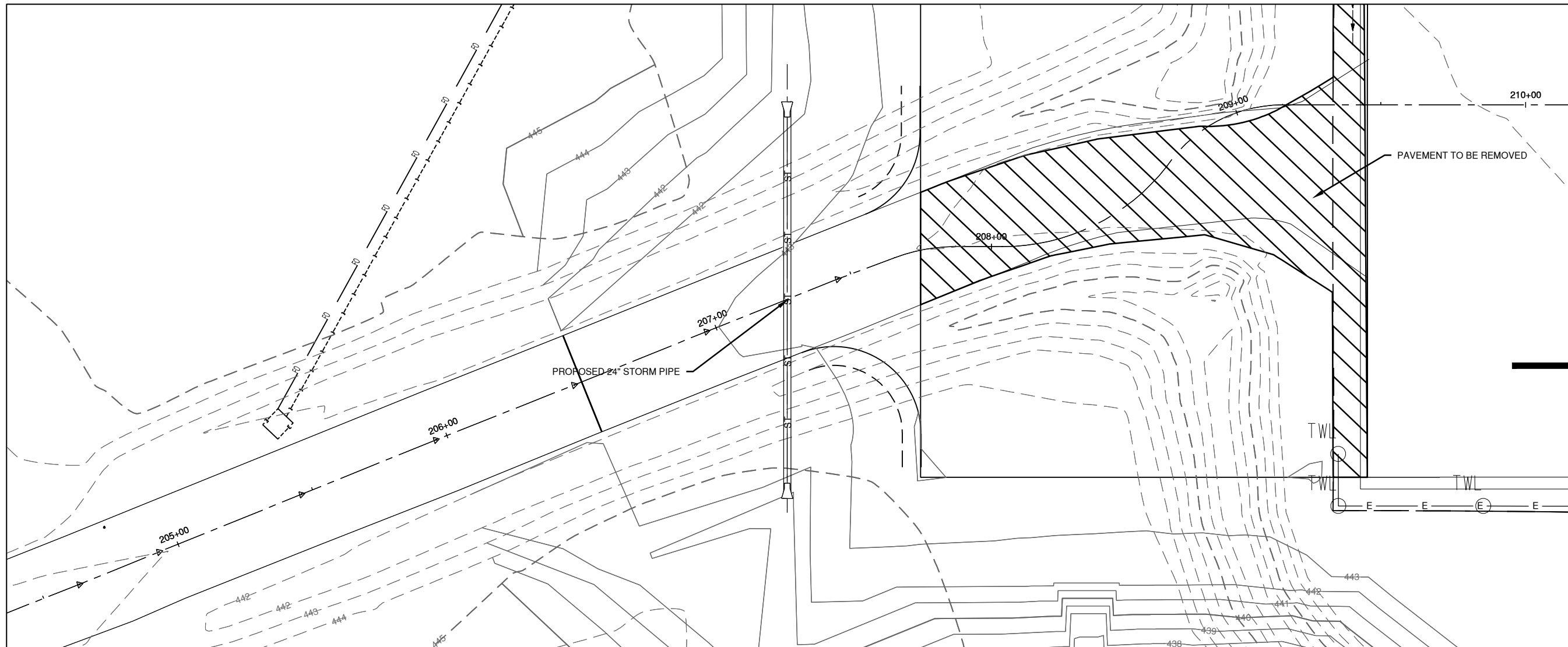
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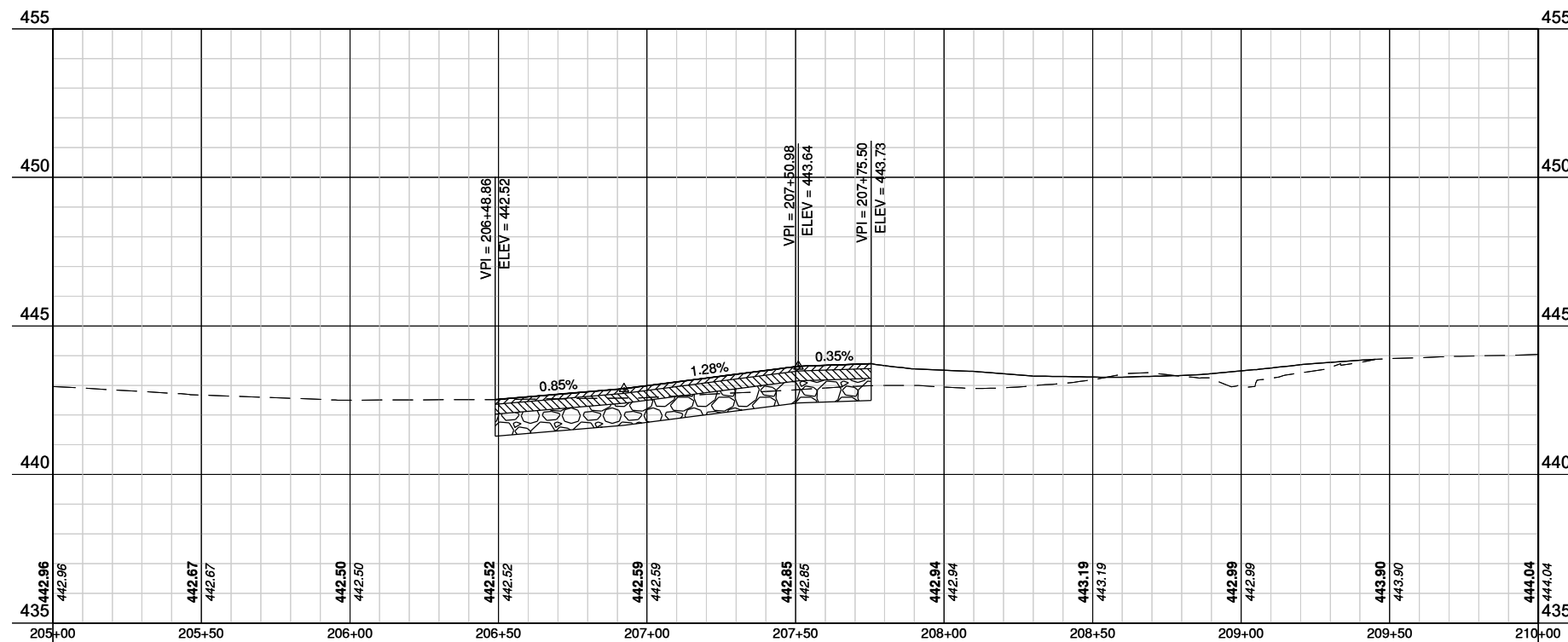


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MARCH 1, 2024

TERMINAL APRON EXPANSION



SERVICE ROAD PROFILE



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK | DATE | DESCRIPTION

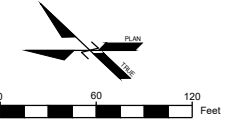
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SERVICE ROAD PLAN & PROFILE SHEET

SHEET 22 OF 68
C1101

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MARCH 1, 2024

TERMINAL APRON EXPANSION

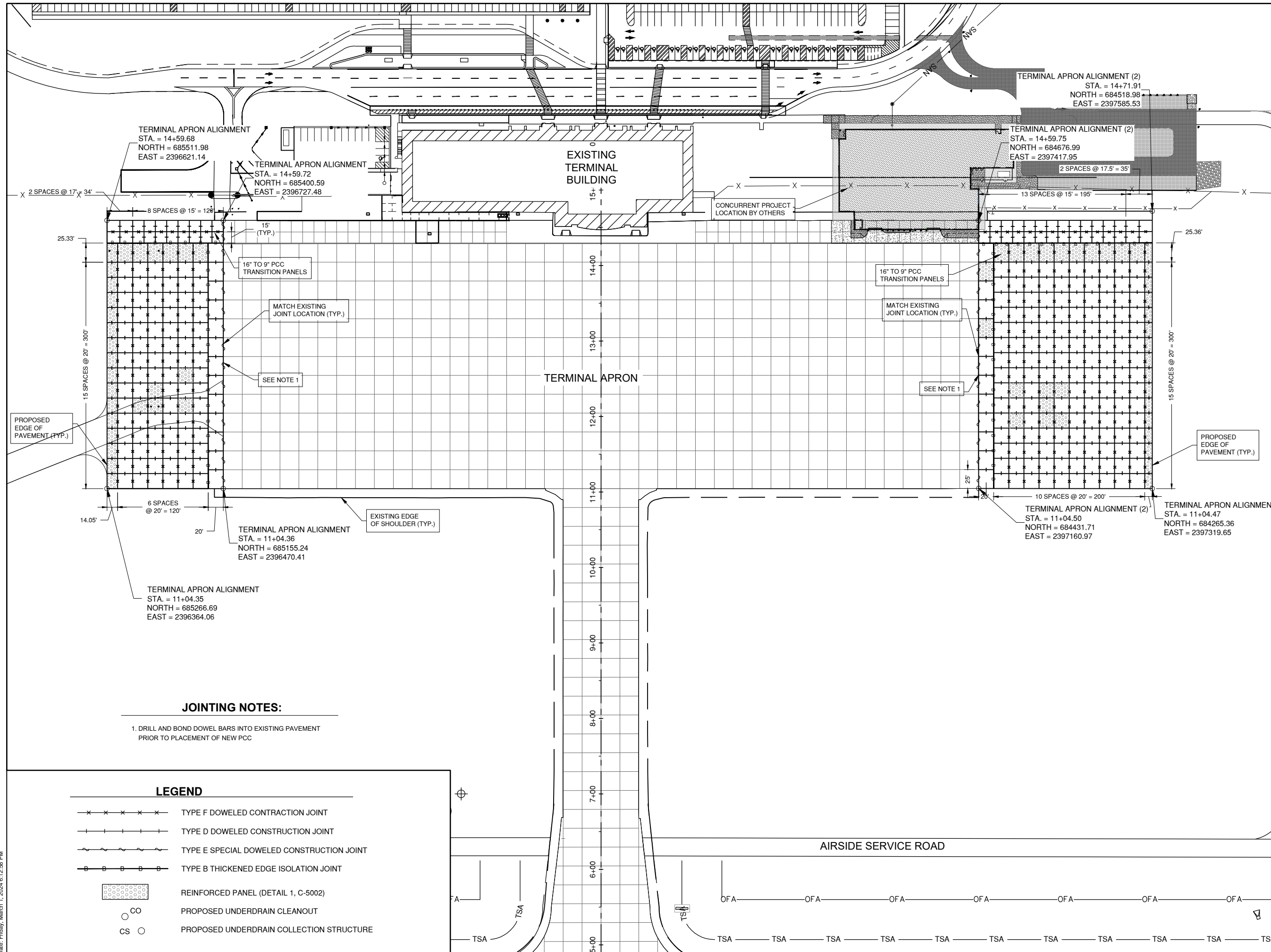


MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION
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		IL PROJECT NO. BLV-5101
		CMT PROJECT NO: 22001186.00
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SHEET TITLE

JOINTING PLAN



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0 60 120 Feet

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MARCH 1, 2024

TERMINAL APRON EXPANSION



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ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

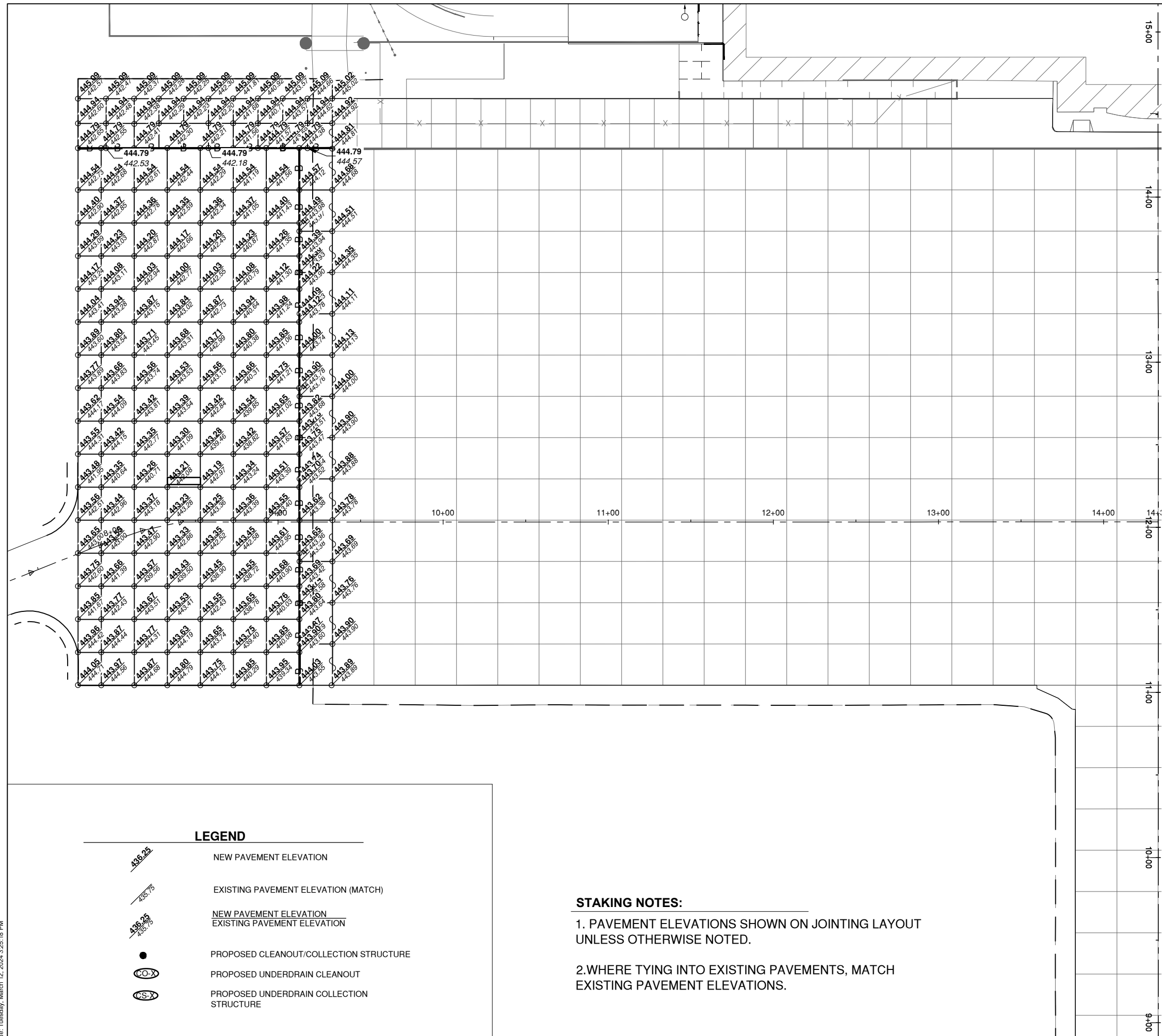
MARK | DATE | DESCRIPTION

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IL PROJECT NO.	BLV-5101
CMT PROJECT NO.	22001186.00
CAD DWG FILE:	22001186 - CP800.DWG
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SHEET TITLE

STAKING PLAN 1

SHEET 26 CP801 OF 68

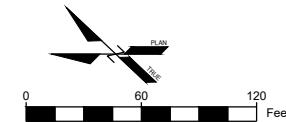


LEGEND

- NEW PAVEMENT ELEVATION
- EXISTING PAVEMENT ELEVATION (MATCH)
- NEW PAVEMENT ELEVATION
EXISTING PAVEMENT ELEVATION
- PROPOSED CLEANOUT/COLLECTION STRUCTURE
- PROPOSED UNDERDRAIN CLEANOUT
- PROPOSED UNDERDRAIN COLLECTION STRUCTURE

STAKING NOTES:

1. PAVEMENT ELEVATIONS SHOWN ON JOINTING LAYOUT UNLESS OTHERWISE NOTED.
2. WHERE TYING INTO EXISTING PAVEMENTS, MATCH EXISTING PAVEMENT ELEVATIONS.



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MARCH 1, 2024

TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

LEGEND

- - - - - EXISTING CONTOURS
- 741.0 — PROPOSED CONTOURS
- ST — EXISTING REINFORCED CONCRETE PIPE
- ST — PROPOSED REINFORCED CONCRETE PIPE
- UD — EXISTING UNDERDRAINS
- UD — PROPOSED UNDERDRAINS
- PROPOSED INLET
- UD-XX PROPOSED UNDERDRAIN RUN NUMBER
- PROP. CLEANOUT/COLLECTION STRUCTURE
- CO-XX PROPOSED UNDERDRAIN CLEANOUT CALLOUT
- CS-XX PROPOSED UNDERDRAIN COLLECTION STRUCTURE CALLOUT
- △ FLARED END SECTION

NOTE

1. INSTALLATION OF RIP RAP SHALL BE INCIDENTAL TO THE COST OF THE FLARED END SECTION

UNDERDRAIN PIPE SCHEDULE

NAME	PIPE	LENGTH	SLOPE
UD-14	6" PVC	50.59	0.55%
UD-15	6" PVC	70.51	0.55%
UD-16	6" PVC	188.97	0.55%
UD-17	6" PVC	82.89	0.50%
UD-18	6" PVC	32.74	-0.55%
UD-19	6" PVC	130.4	-0.50%
UD-20	6" PVC	33.93	-0.54%
UD-21	6" PVC	72.13	0.54%
UD-22	6" PVC	198.95	-0.50%
UD-23	6" PVC	71.14	-0.55%
UD-24	6" PVC	82.98	-0.50%
UD-25	6" PVC	130.27	-0.50%
UD-26	6" PVC	61.24	-0.59%
UD-27	6" PVC	43.26	0.50%
UD-28	6" PVC	58.84	0.45%
UD-29	6" PVC	22.73	0.50%
UD-30	6" PVC	15.21	-0.82%
UD-31	6" PVC	57.95	0.47%
UD-32	6" PVC	15.68	0.81%
UD-33	6" PVC	26.28	0.47%

STORM STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	NORTHING	EASTING	RIM ELEV	SW INVERT
FES 4	10+76.34	586.52	684349.77	2397200.22		437.18
FES 5	6+83.21	206.23	684353.523	2396653.28		434.64
INL-2	6+79.71	156.49	684387.095	2396616.4	438.28	434.50
INL-3	9+11.70	153.48	684549.42	2396782.16	438.5	435.67
TRENCH DRAIN 2	12+28.07	586.27	684454.7	2397309.83	443.15	436.12

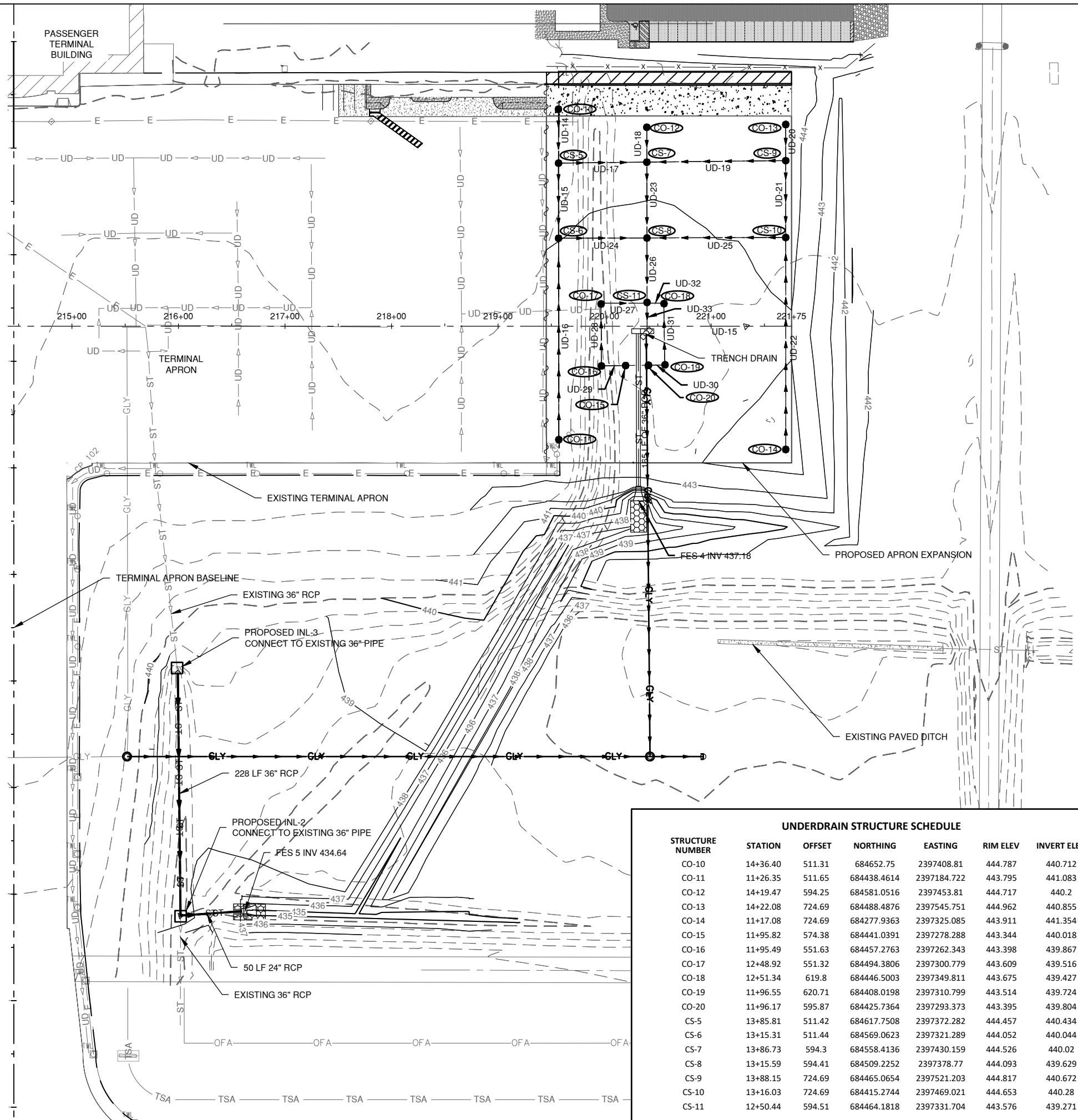
STORM PIPE SCHEDULE

REACH	PIPE	LENGTH	SLOPE
SS-4	36" RCP	165.00 LF	0.20%
SS-5	36" RCP	228.00 LF	0.45%
SS-6	24" RCP	50.00 LF	0.30%

UNDERDRAIN STRUCTURE SCHEDULE

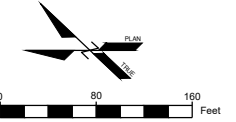
STRUCTURE NUMBER	STATION	OFFSET	NORTHING	EASTING	RIM ELEV	INVERT ELEV
CO-10	14+36.40	511.31	684652.75	2397408.81	444.787	440.712
CO-11	11+26.35	511.65	684438.4614	2397184.722	443.795	441.083
CO-12	14+19.47	594.25	684581.0516	2397453.81	444.717	440.2
CO-13	14+22.08	724.69	684488.4876	2397545.751	444.962	440.855
CO-14	11+17.08	724.69	684277.9363	2397325.085	443.911	441.354
CO-15	11+95.82	574.38	684441.0391	2397278.288	443.344	440.018
CO-16	11+95.49	551.63	684457.2763	2397262.343	443.398	439.867
CO-17	12+48.92	551.32	684494.3806	2397300.779	443.609	439.516
CO-18	12+51.34	619.8	684446.5003	2397349.811	443.675	439.427
CO-19	11+96.55	620.71	684408.0198	2397310.799	443.514	439.724
CO-20	11+96.17	595.87	684425.7364	2397293.373	443.395	439.804
CS-5	13+85.81	511.42	684617.7508	2397372.282	444.457	440.434
CS-6	13+15.31	511.44	684569.0623	2397321.289	444.052	440.044
CS-7	13+86.73	594.3	684558.4136	2397430.159	444.526	440.02
CS-8	13+15.59	594.41	684509.2252	2397378.77	444.093	439.629
CS-9	13+88.15	724.69	684465.0654	2397521.203	444.817	440.672
CS-10	13+16.03	724.69	684415.2744	2397469.021	444.653	440.28
CS-11	12+50.44	594.51	684464.1818	2397331.704	443.576	439.271

MATCHLINE SHEET CS102 - PROPOSED IMPROVEMENTS 2



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		IL PROJECT NO. BLV-5101
		CMT PROJECT NO: 22001186.00
		CAD DWG FILE: 22001186 - CG100.DWG
		DESIGNED BY: CMT
		DRAWN BY: CMT
		CHECKED BY: CMT
		APPROVED BY: CMT
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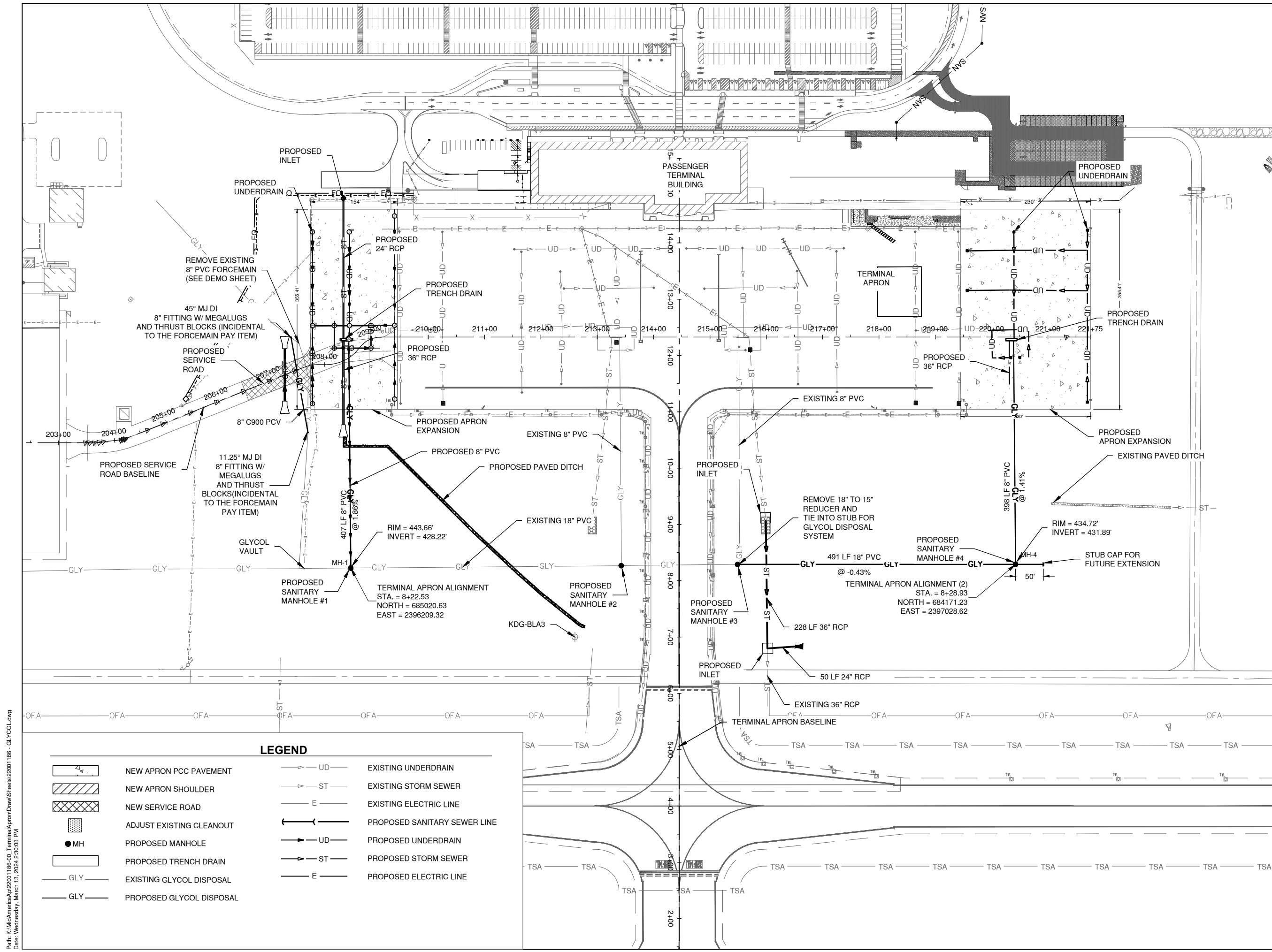
TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION
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		CMT PROJECT NO: 22001186.00
		CAD DWG FILE: 22001186 - GLYCOL.DWG
		DESIGNED BY: CMT
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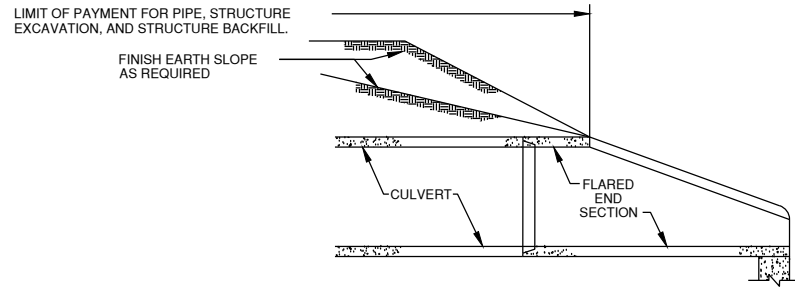
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GLYCOL IMPROVEMENTS



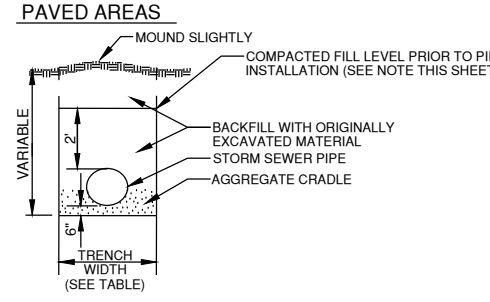
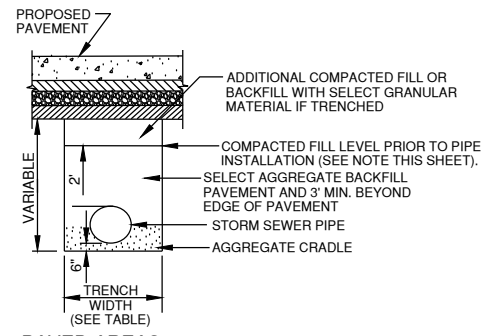
LEGEND

- | | | | |
|--|--------------------------|--|------------------------------|
| | NEW APRON PCC PAVEMENT | | EXISTING UNDERDRAIN |
| | NEW APRON SHOULDER | | EXISTING STORM SEWER |
| | NEW SERVICE ROAD | | EXISTING ELECTRIC LINE |
| | ADJUST EXISTING CLEANOUT | | PROPOSED SANITARY SEWER LINE |
| | PROPOSED MANHOLE | | PROPOSED UNDERDRAIN |
| | PROPOSED TRENCH DRAIN | | PROPOSED STORM SEWER |
| | EXISTING GLYCOL DISPOSAL | | PROPOSED ELECTRIC LINE |
| | PROPOSED GLYCOL DISPOSAL | | |

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INSTALLATION DETAILS

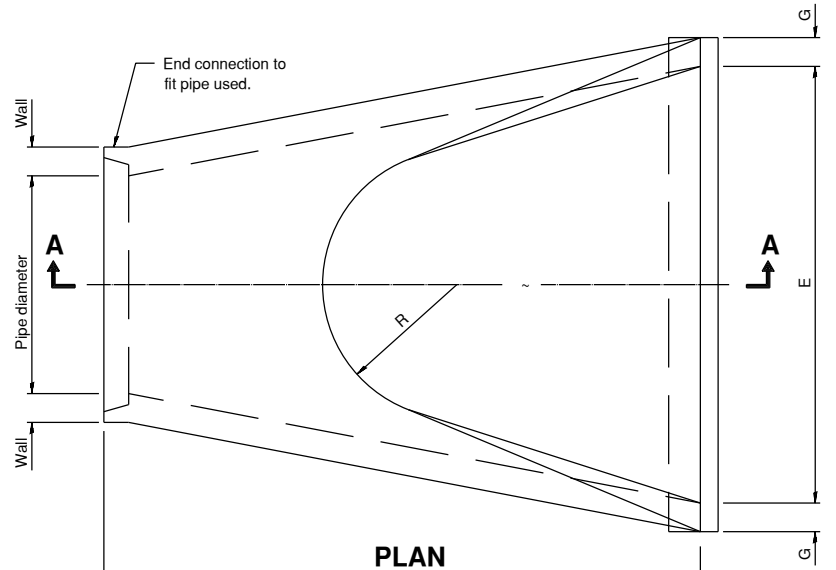


NOTE:
CONTRACTOR SHALL COMPACT FILL 2" ABOVE PROPOSED TOP OF PIPE ELEVATION PRIOR TO EXCAVATION OF PIPE TRENCH. BACKFILL PAVED AREAS WITH SELECT GRANULAR MATERIAL 2" ABOVE THE TOP OF PIPE. BACKFILL NON-PAVED AREAS WITH ORIGINALLY EXCAVATED FILL.

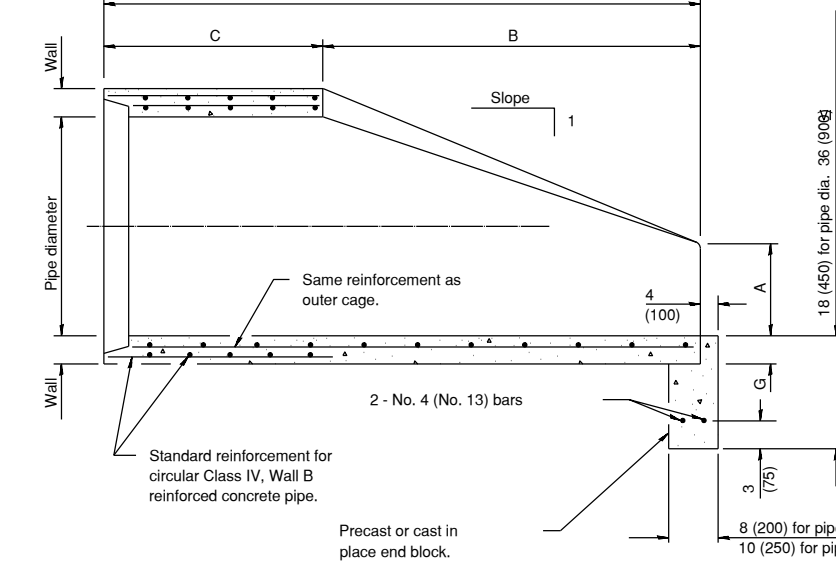
STORM SEWER TRENCH DETAILS

N.T.S.

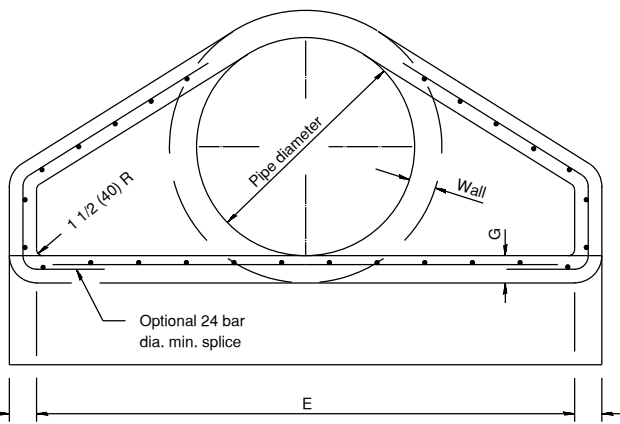
INSIDE DIAMETER OF SEWER (INCHES)	MAXIMUM TRENCH WIDTH
6	3'-2"
8	3'-2"
10	3'-2"
12	3'-4"
15	3'-6"
18	3'-10"
21	4'-4"
24	4'-8"
27	4'-11"
30	5'-3"
33	6'-0"
36	6'-4"
42	6'-11"
48	7'-6"
54	8'-7"
60	9'-2"
66	9'-9"
72	10'-4"
78	10'-11"
84	11'-6"
90	12'-1"
96	12'-8"
102	13'-3"
108	13'-10"



PLAN



SECTION A-A



END VIEW

GENERAL NOTES

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

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

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

* Radius as furnished by manufacturer

PRECAST REINFORCED CONCRETE FLARED END SECTION

STANDARD 542301-03

DRAINAGE DETAILS 1

CG501
SHEET 39 OF 68

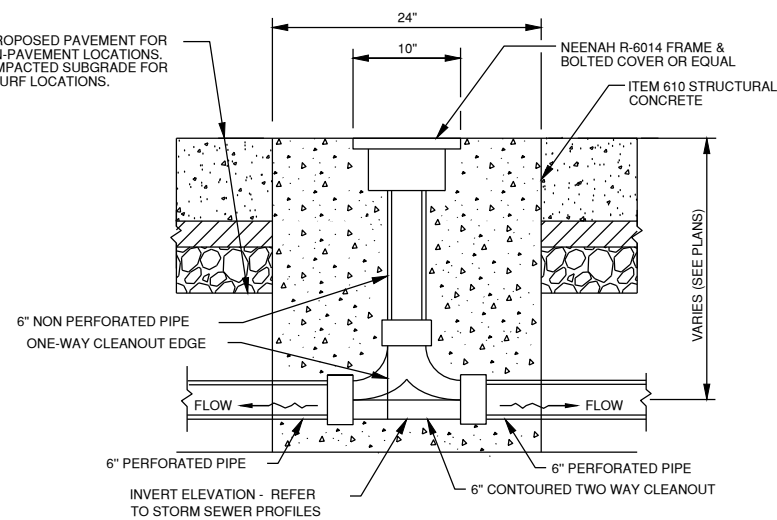
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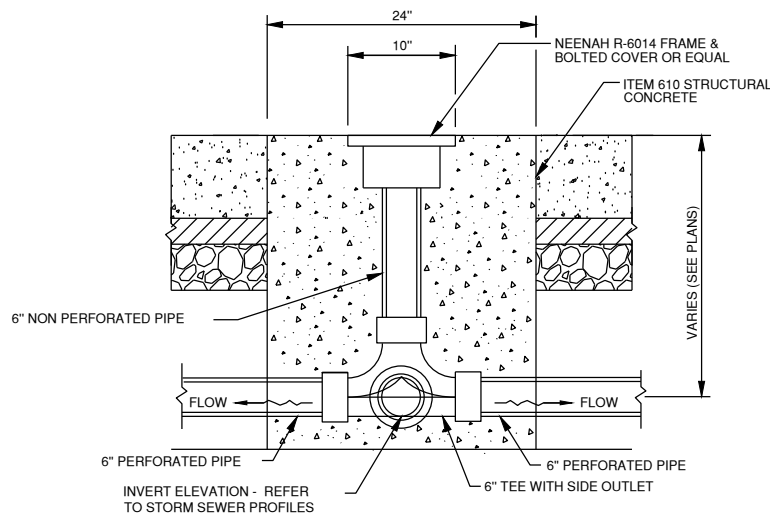
PROPOSED PAVEMENT FOR IN-PAVEMENT LOCATIONS. COMPACTED SUBGRADE FOR IN-TURF LOCATIONS.



ONE-WAY OR TWO-WAY CLEANOUT ELEVATION
N.T.S.

UNDERDRAIN CLEANOUT NOTES

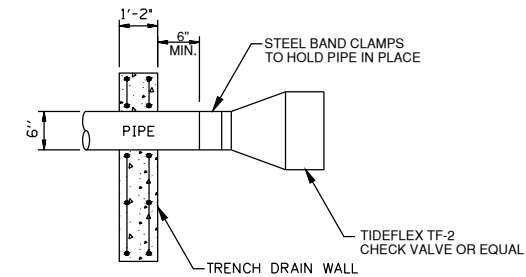
- SEQUENCE OF CONSTRUCTION/PLACEMENT OF CLEANOUTS SHALL BE AS FOLLOWS:
 - PAVE ASPHALT
 - CORE THROUGH ASPHALT
 - SET CLEANOUT WITH PCC COLLAR
 - PAVE CONCRETE APRON
- FINISHED GRADE OF CLEANOUTS AND COLLECTION STRUCTURES SHALL BE AT OR JUST BELOW PCC PAVEMENT SURFACE ELEVATION. ANY STRUCTURE EXTENDING ABOVE THE FINISHED PCC PAVEMENT ELEVATION SHALL BE ADJUSTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.



UNDERDRAIN COLLECTION STRUCTURE
N.T.S.

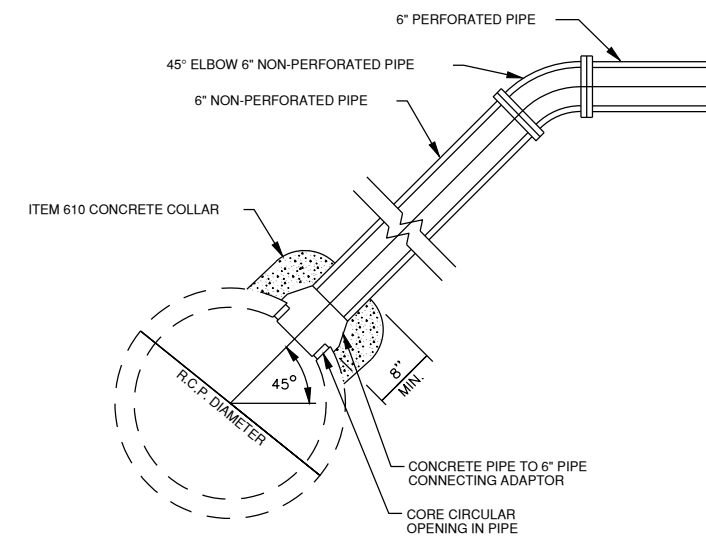
UNDERDRAIN COLLECTION STRUCTURE NOTES

- SEQUENCE OF CONSTRUCTION/PLACEMENT OF CLEANOUTS SHALL BE AS FOLLOWS:
 - PAVE ASPHALT
 - CORE THROUGH ASPHALT
 - SET CLEANOUT WITH PCC COLLAR
 - PAVE CONCRETE APRON
- FINISHED GRADE OF CLEANOUTS AND COLLECTION STRUCTURES SHALL BE AT OR JUST BELOW PCC PAVEMENT SURFACE ELEVATION. ANY STRUCTURE EXTENDING ABOVE THE FINISHED PCC PAVEMENT ELEVATION SHALL BE ADJUSTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

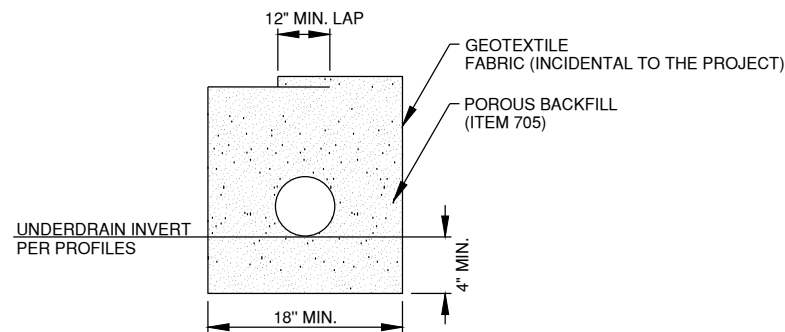


UNDERDRAIN BACKFLOW DETAIL
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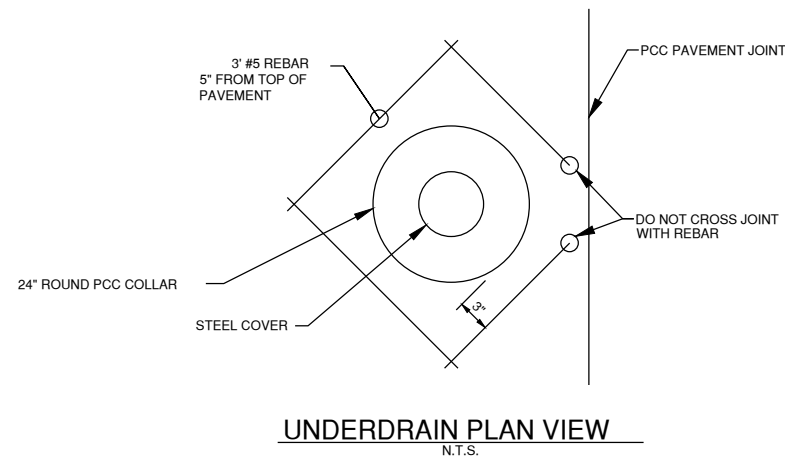
NOTE: CHECK VALVE SHALL BE INCIDENTAL TO UNDERDRAIN WORK.



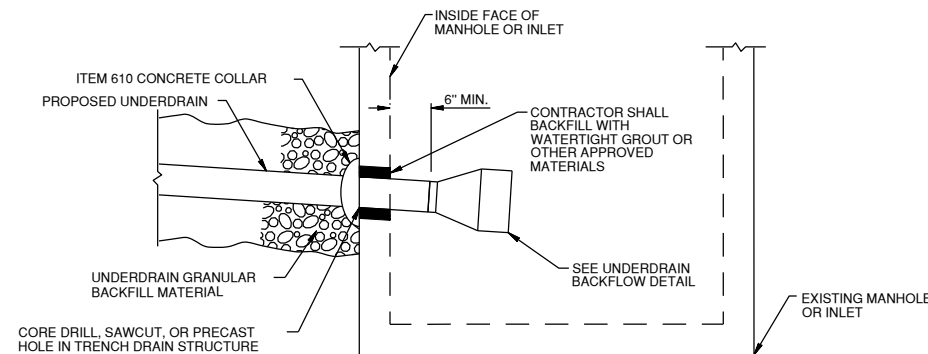
UNDERDRAIN DIRECT CONNECTION AT RCP
N.T.S.



UNDERDRAIN TRENCH DETAIL
N.T.S.



UNDERDRAIN PLAN VIEW
N.T.S.

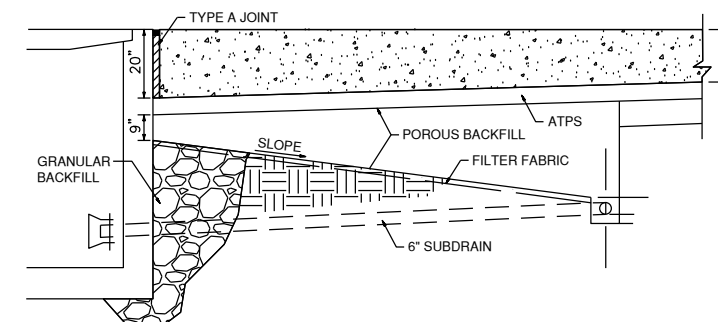


NOTES:
CONTRACTOR SHALL BACKFILL WITH WATERTIGHT GROUT OR OTHER APPROVED MATERIALS

DIRECT CONNECTION DETAIL
N.T.S.

DIRECT CONNECTION NOTES

- HOLE IN STRUCTURE SHALL BE AT LEAST 1" WIDER THAN UD PIPE.
- FILL SPACE BETWEEN UNDERDRAIN AND STRUCTURE WITH NON-SHRINK GROUT OR ITEM 610 PCC COLLAR.



SUBDRAIN DETAIL AT TRENCH DRAIN
N.T.S.

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ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION
		BLV PROJECT NO. 2024-04
		IL PROJECT NO. BLV-5101
		CMT PROJECT NO: 22001186.00
		CAD DWG FILE: 22001186 - CG500.DWG
		DESIGNED BY: CMT
		DRAWN BY: CMT
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SHEET TITLE
DRAINAGE DETAILS 2

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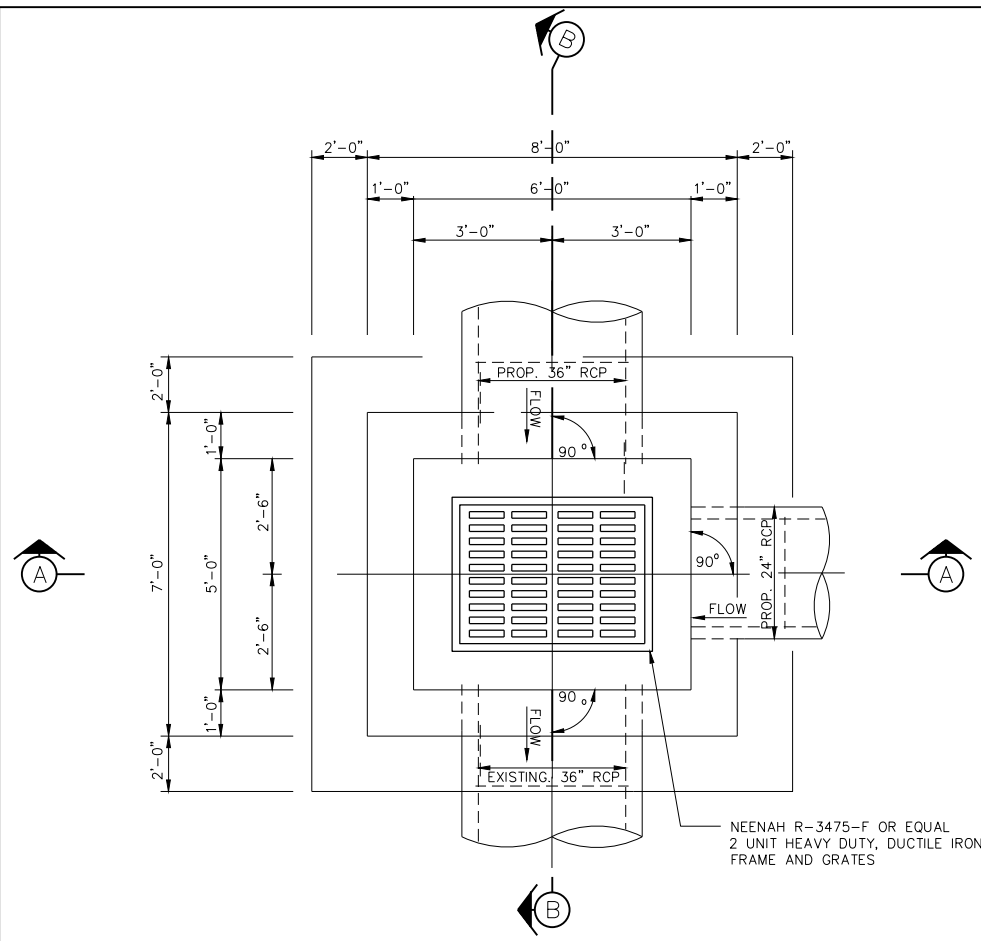


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ST. CLAIR COUNTY, IL

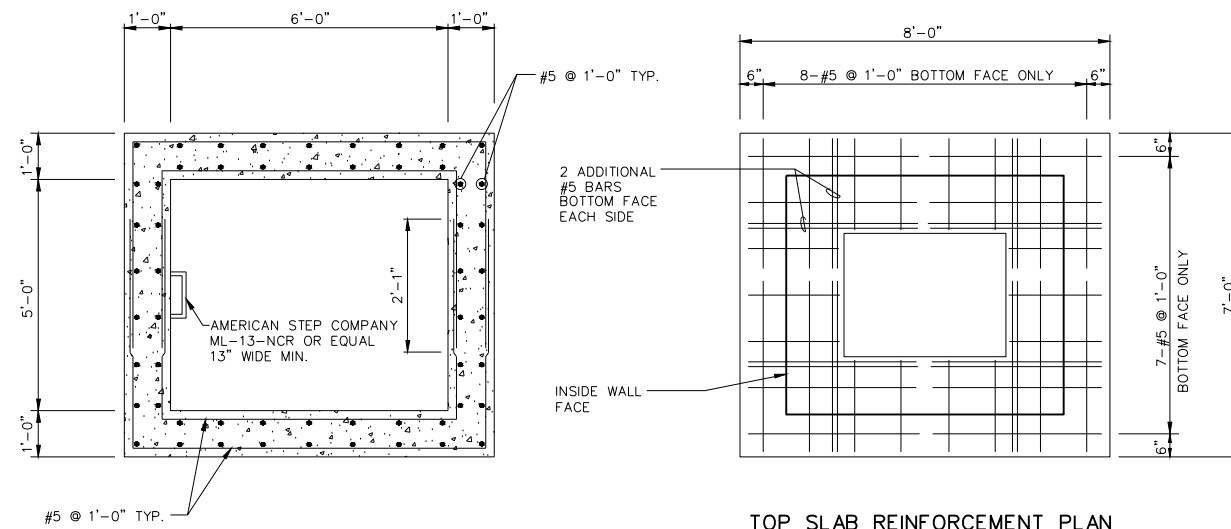
MARK	DATE	DESCRIPTION

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IL PROJECT NO.	BLV-5101
CMT PROJECT NO.	22001186.00
CAD DWG FILE:	22001186 - CG500.DWG
DESIGNED BY:	CMT
DRAWN BY:	CMT
CHECKED BY:	CMT
APPROVED BY:	CMT
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SHEET TITLE
DRAINAGE DETAILS 4

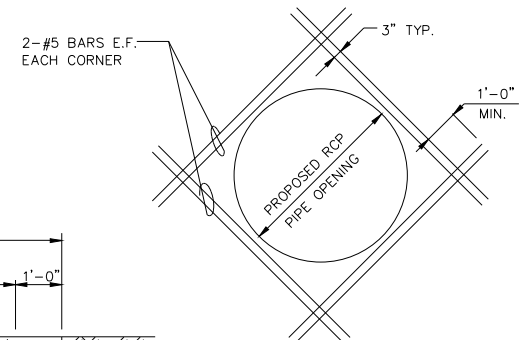


PLAN VIEW
N.T.S.

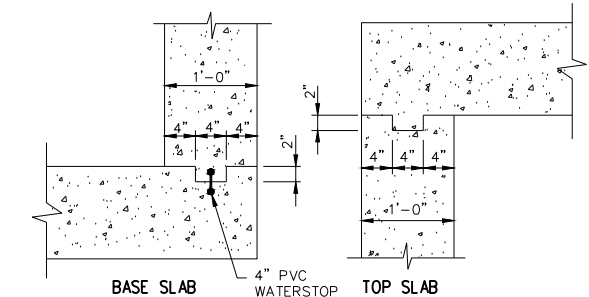


WALL REINFORCEMENT PLAN

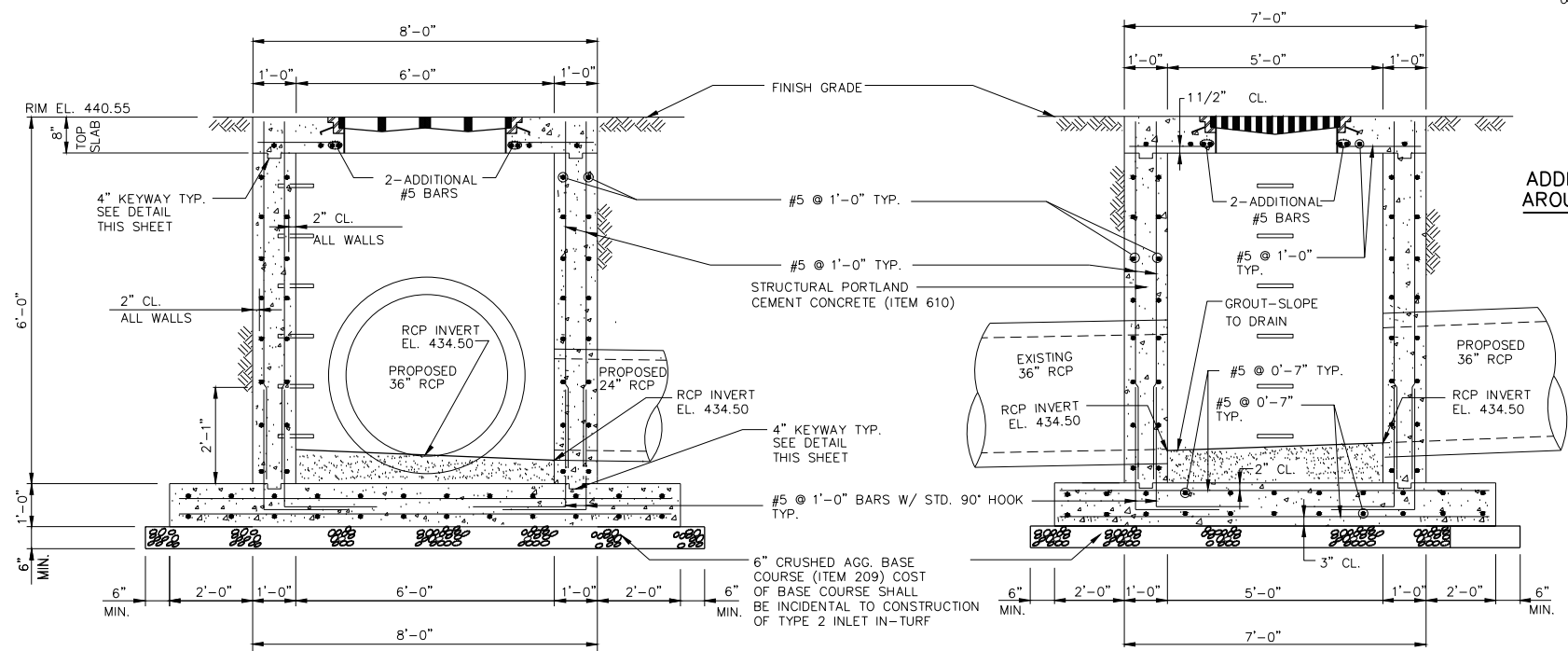
TOP SLAB REINFORCEMENT PLAN
N.T.S.



ADDITIONAL REINFORCEMENT
AROUND PIPE PENETRATIONS
N.T.S.



KEYWAY DETAILS
N.T.S.



SECTION A
N.T.S.

SECTION B
N.T.S.

INLET 2 - TYPE 2

GENERAL NOTES

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

Path: K:\MidAmerica\22001186-00_TerminalApron\Draw\Sheets\22001186 - CG500.dwg
Date: Friday, March 1, 2024 4:45:16 PM

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MARCH 1, 2024

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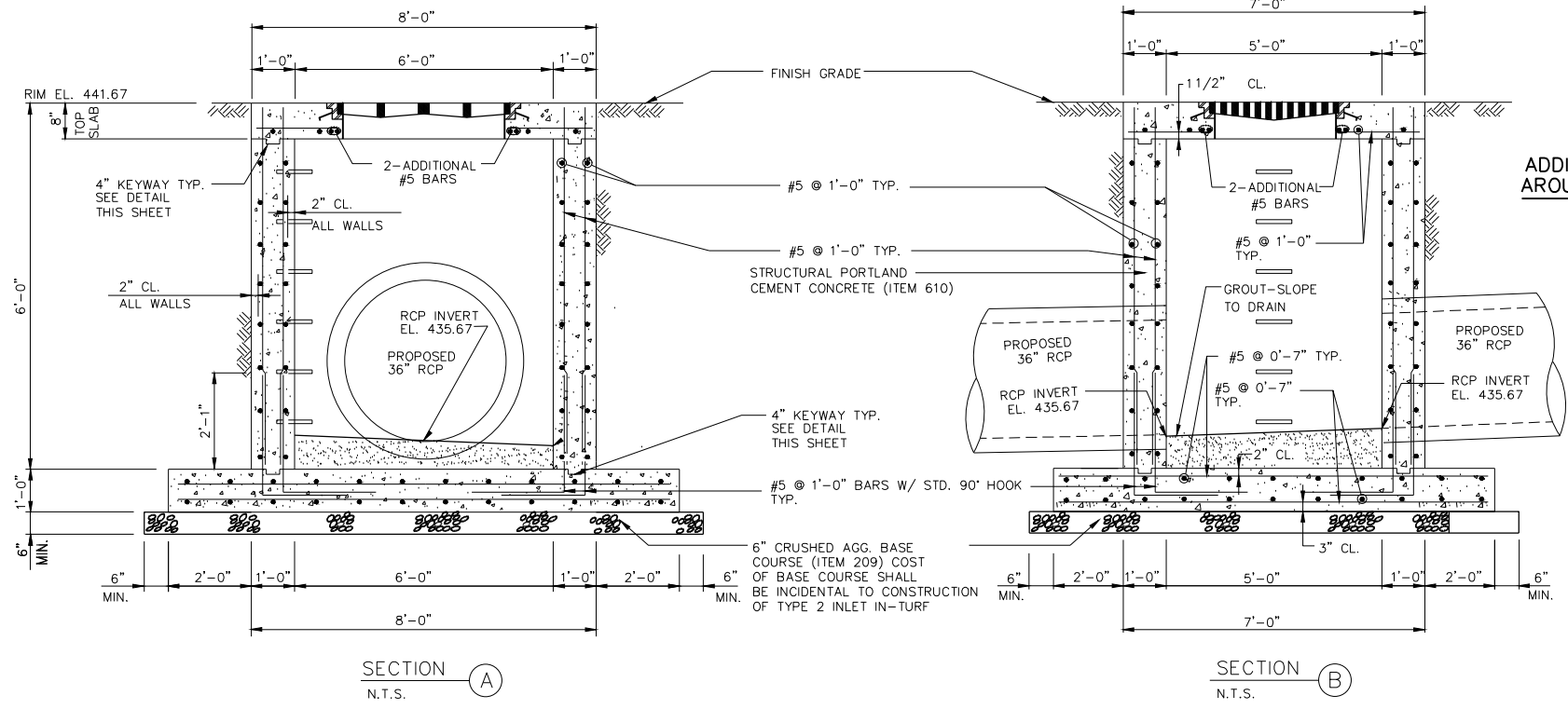
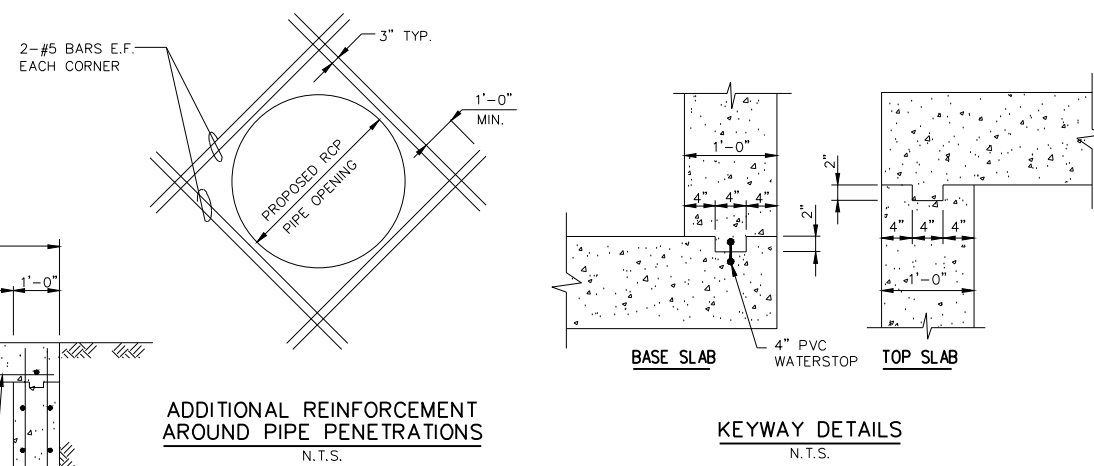
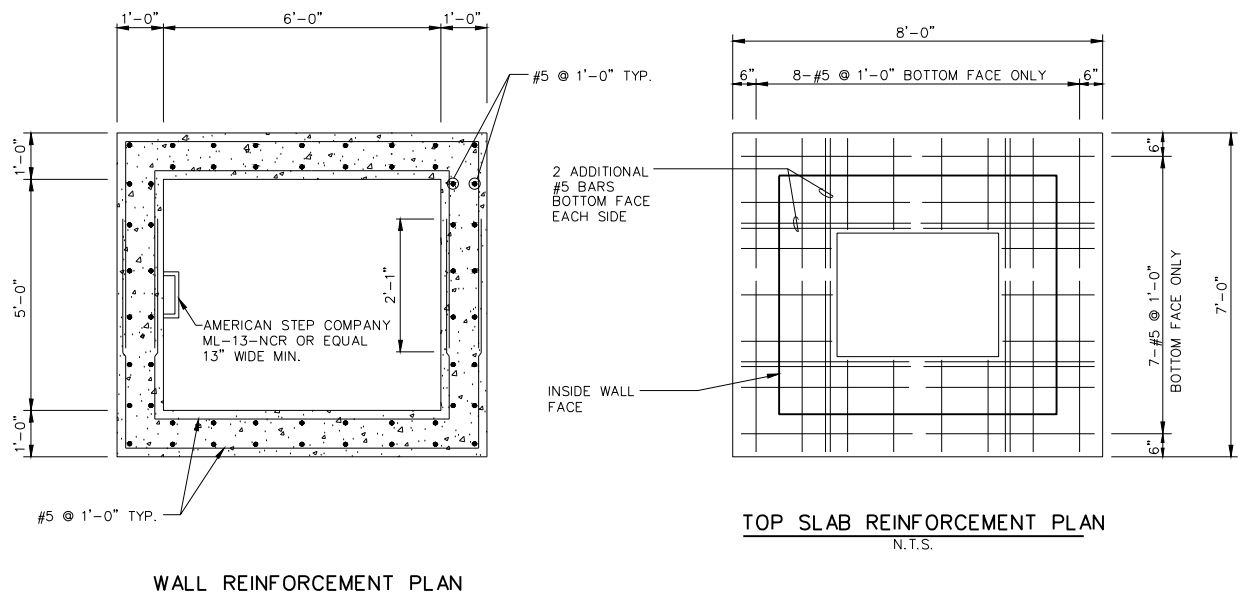
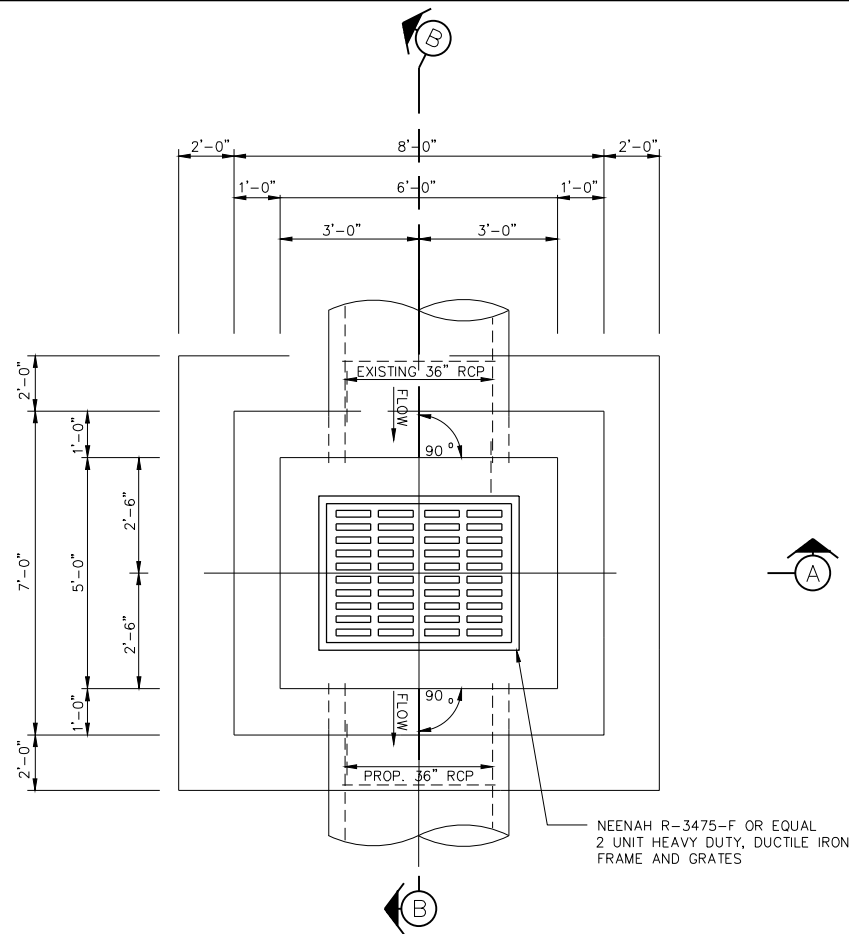


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ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION

BLV PROJECT NO.	2024-04
IL PROJECT NO.	BLV-5101
CMT PROJECT NO.	22001186.00
CAD DWG FILE:	22001186 - CG500.DWG
DESIGNED BY:	CMT
DRAWN BY:	CMT
CHECKED BY:	CMT
APPROVED BY:	CMT
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SHEET TITLE
DRAINAGE DETAILS 5



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

Path: K:\MidAmerica\22001186-00_TerminalApron\Draw\Sheets\22001186 - CG500.dwg
Date: Wednesday, March 13, 2024 2:20:18 PM

CONSULTANTS



0 50 100 Feet
THIS BAR IS EQUAL TO 2" AT FULL SCALE (22X34)



GONZALEZ COMPANIES, LLC
525 WEST MAIN STREET
SUITE 125
BELLEVILLE, IL 62220
PHONE: (618) 222-2221
WWW.GONZALEZCOS.COM
ILLINOIS PROFESSIONAL DESIGN FIRM 184.004564

100% DESIGN SUBMITTAL
FEBRUARY 27, 2024

TERMINAL APRON EXPANSION
PROJECT 1

OWNER



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION

BLV PROJECT NO. 2022-14

IL PROJECT NO. BLV-5087

CMT PROJECT NO: 22001186 GONZALEZ PROJECT NO: 22-1031

CAD DWG FILE: 22001186-CM500.DWG

DESIGNED BY: FB

DRAWN BY: FB

CHECKED BY: JMG

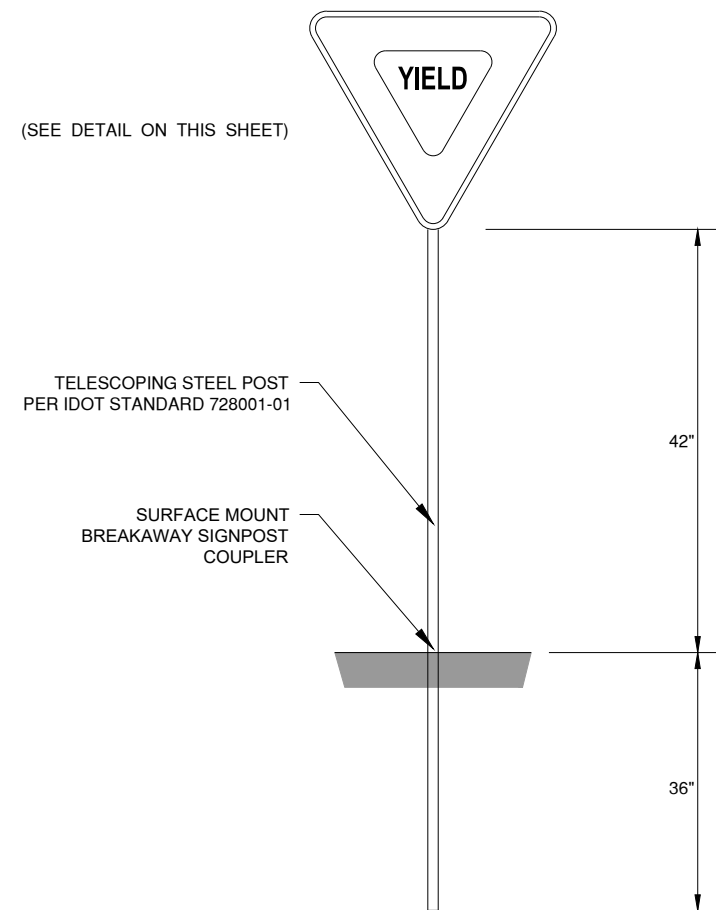
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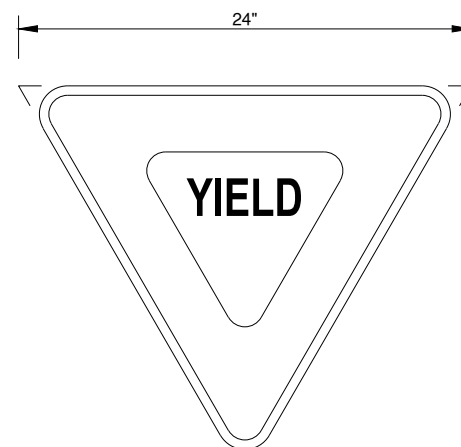
SHEET TITLE

**MARKING AND
SIGNAGE DETAILS**

SHEET **51** OF **68**
CM502

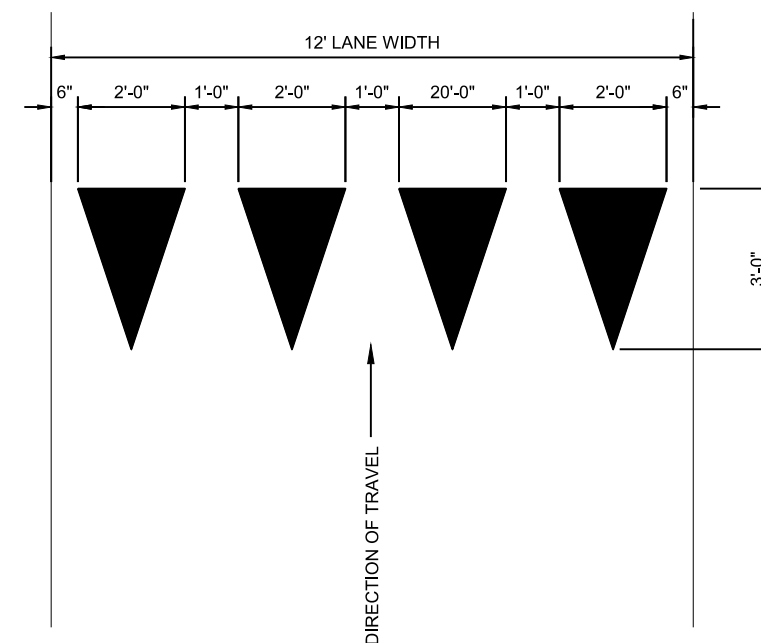


SERVICE ROAD YIELD SIGN DETAIL
N.T.S.

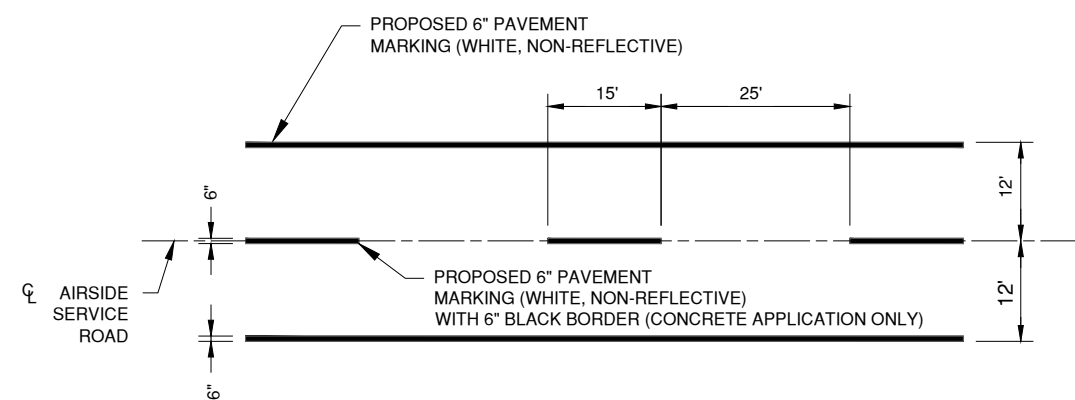


R1-2 YIELD SIGN
(24" ACROSS FLATS)
COLORS:
LEGEND - RED (RETROREFLECTIVE)
BACKGROUND - WHITE (RETROREFLECTIVE)
REF: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)
STANDARD HIGHWAY SIGNS 2009 (ENGLISH) EDITION

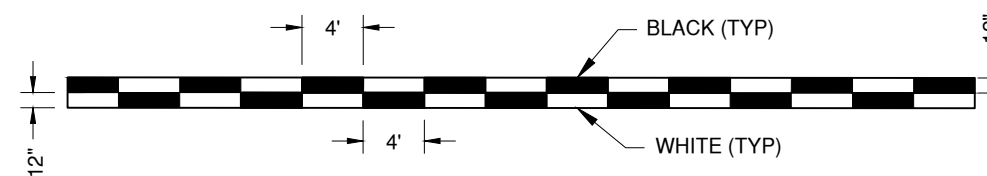
YIELD SIGN DETAIL
N.T.S.



YIELD LINE DETAIL
N.T.S.

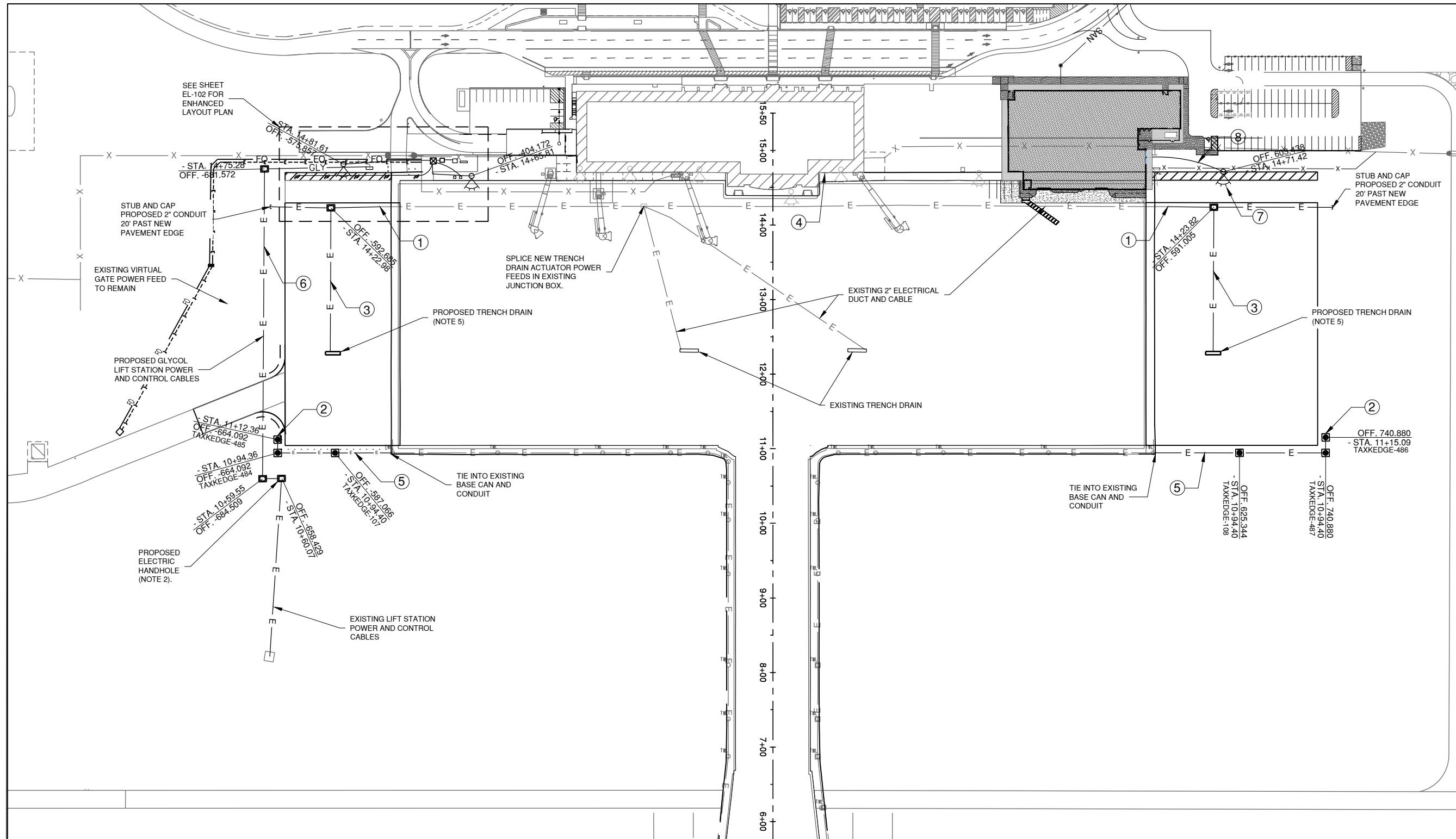
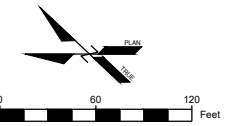


VEHICULAR ROADWAY MARKING
N.T.S.



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

USE ZIPPER STRIPES TO DELINEATE SERVICE ROAD EDGES ON NEW AND EXISTING CONCRETE APRON.



100% SUBMITTAL
MARCH 1, 2024

TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION
		BLV PROJECT NO. 2024-04
		IL PROJECT NO. BLV-5101
		CMT PROJECT NO: 22001186.00
		CAD DWG FILE: 22001186 - EL100.DWG
		DESIGNED BY: ###
		DRAWN BY: CMT
		CHECKED BY: ###
		APPROVED BY: ###
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SHEET TITLE
**PROPOSED
ELECTRICAL LAYOUT
& LIGHTING PLAN**

KEYNOTES

- ① TIE INTO EXISTING 2" CONDUIT STUB. EXTEND DUCT BANK TO CONNECT TO PROPOSED TRENCH DRAIN FOR NEW GLYCOL VALVE ACTUATORS.
- ② TERMINATE COUNTERPOISE WIRE WITH 3/4" X 10' COPPER CLAD GROUND ROD. GROUND ROD SHALL BE INCIDENTAL TO COUNTERPOISE WIRE.
- ③ 1-WAY 2" ELECTRICAL DUCT (C.E.) WITH XLP-USE POWER CABLE (4 X #10, 1 X #10 GROUND) AND CONTROL CABLE (7 X #14). GLYCOL VALVE ACTUATOR POWER CIRCUITS SHALL BE 208V, 3-PHASE. CONTROL CABLES SHALL TERMINATE AT GLYCOL CONTROLLER.
- ④ EXISTING GLYCOL VALVE CONTROLLER ON TERMINAL BUILDING WALL TO BE MODIFIED. SEE ELECTRICAL DETAILS 2.
- ⑤ 2 X 1/C #8 5KV L-824 CABLE IN 2" CONDUIT FOR NEW BASE-MOUNTED TAXIWAY EDGE LIGHTS. SPLICE NEW CABLE ONTO EXISTING CIRCUIT AT EXISTING BASE CAN. CENTER COUNTERPOISE OVER NEW DUCT AS SHOWN IN DETAILS.
- ⑥ NEW GLYCOL POWER AND CONTROL CABLES FROM EXISTING LIFT STATION CONTROL PANEL SHALL BE 1" CONDUIT WITH 3 X #6, #10 GND (PUMP POWER) AND 4 X #14 (PUMP PROTECTION), 1" CONDUIT WITH 3 X #6, #10 GND (PUMP POWER) AND 4 X #14 (PUMP PROTECTION), AND 2" CONDUIT WITH 8 X #12, 1 X #12 GND (PUMP CONTROL). SEE NOTE 2.

- ⑦ NEW FLOODLIGHT LUMINAIRE MOUNTED ON 60' POLE. FIXTURE SHALL BE CAROLINA HIGH MAST MODEL USR2-600-G-40-80-N4-1-GC-R-TV-F2 OR EQUIVALENT. NEW APRON LIGHTS SHALL BE CONTROLLED VIA THE EXISTING LIGHTING CONTROLLER LOCATED IN CUSTOMS AND BORDER PROTECTION BUILDING (CBP) ELECTRICAL ROOM 132 (ADD. ALT 1).
- ⑧ 2 X #8 XLP-USE, 1 X #10 XLP-USE GND. IN 2" CONDUIT (480V FLOODLIGHTS) AND 2 X #10, #10 GND. IN 1" CONDUIT (120V RECEPTACLE). 480V APRON LIGHTING CIRCUIT SHALL BE ENERGIZED FROM EXISTING PANEL "L1." PROVIDE 20A, 2-POLE CIRCUIT BREAKER IN PANEL. 120V CIRCUIT SHALL BE ENERGIZED FROM EXISTING PANEL "P1." PROVIDE 20A, 1-POLE CIRCUIT BREAKER IN PANEL. BOTH PANELS ARE LOCATED IN CBP ELECTRICAL ROOM 132. SEE DETAIL SHEET EL501. (ADD. ALT 1)

NOTES

1. ALL ELECTRICAL INSTALLATIONS WITHIN GLYCOL TRENCH DRAINS SHALL CONFORM WITH MINIMUM NEC STANDARDS FOR A CLASS 1, DIVISION 2 AREA.
2. CONTRACTOR SHALL FIELD LOCATE EXISTING GLYCOL LIFT STATION CABLES AND INSTALL IN NEW HANDHOLE. SPLICE NEW CABLES TO LIFT STATION CONTROL PANEL IN HANDHOLE.
3. ALL WORK PERTAINING TO PROPOSED APRON FLOODLIGHTS AND LIGHTING CONTROLS SHALL BE CONTINGENT ON THE AWARD OF ADDITIVE ALTERNATE 1.
4. CONTRACTOR SHALL COORDINATE WORK IN CUSTOMS AND PATROL BUILDING WITH AIRPORT MAINTENANCE STAFF.
5. VALVE ACTUATOR INSTALLATION MUST BE SUITABLE FOR A SUBMERSIBLE ENVIRONMENT. CONTRACTOR SHALL PROVIDE ALL CONDUITS, CABLE GLANDS, POTTING, AND OTHER MATERIALS REQUIRED TO ENSURE A WATERTIGHT ACTUATOR INSTALLATION.
6. CONTRACTOR SHALL FIELD LOCATE EXISTING UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO UTILITIES CAUSED DURING CONSTRUCTION.

LEGEND

- EXISTING BASE-MOUNTED TAXIWAY EDGE LIGHT
- PROPOSED BASE-MOUNTED TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL CIRCUIT
- PROPOSED ELECTRICAL CIRCUIT
- PROPOSED ELECTRIC HANDHOLE
- EXISTING APRON FLOODLIGHT
- PROPOSED APRON LIGHT POLE, 60' MOUNTING HEIGHT WITH 6 LUMINAIRES (ADD. ALT 1)
- PROPOSED OUTLET POST



License No. 184-000613

CONSULTANTS

100% SUBMITTAL
MARCH 1, 2024

TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK | DATE | DESCRIPTION

BLV PROJECT NO. 2024-04
IL PROJECT NO. BLV-5101
CMT PROJECT NO: 22001186.00
CAD DWG FILE: 22001186 - EL500.DWG
DESIGNED BY: CMT
DRAWN BY: CMT
CHECKED BY: CMT
APPROVED BY: CMT
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SHEET TITLE
ELECTRICAL DETAILS
6

SHEET 59 OF 68
EL506

PANELBOARD SCHEDULE

PANEL DESIGNATION: **PP-1**
LOCATION: **NW OF TERMINAL BLDG**
MFR & TYPE:

BOND NEUTRAL AND GROUND BAR: **NO**
NEUTRAL BUS RATING: **100%**
SERVICE ENTRANCE RATED: **NO**

POLE: **30**
SHORT CIRCUIT RATING: **22KA**
SERIES OR FULLY RATED: **FULLY**
TVSS & DISCONNECT REQUIRED: **NO**

VOLTS: **208Y/120V**
PHASE: **3**
WIRE: **4**

MOUNTING: **SURFACE**
ENCL RATING: **NEMA 3R**

BUS RATING (AMPS): **225**
BUS: **COPPER**
MAIN CIRCUIT BREAKER: AMP/POLE **200/3**

CKT NO.	LOAD	BREAKER SIZE	LOAD AMPS	USAGE FACTOR	PHASE AMPS (USAGE)			POLE NO.	PHASE AMPS (USAGE)			USAGE FACTOR	LOAD AMPS	BREAKER SIZE	LOAD	CKT NO.	
					A	B	C		A	B	C						
1	208V RECEPTACLE OUTLET POST 1	30/2	12.5	0.5	6.25			1	2	6.25		0.5	12.5	30/2	208V RECEPTACLE OUTLET POST 2	2	
3	-	-	12.5	0.5		6.25		3	4		6.25	0.5	12.5	-	-	4	
5	120V RECEPTACLE OUTLET POST 1	20/1	15	0.5			7.5	5	6			7.5	0.5	15	20/1	120V RECEPTACLE OUTLET POST 2	6
7	208V RECEPTACLE OUTLET POST 3	30/2	12.5	0.5	6.25			7	8	6.25		0.5	12.5	30/2	208V RECEPTACLE OUTLET POST 4	8	
9	-	-	12.5	0.5		6.25		9	10		6.25	0.5	12.5	-	-	10	
11	120V RECEPTACLE OUTLET POST 3	20/1	15	0.5			7.5	11	12			7.5	0.5	15	20/1	120V RECEPTACLE OUTLET POST 4	12
13	208V RECEPTACLE OUTLET POST 5	30/2	12.5	0.5	6.25			13	14	7.5		0.5	15	20/1	APRON LIGHTPOLE RECEPTACLE	14	
15	-	-	12.5	0.5		6.25		15	16		7.5	0.5	15	20/1	APRON LIGHTPOLE RECEPTACLE	16	
17	120V RECEPTACLE OUTLET POST 5	20/1	15	0.5			7.5	17	18			7.5	0.5	15	20/1	PEDESTAL CONVENIENCE RECEPTACLE	18
19	SPARE	20/1			0			19	20	1		0.5	2	20/1	APRON LIGHTING CONTROLLER	20	
21	SPARE	20/1				0		21	22		0			20/1	SPARE	22	
23	SPARE	20/1					0	23	24					20/1	SPARE	24	
25	SPARE	20/1			0			25	26	0				20/1	SPARE	26	
27	SPARE	20/1				0		27	28		0			20/1	SPARE	28	
29	SPARE	20/1					0	29	30					20/1	SPARE	30	

SECTION TOTAL:

18.75 18.75 22.5

21 20 22.5

MINIMUM MAIN CIRCUIT BREAKER AMPS: 64

PHASE TOTAL AMPS:

39.75 38.75 45

TOTAL USAGE LOAD:

14820 VA

PHASE TOTAL VA:

4770 4650 5400

MIN. XFMR VA:

18525 VA

NOTES:

APRON LIGHTING RECEPTACLES AND APRON LIGHTING CONTROLLER SHALL BE CONTINGENT ON AWARD OF ADDITIVE ALTERNATE 1.

PANELBOARD SCHEDULE

PANEL DESIGNATION: **DP-1**
LOCATION: **NW OF TERMINAL BLDG**
MFR & TYPE:

BOND NEUTRAL AND GROUND BAR: **NO**
NEUTRAL BUS RATING: **100%**
SERVICE ENTRANCE RATED: **NO**

POLE: **30**
SHORT CIRCUIT RATING: **22KA**
SERIES OR FULLY RATED: **SERIES**
TVSS & DISCONNECT REQUIRED: **YES**

VOLTS: **480Y/277V**
PHASE: **3**
WIRE: **4**

MOUNTING: **SURFACE**
ENCL RATING: **NEMA 3R**

BUS RATING (AMPS): **225**
BUS: **COPPER**
MAIN CIRCUIT BREAKER: AMP/POLE **200/3**

CKT NO.	LOAD	BREAKER SIZE	LOAD AMPS	USAGE FACTOR	PHASE AMPS (USAGE)			POLE NO.	PHASE AMPS (USAGE)			USAGE FACTOR	LOAD AMPS	BREAKER SIZE	LOAD	CKT NO.
					A	B	C		A	B	C					
1	75KVA, 208Y/120V XFMR/PANELBOARD	125/3	66.67	0.5	33.335			1	2	7.5		1	7.5	20/2	APRON FLOODLIGHT	2
3	-	-	66.67	0.5		33.335		3	4		7.5	1	7.5	-	-	4
5	-	-	66.67	0.5			33.335	5	6			0	7.5	20/2	APRON FLOODLIGHT	6
7	SPARE	20/1			0			7	8	0		7.5	-	-	-	8
9	SPARE	20/1				0		9	10		0			20/1	SPARE	10
11							0	11	12							12
13					0			13	14	0						14
15						0		15	16		0					16
17							0	17	18							18
19					0			19	20	0						20
21						0		21	22		0					22
23							0	23	24							24
25					0			25	26	0						26
27						0		27	28		0					28
29							0	29	30							30

SECTION TOTAL:

33.335 33.335 33.335

7.5 7.5 0

MINIMUM MAIN CIRCUIT BREAKER AMPS: 60

PHASE TOTAL AMPS:

40.835 40.835 33.335

TOTAL USAGE LOAD:

13800.6 VA

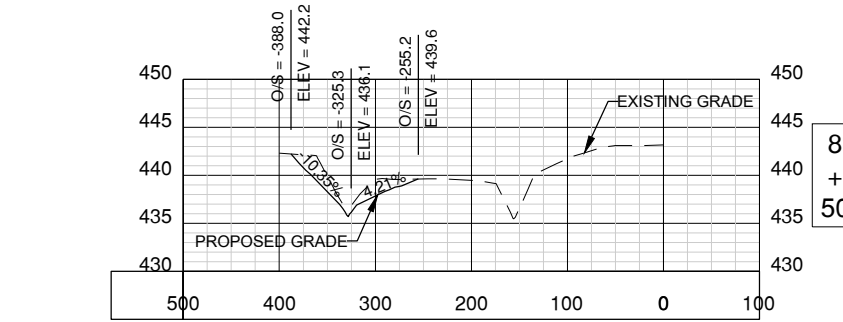
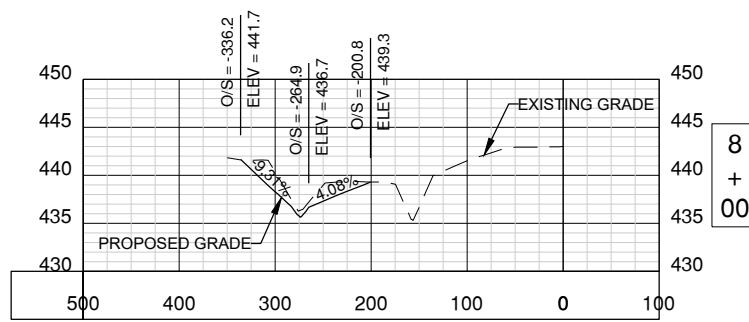
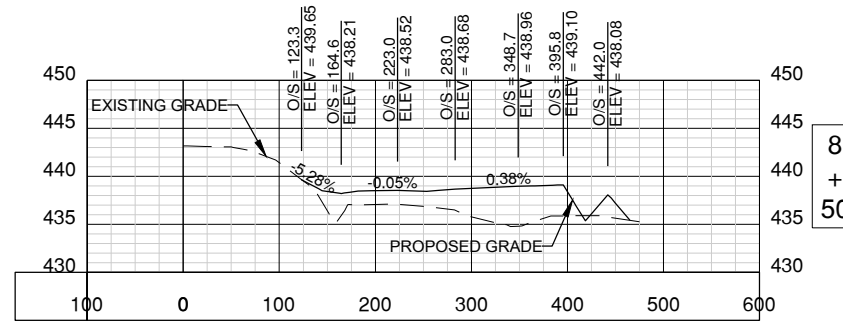
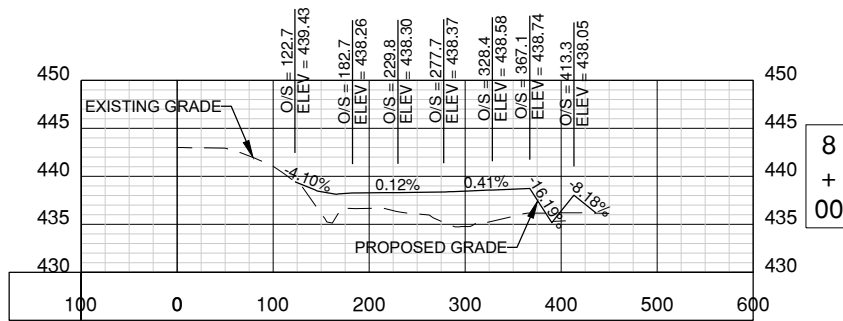
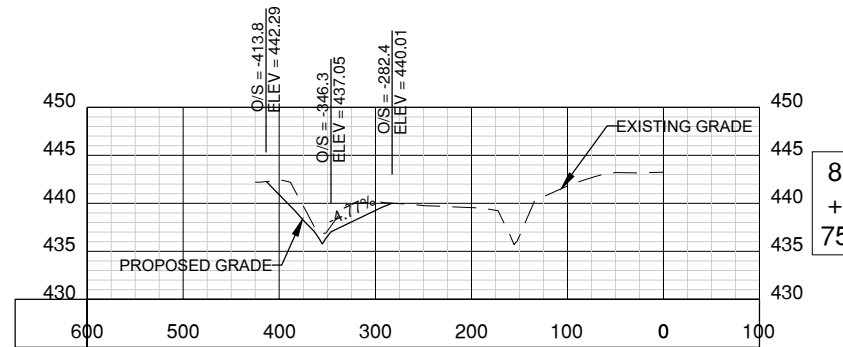
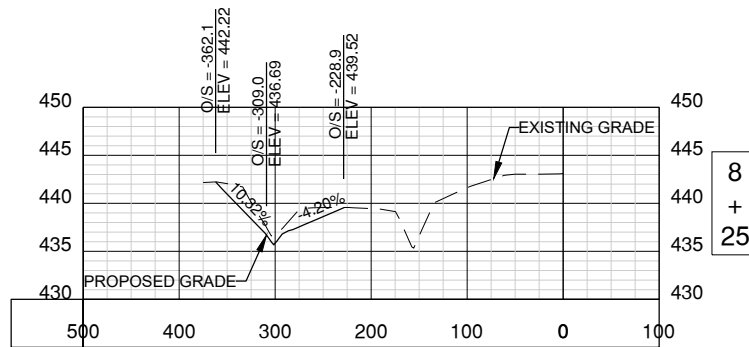
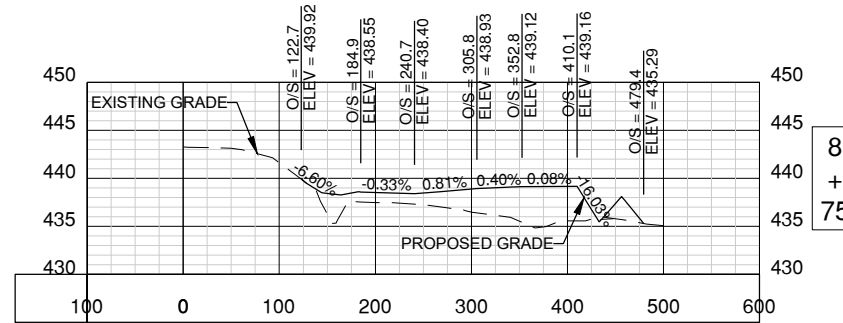
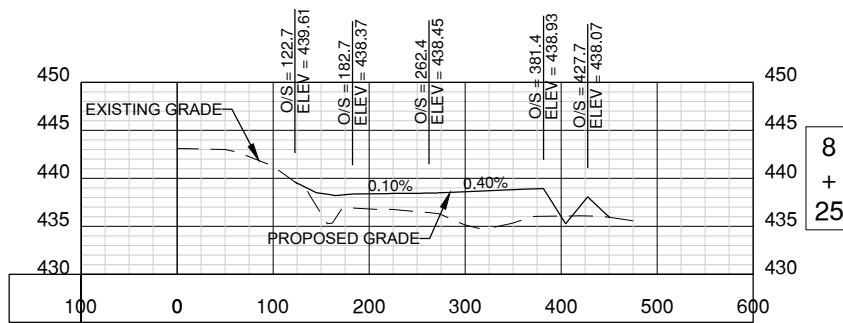
PHASE TOTAL VA:

4900.2 4900.2 4000.2

MIN. XFMR VA:

17250.75 VA

NOTES:



100% SUBMITTAL
MARCH 1, 2024

TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION

BLV PROJECT NO. 2024-04

IL PROJECT NO. BLV-5101

CMT PROJECT NO: 22001186.00

CAD DWG FILE: APRON XS SHEETS.DWG

DESIGNED BY: CMT

DRAWN BY: %LU

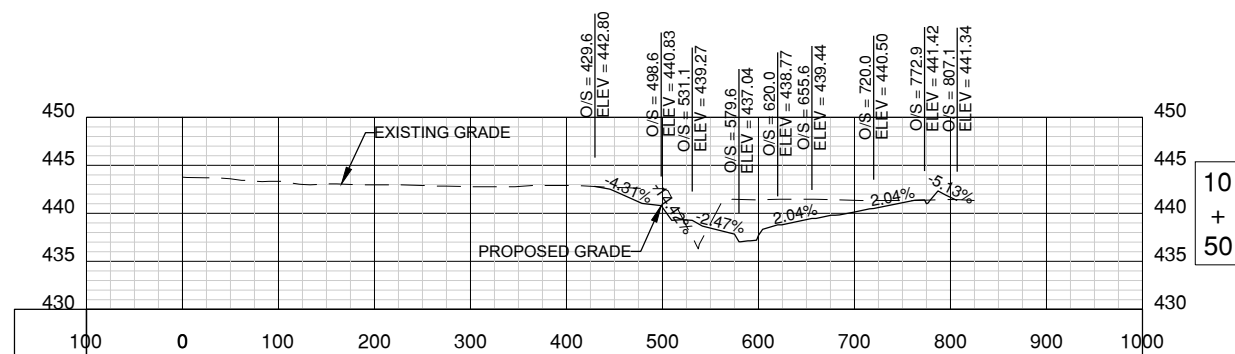
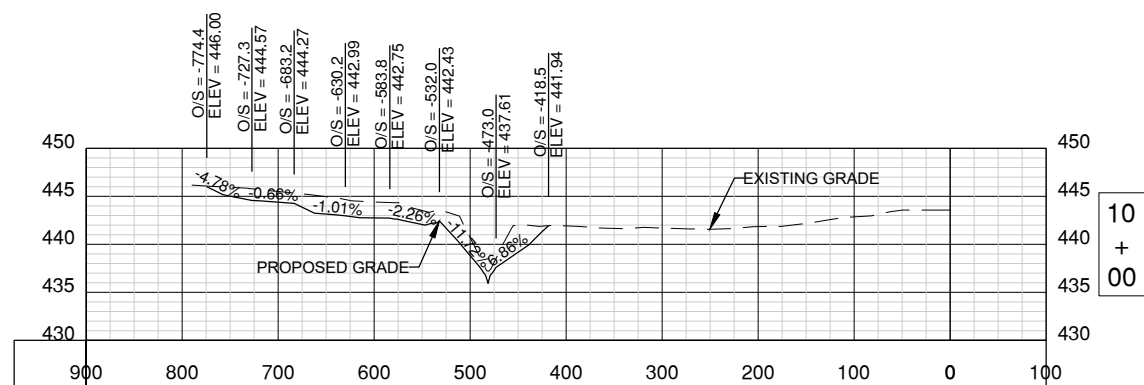
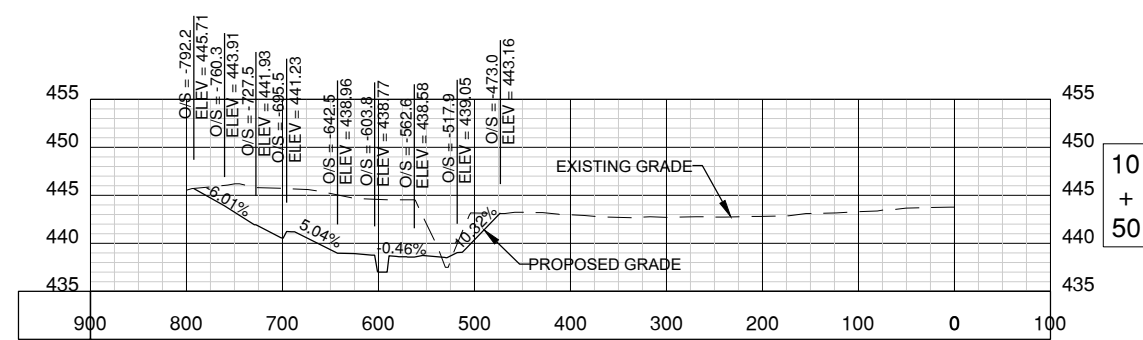
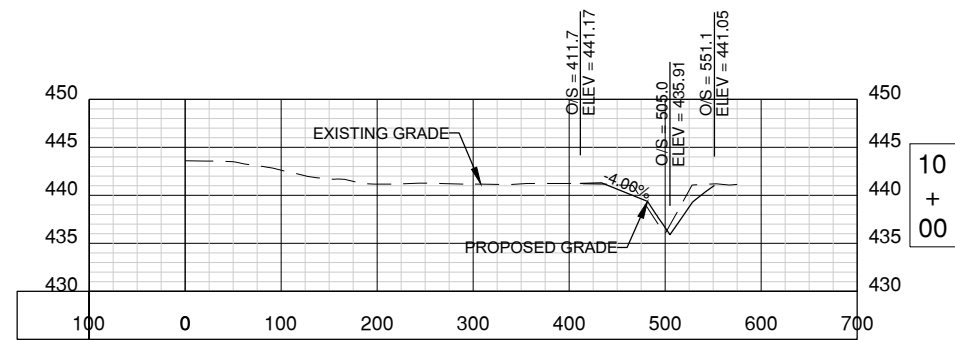
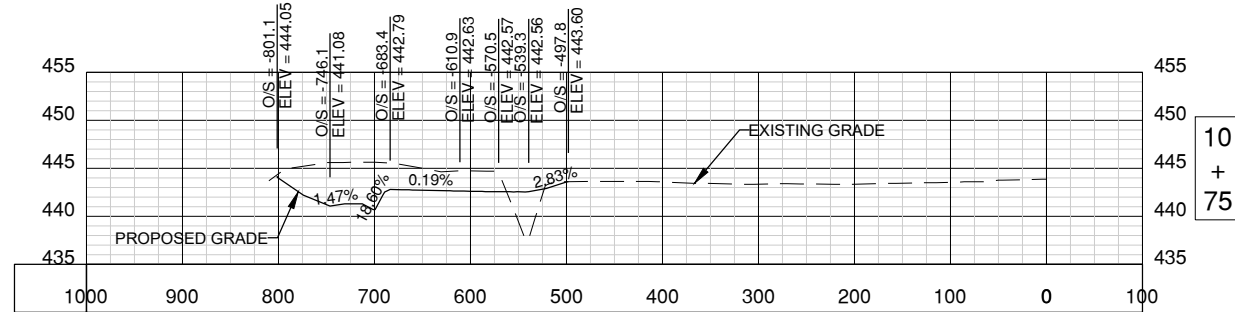
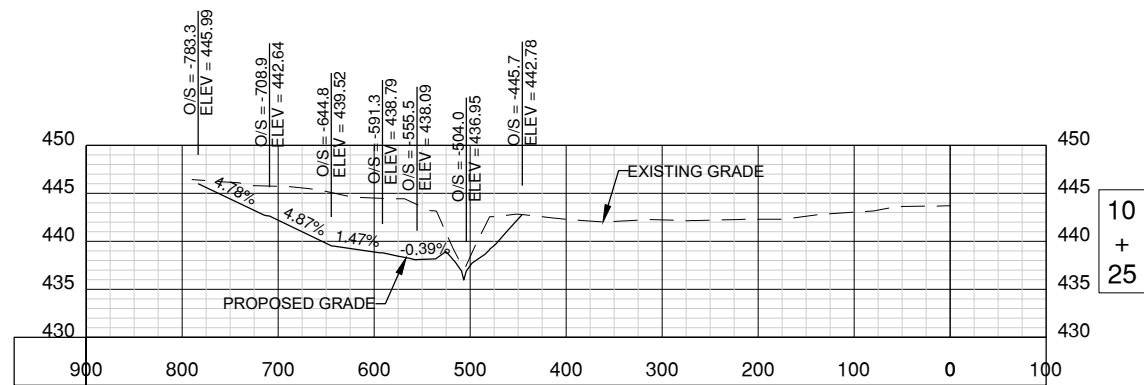
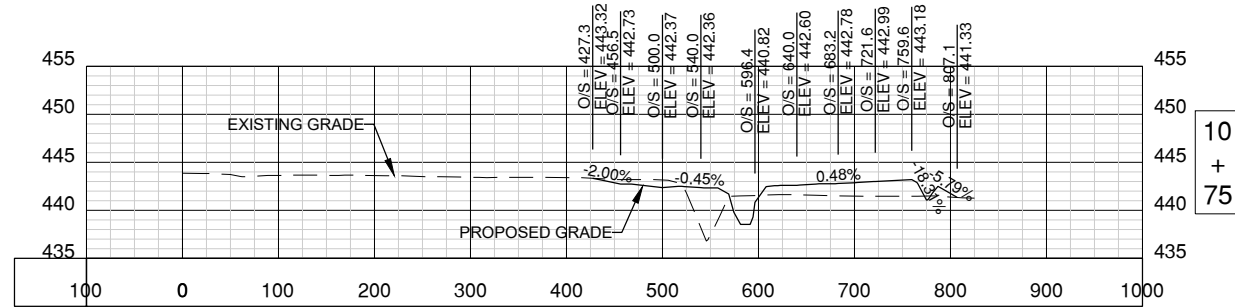
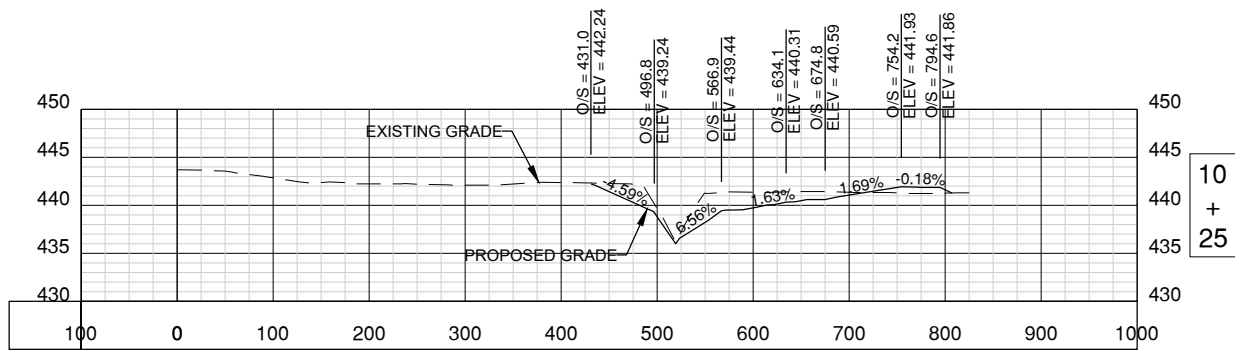
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SHEET TITLE

APRON EXPANSION
CROSS SECTION 2



100% SUBMITTAL
MARCH 1, 2024

TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION

BLV PROJECT NO. 2024-04
IL PROJECT NO. BLV-5101
CMT PROJECT NO: 22001186.00
CAD DWG FILE: APRON XS SHEETS.DWG
DESIGNED BY: CMT
DRAWN BY: %MJ
CHECKED BY: CMT
APPROVED BY: CMT
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SHEET TITLE
**APRON EXPANSION
CROSS SECTION 4**

CG704
SHEET 64 OF 68

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MARCH 1, 2024

TERMINAL APRON EXPANSION



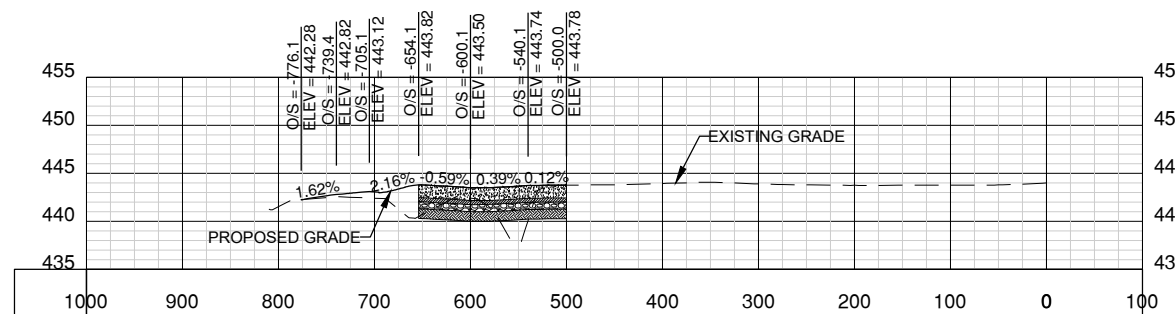
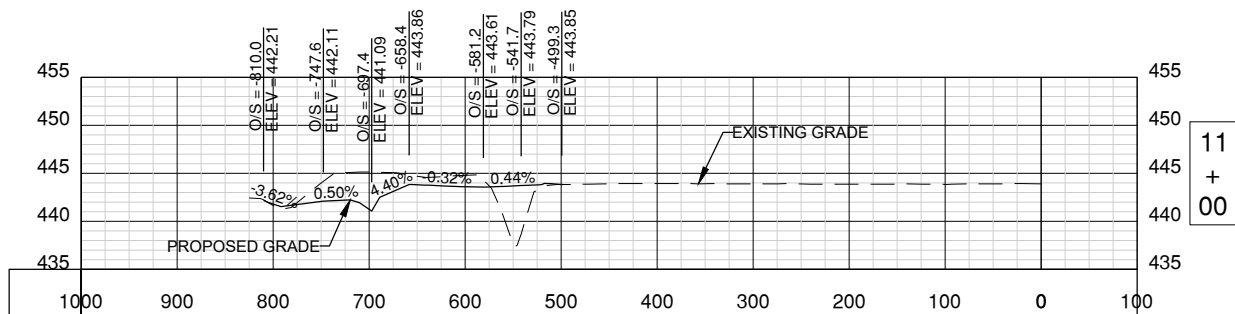
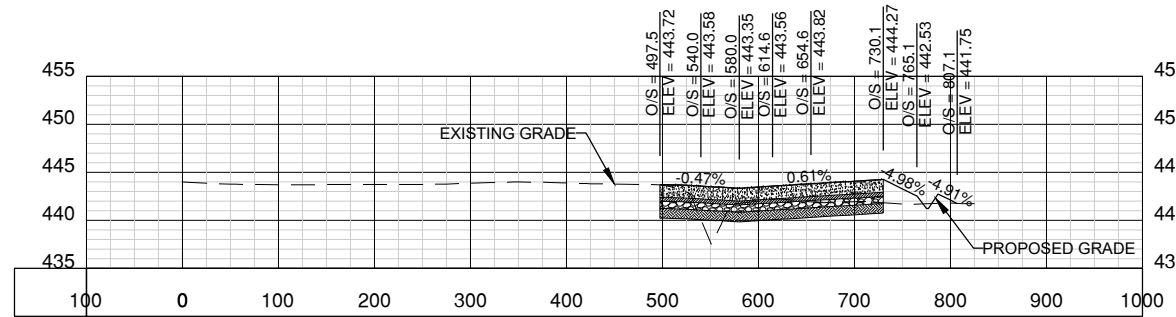
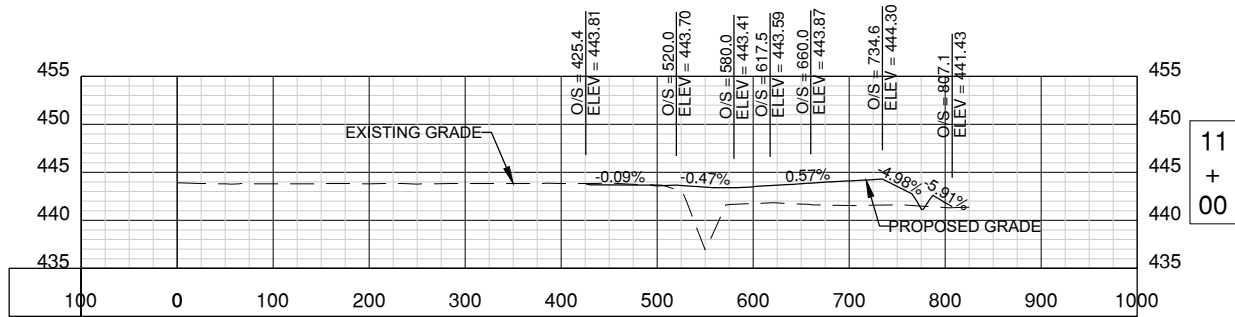
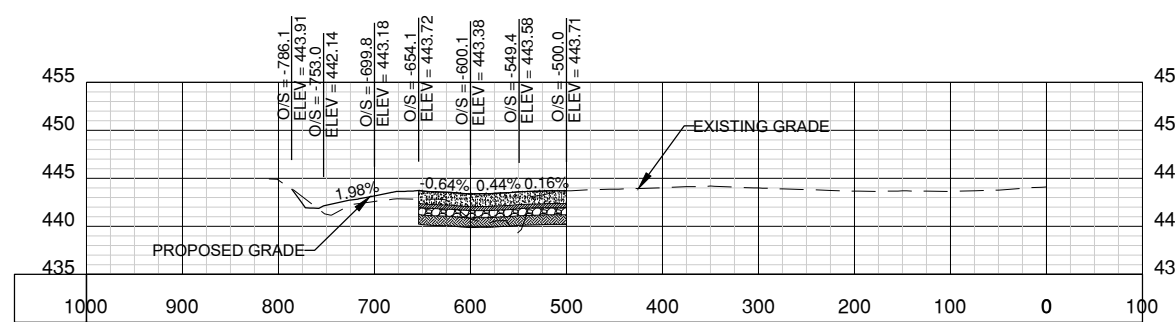
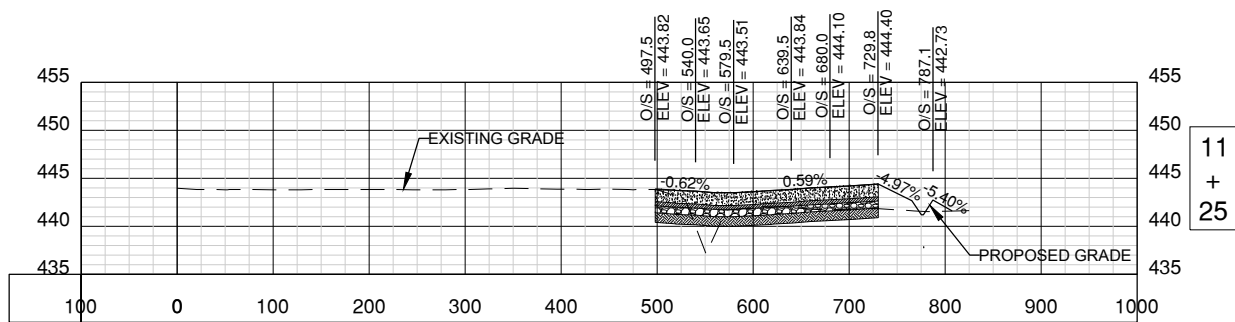
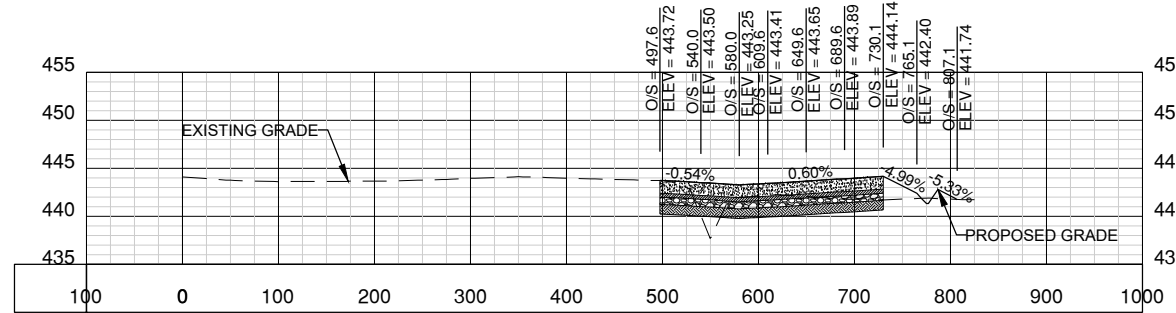
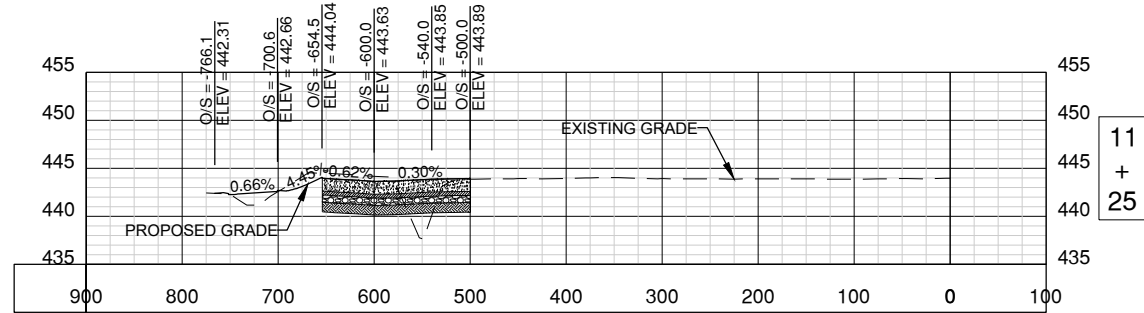
MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION

BLV PROJECT NO.	2024-04
IL PROJECT NO.	BLV-5101
CMT PROJECT NO.	22001186.00
CAD DWG FILE:	APRON XS SHEETS.DWG
DESIGNED BY:	CMT
DRAWN BY:	%MJ
CHECKED BY:	CMT
APPROVED BY:	CMT
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SHEET TITLE
**APRON EXPANSION
CROSS SECTION 5**

CG705
SHEET 65 OF 68



100% SUBMITTAL
MARCH 1, 2024

TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION

BLV PROJECT NO. 2024-04

IL PROJECT NO. BLV-5101

CMT PROJECT NO: 22001186.00

CAD DWG FILE: APRON XS SHEETS.DWG

DESIGNED BY: CMT

DRAWN BY: %MJ

CHECKED BY: CMT

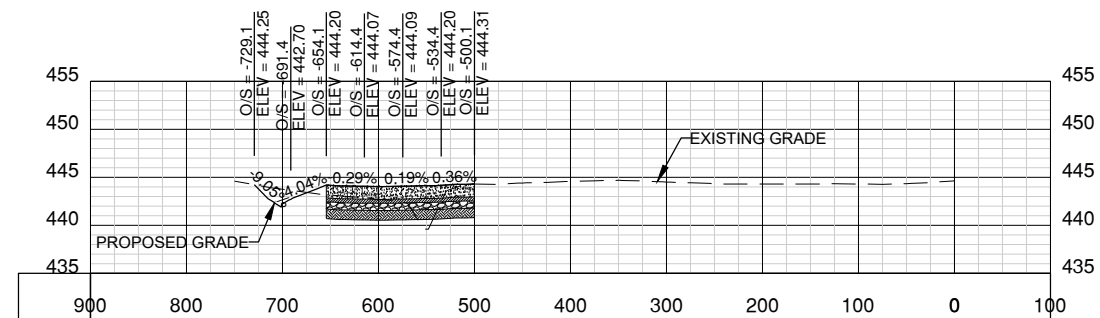
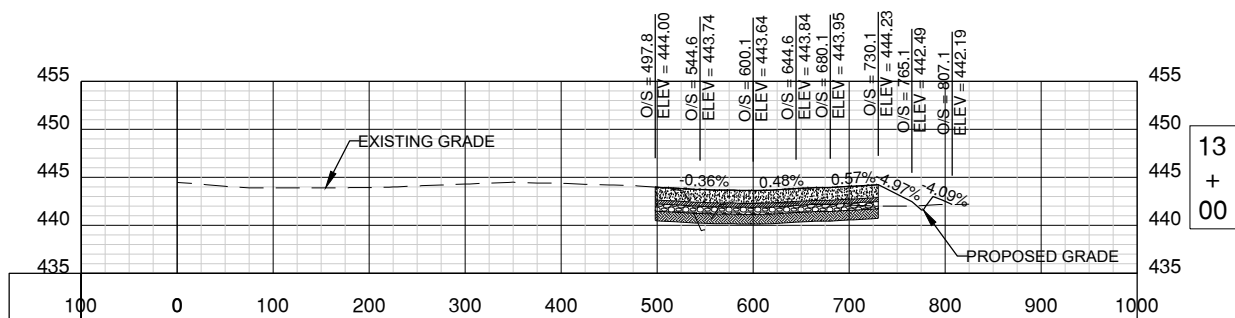
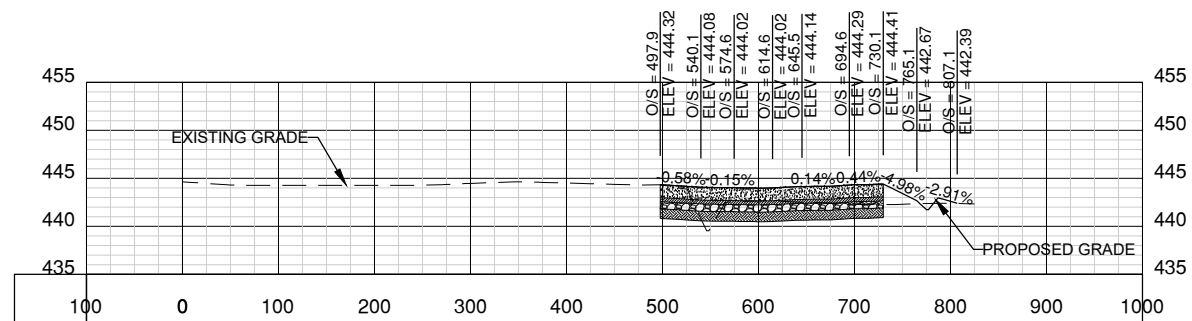
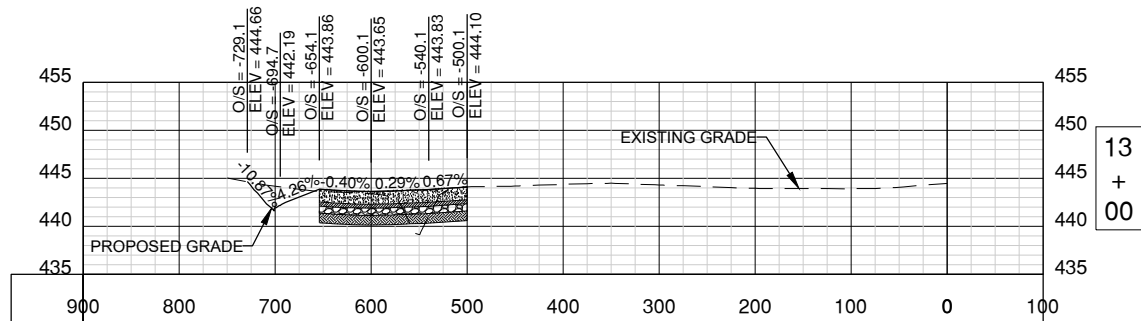
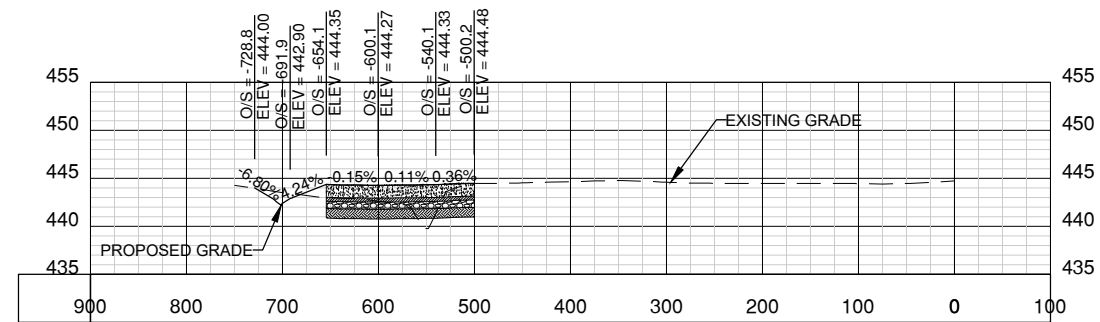
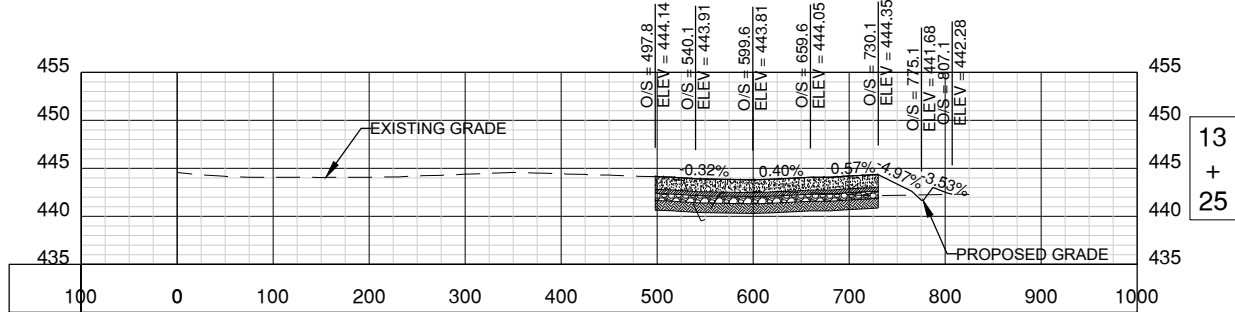
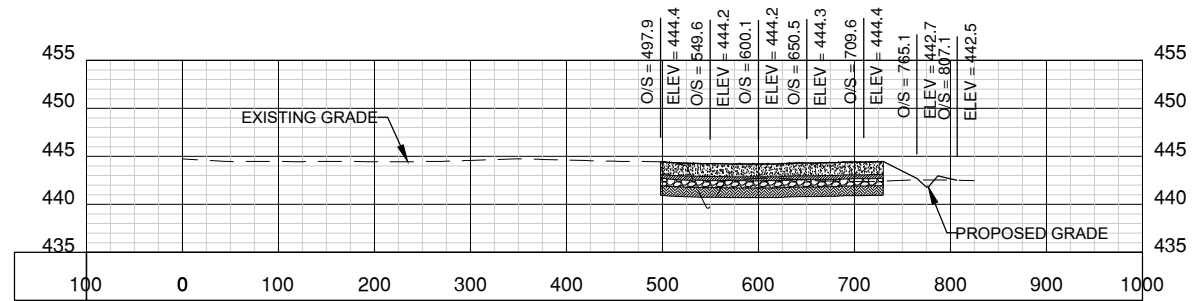
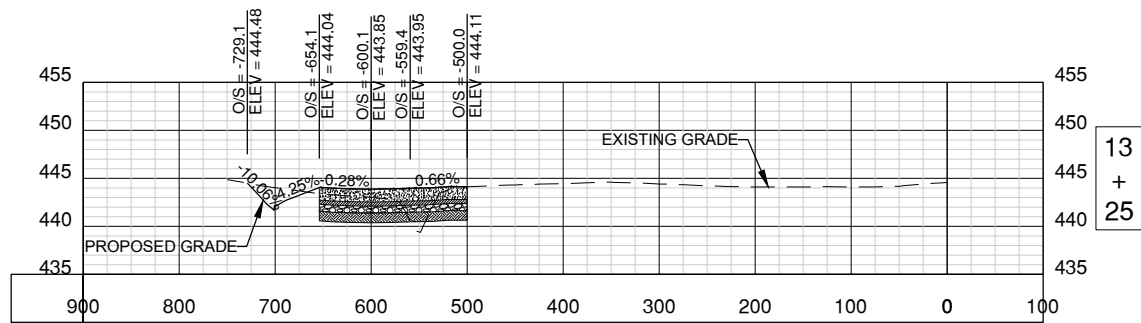
APPROVED BY: CMT

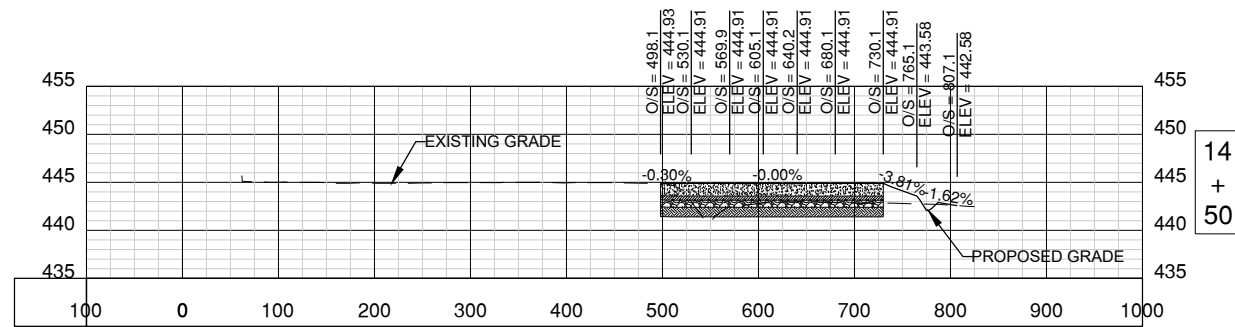
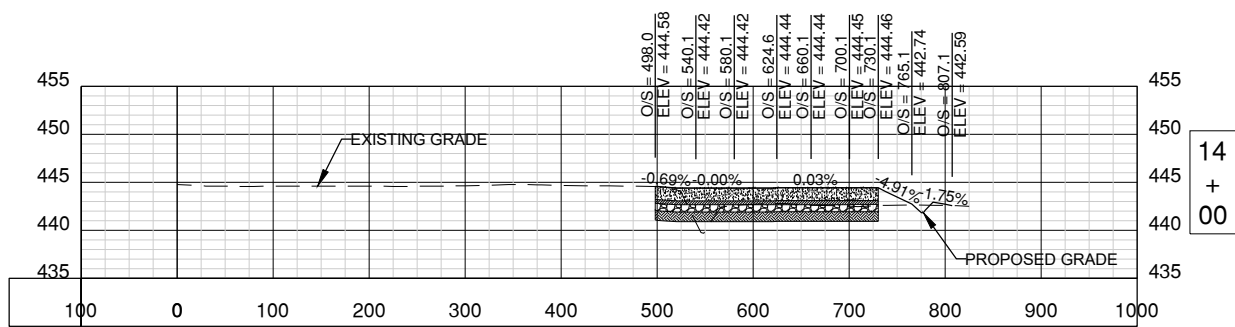
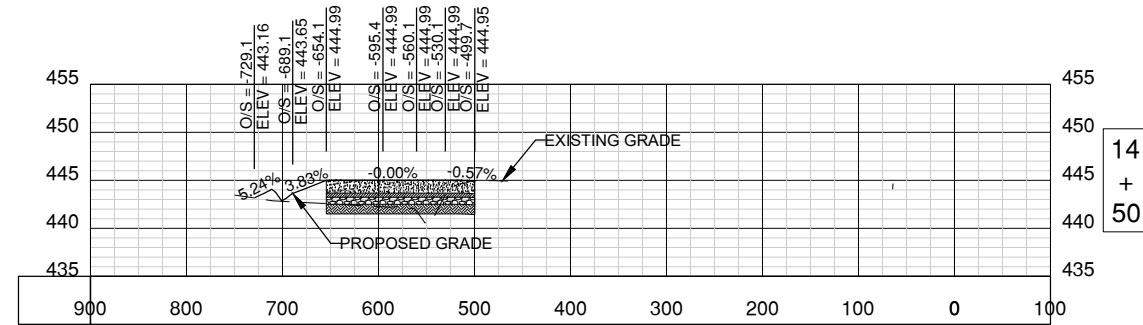
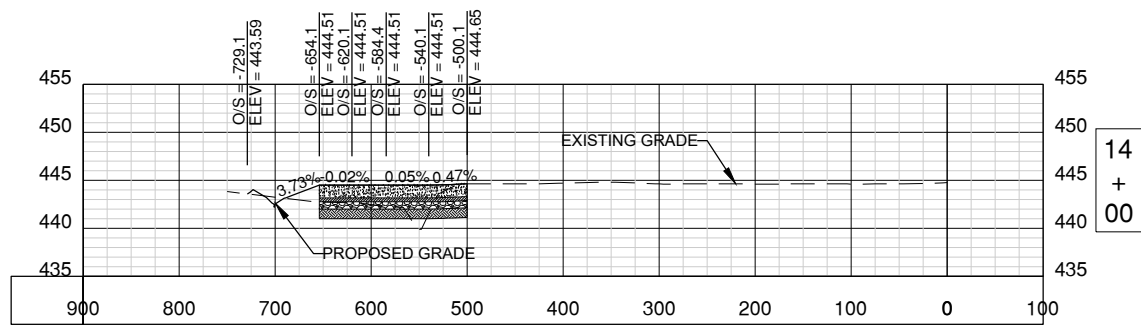
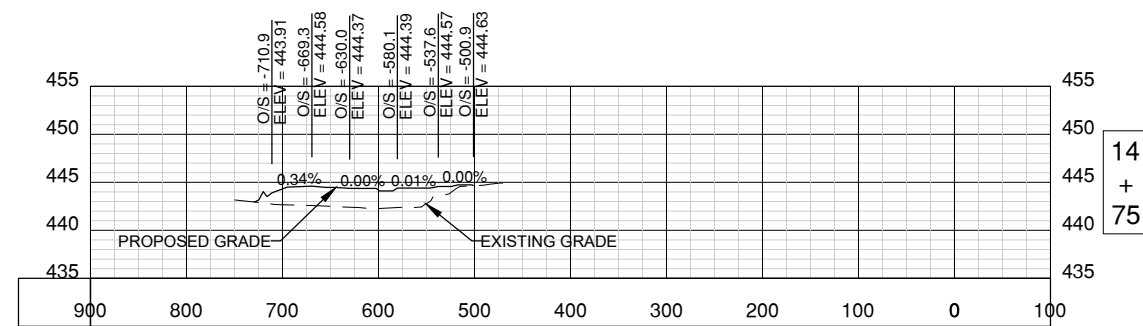
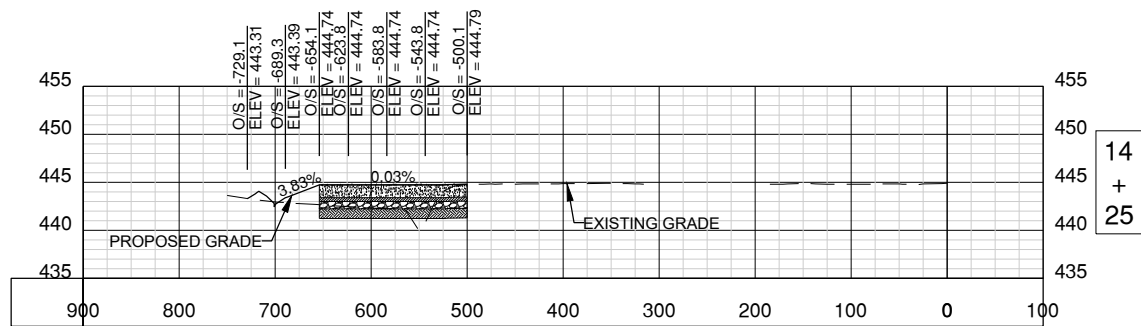
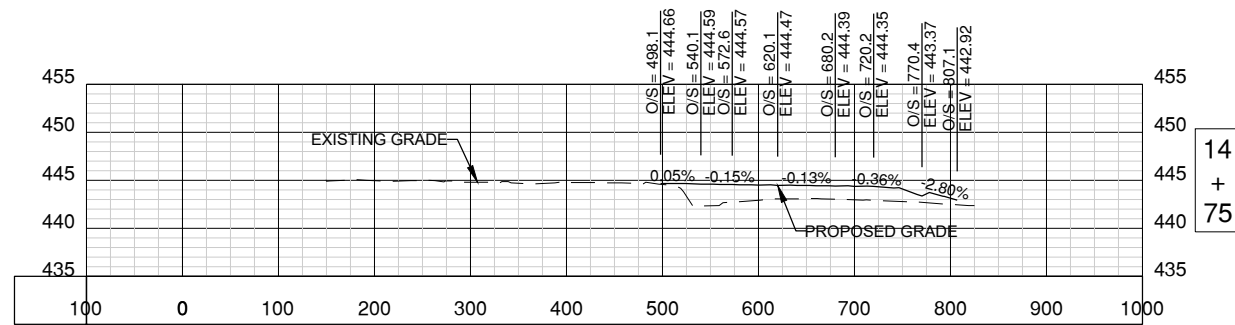
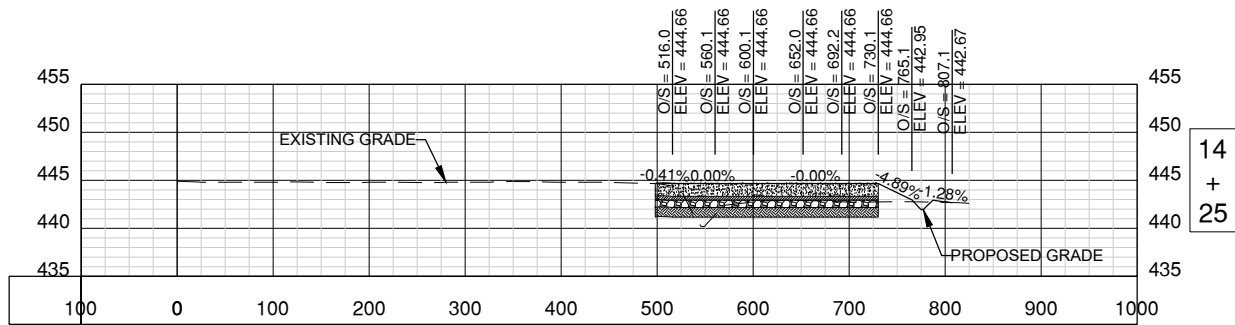
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SHEET TITLE

APRON EXPANSION
CROSS SECTION 7

CG707
SHEET 67 OF 68





100% SUBMITTAL
MARCH 1, 2024

TERMINAL APRON EXPANSION



MIDAMERICA
ST. LOUIS AIRPORT
ST. CLAIR COUNTY, IL

MARK	DATE	DESCRIPTION

BLV PROJECT NO. 2024-04
IL PROJECT NO. BLV-5101
CMT PROJECT NO: 22001186.00
CAD DWG FILE: APRON XS SHEETS.DWG
DESIGNED BY: CMT
DRAWN BY: %MJ
CHECKED BY: CMT
APPROVED BY: CMT
COPYRIGHT: CRAWFORD, MURPHY & TILLY, INC. 2021

SHEET TITLE
**APRON EXPANSION
CROSS SECTION 8**

CG708
SHEET 68 OF 68