

Addendum Number 1

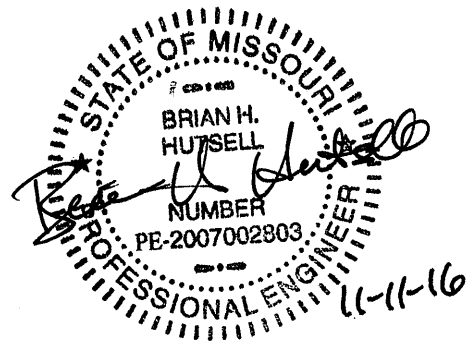
Lambert- St. Louis International Airport

Reconstruction of Taxiway Victor Connector

MoDOT Project NO. AIR 166-113C

Letting No. 8626

November 11, 2016



**Lambert-St. Louis International Airport
Reconstruction of Taxiway Victor Connector
MoDOT Project AIR 166-113C
Project No. 8626
Addendum Number 1
November 11, 2016**

This Addendum is herewith made a part of the Contract Documents of the above issued project and is issued to amend and supplement the October 2016 drawings and specifications as follows:

SPECIFICATION REVISIONS/CLARIFICATIONS

Section I, Information for Bidders, Item H. Domestic Products Procurement

Replace: Two paragraphs under Item H. with:

“The bidder’s attention is directed to sections 34.350 et seq RSMo Supp 2005 which required all manufactured goods or commodities used or supplied in the performance of this contract or any subcontract to be manufactured, assembled or produced in the United States. Sections 34.350 et seq RSMo Supp 2005 does not apply if the total bid is less than One Thousand Dollars (1,000.00).

Section 34.355 RSMo Supp 2005 requires the vendor or bidder to certify their compliance with section 34.353 RSMo Supp 2005 and, if applicable, section 34.359 RSMo Supp 2005 at the time of the bidding and prior to payment. Failure to comply with section 34.353 RSMo 2005 during performance of the contract and to provide certification of compliance prior to payment will result in nonpayment for those goods or commodities.

The bidder certifies that all the specified goods or products for which this bid was solicited are manufactured, assembled or produced in the United States, and more than one line of the specified goods or products are manufactured, assembled or produced in the United States. If there are any exceptions, the bidder shall list them below:

For any specified goods or products which are manufactured, assembled or produced in the United States and for which only one line are manufactured, assembled or produced in the United States, the bidder shall indicate the specified goods or products.

Item Number(s)

Item number(s)

(use additional sheets if necessary)

For any other exceptions noted, the bidder shall indicate the specified goods or products which are manufactured, assembled or produced in a country other than the “United States” as defined in section 34.350.2(2) RSMo Supp 2005 and: (a) list the country, other than the United States, where each good or product you propose to furnish is manufactured, assembled or produced; (b) check box(es) at left of the applicable paragraph(s).

Item Number(s)	Location Where Item Manufactured, Assembled or Produced
_____	_____
_____	_____
_____	_____
(use additional sheets if necessary)	

The specified goods or products cannot be manufactured, assembled or produced in the United States in sufficient quantities or in time to meet the contract specifications. Item number(s) _____

(use additional sheets if necessary)

The specified goods or products are treated as manufactured, assembled or produced in the United States under an existing treaty, law, agreement or regulation of the United States regarding export-import restrictions and international trade. Item number(s) _____

(use additional sheets if necessary)

The bidder hereby certifies that the above information is true and correct and further certifies that this bid complies with all the provisions of sections 34.350 et seq RSMo Supp 2005.”

Section II Conditions, Subsection A-02 Agreement, Proposal and Contract Form, Part 2 – Bid Proposal Form, pages IIA-02 2, 3, 4 and 5 of 24.

Replace: Pages 2, 3, 4, and 5 of 24 with the attached pages.

Section II Conditions, Part B Special Conditions – State of Missouri. B-02 Prevailing Wage Determination

Replace: All pages of Missouri Department of Labor Annual Wage Order No. 23 (9/26/16 Version) with the attached Missouri Department of Labor Annual Wage Order No. 23 (10/20/16 Version)

Section III Technical Specifications, Division II – Technical Specifications, Part III – Flexible Base CoursesITEM STL -220 Recycled and Rubblized Concrete Aggregate Base CourseAdd paragraph 220-1.6, Crushed Aggregate Base Course.

“A deficit in the volume of concrete produced by onsite removals that is necessary to produce the full quantity of recycled concrete aggregate base, shall be offset by a Contractor furnished virgin MoDOT Type 5, Crushed Aggregate Base Course.”

Add 2nd paragraph to 220-5.1: “If the Contractor chooses to provide & install virgin crusher run & aggregate materials in lieu of recycling onsite removals, the virgin materials shall be provided and the removals disposed of at a no cost change to the contract. The cost of removing, hauling and disposing of pavement removals shall not be measured for payment directly but included in pavement removal unit prices offered by the bidder on the bid schedule.”

Rewrite paragraph 220-5.4 as follows: “Furnishing the quantity of Virgin Crusher Run Aggregate and Modot Type 5 Crushed Aggregate Base necessary to offset any shortfall in the quantity of concrete removals generated onsite that would be required to construct the 18-inch-thick layer of pavement rubble and the 4-inch thick layer of recycled concrete aggregate base will not be measured for payment directly but included in pavement removal unit prices offered by the bidder on the bid schedule.”

Paragraph 220-5.5

Delete: Entire paragraph.

Section III Technical Specifications, Division II – Technical Specifications, Part VII - MiscellaneousITEM F-162 Chain-Link Fences, Method of Measurement, paragraph 162-4.6

Add the end of the first sentence: “delivered to the job site and utilized in the construction. Relocation of temporary fence on concrete jersey barriers for phasing purposed shall be considered incidental to the work.”

Section III Technical Specifications, Division II – Technical Specifications, Part XII – Supplementary Special Provisions

Add: The attached Section 02500, Regulated Materials Removal and Disposal

PLANS REVISIONS/CLARIFICATIONSSheet G-1004 (4 of 66) Summary of Quantities

Replace: Revised Sheet G-1004 attached to this addendum.

Pay Item Quantities Revised:

P-101-5.7 Pavement Removal, Full Depth – 12” HMA on 12” PCC

P-156-5.1 Erosion Control Blanket

MO-209-5.2 6” Crushed Aggregate Base Course on Geogrid

STL-220-5.1 4” Crushed Recycled PCC

STL-220-5.2 18” Pavement Rubble

STL-307-5.1 6” Cement-Treated Open Graded Base Course
MO-401F-8.1 HMA Surface Course
P-501-8.1 Portland Cement Concrete Pavement – 18”
P-620-5.1 Pavement Marking Removal
D-701-5.2 24” Reinforced Concrete Pipe (Class IV)
D-701-5.3 Remove Existing RCP
D-705-5.3 Porous Backfill No. 2
D-751-5.3 Remove Inlet
T-901-5.1 Seeding
T-908-5.1 Mulching
L-108-5.1 Underground Cable, 1/C, #8, 500V, L-824, Type C
L-108-5.2 1/C #6 Bare Copper Guard Wire (Counterpoise)
L-110-5.1 1-2” PVC Electrical Duct – Direct Earth Burial
L-125-5.4 Remove Base Mounted Taxiway Light in Bituminous Shoulder
L-125-5.9 New L-861T Base Mounted Taxiway Edge Light in Bituminous Shoulder

Sheet G-5002 (13 of 66) Construction Activity Plan Notes 3 of 3

Add: Under Staging/Batch Plant Area Notes: “10. If a batch plant is installed on airport property, it can only be used for this project. If the batch plant is to be used on other projects, written permission is required from the Airport Authority.”

Sheet C-1100 (20 of 66) Demolition Notes

Revise: Note 22 to read:

“All PCC joints in the areas of pavement removal, although much less likely in the individual panel replacements in Phase 1, should be considered to be “armored” joints, consisting of an embedded angle iron protective cap or full depth C-channel on all panel edges. The horizontal surface leg of the armor is approximately 2.5” wide. In addition to the joint armor, each panel should be considered to contain mesh reinforcement in differing variations, according to panel size. Each panel is also expected to contain corner reinforcement consisting of four #6 bars at 5’ length, 6” spacing in each corner. See record drawing details on C-1104 for armor, slab and corner reinforcement details.”

Sheet C-1101 (21 of 66) Demolition Plan

Replace: Revised Sheet C-1101 attached to this addendum.

Sheet C-1102 (22 of 66) Demolition Schedule

Replace: Revised Sheet C-1102 attached to this addendum.

Sheet C-1104 (24 of 66) Existing Conditions Sheet 2

Replace: Revised Sheet C-1104 attached to this addendum.

Sheet C-1201 (25 of 66) Layout Plan

Replace: Revised Sheet C-1201 attached to this addendum.

Sheet C-1301 (27 of 66) Grading and Drainage Plan

Replace: Revised Sheet C-1101 attached to this addendum.

Sheet C-1401 (28 of 66) Jointing Plan

Replace: Revised Sheet C-1401 attached to this addendum.

Sheet C-1651 (30 of 66) Drainage Profiles 1

Replace: Revised Sheet C-1651 attached to this addendum.

Sheet C-1652 (31 of 66) Drainage Profiles 2

Revise: Delete profile of run MH-02 to MH-01. There will be no new pipe installed here.

Sheet C-1901 (32 of 66) Marking Plan

Replace: Revised Sheet C-1901 attached to this addendum.

Sheet C-5001 (39 of 66) General Details Sheet 1 of 9

Revise: “Dimensions and Spacing of Steel Dowels” table to include a second line:

SLAB THICKNESS	DIAMETER	LENGTH	SPACING
18”	1-1/2 IN	20 IN	18 IN
<u>24”</u>	<u>2 IN</u>	<u>24 IN</u>	<u>18 IN</u>

Sheet C-5002 (40 of 66) General Details Sheet 2 of 9

Replace: Revised Sheet C-5002 attached to this addendum.

Sheet C-5009 (47 of 66) General Details Sheet 9 of 9

Replace: Revised Sheet C-5009 attached to this addendum.

Sheet C-5102 (49 of 66) Drainage Structure Details Sheet 2

Replace: Revised Sheet C-5102 attached to this addendum.

Sheet C-5104, C-5105, C5106 (51, 52, 53 of 66) Drainage Structure Details Sheets 4, 5, 6

Revise: reference to “(Solid Grate)” and Add “Open Grate”

Sheet E-1101 (55 of 66) Electrical Layout

Replace: Revised Sheet C-5102 attached to this addendum.

Sheet E-1102 (56 of 66) Electrical Schedule

Replace: Revised Sheet C-5102 attached to this addendum.

Sheet E-2103 (60 of 66) Circuitry Plan

Replace: Revised Sheet C-5102 attached to this addendum.

Sheet E-5005 (65 of 66) Electrical Details 5

Replace: Revised Sheet E-5005 attached to this addendum.

END OF ADDENDUM 1

TAXIWAY V CONNECTOR BID PROPOSAL FORM

PART 2 - BID PROPOSAL FORM

LETTING NO. 8626

PROPOSAL FOR PUBLIC WORK
CITY OF ST. LOUIS
BOARD OF PUBLIC SERVICE

Bids will be received until 1:45 p.m., November 29, 2016. The undersigned herewith proposes to provide the Reconstruction of Taxiway V Connector at Lambert-St. Louis International Airport in accordance with the provision of Ordinance No. 70140 authorizing the work to be done, and in accordance with form of contract and specifications for said work, and upon the acceptance of this proposal, to execute in the form aforesaid, articles of agreement for the same, for the following prices:

NO.	DESCRIPTION	QTY. & UNIT	UNIT PRICE	EXTENSION
1. P-101-5.1	Mobilization	1 LS	\$ _____	\$ _____
2. P-101-5.1	Shoulder Removal – Bituminous Surface and Base	1,447 S.Y.	\$ _____	\$ _____
3. P-101-5.2	Pavement Removal, Full Depth - 11" PCC on 6" HMA	4,859 S.Y.	\$ _____	\$ _____
4. P-101-5.3	Pavement Removal, Full Depth - 4" HMA on 12" PCC	2,009 S.Y.	\$ _____	\$ _____
5. P-101-5.4	Pavement Removal, Full Depth - 6" HMA	1,009 S.Y.	\$ _____	\$ _____
6. P-101-5.5	Pavement Removal, Partial Depth - 11" PCC	925 S.Y.	\$ _____	\$ _____
7. P-101-5.7	Pavement Removal, Full Depth – 12" HMA on 12" PCC	97 S.Y.	\$ _____	\$ _____
8. P-101-5.8	4" Bituminous Mill	1,411 S.Y.	\$ _____	\$ _____
9. P-152-4.1	Unclassified Excavation	428 C.Y.	\$ _____	\$ _____
10. P-152-4.3	Unclassified Excavation- Special Waste Disposal	9,927 C.Y.	\$ _____	\$ _____
11. P-152-4.4	Unclassified Excavation- Undercut-Special Waste Disposal	500 C.Y.	\$ _____	\$ _____
12. P-156-5.1	Erosion Control Blanket	1,202 S.Y.	\$ _____	\$ _____
13. MO-209-5.1	4" Crushed Aggregate Base Course on Geotextile Fabric	3,076 S.Y.	\$ _____	\$ _____
14. MO-209-5.2	6" Crushed Aggregate Base Course on Geogrid	2,149 S.Y.	\$ _____	\$ _____
15. MO-209-5.3	12" Crushed Aggregate Base Course	179 S.Y.	\$ _____	\$ _____
16. STL-220-5.1	4" Crushed Recycled PCC	9,891 S.Y.	\$ _____	\$ _____
17. STL-220-5.2	18" Pavement Rubble	9,891 S.Y.	\$ _____	\$ _____

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NO.	DESCRIPTION	QTY. & UNIT	UNIT PRICE	EXTENSION
18. STL-220-5.3	Undercut Backfill	500 C.Y.	\$ _____	\$ _____
19. STL-307-5.1	6" Cement- Treated Open Graded Base Course	11,729 S.Y.	\$ _____	\$ _____
20. MO-401F-8.1	HMA Surface Course	1,546 Ton	\$ _____	\$ _____
21. P-501-8.1	Portland Cement Concrete- 18"	9,580 S.Y.	\$ _____	\$ _____
22. P-501-8.2	Portland Cement Concrete- 10"-11"	992 S.Y	\$ _____	\$ _____
23. P-501-8.3	Portland Cement Concrete- 24"	147 S.Y.	\$ _____	\$ _____
24. P-602-5.1	Bituminous Prime Coat	1,046 Gal	\$ _____	\$ _____
25. P-603-5.1	Bituminous Tack Coat	736 Gal	\$ _____	\$ _____
26. P-620-5.1	Pavement Marking Removal	8,699 S.F.	\$ _____	\$ _____
27. P-620-5.2	Waterborne Paint, White, With Reflective Media	38 S.F.	\$ _____	\$ _____
28. P-620-5.3	Waterborne Paint, Yellow, With Reflective Media	6,203 S.F.	\$ _____	\$ _____
29. P-620-5.4	Waterborne Paint, Black, Without Reflective Media	6,409 S.F.	\$ _____	\$ _____
30. P-620-5.5	Temporary Pavement Marking, Yellow, With Reflective Media	962 S.F.	\$ _____	\$ _____
31. P-620-5.6	Temporary Pavement Marking, Black, Without Reflective Media	1,762 S.F.	\$ _____	\$ _____
32. F-162-5.1	Remove Chain-Link Security Fence	996 L.F.	\$ _____	\$ _____
33. F-162-5.2	Remove Chain-Link Security Sliding Gate	1 EA	\$ _____	\$ _____
34. F-162-5.3	Remove Chain-Link Swing Gate	1 EA	\$ _____	\$ _____
35. F-162-5.4	New Permanent Fence	714 L.F.	\$ _____	\$ _____
36. F-162-5.5	New 24' Double Swing Gate	1 EA	\$ _____	\$ _____
37. F-162-5.6	Relocate Rolling Gate	1 EA	\$ _____	\$ _____
38. F-162-5.7	Temporary Chain-Link Fence on Jersey Barrier	2,200 L.F.	\$ _____	\$ _____
39. D-701-5.1	12" Reinforced Concrete Pipe (Class IV)	116 L.F.	\$ _____	\$ _____
40. D-701-5.2	24" Reinforced Concrete Pipe (Class IV)	0 L.F.	\$ _____	\$ _____
41. D-701-5.3	Remove Existing RCP	106 L.F.	\$ _____	\$ _____
42. D-705-5.1	6" Perforated Pipe for Underdrains	1,160 L.F.	\$ _____	\$ _____
43. D-705-5.2	6" Non-Perforated Pipe For Underdrains	135 L.F.	\$ _____	\$ _____
44. D-705-5.3	Porous Backfill NO. 2	455 C.Y.	\$ _____	\$ _____
45. D-751-5.1	Cleanouts	6 EA	\$ _____	\$ _____
46. D-751-5.2	Collection Structures	2 EA	\$ _____	\$ _____
47. D-751-5.3	Remove Inlet	4 EA	\$ _____	\$ _____
48. D-751-5.4	New Inlet	4 EA	\$ _____	\$ _____
49. D-751-5.5	New Manhole	1 EA	\$ _____	\$ _____

NO.	DESCRIPTION	QTY. & UNIT	UNIT PRICE	EXTENSION
50. D-751-5.6	Drainage Structure Adjustment	1 EA	\$ _____	\$ _____
51. D-751-5.7	Drainage Structure Lid Conversion	1 EA	\$ _____	\$ _____
52. T-901-5.1	Seeding	1.3 AC	\$ _____	\$ _____
53. T-908-5.1	Mulching	1.3 AC	\$ _____	\$ _____
54. L-108-5.1	Underground Cable, 1/C, #8, 5000V, L-824, TYPE C	5,073 L.F.	\$ _____	\$ _____
55. L-108-5.2	1/C #6 Bare Copper Guard Wire (Counterpoise)	2,555 L.F.	\$ _____	\$ _____
56. L-108-5.3	Ground Rod- 5/8"x8'	17 EA	\$ _____	\$ _____
57. L-110-5.1	1-2" PVC Electrical Duct-Direct Earth Burial	1,836 L.F.	\$ _____	\$ _____
58. L-110-5.2	1-2" PVC Electrical Duct-Concrete Encased	415 L.F.	\$ _____	\$ _____
59. L-110-5.3	4-Way 2" PVC Electrical Duct-Concrete Encased	289 L.F.	\$ _____	\$ _____
60. L-110-5.4	Split Duct Installation	50 L.F.	\$ _____	\$ _____
61. L-110-5.5	1-2" PVC in Sawkerf	82 L.F.	\$ _____	\$ _____
62. L-125-5.1	Temporary Connections	1 L.S.	\$ _____	\$ _____
63. L-125-5.2	Remove Existing Taxiway Guidance Sign and Base	3 EA	\$ _____	\$ _____
64. L-125-5.3	Remove Existing Sign and Base	1 EA	\$ _____	\$ _____
65. L-125-5.4	Remove Base Mounted Taxiway Light in Bituminous Shoulder	10 EA	\$ _____	\$ _____
66. L-125-5.5	Remove Base Mounted Taxiway Light in Turf	2 EA	\$ _____	\$ _____
67. L-125-5.6	Replace Elevated Taxiway Edge Light with Blank Cover	10 EA	\$ _____	\$ _____
68. L-125-5.7	New L-858(L) LED Airfield Guidance Sign	6 EA	\$ _____	\$ _____
69. L-125-5.8	New L-861T(L) Base Mounted LED Taxiway Edge Light in Bituminous Shoulder	12 EA	\$ _____	\$ _____
70. L-125-5.9	New L-861T Base Mounted Taxiway Edge Light in Bituminous Shoulder	17 EA	\$ _____	\$ _____
71. L-125-5.10	New L-852T(L) Semi-Flushed Taxiway Edge Light in Bituminous Shoulder	2 EA	\$ _____	\$ _____
72. L-125-5.11	New L-861T Base Mounted Taxiway Edge Light on Existing Base	4 EA	\$ _____	\$ _____
73. L-125-5.12	New in Turf Electrical Junction Can	1 EA	\$ _____	\$ _____
74. L-125-5.13	New in Pavement Electrical Junction Can	1 EA	\$ _____	\$ _____
75. L-125-5.14	New Can Plaza	2 EA	\$ _____	\$ _____
76. L-125-5.15	New Taxiway Edge Reflector	6 EA	\$ _____	\$ _____

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NO.	DESCRIPTION	QTY. & UNIT	UNIT PRICE	EXTENSION
77. SP-1	Install New Security Beam System	1 LS	\$ _____	\$ _____
78. SP-2	Relocate Existing Security Beam System	1 LS	\$ _____	\$ _____
79. SP-3	Solar Panel and Wind Turbine Removal and Relocation	1 LS	\$ _____	\$ _____
80. SP-4	Remove Blast Fence and Fuel Piping	1 LS	\$ _____	\$ _____
81. SP-5	New Permanent Vehicle Stop Sign and Pole	4 EA	\$ _____	\$ _____
82. SP-6	Spall Repair	500 S.F.	\$ _____	\$ _____
83. SP-7	Remove Gate Rail System	204 S.Y.	\$ _____	\$ _____
84. SP-8	Tech Electronics Allowance	1 L.S.	\$ 21,000	\$ 21,000
Contingency Work Authorization				\$ 200,326.50
TOTAL BASE BID AMOUNT				\$ _____

TAXIWAY V CONNECTOR PRE-BID MEETING MINUTES AND SIGN-IN

Reconstruction of Taxiway V Connector
Pre-Bid Conference
November 8, 2016

Attendees:

See Attachment

INTRODUCTION

This project encompasses the removal and replacement of pavement on the Taxiway V Connector to the ATS/Trans-States Ramp. Also included in this project will be the replacement of the existing shoulder, additional drainage, installation of taxiway lighting, removal and replacement of pavement markings and improvements to the electrical circuitry. Please refer to sheet 6, drawing G-1006 for the project location.

The taxiway reconstruction work involves removing the existing 10-11" PCC pavement and subbase as shown in the construction plans. The existing concrete pavement will be recycled and re-used as part of the new pavement detail as per the construction plans. The new taxiway pavement will be 18" PCCP on 6" cement treated open graded base course on 4" recycled PCC base course on minimum 18" pavement rubble. The construction of the new shoulders will consist of 6" asphalt on 6" cement treated open graded base course.

It is strongly encourage to review the construction activity sheets, drawings G-1007 thru G-1010 and G-5000 thru G-5007 for this project.

FINANCE

All pay applications will be submitted using the Airport's payment system. Please review section 01026 (Application for Payments). This project will adhere to the Missouri Statue 34.057 pertaining to prompt pay requirements.

DBE PARTICIPATION

This project will have a DBE goal of 15.01%. The policies of the City of St. Louis and the Airport Authority is to practice nondiscrimination based on race, color, sex or national origin in the award or performance of this contract. The St. Louis Airport Authority has an established Disadvantaged Business Enterprise (DBE) program. The Business Diversity Development (BDD) office strongly encourage prospective bidders to consider participation by those small business entities owned and controlled by certified socially and economically disadvantaged enterprises (DBEs) engaged in all scopes of work that will be performed throughout the project as specified in the contract documents. The BDD

office will evaluate the prospective bidder's utilization statement and good faith efforts in this process. Please review Section II, Part A-05 in the contract specifications. The contractors can get more information, along with a listing of approved DBE firms, from the city's DBE website at www.mwdbe.org and the BDD's website at www.flystl.com/BusinessOpportunities/BusinessDiversity.

CONSTRUCTION PHASING AND SCHEDULING

The work provided for in this contract consists of the reconstruction of the connecting taxiway between Taxiway V and the existing Trans States / ATA ramp. This work also includes reconstruction of a portion of the existing ramp, along with other associated improvements as shown herein.

The project area will be accessed via Gate 15 and B4 off Banshee Drive. Access shall be completed via a badged escort in SIDA and AOA-movement areas, as outlined in the plans. Access to non-SIDA portions of the work does not require escort. The work area has been broken into two phases.

The Construction Activity Plan General Notes outline the different construction phases, along with the associated number of taxiway closures permitted for each phase. All work under this project must be completed under the work time restrictions identified in the Construction Activity Plan Notes. The contractor shall have a total of 120 consecutive calendar days to complete the project.

Phase 1 consists of rehabilitation of a temporary taxiway connector, to be named "V2" and the replacement of pavement panels on the ramp. The phase has been divided into two subphases – 1A and 1B. Phase 1A consists of all work inside of the non-SIDA area that is to be constructed by modifying the existing SIDA with jersey barrier fencing as shown in the plans. Phase 1B consists of the work inside of the AOA movement area to install lighting in the shoulder of existing Taxiway V. Work in Phase 1 is not restricted by hours or days.

Phase 2 consists of reconstruction of Taxiway V1 and a portion of the existing apron pavement. The phase has been divided into two subphases – 2A and 2B. Phase 2A consists of all work inside of the non-SIDA area that is to be constructed by modifying the existing SIDA with jersey barrier fencing as shown in the plans. Phase 2B consists of the work inside of the AOA movement area to install lighting in the shoulder of existing Taxiway V. Work in Phase 2 is not restricted by hours or days.

Phase 1 and Phase 2 cannot be completed simultaneously.

The work areas will be determined to be SIDA or non-SIDA areas by Airport security as identified in the plans.

LIQUIDATED DAMAGES:

Liquidated damages will be assessed per the following for this project:

- For each occurrence that a taxiway remains closed past the planned and agreed to opening time a charge of \$1,500 will be assessed at 6 am each day.
- In addition to damages for overall completion of the work there will be liquidated damages for the completion of individual project phases for which calendar day limits are imposed. The damages shall be \$2,500 per day.

TAXIWAY CLOSURES

There will be taxiway closures as noted per the construction plans. All taxiway closures must be approved by Airport Operations prior to actual closure.

CONTRACTOR'S STORAGE AND PARKING AREA

The contractor's field office, storage area, employee parking and concrete crusher will be located in an area north of Navaid Road, near the intersection of Banshee Road, as shown in the plans.

If the contractor chooses to erect an on-site batch plant, the contractor will be required to submit a form 7460 (Airspace Determination) to the FAA. This form will need to be submitted to the FAA as early as possible as the airspace determination can take a significant amount of time. The recommended time for submittal is 60-90 days prior to start of construction.

With the Airport's permission, some equipment may be staged on the airfield, provided that it is 400' from any runway centerline, 120' from any taxiway centerline, equipment height is less than 20' or as specified by the FAA Airspace Study and the equipment not located in a glide slope or localizer critical area.

BUY AMERICAN

Please refer to the addendum for the Buy American requirements on this project.

AIRPORT SECURITY / SAFETY / COORDINATION WITH OTHER CONTRACTORS

All of the work on this project is inside the airport security fence, therefore all personnel must adhere to the rules and regulations set forth by the Lambert-St. Louis Airport Security and the TSA. All contractors' personnel will either have to be badged or escorted by

someone who is badged at all times. Please refer to section 1042 (Badging Process) for the requirements to obtain a badge. The overall average time needed to complete forms and to attend the necessary security classes to obtain a badge, is approximately six hours.

Contractor vehicles must display the company logo and flashing yellow beacon. Ground control radios must be supplied by the contractor and monitored at all times by the contractor's personnel assigned to operate vehicles on the airfield. The contractor's personnel assigned to operate vehicles and equipment will be required to take the Radio Procedures and Airfield Familiarization Class given by Airport Operations. The FAA expects all individuals working in the non-movement and movement areas of the airfield to be trained and have an understanding of airfield operations.

To keep the perimeter of the Airport secure, a guard will need to be used whenever there is an opening in the perimeter fence. These guards must be employed by Whelan Security, the Airport's approved security contractor. The contractor shall provide a sufficient number of security guards to prevent excessive delays at the security gates during continuous hauling operations. All vehicles using this gate will be checked in, checked out and searched each time they enter the airfield. Whelan Security will be solely responsible for access through the perimeter gate at all times. The contractor will be required to provide a shelter and portable utilities as approved by Whelan Security for each gate location used. Additional information may be obtained by contacting Airport Security at 314-890-1804 or 314-426-8002.

The contractor will be required to follow the **Construction Safety and Phasing Plan (CSPP)** in the contract specifications as approved by the FAA. The contractor will be required to review the FAA Advisory Circular, 150/5370-2F, Operational Safety on Airports during Construction located in the construction specifications. The contractor must submit a **Safety Plan Compliance Document (SPCD) for review as per FAA Advisory Circular (150/5370-2F) at the pre-construction conference.** Any changes to the CSPP must be approved by the FAA.

The contractor will be required to follow all safety and environmental requirements as outlined in sections 01044, 01100, 01900 and 02000 of the contract specifications. The contractor will be required to submit a safety plan and SWPPP to the Airport for approval prior to any construction. The safety plan and SWPPP must meet the minimum requirements as outlined in sections 01044, 01100, 01900 and 02000.

Any material not recycled and reused as specified in the contract documents will be disposed of offsite in compliance with all federal, state and local statutes and ordinances. The contractor shall provide the Airport with the location of the offsite beneficial reuse or disposal facility, all copies of custody and transfer manifests, and a written record of the beneficial reuse or disposal of all Airport construction materials. The contractor shall assume liability for all Airport material delivered to offsite beneficial reuse and clean fill properties. The contractor will be required to keep record of the amount of material recycled on this project.

Barricades used on the airfield will be low profile as per the construction plans equipped with one flashing red light. Haul routes and taxiway crossing must be kept clean at all times. The contractor will be required to have sufficient sweeping/vacuum equipment at all times to control FOD on the airfield and maintain landside roadways used by the contractor. Best management practices (BMP) must be used to control FOD and dust during the construction.

The contractor shall coordinate his activities with the Airport and all other contractors and tenants while working on the airfield. At any time, the Airport may suspend a contractor's activities due to Airport operations. Any dispute between contractors in regard to sequence of construction, runway/taxiway closures or concurrent work in overlapping project areas shall be settled by the Airport.

QUESTIONS/COMMENTS

Comments:

Questions will be accepted until 11:00 am on Thursday, November 10, 2016. An Addendum will be issued on Tuesday, November 15, 2016.

End of Minutes

PRE-BID MEETING FOR THE
RECONSTRUCTION OF TAXIWAY V CONNECTOR
AT
LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT

NOVEMBER 8, 2016

NAME (Please print)	AFFILIATION	PHONE	E-MAIL
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Brian Hutson	CMT, INC.	314-571-9077	bhutsell@cmtegr.com
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Bob Stubbs	Milkstone Weber	636-688-8794	Bob.Stubbs@M11StbWeber.com
Will Sanders	A-Plus Contractors	636 498 1790	a-pluscontractors@outlook.com
Andrew Hanks	MoDOT	573-751-7478	andrew.hanks@modot.mo.gov
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Waste Connections

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Tanner Kudinski	PS	314 698 0974	kuchinski@pbworld.com
Jane Kroft	Tech Electronics	314 951 1772	Jacob.Kroft@techelectronics.com
Eric Chamberlain	Hill Green, Inc	314-330-8982	echamberlain@hrgreen.com
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DANE KULINSKI	AIRPORT OPS		

TAXIWAY V CONNECTOR PRE-BID MEETING Q&A

Lambert Taxiway V Connector
Pre-Bid Q&A

Questions received prior to the pre-bid meeting:

1. Q. Where is the 12" Asphalt on 12" PCCP removal? The bid form quantity shows 2,628 SY.
A. The 12" asphalt on 12" PCCP removal is in the triangular hatched area at the V2-V intersection. The quantity should be 97 SY. The updated quantity is reflected in the bid sheet in the addendum.
2. Q. Is all the 11" partial depth pavement removal included in Phase 1A? Do these panels get replaced with Item P-501-8.2 10"-11" PCCP? Do the new panels get replacement with the steel angle protection shown on Sheet 24, or standard mesh reinforcement?
A. The 10"-11" partial depth pavement removal is part of Phase 1A. These panels get replaced with P-501-8.2 Portland Cement Concrete Pavement – 10"-11" with standard mesh reinforcement. No additional angle iron is required.
3. Q. Is the location of Phase 2 Staging/access correct?
A. Yes, the staging/access location shown on the plan for Phase 2 is as intended.
4. Q. Is there any asphalt shoulder work required along Victor during Phases 1B and 2B?
A. There is no shoulder work on the south side of Taxiway V. Phases 1B and 2B only consist of installing new lights, pulling new cable, and replacing existing lights with blank can covers.
5. Q. Is the existing manhole noted as MH-01 in new 18" PCCP the manhole that is intended for Item D-751-5.7 Drainage Structure Lid Conversion?
A. Yes, MH-01 is the structure that the Lid Conversion pay item is referring to. The existing grated lid shall be swapped with a solid lid. The structure itself will not be adjusted.
6. Q. Do the LED taxiway edge lights require arctic kits?
A. Yes, the LED lights shall include arctic kits.
7. Q. What lamp spec is to be used for Bid Items L-125-5.9 and L-125-5.11?
A. These items shall be quartz lights.
8. Q. How many cans are in each new can plaza?
A. There shall be four cans in each can plaza. Please see detail included in the addendum.

Questions received at the pre-bid meeting:

9. Q. Does waste concrete (foundations) need to be hauled to the approved special waste site?
A. Only soil classified as special waste needs to be hauled to a certified disposal site. Waste concrete and other demolition items should be considered standard waste products. Any soil that can be reused on site is encouraged, although the available fill quantity is low.
10. Q. Will the reimbursement process from Boeing affect the contractor's payment?
A. No, the contractor will be required to provide the airport with documentation that can support the Airport's request for reimbursement from Boeing as a condition of payment, but actual payment will not be contingent upon the Airport receiving reimbursement.
11. Q. Is there known asbestos in an asphalt layer on the site?
A. There has been no known asbestos identified on the site. Any such items located during construction will be treated as an unforeseen condition.
12. Q. Who is to locate the site utilities, both airside and landside?
A. The Contractor is ultimately responsible for locating the utilities. One resource that may be helpful for the landside utilities is Randy Jenson (618-402-5775) at Lambert Subsurface Consultants, P.O Box 327, Brighton, Illinois 62012.
13. Q. Who is the DBE review committee?
A. MRCC – Missouri Regional Certification Committee.
14. Q. Does the DBE goal include workforce tracking?
A. No
15. Q. Do the access paths cross apron pavements with aircraft operating? What kind of security is required?
A. The access from Gate 15 to the Phase 1 site does not cross active aircraft pavement. When constructing work in an area deemed to be non-SIDA, in accordance with the plan requirements, the contractor is only required to place a worker at the gate entrance to prevent the public from entering the work site when the gate is open. There are no specific requirements for this guard.
16. Q. There is 2,200' of barrier fence in the quantity, are we paid for moving the barrier between phases?
A. The barrier fence to be paid for will be the number of linear feet of fence delivered to the project site and used in the construction. Relocation of the temporary fencing for phasing purposes is considered to be incidental and will not be measured for payment.

17. Q. Do we have to follow FAA Buy American requirements for this project since it is not AIP funded?
- A. FAA AIP Buy American requirements do not apply to this project. Missouri statutes regarding Domestic Product Procurement do apply. See addendum for clarification.
18. Q. What happens if Tech Electronics exceeds the \$21,000 allowance provided for in the contract?
- A. It is the intent of the contract for the Contractor to be reimbursed for the actual cost incurred to them for the work required by Tech Electronics. If this effort exceeds the available allowance a change order will be issued to reflect the actual effort expended.
19. Q. Is there a detailed list available as to what Tech will be providing?
- A. This is covered in the specification. This information is also available from Tech Electronics.
20. Q. Do we know anything about the solar panel installation? Do we know the manufacturer – it says to install per the manufacturer’s recommendations? Record Drawings? How much of the existing installation can be re-used?
- A. The manufacturer, Canadian Solar, Inc., is listed in the SP-3 specification. The installation is in good shape, and it is our assumption that the entire system could be relocated and reused, with the exception of the main support posts of the panel array, as they are cast into the concrete foundations. Airport Engineering has arranged for a site visit for those interested in viewing the existing solar panel and security beams at the following time/location:
- 1:00 PM on November 21, 2016
The bus will pickup near the flags in front of the Airport Office Building (AOB), 11495 Navaid Road, Bridgeton, MO 63044.
21. Q. Will we be able to access the Phase 1 area during Phase 2 for security beam transfer?
- A. Limited access to the Phase 1 area may be coordinated with Airport operations, but only for those items that cannot be feasibly completed during Phase 1. Access will be contingent upon not impacting aircraft operations.
22. Q. For the security guard at the V2 entrance during the security beam relocation, that could be up to three weeks we’d need the guard?
- A. It is the intent of the contract for the Contractor to determine the length of time that a guard will be required in phase 2 prior to the Taxiway V2 security beam becoming operational. A 24-hour security guard, employed by the Airport’s security company (Whelan) is required until the relocated beam has been installed and approved by airport security.
23. Q. Working on the Victor shoulder lighting, we’ll be under the departure surface. What limitations are there on that work?

- A. 7460's have been submitted for the critical points shown in the plans. A 25' equipment height was utilized for those studies.
24. Q. Is there any additional work required on the Victor shoulder or simply coring in lights? No overlay or anything?
- A. There is no additional work anticipated.
25. Q. Are there borings available for that shoulder?
- A. The newer section of shoulder was built in 2010 consisted of 6" of asphalt on 6" of cement treated base. The older section is assumed to be consistent with the shoulder borings on the opposite side of the taxiway.
26. Q. Is there a reason we are sawkerfing vs. boring under Taxiway V2?
- A. Boring beneath the pavement in lieu of sawkerfing is acceptable, provided it is at no additional charge to the contract.
27. Q. Do we know who installed the solar panel system originally?
- A. Aschinger Electric performed the original install.
28. Q. The 204 SY of gate rail system removal, what does that entail?
- A. An approximate 10" thick panel/foundation containing rails that were originally utilized for a rolling gate. This removal takes place at the entrance of both taxiways at the apron edge.
29. Q. In the area of the blast fence removal, is there any additional pavement restoration required?
- A. There is no expected pavement restoration expected. There will be anchor bolts that will need to be cut/ground flush with the surface.
30. Q. Are there fuel lines in both blast fence locations?
- A. There are fuel lines at both blast fence locations. Where a line enters the ground, it is intended to cut and cap that line.
31. Q. For the panel replacements, is the angle iron joint finish required on the new panels?
- A. There is no angle iron required for the new panels. The details were included to add information regarding demolition.
32. Q. How long ago did the panel investigation take place – for the remove and replace?
- A. The investigation was recent, approximately 3 months ago.
33. Q. What is the anticipated NTP?
- A. Spring 2017
34. Q. Will there be any additional work taking place in the area? How will the contractors coordinate work?
- A. The Airport reserves the right to schedule other work on the airfield. When necessary contractors are required to coordinate in accordance with the plan/specification requirements.

Questions received after the pre-bid:

35. Q. Will the soils excavated for structures and sewers need to be taken to the landfill? Is there a payment for that quantity?
- A. Those soils will also need to be treated as special waste and taken to the approved, certified landfill. Those costs are considered incidental to the pay items that require the excavation.
36. Q. Where are the armored panels located? It was our assumption that it was the panel replacement area only? Do the armored panels have additional reinforcement in the panel?
- A. The armored panels are almost exclusively found in the main reconstruction area of Phase 2 – assume that the entire quantity of 11" PCC on 6" HMA panels are armored. It is unlikely that any armor will be found in the individual panel replacement area, other than adjacent to the panels to be replaced. As far as additional slab reinforcement, each armored panel contains corner reinforcement, consisting of four #6 bars, 5' long, spaced at 6" on center, originating at each corner and directed to the center of the panel. Additional "mesh" reinforcement is expected in each armored panel, consisting of #4 or #5 bars at spacing determined by panel size – in both directions, per the available record drawings. The largest panels (30' to 50' side lengths), which shouldn't be encountered, likely contain two layers of the "mesh" reinforcement. Reinforcement in the individual panel replacements is unknown. Record drawing details for the panel and corner reinforcement of the armored panels have been added to drawing C-1104, and note 22 on C-1100 has been modified.

TAXIWAY V CONNECTOR

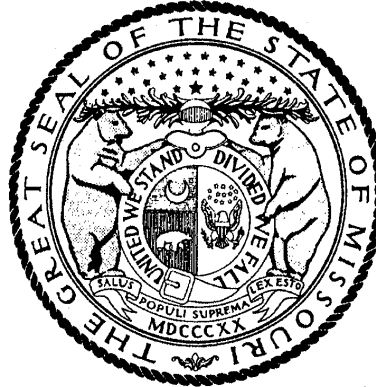
PART B

SPECIAL CONDITIONS – STATE OF MISSOURI ANNUAL WAGE ORDER NO. 23 (rev. 10/20/16)

Missouri

Division of Labor Standards

WAGE AND HOUR SECTION



JEREMIAH W. (JAY) NIXON, Governor

Annual Wage Order No. 23

Section 100
ST. LOUIS COUNTY

In accordance with Section 290.262 RSMo 2000, within thirty (30) days after a certified copy of this Annual Wage Order has been filed with the Secretary of State as indicated below, any person who may be affected by this Annual Wage Order may object by filing an objection in triplicate with the Labor and Industrial Relations Commission, P.O. Box 599, Jefferson City, MO 65102-0599. Such objections must set forth in writing the specific grounds of objection. Each objection shall certify that a copy has been furnished to the Division of Labor Standards, P.O. Box 449, Jefferson City, MO 65102-0449 pursuant to 8 CSR 20-5.010(1). A certified copy of the Annual Wage Order has been filed with the Secretary of State of Missouri.

Original Signed by

John E. Lindsey, Director
Division of Labor Standards

This Is A True And Accurate Copy Which Was Filed With The Secretary of State: **March 10, 2016**

Last Date Objections May Be Filed: **April 11, 2016**

Prepared by Missouri Department of Labor and Industrial Relations

OCCUPATIONAL TITLE	** Date of Increase	*	Basic Hourly Rates	Over-Time Schedule	Holiday Schedule	Total Fringe Benefits
Asbestos Worker (H & F) Insulator			\$38.36	55	60	\$21.41
Boilermaker			\$32.76	126	7	\$30.10
Bricklayer and Stone Mason	6/16		\$32.50	72	5	\$21.80
Carpenter	6/16		\$36.98	77	41	\$16.30
Cement Mason	6/16		\$31.16	80	6	\$17.95
Communication Technician			\$31.35	44	47	\$9.53 + 31.75%
Electrician (Inside Wireman)	10/16		\$35.70	82	71	\$10.84 + 38.5%
Electrician (Outside-Line Construction\Lineman)	9/16		\$43.75	43	45	\$5.25 + 36%
Lineman Operator	9/16		\$37.73	43	45	\$5.25 + 36%
Groundman	9/16		\$29.11	43	45	\$5.25 + 36%
Elevator Constructor		a	\$46.04	26	54	\$31.645
Glazier			\$33.40	87	31	\$23.55
Ironworker			\$32.88	11	8	\$23.825
Laborer (Building):						
General			\$31.12	97	26	\$14.47
First Semi-Skilled			\$30.76	114	27	\$14.47
Second Semi-Skilled			\$31.12	109	3	\$14.47
Lather			USE CARPENTER RATE			
Linoleum Layer and Cutter	6/16		\$31.83	92	26	\$16.00
Marble Mason	6/16		\$31.83	76	51	\$14.62
Marble Finisher	6/16		\$26.42	76	51	\$13.95
Millwright			USE CARPENTER RATE			
Operating Engineer						
Group I	6/16		\$32.41	3	66	\$25.13
Group II	6/16		\$32.41	3	66	\$25.13
Group III	6/16		\$30.51	3	66	\$25.13
Group III-A	6/16		\$32.41	3	66	\$25.13
Group IV	6/16		\$27.05	3	66	\$25.13
Group V	6/16		\$27.05	3	66	\$25.13
Painter			\$31.65	104	12	\$13.76
Pile Driver			USE CARPENTER RATE			
Pipe Fitter	7/16		\$38.00	91	69	\$26.93
Plasterer	7/16		\$31.56	67	3	\$17.98
Plumber	7/16		\$38.00	91	69	\$26.93
Roofer \ Waterproofer			\$31.35	15	73	\$17.12
Sheet Metal Worker			\$39.63	32	25	\$21.72
Sprinkler Fitter - Fire Protection			\$41.56	66	18	\$22.02
Terrazzo Worker	6/16		\$32.30	116	5	\$13.79
Terrazzo Finisher			\$30.35	116	5	\$11.84
Tile Setter	6/16		\$31.83	76	51	\$14.62
Tile Finisher	6/16		\$26.42	76	51	\$13.95
Traffic Control Service Driver			\$27.35	83	17	\$9.045
Truck Driver-Teamster			\$30.41	35	36	\$10.82

Fringe Benefit Percentage is of the Basic Hourly Rate

**Annual Incremental Increase

OCCUPATIONAL TITLE	** Date of Increase	Basic Hourly Rates	Over-Time Schedule	Holiday Schedule	Total Fringe Benefits

* Welders receive rate prescribed for the occupational title performing operation to which welding is incidental.

Use Building Construction Rates on Building construction in accordance with the classifications of construction work established in 8 CSR 30-3.040(2).

Use Heavy Construction Rates on Highway and Heavy construction in accordance with the classifications of construction work established in 8 CSR 30-3.040(3).

a - Vacation: Employees over 5 years - 8%, under 5 years - 6%

ST. LOUIS COUNTY BUILDING CONSTRUCTION - OVERTIME SCHEDULE

FED: Minimum requirement per Fair Labor Standards Act means time and one-half (1 ½) shall be paid for all work in excess of forty (40) hours per work week.

NO. 3: Means the regular workday shall consist of eight (8) consecutive hours, exclusive of a thirty (30) minute lunch period, with pay at the straight time rate. The regular workday shall begin between the hours of 6:00 a.m. and 9:00 a.m. The Employer may have the option to schedule the work week from Monday through Thursday at ten (10) hours per day at the straight time rate of pay with all hours in excess of ten (10) hours in any one day to be paid at the applicable overtime rate. If the Employer elects to work from Monday through Thursday and is stopped due to inclement weather, holiday or other conditions beyond the control of the Employer, they shall have the option to work Friday at the straight time rate of pay to complete the forty (40) hours for the workweek. All overtime work performed on Monday through Saturday shall be paid at time and one-half (1½) the hourly rate plus an amount equal to one-half (½) of the hourly Total Indicated Fringe Benefits. All work performed on Sundays and recognized holidays shall be paid at double (2) the hourly rate plus an amount equal to the hourly Total Indicated Fringe Benefits. Shifts may be established when considered necessary by the Employer. Shift hours and rates will be as follows. If shifts are established, work on the First Shift will begin between 6:00 a.m. and 9:00 a.m. and consist of eight (8) hours of work plus one-half hour unpaid lunch. Hours worked during the first shift will be paid at the straight time rate of pay. The second shift shall start eight hours after the start of the first shift and consist of eight (8) hours of work plus one-half hour unpaid lunch. Work on the second shift will begin between 2:00 p.m. and 5:00 p.m. and be paid the straight time rate plus \$2.50 per hour. The third shift shall start eight hours after the start of the second shift and consist of eight (8) hours plus one-half hour unpaid lunch. Work on the third shift will begin between 10:00 p.m. and 1:00 a.m. and be paid the straight time rate plus \$3.50 per hour. The additional amounts that are to be paid are only applicable when working shifts. Shifts that begin on Saturday morning through those shifts which end on Sunday morning will be paid at time and one-half these rates. Shifts that begin on Sunday morning through those shifts which end on Monday morning will be paid at double time these rates.

NO. 11: Means eight (8) hours shall constitute a day's work, with the starting time to be established between 6:00 a.m. and 8:00 a.m. from Monday to Friday. Time and one-half (1½) shall be paid for first two (2) hours of overtime Monday through Friday and the first eight (8) hours on Saturday. All other overtime hours Monday through Saturday shall be paid at double (2) time rate. Double (2) time shall be paid for all time on Sunday and recognized holidays or the days observed in lieu of these holidays.

NO. 15: Means the regular working day shall be scheduled to consist of at least eight (8) hours, but no more than ten (10) consecutive hours, exclusive of the lunch period. The regular working day may be scheduled to commence at any time between the hours of 5:00 a.m. and 10:00 a.m. All work performed in excess of forty (40) hours in one work week, or in excess of ten (10) hours in one work day shall be paid at the rate of one and one-half (1½) times the regular hourly wage scale. Any work performed on a Saturday shall be paid for at the rate of one and one-half (1½) times the regular hourly wage scale unless such Saturday work falls under the category of Saturday Make-Up Day. Any work performed by Employees anywhere on Sunday or recognized holidays, shall be paid for at the rate of double (2) time the regular wage scale. If, during the course of a work week, an Employee is unable to work for any reason, and, as a result, that Employee has not accumulated forty (40) hours of compensable time at the straight time rate, the Employer, at his option may offer the Employee the opportunity to work on Saturday at straight time; provided, however, if during the period worked by said Employee on Saturday, the Employee's compensable time at the straight time rate exceeds forty (40) hours, all time worked in excess of the forty (40) hours will be paid at the rate of one and one-half (1½) times the regular hourly wage scale.

NO. 26: Means that the regular working day shall consist of eight (8) hours worked between 6:00 a.m., and 5:00 p.m., five (5) days per week, Monday to Friday, inclusive. Hours of work at each jobsite shall be those established by the general contractor and worked by the majority of trades. (The above working hours may be changed by mutual agreement). Work performed on Construction Work on Saturdays, Sundays and before and after the regular working day on Monday to Friday, inclusive, shall be classified as overtime, and paid for at double (2) the rate of single time. The employer may establish hours worked on a jobsite for a four (4) ten (10) hour day work week at straight time pay for construction work; the regular working day shall consist of ten (10) hours worked consecutively, between 6:00 a.m. and 6:00 p.m., four (4) days per week, Monday to Thursday, inclusive. Any work performed on Friday, Saturday, Sunday and holidays, and before and after the regular working day on Monday to Thursday where a four (4) ten (10) hour day workweek has been established, will be paid at two times (2) the single time rate of pay. The rate of pay for all work performed on holidays shall be at two times (2) the single time rate of pay.

**ST. LOUIS COUNTY
BUILDING CONSTRUCTION - OVERTIME SCHEDULE**

NO. 32: The regular working day shall consist of eight (8) hours of labor on the job between six (6) a.m. and four (4) p.m. and the regular working week shall consist of five (5) consecutive eight (8) hour day's of labor on the job beginning with Monday and ending with Friday of each week. The normal work week is 40 hours. All full-time or part-time labor performed during such hours shall be recognized as regular working hours and paid for at the regular hourly rate. **All work performed during regular work hours on Saturdays will be paid at time and one-half (1 ½).** All work performed outside of regular working hours and performed during the regular work week, shall be at double (2) times the regular rate, except that the first two (2) hours following the regular work day shall be paid at one and one-half (1½) times the regular rate. An early starting time of 6:00 a.m. may be used mutually agreed upon by the interested parties. **SHIFT RATE:** Shift work would start after 4:00 p.m. to 6:00 a.m. The first 8 hours would be at 115% of the basic wage rate. Overtime Monday through Friday would be at 1 ½ of base shift rate. Saturday regular work day hours – 1½ of base shift rate. Saturday – work after 8 hours – 2 times the basic wage rate. Sunday and Holidays – 2 times the basic wage rate. All work performed on recognized holidays and Sundays shall be paid double (2) time. Appropriate overtime rates to be based on fifteen minute increments.

NO. 35: Means a regular work week of forty (40) hours, will start on Monday and end on Friday. The regular work day shall be either eight (8) or ten (10) hours. If a crew is prevented from working forty (40) hours Monday through Friday, or any part thereof by reason of inclement weather, Saturday or any part thereof maybe worked as a make-up day at the straight time rate. Employees who are part of a regular crew on a make-up day, notwithstanding the fact that they may not have been employed the entire week, shall work Saturday at the straight time rate. A work day is to begin between 6:00 a.m. and 9:00 a.m. However, the project starting time maybe advanced or delayed if mutually agreed to by the interested parties. For all time worked on recognized holidays, or days observed as such, double (2) time shall be paid.

NO. 43: Eight (8) hours shall constitute a work day between the hours of 7:00 a.m. and 4:30 p.m. Forty (40) hours within five (5) days, Monday through Friday inclusive, shall constitute the work week. Work performed in the 9th and 10th hour, Monday through Friday, shall be paid at time and one-half (1½) the regular straight time rate of pay. Contractor has the option to pay two (2) hours per day at the time and one-half (1½) the regular straight time rate of pay between the hours of 6:00 a.m. and 5:30 p.m., Monday through Friday. Work performed outside the regularly scheduled working hours and on Saturdays, Sundays and recognized legal holidays, or days celebrated as such, shall be paid for at the rate of double (2) time.

NO. 44: Means forty (40) hours shall constitute a work week, Monday through Friday. Eight (8) hours shall constitute a work day. Hours of work shall be between the hours of 7:00 a.m. and 4:30 p.m. All work performed before 7:00 a.m. and after 4:30 p.m. and all work performed in excess of eight (8) hours in any one work day, over forty (40) hours in any work week and the first eight (8) hours of work on Saturday, shall be paid at the rate of one and one-half (1½) times the regular rate of pay. All hours worked in excess of eight (8) hours on Saturday, all hours worked on Sunday and on holidays, or days that may be celebrated as such, and as designated by the federal government, shall be paid at two (2) times the regular rate of pay. All shifts for work performed between the hours of 4:30 p.m. and 1:00 a.m. shall receive eight (8) hours pay at the regular hourly rate of pay plus two dollars (\$2.00) per clock hour. All work performed between the hours of 12:30 a.m. and 9:00 a.m. on a third shift shall receive eight (8) hours pay at the regular hourly rate plus four dollars (\$4.00) per clock hour. All overtime work required after the completion of a regular shift shall be paid at one and one-half times (1½ x) the "shift" hourly rate.

NO. 55: Means the regular work day shall be eight (8) hours between 6:00 a.m. and 4:30 p.m. The first two (2) hours of work performed in excess of the eight (8) hour work day, Monday through Friday, and the first ten (10) hours of work on Saturday, shall be paid at one & one-half (1½) times the straight time rate. All work performed on Sunday, observed holidays and in excess of ten (10) hours a day, Monday through Saturday, shall be paid at double (2) the straight time rate.

NO. 66: Means eight (8) hours shall constitute a day's work beginning at 7:00 a.m. (or 8:00) A.M. and ending at 3:30 (or 4:30) P.M. The work week shall be forty (40) hours beginning Monday at 7:00 a.m. (or 8:00) A.M. and ending Friday at 3:30 (or 4:30) P.M. The Employer at his option may use a flexible starting time between the hours of 6:00 a.m. and 8:00 a.m. All overtime, that is worked outside of the above established working hours of Monday through Friday, shall be paid at double (2) time, including Saturdays, Sundays and Holidays.

**ST. LOUIS COUNTY
BUILDING CONSTRUCTION - OVERTIME SCHEDULE**

NO. 67: Means eight (8) hours shall constitute a day's work, with a flexible starting time to begin between 6:00 a.m. to 8:00 a.m., five (5) days a week, Monday through Friday. Any work over eight (8) hours in any one day shall be at the overtime rate, which is time & one-half (1½). Any work on Saturday shall be at time & one-half (1½), unless a Make-Up Day due to inclement weather is in effect. Any work on Sundays or holidays shall be at double (2) time. Four (4) days, ten (10) hours each day to be worked during Monday through Friday, shall be paid at straight time. A Make-Up Day Due To Inclement Weather Only - Employee(s) will be permitted to work an eight (8) hour make-up day on Saturday only, and the employee will receive the regular straight time wage rate.

NO. 72: Means that except as is otherwise provided herein, the work week shall be determined to begin at 8:00 a.m. Wednesday and end at 4:30 p.m. on the following Tuesday. Except as herein provided, working hours are from 8:00 a.m. to 11:55 a.m. and 12:30 p.m. to 4:25 p.m. and no more than the regular hours shall be worked during the forenoon or afternoon at the regular rate. In the case of days of inclement weather starting time and quitting time may be adjusted so long as the hours worked on such days do not exceed eight (8) and do not extend beyond 4:30 p.m. In circumstances where the Employee or Employees have regularly been working overtime on a particular day or days, no adjustment in the starting time shall operate to deprive Employees of overtime pay, which they would have otherwise received but for the change in the starting time. The parties understand that the application of the provisions of the preceding sentence will result in Employees receiving overtime pay even where they have not worked more than with (8) hours on a particular day. Regardless of the starting time, the forenoon working hours shall end at 11:55 a.m. and the afternoon working hours shall begin at 12:30 p.m. and end 8 hours and 25 minutes after the starting time fixed by the Employer for forenoon hours. Work performed by an employee on a non-holiday Saturday, except as hereinafter provided, or at night or before or after regular working hours on a non-holiday weekday, shall be considered overtime work, for which Employees working during such time shall be paid at the rate of one and one-half (1½) times their regular hourly wage rate for each hour or fraction thereof, worked during such time. Work performed on a Sunday or the recognized holidays shall be considered overtime work for which the Employee shall be paid twice the amount of his or her regular hourly wage rate for each hour or fraction thereof worked on any such day.

NO. 76: Means the standard workday shall consist of eight (8) hours of work between the hours of 8:00 a.m. and 4:30 p.m. with a thirty (30) minute unpaid lunch hour occurring in the middle of the shift. The standard workweek shall consist of five standard workdays commencing on Monday and ending on Friday. The normal starting and quitting times may be changed by mutual consent of interested parties. All time worked before and after the established eight (8) hour workday, Monday through Friday, and all time worked on Saturday, shall be paid for at the rate of time & one-half (1½) the hourly base wage rate in effect. All time worked on Sunday and holidays shall be paid at the rate of double (2) the hourly wage in effect. All work done on Saturday will be done at time & one-half (1½), unless Saturday shall be used as a make-up day. If an employee should lose one or more days in a work week and use Saturday as a make-up day the pay shall be at the regular hourly base wage rate and benefits.

NO. 77: Means the regular workday shall consist of eight (8) consecutive hours, exclusive of a thirty (30) minute lunch period, with pay at the regular straight time hourly rate. The regular workday shall begin on the job site between the hours of 6:00 a.m. and 8:00 a.m. with the starting time to be determined by the Employer, unless project owner requires different starting time. This adjustable starting time can, at the Employer's option, be staggered to permit starting portions of the work force at various times within the prescribed hours. The Employer may establish a four (4) ten (10) hour shift exclusive of the thirty (30) minute lunch period at the straight time wage rate. Forty (40) hours per week shall constitute a week's work Monday through Thursday. In the event a job is down due to weather conditions, safety or other conditions beyond the control of the Employer, then Friday may, at the option of the employer, be worked as a make-up day at the straight time wage rate. Straight time is not to exceed ten (10) hours a day or forty (40) hours per week. Time and one-half (1 ½) shall be paid for all overtime hours worked during the week, Monday through Friday and for all work performed on Saturday. Double (2) time shall be paid for all time worked on Sunday and recognized holidays.

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NO. 80: Means eight (8) hours shall constitute the regular work day and forty (40) hours a work week, Monday through Friday. The Employer shall establish the starting time between 6:30 a.m. through 9:00 a.m. An Employer may further adjust the starting time up to 9:30 a.m. throughout the year. Time and one-half (1½) shall be paid after eight (8) consecutive hours worked after the established starting time and for hours worked before the established starting time. Time and one-half (1½) shall be paid for work performed on Saturdays. Work performed on Sundays and Holidays shall be paid at the double (2) time rate of pay. The Employer when working on Highway and Road Work may have the option to schedule the work week for his paving crew only from Monday through Thursday at ten (10) hours per day at the straight time rate of pay with all hours in excess of ten (10) hours in any one day to be at the applicable overtime rate of time and one-half (1½). If the Employer elects to work from Monday through Thursday and is stopped due to inclement weather (rain, snow, sleet falling), the Employer shall have the option to work Friday at the straight time rate of pay to complete the forty (40) hours.

NO. 82: Means the work day shall consist of eight (8) hours worked between 7:00 a.m. and 4:30 p.m. Forty (40) hours will constitute the work week from Monday through Friday, inclusive. Up to four (4) hours of overtime work per day performed before or after the assigned normal work day, (twelve (12) continuous hours, starting no earlier than 6:00 a.m., Monday through Friday), shall be paid at a rate of one and one-half times (1.5x) that employee's hourly rate. Any additional overtime, Monday through Friday, shall be paid at two times (2x) the regular rate of pay. The first eight hours of overtime work on Saturday shall be paid at the rate of one and one-half times (1.5x) the regular rate of pay. Hours worked in excess of eight (8) hours on Saturday shall be paid at two times (2x) the regular rate of pay. Double time shall be paid for work performed on Sundays, recognized legal holidays or days that may be celebrated as such as designated by the federal government. All shifts for work performed between the hours of 4:30 p.m. and 1:00 a.m. shall be paid at the regular hourly rate plus two dollars (\$2.00) per clock hour. All shifts for work performed between the hours of 12:30 a.m. and 9:00 a.m. shall be paid at the regular hour rate plus four dollars (\$4.00) per clock hour. All overtime work required after the completion of a regular shift shall be paid at one and one-half times (1.5x) the "shift" hourly rate.

NO. 83: Means eight (8) hours shall constitute the regular workday except when the Employer elects to work Four, 10-Hour days as explained in this Section with starting time to be between the hours of 6:00 a.m. and 9:00 a.m. as determined by the Employer. This adjustable starting time can, at the Employer's option, be staggered to permit starting portions of the work force at various times within the prescribed hours. Overtime is to be paid after eight (8) hours at the rate of time and one-half (1½). The Employer may have the option to schedule his workweek from Monday through Thursday at ten (10) hours per day at the straight time rate of pay with all hours in excess of ten (10) hours in any one day to be at the applicable overtime rate of time and one-half (1½). If the Employer elects to work from Monday through Thursday and is stopped due to inclement weather (rain, snow, sleet falling) he shall have the option to work Friday at the straight time rate of pay to complete his forty (40) hours. However, should a holiday occur, Monday through Thursday, the Employer shall have the option to work Friday at the straight time rate of pay, unless work is halted due to inclement weather (rain, snow, sleet falling). The work week is to begin on Monday. Time and one-half (1½) shall be paid for Saturday work. Double (2) time shall be paid for all Sunday work and work performed on recognized holidays.

NO. 87: Means eight (8) hours starting between 6:00 a.m. and 8:00 a.m. and ending between 2:30 p.m. and 4:30 p.m. at the Employers discretion shall constitute a day's work. Any work prior to 6:00 a.m. or after eight (8) hours shall be paid at the overtime rate. Five (5) days from Monday through Friday inclusive shall constitute a regular work week. All hours before and after these regular hours shall be considered overtime and shall be paid for at the rate of double (2) time. All work on Saturday and Sunday shall be paid at double (2) the prevailing scale of wages.

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NO. 91: Means eight (8) hours shall constitute a day's work commencing at 7:00 a.m. and ending at 3:30 p.m., allowing one-half (½) hour for lunch. The option exists for the Employer to use a flexible starting time between the hours of 6:00 a.m. and 9:00 a.m. The regular workweek shall consist of forty (40) hours of five (5) workdays, Monday through Friday. The workweek may consist of four (4) ten (10) hour days from Monday through Thursday, with Friday as a make-up day. If the make-up day is a holiday, the employee shall be paid at the double (2) time rate. The employees shall be paid time and one-half (1½) for work performed on Saturdays, before the regular starting time or after the regular quitting time or over eight (8) hours per work day (unless working a 10-hour work day, then time and one-half (1½) is paid for work performed over ten (10) hours a day) or over forty (40) hours per work week. Work performed on Sundays and recognized holidays shall be paid at the double (2) time rate of pay. **SHIFT WORK:** When it is necessary for the project to operate in shifts, there will be three (3) eight (8) hour shifts commencing at 8:00 a.m. Shift work must continue for a period of not less than three (3) consecutive work days, two (2) days which must be regular work days (Monday through Friday). In the event the second or third shift of any regular work day shall fall into a Saturday or a holiday, such extension into a Saturday or holiday shall be considered as part of the previous workday and employees shall be paid at the regular shift rate. The first day shift shall work a regular eight (8) hour day at regular rates. The second shift shall be eight (8) hours regular time pay plus \$2.50 per hour premium for eight (8) hours work. Third shift will be for eight (8) hours regular time pay plus \$3.00 per hour premium for eight (8) hours work.

NO. 92: Means all work performed from 8:00 a.m. to 4:30 p.m., Monday through Friday, will be at straight time pay up to forty (40) hours per week. All work performed Monday through Friday before 8:00 a.m. and after 4:30 p.m. will be done at time and one-half (1½). All work done on Saturday will be done at time and one-half (1½), unless the employer and employee agree that Saturday shall be used as a make-up day. The Employer may use a flexible starting time of 7:00 a.m. to 8:00 a.m., and quitting time of 3:30 p.m. to 4:30 p.m., and any such different work starting time shall determine whether wages are payable at the straight rate or the premium rate. All work performed on Saturday shall be paid for at time and one-half (1½), unless the Saturday has been used as a make-up day. All work performed on Sunday and holidays shall be paid for at the rate of double (2) time.

NO. 97: Means the regular workday shall consist of eight (8) consecutive hours, exclusive of a thirty minute lunch period with pay at the regular straight time hourly rate. The regular workday shall begin on the job site between the hours of 6:00 a.m. and 9:00 a.m. with the starting time to be determined by the Employer. This adjustable start time can, at the Employer's option, be staggered to permit starting portions of the work force at various times within the prescribed hours. The workweek shall begin Monday at the established starting time. The Employer may establish a four (4) ten (10) hour shift exclusive of a thirty (30) minute unpaid lunch period at the straight time wage rate. Forty (40) hours per week shall constitute a week's work, Monday through Thursday. In the event a job is down due to weather conditions, holiday, or other conditions beyond the control of the Employer, then Friday may, at the option of the Employer, be worked as a make-up day at the straight time wage rate. Straight time is not to exceed ten (10) hours a day or forty (40) hours per week. When an Employer works a project on a four (4) ten (10) hour day work schedule, the Employer will not bring in any other crew for a fifth workday on the project while not calling in the normal crew that had been scheduled for that project. Time and one-half (1½) shall be paid for work performed in excess of eight (8) hours on any regular workday or outside the hours limiting a regular workday, Monday through Friday. Time and one-half (1½) shall be paid for work performed on Saturdays. Double (2) time shall be paid for work performed on Sundays and recognized holidays. Projects that cannot be performed during regular workday: If required by owner, the contractor may perform work outside the normal work hours and employees shall be paid applicable straight time hourly wage rate plus a premium of two dollars and fifty cents (\$2.50) per hour for the first eight (8) hours worked. Any hours worked in excess of eight (8) hours shall be paid at the applicable overtime rate plus the two dollar and fifty cent (\$2.50) per hour premium. **Shift Work:** Shifts may be established when considered necessary by the Employer. Shifts hours and rates will be as follows: First Shift, Eight (8) hours plus one-half (½) hour for lunch. Second Shift, Eight (8) hours plus one-half (½) hour for lunch. Third Shift, Eight (8) hours plus one-half (½) hour for lunch. Shifts shall be established for a minimum of three (3) consecutive workdays. The first shift will be paid at eight (8) hours straight time for eight (8) hours work. The second shift will be paid eight (8) hours straight time plus a two dollar and fifty cent (\$2.50) per hour premium for eight (8) hours work, and third shift shall be paid eight (8) hours straight time plus a three dollar and fifty cent (\$3.50) per hour premium for eight (8) hours work. Overtime is computed after the premium has been added to the hourly wage rate. Nothing above prohibits the working of two (2) shifts at greater than eight (8) hours with the excess hours to be paid at overtime rate.

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NO. 104: Means eight (8) hours per day shall constitute a standard work day between the hours of 6:00 a.m. and 8:00 p.m. The standard work week shall be forty (40) hours between 6:00 a.m. on Monday and ending 8:00 p.m. on Friday. An overtime rate of time and one-half (1½) the base hourly rate shall be paid on all hours in excess of eight (8) hours in a day Monday through Friday. Saturdays shall be considered overtime and work done on Saturday shall be paid at time and one-half (1½) the prevailing scale. Sundays and holidays shall be considered overtime and work done on these days shall be paid at double (2) the prevailing scale.

NO. 109: Means a workday of eight (8) hours shall constitute the regular day's work beginning at 8:00 a.m. through 4:30 p.m.; five (5) days shall constitute a work week from Monday to Friday inclusive; time and one-half (1½) shall be paid for all work performed before 8:00 a.m. or after 4:30 p.m. of any day Monday through Friday, and all hours worked on Saturday. Double (2) time shall be paid for all work performed on Sunday or any of the recognized holidays. Overtime shall be computed at one-half (1/2) hour intervals. A flexible starting time for eight (8) hours shall constitute the regular workday between the hours of 6:00 a.m. and 5:30 p.m. with starting time determined by the Employer. This adjustable starting time can, at the employer's option, be staggered to permit starting portions of the work force at various times within the prescribed hours. The Employer may have the option to schedule his workweek from Monday through Thursday at ten (10) hours per day at the straight time rate of pay with all hours in excess of ten (10) hours in any one day to be at the applicable overtime rate. If the Employer elects to work from Monday through Thursday and is stopped due to inclement weather (rain, snow, sleet falling), he shall have the option to work Friday at the straight time rate of pay to complete his forty (40) hours. When an Employer works a project of a four (4) ten (10) hour day work schedule, the Employer will not bring in any other crew for a fifth workday on the project while not calling in the normal crew that had been scheduled for that project. Projects that cannot be performed during regular workday: If required by owner, the contractor may perform work outside the normal work hours and employees shall be paid applicable straight time hourly wage rate plus a premium of two dollars and fifty cents (\$2.50) per hour for the first eight (8) hours worked. Any hours worked in excess of eight (8) hours shall be paid at the applicable overtime rate plus the two dollar and fifty cent (\$2.50) per hour premium. Shift work: Shifts may be established when necessary by the Employer. Shifts shall be established for a minimum of three (3) consecutive workdays. The first shift will be paid at eight (8) hours straight time pay for eight (8) hours work. The second shift will be paid at eight (8) hours straight time pay plus a two dollar and fifty cent (\$2.50) per hour premium for eight (8) hours work. The third shift will be paid at eight (8) hours straight time pay plus a three dollar and fifty cent (\$3.50) per hour premium for eight (8) hours work. Payment for shift work shall be determined when an Employer first begins his shift operation, i.e., the shifts which begin on Friday morning and end on Saturday morning will be paid straight time; the shifts which start on Saturday morning and end on Sunday morning will be paid at time and one-half (1½); the shift that start on Sunday morning and end on Monday morning will be paid at two (2) times the regular rate of pay. Employees working during the normal workday shall receive first shift pay; employees working predominantly in the evening hours shall receive second shift pay; employees working predominately during the early morning hours will receive third shift pay. Nothing above prohibits the working of two (2) shifts greater than eight (8) hours with excess hours to be paid at overtime rate.

NO. 114: Means eight (8) hours shall constitute a regular work day between the hours of 7:00 a.m. and 5:30 p.m. with a thirty (30) minute lunch period to start between the hours of 11:00 a.m. and 1:00 p.m. Five (5) days shall constitute a regular work week commencing on Monday and ending on Friday. One and one-half (1½) times the regular hourly rate of pay shall be paid for all overtime work, with the exception of holidays or Sundays. Overtime work shall be deemed to include any work performed in excess of eight (8) hours on any day in the regular work week, or any work performed before 7:00 a.m. or after 5:30 p.m. on any day in the regular work week. If a crew is prevented from working forty (40) hours Monday through Friday by reason of inclement weather, then Saturday may be worked by that crew as a make-up day at the straight time rate. Double (2) time shall be paid for work performed on Sundays and holidays, or days observed as such. Shift Work: In the case of three (3) shifts, workmen shall be paid eight (8) hours for seven and one-half (7½) hours worked.

NO. 116: Means the standard work day shall consist of eight (8) hours of work between the hours of 8:00 a.m. and 4:30 p.m. The standard work week shall consist of five standard work days commencing on Monday and ending on Friday inclusive. All time worked before and after the established eight (8) hour work day, Monday through Friday, and all time worked on Saturdays, shall be paid for at the rate of time & one-half (1½) the hourly base wage rate in effect. All time worked on Sundays and recognized holidays shall be paid for at the rate of double (2) the hourly base wage rate in effect.

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BUILDING CONSTRUCTION - OVERTIME SCHEDULE**

NO. 126: Means eight (8) hours per day shall constitute a day's work and forty (40) hours per week, Monday through Friday, shall constitute a week's work. The regular starting time shall be 8:00 a.m. If a second or third shift is used, the regular starting time of the second shift shall be 4:30 p.m. and the regular starting period for the third shift shall be 12:30 a.m. These times may be adjusted by the employer. The day shift shall work a regular eight (8) hours shift as outlined above. Employees working a second shift shall receive an additional \$0.25 above the regular hourly rate and perform seven and one-half (7½) hours work for eight (8) hours pay. Third shift employees shall be paid an additional \$0.50 above the regular hourly rate and work seven (7) hours for eight (8) hours pay. When circumstances warrant, the Employer may change the regular workweek to four (4) ten-hour days at the regular time rate of pay. All time worked before and after the established workday of eight (8) hours, Monday through Friday, and all time worked on Saturday shall be paid at the rate of time and one-half (1½) except in cases where work is part of an employee's regular Friday shift. All time worked on Sunday and recognized holidays shall be paid at the double (2) time rate of pay except in cases where work is part of an employee's previous day's shift. For all overtime hours worked \$27.96 of the fringe benefits portion of the prevailing wage shall be paid at the same overtime rate at which the cash portion of the prevailing wage is to be paid. The remaining \$1.24 of the fringe benefit portion of the prevailing wage may be paid at straight time.

ST. LOUIS COUNTY HOLIDAY SCHEDULE – BUILDING CONSTRUCTION

NO. 3: All work done on New Year's Day, Decoration Day, July 4th, Labor Day, Veteran's Day, Thanksgiving and Christmas shall be compensated at the double (2) time rate of pay. When any of these holidays fall on a Sunday, the following Monday shall be observed.

NO. 5: All work that shall be done on New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, and Christmas Day shall be paid twice the amount of his or her regular hourly wage rate for each hour of fraction thereof worked on any such day .

NO. 6: The following days are recognized as holidays: New Year's Day, Memorial Day, Fourth of July, Labor Day, Veterans Day, Thanksgiving Day, Christmas Day and any additional holidays which may be mutually agreed upon. Whenever any such holiday falls on a Sunday, the following Monday shall be recognized and observed as the holiday. Work performed on Sundays and holidays shall be paid at the double time rate of pay. No work shall be performed on Labor Day.

NO. 7: The following days are assigned days and are recognized as holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, and Christmas Day. If a holiday falls on a Sunday, it shall be observed on the following Monday. If a holiday falls on a Saturday, it shall be observed on the preceding Friday. No work shall be performed on Labor Day except in case of jeopardy to work under construction. This is applied to protect Labor Day. When a holiday falls during the normal workweek, Monday through Friday, it shall be counted as eight (8) hours toward the forty (40) hour week. However, no reimbursement for these eight (8) hours is to be paid to the workman unless worked. If workman are required to work the above enumerated holidays or days observed as such, or on Sunday, they shall receive double (2) the regular rate of pay for such work.

NO. 8: All work performed on New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, and Christmas Day, or the days observed in lieu of these holidays, shall be paid at the double time rate of pay.

NO. 12: All work done on New Year's Day, Decoration Day, Independence Day, Veteran's Day, Thanksgiving Day and Christmas Day shall be paid at the double time rate of pay. Should any of these days fall on Sunday, then the following day shall be observed as the holiday. Under no circumstances shall employees be permitted to work on Labor Day.

NO. 17: All work performed by Employees working on the following legal holidays, namely New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day, to be celebrated on either its national holiday or on the day after Thanksgiving whichever is agreed upon, Thanksgiving Day and Christmas Day shall be paid at the rate of double (2) time.

NO. 18: All work done on New Year's Day, Memorial Day, July 4th, Labor Day, Veteran's Day, Thanksgiving Day, the Friday following Thanksgiving and Christmas Day shall be paid at the double time rate of pay. When one of the above holidays falls on Sunday, the following Monday shall be considered the holiday, and when one of the above holidays falls on Saturday, the preceding Friday shall be considered the holiday, and all work performed on said day(s) shall be paid at the double time rate.

NO. 25: All work done on New Year's Day, Martin Luther King Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving, Christmas Day, Presidential Election Day, or days locally observed as such, and Saturday and Sunday shall be recognized as holidays and shall be paid at the double (2) time rate of pay. If a named holiday falls on a Saturday, the holiday will be observed on the preceding Friday. When a named holiday falls on Sunday, the Monday after will be observed as the holiday. Appropriate overtime rates to be based on fifteen minute increments.

NO. 26: All work done on New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day shall be paid at the double time rate of pay. When a Holiday occurs on Saturday it shall not be observed on either the previous Friday or the following Monday. Such days shall be regular work days. If such a holiday occurs on Sunday it shall be observed on the following Monday.

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NO. 27: All work done on the following holidays or days observed as such shall be paid at the double time rate of pay: New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day.

NO. 31: All work done on New Year's Day, Presidents Day, Good Friday, Memorial Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day, Friday after Thanksgiving Day, Christmas Day, and Employee's Birthday shall be paid at the double time rate of pay. If a holiday falls on Sunday, the following Monday will be observed as the recognized holiday. If a holiday falls on Saturday, the preceding Friday will be observed as the recognized holiday.

NO. 36: The following days are recognized as holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. If a holiday falls on a Sunday, it shall be observed on the following Monday. No work shall be performed on Labor Day except in case of jeopardy to work under construction. This rule is applied to protect Labor Day. When a holiday falls during the normal work week, Monday through Friday, it shall be counted as eight (8) hours toward the forty (40) hour week; however, no reimbursement for this eight (8) hours is to be paid the workman unless worked. An Employer working a four (4) day, ten (10) hour schedule may use Friday as a make-up day when an observed holiday occurs during the work week. Employees have the option to work that make-up day. If workmen are required to work the above enumerated holidays, or days observed as such, they shall receive double (2) the regular rate of pay for such work.

NO. 41: The following days shall be observed as legal holidays: New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day. No work shall be performed on the Fourth of July, Labor Day or Christmas Day. Any work performed on the above holidays shall be paid for at two (2) times the regular straight time rate of pay. When any of the above holidays fall on Sunday, the following Monday shall be observed as such holiday. If a holiday falls on Saturday, it shall not be considered to be observed on the previous Friday or following Monday. Such days shall be regular workdays.

NO. 45: All work performed on New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving, the day before Christmas, and Christmas Day, shall be paid at the double time rate of pay.

NO. 47: The following holidays are recognized: New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving and Christmas Day. When a holiday listed above falls on Saturday, it shall be celebrated on the Friday preceding the holiday. When a holiday falls on Sunday, the following Monday shall be observed. Holidays referred to above shall be paid for at the double (2) time rate of pay when worked.

NO. 51: All time worked on Sundays and recognized holidays shall be paid for at the rate of double (2) the hourly base wage rate in effect. The Employer agrees to recognize the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day. If the holiday falls on Sunday, it shall be recognized on the following Monday. If the holiday falls on a Saturday, it shall be recognized as a Saturday only holiday.

NO. 54: All work performed on New Year's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the Friday after Thanksgiving Day, and Christmas Day shall be paid at the double (2) time rate of pay. When a holiday falls on Saturday, it shall be observed on Friday. When a holiday falls on Sunday, it shall be observed on Monday.

NO. 60: All work performed on New Year's Day, Armistice Day (Veteran's Day), Decoration Day (Memorial Day), Independence Day (Fourth of July), Thanksgiving Day and Christmas Day shall be paid at the double time rate of pay. No work shall be performed on Labor Day except when triple (3) time is paid. When a holiday falls on Saturday, Friday will be observed as the holiday. When a holiday falls on Sunday, the following Monday shall be observed as the holiday.

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NO. 66: All work performed on Sundays and the following recognized holidays, or the days observed as such, of New Year's Day, Decoration Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day, shall be paid at double (2) the hourly rate plus an amount equal to the hourly Total Indicated Fringe Benefits. Whenever any such holidays fall on a Sunday, the following Monday shall be observed as a holiday.

NO. 69: All work performed on New Year's Day, Memorial Day, July Fourth, Labor Day, Veteran's Day, Thanksgiving Day or Christmas Day shall be compensated at double (2) their straight-time hourly rate of pay. Friday after Thanksgiving and the day before Christmas are also holidays, however, if the employer chooses to work the normal work hours on these days, the employee will be paid at straight -time rate of pay. If a holiday falls on a Saturday, the holiday will be observed on Saturday; if a holiday falls on a Sunday, the holiday will be observed on the following Monday.

NO. 71: All work performed on the following recognized holidays, or days that may be celebrated as such, shall be paid at the double (2) time rate of pay: New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Day after Thanksgiving and Christmas Day. If a holiday falls on Sunday, it shall be celebrated on Monday. If a holiday falls on Saturday, it shall be celebrated on the Friday proceeding such Saturday.

NO. 73: The following days are recognized as holidays: New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day (or mutually agreed date of the Friday after Thanksgiving Day may be substituted for Veteran's Day), Thanksgiving Day and Christmas Day, or in the event that any of said Holidays falls on Sunday, then the day or days generally recognized as such. Any work performed anywhere on any of the aforesaid Holidays, or on the day or days recognized and observed as such, shall be paid for at double (2) time the regular hourly rate.

OCCUPATIONAL TITLE	* Date of Increase	Basic Hourly Rates	Over-Time Schedule	Holiday Schedule	Total Fringe Benefits
Carpenter	6/16	\$36.98	11	7	\$16.30
Cement Mason	6/16	\$31.16	17	11	\$17.95
Electrician (Outside-Line Construction\Lineman)	9/16	\$43.75	9	12	\$5.25 + 36%
Lineman Operator	9/16	\$37.73	9	12	\$5.25 + 36%
Lineman - Tree Trimmer		\$25.24	32	31	\$10.20 + 3%
Groundman	9/16	\$29.11	9	12	\$5.25 + 36%
Groundman - Tree Trimmer		\$20.00	32	31	\$7.89 + 3%
Laborer					
General Laborer		\$31.12	16	10	\$14.47
Millwright	6/16	\$36.98	11	7	\$16.30
Operating Engineer					
Group I	6/16	\$32.41	10	9	\$25.13
Group II	6/16	\$32.41	10	9	\$25.13
Group III	6/16	\$31.11	10	9	\$25.13
Group IV	6/16	\$27.65	10	9	\$25.13
Oiler-Driver	6/16	\$28.11	10	9	\$25.13
Pile Driver	6/16	\$36.98	11	7	\$16.30
Traffic Control Service Driver		\$27.35	26	25	\$9.045
Truck Driver-Teamster		\$30.41	25	21	\$10.82

Use Heavy Construction Rates on Highway and Heavy construction in accordance with the classifications of construction work established in 8 CSR 30-3.040(3).

Use Building Construction Rates on Building construction in accordance with the classifications of construction work established in 8 CSR 30-3.040(2).

If a worker is performing work on a heavy construction project within an occupational title that is not listed on the Heavy Construction Rate Sheet, use the rate for that occupational title as shown on the Building Construction Rate sheet.

ST. LOUIS COUNTY OVERTIME SCHEDULE - HEAVY CONSTRUCTION

FED: Minimum requirement per Fair Labor Standards Act means time and one-half (1 ½) shall be paid for all work in excess of forty (40) hours per work week.

NO. 9: Eight (8) hours shall constitute a work day between the hours of 7:00 a.m. and 4:30 p.m. Forty (40) hours within five (5) days, Monday through Friday inclusive, shall constitute the work week. Work performed in the 9th and 10th hour, Monday through Friday, shall be paid at time and one-half (1½) the regular straight time rate of pay. Contractor has the option to pay two (2) hours per day at the time and one-half (1½) the regular straight time rate of pay between the hours of 6:00 a.m. and 5:30 p.m., Monday through Friday. Work performed in the first eight (8) hours on Saturday shall be paid at the rate of one and eight tenths (1.8) the regular straight time rate. Work performed outside these hours and on Sundays and recognized legal holidays, or days celebrated as such, shall be paid for at the rate of double (2) time.

NO. 10: Means the regular workday for which employees shall be compensated at straight time hourly rate of pay shall, unless otherwise provided for, begin at 8:00 a.m. and end at 4:30 p.m. The regular workweek shall consist of five (5) days, Monday through Friday, beginning at 8:00 a.m. and ending at 4:30 p.m. except as may be modified. The starting time may be either advanced or delayed one hour or two hours at the discretion of the Employer. The Employer may have the option to schedule his work week from Monday through Thursday at ten (10) hours per day at the straight time rate of pay with all hours in excess of ten (10) hours in any one day to be at the applicable overtime rate. If the Employer elects to work Monday through Thursday and is stopped due to inclement weather, holidays or other conditions beyond the control of the Employer, he shall have the option to work Friday at the straight time rate of pay to complete the forty (40) hour workweek. All necessary overtime and work performed on Saturday, shall be paid at time and one-half (1½) the hourly rate, plus an amount equal to one-half (½) of the hourly Total Indicated Fringe Benefits. All work performed on Sundays and recognized holidays shall be paid at double (2) the hourly rate, plus an amount equal to the hourly Total Indicated Fringe Benefits. Shifts may be established when considered necessary by the Employer. Shift hours and rates will be as follows. If shifts are established, work on the First Shift will begin between 6:00 a.m. and 9:00 a.m. and consist of eight (8) hours of work plus one-half hour unpaid lunch. Hours worked during the first shift will be paid at the straight time rate of pay. The second shift shall start eight hours after the start of the first shift and consist of eight (8) hours of work plus one-half hour unpaid lunch. Work on the second shift will begin between 2:00 p.m. and 5:00 p.m. and be paid the straight time rate plus \$2.50 per hour. The third shift shall start eight hours after the start of the second shift and consist of eight (8) hours plus one-half hour unpaid lunch. Work on the third shift will begin between 10:00 p.m. and 1:00 a.m. and be paid the straight time rate plus \$3.50 per hour. The additional amounts that are to be paid are only applicable when working shifts. Shifts that begin on Saturday morning through those shifts which end on Sunday morning will be paid at time and one-half these rates. Shifts that begin on Sunday morning through those shifts which end on Monday morning will be paid at double time these rates.

NO. 11: Means the regular work day shall consist of eight (8) consecutive hours, exclusive of a thirty (30) minute lunch period, with pay at the regular straight time hourly rate. The regular workday shall begin on the jobsite between the hours of 6:00 a.m. and 8:00 a.m. with the starting time to be determined by the Employer, unless project owner requires different starting time. This adjustable starting time can, at the Employer's option, be staggered to permit starting portions of the work force, at various times within the prescribed hours. The Employer may establish a four (4) ten (10) hour shift exclusive of the thirty (30) minute lunch period at the straight time wage rate. Forty (40) hours per work week shall constitute a week's work Monday through Thursday. In the event a job is down due to weather conditions, safety or other conditions beyond the control of the Employer, then Friday may, at the option of the Employer, be worked as a make up day at the straight time wage rate. Straight time is not to exceed ten (10) hours a day or forty (40) hours per week. Time and one-half (1½) shall be paid for all overtime hours worked during the week, Monday through Friday, and for all work performed on Saturday. Double time shall be paid for all time worked on Sunday and recognized holidays. For all overtime hours worked during the week or on Saturday \$14.55 of the fringe benefits portion of the prevailing wage shall be paid at time and one-half (1½). For all overtime hours worked on Sundays or recognized holidays \$14.55 of the fringe benefits portion of the prevailing wage shall be paid double time. The remaining \$.70 of the fringe benefit portion of the prevailing wage shall be paid at straight time.

ST. LOUIS COUNTY OVERTIME SCHEDULE - HEAVY CONSTRUCTION

NO. 16: Means the regular workday shall consist of eight (8) consecutive hours, exclusive of a thirty (30) minute lunch period with pay at the straight time hourly rate. The regular workday shall begin on the job site between the hours of 6:00 a.m. and 9:00 a.m. with the starting time to be determined by the Employer. This adjustable start time can, at the Employer's option, be staggered to permit starting portions of the work force at various times within the prescribed hours. The workweek shall begin Monday at the established starting time. The Employer may establish a four (4) ten (10) hour shift exclusive of a thirty (30) minute unpaid lunch period at the straight time wage rate. Forty (40) hours per week shall constitute a week's work, Monday through Thursday. In the event a job is down due to weather conditions, holiday, or other conditions beyond the control of the Employer, then Friday may, at the option of the Employer, be worked as a make-up day at the straight time wage rate. Straight time is not to exceed ten (10) hours a day or forty (40) hours per week. When an Employer works a project on a four (4) ten (10) hour day work schedule, the Employer will not bring in any other crew for a fifth workday on the project while not calling in the normal crew that had been scheduled for that project. Time and one-half (1½) shall be paid for work performed in excess of eight (8) hours on any regular workday or outside the hours limiting a regular workday, Monday through Friday. Time and one-half (1½) shall be paid for work performed on Saturdays. Double (2) time shall be paid for work performed on Sundays and recognized holidays. Projects that cannot be performed during regular workday: If required by owner, the contractor may perform work outside the normal work hours and employees shall be paid applicable straight time hourly wage rate plus a premium of two dollars and fifty cents (\$2.50) per hour for the first eight (8) hours worked. Any hours worked in excess of eight (8) hours shall be paid at the applicable overtime rate plus the two dollar and fifty cent (\$2.50) per hour premium. Shift work: Shifts may be established when considered necessary by the Employer. Shifts hours and rates will be as follows: First Shift, Eight (8) hours plus one-half (1/2) hour for lunch. Second Shift, Eight (8) hours plus one-half (1/2) hour for lunch. Third Shift, Eight (8) hours plus one-half (1/2) hour for lunch. Shifts shall be established for a minimum of three (3) consecutive workdays. The first shift will be paid at eight (8) hours straight time for eight (8) hours work. The second shift will be paid eight (8) hours straight time plus a two dollar and fifty cent (\$2.50) per hour premium for eight (8) hours work, and third shift shall be paid eight (8) hours straight time plus a three dollar and fifty cent (\$3.50) per hour premium for eight (8) hours work. Overtime is computed after the premium has been added to the hourly wage rate. Nothing above prohibits the working of two (2) shifts at greater than eight (8) hours with the excess hours to be paid at overtime rate.

NO. 17: Means eight (8) hours shall constitute the regular work day and forty (40) hours a work week, Monday through Friday. The Employer shall establish the starting time between 6:30 a.m. through 9:00 a.m. An Employer may further adjust the starting time up to 9:30 A.M. throughout the year. Time and one-half (1½) shall be paid after eight (8) consecutive hours worked after the established starting time and for hours worked before the established starting time. Time and one-half (1½) shall be paid for work performed on Saturdays. Work performed on Sundays and Holidays shall be paid at the double (2) time rate of pay. The Employer when working on Highway and Road Work may have the option to schedule the work week for his paving crew only from Monday through Thursday at ten (10) hours per day at the straight time rate of pay with all hours in excess of ten (10) hours in any one day to be at the applicable overtime rate of time and one-half (1½). If the Employer elects to work from Monday through Thursday and is stopped due to inclement weather (rain, snow, sleet falling), the Employer shall have the option to work Friday at the straight time rate of pay to complete the forty (40) hours.

NO. 25: Means a regular work week of forty (40) hours, starting on Monday and ending on Friday. The regular work day shall be either eight (8) or ten (10) hours. If a crew is prevented from working forty (40) hours Monday through Friday, or any part thereof by reason of inclement weather, Saturday or any part thereof maybe worked as a make-up day at the straight time rate. Employees who are part of a regular crew on a make-up day, notwithstanding the fact that they may not have been employed the entire week, shall work Saturday at the straight time rate. A work day is to begin between 6:00 a.m. and 9:00 a.m. However, the project starting time maybe advanced or delayed if mutually agreed to by the interest parties. All hours worked on recognized holidays, or days observed as such, double (2) time shall be paid.

NO. 26: Means a regular work week of forty (40) hours will start on Monday and end on Friday. The regular work day shall be either eight (8) or ten (10) hours. If a crew is prevented from working forty (40) hours Monday through Friday, or any part thereof by reason of inclement weather, Saturday or any part thereof may be worked as a make-up day at the straight time rate. Employees who are part of a regular crew on a make-up day, notwithstanding the fact that they may not have been employed the entire week, shall work Saturday at the straight time rate. A workday is to begin between 6:00 a.m. and 9:00 a.m. However, the project starting time may be advanced or delayed if mutually agreed to by the interest parties. For all time worked on recognized holidays, or days observed as such, double (2) time shall be paid.

**ST. LOUIS COUNTY
OVERTIME SCHEDULE - HEAVY CONSTRUCTION**

NO. 32: Means the overtime rate shall be time and one-half the regular rate for work over forty (40) hours per week. Sundays and Holidays shall be paid at double the straight time rate.

**ST. LOUIS COUNTY
HOLIDAY SCHEDULE – HEAVY CONSTRUCTION**

NO. 7: The following days shall be observed as legal holidays: New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day. No work shall be performed on the Fourth of July, Labor Day or Christmas Day. Any work performed on the above holidays shall be paid for at two (2) times the regular straight time rate of pay. When any of the above holidays fall on Sunday, the following Monday shall be observed as such holiday. If a holiday falls on Saturday, it shall not be considered to be observed on the previous Friday or following Monday. Such days shall be regular workdays.

NO. 9: All work performed on Sundays and the following recognized holidays, or the days observed as such, of New Year's Day, Decoration Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day, shall be paid at double (2) the hourly rate plus an amount equal to the hourly Total Indicated Fringe Benefits. Whenever any such holidays fall on a Sunday, the following Monday shall be observed as a holiday.

NO. 10: All work done on New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day shall be paid at the double time rate of pay. When a holiday occurs on Saturday it shall not be observed on either the previous Friday or the following Monday. Such days shall be regular work days. If such a holiday occurs on Sunday, it shall be observed on the following Monday.

NO. 11: Means all work performed on New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day, Christmas Day, and any additional holidays which may be mutually agreed upon shall be paid at the double (2) time rate of pay. Whenever any such holiday falls on a Sunday, the following Monday shall be recognized and observed as the holiday. No work shall be performed on Labor Day.

NO. 12: All work performed on New Year's Day, Memorial Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day, Christmas Day, or days celebrated as such, shall be paid at the double time rate of pay. When one of the foregoing holidays falls on Sunday, it shall be celebrated on the following Monday. When one of the foregoing holidays falls on Saturday, it shall be celebrated on the Friday before the holiday.

NO. 21: The following days are recognized as holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. If a holiday falls on a Sunday, it shall be observed on the following Monday. No work shall be performed on Labor Day except in case of jeopardy to work under construction. This rule is applied to protect Labor Day. When a holiday falls during the normal work week, Monday through Friday, it shall be counted as eight (8) hours toward the forty (40) hour week; however, no reimbursement for this eight (8) hours is to be paid the workman unless worked. An Employer working a four (4) day, ten (10) hour schedule may use Friday as a make-up day when an observed holiday occurs during the work week. Employees have the option to work that make-up day. If workmen are required to work the above enumerated holidays, or days observed as such, they shall receive double (2) the regular rate of pay for such work.

NO. 25: The following days are recognized as holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. If a holiday falls on a Sunday, it shall be observed on the following Monday. No work shall be performed on Labor Day except in case of jeopardy to work under construction. This rule is applied to protect Labor Day. When a holiday falls during the normal work week, Monday through Friday, it shall be counted as eight (8) hours toward the forty (40) hour week; however, no reimbursement for this eight (8) hours is to be paid the workmen unless worked. An Employer working a four (4) day, ten (10) hour schedule may use Friday as a make up day when an observed holiday occurs during the work week. Employees have the option to work that make up day. If workmen are required to work the above enumerated holidays, or days observed as such, they shall receive double (2) the regular rate of pay for such work.

NO. 31: All work performed on New Year's Day, Presidents' Day, Veterans' Day, Good Friday, Decoration Day, Fourth of July, Labor Day, Christmas Eve Day, Christmas Day, Thanksgiving Day and Day after Thanksgiving or days celebrated for the same.

TAXIWAY V CONNECTOR TECHNICAL SPECIFICATIONS

SECTION 02500 – REGULATED MATERIALS REMOVAL AND DISPOSAL

PART 1 – GENERAL

1.1 DESCRIPTION OF THE WORK

This section includes labor, material, services and equipment necessary:

1.1.1 For the removal and containerization of regulated waste and materials from demolition and post-construction unused materials

1.1.2 For the collection, lab packing, manifesting, recycling and disposal of materials containerized in 1.1.1 above.

1.2 MATERIALS OWNERSHIP

By Federal and State Regulation, materials ownership resides with the generator of hazardous or universal waste through disposal and recycling, and liability for improper disposal and environmental damage remains with the generator, Lambert St. Louis International Airport, City of St. Louis. The responsibility for proper disposal and recycling methods resides with the Contractor, who shall demonstrate such to the satisfaction of the Airport. If Contractor encounters hazardous materials notify the Program Manager immediately and take appropriate action to remove and properly dispose of the materials.

1.3 REFERENCES

Occupational Safety and Health Administration (OSHA), Occupational Safety and Health Standards for General Industry – Title 29 Code of Federal Regulations Part 1910 (29CFR1910).

OSHA Occupational Safety and Health Standards for the Construction Industry – 29 CFR 1926.

Hazardous Waste Operations and Emergency Response (29 CFR 1910.120). Personnel conducting field screening, waste management, and sampling shall have completed OSHA HAZWOPER 40-hour training and required continuing education in compliance with 29 CFR Part 1910.120.

US Environmental Protection Agency (USEPA), Resource Conservation and Recovery Act (RCRA) – 40 CFR 260-279, Regulations covering hazardous waste, universal waste and used oil generation, handling and record keeping.

USEPA, Toxic Substances Control Act (TSCA) – 40 CFR 700-799. Regulations regarding PCB handling, disposal and record keeping.

USEPA, Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) – 40 CFR 150-186. Regulations regarding pesticide, insecticide and rodenticide handling disposal and record keeping.

Uniform Fire Code 8001 regarding compatible material storage.

National Fire Protection Association Regulations regarding compatible material storage.

Applicable Missouri Department of Natural Resources (MDNR), Division of Environmental Quality, regulations and guidance documents.

Missouri Regulation 10 CSR 25-4.261, Methods for Identifying Hazardous Waste, Listing and Exclusions.

Missouri Regulation 10 CSR 25-5.262, Standards Applicable to Generators of Hazardous Waste.

Missouri Universal Waste Regulation 10 CSR 25-16.273, Standards for Universal Waste Management.

10 CSR 25-13.010, Polychlorinated Biphenyls (PCBs)

Department of Transportation 49 CFR 172, Transportation of Hazardous Materials.

Conformance with applicable local, State, and Federal codes for impacted debris sampling, screening and analysis, disposal, and health and safety of personnel, as well as, accepted industry and safety standards.

1.5 SUBMITTALS

The Contractor shall provide the Program Manager with receipts for inventoried waste removed. The Contractor shall prepare, execute and track all required manifests for recycled or disposed of materials. The Airport's representative will sign all manifests as the generator, and maintain copies of the fully completed manifests after the material has been recycled or disposed.

PART 2 – PRODUCTS

Not applicable.

PART 3 – EXECUTION

3.1 REGULATED WASTE MATERIAL REMOVAL

The Contractor shall remove and containerize for further processing and disposal all regulated waste from demolition, and any post-construction unused materials. These items include, but are not limited to:

- Cleaning products
- Pesticides, herbicides, rodenticides
- Automotive lubricants
- Antifreeze (ethylene glycol based only)
- Petroleum products – including removal of hydraulic oils and reservoirs from identified hydraulic lifts.
- Paints and thinners
- Ballasts
- Lamps

Removal of all petroleum products from stationary equipment such as elevators, hydraulic lifts, etc. shall include vacuum removal of free liquids and acceptable cleaning of remaining structure. Cleaning may include power washing, steam cleaning or surfactant. The Contractor is responsible for disposal of a materials accumulation during cleaning of equipment.

3.2 REGULATED WASTE DISPOSAL

The Contractor shall collect all of the regulated waste during the demolition/construction of the project and shall perform all necessary segregation, lab packing, manifest documenting and disposal or recycling.

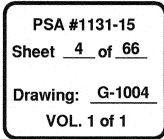
PART 4 – BASIS OF PAYMENT

- 4.1 The cost for this work is included in the demolition and construction.

END OF SECTION 02500

TAXIWAY V CONNECTOR PLAN SHEET REVISIONS

ITEM	DESCRIPTION	UNIT	QUANTITY
P-100-5.1	MOBILIZATION	LS	1
P-101-5.1	SHOULDER REMOVAL - BITUMINOUS SURFACE AND BASE	SY	1,447
P-101-5.2	PAVEMENT REMOVAL, FULL DEPTH - 11" PCC ON 6" HMA	SY	4,859
P-101-5.3	PAVEMENT REMOVAL, FULL DEPTH - 4" HMA ON 12" PCC	SY	2,009
P-101-5.4	PAVEMENT REMOVAL, FULL DEPTH - 6" HMA	SY	1,009
P-101-5.5	PAVEMENT REMOVAL, PARTIAL DEPTH - 10 - 11" PCC	SY	925
P-101-5.7	PAVEMENT REMOVAL, FULL DEPTH - 12" HMA ON 12" PCC	SY	97
P-101-5.8	4" BITUMINOUS MILL	SY	1,411
P-152-4.1	UNCLASSIFIED EXCAVATION	CY	428
P-152-4.3	UNCLASSIFIED EXCAVATION - SPECIAL WASTE DISPOSAL	CY	9,927
P-152-4.4	UNCLASSIFIED EXCAVATION - UNDERCUT - SPECIAL WASTE DISPOSAL	CY	500
P-156-5.1	EROSION CONTROL BLANKET	SY	1,202
MO-209-5.1	4" CRUSHED AGGREGATE BASE COURSE ON GEOTEXTILE FABRIC	SY	3,076
MO-209-5.2	6" CRUSHED AGGREGATE BASE COURSE ON GEOGRID	SY	2,149
MO-209-5.3	12" CRUSHED AGGREGATE BASE COURSE	SY	179
STL-220-5.1	4" CRUSHED RECYCLED PCC	SY	9,891
STL-220-5.2	18" PAVEMENT RUBBLE	SY	9,891
STL-220-5.3	UNDERCUT BACKFILL	CY	500
STL-307-5.1	6" CEMENT-TREATED OPEN GRADED BASE COURSE	SY	11,729
MO-401F-8.1	HMA SURFACE COURSE	TON	1,546
P-501-8.1	PORTLAND CEMENT CONCRETE PAVEMENT - 18"	SY	9,580
P-501-8.2	PORTLAND CEMENT CONCRETE PAVEMENT - 10"-11"	SY	992
P-501-8.3	PORTLAND CEMENT CONCRETE PAVEMENT - 24"	SY	147
P-602-5.1	BITUMINOUS PRIME COAT	GAL	1,046
P-603-5.1	BITUMINOUS TACK COAT	GAL	736
P-620-5.1	PAVEMENT MARKING REMOVAL	SF	8,699
P-620-5.2	WATERBORNE PAINT, WHITE, WITH REFLECTIVE MEDIA	SF	38
P-620-5.3	WATERBORNE PAINT, YELLOW, WITH REFLECTIVE MEDIA	SF	6,203
P-620-5.4	WATERBORNE PAINT, BLACK, WITHOUT REFLECTIVE MEDIA	SF	6,409
P-620-5.5	TEMPORARY PAVEMENT MARKING, YELLOW, WITH REFLECTIVE MEDIA	SF	962
P-620-5.6	TEMPORARY PAVEMENT MARKING, BLACK, WITHOUT REFLECTIVE MEDIA	SF	1,762
F-162-5.1	REMOVE CHAIN-LINK SECURITY FENCE	LF	996
F-162-5.2	REMOVE CHAIN-LINK SECURITY SLIDING GATE	EA	1
F-162-5.3	REMOVE CHAIN-LINK SWING GATE	EA	1
F-162-5.4	NEW PERMANENT FENCE	LF	714
F-162-5.5	NEW 24' DOUBLE SWING GATE	EA	1
F-162-5.6	RELOCATE ROLLING GATE	EA	1
F-162-5.7	TEMPORARY CHAIN-LINK FENCE ON JERSEY BARRIER	LF	2,200
D-701-5.1	12" REINFORCED CONCRETE PIPE (CLASS IV)	LF	116
D-701-5.2	24" REINFORCED CONCRETE PIPE (CLASS IV)	LF	0
D-701-5.3	REMOVE EXISTING RCP	LF	106
D-705-5.1	6" PERFORATED PIPE FOR UNDERDRAINS	LF	1,160
D-705-5.2	6" NON-PERFORATED PIPE FOR UNDERDRAINS	LF	135
D-705-5.3	POROUS BACKFILL NO. 2	CY	455
D-751-5.1	CLEANOUTS	EA	6
D-751-5.2	COLLECTION STRUCTURES	EA	2
D-751-5.3	REMOVE INLET	EA	4
D-751-5.4	NEW INLET	EA	4
D-751-5.5	NEW MANHOLE	EA	1
D-751-5.6	DRAINAGE STRUCTURE ADJUSTMENT	EA	1
D-751-5.7	DRAINAGE STRUCTURE LID CONVERSION	EA	1
T-901-5.1	SEEDING	AC	1.3
T-908-5.1	MULCHING	AC	1.3
L-108-5.1	UNDERGROUND CABLE, 1/C, #8, 5000V, L-824, TYPE C	LF	5,073
L-108-5.2	1/C #6 BARE COPPER GUARD WIRE (COUNTERPOISE)	LF	2,555
L-108-5.3	GROUND ROD - 5/8"x8'	EA	17
L-110-5.1	1-2" PVC ELECTRICAL DUCT - DIRECT EARTH BURIAL	LF	1,836
L-110-5.2	1-2" PVC ELECTRICAL DUCT - CONCRETE ENCASED	LF	415
L-110-5.3	4-WAY 2" PVC ELECTRICAL DUCT - CONCRETE ENCASED	LF	289
L-110-5.4	SPLIT DUCT INSTALLATION	LF	50
L-110-5.5	1-2" PVC IN SAWKERF	LF	82
L-125-5.1	TEMPORARY CONNECTIONS	LS	1
L-125-5.2	REMOVE EXISTING TAXIWAY GUIDANCE SIGN AND BASE	EA	3
L-125-5.3	REMOVE EXISTING SIGN BASE	EA	1
L-125-5.4	REMOVE BASE MOUNTED TAXIWAY LIGHT IN BITUMINOUS SHOULDER	EA	10
L-125-5.5	REMOVE BASE MOUNTED TAXIWAY LIGHT IN TURF	EA	2
L-125-5.6	REPLACE ELEVATED TAXIWAY EDGE LIGHT WITH BLANK COVER	EA	10
L-125-5.7	NEW L-858 (L) LED AIRFIELD GUIDANCE SIGN	EA	6
L-125-5.8	NEW L-861T (L) BASE MOUNTED LED TAXIWAY EDGE LIGHT IN BITUMINOUS SHOULDER	EA	12
L-125-5.9	NEW L-861T BASE MOUNTED TAXIWAY EDGE LIGHT IN BITUMINOUS SHOULDER	EA	17
L-125-5.10	NEW L-852T (L) SEMI-FLUSH LED TAXIWAY EDGE LIGHT IN BITUMINOUS SHOULDER	EA	2
L-125-5.11	NEW L-861T BASE MOUNTED TAXIWAY EDGE LIGHT ON EXISTING BASE	EA	4
L-125-5.12	NEW IN TURF ELECTRICAL JUNCTION CAN	EA	1
L-125-5.13	NEW IN PAVEMENT ELECTRICAL JUNCTION CAN	EA	1
L-125-5.14	NEW CAN PLAZA	EA	2
L-125-5.15	NEW TAXIWAY EDGE REFLECTOR	EA	6
SP-1	INSTALL NEW SECURITY BEAM SYSTEM	LS	1
SP-2	RELOCATE EXISTING SECURITY BEAM SYSTEM	LS	1
SP-3	SOLAR PANEL AND WIND TURBINE REMOVAL AND RELOCATION	LS	1
SP-4	REMOVE BLAST FENCE AND RELATED INFRASTRUCTURE	LS	1
SP-5	NEW PERMANENT VEHICLE STOP SIGN AND POLE	EA	4
SP-6	SPALL REPAIR	SF	



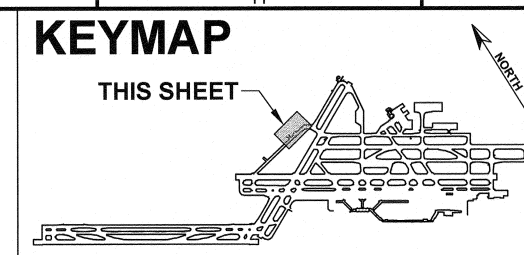
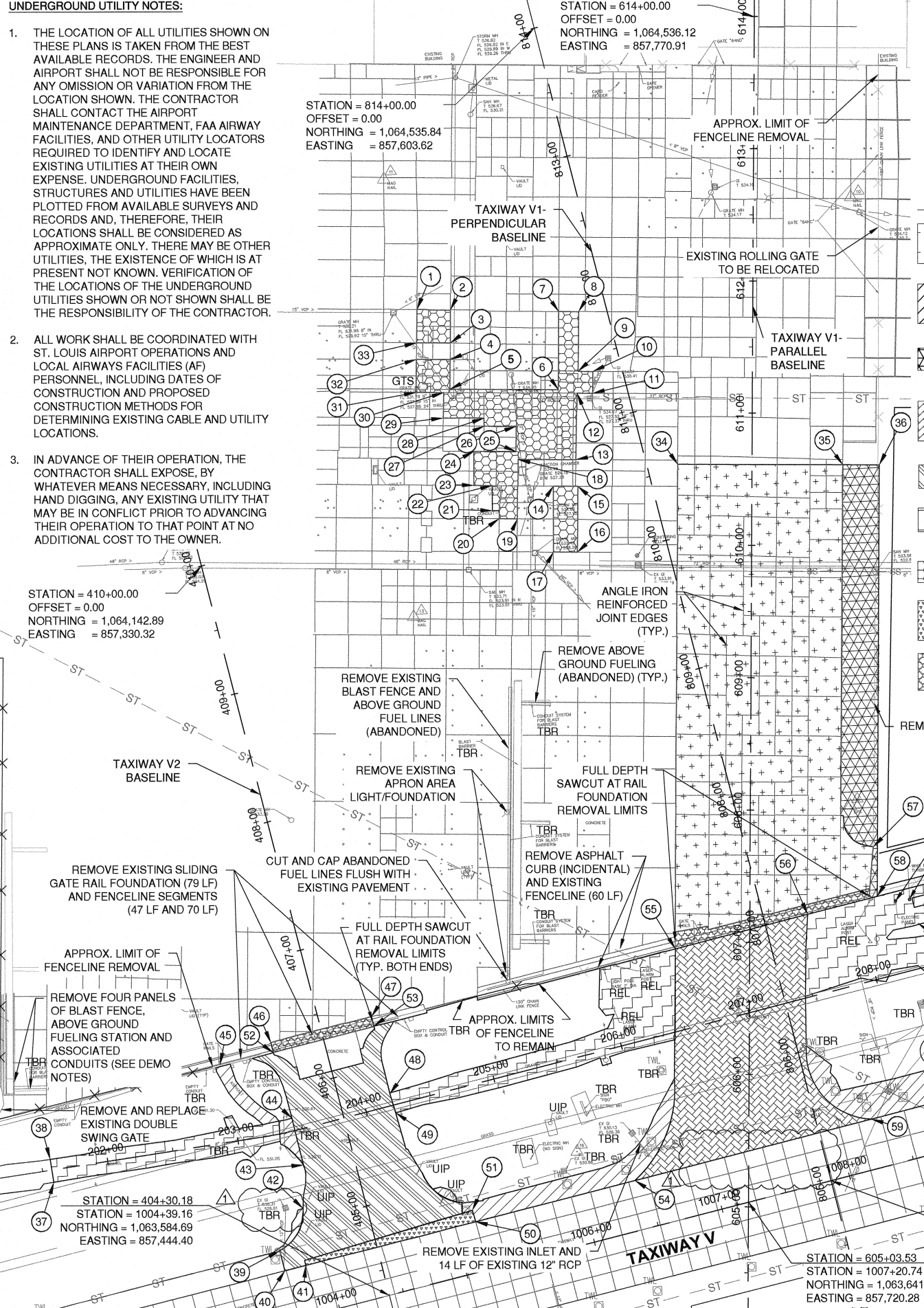
TAXIWAY V CONNECTOR SUMMARY OF QUANTITIES

The Professional Engineer's seal affixed to this sheet applies only to the material and items shown on this sheet. All drawings, instruments or other documents not exhibiting this seal shall not be considered prepared by this engineer, and this engineer expressly disclaims any and all responsibility for such plan, drawings or documents not exhibiting this seal.

UNDERGROUND UTILITY NOTES:

1. THE LOCATION OF ALL UTILITIES SHOWN ON THESE PLANS IS TAKEN FROM THE BEST AVAILABLE RECORDS. THE ENGINEER AND AIRPORT SHALL NOT BE RESPONSIBLE FOR ANY OMISSION OR VARIATION FROM THE LOCATION SHOWN. THE CONTRACTOR SHALL CONTACT THE AIRPORT MAINTENANCE DEPARTMENT, FAA AIRWAY FACILITIES, AND OTHER UTILITY LOCATORS REQUIRED TO IDENTIFY AND LOCATE EXISTING UTILITIES AT THEIR OWN EXPENSE. UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS AND, THEREFORE, THEIR LOCATIONS SHALL BE CONSIDERED AS APPROXIMATE ONLY. THERE MAY BE OTHER UTILITIES, THE EXISTENCE OF WHICH IS AT PRESENT NOT KNOWN. VERIFICATION OF THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN OR NOT SHOWN SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. ALL WORK SHALL BE COORDINATED WITH ST. LOUIS AIRPORT OPERATIONS AND LOCAL AIRWAYS FACILITIES (AF) PERSONNEL, INCLUDING DATES OF CONSTRUCTION AND PROPOSED CONSTRUCTION METHODS FOR DETERMINING EXISTING CABLE AND UTILITY LOCATIONS.
3. IN ADVANCE OF THEIR OPERATION, THE CONTRACTOR SHALL EXPOSE, BY WHATEVER MEANS NECESSARY, INCLUDING HAND DIGGING, ANY EXISTING UTILITY THAT MAY BE IN CONFLICT PRIOR TO ADVANCING THEIR OPERATION TO THAT POINT AT NO ADDITIONAL COST TO THE OWNER.

STATION = 410+00.00
OFFSET = 0.00
NORTHING = 1,064,142.89
EASTING = 857,330.32



REVISION	DATE	DESCRIPTION
1	11/11/18	TCS

Project Date:	OCT 21, 2018
Approved by:	TCS
Designed by:	BHH
Drawn by:	CMT
Plot Date:	7-Nov-18 15:39
Plot By:	Angela Franklin
File Name:	C:\Users\BHH\Documents\11-17-18\TAXIWAY V CONNECTOR.DWG
Amend Project No.:	PSA #1131-15
CMT Project No.:	13-427-01-15

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MODOT NO. AIR 168-113C
TAXIWAY V CONNECTOR
DEMOLITION PLAN

PSA #1131-15
Sheet 21 of 66
Drawing: C-1101
VOL. 1 of 1

STATE OF MISSOURI
BRIAN H. HUTSELL - ENGINEER
PE-2007002803
1-7-16

TAXIWAY V CONNECTOR DEMOLITION PLAN

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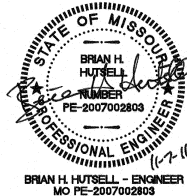
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I

DEMOLITION POINT LOCATION SCHEDULE					
POINT	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING
1	TAXIWAY V1-Perp	812+16.47	139.40 L	1,064,328.11	857,503.80
2	TAXIWAY V1-Perp	812+09.87	114.98 L	1,064,326.54	857,529.05
3	TAXIWAY V1-Perp	811+85.42	121.15 L	1,064,301.34	857,527.89
4	TAXIWAY V1-Perp	811+73.43	124.46 L	1,064,288.94	857,527.05
5	TAXIWAY V1-Perp	811+51.74	130.39 L	1,064,266.50	857,525.58
6	TAXIWAY V1-Perp	811+30.70	50.73 L	1,064,261.84	857,607.84
7	TAXIWAY V1-Perp	811+87.92	35.58 L	1,064,320.93	857,611.23
8	TAXIWAY V1-Perp	811+84.12	20.85 L	1,064,320.16	857,626.43
9	TAXIWAY V1-Perp	811+40.40	32.57 L	1,064,274.97	857,623.69
10	TAXIWAY V1-Perp	811+37.53	21.83 L	1,064,274.31	857,634.79
11	TAXIWAY V1-Perp	811+21.56	26.05 L	1,064,257.82	857,633.85
12	TAXIWAY V1-Perp	811+24.61	37.64 L	1,064,258.49	857,621.89
13	TAXIWAY V1-Perp	810+76.25	51.01 L	1,064,208.43	857,618.48
14	TAXIWAY V1-Perp	810+61.18	72.61 L	1,064,189.34	857,600.33
15	TAXIWAY V1-Perp	810+56.47	54.58 L	1,064,188.34	857,618.94
16	TAXIWAY V1-Perp	810+08.32	67.43 L	1,064,138.59	857,615.99
17	TAXIWAY V1-Perp	810+13.00	85.09 L	1,064,139.64	857,597.75
18	TAXIWAY V1-Perp	810+87.44	93.32 L	1,064,210.93	857,574.77
19	TAXIWAY V1-Perp	810+44.02	105.28 L	1,064,165.99	857,571.75
20	TAXIWAY V1-Perp	810+47.70	118.63 L	1,064,166.92	857,557.94
21	TAXIWAY V1-Perp	810+54.89	122.07 L	1,064,173.28	857,553.13
22	TAXIWAY V1-Perp	810+73.33	117.27 L	1,064,192.30	857,554.13
23	TAXIWAY V1-Perp	810+76.93	130.87 L	1,064,193.11	857,540.10
24	TAXIWAY V1-Perp	811+01.76	124.46 L	1,064,218.72	857,541.41
25	TAXIWAY V1-Perp	810+93.68	93.54 L	1,064,217.00	857,573.31
26	TAXIWAY V1-Perp	811+12.07	88.58 L	1,064,236.00	857,574.49
27	TAXIWAY V1-Perp	811+18.37	112.07 L	1,064,237.47	857,550.22
28	TAXIWAY V1-Perp	811+24.19	110.73 L	1,064,243.45	857,550.36
29	TAXIWAY V1-Perp	811+32.11	140.56 L	1,064,245.23	857,519.55
30	TAXIWAY V1-Perp	811+50.53	135.46 L	1,064,264.29	857,520.86
31	TAXIWAY V1-Perp	811+56.06	155.76 L	1,064,265.65	857,499.87
32	TAXIWAY V1-Perp	811+80.03	149.27 L	1,064,290.43	857,501.42
33	TAXIWAY V1-Perp	811+92.10	146.01 L	1,064,302.92	857,502.20
34	TAXIWAY V1-Perp	810+53.53	22.92 R	1,064,200.98	857,695.45

DEMOLITION POINT LOCATION SCHEDULE					
POINT	ALIGNMENT	STATION	OFFSET	NORTHING	EASTING
35	TAXIWAY V1-Par	610+61.29	68.80 R	1,064,194.06	857,820.47
36	TAXIWAY V1-Par	610+61.31	96.60 R	1,064,192.51	857,848.23
37	TAXIWAY V2	405+76.97	225.16 L	1,063,683.33	857,194.43
38	TAXIWAY V2	405+94.43	223.42 L	1,063,700.80	857,192.63
39	TAXIWAY V2	404+83.87	72.06 L	1,063,622.78	857,363.07
40	TAXIWAY V2	404+68.09	72.14 L	1,063,607.30	857,366.15
41	TAXIWAY V2	404+68.07	55.80 L	1,063,610.56	857,382.16
42	TAXIWAY V2	405+10.44	46.96 L	1,063,653.83	857,382.34
43	TAXIWAY V2	405+42.10	38.46 L	1,063,686.56	857,384.33
44	TAXIWAY V2	405+78.58	38.25 L	1,063,722.35	857,377.23
45	TAXIWAY V2	406+31.20	80.86 L	1,063,765.36	857,324.94
46	TAXIWAY V2	406+37.82	39.27 L	1,063,780.18	857,364.37
47	TAXIWAY V2	406+37.84	39.63 R	1,063,796.00	857,441.66
48	TAXIWAY V2	405+77.77	38.55 R	1,063,736.92	857,452.63
49	TAXIWAY V2	405+62.75	39.22 R	1,063,722.35	857,456.30
50	TAXIWAY V2	404+67.71	77.31 R	1,063,636.85	857,512.64
51	TAXIWAY V2	404+76.88	77.07 R	1,063,645.79	857,510.57
52	TAXIWAY V2	406+30.20	39.39 L	1,063,772.69	857,365.77
53	TAXIWAY V2	406+30.32	39.63 R	1,063,788.63	857,443.17
54	TAXIWAY V1-Par	605+19.50	86.09 L	1,063,661.88	857,635.23
55	TAXIWAY V1-Par	606+94.78	56.44 L	1,063,835.21	857,674.73
56	TAXIWAY V1-Par	607+21.53	43.84 R	1,063,856.25	857,776.36
57	TAXIWAY V1-Par	607+72.64	93.48 R	1,063,904.48	857,828.81
58	TAXIWAY V1-Par	607+35.30	96.60 R	1,063,867.02	857,829.81
59	TAXIWAY V1-Par	605+66.68	93.03 R	1,063,698.87	857,816.72
60	TAXIWAY V	1011+51.43	37.52 L	1,063,764.01	858,138.15
61	TAXIWAY V	1011+51.69	63.04 L	1,063,789.41	858,135.66
62	TAXIWAY V	1012+03.26	149.45 L	1,063,869.03	858,228.35
63	TAXIWAY V	1012+07.29	133.24 L	1,063,851.40	858,231.98

TAXIWAY V CONNECTOR
DEMOLITION SCHEDULE



PSA #1131-15
Sheet 22 of 66
Drawing: C-1102
VOL. 1 of 1

MODOT NO. AIR 166-113C
TAXIWAY V CONNECTOR
DEMOLITION SCHEDULE

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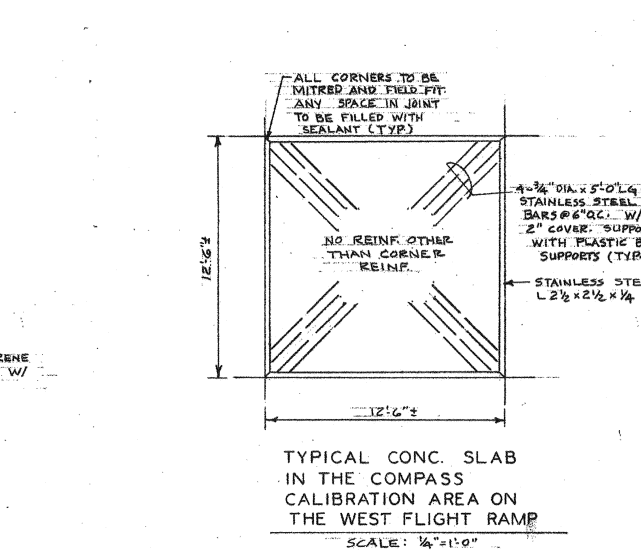
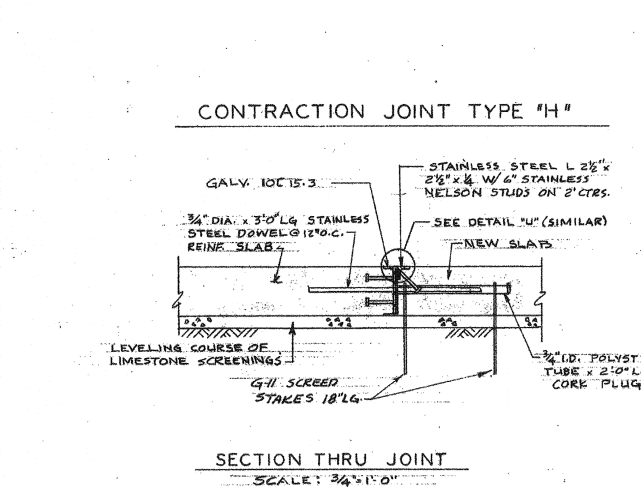
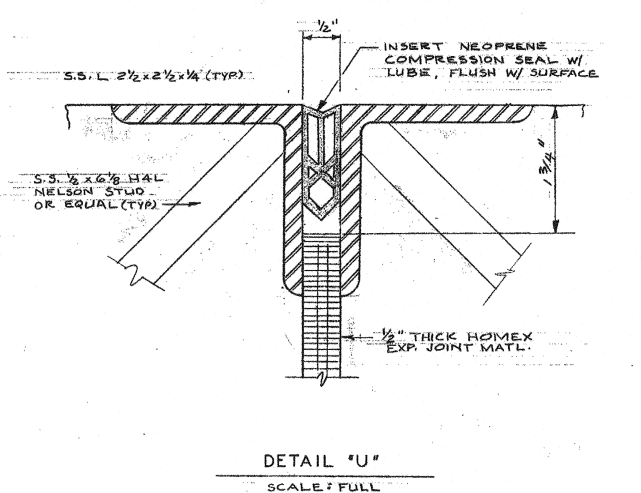
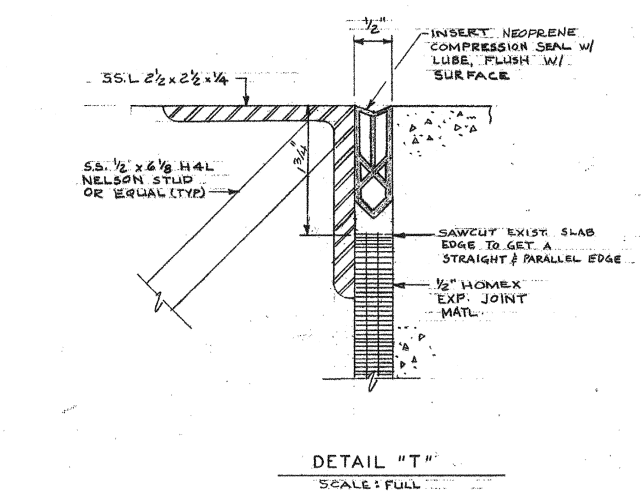
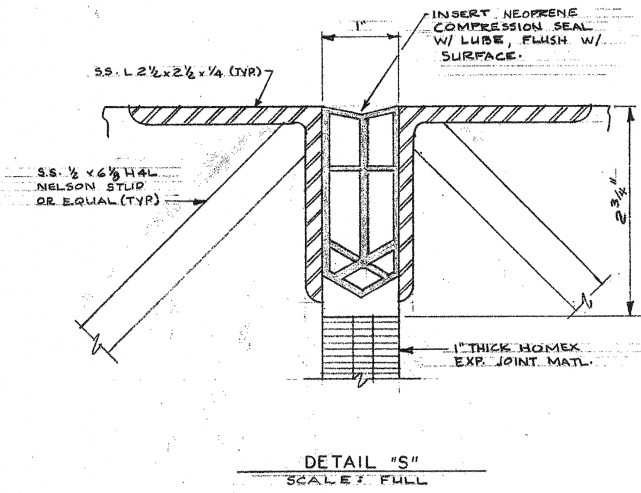
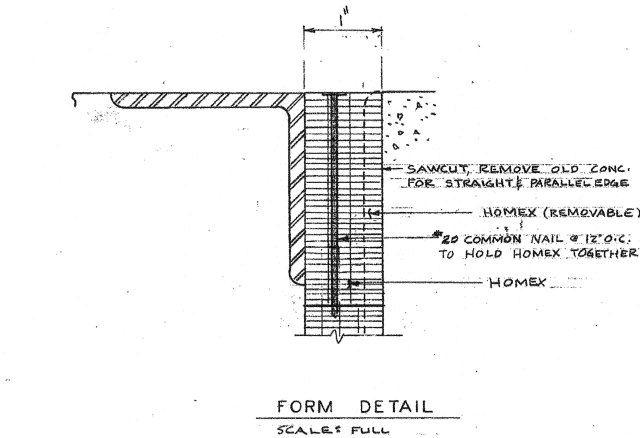
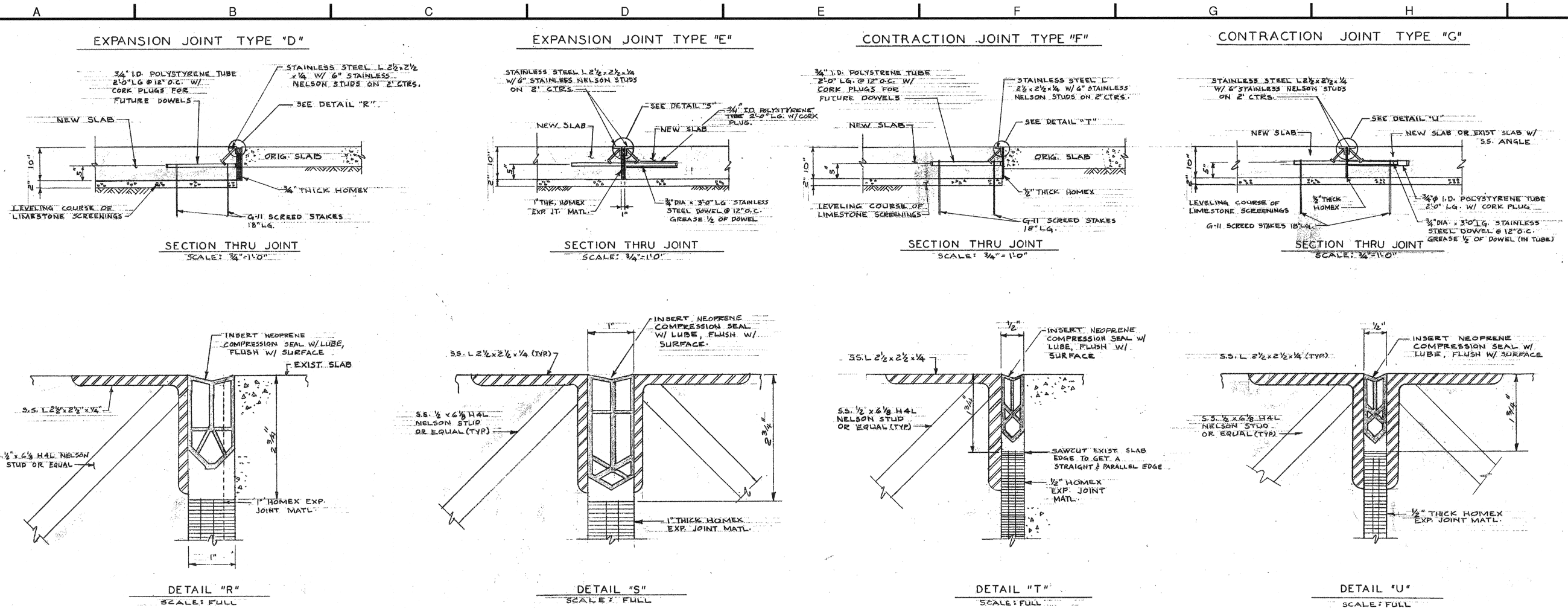
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Designed by: BH/H
Checked by: CMT
Plot Date: 7-Nov-16 12:24
Plot Size: A1 Full Size Sheet 22x34"
File Name: C-1102_PSA1131.DWG
Add'l Project No.: PSA #1131
CMT Project No.: 13-027-0115

REVISION	DESCRIPTION	DATE	APPROVED
1	ADDENDUM NO. 1	11/11/16	TCS



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NOTE:
NEOPRENE COMPRESSION SEAL SIZE IS DETERMINED BY THE COMPLETE EXPANSION-CONTRACTION CYCLE (10°F TO 110°F) AND SHALL BE SIZED BY THE MANUFACTURER FOR THE CONTRACTOR JUST PRIOR TO INSTALLATION OF THE SEAL AT A GIVEN TEMPERATURE.

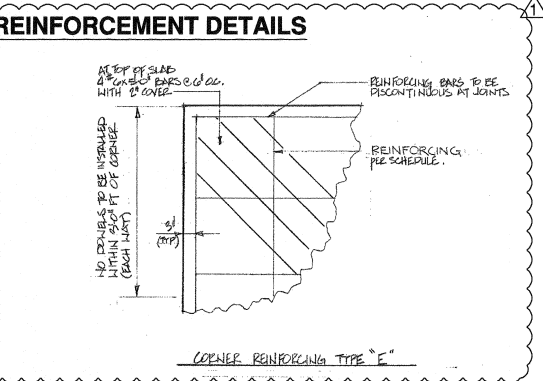
PRODUCTS:

- 1. POLYSTYRENE TUBE - COPE PLASTICS
- 2. STAINLESS NELSON STUDS - TREW NELSON STUD WELDING DIV.
- 3. G-11 SCREED STAKES - AYLWARD PRODUCTS
- 4. PLASTIC BAR SUPPORTS - AYLWARD PRODUCTS

PHONE NO.
436-5544

ST. LOUIS, MO 63102

INDIVIDUAL PANEL SLAB AND CORNER REINFORCEMENT DETAILS				
SLAB SCHEDULE				
SIZE	REINFORCEMENT	SPACING	STYLE	COMMENTS
TO 20'-0" MAX.	#4	18" O.C.	1, 2, 4, 5, 6, 7	
20'-0" TO 30'-0"	#5	12" O.C.	1, 3, 4, 5, 6, 7	
30'-0" TO 40'-0"	MATS TOP & BOTTOM #5	12" O.C.	2	



NOTE:
WHILE THE MAJORITY OF THESE EXAMPLES DETAIL ANGLE IRON JOINT PROTECTION, MORE RECENT APRON PANEL REPLACEMENTS UTILIZED FULL DEPTH, C-CHANNEL JOINT PROTECTION, AS SHOWN ON THE LEFT SIDE OF CONTRACTION JOINT TYPE "H". IT IS EXPECTED THAT THE ANGLE IRON PROTECTION IS MUCH MORE PREVALENT, BUT THE C-CHANNEL PROTECTION WILL LIKELY BE ENCOUNTERED AS WELL.

IT IS EXPECTED THAT ALL PHASE 2 APRON PANELS TO BE RECONSTRUCTED AS PART OF THIS PROJECT CONTAIN THE SLAB REINFORCEMENT IN EACH DIRECTION (PER INDIVIDUAL PANEL SIZE AS NOTED IN THE TABLE AT LEFT) AND THE CORNER REINFORCEMENT NOTED IN THE "E" DETAIL AT EACH SLAB CORNER. REINFORCEMENT OF THE INDIVIDUAL PANEL REPLACEMENTS IS UNKNOWN.

**TAXIWAY V CONNECTOR
EXISTING CONDITIONS
SHEET 2 OF 2**



LAMBERT-ST. LOUIS INTERNATIONAL AIRPORT

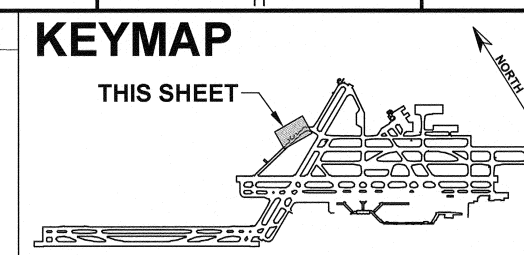
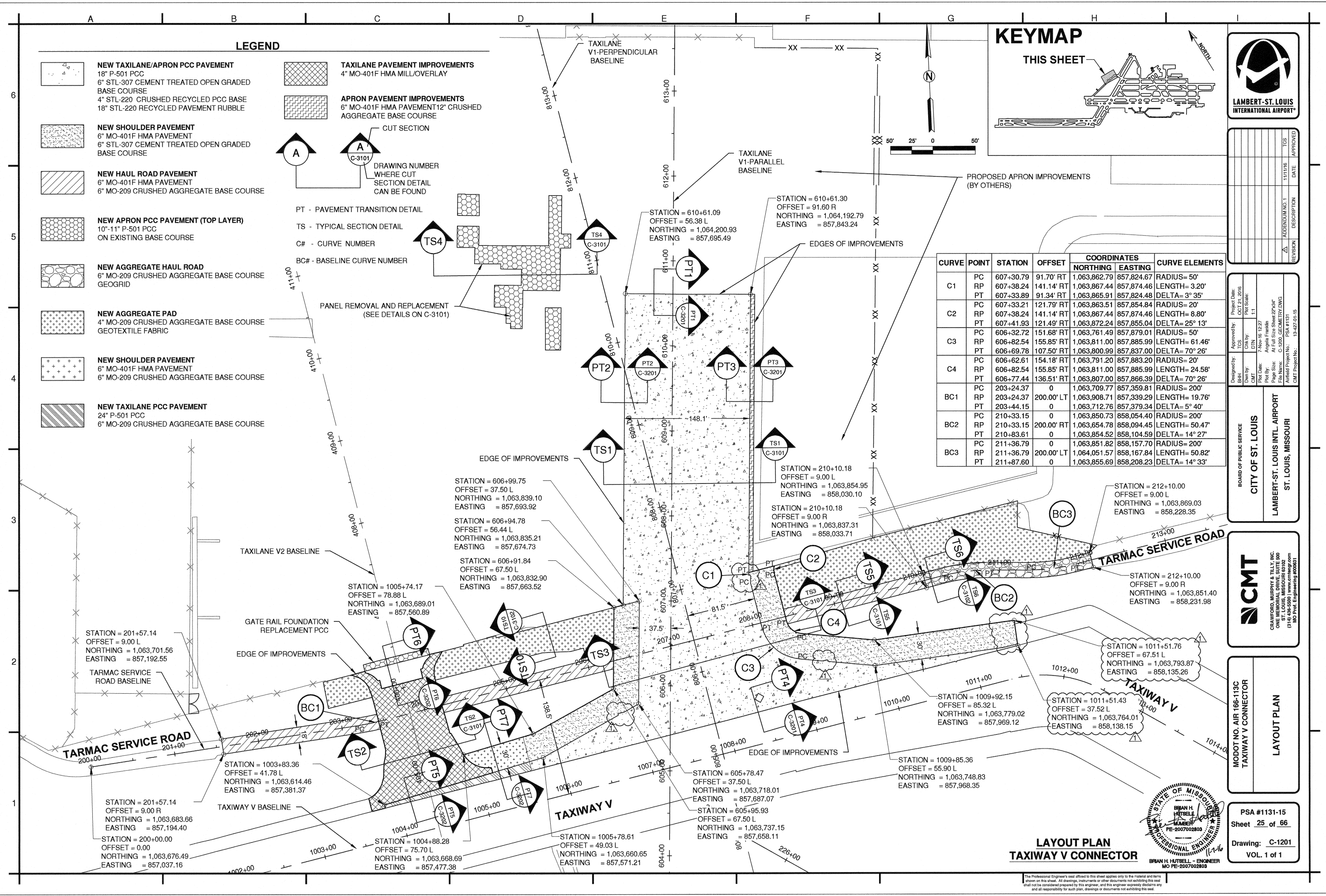
Project Date: OCT 21, 2016
 Approved by: TCS
 Design by: BHJ
 Drawn by: CMT
 Plot Date: 11-Nov-16 14:54
 Plot By: Brian Hutsell
 Page Size: At Full Size Sheet 22"x34"
 File Name: C:\100 DEMOLITION.DWG
 AutoCAD Project No.: 7504-F1131
 CMT Project No.: 13427-0115

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MODOT NO. AIR 166-113C
TAXIWAY V CONNECTOR
EXISTING CONDITIONS
SHEET 2

PSA #1131-15
 Sheet 24 of 66
 Drawing: C-1104
 VOL. 1 of 1



REVISION	DATE	DESCRIPTION
1	11/11/16	TCS
2		APPROVED

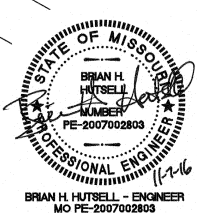
Project Date:	Oct 21, 2016
Approved by:	TCS
Designed by:	BHH
Drawn by:	CMT
Plot Date:	7-Nov-16 12:27
Plot Scale:	1:1
Plot By:	Angela Franklin
Page Size:	A1 (Full Size)
Print Scale:	AS SHOWN (METRIC)
Autocad Project No.:	PSA #1131
CMT Project No.:	13-227-01-15

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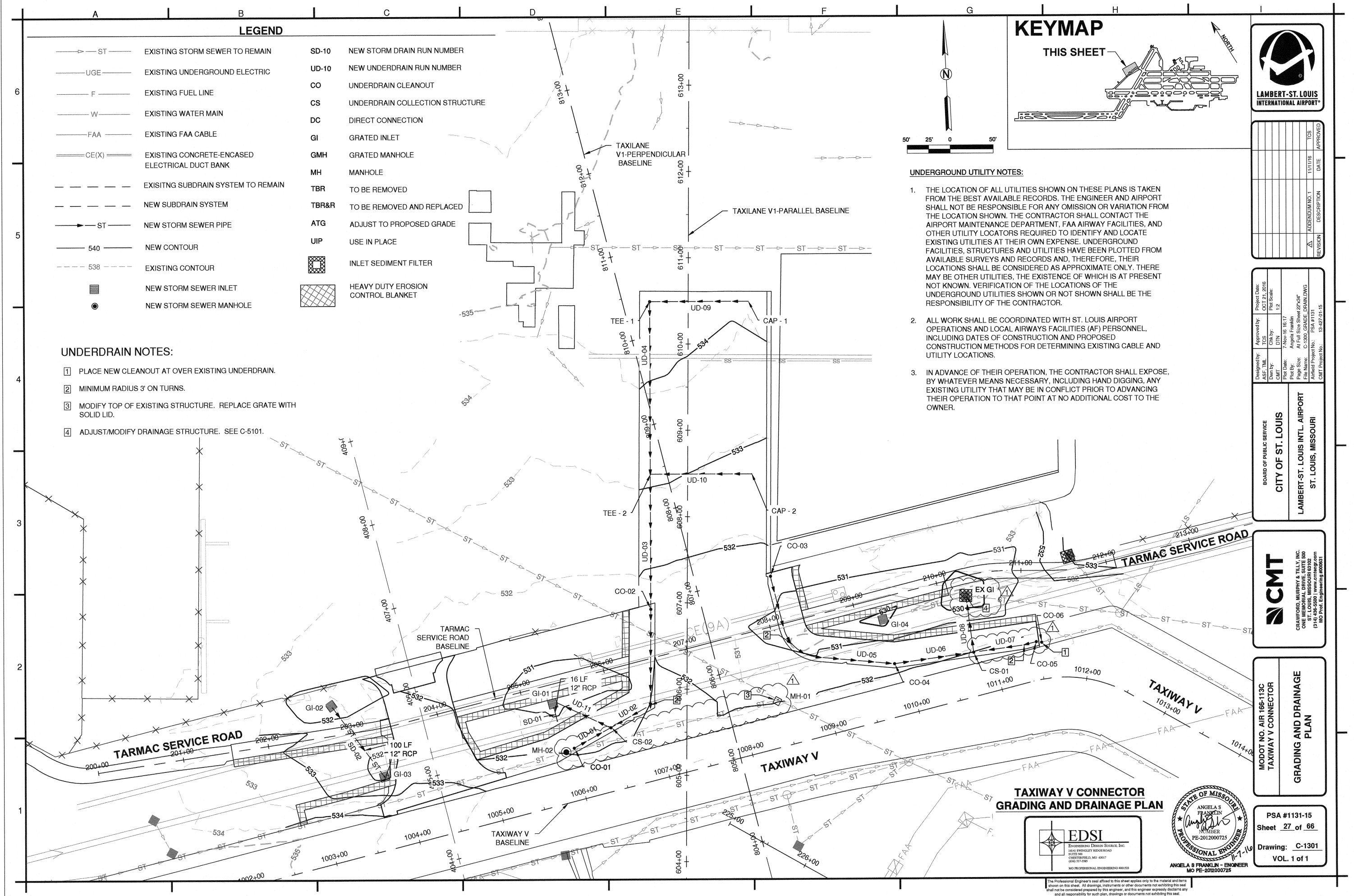
MODOT NO. AIR 166-113C
TAXIWAY V CONNECTOR
LAYOUT PLAN

PSA #1131-15
Sheet 25 of 66
Drawing: C-1201
VOL. 1 of 1



LAYOUT PLAN
TAXIWAY V CONNECTOR

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LEGEND

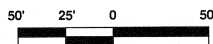
- | | | | |
|-------|--|-------|------------------------------------|
| ST | EXISTING STORM SEWER TO REMAIN | SD-10 | NEW STORM DRAIN RUN NUMBER |
| UGE | EXISTING UNDERGROUND ELECTRIC | UD-10 | NEW UNDERDRAIN RUN NUMBER |
| F | EXISTING FUEL LINE | CO | UNDERDRAIN CLEANOUT |
| W | EXISTING WATER MAIN | CS | UNDERDRAIN COLLECTION STRUCTURE |
| FAA | EXISTING FAA CABLE | DC | DIRECT CONNECTION |
| CE(X) | EXISTING CONCRETE-ENCASED ELECTRICAL DUCT BANK | GI | GRATED INLET |
| --- | EXISTING SUBDRAIN SYSTEM TO REMAIN | GMH | GRATED MANHOLE |
| --- | NEW SUBDRAIN SYSTEM | MH | MANHOLE |
| ST | NEW STORM SEWER PIPE | TBR | TO BE REMOVED |
| 540 | NEW CONTOUR | TBR&R | TO BE REMOVED AND REPLACED |
| 538 | EXISTING CONTOUR | ATG | ADJUST TO PROPOSED GRADE |
| | | UIP | USE IN PLACE |
| | | | INLET SEDIMENT FILTER |
| | | | HEAVY DUTY EROSION CONTROL BLANKET |

UNDERDRAIN NOTES:

- 1 PLACE NEW CLEANOUT AT OVER EXISTING UNDERDRAIN.
- 2 MINIMUM RADIUS 3' ON TURNS.
- 3 MODIFY TOP OF EXISTING STRUCTURE. REPLACE GRATE WITH SOLID LID.
- 4 ADJUST/MODIFY DRAINAGE STRUCTURE. SEE C-5101.

KEYMAP

THIS SHEET



UNDERGROUND UTILITY NOTES:

1. THE LOCATION OF ALL UTILITIES SHOWN ON THESE PLANS IS TAKEN FROM THE BEST AVAILABLE RECORDS. THE ENGINEER AND AIRPORT SHALL NOT BE RESPONSIBLE FOR ANY OMISSION OR VARIATION FROM THE LOCATION SHOWN. THE CONTRACTOR SHALL CONTACT THE AIRPORT MAINTENANCE DEPARTMENT, FAA AIRWAY FACILITIES, AND OTHER UTILITY LOCATORS REQUIRED TO IDENTIFY AND LOCATE EXISTING UTILITIES AT THEIR OWN EXPENSE. UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS AND, THEREFORE, THEIR LOCATIONS SHALL BE CONSIDERED AS APPROXIMATE ONLY. THERE MAY BE OTHER UTILITIES, THE EXISTENCE OF WHICH IS AT PRESENT NOT KNOWN. VERIFICATION OF THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN OR NOT SHOWN SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
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3. IN ADVANCE OF THEIR OPERATION, THE CONTRACTOR SHALL EXPOSE, BY WHATEVER MEANS NECESSARY, INCLUDING HAND DIGGING, ANY EXISTING UTILITY THAT MAY BE IN CONFLICT PRIOR TO ADVANCING THEIR OPERATION TO THAT POINT AT NO ADDITIONAL COST TO THE OWNER.

REVISION	DATE	DESCRIPTION

Project Data:	Approved by:	Designed by:
OCT 21, 2018	TCS	ASF, TML
Plot Scale:	Drawn by:	Drawn by:
1/2	DTN	DTN
1/2	18	18
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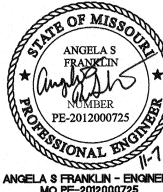
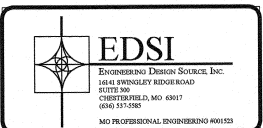
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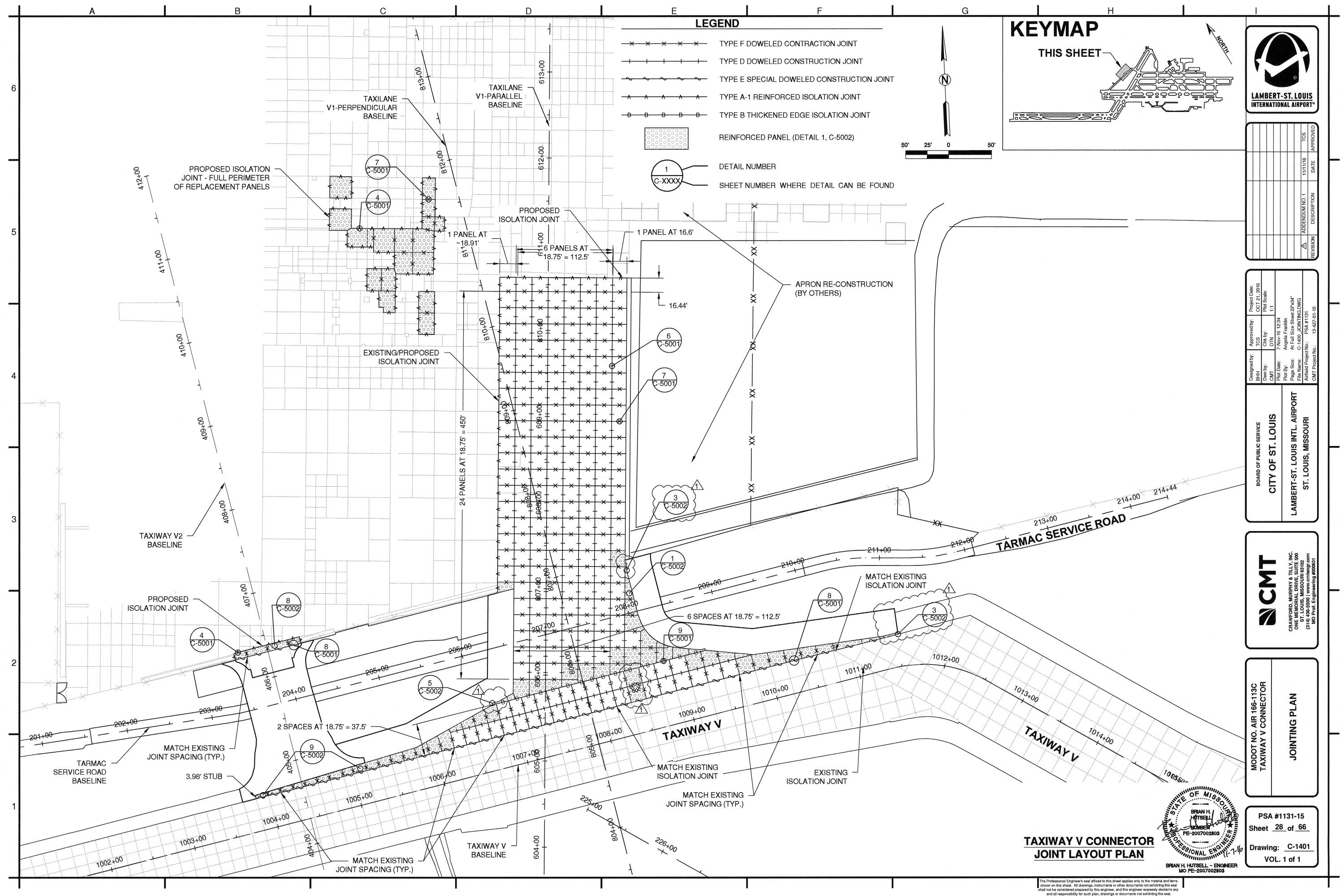
MOD. NO. AIR 166-113C
TAXIWAY V CONNECTOR
GRADING AND DRAINAGE PLAN

PSA #1131-15
Sheet 27 of 66
Drawing: C-1301
VOL. 1 of 1

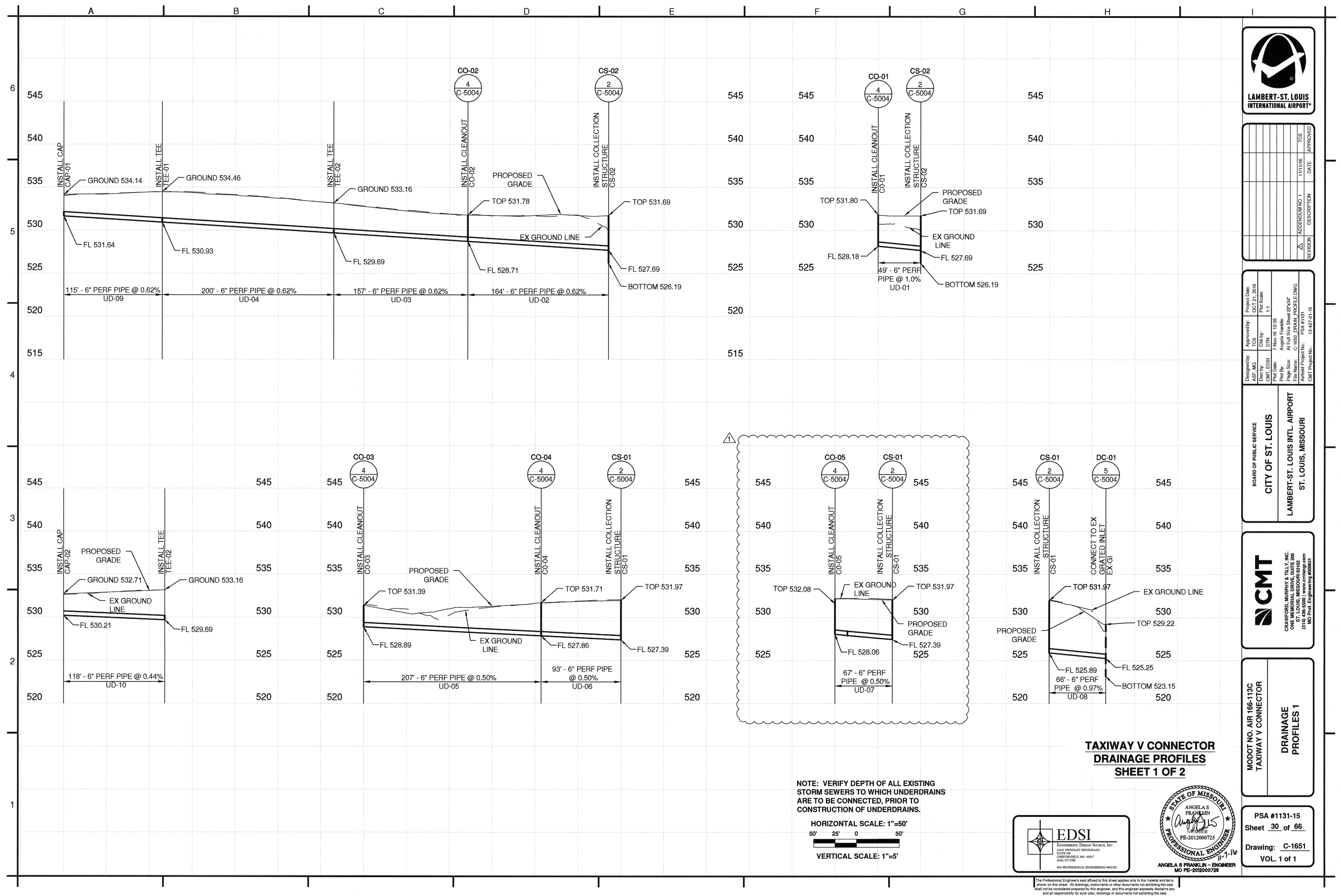
TAXIWAY V CONNECTOR
GRADING AND DRAINAGE PLAN

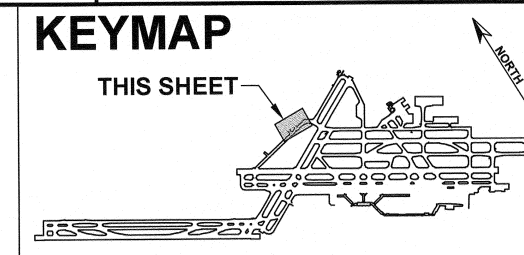
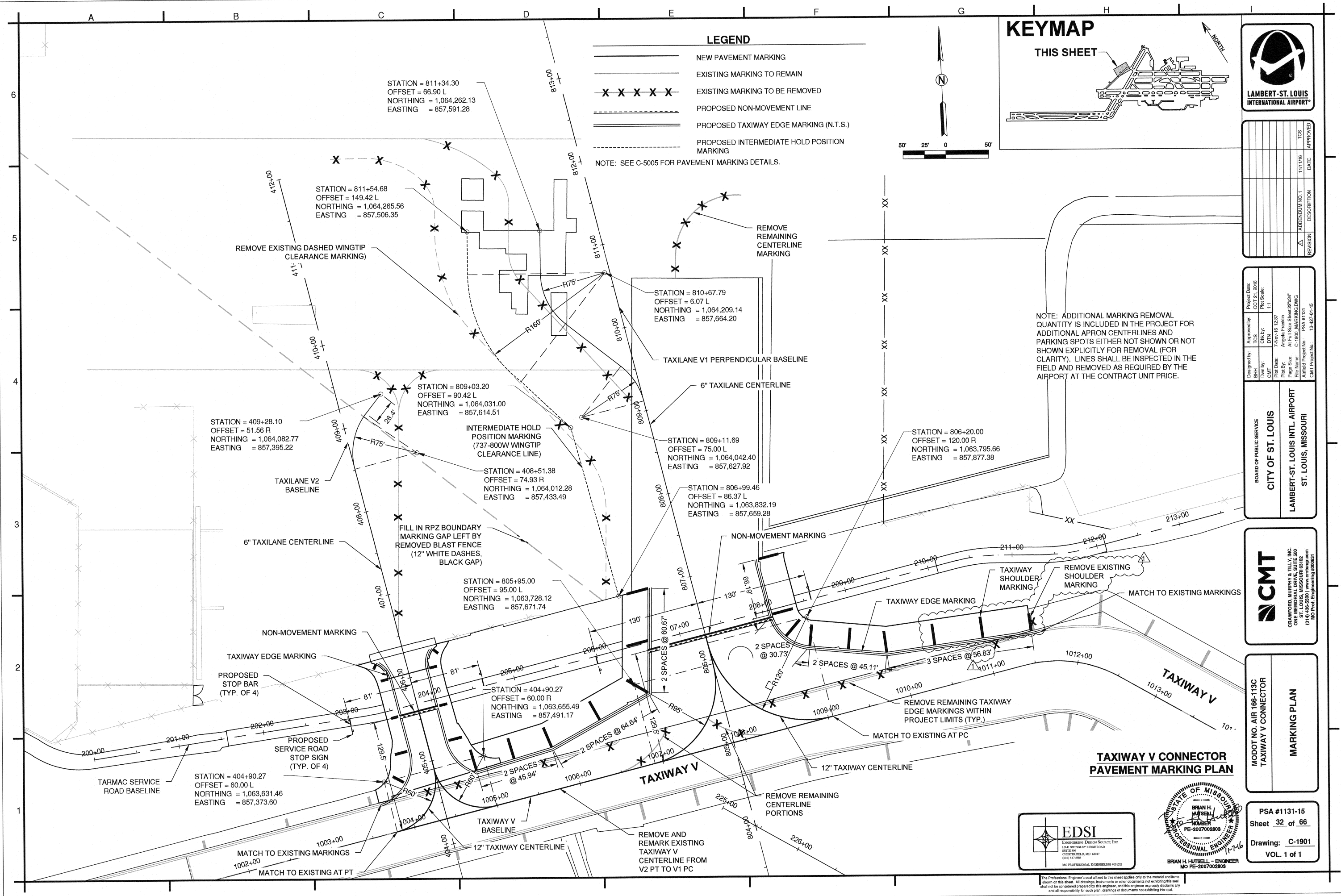


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REVISION	DATE	APPROVED	TCS
1	11/11/16		

Designed by:	Approved by:	Project Date:
BBH	TCS	OCT 21, 2016
Dwn by:	Chk by:	Plot Scale:
CMT	DTN	1:1
Plot Date:	Plot By:	Plot Scale:
7-Nov-16 12:37	Angela Franklin	1:1
File Name:	At Full Size Sheet 22"x34"	
C-1900 MARKING.DWG	PSA #1131	
CMIT Project No.:	13-42/0115	

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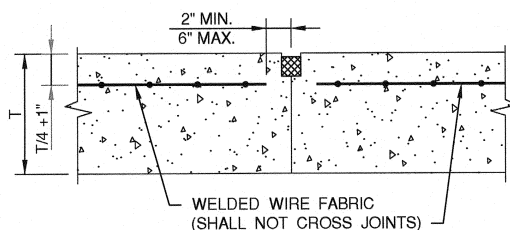
MODOT NO. AIR 166-113C
TAXIWAY V CONNECTOR
MARKING PLAN

PSA #1131-15
Sheet 32 of 66
Drawing: C-1901
VOL. 1 of 1

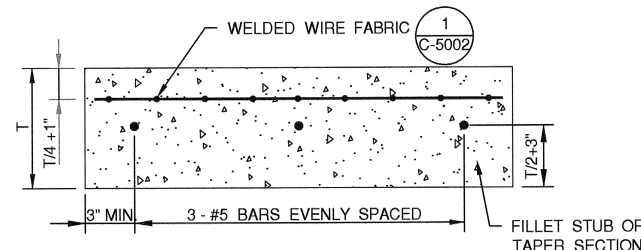
EDSI
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BRIAN H. HUTSELL - ENGINEER
MO PE-2007022803

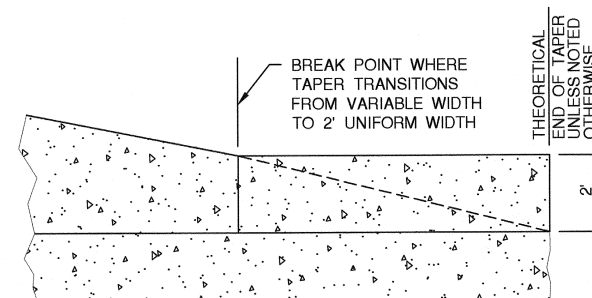
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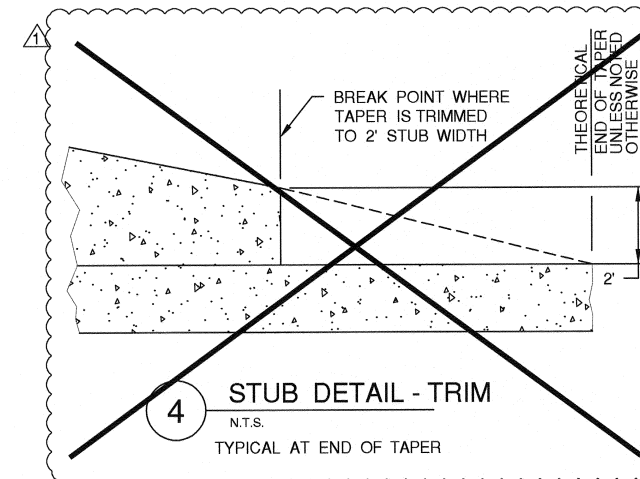
1 REINFORCED PANEL DETAIL
N.T.S.
NOTE: AMOUNT OF STEEL SHALL BE 0.050% OR GREATER (SEE NOTE 6 AND TABLE)



2 REINFORCED FILLET STEEL DETAIL
N.T.S.



3 STUB DETAIL - EXTEND
N.T.S.
TYPICAL AT END OF TAPER



4 STUB DETAIL - TRIM
N.T.S.
TYPICAL AT END OF TAPER

DIMENSIONS AND SPACING OF STEEL DOWELS

SLAB THICKNESS	DIAMETER	LENGTH	SPACING
18"	1-1/2 IN	20 IN	18 IN
24"	2 IN	24 IN	18 IN

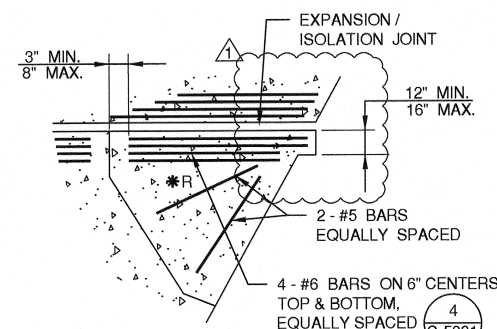
NOTE: ALL DOWELS CENTERED ON JOINT UNLESS OTHERWISE NOTED

WELDED WIRE FABRIC

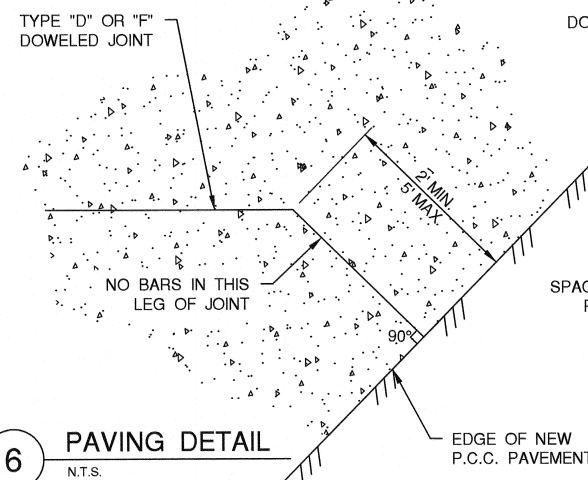
SLAB THICKNESS	SUGGESTED FABRIC SIZE
18"	6 x 6 - W 5.5 x W 5.5
24"	6 x 6 - W 7.5 x W 7.5

WIRE FABRIC NOTES:

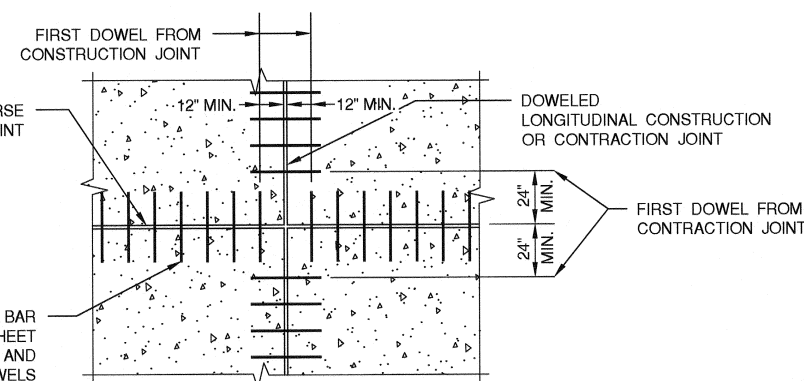
- PANELS TO BE REINFORCED WITH WIRE FABRIC DENOTED AS "R" ON THE JOINTING PLAN DRAWINGS.
- WIRE FABRIC SHALL BE PLACED AT THE VERTICAL POSITION OF T/4 + 1" AS SHOWN.
- WHEN A STRUCTURE IS LOCATED WITHIN A PANEL, WIRE FABRIC SHALL BE PLACED TO WITHIN 3" OF THE STRUCTURE.
- MINIMUM WWF LAP IS 18 INCHES.
- ALL WELDED WIRE FABRIC SHALL BE GRADE 60.
- THE AREA OF WELDED WIRE FABRIC SHALL PROVIDE AT LEAST 0.05% OF REINFORCEMENT AREA TO UNIT CONCRETE AREA, ASSUMING GRADE 60 STEEL.



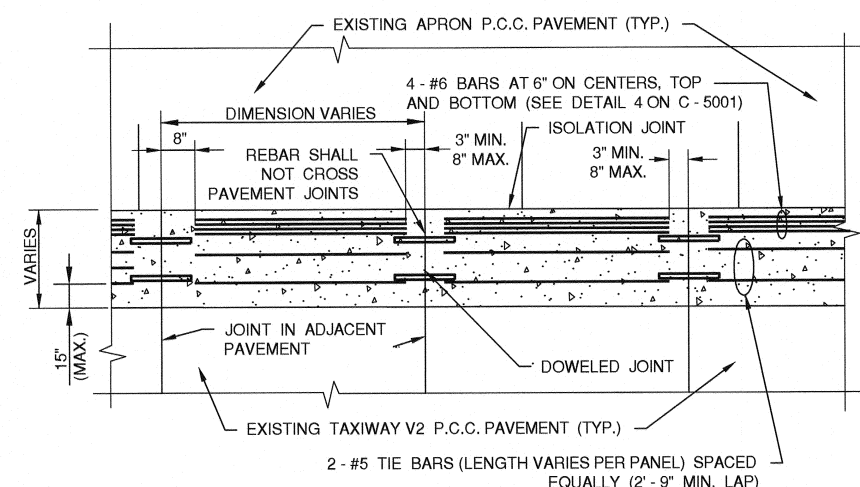
5 STUB DETAIL
N.T.S.
TYPICAL AT ODD-SHAPED PANEL AT EXPANSION / ISOLATION JOINT
*R = ODD SHAPED PANEL REINFORCEMENT



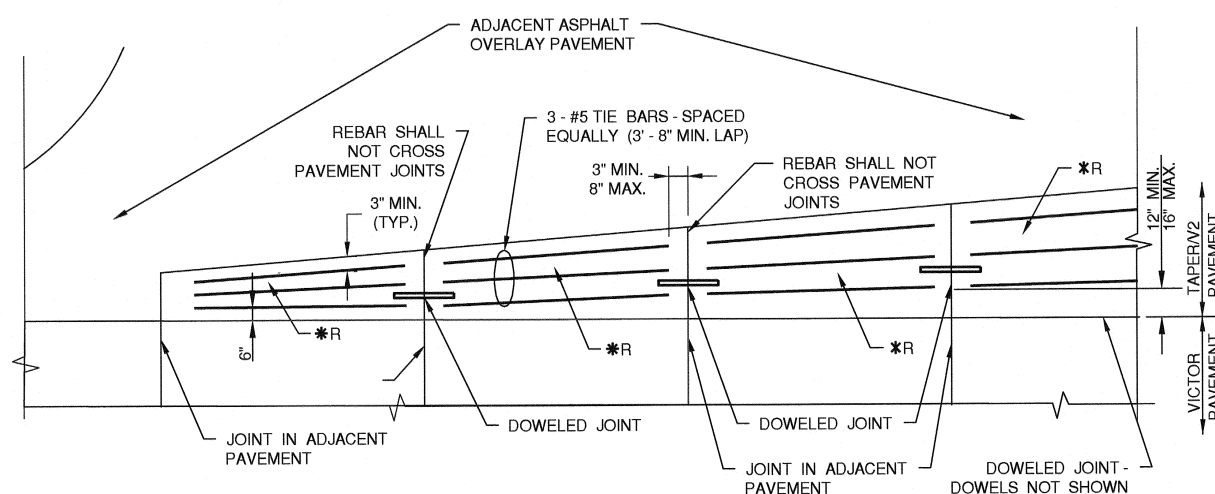
6 PAVING DETAIL
N.T.S.



7 DOWEL SPACING REQUIREMENTS AT INTERSECTING JOINTS
N.T.S.

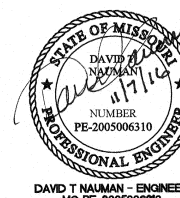


8 GATE RAIL FOUNDATION REPLACEMENT PANEL DETAIL
N.T.S.



9 FILLET TAPER (WITHIN V2 FOOTPRINT) DETAIL
N.T.S.
TYPICAL OF 8 PANELS
*R = ODD SHAPED PANEL REINFORCEMENT

TAXIWAY V CONNECTOR GENERAL DETAILS SHEET 2 OF 9



REVISION	DATE	APPROVED	DESCRIPTION
1	11/17/16	TCS	ADDENDUM NO. 1

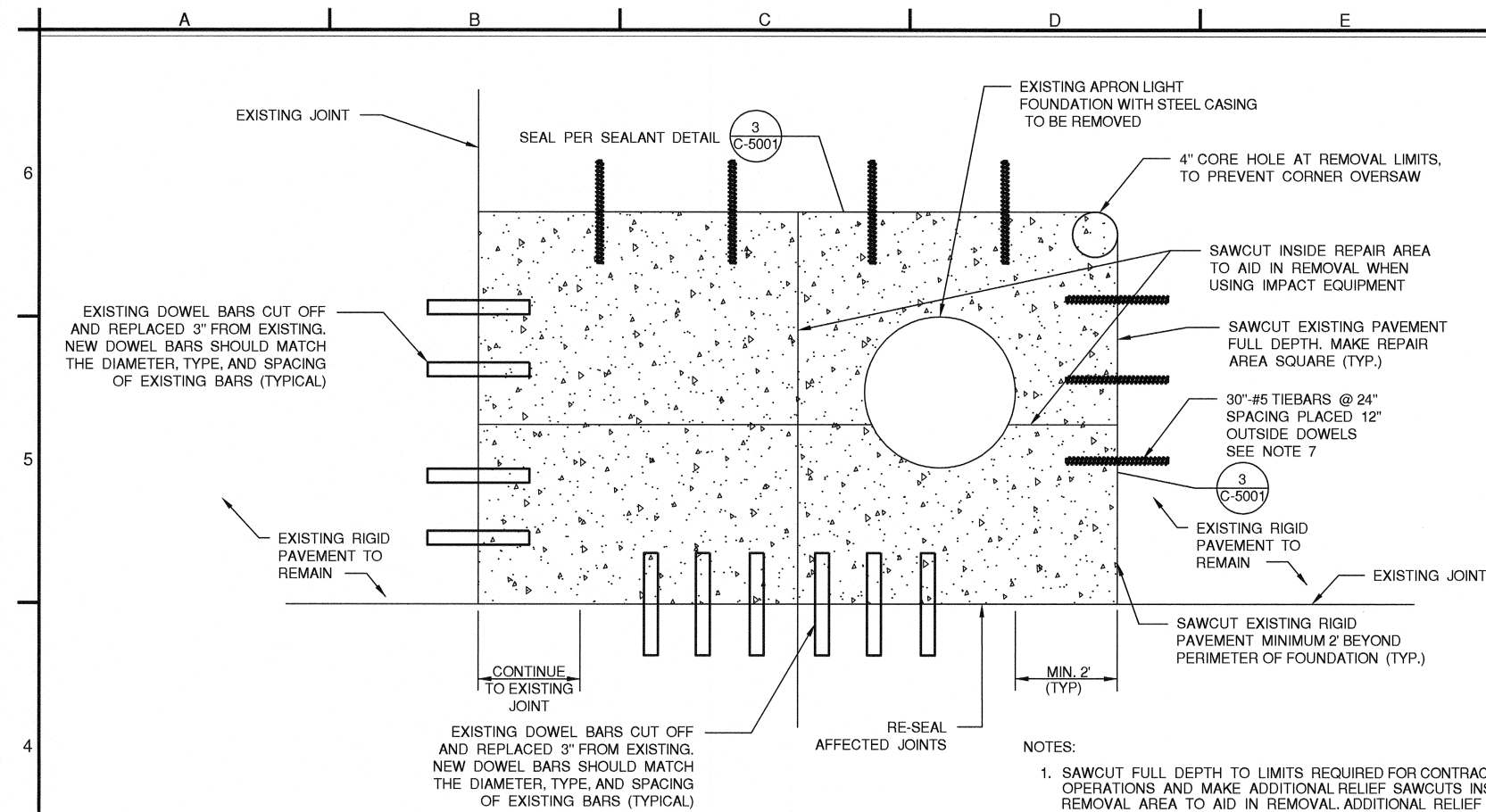
Designed by:	CMT	Approved by:	TCS	Project Date:	OCT 21, 2016
Drawn by:	CMT	Checked by:	DTN	Plot Scale:	1" = 1'
Plot Date:	7-Nov-16 12:39	Plot By:	Angela Franklin	Page Size:	At Full Size Sheet 22x34"
File Name:	C-5000_DETAILED.DWG	Armed Project No.:	750471131	CMT Project No.:	13-427-01-15

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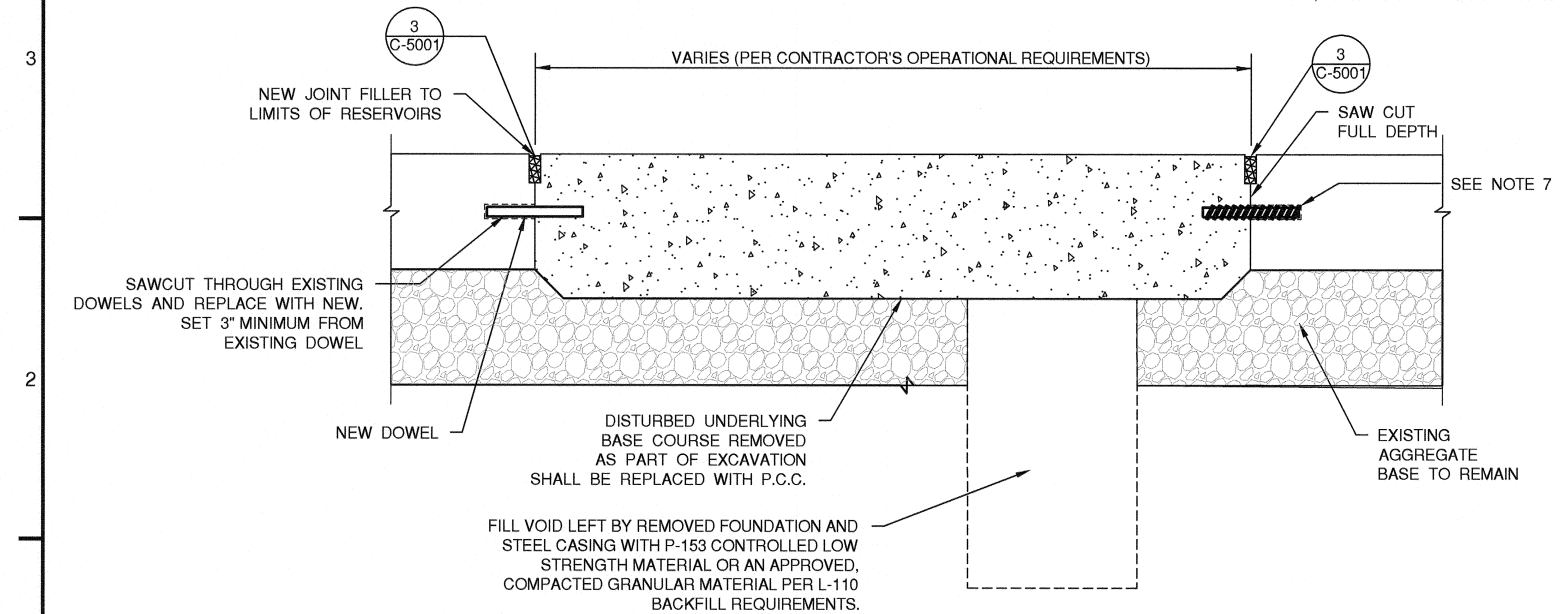
MODOT NO. AIR 166-113C
TAXIWAY V CONNECTOR
GENERAL DETAILS
SHEET 2 OF 9

PSA #1131-15
Sheet 40 of 66
Drawing: C-5002
VOL. 1 of 1



PLAN

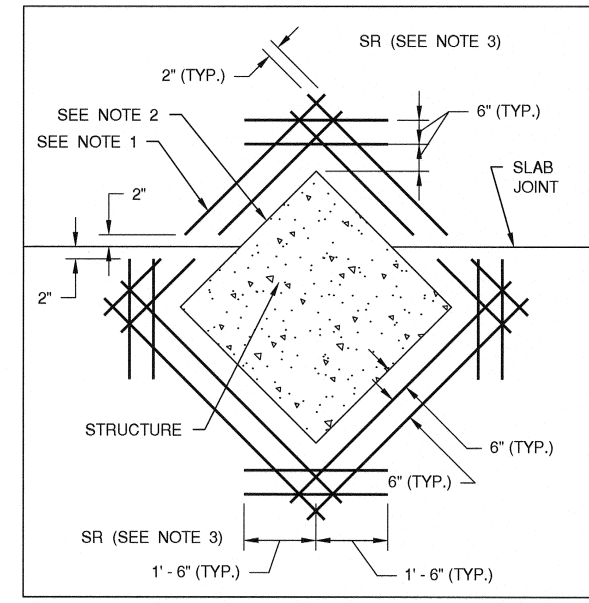
- NOTES:
1. SAWCUT FULL DEPTH TO LIMITS REQUIRED FOR CONTRACTOR'S OPERATIONS AND MAKE ADDITIONAL RELIEF SAWCUTS INSIDE REMOVAL AREA TO AID IN REMOVAL. ADDITIONAL RELIEF SAWCUTS SHALL BE COMPLETED. NUMBER AND THICKNESS AT CONTRACTOR'S DISCRETION, SO THAT EXISTING PAVEMENT TO REMAIN IS NOT DAMAGED.
 2. REMOVE PAVEMENT WITHIN LIMITS OF REPAIR.
 3. REMOVE FOUNDATION AND CASING FULLY OR TO A MINIMUM OF 2' BELOW THE BOTTOM OF THE PROPOSED CONCRETE PANEL.
 4. BACKFILL FOUNDATION VOID AND COMPACT.
 5. SMOOTH AND RE-COMPACT BASE MATERIAL.
 6. INSTALL NEW DOWEL BARS AND/OR TIEBARS AS REQUIRED.
 7. DRILL AND EPOXY NEW TIE BARS - #5 DEFORMED BARS @ 24" MAX.
 8. PLACE REPAIR MATERIAL AND FINISH SURFACE.
 9. AFTER CURING, SAW ALL JOINTS AND SEAL.



SECTION

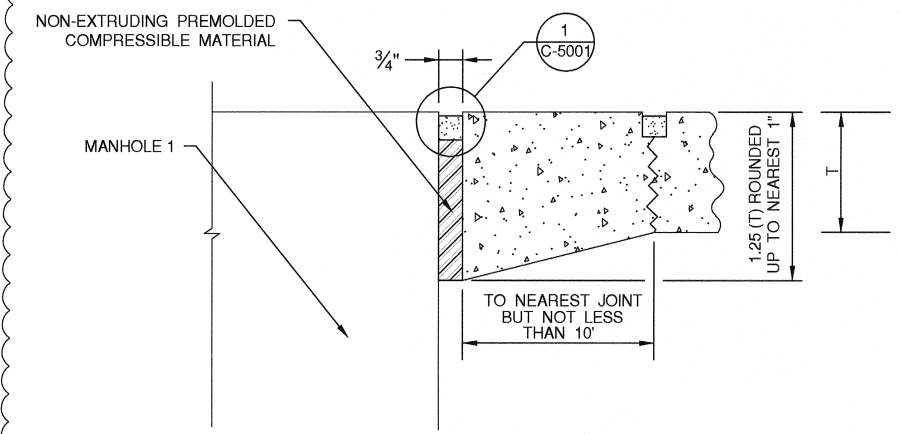
FULL DEPTH PARTIAL SLAB REPLACEMENT DETAIL - APRON LIGHT FOUNDATION LOCATIONS

1 N.T.S.



2 SLAB REINFORCEMENT AT MH-01 N.T.S.

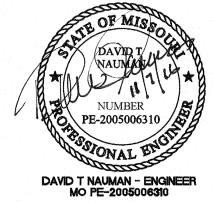
- NOTES:
1. BARS ARE #8 REINFORCING BARS. INSTALL AT TOP AND BOTTOM OF SLAB.
 2. 1 1/2" EXPANSION JOINT MATERIAL WITH P-605 SILICONE SEALANT TO BE INSTALLED ON ALL SIDES OF STRUCTURE SEE DETAIL 1 ON SHEET C-5001.
 3. SR = REINFORCED PANEL. SEE JOINTING DETAILS.
 4. CONSULT ENGINEER FOR BAR LAYOUT CONFLICTING WITH PANEL JOINT.



3 TYPE B - THICKENED EDGE ISOLATION JOINT AT MANHOLE-01 N.T.S.

SYMBOL — B — B — B — B —

TAXIWAY V CONNECTOR GENERAL DETAILS SHEET 9 OF 9



REVISION	DATE	DESCRIPTION
1	11/17/16	TCS APPROVED

Designed by:	CMT	Approved by:	TCS	Project Date:	OCT 21, 2016
Drawn by:	CMT	Checked by:	DTN	Plot Scale:	1:1
Plot Date:	11-Nov-16 15:08	Plot By:	Brian Hulett	Page Size:	A1 Full Size Sheet 22"x34"
File Name:	C-500 DETAILS.DWG	Advised Project No.:	PSA #1131		
CMT Project No.:	13-427-0115				

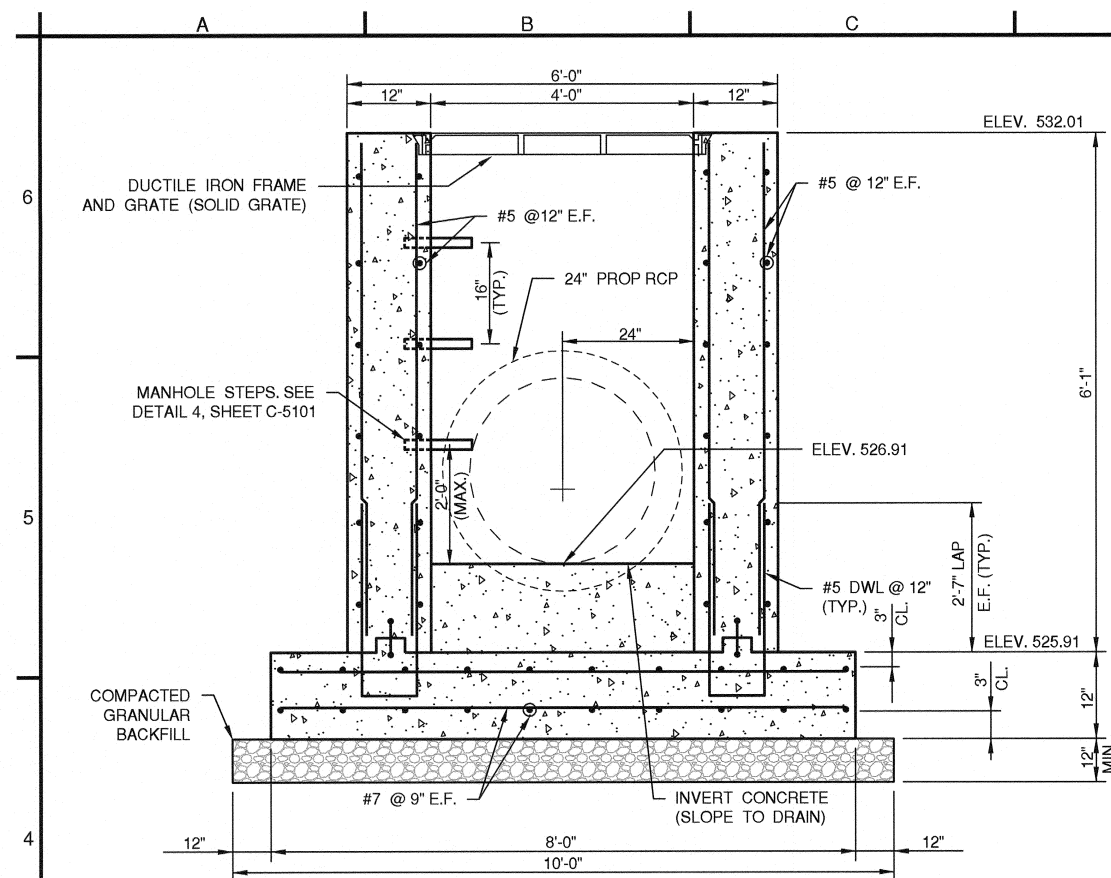
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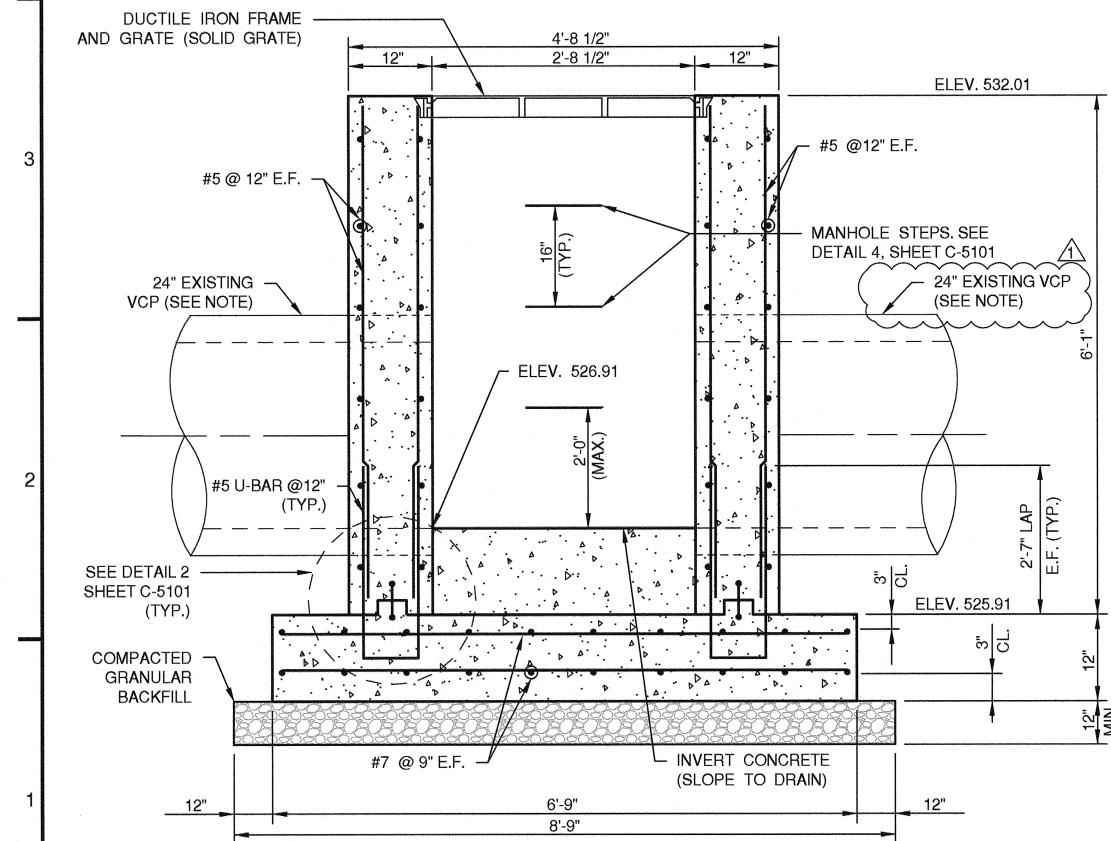
MODOT NO. AIR 166-113C
TAXIWAY V CONNECTOR
GENERAL DETAILS
SHEET 9 OF 9

PSA #1131-15
Sheet 47 of 66
Drawing: C-5009
VOL. 1 of 1

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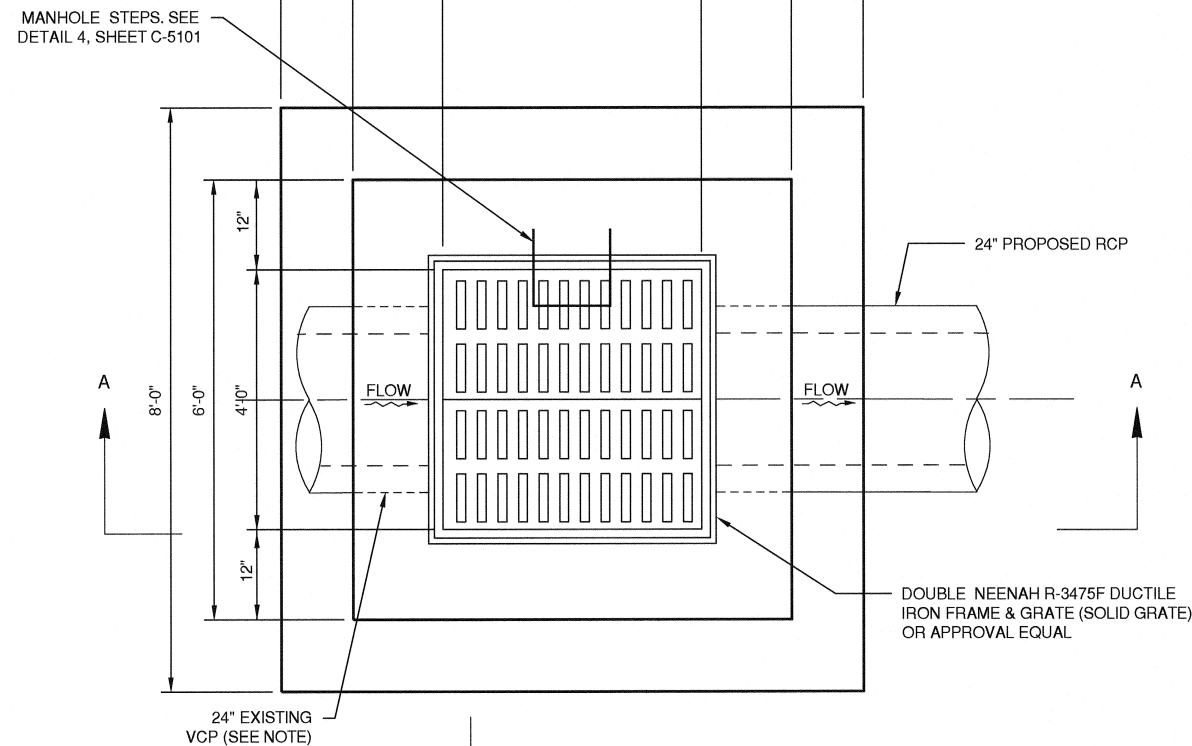


1 SECTION B-B
N.T.S.



2 SECTION A-A
N.T.S.

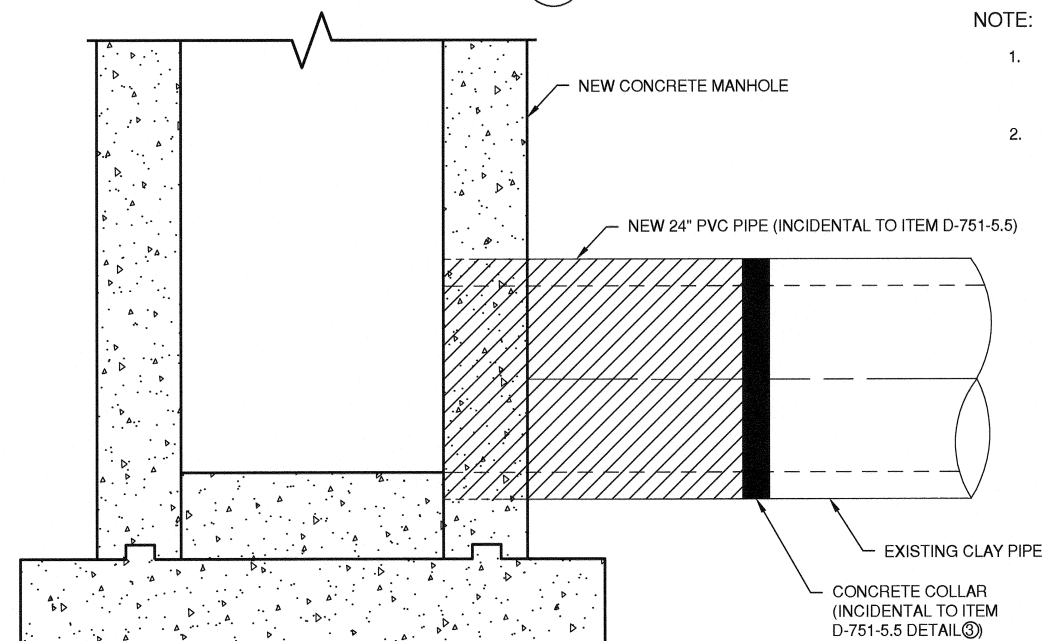
MANHOLE STEPS. SEE
DETAIL 4, SHEET C-5101



3 PLAN - PROPOSED MH-02
N.T.S.

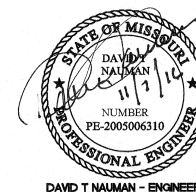
NOTE:

1. CONTRACTOR SHALL VERIFY THAT VCP IS STRUCTURALLY SOUND AT NEW MANHOLE TIE IN POINT. CONTRACTOR SHALL REPLACE EXISTING 24" VCP WITH 24" PVC PIPE SECTIONS AS NECESSARY UNTIL STRUCTURALLY SOUND VCP TIE IN POINTS ARE REACHED.
2. INVERT ELEVATION IS APPROXIMATE. ACTUAL INVERT ELEVATION SHALL BE EQUAL TO OR LOWER THAN EXISTING INCOMING VCP ELEVATION.



4 PVC CONNECTION DETAIL CONCRETE STRUCTURE
N.T.S.

TAXIWAY V CONNECTOR
DRAINAGE STRUCTURE DETAILS SHEET 2 OF 6



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REVISION	DESCRIPTION	DATE	APPROVED
1	ADDENDUM NO. 1	11/11/16	TCS

Designed by:	Project Date:	Approved by:	Project No.:
C/E	OCT 21, 2016	TCS	13-427-0115
Dwn by:	Drawn by:	Chk by:	Plot Scale:
EDSI	7-Nov-16	Angela Franklin	1:1
File Name:	Page Size:	Plot Date:	Plot Size:
C:\BID\ST-LOUIS\LOCAL DWG	At Full Size Sheet 22x34"	7-Nov-16	1539
Sheet Project No.:	Sheet Title:	Sheet No.:	Sheet Size:
13-427-0115	750 x 1131	13-427-0115	11x17

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MODOT NO. AIR 166-113C
TAXIWAY V CONNECTOR
DRAINAGE STRUCTURE
DETAILS SHEET 2

PSA #1131-15
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Drawing: C-5102
VOL. 1 of 1

LEGEND

- LTWL PROPOSED BASE-MOUNTED LED TAXIWAY EDGE LIGHT
- TWL PROPOSED BASE-MOUNTED QUARTZ TAXIWAY EDGE LIGHT
- FLTWL PROPOSED SEMI-FLUSH TAXIWAY EDGE LIGHT
- TWL PROPOSED BASE-MOUNTED QUARTZ TAXIWAY EDGE LIGHT ON EXISTING BASE
- PROPOSED ELECTRICAL JUNCTION CAN
- PROPOSED TAXIWAY EDGE REFLECTOR
- EXISTING BASE-MOUNTED TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL JUNCTION CAN
- EXISTING TAXIWAY OR RUNWAY SIGN
- EXISTING ELECTRICAL MANHOLE
- EXISTING LIGHT CAN PLAZA
- EXISTING ELECTRICAL/LIGHTING PULLBOX
- PROPOSED TAXIWAY OR RUNWAY SIGN
- PROPOSED LIGHT CAN PLAZA
- PROPOSED 4-WAY ELECTRICAL DUCT BANK

NOTES:
1. CONTRACTOR SHALL REFERENCE SPECIAL WASTE DISPOSAL NOTES ON SHEET C-1100.

KEYMAP

THIS SHEET



REVISION	DATE	DESCRIPTION
1	11/17/16	APPROVED
2		
3		
4		
5		
6		
7		
8		
9		
10		

Designed by:	ASF	Approved by:	TCS	Project Date:	OCT 21, 2016
Drawn by:	CMT	Checked by:	DTN	Plot Scale:	1:1
Plot Date:	7-Nov-16 12:42	Plot By:	Angela Franklin	Page Size:	At Full Size Sheet 22"x34"
File Name:	E-1101_ELEC_LAYOUT.DWG	Archie Project No.:	PSA #1131	Archie Project No.:	1342741-16

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MODOT NO. AIR 166-113C
TAXIWAY V CONNECTOR
ELECTRICAL LAYOUT

PSA #1131-15
Sheet 55 of 66
Drawing: E-1101
VOL. 1 of 1

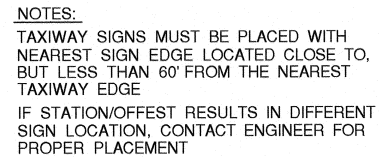


TAXIWAY V CONNECTOR
ELECTRICAL LAYOUT

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LIGHT NO.	TYPE	BASELINE	STATION	OFFSET	COORDINATES		CIRCUIT	
					NORTHING	EASTING		
1	TWL	V2	404+78.29	128.44	L	1063606.02	857308.95	221
2	TWL	V2	404+92.47	49.214	L	1063635.78	857383.72	221
3	TWL	V2	405+16.55	40.898	L	1063661.03	857387.05	221
4	REFL	V2	405+56.94	35	L	1063701.79	857384.74	N/A
5	REFL	V2	406+04.98	34.975	L	1063748.86	857375.15	N/A
6	REFL	V2	406+18.54	43.677	L	1063760.40	857363.91	N/A
7	REFL	V2	406+18.66	43.414	R	1063777.96	857449.21	N/A
8	REFL	V2	406+05.22	35.025	R	1063763.12	857443.68	N/A
9	REFL	V2	405+56.94	35	R	1063715.81	857453.33	N/A
10	TWL	V2	405+14.38	43.459	R	1063675.80	857470.13	221
11	TWL	V2	404+88.54	55.416	R	1063652.88	857487.02	221
12	TWL	V2	404+87.63	94.312	R	1063659.78	857525.31	221
13	LTWL	V PERP.	805+58.98	208.48	L	1063631.11	857567.77	221
14	LTWL	V PERP.	805+69.39	169.05	L	1063688.20	857604.32	221
15	LTWL	V PERP.	805+79.80	129.62	L	1063706.30	857640.87	221
16	LTWL	V PERP.	805+90.21	90.182	L	1063724.39	857677.42	221
17	FTWL	V PERP.	806+25.59	80.843	L	1063760.92	857679.48	221
18	LTWL	V PERP.	806+60.96	71.503	L	1063797.45	857681.55	221
19	LTWL	V PERP.	806+96.34	62.164	L	1063833.98	857683.62	221
20	JC	V PERP.	806+78.44	89.643	L	1063810.94	857680.28	N/A
21	JC	V PERP.	810+48.05	34.023	R	1064197.83	857707.43	N/A
22	LTWL	V PERP.	806+90.83	91.5	R	1063859.35	857835.27	221
23	LTWL	V PERP.	806+62.03	91.5	R	1063831.14	857841.04	221
24	FTWL	V PERP.	806+33.23	91.5	R	1063802.92	857846.81	221
25	LTWL	V PERP.	806+10.17	98.82	R	1063781.79	857858.60	221
26	LTWL	V PERP.	805+95.54	118.1	R	1063771.32	857880.41	221
27	LTWL	V PERP.	805+80.62	160.06	R	1063765.11	857924.51	221
28	LTWL	V PERP.	805+65.71	202.02	R	1063758.89	857968.60	221
29	TWL	V PERP.	805+60.10	251.7	R	1063763.34	858018.41	221
30	TWL	V PERP.	805+56.57	282.89	R	1063766.14	858049.66	221
31	TWL	VICTOR	1010+68.47	65.753	R	1063646.28	858074.14	221
32	TWL	VICTOR	1009+87.62	59.57	R	1063636.15	857993.69	221
33	TWL	VICTOR	1009+37.62	55.747	R	1063629.89	857943.94	221
34	TWL	VICTOR	1008+23.42	49.986	R	1063612.66	857830.90	221
35	TWL	VICTOR	1007+41.33	49.915	R	1063596.30	857750.45	221
36	TWL	VICTOR	1006+59.23	49.665	R	1063580.10	857669.96	221
37	TWL	VICTOR	1006+27.13	49.611	R	1063573.73	857638.50	221
38	TWL	VICTOR	1005+77.13	49.527	R	1063563.80	857589.50	221
39	TWL	VICTOR	1005+33.46	49.454	R	1063555.12	857546.70	221
40	TWL	VICTOR	1004+89.80	49.381	R	1063546.45	857503.91	221
41	TWL	VICTOR	1004+50.35	49.263	R	1063538.67	857465.23	221
42	TWL	VICTOR	1004+06.10	49.189	R	1063529.88	857421.87	221
43	TWL	VICTOR	1011+46.62	47.068	L	1063772.69	858130.82	221

TWL	TAXIWAY EDGE LIGHT
LTWL	LED TAXIWAY EDGE LIGHT
FLTWL	SEMI-FLUSH LED TAXIWAY EDGE LIGHT
REFL	TAXIWAY EDGE REFLECTOR
JC	JUNCTION CAN



TYPE B - RUNWAY DISTANCE REMAINING SIGN
WHITE CHARACTERS ON BLACK BACKGROUND

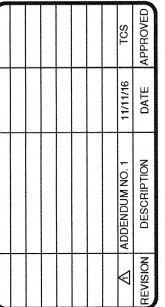
TYPE Y - INFORMATION SIGN
BLACK CHARACTERS ON YELLOW BACKGROUND

TYPE R - MANDATORY SIGN
WHITE CHARACTERS ON RED BACKGROUND

TYPE L - LOCATION SIGN
YELLOW CHARACTERS ON BLACK BACKGROUND

(XXX) REPRESENTS AN ARROW WITH ITS SPECIFIED
ORIENTATION SIGN (SEE ARROW ROTATION ABOVE)

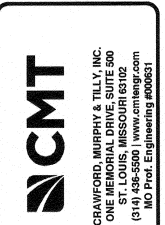
SIGN NO.	BASELINE	STATION	OFFSET		COORDINATES		SIDE 1			SIGN TYPE	SIDE 2	SIGN TYPE	SIGN SIZE	SIGN NO.	CIRCUIT	COMMENTS	SIGN NO.
					NORTHING	EASTING	MODULE	MODULE	MODULE		MODULE						
S1	V1 PERP.	806+06.22	129.42	L	1,063,732.22	857,635.77	(270)	V1	V	YYL			3	N/A	214		S1
S2	V1 PERP.	806+20.00	129.59	R	1,063,797.59	857,886.77	V1	(270)V	(90)	LYY			3	N/A	214		S2
S3	V2	405+50.42	65.00	R	1,063,715.42	857,484.02	V2	(270)V	(90)	LYY			3	N/A	214		S3
S4	V2	405+17.99	93.00	L	1,063,652.01	857,335.72	(270)	V2	V	YYL			3	N/A	214		S4
S5	V	1005+32.15	89.45	R	1,063,515.67	857,553.43	V	V2	(90)	LYY			3	N/A	214		S5
S6	V	1009+05.61	93.42	R	1,063,586.57	857,920.11	V	V1	(90)	LYY			3	N/A	214		S6



Designed by:	Approved by:	Project Date:
ASF	TCS	OCT 21, 2016
Dwn by:	Chk by:	Plot Scale:
CMT	DTN	1:1
Plot Date:	7-Nov-16 12:42	
Plot By:	Angela Franklin	
Page Size:	At Full Size Sheet 22"x34"	
File Name:	E-1100_ELEC_LAYOUT.DWG	
Airfield Project No.:	PSA #1131	
CMT Project No.:	13-427-01-15	

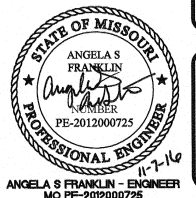
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MODOT NO. AIR 166-113C
TAXIWAY V CONNECTOR

PSA #1131-15
Sheet 56 of 66
Drawing: E-1102
VOL. 1 of 1



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CIRCUITRY NOTES:

- 1 LOCATE EXISTING LIGHTING CIRCUIT IN CONDUIT. MATE NEW 2" PVC TO EXISTING PVC WITH WATERTIGHT EXTERNAL COUPLING AT LIMITS OF REMOVAL. LOCATION ON THIS SHEET SHOWN ONLY FOR CLARITY. INSTALL NEW 1/C #8 5KV CABLE TO EXISTING LIGHT AS SHOWN.
- 2 CONNECT PROPOSED CIRCUIT EXTENSION TO EXISTING CIRCUIT AT TRANSFORMER AT THIS LIGHT, CAN, OR SIGN.
- 3 1-EACH 1/C #8 5KV CABLE IN 2" PVC DIRECT BURIAL, WITH #6 BARE COPPER GROUND (COUNTERPOISE) CENTERED OVER DUCT BANK, TYPICAL.
- 4 2-EACH 1/C #8 5KV CABLE IN 2" PVC DIRECT BURIAL, WITH #6 BARE COPPER GROUND (COUNTERPOISE) CENTERED OVER DUCT BANK, TYPICAL.
- 5 1-EACH 1/C #8 5KV CABLE IN EXISTING CONDUIT.
- 6 2-EACH 1/C #8 5KV CABLE IN EXISTING CONDUIT.
- 7 2-EACH 1/C #8 5KV CABLE IN 2" PVC CONCRETE ENCASED, WITH #6 BARE COPPER GROUND (COUNTERPOISE) CENTERED OVER DUCT BANK, TYPICAL.
- 8 2-EACH 1/C #8 5KV CABLE IN 2" PVC IN SAWKERF.
- 9 1-EACH 1/C #8 5KV CABLE IN 4-WAY CONCRETE ENCASED DUCT.
- 10 EMPTY 2" PVC CONCRETE ENCASED CONDUIT, WITH #6 BARE COPPER GROUND (COUNTERPOISE) CENTERED OVER DUCT BANK, TYPICAL.
- 11 EMPTY 2" PVC, DIRECT BURIAL, WITH #6 BARE COPPER GROUND (COUNTERPOISE) CENTERED OVER DUCT BANK, TYPICAL.
- 12 PROVIDE DRAIN FROM THIS CAN OR HANDHOLE TO UNDERDRAIN. DRAIN TO BE INCIDENTAL TO LIGHT CAN OR HANDHOLE.
- 13 GROUND RODS SHOWN ON CIRCUITRY PLAN ARE FOR COUNTERPOISE SYSTEM ONLY. GROUND RODS SHALL ALSO BE INSTALLED AT ALL NEW OR RELOCATED EDGE LIGHTS, JUNCTION CANS, SIGNS, AND CAN PLAZAS AS SHOWN IN THE ELECTRICAL DETAILS.

CONDUIT NOTES:

IN CONDUIT A: 221

UNDERGROUND UTILITY NOTES:

THE LOCATION OF ALL UTILITIES SHOWN ON THESE PLANS IS TAKEN FROM THE BEST AVAILABLE RECORDS. THE ENGINEER AND AIRPORT WILL NOT BE RESPONSIBLE FOR ANY OMISSION OR VARIATION FROM THE LOCATION SHOWN. THE CONTRACTOR SHALL CONTACT THE AIRPORT MAINTENANCE DEPARTMENT, FAA AIRWAY FACILITIES, AND OTHER UTILITY LOCATORS REQUIRED TO IDENTIFY AND LOCATE EXISTING UTILITIES AT THEIR OWN EXPENSE. UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS AND, THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED AS APPROXIMATE ONLY. THERE MAY BE OTHER UTILITIES, THE EXISTENCE OF WHICH IS AT PRESENT NOT KNOWN. VERIFICATION OF THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN OR NOT SHOWN WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

ALL WORK MUST BE COORDINATED WITH ST. LOUIS AIRPORT OPERATIONS AND LOCAL AIRWAYS FACILITIES (AF) PERSONNEL, INCLUDING DATES OF CONSTRUCTION AND PROPOSED CONSTRUCTION METHODS FOR DETERMINING EXISTING CABLE AND UTILITY LOCATIONS.

IN ADVANCE OF THEIR OPERATION, THE CONTRACTOR SHALL EXPOSE, BY WHATEVER MEANS NECESSARY, INCLUDING HAND DIGGING, ANY EXISTING UTILITY THAT MAY BE IN CONFLICT PRIOR TO ADVANCING THEIR OPERATION TO THAT POINT AT NO ADDITIONAL COST TO THE OWNER.

NOTES:

1. CONTRACTOR SHALL REFERENCE SPECIAL WASTE DISPOSAL NOTES ON SHEET C-1100.

KEYMAP

THIS SHEET



REVISION	DATE	APPROVED
1	11/11/16	TCS
2		
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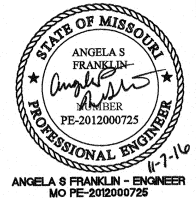
Designed by:	ASF	Approved by:	TCS	Project Date:	OCT 21, 2016
Drawn by:	CMT	Checked by:	DTN	Plot Scale:	1:1
Plot Date:	7-Nov-16 12:45	Plot By:	Angela Franklin	Page Size:	At Full Size Sheet 22"x34"
File Name:	E-2103 CIRCUIT PLANS	File No.:	PSA #1131	Arched Project No.:	13-427-21-15
CMT Project No.:	13-427-21-15				

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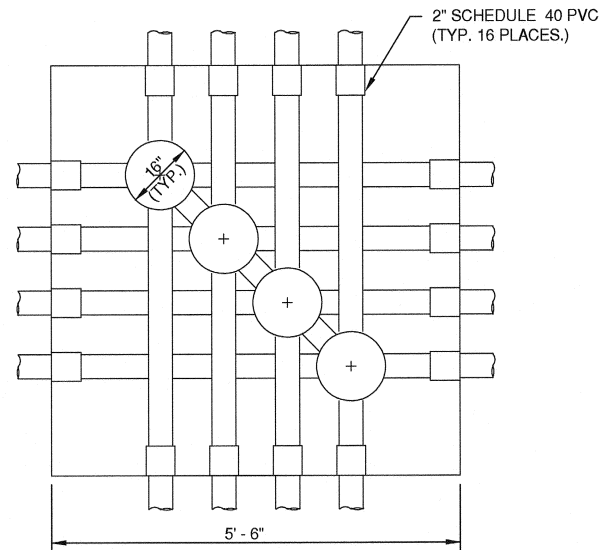
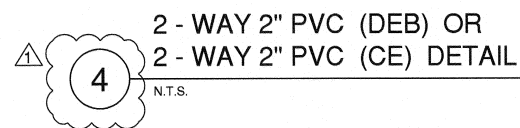
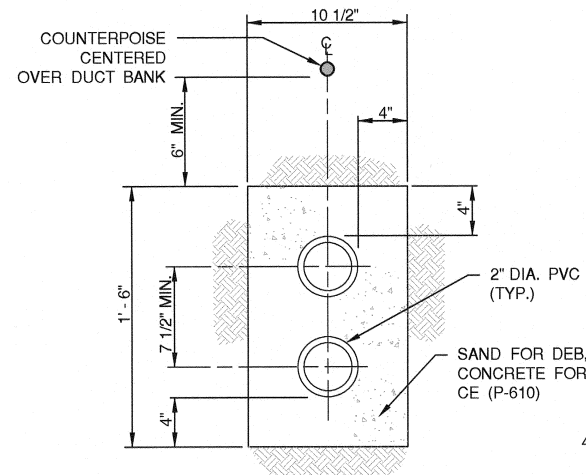
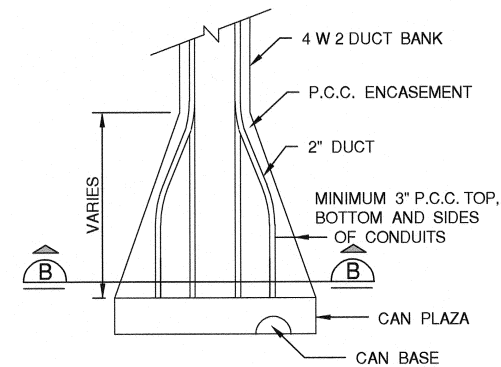
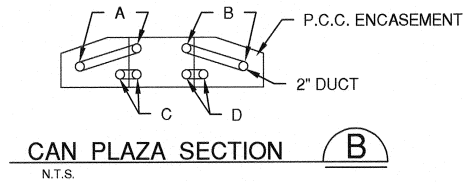
MODOT NO. AIR 166-113C
TAXIWAY V CONNECTOR
CIRCUITRY PLAN

PSA #1131-15
Sheet 60 of 66
Drawing: E-2103
VOL. 1 of 1

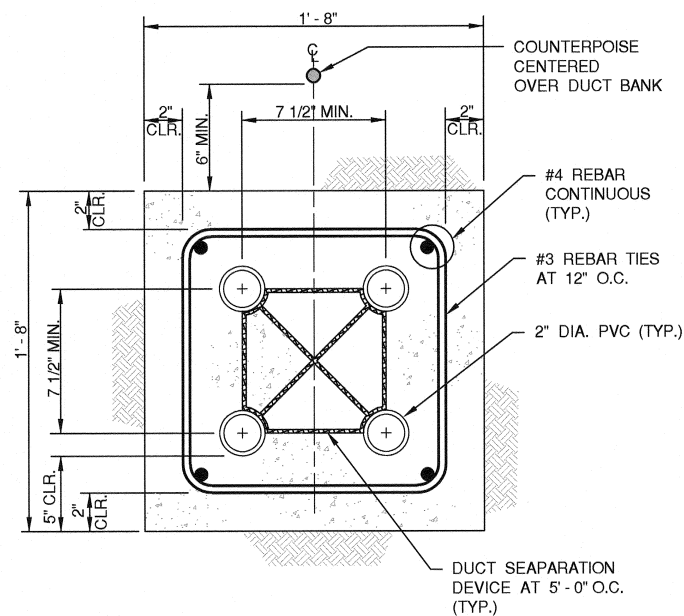


TAXIWAY V CONNECTOR
CIRCUITRY PLAN

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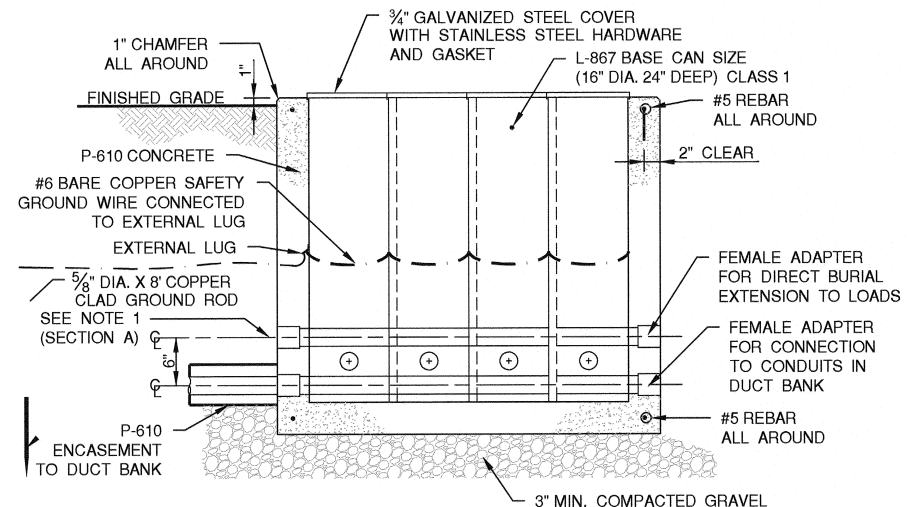
- NOTES:
1. CAN PLAZAS SHALL BE STAGGERED ALONG A DIAGONAL LINE SO ALL FOUR SIDES OF EACH CAN PLAZA ARE ACCESSIBLE.
 2. WHERE TWO CAN PLAZAS ARE SHOWN ADJACENT TO EACH OTHER AT 8-WAY DUCT, PLAZAS SHALL BE STAGGERED.



5 4 - WAY 2" PVC (CE) DETAIL
N.T.S.

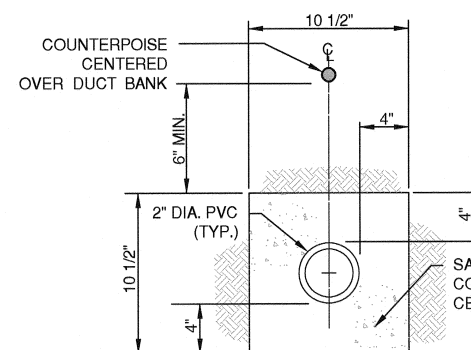
ELECTRICAL DUCT BANK NOTES:

1. ALL NEW DUCT BANKS TO BE CONSTRUCTED SHALL BE PLACED WITH THE BOTTOM OF THE DUCT BANK A MINIMUM OF 36 INCHES BELOW THE FINISHED GROUND SURFACE.
2. ALL NEW DUCT BANKS TO BE CONSTRUCTED SHALL BE PLACED WITH THE TOP OF THE DUCT BANK A MINIMUM OF 18 INCHES BELOW THE FINISHED GROUND SURFACE.
3. ALL NEW DUCT BANKS, OTHER THAN DUCTS CONNECTING TO IN-PAVEMENT LIGHT CANS, TO BE CONSTRUCTED BELOW THE NEW P.C.C. PAVEMENTS SHALL BE PLACED WITH THE TOP OF THE DUCT BANK LOCATED A MINIMUM OF 12 INCHES BELOW THE BOTTOM OF THE P-101 BASE LAYER.

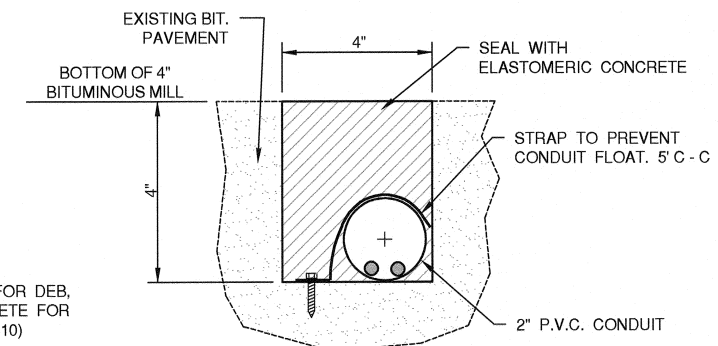


3 CAN PLAZA SECTION
N.T.S.

- NOTES: (SECTION A)
1. PROVIDE CONDUITS FOR EXTENSION AS SHOWN IN PLANS. CAP EMPTY CONDUITS.
 2. BARE COPPER GROUND ROD AND BARE COPPER WIRE TO BE INCIDENTAL TO THE CAN PLAZA ITEMS.



6 2" PVC (DEB) OR 2" PVC (CE) DETAIL
N.T.S.



- NOTES:
1. SAWKERF PRIOR TO OVERLAYING BITUMINOUS PAVEMENT.

7 SAWKERF DETAIL
N.T.S.

**TAXIWAY V CONNECTOR
ELECTRICAL DETAILS
SHEET 5 OF 5**



REVISION	DATE	APPROVED

Designed by:	CMT	Approved by:	TCS	Project Date:	OCT 21, 2018
Drawn by:	CMT	Checked by:	DTN	Plot Scale:	1:1
Plot Date:	7-Nov-16 12:46	Plot By:	Angela Franklin	Page Size:	At Full Size Sheet 22"x34"
File Name:	E-5005 ELECTRICAL DETAILS.DWG	Project No.:	PSA #1131-15	Sheet No.:	5 of 6
Author:	Angela Franklin	Project No.:	13427-01-15	Sheet No.:	5 of 6

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MODOT NO. AIR 166-113C
TAXIWAY V CONNECTOR
ELECTRICAL DETAILS 5

PSA #1131-15
Sheet **65** of **66**
Drawing: **E-5005**
VOL. 1 of 1

MISSOURI DOMESTIC PRODUCTS PROCUREMENT ACT

(RFB D607-096-R6, Break-Out Post Hardware)

The bidder's attention is directed to the Missouri Domestic Products Procurement Act, Sections 34.350 to 34.359, RsMO, which requires all manufactured goods or commodities used or supplied in the performance of this contract or any subcontract to be manufactured or produced in the United States.

Section 34.355, RsMO, requires the vendor or contractor to certify his compliance with Section 34.353 and, if applicable, Section 34.359, RsMO, at the time of bidding and prior to payment. Failure to comply with Section 34.353, RsMO, during the performance of the contract and to provide certification of compliance prior to payment will result in nonpayment for those goods or commodities.

Section 34.353.2, RsMO, specifies that it does not apply where the total contract is less than Twenty-Five Thousand Dollars (\$25,000.00). If your total bid is Twenty-Five Thousand Dollars (\$25,000.00) or more, you **must** complete this form as directed below.

Failure to complete and return this document with this bid will cause the State to presume the manufactured goods or products listed in the bid are not manufactured or produced in the United States, and the bid will be evaluated on that basis. Please read the certification appearing below on this form.

- ☐ If all the goods or products specified in the attached bid which the bidder proposes to supply to the State shall be manufactured or produced in the "United States" as defined in Section 34.350, RsMO, check the box at left.
- ☐ If only one item of any particular goods or products specified in the attached bid is manufactured or produced in the "United States" as defined in Section 34.350, RsMO, check the box at left and list the items (or item number) here:
- _____
- _____
- ☐ If any or all of the goods or products specified in the attached bid which the bidder proposes to supply to the State are **not** manufactured or produced in the "United States" as defined in Section 34.350, RsMO, then: (a) check the box at left; (b) list below, by item (or item number), the country other than the United States where each good or product is manufactured or produced; and (c) check the boxes to the left of the paragraphs below if applicable and list the corresponding items (or item numbers) in the spaces provided.

Item (or item number)	Location Where Item Manufactured or Produced

(attach an additional sheet if necessary)

- ☐ The following specified goods or products cannot be manufactured or produced in the United States in sufficient quantities or in time to meet the contract specifications. Items (or item numbers): _____
- _____
- ☐ The following specified goods or products must be treated as manufactured or produced in the United States, in accordance with an existing treaty, law, agreement, or regulation of the United States, including a treaty between the United States and any foreign country regarding export-import restrictions or international trade. Items (or item numbers): _____
- _____

CERTIFICATION

By submitting this document, completed as directed above, with a bid, the bidder certifies under penalty of making false declaration (Section 575.060, RsMO) that the information contained in this document is true, correct and complete, and may be relied upon by the State in determining the bidders qualifications under and in compliance with the Missouri Domestic Products Procurement Act.

The bidder's failure to complete and return this document with the bid as directed above will cause the State to presume the manufactured goods or products listed in the bid are not manufactured or produced in the United States, and the bid will be evaluated on that basis pursuant to Section 34.353.3(2), RsMO.