

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**

**RUNWAY AND TAXIWAY JOINT REPAIR**

ONE MEMORIAL DRIVE, SUITE 500  
 ST. LOUIS, MO 63102  
 (314) 438-5500

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

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 PROFESSIONAL ENGINEERING - 184-00613

**IL PROJECT: BLY-3886  
 AIP PROJ: 3-17-0146-XX**

FILE: 04\_CAF.dwg

DESIGN BY: LEW

DRAWN BY: ASA

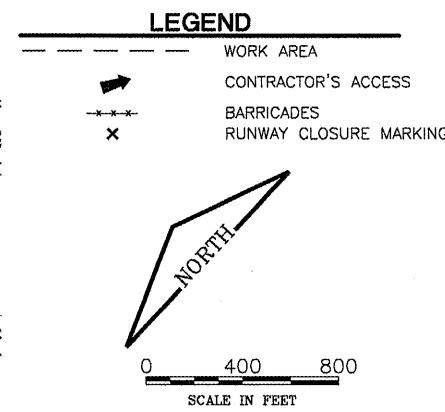
CHECKED BY: BWG

APPROVED BY: BWG

DATE: APRIL 17, 2009

JOB No: 09098-01

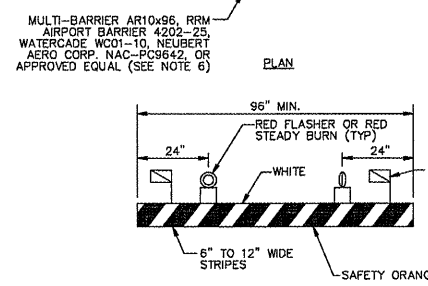
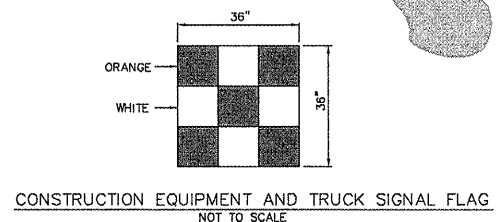
**CONSTRUCTION  
 ACTIVITY PLAN**



**SEQUENCE OF CONSTRUCTION NOTES**

**GENERAL NOTES**

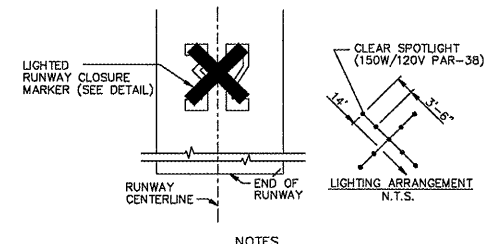
1. THE CONTRACTOR SHALL PROVIDE THE AIRPORT AND THE ENGINEER WITH A DETAILED SAFETY PLAN (IN ACCORDANCE WITH FAA AC 150/5370-2E) AND CONSTRUCTION SCHEDULE A MINIMUM OF 7 DAYS PRIOR TO THE PRECONSTRUCTION MEETING. THIS SAFETY PLAN AND CONSTRUCTION SCHEDULE SHALL BE UPDATED WEEKLY FOLLOWING THE NOTICE TO PROCEED OR AS REQUESTED BY THE ENGINEER. THE SAFETY PLAN SHALL AT A MINIMUM ADDRESS ALL 26 ITEMS LISTED IN SECTION 2-2 OF FAA AC 150/5370-2E.
2. NO WORK SHALL BEGIN UNTIL AFTER THE CONTRACTOR'S SAFETY PLAN IS APPROVED BY THE AIRPORT.
3. THE CONTRACTOR'S SAFETY PLAN SHALL INCLUDE A HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT PLAN.
4. ALL CONTRACTOR PERSONNEL INCLUDING SUBCONTRACTORS SHALL FOLLOW THE CONTRACTOR'S SAFETY PLAN AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
5. 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.
6. ACCESS TO THE JOB SITE SHALL BE AS SPECIFIED ON THIS SHEET AND THE SITE PLAN SHEET.
7. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
8. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THIS SHEET OR AS DIRECTED BY THE AIRPORT OR THE ENGINEER.
9. WORK INSIDE 200' OF AN ACTIVE RUNWAY CENTERLINE SHALL BE PERFORMED IN ACCORDANCE WITH FAA AC 150/5370-2E, SECTION 3-2.
10. WORK INSIDE 160' OF THE EXISTING TAXIWAY CENTERLINE SHALL BE PERFORMED IN ACCORDANCE WITH FAA AC 150/5370-2E, SECTION 3-3. THIS SHALL INCLUDE CLEARING THE AREA OF PERSONNEL AND EQUIPMENT FOR EACH PASSING AIRCRAFT.
11. TOTAL CONTRACT TIME FOR ALL WORK SHALL BE 35 CALENDAR DAYS.
12. THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH AIRPORT STAFF TO COORDINATE WORK ON RUNWAY 14L-32R AND THE TAXIWAYS.
13. THE RUNWAY WILL BE AVAILABLE TO THE CONTRACTOR ON EACH MONDAY, TUESDAY, WEDNESDAY, AND FRIDAY. THE RUNWAY WILL NOT BE AVAILABLE ON THURSDAYS DUE TO SCHEDULED INTERNATIONAL CARGO OPERATIONS. THE TAXIWAYS WILL BE AVAILABLE TO THE CONTRACTOR MONDAY THROUGH FRIDAY. DUE TO SCHEDULED AIR TRAFFIC, THERE MAY BE PERIODS OF 2 TO 3 HOURS WHEN THE RUNWAY IS NOT AVAILABLE ON MONDAY, TUESDAY, WEDNESDAY AND FRIDAY. PRIOR NOTICE WILL BE PROVIDED TO THE CONTRACTOR AT WEEKLY COORDINATION MEETINGS TO ALLOW FOR CONTRACTOR ADJUSTMENTS IN THE WORK SCHEDULE. EVERY EFFORT WILL BE MADE TO PROVIDE MAXIMUM AVAILABILITY OF THE RUNWAY AND TAXIWAYS FOR THE SCHEDULED WORK.
14. THE PROPOSED PAVEMENT REPAIR WORK TO THE SHOULDERS AT THE TAXIWAY BRIDGES ALONG TAXIWAY G SHALL OCCUR SIMULTANEOUSLY WITH THE TAXIWAY G JOINT REPAIR WORK.
15. TAXIWAY G IS THE ONLY ACCESS TAXIWAY BETWEEN SCOTT AIR FORCE BASE AND MIDAMERICA ST. LOUIS AIRPORT. THE CONTRACTOR SHALL EXPEDITE THE WORK ALONG TAXIWAY G SO AS TO MINIMIZE THE IMPACT TO AIRPORT OPERATIONS.
16. WHEN RUNWAY 14R-32L IS CLOSED, THE CONTRACTOR SHALL NOT SCHEDULE WORK INSIDE 200' OF THE CENTERLINE OF RUNWAY 14L-32R WITHOUT PRIOR AUTHORIZATION FROM AIRPORT OPERATIONS.



**BARRICADE NOTES:**

1. FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OR SOLAR POWER OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. BARRICADES TO BE PLACED WITH A MAXIMUM OF 20' SPACING CENTER TO CENTER ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
4. FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
6. BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL BE TURNED OVER TO THE AIRPORT UPON COMPLETION OF THE PROJECT.

**LOW PROFILE LIGHTED BARRICADE**  
 NOT TO SCALE



**NOTES**

1. LIGHTED MARKERS SHALL MEET STANDARD OF AC 150/5345-55.
2. CONTRACTOR SHALL MAINTAIN MARKERS THROUGHOUT PROJECT WHILE THEY ARE IN PLACE.
3. COST OF FURNISHING, INSTALLING, MAINTAINING, RELOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CLOSURE MARKER PAY ITEM.
4. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS ON BOTH RUNWAY ENDS.
5. IF WORK IS REQUIRED OVER RUNWAY NUMERALS, THE CLOSURE MARKERS MAY BE TEMPORARILY PLACED UP TO 80' OFF THE RUNWAY END LOCATED ON THE EXTENDED RUNWAY CENTERLINE. UPON COMPLETION OF THE WORK OVER THE RUNWAY NUMERALS, THE CLOSURE MARKERS SHALL BE RELOCATED BACK TO THE RUNWAY NUMERALS.
6. UPON COMPLETION OF PROJECT, RUNWAY CLOSURE MARKERS (2) SHALL BE TURNED OVER TO THE AIRPORT.

**LIGHTED RUNWAY CLOSURE MARKER DETAIL**  
 NOT TO SCALE