

SEQUENCE OF CONSTRUCTION NOTES

THE GENERAL PROGRESSION OF THE WORK SHALL BE AS FOLLOWS:

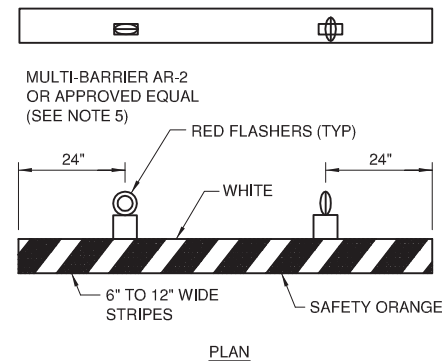
- A. SUBMIT EQUIPMENT AND BUILDING SHOP, PLAN AND WORKING DRAWINGS FOR REVIEW. INCLUDE WITH THE SUBMITTALS ALL BUY AMERICAN CERTIFICATIONS FOR ALL MATERIALS.
- B. SUBMIT NOTICE OF OBSTRUCTION EVALUATION- AIRPORT AIRSPACE ANALYSIS (OE/AAA) INFORMATION FOR ANTICIPATED EQUIPMENT HEIGHTS IF IN EXCESS OF 25'. NOTE THAT THIS PROCESS MAY REQUIRE UP TO 90 DAYS FOR FAA APPROVAL. EQUIPMENT ABOVE 40' HEIGHT SHALL NOT BE UTILIZED UNTIL FAA APPROVAL HAS BEEN PROVIDED.
- C. SUBMIT PROJECT SCHEDULE SHOWING RELATIONSHIP BETWEEN CONSTRUCTION TIME FOR VAULT BUILDING VERSUS CONSTRUCTION TIME FOR DUCT INSTALLATION, UNDERGROUND CABLING IN AOA. SCHEDULE FOR UNDERGROUND CABLING SHALL BE COORDINATED WITH BUILDING SCHEDULE TO MINIMIZE EXPOSURE TO NEW CABLE.
- D. INITIATE CONSTRUCTION OF NEW VAULT BUILDING, INCLUDING BUILDING DEMO SITEWORK. FIELD VERIFY LOCATION OF EXISTING CIRCUITS, PERFORM TESTING ON EXISTING AIRFIELD CIRCUITS TO VERIFY CONDITION OF CIRCUIT CABLES. THE RESIDENT ENGINEER SHALL BE PRESENT AT THE TIME OF TESTING AND SHALL BE GIVEN A COPY OF THE TEST RESULTS.
- E. INITIATE INSTALLATION OF UNDERGROUND DUCTS AND NEW AIRFIELD LIGHTING/UNDERGROUND ELECTRICAL CABLES. COORDINATE COMPLETION OF THE AIRFIELD DUCT AND CABLE WORK WITH THE COMPLETION OF THE VAULT BUILDING AND INSTALLATION OF THE ELECTRICAL EQUIPMENT.
- F. INSTALL NEW AIRFIELD LIGHTING CONTROL PANEL IN EXISTING TOWER.
- G. COORDINATE "SWITCHOVER" OF EXISTING CIRCUITS DURING DAYLIGHT NON-ILS WEATHER. CIRCUITS SHALL BE CUT OVER IN EXPEDITED MANNER SO THAT ONLY ONE CIRCUIT IS OUT OF ORDER AT ANY GIVEN TIME. OVERALL SWITCHOVER SHALL BE EXPEDITED TO MINIMIZE REQUIREMENT FOR SIMULTANEOUS OPERATION OF DUAL CONTROL SYSTEMS.
- H. RELOCATE REGULATORS AND OTHER ELECTRICAL EQUIPMENT SHOWN TO BE REMOVED FROM THE EXISTING VAULT TO THE NEW VAULT.
- I. REMAINING VAULT DEMOLITION WORK SHALL BE COMPLETED.

RUNWAY CRITICAL AREAS

- 1. WORK IN THE RUNWAY 14L/32R CRITICAL AREA SHALL BE LIMITED TO THAT WORK NECESSARY TO RECONNECT RUNWAY CIRCUIT USING A SPLICE CAN AND CONSTRUCT NEW CIRCUIT & HOMERUN.
- 2. WORK IN THE RUNWAY 4/22 CRITICAL AREA SHALL BE LIMITED TO THE WORK NECESSARY TO ABANDON THE EXISTING HOME RUN AND TO CONSTRUCT THE NEW HOME RUN WITHIN 250' OF THE RUNWAY CENTERLINE.
- 3. WORK IN THE RUNWAY 14R/32L CRITICAL AREA SHALL BE LIMITED TO THE WORK NECESSARY TO RECONNECT RUNWAY CIRCUIT AND INSTALL NEW POWER HOMERUNS FOR PAPI 14R AND 32L.
- 4. ONLY ONE RUNWAY MAY BE CLOSED AT ANY TIME.
- 5. EQUIPMENT OR PERSONNEL SHALL REMAIN CLEAR OF THE RUNWAY PAVEMENTS AT ALL TIMES.
- 6. RUNWAYS SHALL ONLY BE CLOSED DURING WORKING HOURS. NO EQUIPMENT, STOCKPILES OR EXCAVATIONS SHALL REMAIN INSIDE THE RUNWAY SAFETY AREAS AFTER WORKING HOURS.

APRON / TAXIWAY CRITICAL AREAS

- 1. WORK IN THE TAXIWAY SAFETY AREAS SHALL BE LIMITED TO AREAS SURROUNDING THE ENDS OF EXISTING DUCTS OR THE ELECTRICAL HANDHOLES. TAXIWAYS SHALL ONLY BE CLOSED DURING WORKING HOURS EXCEPT AS SPECIFIED IN NOTE 2 BELOW. NO EQUIPMENT, STOCKPILES OR EXCAVATIONS SHALL REMAIN INSIDE THE TAXIWAY SAFETY AREAS AFTER WORKING HOURS.
- 2. IN TWO LOCATIONS THE WORK SHALL CONSIST OF OPEN CUTTING THE TAXIWAY FOR THE CONSTRUCTION OF NEW UNDERGROUND MULTI BANK DUCTS. THIS WORK SHALL BE EXPEDITED. ONLY ONE TAXIWAY MAY BE CLOSED AT ANY ONE TIME. THE CONTRACTOR SHALL HAVE 10 CONSECUTIVE CALENDAR DAYS TO CONSTRUCT EACH OPEN CUT DUCT CROSSING.
- 3. THE TAXIWAYS OR EDGES OF APRONS SHALL BE CLOSED WITH BARRICADES AT 15' MAXIMUM SPACING PRIOR TO WORKING IN THE CRITICAL WORK AREAS.
- 4. THE CONTRACTOR SHALL ONLY BE ALLOWED TO WORK IN ONE TAXIWAY CRITICAL AREA AT ANY ONE TIME, UNLESS APPROVED BY THE AIRPORT.

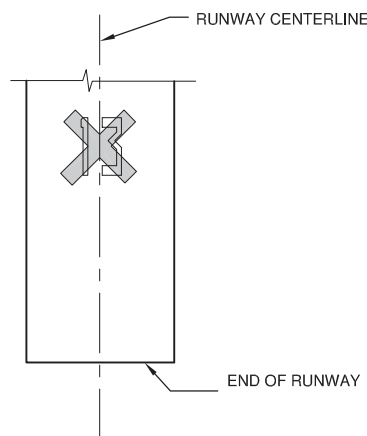


BARRICADE NOTES:

- 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 OR 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

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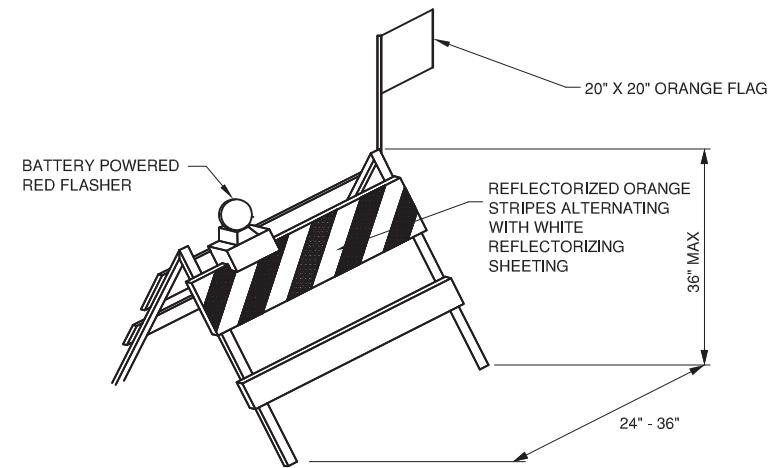


CLOSED RUNWAY MARKER DETAIL

N.T.S.

NOTES

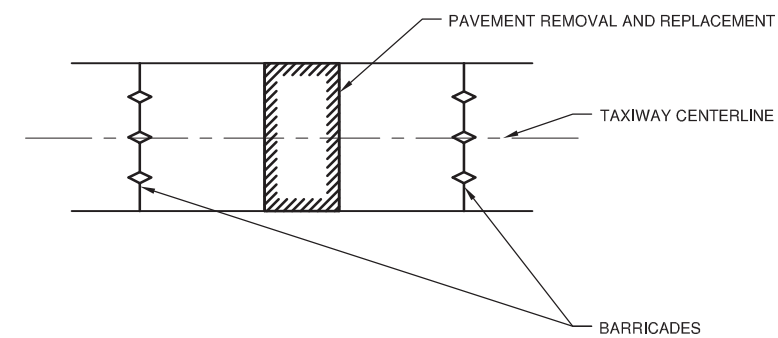
- 1. MARKERS SHALL BE SOLID YELLOW.
- 2. MARKERS SHALL BE SELF CONTAINED MOBILE MARKERS PROVIDED BY THE CONTRACTOR THROUGH THE CONTRACT.
- 3. CONTRACTOR SHALL MAINTAIN MARKERS.
- 4. COST OF INSTALLING, MAINTAINING, RELOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
- 5. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS.



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.

IDOT TYPE 1 BARRICADE DETAIL

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



TAXIWAY CLOSURE DETAIL

N.T.S.

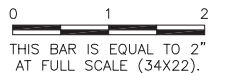
NOTES

- 1. BARRICADES SHALL BE PLACED AS SHOWN AFTER THE TAXIWAY HAS BEEN CLOSED.
- 2. BARRICADES SHALL BE PLACED AT LOCATIONS THAT ALLOW THE CONTRACTOR TO WORK BUT WILL NOT INTERFERE WITH OTHER ACTIVE AIRFIELD PAVEMENTS.
- 3. BARRICADES SHALL BE PLACED ALONG THE RAMP NEAR THE T HANGARS AT THE DIRECTION OF THE RESIDENT ENGINEER.

UN051

REVISIONS

NUMBER	BY	DATE



WILLARD AIRPORT
UNIVERSITY OF ILLINOIS

NEW AIRFIELD LIGHTING VAULT
CONSTRUCTION ACTIVITY PLAN NOTES & DETAILS

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