Environmental Assessment Report and Development Permit Application

Virgin Islands Port Authority

Virgin Islands Port Authority
Cyril E. King Airport

8074 Lindbergh Bay
St. Thomas, US Virgin Islands

Prepared by:

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1.0 Introduction

This Environmental Assessment Report (EAR) and attached Development Permit Application has been prepared for the Virgin Islands Port Authority (VIPA) for the proposed terminal reconstruction and expansion of the existing terminal for the Cyril E. King Airport, on the island of St. Thomas in the US Virgin Islands (USVI) "Project". This EAR has been prepared for the Project to be consistent with the Department of Planning and Natural Resources Guidelines for Environmental Assessment Report for Major Land Projects in The Coastal Zone. The Government of The Virgin Islands of The United States Department of Planning and Natural Resources Development Permit Application Forms for the Project are included in **Appendix A.** and include the following:

- Permit Application Form L&WD-2
- Zoning Requirements Table Form L&WD-3
- Major Project Summary Data Form L&WD-4)
- Proof of Legal Interest Form L&WD-5
- NFIP Flood Zone Designation Form L&WD-8

Other appendices prepared to support this EAR include the following:

- **Appendix B** Project Timeline
- **Appendix C** Figures
- **Appendix D** Copy of Deed/Lease
- **Appendix E** Property Tax Clearance Letter
- **Appendix F** Certified List of All Property Owners Within a 150 Foot Radius of the Property Boundaries
- **Appendix G** Qualifications and Background of Designers, Engineers, and Other Professionals Involved with the Project

1.1 Name and Address of Applicant

Name of Applicant: Virgin Islands Port Authority

Applicant Address: Post Office Box 301707, St Thomas, USVI 00803-1707

Facility Name: Cyril E. King Airport, St. Thomas, USVI

2.0 Location of Project

VIPA is proposing terminal reconstruction of the existing terminal for the Cyril E. King Airport, on the island of St. Thomas in the USVI. The Project is located at 18.334853°, -64.971406°.

The proposed Project area is located entirely within the airport property. The immediate Project area consists of existing structures, pavement, and landscaped vegetation. The proposed construction limits are highly disturbed from prior construction activities and on-going airport activities. The surrounding airport property can be categorized as mixed residential and commercial land use, and to the south are open waters, wetlands, and coastal resources. Within the proposed Project area, there are no undisturbed open lands nor any water features that would be impacted by Project activities.

The Project will occur on Parcel 70 Estate Lindbergh Bay, St. Thomas, U.S. Virgin Islands 00802, Property ID No. 105104010100.

2.1 Location and Agency Review Map

The following location map and agency review map depicts the Project location and jurisdiction line of the Department of Planning and Natural Resources, Division of Coastal Zone Management.



Figure 2.1 Location and Agency Review Map,

Project Areas are Highlighted in Blue

2.2 Vicinity Map



Figure 2.2 Vicinity Map Showing the Project Area in Reference to Other Island Features, Project Areas are Highlighted in Blue

3.0 Abstract

VIPA is proposing to reconstruct and expand the existing terminal building for the Cyril E. King Airport, on the island of St. Thomas in the USVI for modernization and efficiency of airport operations.

4.0 Statement of Objectives Sought by the Proposed Project

The overall purpose of the proposed project is to improve service levels, increase efficient use of existing space and improve airport operations and long-term maintenance plans, while providing travelers with a safe, modern, comfortable and pleasant experience.

The USVI is a marquee Caribbean destination showcasing sun-soaked beaches, breathtaking vistas, and a vibrant diverse culture.

This Project is designed to enable the USVI to remain competitive in the global travel market, create a better experience for local and guest travelers and strengthen the USVI's vital tourism industry.



5.0 Description of Project

5.1 Summary of Proposed Activity

The proposed Project will include reconstruction of the existing terminal building for the Cyril E. King Airport. Additionally, a small portion of the existing terminal building will need to be reconstructed demolished and rebuilt in place to support the second-floor departures lounge. The overall purpose of the proposed project is to improve service levels, increase efficient use of existing space and improve airport operations and long-term maintenance plans, while providing travelers with a safe and modern experience. To accomplish this reconstruction, permanent on-site changes to the terminal building are proposed, as well as several temporary activities and areas to be used during construction. Construction activities (early activities, main construction, and demolition of temporary facilities) and the different activities planned at each stage are provided in **Appendix C**.

The proposed Project includes reconstruction of the existing terminal that was originally built in 1980-1990. The existing terminal building consists of approximately 281,000 square feet (sf) over two levels. The first floor consists of 230,447 sf and is occupied by the commuter departure passenger space, airline passenger ticketing/check-in desks, airline offices, security, immigration and customs areas, passenger gate waiting areas, baggage claim area and ground transportation and travel services desks. The second floor consists of 51,000 sf and supports office space. Most of the second floor was damaged during a 2017 hurricane and the area was partially demolished. A section of the second floor was under refurbishment, but this was halted. Also, the mezzanine is occupied by an air conditioning room and the Goddard Catering Group aircraft food preparation area. The overall physical footprint of the terminal building consists of 281,000 sf. The terminal has nine (9) gates that support both international and domestic traffic. The interior of the terminal is equipped with baggage handling, ticketing, security, and support facilities. Over the years, the existing terminal and its interior facilities have become inadequate and inefficient at serving passengers and the existing aircraft fleet and needs renovation and rehabilitation.

A timeline for construction and phasing figures can be found in **Appendix B**.

The proposed Project components include the following (see figures in **Appendix C**):

5.1.1 Early Activities

To minimize disruptions to passenger travel and circulation during the reconstruction of the existing termina building, the proposed Project will begin with enabling activities that include establishment of temporary facilities and making minor improvements to support passenger and aircraft movement during construction. These activities include constructing temporary offices, a temporary modular building to accommodate domestic passengers, a temporary baggage handling facility, and laydown and staging areas. The enabling activities also include renovating an existing hangar building for use as a temporary commuter facility, providing adjacent vehicle parking, and making minor improvements to the adjacent aircraft apron and taxiway connector (see Figure A-5). A detailed description of the enabling activities is provided below. Enabling activities are anticipated to start in late 2025 with project completion anticipated within 49 months of the construction start date.

- An existing hangar building located north of the airport terminal will be repurposed to temporarily accommodate additional flight operations during the terminal building renovation. The building, currently used by VIPA as a garage and storage facility, will be

adapted for this interim use. The western half of the hangar will be repurposed to serve as a temporary facility during renovation of the existing terminal . The hangar will house commuter operations, international flights and customs and border protection. Construction activities will be limited to the existing footprint of the hangar and will primarily involve interior improvements such as partition walls, flooring, and necessary facilities. Once construction is completed, the aforementioned operations will relocate to the completed temporary facility until the new permanent facility becomes operational. The temporary facility is anticipated to be in use for 40 months during the construction timeline.

- A small grassy area west of the hangar will be utilized as parking for the temporary commuter wing. It will be gravel covered and sloped to allow drainage into the existing stormwater culvert located north of the apron. A sediment and erosion plan has been developed for this work.
- Permanent pavement improvements will be made to the apron at the temporary commuter facility and to the adjacent Taxiway F. These improvements include the following:
    - Apron – Demolition of approximately 65 sf of existing apron pavement and construction of approximately 150 sf of new 14” concrete apron pavement, which will result in an overall increase of 85 sf in apron pavement.
    - Taxiway F Fillet – Approximately 700 square yards of 8” bituminous pavement of which 25% of the existing shoulder will be demolished and replaced. These improvements will result in 530 square yards of additional pavement.
- Temporary domestic passenger facilities will be constructed on the existing aircraft apron, adjacent to the existing terminal. These facilities will consist of pre-manufactured modular units equipped with air conditioning, fire protection, plumbing, and structural design to meet hurricane wind load requirements for Category III exposure. These temporary facilities will be used by U.S.-bound passengers during construction of the terminal building. The temporary domestic passenger facilities are anticipated to be in use for 23 months during the construction timeline.
- Aircraft parking spaces will be temporarily re-marked in accordance with the operational layout during terminal construction. The nine (9) existing jet aircraft parking positions will be reconfigured to optimize use of the existing apron for temporary ground boarding. No additional parking positions are proposed. A temporary passenger walkway will also be installed to ensure safe movement between the temporary holding room and the aircraft parking positions.
- Temporary offices will be established to support operational construction activities. These will be located within the existing parking areas located east of Airport Access Road.
- Temporary storage and laydown areas for the proposed construction will be developed on paved surfaces at three locations within Airport property.

- Temporary construction fencing will be installed to ensure clear demarcation of construction and operational areas.
- A temporary baggage handling system facility will be constructed south of the existing terminal.

5.1.2 Main Reconstruction & Renovation Activities

Once the enabling activities described above are completed, the construction contractor will begin renovation work on the existing terminal building. Portions of the existing terminal building will remain open during construction as necessary. The operations during construction will also be conducted from temporary facilities to be constructed in areas adjacent or within the existing terminal, as described above (Early Activities). Construction activities will be conducted following a phasing plan that allows for operations, tenants and vendors to relocate to active areas as different parts of the terminal undergo demolition and reconstruction. VIPA and SkyCity are working with the vendors on a phasing plan and schedule, to relocate their operations to temporary facilities, allowing them to provide services to passengers and airport employees during construction.

Permanent changes to the existing terminal building include both interior and exterior construction activities to improve passenger circulation and experience. This would result in improved interior vertical circulation (including an exterior stair tower), an expanded 23,000 square-foot commuter wing, new baggage handling system, new administration office space, as well as a new central utility plant with cooling towers and emergency generators. Approximately 10,000 square feet of the terminal would be demolished to improve aircraft parking and aircraft movements areas, as a part of the overall Project. Improvements to the terminal would include nine new passenger boarding bridges (PBBs) on the airside to support passenger boarding and deplaning. The proposed Project would not increase the number of gates or result in changes that would change the type or number of aircraft operations. Improvements to the terminal would expand the overall footprint of the existing terminal by approximately 23,000 sf. The expanded footprint would be entirely on Airport property and on land that has been previously developed and paved for aeronautical use. The renovations and rehabilitation of the terminal are anticipated to take approximately 38 months. A description of the proposed permanent facilities and changes to the terminal include:

- Demolition and removal of 10,000 sf of the existing terminal hold room due to soil issues and to meet current building code for the proposed second floor departures lounge.
- Construction of a 23,000-sf new commuter wing to the south of the existing terminal which would result in a net increase of 23,000 sf to the terminal footprint once the proposed Project is completed.
- Construction and installation of a new central energy plant above the new commuter wing that would include three (3) water cooled chillers, new transformers, and a new generator room. The associated cooling towers and diesel storage tanks will be located at grade level directly south of the new commuter wing.
- Installation of up to nine (9) new PBBs at existing gate locations to improve passenger access/egress between the passenger terminal and aircraft. The proposed Project would not increase the number of gates or change the number or type of aircraft operations at the Airport. During the installation of each PBB, local apron traffic will be coordinated with airfield operations accordingly.

- The temporary apron striping used during the early activities described above would be removed. The apron would be re-striped to mark aircraft parking positions according to the location of the new PBBs.
- Rehabilitation of the terminal interior, including first-floor ground improvements consisting of pressure injected grout to fill voids identified in the undocumented fill area from elevations 12 to 28 feet below grade. Additionally, first-floor foundation improvements will be installed to increase lateral stability using mat foundations and bracing of structural elements.
- Renovation of building architectural features, mechanical, electrical and plumbing (MEP) systems, and roofing (second floor only) within the existing building envelope.
- Interior rehabilitation and reconfiguration of interior spaces to accommodate for efficient operation and improve passenger experience on both the first and second floors.
- Replacement of fire protection mains, stormwater mains, potable water and sanitary sewer pipes within the existing building and apron areas immediately impacted by terminal construction work. Localized utility work/trenching would be implemented to facilitate the replacement of the existing piping, as needed.

The above listed activities will occur within the existing building footprints or within the paved apron.

5.1.3 Decommissioning Temporary Facilities

Following the opening of the renovated Terminal Building, the contractor will decommission and remove the temporary facilities constructed for this Project. Based on the design and anticipated operations for the reconstructed facilities, it has been determined that the temporary facilities will not be needed for permanent use. These decommission and removal activities will include the temporary office spaces, baggage handling system, laydown area equipment, domestic facilities (i.e., the pre-manufactured modular units), and the temporary commuter wing and adjacent parking. All operations will be returned to the originally planned areas and temporary facilities will be decommissioned as applicable.

In the gravel parking lot at the temporary commuter wing the gravel will be removed and the area will be reseeded. Silt fencing will be maintained until grass has been re-established in the area

5.1.4 Project Timeline

The proposed Project is anticipated to mobilize late in the fourth quarter of 2025, starting with renovation of the existing hanger building to the north of the existing terminal. The entire proposed Project is anticipated to be completed within an approximate 49-month construction period.

Regular workday operation is assumed to be 8 hours, Monday to Friday, however, work will include both night and weekend shifts as needed. Any work requiring interface with utility cutover or airside operations will be performed off-hours (9.00 p.m. to 5:00 a.m.) where warranted.

5.2 Site Plans

Site Plans are included in **Attachment C** and include the following:

- Lot Layout (See Figure 2.1 above)
- Positions of Structures (See **Appendix B**)
- Floor Plans
- Foundations
- Project Elevations
- Section Views
- Erosion and Sediment Control Plan
- Septic System/Wastewater Treatment

The following items are not part of the proposed alternations and are therefore not shown.

- Road Layout
- Landscaping Plan
- Stormwater Drainage and Stormwater Facilities

5.2.1 Required Maps

- Recorded parcel map(s)/Registered Survey Map(s) – Included in **Appendix C**
- Easements – There are no easements on or within 50 feet of the property line.
- Official Zoning Map – Included in **Appendix C**
- FEMA Flood Insurance Rate Map – See Section 6.3.1
- Water Resources Map – See Section 6.4
- Sediment Reduction Program Map – Included in **Appendix C**
- Soil Survey – See Section 6.2.3

5.3 Project Work Plan

The summary of proposed dates and stages for the Project are included as **Appendix B**.

6.0 Setting and Probable Project Impact on the Natural Environment

6.1 Climate/Weather

The Project will not have a measurable impact on climate or weather patterns. The project has been designed to meet Category V hurricane.

6.1.1 Prevailing Winds

The USVI lie in the "Easterlies" or "Trade Winds" which traverse the southern part of the "Bermuda High" pressure area; thus, the predominant winds are usually from the east-northeast and east (IRF, 1977). These trade winds vary seasonally and are broadly divided into 4 seasonal modes: 1) December to February; 2) March to May; 3) June to August; and 4) September to November. Below are the characteristics of these modes as taken from Marine Environments of the Virgin Islands Technical Supplement No. 1 (IRF, 1977).

December - February

During the winter, the trade winds reach a maximum and blow with great regularity from the east-northeast. Wind speeds range from 11 to 21 knots about 60 percent of the time in January. This is a period when the Bermuda High is intensified with only nominal compensation pressure changes in the Equatorial Trough. The trade winds during this period are interrupted by "Northerners" or "Christmas Winds" which blow more than 20 knots from a northerly direction in gusts from one to three days. Such outbreaks average about 30 each year. They are created by strengthening of high-pressure cells over the North American continent, which, in turn, allow weak cold fronts to move southeastward over the entire Caribbean region. These storms are accompanied by intermittent rains, clouds, and low visibility.

March - May

During the spring, the trade winds are reduced in speed and blow mainly from the east. Winds exceed 20 knots only 13 percent of the time in April. The change in speed and direction is the result of a decrease of the Equatorial Trough.

June - August

Trade winds reach a secondary maximum during this period and blow predominantly from the east to east-southeast. Speeds exceed 20 knots 23 percent of the time during July. The trend for increasing winds results from the strengthening of the Bermuda High and a concurrent lowering of the pressure in the Equatorial Trough. Trade winds during this period are interrupted by occasional hurricanes.

September - November

During the fall, winds blow mainly from the east or southeast and speeds reach an annual minimum. Only seven percent of the winds exceed 20 knots in October. The low speeds result from a decrease in the Equatorial Trough. During this period, especially during late August through mid-October, the normal trade wind regime is often broken down by easterly waves, tropical storms, and hurricanes.

6.1.2 Storm and Hurricanes

There are numerous disturbances during the year, especially squalls and thunderstorms. These occur most frequently during the summer, lasting only a few hours and causing no pronounced change in the trade winds.

A tropical cyclone whose winds exceed 74 miles per hour is termed a hurricane in the northern hemisphere and significantly affects the area. These hurricanes occur most frequently between August and mid-October with their peak activity occurring in September. The annual probability of a cyclone used to be one in 16 years (Bowden, 1974). However, more recent computer simulations of future hurricane intensity and precipitation as a result of a CO2-induced warming environment (global warming) predict increased intensity of rainfall (i.e., bigger storms that concentrate rain in time) for many areas of the world including the Atlantic basin (Knutson and Tuleya, 2004). Most recently (2017), the USVI and the Central Caribbean were hit with Hurricanes Irma and Maria, two major category storms within two weeks of each other. A Category One hurricane occurred in 2019.

6.1.3 Climate

The average annual rainfall on St. Thomas is approximately 45 inches, ranging from 35 inches toward the eastern end of the island to more than 55 inches at the higher elevation to the west. Rainfall usually occurs in brief, intense showers of less than a few tenths of an inch and major rainfall events are associated with weather systems (USGS, 1998). The USVI have no sharply defined wet season. The wettest period generally is from September to November, and the driest period is from January to June (USGS, 1998).

6.1.4 Adverse Site Conditions

Wind and Wave Direction

The typical wind and wave patterns will not impact the proposed Project area as it is located entirely inland.

Impacts on Recreational Water Users

The proposed Project area is located entirely inland and will not affect recreational water users.

Impacts of Abnormal Rainfall Events

The majority of the proposed Project area is located within Flood Zone X, which is not a floodplain. The temporary commuter wing, located north of the runway, is within Floodplain AE. There will be no ground disturbance to the area as the existing building will be repurposed to serve as the temporary commuter wing while the new commuter wing is under construction. The adjacent runways and taxiways to the north are within Flood Zones AO and AE but are outside of the proposed Project area. The waters off the shoreline are Zone VE but are outside the proposed Project area. The only identified floodplain area within the Project area is that area north of the runway at the location of the existing hanger building which will be repurposed as a temporary commuter wing.

The temporary parking for the commuter wing is within an area of potential coastal flooding. The parking area is being designed to drain into the existing drainage channel that runs along the north side of the apron. No new impervious area is proposed for this area.

Although the terminal is within Flood Zone X, all inlets within the areas of construction will be protected so that if significant rains occur during borings or any of the other minor excavations, any sediment that is picked up by the rainfall will be stopped from entering the inlets and

discharging into the sea. No sediment or material associated with borings will be stored overnight on the pavement and during the activity, any soil placed on the pavement will be protected.

Impacts of Wind and Wave Energy

No construction is proposed in the marine environment as part of the Project.

Impacts of Slopes and Drainage on Sediment Carrying Capacity and Impact.

The Project Area is paved and graded to flow to the existing stormwater control features. Adverse impacts to the marine and terrestrial environment are not expected.

6.2 Landform Geology, Soils, and Historic Land Use

6.2.1 Geology Of St. Thomas

The USVI are near the northeastern corner of the present Caribbean Plate, a relatively small trapezoidal-shaped plate that is moving eastward relative to the North and South American continents carried on the American plate. The arc of the Lesser Antilles is an active volcanic arc above a subduction zone in which the Atlantic oceanic crust of the American Plate is carried downward under the Caribbean Plate. The closest volcano to the Virgin Islands that is still active is Saba, about 160 kilometers to the east.

St. Thomas is composed of stratified volcanic and volcaniclastic rocks with minor limestone of the Early Cretaceous to possibly the late Cretaceous Age (Donnelly 1966) The oldest rocks are submarine lavas (keratophyre and spilite), beds of volcanic debris, and chert. Associated intrusive rocks of the Water Island Formation is overlain by andesitic volcanic and volcaniclastic rocks of the Louisenhoj Formation which underlies the island of St. Thomas to the east and much of the northwestern portion of St. John.

St. Thomas is characterized by an irregular coastline, numerous bays, steep, slopes, and small drainage areas. The topography is very mountainous and coastal plains are almost completely absent.

6.2.2 Geology of the Cyril K. Airport

The airport property has been highly altered overtime. A large salt pond off of what was once called Mosquito Bay (Lindbergh Bay) was filled by the US Navy, portions of Cabritaberg Hill and Sara Hill were cut down, and the runway was filled out into the sea to a depth of nearly 90-feet. The shorelines facing the west have been filled and revetted and much of the shoreline of western Lindbergh Bay and the beach which spans the north of what is now called Lindbergh Bay has been altered by man. Most of the active airport is at an elevation of 16 feet above sea level. There are steep exposed rock cliffs to the east of the employee parking, taxi staging area, and rental car return where Cabritaberg Hill was cut down. During groundwater investigation in the General Aviation area, caliche fill material was common 10 feet below the surface and the Mosquito Bay Salt Pond, which was in the middle of the site to the north of Lindbergh Bay, was filled with granular dredge material (VIPORT 2025).

6.2.3 Soil Profile

The predominant formations within the Project area are surficial man-made fill and alluvial deposits followed by a rock horizon pertaining to the Louisenhoj Formation. Surficial deposits are composed mostly of a mixture of silt, clay, sand, and gravel. These soils were found on the uppermost 20 to 30-feet. The Louisenhoj formation, which was met at a depth of about 25-feet

during geotechnical assessment of the area, is characterized by strongly cemented volcanic conglomerate, breccia, volcanic wacke, shale, andesite, basalt, tuff, and rare limestone (Jaca and Sierra). Bedding characteristics of the Louisenhoj formation are heterogeneous. The unit is dominated by thick beds of conglomerate typically interlayered with sequences of silt-to-sand-size grains in the rock

The primary USGS soil types within the Project area are Urban land, Solitude gravelly fine sandy loam with 0 to 2 percent slope, and sandy beaches.



Figure 6.2.3 Soil Map

6.2.4 Historic Use

Originally known as Mosquito Bay, the airstrip was first developed in 1927. The facility was named after a nearby grassy swamp, which was renamed to Lindbergh Bay after Charles Lindbergh used it to land the Spirit of St. Louis. The airstrip remained in civilian use until it was purchased by the US government in 1935. The airstrip was renamed Bourne Field. The Bourne Field was composed of two 1,600 feet long unpaved runways used to train aviators of the US Marine Corps. In 1940, the US Navy ordered a major expansion of the base, which saw the extension and paving of the runways along with construction work to accommodate military accommodations. The base was made redundant following World War II and was handed over to US Department of the Interior to operate in 1946 for civilian use. After the transfer, the former hangar was converted into the civilian terminal and named after President Harry S. Truman. The airport was eventually renamed for former governor Cyril King in 1984.

Construction of the current airport terminal began in 1980 and was completed in October 1990. The runway was extended from 4,200 feet to its present 7,000-feet length in 1992.

6.3 Drainage, Flooding, and Erosion Control

Stormwater at the site flows as sheet flow with the topographic gradient to stormwater inlets, pond, and ditches across the airport before discharging offsite. Stormwater from the Project Area discharges through Outfalls 1 and 2 to the Caribbean Sea. Stormwater flow patterns are illustrated in **Appendix C**. It is not anticipated that the Project will increase the area of impermeable surfaces on the site and therefore no increase in stormwater flow is expected. Stormwater collected on the airport site will be treated through industry standard best management practices (BMPs) to reduce pollutants and decrease the erosion potential.

Therefore, as all storm water will be managed in accordance with applicable water quality criteria and the Project will not result in increased stormwater flows, the proposed Project will not result in indirect impacts to waters.

Surface runoff will be managed as part of the stormwater system. During construction, appropriate BMPs will be implemented, which may include silt fences, rock check dams, and/or sediment traps. After construction, stormwater will be managed as required through the conveyance system(s) and employing appropriate BMPs where necessary. Planned BMPs include, but are not limited to the following:

- Catch basins in the project area will be equipped with sediment fabric filters.
- A sediment trap will be installed at the construction entrance.
- Silt fencing will be installed around active areas of soil disturbance.
- Any soil piles will be protected.

There are no proposed alterations to the drainage patterns as part of the Project.

6.3.1 Coastal Floodplain

The permanent features of the proposed Project area are located within Flood Zone X, which is not a floodplain.

The temporary commuter wing, temporary parking and pavement improvements, all located north of the runway, are within Flood Zone AO, which is designated as an area having risk of shallow flooding during a base flood. There will be no ground disturbance to the temporary commuter wing as the existing building will be repurposed to serve as the temporary commuter wing while the new commuter wing is under construction. The new temporary parking lot will be located just west of the temporary commuter wing and will be entirely composed of permeable gravel laydown. The only identified floodplain area within the Project area which will have ground disturbance are the concrete improvement areas, which are extensions of the apron and taxiway for the temporary commuter wing. These areas are within Flood Zone AO. Given the small areas for these extensions (85 square feet for apron and 530 square yards for taxiway) with no changes in elevation anticipated, the proposed Project is not anticipated to negatively affect adjacent floodplains or greatly increase impermeable surfaces.

The waters off the shoreline are Flood Zone VE and the wetlands located just south of the temporary commuter wing are within Flood Zones AE, but both are outside the proposed Project area.



Figure 6.3.1 FEMA FIRMette

6.3.2 Peak Stormwater Flow Calculations

The Project will not be impacting any drainage therefore peak flow calculations were not completed.

6.3.3 Discuss Any Existing Stormwater Disposal Structures

A series of stormwater catch basins surround the terminal building to collect stormwater from the apron. The catch basins discharge offsite at Outfall 001. A map showing existing stormwater features is included in Appendix C.

6.3.4 Discuss Proposed Stormwater Control Facilities

There are no proposed stormwater control facilities as part of the Project.

6.3.5 Discuss Maintenance Schedule for Stormwater Facilities

Stormwater facilities are maintained according to the airport Stormwater Pollution Control Plan.

6.3.6 Discuss Proposed Method of Land Clearing

No land clearing is proposed as part of the Project. A small grassy area adjacent to the north hangar will be graded to allow for gravel cover as this area will be used as a temporary parking lot for the temporary commuter wing.

6.3.7 Discuss Provisions to Preserve Topsoil and Limit Site Disturbance

Project work is only occurring in previously developed portions of the airport. Work will be completed primarily within the existing terminal envelope and will cause limited site disturbance.

A temporary 25,000-sf. parking area will be created next to the temporary commuter wing. Minor grading will occur to promote drainage, and the area will be gravel covered. No topsoil removal is planned as part of the parking lot preparation.

6.3.8 Discuss the Presence and Location of Any Critical Area(S)

Project work is only occurring in previously developed portions of the airport. There are no critical areas within the Project area.

6.3.9 Discuss Erosion and Sediment Control Devices to Be Implemented

Appropriate controls will be employed to ensure environmental protection, which may include but not be limited to silt fencing, straw bales, filter cloth and/or sediment booms. Controls will be placed around the perimeter of any land disturbance areas to control sediment run-off during storm events. Fabric filters will be installed on all drainage features within and adjacent to the active construction areas. Sediment traps will be installed at construction entrances to control sediments. The control devices will be routinely inspected and maintained until the area is stabilized. The design, implementation, inspection and maintenance of sediment control features will conform to the requirements of the Project's Erosion & Sediment Control Standard, developed and implemented under the Airport Project Environmental and Social Management Plan (ESMP) for construction.

Inlet protection will be used in all areas where borings or excavations will be done on the apron.

6.3.10 Discuss the Maintenance of Erosion and Sediment Control

All sedimentation and erosion measures shall be maintained in good working order throughout the project; if a repair is necessary, it shall be initiated within 24 hours. Built up sediment shall be removed from silt fence when it has reached one-quarter the height of the silt fence. Silt fences shall be inspected regularly for depths of sediment and tears/damage to check if the fabric is securely attached to the fence posts and to verify that fence posts are firmly embedded in the ground or attached to the ground in areas of concrete.

The sedimentation and erosion measures will be inspected on a weekly basis and after every one-quarter inch of rain. A maintenance inspection report shall be made after each inspection by the contractor and shall be kept in active log readily available at the job site. The site superintendent or construction manager shall be responsible for inspection, maintenance, repair activities, and completing the inspection and maintenance report.

6.3.11 Discuss the Impacts of Terrestrial and Shoreline Erosion

Project work is only occurring in previously developed portions of the airport where stormwater control already exists to control erosion. The temporary parking area will be graded so that it does not result in terrestrial erosion by the use of gravel cover and minor sloping towards the existing drainage ditch along the apron. The Project should have a negligible impact on terrestrial erosion and no impact on shoreline erosion.

6.4 Fresh Water Resources

The Project will have no impact on freshwater resources. No aquifer was identified below the airport property. Geotech exploration indicates that ground water surface can vary within depths of 13 to 20 feet (Jaca and Sierra). Groundwater is not expected to be encountered during the limited subsurface work completed during the Project. Groundwater levels are expected to vary with tidal fluctuations and after prolonged rain events. Based on the scope of construction and planned controls impacts are not expected to the gut north of the runway. There are no wild and scenic rivers in proximity to the Project area or on the island of St. Thomas.

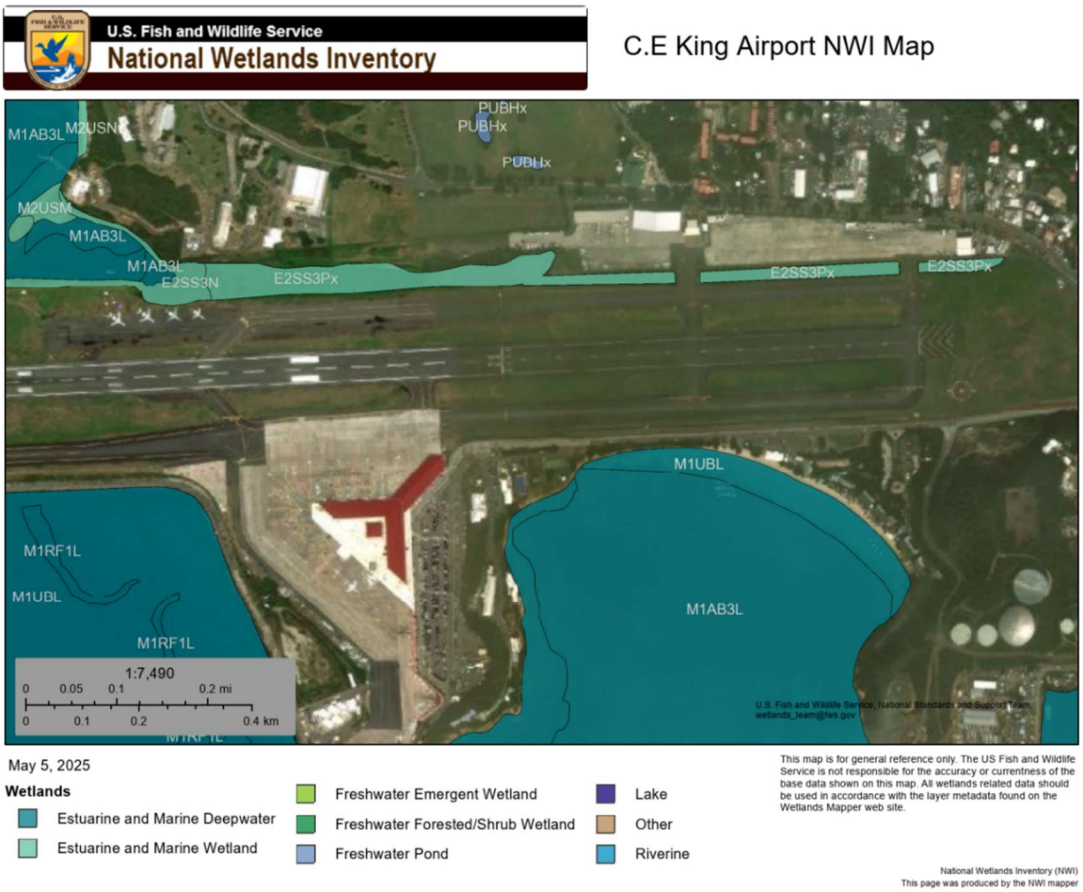


Figure 6.4. National Wetland Inventory (NWI) Map for C.E King Airport

6.5 Oceanography

No alterations to the seabed are proposed. The proposed Project is within upland areas of the existing developed property and will not impact tide and wave action in the adjacent bays. The proposed Project is land based and does not include in-water or water adjacent work.

6.5.1 Tides and Currents

The USVI coastal areas are not subject to significant tidal ranges or tidal currents. Due to the small size of the islands, the sea flows around the island, causing an average tidal height of only a few inches and maximum change of only a little over a foot. The mean tides range from 0.8 feet to 1.0 feet, and the spring tidal ranges reach up to 1.8 feet (IRF 1977). Normal tidal ranges

may be greatly exceeded during storm conditions, however, when a combination of lower barometric pressure at the ocean surface and storm winds amplify the tidal crest.

NOAA has a tide gauge in Charlotte Amalie and has recorded water levels since 1975. The high tide recorded on September 18, 1989, during Hurricane Hugo, was 3.35 ft and, during Hurricane Marilyn in 1995, the highest tide height 3.98 ft above the mean low water level. The lowest tide recorded was on February 6, 1985, and was -1.44 ft.

The surface currents throughout the Caribbean are driven by the North Equatorial Current that runs through the islands west-northwest and then joins the Gulf Stream (Figures 6.5.1a and 6.5.1b). These currents change very little from season to season with the currents coming more from the south during the summer months. Because of the shallowness of the Caribbean basin, which is less than 1,000 meters, mainly surface water from the Atlantic flows through the islands. The westerly drift of the Caribbean current sweeps into Pillsbury Sound from the Southeast, seeking a way North through the barrier set up by the Cays to discharge along the North Shore of St. Thomas and out into the Atlantic. The current flows along the south side of St. Thomas in a westerly direction.

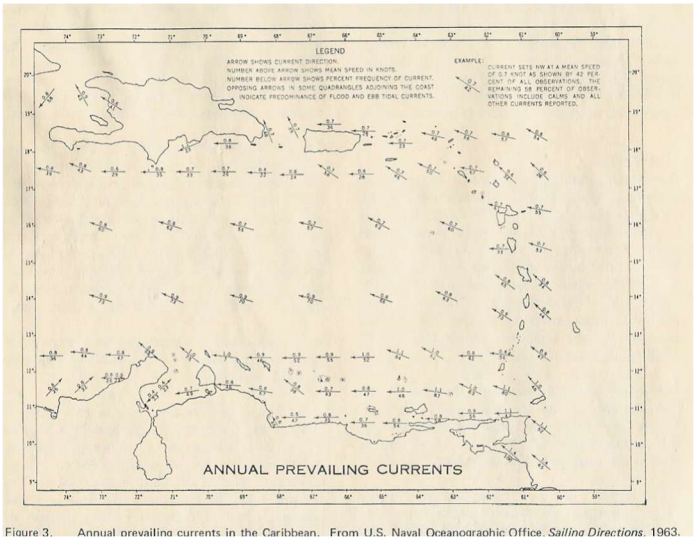


Figure 3. Annual prevailing currents in the Caribbean. From U.S. Naval Oceanographic Office, *Sailing Directions*, 1963.

Figure 6.5.1a Prevailing Currents in the Caribbean (IRF, 1975)

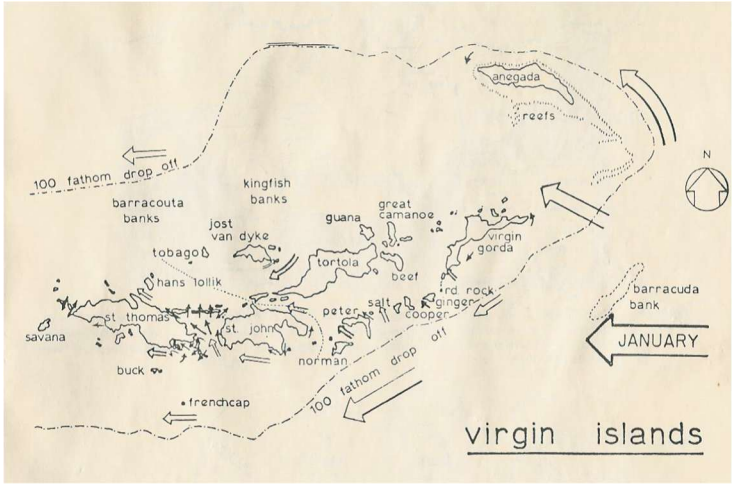


Figure 6.5.1b Prevailing current in Thomas, IRF 1975.

6.5.2 Waves

The deep-water waves off St. Thomas are primarily driven by the northeast trade winds that blow most of the year (Figure 6.5.2). Waves average from one to three feet from the east, 42% of the time throughout the year (IRF, 1977). For 0.6% of the time, easterly waves reach 12 feet in height. The southeasterly swell with waves one to twelve feet high becomes significant in late summer and fall when the trade winds blow from the east or when tropical storms and hurricanes pass the islands at a distance to the south. During the winter months, long length, long period northern swells develop to a height of one to five feet.

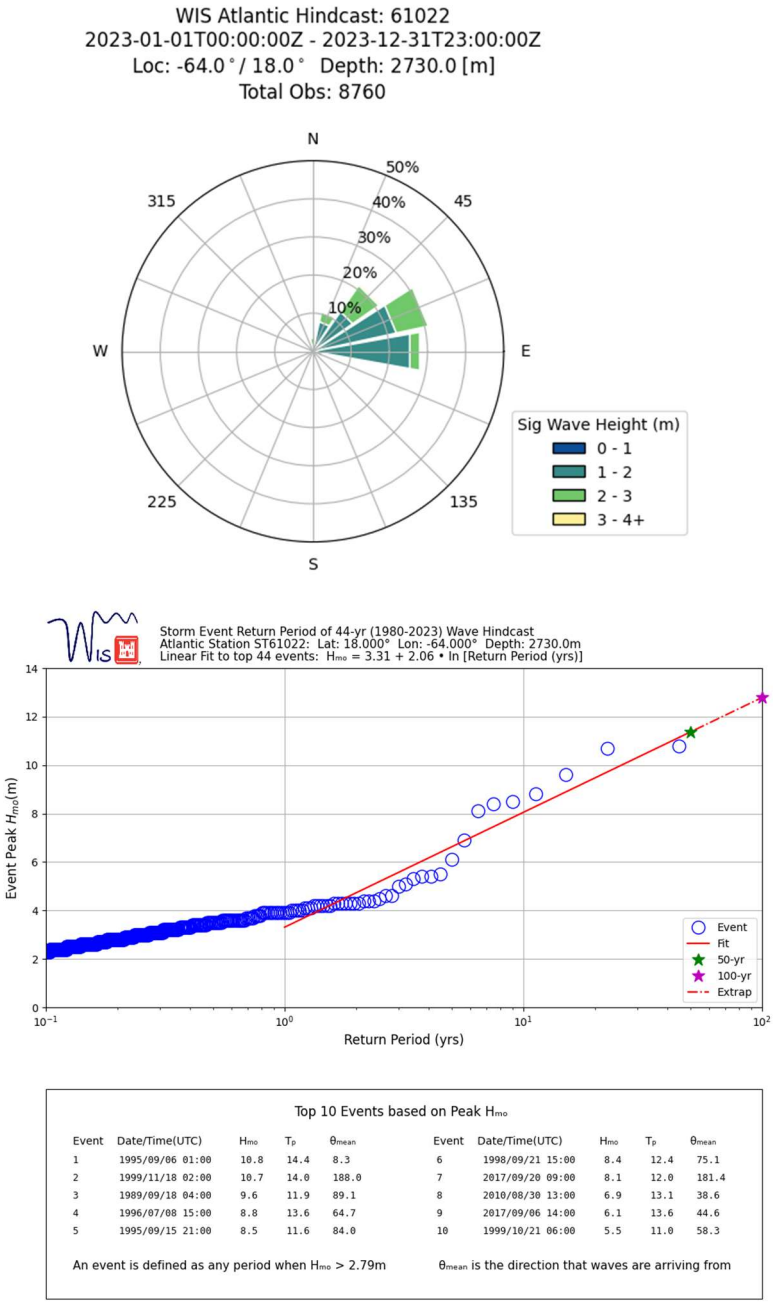


Figure 6.5.2 Wave Information for Station 61022

6.5.3 Marine Water Quality

The area of the Caribbean Sea to which the Project discharges (Territory Waterbody ID: VI-STT-53) is listed as impaired for aquatic life due to nutrient load per the US Environmental Protection Agency (EPA) WATERS Tool . A map showing stormwater flow from the airport is included in **Appendix C**. The proposed Project is not expected to impact marine water quality. Sedimentation and erosion control will be implemented during the development of the temporary parking area and inlet covers will be utilized near all work which penetrates the apron and may bring soil onto the pavement.

6.6 Marine Resources (Tier 1 Only)

The Project as proposed has no marine components and no direct impact to the marine environment. The scope does not include work at the outfalls and is not expected to result in additional discharge from the existing stormwater system. The terminal project areas are separated from the sea by a large berm along the south side of the apron. The work at the north airfield only includes minor earth work that will be control with sediment controls. Earth work will be limited, and sedimentation and control will be implemented. No sediment laden runoff should reach the sea or bays.

6.7 Terrestrial Resources

The Project area is within the paved airport area of operations and where there are no terrestrial resources or natural areas. The parking will be placed in a field which was previously maintained as a playing field but is now a fenced grassy area.

6.8 Wetlands

No jurisdictional wetlands were identified within the Project area. The U.S. Army Corps of Engineers defines wetlands as "those areas that are periodically inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, bogs, marshes and similar areas." (U.S. Army Corps of Engineers, 1986). There are no wetlands within the previously developed terminal area. The area is completely concreted.

6.9 Rare and Endangered Species

A review of the Threatened and Endangered Species lists from both USFWS and NOAA indicated a total of twenty (20) protected species with potential to occur within or near the Project site. The proposed project will have No Effect on any of the listed species. FWS’s listed species include the West Indian manatee which occurs offshore and is rarely found in the USVI the onshore project will not have an effect. The roseate tern typically occurs offshore and should not be impacted by the terminal reconstruction. Virgin Islands tree boa requires areas with trees with interdigitation and not trees or any vegetation is present in the project area therefore there is no potential habitat for these snakes. There are listed marine species offshore. The project involves no impact to the marine environment, and only limited earthwork, and sedimentation and erosion control will prevent any sediment laden water reaching the marine environment.

All work will be contained within the terminal area and its surrounding built and paved environment; no suitable habitat for listed species exists within the Project area. BMPs will be implemented to prevent indirect effects such as sediment and pollutant runoff from the Project

area during construction. Stormwater management and discharge will remain unchanged after construction of the Project. The proposed Project does not have potential to directly or indirectly affect natural terrestrial or marine systems during construction and operation, therefore will not negatively impact any federally protected species or any listed habitat, including critical habitat for those species.

The proposed Project area does not contain habitat conducive to migratory birds, as all areas are in a built environment. Any migratory birds that fly over the Project area would likely avoid any construction disturbance as well as the greater Project area given its current status as an operational airport. The Wildlife Hazard Management Program is currently implemented to deter the presence of birds within the Project area or surrounding airfield. The entire Project area is on already disturbed land and/or established impervious surfaces, therefore it is not anticipated to have any impacts to migratory birds.

6.10 Air Quality

St. Thomas, VI follows US EPA air quality standards and is classified as an attainment/ unclassifiable area for all National Ambient Air Quality Standards (NAAQS). The NAAQS is a regulatory program established by the US EPA under the Clean Air Act (CAA) designed to protect public health and the environment by setting allowable levels for six principal pollutants, known as criteria pollutants. Criteria pollutants include Carbon Monoxide (CO), Nitrogen Oxide (NO_x), Particulate Matter (PM_{10} and $PM_{2.5}$), and Sulfur Dioxide (SO_2). The Project will comply with all applicable federal and territorial air quality standards, regulations and laws and obtain all necessary permits.

During the temporary construction period, an array of cranes, and construction equipment will be used during construction operations, most likely consisting of both diesel and natural gas-powered engines. Road access to and from the airport will be via Airport Road. The number of estimated trips per year to bring material to the site will be 125-160 containerized material deliveries via trucks. The trucking route will be along Athneil C. “Addie” Ottley Drive, to Subbase Rd to Sara Hill Rd to Airport Road to a temporary laydown area east of main terminal building on the existing airport property. Temporary criteria pollutant emissions from haul route operations due to route distances and truck volumes will be minimal and will not affect the attainment status of St. Thomas and will not produce climate change impacts.

There are no Class I areas on St. Thomas. The closest Class I area is the Virgin Islands National Park located on St. John, east of St. Thomas. The Park is located roughly 24 kilometers from the St. Thomas airport property. Based on the distance and prevailing wind direction (northeast) the minimal/ temporary emissions from the Project will not be a concern for maintaining the attainment status of the Virgin Islands National Park.

7.0 Impact of the Proposed Project on the Human Environment

7.1 Land and Water Use Plans

The terminal reconstruction will not change the existing land use. The property is zone P Public and airports are a use by matter of right under this designation.

7.2 Visual Impacts

The terminal reconstruction will not create any adverse impacts to the aesthetics of the area. Construction is within existing developed areas. Work is primarily within the existing building footprints that characterize the current aesthetics of the area. No significant change to visual or aesthetics is anticipated as the overall terminal building height (50 feet 6 inches above ground floor level) and shape will be similar to what currently exists.

There are no plans for additional outside lighting. Proposed lighting for the new terminal would be similar to other lighting at the airport and existing terminal building.

The nearest residence is located over half a mile away (0.6 miles) northeast from the proposed Project area the view from this area will remain unchanged. Existing commercial buildings along the Lindbergh Bay Road already block the view to the beach from any low-lying residential area. For those homes on the hill, there will be a slight change but will not block views.

There will be no significant change to the viewshed of the airport property. The proposed Project may change, to a small degree, the visual and aesthetic impact in the viewshed based on the addition of a modernized, new commuter wing extension to the current terminal building, which will feature design concepts that differ from the existing terminal.

The temporary relocation of the commuter traffic will result in a parking area in a field which was previously used as a playing field and is now a grassy fenced lot This will result in a minor change to the view shed. Following construction this area will be restored.

7.3 Impacts on Public Services and Utilities

This Project will have no ongoing impact on public services and utilities. The proposed Project will not change freshwater demands, sewage treatment and disposal, solid waste disposal, roads, traffic, parking, electricity, school, fire and police protection, or public health demands.

Utility locates will be completed before excavation to identify specific locations of utilities. Utility investigation work has been completed as part of the pre-project evaluation and will continue throughout the Project.

During the initial build out and temporary use of the temporary commuter wing there will be an increase in traffic along Julian Jackson Drive. A review of traffic volumes both current and forecasted increase based on moving the commuter operation to the North Airfield is ongoing. For initial management traffic will be accommodated through the installation of the temporary parking lot, 76 spaces.

The following mitigation measures are proposed to avoid additional congestion on Julian Jackson Drive as a result of the temporary commuter operation from the north hangar:

- No cars will be allowed to stop on the road in front of the commuter terminal for drop off or pick up. The signage to be installed will indicate that drop-off or pick up of passengers from the commuter terminal will be conducted from the adjacent parking lot.
- VIPA and SkyCity will initiate discussion with the taxi association to ensure taxis are available for commuters, allocating specific parking spots for taxis within the parking lot.
- Finally, shuttle service will be offered for passengers arriving to the commuter terminal that have connecting flights departing from the main terminal.

Passenger and employee safety in the areas of the main terminal and parking garage will be accomplished through the installation of signage and protected walkways. A Vehicular Movement Analysis was completed to evaluate the relocation of offices to the parking garage and as a result the location of the temporary office area was selected and the safety measures such as a traffic control barrier were designed as part of the office relocation. Although the relocated offices will result in a temporary loss of parking spaces (~48) based on the Vehicular Movement Analysis Level 2 and Level 3 of the parking garage will still be available to staff and the public and are expected to accommodate the changes. With the 76 spaces being offered at the north parking lot to serve the commuter operation, it is not expected that the relocation of the offices to the parking garage constitutes a significant impact.

During constructions activities only, there will be an increase in solid waste generation as detailed in Section 7.8, but the Project will not increase solid waste generation after completion. Disposal of solid waste is further discussed below in Section 7.8

7.4 Social Impacts.

This project will not have any adverse social impacts either in the immediate area or on the entire island. The project will provide an updated terminal for VI residents and tourism flying in and out of the territory.

7.5 Economic Impacts

The airports generate ongoing contributions to the USVI through employment, wages, business activity, and visitor spending, while capital development projects create additional one-time construction-related impacts.

The modernization of Cyril E. King Airport will generate economic impacts related to the construction of infrastructure, which include jobs such as engineers, architects, project managers, electricians, and other construction labor, as well as construction-related spending on materials, fixtures, and equipment. Spending on construction (both on labor and materials) may occur within USVI or be imported from outside of the territory.

The modernization of the airport is expected to facilitate direct employment of 790 job-years,[1] with a direct income of $50.9 million. In addition to increased employment the project is expected to contribute an additional $51.6 million in direct gross domestic product (GDP) and $116.8 million in direct economic output, based on goods and services purchased in USVI during the construction period. Factoring in multiplier impacts across the USVI, the reconstruction of the two airports is anticipated to result in a cumulative total of 1,080 job-years, $65.5 million in income, $82.4 million in GDP, and $156.2 million in economic output. On

[1] A job-year is equivalent to employment for one year (e.g., a job lasting six months would be equivalent to 0.5 job-years, and a job lasting three months would be equivalent to 0.25 job-years). Estimate calculated for construction work on STT and STX.

average over the five years, nearly $24 million will be spent annually, supporting an annual total of 216 jobs per year and contributing $16 million to annual GDP.[2]

Day-to-day airport operations in the USVI support a wide range of jobs and businesses in aviation, security, retail, and ground services. This activity drives economic growth by generating employment and stimulating regional development. Upon completion of the airport redevelopment, the enhanced operations are anticipated to generate significant economic benefits, including the creation of new job opportunities to support the additional passengers arriving at the airports.

Cyril E. King Airport facilitates the arrival of large numbers of tourists to the territory. The airports also contribute to the USVI's economy through the spending of visitors arriving at the airports. The visitor spending impacts include all expenditures by air visitors on accommodation, food and drink, retail shopping, and scenic and sightseeing transportation while in the USVI.

7.6 Impacts of Historical and Archaeological Resources

The project area is within an area which has been completely altered. There are no know resources listed or eligible for listing on the National Register of Historic Places (NRHP) with the Project Area; therefore, this Project is not anticipated to affect historical/ cultural resources.

7.7 Recreational Use

The Project is completely within the airport property, which is a secured area with restricted public access, no recreational activities are allowed in the footprint and no recreational uses on adjacent property will be affected, particularly on the nearby beaches.

7.8 Waste Disposal

The proposed Project will produce solid waste during demolition and construction. Waste materials will include drywall, insulation, steel, and concrete. Efforts will be made during demolition and construction work to divert waste from the landfill by means of segregation, reuse where possible, and recycling. Aside from construction waste, once operational, the terminal will produce solid waste similar to existing conditions, as there will be no changes to airport operations associated with this Project. This waste will be handled in the same manner that the existing terminal waste is handled. The Project will not result in any significant increase in operational waste compared to the existing terminal.

The contractor will prepare a waste plan and will work with DPNR to obtain permits for the disposal of the construction waste as outlined below. The Project partners are in communication with the Virgin Island Waste Management Authority for waste disposal approval. The Bovoni Landfill Center is operating under USVI's EPA-approved municipal solid waste landfill permit program, since 2019 and is subject to a judicial consent decree. Any waste sent to this landfill will comply with current landfill requirements.

[2] Estimate for STT and STX reconstruction

Material	Estimated Quantity (Tons)	Planning
Construction Debris	~15,000	Construction debris includes all materials that cannot be recycled due to local limitations/capabilities/costs and will therefore be sent to a landfill. This material includes composite materials, mixed plastics, wood/timber, drywall, and ceramic/vinyl flooring. Construction debris will be hauled to the Bovoni Landfill to the extent that capacity remains available. Construction debris that is unacceptable will need to be loaded and shipped to the U.S. mainland for legal process/disposal.
Recycled Concrete	~10,000	All yielded concrete will be crushed and reused on-site for site concrete works.
Recycled Steel	~2,500	All steel will be hauled to a local recycler for processing and reuse.
Recycled Glass	Minimal	Glass will likely be treated as construction debris.
Recycled Aluminum/Copper	5	Higher value metals will be hauled and sold to a domestic recycler.
Recycled Major Equipment	Minimal	Removed and disposed as required

7.9 Accidental Spills

The only potential hazardous material associated with the site will be fuel oils from the heavy machinery used for construction. Construction machinery used on the site will be kept in good repair and if spills do occur, they will be cleaned up according to EPA guidelines. The Project ESMP include a Chemical and Fuel Handling & Storage Standard which will be followed to control and respond to potential spills.

7.10 Potential Adverse Effects Which Cannot Be Avoided

The project is terminal reconstruction of an existing terminal and most terminal reconstruction will be interior. The project area is highly disturbed and is within the active airport and no adverse effects to the natural environment are anticipated.

8.0 Mitigation Plans

Per 12 V.I.C. § 910 mitigation measures are required when needed to substantially lessen or eliminate any and all adverse environmental impacts of the development. Based on the evaluation as part of this EAR impacts associated with the project are expected to be negligible and the implemented ESMP is expected to provide sufficient mitigation to substantially lessen or eliminate any and all adverse environmental impacts of the development.

The Project will follow a detailed ESMP for construction projects which includes a series of standard operating procedures (SOPs), and work instructions (WI) designed to protect the environment. Best management practices specifically for groundwater protection including spill prevention and control, surface erosion and sediment control, water quality testing prior to dewatering activities and waste management will be employed.

9.0 Alternatives to Proposed Action

Renovating existing resources minimizes overall impact of the Project. Alternatives to the proposed action, construction of a new airport facility, was found to unfeasible because there is no other property on St. Thomas that can accommodate an airport. The Project involves primarily internal and minor exterior reconstruction with minor impacts that can be almost entirely mitigated, and there are no other feasible alternatives that would achieve the Project's objectives.

10.0 Relationship Between Short- and Long-Term Uses of Man's Environment

The airport has not been significantly upgraded since 1989. The terminal was designed to accommodate 300,000 passengers per year; however, more than 1.65 million passengers used the terminal in 2022. The redevelopments will help alleviate congestion and long wait times at the airports, drive future tourism growth, and help USVI to remain competitive with other Caribbean destinations. The redevelopments will also improve service levels and capacity, modernize amenities and passenger experience, and enhance the resiliency and sustainability of the airport. Renovating existing resources minimizes overall impact to St. Thomas.

11.0 References

Qualifications and background of Designers, Engineers, and Other Professionals Involved with the Project are included in **Appendix G**.

Additional References within the EAR

Jaca and Sierra, 2025. Final Geotechnical Report No. 3 Cyril E Kind Airport Renovations, St. Thomas, USVI.

Island Resources Foundation. 1977. Marine environments of the Virgin Islands. Technical Supplement No.1 1976. Prepared for the Virgin Islands Planning Office.

Bowden, M.J. et. Al., 1969. Climate, water balance and climatic change in the north-west Virgin Islands. Caribbean Research Institute, CVI, St. Thomas, Virgin Islands.

Knutson, Thomas R. and Robert E. Tuleya 2004. Impact of CO2-Induced Warming on Simulated Hurricane Intensity and Precipitation: Sensitivity to the Choice of Climate Model and Convective Parameterization NOAA/Geophysical Fluid Dynamics Laboratory, Princeton, New Jersey Center for Coastal Physical Oceanography, Old Dominion University, Norfolk, Virginia. Journal of Climate 17(18): 3477-3495.

Díaz, P.L., Aquino, Zaida, Figueroa-Alamo, Carlos, Vachier, R.J., and Sánchez, A.V., 1999, Water resources data Puerto Rico and the USVI, Water Year 1998: US Geological Survey Water-Data Report PR-98-1, 629 p.

Donnelly,T. 1966. Geology of St. Thomas and St. John, USVI. In: Hess, H. (ed.) Caribbean geological investigations. Geol Soc. Amer. Mem. 98:85-176.

Stephen E. Kesler, John F. Sutter; Compositional evolution of intrusive rocks in the eastern Greater Antilles Island arc. *Geology* 1979; 7 (4): 197–200. doi: https://doi.org/10.1130/0091-7613(1979)7<197:CEOIRI>2.0.CO;2

Wave Information Study, https://wis.erdc.dren.mil/index.html

VIPORT, A Historical Account of the Cyril E. King Airport, https://www.viport.com/cekastt

Appendix A Development Permit Permit Application Forms

Environmental Assessment Report and Development Permit Application

Virgin Islands Port Authority

Cyril E. King Airport

SLR Project No.: 241.031562.00002

September 26, 2025

GOVERNMENT OF THE VIRGIN ISLANDS OF THE UNITED STATES
DEPARTMENT OF PLANNING AND NATURAL RESOURCES
DEVELOPMENT PERMIT APPLICATION

FORM L&WD-2
PERMIT APPLICATION

Date Received: _____

Date Declared Complete: _____ Permit Application No._____

Application is hereby made for an ☐ Earth Change ☒ Coastal Zone Permit

1. Name, mailing address, email address and telephone number of Applicant (person/entity with legal interest in the property, to which permit will be issued)

Virgin Islands Port Authority
PO Box 301707, St Thomas USVI 00803-1707
cdowe@viport.com 340-774-1629

2. Name, title, mailing address and telephone number of Owner of property and Agent (if any)

Owner of Property(s)	Agent
Virgin Islands Port Authority	
PO Box 301707, St Thomas, VI 00803-1707	
340-774-1629	

3. Location of activity. Plot No. Parcel 70 Lindbergh Bay PIN No. 1-05104-0101-00

Estate Lindbergh Bay Island St Thomas

4. Zoning District Public

4.a State type of Land Uses as specified in the VI Zoning Law, which are applied for (e.g., restaurant, hotel, single-family dwelling, etc.) Public

5. Name, mailing address, email and telephone number of project designer.

John Trupiano
401 North Houston Street, Dallas, TX 75202
john.trupiano@corgan.com
214-748-2000

6. Summary of proposed activity. Include all incidental improvements such as utilities, roads, etc. (Use additional sheets if necessary).

The proposed Project is reconstruction and expansion of the existing Terminal Building and minor improvements at the north hanger including apron paving.

FORM L&WD-2/PERMIT
APPLICATION CONT'D

7. Date activity is proposed to start 4th Q 2025; be completed 4th Q 2029

8. Classification of minor or major permit. Check one:

☐ Minor Permit Application

☒ Major Permit Application

State below which criterion applies in making above check.
Improvements to existing structure more than $52,000

9. Application is hereby made for a permit to authorize the activities described herein. I agree to provide any additional information/data that may be necessary to provide reasonable assurance or evidence to show that the proposed project will comply with the applicable territorial water quality standards or other environmental protection standards both during construction and after the project is completed. I also agree provide entry to the project site for inspectors from the environmental protection agencies for the purpose of making inspection regarding this application and that to the best of my knowledge and belief, that such information provided herein, is true, complete and accurate. I further certify that I possess the authority to undertake the proposed activities.

Signature of Applicant or Agent (if not owner) — Date

Sign — Carlton Dowe (Print) — 09/30/2025

Signature of Owner(s) (Required) — Date

Sign — Print

Sign — Print

FOR DEPARTMENT USE ONLY
Inspector Record

Date Inspected: _____

☐ Application Approved
☐ Application Disapproved

Inspector's Remarks: _____

Inspector — Date

Commissioner, Planning & Natural Resources — Date

GOVERNMENT OF THE VIRGIN ISLANDS OF THE UNITED STATES
DEPARTMENT OF PLANNING AND NATURAL RESOURCES
DEVELOPMENT PERMIT APPLICATION

FORM L&WD-3
ZONING REQUIREMENTS TABLE

The following table shall be completed by the applicant with entries as appropriate for the zoning district in which the activity is taking place. **Not all the requirements will necessarily apply to a particular zone**. Consult the Zoning Law for guidance.

Applicants Name: Virgin Islands Port Authority Signature: -- Date: October 1, 2026

Location of Activity (Plot No.): 1-05104-0101-00 Estate: Lindbergh Bay Zoning District: P

1. Proposed use (residential etc.) Public
2. Accessory use if any None
3. Number of onsite parking spaces: Existing >500 Proposed 76
4. Area of lot: _____ ft^2 272.95 acres
5. Area covered by existing buildings ~500,000 ft^2; Area covered by proposed buildings No Change ft^2
6. Total area of disturbance (includes footprint of all buildings, structures and parking areas) ~250,000 ft^2
7. Setback of building from street property line: Required NA ft. Proposed NA ft.
8. Side yard setback: Required NA ft. Proposed NA ft.
9. Rear yard setback: Required NA ft. Proposed NA ft.
10. Height of building: 50'-6" ft. Stories 2
11. Lot width at street line (ft.) NA
12. Area of usable open space: NA ft. NA % of lot
13. Persons per acre ratio NA
14. Floor area ratio NA
15. Number of onsite parking and loading spaces NA
16. Building setback (yards 11, W-2 only) NA

FOR DEPARTMENT USE ONLY

Inspector: _____ Date: _____ Permit Application No. _____

GOVERNMENT OF THE VIRGIN ISLANDS OF THE UNITED STATES
DEPARTMENT OF PLANNING AND NATURAL RESOURCES
DEVELOPMENT PERMIT APPLICATION

FORM L&WD-4
MAJOR PROJECT SUMMARY DATA

Section I. Applicant

1. Name, address and telephone number of applicant.

Virgin Islands Port Authority
PO Box 301707, St Thomas USVI 00803-1707
cdowe@viport.com 340-774-1629

2. Name, address and telephone number of owner of Property and of developer.

Same as applicant

Section II. Summary of Proposed Development

3. Describe the proposed development

The proposed Project is reconstruction and expansion of the existing Terminal Building and minor improvements at the north hanger including apron paving.

Section III. Description of Proposed Development

4. Name of development Cyril E. King Airport

5. Plot No. Parcel 70 Estate Lindbergh Bay

6. Zoning District: P

7. PWD Map No. NA

8. Proposed use (residential, etc. as listed in Zoning Law): No change

9. Accessory use if any NA

FORM L&WD-4
MAJOR PROJECT SUMMARY DATA Cont'd

10. Area of Lot(s) (acreage) 272.95

11. Area covered by existing buildings (sq. ft.) 500,000

12. Area covered by proposed buildings (sq. ft.) No Change

13. Floor area total No Change

14. Floor area ratio (B-1, B-2 zones only) NA

15. Number of buildings No Change

16. Number of units total NA

	Person		Persons
17. Schedule of units:	Efficiencies --	x 1.5 Unit	-
	1 bedroom --	x 2	-
	2 bedroom --	x 3	-
	3 bedroom --	x 4	-
	Other --	x	-
	Total Persons --		

18. Number of on-site parking and loading spaces NA

19. Maximum building height (stories/ft) 2 stories

20. Adjoining property land use(s)
Mixed residential housing, commercial, industrial, and institutional areas

21. Setback of building from street property line (ft.) NA

22. Side yard setback (ft.) NA

23. Rear yard setback (ft.) NA

24. Density (person/acre) NA

25. Area of usable open space (sq. ft. % of lot) NA

FORM L&WD-4
MAJOR PROJECT SUMMARY DATA Cont'd

Section IV. Comments

26. Proposed Potable Water Supply (method & quality estimate gal/day)

No Change, Virgin Islands Water and Power Authority

27. Proposed Sewage Treatment (method & quality estimate gal/day)

No Change, VIWMA Wastewater Treatment Facility

28. Proposed Solid Waste Disposal (method & quality estimate lbs/day)

No Change, Bonovi Landfill Center. Construction estimate 15,000 tons of construction debris

29. Proposed Electrical Supply (method & demand estimate KWH for single & 3 phase)

No Change, Virgin Islands Water and Power Authority

30. Air Conditioning (method & demand estimate (KWH)

31. Other Utilities NA

32. Other NA

Section V.

33. Will the development extend onto or adjoin any beach tidelands, submerged lands or public trust lands?

Parcel 70 adjoins the shoreline to the west. The proposed project will not result in any change to the shoreline.

34. Will the development maintain, enhance or conflict with public access to the shoreline and along the coast?

The airport property is a secure facility and there is no public access to the shoreline within in the facility

35. Will the development protect or provide moderate income housing opportunities?
Will it displace moderate income housing?

The project is the renovation of the public airport and will have no impact on public housing

36. How will the development affect traffic on the coastal access roads?

There will be an increase in traffic during the renovations to the facility with workers coming to the job site as well as during the delivery of materials.
A traffic plan will be developed which will maintain access to the facility and surrounding properties.

Signature of owner or authorized agent

09/30/2025
Date

GOVERNMENT OF THE VIRGIN ISLANDS OF THE UNITED STATES DEPARTMENT OF PLANNING AND NATURAL RESOURCES DEVELOPMENT PERMIT APPLICATION

FORM L&WD-5
PROOF OF LEGAL INTEREST

AFFIDAVIT

I, VIRGIN ISLANDS PORT AUTHORITY being duly sworn depose and say that:
Applicant(s)* (or John Doe of Entity Applicant)

1. Carlton Dowe am/is the (check one)
(I or Entity/Applicant)

[X] Record title owner (fee simple) [ ] Lessee [ ] Other (specify) _____

Of the real property described as Parcel No(s) 70

Estate Lindbergh Bay Quarter Southside Island St Thomas

***Applicant(s) is required to provide documentation for legal interest stated above (e.g. deed, lease, etc.)**

2. I have the irrevocable approvals, permission, or power of attorney from all other persons with a legal interest in the property to undertake the work proposed in the permit application as more fully set forth in the exhibit (s) attached hereto:

Carlton Dowe 09/30/2025
Signature Date

_____
Signature Date

Carlton Dowe
Print

_____
Print

The foregoing instrument was acknowledged before me this 30 day of September
20 25 by VI Port Authority at St. Thomas county
(Name or Name/Title of Entity)
of USVI.

Khaliah A. Rivera At the pleasure of Lt Gov.
Notary Public My Commission expires

NOTARY PUBLIC
Name: Khaliah A. Rivera
My Commission Exp: At the pleasure
of the Lieutenant Governor
St. Thomas/St. John, USVI District

(Form L&WD-8) 1:08:96

Flood Plain Determination and Permit Application

To be completed by all applicants

1. Owner: Virgin Islands Port Authority

   Mailing Address: PO Box 301707, St Thomas, USVI 00803-1707

   Home Tel. #: _____ Business Tel. 340-774-1629 #: Cellular #: _____

2. Designer: John Trupiano

   Lic. #: -- Tel. #: 214-748-2000 Cellular#: --

3. Plot #: 70 Estate: Lindbergh Bay Quarter: Southside

   Flood Zone Designation: X and AO

If your flood zone designation is Zone A, AE, AO, Al-30, A*99*, V, VO, Ve or Vl-V30 as shown on the NFIP FIRM Map, then complete this section.

**********NFIP Flood Zone Designation**********

1. Type of development:

   l or 2 Family dwelling [ ] Mobile Home [ ] Non-Structural [ ]

   3 Family or more, Apartment or Condo Structure [ ] Non- Residential Structure: [ ]

   Commercial Structure [ ] New Construction [ ] Non-Structural [ ]

   Addition to Structure [ ] 50% Substantial Improvement of Existing Structure [X]

   Description of Activity _____

   The proposed Project is reconstruction and expansion of the existing Terminal Building and minor improvements at the north hanger including apron paving.

2. Base F1ood Elevation at the Development Site is 8-18 ft. above mean sea level (msl).

3. Elevation of the First F1oor, Basement or F1ood proof level for proposed structure is No proposed structure .ft.

4. Describe the Non Structural Activity i.e. septic tank, waste water treatment plants etc. (including the location and development: Not Applicable

5. Attach a certified copy of site plan (8.5" x 11) showing Base Flood Elevation. See sample attached.

FOR OFFICE USE ONLY

Is the property located in an identified Flood Hazard Area? ( ) YES ( ) NO

NFIP Zone Designation: _____ Forward to Flood Plain Manager: ( ) YES ( ) NO

Application: APPROVED ( ) DENIED ( ) RESUBMIT ( )

Plan Reviewer Name: _____

Signature: _____ Date: _____


1% EL 12
John Brewers Bay
John Brewers Bay
Charlotte
Amalie Wes
ABFE: VE 1% EL 10
ABFE: AE 1% EL 8
ABFE: AO 1% EL -9999
Cyril E King
International
Airport
Airport Rd
ABFE: AE 1% EL 8
ABFE: AE 1% EL 9
Airport Rd
ABFE: VE 1% EL 18
ABFE: VE 1% EL 13
Lindbergh Bay

Appendix B Project Timeline

Environmental Assessment Report and Development Permit Application

Virgin Islands Port Authority

Cyril E. King Airport

SLR Project No.: 241.031562.00002

September 26, 2025

STT – CONSTRUCTION PHASING TIMELINE

Early Works

Build Temp. Commuter Wing & Facilities in Existing Garage

The hangar on the northern side of the terminal will be repurposed as a temporary commuter wing. In addition, temp. facilities will be constructed in the existing garage for relocation of departments, optimizing space and functionality during the construction phase. Moreover, early procurement of Long Lead Items shall start.

4 Months

Phase 1

New Commuter Wing

Start construction of the new commuter wing building including foundations, structural elements, building envelope, architectural features, and MEP systems.

Terminal Building – Level 2 & CUP

Construction works in Level-2 of the terminal building and CUP including structural, architectural & MEP systems.

Temp. Domestic Facilities

Construction of the Temporary Domestic Facilities including required structural elements, building envelope, architectural features, and MEP systems.

20 Months (M4 to M23)

ORAT – Temp. Config.

Operational Readiness & Airport Transfer

Training, Operational Trials, Passenger Stimulation & Handover to Airport Authority

7 Days (M23)

Phase 4

Removal of Temp. Domestic Facility & Reconfigure Commuter Wing to Final Layout

Removal of Temp. Domestic Facility & Final configuration of the New Commuter Wing Building

5 Months (M44 to M48)

Construction Start

Construction Complete

01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51

Early Works | Phase 1 | Phase 3 | Phase 4

Phase 2

New Aircraft Parking Plan & PAX Walkway

Marking of aircraft parking spaces in accordance with temp layout plan, and PAX walkway to be constructed to implement parking plan and passenger flow.

Ticket Counter & Department Relocation

Relocation of Ticket Counters and Departments to temp. locations.

2.5 Months (M2 to M4)

Phase 2

Terminal Building – Level 1 & Level 2

(Grid: D-N/10-18)

Demolition and construction works in Level-1 & Level 2 of Terminal Building after relocation of Ticket Counter and Departments.

19 Months (M4 – M23)

Phase 3

Terminal Building – Level 1 & Level 2

(Grid F-T / 1-25)

Demolition & construction works in existing structure, including foundation, structural, building envelope, architectural, and MEP works in the terminal building Level-1(Grid-5 to Grid-14) & Level-2.

Continue construction works in Level-2 of the terminal building including structural, roofing, architectural & MEP systems.

Testing & Commissioning of Equipment & MEP&T Systems

Terminal Building – Baggage Arrival Area

Construction works to existing structure, including foundation, structural, architectural, and MEP works will take place in the terminal building.

CBIS/CBRA –BHS & Screening System – Level 1

Installation, Testing & Commissioning of CBIS/CBRA Area Screening Devices & BHS System

International and TSA BHS & Screening System

Installation, Testing & Commissioning of Screening & BHS System

20 Months (M24 – M43)

Final Inspection & Demobilization

Final, Inspection, Rectification, Removal of North Airfield Operations & Garage Build-Out, Documentation and Demobilization.

3 Month (M49 to M51)

ORAT

Operational Readiness & Airport Transfer

Training, Operational Trials, Passenger Stimulation & Handover to Airport Authority

30 Days (M44)

Mobilization & Fencing Works

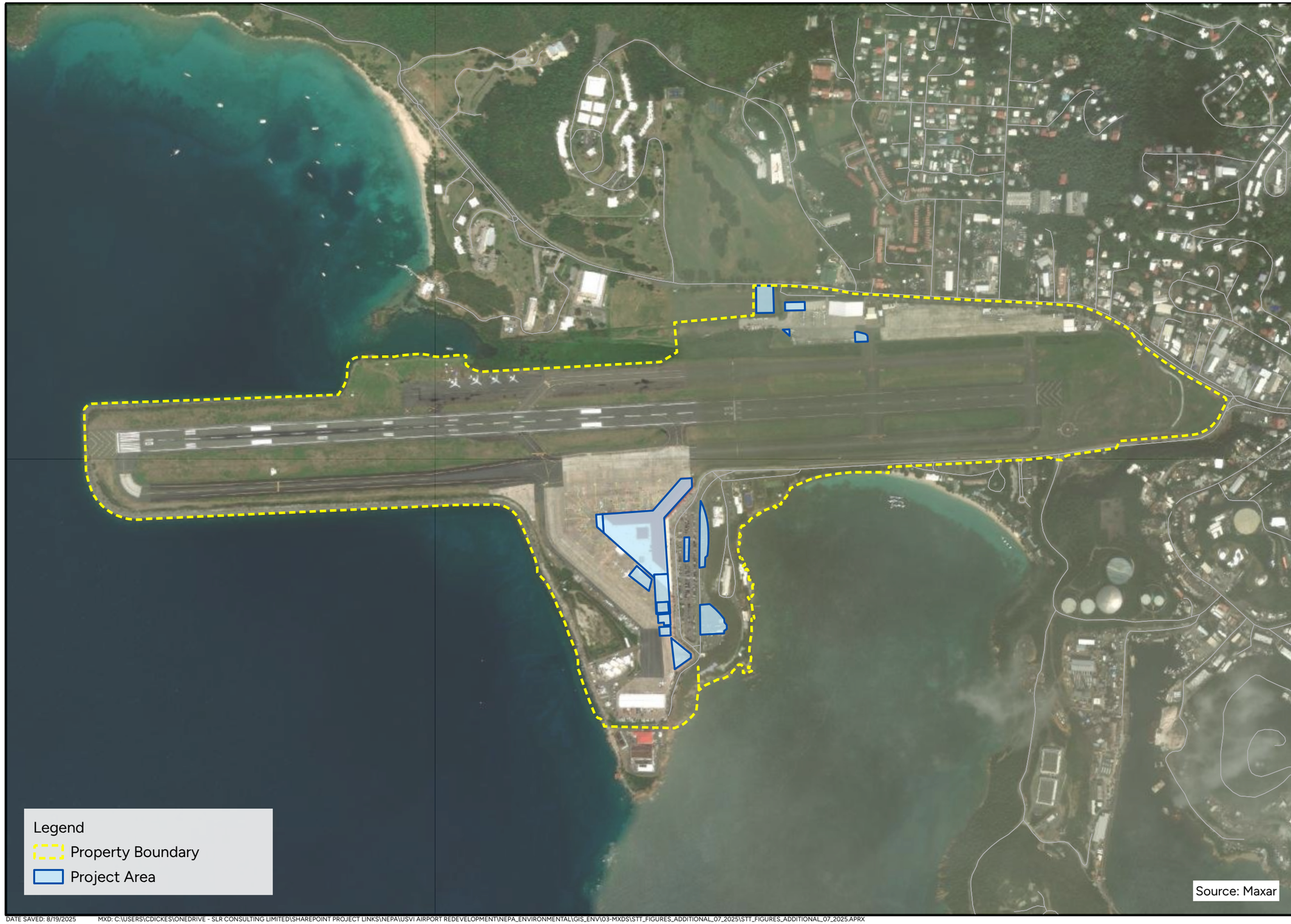
Mobilization & Site Setup

Key Staff, equipment and sub-contractors will be mobilized. Temporary offices, welfare facilities, storage areas and laydown for construction team will be put in place before start of construction.

Construction Fencing Works

Construction Fencing will be erected ensuring clear demarcation of Construction & Operational Areas

3 Months (M0 to M3)



N

0 700

Feet

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Suite 320
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Airport Overview & Project Area

Cyril E. King Airport Reconstruction Project
Virgin Islands Port Authority

SCALE 1:8,400

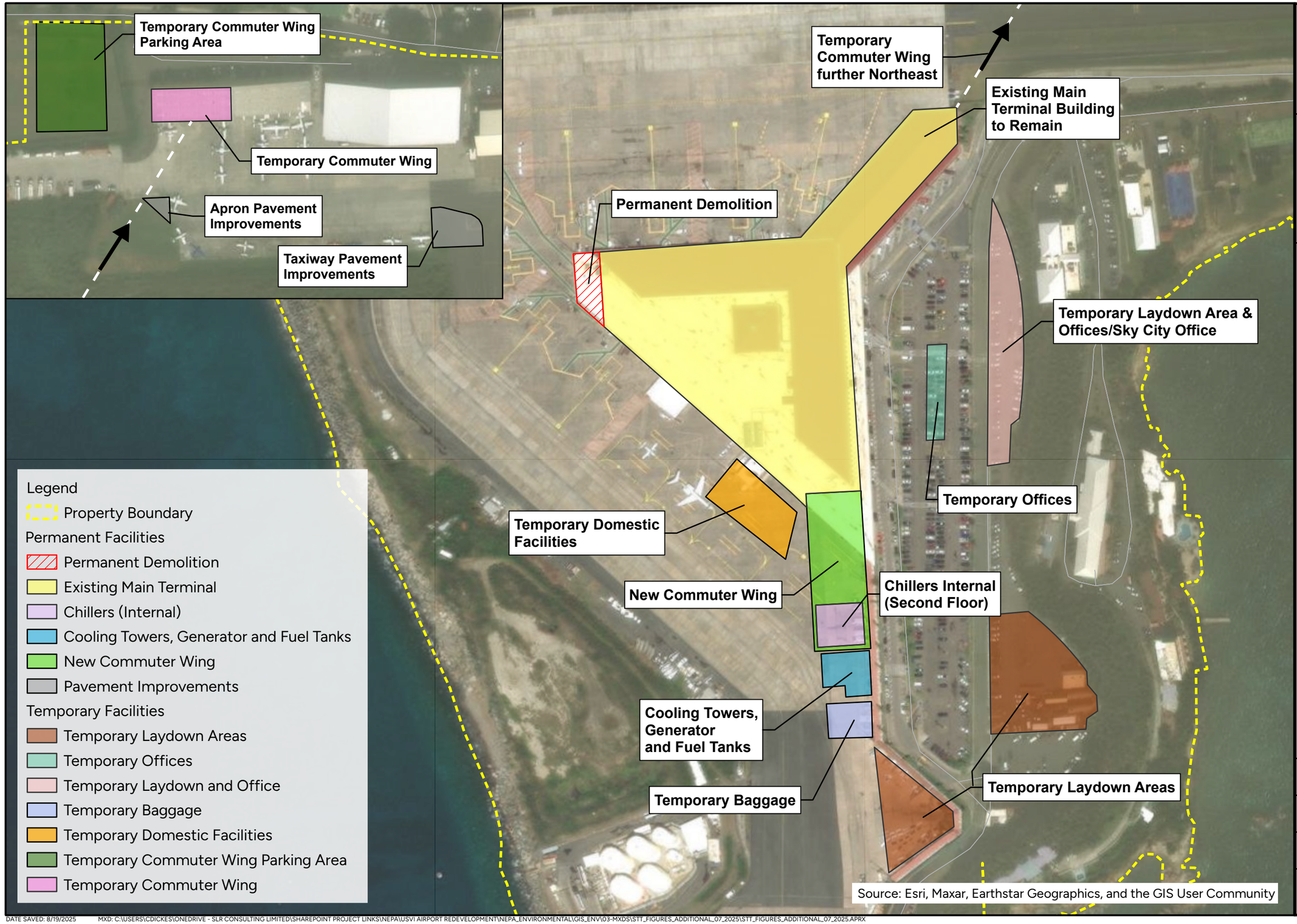
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241.031562.00002

FIG. A-1

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Total Construction Activities

Cyril E. King Airport Reconstruction Project
Virgin Islands Port Authority

SCALE 1:2,100

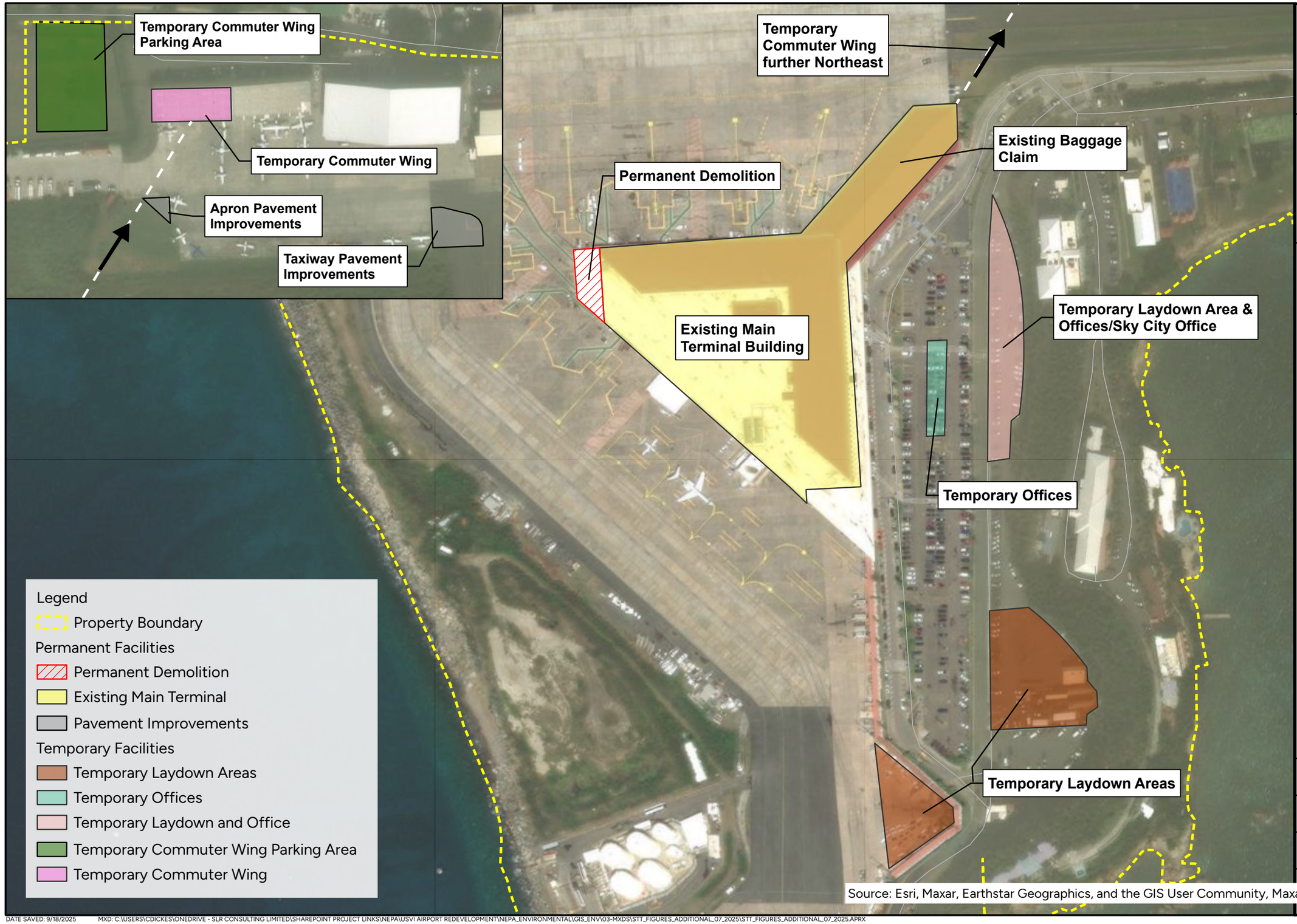
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FIG. A-2

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Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community, Maxar

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Construction Activities - Early Activities

Cyril E. King Airport Reconstruction Project
Virgin Islands Port Authority

SCALE 1:2,100

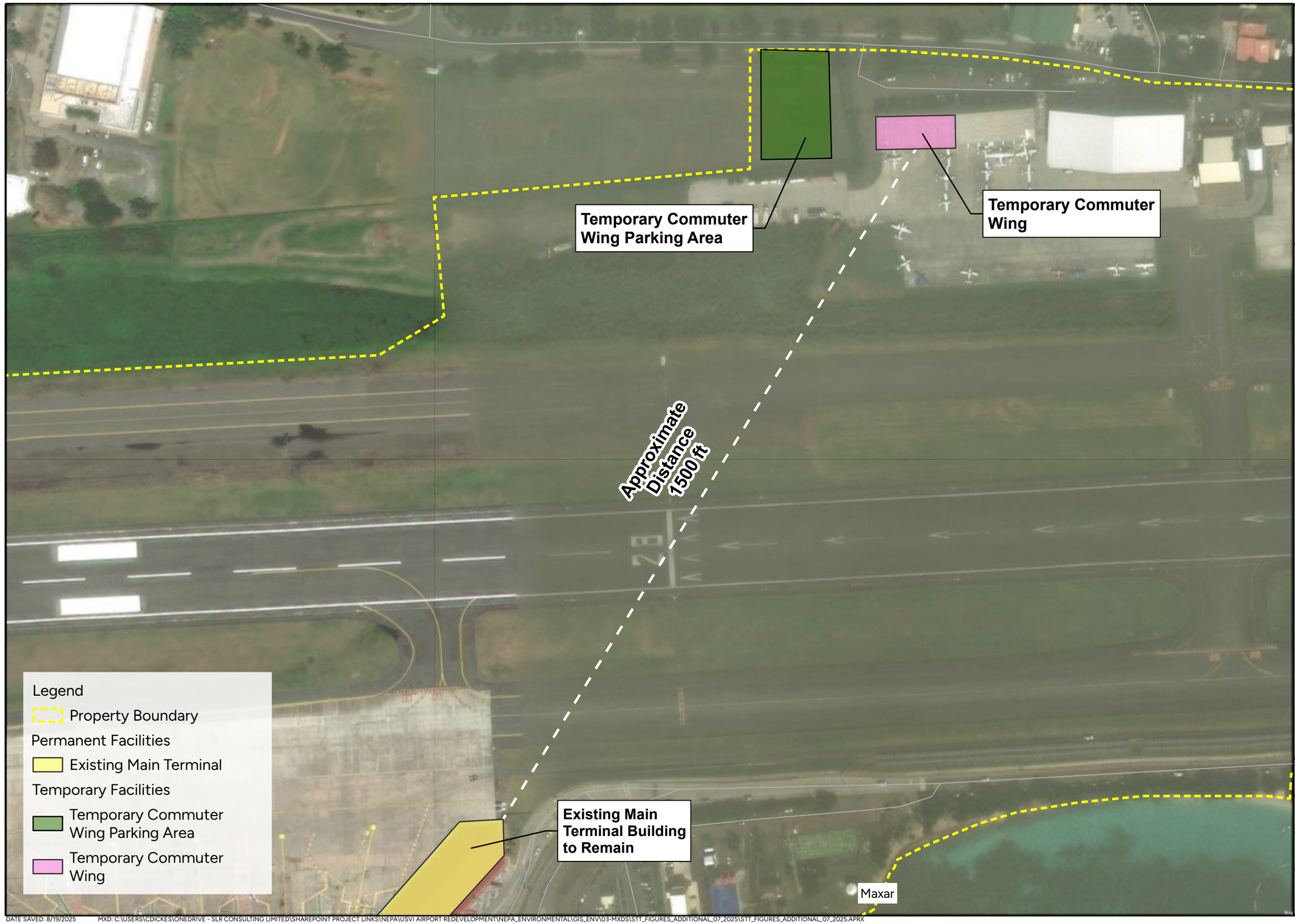
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FIG. A-3

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Construction Activities - Location of Temporary Commuter Wing

Cyril E. King Airport Reconstruction Project
Virgin Islands Port Authority

SCALE 1:2,100

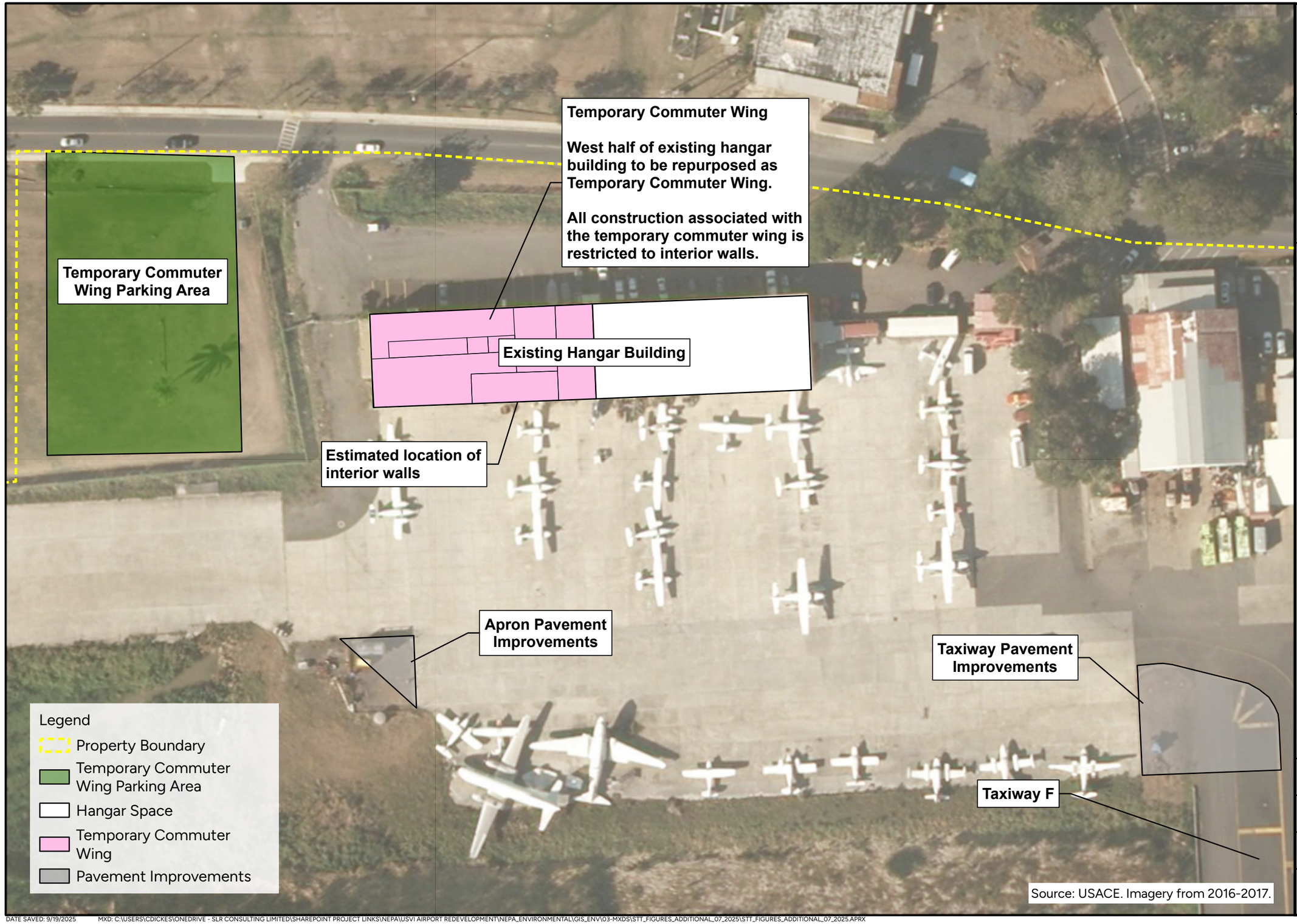
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FIG. A-4

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Construction Activities - Temporary Commuter Wing Layout

Cyril E. King Airport Reconstruction Project
Virgin Islands Port Authority

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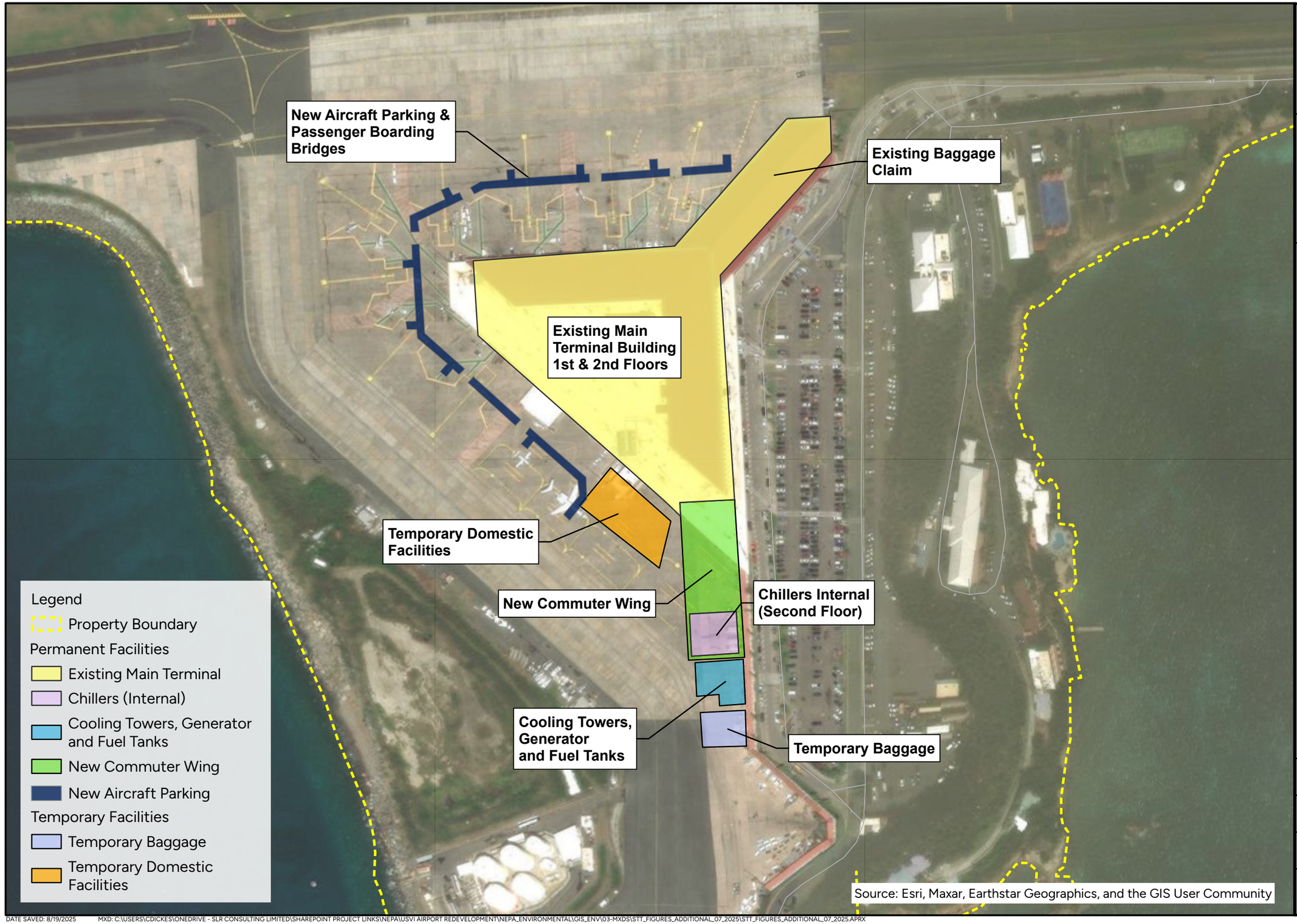
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FIG. A-5

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Construction Activities - Main Construction

Cyril E. King Airport Reconstruction Project
Virgin Islands Port Authority

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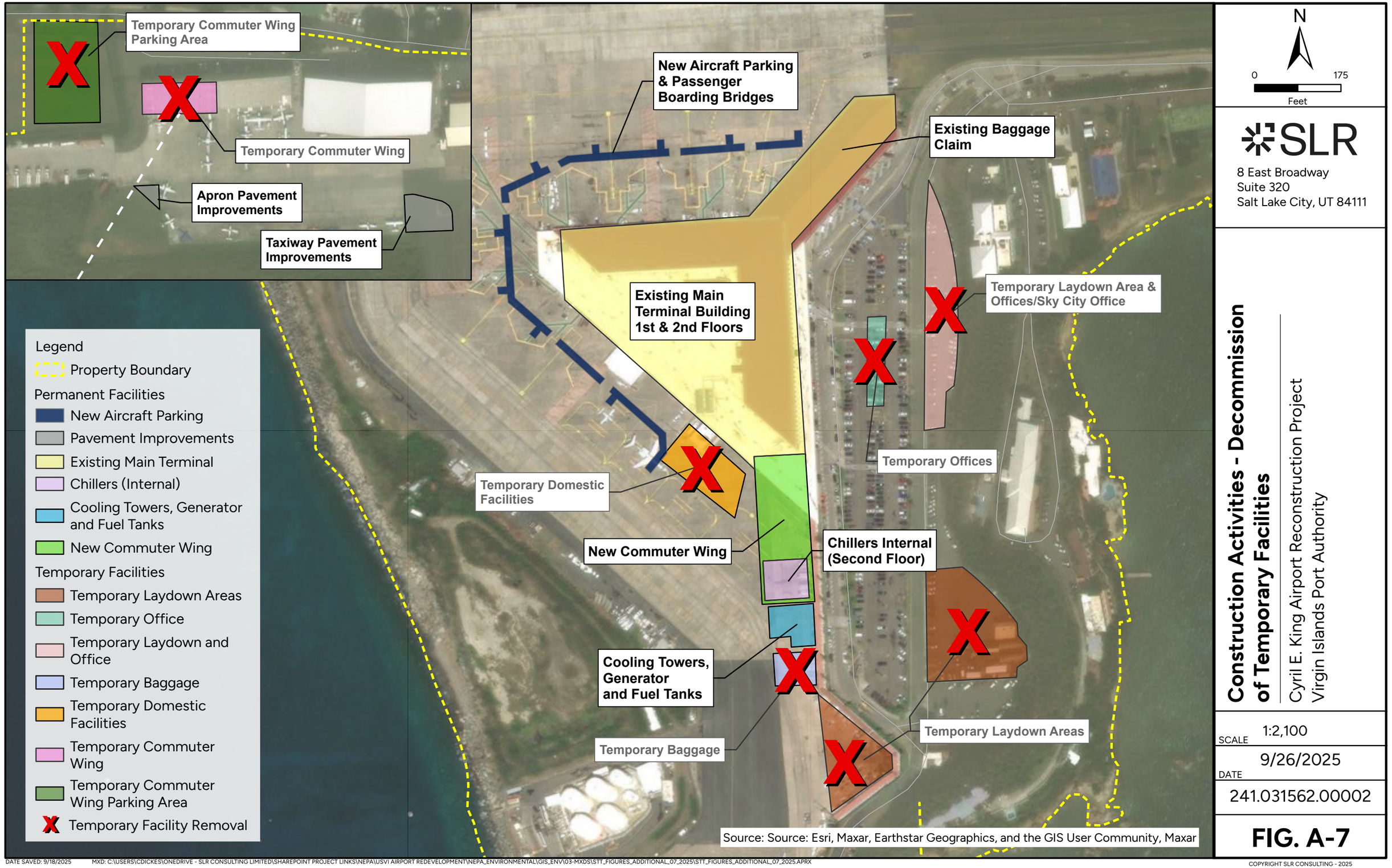
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FIG. A-6

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Construction Activities - Decommission of Temporary Facilities

Cyril E. King Airport Reconstruction Project
Virgin Islands Port Authority

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DATE 9/26/2025

241.031562.00002

FIG. A-7

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Post-Construction Rendering

Cyril E. King Airport Reconstruction Project
Virgin Islands Port Authority

SCALE

DATE 9/26/2025

241.031562.00002

FIG. A-8

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Appendix C Figures

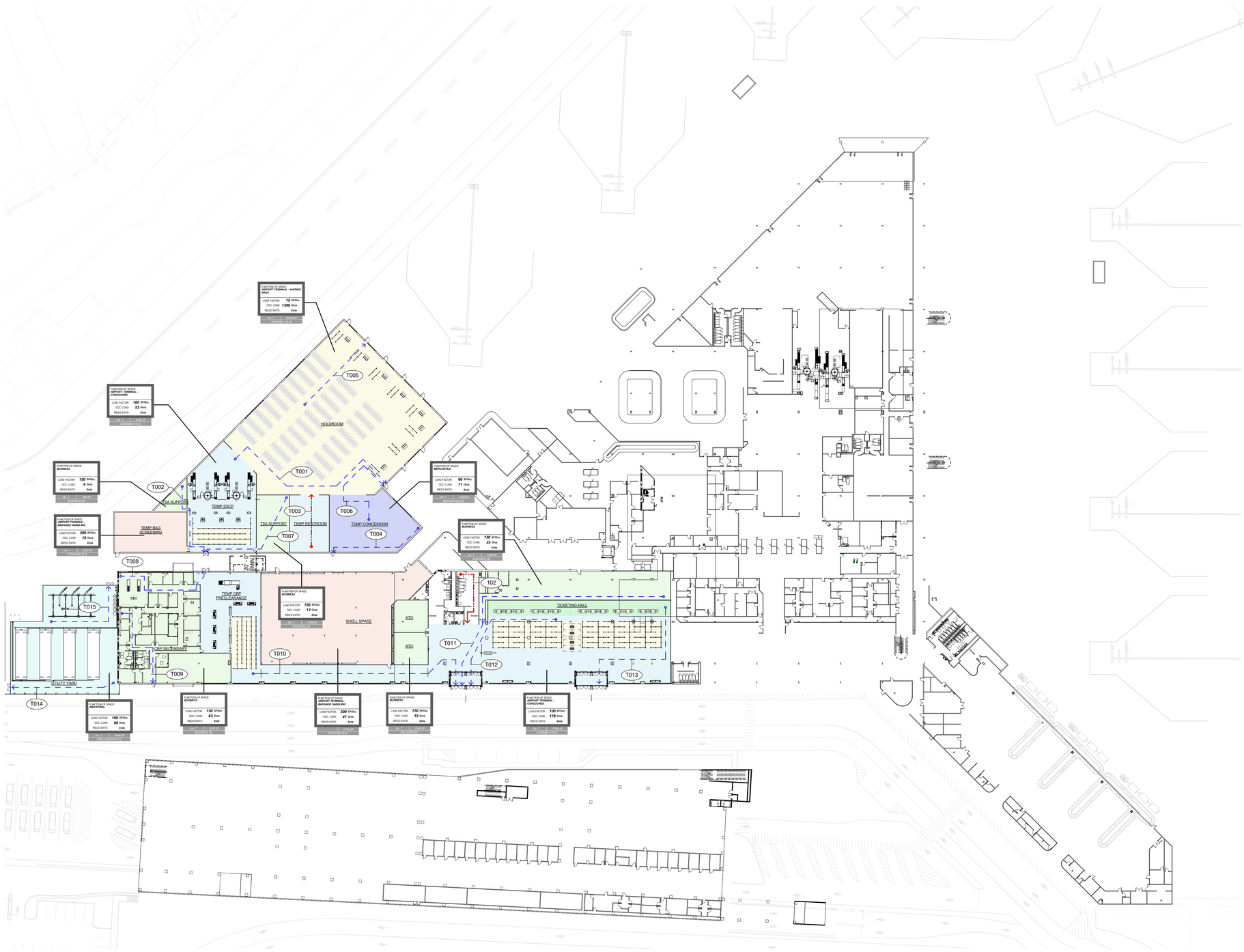
Environmental Assessment Report and Development Permit Application

Virgin Islands Port Authority

Cyril E. King Airport

SLR Project No.: 241.031562.00002

September 26, 2025



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1 LIFE SAFETY PLAN - LEVEL 1 - PACKAGE 1
1" = 40'-0"

0' 10' 20' 40' 80'

TRUE NORTH

LIFE SAFETY LEGEND

- TRAVEL DISTANCE - EGRESS
- TRAVEL DISTANCE - COMMON PATH
- 101 — TRAVEL DISTANCE TAG / PATH ID
- 01 — EXIT LOAD

PATH OF TRAVEL

PATH ID	DISTANCE	LIMIT	CP
102	65 ft	75 ft	Yes
T001	184 ft	200 ft	No
T002	84 ft	300 ft	No
T003	50 ft	75 ft	Yes
T004	93 ft	250 ft	No
T005	82 ft	200 ft	No
T006	110 ft	250 ft	No
T007	110 ft	300 ft	No
T008	106 ft	300 ft	No
T009	96 ft	300 ft	No
T010	223 ft	200 ft	No
T011	262 ft	300 ft	No
T012	129 ft	200 ft	No
T013	136 ft	200 ft	No
T014	98 ft	100 ft	
T015	88 ft	100 ft	

OCCUPANT LOAD - TEMPORARY FACILITY

FUNCTION OF SPACE	AREA	OLF	OCC. LOAD
LEVEL 1			
AIRPORT TERMINAL - BAGGAGE HANDLING	2791 SF	300	10
AIRPORT TERMINAL - CONCOURSE	23040 SF	100	231
AIRPORT TERMINAL - WAITING AREA	26947 SF	15	1798
ASSEMBLY W/O FIXED SEATS - UNCONCENTRATED (TABLES AND CHAIRS)	2320 SF	7	332
BUSINESS	18890 SF	150	128
INDUSTRIAL	9545 SF	100	96
MERCANTILE	4234 SF	60	71
	87768 SF		2666

FEC LEGEND

- FEC TRAVEL DISTANCE
- FIRE EXTINGUISHER TAG
  - FIRE EXTINGUISHER ID
  - FIRE EXTINGUISHER MOUNT
  - FIRE CLASS
- FECX-X

PARTITION RATING LEGEND

- UNRATED PARTITION ASSEMBLY
- 1 HOUR RATED PARTITION ASSEMBLY
- 2 HOUR RATED PARTITION ASSEMBLY
- 3 HOUR RATED PARTITION ASSEMBLY
- 4 HOUR RATED PARTITION ASSEMBLY
- 1 HOUR SMOKE RATED PARTITION ASSEMBLY

OCCUPANCY CLASSIFICATION LEGEND

- AIRPORT TERMINAL - BAGGAGE HANDLING
- AIRPORT TERMINAL - CONCOURSE
- AIRPORT TERMINAL - WAITING AREA
- ASSEMBLY W/O FIXED SEATS - UNCONCENTRATED (TABLES AND CHAIRS)
- BUSINESS
- INDUSTRIAL
- MERCANTILE

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · CYRIL E. KING AIRPORT · ST. THOMAS

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

DESIGN DEVELOPMENT

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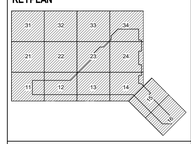
REVISIONS

NO.	DATE	DESCRIPTION

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PROJECT NUMBER: 23324.0100
FILE NAME: USVI-CRGO-ID-STTTZZ-M3D-ARC0-0001.rvt
DRAWN BY: Author
CHECKED BY: Checker
APPROVED BY: Approver
ISSUE DATE: 06/20/2025

KEYPLAN

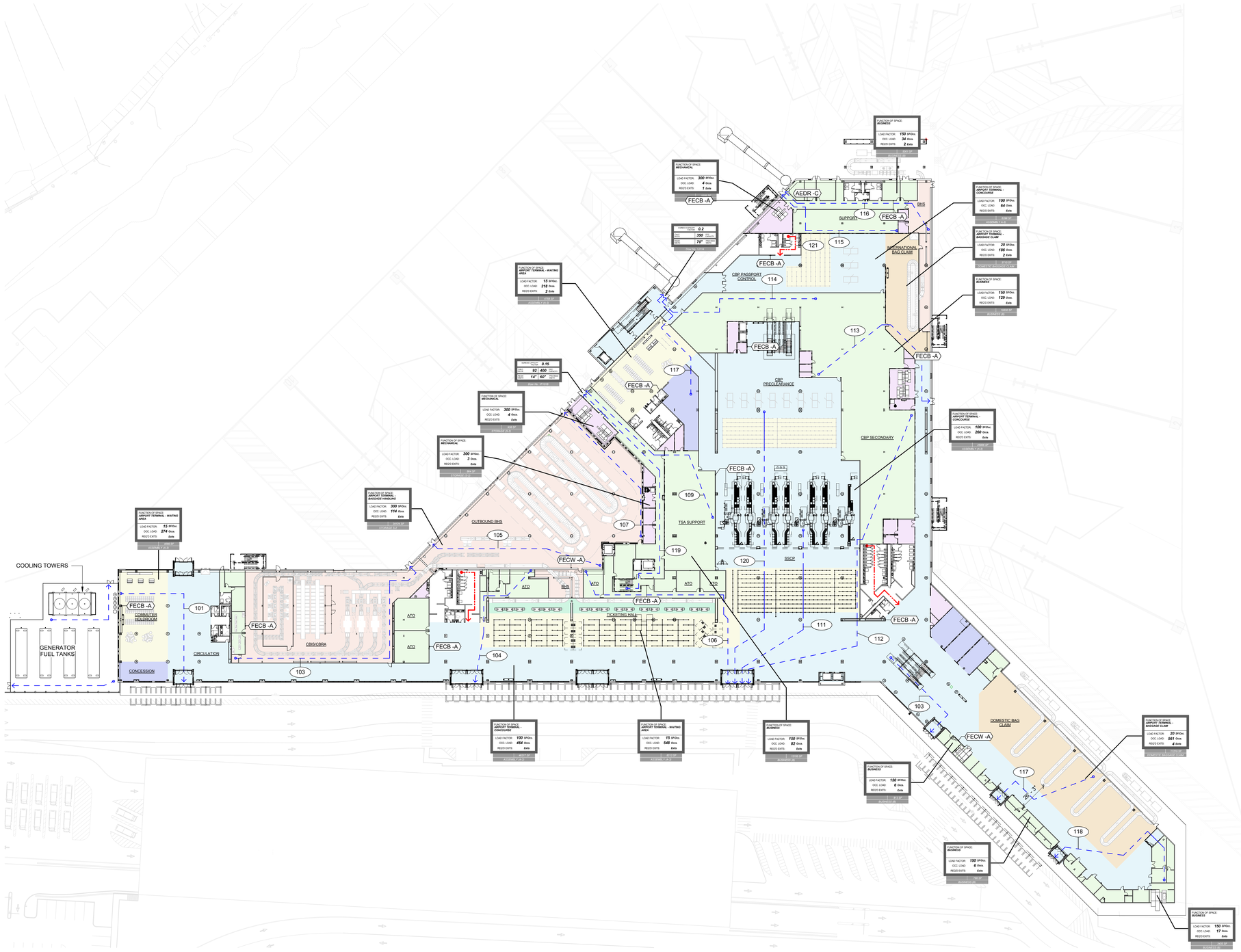


SHEET NAME:

LIFE SAFETY PLAN - LEVEL ONE - PACKAGE 1

SHEET NUMBER:

GJ1-100-P1



1 LIFE SAFETY PLAN - LEVEL 1 - PACKAGE 3
1" = 40'-0"

0' 10' 20' 40' 80'

TRUE NORTH

LIFE SAFETY LEGEND

- TRAVEL DISTANCE - EGRESS
- TRAVEL DISTANCE - COMMON PATH
- 101 — TRAVEL DISTANCE TAG / PATH ID
- EXIT LOAD

PATH OF TRAVEL

PATH ID	DISTANCE	LIMIT	CP
101	144 ft	200 ft	No
103	358 ft	200 ft	No
104	139 ft	200 ft	No
105	163 ft	200 ft	No
106	233 ft	200 ft	No
107	148 ft	200 ft	No
109	186 ft	200 ft	No
111	179 ft	200 ft	No
112	353 ft	200 ft	No
113	177 ft	200 ft	No
114	169 ft	200 ft	No
115	137 ft	200 ft	No
116	155 ft	200 ft	No
117	230 ft	200 ft	No
118	155 ft	200 ft	No
120	275 ft	200 ft	No
121	39 ft	75 ft	Yes
T014	98 ft	100 ft	
T015	88 ft	100 ft	

OCCUPANT LOAD

FUNCTION OF SPACE	AREA	OLF	OCC LOAD
LEVEL 1			
AIRPORT TERMINAL - BAGGAGE CLAIM	14932 SF	20	747
AIRPORT TERMINAL - BAGGAGE HANDLING	36091 SF	300	121
AIRPORT TERMINAL - CONCOURSE	80760 SF	100	809
AIRPORT TERMINAL - WAITING AREA	27238 SF	15	1819
ASSEMBLY W/O FIXED SEATS - UNCONCENTRATED (TABLES AND CHAIRS)	1773 SF	7	254
BUSINESS	46128 SF	150	313
MECHANICAL	6532 SF	300	28
MERCANTILE	4695 SF	300	17
	218149 SF		4108

FEC LEGEND

- FEC TRAVEL DISTANCE
- FIRE EXTINGUISHER TAG
  - FIRE EXTINGUISHER ID
  - FIRE EXTINGUISHER MOUNT
  - FIRE CLASS
- FECX-X

PARTITION RATING LEGEND

- UNRATED PARTITION ASSEMBLY
- 1 HOUR RATED PARTITION ASSEMBLY
- 2 HOUR RATED PARTITION ASSEMBLY
- 3 HOUR RATED PARTITION ASSEMBLY
- 4 HOUR RATED PARTITION ASSEMBLY
- 1 HOUR SMOKE RATED PARTITION ASSEMBLY

OCCUPANCY CLASSIFICATION LEGEND

- AIRPORT TERMINAL - BAGGAGE CLAIM
- AIRPORT TERMINAL - BAGGAGE HANDLING
- AIRPORT TERMINAL - CONCOURSE
- AIRPORT TERMINAL - WAITING AREA
- ASSEMBLY W/O FIXED SEATS - UNCONCENTRATED (TABLES AND CHAIRS)
- BUSINESS
- MECHANICAL
- MERCANTILE

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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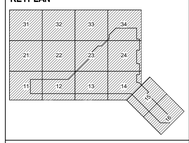
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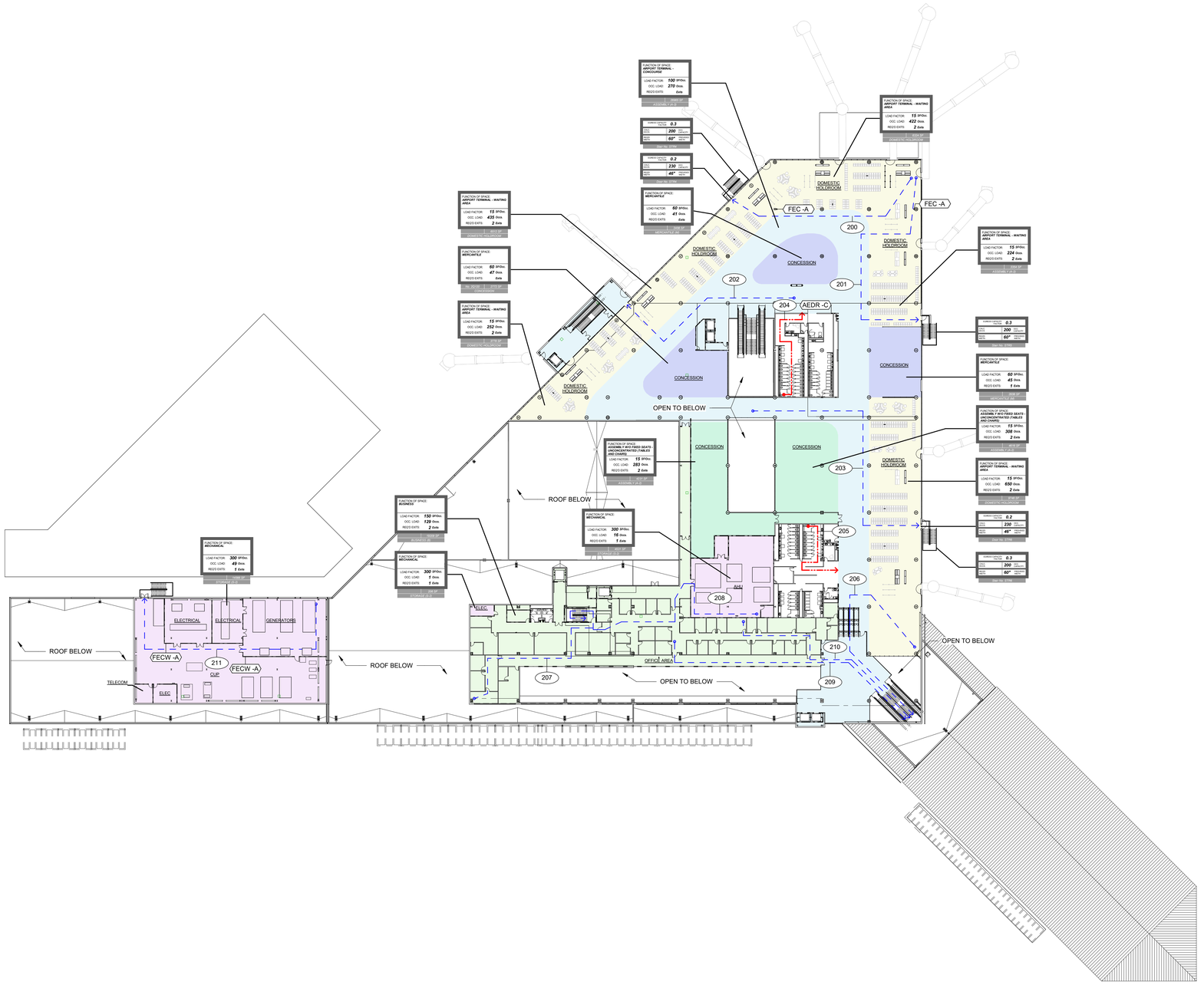
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LIFE SAFETY PLAN - LEVEL ONE - PACKAGE 3

SHEET NUMBER:

GJ1-100-P3

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1 LIFE SAFETY PLAN - LEVEL 2 - PACKAGE 3
1" = 40'-0"

0' 10' 20' 40' 80'

TRUE NORTH

LIFE SAFETY LEGEND

- TRAVEL DISTANCE - EGRESS
- TRAVEL DISTANCE - COMMON PATH
- 101 — TRAVEL DISTANCE TAG, PATH ID
- (#) — EXIT LOAD

PATH OF TRAVEL

PATH ID	DISTANCE	LIMIT	CP
200	173 ft	200 ft	No
201	211 ft	200 ft	No
202	170 ft	200 ft	No
203	238 ft	200 ft	No
204	105 ft	75 ft	Yes
205	89 ft	75 ft	Yes
206	200 ft	200 ft	No
207	211 ft	300 ft	No
208	248 ft	400 ft	No
209	234 ft	300 ft	No
210	194 ft	300 ft	No
211	227 ft	400 ft	No

OCCUPANT LOAD

FUNCTION OF SPACE	AREA	OLF	OCC. LOAD
LEVEL 2			
AIRPORT TERMINAL - CONCOURSE	29041 SF	100	291
AIRPORT TERMINAL - WAITING AREA	29717 SF	15	1983
ASSEMBLY W/O FIXED SEATS - UNCONCENTRATED (TABLES AND CHAIRS)	8847 SF	15	591
BUSINESS	19209 SF	150	129
MECHANICAL	19303 SF	300	66
MERCANTILE	7884 SF	60	133
	114003 SF		3193

FEC LEGEND

- FEC TRAVEL DISTANCE
- FIRE EXTINGUISHER TAG
  - FIRE EXTINGUISHER ID
  - FIRE EXTINGUISHER MOUNT
  - FIRE CLASS
- FECX-X

PARTITION RATING LEGEND

- UNRATED PARTITION ASSEMBLY
- 1 HOUR RATED PARTITION ASSEMBLY
- 2 HOUR RATED PARTITION ASSEMBLY
- 3 HOUR RATED PARTITION ASSEMBLY
- 4 HOUR RATED PARTITION ASSEMBLY
- 1 HOUR SMOKE RATED PARTITION ASSEMBLY

OCCUPANCY CLASSIFICATION LEGEND

- AIRPORT TERMINAL - CONCOURSE
- AIRPORT TERMINAL - WAITING AREA
- ASSEMBLY W/O FIXED SEATS - UNCONCENTRATED (TABLES AND CHAIRS)
- BUSINESS
- MECHANICAL
- MERCANTILE

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · KING'S WHARF, ST. THOMAS · CYRIL E. KING, ST. THOMAS

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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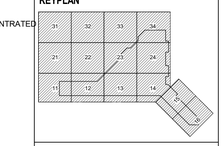
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KEYPLAN



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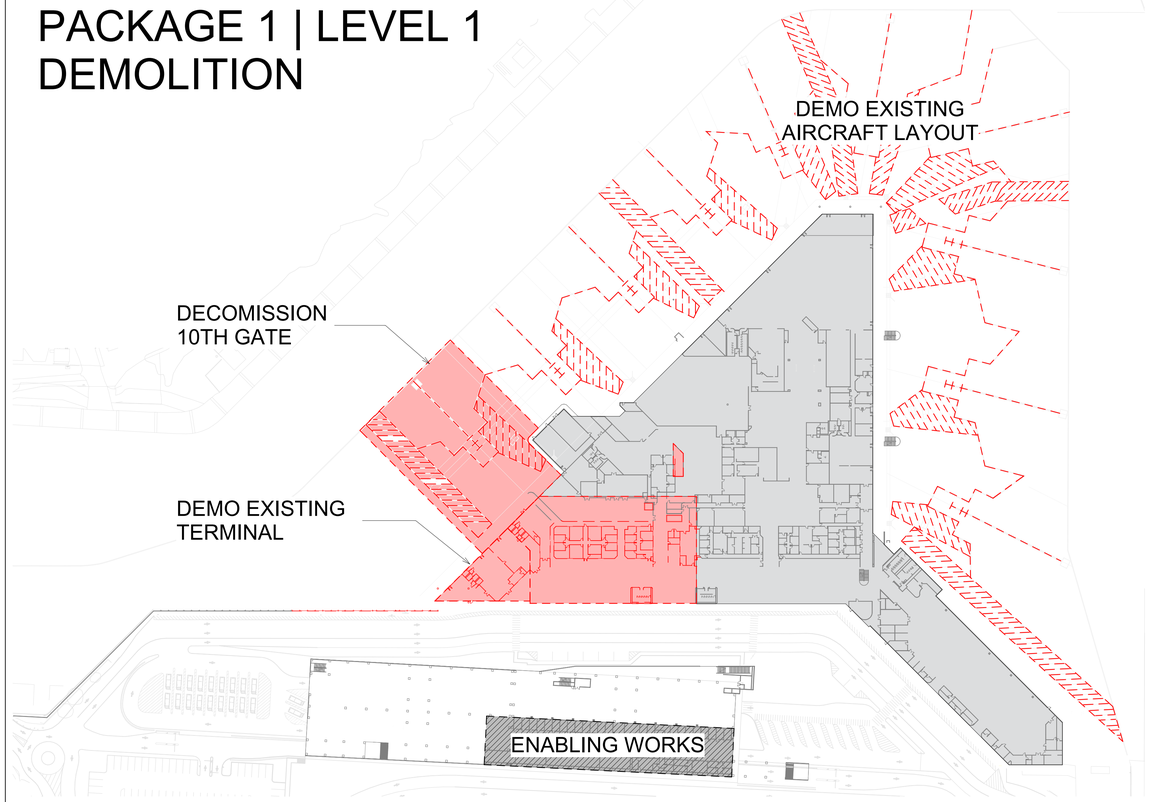
LIFE SAFETY PLAN - LEVEL TWO - PACKAGE 3

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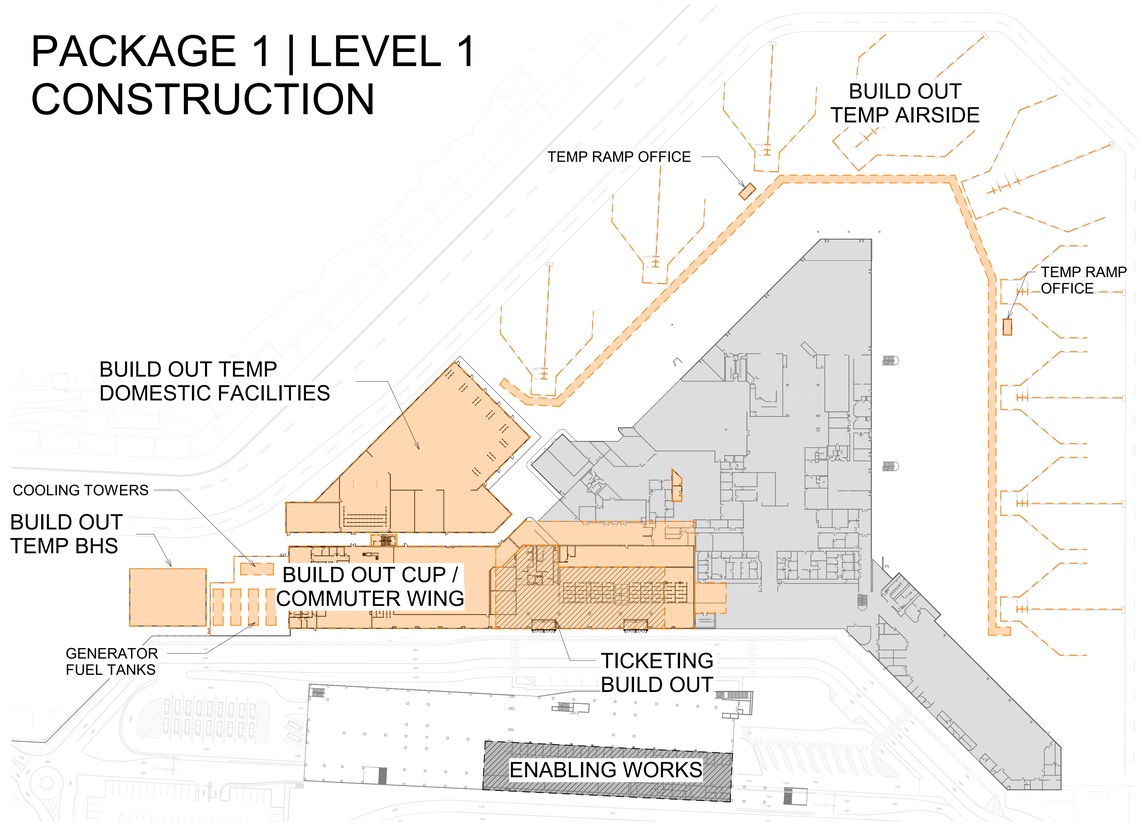
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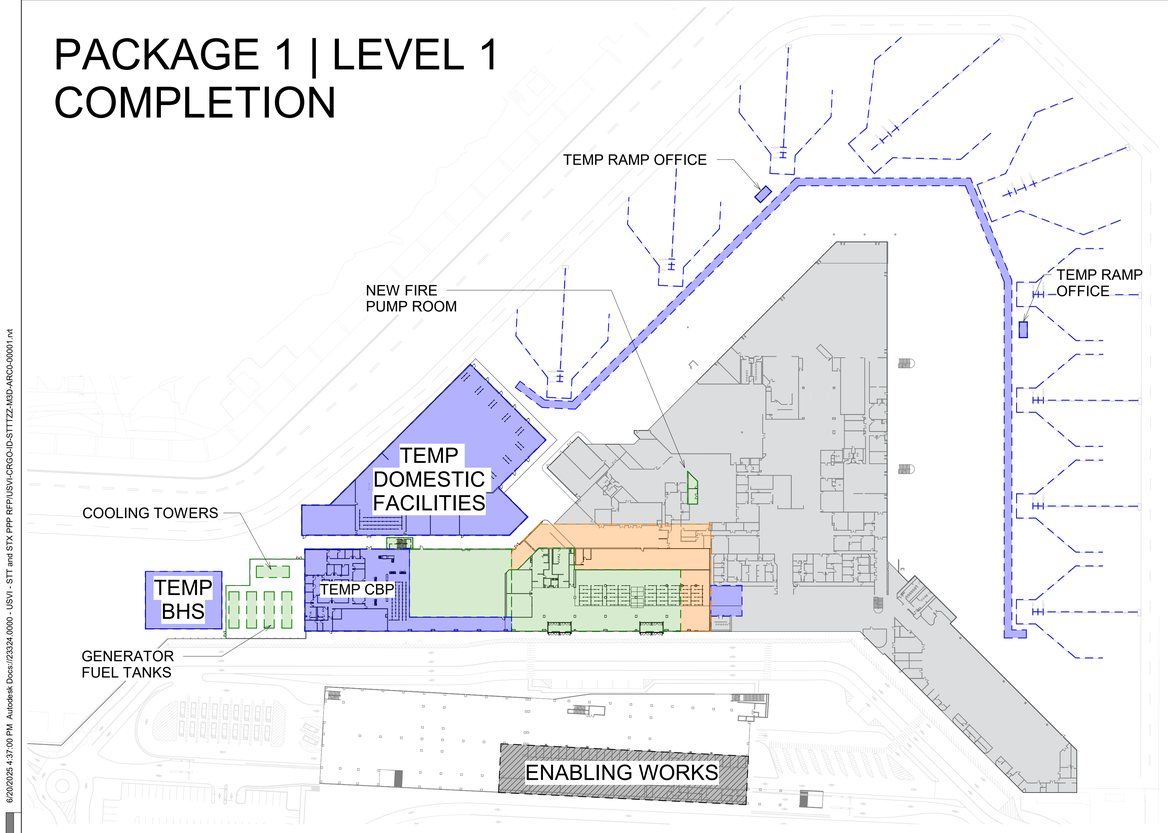
PACKAGE 1 | LEVEL 1 DEMOLITION



PACKAGE 1 | LEVEL 1 CONSTRUCTION



PACKAGE 1 | LEVEL 1 COMPLETION



PHASING LEGEND

EXISTING	IN PROGRESS	COMPLETE - TEMPORARY
DEMOLISH	COMPLETE - PERMANENT	RENOVATION

0' 40' 80' 160'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · CYRIL E. KING AIRPORT · ST. THOMAS · V.I.

CONSULTANTS:

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401 N. Houston St, Dallas, TX 75202
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PHASING PLAN - OVERALL - PACKAGE 1

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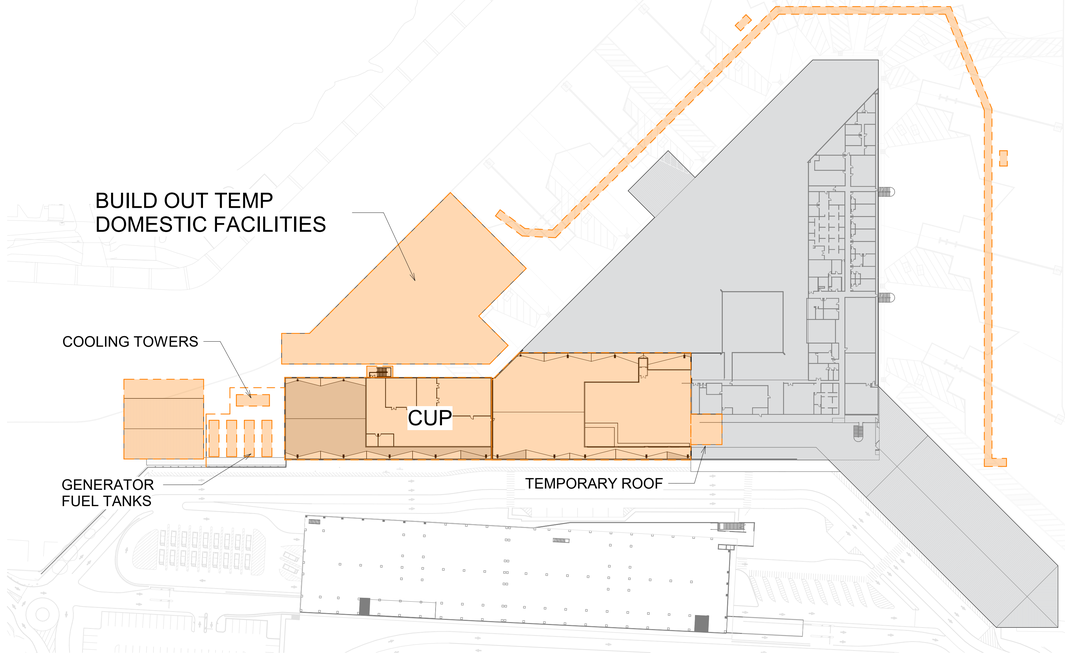
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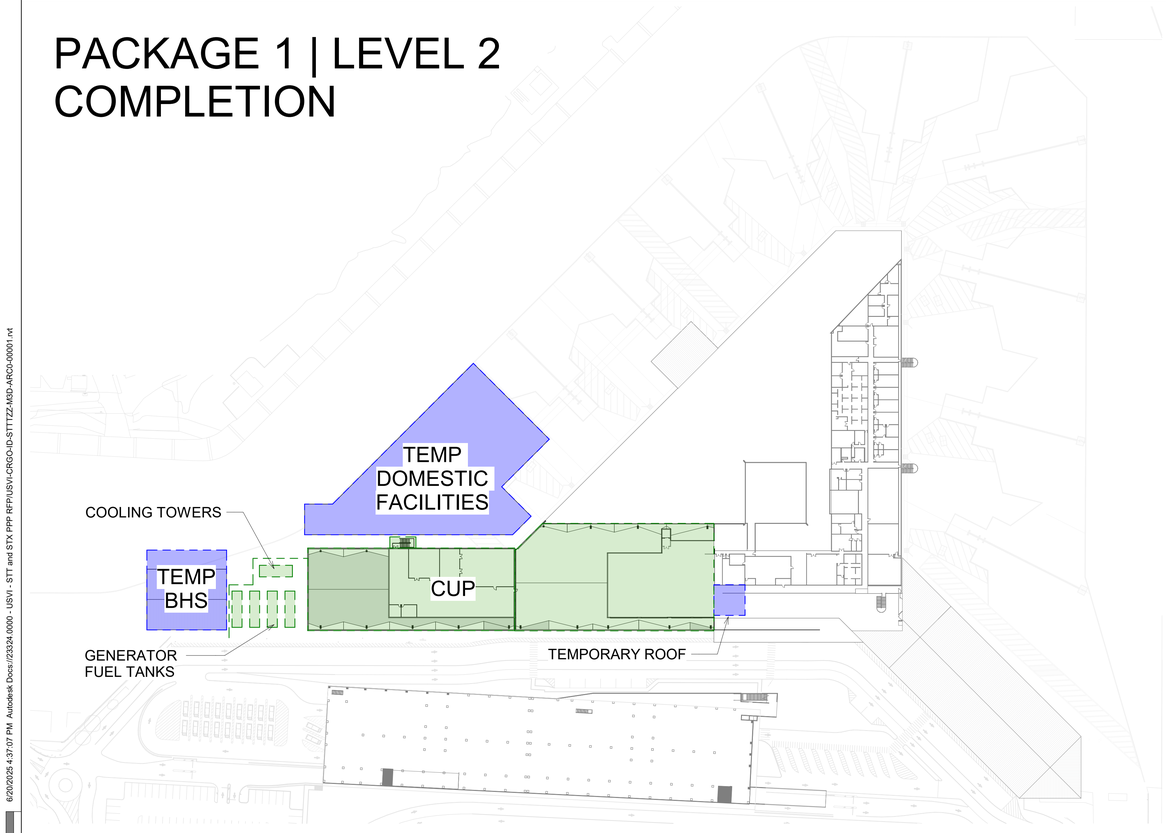
PACKAGE 1 | LEVEL 2 DEMOLITION



PACKAGE 1 | LEVEL 2 CONSTRUCTION



PACKAGE 1 | LEVEL 2 COMPLETION



PHASING LEGEND

EXISTING	IN PROGRESS	COMPLETE - TEMPORARY
DEMOLISH	COMPLETE - PERMANENT	RENOVATION

0' 40' 80' 160'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · CYRIL E. KING AIRPORT · ST. THOMAS

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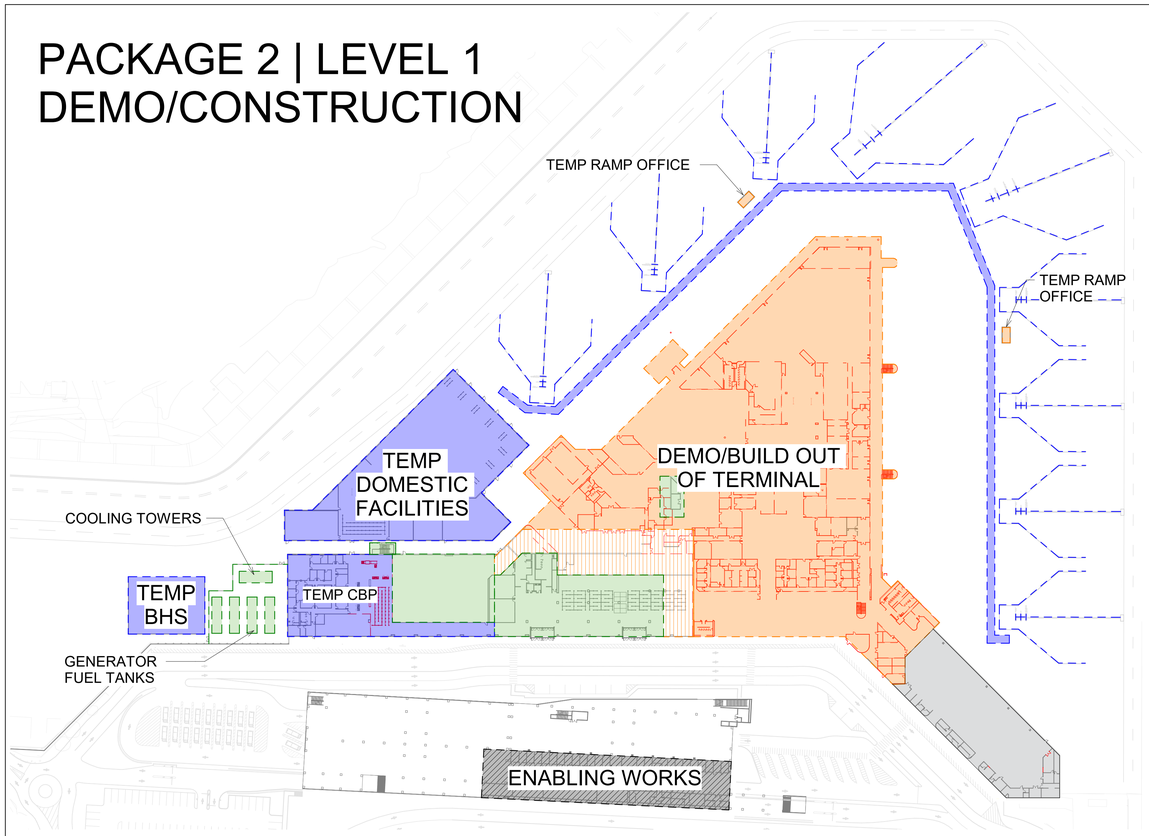
PHASING PLAN - OVERALL - PACKAGE 1

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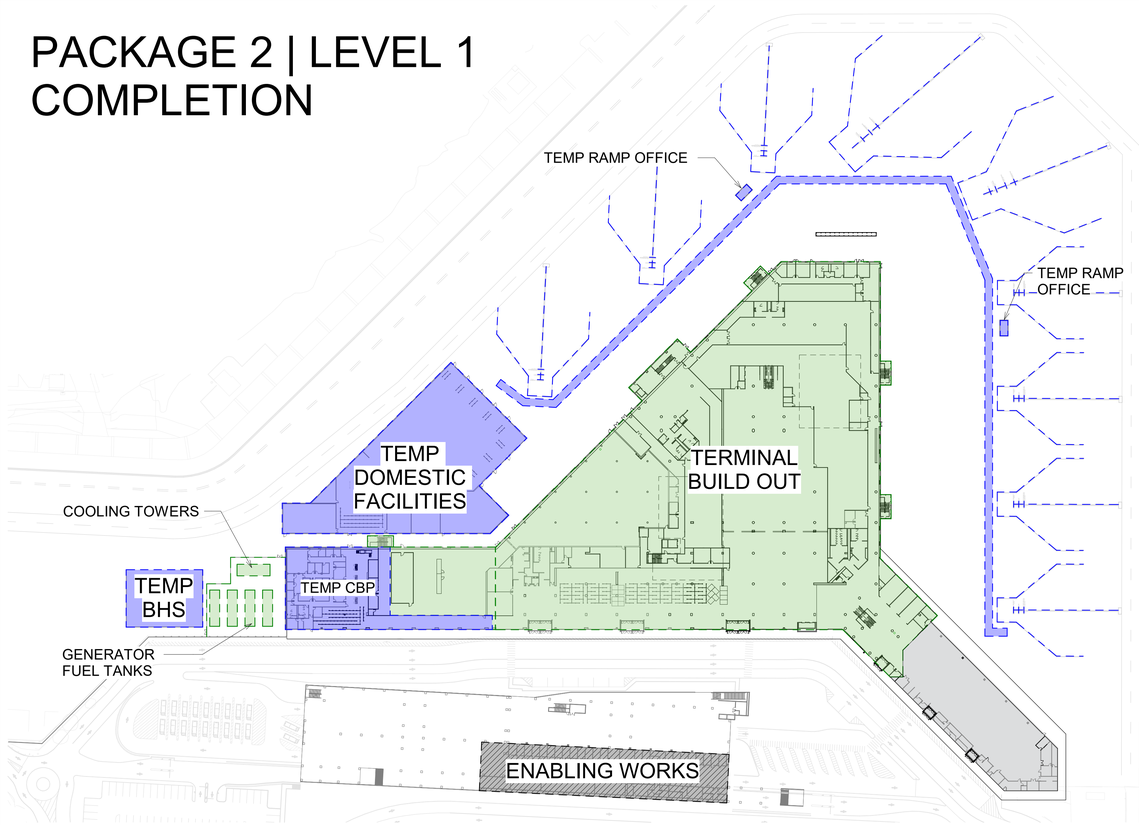
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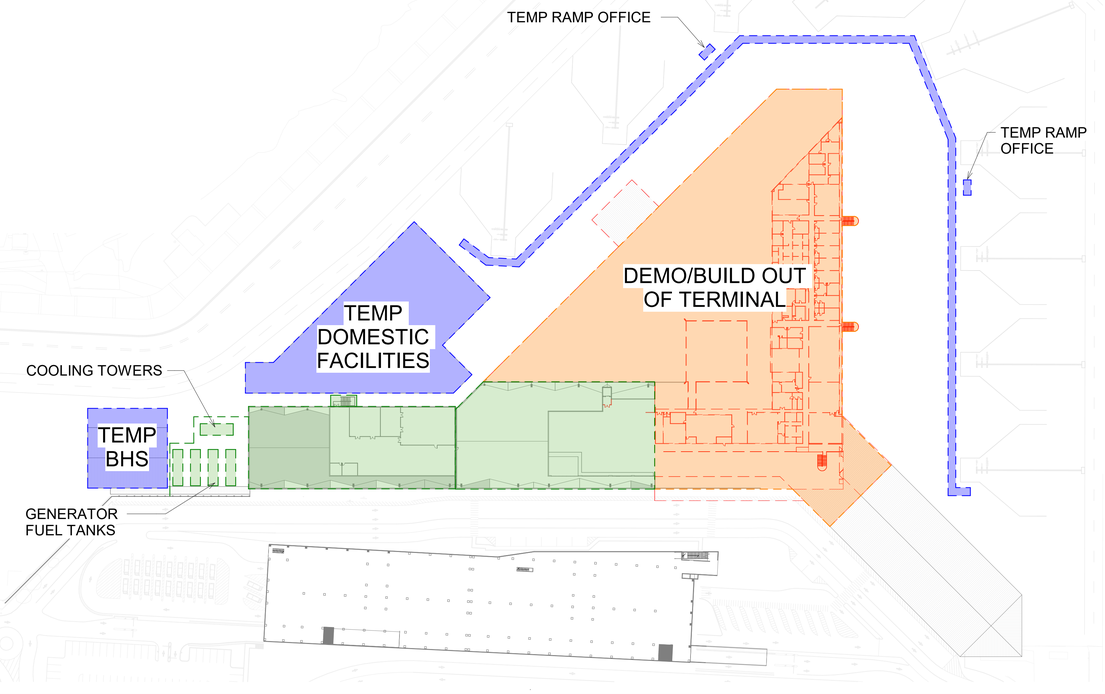
PACKAGE 2 | LEVEL 1
DEMO/CONSTRUCTION



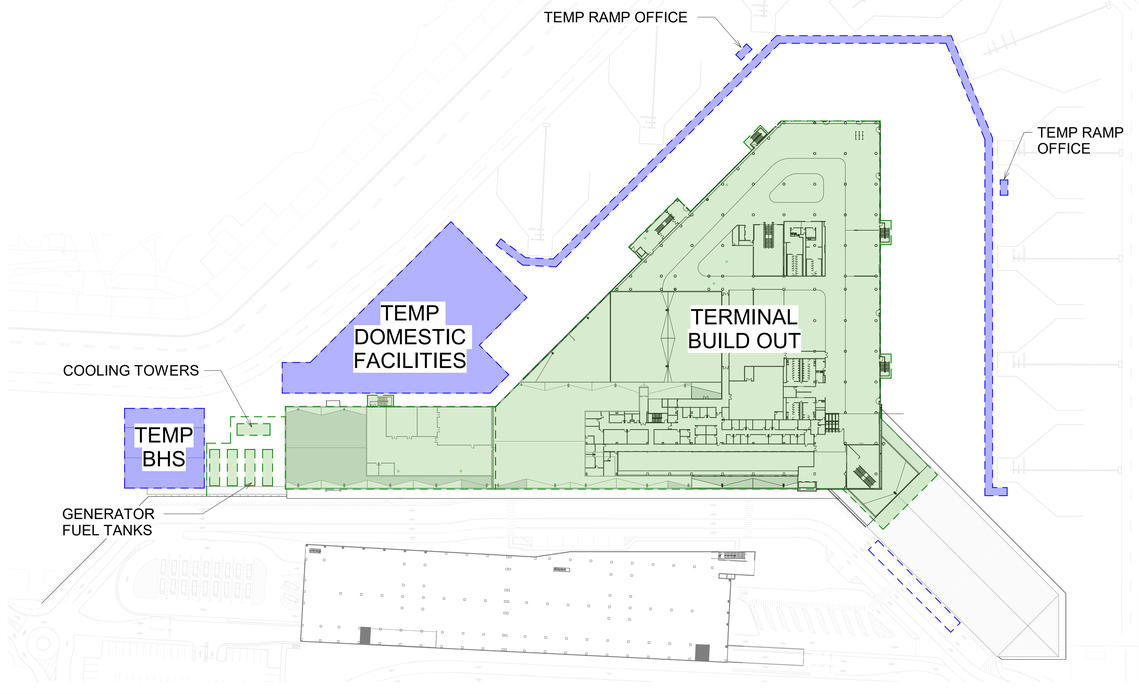
PACKAGE 2 | LEVEL 1
COMPLETION



PACKAGE 2 | LEVEL 2
DEMO/CONSTRUCTION



PACKAGE 2 | LEVEL 2
COMPLETION



PHASING LEGEND

EXISTING	IN PROGRESS	COMPLETE - TEMPORARY
DEMOLISH	COMPLETE - PERMANENT	RENOVATION

0' 10' 20' 40' 80'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · CYRIL E. KING AIRPORT · ST. THOMAS

CONSULTANTS:

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401 N. Houston St, Dallas, TX 75202
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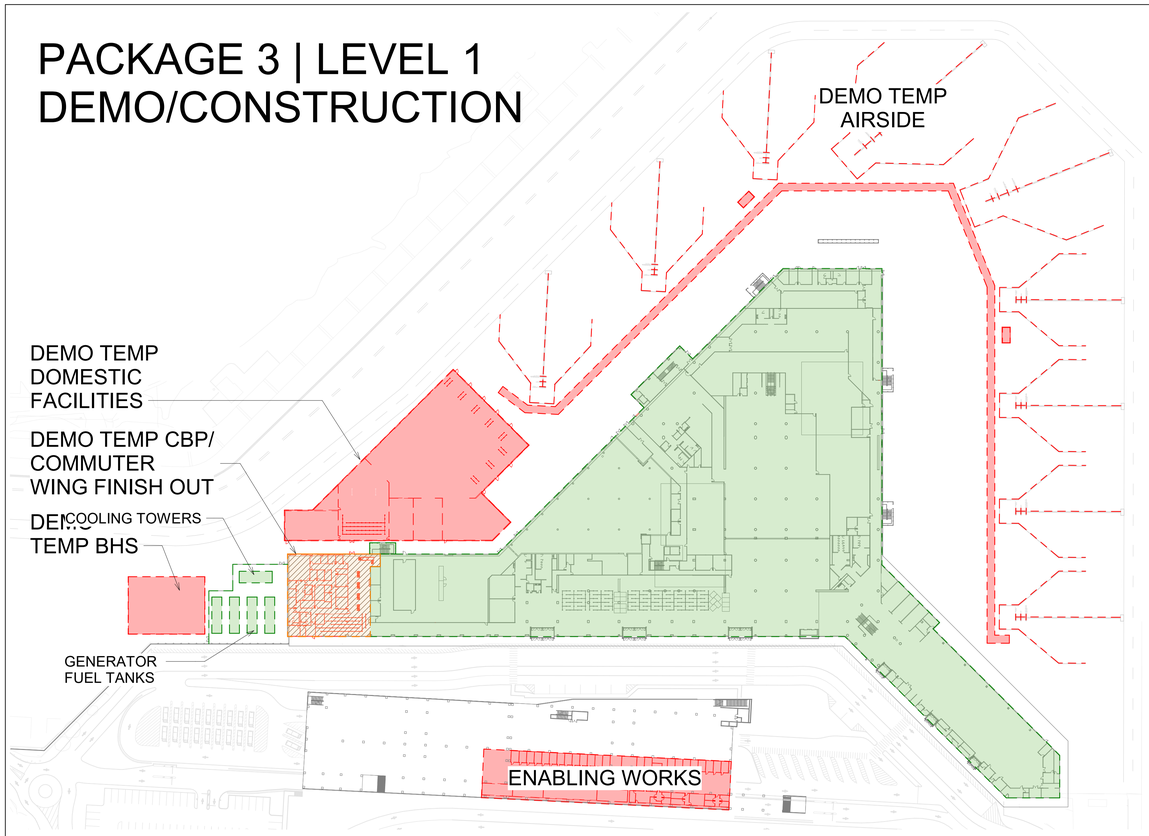
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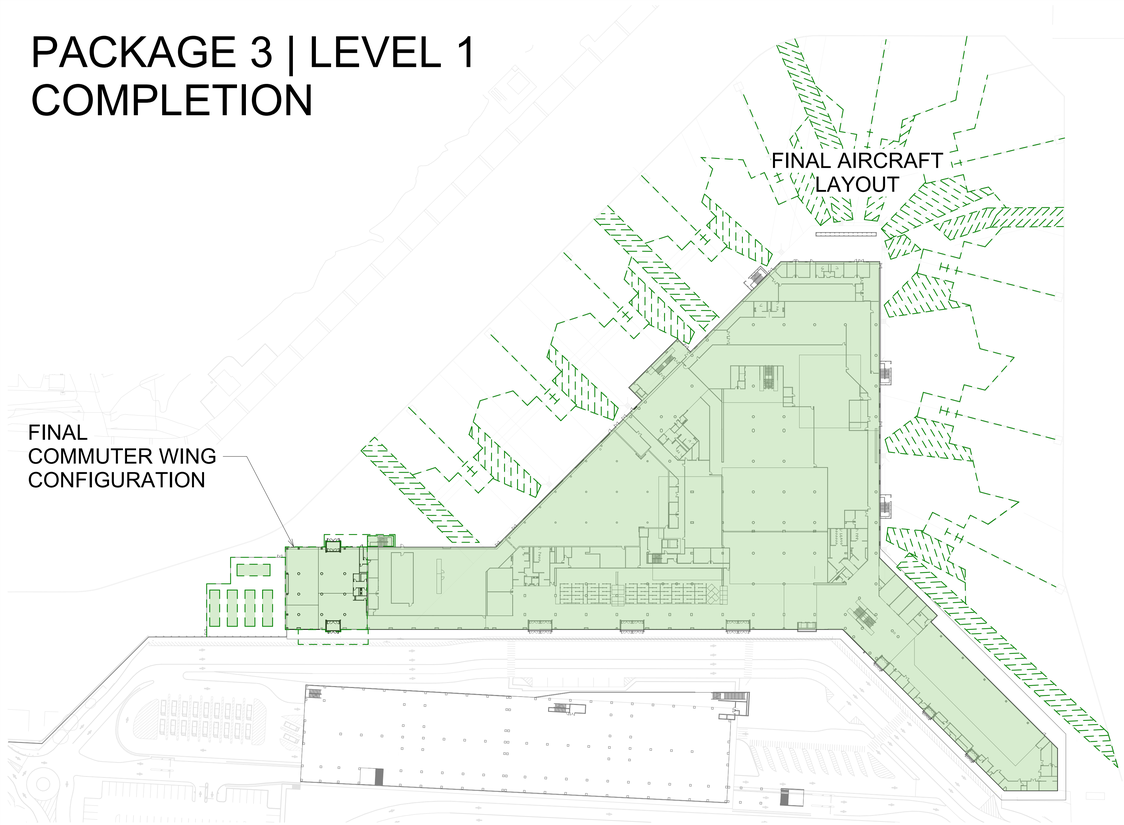
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PACKAGE 3 | LEVEL 1
DEMO/CONSTRUCTION



PACKAGE 3 | LEVEL 1
COMPLETION



PHASING LEGEND

EXISTING	IN PROGRESS	COMPLETE - TEMPORARY
DEMOLISH	COMPLETE - PERMANENT	RENOVATION

0' 40' 80' 160'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY — ST. CROIX · ST. THOMAS · ST. JOHN

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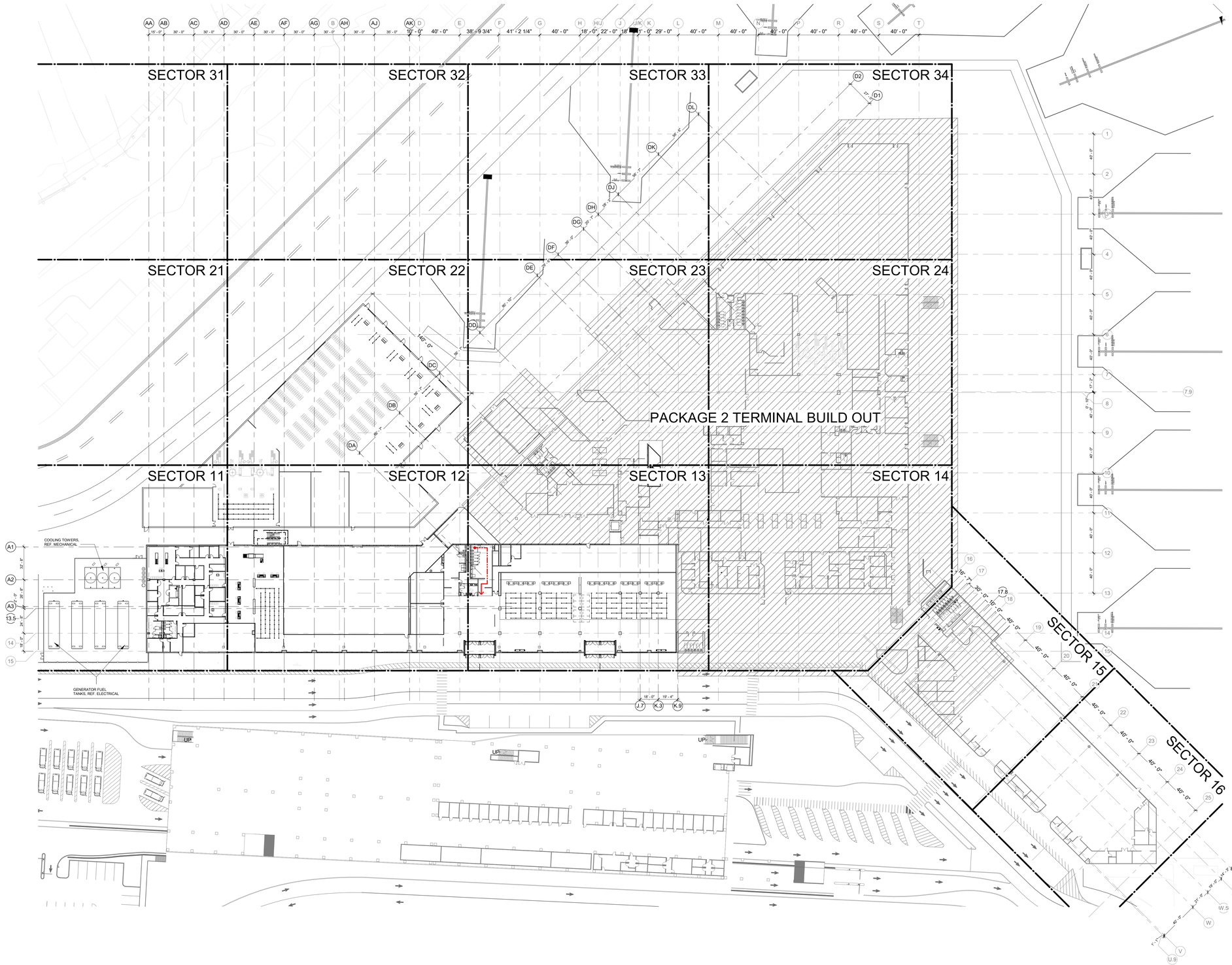
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PHASING PLAN - OVERALL - PACKAGE 3

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1 FLOOR PLAN- LEVEL 1 - OVERALL - PACKAGE 1
1" = 40'-0"

0' 10' 20' 40' 80'

TRUE NORTH

KEYNOTE LEGEND

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
3. ALL GROUND FLOOR LEVELS ARE AT EL. 16'-6" UNLESS NOTED OTHERWISE.
4. PROVIDE CONTROL JOINTS IN GYPSUM BOARD WALLS ABOVE THE CORNER OF ALL INTERIOR DOOR AND WINDOW FRAMES, IN THE CENTER OF STRAIGHT WALLS 30'-0" IN LENGTH OR GREATER, OR AS INDICATED ON INTERIOR ELEVATIONS. PROVIDE HORIZONTAL CONTROL JOINTS AT 10'-0" A.F.F. INTERVALS THROUGHOUT BUILDING, TYP.
5. ALL WALL-MOUNTED FIRE EXTINGUISHERS TO BE MOUNTED AT 48" MAX. TO EXTINGUISHER HANDLE / OPERABLE DEVICE U.N.O.
6. PROVIDE 4'-0" HIGH CORNER GUARDS AT ALL EXPOSED GYP. BOARD CORNERS MOUNTED DIRECTLY ABOVE WALL BASE TO THE BOTTOM REF: SPECS.
7. PROVIDE BLOCKING WITHIN PARTITIONS FOR ALL MOUNTED ITEMS.
8. PARTITION DIMENSIONS ARE TO THE FACE OF FINISH.
9. PARTITIONS IN ALIGNMENT WITH COLUMN GRID LINES TO BE CENTERED, U.N.O.
10. DOORS AND CASED OPENINGS INDICATED NEARBY WALL INTERSECTIONS SHALL BE LOCATED SO THAT THE EDGE OF THE FINISH OPENING IS 6" FROM THE FACE OF THE NEARBY WALL U.N.O. ALL OTHER DOORS AND CASED OPENINGS SHALL BE CENTERED BETWEEN ADJACENT WALL INTERSECTIONS.

SKYCITY

CONSULTANTS:

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STT TERMINAL EXPANSION

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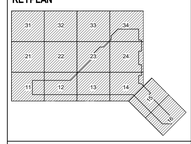
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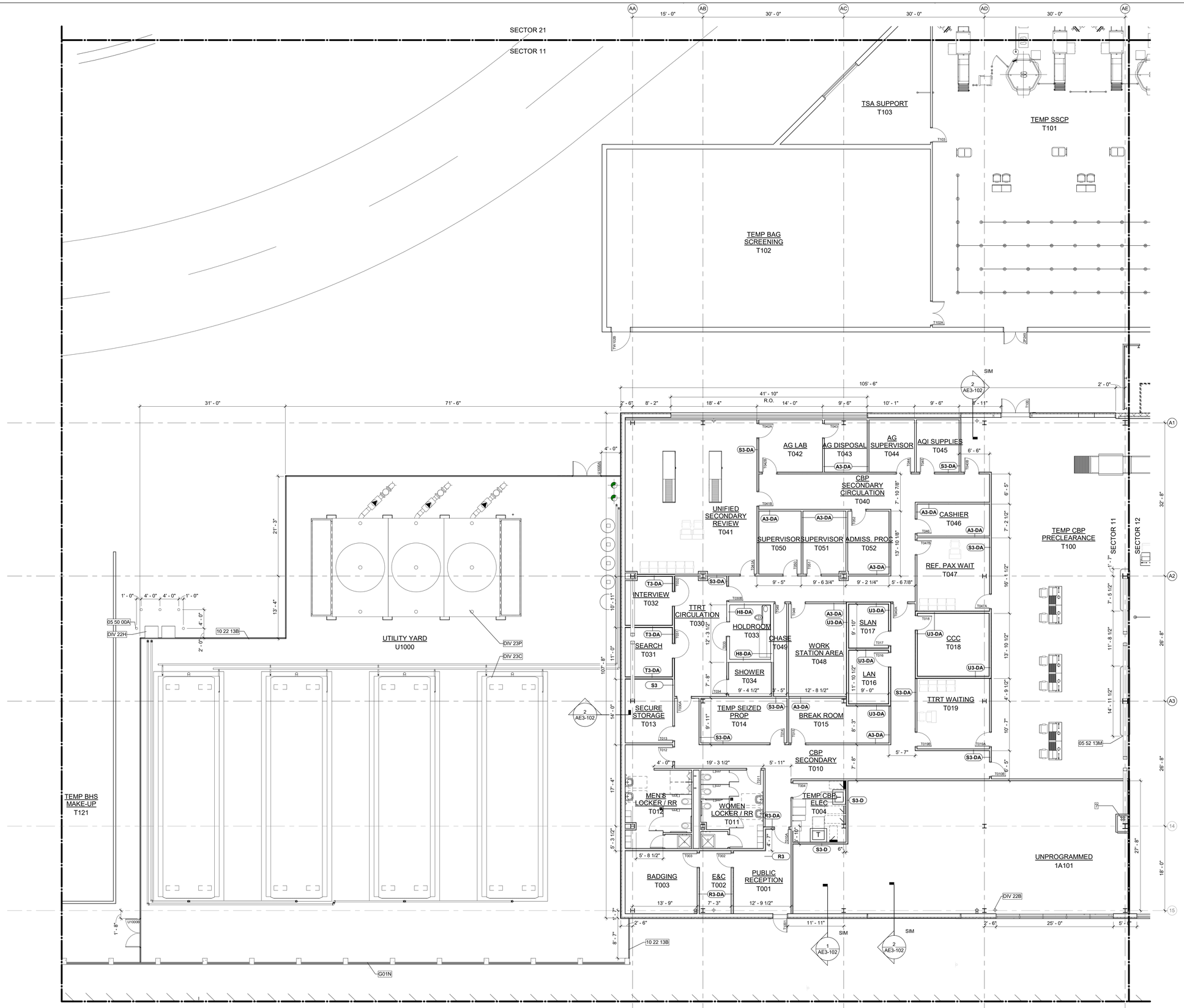
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FLOOR PLAN- LEVEL 1 - OVERALL - PACKAGE 1

SHEET NUMBER:

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KEYNOTE LEGEND

05 50 00A	CONCRETE FILLED METAL BOLLARD
05 52 13M	1 1/2" DIA. METAL TUBE GUARDRAIL
10 22 13B	SECURITY WIRE MESH PARTITION
DIV 22B	PIPING, REF. PLUMBING
DIV 22H	NATURAL FUEL GAS SYSTEM, REF. PLUMBING DRAWINGS
DIV 23C	FUEL TANKS, REF. MECHANICAL
DIV 23P	COOLING TOWERS, REF. MECHANICAL
G01N	Existing Aoa Canopy Fence

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
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1 FLOOR PLAN - LEVEL 1 - SECTOR 11 - PACKAGE 1
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

CONSULTANTS:

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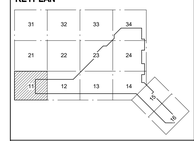
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KEYPLAN



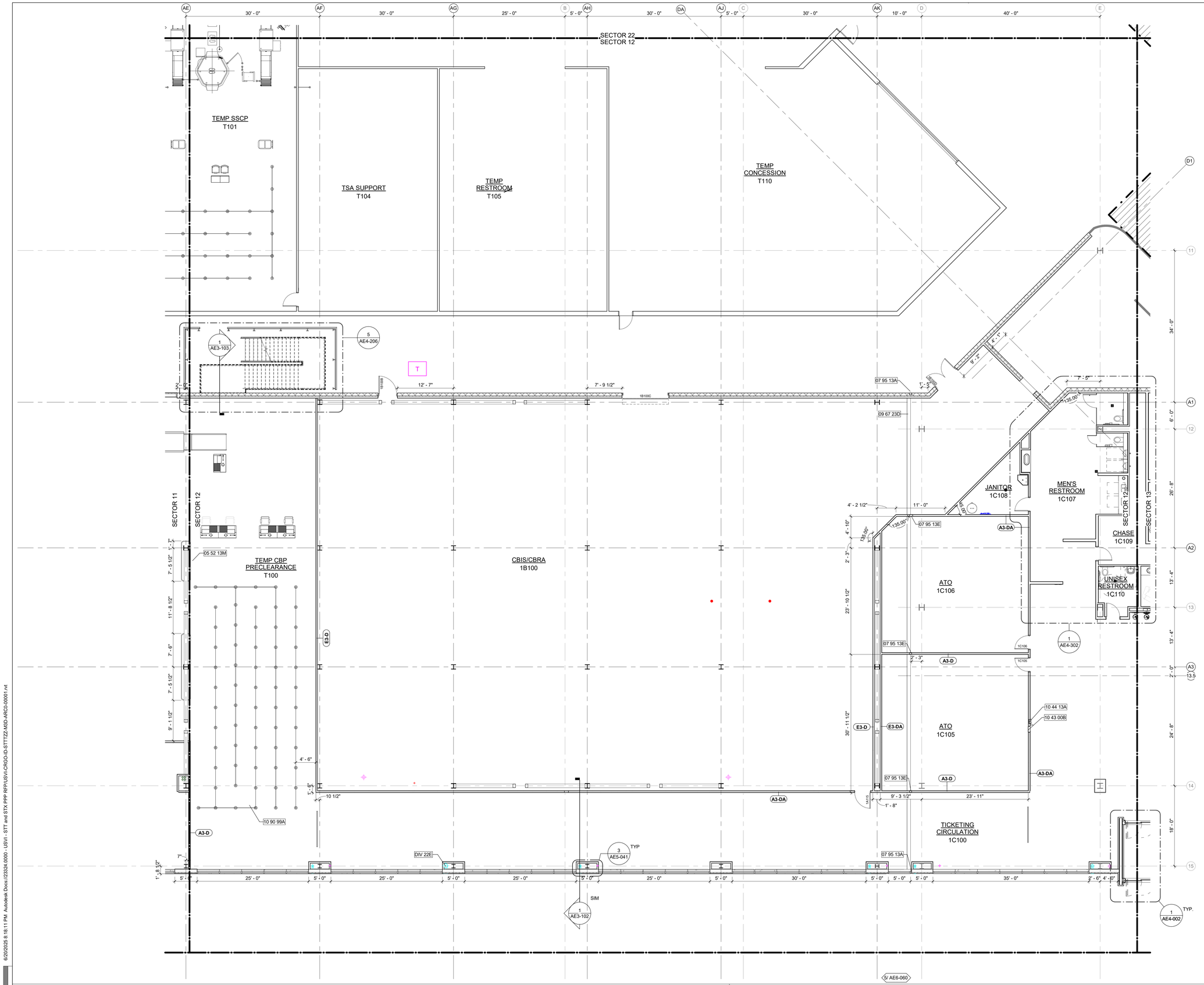
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FLOOR PLAN- LEVEL 1 - SECTOR 11 - PACKAGE 1

SHEET NUMBER:

AE1-111-P1

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1 FLOOR PLAN- LEVEL 1 - SECTOR 12 - PACKAGE 1
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

05 52 13M	1 1/2" DIA. METAL TUBE GUARDRAIL
07 95 13A	EXTERIOR METAL PLATE JOINT COVER - WALL TO WALL
07 95 13E	ELASTOMERIC SEAL WALL JOINT COVER
09 67 23D	EXPANSION JOINT
10 43 00B	AED DEVICE
10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET
10 90 99A	RETRACTABLE BELT STANCHION
DIV 22E	PIPING, REF. PLUMBING DRAWINGS

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
3. ALL GROUND FLOOR LEVELS ARE AT EL. 16'-6" UNLESS NOTED OTHERWISE.
4. PROVIDE CONTROL JOINTS IN GYPSUM BOARD WALLS ABOVE THE CORNER OF ALL INTERIOR DOOR AND WINDOW FRAMES, IN THE CENTER OF STRAIGHT WALLS 30'-0" IN LENGTH OR GREATER, OR AS INDICATED ON INTERIOR ELEVATIONS. PROVIDE HORIZONTAL CONTROL JOINTS AT 10'-0" A.F.F. INTERVALS THROUGHOUT BUILDING, TYP.
5. ALL WALL-MOUNTED FIRE EXTINGUISHERS TO BE MOUNTED AT 48" MAX. TO EXTINGUISHER HANDLE / OPERABLE DEVICE U.N.O.
6. PROVIDE 4'-0" HIGH CORNER GUARDS AT ALL EXPOSED GYP. BOARD CORNERS MOUNTED DIRECTLY ABOVE WALL BASE TO THE BOTTOM REF: SPECS.
7. PROVIDE BLOCKING WITHIN PARTITIONS FOR ALL MOUNTED ITEMS.
8. PARTITION DIMENSIONS ARE TO THE FACE OF FINISH.
9. PARTITIONS IN ALIGNMENT WITH COLUMN GRID LINES TO BE CENTERED, U.N.O.
10. DOORS AND CASED OPENINGS INDICATED NEARBY WALL INTERSECTIONS SHALL BE LOCATED SO THAT THE EDGE OF THE FINISH OPENING IS 6" FROM THE FACE OF THE NEARBY WALL U.N.O. ALL OTHER DOORS AND CASED OPENINGS SHALL BE CENTERED BETWEEN ADJACENT WALL INTERSECTIONS.

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · ST. THOMAS · ST. CROIX

CONSULTANTS:

CORGAN

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401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

DESIGN DEVELOPMENT

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JOHN TRUPIANO

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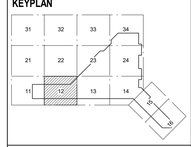
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KEYPLAN



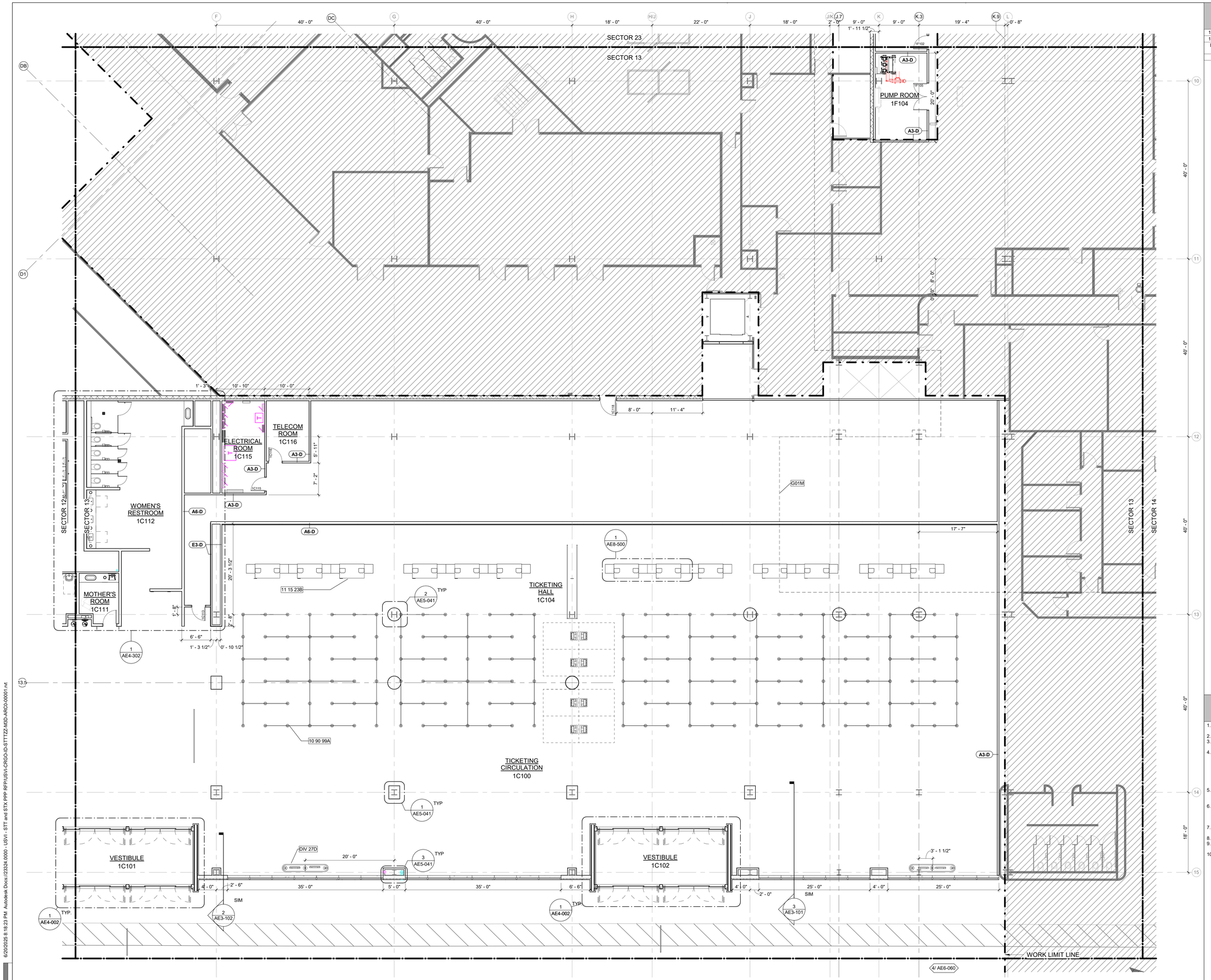
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FLOOR PLAN- LEVEL 1 - SECTOR 12 - PACKAGE 1

SHEET NUMBER:

AE1-112-P1

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KEYNOTE LEGEND

10 90 99A	RETRACTABLE BELT STANCHION
11 15 23B	BAGGAGE COUNTER
DIV 27D	TRANSPORTATION INFORMATION DISPLAY. REF. TECHNOLOGY DRAWINGS
G01M	LINE OF CISTERN BELOW

GENERAL PLAN NOTES

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1 FLOOR PLAN- LEVEL 1 - SECTOR 13 - PACKAGE 1
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

CONSULTANTS:

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STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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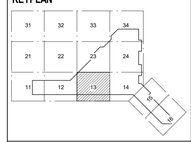
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KEYPLAN



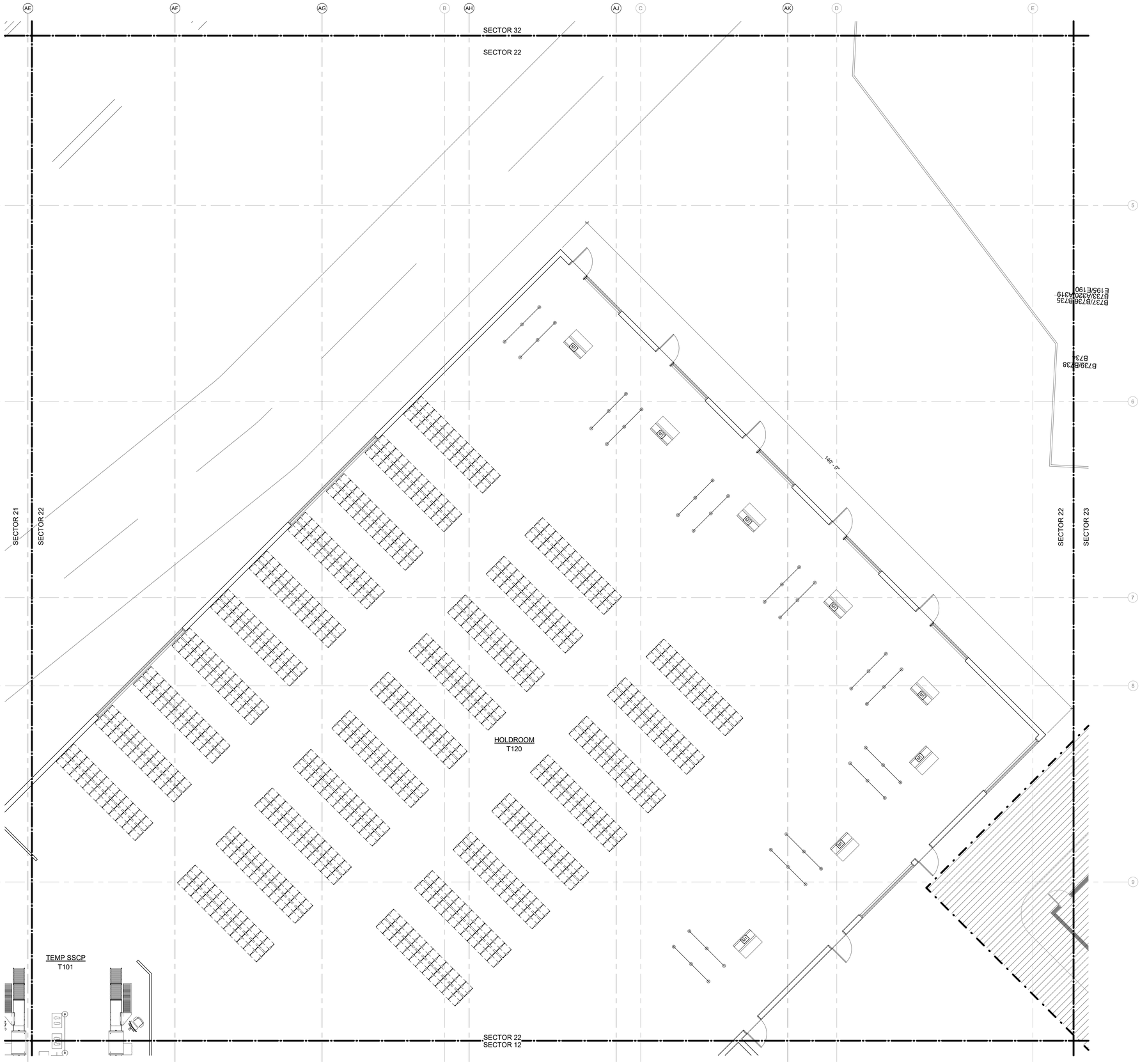
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FLOOR PLAN- LEVEL 1 - SECTOR 13 - PACKAGE 1

SHEET NUMBER:

AE1-113-P1

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KEYNOTE LEGEND

GENERAL PLAN NOTES

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1 FLOOR PLAN- LEVEL 1 - SECTOR 22 - PACKAGE 1
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY

CONSULTANTS:

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401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

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STT TERMINAL EXPANSION

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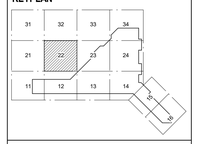
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FLOOR PLAN- LEVEL 1 - SECTOR 22 - PACKAGE 1

SHEET NUMBER:

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1 FLOOR PLAN - PHASE 1 - LEVEL ONE - SECTOR 23
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

G01M	LINE OF CISTERN BELOW

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
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PROJECT TITLE:

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STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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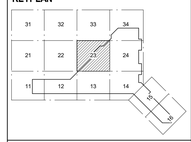
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KEYPLAN



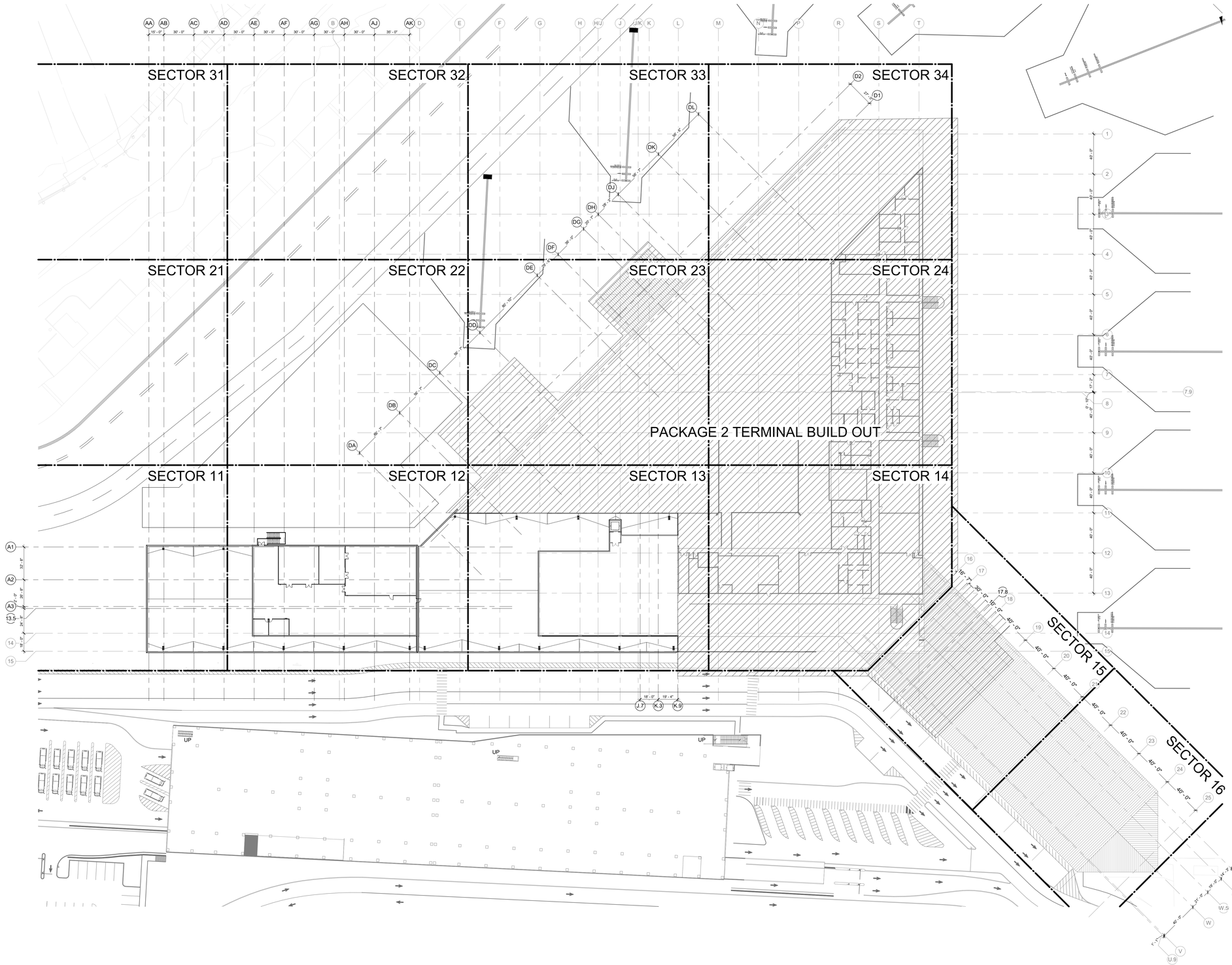
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FLOOR PLAN- LEVEL 1 - SECTOR 23 - PACKAGE 1

SHEET NUMBER:

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1 FLOOR PLAN- LEVEL 2 - OVERALL - PACKAGE 1
1" = 40'-0"

0' 10' 20' 40' 80'

TRUE NORTH

KEYNOTE LEGEND

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
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401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

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STT TERMINAL EXPANSION

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KEYPLAN

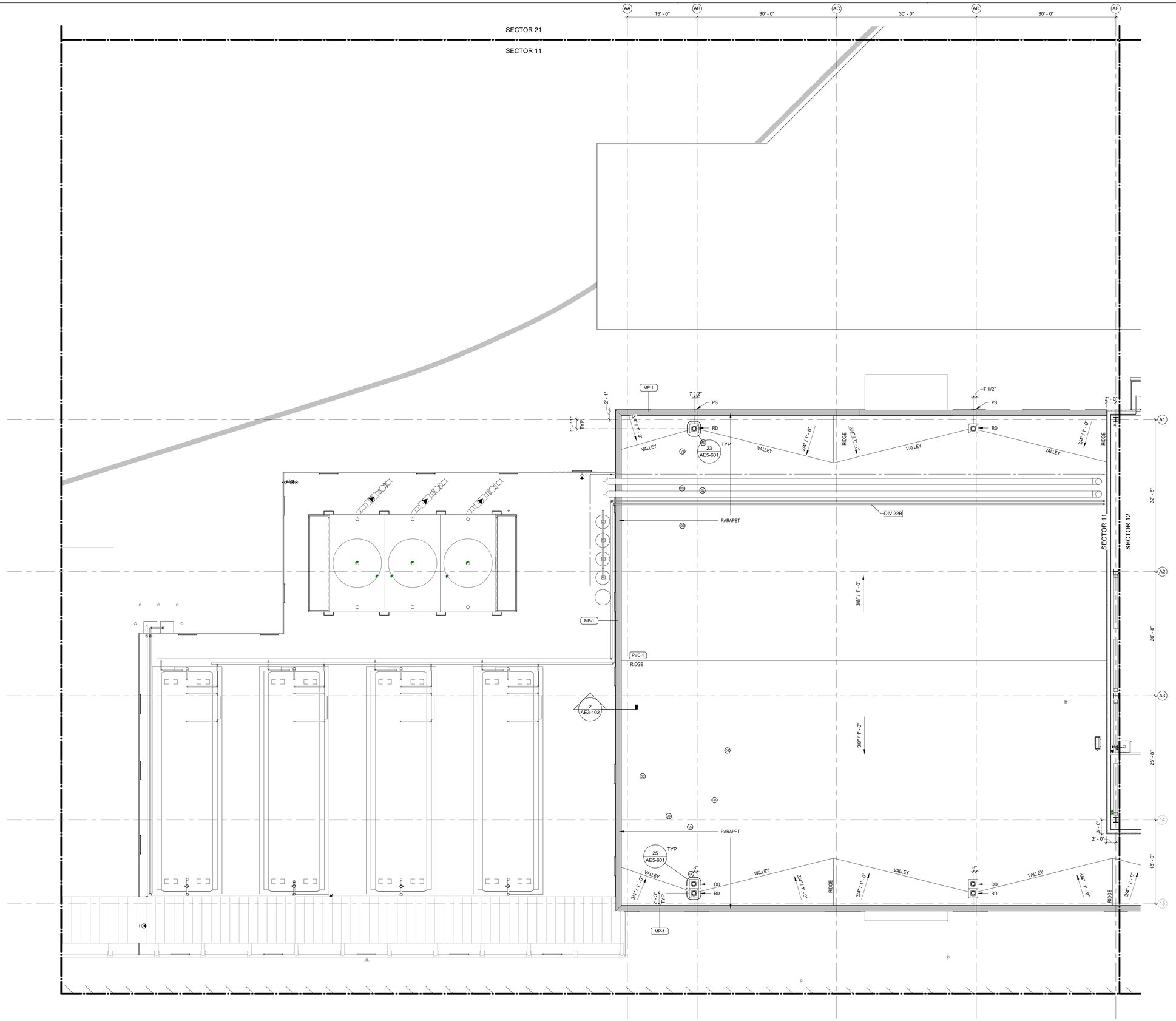
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FLOOR PLAN- LEVEL 2 - OVERALL - PACKAGE 1

SHEET NUMBER:

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KEYNOTE LEGEND

DIV 22B	PIPING, REF. PLUMBING

GENERAL PLAN NOTES

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1 FLOOR PLAN- LEVEL 2 - SECTOR 11 - PACKAGE 1
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY

CONSULTANTS:

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401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

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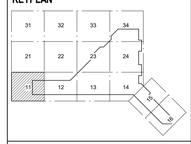
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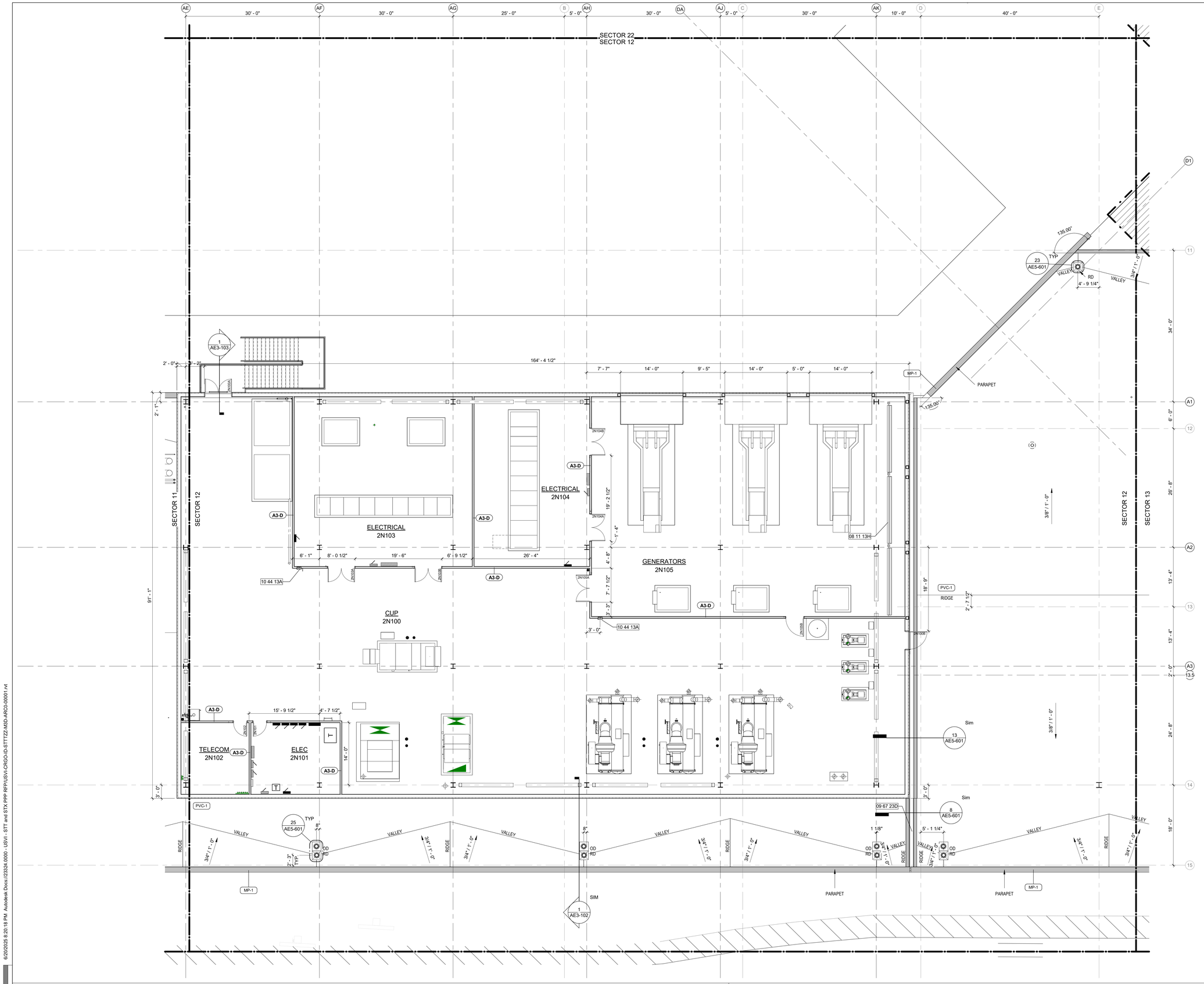
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FLOOR PLAN - LEVEL 2 - SECTOR 11 - PACKAGE 1

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1 FLOOR PLAN- LEVEL 2 - SECTOR 12 - PACKAGE 1
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

08 11 13H	LOUVERS
09 67 23D	EXPANSION JOINT
10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET

GENERAL PLAN NOTES

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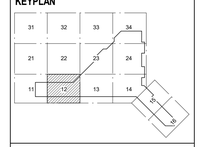
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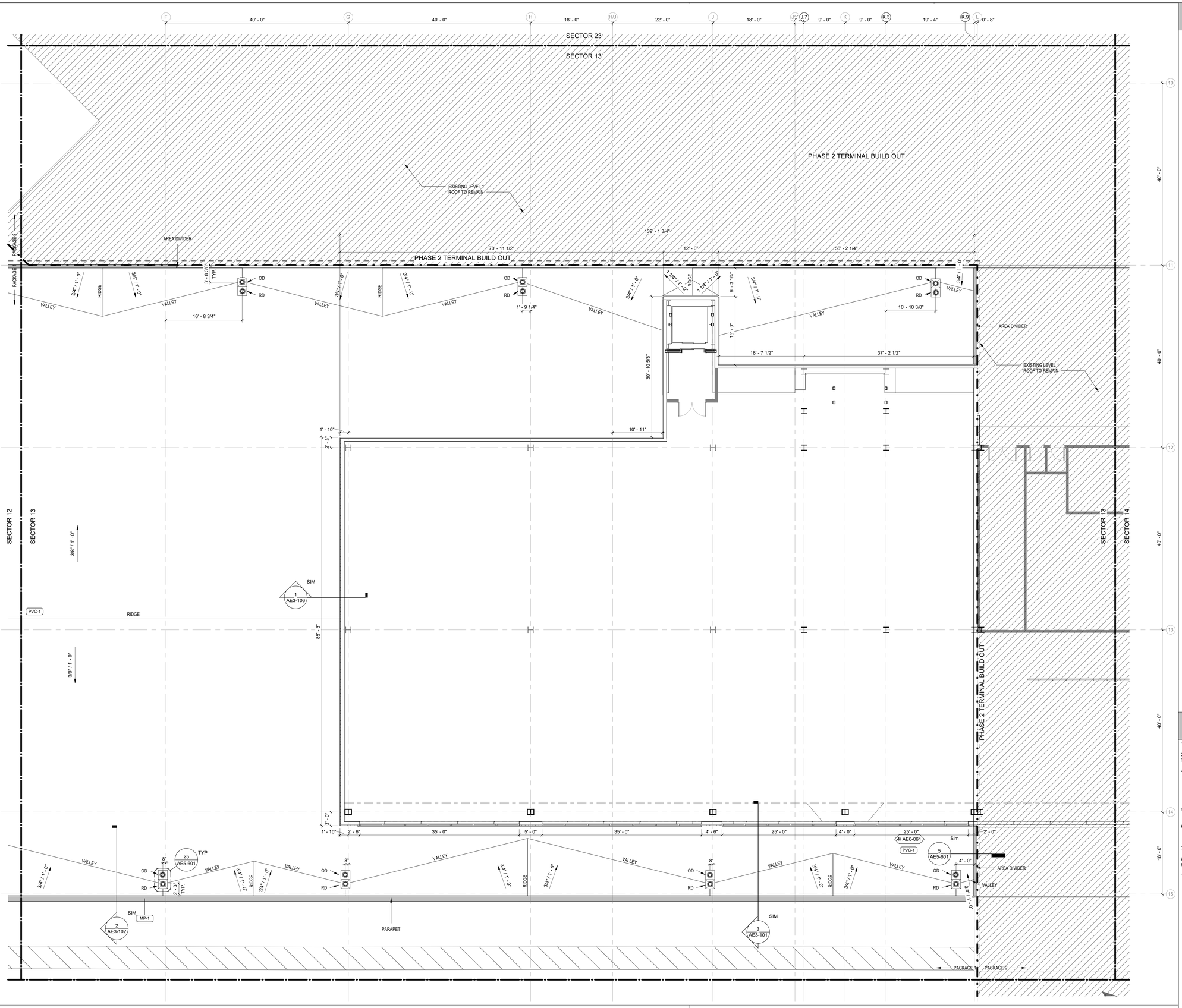
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FLOOR PLAN - LEVEL 2 - SECTOR 12 - PACKAGE 1

SHEET NUMBER:

AE1-212-P1

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KEYNOTE LEGEND

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
3. ALL GROUND FLOOR LEVELS ARE AT EL. 16'-6" UNLESS NOTED OTHERWISE.
4. PROVIDE CONTROL JOINTS IN GYPSUM BOARD WALLS ABOVE THE CORNER OF ALL INTERIOR DOOR AND WINDOW FRAMES, IN THE CENTER OF STRAIGHT WALLS 30'-0" IN LENGTH OR GREATER, OR AS INDICATED ON INTERIOR ELEVATIONS. PROVIDE HORIZONTAL CONTROL JOINTS AT 10'-0" A.F.F. INTERVALS THROUGHOUT BUILDING, TYP.
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6. PROVIDE 4'-0" HIGH CORNER GUARDS AT ALL EXPOSED GYP. BOARD CORNERS MOUNTED DIRECTLY ABOVE WALL BASE TO THE BOTTOM REF: SPECS.
7. PROVIDE BLOCKING WITHIN PARTITIONS FOR ALL MOUNTED ITEMS.
8. PARTITION DIMENSIONS ARE TO THE FACE OF FINISH.
9. PARTITIONS IN ALIGNMENT WITH COLUMN GRID LINES TO BE CENTERED, U.N.O.
10. DOORS AND CASED OPENINGS INDICATED NEARBY WALL INTERSECTIONS SHALL BE LOCATED SO THAT THE EDGE OF THE FINISH OPENING IS 6" FROM THE FACE OF THE NEARBY WALL U.N.O. ALL OTHER DOORS AND CASED OPENINGS SHALL BE CENTERED BETWEEN ADJACENT WALL INTERSECTIONS.

1 FLOOR PLAN- LEVEL 2 - SECTOR 13 - PACKAGE 1
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

ST. THOMAS - ST. JOHN - VIRGIN ISLANDS PORT AUTHORITY

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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KEYPLAN



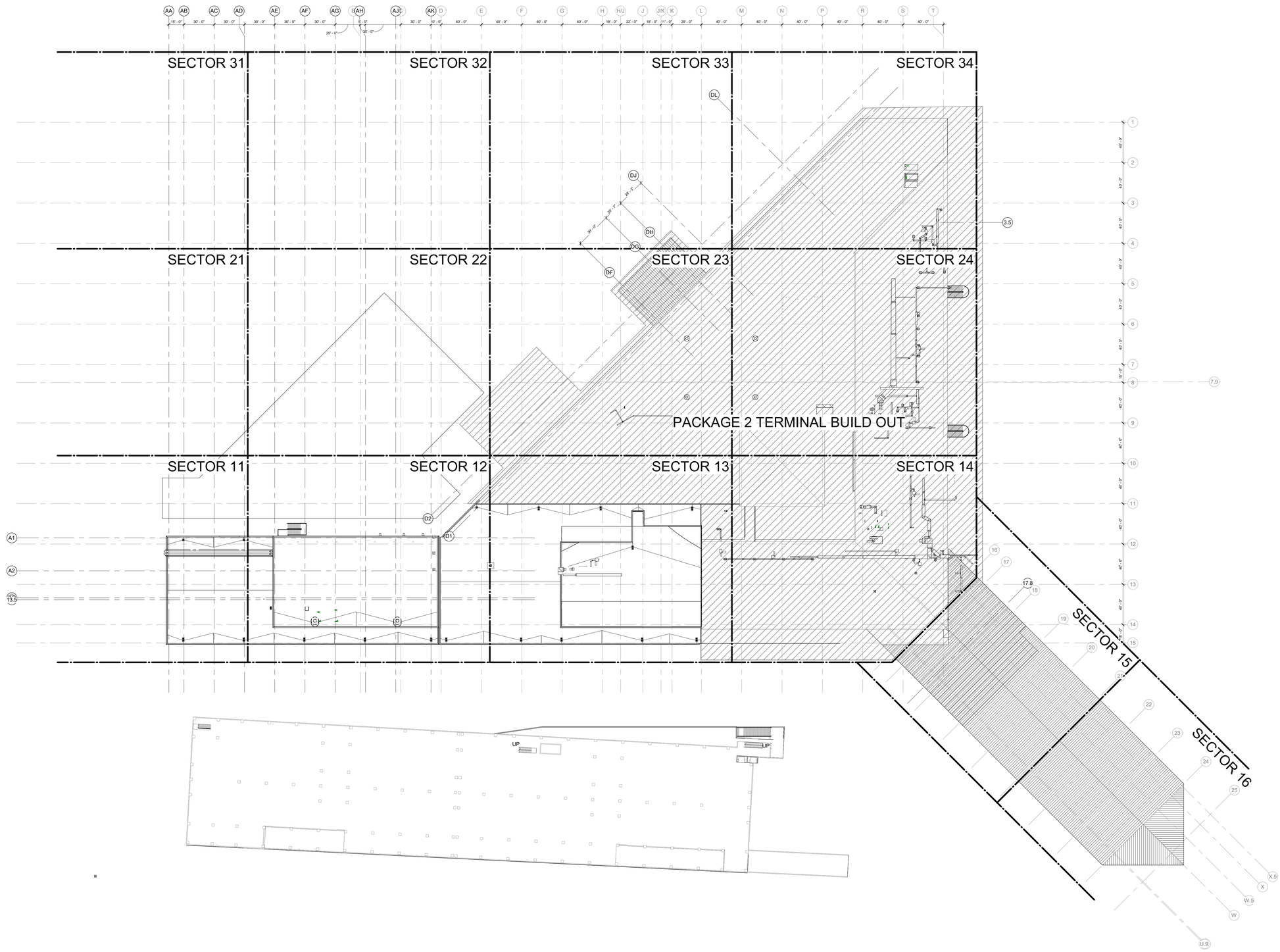
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FLOOR PLAN - LEVEL 2 - SECTOR 13 - PACKAGE 1

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KEYNOTE LEGEND

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1 FLOOR PLAN- ROOF - OVERALL - PACKAGE 1
1" = 40'-0"

0' 10' 20' 40' 80'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY

CONSULTANTS:

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401 N. Houston St, Dallas, TX 75202
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PROJECT TITLE:

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STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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KEYPLAN

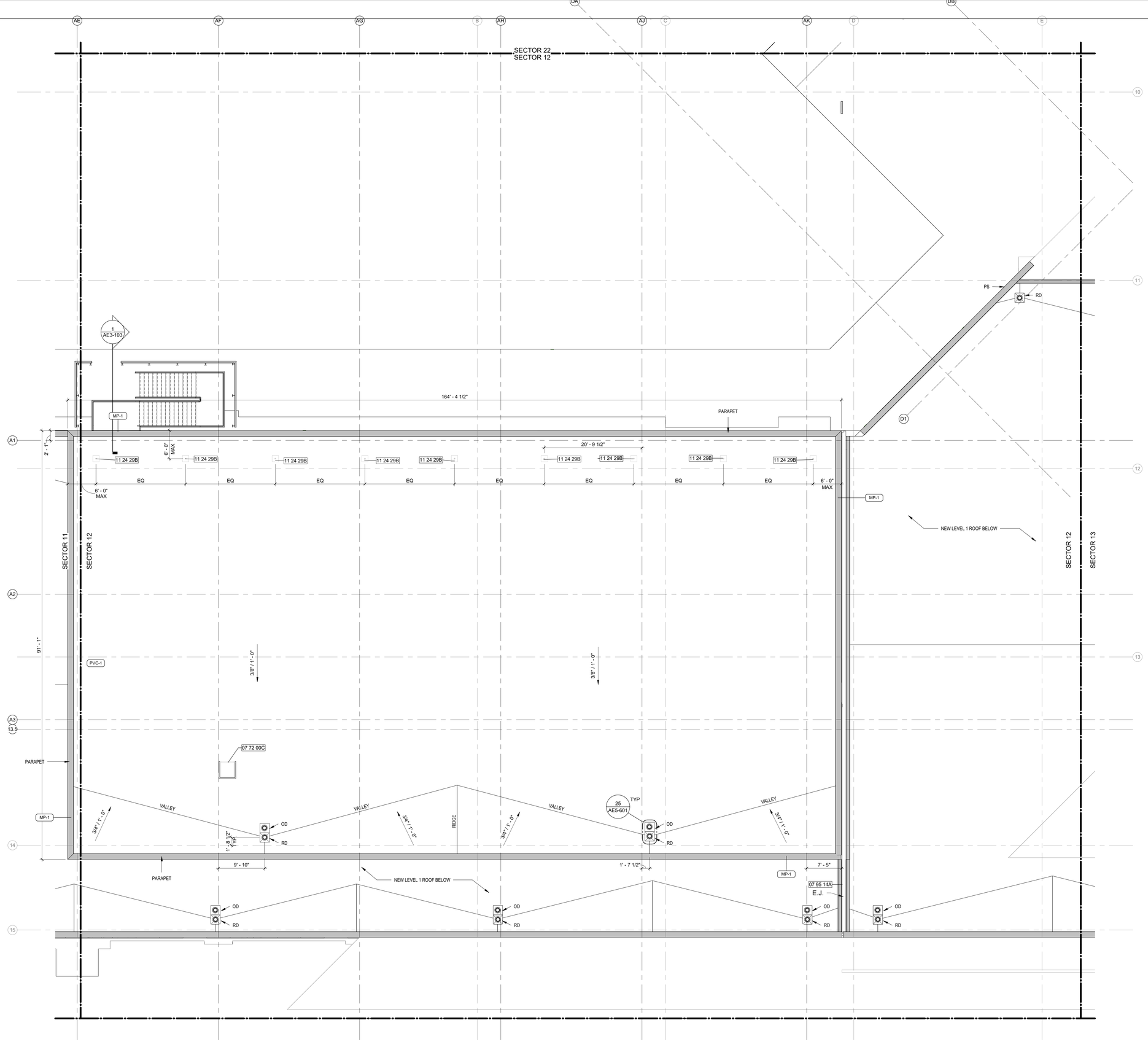
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SHEET NUMBER:

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1 ROOF PLAN - SECTOR 12 - PACKAGE 1
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

07 72 00C	ROOF HATCH AND CURB W/ ANCHORAGE SYSTEM
07 95 14A	METAL PLATE CEILING JOINT COVER
11 24 29B	ROOF TIEBACK ANCHOR

GENERAL PLAN NOTES

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St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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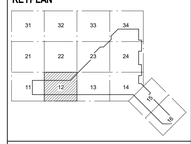
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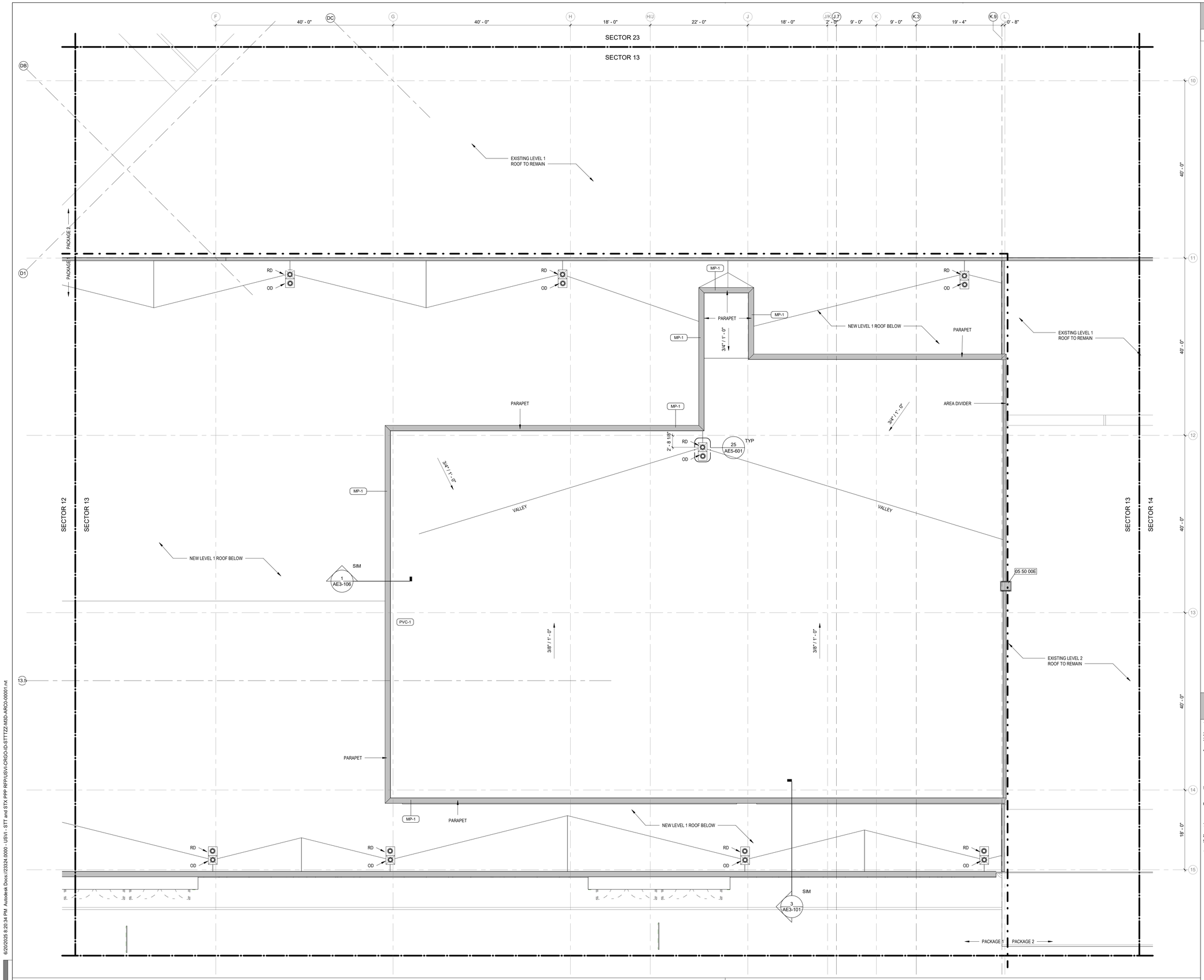
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ROOF PLAN - SECTOR 12 - PACKAGE 1

SHEET NUMBER:
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1 ROOF PLAN - SECTOR 13 - PACKAGE 1
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

05 50 00E	CAGED ROOF ACCESS LADDER - OSHA COMPLIANT

GENERAL PLAN NOTES

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STT TERMINAL EXPANSION

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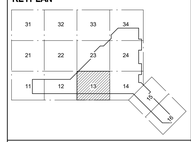
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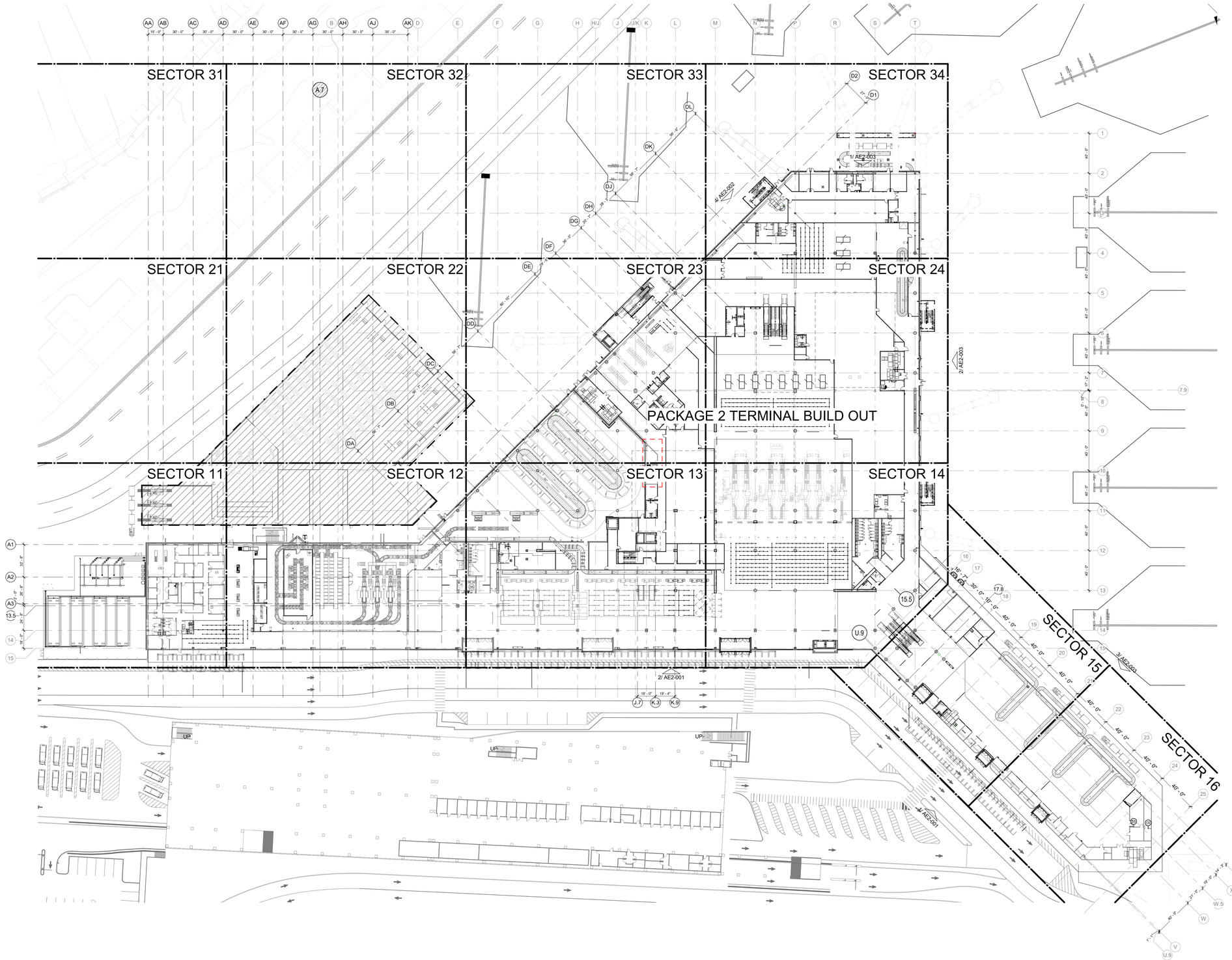
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1 FLOOR PLAN - LEVEL 1 - OVERALL - PACKAGE 2
1" = 40'-0"

0' 10' 20' 40' 80'

TRUE NORTH

KEYNOTE LEGEND

GENERAL PLAN NOTES

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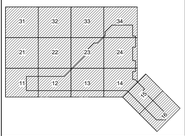
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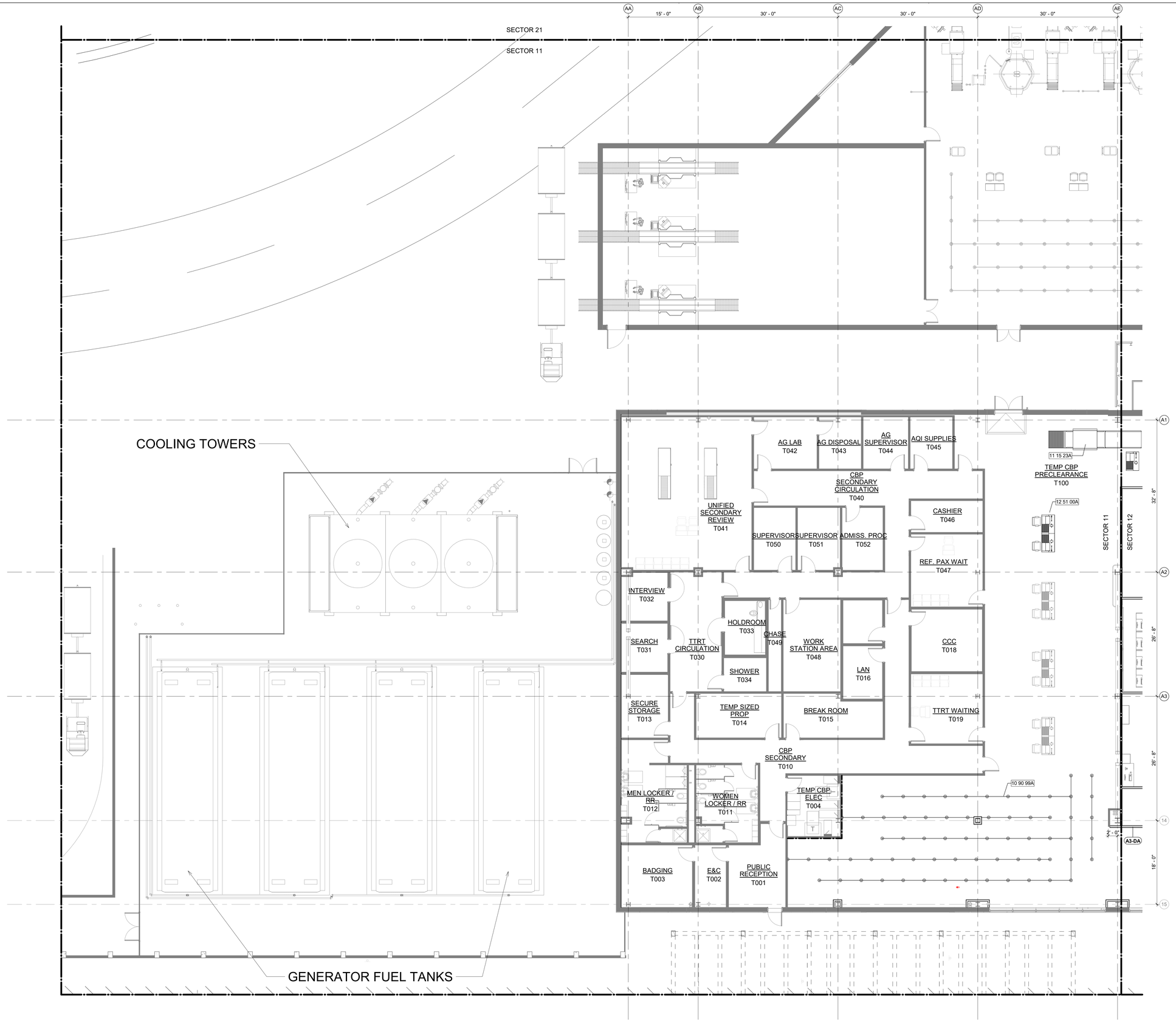
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FLOOR PLAN - LEVEL 1 - OVERALL - PACKAGE 2

SHEET NUMBER:

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1 FLOOR PLAN - LEVEL 1 - SECTOR 11 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

10 90 99A	RETRACTABLE BELT STANCHION.
11 15 23A	SECURITY X-RAY ACCESS EQUIPMENT
12 51 00A	FURNITURE, FIXTURE AND EQUIPMENT, REF FFE SCHEDULE.

GENERAL PLAN NOTES

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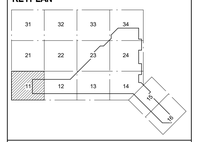
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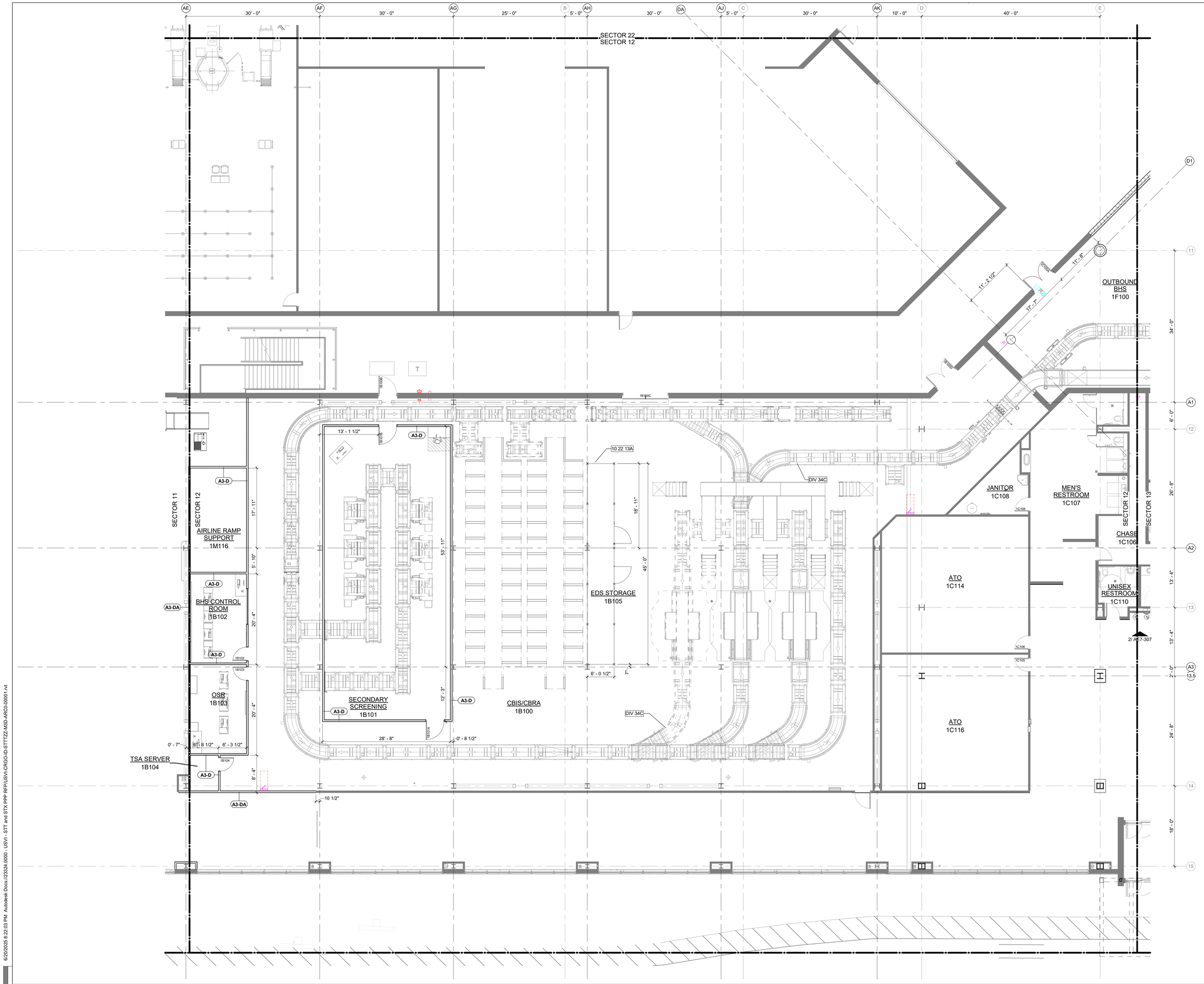
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FLOOR PLAN - LEVEL 1 - SECTOR 11 - PACKAGE 2

SHEET NUMBER:

AE1-111-P2

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1 FLOOR PLAN - LEVEL 1 - SECTOR 12 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

10 22 13A	WOVEN WIRE PARTITION
DIV 34C	BAGGAGE CONVEYOR, REF. BHS

GENERAL PLAN NOTES

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10. DOORS AND CASED OPENINGS INDICATED NEARBY WALL INTERSECTIONS SHALL BE LOCATED SO THAT THE EDGE OF THE FINISH OPENING IS 6" FROM THE FACE OF THE NEARBY WALL U.N.O. ALL OTHER DOORS AND CASED OPENINGS SHALL BE CENTERED BETWEEN ADJACENT WALL INTERSECTIONS.

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · KING · ST. THOMAS · CYRIL E.

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

DESIGN DEVELOPMENT

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JOHN TRUPIANO

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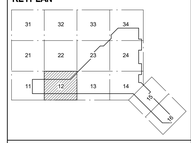
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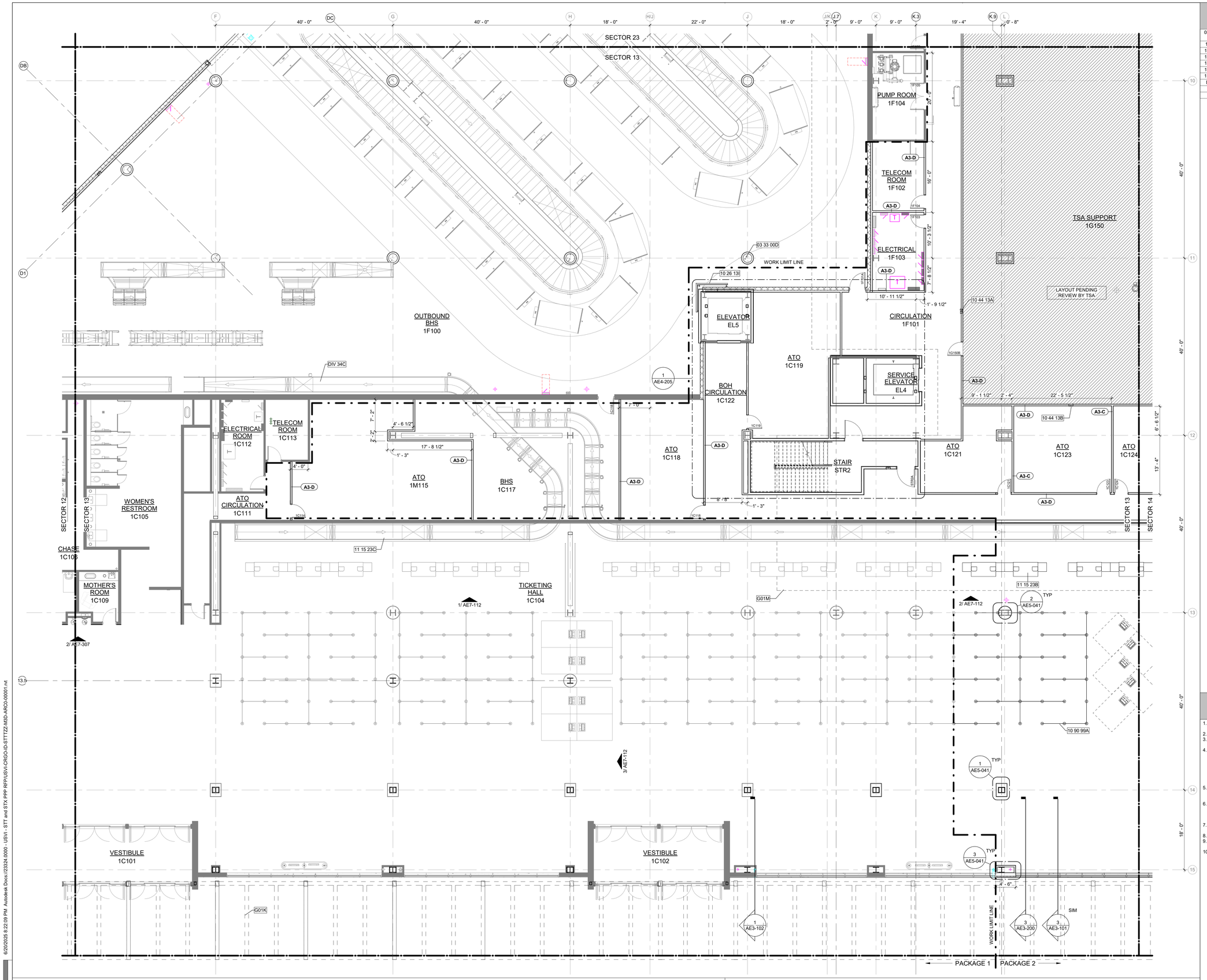
SHEET NAME:

FLOOR PLAN - LEVEL 1 - SECTOR 12 - PACKAGE 2

SHEET NUMBER:

AE1-112-P2

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KEYNOTE LEGEND

03 33 00D	CONCRETE ENCASED COLUMN WRAP, REF. STRUCTURAL
10 26 13I	CRASH RAILS
10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET
10 44 13B	RECESSED FIRE PROTECTION CABINET
10 90 99A	RETRACTABLE BELT STANCHION
11 15 23B	BAGGAGE COUNTER
11 15 23C	SLOPED CONVEYOR
DIV 34C	BAGGAGE CONVEYOR, REF. BHS
G01K	LINE OF CANOPY BELOW
G01M	LINE OF CISTERN BELOW

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
3. ALL GROUND FLOOR LEVELS ARE AT EL. 16'-6" UNLESS NOTED OTHERWISE.
4. PROVIDE CONTROL JOINTS IN GYPSUM BOARD WALLS ABOVE THE CORNER OF ALL INTERIOR DOOR AND WINDOW FRAMES, IN THE CENTER OF STRAIGHT WALLS 30'-0" IN LENGTH OR GREATER, OR AS INDICATED ON INTERIOR ELEVATIONS. PROVIDE HORIZONTAL CONTROL JOINTS AT 10'-0" A.F.F. INTERVALS THROUGHOUT BUILDING, TYP.
5. ALL WALL-MOUNTED FIRE EXTINGUISHERS TO BE MOUNTED AT 48" MAX. TO EXTINGUISHER HANDLE / OPERABLE DEVICE U.N.O.
6. PROVIDE 4'-0" HIGH CORNER GUARDS AT ALL EXPOSED GYP. BOARD CORNERS MOUNTED DIRECTLY ABOVE WALL BASE TO THE BOTTOM REF: SPECS.
7. PROVIDE BLOCKING WITHIN PARTITIONS FOR ALL MOUNTED ITEMS.
8. PARTITION DIMENSIONS ARE TO THE FACE OF FINISH.
9. PARTITIONS IN ALIGNMENT WITH COLUMN GRID LINES TO BE CENTERED, U.N.O.
10. DOORS AND CASED OPENINGS INDICATED NEARBY WALL INTERSECTIONS SHALL BE LOCATED SO THAT THE EDGE OF THE FINISH OPENING IS 6" FROM THE FACE OF THE NEARBY WALL U.N.O. ALL OTHER DOORS AND CASED OPENINGS SHALL BE CENTERED BETWEEN ADJACENT WALL INTERSECTIONS.

1 FLOOR PLAN - LEVEL 1 - SECTOR 13 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · CYRIL E. KING AIRPORT · ST. THOMAS

CONSULTANTS:

CORGAN

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401 N. Houston St, Dallas, TX 75202
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PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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JOHN TRUPIANO

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FLOOR PLAN - LEVEL 1 - SECTOR 13 - PACKAGE 2

SHEET NUMBER:

AE1-113-P2

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KEYNOTE LEGEND

08 33 26A	OVERHEAD COILING GRILLE
10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET
10 44 13B	RECESSED FIRE PROTECTION CABINET
10 90 99A	RETRACTABLE BELT STANCHION
11 15 23A	SECURITY X-RAY ACCESS EQUIPMENT
G01M	LINE OF CISTERN BELOW

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
3. ALL GROUND FLOOR LEVELS ARE AT EL. 16'-6" UNLESS NOTED OTHERWISE.
4. PROVIDE CONTROL JOINTS IN GYPSUM BOARD WALLS ABOVE THE CORNER OF ALL INTERIOR DOOR AND WINDOW FRAMES, IN THE CENTER OF STRAIGHT WALLS 30'-0" IN LENGTH OR GREATER, OR AS INDICATED ON INTERIOR ELEVATIONS. PROVIDE HORIZONTAL CONTROL JOINTS AT 10'-0" A.F.F. INTERVALS THROUGHOUT BUILDING, TYP.
5. ALL WALL-MOUNTED FIRE EXTINGUISHERS TO BE MOUNTED AT 48" MAX. TO EXTINGUISHER HANDLE / OPERABLE DEVICE U.N.O.
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1 FLOOR PLAN - LEVEL 1 - SECTOR 14 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · CYRIL E. KING AIRPORT · ST. THOMAS, V.I.

CONSULTANTS:

CORGAN

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401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

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STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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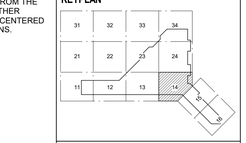
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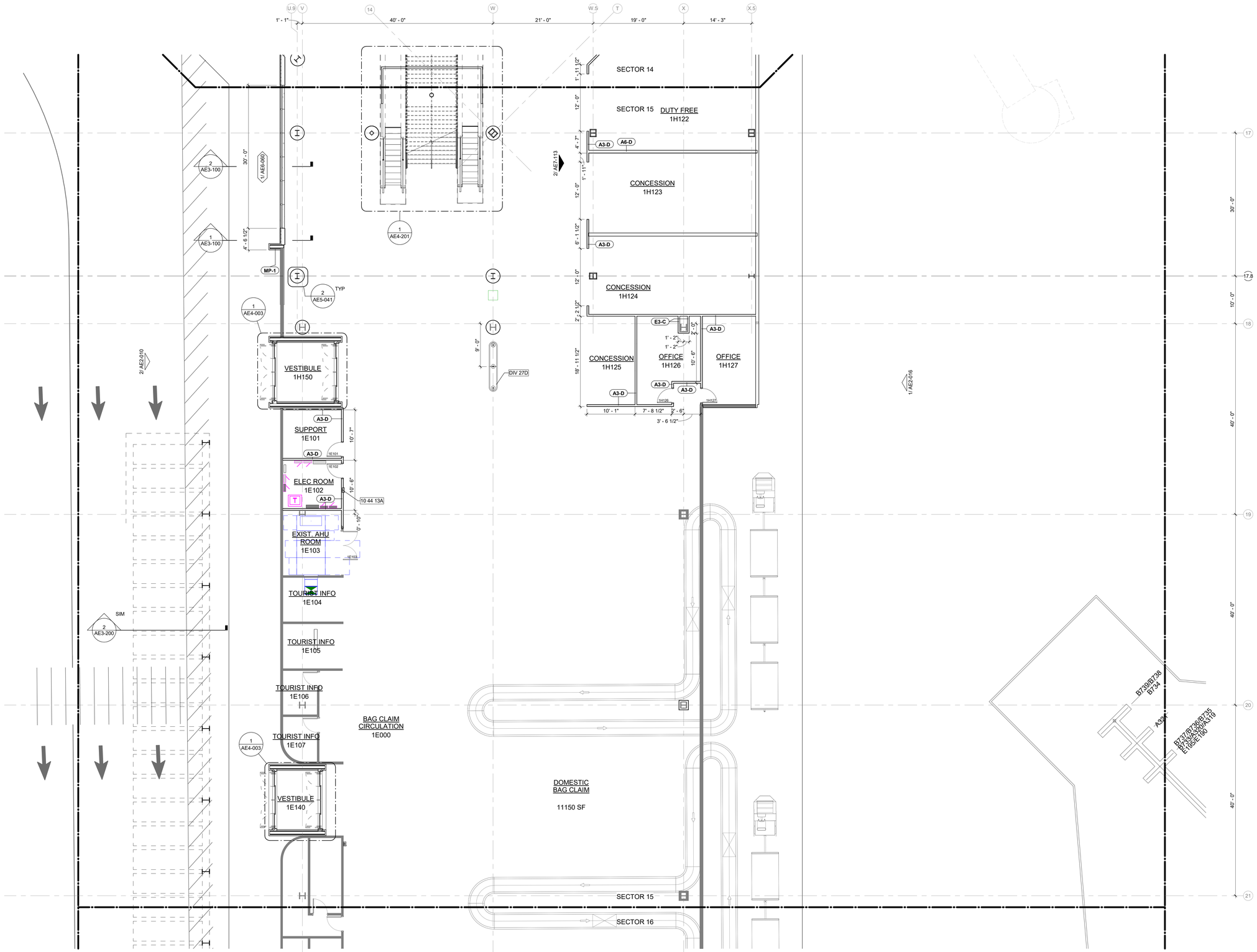
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FLOOR PLAN - LEVEL 1 - SECTOR 14 - PACKAGE 2

SHEET NUMBER:

AE1-114-P2

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KEYNOTE LEGEND

10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET
DIV 27D	TRANSPORTATION INFORMATION DISPLAY. REF. TECHNOLOGY DRAWINGS

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
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1 FLOOR PLAN - LEVEL 1 - SECTOR 15 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

CONSULTANTS:

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401 N. Houston St, Dallas, TX 75202
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PROJECT TITLE:

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STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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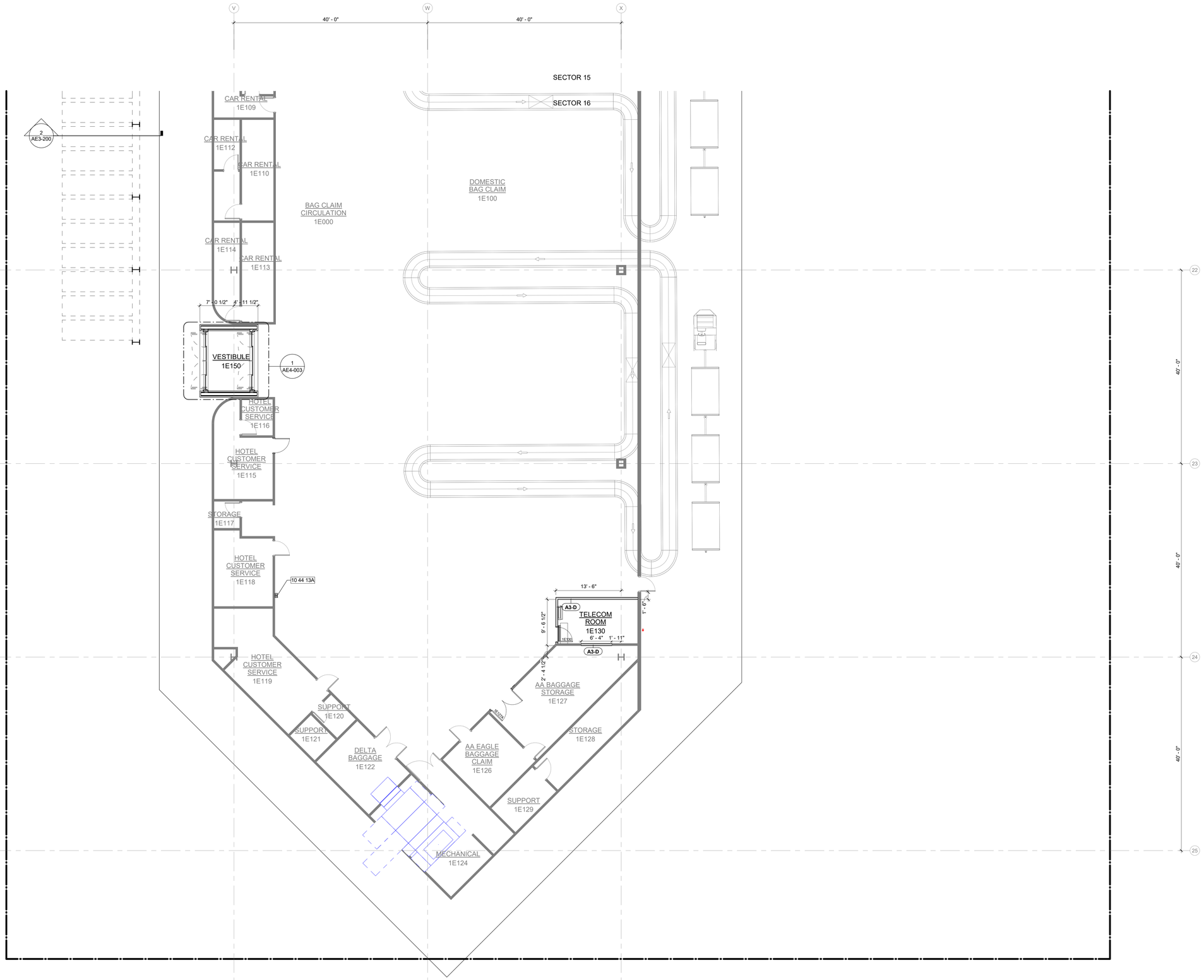
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FLOOR PLAN - LEVEL 1 - SECTOR 15 - PACKAGE 2

SHEET NUMBER:

AE1-115-P2

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KEYNOTE LEGEND

10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
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1 FLOOR PLAN - LEVEL 1 - SECTOR 16 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · CYRIL E. KING AIRPORT · ST. THOMAS

CONSULTANTS:

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401 N. Houston St, Dallas, TX 75202
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PROJECT TITLE:

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STT TERMINAL EXPANSION
St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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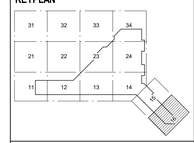
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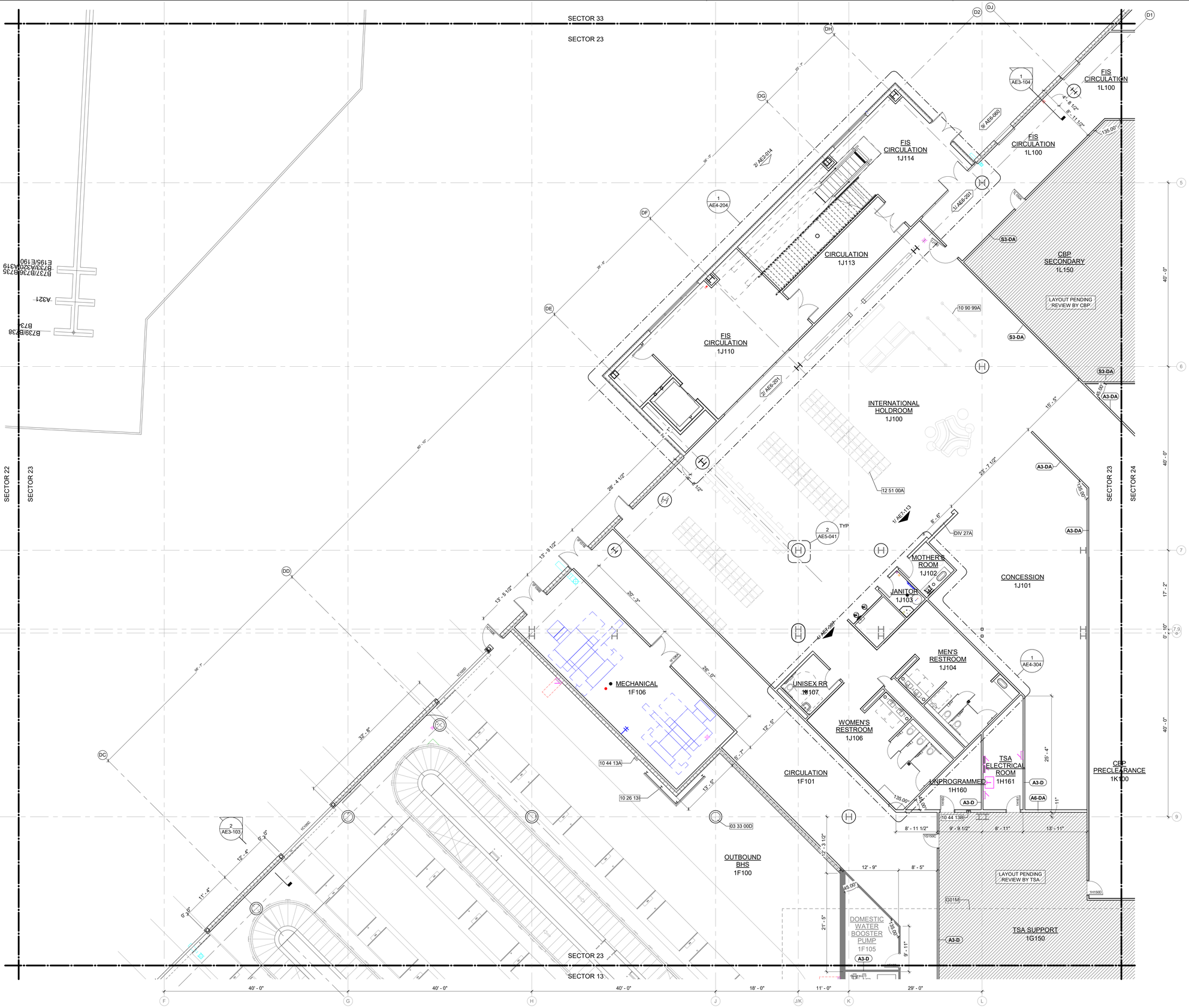
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FLOOR PLAN - LEVEL 1 - SECTOR 16 - PACKAGE 2

SHEET NUMBER:

AE1-116-P2

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1 FLOOR PLAN - LEVEL 1 - SECTOR 23 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

03 33 00D	CONCRETE ENCASED COLUMN WRAP, REF. STRUCTURAL
10 26 13I	CRASH RAILS
10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET
10 44 13B	RECESSED FIRE PROTECTION CABINET
10 90 99A	RETRACTABLE BELT STANCHION
12 51 00A	FURNITURE, FIXTURE AND EQUIPMENT, REF FFE SCHEDULE.
DIV 27A	EVIDS / FIDS/ GIDS / BIDS
G01M	LINE OF CISTERN BELOW

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
3. ALL GROUND FLOOR LEVELS ARE AT EL. 16'-6" UNLESS NOTED OTHERWISE.
4. PROVIDE CONTROL JOINTS IN GYPSUM BOARD WALLS ABOVE THE CORNER OF ALL INTERIOR DOOR AND WINDOW FRAMES, IN THE CENTER OF STRAIGHT WALLS 30'-0" IN LENGTH OR GREATER, OR AS INDICATED ON INTERIOR ELEVATIONS. PROVIDE HORIZONTAL CONTROL JOINTS AT 10'-0" A.F.F. INTERVALS THROUGHOUT BUILDING, TYP.
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SKYCITY

SAINT THOMAS VIRGIN ISLANDS PORT AUTHORITY

CONSULTANTS:

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CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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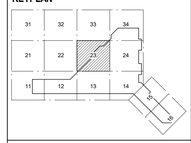
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KEYPLAN



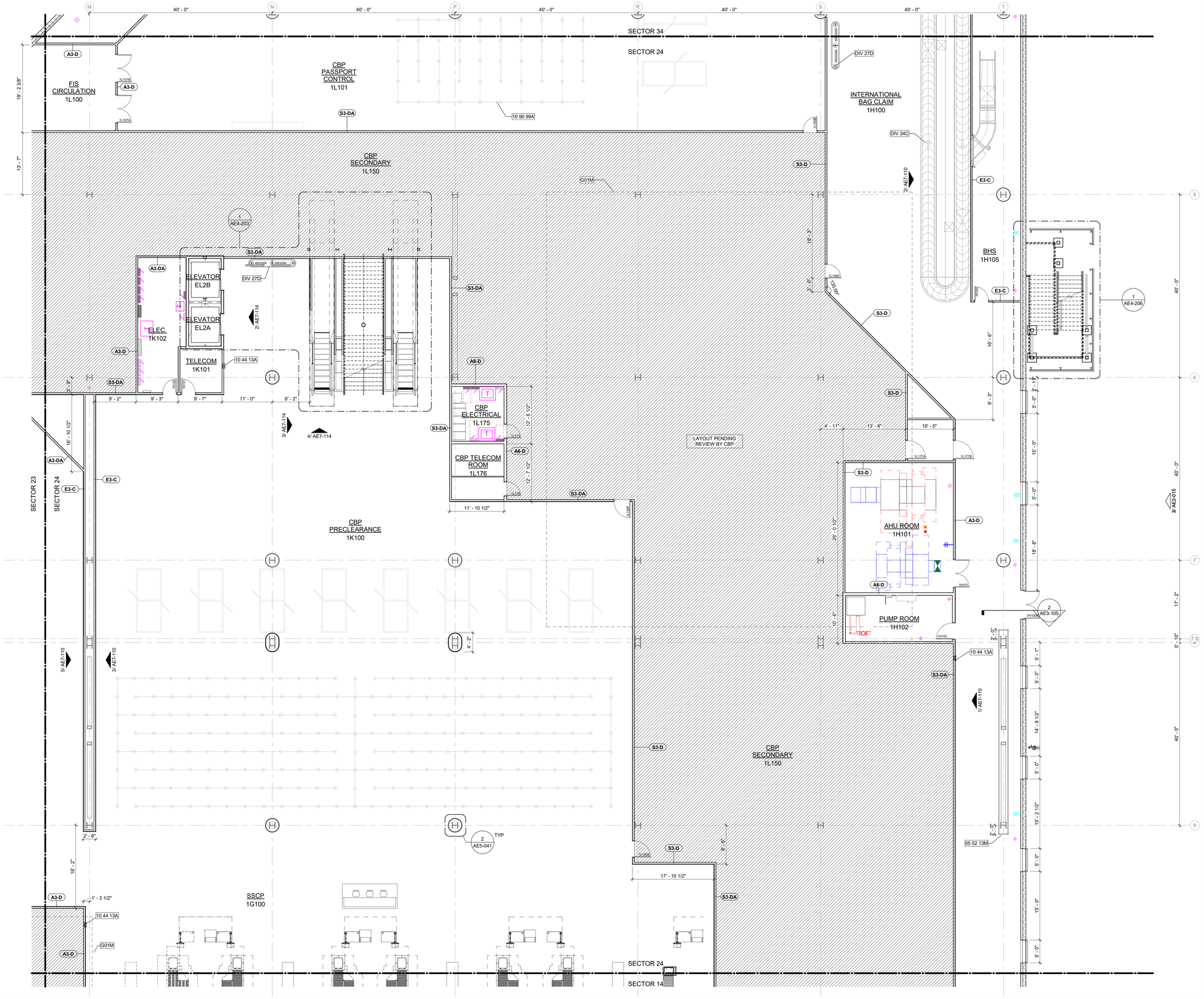
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FLOOR PLAN - LEVEL 1 - SECTOR 23 - PACKAGE 2

SHEET NUMBER:

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KEYNOTE LEGEND

05 52 13M	1 1/2" DIA. METAL TUBE GUARDRAIL
10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET
10 90 99A	RETRACTABLE BELT STANCHION
DIV 27D	TRANSPORTATION INFORMATION DISPLAY. REF. TECHNOLOGY DRAWINGS
DIV 34C	BAGGAGE CONVEYOR, REF. BHS
G01M	LINE OF CISTERN BELOW

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
3. ALL GROUND FLOOR LEVELS ARE AT EL. 16'-6" UNLESS NOTED OTHERWISE.
4. PROVIDE CONTROL JOINTS IN GYPSUM BOARD WALLS ABOVE THE CORNER OF ALL INTERIOR DOOR AND WINDOW FRAMES, IN THE CENTER OF STRAIGHT WALLS 30'-0" IN LENGTH OR GREATER, OR AS INDICATED ON INTERIOR ELEVATIONS. PROVIDE HORIZONTAL CONTROL JOINTS AT 10'-0" A.F.F. INTERVALS THROUGHOUT BUILDING, TYP.
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1 FLOOR PLAN - LEVEL 1 - SECTOR 24 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

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STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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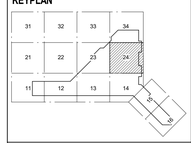
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ISSUE DATE:	06/20/2025

KEYPLAN



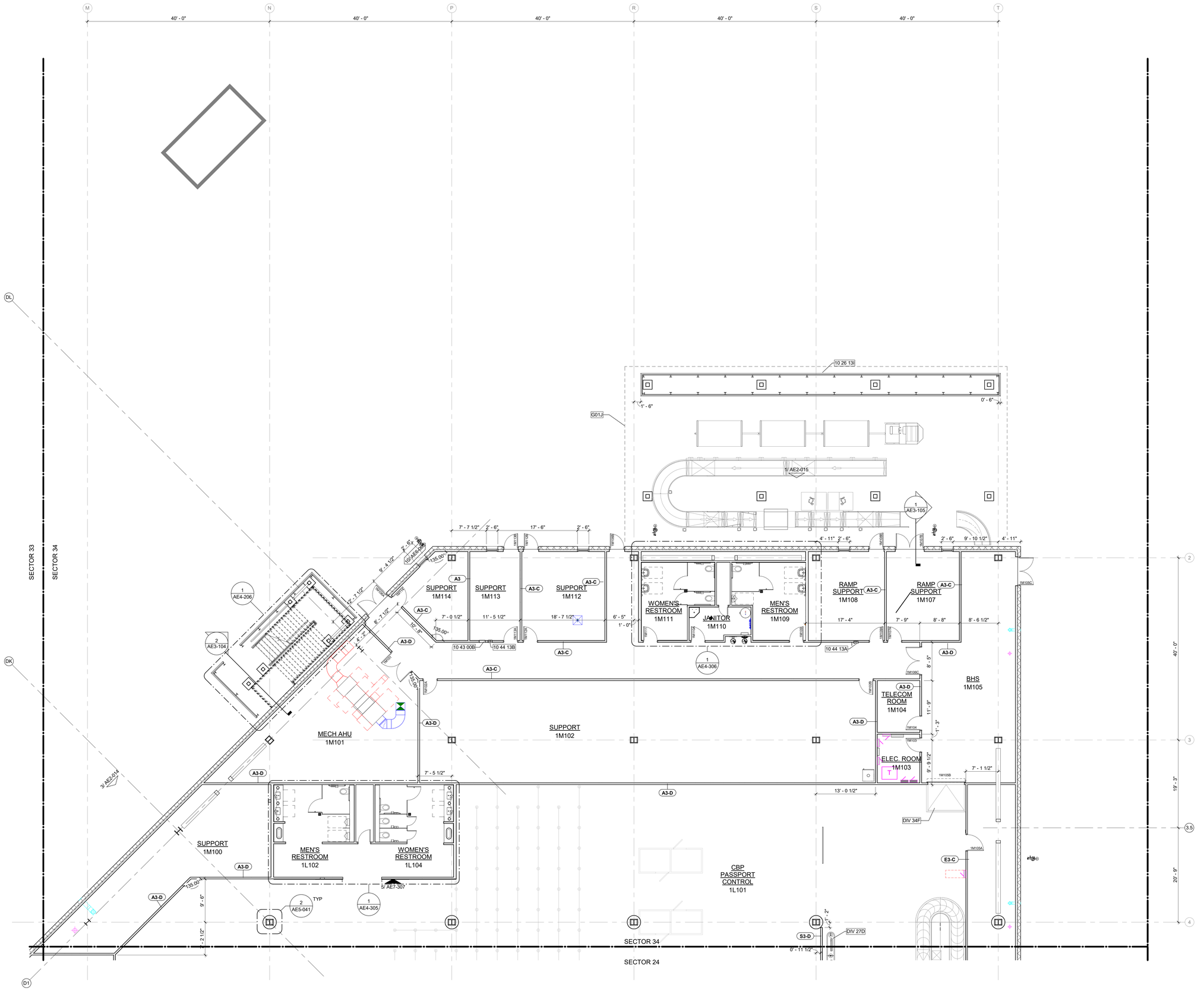
SHEET NAME:

FLOOR PLAN - LEVEL 1 - SECTOR 24 - PACKAGE 2

SHEET NUMBER:

AE1-124-P2

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1 FLOOR PLAN - LEVEL 1 - SECTOR 34 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

10 26 13I	CRASH RAILS
10 43 00B	AED DEVICE
10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET
10 44 13B	RECESSED FIRE PROTECTION CABINET
DIV 27D	TRANSPORTATION INFORMATION DISPLAY. REF. TECHNOLOGY DRAWINGS
DIV 34F	BAG SLIDE, REF. BHS
G01J	LINE OF CANOPY ABOVE

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
3. ALL GROUND FLOOR LEVELS ARE AT EL. 16'-6" UNLESS NOTED OTHERWISE.
4. PROVIDE CONTROL JOINTS IN GYPSUM BOARD WALLS ABOVE THE CORNER OF ALL INTERIOR DOOR AND WINDOW FRAMES, IN THE CENTER OF STRAIGHT WALLS 30'-0" IN LENGTH OR GREATER, OR AS INDICATED ON INTERIOR ELEVATIONS. PROVIDE HORIZONTAL CONTROL JOINTS AT 10'-0" A.F.F. INTERVALS THROUGHOUT BUILDING, TYP.
5. ALL WALL-MOUNTED FIRE EXTINGUISHERS TO BE MOUNTED AT 48" MAX. TO EXTINGUISHER HANDLE / OPERABLE DEVICE U.N.O.
6. PROVIDE 4'-0" HIGH CORNER GUARDS AT ALL EXPOSED GYP. BOARD CORNERS MOUNTED DIRECTLY ABOVE WALL BASE TO THE BOTTOM REF: SPECS.
7. PROVIDE BLOCKING WITHIN PARTITIONS FOR ALL MOUNTED ITEMS.
8. PARTITION DIMENSIONS ARE TO THE FACE OF FINISH.
9. PARTITIONS IN ALIGNMENT WITH COLUMN GRID LINES TO BE CENTERED, U.N.O.
10. DOORS AND CASED OPENINGS INDICATED NEARBY WALL INTERSECTIONS SHALL BE LOCATED SO THAT THE EDGE OF THE FINISH OPENING IS 6" FROM THE FACE OF THE NEARBY WALL U.N.O. ALL OTHER DOORS AND CASED OPENINGS SHALL BE CENTERED BETWEEN ADJACENT WALL INTERSECTIONS.

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · KING'S WHARF · ST. THOMAS

CONSULTANTS:

CORGAN

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401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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JOHN TRUPIANO

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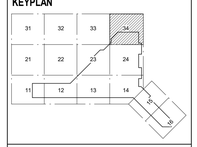
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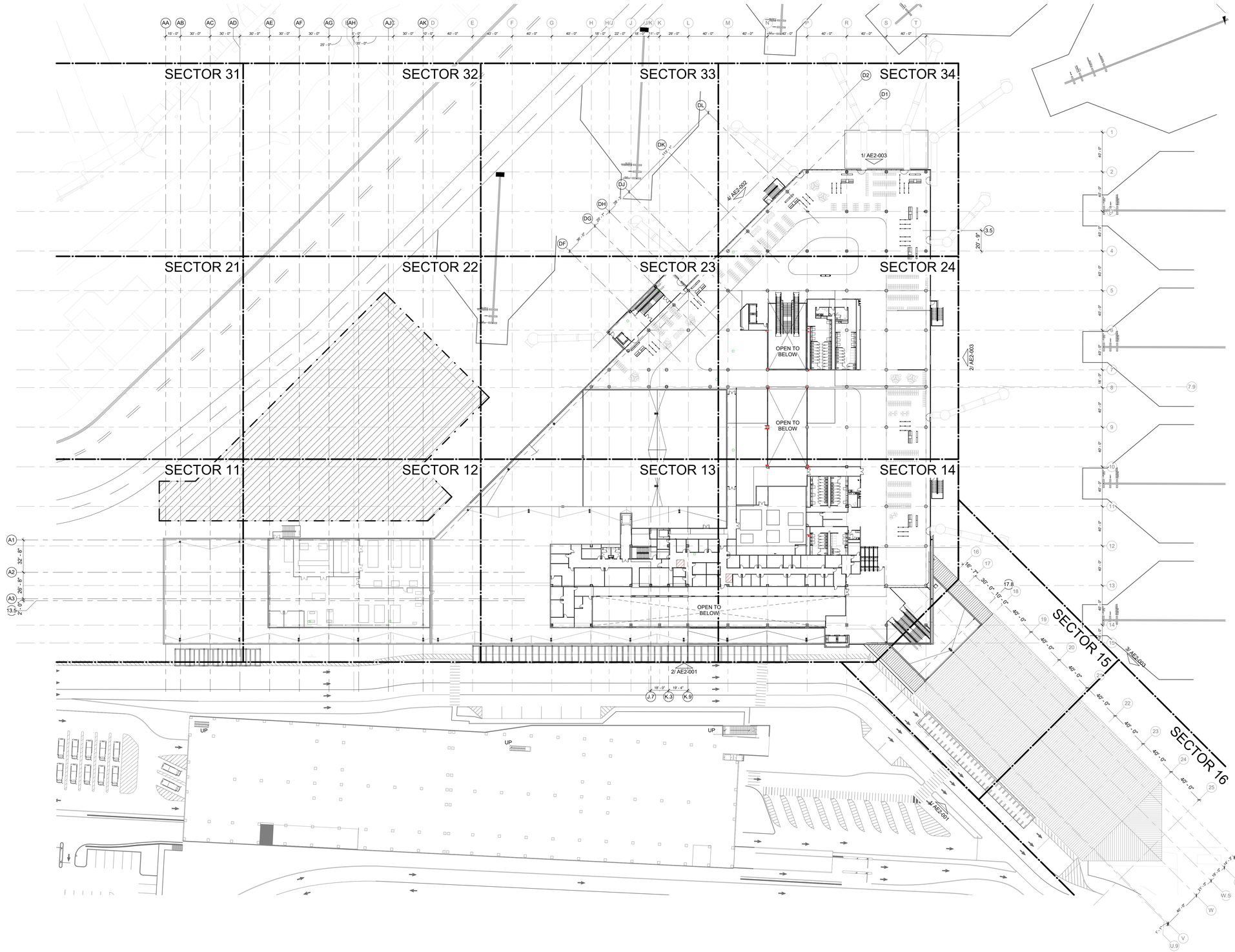
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FLOOR PLAN - LEVEL 1 - SECTOR 34 - PACKAGE 2

SHEET NUMBER:

AE1-134-P2

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KEYNOTE LEGEND

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1 FLOOR PLAN - LEVEL 2 - OVERALL - PACKAGE 2
1" = 40'-0"

0' 10' 20' 40' 80'

TRUE NORTH

SKYCITY

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401 N. Houston St, Dallas, TX 75202
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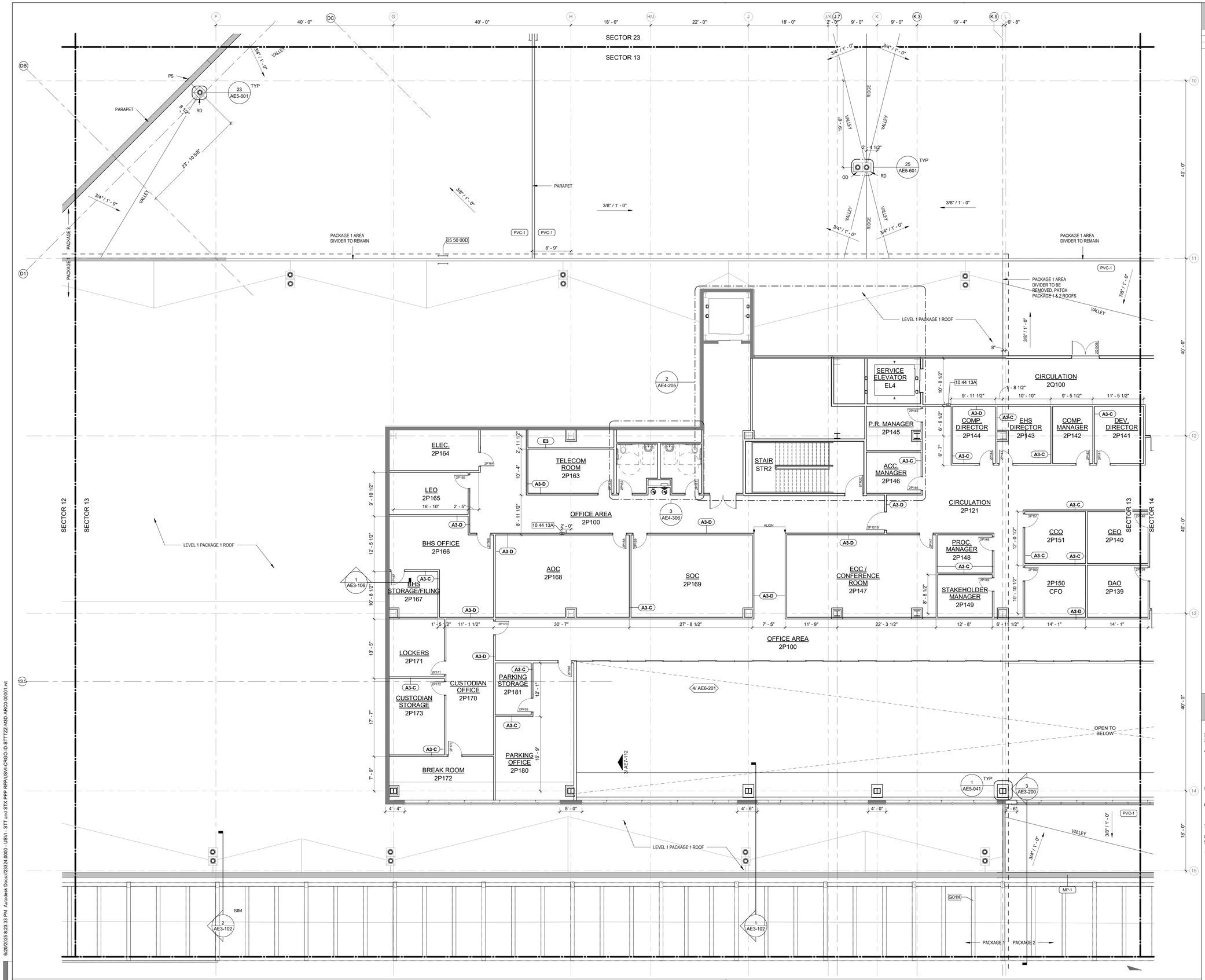
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FLOOR PLAN - LEVEL 2 - OVERALL - PACKAGE 2

SHEET NUMBER:

AE1-200-P2

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1 FLOOR PLAN - LEVEL 2 - SECTOR 13 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

05 50 00D	ACCESS LADDER - ANCHOR TO SLAB ON GRADE
10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET
G01K	LINE OF CANOPY BELOW

GENERAL PLAN NOTES

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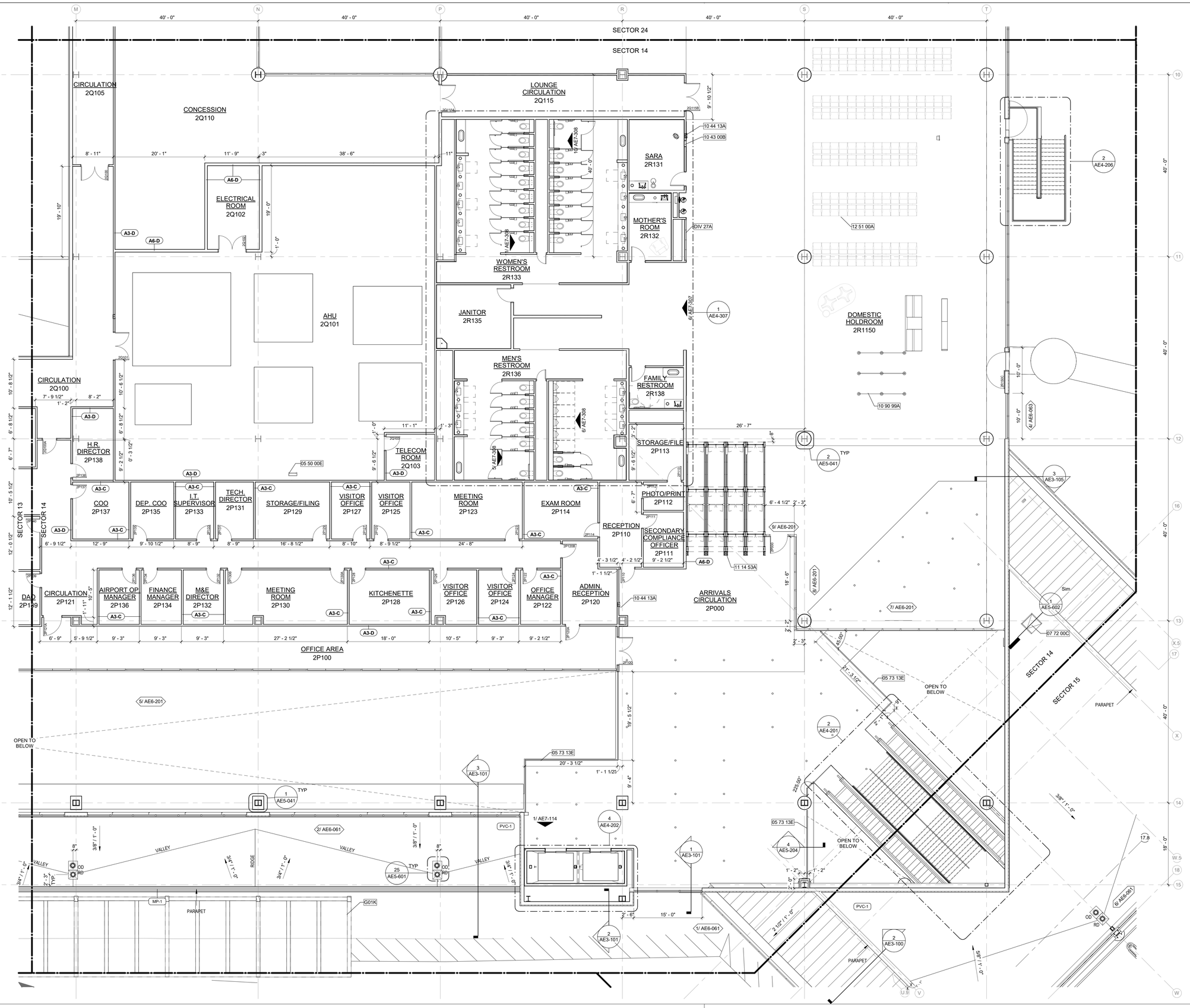
SHEET NAME:

FLOOR PLAN - LEVEL 2 - SECTOR 13 - PACKAGE 2

SHEET NUMBER:

AE1-213-P2

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1 FLOOR PLAN - LEVEL 2 - SECTOR 14 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

05 50 00E	CAGED ROOF ACCESS LADDER - OSHA COMPLIANT
05 73 13E	GLASS HANDRAIL
07 72 00C	ROOF HATCH AND CURB W/ ANCHORAGE SYSTEM
10 43 00B	AED DEVICE
10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET
10 90 99A	RETRACTABLE BELT STANCHION
11 14 53A	AUTOMATED EXIT LANE BREACH CONTROL
12 51 00A	FURNITURE, FIXTURE AND EQUIPMENT, REF FFE SCHEDULE.
DIV 27A	EVIDS / FIDS/ GIDS / BIDS
G01K	LINE OF CANOPY BELOW

GENERAL PLAN NOTES

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STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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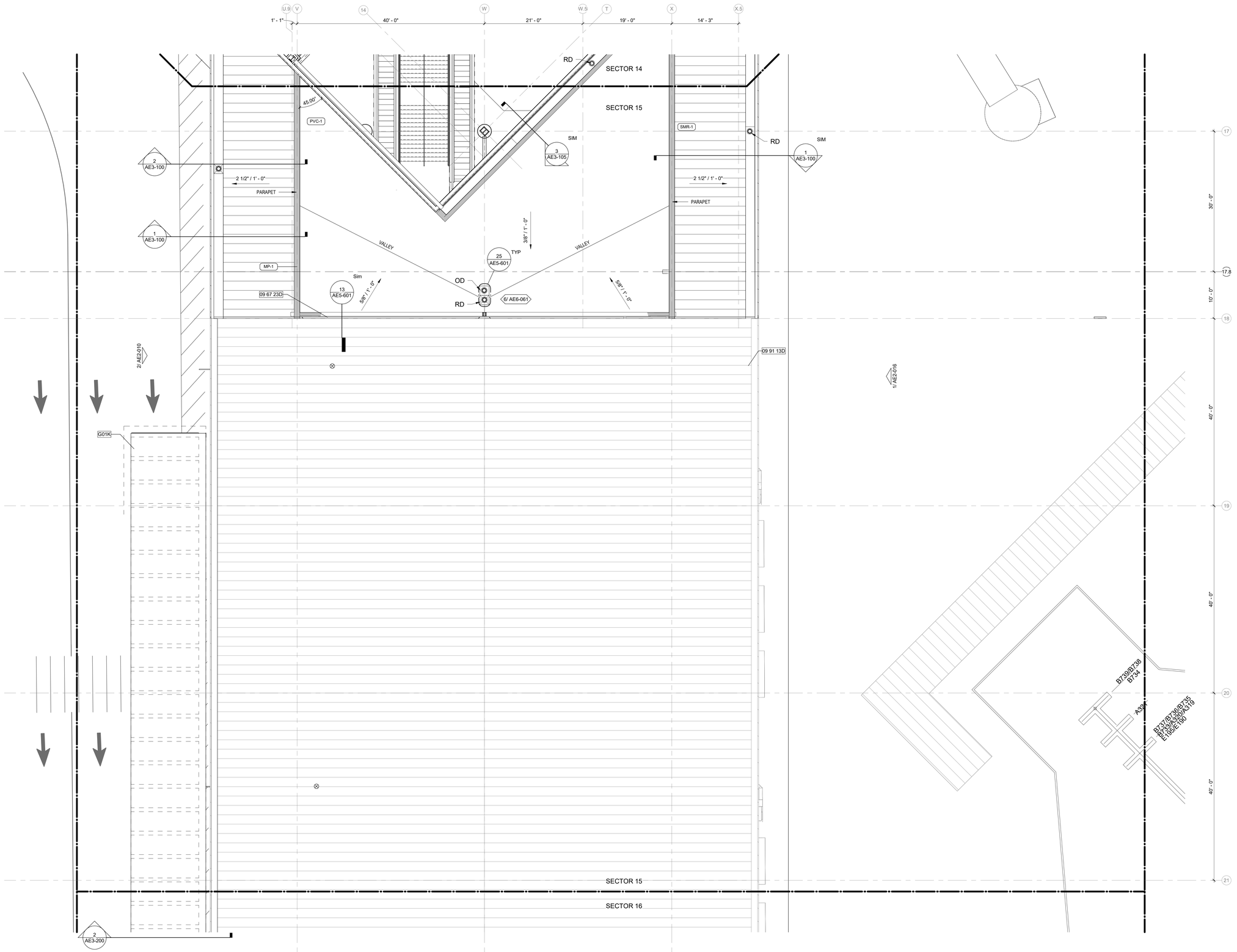
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FLOOR PLAN - LEVEL 2 - SECTOR 14 - PACKAGE 2

SHEET NUMBER:

AE1-214-P2

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KEYNOTE LEGEND

09 67 23D	EXPANSION JOINT
09 91 13D	EXISTING STANDING SEAM ROOF TO RECEIVE NEW PAINT
G01K	LINE OF CANOPY BELOW

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
3. ALL GROUND FLOOR LEVELS ARE AT EL. 16'-6" UNLESS NOTED OTHERWISE.
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1 FLOOR PLAN - PHASE 2 - LEVEL TWO - SECTOR 15
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · ST. CROIX · ST. THOMAS · ST. JOHN

CONSULTANTS:

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STT TERMINAL EXPANSION

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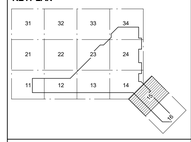
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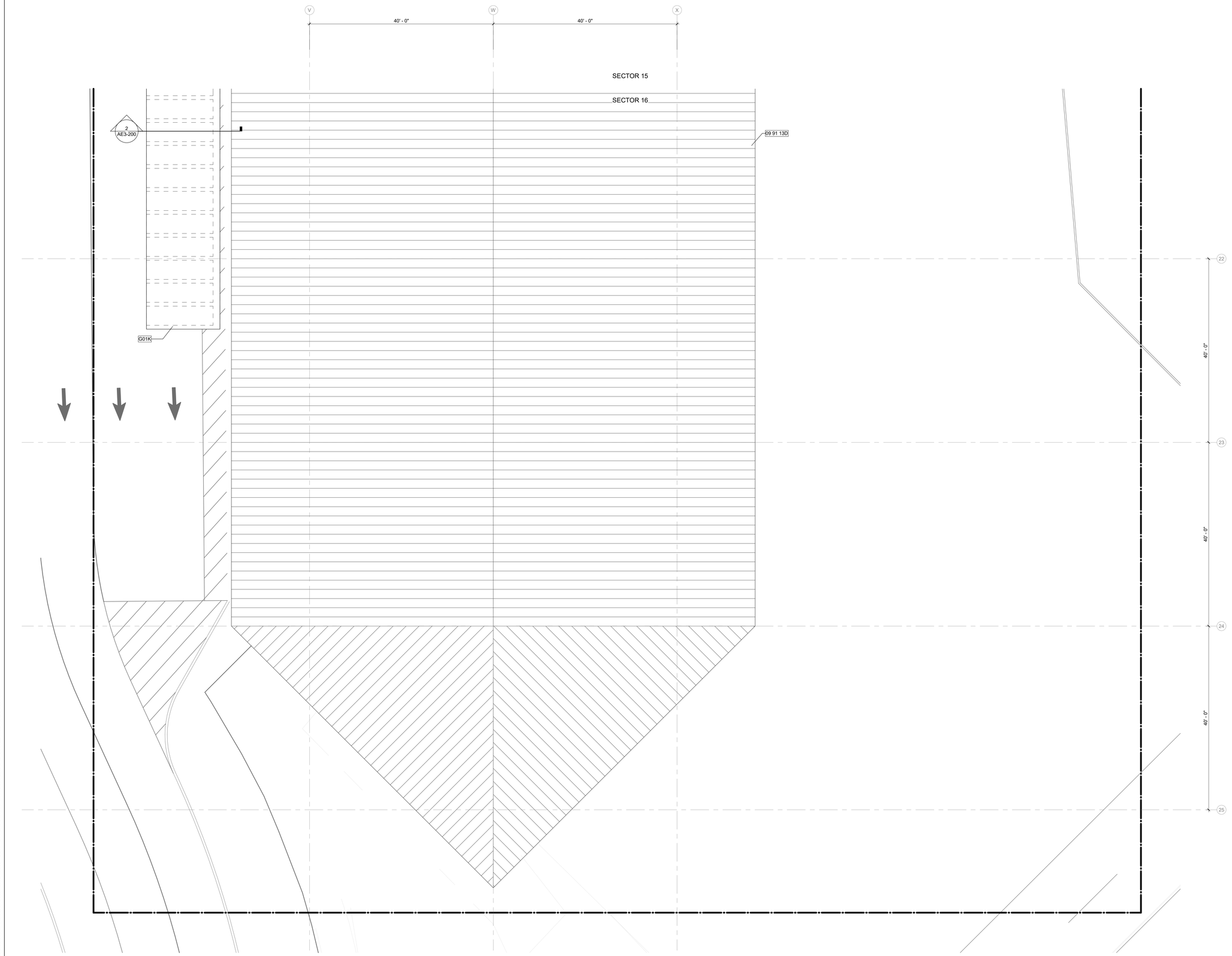
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FLOOR PLAN - LEVEL 2 - SECTOR 15 - PACKAGE 2

SHEET NUMBER:

AE1-215-P2

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1 FLOOR PLAN - LEVEL 2 - SECTOR 16 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

09 91 13D	EXISTING STANDING SEAM ROOF TO RECEIVE NEW PAINT
G01K	LINE OF CANOPY BELOW

GENERAL PLAN NOTES

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SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · ST. THOMAS · ST. JOHN

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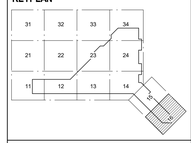
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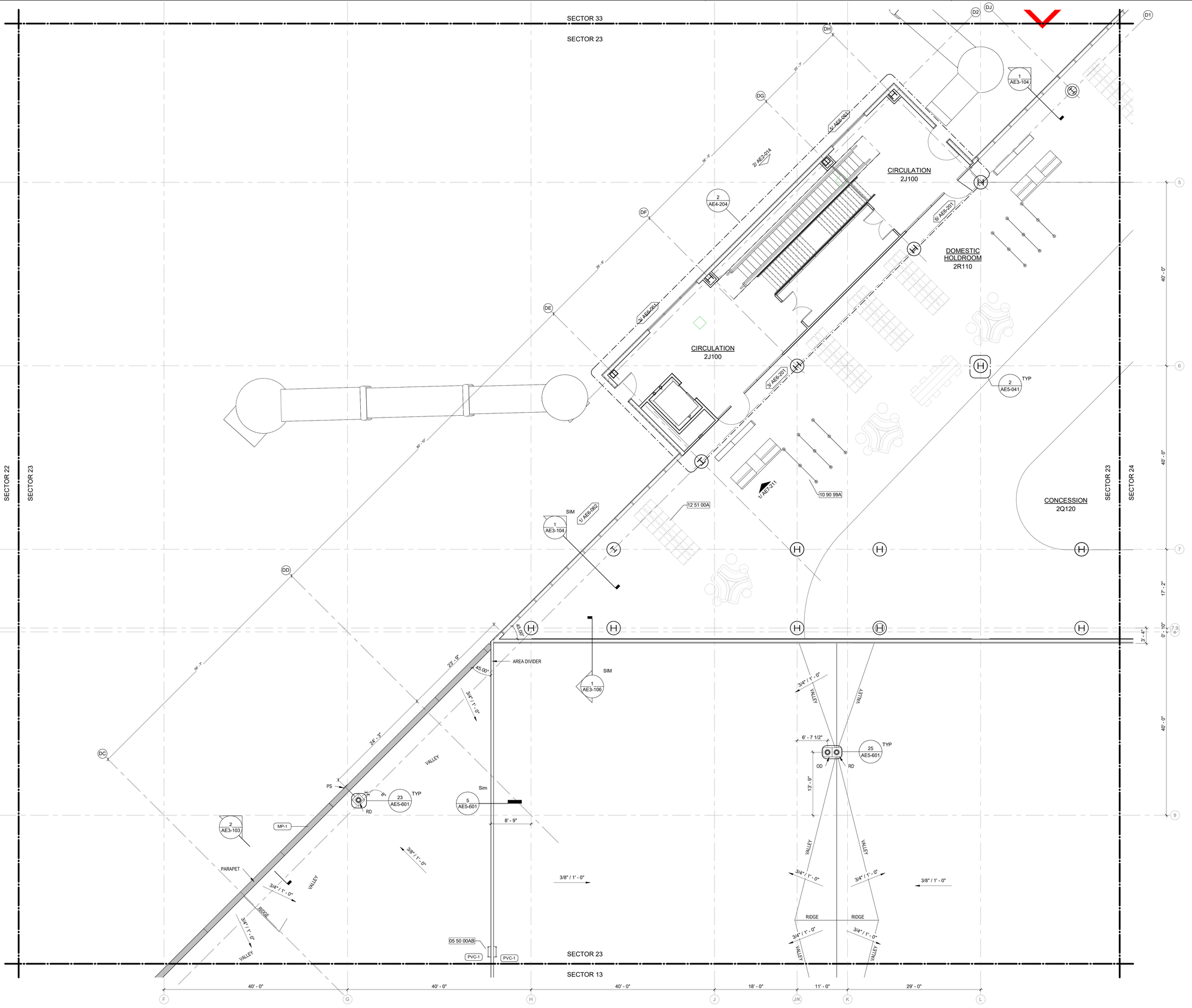
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FLOOR PLAN - LEVEL 2 - SECTOR 16 - PACKAGE 2

SHEET NUMBER:

AE1-216-P2

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KEYNOTE LEGEND

05 50 00AB	ROOFTOP CROSSOVER STAIRS
10 90 99A	RETRACTABLE BELT STANCHION
12 51 00A	FURNITURE, FIXTURE AND EQUIPMENT, REF FFE SCHEDULE.

GENERAL PLAN NOTES

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2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
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1 FLOOR PLAN - LEVEL 2 - SECTOR 23 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

DESIGN DEVELOPMENT

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JOHN TRUPIANO

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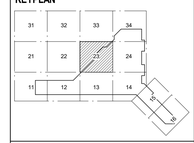
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ISSUE DATE: 06/20/2025

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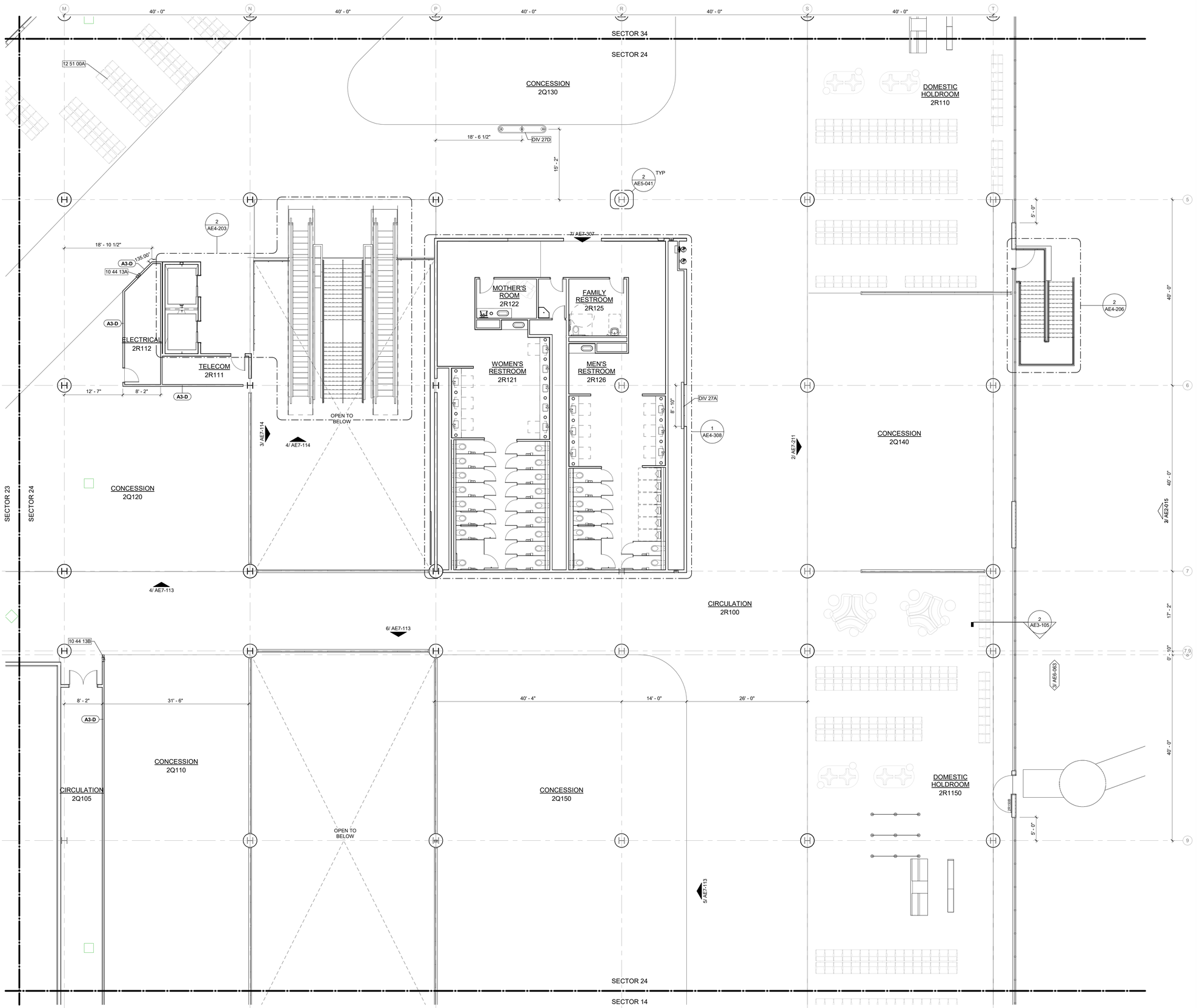
SHEET NAME:

FLOOR PLAN - LEVEL 2 - SECTOR 23 - PACKAGE 2

SHEET NUMBER:

AE1-223-P2

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1 FLOOR PLAN - LEVEL 2 - SECTOR 24 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET
10 44 13B	RECESSED FIRE PROTECTION CABINET
12 51 00A	FURNITURE, FIXTURE AND EQUIPMENT, REF FFE SCHEDULE.
DIV 27A	EVIDS / FIDS/ GIDS / BIDS
DIV 27D	TRANSPORTATION INFORMATION DISPLAY. REF. TECHNOLOGY DRAWINGS

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
3. ALL GROUND FLOOR LEVELS ARE AT EL. 16'-6" UNLESS NOTED OTHERWISE.
4. PROVIDE CONTROL JOINTS IN GYPSUM BOARD WALLS ABOVE THE CORNER OF ALL INTERIOR DOOR AND WINDOW FRAMES, IN THE CENTER OF STRAIGHT WALLS 30'-0" IN LENGTH OR GREATER, OR AS INDICATED ON INTERIOR ELEVATIONS. PROVIDE HORIZONTAL CONTROL JOINTS AT 10'-0" A.F.F. INTERVALS THROUGHOUT BUILDING, TYP.
5. ALL WALL-MOUNTED FIRE EXTINGUISHERS TO BE MOUNTED AT 48" MAX. TO EXTINGUISHER HANDLE / OPERABLE DEVICE U.N.O.
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7. PROVIDE BLOCKING WITHIN PARTITIONS FOR ALL MOUNTED ITEMS.
8. PARTITION DIMENSIONS ARE TO THE FACE OF FINISH.
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SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · ST. CROIX · ST. THOMAS · ST. JOHN

CONSULTANTS:

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T: 214-748-2000

PROJECT TITLE:

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STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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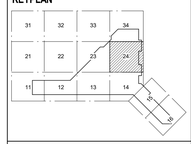
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KEYPLAN



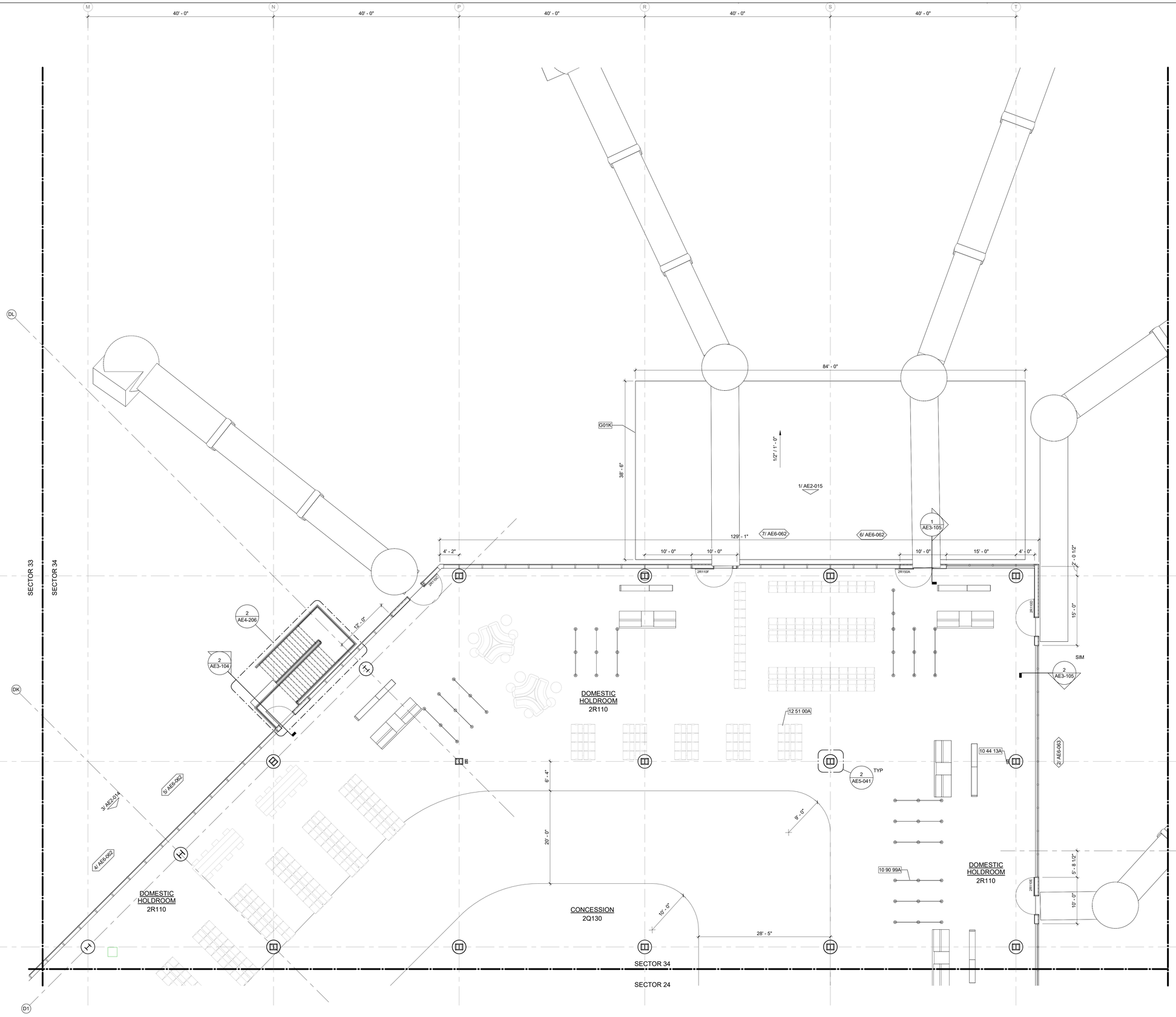
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FLOOR PLAN - LEVEL 2 - SECTOR 24 - PACKAGE 2

SHEET NUMBER:

AE1-224-P2

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KEYNOTE LEGEND

10 44 13A	SEMI-RECESSED FIRE PROTECTION CABINET
10 90 99A	RETRACTABLE BELT STANCHION
12 51 00A	FURNITURE, FIXTURE AND EQUIPMENT, REF FFE SCHEDULE.
G01K	LINE OF CANOPY BELOW

GENERAL PLAN NOTES

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1 FLOOR PLAN - LEVEL 2 - SECTOR 34 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

CONSULTANTS:

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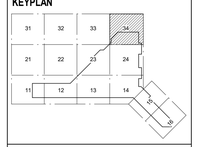
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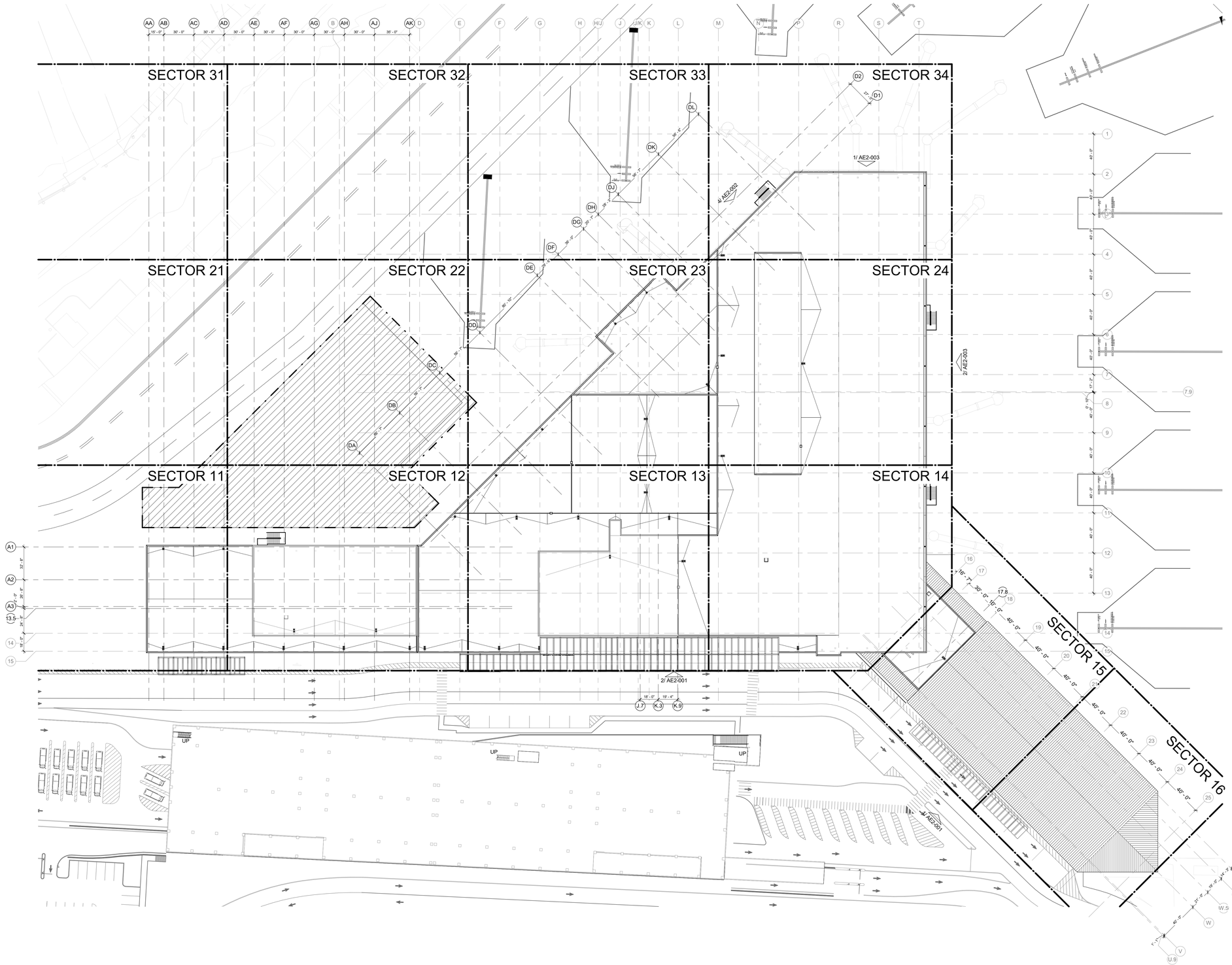
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FLOOR PLAN - LEVEL 2 - SECTOR 34 - PACKAGE 2

SHEET NUMBER:

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1 FLOOR PLAN - PHASE 4 - ROOF - OVERALL
1" = 40'-0"

0' 10' 20' 40' 80'

TRUE NORTH

KEYNOTE LEGEND

GENERAL PLAN NOTES

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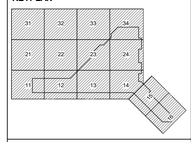
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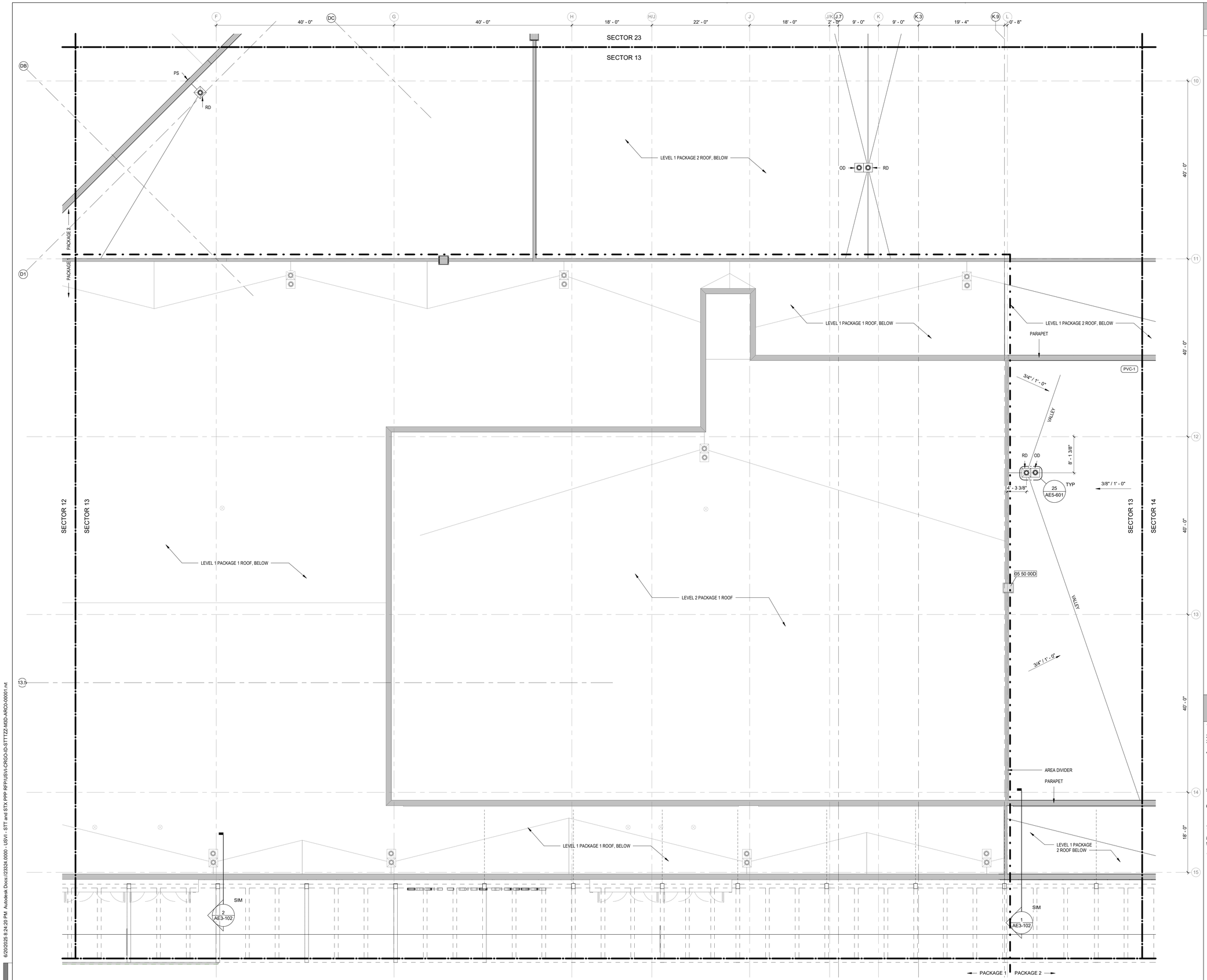
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ROOF PLAN- OVERALL - PACKAGE 2

SHEET NUMBER:

AE1-300-P2

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1 ROOF PLAN - SECTOR 13 - PACKAGE 2
1/8" = 1'-0"

0' 2" 4" 8" 16"

TRUE NORTH

KEYNOTE LEGEND

05 50 00D	ACCESS LADDER - ANCHOR TO SLAB ON GRADE

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
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VIRGIN ISLANDS PORT AUTHORITY · ESTD 1 · ST. THOMAS · MMXI

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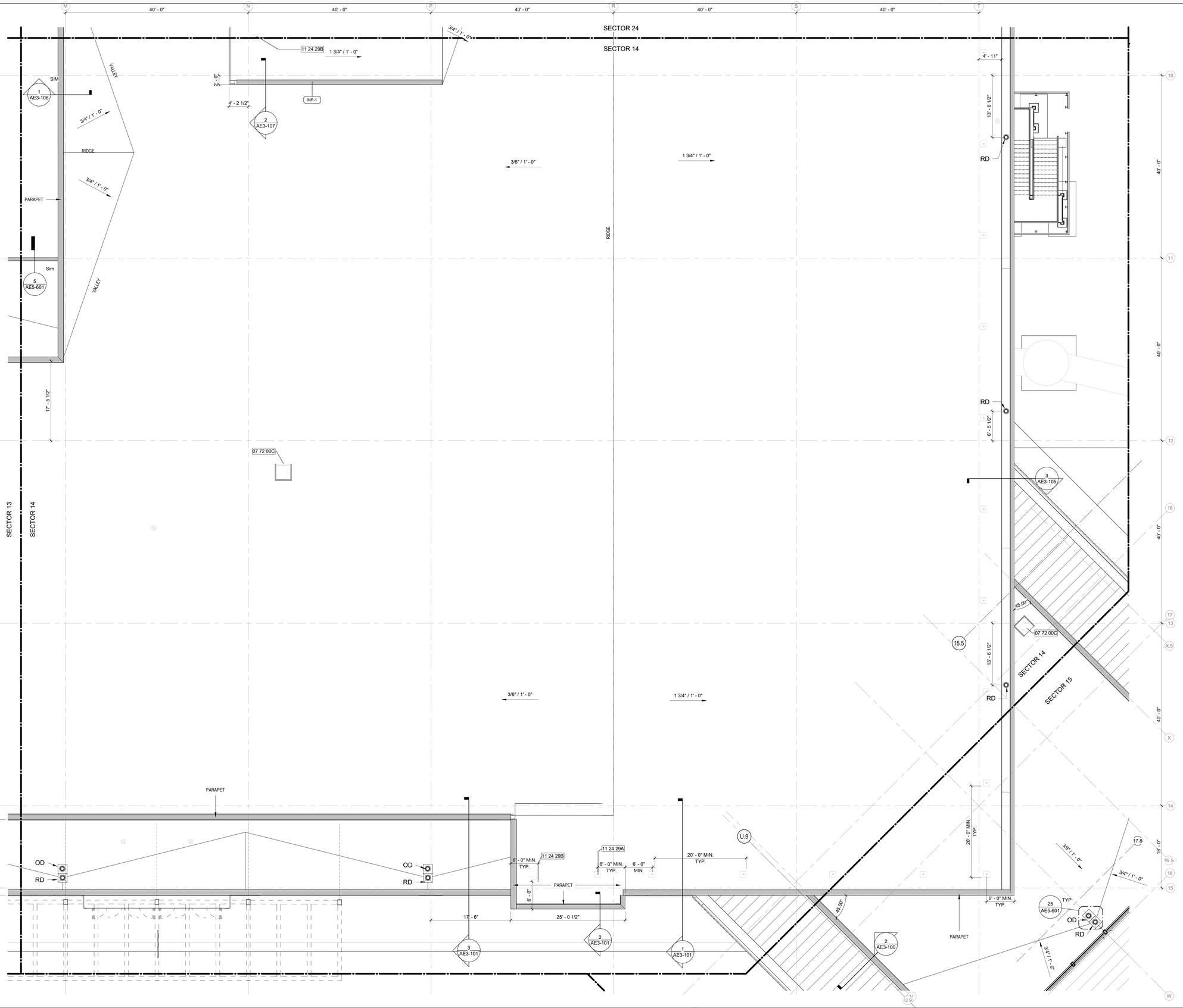
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ROOF PLAN - SECTOR 13 - PACKAGE 2

SHEET NUMBER:

AE1-313-P2

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1 ROOF PLAN - SECTOR 14 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

07 72 00C	ROOF HATCH AND CURB W/ ANCHORAGE SYSTEM
11 24 29A	OSHA COMPLIANT FALL PROTECTION SYSTEM
11 24 29B	ROOF TIEBACK ANCHOR

GENERAL PLAN NOTES

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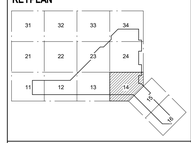
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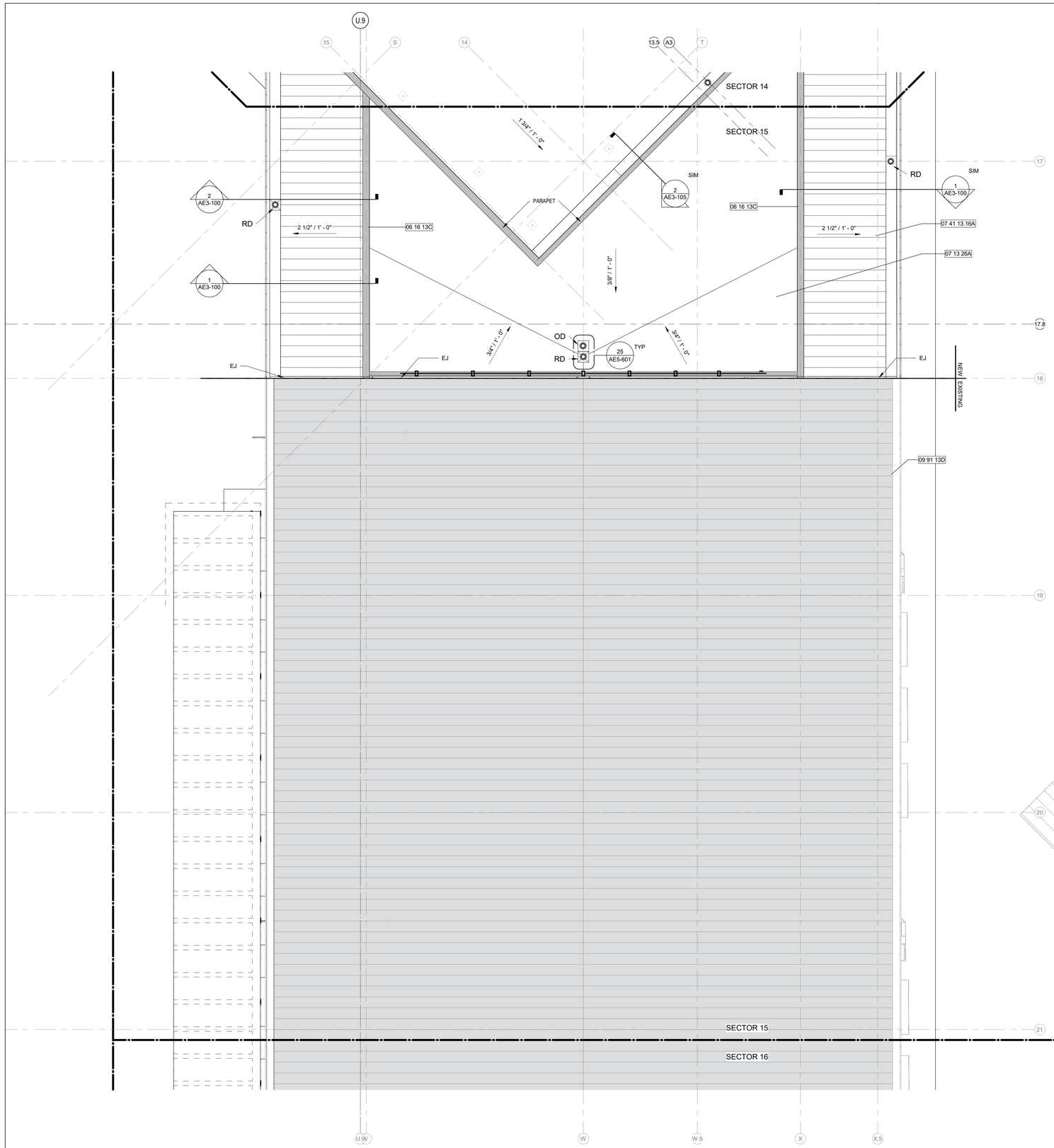
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ROOF PLAN - SECTOR 14 - PACKAGE 2

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KEYNOTE LEGEND

06 16 13C	PARAPET SHEATHING
07 13 26A	CONT. SELF-ADHERING WATER-PROOFING MEMBRANE SYSTEM.
07 41 13.16A	STANDING SEAM METAL ROOFING
09 91 13D	EXISTING STANDING SEAM ROOF TO RECEIVE NEW PAINT

GENERAL PLAN NOTES

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1 FLOOR PLAN - PHASE 2 - ROOF - SECTOR 15
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · ST. CROIX · ST. THOMAS · ST. JOHN

CONSULTANTS:

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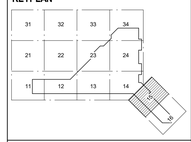
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KEYPLAN



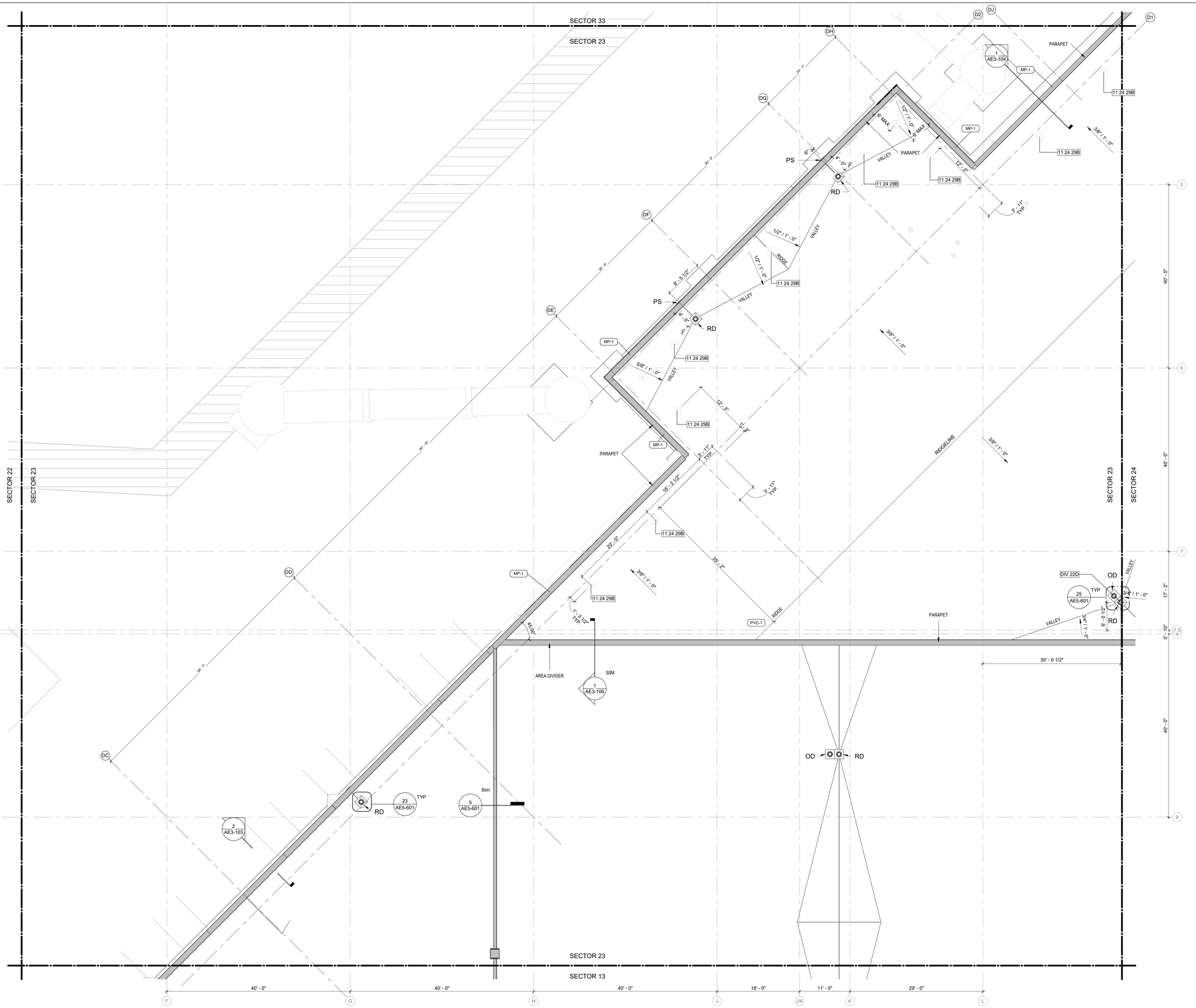
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ROOF PLAN - SECTOR 15 - PACKAGE 2

SHEET NUMBER:

AE1-315-P2

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KEYNOTE LEGEND

11 24 29B	ROOF TIEBACK ANCHOR
DIV 22D	ROOF DRAIN, REF. PLUMBING

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
3. ALL GROUND FLOOR LEVELS ARE AT EL. 16'-6" UNLESS NOTED OTHERWISE.
4. PROVIDE CONTROL JOINTS IN GYPSUM BOARD WALLS ABOVE THE CORNER OF ALL INTERIOR DOOR AND WINDOW FRAMES, IN THE CENTER OF STRAIGHT WALLS 30'-0" IN LENGTH OR GREATER, OR AS INDICATED ON INTERIOR ELEVATIONS. PROVIDE HORIZONTAL CONTROL JOINTS AT 10'-0" A.F.F. INTERVALS THROUGHOUT BUILDING, TYP.
5. ALL WALL-MOUNTED FIRE EXTINGUISHERS TO BE MOUNTED AT 48" MAX. TO EXTINGUISHER HANDLE / OPERABLE DEVICE U.N.O.
6. PROVIDE 4'-0" HIGH CORNER GUARDS AT ALL EXPOSED GYP. BOARD CORNERS MOUNTED DIRECTLY ABOVE WALL BASE TO THE BOTTOM REF: SPECS.
7. PROVIDE BLOCKING WITHIN PARTITIONS FOR ALL MOUNTED ITEMS.
8. PARTITION DIMENSIONS ARE TO THE FACE OF FINISH.
9. PARTITIONS IN ALIGNMENT WITH COLUMN GRID LINES TO BE CENTERED, U.N.O.
10. DOORS AND CASED OPENINGS INDICATED NEARBY WALL INTERSECTIONS SHALL BE LOCATED SO THAT THE EDGE OF THE FINISH OPENING IS 6" FROM THE FACE OF THE NEARBY WALL U.N.O. ALL OTHER DOORS AND CASED OPENINGS SHALL BE CENTERED BETWEEN ADJACENT WALL INTERSECTIONS.

1 ROOF PLAN - SECTOR 23 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · CYRIL E. KING AIRPORT · ST. THOMAS

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

CYRIL E. KING AIRPORT
STT TERMINAL EXPANSION
St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

DESIGN DEVELOPMENT

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JOHN TRUPIANO

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ISSUE DATE:	06/20/2025

KEYPLAN



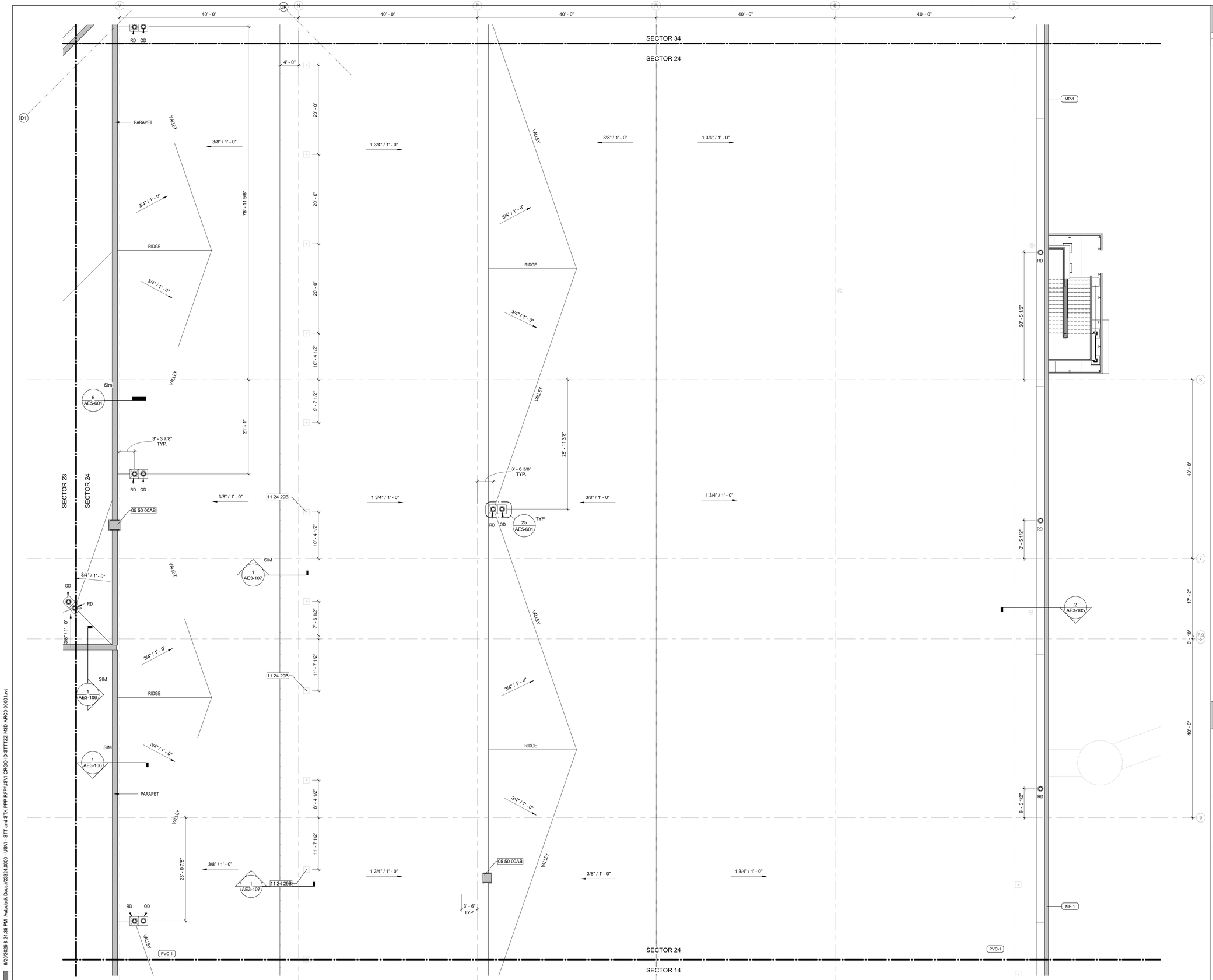
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ROOF PLAN - SECTOR 23 - PACKAGE 2

SHEET NUMBER:

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KEYNOTE LEGEND

05 50 00AB	ROOFTOP CROSSOVER STAIRS
11 24 29B	ROOF TIEBACK ANCHOR

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
3. ALL GROUND FLOOR LEVELS ARE AT EL. 16'-6" UNLESS NOTED OTHERWISE.
4. PROVIDE CONTROL JOINTS IN GYPSUM BOARD WALLS ABOVE THE CORNER OF ALL INTERIOR DOOR AND WINDOW FRAMES, IN THE CENTER OF STRAIGHT WALLS 30'-0" IN LENGTH OR GREATER, OR AS INDICATED ON INTERIOR ELEVATIONS. PROVIDE HORIZONTAL CONTROL JOINTS AT 10'-0" A.F.F. INTERVALS THROUGHOUT BUILDING, TYP.
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1 ROOF PLAN - SECTOR 24 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · ST. CROIX · ST. THOMAS · ST. JOHN

CONSULTANTS:

CORGAN

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401 N. Houston St, Dallas, TX 75202
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PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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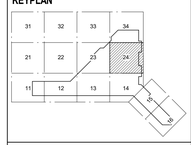
REVISIONS

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ISSUE DATE:	06/20/2025

KEYPLAN



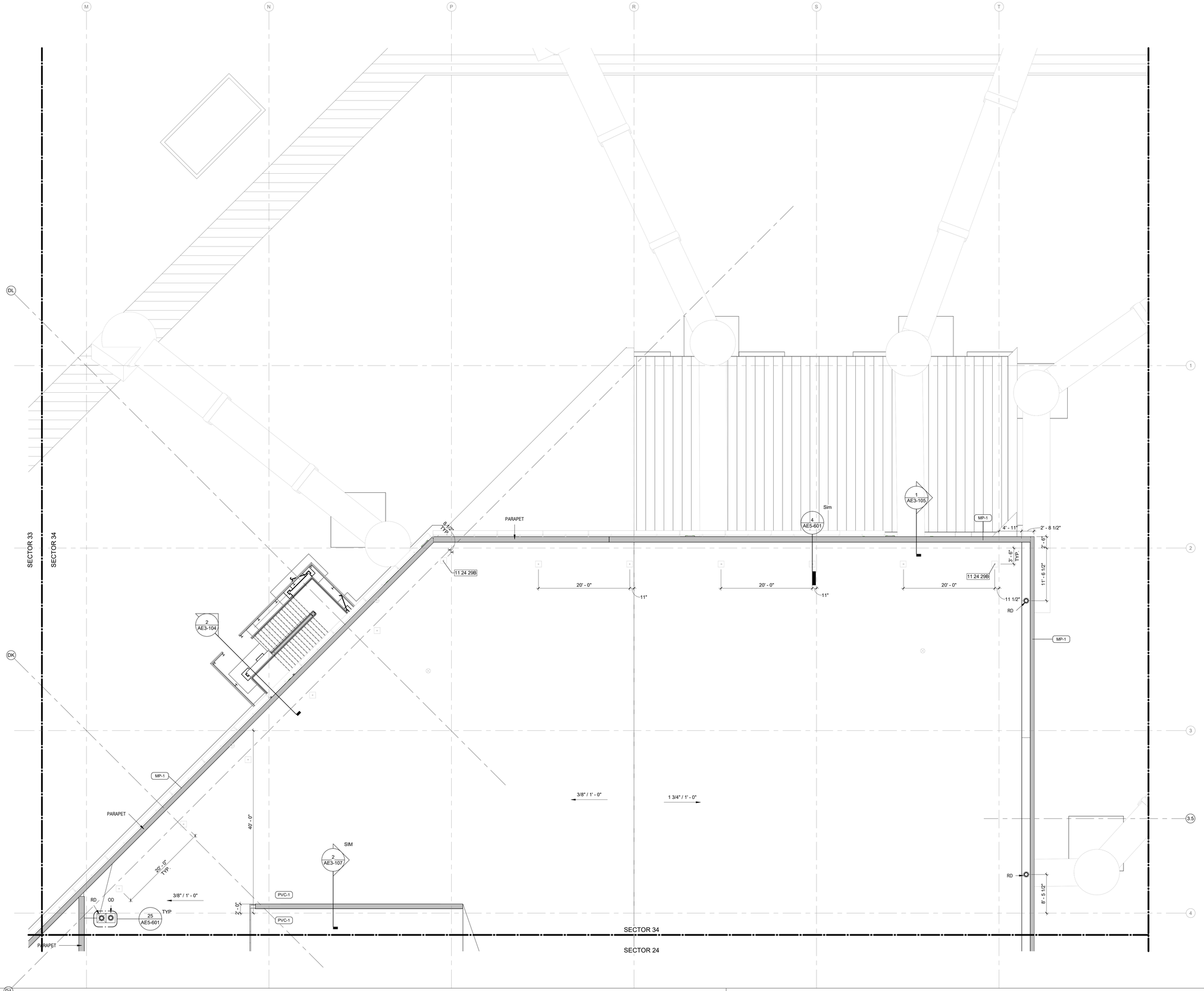
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ROOF PLAN - SECTOR 24 - PACKAGE 2

SHEET NUMBER:

AE1-324-P2

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KEYNOTE LEGEND

11 24 29B	ROOF TIEBACK ANCHOR

GENERAL PLAN NOTES

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1 ROOF PLAN - SECTOR 34 - PACKAGE 2
1/8" = 1'-0"

0' 2' 4' 8' 16'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY · ST. THOMAS · ST. CROIX

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

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STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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KEYPLAN



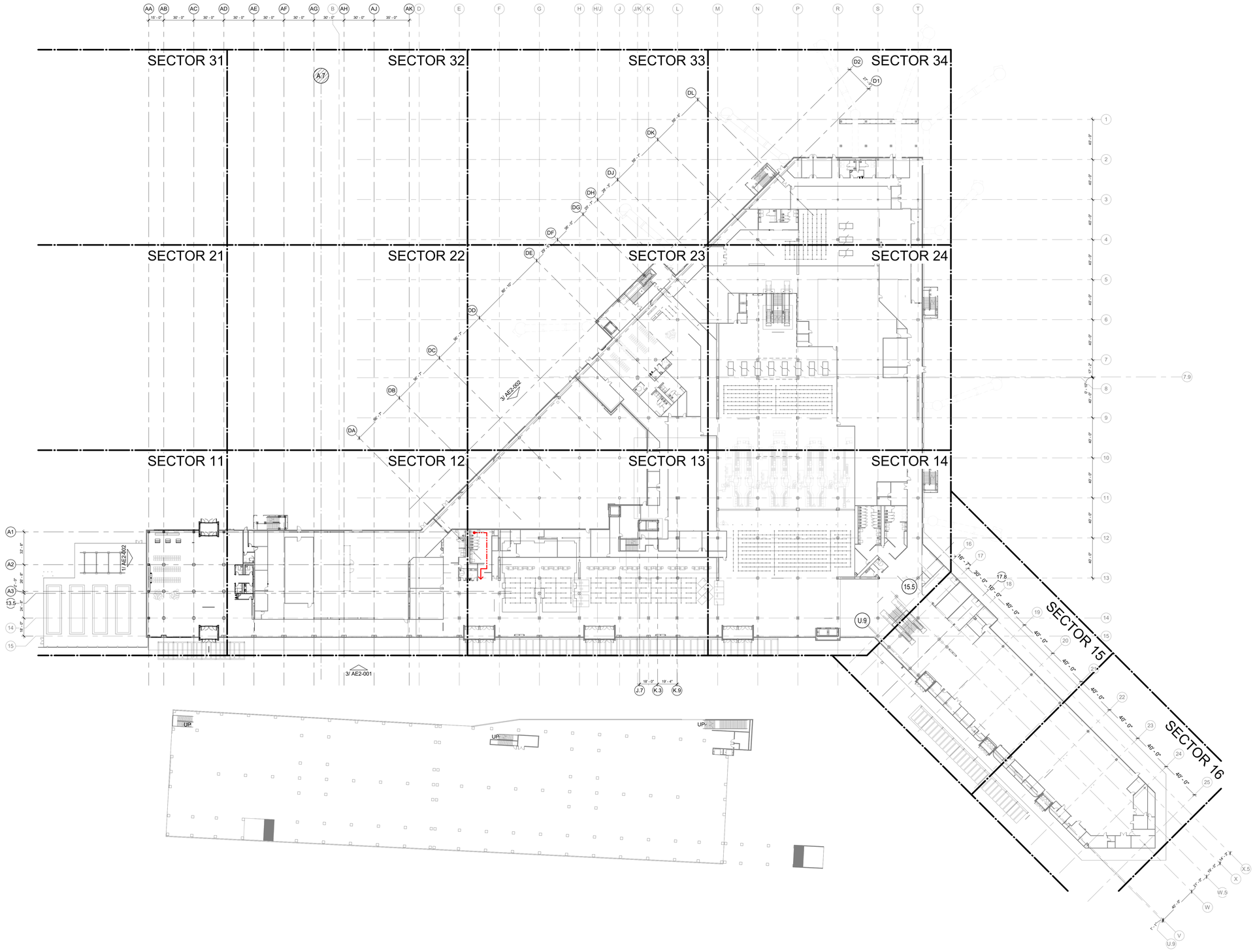
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SHEET NUMBER:

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KEYNOTE LEGEND

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
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1 FLOOR PLAN - LEVEL 1 - OVERALL - PACKAGE 3
1" = 40'-0"

0' 10' 20' 40' 80'

TRUE NORTH

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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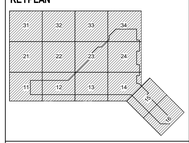
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KEYPLAN



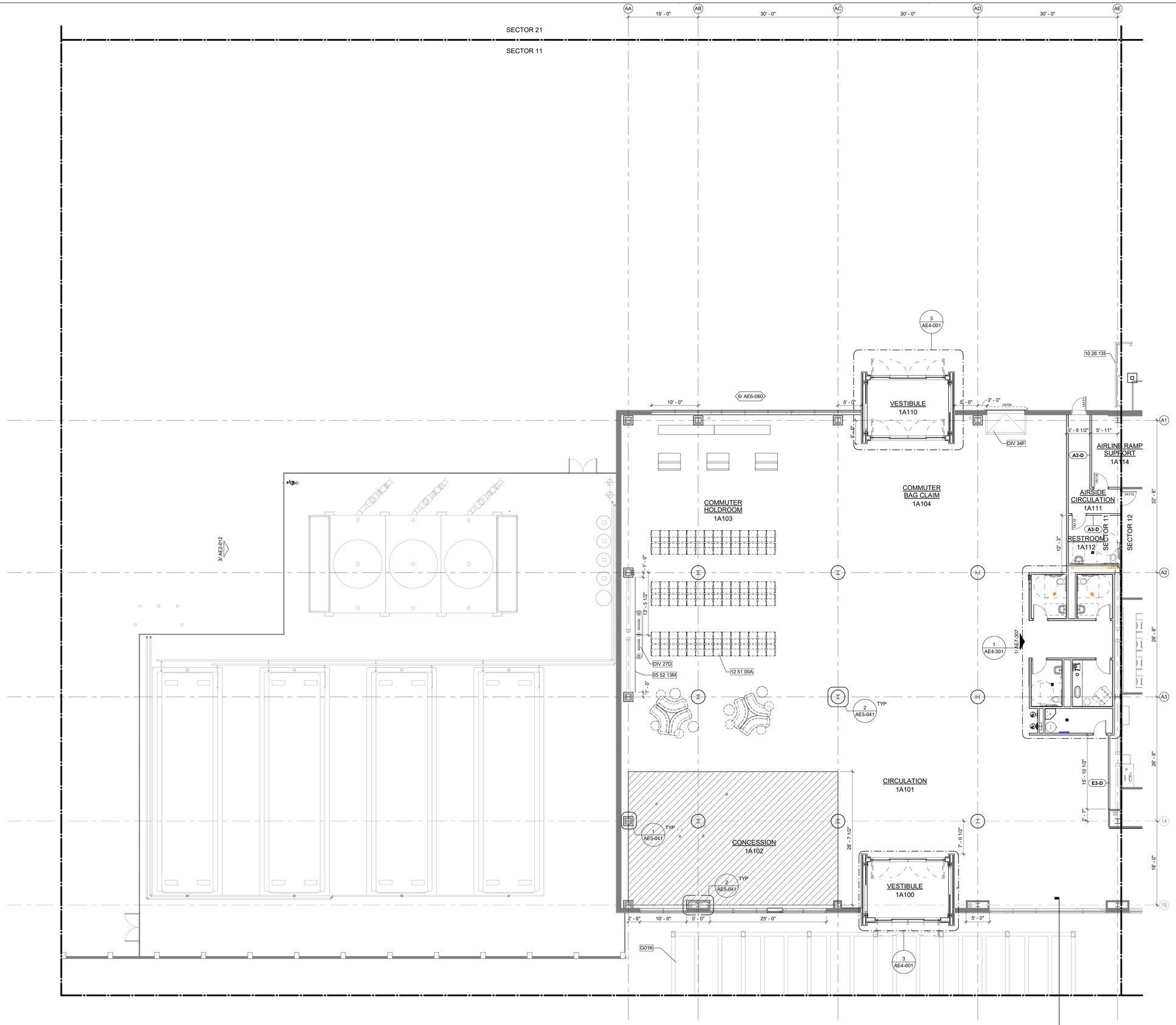
SHEET NAME:

FLOOR PLAN - LEVEL 1 - OVERALL - PACKAGE 3

SHEET NUMBER:

AE1-100-P3

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1 FLOOR PLAN - LEVEL 1 - SECTOR 11 - PACKAGE 3
1/8" = 1'-0"

1 AE3-200
0' 2' 4' 8' 16'

TRUE NORTH

KEYNOTE LEGEND

05 52 13M	1 1/2" DIA. METAL TUBE GUARDRAIL
10 26 13I	CRASH RAILS
12 51 00A	FURNITURE, FIXTURE AND EQUIPMENT, REF FFE SCHEDULE.
DIV 27D	TRANSPORTATION INFORMATION DISPLAY. REF. TECHNOLOGY DRAWINGS
DIV 34F	BAG SLIDE, REF. BHS
G01K	LINE OF CANOPY BELOW

GENERAL PLAN NOTES

1. ALL INTERIOR WALLS ARE PARTITION TYPE A3-C, U.N.O.
2. ALL FUROUTS ARE PARTITION TYPE E3-C, U.N.O.
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SKYCITY

SOUTH VIRGIN ISLANDS PORT AUTHORITY · ST. THOMAS · ST. JOHN

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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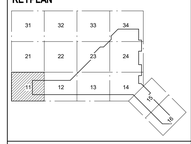
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KEYPLAN



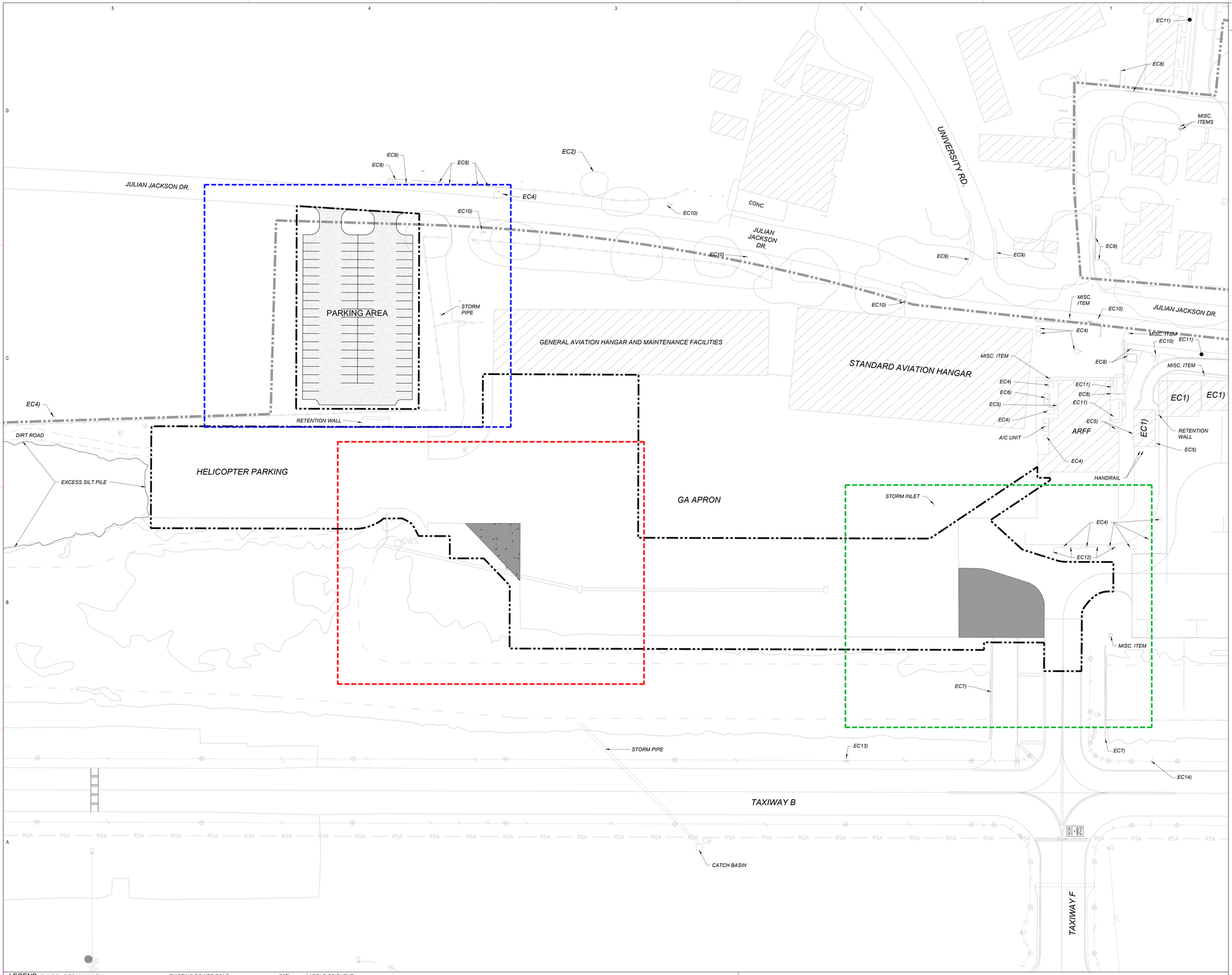
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FLOOR PLAN - LEVEL 1 - SECTOR 11 - PACKAGE 3

SHEET NUMBER:

AE1-111-P3

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LEGEND (SYMBOL SIZE MAY VARY)

- PROJECT LIMITS
- ROFA — RUNWAY OBJECT FREE AREA
- RSA — RUNWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- EXISTING PROPERTY LINE
- EXISTING BUILDING
- EXISTING FENCE
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING STORM DRAIN CHANNEL
- EXISTING UTILITY MANHOLE
- OWS — EXISTING OIL/WATER SEPARATOR
- WATER — EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING GUY WIRE
- (SC) START OF CURVE
- (MC) MIDDLE OF CURVE
- (EC) END OF CURVE
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- GRAVEL
- SODDING
- SEE SHEET C-302
- SEE SHEET C-303
- SEE SHEET C-304

0' 40' 80'

NOTE: SEE SHEET G-201 FOR EXISTING CONDITIONS KEYNOTES EC1) - EC14)

GENERAL NOTES

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY — ST. CROIX • ST. THOMAS • ST. JOHN

CORGAN

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401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

CONSULTANTS:

AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.
ARCHITECTURE | ENGINEERING | PLANNING
aidinc.us
5001 CHANDLERS WHARF STE. 5C
P.O. BOX 26162
CHRISTIANSTED, VI 00824-2162
VIRGIN ISLANDS BUSINESS LICENSE No. 1-19346-1B

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT North Commuter Terminal

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

30% SCHEMATIC DESIGN

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USVI P.E #1308-E

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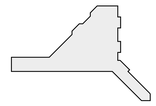
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APPROVED BY:	---
ISSUE DATE:	05/16/2025

KEYPLAN



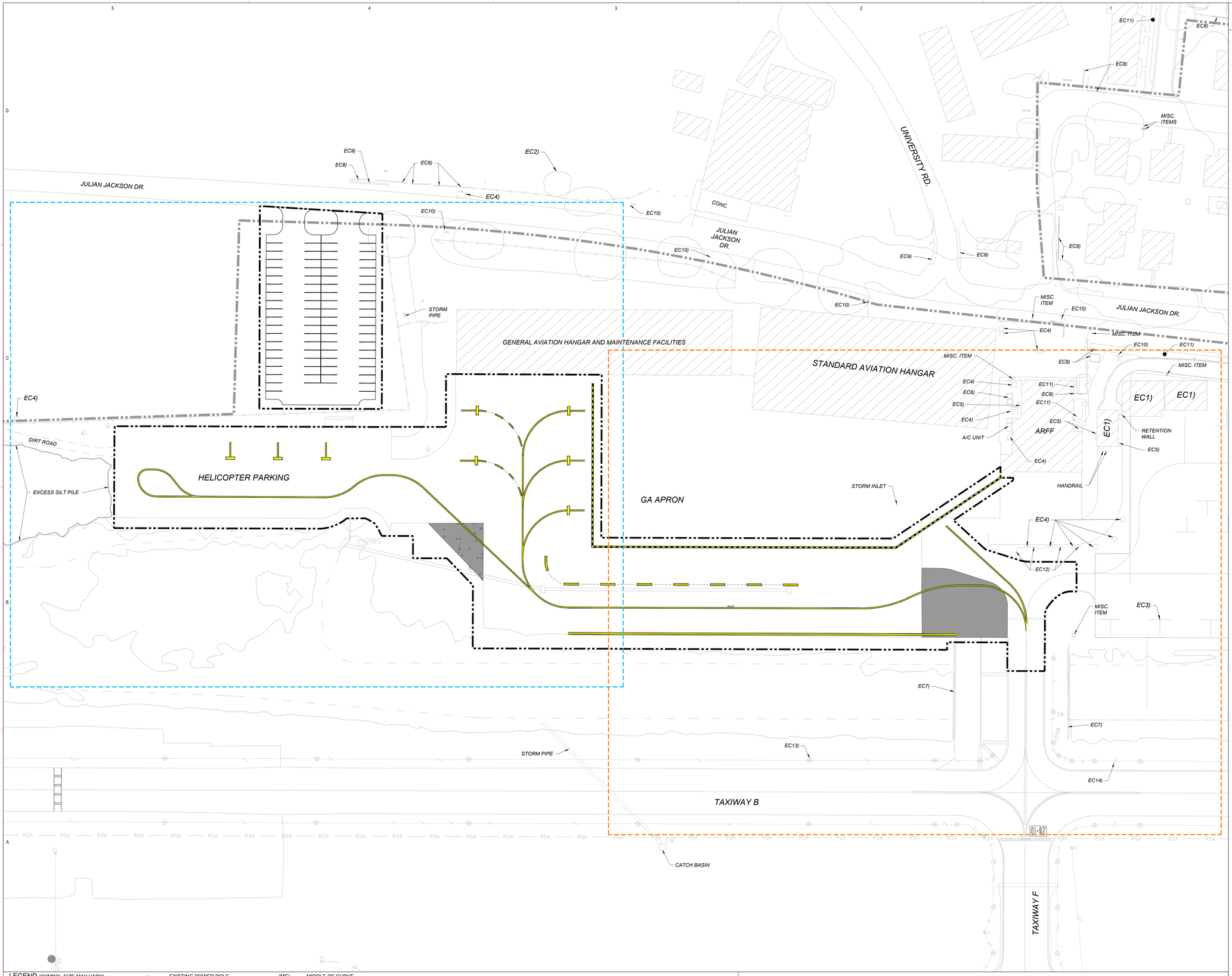
SHEET NAME:

GEOMETRY PLAN

SHEET NUMBER:

C-301

C:\Users\Joseph Clark\AID Dropbox\1-PROJECTS\STT\ST725002 - North Commuter Terminal\03-Drawings\C-301 GEOMETRY PLAN.dwg Tab: C-301 Jul 07, 2025 - 1:01pm Plotted by: Joseph Clark



LEGEND (SYMBOL SIZE MAY VARY)

- PROJECT LIMITS
- ROFA — RUNWAY OBJECT FREE AREA
- RSA — RUNWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- EXISTING PROPERTY LINE
- EXISTING BUILDING
- EXISTING FENCE
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING STORM DRAIN CHANNEL
- EXISTING UTILITY MANHOLE
- EXISTING OIL/WATER SEPARATOR
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING GUY WIRE
- (SC) START OF CURVE
- (MC) MIDDLE OF CURVE
- (EC) END OF CURVE
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- GRAVEL
- SODDING
- SEE SHEET C-702
- SEE SHEET C-703

0' 40' 80'

NOTE: SEE SHEET G-201 FOR EXISTING CONDITIONS KEYNOTES EC1) - EC14)

GENERAL NOTES

SKYCITY

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401 N. Houston St, Dallas, TX 75202
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CONSULTANTS:

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ARCHITECTURE | ENGINEERING | PLANNING
aidinc.us
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P.O. BOX 26162
CHRISTIANSTED, VI 00824-2162
VIRGIN ISLANDS BUSINESS LICENSE No. 1-19346-1B

PROJECT TITLE:

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STT North Commuter Terminal

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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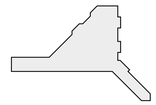
REVISIONS

NO.	DATE	DESCRIPTION

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KEYPLAN



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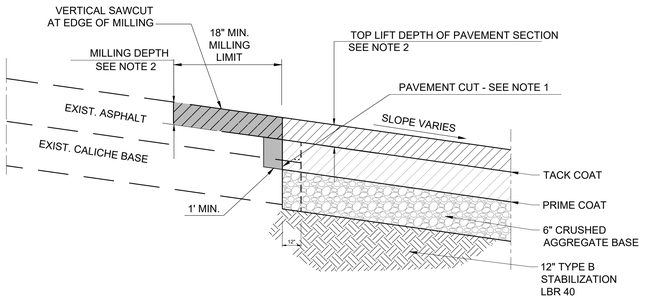
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C-701

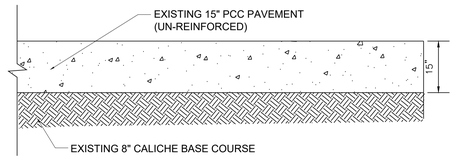
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EXISTING



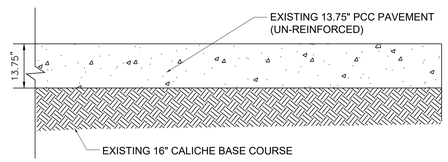
8 / C-501 — VEHICULAR CIRCULAR ROAD RE-SURFACING

EXISTS IN PORTIONS OF THE APRON AREA OF WORK. REMOVAL IS NECESSARY TO INSTALL DRAINAGE MODIFICATIONS DESCRIBED IN THE PROJECT.



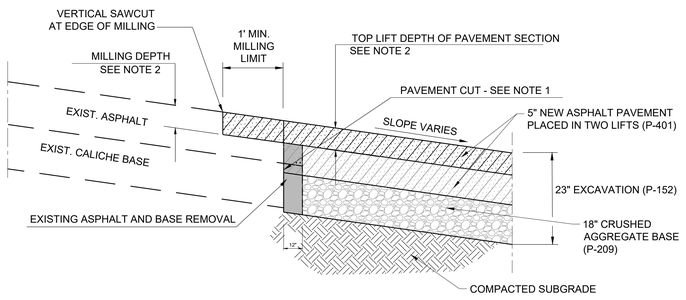
7 / C-501 — EXISTING SECTION - CONCRETE APRON

EXISTS IN PORTIONS OF THE APRON AREA OF WORK. REMOVAL IS NECESSARY TO INSTALL DRAINAGE MODIFICATIONS DESCRIBED IN THE PROJECT.



6 / C-501 — EXISTING SECTION - GSE APRON

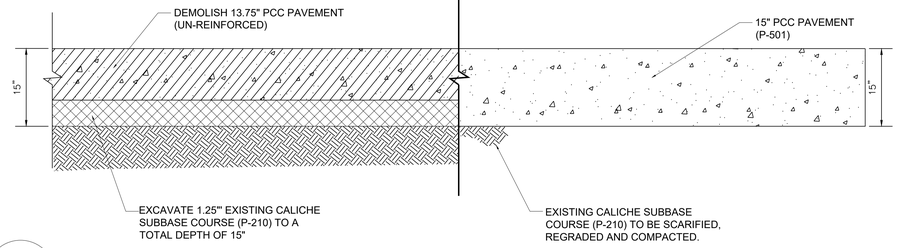
EXISTS IN PORTIONS OF APRON AREA OF WORK. WILL REQUIRE REMOVAL OF THE CONCRETE PORTION IN ITS ENTIERTY, AND EXCAVATION TO A TOTAL DEPTH OF 15" TO CONSTRUCT THE NEW APRON PAVEMENT.



5 / C-501 — ASPHALT APRON CONNECTOR DETAILS

PROPOSED

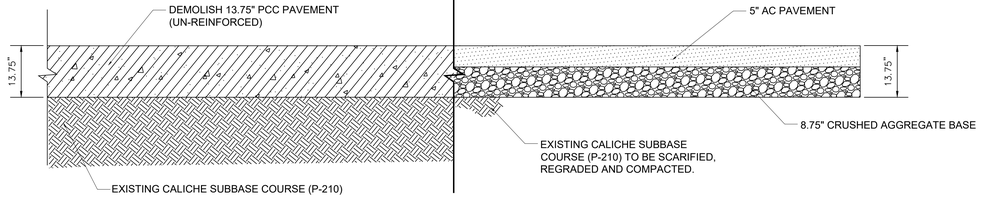
DEMOLISH (4A/C-201) / INSTALL (4B/C-301)



4 / C-501 — TYPICAL SECTION - GSE CONCRETE REMOVAL AND FULL DEPTH REPLACEMENT

NTS

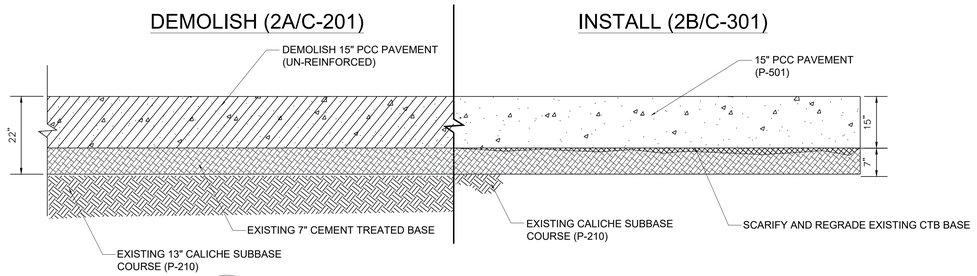
DEMOLISH (3A/C-201) / INSTALL (3B/C-301)



3 / C-501 — TYPICAL SECTION - GSE CONCRETE REMOVAL AND GSE ASPHALT REPLACEMENT

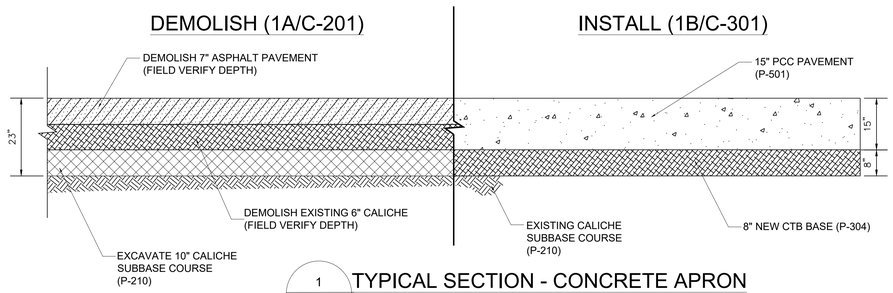
NTS

DEMOLISH (2A/C-201) / INSTALL (2B/C-301)



2 / C-501 — TYPICAL SECTION - CONCRETE APRON (IN EXISTING CONCRETE SECTIONS)

DEMOLISH (1A/C-201) / INSTALL (1B/C-301)



1 / C-501 — TYPICAL SECTION - CONCRETE APRON (IN EXISTING ASPHALT SECTIONS)

GENERAL NOTES

1. ALL APRON PAVEMENT TO BE DOUBLE SAWCUT ALONG JOINT LINES TO AVOID DAMAGE TO ADJACENT PANELS.
2. MINIMUM REMOVAL AREA IS 1/2 THE ENTIRE PANEL (NO UTILITY TRENCHING ALLOWED)
3. REINFORCEMENT REQUIRED FOR IRREGULAR PANELS THAT EXCEED A RATIO OF 1.25:1
4. DOWELS REQUIRED FOR FULL PANEL REPLACEMENT.

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VIRGIN ISLANDS PORT AUTHORITY — ST. CROIX · ST. THOMAS · ST. JOHN

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

CONSULTANTS:

AMERICAN INFRASTRUCTURE DEVELOPMENT, INC.
ARCHITECTURE | ENGINEERING | PLANNING
aidinc.us
5001 CHANDLERS WHARF STE. 5C
P.O. BOX 26162
CHRISTIANSTED, VI 00824-2162
VIRGIN ISLANDS BUSINESS
LICENSE No. 1-19346-1B

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT North Commuter Terminal

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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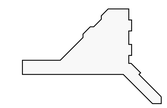
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KEYPLAN



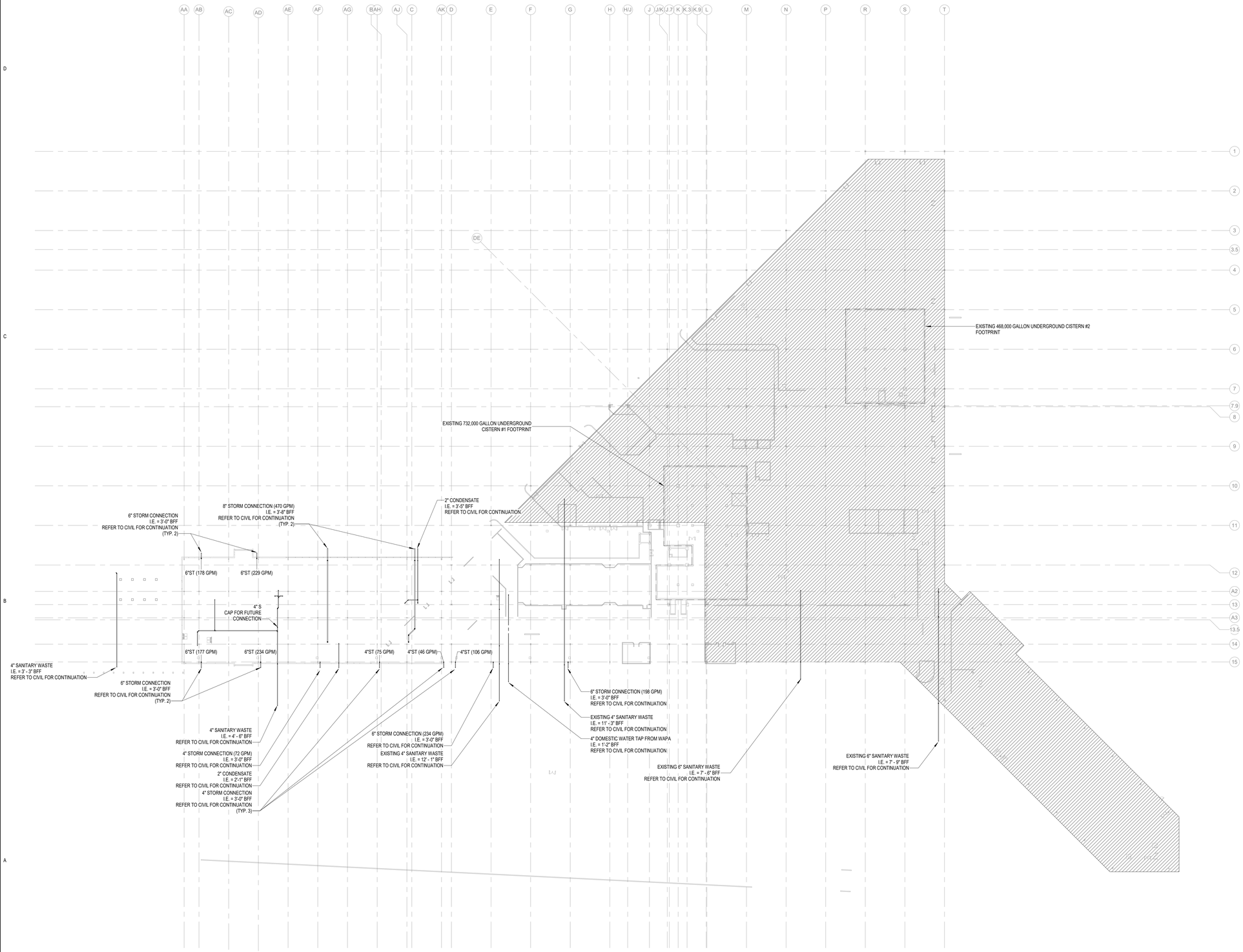
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TYPICAL SECTIONS

SHEET NUMBER:

C-501

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1 PLUMBING FLOOR PLAN - UNDERSLAB - OVERALL - PACKAGE 1
1" = 40'-0"

TRUE NORTH

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0" 1/8" 1" 2"

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PROJECT TITLE:

CYRIL E. KING AIRPORT

STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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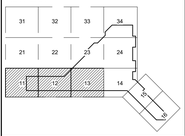
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ISSUE DATE:	06/20/2025

KEYPLAN

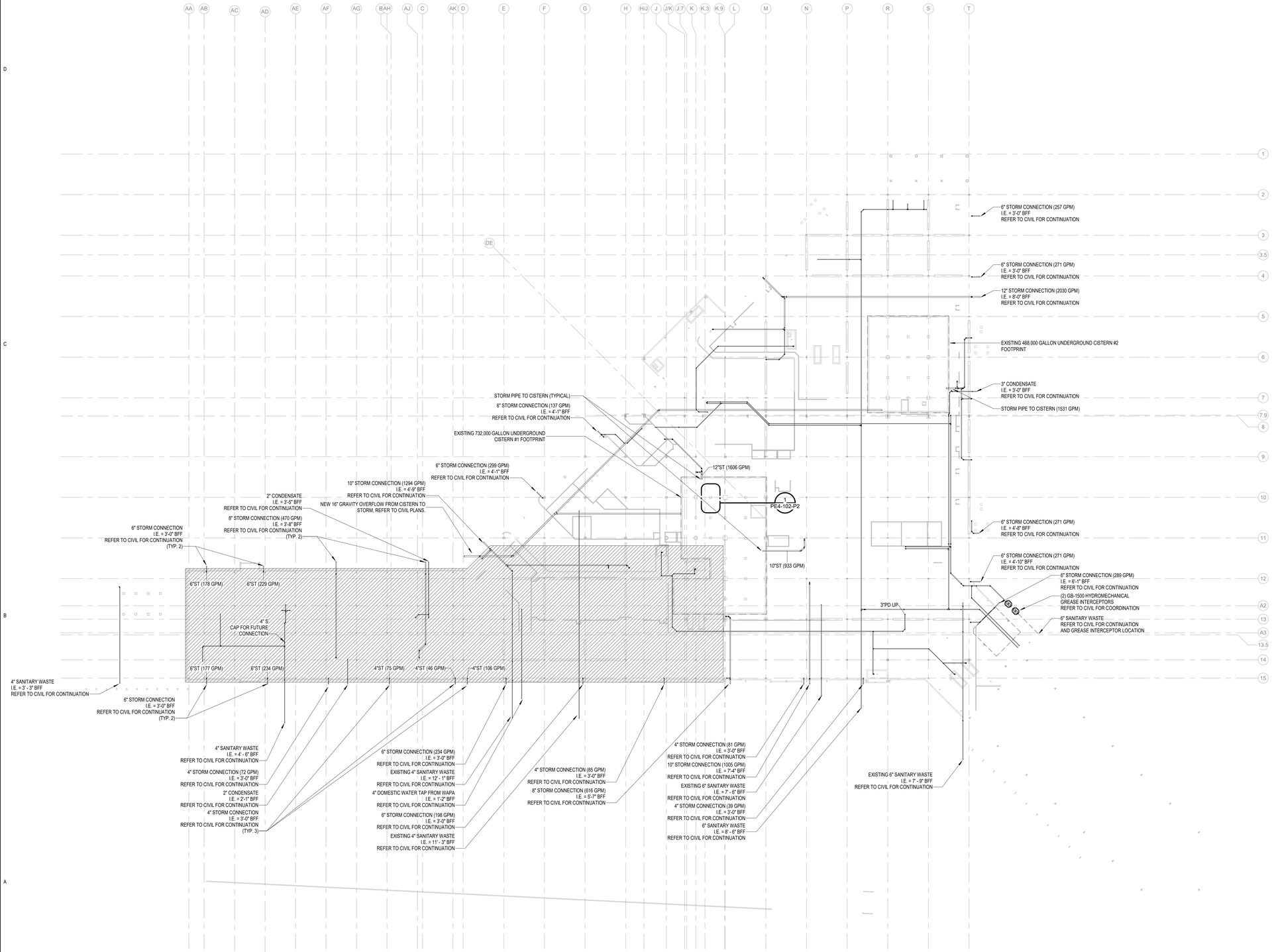


SHEET NAME:

FLOOR PLAN - UNDERSLAB - OVERALL - PACKAGE 1

SHEET NUMBER:

PE1-000-P1



1 PLUMBING FLOOR PLAN - UNDERSLAB - OVERALL - PACKAGE 2
1" = 40'-0"

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1" 1/2" 1/4" 0"

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St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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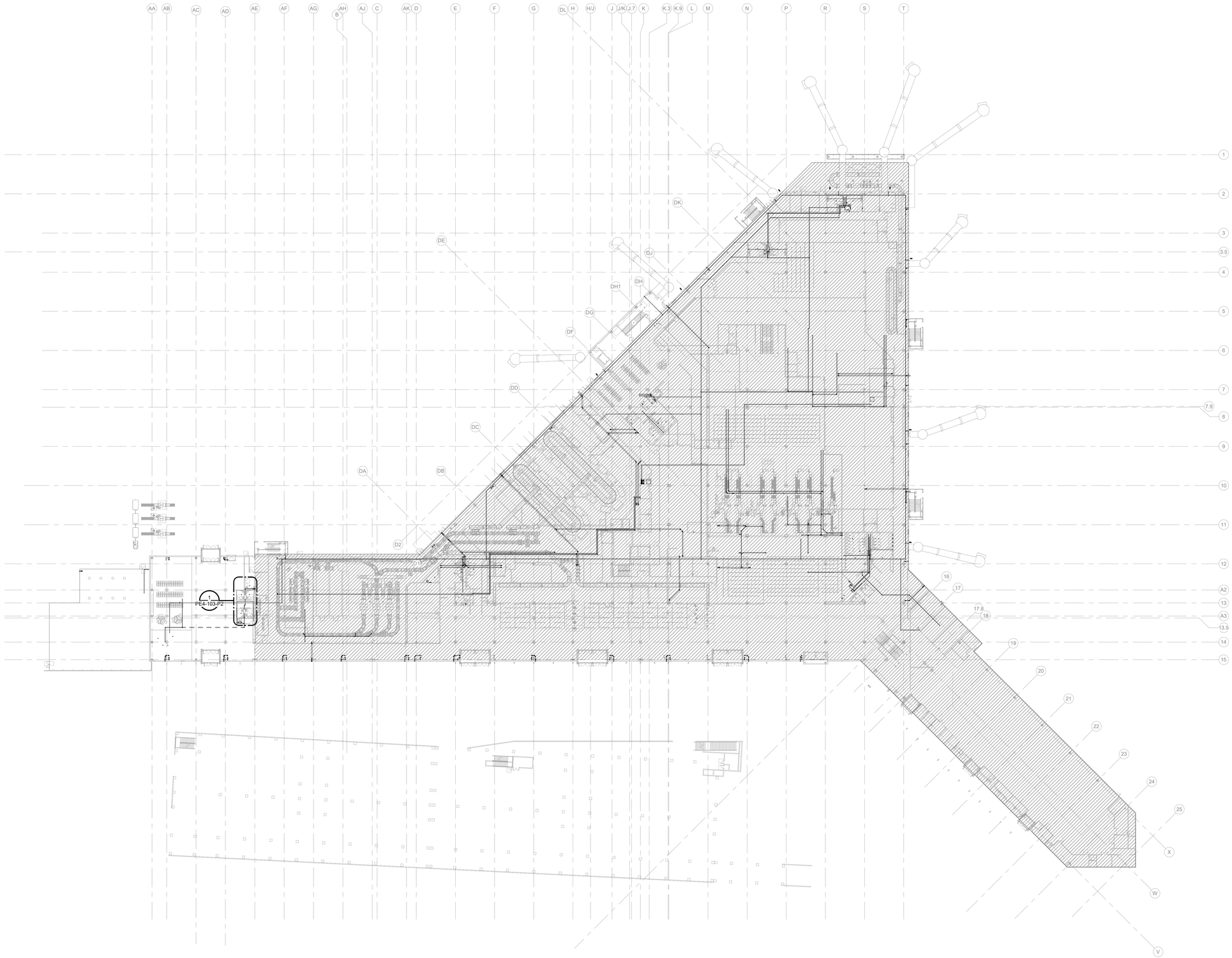


SHEET NAME:

FLOOR PLAN - UNDERSLAB - OVERALL - PACKAGE 2

SHEET NUMBER:

PE1-000-P2



1 PLUMBING FLOOR PLAN - LEVEL ONE - OVERALL - PACKAGE 3
1" = 40'-0"

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STT TERMINAL EXPANSION

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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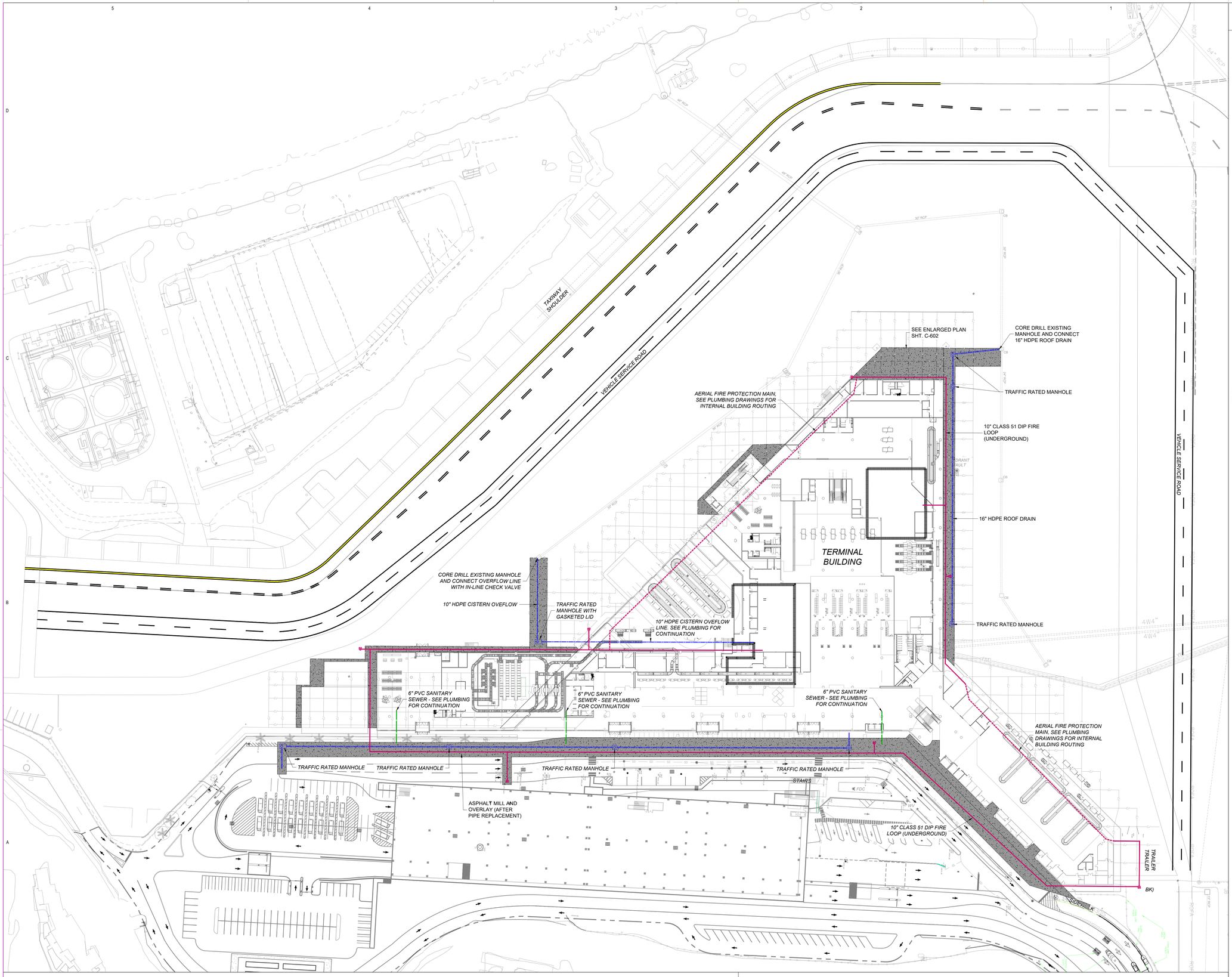
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2" 1" 1/2" 0" 1/4" 0"



GENERAL NOTES

LEGEND (SYMBOL SIZE MAY VARY)

- PROJECT LIMITS
- EXISTING RUNWAY OBJECT FREE AREA
- EXISTING BUILDING
- EXISTING LIGHT POLE
- EXISTING ELECTRIC HANDHOLE
- EXISTING WATER MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE
- EXISTING INLET SQUARE
- EXISTING UTILITY PULL BOX (UNK.)
- EXISTING FIRE DEPARTMENT CONNECTION
- EXISTING WATER VAULT
- EXISTING WATER VALVE (WATER BOX)
- EXISTING CURB INLET
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING TREE (MISCELLANEOUS)
- EXISTING PALM TREE
- EXISTING BUILDING OVERHANG
- EXISTING FENCE
- EXISTING CURB
- EXISTING BOLLARD
- EXISTING CONCRETE JOINT
- A — REINFORCED EDGE ISOLATION JOINT
- C — DOWELED TRANSVERSE CONTRACTION JOINT
- E — DOWELED LONGITUDINAL CONSTRUCTION JOINT
- SS — SANITARY SEWER LINE
- STORM DRAINAGE LINE
- FIRE PROTECTION LINE (U/G)
- FIRE PROTECTION LINE (AERIAL)
- CONCRETE PAVEMENT
- ASPHALT PAVEMENT

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CORGAN
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T: 214-748-2000

CONSULTANTS:

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5001 CHANDLERS WHARF STE. 5C
P.O. BOX 26162
CHRISTIANSTED, VI 00824-2162
VIRGIN ISLANDS BUSINESS LICENSE No. 1-19346-1B

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT Terminal Expansion

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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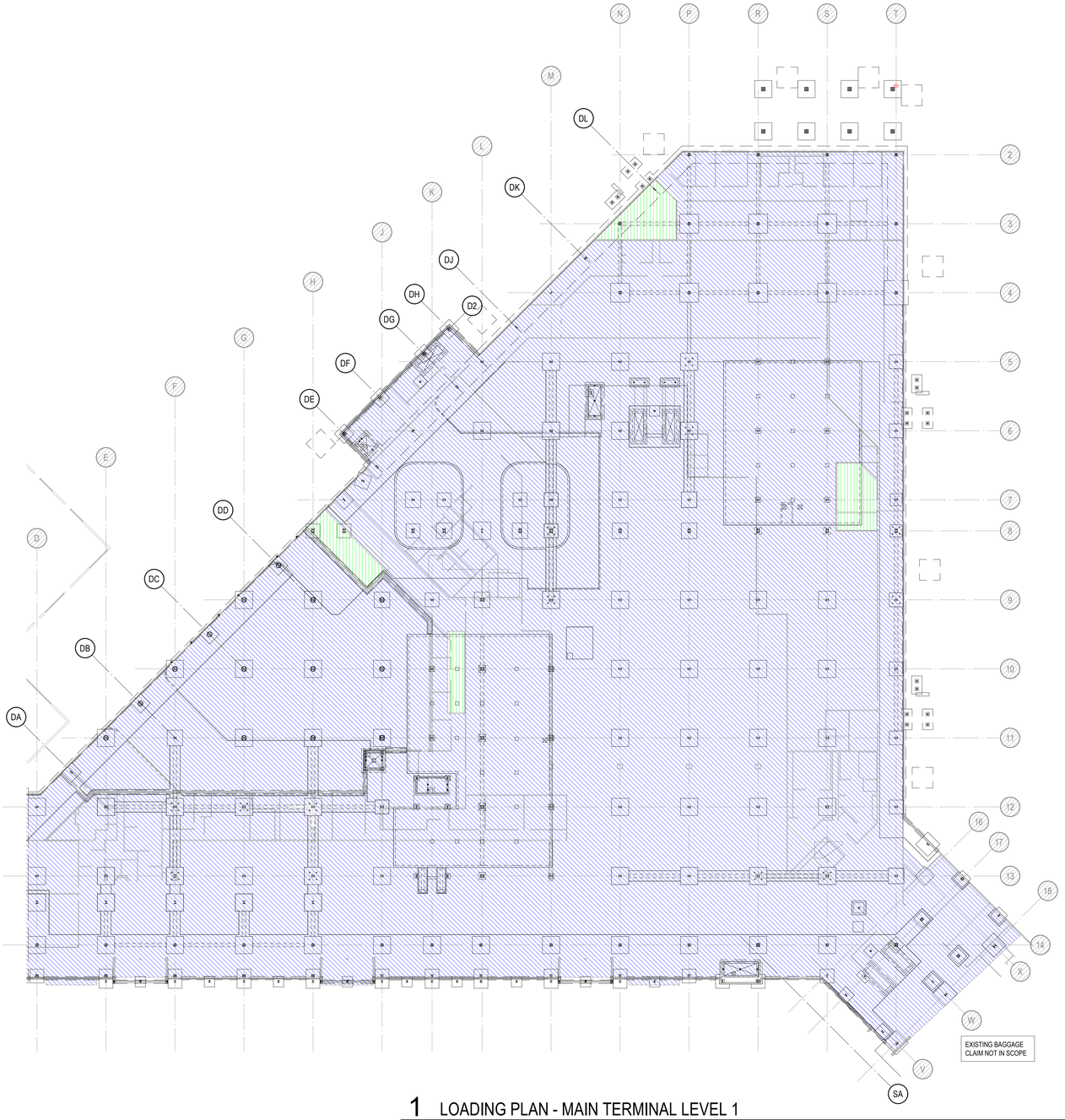
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UTILITY PLAN

SHEET NUMBER:

C-601

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1 LOADING PLAN - MAIN TERMINAL LEVEL 1

1" = 30'-0"

MAIN TERMINAL LEVEL 1 LOADING DIAGRAM KEY			
	OCCUPANCY	SURFACE LIVE LOAD	SURFACE DEAD LOAD
	LEVEL 1 TYPICAL	100 PSF	0 PSF + SW
	LIGHT STORAGE	125 PSF	0 PSF + SW
	MECHANICAL, PUMP ROOM	150 PSF	0 PSF + SW

NOTES:
1. SW IS WEIGHT OF CONCRETE SLAB.
2. SURFACE LIVE LOADS ARE UNREDUCIBLE.
3. DESIGN LIVE LOAD IS SURFACE LIVE LOAD OR WEIGHT OF EQUIPMENT, WHICHEVER IS HEAVIER.
4. ALL LOADS ARE UNFACTORED SERVICE LOADS.

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Structural Engineers
211 Congress Street, Suite 810 • Boston, MA 02110
617.948.5700 • www.lafp.com
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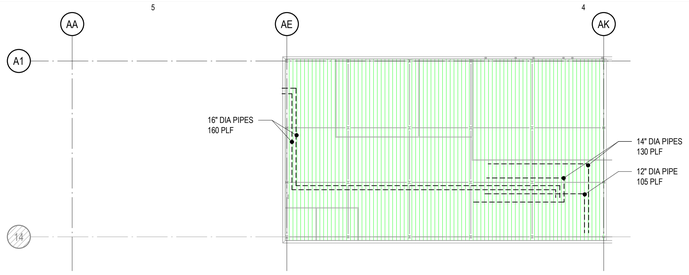
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SHEET NUMBER:
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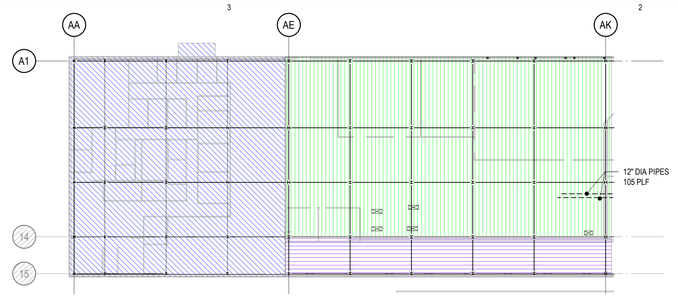


9 HANGING LOAD PLAN - CUP - ROOF

1" = 30'-0"

CUP ROOF LOADING DIAGRAM KEY		
	OCCUPANCY	HANGING COLLATERAL DEAD LOAD
	ROOF TYPICAL	11 PSF
	MECHANICAL ROOF	13 PSF

NOTES:
1. HANGING COLLATERAL IS FOR CEILING BELOW FLOOR NOTED, SUPPORTED OFF STRUCTURE.
2. HANGING COLLATERAL INCLUDES: LIGHTING, DUCTWORK, CONDUIT, CABLE TRAY, SPRINKLERS, PIPING, AND MISCELLANEOUS FRAMING.
3. DESIGN LIVE LOAD IS SURFACE LIVE LOAD OR WEIGHT OF EQUIPMENT, WHICHEVER IS HEAVIER.
4. ALL LOADS ARE UNFACTORED SERVICE LOADS.

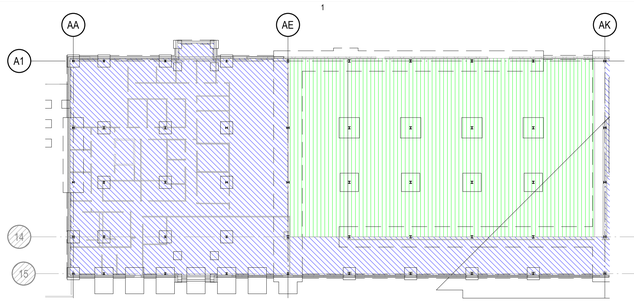


5 HANGING LOAD PLAN - COMMUTER TERMINAL + CUP - LEVEL 2

1" = 30'-0"

COMMUTER TERMINAL + CUP LEVEL 2 LOADING DIAGRAM KEY		
	OCCUPANCY	HANGING COLLATERAL DEAD LOAD
	COMMUTER ROOF	11 PSF
	LEVEL 2 MECHANICAL	13 PSF
	LEVEL 2 MECHANICAL W/ BAGGAGE CONVEYANCE	63 PSF

NOTES:
1. HANGING COLLATERAL IS FOR CEILING BELOW FLOOR NOTED, SUPPORTED OFF STRUCTURE.
2. HANGING COLLATERAL INCLUDES: LIGHTING, DUCTWORK, CONDUIT, CABLE TRAY, SPRINKLERS, PIPING, AND MISCELLANEOUS FRAMING.
3. DESIGN LIVE LOAD IS SURFACE LIVE LOAD OR WEIGHT OF EQUIPMENT, WHICHEVER IS HEAVIER.
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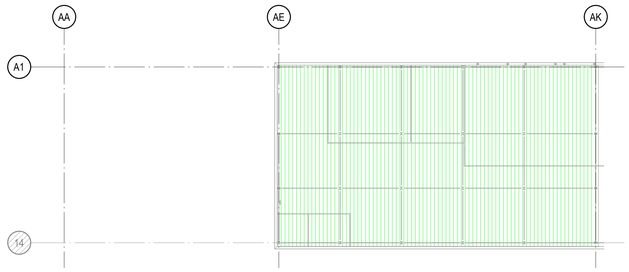


1 LOADING PLAN - COMMUTER TERMINAL + CUP - LEVEL 1

1" = 30'-0"

COMMUTER TERMINAL + CUP LEVEL 1 LOADING DIAGRAM KEY			
	OCCUPANCY	SURFACE LIVE LOAD	SURFACE DEAD LOAD
	LEVEL 1 TYPICAL	100 PSF	0 PSF + SW
	MECHANICAL, PUMP ROOM	150 PSF	0 PSF + SW

NOTES:
1. SW IS WEIGHT OF CONCRETE SLAB.
2. SURFACE LIVE LOADS ARE UNREDUCIBLE.
3. DESIGN LIVE LOAD IS SURFACE LIVE LOAD OR WEIGHT OF EQUIPMENT, WHICHEVER IS HEAVIER.
4. ALL LOADS ARE UNFACTORED SERVICE LOADS.

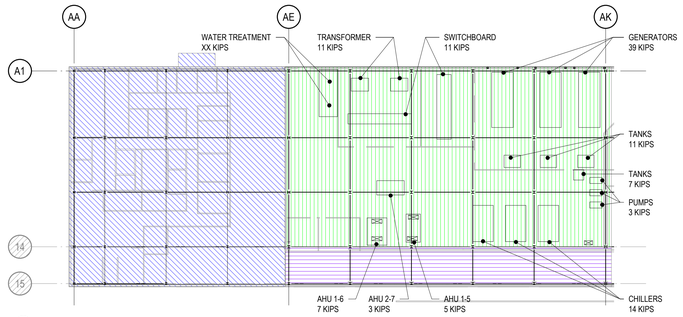


10 LOADING PLAN - CUP - ROOF

1" = 30'-0"

CUP ROOF LOADING DIAGRAM KEY			
	OCCUPANCY	SURFACE LIVE LOAD	SURFACE DEAD LOAD
	MECHANICAL ROOF	20 PSF	9 PSF + SW + SOLAR ALLOWANCE

NOTES:
1. DEAD LOAD IS WEIGHT OF ROOF ASSEMBLY AND SELF-WEIGHT OF STRUCTURE.
2. SW IS WEIGHT OF STEEL ROOF FRAMING AND METAL ROOF DECK. SEE GENERAL NOTES.
3. ROOF SYSTEM WEIGHT IS THE MAXIMUM UNIT WEIGHT OF ROOFING SYSTEM AND METAL DECK.
4. DESIGN LIVE LOAD IS SURFACE LIVE LOAD OR WEIGHT OF EQUIPMENT, WHICHEVER IS HEAVIER.
5. ALL LOADS ARE UNFACTORED SERVICE LOADS.



6 LOADING PLAN - COMMUTER TERMINAL + CUP - LEVEL 2

1" = 30'-0"

COMMUTER TERMINAL + CUP LEVEL 2 LOADING DIAGRAM KEY			
	OCCUPANCY	SURFACE LIVE LOAD	SURFACE DEAD LOAD
	COMMUTER ROOF	20 PSF	9 PSF + SW
	MECHANICAL ROOF	20 PSF	9 PSF + SW
	MECHANICAL LEVEL 2	150 PSF	0 PSF + SW

NOTES:
1. DEAD LOAD IS WEIGHT OF FLOOR ASSEMBLY AND SELF-WEIGHT OF STRUCTURE.
2. SW IS WEIGHT OF STEEL FRAMING, METACK DECK, COMPOSITE DECK, AND COMPOSITE CONCRETE SLAB. SEE GENERAL NOTES.
3. SURFACE LIVE LOADS ARE UNREDUCIBLE.
4. DESIGN LIVE LOAD IS SURFACE LIVE LOAD OR WEIGHT OF EQUIPMENT, WHICHEVER IS HEAVIER.
5. ALL LOADS ARE UNFACTORED SERVICE LOADS.

Superimposed Dead Loads

Flooring	4	psf
MEP	5	psf
MEP at CUP	7	psf
Sprinkler	3	psf
Hanging Baggage Conveyance	50	psf
Typical Ceiling	3	psf
Architectural Ceiling	10	psf
Roofing System at Commuter/CUP	9	psf
Roofing System at Main Terminal	8	psf
Roofing System at Main Level 2	10	psf
Solar Allowance	7	psf

Notes:
Superimposed dead loads do not include self-weight of members shown in structural drawings.

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LAFP PROJECT NO. 23244

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT Terminal Expansion

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

DESIGN DEVELOPMENT

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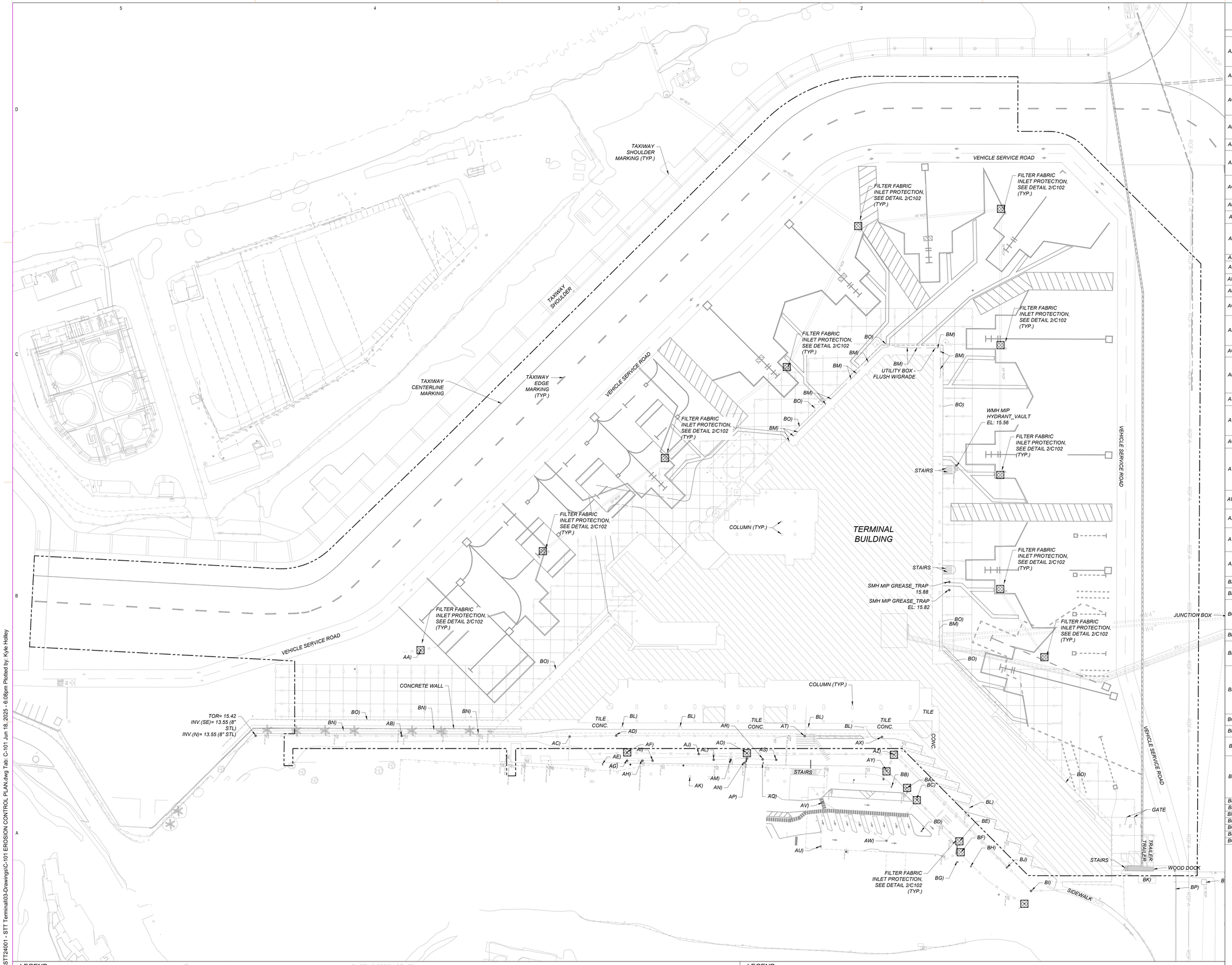
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DESIGN CRITERIA DIAGRAMS

SHEET NUMBER:

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GENERAL NOTES

	KEYNOTES
AA)	TOR= 14.30 INV.(SE)= 8.82 (24" RCP) INV.(NW)= 8.77 (24" RCP) SUMP= 8.03 CONNECTIONS ARE UNKNOWN
AB)	TOR= 15.27 INV.(S)= 12.82 (8" STL) INV.(N)= 12.79 (8" STL)
AC)	TOR= 15.51 INV.(E)= 12.0± (8" STL) INV.(S)= 11.91 (8" STL) INV.(N)= 11.86 (8" STL) EAST PIPE NOT CONNECTED AT TIME OF SURVEY
AD)	TOR= 15.61 INV.(S)= 11.51 (8" STL) INV.(N)= 11.51 (8" PVC) FLOW IS TO THE NORTH
AE)	EL: 15.21 UPB MIP A.E.E. VAULT
AF)	TOR= 15.13 INV.(E)= 10.58 (18" RCP) INV.(N)= 7.78 (36" RCP) INV.(S)= 7.78 (36" RCP)
AG)	TOR= 15.40 INV.(N)= 11.85 (18" HDPE) INV.(W)= 11.30 (15" RCP) BOTTOM= 11.20
AH)	CONTECH MANHOLE
AI)	TOR= 15.28 TOR= 15.30 INV.(N)= 12.25 (18" HDPE)
AJ)	TOR= 15.33 INV.(E)= 10.13 (18" RCP) INV.(N)= 8.70 (30" RCP) INV.(NE)= 8.28 (18" HDPE) INV.(S)= 8.23 (36" RCP)
AK)	COLUMN (TYP.)
AL)	TOR= 15.56 INV.(N)= 13.16 (18" HDPE)
AM)	CONTECH MANHOLE
AN)	TOR= 15.61 EL: 15.78
AO)	MIP A.E.E. VAULT TOR= 15.20 INV.(N)= 8.90 (30" RCP) INV.(S)= 8.40 (30" RCP)
AP)	TOR= 15.46 INV.(S)= 11.91 (18" HDPE) INV.(N)= 8.86 (18" HDPE) INV.(SW)= 8.54 (18" HDPE) SUMP= 8.21
AQ)	EL: 15.76 UPB MIP A.E.E. VAULT
AR)	WATER QUALITY DRAINAGE MANHOLE TOR= 15.58 INV.(S)= 9.08 (18" HDPE) INV.(N)= 8.28 (18" HDPE) TOP OF FILTER= 11.28 SUMP= 4.48
AS)	TOR= 15.62 INV.(S)= 8.42 (18" HDPE)
AT)	TOR= 15.61 INV.(W)= 10.41 (6" PVC) INV.(S)= 10.26 (8" PVC) INV.(N)= 10.26 (8" PVC) FLOW IS TO THE NORTH
AU)	TOR= 15.10 INV.(W)= 12.35 (15" RCP)
AV)	TOR= 15.25 INV.(W)= 13.45 (3" PVC) INV.(SW)= 12.95 (4" PVC) INV.(E)= 12.08 (15" RCP) INV.(NE)= 11.83 (15" RCP) THE WEST AND SOUTHWEST CONNECTIONS ARE BELIEVED TO CONNECT TO ROOF DRAINS
AW)	TOR= 14.67 INV.(SW)= 11.97 (15" RCP) INV.(NW)= 11.92 (18" HDPE)
AX)	TOR= 15.95 INV.(S)= 8.85 (8" PVC) INV.(NE)= 8.80 (8" STL)
AY)	TOR= 14.98 INV.(NE)= 9.38 (18" HDPE) INV.(NW)= 9.48 (24" RCP) INVERTS HAVE BEEN VERIFIED NW PIPE IS HIGHER
AZ)	TOR= 15.14 INV.(NE)= 10.69 (6" PVC) INV.(SE)= 10.24 (24" RCP) INV.(S)= 10.14 (30" RCP)
BA)	EL: 15.06 UPB MIP A.E.E. VAULT
BB)	EL: 15.91 UPB MIP A.E.E. VAULT
BC)	TOR= 14.92 INV.(SE)= 10.9± (18" HDPE) INV.(NE)= 10.62 (18" HDPE) INV.(SW)= 10.32 (18" HDPE) SUMP= 9.37
BD)	EL: 15.86 UPB MIP UNLABELLED VAULT
BE)	CURB INLET TOR= 15.09 INV.(E)= 12.89 (18" HDPE) INV.(SW)= 11.79 (18" HDPE)
BF)	TOR= 15.11 INV.(NE)= 12.51 (18" HDPE) INV.(W)= 11.76 (18" HDPE) INV.(SE)= 11.10 (18" HDPE) SUMP= 10.66 THE NORTHEAST CONNECTION IS BELIEVED TO BE THE TRENCH DRAIN HEADING NORTHEASTERLY; THE SOUTHEAST CONNECTION IS UNKNOWN
BG)	EL: 15.37 UPB MIP UNLABELLED VAULT
BH)	14.88 UPB MIP UNLABELLED VAULT
BI)	**TOR= 15.957??** **INV.(SW)= 3.71 (8" STL)** **INV.(N)= 3.66 (8" STL)**
BJ)	TOR= 14.96 THE STRUCTURE IS FULL OF DEBRIS; NO PIPES ARE VISIBLE TOP OF DEBRIS= 13.00 IT IS BELIEVED THAT THIS STRUCTURE IS CONNECTED TO THE TRENCH DRAIN RUNNING SOUTHEASTERLY
BK)	WOOD STRUCTURE
BL)	RAMP
BM)	HANDRAIL
BN)	SIGN (TYP.)
BO)	EDGE OF SIDEWALK AND APRON
BP)	RETAINING WALL
BQ)	INLET

LEGEND (EXISTING FEATURES)

- PROJECT LIMITS
- EXISTING RUNWAY OBJECT FREE AREA
- EXISTING BUILDING
- EXISTING LIGHT POLE
- EXISTING ELECTRIC HANDHOLE
- EXISTING WATER MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE
- EXISTING INLET SQUARE
- EXISTING UTILITY PULL BOX (UNK.)
- EXISTING FIRE DEPARTMENT CONNECTION
- EXISTING WATER VAULT
- EXISTING WATER VALVE (WATER BOX)
- EXISTING CURB INLET
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING TREE (MISCELLANEOUS)
- EXISTING PALM TREE
- EXISTING BUILDING OVERHANG
- EXISTING FENCE
- EXISTING CURB
- EXISTING BOLLARD
- EXISTING CONCRETE JOINT

LEGEND (PROPOSED WORK)

- INLET PROTECTION

0' 50' 100'

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VIRGIN ISLANDS BUSINESS LICENSE No. 1-19346-1B

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT Terminal Expansion

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

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PROJECT NUMBER:	STT24001
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APPROVED BY:	KBH
ISSUE DATE:	06/20/2025

KEYPLAN



SHEET NAME:

EROSION CONTROL PLAN

SHEET NUMBER:

C-101

D:\AID Dropbox\1-PROJECTS\STT\STT24001 - STT Terminal\03-Drawings\C-101 EROSION CONTROL PLAN.dwg Tab: C-101 Jun 18, 2025 - 6:08pm Plotted by: Kyle Holley

EROSION CONTROL NOTES AND DETAILS:

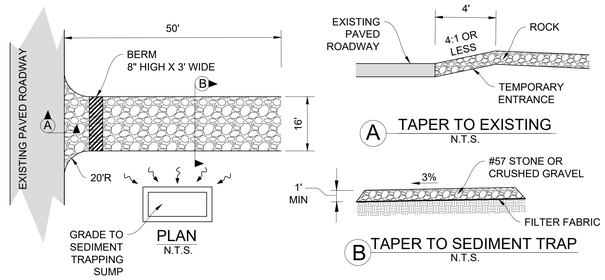
1. EXCEPT AS NECESSARY FOR CONSTRUCTION, EXCAVATED MATERIAL SHALL NOT BE DEPOSITED IN THE WETLANDS/KNOWN WATER WAYS OR IN A POSITION CLOSE ENOUGH THERETO TO BE WASHED AWAY BY HIGH WATER OR RUNOFF.

2. WHERE PUMPS ARE TO BE USED TO REMOVE TURBID WATERS FROM CONSTRUCTION AREAS, THE WATER SHALL BE TREATED PRIOR TO DISCHARGE TO THE WETLANDS/KNOWN WATER WAYS. TREATMENT METHODS INCLUDE AND ARE NOT LIMITED TO, TURBID WATER BEING PUMPED INTO GRASSED SWALES OR APPROPRIATE VEGETATED AREAS, SEDIMENT BASINS, OR CONFINED BY AN APPROPRIATE ENCLOSURE SUCH AS TURBIDITY BARRIERS, AND KEPT CONFINED UNTIL ITS TURBIDITY LEVEL MEETS USVI/ ST.CROIX LOCAL GOVERNMENT WATER QUALITY STANDARDS.

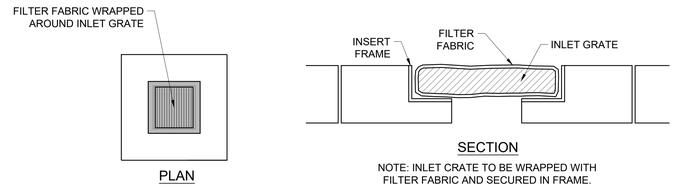
3. THE CONTRACTOR SHALL SCHEDULE HIS/HER OPERATIONS SUCH THAT THE AREA OF UNPROTECTED ERODIBLE EARTH EXPOSED AT ANY ONE TIME IS NOT LARGER THAN THE MINIMUM AREA NECESSARY FOR EFFICIENT CONSTRUCTION OPERATIONS, AND THE DURATION OF EXPOSED, UNCOMPLETED CONSTRUCTION TO THE ELEMENTS SHALL BE AS SHORT AS PRACTICABLE. CLEARING AND GRUBBING SHALL BE SO SCHEDULED AND PERFORMED THAT GRADING OPERATIONS CAN FOLLOW IMMEDIATELY THEREAFTER, THEREAFTER ADDITIONALLY, GRADING OPERATIONS SHALL BE SCHEDULED AND PERFORMED SO THAT PERMANENT EROSION CONTROL FEATURES CAN FOLLOW IMMEDIATELY THEREAFTER IF CONDITIONS ON THE PROJECT PERMIT.

4. THE CONTRACTOR SHALL PROVIDE ROUTINE MAINTENANCE OF PERMANENT AND TEMPORARY EROSION CONTROL FEATURES UNTIL THE PROJECT IS COMPLETE AND ALL ALTERED SOILS ARE STABILIZED. PAYMENT FOR EROSION CONTROL FOR THE DURATION OF THE PROJECT SHALL BE INCLUDED IN THE CONTRACTORS LUMP SUM BID FOR TEMPORARY EROSION AND SEDEMENTATION CONTROL. INLET PROTECTION BAGS SHALL BE EMPTIED ONCE THEY HAVE REACHED 50% CAPACITY, AND REPLACED AS NECESSARY IF HOLES OR GAPS IN THE FABRIC FORM FROM ANY WEAR AND TEAR. ALL SEDIMENT SHALL BE DISPOSED OF LEGALLY OFF OF AIRPORT PROPERTY.

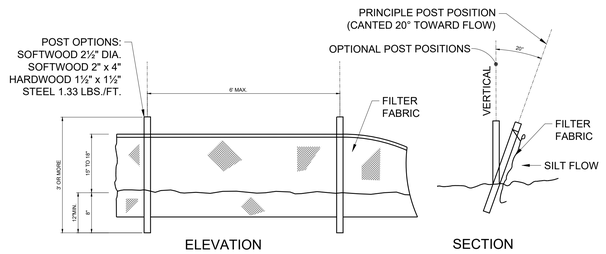
5. THE CONTRACTOR SHALL INSTALL SOIL TRACKING PREVENTION DEVICES AT THE EXITS TO ALL CONSTRUCTION STAGING AREAS. SEE DETAIL 1 BELOW. SEDIMENT TRAPPING SUMPS SHALL BE CHECKED WEEKLY AND BE PUMPED OR RE-DUG ONCE THEY HAVE REACHED 50% CAPACITY AND AT A MINIMUM ONCE EACH MONTH. ALL SILT AND SEDIMENT EXCAVATIONS SHALL BE DISPOSED OF LEGALLY OFF OF AIRPORT PROPERTY.



1 CONSTRUCTION ENTRANCE (TYPE 1)
N.T.S. (SOIL TRACKING PREVENTION)



2 INLET DRAIN PROTECTION
N.T.S. FILTER FABRIC DETAIL



3 SILT FENCE, TYPE III
N.T.S.

GENERAL NOTES

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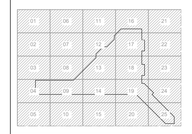
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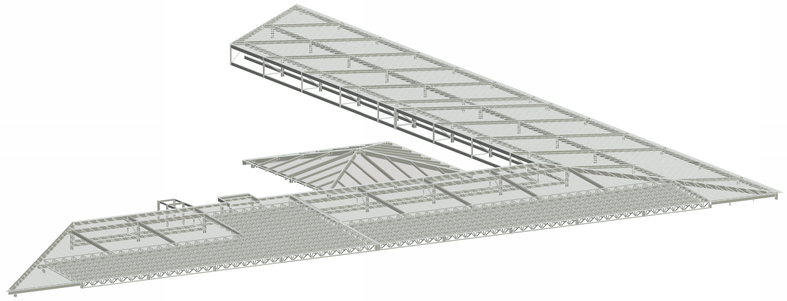


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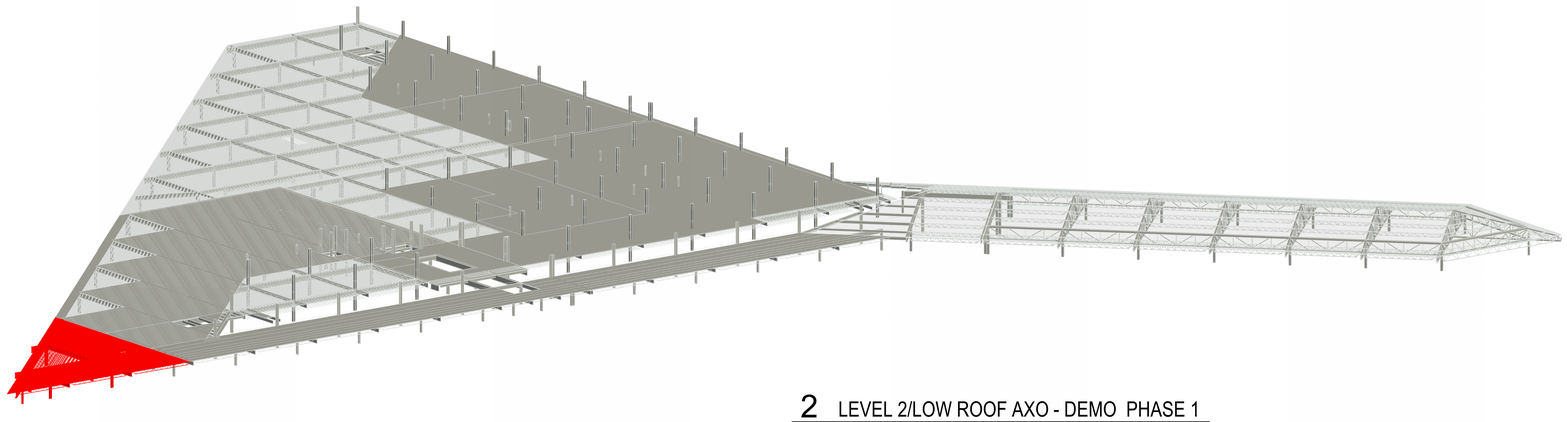
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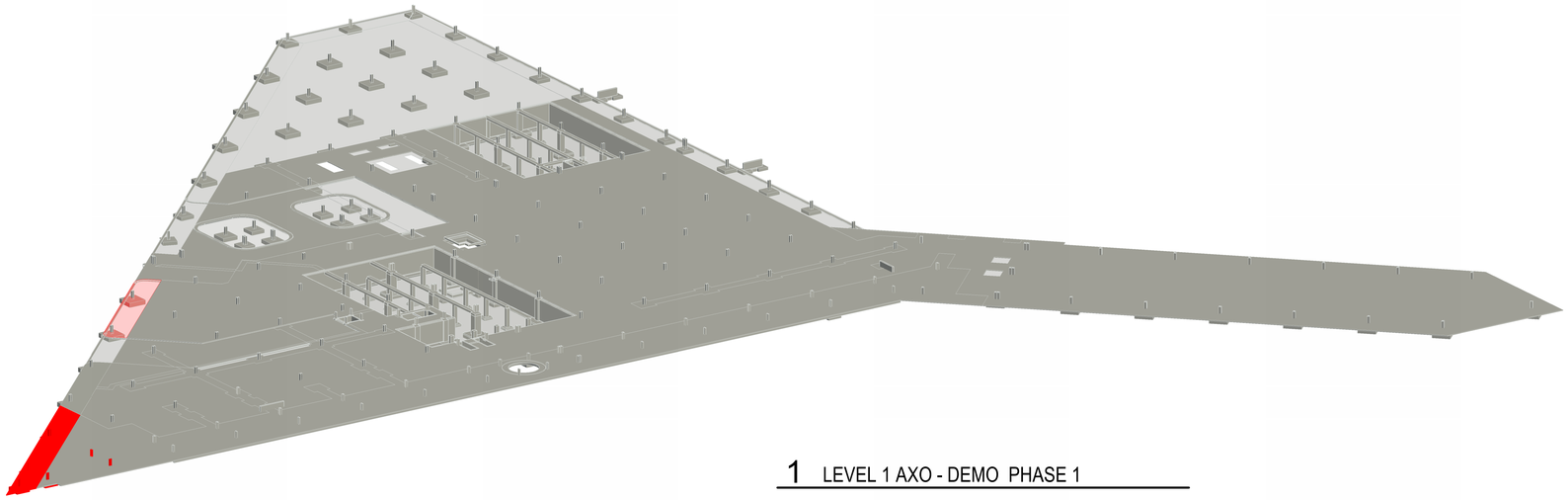
C-102



3 HIGH ROOF AXO - DEMO PHASE 1



2 LEVEL 2/LOW ROOF AXO - DEMO PHASE 1



1 LEVEL 1 AXO - DEMO PHASE 1

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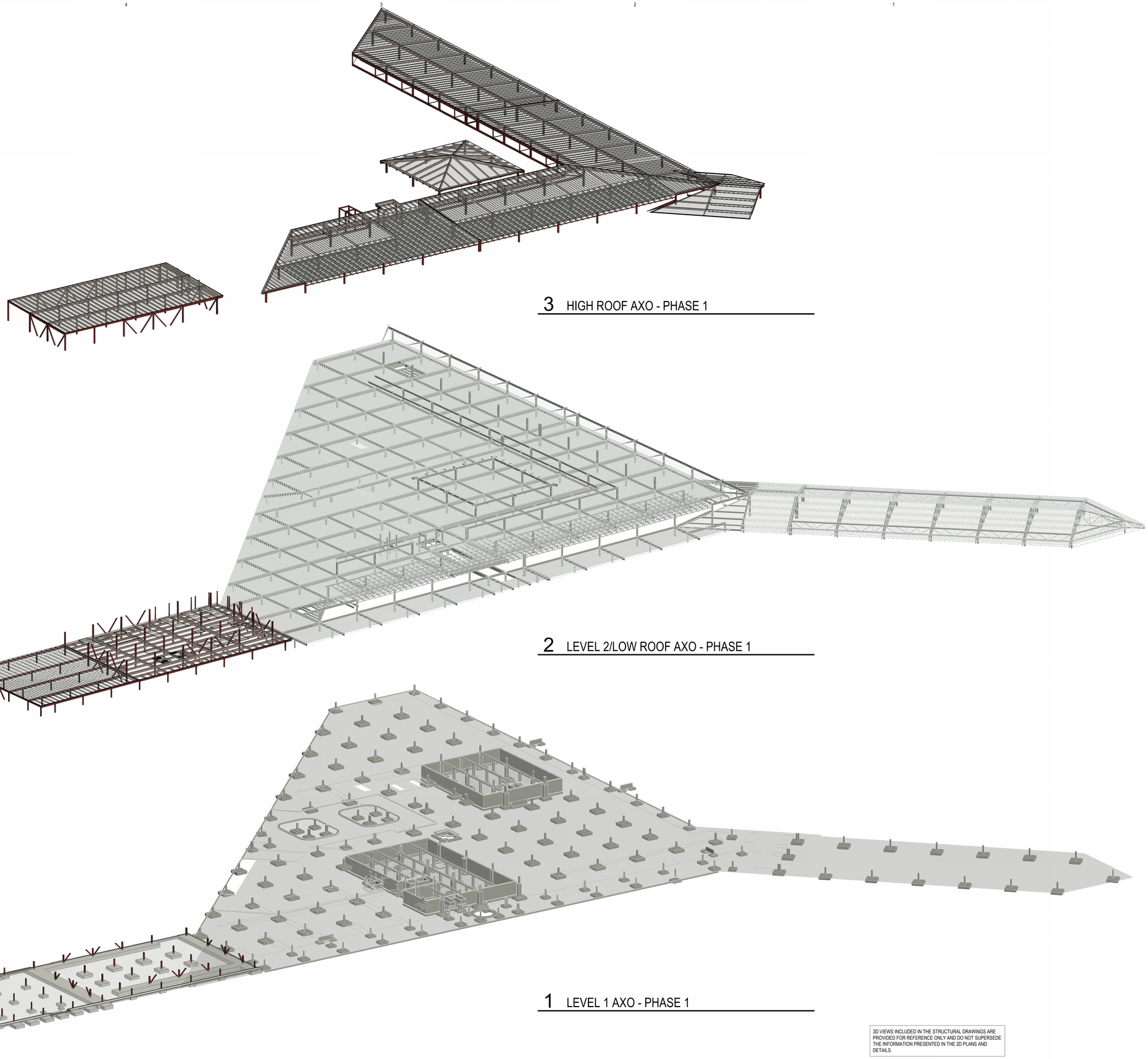
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AXONOMETRIC VIEWS - PHASE 1 DEMO

SHEET NUMBER:

SD9-001-P1

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3 HIGH ROOF AXO - PHASE 1

2 LEVEL 2/LOW ROOF AXO - PHASE 1

1 LEVEL 1 AXO - PHASE 1

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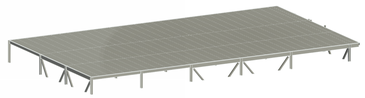
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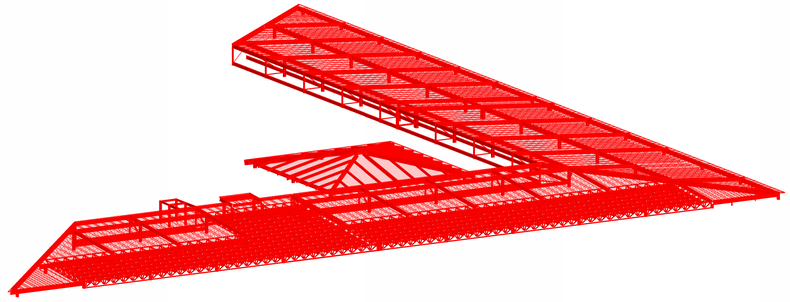
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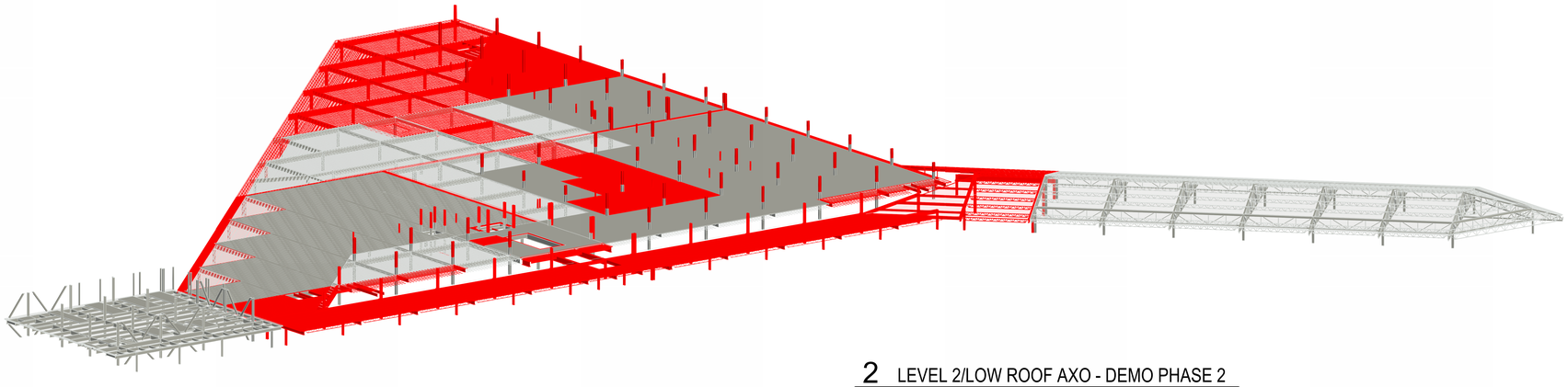
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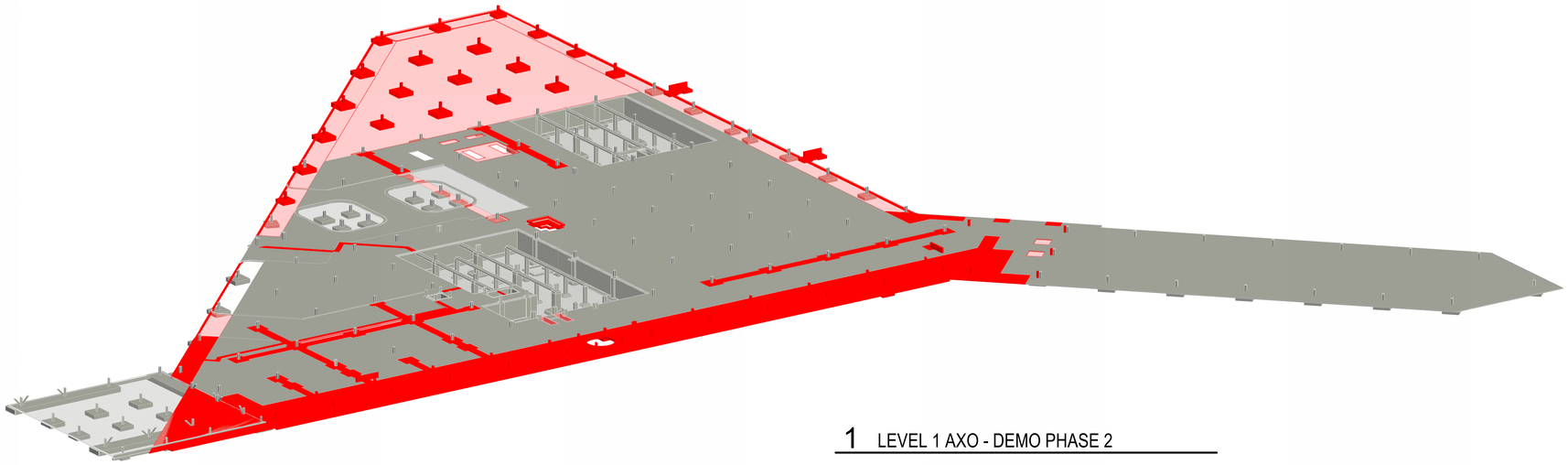




3 HIGH ROOF AXO - DEMO PHASE 2



2 LEVEL 2/LOW ROOF AXO - DEMO PHASE 2



1 LEVEL 1 AXO - DEMO PHASE 2

3D VIEWS INCLUDED IN THE STRUCTURAL DRAWINGS ARE PROVIDED FOR REFERENCE ONLY AND DO NOT SUPERSEDE THE INFORMATION PRESENTED IN THE 2D PLANS AND DETAILS

SKYCITY

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

L.A. FUESS PARTNERS, INC.
Structural Engineers
211 Congress Street, Suite 810 • Boston, MA 02110
617.948.5700 • www.lafp.com
LAFP PROJECT NO. 23244

PROJECT TITLE:

CYRIL E. KING AIRPORT

STT Terminal Expansion

St Thomas, Airport Rd, Charlotte Amalie West, St Thomas 00802, U.S. Virgin Islands

DESIGN DEVELOPMENT

This Document was produced by or under the authority of Professional Engineer:

LANCE W. MUNGER

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DESIGN DEVELOPMENT
under the authority of
LANCE W. MUNGER, P.E. #0-63579-18
on JUNE 20, 2025
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REVISIONS

NO.	DATE	DESCRIPTION

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PROJECT NUMBER:	23244.0100
FILE NAME:	
DRAWN BY:	LAFP
CHECKED BY:	LAFP
APPROVED BY:	LAFP
ISSUE DATE:	06/20/2025

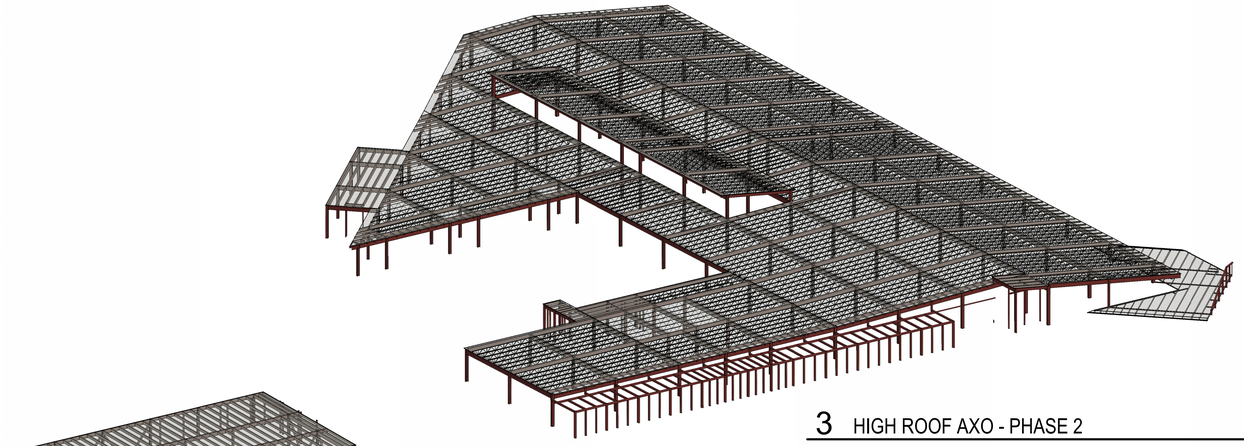
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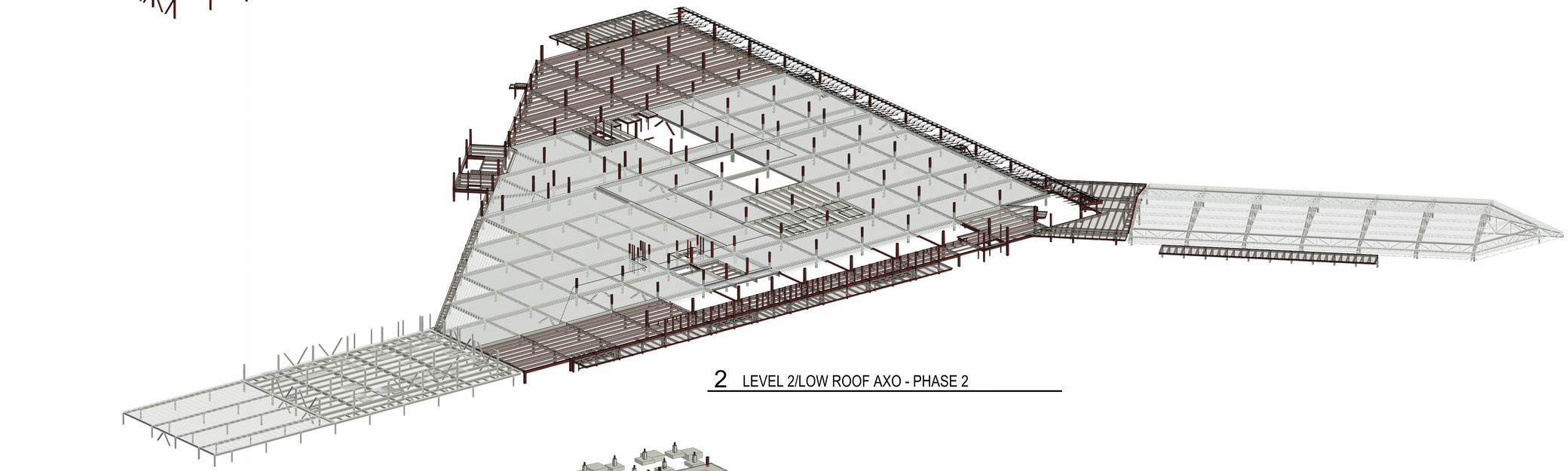
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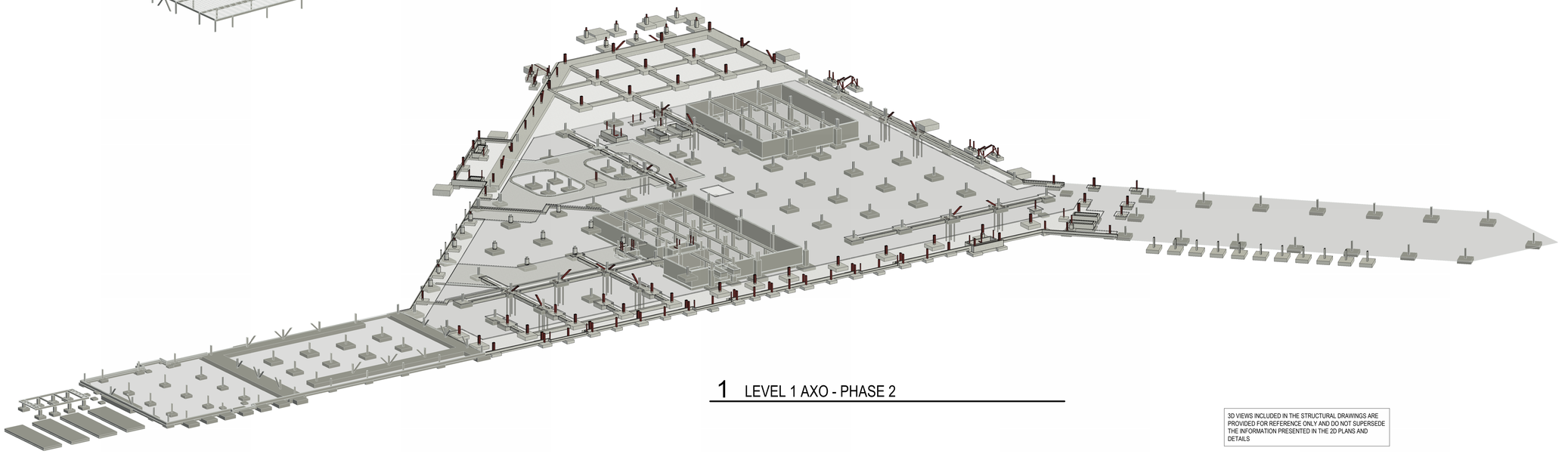
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3 HIGH ROOF AXO - PHASE 2



2 LEVEL 2/LOW ROOF AXO - PHASE 2



1 LEVEL 1 AXO - PHASE 2

3D VIEWS INCLUDED IN THE STRUCTURAL DRAWINGS ARE PROVIDED FOR REFERENCE ONLY AND DO NOT SUPERSEDE THE INFORMATION PRESENTED IN THE 2D PLANS AND DETAILS

SKYCITY

VIRGIN ISLANDS PORT AUTHORITY — ST. THOMAS — ST. CROIX

CONSULTANTS:

CORGAN

CORGAN
401 N. Houston St, Dallas, TX 75202
T: 214-748-2000

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REVISIONS

NO.	DATE	DESCRIPTION

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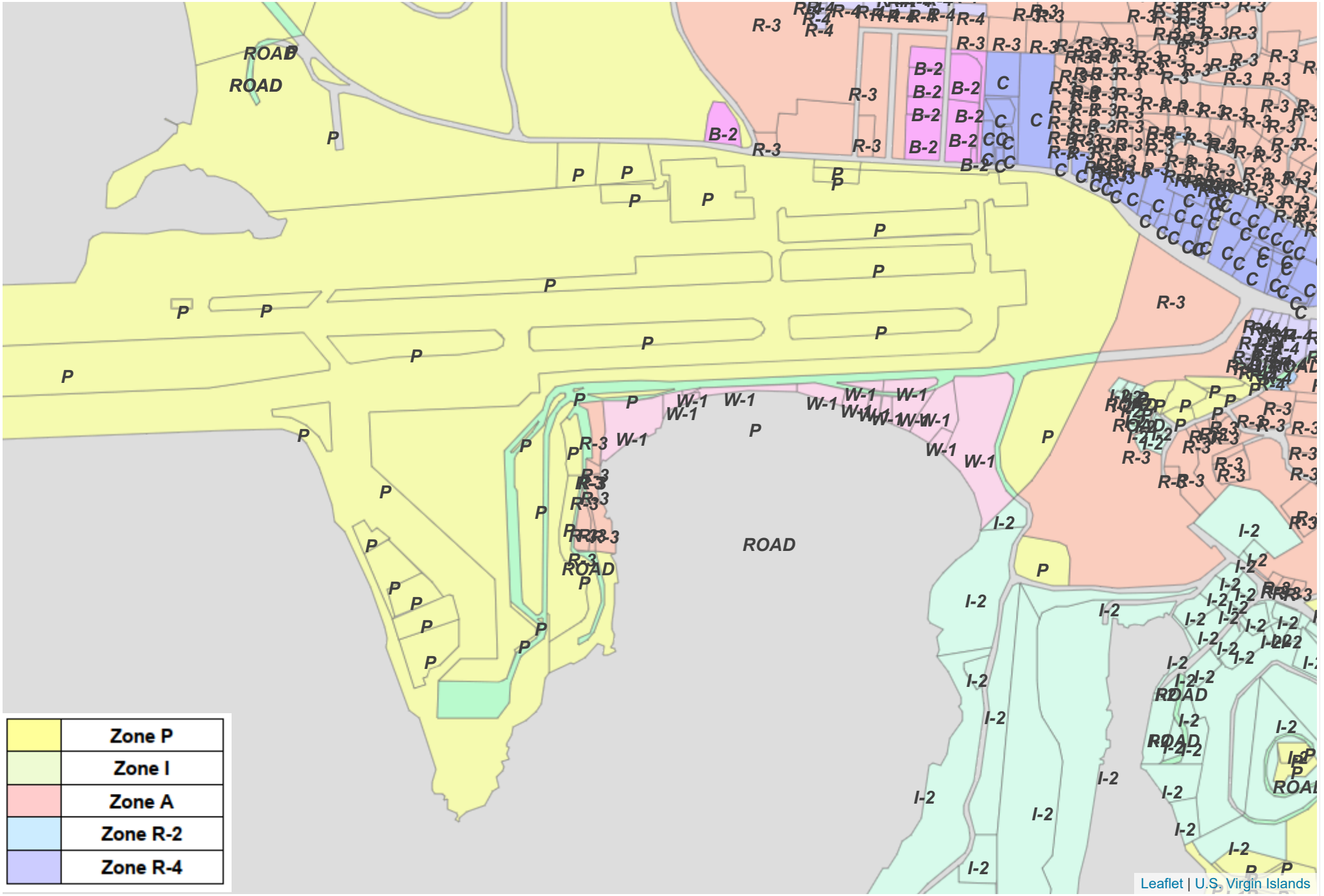
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FILE NAME:	
DRAWN BY:	LAFP
CHECKED BY:	LAFP
APPROVED BY:	LAFP
ISSUE DATE:	06/20/2025

SHEET NAME:
AXONOMETRIC VIEWS

SHEET NUMBER:

SE9-001-P2

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Zone P
Zone I
Zone A
Zone R-2
Zone R-4
Leaflet | U.S. Virgin Islands

Parcel Map



Property Information

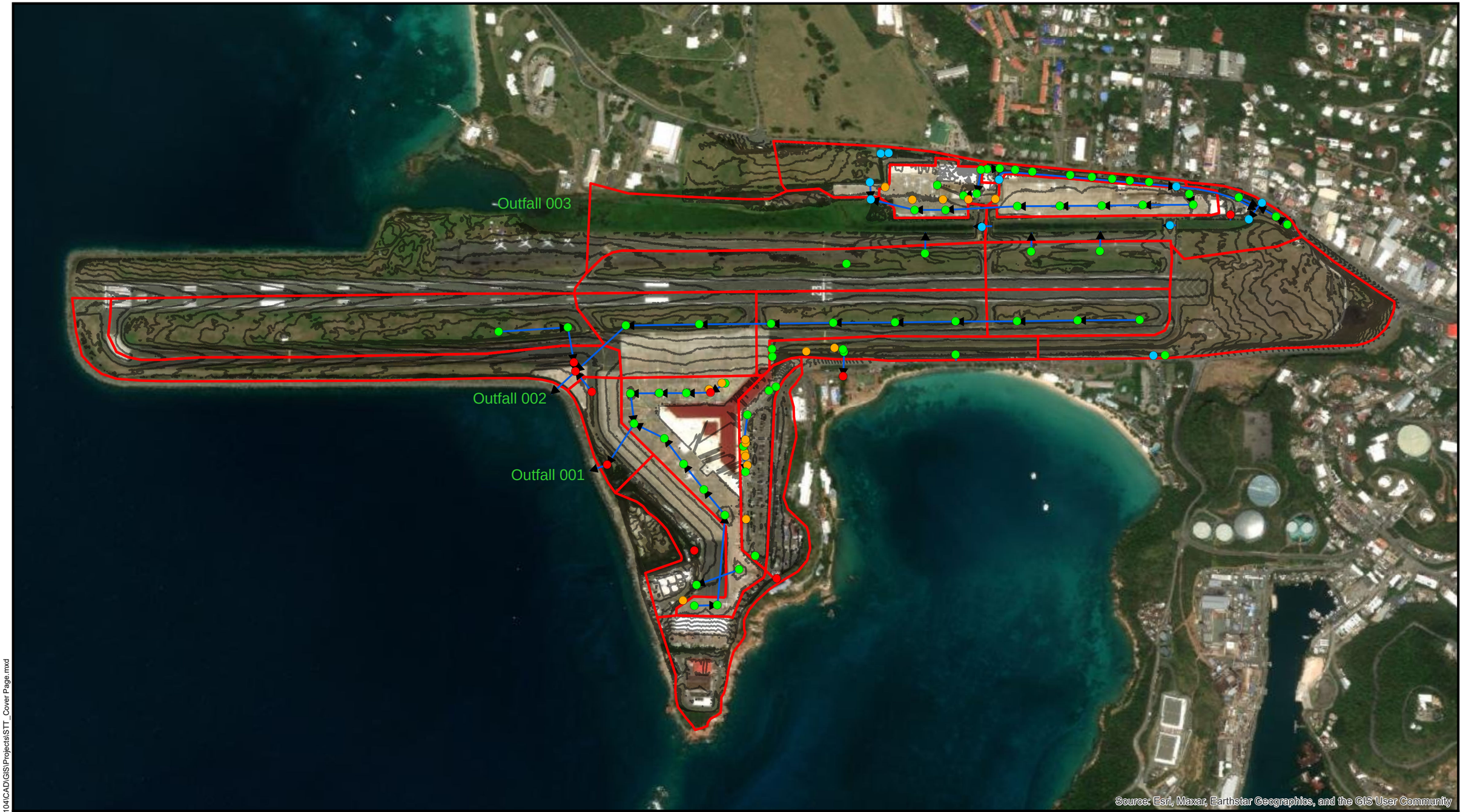
Property ID	105104010100
Location	LINDBERG 68 THROUGH 72 4A SOUTHSIDE QTR
Owner	Virgin Islands Port Authority

MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

US Virgin Islands makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated 04/2025
Data updated 09/2024

Print map scale is approximate. Critical layout or measurement activities should not be done using this resource.



Storm Sewer Inlet
Potential Storm Sewer Manhole
Culvert
Structure Not Verified
Likely Drainage Path
1' Elevation Contour
Drainage Areas

1 in = 600 ft

0 600 1,200 Feet

N W E S

HANSON
Hanson Professional Services Inc.

Stormwater Inventory Map

Virgin Islands Port Authority
Cyril E. King International Airport (STT)
St Thomas, U.S. Virgin Islands

Job Number: 22A0104 Page: 1 of 10

Document Path: I:\22Jobs\22A0104\CAD\GIS\Projects\STT_Cover Page.mxd

Appendix D Copy of Deed/Lease

Environmental Assessment Report and Development Permit Application

Virgin Islands Port Authority

Cyril E. King Airport

SLR Project No.: 241.031562.00002

September 26, 2025

THE LEGISLATURE
OF THE
VIRGIN ISLANDS OF THE UNITED STATES
CAPITOL BUILDING
CHARLOTTE AMALIE, ST. THOMAS
VIRGIN ISLANDS

ERIC E. DAWSON
Executive Secretary

RECEIVED
1970 MAY 27 AM 11 32
OFFICE OF
THE RECORDER OF DEEDS

May 6, 1970

Mr. Alton A. Adams, Jr.
Executive Director
Virgin Islands Port Authority
St. Thomas, Virgin Islands 00801

Dear Mr. Adams:

Enclosed you will find Appendix "A" to Act #2375 of the Virgin Islands Legislature to create a Virgin Islands Port Authority. It is notarized and certified with a stamp of the Legislature, as well as that of the Executive Secretary as a Notary Public.

Sincerely yours,

Eric Dawson

Eric Dawson

ED/mmf

Enclosure

pealed; Provided, however, That all rates, fees or other charges imposed for the use of facilities and in force and effect on such date shall continue in force and effect until changed by the said Authority as elsewhere provided in this Act.

Section 3. (a) The title to all property of the Government of the Virgin Islands administered by the Virgin Islands Airport and Industrial Resources Agency and the Marine Division, Department of Commerce, and to all property on the Island of St. Croix acquired in accordance with that certain Agreement of February 8, 1962, ratified and adopted by Act No. 814, approved February 20, 1962, and all personnel, records, contracts, deeds, leases, subleases, mortgages, rights, franchises and unexpended balances of appropriations and funds of the Virgin Islands Airport and Industrial Resources Agency, the Marine Division of the Department of Commerce, all balances in the Marine and Aviation Fund and in the Special Airport Fund, and any other property that can be identified as airport property, former Submarine Base property, and all public docks, piers, wharves, or bulkheads are hereby transferred to the Virgin Islands Port Authority established under section 1 of this Act; Provided, That any personnel so transferred who are found to be in excess of the personnel required for the efficient administration of the functions of the Authority, shall be retransferred under existing law to other positions in the Government of the Virgin Islands; Provided, further, That the transfer of any real property or rights or interests therein to the Authority by this subsection shall not become final unless a complete appendix of all such property to be transferred, with appropriate maps, surveys and descriptions sufficient for proper identification thereof is submitted to and approved by the Legislature either in a regular or a special session.

(b) Any employee of the Government of the Virgin Islands transferred to the Virgin Islands Port Authority pursuant to subsection (a) of this section shall be credited by the Authority with the amount of accumulated and current accrued annual leave to which he is entitled under law and for which leave such employee has not received lump-sum payment.

(c) In the establishment of sick leave and other benefits for officers and employees of the Authority, the Board shall credit employees transferred pursuant to the provisions of subsection (a) of this section with all accumulated sick leave, and shall provide

(BILL 3939)

No. 2405

(Approved February 11, 1969)

EIGHTH LEGISLATURE OF THE VIRGIN ISLANDS
OF THE UNITED STATES

Regular Session

AN ACT

To Fix the Effective Date of the Establishment of the Virgin Islands Port Authority.

Be it enacted by the Legislature of the Virgin Islands:

Section 1. The provisions of sections 1 and 3 of Act No. 2375 approved December 24, 1968, relating to the establishment of the Virgin Islands Port Authority, shall be deemed effective upon the date of approval of this Act.

Approved February 11, 1969.

VIRGIN ISLANDS PORT AUTHORITY

POST OFFICE BOX 597

CHARLOTTE AMALIE, ST. THOMAS, VIRGIN ISLANDS, U.S.A. 00801

OFFICE OF THE
EXECUTIVE DIRECTOR

May 8, 1970

MEMORANDUM

TO: Recorder of Deeds

FROM: Acting Executive Director

SUBJECT: Properties transferred from the Government of the Virgin Islands Port Authority pursuant to Acts Nos. 2375 and 2405

Enclosed is a list of properties that were transferred from the Government of the Virgin Islands to the Virgin Islands Port Authority. Please indicate in the appropriate records that title to these properties is now in the Virgin Islands Port Authority.

I have enclosed a copy of a letter to Mr. Dawson from Mr. Adams, Executive Director of the Virgin Islands Port Authority, and a copy of a notarized response from Mr. Dawson, Executive Secretary of the Legislature of the Virgin Islands, which give some explanation of the transfer of properties. It is our position that Act No. 2375, Section 3 transferred title to the properties herein described but withheld an effective date until an appendix could be submitted, the appendix was submitted on February 3, 1969 by former Governor Paiewonsky to the President of the Legislature and Act No. 2405 approved the submission and established an effective date for the Virgin Islands Port Authority.

Please return the originals to our office.

Thorvald W. McGregor

Thorvald McGregor

Enclosures

TELEPHONES: (809) 774-1921, 774-1629

CABLE ADDRESS: VIPORT

Such a certification will then permit recognizing of the properties in the name of the Virgin Islands Port Authority.

Very truly yours,

Alton A. Adams, Jr., AAE
Executive Director

Attachments:

April 17, 1970

Mr. Eric Dawson
Executive Secretary
Virgin Islands Legislature
Charlotte Amalie
St. Thomas, Virgin Islands

Dear Mr. Dawson:

Section 3 (a) of Act No. 2375 "To Create the Virgin Islands Port Authority, to Authorize the Issuance of Bonds for the Port Authority and for Other Purposes", requires "that to transfer any real property or rights or interests therein to the Authority by this sub-section shall not become final unless a complete appendix of all such property to be transferred, with appropriate maps, surveys and description sufficient for proper identification thereof, is submitted to and approved by the Legislature either in a regular or a special session".

On February 3, 1969, Former Governor Ralph M. Paiewonsky submitted to the Honorable John L. Maduro, President of the Virgin Islands Legislature the listing, together with survey and metes and bounds description of the properties to be transferred. Act No. 2405 of the Virgin Islands Legislature approved Sections 1 and 3 of Act No. 2375.

The transfer of ownership of these properties has never been recorded. The records of the Recorder of Deeds show ownership still as the Government of the Virgin Islands.

We are requesting that the list of the properties be certified by the Executive Secretary of the Virgin Islands Legislature of the Virgin Islands by Act No. 2405.

APPENDIX "A" TO ACT NO. 2375 OF THE VIRGIN ISLANDS LEGISLATURE "TO CREATE THE VIRGIN ISLANDS PORT AUTHORITY"

4508
1970

ST. THOMAS, V.I.

Parcel No.	Estate	PWD No.	Size (Acres)	Use
No. 5	Orkanshullett	B3-145-T45	0.41	Signal Hill
No. 37A	Nisky	D3-269-T65	1.50	Truman Airport
No. 1,2,3	Smith Bay	D3-216-T50	0.50	Wharf-Red Hook
No. 68	Lindberg Bay	A3-94-T62	83.6	Truman Airport
No. 69	Lindberg Bay	A3-94-T62	8.84	Truman Airport
No. 70	Lindberg Bay	A3-94-T62	185.0	Truman Airport
No. 71	Lindberg Bay	A3-94-T62	0.52	Truman Airport
No. 72	Lindberg Bay	A3-94-T62	0.79	Truman Airport
No. 35	Nisky	A3-97-T66	197.00	Submarine Base
No. 70A	Lindberg Bay	A3-94-T62	0.68	Truman Airport

ST. CROIX, V.I.

Fill	Krauss Lagoon	2023	25.00	Port Harvey
No. 3	Bethlehem Middle Works	1194	104.15	Alexander Hamilton Airport
No. 2B	Garden Street	81	2.2	C'sted Pier
--	Kings Wharf	--	0.31	Kings Wharf-C'sted.
	Cooper, Enfield Green, Manning Bay, Betty's Hope, Negro Bay, Envy	1902	1142.7	A. H. Airport
	F'sted.	797	0.88	F'sted Dock

ST. JOHN, V.I.

Parcel No.	Estate	PWD No.	Size (Acres)	Use
No. 7	Emmaus	B3-134-T43	1.5	Coral Bay Dock
--	Cruz Bay	A9-105-T69	0.18	Cruz Bay Dock
--	Little Cruz Bay	A9-105-T69	1.50	Little Cruz Bay Dock

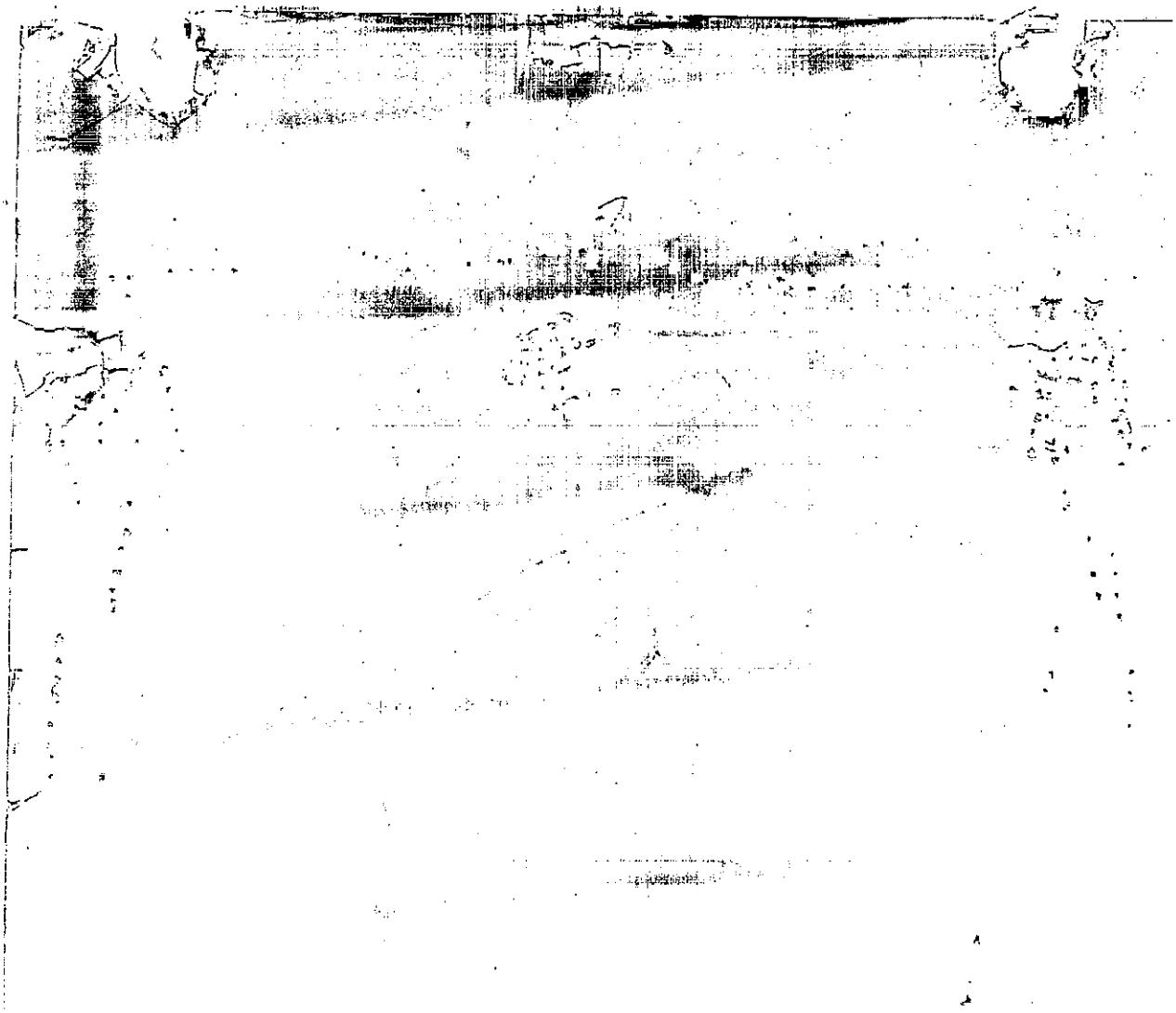
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1970 MAY 27 AM 11 35
OFFICE OF
RECORDER OF DEEDS

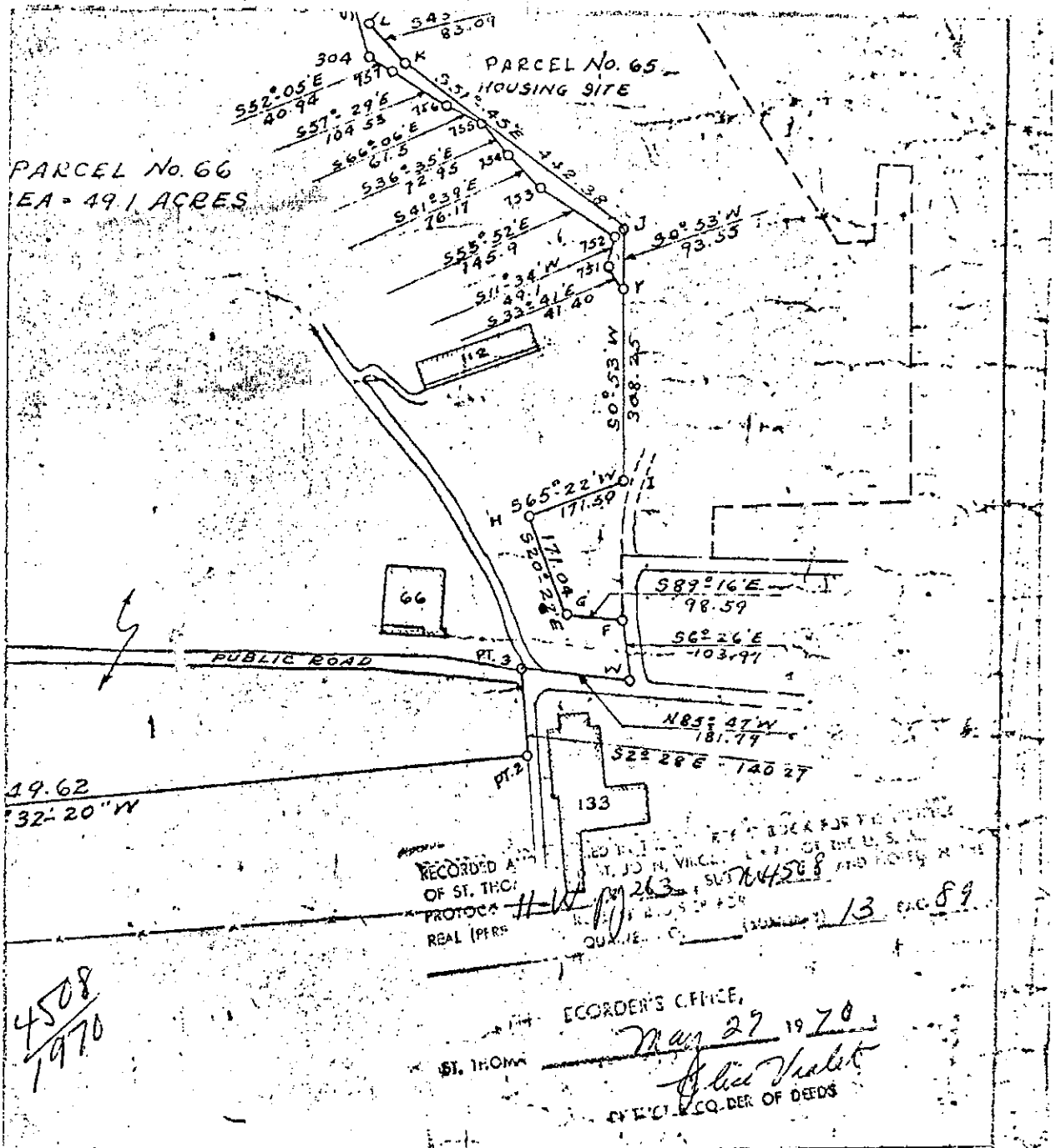
Subscribed and sworn to
before me this 6 day
of May 1970
Eric E. Dawson
Notary Public

RECORDED AND FILED IN THE RECORDS BOOK OF THE DISTRICT
OF ST. THOMAS AND ST. JOHN, VIRGIN ISLANDS OF THE U. S. A.,
PROTOCOL 11-W, P. 263, UT No 4508 AND NOTED IN THE
REAL PROPERTY RECORDS OF SAID DISTRICT Aux 19 page 295
Courtesy Receipts pgs 91, 337 & 338 Aux 13, PAGE 85
Aux 16 page 179
Coral Bay page 240
THE RECORDER'S FEE,

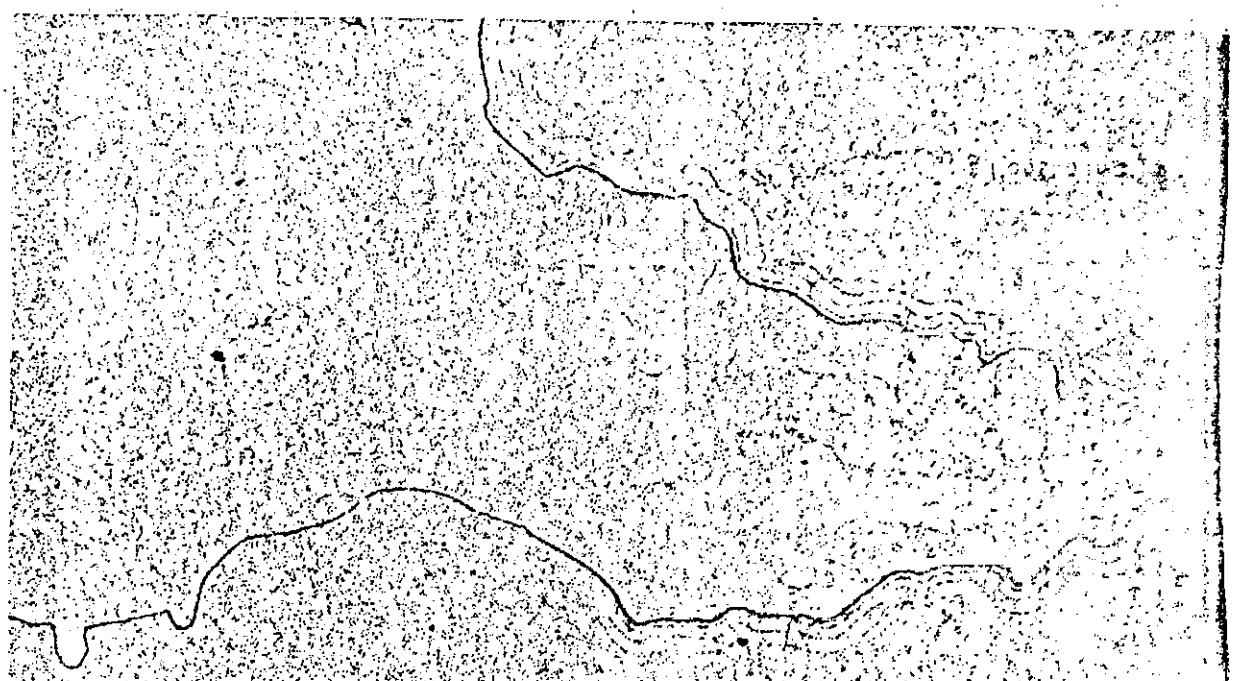
ST. THOMAS May 27 1970

Alice Violet
DISTRICT RECORDER OF DEEDS





IN CHARGE J.W.H. SURVEYED: S.B. DRAWN: JJ. TRACED: -- COMPUTED: -- DATE: 6-28-62 SCALE: 1" = 200'	GOVERNMENT OF THE VIRGIN ISLANDS PUBLIC WORKS DEPARTMENT PARCELS Nos 66 & 67 ESTATE LINDBERGH BAY & PARCEL No. 2 ESTATE JOHN BREWERS BAY No. 4A & 5 SOUTHSIDE QUARTER RESPECTIVELY ST. THOMAS V.I.
P.W. DWG No A3-94-T62	Lloyd C. George PUBLIC SURVEYOR



RECONCILES BOUNDARY SURVEY DATA ON NAVY
Y MAP OF THE FORMER MCAF, ST THOMAS, V.I. Y&D DWG NO 928216
0 A3-94-T62

GRAPHIC SCALE

200 400 600 800 1000
FEET

		DESCRIPTION OF AMENDMENT OR CORRECTIONS	DATE

NAVY YARD, P.R.	DEPARTMENT OF THE NAVY, BUREAU OF YARDS
	FORMER MARINE CORPS AIR F SAINT THOMAS, VIRGIN IS REAL ESTATE D

263B

ALL those certain tracts or parcels of land with buildings and improvements thereon erected (excluding buildings 201, 202, 203, 207, 208, 209, 210, 215, 216, 217, 54, 55, 272 and Tower "A"), situate, lying and being in Charlotte Amalie, St. Thomas, Virgin Islands and described more particularly as follows, and all according to the Y & D Drawing No. 964, 281 (Rev. 4 August 1964) and boundary description received at the Recorder's Office at Charlotte Amalie, St. Thomas, Virgin Islands on September 30, 1964, said description being entered on the same date in Book 75, Page 71, Sub No. 3693 and said Y & D Drawing No. 964,281 (Rev. 4 August 1964) being filed in Auxiliary 13, Page 89.

TRACT "A"

#4

PARCEL NO. 68, ESTATE LINDBERGH BAY (INCLUDING A PORTION OF ESTATE JOHN BREWERS BAY)

BEGINNING at Point 2' located 282.88 feet southeasterly from the northeast corner of Parcel No. 1 (ARMY RIFLE RANGE) (Point 13 on the reference map); the line runs:

S 75° 24' 36" E, 309.66 feet to DP No. 9; thence, N0° 24' W, 1,896 feet to Point 311, the Northwest corner of the parcel; thence, S 74° 06' E, 995.21 feet to Point 307; thence, S 3° 31' W, 568.79 feet to Point 268; thence, S 74° 42' E, 534.85 feet to Point 269, the northeast corner of the parcel; thence, S 2° 41' W, 1841.07 feet to Point 287; thence, S 88° 34' W, 335.21 feet to Point "X"; thence, S 88° 55' 10" E, 1330.92 feet to Point 2"; thence N0° 40' E, 946.46 feet to Point 2'; the point of beginning.

The above area is 83.6 acres, more or less.

TRACT "B"

#5

PARCEL NO. 69, ESTATE LINDBERGH BAY

BEGINNING at Point "W", being the southwesternmost corner of the parcel, situate on the north side of Harwood Highway; the line runs:

N 6° 26' W, 103.97 feet to Point "F"; thence, N 1° 53' W, 110.04 feet to Point "E"; thence, N 86° 52' W, 155.16 feet to Point "D"; thence, N 3° 33' E, 83.05 feet to Point "C"; thence, S 86° 16' E, 330.54 feet to Point "B"; thence, N 3° 19' E, 540.60 feet to Point "A"; thence, S 78° 04' E,

512.36 feet to an unnumbered point, being the northeastern-most corner of the parcel; thence, S 2° 56' W, 200.0 feet to Point 186; thence, N 87° 04' W, 208.7 feet to Point 187; thence, S 2° 56' W, 626.1 feet to Point 171; thence, N 87° 04' W, 135.7 feet to Point N-4; thence, N 2° 31' 20" E, 217 feet to Point N-3; thence, N 87° 28' 40" W, 91.0 feet to Point N-2; thence, SO 2° 31' 20" W, 217.0 feet to Point N-1; thence, N 87° 04' W, 36.0 feet to Point 184; thence, N 87° 36' W, 483.67 feet to Point "W"; the point of beginning.

The above area is 8.84 acres, more or less.

TRACT "C"

PARCEL NO. 70, ESTATE LINDBERGH BAY (INCLUDING PORTION OF ESTATE JOHN BREWERS BAY) #6

BEGINNING at Point "G", located on the south side of Harwood Highway approximately 500 feet west of the U.S. Army Reserve Training Armory Building; the line runs:

S 83° 38' E, 63.40 feet to Point "H"; thence, S 86° 51' E, 430.0 feet to the northwest corner of the U.S. Army Reserve Training Center Site; thence, S 3° 09' W, 114 feet to the southwest corner of said site; thence, S 86° 51' E, 260.0 feet to the southeast corner of said site thence, N 3° 09' W, 114 feet to the northeast corner of said site on the south side of Harwood Highway; thence, S 86° 51' E, 810 feet to Point "I"; thence, S 85° 49' E, 217.42 feet to Point "J"; thence, S 68° 32' E, 164.47 feet to Point "K"; thence, S 63° 28' E, 228.06 feet to Point "L"; thence S 49° 34' E, 97.80 feet to Point "M"; thence, S 60° 25' W, 400 feet to Point "M'"; thence, S 86° 51' E, 400 feet to Point 158; thence, S 14° 15' W, 310 feet to Point 158A; thence, S 26° 47' W, 904 feet to Point 158'; thence, S 32° 21' W, 162.0 feet to Point 283; thence S 45° 44' W, 358.0 feet to Point 294; thence continuing approximately 50 feet to the shoreline of Lindbergh Bay; thence along the shoreline of Lindbergh Bay and meandering around Cabritaberg Peninsula, approximately 10,400 feet; thence N 84° 32' 20" E 15 feet to Point 1; thence, N 84° 32' 20" E, 2729.35 feet to Point 2; thence, N 2° 28' W, 97.59 feet to Point "G", the point of beginning.

The above area is 185 acres, more or less.

TRACT "D"

PARCEL NO. 71, ESTATE LINDBERGH BAY #7

BEGINNING at an unnumbered Point, being the northeastern corner of the parcel, located S 32° 43' E, 41.40 feet from Point 751 of the boundary of the Virgin Islands College Site; thence S 76° 35' W, 140.43 feet, to a point; thence S 15° 57' E, 59.28 feet, to a point; thence S 11° 47' E, 120.62 feet, to a point; thence N 86° 05' E, 99.22 feet, to a point; thence N0° 48' E, 200.29 feet, to the point of beginning.

The above area is 0.52 acre, more or less.

TRACT "E"

PARCEL NO. 72, ESTATE LINDBERGH BAY

BEGINNING at Point 3, also known as Point F, of the boundary of the Virgin Islands College Site, this point being the southeastern corner of the parcel; thence N 79° 21' W, 200.40 feet, to a point; thence N 8° 45' E, 156.20 feet, to a point; thence N 25° 44' E, 83.80 feet, to a point; thence S 72° 41' E, 57.40 feet, to a point; thence S 33° 26' E, 65.40 feet, to a point; thence S 26° 06' E, 51.70 feet, to a point; thence S 17° 44' E, 51.00 feet, to a point; thence S 4° 25' E, 100.50 feet, to the point of beginning.

The above area is 0.79 acre, more or less.

The area enclosed within the lines above described for the five parcels combined is 278.75 acres, more or less.

All distances are in U. S. feet and all bearings are as shown.

RESERVING unto the United States of America, the right to utilize the beaches on Lindbergh Bay and Brewers Bay for the training of military and naval personnel, including the right of transit across the said beach areas between the nearest roads and the water's edge, said beaches and beach areas being portions of Tract C and more particularly described as follows:

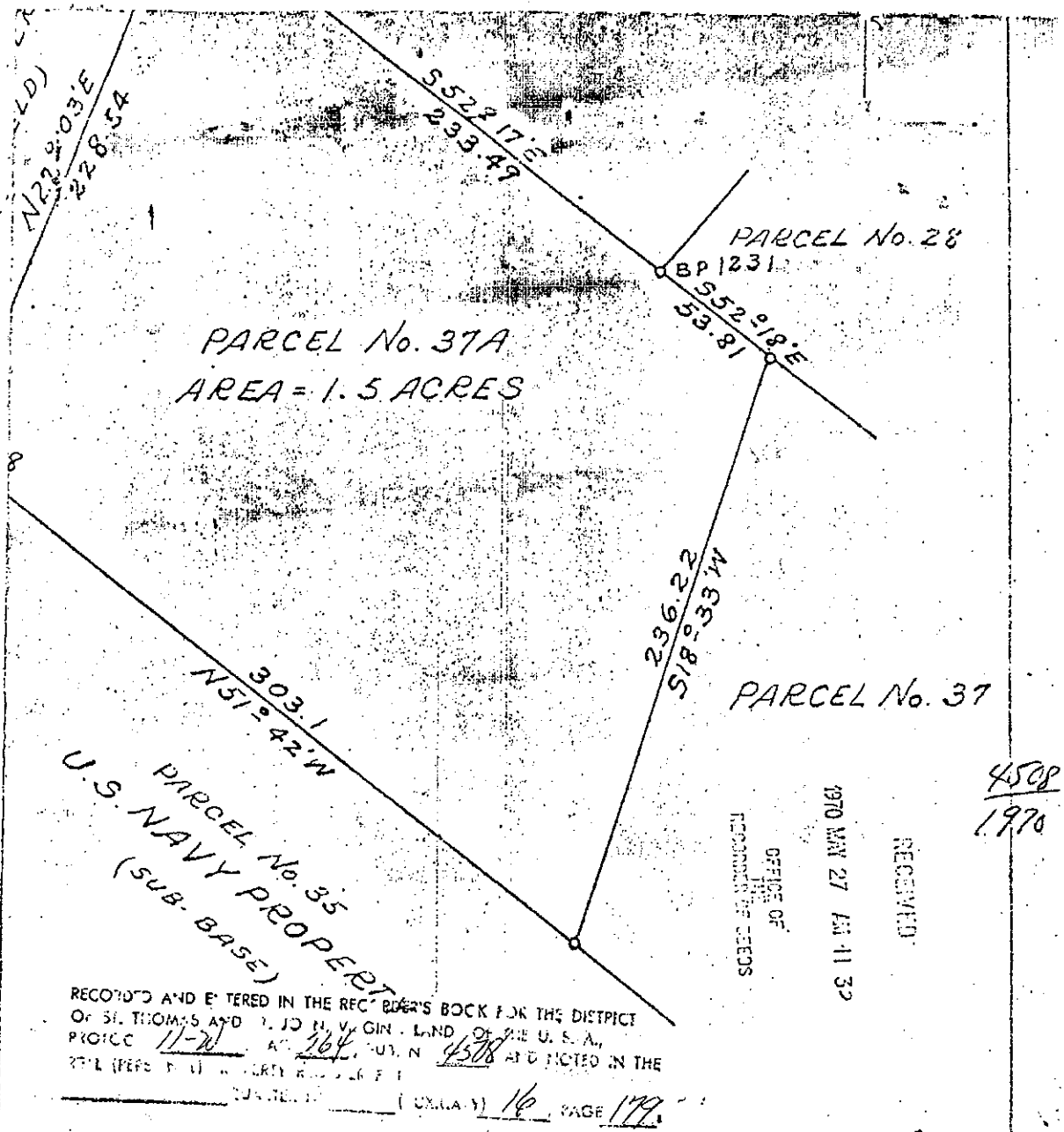
a. Beginning at Point 1 (also known as Point 15'), located on the northern boundary of Portion "C" of lands of the Former Marine Corps Air Facility, St. Thomas, Virgin Islands, as shown on U. S. Navy Bureau of Yards and Docks drawing No. 964,281 "Real Estate Disposal Map", Former Marine Corps Air Facility, St. Thomas, Virgin Islands, which boundary appears described in document recorded at the office of the Recorder of Deeds of St. Thomas, Virgin Islands, at Book 7J, Page 71, Sub No. 3693; thence; N 84° 32' 20" E, 135 feet, more or less, along the boundary of Portion "C", to a point, thence; S 5° 27' 40" E, 330 feet, more or less, to a point, thence; S 84° 32' 20" W, 400 feet, more or less, to a point on the mean high waterline of Brewers Bay; thence; northerly, easterly and northerly along said mean high waterline to a point which bears S 84° 32' 20" W, 15 feet, more or less, from Point 1, thence; N 84° 32' 20" E, 15 feet, more or less, to Point 1, the point of beginning.

b. Beginning at Point 294, located on the eastern boundary of Portion "C" of lands of the Former Marine Corps Air Facility, St. Thomas, Virgin Islands, as shown on U. S. Navy Bureau of Yards and Docks drawing No. 964,281 "Real Estate Disposal Map", Former Marine Corps Air Facility, St. Thomas, Virgin Islands, which boundary appears described in document recorded at the office of the Recorder of Deeds of St. Thomas, Virgin Islands, at Book 7J, Page 71, Sub No. 3693; thence;

S 45° 44' W, 50 feet, more or less, to a point on the mean high waterline of Lindbergh Bay, thence; northwesterly and westerly, along the said mean high waterline, 2180 feet, more or less, to a point, thence; due north; 200 feet, more or less, to a point on the southern edge of the airport access road, said road being a public road, thence; easterly, along the southern edge of the said road, 1380 feet, more or less, to a point, thence; S 50° 20' E, 900 feet, more or less, to a point on the easterly boundary of Portion "C" of the aforesaid lands, thence; S 45° 44' W, 150 feet, more or less, to Point 294, the point of beginning.

RECORDED IN PINELLAS COUNTY, FLORIDA
OFFICIAL RECORDS BOOK
PAGE 11-W page 263 No 4518
13 89

March 27, 1970
Elsie Voelet



RECORDED AND ENTERED IN THE RECORDER'S BOOK FOR THE DISTRICT OF ST. THOMAS AND ST. JOHN, VIRGIN ISLANDS OF THE U. S. A., PHOTOC 11-N AT 264, QUIT N 4508 AND NOTED IN THE ____ (CANCELLED) 16 PAGE 179.

THE RECORDER'S FEE $_____

ST. THOMAS May 27 19 70.

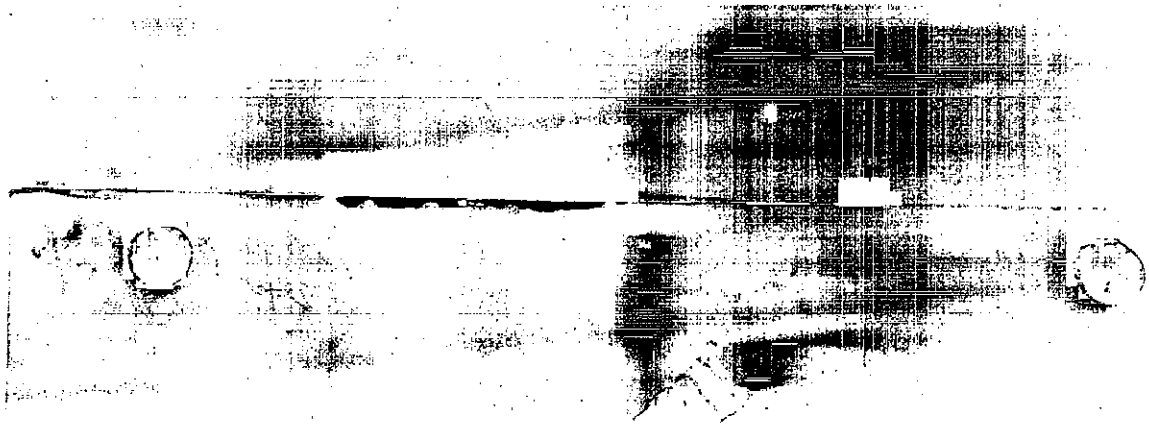
DISTRICT RECORDER OF DEEDS REF: C3-62-T47

RECEIVED
1970 MAY 27 AM 11 32
RECORDER OF DEEDS
ST. THOMAS & ST. JOHN
SCHED. OF TRANSFER FEES

4508
1970

GOVERNMENT OF THE VIRGIN ISLANDS PUBLIC WORKS DEPARTMENT	
SURVEYED: JJ. DRAWN: " " TRACED " " DATE: 12-1-65 SCALE: 1"=50'	PARCEL No. 37A ESTATE NISKY No. 6 SOUTHSIDE QTR. ST. THOMAS V.I.
P.W. FILE No. D3-267-T65	

264@



Boundary Disvription Of Extension To Harry S. Truman Airport
Estate Lindberg Bay, Southside Quarters
St. Thomas, Virgin Islands
Ref; P. W. D. File No. D3-298-T68

Beginning at a point located at the Northwestern corner of Harry S. Truman Airport the lines runs:

South 13 degrees 30 minutes West a distance of 190 feet along the existing edge of runway; thence turning and running

South 03 degrees 15 minutes East a distance of 230 feet along the existing edge of runway; thence turning and running

South 83 degrees 49 minutes West a distance of 450 feet to a point; thence turning and running

North 03 degrees 11 minutes West a distance of 400 feet to a point; thence turning and running

North 86 degrees 49 minutes East a distance of 520.00 feet to the point of beginning.

The area is 4.27 acres. All measurements are in U. S. feet and all bearings are based on True North

RECORDED AND ENTERED IN THE RECORDER'S BOOK FOR THE DIST. OF ST. THOMAS AND ST. JO. N. VIRGIN ISLANDS OF THE U. S. A.
IN PROTOCOL 11-W PAGE 263 SUB. NO. 4508 AND NOTED IN THE
INDEX (PERSONAL) THEREOF, VOL. 13 PAGE 89
THE RECORDER'S FEE $
DATED May 27 19 70
OFFICIAL RECORDER OF DEEDS

Boundary Disvription Of Extension To Harry
S. Truman Airport
Estate Lindberg Bay, Southside Quarters
St. Thomas, Virgin Islands
Ref; P. W. D. File No. D3-298-T68

Beginning at a point located at the Northwestern corner of Harry S. Truman Airport the lines runs;

South 13 degrees 30 minutes West a distance of 190 feet along the existi existing edge of runway; thence turning and running

South 03 degrees 15 minute[illegible]st a distance of 230 feet along the existing edge of runway; hence turning and running

South 86 degrees 49 minutes West a distance of 450 feet to a point; thence turning and running

North 03 degrees 11 minutes West a distance of 400 feet to a point; thence turning and running

North 86 degrees 49 minutes East a distance of 520.00 feet to the point of beginning.

The area is 4.27 acres. All measurements are in U. S. feet and all bearings are based on True North

RECORDED AND FILED IN THE RECORDER'S OFFICE OF THE DISTRICT OF ST. THOMAS AND ST. JOHN, VIRGIN ISLANDS OF THE U. S. A.
IN PROTOCOL H-W page 263 SYS. NO. 04508 AND NOTED IN
[illegible] 13 PAGE 82

THE RECORDER'S FEE $
May 27 1970
DISTRICT RECORDER OF DEEDS

263

BOUNDARY DESCRIPTION
OF
PARCEL NO. 37A ESTATE NISKY, NO. 6 SOUTHSIDE QUARTER
ST. THOMAS, VIRGIN ISLANDS

Reference: P.W. File No. D3-269-T65 dated December 1, 1965

Beginning at boundpost No. 998 located at the northwest corner of Parcel No. 35 (U. S. Navy property) the line runs:

North 22 degrees 03 minutes East along the Bourne Field property a distance of 228.54 feet, to a boundpost; thence turning

South 52 degrees 17 minutes East along portion of Estate Nisky, a distance of 233.49 feet, to boundpost No. 1231; thence turning

South 52 degrees 18 minutes East along Parcel No. 28, a distance of 53.81 feet, to a boundpost; thence turning

South 18 degrees 33 minutes West along Parcel No. 37, a distance of 236.22 feet, to a boundpost; thence turning

North 51 degrees 42 minutes West along Parcel No. 35, a distance of 303.1 feet, to the point of beginning.

The area is 1.5 acres

All distances are in U. S. feet and all bearings are magnetic as of 1947.

Office of the Public Surveyor
St. Thomas, V.I., December 1, 1965

Lloyd C. George
Lloyd C. George
Public Surveyor

11-W 264 4508
Book 44 Page 473

May 27 1970
J. Clive Violet

264

Boundary Discription Of Parcel No. 5
Estate Orkanshullet (Map Of Hassel Island)
NO. 9 Southside Quarters
St. Thomas, Virgin Islands
Ref: P. W. D. File No. B3-145-T45

Beginning at bound post located in the Northeast corner of said Parcel No. 5 the line runs

South 89 degrees 18 minutes East a distance of 188.0 to a bound post, thence turning and running

South 29 degrees 09 minutes East a distance of 52.6 feet to a bound post; thence turning and running

South 41 degrees 46 minutes West a distance of 62.8 feet to a bound post; thence turning and running

South 78 degrees 27 minutes West a distance of 86.2 feet to a bound post; thence turning and running

North 77 degrees 34 minutes West a distance of 23.7 feet to a bound post; thence turning and running

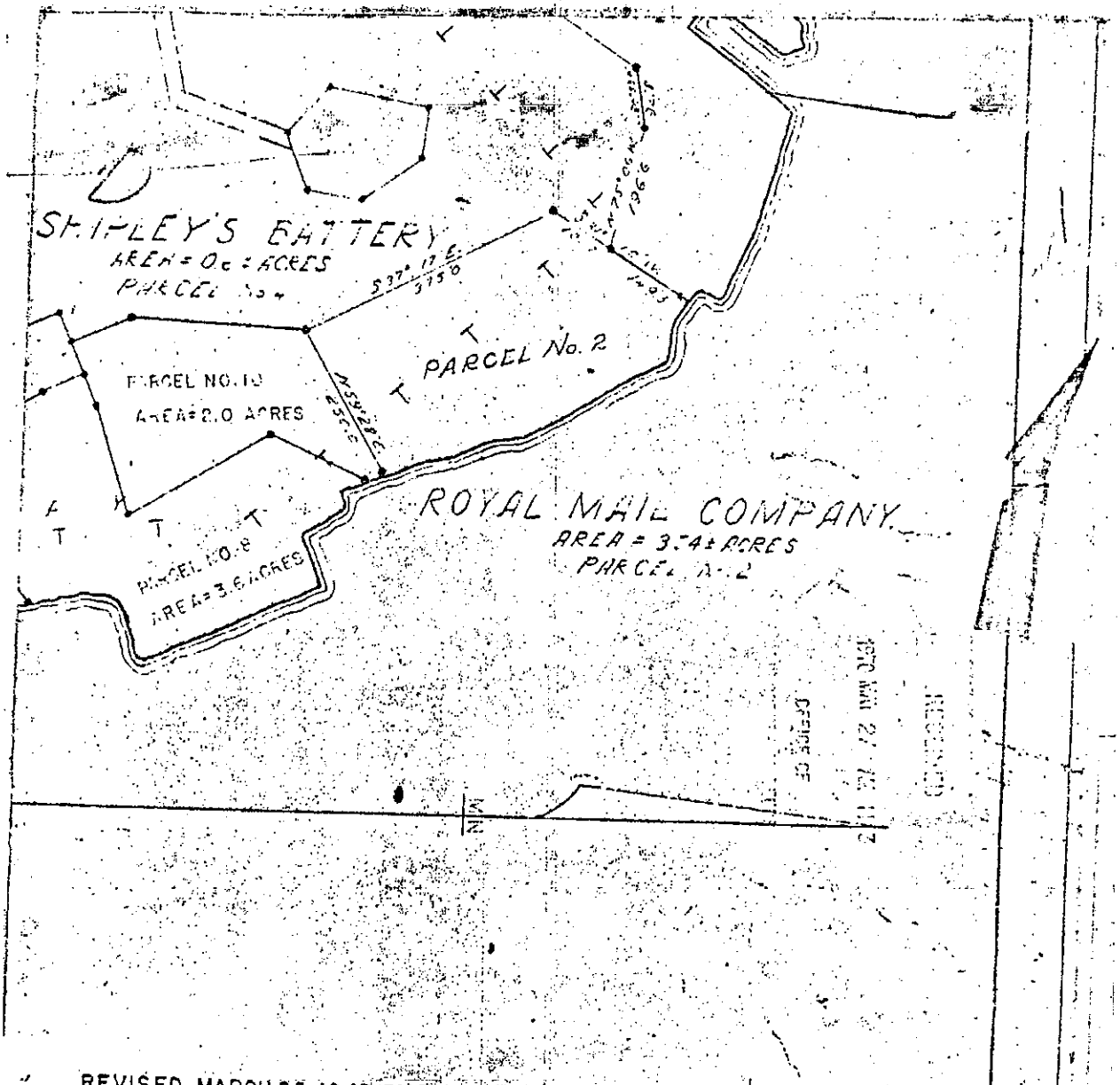
North 34 degrees 33 minutes West a distance of 124.6 feet to the point of beginning

The area contains 0.41 acres. All measurements are in U. S. feet and all bearings are magnetic as of 1945.

11 W page 265 No 4508
Country Register page 91

May 22 1920

265



REVISED MARCH 26, 1947 BY THE ADDITION OF PARCELS NO. 8, 9, & 10

CHARGE: D.S.B.
SURVEYED: C.B.
DRAWN: C.B.
TRACED: C.B.
CHECKED:
Date: April 1945
Scale: 1" = 200'
P.W. Drawing No. 145-T45

MUNICIPALITY of ST. THOMAS & ST. JOHN
PUBLIC WORKS DEPARTMENT
MAP OF HASSEL ISLAND
ESTATE ORKANSHULLET
No. 9 SOUTH SIDE QUARTER
ST. THOMAS, V.I.

SUPERINTENDENT OF PUBLIC WORKS

2654

Boundary Discription Of The Red Hook
Wharf Area Of Parcel No. 1,2, & 3
Estate Smith Bay East End Quarters
St. Thomas, Virgin Islands
Ref: P. W. D. File No. D3-216-T50

Beginning at bound post number 995 the line runs North 41 degrees 46 minutes west a distance of 83 feet, to bound post 859, thence turning and running

North 61 degrees 26 minutes East a distance of 114 feet, to bound post 858, thence turning and running

South 67 degrees 05 minutes East a distance of 193 feet to bound post 857, thence continuing

South 67 degrees 05 minutes East a distance of 33 feet to the shoreline, thence turning and running in a generally

Southwesterly direction a distance of 290 feet more or less to a point on shoreline, thence turning and running

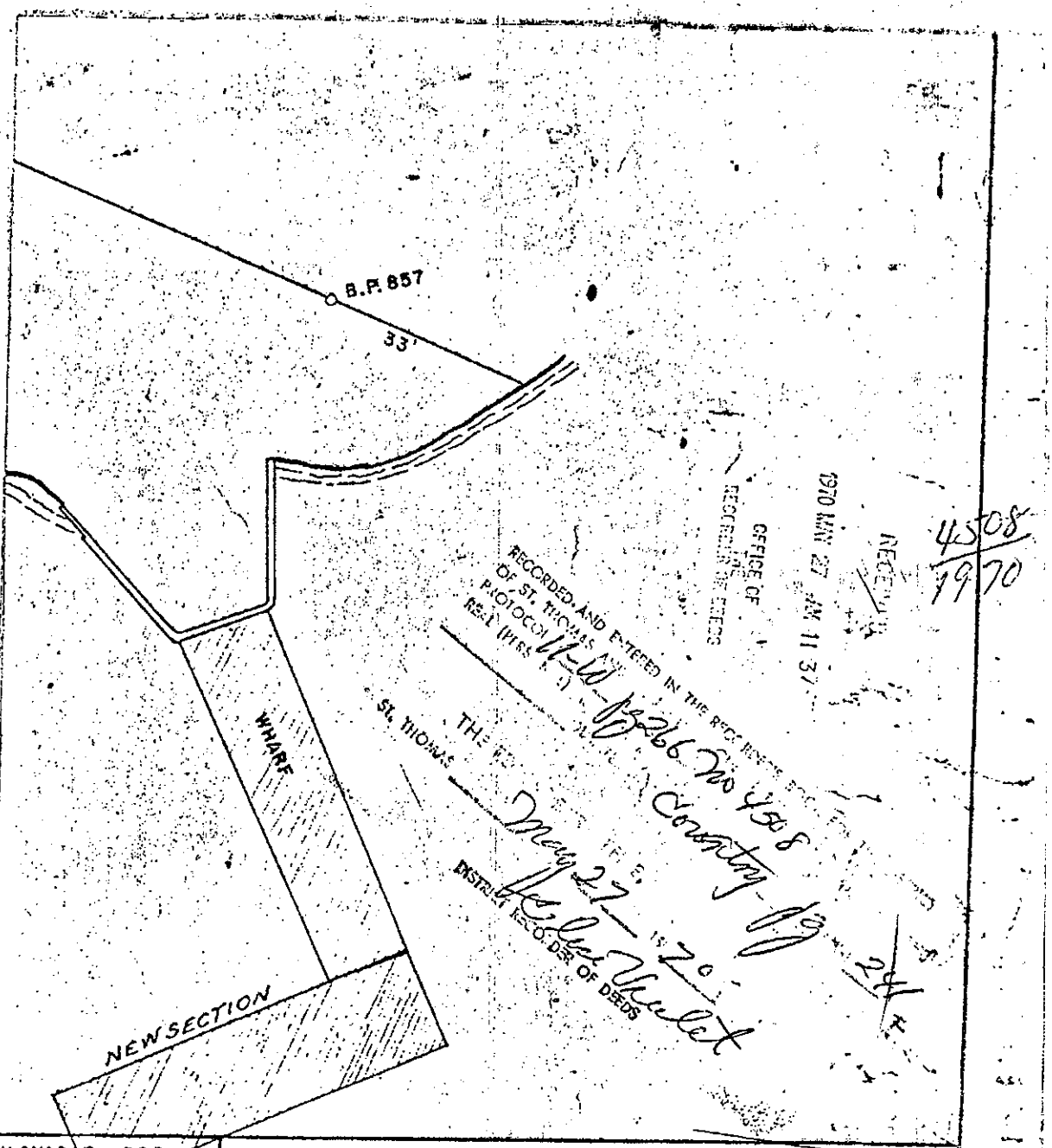
North 41 degrees 46 minutes West a distance of 10 feet to the point of beginning.

All measurements are in U. S. feet and the area contains 0.50 Acres

4508
1970

RECORDED IN THE RECORDER'S OFFICE, DISTRICT OF ST. THOMAS AND ST. JOHN, U.S.V.I.
11-W pg 266 Jn 4508
County Registrar
RECORDER'S OFFICE
May 27, 1970

266



IN CHARGE: D.S.B.
SURVEYED: J.C.
DRAWN: J.J.
TRACED: " "
CHECKED:
DATE: NOV. 17, 1950
SCALE: 1" = 20'

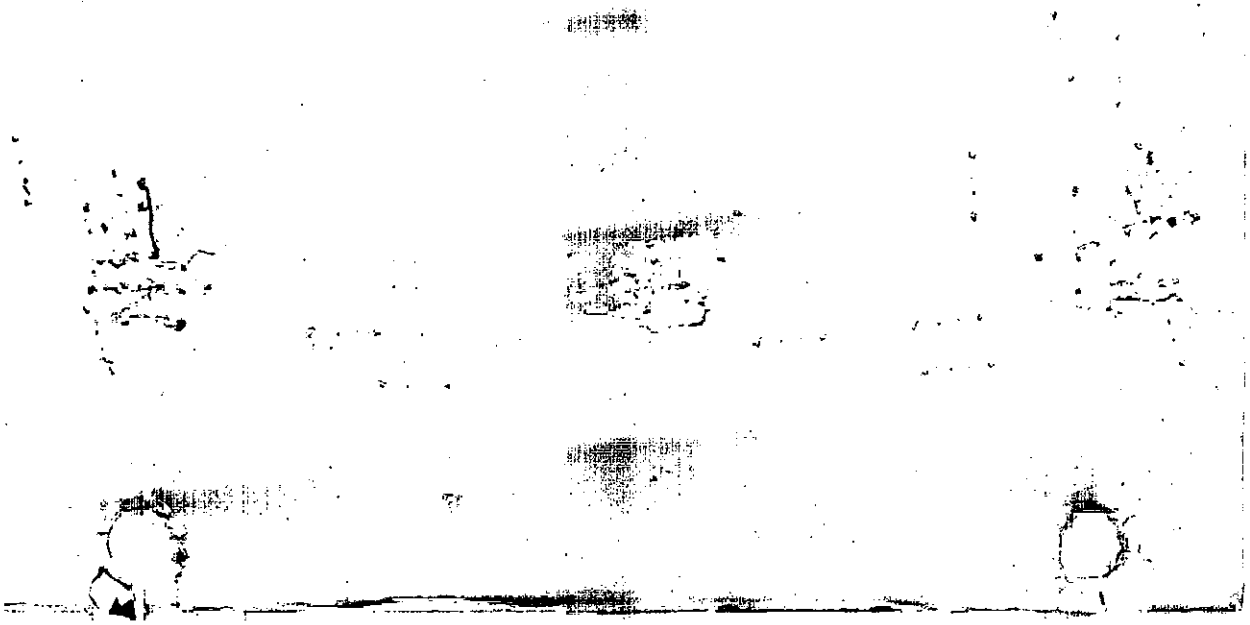
R.W. DWG. NO.
D3-215-T50

MUNICIPALITY OF ST. THOMAS & ST. JOHN
PUBLIC WORKS DEPARTMENT

PARCEL OF ESTATE SMITH BAY KNOWN AS THE RED HOOK WHARF AREA NOS. 1, 2, & 3 EAST END QUARTER ST. THOMAS V.I.

Ronald J. Richards
SUPERINTENDENT OF PUBLIC WORKS

2664



Boundary Discription Of Dock And Bulkhead
Cruz Bay
St. John, Virgin Islands
Ref: P. W. D. File No. A9-105-T69

Beginning at a point located at the Northwest corner of parcel no. 4c the line runs

North 49 degrees 0 minutes West a distance of 10 feet more or less to high water mark; thence turning and running

In an Easterly direction a distance of 290 feet along the shoreline to a point, thence turning and running

4508
1970

In a general Southeasterly direction a distance of 45 feet more or less to the edge of the concrete road, thence turning and running

In a general Southeasterly direction a distance of 335 feet more or less along the edge of concrete road thence turning and running

In a general Southwesterly direction a distance of 22 feet more or less to a bound post at the Northeastern corner of parcel no. 4c; thence continuing

In a general Souhwesterly direction a distance of 40.9 feet along a fence line to the piont of beginning

The area contain 0.18 acres more or less. All measurements are in U. S. feet and all bearings are magnetic as of 1969.

RECORDED AND FILED IN THE RECORDS BOOK FOR THE DISTRICT OF ST. THOMAS AND ST. JOHN, VIRGIN ISLANDS OF THE U. S. A.
PROJECT 11-W AT 268 SUB NO 4508 AS NOTED IN THE REAL (PERSONAL) PROPERTY RECORDS
QUARTERS Country Register 337

THE RECORDER'S OFFICE
ST. THOMAS May 27, 1970
Alice Violet
DISTRICT RECORDER OF DEEDS

Boundary Discription Of Dock And Bulkhead
Little Cruz Bay
St. John, Virgin Islands
Ref: P. W. D. File No. A9-105-T69

Beginning at a point located at the corner of Boundary Wall at the entrance to Administrator's House the line runs:

South 88 degrees 22 minutes East a distance of 108 feet along a wall to a point; thence turning and running

North 20 degrees 40 minutes West a distance of 71 feet along a wall to a point at bulkhead thence; turning and running

North 52 degrees 05 minutes East a distance of 45 feet along existagg bulkhead to a point; thence, turning and running

South 37 degrees 20 minutes East a distance of 200 feet along the bulkhead to a point, thence turning and running

South 64 degrees 45 minutes East a distance of 46 feet along the bulkhead to a point, thence turning and running

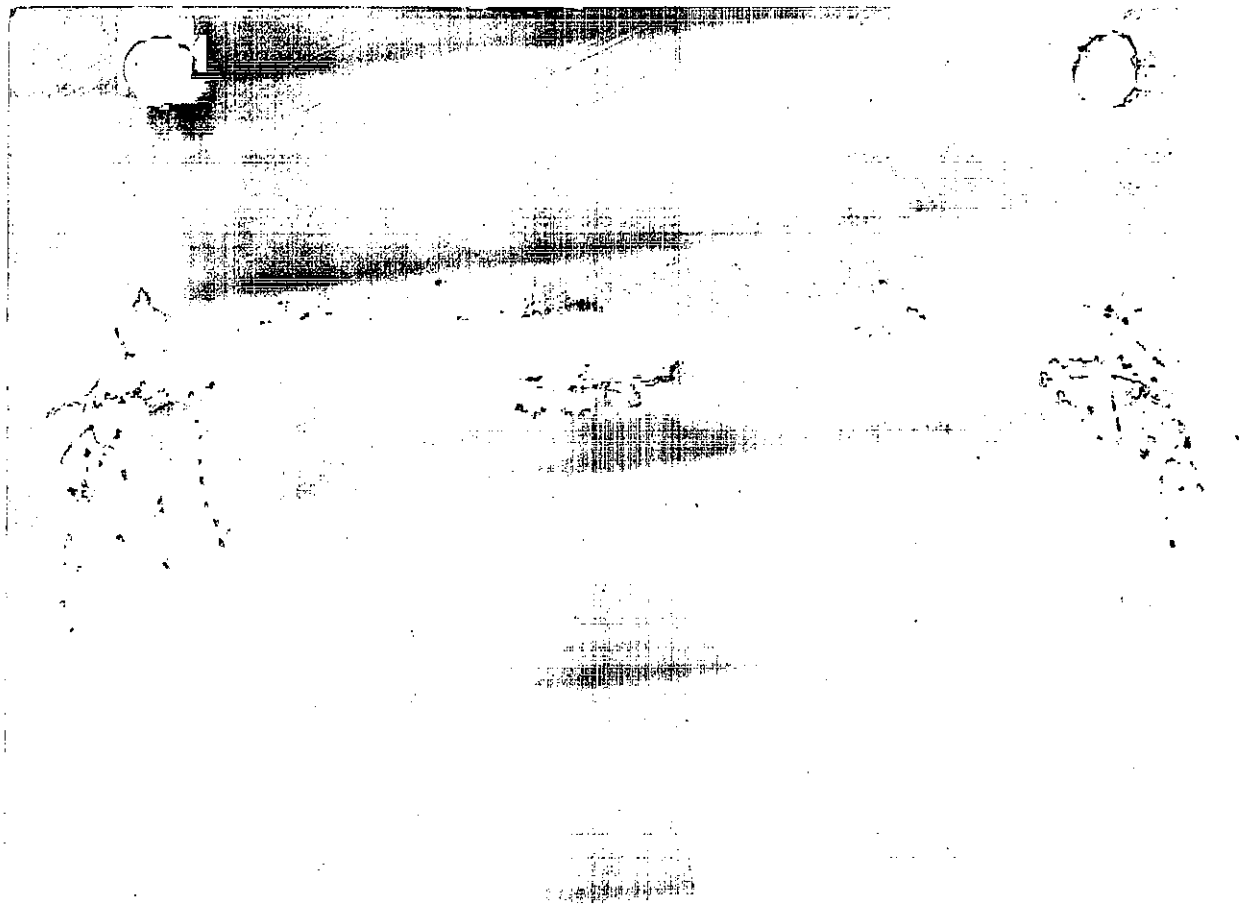
North 59 degrees 00 minutes East a distance of 366 feet more or less to a point; thence turning and running

South 31 degrees 35 minutes a distance of 90 feet more os less; thence turning and running

Ina general Southwesterly direction a distance of 443 feet more or less to a point; thence turning and running

In a general Northwesterly direction a distance of 326 feet more or less along the Public Road to the point of beginning.

The area contain 1.50 acres more or less. All measurement are in U. S. feet and all bearings are magnetic as of 1969



ST-12

Boundary Discription Of Crown Bay Fill
Charlotte Amalie, St. Thomas
Virgin Islands
Ref: V. I. D. File No. A3-109-T69 November 16,'64

Beginning at a point located in the Southwest corner of said Crown Bay Fill the line runs:

North 04 degrees 16 minutes 27 seconds West a distance of 395.16 feet along an open concrete box culvert to a point; thence turning and running

North 87 degrees 53 minutes 36 seconds West a distance of 130.00 feet along box culvert to a point; thence turning and running

North 64 degrees 25 minutes East a distance of 200.3 feet along the edge of the old shoreline to a point; thence turning and running

North 59 degrees 23 minutes East a distance of 150 feet along edge of the old shoreline to a point; thence turning and running

North 67 degrees 15 minutes East a distance of 71.5 feet along the edge of the old shoreline to a point; thence turning and running

North 69 degrees 09 minutes East a distance of 65.0 feet along the edge of the old shoreline to a point; thence turning and running

North 68 degrees 58 minutes East a distance of 57.0 feet along the edge of the old shoreline to a bound post; thence turning and running

North 82 degrees 16 minutes East a distance of 57 feet along the edge of the old shoreline to a bound post; thence turning and running

North 88 degrees 00 minutes East a distance of 136 feet to a bound post, thence turning and running

South 79 degrees 00 minutes East a distance of 8 feet along a freeway to a bound post; thence continuing

South 79 degrees 00 minutes East a distance of 89 feet along the edge of the old shoreline to a bound post; thence turning and running

South 48 degrees 49 minutes East a distance of 68.0 feet along the edge of the old shoreline to a bound post; thence turning and running

South 61 degrees 42 minutes East a distance of 62 feet along the edge of the old shoreline to a bound post; thence turning and running

North 82 degrees 20 minutes East a distance of 56 feet along the edge of the old shoreline to a bound post; thence turning and running

In a general Northeasterly direction a distance of 785 feet more or less along the edge of the old shoreline to a point; thence turning and running

In a general Southeasterly direction a distance of 1565 feet more or less along the edge of the old shoreline to a point; thence turning and running

In a general Southwesterly direction a distance of 250 feet more or less along the existing bulkhead to a point, thence turning and running

In a general Northwesterly direction a distance of 1240 feet more or less along the existing bulkhead to a point; thence turning and running

In a general Southwesterly direction a distance of 960 feet more or less along the existing bulkhead to the point of beginning.

The area excluding the School Property is 24.91 acres. All measurements are in U. S. feet and all bearing are Based on the Lambert Grid System.

RECORDED AND ENTERED IN THE RECORDER'S BOOK FOR THE DISTRICT OF ST. THOMAS AND ST. JOHN, VIRGIN ISLANDS OF THE U. S. A., IN PROTOCOL 11-10, PAGE 267, ON May 27, 1970 AND NOTED IN THE REAL PROPERTY RECORDS OF SAID DISTRICT IN Countersigned Register of Deeds

THE RECORDER'S OFFICE,
May 27, 1970

Alice Violet
DISTRICT RECORDER OF DEEDS

RECORDED AND ENTERED IN THE RECORDER'S BOOK FOR THE DISTRICT OF ST. THOMAS AND ST. JOHN, V.I. U.S.A. PROTOCOL _____ FOLIO _____ SERIAL _____ REELS (FILMS) AND ARTICLES FOR _____ ENTERED _____ (NUMBER)

THE RECORDER'S OFFICE
ST. THOMAS _____ 19 _____
DISTRICT RECORDER OF DEEDS

VARIES

NOUS SURFACE ¼" per ft slope

4" CRUSHED STONE BASE

ROAD SECTION

SCALE: 3/4" = 1'-0"

RECORDED AND ENTERED IN THE RECORDER'S BOOK FOR THE DISTRICT OF ST. THOMAS AND ST. JOHN, V.I. U.S.A.
PROTOCOL 11-W FOLIO 268 NUMBER 269 REELS (FILMS) AND ARTICLES FOR 45-08
ENTERED Country pg 339

THE RECORDER'S OFFICE
ST. THOMAS May 22 1970
DISTRICT RECORDER OF DEEDS

REFERENCE

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE
CRUZ BAY DEVELOPMENT
DATE 9/17/59

PLAN SHOWING DOCKS IN CRUZ BAY ST. JOHN AS BORDERS OF NATIONAL PARK PROPERTY

SCALE AS SHOWN	DATE 1/15/69	

GOVERNMENT OF THE U.S. VIRGIN ISLANDS
CHARLOTTE AMALIE ST. THOMAS, V.I.
AIRPORT AND INDUSTRIAL RESOURCES AGENCY

SUBMITTED: CHIEF ENGINEER	APPROVED: EXECUTIVE DIRECTOR	
DRAWN: J.A. CALDERON	P.W.D. NO. AG-105-T69	

269

Appendix E Property Tax Clearance Letter

Environmental Assessment Report and Development Permit Application

Virgin Islands Port Authority

Cyril E. King Airport

SLR Project No.: 241.031562.00002

September 26, 2025

OFFICE OF THE LIEUTENANT GOVERNOR

DIVISION OF THE TAX COLLECTOR

5049 Kogens Gade · Charlotte Amalie, Virgin Islands 00802 · 340.774.2991 · Fax 340.779.7825

1105 King Street · Christiansted, Virgin Islands 00820 · 340.773.6449 · Fax 340.719.2355

REAL PROPERTY TAX CLEARANCE CERTIFICATE

TO ALL WHOM THESE PRESENTS SHALL COME

In accordance with 28 V.I.C. §121, as amended, I hereby certify that there are no outstanding Real Property Tax obligations for the following parcel:

PARCEL NUMBER	1-05104-0101-00
CERT NUMBER	2024-59935486
LEGAL DESCRIPTION	LINDBERG 68 THROUGH 72 4A SOUTHSIDE QTR
OWNER'S NAME	Virgin Islands Port Authority

Taxes have been researched up to and including 2024.

CERTIFIED TRUE AND CORRECT BY

Brent A. Leerdam

Real Property Tax Collector

SIGNATURE

05/21/2025

DATE

Appendix F Certified List of All Property Owners Within a 150 Foot Radius of the Property Boundaries

Environmental Assessment Report and Development Permit Application

Virgin Islands Port Authority

Cyril E. King Airport

SLR Project No.: 241.031562.00002

September 26, 2025

A certified list of all property owners within a 150 foot radius of the property boundaries was requested in May of 2025 from the Office of the Lt. Governor and has not yet been received. The only adjacent property owner to the project area is the University of the Virgin Islands. The remainder of the surrounding property is owned by VIPA. Attached is a non-certified list of property owners within a 150 foot radius of the larger airport parcel boundary as listed in the U.S. Virgin Islands, Citizen Access Portal and US Virgin Islands MapGeo.

Property Owners Within 150 feet of Project Area

Parcel ID	Tax ID	Owner Name	Mailing Address
Lindberg Bay 66 4a Southside Qtr	1-05104-0104-00	Univeristy of the VI	#2 JOHN BREWERS BAY ST THOMAS VI 00802
Lindberg Bay 64 & 65 Southside Qtr	1-05102-0223-00	Michael E. Kirwan Terrace Project	64 & 65 LINDBERG BAY ST THOMAS VI 00802
Property Owners Within 150 fee of CEKA Parcel Boundary			
70t&70u Lindberg Bay Southside Qtr	1-05203-0301-01	Beachcomber Hotel	PO BOX 2579 ST THOMAS VI 00803
Linberg Bay 70 D & T Southside Quarter	1-05203-0201-01	Emerald Beach Hotel	PO BOX 340 ST THOMAS VI 00804
Subbase Crownbay Nisky35 Southside Qtr	1-05204-0501-18	Government of the V.I.	8100 LINDBERG BAY STE 61 ST THOMAS VI 00802-5904
Contant 8 7a S S Qtr	1-05203-0142-00	NAEL SALEM	4602 ESTATE CHARLOTTE AMALIE ST THOMAS VI 00802
CONTANT 9A 7A S S QTR	1-05203-0137-00	NAEL SALEM	4602 ESTATE CHARLOTTE AMALIE ST THOMAS VI 00802
Contant 9e & 9da 7a S S Qtr	1-05203-0125-00	Linen House Inc	PO BOX 6397 ST THOMAS VI 00804
9d Rem Contant 7a Southside Qtr	1-05203-0123-00	Lobban Harvey Ginger A	PO BOX 306558 ST THOMAS VI 00803-6558
Contant 9c 7a S S Qtr	1-05203-0120-00	Commercial Development Group LLC	PO BOX 302761 ST THOMAS VI 00803-276
Contant Estate 9b Remainder No.7a Southside Qtr	1-05203-0112-00	Gorrell Inc	PO BOX 304757 ST THOMAS VI 00803-4757
Contant 9ba 7a S S Qtr	1-05203-0111-00	Cobb Realty Inc	PO BOX 10150 ST THOMAS VI 00801-3150
4d&4db Lindberg Bay Southside Qtr	1-05203-0110-00	Prince, Frank & Ellen & Others	4215 ANNAS RETREAT 242 ST THOMAS VI 00802-1788
Lindberg 10 S S Qtr	1-05203-0106-00	Ellen Prince	4215 ANNAS RETREAT 242 ST THOMAS VI 00802-1788
Lindberg 10q S S Qtr	1-05203-0104-00	Newton, Valeria	4215 ANNAS RETREAT N0.242 ST THOMAS VI 00802
Lindberg Bay 11b S S Qtr	1-05203-0102-00	Khalil, Faris M. &Amal A. (Trustees)	PO BOX 301800 ST THOMAS VI 00803-1800
Lindberg Bay 11a S S Qtr	1-05203-0101-00	Rix-Ski S Inc	PO BOX 303623 ST THOMAS VI 00803-3623
12 Lindberg Bay No.4a Southside Qtr	1-05201-0455-00	Creque Margaret Louis and William Carter	12 LINDBERG BAY ST THOMAS VI 00802
Lindberg Bay 13c Southside Qtr	1-05201-0454-00	Novella Joseph	PO BOX 9622 CHARLOTTE AMA VI 00801-2622
Lindberg Bay 13 Southside Qtr	1-05201-0450-00	Henderson & Jackson J & Berg. E & Others	P O BOX 4547 ST THOMAS VI 00801
Lindberg Bay 13a Southside Qtr	1-05201-0452-00	Ortiz Pedro and Hecotr JR	PO BOX 1147 ST THOMAS VI 00804
Lindberg Bay 14b Southside Qtr	1-05201-0449-00	PARROTT, AUSTIN	PO BOX 8336 ST THOMAS VI 00801-1336
Lindberg Bay 14 Southside Qtr	1-05201-0448-00	Parrott Austin	PO BOX 337 ST THOMAS VI 00804
Par 15 Rem Lindberg Bay 4a Southside Qtr	1-05201-0652-00	Keswick Guaranty Inc	18285 BLUE RIDGE TPKE GORDONSVILLE VA 22942

Appendix G Qualifications and Background of Designers, Engineers, and Other Professionals Involved with the Project

Environmental Assessment Report and Development Permit Application

Virgin Islands Port Authority

Cyril E. King Airport

SLR Project No.: 241.031562.00002

September 26, 2025

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER

1

21. TITLE AND LOCATION (City and State)

General Consulting Contract, Henry E. Rohlsen Airport
St. Croix, U.S. Virgin Islands

22. YEARS COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION (if applicable)
2010-Present	**2013-Present**

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Virgin Islands Port Authority	**Walter Tomyn** **Sr. Engineer**	**(317) 459-3353**

24. BREIF DESCRIPTION OF THE PROJECT AND RELEVANCE TO THIS CONTRACT (Include scope, size, cost)

American Infrastructure Development, Inc. (AID) has provided general consulting services to the Virgin Islands Port Authority at Henry E. Rohlsen Airport since 2010.

Over the last 13 years, AID has completed multiple tasks, all of which were completed on time and under budget. AID served as the Prime and Engineer of Record for the reconstruction of the existing air carrier, air cargo, military, and general aviation aprons, as well as the Runway and Taxiways A and B.



APRON 6, 7 AND 2 REHAB

The apron project is on-going and has been constructed in multiple phases due to funding availability. Phases 1 through 4 have been completed and include asphalt and concrete pavement reconstruction of the air carrier and general aviation aprons and Phases 5, 6 and 7 are currently under design. Construction phasing plan included coordination with the airlines and Airport Operations to temporarily change gate positions to avoid any impact to aircraft operations. Responsibilities included the overall project management, coordination with the FAA on grant Pre-Applications, Applications, and compliance during construction, coordinating with FAA ATCT on Safety Risk Management (SRM) process, preparation of the Construction Safety and Phasing Plan, and Construction Administration Services.

Key Personnel

- Sabina C. Chadhry
- Kyle Holley, P.E.
- Renee Culmer
- Michael Cummings
- Almida Martinez-Rosell

LIGHT CARGO APRON

This project consisted of design alternatives for a new concrete apron located at Bohlke's FBO Terminal (known as the Light Cargo Apron). Design challenges included developing a life cycle analysis to show the benefits of demolishing the aging asphalt apron and replacing with new slip form concrete. The life cycle analysis for this project showed an economic benefit to using Portland Cement Concrete pavement in lieu of asphalt with a break even cost at year 16, providing an overall savings to the client of approximately $1M over a 50-year period. Total construction cost for the 13,000 SY apron was $3.8M



TW-RW-AIRFIELD VAULT (RUNWAY SHOULDER PAVING PROJECT)

This Project is currently on-going and is in the final stages of completion. Construction was funded over two separate grants and included the construction of new 25-ft wide paved shoulders, the replacement of the existing airfield lighting with new LED edge lights, and the construction and relocation of the existing electrical vault building to a new location. Project challenges included phasing of the project to keep runway lighting operational throughout construction and installation of the new electrical equipment. The project also including upgrading the ALCMS computer and display boards in the Tower with remote access from roaming laptops. ($7.1M)



RUNWAY 10-28 REHABILITATION

The project consisted of the design and construction administration for the rehabilitation of Runway 10-28 at Henry E. Rohlsen Airport in St. Croix, U.S. Virgin Islands. The airport's only runway is 10,000 feet long by 150 feet wide and had to remain open during the day for commercial, cargo, military, and general aviation traffic. The design considered night-time work, following FAA's guidelines on off-peak construction, which was required to construct the project. The project included variable milling of the existing asphalt, repair of existing reflective cracking, installation of a crack relief membrane, and placement of a new variable thickness asphalt surface. The project also included the reconstruction and expansion of the existing Runway 28 blast pad. The project was designed and constructed in two phases.

Phase 1: completed in 2011 included the eastern 7,500 feet of the runway.

Phase 2: completed in 2017 and included the mill and overlay of the keel section of the western 2,500 feet of the runway and sealcoating of the remaining portion of the runway and a portion of the parallel Taxiway A.

NEW AIRPORT RESCUE AND FIREFIGHTING FACILITY

AID served as the Engineer of Record and provided Construction Administration Services for this project. The project included the planning, programming, design, and construction inspections of a new ARFF building, new airside ARFF vehicle parking apron, landside access road and vehicular parking, utilities (water, sewer, power, data), and security fencing and gate. The project also includes an airside roadway which will extend from the ARFF parking apron to Taxiway A.



The previous ARFF station at STX was severely undersized and barely provided adequate space to support the type of services provided by the ARFF firefighters including aircraft incidents/accident response, structural firefighting, emergency medical response, spill control and hazardous materials response, fire safety inspections, fire, and EMS training to tenants, etc.



APRON PAVEMENT RECONSTRUCTION REHABILITATION

The design scope of work included the reconstruction of the concrete Air Carrier Terminal Apron, and the development of a new parking plan for all terminal aircraft parking positions, including construction-phasing plans for the same. The existing concrete apron originally constructed by the Army Corps of Engineers is over 50 years old and includes an inactivated underground fueling system. There are only two concrete plants on the island. All pipe and associated materials are brought in from off island.

Phase 1: total cost of $6.0M, has been designed and was awarded a FAA Entitlement and Discretionary grant for construction for FY 2014.

Phase 2: awarded a FY 2015 grant and construction began in April 2015.



AID under the General Consulting Contract for the Henry E. Rohlsen Airport has also performed Airfield Security Improvements, Airport Layout Plan Update, Pavement Management Plan Update, Grant Services, PFC Application preparation, and general on-call services.

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (City and State)	(3) ROLE
a.	**American Infrastructure Development, Inc**	Tampa, Florida	Design and Construction Phase Services
b	**Quantum Electrical Engineers**	Boca Raton, Florida	Airfield Electrical
c.	**Bioimpact, Inc.**	St. Croix, USVI	Environmental Permitting
d.	**Antillean Engineering, Inc.**	St. Croix, USVI	Topographic Surveys
e.	**BuildTec, Inc.**	St. Croix, USVI	RPR Inspections

Extraordinary design begins with a singular idea.

Corgan is a global architecture, design, and planning firm with a user-centered approach and deep technical experience.

Celebrating our 87th year in business, Corgan operates at 19 locations and 1,100+ professionals networked across the U.S., U.K., Europe, and Singapore. Our clients are at the center of everything we do. As an international aviation leader, our firm has over 75 years of experience and employs more than 270 market-dedicated professionals in planning and designing aviation facilities. We've built lasting relationships with aviation clients for more than 200 airports across the Americas, Europe, Singapore, China, and the Middle East through a process grounded in data and dialogue to design airports that perform with functional, technical, and aesthetic excellence. Our deep bench of experts is actively involved in aviation projects ranging from regional and domestic airports to some of the largest international airports in the world. Our experience working with airport authorities, airlines, and aviation facilities provides us with the vantage point to achieve successful outcomes for clients, stakeholders, and passengers.

We design airports that delight and inspire. We provide the vision, planning, and technical ability to help get you — and your passengers — where you need to go. As the gateway to cities and regions, airports are becoming distinct destinations that influence how visitors perceive communities while creating opportunities for commerce, trade, and tourism. The experience-focused and award-winning airports and mobility projects we've designed are widely recognized for their efficiency, beauty, functionality, sustainability, connection to place, and most importantly — how they shape the passenger experience.

Our reputation is based on our unwavering commitment to customer service. Our process focuses on in-depth involvement with our partners. We avoid the formulaic approach to design and focus on listening and closely collaborating with our clients to transform their visions into reality. The result is a thorough understanding of the functional, operational, programmatic, and commercial revenue generation issues inherent in aviation to get passengers to the next step of their journey. Whether it's imagining the future of urban mobility, designing beautifully imagined airport terminals, creating experience-changing premium lounges, envisioning the future of commercial spaceports, or streamlining operations, Corgan is leading the way.

CORGAN

LEGAL NAME:
Corgan Associates, Inc. (dba Corgan)

LEGAL STRUCTURE:
C-Corporation

YEARS IN BUSINESS:
87

HEADQUARTERED IN:
Dallas, Texas

LOCATIONS:
Amarillo, Atlanta, Austin, Chicago, Dallas, Denver, Dublin, Frisco, Houston, London, Los Angeles, New York, Orlando, Phoenix, San Antonio, San Francisco, Seattle, Singapore, Washington DC

200+
global airports Corgan has worked for or at

75+
years of aviation experience

Top 10
Terminal Architect, *BD+C* 2013-2024

John Trupiano — AIA, LEED AP, NCARB
Principal



John serves as a Principal on the Corgan aviation studio with over 27 years of architectural experience dedicated to leading aviation programs across the globe. Having had airlines, airports and governments as clients, John understands the challenges and intricacies of the operations-based solutions important to airlines and operators, while maintaining the design excellence important to providing an exceptional customer experience. He implements environmentally responsible and sustainable programs that provide flexibility to meet the current and future needs of the aviation industry. He expertly guides programs through the planning and design process and is adept at building consensus among multiple stakeholders.

SELECT EXPERIENCE

- TLH International Passenger Processing Facility (FIS & GAF); Tallahassee, Florida
- SAT Terminal Development Program; San Antonio, Texas
- SAT Airport Terminal Planning Program; San Antonio, Texas
- IAH United Airlines Terminal B North Planning and Conceptual Design Services; Houston, Texas
- DFW Terminal Renewal and Improvement Program (TRIP); Dallas, Texas
- PHX Terminal 3 Modernization Program; Phoenix, Arizona
- IAH Terminal B Program Definition Manual; Houston, Texas
- DFW International Terminal D; Dallas, Texas
- DFW Terminal B Stinger; Dallas, Texas
- SMF Central Terminal B; Sacramento, California
- PVG New South Satellite Concourse; Shanghai, China
- CUR Terminal Expansion Project; Curacao
- TUL New Combined GAF and FIS; Tulsa, Oklahoma
- SXM Preclearance Design and Terminal Reconstruction, St. Maarten

EDUCATION

Bachelor of Architecture:
University of Kansas

REGISTRATION

Architect — Florida, Idaho, Kentucky, Louisiana, Michigan, Missouri, Texas, U.S. Virgin Islands
AIA
NCARB
USGBC / LEED AP

27
years of experience

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
KYLE HOLLEY, P.E.	**PROJECT MANAGER**	18	10

15. FIRM NAME AND LOCATION (City and State)

American Infrastructure Development, Inc. (AID, Inc.) | St. Croix, U.S. Virgin Islands and Venice, FL

16. EDUCATION	17. CURRENT PROFESSIONAL REGISTRATION (State and Discipline)
B.S. Civil Engineering – Auburn University, 2006	USVI PE License 1308-E

18. OTHER PROFESSIONAL QUALIFICATIONS (Publications, Training, Awards, etc.)

Kyle Holley, P.E. has demonstrated his expertise across a broad spectrum of engineering projects, showcasing his comprehensive knowledge in civil engineering design and construction administration. His specialized experience in airfield projects spans from major hub airports to smaller general aviation facilities. Kyle is responsible for a wide range of civil engineering assignments, including technical design, pavement analysis, plan and specification development, permitting, and construction administration.

Having a profound understanding of the construction process, Mr. Holley has successfully fulfilled roles as both a design leader and construction administrator on numerous projects. This invaluable experience equips him with the ability to make informed decisions and create designs with optimal constructability in mind, ultimately resulting in cost savings and timely project delivery.

19. RELEVANT PROJECTS

a

(1) TITLE AND LOCATION (City and State)

Brightline Train Lobby Drop-Off Parking Lots A, B, and C (P3, Design-Build)
Orlando Int'l Airport, Orlando, FL

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION
2023	2023

(3) BRIEF DESCRIPTION (scope, size, cost, etc.) AND SPECIFIC ROLE

☒ Check if project performed with current firm

Drainage and Erosion Control Project Manager: Kyle served as the project manager for drainage and erosion control related elements associated with the construction of three parking facilities to support the concurrently designed Brightline Train Station at Orlando International Airport. The State of Florida entered into a Public Private Partnership for the station development for the Brightline rail system across the state of Florida. This project represents the Airport related transportation model for the first private sector inter-city rail system in Florida for over a century. Kyle acted for the Project Manager for AID who was a Subconsultant to C&S Companies for the Design Build of three parking lot facilities that acted as enabling projects for the Train Facility. C&S and AID designed and Permitted Parking Lots A, B, and C under a design-build contract with the Middlesex Construction Corporation in just under Three Months. The project is currently in the land clearing phases and will go into construction next month. Cost: $24M

b

(1) TITLE AND LOCATION (City and State)

Terminal Expansion, Henry E. Rohlsen Airport
St. Croix, USVI

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION
2018	2022

(3) BRIEF DESCRIPTION (scope, size, cost, etc.) AND SPECIFIC ROLE

☒ Check if project performed with current firm

Project Manager: Responsible as the Engineer of Record for the airside and civil portions of the project, and Project Manager for the construction and expansion of the existing departure area hold room. Project challenges included the permitting and approval process through multiple federal entities including the Transportation Security Agency, and Customs and Border Protection in this unique, pre-clearance terminal for flights from the territory back to the US Mainland. The project included converting existing exterior spaces into new air-conditioned waiting and concession areas to double the size of the existing hold room. ($8M).

c

(1) TITLE AND LOCATION (City and State)

Runway 9-27 Rehabilitation, Brooksville-Tampa Bay Regional Airport
Brooksville, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION
2020	2022

(3) BRIEF DESCRIPTION (scope, size, cost, etc.) AND SPECIFIC ROLE

☒ Check if project performed with current firm

Project Manager. Responsible for the design and project management for the reconstruction of the existing 7,000-ft primary runway at BKV. Project elements included milling the existing concrete surface and overlaying with a new 5 1/2" Bituminous Surface Course. Project challenges included developing an appropriate reconstruction alternative (concrete mill and asphalt overlay) to accommodate 45-day closure period for the runway ($12M)

d

(1) TITLE AND LOCATION (City and State)

Southwest Hangar Redevelopment, Albert Whitted Airport
St. Petersburg, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION
2015	2020

(3) BRIEF DESCRIPTION (scope, size, cost, etc.) AND SPECIFIC ROLE

☒ Check if project performed with current firm

Engineer of Record/Project Manager: Kyle served as the Engineer of Record and Project Manager for the redevelopment of approximately 4 acres of the airport's southwest quadrant. The Project included the demolition of an existing bulk hangar facility, construction of two new maintenance hangars ranging in size from 13,000 – 26,000 SF each, the demolition and reconstruction of 5 new T-Hangars of various sizes, parking lot and tie-down layouts. Project challenges included developing a new stormwater masterplan for the entire airport to aid in local permitting requirements and the phased construction of the 7-hangar campus to accommodate all displaced tenants throughout the construction duration. Total Cost: $8M

e

(1) TITLE AND LOCATION (City and State)

Aircraft Rescue and Fire Fighting (ARFF) Facility, Henry E. Rohlsen Airport
St. Croix, U.S. Virgin Islands

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION
2015	2019

(3) BRIEF DESCRIPTION (scope, size, cost, etc.) AND SPECIFIC ROLE

☒ Check if project performed with current firm

Lead Airfield Engineer/Construction Administration: Kyle has served as Lead Airfield Engineer and Construction Administration on all recent projects at HERA. The projects included the Apron Reconstruction, Runway Rehabilitation, new ARFF facility, Pavement Management Plan Update. He truly serves as an extension of staff for the Authority and has provided on-call services such as ALP updates, exhibits, cost estimating, FAA Grant Pre-Applications and Applications.

f

(1) TITLE AND LOCATION (City and State)

Taxiway Rehabilitation, Phases 1 & 2, St. Pete-Clearwater International Airport, Clearwater, Florida

(2) YEAR COMPLETED

PROFESSIONAL SERVICES	CONSTRUCTION
2014	2017

(3) BRIEF DESCRIPTION (scope, size, cost, etc.) AND SPECIFIC ROLE

☒ Check if project performed with current firm

Lead Airfield Design Engineer: Lead Airfield Design Engineer for the 10,000' rehabilitation of Taxiway 'A' and the construction of several new taxiway connectors designed in conformance with updated FAA Advisory Circular criteria. The design for the second phase of the project included the rehabilitation of Taxiways 'B', 'M', and 'F' and was conducted concurrently with the Taxiway 'A' design but was bid separately to obtain funding for both projects. Responsibilities included developing the Engineer's Report, plan sheets and specifications, and conducting a cost benefit analysis on various bidding alternatives. Cost: Phase 1 ($15.4M), Phase 2 ($5.5M)

TLC Engineering Solutions, Inc., an employee owned company, has provided high-performance engineering design, consulting and energy services since 1955. Consistently ranked among the largest MEP and structural engineering firms in the country, TLC is an industry leader in the aviation market.

Headquarters in Orlando, FL, TLC is a growing leader in the aviation market and has eight offices throughout Florida. We also have offices in Nashville, Colorado, New Orleans, Dallas, Fort Worth, Houston, Los Angeles, Philadelphia, Charlotte, Chicago, Milwaukee, Atlanta, DC (Baltimore-Washington Metro Area). Our highly qualified team of 500 professionals includes professional engineers, LEED-accredited professionals, ACG-registered commissioning authorities, acoustic specialists, energy management, and technology experts.

TLC is an industry leader using the latest technologies and practices on a wide array of building types. TLC has provided engineering services in the aviation market for many years, successfully delivering major expansions, entirely new facilities, interior renovations, central energy plants, pre-conditioned air systems and passenger boarding bridge cooling. Aviation projects have numerous unique design challenges in the development of mechanical/electrical systems, as well as the technology and security systems. As a high-profile/high-use public facility, the buildings must function effectively 24/7/365, under widely fluctuating occupancy scenarios and be able to maintain operation in adverse weather conditions, while also operating sustainably. Systems require built-in flexibility to support expansion and integration with existing control and monitoring components. TLC understands these unique requirements and has earned a reputation for engineering aviation facilities that meet these demands, while being passenger-friendly and comfortable for the traveling public.

Annually, 125+ million people travel through airports engineered by TLC.



Orlando International Airport South Terminal C



Seattle-Tacoma International Airport North Satellite



Fort Lauderdale International Airport Terminal 5

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Dominic J. Cacolici, PE	**Mechanical Engineer of record**	**30**	**13**

15. FIRM NAME AND LOCATION *(City and State)*

TLC Engineering Solutions, Inc. – Tampa, Florida

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Mechanical Engineering	**Professional Engineer: PE VI 0-46585-1B**

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Dominic is in charge of Aviation Projects for TLC and has successfully led the design of mechanical systems for many complex aviation projects. This has entailed designing chilled water and condenser piping while maintaining continuous airport operations for airports across the country and outside the contiguous United States. He has developed a solid background and knowledge in the design of mechanical systems that provide high efficiency and sustainability, reducing energy and maintenance costs. Dominic is also a certified private pilot, further demonstrating his passion for aviation.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

Henry E. Rohlsen Airport (STX) Improvements, St. Croix, VI

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
2018	2022

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☑ Check if project performed with current firm

Mechanical Engineer Of Record: Curbside expansion at the main terminal, adding new elevated and at-grade lanes and circulation buildings for both the Blue and Red sides of the terminal. Designed a new 4800-ton central energy plant for the main terminal including all connecting lines from the CEP building to the main terminal and relocation of existing underground utilities. $8 million / 5,000 sf new, 5,000 sf renovation

b.

(1) TITLE AND LOCATION *(City and State)*

Tampa International Airport Curbside Expansion Program and CEP, Tampa, Florida

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
2021	2024

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☑ Check if project performed with current firm

Mechanical Engineer Of Record: Curbside expansion at the main terminal, adding new elevated and at-grade lanes and circulation buildings for both the Blue and Red sides of the terminal. Designed a new 4800-ton central energy plant for the main terminal including all connecting lines from the CEP building to the main terminal and relocation of existing underground utilities. $288 million / 228,400 sf

c.

(1) TITLE AND LOCATION *(City and State)*

Sarasota Bradenton International Airport Terminal Concourse Expansion, Sarasota, Florida

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
Ongoing	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☑ Check if project performed with current firm

Mechanical Engineer Of Record: Expand the existing holdroom capacity, expand and/or increase concessions areas, improve the efficiency of the arrival/departure gate areas, install an additional ingress/egress elevator system, evaluate and upgrade power and utilities, and construct a new concourse for an additional eight (8) gates. $100 million / 120,00 sf (new) / 80,000 sf reno)

d.

(1) TITLE AND LOCATION *(City and State)*

Fort Lauderdale International Airport Terminal 5 Fort Lauderdale, Florida

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
Ongoing	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☑ Check if project performed with current firm

Mechanical Engineer Of Record: Five--gate terminal building structure and ramp aircraft parking, multistory passenger connector structure from Terminal 4 to Terminal 5. Includes remote aircraft parking ramp, roadways to/from Terminal 5, new ground transportation center for Terminals 4 and 5, elevated pedestrian bridge structure between Terminal 5 and the Cypress Garage, in¬line hydrant fueling system for Terminal 5, and various enabling work located at 100 Terminal Drive. $240 million / 180,000 sf

e.

(1) TITLE AND LOCATION *(City and State)*

Orlando International Airport South Terminal C Phase 1 Pre-Conditioned Air System, Orlando, Florida

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
2018	2018

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☑ Check if project performed with current firm

Mechanical Engineer Of Record: The pre-conditioned air system was designed to support the 16 gate international arrivals gates, and Phase 1x was specifically designed for the Jet Blue 6 gate expansion, with an overall project plan for the 120 gates. Mechanical and plumbing design for the Parking and rental car facilities; (2) 1,650-ton PCA plants. $10 million / 3,000,000 sf

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Vince M. Rea, PE LEED AP BD+C, WELL AP	**Electrical Engineer of record**	**41**	**19**

15. FIRM NAME AND LOCATION *(City and State)*

TLC Engineering Solutions, Inc. – Tampa, Florida

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Electrical Engineering	**Professional Engineer: PE VI 0-50583-1B**

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Vince has over 40 years of experience in electrical design, construction, and management. His design experience includes complex 24/7 critical facilities and International Airports BNA, MSY, TPA, STT, and STX. Work includes interior and exterior lighting, building power distribution, fire alarm systems, emergency power supply systems, security systems, central energy plants, lightning protection, building system investigation and associated technical reports. Vince has been involved in all phases of design from concept development through construction documents, including project cost analysis, estimating, and construction administration. He is familiar with ANSI & Military standards, NEC, IBC, IEEE, and NFPA building and regulatory codes.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

USVI Charlotte Kimelman Cancer Institute Renovation, St. Thomas, VI

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
2025	2025

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Electrical Engineer Of Record: FEMA-funded renovation to repair major damages from Hurricanes Maria and Irma, providing radiation therapy and other advanced cancer treatment services.

b.

(1) TITLE AND LOCATION *(City and State)*

Tampa International Airport Curbside Expansion Program and CEP, Tampa, Florida

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
Ongoing	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Electrical Engineer QA/QC: Sixteen (16) Gate Airside Terminal Building and Guideway with three levels. Level 1 Ramp level with airline support, CBIS, shuttle maintenance Facility, restrooms, concessions support, and bus station. Level 2 Boarding level with 16 passenger boarding bridges and swing gates, TSA Security Screening Checkpoint, shuttle station, and hold rooms. And Level 3 Federal Inspection Services (FIS) Facility, sterile corridor airline clubs, and common use clubs. All levels include circulation space, restrooms, mechanical, and back-of-house spaces. $787 million / 560,000 sf

c.

(1) TITLE AND LOCATION *(City and State)*

Tampa International Airport Skycenter One Peer Review, Tampa, Florida

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
2021	2021

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Electrical Peer Reviewer: SkyCenter One is a nine-story class A/A+ office building with a six-story connected garage. TLC provided a multi-phase peer review that included a review of all MEP and technology systems and their ability to support the proposed tenant upfit of floors 3-5 as well as a review of MEP and technology systems for common spaces on level 1 and for other tenant spaces on floors 1-2 and 6-9 in a single and multi-tenant configuration. $24 million / 270,000 sf

d.

(1) TITLE AND LOCATION *(City and State)*

Charlotte-Douglas Airport Joint operations Center, Charlotte, North Carolina

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
2024	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Electrical Engineer: Design services for the Joint Operations Center project. Scope includes modifications to South Cargo 6 – Building 228, to establish the building and location as the permanent Joint Operations Center (JOC). It is intended for the JOC to be a multi-functional facility that accommodates Operations (AOC, AEOC, direct support spaces, and administrative offices) and potential support for CMPD, TSA, and K-9 teams. $5 million / 15,000 sf

e.

(1) TITLE AND LOCATION *(City and State)*

Louis Armstrong New Orleans International Airport Concessions, New Orleans, Louisiana

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
2023	2019

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Principal in Charge: Build-out of 11 restaurants located within the new terminal, including three concourses, 35 gates and two parking garages. $12 million / 24,000 sf

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		a. TOTAL	b. WITH CURRENT FIRM
Vince M. Rea, PE LEED AP BD+C, WELL AP	**Electrical Engineer of record**	**41**	**19**

15. FIRM NAME AND LOCATION *(City and State)*

TLC Engineering Solutions, Inc. – Tampa, Florida

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Electrical Engineering	**Professional Engineer: PE VI 0-50583-1B**

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Vince has over 40 years of experience in electrical design, construction, and management. His design experience includes complex 24/7 critical facilities and International Airports BNA, MSY, TPA, STT, and STX. Work includes interior and exterior lighting, building power distribution, fire alarm systems, emergency power supply systems, security systems, central energy plants, lightning protection, building system investigation and associated technical reports. Vince has been involved in all phases of design from concept development through construction documents, including project cost analysis, estimating, and construction administration. He is familiar with ANSI & Military standards, NEC, IBC, IEEE, and NFPA building and regulatory codes.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*

USVI Charlotte Kimelman Cancer Institute Renovation, St. Thomas, VI

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
2025	2025

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Electrical Engineer Of Record: FEMA-funded renovation to repair major damages from Hurricanes Maria and Irma, providing radiation therapy and other advanced cancer treatment services.

b.

(1) TITLE AND LOCATION *(City and State)*

Tampa International Airport Curbside Expansion Program and CEP, Tampa, Florida

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
Ongoing	Ongoing

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Electrical Engineer QA/QC: Sixteen (16) Gate Airside Terminal Building and Guideway with three levels. Level 1 Ramp level with airline support, CBIS, shuttle maintenance Facility, restrooms, concessions support, and bus station. Level 2 Boarding level with 16 passenger boarding bridges and swing gates, TSA Security Screening Checkpoint, shuttle station, and hold rooms. And Level 3 Federal Inspection Services (FIS) Facility, sterile corridor airline clubs, and common use clubs. All levels include circulation space, restrooms, mechanical, and back-of-house spaces. $787 million / 560,000 sf

c.

(1) TITLE AND LOCATION *(City and State)*

Tampa International Airport Skycenter One Peer Review, Tampa, Florida

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
2021	2021

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Electrical Peer Reviewer: SkyCenter One is a nine-story class A/A+ office building with a six-story connected garage. TLC provided a multi-phase peer review that included a review of all MEP and technology systems and their ability to support the proposed tenant upfit of floors 3-5 as well as a review of MEP and technology systems for common spaces on level 1 and for other tenant spaces on floors 1-2 and 6-9 in a single and multi-tenant configuration. $24 million / 270,000 sf

d.

(1) TITLE AND LOCATION *(City and State)*

Charlotte-Douglas Airport Joint operations Center, Charlotte, North Carolina

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
2024	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Electrical Engineer: Design services for the Joint Operations Center project. Scope includes modifications to South Cargo 6 – Building 228, to establish the building and location as the permanent Joint Operations Center (JOC). It is intended for the JOC to be a multi-functional facility that accommodates Operations (AOC, AEOC, direct support spaces, and administrative offices) and potential support for CMPD, TSA, and K-9 teams. $5 million / 15,000 sf

e.

(1) TITLE AND LOCATION *(City and State)*

Louis Armstrong New Orleans International Airport Concessions, New Orleans, Louisiana

(2) YEAR COMPLETED	
PROFESSIONAL SERVICES	CONSTRUCTION *(If Applicable)*
2023	2019

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE

☑ Check if project performed with current firm

Principal in Charge: Build-out of 11 restaurants located within the new terminal, including three concourses, 35 gates and two parking garages. $12 million / 24,000 sf

Making Sustainability Happen

United States At a Glance

30+
Offices Nationwide

20,000+
Projects Completed

38
Technical Services

550+
Consultants & Staff

SLR provides global environmental and advisory solutions from a network of offices in North America, Latin America, Europe, Asia-Pacific and Africa.

We deliver advice and support on a wide range of strategic and project-specific issues to a diverse and growing base of business, regulatory and government clients. We specialize in the built environment; industry; infrastructure; mining and minerals; energy; power and renewables sectors. We advise our clients on major projects with multi-disciplinary teams that work under the guidance of senior SLR professionals.

Our team represents a broad and diverse range of technical and environmental capabilities. SLR's professionals offer a blend of experience incorporating engineers, geologists, planners, remediation specialists, regulatory and compliance specialists, and environmental scientists.

We provide end-to-end solutions in the following industries:

- Built Environment
- Energy
- Finance
- Government & Infrastructure
- Industry & Technology
- Mining

SLR Expertise

SLR is organized by both industry sector and technical specialist areas in order to provide the optimum level of expertise and in-depth knowledge to match our clients needs. This may involve providing advice on a single technical or professional issue, or a whole of project solution.

Advisory Services

- Carbon & Energy Management
- ESG Strategic Advisory
- Mining Advisory
- Energy Advisory
- Safety Advisory
- Transactional Due Diligence
- Sustainable Waste Management

Engineering & Design

- CAD
- Civil & Structural Engineering
- Construction Services
- Geotechnical Engineering
- Land Surveying
- Mine Waste Engineering
- Process Engineering
- Transport Engineering
- Water Resource Engineering
- Water & Wastewater Engineering

Planning & Assessment

- Environmental & Social Impact Assessment
- Environmental Management Permitting & Compliance
- GIS & Information Services
- Transport Planning
- Landscape Architecture
- Planning
- Resiliency Planning

Environmental Sciences

- Acoustics & Vibration
- Air Quality
- Archaeology
- CFD, Wind & Energy
- Ecology & Biodiversity
- Hazardous Material Management
- Marine Science
- Occupational Hygiene

Earth Sciences

- Geology
- Hydrogeology
- Hydrology
- Land Quality & Remediation
- Risk Assessment & Toxicology
- Soil Science

SLR Locations / USA



Alaska
Anchorage
Fairbanks

Arizona
Mesa

California
Irvine
Sacramento
Walnut Creek

Colorado
Fort Collins
Lakewood

Connecticut
Cheshire
Glastonbury
New Haven

Indiana
Indianapolis

Maine
Portland

Massachusetts
Agawam
Boston
Northborough

New Hampshire
Bedford

New Jersey
Princeton

Nevada
Reno

New York*
New Paltz
New York City

Oklahoma
Oklahoma City

Oregon
Portland

Pennsylvania
Pittsburgh

Texas
Austin
Houston
New Braunfels
North Houston

Utah
Salt Lake City

Vermont
Waterbury

Washington
Seattle

West Virginia
Charleston

* All professional engineering, landscape architecture and land surveying services in New York are provided through SLR Engineering, Landscape Architecture and Land Surveying, P.C.

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QUALIFICATION STATEMENT

Bioimpact, Inc. is a Virgin Islands corporation that has been licensed to do business in the USVI since 1986.

Bioimpact, Inc. is qualified to conduct and prepare both terrestrial and marine Environmental Assessment Reports required by the U.S. Virgin Islands Department of Planning and Natural Resources (DPNR), Division of Coastal Zone Management (CZM), and the U.S. Army Corps of Engineers (USACE).

Bioimpact, Inc. has wetland delineators certified by the National Wetland Science Training Cooperative to establish wetland jurisdictional limits for the USACE.

Bioimpact, Inc. is experienced in the creation and implementation of wetland mitigation programs.

Bioimpact, **Inc.** is experienced in developing and implementing marine water quality monitoring programs and long-term monitoring of the benthic environment.

Bioimpact, Inc. has water samplers and analysts certified by the DPNR Division of Environmental Protection (DEP).

Bioimpact, Inc. has successfully designed and implemented large scale coral and seagrass transplant programs.

Bioimpact, Inc. is experienced in cable landfall studies and the establishment of routes for undersea cables and monitoring of cable installations to minimize impact.

Bioimpact, Inc. is experienced in conducting endangered species surveys including corals listed under the Endangered Species Act (ESA) and terrestrial flora and fauna species surveys.

Bioimpact, Inc. is experienced in preparing Biological Assessments for the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (FWS).

Bioimpact, Inc. is experienced in the transplant and monitoring of ESA-listed corals, as authorized under "Take Permits" from NMFS.

Bioimpact, Inc. is experienced in preparing Environmental Assessments for federal permitting and for federal issuance of a Finding of No Significant Impact (FONSI).

Bioimpact, Inc. is experienced in conducting Phase I Environmental Site Assessments as set forth in the ASTM International Standard Practice Designation E1527-21 and All Appropriate Inquires and Phase II Environmental Site Assessments as set for in ASTM E1903-11.

Bioimpact, Inc. is experienced in the development and implementation of sampling plans to detect and delineation hazardous materials and petroleum products.

Bioimpact, Inc. is experienced in conducting deep water remotely operated vehicle (ROV) surveys up to 1,250 feet and has all the necessary equipment to undertake these studies.

Bioimpact, Inc. has conducted environmental studies in the U.S. Virgin Islands, Puerto Rico, British Virgin Islands, as well as other parts of the Caribbean and in the Florida Keys.

PARTIAL JOB LIST
Updated March 31, 2022

MONITORING LARGE SCALE PROGRAMS

2021 – Present Watershed and Stormwater Sampling on St. Croix and St. Thomas as a Subcontractor to Watershed Consulting Associates LLC.

2021 – Present Development and Implementation of a Water Quality and Environmental Monitoring Plan for Construction of a Private Dock in Chocolate Hole, St. John.

2021 – Present Development and Implementation of a Water Quality Monitoring Plan for the Reconstruction of the Marriott Frenchman's Reef Dock and Minor Dredging.

2020 – Present Monitoring for the Virgin Islands Tree Boa at the Donoe Housing Redevelopment Site.

2019 – Present Development and Implementation of the Water Quality and Environmental Monitoring Plan for the Installation of a Single Point Mooring at Limetree Marine Terminals, St. Croix.

2013 – Present U.S. Virgin Islands Ambient Water Quality Monitoring Program, Sampling for St. Croix.

2018 – 2021 Development and Implementation of the Water Quality and Environmental Monitoring Plan for the Construction of the Veterans Drive Project on St. Thomas for the U.S. Virgin Islands Department of Public Works (VIDPW).

2016 Development and Implementation of the Water Quality Monitoring Plan for the West Indian Company Limited (WICO) Emergency Bulkhead Replacement on St. Thomas.

2014 – 2018 Development and Implementation of the Environmental Monitoring Plans for the Conversion of U.S. Virgin Islands Water and Power Authority (VIWAPA) to Liquid Petroleum Gas (LPG) for Vitol on St. Croix and St. Thomas.

2014 – 2018 Development and Implementation of the Environmental Monitoring Plans for the Creation of a Dolphin Exhibit at Coral World (VI), Inc. on St. Thomas.

2013 – 2018 Development and Implementation of the Water Quality and Environmental Monitoring Related to the Dredging of the Crown Bay Marine Terminal and Turning Basin on St. Thomas.

2013 – Present Development and Implementation of the Monitoring Plans for the VIDPW's Improvements to Veterans Drive on St. Thomas.

2013 – 2018 Development and Implementation of the Monitoring Plans for the U.S. Virgin Islands Port Authority's (VIPA) Maintenance Dredging of Crown Bay Marina on St. Thomas.

2013 – 2018 Development and Implementation of Monitoring Plans for the Westin Resort's Dock Permit and Improvements of Stormwater Drainage on St. John.

2013 – 2015 Implementation and Monitoring of a Wetland Created as Mitigation for the Development of the U.S. Virgin Islands Waste Management Authority's (VIWMA) Transfer Station on St. Croix.

2012 – 2018 Development and Implementation of the Monitoring Plans for the Virgin Islands Next Generation Network's (viNGN) Fiber Optic Cable System in the USVI.

2011 – 2019 Development and Implementation of a Water Quality and Environmental Monitoring Plan to Assess Impacts of an Increase in Discharge from the Marriott Frenchman's Reef Hotel on St. Thomas.

2010 – 2012 Development of the Water Quality and Environmental Monitoring Program for the Development of Thatch Cay with a Special Emphasis on ESA-listed Corals.

2009 – 2015 Environmental Monitoring for the Development of Oil Nut Bay and the Yacht Club Costa Smeralda (YCCS) for Victor International on Virgin Gorda, British Virgin Islands (BVI).

2009 – 2010 Development and Implementation of a Water Quality Monitoring Plan for the Construction of the Dock at Frenchman's Cove for Marriott Vacation Club, Inc on St. Thomas.

2009 Establishment of the Baseline for the Dredging of Charlotte Amalie Harbor and Entrance Channel, and the and the Disposal of Dredged Materials in the Historic Dredging Hole in Lindbergh Bay, St. Thomas for WICO.

2008 – 2009 Environmental Monitoring of the Development of Scrub Island in the BVI for Mainsail Lodging and Development.

2007 – 2010 Water Quality Monitoring for the Development of the Calabash Boom Affordable Housing Complex for Reliance Housing in Estate Calabash Boom on St. John.

2007 – 2009 Water Quality and Environmental Monitoring for Flamboyant Real Estate of a Subdivision of Seventy-seven Acres in Hansen Bay, St. John.

2006 – 2008 Water Quality Monitoring for the Dredging of a Sand Channel in St. Croix for VIWAPA.

2006 – 2007 Water Quality Monitoring for the Renovations of the Ritz-Carlton Hotel on St. Thomas for the Ritz-Carlton.

2006 – 2010 Environmental Monitoring for the Placement of Undersea Cables at the Global Crossing Cable Station in St. Croix for Global Crossing Network, Alcatel, and Tyco Electronics Subsea Communications (now SubCom).

2005 – 2007 Water Quality Monitoring for the Dredging of Crown Bay, St. Thomas for VIPA.

2005 – 2006 Water Quality and Environmental Monitoring for Improvements to the Redhook Marine Terminal for VIPA.

2004 – 2011 Water Quality and Environmental Monitoring for the Construction of the Pond Bay Resort for First American Development Group on St. John.

2004 Benthic Habitat Survey of Crown Bay and Gregerie Channel to Supplement the USACE Feasibility Report for VIPA.

2003 – 2006 Water Quality Monitoring for the Construction of the Enighed Pond Marine Terminal on St. John for VIPA.

2003 – 2004 Water Quality Monitoring for the Development of the Crown Bay Marine Terminal on St. Thomas for VIPA.

2002 – 2008 Water Quality and Environmental Monitoring for the Development of Marine Amenities on the Island of Lovango for the Joseph Markus Trust.

2002 – 2005 Water Quality Monitoring for the Improvements to the Gallows Bay Marine Terminal on St. Croix for VIPA.

2001 – 2008 Coral Transplant Monitoring for the Enighed Pond Marine Terminal on St. John for VIPA.

2001 – 2006 Coral Transplant Monitoring for the Mangrove Lagoon Sewage Treatment Plant Outfall on St. Thomas for VIDPW.

2001 – 2002 Water Quality Monitoring for Improvements to the Tropical Shipping Dock in Crown Bay, St. Thomas for Meisner Marine.

2000 – 2006 Seagrass Transplant Monitoring of the Seagrass Transplanted for the Dredging of Charlotte Amalie Harbor on St. Thomas for VIPA.

2000 – 2003 Water Quality Monitoring for the Dredging of Charlotte Amalie Harbor on St. Thomas for VIPA.

1999 – 2006 Water Quality Monitoring for Repairs to the Frederiksted Pier on St. Croix for VIPA.

1999 – 2002 Water Quality Monitoring for the Construction of Cable Stations at Estate Northside on St. Croix for Global Crossings.

1997 – 2005 Development of a Water Quality Monitoring Program for the Construction of the Christiansted Boardwalk on St. Croix Prepared for the Government of the U.S. Virgin Islands.

1997 – 2005 Wetland Monitoring of the Tren Urbano, Puerto Rico (PR) 5 and PR 22 Mitigation Sites under Subcontract to Nutter & Associates, Inc. for the Puerto Rico Highway Authority.

1997 – 2002 Wetland Monitoring of the Airport Mitigation Site at the Henry E. Rohlsen Airport on St. Croix for VIPA.

1997 – 2002 Wetland Monitoring for the Fairplains Mitigation Site at the Henry E. Rohlsen Airport on St. Croix for VIPA.

1996 – 1998 Water Quality Monitoring for the Expansion of the Molasses Pier at the Third Port on St. Croix for the VIPA.

1996 Development and Implementation of a Water Quality Monitoring Program for the Expansion of, and Improvements to, the Redhook Marine Terminal on St. Thomas for VIPA.

1996 Development and Implementation of a Water Quality Monitoring Program for the Creation of the Enighed Pond Marine Terminal on St. John Prepared for the Maguire Group, Inc. and VIPA.

1995 Water Quality Monitoring for the Construction of the AT&T Cable Landing Facility in Estate Northside, St. Croix for AT&T Submarine Systems.

1992 – 1994 Development and Implementation of a Water Quality Monitoring Program for the Reconstruction of the Frederiksted Pier on St. Croix for VIPA.

1992 – 1993 Conducted a Baseline Assessment and Developed a Long-term Monitoring Plan for VIWAPA of the Benthic Community Potentially Impacted the Outfall from the Richmond Power Plant on St. Croix

1992 – 1993 Development and Implementation of a Monitoring Plan to Study Algal Blooms within the Alumina Cooling Pond Discharge and Strategies to Alleviate Runoff for V.I. Alumina Corporation LLC (VIALCO) on St. Croix.

1990 – 1992 Water Quality Monitoring for Dredging Christiansted Harbor on St. Croix for VIPA.

1989 Development and Implementation of a Turtle Monitoring Program for Manchineel Beach on St. Croix.

LARGE SCALE MITIGATION PROGRAMS

2021 – Present Removal and Relocation of 209 Corals for the U.S. Coast Guard Aids to Navigation (ATON) Replacement Project on St. Croix and Routine Monitoring of a Subset of Corals.

2020 – Present Development and Implementation of the Compensatory Mitigation Plan for the Transplant of 1,700 corals, the Repair of 500 Corals of Opportunity, and the Outplanting of 3,000 ESA-listed corals for Limetree Bay Terminal's Single Point Mooring on St. Croix.

2018 – Present Development and Implementation of a Compensatory Mitigation Plan for the Relocation of 1.25 Acres of Seagrass and 631 Corals from the Impact Footprint of the Veterans Drive Project on St. Thomas, and the Repair of Damaged Corals on Triangle Reef for VIDPW.

2016 – 2020 Development and Implementation of a 190-Coral Transplant for the Stabilization of the Seawater Intake Line for the Marriott Frenchman's Reef Hotel on St. Thomas.

2016 – 2020 Development and Implementation of a Coral Transplant to Minimize the Impacts of Construction for LPG Improvements at VIWAPA Facilities on St. Croix and St. Thomas.

2015 – 2021 Development and Implementation of the Mitigation Plan for the Relocation of 10,000 Corals Off the WICO Bulkhead in Havensight for WICO on St. Thomas.

2014 – Present Development and Implementation of a Coral and Seagrass Transplant for Coral World (VI), Inc. in Association with the Development of the Dolphin Exhibit on St. Thomas; 250 Corals were Transplanted and More Than 500 Corals were Repaired after the 2017 North Atlantic Hurricane Season.

2014 – 2019 Development and Implementation of the Mitigation Plans for VIPA's Maintenance Dredging of Crown Bay Marina on St. Thomas.

2013 – 2018 Development and Implementation of the Mitigation Plans for the Westin Resort's Dock Permit and Improvements of Stormwater Drainage on St. John.

2013 – 2015 Creation of a Herbaceous Wetland for VIWMA as Mitigation for the Construction of the Transfer Station at the Anguilla Landfill on St. Croix.

2009 Transplantation of 300 Corals for Victor International Coral for Impacts Associated with the Development of an Access Ramp and Dock at Oil Nut Bay in the BVI.

2008 – 2009 Transplantation of 3,000 Corals for Mainsail Lodging and Development for Impacts Associated with the Development of the Scrub Island Resort in the BVI.

2006 – 2011 Planting of 1 Acre of Mangrove Wetland for VIDPW as Mitigation for the Construction of the Mangrove Lagoon Sewage Treatment Plant on St. Thomas.

2003 – 2008 Planting of 2.8 Acres of Mangrove Wetland for VIPA as Compensatory Mitigation for the construction of the Enighed Pond Terminal on St. John.

2003 – 2008 Removal and Relocation of 3,000 Corals Outside the Area of Impact for the Development of the Crown Bay Marine Terminal on St. Thomas for VIPA.

2002 – 2007 Development and Implementation of the Mitigation Plans for VIPA's Dredging of Crown Bay Marine Terminal and Turning Basin on St. Thomas.

2002 – 2007 Transplantation of 50,000 Corals for VIPA Outside the Area of Impact for the Enighed Pond Marine Terminal Project on St. John.

2002 Creation of Artificial Coral Reefs and *Acropora spp.* Thickets for Joseph Markus Trust as Mitigation for the Construction of a Barge Landing Facility on the Island of Lovango.

2000 – 2005 Transplantation of 2 Acres of Seagrass for VIPA to an Area Outside the Dredging Footprint of the Charlotte Amalie Harbor on St. Thomas.

2000 – 2001 Transplantation of 7,000 Corals for VIDPW Outside of the Area of Impact for the Placement of the Mangrove Lagoon Sewage Treatment Plant Outfall on St. Thomas.

1999 – 2004 Transplantation of 300 Corals for VIPA Outside the Area of Impact for the Mooring Improvements to the Frederiksted Pier on St. Croix.

1997 – 2003 Planting of ½ Acres of Mangroves for VIPA/VIDPW as a Mitigation Project for the Construction of the Molasses Dock Road on St. Croix.

1997 – 2002 Creation of a 1-Acre Herbaceous Wetland for VIPA as Mitigation for Henry E. Rohlsen Airport Construction on St. Croix.

1997 – 2002 Development of a Mitigation Plan for VIPA for the Creation of a 16,000-square Foot Wetland at Manning Bay to Address the Impact Incurred in Fairplains Gut on St. Croix.

1996 Development of a Mitigation Plan for VIPA for the Creation of 4.1 Acres of Wetland as Mitigation of the South Shore Power Plant, Third Port on St. Croix.

1994 Development of a Mitigation Plan for Green Cay Resort for the 12 Acres of Wetland Impacted by the Construction of the Resort on St. Croix.

ENVIRONMENTAL PLANNING AND STUDIES

A Foundational Blueprint For The Development Of A Comprehensive Pelagic Sargassum Management Plan For The United States Virgin Islands. The U.S. Virgin Islands Department of Planning and Natural Resources Division of Coastal Zone Management. (2023)

Ecosystem Risk Assessment Framework for the Caribbean Marine Fisheries Management Council (in progress).

ENVIRONMENTAL ASSESSMENT REPORTS
2020– PRESENT

Water quality, monitoring and/or compensatory mitigation plans were developed to supplement most of the environmental assessment reports listed.

Water Island Development, Water Island Development Corporation, Environmental Assessment Report for the Development of a Resort and Marina, Water Island

Villa Olga Shoreline Revetment, Olga's Fancy, Environmental Assessment Report for the Restoration and Revetment of the Shoreline, St. Thomas

Expansion of Yacht Haven Grande Marina, IGY, Environmental Assessment Report for the Expansion of the Existing Yacht Haven Grande Marina, St. Thomas

Sapphire Bay Marina Dredging and Installation of Sargassum Barriers and Shoreline Revetment, SBMCOA, LLC, Environmental Assessment Report for Dredging of the Marina, Revetment of the Shoreline, and Installation of Sargassum Barriers, St. Thomas

Ritz-Carlton Shoreline Preservation Plan, Ritz-Carlton Club, Assessment Report for the Installation of Sargassum Barriers and Geotubes, St. Thomas

St. Croix Yacht Club, St. Croix Yacht Club, Environmental Assessment Report to Permit the Existing Facility and to Allow for Repair and Maintenance, St. Croix

Container Port, Golden Grove and Midland Road Underground Projects, V.I. Water and Power Authority, Environmental Assessment Report for the Installation of Underground Power Systems to Improve Resiliency, St. Croix.

Flamingo Bay Eco-Resort, BBK Development, Environmental Assessment Report for the Development of the Small Eco-Resort, Water Island.

Pearl Landfill and Recycling Facility, V.I. Waste Management Authority, Environmental

Assessment Report for the Development of a Solid Waste Facility in Estate Pearl, St. Croix.

Charlotte Amalie Harbor Dredging, V.I. Port Authority, Environmental Assessment Report and HUD Environmental Assessment for the Dredging of the Charlotte Amalie Harbor Channel, Turning Basin, and WICO Inner Berth, St. Thomas.

Crown Bay and East Gregory Channel Dredging, V.I. Port Authority, Environmental Assessment Report and HUD Environmental Assessment for the Dredging of Portions of Crown Bay and East Gregory Channel, St. Thomas.

Frenchman's Reef and Morningstar, Beach Enhancement and Shoreline Stabilization, CREF3 (Formerly Diamond Rock), Environmental Assessment Report for the Revetement of the Shoreline, the Installation of Offshore Breakwaters and Sand Renourishment, St. Thomas.

Emergency Response Dock and Shoreline Revetment at the Harley Plant, V.I. Water and Power Authority, Environmental Assessment Report for the Construction of an Emergency Fuel Spill Response Dock and the Revetment of the Eroded Shoreline, St. Thomas.

Consolidated Permit for Randolph E. Harley Power Plant, V.I. Water and Power Authority, Environmental Assessment Report to Bring All Components into Compliance including those Pre-dating CZM, St. Thomas.

Underwater Memorial Park, Virgin Islands Underwater Memorial Park, Environmental Assessment Report for the Creation of an Underwater Park to Intern Ashes into Reef Building Structures, St. Thomas.

Mooring and Operation of a Bar and Restaurant in the Pillsbury Sound, Cowgirl Bebop, LLP, Environmental Assessment Report for the Installation of Moorings for Vessels and Patrons in the Pillsbury Sound, St. John.

Cruz Bay Underground, V.I. Water and Power Authority, Environmental Assessment Report for the Installation of an Underground Power Cable System in Cruz Bay Feeder 7E, St. John.

Tropical Marine Expansion, Tropical Marine, Environmental Assessment Report to Combine Docks at Mangrove Marine and Off Plot 28 and the Expansion of the Existing Dock, St. Thomas.

Limetree Resort, Wyndham Bluebeard's Beach Club, Environmental Assessment Report for the Renovation and Expansion of the Existing Limetree Resort, St. Thomas.

Repair to Cruz Bay Visitor Center, Docks, and Surrounding Grounds Impacted by Hurricanes Irma and Maria, Croft Engineering/National Park Service, Environmental Assessment Report for Dredging the Basin and Repairs to the Bulkhead and Renovation and Upgrades to the Existing Visitor Center, St. John.

Latitude 18 Marina, Jack Rock EA-C LLC, Environmental Assessment Report for the Development of a Marina and Management of a Mooring Field and Dry Storage for Vessels, St. Thomas.

Green Cay Marina, St. Croix Financial Center, Environmental Assessment Report for the Expansion of the Existing Marina, Maintenance Dredging, and Beach and Shoreline Improvements, St. Croix.

King Christian Dock, USVI Opportunity Fund LLC, Environmental Assessment Report for the Reconstruction and Expansion of a Hurricane-Damaged Dock, St. Croix.
Renovations and Expansion of an Existing Dock, Inter-Island Ferry Service, Environmental Assessment Report for the Expansion and Extension of an Existing Dock to Better Accommodate Vessel Dockage, St. Thomas.

Repair of a Hurricane Damaged Dock, Margaritaville, Environmental Assessment Report for the Reconstruction of the Damaged Dock (modified to include a reverse osmosis line extension), St. Thomas.

Boat Building Facility and Dock, Gold Coast Yacht, Inc., Environmental Assessment Report for a Boat Building Warehouse and a Launch and Outfitting Dock, St. Croix.

Turquoise Bay Resort, VIPM LLC, Environmental Assessment Report for a Glamping Resort and Restaurant, St. Croix.

Christiansted National Historic Site Existing Wharf Replacement, HDR, Inc. and National Park Service, Environmental Assessment Report for the Replacement of the Failing Sheet Pile Wall and Bulkhead (and Acoustic Monitoring Plans), St. Croix.

Lovango Cay Beach Club and Resort, Lovango Island Holdings LLP, Environmental Assessment Report to Permit the Development of a Beach Club and Resort and Mooring Installation, Lovango Island.

Wave Attenuation System, LSJ LLC, Environmental Assessment Report for the Installation of Wave Attenuation Systems, Little St. James.

Installation of Access Docks, and Barge Landing Facility, Great St. James, Great St. Jim LLC. Environmental Assessment Report for the Development of a New Dock, the Renovation of an Existing Dock, and the Construction of a Barge Landing, Great St. James.

Installation of a Single Point Mooring at the Limetree Bay Terminal on St. Croix, Limetree Bay Terminals LLC, Environmental Assessment Report for the Installation of an Undersea Pipeline, Pipeline End Manifold (PLEM), and Buoy System at a Depth of 650 Feet, St. Croix.

St. Croix Sports Complex, Coastal Systems, Environmental Assessment Report for the Construction of the Paul. E. Joseph Stadium, Wetland Delineations, and Endangered Terrestrial and Marine Species Assessments (and Development of a Sea Turtle Lighting Mitigation Plan), St. Croix.

Installation of a Submarine Cable System, V.I. Water and Power Authority, Environmental Assessment Report for Submarine Cable Routing and Beach Landfall, St. Thomas.

Maintenance Dredging of Krause Lagoon Channel, V.I. Port Authority, Environmental Assessment Report for the Dredging of the Cross-Channel into the Container Port and Molasses Dock, St. Croix.
Installation of New Reverse Osmosis Discharge and Intake Line, Westin Resort, Environmental Assessment Report for the Installation of a Saltwater Intake Line Over 2000 Feet Offshore, St. John.

Shoreline Stabilization Project for Buccaneer Hotel, The Buccaneer, Environmental Assessment Report for the Placement of a Shoreline Stabilization Structure to Protect the Eroding Shoreline, St. Croix.

VIWAPA's Conversion to LPG, VITOL and V.I. Water and Power Authority, Environmental Assessment Report for the Installation of LPG conversion Equipment and Fuel Dock Expansion (and Offshore Deep-Water Buoy Permit for LPG Ships), St. Croix and St. Thomas.

ENVIRONMENTAL ASSESSMENT REPORTS
2014 – 2019

Water quality, monitoring and/or compensatory mitigation plans were developed to supplement many of the environmental assessment reports listed.

viNGN Submarine Cable Network, Alcatel-Lucent for viNGN, Environmental Assessment Report for the Installation of an Inter-Island Cable System (including a Cable Beach Routing and Landfall Study), U.S. Virgin Islands.

Improvements to the Frederiksted Pier, V.I. Port Authority, Environmental Assessment Report for the Installation of a New Tender Landing, St. Croix.

Improvements to the Red Hook Marine Terminal, V.I. Port Authority, Environmental Assessment Report for the Construction of a New Customs Building and Shoreline Improvements, St. Thomas.

Offshore Windmills, Ocean Energy, Inc., Environmental Assessment Report for the Installation of Offshore Turbines, a Submarine Cable, and Cable Landing (including a Bird Study), St.

Thomas.

St. John Marina, Summers End Group, Environmental Assessment Report for the Development of a Marina and Associated Upland Facilities, St. John.

Maintenance Dredging of the Schooner Channel, V.I. Port Authority and HUD/V.I. Housing and Finance Authority (VIHFA), Environmental Assessment Report for the Dredging of the Schooner Channel (including an Evaluation of Alternative Alignments), St. Croix.

Remediation of Hydrocarbon Contamination at the V.I. Seaplane Ramp, V.I. Port Authority, Environmental Assessment Report for the Installation of Restorative Sheet Piles to Restore (and the Containment of Hydrocarbon-contaminated Soil from a Leaking Underground Storage Tank [LUST]), St. Croix.

Maintenance of the Existing Bulkhead and Maintenance Dredging of Charlotte Amalie Harbor, CH2M Hill and WICO, Environmental Assessment Report for the Replacement of the Sheet Pile in the Inner Berth (including the Development of a Coral Transplant Mitigation Plan), St. Thomas.

ENVIRONMENTAL ASSESSMENT REPORTS
2009 – 2013

Water quality, monitoring and/or compensatory mitigation plans were developed to supplement each of the environmental assessment reports listed.

Dredging of Crown Bay Marine Terminal and Turning Basin, V.I. Port Authority, Environmental Assessment Report for the Dredging of the Crown Bay Marine Terminal and Basin, St. Thomas.

Maintenance Dredging of Crown Bay Marina, V.I. Port Authority, Environmental Assessment Report for the Dredging of Crown Bay Marina (including a Seagrass and Coral Mitigation Plan), St. Thomas.

Improvements to Bordeaux Road, V.I. Department of Public Works and Federal Highway Administration in Collaboration with Parsons Brinkerhoff, Environmental Assessment Report for a Finding of No Significant Impact, St. Thomas.

Improvement to Spring Gut Road, V.I. Department of Public Works and Federal Highways Administration in Collaboration with Stanley Engineer, Environmental Assessment Report for Improvements to Spring Gut Road for a Finding of No Significant Impact, St. Croix.

Coral World's Dolphin Exhibit, Coral World (VI), Inc., Environmental Assessment Report for the Construction of an Offshore Dolphin Pen and Viewing Dock (and ESA Corals Monitoring

and Mitigation Plan), St. Thomas.

Expansion of the Spratt Bay Homeowners Dock (SBHOA), Spratt Bay Homeowner's Association, Environment Assessment Report for the Expansion of the SBHOA Dock, Water Island.

Expansion of Veterans Drive, V.I. Department of Public Works and Federal Highway Administration in Collaboration with Parsons Brinckerhoff, Environmental Assessment Report for a Finding of No Significant Impact and Drafting the USACE Statement of Findings, St. Thomas.

Chiller Cooling System, BaHaMar and HDR, Inc., Environmental Assessment Report for the Placement of a Saltwater Intake Line at the BaHaMar Resort, Grand Bahama.

Reverse Osmosis Facility, V.I. Water and Power Authority, Environmental Assessment Report for the Installation a New Reverse Osmosis Facility at the St. Thomas Power Plant, St. Thomas.

Submarine Power Cable, V.I. Water and Power Authority, Environmental Assessment Report for the Installation of a Submarine Power Cable between the Islands of St. Thomas and St. John, Pillsbury Sound, St. Thomas and St. John.

Chiller System and Dock Repairs at the Marriott Frenchman's Reef, Diamond Rock, Environmental Assessment Report for the Installation of Saltwater Intake Line and Dock Repairs (and Larval Study for Intake), St. Thomas.

Expansion of Heavy Materials Krum Bay Facility, Heavy Materials St. Thomas, Environmental Assessment Report for the Expansion of Heavy Materials Concrete Facility in Krum Bay, St. Thomas.

Thirty-three-Megawatt Waste-to-Energy Plant, Alpine Energy Group, Inc., Environmental Assessment Report for the Construction of a 33-Megawatt Waste-to-Energy Plant (including Conducting a Survey of Endangered V.I. Tree Boas in the Area), St. Thomas.

Eighteen-Megawatt Waste-to-Energy Plant, Alpine Energy Group, Inc., Environmental Assessment Report for the Construction of an 18-Megawatt Waste-to-Energy Plans (including a Wetland Delineation), St. Croix.

Reverse Osmosis Facility on St. John, V.I. Water and Power Authority, Environmental Assessment Report for the Construction of a Reverse Osmosis Facility, St. John.

Seven Hills Development, Robin Bay Partners, Environmental Assessment Report for the Development of Seven Hills Residential Community (including a Wetland Delineation), St. Croix.

Improvements to the Molasses Dock, V.I. Port Authority, Environmental Assessment Report for Dredging and Improvements to the Molasses Dock Roll-on Roll-off Facility (and Mitigation Plan for the Mangrove Shoreline), St. Croix.

Dredging of the Charlotte Amalie Harbor Channel and the Filling of Lindbergh Bay, The West Indian Company Limited, Environmental Assessment Report for the Dredging and Widening of the Charlotte Amalie Harbor to Accommodate Oasis Class Ships at WICO Docks and the Disposal of Dredged Materials in the Historic Dredging Hole in Lindbergh Bay, St. Thomas.

Fueling Station, V.I. Water and Power Authority, Environmental Assessment Report for the Installation of a Vehicle Fueling Station in the Richmond Plant Terminal Facility License, St. Croix.

ENVIRONMENTAL ASSESSMENT REPORTS
2005 – 2008

Water quality, monitoring and/or compensatory mitigation plans were developed to supplement each of the environmental assessment reports listed.

Port of Mandahl, MSJ Realty, Environmental Assessment Report for the Development of the Marina and Resort in Estate Mandahl, St. Thomas.

North Sound Yacht Club, Victor International, Environmental Assessment Report for the Development of a Marina and Yacht Club in North South, Virgin Gorda, BVI.

Reconstruction of the Frenchman's Cove Dock, Marriott Vacation Club, Environmental Assessment Report for the Reconstruction and Expansion of a Damaged Dock in Charlotte Amalie Harbor, St. Thomas.

Thatch Cay Development, Thatch Cay LLC, Environmental Assessment Report for the Development of a Resort Community and Marine Infrastructure on Thatch Cay, St. Thomas.

Smith Bay Development, Smith Bay Developers, Inc., Environmental Assessment Report for a Condominium Complex, St. Thomas.

Subdivision of Great St. James, Christian Kejer, Environmental Assessment Report for The Development of a Residential Community on Great St. James including Marine Access Infrastructure, Great St. James Island, St. Thomas.

Subdivision of Inner Brass, Green Island Developers, Environmental Assessment Report for the Development of a Residential Community on Inner Brass including Marine Access

Infrastructure, Inner Brass Island, St. Thomas.

Subdivision of Inner Brass, Bryan Family, Environmental Assessment Report for the Subdivision of Lots for a Residential Community on Inner Brass and the Development of a Dock for Access. Inner Brass Island, St. Thomas.

Cabrita Point, Cabrita Point Partners and Lionstone LLC, Environmental Assessment Report for the Development of a Resort Community, a Mitigation and Monitoring Plan for the Endangered V.I. Tree Boa and a Monitoring Plan for a Reverse Osmosis Intake Line, Dock and Swimming Platform, St. Thomas.

Subdivision of 77 Acres in Hansen Bay, St. John Flamboyant Realty, Environmental Assessment Report for the Development of Roads and a Subdivision in Hansen Bay, St. John.

Subdivision of 14 Acres in Hansen Bay, St. John Hansen Bay Development Group, Environmental Assessment Report for the Development of Roads, and a Subdivision in Hansen Bay (including a Wetland Delineation), St. John.

Expansions and Improvements to the Ritz-Carlton Hotel, William Karr and Associates, Environmental Assessment Report for the Expansion and Renovation of the Ritz-Carlton Hotel, St. Thomas.

Modification to Carden Beach Condominiums, TK Properties, Inc., Environmental Assessment Report for the Development of Zero Lot Line Homes at the Carden Beach Property, St. Croix.

Development of Betty's Hope, V.I. Port Authority, Environmental Assessment Report and Wetland Delineations for the Development of the South Shore Property for Commercial and/or Residential Use, St. Croix.

Expansion of the Compass Point Marina, Margate Management, Environmental Assessment Report for the Addition of Docks at the Compass Point Marina in Benner Bay, St. Thomas.

Improvements, Expansions and Maintenance of HOVENSA Petroleum Refinery, HOVENSA LLC, Environmental Assessment Reports for the 1) Construction of Maintenance Buildings and Replacement of Existing Stacks, 2) Construction of a Low Sulfur Fuels (LSF) Facility, 3) Construction of Modular Buildings, and 4) Construction of Housing in Estate Blessing (including Permitting of an Existing Borrow Pit), St. Croix.

Installation of a Permanent Barge Landing Facility on Lovango Cay, Joseph Markus Trust, Environmental Assessment Report for the Development of a Permanent Barge Landing Facility (including a Compensatory Mitigation Plan for Endangered Coral Species), Lovango Cay.

Barge Landing, Swim Dock and Beach Enhancement on Little St. James, LSJ LLC, Environmental Assessment Report for the Relocation of the Existing Barge Landing and the

Construction of a Swim Dock and Beach Enhancing Devices, Little St. James.

Development of Affordable Housing in Calabash Boom, Reliance Housing, Environmental Assessment Report for the Development of Affordable Housing in Calabash Boom (and Territorial Pollutant Discharge Elimination System [TPDES] Permits), St. John.

Demineralized Water System and Storage Tank Upgrades, V.I. Water and Power Authority, Environmental Assessment Report for the Installation of a New Storage Tank and Demineralizer, St. Croix.

Development of a Pizza Bar and Miniature Golf Course, Divi Carina Bay Resort, Environmental Assessment Report for the Development of Amenities at the Divi Carina Bay Resort and Casino, St. Croix.

Placement of Fuel Pipelines on the Ann E. Abramson Pier, Royal Caribbean Cruise Lines, V.I. Port Authority, Environmental Assessment Report for the Installation of Fuel Lines on the Frederiksted Pier, St. Croix.

Development of a Marina and Related Infrastructure, Coral Bay Marina LLC, Environmental Assessment Report for the Dredging and Development of a Marina in Coral Bay (including an Alternative Analysis to Reduce Impacts for the USACE), St. John

Development of a Marine Mammal Encountered Facility, Coral World (VI), Inc., Environmental Assessment Report for the Development of a Sealion Encounter Facility, St. Thomas.

Improvements to The Randall "Doc" James Racetrack, TRAXCO, Environmental Assessment Report for Improvements to the "Doc" James Racetrack Facility (including Wetland Delineations), St. Croix.

Maintenance Dredging and the Permitting of Permanent Moorings, Westin Resort, Environmental Assessment Report for Maintenance Dredging of the Existing Channel and around the Dock, and Mooring Installations, St. John.

ENVIRONMENTAL ASSESSMENT REPORTS
2000 – 2004

Water quality, monitoring and/or compensatory mitigation plans were developed to supplement each of the environmental assessment reports listed.

Compass Point Marina Expansion, Compass Point Marina in Collaboration with Springline Architects, Environmental Assessment Report for the Expansion of the Existing Compass Point Marina, St. Thomas.

Emergency Electrical Cable St. Thomas-St. John, V.I. Water and Power Authority, Environmental Assessment Report for the Placement of a New Submarine Power Cable between St. Thomas and St. John, St. Thomas.

Richmond Sand Channel Dredging, V.I. Water and Power Authority, Environmental Assessment Report for Maintenance Dredging of the Richmond Sand Channel, St. Croix.

Hassel Island Electrical Cable Replacement, V.I. Water and Power Authority Environmental Assessment Report for the Installation of a New Submarine Cable between St. Thomas and Hassel Island, St. Thomas.

Golden Resorts Golf Resort, Casino & Conference Center, Golden Resort, Environmental Assessment Report for the Development of Golden Resorts Golf Resort, Casino, and Conference Center (including a Wetland Delineation), St. Croix.

Crown Bay Marine Terminal Improvements, V.I. Port Authority in Collaboration with Adams, Inc., Environmental Assessment Report for Improvements to the Crown Bay Marine Terminal, St. Thomas.

Global Crossings Point of Presence, Global Crossings, Environmental Assessment Report for the Placement of a Point of Presence Communications Tower in Frederiksted, St. Croix.

Burial of Fiber Optic Cables, Innovative Telephone, Environmental Assessment Report for the Burial of Fiber Optic Cables on the North Shore, St. Croix.

Burial of Fiber Optic Cables on the West End of St. Croix, Innovative Telephone, Environmental Assessment Report for the Burial of Fiber Optic Cables on the West End, St. Croix.

Callaloo Club Blowing Point, Callaloo Club Peninsula, Environmental Assessment for the Development of a Marina on the Island of Anguilla, British West Indies.

Installation of a Waterline between St. Thomas and St. John, V.I. Water and Power Authority, Environmental Assessment Report for the Installation of a Waterline between St. Thomas and St. John, St. Thomas.

Installation of a Submarine Cable to Little St. James, V.I. Water and Power Authority, Environmental Assessment Report for the Installation of a Utility Line between St. Thomas and Little St. James, Little St. James.

South American Crossing Cable Station, Global Crossing, Environmental Assessment Report for the Construction of the South American Crossing Cable Station at Estate Northside, St. Croix.

Water Island Ferry Dock, V.I. Department of Public Works, Environmental Assessment Report

for the Construction of a Ferry Dock on Water Island, Water Island.

CuisinArt Golf Resort & Spa Beach Enhancements, CuisinArt, Environmental Impact Assessment Report for Beach Renourishment, Anguilla, British West Indies.

Cinnamon Reef Resort, Cinnamon Reef, Environmental Impact Assessment Report for the Development of a Marine Facility, Anguilla, British West Indies.

Frederiksted Pier Improvements, V.I. Port Authority, Environmental Assessment Report for Improvements to the Existing Frederiksted Pier, St. Croix.

Construction of a Private Dock on Little St. James, LSJ LLC, Environmental Assessment Report for the Construction of a Private Dock on the Island of Little St. James, Little St. James.

Phase II of the Christiansted Boardwalk, Government of the Virgin Islands Environmental Assessment Report for Phase II of the Christiansted Boardwalk, St. Croix.

Construction of a Headquarters, Beal Aerospace, Environmental Assessment Report for the Construction of Beal Aerospace's World Headquarters in Estate Great Pond, St. Croix.

ENVIRONMENTAL ASSESSMENT REPORTS
1988 – 2000

Hurricane Damaged Dock Reconstruction, Divi Carina Bay Resort, Environmental Assessment Report for the Reconstruction of a Dock after Damage Associated with Hurricane Hugo at the Divi Carina Bay Resort and Casino, St. Croix.

Global Crossing Cable Terminal, Global Crossing, Environmental Assessment Report for the Construction of a Cable Terminal Building and Corridor for Eight Submarine Fiber Optic Cables (including a Landfall Study) in Frederiksted, St. Croix.

Construction of a Coker and Coker Dock at the HOVENSA Petroleum Refinery, HOVENSA LLC, Environmental Assessment Report for the Construction of a Coker and Coker Dock, St. Croix.

Frederiksted Pier Mooring Dolphin, V.I. Port Authority, Environmental Assessment Report for the Construction of a Mooring Dolphin at the Frederiksted Pier, St. Croix.

Seaplane Terminal, V.I. Port Authority, Environmental Assessment Report for the Development of a Seaplane Terminal at the Old Seaplane Ramp, St. Croix.

Forest Bay Marina, Forest Bay Group, Environmental Assessment Report for the Development

of a Marina and Related Facilities in Forest Bay, Anguilla, British West Indies.

Dolphin Lagoon, META Resorts, Environmental Assessment Report for the Development of a Dolphin Lagoon at Meads Bay, Anguilla, British West Indies.

Construction of the Christiansted Boardwalk, Government of the Virgin Islands, Environmental Assessment Report for the Construction of a Boardwalk in Christiansted, St. Croix.

Runway Extension of the Henry E. Rohlsen Airport, V.I. Port Authority in Collaboration with LPA Group, Environmental Assessment Report for the Runway Extension at the Henry E. Rohlsen Airport, St. Croix.

Red Hook Marine Terminal Expansion, V.I. Port Authority, Environmental Assessment Report for the Expansion of the Red Hook Marine Terminal (including the Development and Implementation of Mitigation and Monitoring Plans), St. Thomas.

Enighed Pond Marine Terminal, V.I. Port Authority, Environmental Assessment Report for the Creation of the Enighed Pond Marine Facility (including the Development and Implementation of Mitigation and Monitoring Plans), St. John.

Submerged Land Renewal, Coral World (VI), Inc., Environmental Assessment Report for the Renewal of the Submerged Land Lease for the Coral World Facility, St. Thomas.
Construction of a Seawall, Cowpet Bay, Environmental Assessment Report for the Modification of an Existing Permit to Construct a Seawall, St. Thomas.

Riprap Revetment Installation, Watergate East Villas, Environmental Assessment Report for the Construction of a Rip-Rap Revetment, St. Thomas.

Improvements to the Fuel Dock, V.I. Water and Power Authority, Environmental Assessment Report for Improvements to the Fuel Dock at the Power Generating Facility, St. Thomas.

Subdivision of Estate Misgunst, La Domaine, Environmental Assessment Report for the Subdivision of 40 Acres of Land in Estate Misgunst, St. Thomas.

Expansion of the Alexander Hamilton Airport and Highway 64 Relocation, V.I. Port Authority, Environmental Assessment Report for the Expansion of the Alexander Hamilton Airport Terminal and Highway 64 Relocation (including a Wetland Delineation, and Development and Implementation of a Wetland Mitigation Plan), St. Croix.

AT&T Cable Landing Facility, AT&T, Environmental Assessment Report for the Cable Landing Facility at Estate Northside (including a Beach Landfall Study, a Cable Routing Study, and the Development of a Water Quality and Environmental Monitoring and Mitigation Plan), St. Croix.

Dredging of the Sand Channel, DEVCON, Environmental Assessment Report for the Dredging

of the Christiansted Sand Channel, St. Croix.

Expansion of the Red Mud Storage Ponds, VIALCO, Environmental Assessment Report for the Expansion of the Red Mud Storage Ponds at the VIALCO Alumina Facility, St. Croix.

Stormwater Drainage System, VIALCO, Environmental Assessment Report for the Creation of a Stormwater Drainage System at the VIALCO Alumina Facility, St. Croix.

Permitting of a Caliche Mine, VIALCO, Environmental Assessment Report for the Mining of Caliche at the VIALCO Alumina Facility, St. Croix.

Molasses Dock Expansion, V.I. Port Authority Subcontracted by Frank Torrez, Environmental Assessment Report for the Molasses Dock Terminal at the Third Port Facility, St. Croix.

ENVIRONMENTAL ASSESSMENT REPORTS (SELECTED)
1988 – 1993

Beach Renourishment, St. Croix by the Sea, Environmental Assessment Report for a Beach Renourishment and Jetty Construction at St. Croix by the Sea, St. Croix.

Vieques Shrimp Farm, Vieques Shrimp Mariculture Project, Environmental Assessment Report for the Creation of a Shrimp Farm in Puerto Ferro, Vieques, Puerto Rico.

Marine Spill Response Corporation (MSRC) Dock, Hess Oil Virgin Islands (HOVIC) Petroleum Refinery, Environmental Assessment Report for the Construction of a Pier in the HOVIC West Turning Basin, St. Croix.

Construction of Eden Beach Hotel and Condominiums, Eden Beach, Environmental Assessment Report for the Proposed Construction of Eden Beach Hotel and Condominiums, St. Croix.

Expansion of the Tamarind Reef Hotel, Tamarind Reef, Environmental Assessment Report for the Proposed Reconstruction and Expansion of the Tamarind Reef Hotel, St. Croix.

Construction of Gas Turbines at the Third Port, V.I. Water and Power Authority, Environmental Assessment Report and USACE Application for the Construction of Two Gas Turbines at the Third Port Site, St. Croix.

Subdivision of Lovango Cay, Joseph Markus Trust, Environmental Assessment Report for the Creation of a Subdivision on Lovango Cay and Placement of a Private Dock, Lovango Cay.

Well Water Collection System, VIALCO, Environmental Assessment Report for the Construction of a Well Water Gathering System for Wells at the VIALCO Alumina Facility, St. Croix.

Crawl Cay, Monroe County, Environmental Assessment Report, Wetlands Delineation and Hammock Studies of Crawl Cay, Florida.

Jack's Bay Subdivision, Jack's Bay Development Company, Environmental Assessment Report for the Subdivision of Approximately 300 Acres into 64 Lots at Estate Jack Bay and Estate Isaac Bay, St. Croix.

Bauxite Building, VIALCO, Environmental Assessment Report for the Expansion of the Bauxite Building at the VIALCO Alumina Facility, St. Croix.

Carambola Beach Club Improvements, Danested, Environmental Assessment Report for the Repair and Improvement of the Carambola Beach Club Facilities, St. Croix.

Salt River National Park, National Park Service, Environmental Impact Statement for the Proposed National Park at Salt River, St. Croix.

Desalination Unit, V.I. Water and Power Authority, Environmental Assessment Report for the Construction of a Desalination Unit on St. John, St. John.

Construction of Estate Turner Hole Condominiums, Carmel by the Sea, Environmental Assessment Report for the Construction of a 95-unit Condominium at Estate Turner Hole, St. Croix.

Very Long Baseline Array (VLBA) Observation Station, NASA, Environmental Assessment Report and Landscaping Plan for the Construction of a VLBA, St. Croix.

Buccaneer Hotel Room Expansion, Buccaneer Hotel, Environmental Assessment Report for a 20-room Addition to the Buccaneer Hotel, St. Croix.

Construction of a Ritz-Carlton Hotel, Environmental Assessment Report and Zoning Application for a 350-room Ritz-Carlton Hotel in Estate Davis Bay, St. Croix.

Frederiksted Pier Expansion, V.I. Port Authority, Environmental Assessment Report for the Construction of a Second Pier in Frederiksted, St. Croix.

Construction of the Kingston Hotel, Kingston Hotel, Environmental Assessment Report for the Construction of a Hotel and Condominium in Kingston, Tortola, BVI.

Construction of an Airport Warehouse, V.I. Port Authority, Environmental Assessment Report for Construction of a Warehouse Facility at the Alexander Hamilton Airport, St. Croix.

Development of the Great Pond Resort, St. Croix, Environmental Assessment Report, for Golden Gaming, Zoning Application, and USACE Permit Application for a Hotel and Condominium Project at Estate Great Pond, St. Croix.

ENVIRONMENTAL ASSESSMENT REPORTS
1986 – 1988

St. Croix	St. Thomas	St. John
Columbus Landing, St. Croix	Blue Beards Beach, St. Thomas	Concordia, St. John
Grapetree Beach, St. Croix		
St. Croix by the Sea, St. Croix		
Ensenada, St. Croix		
Virgin Grand, St. Croix		
Sugar Bay, St. Croix		
Turtle Run, St. Croix		
Palm Shores, St. Croix		
Baobab, St. Croix		
Reflection Bay, St. Croix		
Coakley Bay, St. Croix		
Green Cay, St. Croix		
Turquoise Bay St. Croix		
Eagle Bay, St. Croix		
Granard, St. Croix		
Concordia, St. John		

Wider Caribbean

Southeast Peninsula, St. Kitts
Divi Dive Canal, Nassau, Bahamas

ENVIRONMENTAL CONTAMINATION ASSESSMENTS
1990 – PRESENT

2022 – Present Sampling for Heavy Metals Contamination of the Soil in Estate Donoe, St. Thomas.

2000 – Present Sampling for Chemical Contamination in Cisterns as a Result of a Hydrocarbon Release in the Air, St. Croix.

1994 – Present Periodic Sampling of the Leaking Underground Storage Tanks (LUSTs) at the V.I. Port Authority Seaplane Ramp, St. Croix.

2019 Sampling for Mold at the Renaissance Hotel, St. Thomas.

2016 – 2022 Sampling of Underground Storage Tanks (USTs) for Gasoline Service Stations on St. Thomas and St. Croix.

2012 – 2016 Sampling for Recognized Environmental Conditions in Estate Anna's Hope, St. Croix.

2006 – 2016 Sampling for Petroleum Product Contamination at Gasoline Stations and Industrial Sites, St. Croix.

1990 – 2002 Sampling of Residential and Commercial Properties on St. Croix, St. Thomas, St. John and Puerto Rico for Recognized Environmental Conditions.

Emily Goodwin

Principal Scientist | EMPC | Portland, OR

Emily Goodwin is a Principal Scientist with over 18 years of providing multi-media compliance assistance and auditing for a variety of industrial facilities, including oil and gas, mining, chemicals, metals, energy, and manufacturing industries. She has specific compliance and permitting expertise in stormwater, oil spill control, wastewater, waste management, and hazardous materials.

Education

- BA, Environmental Science, Willamette University

Project Experience

Environmental Compliance

Principal Scientist, Toxic Release Inventory (TRI) and National Pollution Release Inventory (NPRI)
Conducted TRI and NPRI threshold determinations and calculations of air emissions and prepared compliance reports in accordance with Section 313 of the Emergency Planning and Community Right-to-Know Act (EPCRA), for wood products, manufacturing, and utility infrastructure.

Principal Scientist, Tier II Reporting
Completed SARA 312 reports (Tier II forms) for multiple clients across North America, including calculations of maximum quantities of chemicals maintained onsite, completion of the forms, and submittal of the reports to the various regulatory agencies, for wood products and oil and gas facilities.

Principal Scientist, Stormwater Pollution Prevention Plans
Prepared Stormwater Pollution Prevention Plans (SWPPP) for facilities in Alaska, Georgia, West Virginia, Washington, Oregon, Idaho, Tennessee and North Carolina. Facilities have included manufacturing and industrial clients with a focus on wood products and utility infrastructure.

Principal Scientist, Spill, Prevention, Control, and Countermeasure Plans
Prepared Spill, Prevention, Control and Countermeasure (SPCC) Plans for facilities in Alaska, West Virginia, Oregon and Washington. Facilities have included manufacturing and industrial clients with a focus on wood products and utility infrastructure.

Principal Scientist, Compliance Reviews, Assessments and Audits
Conducted multiple environmental compliance assessments, assessment and audits both as part of due diligence activity and for vendor compliance. Program areas include air quality, water quality (stormwater, wastewater), oil pollution prevention, and chemical and waste management (solid waste, hazardous waste, hazardous materials, EPCRA).

Principal Scientist, Toxic Substance Control Act Compliance Screenings
Conducted Toxic Substance Control Act (TSCA) compliance screenings for a manufacturing facilities.

Due Diligence

Senior Scientist, Phase I Environmental Site Assessment Reports
Prepared Phase I Environmental Site Assessment reports for properties located in Illinois, Washington, Missouri, Texas, Ohio, Louisiana, Indiana, West Virginia, New York, New Jersey, and Oregon.

Additional Training

- First Aid/CPR/AED Certified (March 2012)
- 40-Hour OSHA Hazardous Waste Operations and Emergency Response Training (November 2006)
- Hazmat/DOT (Trainer)

Other Required Submittals for Part II Earth Change Plan/Environmental Assessment Report

ITEM	SUBMITTAL	RESPONSE
a	Approved Road and Driveway Permit	No roadway or driveway is proposed as part of the Project.
g	Corporate Application Form (Form L&WD-7)	Applicant is not a corporation.
h	Certificate of Corporate Good Standing	Applicant is not a corporation.
o	Market Study, Analysis, and Feasibility of the Project	Project is not a commercial development.