

LETTING ITEM NO. 02A  
APRIL 24, 2026 LETTING

# CONSTRUCTION PLANS

CR008  
TOTAL SHEETS: 19

FOR

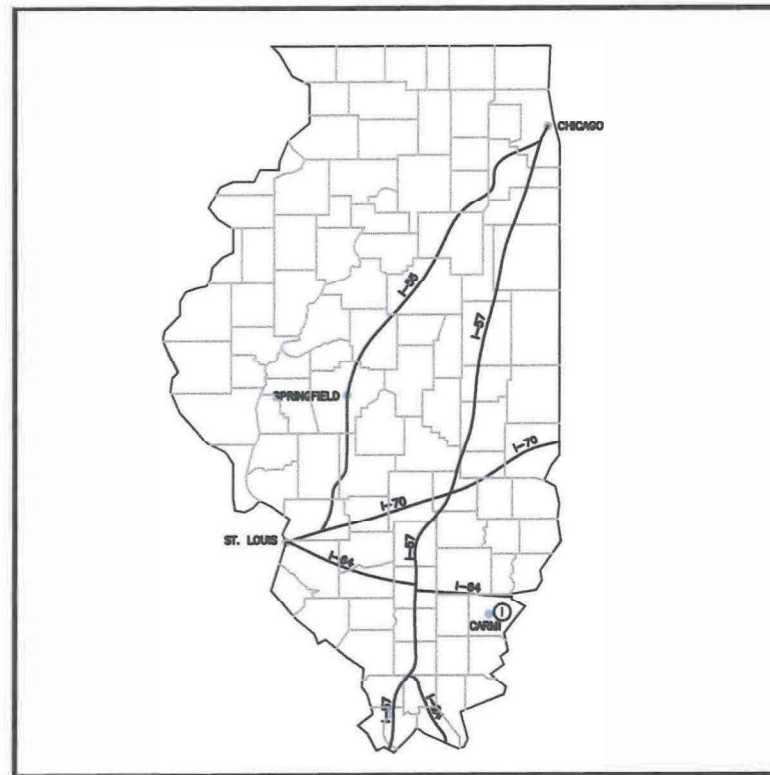
# CARMI MUNICIPAL AIRPORT

## REPLACE ROTATING BEACON, WIND CONE, PAPI & RUNWAY 36 REILS; INSTALL RUNWAY 18 REILS

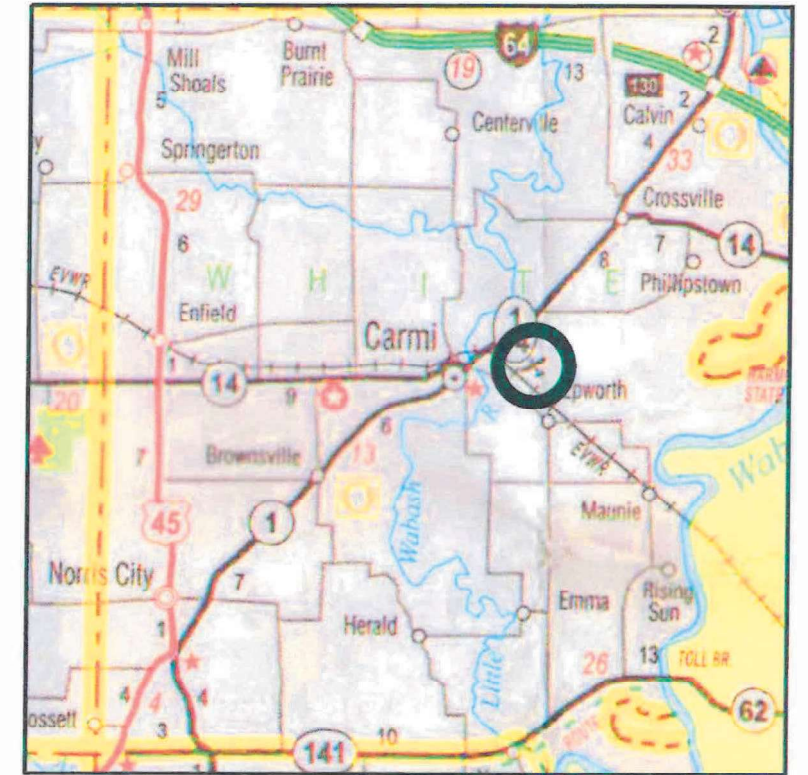
ILLINOIS PROJECT NUMBER: CUL-5214  
SBG PROJECT NUMBER: 3-17-SBGP-TBD

CARMI, ILLINOIS  
WHITE COUNTY

100% SUBMITTAL - FEBRUARY 28, 2026



LOCATION MAP



VICINITY MAP



**DESIGN INFORMATION**

- CRITICAL AIRCRAFT = BEECHCRAFT SUPER KING AIR B200
- AIRCRAFT APPROACH CATEGORY (AAC) = B
- AIRPLANE DESIGN GROUP (ADG) = II
- TAXIWAY DESIGN GROUP (TDG) = 2A
- DEPARTURE WEIGHT = 12,500 LBS.

PLANS PREPARED BY:



BROWN AND ROBERTS, INC.  
1 WESTRIDGE ROAD  
HARRISBURG, IL. 62946  
(618) 252-8111

BROWN AND ROBERTS, INC.  
CONSULTING ENGINEER  
PRESIDENT

SUBMITTED BY: *Jim W. Brown*  
JIM W. BROWN, PRESIDENT  
DATE SUBMITTED: 2/27/2026  
LICENSE NUMBER: 062-035047  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2027

DONALD L. FULLER  
ELECTRICAL ENGINEER

SUBMITTED BY: *Don Fuller*  
DON FULLER  
DATE SUBMITTED: 2/27/2026  
LICENSE NUMBER: 062-041196  
LICENSE EXPIRATION DATE: NOVEMBER 30, 2027

CITY OF CARMI

APPROVED BY: *William B. Stendebach*  
WILLIAM B. STENDEBACH  
DATE: 2/26/2026

ATTESTED BY: *Cynthia Attebury*  
CYNTHIA ATTEBURY  
DATE: 2/26/2026

INDEX OF SHEETS	
SHEET NUMBER	DESCRIPTION
1	COVER SHEET
2	SUMMARY OF QUANTITIES & INDEX OF SHEETS
3	CONSTRUCTION SAFETY & PHASING PLAN
4	RUNWAY 18-36 & TAXIWAY EXISTING PLAN 1
5	RUNWAY 18-36 & TAXIWAY EXISTING PLAN 2
6	RUNWAY 18-36 & TAXIWAY EXISTING PLAN 3
7	TERMINAL AREA EXISTING PLAN 1
8	RUNWAY 18-36 & TAXIWAY PROPOSED PLAN 1
9	RUNWAY 18-36 & TAXIWAY PROPOSED PLAN 2
10	RUNWAY 18-36 & TAXIWAY PROPOSED PLAN 3
11	TERMINAL AREA PROPOSED PLAN 1
12	BEACON TOWER AND BEACON DETAILS
13	PAPI DETAILS 1
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15	PAPI DETAILS 3
16	REIL INSTALLATION DETAILS
17	WIND CONE DETAILS
18	TYPICAL ELECTRICAL DETAILS
19	GENERAL ELECTRICAL NOTES

SUMMARY OF QUANTITIES			
ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
AR101510	AIRPORT ROTATING BEACON	EACH	1
AR103410	BEACON TOWER	EACH	1
AR103900	REMOVE BEACON TOWER	EACH	1
AR107712	L-807 WIND CONE - 12' LIGHTED	EACH	1
AR107900	REMOVE WIND CONE	EACH	1
AR108656	3/C #6 600 V UG CABLE IN UD	FOOT	6,600
AR109410	VAULT WIRING	L SUM	1
AR110014	4" DIRECTIONAL BORE	FOOT	200
AR125565	SPLICE CAN	EACH	7
AR125610	REILS	PAIR	2
AR125620	ABBREVIATED PAPI (L-881 SYSTEM)	EACH	2
AR125907	REMOVE REILS	PAIR	2
AR125908	REMOVE PAPI	EACH	2
AR150520	MOBILIZATION	L SUM	1
AR901525	SEEDING	L SUM	1

**SCOPE OF WORK**

THE PROJECT SCOPE CONSISTS OF THE REMOVAL OF THE EXISTING WIND CONE, TWO 2-BOX PAPI SYSTEMS, ONE SET OF REILS AND THE EXISTING BEACON AND TOWER, AND CONSTRUCTION OF TWO 2-BOX PAPI SYSTEMS, TWO SETS OF REILS, A WIND CONE AND ROTATING BEACON AND TOWER, ALONG WITH OTHER NECESSARY AND RELATED WORK.

**PROPOSED SAFETY PLAN**

GENERAL - THE CARMI MUNICIPAL AIRPORT CURRENTLY HAS A PAVED NORTH-SOUTH RUNWAY (4001-FT BY 75-FT).

THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) CONFIRMING COMPLIANCE WITH THE CONSTRUCTION SAFETY & PHASING PLAN (CSPP) PRIOR TO THE ISSUANCE OF THE NOTICE TO PROCEED AS SPECIFIED IN FAA AC 150/5370-2G.

**CLOSURE OF RUNWAY 18-36**

WHEN CONSTRUCTION ACTIVITIES MAKE IT NECESSARY FOR THE CONTRACTOR TO BE WORKING CLOSER THAN 125 FEET OF THE CENTERLINE OF RUNWAY 18-36, THE RUNWAY SHALL BE CLOSED PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES. THE RUNWAY SHALL REMAIN CLOSED IF THERE ARE ANY OPEN TRENCHES OR PITS EXCEEDING 3" DEPTH WITHIN 200' TO THE CENTERLINE OF RUNWAY 18-36 CAUSED BY EXCAVATING OR CONSTRUCTION ACTIVITIES. THE RUNWAY SHALL NOT BE REOPENED UNTIL THE TRENCHES OR PITS HAVE BEEN RESTORED TO ORIGINAL GRADES. PROJECT CONSTRUCTION SHALL BE STAGED TO MINIMIZE THE FREQUENCY OF CLOSURES OF RUNWAY 18-36.

**CONTRACTOR'S RESPONSIBILITIES**

IDENTIFICATION - THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE PROPERLY MARKED WITH 3-FOOT SQUARE INTERNATIONAL ORANGE AND WHITE CHECKERED FLAGS ANYTIME THEY ARE ON AIRPORT PROPERTY.

THE CONTRACTOR AND HIS EMPLOYEES SHALL BE RESTRICTED TO THE WORK AREA.

EQUIPMENT PARKING AND STORAGE - THE CONTRACTOR'S EQUIPMENT PARKING, STORAGE, AND EMPLOYEE PARKING WILL BE AT THE LOCATION SHOWN ON THIS SHEET. ONLY CONTRACTOR VEHICLES AND EQUIPMENT REQUIRED FOR CONSTRUCTION WILL BE ALLOWED OUTSIDE THIS AREA.

**CONTRACTOR'S RESPONSIBILITIES (CONTINUED)**

BARRICADES AND TRAFFIC CONES - IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS REQUIRED AND AS DIRECTED BY THE RESIDENT ENGINEER. BARRICADES, THEIR MAINTENANCE, PLACEMENT, AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING PAVEMENTS CAUSED BY HIS PERSONNEL OR EQUIPMENT.

**HAUL ROUTE AND EQUIPMENT PARKING**

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND EQUIPMENT PARKING AREA SHOWN OF THIS SAFETY PLAN. THE PROPOSED EQUIPMENT PARKING AREA WILL BE APPROXIMATELY 80-FT BY 80-FT. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. AT THE CONCLUSION OF THE PROJECT, ALL AREAS DISTURBED WILL BE RESTORED AS NEEDED TO ITS ORIGINAL STATE. RESTORATION OF THE HAUL ROUTE AND EQUIPMENT PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**UTILITY NOTE**

THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND ORGANIZATIONS THAT HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR SHALL CALL JULIE (1-800-892-0123) TO ACCOMPLISH THESE REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UTILITIES ARE TO BE LOCATED PRIOR TO THE START OF CONSTRUCTION.

**J.U.L.I.E. INFORMATION**

COUNTY.....WHITE  
 CITY.....CARMI  
 TOWNSHIP/RNG.....T5S-R10E  
 SECTION NO.....17  
 NEAREST MAJOR ROAD INTERSECTION...ILLINOIS ROUTE 1 AND COUNTY HIGHWAY 5 (COUNTY ROAD 1500N)  
 AIRPORT ADDRESS....CARMI MUNICIPAL AIRPORT  
 1379 COUNTY ROAD 1500 N  
 CARMI, IL 62821

**NOTE:**

THE COST OF CONSTRUCTING, PLACING, MAINTAINING, AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE RESIDENT ENGINEER. THE CROSSES WILL BE PLACED AT THE ENDS OF THE RUNWAY AND SECURED IN A MANNER APPROVED BY THE RESIDENT ENGINEER. THE PROPOSED CROSSES WILL BE PLACED WHEN THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES AT NO ADDITIONAL COST TO THE CONTRACT.

**RUNWAY CLOSURE PROCEDURES:**

- \* CONTACT THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE.
- \* ISSUANCE OF NOTAM BY THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE.
- \* PLACEMENT OF CROSSES (SEE DETAIL THIS SHEET).
- \* PLACEMENT OF LIGHTED BARRICADES. ONLY AT THE TIME THAT ALL OF THE ABOVE ARE COMPLETED MAY ANY CONSTRUCTION OPERATIONS WITHIN 200-FT OF THE AFFECTED RUNWAY CENTERLINE AND WITHIN 600 FT OF THE RUNWAY END BEGIN.
- \* THE RUNWAY LIGHTS SHALL BE DISABLED.

**RUNWAY RE-OPENING PROCEDURES:**

- \* REMOVE CROSSES.
- \* REMOVE LIGHTED BARRICADES.
- \* NOTIFY THE AIRPORT MANAGER OR HIS REPRESENTATIVE TO CANCEL THE NOTAM.
- \* CANCELLATION OF THE NOTAM. A CLOSED RUNWAY WILL NOT BE RE-OPENED UNTIL ALL EQUIPMENT AND WORK ARE FURTHER THAN 200 FT. FROM THE AFFECTED RUNWAY CENTERLINE
- \* RUNWAY LIGHTS SHALL BE REACTIVATED.

**HEIGHT OF CONSTRUCTION EQUIPMENT**

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT IS 60 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A CRANE IN THE UP POSITION.

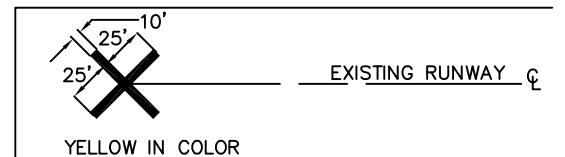
<b>CARMI MUNICIPAL AIRPORT</b>	
IL PROJECT NO. CUL-4789	
SBG NO. 3-17-SBGP-TBD	
<b>CONSTRUCTION SAFETY &amp; PHASING PLAN</b>	
SHEET 3 OF 19	CR008

**AIRPORT SECURITY**

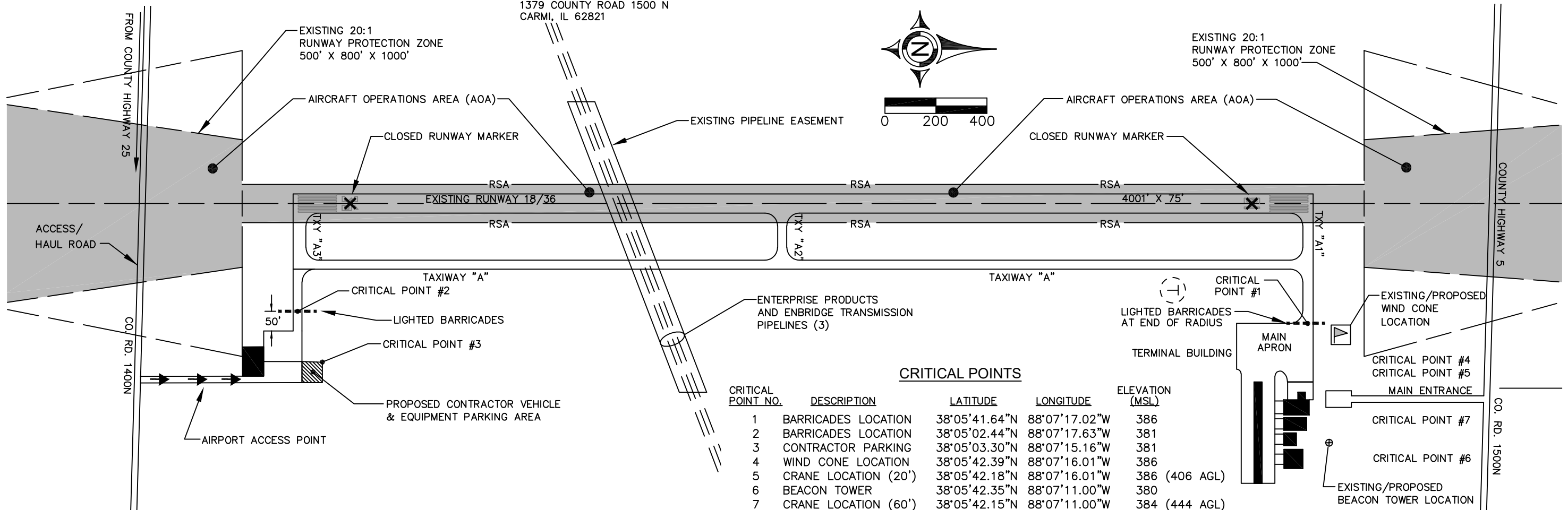
AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE PROPOSED HAUL ROUTE SHOWN ON THIS SAFETY PLAN IS THE ONLY ACCESS CONTRACTOR EQUIPMENT AND PERSONNEL WILL BE ALLOWED TO USE. THE CONTRACTOR SHALL PROVIDE BARRICADES AT THIS ACCESS AND ENSURE THE BARRICADES ARE IN PLACE AT THE END OF EACH WORKING DAY.

**AIRCRAFT OPERATIONAL AREA**

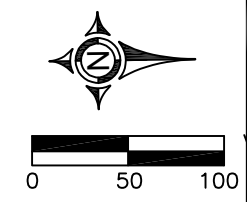
THE CONTRACTOR, HIS EMPLOYEES, OR ANY EQUIPMENT WILL NOT PROCEED WITH ANY WORK WITHIN THE AIRCRAFT OPERATIONAL AREA WITHOUT FIRST CLOSING THE RUNWAY.



DETAIL OF CROSS FOR CLOSED RUNWAY  
 "NOT TO SCALE"



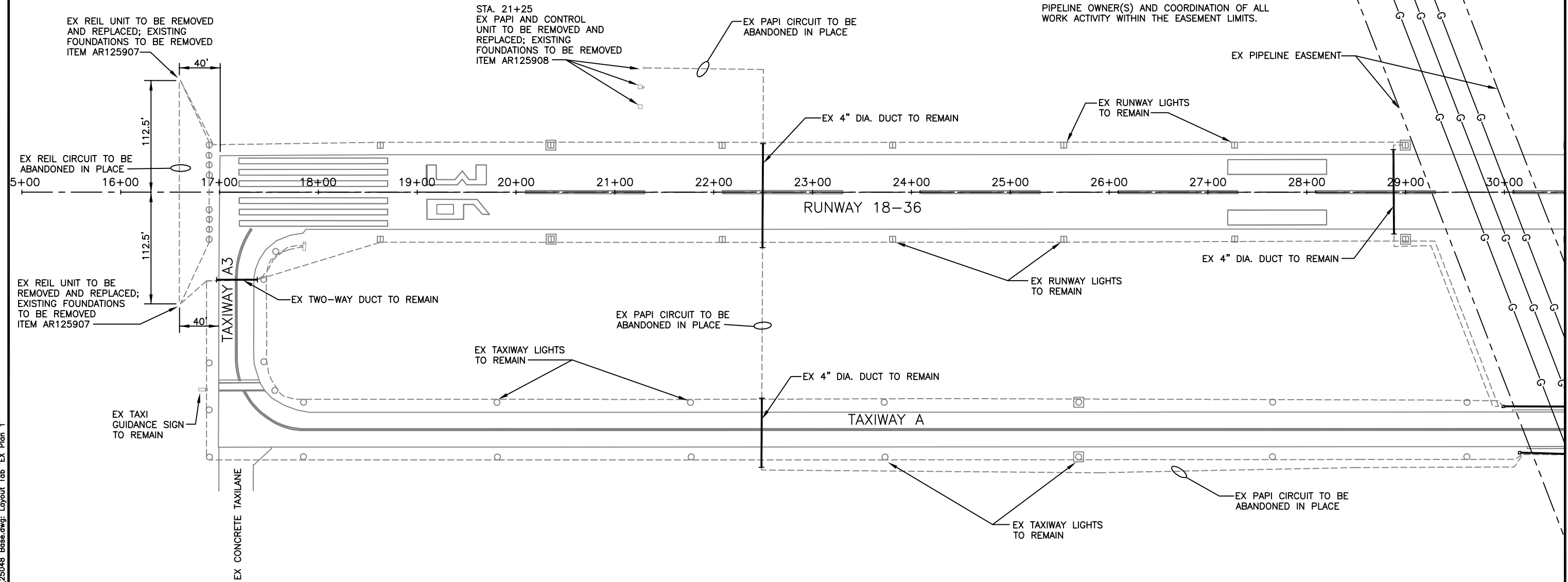
CRITICAL POINT NO.	DESCRIPTION	LATITUDE	LONGITUDE	ELEVATION (MSL)
1	BARRICADES LOCATION	38°05'41.64"N	88°07'17.02"W	386
2	BARRICADES LOCATION	38°05'02.44"N	88°07'17.63"W	381
3	CONTRACTOR PARKING	38°05'03.30"N	88°07'15.16"W	381
4	WIND CONE LOCATION	38°05'42.39"N	88°07'16.01"W	386
5	CRANE LOCATION (20')	38°05'42.18"N	88°07'16.01"W	386 (406 AGL)
6	BEACON TOWER	38°05'42.35"N	88°07'11.00"W	380
7	CRANE LOCATION (60')	38°05'42.15"N	88°07'11.00"W	384 (444 AGL)



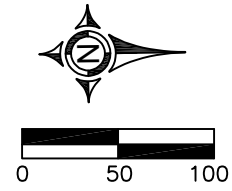
**LEGEND**

- ◻ EXISTING STAKE MOUNTED RUNWAY LIGHT
- ◻ EXISTING BASE MOUNTED RUNWAY LIGHT
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- EXISTING ELECTRICAL DUCT
- X— EXISTING FENCE
- G— EXISTING GAS LINE
- W— EXISTING WATERLINE

NOTE: THE CONTRACTOR SHALL NOT DISTURB THE AREA WITHIN THE LIMITS OF THE EXISTING PIPELINE EASEMENT. ANY NEW CABLES SHALL BE INSTALLED IN EXISTING DUCTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF THE PIPELINE OWNER(S) AND COORDINATION OF ALL WORK ACTIVITY WITHIN THE EASEMENT LIMITS.



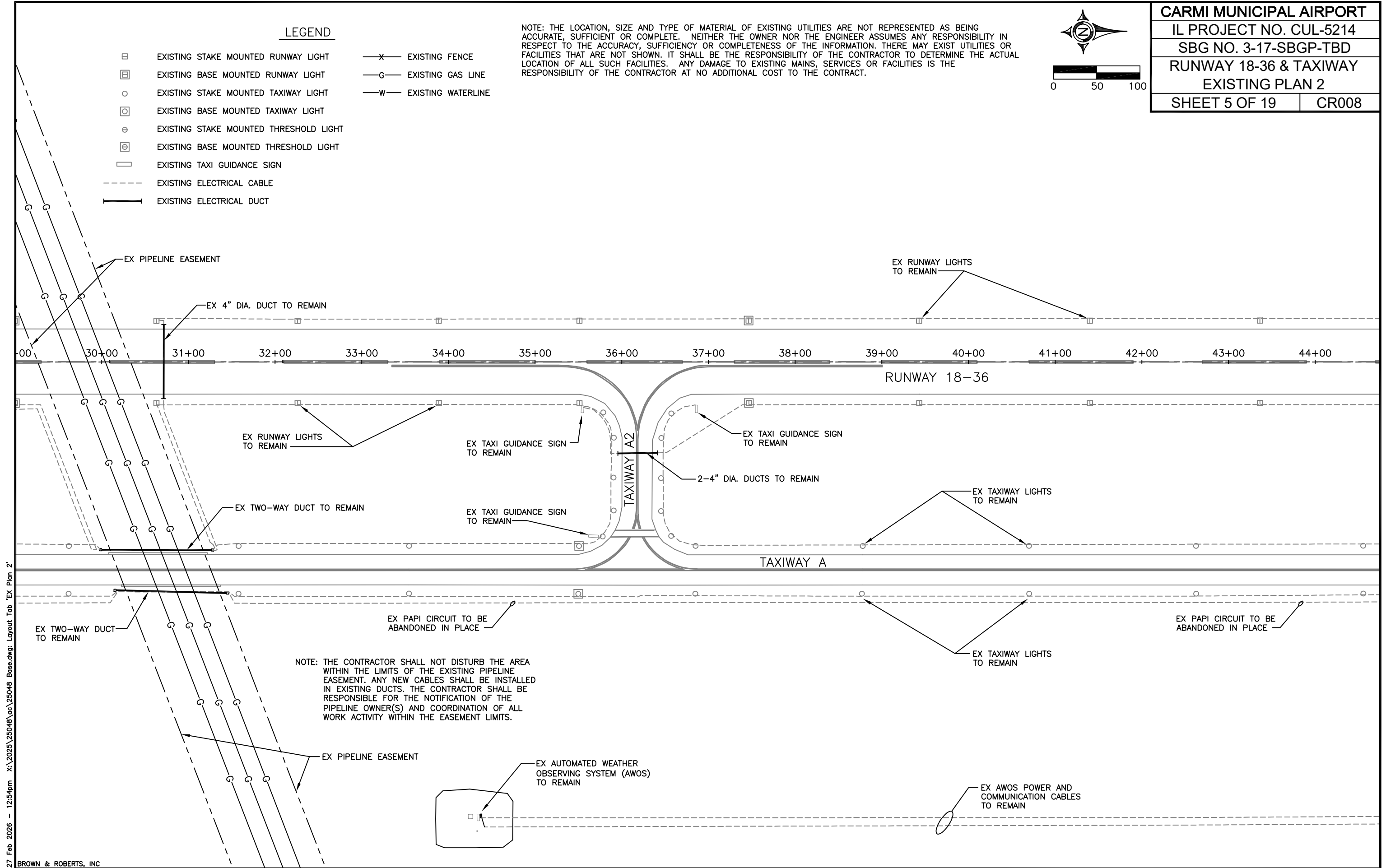
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**LEGEND**

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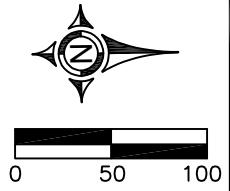
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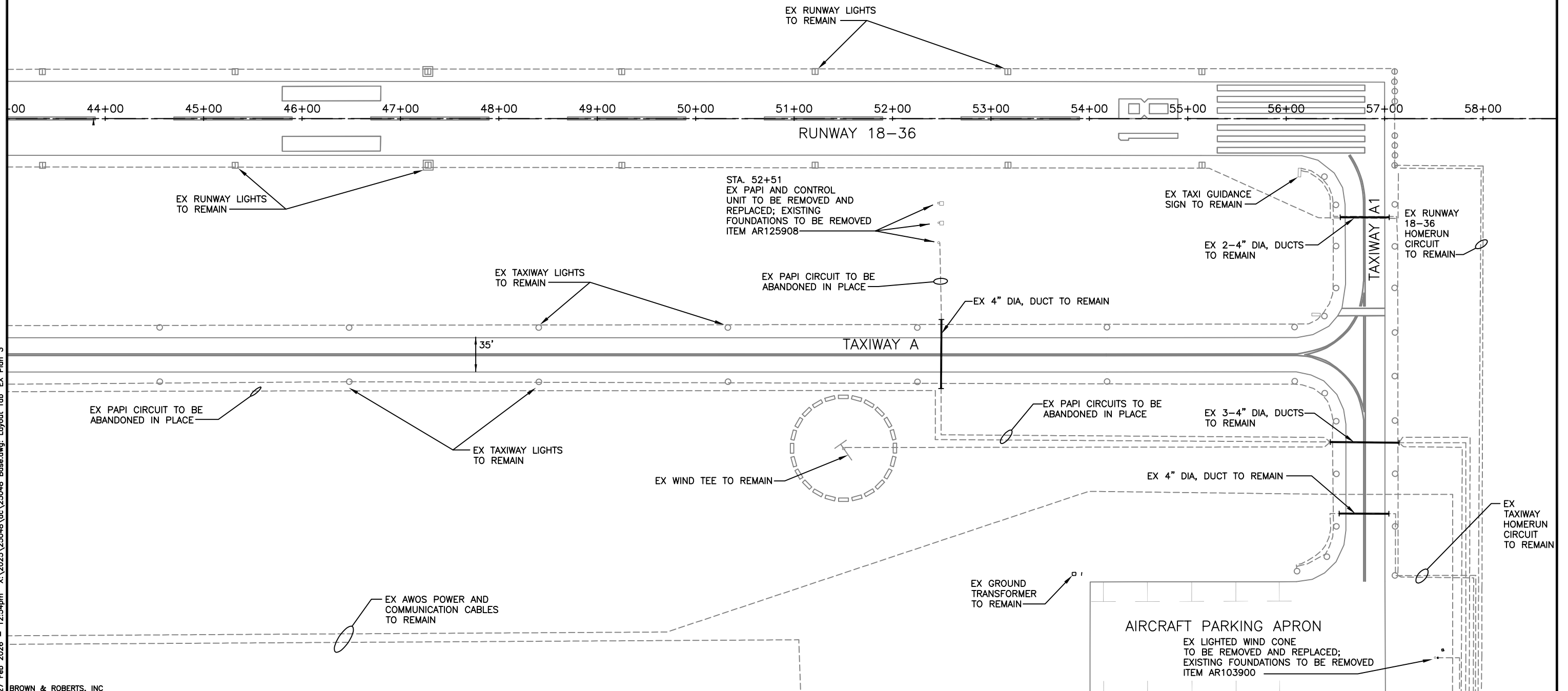
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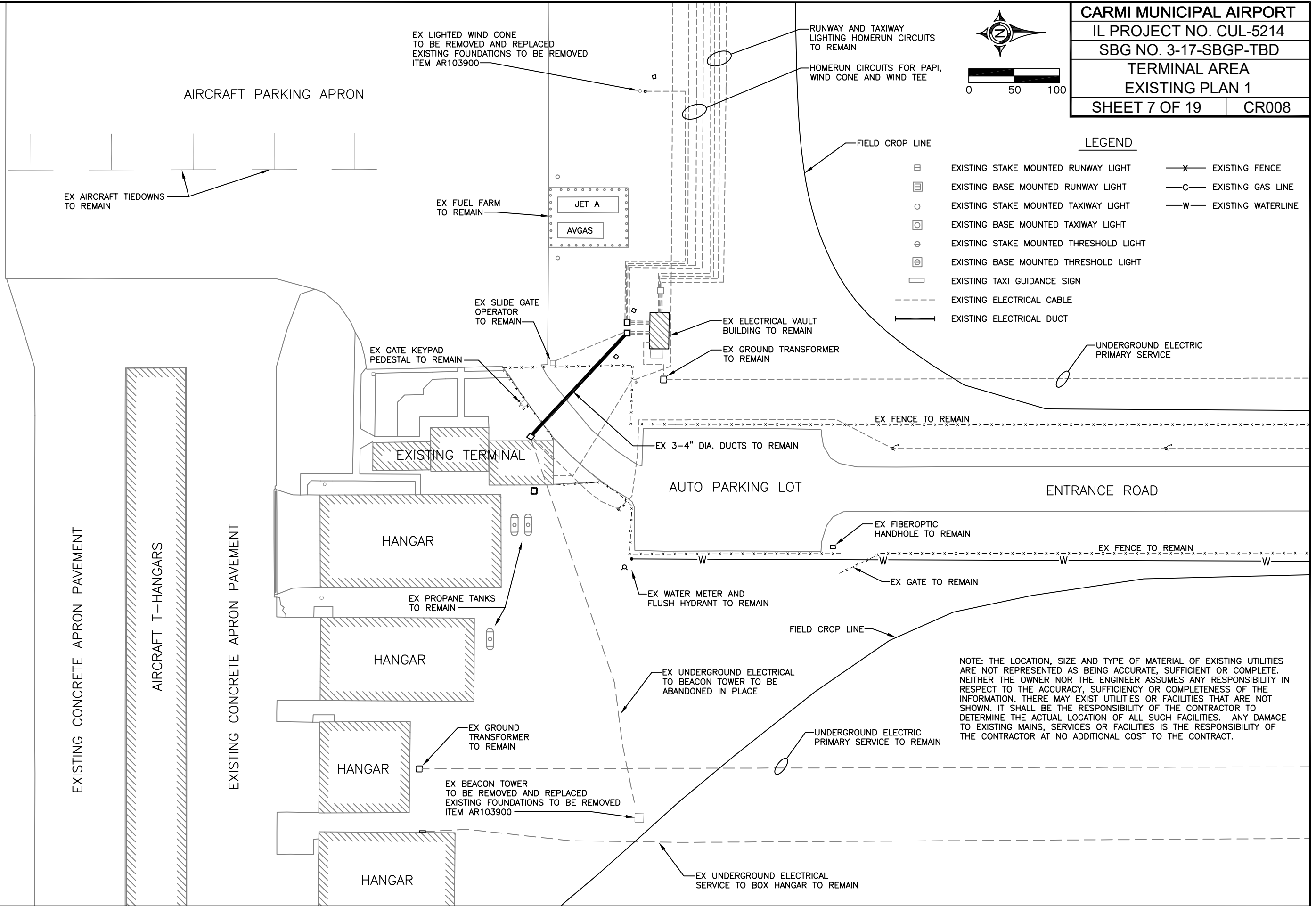
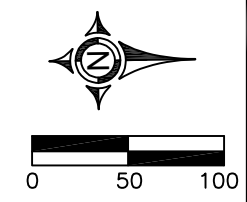


<b>CARMI MUNICIPAL AIRPORT</b>	
IL PROJECT NO. CUL-5214	
SBG NO. 3-17-SBGP-TBD	
<b>RUNWAY 18-36 AND TAXIWAY</b>	
<b>EXISTING PLAN 3</b>	
SHEET 6 OF 19	CR008



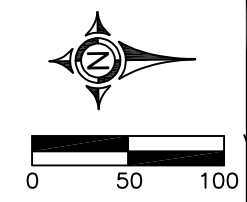
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**CARMI MUNICIPAL AIRPORT**  
**IL PROJECT NO. CUL-5214**  
**SBG NO. 3-17-SBGP-TBD**  
**TERMINAL AREA**  
**EXISTING PLAN 1**  
**SHEET 7 OF 19** | **CR008**



- LEGEND**
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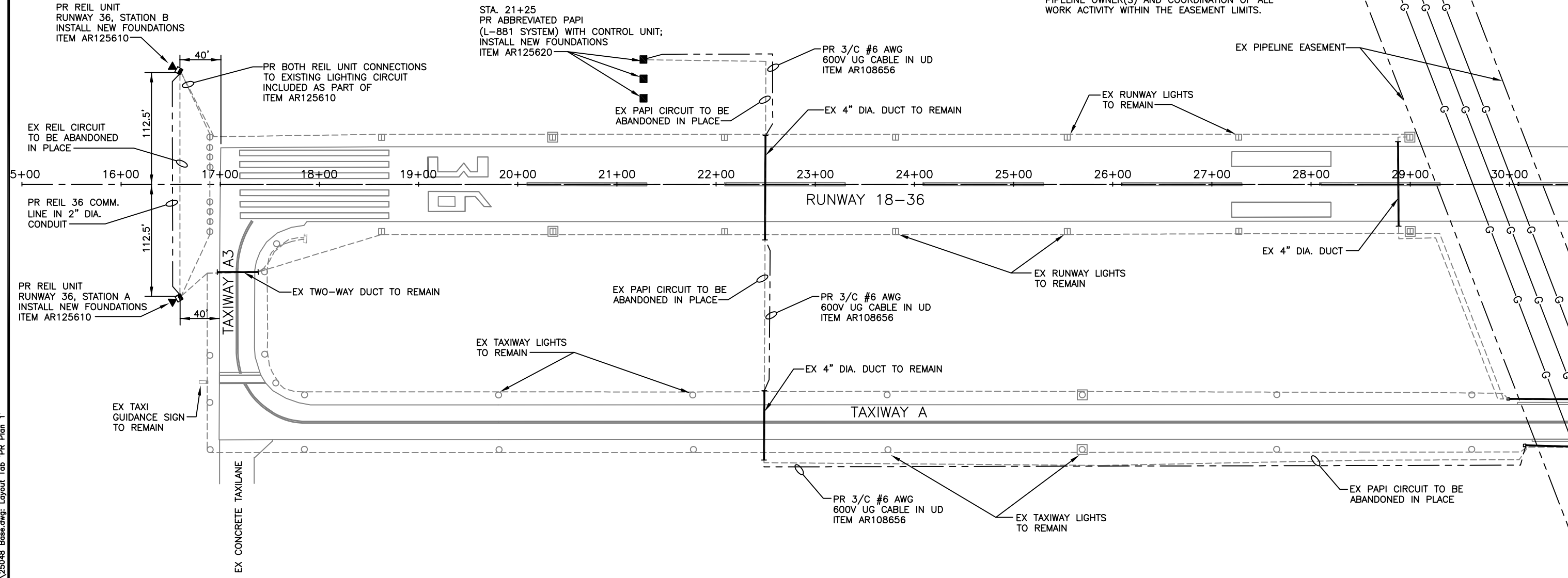
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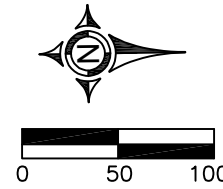
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- PROPOSED ELECTRICAL CABLE IN UNIT DUCT
- PROPOSED ELECTRICAL DUCT

NOTE: THE CONTRACTOR SHALL NOT DISTURB THE AREA WITHIN THE LIMITS OF THE EXISTING PIPELINE EASEMENT. ANY NEW CABLES SHALL BE INSTALLED IN EXISTING DUCTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF THE PIPELINE OWNER(S) AND COORDINATION OF ALL WORK ACTIVITY WITHIN THE EASEMENT LIMITS.



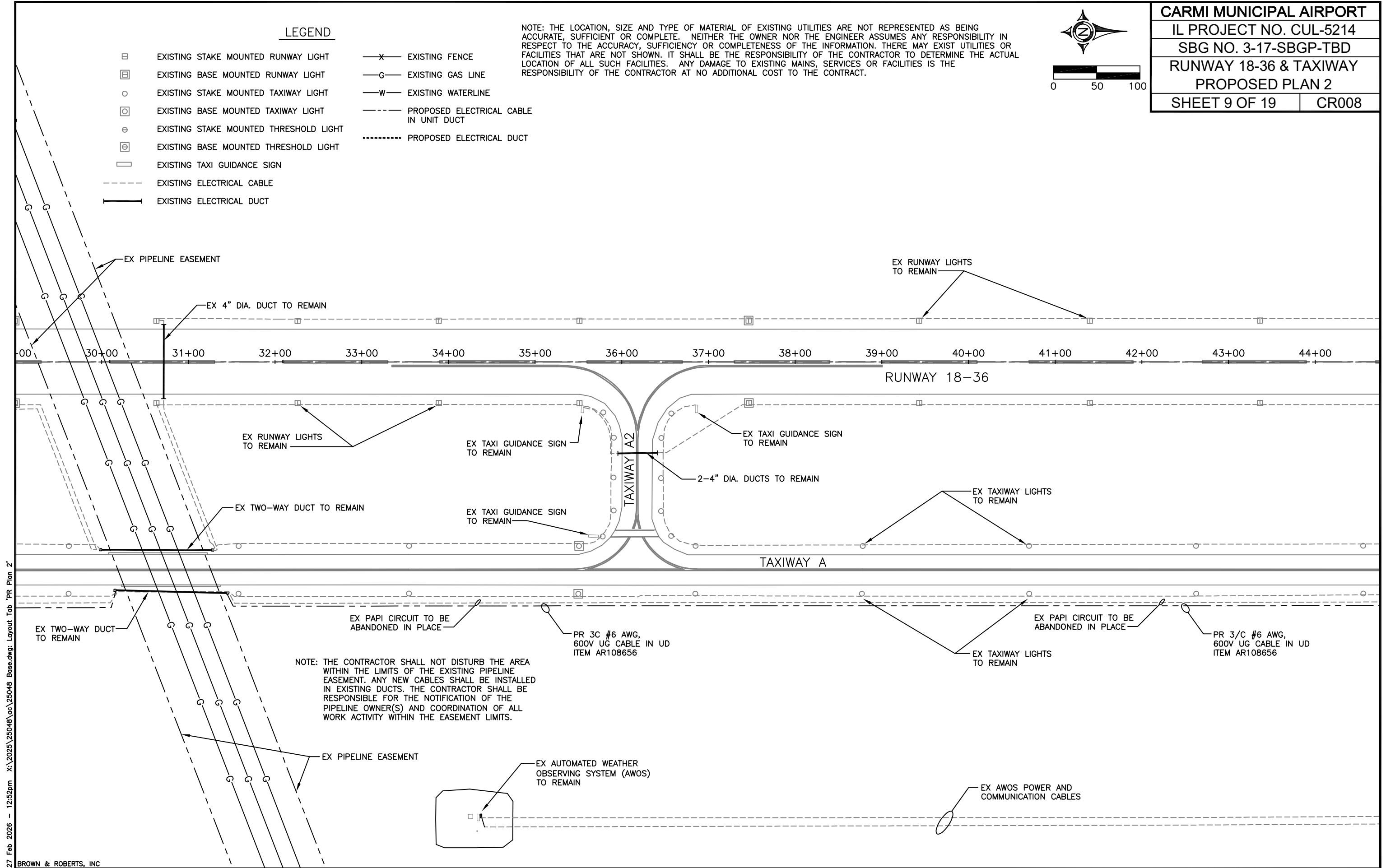
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**LEGEND**

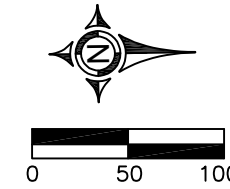
- |     |  |       |  |
|-----|--|-------|--|
| □   | EXISTING STAKE MOUNTED RUNWAY LIGHT    | —X—   | EXISTING FENCE                         |
| ▣   | EXISTING BASE MOUNTED RUNWAY LIGHT     | —G—   | EXISTING GAS LINE                      |
| ○   | EXISTING STAKE MOUNTED TAXIWAY LIGHT   | —W—   | EXISTING WATERLINE                     |
| ◻   | EXISTING BASE MOUNTED TAXIWAY LIGHT    | ---   | PROPOSED ELECTRICAL CABLE IN UNIT DUCT |
| ⊙   | EXISTING STAKE MOUNTED THRESHOLD LIGHT | ----- | PROPOSED ELECTRICAL DUCT               |
| ◻   | EXISTING BASE MOUNTED THRESHOLD LIGHT  |       |  |
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NOTE: THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UTILITIES ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, SUFFICIENCY OR COMPLETENESS OF THE INFORMATION. THERE MAY EXIST UTILITIES OR FACILITIES THAT ARE NOT SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES. ANY DAMAGE TO EXISTING MAINS, SERVICES OR FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.



NOTE: THE CONTRACTOR SHALL NOT DISTURB THE AREA WITHIN THE LIMITS OF THE EXISTING PIPELINE EASEMENT. ANY NEW CABLES SHALL BE INSTALLED IN EXISTING DUCTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF THE PIPELINE OWNER(S) AND COORDINATION OF ALL WORK ACTIVITY WITHIN THE EASEMENT LIMITS.

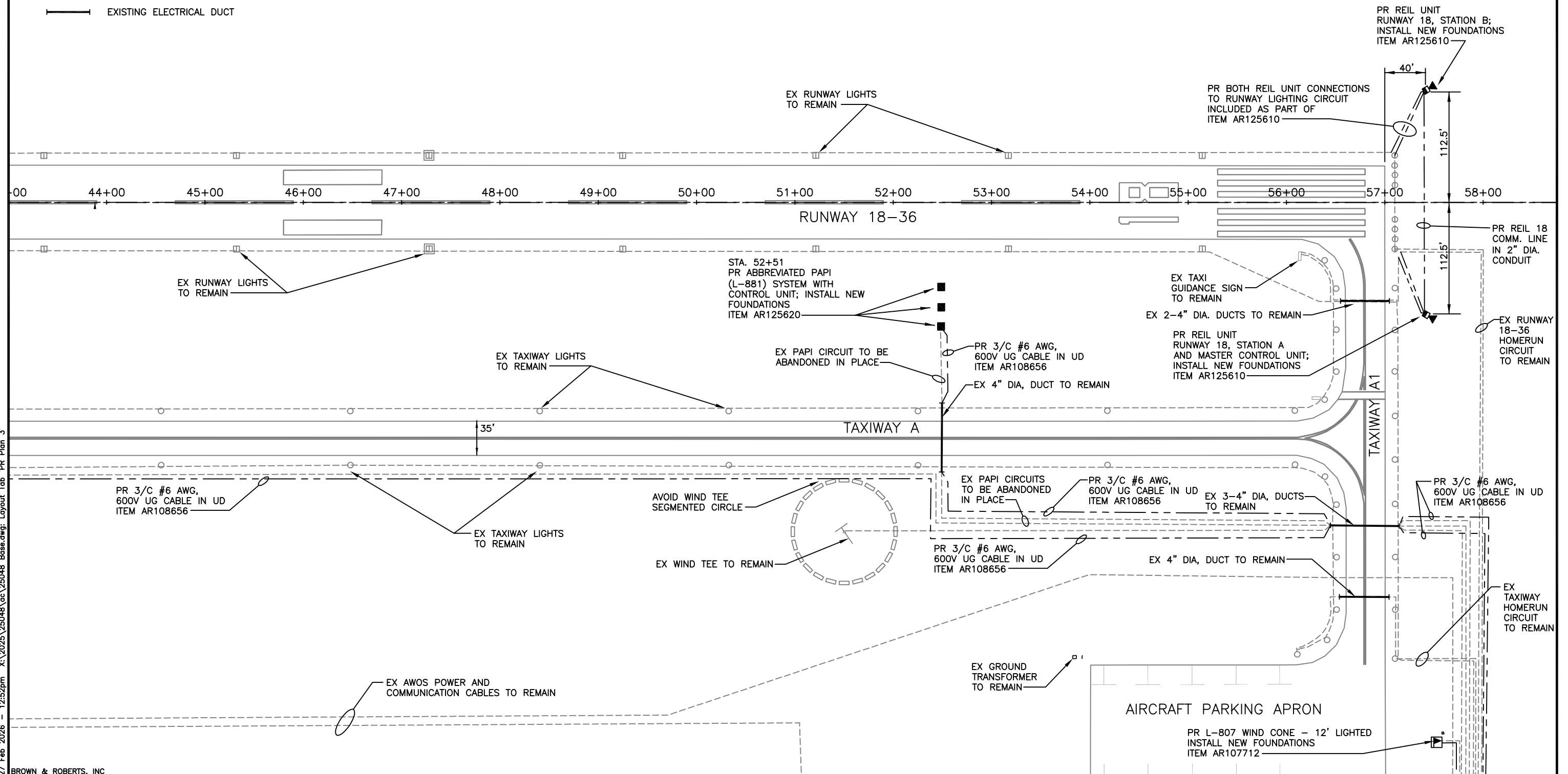
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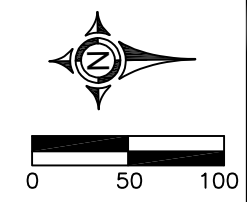
**LEGEND**

- ▣ EXISTING STAKE MOUNTED RUNWAY LIGHT
- ▣ EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- ▣ EXISTING BASE MOUNTED TAXIWAY LIGHT
- ⊙ EXISTING STAKE MOUNTED THRESHOLD LIGHT
- ⊙ EXISTING BASE MOUNTED THRESHOLD LIGHT
- ▭ EXISTING TAXI GUIDANCE SIGN
- - - - EXISTING ELECTRICAL CABLE
- ▬ EXISTING ELECTRICAL DUCT
- ✕ EXISTING FENCE
- G- EXISTING GAS LINE
- W- EXISTING WATERLINE
- - - - PROPOSED ELECTRICAL CABLE IN UNIT DUCT
- ⋯ PROPOSED ELECTRICAL DUCT

NOTE: THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UTILITIES ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, SUFFICIENCY OR COMPLETENESS OF THE INFORMATION. THERE MAY EXIST UTILITIES OR FACILITIES THAT ARE NOT SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES. ANY DAMAGE TO EXISTING MAINS, SERVICES OR FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

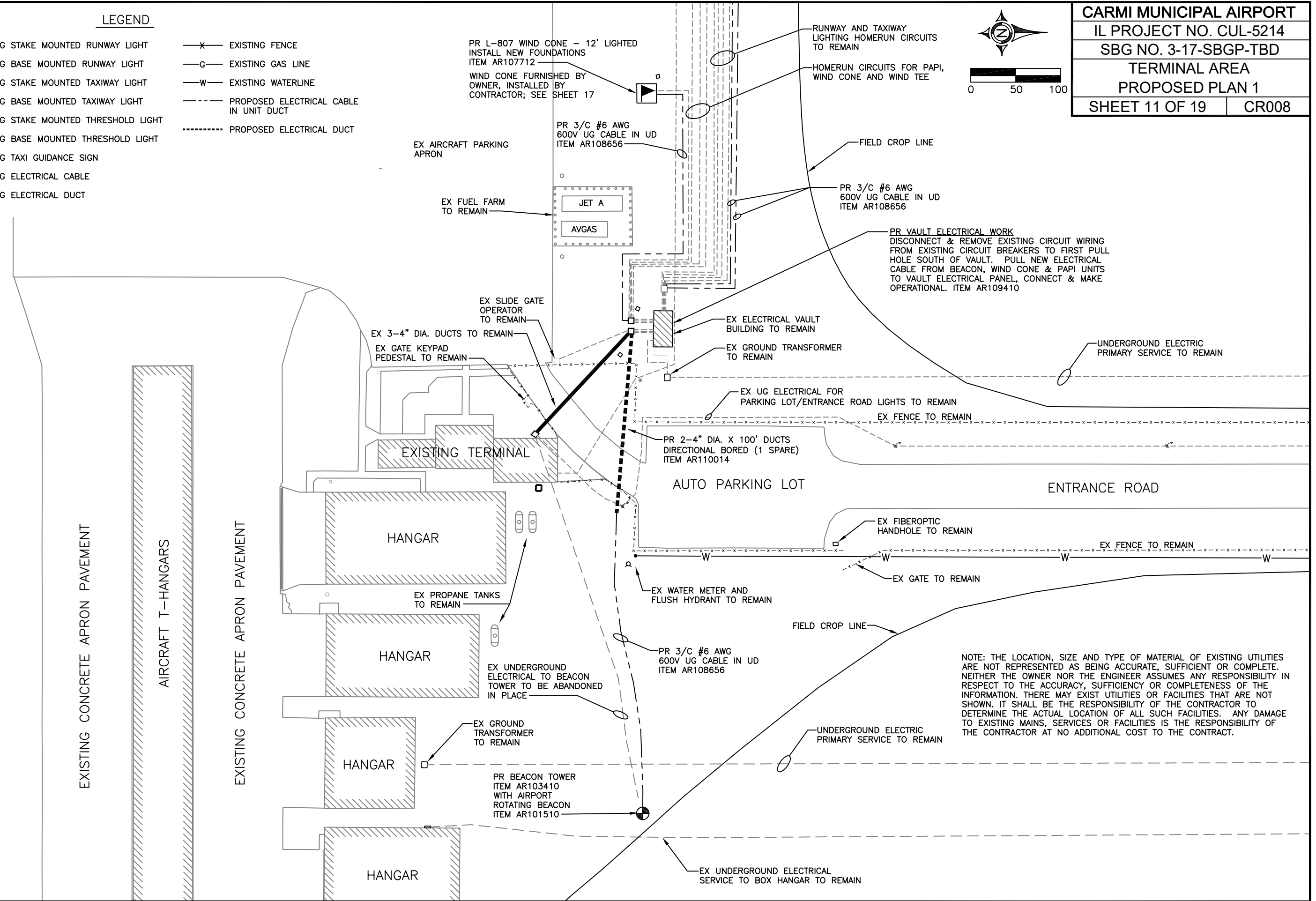


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**LEGEND**

- ▣ EXISTING STAKE MOUNTED RUNWAY LIGHT
- ▣ EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- ▣ EXISTING BASE MOUNTED TAXIWAY LIGHT
- ⊙ EXISTING STAKE MOUNTED THRESHOLD LIGHT
- ⊙ EXISTING BASE MOUNTED THRESHOLD LIGHT
- ▭ EXISTING TAXI GUIDANCE SIGN
- - - EXISTING ELECTRICAL CABLE
- ▬ EXISTING ELECTRICAL DUCT
- x-x-x- EXISTING FENCE
- G- EXISTING GAS LINE
- W- EXISTING WATERLINE
- - - - PROPOSED ELECTRICAL CABLE IN UNIT DUCT
- ⋯ PROPOSED ELECTRICAL DUCT

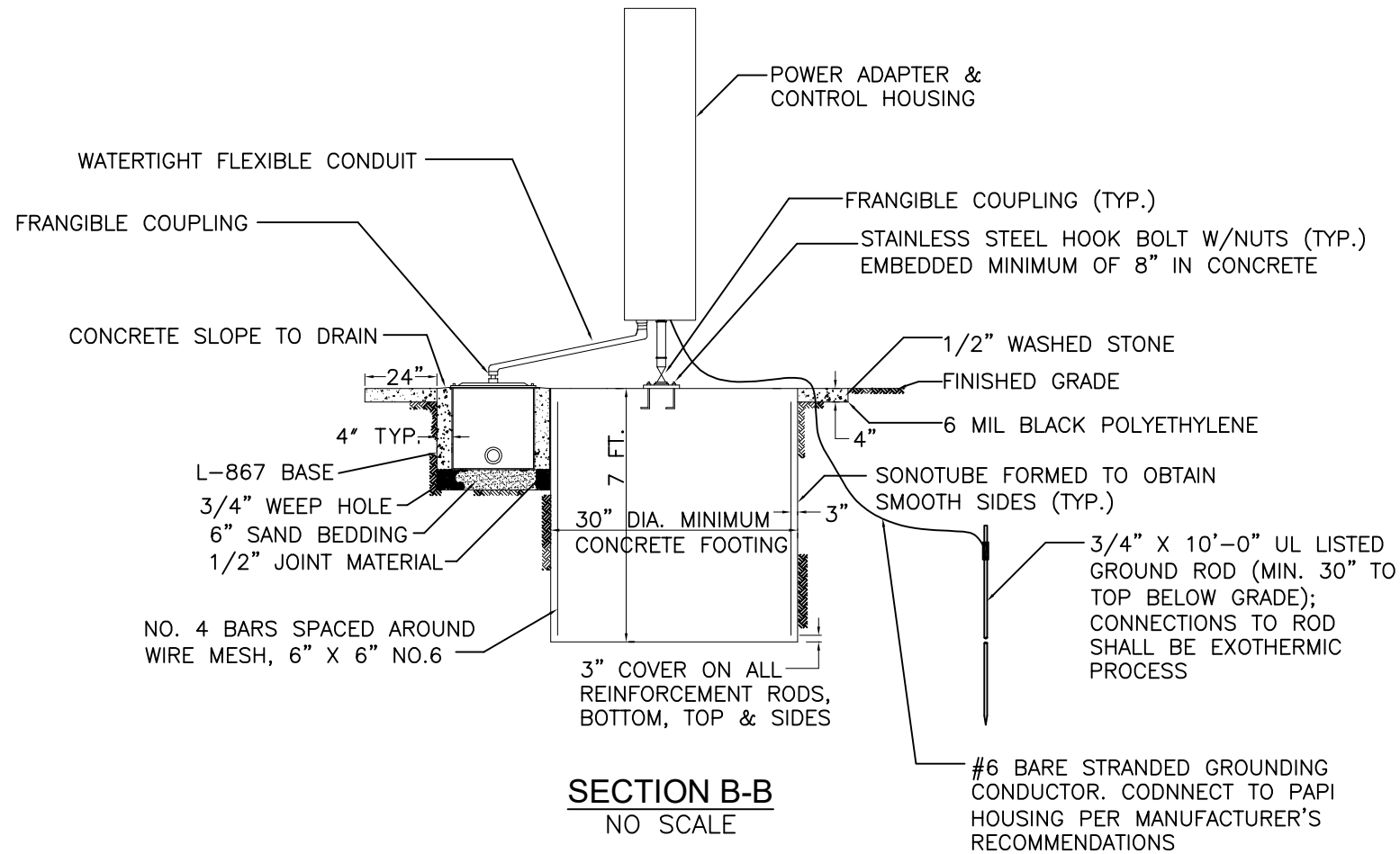


NOTE: THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UTILITIES ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, SUFFICIENCY OR COMPLETENESS OF THE INFORMATION. THERE MAY EXIST UTILITIES OR FACILITIES THAT ARE NOT SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES. ANY DAMAGE TO EXISTING MAINS, SERVICES OR FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.



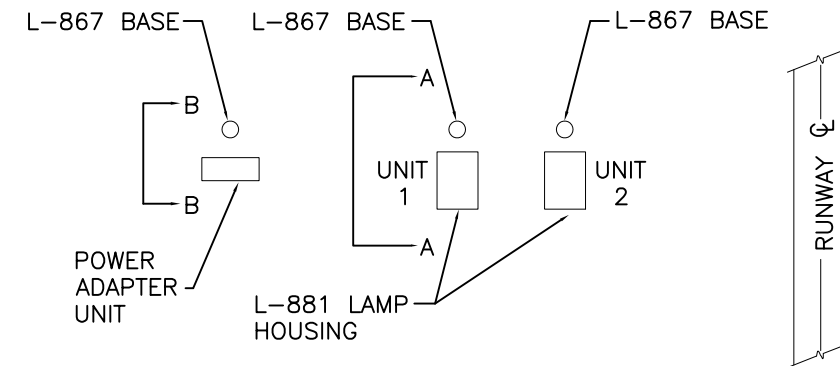
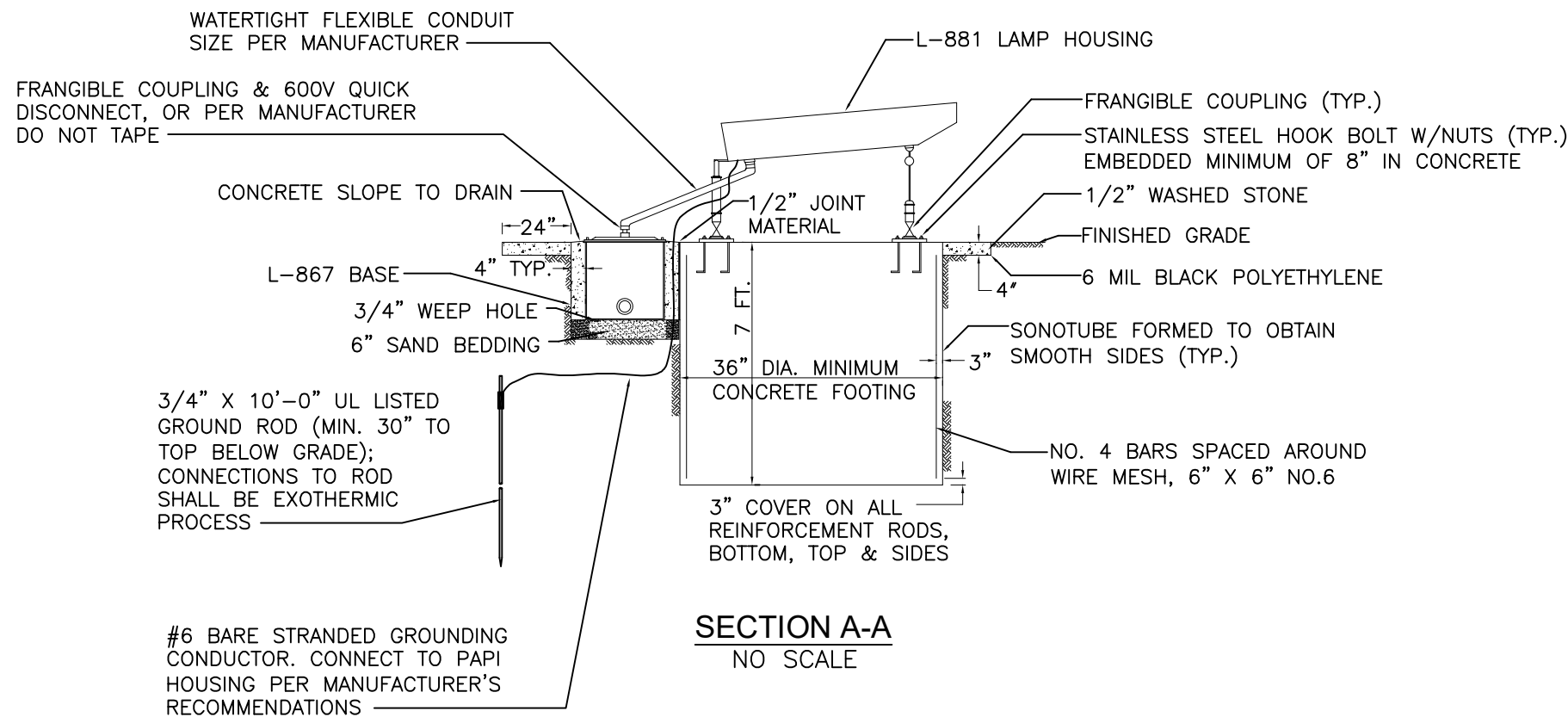
**PAPI LOCATIONS:**

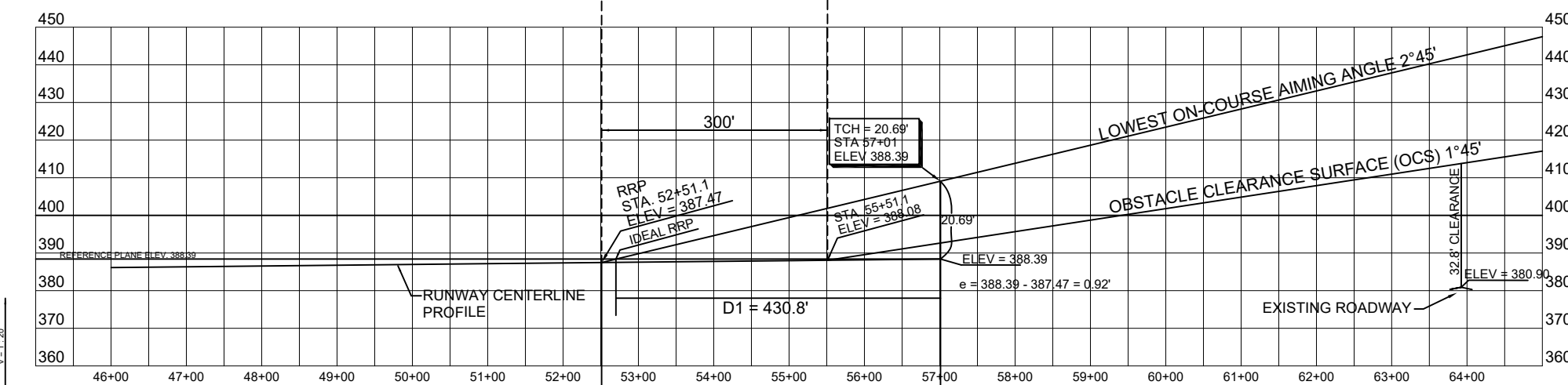
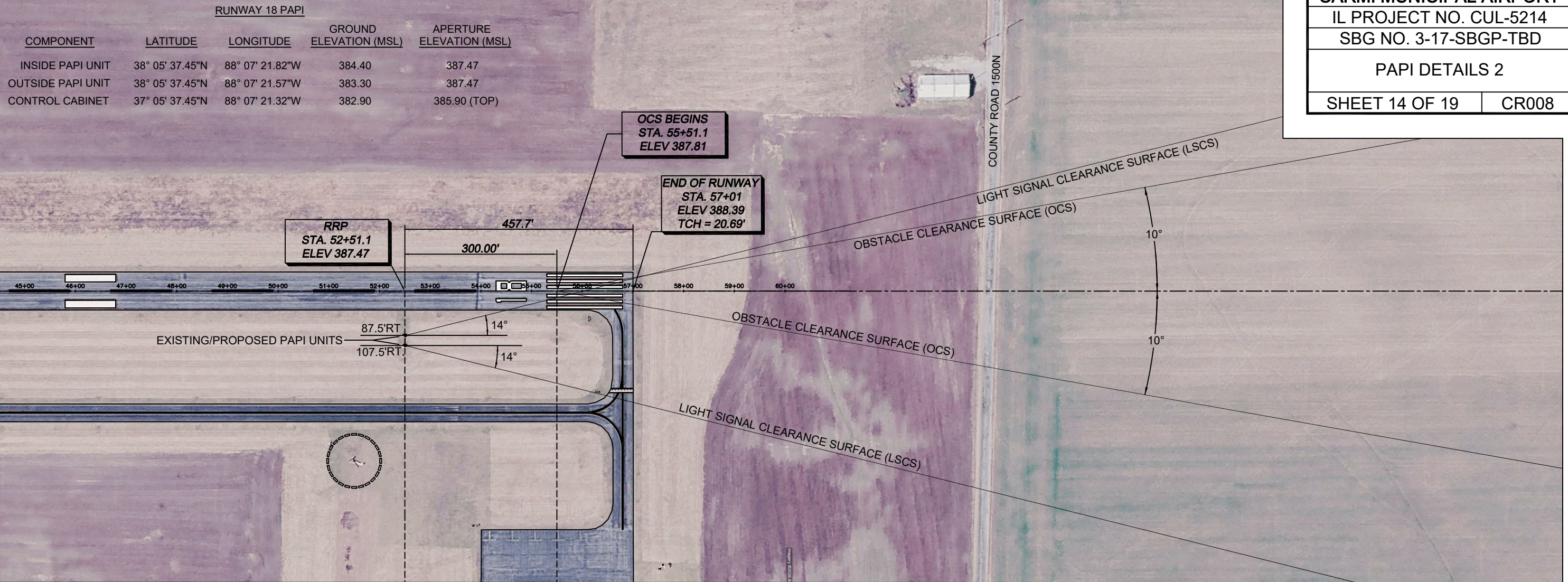
SEE SHEETS 14 AND 15 FOR LOCATION AND AIMING OF PAPI SYSTEM ON RUNWAY 18 AND RUNWAY 36.



**PAPI NOTES:**

1. PROVIDE FRANGIBLE MOUNTS FOR ALL LEGS OF LIGHT UNITS AND POWER ADAPTERS.
2. NUMBER AND CONFIGURATION OF LEGS PER MANUFACTURER.
3. QUICK DISCONNECTS ARE NOT REQUIRED IN CABLES ENTERING/LEAVING THE POWER ADAPTER.
4. GROUND EACH LAMP HOUSING AND POWER ADAPTER PER MANUFACTURER.
5. PAPI SYSTEMS SHALL BE FAA TYPE L-881, STYLE A, 2-BOX, 2-LAMPS/OPTICAL BOX; THE POWER SUPPLY TO BE 240V, 60HZ.
6. PAPI SYSTEMS SHALL BE ADB, FLIGHTLIGHT, OR APPROVED EQUAL.





FAA AC 150/5340-30J, FIGURE A-83  
CORRECTION FOR RUNWAY LONGITUDINAL GRADIENT

$$d = \frac{TCH}{\tan \theta - S} \quad \text{where } TCH = 20.69'$$

$$\theta = 2^\circ 45'$$

$$S = e/d = 0.92'/430.8' = .0021$$

$$d = 20.69 / (.0480 - .0021) = 450.8'$$



HORIZONTAL: 0 100 200

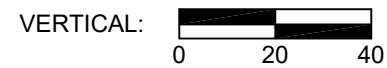
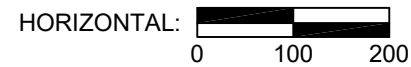
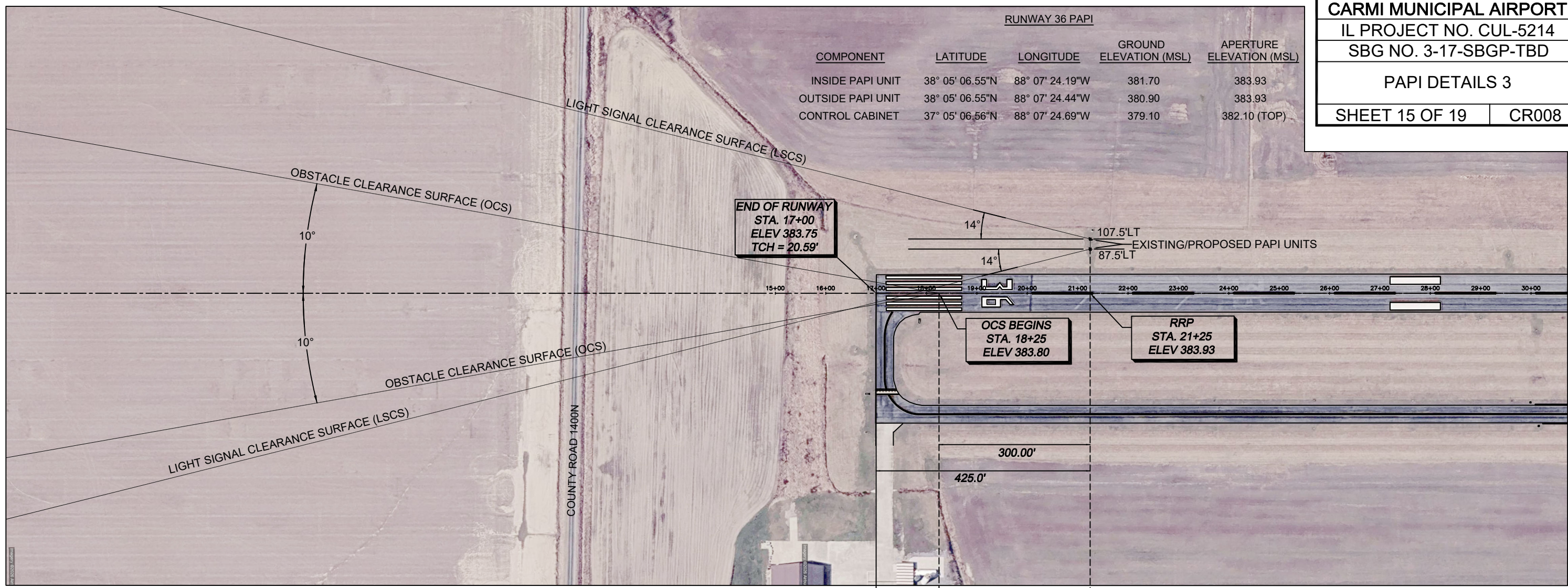
VERTICAL: 0 20 40

AIMING OF PAPI TYPE L-881 (2-BOX)  
RELATIVE TO PRESELECTED  
GLIDE PATH (3°-00')

LIGHT UNIT	AIMING ANGLE (IN MINUTES OF ARC)
	STANDARD INSTALLATION
UNIT NEAREST RUNWAY	15' ABOVE GLIDE PATH
UNIT FARTHEST FROM RUNWAY	15' BELOW GLIDE PATH

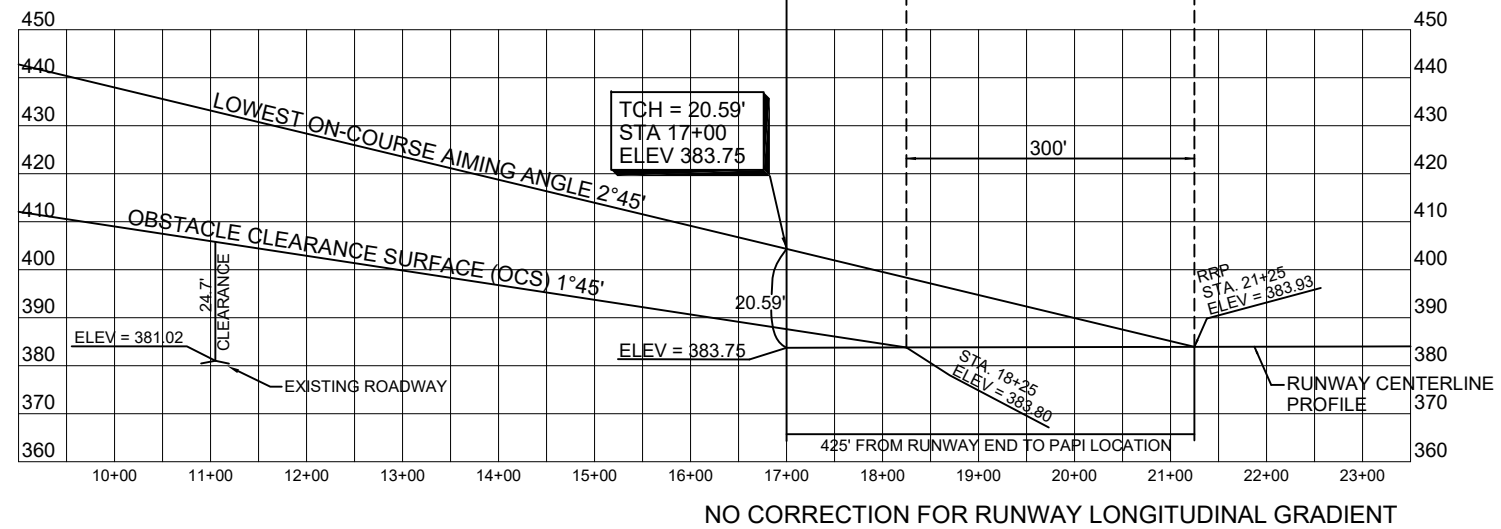
RUNWAY	18
HEIGHT GROUP USED FOR SITING	1
THRESHOLD STATIONING	57+01
THRESHOLD ELEVATION	388.39
THRESHOLD CROSSING HEIGHT (TCH)	20.69'
STATION FOR MIDPOINT OF PROJECTORS	52+51
GLIDE PATH ANGLE	3°
ELEVATION OF CL OF APERTURE	387.47
ELEVATION OF TOP OF EXISTING FOUNDATION - UNIT NEAREST RUNWAY	384.50
ELEVATION OF TOP OF EXISTING FOUNDATION UNIT FARTHEST FROM RUNWAY	383.35

COMPONENT	LATITUDE	LONGITUDE	GROUND ELEVATION (MSL)	APERTURE ELEVATION (MSL)
INSIDE PAPI UNIT	38° 05' 06.55"N	88° 07' 24.19"W	381.70	383.93
OUTSIDE PAPI UNIT	38° 05' 06.55"N	88° 07' 24.44"W	380.90	383.93
CONTROL CABINET	37° 05' 06.56"N	88° 07' 24.69"W	379.10	382.10 (TOP)

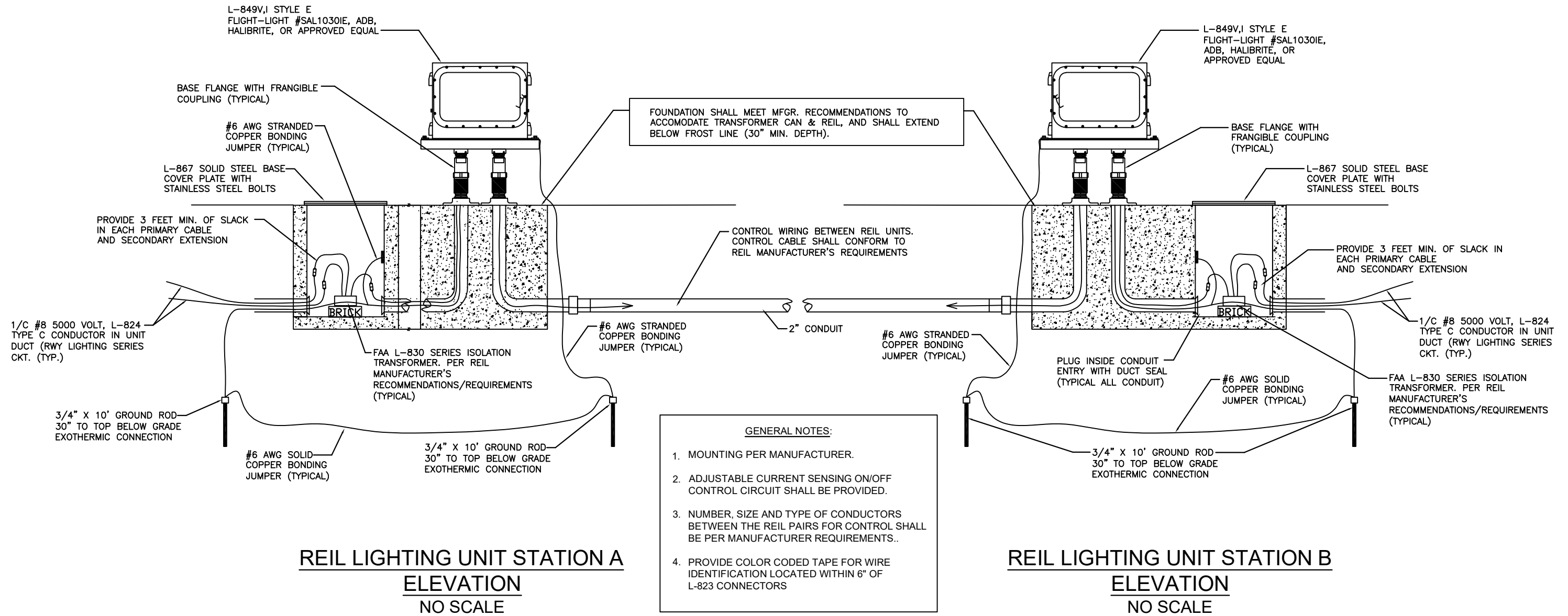


AIMING OF PAPI TYPE L-881 (2-BOX)  
RELATIVE TO PRESELECTED  
GLIDE PATH (3°-00')

LIGHT UNIT	AIMING ANGLE (IN MINUTES OF ARC)
	STANDARD INSTALLATION
UNIT NEAREST RUNWAY	15' ABOVE GLIDE PATH
UNIT FARTHEST FROM RUNWAY	15' BELOW GLIDE PATH



RUNWAY	36
HEIGHT GROUP USED FOR SITING	1
THRESHOLD STATIONING	17+00
THRESHOLD ELEVATION	383.75
THRESHOLD CROSSING HEIGHT (TCH)	20.59'
STATION FOR MIDPOINT OF PROJECTORS	21+25
GLIDE PATH ANGLE	3°
ELEVATION OF CL OF APERTURE	383.93
ELEVATION OF TOP OF EXISTING FOUNDATION - UNIT NEAREST RUNWAY	381.75
ELEVATION OF TOP OF EXISTING FOUNDATION UNIT FARTHEST FROM RUNWAY	380.90



- GENERAL NOTES:**
1. MOUNTING PER MANUFACTURER.
  2. ADJUSTABLE CURRENT SENSING ON/OFF CONTROL CIRCUIT SHALL BE PROVIDED.
  3. NUMBER, SIZE AND TYPE OF CONDUCTORS BETWEEN THE REIL PAIRS FOR CONTROL SHALL BE PER MANUFACTURER REQUIREMENTS..
  4. PROVIDE COLOR CODED TAPE FOR WIRE IDENTIFICATION LOCATED WITHIN 6" OF L-823 CONNECTORS

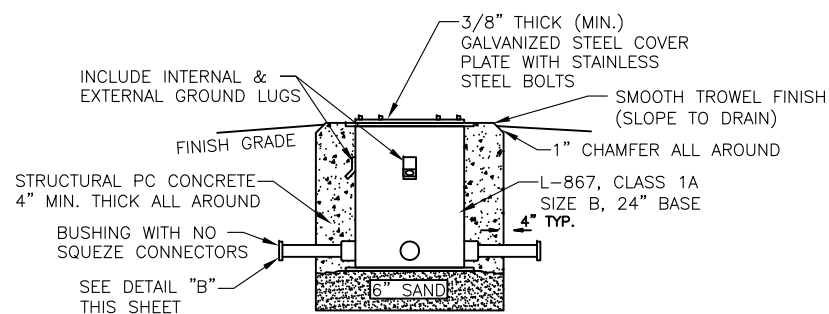
**REIL LIGHTING UNITS RUNWAY 18 DETAILS  
(RUNWAY 36 OPPOSITE HAND)  
NO SCALE**

**WIND CONE NOTE:**

WIND CONE TO BE L-807, SIZE 2, STYLE 1-B INTERNAL WIND CONE WITH CENTER HINGED POLE & PHOTOCELL CONTROLLED;  
 HALL-BRITE #L807-S2-IN-120, FLIGHTLIGHT, OR APPROVED EQUAL.

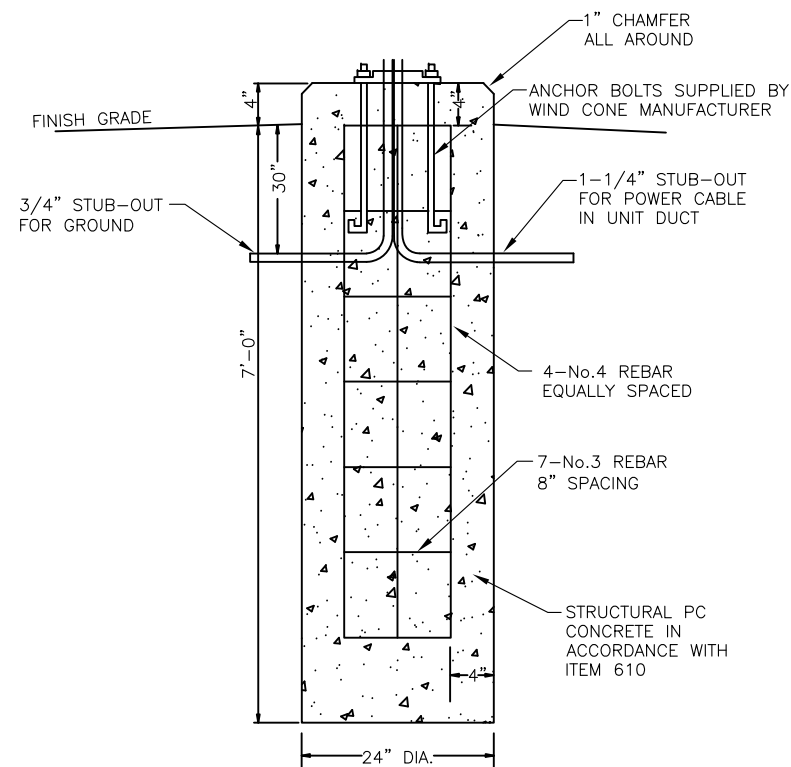
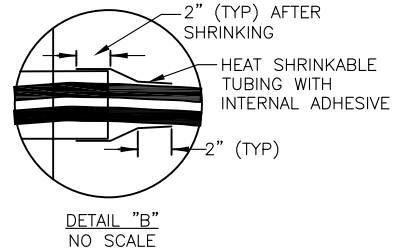
WIND CONE TO BE FURNISHED BY OWNER AND INSTALLED BY CONTRACTOR.

ALL MATERIALS AND LABOR INCLUDING FOUNDATIONS, SPLICE BOX, DISCONNECT SWITCH, CONDUIT AND WIRE TO INSTALL AND MAKE OPERATIONAL THE OWNER FURNISHED WIND CONE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

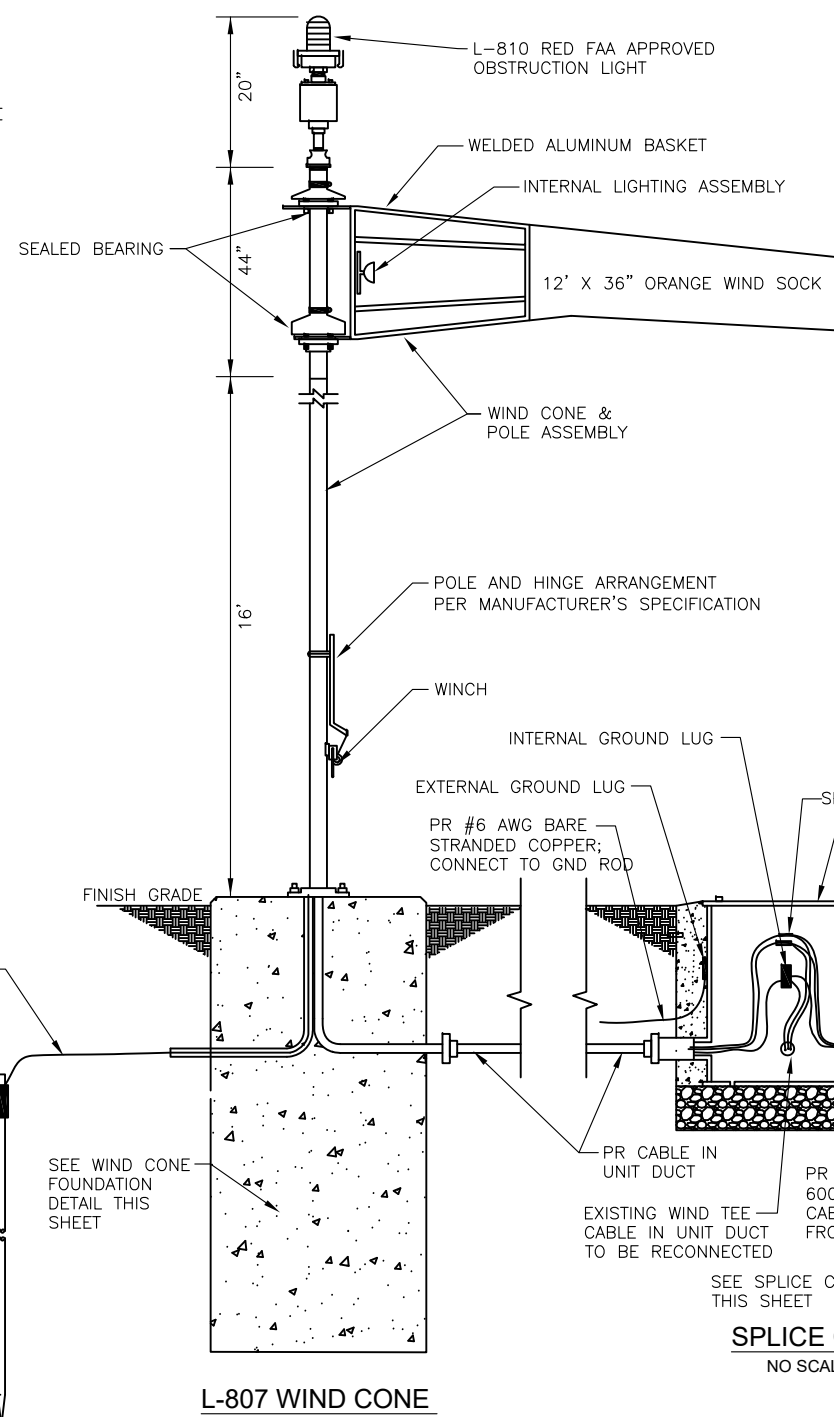


PROVIDE 3-3" HUBS AT 0°, 90°, & 180° TO ACCOMMODATE CABLE IN UNIT DUCT ENTRY & EXIT CIRCUITS

**SPLICE CAN DETAIL**  
NO SCALE

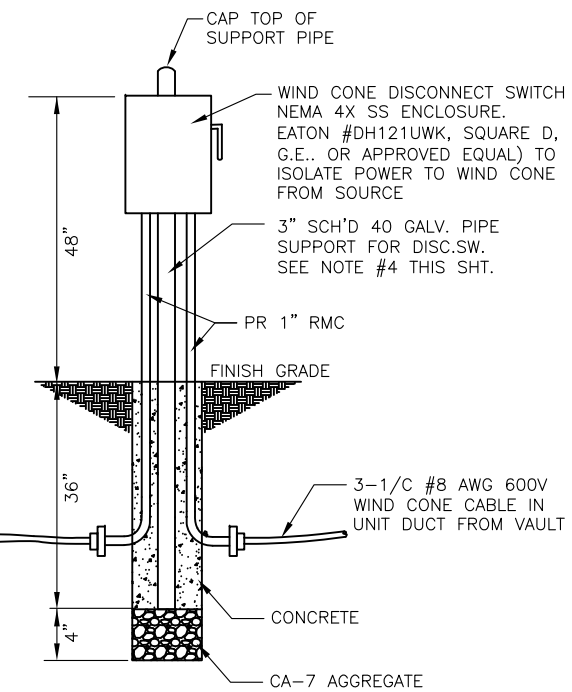


**WIND CONE FOUNDATION DETAIL**  
NO SCALE



**L-807 WIND CONE INTERNALLY LED LIGHTED**  
NO SCALE

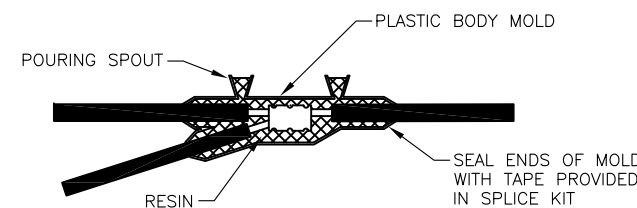
**SPLICE CAN**  
NO SCALE



**WIND CONE DISCONNECT SWITCH**  
NO SCALE

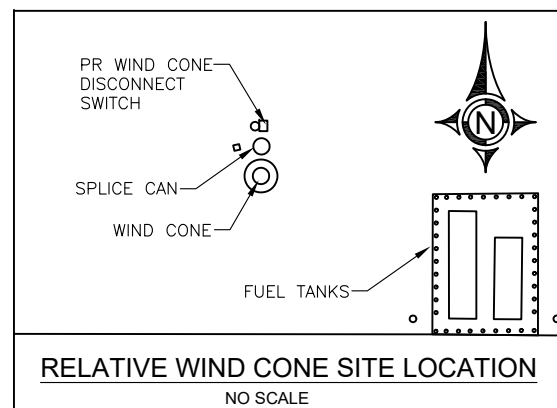
**WIND CONE DISCONNECT SWITCH MOUNTING NOTES**

1. MOUNTING POST SHALL CONSIST OF 3.5" DIA. GALVANIZED SCHEDULE 40 POSTS, AND 1-5/8" 316 S.S "UNISTRUT" CROSS MEMBERS AS REQUIRED TO PROVIDE TOP AND BOTTOM SUPPORT FOR MOUNTING EQUIPMENT PLUS CONDUIT FASTENING. (CAP POST TOPS).
2. PAINT GALVANIZED POST WITH ONE (1) COAT RUST INHIBITOR PRIMER AND TWO (2) COATS GRAY ALKYD PAINT.
3. PROVIDE 4" CA-7 AGGREGATE UNDR POST.
4. OVER-DIG POST HOLE 4" ON ALL SIDES AND BACKFILL WITH CONCRETE AROUND POST TO FULL DEPTH.

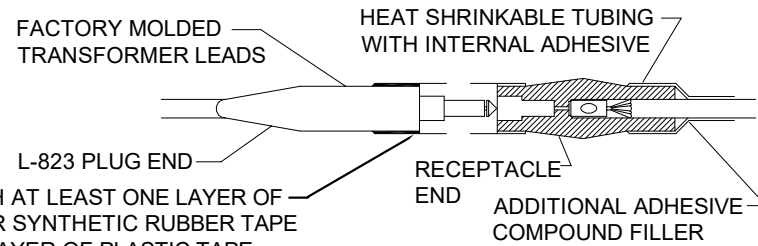
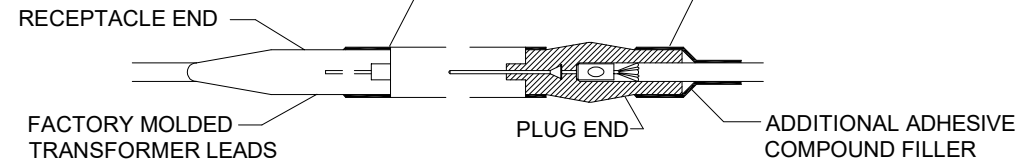


**UNDERGROUND SPLICE & TAP SPLICE**  
NO SCALE

IN-LINE SPLICES & TAP SPLICES IN LOW VOLTAGE (600V) CABLE SHALL BE RATED AND LISTED SUITABLE FOR DIRECT BURIAL LOCATIONS. FOR SPLICES UP TO #2 AWG CONDUCTOR, SPLICES SHALL BE 3M SCOTCHCAST 82-B1 POWER CABLE TAP SPLICE KIT, OR APPROVED EQUAL



WRAP 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 JOINT.

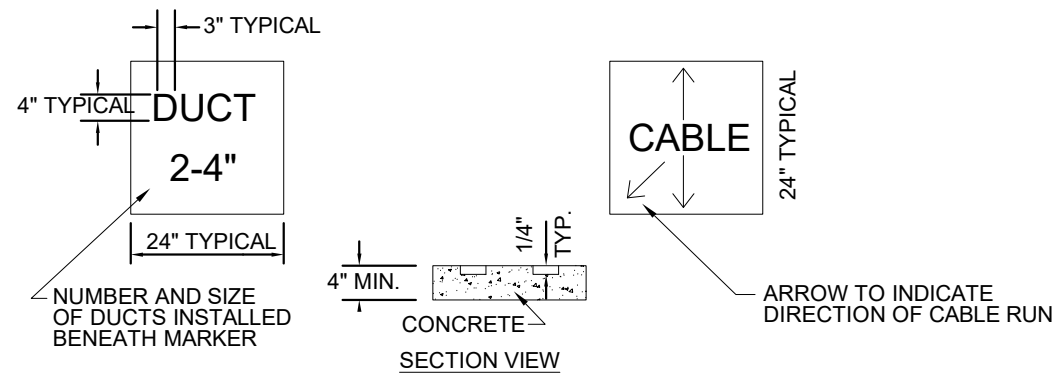
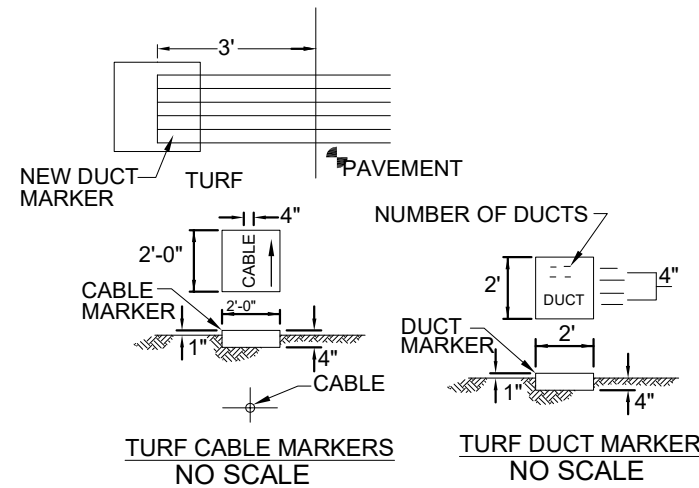


WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.

**CONNECTIONS AT SIGNS, RUNWAY & TAXIWAY LIGHTS**

**NOTES:**

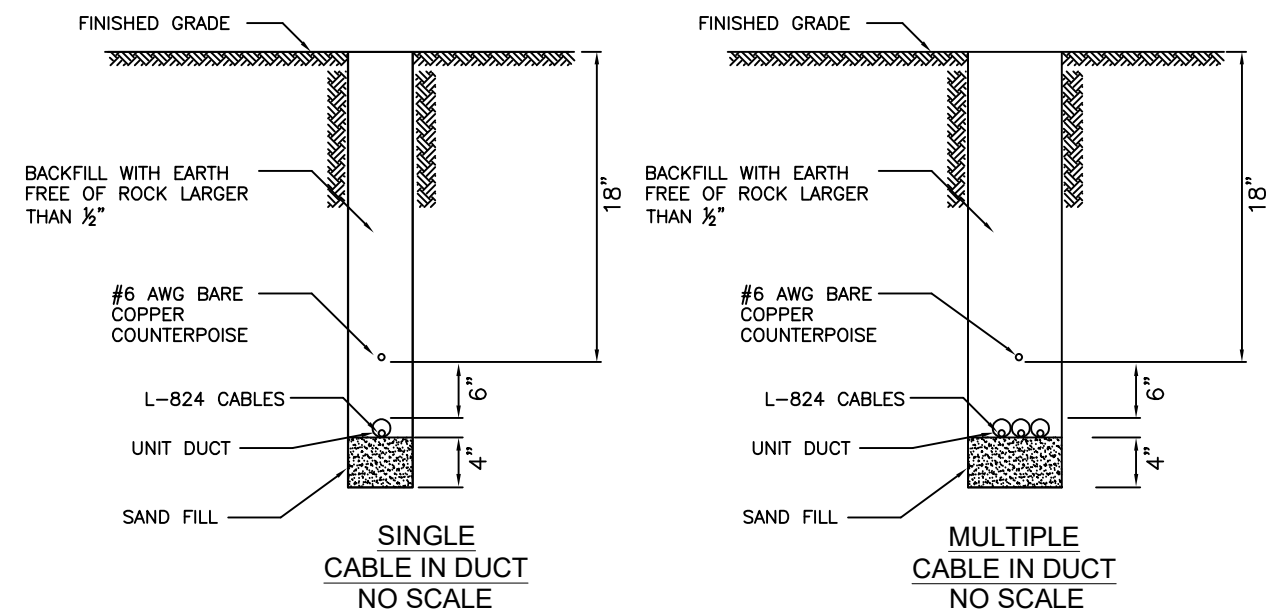
1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE
2. CONNECTION OF CONDUCTORS MUST BE MADE BY USING CRIMP CONNECTORS AND A CRIMPING TOOL APPROVED BY THE CONNECTOR/LUG MANUFACTURER. THE TOOL MUST PRODUCE A COMPLETE CRIMP BEFORE IT CAN BE REMOVED. THE CRIMPING TOOL USED MUST BE LISTED BY THE L-823 KIT MANUFACTURER. MAKE THE NUMBER AND TYPE OF CRIMPS PER THE KIT MANUFACTURE'S INSTRUCTIONS.



**NOTES:**

1. MARKERS SHALL BE PLACED AS SPECIFIED IN ITEMS 108, 109 & 125 OF THE SPECIFICATIONS.
2. COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.
3. EDGE EXPOSED CONCRETE WITH A 1/2" RADIUS TOOL.
4. WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED, SOME OF THE FOLLOWING METHODS SHALL BE EMPLOYED:
  - A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE
  - B. INCREASE THE MARKER SIZE TO 30" x 30" MAX.
  - C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.

**CABLE AND DUCT MARKERS  
NO SCALE**



GENERAL ELECTRICAL NOTES:

1. THE ELECTRICAL INSTALLATION, AS A MINIMUM, SHALL MEET THE NATIONAL ELECTRICAL CODE AND LOCAL REGULATIONS.
2. IN LIEU OF STENCILING, CONTRACTOR SHALL FURNISH AND INSTALL PLASTIC LAMINATED ENGRAVED LEGEND PLATES SECURELY FASTENED TO EQUIPMENT WITH TAPPING OR MACHINE SCREWS. LEGEND PLATES SHALL BE 1/2" HIGH BLACK LETTERS ON WHITE BACKGROUND.
3. 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 SINGLE PHASE, THREE WIRE SYSTEMS, AND BLACK, RED AND BLUE SHALL BE USED FOR THREE PHASE SYSTEMS. NEUTRAL CONDUCTOR SIZE NO. 6 AWG OR SMALLER SHALL BE IDENTIFIED BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH. NEUTRAL CONDUCTORS SIZE LARGER THAN NO. 6 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.
4. 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.
5. ALL WIRING SHALL BE INSTALLED IN A NEAT AND WORKMANLIKE MANNER.
6. GROUND ALL NONCURRENT-CARRYING METAL PARTS OF ELECTRICAL EQUIPMENT BY USING INSULATED COPPER WIRE TO BE RUN INSIDE CABINETS AND IN CONDUITS TOGETHER WITH OTHER WIRES.
7. ALL GROUND CONNECTIONS TO BUSES, PANEL, ETC., SHALL BE MADE WITH PRESSURE TYPE SOLDERLESS LUG CLAMPS. SOLDERED OR BOLT & WASHER TYPE CONNECTIONS ARE NOT ACCEPTABLE. CLEAN ALL METAL SURFACES BEFORE MAKING GROUND CONNECTIONS. CONNECTIONS TO GROUND RODS & GROUND RING SHALL BE MADE WITH EXOTHERMIC WELDING PROCESS.
8. RIGID STEEL CONDUIT SHALL BE USED THROUGHOUT THE INSTALLATION UNLESS OTHERWISE SPECIFIED. ALL STEEL CONDUITS, & FITTINGS SHALL BE GALVANIZED.
9. FOR INDOOR LOCATIONS EQUIPMENT SUPPORT STRUCTURES, CHANNEL OR STRUT, INCLUDING FASTENING HARDWARE, SHALL BE GALVANIZED. FOR OUTDOOR LOCATIONS EQUIPMENT SUPPORT STRUCTURES, CHANNEL OR STRUT, INCLUDING FASTENING HARDWARE, SHALL BE 316 STAINLESS STEEL.
10. USE DUAL LUGS WHERE TWO WIRES SIZE NO. 6 OR LARGER ARE TO BE CONNECTED TO THE SAME TERMINAL.
11. USE INSULATED CONDUIT BUSHING AT EACH CONDUIT TERMINATION.
12. USE DOUBLE LOCK NUTS AT EACH CONDUIT TERMINATION.
13. UNLESS OTHERWISE SHOWN, ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL TO OR AT RIGHT ANGLES WITH THE LINES OF THE STRUCTURE.
14. LABEL BOTH ENDS OF ALL CONTROL CONDUCTORS TO IDENTIFY TERMINAL NUMBER AND CIRCUIT, SUCH LABELING SHALL BE DONE AT ALL TERMINALS AND SPLICES.
15. UNLESS OTHERWISE NOTED, ALL SINGLE CONTROL CONDUCTORS SHALL BE NO. 12 AWG, THHN, STRANDED COPPER, EXTENSIONS TO EXISTING CONTROL CONDUCTORS SHALL BE THE SAME COLOR AS EXISTING.
16. BOTH ENDS OF EACH CONTROL CONDUCTOR SHALL BE TERMINATED AT A TERMINAL BLOCK. THE TERMINAL BLOCKS SHALL BE OF PROPER RATING AND SIZE AND THEY SHALL BE LOCATED IN EQUIPMENT ENCLOSURES OR SPECIAL TERMINAL CABINETS.
17. BOTH ENDS OF ALL CONTROL CONDUCTORS SHALL BE IDENTIFIED AS TO THE CIRCUIT TERMINAL BLOCK, AND TERMINAL NUMBER. ONLY SHRINKABLE PERMANENT LABELS SHALL BE USED.
18. A SEPARATE AND CONTINUOUS NEUTRAL CONDUCTOR SHALL BE INSTALLED AND CONNECTED FOR EACH CIRCUIT IN THE POWER PANEL(S) FROM THE NEUTRAL BAR TO EACH POWER/CONTROL CIRCUIT.
19. SPLICES AND JUNCTION POINTS SHALL BE PERMITTED ONLY IN JUNCTION BOXES, DUCTS EQUIPPED WITH REMOVABLE COVERS AND AT EASILY ACCESSIBLE LOCATIONS.
20. UNLESS OTHERWISE NOTED, ALL UNDERGROUND FIELD POWER MULTIPLE AND SERIES CIRCUIT CONDUCTORS SHALL BE FAA APPROVED L-824, TYPE C INSULATION. VOLTAGE AND SIZE SHALL BE AS SPECIFIED.
21. THE JOINT OF THE PRIMARY 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 INCH ON EACH SIDE OF THE JOINT. HEAT-SHRINK TUBING SHALL BE APPLIED WHERE CABLE ENTERS BACK OF CONNECTOR. SEE DETAIL DRAWING.
22. THE ID OF THE PRIMARY L-823 FIELD ATTACHED CONNECTORS SHALL MATCH THE CABLE OD TO PROVIDE A WATERTIGHT CABLE ENTRANCE.
23. ALL POWER AND CONTROL CIRCUIT CONDUCTORS SHALL BE COPPER. ALUMINUM SHALL NOT BE ACCEPTED. THIS INCLUDES WIRE, CABLE, BUSES, TERMINALS, SWITCH/PANEL COMPONENTS, ETC.
24. CABLE/SPLICE/DUCT MARKERS SHALL BE PRECAST CONCRETE OF SIZE SHOWN. LETTER/NUMBERS FOR THE LEGEND TO BE IMPRESSED INTO TOPS OF THE MARKERS SHALL BE PREASSEMBLED AND SECURED IN MOLD BEFORE CONCRETE IS POURED. LEGEND INSCRIBED BY HAND IN WET CONCRETE SHALL NOT BE ACCEPTABLE.
25. 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 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 OF DIFFERENT MANUFACTURER) THAT IS COMPATIBLE WITH THE REMAINDER OF THE AIRPORT LIGHTING SYSTEM.
26. IN CASE THE CONTRACTOR SELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT REQUIRING ADDITIONAL WIRING, TRANSFORMERS, ADAPTERS, MOUNTINGS, ETC., TO THOSE SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATIONS, ANY COST FOR THESE ITEMS SHALL BE INCIDENTAL TO THE EQUIPMENT COST.
27. THE CONTRACTOR INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) SHALL NOT GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE SHALL BE REPLACED BY THE CONTRACTOR, AT NO ADDITIONAL COST, BY EQUIPMENT MEETING THE APPLICABLE SPECIFICATIONS AND NOT GENERATING ANY INTERFERENCE.
28. ALL EXISTING LIGHTS AND SIGNS REMOVED UNDER THIS CONTRACT SHALL BE CONTRACTOR SALVAGE.
29. WHERE EXISTING SIGNS AND FOUNDATIONS ARE TO BE REMOVED, THE AREA SHALL BE BACKFILLED WITH EARTH TO THE ORIGINAL GRADE, COMPACTED AND SEEDED. SUCH REMOVAL SHALL BECOME CONTRACTOR SALVAGE UNLESS NOTED OTHERWISE.
30. CONTRACTOR SHALL LOCATE EXISTING UNDERGROUND CIRCUITS, GAS OR WATER LINES TO AVOID DAMAGE TO EXISTING UTILITIES TO BE RETAINED. EXCAVATING REQUIRED IN CONGESTED AREAS CONTAINING OTHER UTILITIES SHALL BE DONE BY HAND. ANY SUCH WIRING DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY AFTER DISCOVERY AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ALL UNDERGROUND SPLICES SHALL BE INSPECTED BY THE RESIDENT ENGINEER PRIOR TO BACKFILLING TRENCHES.
31. SHOP DRAWINGS SHALL BE REQUIRED FOR ALL PROPOSED LIGHTING EQUIPMENT INCLUDING CABLE, CABLE CONNECTIONS, TRANSFORMERS, L-867 BASES, & ALL EQUIPMENT ITEMS DESCRIBED UNDER SPECIFICATIONS, OR SHOWN ON THE PLANS.