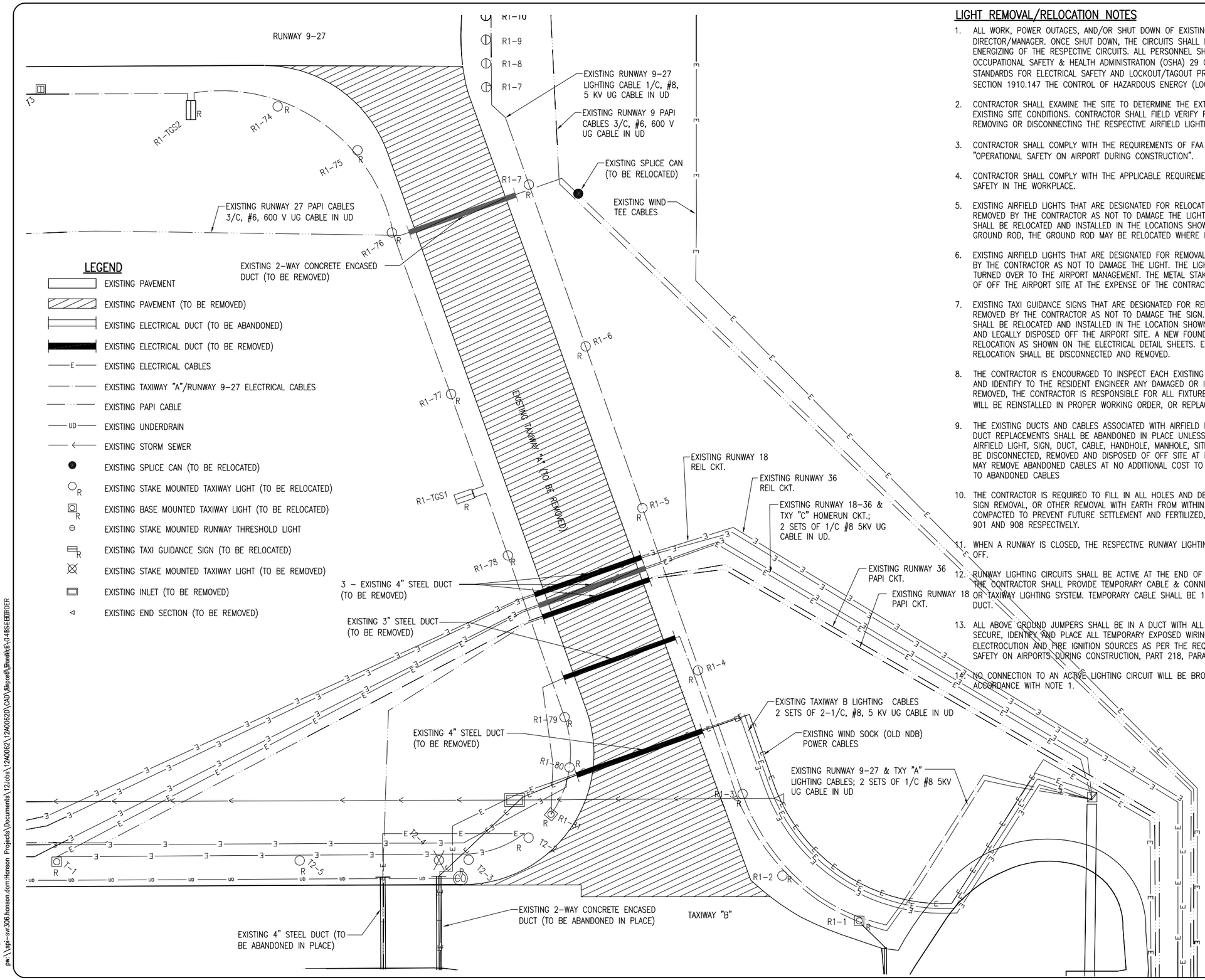

LIGHT REMOVAL/RELOCATION NOTES

LI034

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 OR DISCONNECTING 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. EXISTING AIRFIELD LIGHTS THAT ARE DESIGNATED FOR REMOVAL SHALL BE DISCONNECTED AND CAREFULLY REMOVED BY THE CONTRACTOR AS NOT TO DAMAGE THE LIGHT. THE LIGHT ASSEMBLY AND ISOLATION TRANSFORMERS SHALL BE TURNED OVER TO THE AIRPORT MANAGEMENT. THE METAL STAKE AND GROUND ROD, IF PRESENT, WILL BE DISPOSED OF OFF THE AIRPORT SITE AT THE EXPENSE OF THE CONTRACTOR.

7. EXISTING TAXI GUIDANCE SIGNS THAT ARE DESIGNATED FOR RELOCATION SHALL BE DISCONNECTED AND CAREFULLY REMOVED BY THE CONTRACTOR AS NOT TO DAMAGE THE SIGN. THE SIGN ASSEMBLY AND ISOLATION TRANSFORMERS SHALL BE RELOCATED AND INSTALLED IN THE LOCATION SHOWN. EXISTING SIGN FOUNDATION SHALL BE REMOVED AND LEGALLY DISPOSED OFF THE AIRPORT SITE. A NEW FOUNDATION SHALL BE CONSTRUCTED WITH THE SIGN RELOCATION AS SHOWN ON THE ELECTRICAL DETAIL SHEETS. EXISTING CABLES ASSOCIATED WITH THE SIGN RELOCATION SHALL BE DISCONNECTED AND REMOVED.

8. THE CONTRACTOR IS ENCOURAGED TO INSPECT EACH EXISTING LIGHT AND TAXI GUIDANCE SIGN 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.

9. 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

10. 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.

11. WHEN A RUNWAY IS CLOSED, THE RESPECTIVE RUNWAY LIGHTING AND NAVAIDS FOR THAT RUNWAY SHALL BE SHUT OFF.

12. RUNWAY LIGHTING CIRCUITS SHALL BE ACTIVE AT THE END OF EACH CONSTRUCTION DAY FOR AN OPEN RUNWAY. THE CONTRACTOR SHALL PROVIDE TEMPORARY CABLE & CONNECTIONS WHERE NECESSARY TO MAINTAIN A RUNWAY OR TAXIWAY LIGHTING SYSTEM. TEMPORARY CABLE SHALL BE 1/C #8 FAA L–824 5KV UG CABLE IN DUCT OR UNIT DUCT.

13. 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.

14. NO CONNECTION TO AN ACTIVE LIGHTING CIRCUIT WILL BE BROKEN UNTIL THE CIRCUIT HAS BEEN TURNED OFF IN ACCORDANCE WITH NOTE 1.

DATE	REVISION

LITCHFIELD MUNICIPAL AIRPORT
LITCHFIELD, ILLINOIS

IL. PROJ.: 3LF–4194 BLOCK GRANT PROJ.: 3–17–0063–B19

Hanson Proj. No. 12A0062D
Filename E–141–ELEC.dwg
Scale 1"= 20'
Date 01/11/13

LAYOUT	CAH	06/11/12
DRAWN	BAK	06/11/12
REVIEWED	CAH/KNL	01/10/13

HANSON

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REALIGN TAXIWAY "A"

EXISTING ELECTRICAL PLAN

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