ITEM NUMBER
2A

TOTAL SHEETS
20

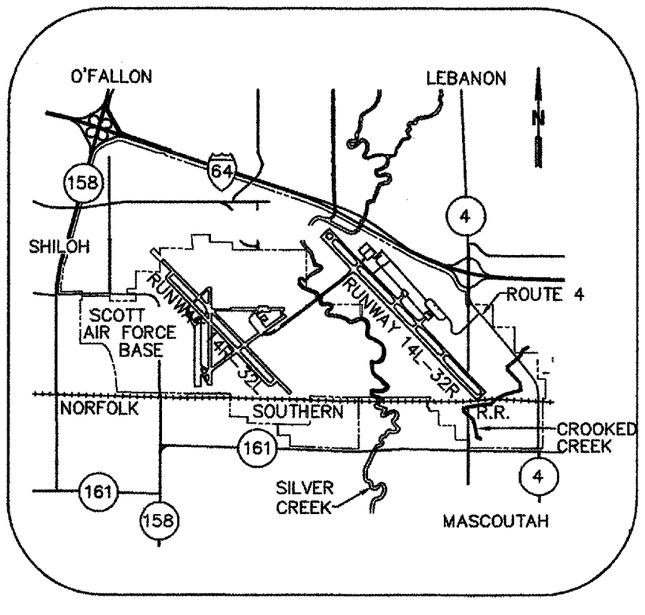
CONTRACT NO.
SC062

8-5-05 Letting, Item 02A

ST. CLAIR COUNTY, ILLINOIS
CONSTRUCTION PLANS
FOR

MidAmerica
ST. LOUIS AIRPORT

SEDIMENTATION BASIN CONVERSION



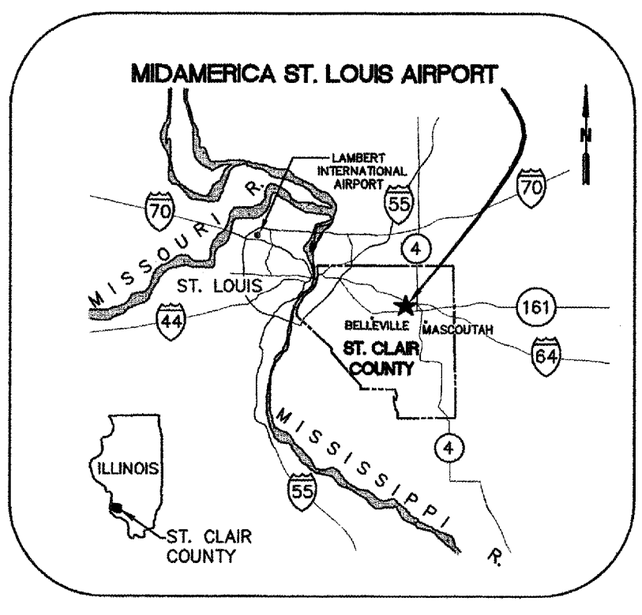
VICINITY MAP

JUNE 10, 2005

PREPARED BY:

EarthTech
A Tyco International Ltd. Company

1075 Eastgate Drive
O'Fallon, Illinois 62269
PH 618-624-2628
FAX 618-624-2730



LOCATION MAP

ST CLAIR COUNTY
PUBLIC BUILDING COMMISSION
AIRPORT SPONSOR

APPROVED: _____
DATE: 6/2/05

EARTH TECH, INC.

SUBMITTED: _____
DATE: 06/22/05

IDOT PROJECT NO.	BLV-3501
AIP PROJECT NO.	3-17-0146-XX
EARTHTECH NO.	84725

CONTRACT NO.
SC062

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	SWALE FLOW LINE	
	FIRE HYDRANT	
	STRUCTURE	
	FLARED END SECTION	
	STORM SEWER	
	SUBDRAIN	
GLY	GLYCOL LINE	
	UTILITY POLE	
	SOIL BORING	
	TEST PIT	
W	WATER LINE	
G	GAS LINE	
SAN	SANITARY SEWER LINE	
	TREES	
X	FENCE	X
	CENTERLINE	
	SHOULDER	
436	CONTOUR	434
	SIGN	
	RIPRAP	
C	COMMUNICATIONS MH	
E	ELECTRICAL MH	
SB	STRAW BALE	SB
	MANHOLE	
	VALVE	
	JUNCTION BOX	
	LIGHT	
	SILT FENCE	SI
	DITCH CHECK	C

GENERAL NOTES:

1. UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS; AND, THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. IT IS POSSIBLE THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS PRESENTLY NOT KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATION AND TO AVOID DAMAGE THERETO.
2. CONTRACTOR IS RESPONSIBLE FOR QUALITY CONTROL FOR ALL ASPECTS OF PROJECT.

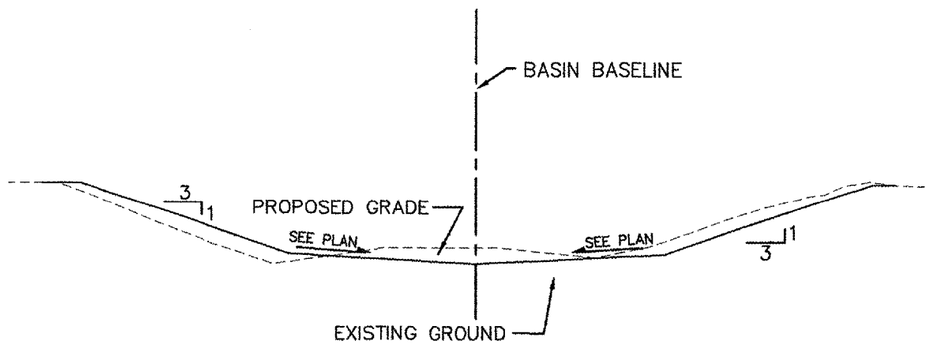
ABBREVIATIONS

AASHTO = AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS
AC = ADVISORY CIRCULAR
AD = ALGEBRAIC DIFFERENCE IN GRADES
AGG = AGGREGATE
ALUM = ALUMINUM
AMP = AMPERE
APPROX = APPROXIMATE
ARFF = AIRPORT RESCUE AND FIREFIGHTING FACILITY
ATCT = AIR TRAFFIC CONTROL TOWER
ATPS = ASPHALT TREATED PERMEABLE SUBBASE
AWG = AMERICAN WIRE GAGE
BLDG = BUILDING
BVCE = BEGINNING VERTICAL CURVE ELEVATION
BVCS = BEGINNING VERTICAL CURVE STATION
CABC = CRUSHED AGGREGATE BASE COURSE
CC = CENTER TO CENTER
CL, ℄ = CENTERLINE
CLR = CLEARANCE
COMM = COMMUNICATIONS
CP = CONNECTION POINT
CY = CUBIC YARD
DIA = DIAMETER
D.I.P. = DUCTILE IRON PIPE
DOM = DOMESTIC
DWG = DRAWING
E = EAST
EA = EACH
EL = ELEVATION
ELEC = ELECTRIC
ELEV = ELEVATION
EVCE = END VERTICAL CURVE
EVCS = END VERTICAL CURVE STATION
EXIST = EXISTING
EXT = EXTENSION
ø = DIAMETER
FAA = FEDERAL AVIATION ADMINISTRATION
FAR = FEDERAL AVIATION REGULATION
FB = FLAT BOTTOM
FES = FLARED END SECTION
FL, ℄ = FLOWLINE
GAL = GALLON
GR = GROUND ROD
HP = HIGH POINT
I = INTERSTATE
IDOT = ILLINOIS DEPARTMENT OF TRANSPORTATION
IEPA = ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
ILS = INSTRUMENT LANDING SYSTEM
INV = INVERT
IP = ILLINOIS POWER
K = RATE OF LENGTH OF VERTICAL CURVE
L = LENGTH
LAT = LATITUDE
LBS = POUNDS
LF = LINEAR FEET
LG = LONG
LONG = LONGITUDE
LP = LOW POINT
LS = LUMP SUM
LT = LEFT
MAINT = MAINTENANCE
MAX = MAXIMUM
MH = MANHOLE
MIN = MINIMUM
MSDS = MATERIAL SAFETY DATA SHEETS
N = NORTH
NO = NUMBER
NPDES = NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTS = NOT TO SCALE
OC = ON CENTER
OD = OUTSIDE DIAMETER
OL = OUTLET
OSHA = OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
PAPI = PRECISION APPROACH PATH INDICATOR
POB = POINT OF BEGINNING
PC = POINT OF CURVATURE
POE = POINT OF ENDING
PI = POINT OF INTERSECTION
PC = PORTLAND CEMENT
PCC = PORTLAND CEMENT CONCRETE
PERF = PERFORATED
PROP = PROPOSED
PT = POINT OF TANGENCY
PVC = POLYVINYL CHLORIDE, POINT OF VERTICAL CURVATURE
PVI = POINT OF VERTICAL INTERSECTION
R = RADIUS
RCP = REINFORCED CONCRETE PIPE
RE = RESIDENT ENGINEER
REL = RELOCATE
REV = REVISION
RMV = REMOVE
RR = RAILROAD
RT = RIGHT
RVR = RUNWAY VISUAL RANGE
SAN = SANITARY
SF = SQUARE FEET
SPA = SPACING
SPECS = SPECIFICATIONS
STA = STATION
STD = STANDARD
SY = SQUARE YARDS
T/W = TAXIWAY
TBR = TO BE REMOVED
TBR&R = TO BE REMOVED AND REPLACED
TP = TEST PIT
TYP = TYPICAL
UE = UNCLASSIFIED EXCAVATION
UIP = USE IN PLACE
UON = UNLESS OTHERWISE NOTED
VC = VERTICAL CURVE
WT = WEIGHT

SUMMARY OF QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
AR150540	HAUL ROUTE	L.S.	1
AR151450	CLEARING AND GRUBBING	ACRE	6.5
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	12710
AR156510	SILT FENCE	L.F.	11500
AR156511	DITCH CHECKS	EACH	30
AR156531	EROSION CONTROL BLANKET	S.Y.	58080
AR156540	RIPRAP	S.Y.	30
AR751952	ADJUST SPECIAL STRUCTURE	EACH	3
AR800092	NPDES PERMIT	L.S.	1
AR801850	FERTILIZER	TON	7.2
AR901510	SEEDING	ACRE	17.63
AR908510	MULCHING	ACRE	5.63

INDEX TO SHEETS



BASIN TYPICAL SECTION
N.T.S.

STATE OF ILLINOIS
JOSEPH M. WEISSERT
NO. 062-053095
LICENSED PROFESSIONAL ENGINEER
EXPIRES 11/30/05

REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE

DESIGNED BY: TAC
DRAWN BY: DEM
CHECKED BY: DJT
DATE: 6/10/05

MidAmerica ST. LOUIS AIRPORT
SEDIMENTATION BASIN CONVERSION
EarthTech
1075 Eastgate Drive
O'Fallon, Illinois 62269
PH 618-624-2628
FAX 618-624-2730

COUNTY OF ST. CLAIR STATE OF ILLINOIS

INDEX TO SHEETS, QUANTITIES, ABBREVIATIONS, LEGEND, AND TYPICAL SECTION

DWG. FILE NAME
84725c02
SHEET NO.
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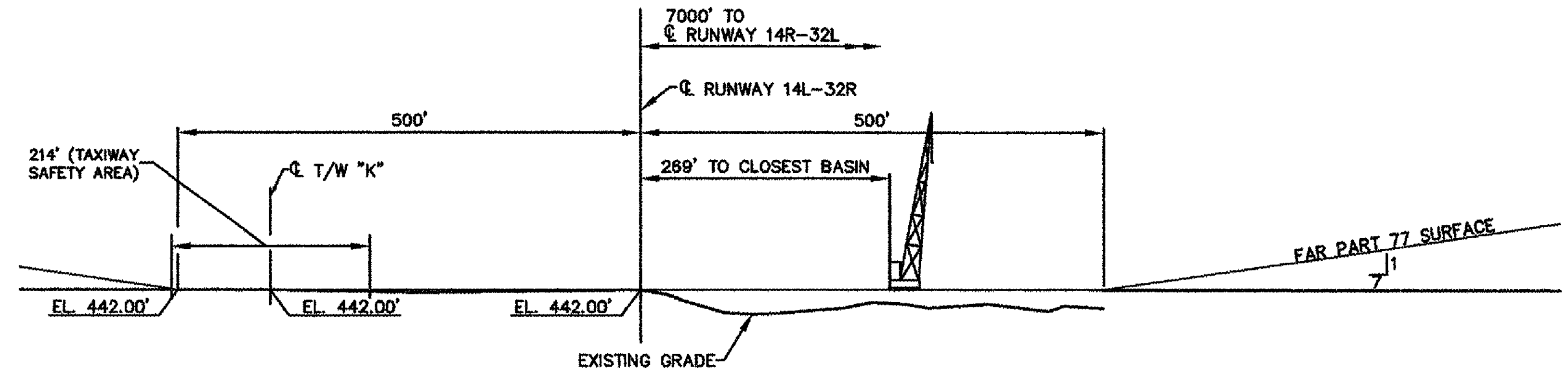
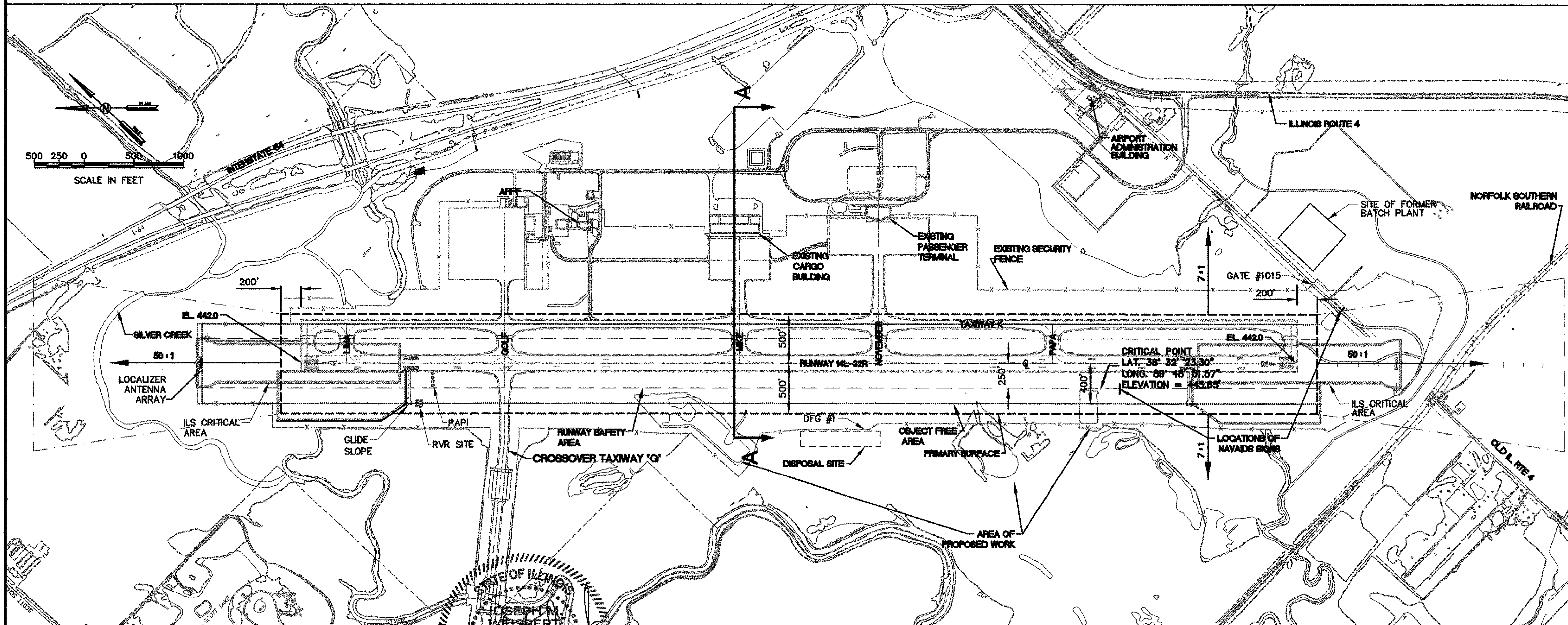
CONTRACT NO.
SC062



FAR PART 77 SURFACES
SECTION A–A
N.T.S.



STATE OF ILLINOIS
JOSEPH M. WEISBERT
NO. 062-058095
LICENSED PROFESSIONAL ENGINEER

EXPIRES 11/30/05

REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE	REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE

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MidAmerica ST. LOUIS AIRPORT

SEDIMENTATION BASIN CONVERSION

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COUNTY OF ST. CLAIR · STATE OF ILLINOIS

CONSTRUCTION SAFETY PLAN (SHEET 1 OF 2)

DWG. FILE NAME
84725c03

SHEET NO.
0-3

CONTRACT NO.
SC062

NOTES:

1. **GENERAL SAFETY REQUIREMENTS.**

Operational safety shall be governed by FAA AC 150/5370-2E. Contractor facilities/equipment shall not penetrate FAR Part 77 surfaces (see section A-A).

Throughout the construction project, the following safety and operational practices should be observed:

- Operational safety should be a standing agenda item during progress meetings throughout the construction project.
- The contractor and airport operator must perform onsite inspections throughout the project, with immediate remedy of any deficiencies, whether caused by negligence, oversight, or project scope change.
- Airport runways and taxiways should remain in use by aircraft to the maximum extent possible.
- Aircraft use of areas near the contractor's work should be controlled to minimize disturbance to the contractor's operation.
- Contractor, subcontractor, and supplier employees or any unauthorized persons must be restricted from entering an airport area that would be hazardous.
- Construction that is within the safety area of an active runway, taxiway, or apron that is performed under normal operational conditions must be performed when the runway, taxiway, or apron is closed or use-restricted and initiated only with prior permission from the airport operator.
- The contracting officer, airport operator, or other designated airport representative may order the contractor to suspend operations; move personnel, equipment, and materials to a safe location; and stand by until aircraft use is completed.

2. **CONSTRUCTION MAINTENANCE AND FACILITIES MAINTENANCE.**

Before beginning any construction activity, the contractor must, through the airport operator, give notice [using the Notice to Airmen (NOTAM) System] of proposed location, time, and date of commencement of construction. Upon completion of work and return of all such areas to standard conditions, the contractor must, through the airport operator, verify the cancellation of all notices issued via the NOTAM System. Throughout the duration of the construction project, the contractor must:

- Be aware of and understand the safety problems and hazards described in AC 150/5370-2, Operational Safety on Airports During Construction.
- Conduct activities so as not to violate any safety standards contained in AC 150/5370-2 or any of the references therein.
- Inspect all construction and storage areas as often as necessary to be aware of conditions.
- Promptly take all actions necessary to prevent or remedy any unsafe or potentially unsafe conditions as soon as they are discovered.

3. **APPROACH CLEARANCE TO RUNWAYS.**

Runway thresholds must provide an unobstructed approach surface over equipment and materials. (Refer to Appendix 2 in AC 150/5300-13, *Airport Design*, for guidance in this area.)

4. **RUNWAY AND TAXIWAY SAFETY AREA (RSA AND TSA).**

Limit construction to outside of the approved RSA, as shown on the approved airport layout plan-unless the runway is closed or restricted to aircraft operations, requiring a lesser standard RSA that is equal to the RSA available during construction (see AC 150/5370-2 for exceptions). Construction activity within the TSA is permissible when the taxiway is open to aircraft traffic if adequate wingtip clearance exists between the aircraft and equipment/material; evacuations, trenches, or other conditions are conspicuously marked and lighted; and local NOTAMs are in effect for the activity (see AC 150/5300-13 for wingtip clearance requirements). The NOTAM should state that, "personnel and equipment are working adjacent to Taxiway____."

A. Procedures for protecting runway edges.
- Limit construction to no closer than 200 feet (60m) from the runway centerline-unless the runway is closed or restricted to aircraft operations, requiring a lesser standard RSA that is equal to the RSA available during construction.
- Prevent personnel, material, and/or equipment, as defined in AC 150/5300-13, Paragraph 306, "Obstacle Free Zone (OFZ)," from penetrating the OFZ.

B. Procedures for protecting runway ends.
- Maintain the RSA from the runway threshold to a point at least the distance from the runway threshold as existed before construction activity-unless the runway is closed or restricted to aircraft operations, requiring an RSA that is equal to the RSA length available during construction in accordance with AC 150/5300-13. This may involve the use of declared distances and partial runway closures (see AC 150/5370-2 for exceptions).
- Ensure all personnel, materials, and/or equipment are clear of the applicable threshold siting criteria surface, as defined in Appendix 2, "Threshold Siting Requirements," of AC 150/5300-13.
- Prevent personnel, material, and/or equipment, as defined in AC 150/5300-13, from penetrating the obstacle-free zone.
- Ensure adequate distance for blast protection is provided, as needed.

5. **MARKING AND LIGHTING FOR TEMPORARY THRESHOLDS.**

Marking and lighting for a temporary threshold is not required.

6. **CLOSED RUNWAY MARKINGS AND LIGHTING.**

Closed runway marking is not required.

7. **HAZARDOUS AREA MARKING AND LIGHTING.**

Hazardous areas on the movement area will be marked with flagged lathes and signage (see plans). These markings restrict access and make hazards obvious to aircraft, personnel, and vehicles. During periods of low visibility and at night, identify hazardous areas with red flashing lights. The hazardous area marking will be supplied by the contractor, as specified in the contract, and is depicted on the plans.

8. **TEMPORARY LIGHTING AND MARKING.**

Existing Airport markings, lighting, and signs will not be altered for this project.

9. **VEHICLE OPERATION MARKING AND CONTROL.**

a. Employee parking shall be at the site of the former batch plant near gate #1015 along old route 4. See plans for additional location information.

b. Access to the job site shall be via gate #1015 at old route 4, as shown on the plans.

c. 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.

d. Tall equipment will likely be used for excavation and hauling operations. To protect the airfield operation all equipment operating in the AOA and vicinity will be flagged with a checkered flag consistent with FAA requirements.

e. Entry through the MAA security fence gate is restricted. Any person wanting to pass through the security fence gate must get permission from the MAA Public Safety Office, be SIDA certified or escorted by a SIDA certified individual, and have the vehicle that will operate within the security fence inspected by an MAA public safety officer. For activities associated with this project, it is planned that a work crew will need to enter the airfield each workday. For this entry the PSO will need to be notified so that all vehicles entering the AOA can be inspected, and the security gate opened. Each vehicle must have a flag or beacon attached to it.

f. Clearly identify the vehicles for control purposes by assigned numbers that are prominently displayed on each side of the vehicle. The identification symbols should be at minimum 8-inch (20-cm) block-type characters of a contrasting color and easy to read. They may be applied either by using tape or a water-soluble paint to facilitate removal. Magnetic signs are also acceptable. In addition, vehicles must display identification media.

g. To enter the airfield and proceed to the work site the work crew will need to be escorted by a badged individual. The contractor will provide this individual. To be badged, this contractor provided person is required to undergo and pass SIDA training and undergo an FBI background check with approval. To proceed on to the airfield to the work site the work crew escort will stay in radio contact with the ATCT. Permission for movement on the airfield through the ILS-Critical Area and within the Safety Zone Boundary (250' from the runway centerline) must be granted by the ATCT. Instruction in radio protocol is given in the required SIDA training.

h. When the work crew reaches the work site, the SIDA badged person will be required to remain present and in radio contact with the ATCT for all of the time that the work crew is there. It should be noted that if the contractor decides to work in more than one location within the security fence of the airfield a badged individual will be required as stated above for each crew. In summary, any individual or group within the security fence of the airfield will be required to be under direct supervision of a contractor supplied, badged individual in radio contact with the ATCT.

i. As a safeguard to prevent unauthorized movement within the airfield security fence the contractor will erect and maintain flagged lathes outside of the Runway Safety Zone. These lathes will establish the boundary of the haul route and be erected at a location and frequency that will keep construction activity outside of the Runway Safety Zone.

j. At the end of each day's activity construction equipment will be secured in a location outside of the deer fence and in as few locations as practical. Badged individuals will escort all personnel to the security fence gate following ATCT instructions. The PSO will be notified to open the security fence gate at old route 4 (to be considered this project's access gate) for the work crew to exit.

k. Compliance with airfield security requirements during the execution of this project is imperative and cannot be taken too seriously. The sedimentation basins, and consequently the work sites, are all located inside the MAA security fence. All locations where work will be performed for this project are to be considered inside of the airfield security fence. Therefore airfield security requirements will be in force at all times when any work crew passes through the security gate onto the airfield.

l. Gate number DFG #1 in the deer fence is intended to be used for the soil disposal haul route. This gate is to remain locked during all non-construction times. Gate #1015 in the security fence at the site of old route 4 will be used for access to the project site.

10. **NAVIGATIONAL AIDS.**

The contractor must not conduct any construction activity within navigational aid restricted areas without prior approval from the local FAA Airway Facilities sector representative. Navigational aids include instrument landing system components and very high-frequency omni directional range, airport surveillance radar. Such restricted areas are depicted on construction plans. Refer to Construction Safety Plan section 9. "Vehicle Operation Marking and Control" for procedures on movement through NAVAIDS areas.

Install 4'x8' sign board (long side horizontal) on frangible supports at locations (2) of ILS-critical boundary (see plans). Sign board will be painted white. Standard IDOT "STOP" sign to be mounted on left side of board. Black block letters 6" high on right side of sign will read "You are about to enter ILS-Critical Area at south end of runway. Contact control tower for permission to proceed." Signs to face away from ILS-critical area.

11. **LIMITATIONS ON CONSTRUCTION.**

Additional limitations on construction include-

a. Open-flame welding or torch cutting operations are prohibited unless adequate fire safety precautions are provided and these operations are pre-authorized by the airport.

b. Prominently marking open trenches, excavations, and stockpiled materials at the construction and lighting these obstacles during hours of restricted visibility and darkness.

c. Marking and lighting closed, deceptive, and hazardous areas on airports, as appropriate.

d. Constraining stockpiled material to prevent its movement as a result of the maximum anticipated aircraft blast and forecast wind conditions.

e. All construction shall conform to the MidAmerica St. Louis Airport ***Construction Safety, Health, Loss Control And Environmental Protection Plan***.

f. Since refueling of construction equipment will be allowed at the work sites, provisions will be made to facilitate collection of any oil that might be spilled. All refueling must conform to MidAmerica St. Louis Airport's Spill Prevention Control and Countermeasure (SPCC) Plan.

12. **RADIO COMMUNICATIONS.**

Please refer to Construction Safety Plan section 9. "Vehicle Operation Marking and Control" for procedures pertaining to radio requirements and protocol on the AOA.

13. **DEBRIS.**

Waste and loose material must not be placed in active movement areas. Materials tracked onto these areas must be removed continuously during the work project.

STATE OF ILLINOIS
JOSEPH M. WEISSERT
062-058095
LICENSED PROFESSIONAL ENGINEER
EXPIRES 11/30/05

REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE

DESIGNED BY: TAC
DRAWN BY: DEM
CHECKED BY: DJT
DATE: 6/10/05

MidAmerica ST. LOUIS AIRPORT

SEDIMENTATION BASIN CONVERSION

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A Tyco International Ltd. Company

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FAX 618-624-2730

COUNTY OF ST. CLAIR STATE OF ILLINOIS

CONSTRUCTION SAFETY PLAN (SHEET 2 OF 2)

DWG. FILE NAME
84725c04

SHEET NO.
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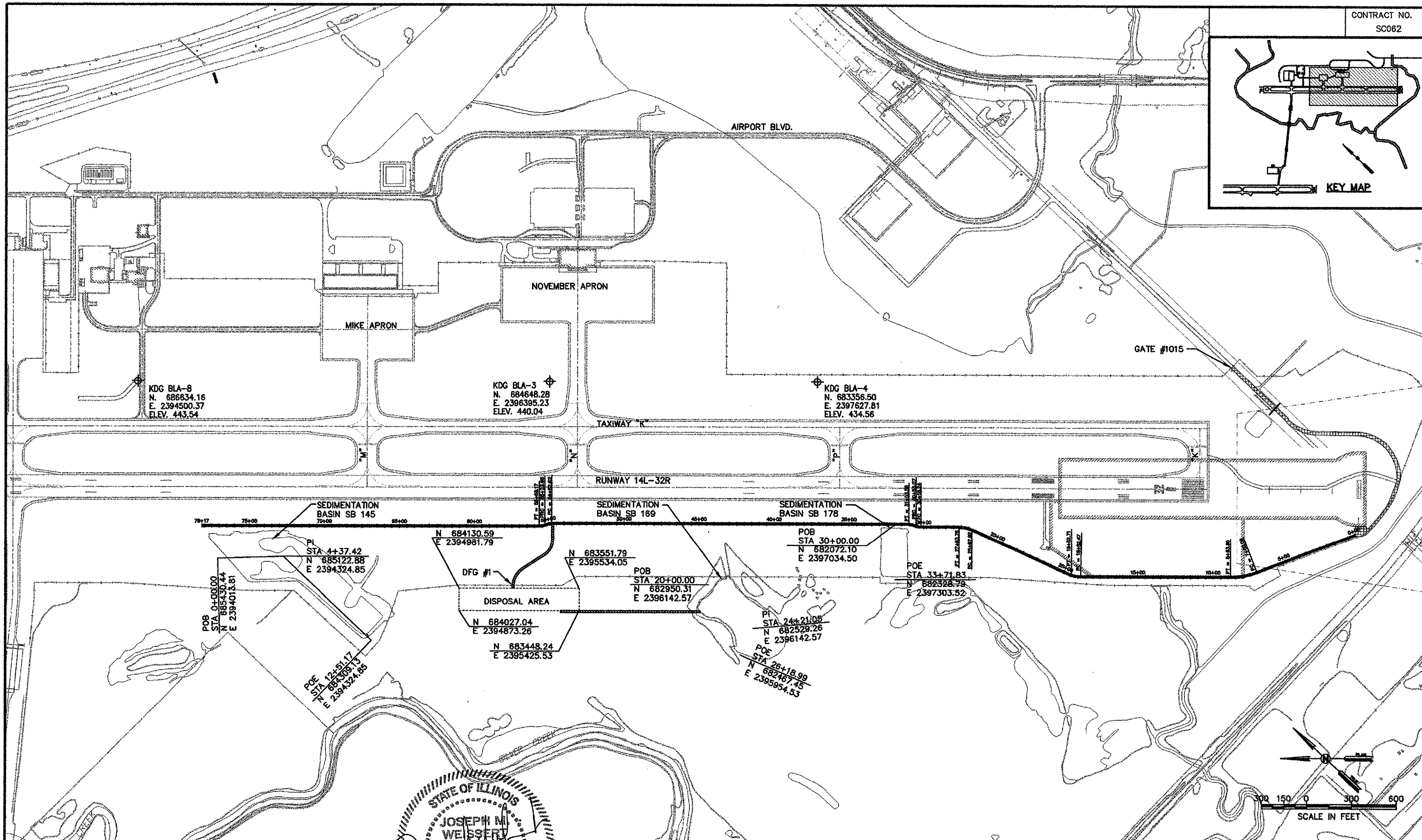

STATE OF ILLINOIS
JOSEPH M. WEISSERT
NO. 062-058095
LICENSED PROFESSIONAL ENGINEER
EXPIRES 11/30/05

REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE	REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE

DESIGNED BY: TAC
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MidAmerica ST. LOUIS AIRPORT

SEDIMENTATION BASIN CONVERSION

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COUNTY OF ST. CLAIR — STATE OF ILLINOIS

HORIZONTAL ALIGNMENT AND MONUMENT LOCATION PLAN

DWG. FILE NAME
84725c05

SHEET NO.
0-5

CONTRACT NO. SC062

I. SITE DESCRIPTION

A. PROJECT NAME AND LOCATION: MIDAMERICA ST. LOUIS AIRPORT – ST. CLAIR COUNTY, ILLINOIS
SEDIMENTATION BASIN REGRADING

B. OWNER NAME AND ADDRESS: ST. CLAIR COUNTY
10 PUBLIC SQUARE
BELLEVILLE, ILLINOIS 62220-9989

C. DESCRIPTION: SOIL DISTURBING ACTIVITIES WILL INCLUDE: CLEARING OF TOPSOIL & SEDIMENT; PERIMETER SILT FENCING AND OTHER EROSION AND SEDIMENT CONTROLS; EXCAVATION, FINAL GRADING, DISPOSAL STOCKPILING, AND OUTFALL STRUCTURE MODIFICATIONS.

D. SITE AREA: THE SITE IS APPROXIMATELY 21 ACRES, OF WHICH 100% WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES.

E. RUNOFF COEFFICIENT: THE EXISTING RUNOFF COEFFICIENT FOR THE SITE IS 0.50. THE RUNOFF COEFFICIENT FOR THIS SITE AT THE COMPLETION OF THIS CONTRACT WILL BE 0.50.

F. SEQUENCE OF MAJOR ACTIVITIES. THE ORDER OF ACTIVITIES WILL BE AS FOLLOWS:

1. MOBILIZATION
2. CONSTRUCTION STAKING
3. INSTALL EROSION CONTROL
4. MODIFICATIONS TO OUTFALL STRUCTURES
5. EXCAVATION OF SEDIMENT
6. REGRADING
7. SEED AND MULCH DISTURBED AREAS WITHIN 14 DAYS AFTER FINAL GRADING OPERATIONS
8. REMOVE TEMPORARY EROSION CONTROL
9. CLEANUP AND DEMOBILIZATION

G. NAME OF RECEIVING WATERS: THE ENTIRE SITE WILL DRAIN INTO SILVER CREEK.

II. CONTROLS

THE CONTRACTOR SHALL BE FAMILIAR WITH THE PROCEDURES OUTLINED IN THE MIDAMERICA ST. LOUIS AIRPORT STORMWATER POLLUTION PREVENTION PLAN WHICH IS MAINTAINED IN THE AIRPORT ADMINISTRATION OFFICE. THE FOLLOWING ADDITIONAL CONTROLS ARE ALSO APPLICABLE TO THE PROJECT:

A. EROSION AND SEDIMENT CONTROLS

1. STABILIZATION PRACTICES

A. TEMPORARY STABILIZATION

WASTE DISPOSAL AREAS AND DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY TEMPORARILY CEASES FOR AT LEAST 21 DAYS WILL BE STABILIZED WITH TEMPORARY SEED NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY IN THAT AREA. THE TEMPORARY SEED SHALL BE SEED MIX NO. 2 APPLIED AT THE RATE OF 60 POUNDS PER ACRE. ALL TEMPORARY STABILIZATION BY SEEDING MEASURES SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST FOR ALL OTHER CONSTRUCTION PAY ITEMS. DUST CONTROL SHALL BE PROVIDED AS PER THE SPECIFICATIONS.

B. PERMANENT STABILIZATION „

WASTE DISPOSAL AREAS AND DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY PERMANENTLY CEASES SHALL BE STABILIZED WITH PERMANENT SEED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY. SEE SPECIFICATIONS FOR PERMANENT SEED MIX. PRIOR TO SEEDING, FERTILIZER SHALL BE APPLIED TO EACH ACRE TO BE STABILIZED, IN ACCORDANCE WITH THE SPECIFICATIONS. AFTER SEEDING, EACH AREA SHALL BE MULCHED AS PER THE SPECIFICATIONS. THE STRAW MULCH IS TO BE TACKED INTO PLACE BY A DISK WITH BLADES SET NEARLY STRAIGHT.

ALL SEEDED AREAS SHALL BE INSPECTED AT LEAST ONE TIME EACH SEVEN DAYS AND WITHIN 24 HOURS AFTER A RAINFALL OF 0.5" OR GREATER AS MEASURED ON SITE.

2. STRUCTURAL PRACTICES

A. TEMPORARY STRUCTURAL CONTROL MEASURES

SILT FENCES AND POSSIBLE STONE CHECKS SHALL BE CONSTRUCTED AT ALL LOCATIONS AS INDICATED IN THE PLANS AND AT ANY ADDITIONAL LOCATIONS, AS APPROVED BY THE RESIDENT ENGINEER, THAT THE CONTRACTOR FEELS WILL PROVIDE ADEQUATE PROTECTION AGAINST SEDIMENT-LADEN RUNOFF LEAVING THE SITE. ALL TEMPORARY STRUCTURAL CONTROL MEASURES SHALL BE INSPECTED ON A WEEKLY BASIS AND WITHIN 24 HOURS AFTER A RAINFALL OF 0.5" OR GREATER AS MEASURED ON SITE.

TEMPORARY STRUCTURAL CONTROL MEASURES SHALL REMAIN IN PLACE AND IN FUNCTIONAL CONDITION UNTIL REMOVAL IS DIRECTED BY THE RESIDENT ENGINEER.

3. STORMWATER MANAGEMENT

STORMWATER MANAGEMENT WILL BE PROVIDED BY DRAINAGE DITCHES, SWALES, STORM SEWERS, AND CATCH BASINS FOR THE SITE. THE AREAS WILL BE GRADED TO DRAIN AND HAVE PERMANENT SEEDING. EXISTING DETENTION BASINS FROM PREVIOUS CONSTRUCTION ACTIVITIES WILL REMAIN IN PLACE.

B. OTHER CONTROLS

1. WASTE DISPOSAL

A. WASTE MATERIALS

ALL WASTE MATERIALS WILL BE COLLECTED AND STORED IN METAL CONTAINERS WITH LIDS AND WILL BE DISPOSED OF BY A LICENSED SOLID WASTE MANAGEMENT COMPANY. THE CONTAINERS WILL MEET ALL LOCAL AND STATE SOLID WASTE MANAGEMENT REGULATIONS. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE WILL BE DEPOSITED IN THE CONTAINERS. THE CONTAINERS WILL BE EMPTIED A MINIMUM OF ONCE PER WEEK OR MORE OFTEN IF NECESSARY, AND THE TRASH WILL BE HAULED OFF SITE. NO CONSTRUCTION WASTE MATERIALS WILL BE BURIED ONSITE. ALL PERSONNEL WILL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR WASTE DISPOSAL. NOTICES STATING THESE PRACTICES WILL BE POSTED IN THE CONTRACTOR'S OFFICE TRAILER. THE CONTRACTOR'S SUPERINTENDENT, WHO MANAGES THE DAY-TO-DAY SITE OPERATIONS, WILL BE RESPONSIBLE FOR SEEING THAT THESE PROCEDURES ARE FOLLOWED.

B. HAZARDOUS WASTE

ALL HAZARDOUS WASTE MATERIALS WILL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL OR STATE REGULATIONS OR BY THE MANUFACTURER'S MATERIAL SAFETY DATA SHEET (MSDS). SITE PERSONNEL WILL BE INSTRUCTED IN THESE PRACTICES AND THE CONTRACTOR'S SUPERINTENDENT, WHO MANAGES DAY-TO-DAY SITE OPERATIONS, WILL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED.

C. SANITARY WASTE

ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS A MINIMUM OF ONCE PER WEEK BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR, AS REQUIRED BY LOCAL REGULATIONS.

2. OFFSITE VEHICLE TRACKING

A STABILIZED CONSTRUCTION ENTRANCE AND STAGING AREA HAVE BEEN PROVIDED TO HELP REDUCE VEHICLE TRACKING OF SEDIMENTS. THE PAVED STREET ADJACENT TO THE SITE ENTRANCE WILL BE SWEPT DAILY TO REMOVE ANY EXCESS MUD, DIRT, OR ROCK TRACKED FROM SITE.

THE CONTRACTOR SHALL PROVIDE ALL MEASURES REQUIRED BY IDOT FOR ACCESSING PUBLIC ROADS BY CONSTRUCTION VEHICLES.

III. TIMING OF CONTROLS/MEASURES

AS INDICATED IN SEQUENCE OF MAJOR ACTIVITIES, THE SILT FENCING AND OTHER EROSION CONTROLS WILL BE CONSTRUCTED PRIOR TO CLEARING OR GRADING OF ANY OTHER PORTIONS OF THE SITE. AREAS WHERE CONSTRUCTION ACTIVITY TEMPORARILY CEASES FOR MORE THAN 21 DAYS WILL BE STABILIZED WITH A TEMPORARY SEED AND MULCH WITHIN 14 DAYS OF THE LAST DISTURBANCE. ONCE CONSTRUCTION ACTIVITY CEASES PERMANENTLY IN AN AREA, THAT AREA WILL BE STABILIZED WITH PERMANENT SEED AND MULCH AS PER SPECIFICATIONS. THE ACCUMULATED SEDIMENT WILL BE REMOVED FROM EROSION CONTROLS AND THE AREA WILL BE MONITORED AND MAINTAINED UNTIL STABILIZED.

IV. CERTIFICATION OF COMPLIANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS

THE STORMWATER POLLUTION PREVENTION PLAN REFLECTS ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND ILLINOIS SOIL AND WATER CONSERVATION DISTRICT'S REQUIREMENTS FOR STORMWATER MANAGEMENT AND EROSION AND SEDIMENT CONTROL. GUIDANCE WAS OBTAINED BY REFERENCE TO IEPA'S "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL," AND ILLINOIS' SOIL AND WATER CONSERVATION DISTRICTS' "PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL." THERE ARE NO OTHER APPLICABLE LOCAL REQUIREMENTS FOR SEDIMENT AND EROSION SITE PLANS (OR PERMITS), OR STORMWATER MANAGEMENT SITE PLANS (OR PERMITS).

V. MAINTENANCE/INSPECTION PROCEDURES

THESE ARE THE INSPECTION AND MAINTENANCE PRACTICES THAT WILL BE USED TO MAINTAIN EROSION AND SEDIMENT CONTROLS:

1. ALL CONTROL MEASURES WILL BE INSPECTED AT LEAST ONCE EACH WEEK AND FOLLOWING ANY STORM EVENT OF 0.5 INCHES OR GREATER AS MEASURED ON SITE.
2. ALL MEASURES WILL BE MAINTAINED IN GOOD WORKING ORDER; IF A REPAIR IS NECESSARY, IT WILL BE INITIATED WITHIN 24 HOURS OF REPORT.
3. BUILT-UP SEDIMENT WILL BE REMOVED FROM SILT FENCE OR STRAW BALES WHEN IT HAS REACHED ONE-QUARTER THE HEIGHT OF THE FENCE/BALE.
4. SILT FENCE WILL BE INSPECTED FOR DEPTH OF SEDIMENT, TEARS, TO SEE IF THE FABRIC IS SECURELY ATTACHED TO THE FENCE POSTS, AND TO SEE THAT THE FENCE POSTS ARE FIRMLY IN THE GROUND.
5. TEMPORARY AND PERMANENT SEEDING WILL BE INSPECTED FOR BARE SPOTS, WASHOUTS, AND HEALTHY GROWTH.
6. A MAINTENANCE INSPECTION REPORT WILL BE MADE AFTER EACH INSPECTION AND KEPT ON FILE.
7. THE CONTRACTORS' SUPERINTENDENT WILL SELECT THREE INDIVIDUALS WHO WILL BE RESPONSIBLE FOR INSPECTIONS, MAINTENANCE AND REPAIR ACTIVITIES, AND FILLING OUT THE INSPECTION AND MAINTENANCE REPORT. THE RESIDENT ENGINEER SHALL VERIFY ALL INSPECTIONS, MAINTENANCE AND REPAIR ACTIVITIES.
8. PERSONNEL SELECTED FOR INSPECTION AND MAINTENANCE RESPONSIBILITIES WILL RECEIVE GUIDELINES FROM THE RESIDENT ENGINEER. THEY WILL BE TRAINED IN ALL THE INSPECTION AND MAINTENANCE PRACTICES NECESSARY FOR KEEPING THE EROSION AND SEDIMENT CONTROLS USED ONSITE IN GOOD WORKING ORDER, BY THE CONTRACTOR.

VI. INVENTORY FOR POLLUTION PREVENTION PLAN

THE MATERIALS OR SUBSTANCES LISTED BELOW ARE EXPECTED TO BE PRESENT ONSITE DURING CONSTRUCTION:

1. CONCRETE	5. CLEANING SOLVENTS
2. DETERGENTS	6. WOOD
3. FERTILIZERS	7. PAINTS
4. PETROLEUM BASED PRODUCTS	

VII. SPILL PREVENTION

THE CONTRACTOR SHALL BE FAMILIAR WITH THE PROCEDURES OUTLINED IN THE MIDAMERICA ST. LOUIS AIRPORT SPILL PREVENTION CONTROL AND COUNTERMEASURE PLAN WHICH IS MAINTAINED IN THE AIRPORT ADMINISTRATION OFFICE. THE FOLLOWING ADDITIONAL PRACTICES ARE ALSO APPLICABLE TO THE PROJECT:

A. MATERIAL MANAGEMENT PRACTICES

THE FOLLOWING ARE THE MATERIAL MANAGEMENT PRACTICES THAT WILL BE USED TO REDUCE THE RISK OF SPILLS OR OTHER ACCIDENTAL EXPOSURE OF MATERIALS AND SUBSTANCES TO STORMWATER RUNOFF:

1. GOOD HOUSEKEEPING THE FOLLOWING GOOD HOUSEKEEPING PRACTICES WILL BE FOLLOWED ONSITE DURING THE CONSTRUCTION PROJECT:

A. AN EFFORT WILL BE MADE TO STORE ONLY ENOUGH PRODUCT REQUIRED TO DO THE JOB.
B. ALL MATERIAL STORED ONSITE WILL BE STORED IN A NEAT, ORDERLY MANNER IN THEIR APPROPRIATE CONTAINERS, AND, IF POSSIBLE, UNDER A ROOF OR OTHER ENCLOSURE. CONTAINERS SHALL BE LABELED.
C. PRODUCTS WILL BE KEPT IN THEIR ORIGINAL CONTAINERS WITH THE ORIGINAL MANUFACTURER'S LABELS.
D. SUBSTANCES WILL NOT BE MIXED WITH ONE ANOTHER UNLESS RECOMMENDED BY THE MANUFACTURER.
E. WHENEVER POSSIBLE, ALL OF A PRODUCT WILL BE USED UP BEFORE DISPOSING OF THE CONTAINER.
F. MANUFACTURERS' RECOMMENDATIONS FOR PROPER USE AND DISPOSAL WILL BE FOLLOWED.
G. THE SITE SUPERINTENDENT WILL INSPECT DAILY TO ENSURE PROPER USE AND DISPOSAL OF MATERIALS ONSITE.

2. HAZARDOUS PRODUCTS: THESE PRACTICES ARE USED TO REDUCE THE RISKS ASSOCIATED WITH HAZARDOUS MATERIALS:

A. PRODUCTS WILL BE KEPT IN ORIGINAL CONTAINERS UNLESS THEY ARE NOT RESEALABLE.
B. ORIGINAL LABELS AND MSDS WILL BE RETAINED; THEY CONTAIN IMPORTANT PRODUCT INFORMATION.
C. IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURERS' OR LOCAL AND STATE RECOMMENDED METHODS FOR PROPER DISPOSAL WILL BE FOLLOWED.

B. PRODUCT SPECIFIC PRACTICES

THE FOLLOWING PRODUCT SPECIFIC PRACTICES WILL BE FOLLOWED ONSITE:

1. PETROLEUM PRODUCTS: ALL ONSITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED. ANY ASPHALT SUBSTANCES USED ONSITE WILL BE APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

2. FERTILIZERS: FERTILIZERS USED WILL BE APPLIED ONLY IN THE MINIMUM AMOUNTS RECOMMENDED BY THE MANUFACTURER. ONCE APPLIED, FERTILIZER WILL BE WORKED INTO THE SOIL TO LIMIT EXPOSURE TO STORMWATER. STORAGE WILL BE IN A COVERED SHED. THE CONTENTS OF ANY PARTIALLY USED BAGS OF FERTILIZER WILL BE TRANSFERRED TO A SEALABLE PLASTIC BIN TO AVOID SPILLS.

3. PAINTS: ALL CONTAINERS WILL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT WILL NOT BE DISCHARGED TO THE STORM SEWER SYSTEM, BUT WILL BE PROPERLY DISPOSED OF ACCORDING TO MANUFACTURERS' INSTRUCTIONS OR STATE AND LOCAL REGULATIONS.

4. CONCRETE TRUCKS: CONCRETE TRUCKS WILL NOT BE ALLOWED TO WASH OUT OR DISCHARGE SURPLUS CONCRETE OR DRUM WASH WATER ONSITE UNLESS IN AN APPROVED HOLDING BASIN.

C. SPILL CONTROL PRACTICES

IN ADDITION TO THE GOOD HOUSEKEEPING AND MATERIAL MANAGEMENT PRACTICES DISCUSSED IN THE PREVIOUS SECTIONS OF THIS PLAN, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP:

1. MANUFACTURERS' RECOMMENDED METHODS FOR SPILL CLEANUP WILL BE CLEARLY POSTED AND SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATION OF THE INFORMATION AND CLEANUP SUPPLIES.
2. MATERIALS AND EQUIPMENT NECESSARY FOR SPILL CLEANUP WILL BE KEPT IN THE MATERIAL STORAGE AREA ONSITE. EQUIPMENT AND MATERIALS WILL INCLUDE, BUT NOT BE LIMITED TO: BROOMS, DUST PANS, MOPS, RAGS, GLOVES, GOGGLES, KITTY LITTER, SAND, SAWDUST, AND PLASTIC AND METAL TRASH CONTAINERS SPECIFICALLY FOR THIS PURPOSE.
3. ALL SPILLS WILL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY.
4. THE SPILL AREA WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
5. SPILLS OF TOXIC OR HAZARDOUS MATERIAL WILL BE REPORTED TO THE APPROPRIATE STATE OR LOCAL GOVERNMENT AGENCY, REGARDLESS OF THE SIZE.
6. THE SPILL PREVENTION PLAN WILL BE ADJUSTED TO INCLUDE MEASURES TO PREVENT THIS TYPE OF SPILL FROM REOCCURRING AND HOW TO CLEAN UP THE SPILL IF THERE IS A REOCCURRENCE. A DESCRIPTION OF THE SPILL, WHAT CAUSED IT, AND THE CLEANUP MEASURES WILL ALSO BE INCLUDED.
7. THE RESIDENT ENGINEER, OR SITE SUPERINTENDENT RESPONSIBLE FOR THE DAY-TO-DAY SITE OPERATIONS, WILL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. HE WILL DESIGNATE AT LEAST THREE OTHER SITE PERSONNEL WHO WILL RECEIVE SPILL PREVENTION AND CLEANUP TRAINING. THESE INDIVIDUALS WILL EACH BECOME RESPONSIBLE FOR A PARTICULAR PHASE OF PREVENTION AND CLEANUP. THE NAMES OF RESPONSIBLE SPILL PERSONNEL WILL BE POSTED IN THE MATERIAL STORAGE AREA AND IN THE OFFICE TRAILER ONSITE.

VIII. POLLUTION PREVENTION PLAN CERTIFICATION

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

SIGNED: ______________________ DATE: ______________

IX. CONTRACTOR'S CERTIFICATION

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

SIGNATURE	FOR	RESPONSIBLE FOR
Name: ______ Date: ______	Address:	General Contractor

STATE OF ILLINOIS
JOSEPH M. WEISSERT
NO. 062-058095
LICENSED PROFESSIONAL ENGINEER
EXP 11/30/05

REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE	REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE

DESIGNED BY: TAC
DRAWN BY: DEM
CHECKED BY: DJT
DATE: 6/10/05

MidAmerica ST. LOUIS AIRPORT

SEDIMENTATION BASIN CONVERSION

EarthTech

1075 Eastgate Drive
O'Fallon, Illinois 62269
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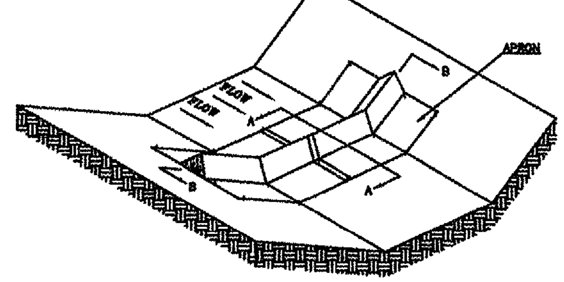
COUNTY OF ST. CLAIR STATE OF ILLINOIS

STORMWATER POLLUTION PREVENTION PLAN (NOTES)

DWG. FILE NAME: 84725c06

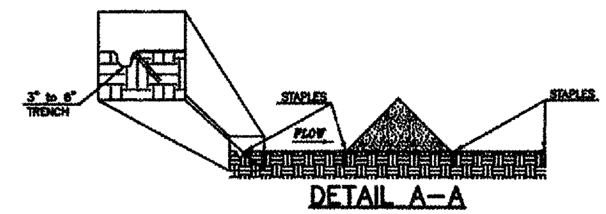
SHEET NO. 0-6

NOTE: SILT DIKES SHALL BE SPACED SUCH THAT THE TOP ELEVATION OF EACH DIKE IS EQUAL TO OR ABOVE THE BASE ELEVATION OF THE ADJACENT, UPSTREAM SILT DIKE.



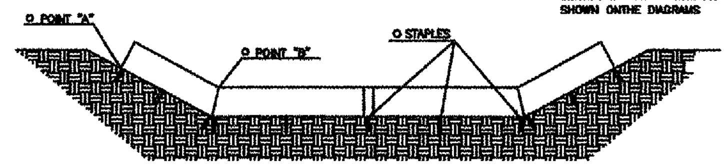
CUT SECTION

TRIANGULAR SILT DIKE
N.T.S.



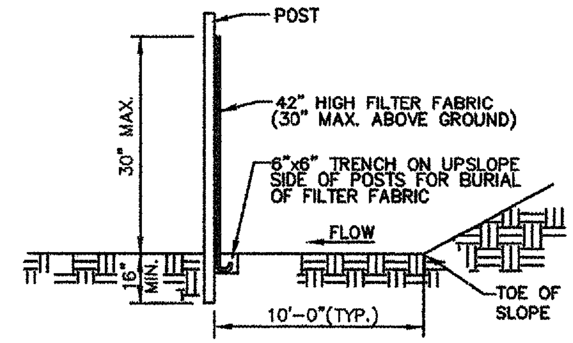
DETAIL A-A

○ STAPLES SHALL BE PLACED WHERE THE UNITS OVERLAP AND IN THE CENTER OF THE 7' UNIT AS SHOWN ON THE DIAGRAMS

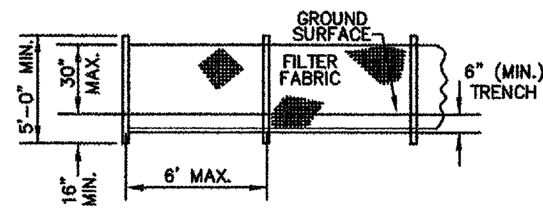


○ POINT "A" MUST BE HIGHER THAN POINT "B" TO ENSURE THAT WATER FLOWS OVER THE DIKE AND NOT AROUND THE ENDS.

DIKE SECTION
DETAIL B-B



SIDE VIEW



FRONT VIEW
SILT FENCE
N.T.S.

GENERAL NOTES

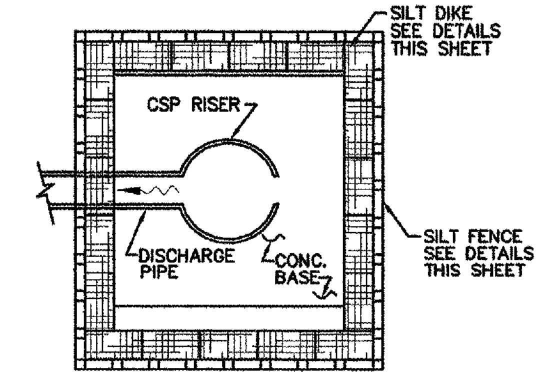
1. SITE DISCHARGE POINTS INDICATE THE GENERAL LOCATION WHERE RUNOFF FROM THE CORRESPONDING DRAINAGE AREA EXITS THE CONTRACT LIMITS. ALL SITE DISCHARGES ARE RECEIVED BY SILVER CREEK EITHER DIRECTLY OR VIA TRIBUTARIES WHICH INCLUDE CROOKED CREEK.
2. PER SPECIFICATION SECTION 901-3.4, THE CONTRACTOR IS REQUIRED TO MOW ALL GRASS WITHIN CONSTRUCTION LIMITS. SPECIFICALLY, GRASS MUST BE MAINTAINED AT A HEIGHT BETWEEN 6" AND 8".

LEGEND

Symbol	Description
———	AREA OF CONSTRUCTION AND APPROXIMATE DISTURBANCE LIMITS
—IXI—	SILT FENCE
—C—	DITCH CHECK
(hatched)	RIPRAP (SEE SHEET C-10)
〰→	PROJECT DRAINAGE PATH
→ [1]	SITE DISCHARGE POINT

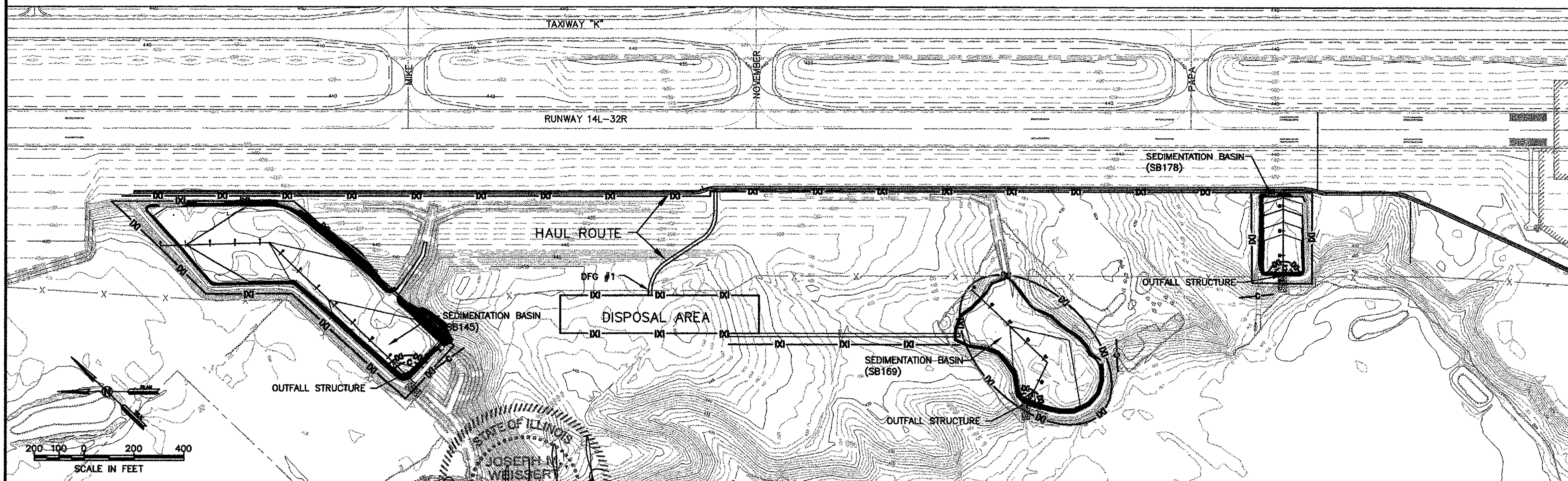
SITE DISCHARGE POINT RECEIVING WATER

[1] SITE DISCHARGE TO LITTLE SILVER CREEK



TYPICAL DISCHARGE STRUCTURE
EROSION CONTROL DETAIL
N.T.S.

CONTRACT NO.
SC062



STATE OF ILLINOIS — JOSEPH N. WEISSER — 062-058095 — LICENSED PROFESSIONAL ENGINEER
EXPIRES 11/30/05

REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE	REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE

DESIGNED BY: TAC
DRAWN BY: DEM
CHECKED BY: DJT
DATE: 6/10/05

MidAmerica ST. LOUIS AIRPORT

SEDIMENTATION BASIN CONVERSION

EarthTech
A Tyco International Ltd. Company

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PH 618-624-2628
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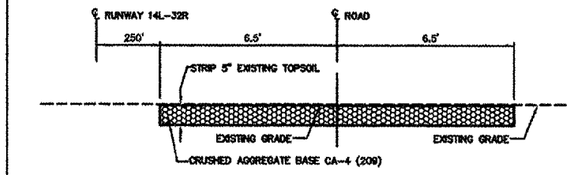
COUNTY OF ST. CLAIR — STATE OF ILLINOIS

STORMWATER POLLUTION PREVENTION PLAN (DETAILS)

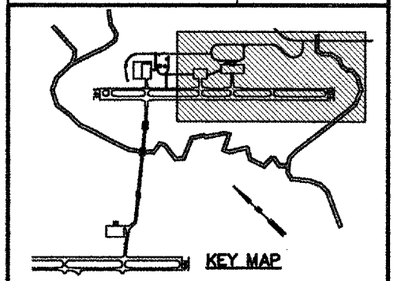
DWG. FILE NAME
84725c07

SHEET NO.
0-7

CONTRACT NO.
SC062



TYPICAL SECTION HAUL ROAD
N.T.S.



KEY MAP

NOTES:

1. ACTUAL ROUTES MAY DIFFER FROM THE GRAPHICAL PATHS SHOWN BECAUSE OF THE UNKNOWN CAPABILITY OF EQUIPMENT TO NAVIGATE TERRAIN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LAY OUT A WORKING HAUL ROUTE THAT MEETS THE REQUIREMENTS AND REGULATIONS OF MID AMERICA AIRPORT PERSONNEL AND THE ENGINEER.

2. INSTALL CONSTRUCTION LATHES 3 FEET TALL SPACED AT 50 FEET ALONG THE CONSTRUCTION SAFETY AREA BOUNDARY LINE. EACH LATH SHALL BE TOPPED WITH A HIGH VISIBILITY ORANGE COLORED NYLON FLAG ATTACHED SECURELY WITH A MINIMUM OF 6 STAPLES. THE INSTALLATION OF THESE MARKERS SHALL TAKE PLACE BEFORE CONSTRUCTION BEGINS AND SHALL BE INCIDENTAL TO THE CONTRACT PER IDOA SPECIAL PROVISION SECTION 50-10. LOCATE LATHES ALONG EAST EDGE OF ENTIRE HAUL ROUTE.

3. INSTALL 4'x8' SIGN BOARD (LONG SIDE HORIZONTAL) ON FRANGIBLE SUPPORTS AT LOCATIONS (2) OF ILS-CRITICAL BOUNDARY (SEE PLANS). SIGN BOARD WILL BE PAINTED WHITE. STANDARD IDOT "STOP" SIGN TO BE MOUNTED ON LEFT SIDE OF BOARD. BLACK BLOCK LETTERS 6" HIGH ON RIGHT SIDE OF SIGN WILL READ "YOU ARE ABOUT TO ENTER ILS-CRITICAL AREA AT SOUTH END OF RUNWAY. CONTACT CONTROL TOWER FOR PERMISSION TO PROCEED." SIGNS TO FACE TRAFFIC ENTERING ILS-CRITICAL AREA.

STATE OF ILLINOIS
JOSEPH M. WEISSERT
NO. 062-058095
LICENSED PROFESSIONAL ENGINEER
EXPIRES 11/30/05

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MidAmerica ST. LOUIS AIRPORT

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COUNTY OF ST. CLAIR STATE OF ILLINOIS

SITE PLAN AND HAUL ROUTE

DWG. FILE NAME
84725c08

SHEET NO.
1-1

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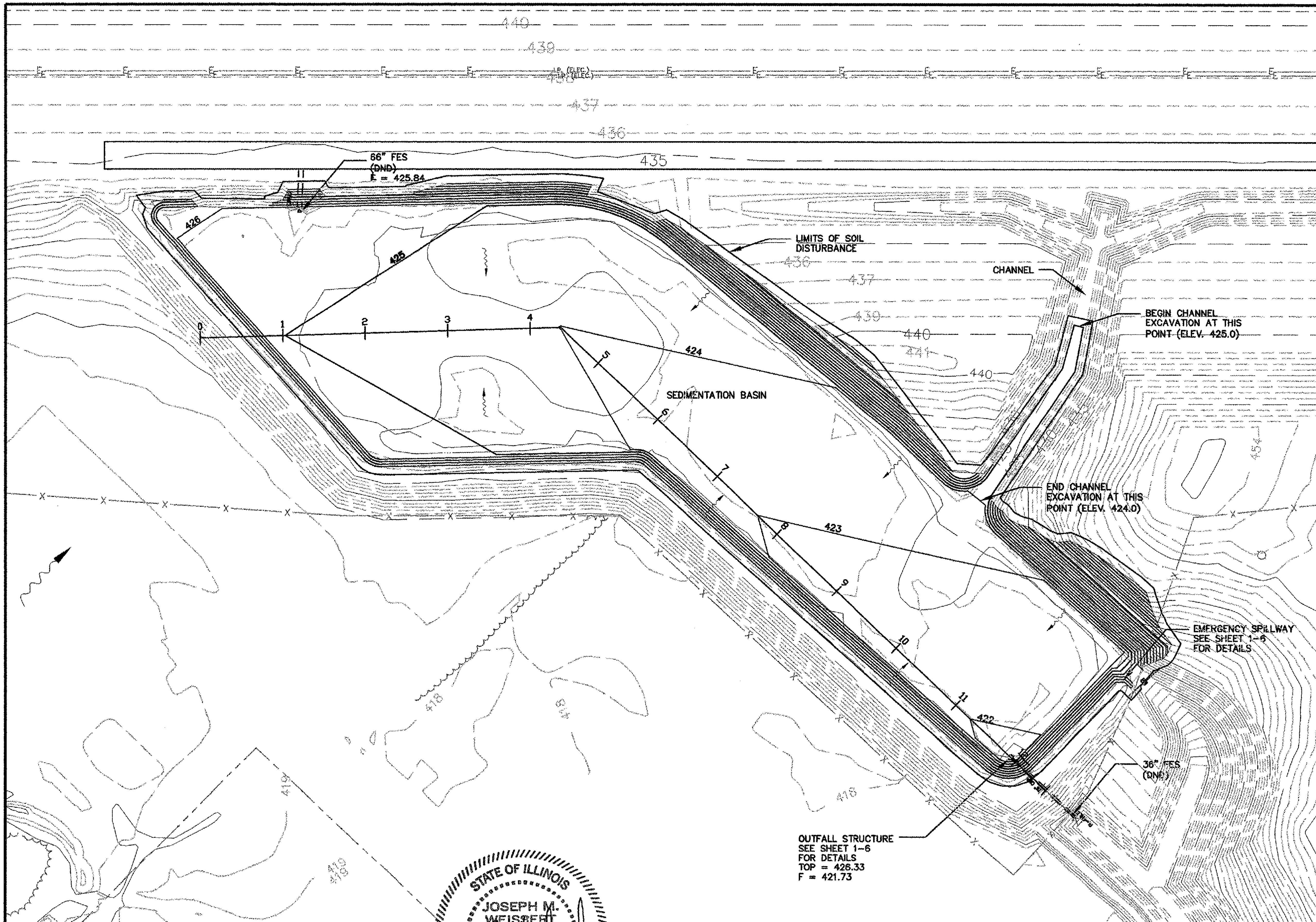
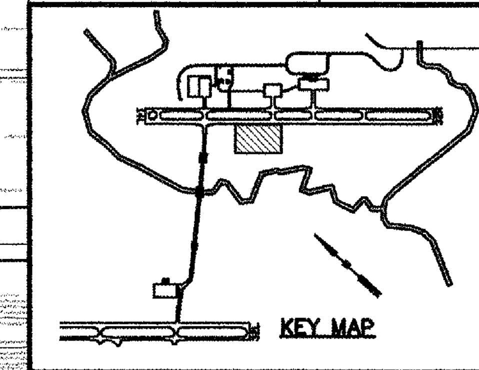
CONTRACT NO. SC062





NOTES:

1. GRADE CHANNEL TO MAINTAIN UNIFORM SLOPE FROM BEGINNING POINT TO END POINT.

2. CHANNEL CROSS SECTION WITHIN AREA OF WORK TO MATCH EXISTING CHANNEL CROSS SECTION UPSTREAM OF WORK AREA.

3. INSTALL SILT FENCE AT LIMITS OF SOIL DISTURBANCE.

60 30 0 60 120
SCALE IN FEET

STATE OF ILLINOIS
JOSEPH M. WEISSERT
062-058095
LICENSED PROFESSIONAL ENGINEER
EXPIRATION 11/30/05

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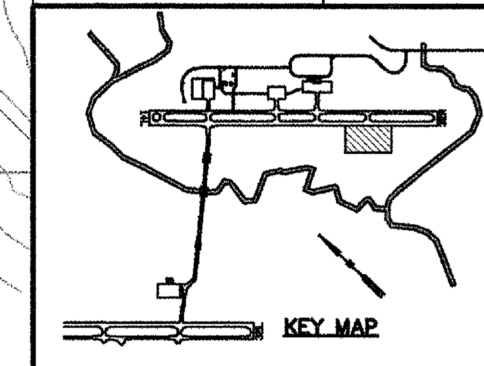
COUNTY OF ST. CLAIR · STATE OF ILLINOIS

GRADING AND DRAINAGE PLAN (SB 145)

DWG. FILE NAME: 84725c09

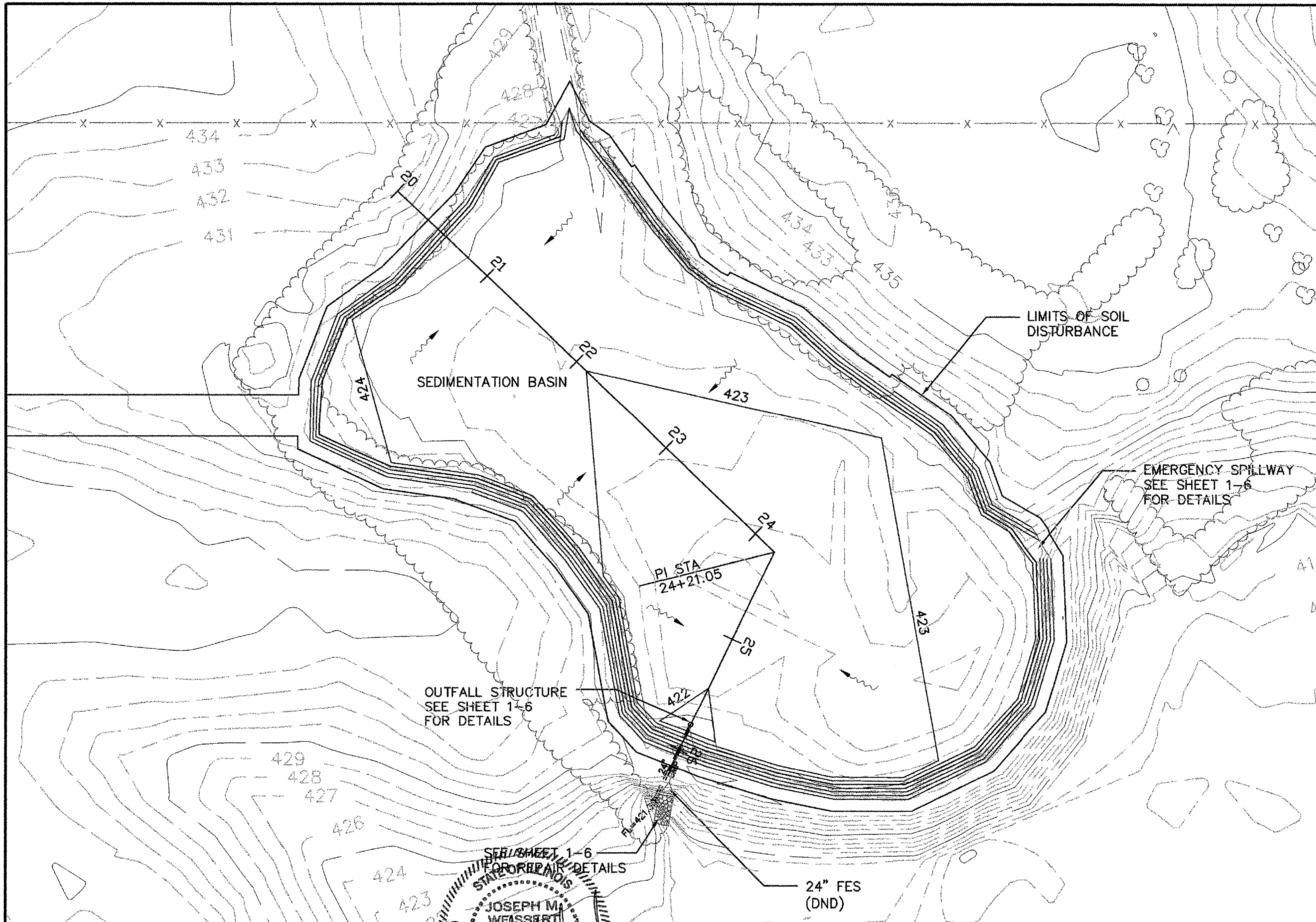
SHEET NO. 1-2

CONTRACT NO. SC062



NOTES:

1. INSTALL SILT FENCE AT LIMITS OF SOIL DISTURBANCE.



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STATE OF ILLINOIS JOSEPH M. WEISSERT NO. 062-058095 LICENSED PROFESSIONAL ENGINEER EXPIRES 11/30/05

DESIGNED BY: TAC
DRAWN BY: DEM
CHECKED BY: DJT
DATE: 6/10/05

MidAmerica ST. LOUIS AIRPORT

EarthTech A Tyco International Ltd. Company

SEDIMENTATION BASIN CONVERSION

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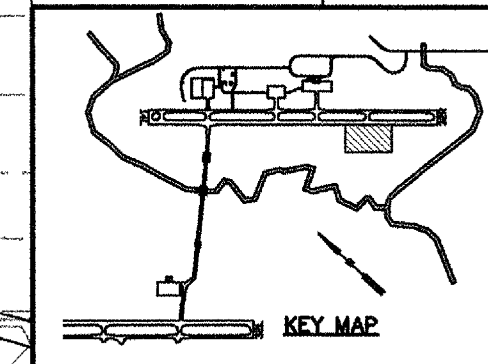
COUNTY OF ST. CLAIR STATE OF ILLINOIS

GRADING AND DRAINAGE PLAN (SB 169)

DWG. FILE NAME 84725c10

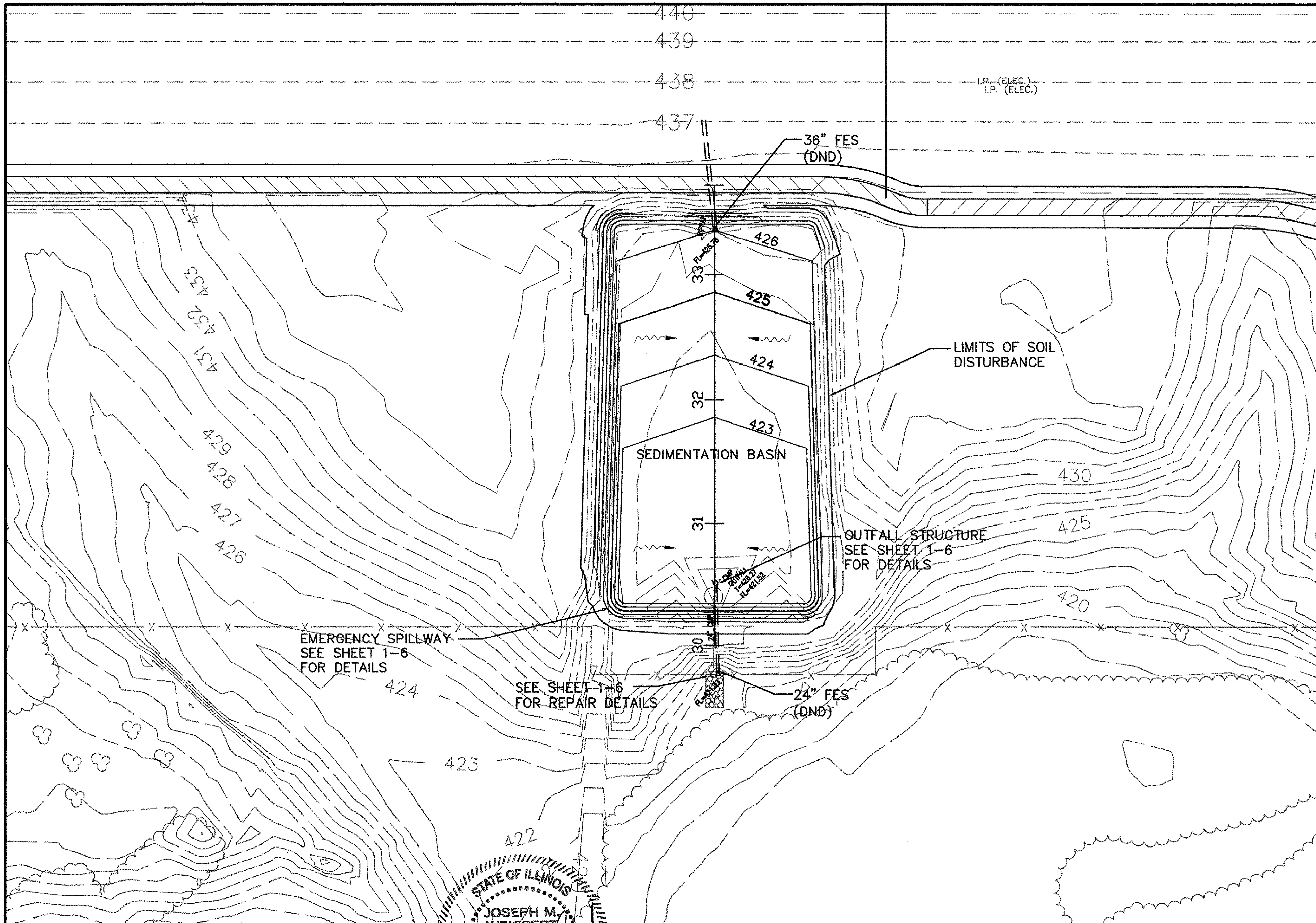
SHEET NO. 1-3

CONTRACT NO. SC062



NOTES:

1. INSTALL SILT FENCE AT LIMITS OF SOIL DISTURBANCE.



STATE OF ILLINOIS
JOSEPH M. WEISSERT
062-058095
LICENSED PROFESSIONAL ENGINEER
EXPIRES 11/30/05

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SEDIMENTATION BASIN CONVERSION

EarthTech

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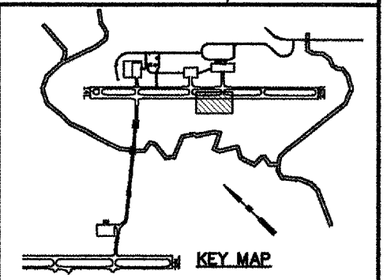
GRADING AND DRAINAGE PLAN (SB 178)

DWG. FILE NAME: 84725c11

SHEET NO. 1-4

CONTRACT NO.
SC062



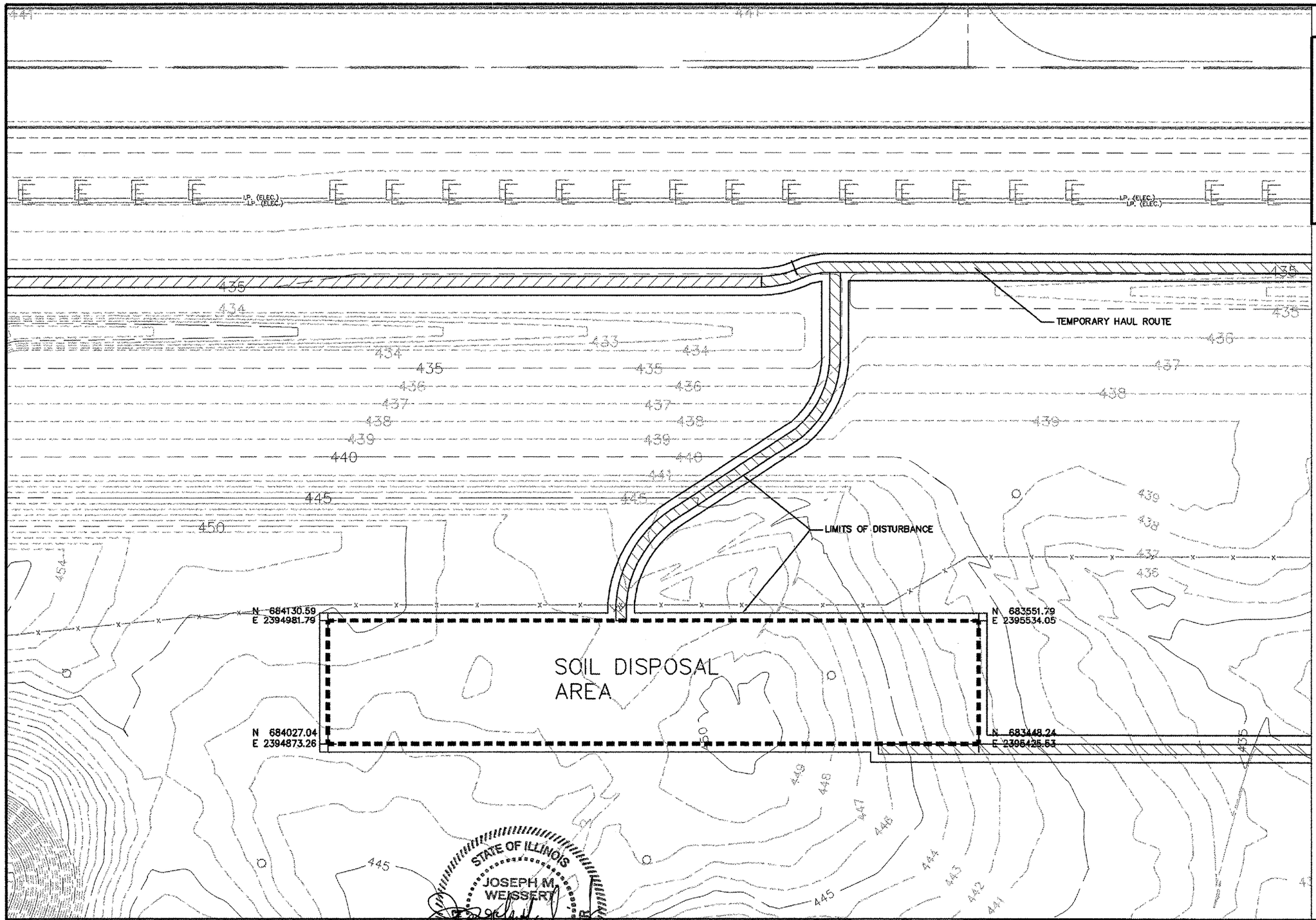
NOTES:

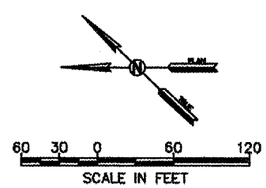
1. PLACEMENT OF SOIL IN DISPOSAL AREA AND FILL AREAS OF BASINS SHALL NOT BE SUBJECT TO COMPACTION REQUIREMENTS IN ITEM 152. HOWEVER, CONTRACTOR SHALL PLACE SOIL IN 8" LIFTS AND SHALL ROUTE EQUIPMENT OVER EACH LIFT TO ATTAIN COMPACTION.

2. MAXIMUM ELEVATION OF PLACED SOIL AT DISPOSAL SITE IS 450.00.

3. MAXIMUM SLOPE OF SOIL PLACED AT DISPOSAL SITE IS 5:1.

4. SURFACE OF SOIL DISPOSAL SITE TO BE GRADED TO MAINTAIN DRAINAGE OF ENTIRE SURFACE.





STATE OF ILLINOIS
JOSEPH M. WEISSERT
062-058095
LICENSED PROFESSIONAL ENGINEER
EXPIRES 11/30/05

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DRAWN BY: DEM
CHECKED BY: DJT
DATE: 6/10/05

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GRADING AND DRAINAGE PLAN SOIL DISPOSAL AREA

DWG. FILE NAME
84725c12

SHEET NO.
1-5

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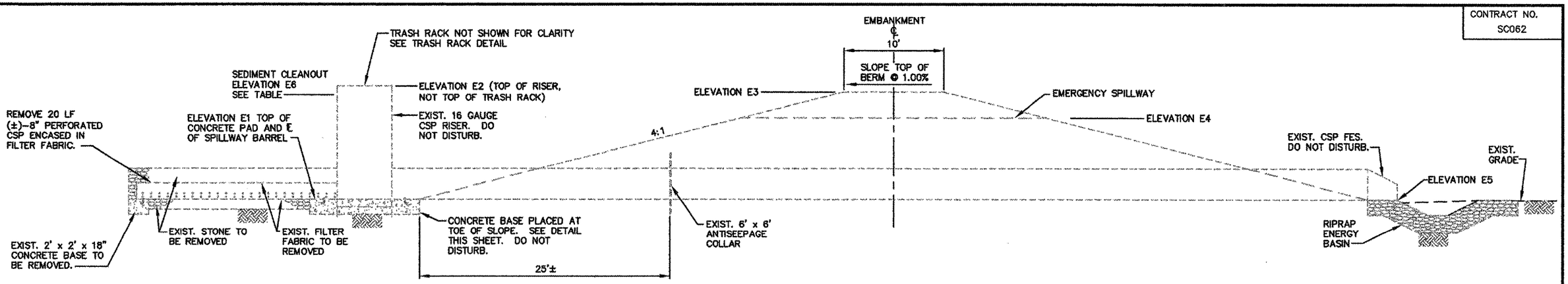
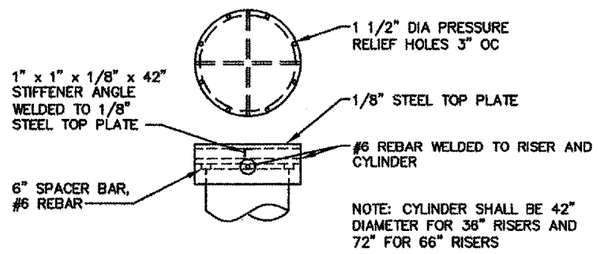
CONTRACT NO.
SC062

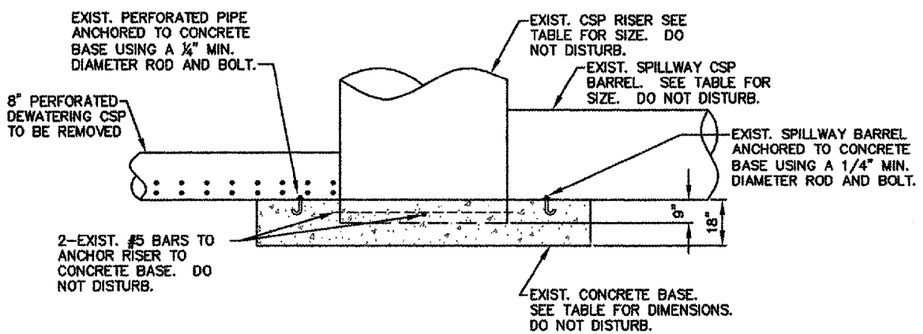


TYPICAL DETAIL
EXIST. SEDIMENTATION BASIN CROSS SECTION
(FOR BASINS SB145, SB178, AND SB169)
NTS

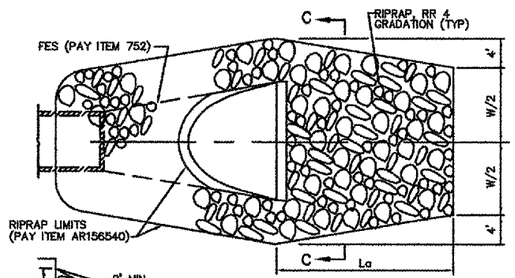
SEDIMENTATION BASIN ID	SEDIMENT BASIN NO.	PRINCIPAL SPILLWAY	FLARED END SECTION	SPILLWAY RISER SIZE	SPILLWAY BARREL SIZE/LENGTH	ELEVATIONS TOP OF CONCRETE BASE E1	TOP OF RISER E2	TOP OF BERM E3	EMERGENCY SPILLWAY E4	DISCHARGE FLOWLINE E5	CONCRETE BASE DIMENSIONS	SEDIMENT CLEANOUT ELEVATION E6
	SB145	PS 28	FES 27	66"	36"/99.0'	422.00	426.00	430.50	427.00	421.50	11'X11'X18"	424.00
	SB178	PS 32	FES 31	36"	24"/70.0'	422.00	426.00	429.50	427.00	421.50	6'X6'X18"	424.30
	SB169	PS 30	FES 29	36"	24"/61.5'	422.00	425.00	430.00	427.00	421.50	6'X6'X18"	423.70



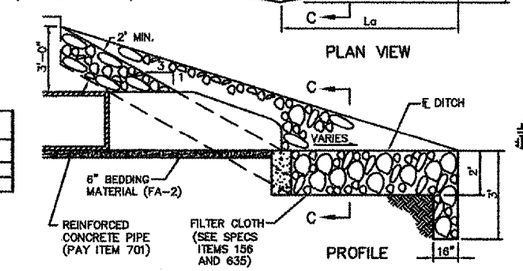
EXIST. TRASH RACK DETAIL
NTS



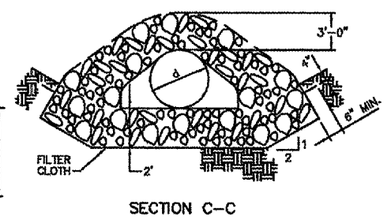
EXIST. CONCRETE BASE DETAIL
NTS



PLAN VIEW



PROFILE



SECTION C-C

RIPRAP APRON SIZE		
PIPE DIA. d	W	La
24"	6'	10'
36"	10'	18'

RIPRAP DETAILS FOR PIPE
N.T.S.

NOTES:

1. CLEANING MUD OR DEBRIS FROM ENTIRE DRAINAGE STRUCTURE TO REMAIN IS TO BE CONSIDERED INCIDENTAL TO ITEM AR751952, DRAINAGE STRUCTURE TO BE PROTECTED AND LEFT IN CONDITION TO DRAIN FREELY THROUGHOUT PROJECT.

STATE OF ILLINOIS
JOSEPH M. WEISSERT
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LICENSED PROFESSIONAL ENGINEER

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OUTFALL STRUCTURE TYPICAL SECTION AND DETAILS

DWG. FILE NAME
84725c13

SHEET NO.
1-6

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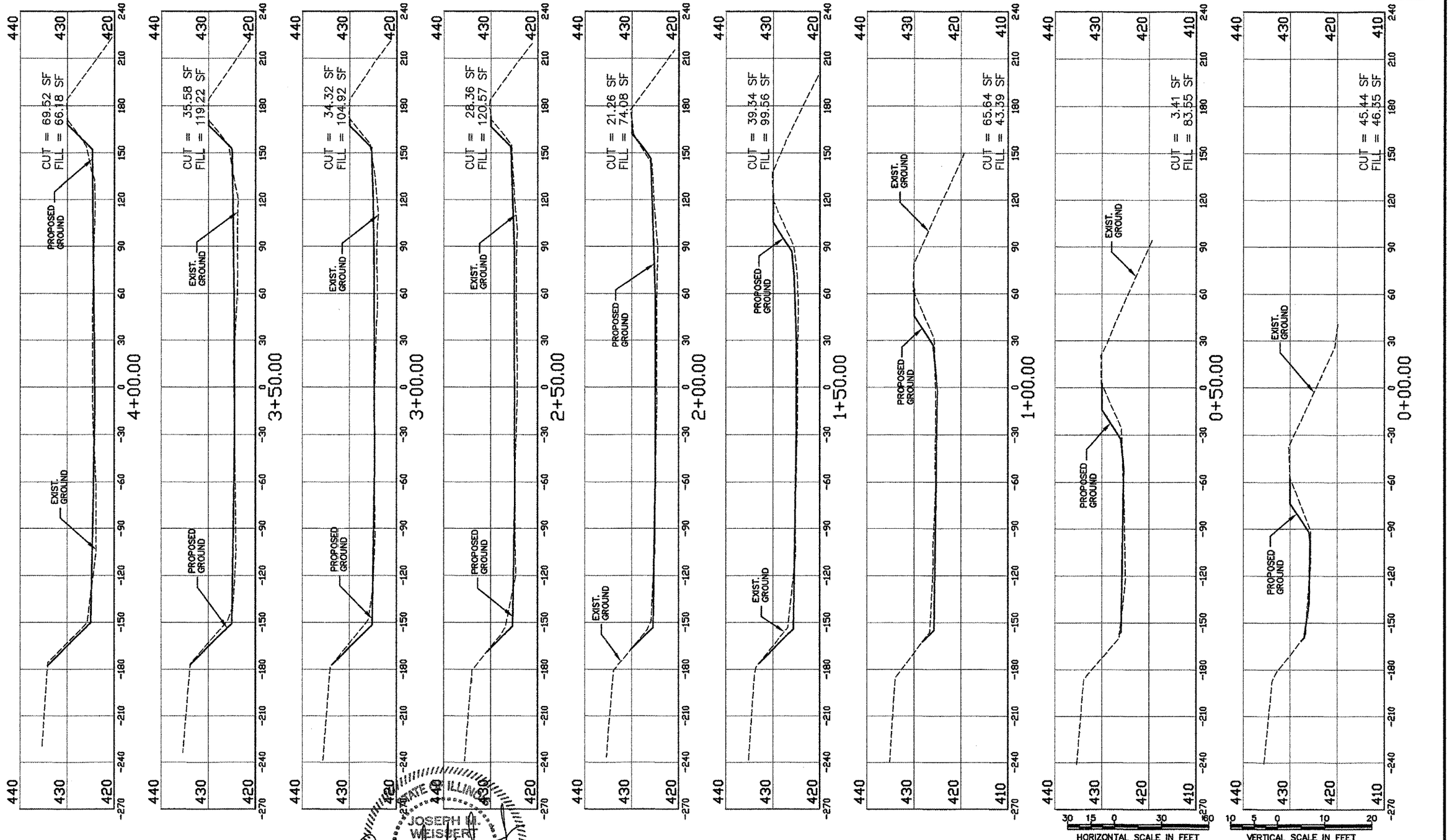
CONTRACT NO.
SC062



STATE OF ILLINOIS
JOSEPH M. WEISSERT
NO. 062-056095
LICENSED PROFESSIONAL ENGINEER

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CROSS SECTIONS
SB 145
STA. 0+00 - 4+00

DWG. FILE NAME
84725c14

SHEET NO.
2-1

CONTRACT NO.
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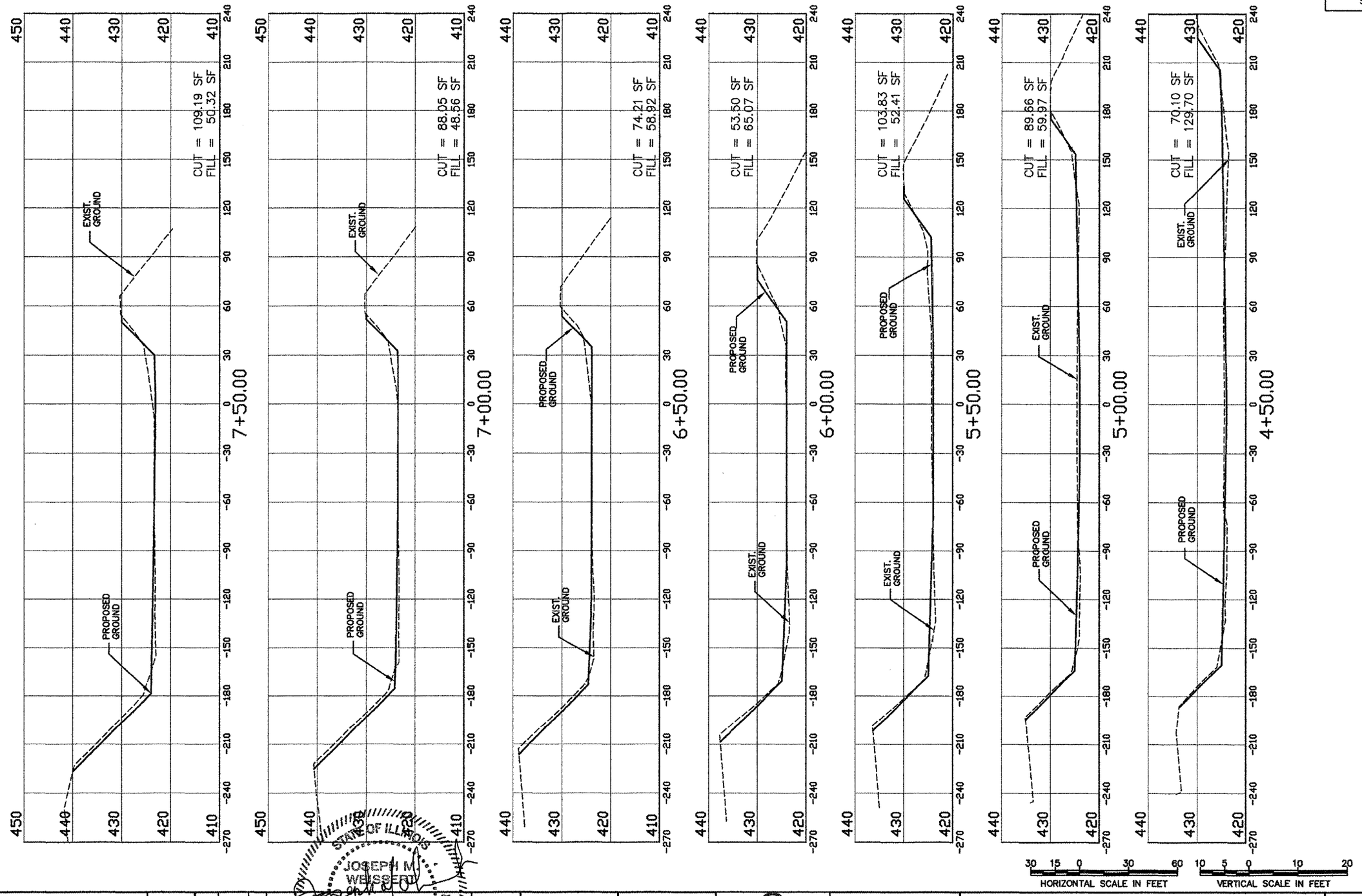

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CROSS SECTION
SB 145
STA. 4+50 - 7+50

DWG. FILE NAME
84725c15

SHEET NO.
2-2

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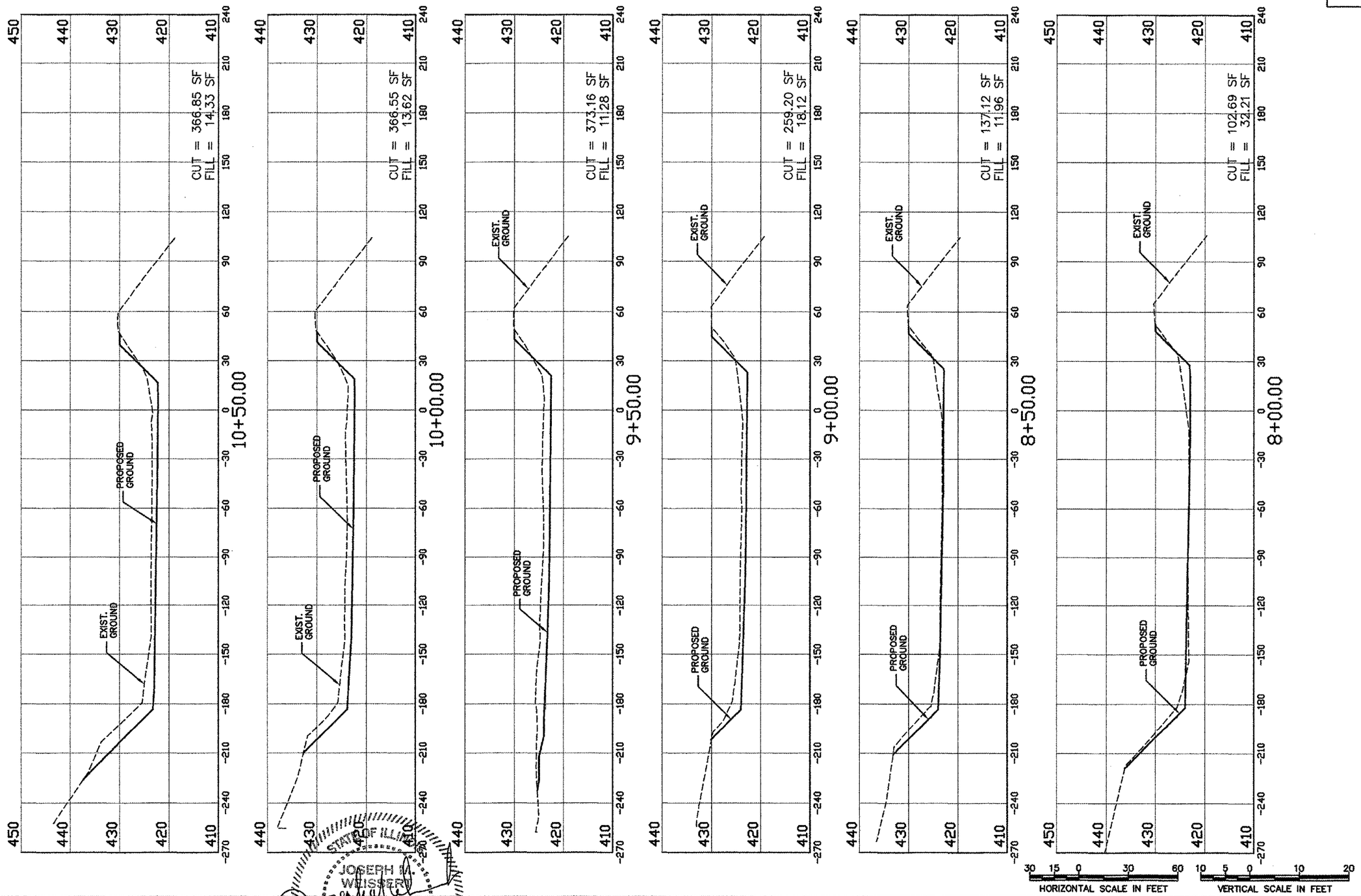

STATE OF ILLINOIS
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CROSS SECTIONS
SB 145
STA. 8+00 - 10+50

DWG. FILE NAME
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SHEET NO.
2-3

CONTRACT NO.
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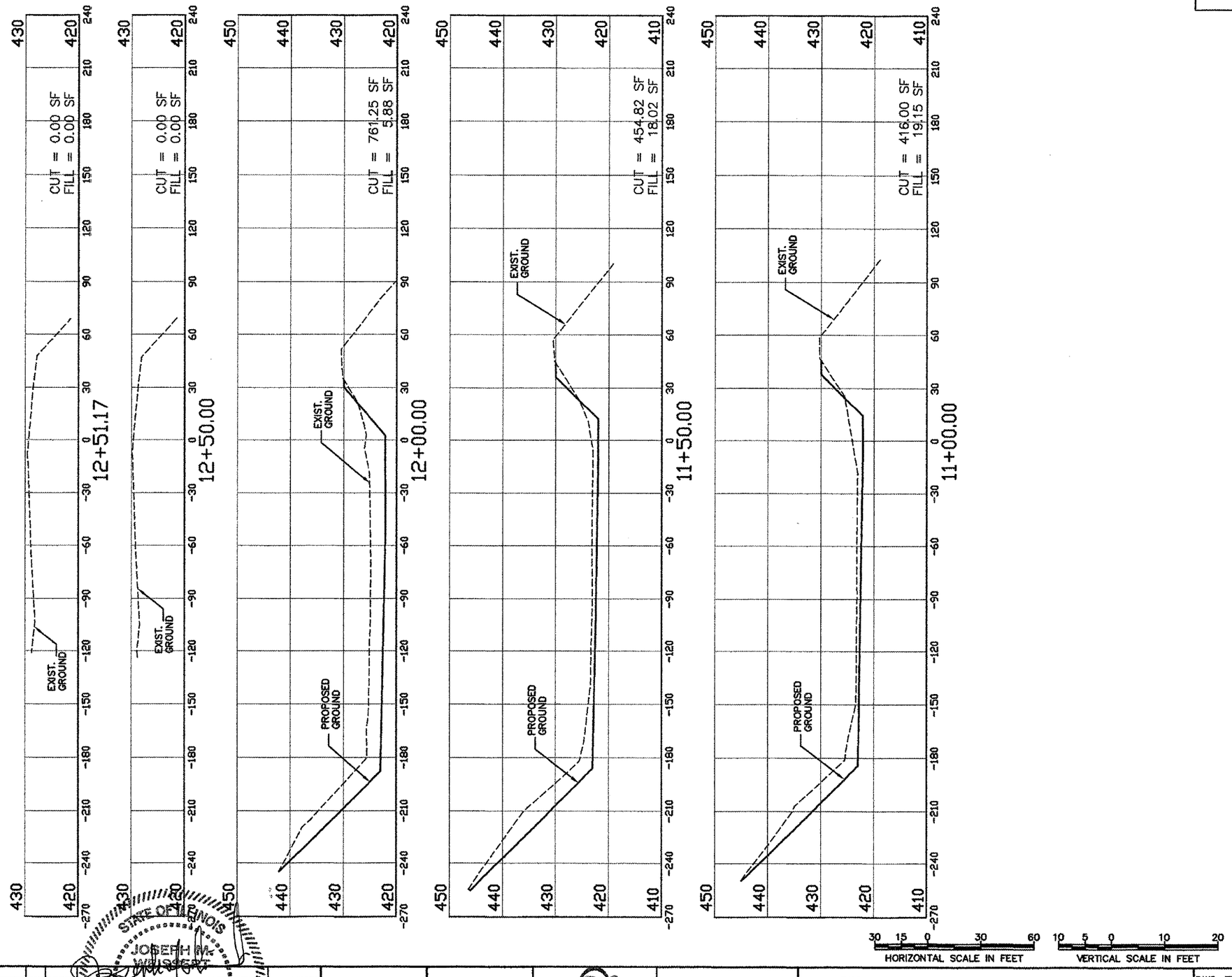

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JOSEPH M. WISSEL
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CROSS SECTIONS SB 145 STA. 11+00 - 12+51.17

DWG. FILE NAME
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SHEET NO.
2-4

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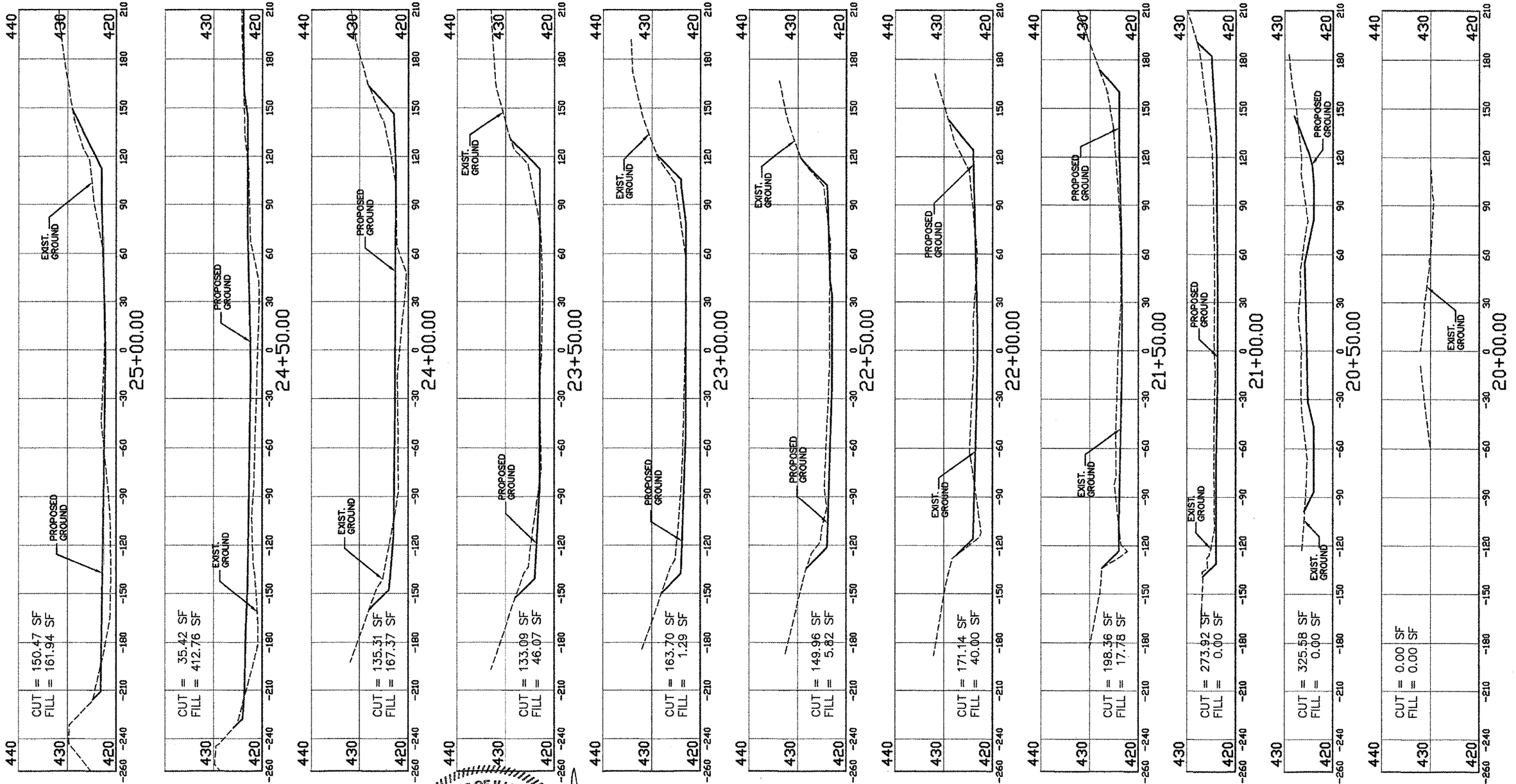

30 15 0 30 60
HORIZONTAL SCALE IN FEET

10 5 0 10 20
VERTICAL SCALE IN FEET

STATE OF ILLINOIS
JOSEPH M. WEINGERT
NO. 062-058095
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CROSS SECTIONS
SB 169
STA. 20+00 - 25+00

DWG. FILE NAME
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2-5

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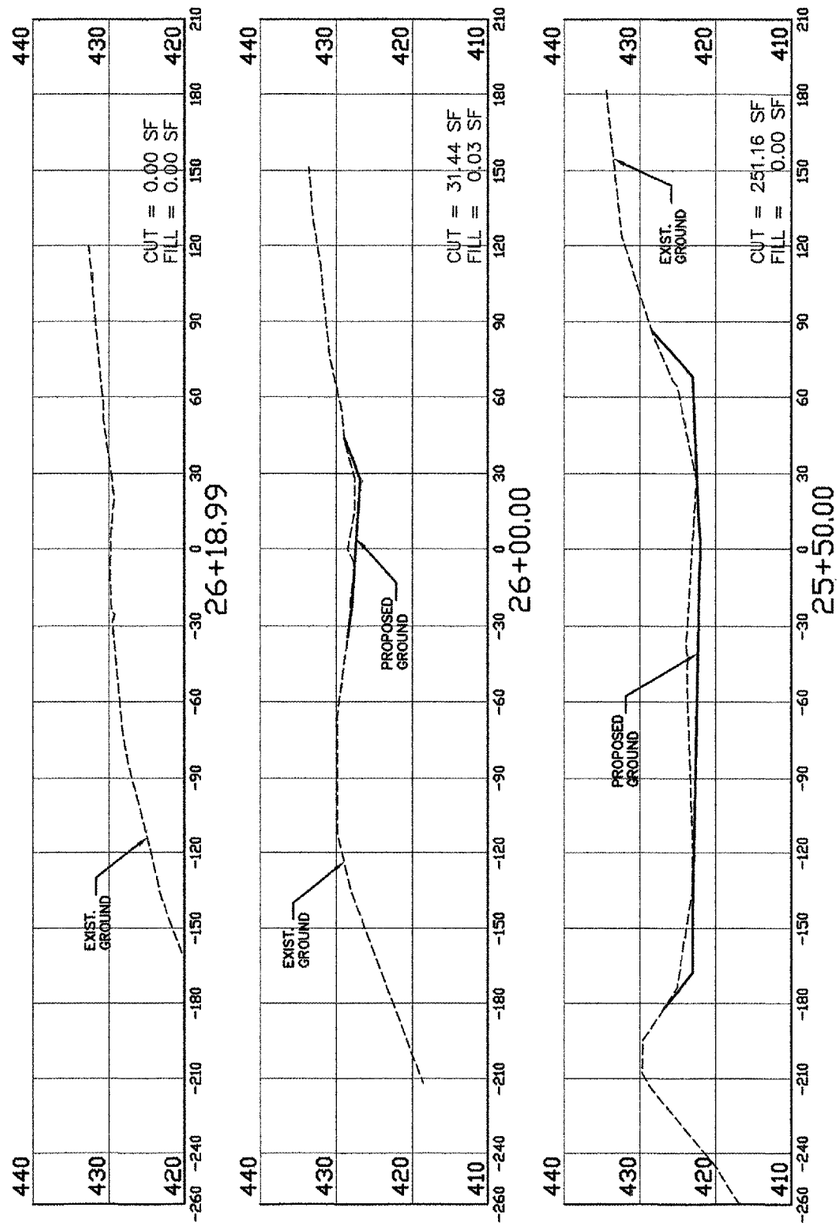

30 15 0 30 60
HORIZONTAL SCALE IN FEET

10 5 0 10 20
VERTICAL SCALE IN FEET

STATE OF ILLINOIS
JOSEPH M. WEISBART
NO. 062-058095
LICENSED PROFESSIONAL ENGINEER

REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE

REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE

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DATE: 6/10/05

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FAX 618-624-2730

COUNTY OF ST. CLAIR
STATE OF ILLINOIS

CROSS SECTIONS
SB 169
STA. 25+50 - 26+18.99

DWG. FILE NAME
84725c19

SHEET NO.
2-6

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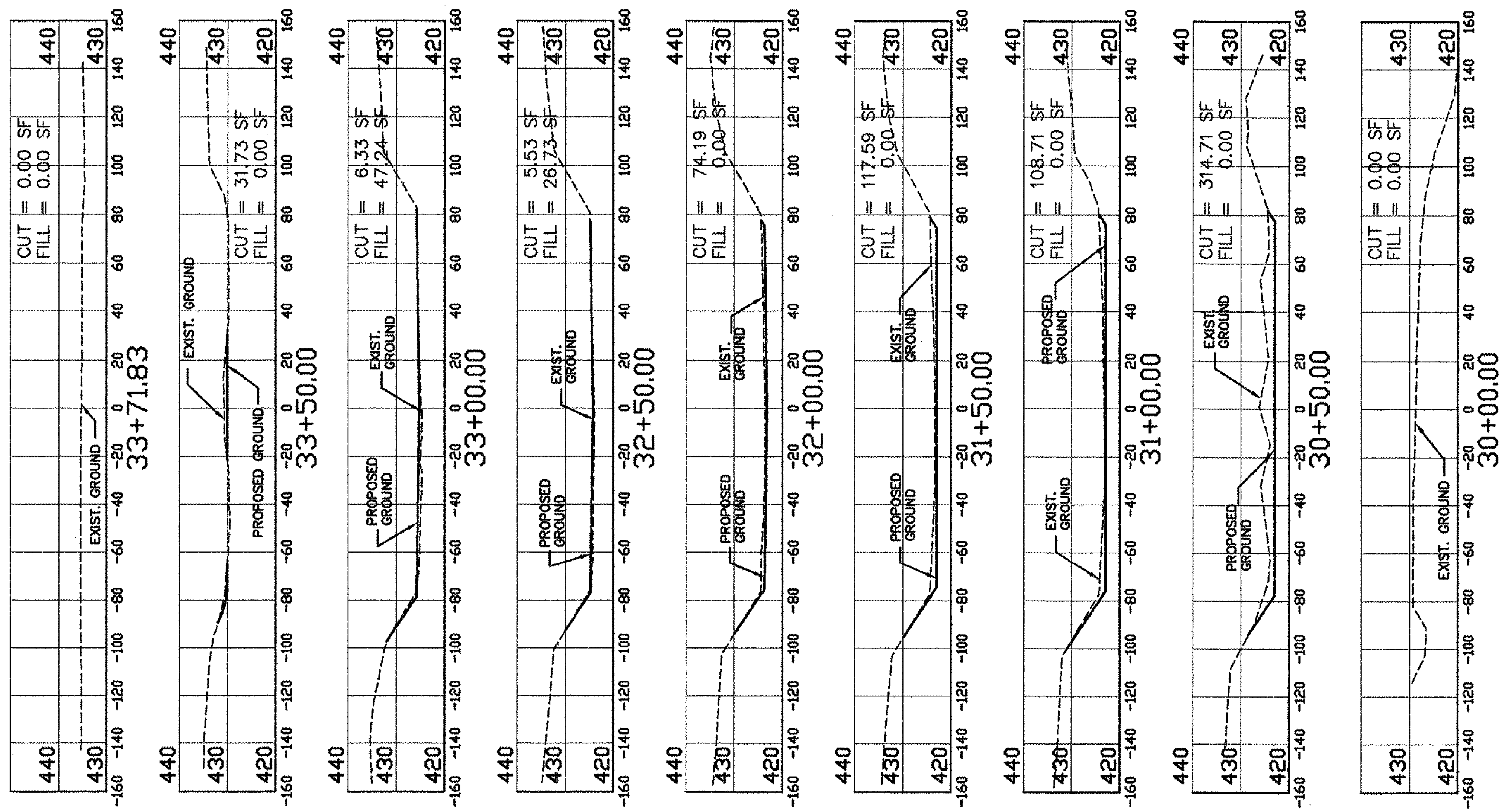

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HORIZONTAL SCALE IN FEET

15 7.5 0 15 30
VERTICAL SCALE IN FEET

REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE	REV.	DATE	BY	APPR.	DESCRIPTION	PLOT FILE

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DRAWN BY: TAC
CHECKED BY: DJT
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CROSS SECTIONS
SB 178
STA. 30+00 - 33+71.83

DWG. FILE NAME
84725c20

SHEET NO.
2-7

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