ITEM 12A
6-17-11 LETTING

TA004
TOTAL SHEETS: 7

CONSTRUCTION PLANS FOR
TAYLORVILLE MUNICIPAL AIRPORT
CITY OF TAYLORVILLE
TAYLORVILLE, ILLINOIS

Sheet List Table	
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03	CONSTRUCTON ACTIVITY PLAN
04	EXISTING CONDITIONS AND REMOVALS
05	PROPOSED IMPROVEMENTS
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07	ELECTRICAL SCHEMATICS

ILLINOIS PROJECT TAZ - 4073
A. I. P. PROJECT 3-17-0100-B13

T-HANGAR ELECTRICAL IMPROVEMENTS

ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
AR801209	LIGHTING INSTALLATION	L.S.	1

APRIL 29, 2011

05-12-2011
LICENSED PROFESSIONAL ENGINEER
GERALD E. HALM
062-041035
STATE OF ILLINOIS
Exp 11-30-2011

5-12-2011
CHRISTOPHER B. GROTH
062-056232
LICENSED PROFESSIONAL ENGINEER
OF
ILLINOIS
Exp. 11-30-11

811 Know what's below. Call before you dig.

J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

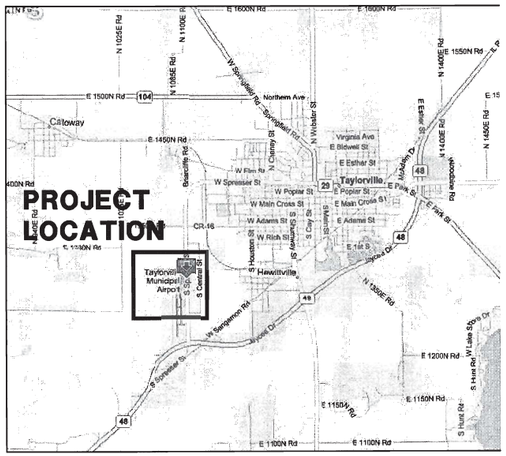
CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

DESIGN INFORMATION
GEOMETRIC CRITERIA
AIRPLANE DESIGN GROUP II

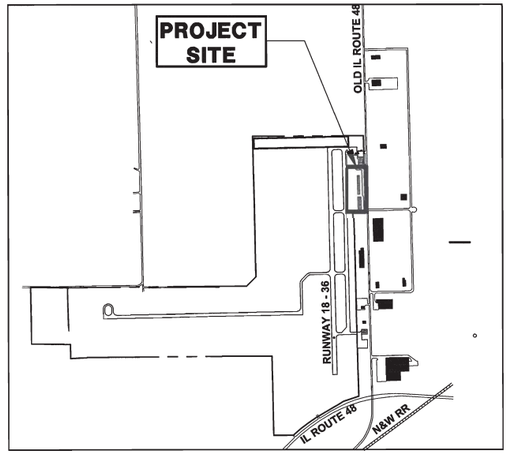
PAVEMENT DESIGN CRITERIA
AIRCRAFT SINGLE WHEEL GEAR
DEPARTURE WEIGHT = 12,500 LBS.
100 ANNUAL DEPARTURES

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123

TOWNSHIP: 13 NORTH
RANGE: 2 WEST OF THE 4TH P.M.
SECTION: 32
COUNTY: CHRISTIAN
CIVIL TOWNSHIP: TAYLORVILLE



LOCATION MAP



SITE PLAN

CITY OF TAYLORVILLE
TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS
APPROVED Greg Brotherton
MAYOR
DATE 04/25/11
APPROVED Pamela J. Redwood
CITY CLERK
DATE 4/25/11

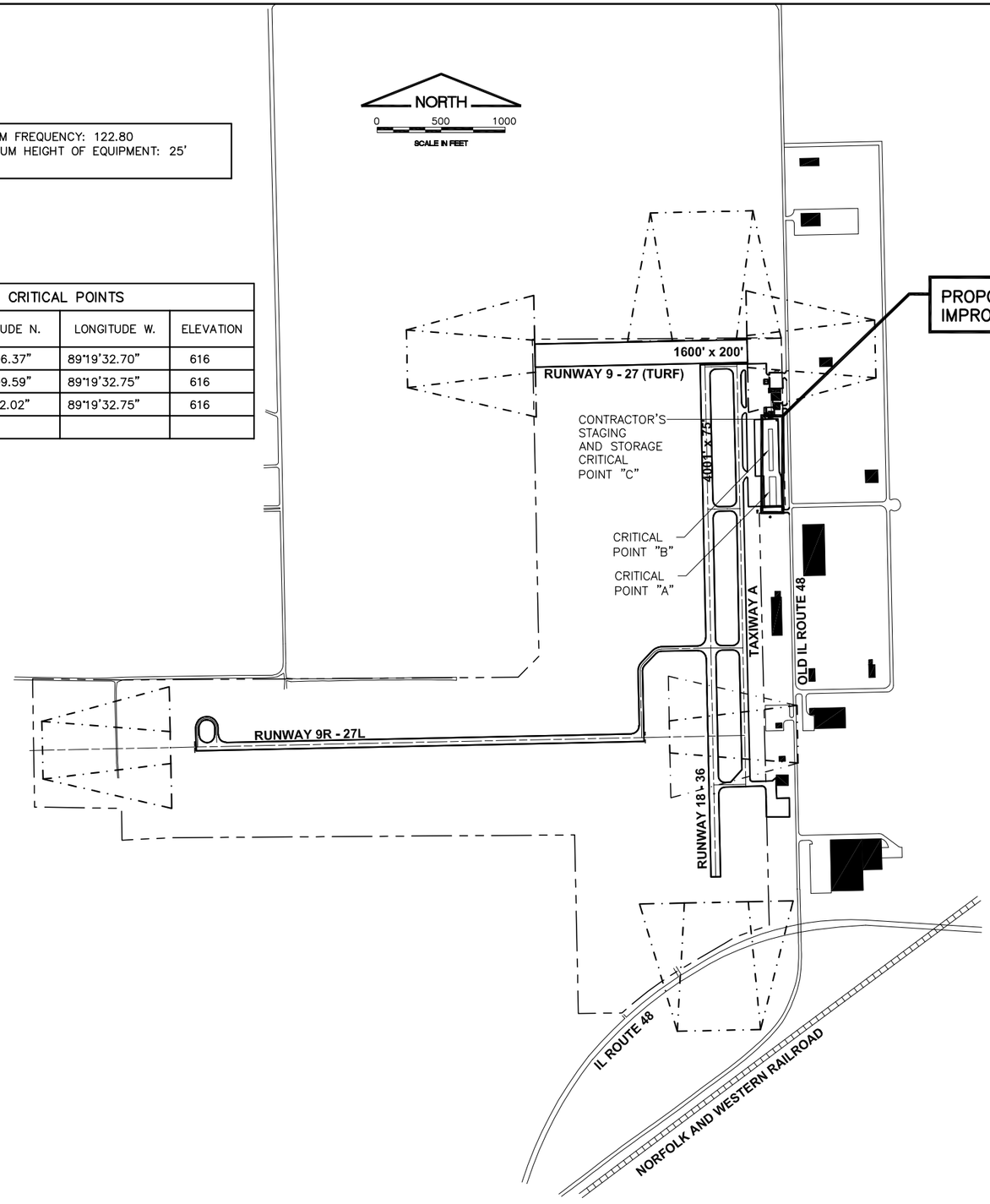
CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
■ SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SUBMITTED BY Christopher B. Groth
DATE 5-12-2011

CMT JOB NUMBER 10050-02

UNICOM FREQUENCY: 122.80
MAXIMUM HEIGHT OF EQUIPMENT: 25'

CRITICAL POINTS			
POINT	LATITUDE N.	LONGITUDE W.	ELEVATION
A	39°32'06.37"	89°19'32.70"	616
B	39°32'09.59"	89°19'32.75"	616
C	39°32'12.02"	89°19'32.75"	616



GENERAL NOTES

1.) ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.

2.) ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING RUNWAYS, TAXIWAYS, AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL OF FLAGMAN IN RADIO CONTACT WITH AIR TRAFFIC. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS AND ONLY HIS PERSONNEL WHO ARE FAMILIAR WITH AIRCRAFT OPERATIONS.

3.) WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.

4.) THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25' ABOVE GROUND ELEVATION.

5.) ELECTRICAL AND OTHER MISCELLANEOUS REMOVALS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF OF AIRPORT PROPERTY.

6.) VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 50' FROM THE EXISTING HANGAR BUILDINGS. THE CONTRACTOR SHALL NOT ACCESS ANY TAXIWAYS OR RUNWAYS.

7.) ALL PAVEMENTS, DRIVES, OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.

8.) EXISTING TURF AREAS OUTSIDE OF THE PROJECT LIMITS SHALL NOT BE DISTURBED.

9.) THE CONTRACTOR SHALL CONTINUOUSLY CLEAN CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.

10.) IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES WITHIN THE PROJECT SITE SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.

11.) THE CONTRACTOR WILL BE WORKING IN BUILDINGS THAT HOUSE AIRCRAFT. THE CONTRACTOR MAY BE REQUIRED TO WORK AROUND ALL AIRCRAFT WITHIN THE HANGAR BUILDINGS. THE CONTRACTOR WILL BE RESPONSIBLE FOR DAMAGE CAUSED TO AIRCRAFT AS PART OF THE CONSTRUCTION PROCESS.

12.) CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:

A.) THE CONTRACTOR'S ACCESS TO WORK SHALL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN.

B.) THE CONTRACTOR SHALL COORDINATE ACCESS TO THE AIRFIELD WITH THE AIRPORT.

C.) CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL TRAFFIC CONTROL SIGNAGE REQUIRED BY THE COUNTY, TOWNSHIP, OR I.D.O.T. .

D.) DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.

E.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS.

F.) ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

G.) THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRPORT PART 77 SURFACES, OR RUNWAY, TAXIWAY SAFETY AREAS, AND OBJECT FREE AREAS.

H.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.

I.) THE CONTRACTOR MAY USE ALTERNATE AIRPORT GATES TO DELIVER LARGER EQUIPMENT TO THE JOB SITE. THE CONTRACTOR SHALL COORDINATE ARRIVAL AND DEPARTURE OF THESE DELIVERIES WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER.

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FILE: 03_SITEPlan.dwg
UPDATE BY: Chris Groth
PLOT DATE: 5/12/2011 10:21 AM
Taylorville Base
TAZ TH AP

TA004

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS

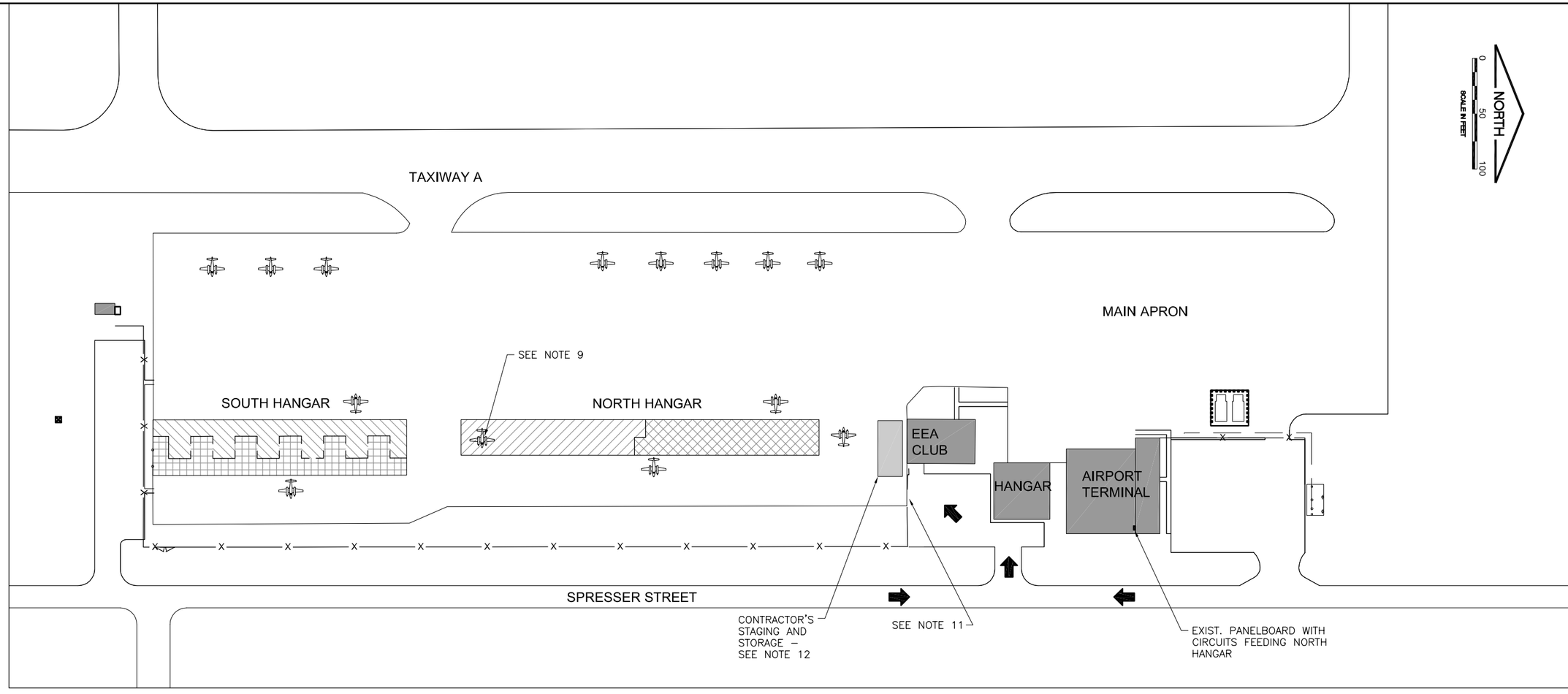
T-HANGAR ELECTRICAL IMPROVEMENTS

SITE PLAN

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY:	CBG
DRAWN BY:	CMT
CHECKED BY:	CBG
APPROVED BY:	CET
DATE:	04-29-2011
JOB No:	10050-02

ILL. PROJECT TAZ-4073
A.I.P. PROJECT 3-17-0100-B13

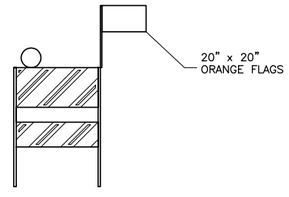


NOTES

1. THE AIRPORT WILL REQUIRE 7 CALENDAR DAYS NOTICE FROM THE CONTRACTOR PRIOR TO INITIATING ANY PHASE TO COORDINATE WITH THE TENANTS.
2. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER AND THE AIRPORT TO ACCESS THE HANGAR BUILDINGS.
3. WORK LIMITS SHALL REMAIN CONFINED TO THE NORTH AND SOUTH HANGARS AS SHOWN, EXCEPTIONS WILL BE MADE FOR UTILITY CONNECTIONS TO BE MADE AT THE OUTSIDE OF THE HANGAR BUILDINGS.
4. THE CONTRACTOR SHALL HAVE 14 CALENDAR DAYS TO COMPLETE EACH PHASE AS SHOWN. EACH PHASE WILL CONSIST OF THE 5 T–HANGAR BAYS AS SHOWN.
5. PHASE 1 & 2 SHALL NOT BE CONSTRUCTED CONCURRENTLY. PHASE 3 & 4 MAY BE CONSTRUCTED WITH A MAXIMUM OF 7 DAY OVERLAP BETWEEN PHASES.
6. THE CONTRACTOR SHALL NOTIFY THE THE AIRPORT THROUGH THE ENGINEER 7 DAYS PRIOR TO PROCEEDING FROM ONE PHASE TO THE NEXT.
7. CONSTRUCTION OPERATIONS TO INSTALL NEW UTILITY METER BASES SHALL BE DONE CONCURRENTLY WITH PHASE 4.
8. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION.
9. CONTRACTOR SHALL WORK WITH THE AIRPORT AND THE AIRPORT TENANTS SUCH THAT CONSTRUCTION OPERATIONS TIME WILL NOT EXCESSIVELY DELAY HANGAR ACCESS. AIRPORT AND AIRPORT TENANTS SHALL HAVE ACCESS TO HANGAR BUILDINGS FROM 7pm TO 8am DURING CURRENT CONSTRUCTION PHASE.
10. SCHEDULING OF THE CONSTRUCTION OPERATIONS WILL REQUIRE ADVANCED COORDINATION BETWEEN THE AIRPORT AND THE T–HANGAR TENANTS. IT IS CRITICAL THAT THE CONTRACTOR KEEP THE ENGINEER AND AIRPORT INFORMED OF THEIR CONSTRUCTION SCHEDULE.
11. THE CONTRACTOR SHALL ACCESS THE SITE FROM EXISTING ELECTRIC GATE. CONTRACTOR SHALL COMPLY WITH AIRPORT REGULATIONS REGARDING ISSUANCE OF ACCESS CARDS.
12. THE CONTRACTOR SHALL DELINEATE STORAGE AND STAGING AREA WITH TYPE 1 BARRICADES.

LEGEND

- WORK LIMITS – PHASE 1
- WORK LIMITS – PHASE 2
- WORK LIMITS – PHASE 3
- WORK LIMITS – PHASE 4
- CONTRACTOR'S STAGING AND STORAGE
- CONTRACTOR ACCESS ROAD
- AIRCRAFT ACCESS
- EXISTING GATE
- X — EXISTING FENCE

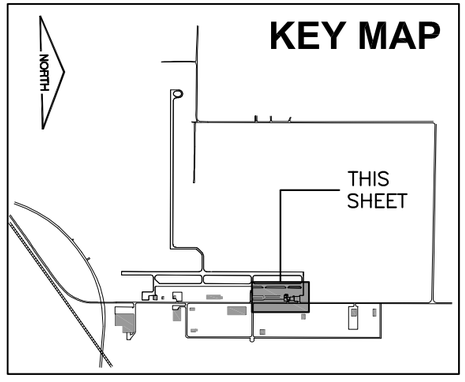


TYPE 1 BARRICADE DETAIL

N.T.S.

TYPE 1 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 20' INTERVALS.



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UPDATE BY: Chris Groth
PLOT DATE: 5/12/2011 10:21 AM
Taylorville Base
Keymap
TAZ TH AP

TA004

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS

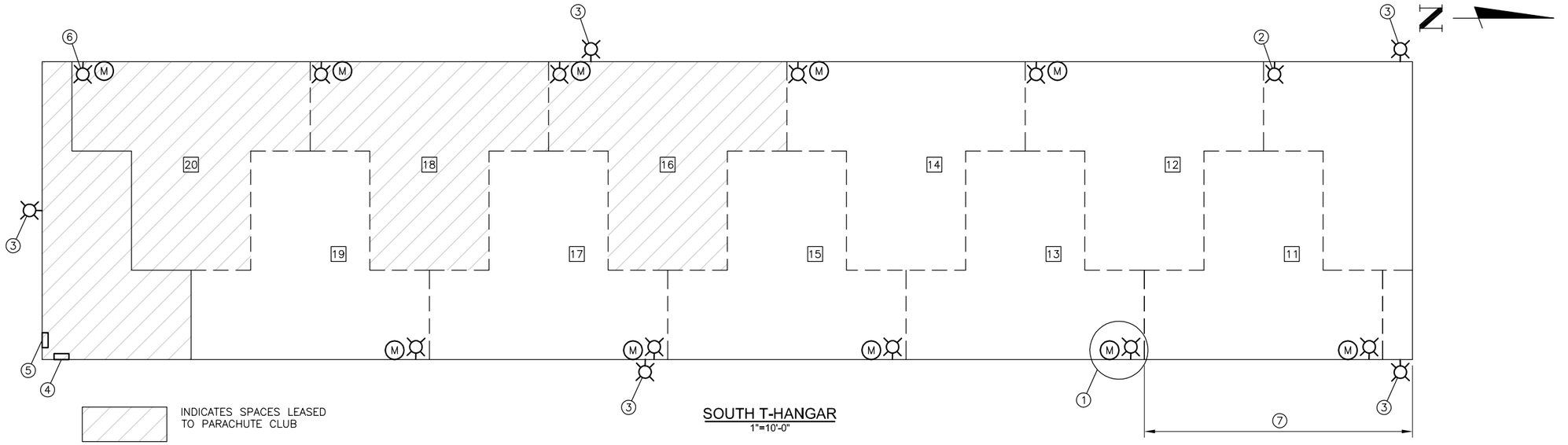
T-HANGAR ELECTRICAL IMPROVEMENTS

CONSTRUCTON ACTIVITY PLAN

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY:	CBG
DRAWN BY:	CMT
CHECKED BY:	CBG
APPROVED BY:	CET
DATE:	04–29–2011
JOB No:	10050–02

ILL. PROJECT TAZ–4073
A.I.P. PROJECT 3–17–0100–B13



INDICATES SPACES LEASED TO PARACHUTE CLUB

SOUTH T-HANGAR
1"=10'-0"

SOUTH T–HANGAR ELECTRICAL REMOVAL NOTES

1. REMOVE EXISTING LIGHTING. REMOVE EXISTING TOGGLE SWITCH AND RECEPTACLE (NOT SHOWN). DISCONNECT EXISTING 240V POWER WIRING TO BI–FOLD DOOR OPERATOR. REMOVE ALL EXPOSED CONDUIT AND WIRING BACK TO EXISTING AIRPORT LOAD CENTER. TYPICAL BAYS 11 THROUGH 19.

   NOTE: EXCEPT AS NOTED OTHERWISE, ALL EXISTING INTERIOR LIGHTING, TOGGLE SWITCHES AND RECEPTACLES, INCLUDING EXPOSED CONDUIT AND WIRING BACK TO EXISTING AIRPORT LOAD CENTER SHALL BE REMOVED. ALL 240V POWER WIRING AND EXPOSED CONDUITS FROM BI–FOLD DOOR MOTOR OPERATORS TO AIRPORT LOAD CENTER SHALL BE REMOVED. THE EXISTING BI–FOLD DOOR MOTOR OPERATOR, CONTROLS AND ASSOCIATED WIRING SHALL REMAIN.

2. REMOVE EXISTING LIGHT FIXTURE AND ASSOCIATED EXPOSED CONDUIT AND WIRING.

3. EXISTING EXTERIOR AREA LIGHT TO REMAIN. DISCONNECT AND REMOVE ASSOCIATED EXPOSED CONDUIT AND WIRING.

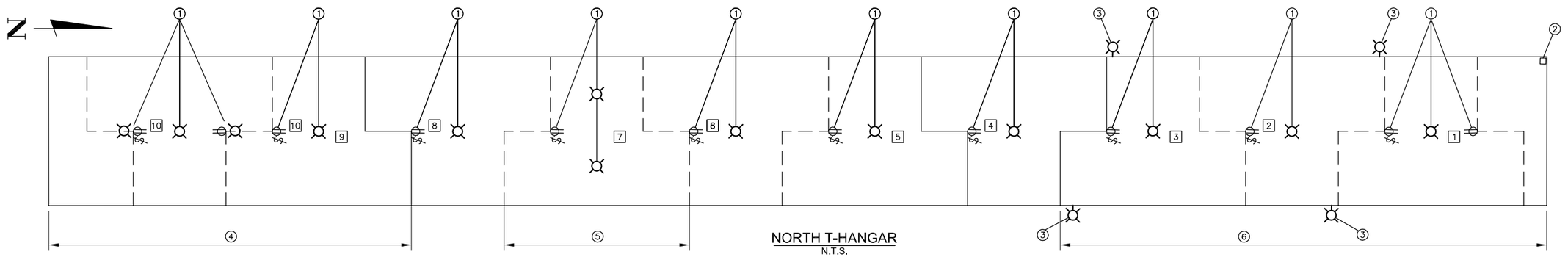
4. EXISTING AIRPORT LOAD CENTER SHALL BE DISCONNECTED AND ABANDONED IN PLACE.

5. EXISTING PARACHUTE CLUB LOAD CENTER TO REMAIN.

   NOTE: SHADED AREA OF T–HANGAR IS PART OF THE PARACHUTE CLUB. EXCEPT FOR REMOVALS DESCRIBED ABOVE, THE EXISTING LIGHTING AND RECEPTACLES IN THIS SHADED AREA SHALL REMAIN. CONTRACTOR SHALL EXERCISE CAUTION TO NOT DISTURB ANY EXISTING PARACHUTE CLUB LOAD CENTER CIRCUITS AND EQUIPMENT POWERED BY THEM. THIS INCLUDES ANY LIGHTING, RECEPTACLES, ETC., POWERED FROM THIS LOAD CENTER. CONTRACTOR SHALL VERIFY ALL EXISTING CIRCUITS POWERED FROM THE PARACHUTE CLUB LOAD CENTER PRIOR TO COMMENCING WORK.

6. THIS EXISTING LIGHT FIXTURE, TOGGLE SWITCH AND RECEPTACLE SHALL REMAIN FOR USE BY PARACHUTE CLUB.

7. IN THIS AREA THE TENANT HAS "DRAPED" LIGHT FIXTURES ACROSS THE CEILING AND PLUGGED THEM INTO EXTENSION CORDS. THE CONTRACTOR SHALL REMOVE THESE LIGHT FIXTURES AS NECESSARY TO INSTALL THE NEW ELECTRICAL IMPROVEMENTS.



NORTH T-HANGAR
N.T.S.

INDICATES GALVANIZED LINER PANEL

INDICATES NO SOLID WALLS

NORTH T–HANGAR ELECTRICAL REMOVAL NOTES

1. REMOVE EXISTING LIGHT FIXTURE, TOGGLE SWITCH AND RECEPTACLE. REMOVE ALL EXPOSED CONDUIT AND WIRING BACK TO EXISTING AIRPORT LOAD CENTER.

   NOTE: EXCEPT AS NOTED OTHERWISE, ALL EXISTING INTERIOR LIGHTING, TOGGLE SWITCHES AND RECEPTACLES, INCLUDING EXPOSED CONDUIT AND WIRING BACK TO EXISTING AIRPORT LOAD CENTER SHALL BE REMOVED. THIS MAY INCLUDE ADDITIONAL LIGHT FIXTURES AND RECEPTACLES THAT ARE NOT SHOWN OR DESCRIBED HERE, AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT WORK.

2. EXISTING AIRPORT LOAD CENTER TO BE DISCONNECTED AND REMOVED. REMOVE EXPOSED CONDUIT AND WIRING.

   NOTE: THIS LOAD CENTER IS POWERED FROM AN EXISTING 100A, 2P CIRCUIT BREAKER IN PANELBOARD IN HANGAR AT AIRPORT TERMINAL. SEE CONSTRUCTION ACTIVITY PLAN FOR LOCATION. CONTRACTOR SHALL VERIFY THAT THIS 100A, 2P CIRCUIT BREAKER POWERS ONLY THE NORTH T–HANGAR. IF SO, DISCONNECT EXISTING WIRING AT THIS CIRCUIT BREAKER, TAPE ENDS AND LABEL AS "ABANDONED NORTH T–HANGAR". RE–LABEL 100A, 2P CIRCUIT BREAKER AS "SPARE".

3. EXISTING EXTERIOR AREA LIGHT TO REMAIN. DISCONNECT AND REMOVE ASSOCIATED EXPOSED CONDUIT AND WIRING.

4. IN THIS AREA THE TENANT HAS INSTALLED INSULATION AT CEILING, HELD IN PLACE BY A WELDED WIRE FABRIC AND BALING WIRE LATTICE. CONTRACTOR SHALL REMOVE AND DISPOSE OF THIS INSULATION AS NECESSARY TO INSTALL THE NEW ELECTRICAL IMPROVEMENTS.

5. IN THIS AREA THE TENANT HAS INSTALLED TIN SHEETING AT CEILING, HELD IN PLACE WITH "BALING WIRE". CONTRACTOR SHALL REMOVE AND DISPOSE OF THIS SHEETING AS NECESSARY TO INSTALL THE NEW ELECTRICAL IMPROVEMENTS.

6. IN THIS AREA THE TENANTS HAVE INSTALLED PARACHUTE CLOTH AND TARPS, HELD IN PLACE WITH TWINE. IN SOME PLACES THE TENANTS HAVE "DRAPED" LIGHT FIXTURES BELOW THE PARACHUTE CLOTH AND PLUGGED THEM INTO EXTENSION CORDS. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE PARACHUTE CLOTH AND LIGHT FIXTURES AS NECESSARY TO INSTALL THE NEW ELECTRICAL IMPROVEMENTS.

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FILE: EXISTING ELECTRICAL REMOVAL.dwg
UPDATE BY: Chris Groth
PLOT DATE: 5/12/2011 10:25 AM
Taylorville Base
TAZ Base
TAZ TH AP

TA004

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS

T-HANGAR ELECTRICAL IMPROVEMENTS

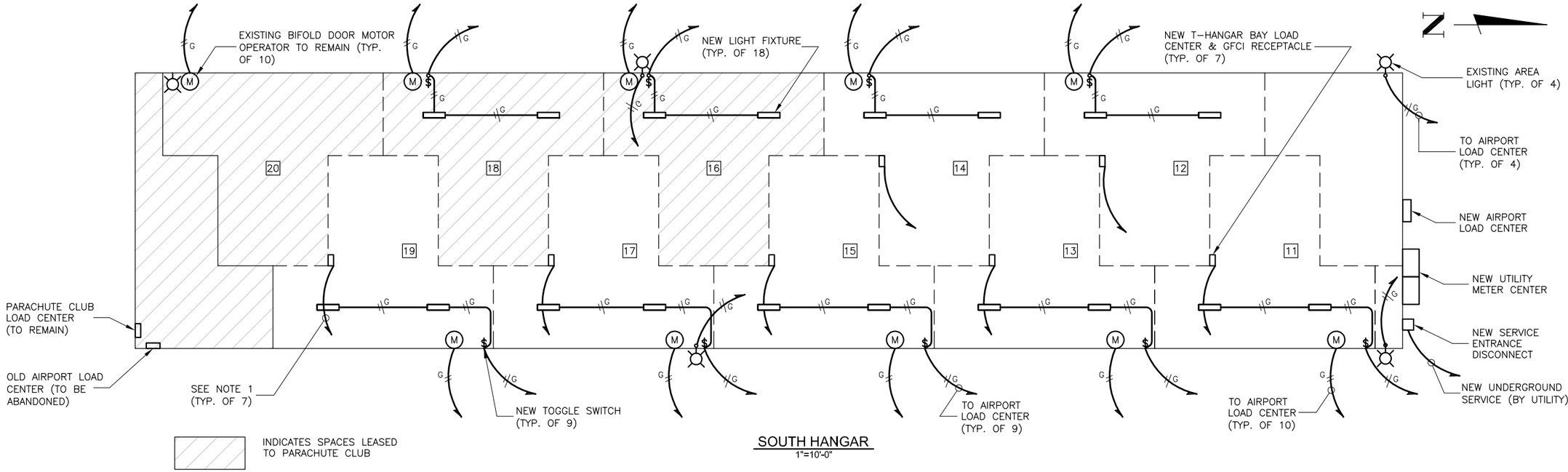
EXISTING ELECTRICAL REMOVALS

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY:	WDP
DRAWN BY:	CMT
CHECKED BY:	CBG
APPROVED BY:	JEH
DATE:	04–29–2011
JOB No:	10050–02

ILL. PROJECT TAZ–4073
A.I.P. PROJECT 3–17–0100–B13

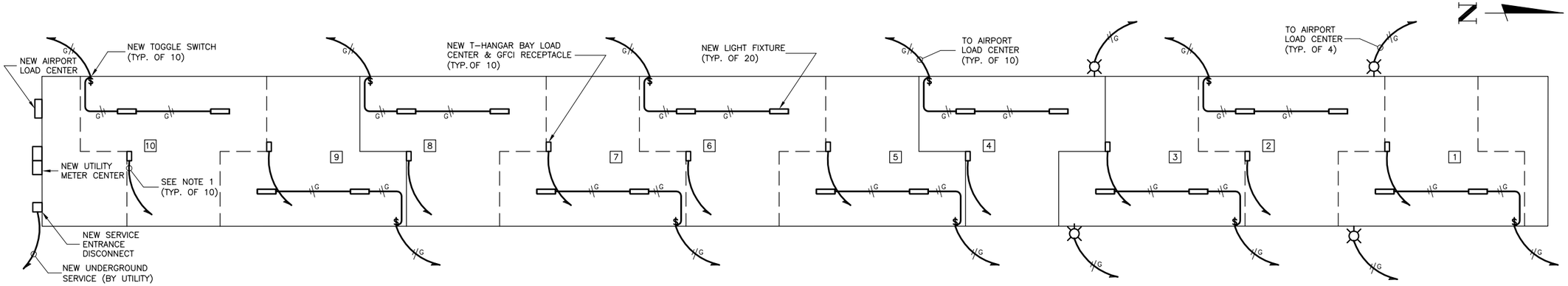
SHEET 04 OF 7 SHEETS



SOUTH HANGAR
1"=10'-0"

PROPOSED IMPROVEMENTS NOTES

1. THREE #8 THWN, ONE #10 GROUND IN 1" CONDUIT TO UTILITY METER CENTER.
2. ALL WIRING METHODS AND ELECTRICAL EQUIPMENT INSTALLATION INSIDE T–HANGAR SHALL COMPLY WITH NFPA 70: NATIONAL ELECTRICAL CODE, ARTICLE 513: AIRCRAFT HANGARS. EXCEPT FOR GROUNDING (EARTHING) AND BONDING AS DETAILED ON THE PLANS, NO CONDUIT, POWER WIRING, ELECTRICAL DEVICES OR ELECTRICAL EQUIPMENT SHALL BE INSTALLED IN CLASS 1, DIVISION 1, OR CLASS 1 DIVISION 2 AREAS IN THE CORPORATE HANGAR AND T–HANGAR, AS DEFINED BY NEC ARTICLE 513. FOR EXAMPLE, PER NEC ARTICLE 513, THE ENTIRE INTERIOR AREA OF THE CORPORATE HANGAR AND T–HANGAR TO 18" ABOVE THE FLOOR IS A CLASS 1, DIVISION 2 AREA. NO POWER WIRING, ELECTRICAL DEVICES OR ELECTRICAL EQUIPMENT SHALL BE INSTALLED WITHIN THIS AREA.
3. EXCEPT WHERE NOTED OTHERWISE, ALL WIRING INSIDE T–HANGAR SHALL BE INSTALLED IN ELECTRICAL METALLIC TUBING (EMT). EMT SHALL BE ATTACHED TO WALL AND SUPPORT STRUCTURAL MEMBERS AND GIRTS AND ROUTED OVERHEAD, ATTACHED TO T–HANGAR ROOF WIDE FLANGE BEAMS AND PURLINS. EXPOSED WIRING OR CORDS SHALL NOT BE PERMITTED. ACCEPTABLE SUBSTITUTES FOR ELECTRICAL METALLIC TUBING (EMT) ARE GALVANIZED RIGID STEEL (GRS) OR ALUMINUM CONDUIT. DEVICE BOXES AND JUNCTION BOXES SHALL BE METALLIC, EXCEPT WHERE NOTED OTHERWISE FOR USE IN GROUNDING (EARTHING) AND BONDING.
4. SWITCHES AND RECEPTACLES SHALL BE INSTALLED IN METALLIC DEVICE BOXES. INTERIOR FLUORESCENT LIGHT FIXTURES SHALL BE ATTACHED TO ROOF WIDE FLANGE BEAMS OR PURLINS AS SHOWN IN THE PLAN VIEW.
5. ELECTRICAL DEVICES (RECEPTACLES, TOGGLE SWITCHES, ETC.) INSTALLED IN T–HANGAR BAYS SHALL BE MOUNTED NO HIGHER THAN 48" ABOVE THE FLOOR.
6. NEW LIGHT FIXTURES IN T–HANGAR BAYS SHALL BE METALUX VT3–2–54T5–DR–120V–GL–EBT–1–WL, WITH LAMPS, 2–54W T5HO FLUORESCENT, ENCLOSED AND GASKETED, NON–METALLIC HOUSING, OR EQUIVALENT.
7. TOGGLE SWITCHES SHALL BE 20A, 120/277 VAC RATED, BACK AND SIDE WIRED TYPE, INDUSTRIAL SPECIFICATION GRADE. SWITCHES SHALL BE DUTY RATED FOR 1 HP AT 120 VAC, LEVITON 1221–2, PASS & SEYMOUR CSB20AC1, HUBBELL HBL1221, OR EQUIVALENT.
8. GROUND FAULT CIRCUIT INTERRUPTER (GFCI) RECEPTACLES SHALL BE 20 AMP, 125 VOLT, 3 WIRE GROUNDING TYPE, NEMA 5–20R, BACK AND SIDE WIRE COMPATIBLE, HEAVY DUTY INDUSTRIAL SPECIFICATION GRADE, LEVITON 7899, PASS & SEYMOUR 2095, HUBBELL GF–20L, OR EQUIVALENT.
9. INSTALL NEW 240V WIRING IN CONDUIT FROM NEW AIRPORT T–HANGAR LOAD CENTER TO EXISTING BI–FOLD DOOR MOTOR CONTROLLERS. EXISTING POWER AND CONTROL WIRING FROM MOTOR CONTROLLER TO MOTOR OPERATOR, ETC., TO REMAIN. CONTRACTOR SHALL VERIFY CORRECT OPERATION.



NORTH HANGAR
N.T.S.

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FILE: PROP IMPV.dwg
UPDATE BY: Chris Groth
PLOT DATE: 5/12/2011 10:25 AM
Taylorville Base
TAZ Base
TAZ TH AP

TA004

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS

T-HANGAR ELECTRICAL IMPROVEMENTS

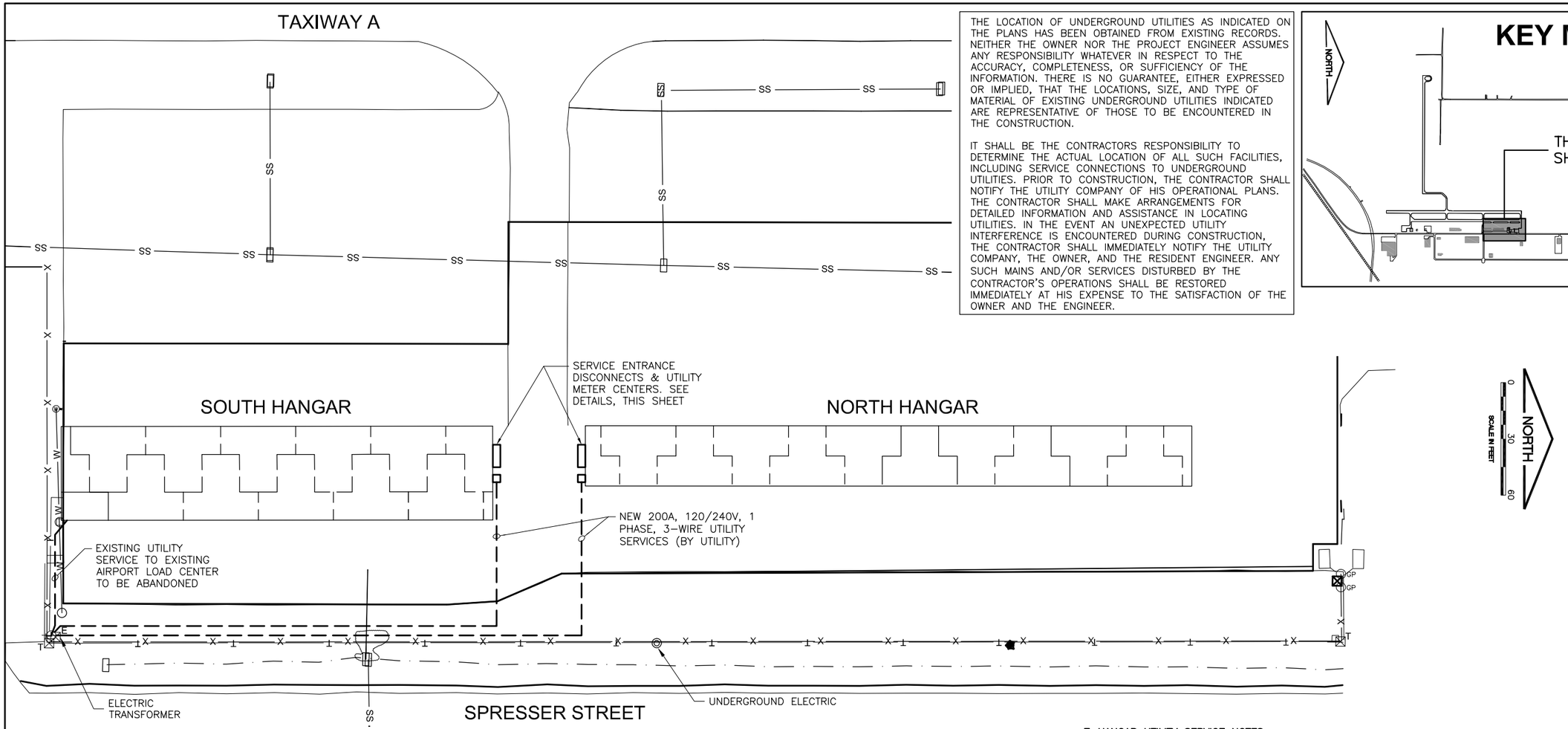
PROPOSED IMPROVEMENTS

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY:	CBG
DRAWN BY:	CMT
CHECKED BY:	CBG
APPROVED BY:	JEH
DATE:	04–29–2011
JOB No:	10050–02

ILL. PROJECT TAZ–4073
A.I.P. PROJECT 3–17–0100–B13

SHEET 05 OF 7 SHEETS



THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE PROJECT ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER, AND THE RESIDENT ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

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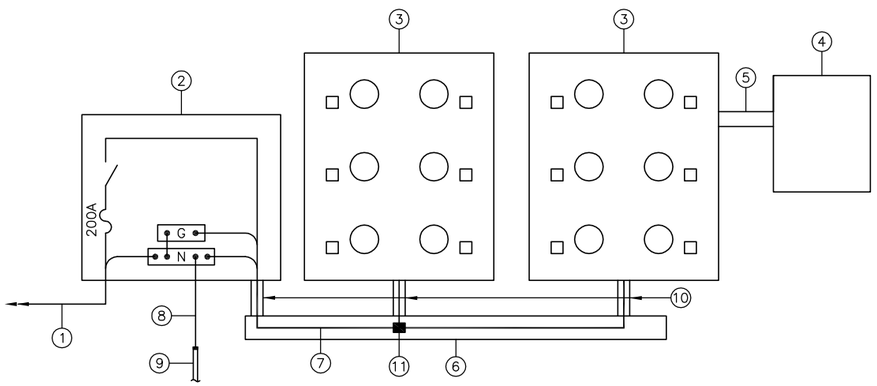
UPDATE BY: Chris Groth
PLOT DATE: 5/12/2011 10:22 AM
Keymap
TAZ TH AP
Taylorville Base

TA004

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).



T-HANGAR UTILITY SERVICE
(TYPICAL NORTH AND SOUTH T–HANGARS)

T–HANGAR UTILITY SERVICE NOTES

(1) 200A, 120/240V, SINGLE–PHASE, 3–WIRE UNDERGROUND SERVICE FROM UTILITY TRANSFORMER TO SERVICE ENTRANCE SAFETY SWITCH. INSTALLED BY SERVING UTILITY.

(2) SERVICE ENTRANCE RATED SAFETY SWITCH, 200A, FUSIBLE, 120/240V, SINGLE–PHASE, 3–WIRE (TWO FUSEHOLDERS PLUS NEUTRAL BAR KIT AND GROUND BAR KIT), IN NEMA 3R ENCLOSURE, SQUARE D, EATON/CUTLER–HAMMER, GENERAL ELECTRIC, OR EQUIVALENT, WITH TWO 200A CLASS R FUSES. BOND NEUTRAL BAR TO GROUND BAR IN SAFETY SWITCH. MOUNT TO EXISTING T–HANGAR EXTERIOR WALL VIA STRUT–TYPE FRAMING. ALL WORK BY ELECTRICAL CONTRACTOR

(3) 200A 120/240V, SINGLE–PHASE, 3–WIRE MILBANK METER CENTER WITH 6 RINGLESS UTILITY METER SOCKETS AND 6 SPACES FOR UP TO 125A, 2P MAIN CIRCUIT BREAKERS. FURNISHED BY SERVING UTILITY, INSTALLED BY ELECTRICAL CONTRACTOR ON EXISTING T–HANGAR EXTERIOR WALL VIA STRUT–TYPE FRAMING.

AT SOUTH T–HANGAR, EIGHT UTILITY METERS WILL BE INSTALLED, SEVEN METERS FOR T–HANGAR BAYS #11 – #15 & #17 & #19 LOAD CENTERS (PROVIDE SEVEN 40A, 2P MAIN CIRCUIT BREAKERS IN METER CENTER) AND ONE METER FOR AIRPORT LOAD CENTER (PROVIDE ONE 100A, 2P MAIN CIRCUIT BREAKER IN METER CENTER).

AT NORTH T–HANGAR, ELEVEN UTILITY METERS WILL BE INSTALLED, TEN METERS FOR T–HANGAR BAYS #1 – #10 LOAD CENTERS (PROVIDE TEN 40A, 2P MAIN CIRCUIT BREAKERS IN METER CENTER) AND ONE METER FOR AIRPORT LOAD CENTER (PROVIDE ONE 100A, 2P MAIN CIRCUIT BREAKER IN METER CENTER).

(4) AIRPORT T–HANGAR LOAD CENTER, 100A, 16 SPACES (MIN.), 120/240V, SINGLE–PHASE, 3–WIRE, WITH 100A, 2P MAIN BREAKER, IN RAINPROOF ENCLOSURE, SQUARE D, EATON/CUTLER–HAMMER, GENERAL ELECTRIC, OR EQUIVALENT. MOUNT TO EXISTING T–HANGAR EXTERIOR WALL VIA STRUT–TYPE FRAMING. ALL WORK BY ELECTRICAL CONTRACTOR.

(5) THREE #3 THWN, ONE #6 GROUND IN 1–1/2" CONDUIT, BY ELECTRICAL CONTRACTOR.

(6) 6'x6" PADLOCKABLE NEMA 3R HINGED COVER WIREWAY, SQUARE D, EATON/CUTLER–HAMMER, GENERAL ELECTRIC, OR EQUIVALENT, BY ELECTRICAL CONTRACTOR.

(7) THREE #3/0 THWN, ONE #6 GROUND, BY ELECTRICAL CONTRACTOR.

(8) #6 BARE COPPER GEC IN 1/2" PVC CONDUIT TO 1'–0" MIN. BELOW GRADE. CONNECTION TO GROUND ROD SHALL BE VIA EXOTHERMIC WELD. ALL WORK BY ELECTRICAL CONTRACTOR.

(9) 3/4" x 10' LONG COPPERCLAD GROUND ROD, BY ELECTRICAL CONTRACTOR.

(10) 2" CONDUIT, BY ELECTRICAL CONTRACTOR.

(11) TAPED SPLIT BOLT CONNECTORS, BY ELECTRICAL CONTRACTOR.

TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS

T-HANGAR ELECTRICAL IMPROVEMENTS

T-HANGAR ELECTRIC UTILITY PLAN

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY:	CBG
DRAWN BY:	CMT
CHECKED BY:	CBG
APPROVED BY:	JEH
DATE:	04–29–2011
JOB No:	10050–02

ILL. PROJECT TAZ–4073
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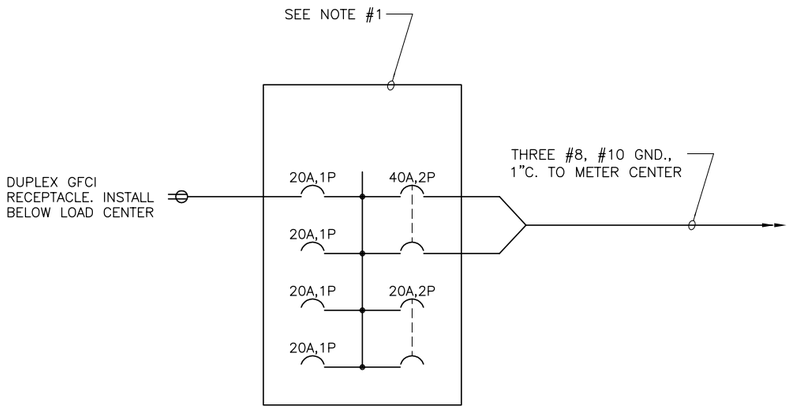
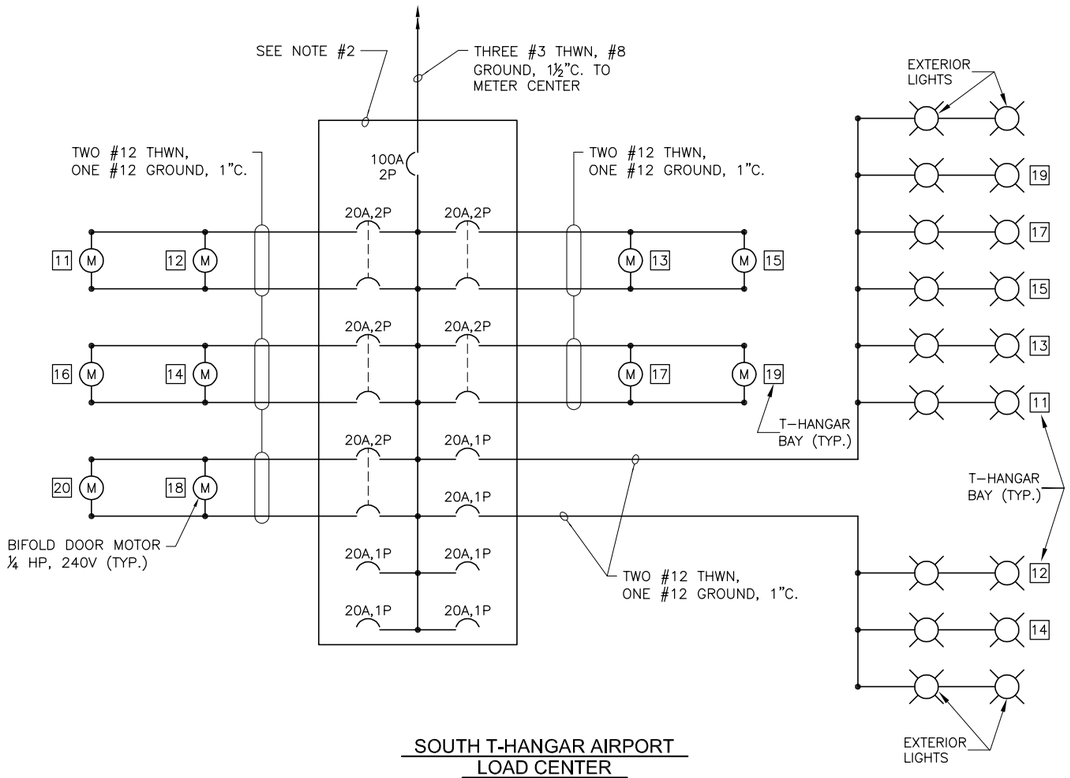
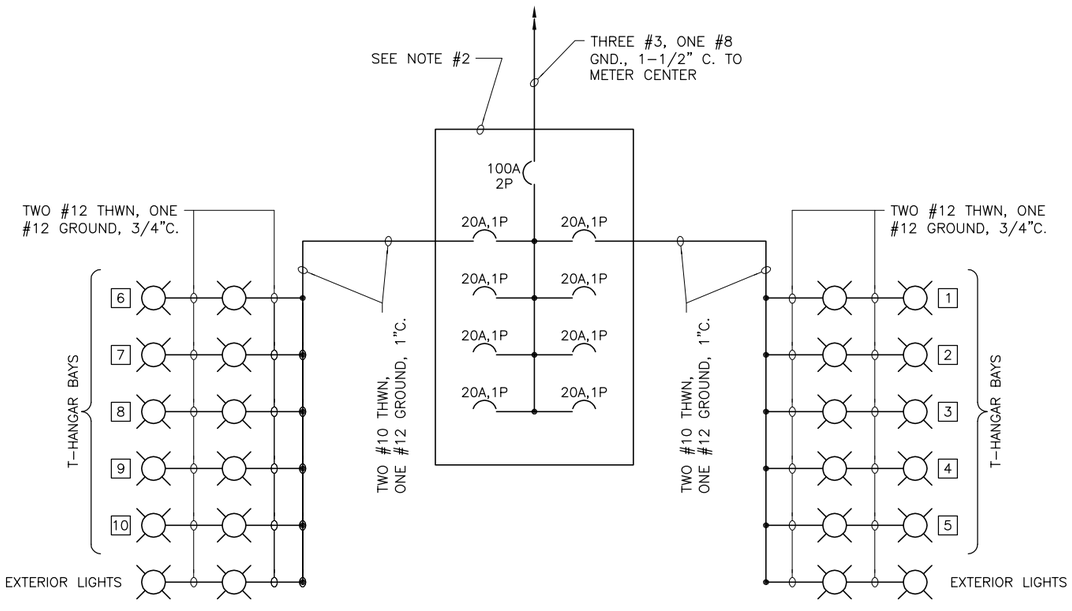
SHEET 06 OF 7 SHEETS



T-HANGAR BAY LOAD CENTER
(TYPICAL 17 LOCATIONS)



SOUTH T-HANGAR AIRPORT
LOAD CENTER



NORTH T-HANGAR AIRPORT
LOAD CENTER

LOAD CENTER NOTES

1. T–HANGAR BAY LOAD CENTERS: 100A, 8 SPACES, SINGLE–PHASE, 3–WIRE, IN NEMA 1 ENCLOSURE, SQUARE D, EATON/CUTLER–HAMMER, GENERAL ELECTRIC, OR EQUIVALENT. REVERSE FEED 40A, 2P MAIN CIRCUIT BREAKER WITH RETAINING CLIP TO SECURE THIS BREAKER. FURNISH BRANCH CIRCUIT BREAKERS SHOWN. PROVIDE TYPED CIRCUIT DIRECTORY IDENTIFYING CIRCUIT FED FROM EACH CIRCUIT BREAKER. NOTE: DO NOT BOND NEUTRAL BAR TO GROUND BAR IN THE LOAD CENTER. PROVIDE ENGRAVED NAMEPLATE ON COVER DOOR INDICATING T–HANGAR BAY SERVED (EXAMPLE: "T–HANGAR BAY #1"). RIGIDLY MOUNT LOAD CENTER AND GFCI RECEPTACLE BELOW IT TO T–HANGAR SUPPORT POST, 5'–0" TO TOP OF LOAD CENTER FROM FLOOR.

2. NORTH AND SOUTH T–HANGAR AIRPORT LOAD CENTERS: 100A, 16 SPACES (MIN.), 120/240V, SINGLE–PHASE, 3–WIRE, WITH 100A, 2P MAIN BREAKER, IN RAINPROOF ENCLOSURE, SQUARE D, EATON/CUTLER–HAMMER, GENERAL ELECTRIC, OR EQUIVALENT. FURNISH BRANCH CIRCUIT BREAKERS SHOWN. PROVIDE TYPED CIRCUIT DIRECTORY IDENTIFYING CIRCUIT FED FROM EACH CIRCUIT BREAKER. NOTE: DO NOT BOND NEUTRAL BAR TO GROUND BAR IN THE LOAD CENTER. PROVIDE ENGRAVED NAMEPLATE ON COVER DOOR INDICATING T–HANGAR SERVED (EXAMPLE: "NORTH T–HANGAR AIRPORT LOAD CENTER"). MOUNT TO EXISTING T–HANGAR EXTERIOR WALL VIA STRUT–TYPE FRAMING, 5'–0" TO TOP OF LOAD CENTER FROM FINISHED PAVEMENT.

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FILE: 07 ELECTRICAL SCHEMATICS.dwg
UPDATE BY: Chris Groth
PLOT DATE: 5/12/2011 10:22 AM

TA004

REVISIONS

NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS

T-HANGAR ELECTRICAL IMPROVEMENTS

ELECTRICAL DETAILS

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SHEET 07 OF 7 SHEETS