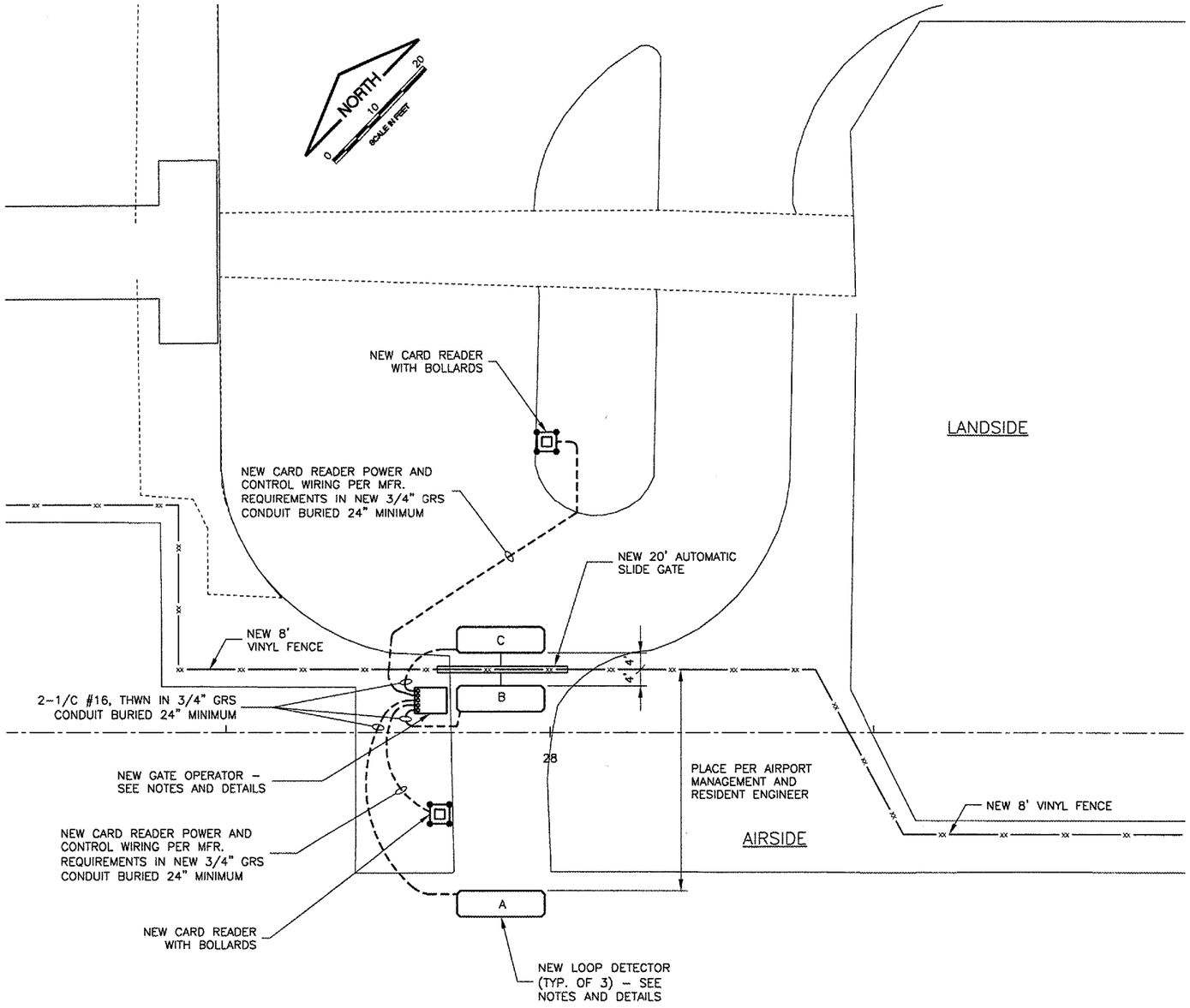

NOTES FOR GATE

1.) DISCONNECT AND REMOVE EXISTING GATE OPERATOR. REPLACE WITH NEW GATE OPERATOR, SENTEX SL-580, 3/4 HP, 208V, 1 PHASE, OR EQUIVALENT. GATE OPERATOR TO INCLUDE ALL ACCESSORIES AS REQUIRED TO INTERFACE WITH REMOTE CONTROL EQUIPMENT LISTED HEREIN.

2.) EXISTING GATE OPERATOR IS POWERED FROM AN EXISTING 20A-2P CIRCUIT BREAKER IN A LOAD CENTER LOCATED WEST OF THE TERMINAL BUILDING. PROPOSED GATE OPERATOR SHALL ALSO BE POWERED FROM THIS CIRCUIT BREAKER. EXISTING POWER WIRING SHALL REMAIN IN SERVICE AND BE RECONNECTED TO PROPOSED GATE OPERATOR.

3.) DISCONNECT EXISTING POWER CABLE AND, AT NEAREST HANDHOLE (SEE FENCING PLAN), RETRACT EXISTING POWER CABLE TO PROTECT IT DURING REMOVAL OF EXISTING OPERATOR FOUNDATION. PLACE A NEW OPERATOR FOUNDATION PER MANUFACTURE'S INSTRUCTIONS AND CONNECT EXISTING POWER WIRING TO NEW OPERATOR. INSTALL A NEMA-3R JUNCTION BOX AT NEW OPERATOR IF NECESSARY TO SPLICE TO EXISTING WIRING.

4.) GATE OPERATOR IS TO INCLUDE 10 PROGRAMMABLE RADIO TRANSMITTERS, FURNISHED WITH GATE OPERATOR. TRANSMITTERS ARE TO BE HAND HELD AND INCLUDE CLIP FOR ATTACHMENT TO VEHICLE SUN VISOR. TRANSMITTERS ARE TO BE LINEAR MODEL #105015 OR EQUIVALENT.

5.) GATE OPERATOR TO INCLUDE INTERNAL TWO-CHANNEL RECEIVER, ONE CHANNEL FOR SAFTEY EDGE TRANSMITTER, THE OTHER FOR RADIO TRANSMITTERS. RECEIVER WILL BE LINEAR MODEL 203102 OR EQUIVALENT.

6.) GATE OPERATOR TO INCLUDE WEATHERPROOF REMOTE CARD READERS, FURNISHED WITH GATE OPERATOR. CARD READERS WILL BE LOCATED IN SIMILAR MANNER AS EXISTING CARD READERS. CARD READERS WILL BE POWERED BY GATE OPERATOR. REMOVE EXISTING CARD READERS AND TURN THEM OVER TO THE AIRPORT. CARD READERS WILL BE PROGRAMMABLE. CONTRACTOR IS TO INSTALL 3/4" GRS CONDUIT WITH ONE 2/C #16 CABLE (POWER) AND ONE 2/C #16 CABLE (CONTROL) FROM CARD READER TO GATE OPERATOR. CARD READERS WILL BE HID PROXPRO 5355 OR EQUIVALENT.

7.) GATE OPERATOR TO INCLUDE THREE IN-PAVEMENT LOOP DETECTORS. ONE IN-PAVEMENT LOOP INSTALLED "OUTSIDE" GATE AND ANOTHER IN-PAVEMENT LOOP INSTALLED "INSIDE" GATE. THESE TWO LOOPS WILL BE USED AS "SAFETY" LOOPS WHEN ENTERING AND EXITING. A THIRD LOOP WILL BE USED AS AN "OPEN" LOOP WHEN EXITING. WIRING WILL BE AS DETAILED. NEW SAW KERF WILL BE SEALED WITH LOOP SEALANT PER DETECTOR LOOP DETAILS ON DETAIL SHEET 2.

8.) GATE OPERATOR WILL OPERATE ON REMOTE CONTROLLED "OPEN" (FROM RADIO TRANSMITTERS), BY CARD READER STATION, OR BY "OPEN LOOP" AND AUTOMATIC ADJUSTABLE 0-90 SECOND INTERNAL TIMER CONTROLLED "CLOSE" ("SAFETY" LOOP INITIATES TIMING CYCLE).

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FILE: ELECTRICAL GATE DETAILS SHEE
UPDATE BY: Sean Smith
PLOT DATE: 4/17/2008 8:55 PM
CMIBaseEOPOEL
baselines

REVISIONS		
NUMBER	BY	DATE

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

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT

REHABILITATE AIR CARRIER RAMP, PHASE 2

ELECTRIC GATE DETAILS SHEET 3

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
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DESIGN BY:	CMT
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	SMS
DATE:	04/18/2008
JOB No:	0305903

CMI-3663
3-17-0016-XX

SHEET 47 OF 57 SHEETS