

CONSTRUCTION PLANS

FOR

ST. LOUIS DOWNTOWN AIRPORT

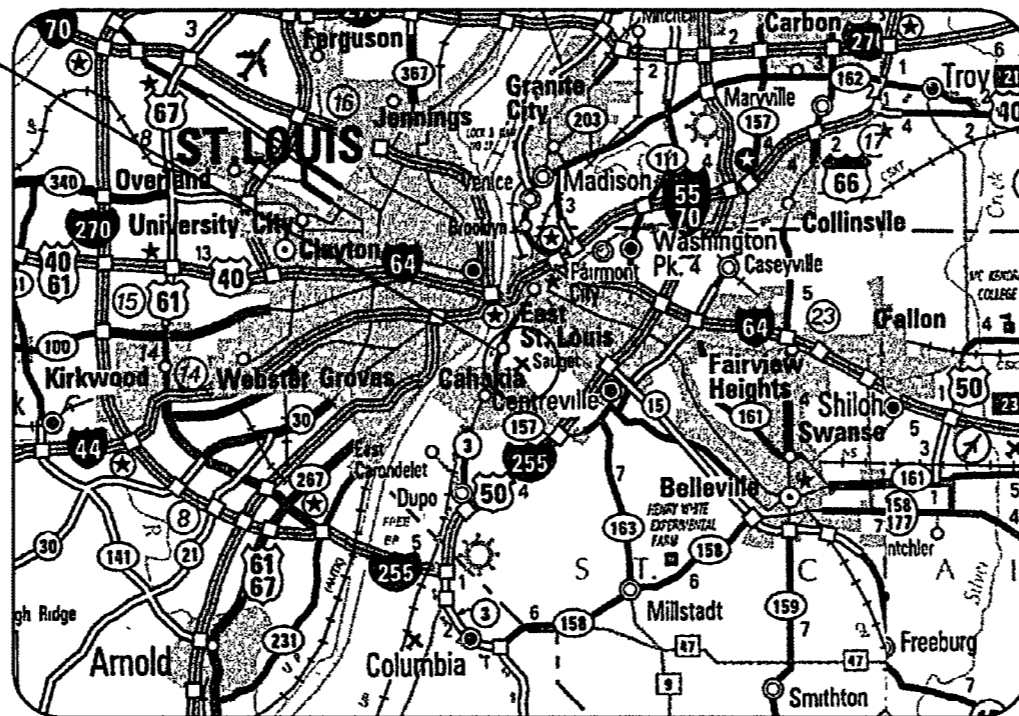
CAHOKIA, ST. CLAIR COUNTY, ILLINOIS

CONSTRUCT RAMP ACCESS ROAD

SCOPE OF WORK

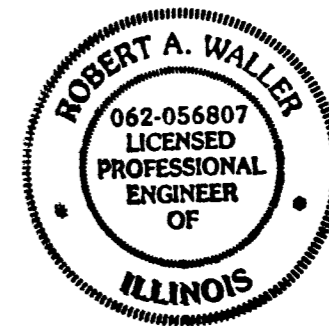
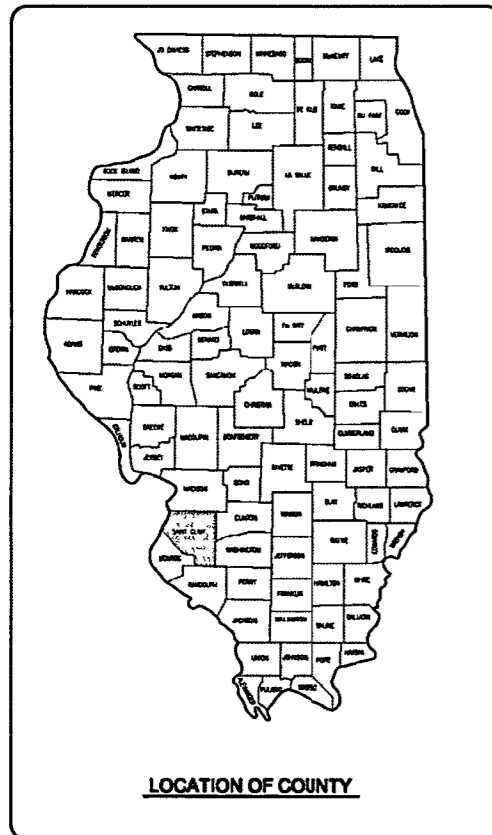
THIS PROJECT SHALL INCLUDE THE CONSTRUCTION OF A BITUMINOUS ROADWAY TO CONNECT TWO EXISTING AIRCRAFT RAMPS FOR USE BY VEHICULAR TRAFFIC. ASSOCIATED WORK SHALL INCLUDE GRADING, DRAINAGE, PAVEMENT MARKING, SEEDING, AND MULCHING.

ST. LOUIS DOWNTOWN AIRPORT



LOCATION

ILL. PROJ.: CPS-3918
 A.I.P. PROJ.: 3-17-0039-B24
 LATITUDE: 38° 34' 14"
 LONGITUDE: 90° 09' 22"
 ELEVATION: 413' M.S.L.
 DATE: MAY 29, 2009

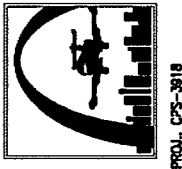


HANSON
 Hanson Professional Services Inc.
 Submitted by: *[Signature]* ENG'R
 Date Submitted: 6/24/09
 Lic Exp Date: 4/30/09

ST. LOUIS DOWNTOWN AIRPORT
 Approved: *[Signature]* DIRECTOR OF THE AIRPORT
 Date: 6/19/09

REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
 A Division of METRO



Hanson Project No. 08A0186D.0800
 Filename: R-001CVR.DWG
 State: N/A
 Date: 05/29/09

LAYOUT	RAW	BAK	RAW
	01/12/09	01/12/09	04/21/09

HANSON
 Hanson Professional Services Inc.
 4227 Parkview City Plaza, Suite 100
 St. Louis, MO 63104-3806
 Citius. Melius. Fortius.

CONSTRUCT RAMP ACCESS ROAD
 COVER SHEET
 1
 1 of 12 sheets

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DATE	REVISION	BY

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR150540	HAUL ROUTE	L.S.	1	
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	700	
AR156513	SEPARATION FABRIC	S.Y.	1,564	
AR162960	RELOCATE CLASS E FENCE	L.F.	150	
AR163000	TEMPORARY CONSTRUCTION FENCE	L.F.	150	
AR201610	BITUMINOUS BASE COURSE	TON	240	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	780	
AR401610	BITUMINOUS SURFACE COURSE	TON	140	
AR401665	BITUMINOUS PAVEMENT SAWING	L.F.	18	
AR602510	BITUMINOUS PRIME COAT	GAL.	561	
AR603510	BITUMINOUS TACK COAT	GAL.	236	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	836	
AR701713	RCEP SPAN 30 RISE 19	L.F.	48	
AR701728	RCEP SPAN 60 RISE 38	L.F.	80	
AR752724	P R CONC. FES EQ. ROUND SIZE 24"	EA.	4	
AR752748	P R CONC. FES EQ. ROUND SIZE 48"	EA.	4	
AR901510	SEEDING	ACRE	1	
AR908510	MULCHING	ACRE	1	
AR910200	ROADWAY SIGN	EA.	2	

INDEX TO SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	PROPOSED SAFETY PLAN
4	EXISTING SITE PLAN
5	PROPOSED CONSTRUCTION PLAN
6	PROPOSED TYPICAL SECTIONS AND FENCING DETAILS
7	PROPOSED PLAN AND PROFILE - STA. 9+00 TO STA. 13+75
8	PROPOSED PLAN AND PROFILE - STA. 13+75 TO STA. 18+50
9	PROPOSED PAVEMENT MARKING AND SIGN PLAN
10	PROPOSED CROSS SECTIONS - STA. 10+00 TO STA. 12+50
11	PROPOSED CROSS SECTIONS - STA. 13+00 TO STA. 15+50
12	PROPOSED CROSS SECTIONS - STA. 16+00 TO STA. 17+72

**SAINT LOUIS
DOWNTOWN
AIRPORT**
A Division of METRO



Hanson Project No.	08A0186D_0800
Filename	R-002FLP.DWG
Scale	N/A
Date	05/29/09
LAYOUT	RAW 01/12/09
DRAWN	MLH 04/24/09
REVIEWED	RAW 04/24/09

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Offices Nationwide

**CONSTRUCT RAMP
ACCESS ROAD**
**SUMMARY OF QUANTITIES
AND
INDEX TO SHEETS**

SCOPE OF WORK

THIS PROJECT SHALL INCLUDE THE CONSTRUCTION OF A BITUMINOUS ROADWAY TO CONNECT TWO EXISTING AIRCRAFT RAMPS FOR USE BY VEHICULAR TRAFFIC. ASSOCIATED WORK SHALL INCLUDE GRADING, DRAINAGE, PAVEMENT MARKING, SEEDING, AND MULCHING.

PROPOSED SAFETY PLAN

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

GENERAL - THE ST. LOUIS DOWNTOWN AIRPORT IS COMPRISED OF THREE RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING RUNWAY 5-23 ANY TIME THE CONTRACTOR IS WORKING WITHIN 200' OF THE RUNWAY CENTERLINE, INCLUDING WORK OFF THE RUNWAY END BUT WITHIN 200' OF THE CENTERLINE. THE RUNWAY WILL BE CLOSED ONLY DURING THE CONSTRUCTION DAY. AT THE END OF EACH CONSTRUCTION DAY THE CONTRACTOR WILL SMOOTH GRADE ALL AREAS WITHIN THE SAFETY AREA, IF DISTURBED, TO THE SATISFACTION OF THE RESIDENT ENGINEER AND RE-OPEN THE RUNWAY. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY WILL BE NOT BE PAID FOR DIRECTLY BUT WILL BE PART OF ITEM AR150530, TRAFFIC MAINTENANCE.

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

THE CONTRACTOR IS REQUIRED TO NOTIFY THE AIRPORT DIRECTOR THROUGH THE RESIDENT ENGINEER, A MINIMUM OF 7 DAYS PRIOR TO THE START OF CONSTRUCTION. THIS WILL ALLOW THE AIRPORT DIRECTOR TO ISSUE ALL NECESSARY NOTAMS REGARDING THE CONSTRUCTION ACTIVITIES OCCURRING AROUND THE AIRFIELD. THE CONTRACTOR IS REQUIRED TO PROVIDE A MINIMUM OF 24 HOUR NOTICE TO THE AIRPORT DIRECTOR PRIOR TO CLOSING A RUNWAY.

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

THE AIRPORT DIRECTOR, OR HIS DESIGNATED REPRESENTATIVE, WILL ISSUE ALL NOTICES TO AIRMAN (NOTAM) RELATED TO OPENING AND CLOSING PAVEMENTS THROUGHOUT THE PROJECT.

CONTRACTOR RESPONSIBILITIES

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

THE CONTRACTOR SHALL KEEP TWO RUNWAYS OPEN AT ALL TIMES AND MAINTAIN CONTINUOUS ACCESS TO ALL HANGARS AND ADMINISTRATIVE AREAS.

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

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

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (121.80 MHz.) WITH AIRPORT GROUND CONTROL. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE ST. LOUIS DOWNTOWN AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

HAUL ROUTE AND STAGING AREA

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND STAGING AREA AS SHOWN ON THIS SHEET. THE PROPOSED STAGING AREA WILL BE SIZED TO ACCOMMODATE THE CONSTRUCTION EQUIPMENT. THE EXACT LOCATION OF THE STAGING AREA WILL BE COORDINATED WITH THE AIRPORT AT THE START OF CONSTRUCTION, AS OTHER CONTRACTORS WILL LIKELY BE WORKING IN THE AREA. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND STAGING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL RESTORE THE HAUL ROUTE AND STAGING AREA TO ITS PRE-CONSTRUCTION STATE. PRIOR TO USE, THE CONTRACTOR WILL BE REQUIRED TO INSPECT THE HAUL ROUTE AND STAGING AREA, AND INFORM THE RESIDENT ENGINEER AND DOCUMENT ANY EXISTING ISSUES OR DISTRESS. RESTORATION OF THE HAUL ROUTE AND STAGING AREA WILL BE CONSIDERED PART OF ITEM AR150540, HAUL ROUTE.

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

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 1-800-892-0123.

BENCHMARK DATA

NO.	DESCRIPTION	NORTHING	EASTING	ELEVATION
1	CONCRETE MONUMENT	694968.57	2298934.54	405.14
2	NGS MONUMENT - CPS A	691967.75	2302244.77	402.76
3	NGS MONUMENT - CPS CONT PT C 1973	695797.73	2297963.24	407.48
4	HPS 7 - 5/8" IRON PIN	696265.94	2298238.84	---
5	HPS 8 - 5/8" IRON PIN	695974.77	2298523.46	---

CRITICAL POINT DATA

CRITICAL POINT #1
 LATITUDE: 38° 34' 39.1084"
 LONGITUDE: 90° 09' 37.6018"
 ELEVATION: 406.79 M.S.L.

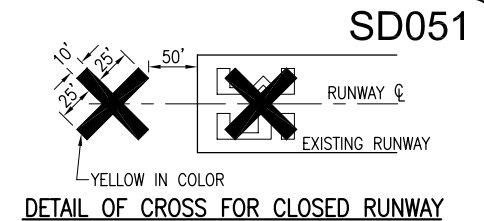
CRITICAL POINT #2
 LATITUDE: 38° 34' 43.9356"
 LONGITUDE: 90° 09' 38.3956"
 ELEVATION: 403.11 M.S.L.

CERTIFIED PAYROLLS

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

MATERIAL CERTIFICATION

COMPLETED WORK CANNOT BE PLACED ON A CONSTRUCTION REPORT UNTIL ALL MATERIAL CERTIFICATIONS FOR THAT PAY ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER.



NOTE:
 "NOT TO SCALE"
 COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE AIRPORT MANAGER. THE CROSSES WILL BE PLACED OVER THE NUMERALS AND SECURED IN A MANNER APPROVED BY THE MANAGER. THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

AIRPORT SECURITY NOTE

THE AIRPORT SPONSOR MAY PROVIDE ADDITIONAL GUIDANCE AND TRAINING FOR AIRPORT SECURITY MEASURES. AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE EXISTING GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY. ANY ACCESS GATES WILL BE CLOSED AT ALL TIMES WHEN NOT IN USE. IF CONTINUOUS HAULING IS REQUIRED, THEN THE GATE ACCESS WILL BE MONITORED TO PREVENT A BREACH FROM OUTSIDE, NON-CONSTRUCTION RELATED TRAFFIC.

AIRCRAFT OPERATION LINE

THE AIRCRAFT OPERATION LINE PARALLELS THE RUNWAY AT A DISTANCE OF 200' FROM THE RUNWAY'S CENTERLINE. THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE FLAGGED LATH EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE LATH LINE FOR RUNWAYS.

150-ENGINEER'S FIELD OFFICE

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE FURNISHED, MAINTAINED, AND REMOVED IN ACCORDANCE WITH ITEM AR150510 "ENGINEER'S FIELD OFFICE" AS STATED ON PAGE 168 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JULY 1, 2004.

THE LOCATION OF THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.

THE ENGINEERING FIRM WILL MAKE PAYMENT FOR ALL LONG DISTANCE TELEPHONE CALLS IN EXCESS OF ONE HUNDRED DOLLARS (\$100.00) PER MONTH.

THE CONTRACTOR WILL FURNISH A CELL PHONE TO THE RESIDENT ENGINEER FOR HIS EXCLUSIVE USE FOR THE DURATION OF THIS PROJECT. THE RESIDENT ENGINEER WILL USE THIS PHONE FOR PROJECT BUSINESS ONLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CHARGES ASSOCIATED WITH THIS CELL PHONE.

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE PAID FOR UNDER ITEM AR150510, ENGINEER'S FIELD OFFICE, PER L.S..

EROSION CONTROL

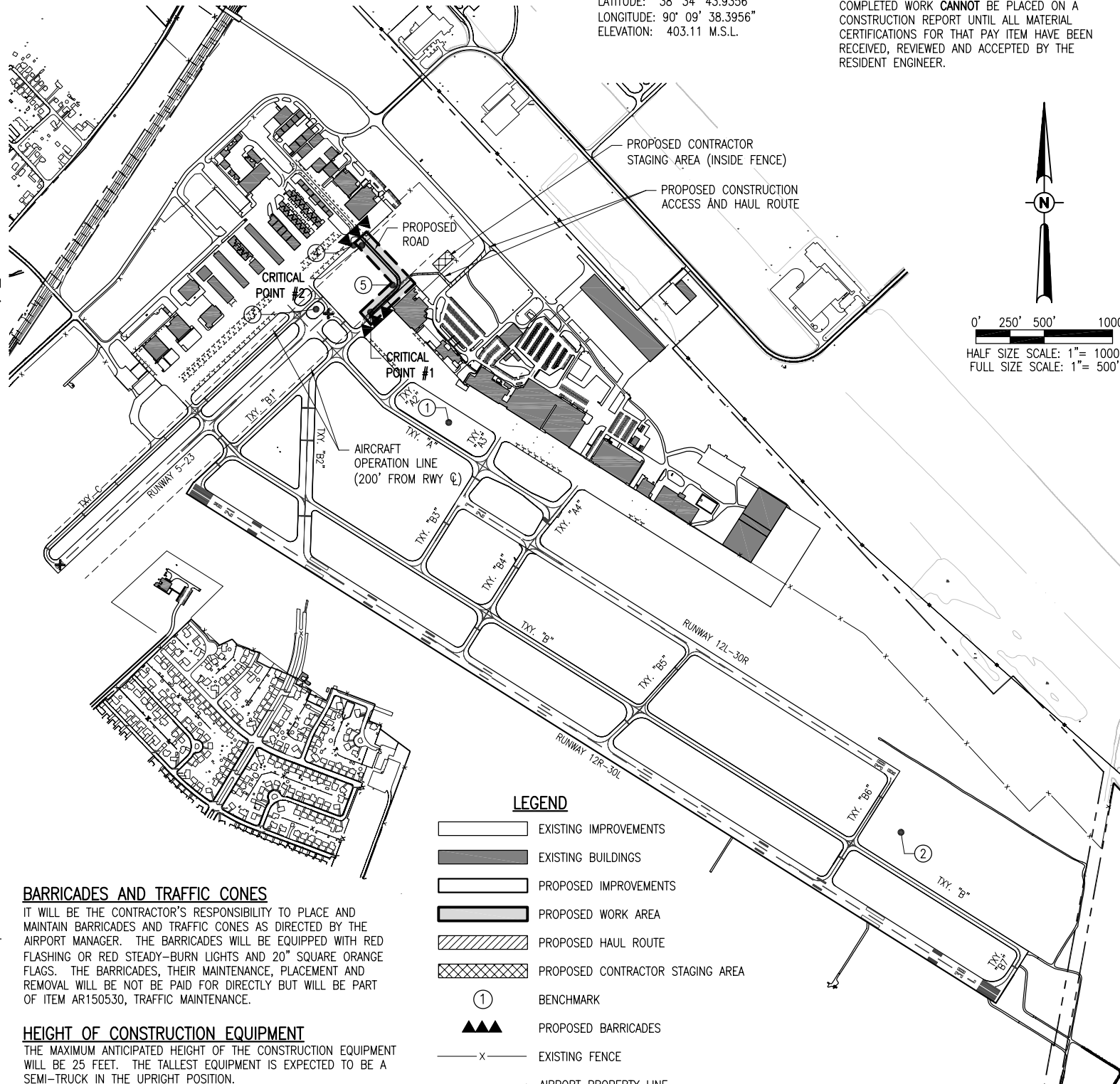
THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND, THEREFORE NO N.P.D.E.S. PERMIT WILL BE REQUIRED.

UTILITY NOTE

THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL UNDERGROUND NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UNDERGROUND IMPROVEMENTS WILL BE LOCATED AT THE CONTRACTOR'S OWN EXPENSE PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

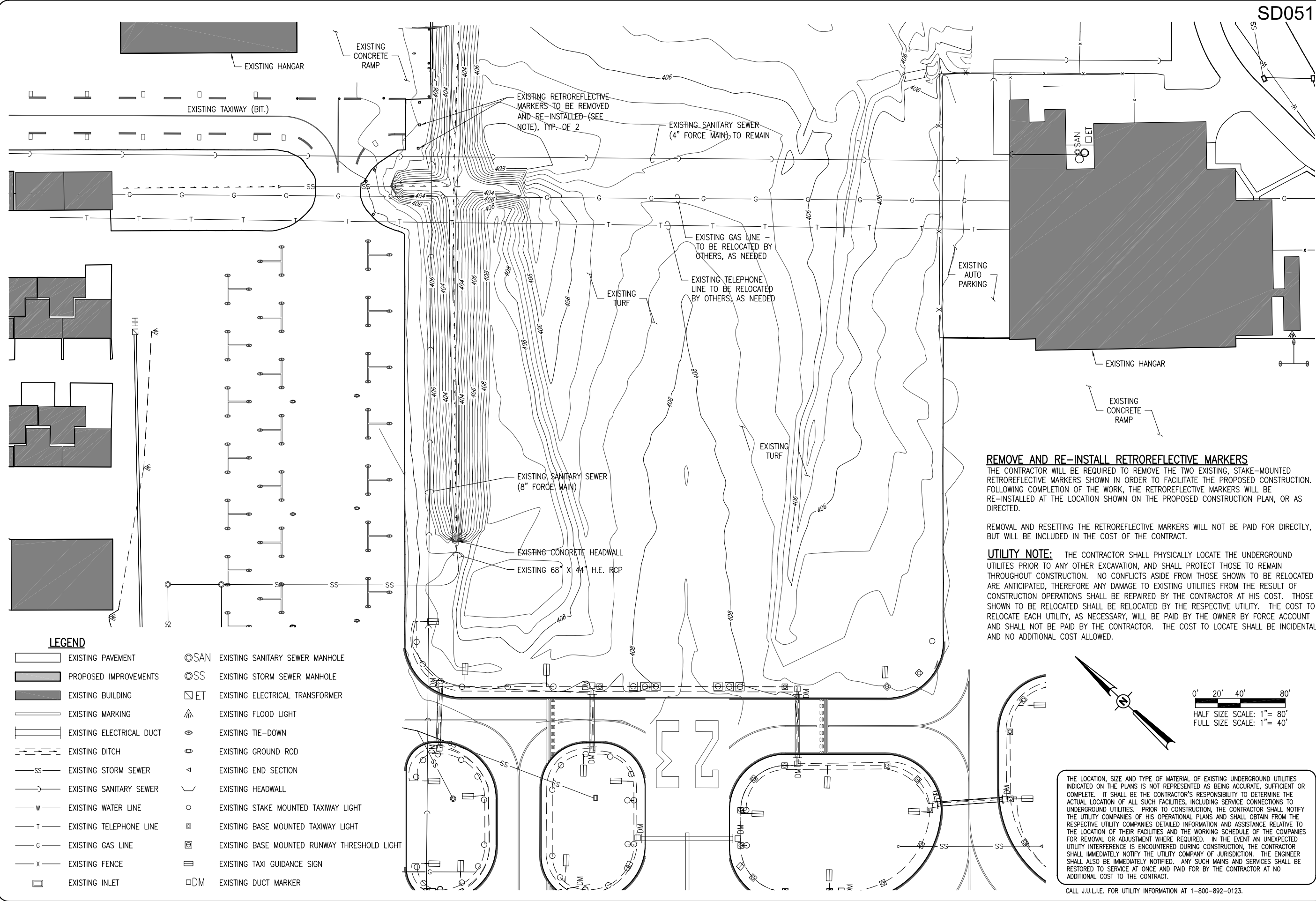
J.U.L.I.E. INFORMATION

COUNTY _____ ST. CLAIR
 CITY _____ CAHOKIA
 TOWNSHIP _____ CENTERVILLE
 SECTION NO. _____ T.1N. - R.10W.
 ADDRESS _____ ST. LOUIS DOWNTOWN AIRPORT
 1680 SAUGET INDUSTRIAL PARKWAY
 SAUGET, ILLINOIS 62206



JUN 02, 2009 10:58 AM HARR01115
 I:\AIRPORTS\ST. LOUIS DOWNTOWN\08A0186D\CADD\AIRPORT SHEET\R-003SFY.DWG - Layout

BY	
REVISION	
DATE	
SAINT LOUIS DOWNTOWN AIRPORT A Division of METRO	
I.L. PROJ.: 3-17-0039-B04 I.L. PROJ.: GPS-3918	
Hanson Project No.	08A0186D_0800
Filename	R-003SFY.DWG
Scale	N/A
Date	05/29/09
LAYOUT	RAW 01/12/09
DRAWN	MLH 04/17/09
REVIEWED	RAW 04/24/09
CONSTRUCT RAMP ACCESS ROAD	PROPOSED SAFETY PLAN
3 3 of 12 sheets	



SD051

DATE	REVISION	BY

SAINT LOUIS DOWNTOWN AIRPORT
 A Division of METRO
 I.L. PROJ.: CPS-3918
 A.I.P. PROJ.: 3-17-0039-B24

Hanson Project No. 08A01860_0800	Filename: R-111SIT.DWG	Date: 05/29/09
Scale: 1" = 40'	LAYOUT	RAW
	DRAWN	MLH
	REVIEWED	RAW
		01/12/09
		04/20/09
		04/24/09

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 St. Louis, MO 63045-1308
 Offices Nationwide

CONSTRUCT RAMP ACCESS ROAD

EXISTING SITE PLAN

4

4 of 12 sheets

LEGEND

- EXISTING PAVEMENT
- PROPOSED IMPROVEMENTS
- EXISTING BUILDING
- EXISTING MARKING
- EXISTING ELECTRICAL DUCT
- EXISTING DITCH
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATER LINE
- EXISTING TELEPHONE LINE
- EXISTING GAS LINE
- EXISTING FENCE
- EXISTING INLET
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM SEWER MANHOLE
- EXISTING ELECTRICAL TRANSFORMER
- EXISTING FLOOD LIGHT
- EXISTING TIE-DOWN
- EXISTING GROUND ROD
- EXISTING END SECTION
- EXISTING HEADWALL
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED RUNWAY THRESHOLD LIGHT
- EXISTING TAXI GUIDANCE SIGN
- EXISTING DUCT MARKER

REMOVE AND RE-INSTALL RETROREFLECTIVE MARKERS

THE CONTRACTOR WILL BE REQUIRED TO REMOVE THE TWO EXISTING, STAKE-MOUNTED RETROREFLECTIVE MARKERS SHOWN IN ORDER TO FACILITATE THE PROPOSED CONSTRUCTION. FOLLOWING COMPLETION OF THE WORK, THE RETROREFLECTIVE MARKERS WILL BE RE-INSTALLED AT THE LOCATION SHOWN ON THE PROPOSED CONSTRUCTION PLAN, OR AS DIRECTED.

REMOVAL AND RESETTING THE RETROREFLECTIVE MARKERS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE COST OF THE CONTRACT.

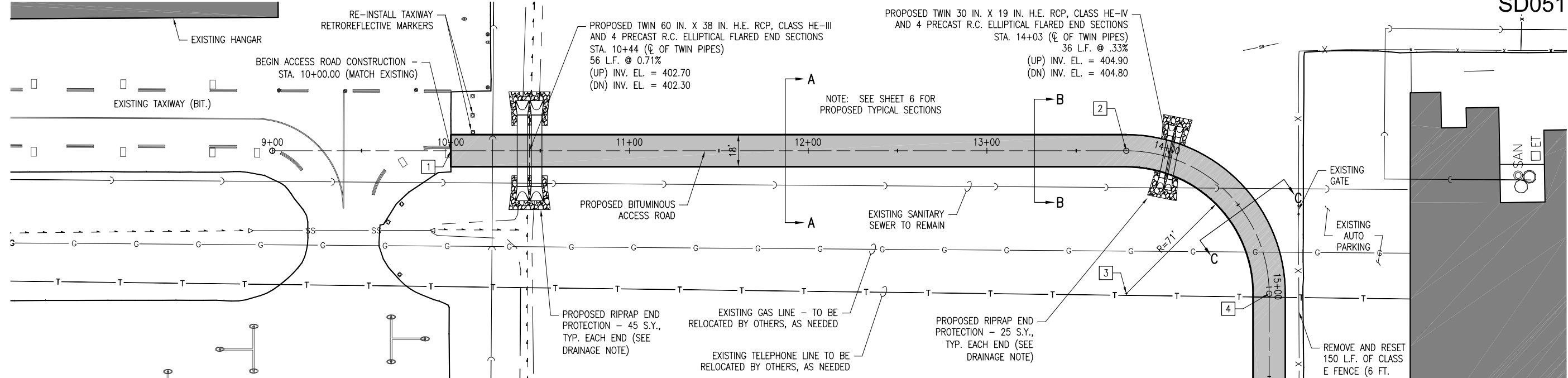
UTILITY NOTE:

THE CONTRACTOR SHALL PHYSICALLY LOCATE THE UNDERGROUND UTILITIES PRIOR TO ANY OTHER EXCAVATION, AND SHALL PROTECT THOSE TO REMAIN THROUGHOUT CONSTRUCTION. NO CONFLICTS ASIDE FROM THOSE SHOWN TO BE RELOCATED ARE ANTICIPATED, THEREFORE ANY DAMAGE TO EXISTING UTILITIES FROM THE RESULT OF CONSTRUCTION OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS COST. THOSE SHOWN TO BE RELOCATED SHALL BE RELOCATED BY THE RESPECTIVE UTILITY. THE COST TO RELOCATE EACH UTILITY, AS NECESSARY, WILL BE PAID BY THE OWNER BY FORCE ACCOUNT AND SHALL NOT BE PAID BY THE CONTRACTOR. THE COST TO LOCATE SHALL BE INCIDENTAL AND NO ADDITIONAL COST ALLOWED.



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

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 1-800-892-0123.



AR401610 BITUMINOUS SURFACE COURSE

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING BITUMINOUS SURFACE COURSE (METHOD 1, SUPERPAVE), 1-1/2 INCH DEPTH, ON THE CONSTRUCTED BITUMINOUS BASE COURSE IN ACCORDANCE WITH CHECK SHEET NO. 21 OF THE STANDARD SPECIFICATIONS AS REVISED BY THE INTERIM REVISIONS TO THE SUPPLEMENTAL AND RECURRING SPECIAL PROVISIONS ADOPTED MAY 11, 2007. THE PROPOSED BITUMINOUS SURFACE COURSE WILL BE DESIGNED ACCORDING TO SUPERPAVE DESIGN CRITERIA FOR AUTOMOBILES (ENTRANCE ROADS AND PARKING LOTS).

THE BITUMINOUS SURFACE COURSE WILL BE PAID FOR UNDER ITEM AR401610 BITUMINOUS SURFACE COURSE, PER TON.

AR201610 BITUMINOUS BASE COURSE

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING BITUMINOUS BASE COURSE (METHOD 1, SUPERPAVE), 2-1/2 INCH DEPTH, ON THE PREPARED AGGREGATE BASE COURSE IN ACCORDANCE WITH CHECK SHEET NO. 13 OF THE STANDARD SPECIFICATIONS AS REVISED BY THE INTERIM REVISIONS TO THE SUPPLEMENTAL AND RECURRING SPECIAL PROVISIONS ADOPTED MAY 11, 2007. THE PROPOSED BITUMINOUS BASE COURSE WILL BE DESIGNED ACCORDING TO SUPERPAVE DESIGN CRITERIA FOR AUTOMOBILES (ENTRANCE ROADS AND PARKING LOTS).

THE BITUMINOUS BASE COURSE WILL BE PAID FOR UNDER ITEM AR201610 BITUMINOUS BASE COURSE, PER TON.

AR209 - CRUSHED AGGREGATE BASE COURSE

THE CRUSHED AGGREGATE BASE COURSE MATERIAL (CA-6) WILL BE USED TO CONSTRUCT A BASE COURSE FOR THE PROPOSED BITUMINOUS SURFACE COURSE (401). THE CRUSHED AGGREGATE BASE COURSE MATERIAL WILL BE 8" IN TOTAL DEPTH, PLACED IN LIFTS NOT EXCEEDING 6 INCHES IN LOOSE DEPTH AND COMPACTED TO NOT LESS THAN 95 PERCENT DENSITY.

THE PROPOSED AGGREGATE FOR THE BASE COURSE MATERIAL SHALL MEET THE REQUIREMENTS OF GRADATION "B" IN TABLE 1 OF THE SUPPLEMENTAL SPECIFICATIONS.

PROVISIONS SHALL BE MADE BY THE CONTRACTOR FOR FURNISHING WATER AT THE PLANT AND AT THE SITE OF THE WORK BY EQUIPMENT OF AMPLE CAPACITY AND OF SUCH DESIGN AS TO ASSURE UNIFORM MIXING AND APPLICATION.

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER A PROCTOR CURVE SHOWING OPTIMUM DENSITY AND MOISTURE FOR THE SUPPLIED BASE COURSE MATERIAL.

DRAINAGE NOTES

THE PROPOSED PRECAST REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM 701 AND AASHTO M207. THE PRECAST REINFORCED CONCRETE END SECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM 752, IDOT HIGHWAY STANDARD DRAWING 542306-02, AND AASHTO M207.

THE PROPOSED RIPRAP END PROTECTION SHALL BE PLACED ON AN APPROVED FILTER CLOTH AT A MINIMUM DEPTH OF 24 INCHES. THE COST OF THE RIPRAP AND FILTER CLOTH, INCLUDING PLACEMENT, WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE COST OF THE RESPECTIVE PIPE END SECTIONS.

THE PROPOSED PRECAST REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPES WILL BE PAID FOR UNDER ITEM AR701713 RCEP SPAN 30 RISE 19, PER L.F. AND ITEM AR701728 RCEP SPAN 60 RISE 38, PER L.F. FOR THE RESPECTIVE SIZE. THE PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTIONS WILL BE PAID FOR UNDER ITEM AR752724 P R CONC. FES EQ. PIPE SIZE 24", PER EA. AND ITEM AR752748 P R CONC. FES EQ. PIPE SIZE 48", PER EACH.

REMOVE AND RESET FENCE

THE CONTRACTOR WILL BE REQUIRED TO REMOVE A PORTION OF THE EXISTING FENCE (6 FT. HIGH WITH 3-STRAND BARBED WIRE) TO FACILITATE EARTHWORK OPERATIONS. FOLLOWING COMPLETION OF GRADING WORK, THE CONTRACTOR WILL BE REQUIRED TO RESET THE FENCE IN ACCORDANCE WITH THE DETAILS ON SHEET 6 AND THE SPECIAL PROVISIONS.

PRIOR TO REMOVAL OF THE FENCE, 6' HIGH, CLASS E, TEMPORARY CONSTRUCTION FENCE WILL BE INSTALLED AT THE PERIMETER OF THE EXISTING PARKING LOT. THE TEMPORARY FENCE WILL REMAIN IN-PLACE UNTIL THE PERMANENT FENCE IS RESET.

REMOVAL AND RESETTING THE FENCE, INCLUDING ALL MATERIALS AND LABOR REQUIRED TO COMPLETE THE WORK, WILL BE PAID FOR UNDER ITEM AR162960, RELOCATE CLASS E FENCE, PER LINEAR FOOT. THE TEMPORARY CONSTRUCTION FENCE WILL BE PAID FOR UNDER ITEM AR163000, TEMPORARY CONSTRUCTION FENCE, PER LINEAR FOOT.

SEEDING DATA

THE GRADING LIMITS ARE SHOWN ON THE PLAN AND PROFILE PLAN SHEETS BY A HEAVY DASHED LINE (-----). ALL AREAS WITHIN THESE LIMITS, EXCEPT THE PROPOSED PAVEMENT, SHALL BE LIMED, FERTILIZED AND SEEDED IN ACCORDANCE WITH THE FOLLOWING FORMULA AND RATES OF APPLICATION.

SEED SHALL BE MIX NO 1B OF IDOT AERONAUTICS SUPPLEMENTAL SPECIFICATION FOR ITEM 901 SEEDING WHICH CONTAINS:

KENTUCKY BLUEGRASS	50 LBS/ACRE
PERENNIAL RYEGRASS	20 LBS/ACRE
TALL FESCUE	15 LBS/ACRE
WHEAT OR CEREAL RYE	20 LBS/ACRE
SMOOTH BROME	15 LBS/ACRE

AGRICULTURE LIME SHALL BE APPLIED AT 2 TON PER ACRE.

FERTILIZER SHALL BE REQUIRED CONTAINING 18% TOTAL NITROGEN, 24% AVAILABLE PHOSPHORIC ACID, AND 6% WATER-SOLUBLE POTASH. APPLIED AT A RATE OF 420 LBS/ACRE AND INCORPORATED TO A MINIMUM DEPTH OF 3 INCHES.

MULCHING DATA

ALL EARTHEN AREAS WITHIN THE GRADING LIMITS WILL BE HYDROMULCHED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND SUPPLEMENTAL SPECIAL PROVISIONS.

EARTHWORK NOTES

THE EARTH SUBGRADE WILL BE FIRST ROUGH CUT TO THE SPECIFIED ELEVATIONS. THE ELEVATION SHOWN ON THE STAKING PLAN ARE FOR FINISHED PAVEMENT. SUBGRADE ELEVATIONS WILL BE THE GRADE SHOWN MINUS THE PAVEMENT THICKNESS (INCLUDING BASE).

MATERIAL TO BE USED FOR SHOULDERING WILL BE STORED OUTSIDE OF THE PROPOSED PAVEMENT AREA AND WITHIN THE GRADING LIMITS. THE MATERIAL TO BE USED FOR SHOULDERING WILL BE TOPSOIL OBTAINED FROM THE ON-SITE "UNCLASSIFIED EXCAVATION".

ALL EARTHWORK WILL BE CLASSIFIED AS: AR152410 "UNCLASSIFIED EXCAVATION" PER C.Y.

ALL DISTURBED AREAS WILL BE SEEDED AND MULCHED.

NO.	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1	10+00	0'	696325.7657	2298290.4332	BEGIN CONSTRUCTION
2	13+78.04	0'	696049.4142	2298548.3894	ALIGNMENT P.C.
3	13+78.04	80' RT.	695994.8255	2298489.9079	RADIUS POINT
4	15+03.70	0'	695936.3441	2298544.4966	ALIGNMENT P.T.
5	17+21.53	0'	695787.7079	2298385.2608	ALIGNMENT P.C.
6	17+21.53	60' LT.	695743.8468	2298426.2023	RADIUS POINT
7	17+71.82	0'	695742.7460	2298366.2124	END CONSTRUCTION
8	18+15.78	0'	695702.9053	2298382.3412	ALIGNMENT P.T.
9	18+50.00	0'	695677.8864	2298405.6948	END ALIGNMENT

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

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 1-800-892-0123.

LEGEND

- [Symbol] EXISTING PAVEMENT
- [Symbol] PROPOSED IMPROVEMENTS
- [Symbol] EXISTING BUILDING
- [Symbol] EXISTING MARKING
- [Symbol] EXISTING ELECTRICAL DUCT
- [Symbol] EXISTING DITCH
- [Symbol] EXISTING STORM SEWER
- [Symbol] EXISTING SANITARY SEWER
- [Symbol] EXISTING WATER LINE
- [Symbol] EXISTING TELEPHONE LINE
- [Symbol] EXISTING GAS LINE
- [Symbol] EXISTING FENCE
- [Symbol] EXISTING INLET
- [Symbol] EXISTING SANITARY SEWER MANHOLE
- [Symbol] EXISTING STORM SEWER MANHOLE
- [Symbol] EXISTING ELECTRICAL TRANSFORMER
- [Symbol] EXISTING FLOOD LIGHT
- [Symbol] EXISTING TIE-DOWN
- [Symbol] EXISTING GROUND ROD
- [Symbol] EXISTING END SECTION
- [Symbol] EXISTING HEADWALL
- [Symbol] EXISTING STAKE MOUNTED TAXIWAY LIGHT
- [Symbol] EXISTING BASE MOUNTED TAXIWAY LIGHT
- [Symbol] EXISTING BASE MOUNTED RUNWAY THRESHOLD LIGHT
- [Symbol] EXISTING TAXI GUIDANCE SIGN
- [Symbol] EXISTING DUCT MARKER

DATE	REVISION	BY

SAINT LOUIS DOWNTOWN AIRPORT
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A.I.P. PROJ.: 3-17-0039-B24
IL PROJ.: OPS-3918

Project No. 08A0186D_0800	01/12/09
File Name: R-121CON.DWG	04/17/09
Scale: 1" = 30'	04/24/09
Date: 05/29/09	
LAYOUT	RAW
DRAWN	MLH
REVIEWED	RAW

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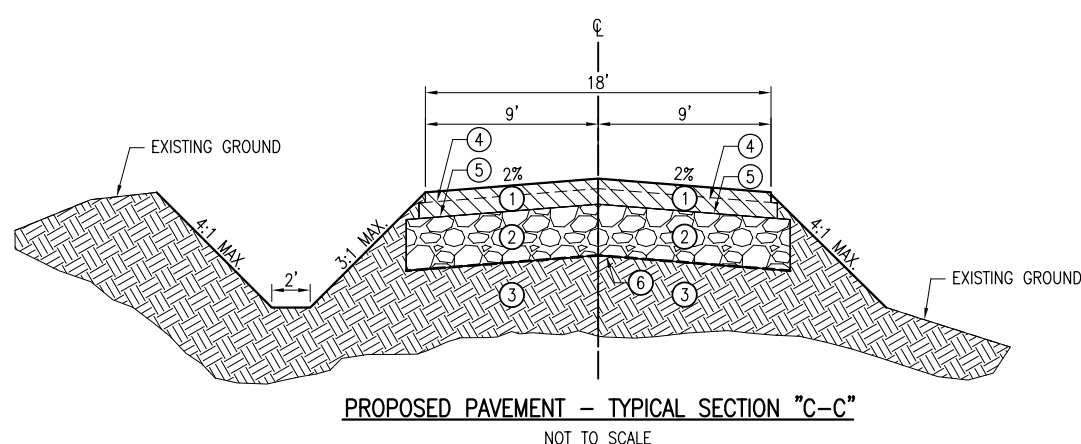
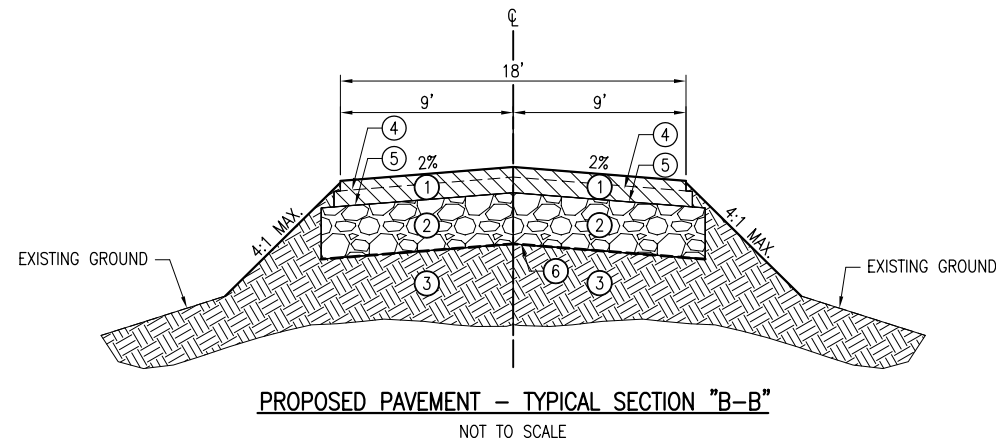
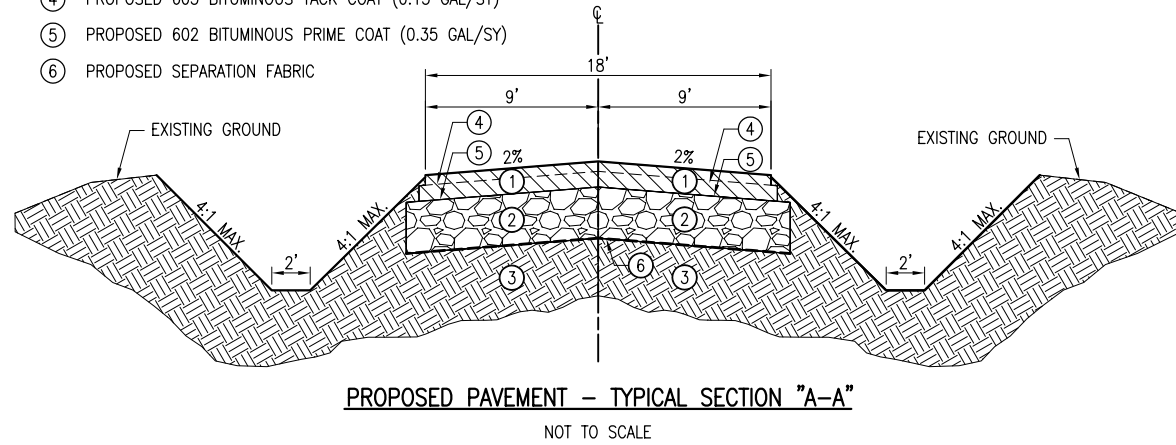
CONSTRUCT RAMP ACCESS ROAD

PROPOSED CONSTRUCTION PLAN

JUN 04, 2009 9:52 AM HARRI01115
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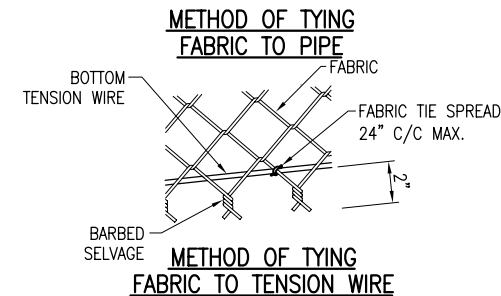
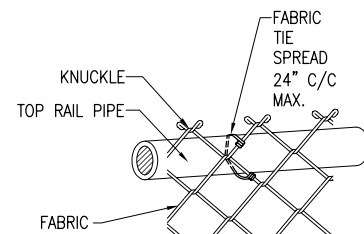
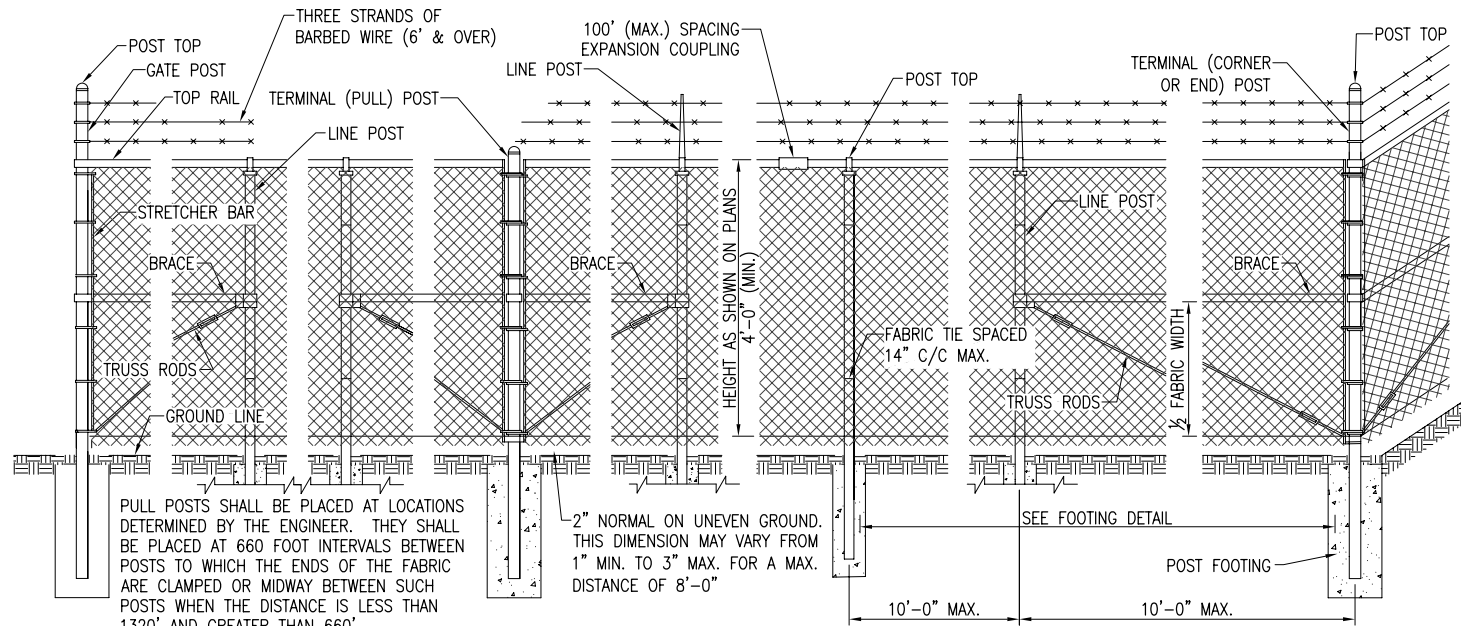
LEGEND FOR TYPICAL SECTIONS

- ① PROPOSED 401 BITUMINOUS SURFACE COURSE - 1-1/2" ON PROPOSED 201 BITUMINOUS BASE COURSE - 2-1/2"
- ② PROPOSED 209 CRUSHED AGGREGATE BASE COURSE - 8"
- ③ EARTH EMBANKMENT
- ④ PROPOSED 603 BITUMINOUS TACK COAT (0.15 GAL/SY)
- ⑤ PROPOSED 602 BITUMINOUS PRIME COAT (0.35 GAL/SY)
- ⑥ PROPOSED SEPARATION FABRIC

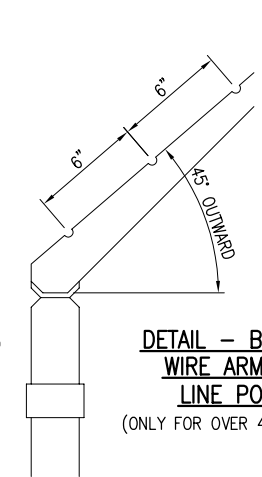


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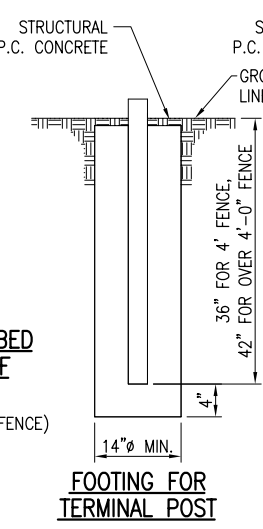
CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 500 FT IN URBAN AREAS AND 1,000 FT IN RURAL AREAS. THERE SHALL BE A GROUND WITHIN 100 FT OF GATES IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE. FENCE UNDER A POWER LINE SHALL BE GROUNDED BY THREE GROUNDS; ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 FT TO 50 FT AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSING. THE COUNTERPOISE GROUND SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD. THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC AND TENSION WIRE WITH UL LISTED GROUNDING CONNECTORS OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS. GROUNDING CONNECTORS SHALL BE SIZED AND SUITABLE FOR THE RESPECTIVE APPLICATION. CONNECTIONS TO GROUND RODS SHALL BE WITH UL LISTED GROUNDING CONNECTORS SUITABLE FOR DIRECT BURIAL IN EARTH OR EXOTHERMIC WELD TYPE CONNECTORS, CADWELD BY ERICO PRODUCTS, INC., SOLON, OHIO, (PHONE 1-800-248-9353), THERMOWELD BY CONTINENTAL INDUSTRIES, INC., TULSA, OKLAHOMA (PHONE 918-663-1440) OR ULTRAWELD BY HARGER, GRAYSLAKE, ILLINOIS (PHONE 1-800-842-7437). EXOTHERMIC WELD CONNECTIONS SHALL BE INSTALLED IN CONFORMANCE WITH THE RESPECTIVE MANUFACTURER'S DIRECTIONS USING MOLDS SUITABLE FOR EACH RESPECTIVE APPLICATION. GROUND RODS SHALL BE 5/8-IN. DIAMETER BY 8 FT LONG (MINIMUM), UL-LISTED, COPPER-CLAD. THE GROUND WIRE USED TO BOND THE FENCE FABRIC AND TENSION WIRE TO THE GROUND ROD SHALL BE #6 AWG BARE SOLID COPPER CONDUCTOR.



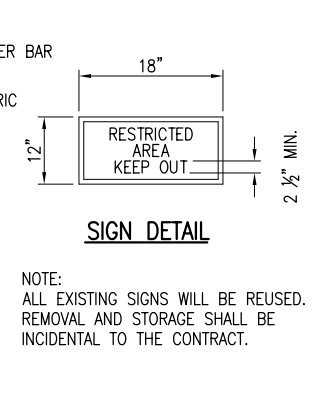
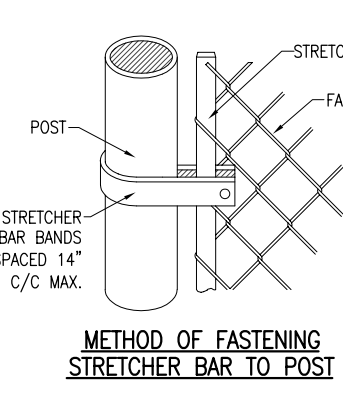
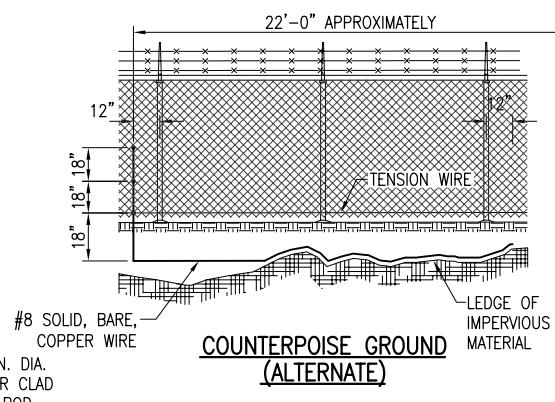
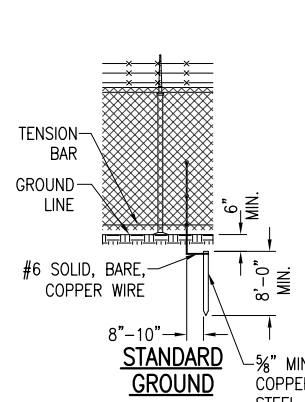
PULL POST ARRANGEMENT



LINE POST ARRANGEMENT



CORNER OR END POST ARRANGEMENT



BITUMINOUS TACK COAT

PRIOR TO THE PLACEMENT OF THE PROPOSED 401 BITUMINOUS SURFACE COURSE, THE AREAS TO BE PAVED WILL BE SPRAYED WITH AN APPLICATION OF A BITUMINOUS TACK COAT. AN APPLICATION RATE OF 0.15 GALLONS PER SQUARE YARD WAS USED FOR CALCULATING THE QUANTITY OF TACK COAT FOR THIS APPLICATION. THE EXACT AMOUNT OF BITUMINOUS TACK COAT TO BE USED SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

IN ADDITION, THE VERTICAL FACES OF THE EXISTING PAVEMENT TO BE PAVED AGAINST SHALL BE CLEANED AND SPRAYED WITH AN APPLICATION OF BITUMINOUS TACK COAT PRIOR TO PAVING.

BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM AR603510, BITUMINOUS TACK COAT, PER GAL.

BITUMINOUS PRIME COAT

PRIOR TO THE PLACEMENT OF THE PROPOSED 201 BITUMINOUS BASE COURSE, THE PROPOSED 209 CRUSHED AGGREGATE BASE COURSE WILL BE SPRAYED WITH AN APPLICATION OF A BITUMINOUS PRIME COAT. AN APPLICATION RATE OF 0.35 GALLONS PER SQUARE YARD WAS USED FOR CALCULATING THE QUANTITY OF PRIME COAT FOR THIS APPLICATION. THE EXACT AMOUNT OF BITUMINOUS PRIME COAT TO BE USED SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION.

BITUMINOUS PRIME COAT WILL BE PAID FOR UNDER ITEM AR602510, BITUMINOUS PRIME COAT, PER GAL.

BY	
REVISION	
DATE	

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IL PROJ.: 05-3918
A.I.P. PROJ.: 3-17-0039-B24

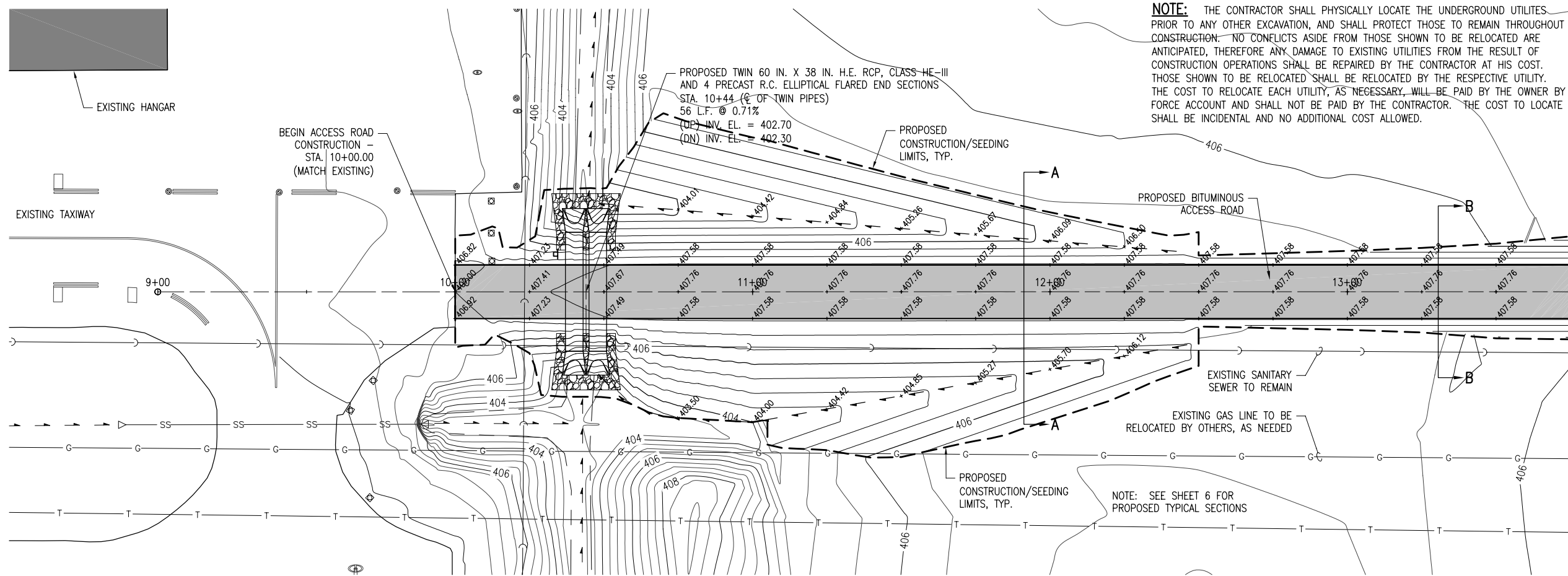
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DRAWN	MLH	04/24/09	
REVIEWED	RAW	04/24/09	

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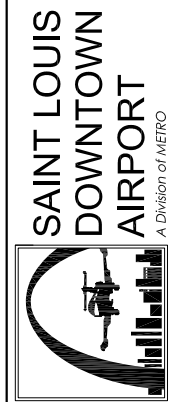
PROPOSED TYPICAL SECTIONS AND FENCING DETAILS



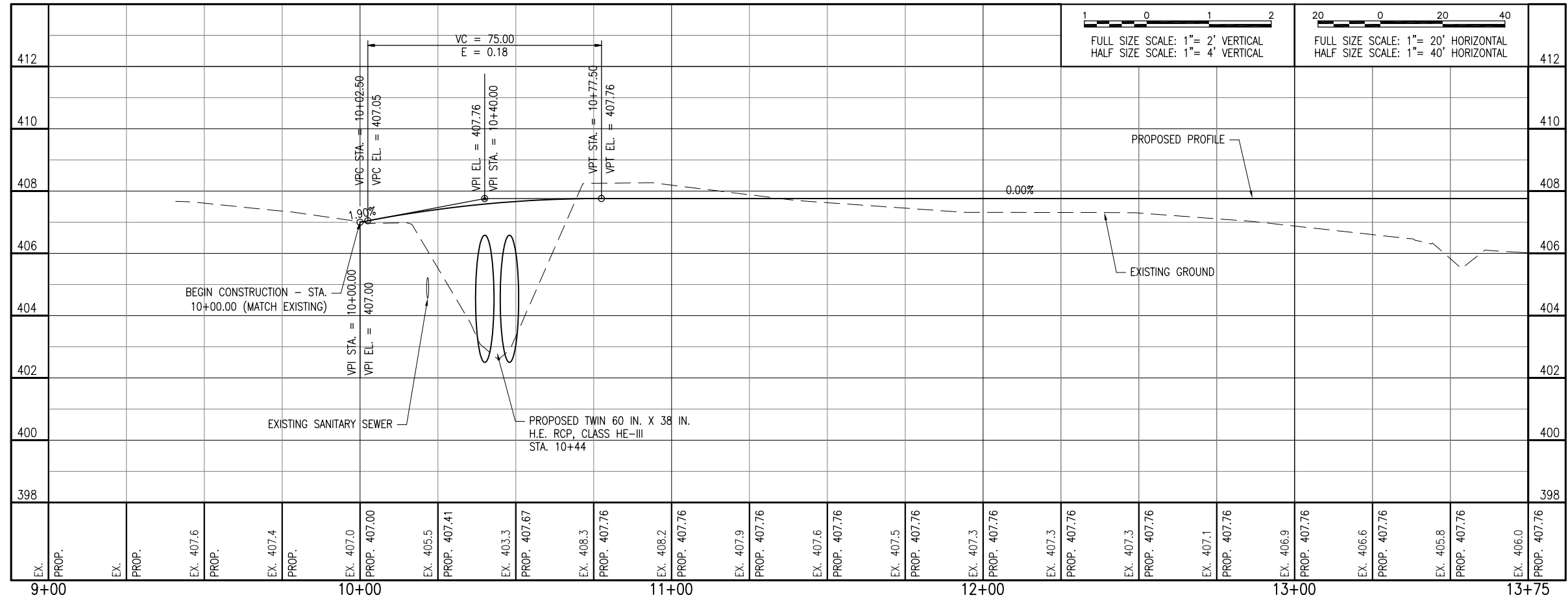
NOTE: THE CONTRACTOR SHALL PHYSICALLY LOCATE THE UNDERGROUND UTILITIES PRIOR TO ANY OTHER EXCAVATION, AND SHALL PROTECT THOSE TO REMAIN THROUGHOUT CONSTRUCTION. NO CONFLICTS ASIDE FROM THOSE SHOWN TO BE RELOCATED ARE ANTICIPATED, THEREFORE ANY DAMAGE TO EXISTING UTILITIES FROM THE RESULT OF CONSTRUCTION OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS COST. THOSE SHOWN TO BE RELOCATED SHALL BE RELOCATED BY THE RESPECTIVE UTILITY. THE COST TO RELOCATE EACH UTILITY, AS NECESSARY, WILL BE PAID BY THE OWNER BY FORCE ACCOUNT AND SHALL NOT BE PAID BY THE CONTRACTOR. THE COST TO LOCATE SHALL BE INCIDENTAL AND NO ADDITIONAL COST ALLOWED.

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BY	
REVISION	
DATE	

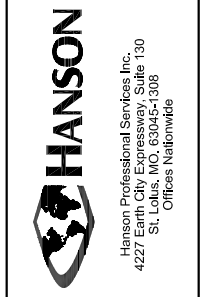


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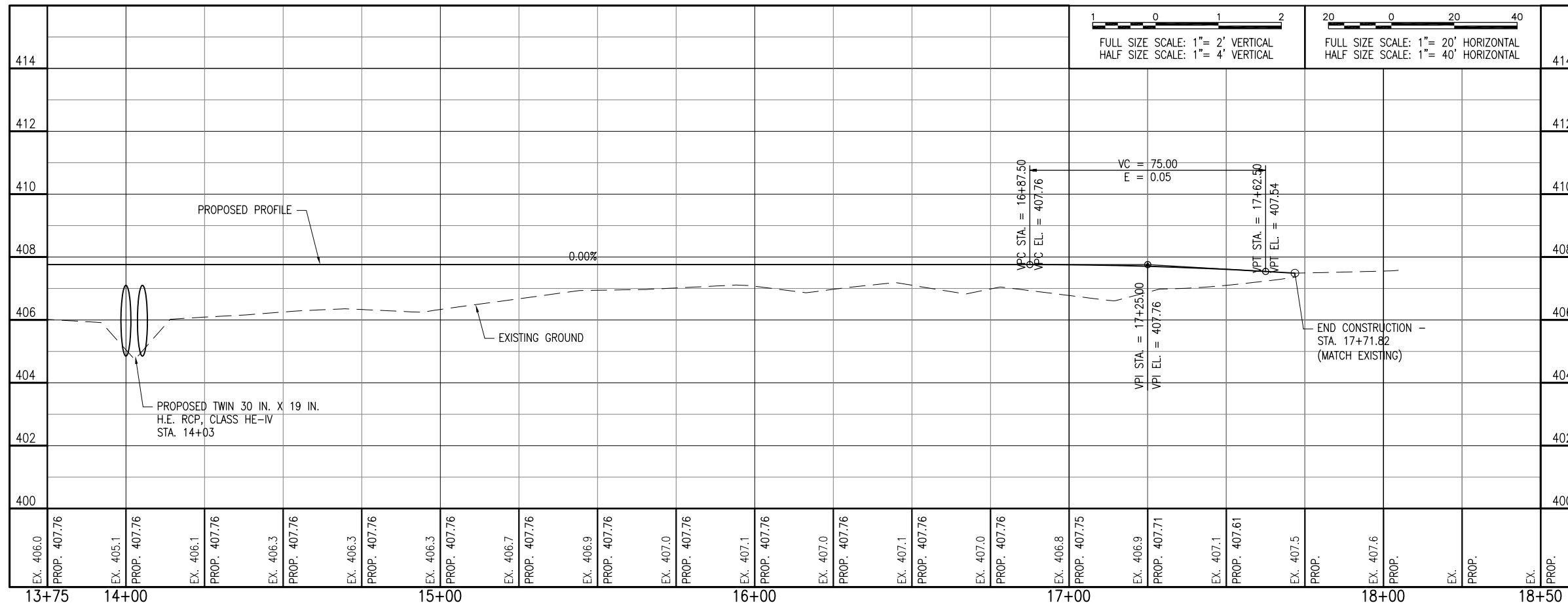
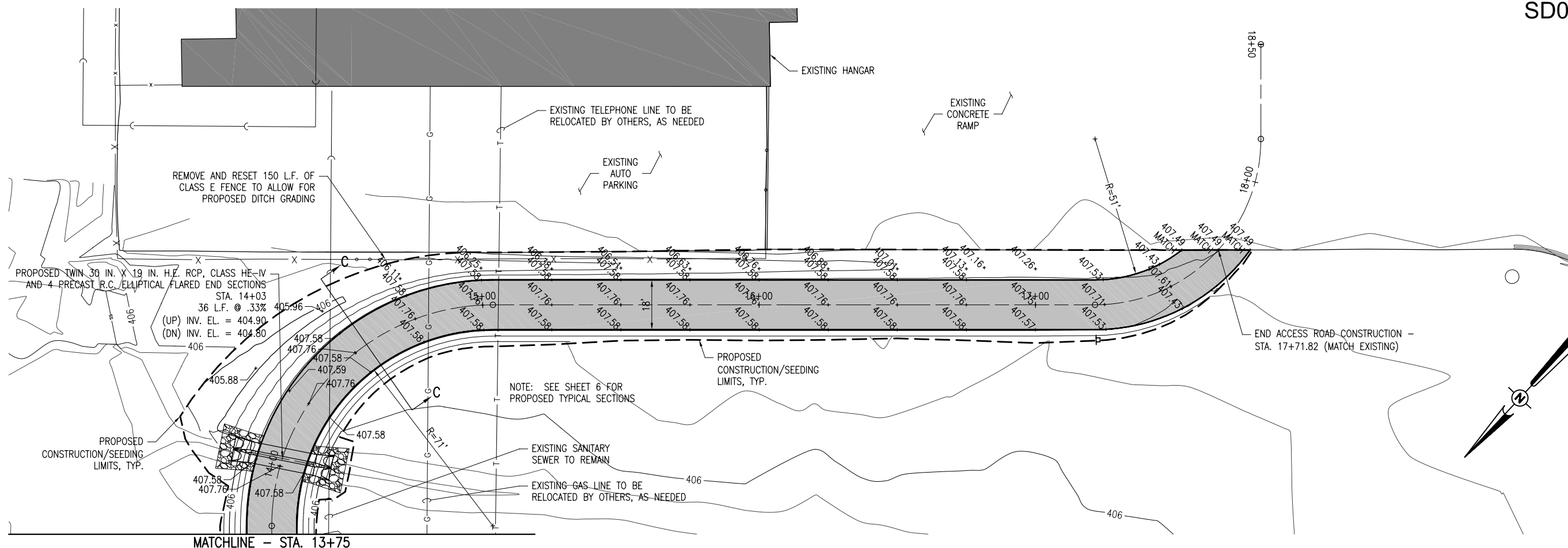


1" = 2' VERTICAL
 1" = 4' VERTICAL
 1" = 20' HORIZONTAL
 1" = 40' HORIZONTAL

Hanson Project No.	08A0186D_0800
Filename	R-701PNP.DWG
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Date	05/29/09
LAYOUT	DAK 04/17/09
DRAWN	MLH 04/20/09
REVIEWED	RAW 04/24/09



CONSTRUCT RAMP ACCESS ROAD
 PROPOSED
 PLAN AND PROFILE -
 STA. 9+00 TO STA. 13+75



DATE	REVISION	BY

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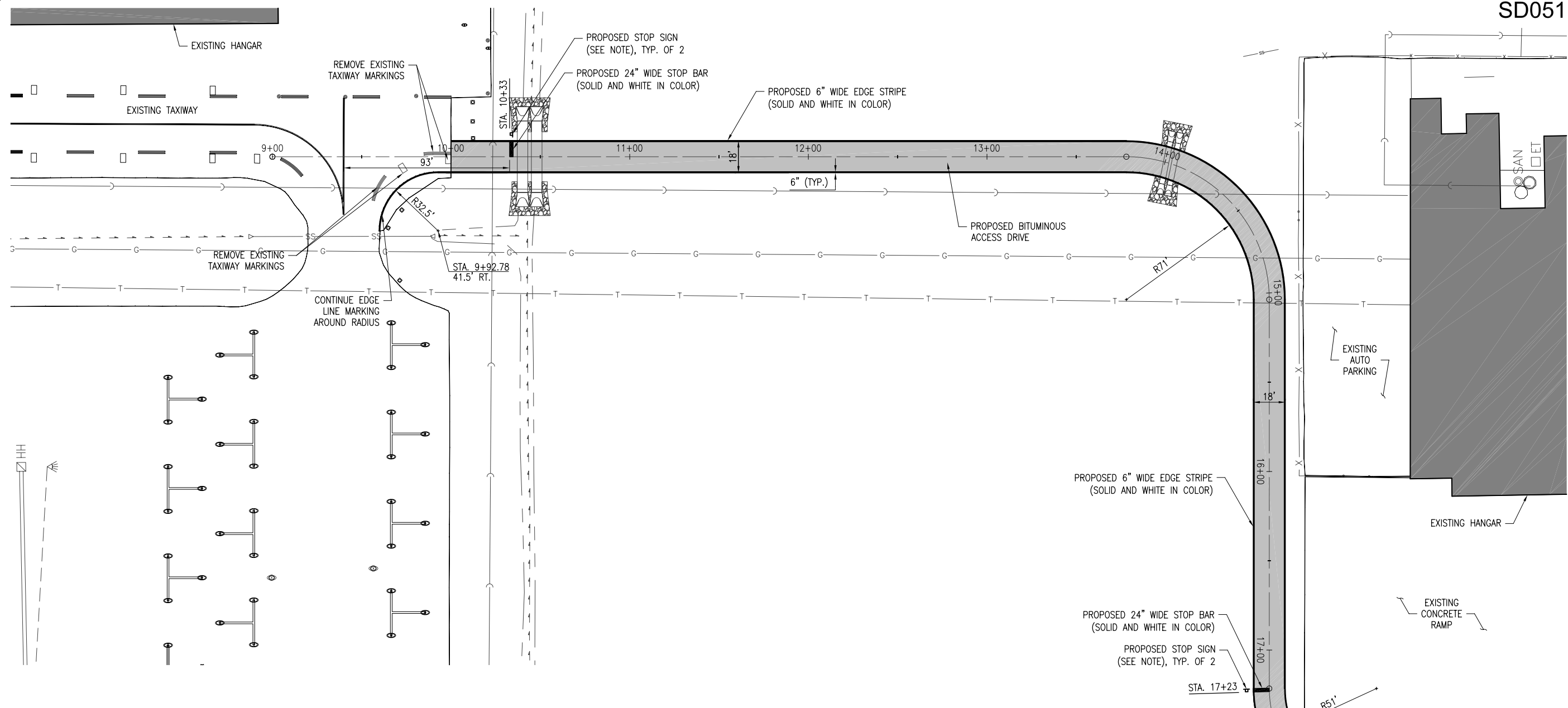


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IL PROJ.: OPS-3918

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LAYOUT	DAK	04/17/09	
DRAWN	MLH	04/20/09	
REVIEWED	RAW	04/24/09	



CONSTRUCT RAMP ACCESS ROAD
PROPOSED
PLAN AND PROFILE -
STA. 13+75 TO STA. 18+50



MARKING NOTES

THE PROPOSED ROADWAY MARKING SHALL BE SOLID AND WHITE IN COLOR. THE PROPOSED EDGE LINES SHALL BE 6 INCHES WIDE AND CONTINUOUS AS SHOWN. THE PROPOSED STOP BARS SHALL BE 24 INCHES WIDE AND 9' IN LENGTH.

ALL PROPOSED MARKING WILL BE PAINTED WITH TWO APPLICATIONS. ALL PROPOSED MARKING WILL BE APPLIED WITH A REFLECTIVE MEDIA ON THE SECOND APPLICATION.

CUT-OFF SHEETS WILL BE REQUIRED TO ENSURE STRAIGHT EDGES.

THE PROPOSED MARKING WILL BE PAID FOR UNDER ITEM AR620520, PAVEMENT MARKING - WATERBORNE, PER SQUARE FOOT.

MARKING REMOVAL NOTES

THE EXISTING MARKINGS SHOWN TO BE REMOVED ARE ANTICIPATED TO BE OBLITERATED OR SEVERELY DAMAGED AS A RESULT OF THE CONSTRUCTION AND PAVING OPERATIONS. WHAT REMAINS FOLLOWING THESE OPERATIONS SHALL BE REMOVED BY WATER-BLASTING, OR BY OTHER APPROVED METHODS, AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

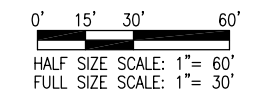
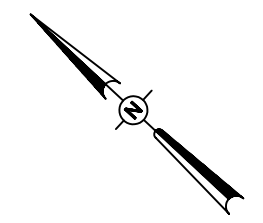
SIGN NOTES

THE PROPOSED STOP SIGNS SHALL BE STANDARD HIGHWAY SIGNS IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION. STOP SIGNS SHALL HAVE A MINIMUM OVERALL WIDTH OF 30 INCHES. THE SIGNS SHALL BE MOUNTED ON TWO STEEL TELESCOPING SIGN SUPPORTS (IDOT STANDARD 728001-01). SIGNS AND SUPPORTS SHALL BE MANUFACTURED AND INSTALLED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION. SIGNS SHALL BE MOUNTED AT A FINISHED HEIGHT OF 48 INCHES (TOP).

THE PROPOSED STOP SIGNS FOR THE PROJECT, INCLUDING ALL MATERIALS, LABOR AND INCIDENTALS TO FURNISH THE SIGN COMPLETE AND IN-PLACE, WILL BE PAID FOR UNDER ITEM AR910200, ROADWAY SIGN, PER EACH.

LEGEND

- EXISTING PAVEMENT
- PROPOSED IMPROVEMENTS
- EXISTING BUILDING
- EXISTING MARKING
- PROPOSED MARKING
- EXISTING ELECTRICAL DUCT
- EXISTING DITCH
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATER LINE
- EXISTING TELEPHONE LINE
- EXISTING GAS LINE
- EXISTING FENCE
- EXISTING INLET
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM SEWER MANHOLE
- EXISTING ELECTRICAL TRANSFORMER
- EXISTING FLOOD LIGHT
- EXISTING TIE-DOWN
- EXISTING GROUND ROD
- EXISTING END SECTION
- EXISTING HEADWALL
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED RUNWAY THRESHOLD LIGHT
- EXISTING TAXI GUIDANCE SIGN
- EXISTING DUCT MARKER



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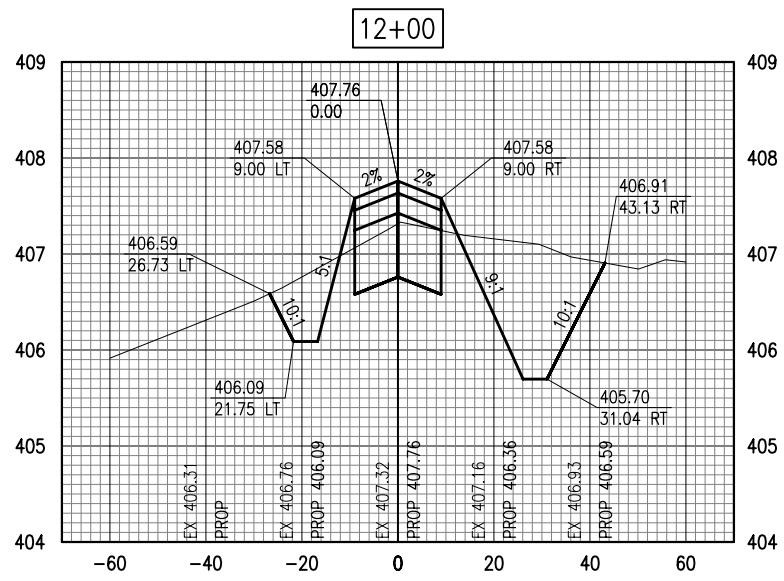
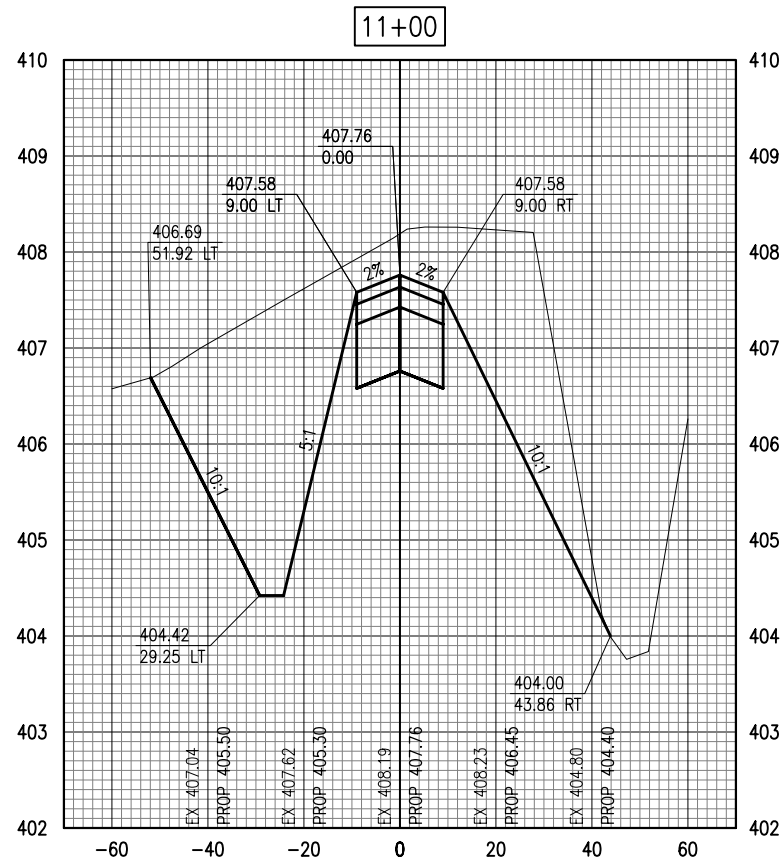
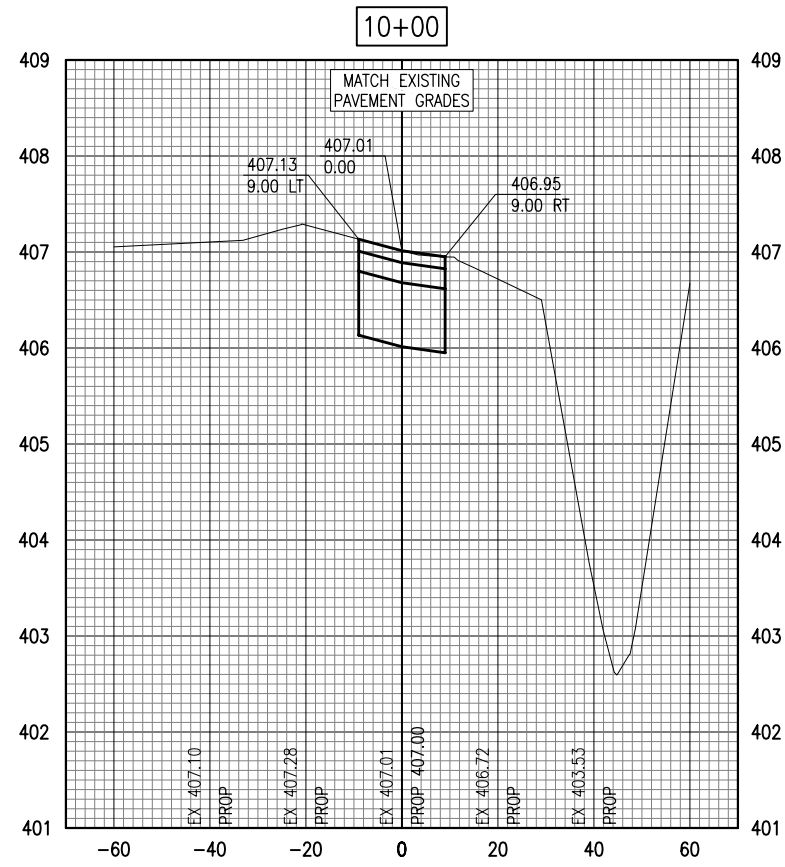
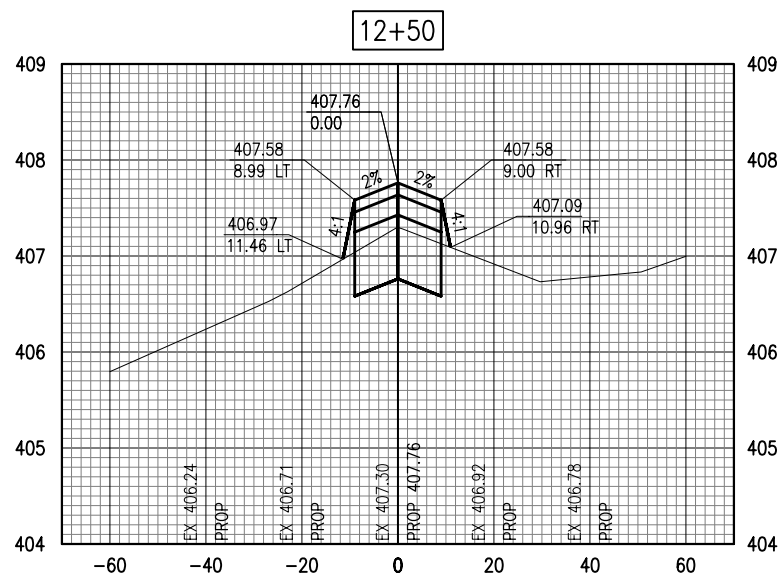
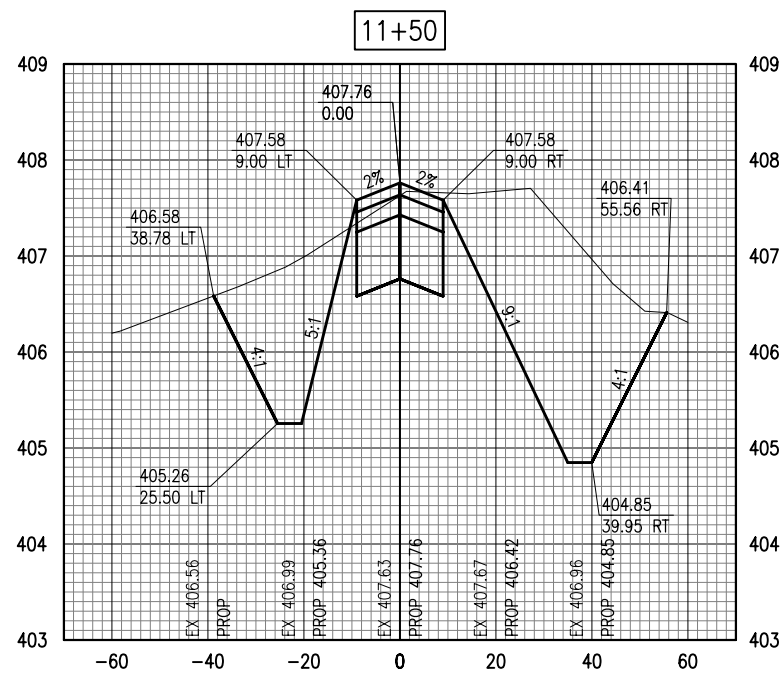
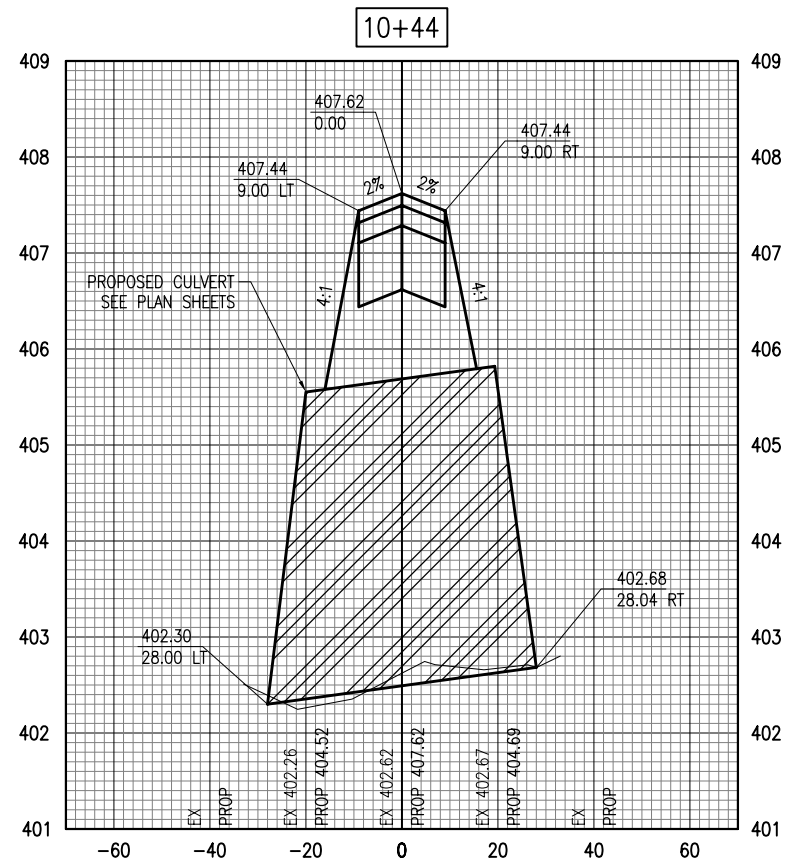


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CONSTRUCT RAMP ACCESS ROAD
PROPOSED PAVEMENT MARKING AND SIGN PLAN

JUN 02, 2009 11:32 AM HARR01115
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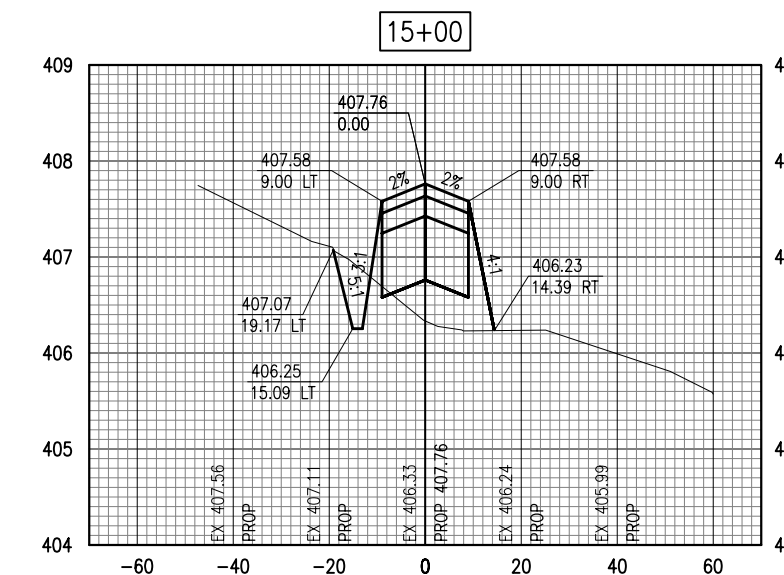
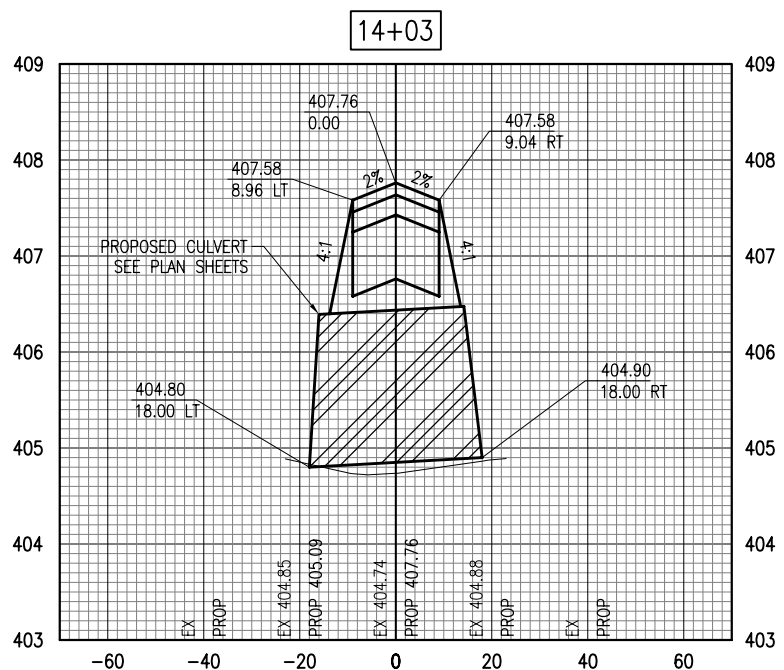
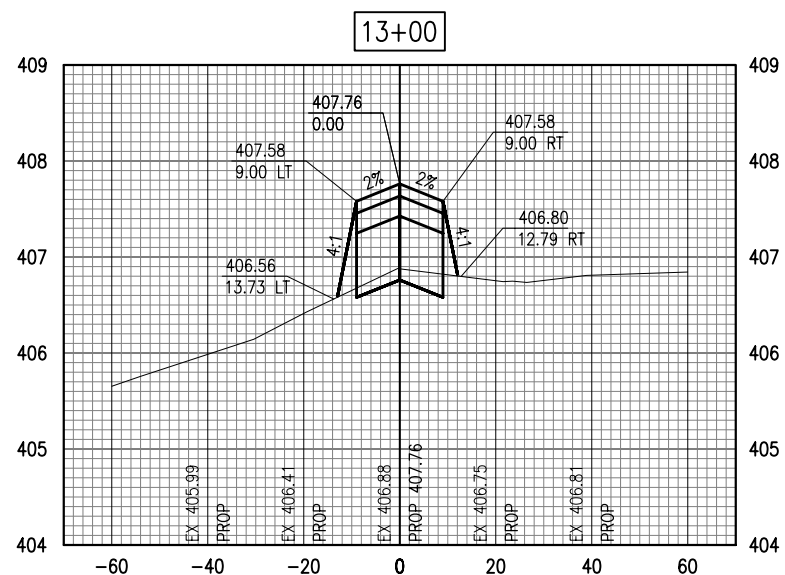
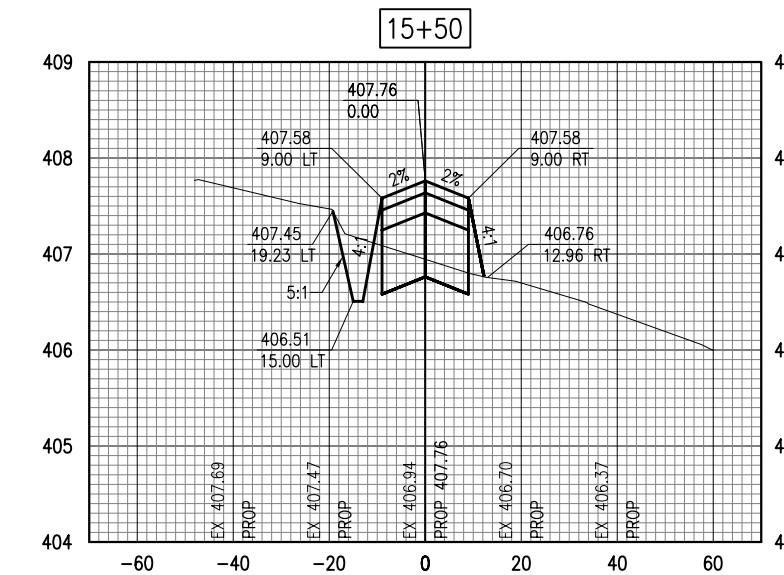
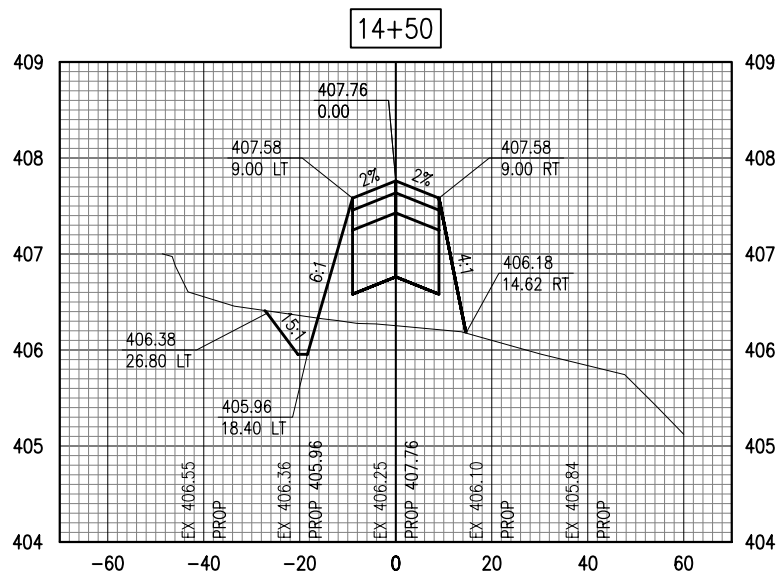
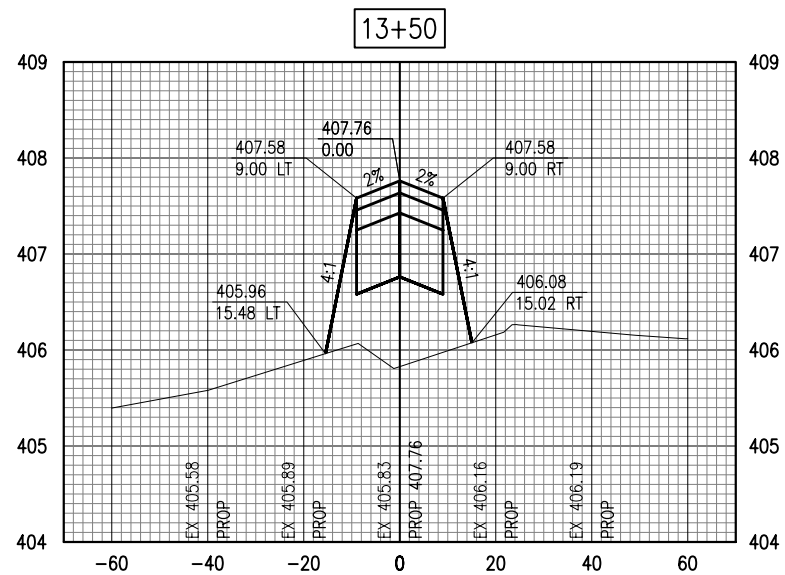
DATE	REVISION	BY

SAINT LOUIS DOWNTOWN AIRPORT
 A Division of METRO
 I.L. PROJ.: CPS-3918
 A.I.P. PROJ.: 3-17-0039-B24

Hanson Project No.	08A01860_0800
Filename	R-DESIGN.DWG
Scale	1"=20'H, 1"=1'V
Date	05/29/09
LAYOUT	DAK 04/24/09
DRAWN	DAK 04/24/09
REVIEWED	RAW 04/24/09

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 Hanson Professional Services Inc.
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 St. Louis, MO 63045-1306
 Offices Nationwide

CONSTRUCT RAMP ACCESS ROAD
 PROPOSED CROSS SECTIONS - STA. 10+00 TO STA. 12+50



DATE	REVISION	BY

SAINT LOUIS DOWNTOWN AIRPORT
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A.I.P. PROJ.: 3-17-0039-B24
 IL PROJ.: GPS-3918

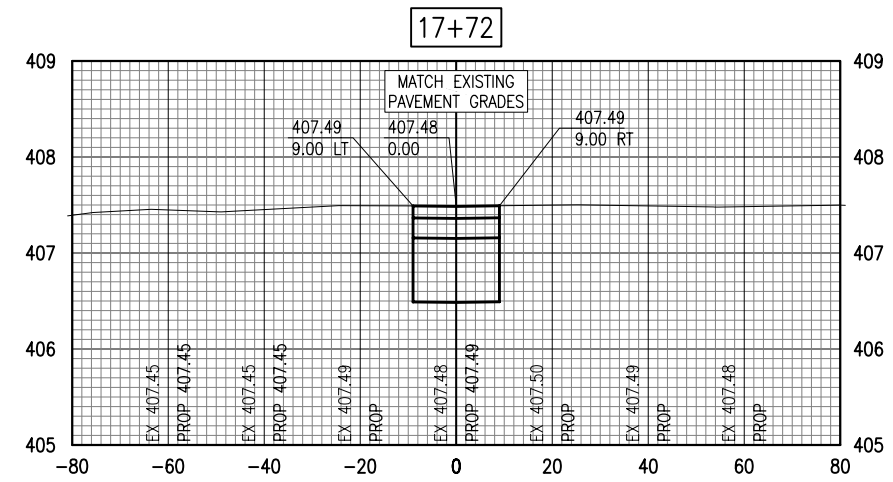
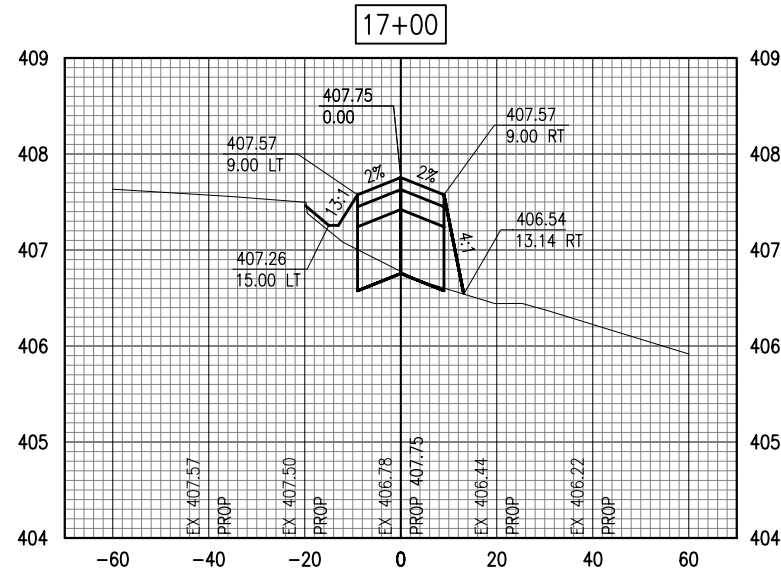
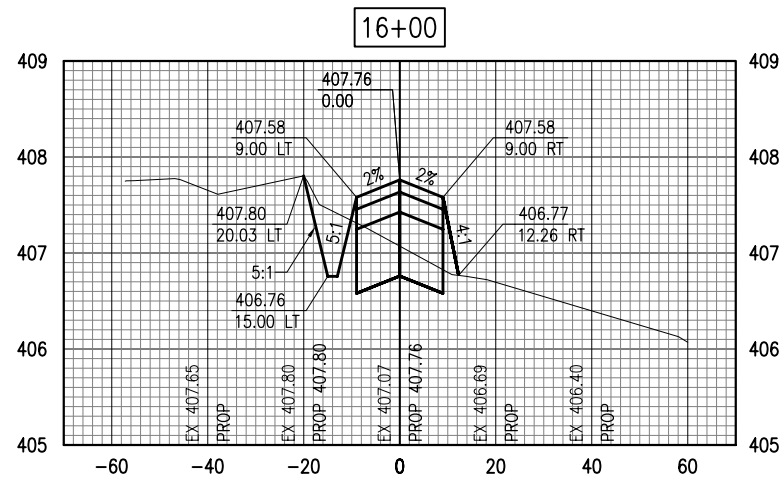
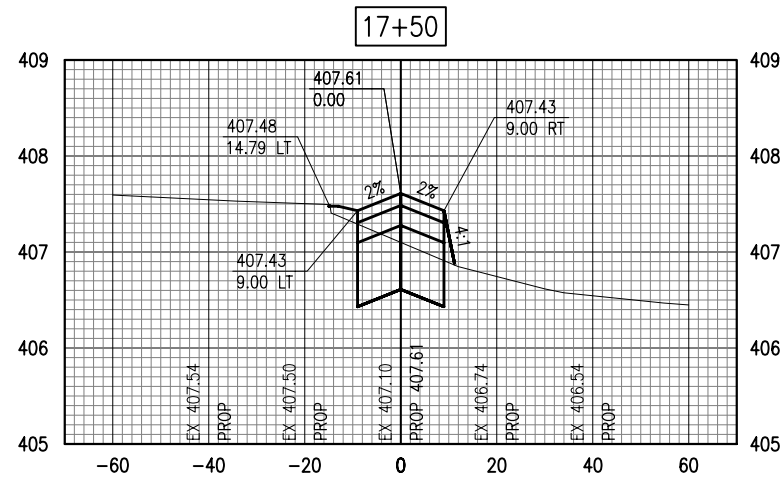
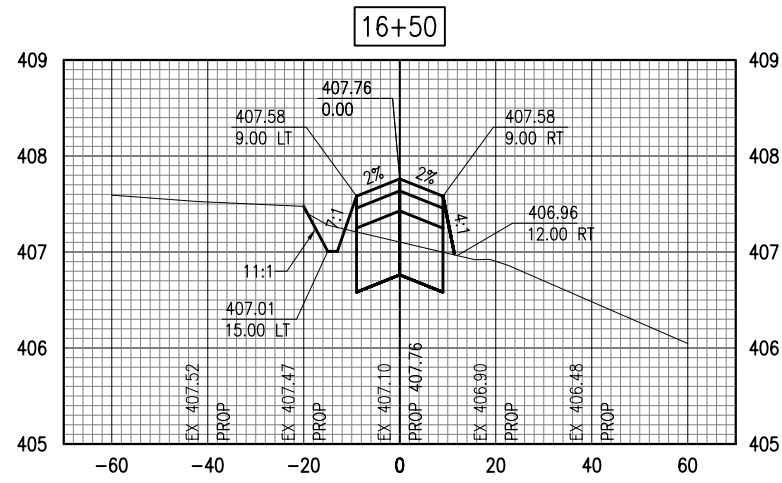
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1"=20'H, 1"=1'V	04/24/09	RAW	REVIEWED
05/29/09			

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DATE	REVISION	BY

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 A.I.P. PROJ.: 3-17-0039-B24

FILENAME	DATE	DRAWN	REVIEWED	LAYOUT
R-DESIGN.DWG	05/29/09	DAK	DAK	DAK

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 PROPOSED CROSS SECTIONS - STA. 16+00 TO STA. 17+72