CONSTRUCTION PLANS - ISSUED FEBRUARY 28, 2020

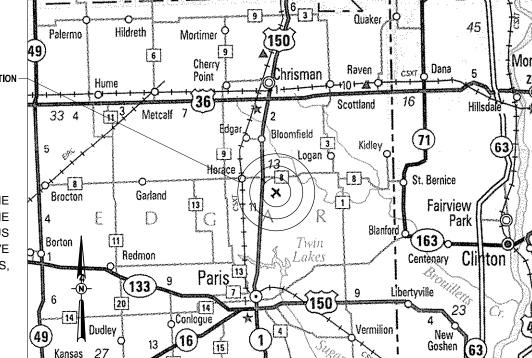
REHABILITATE PARTIAL PARALLEL TAXIWAY TO RUNWAY 9/27

BOARD OF EDGAR COUNTY EDGAR COUNTY AIRPORT (PRG) PARIS, EDGAR COUNTY, ILLINOIS

IDA PROJECT NO. PRG-4558 PROJECT NO. 3-17-SBGP-139/144

SCOPE OF WORK:

THIS PROJECT CONSISTS OF EXPANSION OF THE AIRCRAFT APRON PAVEMENT TO THE EAST, AND A REHABILITATION OF THE EXISTING PARALLEL TAXIWAY PAVEMENT. THE EXPANSION WILL INVOLVE EARTHWORK GRADING, CONSTRUCTION OF A BITUMINOUS PAVEMENT SECTION AND EROSION CONTROL ITEMS. THE REHABILITATION WILL INVOLVE PAVEMENT MILLING, CRACK REPAIRS, BITUMINOUS OVERLAY, PAVEMENT MARKINGS, GUIDANCE SIGN REPLACEMENT AND MINOR ITEMS.



VICINITY MAP

NOTICE TO CONTRACTORS AND BIDDERS

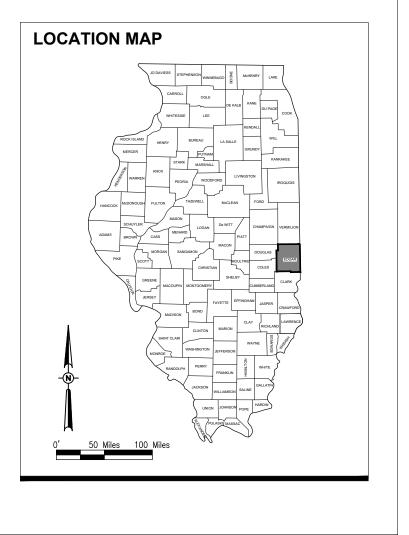
THESE CONSTRUCTION PLANS RELY UPON THE SPECIAL PROVISIONS AND THE SPECIFICATIONS TO PROVIDE FOR A COMPLETE DESCRIPTION OF THE WORK AND CONSTRUCTION REQUIREMENTS. THE PLANS SHALL ONLY BE USED IN COMBINATION WITH ALL CONTRACT DOCUMENTS.

No.	Issue/Description	Sheets Changed	Date	Ву





ED019 TOTAL SHEETS = 30



Edgar County Airport Board of Edgar County 15551 Airport Rd. Paris, IL 61944-8474 Telephone: 217.465.4151 2/28/20

	SUMMARY OF QUANT	ITIES		
ITEM NO.	DESCRIPTION	TOTAL QUANTITY	UNIT	AS-BUILT QUANTITY
AR108158	1/C #8 5 KV UG CABLE IN UD	500	L.F.	
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	1	EA.	
AR125446	TAXI GUIDANCE SIGN, 6 CHARACTER	1	EA.	
AR125904	REMOVE TAXI GUIDANCE SIGN	2	EA.	
AR150510	ENGINEER'S FIELD OFFICE	1	L.S.	
AR150520	MOBILIZATION	1	L.S.	
AR150540	HAUL ROUTE	1	L.S.	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	2,000	L.F.	
AR401613	BIT, SURF. CSEMETHOD I, SUPERPAVE	1,447	TON	
AR401901	REMOVE BITUMINOUS SURFACE COURSE	6,288	S.Y.	
AR603510	BITUMINOUS TACK COAT	1,887	GAL.	
AR620520	PAVEMENT MARKING-WATERBORNE	2,022	S.F.	
AR620525	PAVEMENT MARKING-BLACK BORDER	2,318	S.F.	
AR620900	PAVEMENT MARKING REMOVAL	320	S.F.	

	INDEX TO SHEETS
SHEET NUMBER	SHEET TITLE
1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	SCOPE OF WORK
4	PROPOSED SAFETY PLAN - WORK AREA 1
5	PROPOSED SAFETY PLAN - WORK AREA 2
6	CONSTRUCTION SAFETY DETAILS AND NOTES
7	PROPOSED TYPICAL SECTIONS
8	PROPOSED CONSTRUCTION PLAN
9	PROPOSED PLAN AND PROFILE - WEST
10	PROPOSED PLAN AND PROFILE - EAST
11	PROPOSED MARKING PLAN
12	PROPOSED ELECTRICAL PLAN
13	AIRFIELD LIGHTING NOTES
14	TAXIWAY LIGHT DETAILS (FOR REFERENCE)
15	TAXI GUIDANCE SIGN DETAILS
16	AIRFIELD LIGHTING CABLE SPLICE DETAILS
17	CONDUIT TRENCH DETAILS
18	ELECTRICAL NOTES SHEET 1
19	ELECTRICAL NOTES SHEET 2
20	GROUNDING DETAILS
21	GROUNDING NOTES
22	GROUND RESISTANCE TESTING DETAILS
23	ELECTRICAL LEGEND AND ABBREVIATIONS
24	EXISTING ELECTRICAL ONE-LINE DIAGRAM - VAULT & AIRFIELD
25	EXISTING ELECTRICAL ONE-LINE DIAGRAM - VAULT & AIRFIELD (CONT.)
26	HIGH VOLTAGE WIRING SCHEMATIC
27	CROSS SECTIONS STA. 400+48 TO STA. 405+50 - LINE B
28	CROSS SECTIONS STA. 406+00 TO STA. 412+50 - LINE B
29	CROSS SECTIONS STA. 413+00 TO STA. 415+50 - LINE B
30	CROSS SECTIONS STA. 300+00 TO STA. 303+02 - LINE B1

GENERAL NOTES:

QUANTITIES

PAYMENT WILL BE MADE UNDER THE ITEM NUMBERS, DESCRIPTIONS AND UNITS NOTED IN THE ABOVE TABLE IN ACCORDANCE WITH THE BASIS OF PAYMENT FOR EACH RESPECTIVE WORK ITEM COMPLETED AND ACCEPTED BY THE ENGINEER.

CERITIFIED PAYROLLS THE RESIDENT ENGINEER/TECHNICIAN CANNOT FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THE PERIOD HAVE BEEN RECEIVED.

MATERIAL CERTIFICATIONS MATERIALS TO BE INCORPORATED INTO THE PROJECT CANNOT BE USED WITHOUT PRIOR APPROVAL. ALL MATERIALS TO BE USED IN THE PROJECT MUST BE SUBMITTED TO THE RESIDENT ENGINEER FOR APPROVAL. USE OF MATERIALS WITHOUT PRIOR APPROVAL AND ULTIMATELY DETERMINED TO BE UNACCEPTABLE BY THE ILLINOIS DIVISION OF AERONAUTICS ARE SUBJECT TO REMOVAL AND/OR NON-PAYMENT.



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REHABILITATE PARTIAL PARALLEL TAXIWAY TO RUNWAY 9/27

IDA No: PRG-4558

Contract No. ED019

NO. DATE DESCRIPTION LAY DESUE: FEBRUARY 28, 2020 PROJECT NO: 17A0016D CAD FILE: G002-FLP.DWG LAYOUT BY: JRH JRAWN BY: JRH DRAWN BY: JRH REVIEWED BY: BSS 02/28/2020					
NO. DATE LAY DWN REV ISSUE: FEBRUARY 28, 2020 PROJECT NO: 17A0016D CAD FILE: G-002-FLP.DWG CAD FILE: G-002-FLP.DWG LAYOUT BY: JRH 11/21/2018 DRAWN BY: JRH 11/21/2018					
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PROJECT NO: 17A0016D CAD FILE: G-002-FLP.DWG LAYOUT BY: JRH 11/21/2018 DRAWN BY: JRH 11/21/2018	NO.	DATE	LAY	DWN	REV
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LAYOUT BY: JRH 11/21/2018 DRAWN BY: JRH 11/21/2018	PROJEC	CT NO: 1	7A001	6D	
DRAWN BY: JRH 11/21/2018	CAD FIL	E: G-002-F	LP.DWG		
	LAYOUT	BY: JR	H 11/2	21/201	8
	DRAWN	BY: JRH	11/2	1/2018	3

SHEET TITLE

SUMMARY OF QUANTITIES AND INDEX TO SHEETS

GENERAL NOTES

- THE SCOPE OF WORK SHEET IS INTENDED ONLY AS A GENERAL DESCRIPTION OF WORK ITEMS AND THEIR APPROXIMATE LOCATIONS AND LIMITS, FOR THE PURPOSE OF UNDERSTANDING THE SCOPE OF THE PROJECT. THIS SHEET SHALL NOT BE USED AS A CONSTRUCTION PLAN. REFER TO THE FOLLOWING PLAN SHEETS FOR DETAILED CONSTRUCTION REQUIREMENTS, LOCATIONS, AND ITEMS OF WORK.
- 2. THIS PROJECT CONSISTS OF REHABILITATION OF THE EXISTING PARALLEL TAXIWAY PAVEMENT. THE REHABILITATION WILL INVOLVE PAVEMENT MILLING, CRACK REPAIRS, BITUMINOUS OVERLAY, PAVEMENT MARKINGS AND MINOR ITEMS.
- 3. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIAL, EQUIPMENT, AND TRANSPORTATION NECESSARY TO CONSTRUCT ALL ELEMENTS OF THE PROJECT AS DESCRIBED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.
- 4. THE RULES, REGULATIONS, AND SPECIFICATIONS ENUMERATED HEREIN SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS. THEY SHALL NOT PROHIBIT THE CONTRACTOR FROM FURNISHING AND INSTALLING HIGHER GRADES OF MATERIAL THAN ARE SPECIFIED HEREIN.
- 5. THE CONTRACTOR IS NOT PERMITTED TO USE THE AIRPORT AUTO PARKING LOT FOR MATERIAL AND EQUIPMENT STORAGE. THE CONSTRUCTION ENTRANCE AS SHOWN ON THE PROPOSED SAFETY AND PHASING PLAN WILL BE THE PRIMARY ACCESS TO THE PROPOSED CONSTRUCTION SITE. ALL HAULING OF MATERIALS AND EQUIPMENT SHALL BE RESTRICTED TO THE DESIGNATED CONSTRUCTION ENTRANCE.
- 6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT, PRESERVE AND REPAIR THE EXISTING AIRFIELD AND ROADWAY PAVEMENTS AT ALL TIMES. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING ELECTRICAL, DRAINAGE, AND PAVEMENT STRUCTURES AT NO ADDITIONAL COST TO THE CONTRACT. ANY DAMAGE TO FAA CABLES, ACCESS ROADS OR TO FAA FACILITIES DURING CONSTRUCTION WILL REQUIRE THE CONTRACTOR TO REPLACE THE DAMAGED CABLES, ACCESS ROAD OR FAA FACILITIES TO FAA REQUIREMENTS AT THE CONTRACTOR'S EXPENSE. SPLICING OF CABLES IS NOT AN ACCEPTABLE FORM OF REPAIR.
- 7. NO EQUIPMENT SHALL BE PERMITTED TO CROSS OR USE ANY EXISTING PAVEMENT OUTSIDE THE CONSTRUCTION LIMITS, GENERAL PROJECT AREA OR HAUL ROUTE.
- 8. CONTRACTOR IS REQUIRED TO PROVIDE THEIR OWN RESTROOM FACILITIES.
- UNLESS OTHERWISE NOTED, ALL DISTURBED AREAS OUTSIDE OF THE PROPOSED CONSTRUCTION LIMITS SHALL BE GRADED, SEEDED AND/OR HYDROMULCH SEEDED AT NO ADDITIONAL COST TO THE CONTRACT.
- 10. ALL WASTE MATERIAL SHALL BE HAULED FROM THE AIRPORT AND PROPERLY DISPOSED OF UNLESS OTHERWISE SPECIFIED HEREIN.
- 11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FOR HAULING ON PUBLIC ROADS, AS APPLICABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY DAMAGES TO ANY PAVEMENTS (PUBLIC OR PRIVATE) CAUSED BY HIS/HER CONSTRUCTION EQUIPMENT OR PERSONNEL.
- 12. THE OWNER SHALL HAVE THE RIGHT OF FIRST REFUSAL FOR ALL SALVAGEABLE MATERIAL REMOVED ON THE PROJECT.
- THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER/TECHNICIAN SO THEY MAY DEVELOP ONE SET OF REDLINED AS-BUILT DRAWINGS AT THE COMPLETION OF THE PROJECT.
- 14. CONTRACTOR SHALL NOTE THAT ALL AREAS WITHIN THE AIRPORT PROPERTY LINE AND OUTSIDE THE CONSTRUCTION LIMITS MAY BE USED FOR ACRICULTURAL PURPOSES. THE CONSTRUCTION LIMITS SHALL BE RESTRICTED TO AREAS THAT ARE ABSOLUTELY NECESSARY TO DISTURB TO COMPLETE THE REQUIRED WORK ITEMS. LIMITS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER/TECHNICIAN PRIOR TO BEGINNING ANY WORK. ALL AREAS WHICH HAVE BEEN FARMED AND OR DESIGNATED TO BE FARMED AFTER THE PROJECT COMPLETION, AND HAVE BEEN DISTURBED BY CONSTRUCTION ACTIVITY, SHALL BE CHISEL PLOWED (36" MAX.) OR OTHERWISE SCARIFIED TO RETURN THE AREA TO A REASONABLE TILLABLE CONDITION (IF SO PERMITTED BY THE AIRPORT MANAGER.)
- 15. CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITION ALL GRASS, STONE, OR PAVEMENT DISTURBED BY CONTRACTOR'S CONSTRUCTION OPERATIONS, STAGING, AND CONSTRUCTION ACCESS ROUTES. DISTURBED AREAS TO BE REPAIRED, GRADED, AND SEEDED AND MULCHED UNLESS OTHERWISE NOTED. STAGING AREA AND SITE ACCESS RESTORATION SHALL BE INCLUDED IN THE COST OF THE HAUL ROUTE.
- 16. THE PROJECT PAY ITEMS ARE INTENDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS. ALL INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT TO THE SATISFACTION OF THE RESIDENT ENGINEER/TECHNICIAN IS TO BE INCLUDED IN THE COSTS OF PERFORMING THESE ITEMS.
- 17. APPROXIMATE LOCATIONS OF UNDERGROUND UTILITIES ARE SHOWN THROUGHOUT THESE PLANS. THE CONTRACTOR SHALL DETERMINE EXACT LOCATIONS AND PROTECT THESE UTILITIES DURING CONSTRUCTION. ANY UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL COORDINATE WITH THE PROPER PERSONS FOR THE PURPOSE OF LOCATING AND PROTECTING EXISTING UNDERGROUND UTILITIES.
- 18. THE CONTRACTOR MUST AT ALL TIMES MAINTAIN PROPER DRAINAGE FOR ALL AREAS AFFECTED BY HIS WORK.

UTILITY NOTES

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 ITS 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 THE RESIDENT ENGINEER/TECHNICIAN 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 LOCATED BY THE FAA. ALSO CONTACT AIRPORT MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.

J.U.L.I.E. INFORMATION

COUNTY	EDGAR
CITY	PARIS
TOWNSHIP	EDGAR
SECTION NO	
ADDRESS	EDGAR COUNTY AIRPOR
	15551 AIRPORT ROAD
	PARIS, ILLINOIS 61944

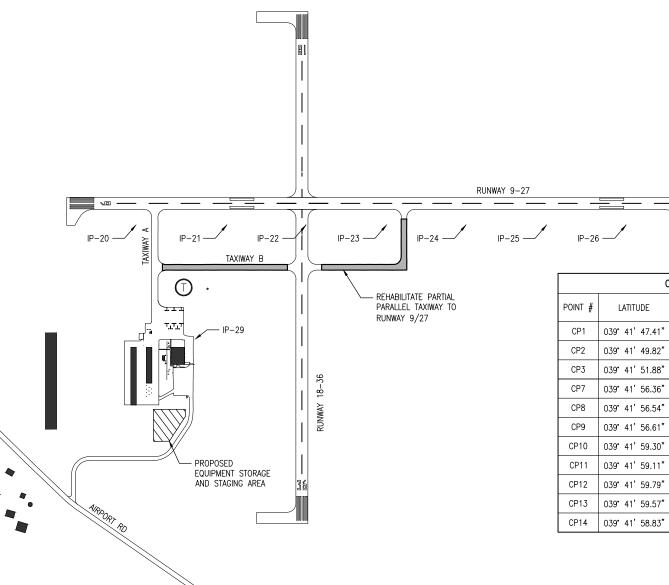


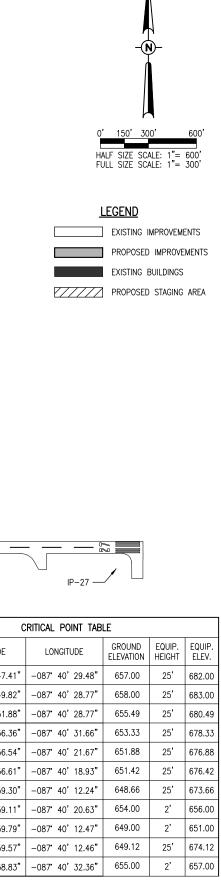
SURVEY NOTES

1. ALL COORDINATE VALUES SHOWN IN TABLE ARE BASED ON ILLINOIS STATE PLANE - EAST ZONE NAD-83 (2007).

2. REFER TO IDOT STANDARD SPECIFICATIONS 50-06, CONSTRUCTION LAYOUT STAKES, FOR ADDITIONAL INFORMATION.

	CONTROL POINT DATA				
NO.	DESCRIPTION	LATITUDE	LONGITUDE	ELEV.	
IP-20	IRON PIN	N039 41' 58.68"	W087 40' 33.90"	650.99	
IP-21	IRON PIN	N039 41' 58.84"	W087 40' 26.64"	649.32	
IP-22	IRON PIN	N039' 41' 58.99"	W087 40' 20.31"	648.83	
IP-23	IRON PIN	N039 41' 59.14"	W087 40'13.87"	647.74	
IP-24	IRON PIN	N039 41' 59.29"	W087 40' 07.52"	645.95	
IP-25	IRON PIN	N039' 41' 59.43"	W087 40' 01.08"	645.67	
IP-26	IRON PIN	N039' 41' 59.59"	W087 39' 54.71"	648.32	
IP-27	IRON PIN	N039 41' 59.84"	W087 39 44.01	648.67	
IP-29	IRON PIN	N039 41' 51.78"	W087 40' 28.84"	655.96	







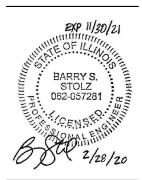
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REHABILITATE PARTIAL PARALLEL TAXIWAY TO RUNWAY 9/27

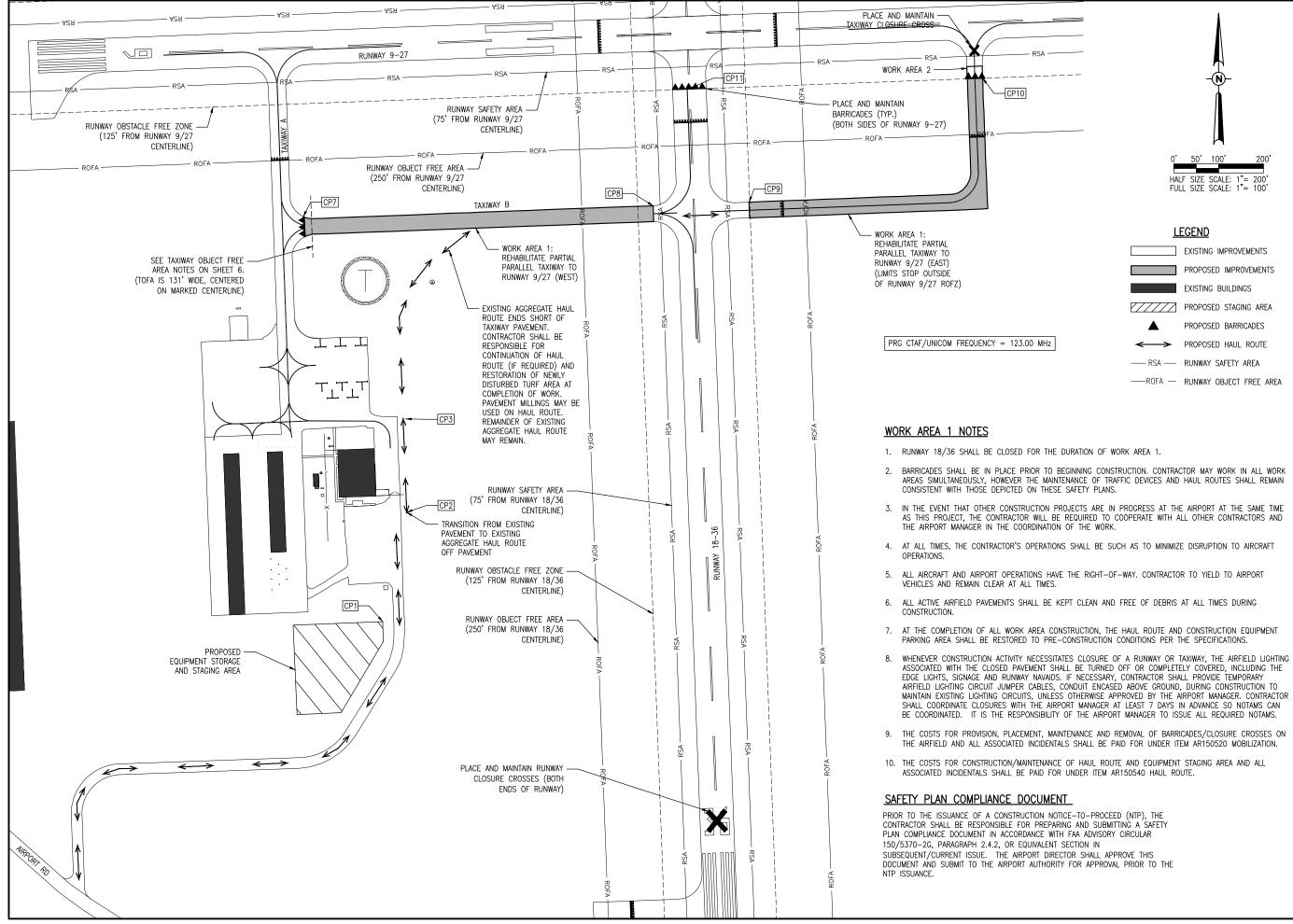
IDA No: PRG-4558

Contract No. ED019

NO.	DATE	DES	CRIPT	ION
NO.	DATE	LAY	DWN	REV
ISSUE:	FEBRU/	ARY 28	3, 2020)
PROJEC	CT NO: 1	7A001	6D	
CAD FIL	.E: G-003-S	OW.DWG		
LAYOUT	ΓBY: JR	H 11/2	27/201	8
DRAWN	BY: JRH	11/2	7/2018	3
REVIEW	/ED BY:	BSS 0	2/28/20	020

SHEET TITLE

SCOPE OF WORK





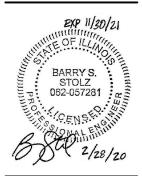
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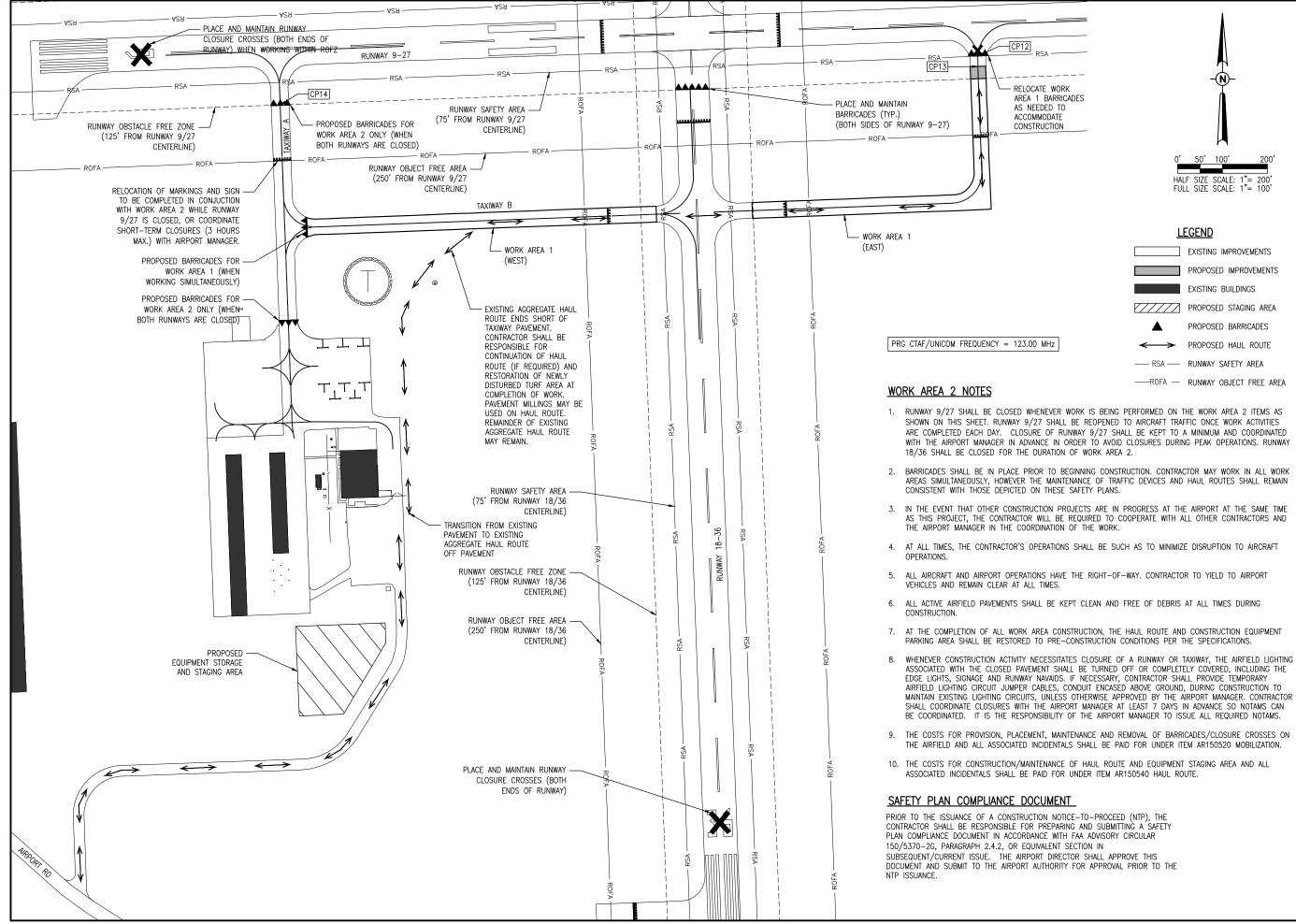
Contract No. ED019

NO.	DATE	DES	CRIPT	ION
NO.	DATE	LAY	DWN	REV
ISSUE:	FEBRU/	ARY 28	3, 2020)
PROJEC	CT NO: 1	7A001	6D	
CAD FILE: G-004-SFY.DWG				
LAYOUT BY: JRH 11/29/2018				
DRAWN	BY: JRH	1 1/2	9/2018	3

REVIEWED BY: BSS 02/28/2020

SHEET TITLE

PROPOSED SAFETY PLAN - WORK AREA 1





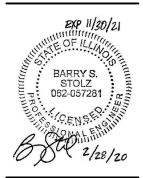
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IDA No: PRG-4558

Contract No. ED019

NO.	DATE	DES	CRIPT	ION
NO.	DATE	LAY	DWN	REV
ISSUE: FEBRUARY 28, 2020				
PROJECT NO: 17A0016D				
CAD FILE: G-004-SFY.DWG				
LAYOUT	ΓBY: JR	H 11/2	29/201	8

DRAWN BY: JRH 11/29/2018 REVIEWED BY: BSS 02/28/2020

SHEET TITLE

PROPOSED SAFETY PLAN - WORK AREA 2

TAXIWAY OBJECT FREE AREA NOTES

- ACCORDING TO THE FAA ADVISORY CIRCULAR 150/5370-2G (CURRENT EDITION), "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" CONSTRUCTION ACTIVITY INCLUDING OPEN EXCAVATIONS. MAY BE ACCOMPLISHED WITHIN AN ACTIVE TAXIWAY OBJECT FREE AREA. SUBJECT TO RESTRICTIONS. THIS IS APPLICABLE FOR THIS PROJECT, AND THEREFORE THE FOLLOWING ITEMS APPLY TO THIS CONTRACT, AND THE CONTRACTOR SHALL CONSIDER THESE RESTRICTIONS THROUGHOUT THE DURATION OF BIDDING AND CONSTRUCTION.
- 1.1. AIRCRAFT TAXIING SPEED SHALL BE LIMITED TO 10 MPH. (THIS IS THE OWNER'S RESPONSIBILITY FOR THIS PROJECT.)
- NOTAMS SHALL BE ISSUED ADVISING TAXIING PILOTS OF HAZARD AND RECOMMENDING 1.2. REDUCED TAXIING SPEEDS ON THE TAXIWAY. (THIS IS THE OWNER'S RESPONSIBILITY FOR THIS PROJECT.)
- LOW-PROFILE BARRICADES SHALL BE IN PLACE AS SHOWN ON THE CONSTRUCTION SAFETY 1.3. AND PHASING PLAN, PRIOR TO CONSTRUCTION OF EACH PHASE, IN ACCORDANCE WITH THE DETAIL AND NOTES ON THIS SHEET. (THIS IS THE CONTRACTOR'S RESPONSIBILITY FOR THIS PROJECT.)
- 1.4. A FIVE (5) FOOT CLEARANCE SHALL BE MAINTAINED BETWEEN EQUIPMENT AND MATERIALS AND ANY PART OF AN AIRCRAFT (INCLUDES WINGTIP OVERHANG). IF NECESSARY TO FACILITATE THIS CLEARANCE IT MAY BE NECESSARY TO TEMPORARILY MOVE PERSONNEL AND FOUIPMENT FOR THE PASSAGE OF THAT AIRCRAFT. (THIS IS THE CONTRACTOR'S RESPONSIBILITY FOR THIS PROJECT.)
- FLAGGERS FURNISHED BY THE CONTRACTOR SHALL BE USED TO DIRECT AND CONTROL 1.5. CONSTRUCTION EQUIPMENT AND PERSONNEL TO A PRE-ESTABLISHED SETBACK DISTANCE FOR SAFE PASSAGE OF AIRCRAFT, AND SHALL BE USED TO DIRECT TAXIING AIRCRAFT. (THIS IS THE CONTRACTOR'S RESPONSIBILITY FOR THIS PROJECT.)
- 1.6. THE CONTRACTOR SHALL PROVIDE THE FLAGGER PERSONNEL WITH AN AIRCRAFT BAND RADIO WHICH SHALL BE USED TO MONITOR AIRCRAFT TRAFFIC VIA THE UNICOM FREQUENCY (123.00 MHZ) (THIS IS THE CONTRACTOR'S RESPONSIBILITY FOR THIS PROJECT.)
- WHEN WORK IS NOT BEING PERFORMED WITHIN AN ACTIVE TAXIWAY OBJECT FREE AREA AND 2. DURING ALL NIGHT-TIME HOURS, ALL EQUIPMENT, MATERIALS AND PERSONNEL SHALL REMAIN CLEAR OF THE TAXIWAY OBJECT FREE AREA.
- WORK WITHIN THE TAXIWAY OBJECT FREE AREA AS SHOWN SHOULD BE EXPEDITED TO THE BEST 3. EXTENT POSSIBLE IN ORDER TO AVOID PROLONGED DISRUPTION TO NORMAL AIRCRAFT OPERATIONS.
- ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY. CONTRACTOR TO YIELD TO VEHICLES AND REMAIN CLEAR AT ALL TIMES.

AVIATION YELLOW CLOSURE CROSS TAXIWAY CENTERLINE - RUNWAY CENTERLINE

CLOSURE CROSS MARKER DETAILS

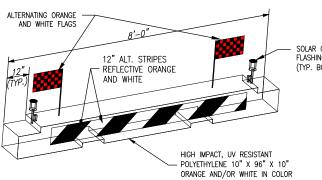
NOT TO SCALE

NOTES:

- TEMPORARY CLOSURE CROSS MARKINGS SHALL BE CONSTRUCTED OF PLYWOOD, SNOW FENCE OR APPROVED FABRIC AND SHALL BE SECURED TO PAVEMENT BY SANDBAGS OR OTHER APPROVED METHOD
- 2. COST FOR PROVIDING, PLACING, MAINTAINING, RELOCATING AND REMOVING CLOSURE CROSSES SHALL BE INCLUDED IN THE COST OF THE MOBILIZATION ITEM.

BARRICADE NOTES

- 1. ALL CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE ILLINOIS SUPPLEMENT (LATEST EDITION) AND THE EAA ADVISORY CIRCULARS (LATEST EDITION) UNLESS NOTED OTHERWISE, THE FAA OR MORE STRINGENT SPECIFICATIONS SHALL GOVERN.
- 2. BARRICADES SHALL BE "LOW-PROFILE" WITH A MAXIMUM HEIGHT OF 18" ABOVE GROUND, EXCLUSIVE OF ASSOCIATED WARNING LIGHTS AND FLAGS.
- 3. BARRICADES SHALL BE SPACED END TO END THE WIDTH OF THE PAVEMENT, WITH GAPS BETWEEN BARRICADES NOT TO EXCEED 4' WIDE. BARRICADES ARE TO BE SET BACK 66' FROM THE ACTIVE TAXIWAY CENTERLINE OR AS SHOWN ON THE
- 4. CONSTRUCTION RED WARNING LIGHT: THESE ARE PORTABLE, LENS DIRECTED. ENCLOSED LIGHTS. THE COLOR OF THE LIGHT EMITTED SHALL BE RED. THEY MAY BE USED IN EITHER A STEADY BURN (TYPE C) OR LOW INTENSITY FLASHING MODE (TYPE A) UNLESS NOTED OTHERWISE.
- 5. THE LIGHTING SHALL BE MAINTAINED IN OPERATION DURING THE HOURS OF DARKNESS BETWEEN 1/2 HOUR BEFORE SUNSET AND 1/2 HOUR AFTER SUNRISE AND WHEN CONDITIONS EXIST WHICH TEND TO OBSCURE VISION.
- 6. BARRICADES SHALL BE SECURED TO THE GROUND BY APPROVED METHODS TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS.
- 7. THE ONLY COLOR COMBINATION ON BARRICADES IS ORANGE AND WHITE. THE ORANGE STRIPES SHALL BE ENCAPSULATED LENS REFLECTIVE SHEETING. THE WHITE STRIPES SHALL BE EITHER ENCAPSULATED OR ENCLOSED LENS REFLECTIVE SHEETING AND MUST BE IN ACCEPTABLE CONDITION.
- 8. COST FOR PROVIDING, PLACING, MAINTAINING, AND REMOVING BARRICADES SHALL BE INCLUDED IN THE COST OF THE OTHER CONTRACT ITEMS.



LOW-PROFILE BARRICADE DETAIL NOT TO SCALE

DETAIL ABOVE REPRESENTS ONE OPTION FOR LOW-PROFILE BARRICADES. OTHER OPTIONS MAY BE UTILIZED AS LONG AS THEY MEET THE REQUIREMENTS OF THE PROJECT, INCLUDING BARRICADE NOTE 1.

SOLAR OR BATTERY POWERED FLASHING LIGHT WITH RED LENS (TYP. BOTH ENDS OF BARRICADE)

- 18. THE CONTRACTOR SHALL PERIODICALLY PERFORM ONSITE INSPECTIONS THROUGHOUT THE DURATION OF THE PROJECT WITH THE IMMEDIATE REMEDY OF ANY DIFFERENCES, WHETHER CAUSED BY NEGLIGENCE, OVERSIGHT, OR PROJECT SCOPE CHANGE
- 19. CONTRACTOR SHALL MOVE MAINTENANCE OF TRAFFIC COMPONENTS AT THE WRITTEN DIRECTION OF THE RESIDENT ENGINEER/TECHNICIAN AT NO ADDITIONAL COST.
- 20. CONTRACTOR SHALL NOT REMOVE THE BARRICADES WITHOUT THE APPROVAL BY THE RESIDENT ENGINEER/TECHNICIAN.
- 21. CONTRACTOR SHALL MAINTAIN FLASHERS, SIGNS AND/OR BARRICADES AS REQUIRED BY THE PLANS, CITY OR COUNTY REGULATIONS OR CONTRACTOR ACTIVITIES. CONTRACTOR SHALL OBTAIN ANY AND ALL REQUIRED LOCAL PERMITS UNLESS SPECIFIED OTHERWISE.
- 22. THE CONTRACTOR SHALL UTILIZE WATER AND/OR CHEMICALS APPROVED BY THE RESIDENT ENGINEER/TECHNICIAN AS NECESSARY TO CONTROL DUST
- 23. NO CONSTRUCTION VEHICLES SHALL BE DRIVEN ACROSS ANY ACTIVE RUNWAY, INCLUDING TURF RUNWAYS. CONSTRUCTION EQUIPMENT OR CONSTRUCTION ACTIVITY WILL NOT BE PERMITTED WITHIN 250' OF ANY ACTIVE RUNWAY CENTERLINE OR WITHIN 66' OF ANY OTHER ACTIVE AIRPORT TAXIWAY OR APRON. HOWEVER, CONSTRUCTION MAY BE PERMITTED IN THESE AREAS IF THE CONTRACTOR HAS GAINED APPROVAL FROM THE AIRPORT MANAGER AT LEAST 7 DAYS IN ADVANCE OF THE BY THE AIRPORT MANAGER TO THE APPROPRIATE FLIGHT SERVICE STATION
- 24. UNLESS SPECIFIED OTHERWISE, COST FOR THE ABOVE IS TO BE CONSIDERED INCIDENTAL TO THE PROJECT. SEPARATE PAYMENT SHALL NOT BE MADE.

SAFETY NOTES

- PROJECT. ADDITIONAL REQUIREMENTS ARE SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET AND THIS SHEET.
- 2. ALL PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR AC 150/5370-2 (CURRENT EDITION), "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", APPLY TO THIS CONTRACT, EXCEPT AS MODIFIED BY THIS SAFETY PLAN, OR AS MODIFIED BY THE OWNER THROUGH THE RESIDENT ENGINEER/TECHNICIAN AT THE PRECONSTRUCTION CONFERENCE, OR DURING THE COURSE OF THE CONTRACT.
- 3. THE CONTRACTORS SHALL MINIMIZE DISRUPTION OF STANDARD OPERATING PROCEDURES FOR AERONAUTICAL ACTIVITY BY REMAINING WITHIN THE PRESCRIBED STAGING, CONSTRUCTION, AND PHASING AREAS PRESENTED ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEETS
- 4. NO UNAUTHORIZED PERSONNEL SHALL ENTER ANY AREA OF THE AIRPORT THAT COULD POTENTIALLY BE HAZARDOUS. THE AIRPORT MANAGER RESERVES THE RIGHT TO SUSPEND OPERATIONS IN ORDER TO MAINTAIN SAFETY AT THE AIRPORT.
- CONTRACTOR EQUIPMENT, VEHICLES, AND PROJECT MATERIALS SHALL BE STORED IN THE EQUIPMENT PARKING/STAGING 5. AREA SHOWN ON THE PLAN VIEW, EXCEPT AS OTHERWISE PROVIDED FOR AT THE PRECONSTRUCTION CONFERENCE.
- 6. ALL CONSTRUCTION EQUIPMENT OPERATING IN THE PRESCRIBED CONSTRUCTION AREA IS REQUIRED TO DISPLAY A MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT" LATEST EDITION
- 7. NO CONSTRUCTION MATERIAL STOCKPILES SHALL BE LOCATED WITHIN 250' OF ANY ACTIVE RUNWAY, WITHIN 66' OF ANY OTHER ACTIVE AIRPORT OPERATIONS AREA, OR PENETRATE A PART 77 IMAGINARY SURFACE (PROVIDED BY THE RESIDENT ENGINEER/TECHNICIAN) EXTENDING OUT AND UPWARDS FROM ALL SIDES OF AN ACTIVE RUNWAY
- 8. CLOSED AIRFIELD PHASING AREAS, OPEN TRENCHES, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHALL BE PROMINENTLY MARKED WITH LIGHTED BARRICADES WITH STEADY BURNING OR FLASHING RED LIGHTS AS SPECIFIED IN 150/5370-2, "OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION, LATEST EDITION. LIGHTED BARRICADES MUST BE NO TALLER THAN 18" (EXCLUSIVE OF SUPPLEMENTARY LIGHTS AND FLAGS) ON THE TAXIWAYS AND COMPLY WITH ADVISORY CIRCULAR 150/5370-2, LATEST EDITION. CONTRACTOR SHALL NIGHT CHECK BARRICADES DAILY FOR PROPER OPERATION.
- 9 NO OPEN TRENCHES WITHIN 250' OF AN ACTIVE RUNWAY CENTERLINE OR WITHIN 66' OF ANY AIRPORT OPERATIONS AREA WILL BE PERMITTED UNLESS PROPERLY MARKED. OTHER TRENCHES SHALL BE MAINTAINED SAFE, I.E., BARRICADED OR COVERED WITH STEEL PLATES IN ALL OTHER AREAS.
- 10. OPEN TRENCHES, EXCAVATIONS, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHOULD BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED WITH FLASHING RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS
- TALLER THAN 25' MAY BE PERMITTED WITH THE APPROVAL OF THE AIRPORT MANAGER AND AIRSPACE APPROVAL BY THE FΔΔ
- 12. NO OPEN FLAME WELDING OR TORCH CUTTING OPERATION IS PERMITTED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS ARE PROVIDED AND HAVE BEEN APPROVED BY THE AIRPORT MANAGER NO FLARE POTS ARE ALLOWED ON THE PROJECT.
- 13. SOIL, DEBRIS, AND LOOSE MATERIAL DROPPED OR TRACKED ONTO AIRPORT ROADS, TAXIWAYS, AND SOD SURFACES, OR CLOSED CONTAINERS, ANY DAMAGE TO AIRPORT PROPERTY SHALL BE REPAIRED IMMEDIATELY AT NO COST TO THE OWNER
- 14. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAINTAINING AIRPORT LIGHTING AND NAVIGATIONAL ELECTRICAL SYSTEMS DURING CONSTRUCTION. A CONTACT PERSON AND TELEPHONE NUMBER FOR 24 HOUR EMERGENCY IMMEDIATE REPAIR SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER/TECHNICIAN. HAUL ROUTES CROSSING PAVEMENT, DRAINAGE, MISCELLANEOUS. STRUCTURES AND/OR AIRFIELD CABLES SHALL BE PROTECTED FROM DAMAGE
- 15. ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY. CONTRACTOR TO YIELD TO VEHICLES AND REMAIN CLEAR AT ALL TIMES.
- 16. CONTRACTOR SHALL PLACE, SECURE, AND MAINTAIN LIGHTED BARRICADES AND CLOSURE CROSSES WHEN A RUNWAY/TAXIWAY/APRON IS CLOSED OR AS REQUIRED BY THE PLANS AND DESIGNATED BY THE RESIDENT ENGINEER / TECHNICIAN
- 17. CONTRACTOR SHALL MARK HAZARDOUS AREA WITH STEADY-BURNING OR FLASHING RED LIGHTS DURING PERIODS OF LOW VISIBILITY AS REQUIRED.

FOLLOWING ARE THE CONSTRUCTION SAFETY PROCEDURES THAT THE CONTRACTOR SHALL FOLLOW THROUGHOUT THIS

CHECKERBOARD FLAG PROPERLY LOCATED OR A ROTATING BEACON (STROBE) AS SPECIFIED IN AC 150/5210-5. "PAINTING.

11. NO CONSTRUCTION EQUIPMENT GREATER THAN 25' TALL WILL BE PERMITTED ON THE AIRPORT. HOWEVER OTHER EQUIPMENT

WHICH CAN BE BLOWN ONTO SUCH SURFACES, SHALL BE IMMEDIATELY SWEPT, PICKED UP AND REMOVED, OR PLACED INTO

SCHEDULED CONSTRUCTION PERIOD AND THE OPERATIONAL AREA IS CLOSED TO TRAFFIC AND PROPER NOTAMS ARE ISSUED



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REHABILITATE PARTIAL PARALLEL TAXIWAY TO **RUNWAY 9/27**

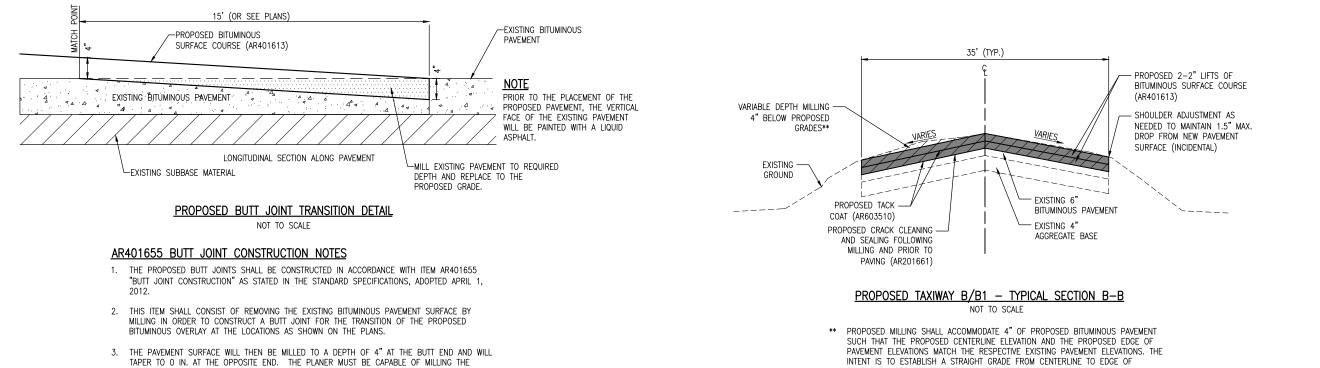
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CONSTRUCTION SAFETY DETAILS AND NOTES



- SURFACE TO THE DESIRED ELEVATIONS AND GRADES. 4. ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.
- 5. ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE CONTRACTOR AND ACCEPTED BY THE RESIDENT ENGINEER.
- 6. THE PAVEMENT MILLING WILL BE PAID FOR UNDER ITEM: AR401655 "BUTT JOINT CONSTRUCTION", PER S.Y.

PAVEMENT. SEE CROSS SECTION SHEETS FOR ADDITIONAL INFORMATION



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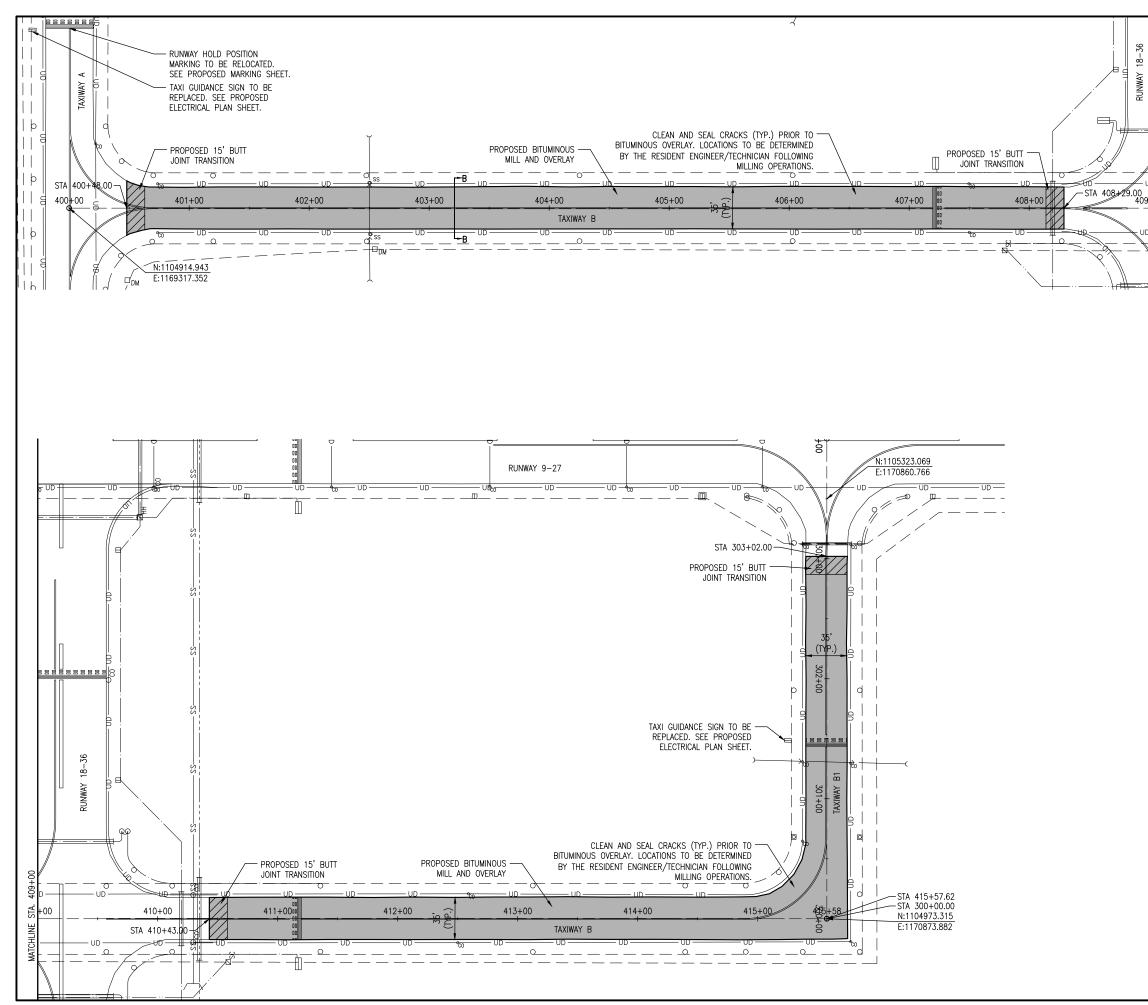
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Contract No. ED019

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PROPOSED TYPICAL SECTIONS



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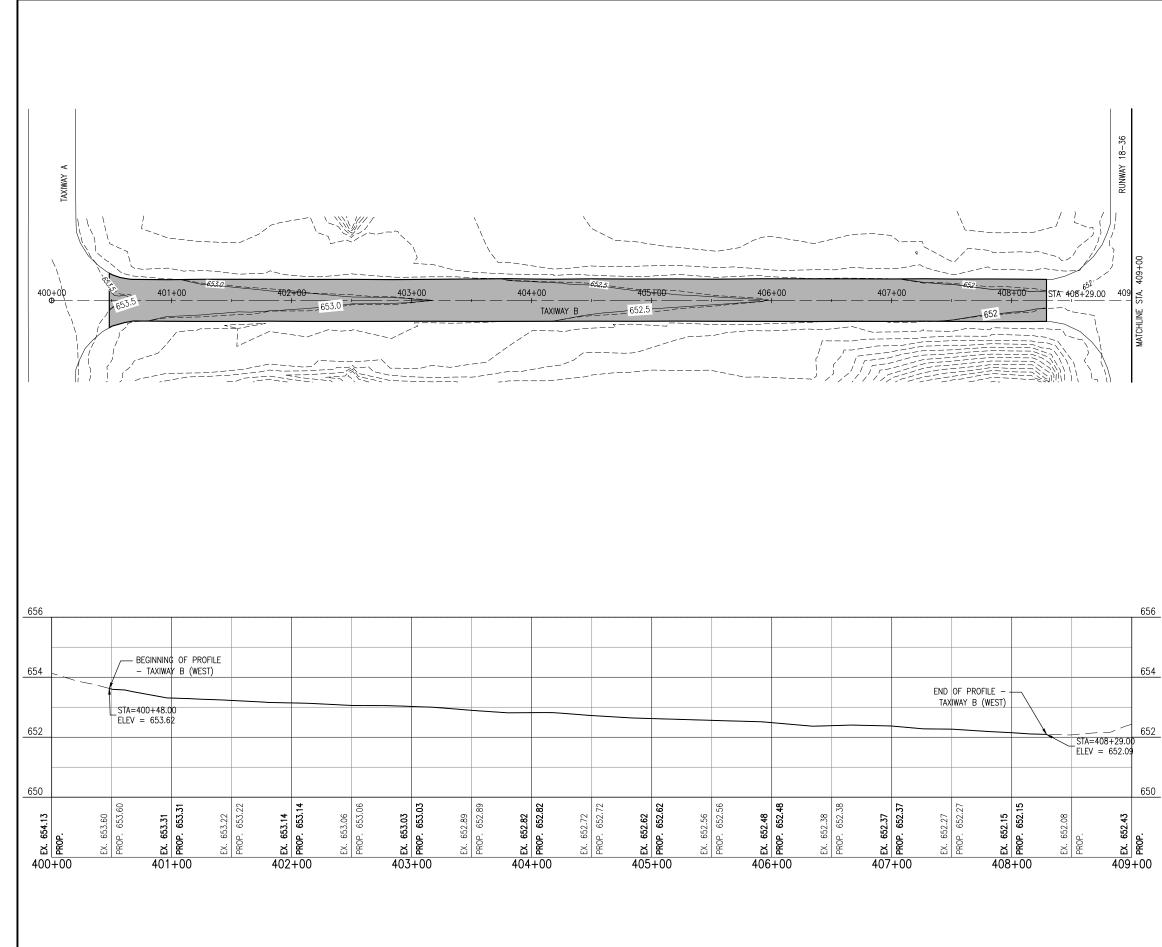
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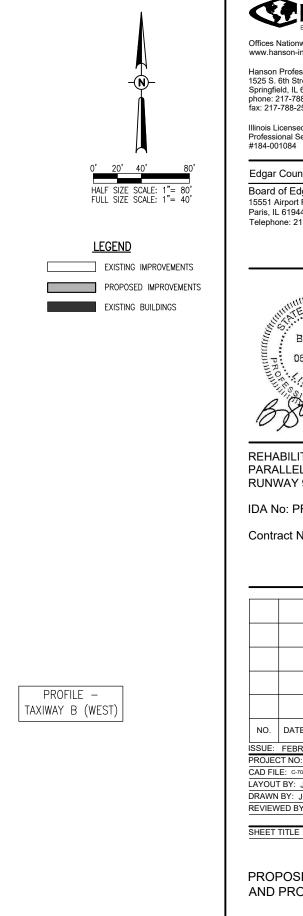
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PROPOSED CONSTRUCTION PLAN



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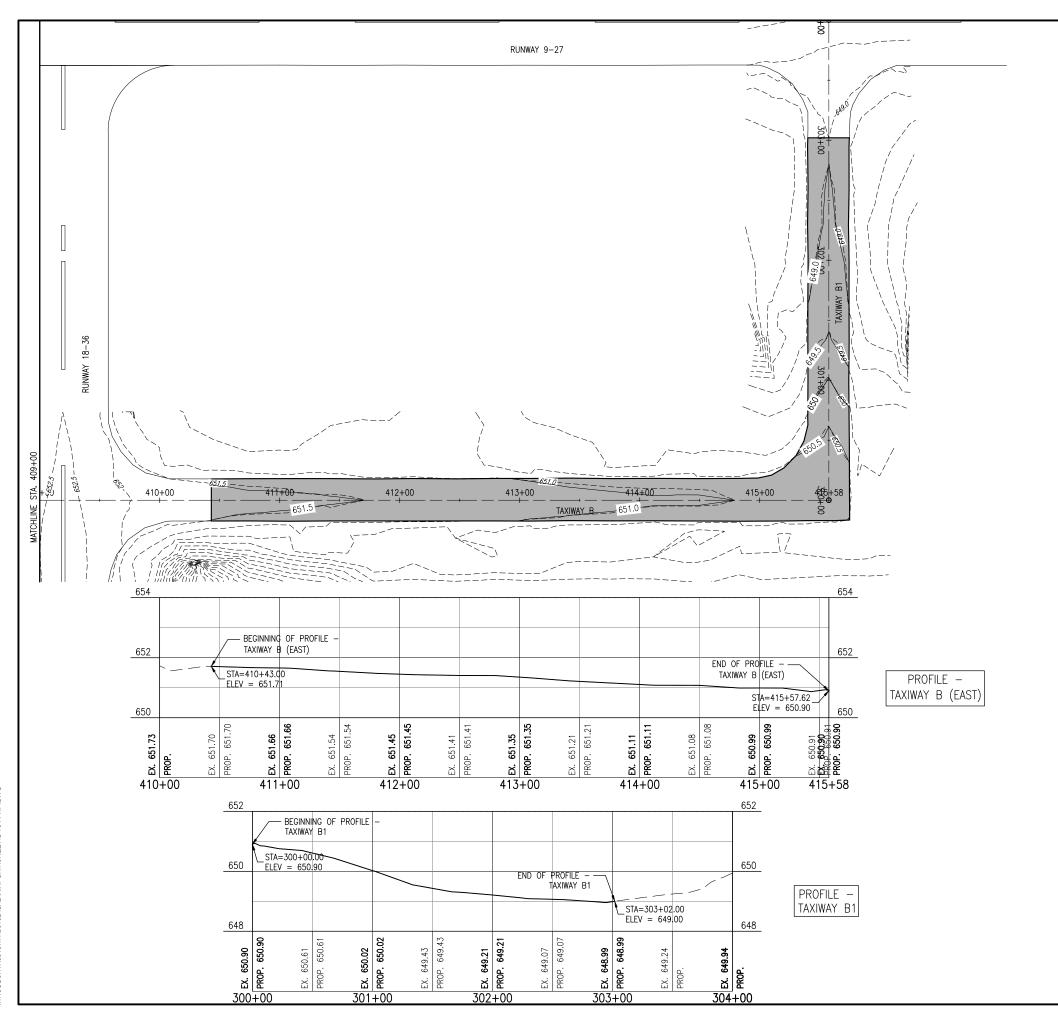
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PROPOSED PLAN AND PROFILE - WEST



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REHABILITATE PARTIAL PARALLEL TAXIWAY TO RUNWAY 9/27

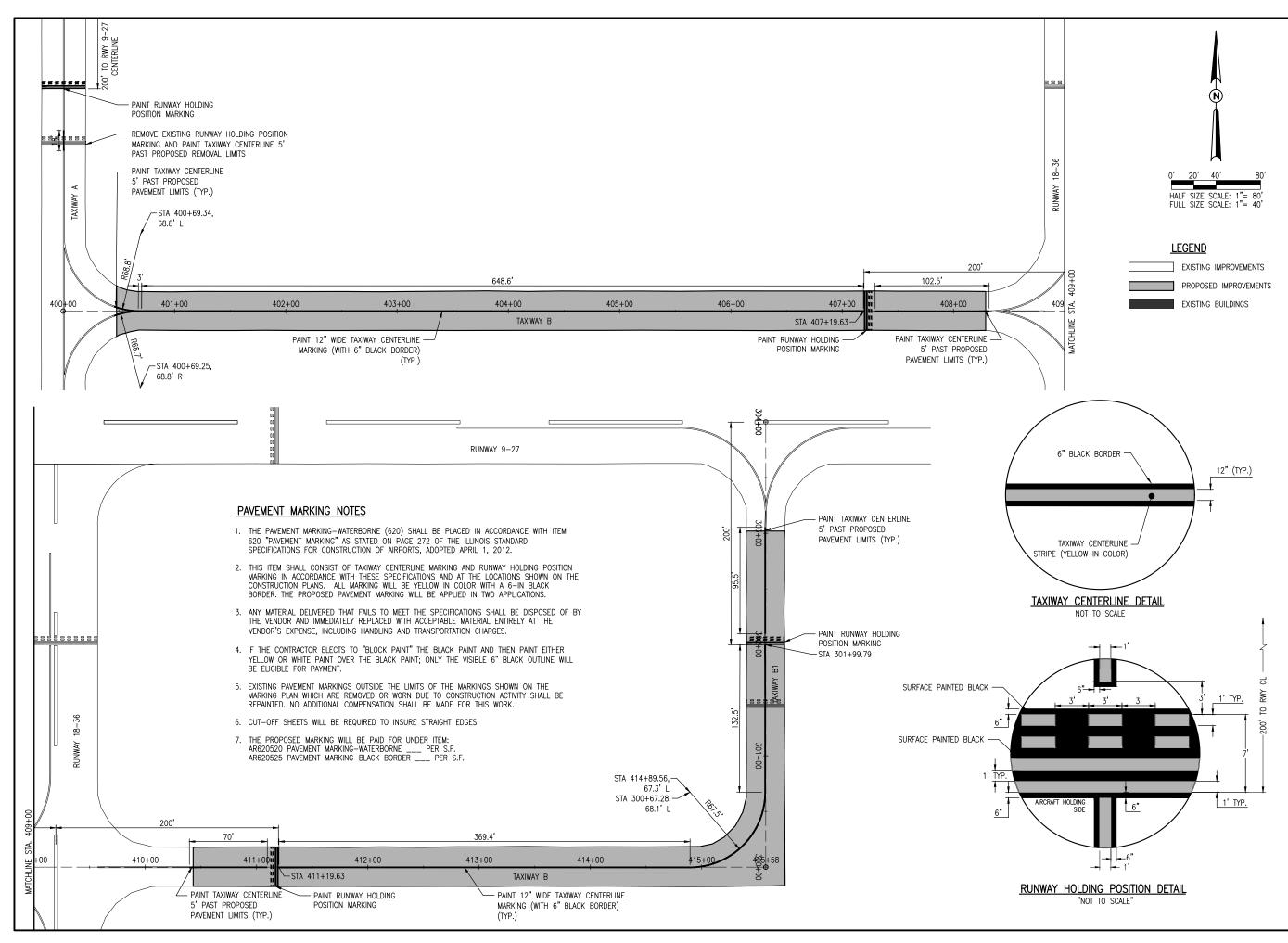
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PROPOSED PLAN AND PROFILE - EAST



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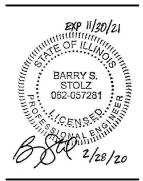
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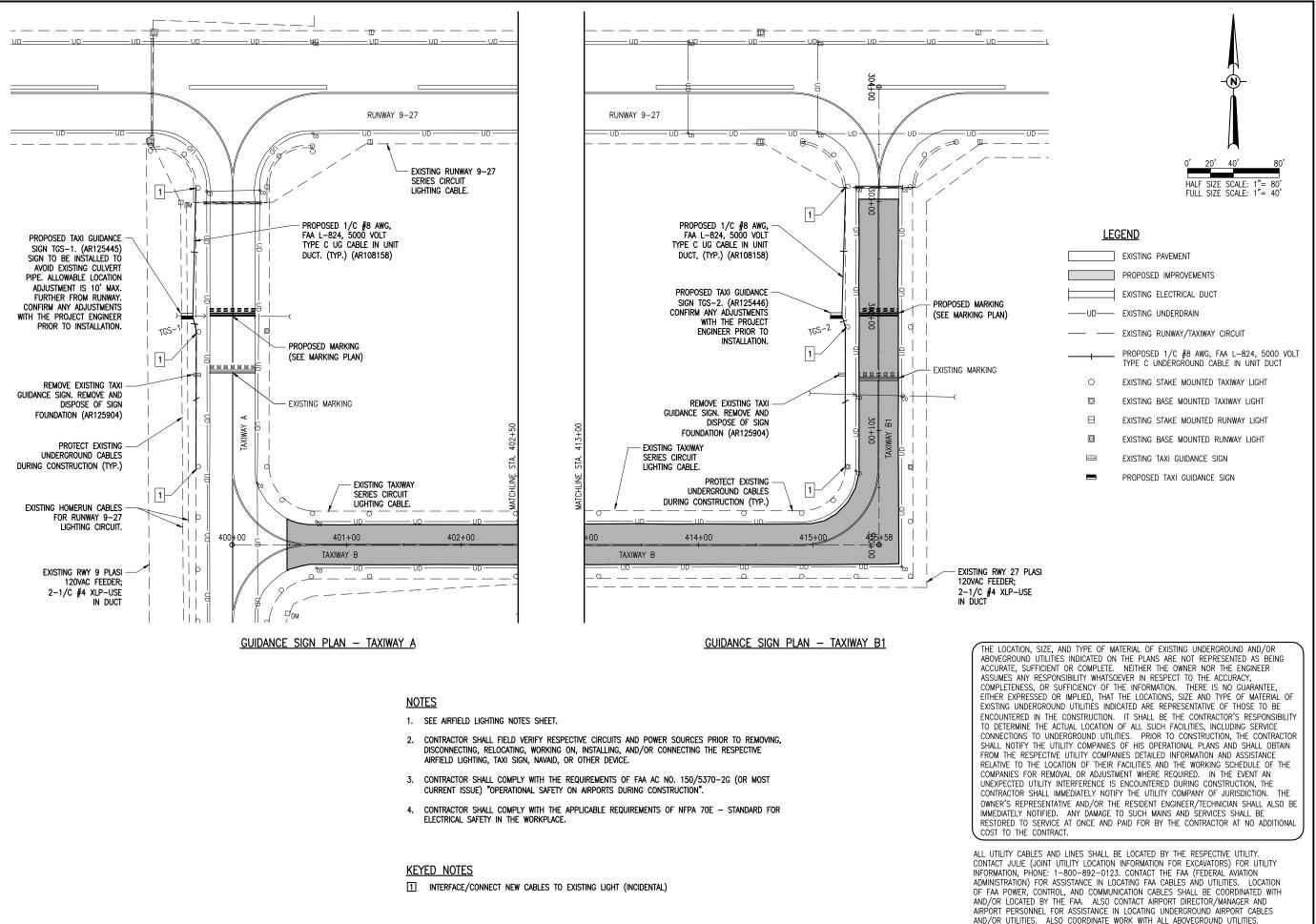
REHABILITATE PARTIAL PARALLEL TAXIWAY TO RUNWAY 9/27

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PROPOSED MARKING PLAN





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PROPOSED ELECTRICAL PLAN

AIRFIELD LIGHTING REMOVAL, RELOCATION, AND INSTALLATION NOTES

- KEEP ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS 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. EXAMINE THE SITE TO DETERMINE THE EXTENT OF THE WORK. CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS.
- VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, RELOCATING, INSTALLING, OR CONNECTING THE RESPECTIVE AIRFIELD LIGHTING, TAXI SIGN, NAVAID, OR OTHER DEVICE.
- 4. INSTALL AIRFIELD LIGHTS, TAXIWAY LIGHTS, GUIDANCE SIGNS, OTHER AIRFIELD LIGHTING, SPLICE CANS, HANDHOLES, MANHOLES, ELECTRICAL DUCTS, AND CABLE AT THE LOCATIONS SHOWN AND IN COMPLIANCE WITH THE SPECIFICATIONS, SPECIAL PROVISIONS, RESPECTIVE DETAILS, AND MANUFACTURER'S RECOMMENDATIONS.
- 5. NEW CABLE FOR RUNWAY AND TAXIWAY LIGHTING CABLE IN AREAS ALONG THE RESPECTIVE PAVEMENT SHALL BE INSTALLED APPROXIMATELY 10' TO 14' FROM THE PAVEMENT EDGE. CABLES SHALL BE PLACED A MINIMUM OF 18" BELOW FINISHED GRADE.
- LIGHTING CABLE FOR RUNWAY AND TAXIWAY LIGHTING SHALL BE 1/C, #8 AWG, FAA L-824, 5000 VOLT, TYPE C UNDERGROUND CABLE IN DUCT OR RACEWAY.
- 7. IN AREAS WHERE THERE IS A CONGESTION OF CABLES OR WHERE THE PROPOSED CABLE CROSSES AN EXISTING CABLE, THE CONTRACTOR IS REQUIRED TO HAND DIG THE TRENCH NECESSARY FOR THE PROPOSED CABLE. AT OTHER LOCATIONS, THE PROPOSED CABLE MAY BE TRENCHED OR PLOWED INTO PLACE. HAND DIGGING, TRENCHING AND/OR PLOWING WILL BE CONSIDERED INCIDENTAL TO THE PROPOSED CABLES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 8. GROUND ROD MUST BE INSTALLED AT EACH LIGHT FIXTURE AND TAXI SIGN. THE PURPOSE OF THE LIGHT BASE GROUND IS PROVIDE A DEGREE OF PROTECTION FOR MAINTENANCE PERSONNEL FROM POSSIBLE CONTACT WITH AN ENERGIZED LIGHT BASE OR MOUNTING STAKE THAT MAY RESULT FROM A SHORTED POWER CABLE OR ISOLATION TRANSFORMER. PER NATIONAL ELECTRICAL CODE ARTICLE 250.53 "GROUNDING ELECTRODE SYSTEM INSTALLATION" RESISTANCE FROM THE GROUND ROD/ELECTRODE TO EARTH GROUND MUST BE 25 OHMS OR LESS VIA MEASUREMENT WITH A GROUND TESTER. GROUNDS FOR LIGHT BASE GROUNDS SHALL BE 3/4-INCH BY 10-FEET MINIMUM LENGTH UL LISTED COPPER-CLAD STEEL SECTIONAL RODS. GROUND RODS SHALL BE PRODUCED FROM 100% DOMESTIC STEEL. EACH GROUND ROD SHALL BE TESTED AND THE RESULTS RECORDED FOR EACH AIRFIELD LIGHT FIXTURE AND TAXI SIGN INSTALLATION. COPIES OF GROUND SYSTEM TEST RESULTS SHALL BE FURNISHED TO THE PROJECT ENGINEER AND/OR THE RESIDENT ENGINEER/TECHNICAN.
- 9. HOMERUN CABLES FOR A RESPECTIVE CIRCUIT THAT ARE INSTALLED IN CONDUIT OR DUCT SHALL BE RUN TOGETHER IN THE SAME RACEWAY OR DUCT.
- 10. THE RESPECTIVE RUNWAY AND TAXIWAY LIGHTING CCR'S (FOR THE AREAS OF WORK ON THIS PROJECT) SHALL BE TESTED FOR PROPER OPERATION BEFORE REMOVAL WORK, MODIFICATIONS, AND/OR ADDITIONS AND AFTER THE NEW CABLES AND LIGHTING SYSTEM MODIFICATIONS 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 OF OPERATIONS. CONTRACTOR SHALL REPORT CONCERNS AND/OR DEFICIENCIES TO THE RESIDENT ENGINEER/TECHNICIAN. TEST RESULTS SHALL BE PROVIDED TO THE PROJECT ENGINEER AND RESIDENT ENGINEER/ TECHNICIAN.
- 11. FAA AC 150/5370-10G "STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS", ITEM L-108 "UNDERGROUND POWER CABLE FOR AIRPORTS", REQUIRES THAT EVERY AIRFIELD LIGHTING CABLE SPLICER SHALL BE QUALIFIED IN MAKING CABLE SPLICES AND TERMINATIONS ON CABLES RATED ABOVE 5,000 VOLTS AC. CABLE SPLICING/TERMINATING PERSONNEL SHALL HAVE A MINIMUM OF THREE (3) YEARS CONTINUOUS EXPERIENCE IN TERMINATING/SPLICING MEDIUM VOLTAGE CABLE.
- 12. OTHER CONSTRUCTION PROJECTS MIGHT BE IN PROGRESS AT THE AIRPORT AT THE SAME TIME AS THIS PROJECT. THE CONTRACTOR WILL BE REQUIRED TO COOPERATE WITH ALL OTHER CONTRACTORS AND THE AIRPORT MANAGER IN THE COORDINATION OF THE WORK.
- 13. OBTAIN APPROVAL FROM THE AIRPORT MANAGER PRIOR TO SHUTTING DOWN A RUNWAY OR TAXIWAY. WHEN A RESPECTIVE RUNWAY IS CLOSED THE RESPECTIVE RUNWAY LIGHTING AND NAVAIDS FOR THAT RUNWAY SHALL BE SHUT OFF. WHEN A RESPECTIVE TAXIWAY IS CLOSED THE RESPECTIVE TAXIWAY LIGHTING FOR THAT TAXIWAY SHALL BE SHUT OFF.
- 14. THE CONTRACTOR IS REQUIRED TO FILL IN ALL HOLES AND DEPRESSIONS RESULTING FROM THE NEW WORK, WITH EARTH MATERIAL. THE AREAS SHALL BE COMPACTED TO PREVENT FUTURE SETTLEMENT AND FERTILIZED, SEEDED, AND MULCHED IN ACCORDANCE WITH ITEMS 901 AND 908 RESPECTIVELY.
- 15. IN THE EVENT A CONFLICT IS DETERMINED WITH RESPECT TO MANUFACTURER INSTALLATION INSTRUCTIONS, NEC, AND/OR THE CONTRACT DOCUMENTS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION.

- 16. SIGNS AND/OR AIRFIELD LIGHTS, INCLUDING TRANSFORMERS AND MOUNTING HARDWARE, THAT ARE DESIGNATED FOR REMOVAL SHALL BE REMOVED AND TURNED OVER TO THE AIRPORT. EXISTING SIGN FOUNDATIONS TO BE REMOVED SHALL BE DISPOSED OF OFF THE AIRPORT SITE IN A LEGAL MANNER.
- 17. 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 A PROPOSED LIGHT OR CABLE, PAVEMENT, OR OTHER WORK, THEN IT SHALL BE 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.
- 18. OWNER HAS THE RIGHT OF FIRST REFUSAL REGARDING AIRFIELD LIGHTS AND SIGNS DESIGNATED FOR REMOVAL. IN THE EVENT THE OWNER DOES NOT WANT THE RESPECTIVE AIRFIELD LIGHTS AND/OR SIGNS DESIGNATED FOR REMOVAL, THE CONTRACTOR SHALL DISPOSE OF THE THEM OFF THE AIRPORT SITE IN A LEGAL MANNER.
- 19. ROUTE NEW CABLES AND DUCTS TO AVOID INTERFERENCES WITH OTHER UTILITIES, LINES, AND STRUCTURES.
- 20. ALL ABOVEGROUND 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 150/5370-2G, OPERATION SAFETY ON AIRPORTS DURING CONSTRUCTION, SECTION 2.18.3 "LIGHTING AND VISUAL NAVAIDS". ALL LABOR, MATERIALS, AND TIME NECESSARY TO COMPLY WITH THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 21. CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF FAA AC NO. 150/5370-2G (OR MOST CURRENT ISSUE) "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- 22. CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
- 23. WHEN A RESPECTIVE RUNWAY IS CLOSED THE NAVAIDS FOR THAT RUNWAY SHALL BE SHUT OFF. KEEP RESPECTIVE NAVAIDS ACTIVE DURING TIMES WHEN RESPECTIVE RUNWAY IS OPEN. NAVAIDS RECEIVING MAINTENANCE SHALL BE SHUT OFF UNTIL OPERATING PROPERLY.
- 24. CONTRACTOR SHALL INTERFACE EXISTING AIRFIELD LIGHTING AND/OR TAXI SIGNS TO THE NEW, REMOVED, REINSTALLED, ADJUSTED, REPLACED, AND/OR RELOCATED AIRFIELD LIGHTING AND ASSOCIATED CIRCUITS.
- 25. HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW VOLTAGE CIRCUITS (RATED 600 VOLTS AND BELOW) SHALL NOT BE INSTALLED IN THE SAME WIREWAY, CONDUIT, DUCT, RACEWAY, JUNCTION STRUCTURE, OR HANDHOLE.
- 26. THE PROPOSED TAXI GUIDANCE SIGNS SHALL CONFORM TO ADVISORY CIRCULAR 150/5345 44 (CURRENT ISSUE IN EFFECT) AND BE FAA-APPROVED FOR TYPE L-858Y(L) DIRECTION, DESTINATION, AND BOUNDARY SIGNS (BLACK LEGEND ON YELLOW BACKGROUND); TYPE L-858R(L) MANDATORY INSTRUCTION SIGN (BLACK OUTLINE ON OUTSIDE EDGE OF WHITE LEGEND ON RED BACKGROUND); AND/OR TYPE L-858L(L) LOCATION SIGN (YELLOW LEGEND AND BORDER ON BLACK BACKGROUND). THE SIGNS SHALL BE SIZE 1, 18-IN. SIGN FACE WITH A 12-IN. LEGEND; STYLE 2, POWERED FROM A 4.8 TO 6.6 AMP SERIES LIGHTING CIRCUIT; CLASS 2, FOR OPERATION FROM -40 DEGREES F TO 131 DEGREES F; MODE 2, TO WITHSTAND WIND LOADS OF 200 M.P.H., BASE-MOUNTED, DOUBLE-SIDED, AS SPECIFIED ON THE PLANS. THE PROPOSED TAXI GUIDANCE SIGNS SHALL USE LED (LIGHT EMITTING DIODE) TYPE ILLUMINATION. ALSO SEE FAA ENGINEERING BRIEF 67 (MOST CURRENT ISSUE) "LIGHT SOURCES OTHER THAN INCANDESCENT AND XENON FOR AIRPORT AND OBSTRUCTION LIGHTING FIXTURES".
- 27. ALL SIGNS SHALL BE FURNISHED WITH TETHERS. TETHERS SHALL BE 3/16" STAINLESS STEEL AIRCRAFT CABLE WITH A FORMED EVE ON BOTH ENDS. THE TETHER EVE SHALL BE ATTACHED TO THE SIGN AND BASE BY BEING SANDWICHED BETWEEN TWO STAINLESS STEEL FENDER WASHERS, WITH A 1/2" MINIMUM STAINLESS STEEL BOLT. THE TETHER SHALL BE OF SUFFICIENT LENGTH TO HAVE A MINIMUM OF 6" OF SLACK WHEN ATTACHED BETWEEN THE SIGN AND THE SIGN BASE. THE TETHERS AND BONDING CONDUCTORS SHALL BE OF SUFFICIENT LENGTH TO ALLOW THE FRANCIBLE COUPLINGS TO OPERATE WITHOUT RESTRICTIONS AND TO ALLOW THE POWER CABLE TO DISCONNECT IF THE SIGN FALLS OVER. PROVIDE $3" \pm 1/2"$ SLACK IN TETHER AND ALLOW THE SALL BE THE SAME LENGTH.
- ALL SIGNS SHALL BE ORIENTATED SUCH THAT THE LONGITUDINAL CENTERLINE OF THE SIGN IS PERPENDICULAR TO THE RESPECTIVE TAXIWAY/RUNWAY CENTERLINE, UNLESS NOTED OTHERWISE.
- 29. ALL MANDATORY SIGNS (SIZE 1) SHALL BE LOCATED 15' OFF THE EDGE OF FULL STRENGTH PAVEMENT, (UNLESS DETAILED OTHERWISE) AND ALIGNED WITH THE FRONT EDGE OF THE FIRST YELLOW STRIPE (FURTHEST FROM THE RUNWAY) OF THE HOLD POSITION MARKING UNLESS SHOWN OTHERWISE FOR A RESPECTIVE SIGN. CONFIRM LOCATIONS WITH THE PROJECT ENGINEER.
- 30. CONCRETE STEEL REINFORCEMENT SHALL BE TYPE ASTM A615 OR A706 GRADE 60. ALL REINFORCEMENT SHALL HAVE A 3" MINIMUM CONCRETE COVER. REINFORCEMENT MAY BE ADJUSTED TO MISS INTERFERENCES. CONCRETE SHALL CONFORM TO ITEM P-610 STRUCTURAL PORTLAND CEMENT CONCRETE.
- 31. NO CONNECTION TO AN ACTIVE LIGHTING CIRCUIT WILL BE BROKEN UNTIL THE CIRCUIT HAS BEEN TURNED OFF IN ACCORDANCE WITH NOTE 1.

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/TECHNICIAN 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 CONDINATE WORK WITH ALL ABOVEGROUND UTILITIES.



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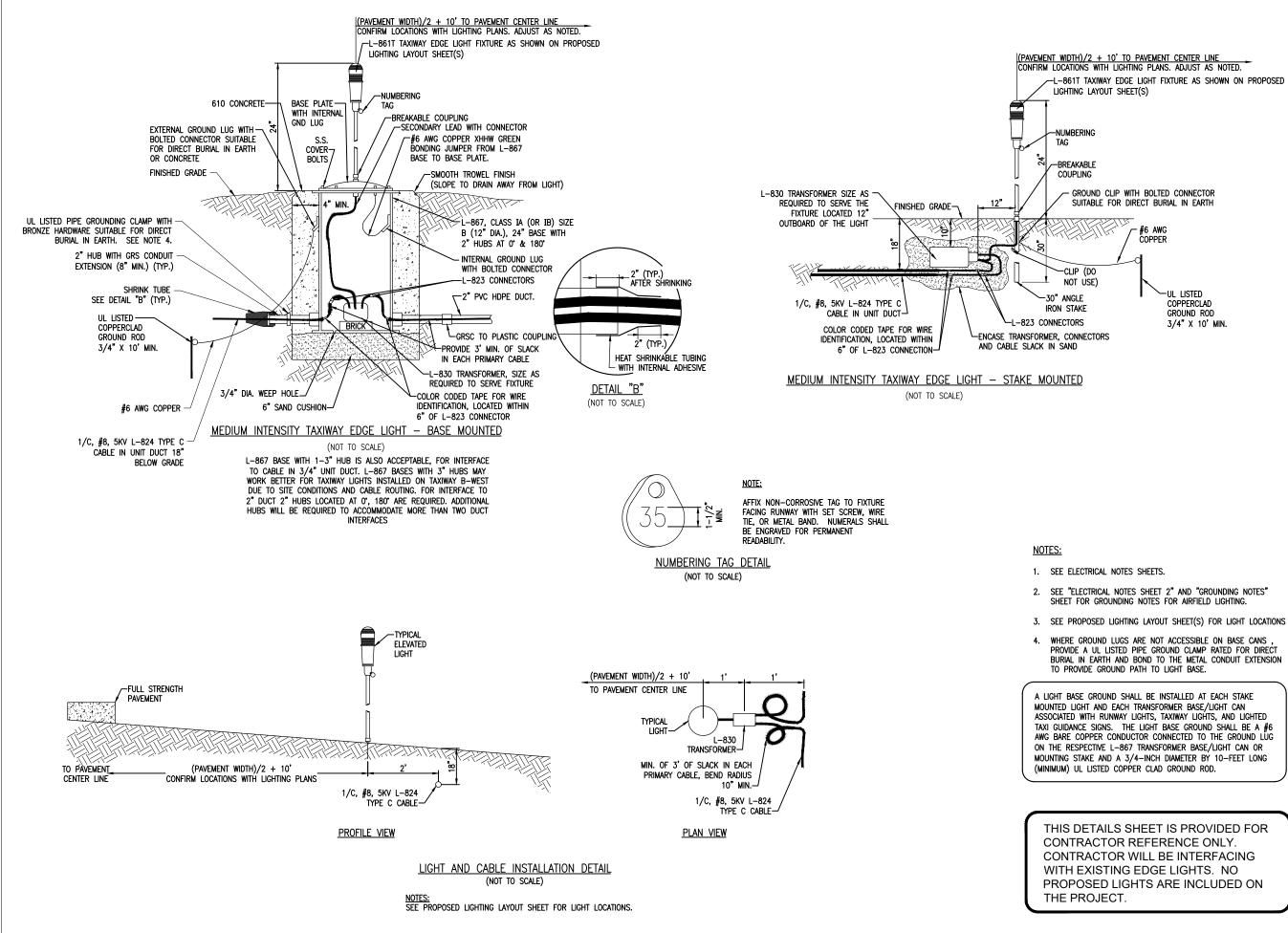
REHABILITATE PARTIAL PARALLEL TAXIWAY TO RUNWAY 9/27

IDA No: PRG-4558

Contract No. ED019

NO.	DATE	DES	CRIPT	ION
NO.	DATE	LAY	DWN	REV
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AIRFIELD LIGHTING NOTES



-L-861T TAXIWAY EDGE LIGHT FIXTURE AS SHOWN ON PROPOSED

2. SEE "ELECTRICAL NOTES SHEET 2" AND "GROUNDING NOTES" SHEET FOR GROUNDING NOTES FOR AIRFIELD LIGHTING.

WHERE GROUND LUGS ARE NOT ACCESSIBLE ON BASE CANS , PROVIDE A UL LISTED PIPE GROUND CLAMP RATED FOR DIRECT BURIAL IN EARTH AND BOND TO THE METAL CONDUIT EXTENSION

ASSOCIATED WITH RUNWAY LIGHTS, TAXIWAY LIGHTS, AND LIGHTED TAXI GUIDANCE SIGNS. THE LIGHT BASE GROUND SHALL BE A #6 AWG BARE COPPER CONDUCTOR CONNECTED TO THE GROUND LÜG ON THE RESPECTIVE L-867 TRANSFORMER BASE/LIGHT CAN OR MOUNTING STAKE AND A 3/4-INCH DIAMETER BY 10-FEET LONG

THIS DETAILS SHEET IS PROVIDED FOR CONTRACTOR WILL BE INTERFACING PROPOSED LIGHTS ARE INCLUDED ON



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REHABILITATE PARTIAL PARALLEL TAXIWAY TO **RUNWAY 9/27**

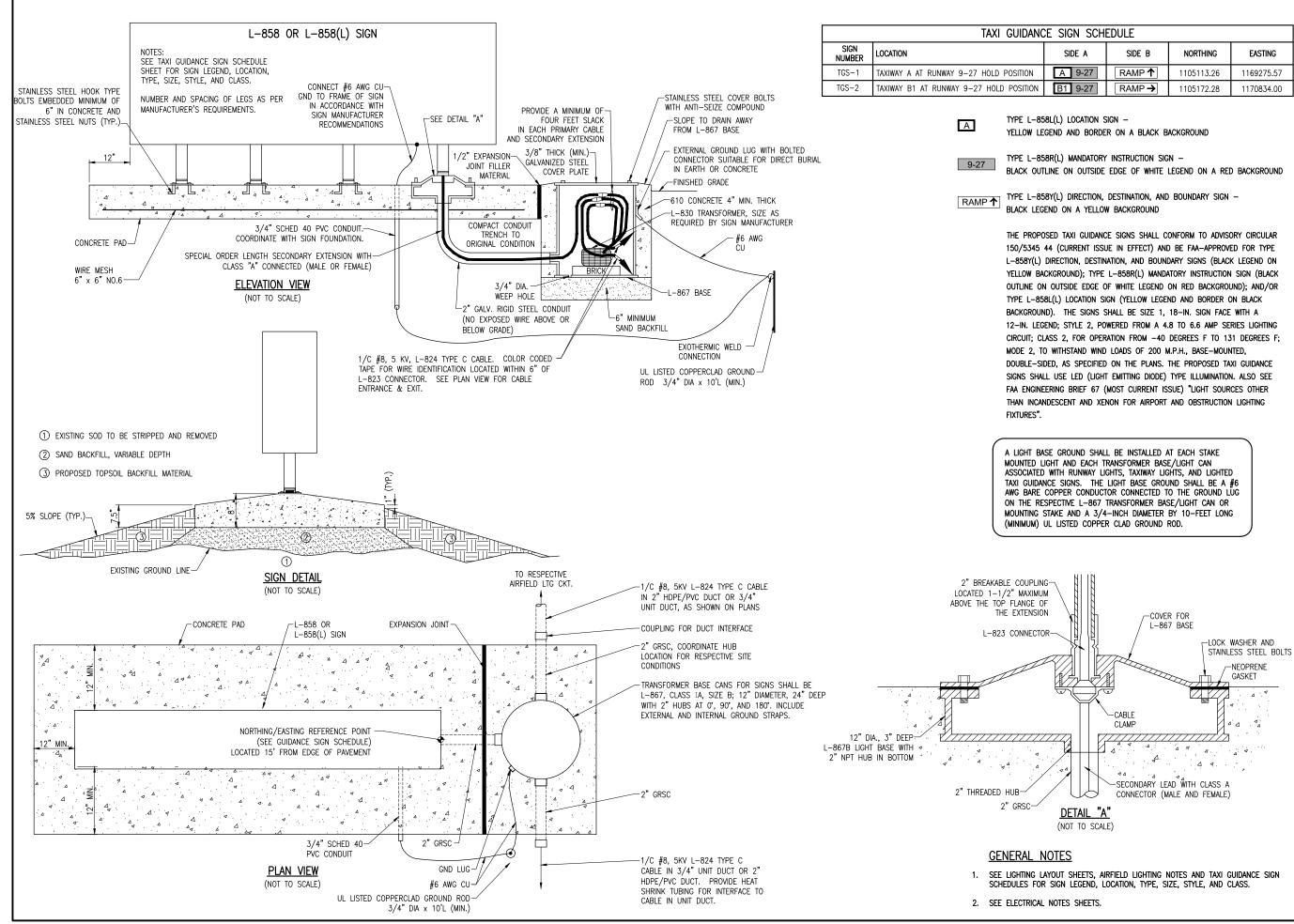
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TAXIWAY LIGHT DETAILS (FOR **REFERENCE**)



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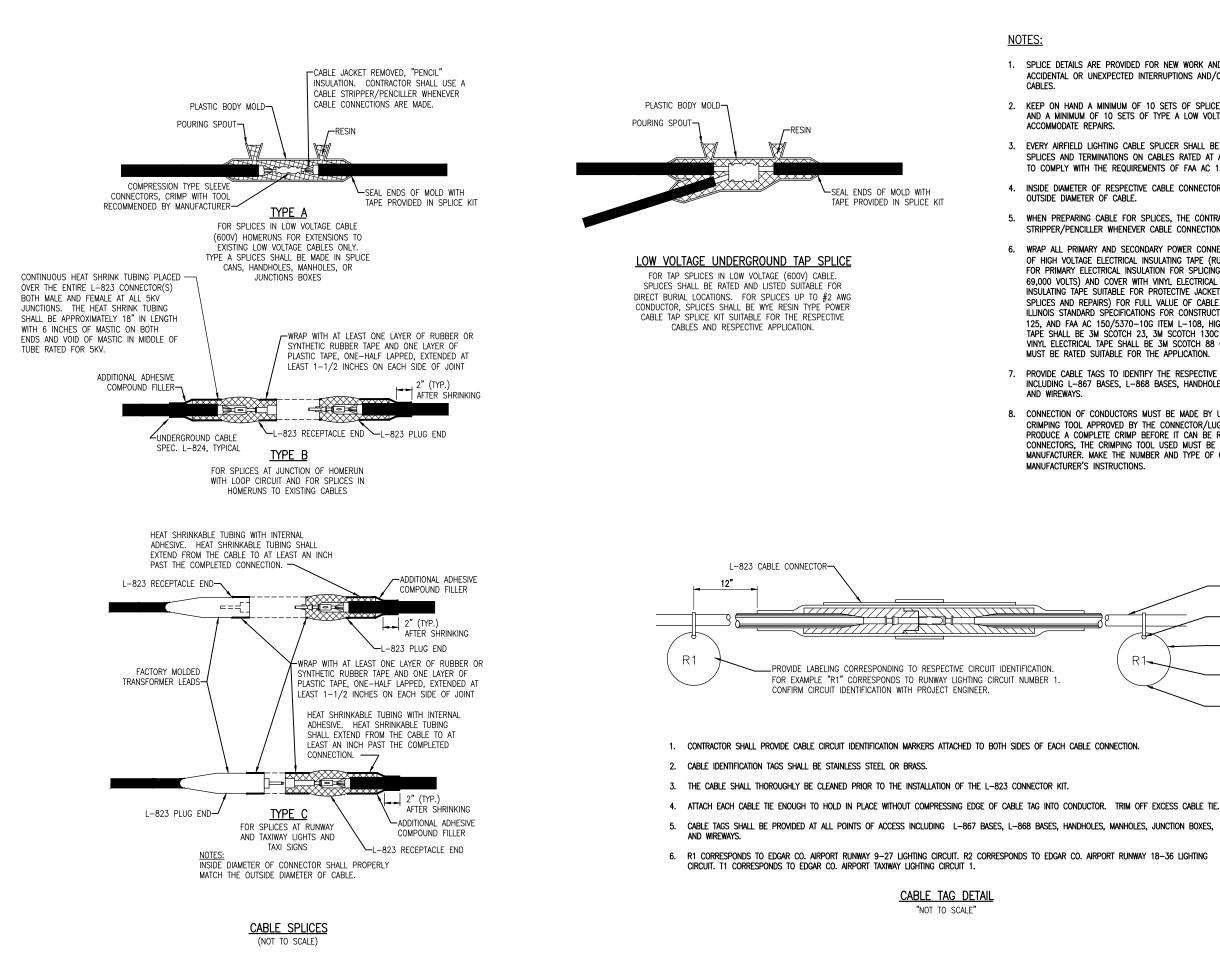
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TAXI GUIDANCE SIGN DETAILS



1. SPLICE DETAILS ARE PROVIDED FOR NEW WORK AND TO ASSIST IN REPAIRS OF ACCIDENTAL OR UNEXPECTED INTERRUPTIONS AND/OR CUTS TO AIRFIELD LIGHTING

2. KEEP ON HAND A MINIMUM OF 10 SETS OF SPLICE KITS FOR L-823 CONNECTORS AND A MINIMUM OF 10 SETS OF TYPE A LOW VOLTAGE SPLICE KITS TO

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 TO COMPLY WITH THE REQUIREMENTS OF FAA AC 150/5370-10G ITEM L-108.

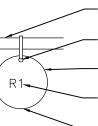
4. INSIDE DIAMETER OF RESPECTIVE CABLE CONNECTOR SHALL PROPERLY MATCH

5. WHEN PREPARING CABLE FOR SPLICES, THE CONTRACTOR SHALL USE A CABLE STRIPPER/PENCILLER WHENEVER CABLE CONNECTIONS ARE MADE.

6. WRAP ALL PRIMARY AND SECONDARY POWER CONNECTIONS WITH SUFFICIENT LAYERS OF HIGH VOLTAGE ELECTRICAL INSULATING TAPE (RUBBER SPLICING TAPE SUITABLE FOR PRIMARY ELECTRICAL INSULATION FOR SPLICING CABLE FROM 600 VOLTS TO 69.000 VOLTS) AND COVER WITH VINYL ELECTRICAL TAPE (ALL-WEATHER VINYL INSULATING TAPE SUITABLE FOR PROTECTIVE JACKETING FOR HIGH-VOLTAGE CABLE SPLICES AND REPAIRS) FOR FULL VALUE OF CABLE INSULATION VOLTAGE, PER ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS ITEM 108. ITEM 125. AND FAA AC 150/5370-10G ITEM L-108, HIGH VOLTAGE ELECTRICAL INSULATING TAPE SHALL BE 3M SCOTCH 23, 3M SCOTCH 130C OR APPROVED EQUIVALENT, AND VINYL ELECTRICAL TAPE SHALL BE 3M SCOTCH 88 OR APPROVED EQUIVALENT. TAPES

PROVIDE CABLE TAGS TO IDENTIFY THE RESPECTIVE CIRCUITS ALL POINTS OF ACCESS INCLUDING L-867 BASES, L-868 BASES, HANDHOLES, MANHOLES, JUNCTION BOXES,

8. CONNECTION OF CONDUCTORS MUST BE MADE BY USING CRIMP CONNECTORS AND A CRIMPING TOOL APPROVED BY THE CONNECTOR/LUG MANUFACTURER. THE TOOL MUST PRODUCE A COMPLETE CRIMP BEFORE IT CAN BE REMOVED. FOR THE L-823 CONNECTORS, THE CRIMPING TOOL USED MUST BE LISTED BY THE L-823 KIT MANUFACTURER. MAKE THE NUMBER AND TYPE OF CRIMPS PER THE KIT



#8 AWG FAA L824 CABLE (5KV)

3/16" HOLE WITH TY-RAP OR APPROVED EQUAL.

CABLE TAGS, 2" DIA., 18 GAUGE, STAINLESS STEEL

3/8" TEXT - MACHINE STAMPED (NOT ETCHED)

INSTALL CABLE TAGS WITH L-823 CONNECTOR



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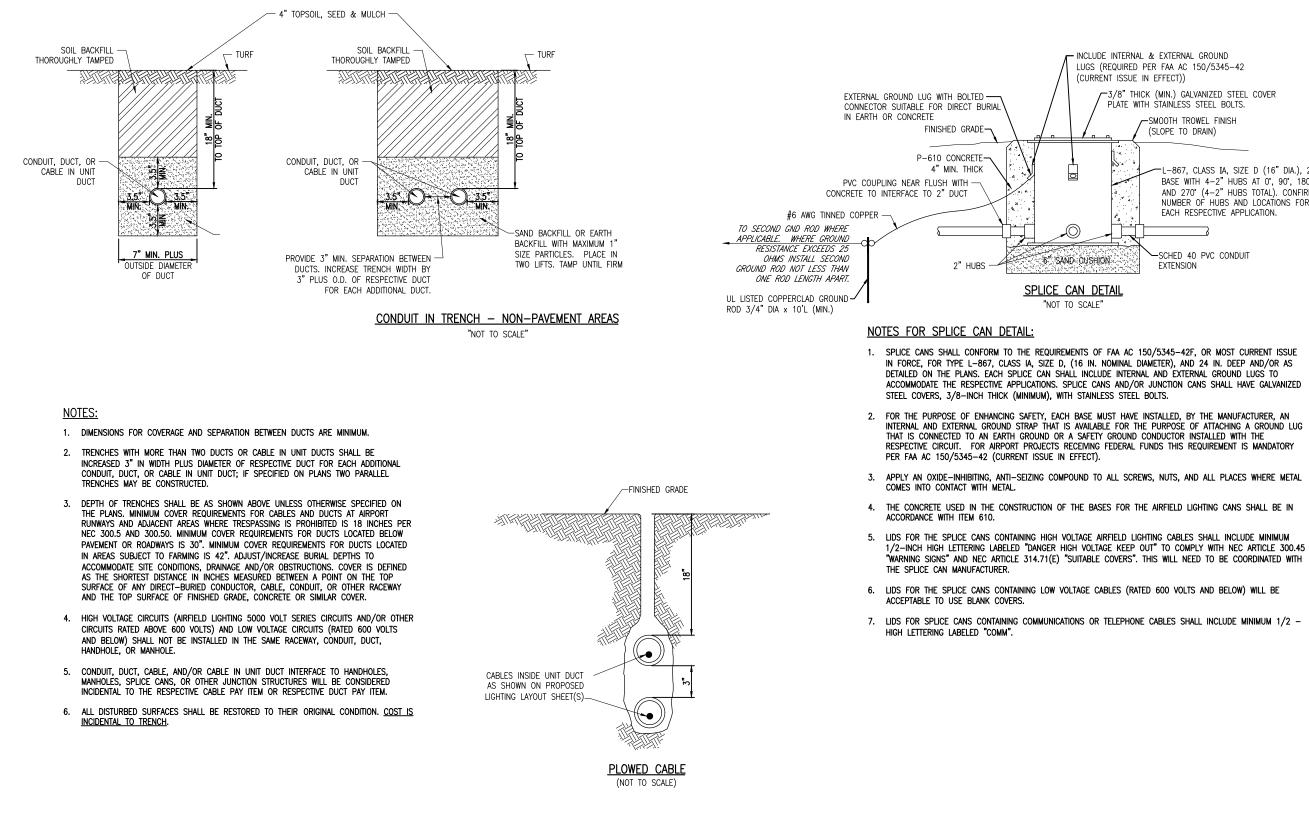
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AIRFIELD LIGHTING CABLE SPLICE DETAILS





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CONDUIT TRENCH DETAILS

LUGS (REQUIRED PER FAA AC 150/5345-42 (CURRENT ISSUE IN EFFECT)) /8" THICK (MIN.) GALVANIZED STEEL COVER PLATE WITH STAINLESS STEEL BOLTS. -SMOOTH TROWEL FINISH (SLOPE TO DRAIN) .-867, CLASS IA, SIZE D (16" DIA.), 24" BASE WITH 4-2" HUBS AT 0', 90', 180' AND 270° (4-2" HUBS TOTAL). CONFIRM NUMBER OF HUBS AND LOCATIONS FOR EACH RESPECTIVE APPLICATION. SCHED 40 PVC CONDUIT EXTENSION

GENERAL NOTES

- ALL ELECTRICAL EQUIPMENT SHALL BE INSTALLED IN CONFORMANCE WITH NFPA 70 - NATIONAL ELECTRICAL CODE (NEC) MOST CURRENT ISSUE IN FORCE, THE RESPECTIVE EQUIPMENT MANUFACTURER'S DIRECTIONS AND ALL OTHER APPLICABLE LOCAL CODES, LAWS, ORDINANCES, AND REQUIREMENTS IN FORCE. ANY INSTALLATIONS WHICH VOID THE U.L. LISTING, INTERTEK TESTING SERVICES VERIFICATION/ETL LISTING (OR OTHER THIRD PARTY LISTING) AND/OR THE MANUFACTURER'S WARRANTY OF A DEVICE WILL NOT BE PERMITTED.
- CONTRACTOR SHALL KEEP A COPY OF THE LATEST NEC IN FORCE ON SITE AT 2. ALL TIMES DURING CONSTRUCTION FOR USE AS A REFERENCE.
- CONTRACTOR SHALL COORDINATE WORK AND ANY POWER OUTAGES AND/OR SHUT 3. DOWN OF SYSTEMS WITH THE RESPECTIVE FACILITY OWNER PERSONNEL AND THE AIRPORT MANAGER/DIRECTOR. 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).
- THE CONTRACTOR SHALL ASCERTAIN THAT ALL LIGHTING SYSTEM COMPONENTS FURNISHED BY HIM, INCLUDING FAA APPROVED EQUIPMENT, ARE COMPATIBLE IN 4. ALL RESPECTS WITH EACH OTHER AND THE REMAINDER OF THE NEW/EXISTING SYSTEM. ANY NONCOMPATIBLE COMPONENTS FURNISHED BY THIS CONTRACTOR SHALL BE REPLACED BY HIM 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.
- 5. IN CASE THE CONTRACTOR ELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT REQUIRING ADDITIONAL WIRING, TRANSFORMERS, ADAPTORS, MOUNTINGS, ETC., TO THOSE SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATION, ANY COST FOR THESE ITEMS SHALL BE INCIDENTAL TO THE EQUIPMENT COST.
- THE CONTRACTOR INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) SHALL NOT 6. GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AIR NAVIGATION, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST WITH THE 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, WILL BE ACCEPTABLE, EVEN THOUGH 7. EQUIPMENT OF OTHER TYPES STYLES, CLASSES, ETC. MAY BE APPROVED.
- ANY AND ALL INSTRUCTIONS FROM THE RESIDENT ENGINEER/RESIDENT TECHNICIAN TO THE CONTRACTOR REGARDING CHANGES IN OR DEVIATIONS FROM THE PLANS 8. AND SPECIFICATIONS SHALL BE IN WRITING WITH COPIES SENT TO THE AIRPORT SPONSOR AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS. THE CONTRACTOR SHALL NOT ACCEPT ANY VERBAL INSTRUCTIONS FROM THE RESIDENT ENGINEER/RESIDENT TECHNICIAN REGARDING ANY CHANGES FROM THE PLANS AND SPECIFICATIONS.
- A MINIMUM OF THREE COPIES OF THE INSTRUCTION BOOK SHALL BE SUPPLIED WITH EACH DIFFERENT TYPE OF EQUIPMENT. THE BOOKS DESCRIBING A MORE SOPHISTICATED TYPE OF EQUIPMENT, SUCH AS REGULATORS, PAPI, REIL, ETC. AS 9. A MINIMUM SHALL CONTAIN THE FOLLOWING:
 - A DETAILED DESCRIPTION OF THE OVERALL EQUIPMENT AND ITS INDIVIDUAL A. COMPONENTS.
 - THEORY OF OPERATION INCLUDING THE FUNCTION OF FACH COMPONENT R
 - C. INSTALLATION INSTRUCTION.
 - START-UP INSTRUCTIONS. D.
 - PREVENTATIVE MAINTENANCE REQUIREMENTS. F.
 - CHART FOR TROUBLE-SHOOTING. F.
 - COMPLETE POWER AND CONTROL DETAILED WIRING DIAGRAM(S), SHOWING G. EACH CONDUCTOR/CONNECTION/COMPONENT - "BLACK" BOXES ARE NOT ACCEPTABLE. THE DIAGRAM OF THE NARRATIVE SHALL SHOW VOLTAGE/CURRENTS/WAVE SHAPES AT STRATEGIC LOCATIONS TO BE USED WHEN CHECKING AND/OR TROUBLE-SHOOTING THE EQUIPMENT. WHEN THE EQUIPMENT HAS SEVERAL MODES OF OPERATION, SUCH AS SEVERAL BRIGHTNESS STEPS, THESE PARAMETERS SHALL BE INDICATED FOR ALL DIFFERENT MODES.
 - PARTS LIST WHICH WILL INCLUDE ALL MAJOR AND MINOR COMPONENTS SUCH AS RESISTORS, DIODES, ETC. IT SHALL INCLUDE A COMPLETE NOMENCLATURE OF EACH COMPONENT AND, IF APPLICABLE, THE NAME OF н. ITS MANUFACTURER AND THE CATALOG NUMBER.
 - SAFETY INSTRUCTIONS.

POWER AND CONTROL NOTES

- PROVIDE LEGEND PLATES FOR ALL ELECTRICAL EQUIPMENT TO IDENTIFY FUNCTION 1. CIRCUIT VOLTAGE AND PHASE. WHERE THE EQUIPMENT CONTAINS FUSES, ALSO IDENTIFY THE FUSE OR FUSE LINK AMPERE RATING. WHERE THE EQUIPMENT DOES NOT HAVE SUFFICIENT AREA TO INSTALL LEGEND PLATES. THE LEGEND PLATES SHALL BE INSTALLED ON THE WALL NEXT TO THE UNIT. LEGEND PLATES SHALL BE WEATHERPROOF ENGRAVED PLASTIC OR PHENOLIC MATERIAL, 1/4" HIGH BLACK LETTERS ON A WHITE BACKGROUND UNLESS NOTED OTHERWISE. SECURE WITH WEATHERPROOF ADHESIVE AND MACHINE SCREWS. FURNISH ADDITIONAL LEGEND PLATES WHERE REQUIRED BY CODE, FOR ADDITIONAL EQUIPMENT, AS DETAILED HEREIN ON THE PLANS, AND AS NOTED IN THE SPECIAL PROVISION SPECIFICATIONS.
- 2. COLOR CODE ALL PHASE WIRING BY THE USE OF COLORED WIRE INSULATION AND/OR COLORED TAPE. WHERE TAPE IS USED, THE WIRE INSULATION SHALL BE BLACK. BLACK AND RED SHALL BE USED FOR PHASE CONDUCTORS ON 120/240VAC SINGLE-PHASE, THREE WIRE SYSTEMS AND BLACK, ORANGE (FOR HIGH LEG) AND BLUE SHALL BE USED FOR PHASE CONDUCTORS ON 240/120VAC THREE-PHASE, FOUR WIRE SYSTEMS. NEUTRAL CONDUCTORS, SIZE NO. 6 AWG OR SMALLER, SHALL BE IDENTIFIED BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH. NEUTRAL CONDUCTORS LARGER THAN NO. 6 AWG SHALL 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. INSULATED GROUND CONDUCTORS SHALL HAVE GREEN COLORED INSULATION FOR ALL CONDUCTOR SIZES (AWG OR KCMIL).
- ALL BRANCH CIRCUIT CONDUCTORS CONNECTED TO A PARTICULAR PHASE SHALL 3. BE IDENTIFIED WITH THE SAME COLOR. THE COLOR CODING SHALL BE EXTENDED TO THE POINT OF UTILIZATION
- In control wiring the same color shall be used throughout the system for the same function, such as 10%, 30%, 100% brightness control, 4.
- LOW VOLTAGE (600 V.) AND HIGH VOLTAGE (5000 V.) CONDUCTORS SHALL BE 5. INSTALLED IN SEPARATE WIREWAYS.
- NEATLY LACE WIRING IN DISTRIBUTION PANELS, WIREWAYS, SWITCHES AND 6. JUNCTION/PULL BOXES.
- 7. THE MINIMUM SIZE OF PULL/JUNCTION BOXES, REGARDLESS OF THE QUANTITY AND SIZE OF THE CONDUCTORS SHOWN, SHALL BE AS FOLLOWS:
 - IN STRAIGHT PULLS THE LENGTH OF THE BOX SHALL 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 SHALL BE AT LEAST 3 TIMES GREATER THAN THE TOTAL TRADE CROSS-SECTIONAL AREA OF THE CONDUITS TERMINATING AT THE END.
 - IN ANGLE PULLS OR 'U' PULLS THE DISTANCE BETWEEN EACH CONDUIT В. ENTRY INSIDE THE BOX AND THE OPPOSITE WALL OF THE BOX SHALL NOT BE LESS THAN SIX (6) TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT. THIS DISTANCE SHALL BE INCREASED FOR ADDITIONAL ENTRIES BY THE AMOUNT OF THE SUM OF THE DIAMETERS OF ALL OTHER CONDUIT ENTRIES ON THE SAME WALL AS THE BOX. THE DISTANCE BETWEEN CONDUIT ENTRIES ENCLOSING THE SAME CONDUCTOR SHALL NOT BE LESS THAN SIX TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT.
- A RUN OF CONDUIT BETWEEN TERMINATIONS AT EQUIPMENT ENCLOSURES, SQUARE 8 DUCTS AND PULL/JUNCTION BOXES, SHALL NOT CONTAIN MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL), INCLUDING THOSE BENDS LOCATED IMMEDIATELY AT THE TERMINATIONS, CAST, CONDUIT TYPE OUTLETS SHALL NOT BE TREATED AS PULL/JUNCTION BOXES.
- EQUIPMENT CABINETS SHALL NOT BE USED AS PULL/JUNCTION BOXES. ONLY WIRING TERMINATING AT THE EQUIPMENT SHALL BE BROUGHT INTO THESE 9. ENCLOSURES.
- SPLICES AND JUNCTION POINTS SHALL BE PERMITTED ONLY IN JUNCTION BOXES, 10. DUCTS EQUIPPED WITH REMOVABLE COVERS, AND AT EASILY ACCESSIBLE LOCATIONS.
- CIRCUIT BREAKERS IN POWER DISTRIBUTION PANEL(S) SHALL BE THERMAL-MAGNETIC MOLDED CASE, PERMANENT TRIP WITH 100 AMPERE, MINIMUM 11. FRAME.
- 12. DUAL LUGS SHALL BE USED WHERE TWO (2) WIRES, SIZE NO. 6 OR LARGER, ARE TO BE CONNECTED TO THE SAME TERMÍNAL.
- ALL INTERIOR WALL MOUNTED EQUIPMENT ENCLOSURES SHALL BE MOUNTED ON 13. HOT DIPPED GALVANIZED STEEL STRUT SUPPORT, OR STAINLESS STEEL STRUT SUPPORT, WITH CORROSION RESISTANT HARDWARF.
- 14. SUPPORT FOR EXTERIOR MOUNTED EQUIPMENT SHALL USE HOT DIPPED GALVANIZED STEEL STRUT SUPPORT OR STAINLESS STEEL STRUT SUPPORT WITH STAINLESS STEEL HARDWARE. PROVIDE ZINC RICH PAINT APPLIED TO FIELD CUTS OF GALVANIZED STEEL SUPPORT TO MINIMIZE THE POTENTIAL FOR CORROSION PER THE RESPECTIVE STRUT SUPPORT MANUFACTURER'S RECOMMENDATIONS.

- 16. FLEXIBLE METAL CONDUIT THAT IS USED FOR FLEXIBILITY (INCLUDING
- 17. TO OR AT RIGHT ANGLES WITH THE LINES OF THE STRUCTURE.
- 18.
- 19. LARGER UNDERGROUND WIRE IS INSTALLED, USE INSULATED BUSHINGS.
- 20. USE DOUBLE LOCK NUTS AT EACH CONDUIT TERMINATION.
- 21. WRAP ALL PRIMARY AND SECONDARY POWER CONNECTIONS WITH SUFFICIENT VOLTS TO 69,000 VOLTS) AND COVER WITH VINYL ELECTRICAL TAPE THE APPLICATION.
- 22. NO. 12 AWG. COPPER MINIMUM.
- - TO MAINTAIN THE NEMA 4, 4X RATING OF THE ENCLOSURE.
- В.
- C.
- D. VOLTAGE COMPONENTS.
- Ε. TERMINAL BLOCK.
- G. LINF.
- Н.
- ALL WIRING SHALL BE NEATLY TRAINED AND LACED.
- MINIMUM WIRE SIZE SHALL BE NO. 12 AWG.
- 24. REQUIREMENTS OF NEC 110.16 "ARC FLASH HAZARD WARNING".

CONDUITS FOR ELECTRIC SERVICE ENTRANCE AND FEEDERS SHALL BE AS DETAILED HEREIN ON THE PLANS. WHERE GALVANIZED RIGID STEEL CONDUIT IS SPECIFIED IT SHALL HAVE THREADED FITTINGS. SET SCREW TYPE FITTINGS WILL NOT BE ACCEPTABLE. CONDUITS FOR UNDERGROUND APPLICATIONS SHALL BE AS DETAILED HEREIN. CONDUITS FOR GROUNDING ELECTRODE CONDUCTORS OR INDIVIDUAL GROUNDING CONDUCTORS SHALL BE SCHEDULE 40 OR SCHEDULE 80

PROVIDE LIQUID TIGHT FLEXIBLE METAL CONDUIT AT CONNECTIONS TO EQUIPMENT SUBJECT TO VIBRATION OR WHERE FLEXIBILITY IS REQUIRED. LIQUID TIGHT FLEXIBLE METAL CONDUIT AND ASSOCIATED FITTINGS SHALL BE U.L. LISTED TO MEET THE REQUIREMENTS OF NEC 350.6, SUITABLE FOR GROUNDING, SUNLIGHT RESISTANT, AND RESISTANT TO OIL, GASOLINE, AND GREASE. LIQUID TIGHT CONNECTIONS TO MOTORS, TRANSFORMERS, & CONSTANT CURRENT REGULATORS) SHALL REQUIRE AN EXTERNAL BONDING JUMPER OR INTERNAL EQUIPMENT GROUNDING CONDUCTOR PER NEC 350.60. DO NOT INSTALL LIQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS NOT UL. LISTED. CONFIRM LIQUID-TIGHT FLEXIBLE METAL CONDUIT BEARS THE UL LABEL PRIOR TO INSTALLING IT.

UNLESS OTHERWISE SHOWN. ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL

ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC. SHALL BE GALVANIZED.

USE CONDUIT BUSHINGS AT FACH CONDUIT TERMINATION, WHERE NO. 4 AWG OR

LAYERS OF HIGH VOLTAGE ELECTRICAL INSULATING TAPE (RUBBER SPLICING TAPE SUITABLE FOR PRIMARY ELECTRICAL INSULATION FOR SPLICING CABLE FROM 600 (ALL-WEATHER VINYL INSULATING TAPE SUITABLE FOR PROTECTIVE JACKETING FOR . HIGH-VOLTAGE CABLE SPLICES AND REPAIRS) FOR FULL VALUE OF CABLE INSULATION VOLTAGE. PER ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS ITEM 108, ITEM 125 AND FAA AC 150/5370-10G ITEM L-108, HIGH VOLTAGE ELECTRICAL INSULATING TAPE SHALL BE 3M SCOTCH 23, 3M SCOTCH 130C OR APPROVED EQUIVALENT, AND VINYL ELECTRICAL TAPE SHALL BE 3M SCOTCH 88 OR APPROVED EQUIVALENT. TAPES MUST BE RATED SUITABLE FOR

UNLESS OTHERWISE NOTED, ALL SINGLE CONDUCTOR CONTROL WIRING SHALL BE

23. THE FOLLOWING SHALL APPLY TO RELAY/CONTACTOR PANELS/ENCLOSURES:

A. FOR INTERIOR LOCATIONS ALL COMPONENTS SHALL BE MOUNTED IN NEMA 12 (DUST TIGHT) ENCLOSURE(S) WITH VERTICALLY HINGED COVERS. FOR EXTERIOR/OUTDOOR LOCATIONS ALL COMPONENTS SHALL BE MOUNTED IN NEMA 4X STAINLESS STEEL ENCLOSURE(S) WITH VERTICALLY HINGED COVERS. ALL CONDUIT ENTRIES INTO NEMA 4, 4X ENCLOSURES SHALL HAVE NEMA 4 HUBS LISTED SUITABLE FOR THE RESPECTIVE ENCLOSURE

THE ENCLOSURE(S) SHALL HAVE AMPLE SPACE FOR THE CIRCUIT COMPONENTS, TERMINAL BLOCKS AND INCOMING AND INTERNAL WIRING.

ALL CONTROL CONDUCTOR TERMINATIONS SHALL BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE. SOLDERED CLOSED-EYE TERMINATIONS, OR TERMINATIONS WITHOUT CONNECTORS ARE NOT ACCEPTABLE.

WHEN THE ENCLOSURE COVER IS OPENED, ALL CIRCUIT COMPONENTS, WIRING AND TERMINALS SHALL BE EXPOSED AND ACCESSIBLE WITHOUT REMOVAL OF ANY PANELS, COVERS, ETC., EXCEPT THOSE COVERING HIGH

ACCESS TO, OR REMOVAL OF A CIRCUIT COMPONENT OR TERMINAL BLOCK WILL NOT REQUIRE THE REMOVAL OF ANY OTHER CIRCUIT COMPONENT OR

EACH CIRCUIT COMPONENT SHALL BE CLEARLY IDENTIFIED INDICATING ITS CORRESPONDING NUMBER SHOWN ON THE DRAWINGS AND ITS FUNCTION.

A COMPLETE WIRING DIAGRAM SHALL BE MOUNTED ON THE INSIDE OF THE COVER. THE DIAGRAM SHALL REPRESENT EACH CONDUCTOR BY A SEPARATE

THE DIAGRAM SHALL IDENTIFY EACH CIRCUIT COMPONENT AN NUMBERING AND COLOR OF EACH TERMINAL CONDUCTOR AND TERMINAL.

FURNISH & INSTALL A WEATHERPROOF WARNING LABEL FOR EACH METER SOCKET, SERVICE DISCONNECT, SAFETY SWITCH, CUTOUT, PANELBOARD, & CONTROL PANEL TO WARN PERSONS OF POTENTIAL ELECTRIC ARC FLASH HAZARDS, PER THE



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Hanson Professional Services Inc. 1525 S. 6th Street Springfield, IL 62703 phone: 217-788-2450 fax: 217-788-2503

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Edgar County Airport

Board of Edgar County 15551 Airport Rd. Paris, IL 61944-8474 Telephone: 217.465.4151



REHABILITATE PARTIAL PARALLEL TAXIWAY TO **RUNWAY 9/27**

IDA No: PRG-4558

Contract No. ED019

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SHEET TITLE

ELECTRICAL NOTES SHEET 1

AIRFIELD LIGHTING NOTES

- UNLESS OTHERWISE NOTED, ALL UNDERGROUND AIRFIELD LIGHTING SERIES CIRCUIT 1. CONDUCTORS WHETHER DEB OR IN DUCT/CONDUIT SHALL BE FAA APPROVED 5000 VOLT L-824 TYPE. ALL UNDERGROUND FIELD POWER LOW VOLTAGE (600 VOLT & BELOW) CIRCUIT CONDUCTORS WHETHER DEB OR IN DUCT/CONDUIT SHALL BE UL LISTED 600 VOLT, TYPE XLP-USE-2 COPPER CONDUCTORS. CONDUCTOR SIZES SHALL BE AS SPECIFIED, HEREIN,
- NO COMPONENTS OF PRIMARY CIRCUIT SUCH AS CABLE, CONNECTORS AND 2. TRANSFORMERS SHALL BE BROUGHT ABOVE GROUND AT EDGE LIGHTS, SIGNS, REIL, PAPL FTC.
- THERE SHALL BE NO EXPOSED POWER/CONTROL CABLES BETWEEN THE POINT WHERE 3. THEY LEAVE THE UNDERGROUND (DEB OR L-867 BASES) AND WHERE THEY ENTER THE EQUIPMENT (SUCH AS TAXIWAY SIGNS, PAPI, REIL, ETC.) ENCLOSURES. THESE CABLES SHALL BE ENCLOSED IN RIGID CONDUIT OR IN FLEXIBLE, WATERTIGHT CONDUIT WITH BREAKABLE COUPLING(S) AT THE GRADE OR THE HOUSING COVER, AS SHOWN IN APPLICABLE DETAILS.
- THE JOINTS OF THE L-823 PRIMARY CONNECTORS SHALL BE WRAPPED WITH AT LEAST 4. ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF THE JOINT, AS SHOWN ON AIRFIELD LIGHTING CABLE SPLICE DETAILS.
- THE CABLE ENTRANCE INTO THE FIELD-ATTACHED L-823 CONNECTORS SHALL BE 5. ENCLOSED BY A HEAT-SHRINKABLE TUBING WITH CONTINUOUS INTERNAL ADHESIVE, AS SHOWN ON AIRFIELD LIGHTING CABLE SPLICE DETAILS.
- 6. L-823 TYPE II, TWO-CONDUCTOR SECONDARY CONNECTORS SHALL BE CLASS 'A' (FACTORY MOLDED).
- THERE SHALL BE NO SPLICES IN THE SECONDARY CABLE(S) WITHIN THE STEMS OF A 7. RUNWAY/TAXIWAY EDGE/THRESHOLD LIGHTING FIXTURE AND THE WIREWAYS LEADING TO TAXIWAY SIGNS AND PAPI/REIL EQUIPMENT.
- ELECTRICAL INSULATING GREASE SHALL BE APPLIED WITHIN THE L-823, SECONDARY, 8. TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THESE CONNECTORS SHALL NOT BE TAPED.
- DEB ISOLATION TRANSFORMERS SHALL BE BURIED AT A DEPTH OF TEN (10") INCHES 9. ON A LINE CROSSING THE LIGHT AND PERPENDICULAR TO THE RUNWAY/TAXIWAY CENTERLINE AT A LOCATION TWELVE (12") INCHES FROM THE LIGHT OPPOSITE FROM THE RUNWAY/TAXIWAY.
- 10. A SLACK OF THREE (3') FEET, MINIMUM, PLUS DEPTH OF BASE CAN (IF APPLICABLE), SHALL BE PROVIDED IN THE PRIMARY CABLE AT EACH TRANSFORMER/CONNECTOR TERMINATION. AT STAKE-MOUNTED LIGHTS, THE SLACK SHALL BE LOOSELY COILED IMMEDIATELY BELOW THE ISOLATION TRANSFORMER. THERE SHALL BE NO ADDITIONAL PAYMENT FOR CABLE SLACK AND THEREFORE THE QUANTITY OF PROPOSED CABLE SLACK HAS NOT BEEN INCLUDED IN THE RESPECTIVE CABLE PAY ITEMS.
- 11. DIRECTION OF PRIMARY CABLES SHALL BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK TO PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO RIGHT IS CODED BLUE. THIS APPLIES TO STAKE MOUNTED LIGHTS AND BASE MOUNTED LIGHTS WHERE THE BASE HAS ONLY ONE ENTRANCE.
- 12. L-867 BASES SHALL BE SIZE B, 24" DEEP, CLASS I, UNLESS OTHERWISE NOTED.
- 13. BASE MOUNTED BREAKABLE COUPLINGS SHALL NOT HAVE WEEP HOLES TO THE OUTSIDE. PLUGGED UP HOLES SHALL NOT BE ACCEPTABLE. IT SHALL BE A 1/4" DIAMETER, MINIMUM, OR EQUIVALENT OPENING FOR DRAINAGE FROM THE SPACE AROUND THE SECONDARY CONNECTOR INTO THE L-867 BASE.
- 14. THE ELEVATION OF THE BREAKABLE COUPLING GROOVE SHALL NOT EXCEED 1-1/2' ABOVE THE EDGE OF THE COVER IN CASE OF BASE MOUNTED COUPLINGS, OR THE TOP OF THE STAKE IN CASE OF STAKE MOUNTED COUPLINGS.
- WHERE THE BREAKABLE COUPLING IS NOT AN INTEGRAL PART OF THE LIGHT FIXTURE STEM OR MOUNTING LEG, A BEAD OF SILICON SEAL SHALL BE APPLIED COMPLETELY AROUND LIGHT STEM OR WIREWAY AT BREAKABLE COUPLING TO PROVIDE A WATERTIGHT 15.
- 16. TOPS OF THE STAKES SUPPORTING LIGHT FIXTURES SHALL BE FLUSH WITH THE SURROUNDING GRADE.
- 17. PLASTIC LIGHTING FIXTURE COMPONENTS, SUCH AS LAMP HEADS, STEMS, BREAKABLE COUPLINGS, BASE COVERS, BRACKETS, STAKES, SHALL NOT BE ACCEPTABLE.
- 18. THE TOLERANCE FOR THE HEIGHT OF RUNWAY/TAXIWAY EDGE LIGHTS SHALL BE: ONE (1) INCH. IN CASE OF STAKE MOUNTED LIGHTS. THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE MEASURED BETWEEN THE TOP OF THE STAKE AND THE TOP OF THE LENS. IN CASE OF BASE MOUNTED LIGHTS, THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE MEASURED BETWEEN THE TOP OF THE BASE FLANGE AND THE TOP OF THE LENS, THUS INCLUDING THE BASE COVER, THE FRANGIBLE COUPLING, THE STEM, THE LAMP HOUSING AND THE LENS.
- 19. THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTERLINE) OF RUNWAY/TAXIWAY EDGE LIGHTS SHALL BE ONE (1) INCH. THIS ALSO APPLIES AT INTERSECTIONS TO LATERAL SPACING BETWEEN LIGHTS OF A RUNWAY/TAXIWAY AND THE INTERSECTING RUNWAY/TAXIWAY.

- ENTRANCES INTO L-867 BASES SHALL HAVE CONDUIT COUPLINGS OR REDUCERS TO 20. INTERFACE UNIT DUCT/CONDUIT TO L-867 BASE HUBS, OR SHALL BE SEALED WITH HEAT SHRINK.
- 21. GALVANIZED/PAINTED EQUIPMENT/COMPONENT SURFACES SHALL NOT BE DAMAGED BY drilling, fíling, etc. Drain Holes in metal transformer housings shall be MADE BEFORE GALVANIZING.
- 22. EDGE LIGHT NUMBERING TAGS SHALL BE FACING THE PAVEMENT.
- CABLE/SPLICE/DUCT MARKERS SHALL BE PRECAST CONCRETE OF THE SIZE SHOWN. 23. letters/numbers/arrows for the legend to be impressed into the tops of THE MARKERS SHALL BE PRE-ASSEMBLED AND SECURED IN THE MOLD BEFORE THE CONCRETE IS POURED. LEGEND INSCRIBED BY HAND IN WET CONCRETE SHALL NOT BE
- ALL UNDERGROUND CABLE RUNS SHALL BE IDENTIFIED BY CABLE MARKERS AT 200 24. FEET MAXIMUM SPACING, WITH AN ADDITIONAL MARKER AT EACH CHANGE OF DIRECTION OF THE CABLE RUN. CABLE MARKERS SHALL BE INSTALLED IMMEDIATELY ABOVE THE CABLES
- THERE SHALL BE NO SPLICES BETWEEN THE ISOLATION TRANSFORMERS. L-823 25. CONNECTORS ARE ALLOWED AT TRANSFORMER CONNECTIONS ONLY, UNLESS OTHERWISE SHOWN
- APPLY AN OXIDE INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS AND 26. BREAKAGE COUPLING THREADS.
- 27. LOCATIONS OF ENDS OF ALL UNDERGROUND DUCTS SHALL BE IDENTIFIED BY DUCT MARKERS
- WHERE A PARALLEL, CONSTANT VOLTAGE PAPI SYSTEM IS PROVIDED, THE "T" SPLICES 28. SHALL BE OF THE CAST TYPE.
- CONCRETE USED FOR SLABS, FOOTINGS, BACKFILL AROUND TRANSFORMER HOUSINGS, 29. MARKINGS, ETC. SHALL BE 3500 PSI (MINIMUM) AT 14 DAYS, IN ACCORDANCE WITH ITEM 610 STRUCTURAL PORTLAND CEMENT CONCRETE.
- ALL POWER AND CONTROL CABLES IN MAN/HAND HOLES SHALL BE TAGGED. USE 30. embossed copper strips to be attached at both ends to the cable by the USE OF PLASTIC STRAPS. MINIMUM OF TWO TAGS SHALL BE PROVIDED ON EACH CABLE IN A MAN/HAND HOLE-ONE AT THE CABLE ENTRANCE AND ONE AT THE CABLE
- THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR 31. ABOVEGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO 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 ABOVE GROUND UTILITIES.
- 32 WHEN PREPARING CABLE FOR SPLICES, THE CONTRACTOR SHALL USE A CABLE STRIPPER/PENCILLER WHENEVER CABLE CONNECTIONS ARE MADE.

GROUNDING NOTES FOR AIRFIELD LIGHTING

- 1. SHALL BE AS DETAILED ON THE PLANS AND AS SPECIFIED HEREIN. A GROUND ROD BASE. THE PURPOSE OF THE LIGHT BASE GROUND IS TO PROVIDE A DEGREE OF PROTECTION FOR MAINTENANCE PERSONNEL FROM POSSIBLE CONTACT WITH AN ENERGIZED LIGHT BASE OR MOUNTING STAKE THAT MAY RESULT FROM A SHORTED POWER CABLE OR ISOLATION TRANSFORMER. A LIGHT BASE GROUND SHALL BE TAXIWAY LIGHTS, AND LIGHTED TAXI GUIDANCE SIGNS. A LIGHT BASE GROUND SHALL SIGN AS DETAILED ON THE PLANS AND IN ACCORDANCE WITH THE RESPECTIVE TAXI 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 CONNECTED TO THE GRSC NIPPLE EXTENDING FROM A THREADED LIGHT BASE HUB. CONNECTIONS TO GROUND RODS SHALL BE MADE WITH EXOTHERMIC WELD TYPE CONNECTORS, CADWELD BY PENTAIR ERICO PRODUCTS, INC., THERMOWELD BY CONTINENTAL INDUSTRIES, INC., ULTRAWELD BY HARGER, OR APPROVED EQUAL. EXOTHERMIC WELD CONNECTIONS SHALL BE INSTALLED IN CONFORMANCE WITH THE RESPECTIVE MANUFACTURER'S DIRECTIONS USING MOLDS AS REQUIRED FOR EACH UNLESS SPECIFIED OTHERWISE HEREIN, FOR RESPECTIVE APPLICATIONS.
- PER THE REQUIREMENTS OF FAA AC 150/5340-30J DESIGN AND INSTALLATION DETAILS VIA A NO. 6 AWG STRANDED COPPER WIRE RATED 600 VOLTS WITH GREEN XHHW, BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S
- STEEL USED TO MANUFACTURE GROUND RODS SHALL BE 100 PERCENT DOMESTIC 3. STEEL.
- CLEAN ALL METAL SURFACES BEFORE MAKING GROUND CONNECTIONS. METALLIC SURFACES TO BE JOINED SHALL BE PREPARED BY THE REMOVAL OF ALL NON-CONDUCTIVE MATERIAL PER 2017 NATIONAL ELECTRICAL CODE ARTICLE 250-12. 4.
- 5. (WITH GROUND ROD CONNECTED) MUST BE 25 OHMS OR LESS.
- FOR TESTING GROUNDING SYSTEMS. TEST RESULTS SHALL BE RECORDED FOR EACH AIRFIELD LIGHT FIXTURE AND EACH TAXI GUIDANCE SIGN INSTALLATION. IF GROUND MIGHT BE REQUIRED. IF GROUND RESISTANCE EXCEEDS 25 OHMS CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION. ALSO REFER TO EOR-47643 FOR THE GROUND SYSTEM TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN AND THE PROJECT ENGINEER.

GROUNDING FOR RUNWAY LIGHTS, TAXIWAY LIGHTS, AND LIGHTED TAXI GUIDANCE SIGNS MUST BE INSTALLED AT EACH LIGHT FIXTURE, TAXI GUIDANCE SIGN AND L-867/L-868 INSTALLED AT EACH TRANSFORMER BASE/LIGHT CAN ASSOCIATED WITH RUNWAY LIGHTS, ALSO BE INSTALLED AT EACH STAKE MOUNTED LIGHT FIXTURE. A LIGHT BASE GROUND SHALL BE INSTALLED AND CONNECTED TO THE METAL FRAME OF EACH TAXI GUIDANCE GUIDANCE SIGN MANUFACTURER RECOMMENDATIONS. THE LIGHT BASE GROUND SHALL 3/4-INCH DIAMETER BY 10-FOOT LONG (MINIMUM) UL LISTED COPPER CLAD GROUND OR MOUNTING STAKE SHALL BE WITH A UL LISTED GROUNDING CONNECTOR. CONNECTIONS TO LIGHT BASES MAY ALSO BE MADE WITH A UL 467 LISTED PIPE CLAMP RESPECTIVE APPLICATION. BOLTED CONNECTIONS WILL NOT BE PERMITTED AT GROUND RODS. TOP OF GROUND RODS SHALL BE BURIED 12 INCHES MINIMUM BELOW GRADE,

FOR AIRPORT VISUAL AIDS, CHAPTER 12, PART 12.6 "LIGHT FIXTURE BONDING" IT NOTES THE FOLLOWING: BOND THE LIGHT FIXTURE TO THE LIGHT BASE INTERNAL GROUND LUG THWN-2, OR OTHER SUITABLE INSULATION, BARE STRANDED CONDUCTOR OR A BRAIDED GROUND STRAP OF EQUIVALENT CURRENT RATING. THE BONDING CONDUCTOR LENGTH MUST BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT INSTRUCTIONS FOR PROPER METHODS OF ATTACHING A BONDING WIRE TO THE FIXTURE.

THE RESISTANCE TO GROUND OF THE RESPECTIVE MOUNTING STAKE OR LIGHT BASE

6. FOR EACH AIRFIELD LIGHT FIXTURE, TAXI GUIDANCE SIGN, JUNCTION STRUCTURE/L-867 BASE/L-868 BASE, OR OTHER AIRFIELD LIGHT FIXTURE. THE CONTRACTOR SHALL TEST THE MADE ELECTRODE GROUND SYSTEM WITH AN INSTRUMENT SPECIFICALLY DESIGNED RESISTANCE EXCEEDS 25 OHMS, LONGER GROUND RODS OR ADDITIONAL GROUND RODS ADDITIONAL INFORMATION ON GROUNDING REQUIREMENTS WHERE APPLICABLE. COPIES OF



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Edgar County Airport

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REHABILITATE PARTIAL PARALLEL TAXIWAY TO **RUNWAY 9/27**

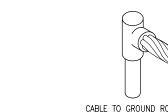
IDA No: PRG-4558

Contract No. ED019

NO.	DATE	DESCRIPTION			
NO.	DATE	LAY	DWN	REV	
ISSUE:	FEBRU/	ARY 28	3, 2020		
PROJEC	T NO: 1	7A001	6D		
CAD FIL	E: E-004	1-NOT	ES.DV	/G	
LAYOUT BY: KNL 12/10/2018					
DRAWN	BY: CW	'S 12/1	0/2018	3	
REVIEW	ED BY:	BSS 0	2/28/20)20	

SHEET TITLE

ELECTRICAL NOTES SHEET 2

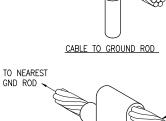


CABLE TO GROUND ROD

CABLE TO GROUND ROD

CABLES TO GROUND ROD

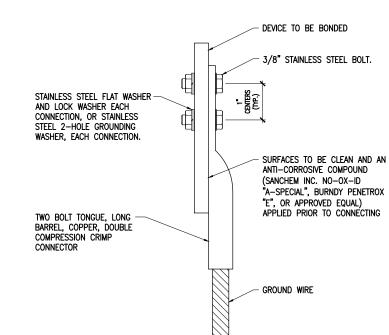
DETAIL NOTES



CABLE TO CABLE HORIZONTAL PARALLEL TAP

CABLE TO REBAR

TAP CONDUCTOR SHALL BE ROUTED IN THE DIRECTION TOWARDS THE NEAREST GROUND ROD

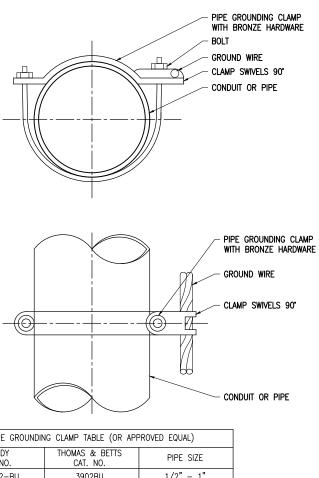


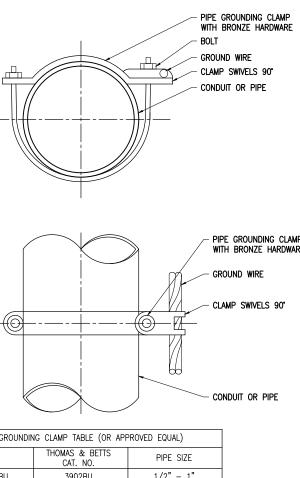
2 HOLE LONG BARREL COMPRESSION LUG TABLE (OR APPROVED EQUAL)						
WIRE SIZE	BURNDY CAT. NO.	THOMAS & BETTS CAT. NO.	PENN-UNION CAT. NO.			
#8 AWG STRANDED	YA8C-2TC38	256-30695-1157	BBLU-8D-2TC38			
#6 AWG SOLID	YA8C-2TC38 OR YGA6C-2TC38E2G1					
#6 AWG STRANDED	YA6C-2TC38	256-30695-1158	BBLU-6D-2TC38			
#4 AWG STRANDED	YA4C-2TC38	256-30695-1159	BBLU-4D-2TC38			
#2 AWG STRANDED	YA2C-2TC38	256-30695-1160	BBLU-2D-2TC38			
#2 AWG SOLID	YA3C-2TC38	256-30695-1160	BBLU-3D-2TC38			
#1/0 AWG STRANDED	YA25-2TC38	256-30695-1162	BBLU-1/0D-2TC38			
#2/0 AWG STRANDED	YA26-2TC38	256-30695-1116	BBLU-2/0D-2TC38			
#3/0 AWG STRANDED	YA27-2TC38	54816BE	BBLU-3/0D-2TC38			
#4/0 AWG STRANDED	YA28-2TC38	256-30695-1117	BBLU-4/0D-2TC38			

NOTES

- ALL CONNECTIONS TO GROUND BUS BAR SHALL BE WITH 2 HOLE TONGUE LONG BARREL COMPRESSION LUGS BOLTED TO THE BUS BAR.
- GROUND WIRE CONNECTIONS TO EQUIPMENT SHALL BE WITH 2 HOLE 2. TONGUE LONG BARREL COMPRESSION LUGS BOLTED TO THE DEVICE OR WITH THE RESPECTIVE EQUIPT MANUFACTURER'S LUG OR TERMINAL WHERE APPLICABLE.
- GROUNDING ELECTRODE CONDUCTORS, BONDING JUMPERS, & INDIVIDUAL 3. GROUND WIRES SHALL NOT BE INSTALLED IN METAL CONDUIT. WHERE PLASTIC CONDUIT IS USED FOR INDIVIDUAL GROUND WIRES, DO NOT COMPLETELY ENCIRCLE THE CONDUIT WITH FERROUS AND/OR MAGNETIC WATERIALS. WHERE METAL CLAMPS ARE INSTALLED USE NYLON BOLTS, NUTS, WASHERS, & SPACERS TO INTERRUPT A COMPLETE METALLIC APTH FROM ENCIRCLING THE CONDUIT.
- 4. ALL CONNECTIONS SHALL BE COATED WITH A CORROSION PREVENTATIVE COMPOUND (SANCHEM INC. NO-OX-ID "A-SPECIAL", BURNDY PENETROX E, OR APPROVED EQUAL) BEFORE JOINING. ALL COPPER BUS BARS SHALL BE CLEANED PRIOR TO MAKING CONNECTIONS TO REMOVE SURFACE OXIDATION. CLEAN SURFACES, OF RESPECTIVE DEVICES TO BE BONDED, TO BARE METAL, PER NEC 250-12.

GROUNDING LUG CONNECTION DETAIL





PIPE GROUNDING CLAMP TABLE (OR APPROVED EQUAL)					
BURNDY CAT. NO.	PIPE SIZE				
GAR3902-BU	3902BU	1/2" - 1"			
GAR3903-BU 3903BU		1 1/4" - 2"			
GAR3904-BU	3904BU	2 1/2" - 3 1/2"			
GAR3905-BU	3905BU	4" - 5"			
GAR3906-BU	3906BU	6"			

NOTES

PIPE GROUNDING CLAMPS SHALL HAVE BRONZE HARDWARE, BE CORROSION RESISTANT, 1. SUITABLE FOR DIRECT BURIAL IN EARTH OR CONCRETE, & UL 467 LISTED.

PIPE/CONDUIT GROUNDING CLAMP DETAIL

EB

EXOTHERMIC WELD TYPE CONNECTIONS. EXOTHERMIC WELDS SHALL BE CADWELD AS MANUFACTURED BY PENTAIR ERICO PRODUCTS, ULTRAWELD AS MANUFACTURED BY HARGER LIGHTNING PROTECTION & GROUNDING EQUIPMENT, OR THERMOWELD AS MANUFACTURED BY CONTINENTAL INDUSTRIES OR APPROVED EQUAL. VERIFY PROPER SIZES, MOLDS, TYPES, AND REQUIREMENTS FOR THE RESPECTIVE APPLICATION WITH THE MANUFACTURER, AND INSTALL PER THEIR DIRECTIONS.

1. ALL BELOW GRADE CONNECTIONS TO GROUND RODS & GROUND RING CONDUCTORS SHALL BE

- 2. FOR APPLICATIONS TO GALVANIZED STEEL OR PAINTED STEEL, REMOVE GALVANIZING AND/OR PAINT & CLEAN THE SURFACE TO EXPOSE BARE STEEL BEFORE MAKING EXOTHERMIC WELD CONNECTION.
- 3. INDIVIDUAL GROUNDING ELECTRODE CONDUCTORS SHALL NOT BE INSTALLED IN METAL CONDUIT. INSTALL GROUNDING ELECTRODE CONDUCTORS IN SCHED 40 PVC CONDUIT AS REQUIRED IN FOUNDATIONS, FOR PROTECTION, WHERE ENTERING ENCLOSURES, ETC. WHERE PLASTIC CONDUIT IS USED FOR INDIVIDUAL GROUND WIRES, DO NOT COMPLETELY ENCIRCLE THE CONDUIT WITH FERROUS AND/OR MAGNETIC MATERIALS. WHERE METAL CLAMPS ARE INSTALLED USE NYLON BOLTS, NUTS, WASHERS, & SPACERS TO INTERRUPT A COMPLETE METALLIC PATH FROM ENCIRCLING THE CONDUIT.

EXOTHERMIC WELD DETAILS



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REVIEWED BY: BSS 02/28/2020				
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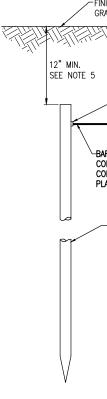
GROUNDING DETAILS

GROUNDING NOTES

THE CONTRACTOR SHALL FURNISH AND INSTALL ALL GROUNDING AS MAY BE NECESSARY OR REQUIRED TO MAKE A COMPLETE GROUNDING SYSTEM AS REQUIRED BY THE LATEST NATIONAL ELECTRICAL CODE (NFPA 70) IN FORCE AND FAA-STD-019e (LIGHTNING AND SURGE PROTECTION, GROUNDING, BONDING, AND SHIELDING REQUIREMENTS FOR FACILITIES AND ELECTRONIC EQUIPMENT). THE RELIABILITY OF THE GROUNDING SYSTEM IS DEPENDENT ON CAREFUL, PROPER INSTALLATION AND CHOICE OF MATERIALS. IMPROPER PREPARATION OF SURFACES TO BE JOINED TO MAKE AN ELECTRICAL PATH, LOOSE JOINTS OR CORROSION CAN INTRODUCE IMPEDANCE THAT WILL SERIOUSLY IMPAIR THE ABILITY OF THE GROUND PATH TO PROTECT PERSONNEL AND EQUIPMENT AND TO ABSORB TRANSIENTS THAT CAN CAUSE NOISE IN COMMUNICATIONS CIRCUITS. THE FOLLOWING FUNCTIONS ARE PARTICULARLY IMPORTANT TO ENSURE A RELIABLE GROUND SYSTEM:

- FURNISH AND INSTALL GROUND RODS AS DETAILED HEREIN. GROUND RODS SHALL BE 1. MINIMUM 3/4-IN. DIAMETER BY 10-FT LONG, UL-LISTED, COPPER CLAD WITH 10-MIL MINIMUM COPPER COATING (UNLESS DETAILED OTHERWISE HEREIN). GROUND RODS SHALL BE SPACED OR AS DETAILED ON THE RESPECTIVE PLANS, AND IN NO CASE SPACED LESS THAN ONE ROD LENGTH APART. ALL CONNECTIONS TO GROUND RODS AND THE GROUND RING SHALL BE MADE WITH EXOTHERMIC WELD TYPE CONNECTORS, CADWELD BY PENTAIR ERICO PRODUCTS, INC., THERMOWELD BY CONTINENTAL INDUSTRIES, INC., ULTRAWELD BY HARGER, OR APPROVED EQUAL. EXOTHERMIC WELD CONNECTIONS SHALL BE INSTALLED IN CONFORMANCE WITH THE RESPECTIVE MANUFACTURER'S DIRECTIONS USING MOLDS AS REQUIRED FOR EACH RESPECTIVE APPLICATION. BOLTED CONNECTIONS WILL NOT BE PERMITTED AT GROUND RODS OR AT BURIED GROUNDING ELECTRODE CONDUCTORS.
- CONTRACTOR SHALL TEST EACH MADE ELECTRODE GROUND ROD/GROUND 2. FIELD/GROUND RING WITH AN INSTRUMENT SPECIFICALLY DESIGNED FOR TESTING GROUND FIELD SYSTEMS. IF GROUND RESISTANCE EXCEEDS 25 OHMS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION. ALSO REFER TO EOR-47643 FOR ADDITIONAL INFORMATION ON GROUNDING REQUIREMENTS WHERE APPLICABLE. COPIES OF GROUND ROD TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN AND THE PROJECT ENGINEER.
- ALL PRODUCTS ASSOCIATED WITH THE GROUNDING SYSTEM SHALL BE UL-LISTED AND 3. LABELED.
- ALL BOLTED OR MECHANICAL CONNECTIONS SHALL BE COATED WITH A CORROSION 4. PREVENTATIVE COMPOUND BEFORE JOINING, SANCHEM INC. "NO-OX-ID "A-SPECIAL" COMPOUND, BURNDY PENETROX E, OR APPROVED EQUAL.
- 5. METALLIC SURFACES TO BE JOINED SHALL BE PREPARED BY THE REMOVAL OF ALL NON-CONDUCTIVE MATERIAL, PER 2017 NATIONAL ELECTRICAL CODE ARTICLE 250-12. ALL COPPER BUS BARS MUST BE CLEANED PRIOR TO MAKING CONNECTIONS TO REMOVE SURFACE OXIDATION.
- METALLIC RACEWAY FITTINGS SHALL BE MADE UP TIGHT TO PROVIDE A PERMANENT LOW 6. IMPEDANCE PATH FOR ALL CIRCUITS. METAL CONDUIT TERMINATIONS IN ENCLOSURES SHALL BE BONDED TO THE ENCLOSURE WITH UL-LISTED FITTINGS SUITABLE FOR GROUNDING. PROVIDE GROUNDING BUSHINGS WITH BONDING JUMPERS FOR ALL METAL CONDUITS ENTERING SERVICE EQUIPMENT (METER BASE, CT CABINET, MAIN SERVICE BREAKER ENCLOSURE, ETC.). PROVIDE GROUNDING BUSHINGS WITH BONDING JUMPERS FOR ALL METAL CONDUITS ENTERING AN ENCLOSURE THROUGH CONCENTRIC OR ECCENTRIC KNOCKOUTS THAT ARE PUNCHED OR OTHERWISE FORMED SO AS TO IMPAIR THE ELECTRICAL CONNECTION TO GROUND. STANDARD LOCKNUTS OR BUSHINGS SHALL NOT BE THE SOLE MEANS FOR BONDING WHERE A CONDUIT ENTERS AN ENCLOSURE THROUGH A CONCENTRIC OR ECCENTRIC KNOCKOUT
- 7. ALL CONNECTIONS, LOCATED ABOVE GRADE, BETWEEN THE DIFFERENT TYPES OF GROUNDING CONDUCTORS SHALL BE MADE USING UL-LISTED DOUBLE COMPRESSION CRIMP TYPE CONNECTORS OR UL-LISTED BOLTED GROUND CONNECTORS. FOR GROUND CONNECTIONS TO ENCLOSURES, CASES AND FRAMES OF ELECTRICAL EQUIPMENT NOT SUPPLIED WITH GROUND LUGS THE CONTRACTOR SHALL DRILL REQUIRED HOLES FOR MOUNTING A BOLTED GROUND CONNECTOR. ALL BOLTED GROUND CONNECTORS SHALL BE BURNDY, DOSSERT CORPORATION, ILSCO CORPORATION, PENN-UNION CORPORATION, THOMAS & BETTS, OR APPROVED EQUAL TIGHTEN CONNECTIONS TO COMPLY WITH TIGHTENING TORQUES IN UL STANDARD 486A TO ASSURE PERMANENT AND EFFECTIVE GROUNDING.
- ALL METAL EQUIPMENT ENCLOSURES, CONDUITS, CABINETS, BOXES, RECEPTACLES, 8. MOTORS, ETC. SHALL BE BONDED TO THE RESPECTIVE GROUNDING SYSTEM.
- PROVIDE ALL BOXES FOR PROPOSED OUTLETS, SWITCHES, CIRCUIT BREAKERS, ETC. WITH GROUNDING SCREWS. PROVIDE ALL PANELBOARD, SWITCHGEAR, ETC., ENCLOSURES WITH GROUNDING BARS WITH INDIVIDUAL SCREWS, LUGS, CLAMPS, ETC., FOR EACH OF THE GROUNDING CONDUCTORS THAT ENTER THEIR RESPECTIVE ENCLOSURES
- EACH NEW FEEDER CIRCUIT AND/OR BRANCH CIRCUIT SHALL INCLUDE AN EQUIPMENT 10. GROUND WIRE. METAL RACEWAY OR CONDUIT SHALL NOT MEET THIS REQUIREMENT. THE EQUIPMENT GROUND WIRE FROM EQUIPMENT SHALL NOT BE SMALLER THAN ALLOWED BY 2017 NEC TABLE 250-122 "MINIMUM SIZE CONDUCTORS OR GROUNDING RACEWAY AND EQUIPMENT." WHEN CONDUCTORS ARE ADJUSTED IN SIZE TO COMPENSATE FOR VOLTAGE DROP, EQUIPMENT-GROUNDING CONDUCTORS SHALL BE ADJUSTED PROPORTIONATELY ACCORDING TO CIRCULAR MILAREA ALL EQUIPMENT GROUND WIRES SHALL BE COPPER, EITHER BARE OR INSULATED GREEN IN COLOR. WHERE THE EQUIPMENT GROUNDING CONDUCTORS ARE INSULATED, THEY SHALL BE IDENTIFIED BY THE COLOR GREEN, AND SHALL BE THE SAME INSULATION TYPE AS THE PHASE CONDUCTORS.

- ALL EXTERIOR METAL CONDUIT, WHERE NOT ELECTRICALLY CONTINUOUS BECAUSE OF 11. MANHOLES, HANDHOLES, NON-METALLIC JUNCTION BOXES, ETC., SHALL BE BONDED TO ALL OTHER METAL CONDUIT IN THE RESPECTIVE DUCT RUN, AND AT EACH END, WITH A COPPER-BONDING JUMPER SIZED IN CONFORMANCE WITH 2017 NEC 250-102. WHERE METAL CONDUITS TERMINATE IN AN ENCLOSURE (SUCH AS A MOTOR CONTROL CENTER. SWITCHBOARD, ETC) WHERE THERE IS NOT ELECTRICAL CONTINUITY WITH THE CONDUIT AND THE RESPECTIVE ENCLOSURE, PROVIDE A BONDING JUMPER FROM THE RESPECTIVE ENCLOSURE GROUND BUS TO THE CONDUIT SIZED PER 2017 NEC 250-102.
- IT IS THE INTENT OF THIS SPECIFICATION THAT ALL MOTOR FRAMES, PUMP BASES 12. ELECTRICAL EQUIPMENT ENCLOSURES, PANEL HOUSINGS, CONDUITS, BOXES, ETC. HAVE A CONTINUOUS COPPER WIRE GROUND CONNECTION AND SHALL BE POSITIVELY BONDED TO THE RESPECTIVE GROUNDING SYSTEM. CONDUIT CONNECTORS WILL NOT BE CONSIDERED AS ADEQUATE GROUNDING.
- 13. PROVIDE A POSITIVE GROUND BOND FOR ALL OUTLET BOXES, ELECTRICAL EQUIPMENT ENCLOSURES, GROUNDING RECEPTACLES, TOGGLE SWITCHES, ETC. INSTALL A GROUNDING CONDUCTOR IN ALL WIRE AND CABLE RACEWAYS. GROUND CONDUCTOR TO HAVE 600-VOLT INSULATION AND BE IDENTIFIED BY A CONTINUOUS GREEN COLOR COATING. THEY SHALL BE USED SOLELY FOR GROUNDING PURPOSES AND BE ENTIRELY SEPARATE FROM WHITE GROUNDED NEUTRAL CONDUCTOR, EXCEPT AT SUPPLY SIDE OF SERVICE DISCONNECTING MEANS, WHERE GROUNDING AND NEUTRAL SYSTEMS ARE TO BE CONNECTED TO SERVICE GROUND.
- EACH AND ALL GROUNDED CASED AND METAL PARTS ASSOCIATED WITH ELECTRICAL EQUIPMENT SHALL BE TESTED FOR CONTINUITY OF CONNECTION WITH GROUND BUS 14. SYSTEM BY CONTRACTOR IN PRESENCE OF OWNER'S REPRESENTATIVE.
- 15. ALL CONNECTIONS BETWEEN THE DIFFERENT TYPES OF GROUNDING CONDUCTORS ABOVE GRADE SHALL BE MADE USING BOLTED GROUND CONNECTORS. GROUND LUGS SHALL BE PROVIDED IN ALL ENCLOSURES AND WIRING TERMINATION JUNCTION BOXES. EQUIPMENT GROUNDS AND GROUNDING CONDUCTOR SHALL BE CONNECTED TO THESE GROUND LUGS. FOR GROUND CONNECTIONS TO ENCLOSURES, CASES AND FRAMES OF ELECTRICAL EQUIPMENT NOT SUPPLIED WITH GROUND LUGS THE CONTRACTOR SHALL DRILL REQUIRED HOLES FOR MOUNTING A BOLTED GROUND CONNECTOR. ALL BOLTED GROUND CONNECTORS SHALL BE BURNDY, DOSSERT CORPORATION, ILSCO CORPORATION, PENN-UNION CORPORATION, THOMAS & BETTS, OR APPROVED EQUAL.
- 16. BOND ALL NONCURRENT-CARRYING PARTS OF METAL EQUIPMENT TO GROUND SYSTEM.
- 17. BUILDING STRUCTURAL STEEL SYSTEM SHALL BE BONDED TO ELECTRICAL GROUND
- 18. INSTALL GROUNDING ELECTRODE CONDUCTORS, LIGHTNING PROTECTION DOWN CONDUCTORS AND SEPARATE GROUND CONDUCTORS IN SCHEDULE 40 OR SCHEDULE 80 PVC CONDUIT OR EXPOSED WHERE ACCEPTABLE TO LOCAL CODES. WHERE GROUNDING ELECTRODE CONDUCTORS, LIGHTNING PROTECTION DOWN CONDUCTORS OR INDIVIDUAL CONDUCTIVE CONDUCTORS ARE RUN IN PVC CONDUIT, DU NOT COMPUTELY ENCIRCLE CONDUIT WITH FERROUS AND/OR MAGNETIC MATERIALS. USE NON-METALLIC REINFORCED FIBERGLASS STRUT SUPPORT. WHERE METAL CONDUIT CLAMPS ARE INSTALLED, USE NYLON BOLTS, NUTS, WASHERS AND SPACERS TO INTERRUPT A COMPLETE METALLIC PATH FROM ENCIRCLING THE CONDUIT. THIS IS REQUIRED TO AVOID GIRDLING OF GROUND CONDUCTORS. GIRDLING OF A GROUND CONDUCTOR IS THE RESULT OF PLACING THE CONDUCTOR IN A RING OF MAGNETIC MATERIAL. THIS RING COULD BE A METALLIC CONDUIT, U-BOLT OR STRUT SUPPORT PIPE CLAMP, OR OTHER SUPPORT HARDWARE. THE RESULT OF GIRDLING GROUND CONDUCTORS SIGNIFICANTLY INCREASES THE INDUCTIVE IMPEDANCE OF THE GROUND CONDUCTOR. INDUCTIVE AND CAPACITIVE IMPEDANCE IS A TYPE OF RESISTANCE THAT OPPOSES THE FLOW OF ALTERNATING CURRENT. ANY INCREASE IN THE IMPEDANCE OF A GROUND CONDUCTOR REDUCES ITS ABILITY TO EFFECTIVELY MITIGATE RADIO FREQUENCY NOISE IN THE GROUND SYSTEM. THE CONDITION WHERE A GROUND CONDUCTOR IS GIRDLED DURING A LIGHTNING STRIKE RESULTS IN PHENOMENA KNOWN AS SURGE IMPEDANCE LOADING. SURGE IMPEDANCE LOADING IS A RESULT OF VOLTAGE AND CURRENT REACHING 500,000 VOLTS AND 10,000 AMPS FOR A SHORT DURATION. GIRDLING FURTHER INCREASES THE IMPEDANCE AT LIGHTNING FREQUENCIES OF 100 KILOHERTZ TO 100 MEGAHERTZ. AT THESE POWER AND FREQUENCY LEVELS ANY INCREASE IN THE IMPEDANCE OF THE GROUND CONDUCTOR MUST BE CONTROLLED, DURING LIGHTNING DISCHARGE CONDITIONS A LOW INDUCTIVE IMPEDANCE PATH IS MORE IMPORTANT THAN A LOW DC RESISTANCE PATH.
- IF LOCAL CODES DICTATE THAT INDIVIDUAL GROUNDING CONDUCTORS MUST BE RUN IN 19. METAL CONDUIT OR RACEWAY, THEN THE CONDUIT OR RACEWAY MUST BE BONDED AT EACH END OF THE RUN WITH A BONDING JUMPER SIZED EQUAL TO THE INDIVIDUAL GROUNDING CONDUCTOR OR AS REQUIRED BY 2017 NEC 250-102. NOTE THIS DOES NOT APPLY TO AC EQUIPMENT GROUNDING CONDUCTORS RUN WITH AC CIRCUITS.
- 20. NEVER REMOVE, ALTER, OR ATTEMPT TO REPAIR CONDUCTORS OR CONDUIT SYSTEMS PROVIDING GROUNDING OR ELECTRICAL BONDING FOR ANY ELECTRICAL EQUIPMENT UNTIL ALL POWER IS REMOVED FROM EQUIPMENT. WARN ALL PERSONNEL OF THE UNGROUNDED CONDITION OF THE EQUIPMENT. DISPLAY APPROPRIATE WARNING SIGNS, SUCH AS DANGER TAGS. TO WARN PERSONNEL OF THE POSSIBLE HAZARDS
- 21. WHERE A CONFLICT IS DETERMINED WITH RESPECT TO GROUNDING REQUIREMENTS PER MANUFACTURER INSTALLATION INSTRUCTIONS. NEC. AND/OR THE CONTRACT DOCUMENTS. CONTACT THE RESIDENT ENGINEER OR PROJECT ENGINEER FOR FURTHER DIRECTIONS.
- GROUND RODS SHALL BE MANUFACTURED IN THE UNITED STATES OF AMERICA FROM 22. 100 PERCENT DOMESTIC STEEL TO COMPLY WITH THE AIRPORT IMPROVEMENT PROGRAM BUY AMERICAN REQUIREMENTS AND THE STEEL PRODUCTS PROCUREMENT ACT.



10 FT. GROUND ROD

NOTES

- TYPE AND MINIMUM NUMBER OF GROUND RODS SHALL BE AS SPECIFIED ON THE PLAN.
- THE RESISTANCE TO GROUND OF THE GROUNDING SYSTEM SHALL NOT EXCEED 25 2.
- COST OF GROUND RODS IS INCIDENTAL TO THE ASSOCIATED ITEMS REQUIRING 3. GROUNDING UNLESS OTHERWISE SPECIFIED.
- GROUND RODS SHALL BE SPACED AS DETAILED ON THE PLANS AND SHALL NOT BE SPACED LESS THAN ONE ROD LENGTH APART.
- TOP OF GROUND RODS FOR AIRFIELD LIGHT FIXTURES AND TAXI GUIDANCE SIGNS, SHALL BE 12" MINIMUM BELOW GRADE UNLESS DETAILED OTHERWISE HEREIN. GROUND RING CONDUCTORS SHALL BE 40" MINIMUM BELOW GRADE TO BE BELOW FROST LINE (FOR EDGAR COUNTY, ILLINOIS),

GROUND RODS

NOT TO SCALE

-FINISHED GRADE

EXOTHERMIC WELD CONNECTION. CADWELD. THERMOWELD. ULTRAWELD OR APPROVED EQUAL

BARE, STRANDED COPPER GROUND CONDUCTOR, SEE PLANS FOR SIZE

-3/4" X 10' MIN. UL LÍSTED COPPERCLAD GROUND ROD



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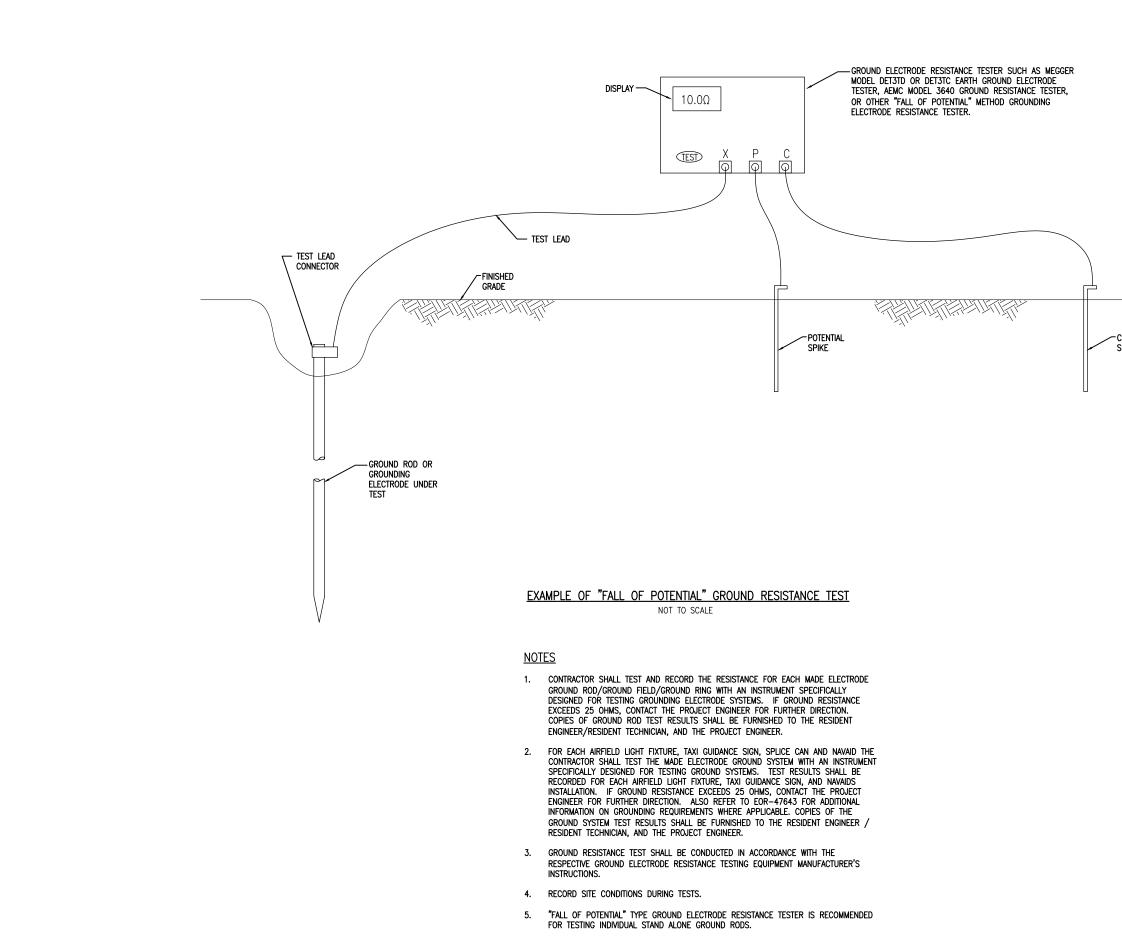
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LAYOUT	LAYOUT BY: KNL 12/10/2018				
DRAWN	BY: CW	'S 12/1	0/2018	3	
REVIEW	/ED BY:	BSS 0	2/28/20	020	

SHEET TITLE

GROUNDING NOTES



EEB 27, 2020 3:14 PM STOLZ01547 3/17J0BS/17A00160/17A0016D/CAD\AIRPORT\SHEET\E-507

DWG

-Current Spike



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R	EVIEW	ED BY:	BSS 0	2/28/20	020

SHEET TITLE

GROUND RESISTANCE TESTING DETAILS

ELEC	CTRICAL LEGEND - ONE-LINE DIAGRAM		
~	CABLE TERMINATOR/LUG		
****	TRANSFORMER		
_\	DISCONNECT SWITCH		
-~@	FUSIBLE DISCONNECT SWITCH		
	CIRCUIT BREAKER		
$\langle $	THERMAL MAGNETIC CIRCUIT BREAKER		
	FUSE		
	TRANSIENT VOLTAGE SURGE SUPPRESSOR OR SURGE PROTECTOR DEVICE		
Ť	GROUND – GROUND ROD, GROUNDING ELECTRODE, OR AT EARTH POTENTIAL		
Ø	INDICATING LIGHT		
M	MOTOR		
	LOAD, MOTOR, # = HORSEPOWER		
0	electric utility meter base		
•	JUNCTION BOX WITH SPLICE		
XXX	EQUIPMENT, XXX = DEVICE DESCRIPTION		
GND	GROUND BUS OR TERMINAL		
S/N	NEUTRAL BUS		
-+++++-	PANELBOARD WITH MAIN LUGS		
	PANELBOARD WITH MAIN BREAKER		
• ** • •* 	FUSE PANEL WITH MAIN FUSE PULLOUT		
DUPLEX RECEPTACLE 120V SINGLE PHAS GROUNDING TYPE			
	CONTROL STATION		
EM المركح ا	TRANSFER SWITCH		
G	ENGINE GENERATOR SET		

	ELECTRICAL LEGEND - SCHEMATIC			
$\dashv \vdash$	NORMALLY OPEN (N.O.) CONTACT			
- * -	NORMALLY CLOSED (N.C.) CONTACT			
(\$*)	STARTER COIL, * = STARTER NUMBER			
or ∎	OVERLOAD RELAY CONTACT			
(CR*)	CONTROL RELAY, * = CONTROL RELAY NUMBER			
R *	RELAY, * = RELAY NUMBER			
°/	TOGGLE SWITCH / 2 POSITION SWITCH			
	2-POSITION SELECTOR SWITCH			
	3-position selector switch (H-O-A shown)			
	2 POLE DISCONNECT SWITCH			
	3 POLE DISCONNECT SWITCH			
ð	PHOTOCELL			
-#-	TERMINAL BLOCK, * = TERMINAL NUMBER			
-	DEVICE TERMINAL, * = DEVICE TERMINAL NUMBER			
	INTERNAL PANEL WIRING			
	FIELD WIRING			
	FUSE			
GND	GROUND BUS OR TERMINAL			
S/N	NEUTRAL BUS			
÷	GROUND, GROUND ROD, GROUND BUS			
• • •	INDUSTRIAL CONTROL RELAY OR LIGHTING CONTACTOR			
	S1 CUTOUT HANDLE REMOVED			
┝╌╌┿ ┽╹┾╸ ┙╵┝╸╵	S1 CUTOUT HANDLE INSERTED			
ᢥ	N.O. THERMAL SWITCH			
ۍ ۲	N.C. THERMAL SWITCH			
	L-830 SERIES ISOLATION TRANSFORMER			

	ELECTRICAL ABBREVIATIONS
A.F.F.	ABOVE FINISHED FLOOR
A, AMP	AMPERES
ATS	AUTOMATIC TRANSFER SWITCH
AWG	AMERICAN WIRE GAUGE
BKR	BREAKER
С	CONDUIT
СВ	CIRCUIT BREAKER
СКТ	CIRCUIT
CR	CONTROL RELAY
CU	COPPER
DPDT	DOUBLE POLE DOUBLE THROW
DPST	DOUBLE POLE SINGLE THROW
EM	EMERGENCY
EMT	ELECTRICAL METALLIC TUBING
ENCL	ENCLOSURE
EOR	ENGINEER OF RECORD
EP	EXPLOSION PROOF
ES	EMERGENCY STOP
ETL	INTERTEK – ELECTRICAL TESTING LABS
ETM	ELAPSE TIME METER
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GFI	GROUND FAULT INTERRUPTER
GND	GROUND
GRSC	GALVANIZED RIGID STEEL CONDUIT
HID	HIGH INTENSITY DISCHARGE
HOA	HAND OFF AUTOMATIC
HP	HORSEPOWER
HPS	HIGH PRESSURE SODIUM
J	JUNCTION BOX
KVA	KILOVOLT AMPERE(S)
KW	KILOWATTS
LC	LIGHTING CONTACTOR
LTFMC	LIQUID TIGHT FLEXIBLE METAL CONDUIT (UL LISTED)
LTG	LIGHTING
LP	LIGHTING PANEL
MAX	MAXIMUM
MCB	MAIN CIRCUIT BREAKER
MCM	THOUSAND CIRCULAR MIL
MDP	MAIN DISTRIBUTION PANEL
MFR	MANUFACTURER
MFK	METAL HALIDE
MIN	
	MAIN LUGS ONLY
MLO	NATIONAL ELECTRICAL CODE (NFPA 70)
NEC	
NC	NORMALLY CLOSED
NO	NORMALLY OPEN
NTS	NOT TO SCALE
OHE	
OL	OVERLOAD

		NIC
ELE	CTRICAL ABBREVIATIONS (CONTINUED)	<u>INC</u>
PB	PULL BOX	1.
PC	PHOTO CELL	
PDB	POWER DISTRIBUTION BLOCK	
PNL	PANEL	
RCPT	RECEPTACLE	
R	RELAY	
S	STARTER	2.
SPD	SURGE PROTECTION DEVICE	
SPST	SINGLE POLE SINGLE THROW	3.
TVSS	TRANSIENT VOLTAGE SURGE SUPPRESSOR	
TYP	TYPICAL	
UG	UNDERGROUND	
UGE	UNDERGROUND ELECTRIC	
UL	UNDERWRITER'S LABORATORIES	
۷	VOLTS	
W/	WITH	4.
W/0	WITHOUT	
WP	WEATHER PROOF	-
XFER	TRANSFER	5.
XFMR	TRANSFORMER	
AIRPO	DRT EQUIPMENT/FACILITY ABBREVIATIONS	
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM	
ATCT	AIR TRAFFIC CONTROL TOWER	
AWOS	AUTOMATED WEATHER OBSERVING SYSTEM	
CCR	CONSTANT CURRENT REGULATOR	
DME	DISTANCE MEASURING EQUIPMENT	
FAR	FEDERAL AVIATION REGULATION	
GS	GLIDE SLOPE FACILITY	6.
HIRL	HIGH INTENSITY RUNWAY LIGHT	7.
ILS	INSTRUMENT LANDING SYSTEM	
IM	INNER MARKER	
LIR	LOW IMPACT-RESISTANT	
LOC	LOCALIZER FACILITY	
MALS	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM	
MALSR	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH RUNWAY ALIGNMENT INDICATING LIGHTS	
MIRL	MEDIUM INTENSITY RUNWAY LIGHT	8.
MITL	MEDIUM INTENSITY TAXIWAY LIGHT	
NDB	NON-DIRECTIONAL BEACON	9.
PAPI	PRECISION APPROACH PATH INDICATOR	
PLASI	PULSE LIGHT APPROACH SLOPE INDICATOR	
RAIL	RUNWAY ALIGNMENT INDICATING LIGHTS	10.
REIL	RUNWAY END IDENTIFIER LIGHT	10.
RVR	RUNWAY VISUAL RANGE	
VADI	VISUAL APPROACH DESCENT INDICATOR	
VASI	VISUAL APPROACH SLOPE INDICATOR	
VOR	VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE FACILITY	
WC	WIND CONE	

OTES:

ALL ELECTRICAL EQUIPMENT AND MATERIALS SHALL BE INSTALLED IN CONFORMANCE WITH NFPA 70 - NATIONAL ELECTRICAL CODE (NEC) MOST CURRENT ISSUE IN FORCE, THE RESPECTIVE EQUIPMENT MANUFACTURER'S DIRECTIONS AND ALL OTHER APPLICABLE LOCAL CODES, LAWS, ORDINANCES, AND REQUIREMENTS IN FORCE. ANY INSTALLATIONS WHICH VOID THE U.L. LISTING, INTERTEK TESTING SERVICES VERIFICATION/ETL LISTING (OR OTHER THIRD PARTY LISTING) AND/OR THE MANUFACTURER'S WARRANTY OF A DEVICE WILL NOT BE PERMITTED.

KEEP A COPY OF THE LATEST NEC IN FORCE ON SITE AT ALL TIMES DURING/CONSTRUCTION FOR USE AS A REFERENCE.

VAULT WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER AND MAINTENANCE SUPERVISOR. 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).

IN THE EVENT A CONFLICT IS DETERMINED WITH RESPECT TO MANUFACTURER INSTALLATION INSTRUCTIONS, NEC, AND/OR THE CONTRACT DOCUMENTS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTIONS.

COLOR CODE PHASE AND NEUTRAL CONDUCTOR INSULATION FOR NO. 6 AWG OR SMALLER. PROVIDE COLORED INSULATION OR COLORED MARKING TAPE FOR PHASE AND NEUTRAL CONDUCTORS FOR NO. 4 AWG AND LARGER. INSULATED GROUND CONDUCTORS SHALL HAVE GREEN COLORED INSULATION FOR ALL CONDUCTOR AWG AND/OR KCMIL TO COMPLY WITH NEC 250.119. NEUTRAL CONDUCTORS SHALL HAVE WHITE COLORED INSULATION FOR NO. 6 AWG AND SMALLER TO MEET THE REQUIREMENTS OF NEC 200.6. STANDARD COLORS FOR POWER WIRING AND BRANCH CIRCUITS SHALL BE AS FOLLOWS:

120/240	VAC,	1	PHASE.	3	WIRE
PHASE A			BLACK	:	
PHASE B			RED		
NEUTRAL			WHITE		
GROUND			GREEM	1	

SEE RESPECTIVE SITE PLANS FOR SITE LEGEND INFORMATION.

LTFMC DENOTES LIQUID TIGHT FLEXIBLE METAL CONDUIT UL LISTED, SUNLIGHT RESISTANT, & SUITABLE FOR GROUNDING. LIQUID TIGHT FLEXIBLE METAL CONDUIT AND ASSOCIATED FITTINGS SHALL BE U.L. LISTED TO MEET THE REQUIREMENTS OF NEC 350.6. LIQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS USED FOR FLEXIBILITY (INCLUDING CONNECTIONS TO CCR'S & TRANSFORMERS) SHALL REQUIRE AN EXTERNAL BONDING JUMPER OR INTERNAL EQUIPMENT GROUNDING CONDUCTOR PER NEC 350.60. EXTERNAL BONDING JUMPERS USED WITH CCR INSTALLATIONS SHALL BE #6 AWG COPPER (MINIMUM). DO NOT INSTALL LTFMC THAT IS NOT UL LISTED. CONFIRM LTFMC BEARS THE UL LABEL PRIOR TO INSTALLATION.

ALL ENCLOSURES RATED NEMA 4, 4X SHALL HAVE WATERTIGHT HUBS AT CONDUIT ENTRANCES UL LISTED NEMA 4, 4X FOR THE RESPECTIVE ENCLOSURE, TO MAINTAIN THE NEMA 4, 4X RATING.

CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS. CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, ADJUSTING, CONNECTING, OR WORKING ON THE RESPECTIVE AIRFIELD LIGHTING, TAXI SIGN, NAVAID, OR OTHER DEVICE.

HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW VOLTAGE CIRCUITS (RATED 600 VOLTS AND BELOW) SHALL NOT BE INSTALLED IN THE SAME WIREWAY, CONDUIT, DUCT, RACEWAY, JUNCTION STRUCTURE OR HANDHOLE.



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REHABILITATE PARTIAL PARALLEL TAXIWAY TO **RUNWAY 9/27**

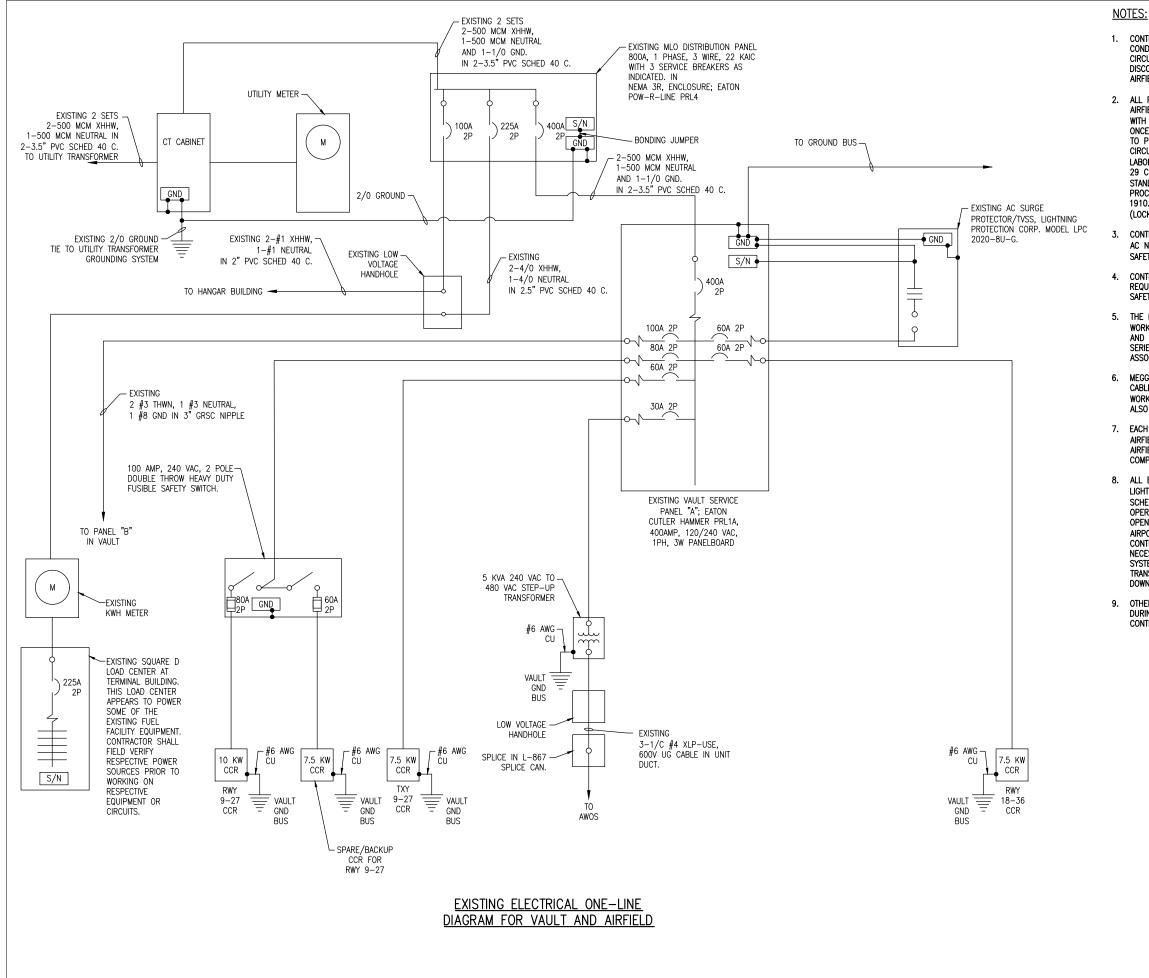
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Contract No. ED019

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ELECTRICAL LEGEND AND ABBREVIATIONS



1. CONTRACTOR SHALL EXAMINE THE SITE TO DETERMINE EXISTING CONDITIONS. CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, CONNECTING, OR WORKING ON THE RESPECTIVE AIRFIELD LIGHTING, TAXI SIGN, NAVAID, OR OTHER DEVICE.

2. ALL POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING AIRFIELD LIGHTING OR OTHER SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER AND/OR AIRPORT REPRESENTATIVE. 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).

CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF FAA AC NO. 150/5370-2G (OR MOST CURRENT ISSUE) "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".

4. CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E - STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.

5. 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.

6. MEGGER TEST AND RECORD EXISTING SERIES CIRCUITS PRIOR TO CABLE WORK AND AGAIN AFTER PAVEMENT WORK, AIRFIELD WORK, ADDITIONS, AND/OR UPGRADES HAVE BEEN COMPLETED. ALSO TEST AND RECORD SERIES CIRCUIT LOOP RESISTANCE.

7. EACH CCR SHALL BE TESTED FOR PROPER OPERATION BEFORE AIRFIELD AND/OR APRON WORK BEGINS AND AGAIN AFTER AIRFIELD WORK, APRON WORK AND FUEL SYSTEM WORK IS COMPLETED.

8. ALL EXISTING AIRFIELD LIGHTING SYSTEMS, NAVAIDS, APRON LIGHTING, AND/OR OTHER AIRPORT FACILITIES (THAT ARE NOT SCHEDULED FOR REMOVAL OR REPLACEMENT) SHALL BE OPERABLE DURING NIGHTFALL WHEN THE RESPECTIVE RUNWAY IS OPEN FOR OPERATION UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER AND/OR OTHERWISE DETAILED HEREIN. CONTRACTOR SHALL PROVIDE ALL TEMPORARY WORK AS NECESSARY TO MAINTAIN OPERATION OF THE AIRFIELD LIGHTING SYSTEMS AT NIGHTFALL. CONTRACTOR SHALL COORDINATE TRANSFER OF EXISTING AIRFIELD CIRCUITS TO MINIMIZE DOWNTIME

OTHER PROJECTS MIGHT BE UNDER CONSTRUCTION PRIOR TO OR DURING THIS PROJECT. COORDINATE WORK WITH OTHER CONTRACTORS.



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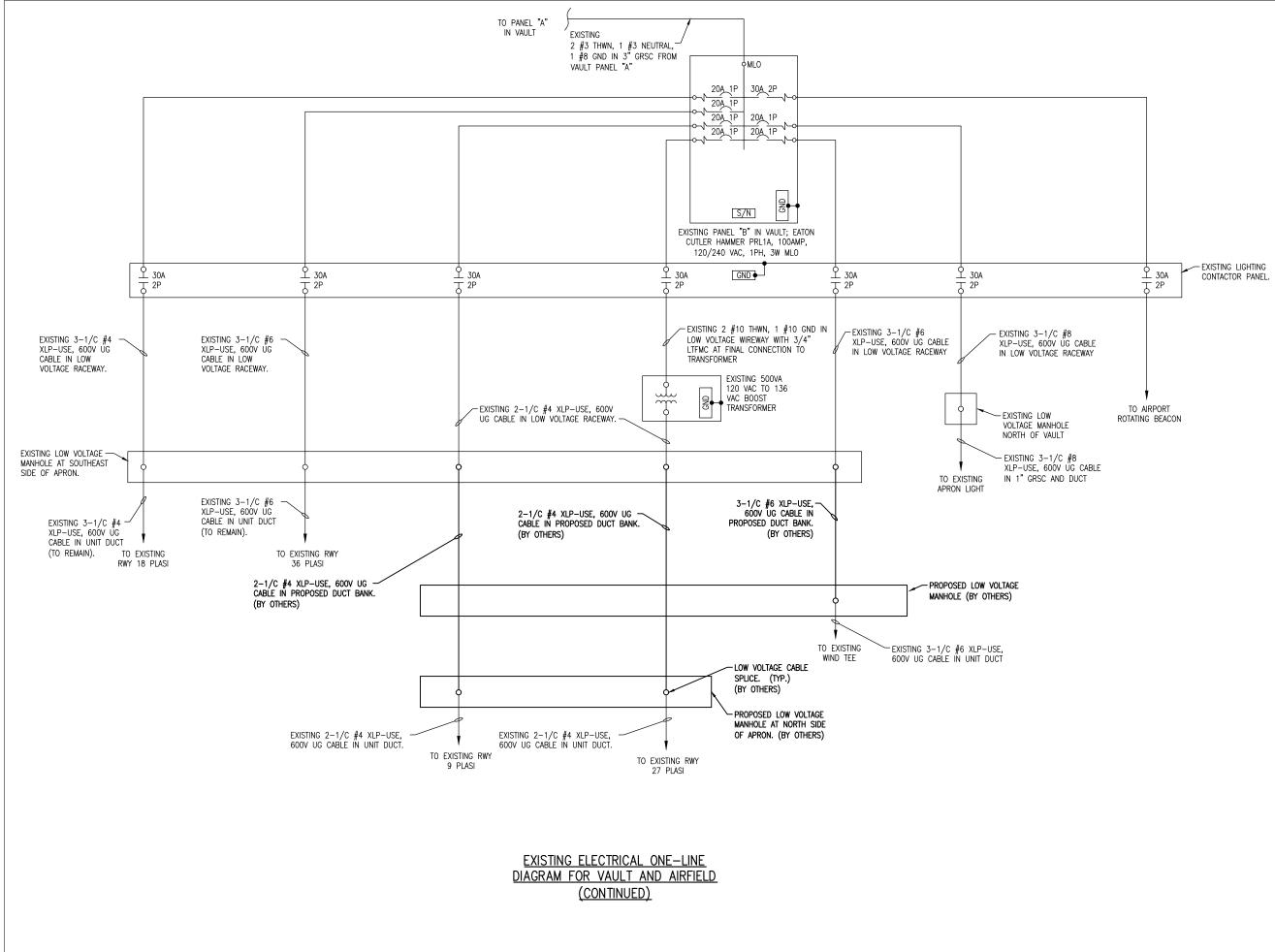
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SHEET TITLE

EXISTING ELECTRICAL ONE-LINE DIAGRAM -**VAULT & AIRFIELD**



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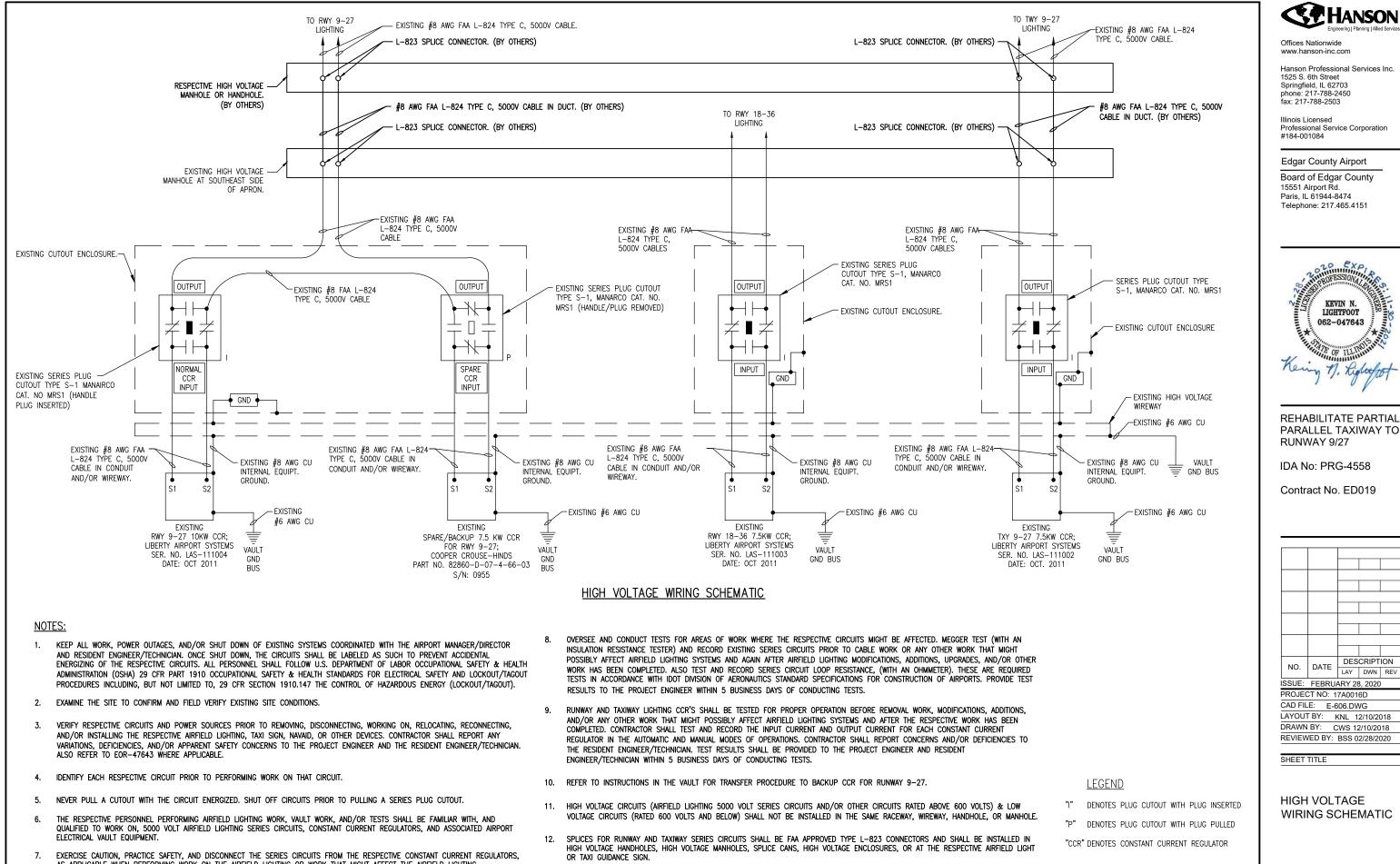
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SHEET TITLE

EXISTING ELECTRICAL ONE-LINE DIAGRAM -VAULT & AIRFIELD (CONT.)



- 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.

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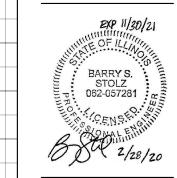
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IDA No: PRG-4558

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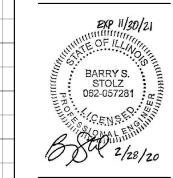
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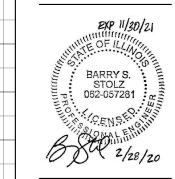
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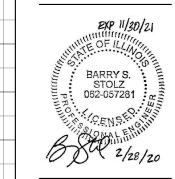
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