JA040 TOTAL SHEETS = 52

CONSTRUCTION PLANS - FOR BID, ISSUED JUNE 10, 2022

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

JACKSONVILLE MUNICIPAL AIRPORT (IJX)
JACKSONVILLE, COUNTY, ILLINOIS

IDA PROJECT NO. IJX-4880 SBG PROJECT NO. 3-17-SBGP-156/162/171

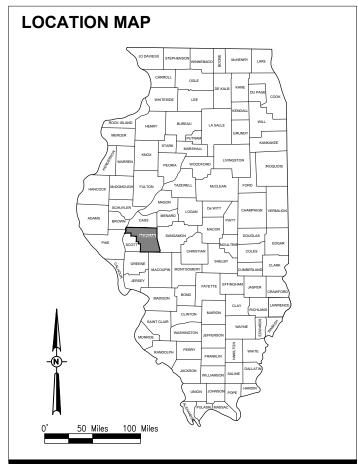
PROJECT LOCATION —

14 Philadelphia Arenzville Arcadia Concord Concord Arcadia Literberry Arcadia Sincle Sincle

Murrayville_

67

VICINITY MAP



SCOPE OF WORK:

THIS PROJECT SHALL CONSIST OF REPLACING THE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS AND APRON

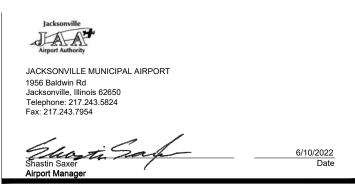
NOTICE TO CONTRACTORS AND BIDDERS

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

No.	Issue/Description	Sheets Changed	Date	Ву







	SUMMARY OF QUANT	ITIES		
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	AS-BUILT QUANTITY
AR107508	L-806 W C 8' INTERNALLY LIT	EACH	2	
AR107812	L-807 W C-12' INTERNALLY LIT	EACH	1	
AR108088	1/C #8 XLP-USE	FOOT	1,800	
AR108108	1/C #8 5 KV UG CABLE	FOOT	9,300	
AR108158	1/C #8 5 KV UG CABLE IN UD	FOOT	36,700	
AR109200	INSTALL ELECTRICAL EQUIPMENT	L SUM	1	
AR110012	2" DIRECTIONAL BORE	FOOT	2,000	
AR110013	3" DIRECTIONAL BORE	FOOT	450	
AR110202	2" PVC DUCT, DIRECT BURY	FOOT	1,650	
AR110504	4-WAY CONCRETE ENCASED DUCT	FOOT	680	
AR115610	ELECTRICAL HANDHOLE	EACH	4	
AR125411	MITL-STAKE MOUNTED-LED	EACH	152	
AR125416	MITL-BASE MOUNTED-LED	EACH	50	
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EACH	4	
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	4	
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	4	
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	5	
AR125446	TAXI GUIDANCE SIGN, 6 CHARACTER	EACH	1	
AR125447	TAXI GUIDANCE SIGN, 7 CHARACTER	EACH	2	
AR125448	TAXI GUIDANCE SIGN, 8 CHARACTER	EACH	1	
AR125506	MIRL, STAKE MOUNTED-LED	EACH	71	
AR125511	MIRL, BASE MOUNTED - LED	EACH	19	
AR125540	MI THRESHOLD LIGHT STAKE MTD	EACH	6	
AR125541	MI THRESHOLD LIGHT STAKE MTD-LED	EACH	18	
AR125545	MI THRESHOLD LIGHT BASE MTD	EACH	2	
AR125546	MI THRESHOLD LIGHT BASE MTD-LED	EACH	6	
AR125565	SPLICE CAN	EACH	8	
AR125610	REILS	PAIR	3	
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1	
AR150520	MOBILIZATION	L SUM	1	
AR1505300	TRAFFIC MAINTENANCE	L SUM	1	
AR800476	REMOVE AIRFIELD LIGHTING	L SUM	1	

GENERAL NOTES:

QUANTITIES

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

CERITIFIED PAYROLL

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

MATERIAL CERTIFICATION

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





Offices Nationwide www.hanson-inc.com

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

Illinois Licensed Professional Service Corporation #184-001084



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



DATE LICENSE SIGNED: 6/10/2022 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

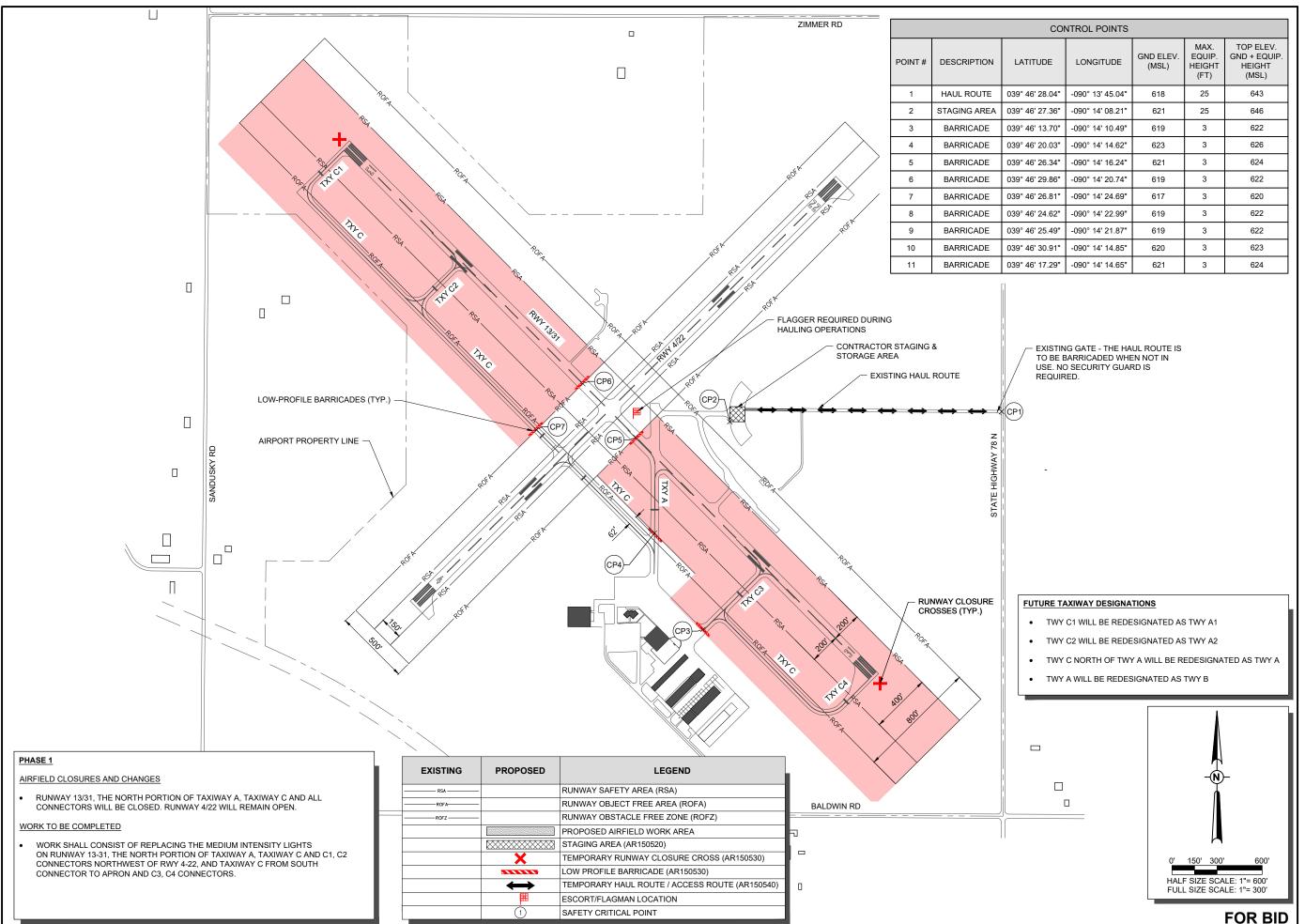
Contract No.: JA040

NO.	DATE	DES	CRIPT	ION	
140.	DAIL	DES	DWN	REV	
ISSUE:	ISSUE: JUNE 10, 2022				

ISSUE: JUNE 10, 2022
PROJECT NO: 21A0121D
CAD FILE: G-002-FLP.DWG
DESIGN BY: KNL 4/6/2022
DRAWN BY: CWS 4/6/2022
REVIEWED BY: KNL 6/8/2022

SHEET TITLE

SUMMARY OF QUANTITIES AND INDEX TO SHEETS



HANSON Engineering | Planning | Ailled Service

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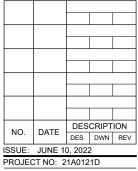
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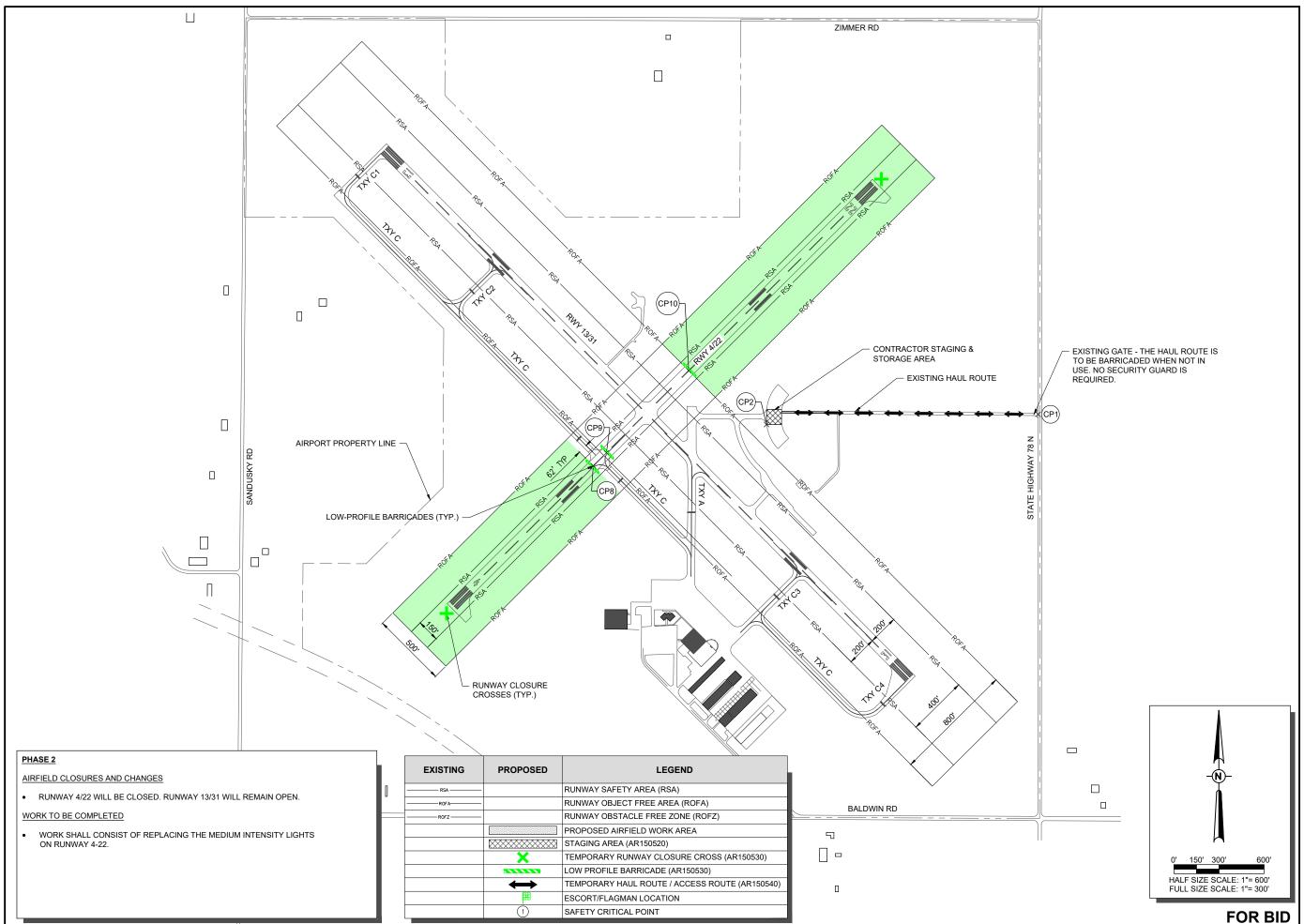
Contract No.: JA040



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 1



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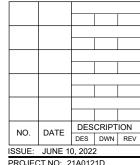
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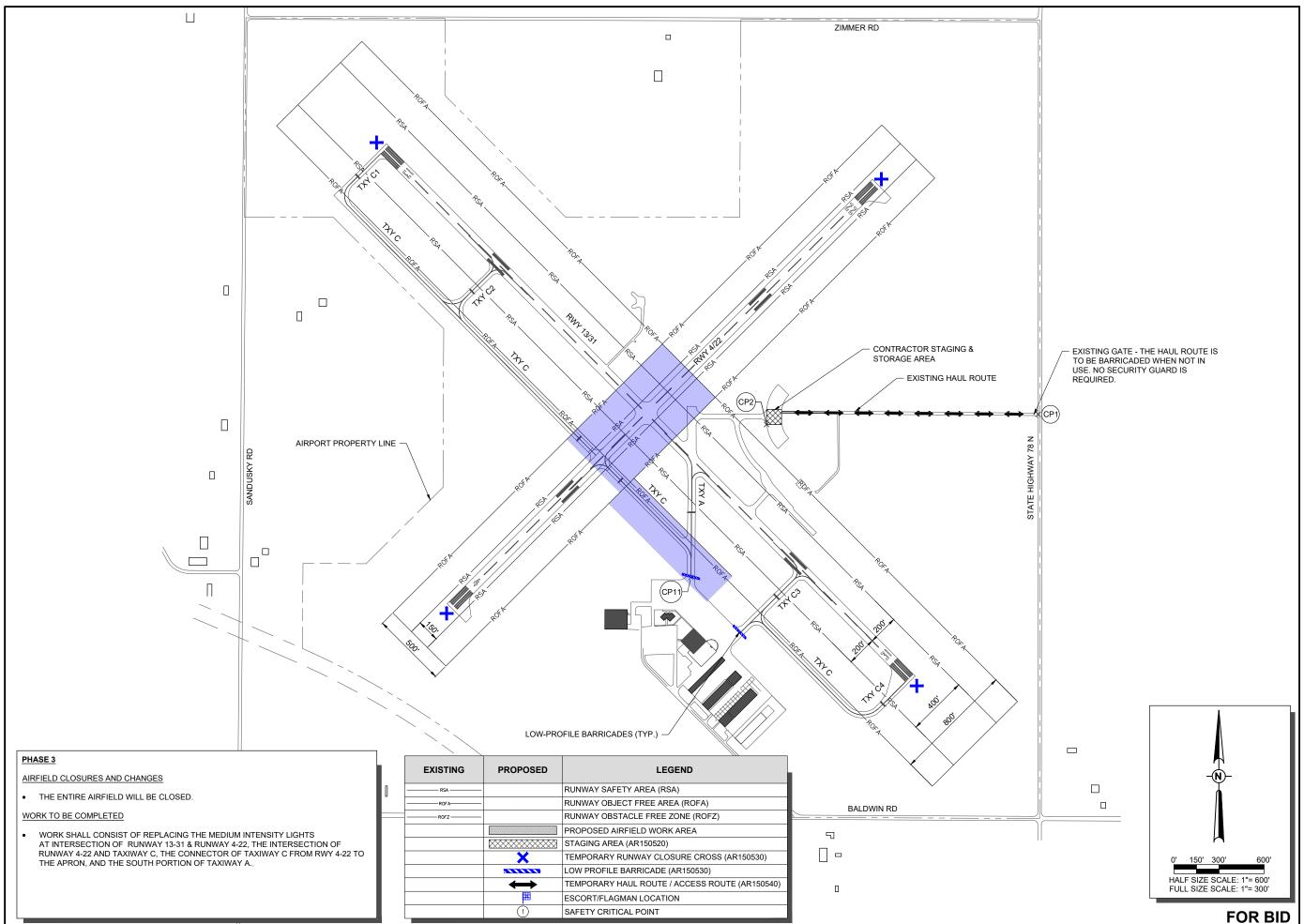


PROJECT NO: 21A0121D CAD FILE: C-104-CSPP.DWG DESIGN BY: JMO 5/4/2022 DRAWN BY: HLE 5/4/2022

REVIEWED BY: JMO 6/8/2022

SHEET TITLE

SAFETY PLAN -PHASE 2



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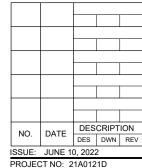
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DATE LICENSE SIGNED: 6/10/2022 EXPIRES: 11/30/2023 REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

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

Contract No.: JA040



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 3

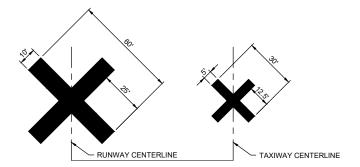


- NO UNAUTHORIZED PERSONNEL SHALL ENTER ANY AREA OF THE AIRPORT THAT COULD POTENTIALLY BE HAZARDOUS. THE AIRPORT MANAGER RESERVES THE RIGHT TO SUSPEND OPERATIONS IN ORDER TO MAINTAIN SAFETY AT THE AIRPORT
- PRIOR TO ACCESSING THE AIRFIELD, ANY DESIGNATED CONTRACTOR OR SUBCONTRACTOR EMPLOYEES WHO WILL 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 WITHIN 65.5' OF ANY ACTIVE AIRPORT TAXIWAY CENTERLINE OR APRON UNLESS OTHERWISE
- 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.
- 10. OPEN TRENCHES, EXCAVATIONS, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHOULD BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED WITH FLASHING RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS.
- 11. 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.
- 12. NO OPEN FLAME WELDING OR TORCH CUTTING OPERATION IS PERMITTED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS ARE PROVIDED AND HAVE BEEN APPROVED BY THE AIRPORT MANAGER NO FLARE POTS ARE ALLOWED ON THE PROJECT
- 13. SOIL, DEBRIS, AND LOOSE MATERIAL DROPPED OR TRUCKED ONTO AIRPORT ROADS, TAXIWAYS, AND SOD SURFACES, OR WHICH CAN BE BLOWN ONTO SUCH SURFACES, SHALL BE IMMEDIATELY SWEPT, PICKED UP AND REMOVED, OR PLACED INTO CLOSED CONTAINERS. ANY DAMAGE TO AIRPORT PROPERTY SHALL BE REPAIRED IMMEDIATELY AT NO COST TO THE OWNER.
- 14. 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
- 15. 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
- 16. ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY. CONTRACTOR TO YIELD TO VEHICLES AND REMAIN CLEAR AT ALL TIMES.
- 17. 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
- 18. CONTRACTOR SHALL MARK HAZARDOUS AREA WITH STEADY-BURNING OR FLASHING RED LIGHTS DURING PERIODS OF LOW VISIBILITY AS REQUIRED

- 19. 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
- 20. CONTRACTOR SHALL MOVE MAINTENANCE OF TRAFFIC COMPONENTS AT THE WRITTEN DIRECTION OF THE RESIDENT ENGINEER/TECHNICIAN AT NO ADDITIONAL COST
- ENGINEER/TECHNICIAN.
- 22. 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
- 23. THE CONTRACTOR SHALL UTILIZE WATER AND/OR CHEMICALS APPROVED BY THE RESIDENT ENGINEER/TECHNICIAN AS NECESSARY TO CONTROL DUST.
- 24. 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.
- 25. 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.
- 26. 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
- 27. ALL RUNWAY/TAXIWAY CLOSURES SHALL BE COORDINATED WITH AIRPORT MANAGEMENT A RUNWAY/TAXIWAY MAY BE CLOSED
- 28. 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

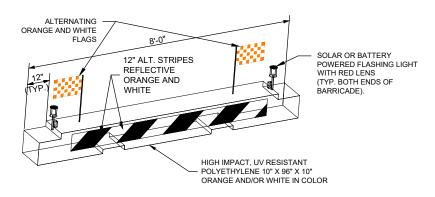
RUNWAY/TAXIWAY RE-OPENING PROCEDURES:

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



TEMPORARY CLOSURE CROSS DETAIL

- 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

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

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
- 2. 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
- 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.
- 4. 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
- 5. 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



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

Professional Service Corporation #184-001084



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LICENSE 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	DES	CRIPT	ION
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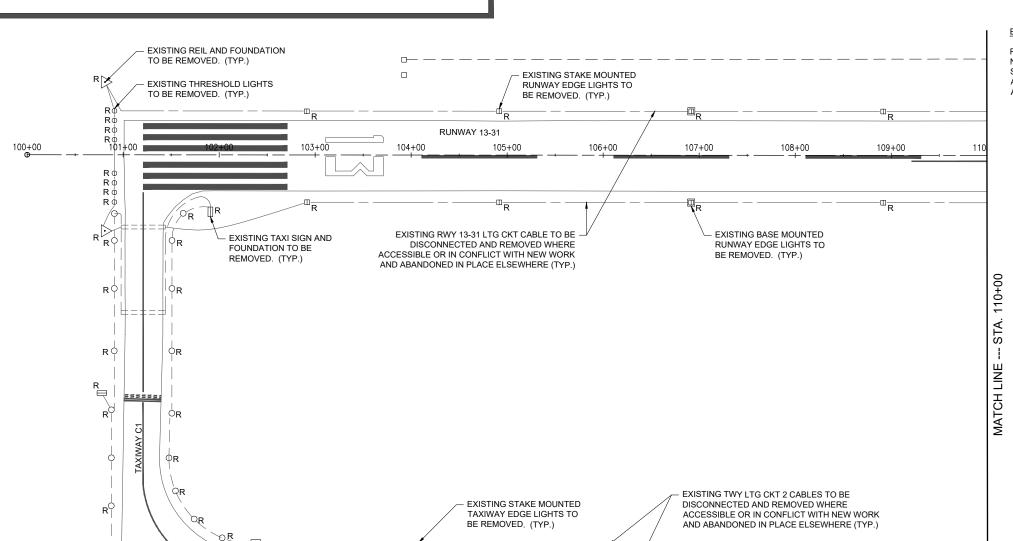
DESIGN BY: JMO 5/5/2022 DRAWN BY: HLE 5/5/2022 REVIEWED BY: JMO 6/8/2022

SHEET TITLE

SAFETY PLAN NOTES AND DETAILS

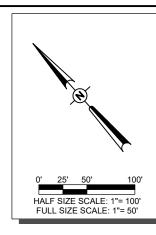
THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY 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 CONTRACT 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.



EXISTING BASE MOUNTED TAXIWAY EDGE LIGHTS TO

BE REMOVED. (TYP.)



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

	LEG	<u>END</u>
		EXISTING PAVEMENT
		EXISTING BUILDING
		EXISTING MARKING
		EXISTING ELECTRICAL DUCT
		EXISTING ELECTRICAL DUCT
		EXISTING ELECTRICAL CABLES
	——E——	EXISTING ELECTRICAL CABLES
3		EXISTING ELECTRICAL CABLES
2	>	EXISTING STORM SEWER/UNDERDRAIN
	——UGE——	EXISTING ELECTRIC UTILITY UG PRIMARY
<u>.</u>	T	EXISTING TELEPHONE
	G	EXISTING GAS
	x	EXISTING FENCE
	○R	EXISTING STAKE MOUNTED TAXIWAY LIGHT TO BE REMOVED
2	\square_{R}	EXISTING BASE MOUNTED TAXIWAY LIGHT TO BE REMOVED
	⊟R	EXISTING STAKE MOUNTED RUNWAY LIGHT TO BE REMOVED
	■R	EXISTING BASE MOUNTED RUNWAY LIGHT TO BE REMOVED
	⊖R	EXISTING STAKE MOUNTED RUNWAY THRESHOLD LIGHT TO BE REMOVED
	□R	EXISTING AIRFIELD SIGN TO BE REMOVED
	□нн	EXISTING ELECTRICAL HANDHOLE
	⊠sc	EXISTING SPLICE CAN
	⊠мн	EXISTING ELECTRICAL MANHOLE
	₽R	EXISTING WIND CONE TO BE REMOVED
	_	EVICTING BEIL TO BE BENOVED

EXISTING REIL TO BE REMOVED



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DATE SIGNED: 6/10/2022 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	DES	CRIPT	ION	
INO.	DAIL	DES	DWN	REV	
ISSUE:	JUNE 1	0, 2022	2		
PROJEC	CT NO: 2	1A012	1D		
CAD FIL	CAD FILE: E-101-PLN.DWG				
DESIGN	BY: KN	L 4/2/	2022		
DRAWN	BY: CW	S 4/4/	2022		

SHEET TITLE

EXISTING ELECTRICAL PLAN -SHEET 1

EXISTING STAKE MOUNTED RUNWAY EDGE LIGHTS TO BE REMOVED. (TYP.)

114+00

111+00

112+00

113+00

EXISTING TAXI SIGN AND

FOUNDATION TO BE

RUNWAY 13-31

EXISTING RWY 13-31 LTG CKT CABLE TO BE

DISCONNECTED AND REMOVED WHERE

116+00

117/+00

118+00

EXISTING BASE MOUNTED

RUNWAY EDGE LIGHTS TO

BE REMOVED. (TYP.)

119+00

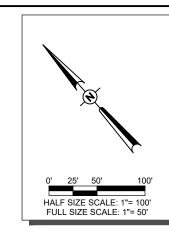
- EXISTING TWY LTG CKT 2 CABLES TO BE

DISCONNECTED AND REMOVED WHERE

ACCESSIBLE OR IN CONFLICT WITH NEW WORK

AND ABANDONED IN PLACE ELSEWHERE (TYP.)

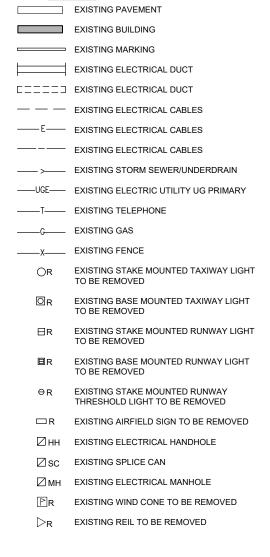
115+00



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





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EXPIRES: 11/30/2023 REPLACE MEDIUM INTENSITY LIGHTS ON

ALL TAXIWAYS & APRON IDA No: IJX-4880 SBGP No:

RUNWAY 13-31 & 4-22,

Contract No.: JA040

3-17-SBGP-156/162/171

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INO.	DAIL	DES	DWN	REV
ISSUE:	JUNE 1	0, 2022	2	
PROJEC	CT NO: 2	1A012	1D	
CAD FILE: E-101-PLN.DWG				
DESIGN	BY: KN	L 4/2/	2022	
DRAWN	BY: CW	S 4/4/	2022	

SHEET TITLE

EXISTING ELECTRICAL PLAN -SHEET 2

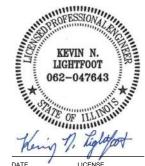
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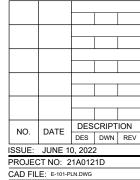


DATE EXPIRES: 11/30/2023 REPLACE MEDIUM

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



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

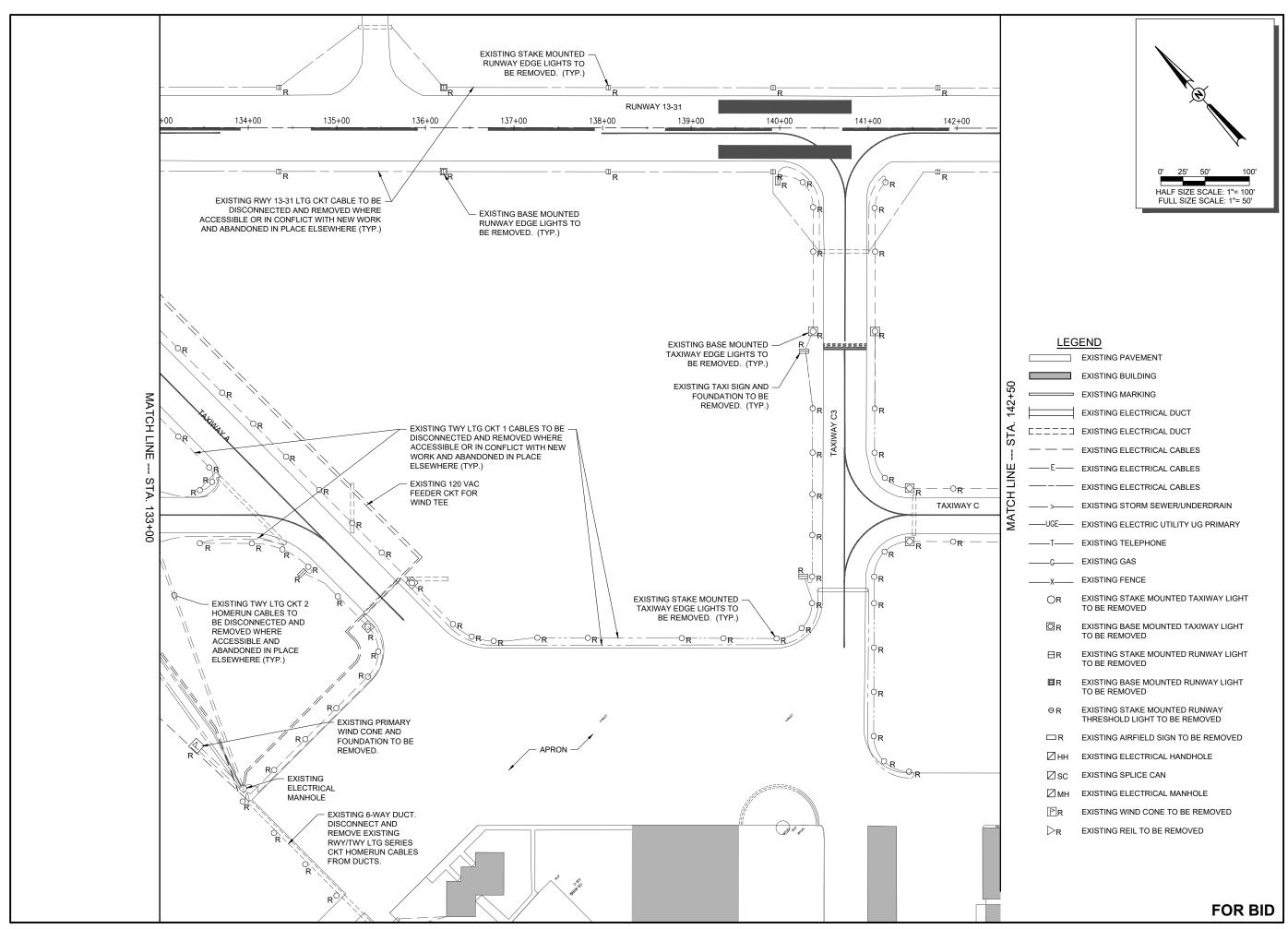
REVIEWED BY: KNL 6/8/2022

SHEET TITLE

EXISTING ELECTRICAL PLAN -SHEET 3

FOR BID

9



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DATE SIGNED: 6/10/2022 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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ISSUE:	JUNE 1	0, 2022	2		
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DESIGN	DESIGN BY: KNL 4/2/2022				
DRAWN	BY: CW	S 4/4/	2022		
REVIEW	/ED BY:	KNL 6	6/8/202	22	

SHEET TITLE

EXISTING ELECTRICAL PLAN -SHEET 4

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DATE SIGNED: 6/10/2022 LICENSE EXPIRES: 11/30/2023
REPLACE MEDIUM

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

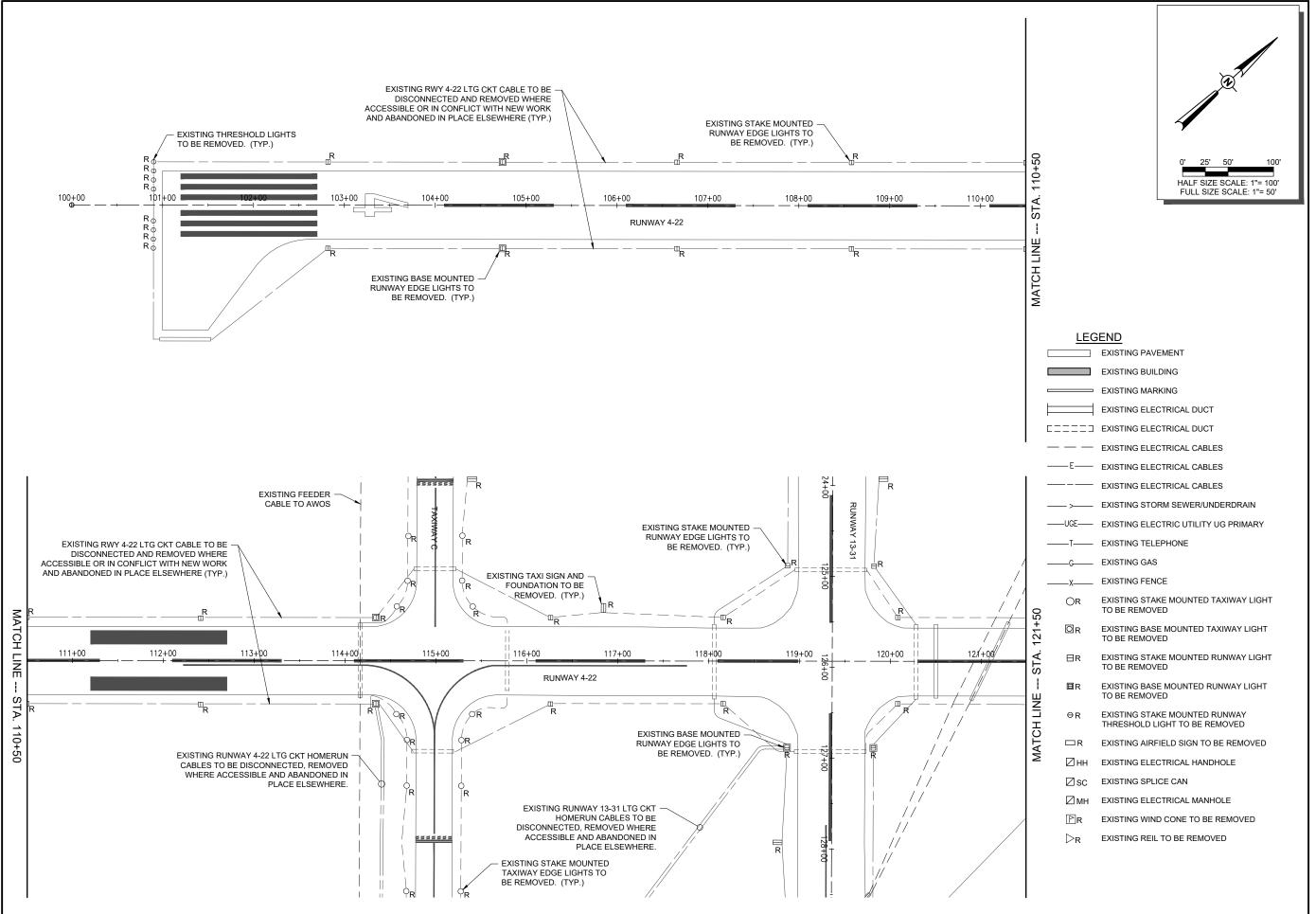
IDA No: IJX-4880 SBGP No: 3-17-SBGP-156/162/171

Contract No.: JA040

NO.	DATE	DESCRIPTION		
INO.	DATE	DES	DWN	REV
ISSUE:	JUNE 1	0, 2022	2	
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DESIGN	BY: KN	L 4/2/	2022	
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SHEET TITLE

EXISTING ELECTRICAL PLAN -SHEET 5



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REPLACE MEDIUM
INTENSITY LIGHTS ON

RUNWAY 13-31 & 4-22, ALL TAXIWAYS & APRON

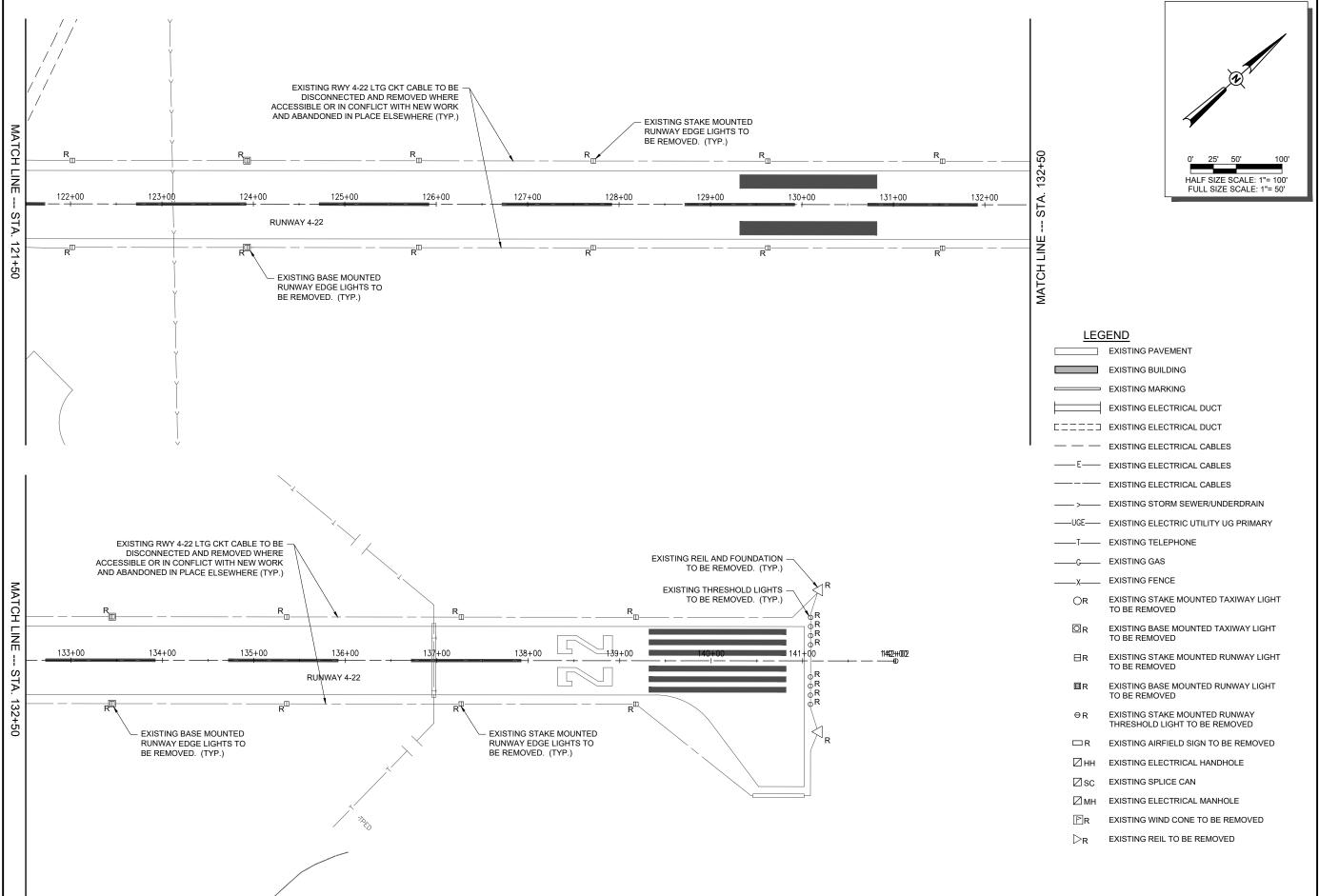
IDA No: IJX-4880 SBGP No: 3-17-SBGP-156/162/171

Contract No.: JA040

NO.	DATE	DESCRIPTION					
INU.	DATE	DES	DWN	REV			
SUE:	JUNE 1	0, 2022	2				
ROJECT NO: 21A0121D							
AD FILE: E-101-PLN.DWG							
ESIGN	BY: KN	L 4/2/	2022				
RAWN	BY: CW	S 4/4/2	2022				

SHEET TITLE

EXISTING ELECTRICAL PLAN -SHEET 6



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REPLACE MEDIUM
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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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DESIGN BY: KNL 4/2/2022						
DRAWN	BY: CW	S 4/4/	2022			
REVIEW	/ED BY:	KNL 6	5/8/202	2		

SHEET TITLE

EXISTING ELECTRICAL PLAN -SHEET 7

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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:	JUNE 1	0, 202	2	
PROJEC	CT NO: 2	1A012	1D	
CAD FILE: E-101-PLN.DWG				
DESIGN	BY: KN	L 4/2	2022	
DRAWN	BY: CW	S 4/4/	2022	

SHEET TITLE

EXISTING ELECTRICAL PLAN -SHEET 8

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.

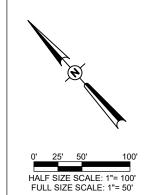
PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF ITS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT 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.

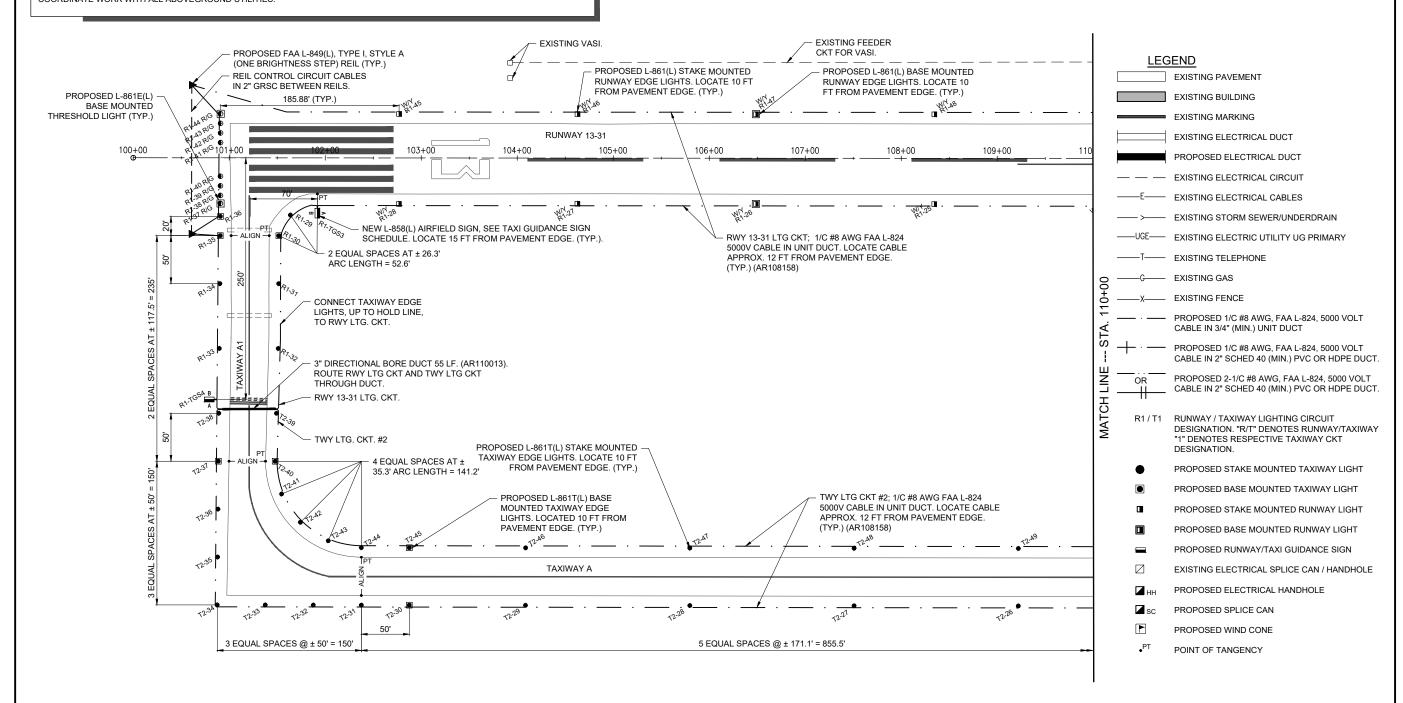
NOTES:

- RUNWAY THRESHOLD LIGHTS SHALL HAVE GREEN SIDE FACING TOWARDS THE RESPECTIVE APPROACH.
- 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.

CONSTRUCTION LAYOUT NOTES:

RUNWAY AND TAXIWAY EDGE LIGHT SPACING WAS LAID OUT BY DESIGNERS WITH AVAILABLE RECORD DRAWINGS AND LIMITED SURVEY IN ORDER TO PROVIDE THE CORRECT NUMBER OF FIXTURES ALONG FACH TANGENT PAVEMENT SECTION, WHEN DIMENSIONS ARE IDENTIFIED AS APPROXIMATE (+ OR -), THE CONTRACTOR SHALL VERIEY AND RESTABLISH THE 'PT' POINT OF EACH CURVE SHOWN ON THE LIGHT LAYOUT PLANS. ONCE APPROVED BY THE ENGINEER, THE TANGENT DISTANCES BETWEEN 'PT' POINTS SHALL BE USED TO EQUIDISTANTLY SPACE THE EDGE LIGHTS AT THE NUMBER OF SPACES SHOWN ON THE PLANS. NOTE THAT TAXIWAY EDGE LIGHTS HAVE ADDITIONAL FIXTURES INSTALLED 50' AHEAD OR BACK OF THE 'PT' POINT, THESE ADDITIONAL LIGHTS ARE INSTALLED INDEPENDENT OF THE AFOREMENTIONED SPACED LIGHTS





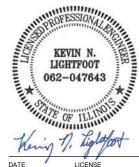
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LICENSE IGNED: 6/10/2022 EXPIRES: 11/30/2023 REPLACE MEDIUM INTENSITY LIGHTS ON

ALL TAXIWAYS & APRON IDA No: IJX-4880 SBGP No:

RUNWAY 13-31 & 4-22,

3-17-SBGP-156/162/171 Contract No.: JA040

	NO.	DATE	DESCRIPTION		
	NO.	DAIL	DES	DWN	REV
j	SSUE:	JUNE 1	0, 2022	2	
i	PROJECT NO: 21A0121D				
	CAD FIL	E: E-102-P	LN.DWG		
i	DESIGN BY: KNI 4/2/2022				

DRAWN BY: CWS 4/4/2022 REVIEWED BY: KNL 6/8/2022

SHEET TITLE

PROPOSED ELECTRICAL PLAN -SHEET 1

AFOREMENTIONED SPACED LIGHTS

EXISTING FEEDER

PROPOSED L-861(L) STAKE

LIGHTS. LOCATE 10 FT FROM

115+00

RUNWAY 13-31

116+00

MOUNTED RUNWAY EDGE

PAVEMENT EDGE. (TYP.)

PROPOSED L-861(L) BASE

MOUNTED RUNWAY EDGE

PAVEMENT EDGE. (TYP.)

LIGHTS. LOCATE 10 FT FROM

117+00

RWY 13-31 LTG CKT; 1/C #8 AWG FAA L-824

5000V CABLE IN UNIT DUCT. LOCATE CABLE

APPROX. 12 FT FROM PAVEMENT EDGE.

(TYP.) (AR108158)

118+00

119+00

CKT FOR VASI.

114+00

NEW L-858(L) AIRFIELD SIGN, SEE TAXI

GUIDANCE SIGN SCHEDULE. LOCATE

15 FT FROM PAVEMENT EDGE. (TYP.).

- FXISTING VASI

112+00

113+00

2 EQUAL SPACES @ ±

21.5' ARC LENGTH = 43'

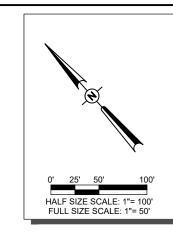
185.88' (TYP.)

111+00

2 EQUAL SPACES

@ ±19.2' ARC

LENGTH = 38.4'



EXISTING BUILDING EXISTING MARKING EXISTING ELECTRICAL DUCT PROPOSED ELECTRICAL DUCT EXISTING ELECTRICAL CIRCUIT EXISTING ELECTRICAL CABLES ----->---- EXISTING STORM SEWER/UNDERDRAIN

—T—— EXISTING TELEPHONE ——C—— EXISTING GAS —X—— EXISTING FENCE

CABLE IN 3/4" (MIN.) UNIT DUCT

PROPOSED 2-1/C #8 AWG, FAA L-824, 5000 VOLT OR CABLE IN 2" SCHED 40 (MIN.) PVC OR HDPE DUCT.

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

EXISTING ELECTRICAL SPLICE CAN / HANDHOLE

PROPOSED ELECTRICAL HANDHOLE

PROPOSED SPLICE CAN

LEGEND

EXISTING PAVEMENT

-UGE--- EXISTING ELECTRIC UTILITY UG PRIMARY

PROPOSED 1/C #8 AWG, FAA L-824, 5000 VOLT

PROPOSED 1/C #8 AWG, FAA L-824, 5000 VOLT CABLE IN 2" SCHED 40 (MIN.) PVC OR HDPE DUCT.

PROPOSED RUNWAY/TAXI GUIDANCE SIGN

PROPOSED WIND CONE

POINT OF TANGENCY

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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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SHEET TITLE

PROPOSED ELECTRICAL PLAN -SHEET 2

DESIGN BY: KNL 4/2/2022

DRAWN BY: CWS 4/4/2022



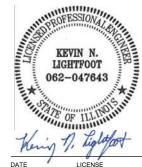
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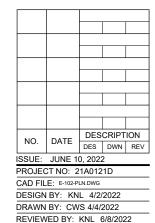
DATE SIGNED: 6/10/2022 LICENSE EXPIRES: 11/30/2023

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



SHEET TITLE

PROPOSED ELECTRICAL PLAN -SHEET 3

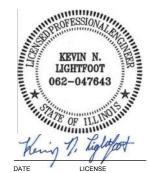
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REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22,

ALL TAXIWAYS & APRON

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

Contract No.: JA040

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PROJEC	CT NO: 2	1A012	1D		
CAD FILE: E-102-PLN.DWG					
DESIGN BY: KNL 4/2/2022					
DRAWN	BY: CW	S 4/4/	2022		

SHEET TITLE

PROPOSED ELECTRICAL PLAN -SHEET 4

AFOREMENTIONED SPACED LIGHTS.

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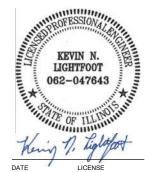
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ALL TAXIWAYS & APRON
IDA No: IJX-4880

SBGP No: 3-17-SBGP-156/162/171

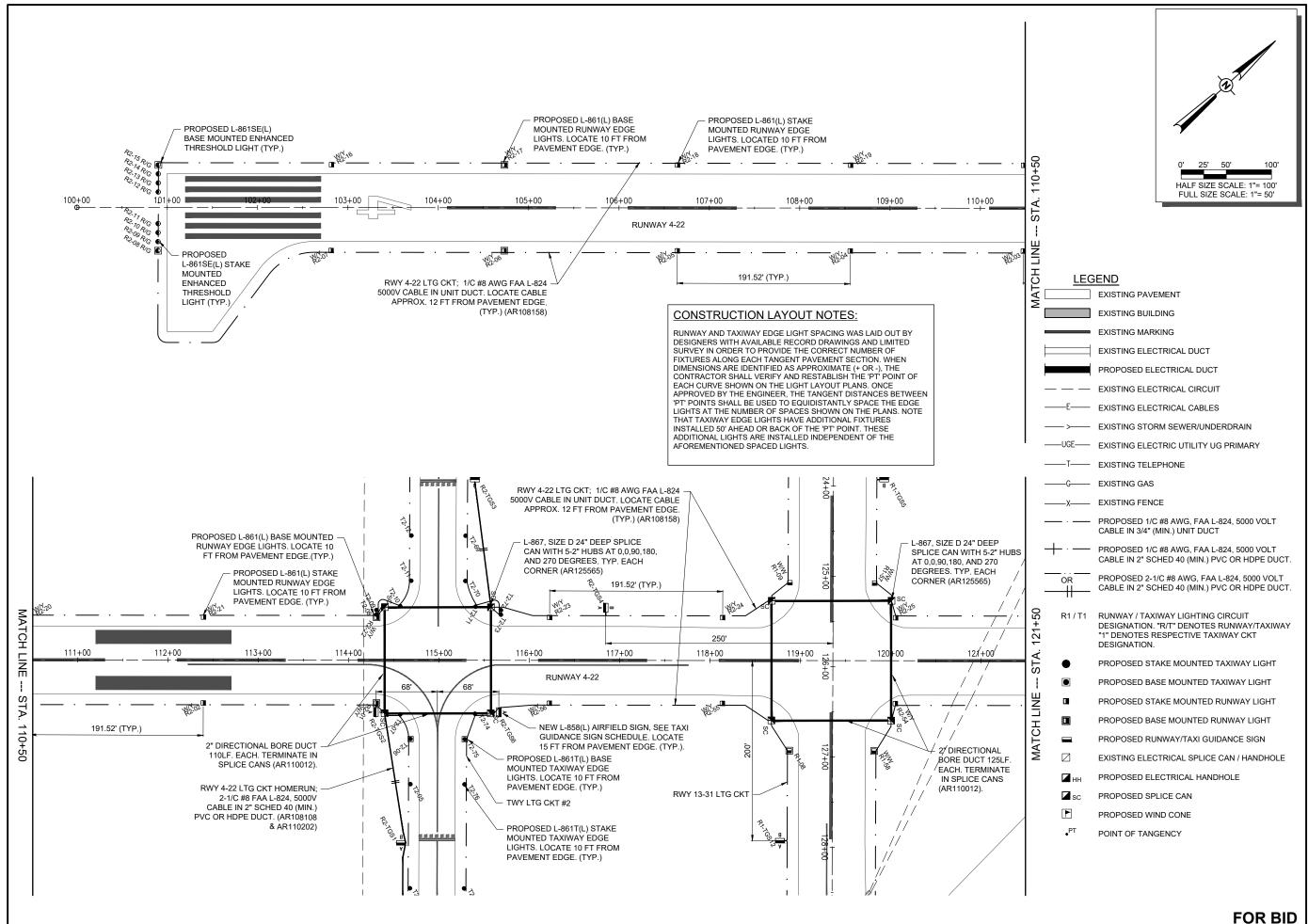
RUNWAY 13-31 & 4-22,

Contract No.: JA040

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CAD FILE: E-102-PLN.DWG							
DESIGN BY: KNL 4/2/2022							
DRAWN BY: CWS 4/4/2022							
DEVIEW	DEVIEWED DV. VAIL 6/0/2022						

PROPOSED ELECTRICAL PLAN -SHEET 5

SHEET TITLE



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DATE 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

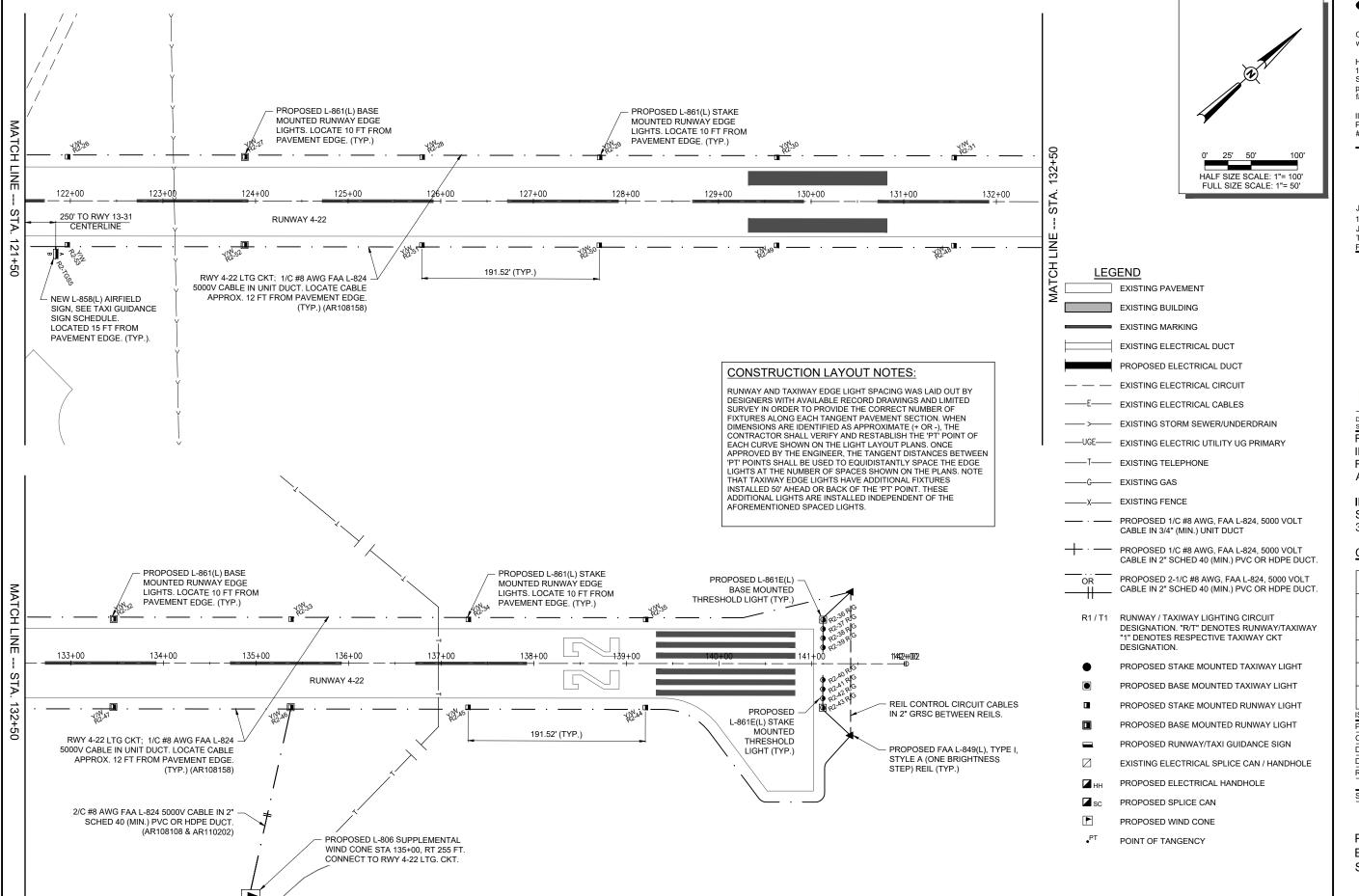


CAD FILE: E-102-PLN.DWG DESIGN BY: KNL 4/2/2022

DRAWN BY: CWS 4/4/2022 REVIEWED BY: KNL 6/8/2022

SHEET TITLE

PROPOSED **ELECTRICAL PLAN -**SHEET 6



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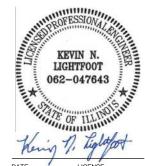
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Illinois Licensed Professional Service Corporation #184-001084



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



DATE SIGNED: 6/10/2022 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

Contra	Contract No.: 3A040					
NO.	DATE	DES	CRIPT	ION		
140.	DAIL	DES	DWN	REV		
ISSUE:	JUNE 1	0, 2022	2			
PROJEC	CT NO: 2	1A012	1D			
CAD FIL	E: E-102-P	LN.DWG				
DESIGN BY: KNL 4/2/2022						
DRAWN BY: CWS 4/4/2022						
REVIEWED BY: KNL 6/8/2022						

SHEET TITLE

PROPOSED ELECTRICAL PLAN -SHEET 7

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REPLACE MEDIUM
INTENSITY LIGHTS ON
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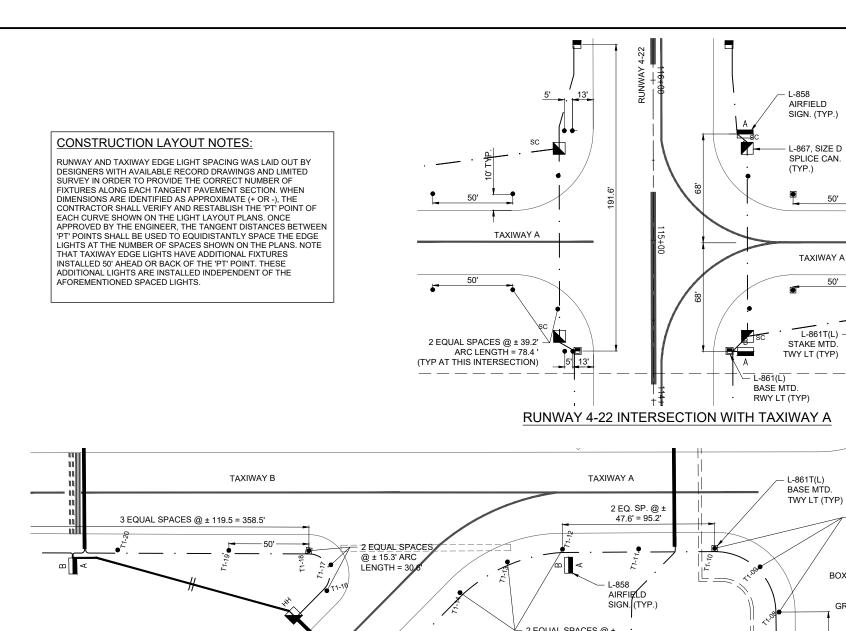
IDA No: IJX-4880 SBGP No: 3-17-SBGP-156/162/171

Contract No.: JA040

NO.	DATE	DESCRIPTION					
INO.	DATE	DES	DWN	REV			
ISSUE:	JUNE 10	0, 2022	2				
PROJECT NO: 21A0121D							
CAD FILE: E-102-PLN.DWG							
DESIGN BY: KNL 4/2/2022							
DRAWN	DRAWN BY: CWS 4/4/2022						

SHEET TITLE

PROPOSED ELECTRICAL PLAN -SHEET 8



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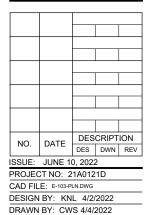


DATE LICENSE SIGNED: 6/10/2022 EXPIRES: 11/30/2023

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

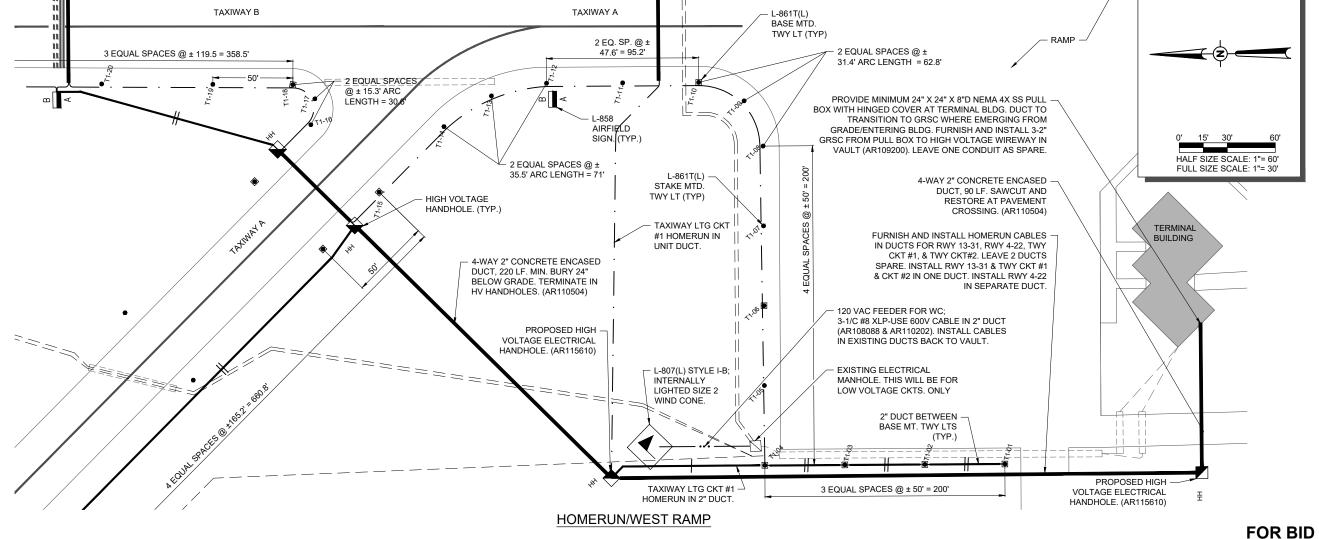
Contract No.: JA040



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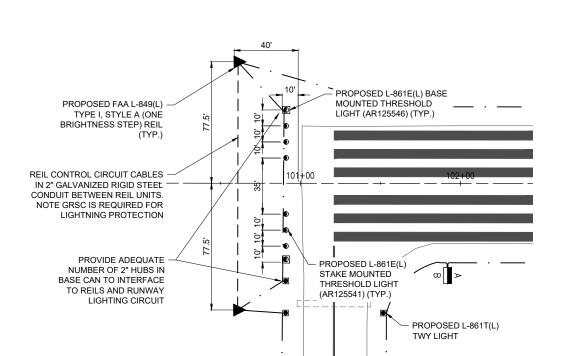
PROPOSED ELECTRICAL PLANS -SHEET 9

REVIEWED BY: KNL 6/8/2022

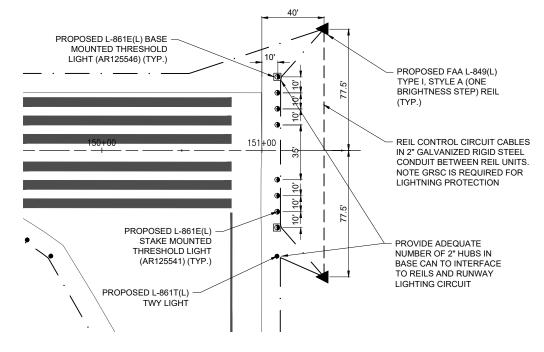


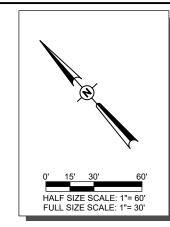
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FULL SIZE SCALE: 1"= 30'

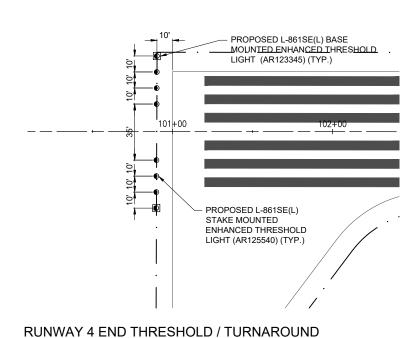


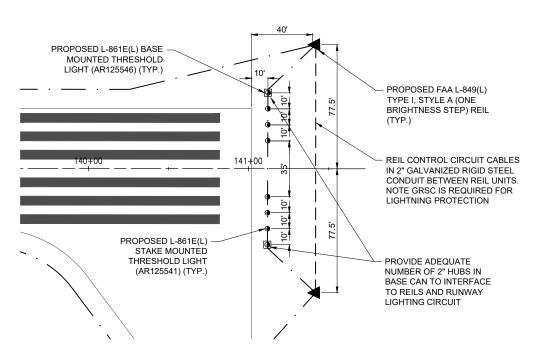
RUNWAY 13 END THRESHOLD











RUNWAY 22 END THRESHOLD / TURNAROUND

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

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CAD FIL	E: E-103-P	LN.DWG		
DESIGN	BY: KN	L 5/10	0/2022	
DRAWN	BY: CW	'S 5/10	/2022	

REVIEWED BY: KNL 6/8/2022
SHEET TITLE

PROPOSED RUNWAY THRESHOLD ELECTRICAL PLANS

- EXAMINE THE SITE TO DETERMINE THE EXTENT OF THE WORK. CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS.
- VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, RELOCATING, INSTALLING, CONNECTING OR WORKING ON THE RESPECTIVE AIRFIELD LIGHTING, DISTANCE REMAINING SIGN, RUNWAY SIGN, TAXI SIGN, NAVAID. VAULT EQUIPMENT OR OTHER DEVICE.
- 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..
- 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 SPLICES SHALL BE QUALIFIED IN MAKING CABLE SPLICES AND TERMINATIONS ON CABLES ARED 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.
- ROUTE NEW CABLES AND DUCTS TO AVOID INTERFERENCES WITH OTHER UTILITIES, LINES. CABLES AND STRUCTURES.
- 20. ALL ELECTRICAL EQUIPMENT (INCLUDING AIRFIELD LIGHTING AND NAVADS) 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".
- 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.
- 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.



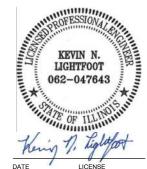
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SHEET TITLE

AIRFIELD LIGHTING NOTES

DRAWN BY: CWS 4/4/2022

	TAXI GUIDANCE SIGN SCHEDULE					
SIGN	LOCATION		POSED	GROUND	REMARKS	
NUMBER R1-TGS1	1	SIDE A	SIDE B	RESISTANCE		
R1-1G51	RUNWAY 31 INTERSECTION WITH TAXIWAY A2	←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	A2 13- 31	A2		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	←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	A1 13	A1		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	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	C4 31	C4		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	C 4 →			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	13-31	C3		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	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	₩ 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	B 13- 31	B		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	BA			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	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	A 4 - 22	A		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	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	A 22 - 4	A		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	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	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	←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	K13 · 4· 22	RAMP↑		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	31 →	RAMP 1		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.	

NOTES:

- 1. 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).
- 2. 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.
- 4. 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.
- 5. 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".
- 7. 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.
- 8. SEE SPECIFICATION ITEM L-125 FOR ADDITIONAL REQUIREMENTS ON TAXI GUIDANCE SIGNS.
- 9. 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



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DATE SIGNED: 6/10/2022 LICENSE EXPIRES: 11/30/2023
REPLACE MEDIUM

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			
INO.	DATE	DES	DWN	REV	
ISSUE:	JUNE 1	0, 2022	2		
PROJEC	CT NO: 2	1A012	1D		
CAD FILE: E-641-SCHD.DWG					
DESIGN BY: KNL 5/1/2022					
DRAWN	BY: CW	S 5/6/2	2022		
REVIEW	/ED BY:	KNL 6	5/8/202	2	

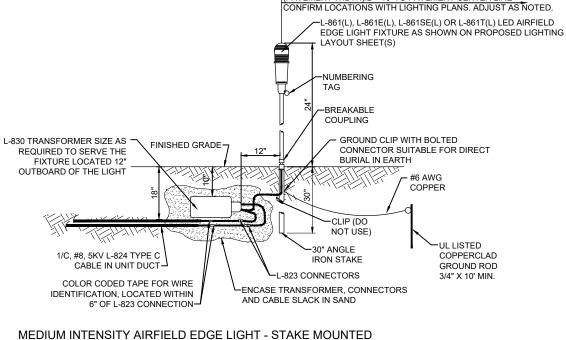
TAXI GUIDANCE SIGN SCHEDULE AND NOTES

SHEET TITLE

PROFILE VIEW

LIGHT AND CABLE INSTALLATION DETAIL (NOT TO SCALE)

PLAN VIEW



(PAVEMENT WIDTH)/2 + 10' TO PAVEMENT CENTER LINE

NOTES:

- 1. SEE ELECTRICAL NOTES SHEETS
- 2. SEE "ELECTRICAL NOTES SHEET 2" AND "GROUNDING NOTES" SHEET FOR GROUNDING NOTES FOR AIRFIELD LIGHTING.
- SEE PROPOSED LIGHTING LAYOUT SHEET(S) FOR LIGHT LOCATIONS

(NOT TO SCALE)

- 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. AIRFIÈLD LIGHT FIXTURES SHALL HAVE LÉD (LIGHT EMÌTTING DIODE) ILLUMINATIÒN 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.
- 10. 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 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-FEET LONG (MINIMUM) UL LISTED COPPER CLAD GROUND ROD.

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DATE SIGNED: 6/10/2022 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

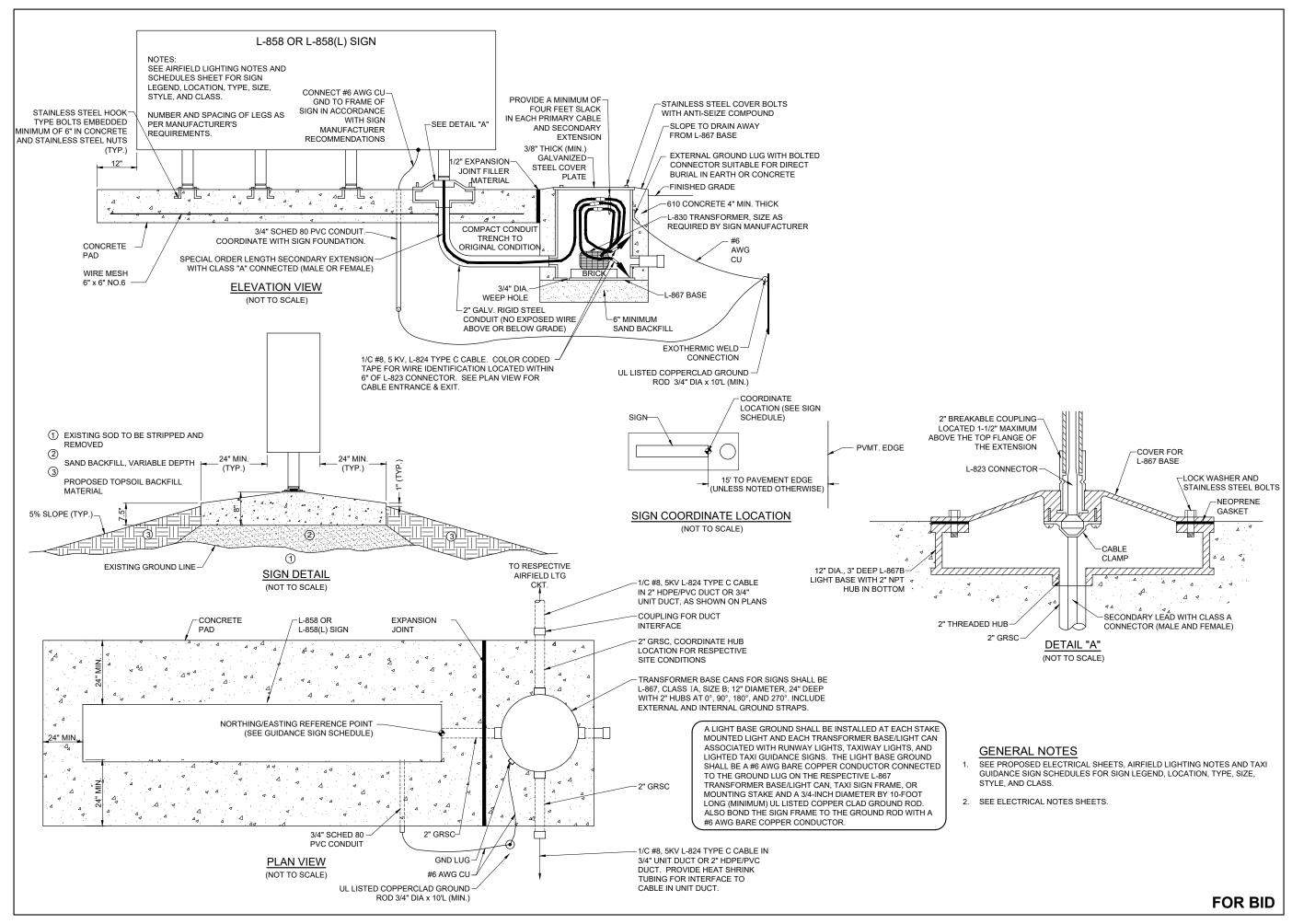
Contract No.: JA040

NO.	DATE	DESCRIPTION		
INO.	DATE	DES	DWN	REV
ISSUE:	JUNE 1	0, 2022	2	
PROJECT NO: 21A0121D				
CAD FILE: E-501-DETL.DWG				}
DESIGN	BY: KN	L 4/2/	2022	
DRAWN	BY: CW	S 4/4/	2022	

REVIEWED BY: KNL 6/8/2022

SHEET TITLE

AIRFIELD LIGHT DETAILS



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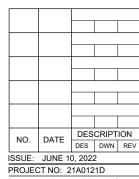


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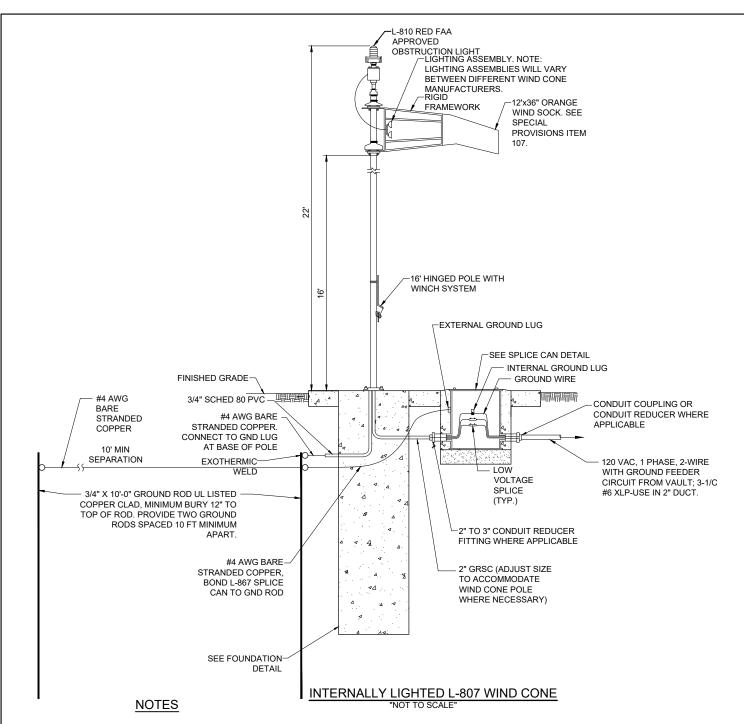
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DESIGN BY: KNI 4/2/2022 DRAWN BY: CWS 4/4/2022

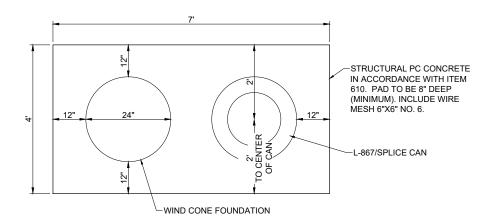
REVIEWED BY: KNL 6/8/2022

SHEET TITLE

TAXI GUIDANCE SIGN **DETAILS**

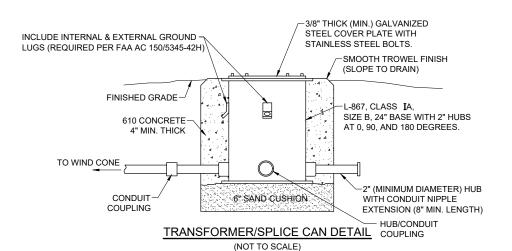


- 1. ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE OWNER. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (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, NAVAID, 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.



CONCRETE PAD PLAN VIEW

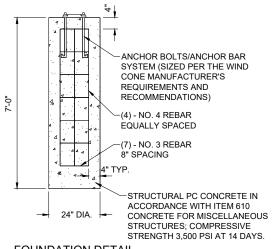
(NOT TO SCALE)



NOTES:

1. INCLUDE INTERNAL AND EXTERNAL GROUND LUGS.

 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"

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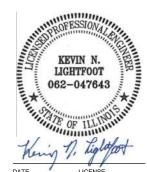
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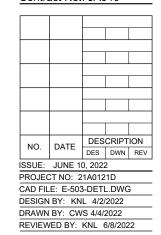
DATE LICENSE SIGNED: 6/10/2022 EXPIRES: 11/30/2023

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



L-807 WIND CONE DETAILS

SHEET TITLE

3/8" THICK (MIN.) GALVANIZED STEEL COVER PLATE WITH

SMOOTH TROWEL FINISH

SIZE B. 24" BASE WITH 2"

2" GALVANIZED RIGID STEEL

CONDUIT EXTENSION

(8" MIN. LENGTH) (TYP.).

HUBS AT 0°, 90°, & 180°

(SLOPE TO DRAIN)

L-867, CLASS IA,

STAINLESS STEEL BOLTS.

 \bigcirc

6" SAND CUSHION

WIND CONE TRANSFORMER CAN DETAIL

"NOT TO SCALE"

- 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, OF 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
- 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"



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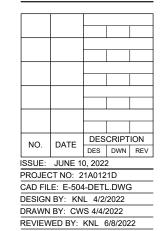


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-STRUCTURAL PC

ACCORDANCE WITH

ITEM 610. PAD TO BE

INCLUDE WIRE MESH

TRANSFORMER/SPLICI

FOR BID

8" DEEP (MINIMUM)

CONCRETE IN

6" X 6" NO. 6

24"

-WIND CONE FOUNDATION

CONCRETE PAD PLAN VIEW

'NOT TO SCALE"

L-806 WIND CONE **DETAILS**

SHEET TITLE

INCLUDE INTERNAL & EXTERNAL GROUND ¬

LUGS (REQUIRED PER FAA AC 150/5345-42H)

PROVIDE

COUPLING TO

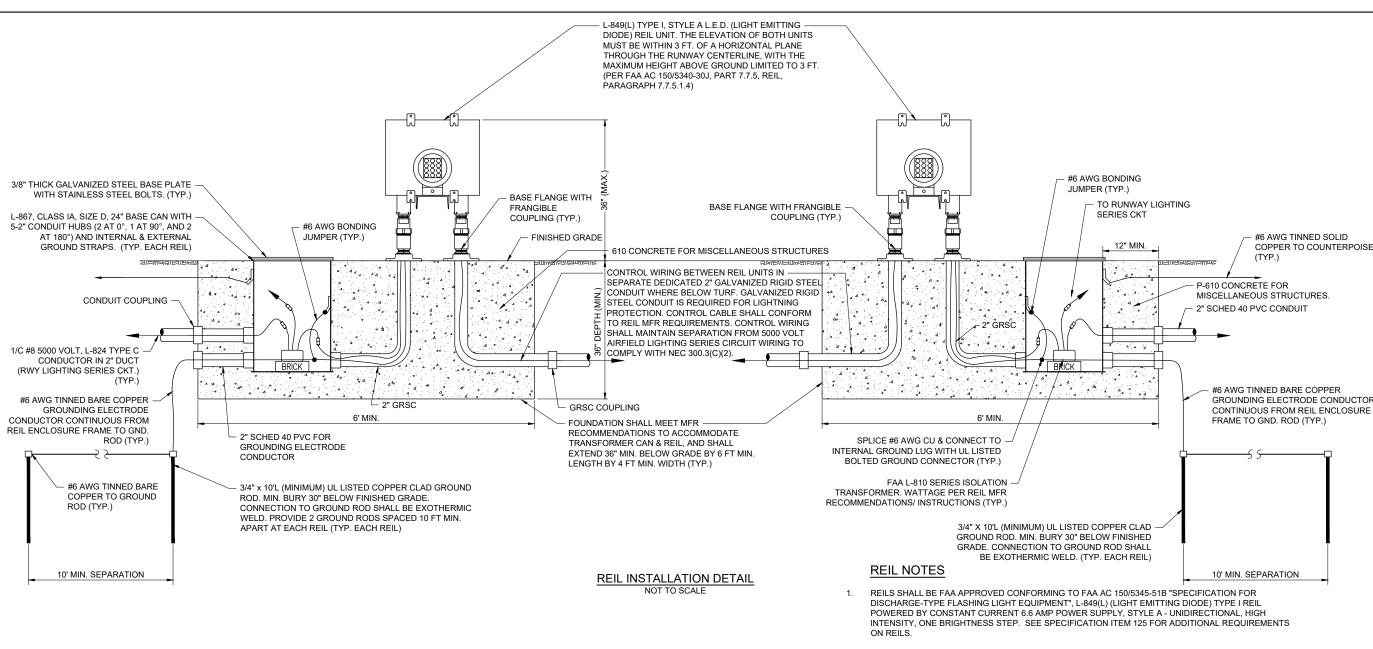
INTERFACE TO

DUCT/CONDUIT

FINISHED GRADE-

610 CONCRETE

4" MIN. THICK



- 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.
- 4. 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.
- 5. 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-FEET 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.
- 6. 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.

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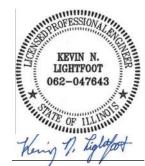
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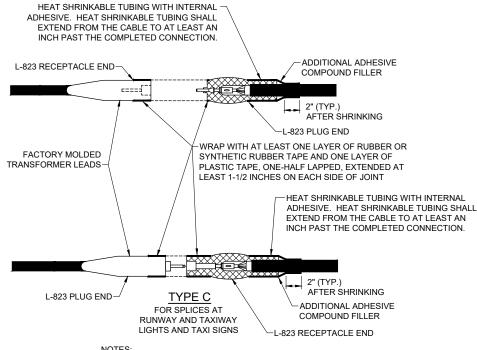
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CAD FILE: E-505-DETL.DWG				
DESIGN	BY: KN	L 4/2/	2022	
DRAWN	BY: CW	S 4/4/	2022	

SHEET TITLE

REVIEWED BY: KNL 6/8/2022

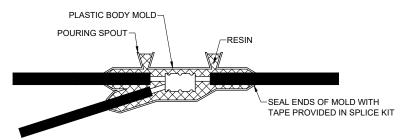
REIL DETAILS AND NOTES



WITH LOOP CIRCUIT AND FOR SPLICES IN

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

> CABLE SPLICES "NOT TO SCALE"

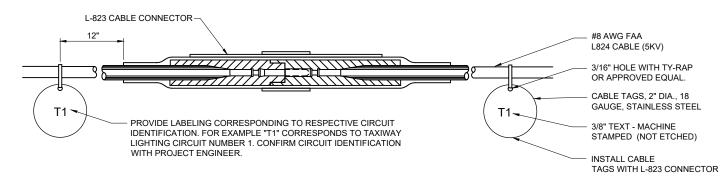


LOW VOLTAGE UNDERGROUND TAP SPLICE

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

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
- 2. KEEP ON HAND A MINIMUM OF 10 SETS OF SPLICE KITS FOR L-823 CONNECTORS AND A MINIMUM OF 10 SETS OF TYPE A LOW VOLTAGE SPLICE KITS TO ACCOMMODATE REPAIRS.
- EVERY AIRFIELD LIGHTING CABLE SPLICER SHALL BE QUALIFIED IN MAKING CABLE SPLICES AND TERMINATIONS ON CABLES RATED AT AND/OR ABOVE 5,000 VOLTS AC TO COMPLY WITH THE REQUIREMENTS OF FAA AC 150/5370-10G ITEM I -108
- 4. INSIDE DIAMETER OF RESPECTIVE CABLE CONNECTOR SHALL PROPERLY MATCH OUTSIDE DIAMETER OF CABLE.
- 5. 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 THÉ APPLICATION.
- 7. 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.
- 8. CONNECTION OF CONDUCTORS MUST BE MADE BY USING CRIMP CONNECTORS AND A CRIMPING TOOL APPROVED BY THE CONNECTOR/LUG MANUFACTURER. THE TOOL MUST PRODUCE A COMPLETE CRIMP BEFORE IT CAN BE REMOVED. FOR THE L-823 CONNECTORS, THE CRIMPING TOOL USED MUST BE LISTED BY THE L-823 KIT MANUFACTURER. MAKE THE NUMBER AND TYPE OF CRIMPS PER THE KIT MANUFACTURER'S INSTRUCTIONS.



- 1. CONTRACTOR SHALL PROVIDE CABLE CIRCUIT IDENTIFICATION MARKERS ATTACHED TO BOTH SIDES OF EACH CABLE CONNECTION
- 2. CABLE IDENTIFICATION TAGS SHALL BE STAINLESS STEEL OR BRASS.
- 3. THE CABLE SHALL THOROUGHLY BE CLEANED PRIOR TO THE INSTALLATION OF THE L-823
- 4. ATTACH EACH CABLE TIE ENOUGH TO HOLD IN PLACE WITHOUT COMPRESSING EDGE OF CABLE TAG INTO CONDUCTOR TRIM OFF EXCESS CABLE TIE
- 5. CABLE TAGS SHALL BE PROVIDED AT ALL POINTS OF ACCESS INCLUDING L-867 BASES, L-868 BASES, HANDHOLES, MANHOLES, JUNCTION BOXES, AND WIREWAYS.
- 6. 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

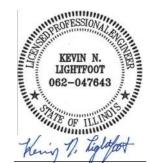
CABLE TAG DETAIL "NOT TO SCALE"

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

Professional Service Corporation #184-001084



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



DATE LICENSE SIGNED: 6/10/2022 EXPIRES: 11/30/2023 REPLACE MEDIUM

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

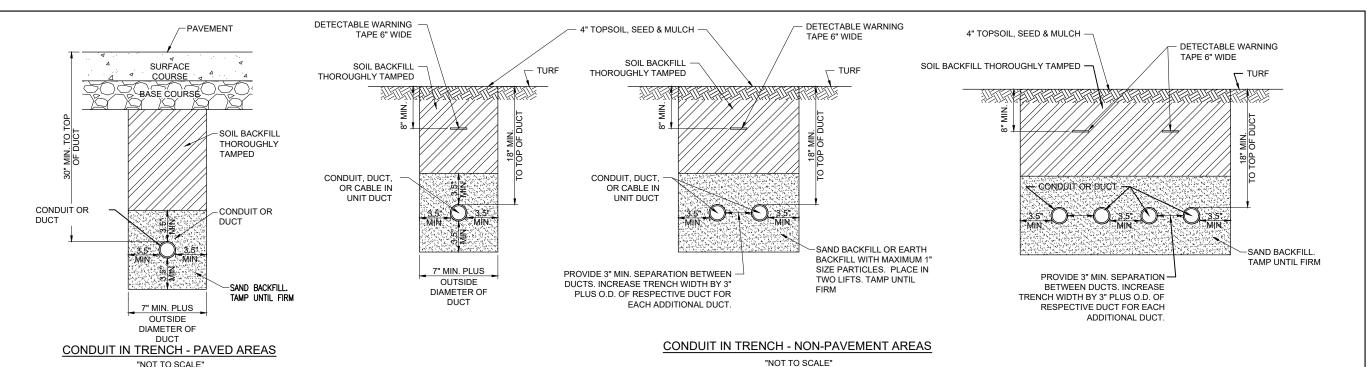
IDA No: IJX-4880 SBGP No: 3-17-SBGP-156/162/171

Contract No.: JA040

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NO	DATE	DESCRIPTION				
NO.		DES	DWN	REV		
ISSUE: JUNE 10, 2022						
PROJECT NO: 21A0121D						
CAD FILE: E-506-DETL.DWG						
DESIGN BY: KNL 4/2/2022						
DRAWN BY: CWS 4/4/2022						
REVIEWED BY: KNL 6/8/2022						

AIRPORT LIGHTING CABLE SPLICE **DETAILS**

SHEET TITLE



NOTES:

DIMENSIONS FOR COVERAGE AND SEPARATION BETWEEN DUCTS ARE MINIMUM

"NOT TO SCALE"

- 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
- 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.
- 10. 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

- 11. 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).
- 12. 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 FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION PHONE: 1-800-892-0123. CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND . UTILITIES. ALSO CONTACT AIRPORT DÍRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.
- 13. ADJUSTMENTS TO DUCT BANK ROUTES MIGHT BE REQUIRED TO ACCOMMODATE EXISTING SITE CONDITIONS AND UNDERGROUND LINES AND UTILITIES. CONTRACTOR SHALL FIELD VERIEY EXISTING SITE CONDITIONS, CONTRACTOR SHALL COORDINATE DUCT ROLLTE ADJUSTMENTS WITH THE RESIDENT PROJECT REPRESENTATIVE AND THE AIRPORT
- 14. 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.

- 15. 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.
- 16. 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
- 17. 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
- 18. 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.
- 19. 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
- 20. A PULL WIRE SHALL BE INSTALLED IN EACH CONDUIT OR DUCT TO BE LEFT VACANT.
- 21. CONTRACTOR SHALL COORDINATE DUCT MARKING WITH AIRPORT.
- 22. 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

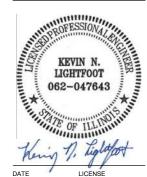


Hanson Professional Services Inc. 1525 S. 6th Street Springfield, IL 62703 phone: 217-788-2450 fax: 217-788-2503

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



SIGNED: 6/10/2022 EXPIRES: 11/30/2023 REPLACE MEDIUM INTENSITY LIGHTS ON

ALL TAXIWAYS & APRON IDA No: IJX-4880 SBGP No:

3-17-SBGP-156/162/171

RUNWAY 13-31 & 4-22,

Contract No.: JA040

DESCRIPTION NO. DATE DES DWN REV ISSUE: JUNE 10, 2022 PROJECT NO: 21A0121D CAD FILE: E-507-DETL.DWG

DESIGN BY: KNI 4/2/2022 DRAWN BY: CWS 4/4/2022 REVIEWED BY: KNL 6/8/2022

SHEET TITLE

CONDUIT TRENCH DETAILS

1/2" Ø REBAR IN FACH CORNER WHERE APPLICABLE (TYP.) ð

> 3-WAY DUCT BANK - HORIZONTAL NTS

3" 2.375" 3" 2.375" 3" 2.375" 3"

2" I D CONDUIT 1/2" Ø REBAR IN -EACH CORNER WHERE APPLICABLE

1/2" Ø REBAR IN EACH

CORNER WHERE

APPLICABLE (TYP.)

0 4-WAY DUCT BANK N.T.S.

·10

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40

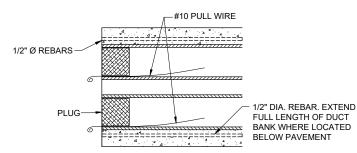
1/2" Ø REBAR IN FACH CORNER WHERE 400 APPLICABLE (TYP. 2" I.D. DUCT (WITH 2.375" O.D.) IS FOR 2" DUCT, SIZE OF DUCT SHALL BE AS DETAILED HEREIN FOR RESPECTIVE APPLICATION. ۵۵ 610 CONCRETE FOR MISCELLANEOUS STRUCTURES, 3,500 PSI (MIN.) AT 14 DAYS (TYPICAL FOR CONCRETE 3" 2.375" 3' **ENCASED DUCT**

N.T.S

2" I.D. DUCT (WITH 2.375" O.D.) IS FOR 2" DUCT SIZE OF DUCT SHALL BE AS DETAILED HEREIN FOR RESPECTIVE APPLICATION. 610 CONCRETE FOR MISCELLANEOUS STRUCTURES 3 500 PSI (MIN.) AT 14 DAYS (TYPICAL FOR CONCRETE ENCASED DUCT)

> 3-WAY DUCT BANK - VERTICAL N.T.S.

3" 2.375" 3'



2-WAY DUCT BANK - VERTICAL

TYPICAL SECTION N.T.S

DUCT INSTALLATION NOTES

- DIMENSIONS FOR CONCRETE COVERAGE AND SEPARATION BETWEEN DUCTS ARE MINIMUM.
- INCLUDE DUCT SPACERS AS MANUFACTURED BY UNDERGROUND DEVICES INC., CARLON, OR APPROVED EQUAL TO MAINTAIN PROPER SEPARATION OF CONDUITS.
- PROVIDE REBAR WHERE APPLICABLE TO ACCOMMODATE INTERFACE OF CONCRETE ENCASED DUCT BANKS TERMINATING IN HANDHOLE. PROVIDE REBAR REINFORCEMENT WHERE DUCT BANK IS LOCATED BELOW PAVEMENT. REBAR SHALL CONFORM TO THE REQUIREMENTS OF ASTM A706, GRADE 60, OR ASTM A615, GRADE 60

DUCT INSTALLATION 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.
- CONTRACTOR SHALL KEEP A COPY OF THE LATEST NEC IN FORCE ON SITE AT ALL TIMES DURING CONSTRUCTION FOR USE AS A REFERENCE.
- 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 WHATEVER IN RESPECT TO ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE LITH IT 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 INFORMATION FOR EXCAVATORS) FOR 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 RESIDENT PROJECT REPRESENTATIVE AT THE CONTRACTOR'S EXPENSE. THE RESIDENT PROJECT REPRESENTATIVE AND OWNER SHALL BE NOTIFIED IMMEDIATELY IF ANY CABLES OR OTHER UTILITIES
- 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. HE 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

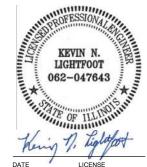
- 10. CONDUITS FOR DIRECTIONAL BORING SHALL BE SCHEDULE 40 PVC CONDUIT OR SCHEDULE 80 PVC CONDUIT, UL-LISTED, RATED FOR 90°C CABLE-CONFORMING TO NEMA STANDARD TC-2 AND UL 651 AND SUITABLE FOR DIRECTIONAL BORING INSTALLATION, SCHEDULE 80 HDPE CONDUIT, UL-LISTED, CONFORMING TO NEMA STANDARD TC-7 AND UL 651B AND SUITABLE FOR DIRECTIONAL BORING INSTALLATION, OR WALL TYPE SDR 13.5 OR 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
- 11. INSTALLATION OF CONDUIT AND DUCTS SHALL CONFORM TO ITEM 110 AIRPORT UNDERGROUND ELECTRICAL DUCT BANKS AND CONDUITS.
- 12. DUCTS INSTALLED IN TRENCH SHALL BE INSTALLED 18 IN: MINIMUM BELOW GRADE IN TURF AREAS NOT SUBJECT TO FARMING. DUCTS LOCATED IN AREAS SUBJECT TO FARMING SHALL BE 42 IN. MINIMUM BELOW GRADE, MINIMUM DEPTH OF TOP OF DUCT ENCASEMENT SHALL BE 24" IN AREAS UNDER AIRFIELD PAVEMENTS. WHERE DETAILED ON THE PLANS OR WHERE REQUIRED TO AVOID OBSTRUCTIONS, DUCTS SHALL BE BURIED DEEPER.
- 13. WHERE CONCRETE-ENCASED DUCT INTERFACES TO AN ELECTRICAL HANDHOLE OR MANHOLE, THE CONCRETE ENCASEMENT SHALL BE INSTALLED UP TO THE RESPECTIVE HANDHOLE OR MANHOLE. PROVIDE BUSHINGS OR BELLS AT CONDUIT TERMINATIONS IN ELECTRICAL HANDHOLES OR MANHOLES.
- 14. 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
- 15. A PULL WIRE SHALL BE INSTALLED IN EACH CONDUIT OR DUCT TO BE LEFT VACANT
- 16. HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND/OR OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW VOLTAGE CIRCUITS (RATED 600 VOLTS AND BELOW) SHALL NOT BE INSTALLED IN THE SAME RACEWAY, CONDUIT, DUCT, HANDHOLE, OR MANHOLE
- 17. CONTROL CABLES SHALL BE RUN IN SEPARATE DUCTS FROM POWER
- 18. HOMERUN CABLES FOR A RESPECTIVE CIRCUIT SHALL BE INSTALLED IN THE SAME RACEWAY OR DUCT.
- 19. 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
- 20. CONTRACTOR SHALL COORDINATE DUCT MARKING WITH AIRPORT.
- 21. 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

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

Professional Service Corporation #184-001084



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



LICENSE SIGNED: 6/10/2022 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

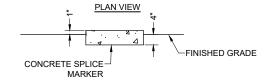
DESCRIPTION NO. DATE DES DWN REV ISSUE: JUNE 10, 2022 PROJECT NO: 21A0121D

CAD FILE: E-512-DETL.DWG

DESIGN BY: KNI 5/7/2022 DRAWN BY: CWS 5/9/2022 REVIEWED BY: KNL 6/8/2022

SHEET TITLE

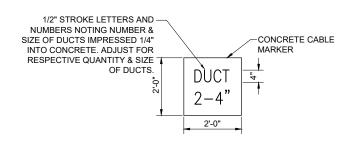
DUCT BANK DETAILS AND NOTES

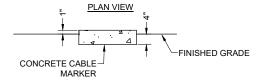


SECTION VIEW

TURF CABLE MARKERS

"NOT TO SCALE"





SECTION VIEW

TURF CABLE MARKERS "NOT TO SCALE"

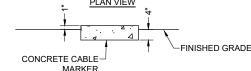
1/2" STROKE LETTERS AND
DIRECTIONAL ARROW,
IMPRESSED 1/4" INTO
CONCRETE, ADJUST TO
CABLE LAYOUT

CABLE LAYOUT

ARROW TO
INDICATE
DIRECTION OF
CABLE RUN.

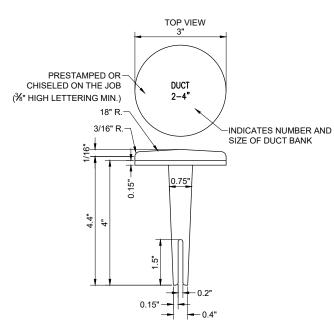
PLAN VIEW

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SECTION VIEW

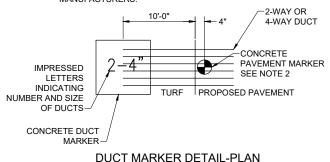
TURF CABLE MARKERS "NOT TO SCALE"



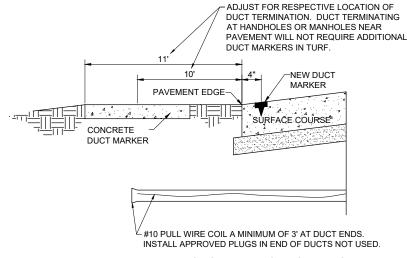
BITUMINOUS PAVEMENT DUCT MARKERS "NOT TO SCALE"

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 MANUEACTUREDS



"NOT TO SCALE"



UNDERGROUND ELECTRICAL DUCT

(NOT TO SCALE)

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
- 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
- 3. 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:
 - A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE
 - B. INCREASE THE MARKER SIZE TO 30" X 30".
 - C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE
- 5. TURF DUCT MARKERS ARE NOT REQUIRED AT PAVEMENT CROSSINGS WHERE DUCTS TERMINATE IN HANDHOLES, OR JUNCTION STRUCTURES.
- 7. 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 ENGINEEP
- 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.

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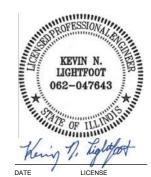
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DATE SIGNED: 6/10/2022 LICENSE EXPIRES: 11/30/2023

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

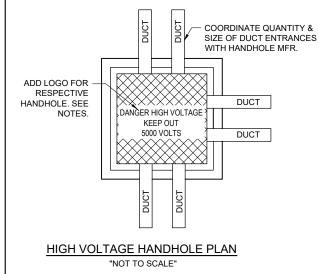
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DESIGN BY: KNL 4/2/2022
DRAWN BY: CWS 4/4/2022
REVIEWED BY: KNL 6/8/2022

SHEET TITLE

CABLE AND DUCT MARKER DETAILS



ADD LOGO FOR RESPECTIVE HANDHOLE. SEE NOTES.

LOW VOLTAGE ELECTRIC DUCT

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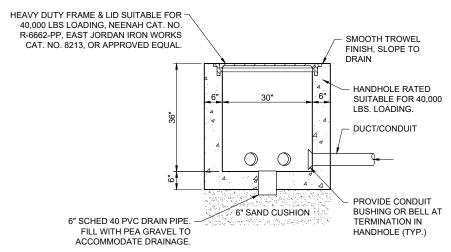
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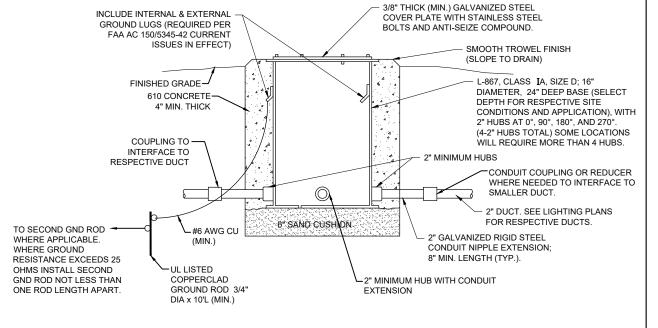
LOW VOLTAGE HANDHOLE PLAN
"NOT TO SCALE"



ELEVATION
"NOT TO SCALE"

HANDHOLE NOTES:

- 1. 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.
- 2. ELECTRICAL HANDHOLE, FRAME & LID SHALL BE CAPABLE OF WITHSTANDING MINIMUM 40,000 POUND LOADS.
- 3. REINFORCEMENT SHALL BE #6 BARS AT 6" CENTERS BASE & WALLS EACH WAY
- 4. CONCRETE SHALL BE 5000 PSI AT 28 DAYS.
- 5. HANDHOLES SHALL BE PRECAST. PRECAST MANUFACTURER MUST BE ON THE IDOT (ILLINOIS DEPARTMENT OF TRANSPORTATION) APPROVED LIST OF CERTIFIED PRECAST CONCRETE PRODUCERS.
- 6. FRAMES AND LIDS (CASTINGS) SHALL BE MADE IN THE USA TO COMPLY WITH THE AIRPORT IMPROVEMENT PROGRAM BUY AMERICAN PREFERENCES REQUIREMENTS.
- 7. 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.
- 9. HANDHOLES WITH SIMILAR DIMENSIONS MEETING STRENGTH AND LOADING REQUIREMENTS WILL BE CONSIDERED.



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.
- 2. 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).
- 3. APPLY AN OXIDE-INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS, AND ALL PLACES WHERE METAL COMES INTO CONTACT WITH METAL.
- 4. 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.
- 5. 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.
- 6. LIDS FOR THE SPLICE CANS CONTAINING LOW VOLTAGE CABLES (RATED 600 VOLTS AND BELOW) WILL BE ACCEPTABLE TO USE BLANK COVERS.

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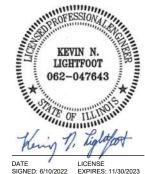
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REPLACE MEDIUM
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DRAWN BY: CWS 4/4/2022 REVIEWED BY: KNL 6/8/2022

SHEET TITLE

HANDHOLE AND SPLICE CAN DETAILS

GENERAL NOTES

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

POWER AND CONTROL NOTES

- PROVIDE LEGEND PLATES FOR ALL ELECTRICAL EQUIPMENT TO IDENTIFY FUNCTION, CIRCUIT VOLTAGE AND PHASE. WHERE THE EQUIPMENT CONTAINS FUSES, ALSO IDENTIFY THE FUSE OR FUSE LINK AMPERE RATING. WHERE THE EQUIPMENT DOES NOT HAVE SUFFICIENT AREA TO INSTALL LEGEND PLATES, THE LEGEND PLATES SHALL BE INSTALLED ON THE WALL NEXT TO THE UNIT. LEGEND PLATES SHALL BE WEATHERPROOF ENGRAVED PLASTIC OR PHENOLIC MATERIAL. 1/4" HIGH BLACK LETTERS ON A WHITE BACKGROUND UNLESS NOTED OTHERWISE. SECURE WITH WEATHERPROOF ADHESIVE AND MACHINE SCREWS. FURNISH ADDITIONAL LEGEND PLATES WHERE REQUIRED BY CODE, FOR ADDITIONAL EQUIPMENT, AS DETAILED HEREIN ON THE PLANS, AND AS NOTED IN THE SPECIAL PROVISION SPECIFICATIONS.
- COLOR CODE ALL PHASE WIRING BY THE USE OF COLORED WIRE INSULATION AND/OR COLORED TAPE. WHERE TAPE IS USED, THE WIRE INSULATION SHALL BE BLACK. BLACK AND RED SHALL BE USED FOR PHASE CONDUCTORS ON 120/240VAC SINGLE-PHASE, THREE WIRE SYSTEMS AND BLACK, RED AND BLUE SHALL BE USED FOR PHASE CONDUCTORS ON 208/120VAC THREE-PHASE, FOUR WIRE SYSTEMS. NEUTRAL CONDUCTORS, SIZE NO. 6 AWG OR SMALLER, SHALL BE IDENTIFIED BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH. NEUTRAL CONDUCTORS LARGER THAN NO. 6 AWG SHALL BE IDENTIFIED EITHER BY A CONTINUOUS WHITE OR NATURAL GRAY
 OUTER FINISH ALONG ITS ENTIRE LENGTH OR BY THE USE OF WHITE TAPE AT ITS TERMINATIONS AND INSIDE ACCESSIBLE WIREWAYS. INSULATED GROUND CONDUCTORS SHALL HAVE GREEN COLORED INSULATION FOR ALL CONDUCTOR SIZES (AWG OR KCMIL).
- ALL BRANCH CIRCUIT CONDUCTORS CONNECTED TO A PARTICULAR PHASE SHALL BE IDENTIFIED WITH THE SAME COLOR. THE COLOR CODING SHALL BE EXTENDED TO THE POINT OF UTILIZATION.
- IN CONTROL WIRING THE SAME COLOR SHALL BE USED THROUGHOUT THE SYSTEM FOR THE SAME FUNCTION, SUCH AS 10%, 30%, 100% BRIGHTNESS
- LOW VOLTAGE (600 V.) AND HIGH VOLTAGE (5000 V.) CONDUCTORS SHALL BE INSTALLED IN SEPARATE WIREWAYS
- NEATLY LACE WIRING IN DISTRIBUTION PANELS, WIREWAYS, SWITCHES AND
- THE MINIMUM SIZE OF PULL/JUNCTION BOXES, REGARDLESS OF THE QUANTITY AND SIZE OF THE CONDUCTORS SHOWN, SHALL BE AS FOLLOWS:
 - IN STRAIGHT PULLS THE LENGTH OF THE BOX SHALL NOT BE LESS THAN EIGHT TIMES THE TRADE DIAMETER OF THE LARGER CONDUIT. THE TOTAL AREA (INCLUDING THE CONDUIT CROSS-SECTIONAL AREA) OF A BOX END SHALL BE AT LEAST 3 TIMES GREATER THAN THE TOTAL TRADE CROSS-SECTIONAL AREA OF THE CONDUITS TERMINATING AT THE END.
 - IN ANGLE PULLS OR 'U' PULLS THE DISTANCE BETWEEN EACH CONDUIT ENTRY INSIDE THE BOX AND THE OPPOSITE WALL OF THE BOX SHALL NOT BE LESS THAN SIX (6) TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT. THIS DISTANCE SHALL BE INCREASED FOR ADDITIONAL ENTRIES BY THE AMOUNT OF THE SUM OF THE DIAMETERS OF ALL OTHER CONDUIT ENTRIES ON THE SAME WALL AS THE BOX. THE DISTANCE BETWEEN CONDUIT ENTRIES ENCLOSING THE SAME CONDUCTOR SHALL NOT BE LESS THAN SIX TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT
- A RUN OF CONDUIT BETWEEN TERMINATIONS AT EQUIPMENT ENCLOSURES, SQUARE DUCTS AND PULL/JUNCTION BOXES, SHALL NOT CONTAIN MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL), INCLUDING THOSE BENDS LOCATED IMMEDIATELY AT THE TERMINATIONS, CAST, CONDUIT TYPE OUTLETS SHALL NOT BE TREATED AS PULL/JUNCTION BOXES
- EQUIPMENT CABINETS SHALL NOT BE USED AS PULL/JUNCTION BOXES. ONLY WIRING TERMINATING AT THE EQUIPMENT SHALL BE BROUGHT INTO THESE
- SPLICES AND JUNCTION POINTS SHALL BE PERMITTED ONLY IN JUNCTION BOXES, DUCTS EQUIPPED WITH REMOVABLE COVERS, AND AT EASILY ACCESSIBLE
- CIRCUIT BREAKERS IN POWER DISTRIBUTION PANEL (S) SHALL BE THERMAL-MAGNETIC MOLDED CASE, PERMANENT TRIP WITH 100 AMPERE,
- DUAL LUGS SHALL BE USED WHERE TWO (2) WIRES, SIZE NO. 6 OR LARGER, ARE TO BE CONNECTED TO THE SAME TERMINAL.
- ALL INTERIOR WALL MOUNTED EQUIPMENT ENCLOSURES SHALL BE MOUNTED ON HOT DIPPED GALVANIZED STEEL STRUT SUPPORT, OR STAINLESS STEEL STRUT SUPPORT, WITH CORROSION RESISTANT HARDWARE. PROVIDE ZINC RICH PAINT APPLIED TO FIELD CUTS OF GALVANIZED STEEL SUPPORT TO MINIMIZE THE POTENTIAL FOR CORROSION PER THE RESPECTIVE STRUT SUPPORT MANUFACTURER'S RECOMENTATIONS.
- SUPPORT FOR EXTERIOR MOUNTED EQUIPMENT SHALL USE STAINLESS STEEL STRUT SUPPORT WITH STAINLESS STEEL HARDWARE

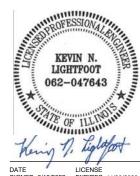
- CONDUITS FOR ELECTRIC SERVICE ENTRANCE AND FEEDERS SHALL BE AS DETAILED HEREIN ON THE PLANS. WHERE GALVANIZED RIGID STEEL CONDUIT IS SPECIFIED IT SHALL HAVE THREADED FITTINGS. SET SCREW TYPE FITTINGS WILL NOT BE ACCEPTABLE. CONDUITS FOR UNDERGROUND APPLICATIONS SHALL BE AS DETAILED HEREIN. CONDUITS FOR GROUNDING ELECTRODE CONDUCTORS OR INDIVIDUAL GROUNDING CONDUCTORS SHALL BE SCHEDULE 40 OR SCHEDULE 80 PVC.
- PROVIDE LIQUID TIGHT FLEXIBLE METAL CONDUIT AT CONNECTIONS TO EQUIPMENT SUBJECT TO VIBRATION OR WHERE FLEXIBILITY IS REQUIRED. LIQUID TIGHT FLEXIBLE METAL CONDUIT AND ASSOCIATED FITTINGS SHALL BE U.L. LISTED TO MEET THE REQUIREMENTS OF NEC 350.6, SUITABLE FOR GROUNDING, SUNLIGHT RESISTANT, AND RESISTANT TO OIL, GASOLINE, AND GREASE. LIQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS USED FOR FLEXIBILITY (INCLUDING CONNECTIONS TO MOTORS, TRANSFORMERS, & CONSTANT CURRENT REGULATORS) SHALL REQUIRE AN EXTERNAL BONDING JUMPER OR INTERNAL EQUIPMENT GROUNDING CONDUCTOR PER NEC 350.60. DO NOT INSTALL LIQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS NOT UL. LISTED. CONFIRM LIQUID-TIGHT FLEXIBLE METAL CONDUIT BEARS THE UL LABEL PRIOR TO INSTALLING IT.
- UNLESS OTHERWISE SHOWN, ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL TO OR AT RIGHT ANGLES WITH THE LINES OF THE STRUCTURE.
- 18. ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC. SHALL BE GALVANIZED.
- USE CONDUIT BUSHINGS AT EACH CONDUIT TERMINATION. WHERE NO. 4 AWG OR LARGER UNDERGROUND WIRE IS INSTALLED, USE INSULATED BUSHINGS.
- 20. USE DOUBLE LOCK NUTS AT EACH CONDUIT TERMINATION.
- 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, HIGH VOLTAGE ELECTRICAL INSULATING TAPE SHALL BE 3M SCOTCH 130C (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.
- UNLESS OTHERWISE NOTED, ALL SINGLE CONDUCTOR CONTROL WIRING SHALL BE NO. 12 AWG. COPPER MINIMUM.
- 23. THE FOLLOWING SHALL APPLY TO RELAY/CONTACTOR PANELS/ENCLOSURES:
 - FOR INTERIOR LOCATIONS ALL COMPONENTS SHALL BE MOUNTED IN NEMA 12 (DUST TIGHT) ENCLOSURE(S) WITH VERTICALLY HINGED COVERS. FOR EXTERIOR/OUTDOOR LOCATIONS ALL COMPONENTS SHALL BE MOUNTED IN NEMA 4X STAINLESS STEEL ENCLOSURE(S) WITH VERTICALLY HINGED COVERS. ALL CONDUIT ENTRIES INTO NEMA 4, 4X ENCLOSURES SHALL HAVE NEMA 4 HUBS LISTED SUITABLE FOR THE RESPECTIVE ENCLOSURE TO MAINTAIN THE NEMA 4, 4X RATING OF THE ENCLOSURE.
 - THE ENCLOSURE(S) SHALL HAVE AMPLE SPACE FOR THE CIRCUIT COMPONENTS, TERMINAL BLOCKS AND INCOMING AND INTERNAL WIRING.
 - ALL CONTROL CONDUCTOR TERMINATIONS SHALL BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE. SOLDERED CLOSED-EYE TERMINATIONS, OR TERMINATIONS WITHOUT CONNECTORS ARE NOT ACCEPTABLE.
 - WHEN THE ENCLOSURE COVER IS OPENED, ALL CIRCUIT COMPONENTS, WIRING AND TERMINALS SHALL BE EXPOSED AND ACCESSIBLE WITHOUT REMOVAL OF ANY PANELS, COVERS, ETC., EXCEPT THOSE COVERING HIGH VOLTAGE COMPONENTS
 - ACCESS TO, OR REMOVAL OF A CIRCUIT COMPONENT OR TERMINAL BLOCK WILL NOT REQUIRE THE REMOVAL OF ANY OTHER CIRCUIT COMPONENT OR TERMINAL BLOCK
 - EACH CIRCUIT COMPONENT SHALL BE CLEARLY IDENTIFIED INDICATING ITS CORRESPONDING NUMBER SHOWN ON THE DRAWINGS AND ITS FUNCTION.
 - A COMPLETE WIRING DIAGRAM SHALL BE MOUNTED ON THE INSIDE OF THE COVER. THE DIAGRAM SHALL REPRESENT EACH CONDUCTOR BY A SEPARATE LINE
 - THE DIAGRAM SHALL IDENTIFY EACH CIRCUIT COMPONENT AN NUMBERING AND COLOR OF EACH TERMINAL CONDUCTOR AND TERMINAL
 - ALL WIRING SHALL BE NEATLY TRAINED AND LACED.
 - MINIMUM WIRE SIZE SHALL BE NO. 12 AWG.
- FURNISH & INSTALL A WEATHERPROOF WARNING LABEL FOR EACH METER SOCKET, SERVICE DISCONNECT, SAFETY SWITCH, CUTOUT, PANELBOARD, & CONTROL PANEL TO WARN PERSONS OF POTENTIAL ELECTRIC ARC FLASH HAZARDS, PER THE REQUIREMENTS OF NEC 110.16 "ARC FLASH HAZARD

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

Professional Service Corporation #184-001084



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



SIGNED: 6/10/2022 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: JUNE 10, 2022					
PROJECT NO: 21A0121D						

CAD FILE: E-002-NOTES.DWG DESIGN BY: KNI 4/2/2022

DRAWN BY: CWS 4/4/2022 REVIEWED BY: KNL 6/8/2022

SHEET TITLE

ELECTRICAL NOTES SHEET 1

AIRFIELD LIGHTING NOTES

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

- ENTRANCES INTO L-867 BASES SHALL HAVE CONDUIT COUPLINGS OR REDUCERS TO INTERFACE UNIT DUCT/CONDUIT TO L-867 BASE HUBS, OR SHALL BE SEALED WITH HEAT SHRINK
- 21. GALVANIZED/PAINTED EQUIPMENT/COMPONENT SURFACES SHALL NOT BE DAMAGED BY DRILLING, FILING, ETC. DRAIN HOLES IN METAL TRANSFORMER HOUSINGS SHALL BE MADE BEFORE GALVANIZING.
- 22. EDGE LIGHT NUMBERING TAGS SHALL BE FACING THE PAVEMENT.
- 23. CABLE/SPLICE/DUCT MARKERS SHALL BE PRECAST CONCRETE OF THE SIZE SHOWN. LETTERS/NUMBERS/ARROWS FOR THE LEGEND TO BE IMPRESSED INTO THE TOPS OF THE MARKERS SHALL BE PRE-ASSEMBLED AND SECURED IN THE MOLD BEFORE THE CONCRETE IS POURED. LEGEND INSCRIBED BY HAND IN WET CONCRETE SHALL NOT BE ACCEPTABLE.
- 24. ALL UNDERGROUND CABLE RUNS SHALL BE IDENTIFIED BY CABLE MARKERS AT 200 FEET MAXIMUM SPACING, WITH AN ADDITIONAL MARKER AT EACH CHANGE OF DIRECTION OF THE CABLE RUN. CABLE MARKERS SHALL BE INSTALLED IMMEDIATELY ABOVE THE CABLES.
- 25. THERE SHALL BE NO SPLICES BETWEEN THE ISOLATION TRANSFORMERS. L-823 CONNECTORS ARE ALLOWED AT TRANSFORMER CONNECTIONS ONLY, UNLESS OTHERWISE SHOWN
- 26. APPLY AN OXIDE INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS AND BREAKAGE COUPLING THREADS.
- 27. LOCATIONS OF ENDS OF ALL UNDERGROUND DUCTS SHALL BE IDENTIFIED BY DUCT
- 28. WHERE A PARALLEL, CONSTANT VOLTAGE PAPI SYSTEM IS PROVIDED, THE "T" SPLICES SHALL BE OF THE CAST TYPE.
- CONCRETE USED FOR SLABS, FOOTINGS, BACKFILL AROUND TRANSFORMER HOUSINGS, MARKINGS, ETC. SHALL BE 3500 PSI (MINIMUM) AT 14 DAYS, IN ACCORDANCE WITH ITEM 610 STRUCTURAL PORTLAND CEMENT CONCRETE
- 30. ALL POWER AND CONTROL CABLES IN MAN/HAND HOLES SHALL BE TAGGED. USE EMBOSSED COPPER STRIPS TO BE ATTACHED AT BOTH ENDS TO THE CABLE BY THE USE OF PLASTIC STRAPS. MINIMUM OF TWO TAGS SHALL BE PROVIDED ON EACH CABLE IN A MAN/HAND HOLE-ONE AT THE CABLE ENTRANCE AND ONE AT THE CABLE EXIT.
- 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 FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123. CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER CONTROL AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. ALSO CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVE GROUND UTILITIES.
- 32. WHEN PREPARING CABLE FOR SPLICES, THE CONTRACTOR SHALL USE A CABLE STRIPPER/PENCILLER WHENEVER CABLE CONNECTIONS ARE MADE.

GROUNDING NOTES FOR AIRFIELD LIGHTING

- GROUNDING FOR RUNWAY LIGHTS, TAXIWAY LIGHTS, AND LIGHTED TAXI GUIDANCE SIGNS SHALL BE AS DETAILED ON THE PLANS AND AS SPECIFIED HEREIN A GROUND ROD MUST BE INSTALLED AT EACH LIGHT FIXTURE. TAXI GUIDANCE SIGN AND L-867/L-868 BASE. THE PURPOSE OF THE LIGHT BASE GROUND IS TO PROVIDE A DEGREE OF PROTECTION FOR MAINTENANCE PERSONNEL FROM POSSIBLE CONTACT WITH AN ENERGIZED LIGHT BASE OR MOUNTING STAKE THAT MAY RESULT FROM A SHORTED POWER CABLE OR ISOLATION TRANSFORMER. A LIGHT BASE GROUND SHALL BE INSTALLED AT EACH TRANSFORMER BASE/LIGHT CAN ASSOCIATED WITH RUNWAY LIGHTS, TAXIWAY LIGHTS. AND LIGHTED TAXI GUIDANCE SIGNS. A LIGHT BASE GROUND SHALL ALSO BE INSTALLED AT EACH STAKE MOUNTED LIGHT FIXTURE. A LIGHT BASE GROUND SHALL BE INSTALLED AND CONNECTED TO THE METAL FRAME OF EACH TAXI GUIDANCE SIGN AS DETAILED ON THE PLANS AND IN ACCORDANCE WITH THE RESPECTIVE TAXI GUIDANCE SIGN MANUFACTURER RECOMMENDATIONS. THE LIGHT BASE GROUND SHALL BE A #6 AWG BARE COPPER CONDUCTOR BONDED TO THE GROUND LUG ON THE RESPECTIVE L-867 TRANSFORMER BASE/LIGHT CAN OR MOUNTING STAKE AND A 3/4-INCH DIAMETER BY 10-FOOT LONG (MINIMUM) UL LISTED COPPER CLAD GROUND ROD. CONNECTIONS TO GROUND LUGS ON THE L-867 TRANSFORMER BASE/LIGHT CAN OR MOUNTING STAKE SHALL BE WITH A UL LISTED GROUNDING CONNECTOR. CONNECTIONS TO LIGHT BASES MAY ALSO BE MADE WITH A UL 467 LISTED PIPE CLAMP CONNECTED TO THE GRSC NIPPLE EXTENDING FROM A THREADED LIGHT BASE HUB. CONNECTIONS TO GROUND RODS SHALL BE MADE WITH EXOTHERMIC WELD TYPE CONNECTORS, CADWELD BY PENTAIR ERICO PRODUCTS, INC., THERMOWELD BY CONTINENTAL INDUSTRIES, INC., ULTRAWELD BY HARGER, OR APPROVED EQUAL. EXOTHERMIC WELD CONNECTIONS SHALL BE INSTALLED IN CONFORMANCE WITH THE RESPECTIVE MANUFACTURER'S DIRECTIONS USING MOLDS AS REQUIRED FOR EACH RESPECTIVE APPLICATION. BOLTED CONNECTIONS WILL NOT BE PERMITTED AT GROUND RODS. TOP OF GROUND RODS SHALL BE BURIED 12 INCHES MINIMUM BELOW GRADE, UNLESS SPECIFIED OTHERWISE HEREIN, FOR RESPECTIVE APPLICATIONS.
- PER THE REQUIREMENTS OF FAA AC 150/5340-30J DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS, CHAPTER 12, PART 12.6 "LIGHT FIXTURE BONDING" IT NOTES THE FOLLOWING: BOND THE LIGHT FIXTURE TO THE LIGHT BASE INTERNAL GROUND LUG VIA A NO. 6 AWG STRANDED COPPER WIRE RATED 600 VOLTS WITH GREEN XHHW, THWN-2, OR OTHER SUITABLE INSULATION, BARE STRANDED CONDUCTOR OR A BRAIDED GROUND STRAP OF EQUIVALENT CURRENT RATING. THE BONDING CONDUCTOR LENGTH MUST BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING A BONDING WIRE TO THE FIXTURE.
- STEEL USED TO MANUFACTURE GROUND RODS SHALL BE 100 PERCENT DOMESTIC STEEL.
- CLEAN ALL METAL SURFACES BEFORE MAKING GROUND CONNECTIONS.
 METALLIC SURFACES TO BE JOINED SHALL BE PREPARED BY THE REMOVAL OF
 ALL NON-CONDUCTIVE MATERIAL PER 2020 NATIONAL ELECTRICAL CODE
 ARTICLE 250-12.
- 5. THE RESISTANCE TO GROUND OF THE RESPECTIVE MOUNTING STAKE OR LIGHT BASE (WITH GROUND ROD CONNECTED) MUST BE 25 OHMS OR LESS.
- 6. FOR EACH AIRFIELD LIGHT FIXTURE, TAXI GUIDANCE SIGN, DISTANCE REMAINING SIGN, JUNCTION STRUCTURE/L-867 BASE/L-868 BASE, OR OTHER AIRFIELD LIGHT FIXTURE, THE CONTRACTOR SHALL TEST THE MADE ELECTRODE GROUND SYSTEM WITH AN INSTRUMENT SPECIFICALLY DESIGNED FOR TESTING GROUNDING SYSTEMS. TEST RESULTS SHALL BE RECORDED FOR EACH AIRFIELD LIGHT FIXTURE AND EACH TAXI GUIDANCE SIGN INSTALLATION. IF GROUND RESISTANCE EXCEEDS 25 OHMS, LONGER GROUND RODS OR ADDITIONAL GROUND RODS MIGHT BE REQUIRED. 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.

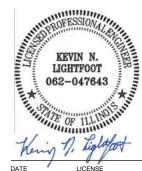
Offices Nationwide

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

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



DATE SIGNED: 6/10/2022 LICENSE EXPIRES: 11/30/2023

REPLACE MEDIUM

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

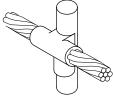
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DESIGN BY: KNL 4/2/2022						
	DRAWN BY: CWS 4/4/2022					

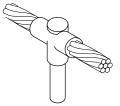
SHEET TITLE

ELECTRICAL NOTES SHEET 2

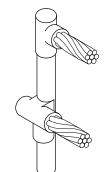
REVIEWED BY: KNL 6/8/2022







CABLE TO GROUND ROD



CABLES TO GROUND ROD



1. 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.

CABLE TO GROUND ROD

CABLE TO CABLE

HORIZONTAL PARALLEL TAP

CABLE TO REBAR

TAP CONDUCTOR SHALL BE

ROUTED IN THE DIRECTION

TOWARDS THE NEAREST

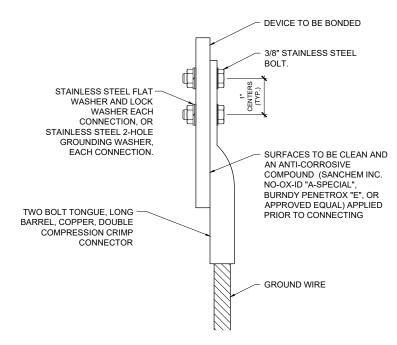
GROUND ROD

NEAREST

GND ROD

- 2. FOR APPLICATIONS TO GALVANIZED STEEL OR PAINTED STEEL, REMOVE GALVANIZING AND/OR PAINT & CLEAN THE SURFACE TO EXPOSE BARE STEEL BEFORE MAKING EXOTHERMIC WELD CONNECTION.
- 3. INDIVIDUAL GROUNDING ELECTRODE CONDUCTORS SHALL NOT BE INSTALLED IN METAL CONDUIT INSTALL GROUNDING ELECTRODE CONDUCTORS IN SCHED 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

EXOTHERMIC WELD DETAILS

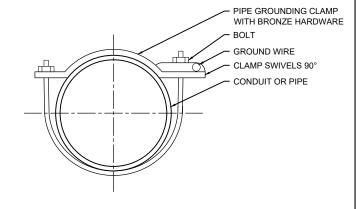


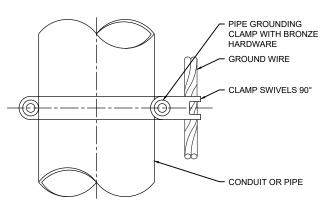
2 HOLE LONG BARREL COMPRESSION LUG TABLE (OR APPROVED EQUAL)					
WIRE SIZE	BURNDY CAT. NO.	THOMAS & BETTS CAT. NO.	PENN-UNION CAT. NO.		
#8 AWG STRANDED	YA8C-2TC38	256-30695-1157	BBLU-8D-2TC38		
#6 AWG SOLID	YA8C-2TC38 OR YGA6C-2TC38E2G1				
#6 AWG STRANDED	YA6C-2TC38	256-30695-1158	BBLU-6D-2TC38		
#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
- 3. 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 FOUAL) 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,

GROUNDING LUG CONNECTION DETAIL





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

NOTES

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

PIPE/CONDUIT GROUNDING CLAMP DETAIL

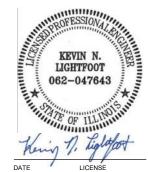
www.hanson-inc.com

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

Professional Service Corporation #184-001084



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



SIGNED: 6/10/2022 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			
	INO.	DATE	DES	DWN	REV	
	ISSUE:	JUNE 10	0, 2022	2		
PROJECT NO: 21A0121D CAD FILE: E-510-DETL.DWG						
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DESIGN BY: KNL 4/2/2022						
	DRAWN BY: CWS 4/4/2022					

SHEET TITLE

GROUNDING DETAILS

REVIEWED BY: KNL 6/8/2022

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.

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

- 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.
- GROUND RESISTANCE TEST SHALL BE CONDUCTED IN ACCORDANCE WITH THE RESPECTIVE GROUND ELECTRODE RESISTANCE TESTING EQUIPMENT MANUFACTURER'S INSTRUCTIONS.
- RECORD SITE CONDITIONS DURING TESTS.
- "FALL OF POTENTIAL" TYPE GROUND ELECTRODE RESISTANCE TESTER IS RECOMMENDED FOR TESTING INDIVIDUAL STAND ALONE GROUND RODS.



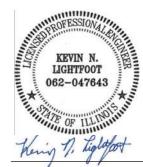
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DATE SIGNED: 6/10/2022 EXPIRES: 11/30/2023 REPLACE MEDIUM

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:	JUNE 1	0, 2022	2	
PROJECT NO: 21A0121D					

CAD FILE: E-511-DETL.DWG DESIGN BY: KNL 4/2/2022

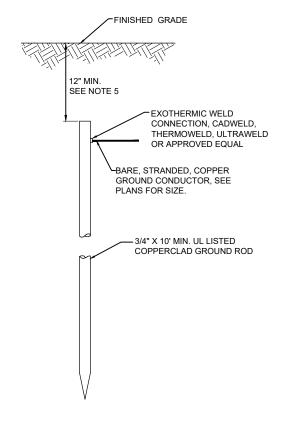
DRAWN BY: CWS 4/4/2022 REVIEWED BY: KNL 6/8/2022

SHEET TITLE

GROUND RESISTANCE **TESTING DETAILS** 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:

- 1. 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.
- 2. 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.
- 3. ALL PRODUCTS ASSOCIATED WITH THE GROUNDING SYSTEM SHALL BE UL-LISTED AND LABELED.
- 4. 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.
- 6. 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
- 7. ALL CONNECTIONS, LOCATED ABOVE GRADE, BETWEEN THE DIFFERENT TYPES OF GROUNDING CONDUCTORS SHALL BE MADE USING UL-LISTED DOUBLE COMPRESSION CRIMP TYPE CONNECTORS OR UL-LISTED BOLTED GROUND CONNECTORS. FOR GROUND CONNECTIONS TO ENCLOSURES, CASES AND FRAMES OF ELECTRICAL EQUIPMENT NOT SUPPLIED WITH GROUND LUGS THE CONTRACTOR SHALL DRILL REQUIRED HOLES FOR MOUNTING A BOLTED GROUND CONNECTOR. ALL BOLTED GROUND CONNECTORS SHALL BE BURNDY, DOSSERT CORPORATION, ILSCO CORPORATION, PENN-UNION CORPORATION, THOMAS & BETTS, OR APPROVED EQUAL. TIGHTEN CONNECTIONS TO COMPLY WITH TIGHTENING TORQUES IN UL STANDARD 486A TO ASSURE PERMANENT AND EFFECTIVE GROUNDING.
- 8. 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.
- 10. 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.

- 11. 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.
- 12. 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.
- 13. PROVIDE A POSITIVE GROUND BOND FOR ALL OUTLET BOXES, ELECTRICAL EQUIPMENT ENCLOSURES, GROUNDING RECEPTACLES, TOGGLE SWITCHES, ETC. INSTALL A GROUNDING CONDUCTOR IN ALL WIRE AND CABLE RACEWAYS. GROUND CONDUCTOR TO HAVE 600-VOLT INSULATION AND BE IDENTIFIED BY A CONTINUOUS GREEN COLOR COATING. THEY SHALL BE USED SOLELY FOR GROUNDING PURPOSES AND BE ENTIRELY SEPARATE FROM WHITE GROUNDED NEUTRAL CONDUCTOR, EXCEPT AT SUPPLY SIDE OF SERVICE DISCONNECTING MEANS, WHERE GROUNDING AND NEUTRAL SYSTEMS ARE TO BE CONNECTED TO SERVICE GROUND.
- 14. 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.
- 15. ALL CONNECTIONS BETWEEN THE DIFFERENT TYPES OF GROUNDING CONDUCTORS ABOVE GRADE SHALL BE MADE USING BOLTED GROUND CONNECTORS. GROUND LUGS SHALL BE PROVIDED IN ALL ENCLOSURES AND WIRING TERMINATION JUNCTION BOXES. EQUIPMENT GROUNDS AND GROUNDING CONDUCTOR SHALL BE CONNECTED TO THESE GROUND LUGS. FOR GROUND CONNECTIONS TO ENCLOSURES, CASES AND FRAMES OF ELECTRICAL EQUIPMENT NOT SUPPLIED WITH GROUND LUGS THE CONTRACTOR SHALL DRILL REQUIRED HOLES FOR MOUNTING A BOLTED GROUND CONNECTOR. ALL BOLTED GROUND CONNECTORS SHALL BE BURNDY, DOSSERT CORPORATION, ILSCO CORPORATION, PENN-UNION CORPORATION, THOMAS & BETTS, OR APPROVED EQUAL.
- 16. BOND ALL NONCURRENT-CARRYING PARTS OF METAL EQUIPMENT TO GROUND SYSTEM.
- 17. BUILDING STRUCTURAL STEEL SYSTEM SHALL BE BONDED TO ELECTRICAL GROUND 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, <u>DO NOT</u> 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 GIRDLED DURING A LIGHTNING STRIKE RESULTS IN PHENOMENA KNOWN AS SURGE IMPEDANCE LOADING. SURGE IMPEDANCE LOADING IS A RESULT OF VOLTAGE AND CURRENT REACHING 500,000 VOLTS AND 10,000 AMPS FOR A SHORT DURATION. GIRDLING FURTHER INCREASES THE IMPEDANCE AT LIGHTNING FREQUENCIES OF 100 KILOHERTZ TO 100 MEGAHERTZ. AT THESE POWER AND FREQUENCY LEVELS ANY INCREASE IN THE IMPEDANCE OF THE GROUND CONDUCTOR MUST BE CONTROLLED. DURING LIGHTNING DISCHARGE CONDITIONS A LOW INDUCTIVE IMPEDANCE PATH IS MORE IMPORTANT THAN A LOW DC RESISTANCE PATH.
- 19. 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.
- 20. NEVER REMOVE, ALTER, OR ATTEMPT TO REPAIR CONDUCTORS OR CONDUIT SYSTEMS PROVIDING GROUNDING OR ELECTRICAL BONDING FOR ANY ELECTRICAL EQUIPMENT UNTIL ALL POWER IS REMOVED FROM EQUIPMENT. WARN ALL PERSONNEL OF THE UNGROUNDED CONDITION OF THE EQUIPMENT. DISPLAY APPROPRIATE WARNING SIGNS, SUCH AS DANGER TAGS, TO WARN PERSONNEL OF THE POSSIBLE HAZARDS.
- 21. 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.
- 23. 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

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.
- 3. 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.

GROUND RODS

NOT TO SCALE



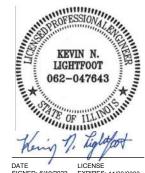
Offices Nationwide

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

Illinois Licensed Professional Service Corporation #184-001084



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DATE LICENSE SIGNED: 6/10/2022 EXPIRES: 11/30/2023 REPLACE MEDIUM INTENSITY LIGHTS ON RUNWAY 13-31 & 4-22,

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INO.	DAIL	DES	DWN	REV	
ISSUE:	JUNE 1	0, 2022	2		
PROJECT NO: 21A0121D					
CAD FILE: E-004-NOTES.DWG					
DESIGN BY: KNL 4/2/2022					
DRAWN BY: CWS 4/4/2022					

GROUNDING NOTES

REVIEWED BY: KNL 6/8/2022

SHEET TITLE

ELEC1	FRICAL 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
Ø	INDICATING LIGHT
M	MOTOR
#	LOAD, MOTOR, # = HORSEPOWER
0	ELECTRIC UTILITY METER BASE
0	JUNCTION BOX WITH SPLICE
xxx	EQUIPMENT, XXX = DEVICE DESCRIPTION
GND	GROUND BUS OR TERMINAL
S/N	NEUTRAL BUS
•##	PANELBOARD WITH MAIN LUGS
#7-	PANELBOARD WITH MAIN BREAKER
***	FUSE PANEL WITH MAIN FUSE PULLOUT
#	DUPLEX RECEPTACLE 120V SINGLE PHASE GROUNDING TYPE
	CONTROL STATION
N EM	TRANSFER SWITCH
	ENGINE GENERATOR SET

EL	ECTRICAL LEGEND - SCHEMATIC
⊢	NORMALLY OPEN (N.O.) CONTACT
-₩ -	NORMALLY CLOSED (N.C.) CONTACT
<u></u>	STARTER COIL, * = STARTER NUMBER
OL —J/F	OVERLOAD RELAY CONTACT
(CR*)	CONTROL RELAY, * = CONTROL RELAY NUMBER
R*	RELAY, * = RELAY NUMBER
\ <u>\</u>	TOGGLE SWITCH / 2 POSITION SWITCH
OFF AUTO	2-POSITION SELECTOR SWITCH
HAND AUTO XOO XOO OOX	3-POSITION SELECTOR SWITCH (H-O-A SHOWN)
111	2 POLE DISCONNECT SWITCH
111	3 POLE DISCONNECT SWITCH
>	PHOTOCELL
	TERMINAL BLOCK, * = TERMINAL NUMBER
	DEVICE TERMINAL, * = DEVICE TERMINAL NUMBER
	INTERNAL PANEL WIRING
	FIELD WIRING
	FUSE
GND	GROUND BUS OR TERMINAL
S/N	NEUTRAL BUS
#	GROUND, GROUND ROD, GROUND BUS
0 0	INDUSTRIAL CONTROL RELAY OR LIGHTING CONTACTOR
+ + + + + + + + + + + + + + + + + + +	S1 CUTOUT HANDLE REMOVED
# 1 L # # # # # # # # # # # # # # # # #	S1 CUTOUT HANDLE INSERTED
	N.O. THERMAL SWITCH
Ţ	N.C. THERMAL SWITCH
	L-830 SERIES ISOLATION TRANSFORMER

	ELECTRICAL ABBREVIATIONS	ELEC	TRICAL ABBREVIATIONS (CONTINUED)
A.F.F.	ABOVE FINISHED FLOOR	РВ	PULL BOX
A, AMP	AMPERES	PC	PHOTO CELL
ATS	AUTOMATIC TRANSFER SWITCH	PDB	POWER DISTRIBUTION BLOCK
AWG	AMERICAN WIRE GAUGE	PNL	PANEL
BKR	BREAKER	RCPT	RECEPTACLE
С	CONDUIT	R	RELAY
СВ	CIRCUIT BREAKER	s	STARTER
CKT	CIRCUIT	SPD	SURGE PROTECTION DEVICE
CR	CONTROL RELAY	SPST	SINGLE POLE SINGLE THROW
CU	COPPER	TVSS	TRANSIENT VOLTAGE SURGE SUPPRESSOR
DPDT	DOUBLE POLE DOUBLE THROW	TYP	TYPICAL
DPST	DOUBLE POLE SINGLE THROW	UG	UNDERGROUND
EM	EMERGENCY	UGE	UNDERGROUND ELECTRIC
EMT	ELECTRICAL METALLIC TUBING	UL	UNDERWRITER'S LABORATORIES
ENCL	ENCLOSURE	V	VOLTS
EOR	ENGINEER OF RECORD	W/	WITH
EP	EXPLOSION PROOF	W/O	WITHOUT
ES	EMERGENCY STOP	WP	WEATHER PROOF
ETL	INTERTEK - ELECTRICAL TESTING LABS	XFER	TRANSFER
ETM	ELAPSE TIME METER	XFMR	TRANSFORMER
GFCI	GROUND FAULT CIRCUIT INTERRUPTER		
GFI	GROUND FAULT INTERRUPTER		T EQUIPMENT/FACILITY ABBREVIATIONS
GND	GROUND	ASOS	AUTOMATED SURFACE OBSERVING SYSTEM
GRSC	GALVANIZED RIGID STEEL CONDUIT	ATCT	AIR TRAFFIC CONTROL TOWER
HID	HIGH INTENSITY DISCHARGE	AWOS	AUTOMATED WEATHER OBSERVING SYSTEM
HOA	HAND OFF AUTOMATIC	CCR	CONSTANT CURRENT REGULATOR
HP	HORSEPOWER	DME	DISTANCE MEASURING EQUIPMENT
HPS	HIGH PRESSURE SODIUM	FAR	FEDERAL AVIATION REGULATION
J	JUNCTION BOX	GS	GLIDE SLOPE FACILITY
KVA	KILOVOLT AMPERE(S)	HIRL	HIGH INTENSITY RUNWAY LIGHT
KNL	KEVIN NEIL LIGHTFOOT	ILS	INSTRUMENT LANDING SYSTEM
KW	KILOWATTS	IM	INNER MARKER
LC	LIGHTING CONTACTOR	LIR	LOW IMPACT-RESISTANT
LTFMC	LIQUID TIGHT FLEXIBLE METAL CONDUIT (UL LISTED)	LOC	LOCALIZER FACILITY
LTG	LIGHTING	MALS	MEDIUM INTENSITY APPROACH LIGHTING SY
LP	LIGHTING PANEL	MALSR	MEDIUM INTENSITY APPROACH LIGHTING SY WITH RUNWAY ALIGNMENT INDICATING LIGH
MAX	MAXIMUM	MIRL	MEDIUM INTENSITY RUNWAY LIGHT
MCB	MAIN CIRCUIT BREAKER	MITL	MEDIUM INTENSITY TAXIWAY LIGHT
MCM	THOUSAND CIRCULAR MIL	NDB	NON-DIRECTIONAL BEACON
MDP	MAIN DISTRIBUTION PANEL	PAPI	PRECISION APPROACH PATH INDICATOR
MFR	MANUFACTURER	PLASI	PULSE LIGHT APPROACH SLOPE INDICATOR
MH	METAL HALIDE	RAIL	RUNWAY ALIGNMENT INDICATING LIGHTS
MIN	MINIMUM	REIL	RUNWAY END IDENTIFIER LIGHT
MLO	MAIN LUGS ONLY	RVR	RUNWAY VISUAL RANGE
NEC	NATIONAL ELECTRICAL CODE (NFPA 70)	VADI	VISUAL APPROACH DESCENT INDICATOR
NC	NORMALLY CLOSED	VASI	VISUAL APPROACH SLOPE INDICATOR
NO	NORMALLY OPEN	VOR	VERY HIGH FREQUENCY
NTS	NOT TO SCALE		OMNIDIRECTIONAL RANGE FACILITY
OHE	OVERHEAD ELECTRIC	wc	WIND CONE
	OVERLOAD		

OL OVERLOAD

		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			
Ī	l '					

AIRPOR	T 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

NOTES:

- ALL ELECTRICAL EQUIPMENT AND MATERIALS SHALL BE INSTALLED IN CONFORMANCE WITH NEPA 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.
- 2. KEEP A COPY OF THE LATEST NEC IN FORCE ON SITE AT ALL TIMES DURING/CONSTRUCTION FOR USE AS A REFERENCE.
- 3. 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 FLECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO, 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
- 4. 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.

240/120 VAC, 3 PHASE, 4 WIRE PHASE A BLACK (120V BLACK (120V TO N) PHASE B RED (120V TO N) ORANGE (HIGH LEG) PHASE C NEUTRAL WHITE GROUND GREEN

- SEE RESPECTIVE SITE PLANS FOR SITE LEGEND INFORMATION.
- 7. 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 LITEMO THAT IS NOT ULLISTED. 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
- 9. 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.
- 10. HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW VOLTAGE CIRCUITS (RATED 600 VOLTS AND BELOW) SHALL NOT BE INSTALLED IN THE SAME WIREWAY, CONDUIT, DUCT, RACEWAY, JUNCTION STRUCTURE OR HANDHOLE.

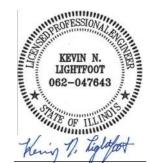
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Hanson Professional Services Inc. 1525 S. 6th Street Springfield, IL 62703 phone: 217-788-2450 fax: 217-788-2503

Professional Service Corporation #184-001084



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



DATE LICENSE SIGNED: 6/10/2022 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

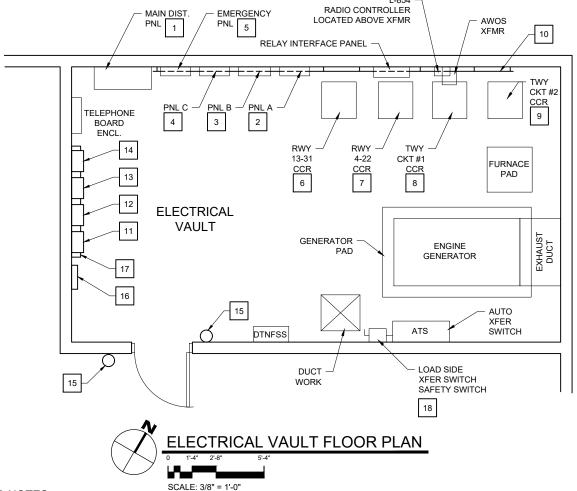
NO.	DATE	DES	CRIPT	ION
NO.	DAIL	DES	DWN	REV
ISSUE: JUNE 10, 2022				
PROJECT NO: 21A0121D				
CAD EILE: E 005 I CND DWG				

DESIGN BY: KNI 4/2/2022

DRAWN BY: CWS 4/4/2022 REVIEWED BY: KNL 6/8/2022

SHEET TITLE

ELECTRICAL LEGEND AND ABBREVIATIONS



KEYED NOTES:

- 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
- 2 EXISTING 240 VAC, 3 PHASE, 3-WIRE PANELBOARD "A" FED FROM MAIN DIST. PANEL
- 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.
- 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 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
- 7 | EXISTING RWY 4-22 CCR. SEE PROPOSED ELECTRICAL ONE LINES, NEW HIGH VOLTAGE WIRING SCHEMATIC AND VAULT GROUND BUS RISER FOR WIRING
- EXISTING TAXIWAY CIRCUIT NO. 1 CCR. SEE PROPOSED ELECTRICAL ONE LINES. NEW HIGH VOLTAGE WIRING SCHEMATIC AND VAULT GROUND BUS RISER FOR WIRING UPDATES

- 9 EXISTING TAXIWAY CIRCUIT NO. 2 CCR. SEE PROPOSED ELECTRICAL ONE LINES, NEW HIGH VOLTAGE WIRING SCHEMATIC AND VAULT GROUND BUS RISER FOR WIRING
- 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 VOI TAGE 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
- 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 CUTOUTS
- 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

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 RESPÉCTIVE 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 CUTOUTS (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).
- 3. CONTRACTOR SHALL EXAMINE THE SITE TO CONFIRM AND FIELD VERIFY EXISTING SITE CONATIONS
- 4. 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
- 5. 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 JULI 15 FOR UTILITY INFORMATION AT 1-800-892-0123

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

Professional Service Corporation #184-001084



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



SIGNED: 6/10/2022 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

DESCRIPTION NO. DATE DES DWN REV ISSUE: JUNE 10, 2022 PROJECT NO: 21A0121D

CAD FILE: E-101-VLT.DWG DESIGN BY: KNI 4/2/2022 DRAWN BY: CWS 4/4/2022 REVIEWED BY: KNL 6/8/2022

SHEET TITLE

ELECTRICAL VAULT FLOOR PLAN

CCR

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.
- 2. 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 CUTOUTS (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.
- 3. 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).
- 4. 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.
- 7. WHEN A RUNWAY IS CLOSED THE RUNWAY LIGHTING AND ASSOCIATED AIRFIELD NAVAIDS FOR THAT RUNWAY SHALL BE SHUT OFF.
- 8. WHEN A TAXIWAY IS CLOSED THE RESPECTIVE TAXIWAY LIGHTING SHALL BE SHUT OFF.

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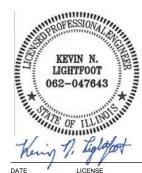
Offices Nationwide

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

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DATE SIGNED: 6/10/2022 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

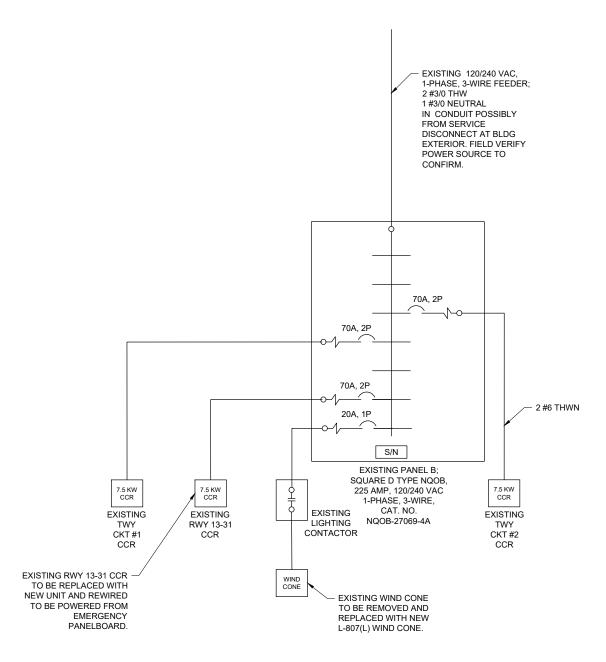
NO. DATE DESCRIPTION
DES DWN REV
ISSUE: JUNE 10, 2022
PROJECT NO: 21A0121D
CAD FILE: E-601-LINE.DWG
DESIGN BY: KNL 4/2/2022

DRAWN BY: CWS 4/5/2022
REVIEWED BY: KNL 6/8/2022

SHEET TITLE

EXISTING
ELECTRICAL
ONE-LINE DIAGRAM
FOR VAULT SHEET 1

EXISTING ELECTRICAL ONE LINE DIAGRAM FOR VAULT SHEET 1



EXISTING ELECTRICAL ONE LINE DIAGRAM FOR VAULT SHEET 2

NOTES:

- 1 EXISTING ONE-LINE DIAGRAM WIRING IS BASED ON FIFL DIDATA AND INFORMATION PROVIDED BY OTHERS, CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND WIRING AND REPORT ANY VARIATIONS TO THE RESIDENT ENGINEER/TECHNICIAN.
- 2. 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 CUTOUTS (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.
- 3. 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).
- 4. 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.
- 5. CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF FAA AC NO. 150/5370-2G (OR MOST CURRENT ISSUE) "OPERATIONAL SAFETY ON AIRPORTS DURING
- 6. CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E -STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
- 7. WHEN A RUNWAY IS CLOSED THE RUNWAY LIGHTING AND ASSOCIATED AIRFIELD NAVAIDS FOR THAT RUNWAY SHALL BE SHUT OFF
- 8. WHEN A TAXIWAY IS CLOSED THE RESPECTIVE TAXIWAY LIGHTING SHALL BE SHUT OFF.



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



DATE LICENSE SIGNED: 6/10/2022 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

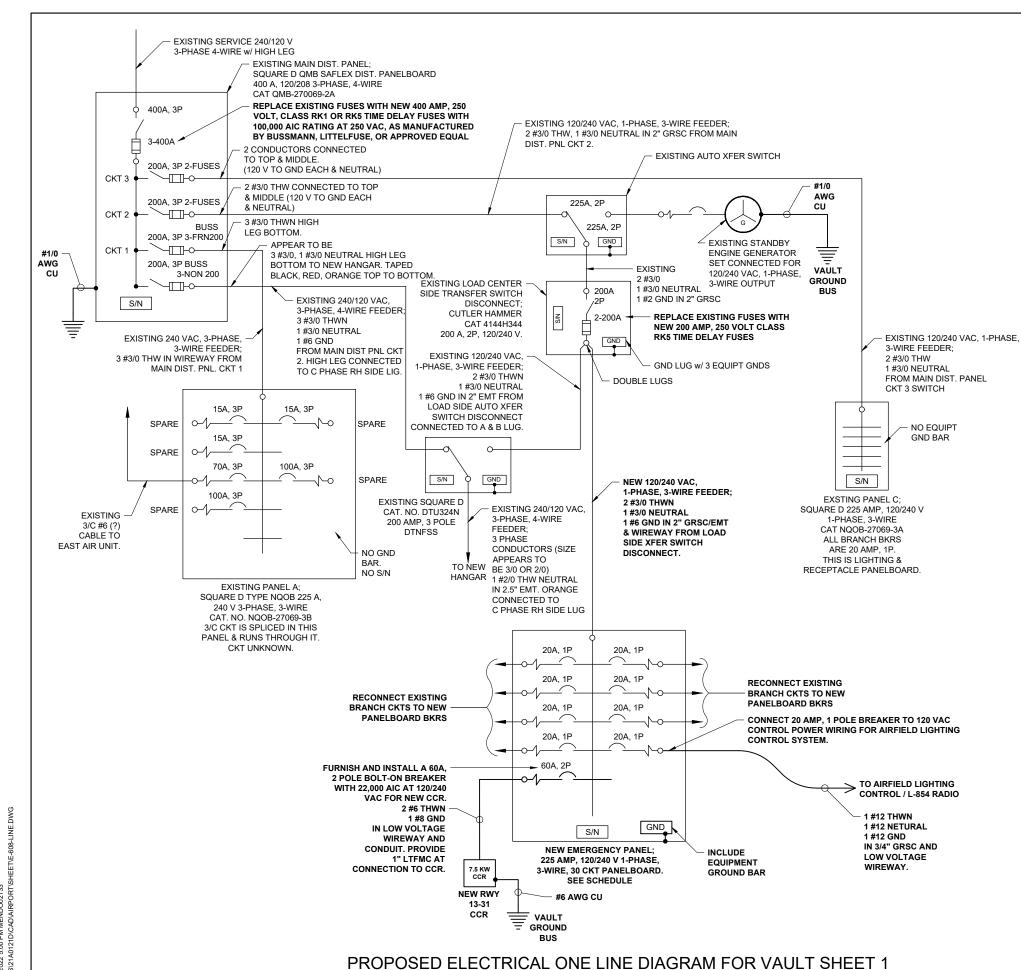
DESCRIPTION NO. DATE DES DWN REV ISSUE: JUNE 10, 2022 PROJECT NO: 21A0121D

CAD FILE: E-601-LINE.DWG

DESIGN BY: KNI 4/2/2022 DRAWN BY: CWS 4/5/2022 REVIEWED BY: KNL 6/8/2022

SHEET TITLE

EXISTING ELECTRICAL ONE-LINE DIAGRAM FOR VAULT SHEET 2



- 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.
- . 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.



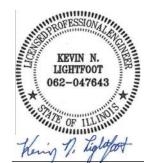
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DATE SIGNED: 6/10/2022 LICENSE EXPIRES: 11/30/2023

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
DES DWN REV

ISSUE: JUNE 10, 2022
PROJECT NO: 21A0121D

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SHEET TITLE

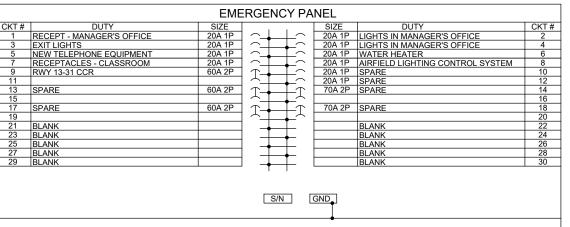
PROPOSED
ELECTRICAL
ONE-LINE DIAGRAM
FOR VAULT SHEET 1

DESIGN BY: KNI 4/2/2022

DRAWN BY: CWS 4/4/2022

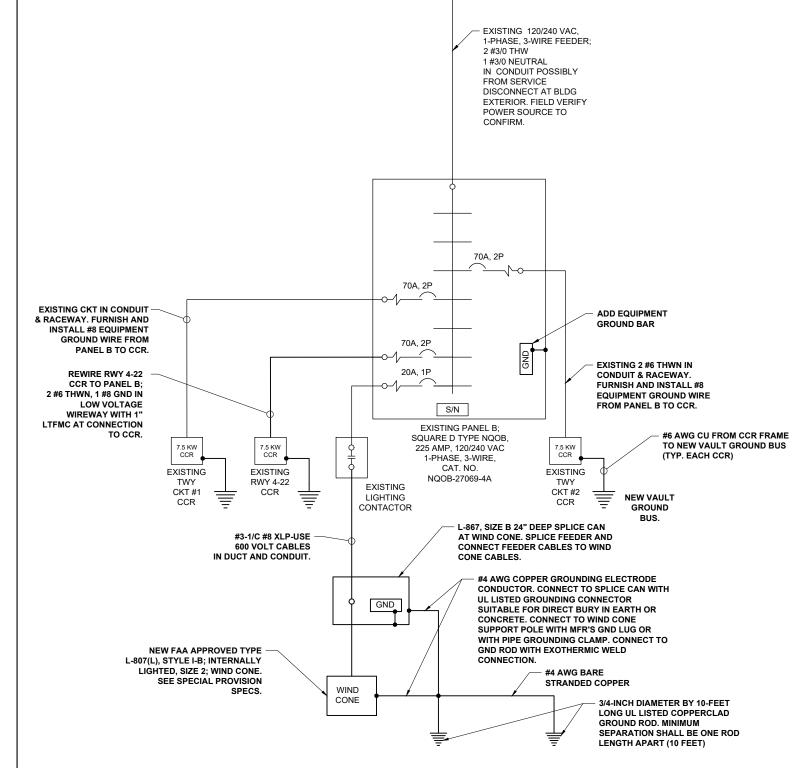
REVIEWED BY: KNL 6/8/2022

- 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
- 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



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

- PANELBOARD BUSSES SHALL BE COPPER. NEUTRAL SHALL BE COPPER. EQUIPMENT GROUND BAR SHALL BE COPPER.
- ALL BRANCH CIRCUIT & FEEDER BREAKERS SHALL BE BOLT-ON TYPE WITH 22,000 AIC AT 120/240 VAC.
- INCLUDE ENGRAVED, PHENOLIC OR PLASTIC LEGEND PLATE LABELED "EMERGENCY PANEL, 120/240 VAC, 1PH, 3W".
- 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
- 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.



PROPOSED ELECTRICAL ONE LINE DIAGRAM FOR VAULT SHEET 2

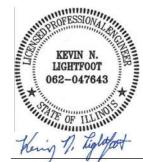
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DATE SIGNED: 6/10/2022 EXPIRES: 11/30/2023 REPLACE MEDIUM

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

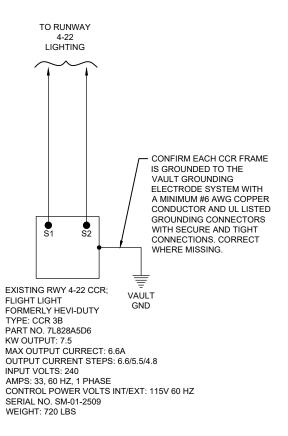
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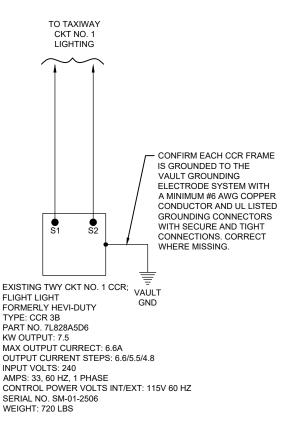
DRAWN BY: CWS 4/4/2022

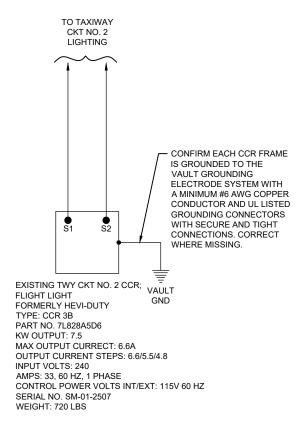
REVIEWED BY: KNL 6/8/2022

SHEET TITLE

PROPOSED ELECTRICAL ONE-LINE DIAGRAM FOR VAULT SHEET 2







EXISTING HIGH VOLTAGE WIRING SCHEMATIC FOR RUNWAYS AND TAXIWAYS

NOT TO SCALE

LEGEND

"CCR" DENOTES CONSTANT CURRENT REGULATOR

NOTES:

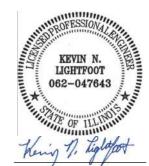
- KEEP ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS COORDINATED WITH THE AIRPORT MANAGER/DIRECTOR AND RESIDENT ENGINEER/TECHNICIAN. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA) 29 CER 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 (LOCKOLIT/TAGOLIT)
- 2. EXAMINE THE SITE TO CONFIRM AND FIELD VERIFY EXISTING SITE CONDITIONS.
- VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES FOR RESPECTIVE SYSTEMS PRIOR TO REMOVING, DISCONNECTING, WORKING ON, RELOCATING, RECONNECTING, AND/OR INSTALLING THE RESPECTIVE AIRFIELD LIGHTING, TAXI SIGN, NAVAID, VAULT EQUIPMENT, OR OTHER DEVICES. THE CONTRACTOR WILL NEED TO EXERCISE CAUTION WHEN WORKING IN THE VAULT AND ON THE AIRFIELD. CONTRACTOR SHALL REPORT ANY VARIATIONS, DEFICIENCIES, AND/OR APPARENT SAFETY CONCERNS TO THE PROJECT ENGINEER AND THE RESIDENT PROJECT REPRESENTATIVE. CONTRACTOR SHALL FOLLOW LOCKOUT/TAGOUT PROCEDURES FOR SAFETY OF PERSONNEL
- IDENTIFY EACH RESPECTIVE CIRCUIT PRIOR TO PERFORMING WORK ON THAT CIRCUIT.
- 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. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND CIRCUITS. CONTRACTOR WILL NEED TO EXERCISE CAUTION WHEN WORKING IN THE VAULT(S) AND ON THE AIRFIELD.
- THE RESPECTIVE PERSONNEL PERFORMING AIRFIELD LIGHTING WORK, VAULT WORK, AND/OR TESTS SHALL BE FAMILIAR WITH, AND QUALIFIED TO WORK ON, 5000 OLT AIRFIELD LIGHTING SERIES CIRCUITS, CONSTANT CURRENT REGULATORS, AND ASSOCIATED AIRPORT ELECTRICAL VAULT EQUIPMENT
- EXERCISE CAUTION, PRACTICE SAFETY, AND DISCONNECT THE SERIES CIRCUITS FROM THE RESPECTIVE CONSTANT CURRENT REGULATORS, AS APPLICABLE WHEN PERFORMING WORK ON THE AIRFIELD LIGHTING OR WORK THAT MIGHT AFFECT THE AIRFIELD LIGHTING. CONTRACTOR SHALL MAKE NECESSARY ARRANGEMENTS TO DISCONNECT POWER AND LOCKOUT CIRCUITS FOR PROTECTION OF PERSONNEL. EXISTING CCR'S DO NOT HAVE CUTOUTS
- OVERSEE AND CONDUCT TESTS FOR AREAS OF WORK WHERE THE RESPECTIVE CIRCUITS MIGHT BE AFFECTED. MEGGER TEST AND RECORD EXISTING SERIES CIRCUITS (WITH A CABLE INSULATION TESTER) PRIOR TO CABLE WORK OR ANY OTHER WORK THAT MIGHT POSSIBLY AFFECT AIRFIELD LIGHTING SYSTEMS, AND AGAIN AFTER AIRFIELD LIGHTING MODIFICATIONS, ADDITIONS, UPGRADES AND/OR OTHER WORK HAS BEEN COMPLETED. PROVIDE 5KV INSULATION TESTER FOR 5,000 VOLT SERIES CIRCUIT CABLES. ALSO TEST AND RECORD SERIES CIRCUIT LOOP RESISTANCE WITH AN OHMMETER. PROVIDE COPY OF TEST RESULTS TO THE ENGINEER OF RECORD (EOR) WITHIN 5 DAYS OF CONDUCTING TESTS
- RESPECTIVE CCR'S SHALL BE TESTED FOR PROPER OPERATION BEFORE REMOVAL WORK, MODIFICATIONS, ADDITIONS AND/OR ANY AIRFIELD WORK THAT MIGHT AFFECT LIGHTING CIRCUITS AND AGAIN AFTER THE AIRFIELD WORK AND ADDITIONS HAVE BEEN COMPLETED. CONTRACTOR SHALL TEST AND RECORD THE INPUT CURRENT AND OUTPUT CURRENT FOR EACH CONSTANT CURRENT REGULATOR IN THE AUTOMATIC AND MANUAL MODES OF OPERATION. PROVIDE A TRUE RMS AMMETER FOR CURRENT MEASUREMENTS. CONTRACTOR SHALL REPORT CONCERNS AND/OR DEFICIENCIES TO THE RESIDENT PROJECT REPRESENTATIVE AND THE ENGINEER OF RECORD (EOR). WRITTEN TEST RESULTS SHALL BE PROVIDED TO THE RESIDENT PROJECT REPRESENTATIVE AND THE ENGINEER OF RECORD (EOR).

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

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SIGNED: 6/10/2022 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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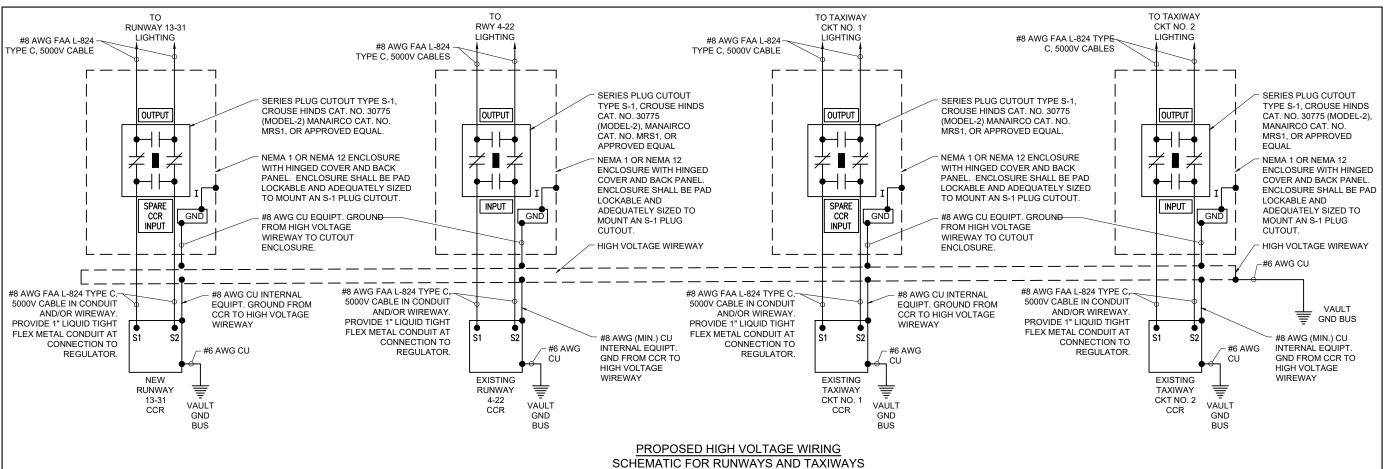
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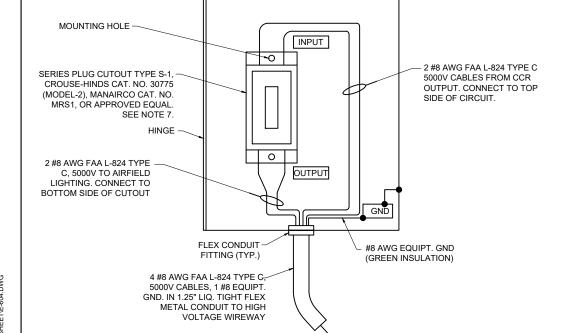
REVIEWED BY: KNL 6/8/2022

SHEET TITLE

EXISTING HIGH VOLTAGE WIRING SCHEMATICS



- 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"
- PROVIDE PHENOLIC ENGRAVED LEGEND PLATES FOR EACH CUTOUT TO IDENTIFY THE RESPECTIVE CUTOUT INPUT CONNECTION AND THE RESPECTIVE CUTOUT OUTPUT CONNECTION.
- PROVIDE ADEQUATE WORKING SPACE IN FRONT OF EACH CUTOUT ENCLOSURE TO MEET NEC CLEARANCE
- 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.
- 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)
- 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.
- PROVIDE UL LISTED FIRE STOP MATERIAL AT EACH CONDUIT ENTRY AND EXIT TO EACH RESPECTIVE CUTOUT ENCLOSURE (EXISTING AND NEW).
- BOND EACH REGULATOR FRAME TO VAULT GROUND BUS WITH A DEDICATED #6 AWG BONDING JUMPER.



14"H x 12"W x 8"D (APPROXIMATE DIMENSIONS) NEMA 1 OR NEMA 12 ENCLOSURE WITH HINGED COVER & BACK PANEL

CLARITY. ADJUST ENCLOSURE DIMENSIONS AS NECESSARY

TO ACCOMMODATE THE RESPECTIVE CUTOUT. ENCLOSURE

NOTE FRONT DOOR OF ENCLOSURE NOT SHOWN FOR

SHALL INCLUDE PAD LOCK KIT.

SERIES PLUG CUTOUT MOUNTING DETAIL FOR TAXIWAY CIRCUIT AND RUNWAY CIRCUIT (TYPICAL FOR 4) NOT TO SCALE

LEGEND

DENOTES PLUG CUTOUT WITH PLUG INSERTED

DENOTES PLUG CUTOUT WITH PLUG PULLED "CCR" DENOTES CONSTANT CURRENT REGULATOR

FOR BID

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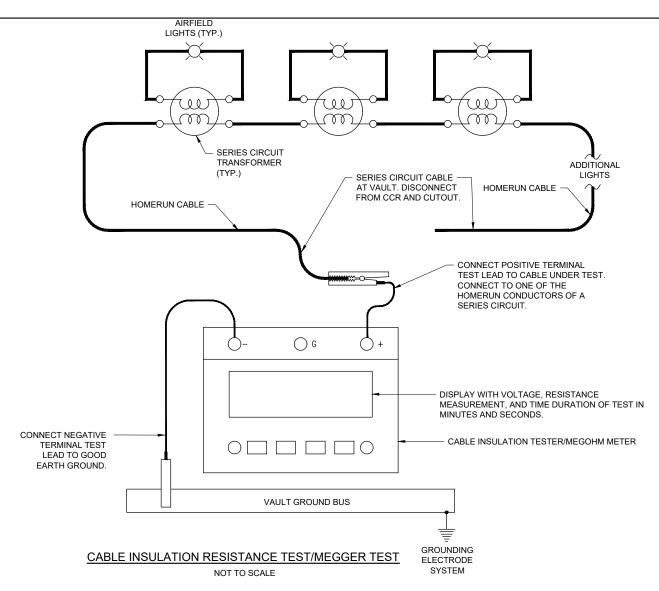
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DRAWN BY: CWS 4/4/2022					

NEW HIGH VOLTAGE WIRING SCHEMATIC

REVIEWED BY: KNL 6/8/2022

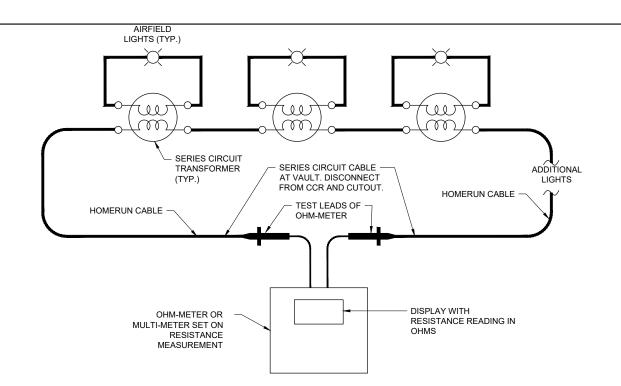
SHEET TITLE



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 VALUET.
- 3. 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.
- 4. 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 RESILIT
- 6. 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.

- 7. 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.
- B. 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.
- 3. 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.



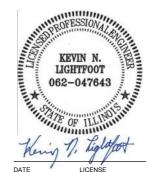
Offices Nationwide

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

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Professional Service Corporation
#184-001084



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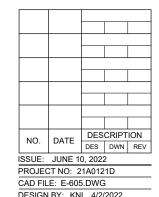
DATE SIGNED: 6/10/2022 LICENSE EXPIRES: 11/30/2023

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

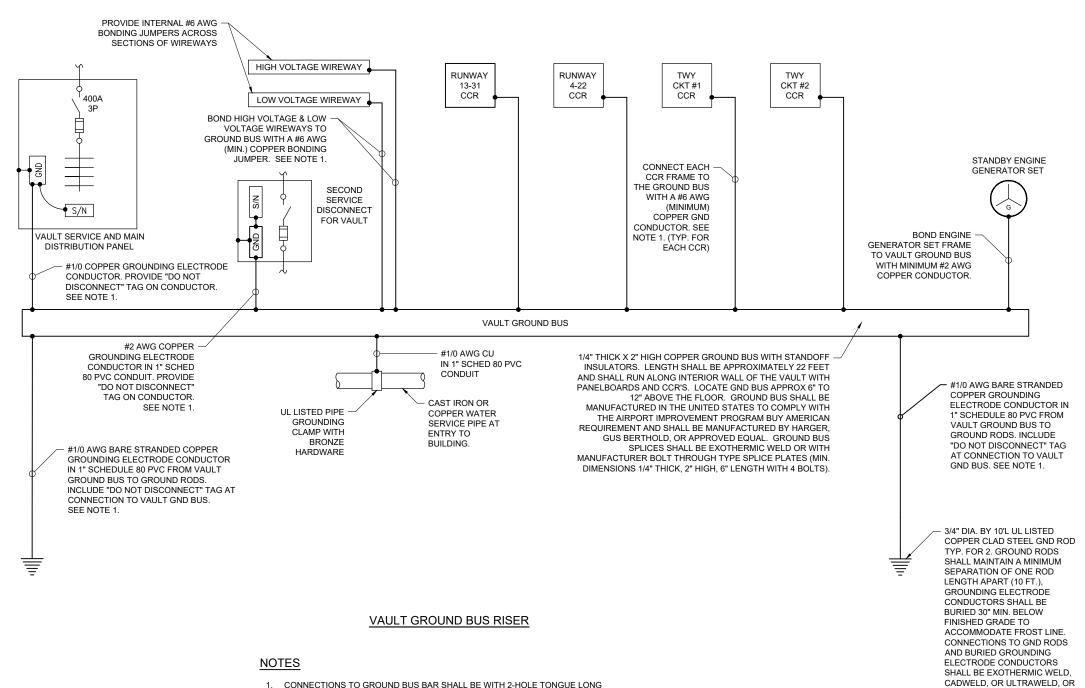


SHEET TITLE

DRAWN BY: CWS 4/4/2022

REVIEWED BY: KNL 6/8/2022

SERIES CIRCUIT CABLE TESTING DETAILS



- 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.
- 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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DESIGN BY: KNL 4/30/2022

DRAWN BY: CWS 5/6/2022 REVIEWED BY: KNL 6/8/2022

SHEET TITLE

VAULT GROUND BUS RISER

APPROVED EQUAL

LEGEND PLATE SCHEDULE					
DEVICE	LABEL				
VAULT MAIN DIST. PANEL	MAIN SERVICE AND DIST. PANEL 240/120 VAC, 3PH, 4-WIRE WITH HIGH LEG. NOTE THERE IS A SECOND SERVICE TO THIS BUILDING.				
VAULT MAIN DIST. PANEL	MAX AVAILIBLE FAULT CURRENT AT UTILITY XFMR SECONDARY CALCULATED TO BE 11,495 AMPS LINE TO LINE ON 6-3-2022				
VAULT PANEL A	VAULT PANEL A 240 VAC, 3PH, 3-WIRE FED FROM MAIN DIST. PANEL				
VAULT PANEL A	MAX AVAILIBLE FAULT CURRENT AT UTILITY XFMR SECONDARY CALCULATED TO BE 11,495 AMPS LINE TO LINE ON 6-3-2022				
VAULT PANEL B	VAULT PANEL B 120/240 VAC, 1PH, 3-WIRE FED FROM SEPARATE SERVICE DISCONNECT AT BLDG EXTERIOR. NOTE THERE IS ANOTHER SERVICE TO THIS BUILDING				
VAULT PANEL B	MAX AVAILIBLE FAULT CURRENT AT UTILITY XFMR SECONDARY CALCULATED TO BE 10,348 AMPS LINE TO LINE 15,522 AMPS LINE TO NEUTRAL ON 6-3-2022				
VAULT PANEL C	VAULT PANEL C 120/240 VAC, 1PH, 3-WIRE FED FROM MAIN DIST. PANEL				
VAULT PANEL C	MAX AVAILIBLE FAULT CURRENT AT UTILITY XFMR SECONDARY CALCULATED TO BE 10,348 AMPS LINE TO LINE 15,522 AMPS LINE TO NEUTRAL ON 6-3-2022				
AUTO TRANSFER SWITCH	AUTO TRANSFER SWITCH 120/240 VAC, 1PH, 3-WIRE NORMAL POWER SOURCE FED FROM MAIN DIST. PANEL STANDBY POWER SOURCE FED FROM ENGINE GENERATOR SET				
DISCONNECT AT LOAD SIDE OF AUTO TRANSFER SWITCH	DISCONNECT FOR EMERGENCY PANEL AND STANDBY POWER SOURCE FOR NEW HANGAR 120/240 VAC, 1PH, 3-WIRE FED FROM AUTO TRANSFER SWITCH				
DOUBLE THROW NOT FUSIBLE SAFETY SWITCH FOR NEW HANGAR	NEW HANGAR MANUAL TRANSFER SWITCH NORMAL POWER IS 240/120 VAC, 3PH, 4-WIRE W/ HIGH LEG FED FROM MAIN DIST. PANEL STANDBY POWER IS 120/240 VAC, 1PH, 3-WIRE FED FROM DISCONNECT SWITCH FOR EMERGENCY PANEL AND NEW HANGAR.				
EMERGENCY PANEL	EMERGENCY PANEL 120/240 VAC, 1PH, 3-WIRE FED FROM DISCONNECT FOR EMERGENCY PANEL AND NEW HANGAR. THIS PANEL HAS BACKUP POWER FROM ENGINE GENERATOR SET.				
SINGLE PHASE SERVICE DISCONNECT FOR PANEL B	SERVICE DISCONNECT 120/240 VAC, 1PH, 3-WIRE NOTE THERE IS ANOTHER SERVICE TO THIS BUILDING				

LEGEND PLA	TE SCHEDULE
DEVICE	LABEL
SINGLE PHASE SERVICE DISCONNECT FOR PANEL B	MAX AVAILABLE FAULT CURREN AT UTILITY XFMR SECONDARY CALCULATED TO BE 10,348 AMPS LINE TO LINE 15,522 AMPS LINE TO NEUTRAL ON 6-3-2022
RUNWAY 13-31 SERIES CIRCUIT CUTOUT ENCLOSURE	RUNWAY 13-31 LIGHTING CUTOUT
RUNWAY 4-22 SERIES CIRCUIT CUTOUT ENCLOSURE	RUNWAY 4-22 LIGHTING CUTOUT
TAXIWAY CKT NO. 1 SERIES CIRCUIT CUTOUT ENCLOSURE	TAXIWAY CKT NO. 1 LIGHTING CUTOUT
TAXIWAY CKT NO. 2 SERIES CIRCUIT CUTOUT ENCLOSURE	TAXIWAY CKT NO. 2 LIGHTING CUTOUT
EACH CUTOUT INPUT SIDE CONNECTION	INPUT
EACH CUTOUT OUTPUT SIDE CONNECTION	OUTPUT
EACH CUTOUT ENCLOSURE	CAUTION SHUT OFF CCR BEFORE REMOVING OR INSERTING CUTOUT
TOP OF RWY 13-31 CCR	KEEP CLEAR DO NOT STORE MATERIALS ON TOP OF CCR
TOP OF RWY 4-22 CCR	KEEP CLEAR DO NOT STORE MATERIALS ON TOP OF CCR
TOP OF TWY CKT NO. 1 CCR	KEEP CLEAR DO NOT STORE MATERIALS ON TOP OF CCR
TOP OF TWY CKT NO. 2 CCR	KEEP CLEAR DO NOT STORE MATERIALS ON TOP OF CCR

/	ARC FLASH RISK LABELS
EQUIPMENT	LABEL
VAULT MAIN DIST. PANEL	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 240/120 VAC, 3 PHASE, 4-WIRE W/ HIGH LEG ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1
VAULT PANEL A	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 240/120 VAC, 3 PHASE, 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1
VAULT PANEL B	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 120/240 VAC, 1 PHASE, 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1
VAULT PANEL C	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 120/240 VAC, 1 PHASE, 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1
SINGLE PHASE SERVICE DISCONNECT FOR PANEL B	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 120/240 VAC, 1 PHASE, 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1
AUTO TRANSFER SWITCH	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 120/240 VAC, 1 PHASE, 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1
DISCONNECT AT LOAD SIDE OF AUTO TRANSFER SWITCH	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 120/240 VAC, 1 PHASE, 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1
DOUBLE THROW NOT FUSIBLE SAFETY SWITCH FOR NEW HANGAR	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NORMAL SOURCE NOMINAL VOLTAGE: 240/120 VAC, 3 PHASE, 4-WIRE WI HIGH LEG STANDBY POWER SOURCE NOMINAL VOLTAGE: 120/240 VAC, 1 PHASE 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1
EMERGENCY PANEL	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 120/240 VAC, 1 PHASE, 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY: 1

NOTE: LABELS ARE BASED ON FAULT CURRENT FROM UTILITY TRANSFORMER THAT IS LESS THAT 25,000 AMPS AT 240 VAC.

NOTES:

- LEGEND PLATES SHALL BE WEATHERPROOF ENGRAVED PLASTIC OR PHENOLIC MATERIAL, 1/4" HIGH BLACK LETTERS ON A WHITE BACKGROUND UNLESS NOTED OTHERWISE. SECURE WITH WEATHERPROOF ADHESIVE AND MACHINE SCREWS. FURNISH ADDITIONAL LEGEND PLATES WHERE REQUIRED BY CODE, FOR ADDITIONAL EQUIPMENT, AS DETAILED HEREIN ON THE PLANS, AND AS NOTED IN THE SPECIAL PROVISION SPECIFICATIONS.
- 2. FURNISH & INSTALL A WEATHERPROOF WARNING LABEL FOR EACH SAFETY SWITCH, PANELBOARD, LOAD CENTER, CUTOUT, & CONTROL PANEL TO WARN PERSONS OF POTENTIAL ELECTRIC ARC FLASH HAZARDS, PER THE REQUIREMENTS OF NEC 110.16 "ARC-FLASH HAZARD WARNING".
- INFORMATION FOR FAULT CURRENT CALCULATIONS WAS TO BE PROVIDED BY SERVING ELECTRIC UTILITY COMPANY. CONTACT PROJECT ENGINEER TO CONFIRM FAULT CURRENT CALCULATIONS.
- 4. CONTRACTOR SHALL PROVIDE APPROPRIATE LABELS ON ELECTRICAL EQUIPMENT, IN ACCORDANCE WITH NFPA 70E ARTICLE 130 WORK INVOLVING ELECTRICAL HAZARDS, PART 130.5 ARC FLASH RISK ASSESSMENT, (H) EQUIPMENT LABELING. WHERE MAXIMUM CALCULATED FAULT CURRENT EXCEEDS 25,000 AMPS CONTACT PROJECT ENGINEER.

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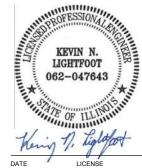
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IDA No: IJX-4880 SBGP No: 3-17-SBGP-156/162/171

Contract No.: JA040

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PROJECT NO: 21A0121D

CAD FILE: E-606.DWG

DESIGN BY: KNL 4/2/2022

DRAWN BY: CWS 4/5/2022

REVIEWED BY: KNL 6/8/2022

SHEET TITLE

LEGEND PLATE SCHEDULES

DANGER HIGH VOLTAGE KEEP OUT

"DANGER - HIGH VOLTAGE KEEP OUT" SIGN

PROVIDE WARNING SIGN ON VAULT EXTERIOR DOOR LABELED "DANGER - HIGH VOLTAGE - KEEP OUT" PER THE REQUIREMENTS OF NEC 110.34 (C). PROVIDE MINIMUM OF 3 SIGNS (ONE ON EACH DOOR TO THE VAULT). SIGNS SHALL BE APPROXIMATELY 10"H X 14"W.



"DANGER - HIGH VOLTAGE" SIGN

FURNISH AND INSTALL "DANGER - HIGH VOLTAGE" LABELS/SIGNS FOR EACH CUTOUT ENCLOSURE, EACH CONSTANT CURRENT REGULATOR, AND THE HIGH VOLTAGE WIREWAY, TO COMPLY WITH FAA AC 150/5340-26C "MAINTENANCE OF AIRPORT VISUAL AID FACILITIES PART 2.11.1 WARNING SIGNS". LABELS SHALL BE APPROXIMATELY 4" X 6" OR 5" X 7".