

CONSTRUCTION PLANS

CONSTRUCT ACCESS TO SNOW REMOVAL  
EQUIPMENT STORAGE BUILDING

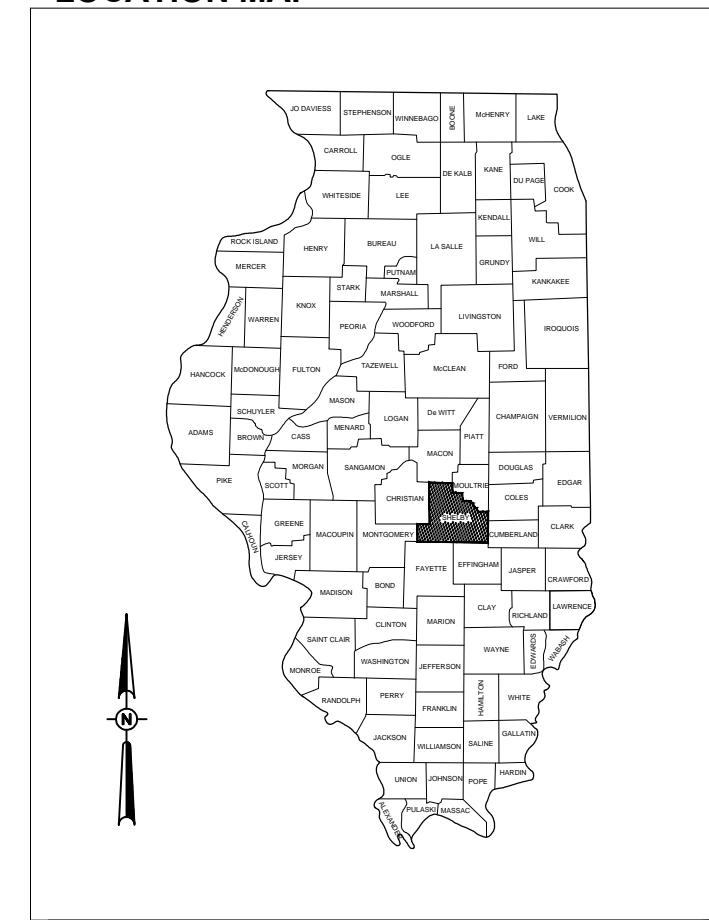
SHELBY COUNTY AIRPORT AND LANDING  
FIELD COMMISSION  
SHELBY COUNTY AIRPORT (2H0)  
SHELBYVILLE, SHELBY COUNTY, ILLINOIS

IDA PROJECT NO. 2H0-4341

VICINITY MAP



LOCATION MAP



SHELBY COUNTY  
AIRPORT

NOTICE TO CONTRACTORS AND BIDDERS

THESE CONSTRUCTION PLANS RELY UPON THE SPECIAL PROVISIONS AND THE SPECIFICATIONS TO PROVIDE FOR A COMPLETE DESCRIPTION OF THE WORK AND CONSTRUCTION REQUIREMENTS. THE PLANS SHALL ONLY BE USED IN COMBINATION WITH ALL CONTRACT DOCUMENTS.

No.	Issue/Description	Sheets Changed	Date	By

DATE OF PLANS:  
 DECEMBER 4, 2014  
*LIC. Exp. 11/30/15*  
 04 DEC 2014  
 Kyle B. Schweizer  
 Project Engineer

HANSON PROFESSIONAL SERVICES INC.  
 1525 South Sixth Street  
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 Robert A. Waller, P.E.  
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 04 DEC 2014  
 Date

SHELBY COUNTY AIRPORT AND LANDING FIELD COMMISSION  
 P. O. Box 295  
 Assumption, Illinois 62510  
  
 Steve R. Wempen  
 Secretary  
 12-5-14  
 Date





















**SITE PREPARATION NOTES**

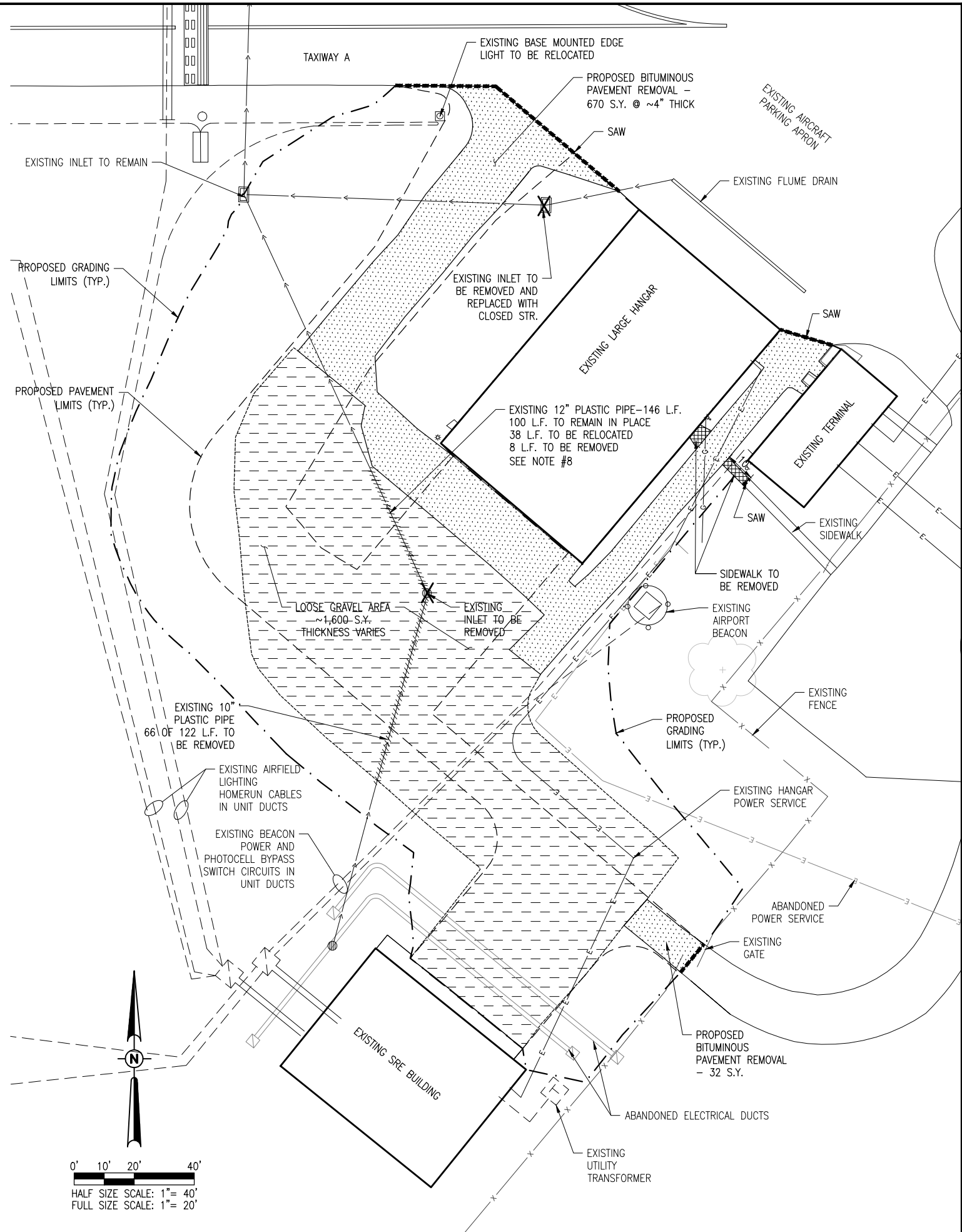
1. ALL REMOVED OR EXCAVATED MATERIALS SHALL BE DISPOSED OF OFFSITE, UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE AIRPORT HAS FIRST RIGHT OF REFUSAL FOR ALL MATERIALS.
2. REMOVAL OF THE GRAVEL INSIDE THE GRADING LIMITS IS INCLUDED IN THE QUANTITY OF AND SHALL BE PAID FOR UNDER PAY ITEM: AR152410 "UNCLASSIFIED EXCAVATION" - PER CUBIC YARD.
3. PRIOR TO BEGINNING ANY EXCAVATION OR DRAINAGE INSTALLATION, THE CONTRACTOR SHALL HAVE ALL UNDERGROUND UTILITIES LOCATED, AND THEN STAKE THE PROPOSED GRADING LIMITS, FLOWLINES, PAVEMENT, AND DRAINAGE ITEMS. THE CONTRACTOR WILL THEN EXPOSE OR POTHOLE THE UTILITIES AND SURVEY THEIR ELEVATIONS IN ANY POTENTIAL AREAS OF CONFLICT WITH THE PROPOSED WORK. THIS WORK SHALL BE PAID FOR UNDER PAY ITEM "UTILITY INVESTIGATION" - PER LUMP SUM.
4. IF A UTILITY CONFLICT CANNOT BE RESOLVED BY GRADING OR DRAINAGE ADJUSTMENTS, THEN THE UTILITY WILL BE ADJUSTED AS NEEDED BY THE CONTRACTOR ON A FORCE ACCOUNT BASIS OR AS DETERMINED BY THE ENGINEER AND AIRPORT.
5. FULL-DEPTH SAW CUTS SHALL BE MADE AT ALL LOCATIONS WHERE PAVEMENT TO BE REMOVED IS SEPARATED FROM PAVEMENT TO REMAIN IN PLACE TO ESTABLISH A CLEAN VERTICAL FACE. ALL SAW CUTTING IS INCIDENTAL TO THE APPLICABLE REMOVAL ITEM.
6. ANY EXISTING PAVEMENTS, STRUCTURES, OR UTILITIES DAMAGED DURING DEMOLITION SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
7. REMOVAL OF EXISTING CONCRETE SIDEWALK AS SHOWN ON THIS SHEET SHALL BE INCIDENTAL TO THE PROPOSED BITUMINOUS PAVEMENT REMOVAL.
8. THE PORTION OF THE EXISTING 12" CORRUGATED PLASTIC PIPE TO BE RELOCATED SHALL BE CAREFULLY EXCAVATED AROUND AND REMOVED TO AVOID DAMAGING THE PIPE, AND REINSTALLED PER 701 SPECIFICATIONS AT THE LENGTH AND LOCATION SHOWN ON THE CONSTRUCTION PLAN SHEET. ALL WORK AND MATERIALS ASSOCIATED WITH REMOVAL AND REPLACEMENT SHALL BE PAID FOR UNDER PAY ITEM: AR701960 "RELOCATE PIPE" - PER LINEAR FOOT.

**UTILITY NOTE**

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES 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 OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE 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 COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE 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. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. **CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123.** CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER, CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. ALSO CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.

**LEGEND**

-  PROPOSED BITUMINOUS PAVEMENT REMOVAL
-  PROPOSED SIDEWALK REMOVAL (INCIDENTAL)
-  PROPOSED PIPE REMOVAL
-  PROPOSED INLET REMOVAL
-  EXISTING GRAVEL AREA
-  EXISTING BUILDINGS
-  EXISTING INLET
-  EXISTING MANHOLE
-  EXISTING STORM SEWER
-  EXISTING FLUME DRAIN
-  EXISTING AIRFIELD ELECTRIC CABLES
-  EXISTING ELECTRICAL POWER CABLES
-  EXISTING GAS
-  EXISTING WATER
-  EXISTING TELEPHONE
-  EXISTING FENCE



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Illinois Licensed  
Professional Service Corporation  
#184-001084

SHELBY COUNTY AIRPORT

P. O. BOX 295  
ASSUMPTION, IL. 62510

CONSTRUCT ACCESS  
TO SNOW REMOVAL  
EQUIPMENT STORAGE  
BUILDING

IDA No: 2H0-4341  
SBG No: 3-17-SBGP-XX

CONTRACT No: SE005


NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: DECEMBER 4, 2014

PROJECT NO: 13A0082

CAD FILE: C-111-PRP.DWG

DESIGN BY: KBS 11/14/2014

DRAWN BY: MLH 11/14/2014

REVIEWED BY: RAW 12/04/2014

SHEET TITLE

EXISTING SITE AND  
DEMOLITION PLAN

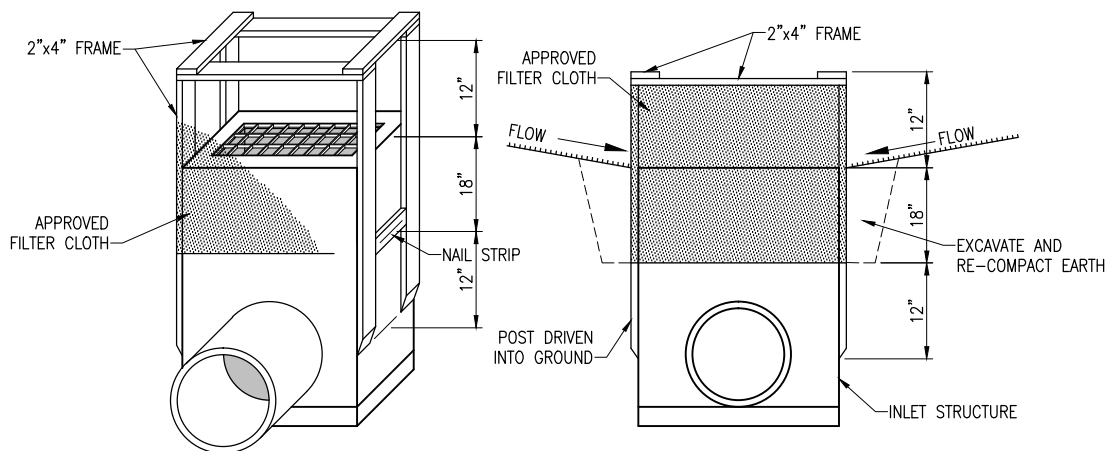


**GRADING PLAN NOTES**

- ALL REMOVED OR EXCAVATED MATERIALS SHALL BE DISPOSED OF OFFSITE, UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE AIRPORT HAS FIRST RIGHT OF REFUSAL FOR ALL MATERIALS.
- REMOVAL OF THE GRAVEL INSIDE THE GRADING LIMITS IS INCLUDED IN THE QUANTITY OF AND SHALL BE PAID FOR UNDER THE ITEM: AR152410 "UNCLASSIFIED EXCAVATION" - PER CUBIC YARD.
- THE GENERAL AREA NOTED AS CONTAINING DEBRIS WAS PART OF A FORMER T-HANGAR SITE. DEBRIS SHALL BE REMOVED AS ENCOUNTERED AS AN INCIDENTAL COST TO THE UNCLASSIFIED EXCAVATION PAY ITEM. CONTACT THE AIRPORT MANAGER TO INSPECT THE SITE PRIOR TO BIDDING.
- THE CONTRACTOR SHALL ENSURE THAT A MINIMUM THICKNESS OF 4" OF TOPSOIL MATERIAL IS PRESENT AT FINISHED GRADE IN ALL TURF AREAS. ANY UNDERCUTTING REQUIRED FOR TOPSOIL REPLACEMENT IS INCIDENTAL TO THE UNCLASSIFIED EXCAVATION PAY ITEM.
- THE CONTRACTOR SHALL INSTALL INLET PROTECTION AROUND ALL EXISTING AND PROPOSED INLETS WITHIN THE GRADING LIMITS PRIOR TO BEGINNING THE GRADING IN THOSE AREAS.
- INLET PROTECTION SHALL BE INSTALLED AS PER THE DETAIL ON THIS SHEET, OR AS PER THE IDOT APPROVED METHODS LISTED IN SECTION 41-3.02 OF THE BUREAU OF DESIGN AND ENVIRONMENT MANUAL.

7. EARTHWORK QUANTITIES

PROPOSED PAVEMENT AREA	575 C.Y. CUT	0 C.Y. FILL
PROPOSED TURF AREA	325 C.Y. CUT	20 C.Y. FILL
TOTAL UNCLASSIFIED EXCAV.	900 C.Y. CUT	20 C.Y. FILL

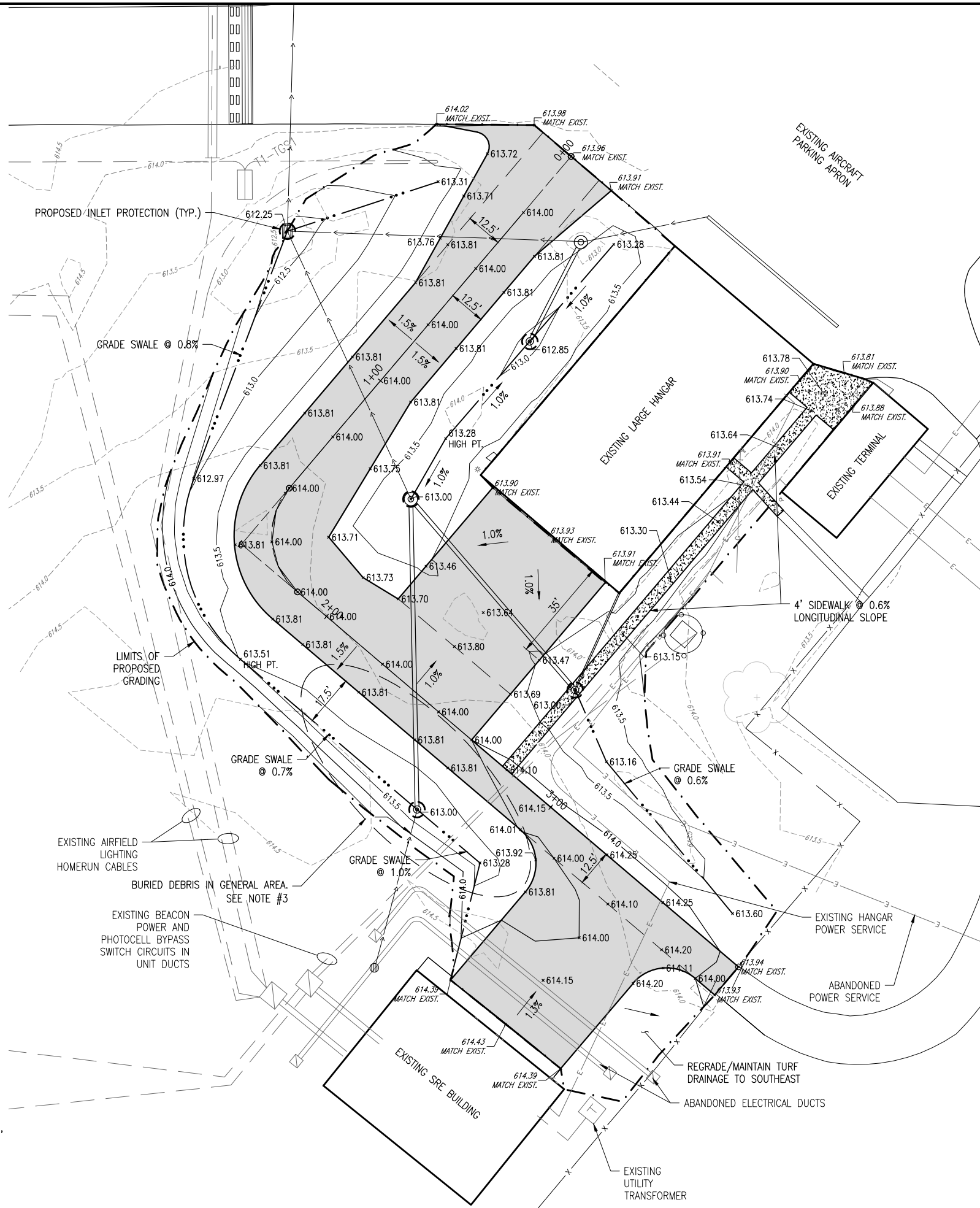
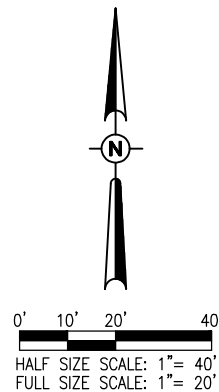


**INLET PROTECTION DETAIL**

NOT TO SCALE

**LEGEND**

- |  |                              |  |                                   |
|--|------------------------------|--|-----------------------------------|
|  | EXISTING IMPROVEMENTS        |  | GRADING LIMITS                    |
|  | PROPOSED BITUMINOUS PAVEMENT |  | PROPOSED CONTOUR LINE             |
|  | PROPOSED STORM SEWER         |  | EXISTING CONTOUR LINE             |
|  | PROPOSED STORM STRUCTURE     |  | INLET PROTECTION                  |
|  | EXISTING BUILDINGS           |  | EXISTING AIRFIELD ELECTRIC CABLES |
|  | EXISTING INLET               |  | EXISTING ELECTRICAL POWER CABLES  |
|  | EXISTING MANHOLE             |  | EXISTING GAS                      |
|  | EXISTING STORM SEWER         |  | EXISTING WATER                    |
|  | EXISTING FLUME DRAIN         |  | EXISTING TELEPHONE                |
|  | PROPOSED DITCH LINE          |  | EXISTING FENCE                    |



CONSTRUCT ACCESS  
TO SNOW REMOVAL  
EQUIPMENT STORAGE  
BUILDING

IDA No: 2H0-4341  
SBG No: 3-17-SBGP-XX

CONTRACT No: SE005


NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: DECEMBER 4, 2014

PROJECT NO: 13A0082  
CAD FILE: C-131-GRD.DWG

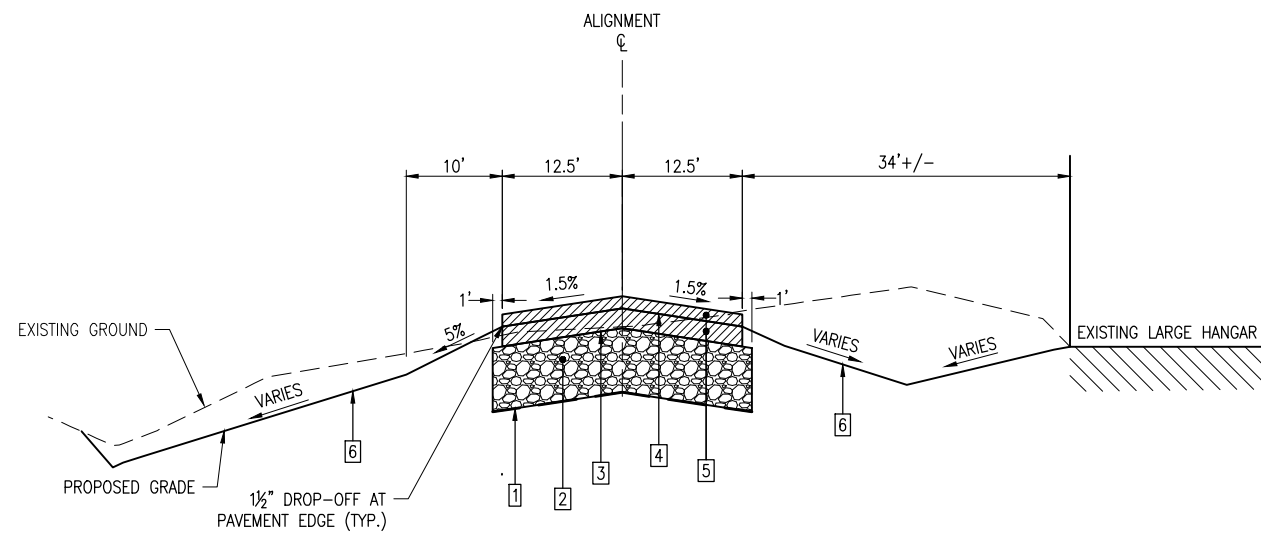
DESIGN BY: KBS 11/14/2014

DRAWN BY: MLH 11/14/2014

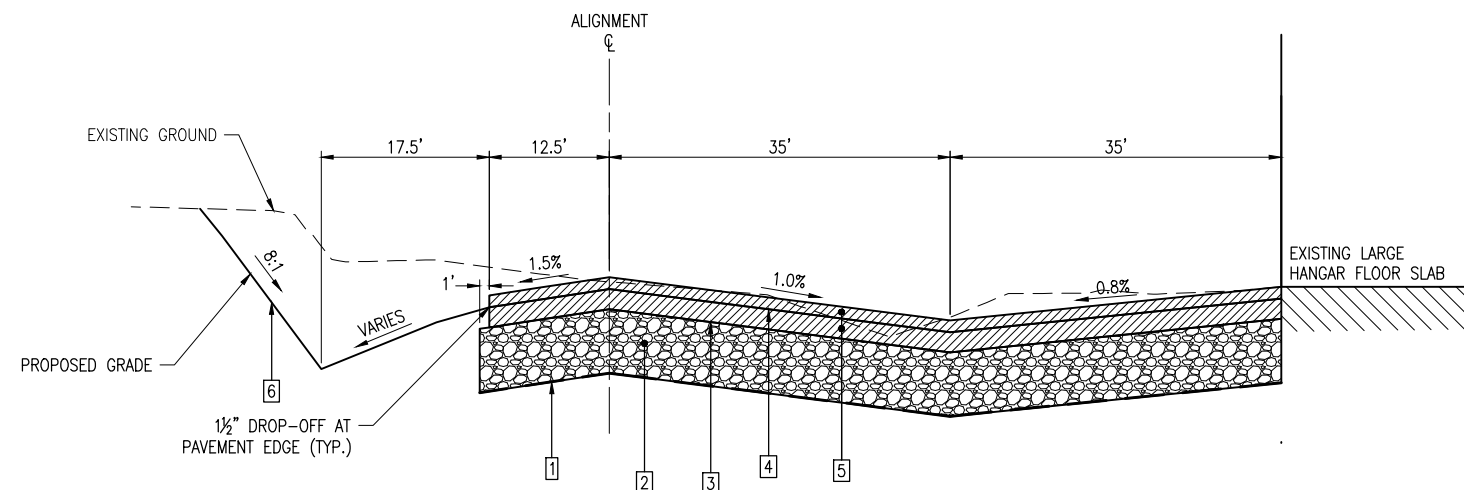
REVIEWED BY: RAW 12/04/2014

SHEET TITLE

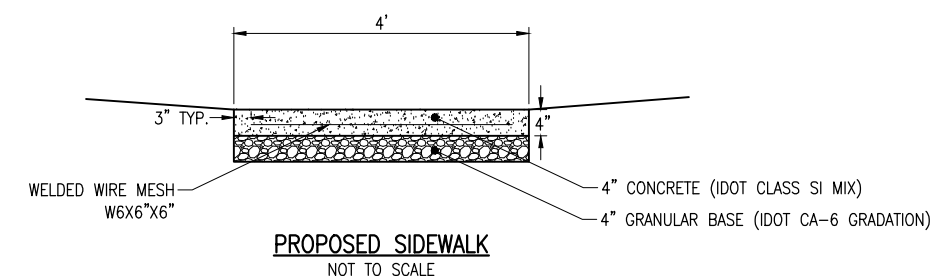
GRADING PLAN



**TYPICAL SECTION A-A**  
NOT TO SCALE



**TYPICAL SECTION B-B**  
NOT TO SCALE



**PROPOSED SIDEWALK**  
NOT TO SCALE

- 1 AR152540 SOIL STABILIZATION FABRIC
- 2 AR209510 CRUSHED AGGREGATE BASE COURSE (8" THICKNESS)
- 3 AR602510 BITUMINOUS PRIME COAT (0.3 GAL/S.Y.)
- 4 AR603510 BITUMINOUS TACK COAT (0.1 GAL/S.Y.)
- 5 AR401613 BIT. SURF. CSE. SUPERPAVE, METHOD I (4" THICKNESS PLACED IN 2 1/2" & 1 1/2" LIFTS)
- 6 AR901510 SEEDING/AR908510 MULCHING

**SIDEWALK NOTES**

1. SIDEWALK SHALL HAVE A FLAT CROSS SLOPE UNLESS OTHERWISE NOTED ON THE PLAN SHEETS.
2. SIDEWALK SHALL BE CONSTRUCTED AS DETAILED ON THESE SHEETS AND PAID FOR UNDER ITEM AR501600 "PCC SIDEWALK" - PER SQUARE FOOT.
3. EXPANSION JOINTS SHALL BE FORMED AT JUNCTIONS WITH OTHER STRUCTURES AND PAVEMENTS USING A FULL WIDTH AND DEPTH 1/2" THICK PREFORMED EXPANSION JOINT FILLER.
4. THE SURFACE SHALL HAVE A BRUSHED FINISH AND ALL EDGES SHALL BE ROUTED WITH AN EDGING TOOL.
5. CONTRACTION JOINTS SHALL BE CUT OR TOOLED EVERY 4-6', AND THEN SEALED WITH DOW 890 SILICONE JOINT SEALER OR APPROVED EQUAL. ALL JOINTING AND SEALING IS INCIDENTAL TO SIDEWALK PAY ITEMS.

CONSTRUCT ACCESS  
TO SNOW REMOVAL  
EQUIPMENT STORAGE  
BUILDING

IDA No: 2H0-4341  
SBG No: 3-17-SBGP-XX

CONTRACT No: SE005

NO.	DATE	DESCRIPTION	
		DES	REV

ISSUE: DECEMBER 4, 2014

PROJECT NO: 13A0082

CAD FILE: C-300-TYP.DWG

DESIGN BY: KBS 11/14/2014

DRAWN BY: MLH 11/14/2014

REVIEWED BY: RAW 12/04/2014

SHEET TITLE

TYPICAL SECTION  
AND DETAILS

**LIGHT RELOCATION NOTES**

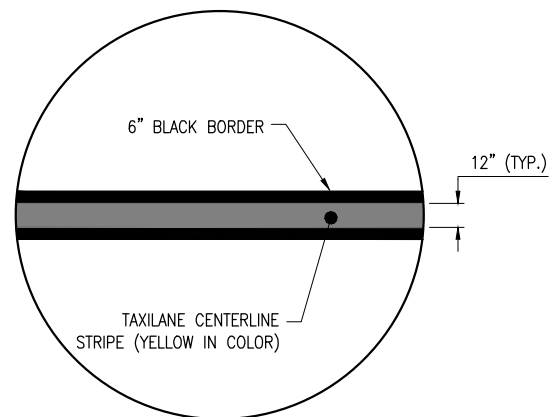
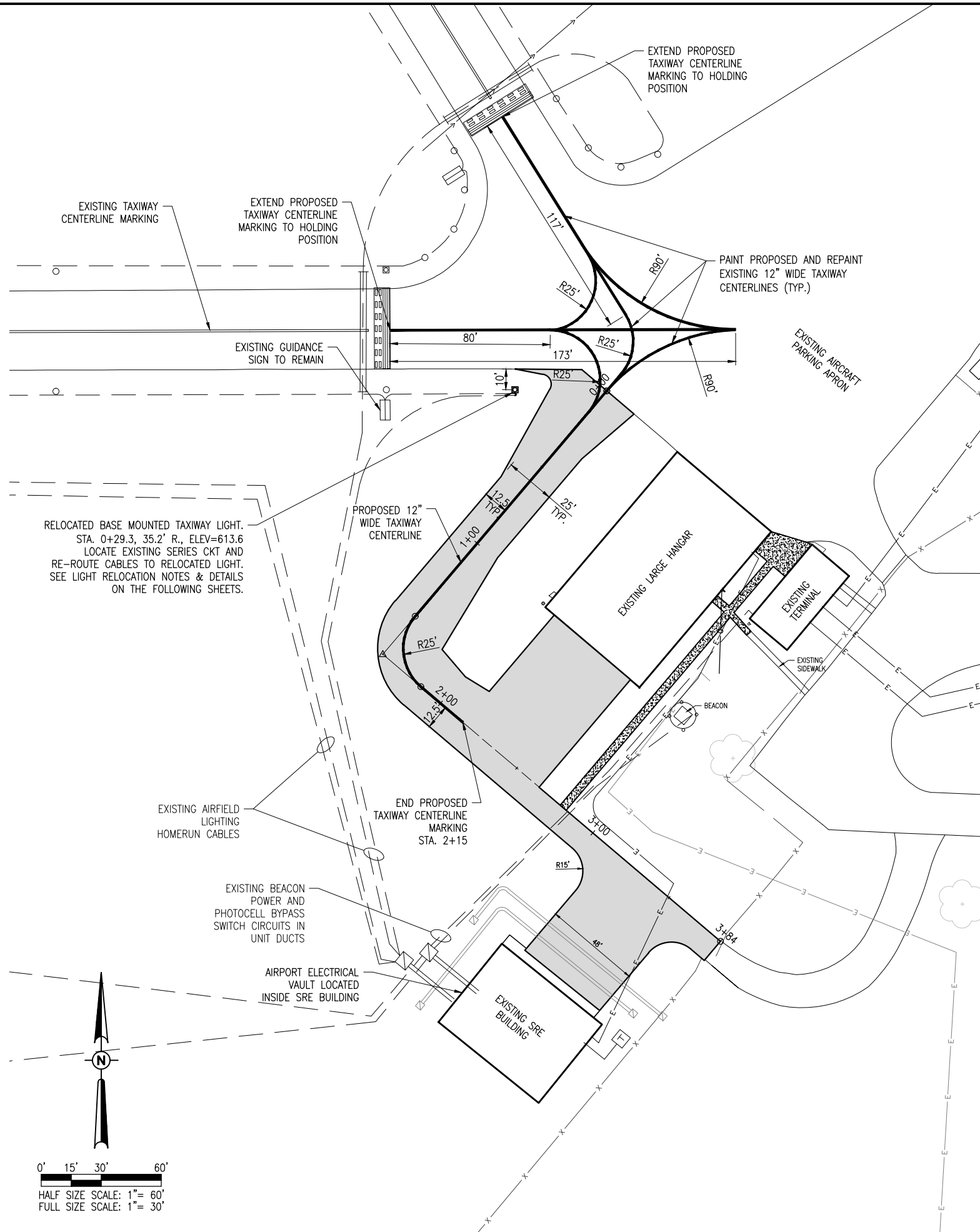
1. ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT DIRECTOR/MANAGER. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO, 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
2. CONTRACTOR SHALL EXAMINE THE SITE TO DETERMINE THE EXTENT OF THE WORK. CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS. CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, OR RELOCATING THE RESPECTIVE AIRFIELD LIGHTING, NAVAIDS, OR OTHER DEVICE.
3. CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF FAA AC NO. 150/5370-2F (OR MOST CURRENT ISSUE) "OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION".
4. CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E - STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
5. EXISTING AIRFIELD LIGHTS THAT ARE DESIGNATED FOR RELOCATION SHALL BE DISCONNECTED AND CAREFULLY REMOVED BY THE CONTRACTOR AS NOT TO DAMAGE THE LIGHT. THE LIGHT ASSEMBLY AND ISOLATION TRANSFORMERS SHALL BE RELOCATED AND INSTALLED IN THE LOCATIONS SHOWN. WHERE THE EXISTING LIGHT FIXTURE HAS A GROUND ROD, THE GROUND ROD MAY BE RELOCATED WHERE DETERMINED THAT IT IS SUITABLE FOR USE.
6. THE CONTRACTOR IS ENCOURAGED TO INSPECT EACH EXISTING LIGHT PRIOR TO RELOCATION AND IDENTIFY TO THE RESIDENT ENGINEER ANY DAMAGED OR INOPERATING PARTS. ONCE THE EXISTING LIGHT IS REMOVED, THE CONTRACTOR IS RESPONSIBLE FOR ALL FIXTURES DAMAGED DURING THE RELOCATION. ALL LIGHTS WILL BE REINSTALLED IN PROPER WORKING ORDER, OR REPLACED AT THE CONTRACTOR'S EXPENSE.
7. THE EXISTING DUCTS AND CABLES ASSOCIATED WITH AIRFIELD LIGHTING REMOVALS, RELOCATIONS, AND/OR CABLE OR DUCT REPLACEMENTS SHALL BE ABANDONED IN PLACE UNLESS IT CONFLICTS WITH THE INSTALLATION OF THE AIRFIELD LIGHT, SIGN, DUCT, CABLE, HANDHOLE, MANHOLE, SITE WORK, PAVEMENT OR OTHER WORK, THEN IT SHALL BE DISCONNECTED, REMOVED AND DISPOSED OF OFF SITE AT NO ADDITIONAL COST TO THE CONTRACT. CONTRACTOR MAY REMOVE ABANDONED CABLES AT NO ADDITIONAL COST TO THE CONTRACT AND SHALL HAVE THE SALVAGE RIGHTS TO ABANDONED CABLES
8. THE CONTRACTOR IS REQUIRED TO FILL IN ALL HOLES AND DEPRESSIONS RESULTING FROM THE LIGHT REMOVAL, SIGN REMOVAL, OR OTHER REMOVAL WITH EARTH FROM WITHIN THE CONSTRUCTION LIMITS. THE AREAS SHALL BE COMPACTED TO PREVENT FUTURE SETTLEMENT AND FERTILIZED, SEEDED, AND MULCHED IN ACCORDANCE WITH ITEMS 901 AND 908 RESPECTIVELY.
9. ALL ABOVE GROUND JUMPERS SHALL BE IN A DUCT WITH ALL CONNECTIONS SEALED. THE CONTRACTOR SHALL SECURE, IDENTIFY AND PLACE ALL TEMPORARY EXPOSED WIRING IN CONDUIT, DUCT OR UNIT DUCT TO PREVENT ELECTROCUTION AND FIRE IGNITION SOURCES AS PER THE REQUIREMENTS OF FAA 150/5370-2F, - OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION, PART 218, PARAGRAPH c.
10. NO CONNECTION TO AN ACTIVE LIGHTING CIRCUIT WILL BE BROKEN UNTIL THE CIRCUIT HAS BEEN TURNED OFF IN ACCORDANCE WITH NOTE 1.


NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: DECEMBER 4, 2014  
PROJECT NO: 13A0082  
CAD FILE: C-141-MKG.DWG  
DESIGN BY: KBS 11/14/2014  
DRAWN BY: MLH 11/14/2014  
REVIEWED BY: RAW 12/04/2014

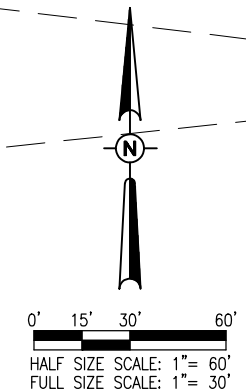
SHEET TITLE

MARKING AND LIGHT  
RELOCATION PLAN



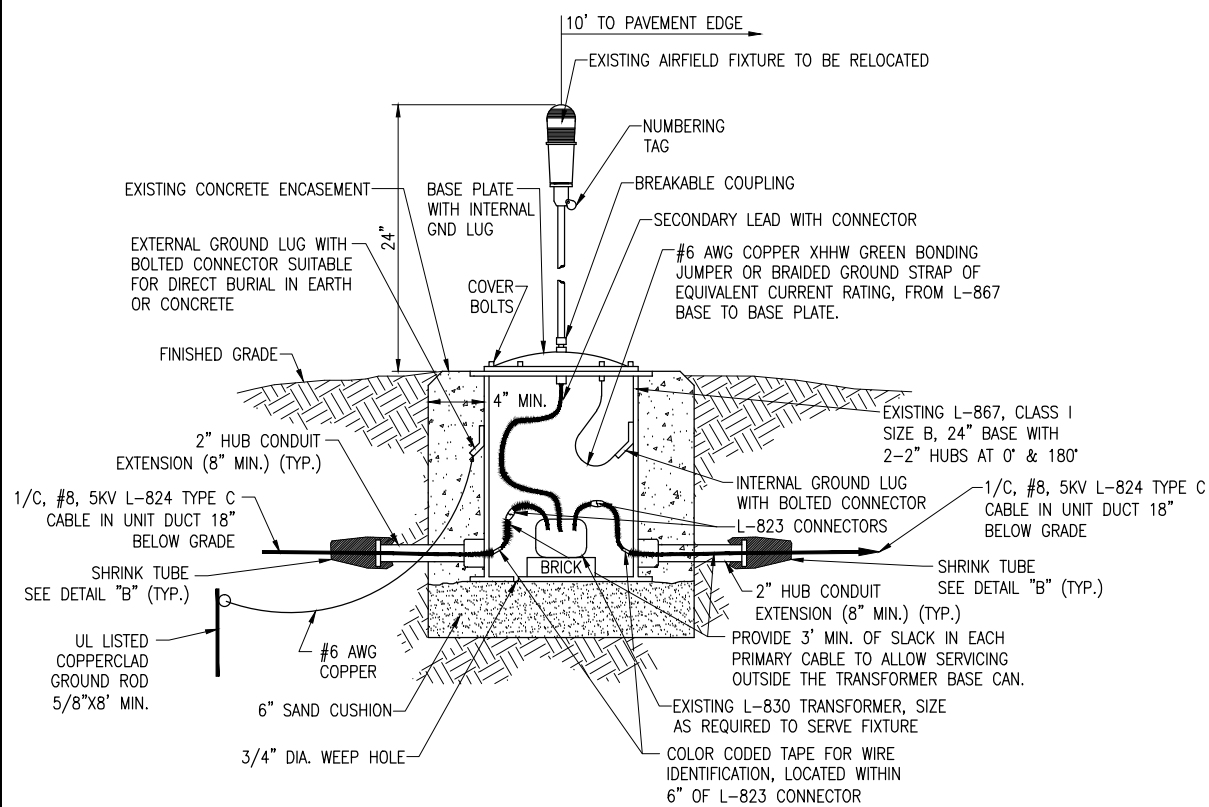
**TAXIWAY CENTERLINE DETAIL**  
NOT TO SCALE

- LEGEND**
- PROPOSED BITUMINOUS PAVEMENT
  - PROPOSED MARKING
  - EXISTING MARKING
  - RELOCATED BASE MOUNTED TAXIWAY EDGE LIGHT
  - EXISTING TAXIWAY EDGE LIGHT
  - EXISTING TAXI GUIDANCE SIGN
  - EXISTING AIRFIELD ELECTRIC CABLES
  - EXISTING ELECTRICAL POWER CABLES
  - EXISTING GAS
  - EXISTING WATER
  - EXISTING TELEPHONE
  - EXISTING FENCE



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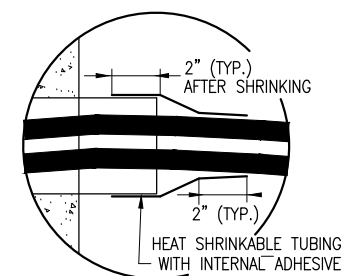
**MEDIUM INTENSITY LIGHT – BASE MOUNTED**

(NOT TO SCALE)

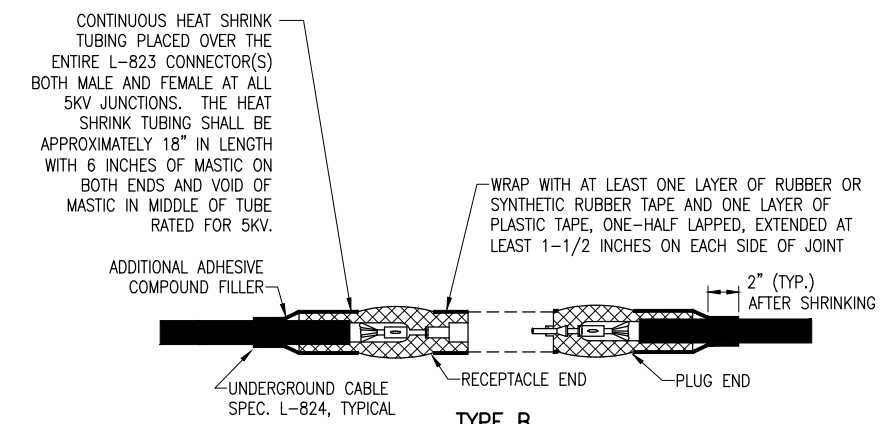
**NOTES**

1. THE EXISTING AIRFIELD LIGHTS DESIGNATED FOR RELOCATION WILL REQUIRE THE CONTRACTOR TO REMOVE THE DESIGNATED LIGHT IN A MANNER AS NOT TO DAMAGE THEM. THE CONTRACTOR WILL NEED TO FIELD VERIFY THE EXISTING SITE CONDITIONS. THE CONCRETE BASE-MOUNTED LIGHT WILL BE EXCAVATED AND MOVED TO ITS DESIGNATED LOCATION IN ITS ENTIRETY. ALL COMPONENTS OF THE MEDIUM-INTENSITY LIGHT WILL BE RELOCATED IN ITS CURRENT CONDITION. ANY DAMAGE, BEYOND WHAT IS DOCUMENTED AND CONFIRMED BY THE RESIDENT ENGINEER/RESIDENT PROJECT REPRESENTATIVE, TO THE EXISTING LIGHTING SYSTEM WILL BE REPAIRED/REPLACED AT THE CONTRACTOR'S EXPENSE. GROUND RODS SHALL BE PROVIDED FOR EACH RELOCATED LIGHT FIXTURE AS DETAILED ON THE PLANS AND AS SPECIFIED HEREIN. WHERE THE EXISTING LIGHT FIXTURE HAS A GROUND ROD, THE GROUND ROD MAY BE RELOCATED WITH THE RESPECTIVE LIGHT FIXTURE, WHERE DETERMINED THAT THE GROUND ROD IS SUITABLE FOR USE. THE CONTRACTOR SHALL LOCATE, DISCONNECT, REROUTE, AND RECONNECT THE RESPECTIVE 1/C #8 5KV UG CABLE-IN-UNIT DUCT TO THE RELOCATED AIRFIELD LIGHT FIXTURE. PROVIDE NEW L-823 CABLE CONNECTORS AS APPLICABLE TO CONNECT THE RELOCATED LIGHT FIXTURE.
2. THE RESPECTIVE PERSONNEL PERFORMING AIRFIELD LIGHTING WORK SHALL BE FAMILIAR WITH AND QUALIFIED TO WORK ON 5,000 VOLT AIRFIELD LIGHTING SERIES CIRCUITS.
3. EVERY AIRFIELD LIGHTING CABLE SPLICER SHALL BE QUALIFIED IN MAKING CABLE SPLICES AND TERMINATIONS ON CABLES RATED AT AND/OR ABOVE 5,000 VOLTS AC. THE CONTRACTOR SHALL SUBMIT TO THE PROJECT ENGINEER PROOF OF THE QUALIFICATIONS OF EACH PROPOSED CABLE SPLICER FOR THE CABLE TYPE AND VOLTAGE LEVEL TO BE WORKED ON. CABLE SPlicing/Terminating PERSONNEL SHALL HAVE A MINIMUM OF THREE (3) YEARS CONTINUOUS EXPERIENCE IN TERMINATING/SPLICING MEDIUM VOLTAGE CABLE.
4. NOTE SOME EXISTING LIGHT BASES MIGHT HAVE ONE 3-INCH HUB INSTEAD OF TWO 2-INCH HUBS. CONTRACTOR WILL NEED TO FIELD VERIFY EXISTING SITE CONDITIONS FOR THE RESPECTIVE LIGHT FIXTURES.

PER FAA AC 150/5340-30H DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS, A LIGHT BASE GROUND MUST BE INSTALLED AT EACH LIGHT FIXTURE. A LIGHT BASE GROUND SHALL BE INSTALLED AT EACH STAKE MOUNTED LIGHT AND EACH TRANSFORMER BASE/LIGHT CAN ASSOCIATED WITH RUNWAY LIGHTS, TAXIWAY LIGHTS, AND LIGHTED TAXI GUIDANCE SIGNS. THE LIGHT BASE GROUND SHALL BE A #6 AWG BARE COPPER CONDUCTOR BONDED TO THE GROUND LUG ON THE RESPECTIVE L-867 TRANSFORMER BASE/LIGHT CAN OR MOUNTING STAKE AND A 5/8-INCH DIAMETER BY 8-FOOT LONG (MINIMUM) UL LISTED COPPER CLAD GROUND ROD.

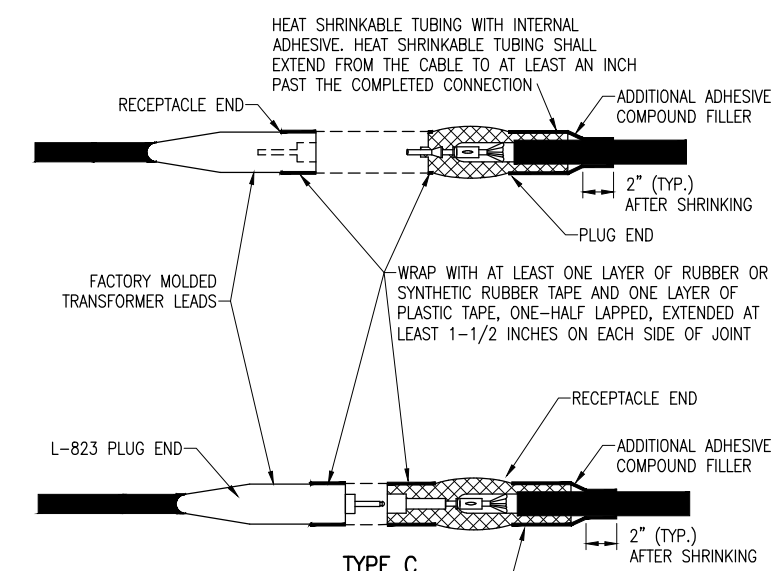


**DETAIL "B"**  
(NOT TO SCALE)



**TYPE B**

FOR SPLICES AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT AND FOR SPLICES IN HOMERUNS TO EXISTING CABLES



**TYPE C**

FOR SPLICES AT RUNWAY AND TAXIWAY LIGHTS

**CABLE SPLICES**  
(NOT TO SCALE)

**NOTES:**

INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.

**CONSTRUCT ACCESS TO SNOW REMOVAL EQUIPMENT STORAGE BUILDING**

IDA No: 2H0-4341  
SBG No: 3-17-SBGP-XX

CONTRACT No: SE005

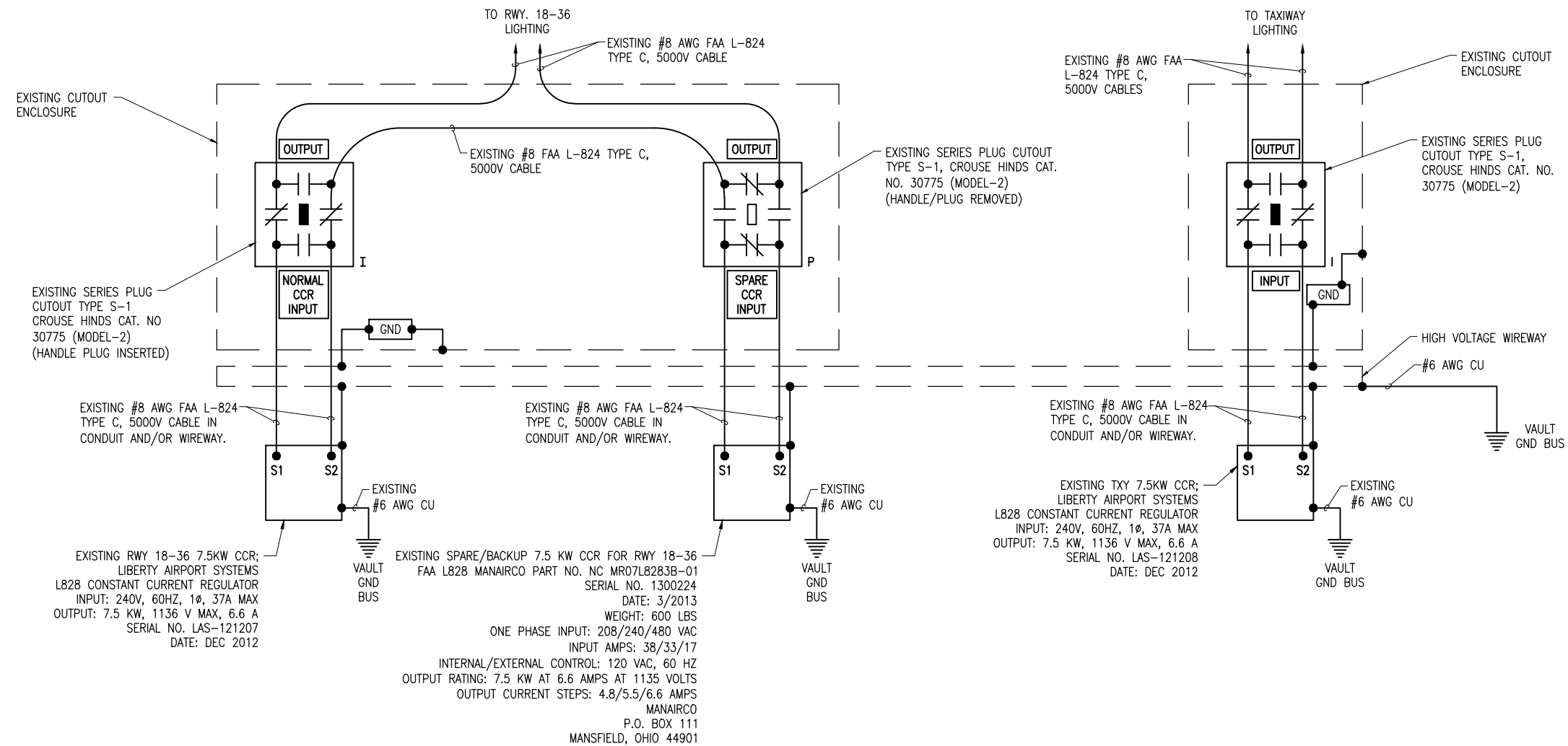

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: DECEMBER 4, 2014  
PROJECT NO: 13A0082  
CAD FILE: C-501-ELE.DWG  
DESIGN BY: KNL 11/18/2014  
DRAWN BY: MLH 11/18/2014  
REVIEWED BY: RAW 12/04/2014

SHEET TITLE

**ELECTRICAL DETAILS**





**EXISTING HIGH VOLTAGE WIRING SCHEMATIC**

**LEGEND**

- "CCR" DENOTES CONSTANT CURRENT REGULATOR
- "I" DENOTES PLUG CUTOUT WITH PLUG INSERTED
- "P" DENOTES PLUG CUTOUT WITH PLUG PULLED

**NOTES:**

1. ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER/DIRECTOR AND THE RESPECTIVE FAA ATCT PERSONNEL. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO, 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
2. CONTRACTOR SHALL EXAMINE THE SITE TO CONFIRM AND FIELD VERIFY EXISTING SITE CONDITIONS. CONTRACTOR SHALL CONFIRM POWER SOURCES FOR RESPECTIVE SYSTEMS PRIOR TO WORKING ON THE RESPECTIVE CIRCUITS.
3. THE RESPECTIVE PERSONNEL PERFORMING AIRFIELD LIGHTING WORK, VAULT WORK, AND/OR TESTS SHALL BE FAMILIAR WITH, AND QUALIFIED TO WORK ON, 5000 VOLT AIRFIELD LIGHTING SERIES CIRCUITS, CONSTANT CURRENT REGULATORS, AND ASSOCIATED AIRPORT ELECTRICAL VAULT EQUIPMENT.
4. CONTRACTOR SHALL EXERCISE CAUTION, PRACTICE SAFETY, AND DISCONNECT THE SERIES CIRCUITS FROM THE RESPECTIVE CONSTANT CURRENT REGULATORS, AS APPLICABLE WHEN PERFORMING WORK ON THE AIRFIELD LIGHTING OR WORK THAT MIGHT AFFECT THE AIRFIELD LIGHTING. CONTRACTOR SHALL MAKE NECESSARY ARRANGEMENTS TO DISCONNECT POWER AND LOCKOUT CIRCUITS FOR PROTECTION OF PERSONNEL.
5. CONDUCT TESTS FOR AREAS OF WORK WHERE THE RESPECTIVE CIRCUITS MIGHT BE AFFECTED. MEGGER TEST AND RECORD EXISTING SERIES CIRCUITS PRIOR TO CABLE WORK AND AGAIN AFTER AIRFIELD LIGHTING MODIFICATIONS, ADDITIONS, AND/OR UPGRADES HAVE BEEN COMPLETED. ALSO TEST AND RECORD SERIES CIRCUIT LOOP RESISTANCE.
6. RUNWAY 18-36 CCR, BACKUP CCR FOR RUNWAY 18-36, TAXIWAY CCR, AND ASSOCIATED CUTOUTS ARE EXISTING.
7. THE RESPECTIVE CCR'S SHALL BE TESTED FOR PROPER OPERATION BEFORE ANY AIRFIELD WORK THAT MIGHT AFFECT LIGHTING CIRCUITS, REMOVAL WORK, MODIFICATIONS, AND/OR ADDITIONS AND AFTER THE AIRFIELD WORK AND ADDITIONS HAVE BEEN COMPLETED. CONTRACTOR SHALL TEST AND RECORD THE INPUT CURRENT AND OUTPUT CURRENT FOR EACH CONSTANT CURRENT REGULATOR IN THE AUTOMATIC AND MANUAL MODES (WHERE APPLICABLE) OF OPERATIONS. CONTRACTOR SHALL REPORT CONCERNS AND/OR DEFICIENCIES TO THE RESIDENT PROJECT REPRESENTATIVE/RESIDENT ENGINEER.

CONSTRUCT ACCESS  
TO SNOW REMOVAL  
EQUIPMENT STORAGE  
BUILDING

IDA No: 2H0-4341  
SBG No: 3-17-SBGP-XX

CONTRACT No: SE005

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: DECEMBER 4, 2014  
PROJECT NO: 13A0082  
CAD FILE: E-601-HVW.DWG  
DESIGN BY: KNL 11/14/2014  
DRAWN BY: MLH 11/14/2014  
REVIEWED BY: RAW 12/04/2014

SHEET TITLE

EXISTING HIGH  
VOLTAGE WIRING  
SCHEMATIC