

GENERAL

1. THE WORK WILL GENERALLY BE DIVIDED INTO THREE PHASES. PHASE 1 SHALL INCLUDE THE WORK NECESSARY TO CONSTRUCT THE NEW AIRFIELD ELECTRICAL VAULT AND DUCTS BELOW ROADWAYS. THIS WORK IS LOCATED OUTSIDE THE AOA AND SHOULD NOT IMPACT AIRFIELD OPERATIONS. PHASE 2 CONSISTS OF THE INSTALLATION OF DUCTS, CONDUIT, MANHOLES, SPLICE CANS AND UNDERGROUND CABLE INSIDE THE AOA. THE CRITICAL COMPONENTS OF THIS WORK INCLUDE THE LOCATING OF EXISTING CIRCUITS, DISABLING OF THESE CIRCUITS TO MAKE "SWITCH OVER" TO THE NEW VAULT AND WORK WITHIN 53' OF ACTIVE TAXIWAYS. PHASE 3 IS THE DEMOLITION OF THE EXISTING VAULT. THIS WORK IS LOCATED OUTSIDE THE AOA.
2. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO INTERRUPT SERVICE FOR ANY OF THE EXISTING CIRCUITS UNTIL THE NEW VAULT IS CONSTRUCTED AND READY FOR SERVICE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.
5. THE CONTRACTOR SHALL COORDINATE SERVICE FOR THE NEW VAULT WITH THE UTILITY COMPANY.
6. WORK ON THE AIRFIELD SHALL BE CLOSELY COORDINATED WITH THE DELIVERY TIME/ CONSTRUCTION OF THE VAULT.
7. THE CONTRACTOR SHALL NOTE THAT WORK WILL BE ONGOING IN THE EXISTING TERMINAL AND IN THE VICINITY OF THE TERMINAL AND THE EXISTING CABLE RUNS. THIS WORK IS BEING COMPLETED BY A CONTRACTOR(S) FOR A TENANT OF THE AIRPORT. THE CONTRACTOR SHALL COORDINATE ALL OF HIS/HER OPERATIONS WITH THE CONTRACTOR THROUGH THE RESIDENT ENGINEER. CONFLICTS IN CONSTRUCTION OPERATIONS OR SCHEDULE SHALL BE RESOLVED BY THE AIRPORT AS SPECIFIED IN THE CONTRACT DOCUMENTS.

PHASE 1

1. NO WORK SHALL BEGIN ON THE VAULT UNTIL THE APPROPRIATE AIRSPACE APPROVALS HAVE BEEN ISSUED BY THE FAA.
2. THE CONTRACTOR MAY BEGIN WORK ON THE VAULT AND OTHER PARTS OF THE PROJECT THAT ARE LOCATED OUTSIDE THE AOA AS SOON AS THE BUILDING AND THE EQUIPMENT ARE AVAILABLE.
3. THE CONTRACTOR SHALL COORDINATE THE CLOSURE OF THE ROADWAYS WITH THE TENANTS THROUGH THE AIRPORT MANAGER. THE AIRPORT MANAGER MAY LIMIT THE NUMBER OF CLOSURES AVAILABLE AT A SINGLE TIME. THE CONTRACTOR SHALL HAVE FOUR DAYS TO COMPLETE THE CONSTRUCTION AND RE-OPEN THE ROADWAY.

PHASE 2

1. THE CONTRACTOR SHALL COORDINATE WORK LOCATED INSIDE THE AOA WITH THE DELIVERY / INSTALLATION SCHEDULE FOR THE VAULT. IT IS THE INTENTION TO NOT HAVE CONDUCTORS INACTIVE, UNCONNECTED AND BURIED FOR A SIGNIFICANT PERIOD OF TIME DURING THE PROJECT.
2. THE WORK IN PHASE TWO REQUIRES THE CLOSURE OF TAXIWAYS DURING WORKING HOURS. THE CONTRACTOR SHALL BE ABLE TO LEAVE EXCAVATIONS IN THE TAXIWAY SAFETY AREA OPEN DURING NON-WORKING HOURS IF THE CONTRACTOR LIGHTS THE EDGE OF THE TAXIWAY WITH APPROVED BEAM STYLE BARRICADES. NO EQUIPMENT OR STOCKPILES ARE ALLOWED IN THE TAXIWAY SAFETY AREA WHEN THE TAXIWAY IS OPEN.
3. THE CONTRACTOR SHALL COORDINATE THE CLOSURE OF THE TAXIWAYS WITH THE AIRPORT AND THE TENANTS THROUGH THE RESIDENT ENGINEER. THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE PRIOR TO CLOSING A TAXIWAY FOR COORDINATION WITH TENANTS AND THE ISSUANCE OF NOTAMS.
4. THE CONTRACTOR SHALL LOCATE EXISTING CIRCUITS AND DESIGNATE A LOCATION FOR CONNECTION OF THE EXISTING CIRCUIT TO THE NEW EXTENSION TO THE PROPOSED VAULT. WHEN THE EQUIPMENT IN THE NEW VAULT IS READY FOR OPERATION THE CONTRACTOR SHALL COORDINATE THE "SWITCH OVER" OF EACH CIRCUIT INDIVIDUALLY WITH THE AIRPORT. THE TIMING OF THE SWITCH OVER SHALL BE APPROVED BY THE AIRPORT SO AS TO MINIMIZE THE DISTURBANCE TO OPERATIONS AT THE AIRPORT. THE CONTRACTOR SHALL PROVIDE THE AIRPORT WITH A TIME THAT EACH CIRCUIT WILL BE DISABLED. IF NECESSARY THE CONTRACTOR SHALL BE REQUIRED TO MAKE THE SWITCH OVER DURING NON PEAK HOURS.

PHASE 3

1. THE CONTRACTOR SHALL DECOMMISSION THE VAULT FOLLOWING THE COMPLETION OF THE NEW VAULT AND AFTER THE EQUIPMENT IN THE EXISTING VAULT IS NO LONGER NEEDED.
2. THE CONTRACTOR SHALL REMOVE THE EXISTING EQUIPMENT FROM THE EXISTING VAULT AND DISPOSE OF THE EQUIPMENT FROM THE EQUIPMENT OFF OF AIRPORT PROPERTY. THE REMOVAL METHODS SHALL BE SUCH THAT THE EQUIPMENT MAY BE RE-USED IF DESIRED BY THE AIRPORT. PRIOR TO REMOVAL FROM THE SITE, THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT AND EQUIPMENT WHICH THE AIRPORT WISHES TO RETAIN SHALL BE STORED ON THE AIRPORT AT A LOCATION SPECIFIED BY THE AIRPORT MANAGER.

REVISIONS

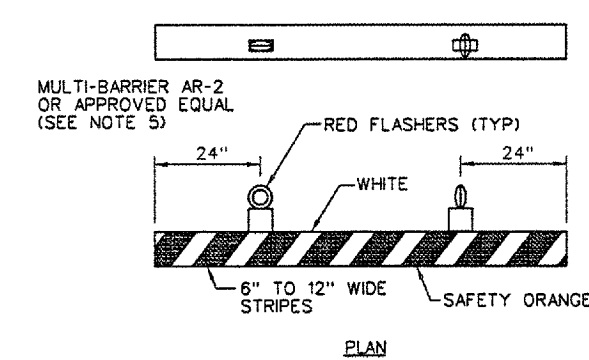
NUMBER	BY	DATE

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

VERMILION COUNTY AIRPORT  
 DANVILLE, ILLINOIS

RELOCATE AIRFIELD ELECTRICAL VAULT  
 CONSTRUCTION ACTIVITY PLAN

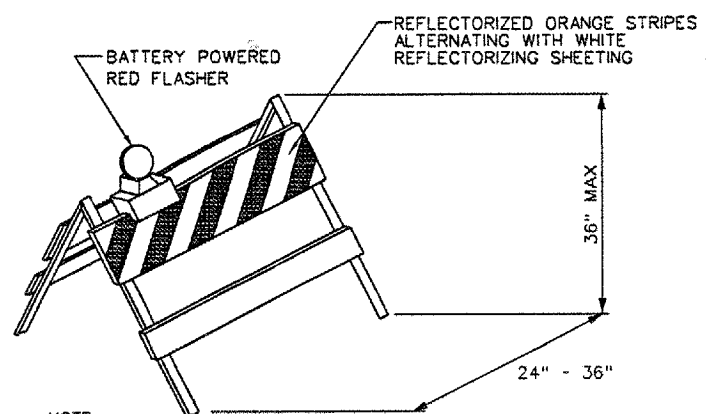
CONSTRUCTION ACTIVITY PLAN



BARRICADE NOTES:

1. FLASHERS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. BARRICADES TO BE PLACED WITH A MAXIMUM OF 15' SPACING BETWEEN ENDS OF BARRICADES ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
4. FLASHERS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT COMPONENTS, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. IF AFFIXED TO THE SURFACE, THE BARRICADE MUST BE FRANGIBLE AT GRADE LEVEL OR LOW AS POSSIBLE, BUT NOT TO EXCEED 3 INCHES ABOVE THE GROUND.

LOW PROFILE LIGHTED BARRICADE



NOTE:  
 BARRICADES SHALL BE PLACED AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS 15' ON CENTER AT DESIGNATED LOCATIONS. BARRICADE SHALL BE WEIGHTED WITH A MINIMUM OF 6 SAND BAGS TO PREVENT THEM FROM BEING BLOWN OVER.

ALTERNATE BARRICADE DETAIL

NOTE:  
 WHERE NOT SPECIFIED, THE CONTRACTOR SHALL HAVE THE OPTION AS TO WHICH TYPE OF BARRICADE IS USED.

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DESIGN BY:	CET
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ILLINOIS PROJECT DNV-3684 A.I.P. PROJECT 3-17-0032-811	
SHEET 3 OF 16 SHEETS	