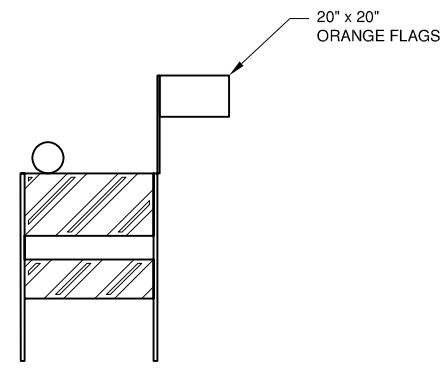
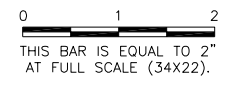


**VE050**

REVISIONS		
NUMBER	BY	DATE

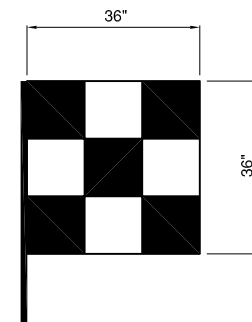


**FLASHER BARRICADE DETAIL-IDOT TYPE 1**

N.T.S.

**FLASHER BARRICADE NOTES**

1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT 10' INTERVALS.



**TRUCK SIGNAL FLAG**

ORANGE / WHITE

N.T.S.

**SECURITY NOTES**

1. MAINTAINING THE SECURITY REQUIREMENTS OF THE AIRPORT SHALL BE A PRIMARY CONCERN FOR THE CONTRACTOR.
2. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING AIRPORT SECURITY BY SUPERVISING OPENINGS OR MAINTAINING THE AIRPORT PERIMETER FENCE LINE AT ALL TIMES DURING THE COURSE OF THE WORK.
3. FINES CAN BE LEVIED AGAINST THE CONTRACTOR BY THE TRANSPORTATION SECURITY ADMINISTRATION (TSA) FOR NEGLIGENCE IF THE AIRPORT SECURITY IS COMPROMISED AND THE AIRPORT PERIMETER FENCE LINE IS NOT MAINTAINED AS SPECIFIED ABOVE. FINES CAN ALSO BE LEVIED AGAINST THE CONTRACTOR FOR FAILURE TO COOPERATE WITH THE AIRPORT MANAGEMENT AS REQUIRED TO MAINTAIN AIRPORT SECURITY.

**GENERAL NOTES**

1. CONSTRUCTION PHASING IS OF CRITICAL IMPORTANCE TO THE AIRPORT FOR THIS PROJECT.
2. THE CONTRACTOR SHALL PLAN AND CONDUCT HIS WORK SO AS TO NOT INTERFERE OR HINDER THE PROGRESS OR WORK BEING PERFORMED BY OTHER CONTRACTORS.
3. THE TIMELY PROSECUTION OF THE OVERALL PROJECT IS DEPENDENT UPON THE PROPER COORDINATION BETWEEN CONTRACTORS.
4. WHEN CONFLICTS ARISE, RESOLUTION OF SUCH CONFLICTS WILL BE MADE BY THE AIRPORT THROUGH THE RESIDENT ENGINEER IN THE BEST INTEREST OF THE AIRPORT.
5. DELAYS, CHANGES IN SCHEDULING, OR THE EXPEDITION OF WORK UNDER THE CONTRACT TO PROVIDE FOR THE TIMELY PROSECUTION OF THE PROJECT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
6. CONTRACTOR'S STAGING, STORAGE, AND PARKING WILL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS.
7. THE CONTRACTOR SHALL PLACE ALL BARRICADES SHOWN IN THE PLANS PRIOR TO INITIATING WORK IN EACH PHASE. ALL COSTS TO FURNISH, INSTALL, AND MAINTAIN THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
8. CONSTRUCTION BARRICADES SHALL BE SET AT THE LIMITS OF THE WORK AREA OF EACH PHASE. DURING PAVING OPERATIONS, BARRICADES MAY BE PLACED UP TO 30' BEYOND THE WORK LIMIT TO ALLOW ROOM FOR PAVING OPERATIONS. OFFSETTING THE BARRICADES TO THIS LOCATION SHALL BE COORDINATED WITH THE AIRPORT IN ADVANCE. IN THE EVENT OF A CONFLICT BETWEEN CONSTRUCTION OPERATIONS AND TAXIING AIRCRAFT, THE CONTRACTOR SHALL CEASE OPERATIONS AND RETURN THE BARRICADES TO THE EDGE OF THE WORKING LIMITS. ALL BARRICADES SHALL BE LOCATED AT THE EDGE OF THE WORKING LIMITS AT THE END OF EACH WORKING DAY.
9. ACTUAL WORK LIMITS MAY BE REVISED WITH THE AIRPORT'S APPROVAL. ALL MINIMUM DISTANCES SHALL BE MAINTAINED, AIR TRAFFIC ACCESS SHALL REMAIN UNAFFECTED, AND THE PROJECT SCHEDULE SHALL REMAIN THE SAME.
10. IT IS AT THE DISCRETION OF THE RESIDENT ENGINEER IF ANY AREAS OF THE SUBBASE SHALL BE REMOVED, REPLACED, AND COMPACTED. THESE LIMITS OF WORK SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND THE PROJECT SHALL REMAIN ON SCHEDULE.
11. A LINE 8" OFF OF THE BUILDING EDGES SHALL BE SAW CUT, THIS SHALL BE THE EXTENTS OF THE MILLING, UNLESS OTHERWISE NOTED ON THE EXISTING CONDITIONS SHEET.
12. EXISTING LEAD IN LINES TO T-HANGARS SHALL BE SURVEYED AND LOCATION RECORDED PRIOR TO MILLING THE EXISTING BITUMINOUS SURFACE. LOCATIONS OF LEAD IN LINES ON THE MARKING SHEET ARE SHOWN AS APPROXIMATE LOCATIONS BASED OFF OF RECORD DRAWINGS. AT TIME OF MARKING TAXIWAY CENTERLINES, USE THIS SURVEYED INFORMATION TO REMARK AND LAYOUT THE LEAD IN LINES TO THE T-HANGARS.

**VERMILION REGIONAL AIRPORT  
 VERMILION REGIONAL AIRPORT AUTHORITY  
 DANVILLE, ILLINOIS**

**REHABILITATE T-HANGAR TAXIWAY PAVEMENTS  
 CONSTRUCTION SAFETY PLAN NOTES AND  
 DETAILS**

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