

BENCHMARK DATA	
DESCRIPTION	ELEVATION ENGLISH
S.E. CORNER OF CONCRETE BASE FOR OLD WIND SOCK AT OFFICE BLDG	(589.10)
BRASS PLUG IN WEST WALL @ GRACE LUTH. CHURCH	(589.84)
DESCRIPTION	
MORRIS MUNICIPAL AIRPORT	
SECTIONS 10 & 15, TOWNSHIP 34N., RANGE 7E. OF 3RD P.M. GRUNDY COUNTY, SARATOGA TOWNSHIP	

THE CITY OF MORRIS, ILLINOIS

MORRIS MUNICIPAL AIRPORT

JAMES R. WASHBURN FIELD

CONSTRUCTION PLANS

FOR

REPLACE ELECTRICAL VAULT AND ASSOCIATED EQUIPMENT

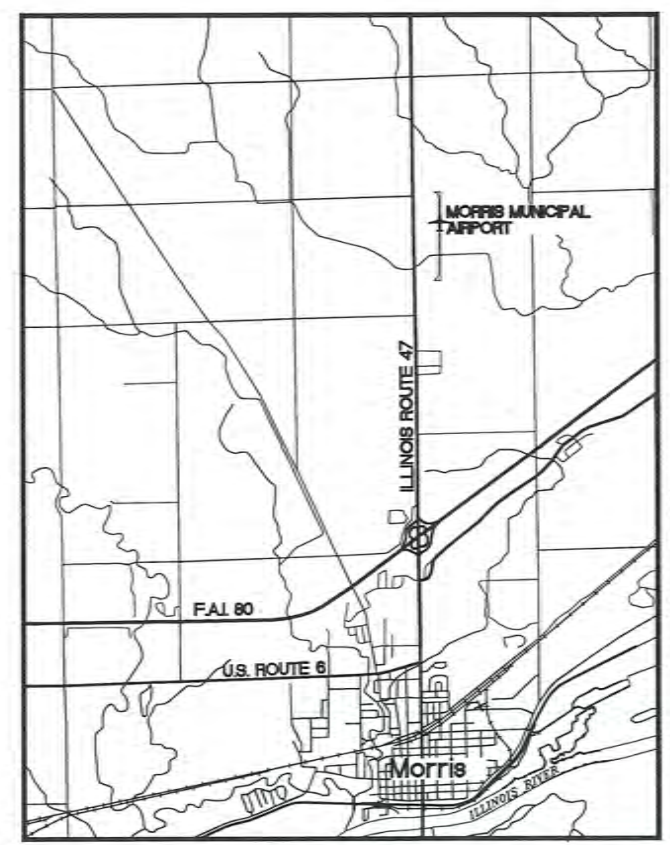
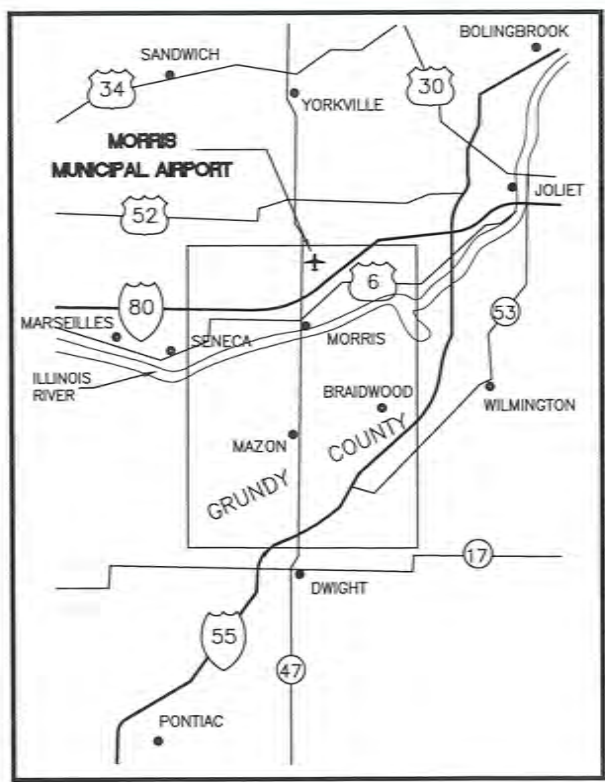
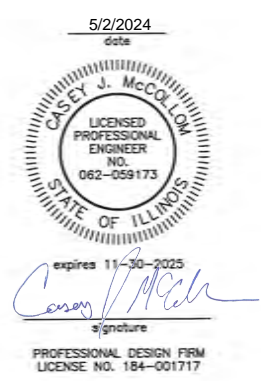
TOTAL NUMBER OF SHEETS = 10
 CONTRACT NO. = MR025
 ITEM NO. 06A

ILLINOIS PROJECT NO. C09-4889
 AIP PROJECT NO. 3-17-SBGP-156/162/171/197

LATITUDE 41° - 25' - 31.8" LONGITUDE 88° - 25' - 7.2"
 ELEVATION 585.01
 LETTING DATE: JUNE 14, 2024
 RUNWAY CATEGORY B, GROUP II

INDEX OF SHEETS	
SHEET #	DESCRIPTION
1	COVER SHEET
2	CONSTRUCTION SAFETY PLAN PHASES 1 & 3
3	CONSTRUCTION SAFETY PLAN PHASE 2
4	EXISTING AIRPORT LIGHTING LAYOUT PLAN
5	PROPOSED AIRPORT LIGHTING LAYOUT PLAN
6	ELECTRICAL NOTES
7	EXISTING VAULT ELECTRICAL LAYOUT
8	ELECTRICAL DETAILS
9	PROPOSED EQUIPMENT VAULT
10	PROPOSED ELECTRICAL EQUIPMENT

SUMMARY OF QUANTITIES			
ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY
AR108030	1/C #3/0 600V UG CABLE	FOOT	200
AR108158	1/C #8 5 KV UNDERGROUND CABLE IN UD	FOOT	5000
AR108754	1/C #4 GROUND	FOOT	70
AR109110	ERECT PREFABRICATED VAULT	LSUM	1
AR109321	10 KW REGULATOR, STYLE 1	EACH	2
AR110012	2" DIRECTIONAL BORE	FOOT	200
AR110202	2" PVC DUCT, DIRECT BURY	FOOT	200
AR110204	4" PVC DUCT, DIRECT BURY	FOOT	90
AR115610	ELECTRICAL HANDHOLE	EACH	5
AR150520	MOBILIZATION	LSUM	1
AR801300	NEW ELECTRICAL SERVICE	LSUM	1
AR801301	POLYMER CONCRETE HANDHOLE	EACH	2



CITY OF MORRIS	
APPROVED: <i>[Signature]</i>	MAYOR
DATE: 5/2/2024	2024
APPROVED: <i>[Signature]</i>	CITY CLERK
DATE: May 2	2024



DRAWN BY: CJM	LEVEL	BY	DATE	REVISIONS	DESCRIPTION
CHECKED BY: CJM					
DATE: 5/2/2024					

CONSTRUCTION PLANS	CURRENT AS OF: 5/2/2024	
	SCALE: AS-NOTED	SHEET 1
	FILE NO.: 1218-00	OF 10

CHAMUN & ASSOCIATES, INC. © 2024. Drawing Name: 03-Valeria-MMA-107883-1218-00 Morris Airport Electric Vault Replacement(001)-CDR(Rev. 01, 2024 - 10:44am. Plotted on: May 01, 2024 - 11:24am by collin

LEGEND

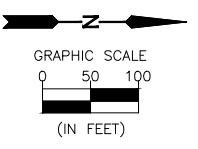
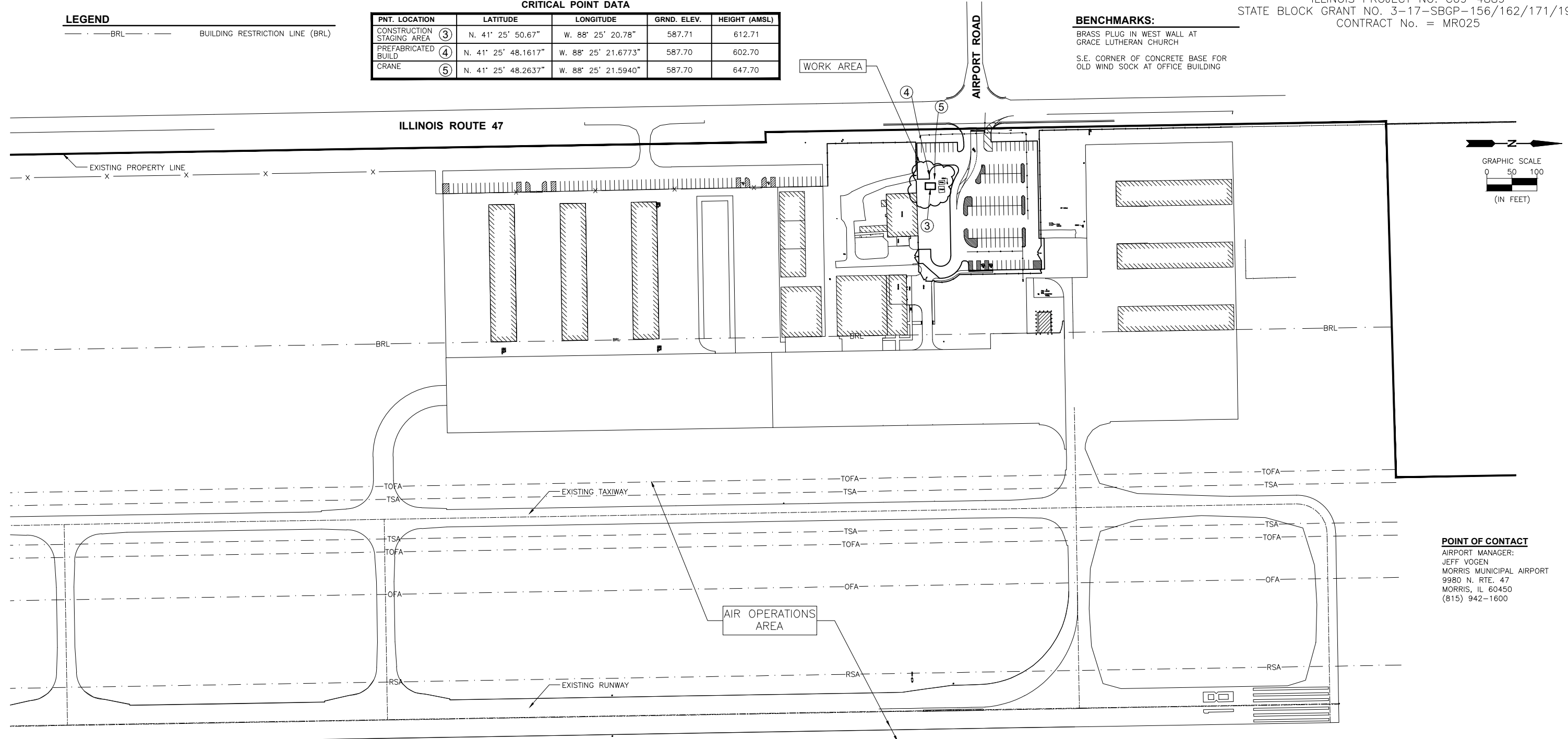
--- BRL --- BUILDING RESTRICTION LINE (BRL)

CRITICAL POINT DATA

PNT. LOCATION	LATITUDE	LONGITUDE	GRND. ELEV.	HEIGHT (AMSL)
CONSTRUCTION STAGING AREA ③	N. 41° 25' 50.67"	W. 88° 25' 20.78"	587.71	612.71
PREFABRICATED BUILD ④	N. 41° 25' 48.1617"	W. 88° 25' 21.6773"	587.70	602.70
CRANE ⑤	N. 41° 25' 48.2637"	W. 88° 25' 21.5940"	587.70	647.70

BENCHMARKS:

BRASS PLUG IN WEST WALL AT GRACE LUTHERAN CHURCH
 S.E. CORNER OF CONCRETE BASE FOR OLD WIND SOCK AT OFFICE BUILDING



POINT OF CONTACT
 AIRPORT MANAGER:
 JEFF VOGEN
 MORRIS MUNICIPAL AIRPORT
 9980 N. RTE. 47
 MORRIS, IL 60450
 (815) 942-1600

GENERAL NOTES AND SCOPE OF WORK

- SCOPE OF WORK:
 THE PROJECT WILL CONSIST OF INSTALLING A PREFABRICATED ELECTRIC VAULT, SPLIT THE AIR FIELD LIGHTING CIRCUITS, AND MAKE FINAL CONNECTIONS TO NEW ELECTRIC EQUIPMENT
- THE MAXIMUM ANTICIPATED CONSTRUCTION EQUIPMENT HEIGHT IS 80'-0".
- THE CONTRACTOR SHALL USE THE DESIGNATED ACCESS ROUTE AS SHOWN ON THIS SHEET. THE CONTRACTOR SHALL MAINTAIN THE ROUTE AND REMOVE ANY FOREIGN OBJECT DEBRIS FROM THE WORK AREA AND ACCESS ROUTE AT THE CLOSE OF EACH WORK DAY. THE CONTRACTOR IS RESPONSIBLE TO SWEEP THE ACCESS ROUTE PRIOR TO THE CLOSE OF EACH WORK DAY. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- PUMPING GROUND WATER AND OR STORM WATER FROM THE WORK AREA IS CONSIDERED INCIDENTAL TO THE PROJECT.
- DUE TO THE CLOSE PROXIMITY TO AIRCRAFT OPERATIONS, THE CONTRACTOR IS REQUIRED TO STRICTLY ADHERE TO THE GUIDELINES REGARDING CONSTRUCTION SAFETY AS SET FORTH IN FAA ADVISORY CIRCULAR 150/5370-2F

SAFETY PLAN NOTES

- THE SEQUENCE OF CONSTRUCTION SHOWN ON THIS SHEET IS INTENDED TO ALLOW ORDERLY AND SAFE CONSTRUCTION, AND TO AVOID LENGTHY TAXIWAY CLOSINGS.
- BARRICADES SHALL BE PLACED AND MAINTAINED AS SHOWN HEREIN, AS INDICATED IN THE SPECIAL PROVISIONS AND AS DIRECTED BY THE ENGINEER. PLACEMENT AND MAINTENANCE OF BARRICADES ARE INCIDENTAL TO CONTRACT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING CLOSED TAXIWAY MARKERS AS SHOWN ON THIS SHEET AND AS DIRECTED BY THE AIRPORT MANAGER AND THE ENGINEER. MARKERS SHALL BE PLACED AND REMOVED WHEN SO DIRECTED BY THE OWNER THROUGH THE ENGINEER. THE OWNER SHALL BE RESPONSIBLE FOR NOTIFYING THE FLIGHT SERVICE STATION REGARDING RUNWAY CLOSURE
- ALL BARRICADES, MARKINGS, LATHE, FLAGGING, AND TRAFFIC CONTROL ITEMS ARE INCIDENTAL TO THE CONTRACT.
- ALL IDOT TYPE III BARRICADES SHALL HAVE FOUR STANDARD SIZE SAND BAGS PER LEG
- ALL EXCAVATIONS SHALL BE COMPLETELY FILLED AT THE CLOSE OF EACH WORK DAY AND RUNWAYS REOPENED. BARRICADES, DEBRIS, EQUIPMENT AND ANY OTHER OBJECTS SHALL BE CLEARED FROM THE RUNWAY PRIOR TO REOPENING

- WHEN THE CONTRACTORS VEHICLES AND EQUIPMENT ARE IN THE AIRPORT PROPERTY THEY SHALL CARRY A HAZARD IDENTIFICATION FLAG CONSISTING OF A 3 FOOT SQUARE INTERNATIONAL ORANGE AND WHITE CHECKERED FLAG.
- WHEN THE CONTRACTOR IS OPERATING IN AOA, HE/SHE SHALL CARRY A TWO WAY RADIO TUNED TO THE FREQUENCY SPECIFIED BY THE AIRPORT MANAGER IN ORDER TO HAVE CONSISTENT AND IMMEDIATE CONTACT WITH AIRPORT OPERATIONS STAFF.
- THE CONTRACTOR SHALL NOT UTILIZE EQUIPMENT WITH A HEIGHT GREATER THAN 25 FOOT WITHOUT PRIOR APPROVAL FROM THE RESIDENT ENGINEER.
- ALL COSTS INCURRED BY THE CONTRACTOR TO IMPLEMENT AND MAINTAIN THE SAFETY PLAN SHALL BE INCLUDED IN THE COST OF CONTRACT.
- RESTORATION OF AUL ROUTES AND STAGING AREAS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. NO MEASUREMENT FOR PAYMENT WILL BE MADE FOR THIS WORK AND SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

SEQUENCE OF CONSTRUCTION AND SAFETY
PHASE I: (DAILY WORK INSIDE AIR OPERATION AREA)
 A. CONSTRUCT PAD AND NECESSARY CONDUIT FOR PREFABRICATED ENCLOSURE
 B. INSTALL PREFABRICATED ENCLOSURE

PHASE II: (DAILY WORK INSIDE AIR OPERATION AREA)
 A. INSTALL TEMPORARY RUNWAY CLOSURE MARKERS, BARRICADES AND SIGNAGE.
 B. EXCAVATE AND INTERCEPT EXISTING AIRFIELD ELECTRIC CABLE. INSTALL CANS WHERE REQUIRED
 C. PULL NEW CABLING THROUGH EXISTING CONDUIT FOR SECOND CIRCUIT HOME RUN.
 D. BACKFILL ALL OPEN EXCAVATIONS.
 E. REMOVE ALL CONSTRUCTION EQUIPMENT AND EXCESS MATERIALS.
 F. SWEEP AND CLEAN ALL PAVED SURFACES WITH RSA.
 G. REMOVE TEMPORARY BARRICADES AND RUNWAY CLOSURE MARKERS.
 H. CANCEL N.O.T.A.M. FOR TEMPORARY DAILY CLOSURES OF RUNWAY 18/36.
PHASE III: (WORK OUTSIDE OF AIR OPERATION AREA - FINAL CONNECTIONS)
 A. COMPLETE ALL NECESSARY WIRING IN VAULT THAT DOES NOT REQUIRE INTERRUPTION OF AIR FIELD LIGHTING
 B. ISSUE N.O.T.A.M. FOR TEMPORARY DAILY CLOSURE OF RUNWAY 18/36 FROM 1800 - 0600.
 C. CONNECT VAULT TO EXISTING AIRFIELD CIRCUITRY.
 D. TEST ALL ELECTRICAL SYSTEMS.
 E. CANCEL N.O.T.A.M FOR THE TEMPORARY DAILY CLOSURES OF RUNWAY 18/36.

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 Drawing Name: G:\Users\AA-MORRIS\1218-00 Morris Airport Replacement\002-SAFETY-PHASE-1-3-CRR.dwg
 Last Modified: Friday, April 26, 2024, 2:18:19 PM
 Plotted On: Thursday, May 2, 2024, 8:01:10 AM
 by Colin Kontb

DRAWN BY: Tim H	REVISIONS			
	LEVEL	BY	DATE	DESCRIPTION
CHECKED BY: Casey M.				
DATE: 6-2022				

PERU MORRIS
 OTTAWA MENDOTA
 ILLINOIS

**MORRIS MUNICIPAL AIRPORT (C09)
 SEPARATE RUNWAY CIRCUITS
 AND CONSTRUCT VAULT
 MORRIS, ILLINOIS**

**CONSTRUCTION SAFETY PLAN
 PHASE 1 & 3**

CURRENT AS OF: 4-2024	
SCALE: As Noted	SHEET 2
FILE NO.: 1218.00 Y-	OF 10

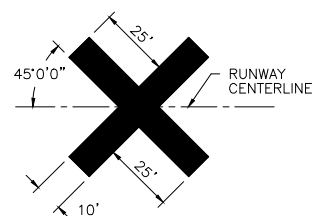
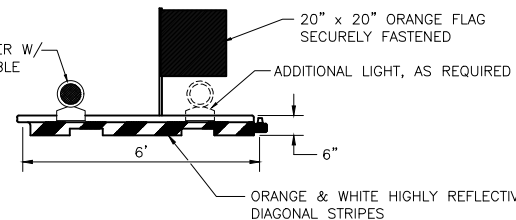
BARRICADE NOTES:

BARRICADES TO BE HIGH IMPACT UV-RESISTANT POLYETHYLENE, LIQUID OR SAND BALLASTED TO WITHSTAND DISPLACEMENT BY WEATHER, JET OR PROP BLAST.

PLACE AT 12' INTERVALS (CENTER TO CENTER) UNLESS SPECIFIED OTHERWISE ON PLANS OR BY ENGINEER.

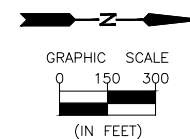
STEADY BURNING, RED OMNI-DIRECTIONAL LIGHTS MAY BE SUBSTITUTED.

SELF-POWERED FLASHER W/
 RED COLORED LENS ABLE
 TO ROTATE 90°



NOTE:

- 1.) CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- 2.) MARKERS SHALL BE DOUBLE LAYERED PAINTED SNOW FENCE, COLORED PLASTIC, PAINTED PLYWOOD OR OTHER MATERIAL APPROVED BY THE ENGINEER.
- 3.) CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE ENGINEER.
- 4.) MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AND AS DIRECTED BY THE ENGINEER.
- 5.) COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS AND BARRICADES SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.



LEGEND

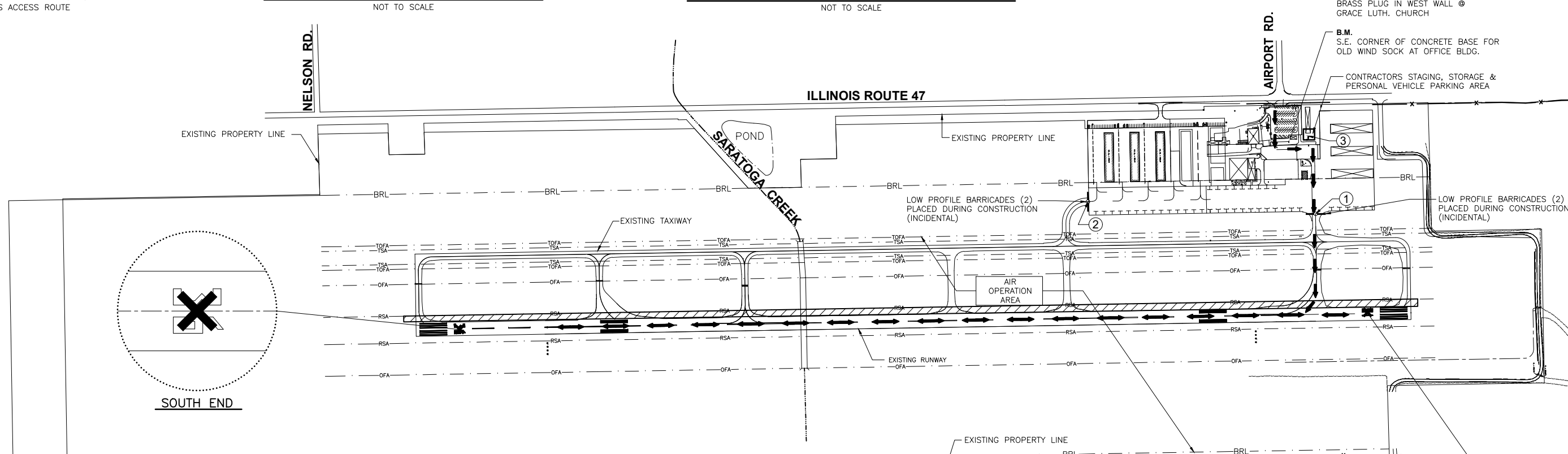
- RSA --- RUNWAY SAFETY AREA (RSA)
- OFA --- OBJECT FREE AREA (OFA)
- BRL --- BUILDING RESTRICTION LINE (BRL)
- >--- CONTRACTORS ACCESS ROUTE
- ▨ WORK AREA
- ⊘ BARRICADE

LOW PROFILE BARRICADE

NOT TO SCALE

TEMPORARY CLOSED RUNWAY MARKER DETAIL

NOT TO SCALE



SOUTH END

NORTH END

SEQUENCE OF CONSTRUCTION & SAFETY

PHASE I: (WORK OUTSIDE OF AIR OPERATION AREA)

- A. CONSTRUCT PAD AND NECESSARY CONDUIT FOR PREFABRICATED ENCLOSURE.
- B. INSTALL PREFABRICATED ENCLOSURE.

PHASE II: (DAILY WORK INSIDE AIR OPERATION AREA)

- A. INSTALL TEMPORARY RUNWAY CLOSURE MARKERS, BARRICADES AND SIGNAGE.
- B. EXCAVATE AND INTERCEPT EXISTING AIRFIELD ELECTRIC CABLE. INSTALL CANS WHERE REQUIRED.
- C. PULL NEW CABLING THROUGH EXISTING CONDUIT FOR SECOND CIRCUIT HOME RUN.
- D. BACKFILL ALL OPEN EXCAVATIONS.
- E. REMOVE ALL CONSTRUCTION EQUIPMENT AND EXCESS MATERIALS.
- F. SWEEP AND CLEAN ALL PAVED SURFACES WITHIN RSA.
- G. REMOVE TEMPORARY BARRICADES, SIGNAGE AND RUNWAY CLOSURE MARKERS.
- H. CANCEL N.O.T.A.M. FOR TEMPORARY DAILY CLOSURES OF RUNWAY 18/36.

PHASE III: (WORK OUTSIDE OF AIR OPERATION AREA - FINAL CONNECTION)

- A. COMPLETE ALL NECESSARY WIRING IN VAULT THAT DOES NOT REQUIRE INTERRUPTION TO AIRFIELD LIGHTING.
- B. ISSUE N.O.T.A.M. FOR TEMPORARY DAILY CLOSURE OF RUNWAY 18/36 FROM 1800 - 0600.
- C. CONNECT VAULT TO EXISTING AIRFIELD CIRCUITRY.
- D. TEST ALL ELECTRICAL SYSTEMS.
- E. CANCEL N.O.T.A.M. FOR TEMPORARY DAILY CLOSURES OF RUNWAY 18/36.

CRITICAL POINT DATA

PNT. LOCATION	LATITUDE	LONGITUDE	GRND. ELEV.	HEIGHT (AMSL)
(N) APRON BARRICADE ①	N. 41° 25' 51.03"	W. 88° 25' 15.02"	585.50	588.00
(S) APRON BARRICADE ②	N. 41° 25' 38.60"	W. 88° 25' 15.88"	574.50	577.00
CONSTRUCTION STAGING AREA ③	N. 41° 25' 50.67"	W. 88° 25' 20.78"	587.71	612.71

*BARRICADES USED ON AIRPORT SURFACES SHALL BE LOW PROFILE WITH REFLECTIVE STRIPES & RED LIGHTS AS PER AC 150/5370-2F "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".

GENERAL NOTES AND SCOPE OF WORK

- 1.) SCOPE OF WORK: THE PROJECT WILL CONSIST OF INSTALLING A PREFABRICATED ELECTRIC VAULT, SPLIT THE AIR FIELD LIGHTING, AND MAKE FINAL CONNECTIONS TO NEW ELECTRIC EQUIPMENT.
- 2.) THE MAXIMUM ANTICIPATED CONSTRUCTION EQUIPMENT HEIGHT IS 80'-0".
- 3.) THE CONTRACTOR SHALL USE THE DESIGNATED ACCESS ROUTE AS SHOWN ON THIS SHEET. THE CONTRACTOR SHALL MAINTAIN THE ROUTE AND REMOVE ANY FOREIGN OBJECT DEBRIS FROM THE WORK AREA AND ACCESS ROUTE AT THE CLOSE OF EACH WORK DAY. THE CONTRACTOR IS RESPONSIBLE TO SWEEP THE ACCESS ROUTE PRIOR TO THE CLOSE OF WORK EACH DAY. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- 4.) PUMPING GROUND WATER AND OR STORM WATER FROM THE WORK AREA IS CONSIDERED INCIDENTAL TO THE PROJECT.
- 5.) DUE TO THE PROXIMITY TO AIRCRAFT OPERATIONS, THE CONTRACTOR IS REQUIRED TO STRICTLY ADHERE TO THE GUIDELINES REGARDING CONSTRUCTION SAFETY AS SET FORTH IN FAA ADVISORY CIRCULAR 150/5370-2F.

SAFETY PLAN NOTES

- 1.) THE SEQUENCE OF CONSTRUCTION SHOWN ON THIS SHEET IS INTENDED TO ALLOW ORDERLY AND SAFE CONSTRUCTION, AND TO AVOID LENGTHY TAXIWAY CLOSINGS.
- 2.) BARRICADES SHALL BE PLACED AND MAINTAINED AS SHOWN HEREIN, AS INDICATED IN THE SPECIAL PROVISIONS AND AS DIRECTED BY THE ENGINEER. PLACEMENT AND MAINTENANCE OF BARRICADES ARE INCIDENTAL TO CONTRACT.
- 3.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING CLOSED TAXIWAY MARKERS AS SHOWN ON THIS SHEET AND AS DIRECTED BY THE AIRPORT MANAGER AND THE ENGINEER. MARKERS SHALL BE PLACED AND REMOVED WHEN SO DIRECTED BY THE OWNER THROUGH THE ENGINEER. THE OWNER SHALL BE RESPONSIBLE FOR NOTIFYING THE FLIGHT SERVICE STATION REGARDING RUNWAY CLOSURE.
- 4.) ALL BARRICADES, MARKINGS, LATHE, FLAGGING, AND TRAFFIC CONTROL ITEMS ARE INCIDENTAL TO THE CONTRACT.
- 5.) ALL IDOT TYPE III BARRICADES SHALL HAVE FOUR STANDARD SIZE SAND BAGS PER LEG.
- 6.) **ALL EXCAVATIONS SHALL BE COMPLETELY FILLED AT THE CLOSE OF EACH WORK DAY AND RUNWAYS REOPENED. BARRICADES, DEBRIS, EQUIPMENT AND ANY OTHER OBJECTS SHALL BE CLEARED FROM THE RUNWAY PRIOR TO REOPENING.**
- 7.) WHEN THE CONTRACTORS VEHICLES AND EQUIPMENT ARE ON THE AIRPORT PROPERTY THEY SHALL CARRY A HAZARD IDENTIFICATION FLAG CONSISTING OF A 3 FOOT SQUARE INTERNATIONAL ORANGE AND WHITE CHECKERED FLAG.
- 8.) WHEN THE CONTRACTOR IS OPERATING IN AOA, HE/SHE SHALL CARRY A TWO WAY RADIO TUNED TO THE FREQUENCY SPECIFIED BY THE AIRPORT MANAGER IN ORDER TO HAVE CONSISTENT AND IMMEDIATE CONTACT WITH AIRPORT OPERATIONS STAFF.
- 9.) THE CONTRACTOR SHALL NOT UTILIZE EQUIPMENT WITH A HEIGHT GREATER THAN 30 FOOT WITHOUT PRIOR APPROVAL FROM THE RESIDENT ENGINEER.
- 10.) ALL COSTS INCURRED BY THE CONTRACTOR TO IMPEDMENT AND MAINTAIN THE SAFETY PLAN SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- 11.) RESTORATION OF AUL ROUTES AND STAGING AREAS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. NO MEASUREMENT FOR PAYMENT WILL BE MADE FOR THIS WORK AND SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

POINT OF CONTACT

AIRPORT MANAGER:
 JEFF VOGEN
 MORRIS MUNICIPAL AIRPORT
 9980 N. RTE. 47
 MORRIS, IL 60450
 (815) 942-1600

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DRAWN BY: Tim H	REVISIONS			
	LEVEL	BY	DATE	DESCRIPTION
CHECKED BY: Casey M.				
DATE: 6-2022				

PERU MORRIS
 OTTAWA MENDOTA
 ILLINOIS

MORRIS MUNICIPAL AIRPORT (C09)
 SEPARATE RUNWAY CIRCUITS
 AND CONSTRUCT VAULT
 MORRIS, ILLINOIS

CONSTRUCTION SAFETY PLAN
 PHASE 2

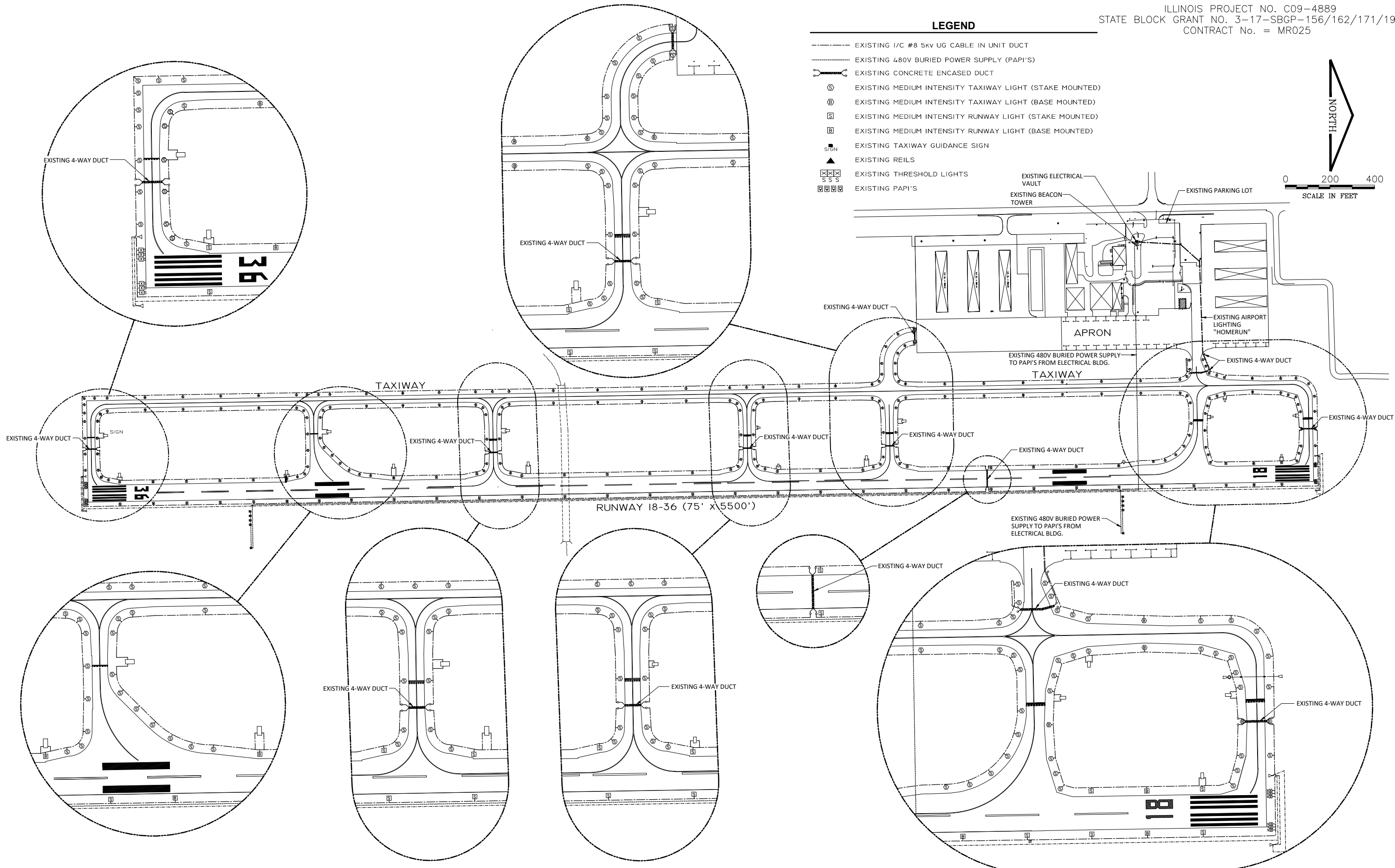
CURRENT AS OF: 4-2024
 SCALE: As Noted SHEET 3
 FILE NO.: 1218.00 Y- OF 10

LEGEND

- EXISTING 1/2" #8 5kv UG CABLE IN UNIT DUCT
- EXISTING 480V BURIED POWER SUPPLY (PAPI'S)
- EXISTING CONCRETE ENCASED DUCT
- ⊙ EXISTING MEDIUM INTENSITY TAXIWAY LIGHT (STAKE MOUNTED)
- ⊕ EXISTING MEDIUM INTENSITY TAXIWAY LIGHT (BASE MOUNTED)
- ⊞ EXISTING MEDIUM INTENSITY RUNWAY LIGHT (STAKE MOUNTED)
- ⊟ EXISTING MEDIUM INTENSITY RUNWAY LIGHT (BASE MOUNTED)
- EXISTING TAXIWAY GUIDANCE SIGN
- ▲ EXISTING REILS
- ⊞⊞⊞ EXISTING THRESHOLD LIGHTS
- ⊞⊞⊞ EXISTING PAPI'S



0 200 400
 SCALE IN FEET



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 Drawing Name: G:\Users\AAA-MORRIS\1218-00 Morris Airport Electric Vault Replacement\004-E-Runway Lighting Layout.dwg
 Last Modified: Friday, April 26, 2024 3:37:14 PM
 Plotted On: Thursday, May 2, 2024 8:12:15 AM
 by Collin Kontio

REVISIONS	DESCRIPTION	DATE	BY	LEVEL


 PERU MORRIS
 OTTAWA MENDOTA
 ILLINOIS

**MORRIS MUNICIPAL AIRPORT (C09)
 SEPARATE RUNWAY CIRCUITS
 AND CONSTRUCT VAULT**
 MORRIS, ILLINOIS

EXISTING AIRPORT LIGHTING LAYOUT PLAN

CURRENT AS OF: 4-2024	SHEET 4
SCALE: As Noted	OF 10
FILE NO.: 1218.00 Y-	

NOTE:

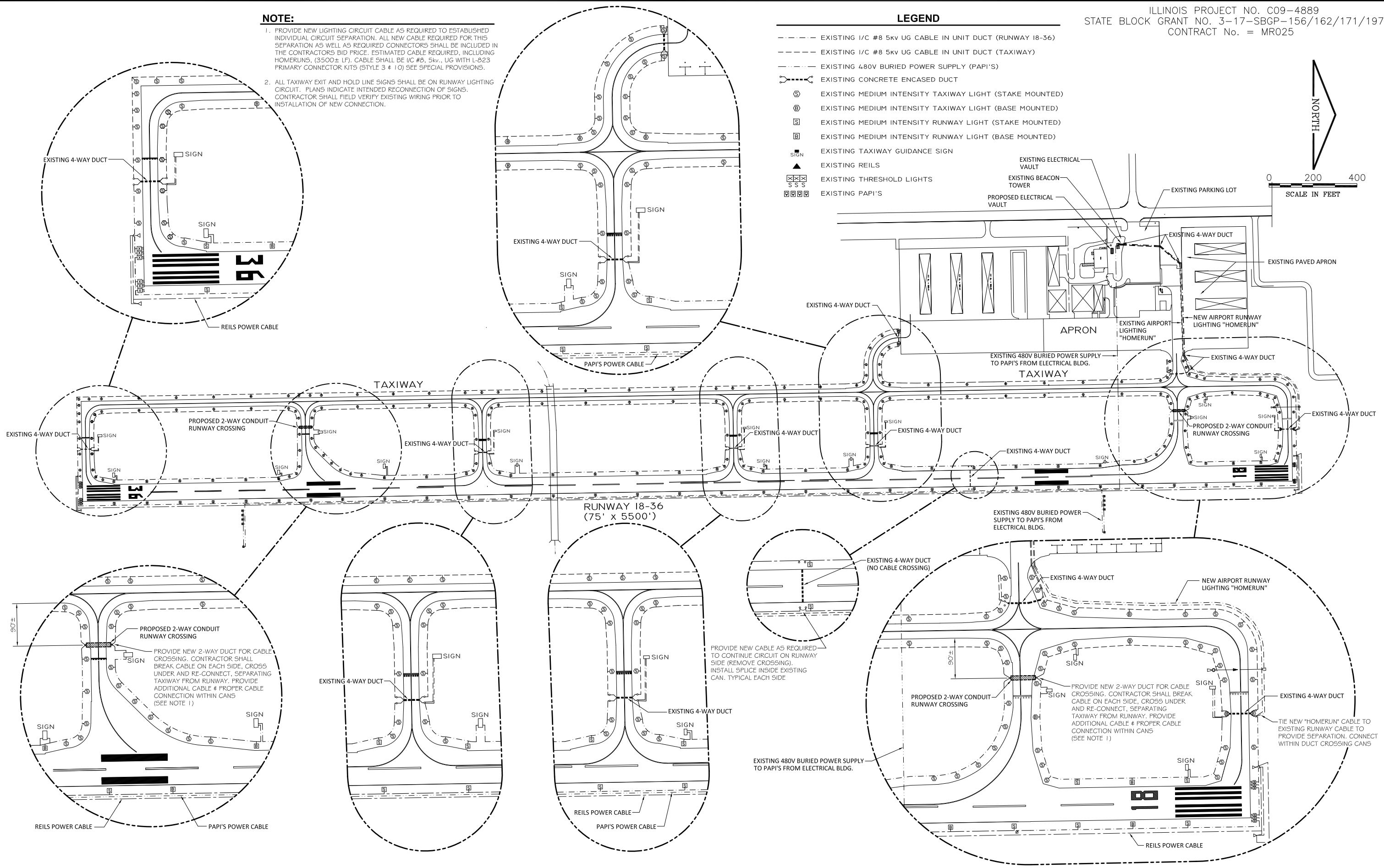
1. PROVIDE NEW LIGHTING CIRCUIT CABLE AS REQUIRED TO ESTABLISHED INDIVIDUAL CIRCUIT SEPARATION. ALL NEW CABLE REQUIRED FOR THIS SEPARATION AS WELL AS REQUIRED CONNECTORS SHALL BE INCLUDED IN THE CONTRACTOR'S BID PRICE. ESTIMATED CABLE REQUIRED, INCLUDING HOMERUNS, (3500± LF). CABLE SHALL BE 1/2" #8, 5kv., UG WITH L-823 PRIMARY CONNECTOR KITS (STYLE 3 # 10) SEE SPECIAL PROVISIONS.
2. ALL TAXIWAY EXIT AND HOLD LINE SIGNS SHALL BE ON RUNWAY LIGHTING CIRCUIT. PLANS INDICATE INTENDED RECONNECTION OF SIGNS. CONTRACTOR SHALL FIELD VERIFY EXISTING WIRING PRIOR TO INSTALLATION OF NEW CONNECTION.

LEGEND

- EXISTING 1/2" #8 5kv UG CABLE IN UNIT DUCT (RUNWAY 18-36)
- EXISTING 1/2" #8 5kv UG CABLE IN UNIT DUCT (TAXIWAY)
- EXISTING 480V BURIED POWER SUPPLY (PAPI'S)
- EXISTING CONCRETE ENCASED DUCT
- ⊙ EXISTING MEDIUM INTENSITY TAXIWAY LIGHT (STAKE MOUNTED)
- ⊕ EXISTING MEDIUM INTENSITY TAXIWAY LIGHT (BASE MOUNTED)
- ⊞ EXISTING MEDIUM INTENSITY RUNWAY LIGHT (STAKE MOUNTED)
- ⊟ EXISTING MEDIUM INTENSITY RUNWAY LIGHT (BASE MOUNTED)
- EXISTING TAXIWAY GUIDANCE SIGN
- ▲ EXISTING REILS
- ⊞⊞⊞ EXISTING THRESHOLD LIGHTS
- ⊞⊞⊞ EXISTING PAPI'S

NORTH

0 200 400
SCALE IN FEET



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 Drawing Name: G:\Users\AAA-MORRIS\1218-00 Morris Airport Electric Vault Replacement\005-P-Airport Lighting Layout.dwg Last Modified: Tuesday, April 30, 2024 3:33:49 PM Plotted On: Thursday, May 2, 2024 8:14:15 AM by Collin Kontio

DRAWN BY: Tim H	LEVEL	BY	DATE	REVISIONS	DESCRIPTION
CHECKED BY: Casey M.					
DATE: 6-2022					


 PERU MORRIS
 OTTAWA MENDOTA
 ILLINOIS

**MORRIS MUNICIPAL AIRPORT (C09)
 SEPARATE RUNWAY CIRCUITS
 AND CONSTRUCT VAULT**
 MORRIS, ILLINOIS

PROPOSED AIRPORT LIGHTING LAYOUT PLAN

CURRENT AS OF: 4-2024	SHEET 5
SCALE: As Noted	OF 10
FILE NO.: 1218.00	

GENERAL NOTES

- THE ELECTRICAL INSTALLATION, AS A MINIMUM, MUST MEET THE NEC AND LOCAL REGULATIONS.
- THE CONTRACTOR MUST ASCERTAIN THAT ALL LIGHTING SYSTEM COMPONENTS FURNISHED BY HIM (INCLUDING FAA APPROVED EQUIPMENT) ARE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND THE REMAINDER OF THE NEW/EXISTING SYSTEM. ANY NON-COMPATIBLE COMPONENTS FURNISHED BY THIS CONTRACTOR MUST BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE AIRPORT SPONSOR WITH A SIMILAR UNIT, APPROVED BY THE ENGINEER (DIFFERENT MODEL OR DIFFERENT MANUFACTURER), THAT IS COMPATIBLE WITH THE REMAINDER OF THE AIRPORT LIGHTING SYSTEM.
- IN CASE THE CONTRACTOR SELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT REQUIRING ADDITIONAL WIRING, TRANSFORMERS, ADAPTERS, MOUNTINGS, ETC., TO THOSE SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATIONS, ANY COST FOR THESE ITEMS MUST BE INCIDENTAL TO THE EQUIPMENT COST.
- THE CONTRACTOR-INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) MUST NOT GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AIR NAVIGATION, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE MUST BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST WITH EQUIPMENT MEETING THE APPLICABLE SPECIFICATIONS AND NOT GENERATING ANY INTERFERENCE.
- WHEN A SPECIFIC TYPE, STYLE, CLASS, ETC., OF FAA APPROVED EQUIPMENT IS SPECIFIED ONLY THAT TYPE, STYLE, CLASS, ETC., WILL BE ACCEPTABLE, EVEN THOUGH EQUIPMENT OF OTHER TYPES, STYLE, CLASS, ETC., MAY BE FAA APPROVED.
- ANY AND ALL INSTRUCTIONS FROM THE ENGINEER TO THE CONTRACTOR REGARDING CHANGES IN, OR DEVIATIONS FROM, THE PLANS AND SPECIFICATIONS MUST BE IN WRITING WITH COPIES SENT TO THE AIRPORT SPONSOR AND THE FAA FIELD OFFICE (ADO/AFO). THE CONTRACTOR MUST NOT ACCEPT ANY VERBAL INSTRUCTIONS FROM THE ENGINEER REGARDING ANY CHANGES FROM THE PLANS AND SPECIFICATIONS.
- A MINIMUM OF THREE COPIES OF INSTRUCTION BOOKS MUST BE SUPPLIED WITH EACH DIFFERENT TYPE OF EQUIPMENT. THE BOOKS DESCRIBING A MORE SOPHISTICATED TYPE OF EQUIPMENT, SUCH AS REGULATORS, PAPI, REIL, ETC., AT A MINIMUM MUST CONTAIN THE FOLLOWING:
 - A DETAILED DESCRIPTION OF THE OVERALL EQUIPMENT AND ITS INDIVIDUAL COMPONENTS.
 - THEORY OF OPERATION INCLUDING THE FUNCTION OF EACH COMPONENT.
 - INSTALLATION INSTRUCTIONS.
 - START-UP INSTRUCTIONS.
 - PREVENTATIVE MAINTENANCE REQUIREMENTS.
 - CHART FOR TROUBLESHOOTING.
 - COMPLETE POWER AND CONTROL DETAILED WIRING DIAGRAM(S), SHOWING EACH CONDUCTOR/CONNECTION/COMPONENT. "BLACK" BOXES ARE NOT ACCEPTABLE. THE DIAGRAM OR THE NARRATIVE MUST SHOW VOLTAGES/CURRENTS/WAVE SHAPES AT STRATEGIC LOCATIONS TO BE USED WHEN CHECKING AND/OR TROUBLESHOOTING THE EQUIPMENT. WHEN THE EQUIPMENT HAS SEVERAL BRIGHTNESS STEPS, THESE PARAMETERS MUST BE INDICATED FOR ALL THE DIFFERENT MODES.
 - PARTS LIST WILL INCLUDE ALL MAJOR AND MINOR COMPONENTS, SUCH AS RESISTORS, DIODES, ETC. IT MUST INCLUDE A COMPLETE NOMENCLATURE OF EACH COMPONENT AND, IF APPLICABLE, THE NAME OF ITS MANUFACTURER AND THE CATALOG NUMBER.
 - SAFETY INSTRUCTIONS.
- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2G (LATEST EDITION) OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE/STAGING AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
 THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE RESIDENT ENGINEER.
- MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES WITH TWO ORANGE FLAGS (20" x 20") ON EACH BARRICADE SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A STEADY BURN OR FLASHING RED LIGHT. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL. SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL SUPPLY AND USE AS DIRECTED BY THE AIRPORT, REFLECTIVE LOW PROFILE TYPE BARRICADES. ALL BARRICADES SHALL BE PLACED OUTSIDE OF ACTIVE SAFETY AREAS.
- THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER THROUGH THE RESIDENT ENGINEER FOURTEEN (14) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY." THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL.
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY.

- THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE A CRANE WHICH HAS A MAXIMUM HEIGHT OF 70 FEET.
- THE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE AIRPORT IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
- MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
- LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE OR FACILITY, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM PREVIOUS EXISTING TERMINATION POINT TO NEXT EXISTING TERMINATION POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
- THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- CONTRACTOR PERSONNEL, VEHICLES, EQUIPMENT AND BARRICADES SHALL NOT BE ALLOWED WITHIN THE TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA) OF ACTIVE TAXIWAYS / TAXILANES AND THE RUNWAYS AIRCRAFT OPERATIONS AREA.
- CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 IMAGINARY SURFACES OR RUNWAY AND TAXIWAY SAFETY AREAS.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL. UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER, ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE. ANY NECESSARY TEMPORARY JUMPER CABLES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAVE BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATSOEVER 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 MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S 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 RESIDENT ENGINEER AND THE AIRPORT MANAGER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.
- ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTORS WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MANAGER. ANY DEFICIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.
- CRANES SHALL BE FLAGGED AND LIT IN ACCORDANCE WITH AC 70/7460-1 (LATEST EDITION) OBSTRUCTION MARKING AND LIGHTING.

CONTRACTOR WORKING WITHIN OR CROSSING RUNWAY/TAXIWAY/TAXILANE/APRON AIR OPERATIONS AREA (A.O.A.)

- ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A CROSSING GUARD IN RADIO CONTACT WITH AIR TRAFFIC SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT. THE AIRPORT RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF ANY FINES APPLIED DUE TO AIRFIELD INCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENTS.
- ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER AT NO ADDITIONAL COST TO THE OWNER. PAVEMENT SHALL BE CONTINUALLY SWEEPED TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- ANY WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. PROVIDE SIGNS AND BARRICADES AS REQUIRED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE MEN AND EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

LIMITATIONS ON CONSTRUCTION WITHIN RUNWAY AIRCRAFT OPERATIONS AREA (A.O.A.) AND TAXIWAY/TAXILANE OBJECT FREE AREA (T.O.F.A.)

RUNWAYS:
 THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. WORK SHALL BE EXPEDITED.

TAXIWAYS / TAXILANES:
 ANY WORK WITHIN TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA) WILL REQUIRE A TAXIWAY / TAXILANE CLOSURE. WORK WITHIN THE TOFA SHALL BE EXPEDITED. PROVIDE SIGNS & BARRICADES AS REQUIRED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE TOFA. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER FIVE (5) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. NO DROP-OFFS OR OPEN EXCAVATIONS WILL BE ALLOWED WITHIN THE TAXIWAY / TAXILANE SAFETY AREAS OF OPEN TAXIWAYS / TAXILANES.

POWER AND CONTROL

- STENCIL ALL ELECTRICAL EQUIPMENT TO IDENTIFY FUNCTION, CIRCUIT VOLTAGE AND PHASE. WHERE THE EQUIPMENT CONTAINS FUSES, ALSO STENCIL THE FUSE OR FUSE LINK AMPERE RATING. WHERE THE EQUIPMENT DOES NOT HAVE SUFFICIENT STENCILING AREA, THE STENCILING MUST BE DONE ON THE WALL NEXT TO THE UNIT. THE LETTERS MUST BE ONE INCH HIGH AND PAINTED IN WHITE OR BLACK PAINT TO PROVIDE THE HIGHEST CONTRAST WITH THE BACKGROUND.
- COLOR CODE ALL PHASE WIRING BY THE USE OF COLORED WIRE INSULATION AND/OR COLORED TAPE. WHERE TAPE IS USED, THE WIRE INSULATION MUST BE BLACK. BLACK AND RED MUST BE USED FOR SINGLE-PHASE, THREE WIRE SYSTEMS AND BLACK, RED AND BLUE MUST BE USED FOR THREE-PHASE SYSTEMS. NEUTRAL CONDUCTORS, SIZE NO. 6 AWG OR SMALLER, MUST BE IDENTIFIED BY A CONTINUOUS WHITE OR NATURAL CONDUCTORS LARGER THAN NO. 6 AWG MUST BE IDENTIFIED EITHER BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH OR BY THE USE OF WHITE TAPE AT ITS TERMINATIONS AND INSIDE ACCESSIBLE WIREWAYS.
- ALL BRANCH CIRCUIT CONDUCTORS CONNECTED TO A PARTICULAR PHASE MUST BE IDENTIFIED WITH THE SAME COLOR. THE COLOR CODING MUST EXTEND TO THE POINT OF UTILIZATION.
- IN CONTROL WIRING THE SAME COLOR MUST BE USED THROUGHOUT THE SYSTEM FOR THE SAME FUNCTION, SUCH AS 10 %, 30 %, 100 % BRIGHTNESS CONTROL, ETC.
- ALL POWER AND CONTROL CIRCUIT CONDUCTORS MUST BE COPPER; ALUMINUM WILL NOT BE ACCEPTED. THIS INCLUDES WIRE, CABLE, BUSSES, TERMINALS, SWITCH/PANEL COMPONENTS, ETC.
- LOW VOLTAGE (600 V.) AND HIGH VOLTAGE (5000 V.) CONDUCTORS MUST BE INSTALLED IN SEPARATE WIREWAYS.
- NEATLY LACE WIRING IN DISTRIBUTION PANELS, WIREWAYS, SWITCHES AND PULL/JUNCTION BOXES.
- THE MINIMUM SIZE OF PULL/JUNCTION BOXES, REGARDLESS OF THE QUANTITY AND THE SIZE OF THE CONDUCTORS SHOWN, MUST BE AS FOLLOWS:
 - IN STRAIGHT PULLS THE LENGTH OF THE BOX MUST NOT BE LESS THAN EIGHT TIMES THE TRADE DIAMETER OF THE LARGER CONDUIT. THE TOTAL AREA (INCLUDING THE CONDUIT CROSS-SECTIONAL AREA) OF A BOX END MUST BE AT LEAST 3 TIMES GREATER THAN THE TOTAL TRADE CROSS-SECTIONAL AREA OF THE CONDUITS TERMINATING AT THE END.
 - IN ANGLE OR U-PULLS THE DISTANCE BETWEEN EACH CONDUIT ENTRY INSIDE THE BOX AND THE OPPOSITE WALL OF THE BOX MUST NOT BE LESS THAN SIX TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT. THIS DISTANCE MUST BE INCREASED FOR ADDITIONAL ENTRIES BY THE AMOUNT OF THE SUM OF THE DIAMETERS OF ALL OTHER CONDUIT ENTRIES ON THE SAME WALL OF THE BOX. THE DISTANCE BETWEEN CONDUIT ENTRIES ENCLOSING THE SAME CONDUCTOR MUST NOT BE LESS THAN SIX TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT.
- A RUN OF CONDUIT BETWEEN TERMINATIONS AT EQUIPMENT ENCLOSURES, SQUARE DUCTS AND PULL/JUNCTION BOXES, MUST NOT CONTAIN MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (90 DEGREES TOTAL), INCLUDING THOSE BENDS LOCATED IMMEDIATELY AT THE TERMINATIONS. CAST, CONDUIT TYPE OUTLETS MUST NOT BE TREATED AS PULL/JUNCTION BOXES.
- DUAL LUGS MUST BE USED WHERE TWO WIRES, SIZE NO. 6 OR LARGER, ARE TO BE CONNECTED TO THE SAME TERMINAL.
- ALL WALL MOUNTED EQUIPMENT ENCLOSURES MUST BE MOUNTED ON WOODEN MOUNTING BOARDS, UNLESS ADDITIONAL MEANS APPROVED BY ENGINEER.
- WOODEN EQUIPMENT MOUNTING BOARDS MUST BE PLYWOOD, EXTERIOR TYPE, 3/4 INCH MINIMUM THICKNESS, BOTH SIDES PAINTED WITH ONE COAT OF PRIMER AND TWO COATS OF GRAY, OIL-BASED PAINT.
- RIGID STEEL CONDUIT MUST BE USED THROUGHOUT THE INSTALLATION UNLESS OTHERWISE SPECIFIED. THE MINIMUM TRADE SIZE SHALL BE 3/4 INCH.
- ALL RIGID CONDUIT MUST BE TERMINATED AT CONSTANT CURRENT REGULATORS WITH A SECTION (10" MINIMUM) OF FLEXIBLE CONDUIT.
- UNLESS OTHERWISE SHOWN, ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL TO, OR AT RIGHT ANGLES WITH, THE LINES OF THE STRUCTURE.
- ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC., SHALL BE GALVANIZED.
- USE CONDUIT BUSHINGS AT EACH CONDUIT TERMINATION. WHERE NO. 4 AWG OR LARGER UNGROUNDED WIRE IS INSTALLED, USE INSULATED BUSHINGS.
- USE DOUBLE LOCK NUTS AT EACH CONDUIT TERMINATION.
- WRAP ALL PRIMARY AND SECONDARY POWER TRANSFORMER CONNECTIONS WITH SUFFICIENT LAYERS OF INSULATING TAPE AND COVER WITH INSULATING VARNISH FOR FULL VALUE OF CABLE INSULATION VOLTAGE.
- UNLESS OTHERWISE NOTED, ALL INDOOR SINGLE CONDUCTOR CONTROL WIRING MUST BE No. 12 AWG.
- BOTH ENDS OF EACH CONTROL CONDUCTOR SHALL BE TERMINATED AT A TERMINAL BLOCK. THE TERMINAL BLOCK MUST BE OF PROPER RATING AND SIZE FOR THE FUNCTION INTENDED AND BE LOCATED IN EQUIPMENT ENCLOSURES OR SPECIAL TERMINAL CABINETS.
- ALL CONTROL CONDUCTOR TERMINATORS MUST BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE. SOLDERED, CLOSED-EYED TERMINATORS, OR TERMINATORS WITHOUT CONNECTORS ARE NOT ACCEPTABLE.
- IN TERMINAL BLOCK CABINETS THE MINIMUM SPACING BETWEEN PARALLEL TERMINAL BLOCKS SHALL BE 6 INCHES. THE MINIMUM SPACING BETWEEN TERMINAL BLOCK SIDES/ENDS AND CABINET SIDES/BOTTOM/TOP SHALL BE 5 INCHES. THE MINIMUM SPACING WILL BE INCREASED AS REQUIRED BY THE NUMBER OF CONDUCTORS. ADDITIONAL SPACING MUST BE PROVIDED AT CONDUCTOR ENTRANCES.
- BOTH ENDS OF ALL CONTROL CONDUCTORS MUST BE IDENTIFIED AS TO THE CIRCUIT, TERMINAL, BLOCK, AND TERMINAL NUMBER. ONLY STICK-ON LABELS SHALL BE USED.
- A SEPARATE AND CONTINUOUS NEUTRAL CONDUCTOR SHALL BE INSTALLED AND CONNECTED FOR EACH BREAKER CIRCUIT IN THE POWER PANEL(S) FROM THE NEUTRAL BAR TO EACH POWER/CONTROL CIRCUIT.
- THE FOLLOWING WILL APPLY TO RELAY/CONTACTOR PANEL/ENCLOSURES:
 - ALL COMPONENTS SHALL BE MOUNTED IN DUST PROOF ENCLOSURES WITH VERTICALLY HINGED COVERS.
 - THE ENCLOSURES MUST HAVE AMPLE SPACE FOR THE CIRCUIT COMPONENTS, TERMINAL BLOCKS, AND INCOMING INTERNAL WIRING.
 - ALL INCOMING/OUTGOING WIRING SHALL BE TERMINATED AT TERMINAL BLOCKS.
 - EACH TERMINAL ON TERMINAL BLOCKS AND ON CIRCUIT COMPONENTS MUST BE CLEARLY IDENTIFIED.
 - ALL CONTROL CONDUCTOR TERMINATIONS MUST BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE. SOLDERED, CLOSED-EYE CONNECTORS, OR TERMINATIONS WITHOUT CONNECTORS ARE NOT ACCEPTABLE.

- WHEN THE ENCLOSURE COVER IS OPENED, ALL CIRCUIT COMPONENTS, WIRING, AND TERMINALS MUST BE EXPOSED AND ACCESSIBLE WITHOUT ANY REMOVAL OF ANY PANELS, COVERS, ETC., EXCEPT THOSE COVERING HIGH VOLTAGE COMPONENTS.
 - ACCESS TO, OR REMOVAL OF, A CIRCUIT COMPONENT OR TERMINAL BLOCK SHALL NOT REQUIRE THE REMOVAL OF ANY OTHER CIRCUIT COMPONENT OR TERMINAL BLOCK.
 - EACH CIRCUIT COMPONENT MUST BE CLEARLY IDENTIFIED INDICATING ITS CORRESPONDING NUMBER SHOWN ON THE DRAWING AND ITS FUNCTION.
 - A COMPLETE WIRING DIAGRAM (NOT A SCHEMATIC DIAGRAM) MUST BE MOUNTED ON THE INSIDE OF THE COVER. THE DIAGRAM MUST REPRESENT EACH CONDUCTOR BY A SEPARATE LINE.
 - THE DIAGRAM MUST IDENTIFY EACH CIRCUIT COMPONENT AND NUMBERING AND COLOR OF EACH INTERNAL CONDUCTOR AND TERMINAL.
 - ALL WIRING MUST BE NEATLY TRAINED AND LACED.
 - MINIMUM WIRE SIZE SHALL BE NO. 12 AWG.
- GROUNDING**
- GROUND ALL NON-CURRENT-CARRYING METAL PARTS OF ELECTRICAL EQUIPMENT BY USING NO. 6 AWG BARE COPPER WIRE TO BE RUN INSIDE CABINETS AND IN CONDUITS TOGETHER WITH OTHER WIRES. WHERE THIS IS NOT FEASIBLE, RUN THE EXPOSED GROUNDING WIRE PARALLEL OR AT RIGHT ANGLES TO THE BUILDING LINE AND SECURE IT AT LEAST EVERY 24 INCHES AND WITHIN 6 INCHES FROM BEND OR JUNCTION. THE EXPOSED WIRE MAY BE NO. 6 AWG IF IT IS NOT SUBJECTED TO PHYSICAL ABUSE. OTHERWISE NO. 4 AWG SHALL BE USED.
 - ALL GROUND CONNECTIONS TO GROUND RODS, BUSSES, PANELS, ETC., MUST BE MADE WITH PRESSURE TYPE SOLDERLESS LUGS AND GROUND CLAMPS. SOLDERED OR BOLT AND WASHER TYPE CONNECTIONS ARE NOT ACCEPTABLE. CLEAN ALL METAL SURFACES BEFORE MAKING GROUND CONNECTIONS.
 - TOPS OF GROUND RODS SHALL BE A MIN. 12" INCHES BELOW GRADE.
 - THE RESISTANCE TO GROUND OF THE VAULT GROUNDING SYSTEM WITH THE COMMERCIAL POWER LINE NEUTRAL DISCONNECTED MUST NOT EXCEED 10 OHMS.
 - THE RESISTANCE TO GROUND OF THE COUNTERPOISE SYSTEM, OR AT ISOLATION LOCATIONS, SUCH AS AIRPORT BEACON MUST NOT EXCEED 25 OHMS.

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 Last Modified: Friday, April 26, 2024 3:37:24 PM
 Plotted On: Thursday, May 2, 2024 8:15:33 AM
 by Collin Koltko

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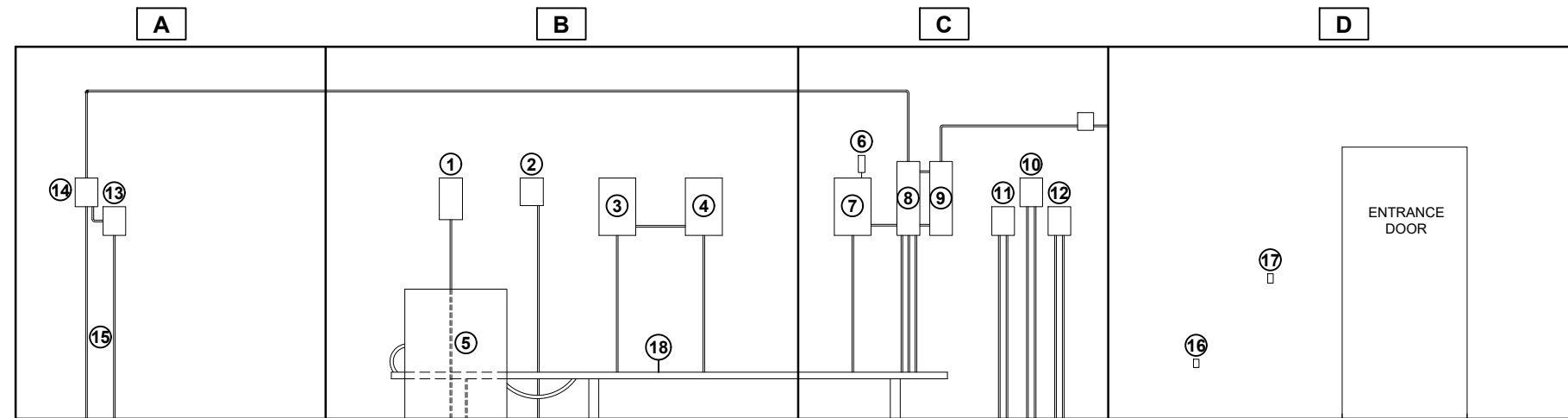


PERU MORRIS
 OTTAWA MENDOTA
 ILLINOIS

**MORRIS MUNICIPAL AIRPORT (C09)
 SEPARATE RUNWAY CIRCUITS
 AND CONSTRUCT VAULT
 MORRIS, ILLINOIS**

ELECTRICAL NOTES

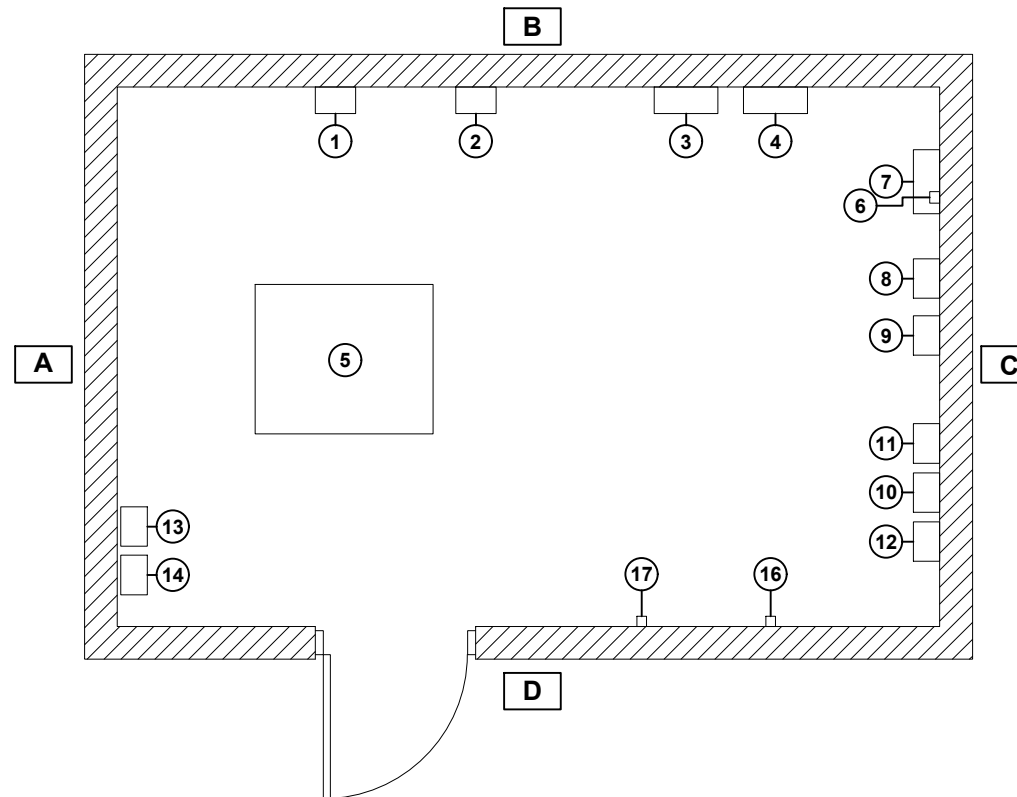
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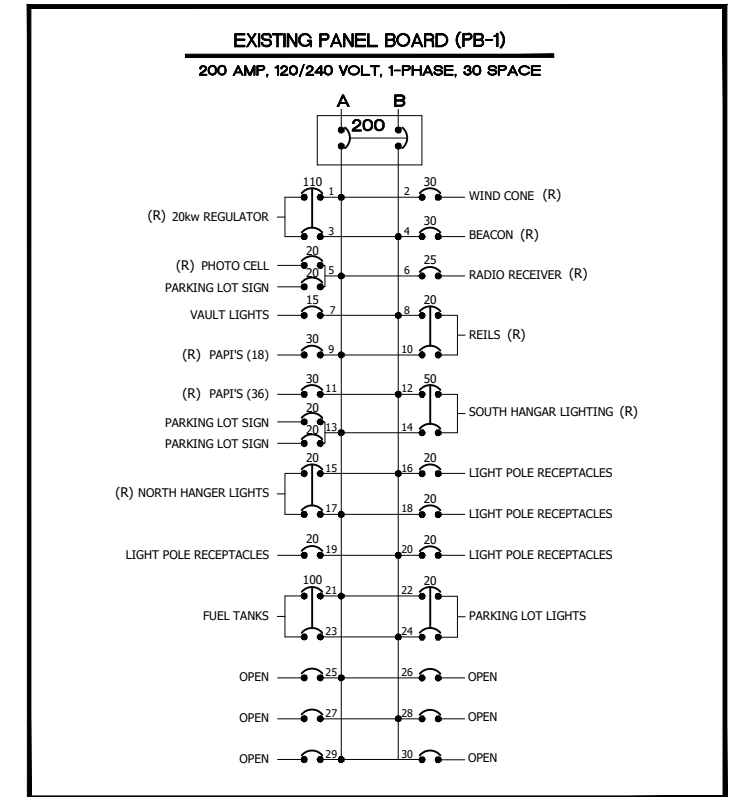
ELECTRIC VAULT FOLD OUT
 NOT TO SCALE

EXISTING VAULT LEGEND

1. EXISTING RUNWAY CUT OUT (SI)
2. EXISTING SERVICE LUG
3. EXISTING L 854 RADIO CONTROLLER
4. EXISTING RADIO INTERFACE UNIT
5. EXISTING RUNWAY 18/36 REGULATOR, 20kw, 240 INPUT, 3-STEP, 6.6A OUTPUT
6. EXISTING PHOTO CELL BYPASS SWITCH
7. EXISTING CONTROL RELAYS & CONTACTOR
8. EXISTING PANEL BOARD (PB-1), 30 CIRCUIT, 120/240V, SINGLE PHASE, 3-WIRE
9. EXISTING POWER DISCONNECT
10. EXISTING RESTAURANT SERVICE LUG (ABANDONED)
11. EXISTING SOUTH HANGAR SERVICE LUG
12. EXISTING NORTH HANGAR SERVICE LUG
13. EXISTING RUNWAY 18 PAPI TRANSFORMER & JUNCTION BOX
14. EXISTING RUNWAY 36 PAPI TRANSFORMER & JUNCTION BOX
15. EXISTING #6 480V POWER, CONTROL & GROUNDING WIRE TO POWER NEW PAPI
16. EXISTING GFI RECEPTICAL
17. EXISTING INTERIOR LIGHTS TOGGLE SWITCH
18. EXISTING WIRING TROUGH



ELECTRIC VAULT PLAN VIEW
 NOT TO SCALE



(R) - INDICATES CIRCUIT TO BE RELOCATED IN NEW (MDP)

GENERAL NOTES:

1. CONTRACTOR SHALL RE-CONFIGURE THE EXISTING ELECTRICAL PANEL LAYOUT AND EVENLY BALANCE BUS BARS ACCORDINGLY.

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 Drawing Name: G:\Users\AAA-MORRIS\1218-00 Morris Airport Electric Vault Replacement\007-EXISTING VAULT ELECTRICAL LAYOUT.dwg Last Modified: Friday, April 26, 2024, 3:37:36 PM Plotted On: Thursday, May 2, 2024, 8:19:28 AM by Collin Kenito

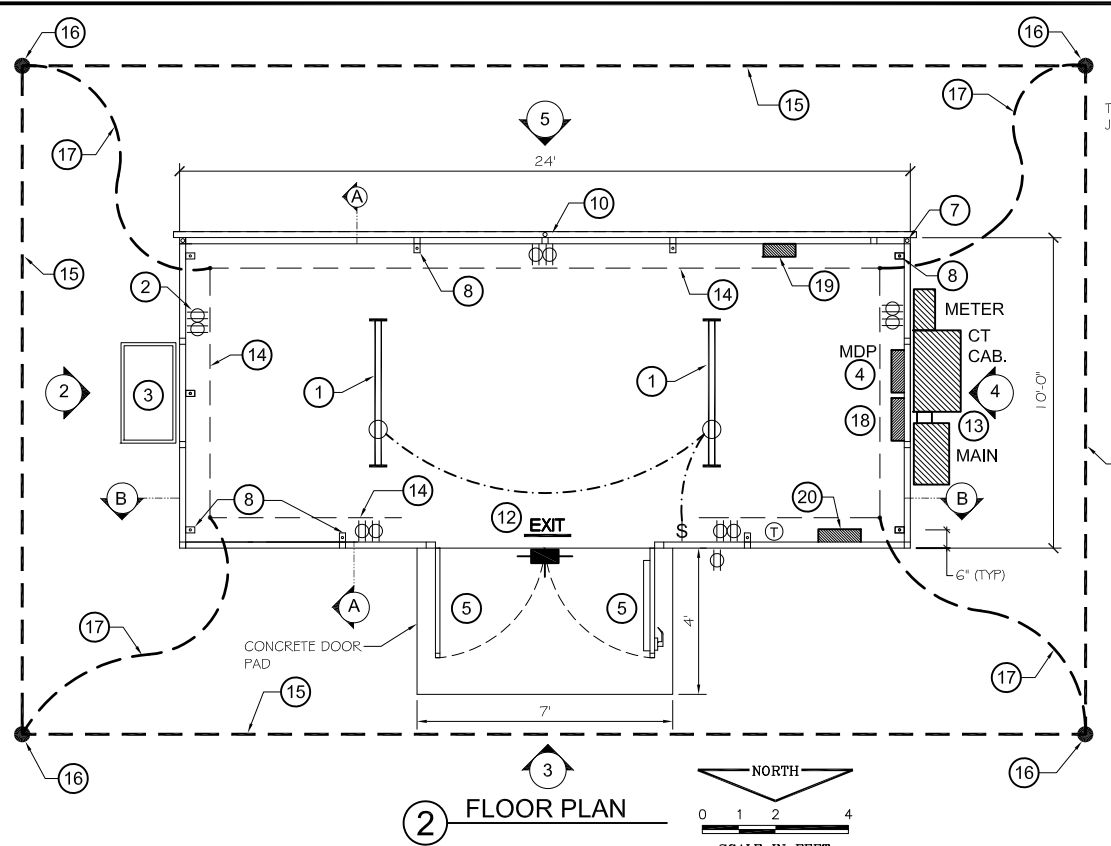
REVISIONS				
LEVEL	BY	DATE	REVISIONS	DESCRIPTION


 PERU MORRIS
 OTTAWA MENDOTA
 ILLINOIS

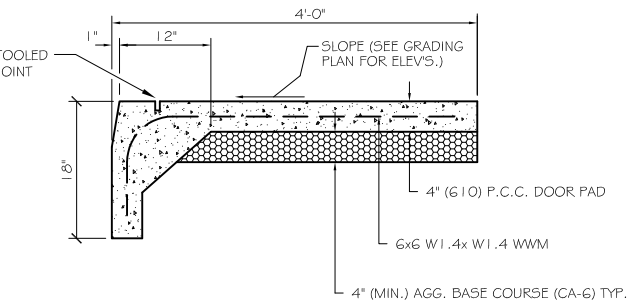
**MORRIS MUNICIPAL AIRPORT (C09)
 SEPARATE RUNWAY CIRCUITS
 AND CONSTRUCT VAULT**
 MORRIS, ILLINOIS

EXISTING VAULT EQUIPMENT LAYOUT

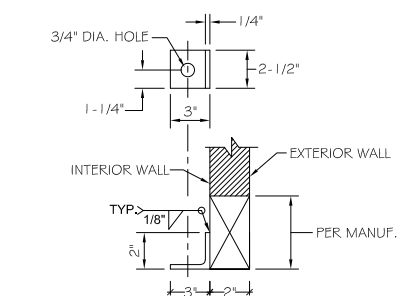
CURRENT AS OF: 4-2024	
SCALE: As Noted	SHEET 7
FILE NO.: 1218.00 Y-	OF 10



2 FLOOR PLAN
 NORTH
 SCALE IN FEET
 0 1 2 4

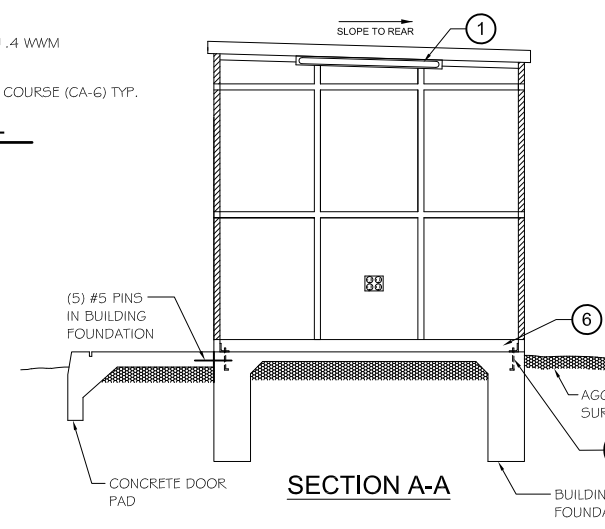


CONCRETE DOOR PAD DETAIL
 NTS

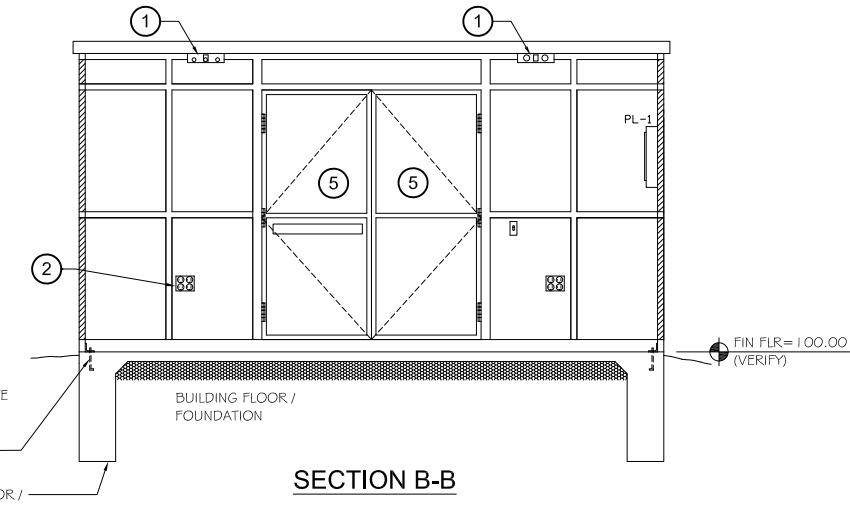


ANCHOR BRACKET DETAIL

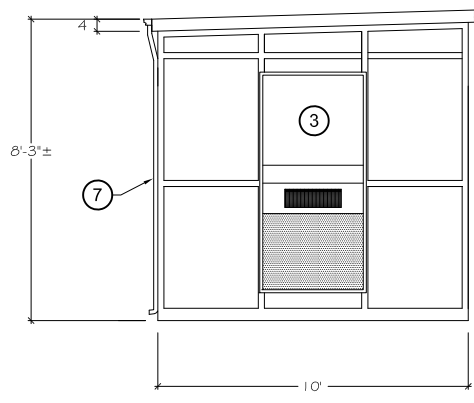
* BUILDING ANCHORING MAY VARY PER BLDG. MANUF. REQUIREMENTS (VERIFY). THIS DETAIL REFLECTS BUILDING SPECIFIED ON PLANS & IN SPECIAL PROVISIONS.



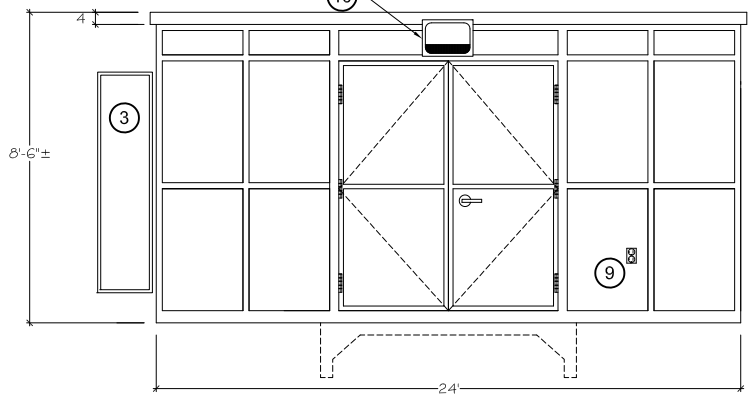
SECTION A-A



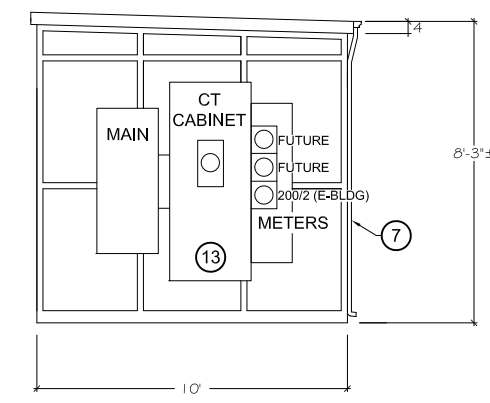
SECTION B-B



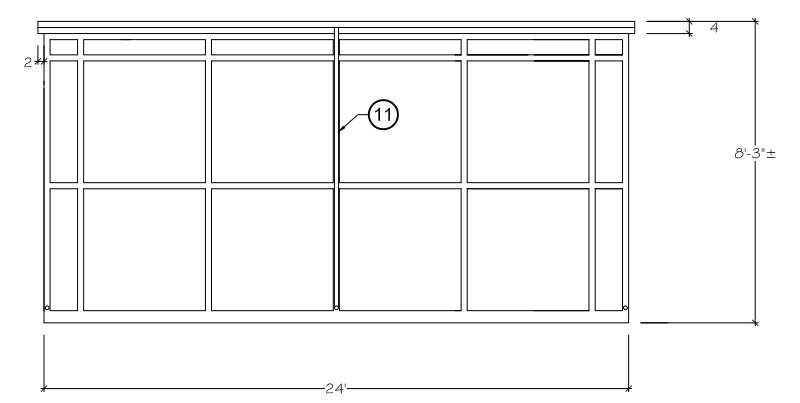
2 LEFT ELEVATION



3 FRONT ELEVATION



4 RIGHT ELEVATION



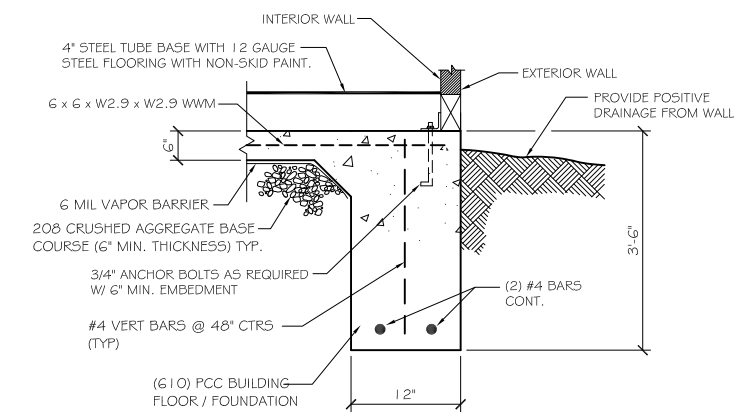
5 REAR ELEVATION

SHEET NOTES:

- 1 TWO LED STRIP LIGHT FIXTURE-"LITHONIA" OR APPROVED EQUAL, FEM L48 6000LM LPPFL MD MVOLT G21 O 40K 80CRI TO BE SURFACE MOUNTED AND OPERATED BY A SINGLE POLE WALL SWITCH.
- 2 FIVE (5) 20 AMP, 120 VOLT, QUAD WALL OUTLETS, TO BE LOCATED AS SHOWN ON THE PLAN. EACH OUTLET ON OWN 20A CIRCUIT.
- 3 ONE (1) 23,600 BTU (COOLING), 24,000 BTU (HEATING), 240 VOLT, WALL MOUNTED HEAT PUMP UNIT, "BARD"-MODEL #W24H12 OR APPROVED EQUAL TO BE OPERATED BY A WALL MOUNTED THERMOSTAT CONTROL.
- 4 MAIN DISTRIBUTION PANEL (MDP) 120/240V, 400A 1PH, 3W, COPPER BUS & MAIN BREAKER, TO BE SURFACED MOUNTED.
- 5 TWO 3x6-8" INSULATED REINFORCED STEEL DOORS (1 G GA.) W/ 1 G GA. STEEL FRAME, 1 1/2 PAIR BUTTS, OUTSIDE LEVER HANDLE WITH CYLINDER LOCK & INTERIOR PANIC DEVICE (RIGHT LEAF), 1 1/2 PAIR BUTTS, HEAD & FOOT BOLT (LEFT LEAF), PROVIDE SURFACE MOUNTED CLOSERS, WEATHER STRIP, BOTTOM DOOR SWEEPS (EACH LEAF) AND THRESHOLD & CENTER ASTRAGAL.
- 6 4" STEEL TUBE BASE WITH 12 GAUGE DIAMOND PLATED STEEL FLOORING WITH NON-SKID PAINT.
- 7 ONE (1) 3"x4" EXTERIOR ALUMINUM DOWN SPOUTS
- 8 TEN (10) ANCHOR BRACKETS 0.75 DIA. HOLES (SEE DETAIL). ANCHORING REQUIREMENT MAY VARY PER BLDG. MANUF. PROVIDE DETAIL WITH SUBMITTALS FOR ENGINEERS APPROVAL.
- 9 ONE 20 AMP, 120 VOLT, DUPLEX EXTERIOR WALL OUTLET WITH WEATHERPROOF COVER.
- 10 EXTERIOR WALL MOUNTED LIGHT-"LITHONIA" WALL SCONCE, 2000 LUMEN, MODEL #WDGE2LED P2 40K 80CRI T2M MVOLT 5RM PE DDBXD W/ BRONZE DIE CAST ALUM. FRAME. FURNISH COMPLETE W/ WALL BRACKET. (POWERED BY BUTTON TYPE PHOTO CELL)
- 11 EXTERIOR ALUMINUM GUTTER TO BE LOCATED IN THE REAR WITH DOWN SPOUTS.
- 12 EXIT / EMERGENCY LIGHT-"LITHONIA" MODEL ECRB LED M6 W/ THERMOPLASTIC HOUSING, SINGLE FACE (RED) WITH INTEGRATED LED LIGHT BAR.
- 13 NEW CT CABINET AND UTILITY METER BASE.
- 14 1/2" x 2" COPPER GROUND BUS ALL AROUND INSIDE OF VAULT. STAND-OFF MOUNT A MINIMUM OF 1/4" FROM WALL, 6" ABOVE FLOOR.
- 15 #2/0 BARE COPPER GROUND WIRE (MINIMUM BURY 30" BELOW FINISH GRADE)
- 16 3/4" DIA. X 10' LONG COPPERCLAD GROUND ROD, BOND GROUND WIRES TO GROUND ROD USING EXOTHERMIC WELD, CADWELD, OR BURNDY HYGROUND IRREVERSABLE CRIMP. CLAMPED CONNECTIONS SHALL NOT BE ACCEPTABLE.
- 17 #2 INSULATED GROUND WIRE.
- 18 RELOCATED RELAY PANEL
- 19 NEW RADIO RECEIVER
- 20 EXISTING PAPI EQUIPMENT (RELOCATED)

GENERAL NOTES:

- A. SHELTER SHALL BE PRE-ASSEMBLED, DESIGNED AND STRUCTURALLY ENGINEERED UNIT, TO WITHSTAND 50-LPFV/SQ.FT LIVE LOAD AND 30-LBF/SQ.FT WIND LOAD, BULLETPROOF TO 30.06 RIFLE, READY TO BE SHIPPED FOR OFF-LOADING AND INSTALLATION.
- B. CONSTRUCTED WITH 14 GAUGE SQUARE TUBING, 2" X 2" (TYP). ALL STRUCTURAL MEMBERS SHALL MEET OR EXCEED ASTM-A500 GRADE B 46KSI STANDARDS.
- C. WALLS TO BE 14 GAUGE GALVANIZED EXTERIOR PANELS AND 16 GAUGE INTERIOR PANELS, FABRICATED AND FITTED BETWEEN VERTICAL AND HORIZONTAL POST. WALLS TO BE FULLY INSULATED TO A MINIMUM R-10 VALUE.
- D. FASCIA SHALL BE 4" WITH 2" OVERHANG. FASCIA TO BE FABRICATED WITH 14 GAUGE GALVANIZED STEEL FORMED SHEET METAL. BOOTH TO BE SLOPED 3" TO THE REAR TO EXTERIOR GUTTER AND DOWN SPOUTS. ROOF DECK TO BE POLYURETHANE SEALED AND TOP COATED WITH WHITE ELASTOMERIC MEMBRANE SEAL SYSTEM. NO CEILING.
- E. TWO (2) STEEL SWING DOORS TO BE HEAVY DUTY INDUSTRIAL TYPE, STAINLESS STEEL HINGES, HEAVY DUTY LOCK WITH LEVER HANDLE HYDRAULIC DOOR CLOSER. DOORS TO BE FULLY WEATHER STRIPPED TO PREVENT ANY WEATHER INTRUSION.
- F. UNIT TO BE PRIMED AND SEALED WITH MARINE BASE 2-PART EPOXY PRIMER AND PAINTED IN ACCORDANCE WITH THE STANDARDS ESTABLISHED BY THE STEEL STRUCTURES PAINTING COUNCIL. HIGH SOLIDS, 2-PART POLYURETHANE FINISH COAT TO HAVE FADE, IMPACT AND CHEMICAL RESISTANCE. COLOR TO BE CHOSEN FROM STANDARD COLOR PALLET BY OWNER.
- G. ALL METAL JOINTS ARE PRESSURE SEALED AGAINST ANY WEATHER INTRUSION. WEATHER STRIPPING AND WEATHER GASKETING IS PROVIDED FOR DOOR AND WINDOWS.
- H. THE UNIT SHALL BE DELIVERED WIRED READY FOR POWER INTER-CONNECTIONS BY CONTRACTOR. ALL ELECTRICAL COMPONENTS WILL BE UL APPROVED AND INSTALLED IN ACCORDANCE WITH THE N.E.C. ALL WIRING TO BE A MINIMUM #12 GAUGE COPPER THHN TO BE SURFACED MOUNTED AND CONTAINED IN THINWALL EMT CONDUIT.
- I. BUILDING WILL BE FULLY INSPECTED BEFORE DELIVERY, CHECKING WORKMANSHIP, DIMENSIONS, PAINT AND SPECIAL FEATURES. NAMEPLATE WILL ENSURE WORKMANSHIP. UP TO THREE (3) SETS OF BLUE LINE DRAWINGS ARE PROVIDED FOR PLAN CHECK AND FINAL APPROVAL. EXTRA COPIES SUPPLIED AT ADDITIONAL CHARGE.



BLDG FLOOR / FOUNDATION EDGE DETAIL

NOTE:
 THIS FOUNDATION DESIGN IS FOR THE BUILDING SPECIFIED IN THE PROJECT DOCUMENTS. CONTRACTOR SHALL PROVIDE APPROVED DESIGN BASED ON BUILDING TYPE APPROVED.

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 Drawing Name: G:\Users\jdd\My Documents\1218-00 Morris Airport Electric Vault Replacement\009-EQUIP VAULT.dwg
 Last Modified: Friday, April 26, 2024 3:37:58 PM
 Printed On: Thursday, May 2, 2024 8:25:36 AM
 by Collin Kontis

DRAWN BY: Tim H	LEVEL	BY	DATE	REVISIONS	DESCRIPTION
CHECKED BY: Casey M					
DATE: 6-2022					

CA
 Chamlin & Associates

PERU MORRIS
 OTTAWA MENDOTA
 ILLINOIS

**MORRIS MUNICIPAL AIRPORT (C09)
 SEPARATE RUNWAY CIRCUITS
 AND CONSTRUCT VAULT**
 MORRIS, ILLINOIS

PROPOSED EQUIPMENT VAULT

CURRENT AS OF: 4-2024	SHEET 9
SCALE: As Noted	OF 10
FILE NO.: 1218.00 Y-	

