

**LIGHT REMOVAL NOTES**

- ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT DIRECTOR/MANAGER. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO, 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
- CONTRACTOR SHALL EXAMINE THE SITE TO DETERMINE THE EXTENT OF THE WORK. CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING OR DISCONNECTING THE RESPECTIVE AIRFIELD LIGHTING, TAXI SIGN, NAVAID, OR OTHER DEVICE.
- CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF FAA AC NO. 150/5370-2F (OR MOST CURRENT ISSUE) "OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION".
- CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E - STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
- THE EXISTING THRESHOLD LIGHTS DESIGNATED FOR REMOVAL SHALL BE REMOVED AND RELOCATED FOR USE WITH ITEM AR620912 TEMPORARY MARK AND LIGHT. WHEN THE TEMPORARY THRESHOLD IS REMOVED THE LIGHTS AND THEIR ISOLATING TRANSFORMERS SHALL BE TURNED OVER TO THE AIRPORT MANAGER. REMOVAL AND RELOCATION OF THE EXISTING THRESHOLD LIGHTS WILL BE PAID FOR UNDER ITEM AR620912 TEMPORARY MARK AND LIGHT, PER LUMP SUM.
- THE CONTRACTOR IS ENCOURAGED TO INSPECT EACH EXISTING LIGHT PRIOR TO RELOCATION AND IDENTIFY TO THE RESIDENT ENGINEER ANY DAMAGED OR INOPERABLE PARTS. ONCE THE EXISTING LIGHT IS REMOVED, THE CONTRACTOR IS RESPONSIBLE FOR ALL FIXTURES DAMAGED DURING THE RELOCATION. ALL LIGHTS WILL BE REINSTALLED IN PROPER WORKING ORDER, OR REPLACED AT THE CONTRACTOR'S EXPENSE.
- THE EXISTING AIRFIELD LIGHTS AND THEIR ISOLATED TRANSFORMERS DESIGNATED FOR REMOVAL SHALL BE REMOVED AND TURNED OVER TO THE AIRPORT. THE CONCRETE LIGHT BASES SHALL BE REMOVED AND DISPOSED OF OFF THE AIRPORT SITE IN A LEGAL MANNER. REMOVAL OF THE THE EXISTING AIRFIELD LIGHTS WILL BE PAID FOR UNDER ITEM AR125901 REMOVE STAKE MOUNTED LIGHT, PER EACH AND AR125902 REMOVE BASE MOUNTED LIGHT, PER EACH.
- THE EXISTING AIRFIELD LIGHTING CABLES ASSOCIATED WITH THE AIRFIELD LIGHTING REMOVALS SHALL BE ABANDONED IN PLACE UNLESS IT CONFLICTS WITH THE INSTALLATION OF THE PROPOSED LIGHT OR CABLE, PAVEMENT, OR OTHER WORK, THEN IT SHALL BE REMOVED AND DISPOSED OF OFF SITE AT NO ADDITIONAL COST TO THE CONTRACT. CONTRACTOR MAY REMOVE ABANDONED CABLES AT NO ADDITIONAL COST TO THE CONTRACT AND SHALL HAVE THE SALVAGE RIGHTS TO ABANDONED CABLES.
- 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 150/5370-2F, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION, SECTION 218, PARAGRAPH C.
- NO CONNECTION TO AN ACTIVE LIGHTING CIRCUIT WILL BE BROKEN UNTIL THE CIRCUIT HAS BEEN TURNED OFF IN ACCORDANCE WITH NOTE 1.

**PAPI REMOVAL NOTES**

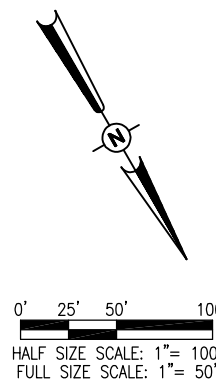
- ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT DIRECTOR / MANAGER. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO, 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
- POWER FOR THE PAPI SYSTEM SHALL BE DISCONNECTED AT THE RESPECTIVE POWER SOURCE PRIOR TO DISCONNECTING AND REMOVING THE PAPI SYSTEM. POWER FOR THE EXISTING PAPI SYSTEM LOCATED ON RUNWAY 31 IS UNDERSTOOD TO BE POWERED FROM THE AIRPORT ELECTRICAL VAULT. CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS AND CONFIRM POWER SOURCE FOR THE PAPI SYSTEM.
- THE EXISTING PAPI AND POWER & CONTROL UNIT SHOWN TO BE REMOVED ARE TO BE UNBOLTED, REMOVED AND TURNED OVER TO THE AIRPORT MANAGER. THE EXISTING PAPI CONCRETE BASES ARE TO BE REMOVED TO THEIR FULL DEPTH AND DISPOSED OF OFF THE AIRPORT SITE.
- THE HOLES LEFT FROM THE REMOVAL OF PAPI BASES AND POWER & CONTROL UNIT SHALL BE FILLED IN WITH EARTH AND COMPACTED TO PREVENT FUTURE SETTLEMENT. THE DISTURBED AREAS SHALL BE FERTILIZED AND SEEDED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- THE EXISTING PAPI CABLES WILL BE ABANDONED IN PLACE UNLESS IT CONFLICTS WITH THE INSTALLATION OF A PROPOSED LIGHT OF CABLE, PAVEMENT, OR OTHER WORK, THEN IT SHALL BE REMOVED AT NO ADDITIONAL COST TO THE CONTRACT.
- AN EXISTING PAPI UNIT CONSISTS OF THE PAPI LIGHT HOUSINGS AND PAPI POWER & CONTROL UNIT.
- REMOVAL OF THE EXISTING PAPI UNITS WILL BE PAID FOR UNDER ITEM:  
AR125908 "REMOVE PAPI" PER EACH  
QUANTITY OF PAPI UNITS TO BE REMOVED -----1 EACH.
- NO CONNECTION TO AN ACTIVE LIGHTING, NAVAID, OR OTHER CIRCUIT SHALL 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 WHATEVER 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 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.

**LEGEND**

- EXISTING PAVEMENT
- EXISTING STAKE MOUNTED RUNWAY LIGHT (TO BE REMOVED)
- EXISTING BASE MOUNTED RUNWAY LIGHT (TO BE REMOVED)
- EXISTING STAKE MOUNTED THRESHOLD LIGHT (TO BE RELOCATED AS PART OF TEMPORARY MARKING AND LIGHTING)
- EXISTING CABLE MARKER
- EXISTING ELECTRICAL CABLES



REVISION	DATE

MARSHALL COUNTY AIRPORT  
LACON, ILLINOIS  
BLOCK GRANT PROJ.: 3-17-0059-B15  
IL PROJ.: C75-4223

Hanson Proj. No. 10A0051	Filename R-141ELE.DWG	Scale 1"=50'	Date 12/14/12
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DRAWN	MLH	08/30/10	
REVIEWED	CAH/KNL	03/30/11	

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PAVE, LIGHT AND MARK  
805' EXTENSION  
EXISTING ELECTRICAL PLAN  
STA. 120+90 TO STA. 129+50

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