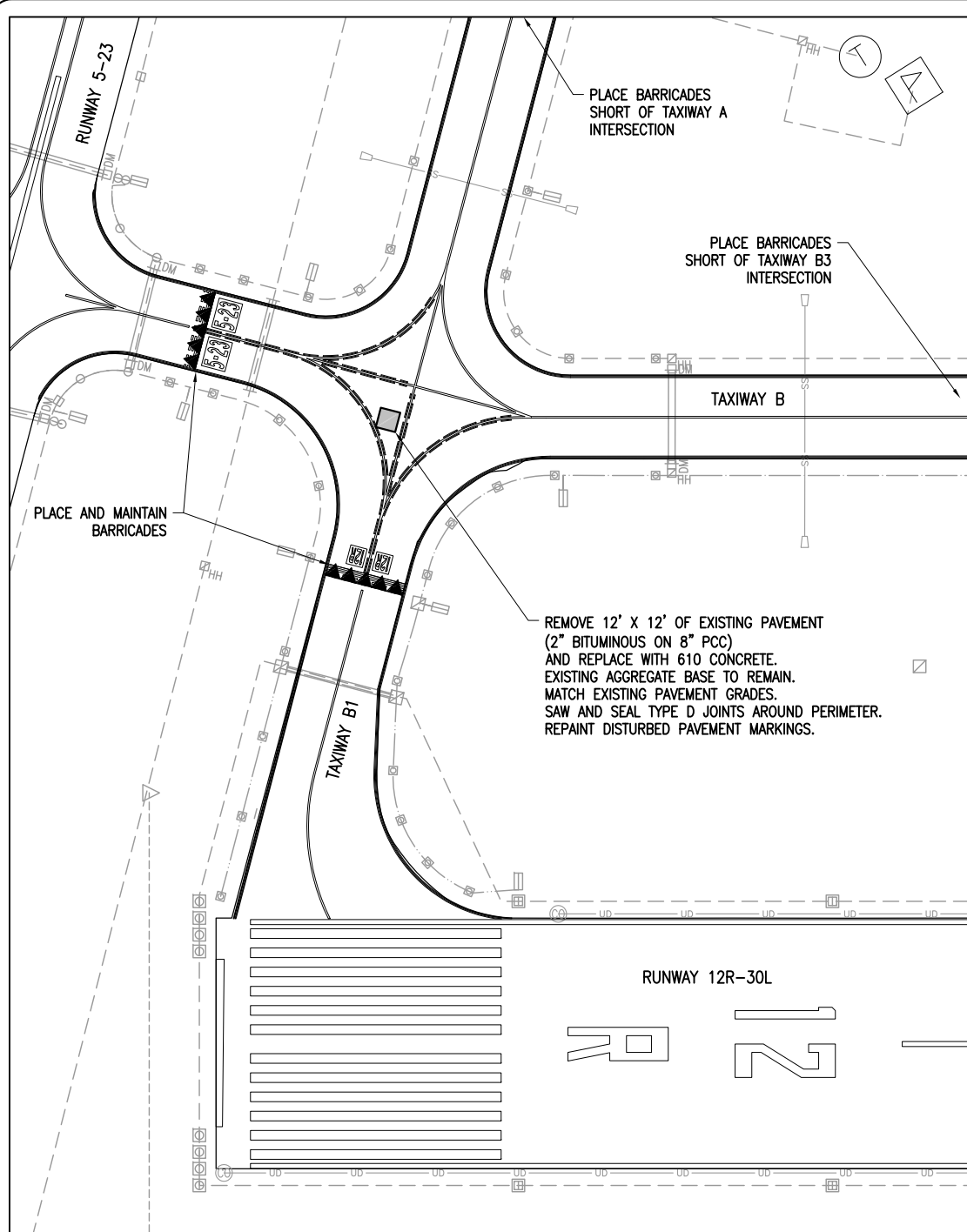


0' 25' 50' 100'
 HALF SIZE SCALE: 1" = 100'
 FULL SIZE SCALE: 1" = 50'

LEGEND

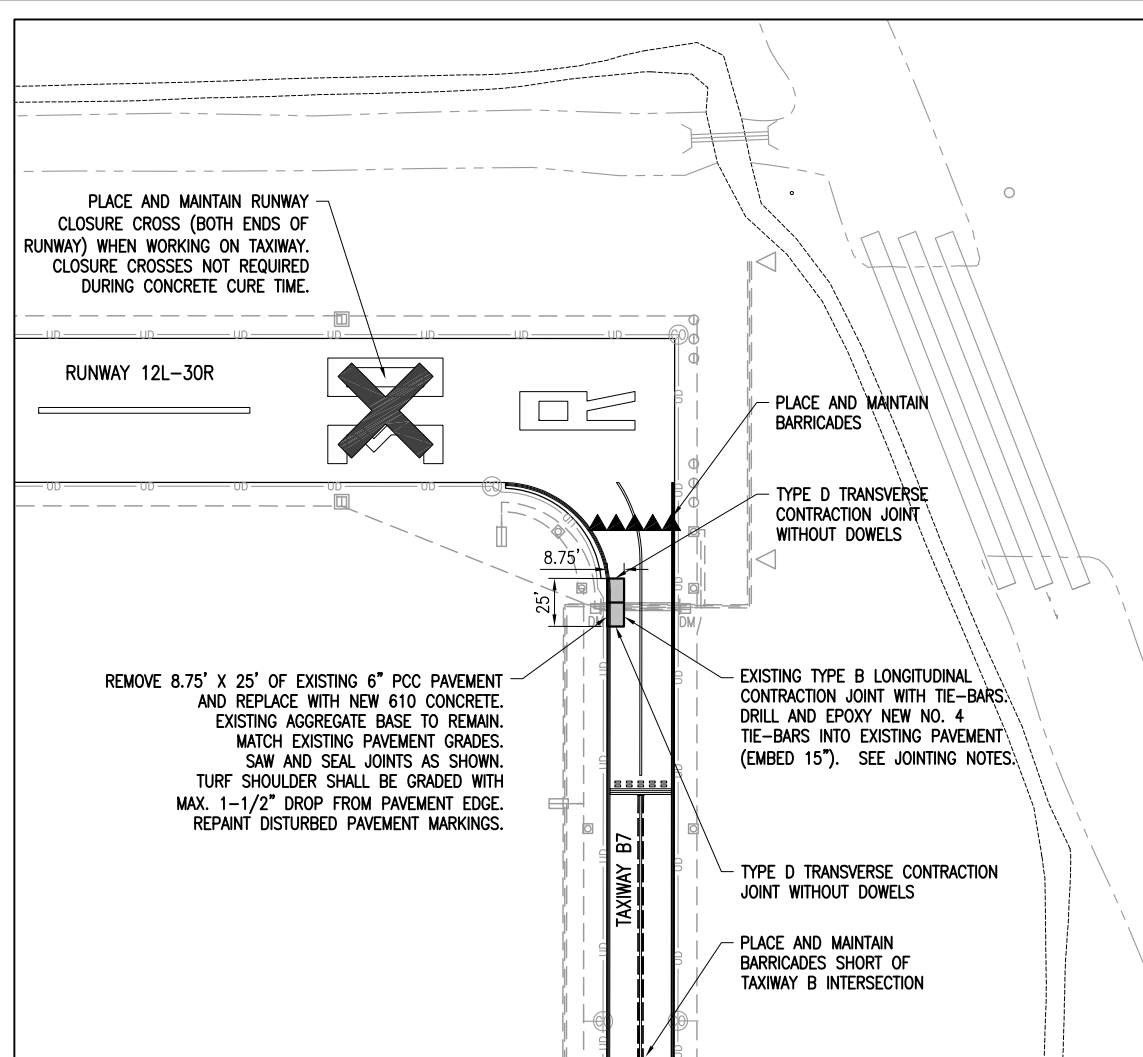
- EXISTING PAVEMENT
- PROPOSED PAVEMENT REPLACEMENT
- EXISTING UNDERDRAIN
- EXISTING STORM SEWER
- EXISTING ELECTRIC
- EXISTING ELECTRICAL DUCT
- EXISTING TAXI GUIDANCE SIGN
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING BASE MOUNTED THRESHOLD LIGHT
- EXISTING SPLICE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



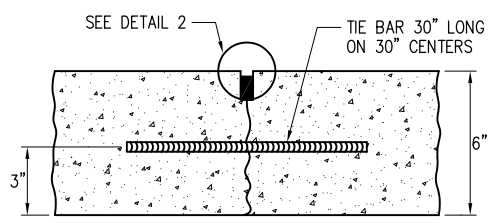
TAXIWAY B1 PAVEMENT REPAIR PLAN

ADDITIVE ALTERNATE PLAN NOTES

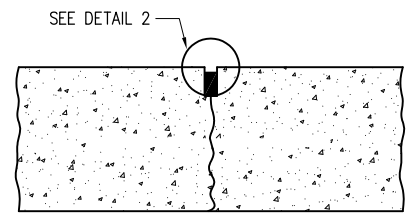
1. THE CONTRACTOR SHALL HAVE A MAXIMUM OF 2 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK ON TAXIWAY B1, EXCLUDING CONCRETE CURE TIME. THE CONTRACTOR SHALL HAVE A MAXIMUM OF 2 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK ON TAXIWAY B7, EXCLUDING CONCRETE CURE TIME.
2. THE CONTRACTOR MAY PERFORM WORK 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

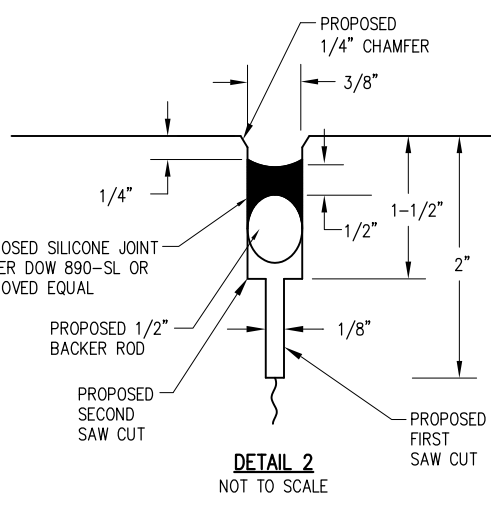


TYPE B HINGED



TYPE D DUMMY

CONTRACTION JOINTS



DETAIL 2

NOT TO SCALE

JOINT SEALING DETAIL

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" OR MORE THAN 15" FROM A TRANSVERSE OR EXPANSION JOINT. TIE BARS FOR THE 6" PAVEMENT SHALL BE 1/2" DIA., 30" IN LENGTH AND SPACED 30" CENTER TO CENTER.
3. ALLOWABLE TOLERANCES FOR GROOVE DEPTH WILL BE ±1/8" FOR CONSTRUCTION JOINTS AND ±1/4" FOR CONTRACTION JOINTS.
4. THE CONTRACTOR IS REQUIRED TO DRILL AND EPOXY THE PROPOSED TIE-BARS IN ACCORDANCE WITH THE DETAILS AND SPECIFICATIONS. THE EPOXY MATERIAL MUST BE APPROVED BY THE DIVISION OF AERONAUTICS PRIOR TO USE.
5. THE COST OF ALL DOWEL BARS, TIE-BARS, SAWING AND SEALING SHALL BE INCLUDED IN THE COST OF THE P.C.C. PAVEMENT.
6. REFER TO SPECIFICATION ITEM 610 FOR ADDITIONAL INFORMATION.

REVISION	DATE

SAINT LOUIS DOWNTOWN AIRPORT
 A Division of Bi-State Development Agency
 BLOCK GRANT PROJ.: 3-17-0039-B29
 IL PROJ.: CPS-4210

Hanson Project No.	11A0190	LAYOUT	DAW	01/28/13
Filename	C-122-CON2.dwg	DRAWN	MLH	01/29/13
Scale	1"=50'	REVIEWED	BSS	03/08/13
Date	03/08/13			

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GRADE DITCH PARALLEL TO MAIN RUNWAY
 CONSTRUCTION PLAN - ADDITIVE ALTERNATE

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