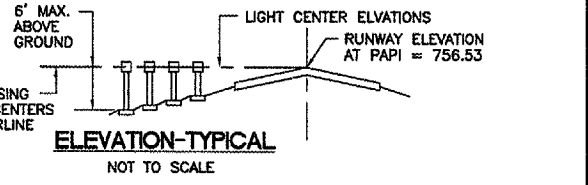


NUMBERED LEGEND **DU076**

- 1 3-1/C #1 TYPE U.S.E. POWER CABLES AND 1/C #6 BARE COPPER GROUND WIRE. SEE DWG. GL-D-2795-7-4.
- 2 JACKING OPERATION: JACK 3" GRG A MINIMUM OF 4 FEET UNDER TAXIWAYS AND SHOULDERS. EXTEND A MINIMUM OF 5 FEET BEYOND CONCRETE EDGE. RESTORE PIT AREAS TO PREVIOUS CONDITIONS. MARK CASING PIPE ENDS WITH ABOVE GROUND MARKERS.
- 3 8-1/C #8, 4-#6 GROUND, TYPE U.S.E. POWER CABLES, FOUR 6 PR #19 SHIELDED CONTROL CABLES AND 1/C #6 BARE COPPER BURIED GUARD WIRE, PER DWG. GL-D-2795-7-4.
- 4 PAPI LAMP HOUSING ASSEMBLY (LHA) PER DWG. GL-D-2795-7-2.
- 5 CRUSHED ROCK AREA, SEE NOTE 7.
- 6 3/4" x 10' COPPER CLAD GROUND ROD W/ EXOTHERMIC WELD CONNECTION SEE DETAIL "1" DWG. GL-D-2795-7-2.
- 7 POWER AND CONTROL INSTALL. SEE DETAIL "1", DWG. GL-D-2795-7-3.
- 8 CONTRACTOR TO INSTALL GROUND RODS ALONG CABLE RUN AT 90° MAXIMUM INTERVALS AND CONNECT TO #1/0 BARE COPPER GROUND WIRE PER SECTION 16A.4E OF SPECIFICATION FAA-GL-918C.
- 9 CONTRACTOR TO INSTALL CABLE MARKERS FOR BURIED CABLE PER SECT. 16F-3G OF SPECIFICATIONS FAA-GL-918C, AND SHEET 8 OF 10.
- 10 ELECTRIC HANDHOLE, SEE DETAIL 6, DWG. D-2795-7-12.
- 11 3-1/C #4, TYPE U.S.E. POWER CABLES AND 1/C #6 BARE COPPER GROUND WIRE TO REIL MASTER UNIT.
- 12 TRENCH SECTIONS, SEE DWG. GL-D-2795-7-6. THE NORMAL TRENCH DEPTH FOR THIS PROJECT IS 30".

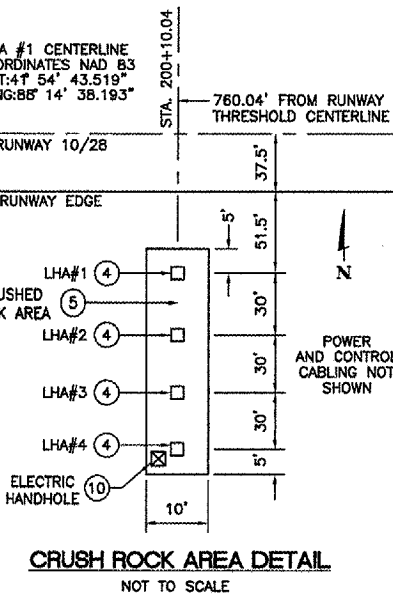


LIGHTING NOTES

1. THE REIL LIGHT BEAM CENTERLINE OF EACH LIGHT UNIT SHALL BE AIMED 15 DEGREES OUTWARD FROM A LINE PARALLEL TO RUNWAY CENTERLINE AND INCLINED AT AN ANGLE 10 DEGREES ABOVE THE HORIZONTAL. IF THIS ANGLE IS OPERATIONALLY OBJECTABLE, CONTRACTOR SHALL PROVIDE AN OPTICAL Baffle AND ORIENT THE BEAM AXIS OF UNIT 10 DEGREES OUTWARD FROM A LINE PARALLEL TO THE RUNWAY CENTERLINE AND INCLINED AT AN ANGLE OF 3 DEGREES ABOVE THE HORIZONTAL AT NO ADDITIONAL COST.
2. THE ROUTING OF PROPOSED AND EXISTING CABLE SHOWN IS FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE FIELD VERIFIED.
3. THE CONTRACTOR SHALL VERIFY THAT THE EXISTING RUNWAY LIGHTING CIRCUIT IS OPERATIONAL AT THE END OF EACH WORKING DAY.
4. ANY EXISTING CABLE MARKERS THAT ARE DISTURBED SHOULD BE REMOVED AND REINSTALLED AT THE SAME LOCATION. COST SHALL BE INCIDENTAL TO GRADING.
5. 1/C #1/0 BARE COPPER COUNTERPOISE COMPLETE WITH 3/4" x 10' GROUND RODS SHALL BE INSTALLED EVERY 90° AT 1" ABOVE ALL NON-ARMORED CABLE. CONTRACTOR SHALL REQUEST FAA PERSONNEL TO INSPECT GROUNDING BEFORE BACKFILLING.
6. THE EXISTING RUNWAY LIGHTING CIRCUIT, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY CABLING AND SPLICING REQUIRED SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
7. AT ANY LOCATION WHERE THE PROPOSED DUCT OR CABLE ROUTE CROSSES AN EXISTING UTILITY, THE CONTRACTOR SHALL HAND DIG AND LOCATE THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
8. CONTRACTOR SHALL PROVIDE PULL WIRE FOR ALL DUCT BANKS AND CAP THE UNUSED DUCT BANKS FOR FUTURE USE.
9. ALL SPLICES OF PROPOSED AND EXISTING CABLES IN ELECTRICAL HANDHOLES AND LIGHT BASES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
10. CONTRACTOR TO FURNISH AND INSTALL CONTROL WIRES BETWEEN REIL MASTER AND SLAVE UNITS, ISOLATION TRANSFORMER AND CURRENT SENSING UNIT TO MAKE REIL SYSTEM COMPLETE AND OPERATIONAL.
11. CONTRACTOR TO REMOVE EXISTING ELECTRIC SERVICE CONDUIT AND INSTALL NEW 2" CONDUIT WITH "LB" FOR NEW ELECTRIC SERVICE. COORDINATE NEW SERVICE CONNECTION WITH COMED. NEW ELECTRIC SERVICE SHALL BE 60A, 120/240V, SINGLE PHASE, 3-WIRE.
12. THE EXISTING EIGHT RUNWAY 10/28 THRESHOLD LIGHTS SHALL BE CHANGED TO EMIT RED LIGHT IN THE DIRECTION OF THE RUNWAY 28 END AND GREEN LIGHT OUTWARD.
13. SIX EXISTING RUNWAY 10/28 EDGE LIGHTS SHALL BE CHANGED TO EMIT WHITE LIGHT IN THE DIRECTION OF RUNWAY 28 THRESHOLD AND AMBER LIGHT IN THE OPPOSITE DIRECTION FROM STA. 194+27.50 TO STA. 198+02.50.
14. SIX OUTER MOST DISPLACED THRESHOLD LIGHTS TO BE REMOVED. TWO INNER MOST HIRLS TO REMAIN AND BE CHANGED TO EMIT WHITE LIGHT TOWARD THE 28 END OF THE RUNWAY AND AMBER IN THE OPPOSITE DIRECTION. REPLACE EXISTING LAMPS WITH 120W LAMP.
15. EXISTING RUNWAY EDGE LIGHT LENSES TO REMAIN AMBER/WHITE FROM STA. 201+81.43 TO STA. 211+28.
16. EIGHT EXISTING RUNWAY 10/28 EDGE LIGHTS TO BE CHANGED TO EMIT WHITE LIGHT IN BOTH DIRECTIONS FROM STA. 213+25 TO STA. 219+04.29 INCLUDING TWO IN-PAVEMENT LIGHTS.
17. THE CONTRACTOR SHALL CHANGE LENSES IN A TOTAL OF TWENTY-FOUR LIGHTS ON RUNWAY 10/28. TWENTY TWO BASE MOUNTED LIGHT LENS CHANGES TO BE PAID FOR AS AR800205 RETROFIT EXISTING ELEVATED LIGHT. TWO IN-PAVEMENT LIGHT LENS CHANGES TO BE PAID FOR AS AR800206 RETROFIT EXISTING IN-PAVEMENT LIGHT.
18. INSTALL CABLE MARKERS AT 200' SPACING ON RUNS OVER 200' IN LENGTH AND AT LOCATION OF CHANGE OF DIRECTION ON CABLE RUN AND AT SPLICES AS REQUIRED BY SPECIFICATION FAA-C-1391.

AS-BUILT ELEVATIONS
NOT TO SCALE

ANCHOR #	AS-BUILT TOP ELEV.
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	



	PAPI LHA #1	PAPI LHA #2	PAPI LHA #3	PAPI LHA #4
DISTANCE FROM RUNWAY CENTERLINE (NOTE 1)	89'	119'	149'	179'
AIMING ANGLE	3°30'	3°10'	2°50'	2°30'
APPROXIMATE GROUND ELEVATION (NOTE 2)	753.9	753.2	752.4	751.4
PAPI LHA (NOTE 3) APERTURE CENTERLINE ELEVATION	756.5	756.5	756.5	756.5

NOTES

1. DIMENSION LINES ARE REFERENCED TO THE CENTERLINE OF EACH PAPI LHA (MIDWAY BETWEEN THE FRONT TWO LEGS).
2. THIS ELEVATION IS NOT TO BE USED TO ESTABLISH LAMP HOUSING ASSEMBLY ELEVATIONS.
3. THESE ELEVATIONS ARE REFERENCED TO THE ADJACENT RUNWAY CENTERLINE ELEVATION WHICH IS 756.53.
4. CONTRACTOR TO SHOW ELEVATION OF ANCHOR TOPS ON AS BUILT DRAWINGS.
5. PRIOR TO BEGINNING ANY EXCAVATION, THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGEMENT, LOCAL FAA PERSONNEL, AND UTILITY COMPANY TO HAVE UNDERGROUND CABLING/UTILITIES LOCATED AND MARKED. ALSO SEE NOTE 6.
6. PRIOR TO BEGINNING ANY EXCAVATION, THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGEMENT, LOCAL FAA PERSONNEL, UTILITY COMPANY TO COORDINATE CONSTRUCTION ACTIVITIES AND TRENCHING OF UNDERGROUND CABLING.
7. CONTRACTOR SHALL REMOVE 6" OF TOPSOIL, COMPACT SUBGRADE AND PLACE GEOTEXTILE FABRIC CONFORMING TO SECTION 28.3 OF THE SPECIFICATION FAA-GL-918C OVER SUBGRADE PRIOR TO PLACING 6" COMPACTED DEPTH OF 3/4" CRUSHED AGGREGATE (209) OVER EXCAVATED AREA.

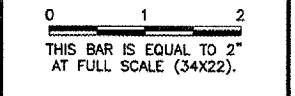
GENERAL NOTES

- FOUNDATIONS:**
FOUNDATIONS FOR MOUNTING LIGHT BOXES SHALL BE MADE OF ITEM 610 CONCRETE. ALL LIGHT BOXES SHALL BE FRANGIBLY MOUNTED TO THE FOUNDATION.
- AZIMUTHAL AIMING:**
EACH LIGHT UNIT SHALL BE AIMED OUTWARD INTO THE APPROACH ZONE ON A LINE PARALLEL TO THE RUNWAY CENTERLINE WITHIN A TOLERANCE OF ±1/2 DEGREE.
- MOUNTING HEIGHT TOLERANCES:**
THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN ±1 INCH OF A HORIZONTAL PLANE AT THE ELEVATION GIVEN IN THE TABLE.
- TOLERANCE ALONG LINE PERPENDICULAR TO RUNWAY:**
THE FRONT FACE OF EACH LIGHT UNIT IN A BAR SHALL BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE WITHIN ±6 INCHES.
5. PROVIDE FRANGIBLE MOUNTS FOR ALL LEGS OF LIGHT UNITS AND POWER ADAPTERS.
 6. NUMBER AND CONFIGURATION OF LEGS PER MANUFACTURER. (3 LEGS MINIMUM)
 7. GROUND EACH LAMP HOUSING AND POWER ADAPTER PER MANUFACTURER
 8. THE POWER AND CONTROL UNIT SHALL BE STYLE A, CLASS II.
 9. THE DIFFERENCE IN LATERAL SPACING BETWEEN THE LIGHT UNITS SHALL NOT EXCEED ONE FOOT.
 10. EACH LIGHT UNIT SHALL HAVE TWO LAMPS AND SHALL PROVIDE A BEAM OF LIGHT SPLIT HORIZONTALLY TO PRODUCE: WHITE LIGHT IN THE TOP SECTOR AND RED LIGHT ON THE BOTTOM SECTOR. THEY SHALL HAVE A MINIMUM OF THREE MOUNTING LEGS WHICH SHALL BE ADJUSTABLE TO PERMIT LEVELING WHERE ONE SIDE OF THE UNIT IS INSTALLED UP TO 1 INCH LOWER THAN THE OPPOSITE SIDE.
 11. APPLY "NEVER SEEZ" OR APPROVED EQUAL TO ALL THREADED BOLTS AND CONNECTIONS.

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FILE: Papi-site.dwg
LAYOUT: Layout1
UPDATE BY: Jim Ohse
SURVEY BOOK #
DATE: Thursday, April 26, 2007 10:43:04 AM
XREF DWG: tbalnt.dwg
tb.dwg
papi-base.dwg

REVISIONS

NUMBER	BY	DATE



DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
REMARK RUNWAY 10-28, RUNWAY 28 PAPI
SITE PLAN/PROJECT LAYOUT

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APPROVED BY:	DLP
DATE:	04/20/07
JOB No:	07257-04
IL PROJECT:	DPA-3695
A.I.P. PROJECT:	3-17-0017-B21
SHEET	2 OF 10 SHEETS