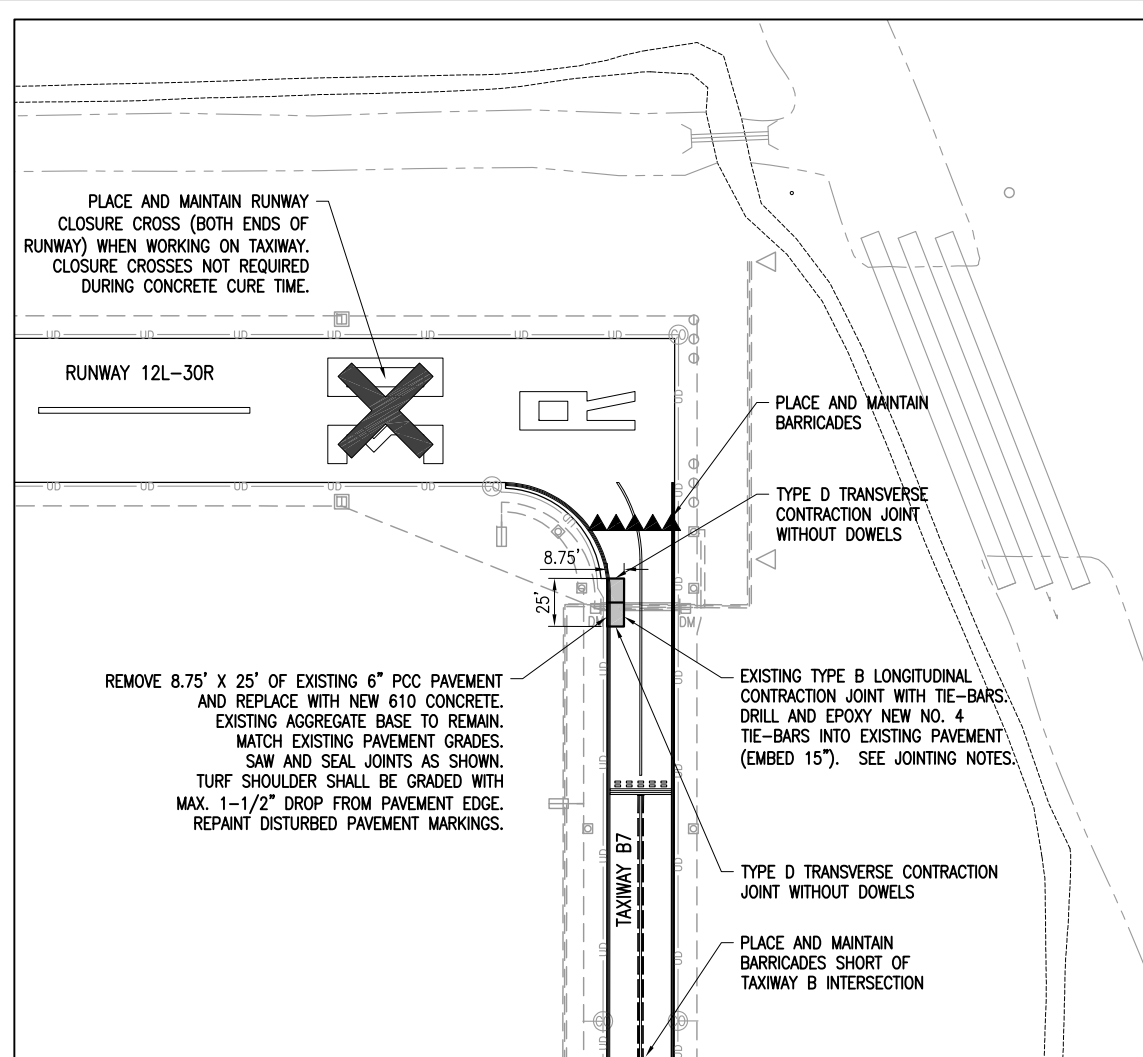


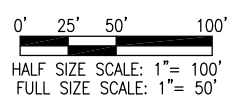
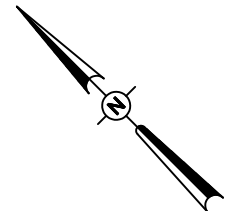
TAXIWAY B1 PAVEMENT REPAIR PLAN

**ADDITIVE ALTERNATE PLAN NOTES**

1. THE CONTRACTOR SHALL HAVE A MAXIMUM OF 2 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK ON TAXIWAY B1, EXCLUDING CONCRETE CURE TIME. THE CONTRACTOR SHALL HAVE A MAXIMUM OF 2 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK ON TAXIWAY B7, EXCLUDING CONCRETE CURE TIME.
2. THE CONTRACTOR MAY PERFORM WORK ON BOTH TAXIWAYS WITHIN THE SAME TIME FRAME IF COORDINATED CLOSELY WITH THE OWNER AND RESIDENT ENGINEER IN ADVANCE, HOWEVER CONSTRUCTION TRAFFIC WILL NOT BE PERMITTED TO TRAVEL CONTINUOUSLY BETWEEN THE TWO SITES.
3. CLOSURE CROSSES AND BARRICADES SHALL BE IN PLACE PRIOR TO BEGINNING CONSTRUCTION. CLOSURE CROSSES SHALL BE REMOVED UPON COMPLETION OF ACTIVE CONSTRUCTION AT THE SITE, BUT BARRICADES SHALL REMAIN IN PLACE UNTIL THE NEW CONCRETE HAS PROPERLY CURED AND THE PAVEMENTS HAVE BEEN CLEANED TO THE SATISFACTION OF THE OWNER.
4. THE CONTRACTOR SHALL COORDINATE THE SCHEDULE FOR THIS WORK WITH THE OWNER AND RESIDENT ENGINEER IN ADVANCE IN ORDER TO PROPERLY SCHEDULE THE RUNWAY/TAXIWAY CLOSURES AND ALLOW FOR THE WORK TO AVOID CLOSURES DURING CRITICAL AIRCRAFT OPERATIONAL PERIODS. AT ALL TIMES, THE CONTRACTOR'S OPERATIONS SHALL BE SUCH AS TO MINIMIZE CLOSURES.
5. CONTRACTOR ACCESS TO EACH SITE WILL BE COORDINATED PRIOR TO BEGINNING THE WORK. THE CONTRACTOR WILL BE ESCORTED FROM A PERIMETER ACCESS GATE TO EACH SITE.

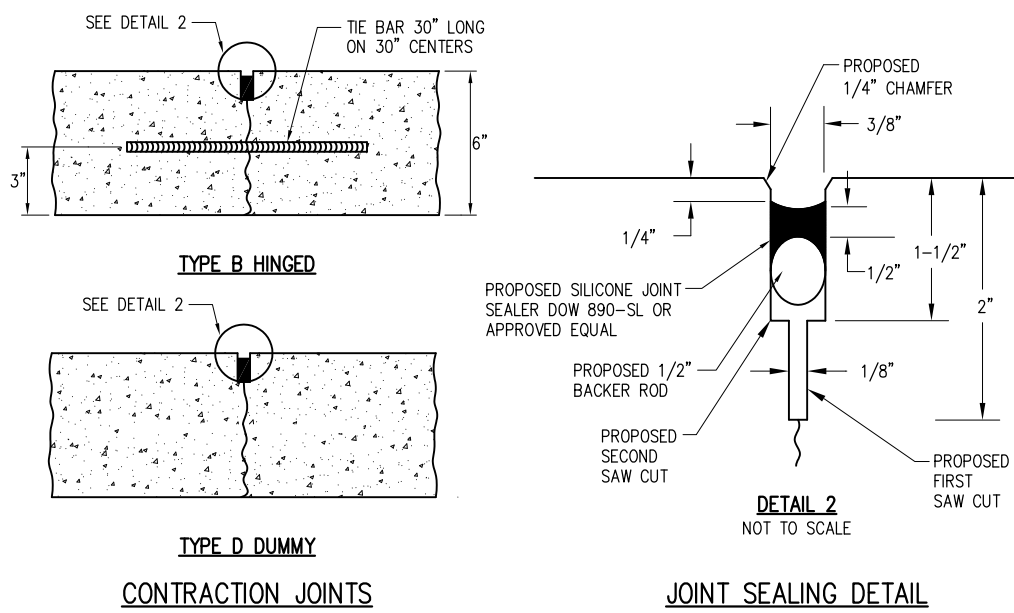


TAXIWAY B7 PAVEMENT REPAIR PLAN



**LEGEND**

- EXISTING PAVEMENT
- PROPOSED PAVEMENT REPLACEMENT
- EXISTING UNDERDRAIN
- EXISTING STORM SEWER
- EXISTING ELECTRIC
- EXISTING ELECTRICAL DUCT
- EXISTING TAXI GUIDANCE SIGN
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING BASE MOUNTED THRESHOLD LIGHT
- EXISTING SPLICE CAN
- EXISTING ELECTRICAL HANDHOLE
- EXISTING ELECTRICAL MANHOLE



**JOINTING NOTES**

1. ALL JOINT EDGES SHALL BE SAWCUT TO PRODUCE THE REQUIRED CHAMFER. ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED.
2. ALL TIE BARS SHALL BE PLACED AT A POINT NOT LESS THAN 6\"/>

MAR 11, 2013 12:00 PM HARR01115  
 p:\s\sp\306\hanson\Projects\Documents\12\0069\12A0069D\CAD\Airport\Sheet\C-122-C0N2

REVISION	DATE

**SAINT LOUIS DOWNTOWN AIRPORT**  
 A Division of Bi-State Development Agency  
 BLOCK GRANT PROJ.: 3-17-0039-B30  
 IL PROJ.: CPS-4213

Hanson Project No.	12A0069	DATE	03/08/13
Filename	C-122-C0N2.dwg	LAYOUT	DAW 01/28/13
Scale	1"=50'	DRAWN	MLH 01/29/13
Date	03/08/13	REVIEWED	BSS 03/08/13

**HANSON**  
 Copyright Hanson Professional Services Inc. 2013  
 Hanson Professional Services Inc.  
 1425 North Park Street  
 Springfield, Illinois 62703-2886

RECONSTRUCT TAXILANE IN NORTHWEST QUADRANT  
 CONSTRUCTION PLAN - ADDITIVE ALTERNATE