

SCOPE OF WORK

THIS PROJECT CONSISTS OF INSTALLING AN L-821 CONTROL PANEL AT THE NEW ATCT (AIR TRAFFIC CONTROL TOWER) AND CABLING, DUCTS HANDHOLES BETWEEN THE ATCT AND THE EXISTING AIRPORT ELECTRICAL VAULT, AND ASSOCIATED VAULT WORK, AND RECALIBING TO THE AIRPORT ROTATING BEACON AND WIND-TEE. ADDITIVE ALTERNATE NO. 1 INCLUDES THE INSTALLATION OF TWO L-806 SUPPLEMENTAL LIGHTED WIND CONES ON RUNWAY 12R-30L WITH ASSOCIATED CABLING. ADDITIVE ALTERNATE NO. 2 INCLUDES THE REMOVAL OF THE EXISTING UNLIT WIND CONE & THE REPLACEMENT INSTALLATION OF AN L-807 LIGHTED WIND CONE WITH ASSOCIATED CABLING.

AIRPORT SECURITY NOTE

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.

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.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 60 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A BUCKET TRUCK TO WORK ON THE AIRPORT ROTATING BEACON.

HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE PROPOSED PARKING AREA WILL BE 200' X 200'. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING 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 GRADE, FERTILIZE, SEED AND MULCH THE HAUL ROUTE AND PARKING AREA AS NEEDED TO RESTORE IT TO ITS ORIGINAL STATE. RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CONTRACTOR RESPONSIBILITIES

THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON THIS SHEET. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THIS AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

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 ONE RUNWAY OPEN AT ALL TIMES AND MAINTAIN CONTINUOUS TAXIWAY ACCESS TO ALL HANGARS AND ADMINISTRATIVE AREAS.

ALL WORK PERFORMED SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

NO TRENCHES OR HOLES WILL REMAIN OPEN OVERNIGHT.

NO RUNWAY SHALL BE CLOSED OVERNIGHT.

BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS DIRECTED BY THE AIRPORT DIRECTOR. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY-BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

LEGEND

- EXISTING IMPROVEMENTS
- PROPOSED ELECTRICAL IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
- PROPOSED BARRICADE

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.

AIRCRAFT OPERATION LINE

THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE FLAGGED LATHE 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 LATHE LINE FOR RUNWAYS.

CERTIFIED PAYROLLS

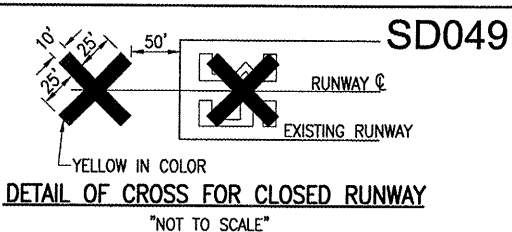
THE RESIDENT ENGINEER CANNOT FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THE PERIOD HAVE BEEN RECEIVED.

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.

RUNWAY 12R-30L CLOSURE

THIS PROJECT WILL NECESSITATE TWO CLOSURES OF RUNWAY 12R-30L FOR BASE BID WORK. ADDITIONAL CLOSURES WILL BE DURING THE INSTALLATION OF THE CABLING TO THE L-806 SUPPLEMENTAL LIGHTED WIND CONES UNDER THE WORK FOR ADDITIVE ALTERNATE NO. 1. WHENEVER THE CONTRACTOR IS WITHIN 200' OF THE RUNWAY CENTERLINE THE RUNWAY WILL BE CLOSED. THE CONTRACTOR WILL HAVE FOUR HOURS IN WHICH TO CLOSE THE RUNWAY, INSTALL THE PROPOSED CABLE AND RE-OPEN THE RUNWAY. THE PROPOSED CABLE WILL BE PLOWED INTO PLACE TO MINIMIZE THE AMOUNT OF TIME THE RUNWAY WILL BE CLOSED.



NOTE:

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.

J.U.L.I.E. INFORMATION

COUNTY _____ ST. CLAIR
CITY _____ CAHOKIA
TOWNSHIP _____ CENTERVILLE
SECTION NO. _____ T.1N. - R.10W.
ADDRESS _____ BI-STATE DEVELOPMENT AGENCY
707 NORTH FIRST STREET
ST. LOUIS, MISSOURI 63102

CRITICAL POINT DATA

LATITUDE: 38° 34' 25.42136"
LONGITUDE: 90° 09' 56.97879"
ELEVATION: 412.03 M.S.L.

PROPOSED SAFETY PLAN

GENERAL - THE ST. LOUIS DOWNTOWN AIRPORT IS COMPRISED OF THREE RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING RUNWAY 5-23 AND 12R-30L. ALSO TAXIWAYS C, B1, B2, B4, B5, B6, AND B7 WILL BE CLOSED. WHEN CONSTRUCTION ACTIVITIES ARE WITHIN 200' OF A RUNWAY CENTERLINE OR 85' OF A TAXIWAY CENTERLINE, THAT RUNWAY OR TAXIWAY MUST BE CLOSED. CLOSURE OF A RUNWAY IS BY ISSUANCE OF A NOTAM AND PLACEMENT OF CROSSES OVER THE NUMERALS. A TAXIWAY IS CLOSED BY THE PLACEMENT OF BARRICADES AND/OR TRAFFIC CONES ACROSS THE TAXIWAY TO DISALLOW USE OF THE TAXIWAY BY AIRCRAFT. THE RUNWAY/TAXIWAY 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 TO THE SATISFACTION OF THE RESIDENT ENGINEER AND RE-OPEN THE RUNWAY/TAXIWAY. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY/TAXIWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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.

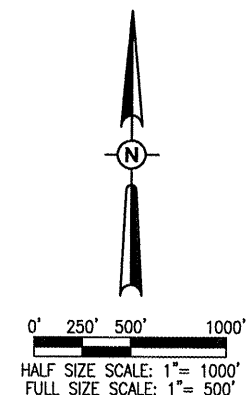
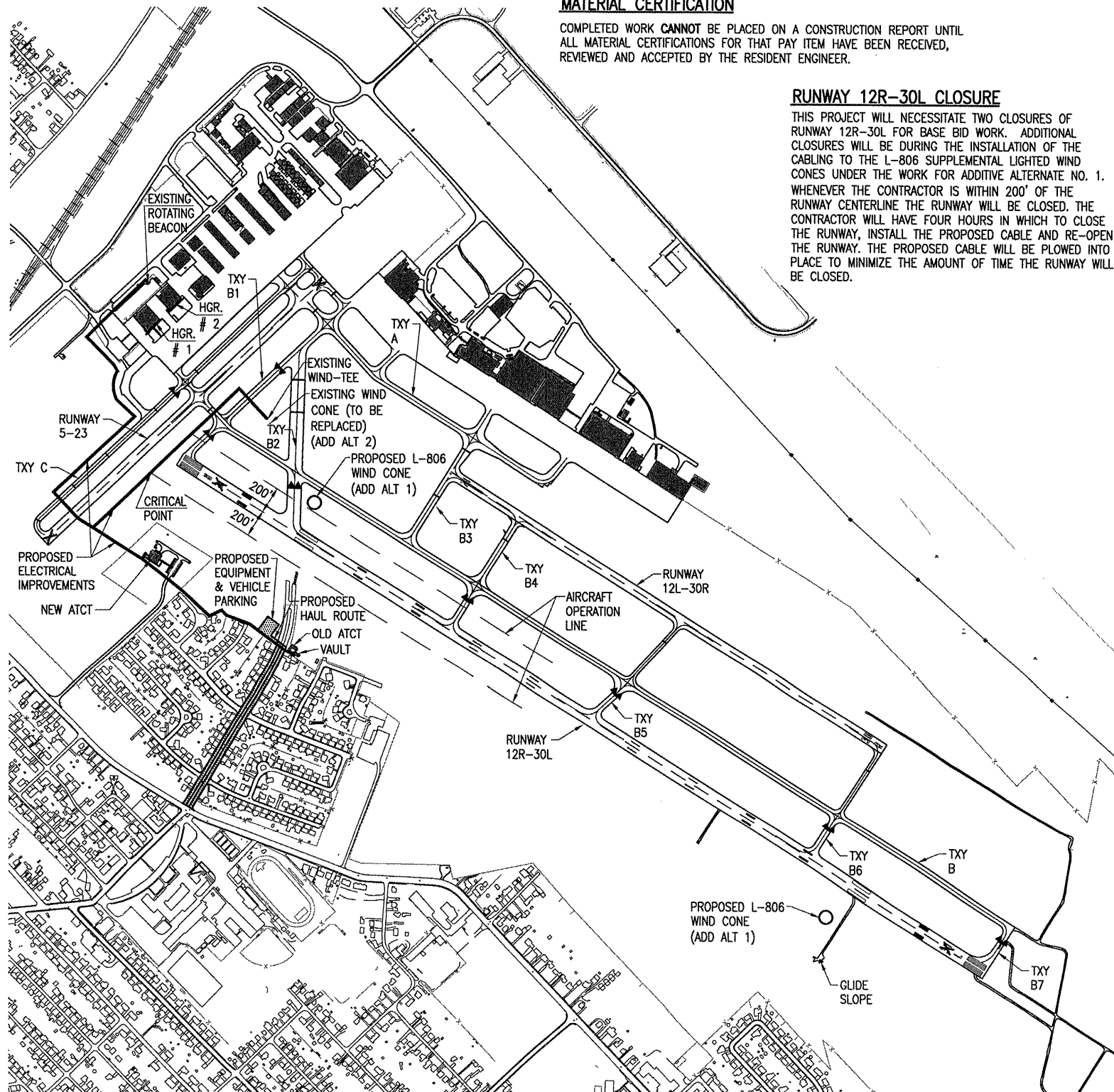
RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (121.80 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE ST. LOUIS DOWNTOWN AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT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

EROSION CONTROL

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

CRITICAL POINT DATA

LATITUDE - 38° 34' 25.42"
LONGITUDE - 90° 09' 56.98"
ELEVATION - 409.0



BY	
REVISION	
DATE	
<p>SAINT LOUIS DOWNTOWN AIRPORT A Division of Bi-State Development Agency A.L.P. PROJ.: 3-17-0039-B19</p>	
<p>HANSON Hanson Professional Services Inc. 4227 Earth City Expressway, Suite 130 St. Louis, MO 63045-1308 Offices Nationwide</p>	
<p>Project No. 8450TELED.0900 Drawing No. R-003SEY.DWG Scale Date 07/16/07</p>	<p>LAYOUT CAH 05/11/07 DRAWN BAK 05/11/07 REVIEWED KNL 07/12/07</p>
<p>ATCT INTERFACE TO VAULT PROPOSED SAFETY PLAN</p>	
<p>3</p> <p>3 of 26 sheets</p>	