



DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No: 3-17-SBGP-156/162/171

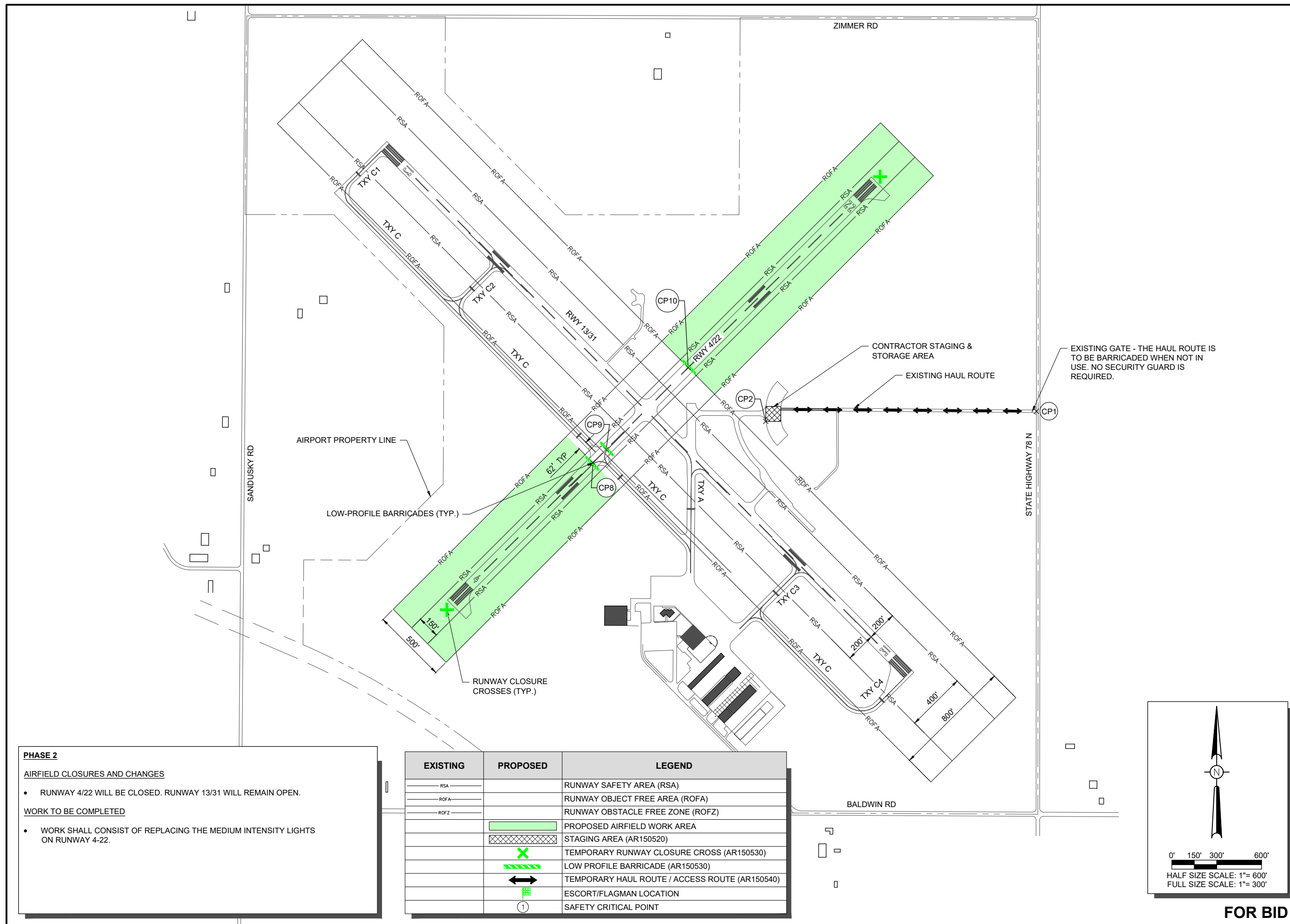
Contract No.: JA040

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOV 18, 2022
PROJECT NO: 21A0121D
CAD FILE: C-104-CSPP.DWG
DESIGN BY: JMO 5/4/2022
DRAWN BY: HLE 5/4/2022
REVIEWED BY: JMO 6/8/2022

SHEET TITLE

SAFETY PLAN - PHASE 2



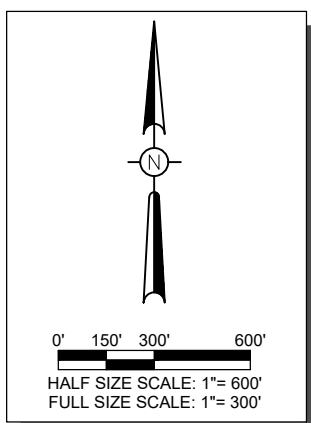
PHASE 2
AIRFIELD CLOSURES AND CHANGES

- RUNWAY 4/22 WILL BE CLOSED. RUNWAY 13/31 WILL REMAIN OPEN.

WORK TO BE COMPLETED

- WORK SHALL CONSIST OF REPLACING THE MEDIUM INTENSITY LIGHTS ON RUNWAY 4-22.

EXISTING	PROPOSED	LEGEND
— RSA —	— RSA —	RUNWAY SAFETY AREA (RSA)
— ROFA —	— ROFA —	RUNWAY OBJECT FREE AREA (ROFA)
— ROFZ —	— ROFZ —	RUNWAY OBSTACLE FREE ZONE (ROFZ)
	[Green Shaded Area]	PROPOSED AIRFIELD WORK AREA
	[Cross-hatched Area]	STAGING AREA (AR150520)
	[Green X]	TEMPORARY RUNWAY CLOSURE CROSS (AR150530)
	[Green Zigzag]	LOW PROFILE BARRICADE (AR150530)
	[Double Arrow]	TEMPORARY HAUL ROUTE / ACCESS ROUTE (AR150540)
	[Green Grid]	ESCORT/FLAGMAN LOCATION
	①	SAFETY CRITICAL POINT



FOR BID

NOV 16, 2022 4:03 PM RUFFE02121 1:21:00S21A0121D\CAD\AIRPORT\SHEETC-104-CSPP.DWG



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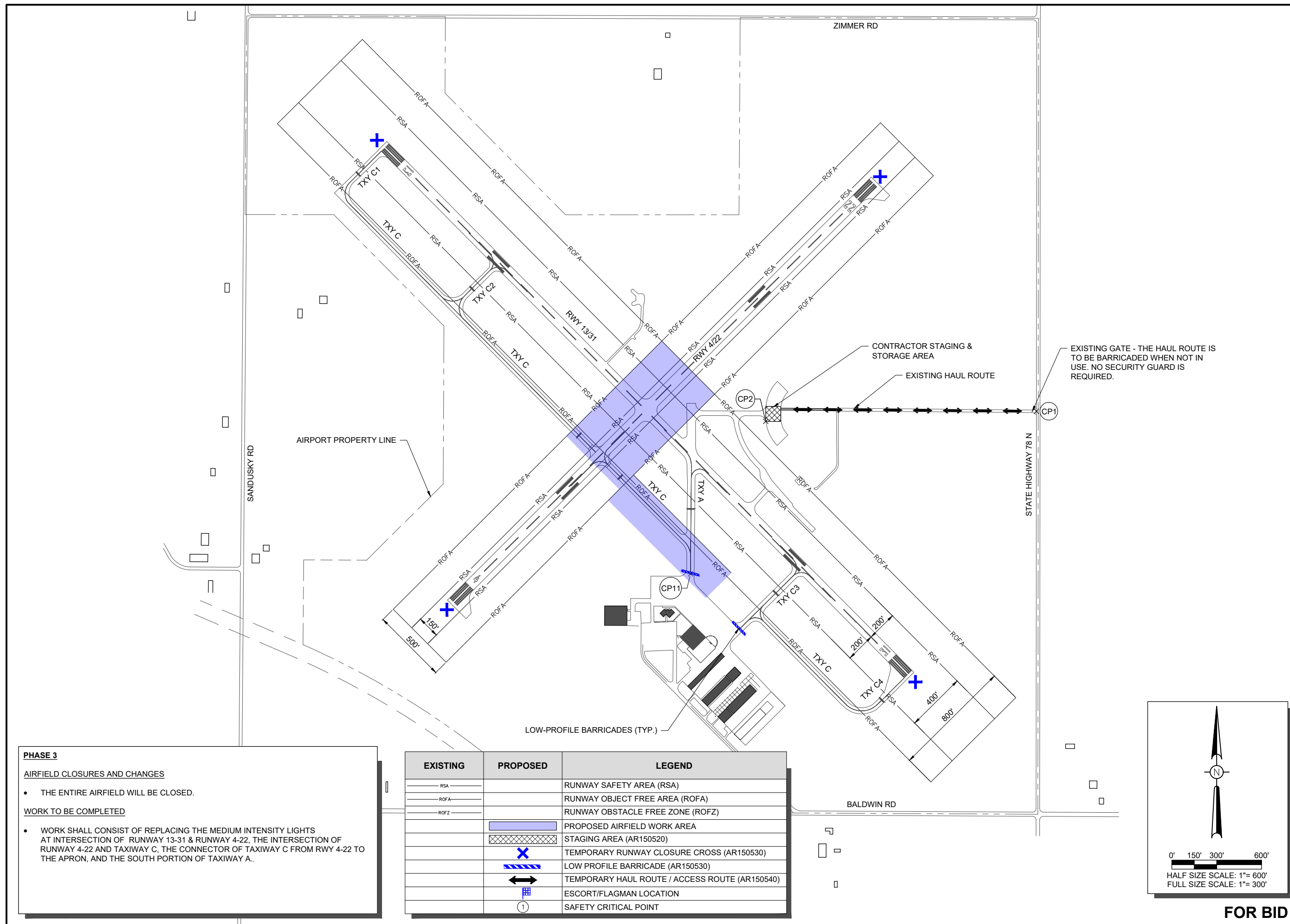
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SAFETY PLAN - PHASE 3



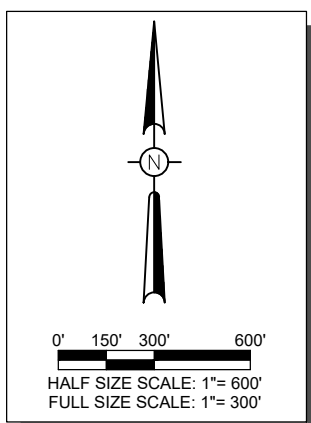
PHASE 3
AIRFIELD CLOSURES AND CHANGES

- THE ENTIRE AIRFIELD WILL BE CLOSED.

WORK TO BE COMPLETED

- WORK SHALL CONSIST OF REPLACING THE MEDIUM INTENSITY LIGHTS AT INTERSECTION OF RUNWAY 13-31 & RUNWAY 4-22, THE INTERSECTION OF RUNWAY 4-22 AND TAXIWAY C, THE CONNECTOR OF TAXIWAY C FROM RWY 4-22 TO THE APRON, AND THE SOUTH PORTION OF TAXIWAY A.

EXISTING	PROPOSED	LEGEND
— RSA	—	RUNWAY SAFETY AREA (RSA)
— ROFA	—	RUNWAY OBJECT FREE AREA (ROFA)
— ROFZ	—	RUNWAY OBSTACLE FREE ZONE (ROFZ)
	[Blue Shaded Area]	PROPOSED AIRFIELD WORK AREA
	[Cross-hatched Area]	STAGING AREA (AR150520)
	[Blue X]	TEMPORARY RUNWAY CLOSURE CROSS (AR150530)
	[Blue Zigzag]	LOW PROFILE BARRICADE (AR150530)
	[Blue Arrow]	TEMPORARY HAUL ROUTE / ACCESS ROUTE (AR150540)
	[Blue Grid]	ESCORT/FLAGMAN LOCATION
	[Circle with 1]	SAFETY CRITICAL POINT



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SAFETY NOTES

- 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.
- 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.
- 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.
- PRIOR TO ACCESSING THE AIRFIELD, ANY DESIGNATED CONTRACTOR OR SUBCONTRACTOR EMPLOYEES WHO WILL BE OPERATING OR ESCORTING A VEHICLE ON AN ACTIVE AREA OF THE AIRFIELD MUST BE FAMILIAR WITH THE "FAA GUIDE TO GROUND VEHICLE OPERATIONS", AND KEEP A HARD COPY IN THE VEHICLE FOR REFERENCE. THE GUIDE CAN BE FOUND AT: https://www.faa.gov/airports/runway_safety/media/Ground_Vehicle_Guide_Proof_Final.pdf
- NO CONSTRUCTION VEHICLES SHALL BE DRIVEN ACROSS ANY ACTIVE (OPEN) AIRFIELD PAVEMENT AREA WITHOUT AN APPROPRIATE ESCORT. CONSTRUCTION EQUIPMENT OR CONSTRUCTION ACTIVITY WILL NOT BE PERMITTED WITHIN 250' OF RWY 13/31 AND/OR 125' OF RWY 4/22 (DISTANCES MEASURED FROM ACTIVE CENTERLINES) UNLESS CLOSED OR OTHERWISE NOTED. CONSTRUCTION EQUIPMENT OR CONSTRUCTION ACTIVITY WILL ALSO NOT BE PERMITTED WITHIN 65.5' OF ANY ACTIVE AIRPORT TAXIWAY CENTERLINE OR APRON UNLESS OTHERWISE NOTED.
- CONTRACTOR EQUIPMENT, VEHICLES, AND PROJECT MATERIALS SHALL BE STORED AT THE STAGING AREA SHOWN ON THE PLAN VIEW, EXCEPT AS OTHERWISE PROVIDED FOR AT THE PRE-CONSTRUCTION CONFERENCE.
- ALL CONSTRUCTION EQUIPMENT OPERATING IN THE PRESCRIBED CONSTRUCTION AREA IS REQUIRED TO DISPLAY A CHECKERBOARD FLAG PROPERLY LOCATED OR A ROTATING BEACON (STROBE) AS SPECIFIED IN AC 150/5210-5, "PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT" LATEST EDITION.
- NO CONSTRUCTION MATERIAL STOCKPILES SHALL BE LOCATED WITHIN 250' OF ANY ACTIVE RUNWAY, WITHIN 65.5' 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.
- 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.
- 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.
- NO CONSTRUCTION EQUIPMENT GREATER THAN 25' TALL WILL BE PERMITTED ON THE AIRPORT WITHOUT THE APPROVAL OF THE AIRPORT MANAGER AND ADDITIONAL AIRSPACE APPROVAL BY THE FAA. AIRSPACE APPROVALS REQUIRE CONSIDERABLE LEAD TIME AND SHOULD BE REQUESTED WELL IN ADVANCE.
- 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.
- SOIL, DEBRIS, AND LOOSE MATERIAL DROPPED OR TRUCKED ONTO AIRPORT ROADS, TAXIWAYS, AND SOD SURFACES, OR WHICH CAN BE BLOWN ONTO SUCH SURFACES, SHALL BE IMMEDIATELY SWEEP, PICKED UP AND REMOVED, OR PLACED INTO CLOSED CONTAINERS. ANY DAMAGE TO AIRPORT PROPERTY SHALL BE REPAIRED IMMEDIATELY AT NO COST TO THE OWNER.
- CONTRACTOR SHALL TAKE MEASURES TO AVOID TRACKING BITUMINOUS TACK COAT ASSOCIATED WITH PAVING PROJECTS ONTO ADJACENT PAVEMENT AREAS, ESPECIALLY GROOVED RUNWAY PAVEMENTS, UNLESS SUFFICIENT PROTECTION HAS BEEN APPLIED. HEAVY TRACKING OR DAMAGE TO ADJACENT PAVEMENTS AND GROOVED SURFACES MAY BE CAUSE FOR STOPPING THE WORK UNTIL ACCEPTABLE PROTECTION OR CHANGE IN WORK METHODS HAS BEEN PROVIDED.
- 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.
- ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY. CONTRACTOR TO YIELD TO VEHICLES AND REMAIN CLEAR AT ALL TIMES.
- 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.
- CONTRACTOR SHALL MARK HAZARDOUS AREA WITH STEADY-BURNING OR FLASHING RED LIGHTS DURING PERIODS OF LOW VISIBILITY AS REQUIRED.

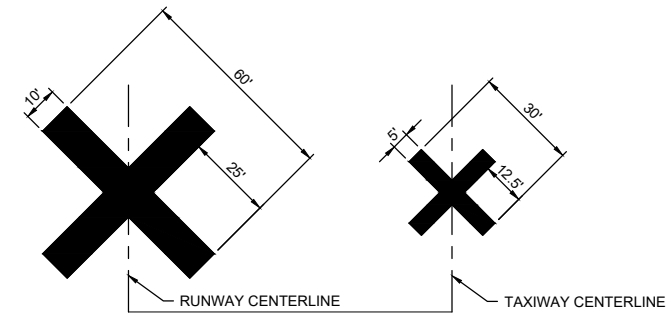
- THE CONTRACTOR SHALL PERIODICALLY PERFORM ONSITE INSPECTIONS THROUGHOUT THE DURATION OF THE PROJECT WITH THE IMMEDIATE REMEDY OF ANY DIFFERENCES, WHETHER CAUSED BY NEGLIGENCE, OVERSIGHT, OR PROJECT SCOPE CHANGE.
- CONTRACTOR SHALL MOVE MAINTENANCE OF TRAFFIC COMPONENTS AT THE WRITTEN DIRECTION OF THE RESIDENT ENGINEER/TECHNICIAN AT NO ADDITIONAL COST.
- CONTRACTOR SHALL NOT REMOVE THE BARRICADES WITHOUT THE APPROVAL BY THE RESIDENT ENGINEER/TECHNICIAN.
- 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.
- THE CONTRACTOR SHALL UTILIZE WATER AND/OR CHEMICALS APPROVED BY THE RESIDENT ENGINEER/TECHNICIAN AS NECESSARY TO CONTROL DUST.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR IMPLEMENTING MEASURES TO CONTROL OR AVOID CREATING ATTRACTANTS TO WILDLIFE. MEASURES MAY INCLUDE CONTINUOUSLY REMOVING ANY WASTE OR LOOSE MATERIALS, PLACEMENT OF MATERIALS IN APPROPRIATE STORAGE CONTAINERS, PROPERLY MAINTAINING FENCES AND GATES TO PREVENT ACCESS, AND PREVENTING PONDING OF WATER THROUGHOUT THE SITE.
- UNLESS SPECIFIED OTHERWISE, COST FOR SAFETY, STAGING, AND TRAFFIC MAINTENANCE ITEMS IS TO BE CONSIDERED INCIDENTAL TO THE PROJECT. SEPARATE PAYMENT SHALL NOT BE MADE.
- THE CONTRACTOR SHALL HAVE THE SAFETY PLAN COMPLIANCE DOCUMENT (SPCD), AS DETAILED IN THE SPECIAL PROVISIONS, SUBMITTED AND APPROVED PRIOR TO BEING ISSUED "NOTICE TO PROCEED".
- ALL RUNWAY/TAXIWAY CLOSURES SHALL BE COORDINATED WITH AIRPORT MANAGEMENT A MINIMUM OF 7 DAYS BEFORE THE DESIRED CLOSING TIME TO ALLOW FOR THE PROPER COORDINATION. AIRPORT MANAGEMENT HAS COMPLETE AUTHORITY IN DETERMINING WHEN THE RUNWAY/TAXIWAY MAY BE CLOSED.
- RUNWAY/TAXIWAY CLOSURE PROCEDURES:
 - CONTACT THE AIRPORT MANAGEMENT OR ASSIGNED REPRESENTATIVE A MINIMUM OF 7 DAYS BEFORE THE DESIRED CLOSING TIME.
 - ISSUANCE OF NOTAM AND DEACTIVATION OF THE APPLICABLE AIRFIELD LIGHTING AND NAVAIDS BY THE AIRPORT MANAGEMENT AND/OR FAA.
 - PLACEMENT OF CROSSES AND BARRICADES.
 - ONLY AT THE TIME THAT ALL OF THE ABOVE ARE COMPLETED MAY ANY CONSTRUCTION OPERATIONS BEGIN WITHIN THE RUNWAY/TAXIWAY AIR OPERATIONS AREA.

RUNWAY/TAXIWAY RE-OPENING PROCEDURES:

- ENSURE ALL PERSONNEL, EQUIPMENT AND MATERIALS ARE CLEAR OF THE AIR OPERATIONS AREA.
- INSPECT THE AREA FOR LOOSE OR TRACKED DEBRIS, PAVEMENT DROP-OFFS, AND OPEN TRENCHES.
- CONTACT AIRPORT MANAGEMENT OR REPRESENTATIVE FOR FINAL INSPECTION OF THE AREA.
- REMOVE BARRICADES AND CROSSES.
- ACTIVATION OF THE AIRFIELD LIGHTING AND NAVAIDS AND CANCELLATION OF THE NOTAM BY THE AIRPORT MANAGEMENT AND/OR FAA.

BARRICADE NOTES

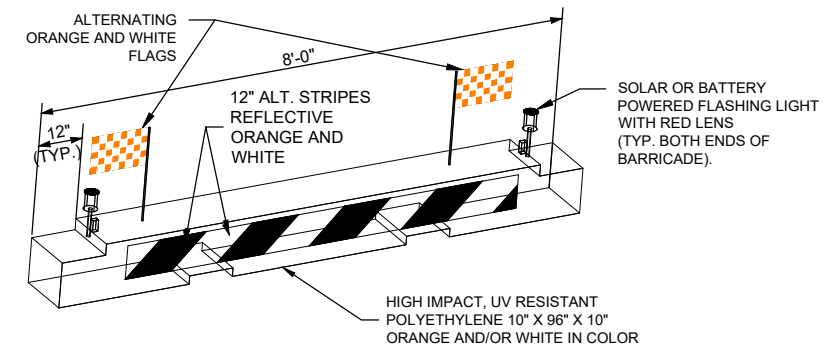
- ALL CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE ILLINOIS SUPPLEMENT (LATEST EDITION) AND THE FAA ADVISORY CIRCULARS (LATEST EDITION) UNLESS NOTED OTHERWISE. THE FAA OR MORE STRINGENT SPECIFICATIONS SHALL GOVERN.
- BARRICADES SHALL BE INTERLOCKED END TO END OVER THE LENGTH OF THE PAVEMENT WHERE PROTECTING OPEN RUNWAYS, AND SPACED END TO END A MAXIMUM OF 4 FEET IN OTHER ALL OTHER AREAS. BARRICADES ARE TO BE SET BACK FROM THE ACTIVE RUNWAY OR TAXIWAY CENTERLINE THE DISTANCE AS SHOWN ON THE PLANS.
- 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.
- THE LIGHTING SHALL BE MAINTAINED IN OPERATION DURING THE HOURS OF DARKNESS BETWEEN 1/2 HOUR AFTER SUNSET AND 1/2 HOUR BEFORE SUNRISE AND WHEN CONDITIONS EXIST WHICH TEND TO OBSCURE VISION.
- BARRICADES SHALL BE SECURED TO THE GROUND BY APPROVED METHODS TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS.
- 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.
- COST FOR PROVIDING, PLACING, MAINTAINING, RELOCATING AND REMOVING BARRICADES SHALL BE INCLUDED AS AN INCIDENTAL COST TO THE CONTRACT, UNLESS OTHERWISE NOTED.



TEMPORARY CLOSURE CROSS DETAIL

NOT TO SCALE

- TEMPORARY "CLOSED RUNWAY" AND "CLOSED TAXIWAY" MARKINGS SHALL BE "AVIATION YELLOW"
- TEMPORARY "CLOSED RUNWAY" AND "CLOSED TAXIWAY" MARKINGS SHALL BE CONSTRUCTED OF PLYWOOD, DOUBLE-LAYERED SNOW FENCE OR APPROVED FABRIC AND SHALL BE SECURED TO PAVEMENT BY SANDBAGS OR OTHER APPROVED METHOD.
- TEMPORARY "CLOSED RUNWAY" MARKINGS SHALL BE PLACED OVER THE RUNWAY DESIGNATION NUMBERS UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN.
- COST FOR PROVIDING, PLACING, MAINTAINING, RELOCATING AND REMOVING "CLOSED RUNWAY" AND "CLOSED TAXIWAY" MARKINGS SHALL BE INCLUDED AS AN INCIDENTAL COST TO THE CONTRACT, UNLESS OTHERWISE NOTED.



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.



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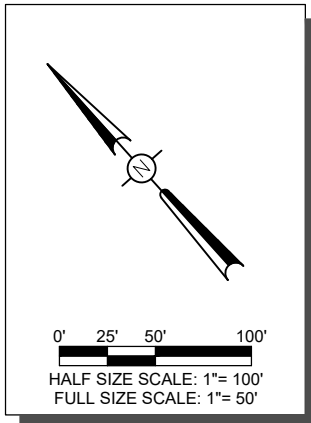
SAFETY PLAN NOTES AND DETAILS

FOR BID

UTILITY NOTE

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF 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.



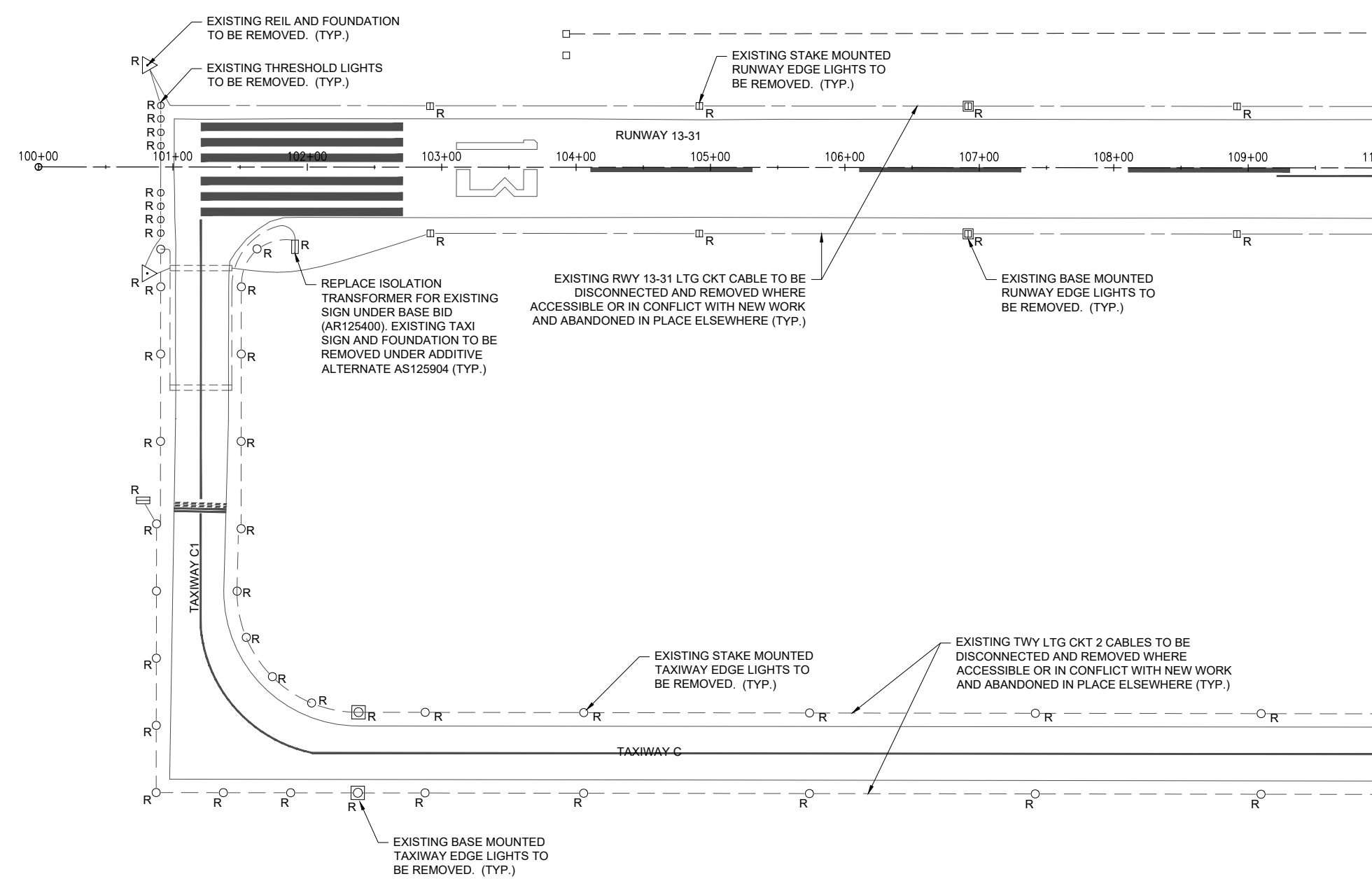
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ELECTRICAL NOTES:

REMOVAL OF EXISTING AIRFIELD LIGHTS, TAXI SIGNS, NAVAIDS, REILS, WIND CONES, BASES, JUNCTION STRUCTURES, FOUNDATIONSM CABLES, DUCTS, AND ASSOCIATED MATERIALS WILL BE PAID FOR UNDER ITEM AR800476 REMOVE AIRFIELD LIGHTING PER LUMP SUM

LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDING
- EXISTING MARKING
- EXISTING ELECTRICAL DUCT
- EXISTING ELECTRICAL CABLES
- EXISTING STORM SEWER/UNDERDRAIN
- EXISTING ELECTRIC UTILITY UG PRIMARY
- EXISTING TELEPHONE
- EXISTING GAS
- EXISTING FENCE
- EXISTING STAKE MOUNTED TAXIWAY LIGHT TO BE REMOVED
- EXISTING BASE MOUNTED TAXIWAY LIGHT TO BE REMOVED
- EXISTING STAKE MOUNTED RUNWAY LIGHT TO BE REMOVED
- EXISTING BASE MOUNTED RUNWAY LIGHT TO BE REMOVED
- EXISTING STAKE MOUNTED RUNWAY THRESHOLD LIGHT TO BE REMOVED
- EXISTING AIRFIELD SIGN TO BE REMOVED
- EXISTING ELECTRICAL HANDHOLE
- EXISTING SPLICE CAN
- EXISTING ELECTRICAL MANHOLE
- EXISTING WIND CONE TO BE REMOVED
- EXISTING REIL TO BE REMOVED



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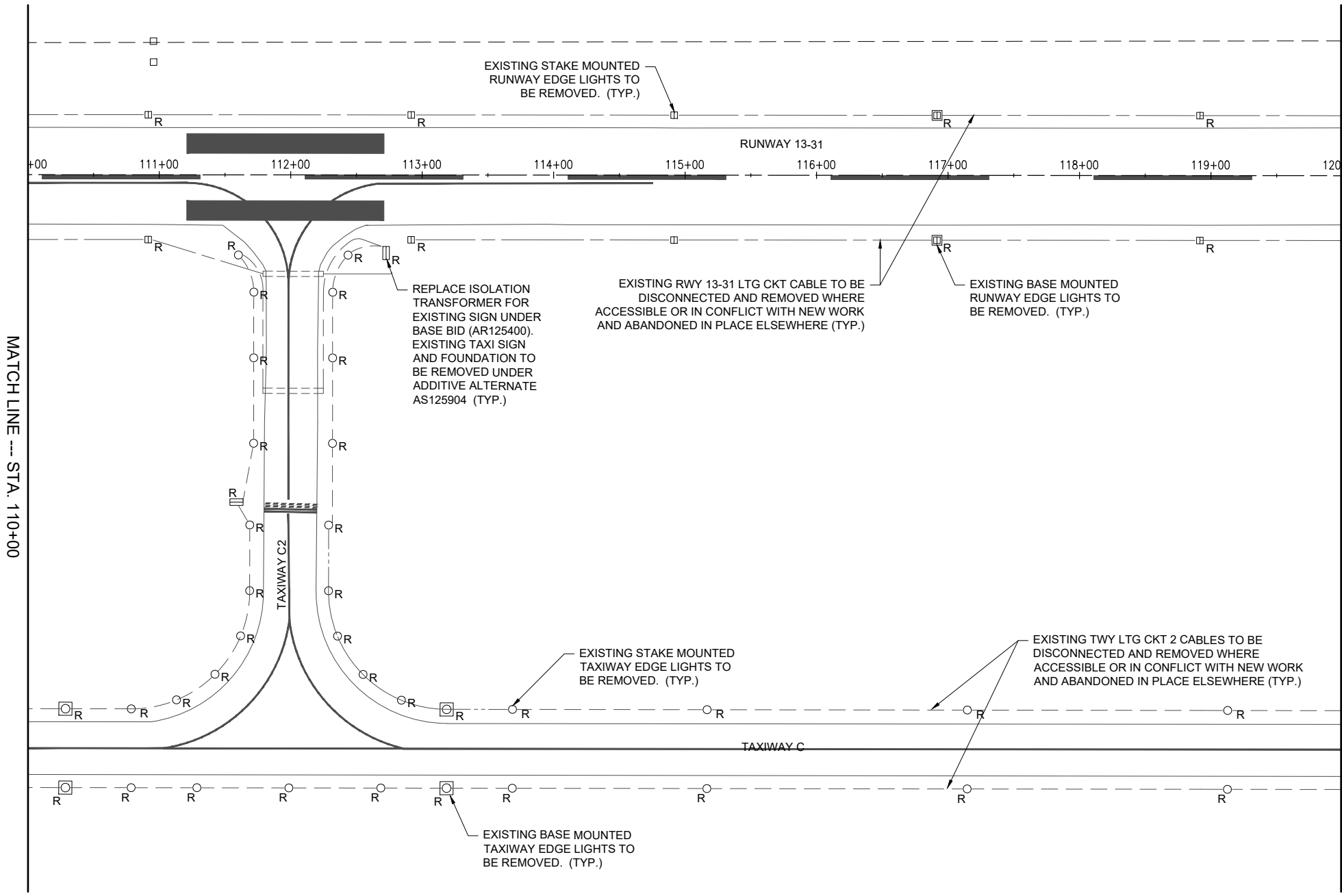
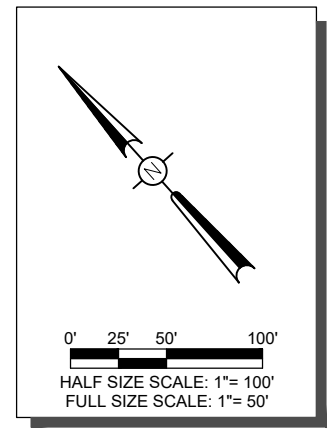
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REVIEWED BY: KNL 11/11/2022

SHEET TITLE

EXISTING ELECTRICAL PLAN SHEET 1

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ELECTRICAL NOTES:

REMOVAL OF EXISTING AIRFIELD LIGHTS, TAXI SIGNS, NAVAIDS, REILS, WIND CONES, BASES, JUNCTION STRUCTURES, FOUNDATIONS, CABLES, DUCTS, AND ASSOCIATED MATERIALS WILL BE PAID FOR UNDER ITEM AR800476 REMOVE AIRFIELD LIGHTING PER LUMP SUM

LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDING
- EXISTING MARKING
- EXISTING ELECTRICAL DUCT
- EXISTING ELECTRICAL CABLES
- EXISTING ELECTRICAL CABLES
- EXISTING STORM SEWER/UNDERDRAIN
- EXISTING ELECTRIC UTILITY UG PRIMARY
- EXISTING TELEPHONE
- EXISTING GAS
- EXISTING FENCE
- EXISTING STAKE MOUNTED TAXIWAY LIGHT TO BE REMOVED
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- EXISTING STAKE MOUNTED RUNWAY LIGHT TO BE REMOVED
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- EXISTING AIRFIELD SIGN TO BE REMOVED
- EXISTING ELECTRICAL HANDHOLE
- EXISTING SPLICE CAN
- EXISTING ELECTRICAL MANHOLE
- EXISTING WIND CONE TO BE REMOVED
- EXISTING REIL TO BE REMOVED



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Kevin N. Lightfoot

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REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

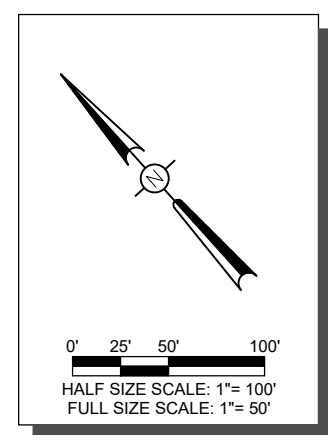
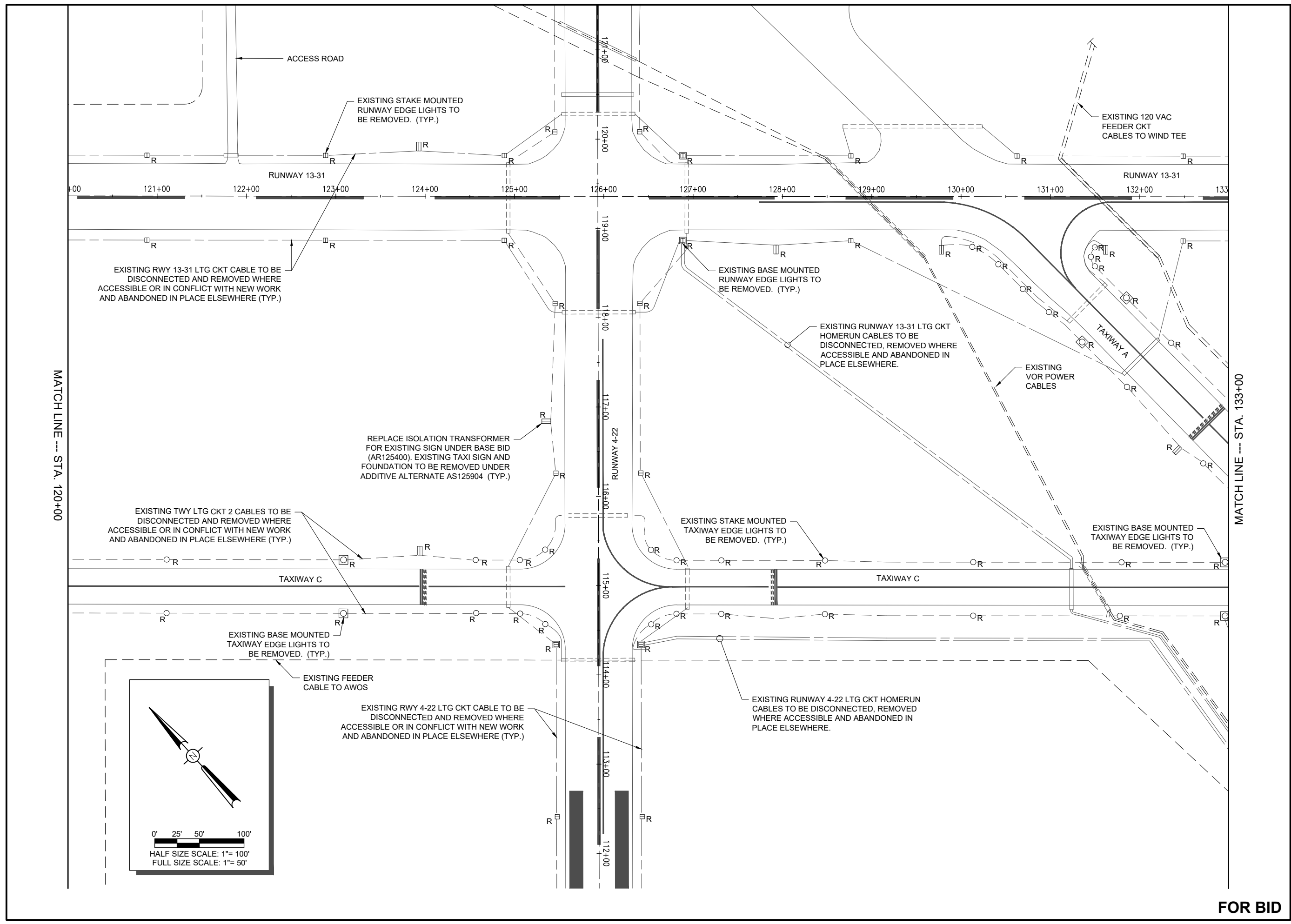
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		DES	DWN	REV

ISSUE: NOV 18, 2022
PROJECT NO: 21A0121D
CAD FILE: E-101-PLN.DWG
DESIGN BY: KNL 4/2/2022
DRAWN BY: CWS 4/4/2022
REVIEWED BY: KNL 11/11/2022

SHEET TITLE

EXISTING ELECTRICAL PLAN SHEET 3

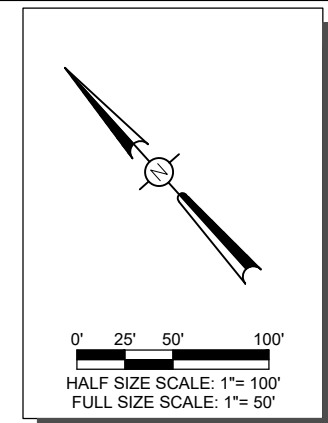
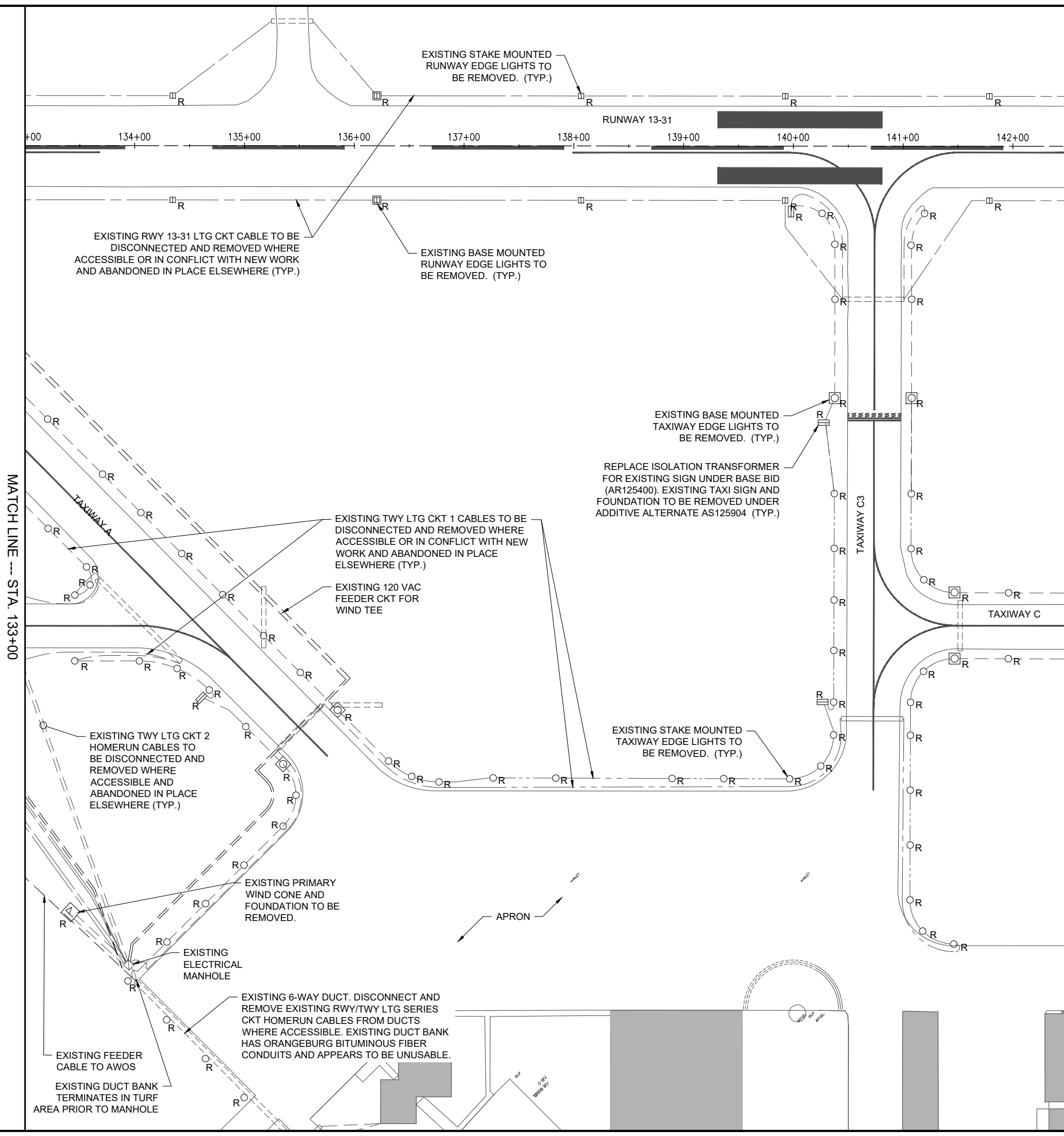
FOR BID



MATCH LINE --- STA. 120+00

MATCH LINE --- STA. 133+00

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- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDING
 - EXISTING MARKING
 - EXISTING ELECTRICAL DUCT
 - EXISTING ELECTRICAL DUCT
 - EXISTING ELECTRICAL CABLES
 - EXISTING ELECTRICAL CABLES
 - EXISTING STORM SEWER/UNDERDRAIN
 - EXISTING ELECTRIC UTILITY UG PRIMARY
 - EXISTING TELEPHONE
 - EXISTING GAS
 - EXISTING FENCE
 - EXISTING STAKE MOUNTED TAXIWAY LIGHT TO BE REMOVED
 - EXISTING BASE MOUNTED TAXIWAY LIGHT TO BE REMOVED
 - EXISTING STAKE MOUNTED RUNWAY LIGHT TO BE REMOVED
 - EXISTING BASE MOUNTED RUNWAY LIGHT TO BE REMOVED
 - EXISTING STAKE MOUNTED RUNWAY THRESHOLD LIGHT TO BE REMOVED
 - EXISTING AIRFIELD SIGN TO BE REMOVED
 - EXISTING ELECTRICAL HANDHOLE
 - EXISTING SPLICE CAN
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 - EXISTING WIND CONE TO BE REMOVED
 - EXISTING REIL TO BE REMOVED

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 Engineering | Planning | Allied Services

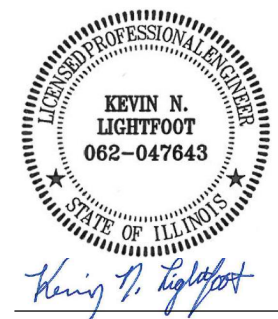
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Jacksonville
JAA
 Airport Authority

JACKSONVILLE MUNICIPAL AIRPORT
 1956 Baldwin Rd
 Jacksonville, Illinois 62650
 Telephone: 217.243.5824
 Fax: 217.243.7954



DATE: 11/18/2022 LICENSE: 11/30/2023
 SIGNED: KEVIN N. LIGHTFOOT
REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

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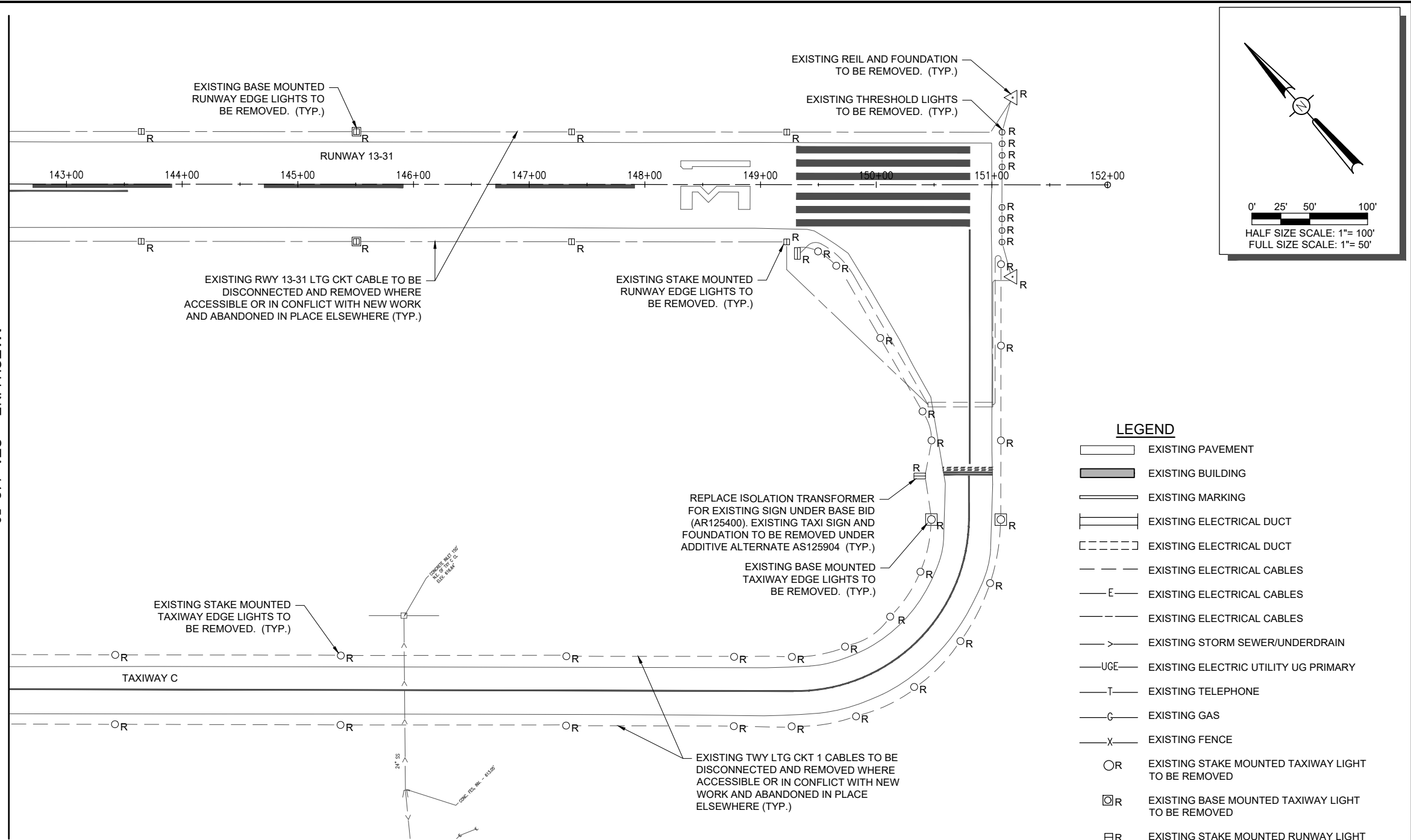
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EXISTING ELECTRICAL PLAN SHEET 4

FOR BID

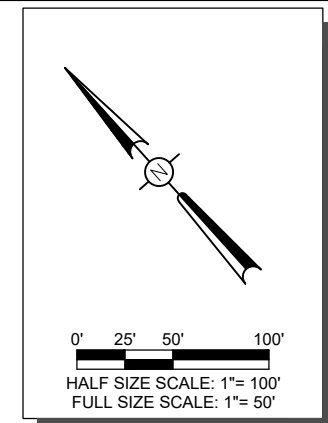
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MATCH LINE --- STA. 142+50



LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDING
- EXISTING MARKING
- EXISTING ELECTRICAL DUCT
- EXISTING ELECTRICAL DUCT
- EXISTING ELECTRICAL CABLES
- EXISTING ELECTRICAL CABLES
- EXISTING ELECTRICAL CABLES
- EXISTING STORM SEWER/UNDERDRAIN
- EXISTING TELEPHONE
- EXISTING GAS
- EXISTING FENCE
- EXISTING STAKE MOUNTED TAXIWAY LIGHT TO BE REMOVED
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- EXISTING STAKE MOUNTED RUNWAY THRESHOLD LIGHT TO BE REMOVED
- EXISTING AIRFIELD SIGN TO BE REMOVED
- EXISTING ELECTRICAL HANDHOLE
- EXISTING SPLICE CAN
- EXISTING ELECTRICAL MANHOLE
- EXISTING WIND CONE TO BE REMOVED
- EXISTING REIL TO BE REMOVED



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SHEET TITLE

EXISTING ELECTRICAL PLAN
 SHEET 5

FOR BID



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
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REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

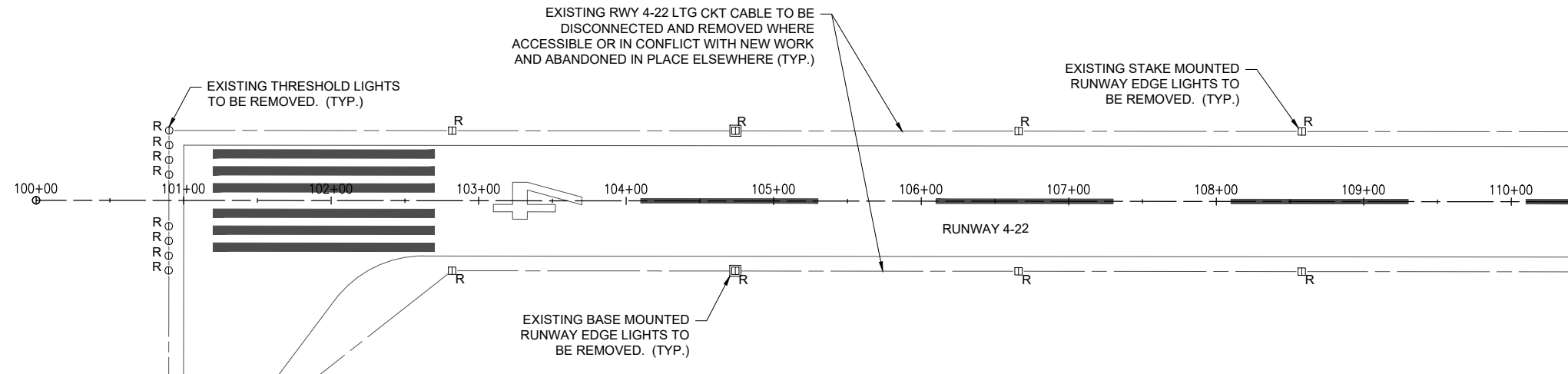
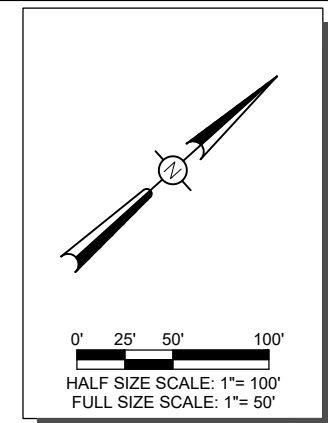
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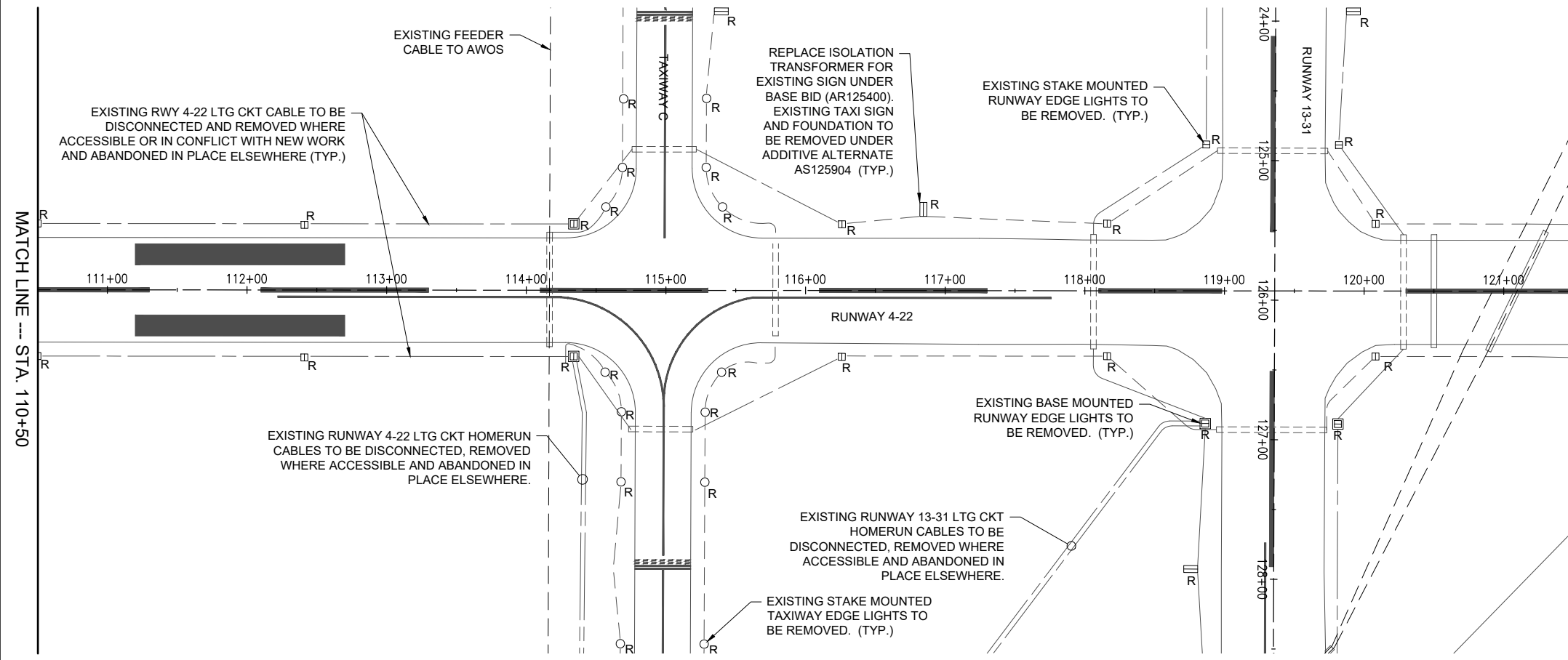
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REVIEWED BY: KNL 11/11/2022

SHEET TITLE

EXISTING ELECTRICAL PLAN SHEET 6



- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDING
 - EXISTING MARKING
 - EXISTING ELECTRICAL DUCT
 - EXISTING ELECTRICAL DUCT
 - EXISTING ELECTRICAL CABLES
 - EXISTING ELECTRICAL CABLES
 - EXISTING ELECTRICAL CABLES
 - EXISTING STORM SEWER/UNDERDRAIN
 - EXISTING ELECTRIC UTILITY UG PRIMARY
 - EXISTING TELEPHONE
 - EXISTING GAS
 - EXISTING FENCE
 - EXISTING STAKE MOUNTED TAXIWAY LIGHT TO BE REMOVED
 - EXISTING BASE MOUNTED TAXIWAY LIGHT TO BE REMOVED
 - EXISTING STAKE MOUNTED RUNWAY LIGHT TO BE REMOVED
 - EXISTING BASE MOUNTED RUNWAY LIGHT TO BE REMOVED
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 - EXISTING AIRFIELD SIGN TO BE REMOVED
 - EXISTING ELECTRICAL HANDHOLE
 - EXISTING SPLICE CAN
 - EXISTING ELECTRICAL MANHOLE
 - EXISTING WIND CONE TO BE REMOVED
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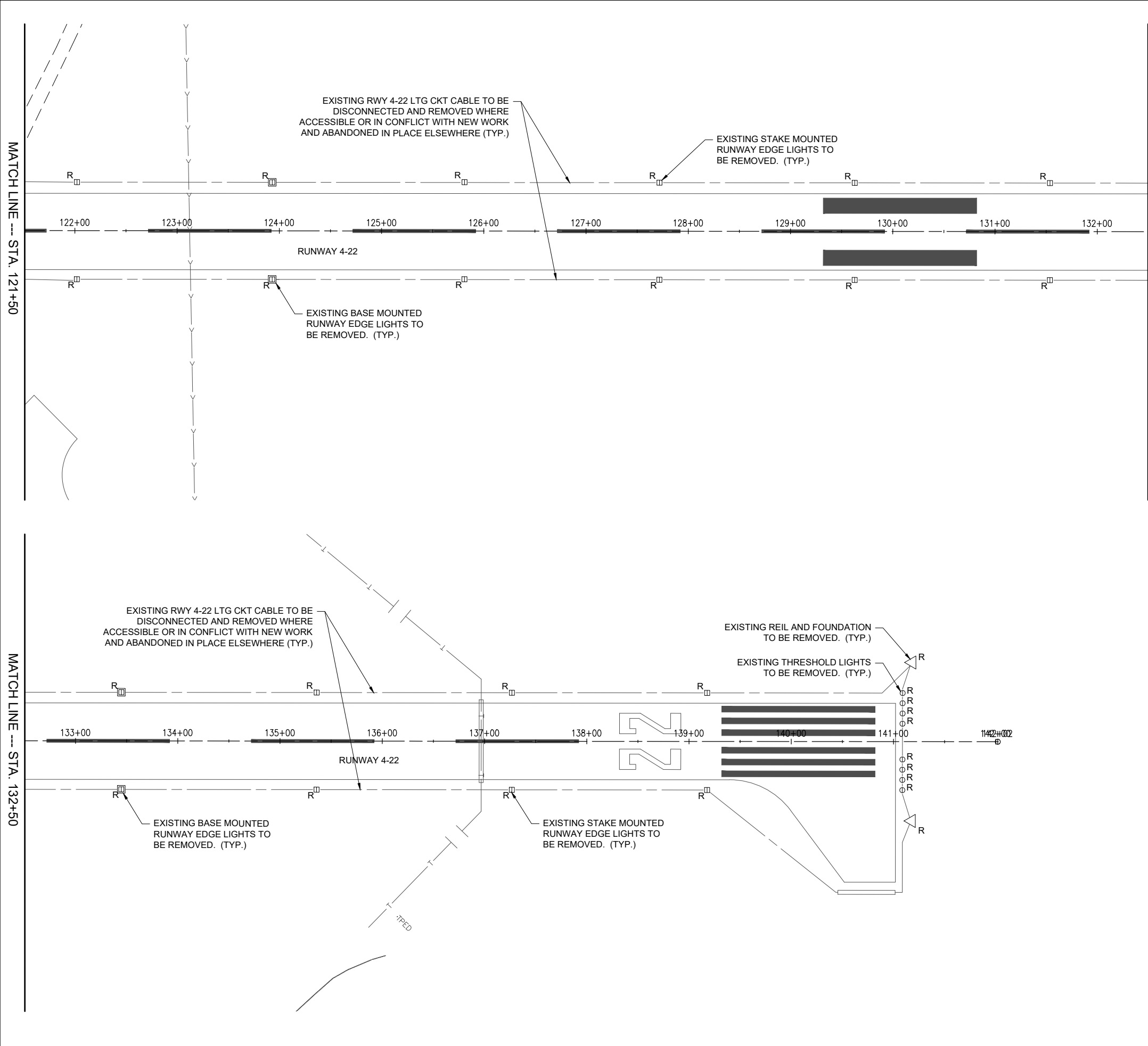
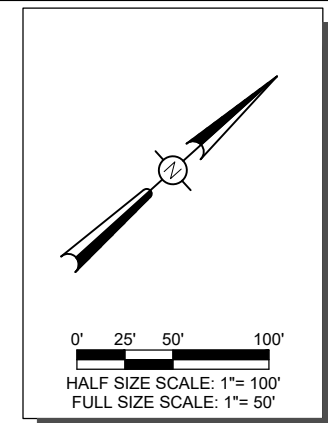
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SHEET TITLE

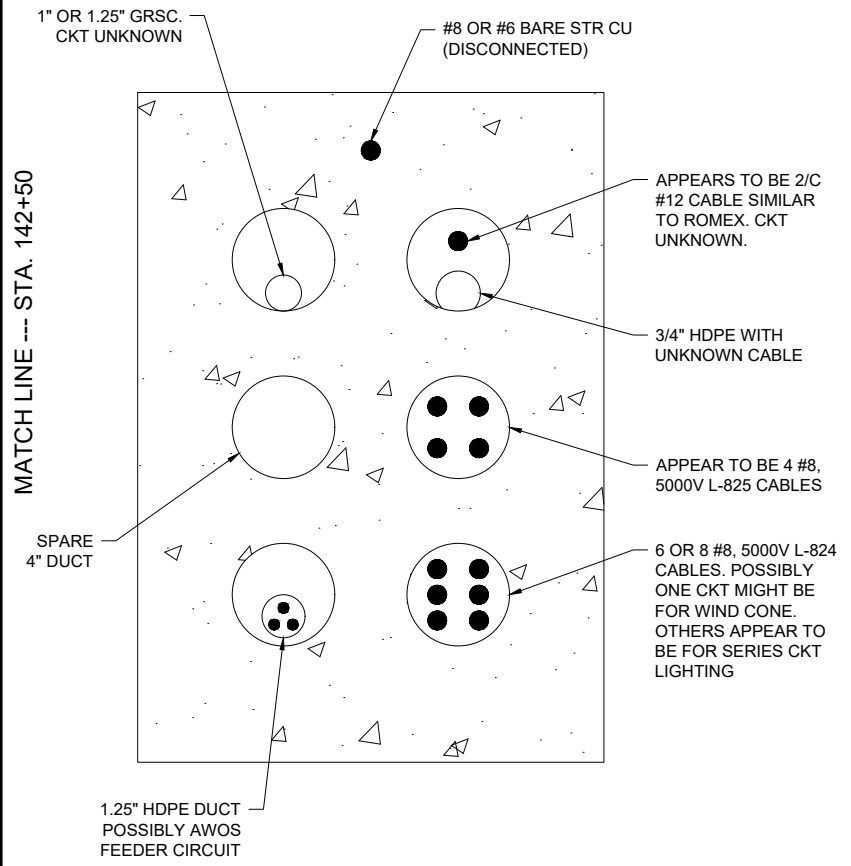
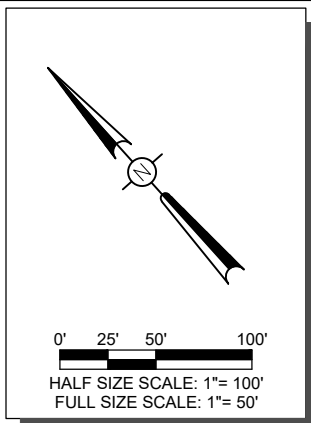
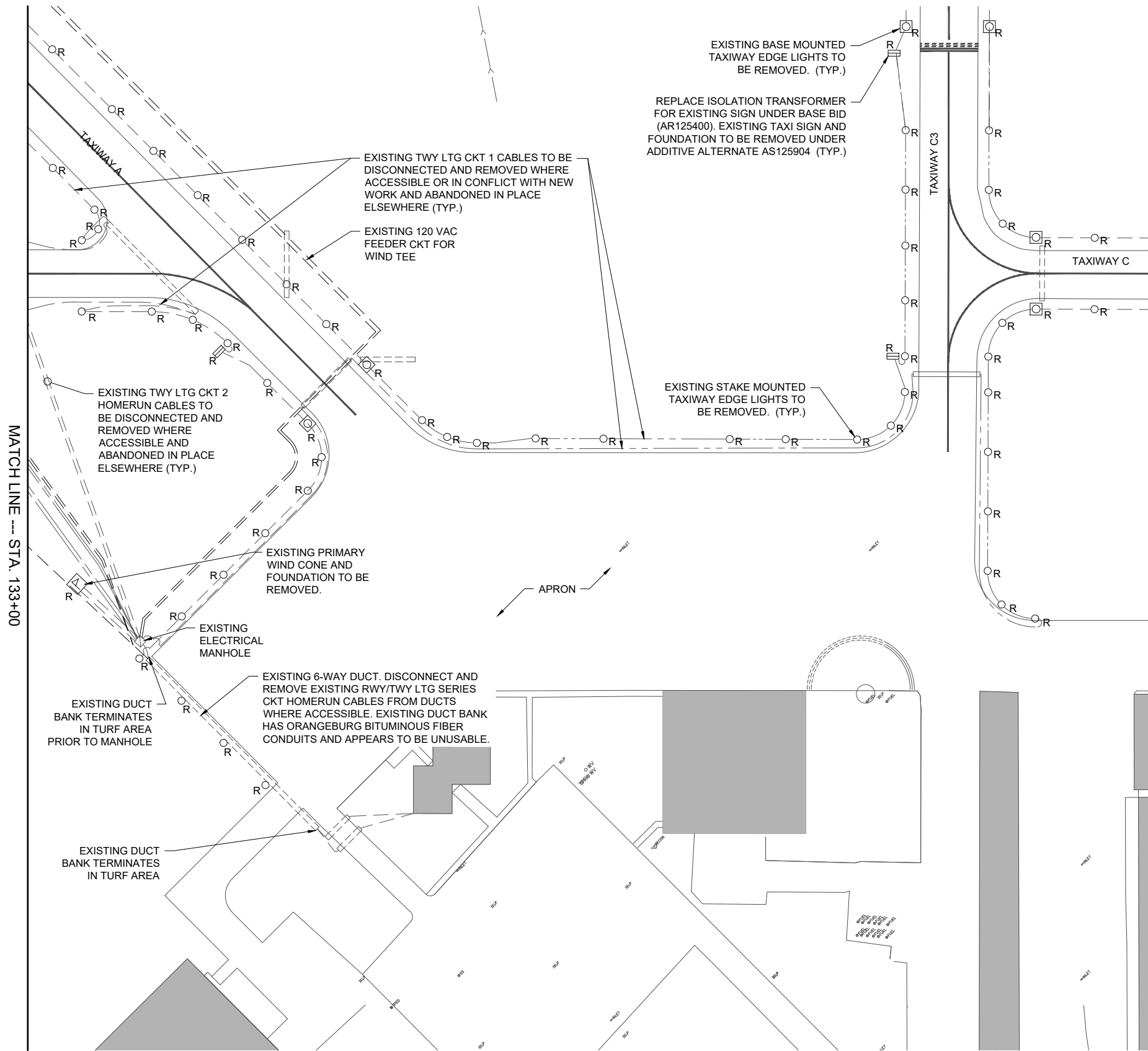
EXISTING ELECTRICAL PLAN SHEET 7



- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDING
 - EXISTING MARKING
 - EXISTING ELECTRICAL DUCT
 - EXISTING ELECTRICAL DUCT
 - EXISTING ELECTRICAL CABLES
 - EXISTING ELECTRICAL CABLES
 - EXISTING ELECTRICAL CABLES
 - EXISTING STORM SEWER/UNDERDRAIN
 - EXISTING ELECTRIC UTILITY UG PRIMARY
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 - EXISTING ELECTRICAL SPLICE CAN
 - EXISTING ELECTRICAL MANHOLE
 - EXISTING WIND CONE TO BE REMOVED
 - EXISTING REIL TO BE REMOVED

FOR BID

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EXISTING 6-WAY DUCT BANK

NOTE: CONDUITS ARE 4" ORANGEBURG BITUMINOUS FIBER DUCTS AND APPEAR TO BE UNUSABLE.



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SHEET TITLE

EXISTING ELECTRICAL PLAN
SHEET 8

FOR BID

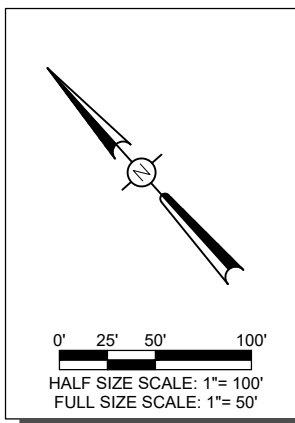
UTILITY NOTE

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF 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.

NOTES:

1. RUNWAY THRESHOLD LIGHTS SHALL HAVE GREEN SIDE FACING TOWARDS THE RESPECTIVE APPROACH.
2. IN THE CAUTION ZONE; LAST 2000 FEET OF RUNWAY, OR LAST HALF OF RUNWAY FOR RUNWAYS LESS THAN 4000 FEET, LIGHTS SHALL EMIT YELLOW IN THE DIRECTION FACING THE INSTRUMENT APPROACH THRESHOLD AND WHITE LIGHT IN THE OPPOSITE DIRECTION.



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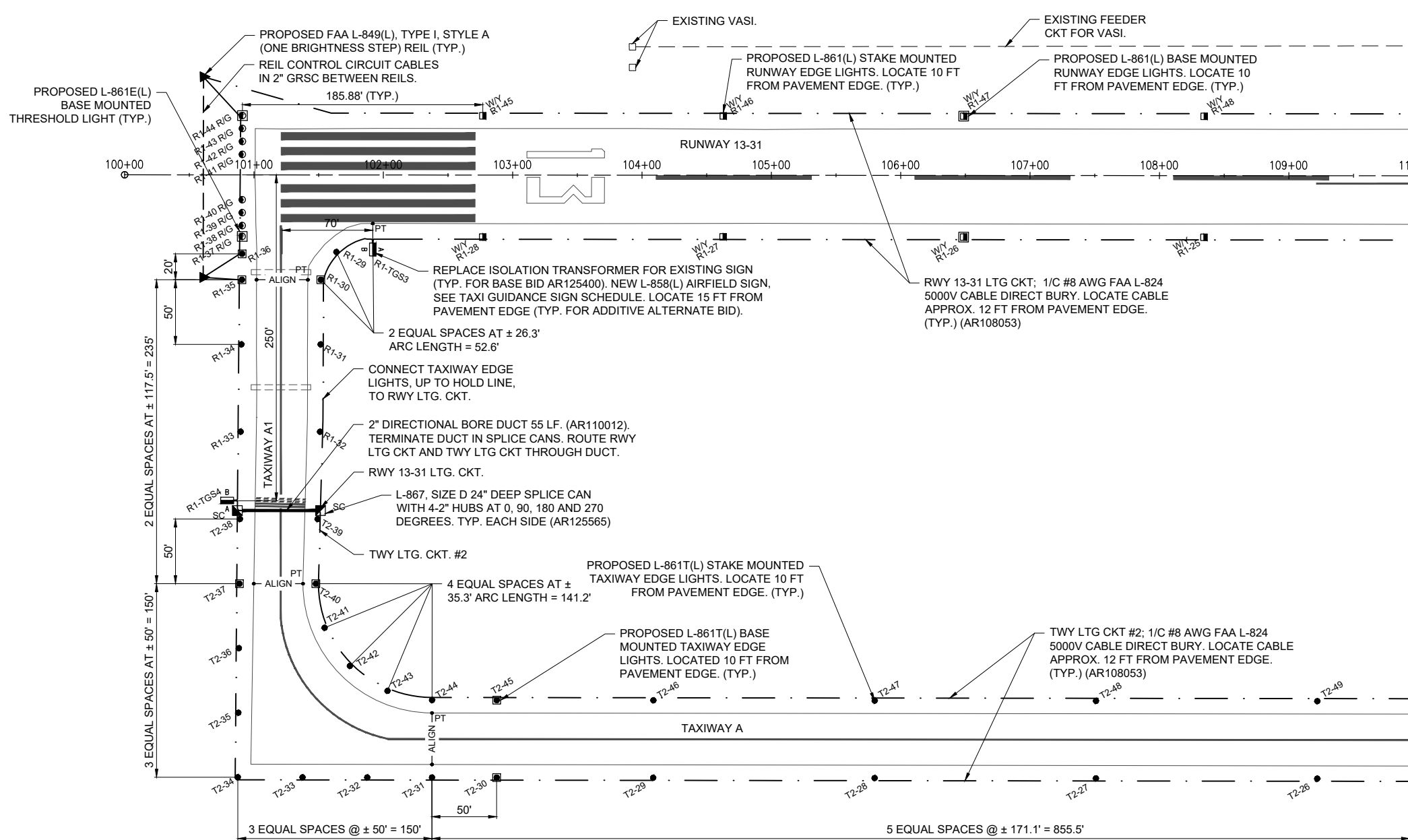
PROJECT NO: 21A0121D
CAD FILE: E-102-PLN.DWG
DESIGN BY: KNL 4/2/2022
DRAWN BY: CWS 4/4/2022
REVIEWED BY: KNL 11/11/2022

SHEET TITLE

PROPOSED ELECTRICAL PLAN - SHEET 1

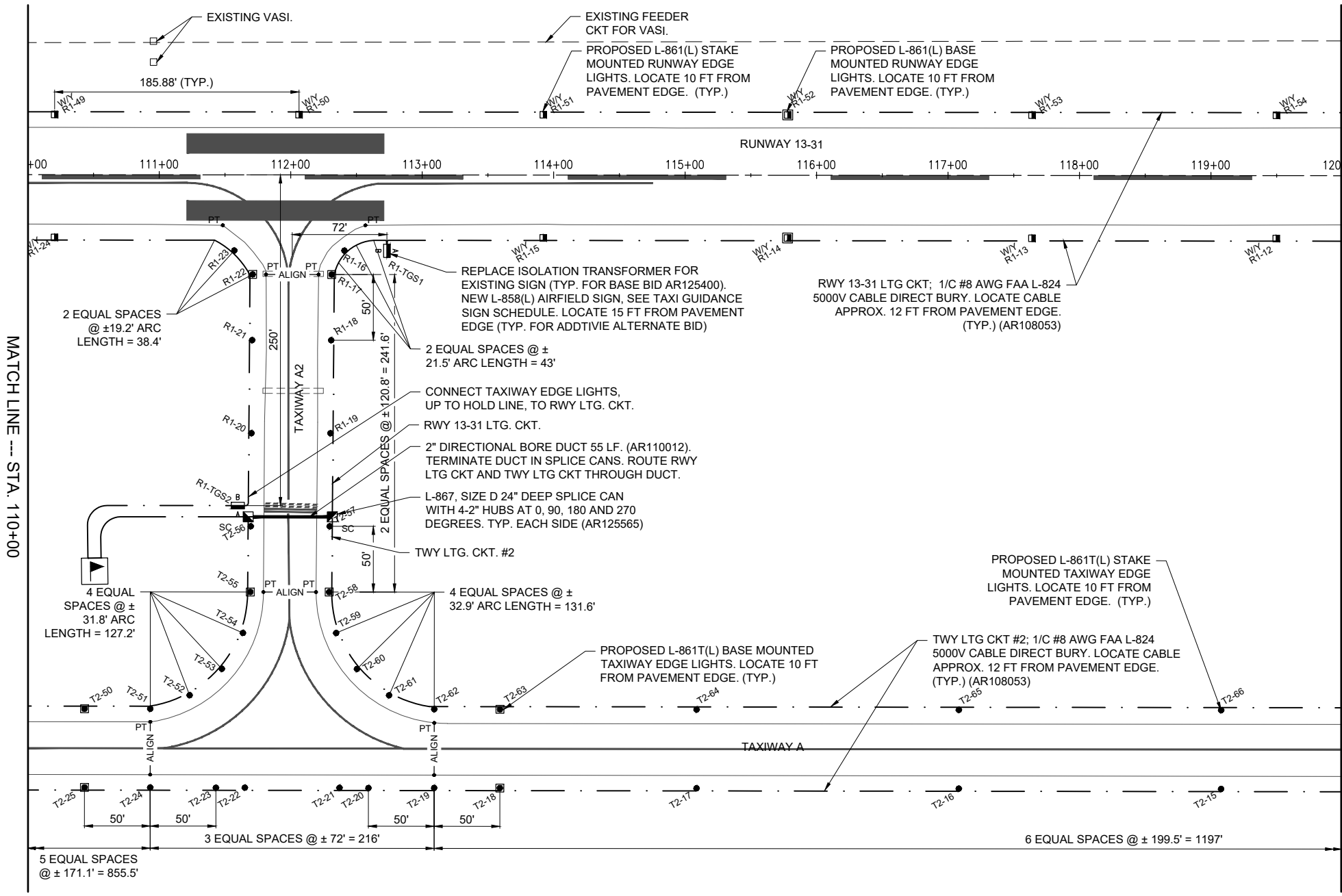
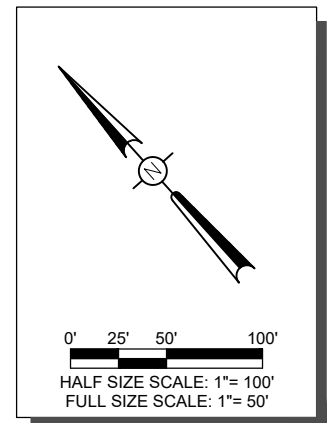
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- [Symbol] EXISTING BUILDING
- [Symbol] EXISTING MARKING
- [Symbol] EXISTING ELECTRICAL DUCT
- [Symbol] PROPOSED ELECTRICAL DUCT
- [Symbol] EXISTING ELECTRICAL CIRCUIT
- [Symbol] EXISTING ELECTRICAL CABLES
- [Symbol] EXISTING STORM SEWER/UNDERDRAIN
- [Symbol] EXISTING ELECTRIC UTILITY UG PRIMARY
- [Symbol] EXISTING TELEPHONE
- [Symbol] EXISTING GAS
- [Symbol] EXISTING FENCE
- [Symbol] PROPOSED 1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
- [Symbol] PROPOSED 1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
- [Symbol] OR [Symbol] PROPOSED 2-1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
- [Symbol] R1 / T1 RUNWAY / TAXIWAY LIGHTING CIRCUIT DESIGNATION. "RT" DENOTES RUNWAY/TAXIWAY "1" DENOTES RESPECTIVE TAXIWAY CKT DESIGNATION.
- [Symbol] PROPOSED STAKE MOUNTED TAXIWAY LIGHT
- [Symbol] PROPOSED BASE MOUNTED TAXIWAY LIGHT
- [Symbol] PROPOSED STAKE MOUNTED RUNWAY LIGHT
- [Symbol] PROPOSED BASE MOUNTED RUNWAY LIGHT
- [Symbol] PROPOSED RUNWAY/TAXI GUIDANCE SIGN
- [Symbol] EXISTING ELECTRICAL SPLICE CAN / HANDHOLE
- [Symbol] PROPOSED ELECTRICAL HANDHOLE
- [Symbol] PROPOSED SPLICE CAN
- [Symbol] PROPOSED WIND CONE
- [Symbol] POINT OF TANGENCY



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- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDING
 - EXISTING MARKING
 - EXISTING ELECTRICAL DUCT
 - PROPOSED ELECTRICAL DUCT
 - EXISTING ELECTRICAL CIRCUIT
 - EXISTING ELECTRICAL CABLES
 - EXISTING STORM SEWER/UNDERDRAIN
 - EXISTING ELECTRIC UTILITY UG PRIMARY
 - EXISTING TELEPHONE
 - EXISTING GAS
 - EXISTING FENCE
 - PROPOSED 1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - PROPOSED 2-1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - RUNWAY / TAXIWAY LIGHTING CIRCUIT DESIGNATION. "R/T" DENOTES RUNWAY/TAXIWAY "1" DENOTES RESPECTIVE TAXIWAY CKT DESIGNATION.
 - PROPOSED STAKE MOUNTED TAXIWAY LIGHT
 - PROPOSED BASE MOUNTED TAXIWAY LIGHT
 - PROPOSED STAKE MOUNTED RUNWAY LIGHT
 - PROPOSED BASE MOUNTED RUNWAY LIGHT
 - PROPOSED RUNWAY/TAXI GUIDANCE SIGN
 - EXISTING ELECTRICAL SPLICE CAN / HANDHOLE
 - PROPOSED ELECTRICAL HANDHOLE
 - PROPOSED SPLICE CAN
 - PROPOSED WIND CONE
 - POINT OF TANGENCY



Kevin N. Lightfoot

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SHEET TITLE

PROPOSED ELECTRICAL PLAN - SHEET 2

FOR BID



Kevin N. Lightfoot

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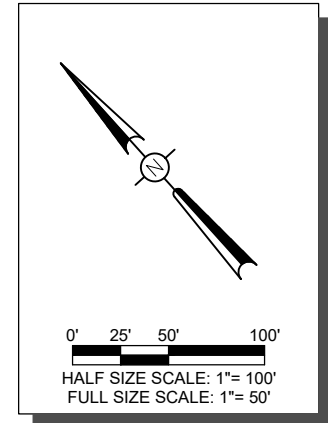
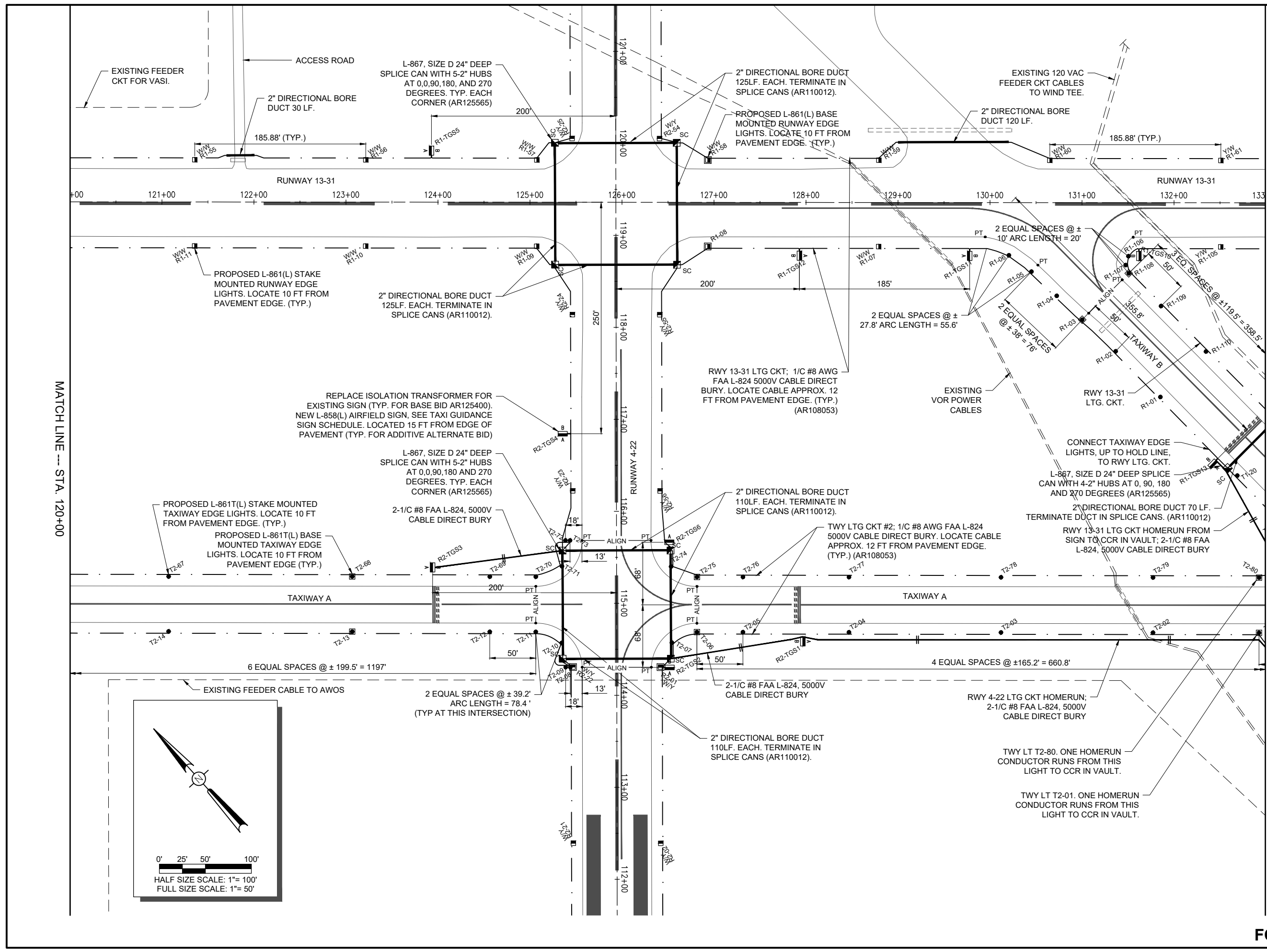
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SHEET TITLE

PROPOSED ELECTRICAL PLAN - SHEET 3

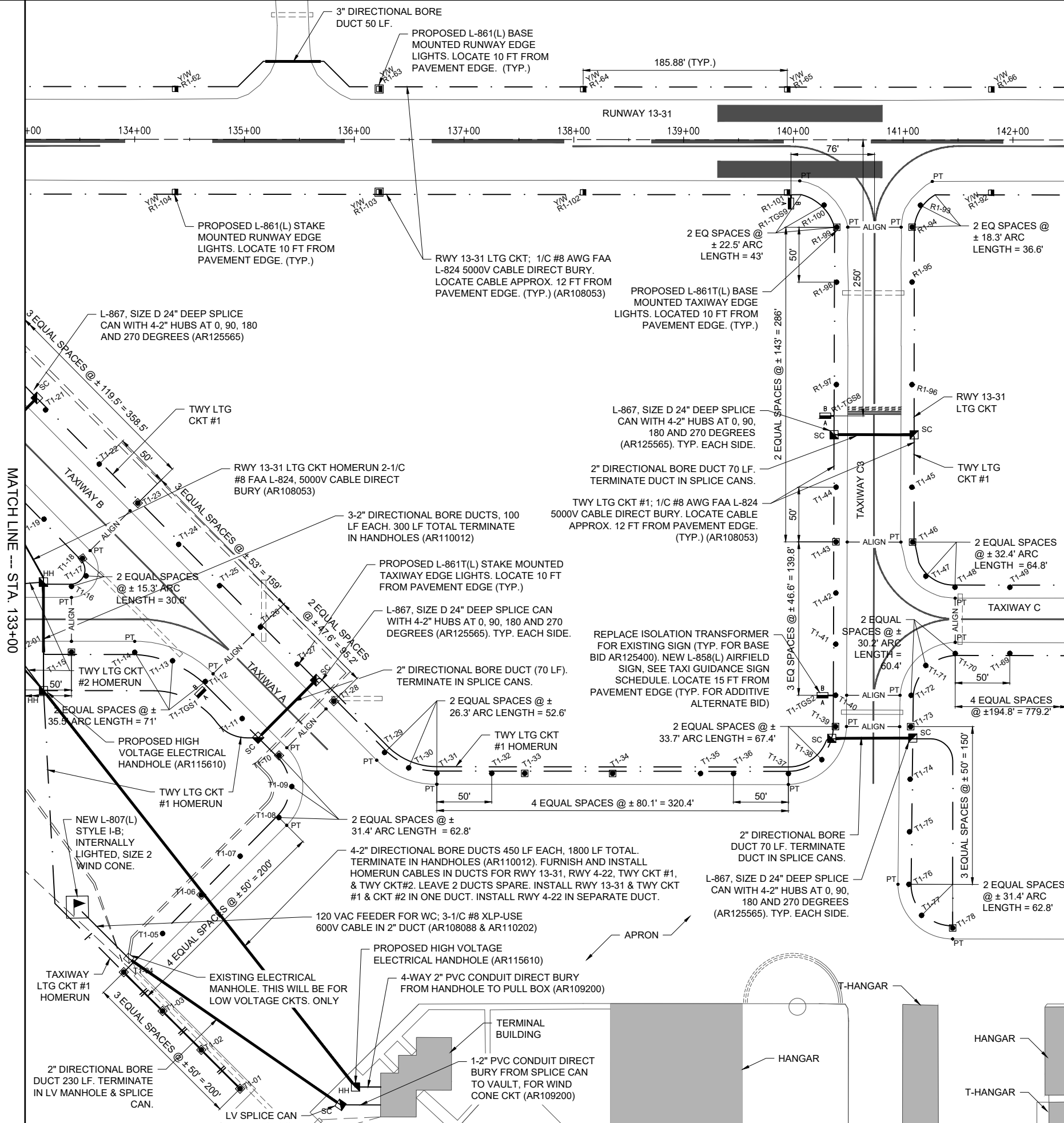
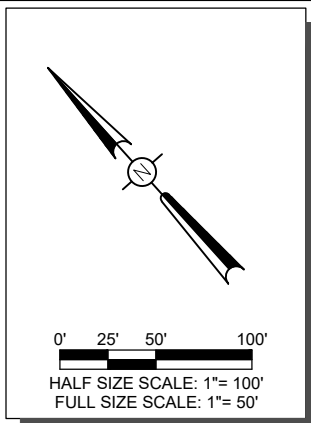
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MATCH LINE --- STA. 120+00

MATCH LINE --- STA. 133+00



- LEGEND**
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 - [Symbol] EXISTING ELECTRICAL DUCT
 - [Symbol] PROPOSED ELECTRICAL DUCT
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 - [Symbol] EXISTING ELECTRICAL CABLES
 - [Symbol] EXISTING STORM SEWER/UNDERDRAIN
 - [Symbol] EXISTING ELECTRIC UTILITY UG PRIMARY
 - [Symbol] EXISTING TELEPHONE
 - [Symbol] EXISTING GAS
 - [Symbol] EXISTING FENCE
 - [Symbol] PROPOSED 1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - [Symbol] PROPOSED 1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - [Symbol] OR [Symbol] PROPOSED 2-1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - [Symbol] R1 / T1 RUNWAY / TAXIWAY LIGHTING CIRCUIT DESIGNATION. "RT" DENOTES RUNWAY/TAXIWAY "1" DENOTES RESPECTIVE TAXIWAY CKT DESIGNATION.
 - [Symbol] PROPOSED STAKE MOUNTED TAXIWAY LIGHT
 - [Symbol] PROPOSED BASE MOUNTED TAXIWAY LIGHT
 - [Symbol] PROPOSED STAKE MOUNTED RUNWAY LIGHT
 - [Symbol] PROPOSED BASE MOUNTED RUNWAY LIGHT
 - [Symbol] PROPOSED RUNWAY/TAXI GUIDANCE SIGN
 - [Symbol] EXISTING ELECTRICAL SPLICE CAN / HANDHOLE
 - [Symbol] HH PROPOSED ELECTRICAL HANDHOLE
 - [Symbol] SC PROPOSED SPLICE CAN
 - [Symbol] PROPOSED WIND CONE
 - [Symbol] PT POINT OF TANGENCY



Kevin N. Lightfoot

DATE SIGNED: 11/18/2022 LICENSE EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

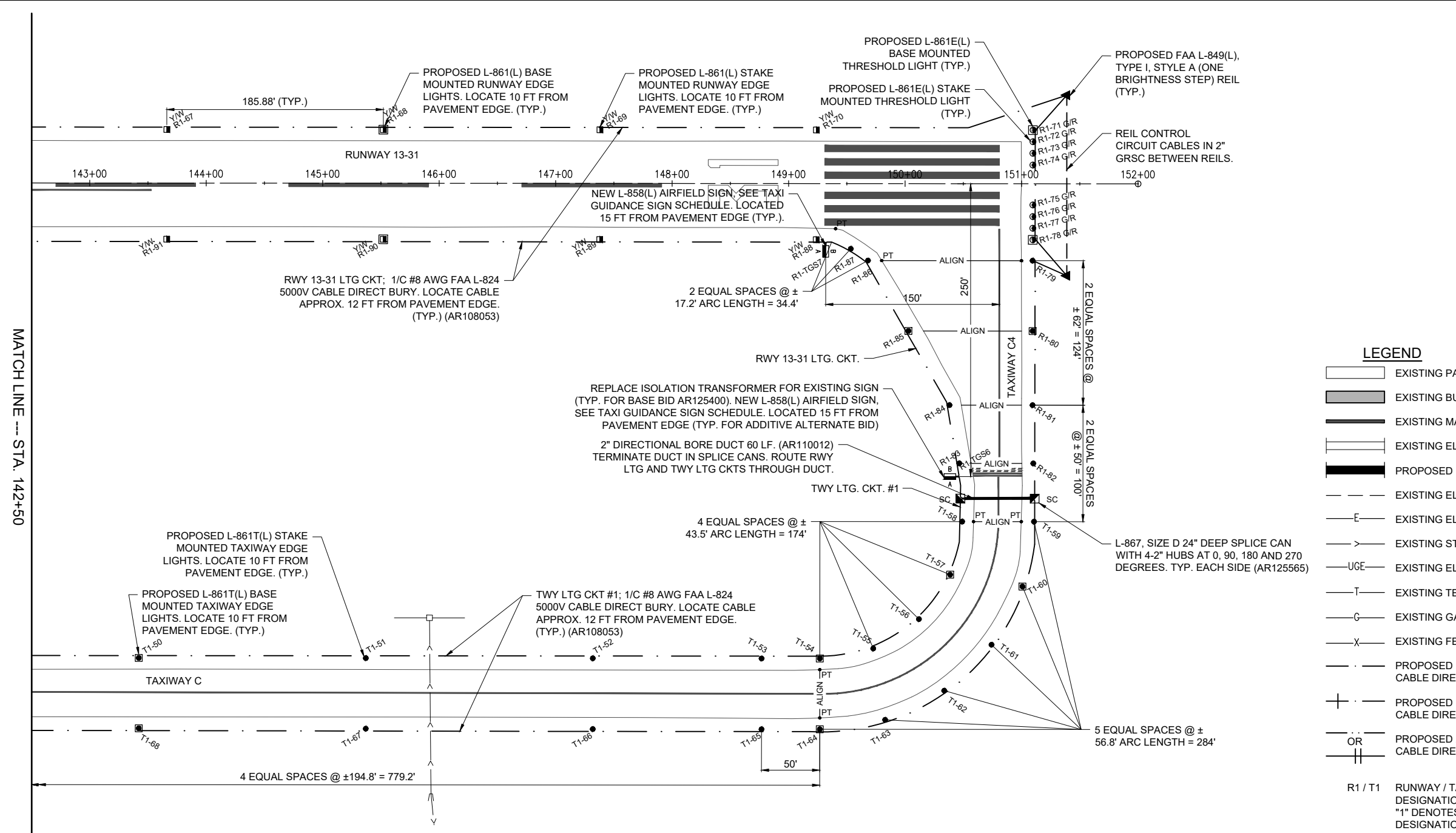
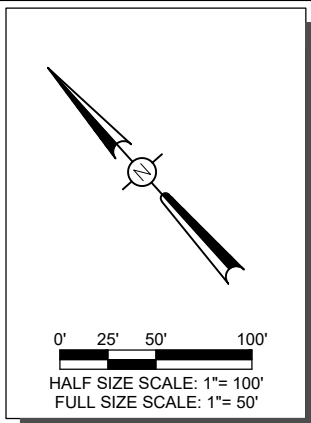
NO.	DATE	DESCRIPTION		
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ISSUE: NOV 18, 2022
PROJECT NO: 21A0121D
CAD FILE: E-102-PLN.DWG
DESIGN BY: KNL 4/2/2022
DRAWN BY: CWS 4/4/2022
REVIEWED BY: KNL 11/11/2022

SHEET TITLE

PROPOSED ELECTRICAL PLAN - SHEET 4

FOR BID



MATCH LINE --- STA. 142+50

- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDING
 - EXISTING MARKING
 - EXISTING ELECTRICAL DUCT
 - PROPOSED ELECTRICAL DUCT
 - EXISTING ELECTRICAL CIRCUIT
 - EXISTING ELECTRICAL CABLES
 - EXISTING STORM SEWER/UNDERDRAIN
 - EXISTING ELECTRIC UTILITY UG PRIMARY
 - EXISTING TELEPHONE
 - EXISTING GAS
 - EXISTING FENCE
 - PROPOSED 1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - PROPOSED 1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - PROPOSED 2-1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - RUNWAY / TAXIWAY LIGHTING CIRCUIT DESIGNATION. "RT" DENOTES RUNWAY/TAXIWAY "1" DENOTES RESPECTIVE TAXIWAY CKT DESIGNATION.
 - PROPOSED STAKE MOUNTED TAXIWAY LIGHT
 - PROPOSED BASE MOUNTED TAXIWAY LIGHT
 - PROPOSED STAKE MOUNTED RUNWAY LIGHT
 - PROPOSED BASE MOUNTED RUNWAY LIGHT
 - PROPOSED RUNWAY/TAXI GUIDANCE SIGN
 - EXISTING ELECTRICAL SPLICE CAN / HANDHOLE
 - PROPOSED ELECTRICAL HANDHOLE
 - PROPOSED SPLICE CAN
 - PROPOSED WIND CONE
 - POINT OF TANGENCY



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
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Contract No.: JA040

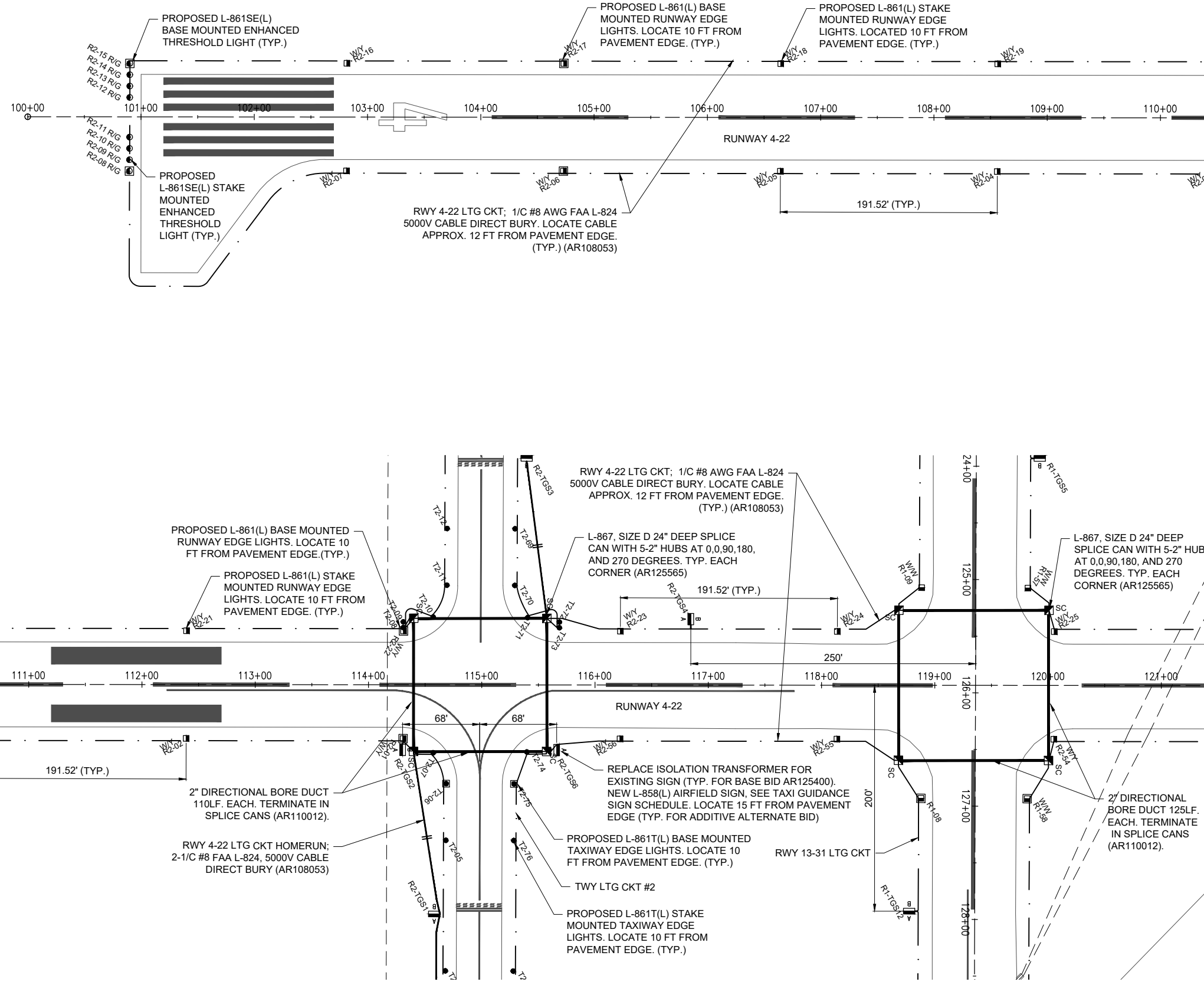
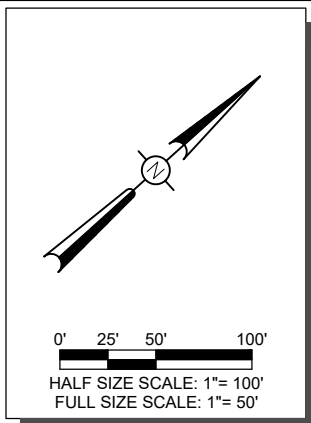
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REVIEWED BY: KNL 11/11/2022

SHEET TITLE

PROPOSED ELECTRICAL PLAN - SHEET 5

FOR BID



- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDING
 - EXISTING MARKING
 - EXISTING ELECTRICAL DUCT
 - PROPOSED ELECTRICAL DUCT
 - EXISTING ELECTRICAL CIRCUIT
 - EXISTING ELECTRICAL CABLES
 - EXISTING STORM SEWER/UNDERDRAIN
 - EXISTING ELECTRIC UTILITY UG PRIMARY
 - EXISTING TELEPHONE
 - EXISTING GAS
 - EXISTING FENCE
 - PROPOSED 1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - PROPOSED 2-1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - PROPOSED 2-1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - R1 / T1 RUNWAY / TAXIWAY LIGHTING CIRCUIT DESIGNATION. "RT" DENOTES RUNWAY/TAXIWAY "1" DENOTES RESPECTIVE TAXIWAY CKT DESIGNATION.
 - PROPOSED STAKE MOUNTED TAXIWAY LIGHT
 - PROPOSED BASE MOUNTED TAXIWAY LIGHT
 - PROPOSED STAKE MOUNTED RUNWAY LIGHT
 - PROPOSED BASE MOUNTED RUNWAY LIGHT
 - PROPOSED RUNWAY/TAXI GUIDANCE SIGN
 - EXISTING ELECTRICAL SPLICE CAN / HANDHOLE
 - PROPOSED ELECTRICAL HANDHOLE
 - PROPOSED SPLICE CAN
 - PROPOSED WIND CONE
 - POINT OF TANGENCY



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
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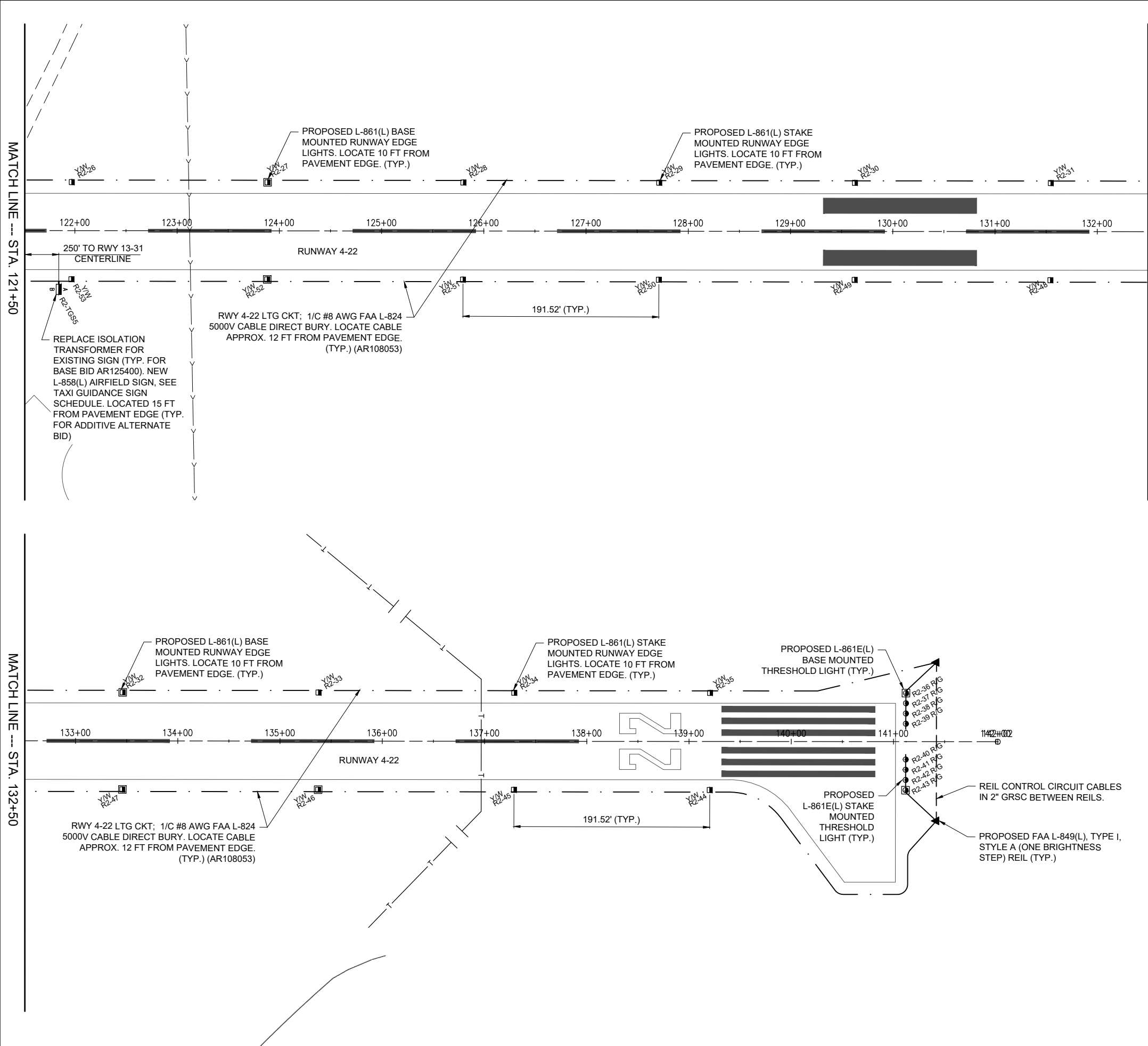
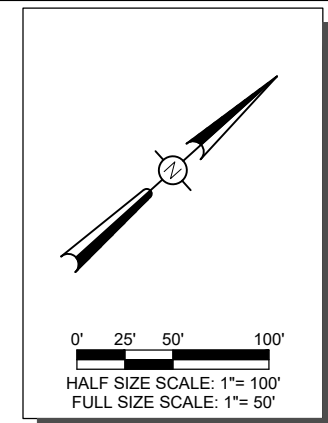
Contract No.: JA040

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DESIGN BY: KNL 4/2/2022
DRAWN BY: CWS 4/4/2022
REVIEWED BY: KNL 11/11/2022

SHEET TITLE

PROPOSED ELECTRICAL PLAN - SHEET 6



MATCH LINE --- STA. 132+50

MATCH LINE --- STA. 121+50

MATCH LINE --- STA. 132+50

- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDING
 - EXISTING MARKING
 - EXISTING ELECTRICAL DUCT
 - PROPOSED ELECTRICAL DUCT
 - EXISTING ELECTRICAL CIRCUIT
 - EXISTING ELECTRICAL CABLES
 - EXISTING STORM SEWER/UNDERDRAIN
 - EXISTING ELECTRIC UTILITY UG PRIMARY
 - EXISTING TELEPHONE
 - EXISTING GAS
 - EXISTING FENCE
 - PROPOSED 1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - PROPOSED 1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - PROPOSED 2-1/C #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - RUNWAY / TAXIWAY LIGHTING CIRCUIT DESIGNATION. "R/T" DENOTES RUNWAY/TAXIWAY "1" DENOTES RESPECTIVE TAXIWAY CKT DESIGNATION.
 - PROPOSED STAKE MOUNTED TAXIWAY LIGHT
 - PROPOSED BASE MOUNTED TAXIWAY LIGHT
 - PROPOSED STAKE MOUNTED RUNWAY LIGHT
 - PROPOSED BASE MOUNTED RUNWAY LIGHT
 - PROPOSED RUNWAY/TAXI GUIDANCE SIGN
 - EXISTING ELECTRICAL SPLICE CAN / HANDHOLE
 - PROPOSED ELECTRICAL HANDHOLE
 - PROPOSED SPLICE CAN
 - PROPOSED WIND CONE
 - POINT OF TANGENCY



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
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Contract No.: JA040

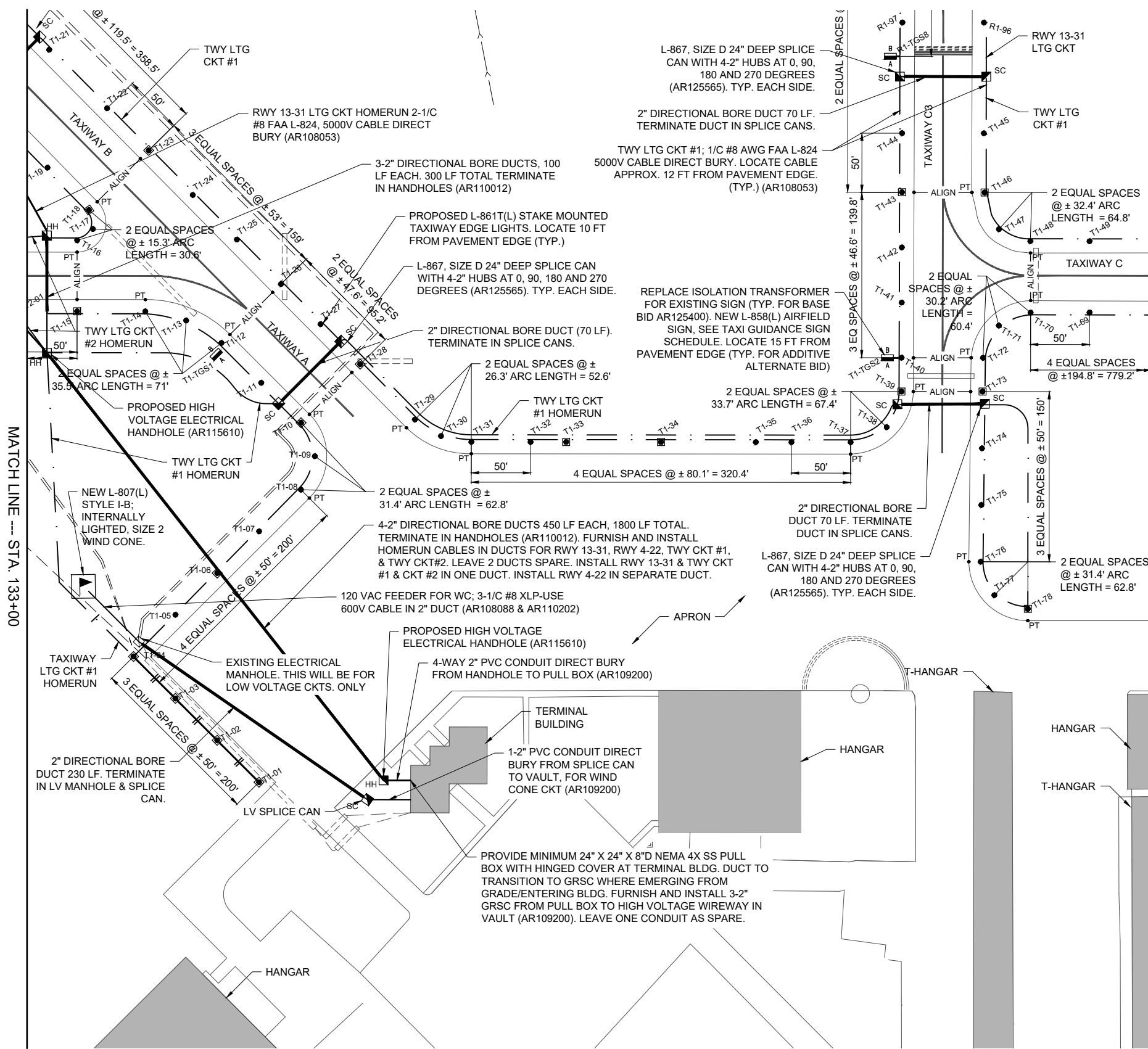
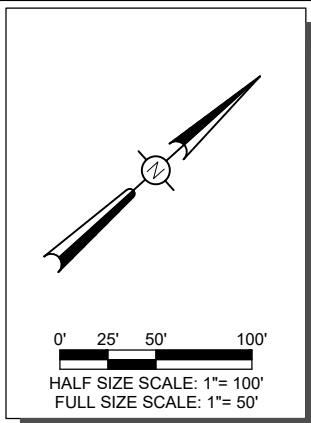
NO.	DATE	DESCRIPTION
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ISSUE: NOV 18, 2022
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REVIEWED BY: KNL 11/11/2022

SHEET TITLE

PROPOSED ELECTRICAL PLAN - SHEET 7

FOR BID



- LEGEND**
- EXISTING PAVEMENT
 - EXISTING BUILDING
 - EXISTING MARKING
 - EXISTING ELECTRICAL DUCT
 - PROPOSED ELECTRICAL DUCT
 - EXISTING ELECTRICAL CIRCUIT
 - EXISTING ELECTRICAL CABLES
 - EXISTING STORM SEWER/UNDERDRAIN
 - EXISTING ELECTRIC UTILITY UG PRIMARY
 - EXISTING TELEPHONE
 - EXISTING GAS
 - EXISTING FENCE
 - PROPOSED 1/2 #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - PROPOSED 1/2 #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - PROPOSED 2-1/2 #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - PROPOSED 2-1/2 #8 AWG, FAA L-824, 5000 VOLT CABLE DIRECT BURY
 - R1 / T1 RUNWAY / TAXIWAY LIGHTING CIRCUIT DESIGNATION. "R/T" DENOTES RUNWAY/TAXIWAY "1" DENOTES RESPECTIVE TAXIWAY CKT DESIGNATION.
 - PROPOSED STAKE MOUNTED TAXIWAY LIGHT
 - PROPOSED BASE MOUNTED TAXIWAY LIGHT
 - PROPOSED STAKE MOUNTED RUNWAY LIGHT
 - PROPOSED BASE MOUNTED RUNWAY LIGHT
 - PROPOSED RUNWAY/TAXIWAY GUIDANCE SIGN
 - EXISTING ELECTRICAL SPLICE CAN / HANDHOLE
 - PROPOSED ELECTRICAL HANDHOLE
 - PROPOSED SPLICE CAN
 - PROPOSED WIND CONE
 - POINT OF TANGENCY



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

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Contract No.: JA040

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REVIEWED BY: KNL 11/11/2022

SHEET TITLE

PROPOSED ELECTRICAL PLAN - SHEET 8

FOR BID



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
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Contract No.: JA040

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ISSUE: NOV 18, 2022

PROJECT NO: 21A0121D

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DESIGN BY: KNL 4/2/2022

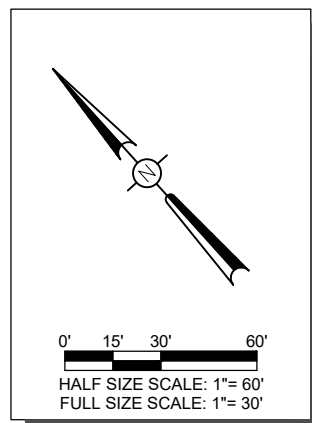
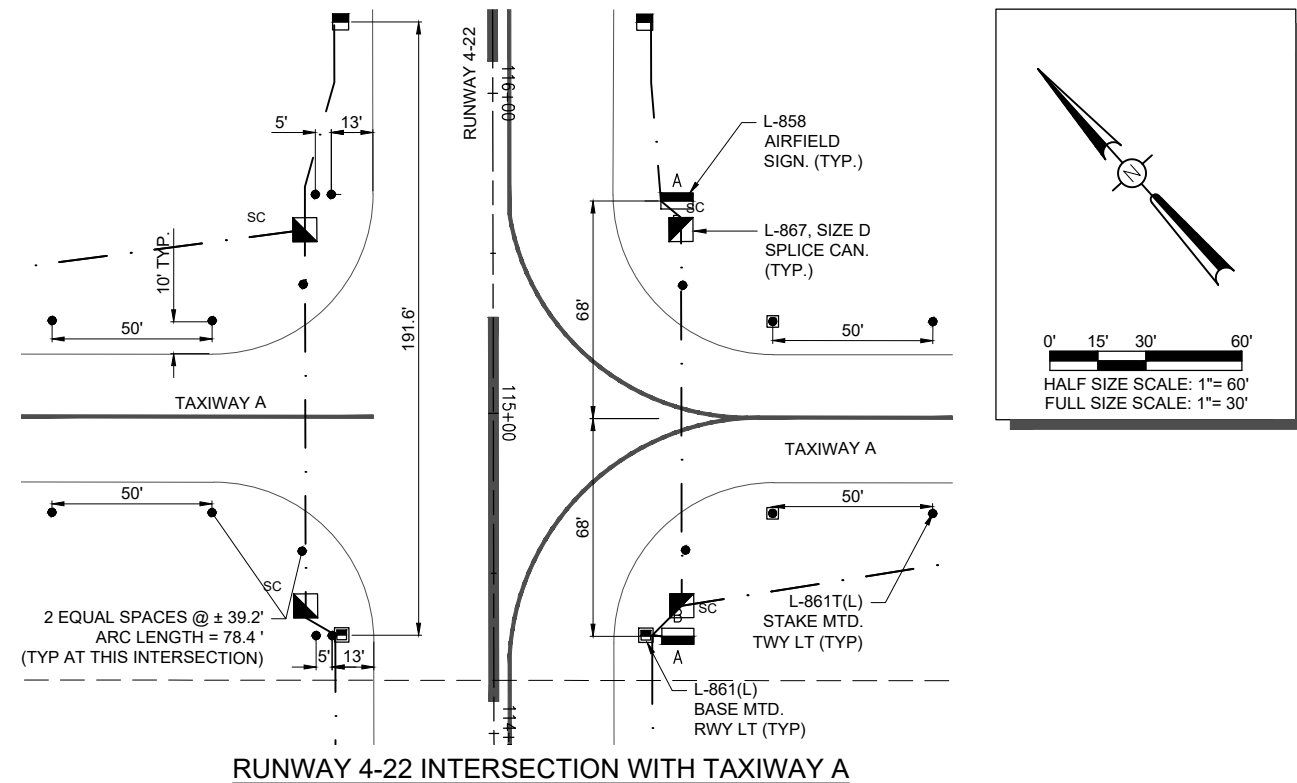
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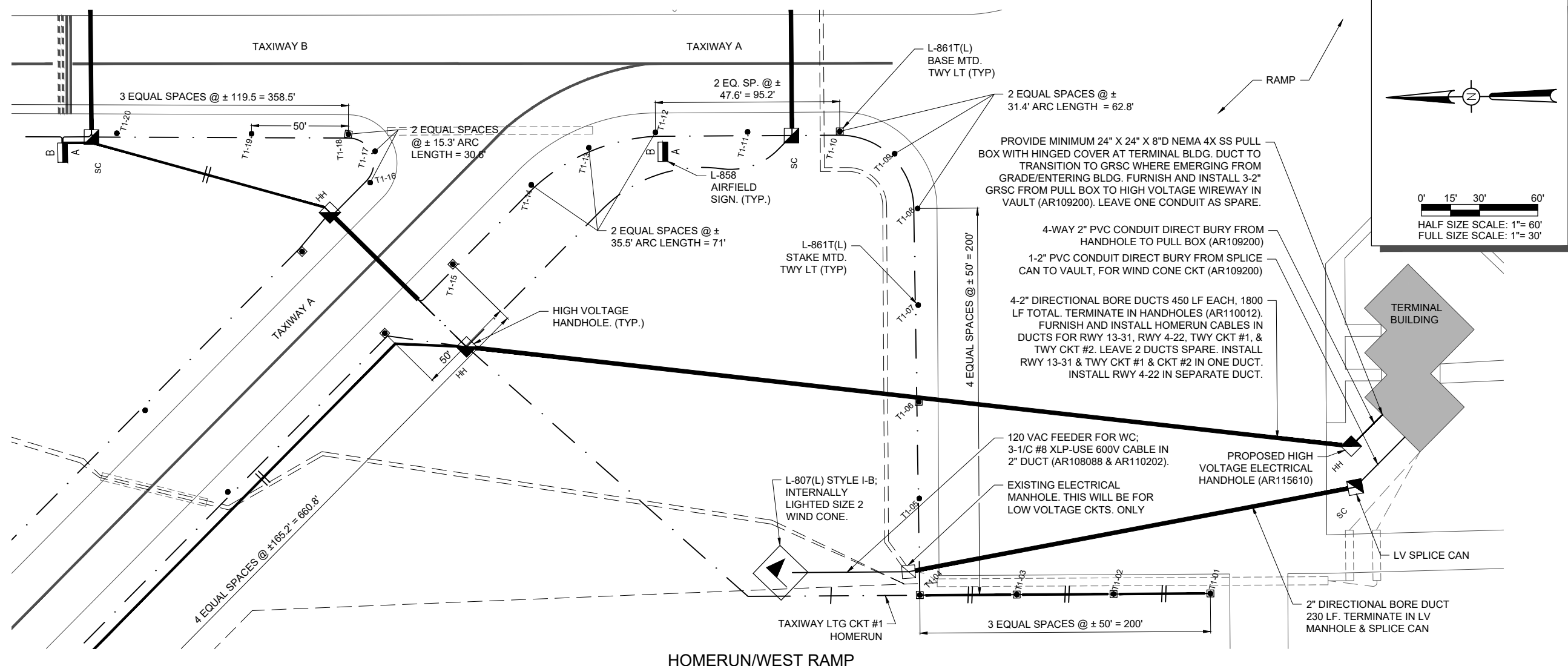
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PROPOSED ELECTRICAL PLANS - SHEET 9

FOR BID



RUNWAY 4-22 INTERSECTION WITH TAXIWAY A



HOMERUN/WEST RAMP

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Kevin N. Lightfoot

DATE SIGNED: 11/18/2022 LICENSE EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

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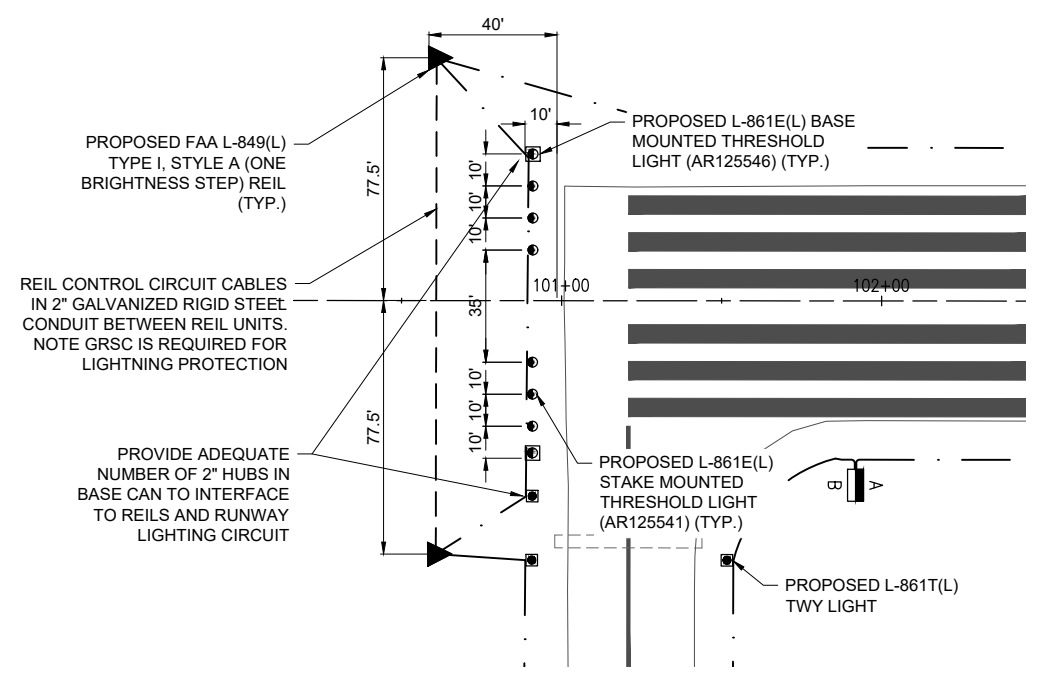
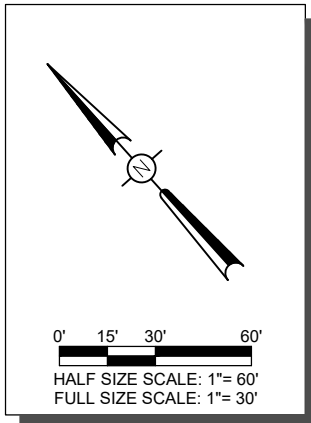
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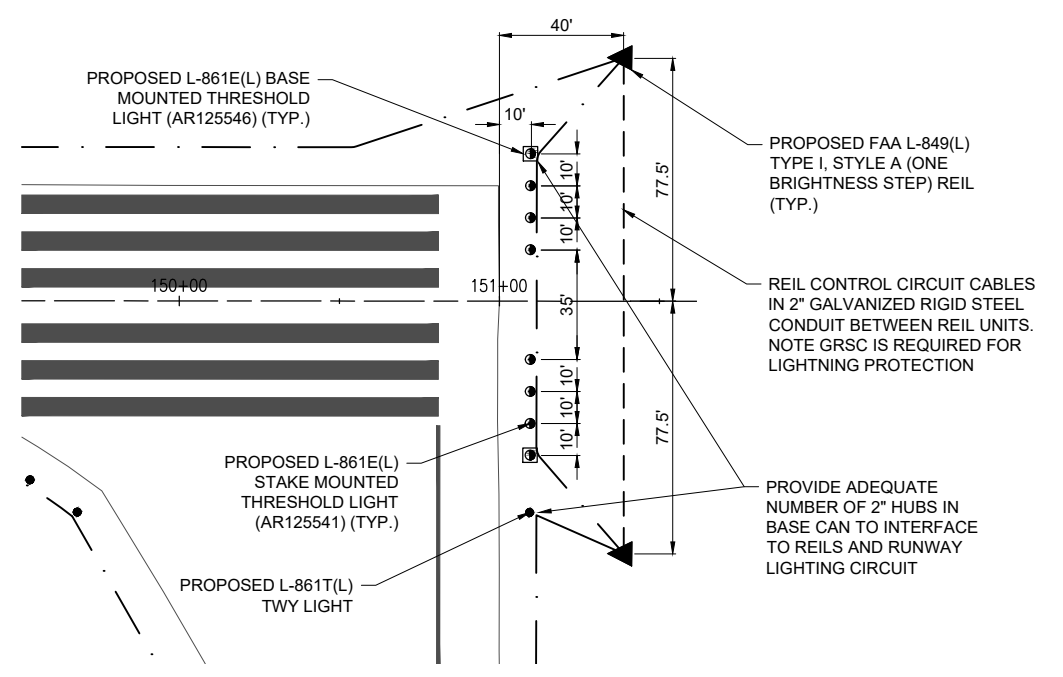
ISSUE: NOV 18, 2022
PROJECT NO: 21A0121D
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REVIEWED BY: KNL 11/11/2022

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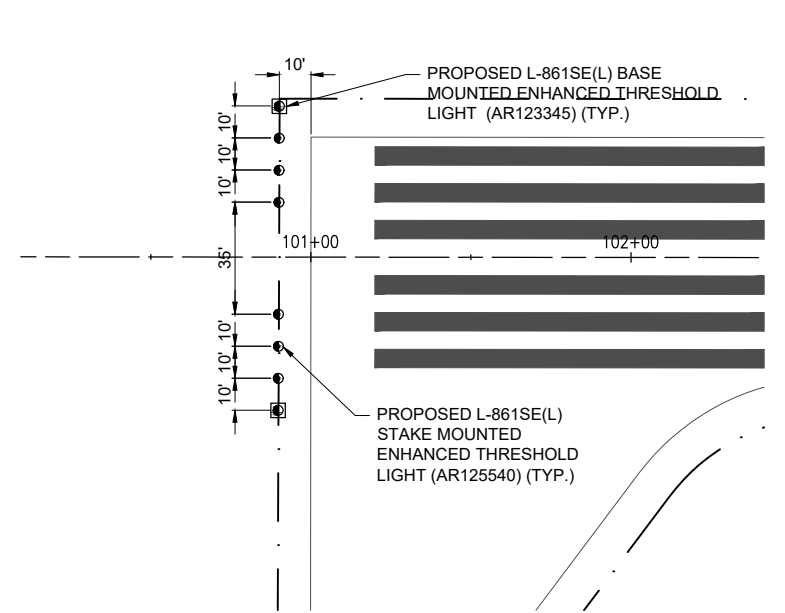
PROPOSED RUNWAY THRESHOLD ELECTRICAL PLANS



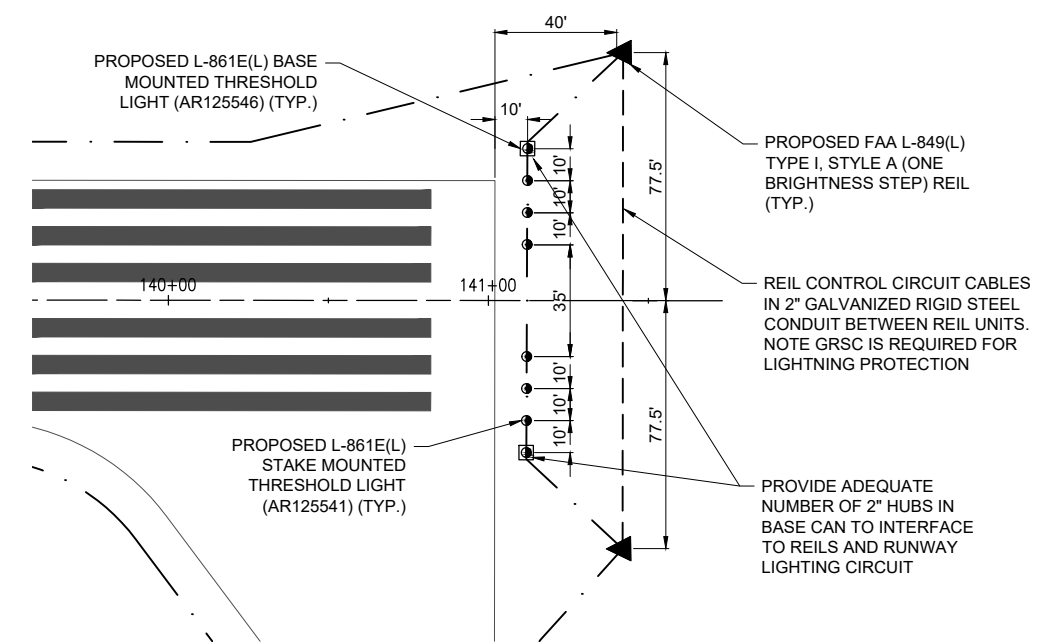
RUNWAY 13 END THRESHOLD



RUNWAY 31 END THRESHOLD



RUNWAY 4 END THRESHOLD / TURNAROUND



RUNWAY 22 END THRESHOLD / TURNAROUND

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FOR BID

AIRFIELD LIGHTING REMOVAL, RELOCATION, AND INSTALLATION NOTES

1. 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.
3. VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, RELOCATING, INSTALLING, CONNECTING OR WORKING ON THE RESPECTIVE AIRFIELD LIGHTING, DISTANCE REMAINING SIGN, RUNWAY SIGN, TAXI SIGN, NAVAID, VAULT EQUIPMENT OR OTHER DEVICE.
4. INSTALL AIRFIELD LIGHTING, SIGNS, SPLICE CANS, ELECTRICAL DUCTS, HANDHOLES, MANHOLES, AND CABLE AT THE LOCATIONS SHOWN AND IN COMPLIANCE WITH THE SPECIFICATIONS, SPECIAL PROVISIONS, RESPECTIVE DETAILS, AND MANUFACTURER'S RECOMMENDATIONS.
5. NEW AIRFIELD LIGHTING SYSTEM INSTALLATIONS, ADJUSTMENTS, RELOCATIONS, REINSTALLATIONS, AND/OR UPGRADES SHALL USE BASE (L-867 OR L-868) MOUNTED AND STAKE MOUNTED FIXTURES AND 1/C #8, FAA L-824 5000V TYPE C CABLE IN UNIT DUCT..
6. LIGHTING CABLE FOR AIRFIELD LIGHTING SERIES CIRCUITS SHALL BE 1/C, #8 AWG, FAA L-824, 5000 VOLT, TYPE C UNDERGROUND CABLE IN 3/4" (MIN.) UNIT DUCT. CABLE SHALL BE FAA APPROVED.
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 RUNWAY/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 RODS 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 RUNWAY/TAXI SIGN INSTALLATION. COPIES OF GROUND SYSTEM TEST RESULTS SHALL BE FURNISHED TO THE PROJECT ENGINEER AND/OR THE RESIDENT ENGINEER/TECHNICIAN.
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 CONTRACTOR SHALL TEST THE RESPECTIVE AIRFIELD LIGHTING CIRCUITS IN AREAS OF WORK WHERE RESPECTIVE CIRCUITS MIGHT BE AFFECTED. 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 SPICER 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. SEE SAFETY PLAN AND NOTES FOR SAFETY AND CONSTRUCTION COORDINATION REQUIREMENTS.
17. EXISTING AIRFIELD LIGHTS DESIGNATED FOR REMOVAL SHALL BE CAREFULLY REMOVED IN THERE ENTIRETY. THE CONTRACTOR SHALL DISCONNECT AND REMOVE THE EXISTING LIGHTS, AS NOT TO DAMAGE THEM, INCLUDING MOUNTING STAKES, BASES, FOUNDATIONS AND TRANSFORMERS. THE EXISTING AIRFIELD LIGHTS, TRANSFORMERS, LIGHT BASES, COVERS AND MOUNTING STAKES SHALL BE TURNED OVER TO THE AIRPORT. LIGHT BASES SHALL BE REMOVED AND DISPOSED OF OFF SITE. ANY MATERIAL NOT SALVAGED BY THE AIRPORT SHALL BE DISPOSED OF OFF THE AIRPORT SITE, IN A LEGAL MANNER, AT THE CONTRACTOR'S OWN EXPENSE. EXISTING DUCTS AND CABLES ASSOCIATED WITH AIRFIELD LIGHTING REMOVALS, RELOCATIONS, REPLACEMENTS AND/OR CABLE OR DUCT REPLACEMENTS SHALL BE REMOVED AND DISPOSED OF OFF SITE AT NO ADDITIONAL COST TO THE CONTRACT WHERE ACCESSIBLE AND ABANDONED IN PLACE ELSEWHERE. PROVIDE TEMPORARY CABLES AND DUCTS TO ACCOMMODATE AIRFIELD LIGHTING CIRCUITS THAT ARE TO REMAIN ACTIVE DURING CONSTRUCTION. CONTRACTOR MAY REMOVE ABANDONED CABLES AT NO ADDITIONAL COST TO THE CONTRACT AND SHALL HAVE THE SALVAGE RIGHTS TO ABANDONED CABLES. REMOVAL OF EXISTING AIRFIELD LIGHTING WILL BE PAID FOR UNDER ITEM AR800476 REMOVE AIRFIELD LIGHTING PER LUMP SUM.
18. OWNER SHALL BE KEPT INFORMED OF WORK AND SCHEDULES.
19. ROUTE NEW CABLES AND DUCTS TO AVOID INTERFERENCES WITH OTHER UTILITIES, LINES, CABLES AND STRUCTURES.
20. ALL ELECTRICAL EQUIPMENT (INCLUDING AIRFIELD LIGHTING AND NAVAIDS) AND MATERIALS SHALL BE INSTALLED IN CONFORMANCE WITH NFPA 70 - NATIONAL ELECTRIC 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, INTERNEK TESTING SERVICES VERIFICATION/ETL LISTING (OR OTHER THIRD PARTY LISTING) AND/OR MANUFACTURER'S WARRANTY OF A DEVICE WILL NOT BE PERMITTED.
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. RUNWAY AND TAXIWAY LIGHTING CIRCUITS SHALL BE ACTIVE AT THE END OF EACH CONSTRUCTION DAY FOR AN OPEN RUNWAY OR AN OPEN TAXIWAY. THE CONTRACTOR SHALL PROVIDE TEMPORARY CABLE & CONNECTIONS WHERE NECESSARY TO MAINTAIN A RUNWAY OR TAXIWAY LIGHTING SYSTEM. TEMPORARY CABLE FOR AIRFIELD LIGHTING SERIES CIRCUITS SHALL BE 1/C #8 FAA L-824 5KV UG CABLE IN DUCT OR UNIT DUCT.
24. 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.
25. CONTRACTOR SHALL INTERFACE EXISTING AIRFIELD LIGHTING AND/OR SIGNS TO THE NEW, REMOVED, REINSTALLED, ADJUSTED, REPLACED, AND/OR RELOCATED AIRFIELD LIGHTING AND ASSOCIATED CIRCUITS.
26. ALL AIRFIELD LIGHT FIXTURES SHALL BE TAGGED BY THE CONTRACTOR IN ACCORDANCE WITH THE RESPECTIVE LIGHT FIXTURE NUMBERS. CONFIRM LIGHT FIXTURE NUMBERING WITH THE AIRPORT MANAGER/MAINTENANCE SUPERVISOR.
27. 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.
28. THE CONTRACTOR IS REQUIRED TO RESTORE ALL DISTURBED PAVEMENT ASSOCIATED WITH REMOVAL WORK AND/OR NEW AIRFIELD LIGHTING INSTALLATIONS.
29. 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 COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.



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Kevin N. Lightfoot

DATE SIGNED: 11/18/2022 LICENSE EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

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SHEET TITLE

AIRFIELD LIGHTING NOTES

FOR BID



Kevin N. Lightfoot

DATE SIGNED: 11/18/2022 LICENSE EXPIRES: 11/30/2023

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TAXI GUIDANCE SIGN SCHEDULE AND NOTES

NOTES:

- THE PROPOSED RUNWAY/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).
- ALL SIGNS SHALL BE FURNISHED WITH TETHERS. TETHERS SHALL BE 3/16" STAINLESS STEEL AIRCRAFT CABLE WITH A FORMED EYE ON BOTH ENDS. THE TETHER EYE 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 FRANGIBLE COUPLINGS TO OPERATE WITHOUT RESTRICTIONS AND TO ALLOW THE POWER CABLE TO DISCONNECT IF THE SIGN FALLS OVER. PROVIDE 3" ± 1/2" SLACK IN TETHER AND ALL TETHERS SHALL 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.
- 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.
- RUNWAY EXIT/TAXIWAY ENTRANCE SIGNS (TAXIWAY GUIDANCE SIGNS TO DEFINE THE THROAT OR ENTRANCE INTO THE INTERSECTING TAXIING ROUTE) OR RUNWAY EXIT/TAXIWAY ENTRANCE LIGHTS SHALL BE CONNECTED TO THE RESPECTIVE RUNWAY CIRCUIT TO BE ILLUMINATED WHEN THE RUNWAY EDGE LIGHTS ARE ON TO COMPLY WITH FAA AC 150/5340-18G, CHAPTER 1, PART 1.15 "SIGN OPERATION", AND/OR FAA AC 150/5340-30J PART 2.5.3.4.
- HOLDING POSITION SIGNS FOR RUNWAYS SHALL BE CONNECTED TO THE RESPECTIVE RUNWAY SERIES CIRCUIT TO BE ILLUMINATED WHEN THE ASSOCIATED RUNWAY LIGHTS ARE ILLUMINATED TO COMPLY WITH FAA AC150/5340-18G, CHAPTER 1, PART 1.15 "SIGN OPERATION".
- CONCRETE STEEL REINFORCEMENT SHALL BE TYPE ASTM A615 OR A706 GRADE 60 WELDED STEEL WIRE FABRIC SHALL CONFORM TO AASHTO M55 OR AASHTO M221. ALL REINFORCEMENT SHALL HAVE A 3" MINIMUM CONCRETE COVER. REINFORCEMENT MAY BE ADJUSTED TO MISS INTERFERENCES. CONCRETE SHALL CONFORM TO ITEM 610 CONCRETE FOR MISCELLANEOUS STRUCTURES.
- SEE SPECIFICATION ITEM L-125 FOR ADDITIONAL REQUIREMENTS ON TAXI GUIDANCE SIGNS.
- CONTRACTOR SHALL TEST THE EARTH GROUND RESISTANCE FOR THE GROUND ROD AT EACH RUNWAY/TAXI GUIDANCE SIGN

TAXI GUIDANCE SIGN LEGEND	
	TYPE L-858L(L) LOCATION SIGN - YELLOW LEGEND AND BORDER ON A BLACK BACKGROUND
	TYPE L-858R(L) MANDATORY INSTRUCTION SIGN - BLACK OUTLINE ON OUTSIDE EDGE OF WHITE LEGEND ON A RED BACKGROUND
	TYPE L-858Y(L) DIRECTION, DESTINATION, AND BOUNDARY SIGN - BLACK LEGEND ON A YELLOW BACKGROUND
	BLANK - BLACK BACKGROUND

SIGN NUMBER	LOCATION	PROPOSED		GROUND RESISTANCE	REMARKS
		SIDE A	SIDE B		
R1-TGS1	RUNWAY 31 INTERSECTION WITH TAXIWAY A2				NEW SIGN TYPE: L-858Y(L) RUNWAY EXIT SIGN. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R1-TGS2	TAXIWAY A2 INTERSECTION WITH RUNWAY 13-31 AT HOLD LINE				NEW SIGN TYPE: L-858L(R/L) LOCATION/MANDATORY HOLDING POSITION SIGN FOR TAXIWAY/RUNWAY INTERSECTION. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R1-TGS3	RUNWAY 31 INTERSECTION WITH TAXIWAY A1				NEW SIGN TYPE: L-858Y(L) RUNWAY EXIT SIGN. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R1-TGS4	TAXIWAY A1 INTERSECTION WITH RUNWAY 13 AT HOLD LINE				NEW SIGN TYPE: L-858L(R/L) LOCATION/MANDATORY HOLDING POSITION SIGN FOR TAXIWAY/RUNWAY INTERSECTION. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R1-TGS5	RUNWAY 13 INTERSECTION WITH RUNWAY 22-4				NEW SIGN TYPE: L-858R(L) MANDATORY HOLDING POSITION SIGN FOR RUNWAY/RUNWAY INTERSECTION. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R1-TGS6	TAXIWAY C4 INTERSECTION WITH RUNWAY 31 AT HOLD LINE				NEW SIGN TYPE: L-858L(R/L) LOCATION/MANDATORY HOLDING POSITION SIGN FOR TAXIWAY/RUNWAY INTERSECTION. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R1-TGS7	RUNWAY 13 INTERSECTION WITH TAXIWAY C4				NEW SIGN TYPE: L-858Y(L) RUNWAY EXIT SIGN. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R1-TGS8	TAXIWAY C3 INTERSECTION WITH RUNWAY 13-31 AT HOLD LINE				NEW SIGN TYPE: L-858L(R/L) LOCATION/MANDATORY HOLDING POSITION SIGN FOR TAXIWAY/RUNWAY INTERSECTION. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R1-TGS9	RUNWAY 13 INTERSECTION WITH TAXIWAY C3				NEW SIGN TYPE: L-858Y(L) RUNWAY EXIT SIGN. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R1-TGS10	RUNWAY 31 INTERSECTION WITH TAXIWAY B				NEW SIGN TYPE: L-858Y(L) RUNWAY EXIT SIGN. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R1-TGS11	TAXIWAY B INTERSECTION WITH RUNWAY 13-31 AT HOLD LINE				NEW SIGN TYPE: L-858L(R/L) LOCATION/MANDATORY HOLDING POSITION SIGN FOR TAXIWAY/RUNWAY INTERSECTION. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R1-TGS12	RUNWAY 13 INTERSECTION WITH TAXIWAY B				NEW SIGN TYPE: L-858Y(L) RUNWAY EXIT SIGN. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R1-TGS13	RUNWAY 31 INTERSECTION WITH RUNWAY 4-22				NEW SIGN TYPE: L-858R(L) MANDATORY HOLDING POSITION SIGN FOR RUNWAY/RUNWAY INTERSECTION. CONNECT TO RUNWAY 13-31 LIGHTING CIRCUIT.
R2-TGS1	TAXIWAY A INTERSECTION WITH RUNWAY 4-22 AT HOLD LINE				NEW SIGN TYPE: L-858R(L) MANDATORY HOLDING POSITION SIGN FOR TAXIWAY/RUNWAY INTERSECTION. CONNECT TO RUNWAY 4-22 LIGHTING CIRCUIT.
R2-TGS2	RUNWAY 4 INTERSECTION WITH TAXIWAY A				NEW SIGN TYPE: L-858Y(L) RUNWAY EXIT SIGN. CONNECT TO RUNWAY 4-22 LIGHTING CIRCUIT.
R3-TGS3	TAXIWAY A INTERSECTION WITH RUNWAY 22-4 AT HOLD LINE				NEW SIGN TYPE: L-858L(R/L) LOCATION/MANDATORY HOLDING POSITION SIGN FOR TAXIWAY/RUNWAY INTERSECTION. CONNECT TO RUNWAY 4-22 LIGHTING CIRCUIT.
R2-TGS4	RUNWAY 4 INTERSECTION WITH RUNWAY 13-31				NEW SIGN TYPE: L-858R(L) LOCATION/MANDATORY HOLDING POSITION SIGN FOR RUNWAY/RUNWAY INTERSECTION. CONNECT TO RUNWAY 4-22 LIGHTING CIRCUIT.
R2-TGS5	RUNWAY 22 INTERSECTION WITH RUNWAY 31-13				NEW SIGN TYPE: L-858R(L) MANDATORY HOLDING POSITION SIGN FOR RUNWAY/RUNWAY INTERSECTION. CONNECT TO RUNWAY 4-22 LIGHTING CIRCUIT.
R2-TGS6	RUNWAY 22 INTERSECTION WITH TAXIWAY A				NEW SIGN TYPE: L-858Y(L) RUNWAY EXIT SIGN. CONNECT TO RUNWAY 4-22 LIGHTING CIRCUIT.
T1-TGS1	TAXIWAY A NORTH OF APRON AND SOUTH OF INTERSECTION WITH TAXIWAY C				NEW SIGN TYPE: L-858Y(L) OUTBOARD DESTINATION SIGN WITH INBOARD DESTINATION SIGN ON BACK SIDE. CONNECT TO TAXIWAY LIGHTING CIRCUIT NO. 1 LIGHTING CIRCUIT.
T1-TGS2	TAXIWAY C3 NORTHEAST OF APRON AND PRIOR TO INTERSECTION WITH TAXIWAY C				NEW SIGN TYPE: L-858Y(L) OUTBOARD DESTINATION SIGN WITH INBOARD DESTINATION SIGN ON BACK SIDE. CONNECT TO TAXIWAY LIGHTING CIRCUIT NO. 1 LIGHTING CIRCUIT.

FOR BID



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Contract No.: JA040

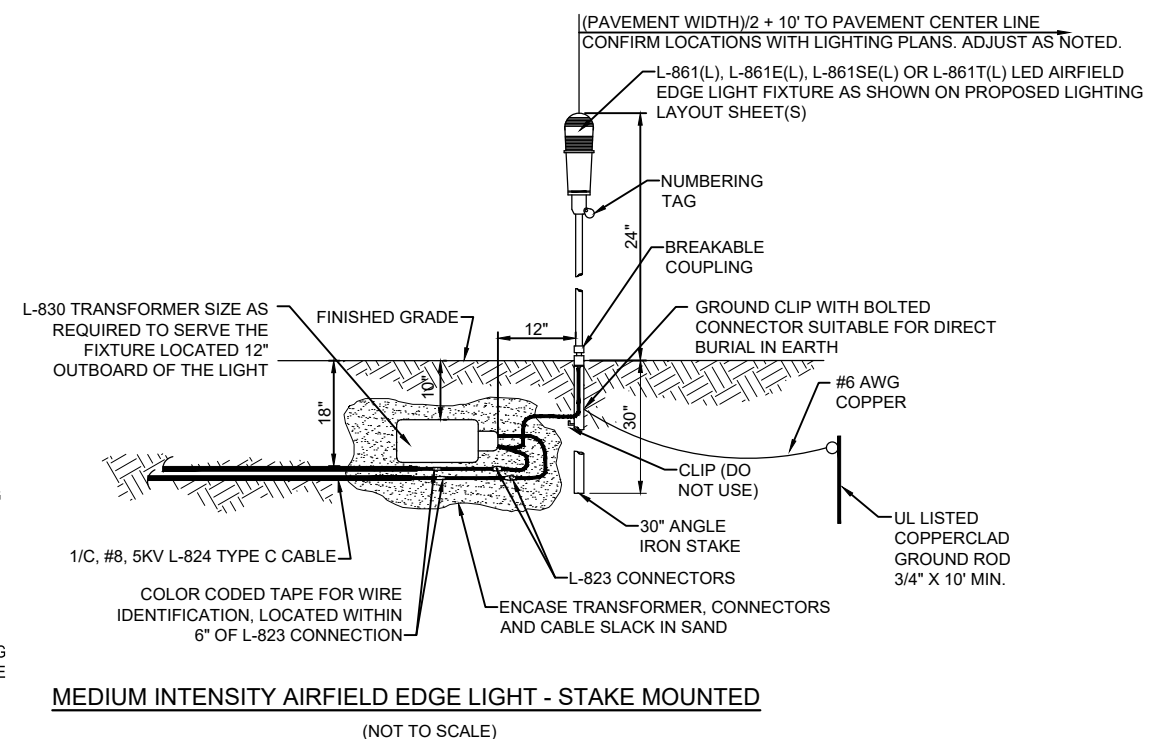
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SHEET TITLE

AIRFIELD LIGHT DETAILS

FOR BID

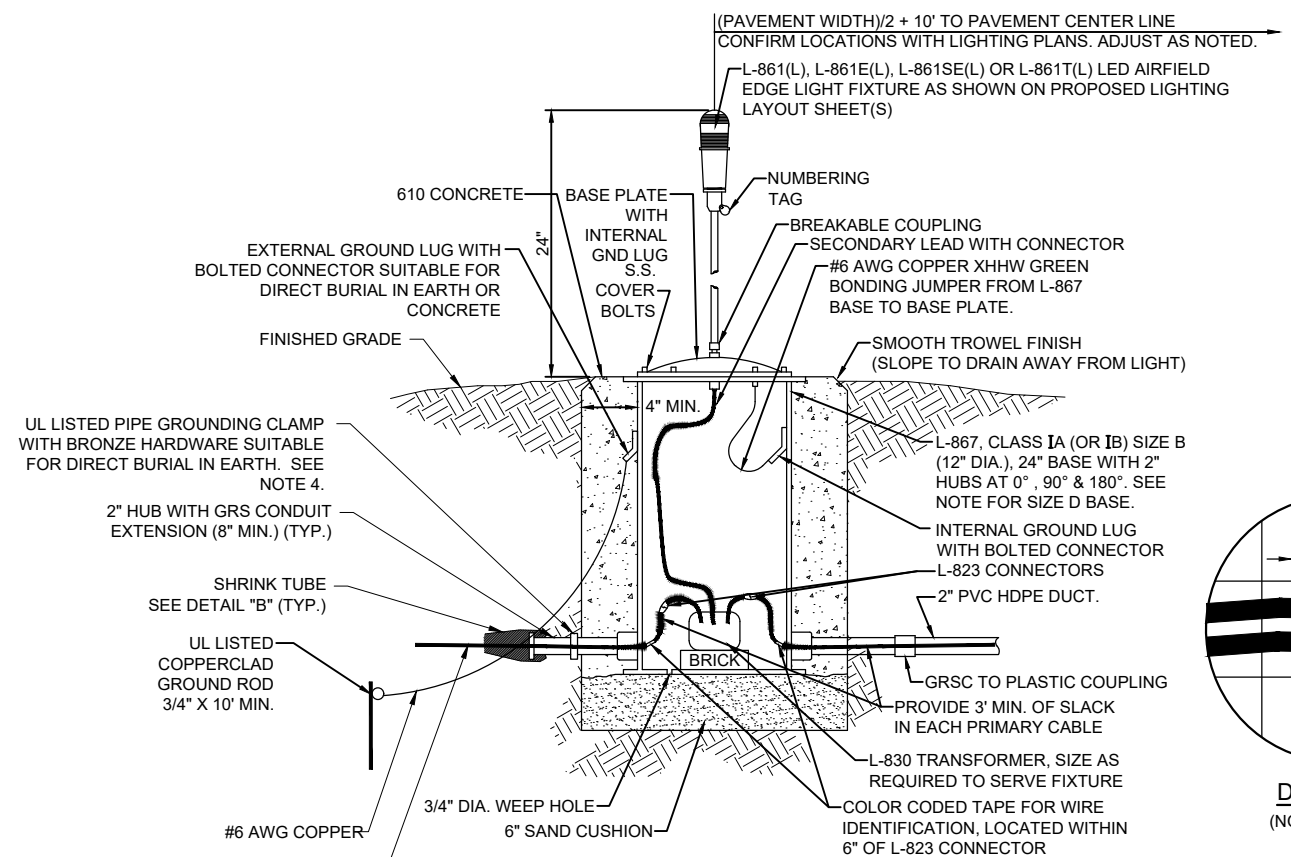


MEDIUM INTENSITY AIRFIELD EDGE LIGHT - STAKE MOUNTED
(NOT TO SCALE)

NOTES:

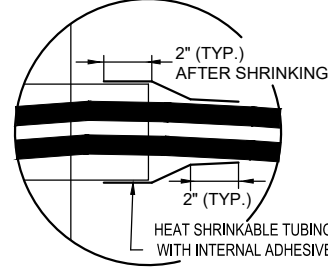
- SEE ELECTRICAL NOTES SHEETS.
- SEE "ELECTRICAL NOTES SHEET 2" AND "GROUNDING NOTES" SHEET FOR GROUNDING NOTES FOR AIRFIELD LIGHTING.
- SEE PROPOSED LIGHTING LAYOUT SHEET(S) FOR LIGHT LOCATIONS
- WHERE GROUND LUGS ARE NOT ACCESSIBLE ON BASE CANS, PROVIDE A UL LISTED PIPE GROUND CLAMP RATED FOR DIRECT BURIAL IN EARTH AND BOND TO THE METAL CONDUIT EXTENSION TO PROVIDE GROUND PATH TO LIGHT BASE.
- THE PROPOSED AIRFIELD LIGHT FIXTURES SHALL CONFORM TO ADVISORY CIRCULAR 150/5345-46 (CURRENT ISSUE(S) IN EFFECT) AND BE FAA APPROVED FOR TYPE L-861(L) RUNWAY EDGE LIGHTS, L-861E(L) OR L-861SE(L) THRESHOLD LIGHTS AND L-861T(L) FOR TAXIWAY EDGE LIGHTS. AIRFIELD LIGHT FIXTURES SHALL HAVE LED (LIGHT EMITTING DIODE) ILLUMINATION AND SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF FAA ENGINEERING BRIEF NO. 67D LIGHT SOURCES OTHER THAN INCANDESCENT AND XENON FOR AIRPORT AND OBSTRUCTION LIGHTING FIXTURES.
- LIGHT BASE CANS FOR THE AIRFIELD LIGHT FIXTURES SHALL CONFORM TO THE REQUIREMENTS OF FAA AC 150/5345-42 (CURRENT ISSUE IN EFFECT), FOR TYPE L-867, CLASS IA, SIZE B (12 IN. NOMINAL DIAMETER), OR SIZE D (16 IN. NOMINAL DIAMETER) AND 24 IN. DEEP AND/OR AS DETAILED ON THE PLANS. EACH LIGHT BASE CAN SHALL INCLUDE INTERNAL AND EXTERNAL GROUND LUGS TO ACCOMMODATE THE RESPECTIVE APPLICATIONS. LIGHT BASE PLATES SHALL BE SIZED AND COMPATIBLE WITH THE RESPECTIVE LIGHT BASES AND LIGHT FIXTURES WITH STAINLESS STEEL BOLTS.
- PRIOR TO INSTALLING THE AIRFIELD LIGHT FIXTURES, APPLY AN OXIDE-INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS, BREAKABLE COUPLING, AND ALL PLACES WHERE METAL COMES INTO CONTACT WITH METAL.
- SERIES CIRCUIT ISOLATION TRANSFORMERS FOR THE AIRFIELD LIGHTING SHALL BE MANUFACTURED TO FAA SPECIFICATION AC 150/5345-47, (CURRENT EDITION IN EFFECT), AND SHALL BE FAA-APPROVED (ETL/INTERTEK TESTING SERVICES-CERTIFIED). SERIES CIRCUIT TRANSFORMER SHALL BE PROPERLY SIZED FOR THE RESPECTIVE AIRFIELD LIGHTING DEVICE, AND SHALL BE AS RECOMMENDED BY THE RESPECTIVE EQUIPMENT MANUFACTURER. CONFIRM PROPER TRANSFORMER SELECTION AND SIZING WITH THE RESPECTIVE EQUIPMENT MANUFACTURER.
- THE CONCRETE USED IN THE CONSTRUCTION OF THE BASES FOR THE AIRFIELD LIGHTING AND SPLICE CANS SHALL BE IN ACCORDANCE WITH ITEM 610 CONCRETE FOR MISCELLANEOUS STRUCTURES.
- IDENTIFICATION TAGS SHALL BE ATTACHED TO EACH AIRFIELD LIGHT FIXTURE.
- PER ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS ITEM 108, ITEM 125, AND FAA AC 150/5370-10H ITEM L-108 AND L-125, RUBBER AND PLASTIC ELECTRICAL TAPES SHALL BE SCOTCH ELECTRICAL TAPE NUMBERS 130C LINERLESS RUBBER SPLICING TAPE (2" WIDE) AND 88 (1.5" WIDE) RESPECTIVELY, AS MANUFACTURED BY THE MINNESOTA MINING AND MANUFACTURING COMPANY, OR EQUIVALENT.

A LIGHT BASE GROUND SHALL BE INSTALLED AT EACH STAKE MOUNTED LIGHT AND EACH TRANSFORMER BASE/LIGHT CAN ASSOCIATED WITH RUNWAY LIGHTS, TAXIWAY LIGHTS, RUNWAY DISTANCE REMAINING SIGNS, AND LIGHTED RUNWAY/TAXI GUIDANCE SIGNS. THE LIGHT BASE GROUND SHALL BE A #6 AWG BARE COPPER CONDUCTOR CONNECTED TO THE GROUND LUG ON THE RESPECTIVE L-867 TRANSFORMER BASE/LIGHT CAN OR MOUNTING STAKE AND A 3/4-INCH DIAMETER BY 10-FOOT LONG (MINIMUM) UL LISTED COPPER CLAD GROUND ROD.

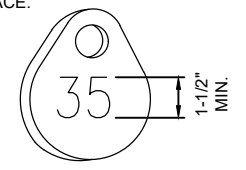


MEDIUM INTENSITY AIRFIELD EDGE LIGHT - BASE MOUNTED
(NOT TO SCALE)

WHERE NOTED ON THE PLANS PROVIDE SIZE D (16 IN. NOMINAL DIAMETER) LIGHT BASE WITH 2" HUBS AT 0, 90, 180 AND 270 DEGREES TO ACCOMMODATE CONDUIT, DUCT, AND CABLE INTERFACE.

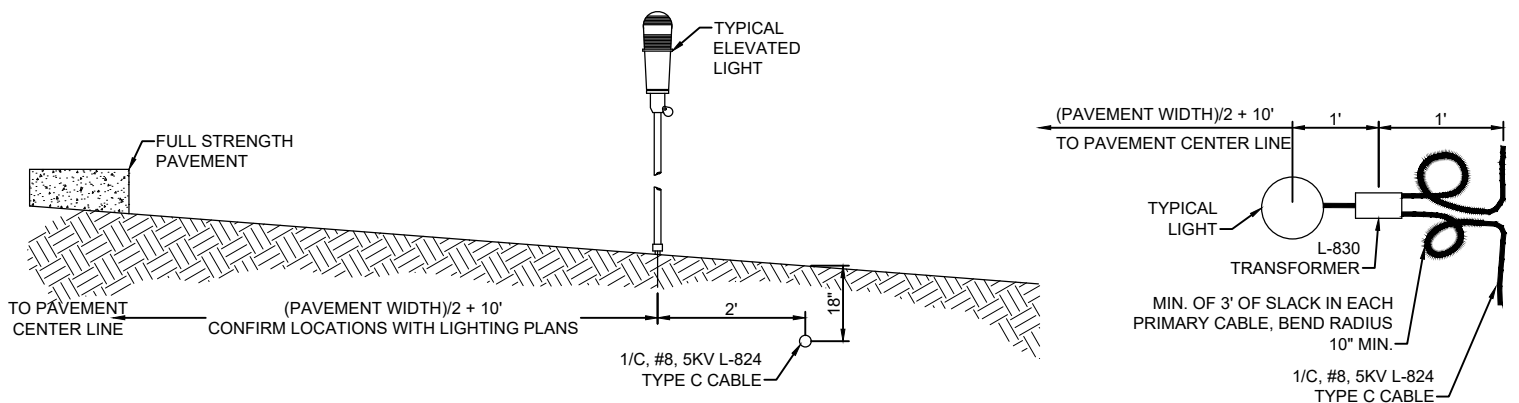


DETAIL "B"
(NOT TO SCALE)



NUMBERING TAG DETAIL
(NOT TO SCALE)

NOTE:
AFFIX NON-CORROSIVE, NON-BREAKABLE, TAG TO FIXTURE FACING RUNWAY/TAXIWAY WITH SET SCREW, WIRE TIE, OR METAL BAND. NUMERALS SHALL BE ENGRAVED FOR PERMANENT READABILITY. STAINLESS STEEL OR BRASS TAGS WITH 1/2" HIGH STAMPED LETTERING WILL ALSO BE ACCEPTABLE.



PROFILE VIEW

PLAN VIEW

LIGHT AND CABLE INSTALLATION DETAIL
(NOT TO SCALE)



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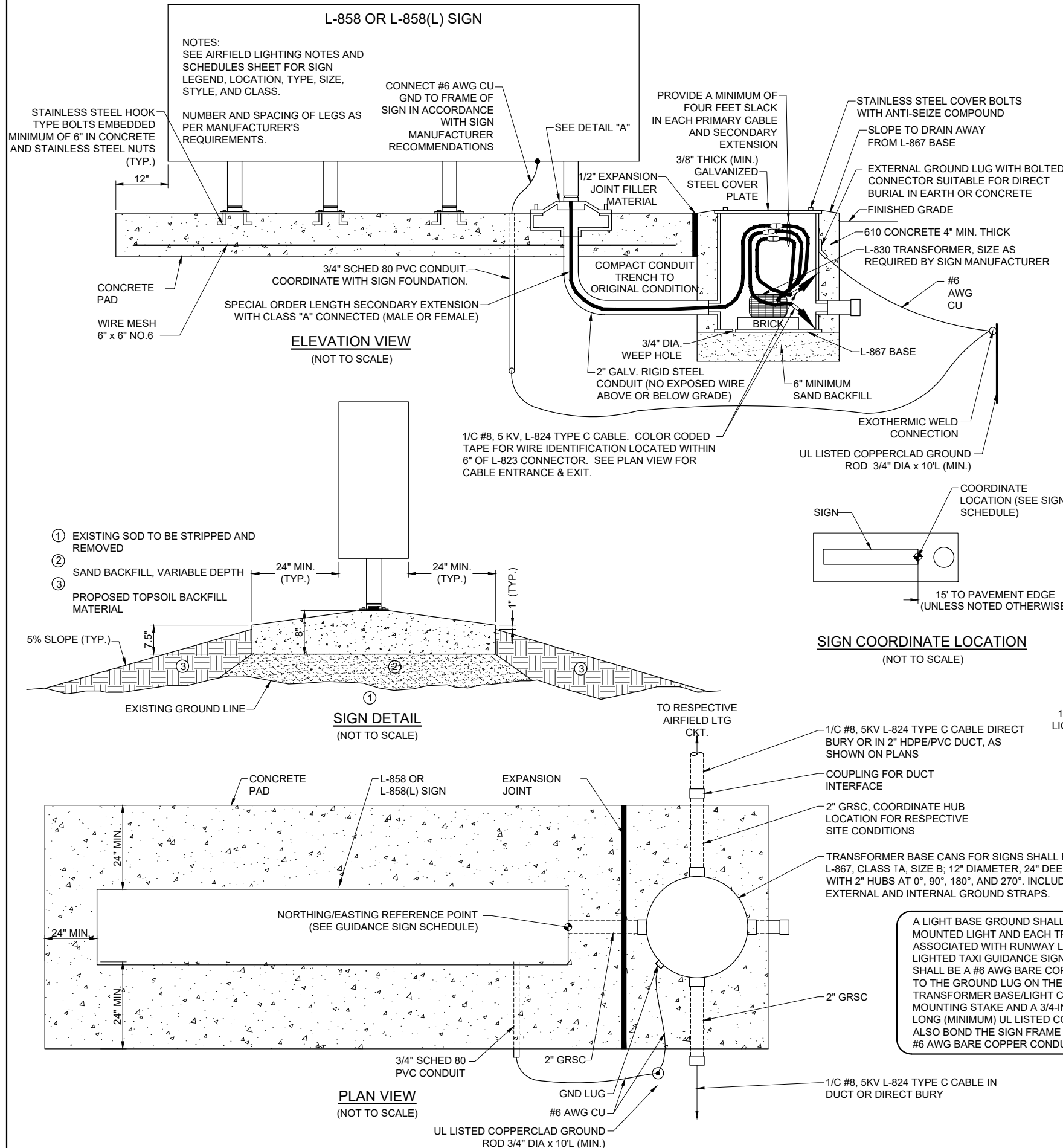
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SHEET TITLE

TAXI GUIDANCE SIGN DETAILS



GENERAL NOTES

- SEE PROPOSED ELECTRICAL SHEETS, AIRFIELD LIGHTING NOTES AND TAXI GUIDANCE SIGN SCHEDULES FOR SIGN LEGEND, LOCATION, TYPE, SIZE, STYLE, AND CLASS.
- SEE ELECTRICAL NOTES SHEETS.

A LIGHT BASE GROUND SHALL BE INSTALLED AT EACH STAKE MOUNTED LIGHT AND EACH TRANSFORMER BASE/LIGHT CAN ASSOCIATED WITH RUNWAY LIGHTS, TAXIWAY LIGHTS, AND LIGHTED TAXI GUIDANCE SIGNS. THE LIGHT BASE GROUND SHALL BE A #6 AWG BARE COPPER CONDUCTOR CONNECTED TO THE GROUND LUG ON THE RESPECTIVE L-867 TRANSFORMER BASE/LIGHT CAN, TAXI SIGN FRAME, OR MOUNTING STAKE AND A 3/4-INCH DIAMETER BY 10-FOOT LONG (MINIMUM) UL LISTED COPPER CLAD GROUND ROD. ALSO BOND THE SIGN FRAME TO THE GROUND ROD WITH A #6 AWG BARE COPPER CONDUCTOR.

FOR BID



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

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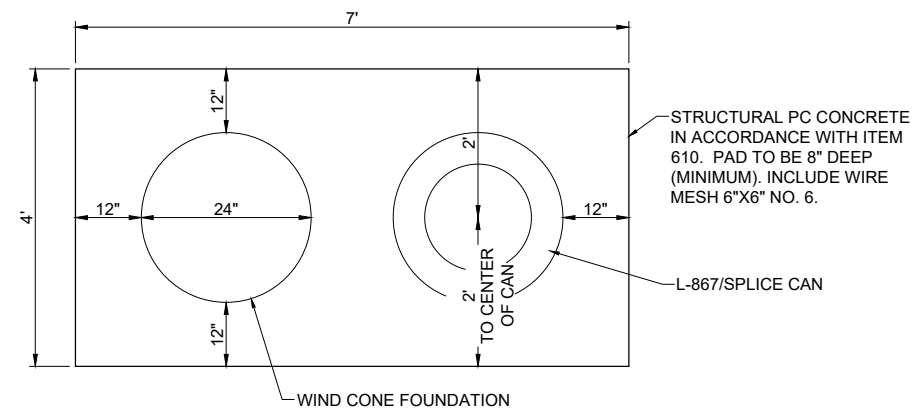
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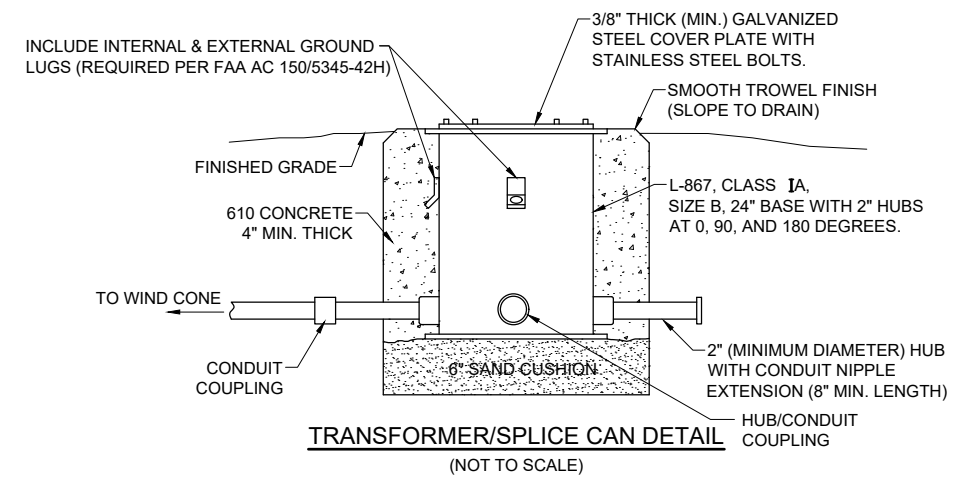
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SHEET TITLE

L-807 WIND CONE DETAILS



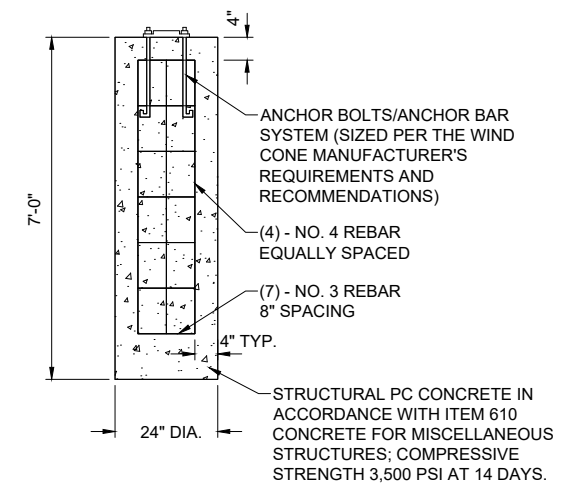
CONCRETE PAD PLAN VIEW
(NOT TO SCALE)



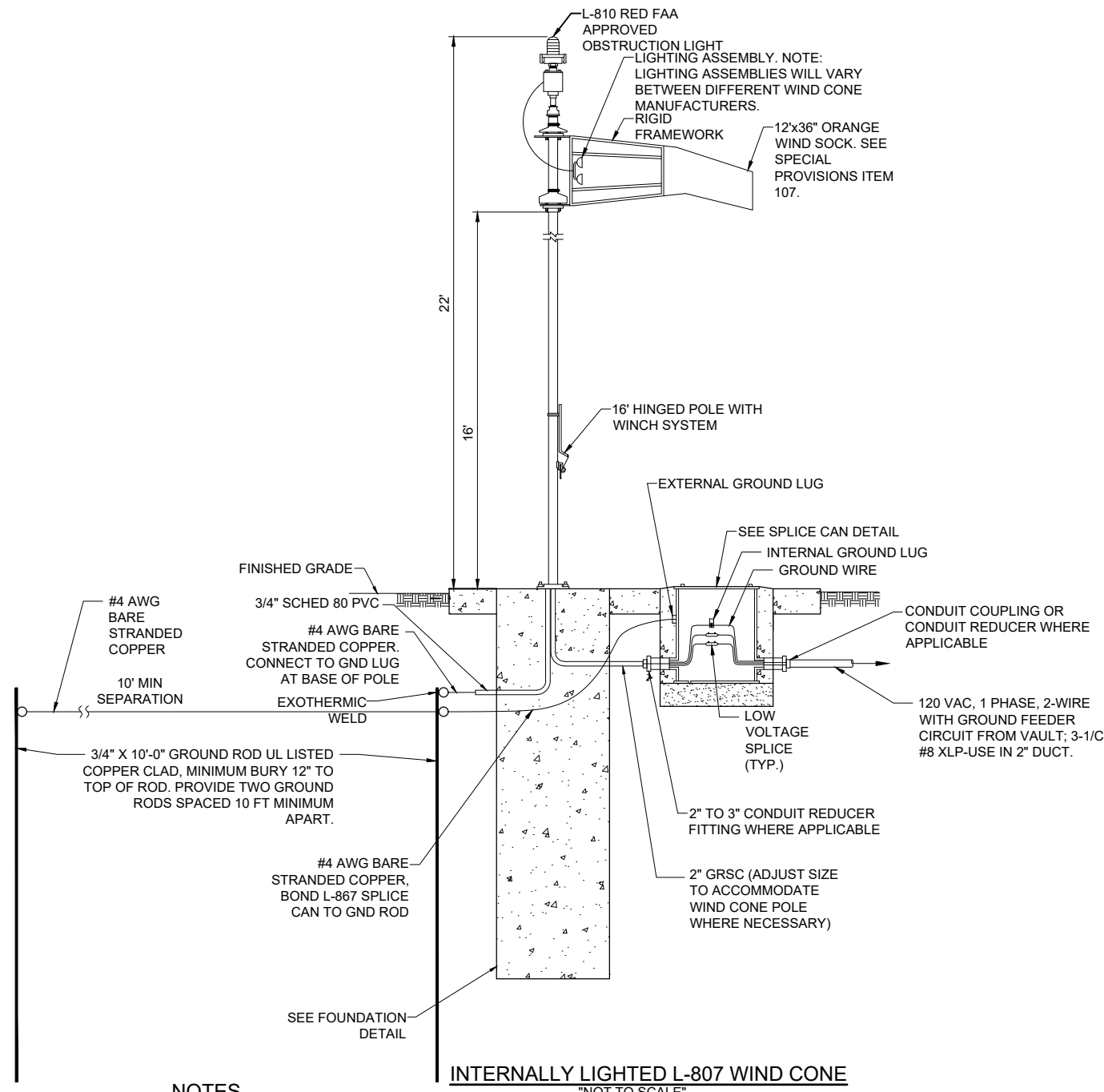
TRANSFORMER/SPLICE CAN DETAIL
(NOT TO SCALE)

NOTES:

1. INCLUDE INTERNAL AND EXTERNAL GROUND LUGS.
2. L-867 CAN FOR WIND CONE SHALL HAVE 2" HUB AT 0°, 2" HUB AT 90°, AND 2" HUB AT 180°. 3" HUBS ARE ALSO ACCEPTABLE.



FOUNDATION DETAIL
(NOT TO SCALE)



INTERNALLY LIGHTED L-807 WIND CONE
(NOT TO SCALE)

NOTES

1. ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE OWNER. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO, 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
2. CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS. CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, INSTALLING, OR RECONNECTING THE RESPECTIVE AIRFIELD LIGHTING, NAVIAD, OR OTHER DEVICE.
3. WIND CONE SHALL BE FAA APPROVED IN ACCORDANCE WITH FAA AC 150/5345-27 (CURRENT ISSUE IN EFFECT), TYPE L-807(L); WITH LIGHT EMITTING DIODE ILLUMINATION, STYLE I-B; INTERNALLY LIGHTED, SIZE 2; 12 FEET IN LENGTH BY 36-INCH IN THROAT DIAMETER SUITABLE FOR OPERATION ON A 120 VAC, 1 PHASE, 2-WIRE POWER SUPPLY. WIND SOCK SHALL BE ORANGE IN COLOR.
4. L-807(L) WIND CONE WILL BE PAID FOR UNDER ITEM AR107812 L-807 WC-12' INTERNALLY LIT PER EACH. SPLICE CAN FOR WIND CONE WILL BE INCIDENTAL TO THE RESPECTIVE WIND CONE PAY ITEM.
5. REBAR SHALL CONFORM TO THE REQUIREMENTS OF ASTM A615 OR ASTM A706, GRADE 60 AND SHALL BE MANUFACTURED FROM 100% DOMESTIC STEEL TO COMPLY WITH THE AIRPORT IMPROVEMENT PROGRAM BUY AMERICAN REQUIREMENTS AND THE STEEL PRODUCTS PROCUREMENT ACT. INCLUDE CERTIFICATION OF 100% DOMESTIC STEEL WITH SHOP DRAWING SUBMITTAL.
6. FOR EACH GROUNDING ELECTRODE SYSTEM (GROUND ROD) THE CONTRACTOR SHALL TEST THE MADE ELECTRODE GROUNDING SYSTEM WITH A INSTRUMENT THAT IS SPECIFICALLY DESIGNED FOR TESTING GROUNDING SYSTEMS. TEST RESULTS SHALL BE RECORDED FOR EACH GROUNDING ELECTRODE SYSTEM. IF GROUND RESISTANCE EXCEEDS 25 OHMS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION. COPIES OF THE GROUND SYSTEM TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN AND THE PROJECT ENGINEER.
7. RESTORE TURF AREAS AFFECTED BY WIND CONE INSTALLATION.

FOR BID



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

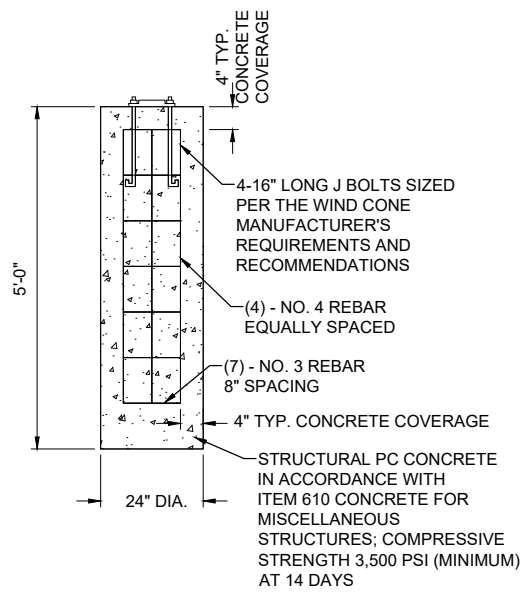
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

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PROJECT NO: 21A0121D
CAD FILE: E-504-DETL.DWG
DESIGN BY: KNL 4/2/2022
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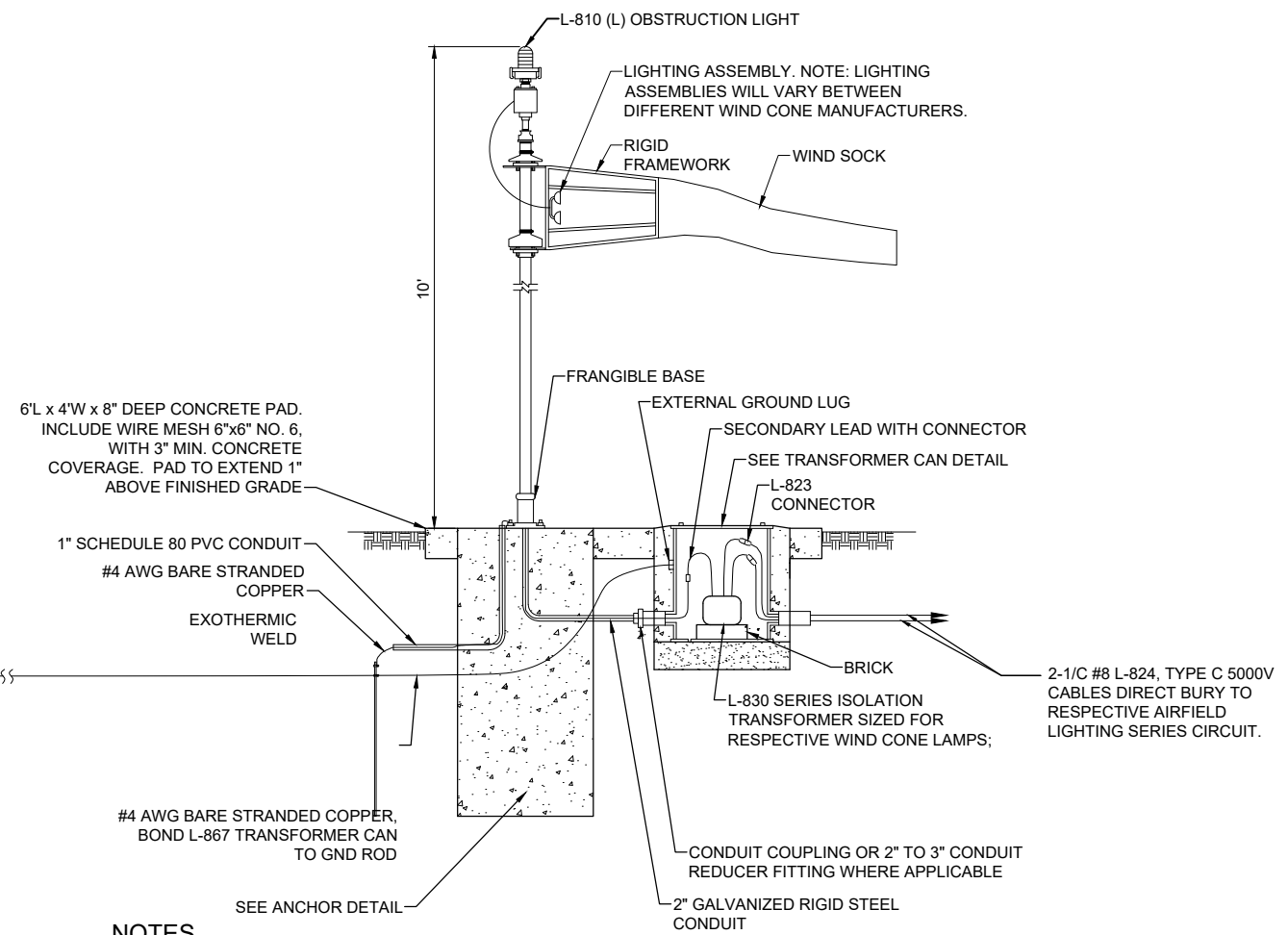
SHEET TITLE

L-806 WIND CONE DETAILS

FOR BID



3/4" X 10' LONG UL LISTED COPPERCLAD GROUND ROD (TYP. FOR 2). GROUND RODS SHALL BE SPACED NOT LESS THAN ONE ROD LENGTH APART

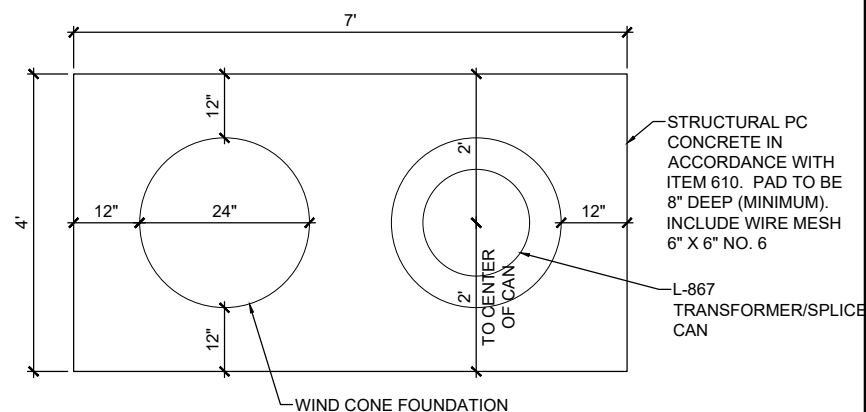
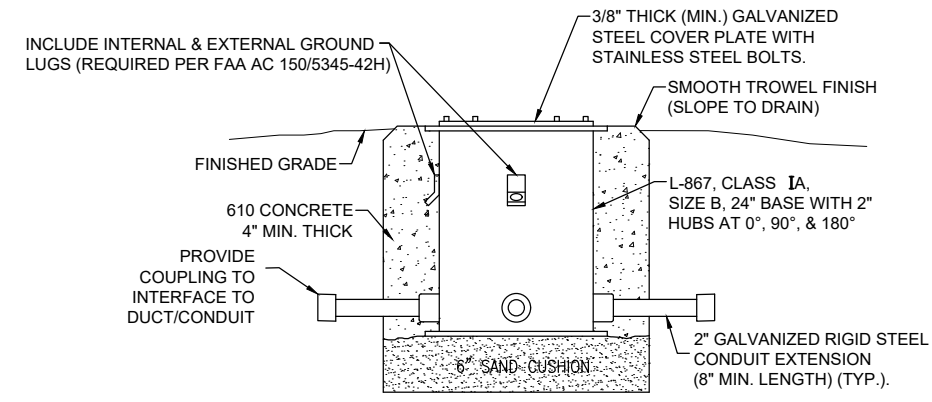


NOTES

- ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE OWNER. 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 FIELD VERIFY EXISTING SITE CONDITIONS. CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, INSTALLING, OR RECONNECTING THE RESPECTIVE AIRFIELD LIGHTING, NAVAID, OR OTHER DEVICE.
- SUPPLEMENTAL WIND CONES SHALL BE FAA APPROVED TYPE L-806(L) WITH LIGHT EMITTING DIODE ILLUMINATION, STYLE I-B (INTERNALLY LIGHTED), SIZE 1 (18-INCH DIAMETER BY 8 FEET LONG), AND SUITABLE FOR 6.6 AMP SERIES CIRCUIT POWER. WIND CONES SHALL INCLUDE CONSTANT-BRIGHTNESS SERIES CIRCUIT POWER ADAPTER. SEE SPECIAL PROVISION SPECS. WIND CONES ARE HALI-BRITE PRODUCT NUMBER L806-S1-IN-66A-0N-5 WITH REPLACEMENT LAMP ASSEMBLY 9200-0039.
- THE RESPECTIVE RUNWAY LIGHTING CIRCUIT IS POWERED BY AN L-828, CLASS 1 - 6.6 AMP OUTPUT CURRENT, STYLE 1; 3 BRIGHTNESS STEPS CONSTANT CURRENT REGULATOR. COORDINATE WITH THE RESPECTIVE WIND CONE MANUFACTURER TO PROVIDE A COMPATIBLE AND PROPERLY SIZED SERIES ISOLATION TRANSFORMER FOR EACH WIND CONE.
- SUPPLEMENTAL L-806 WIND CONES WILL BE PAID FOR UNDER ITEM AR107508 L-806 WC 8' INTERNALLY LIT PER EACH. SPLICE/TRANSFORMER CANS FOR WIND CONE SERIES CIRCUIT TRANSFORMERS WILL BE INCIDENTAL TO THE RESPECTIVE WIND CONE PAY ITEM.
- REBAR SHALL CONFORM TO THE REQUIREMENTS OF ASTM A706 GRADE 60 OR ASTM A615 GRADE 6 AND SHALL BE MANUFACTURED FROM 100% DOMESTIC STEEL. WELDED WIRE FABRIC SHALL CONFORM TO AASHTO M55, ASTM A82, OR ASTM A185 AND SHALL BE MANUFACTURED FROM 100% DOMESTIC STEEL.
- FOR EACH GROUNDING ELECTRODE SYSTEM (GROUND ROD) THE CONTRACTOR SHALL TEST THE MADE ELECTRODE GROUNDING SYSTEM WITH A INSTRUMENT THAT IS SPECIFICALLY DESIGNED FOR TESTING GROUNDING SYSTEMS. TEST RESULTS SHALL BE RECORDED FOR EACH GROUNDING ELECTRODE SYSTEM. IF GROUND RESISTANCE EXCEEDS 25 OHMS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION. COPIES OF THE GROUND SYSTEM TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN.
- RESTORE TURF AREAS AFFECTED BY WIND CONE INSTALLATION.

INTERNALLY LIGHTED L806 WIND CONE (SERIES CIRCUIT TYPE)

"NOT TO SCALE"





Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

**REPLACE MEDIUM
INTENSITY LIGHTS ON
RUNWAY 13-31 & 4-22,
ALL TAXIWAYS & APRON**

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

NO.	DATE	DESCRIPTION		
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ISSUE: NOV 18, 2022

PROJECT NO: 21A0121D

CAD FILE: E-505-DETL.DWG

DESIGN BY: KNL 4/2/2022

DRAWN BY: CWS 4/4/2022

REVIEWED BY: KNL 11/11/2022

SHEET TITLE

**REIL DETAILS AND
NOTES**

L-849(L) TYPE I, STYLE A L.E.D. (LIGHT EMITTING DIODE) REIL UNIT. THE ELEVATION OF BOTH UNITS MUST BE WITHIN 3 FT. OF A HORIZONTAL PLANE THROUGH THE RUNWAY CENTERLINE, WITH THE MAXIMUM HEIGHT ABOVE GROUND LIMITED TO 3 FT. (PER FAA AC 150/5340-30J, PART 7.7.5, REIL, PARAGRAPH 7.7.5.1.4)

3/8" THICK GALVANIZED STEEL BASE PLATE WITH STAINLESS STEEL BOLTS. (TYP.)

L-867, CLASS IA, SIZE D, 24" BASE CAN WITH 5-2" CONDUIT HUBS (2 AT 0°, 1 AT 90°, AND 2 AT 180°) AND INTERNAL & EXTERNAL GROUND STRAPS. (TYP. EACH REIL)

1/C #8 5000 VOLT, L-824 TYPE C CONDUCTOR DIRECT BURY OR IN 2" DUCT (RWY LIGHTING SERIES CKT.) (TYP.)

#6 AWG TINNED BARE COPPER GROUNDING ELECTRODE CONDUCTOR CONTINUOUS FROM REIL ENCLOSURE FRAME TO GND. ROD (TYP.)

#6 AWG TINNED BARE COPPER TO GROUND ROD (TYP.)

3/4" x 10'L (MINIMUM) UL LISTED COPPER CLAD GROUND ROD. MIN. BURY 30" BELOW FINISHED GRADE. CONNECTION TO GROUND ROD SHALL BE EXOTHERMIC WELD. PROVIDE 2 GROUND RODS SPACED 10 FT MIN. APART AT EACH REIL (TYP. EACH REIL)

#6 AWG BONDING JUMPER (TYP.)

FINISHED GRADE

610 CONCRETE FOR MISCELLANEOUS STRUCTURES

CONTROL WIRING BETWEEN REIL UNITS IN SEPARATE DEDICATED 2" GALVANIZED RIGID STEEL CONDUIT WHERE BELOW TURF. GALVANIZED RIGID STEEL CONDUIT IS REQUIRED FOR LIGHTNING PROTECTION. CONTROL CABLE SHALL CONFORM TO REIL MFR REQUIREMENTS. CONTROL WIRING SHALL MAINTAIN SEPARATION FROM 5000 VOLT AIRFIELD LIGHTING SERIES CIRCUIT WIRING TO COMPLY WITH NEC 300.3(C)(2).

36" DEPTH (MIN.)

36" (MAX.)

2" GRSC

6' MIN.

GRSC COUPLING

FOUNDATION SHALL MEET MFR RECOMMENDATIONS TO ACCOMMODATE TRANSFORMER CAN & REIL, AND SHALL EXTEND 36" MIN. BELOW GRADE BY 6 FT MIN. LENGTH BY 4 FT MIN. WIDTH (TYP.)

BASE FLANGE WITH FRANGIBLE COUPLING (TYP.)

610 CONCRETE FOR MISCELLANEOUS STRUCTURES

CONTROL WIRING BETWEEN REIL UNITS IN SEPARATE DEDICATED 2" GALVANIZED RIGID STEEL CONDUIT WHERE BELOW TURF. GALVANIZED RIGID STEEL CONDUIT IS REQUIRED FOR LIGHTNING PROTECTION. CONTROL CABLE SHALL CONFORM TO REIL MFR REQUIREMENTS. CONTROL WIRING SHALL MAINTAIN SEPARATION FROM 5000 VOLT AIRFIELD LIGHTING SERIES CIRCUIT WIRING TO COMPLY WITH NEC 300.3(C)(2).

36" DEPTH (MIN.)

36" (MAX.)

2" GRSC

6' MIN.

GRSC COUPLING

FOUNDATION SHALL MEET MFR RECOMMENDATIONS TO ACCOMMODATE TRANSFORMER CAN & REIL, AND SHALL EXTEND 36" MIN. BELOW GRADE BY 6 FT MIN. LENGTH BY 4 FT MIN. WIDTH (TYP.)

BASE FLANGE WITH FRANGIBLE COUPLING (TYP.)

610 CONCRETE FOR MISCELLANEOUS STRUCTURES

CONTROL WIRING BETWEEN REIL UNITS IN SEPARATE DEDICATED 2" GALVANIZED RIGID STEEL CONDUIT WHERE BELOW TURF. GALVANIZED RIGID STEEL CONDUIT IS REQUIRED FOR LIGHTNING PROTECTION. CONTROL CABLE SHALL CONFORM TO REIL MFR REQUIREMENTS. CONTROL WIRING SHALL MAINTAIN SEPARATION FROM 5000 VOLT AIRFIELD LIGHTING SERIES CIRCUIT WIRING TO COMPLY WITH NEC 300.3(C)(2).

36" DEPTH (MIN.)

36" (MAX.)

2" GRSC

6' MIN.

GRSC COUPLING

FOUNDATION SHALL MEET MFR RECOMMENDATIONS TO ACCOMMODATE TRANSFORMER CAN & REIL, AND SHALL EXTEND 36" MIN. BELOW GRADE BY 6 FT MIN. LENGTH BY 4 FT MIN. WIDTH (TYP.)

#6 AWG BONDING JUMPER (TYP.)

TO RUNWAY LIGHTING SERIES CKT

12" MIN.

ITEM 610 CONCRETE FOR MISCELLANEOUS STRUCTURES.

36" DEPTH (MIN.)

36" (MAX.)

2" GRSC

6' MIN.

GRSC COUPLING

FOUNDATION SHALL MEET MFR RECOMMENDATIONS TO ACCOMMODATE TRANSFORMER CAN & REIL, AND SHALL EXTEND 36" MIN. BELOW GRADE BY 6 FT MIN. LENGTH BY 4 FT MIN. WIDTH (TYP.)

SPLICE #6 AWG CU & CONNECT TO INTERNAL GROUND LUG WITH UL LISTED BOLTED GROUND CONNECTOR (TYP.)

FAA L-810 SERIES ISOLATION TRANSFORMER. WATTAGE PER REIL MFR RECOMMENDATIONS/ INSTRUCTIONS (TYP.)

3/4" X 10'L (MINIMUM) UL LISTED COPPER CLAD GROUND ROD. MIN. BURY 30" BELOW FINISHED GRADE. CONNECTION TO GROUND ROD SHALL BE EXOTHERMIC WELD. (TYP. EACH REIL)

#6 AWG TINNED BARE COPPER GROUNDING ELECTRODE CONDUCTOR CONTINUOUS FROM REIL ENCLOSURE FRAME TO GND. ROD (TYP.)

10' MIN. SEPARATION

REIL INSTALLATION DETAIL
NOT TO SCALE

REIL NOTES

- REILS SHALL BE FAA APPROVED CONFORMING TO FAA AC 150/5345-51B "SPECIFICATION FOR DISCHARGE-TYPE FLASHING LIGHT EQUIPMENT", L-849(L) (LIGHT EMITTING DIODE) TYPE I REIL POWERED BY CONSTANT CURRENT 6.6 AMP POWER SUPPLY, STYLE A - UNIDIRECTIONAL, HIGH INTENSITY, ONE BRIGHTNESS STEP. SEE SPECIFICATION ITEM 125 FOR ADDITIONAL REQUIREMENTS ON REILS.
- REILS SHALL BE AIMED AT ANGLE 10 DEGREES VERTICALLY AND TOED OUT 15 DEGREES FROM THE LINE PARALLEL TO THE RUNWAY CENTERLINE. CONTRACTOR SHALL STENCIL HORIZONTAL AND VERTICAL AIMING ANGLES ON EACH REIL UNIT, BLACK LETTERING 1" HIGH OR SIZED TO FIT ON REIL HOUSING BACK SIDE.
- REILS FOR RUNWAY 13 END, 31 END, 4 END AND 22 END SHALL BE LOCATED LATERALLY 40 FEET FROM THE RUNWAY PAVEMENT EDGE AND LONGITUDINALLY 40 FEET DOWNWIND OF THE THRESHOLD. SPACE THE REIL LIGHT UNITS EQUALLY FROM THE RUNWAY CENTERLINE.
- ANY AND ALL TRENCHES AND DISTURBED AREAS WILL BE BACKFILLED AND RESTORED TO A SMOOTH GRADE AND SEEDED TO THE SATISFACTION OF THE ENGINEER. ALL TRENCH SETTLEMENT SHALL BE CORRECTED FOR A PERIOD OF ONE YEAR. RESTORATION, GRADING, SEEDING, AND MULCHING OF AREAS DISTURBED DURING THE REIL INSTALLATION AND ASSOCIATED CABLE WILL BE INCIDENTAL TO THE INSTALLATION OF THE REILS.
- GROUNDING FOR REILS. GROUNDING FOR REILS SHALL CONFORM TO THE RESPECTIVE REIL MANUFACTURER'S INSTALLATION INSTRUCTIONS, AS DETAILED ON THE PLANS, AND AS SPECIFIED HEREIN. FURNISH AND INSTALL TWO 3/4-INCH DIAMETER BY 10-FOOT LONG COPPER CLAD GROUND RODS AT EACH REIL UNIT. GROUND RODS SHALL BE BURIED 30" MINIMUM BELOW GRADE. BOND EACH REIL UNIT HOUSING AND THE REIL BASE CAN TO THE RESPECTIVE GROUND ROD IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS WITH A #6 AWG BARE SOLID OR STRANDED (PER REIL MANUFACTURER REQUIREMENTS) COPPER GROUNDING ELECTRODE CONDUCTOR. ALL CONNECTIONS TO GROUND RODS SHALL BE EXOTHERMIC WELD AS MANUFACTURED BY CADWELD, THERMOWELD, ULTRAWELD, OR APPROVED EQUAL. CONNECTIONS TO REIL UNIT FRAMES SHALL BE AS RECOMMENDED BY THE MANUFACTURER OR WITH UL LISTED GROUNDING CONNECTORS. CONNECTIONS TO THE BASE / TRANSFORMER CAN SHALL BE WITH UL LISTED BOLTED CONNECTOR OR ONE-HOLE COMPRESSION LUG & 3/8" STAINLESS STEEL BOLTS, NUTS, & WASHERS.
- PRIOR TO FINAL ACCEPTANCE AND ACTIVATION, THE COMPLETED REIL INSTALLATION WILL REQUIRE A FLIGHT CHECK TO BE SCHEDULED AND CONDUCTED BY THE FAA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE A REPRESENTATIVE PRESENT TO MAKE ANY NECESSARY ADJUSTMENTS IN THE INSTALLATION AND/OR AIMING OF THE REIL UNITS FOR THE FLIGHT SYSTEM CHECKS.

FOR BID



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

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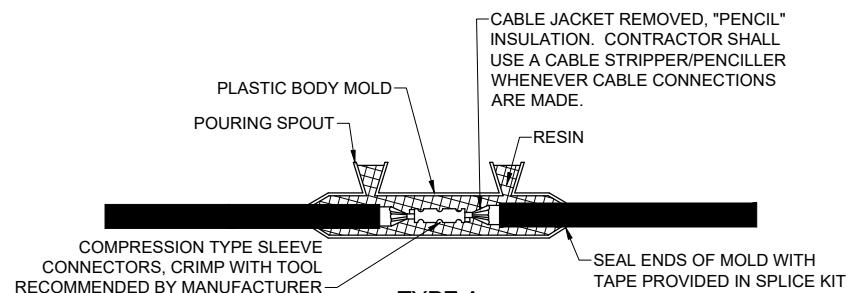
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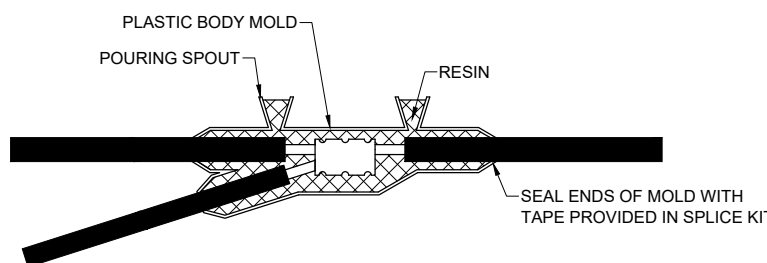
AIRPORT LIGHTING CABLE SPLICE DETAILS

NOTES:

- SPLICE DETAILS ARE PROVIDED FOR NEW WORK AND TO ASSIST IN REPAIRS OF ACCIDENTAL OR UNEXPECTED INTERRUPTIONS AND/OR CUTS TO AIRFIELD LIGHTING CABLES.
- 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 ACCOMMODATE REPAIRS.
- EVERY AIRFIELD LIGHTING CABLE SPICER 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.
- INSIDE DIAMETER OF RESPECTIVE CABLE CONNECTOR SHALL PROPERLY MATCH OUTSIDE DIAMETER OF CABLE.
- WHEN PREPARING CABLE FOR SPLICES, THE CONTRACTOR SHALL USE A CABLE STRIPPER/PENCILLER WHENEVER CABLE CONNECTIONS ARE MADE.
- 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 150/5370-10H ITEM L-108 AND L-125, HIGH VOLTAGE ELECTRICAL INSULATING TAPE SHALL BE 3M SCOTCH 130C LINERLESS RUBBER SPLICING TAPE (2 INCHES WIDE) OR APPROVED EQUIVALENT, AND VINYL ELECTRICAL TAPE SHALL BE 3M SCOTCH 88 (1.5 INCHES WIDE) OR APPROVED EQUIVALENT. TAPES MUST BE RATED SUITABLE FOR THE APPLICATION.
- PROVIDE CABLE TAGS TO IDENTIFY THE RESPECTIVE CIRCUITS ALL POINTS OF ACCESS INCLUDING L-867 BASES, L-868 BASES, HANDHOLES, MANHOLES, JUNCTION BOXES, AND WIREWAYS.
- 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 MANUFACTURER'S INSTRUCTIONS.

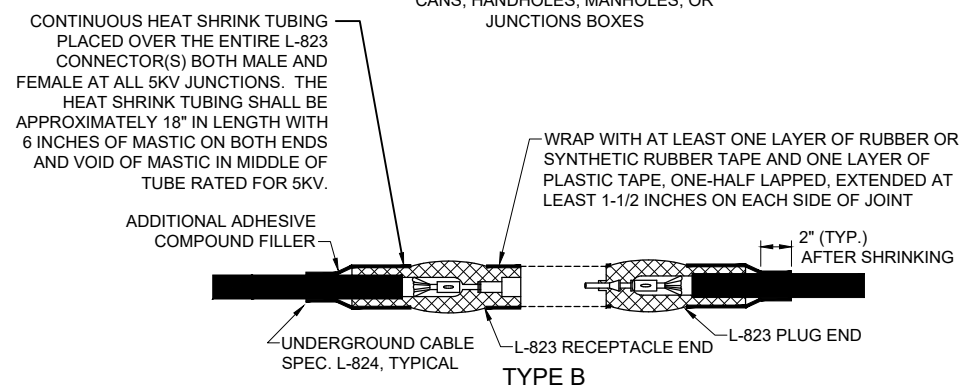


TYPE A
FOR SPLICES IN LOW VOLTAGE CABLE (600V) HOMERUNS FOR EXTENSIONS TO EXISTING LOW VOLTAGE CABLES ONLY. TYPE A SPLICES SHALL BE MADE IN SPLICE CANS, HANDHOLES, MANHOLES, OR JUNCTIONS BOXES

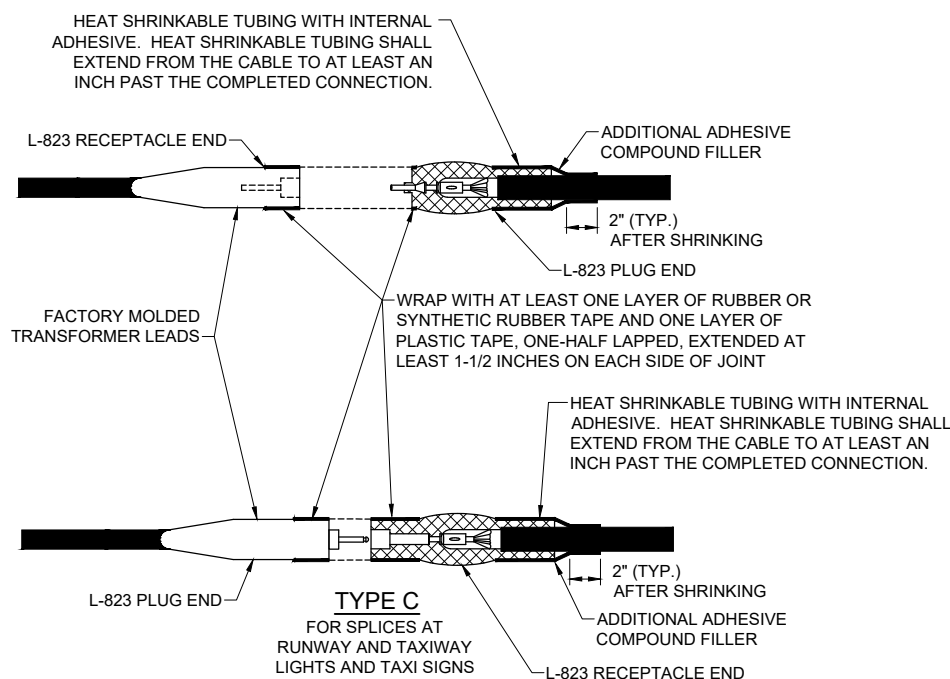


LOW VOLTAGE UNDERGROUND TAP SPLICE

FOR TAP SPLICES IN LOW VOLTAGE (600V) CABLE, SPLICES SHALL BE RATED AND LISTED SUITABLE FOR DIRECT BURIAL LOCATIONS. FOR SPLICES UP TO #2 AWG CONDUCTOR, SPLICES SHALL BE WYE RESIN TYPE POWER CABLE TAP SPLICE KIT SUITABLE FOR THE RESPECTIVE CABLES AND RESPECTIVE APPLICATION.



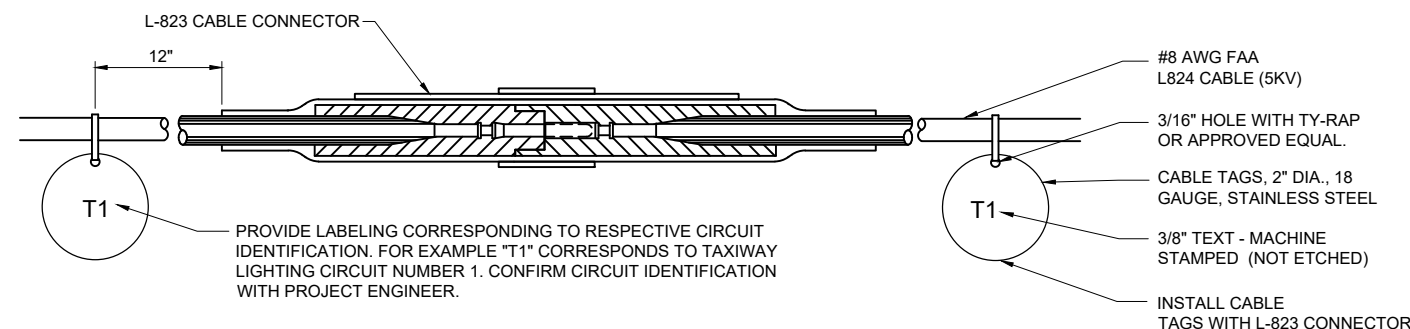
TYPE B
FOR SPLICES AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT AND FOR SPLICES IN HOMERUNS TO EXISTING CABLES



TYPE C
FOR SPLICES AT RUNWAY AND TAXIWAY LIGHTS AND TAXI SIGNS

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

CABLE SPLICES
"NOT TO SCALE"



- CONTRACTOR SHALL PROVIDE CABLE CIRCUIT IDENTIFICATION MARKERS ATTACHED TO BOTH SIDES OF EACH CABLE CONNECTION.
- CABLE IDENTIFICATION TAGS SHALL BE STAINLESS STEEL OR BRASS.
- THE CABLE SHALL THOROUGHLY BE CLEANED PRIOR TO THE INSTALLATION OF THE L-823 CONNECTOR KIT.
- ATTACH EACH CABLE TIE ENOUGH TO HOLD IN PLACE WITHOUT COMPRESSING EDGE OF CABLE TAG INTO CONDUCTOR. TRIM OFF EXCESS CABLE TIE.
- CABLE TAGS SHALL BE PROVIDED AT ALL POINTS OF ACCESS INCLUDING L-867 BASES, L-868 BASES, HANDHOLES, MANHOLES, JUNCTION BOXES, AND WIREWAYS.
- CABLE TAGS SHALL BE LABELED AS FOLLOWS FOR RESPECTIVE AIRFIELD LIGHTING CIRCUITS,
RUNWAY 13-31 LIGHTING: R1
RUNWAY 4-22 LIGHTING: R2
TAXIWAYS A & C-EAST, C3 & C4 LIGHTING: T1
TAXIWAYS C-WEST, C1 & C2 LIGHTING: T2

CABLE TAG DETAIL
"NOT TO SCALE"

FOR BID



Kevin N. Lightfoot

DATE SIGNED: 11/18/2022 LICENSE EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

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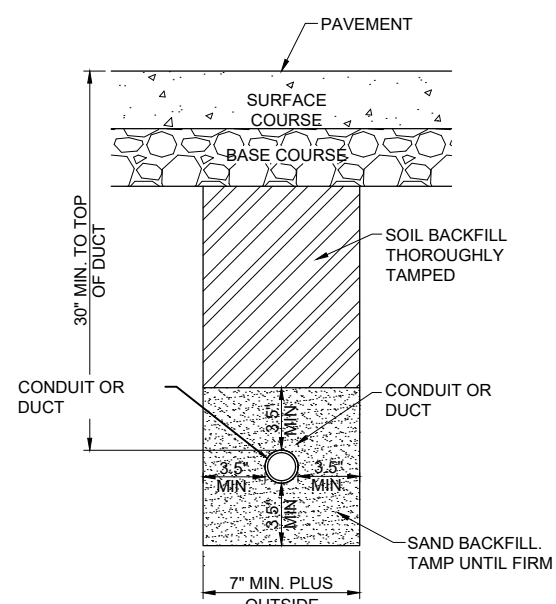
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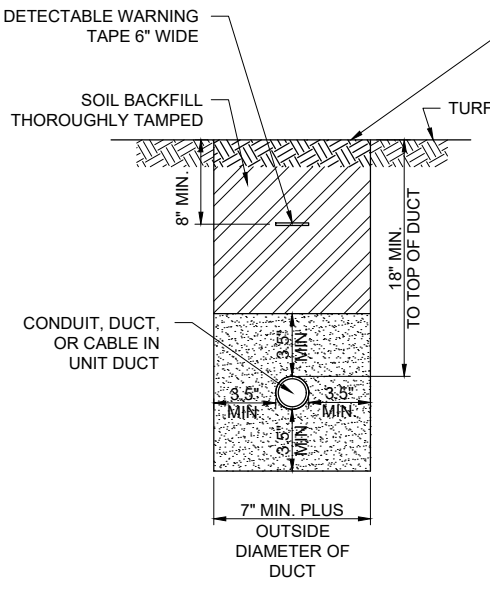
SHEET TITLE

CONDUIT TRENCH DETAILS

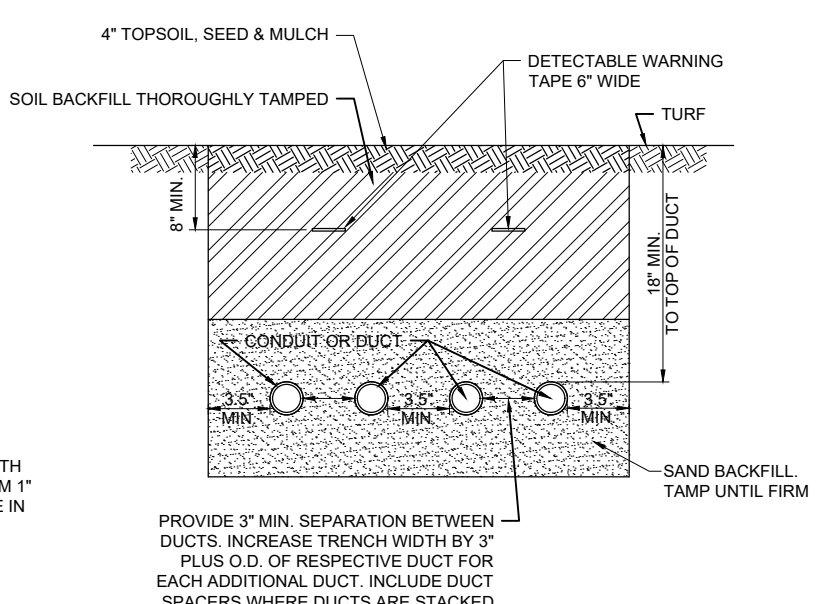
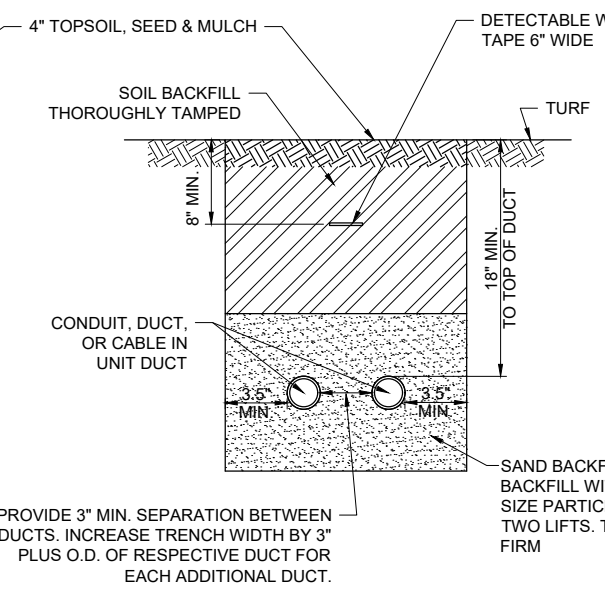
FOR BID



CONDUIT IN TRENCH - PAVED AREAS
"NOT TO SCALE"



CONDUIT IN TRENCH - NON-PAVEMENT AREAS
"NOT TO SCALE"



PROVIDE 3" MIN. SEPARATION BETWEEN DUCTS. INCREASE TRENCH WIDTH BY 3" PLUS O.D. OF RESPECTIVE DUCT FOR EACH ADDITIONAL DUCT. INCLUDE DUCT SPACERS WHERE DUCTS ARE STACKED SUCH AS TWO ROWS OF TWO DUCTS.

NOTES:

- DIMENSIONS FOR COVERAGE AND SEPARATION BETWEEN DUCTS ARE MINIMUM.
- TRENCHES WITH MORE THAN TWO DUCTS OR CABLE IN UNIT DUCTS SHALL BE INCREASED 3" IN WIDTH PLUS DIAMETER OF RESPECTIVE DUCT FOR EACH ADDITIONAL CONDUIT, DUCT, OR CABLE IN UNIT DUCT; IF SPECIFIED ON PLANS TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
- DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS. MINIMUM COVER REQUIREMENTS FOR CABLES AND DUCTS AT AIRPORT RUNWAYS AND ADJACENT AREAS WHERE TRESPASSING IS PROHIBITED IS 18 INCHES PER NEC 300.5 AND 300.50. MINIMUM COVER REQUIREMENTS FOR DUCTS CONTAINING NAVAID FEEDER CIRCUITS SHALL BE 24". MINIMUM COVER REQUIREMENTS FOR DUCTS LOCATED BELOW PAVEMENT OR ROADWAYS IS 30". MINIMUM COVER REQUIREMENTS FOR DUCTS LOCATED IN AREAS SUBJECT TO FARMING IS 42". MINIMUM COVER FOR DUCTS CONTAINING SECONDARY ELECTRIC SERVICE CONDUCTORS SHALL BE 36" OR AS REQUIRED BY THE SERVING ELECTRIC UTILITY COMPANY. ADJUST/INCREASE BURIAL DEPTHS TO ACCOMMODATE SITE CONDITIONS, DRAINAGE AND/OR OBSTRUCTIONS. COVER IS DEFINED AS THE SHORTEST DISTANCE IN INCHES MEASURED BETWEEN A POINT ON THE TOP SURFACE OF ANY DIRECT-BURIED CONDUCTOR, CABLE, CONDUIT, OR OTHER RACEWAY AND THE TOP SURFACE OF FINISHED GRADE, CONCRETE OR SIMILAR COVER.
- HIGH-VOLTAGE CIRCUIT WIRING (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND/OR OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW-VOLTAGE CIRCUIT WIRING (RATED 600 VOLTS AND BELOW) SHALL MAINTAIN SEPARATION FROM EACH OTHER. HIGH-VOLTAGE WIRING AND LOW-VOLTAGE WIRING SHALL NOT BE INSTALLED IN THE SAME WIREWAY, CONDUIT, DUCT, RACEWAY, HANDHOLE, OR JUNCTION BOX. CORRECTIVE WORK WILL BE REQUIRED TO SEPARATE HIGH VOLTAGE SERIES CIRCUIT CONDUCTORS FROM LOW VOLTAGE CONDUCTORS WHERE THEY ARE INSTALLED IN THE SAME RACEWAY.
- SERVICE CONDUCTORS SHALL NOT BE INSTALLED IN THE SAME RACEWAY, CONDUIT, DUCT, OR HANDHOLE WITH FEEDER CIRCUITS, BRANCH CIRCUITS OR CONTROL CIRCUITS.
- COMMUNICATION CIRCUITS SHALL NOT BE INSTALLED IN THE SAME RACEWAY, CONDUIT, DUCT, OR HANDHOLE WITH POWER CIRCUITS.
- HOME RUN CABLES FOR A RESPECTIVE CIRCUIT SHALL BE INSTALLED IN THE SAME RACEWAY OR DUCT.
- COORDINATE DUCT INTERFACE TO MANHOLES AND HANDHOLES. FIELD CUT OPENINGS FOR CONDUITS AND DUCTS TO INTERFACE TO MANHOLES AND/OR HANDHOLES. CUT WALL OF RESPECTIVE HANDHOLE OR MANHOLE WITH A TOOL DESIGNED FOR MATERIAL TO BE CUT. SIZE HOLES FOR RESPECTIVE DUCTS, CONDUITS, AND TERMINATION FITTINGS AND SEAL AROUND PENETRATIONS. ALL CORING, INTERFACE, CUTTING, AND SEALING WILL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE DUCT INSTALLATION AND/OR RESPECTIVE HANDHOLE/MANHOLE INSTALLATION. PROVIDE BUSHINGS OR BELLS AT CONDUIT TERMINATIONS IN ELECTRICAL HANDHOLES OR MANHOLES.
- ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL TO TRENCH.
- 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.

- CONTRACTOR SHALL COORDINATE WORK AND ANY POWER OUTAGES AND/OR SHUT 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 LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR 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 UTILITIES, 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. ALSO CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.
- ADJUSTMENTS TO DUCT BANK ROUTES MIGHT BE REQUIRED TO ACCOMMODATE EXISTING SITE CONDITIONS AND UNDERGROUND LINES AND UTILITIES. CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS. CONTRACTOR SHALL COORDINATE DUCT ROUTE ADJUSTMENTS WITH THE RESIDENT PROJECT REPRESENTATIVE AND THE AIRPORT MANAGER.
- CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING CABLES, LINES, OR UTILITIES WITHIN 10 FT OF PROPOSED EXCAVATING/TRENCHING AREA. ANY CABLES, LINES, AND UTILITIES FOUND INTERFERING WITH PROPOSED EXCAVATION OR CABLE/TRENCHING SHALL BE HAND DUG AND EXPOSED. ANY DAMAGED CABLES OR OTHER UTILITIES SHALL BE IMMEDIATELY REPAIRED TO THE SATISFACTION OF THE RESPECTIVE OWNER'S REPRESENTATIVE AT THE CONTRACTOR'S EXPENSE. THE RESIDENT ENGINEER/RESIDENT TECHNICIAN AND OWNER SHALL BE NOTIFIED IMMEDIATELY IF ANY CABLES OR OTHER UTILITIES ARE DAMAGED.

- PAYMENT FOR LOCATING AND MARKING UNDERGROUND UTILITIES AND CABLES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE DUCT INSTALLATION.
- THE CONTRACTOR WILL DETERMINE IF THERE IS A CONFLICT BETWEEN THE INSTALLATION OF THE PROPOSED ELECTRICAL DUCTS AND ANY EXISTING UTILITIES. THE CONTRACTOR WILL MAKE ALL NECESSARY ADJUSTMENTS IN DEPTH OF INSTALLATION TO AVOID ANY AND ALL PROPOSED UNDERGROUND IMPROVEMENTS
- CONDUITS FOR DIRECT BURIAL OR CONCRETE ENCASED DUCT BANK SHALL BE SCHEDULE 40 (MINIMUM) PVC CONDUIT, UL-LISTED, RATED FOR 90°C CABLE-CONFORMING TO NEMA STANDARD TC-2 AND UL 651, LISTED SUITABLE FOR UNDERGROUND USE EITHER DIRECT-BURIED OR ENCASED IN CONCRETE, OR SCHEDULE 40 (MINIMUM) HDPE CONDUIT, UL LISTED, CONFORMING TO NEMA STANDARD TC-7 AND UL 651B AND LISTED SUITABLE FOR UNDERGROUND USE; EITHER DIRECT BURY OR ENCASED IN CONCRETE. HEAVIER WALL CONDUITS SHALL BE FURNISHED FOR RESPECTIVE APPLICATIONS WHERE DETAILED HEREIN.
- CONDUITS FOR DIRECTIONAL BORING SHALL BE SCHEDULE 40 PVC CONDUIT OR SCHEDULE 80 PVC CONDUIT, UL-LISTED, RATED FOR 90°C CABLE-CONFORMING TO NEMA STANDARD TC-2 AND UL 651 AND SUITABLE FOR DIRECTIONAL BORING INSTALLATION, SCHEDULE 80 HDPE CONDUIT, UL-LISTED, CONFORMING TO NEMA STANDARD TC-7 AND UL 651B AND SUITABLE FOR DIRECTIONAL BORING INSTALLATION, OR WALL TYPE MINIMUM SDR 11 HDPE CONDUIT MANUFACTURED IN ACCORDANCE WITH ASTM D-3350 (SPECIFICATION OF POLYETHYLENE PLASTICS PIPE AND FITTINGS MATERIALS) AND ASTM F2160 (STANDARD SPECIFICATION FOR SOLID WALL, HIGH-DENSITY POLYETHYLENE CONDUIT BASED ON CONTROLLED OUTSIDE DIAMETER), AND SUITABLE FOR DIRECTIONAL BORING INSTALLATION. PER NEC 300.5 (K), RACEWAYS INSTALLED USING DIRECTIONAL BORING EQUIPMENT SHALL BE APPROVED FOR THE PURPOSE.
- UNDERGROUND DUCTS INSTALLED BY DIRECTIONAL-BORING METHOD SHALL BE INSTALLED IN A MANNER THAT WILL NOT DAMAGE ANY EXISTING UNDERGROUND UTILITIES, AND SHALL NOT DISTURB OR DAMAGE THE RESPECTIVE PAVEMENT OR ROADWAY SURFACE. DUCTS SHALL BE DIRECTIONAL-BORED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS. THE DUCTS WILL BE BORED AT A MINIMUM DEPTH OF 42 IN. BELOW THE RESPECTIVE PAVEMENT IT IS BEING BORED UNDER.
- A PULL WIRE SHALL BE INSTALLED IN EACH CONDUIT OR DUCT TO BE LEFT VACANT.
- CONTRACTOR SHALL COORDINATE DUCT MARKING WITH AIRPORT.
- ALL POWER AND CONTROL CABLES IN HANDHOLES, MANHOLES, AND JUNCTION BOXES SHALL BE TAGGED TO IDENTIFY THE RESPECTIVE CABLE. A MINIMUM OF TWO TAGS SHALL BE PROVIDED ON EACH CABLE IN A MANHOLE; ONE AT THE CABLE ENTRANCE AND ONE AT THE CABLE EXIT. CABLE TAGS SHALL BE STAMPED BRASS TAGS OR OTHER WEATHERPROOF/WATERPROOF CORROSION RESISTANT MATERIAL.
- INCLUDE DUCT SPACERS WHERE DUCTS ARE STACKED, AND/OR TO MAINTAIN PROPER SEPARATION WHERE APPLICABLE.



Kevin N. Lightfoot

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SIGNED: 11/18/2022 EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No: 3-17-SBGP-156/162/171

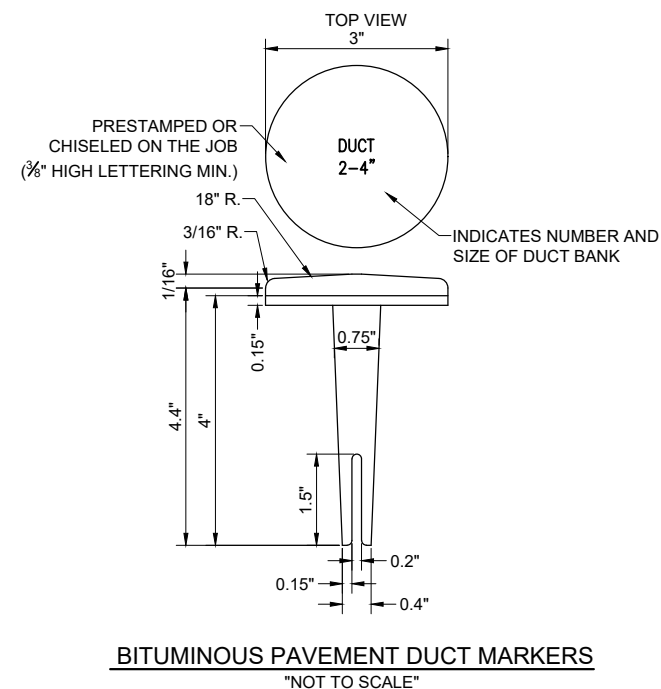
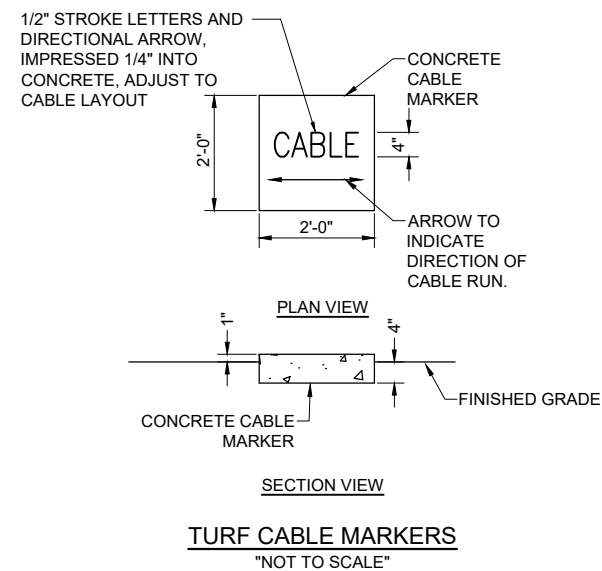
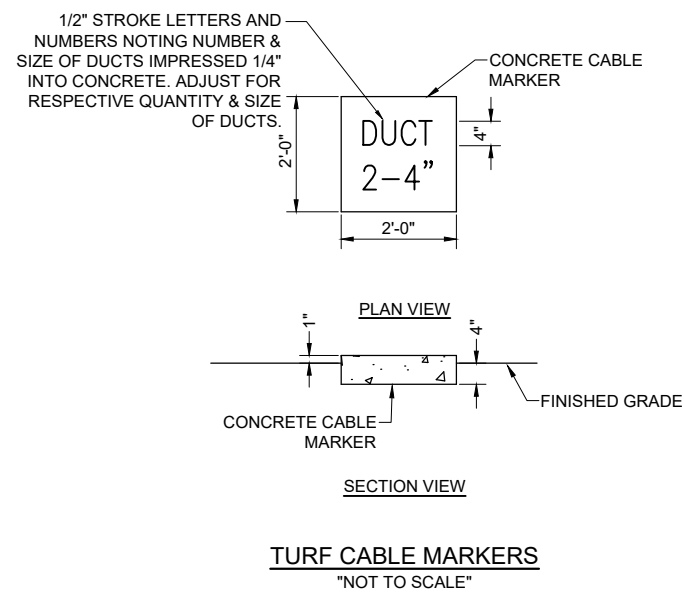
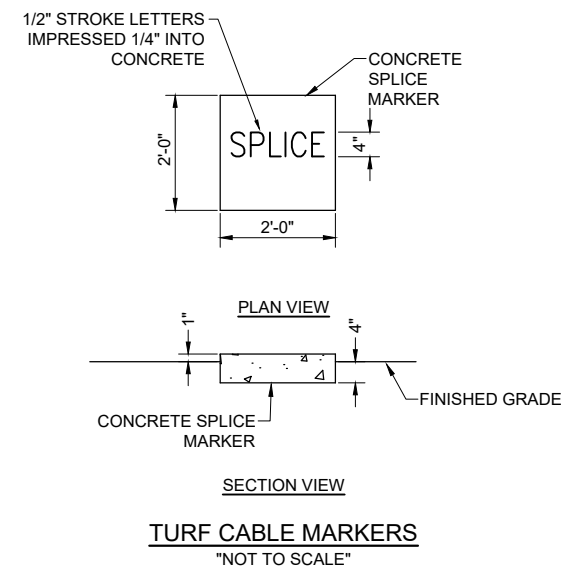
Contract No.: JA040

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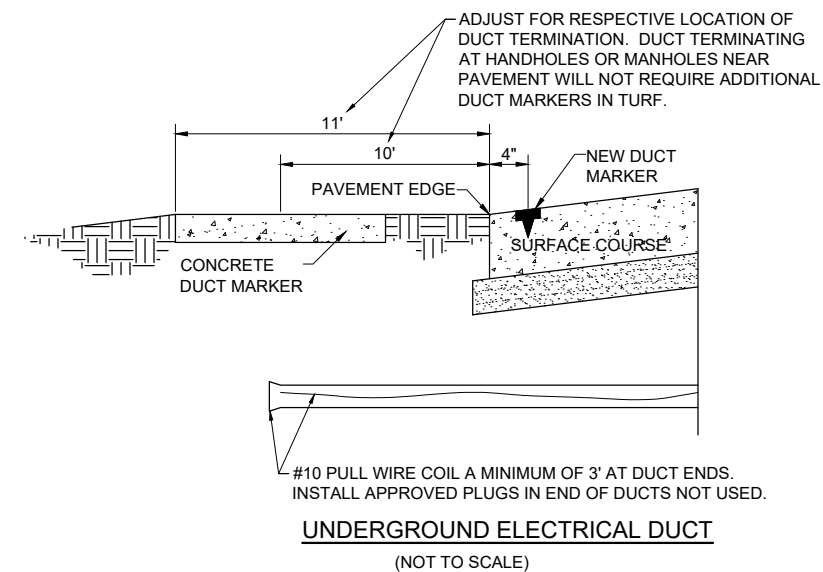
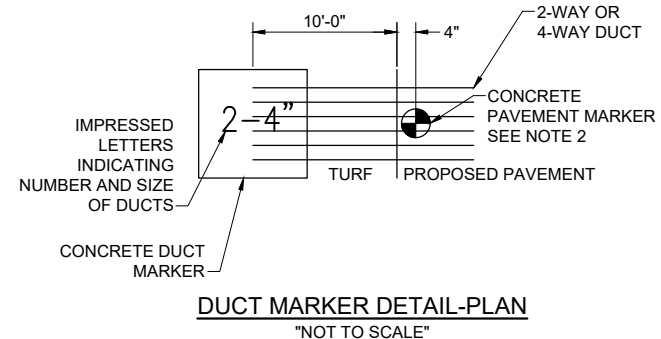
ISSUE: NOV 18, 2022
PROJECT NO: 21A0121D
CAD FILE: E-508-DETL.DWG
DESIGN BY: KNL 4/2/2022
DRAWN BY: CWS 4/4/2022
REVIEWED BY: KNL 11/11/2022

SHEET TITLE

CABLE AND DUCT MARKER DETAILS



- NOTE:**
- TOP OF MARKER SHALL BE FLUSH WITH FINISHED PAVEMENT SURFACE. MARKER MAY BE INSTALLED IN A DRILLED HOLE AND SECURED WITH EPOXY GLUE
 - BRASS DUCT MARKERS ARE AVAILABLE FROM BERNTSEN INTERNATIONAL INC., P.O. BOX 8670, MADISON, WI. 53708-8670, PHONE: 1-877-959-8556, SURV-KAP, 3225 E. 47TH ST., TUCSON, AZ 85713, PHONE: (502)-622-6011, OR OTHER EQUIVALENT MANUFACTURERS.



- CABLE & DUCT MARKER NOTES:**
- THE COST OF ALL TURF AND PAVEMENT DUCT MARKERS SHALL BE INCIDENTAL TO THE DUCT. THE COST OF ALL CABLE MARKERS SHALL BE INCIDENTAL TO THE CABLE.
 - BITUMINOUS PAVEMENT DUCT MARKER AND CONCRETE DUCT MARKER TO BE PROVIDED AT EACH END OF EACH DUCT AS SHOWN ON THE LOCATION PLAN. FOR CONCRETE PAVEMENT, THE LETTER "D" SHALL BE IMPRESSED IN THE PAVEMENT INSTEAD OF THE MARKER. THE LETTER SHALL BE INFORMED AS DESCRIBED IN NOTE 4.
 - UNDERGROUND CABLE RUNS MUST BE IDENTIFIED BY CABLE MARKERS AT 200 FEET (61 M) MAXIMUM SPACING WITH AN ADDITIONAL MARKER AT EACH CHANGE OF DIRECTION OF THE CABLE RUN. CABLE MARKERS MUST BE INSTALLED ABOVE THE CABLE. CABLE MARKERS ARE NOT REQUIRED FOR CABLE RUNS BETWEEN RUNWAY/TAXIWAY EDGE LIGHTS.
 - CONCRETE CABLE MARKERS AND DUCT MARKERS SHALL HAVE LETTERS 4" HIGH, 3" WIDE WITH WIDTH OF STROKE 1/2" AND 1/4" DEEP. ALL LETTERS, NUMBERS AND ARROWS TO BE IMPRESSED.
 - EMPLOY THE FOLLOWING METHODS WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED:
 - REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
 - INCREASE THE MARKER SIZE TO 30" X 30".
 - PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE
 - TURF DUCT MARKERS ARE NOT REQUIRED AT PAVEMENT CROSSINGS WHERE DUCTS TERMINATE IN HANDHOLES, OR JUNCTION STRUCTURES.
 - LOCATION OF ALL DIRECT EARTH BURIAL UNDERGROUND CABLE SPLICE/CONNECTIONS, EXCEPT THOSE AT ISOLATION TRANSFORMERS, MUST BE IDENTIFIED BY SPLICE MARKERS. SPLICE MARKERS MUST BE PLACED ABOVE THE SPLICE/CONNECTIONS. DIRECT EARTH BURIAL UNDERGROUND CABLE SPLICES SHALL BE AVOIDED WHERE POSSIBLE. CABLE SPLICES SHALL BE LOCATED IN SPLICE CANS, LIGHT BASES, HANDHOLES, MANHOLES, OR OTHER JUNCTION STRUCTURES UNLESS OTHERWISE APPROVED BY THE PROJECT ENGINEER.
 - THE CABLE AND SPLICE MARKERS MUST IDENTIFY THE CIRCUITS TO WHICH THE CABLES BELONG. FOR EXAMPLE: RWY 4-22, PAPI-4, PAPI-22.
 - LOCATIONS OF ENDS OF ALL UNDERGROUND DUCTS MUST BE IDENTIFIED BY DUCT MARKERS.



Kevin N. Lightfoot

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REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

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ISSUE: NOV 18, 2022

PROJECT NO: 21A0121D

CAD FILE: E-509-DETL.DWG

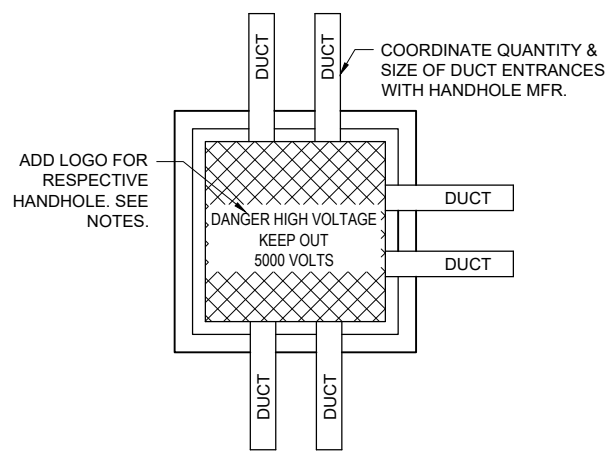
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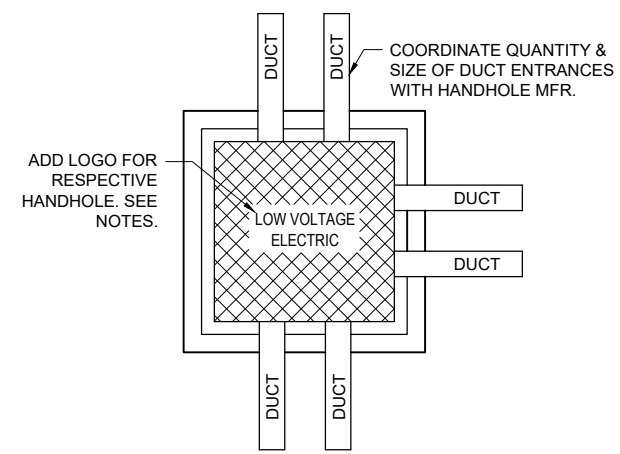
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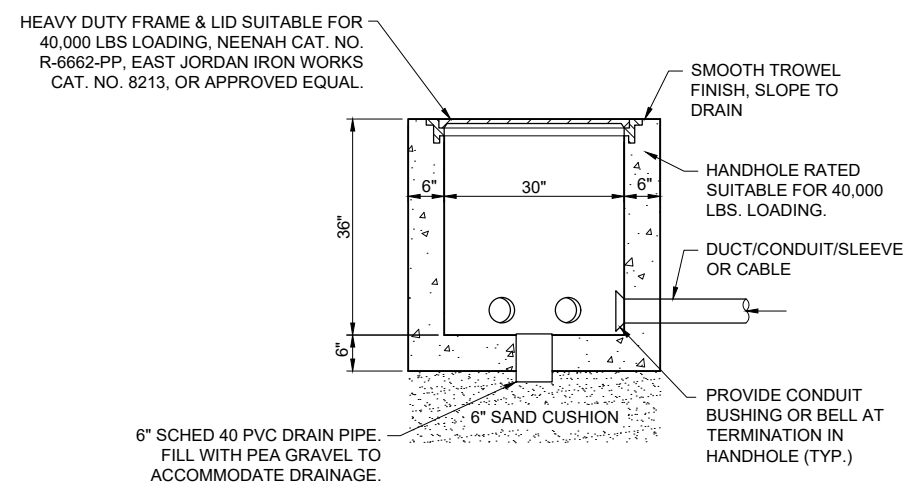
HANDHOLE AND SPLICE CAN DETAILS



HIGH VOLTAGE HANDHOLE PLAN
"NOT TO SCALE"



LOW VOLTAGE HANDHOLE PLAN
"NOT TO SCALE"

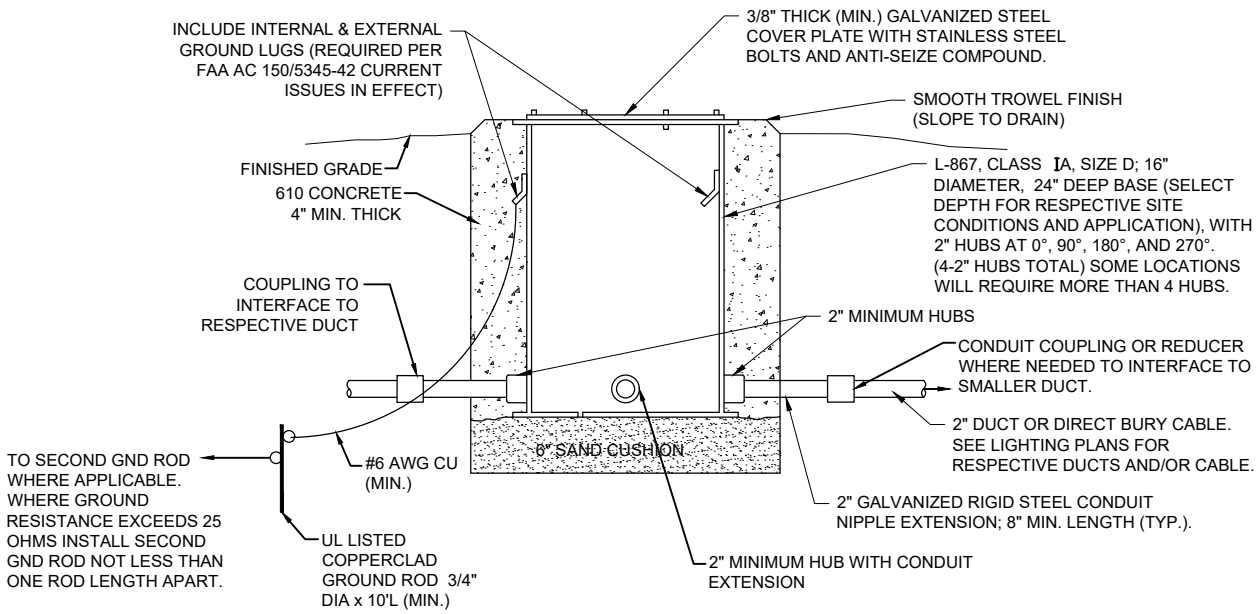


ELEVATION
"NOT TO SCALE"

HANDHOLE NOTES:

- LIDS FOR LOW VOLTAGE HANDHOLES (CONTAINING CIRCUITS RATED 600 VOLTS AND BELOW) SHALL BE LABELED "LOW VOLTAGE" OR "0V - 600V ELECTRIC". LIDS FOR HIGH VOLTAGE HANDHOLES CONTAINING AIRFIELD LIGHTING SERIES CIRCUIT WIRING SHALL BE LABELED "DANGER HIGH VOLTAGE KEEP OUT 5000 VOLTS" TO COMPLY WITH NEC ARTICLE 300.45 "WARNING SIGNS" AND NEC ARTICLE 314.30(D) "COVERS". COORDINATE LETTERING WITH MFR. HANDHOLES PROVIDED WITH THE WRONG LIDS SHALL HAVE THE LIDS REPLACED WITH THE CORRECT LIDS AT NO ADDITIONAL COST TO THE CONTRACT.
- ELECTRICAL HANDHOLE, FRAME & LID SHALL BE CAPABLE OF WITHSTANDING MINIMUM 40,000 POUND LOADS.
- REINFORCEMENT SHALL BE #6 BARS AT 6" CENTERS BASE & WALLS EACH WAY.
- CONCRETE SHALL BE 5000 PSI AT 28 DAYS.
- HANDHOLES SHALL BE PRECAST. PRECAST MANUFACTURER MUST BE ON THE IDOT (ILLINOIS DEPARTMENT OF TRANSPORTATION) APPROVED LIST OF CERTIFIED PRECAST CONCRETE PRODUCERS.
- FRAMES AND LIDS (CASTINGS) SHALL BE MADE IN THE USA TO COMPLY WITH THE AIRPORT IMPROVEMENT PROGRAM BUY AMERICAN PREFERENCES REQUIREMENTS.
- COORDINATE INSTALLATION OF HANDHOLES WITH RESPECTIVE FINISHED GRADE ELEVATION.
- ALL CORING, INTERFACE, AND LABOR ASSOCIATED WITH CONDUIT, DUCT, CABLE IN UNIT DUCT, AND/OR CABLE ENTRIES WILL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE HANDHOLE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- HANDHOLES WITH SIMILAR DIMENSIONS MEETING STRENGTH AND LOADING REQUIREMENTS WILL BE CONSIDERED.

ELECTRICAL HANDHOLE
"NOT TO SCALE"



SPLICE CAN/JUNCTION CAN DETAIL
"NOT TO SCALE"

NOTES FOR SPLICE CAN/JUNCTION CAN DETAIL:

- SPLICE CANS SHALL CONFORM TO THE REQUIREMENTS OF FAA AC 150/5345-42 (CURRENT ISSUES IN EFFECT), FOR TYPE L-867, CLASS IA, SIZE D, (16 IN. NOMINAL DIAMETER), AND 24 IN. DEEP AND/OR AS DETAILED ON THE PLANS. EACH SPLICE CAN SHALL INCLUDE INTERNAL AND EXTERNAL GROUND LUGS TO ACCOMMODATE THE RESPECTIVE APPLICATIONS. SPLICE CANS AND/OR JUNCTION CANS SHALL HAVE GALVANIZED STEEL COVERS, 3/8-INCH THICK (MINIMUM), WITH STAINLESS STEEL BOLTS.
- FOR THE PURPOSE OF ENHANCING SAFETY, EACH BASE MUST HAVE INSTALLED, BY THE MANUFACTURER, AN INTERNAL AND EXTERNAL GROUND STRAP THAT IS AVAILABLE FOR THE PURPOSE OF ATTACHING A GROUND LUG THAT IS CONNECTED TO AN EARTH GROUND OR A SAFETY GROUND CONDUCTOR INSTALLED WITH THE RESPECTIVE CIRCUIT. FOR AIRPORT PROJECTS RECEIVING FEDERAL FUNDS THIS REQUIREMENT IS MANDATORY PER FAA AC 150/5345-42 (CURRENT ISSUES IN EFFECT).
- APPLY AN OXIDE-INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS, AND ALL PLACES WHERE METAL COMES INTO CONTACT WITH METAL.
- THE CONCRETE USED IN THE CONSTRUCTION OF THE BASES FOR THE AIRFIELD LIGHTING CANS SHALL BE IN ACCORDANCE WITH ITEM 610 STRUCTURAL PORTLAND CEMENT CONCRETE.
- LIDS FOR THE SPLICE CANS CONTAINING HIGH VOLTAGE AIRFIELD LIGHTING CABLES SHALL INCLUDE MINIMUM 1/2-INCH HIGH LETTERING LABELED "DANGER HIGH VOLTAGE KEEP OUT" TO COMPLY WITH NEC ARTICLE 300.45 "WARNING SIGNS" AND NEC ARTICLE 314.71(E) "SUITABLE COVERS". THIS WILL NEED TO BE COORDINATED WITH THE SPLICE CAN MANUFACTURER.
- LIDS FOR THE SPLICE CANS CONTAINING LOW VOLTAGE CABLES (RATED 600 VOLTS AND BELOW) WILL BE ACCEPTABLE TO USE BLANK COVERS.

FOR BID



Kevin N. Lightfoot

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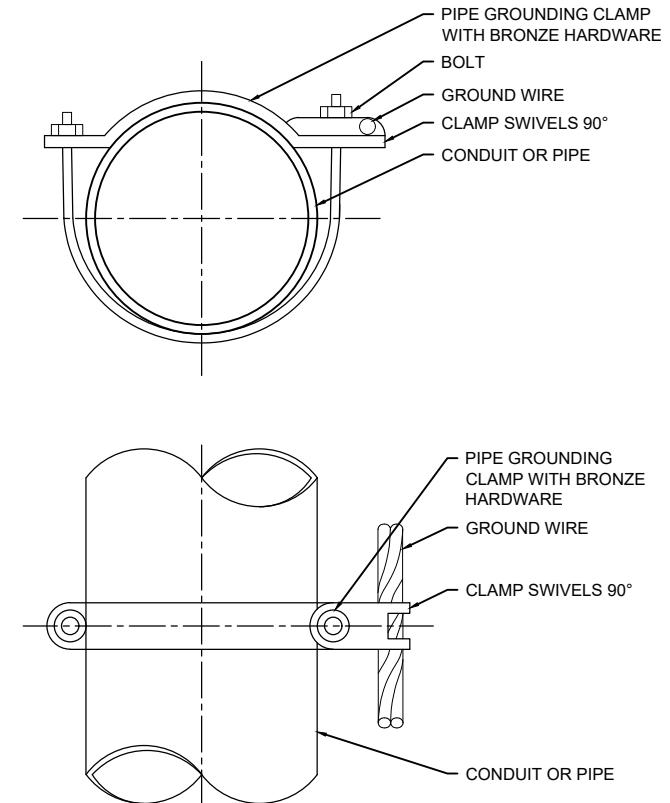
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SHEET TITLE

GROUNDING DETAILS



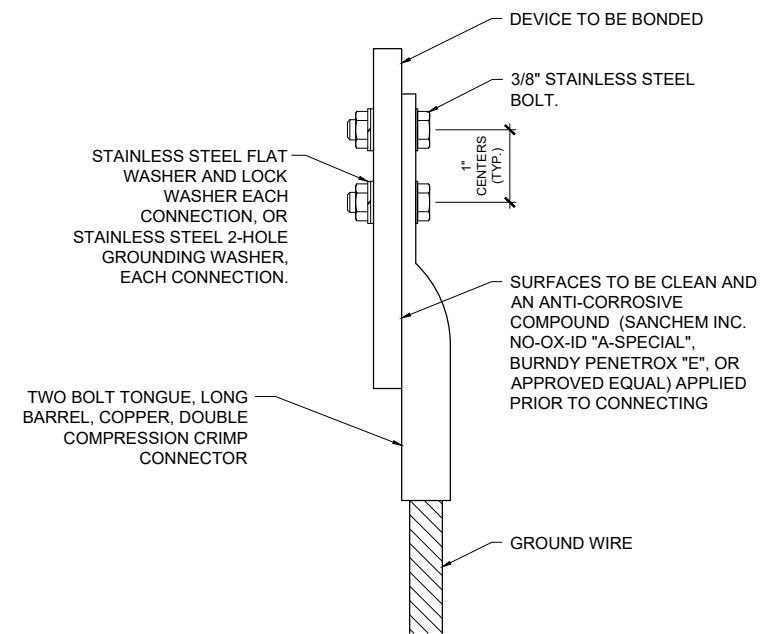
PIPE GROUNDING CLAMP TABLE (OR APPROVED EQUAL)

BURNDY CAT. NO.	THOMAS & BETTS 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, SUITABLE FOR DIRECT BURIAL IN EARTH OR CONCRETE, & UL 467 LISTED.

PIPE/CONDUIT GROUNDING CLAMP DETAIL



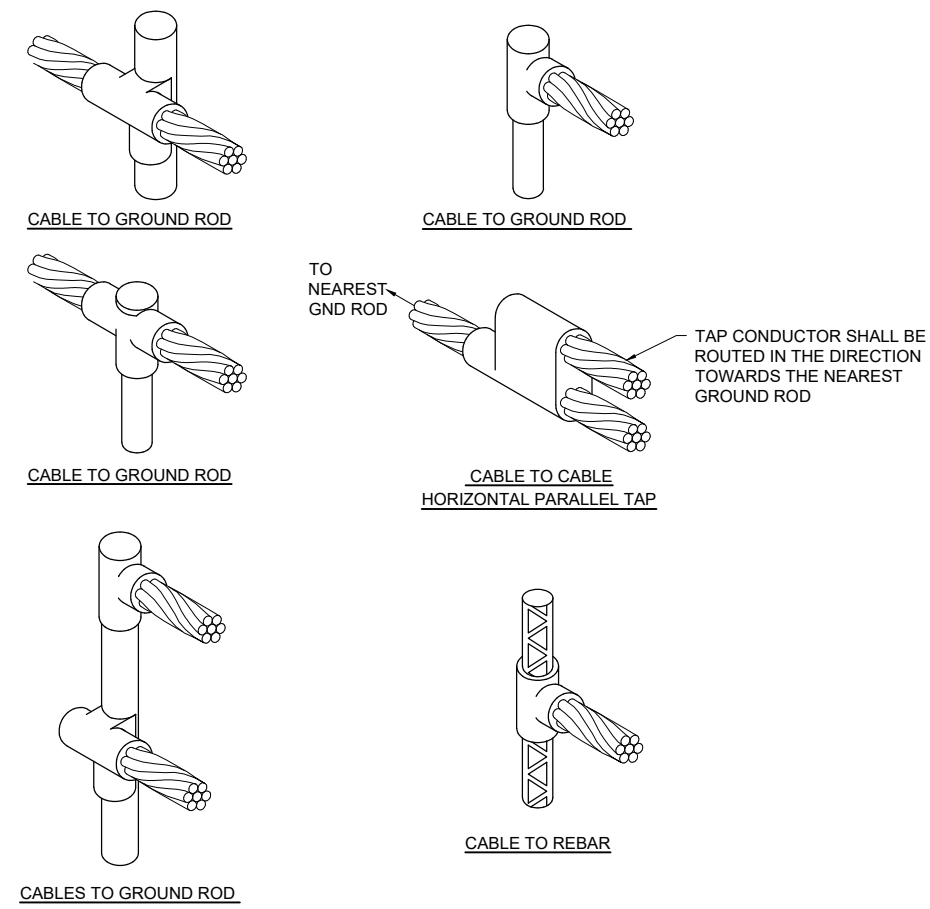
2 HOLE LONG BARREL COMPRESSION LUG TABLE (OR APPROVED EQUAL)

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 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 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 MATERIALS. WHERE METAL CLAMPS ARE INSTALLED USE NYLON BOLTS, NUTS, WASHERS, & SPACERS TO INTERRUPT A COMPLETE METALLIC APTH FROM ENCIRCLING THE CONDUIT.
- 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



EXOTHERMIC WELD DETAILS

DETAIL NOTES

- ALL BELOW GRADE CONNECTIONS TO GROUND RODS & GROUND RING CONDUCTORS SHALL BE 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.
- 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.
- INDIVIDUAL GROUNDING ELECTRODE CONDUCTORS SHALL NOT BE INSTALLED IN METAL CONDUIT. INSTALL GROUNDING ELECTRODE CONDUCTORS IN SCHED 80 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.

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FOR BID



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

**REPLACE MEDIUM
INTENSITY LIGHTS ON
RUNWAY 13-31 & 4-22,
ALL TAXIWAYS & APRON**

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOV 18, 2022

PROJECT NO: 21A0121D

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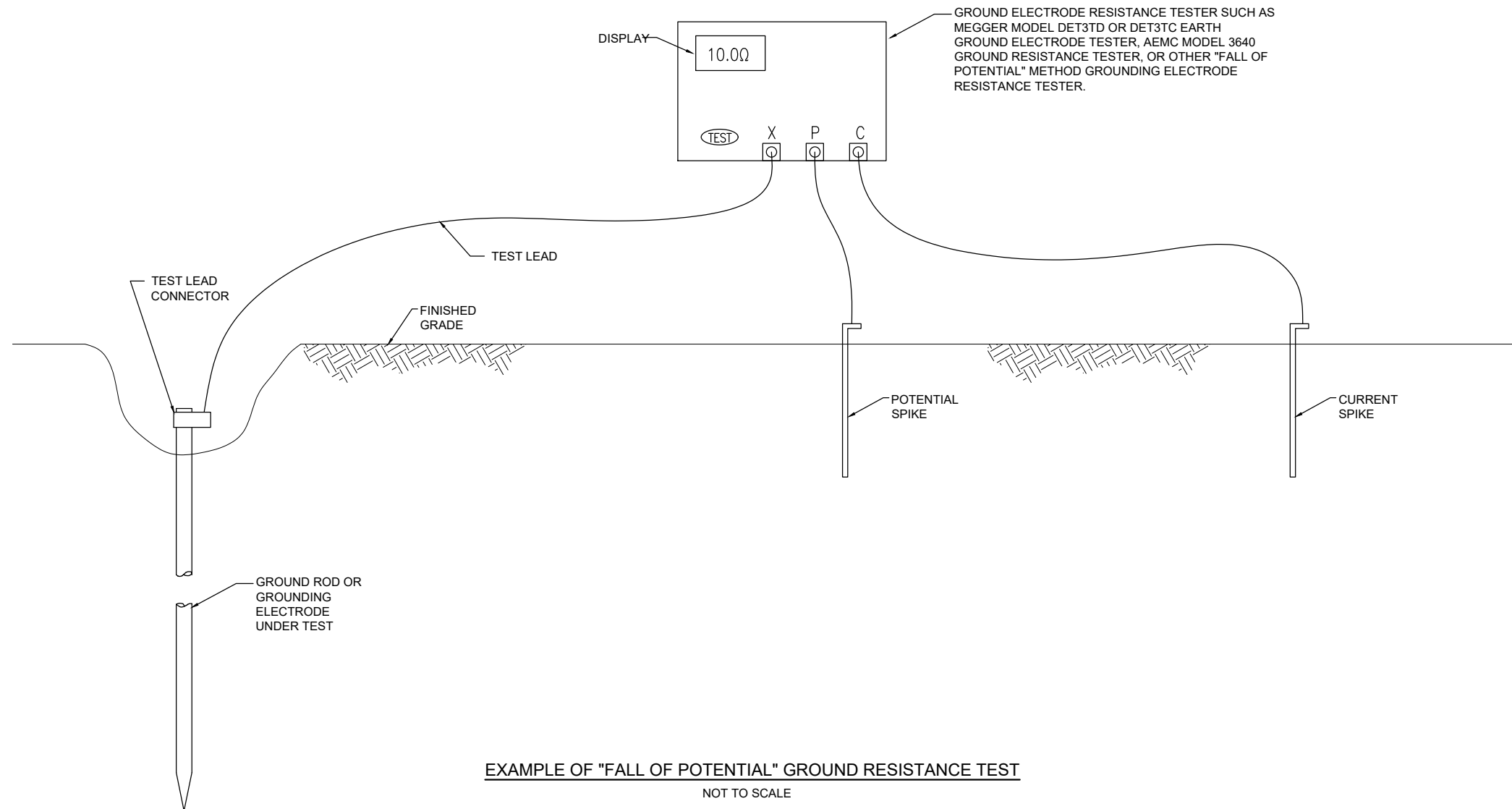
DESIGN BY: KNL 4/2/2022

DRAWN BY: CWS 4/4/2022

REVIEWED BY: KNL 11/11/2022

SHEET TITLE

**GROUND
RESISTANCE
TESTING DETAILS**



EXAMPLE OF "FALL OF POTENTIAL" GROUND RESISTANCE TEST
NOT TO SCALE

NOTES

1. CONTRACTOR SHALL TEST AND RECORD THE RESISTANCE FOR EACH MADE ELECTRODE GROUND ROD/GROUND FIELD/GROUND RING WITH AN INSTRUMENT SPECIFICALLY DESIGNED FOR TESTING GROUNDING ELECTRODE SYSTEMS. IF GROUND RESISTANCE EXCEEDS 25 OHMS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION. COPIES OF GROUND ROD TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN, AND THE PROJECT ENGINEER.
2. FOR EACH AIRFIELD LIGHT FIXTURE, TAXI GUIDANCE SIGN, SPLICE CAN AND NAVAID THE CONTRACTOR SHALL TEST THE MADE ELECTRODE GROUND SYSTEM WITH AN INSTRUMENT SPECIFICALLY DESIGNED FOR TESTING GROUND SYSTEMS. TEST RESULTS SHALL BE RECORDED FOR EACH AIRFIELD LIGHT FIXTURE, TAXI GUIDANCE SIGN, AND NAVAIDS INSTALLATION. 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 THE GROUND SYSTEM TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER / RESIDENT TECHNICIAN, AND THE PROJECT ENGINEER.
3. GROUND RESISTANCE TEST SHALL BE CONDUCTED IN ACCORDANCE WITH THE RESPECTIVE GROUND ELECTRODE RESISTANCE TESTING EQUIPMENT MANUFACTURER'S INSTRUCTIONS.
4. RECORD SITE CONDITIONS DURING TESTS.
5. "FALL OF POTENTIAL" TYPE GROUND ELECTRODE RESISTANCE TESTER IS RECOMMENDED FOR TESTING INDIVIDUAL STAND ALONE GROUND RODS.

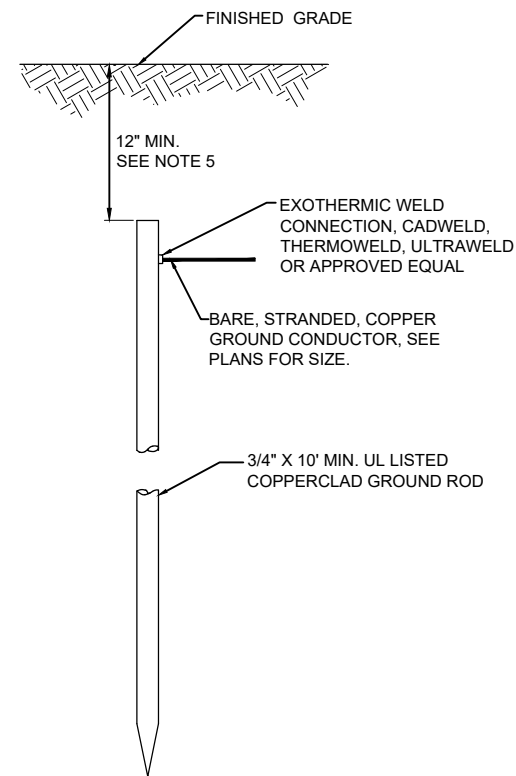
FOR BID

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-019f (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 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 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 LABELED.
- ALL BOLTED OR MECHANICAL CONNECTIONS SHALL BE COATED WITH A CORROSION PREVENTATIVE COMPOUND BEFORE JOINING, SANCHEM INC. "NO-OX-ID "A-SPECIAL" COMPOUND, BURNDY PENETROX E, OR APPROVED EQUAL.
- METALLIC SURFACES TO BE JOINED SHALL BE PREPARED BY THE REMOVAL OF ALL NON-CONDUCTIVE MATERIAL, PER 2020 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 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
- 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, 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 GROUND WIRE. METAL RACEWAY OR CONDUIT SHALL NOT MEET THIS REQUIREMENT. THE EQUIPMENT GROUND WIRE FROM EQUIPMENT SHALL NOT BE SMALLER THAN ALLOWED BY 2020 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 MIL AREA. 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 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 2020 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 2020 NEC 250-102.
- IT IS THE INTENT OF THIS SPECIFICATION THAT ALL MOTOR FRAMES, PUMP BASES 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.
- 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 SYSTEM BY CONTRACTOR IN PRESENCE OF OWNER'S REPRESENTATIVE.
- 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.
- BOND ALL NONCURRENT-CARRYING PARTS OF METAL EQUIPMENT TO GROUND SYSTEM.
- BUILDING STRUCTURAL STEEL SYSTEM SHALL BE BONDED TO ELECTRICAL GROUND SYSTEM.
- INSTALL GROUNDING ELECTRODE CONDUCTORS, LIGHTNING PROTECTION DOWN CONDUCTORS AND SEPARATE GROUND CONDUCTORS IN SCHEDULE 80 PVC CONDUIT OR EXPOSED WHERE ACCEPTABLE TO LOCAL CODES. WHERE GROUNDING ELECTRODE CONDUCTORS, LIGHTNING PROTECTION DOWN CONDUCTORS OR INDIVIDUAL GROUND CONDUCTORS ARE RUN IN PVC CONDUIT, DO NOT COMPLETELY 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 GIRDLING 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 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 2020 NEC 250-102. NOTE THIS DOES NOT APPLY TO AC EQUIPMENT GROUNDING CONDUCTORS RUN WITH AC CIRCUITS.
- 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.
- GROUNDING WORK AND MODIFICATIONS SHALL NOT BE PERFORMED DURING A THUNDERSTORM OR WHEN A THUNDERSTORM IS PREDICTED IN THE AREA
- WHERE A CONFLICT IS DETERMINED WITH RESPECT TO GROUNDING REQUIREMENTS PER MANUFACTURER INSTALLATION INSTRUCTIONS, NEC, AND/OR THE CONTRACT DOCUMENTS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTIONS.
- GROUND RODS SHALL BE MANUFACTURED IN THE UNITED STATES OF AMERICA FROM 100 PERCENT DOMESTIC STEEL TO COMPLY WITH THE AIRPORT IMPROVEMENT PROGRAM BUY AMERICAN REQUIREMENTS AND THE STEEL PRODUCTS PROCUREMENT ACT.



10 FT. GROUND ROD

**GROUND RODS
NOT TO SCALE**

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 OHMS.
- COST OF GROUND RODS IS INCIDENTAL TO THE ASSOCIATED ITEMS REQUIRING 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 RODS FOR INDIVIDUAL SPLICE CANS SHALL BE 3/4-IN DIAMETER BY 10 FOOT LONG. WHERE GROUND RESISTANCE EXCEEDS 25 OHMS FURNISH AND INSTALL A SECOND GROUND ROD SPACED MINIMUM OF 10 FEET APART (ONE ROD LENGTH APART), AND CONNECT TO FIRST GND ROD.

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Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

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SHEET TITLE

GROUNDING NOTES

FOR BID



Kevin N. Lightfoot

DATE SIGNED: 11/18/2022 LICENSE EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
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SHEET TITLE

ELECTRICAL LEGEND AND ABBREVIATIONS

NOTES:

- 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: TO MATCH EXISTING COLOR CODING SYSTEM AT JACKSONVILLE AIRPORT TERMINAL BUILDING.

<u>240/120 VAC, 3 PHASE, 4 WIRE</u>	
PHASE A	BLACK (120V TO N)
PHASE B	RED (120V TO N)
PHASE C	ORANGE (HIGH LEG)
NEUTRAL	WHITE
GROUND	GREEN
- 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, VAULT EQUIPMENT, 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.

ELECTRICAL ABBREVIATIONS (CONTINUED)	
PB	PULL BOX
PC	PHOTO CELL
PDB	POWER DISTRIBUTION BLOCK
PNL	PANEL
RCPT	RECEPTACLE
R	RELAY
S	STARTER
SPD	SURGE PROTECTION DEVICE
SPST	SINGLE POLE SINGLE THROW
TVSS	TRANSIENT VOLTAGE SURGE SUPPRESSOR
TYP	TYPICAL
UG	UNDERGROUND
UGE	UNDERGROUND ELECTRIC
UL	UNDERWRITER'S LABORATORIES
V	VOLTS
W/	WITH
W/O	WITHOUT
WP	WEATHER PROOF
XFER	TRANSFER
XFMR	TRANSFORMER

AIRPORT 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
HIRL	HIGH INTENSITY RUNWAY LIGHT
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
MITL	MEDIUM INTENSITY TAXIWAY LIGHT
NDB	NON-DIRECTIONAL BEACON
PAPI	PRECISION APPROACH PATH INDICATOR
PLASI	PULSE LIGHT APPROACH SLOPE INDICATOR
RAIL	RUNWAY ALIGNMENT INDICATING LIGHTS
REIL	RUNWAY END IDENTIFIER LIGHT
RVR	RUNWAY VISUAL RANGE
VADI	VISUAL APPROACH DESCENT INDICATOR
VASI	VISUAL APPROACH SLOPE INDICATOR
VOR	VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE FACILITY
WC	WIND CONE

ELECTRICAL ABBREVIATIONS	
A.F.F.	ABOVE FINISHED FLOOR
A, AMP	AMPERES
ATS	AUTOMATIC TRANSFER SWITCH
AWG	AMERICAN WIRE GAUGE
BKR	BREAKER
C	CONDUIT
CB	CIRCUIT BREAKER
CKT	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)
KNL	KEVIN NEIL LIGHTFOOT
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
MH	METAL HALIDE
MIN	MINIMUM
MLO	MAIN LUGS ONLY
NEC	NATIONAL ELECTRICAL CODE (NFPA 70)
NC	NORMALLY CLOSED
NO	NORMALLY OPEN
NTS	NOT TO SCALE
OHE	OVERHEAD ELECTRIC
OL	OVERLOAD

ELECTRICAL LEGEND - SCHEMATIC	
	NORMALLY OPEN (N.O.) CONTACT
	NORMALLY CLOSED (N.C.) CONTACT
	STARTER COIL, * = STARTER NUMBER
	OVERLOAD RELAY CONTACT
	CONTROL RELAY, * = CONTROL RELAY NUMBER
	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
	PHOTOCELL
	TERMINAL BLOCK, * = TERMINAL NUMBER
	DEVICE TERMINAL, * = DEVICE TERMINAL NUMBER
	INTERNAL PANEL WIRING
	FIELD WIRING
	FUSE
	GROUND BUS OR TERMINAL
	NEUTRAL BUS
	GROUND, GROUND ROD, GROUND BUS
	INDUSTRIAL CONTROL RELAY OR LIGHTING CONTACTOR
	S1 CUTOUT HANDLE REMOVED
	S1 CUTOUT HANDLE INSERTED
	N.O. THERMAL SWITCH
	N.C. THERMAL SWITCH
	L-830 SERIES ISOLATION TRANSFORMER

ELECTRICAL LEGEND - ONE-LINE DIAGRAM	
	CABLE TERMINATOR/LUG
	TRANSFORMER
	DISCONNECT SWITCH
	FUSIBLE DISCONNECT SWITCH
	CIRCUIT BREAKER
	THERMAL MAGNETIC CIRCUIT BREAKER
	FUSE
	TRANSIENT VOLTAGE SURGE SUPPRESSOR OR SURGE PROTECTOR DEVICE
	GROUND - GROUND ROD, GROUNDING ELECTRODE, OR AT EARTH POTENTIAL
	INDICATING LIGHT
	MOTOR
	LOAD, MOTOR, # = HORSEPOWER
	ELECTRIC UTILITY METER BASE
	JUNCTION BOX WITH SPLICE
	EQUIPMENT, XXX = DEVICE DESCRIPTION
	GROUND BUS OR TERMINAL
	NEUTRAL BUS
	PANELBOARD WITH MAIN LUGS
	PANELBOARD WITH MAIN BREAKER
	FUSE PANEL WITH MAIN FUSE PULLOUT
	DUPLEX RECEPTACLE 120V SINGLE PHASE GROUNDING TYPE
	CONTROL STATION
	TRANSFER SWITCH
	ENGINE GENERATOR SET



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOV 18, 2022
PROJECT NO: 21A0121D
CAD FILE: E-101-VLT.DWG
DESIGN BY: KNL 4/2/2022
DRAWN BY: CWS 4/4/2022
REVIEWED BY: KNL 11/11/2022

SHEET TITLE

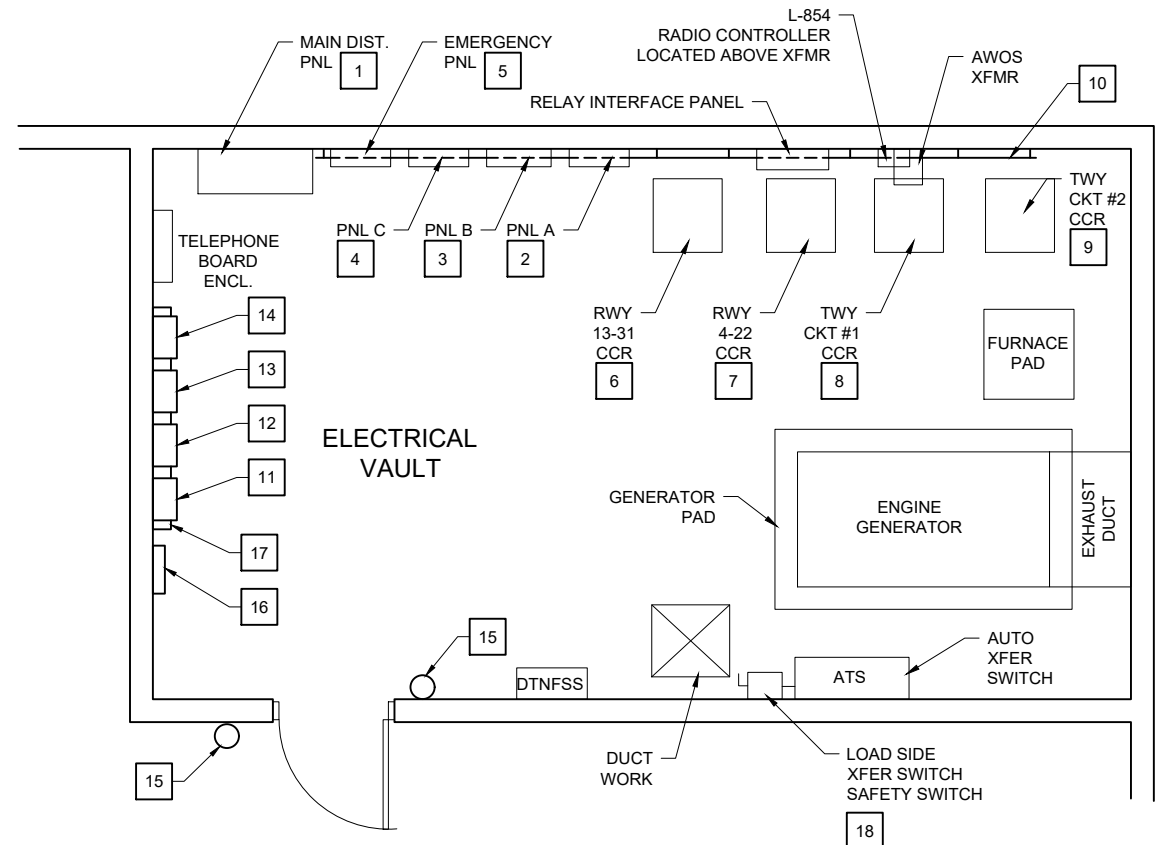
ELECTRICAL VAULT FLOOR PLAN

GENERAL NOTES:

- NOTE THE EXISTING AIRPORT ELECTRICAL VAULT HAS APPARENT NATIONAL ELECTRICAL CODE VIOLATIONS AND/OR OTHER APPARENT NFPA OR FAA SAFETY VIOLATIONS WHICH MIGHT CAUSE UNSAFE WORKING CONDITIONS. APPARENT NFPA/NEC VIOLATIONS INCLUDE, BUT ARE NOT LIMITED TO, SERVICE DISCONNECT NOT PROPERLY IDENTIFIED, AVAILABLE FAULT CURRENT NOT IDENTIFIED ON SERVICE DISCONNECT, HIGH LEG ON 240/120 VAC, 3 PHASE, 4-WIRE SYSTEM NOT PROPERLY LOCATED OR IDENTIFIED, ENGINE GENERATOR BACKUP POWER VOLTAGE SYSTEM IS DIFFERENT THAN ELECTRIC UTILITY VOLTAGE SYSTEM, ENGINE GENERATOR DOES NOT HAVE REMOTE EMERGENCY STOP, MULTIPLE POWER SOURCES (SERVICES) TO VAULT NOT IDENTIFIED, CIRCUIT BREAKERS INCORRECTLY LABELED FOR RESPECTIVE EQUIPMENT, POWER SOURCES FOR EACH PANELBOARD NOT IDENTIFIED, CIRCUIT DIRECTORIES IN PANELBOARDS NOT UP TO DATE, IMPROPER WORKING CLEARANCES, MISSING GROUND BUS IN VAULT, CCRS NOT PROPERLY GROUNDED, COLOR CODING OF BRANCH CIRCUITS NOT CONSISTENT, MISSING EQUIPMENT GROUND WIRES, SOME EQUIPMENT GROUND WIRES LANDED ON NEUTRAL IN PANELBOARDS, SOME PANELS MISSING GROUND BAR, NO CUTOUPS (SERIES CIRCUIT DISCONNECTS) FOR CONSTANT CURRENT REGULATORS, HIGH VOLTAGE SERIES CIRCUIT WIRING MIXED WITH LOW VOLTAGE (240/120 V) WIRING IN SAME RACEWAY, AND/OR EQUIPMENT NOT IDENTIFIED CORRECTLY. CONTRACTOR WILL NEED TO EXERCISE CAUTION WHEN WORKING IN THE VAULT AND ON THE AIRFIELD.
- CONTRACTOR SHALL COORDINATE WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS WITH THE AIRPORT DIRECTOR/MANAGER AND THE RESIDENT PROJECT REPRESENTATIVE, AND SHUTDOWN OF EXISTING SYSTEMS SHALL BE SCHEDULED WITH AND APPROVED BY THE AIRPORT MANAGER PRIOR TO SHUTDOWN. 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 AND 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 EXAMINE THE SITE TO CONFIRM AND FIELD VERIFY EXISTING SITE CONATIONS.
- 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.
- CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E - STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
- EACH ACTIVE CCR SERVING THE RESPECTIVE WORK AREAS OF THE PROJECT, SHALL BE TESTED FOR PROPER OPERATION BEFORE REMOVAL WORK, MODIFICATIONS, ADDITIONS AND/OR ANY OTHER WORK THAT MIGHT POSSIBLY AFFECT AIRFIELD LIGHTING CIRCUITS AND AGAIN AFTER THE AIRFIELD LIGHTING REPLACEMENTS AND VAULT 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 OPERATION. CONTRACTOR SHALL REPORT CONCERNS AND/OR DEFICIENCIES TO THE PROJECT ENGINEER.

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. 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 ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 1-800-892-0123.



ELECTRICAL VAULT FLOOR PLAN
SCALE: 3/8" = 1'-0"

KEYED NOTES:

- | | |
|--|--|
| <ul style="list-style-type: none"> 1 EXISTING 240/120 VAC, 3 PHASE, 4-WIRE (WITH HIGH LEG) MAIN DISTRIBUTION PANEL. REPLACE EXISTING BUSS NON-400 AMP GENERAL PURPOSE FUSES WITH NEW 400 AMP, 250 VOLT CLASS RK1 OR CLASS RK5 FUSES WITH 100,000 AIC RATING AT 240 VAC. 2 EXISTING 240 VAC, 3 PHASE, 3-WIRE PANELBOARD "A" FED FROM MAIN DIST. PANEL. 3 EXISTING 120/240 VAC, 1 PHASE, 3-WIRE PANELBOARD "B" FED FROM SEPERATE ELECTRIC SERVICE DISCONNECT AT BUILDING EXTERIOR. THIS PANEL POWERS RWY 13-31 CCR, TAXIWAY CKT #1 CCR, AND TAXIWAY CKT #2 CCR. 4 EXISTING 120/240 VAC, 1 PHASE, 3-WIRE PANELBOARD "C" FED FROM MAIN DIST. PANEL. 5 EXISTING 120/240 VAC, 1 PHASE, 3-WIRE EMERGENCY PANELBOARD FED FROM SAFETY SWITCH AT LOAD SIDE OF AUTO TRANSFER SWITCH. THIS PANEL POWERS RWY 4-22 CCR. THIS PANEL SHALL BE REPLACED WITH A NEW 225 AMP, MAIN LUG, 120/240 VAC, 1PH, 3-WIRE, 30 CIRCUIT PANELBOARD. FURNISH AND INSTALL NEW 200 AMP FEEDER IN CONDUIT FROM EXISTING DISCONNECT SWITCH TO NEW PANELBOARD; 2 #3/0 THWN, 1 #3/0 NEUTRAL, 1 #6 GND IN 2" EMT/GRSC/RACEWAY. 6 EXISTING RWY 13-31 CCR TO BE REPLACED WITH A NEW CCR. EXISTING CCR TO BE RELOCATED TO STORAGE. SEE PROPOSED ELECTRICAL ONE LINES, NEW HIGH VOLTAGE WIRING SCHEMATIC AND VAULT GROUND BUS RISER FOR WIRING UPDATES. 7 EXISTING RWY 4-22 CCR. SEE PROPOSED ELECTRICAL ONE LINES, NEW HIGH VOLTAGE WIRING SCHEMATIC AND VAULT GROUND BUS RISER FOR WIRING UPDATES. 8 EXISTING TAXIWAY CIRCUIT NO. 1 CCR. SEE PROPOSED ELECTRICAL ONE LINES, NEW HIGH VOLTAGE WIRING SCHEMATIC AND VAULT GROUND BUS RISER FOR WIRING UPDATES. | <ul style="list-style-type: none"> 9 EXISTING TAXIWAY CIRCUIT NO. 2 CCR. SEE PROPOSED ELECTRICAL ONE LINES, NEW HIGH VOLTAGE WIRING SCHEMATIC AND VAULT GROUND BUS RISER FOR WIRING UPDATES. 10 NEW 1/4" THICK BY 2" HIGH BY APPROX. 22 FEET LONG GROUND BUS BAR WITH STANDOFFS AND INSULATORS. INSTALL APPROX. 6" TO 12" ABOVE THE FLOOR. SEE "VAULT GROUND BUS RISER" FOR ADDITIONAL INFORMATION. 11 NEW RUNWAY 13-31 SERIES CIRCUIT LIGHTING CUTOUT IN ENCLOSURE. SEE "NEW HIGH VOLTAGE WIRING SCHEMATIC" 12 NEW RUNWAY 4-22 SERIES CIRCUIT LIGHTING CUTOUT IN ENCLOSURE. SEE "NEW HIGH VOLTAGE WIRING SCHEMATIC". 13 NEW TAXIWAY CKT NO. 1 SERIES CIRCUIT LIGHTING CUTOUT IN ENCLOSURE. SEE "NEW HIGH VOLTAGE WIRING SCHEMATIC". 14 NEW TAXIWAY CKT NO. 2 SERIES CIRCUIT LIGHTING CUTOUT IN ENCLOSURE. SEE "NEW HIGH VOLTAGE WIRING SCHEMATIC". 15 NEW UL RATED 10LB CARBON DIOXIDE FIRE EXTINGUISHER WITH MOUNTING BRACKET. PROVIDE 2 NEW FIRE EXTINGUISHERS; AMEREX MODEL 330, BUCKEYE MODEL 10CD, OR APPROVED EQUAL. LOCATE ONE FIRE EXTINGUISHER AT VAULT INTERIOR NEAR EXIT. LOCATE SECOND FIRE EXTINGUISHER AT VAULT EXTERIOR NEAR ENTRY. 16 NEW LOCKOUT/TAGOUT KIT CONFORMING TO OSHA STANDARD 1920.147, SUITABLE FOR WALL MOUNTING WITH 10 LOCKOUT PAD LOCKS EACH WITH A DIFFERENT KEY, 5 LOCKOUT HASPS TO ACCOMMODATE MULTIPLE PAD LOCKS, AND 100 LOCKOUT TAGS. 17 NEW 6" X 6" HIGH VOLTAGE WIREWAY. LOCATE BELOW CUTOUPS. 18 REPLACE EXISTING BUSS NON-200 AMP GENERAL PURPOSE FUSES WITH NEW 200 AMP, 250 VOLT, CLASS RK5 FUSES WITH 100,000 AIC RATING AT 240 VAC. |
|--|--|

NOV 16, 2022 4:12 PM RUFFE02121 1:21:00S121A0121D\CAD\AIRPORT\SHHEETE-101-VLT.DWG

FOR BID



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOV 18, 2022

PROJECT NO: 21A0121D

CAD FILE: E-601-LINE.DWG

DESIGN BY: KNL 4/2/2022

DRAWN BY: CWS 4/5/2022

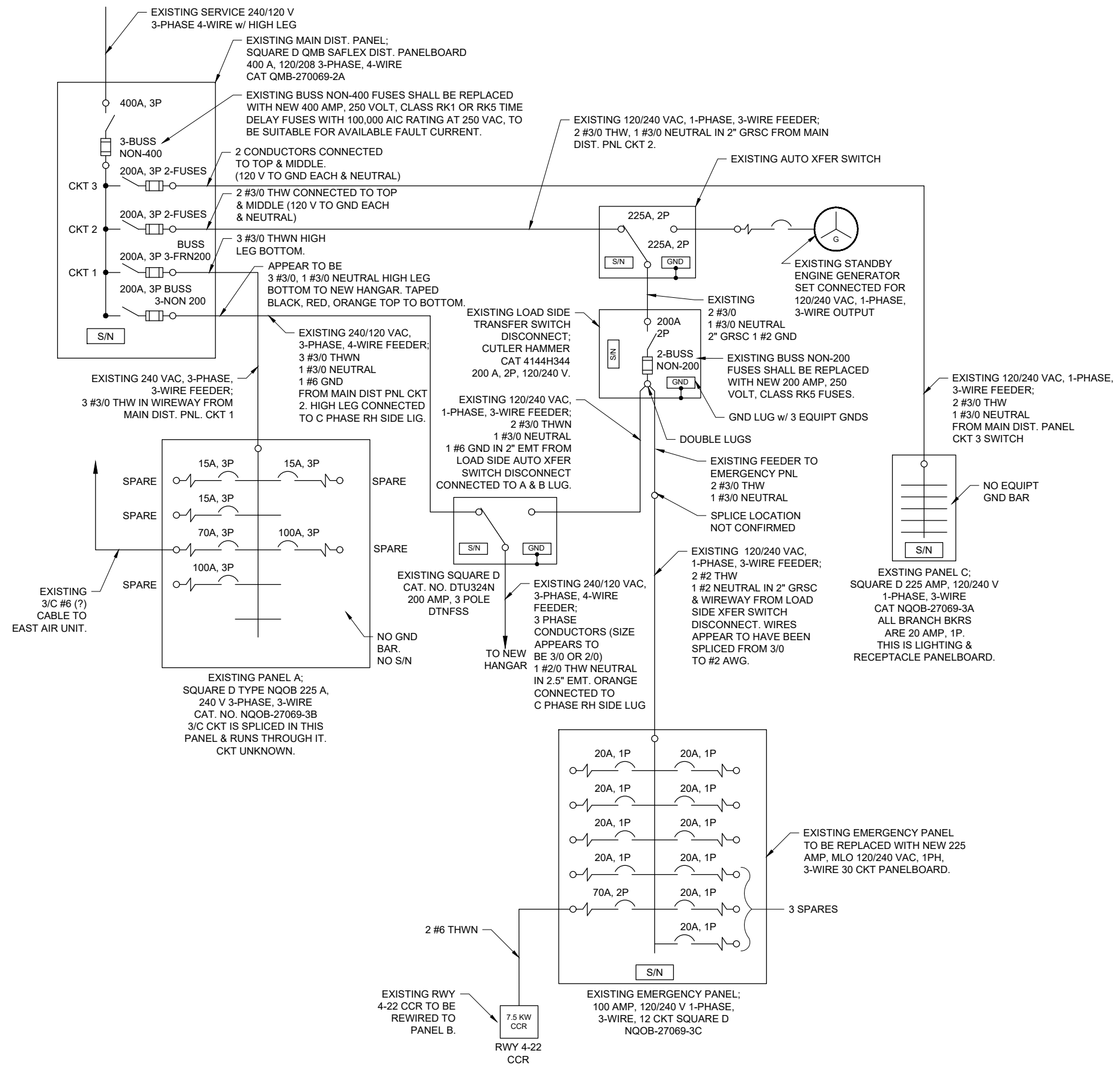
REVIEWED BY: KNL 11/11/2022

SHEET TITLE

EXISTING ELECTRICAL ONE-LINE DIAGRAM FOR VAULT SHEET 1

NOTES:

- EXISTING ONE-LINE DIAGRAM WIRING IS BASED ON FIELD DATA AND INFORMATION PROVIDED BY OTHERS. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND WIRING AND REPORT ANY VARIATIONS TO THE RESIDENT ENGINEER/TECHNICIAN.
- NOTE THE EXISTING AIRPORT ELECTRICAL VAULT HAS APPARENT NATIONAL ELECTRICAL CODE VIOLATIONS AND/OR OTHER APPARENT NFPA OR FAA SAFETY VIOLATIONS WHICH MIGHT CAUSE UNSAFE WORKING CONDITIONS. APPARENT NFPA/NEC VIOLATIONS INCLUDE, BUT ARE NOT LIMITED TO, SERVICE DISCONNECT NOT PROPERLY IDENTIFIED, AVAILABLE FAULT CURRENT NOT IDENTIFIED ON SERVICE DISCONNECT, HIGH LEG ON 240/120 VAC, 3 PHASE, 4-WIRE SYSTEM NOT PROPERLY LOCATED OR IDENTIFIED, ENGINE GENERATOR BACKUP POWER VOLTAGE SYSTEM IS DIFFERENT THAN ELECTRIC UTILITY VOLTAGE SYSTEM, ENGINE GENERATOR DOES NOT HAVE REMOTE EMERGENCY STOP, MULTIPLE POWER SOURCES (SERVICES) TO VAULT NOT IDENTIFIED, CIRCUIT BREAKERS INCORRECTLY LABELED FOR RESPECTIVE EQUIPMENT, POWER SOURCES FOR EACH PANELBOARD NOT IDENTIFIED, CIRCUIT DIRECTORIES IN PANELBOARDS NOT UP TO DATE, IMPROPER WORKING CLEARANCES, MISSING GROUND BUS IN VAULT, CCRS NOT PROPERLY GROUNDED, COLOR CODING OF BRANCH CIRCUITS NOT CONSISTENT, MISSING EQUIPMENT GROUND WIRES, SOME EQUIPMENT GROUND WIRES LANDED ON NEUTRAL IN PANELBOARDS, SOME PANELS MISSING GROUND BAR, NO CUTOUPS (SERIES CIRCUIT DISCONNECTS) FOR CONSTANT CURRENT REGULATORS, HIGH VOLTAGE SERIES CIRCUIT WIRING MIXED WITH LOW VOLTAGE (240/120 V) WIRING IN SAME RACEWAY, AND/OR EQUIPMENT NOT IDENTIFIED CORRECTLY. CONTRACTOR WILL NEED TO EXERCISE CAUTION WHEN WORKING IN THE VAULT AND ON THE AIRFIELD.
- ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER/DIRECTOR AND THE RESIDENT PROJECT 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 EXAMINE THE SITE TO DETERMINE THE EXTENT OF THE WORK. CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS. CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, RELOCATING, CONNECTING, OR WORKING ON THE RESPECTIVE AIRFIELD LIGHTING, TAXI SIGN, NAVAID, VAULT EQUIPMENT. OR OTHER DEVICE.
- CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF FAA AC NO. 150/5370-2G (OR MOST CURRENT ISSUE) "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E - STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
- WHEN A RUNWAY IS CLOSED THE RUNWAY LIGHTING AND ASSOCIATED AIRFIELD NAVAIDS FOR THAT RUNWAY SHALL BE SHUT OFF.
- WHEN A TAXIWAY IS CLOSED THE RESPECTIVE TAXIWAY LIGHTING SHALL BE SHUT OFF.



EXISTING ELECTRICAL ONE LINE DIAGRAM FOR VAULT SHEET 1

FOR BID

NOV 16, 2022 4:12 PM RUFF02121 1:21:00S121A0121D\CAD\AIRPORT\ISHEETE-601-LINE.DWG



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOV 18, 2022

PROJECT NO: 21A0121D

CAD FILE: E-601-LINE.DWG

DESIGN BY: KNL 4/2/2022

DRAWN BY: CWS 4/5/2022

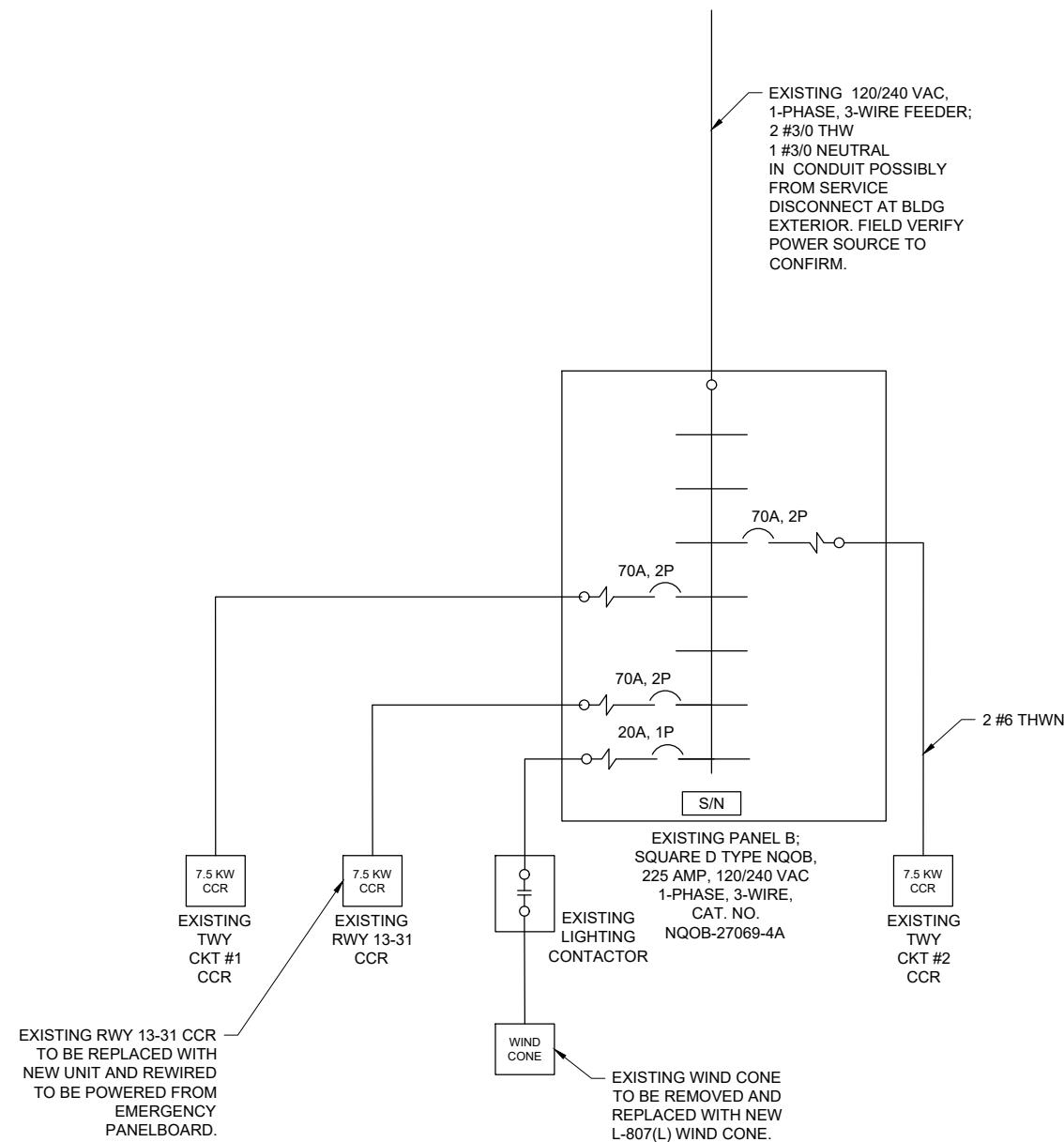
REVIEWED BY: KNL 11/11/2022

SHEET TITLE

EXISTING ELECTRICAL ONE-LINE DIAGRAM FOR VAULT SHEET 2

NOTES:

- EXISTING ONE-LINE DIAGRAM WIRING IS BASED ON FIELD DATA AND INFORMATION PROVIDED BY OTHERS. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND WIRING AND REPORT ANY VARIATIONS TO THE RESIDENT ENGINEER/TECHNICIAN.
- NOTE THE EXISTING AIRPORT ELECTRICAL VAULT HAS APPARENT NATIONAL ELECTRICAL CODE VIOLATIONS AND/OR OTHER APPARENT NFPA OR FAA SAFETY VIOLATIONS WHICH MIGHT CAUSE UNSAFE WORKING CONDITIONS. APPARENT NFPA/NEC VIOLATIONS INCLUDE, BUT ARE NOT LIMITED TO, SERVICE DISCONNECT NOT PROPERLY IDENTIFIED, AVAILABLE FAULT CURRENT NOT IDENTIFIED ON SERVICE DISCONNECT, HIGH LEG ON 240/120 VAC, 3 PHASE, 4-WIRE SYSTEM NOT PROPERLY LOCATED OR IDENTIFIED, ENGINE GENERATOR BACKUP POWER VOLTAGE SYSTEM IS DIFFERENT THAN ELECTRIC UTILITY VOLTAGE SYSTEM, ENGINE GENERATOR DOES NOT HAVE REMOTE EMERGENCY STOP, MULTIPLE POWER SOURCES (SERVICES) TO VAULT NOT IDENTIFIED, CIRCUIT BREAKERS INCORRECTLY LABELED FOR RESPECTIVE EQUIPMENT, POWER SOURCES FOR EACH PANELBOARD NOT IDENTIFIED, CIRCUIT DIRECTORIES IN PANELBOARDS NOT UP TO DATE, IMPROPER WORKING CLEARANCES, MISSING GROUND BUS IN VAULT, CCRS NOT PROPERLY GROUNDED, COLOR CODING OF BRANCH CIRCUITS NOT CONSISTENT, MISSING EQUIPMENT GROUND WIRES, SOME EQUIPMENT GROUND WIRES LANDED ON NEUTRAL IN PANELBOARDS, SOME MISSING GROUND BAR, NO CUTOUPS (SERIES CIRCUIT DISCONNECTS) FOR CONSTANT CURRENT REGULATORS, HIGH VOLTAGE SERIES CIRCUIT WIRING MIXED WITH LOW VOLTAGE (240/120 V) WIRING IN SAME RACEWAY, AND/OR EQUIPMENT NOT IDENTIFIED CORRECTLY. CONTRACTOR WILL NEED TO EXERCISE CAUTION WHEN WORKING IN THE VAULT AND ON THE AIRFIELD.
- ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER/DIRECTOR AND THE RESIDENT PROJECT 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 EXAMINE THE SITE TO DETERMINE THE EXTENT OF THE WORK. CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS. CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, RELOCATING, CONNECTING, OR WORKING ON THE RESPECTIVE AIRFIELD LIGHTING, TAXI SIGN, NAVAID, VAULT EQUIPMENT. OR OTHER DEVICE.
- CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF FAA AC NO. 150/5370-2G (OR MOST CURRENT ISSUE) "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E - STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
- WHEN A RUNWAY IS CLOSED THE RUNWAY LIGHTING AND ASSOCIATED AIRFIELD NAVAIDS FOR THAT RUNWAY SHALL BE SHUT OFF.
- WHEN A TAXIWAY IS CLOSED THE RESPECTIVE TAXIWAY LIGHTING SHALL BE SHUT OFF.



EXISTING ELECTRICAL ONE LINE DIAGRAM FOR VAULT SHEET 2

FOR BID



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

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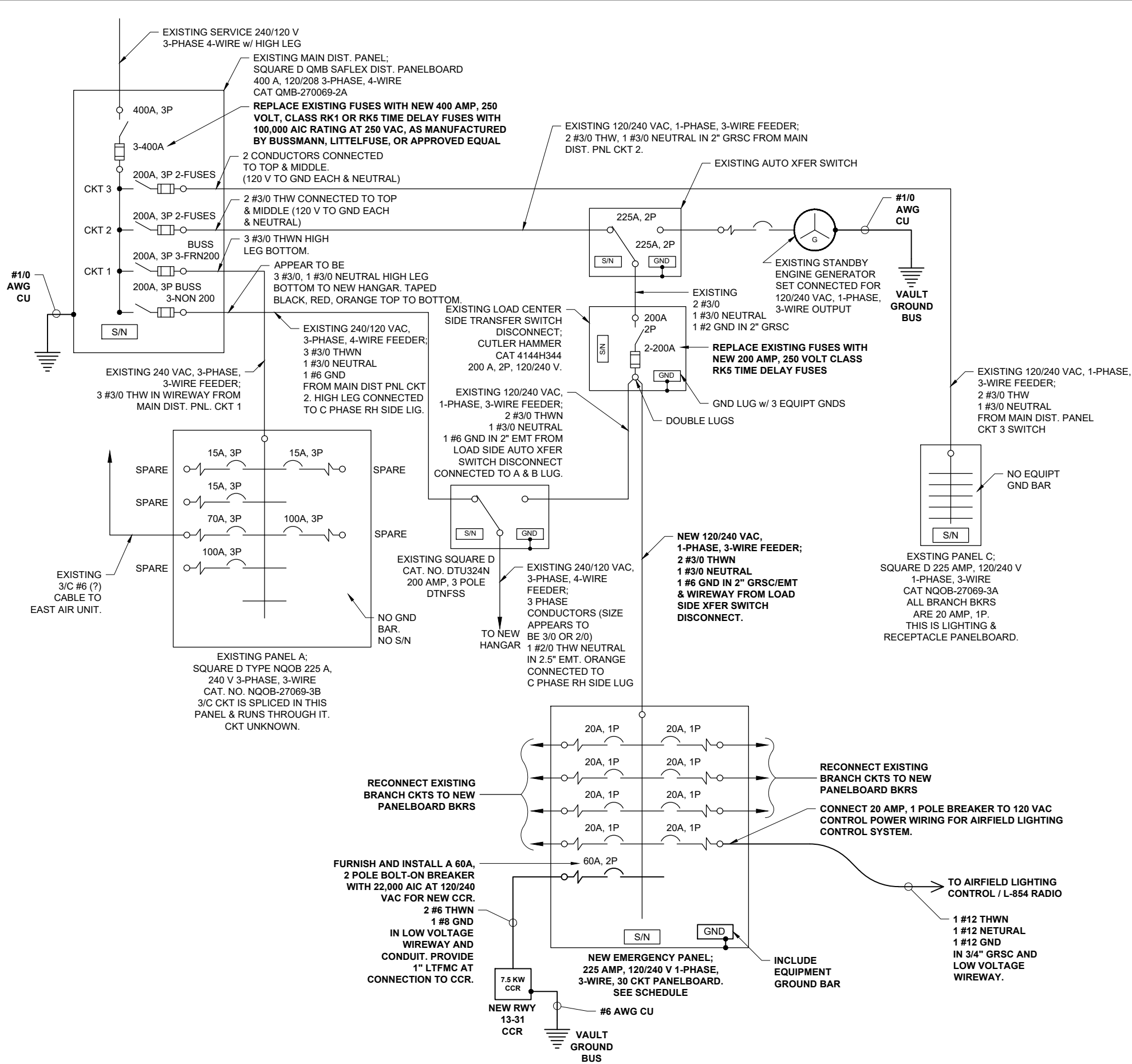
ISSUE: NOV 18, 2022
PROJECT NO: 21A0121D
CAD FILE: E-608-LINE.DWG
DESIGN BY: KNL 4/2/2022
DRAWN BY: CWS 4/4/2022
REVIEWED BY: KNL 11/11/2022

SHEET TITLE

PROPOSED ELECTRICAL ONE-LINE DIAGRAM FOR VAULT SHEET 1

NOTES

- ALL VAULT WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT 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).
- 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
- ALL CONDUCTORS/WIRING SHALL BE COPPER.
- CONTRACTOR SHALL CONFIRM POWER REQUIREMENTS WITH THE ACTUAL NAMEPLATE FOR EACH RESPECTIVE CCR (OR OTHER RESPECTIVE EQUIPMENT) AND ADJUST CIRCUIT BREAKER, FUSES, WIRE SIZES & CONDUIT SIZES TO CONFORM WITH NEC & MANUFACTURER'S RECOMMENDATIONS WHERE APPLICABLE. WIRE SIZES SHOWN ON THE PLANS ARE MINIMUM.
- HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS OR OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW VOLTAGE CIRCUITS (RATED 600 VOLTS AND BELOW) SHALL NOT BE INSTALLED IN THE SAME WIREWAY, CONDUIT, HANDHOLE, JUNCTION BOX, OR RACEWAY.
- EQUIPMENT AND MATERIALS NOT LABELED AS "EXISTING" ARE NEW.



PROPOSED ELECTRICAL ONE LINE DIAGRAM FOR VAULT SHEET 1

FOR BID

NOV 16, 2022 4:13 PM RUFFE02121 1:21:00S21A0121D\CAD\AIRPORT\ISHEETE-608-LINE.DWG



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
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3-17-SBGP-156/162/171

Contract No.: JA040

NO.	DATE	DESCRIPTION		
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ISSUE: NOV 18, 2022

PROJECT NO: 21A0121D

CAD FILE: E-608-LINE.DWG

DESIGN BY: KNL 4/2/2022

DRAWN BY: CWS 4/4/2022

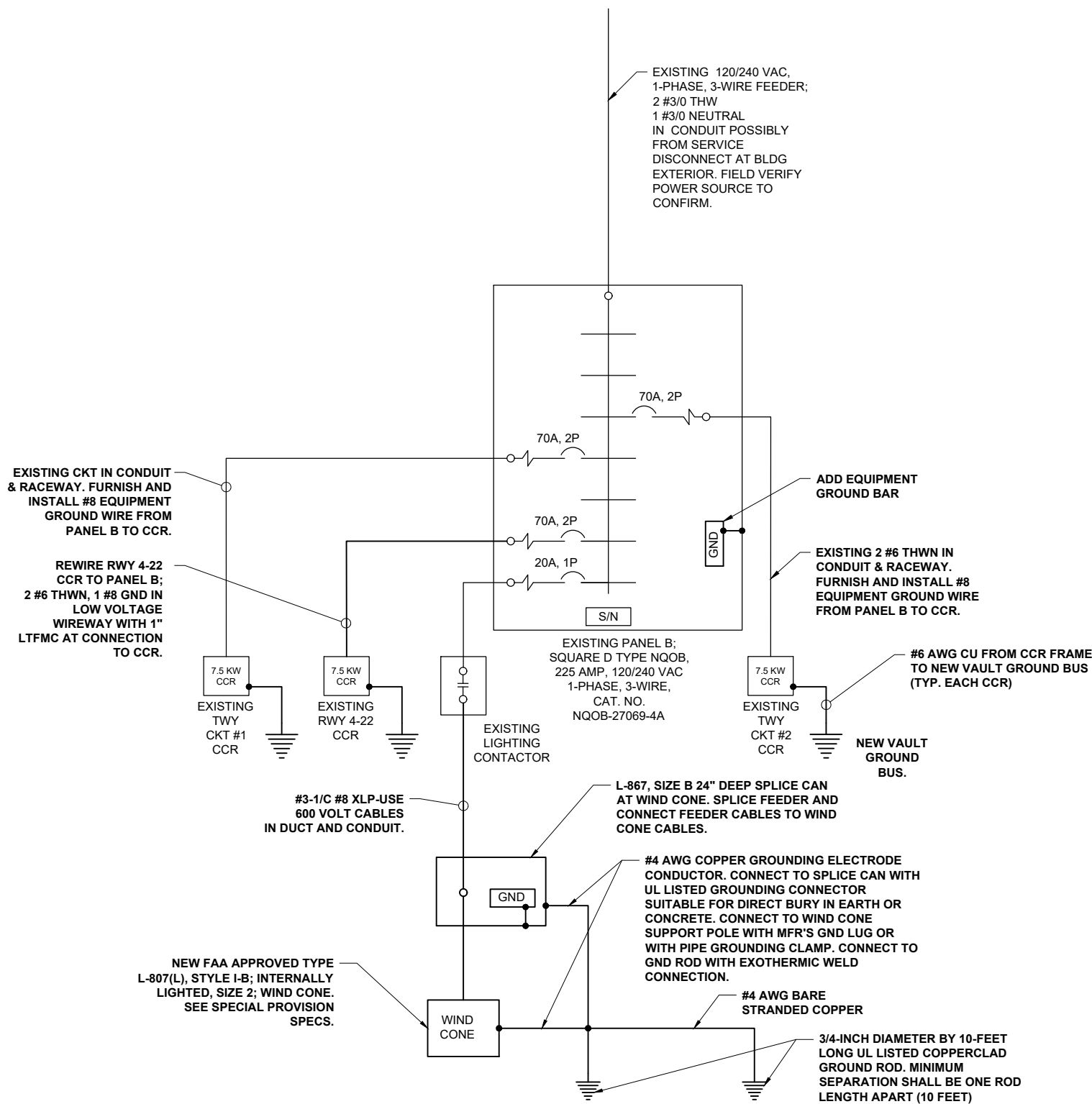
REVIEWED BY: KNL 11/11/2022

SHEET TITLE

PROPOSED ELECTRICAL ONE-LINE DIAGRAM FOR VAULT SHEET 2

NOTES

1. ALL VAULT WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT 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. 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
3. ALL CONDUCTORS/WIRING SHALL BE COPPER.
4. CONTRACTOR SHALL CONFIRM POWER REQUIREMENTS WITH THE ACTUAL NAMEPLATE FOR EACH RESPECTIVE CCR (OR OTHER RESPECTIVE EQUIPMENT) AND ADJUST CIRCUIT BREAKER, FUSES, WIRE SIZES & CONDUIT SIZES TO CONFORM WITH NEC & MANUFACTURER'S RECOMMENDATIONS WHERE APPLICABLE. WIRE SIZES SHOWN ON THE PLANS ARE MINIMUM.
5. HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS OR OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW VOLTAGE CIRCUITS (RATED 600 VOLTS AND BELOW) SHALL NOT BE INSTALLED IN THE SAME WIREWAY, CONDUIT, HANDHOLE, JUNCTION BOX, OR RACEWAY.
6. EQUIPMENT AND MATERIALS NOT LABELED AS "EXISTING" ARE NEW.



PROPOSED ELECTRICAL ONE LINE DIAGRAM FOR VAULT SHEET 2

EMERGENCY PANEL

CKT #	DUTY	SIZE	SIZE	DUTY	CKT #
1	RECEPT - MANAGER'S OFFICE	20A 1P	20A 1P	LIGHTS IN MANAGER'S OFFICE	2
3	EXIT LIGHTS	20A 1P	20A 1P	LIGHTS IN MANAGER'S OFFICE	4
5	NEW TELEPHONE EQUIPMENT	20A 1P	20A 1P	WATER HEATER	6
7	RECEPTACLES - CLASSROOM	20A 1P	20A 1P	AIRFIELD LIGHTING CONTROL SYSTEM	8
9	RWY 13-31 CCR	60A 2P	20A 1P	SPARE	10
11			20A 1P	SPARE	12
13	SPARE		70A 2P	SPARE	14
15					16
17	SPARE	60A 2P	70A 2P	SPARE	18
19					20
21	BLANK			BLANK	22
23	BLANK			BLANK	24
25	BLANK			BLANK	26
27	BLANK			BLANK	28
29	BLANK			BLANK	30

225AMP, 120/240VAC, 1 PHASE, 3 WIRE 30 CIRCUIT PANELBOARD WITH MAIN LUGS IN A NEMA 1 ENCLOSURE UL-LISTED SUITABLE FOR SERVICE ENTRANCE. PANELBOARD SHALL ACCOMMODATE FEEDER AND BRANCH BREAKERS UP TO 150AMP, 2 POLE FRAME & TRIP RATING. PANELBOARD SHALL BE SQUARE D NQ CAT. NO. NQ30L2C WITH COPPER NEUTRAL & COPPER GROUND BAR KIT, EQUIVALENT PANELBOARD BY EATON CUTLER HAMMER, OR APPROVED EQUAL.

- NOTES**
1. PANELBOARD BUSES SHALL BE COPPER. NEUTRAL SHALL BE COPPER. EQUIPMENT GROUND BAR SHALL BE COPPER.
 2. ALL BRANCH CIRCUIT & FEEDER BREAKERS SHALL BE BOLT-ON TYPE WITH 22,000 AIC AT 120/240 VAC.
 3. INCLUDE ENGRAVED, PHENOLIC OR PLASTIC LEGEND PLATE LABELED "EMERGENCY PANEL, 120/240 VAC, 1PH, 3W".
 4. PANELBOARD SHALL BE MANUFACTURED IN THE UNITED STATES TO COMPLY WITH THE AIRPORT IMPROVEMENT PROGRAM BUY AMERICAN REQUIREMENTS. PROVIDE CERTIFICATION OF MANUFACTURE IN THE UNITED STATES WITH SHOP DRAWING SUBMITTAL.
 5. CIRCUIT BREAKERS AND WIRING SHALL BE SIZED FOR THE ACTUAL EQUIPMENT FURNISHED IN CONFORMANCE WITH THE RESPECTIVE MANUFACTURER'S RECOMMENDATION AND N.E.C. CONTRACTOR SHALL ADJUST CIRCUIT BREAKER SIZES & WIRING WHERE APPLICABLE TO CONFORM WITH THE MANUFACTURER'S RECOMMENDATIONS AND N.E.C.

FOR BID



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

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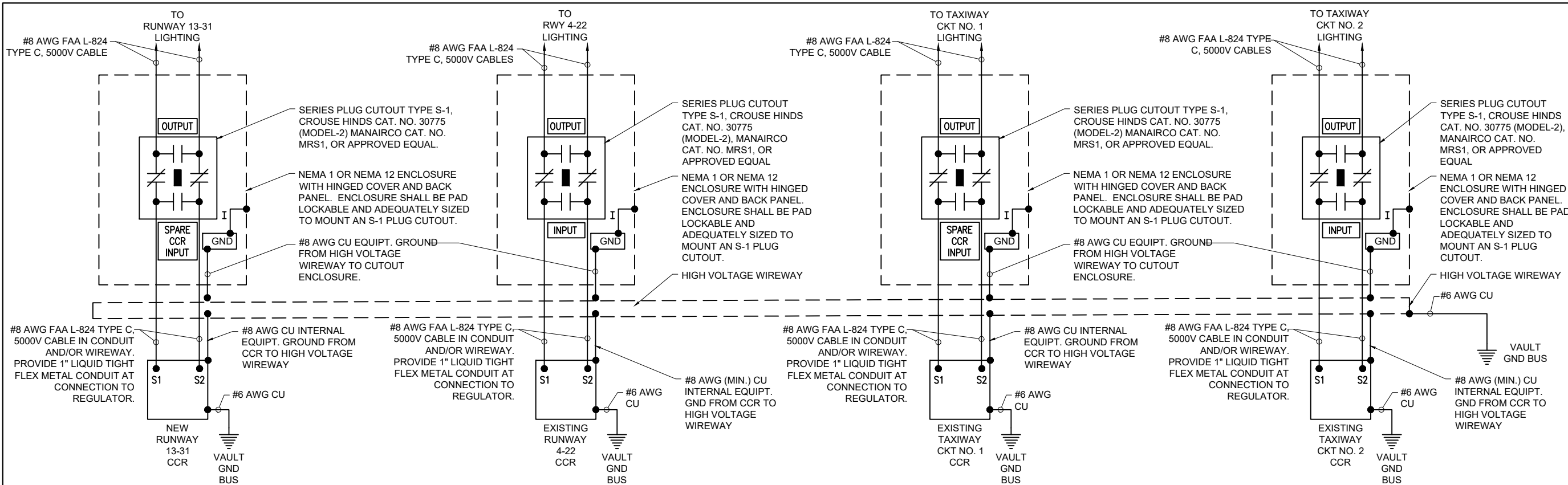
NO.	DATE	DESCRIPTION		
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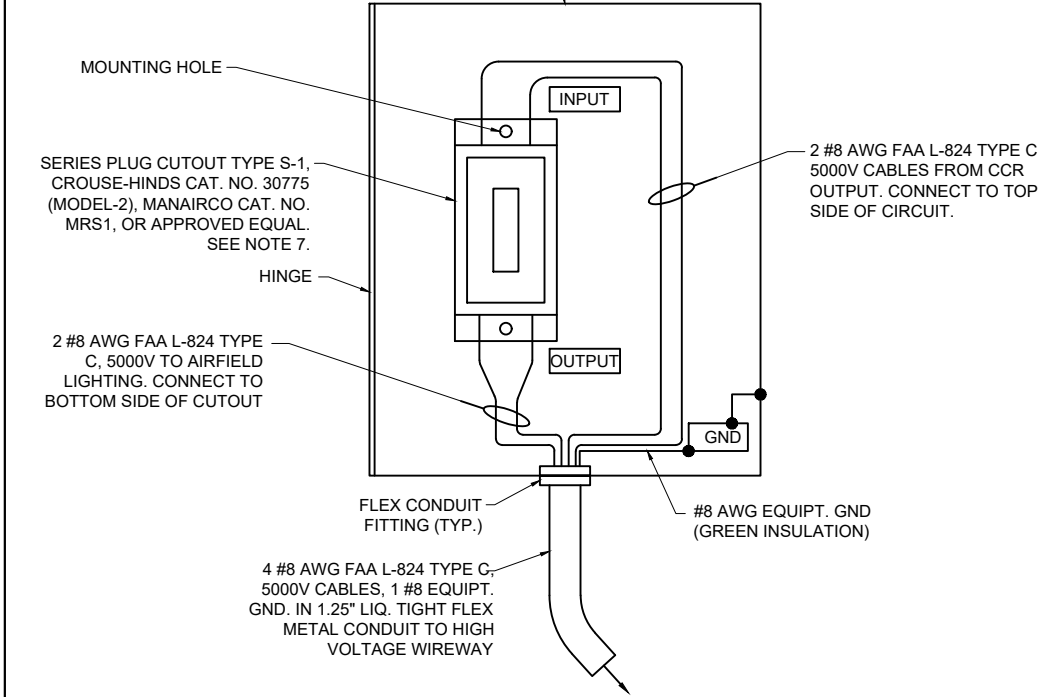
SHEET TITLE

NEW HIGH VOLTAGE WIRING SCHEMATIC

PROPOSED HIGH VOLTAGE WIRING SCHEMATIC FOR RUNWAYS AND TAXIWAYS



14"H x 12"W x 8"D (APPROXIMATE DIMENSIONS) NEMA 1 OR NEMA 12 ENCLOSURE WITH HINGED COVER & BACK PANEL. NOTE FRONT DOOR OF ENCLOSURE NOT SHOWN FOR CLARITY. ADJUST ENCLOSURE DIMENSIONS AS NECESSARY TO ACCOMMODATE THE RESPECTIVE CUTOUT. ENCLOSURE SHALL INCLUDE PAD LOCK KIT.



SERIES PLUG CUTOUT MOUNTING DETAIL FOR TAXIWAY CIRCUIT AND RUNWAY CIRCUIT (TYPICAL FOR 4)

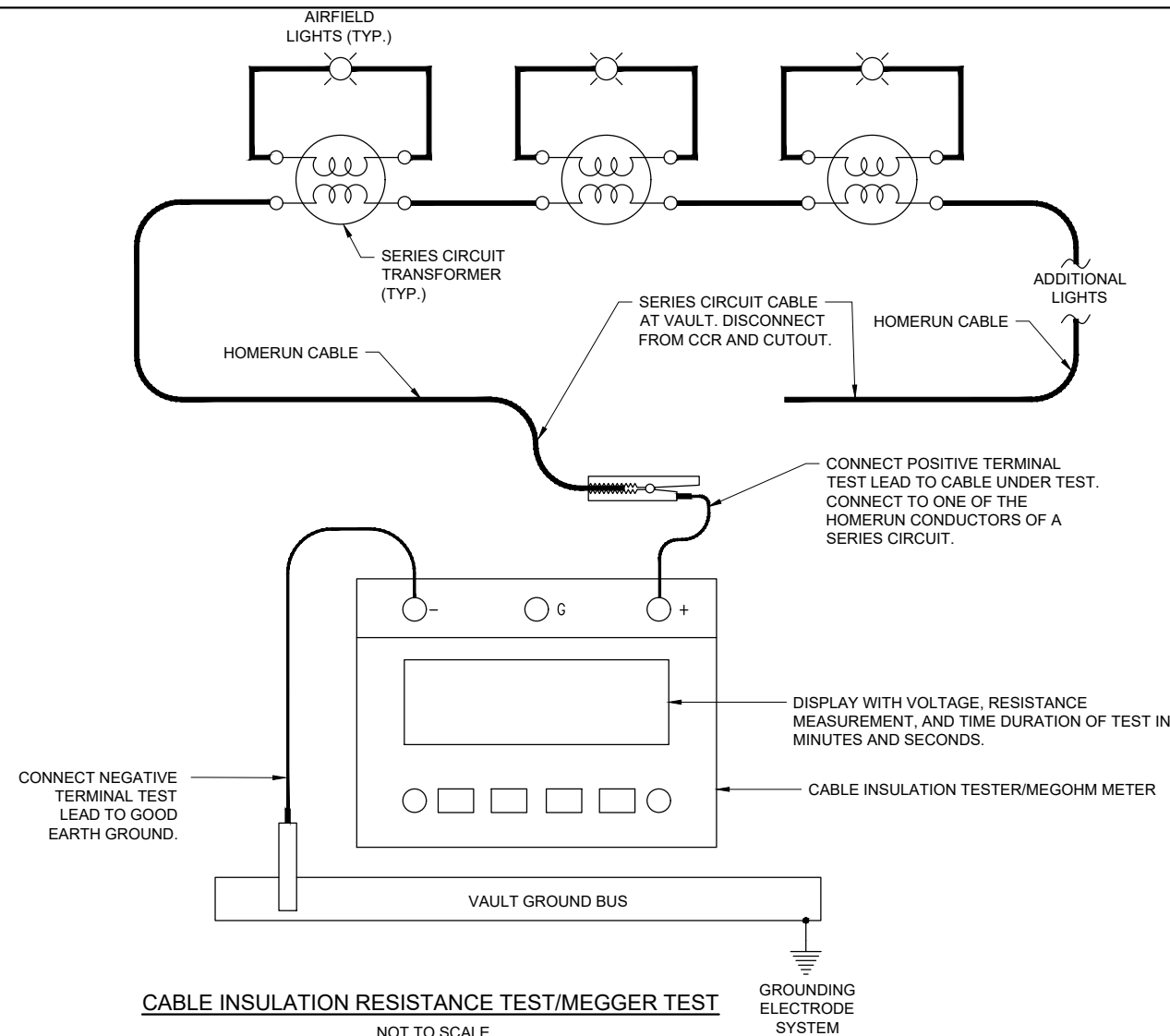
NOT TO SCALE

- LEGEND**
- 1" DENOTES PLUG CUTOUT WITH PLUG INSERTED
 - "P" DENOTES PLUG CUTOUT WITH PLUG PULLED
 - "CCR" DENOTES CONSTANT CURRENT REGULATOR

NOTES

1. EACH PLUG CUTOUT CABINET SHALL BE FURNISHED WITH A PHENOLIC ENGRAVED LEGEND PLATE THAT IDENTIFIES THE RESPECTIVE CIRCUIT. INCLUDE AN ADDITIONAL LEGEND PLATE LABELED "CAUTION OPERATE CUTOUTS WITH CCR SHUT OFF". FURNISH & INSTALL A WARNING LABEL FOR CUTOUT ENCLOSURE TO WARN PERSONS OF POTENTIAL ARC FLASH HAZARDS, PER THE REQUIREMENTS OF NEC 110.16 "ARC-FLASH HAZARD WARNING".
2. PROVIDE PHENOLIC ENGRAVED LEGEND PLATES FOR EACH CUTOUT TO IDENTIFY THE RESPECTIVE CUTOUT INPUT CONNECTION AND THE RESPECTIVE CUTOUT OUTPUT CONNECTION.
3. PROVIDE ADEQUATE WORKING SPACE IN FRONT OF EACH CUTOUT ENCLOSURE TO MEET NEC CLEARANCE REQUIREMENTS..
4. LIQUID TIGHT FLEXIBLE METAL CONDUIT AND ASSOCIATED FITTINGS SHALL BE U.L. LISTED TO MEET THE REQUIREMENTS OF NEC 350.6, SUITABLE FOR GROUNDING AND SUNLIGHT RESISTANT. 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 LIQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS NOT UL LISTED. CONFIRM LIQUID TIGHT FLEXIBLE METAL CONDUIT BEARS THE UL LABEL PRIOR TO INSTALLING IT.
5. SERIES PLUG CUTOUTS SHALL BE TYPE S-1, RATED 5000 VOLTS, 20-AMP. SERIES PLUG CUTOUTS SHALL BE RATED SUITABLE FOR NORMAL OPERATION WITH HANDLE REMOVED OR HANDLE INSERTED. CUTOUTS SHALL DISCONNECT THE INPUT FROM THE OUTPUT, SHORT THE INPUT TERMINALS, AND SHORT THE OUTPUT TERMINALS WHEN THE HANDLE/PLUG IS REMOVED. SERIES PLUG CUTOUTS SHALL BE RATED SUITABLE FOR OPERATION WITH THE HANDLE PLUG REMOVED. SERIES PLUG CUTOUTS SHALL BE CROUSE-HINDS CAT. NO. 30775, MANAIRCO CAT. NO. MRS1, OR APPROVED EQUAL. THE RESPECTIVE MANUFACTURER SHALL CERTIFY IN WRITING THAT THEIR CUTOUT IS SUITABLE AND RATED FOR THE RESPECTIVE APPLICATION. SERIES CIRCUIT DISCONNECTS/CUTOUTS ARE REQUIRED FOR SAFETY OF PERSONNEL AND IN ACCORDANCE WITH FAA AC 150/5340-30J, PART 3.5.5 CONSTANT CURRENT REGULATORS (CCRS).
6. MAINTAIN SEPARATION OF HIGH VOLTAGE WIRING (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND/OR OTHER CIRCUITS RATED ABOVE 600 VOLTS) FROM LOW VOLTAGE WIRING (RATED 600 VOLTS AND BELOW) TO COMPLY WITH NEC 300.3(C)(2). HIGH VOLTAGE AND LOW VOLTAGE WIRING SHALL NOT BE INSTALLED IN THE SAME RACEWAY, CONDUIT, WIREWAY, PULL BOX, SPLICE CAN, HANDHOLE, OR MANHOLE.
7. PROVIDE UL LISTED FIRE STOP MATERIAL AT EACH CONDUIT ENTRY AND EXIT TO EACH RESPECTIVE CUTOUT ENCLOSURE (EXISTING AND NEW).
8. BOND EACH REGULATOR FRAME TO VAULT GROUND BUS WITH A DEDICATED #6 AWG BONDING JUMPER.

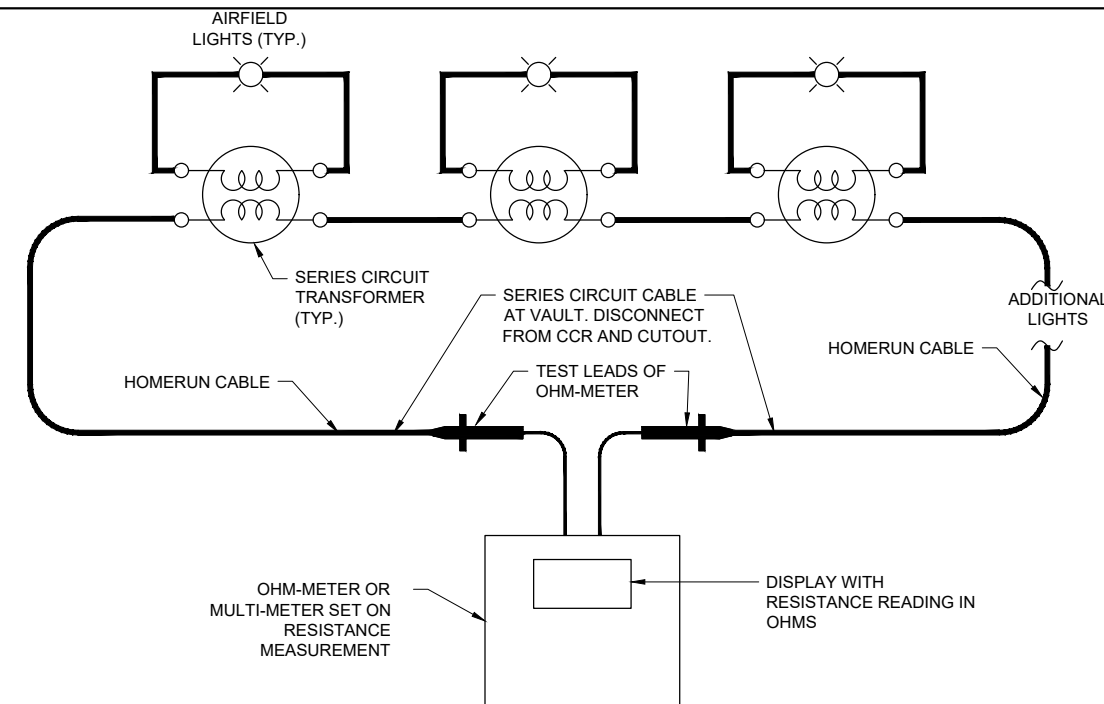
FOR BID



CABLE INSULATION RESISTANCE TEST/MEGGER TEST
NOT TO SCALE

CABLE INSULATION RESISTANCE TEST (MEGGER TEST) NOTES

- PRIOR TO BEGINNING EXCAVATIONS, AIRFIELD LIGHTING MODIFICATIONS, CABLE INSTALLATION, AND/OR ANY OTHER WORK THAT MIGHT POSSIBLY AFFECT AIRFIELD LIGHTING CIRCUITS, ALL EXISTING SERIES CIRCUIT LIGHTING CABLES SHALL BE MEGGER TESTED WITH AN INSULATION RESISTANCE TESTER AND RECORDED AT THE RESPECTIVE AIRPORT ELECTRICAL VAULT.
- AFTER AIRFIELD LIGHTING MODIFICATIONS, ADDITIONS, UPGRADES, AND/OR OTHER WORK AND ADDITIONS HAVE BEEN COMPLETED ALL EXISTING SERIES CIRCUIT LIGHTING CABLES SHALL BE MEGGER TESTED WITH AN INSULATION RESISTANCE TESTER AND RECORDED AT THE RESPECTIVE AIRPORT ELECTRICAL VAULT.
- THE CONTRACTOR IS RESPONSIBLE TO EMPLOY THE SERVICES OF PERSONNEL QUALIFIED, FAMILIAR WITH, AND TRAINED TO PERFORM THE RESPECTIVE TESTS, AND QUALIFIED TO WORK ON 5000 VOLT AIRFIELD LIGHTING SERIES CIRCUITS, CONSTANT CURRENT REGULATORS, AND ASSOCIATED AIRPORT ELECTRICAL VAULT EQUIPMENT.
- INSULATION RESISTANCE TESTING EQUIPMENT FOR USE WITH 5,000 VOLT SERIES CIRCUIT CABLES SHALL USE AN INSULATION RESISTANCE TESTER CAPABLE OF TESTING THE CABLES AT 5,000 VOLTS. OLDER SERIES CIRCUIT CABLES AND/OR CABLES IN POOR CONDITION MAY REQUIRE THE TEST VOLTAGE TO BE PERFORMED AT A VOLTAGE LOWER THAN 5,000 VOLTS (EXAMPLE 1,000 VOLTS, 500 VOLTS, OR LESS THAN 500 VOLTS). THE RESPECTIVE TEST VOLTAGE SHALL BE RECORDED FOR EACH CABLE INSULATION RESISTANCE TEST RESULT.
- INSULATION RESISTANCE TESTING EQUIPMENT FOR USE WITH 600 VOLT RATED CABLES SHALL USE A 500 VOLT INSULATION RESISTANCE TESTER. THE RESPECTIVE TEST VOLTAGE SHALL BE RECORDED FOR EACH CABLE INSULATION RESISTANCE TEST RESULT.
- IT IS RECOMMENDED TO USE THE SAME INSULATION RESISTANCE TEST EQUIPMENT THROUGHOUT THE PROJECT TO ENSURE RELIABLE COMPARATIVE READINGS AT THE BEGINNING OF THE PROJECT AND AT THE COMPLETION OF THE PROJECT.
- DISCONNECT THE AIRFIELD LIGHTING SERIES CIRCUIT CABLES FROM THE CONSTANT CURRENT REGULATOR WHEN PERFORMING CABLE INSULATION RESISTANCE TESTS (MEGGER TESTS). TEST THE CABLES THAT GO TO THE AIRFIELD FOR THE RESPECTIVE AIRFIELD LIGHTING SERIES CIRCUIT. CONNECT THE CABLE INSULATION RESISTANCE TESTER TO ONE OF THE AIRFIELD LIGHTING SERIES CIRCUIT CABLES AND TO A GOOD GROUND IN THE AIRPORT ELECTRICAL VAULT SUCH AS THE AIRPORT VAULT GROUND BUS. CONDUCT THE CABLE INSULATION RESISTANCE TEST ON EACH RESPECTIVE CABLE FOR NOT LESS THAN 90 SECONDS. RECORD THE TEST RESULTS AT THE END OF THE TIME DURATION FOR THE TEST.
- FAA ADVISORY CIRCULAR 150/5340-26C MAINTENANCE OF AIRPORT VISUAL AID FACILITIES PROVIDES GUIDANCE ON INSULATION RESISTANCE TESTS. ALSO REFER TO THE USER MANUAL FOR THE RESPECTIVE CABLE INSULATION RESISTANCE TESTER. REASONABLY NEW SERIES CIRCUIT CABLES AND TRANSFORMERS WITH GOOD CONNECTIONS SHOULD READ 500 MEGA-OHMS TO 1,000 MEGA-OHMS OR HIGHER. THE READINGS SHOULD DECREASE WITH AGE. THE RESISTANCE VALUE DECLINES OVER THE SERVICE LIFE OF THE CIRCUIT; A 10-20 PERCENT DECLINE PER YEAR MAY BE CONSIDERED NORMAL. A YEARLY DECLINE OF 50 PERCENT (4 PERCENT MONTHLY) OR GREATER INDICATES THE EXISTENCE OF A PROBLEM, SUCH AS A HIGH RESISTANCE GROUND, SERIOUS DETERIORATION OF THE CIRCUIT INSULATION, LIGHTNING DAMAGE, BAD CONNECTIONS, BAD SPLICES, CABLE INSULATION DAMAGE, OR OTHER FAILURE. FAA ADVISORY CIRCULAR 150/5340-26C NOTES "GENERALLY SPEAKING, ANY CIRCUIT THAT MEASURES LESS THAN 1 MEGOHM IS CERTAINLY DESTINED FOR RAPID FAILURE." AIRFIELD LIGHTING SERIES CIRCUITS WITH CABLE INSULATION READINGS OF LESS THAN 1 MEGOHM ARE NOT UNCOMMON FOR OLDER CIRCUITS THAT ARE 20 YEARS OR MORE OF AGE.
- BASED ON INFORMATION IN FAA AC NO. 150/5340-26C MAINTENANCE OF AIRPORT VISUAL AID FACILITIES, THE CABLE INSULATION RESISTANCE VALUE INEVITABLY DECLINES OVER THE SERVICE LIFE OF THE CIRCUIT; A 10-20 PERCENT DECLINE PER YEAR MAY BE CONSIDERED NORMAL. IN THE EVENT THAT THE CABLE INSULATION RESISTANCE READINGS HAVE DECLINED MORE THAN 2 PERCENT PER MONTH IT MIGHT INDICATE CABLE DAMAGE DUE TO LIGHTNING OR DAMAGE AS A RESULT OF CONTRACTOR OPERATIONS. WHERE THE CABLE INSULATION RESISTANCE READINGS HAVE DECLINED MORE THAN 2 PERCENT PER MONTH OVER THE PROJECT CONSTRUCTION DURATION AS A RESULT OF CONTRACTOR OPERATIONS, CONTRACTOR WILL NEED TO INVESTIGATE, ADDRESS, AND REPAIR THE RESPECTIVE CABLE CIRCUITS.



MEASURE RESISTANCE OF SERIES CIRCUIT LOOP.
NOT TO SCALE

SERIES CIRCUIT LOOP RESISTANCE MEASUREMENT NOTES

- PRIOR TO BEGINNING EXCAVATIONS, AIRFIELD LIGHTING MODIFICATIONS, CABLE INSTALLATION, AND/OR ANY OTHER WORK THAT MIGHT POSSIBLY AFFECT AIRFIELD LIGHTING CIRCUITS, THE RESPECTIVE SERIES CIRCUIT CABLE LOOPS SHALL HAVE THE RESISTANCE MEASURED WITH AN OHMMETER AND RECORDED FOR EACH CIRCUIT AT THE VAULT.
- AFTER AIRFIELD LIGHTING MODIFICATIONS, ADDITIONS, UPGRADES, AND/OR OTHER WORK AND ADDITIONS HAVE BEEN COMPLETED THE RESPECTIVE SERIES CIRCUIT CABLE LOOPS SHALL HAVE THE RESISTANCE MEASURED WITH AN OHMMETER AND RECORDED FOR EACH CIRCUIT AT THE VAULT.
- ALL EXISTING SERIES CIRCUIT CABLE LOOPS SHALL HAVE THE RESISTANCE MEASURED WITH AN OHMMETER AND RECORDED FOR EACH CIRCUIT AT THE VAULT. THE RESISTANCE OF THE SERIES CIRCUIT LOOP WITH CONNECTIONS USING #8 AWG COPPER CONDUCTOR SHOULD BE APPROXIMATELY 0.8 TO 1 OHM PER THOUSAND FEET OF CABLE LENGTH. THE RESISTANCE OF THE SERIES CIRCUIT LOOP WITH CONNECTIONS USING #6 AWG COPPER CONDUCTOR SHOULD BE APPROXIMATELY 0.5 TO 0.7 OHM PER THOUSAND FEET OF CABLE LENGTH. THE NUMBER OF SERIES CIRCUIT TRANSFORMERS AND CONNECTIONS WILL AFFECT THE OVERALL RESISTANCE OF THE SERIES CIRCUIT LOOP AND THEREFORE THE MEASUREMENTS MIGHT BE SLIGHTLY HIGHER THAN THE CALCULATED RESISTANCE FOR THE RESPECTIVE LENGTH OF CABLE.

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Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 11/30/2023
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
SBGP No:
3-17-SBGP-156/162/171

Contract No.: JA040

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REVIEWED BY: KNL 11/11/2022

SHEET TITLE

SERIES CIRCUIT CABLE TESTING DETAILS

FOR BID



Kevin N. Lightfoot

DATE: 11/18/2022 LICENSE: 062-047643
SIGNED: 11/18/2022 EXPIRES: 11/30/2023

REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

IDA No: IJX-4880
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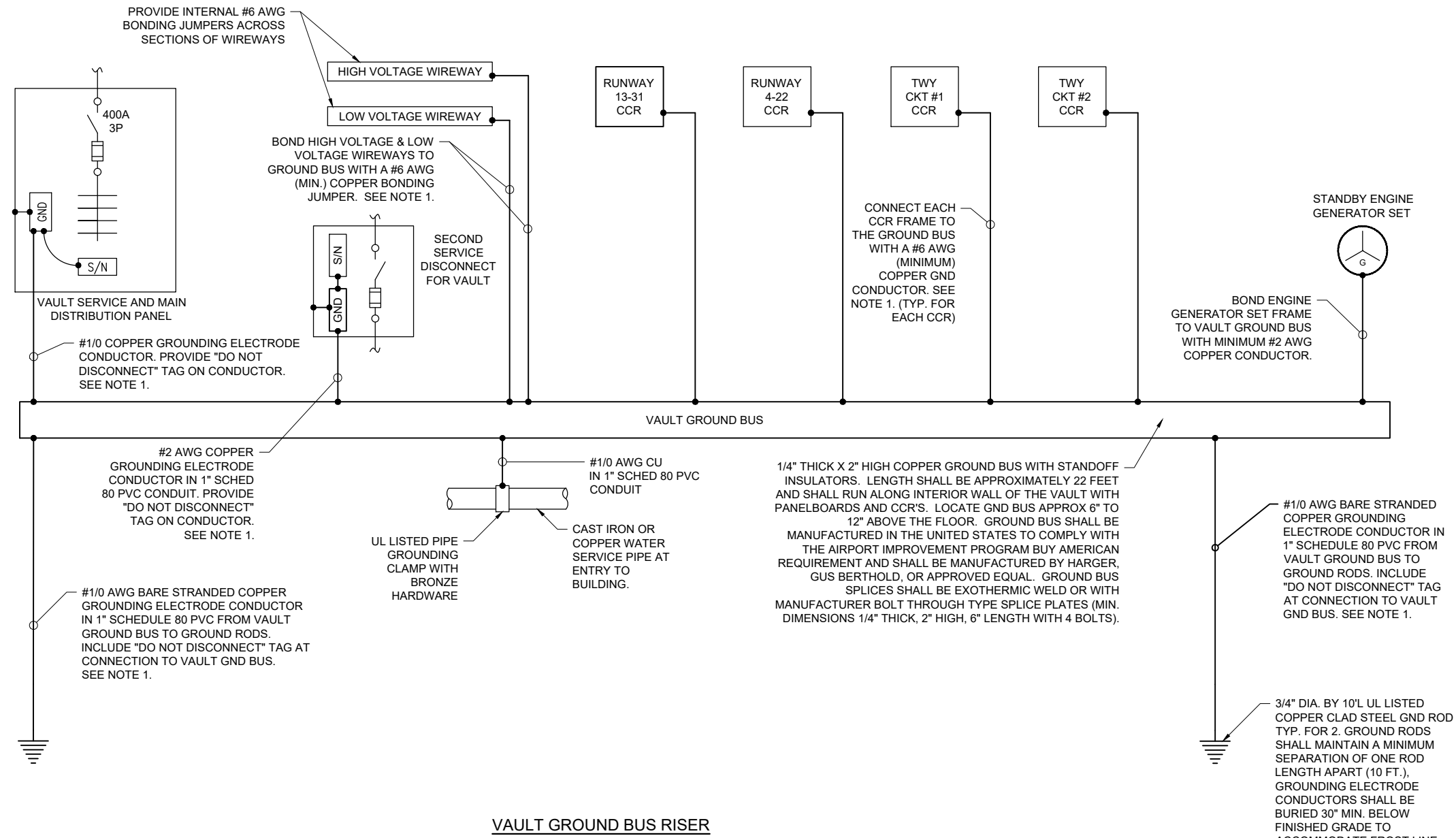
DESIGN BY: KNL 4/30/2022

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REVIEWED BY: KNL 11/11/2022

SHEET TITLE

VAULT GROUND BUS RISER



VAULT GROUND BUS RISER

NOTES

1. CONNECTIONS TO GROUND BUS BAR SHALL BE WITH 2-HOLE TONGUE LONG BARREL COMPRESSION LUGS BOLTED TO THE BUS BAR WITH 3/8-INCH STAINLESS STEEL BOLTS, NUTS, AND WASHERS. CONNECTIONS TO EQUIPMENT SHALL ALSO BE WITH 2-HOLE TONGUE LONG BARREL COMPRESSION LUGS BOLTED TO THE RESPECTIVE EQUIPMENT, WITH 3/8-INCH STAINLESS STEEL BOLTS, NUTS, AND WASHERS OR WITH MFR GROUND LUGS.
2. ALL CONNECTIONS TO GROUND RODS SHALL BE EXOTHERMIC WELD.
3. ALL INSULATED GROUND WIRES SHALL HAVE GREEN COLORED INSULATION FOR ALL CONDUCTOR AWG AND KCMIL.
4. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER ITEM AR109200 INSTALL ELECTRICAL EQUIPMENT PER LUMP SUM.
5. TEST GROUND RODS AND RECORD RESULTS. WHERE GROUND RESISTANCE TEST RESULTS FOR THE VAULT GROUNDING ELECTRODE SYSTEM EXCEED 10 OHMS CONTACT PROJECT ENGINEER FOR FURTHER DIRECTION.

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