

CONSTRUCTION PLANS

REHABILITATE ENTRANCE ROAD AND PARKING LOT

LOGAN COUNTY BOARD
LOGAN COUNTY AIRPORT (AAA)
LINCOLN, LOGAN COUNTY, ILLINOIS

IDA PROJECT NO. AAA-5147
SBG PROJECT NO. 3-17-SBGP-184/TBD

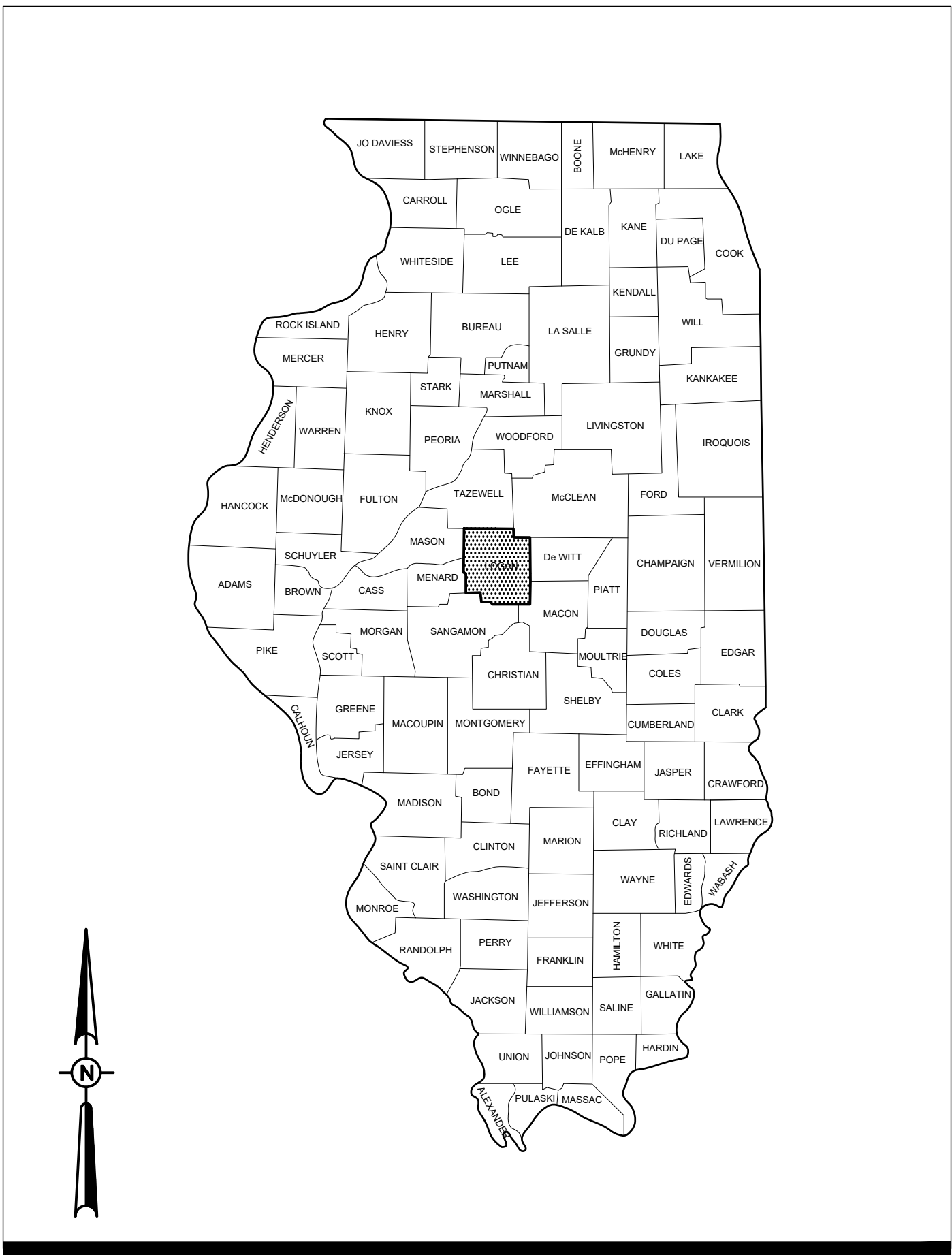
100% PLANS - NOVEMBER 22, 2024

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.



VICINITY MAP



LOCATION MAP

No.	Issue/Description	Sheets Changed	Date	By

COVERING
ELECTRICAL DESIGN

Kevin N. Lightfoot
Kevin Lightfoot, P.E.
Electrical Engineer

Lic. Exp. 11/30/2025



NOVEMBER 22, 2025
Date

HANSON

HANSON PROFESSIONAL SERVICES INC.
1525 S. Sixth St.
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Lindsay Hausman
Lindsay Hausman, P.E.
Project Engineer

Lic. Exp. 11/30/2025



NOVEMBER 22, 2025
Date

LOGAN COUNTY AIRPORT

LOGAN COUNTY BOARD
Lincoln, Illinois 62656
Telephone: 217.732.6400

Gene Rohlf
Gene Rohlf
Airport Manager

NOVEMBER 22, 2025
Date

COUNTY _____ LOGAN
CITY _____ LINCOLN
TOWNSHIP _____ EAST LINCOLN 20N, R2W
SECTION NO. _____ 29
ADDRESS _____ LOGAN COUNTY AIRPORT
1351 AIRPORT ROAD
LINCOLN, ILLINOIS 62656

SUMMARY OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	AS-BUILT QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	LSUM	1	
AR150520	MOBILIZATION	LSUM	1	
AR150530	TRAFFIC MAINTENANCE	LSUM	1	
AR152480	SHOULDER ADJUSTMENT	SQ.YD.	640	
AR156510	SILT FENCE	FOOT	415	
AR162570	DETECTOR LOOP	LSUM	1	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	FOOT	5,000	
AR201670	CRACK CONTROL FABRIC	SQ.YD.	266	
AR401613	BIT. SURF. CSE.-METHOD I, SUPERPAVE	TON	835	
AR401650	BITUMINOUS PAVEMENT MILLING	SQ. YD.	7,253	
AR401660	SAW & SEAL BIT. JOINTS	FOOT	202	
AR401916	REM & REP BIT PAVEMENT-TYPE B	SQ. YD.	214	
AR603510	BITUMINOUS TACK COAT	GALLON	581	
AR620520	PAVEMENT MARKING-WATERBORNE	SQ.FT.	914	
AR901510	SEEDING	ACRE	0.2	
AR908510	MULCHING	ACRE	0.2	
AR910230	HANDICAP SIGN	EACH	3	

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 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.

SCOPE OF WORK

THE SCOPE OF THIS PROJECT INCLUDES:

1. MILLING AND OVERLAY OF THE AIRPORT ENTRANCE ROAD AND AUTOMOBILE PARKING LOT AREAS.
2. CLEANING AND SEALING CRACKS AND PARTIAL-DEPTH AND FULL-DEPTH REPAIRS.
3. REMARKING OF OVERLAY AREA.
4. HANDICAP PARKING SIGNAGE.
5. SEEDING AND MULCHING.
6. EROSION CONTROL.

GENERAL

1. THE LOGAN COUNTY AIRPORT IS A NON-TOWER CONTROLLED GENERAL AVIATION AIRPORT COMPRISED OF ONE PAVED RUNWAY AND ONE TURF RUNWAY.
2. THE PROPOSED CONSTRUCTION WILL NOT REQUIRE THE CLOSURE OF ANY AIRFIELD PAVEMENTS FOR THE PROJECT DURATION.

AIRFIELD SAFETY

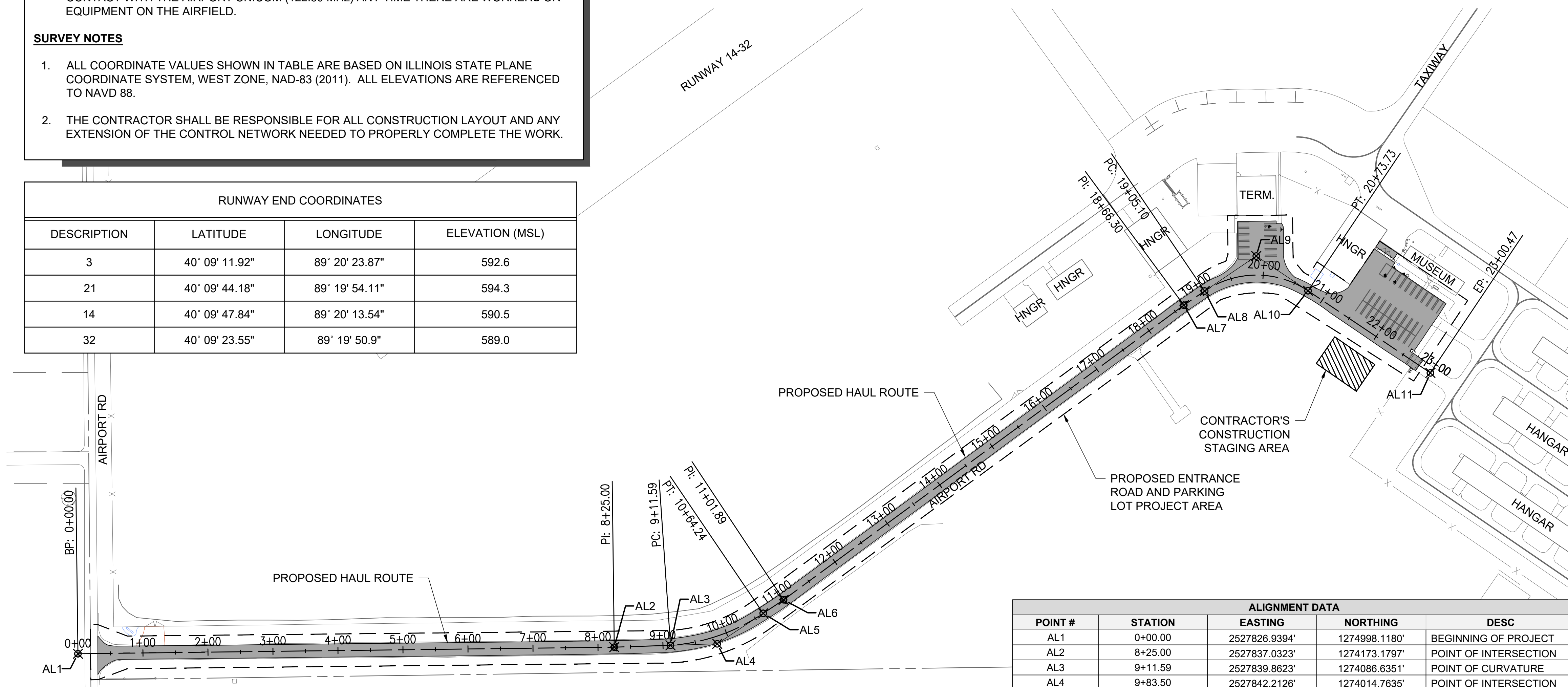
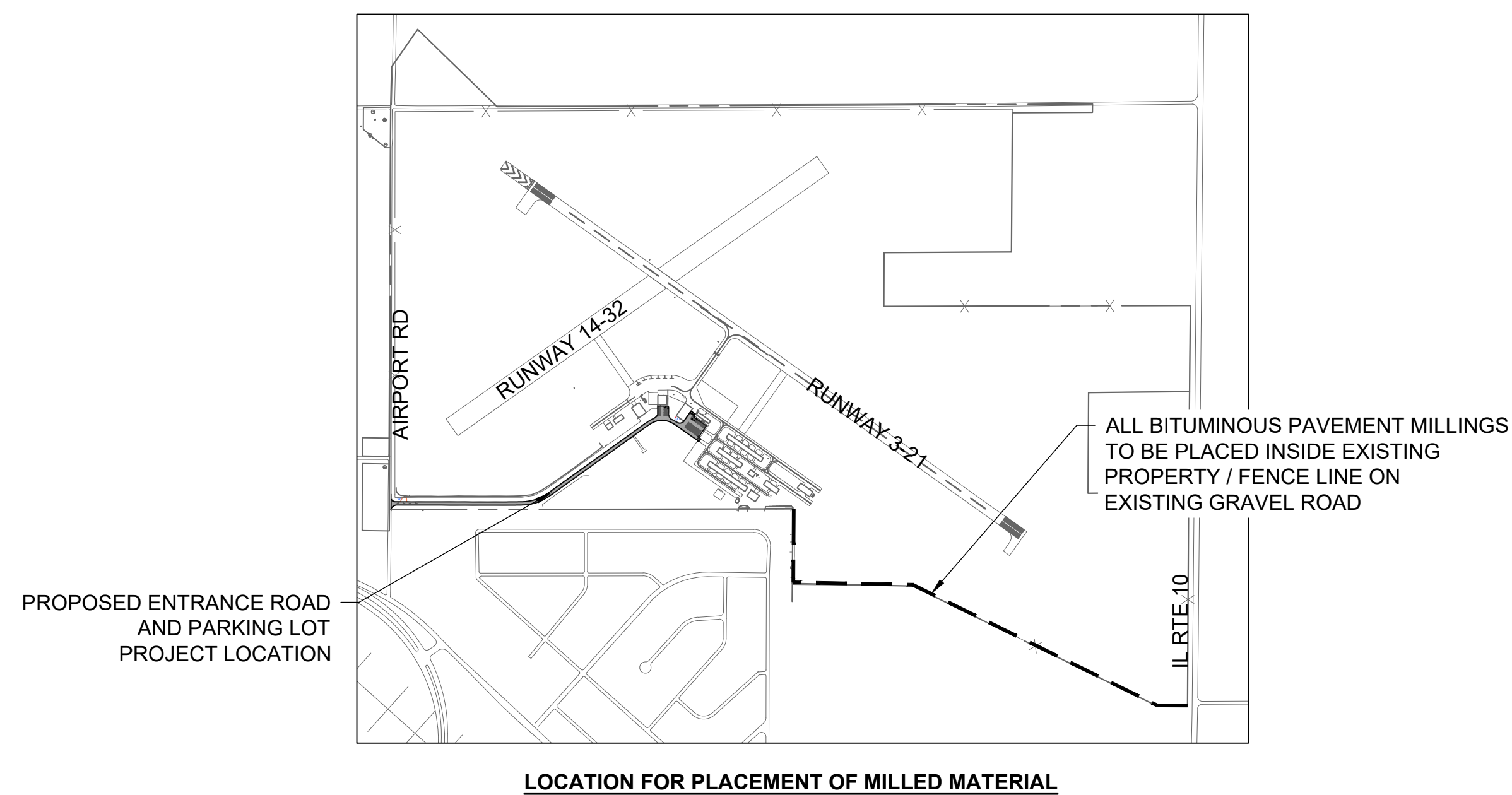
1. AIRFIELD SAFETY SHALL BE HELD PARAMOUNT AT ALL TIMES. ANY INDIVIDUALS RESPONSIBLE FOR INCURSIONS OR POTENTIAL INCURSIONS WITH AIR TRAFFIC DUE TO NON-COMPLIANCE WITH REQUIREMENTS SET FORTH IN THESE PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, AND FAA ADVISORY CIRCULAR 150/5370-2 (CURRENT EDITION) WILL BE SUBJECT TO AN IMMEDIATE SUSPENSION OF DRIVING PRIVILEGES ON THE AIRPORT OR A COMPLETE RESTRICTION FROM ENTERING THE AIR OPERATIONS AREA ALTOGETHER. THE AIRPORT MANAGER OR RESIDENT ENGINEER/TECHNICIAN MAY STOP THE WORK AT ANY TIME THEY BELIEVE AIRFIELD SAFETY IS BEING COMPROMISED.
2. AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. ONLY CONTRACTOR EMPLOYEES SHALL BE ALLOWED WITHIN THE PROJECT LIMITS. GATES SHALL BE CLOSED AT ALL TIMES UNLESS THE CONTRACTOR IS IN A CONTINUOUS HAULING OPERATION.
3. RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT WITH THE AIRPORT UNICOM (122.80 MHz) ANY TIME THERE ARE WORKERS OR EQUIPMENT ON THE AIRFIELD.

SURVEY NOTES

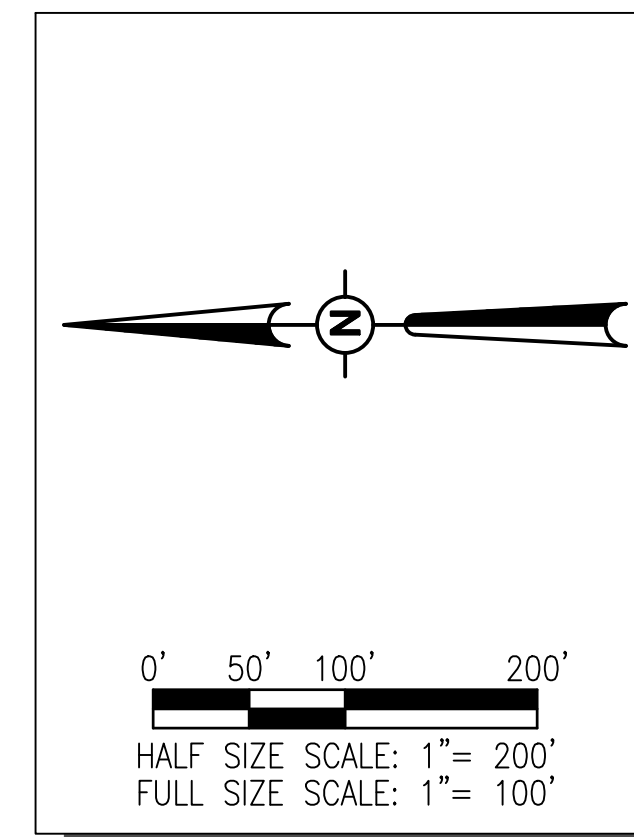
1. ALL COORDINATE VALUES SHOWN IN TABLE ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE, NAD-83 (2011). ALL ELEVATIONS ARE REFERENCED TO NAVD 88.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION LAYOUT AND ANY EXTENSION OF THE CONTROL NETWORK NEEDED TO PROPERLY COMPLETE THE WORK.

RUNWAY END COORDINATES			
DESCRIPTION	LATITUDE	LONGITUDE	ELEVATION (MSL)
3	40° 09' 11.92"	89° 20' 23.87"	592.6
21	40° 09' 44.18"	89° 19' 54.11"	594.3
14	40° 09' 47.84"	89° 20' 13.54"	590.5
32	40° 09' 23.55"	89° 19' 50.9"	589.0

HORIZONTAL AND VERTICAL CONTROL DATA				
NO.	DESCRIPTION	NORTHING	EASTING	ELEV.
1	"LINCPORT" NGS MONUMENT	1,272,840.99	2,528,951.33	587.91
2	"LINCPORT AZ MK" NGS MONUMENT	1,274,032.36	2,529,777.82	591.81



ALIGNMENT DATA				
POINT #	STATION	EASTING	NORTHING	DESC
AL1	0+00.00	2527826.9394'	1274998.1180'	BEGINNING OF PROJECT
AL2	8+25.00	2527837.0323'	1274173.1797'	POINT OF INTERSECTION
AL3	9+11.59	2527839.8623'	1274086.6351'	POINT OF CURVATURE
AL4	9+83.50	2527842.2126'	1274014.7635'	POINT OF INTERSECTION
AL5	10+64.24	2527889.1085'	1273944.0154'	POINT OF TANGENT
AL6	11+01.89	2527909.9123'	1273912.6303'	POINT OF INTERSECTION
AL7	18+66.30	2528363.0854'	1273297.0361'	POINT OF INTERSECTION
AL8	19+05.10	2528384.8811'	1273264.9321'	POINT OF CURVATURE
AL9	20+00.95	2528438.7216'	1273185.6279'	POINT OF INTERSECTION
AL10	20+73.73	2528385.3043'	1273106.0380'	POINT OF TANGENT
AL11	23+00.47	2528258.9510'	1272917.7759'	END OF PROJECT



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Professional Service Corporation
#184-001084

LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656

REHABILITATE ENTRANCE ROAD AND PARKING LOT

IDA No: AAA-5147

SBG Project No:
3-17-SBGP-184/TBD

Contract No. LO035

[illegible]

ISSUE: NOVEMBER 22, 2024

PROJECT NO: 24A0056

CAD FILE: C-101-SOW.DWG

DESIGN BY: JAP 7/9/2024

DRAWN BY: JAP 7/9/2024

REVIEWED BY: LDH 10/12/2024

SHEET TITLE

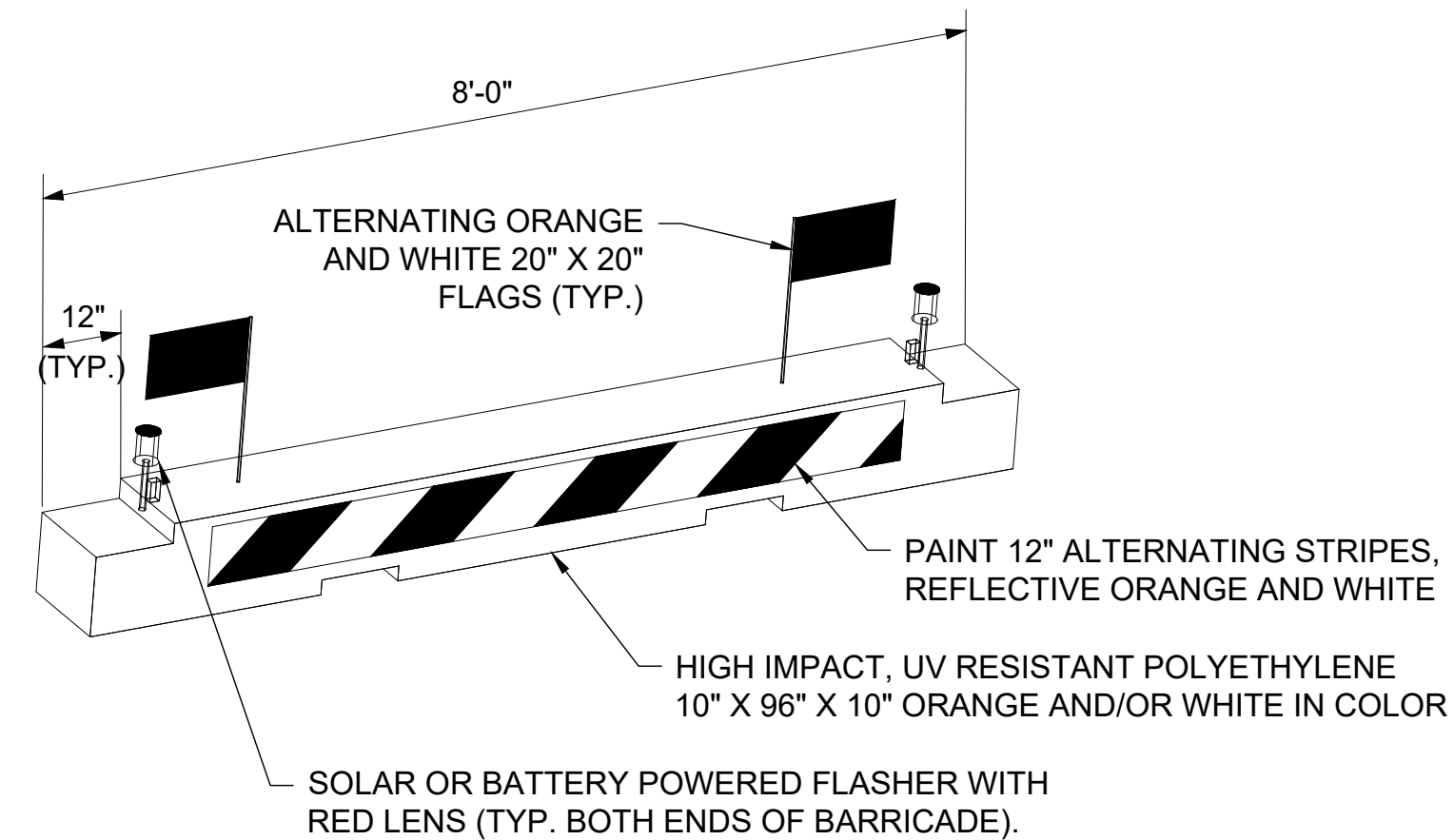
SCOPE OF WORK

1. ALL PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR AC 150/5370-2 (CURRENT EDITION), "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", APPLY TO THIS CONTRACT, EXCEPT AS MODIFIED BY THIS SAFETY PLAN. ANY MODIFICATIONS TO THIS PLAN MUST BE APPROVED BY THE FAA AND THE AIRPORT.
2. THE CONTRACTORS SHALL MINIMIZE DISRUPTION OF STANDARD OPERATING PROCEDURES FOR AERONAUTICAL ACTIVITY BY REMAINING WITHIN THE PRESCRIBED STAGING, CONSTRUCTION, AND PHASING AREAS PRESENTED ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEETS.
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.
4. 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
5. 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 3/21 or 14/32 (DISTANCES MEASURED FROM ACTIVE CENTERLINES) UNLESS CLOSED OR OTHERWISE NOTED. CONSTRUCTION EQUIPMENT OR CONSTRUCTION ACTIVITY WILL ALSO NOT BE PERMITTED WITHIN 65.5' OF ANY ACTIVE AIRPORT TAXIWAY CENTERLINE OR APRON UNLESS OTHERWISE NOTED.
6. 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.
7. 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.
8. 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.
9. 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 20' 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 SWEEP, PICKED UP AND REMOVED, OR PLACED INTO CLOSED CONTAINERS. ANY DAMAGE TO AIRPORT PROPERTY SHALL BE REPAIRED IMMEDIATELY AT NO COST TO THE OWNER.
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 PROVIDED.
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 PROTECTED FROM DAMAGE.
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.

-
- Call
Before
You Dig**
- JULIE**

PROJECT IS LOCATED IN
NORTHEAST 1/4 OF SECTION
29, EAST LINCOLN
TOWNSHIP, LOGAN COUNTY

1. VERTICAL COORDINATES ARE IN NGVD 29.
HORIZONTAL COORDINATES ARE IN STATE PLANE NAD 83
ILLINOIS WEST.
2. STATIONS, OFFSETS AND ELEVATIONS SHOWN ARE IN
FEET.
3. THE AIRPORT REFERENCE CODE FOR RUNWAY 3-21 IS
B-II. BOTH RUNWAY 3 AND RUNWAY 21 HAVE A
NON-PRECISION APPROACH WITH VISIBILITY MINIMUM OF
1 MILE.
4. THE AIRPORT REFERENCE CODE FOR RUNWAY 14-32 IS
A-I UTILITY. BOTH RUNWAY 14 AND RUNWAY 32 HAVE A
VISUAL APPROACH.

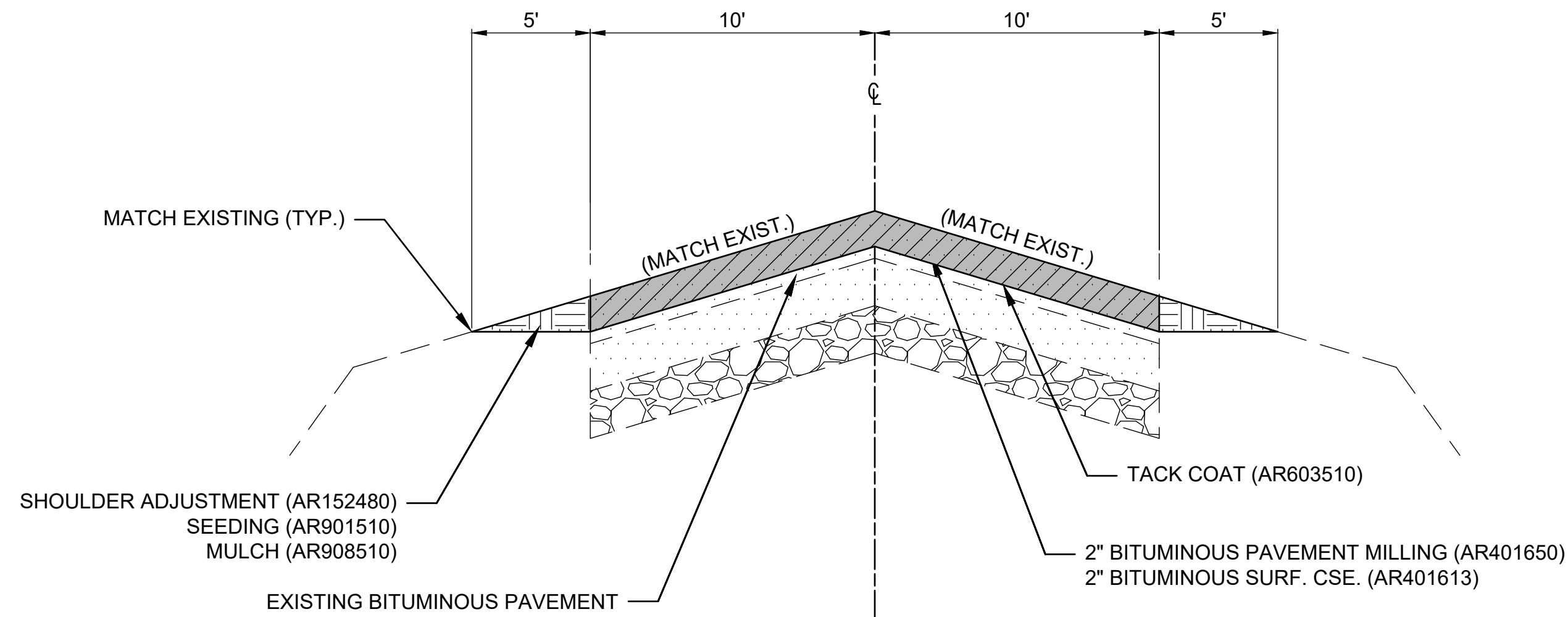


1. ALL CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE ILLINOIS SUPPLEMENT (LATEST EDITION) AND THE FAA ADVISORY CIRCULARS (LATEST EDITION) UNLESS NOTED OTHERWISE. THE FAA OR MORE STRINGENT SPECIFICATIONS SHALL GOVERN.
2. BARRICADES 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 SHOWN ON THE PLANS.
3. 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.
6. 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.
7. COST FOR PROVIDING, PLACING, MAINTAINING, RELOCATING AND REMOVING BARRICADES SHALL BE PAID UNDER ITEM AR150530



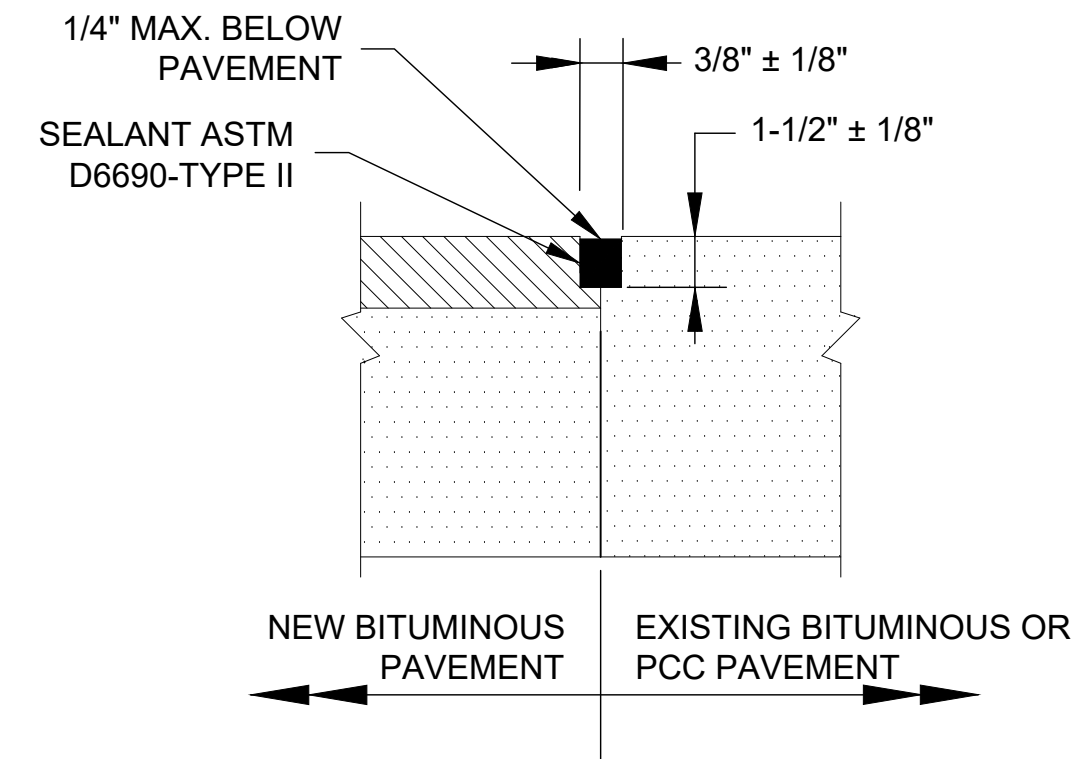
LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656



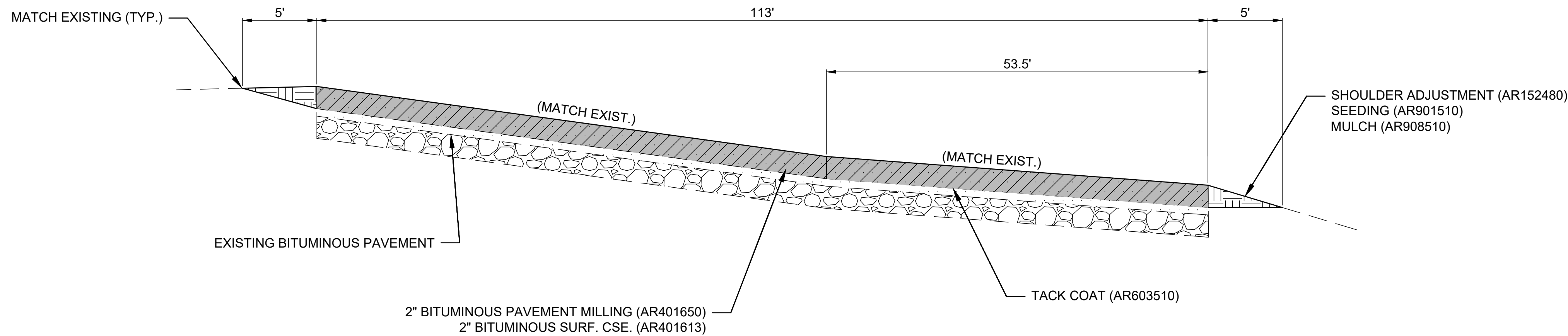
NOTE: 1990 RECORD DRAWINGS SHOW 2 - 1.5" LIFTS OF BITUMINOUS SURFACE COURSE ON UNKNOWN DEPTH OF EXISTING BITUMINOUS SURFACE COURSE AND CRUSHED AGGREGATE BASE COURSE.

TYPICAL SECTION A-A - ENTRANCE ROAD
NOT TO SCALE



NOTE:
ALL BITUMINOUS/BITUMINOUS JOINT SEALING TO BE PAID UNDER
SAW AND SEAL BITUMINOUS JOINTS, ITEM AR401660.

BITUMINOUS/BITUMINOUS SEAL



NOTE: 1990 RECORD DRAWINGS SHOW 2 - 1.5" LIFTS OF BITUMINOUS SURFACE COURSE ON UNKNOWN DEPTH OF CRUSHED AGGREGATE BASE COURSE.

TYPICAL SECTION B-B - PARKING LOT
NOT TO SCALE

EXISTING	PROPOSED	LEGEND
		BIT. SURF. CSE -METHOD I, SUPERPAVE
		BIT. PAVEMENT MILLING
		SHOULDER ADJUSTMENT (FILL)
		BITUMINOUS PAVEMENT
		AGGREGATE BASE

REHABILITATE
ENTRANCE ROAD AND
PARKING LOT

IDA No: AAA-5147
SBG Project No:
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Contract No. LO035

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOVEMBER 22, 2024

PROJECT NO: 24A0056

CAD FILE: C-301-TYP.DWG

DESIGN BY: JAP 7/9/2024

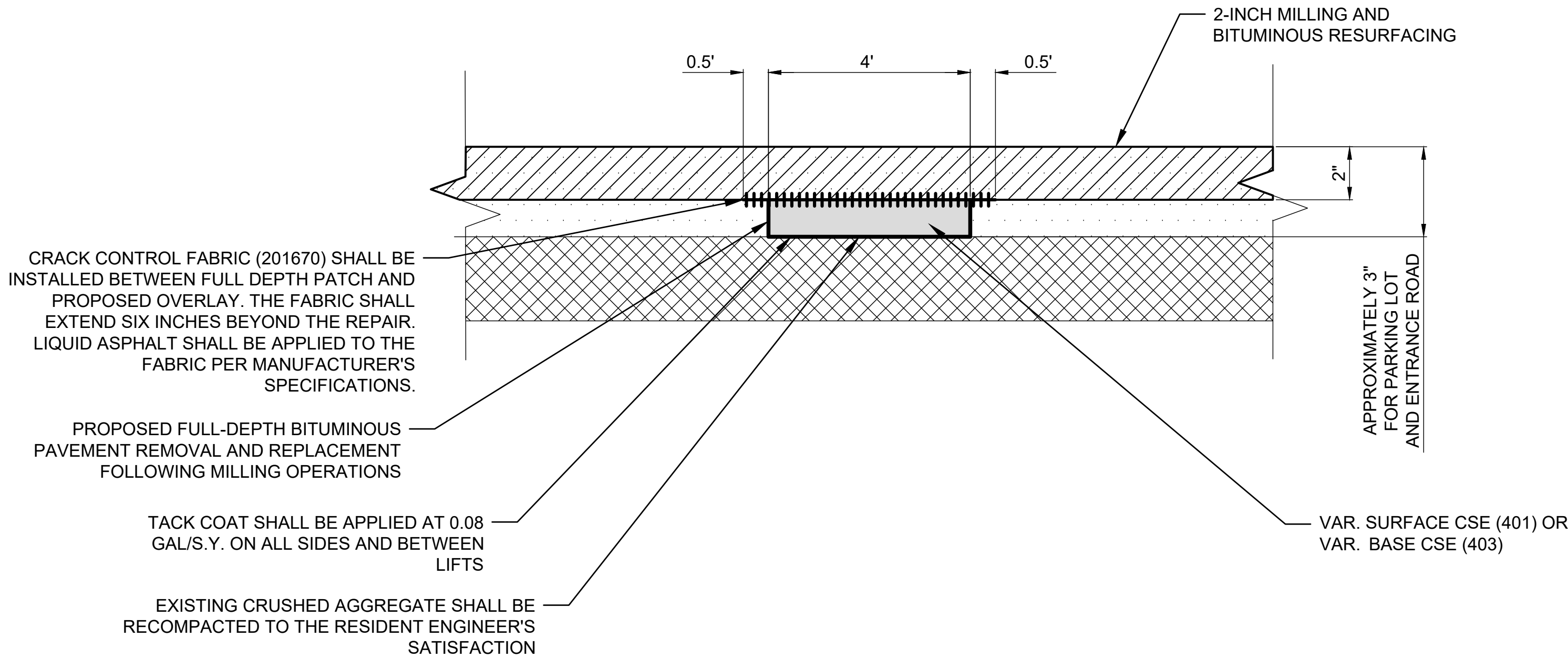
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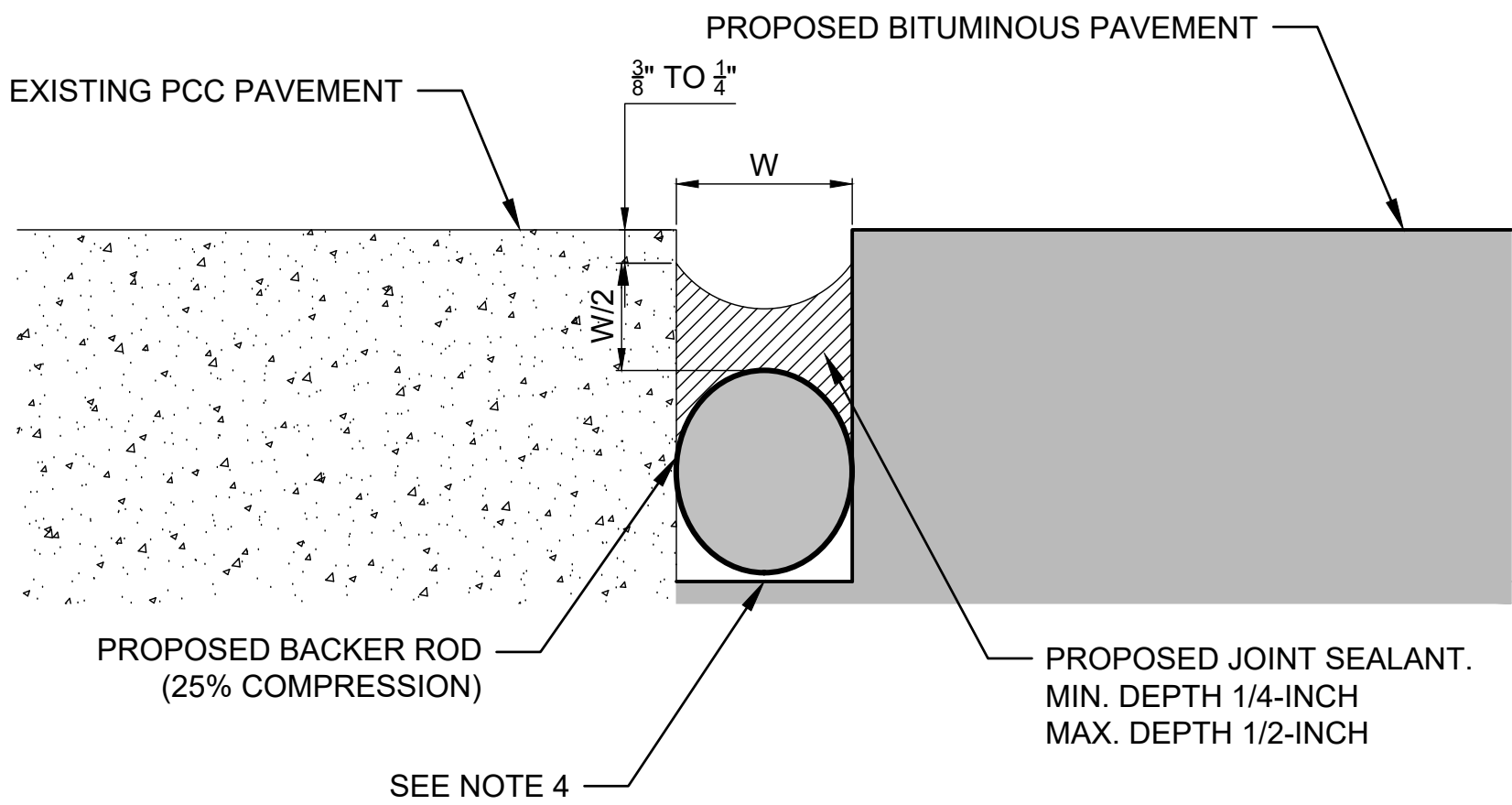
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TYPICAL SECTIONS

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AR401916 REMOVE & REPLACE BITUMINOUS PAVEMENT - TYPE B (FULL DEPTH)
NOT TO SCALE



PCC TO ASPHALT JOINT SEALING DETAIL (AR401660)
NOT TO SCALE

NOTES:

1. SEALANT SHALL BE RECESSED A MINIMUM 3/8-INCH TO 1/4-INCH BELOW PAVEMENT (BASED ON DEPTH OF LOWEST SLAB).
2. JOINT SHALL HAVE A DEPTH/WIDTH RATIO OF 0.5 OR AS SPECIFIED BY THE MANUFACTURER.
3. A SHALLOW CUT MAY BE USED WHERE THE BACKER ROD IS PLACED AT THE BOTTOM OF THE JOINT.
4. BACKER ROD SIZING SHALL BE BASED ON THE MANUFACTUER'S RECOMMENDATION.
5. ASPHALT MUST BE COMPLETELY REMOVED FROM CONCRETE FACE.
6. NEW ASPHALT PAVEMENT MUST BE CLEAN, DRY, AND CURED. CURE TIME WILL BE BASED ON THE RESIDENT ENGINEER'S APPROVAL.

EXISTING	PROPOSED	LEGEND
		BIT. PAVEMENT
		BIT. PAVEMENT MILLING
		BITUMINOUS PAVEMENT
		CRUSHED AGGREGATE



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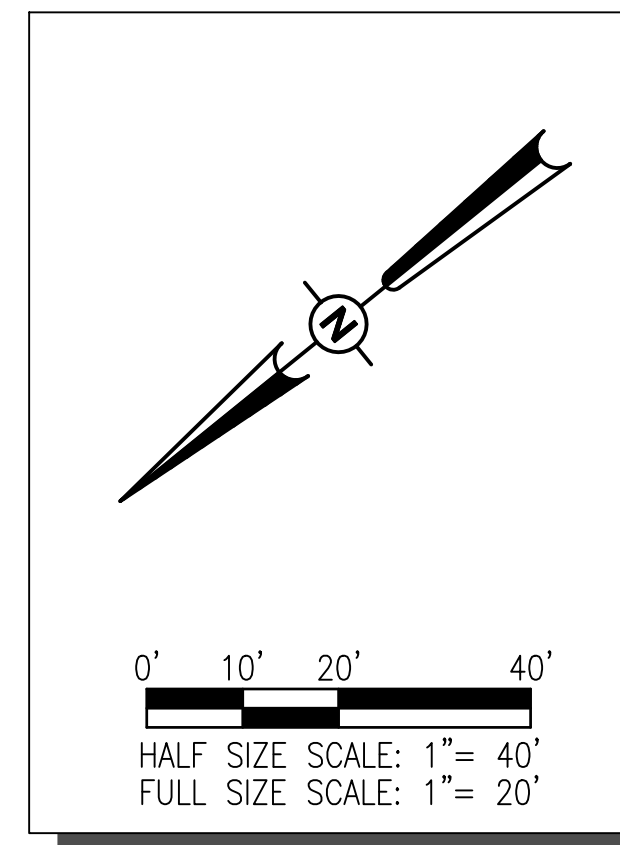
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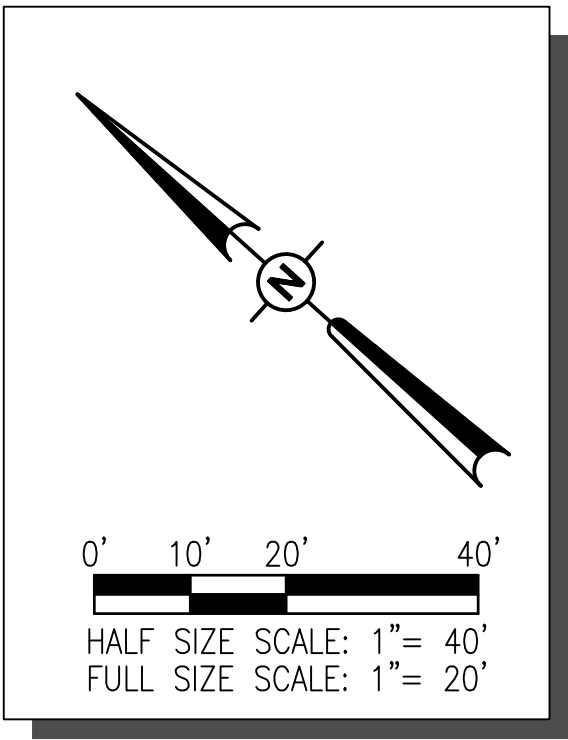
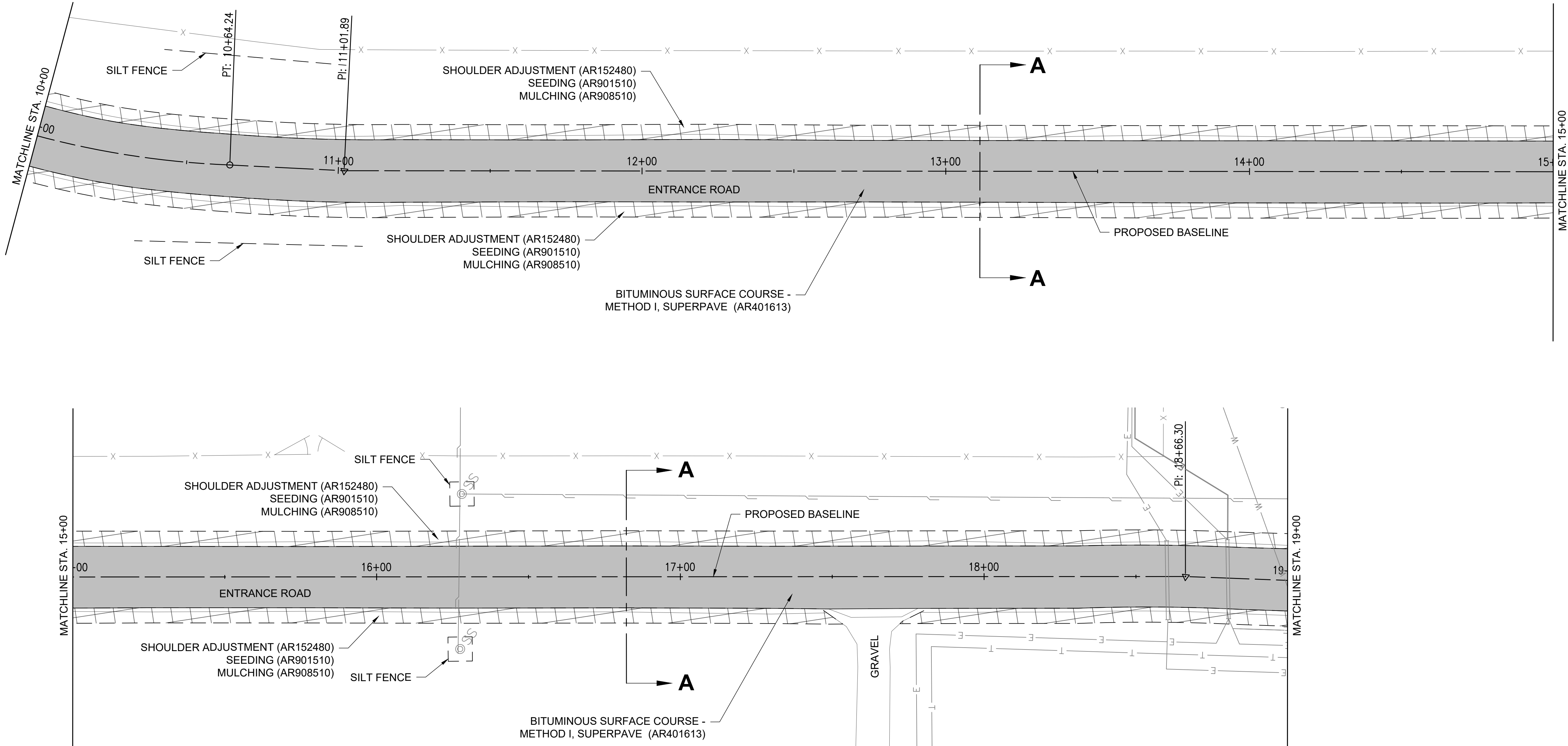
REVIEWED BY: LDH 10/12/2024

SHEET TITLE

**PAVEMENT
PATCHING DETAILS**



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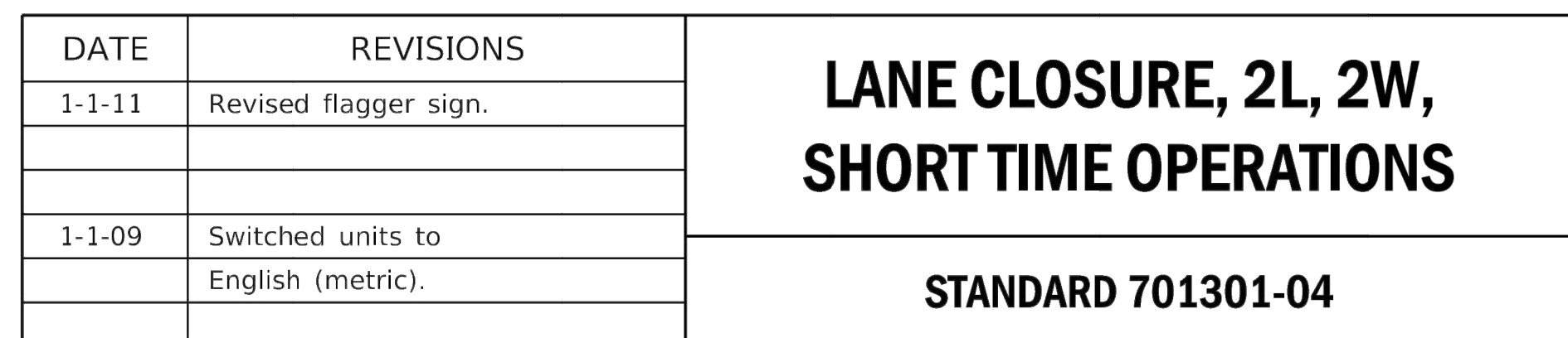
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOVEMBER 22, 2024
PROJECT NO: 24A0056
CAD FILE: C-105-CON.DWG
DESIGN BY: JAP 7/9/2024
DRAWN BY: JAP 7/9/2024
REVIEWED BY: LDH 10/12/2024

SHEET TITLE

PROPOSED
PAVEMENT PLAN -
SHEET 2

SHEET TITLE



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LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656

REHABILITATE
ENTRANCE ROAD AND
PARKING LOT

IDA No: AAA-5147

SBG Project No:
3-17-SBGP-184/TBD

Contract No. LO035

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOVEMBER 22, 2024

PROJECT NO: 24A0056

CAD FILE: C-503-TCSTD.DWG

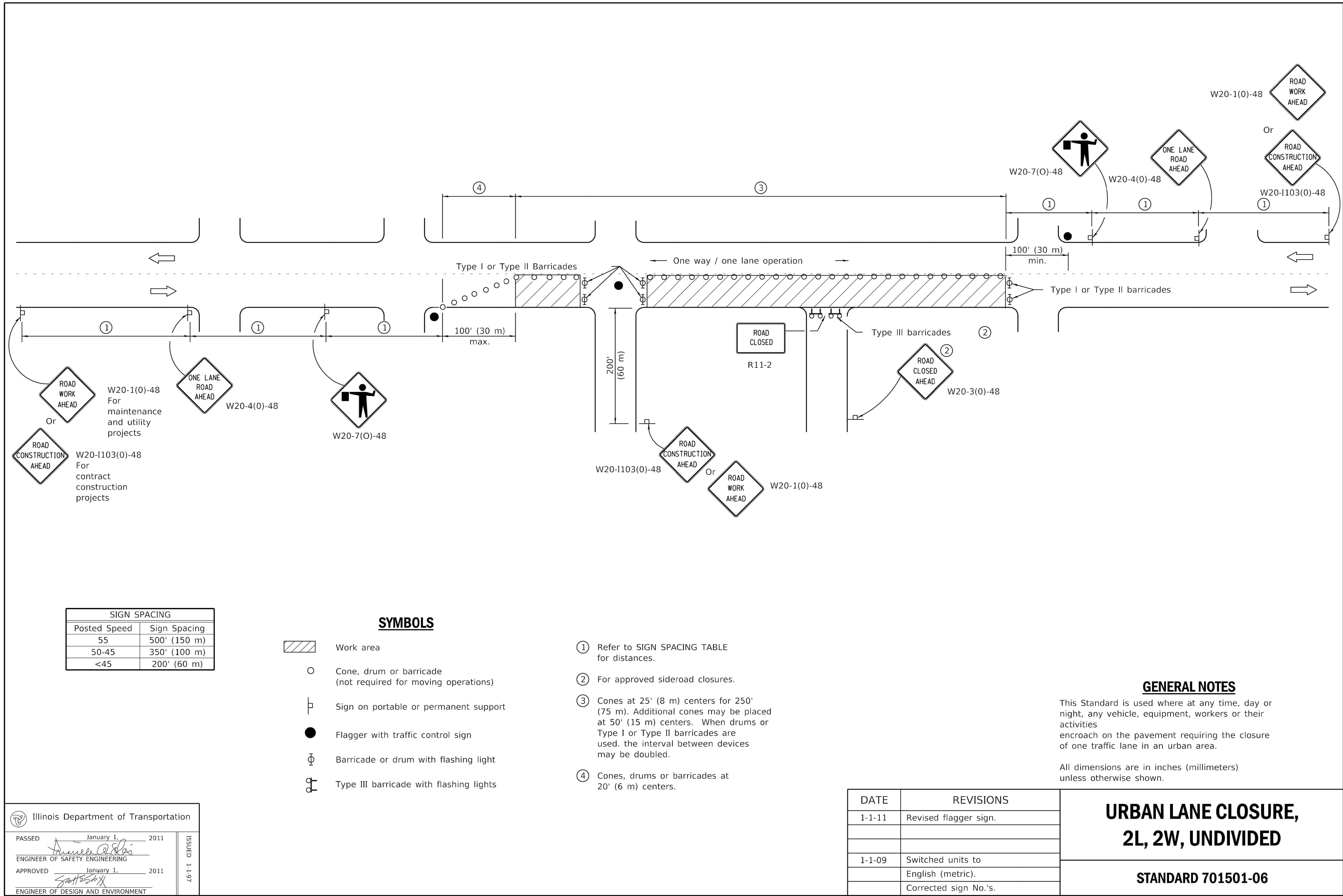
DESIGN BY: JAP 7/9/2024

DRAWN BY: JAP 7/9/2024

REVIEWED BY: LDH 10/12/2024

SHEET TITLE

HIGHWAY STANDARD
- SHEET 3



Illinois Department of Transportation

PASSED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656

REHABILITATE
ENTRANCE ROAD AND
PARKING LOT

IDA No: AAA-5147
SBG Project No:
3-17-SBGP-184/TBD
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NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOVEMBER 22, 2024

PROJECT NO: 24A0056

CAD FILE: C-503-TCSTD.DWG

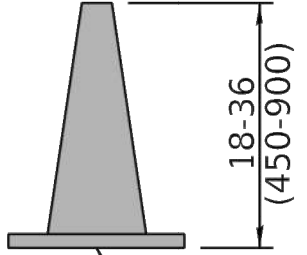
DESIGN BY: JAP 7/9/2024

DRAWN BY: JAP 7/9/2024

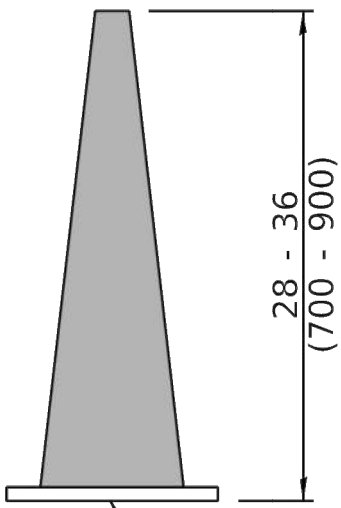
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SHEET TITLE

HIGHWAY STANDARD
- SHEET 4

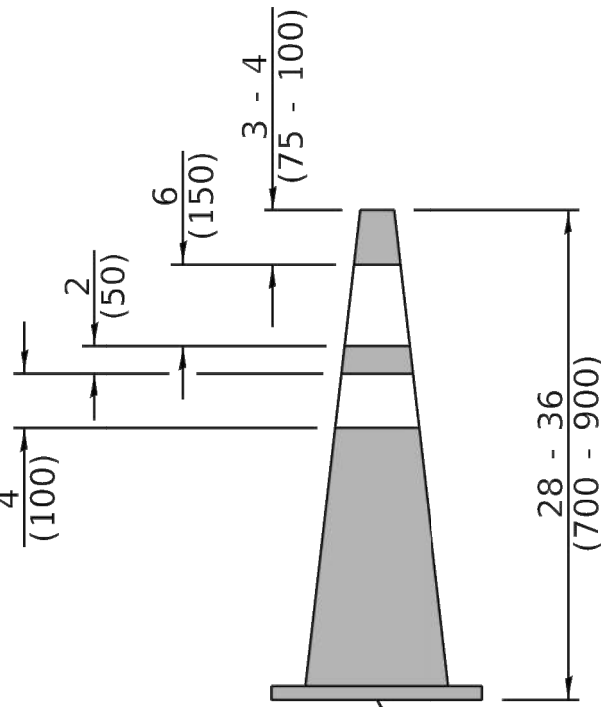


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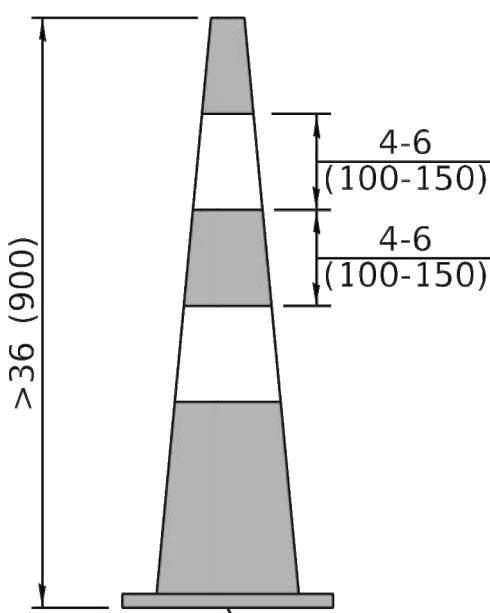


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Any posted speed

DAYTIME USE

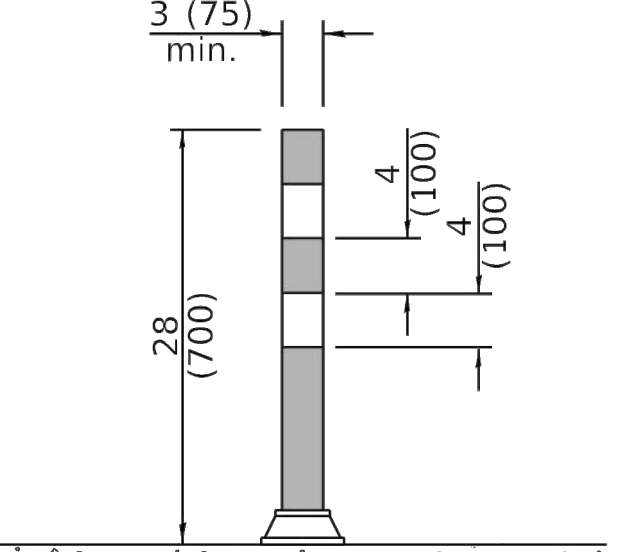


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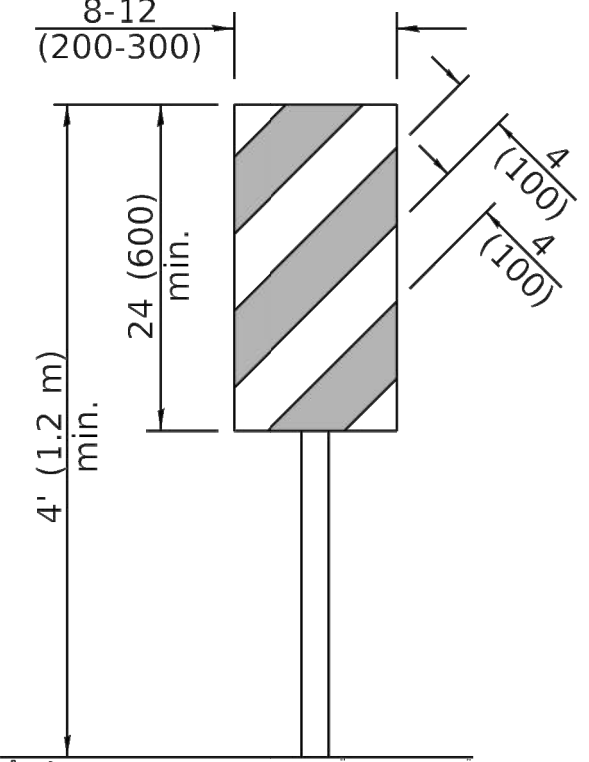


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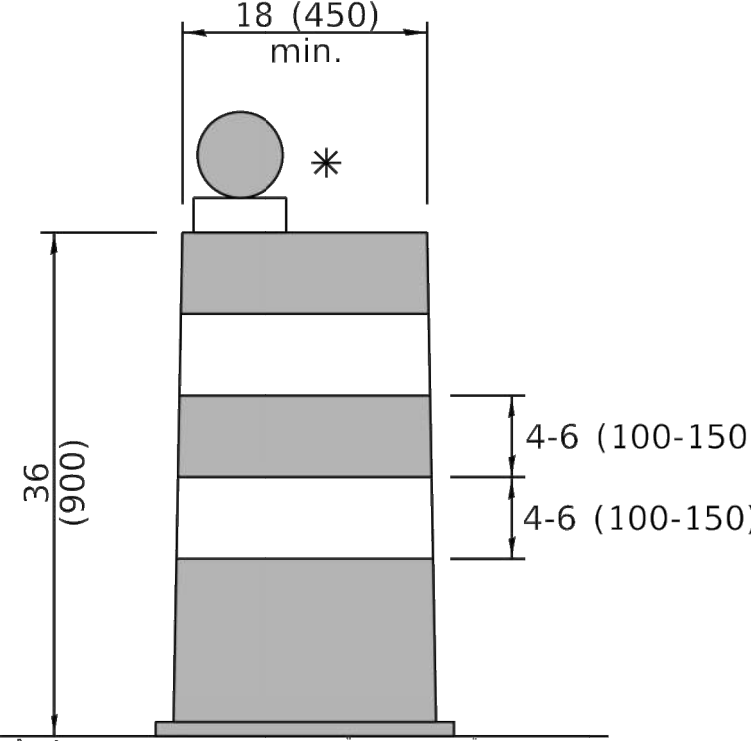
DAY OR NIGHTTIME USE



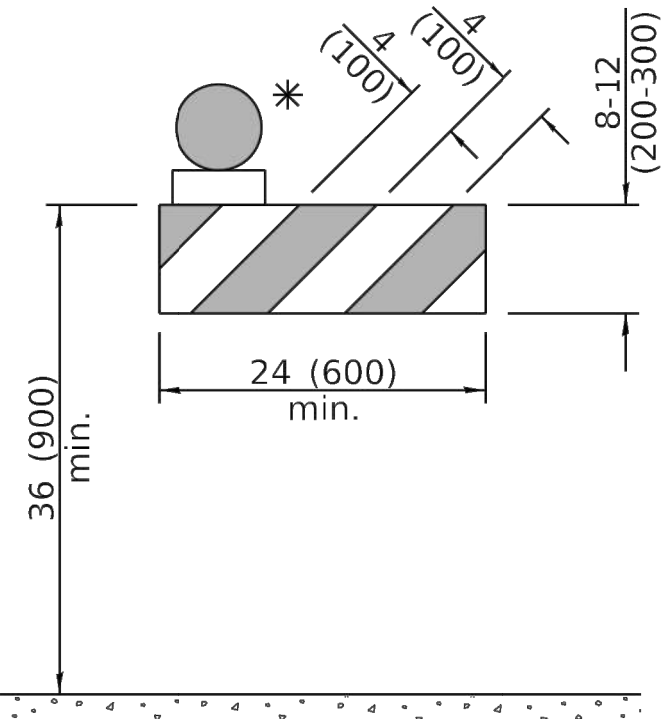
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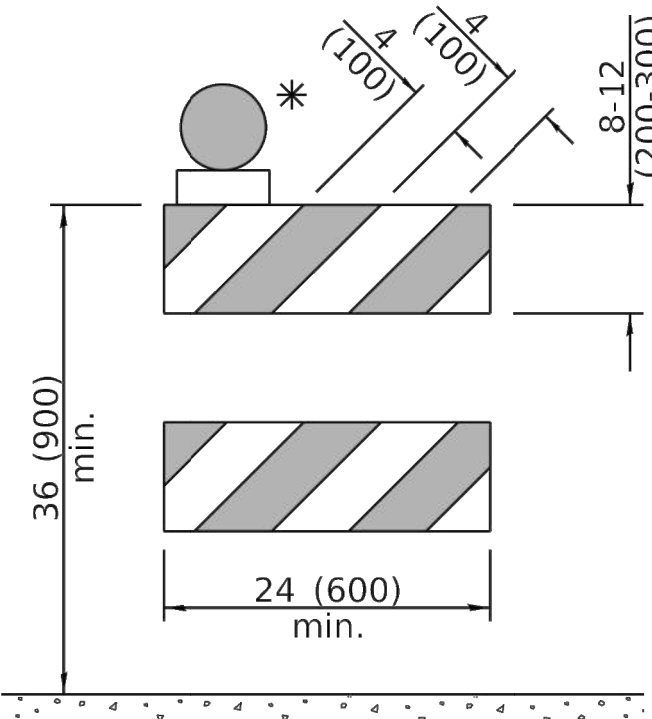
VERTICAL PANEL
POST MOUNTED



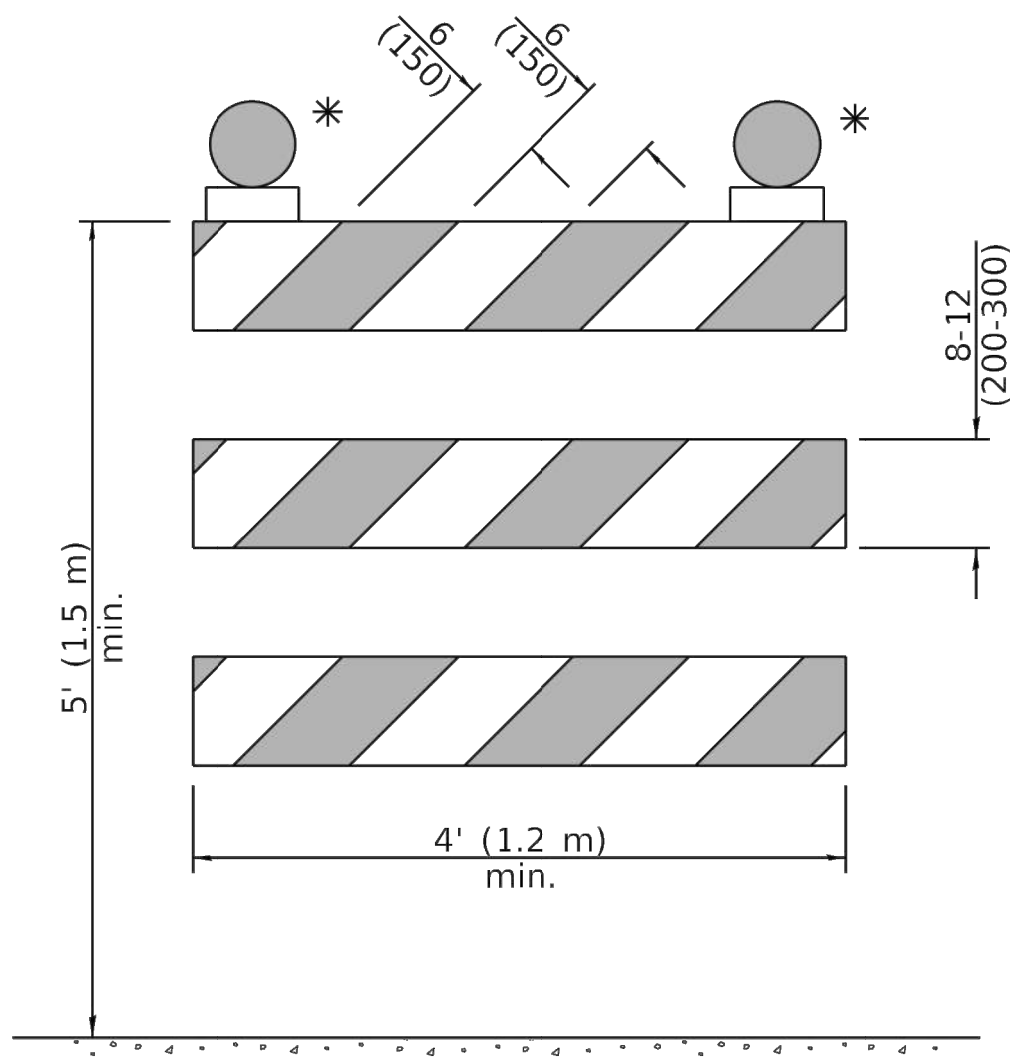
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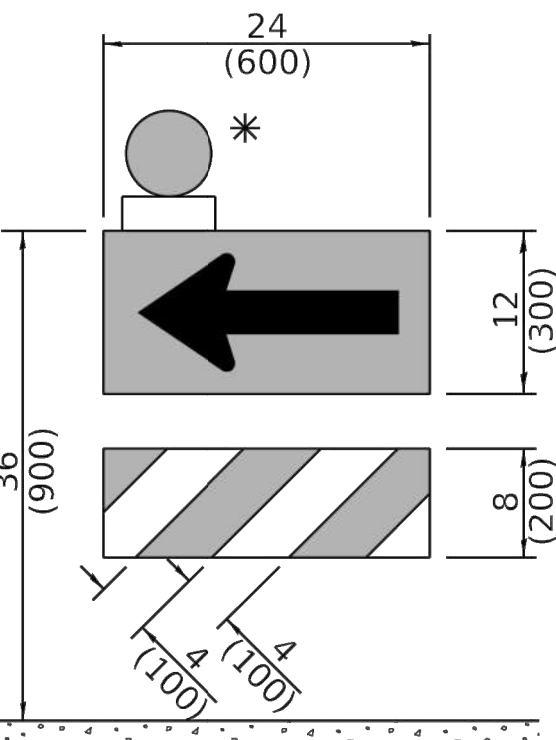
TYPE I BARRICADE



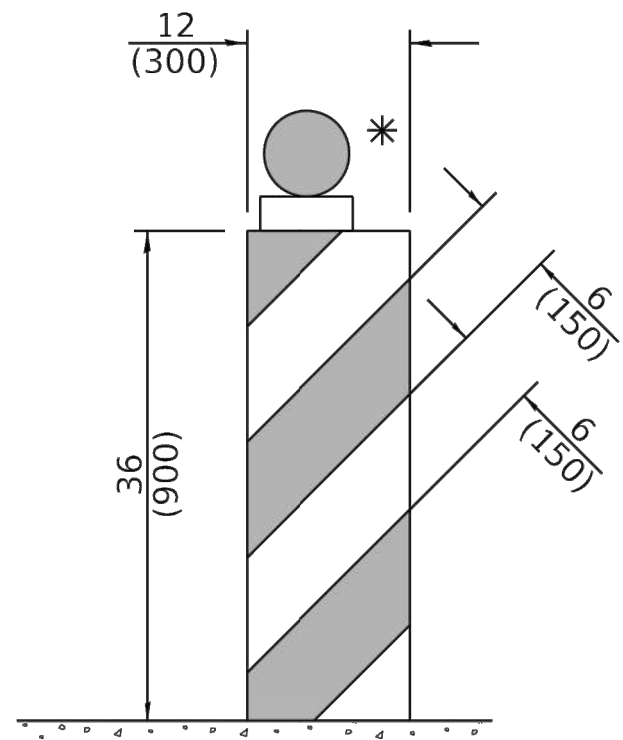
TYPE II BARRICADE



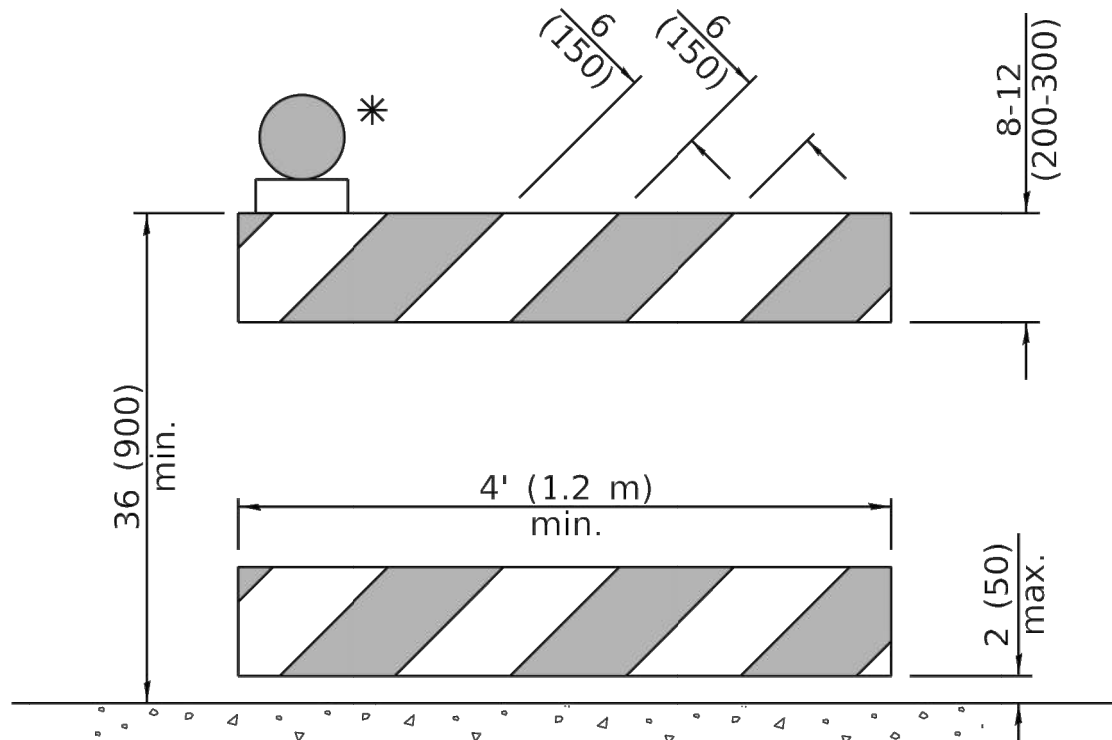
TYPE III BARRICADE



**DIRECTION INDICATOR
BARRICADE**




VERTICAL BARRICADE



**DETECTABLE PEDESTRIAN
CHANNELIZING BARRICADE**

* Warning lights (if required)



Illinois Department of Transportation

APPROVED January 1, 2019
[Signature]
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19
DESIGNED

DATE	REVISIONS
1-1-19	Revised cone usage and added cones >36" (900 m) height.
1-1-18	Revised END WORK ZONE
	SPEED LIMIT sign from orange to white background.

**TRAFFIC CONTROL
DEVICES**

(Sheet 1 of 3)

STANDARD 701901-08

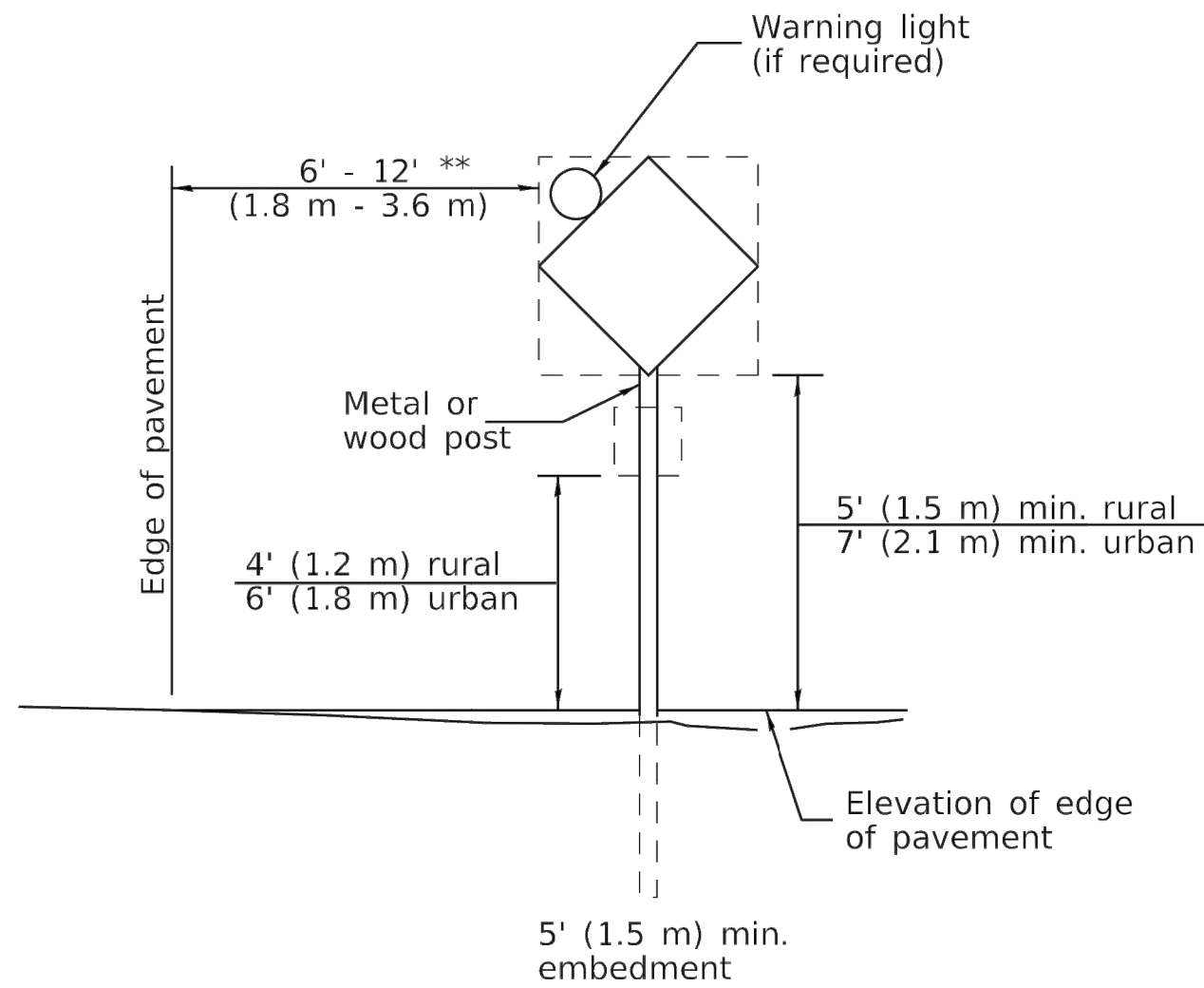
GENERAL NOTES

All heights shown shall be measured above the pavement surface.

All dimensions are in inches (millimeters) unless otherwise shown.

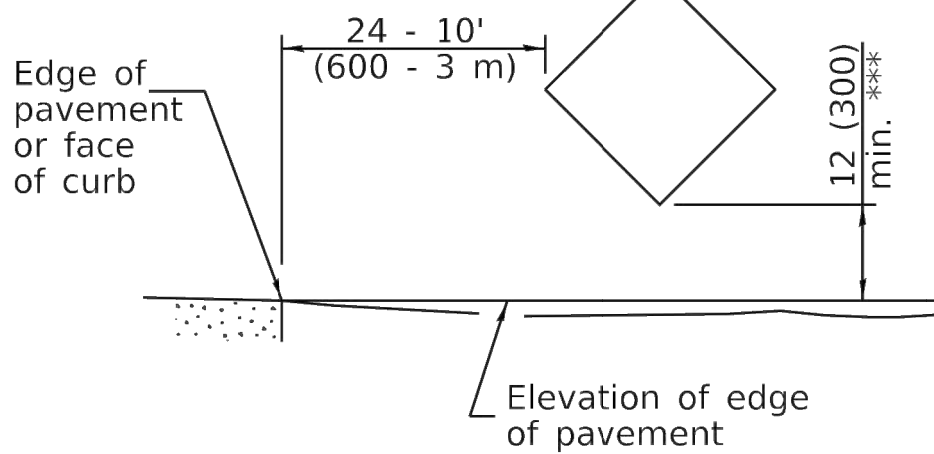
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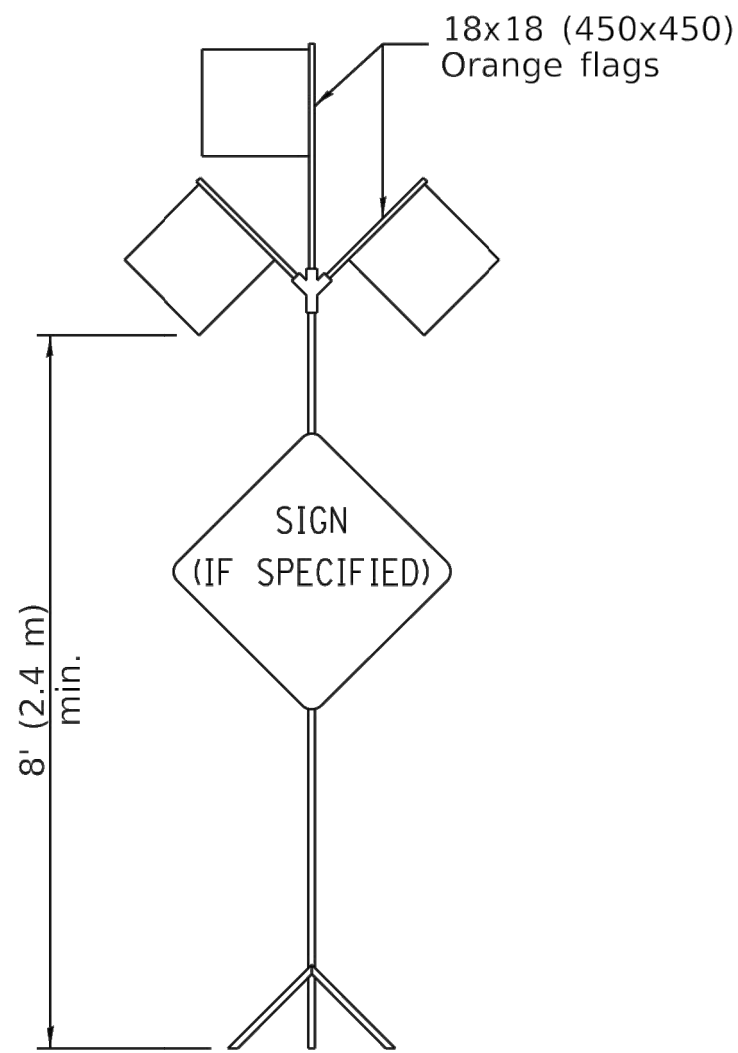
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



HIGH LEVEL WARNING DEVICE

ROAD
CONSTRUCTION
NEXT X MILES

G20-I104(0)-6036

END
CONSTRUCTION

G20-I105(0)-6024

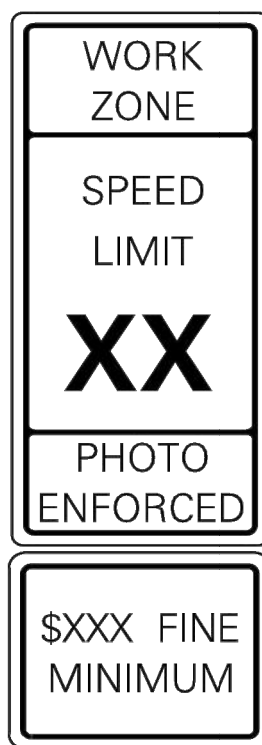
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



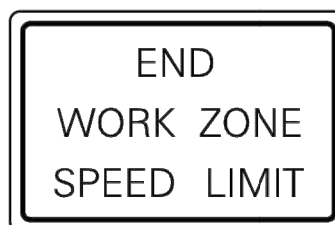
W21-III5(0)-3618

R2-1-3648

R10-I108p-3618 ****

R2-I106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.

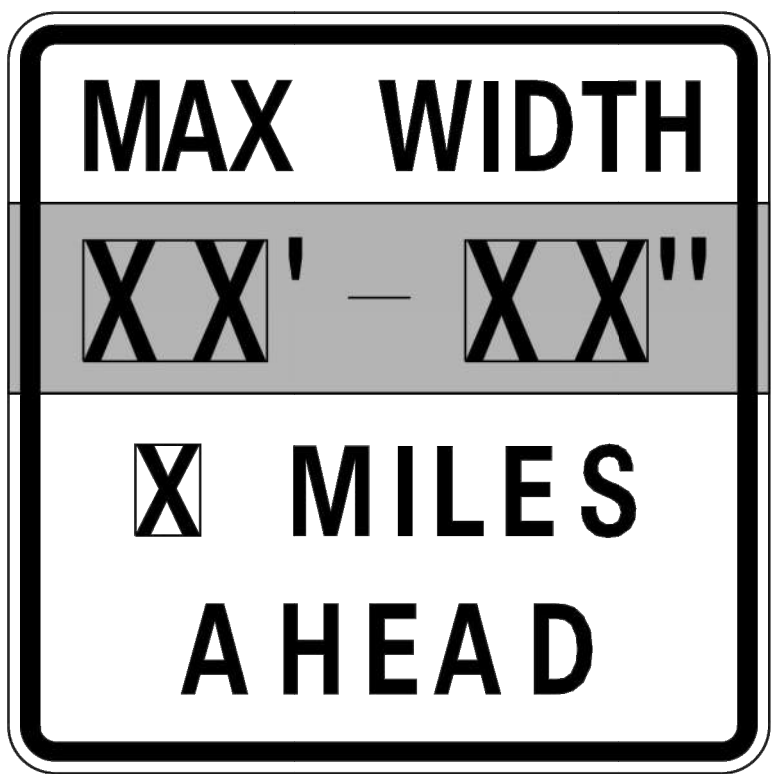


G20-I103-6036

This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

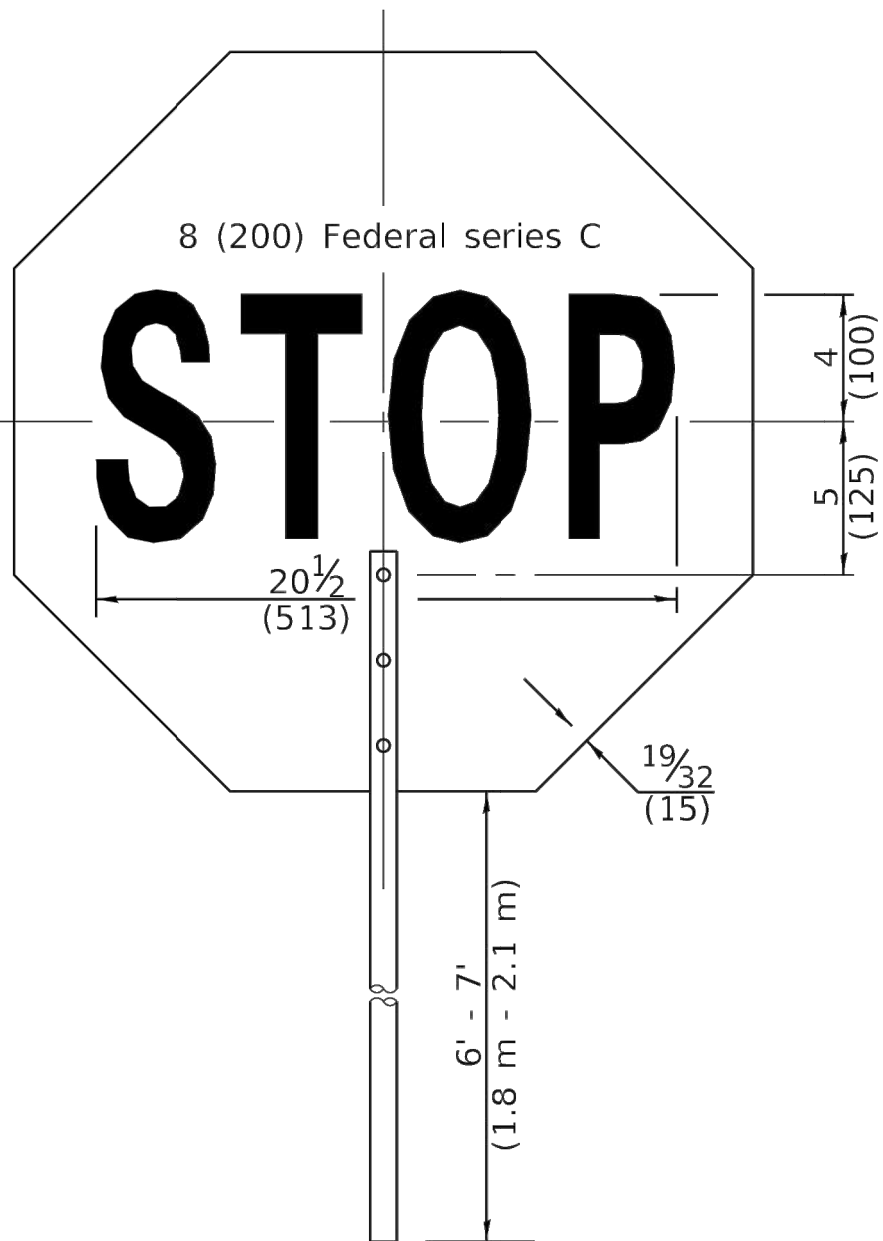
**** R10-I108p shall only be used along roadways under the jurisdiction of the State.



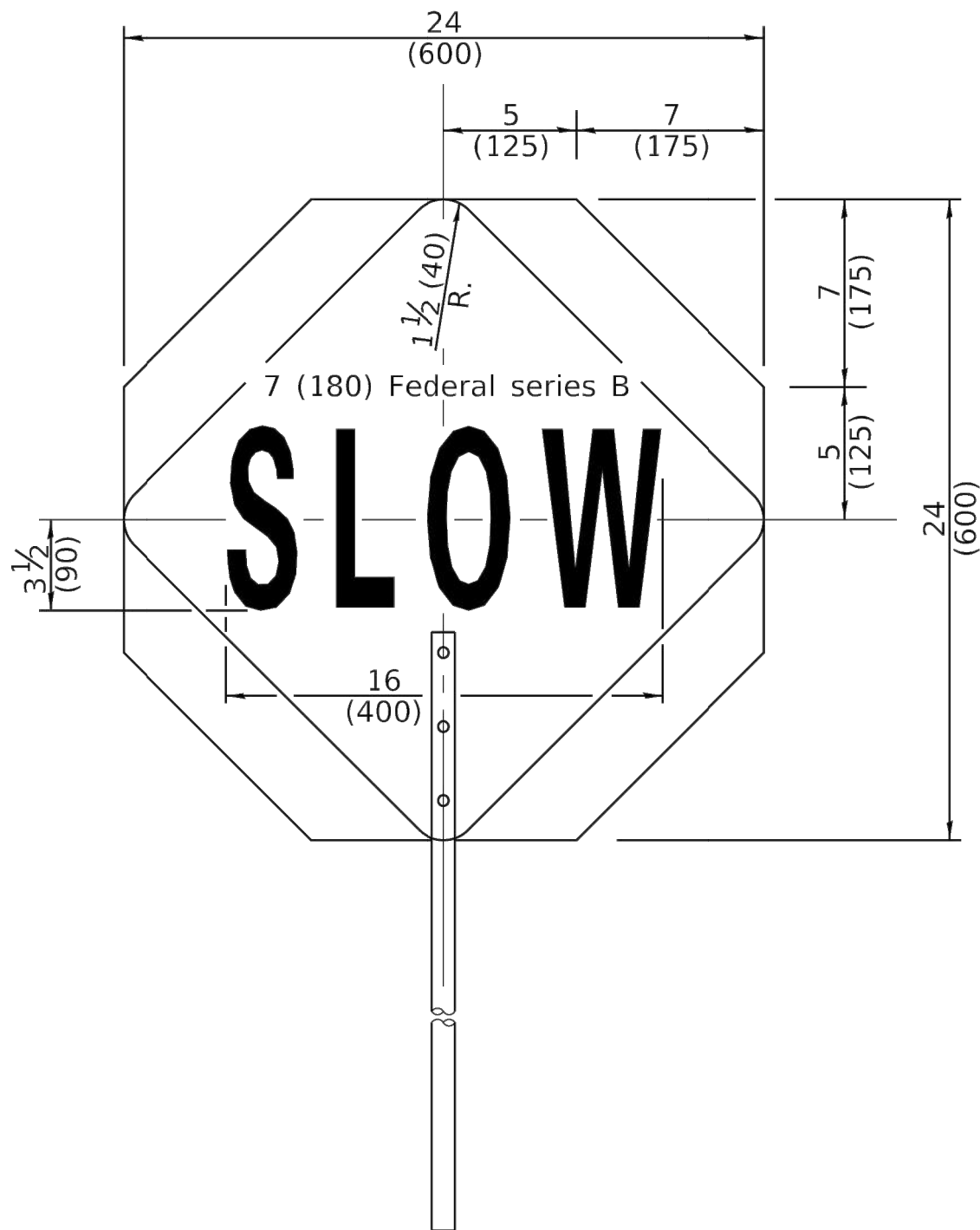
W12-I103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation	
APPROVED January 1, 2019 <i>[Signature]</i> ENGINEER OF SAFETY PROG. AND ENGINEERING	ISSUED 1-1-13
APPROVED January 1, 2019 <i>[Signature]</i> ENGINEER OF DESIGN AND ENVIRONMENT	

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-08

LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656

REHABILITATE ENTRANCE ROAD AND PARKING LOT

IDA No: AAA-5147

SBG Project No:
3-17-SBGP-184/TBD

Contract No. LO035

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOVEMBER 22, 2024

PROJECT NO: 24A0056

CAD FILE: C-503-TCSTD.DWG

DESIGN BY: JAP 7/9/2024

DRAWN BY: JAP 7/9/2024

REVIEWED BY: LDH 10/12/2024

SHEET TITLE

HIGHWAY STANDARD
- SHEET 5



SHEET TITLE _____

26

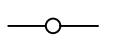

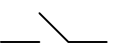
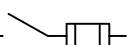
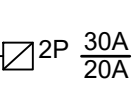

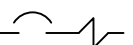
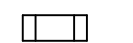
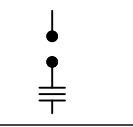
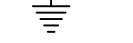
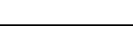
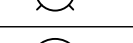

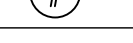

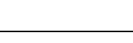
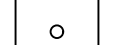
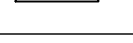
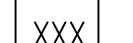
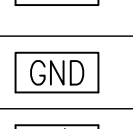
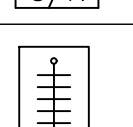
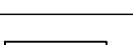
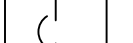
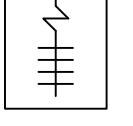
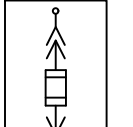



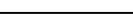


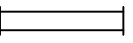
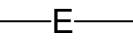

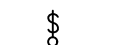
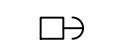

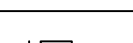
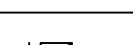
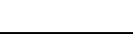
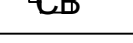

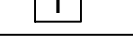
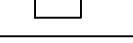
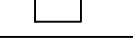
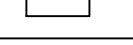
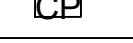
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ELECTRICAL ABBREVIATIONS	
A.F.F.	ABOVE FINISHED FLOOR
A, AMP	AMPERES
ATS	AUTOMATIC TRANSFER SWITCH
AWG	AMERICAN WIRE GAUGE
BKR	BREAKER
C	CONDUIT
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CR	CONTROL RELAY
CU	COPPER
DPDT	DOUBLE POLE DOUBLE THROW
DPST	DOUBLE POLE SINGLE THROW
EM	EMERGENCY
EMT	ELECTRICAL METALLIC TUBING
ENCL	ENCLOSURE
EOR	ENGINEER OF RECORD
EP	EXPLOSION PROOF
ES	EMERGENCY STOP
ETL	INTERTEK - ELECTRICAL TESTING LABS
ETM	ELAPSE TIME METER
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GFI	GROUND FAULT INTERRUPTER
GND	GROUND
GRSC	GALVANIZED RIGID STEEL CONDUIT
HID	HIGH INTENSITY DISCHARGE
HOA	HAND OFF AUTOMATIC
HP	HORSEPOWER
HPS	HIGH PRESSURE SODIUM
J	JUNCTION BOX
KNL	KEVIN NEIL LIGHTFOOT
KVA	KILOVOLT AMPERE(S)
KW	KILOWATTS
LC	LIGHTING CONTACTOR
LTFMC	LIQUID TIGHT FLEXIBLE METAL CONDUIT (UL LISTED)
LTG	LIGHTING
LP	LIGHTING PANEL
MAX	MAXIMUM
MCB	MAIN CIRCUIT BREAKER
MCM	THOUSAND CIRCULAR MIL
MDP	MAIN DISTRIBUTION PANEL
MFR	MANUFACTURER
MH	METAL HALIDE
MIN	MINIMUM
MLO	MAIN LUGS ONLY
NEC	NATIONAL ELECTRICAL CODE (NFPA 70)
NC	NORMALLY CLOSED
NO	NORMALLY OPEN
NTS	NOT TO SCALE
OHE	OVERHEAD ELECTRIC
OL	OVERLOAD

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

AIRPORT EQUIPMENT/FACILITY ABBREVIATIONS	
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM
ATCT	AIR TRAFFIC CONTROL TOWER
AWOS	AUTOMATED WEATHER OBSERVING SYSTEM
CCR	CONSTANT CURRENT REGULATOR
DME	DISTANCE MEASURING EQUIPMENT
FAR	FEDERAL AVIATION REGULATION
GS	GLIDE SLOPE FACILITY
HIRL	HIGH INTENSITY RUNWAY LIGHT
ILS	INSTRUMENT LANDING SYSTEM
IM	INNER MARKER
LIR	LOW IMPACT-RESISTANT
LOC	LOCALIZER FACILITY
MALS	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM
MALSR	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH RUNWAY ALIGNMENT INDICATING LIGHTS
MIRL	MEDIUM INTENSITY RUNWAY LIGHT
MITL	MEDIUM INTENSITY TAXIWAY LIGHT
NDB	NON-DIRECTIONAL BEACON
PAPI	PRECISION APPROACH PATH INDICATOR
PLASI	PULSE LIGHT APPROACH SLOPE INDICATOR
RAIL	RUNWAY ALIGNMENT INDICATING LIGHTS
REIL	RUNWAY END IDENTIFIER LIGHT
RVR	RUNWAY VISUAL RANGE
VADI	VISUAL APPROACH DESCENT INDICATOR
VASI	VISUAL APPROACH SLOPE INDICATOR
VOR	VERY HIGH FREQUENCY OMNIDIRECTIONAL RANGE FACILITY
WC	WIND CONE

ELECTRICAL LEGEND - ONE-LINE DIAGRAM	
	CABLE TERMINATOR/LUG
	TRANSFORMER
	DISCONNECT SWITCH
	FUSIBLE DISCONNECT SWITCH
	HEAVY DUTY FUSIBLE SAFETY SWITCH 2 POLE 30A WITH 20A FUSES
	CIRCUIT BREAKER
	THERMAL MAGNETIC CIRCUIT BREAKER
	FUSE
	TRANSIENT VOLTAGE SURGE SUPPRESSOR OR SURGE PROTECTOR DEVICE
	GROUND - GROUND ROD, GROUNDING ELECTRODE, OR AT EARTH POTENTIAL
	INDICATING LIGHT
	MOTOR
	LOAD, MOTOR, # = HORSEPOWER
	ELECTRIC UTILITY METER BASE
	JUNCTION BOX WITH SPLICE
	EQUIPMENT, XXX = DEVICE DESCRIPTION
	GROUND BUS OR TERMINAL
	NEUTRAL BUS
	PANELBOARD WITH MAIN LUGS
	PANELBOARD WITH MAIN BREAKER
	FUSE PANEL WITH MAIN FUSE PULLOUT
	DUPLEX RECEPTACLE 120V SINGLE PHASE GROUNDING TYPE
	CONTROL STATION
	TRANSFER SWITCH
	ENGINE GENERATOR SET

ELECTRICAL LEGEND - PLANS	
	CONDUIT (EXPOSED)
	CONDUIT OR DUCT (CONCEALED OR BURIED)
	DUCT
	DUCT
	BURIED/UNDERGROUND ELECTRIC
	OVERHEAD ELECTRIC
	TOGGLE SWITCH
	PUSH BUTTON STATION
	WALL OR CEILING MT'D. JUNCTION BOX. CONFIGURATION VARIES WITH USE
	SINGLE THROW DISCONNECT SWITCH
	SINGLE THROW, FUSIBLE DISCONNECT SWITCH
	ENCLOSED CIRCUIT BREAKER
	MOTOR
	TRANSFORMER
	ELECTRIC UTILITY METER
	ENCLOSURE
	CIRCUIT BREAKER PANEL-SEE SCHEDULES
	CONTROL PANEL
	GROUND ROD
	POLE WITH CAMERA

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.
- KEEP A COPY OF THE LATEST NEC IN FORCE ON SITE AT ALL TIMES DURING/CONSTRUCTION FOR USE AS A REFERENCE.
- NEW 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). WHERE THE FACILITY IS NOT EQUIPPED WITH LOCKOUT/TAGOUT EQUIPMENT THE RESPECTIVE PERSONNEL WILL BE RESPONSIBLE FOR PROVIDING THE APPROPRIATE LOCKOUT/TAGOUT EQUIPMENT. FAILURE TO SHUT DOWN AND LOCKOUT THE CIRCUIT PRESENTS A DANGEROUS HAZARD FOR PERSONNEL WORKING ON THE SYSTEM.
- LTFMC DENOTES LIQUID TIGHT FLEXIBLE METAL CONDUIT UL LISTED, SUNLIGHT RESISTANT, & SUITABLE FOR GROUNDING. LIQUID TIGHT FLEXIBLE METAL CONDUIT AND ASSOCIATED FITTINGS SHALL BE U.L. LISTED TO MEET THE REQUIREMENTS OF NEC 350.6. LIQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS USED FOR FLEXIBILITY (INCLUDING CONNECTIONS TO CCR'S & TRANSFORMERS) SHALL REQUIRE AN EXTERNAL BONDING JUMPER OR INTERNAL EQUIPMENT GROUNDING CONDUCTOR PER NEC 350.60. EXTERNAL BONDING JUMPERS USED WITH CCR INSTALLATIONS SHALL BE #6 AWG COPPER (MINIMUM). DO NOT INSTALL LTFMC THAT IS NOT UL LISTED. CONFIRM LTFMC BEARS THE UL LABEL PRIOR TO INSTALLATION.
- INSULATED CONDUCTORS SHALL 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:

120/240 VAC, 1 PHASE, 3 WIRE
PHASE A BLACK
PHASE B RED
NEUTRAL WHITE
GROUND GREEN
- SEE RESPECTIVE SITE PLANS FOR SITE LEGEND INFORMATION.
- 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.
- ONLY QUALIFIED ELECTRICAL CONTRACTORS SHALL PERFORM ELECTRICAL WORK ON THIS PROJECT.

- NFPA 70 - NATIONAL ELECTRICAL CODE DEFINES A QUALIFIED PERSON AS "ONE WHO HAS THE SKILLS AND KNOWLEDGE RELATED TO THE CONSTRUCTION AND OPERATION OF THE ELECTRICAL EQUIPMENT AND INSTALLATIONS AND HAS RECEIVED SAFETY TRAINING TO IDENTIFY THE HAZARDS AND REDUCE THE ASSOCIATED RISK."
 - NFPA 70E - STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE DEFINES A QUALIFIED PERSON AS "ONE WHO HAS DEMONSTRATED SKILLS AND KNOWLEDGE RELATED TO THE CONSTRUCTION AND OPERATION OF THE ELECTRICAL EQUIPMENT AND INSTALLATIONS AND HAS RECEIVED SAFETY TRAINING TO IDENTIFY THE HAZARDS AND REDUCE THE ASSOCIATED RISK."
 - OSHA (OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION), PART NUMBER 1910 OCCUPATIONAL SAFETY AND HEALTH STANDARDS, SUBPART S, ELECTRICAL, STANDARD NUMBER 1910.399 DEFINES QUALIFIED PERSON AS FOLLOWS: "QUALIFIED PERSON. ONE WHO HAS RECEIVED TRAINING IN AND HAS DEMONSTRATED SKILLS AND KNOWLEDGE IN THE CONSTRUCTION AND OPERATION OF ELECTRIC EQUIPMENT AND INSTALLATIONS AND THE HAZARDS INVOLVED."
- RESPECTIVE POWER SOURCES FOR EACH PANEL, EQUIPMENT, LIGHT, GATE OPERATOR, OR OTHER DEVICE SHALL BE VERIFIED PRIOR TO WORKING ON, RELOCATING, REMOVING, DISCONNECTING, AND/OR INSTALLING THE RESPECTIVE DEVICES. SHUT OFF, LOCKOUT, AND TAGOUT FOR PROTECTION OF PERSONNEL.
- 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.
- PER NEC 513 THE ENTIRE AREA OF A HANGAR INCLUDING ANY ADJACENT AND COMMUNICATING AREAS NOT SUITABLY CUT OFF FROM THE HANGAR, SHALL BE CLASSIFIED AS A CLASS I, DIVISION 2 HAZARDOUS LOCATION UP TO A LEVEL 18 INCHES ABOVE THE FLOOR, PER NEC 513.3(C) "VICINITY OF AIRCRAFT", THE AREA WITHIN 5 FT. HORIZONTALLY FROM AIRCRAFT POWER PLANTS OR AIRCRAFT FUEL TANKS SHALL BE CLASSIFIED AS A CLASS I, DIVISION 2 LOCATION THAT SHALL EXTEND UPWARD FROM THE FLOOR TO A LEVEL 5FT. ABOVE THE UPPER SURFACE OF WINGS AND OF ENGINE ENCLOSURES. ALL ELECTRICAL INSTALLATIONS IN CLASSIFIED HAZARDOUS LOCATIONS SHALL BE AVOIDED UNLESS SPECIFICALLY APPROVED FOR SUCH LOCATIONS AND INSTALLED IN CONFORMANCE WITH NEC 500, 501, AND 513 AS WELL AS OTHER APPLICABLE CODES AND REQUIREMENTS.



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LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656

REHABILITATE ENTRANCE ROAD AND PARKING LOT

IDA No: AAA-5147

SBG Project No:
3-17-SBGP-184/TBD

Contract No. LO035

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOVEMBER 22, 2024

PROJECT NO: 24A0056

CAD FILE: E-001-LGND.DWG

DESIGN BY: KNL 8/30/2024

DRAWN BY: CWS 9/9/2024

REVIEWED BY: KNL 9/15/2024

SHEET TITLE

ELECTRICAL LEGEND AND NOTES



1351 AIRPORT RD.
LINCOLN, IL 62656

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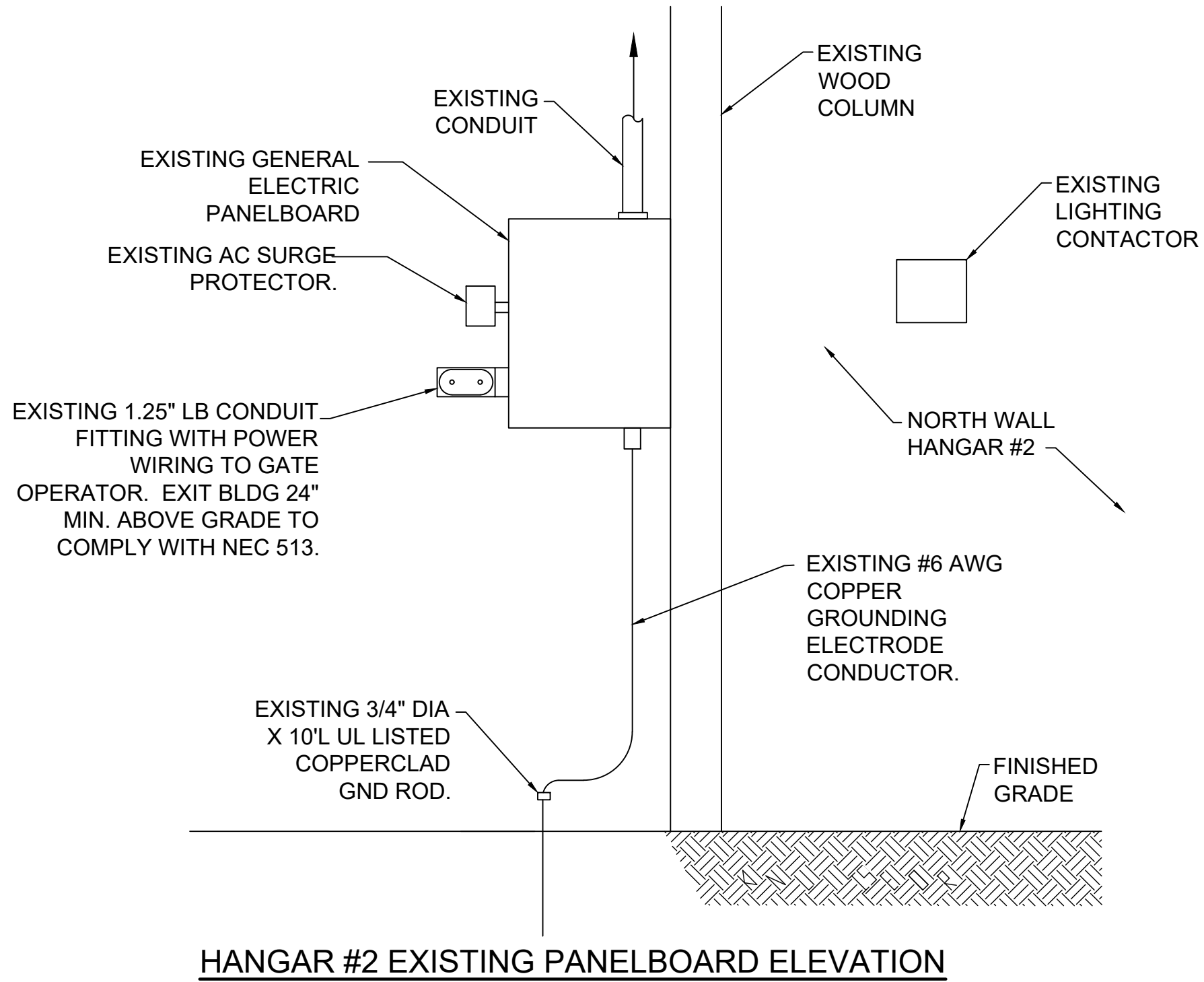
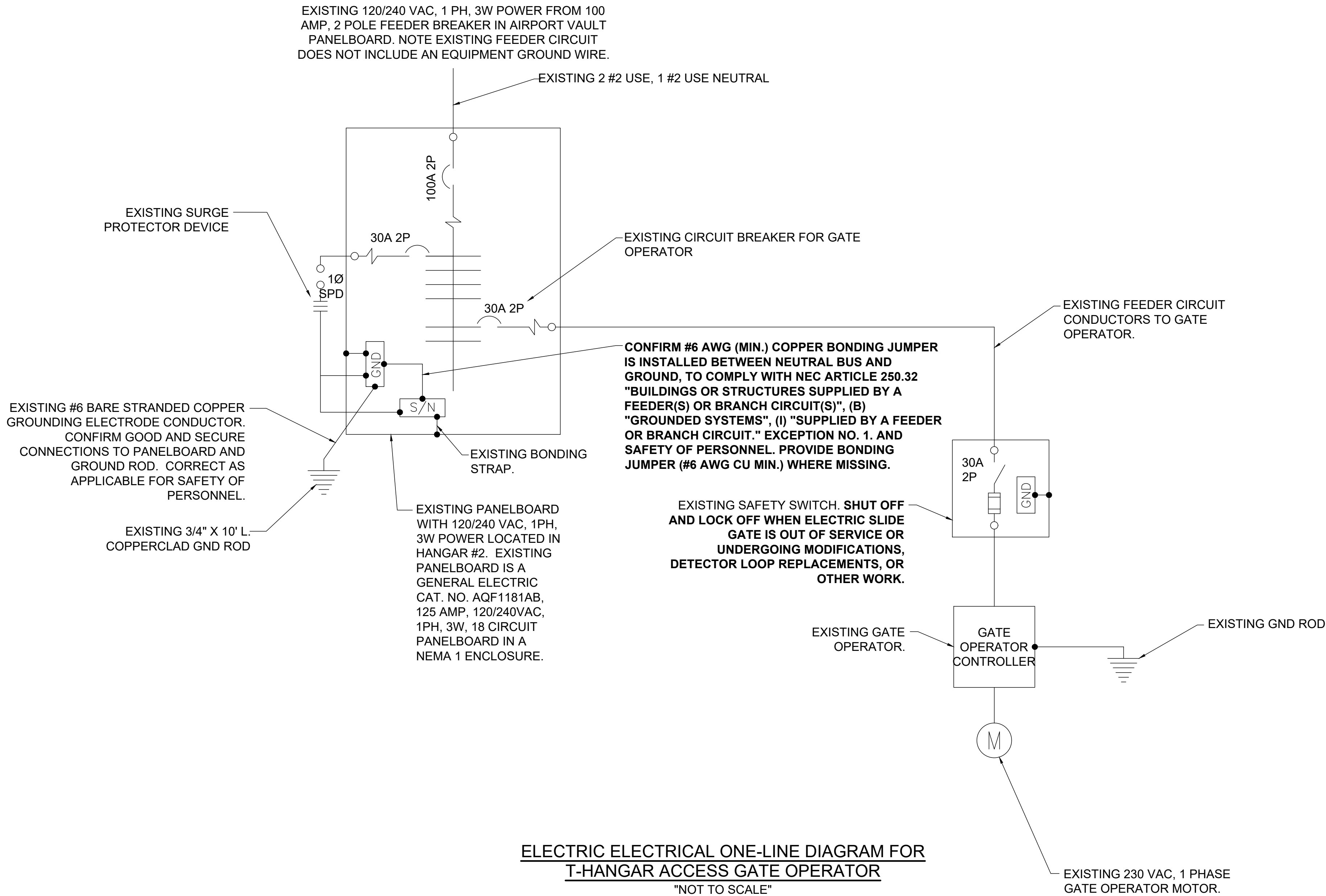
SHEET TITLE



1. 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). WHERE THE FACILITY IS NOT EQUIPPED WITH LOCKOUT/TAGOUT EQUIPMENT THE RESPECTIVE PERSONNEL WILL BE RESPONSIBLE FOR PROVIDING THE APPROPRIATE LOCKOUT/TAGOUT EQUIPMENT. FAILURE TO SHUT DOWN AND LOCKOUT THE CIRCUIT PRESENTS A DANGEROUS HAZARD FOR PERSONNEL WORKING ON THE SYSTEM.
2. SEE SPECIAL PROVISION SPECS FOR REQUIREMENTS ON ITEM AR162570 DETECTOR LOOP.
3. LOOP DETECTOR WIRING SHALL CONFORM TO IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, (ADOPTED JANUARY 1, 2022) SECTION 1079 "DETECTOR LOOP" AND BE COMPATIBLE WITH THE DETECTOR AMPLIFIERS. INDUCTION LOOPS SHALL BE INSTALLED IN SAW CUT GROOVES CREATED BY THE CONTRACTOR IN THE ROAD SURFACE; SUCH GROOVES OF LENGTH, WIDTH, AND DEPTH AS REQUIRED BY THE MANUFACTURER OF THE LOOP CONTROL EQUIPMENT. LOOP DETECTOR WIRING SHALL BE INSTALLED IN ACCORDANCE WITH THE RESPECTIVE GATE OPERATOR AND/OR LOOP DETECTOR MANUFACTURER INSTRUCTIONS. CONTRACTOR SHALL SAW CUT APPROXIMATELY 6" MINIMUM DEPTH AT THE PAVEMENT EDGE SUCH THAT THE CONDUIT FOR THE LOOP DETECTOR LEAD-IN WIRING WILL NOT BE LESS THAN 6" BELOW GRADE AT THE INTERFACE POINT TO THE PAVEMENT. LOOP WIRES SHALL BE HELD IN PLACE IN THE BITUMINOUS/CONCRETE PAVEMENT BY COMPLETELY BACKFILLING AND COVERING SLOT WITH A SEALER RATED SUITABLE FOR THE RESPECTIVE APPLICATION. SEALER SHALL CONFORM TO THE REQUIREMENTS OF IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (ADOPTED JANUARY 1, 2022) SECTION 1079.02 DETECTOR LOOP AND SEALER.
4. 1" GRS CONDUIT WILL BE REQUIRED BETWEEN THE SLIDE GATE OPERATOR AND THE DETECTOR LOOPS. THE MINIMUM BURYING DEPTH FOR CONDUIT UNDER PAVEMENT IS 24". ALL METAL CONDUITS ENTERING THE GATE OPERATOR SHALL BE BONDED TO THE GATE OPERATOR FRAME WITH A #8 AWG (MIN.) COPPER BONDING JUMPER. CONFIRM CONTROL WIRING REQUIREMENTS WITH THE RESPECTIVE GATE OPERATOR SALES AND SERVICE REPRESENTATIVE.
5. 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 UL 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.
6. PAYMENT FOR REMOVING AND REPLACING THE VEHICLE DETECTOR LOOPS WILL BE PAID FOR UNDER ITEM AR162570 DETECTOR LOOP PER LUMP SUM.

VEHICLE DETECTOR LOOPS		
GATE SIZE	LOOP SIZE	NO. OF TURNS
8' TO 12'	4' X 6'	3 TURNS
12' TO 16'	4' X 10'	2 TURNS
16' TO 20'	4' X 14'	2 TURNS
20' TO 24'	4' X 18'	2 TURNS
24' TO 30'	6' X 22'	2 TURNS
30' TO 34'	6' X 26'	2 TURNS

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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 FIELD VERIFY EXISTING SITE CONDITIONS. CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, RELOCATING, ADJUSTING, WORKING ON, INSTALLING, OR CONNECTING THE RESPECTIVE EQUIPMENT, MATERIALS, OR OTHER DEVICE.
- ALL ELECTRICAL EQUIPMENT 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, INTERTEK TESTING SERVICES VERIFICATION/ETL LISTING (OR OTHER THIRD PARTY LISTING) AND/OR MANUFACTURER'S WARRANTY OF A DEVICE WILL NOT BE PERMITTED.
- CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF THE NFPA 70E - STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
- TEST EXISTING GATE OPERATOR SYSTEM IN PRESENCE OF AIRPORT MANAGER AND/OR RESIDENT ENGINEER/TECHNICIAN TO CONFIRM PROPER OPERATION PRIOR TO REMOVAL, MODIFICATIONS AND WORK AFFECTING THE ELECTRIC SLIDE GATE INSTALLATION. TEST GATE OPERATOR SYSTEM AGAIN AFTER DETECTOR LOOP REPLACEMENTS. COORDINATE WORK WITH AIRPORT MANAGER AND RESIDENT ENGINEER/TECHNICIAN. RECORD TEST RESULTS AND PROVIDE COPIES TO ENGINEER OF RECORD AND RESIDENT ENGINEER/TECHNICIAN.
- EXISTING SAFETY/DETECTOR LOOPS FOR THE T-HANGAR ACCESS AND AUTO PARKING LOT GATE SHALL BE REMOVED AND REPLACED WITH NEW DETECTOR LOOPS TO ACCOMMODATE THE ASSOCIATED PAVING WORK. REPLACEMENT OF DETECTOR LOOPS WILL BE PAID FOR UNDER ITEM AR162570 DETECTOR LOOP PER LUMP SUM.



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NO.	DATE	DESCRIPTION		
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ISSUE: NOVEMBER 22, 2024

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DESIGN BY: KNL 8/30/2024

DRAWN BY: CWS 9/9/2024

REVIEWED BY: KNL 9/15/2024

SHEET TITLE

EXISTING
ELECTRICAL
ONE-LINE DIAGRAM
T-HGR ACCESS GATE
OPERATOR