

**GENERAL**

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2F, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. THE CSPP CONSISTS OF PLAN SHEETS 3 THROUGH 12.
3. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2F. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
4. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
5. A MINIMUM OF 10 DAYS PRIOR TO THE PRECONSTRUCTION CONFERENCE THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
6. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.
7. IF CONTRACTOR IS NOT ALLOWED TO WORK DUE TO AIRPORT OPERATIONS, THE CONTRACTOR WILL NOT BE CHARGED CONTRACT TIME FOR THAT DAY.

**1. COORDINATION**

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A DAILY COORDINATION MEETING WITH THE AIRPORT STAFF AND ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE DAILY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.
4. OTHER CONSTRUCTION ACTIVITIES AT SCOTT AIR FORCE BASE WILL BE ONGOING DURING THE TIME OF THIS PROJECT. ANY CONFLICTS WILL BE RESOLVED BY THE AIRPORT.

**2. PHASING**

1. TOTAL CONTRACT TIME SHALL BE 75 CALENDAR DAYS FOR THE BASE BID. IF ADDITIVE ALTERNATE 1 IS AWARDED AN ADDITIONAL 6 CALENDAR DAYS WILL BE ADDED FOR A TOTAL OF 81. IF ADDITIVE ALTERNATE 2 IS AWARDED AN ADDITIONAL 10 CALENDAR DAYS WILL BE AWARDED FOR A TOTAL OF 85. IF BOTH ADDITIVE ALTERNATE 1 AND ADDITIVE ALTERNATE 2 ARE AWARDED, AN ADDITIONAL 16 CALENDAR DAYS WILL BE AWARDED FOR A TOTAL OF 91.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.
3. RUNWAY 14L-32R SHALL NOT BE CLOSED WHEN RUNWAY 14R-32L IS CLOSED.

**GENERAL NOTES**

1. CABLES TO BE REMOVED AND DISCARDED MAY BE USED AS TEMPORARY JUMPER CABLES WHEN APPROVED BY THE AIRPORT. JUMPER CABLES MAY BE PLACED ON TOP OF THE GROUND IN THE GRASS NEXT TO THE EDGE OF THE PAVED SHOULDER.
2. THE AIRPORT RESERVES THE RIGHT TO OPEN A CLOSED TAXIWAY TO ALLOW A PLANE TO PASS THROUGH DURING ANY OF THE WORK. IF A TAXIWAY IS NEEDED TO BE TEMPORARILY OPENED, THE CONTRACTOR SHALL CLEAR ALL EQUIPMENT FROM THE TAXIWAY OBJECT FREE AREA AND MOVE ANY BARRICADES REQUIRED TO TEMPORARILY OPEN THE TAXIWAY. THE AIRPORT WILL MAKE EVERY EFFORT TO USE OTHER TAXI ROUTES WHEN AVAILABLE.
3. IF FLIGHT SCHEDULES OR SPECIAL OPERATIONS REQUIRE THE CONTRACTOR TO NOT WORK, NO CONTRACT TIME WILL BE CHARGED FOR EACH DAY THE CONTRACTOR IS NOT ALLOWED TO WORK.

**PHASE 1 NOTES**

1. PHASE 1 CONSISTS OF WORK BETWEEN THE ELECTRICAL VAULT AND THE TIE-IN WITH TAXIWAY K AS WELL AS TAXIWAY K FROM SOUTH OF TAXIWAY G TO NORTH OF TAXIWAY N. AIRFIELD PAVEMENTS WITHIN THE PHASE 1 WORK AREA MAY BE CLOSED CONTINUOUSLY FOR UP TO SIX (6) CALENDAR DAYS.
2. WORK IN PHASE 1 INCLUDES INITIAL MEGGAR TESTING OF ALL AIRFIELD CIRCUITS, REMOVAL OF HOMERUN CABLES, INSTALLATION OF NEW HOMERUN CABLES FOR SELECT CIRCUITS, REMOVAL AND REPLACEMENT OF TAXIWAY K EDGE LIGHT CABLE AND TAXIWAY K SIGN CABLE WITHIN THE PHASE 1 LIMITS, AIRFIELD SIGNAGE IMPROVEMENTS, AND REPLACEMENT OF MITL FIXTURES AND ISOLATION TRANSFORMERS WITH NEW LED MITL AND ISOLATION TRANSFORMERS.
3. THE AIRFIELD CIRCUITS DURING PHASE 1 MAY ONLY BE TURNED OFF DURING DAYLIGHT HOURS WITH NON-ILS WEATHER CONDITIONS. WHEN THE CONTRACTOR IS NOT WORKING, ALL CIRCUITS SHALL BE ACTIVE BUT EDGE LIGHTS AND SIGNS WITHIN THE PHASE 1 LIMITS MAY BE LEFT OFF.
4. PHASE 1 SHALL BE COMPLETED BEFORE MOVING TO ANY OTHER PHASES.

**PHASE 2 NOTES**

1. PHASE 2 CONSISTS OF WORK ALONG TAXIWAY K BETWEEN TAXIWAY N AND NORTH OF TAXIWAY P INCLUDING THE NOVEMBER APRON.

**PHASE 2 NOTES (CONT.)**

2. WORK IN PHASE 2 INCLUDES REMOVAL AND REPLACEMENT OF TAXIWAY K EDGE LIGHT CABLE AND TAXIWAY K SIGN CABLE WITHIN THE PHASE 2 LIMITS, AIRFIELD SIGNAGE IMPROVEMENTS, AND REPLACEMENT OF MITL FIXTURES AND ISOLATION TRANSFORMERS WITH NEW LED MITL AND ISOLATION TRANSFORMERS.
3. THE AIRFIELD CIRCUITS DURING PHASE 2 MAY ONLY BE TURNED OFF DURING DAYLIGHT HOURS WITH NON-ILS WEATHER CONDITIONS. WHEN THE CONTRACTOR IS NOT WORKING, ALL CIRCUITS SHALL BE ACTIVE BUT EDGE LIGHTS AND SIGNS WITHIN THE PHASE 2 LIMITS MAY BE LEFT OFF EXCEPT ON THURSDAYS AND SUNDAYS FOR TAXIWAY N.
4. WORK WITHIN THE INTERSECTION OF TAXIWAY K AND TAXIWAY N AND WORK ALONG TAXIWAY N WILL REQUIRE THE CONTRACTOR TO MOVE CLEAR OF THE TAXIWAY OBJECT FREE AREA FOR EACH PASSING AIRCRAFT. CURRENTLY SCHEDULED PASSENGER SERVICE OPERATES ONCE PER DAY ON THURSDAY AND SUNDAY. REFER TO FLYMIDAMERICA.COM FOR THE LATEST SCHEDULE.
5. WHEN THE CONTRACTOR IS NOT WORKING DURING PHASE 2, TAXIWAY N SHALL BE OPEN WITH THE TAXIWAY N BARRICADES MOVED TO TAXIWAY K, SOUTH OF TAXIWAY N AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN PHASE 2.
6. PHASE 2 SHALL BE COMPLETED AFTER THE COMPLETION OF PHASE 1 BUT BEFORE THE START OF PHASE 3.

**PHASE 3 NOTES**

1. PHASE 3 CONSISTS OF WORK ALONG TAXIWAY K BETWEEN TAXIWAY P AND THE SOUTH END OF TAXIWAY K.
2. WORK IN PHASE 3 INCLUDES REMOVAL AND REPLACEMENT OF TAXIWAY K EDGE LIGHT CABLE AND TAXIWAY K SIGN CABLE WITHIN THE PHASE 3 LIMITS, AIRFIELD SIGNAGE IMPROVEMENTS, AND REPLACEMENT OF MITL FIXTURES AND ISOLATION TRANSFORMERS WITH NEW LED MITL AND ISOLATION TRANSFORMERS.
3. THE AIRFIELD CIRCUITS DURING PHASE 3 MAY ONLY BE TURNED OFF DURING DAYLIGHT HOURS WITH NON-ILS WEATHER CONDITIONS. WHEN THE CONTRACTOR IS NOT WORKING, ALL CIRCUITS SHALL BE ACTIVE BUT EDGE LIGHTS AND SIGNS WITHIN THE PHASE 3 LIMITS MAY BE LEFT OFF.
4. PHASE 3 MAY OCCUR CONCURRENTLY WITH PHASE 4 AND/OR PHASE 5.

**PHASE 4 NOTES**

1. PHASE 4 CONSISTS OF WORK ALONG TAXIWAY K BETWEEN TAXIWAY G AND THE NORTH END OF TAXIWAY K INCLUDING THE GOLF APRON.
2. WORK IN PHASE 4 INCLUDES REMOVAL AND REPLACEMENT OF TAXIWAY K EDGE LIGHT CABLE AND TAXIWAY K SIGN CABLE WITHIN THE PHASE 4 LIMITS, AIRFIELD SIGNAGE IMPROVEMENTS, AND REPLACEMENT OF MITL FIXTURES AND ISOLATION TRANSFORMERS WITH NEW LED MITL AND ISOLATION TRANSFORMERS.
3. THE AIRFIELD CIRCUITS DURING PHASE 4 MAY ONLY BE TURNED OFF DURING DAYLIGHT HOURS WITH NON-ILS WEATHER CONDITIONS. WHEN THE CONTRACTOR IS NOT WORKING, ALL CIRCUITS SHALL BE ACTIVE BUT EDGE LIGHTS AND SIGNS WITHIN THE PHASE 4 LIMITS MAY BE LEFT OFF.
4. PHASE 4 MAY OCCUR CONCURRENTLY WITH PHASE 3 AND/OR PHASE 5.

**PHASE 5 NOTES**

1. PHASE 5 CONSISTS OF WORK ALONG RUNWAY 14L-32R AND REQUIRES THE CLOSURE OF THE RUNWAY DURING WORKING HOURS. THE CONTRACTOR SHALL GIVE A MINIMUM 72 HOURS NOTICE PRIOR TO REQUESTING A RUNWAY CLOSURE.
2. WORK IN PHASE 5 INCLUDES REMOVAL AND REPLACEMENT OF THE RUNWAY 14L-32R TWO EDGE LIGHT CABLE CIRCUITS (REL1 AND REL2), THE REMOVAL AND REPLACEMENT OF THE PAPI 14L AND PAPI 32R CABLE, THE REMOVAL AND REINSTALLATION OF EXISTING CABLES NECESSARY TO COMPLETE THE WORK, REMOVAL AND REPLACEMENT OF THE THRESHOLD LIGHTS, AND REMOVAL AND REPLACEMENT OF THE PAPI SYSTEMS FOR RUNWAY 14L AND RUNWAY 32R.
3. RUNWAY 14L-32R MAY BE CLOSED FOR UP TO THREE (3) CONSECUTIVE DAYS AT A TIME WITH A MAXIMUM OF TEN (10) TOTAL DAYS CLOSED. THE RUNWAY SHALL BE OPEN ON SUNDAYS AND THURSDAY AFTERNOONS. IF WORK IS NOT FULLY COMPLETED AT THE END OF THE FIRST THREE (3) DAY PERIOD, BOTH RUNWAY EDGE LIGHT CIRCUITS, THE RUNWAY DISTANCE REMAINING SIGN CIRCUIT, AND THE TAXIWAY K SIGN CIRCUIT MUST BE ACTIVE PRIOR TO REOPENING THE RUNWAY.
4. WHEN WORKING ON RUNWAY 14L-32R IN THE INTERSECTION OF TAXIWAY G, THE CONTRACTOR SHALL EXPEDITE THIS WORK AND CLEAR THE AREA OF MEN AND EQUIPMENT WHEN A PLANE NEEDS TO CROSS THE RUNWAY ON TAXIWAY G.
5. PHASE 5 MAY OCCUR CONCURRENTLY WITH PHASE 3 AND/OR PHASE 4.

**PHASE 6 NOTES**

1. PHASE 6 CONSIST OF WORK ALONG TAXIWAY G NECESSARY TO REMOVE THE TAXIWAY EDGE LIGHTS ON SCOTT AIR FORCE BASE (SAFB) PROPERTY FROM THE MIDAMERICA TAXIWAY G CIRCUIT AND CONNECT THE LIGHTS TO THE SAFB TAXIWAY G EAST CIRCUIT.
2. PHASE 6 MAY BE COMPLETED CONCURRENTLY WITH ANY OTHER PHASE.
3. ACCESS TO THE SAFB VAULT NECESSARY FOR DISCONNECTING POWER TO THE CIRCUIT WILL BE PROVIDED UNDER ESCORT.

**3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY**

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

**4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)**

1. THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES WHEN RUNWAY 14L-32R IS OPEN.

**5. CONTRACTOR ACCESS**

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATE LOCATED AT THE PUBLIC SAFETY OFFICE (BUILDING 8849). THIS GATE IS COMMONLY REFERRED TO AS THE "ARFF GATE".
3. CERTAIN CONTRACTOR EMPLOYEES SHALL OBTAIN A MIDAMERICA ST. LOUIS AIRPORT ACCESS MEDIA IDENTIFICATION BADGE. THIS CONSISTS OF FILLING OUT ALL NECESSARY PAPERWORK, FINGERPRINTING, ATTENDING AND PASSING A 2-HOUR TRAINING CLASS CONCERNING SAFETY AND SECURITY AT THE AIRPORT. CONTRACTOR EMPLOYEES MUST MEET CERTAIN BACKGROUND CHECK CRITERIA AND THE CONTRACTOR MUST MAKE CERTAIN CERTIFICATION ABOUT EACH EMPLOYEE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINGERPRINTING COSTS (CURRENTLY \$75.00 PER INDIVIDUAL). ALL COSTS ASSOCIATED WITH OBTAINING THE IDENTIFICATION BADGE SHALL BE BORNE BY THE CONTRACTOR.
4. ALL CONTRACTOR EMPLOYEES WHO ARE DESIGNATED AS DRIVERS FOR THE CONTRACTOR WITHIN THE AIRFIELD OPERATIONS AREA (AOA) SHALL ALSO ATTEND AND PASS THE MIDAMERICA ST. LOUIS AIRPORT DRIVERS TRAINING PROGRAM. THE DURATION IS APPROXIMATELY TWO HOURS. ONLY THOSE INDIVIDUALS WHO RECEIVE THIS DESIGNATION WILL BE PERMITTED TO OPERATE VEHICLES OR EQUIPMENT ON MIDAMERICA ST. LOUIS AIRPORT (BLV). ALL COSTS ASSOCIATED WITH THE DRIVER TRAINING PROGRAM SHALL BE BORNE BY THE CONTRACTOR.
5. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER (ATCT) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). MIDAMERICA ST. LOUIS AIRPORT WILL SUPPLY THE CONTRACTOR WITH UP TO 2 APPROPRIATE RADIOS.
6. THE STORAGE AND STAGING AREA WILL BE ON AIR SERVICE DRIVE ACROSS FROM THE ELECTRICAL VAULT BUILDING. THIS AREA IS OUTSIDE OF THE AOA FENCE AND HAS NO FENCING AROUND IT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SECURITY OF ANY EQUIPMENT OR MATERIALS STORED WITHIN THE STORAGE AND STAGING AREA. ALL COSTS ASSOCIATED WITH PROVIDING SECURITY OF THE STORAGE AND STAGING AREA SHALL BE BORNE BY THE CONTRACTOR.
7. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
8. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA (SEE NOTE 9).
9. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. SEE SECTION A-A ON THE SITE PLAN SHEET.
10. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE ATCT. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
11. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
12. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
13. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
14. THE CONTRACTOR SHALL NOTIFY THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.
15. THE AIRPORT RESERVES THE RIGHT TO RESTRICT ACCESS TO CERTAIN AREAS OF THE AIRFIELD AT TIMES DUE TO OPERATIONS AT THE AIRPORT.

**6. WILDLIFE MANAGEMENT**

1. THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

**7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT**

1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

| REVISIONS |    |      |
|-----------|----|------|
| NUMBER    | BY | DATE |
|           |    |      |
|           |    |      |
|           |    |      |

0 1 2  
THIS BAR IS EQUAL TO 2' AT FULL SCALE (34X22).  
PLOT 1

**MIDAMERICA ST. LOUIS AIRPORT  
ST. CLAIR COUNTY, ILLINOIS**

**AIRFIELD LIGHTING IMPROVEMENTS**

ONE MEMORIAL DRIVE, SUITE 500  
ST. LOUIS, MO 63102  
(314) 436-5500

**GMT**  
CRAWFORD, MURPHY & TILLY, INC.  
CONSULTING ENGINEERS

© Copyright GMT, Inc.  
PROFESSIONAL ENGINEERING - 184-00613

**IL PROJECT, BLV-4405  
AIP PROJECT, 3-17-SBGP-XX**

FILE: 04\_CSPP.dwg

DESIGN BY: ASF

DRAWN BY: ASF

CHECKED BY: MJD/CET

APPROVED BY: BWG

DATE: JUNE 27, 2014

JOB No: 13098-02