

CONSTRUCTION PLANS FOR ST. LOUIS DOWNTOWN AIRPORT CAHOKIA, ST. CLAIR COUNTY, ILLINOIS REHABILITATE ENTRANCE ROAD AND PARKING LOT

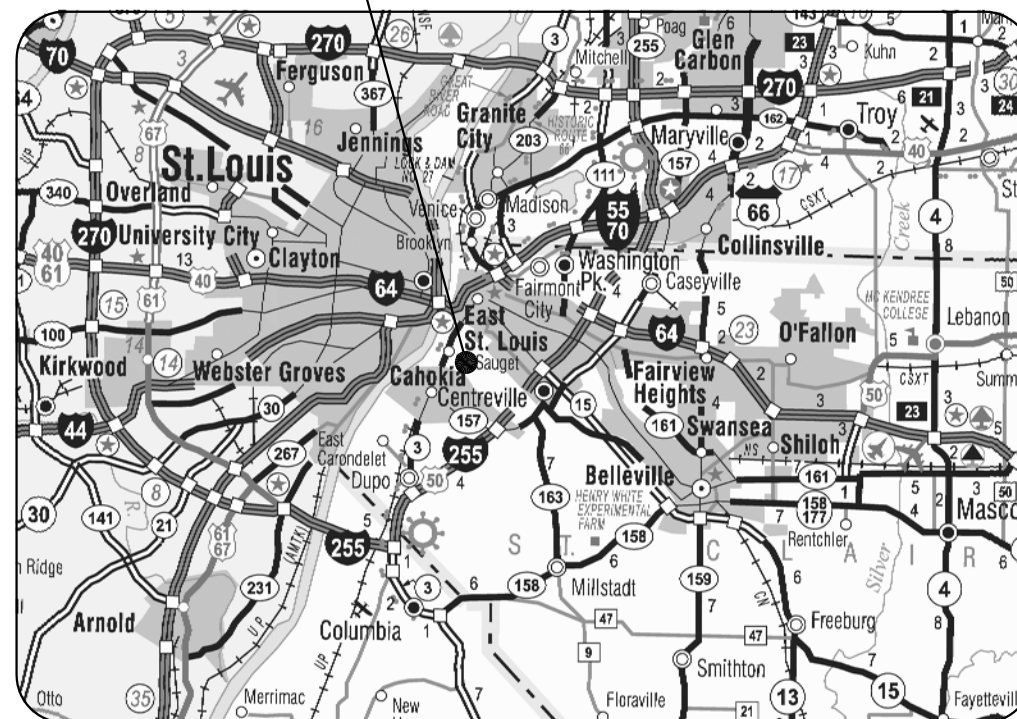
SCOPE OF WORK

THE PROJECT CONSISTS OF THE REHABILITATION OF A PORTION OF ARCHVIEW DRIVE AND THE REPAIR AND OVERLAY OF THE ORIGINAL PORTION OF THE TERMINAL PARKING AREA. ASSOCIATED IMPROVEMENTS SHALL INCLUDE FULL DEPTH PAVEMENT REPAIR; CRACK REPAIR; THE REMOVAL AND REPLACEMENT OF BOTH BITUMINOUS AND CONCRETE CURBING; CRACK CLEANING AND SEALING; DRAINAGE IMPROVEMENTS IN AN AREA OF EROSION AT THE NORTHERN LIMIT OF THE PARKING AREA; AND PAVEMENT MARKING.

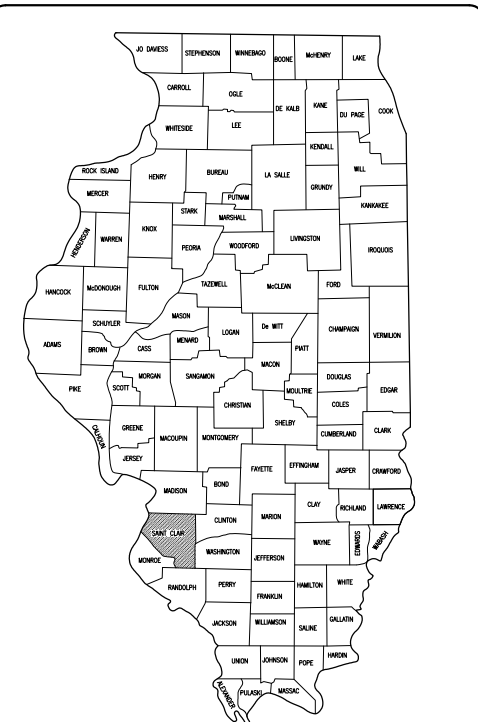
ILL. PROJ.: CPS-4138
A.I.P. PROJ.: 3-17-0039-B28

LATITUDE: 38° 34' 14"
LONGITUDE: 90° 09' 22"
ELEVATION: 413' M.S.L.
DATE: MAR 9, 2012

ST. LOUIS DOWNTOWN AIRPORT
CAHOKIA, ILLINOIS



LOCATION



LOCATION OF COUNTY



Hanson Professional Services Inc.
CIVIL ENGINEER

Submitted by: *[Signature]* ENG'R

Date Submitted MARCH 22, 2012

Lics. Exp. Date NOVEMBER 30, 2013

BI-STATE DEVELOPMENT AGENCY

Approved: *[Signature]* DIRECTOR OF THE AIRPORT

Date MARCH 22, 2012

REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B28
IL PROJ.: CFS-4138

Hanson Proj. No.	Filename	Scale	Date	LAYOUT	MAJ	11/14/11
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REHABILITATE
ENTRANCE ROAD
AND PARKING LOT

COVER SHEET

1

1 of 11 sheets

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SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR110946	ADJUST ELECTRICAL HANDHOLE	EA	2	
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR150520	MOBILIZATION	LS	1	
AR150530	TRAFFIC MAINTENANCE	LS	1	
AR151460	MISC. CLEARING	LS	1	
AR156500	TEMPORARY EROSION CONTROL	LS	1	
AR156543	RIPRAP - GRADATION NO. 3	SY	16	
AR201661	CLEAN AND SEAL BITUMINOUS CRACKS	LF	2,000	
AR201910	REMOVE AND REPLACE BIT. PAVEMENT	SY	135	
AR401613	BIT. SURF. CSE. - METHOD I, SUPERPAVE	TON	1,400	
AR401650	BITUMINOUS PAVEMENT MILLING	SY	2,005	
AR401655	BUTT JOINT CONSTRUCTION	SY	1,433	
AR501604	4" PCC SIDEWALK	SF	517	
AR501690	PCC SIDEWALK REMOVAL	SF	440	
AR501900	REMOVE PCC PAVEMENT	SY	11	
AR603510	BITUMINOUS TACK COAT	GAL	1,454	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	4,035	
AR754410	COMB CURB AND GUTTER	LF	206	
AR754900	REMOVE CONCRETE CURB	LF	29	
AR800570	REMOVE BITUMINOUS CURB	LF	140	
AR800571	PAVEMENT MARKING - SPECIAL, HANDICAP SYMBOL	EA	9	
AR800572	PAVEMENT MARKING - SPECIAL, ARROW - STRAIGHT	EA	14	
AR800574	PAVEMENT MARKING - SPECIAL, ARROW - RIGHT	EA	1	
AR800575	PAVEMENT MARKING - SPECIAL, "OLIVER'S"	EA	6	
AR800577	PAVEMENT MARKING - SPECIAL, "ENTERPRISE"	EA	6	
AR800582	PAVEMENT MARKING - SPECIAL, ARROW - LEFT	EA	3	
AR800583	PAVEMENT MARKING - SPECIAL, "AVIS"	EA	5	
AR910230	HANDICAP SIGN	EA	3	
AR910915	REMOVE ROADWAY SIGNS	EA	14	

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	PROPOSED SAFETY PLAN
4	MAINTENANCE OF TRAFFIC
5	EXISTING SITE PLAN
6	SITE DEMOLITION AND PAVING PREPARATION PLAN
7	PROPOSED CONSTRUCTION PLAN
8	PROPOSED TYPICAL SECTIONS AND DETAILS
9	PROPOSED MARKING PLAN
10	STORMWATER POLLUTION PREVENTION PLAN
11	SWPPP DETAILS

REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
 A Division of Bi-State Development Agency
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REHABILITATE
 ENTRANCE ROAD
 AND PARKING LOT
 SUMMARY OF QUANTITIES
 AND INDEX TO SHEETS

SCOPE OF WORK

THIS PROJECT CONSISTS OF THE REHABILITATION OF A PORTION OF ARCHVIEW DRIVE AND THE REPAIR AND OVERLAY OF THE ORIGINAL PORTION OF THE TERMINAL PARKING AREA. ASSOCIATED IMPROVEMENTS SHALL INCLUDE FULL DEPTH PAVEMENT REPAIR; CRACK REPAIR; THE REMOVAL AND REPLACEMENT OF BOTH BITUMINOUS AND CONCRETE CURBING; CRACK CLEANING AND SEALING; DRAINAGE IMPROVEMENTS IN AN AREA OF EROSION AT THE NORTHERN LIMIT OF THE PARKING AREA; AND PAVEMENT MARKING.

PROPOSED SAFETY PLAN

GENERAL - THE ST. LOUIS DOWNTOWN AIRPORT IS COMPRISED OF THREE RUNWAYS. THE PROPOSED CONSTRUCTION WILL NOT NECESSITATE CLOSING ANY RUNWAYS.

ALL PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR 150/5370-2, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" APPLY TO THIS CONTRACT, EXCEPT AS MODIFIED BY THIS SAFETY PLAN, OR AS MODIFIED BY THE ST. LOUIS DOWNTOWN AIRPORT AT THE PRECONSTRUCTION CONFERENCE.

THE CONTRACTOR WILL BE REQUIRED TO SUBMIT TO THE RESIDENT ENGINEER, FOR APPROVAL BY THE AIRPORT DIRECTOR, A SCHEDULE OF CONSTRUCTION ACTIVITIES PRIOR TO THE START OF CONSTRUCTION. CLOSURE OF ANY PORTION OF ARCHVIEW DRIVE BEGINNING AND ENDING TIMES WILL BE DETERMINED BY THE AIRPORT DIRECTOR. THE CONTRACTOR IS REQUIRED TO ALLOW SUFFICIENT TIME PRIOR TO THE ENDING OF THE CLOSURE TIME FOR CURING OF PLACED MATERIALS AND CLEAN UP OF THE WORK AREA.

THE CONTRACTOR IS REQUIRED TO NOTIFY THE AIRPORT DIRECTOR THROUGH THE RESIDENT ENGINEER, A MINIMUM OF 7 DAYS PRIOR TO THE START OF CONSTRUCTION.

THE CONTRACTOR IS REQUIRED TO IMPLEMENT A PRACTICAL AND EFFECTIVE STAGING PLAN THAT WILL MINIMIZE DISRUPTION TO NORMAL AIRPORT ACTIVITY WHILE NOT COMPROMISING SAFETY OF PERSONNEL OR THE QUALITY OF THE PROJECT.

CONTRACTOR RESPONSIBILITIES

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

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADMINISTRATIVE AND PARKING AREAS AT ALL TIMES. FULL USE AND ACCESS OF ARCHVIEW DRIVE AND THE PARKING AREAS MUST BE AVAILABLE DURING THE 4TH OF JULY EVENTS AT THE AIRPORT. COORDINATION WITH THE AIRPORT DIRECTOR NEAR THIS TIME WILL BE CRITICAL TO ENSURE NO ADVERSE IMPACT TO CROWDS AND TRAFFIC.

TRENCHES AND/OR HOLES THAT REMAIN OPEN OVERNIGHT WILL REQUIRE BARRICADES AND/OR CONES TO INDICATE THEIR LOCATION AND PREVENT ACCIDENTAL ENTRANCE, WITHIN THE PROJECT AREA AND OUTSIDE ANY ACTIVE SAFETY AREAS.

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

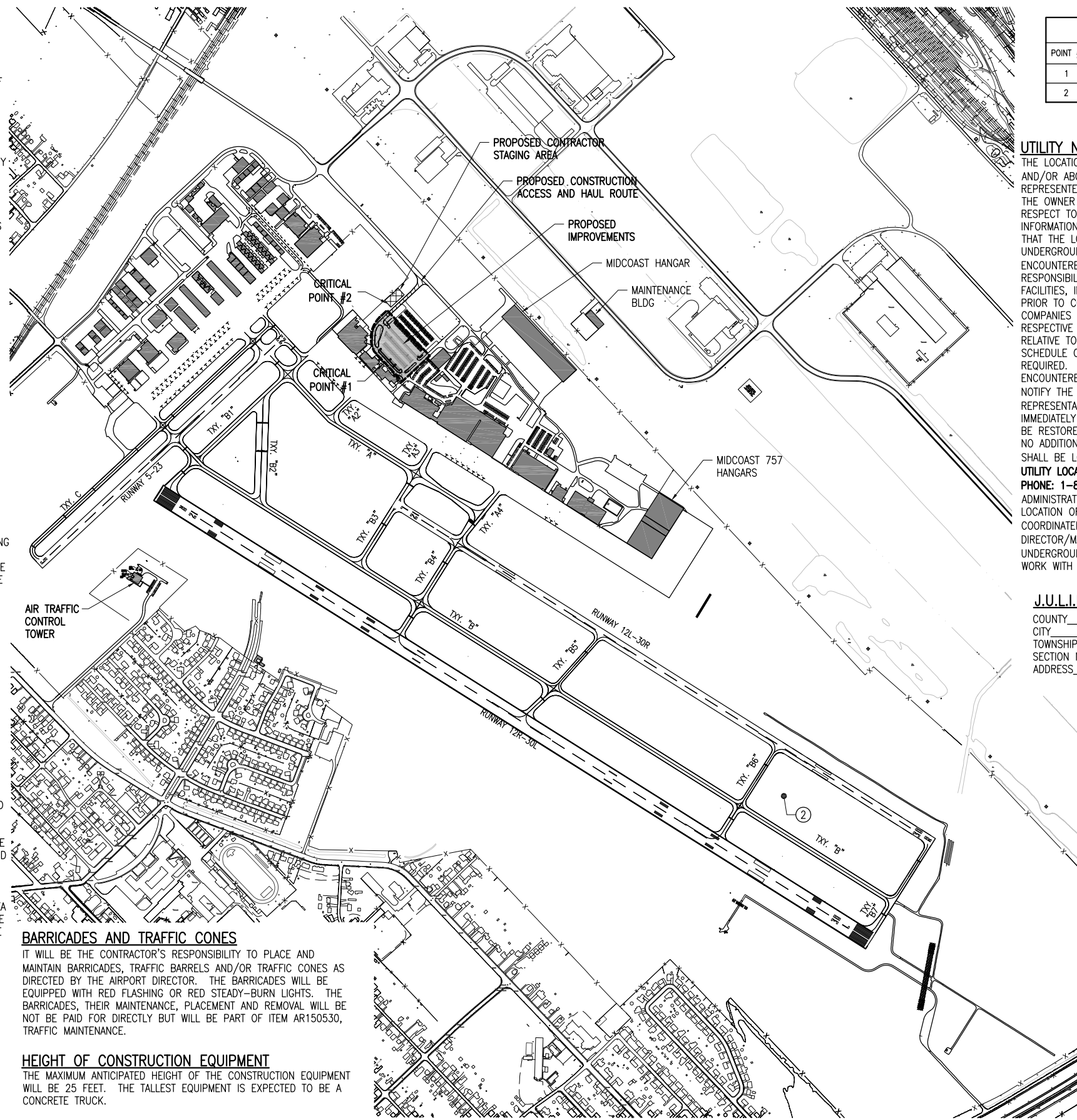
HAUL ROUTE AND STAGING AREA

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND STAGING AREA AS SHOWN ON THIS SHEET. THE PROPOSED STAGING AREA WILL BE SIZED TO ACCOMMODATE THE CONSTRUCTION EQUIPMENT. THE EXACT LOCATION OF THE STAGING AREA WILL BE COORDINATED WITH THE AIRPORT AT THE START OF CONSTRUCTION, AS OTHER CONTRACTORS MAY BE WORKING IN THE AREA. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND STAGING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL RESTORE THE HAUL ROUTE AND STAGING AREA TO ITS PRE-CONSTRUCTION STATE. PRIOR TO USE, THE CONTRACTOR WILL BE REQUIRED TO INSPECT THE HAUL ROUTE AND STAGING AREA, AND INFORM THE RESIDENT ENGINEER AND DOCUMENT ANY EXISTING ISSUES OR DISTRESS. RESTORATION OF THE HAUL ROUTE AND STAGING AREA WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

150-ENGINEER'S FIELD OFFICE NOTES

A FIELD OFFICE WILL BE PROVIDED IN ACCORDANCE WITH ITEM AR150510 OF THE STANDARD SPECIFICATIONS. IN ADDITION, THE CONTRACTOR WILL FURNISH A CELL PHONE TO THE RESIDENT ENGINEER FOR HIS EXCLUSIVE USE FOR THE DURATION OF THIS PROJECT. THE RESIDENT ENGINEER WILL USE THIS PHONE FOR PROJECT BUSINESS ONLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CHARGES ASSOCIATED WITH THIS CELL PHONE. THE PROPOSED ENGINEER'S FIELD OFFICE, INCLUDING THE CELL PHONE, WILL BE PAID FOR UNDER ITEM:

AR150510 ENGINEER'S FIELD OFFICE _____ 1 L.S.



CRITICAL POINTS			
POINT #	LATITUDE	LONGITUDE	GROUND ELEVATION
1	N 38° 34' 37.05"	W 90° 09' 30.66"	416.0
2	N 38° 34' 41.96"	W 90° 09' 30.20"	408.0

UTILITY NOTE

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 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.

J.U.L.I.E. INFORMATION

COUNTY _____ ST. CLAIR
 CITY _____ CAHOKIA
 TOWNSHIP _____ CENTERVILLE
 SECTION NO. _____ T.1N. - R.10W.
 ADDRESS _____ ST. LOUIS DOWNTOWN AIRPORT
 6100 ARCHVIEW DRIVE
 CAHOKIA, IL 62206-1445

LEGEND

- EXISTING IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED IMPROVEMENTS
- PROPOSED HAUL ROUTE
- PROPOSED CONTRACTOR STAGING AREA
- PROPOSED BARRICADES
- EXISTING FENCE
- AIRPORT PROPERTY LINE

BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES, TRAFFIC BARRELS AND/OR TRAFFIC CONES AS DIRECTED BY THE AIRPORT DIRECTOR. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY-BURN LIGHTS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE NOT BE PAID FOR DIRECTLY BUT WILL BE PART OF ITEM AR150530, TRAFFIC MAINTENANCE.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A CONCRETE TRUCK.

CERTIFIED PAYROLLS

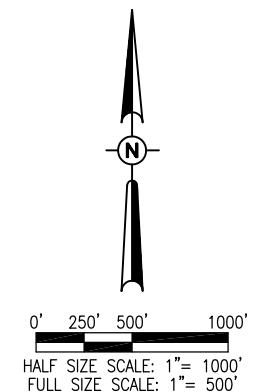
THE RESIDENT ENGINEER CANNOT FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THE PERIOD HAVE BEEN RECEIVED.

MATERIAL CERTIFICATION

COMPLETED WORK CANNOT BE PLACED ON A CONSTRUCTION REPORT UNTIL ALL MATERIAL CERTIFICATIONS FOR THAT PAY ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER. ALL BUY AMERICAN DOCUMENTATION SHALL BE PRESENTED BEFORE REVIEW OF SHOP DRAWINGS SHALL OCCUR.

EROSION CONTROL

THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND, THEREFORE NO N.P.D.E.S. PERMIT WILL BE REQUIRED.



REVISION					
DATE					
<p>SAINT LOUIS DOWNTOWN AIRPORT A Division of Bi-State Development Agency A.I.P. PROJ.: 3-17-0039-B28</p>					
Hanson Proj. No. 11A0086D Filename: G-003-SFTY.dwg Scale: AS SHOWN Date: 03/09/12		11/17/11 11/17/11		02/06/12	
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<p>HANSON Professional Services Inc. 2012 1525 South Sixth Street Springfield, Illinois 62703-2886 Ph: (217) 788-2450 Fax: (217) 788-2503 www.hanson-inc.com Offices Nationwide</p>					
REHABILITATE ENTRANCE ROAD AND PARKING LOT			PROPOSED SAFETY PLAN		
<p style="font-size: 2em; font-weight: bold;">3</p> 3 of 11 sheets					

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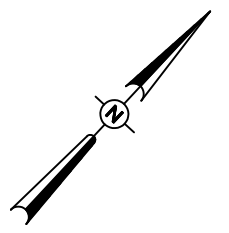
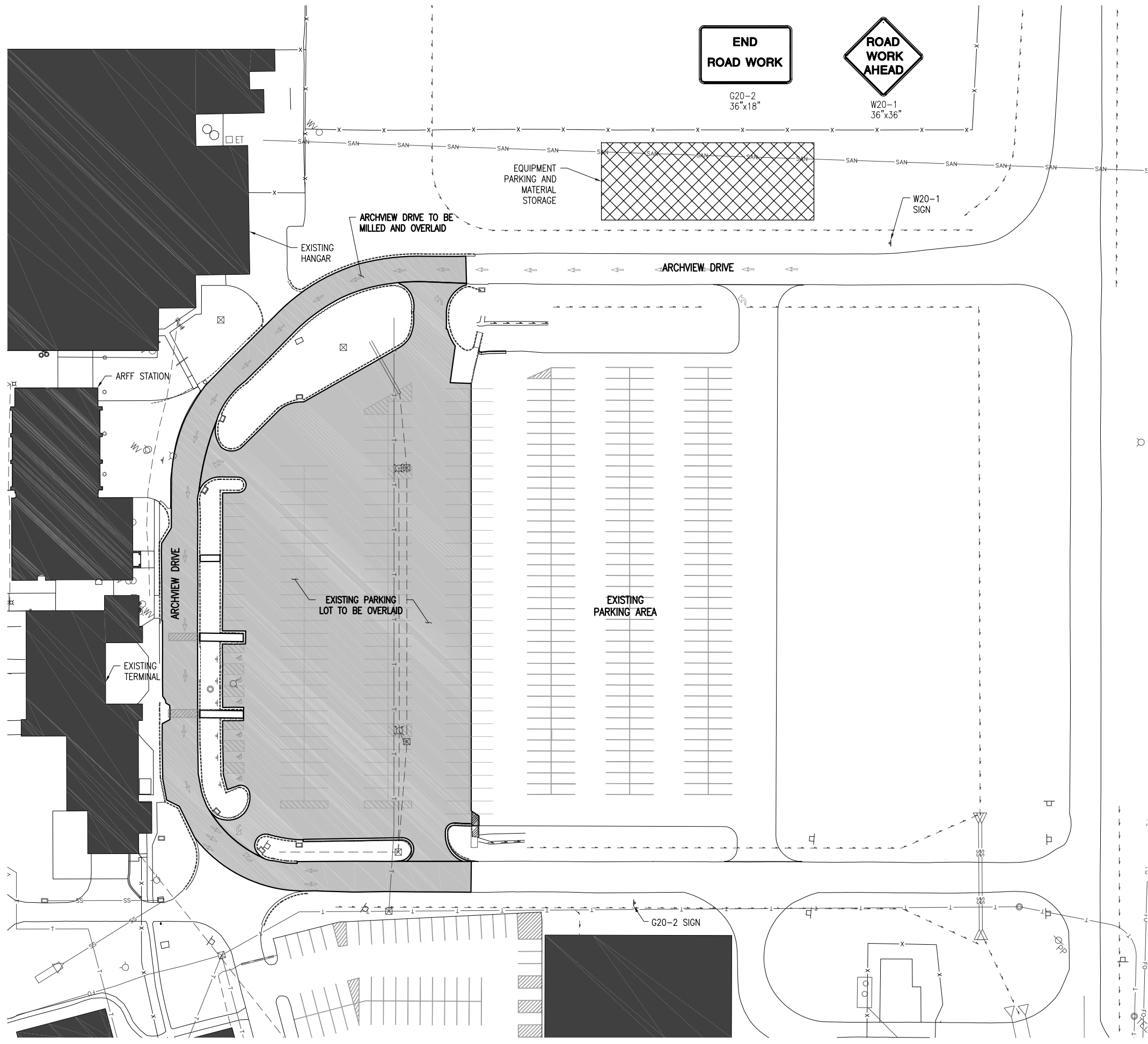
WORK ZONE TRAFFIC CONTROL - GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES AND CONFIGURATIONS SHALL CONFORM TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION.
2. THE CONTRACTOR SHALL PROVIDE ACCESS TO EXISTING BUILDINGS AND PARKING AREAS AT ALL TIMES DURING CONSTRUCTION. THIS MAY REQUIRE CONSTRUCTION OF TEMPORARY ENTRANCES OR WALKWAYS, IF REQUIRED. THE COST OF MAINTAINING THE ACCESS SHALL BE INCIDENTAL TO ITEM AR150530 - TRAFFIC MAINTENANCE AND NO FURTHER CONSIDERATION ALLOWED.
3. ADDITIONAL MEASURES MAY BE REQUIRED, PARTICULARLY DURING NON-WORKING HOURS, TO INSURE THE SAFETY OF WORKS AND THE PUBLIC THROUGH THE CONSTRUCTION ZONE. SAID MEASURES SHALL BE INCIDENTAL TO ITEM AR150530 - TRAFFIC MAINTENANCE AND NO FURTHER CONSIDERATION ALLOWED.
4. THE CONTRACTOR SHALL PROVIDE ACCESS FOR EMERGENCY VEHICLES AT ALL TIMES DURING CONSTRUCTION.
5. THE CONTRACTOR SHALL PROVIDE POSITIVE SEPARATION BETWEEN THE ACTIVE DRIVING LANE AND THE WORK ZONE FOR PROTECTION OF WORKERS AND THE TRAVELING PUBLIC. THE MINIMUM REQUIREMENT IS PLASTIC, FLEXIBLE VERTICAL PANELS OR DELINEATORS. ADDITIONAL MEASURES MAY BE REQUIRED DUE TO THE CONTRACTOR'S OPERATIONS. CONTRACTOR MAY USE DRUMS BUT NOT IN COMBINATIONS WITH OTHER METHODS SUCH AS VERTICAL PANELS OR DELINEATORS. SAID MEASURES SHALL BE INCIDENTAL TO ITEM AR150530 - TRAFFIC MAINTENANCE AND NO FURTHER CONSIDERATION ALLOWED.
6. THE POSTED SPEED THROUGH THE WORK ZONE SHALL BE 15MPH MAXIMUM, OR LESS IF DETERMINED BY THE RESIDENT ENGINEER TO BE NECESSARY FOR THE SAFETY OF WORKERS AND THE TRAVELING PUBLIC. THE CONTRACTOR SHALL PROVIDE APPROPRIATE ADVANCE SIGNING, PER THE MUTCD AND STATE DOT (IF APPLICABLE), TO ADVISE AND WARN THE TRAVELING PUBLIC OF THE SPEED LIMIT DURING CONSTRUCTION.
7. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT TO THE RESIDENT ENGINEER, FOR APPROVAL BY THE AIRPORT DIRECTOR, A SCHEDULE OF CONSTRUCTION ACTIVITIES PRIOR TO THE START OF CONSTRUCTION. CLOSURE OF ANY PORTION OF ARCHVIEW DRIVE BEGINNING AND ENDING TIMES WILL BE DETERMINED BY THE AIRPORT DIRECTOR. THE CONTRACTOR IS REQUIRED TO ALLOW SUFFICIENT TIME PRIOR TO THE ENDING OF THE CLOSURE TIME FOR CURING OF PLACED MATERIALS AND CLEAN UP OF THE WORK AREA.
8. FULL USE AND ACCESS OF ARCHVIEW DRIVE AND THE PARKING AREAS MUST BE AVAILABLE DURING THE 4TH OF JULY EVENTS AT THE AIRPORT. COORDINATION WITH THE AIRPORT DIRECTOR PRIOR TO THIS TIME WILL BE CRITICAL TO ENSURE NO ADVERSE IMPACT TO CROWDS AND TRAFFIC. THE COST OF THIS TEMPORARY SUSPENSION SHALL BE INCIDENTAL TO ITEM AR150530 - TRAFFIC MAINTENANCE AND NO FURTHER CONSIDERATION ALLOWED.
9. THE SUGGESTED TRAFFIC CONTROL SEQUENCE IS CONSIDERED THE MINIMUM FOR THIS PROJECT. IF THE CONTRACTOR'S OPERATIONS REQUIRE ADDITIONAL TRAFFIC CONTROL MEASURES, HE SHALL DEVELOP AND SUBMIT A REVISED TRAFFIC CONTROL PLAN FOR REVIEW AND APPROVAL BY THE RESIDENT ENGINEER PRIOR TO BEGINNING SUCH WORK. ALL TRAFFIC CONTROL MEASURES, WHETHER INCLUDED IN THE CONSTRUCTION DRAWINGS OR DUE TO THE CONTRACTOR'S OPERATIONS, SHALL BE INCIDENTAL TO THE LUMP SUM PAY ITEM FOR TRAFFIC MAINTENANCE, WITH NO EXCEPTIONS.

RECOMMENDED MAJOR CONSTRUCTION SEQUENCE:

1. MILL ONE SIDE/LANE OF ARCHVIEW DRIVE.
2. MILL OTHER SIDE/LANE OF ARCHVIEW DRIVE.
3. OVERLAY ONE SIDE/LANE OF ARCHVIEW DRIVE.
4. OVERLAY OTHER SIDE/LANE OF ARCHVIEW DRIVE.
5. PARKING LOT WORK WILL BE IN PORTIONS - NO MORE THAN 1/2 OF PROJECT AREA MAY BE CLOSED AT ONE TIME. WORK IN THE PARKING LOT AREA MAY REQUIRE TEMPORARY STRIPING AND/OR TRAVEL PATHS. THIS WILL BE CONSIDERED INCIDENTAL TO TRAFFIC MAINTENANCE PAY ITEM.

WORK IN THE PARKING LOT MAY OCCUR CONCURRENTLY WITH MILLING AND OVERLAY OF ARCHVIEW DRIVE BUT ACCESS MUST BE ALLOWED AT ALL TIMES FOR PORTION OF PARKING LOT NOT UNDER CONSTRUCTION.



0' 20' 40' 80'
 HALF SIZE SCALE: 1" = 80'
 FULL SIZE SCALE: 1" = 40'

REVISION	DATE

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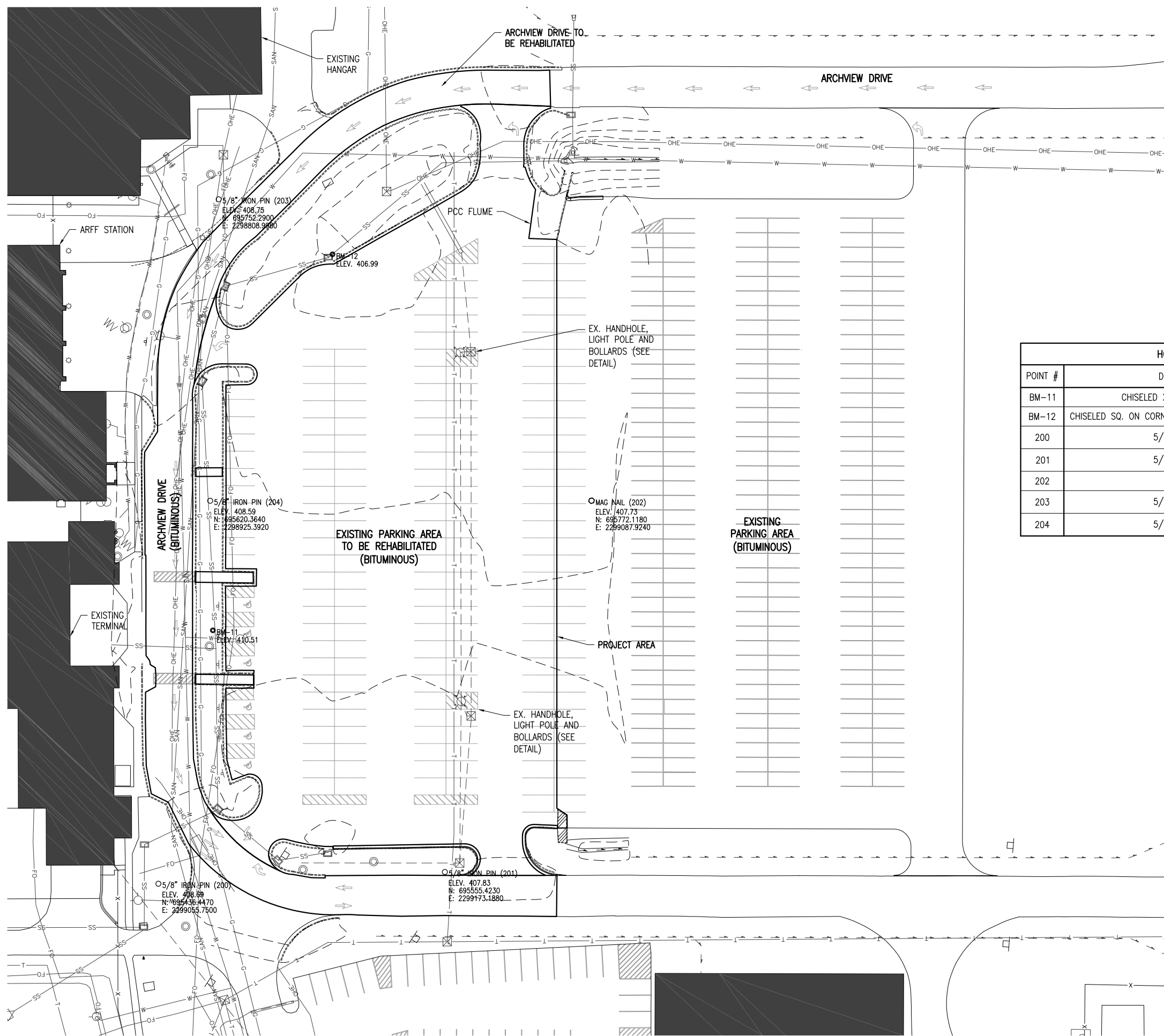
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REHABILITATE
 ENTRANCE ROAD
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MAINTENANCE OF TRAFFIC

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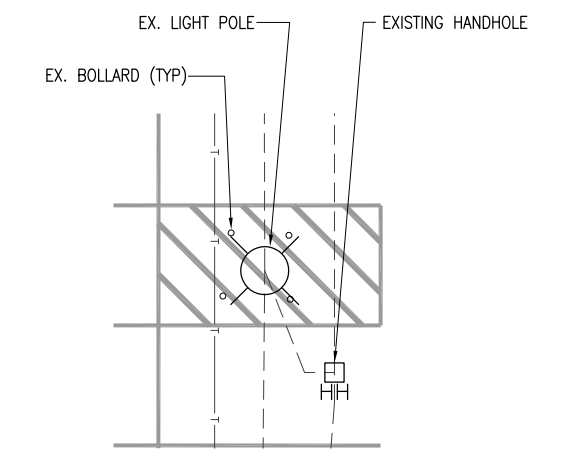


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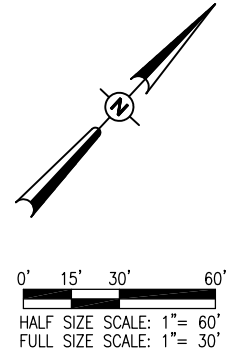
- EXISTING BUILDING
- PROPOSED IMPROVEMENTS
- EXISTING FENCE
- EXISTING STORM SEWER
- EXISTING WATERLINE
- EXISTING SANITARY
- EXISTING TELEPHONE
- EXISTING FIBER OPTIC
- EXISTING GAS
- EXISTING OVERHEAD ELECTRIC
- EXISTING ELECTRIC
- EXISTING STORM INLET/MAHOLE
- EXISTING POLE-MOUNTED LIGHT

HORIZONTAL AND VERTICAL CONTROL DATA

POINT #	DESCRIPTION	NORTHING	EASTING	ELEVATION
BM-11	CHISELED X ON FIRE HYDRANT	---	---	410.51
BM-12	CHISELED SQ. ON CORNER OF CONC. AROUND MANHOLE	---	---	406.99
200	5/8" IRON PIN	695436.4470	2299055.7500	408.69
201	5/8" IRON PIN	695555.4230	2299173.1880	407.83
202	MAG NAIL	695772.1180	2299087.9240	407.73
203	5/8" IRON PIN	695752.2900	2298808.9980	408.75
204	5/8" IRON PIN	695620.3640	2298925.3920	408.59



DETAIL OF EX. HANDHOLE, LIGHT POLE AND BOLLARDS



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REHABILITATE
 ENTRANCE ROAD
 AND PARKING LOT
 EXISTING SITE PLAN

REMOVE AND REPLACE BITUMINOUS PAVEMENT

THE AREA(S) DESIGNATED ON THIS SHEET WILL HAVE THE EXISTING BITUMINOUS PAVEMENT REMOVED (FULL DEPTH) AND ALL REMOVED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

WHERE THE PROPOSED REMOVAL AND REPLACEMENT AREA ABUTS THE EXISTING PAVEMENT, THE PAVEMENT WILL BE SAWED AS SHOWN ON THIS SHEET. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT REMOVAL AND REPLACEMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR201910 "REMOVE & REPLACE BIT. PAVEMENT" - PER S.Y.

BITUMINOUS PAVEMENT MILLING

THE AREA(S) DESIGNATED ON THIS SHEET WILL BE CUT OR TRIMMED. THE CUTTING OR TRIMMING WILL BE DONE BY ROTO- MILLING. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE STANDARD SPECIFICATIONS.

IF A VERTICAL FACE IS NOT OBTAINED FROM THE MILLING OPERATIONS, OR IF THE VERTICAL FACE IS DAMAGED PRIOR TO PAVING, THE EXISTING PAVEMENT WILL BE SAW-CUT IN ORDER TO ACHIEVE A VERTICAL FACE FOR PAVING AGAINST. SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT MILLING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

PRIOR TO APPLYING THE BITUMINOUS OVERLAY ALL MILLED MATERIAL WILL BE BROOMED AND BLOWN CLEAN AND A BITUMINOUS TACK COAT APPLIED. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

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

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE CONTRACTOR AND ACCEPTED BY THE RESIDENT ENGINEER BASED ON A SURVEY IN THE FALL OF 2011.

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

CLEAN AND SEAL BITUMINOUS CRACKS

THE PLAN QUANTITY OF CRACKS TO BE CLEANED AND SEALED IS BASED ON A SURVEY CONDUCTED IN THE FALL OF 2011. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

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

ANY PROPOSED PAVEMENT MILLING WILL BE ACCOMPLISHED BEFORE THE CRACKS ARE CLEANED AND SEALED. THE RESIDENT ENGINEER WILL DETERMINE IF THE CRACKS LOCATED IN A MILLED AREA ARE LARGE ENOUGH TO WARRANT CLEANING AND SEALING.

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

CURB AND GUTTER REMOVAL NOTES

THE EXISTING BITUMINOUS AND CONCRETE CURBS SHOWN FOR REMOVAL WILL BE REMOVED FULL DEPTH. IN ADDITION, A NOMINAL QUANTITY OF 15 LF OF CURB AND GUTTER HAS BEEN INCLUDED TO REMOVE AND REPLACE ANY CURB AND GUTTER IN POOR CONDITION AND AS DIRECTED BY THE RESIDENT ENGINEER. THE EXISTING PAVEMENT ADJOINING THE CURB TO BE REMOVED WILL BE SAWED TO ALLOW THE REMOVAL OF THE CURB WITHOUT DISPLACEMENT OF THE REMAINING PAVEMENT. ANY DISPLACEMENT OR DAMAGE TO THE ADJACENT PAVEMENT WILL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE REMOVED CURB AND CURB & GUTTER WILL BE DISPOSED OF OFF THE AIRPORT SITE AT THE CONTRACTOR'S OWN EXPENSE.

THESE ITEMS OF WORK SHALL BE PAID FOR UNDER ITEM:
AR754900 "REMOVE CONC. CURB" - PER L.F.
AR800570 "REMOVE BITUMINOUS CURB" - PER L.F.

SIGN REMOVAL

THE SIGNS INDICATED ON THIS SHEET FOR REMOVAL SHALL BE REMOVED AND DISPOSED OFF AIRPORT PROPERTY.

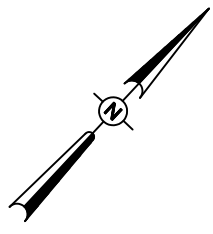
SIGNS FOR THE CAR RENTAL AGENCIES ARE PERMANENT IN NATURE AND LOCATED IN THE GRASSY AREA BETWEEN THE PARKING LOT AND ARCHVIEW DRIVE.

SIGNS FOR OLIVER'S RESTAURANT ARE PLACED IN BUCKETS WITH CONCRETE. THEIR LOCATION IS APPROXIMATE.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR910915 "REMOVE ROADWAY SIGN" - PER EA

LEGEND

- EXISTING BUILDING
- PROPOSED MILLING (2.5" NOMINAL DEPTH)
- PROPOSED MILLING FOR BUTT JOINT CONSTRUCTION
- EXISTING FENCE
- EXISTING STORM SEWER
- EXISTING WATERLINE
- EXISTING SANITARY
- EXISTING TELEPHONE
- EXISTING FIBER OPTIC
- EXISTING GAS
- EXISTING OVERHEAD ELECTRIC
- EXISTING ELECTRIC
- EXISTING STORM INLET/MAHOLE
- EXISTING POLE-MOUNTED LIGHT



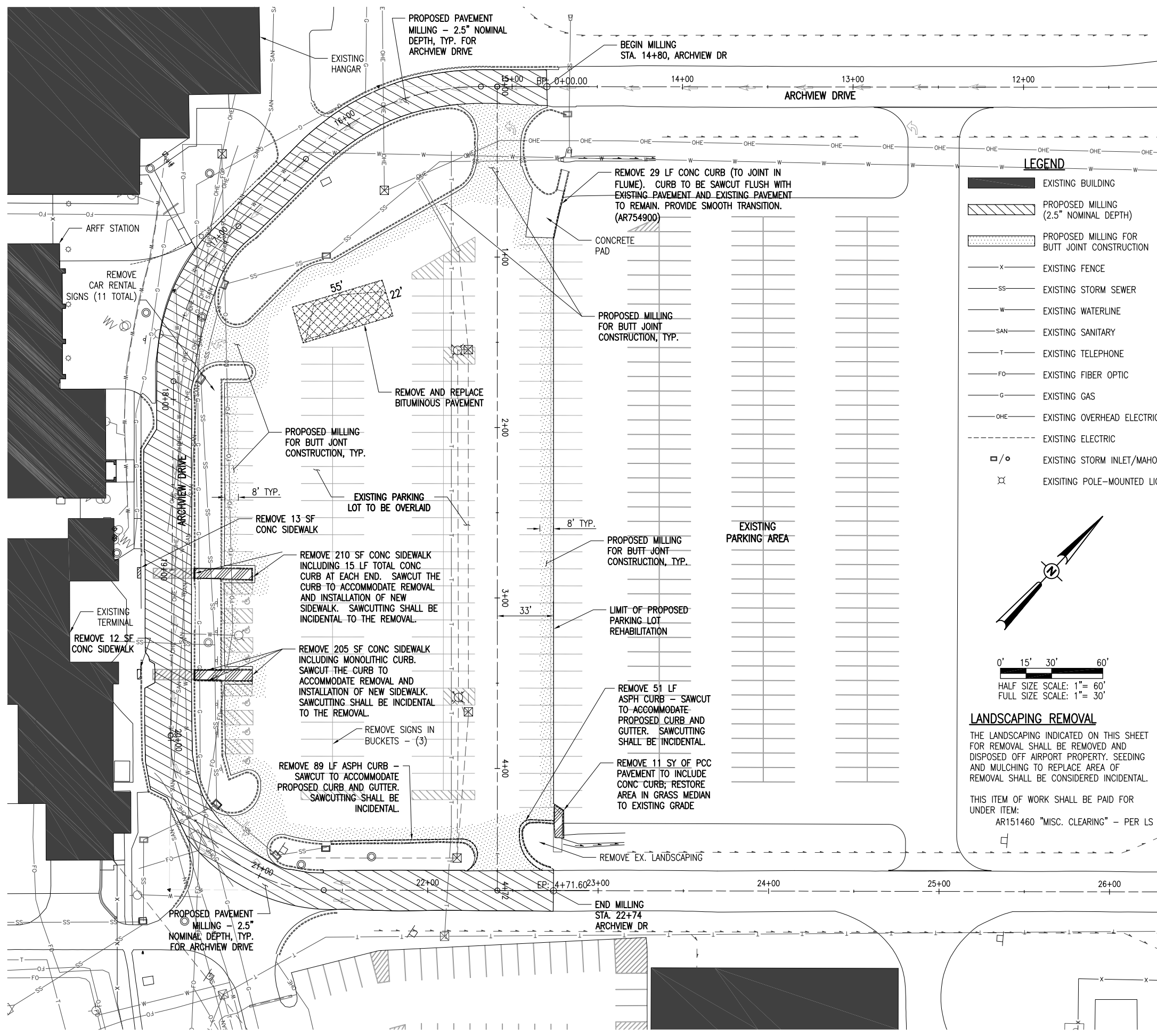
0' 15' 30' 60'

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

LANDSCAPING REMOVAL

THE LANDSCAPING INDICATED ON THIS SHEET FOR REMOVAL SHALL BE REMOVED AND DISPOSED OFF AIRPORT PROPERTY. SEEDING AND MULCHING TO REPLACE AREA OF REMOVAL SHALL BE CONSIDERED INCIDENTAL.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR151460 "MISC. CLEARING" - PER LS



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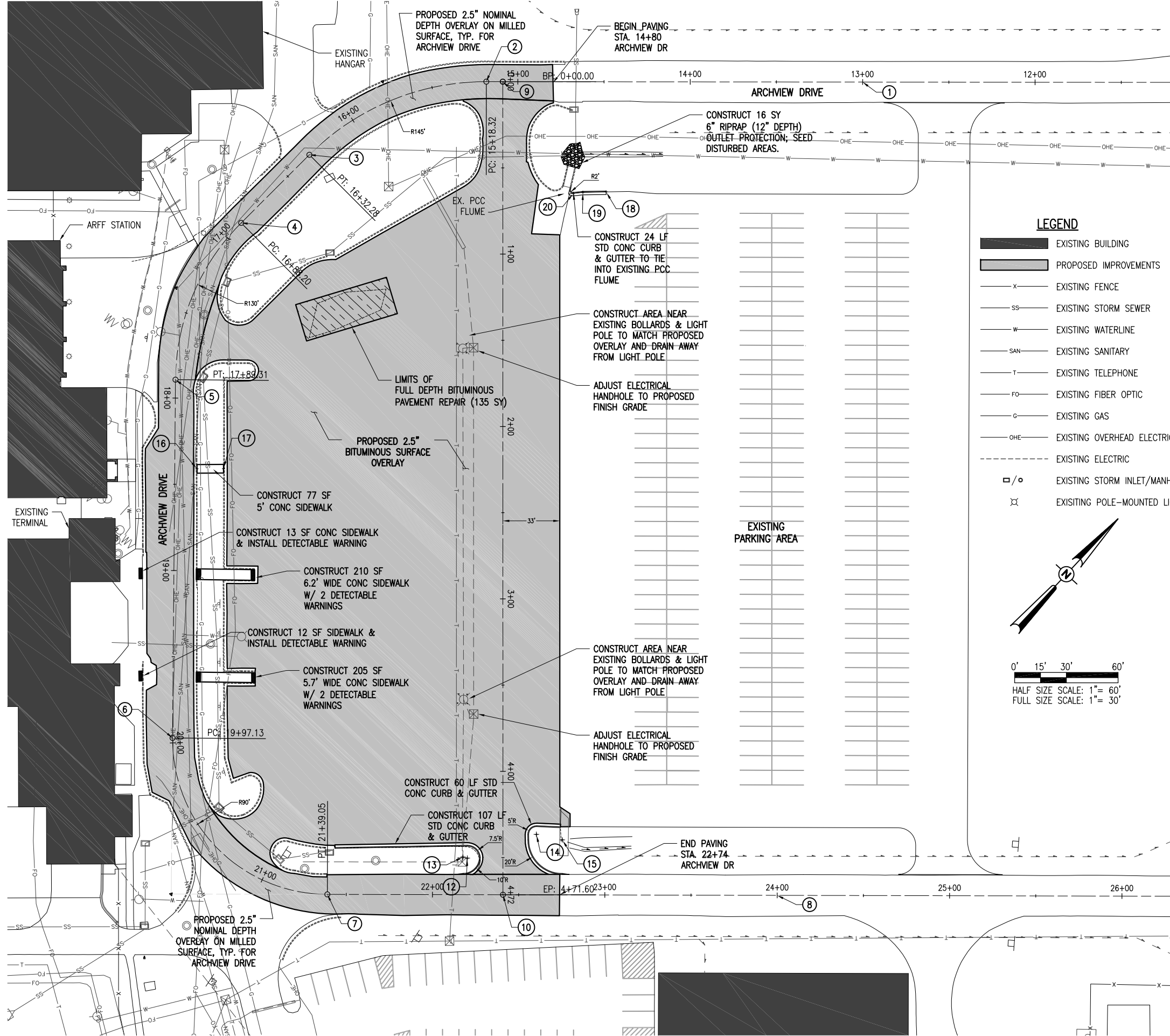
SAINT LOUIS DOWNTOWN AIRPORT
A Division of Bi-State Development Agency
A.I.P. PROJ.: 3-17-0039-B28
IL PROJ.: CPS-4138

Hanson Proj. No. 11A0086D	11/16/11
Filename C-102-SIT.dwg	MAJ
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REHABILITATE ENTRANCE ROAD AND PARKING LOT

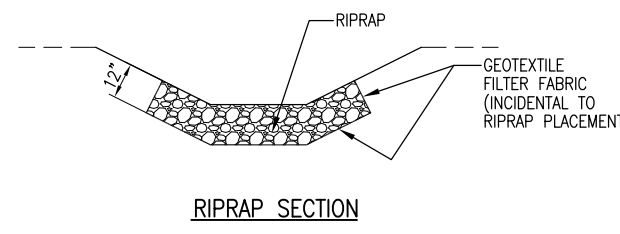
SITE DEMOLITION AND PAVING PREPARATION PLAN



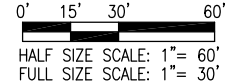
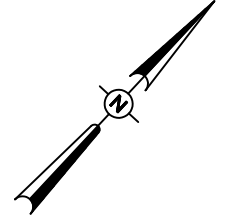
SIDEWALKS & DETECTABLE WARNINGS

ALL SIDEWALKS SHALL BE 4" PCC UNLESS OTHERWISE NOTED OR DIRECTED. DETECTABLE WARNINGS CONFORMING TO ADAAG REQUIREMENTS AND I.D.O.T. STANDARDS AND SPECIFICATIONS SHALL BE PLACED AT THE LOCATIONS NOTED AND SHALL BE INCIDENTAL TO THE CONSTRUCTION OF THE SIDEWALK.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR501604 "4" PCC SIDEWALK" - PER S.F..



- LEGEND**
- EXISTING BUILDING
 - PROPOSED IMPROVEMENTS
 - EXISTING FENCE
 - EXISTING STORM SEWER
 - EXISTING WATERLINE
 - EXISTING SANITARY
 - EXISTING TELEPHONE
 - EXISTING FIBER OPTIC
 - EXISTING GAS
 - EXISTING OVERHEAD ELECTRIC
 - EXISTING ELECTRIC
 - EXISTING STORM INLET/MANHOLE
 - EXISTING POLE-MOUNTED LIGHT



COORDINATE DATA - LAYOUT

POINT #	DESCRIPTION	NORTHING	EASTING
1	STA. 13+00 ARCHVIEW DRIVE	696054.37	2299037.13
2	BEGIN RADIUS	695905.58	2298877.38
3	END RADIUS	695804.54	2298831.29
4	BEGIN RADIUS	695748.65	2298829.34
5	END RADIUS	695656.18	2298863.50
6	BEGIN RADIUS	695503.11	2299004.06
7	END RADIUS	695498.06	2299131.62
8	STA. 24+00 ARCHVIEW DRIVE	695675.71	2299322.77
9	STA. 0+00 PARKING LOT BASELINE	695912.10	2298884.37
10	STA. 4+71.60 PARKING LOT BASELINE	695567.41	2299206.24
12	CENTER OF 10' RADIUS	695568.84	2299176.69
13	CENTER OF 7.5' RADIUS	695567.61	2299174.41
14	CENTER OF 5' RADIUS	695606.26	2299196.54
15	CENTER OF 20' RADIUS	695614.16	2299209.69
16	CENTER OF SIDEWALK END	695626.89	2298907.93
17	CENTER OF SIDEWALK END	695637.45	2298919.12
18	FACE OF CURB - BEGIN	695906.27	2298971.83
19	FACE OF CURB	695896.89	2298962.11
20	FACE OF CURB - BEGIN RADIUS	695892.72	2298958.53

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REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT

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A.I.P. PROJ.: 3-17-0039-B28
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FILENAME	SCALE	DATE	LAYOUT	MAJ	12/02/11
C-121-CON.dwg	AS SHOWN	03/09/12	LAYOUT	MAJ	12/02/11
			DRAWN	MLH	12/02/11
			REVIEWED	RAW	02/06/12

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REHABILITATE
ENTRANCE ROAD
AND PARKING LOT

PROPOSED CONSTRUCTION
PLAN

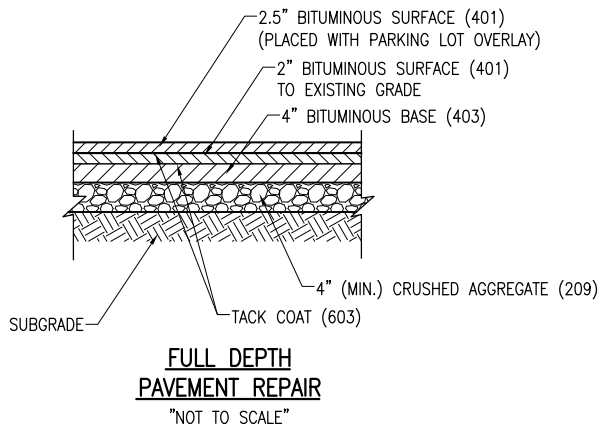
REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
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 IL PROJ.: CPS-4138

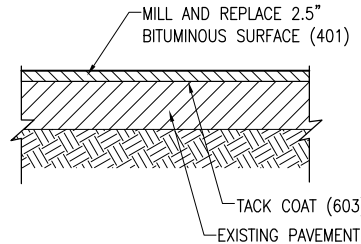
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Date 03/09/12		
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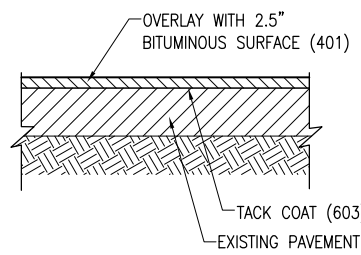
REHABILITATE ENTRANCE ROAD AND PARKING LOT
 PROPOSED TYPICAL SECTIONS AND DETAILS



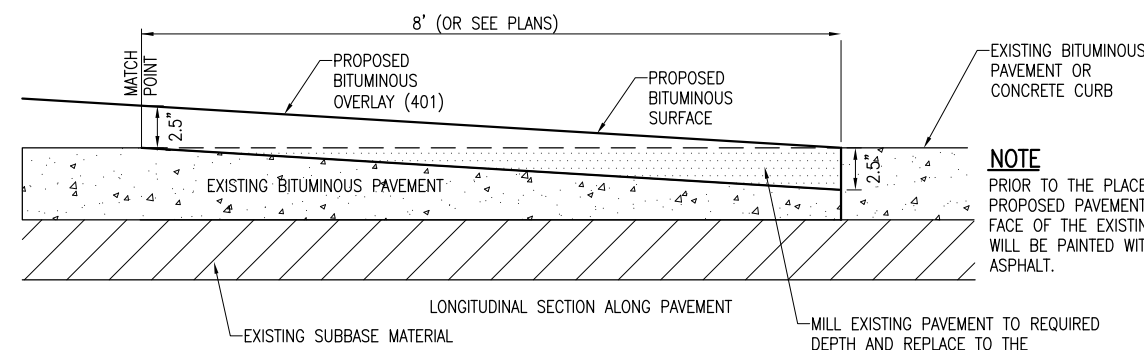
THE AREA(S) DESIGNATED ON THE SITE PREPARATION AND CONSTRUCTION PLAN SHEETS WILL HAVE THE EXISTING BITUMINOUS PAVEMENT REMOVED (FULL DEPTH) AND REPLACED WITH BITUMINOUS MATERIAL. THE BASE WILL BE EXAMINED UPON REMOVAL BY THE RESIDENT ENGINEER AND IF IT APPEARS UNSTABLE IT WILL BE REPLACED BY NO LESS THAN 4 INCHES OF CRUSHED AGGREGATE BASE COURSE. THE COST OF PAVEMENT REMOVAL, THE CRUSHED AGGREGATE, BITUMINOUS BASE COURSE, BITUMINOUS SURFACE COURSE UP TO EXISTING GRADE ELEVATION, AND ALL LABOR AND INCIDENTALS TO COMPLETE THIS WORK SHALL BE PAID FOR UNDER ITEM 201910, REMOVE AND REPLACE BITUMINOUS PAVEMENT, PER SQUARE YARD.



PAVEMENT MILLING AND RESURFACING (ARCHVIEW DR)
 "NOT TO SCALE"



2.5" BITUMINOUS OVERLAY (PARKING LOT)
 "NOT TO SCALE"



DETAIL OF BUTT JOINT BETWEEN BITUMINOUS AND CONCRETE PAVEMENT
 "NOT TO SCALE"

AR401655 BUTT JOINT CONSTRUCTION NOTES

THE PROPOSED BUTT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM AR401655 "BUTT JOINT CONSTRUCTION" AS STATED IN THE STANDARD SPECIFICATIONS, ADOPTED NOVEMBER 2, 2009.

THIS ITEM SHALL CONSIST OF REMOVING THE EXISTING BITUMINOUS PAVEMENT SURFACE BY MILLING IN ORDER TO CONSTRUCT A BUTT JOINT FOR THE TRANSITION OF THE PROPOSED BITUMINOUS OVERLAY AT THE LOCATIONS AS SHOWN ON THE PLANS.

THE PAVEMENT SURFACE WILL THEN BE MILLED TO A DEPTH OF 2.5" AT THE BUTT END AND WILL TAPER TO 0 IN. AT THE OPPOSITE END. THE PLANER MUST BE CAPABLE OF MILLING THE SURFACE TO THE DESIRED ELEVATIONS AND GRADES.

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

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE CONTRACTOR AND ACCEPTED BY THE RESIDENT ENGINEER.

THE PAVEMENT MILLING WILL BE PAID FOR UNDER ITEM: AR401655 "BUTT JOINT CONSTRUCTION", PER S.Y.

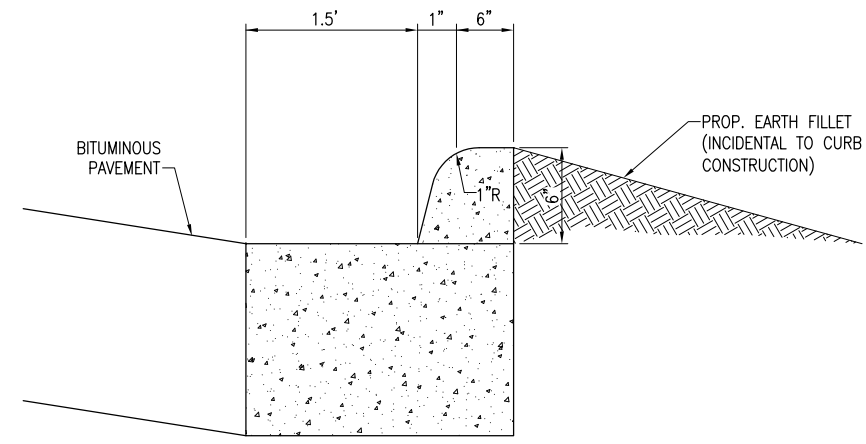
ITEM 610

ALL CONCRETE UTILIZED SHALL BE IN ACCORDANCE WITH ITEM 610 OF THE STANDARD SPECIFICATIONS.

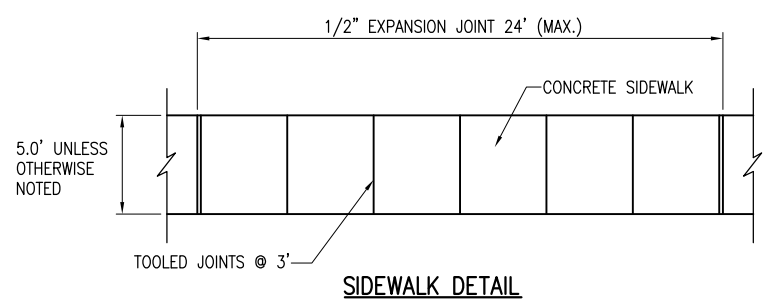
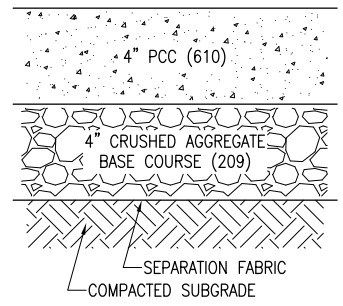
SUPERPAVE DESIGN CRITERIA

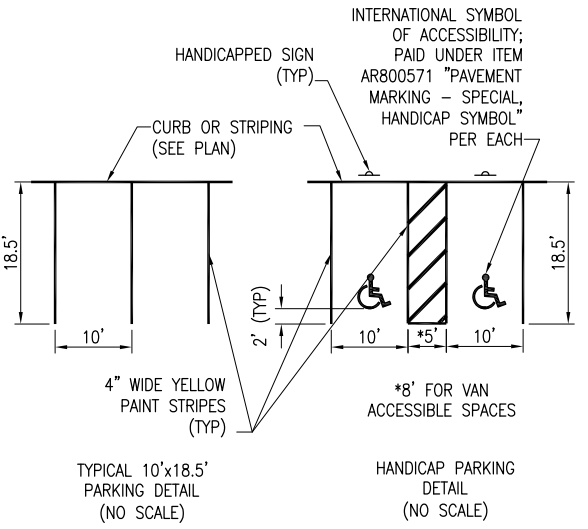
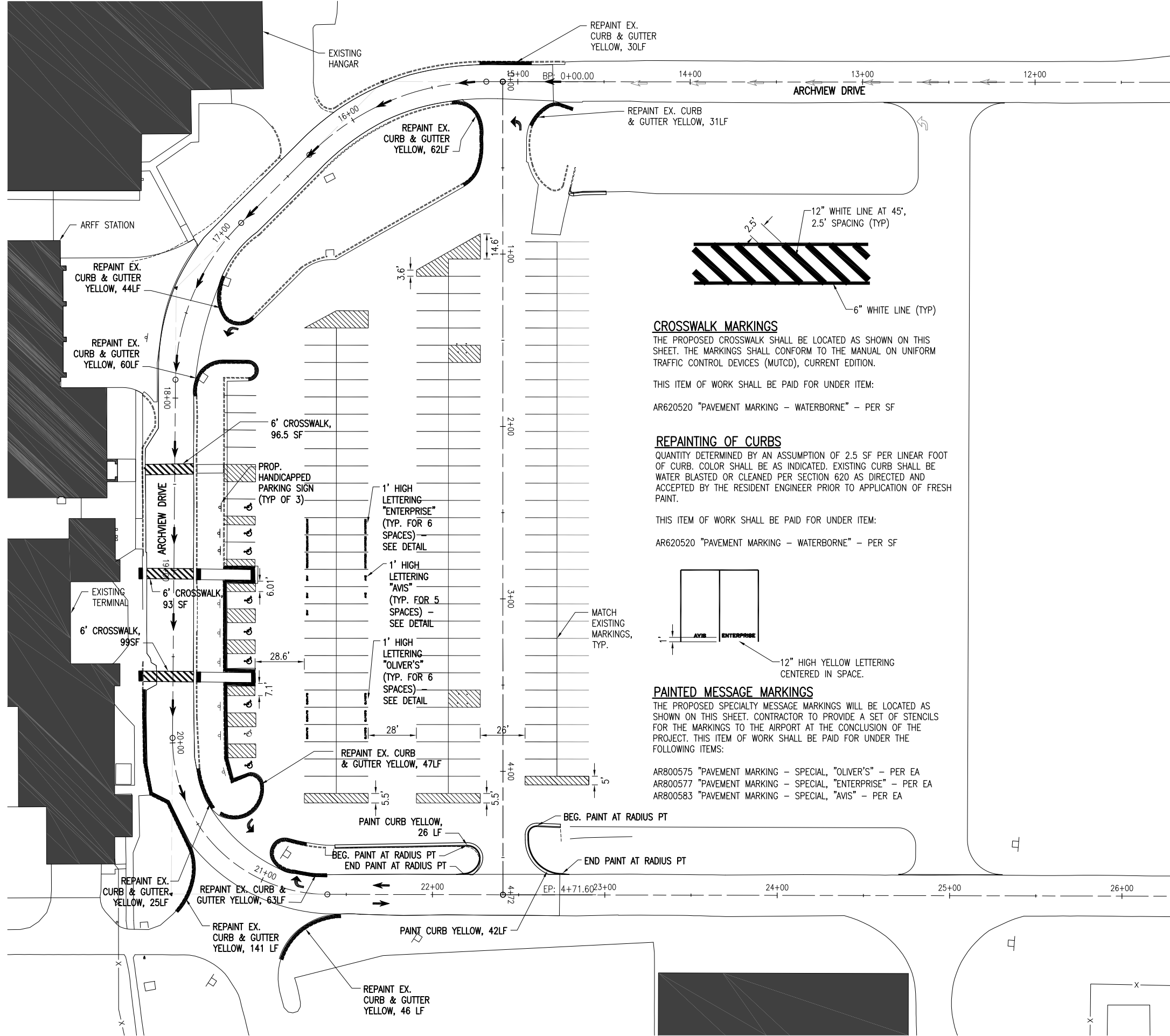
BITUMINOUS SURFACE COURSE AND BITUMINOUS BASE COURSE MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF ITEM 401/ITEM 403, TABLE 1, "AUTOMOBILE" CATEGORY WITH RESPECT TO THE DESIGN MIX.

NOTE
 PRIOR TO THE PLACEMENT OF THE PROPOSED PAVEMENT, THE VERTICAL FACE OF THE EXISTING PAVEMENT WILL BE PAINTED WITH A LIQUID ASPHALT.



NOTE: AT LOCATIONS WHERE STD CONC CURB AND GUTTER IS SHOWN ON THE PLANS, THE CURB AND GUTTER SHALL BE TYPE "B" BARRIER CURB IN CONFORMANCE WITH IDOT STANDARD DRAWING 606001 AND SECTION 606 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012. CONSTRUCTION OF THE CURB AND GUTTER WILL BE PAID FOR UNDER ITEM AR754410, COMB CURB AND GUTTER, PER L.F.





HANDICAPPED PARKING SIGNS
 THE PROPOSED SIGNS SHALL BE A R7-8 AND, WHERE APPLICABLE, R7-8P STANDARD SIGNS ADOPTED BY THE U.S. DEPARTMENT OF TRANSPORTATION, AS NEEDED.

THE SIGNS SHALL BE VERTICALLY MOUNTED ON A POST AT THE FRONT CENTER OF THE PARKING SPACE AND SET A MINIMUM OF 3 FT. BEHIND THE BACK OF CURB AND 7 FT. FROM THE GROUND TO THE BOTTOM OF THE SIGN.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
 AR910230 "HANDICAP SIGN" - PER EACH

PAVEMENT MARKINGS - DIRECTIONAL ARROWS
 THE PROPOSED DIRECTIONAL ARROW PAVEMENT MARKINGS SHALL BE LOCATED AS SHOWN ON THIS SHEET. ARROWS SHALL CONFORM TO IDOT STANDARD DRAWING NO. 780001. THIS ITEM OF WORK SHALL BE PAID FOR UNDER THE FOLLOWING ITEMS:

AR800572 "PAVEMENT MARKING - SPECIAL, ARROW-STRAIGHT" - PER EA
 AR800574 "PAVEMENT MARKING - SPECIAL, ARROW-RIGHT" - PER EA
 AR800582 "PAVEMENT MARKING - SPECIAL, ARROW-LEFT" - PER EA

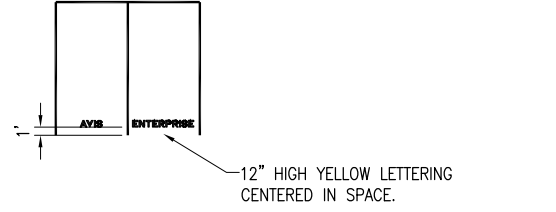
STATION	ALIGNMENT	MARKING
14+75 CL	ARCHVIEW DR	STRAIGHT ARROW
15+25 CL	ARCHVIEW DR	STRAIGHT ARROW
15+75 CL	ARCHVIEW DR	STRAIGHT ARROW
16+25 CL	ARCHVIEW DR	STRAIGHT ARROW
16+75 CL	ARCHVIEW DR	STRAIGHT ARROW
17+25 CL	ARCHVIEW DR	STRAIGHT ARROW
17+51, 28' LT	ARCHVIEW DR	LEFT ARROW
17+75 CL	ARCHVIEW DR	STRAIGHT ARROW
18+25 CL	ARCHVIEW DR	STRAIGHT ARROW
18+75 CL	ARCHVIEW DR	STRAIGHT ARROW
19+25 CL	ARCHVIEW DR	STRAIGHT ARROW
19+75 CL	ARCHVIEW DR	STRAIGHT ARROW
20+25 CL	ARCHVIEW DR	STRAIGHT ARROW
20+72, 22.75' LT	ARCHVIEW DR	STRAIGHT ARROW
21+25, 3.5' LT	ARCHVIEW DR	RIGHT ARROW
21+75, 5.25' LT	ARCHVIEW DR	STRAIGHT ARROW
21+75, 5.25' RT	ARCHVIEW DR	STRAIGHT ARROW

CROSSWALK MARKINGS
 THE PROPOSED CROSSWALK SHALL BE LOCATED AS SHOWN ON THIS SHEET. THE MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
 AR620520 "PAVEMENT MARKING - WATERBORNE" - PER SF

REPAINTING OF CURBS
 QUANTITY DETERMINED BY AN ASSUMPTION OF 2.5 SF PER LINEAR FOOT OF CURB. COLOR SHALL BE AS INDICATED. EXISTING CURB SHALL BE WATER BLASTED OR CLEANED PER SECTION 620 AS DIRECTED AND ACCEPTED BY THE RESIDENT ENGINEER PRIOR TO APPLICATION OF FRESH PAINT.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
 AR620520 "PAVEMENT MARKING - WATERBORNE" - PER SF



PAINTED MESSAGE MARKINGS
 THE PROPOSED SPECIALTY MESSAGE MARKINGS WILL BE LOCATED AS SHOWN ON THIS SHEET. CONTRACTOR TO PROVIDE A SET OF STENCILS FOR THE MARKINGS TO THE AIRPORT AT THE CONCLUSION OF THE PROJECT. THIS ITEM OF WORK SHALL BE PAID FOR UNDER THE FOLLOWING ITEMS:

AR800575 "PAVEMENT MARKING - SPECIAL, 'OLIVER'S'" - PER EA
 AR800577 "PAVEMENT MARKING - SPECIAL, 'ENTERPRISE'" - PER EA
 AR800583 "PAVEMENT MARKING - SPECIAL, 'AVIS'" - PER EA

REVISION	DATE

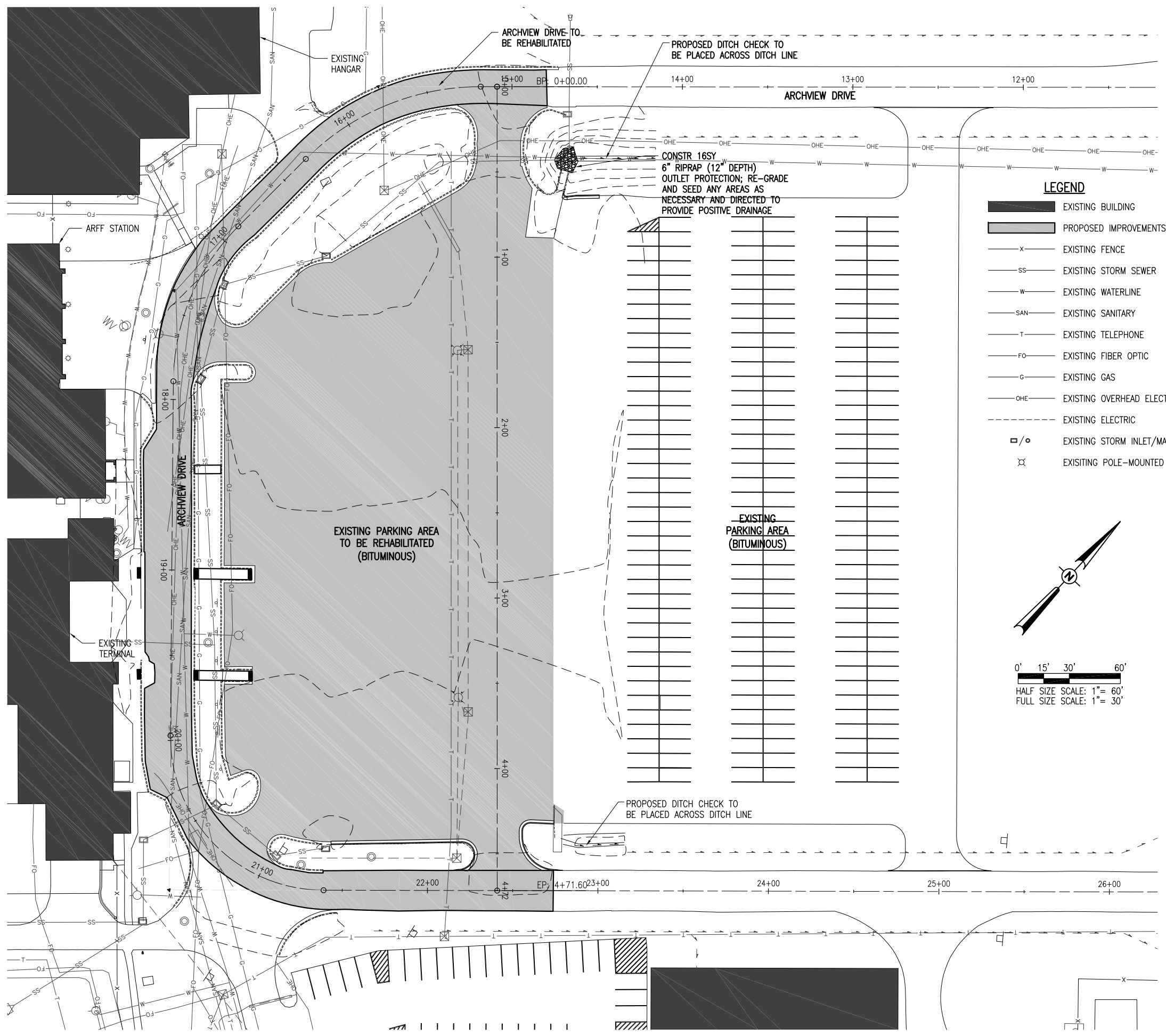
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REHABILITATE ENTRANCE ROAD AND PARKING LOT
 PROPOSED MARKING PLAN

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PROPOSED DITCH CHECK TO BE PLACED ACROSS DITCH LINE

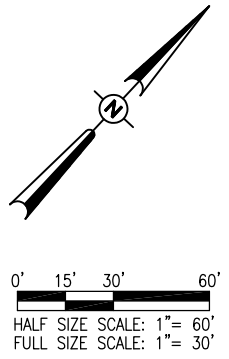
CONSTR 16SY 6" RIPRAP (12" DEPTH) OUTLET PROTECTION; RE-GRADE AND SEED ANY AREAS AS NECESSARY AND DIRECTED TO PROVIDE POSITIVE DRAINAGE

EXISTING PARKING AREA TO BE REHABILITATED (BITUMINOUS)

EXISTING PARKING AREA (BITUMINOUS)

PROPOSED DITCH CHECK TO BE PLACED ACROSS DITCH LINE

- LEGEND**
- EXISTING BUILDING
 - PROPOSED IMPROVEMENTS
 - EXISTING FENCE
 - EXISTING STORM SEWER
 - EXISTING WATERLINE
 - EXISTING SANITARY
 - EXISTING TELEPHONE
 - EXISTING FIBER OPTIC
 - EXISTING GAS
 - EXISTING OVERHEAD ELECTRIC
 - EXISTING ELECTRIC
 - EXISTING STORM INLET/MAHOLE
 - EXISTING POLE-MOUNTED LIGHT



RIPRAP NOTES

THE PROPOSED RIPRAP WILL BE PLACED TO THE DIMENSIONS AS SHOWN ON THIS SHEET AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

PRIOR TO PLACING THE RIPRAP, THE AREA WILL BE SHAPED THE DRAIN. THE BED OF THE RIPRAP WILL BE 12" IN DEPTH AND SHALL BE TRIMMED AND SHAPED TO CONFORM WITH THE FINISHED GRADES. ANY GRADING NECESSARY SHALL BE INCIDENTAL TO THE RIPRAP INSTALLATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

INSTALLATION OF FILTER FABRIC WILL BE REQUIRED UNDER THE STONE RIPRAP. THE FILTER FABRIC MATERIAL WILL BE INCLUDED AS PART OF THE RIPRAP INSTALLATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE RIPRAP WILL BE PAID FOR UNDER ITEM AR156543 RIPRAP - GRADATION NO. 3 PER S.Y.

EROSION CONTROL NOTES

ALL PROPOSED EROSION CONTROL MEASURES SHALL BE COMPLETED AS DETAILED ON THIS EROSION CONTROL PLAN AND IN ACCORDANCE WITH THE SPECIFICATIONS.

EROSION CONTROL MEASURES ARE GOVERNED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S STANDARDS AND SPECIFICATIONS FOR SOIL EROSIONS AND SPECIFICATION FOR SOIL EROSIONS AND SEDIMENT CONTROL.

INSPECTION OF THE EROSION CONTROL DEVICES SHALL BE FREQUENT AND REPAIR/REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.

EROSION CONTROL DEVICES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM WATER DRAINAGE.

COST OF REMOVAL AND REPLACEMENT SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM AR156500 TEMPORARY EROSION CONTROL.

DITCH CHECKS ARE TO INCLUDE ALL INCIDENTALS NECESSARY TO CONSTRUCT THESE ITEMS AND WILL BE PAID FOR UNDER ITEM: AR156500 TEMPORARY EROSION CONTROL.

PROVIDE DITCH CHECKS AS DIRECTED. DETAILS ARE LOCATED ON SHEET 11.

SEEDING DATA

ALL DISTURBED AREAS SHALL BE LIMED, FERTILIZED AND SEEDED IN ACCORDANCE WITH THE FOLLOWING FORMULA AND RATES OF APPLICATION. ALL SEEDING SHALL BE INCIDENTAL TO THE ASSOCIATED ITEMS IN THE CONTRACT.

LIME (TONS PER ACRE)	2
FERTILIZER (MINIMUM POUNDS OF AVAILABLE PLANT FOOD PER ACRE)	
N	90
P ₂ O ₅	350
K ₂ O	240
TOTAL	680

SEEDING (MINIMUM POUNDS OF PURE LIVE SEED PER ACRE)

ALTA FESCUE	80
PERENNIAL RYEGRASS	30
CREeping RED FESCUE	20
SPRING OATS	48
AREA TO BE SEEDED	0.15 ACRES
DATE SEEDING COMPLETED	

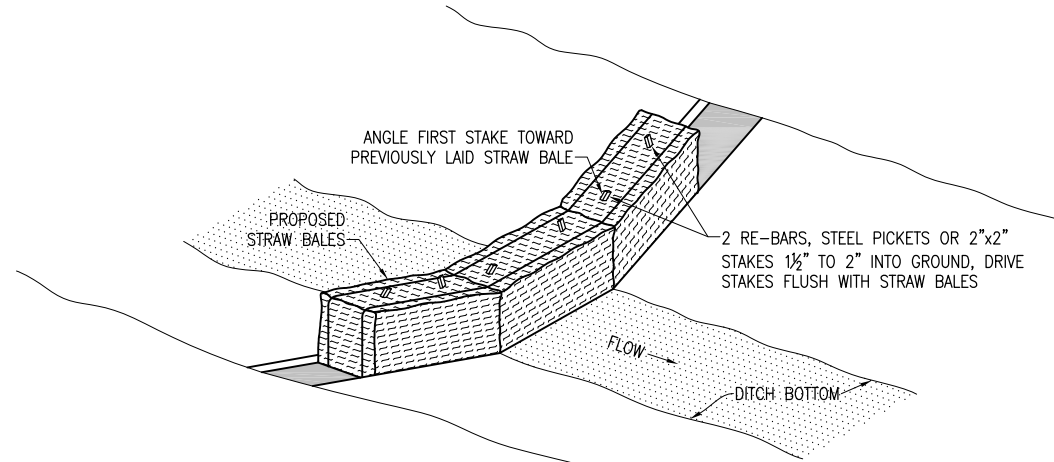
MULCHING DATA

ALL EARTHEN AREAS WITHIN THE GRADING LIMITS WILL BE MULCHED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS AT THE RATE OF 2 TONS PER ACRE (STRAW) OR AT THE RATE OF 1.25 TONS PER ACRE (HYDROMULCH).

AREA TO BE MULCHED 0.15 ACRES
DATE MULCHING COMPLETED

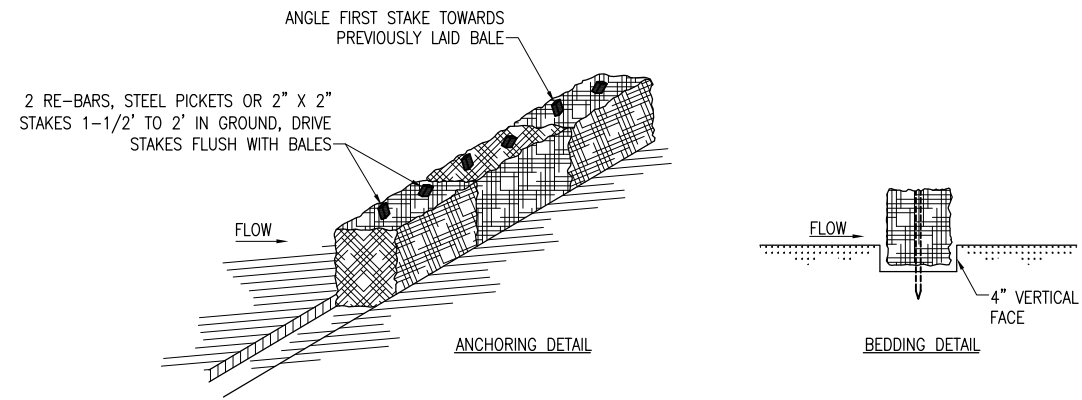
ALL MULCHING SHALL BE INCIDENTAL TO THE ASSOCIATED CONTRACT ITEMS.

<p>REVISION</p>	<p>DATE</p>	<p>11A0086D</p>	<p>12/12/11</p>	<p>02/06/12</p>
<p>SAINT LOUIS DOWNTOWN AIRPORT</p> <p>A Division of Bi-State Development Agency</p>		<p>AS SHOWN</p>		<p>MAJ</p>
<p>HANSON</p> <p>Hanson Professional Services Inc. 2012</p> <p>1525 South Sixth Street</p> <p>Springfield, Illinois 62703-2886</p> <p>Ph: (217) 788-2450 Fax: (217) 788-2503</p> <p>www.hanson-inc.com</p> <p>Offices Nationwide</p>		<p>RAW</p>	<p>MAJ</p>	<p>RAW</p>
<p>REHABILITATE ENTRANCE ROAD AND PARKING LOT</p>		<p>STORMWATER POLLUTION PREVENTION PLAN</p>		
<p>10</p>		<p>10 of 11 sheets</p>		



DITCH CHECK DETAIL

"NOT TO SCALE"



STRAW BALE INSTALLATION DETAIL

"NOT TO SCALE"

REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
 A Division of Bi-State Development Agency
 A.I.P. PROJ.: 3-17-0039-B28
 IL PROJ.: CFS-4138

Hanson Proj. No. 11A0086D	Filename C-182-SWP.dwg	Scale AS SHOWN	Date 03/09/12
LAYOUT	MAJ	12/14/11	
DRAWN	MAJ	12/14/11	
REVIEWED	RAW	02/06/12	

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REHABILITATE
 ENTRANCE ROAD
 AND PARKING LOT

SWPPP DETAILS

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