

**PROPOSED SAFETY PLAN**

**GENERAL** - THE ST. LOUIS DOWNTOWN AIRPORT IS COMPRISED OF THREE RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING ALL RUNWAYS AT SOME TIME. ANY TIME THE CONTRACTOR IS WORKING WITHIN 200' OF A RUNWAY CENTERLINE OR WITHIN 85' OF A TAXIWAY CENTERLINE THAT RUNWAY OR TAXIWAY WILL BE CLOSED. THE RUNWAY WILL BE CLOSED ONLY DURING THE CONSTRUCTION DAY. AT THE END OF EACH CONSTRUCTION DAY THE CONTRACTOR WILL SMOOTH GRADE ALL DISTURBED AREAS WITHIN THE SAFETY AREA TO THE SATISFACTION OF THE RESIDENT ENGINEER AND RE-OPEN THE RUNWAY. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY 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.

AN AIRPORT RADIO WILL BE FURNISHED TO THE CONTRACTOR BY THE AIRPORT.

**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.

**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 AS NEEDED TO RESTORE TO ORIGINAL STATE. RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**BARRICADES AND TRAFFIC CONES**

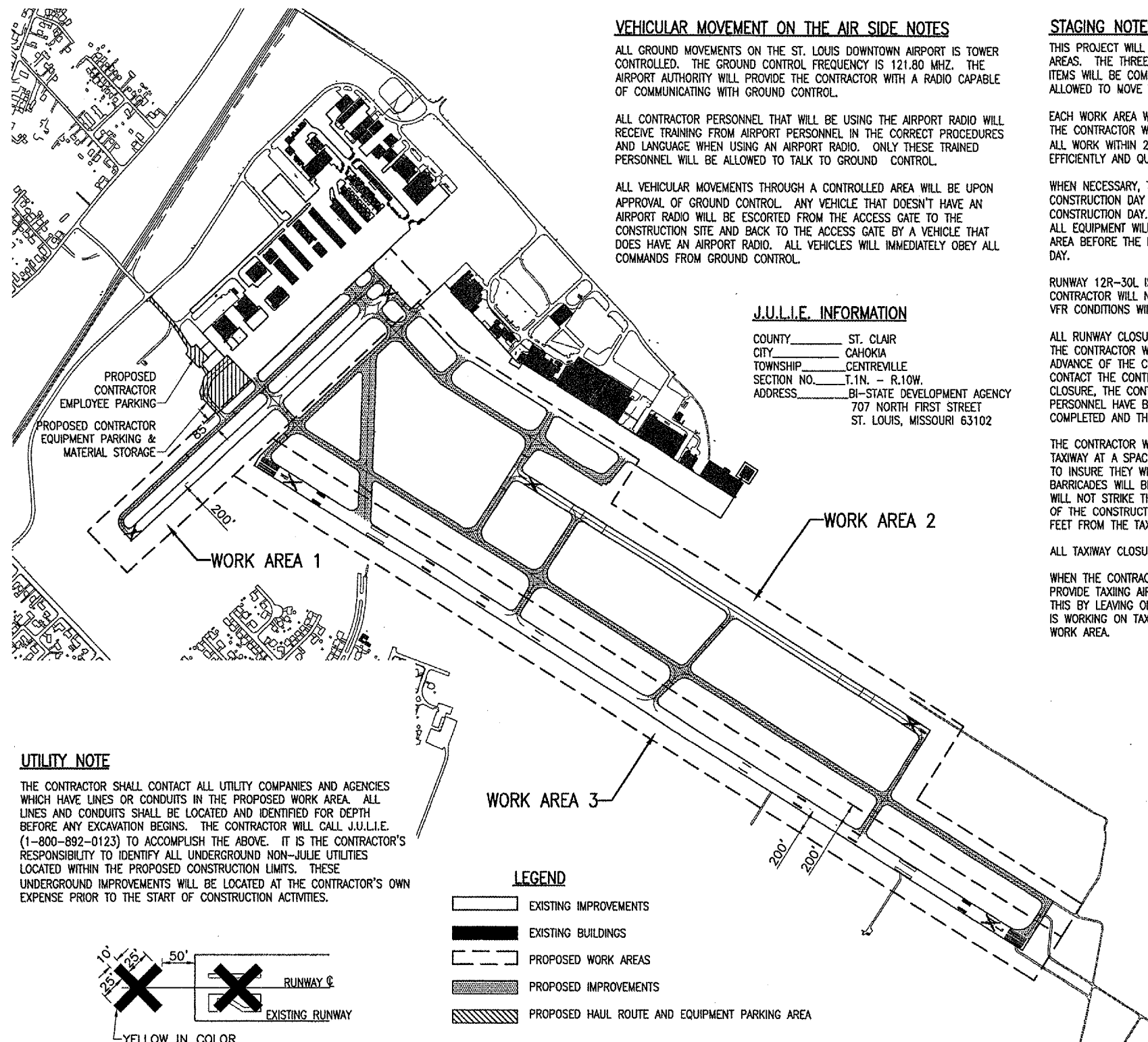
IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS DIRECTED BY THE AIRPORT DIRECTOR. THE BARRICADES WILL BE EQUIPPED WITH RED STEADY-BURN OR FLASHING LIGHTS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM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

**HEIGHT OF CONSTRUCTION EQUIPMENT**

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A CONCRETE TRUCK.

**EROSION CONTROL**

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



**VEHICULAR MOVEMENT ON THE AIR SIDE NOTES**

ALL GROUND MOVEMENTS ON THE ST. LOUIS DOWNTOWN AIRPORT IS TOWER CONTROLLED. THE GROUND CONTROL FREQUENCY IS 121.80 MHZ. THE AIRPORT AUTHORITY WILL PROVIDE THE CONTRACTOR WITH A RADIO CAPABLE OF COMMUNICATING WITH GROUND CONTROL.

ALL CONTRACTOR PERSONNEL THAT WILL BE USING THE AIRPORT RADIO WILL RECEIVE TRAINING FROM AIRPORT PERSONNEL IN THE CORRECT PROCEDURES AND LANGUAGE WHEN USING AN AIRPORT RADIO. ONLY THESE TRAINED PERSONNEL WILL BE ALLOWED TO TALK TO GROUND CONTROL.

ALL VEHICULAR MOVEMENTS THROUGH A CONTROLLED AREA WILL BE UPON APPROVAL OF GROUND CONTROL. ANY VEHICLE THAT DOESN'T HAVE AN AIRPORT RADIO WILL BE ESCORTED FROM THE ACCESS GATE TO THE CONSTRUCTION SITE AND BACK TO THE ACCESS GATE BY A VEHICLE THAT DOES HAVE AN AIRPORT RADIO. ALL VEHICLES WILL IMMEDIATELY OBEY ALL COMMANDS FROM GROUND CONTROL.

**J.U.L.I.E. INFORMATION**

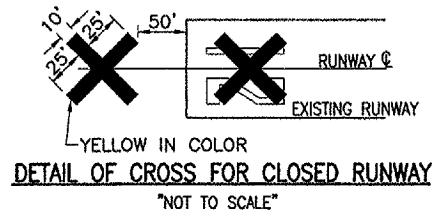
COUNTY \_\_\_\_\_ ST. CLAIR  
 CITY \_\_\_\_\_ CAHOKIA  
 TOWNSHIP \_\_\_\_\_ CENTREVILLE  
 SECTION NO. \_\_\_\_\_ T.1N. - R.10W.  
 ADDRESS \_\_\_\_\_ BI-STATE DEVELOPMENT AGENCY  
 707 NORTH FIRST STREET  
 ST. LOUIS, MISSOURI 63102

**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.

**LEGEND**

- EXISTING IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED WORK AREAS
- PROPOSED IMPROVEMENTS
- PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA



**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.

CRITICAL POINT DATA			
LOCATION	LATITUDE	LONGITUDE	ELEVATION
SIGN #1	38° 33' 51.4811"	90° 08' 37.7390"	406.0
SIGN #13	38° 34' 04.5643"	90° 08' 50.7263"	404.5
SIGN #17	38° 34' 09.0681"	90° 09' 13.6244"	409.5
SIGN #41	38° 34' 24.4265"	90° 09' 30.7500"	408.5
SIGN #45	38° 34' 26.9558"	90° 09' 28.7151"	408.5
SIGN #84	38° 34' 39.5991"	90° 09' 42.3358"	408.5
SIGN #90	38° 34' 37.9292"	90° 09' 40.3432"	408.0
SIGN #108	38° 34' 27.9316"	90° 09' 51.0271"	410.0
SIGN #111	38° 34' 29.7280"	90° 09' 51.8236"	410.0
SIGN #118	38° 34' 21.7896"	90° 10' 07.0175"	410.0

**STAGING NOTES**

THIS PROJECT WILL BE COMPLETED IN THREE SEPARATE STAGES OR WORK AREAS. THE THREE WORK AREAS ARE SHOWN ON THIS SHEET. ALL WORK ITEMS WILL BE COMPLETED IN A WORK AREA BEFORE THE CONTRACTOR WILL BE ALLOWED TO MOVE TO THE NEXT WORK AREA.

EACH WORK AREA WILL HAVE AN IMPACT ON ONE OF THE THREE RUNWAYS. THE CONTRACTOR WILL MINIMIZE THE IMPACT ON THAT RUNWAY BY SCHEDULING ALL WORK WITHIN 200' OF THE RUNWAY CENTERLINE TO BE COMPLETED AS EFFICIENTLY AND QUICKLY AS POSSIBLE.

WHEN NECESSARY, THE RUNWAY WILL BE CLOSED AT THE START OF THE CONSTRUCTION DAY AND WILL REMAIN CLOSED UNTIL THE END OF THAT CONSTRUCTION DAY. THE CONTRACTOR WILL HAVE ALL HOLES FILLED IN AND ALL EQUIPMENT WILL BE RETURNED TO THE PROPOSED EQUIPMENT PARKING AREA BEFORE THE RUNWAY IS RE-OPENED AT THE END OF THE CONSTRUCTION DAY.

RUNWAY 12R-30L IS AN ILS RUNWAY AND DURING IFR CONDITIONS THE CONTRACTOR WILL NOT BE ALLOWED TO CLOSE THIS RUNWAY. ONLY DURING VFR CONDITIONS WILL THE CONTRACTOR BE ALLOWED TO CLOSE THIS RUNWAY.

ALL RUNWAY CLOSURES WILL BE COORDINATED WITH THE AIRPORT PERSONNEL. THE CONTRACTOR WILL COORDINATE ALL CLOSURES AT LEAST 24 HOURS IN ADVANCE OF THE CLOSURE. THIS WILL ALLOW THE AIRPORT PERSONNEL TO CONTACT THE CONTROL TOWER AND ISSUE REQUIRED NOTAMS. THE DAY OF THE CLOSURE, THE CONTRACTOR WILL NOT CLOSE THE RUNWAY UNTIL THE AIRPORT PERSONNEL HAVE BEEN CONTACTED AND THEY VERIFY EVERYTHING HAS BEEN COMPLETED AND THE RUNWAY CAN BE CLOSED.

THE CONTRACTOR WILL CLOSE A TAXIWAY BY PLACING BARRICADES ACROSS THE TAXIWAY AT A SPACING OF 15 FEET. THE BARRICADES WILL BE WEIGHTED DOWN TO INSURE THEY WILL NOT BE BLOWN OVER BY AIRCRAFT. IF NECESSARY, THE BARRICADES WILL BE PLACED ON THE GROUND TO INSURE AN AIRCRAFT WING WILL NOT STRIKE THE BARRICADE. ALL TAXIWAYS WILL BE OPENED AT THE END OF THE CONSTRUCTION DAY. ALL BARRICADES WILL BE PLACED AT LEAST 85 FEET FROM THE TAXIWAY CENTERLINE.

ALL TAXIWAY CLOSURES WILL BE COORDINATED WITH THE AIRPORT PERSONNEL.

WHEN THE CONTRACTOR IS WORKING IN WORK AREA 2 HE WILL BE REQUIRED TO PROVIDE TAXIING AIRCRAFT ACCESS TO RUNWAY 12R-30L. HE WILL ACCOMPLISH THIS BY LEAVING ONE OR TWO OF THE CROSS-OVER TAXIWAYS OPEN WHILE HE IS WORKING ON TAXIWAY B AND THE REMAINING CROSS-OVER TAXIWAYS IN THIS WORK AREA.

**AIRPORT SECURITY NOTES**

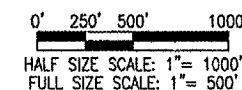
AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL ACCESS THE PROPOSED JOB SITE THROUGH AN EXISTING ELECTRIC SLIDE GATE. THE AIRPORT AUTHORITY WILL ISSUE CONTROLLER CARDS TO THE CONTRACTOR FOR HIS EXCLUSIVE USE. THESE CARDS WILL BE RETURNED TO THE AIRPORT AUTHORITY UPON COMPLETION OF THIS PROJECT. AT NO TIME WILL THE ELECTRIC SLIDE GATE BE IN A LOCKED BACK POSITION.

**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.

**SCOPE OF WORK**

THE PROPOSED IMPROVEMENTS CONSIST OF THE REMOVAL, REPLACEMENT, INSTALLATION AND MODIFICATION OF THE EXISTING TAXI GUIDANCE SIGN SYSTEM.



DATE	REVISION	BY

**SAINT LOUIS DOWNTOWN AIRPORT**  
 A Division of Bi-State Development Agency



I.L. PROJ.: 3-17-0039-B16  
 I.L. PROJ.: OPS-3480

ISSUE NO.	DATE	BY	REVIEWED
845-055GND_0800	06/14/05	CAH	CAH
R-0035FY.DWG	06/14/05	BAK	BAK
1" = 500'	06/14/05	CAH	CAH

**HANSON**  
 Hanson Professional Services Inc.  
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 St. Louis, MO 63046-1308  
 Offices Nationwide

TAXI GUIDANCE SIGN IMPROVEMENTS  
 PROPOSED SAFETY PLAN

JUN 30, 2005 5:27 PM BAK  
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