

VILLAGE OF SCHAUMBURG SCHAUMBURG, ILLINOIS

CONSTRUCTION PLANS FOR SCHAUMBURG REGIONAL AIRPORT

AIRFIELD LIGHTING REHABILITATION: MIRLs, PAPIs,
REILs

ILLINOIS PROJECT: 06C-4837

AIP PROJECT: 3-17-SBGP-139/144/156/162

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SUMMARY OF QUANTITIES				
ITEM	DESCRIPTION	QUANTITY	UNIT	FIELD QUANTITY
AR108158	1/C #8 5 KV UG CABLE IN UD	10690	FOOT	
AR108706	1/C #6 COUNTERPOISE	9110	FOOT	
AR109210	VAULT MODIFICATIONS	1	L SUM	
AR109331	15 KW REGULATOR, STYLE 1	1	EACH	
AR125400	REPLACE ISOLATION TRANSFORMER	11	EACH	
AR125511	MIRL, BASE MOUNTED - LED	36	EACH	
AR125546	MI THRESHOLD LIGHT BASE MTD-LED	12	EACH	
AR125565	SPLICE CAN	3	EACH	
AR125610	REILS	2	PAIR	
AR125620	ABBREVIATED PAPI (L-881 SYSTEM)	2	EACH	
AR125907	REMOVE REILS	2	PAIR	
AR125908	REMOVE PAPI	2	EACH	
AR150510	ENGINEER'S FIELD OFFICE	1	L SUM	
AR150520	MOBILIZATION	1	L SUM	
AR800080	3 1/C #4 XLP USE, 1/C #4 GND IN UD	265	FOOT	
AR800140	2 1/C #6 XLP-USE, 1/C #10 GND - 1" IN UD	2220	FOOT	
AR800145	2 1/C #4 XLP-USE, 1/C #10 GND IN 1-1/4" IN UD	3200	FOOT	
AR800192	INSTALL ALCMS L-890	1	L SUM	

JANUARY 14, 2022

CMT 200256-02
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DOUGLAS J. KUCZYNSKI
062-080464
STATE OF ILLINOIS
LICENSED PROFESSIONAL ENGINEER

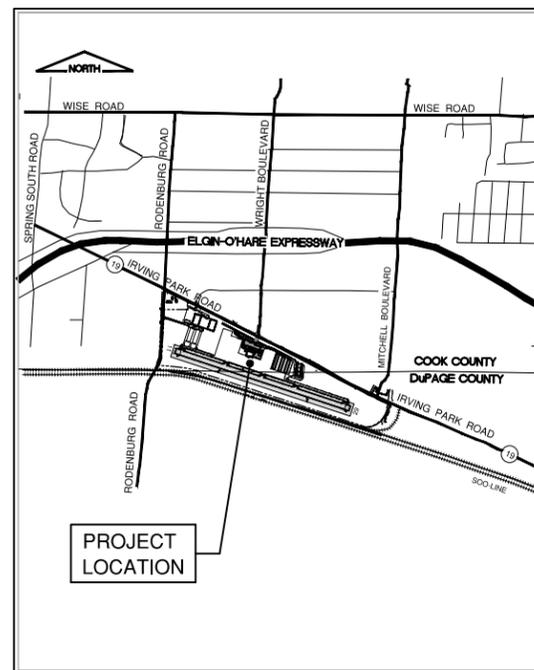
SUBMITTED BY *Dan Kuczyński, PE*

DATE JANUARY 14, 2022

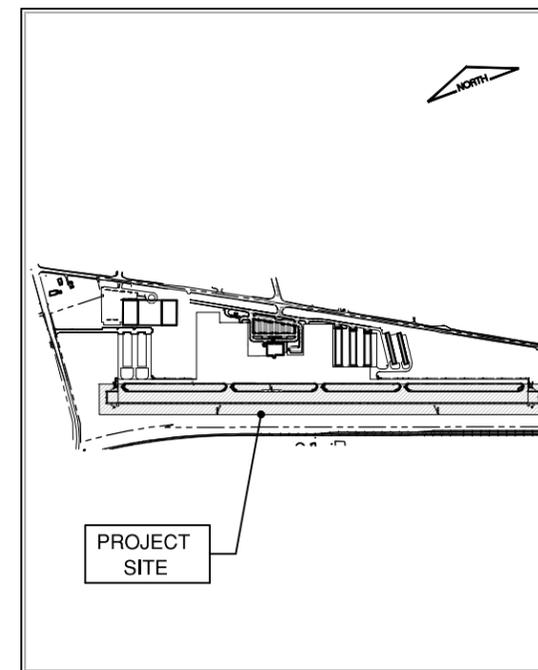
VILLAGE OF SCHAUMBURG
SCHAUMBURG REGIONAL AIRPORT

APPROVED BY *Karyn Pobles*
KARYN POBLES, DIRECTOR OF TRANSPORTATION

DATE JANUARY 14, 2022



LOCATION MAP



SITE PLAN

811 Know what's below.
Call before you dig.

J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM 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 AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

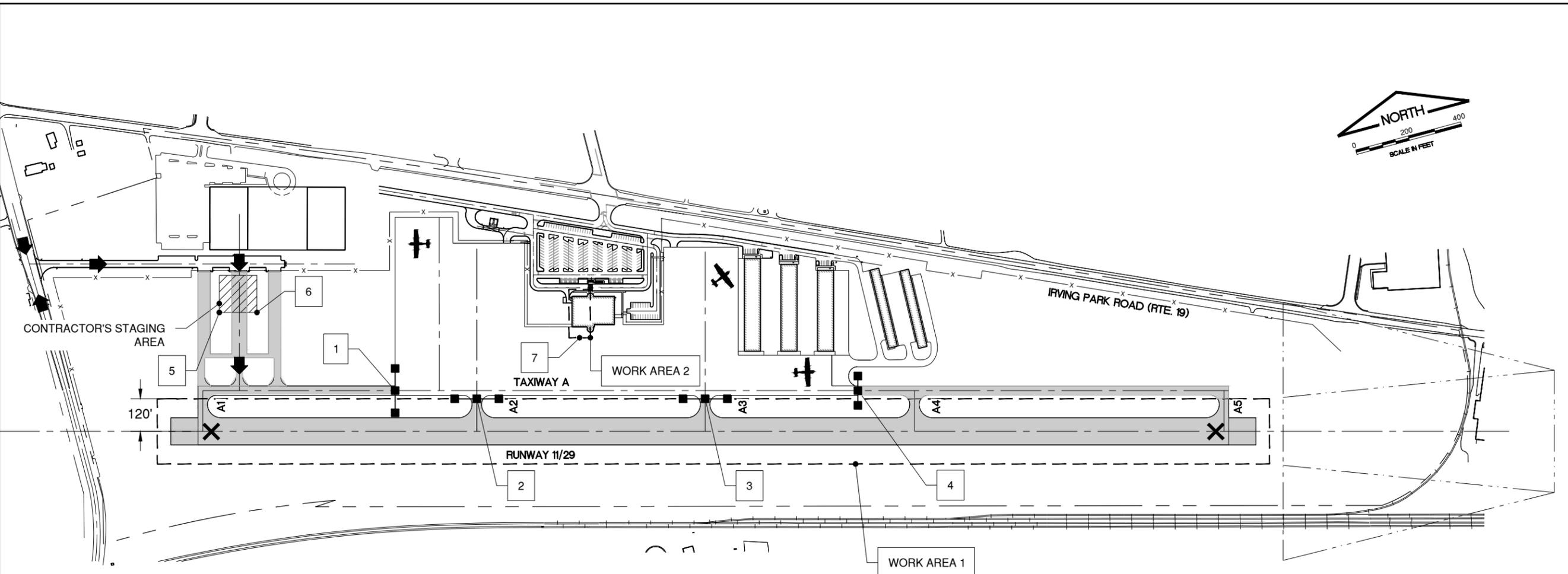
DESIGN AIRCRAFT APPROACH CATEGORY: B
DESIGN AIRCRAFT GROUP: I

SCHAUMBURG REGIONAL AIRPORT

TOWNSHIP: 40 NORTH TOWNSHIP: 41 NORTH
RANGE: 10 EAST RANGE: 10 EAST
DUPAGE COUNTY COOK COUNTY
BLOOMINGDALE TOWNSHIP SCHAUMBURG TOWNSHIP
(SECTION: 4) (SECTION: 33)

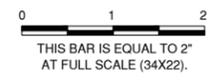
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 UPDATE BY: Michael Zonsius
 LAYOUT: Layout1
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 IMAGE FILES: Schauburg Village seal.tif



IL CONTRACT: **SH030**
 IL LETTING ITEM: **02A**
 IL PROJECT: **06C-4837**
 S.B.G. PROJECT: 3-17-SBGP-139/144/156/162

REVISIONS		
NUMBER	BY	DATE



AIRFIELD IMPACT MATRIX		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
1	RUNWAY 11/29 - CLOSED TAXIWAY A EAST OF TERMINAL APRON - CLOSED	AIRFIELD CABLING RUNWAY LIGHT MODIFICATION PAPI INSTALLATION REIL INSTALLATION
2	RUNWAY 11/29 - OPEN TAXIWAY A - OPEN	VAULT IMPROVEMENTS

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS	
RUNWAY	11-29
APPROACH CATEGORY	B
DESIGN GROUP	I
RUNWAY SAFETY AREA WIDTH (RSA)	240'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	240'
TAXIWAY SAFETY AREA WIDTH (TSA)	49'
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	89'
RUNWAY OBSTACLE FREE ZONE (ROFZ)	250'

FAA CRITICAL POINT TABLE								
POINT	WORK AREA	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT (FT)	ABOVE GROUND ELEVATION
1	1	1939239.743	1046250.83	N 041°59'26.0"	W088°06'19.0"	788'	25'	813'
2	1	1939132.75	1046534.38	N 041°59'25.0"	W088°06'15.2"	788'	25'	813'
3	1	1938914.93	1047347.72	N 041°59'22.9"	W088°06'04.4"	788'	25'	813'
4	1	1938798.00	1047900.47	N 041°59'21.7"	W088°05'57.1"	788'	25'	813'
5	1	1939685.16	1045699.57	N 041°59'30.5"	W088°06'26.2"			
6	1	1939649.23	1045833.73	N 041°59'30.1"	W088°06'24.5"			
7	2	1939251.72	1046958.62	N 041°59'26.2"	W088°06'9.6"			

SUGGESTED SEQUENCE OF CONSTRUCTION

WORK AREA 1

COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER FOR REQUIRED PAVEMENT CLOSURES FOR WORK AREA.

PLACE REQUIRED BARRICADES AND PAVEMENT CLOSURE MARKERS.

COVER AND/OR DE-ENERGIZE SIGNS AND LIGHTS FOR CLOSED TAXIWAYS AND RUNWAYS.

COMPLETE LIGHTING IMPROVEMENTS AND RESTORATION.

CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS AND REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA.

REMOVE BARRICADES AND PAVEMENT CLOSURE MARKERS.

WORK AREA 2

COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER FOR REQUIRED PAVEMENT CLOSURES FOR WORK AREA.

COMPLETE LIGHTING AND VAULT IMPROVEMENTS

CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS AND REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA.

LEGEND

- WORK AREA LIMITS
- AIRPORT PROPERTY LINE
- EXISTING FENCE
- CONTRACTOR'S ACCESS ROUTE
- RUNWAY CLOSED MARKER
- LOW PROFILE BARRICADES
- AIRFIELD PAVEMENT CLOSED TO TRAFFIC
- CONTRACTOR STAGING AND STORAGE AREA

NOTES

- WORK WITHIN RUNWAY 11/29 RSA AND ROFZ SHALL BE LIMITED TO DAILY CLOSURES. DAILY CLOSURES SHALL BE ANTICIPATED AS 7:00 AM - 4:00 PM, UNLESS NOTED OTHERWISE BY THE AIRPORT.
- RUNWAY AND TAXIWAY CIRCUITS SHALL BE RECONNECTED AT THE END OF THE WORK DAY BY THE CONTRACTOR FOR LIGHTS AND SIGNS TO REMAIN OPERATIONAL.
- SEE SEQUENCE OF CONSTRUCTION PLAN NOTES AND DETAIL SHEETS FOR CONTRACTOR RESPONSIBILITIES FOR CONTRACTOR ACCESS, INCLUDING CLEANING OF PAVEMENTS USED AS HAUL ROUTES AND RESTORATION OF STAGING AND STORAGE AREAS
- CONCRETE WASHOUT AREA SHALL BE LOCATED IN THE STAGING AND STORAGE AREA AND SHALL BE MAINTAINED BY THE CONTRACTOR. COST INCIDENTAL TO THE CONTRACT.

SCHAUMBURG REGIONAL AIRPORT
SCHAUMBURG, ILLINOIS
AIRFIELD LIGHTING REHABILITATION: MIRLS, PAPIs, REILs
SEQUENCE OF CONSTRUCTION PLAN

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	MFZ
DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	1/14/2022
JOB No:	200256-02

FINAL

SHEET 3 OF 16 SHEETS

DATE: Wednesday, February 9, 2022 2:12:23 PM
FILE: K:\schaumburg\20225625-00_afieldlighting\Draw\Sheets\20225625-00_Seq Notes And Details - 1.dwg
UPDATE BY: Michael Zonies
LAYOUT: Sequence Of Construction General Notes And Details
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XREF: DWG: 20225625-00_afieldlighting\Draw\Sheets\20225625-00_Seq Notes And Details - 1.dwg

GENERAL

- THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
- THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING SAFETY REQUIREMENTS.
- A MINIMUM OF 10 DAYS PRIOR TO THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
- A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL SUBMIT THE SPCD FOR APPROVAL.
- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE RESIDENT ENGINEER. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER AND AIRPORT FOR ALL PHASES. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- ALL EXISTING AND PROPOSED FENCE LINES, EXCEPT AS OTHERWISE NOTED, SHALL BE MAINTAINED AND SHALL SERVE AS CONSTRUCTION AROUND THE PERIMETER OF THE PROJECT. ALL EXISTING GATES SHALL BE MAINTAINED, CLOSED AND LOCKED AS DIRECTED BY THE AIRPORT OWNER'S REPRESENTATIVE. SHOULD THE CONTRACTOR CHOOSE TO KEEP A GATE OPEN FOR CONSTRUCTION OPERATIONS, A COMPETENT SECURITY GUARD SHALL MONITOR THE OPEN GATE. ANY COST SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE AIRPORT. PAYMENT FOR DUST CONTROL SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- PAYMENT FOR ALL AIRSIDE AND ROADWAY TRAFFIC CONTROL INCLUDING BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, FLAGGER, AIR OPERATIONS AREA (A.O.A) LATH AND RIBBON, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

1. COORDINATION

- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
- ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT OR HIS/HER DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD CIRCUITS IMPACTED BY CONSTRUCTION ACTIVITY.

2. PHASING

- TOTAL BASE BID CONTRACT TIME SHALL BE 64 CALENDAR DAYS.
- PHASING SHALL BE AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
- AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.
- SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARY RELOCATE EQUIPMENT AT ANY TIME TO ALLOW AN AIRCRAFT TO PASS, THE CONTRACTOR SHALL DO SO IMMEDIATELY AT NO EXTRA COST TO THE OWNER.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

- THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES.

5. CONTRACTOR ACCESS

- CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION SAFETY AND PHASING PLAN SHEETS.
- THE CONTRACTOR IS TO ACCESS THE SITE USING THE EXISTING GATE SHOWN. THE ENTRANCE SHALL BE SIGNED ACCORDINGLY AS TO ALLOW ONLY CONSTRUCTION VEHICLES ACCESS IF APPLICABLE AND WILL ONLY BE ACCESSIBLE DURING THE CONTRACTOR'S SCHEDULED WORK DAY. ALL SIGNAGE SHALL CONFORM TO IDOT CONSTRUCTION STANDARDS FOR VEHICLES ENTERING AND LEAVING THE SITE.
- SUPERVISORY PERSONNEL SHALL DEMONSTRATE IN THE PRESENCE OF THE AIRPORT MANAGER THAT THEY ARE FAMILIAR WITH AIRPORT RADIO AND AIRPORT DRIVING PROCEDURES IN ORDER TO PERFORM WORK. OTHER CONSTRUCTION PERSONNEL CAN BE WITHIN THE AIRFIELD LIMITS PROVIDED THAT THEY ARE UNDER ESCORT AND IN THE PRESENCE OF AN AUTHORIZED SUPERVISOR. KNOWLEDGE OF THE AIRPORTS PROCEDURES BY THE SUPERVISORY PERSONNEL MUST BE DEMONSTRATED PRIOR TO THE START OF CONSTRUCTION.
- DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, CONCRETE, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE.
- THE CONTRACTOR'S STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET.
- THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
- THE CONTRACTOR'S MATERIAL AND EQUIPMENT, WHEN NOT IN USE, SHALL BE STORED IN THE CONTRACTOR'S STAGING AREA. ALL DELIVERIES, EQUIPMENT REFUELING, EQUIPMENT MAINTENANCE AND EQUIPMENT TRANSFER SHALL TAKE PLACE WITHIN THE CONTRACTOR'S STAGING AREA.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.
- ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT MONITORING AIRPORT TRAFFIC ON THE RADIO. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
- ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS, STORAGE AREAS AND/OR STAGING AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.

6. WILDLIFE MANAGEMENT

- THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
- CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
- THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
- THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

- THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
- THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
- FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
- IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.
- CONTACTS FOR THIS PROJECT WILL BE DETERMINED AT THE PRECONSTRUCTION MEETING PRIOR TO THE PROJECT START.

10. INSPECTION REQUIREMENTS

- THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2 MAY BE USED TO AID IN THE INSPECTIONS.
- THE CONTRACTOR SHALL ATTEND AN INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.

11. UNDERGROUND UTILITIES

- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. SEE SECTION 70-17 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. 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 AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING 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 COMPANY/OWNER OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.
- BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.
- SHOULD A UTILITY COMPANY OR GOVERNMENT AGENCY BE UNABLE TO LOCATE FACILITIES, THE CONTRACTOR SHALL LOCATE THESE FACILITIES. PAYMENT FOR THIS LOCATION SHALL BE INCIDENTAL TO THE IMPROVEMENTS REQUIRING THE LOCATE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL AIRPORT OWNED UTILITIES AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

12. PENALTIES

- NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

13. SPECIAL CONDITIONS

- ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR.

14. RUNWAY AND TAXIWAY VISUAL AIDS

- RUNWAY OR TAXIWAY CLOSURES (IF REQUIRED) ARE AS DETAILED IN THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET FOR THIS PROJECT. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2.

15. MARKING AND SIGNS FOR ACCESS ROUTES

- MARKING AND SIGNAGE FOR THE ACCESS ROUTE SHALL BE AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER.

16. HAZARD MARKING AND LIGHTING

- THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
- ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2 AND 150/5210-5 AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
- BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL PLACE ALL BARRICADES AND CONSTRUCTION SETBACK LINES ITEMS AS SHOWN PRIOR TO INITIATING WORK IN EACH PHASE. ALL COSTS TO FURNISH, INSTALL, REPOSITION, AND MAINTAIN THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.
- ACCESS TO ACTIVE RUNWAY AND TAXIWAY PAVEMENTS SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON TYPE II BARRICADES (2 EACH, RIGHT AND LEFT). IN ADDITION TO THE STOP SIGNS, WARNING SIGNS (2 EACH, RIGHT AND LEFT) SHALL BE MOUNTED. WARNING SIGNS SHALL STATE "UNAUTHORIZED ACCESS NOT ALLOWED".

17. PROTECTION

- CONTRACTOR PERSONNEL, VEHICLES, EQUIPMENT AND BARRICADES SHALL NOT BE ALLOWED WITHIN THE TAXIWAY OBJECT FREE AREA (TOFA) OF ACTIVE TAXIWAYS AND THE RUNWAY SAFETY AREA (RSA) OF ACTIVE RUNWAYS.

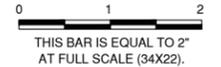
18. OTHER LIMITATIONS ON CONSTRUCTION

- IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING RUNWAYS AND TAXIWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE RESIDENT ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS.
- THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEES TO USE. FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED.
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVEABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY.
- THE CONTRACTOR SHALL SUPPLY AND HAVE IN THEIR POSSESSION AT ALL TIMES AT LEAST ONE AIRPORT RADIO. IN THE EVENT THAT THE AIRPORT MANAGER NEEDS TO CONTACT THE CONTRACTOR DIRECTLY, THE OPERATOR OF SAID RADIO SHALL BE FAMILIAR WITH AIRPORT RADIO PROCEDURES AND TUNED INTO THE GROUND CONTROL FREQUENCY.
- BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.

IL CONTRACT: **SH030**
IL LETTING ITEM: **02A**
IL PROJECT: **06C-4837**
S.B.G. PROJECT: 3-17-SBGP-139/144/156/162

REVISIONS

NUMBER	BY	DATE



**SCHAUMBURG REGIONAL AIRPORT
SCHAUMBURG, ILLINOIS
AIRFIELD LIGHTING REHABILITATION: MIRLS, PAPIs, REILS**

**SEQUENCE OF CONSTRUCTION
GENERAL NOTES AND DETAILS - 1**

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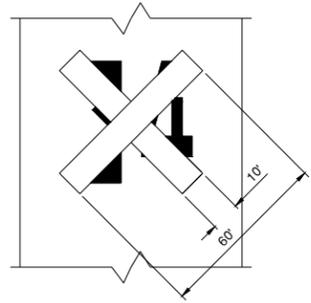
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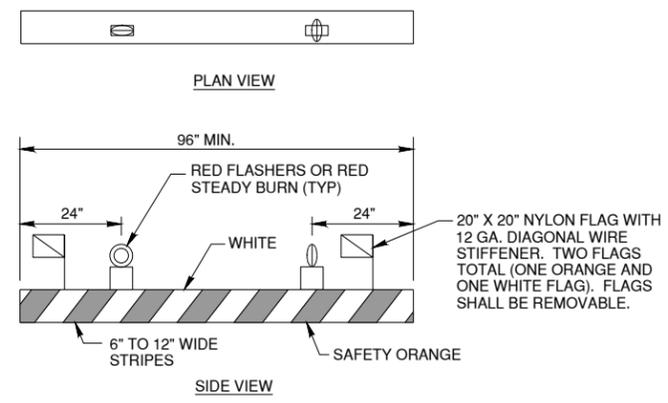
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 UPDATE BY: Michael Zonsius
 LAYOUT: Layout1
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CLOSED RUNWAY MARKER NOTES

1. DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING YELLOW CROSSES AT THE LOCATION AND DIMENSIONS DETAILED ON THE SEQUENCE OF CONSTRUCTION AND PER AC 150/5370-2 (LATEST EDITION). THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.
2. TEMPORARY CLOSED RUNWAY MARKERS SHALL BE YELLOW.
3. TEMPORARY MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
4. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
5. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
6. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



TEMPORARY CLOSED RUNWAY MARKER DETAIL
ON PAVEMENT - NO SCALE



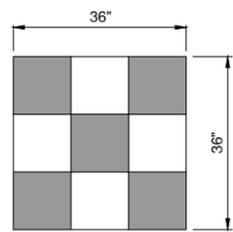
AIRSIDE LOW PROFILE LIGHTED BARRICADE
NOT TO SCALE

BARRICADE NOTES

1. FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. BARRICADES TO BE PLACED WITH A MAXIMUM OF 4' SPACING END TO END UP TO THE EDGE OF PAVEMENT ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
4. FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
6. BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL MEET CURRENT FAA REQUIREMENTS.
7. PLACE ALL BARRICADES OUTSIDE RUNWAY SAFETY AREAS AND OUTSIDE TAXIWAY OBJECT FREE AREAS.
8. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

AIRFIELD LIGHTS AND SIGNS NOTES

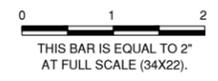
1. CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND TAXIWAY LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS RE-OPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. COST INCIDENTAL TO THE CONTRACT. REMOVING LAMPS FROM ENERGIZED FIXTURES AS A MEANS TO REMOVE THE LIGHTS OR FIXTURES FROM SERVICE SHALL NOT BE ACCEPTABLE.
2. CONTRACTOR SHALL TURN OFF RUNWAY EDGE LIGHTING REGULATOR AND LOCK-OUT/TAG-OUT CIRCUIT BREAKER AND CUT OUT INSIDE THE ELECTRICAL VAULT. DURING ALL RUNWAY CLOSURES, CONTRACTOR SHALL COORDINATE ACCESS TO THE VAULT WITH THE AIRPORT MANAGER/RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY, THE CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER/RESIDENT ENGINEER TO RE-ENERGIZE THE RUNWAY CIRCUIT.



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
NOT TO SCALE

IL CONTRACT: **SH030**
 IL LETTING ITEM: **02A**
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SCHAUMBURG REGIONAL AIRPORT
SCHAUMBURG, ILLINOIS
AIRFIELD LIGHTING REHABILITATION: MIRLS, PAPIs, REILS

SEQUENCE OF CONSTRUCTION
GENERAL NOTES AND DETAILS - 2

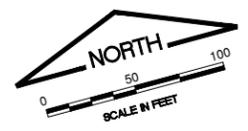
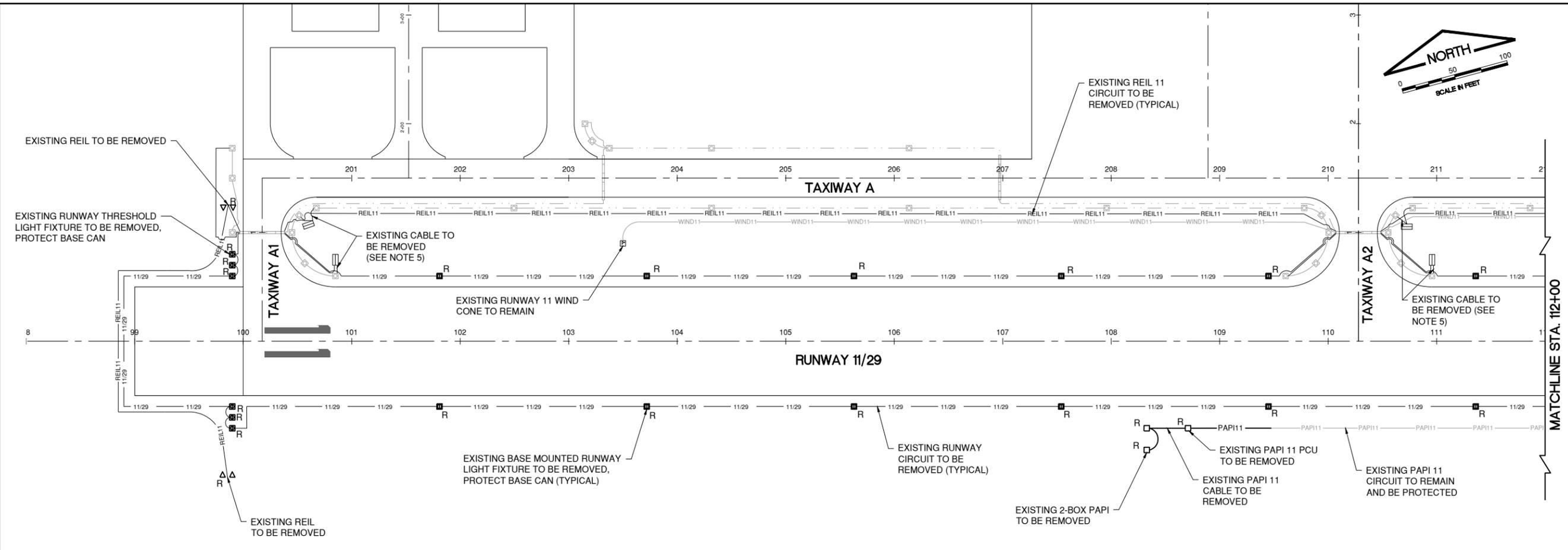

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APPROVED BY:	DJK
DATE:	1/14/2022
JOB No:	200256-02

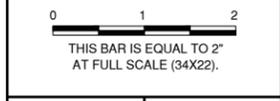
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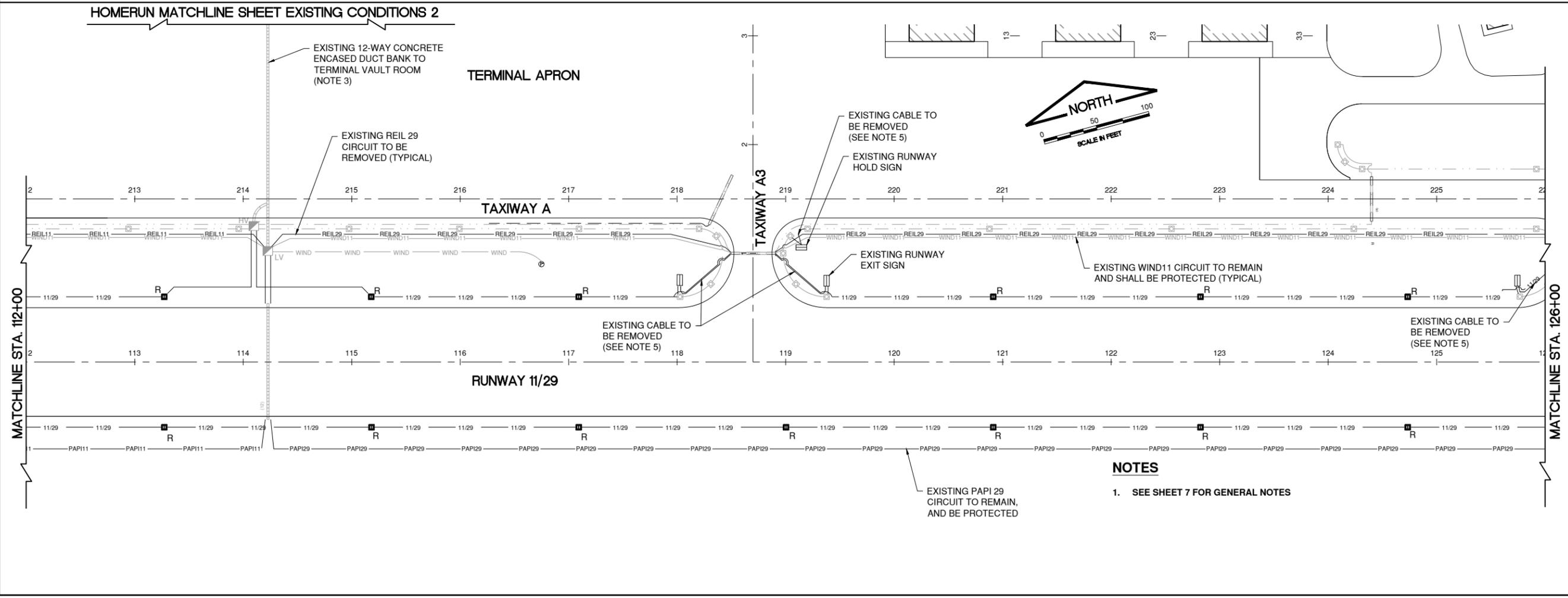


IL CONTRACT: SH030
 IL LETTING ITEM: 02A
 IL PROJECT: 06C-4837
 S.B.G. PROJECT: 3-17-SBGP-139/144/156/162

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NUMBER	BY	DATE



SCHAUMBURG REGIONAL AIRPORT
SCHAUMBURG, ILLINOIS
AIRFIELD LIGHTING REHABILITATION: MIRLS, PAPIs, REILs
EXISTING CONDITIONS AND REMOVALS - 1



NOTES

1. SEE SHEET 7 FOR GENERAL NOTES

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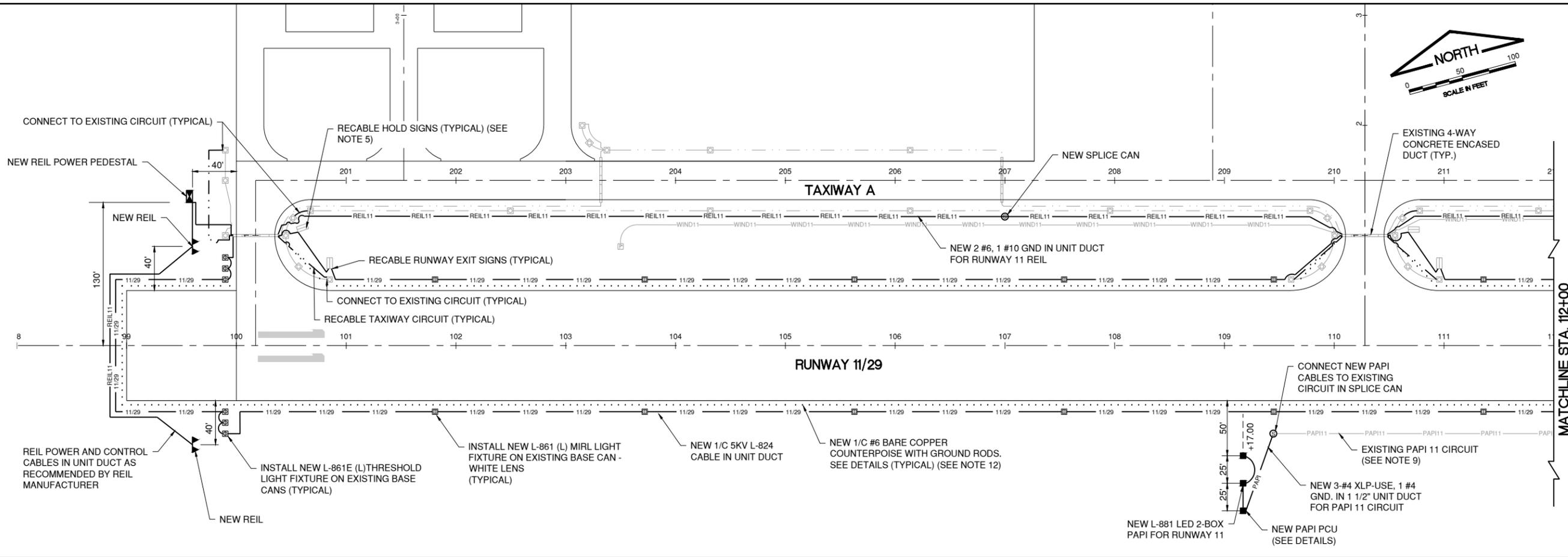
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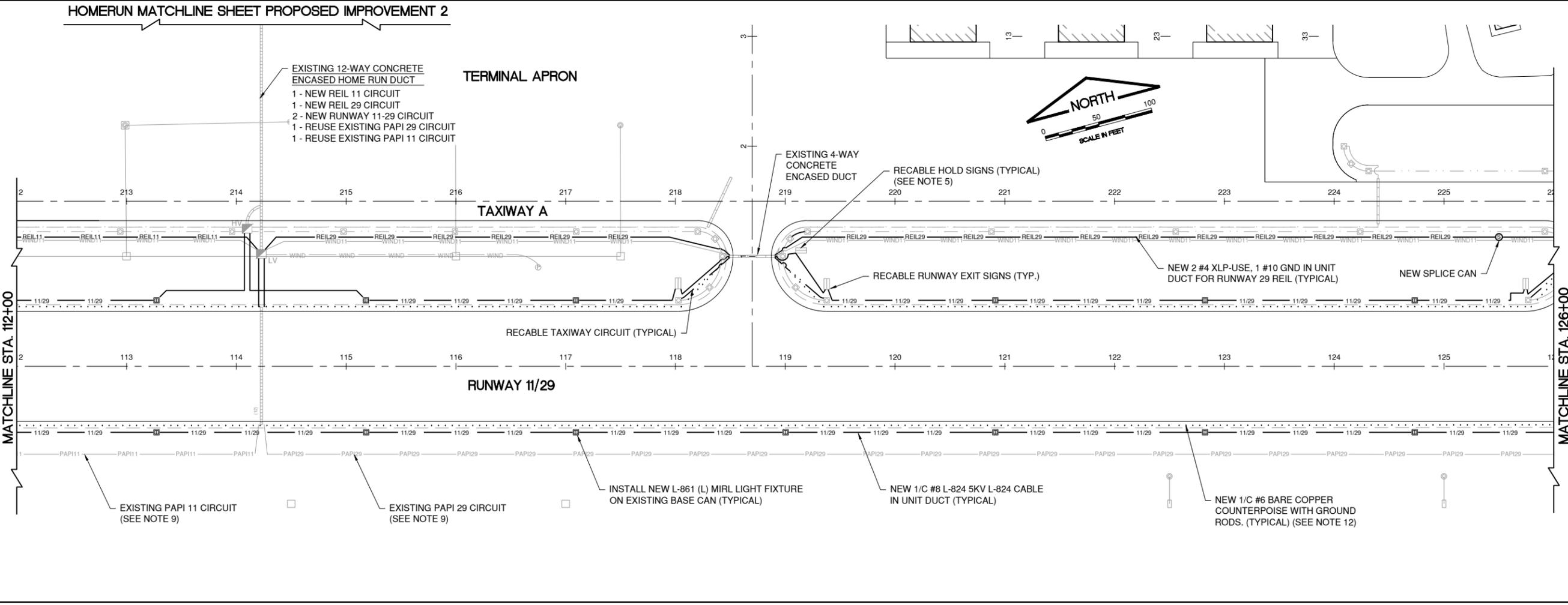
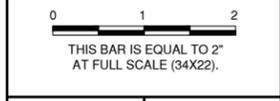
SHEET 6 OF 16 SHEETS

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IL CONTRACT: **SH030**
 IL LETTING ITEM: **02A**
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 S.B.G. PROJECT: 3-17-SBGP-139/144/156/162

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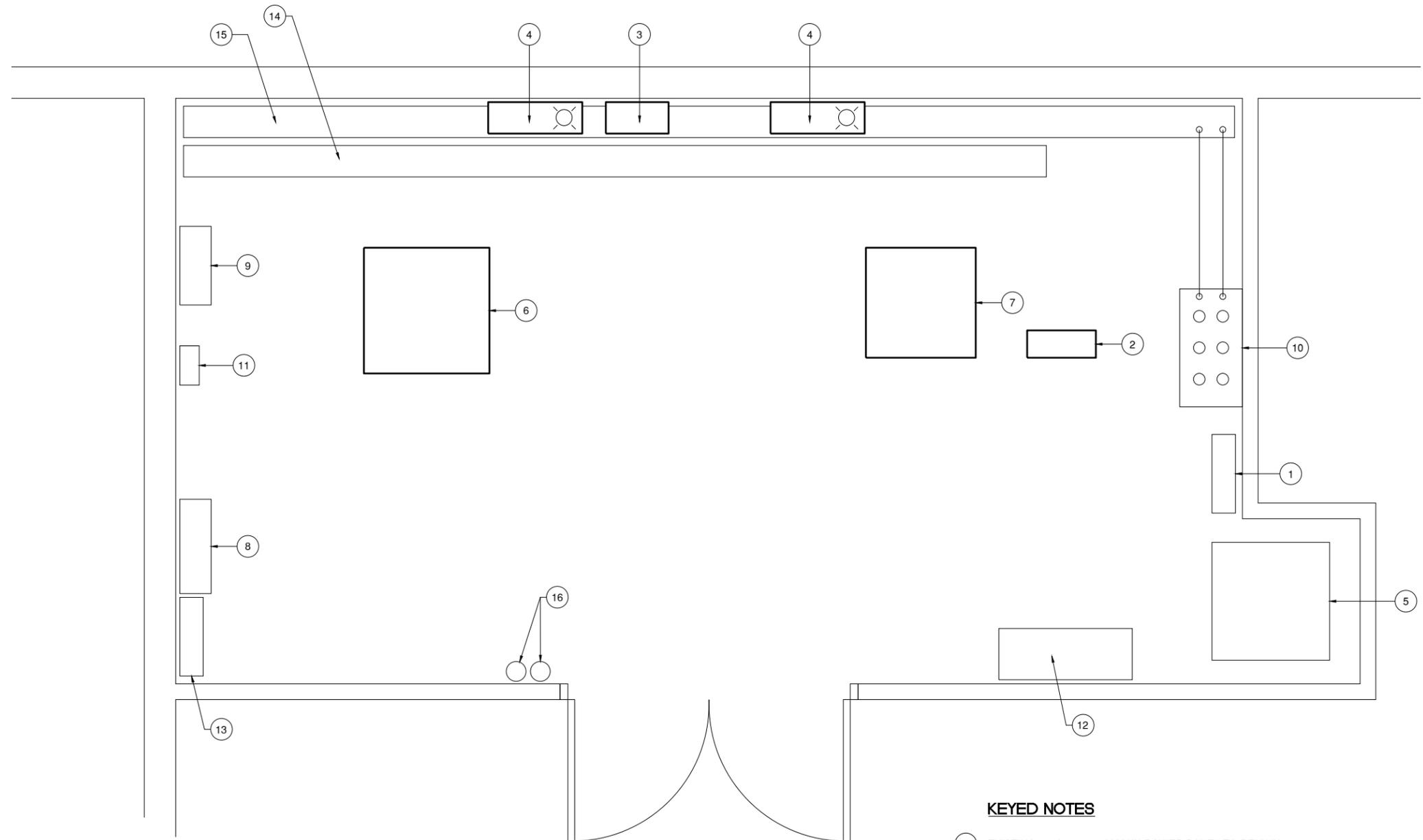
SCHAUMBURG REGIONAL AIRPORT
SCHAUMBURG, ILLINOIS
AIRFIELD LIGHTING REHABILITATION: MIRLS, PAPIs, REILs
ELECTRICAL PLAN - 1

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 SHEET 8 OF 16 SHEETS

DATE: Wednesday, February 9, 2022 2:13:03 PM
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 UPDATE BY: Michael Zonius
 LAYOUT: Vault Existing Conditions
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 XREF DWG: 00airfield.dwg



EXISTING FLOOR PLAN FOR VAULT
 NOT TO SCALE

NOTES

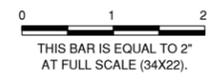
1. EQUIPMENT NOT CALLED OUT TO BE REMOVED SHALL REMAIN UNLESS NOTED OTHERWISE.
2. EXISTING EQUIPMENT, CONDUCTORS AND CONDUIT TO BE REMOVED SHALL BE DISPOSED OF OFF-SITE.
3. EXISTING CONDUCTORS AND CONDUIT SHALL BE REMOVED WITH EXISTING EQUIPMENT TO BE REMOVED. CONDUITS SHALL BE RE-USED UNLESS NOTED OTHERWISE.
4. ALL SALVAGED ITEMS SHALL BE REMOVED AND TURNED OVER TO THE AIRPORT. ITEMS SHALL BE TRANSPORTED BY THE CONTRACTOR TO THE LOCATION DESIGNATED BY THE AIRPORT. IF THE AIRPORT DOES NOT WANT ANY OF THE REMOVED MATERIALS THEN THE CONTRACTOR SHALL DISPOSE OF OFF AIRPORT PROPERTY AT NO ADDITIONAL COST TO THE CONTRACT.
5. EXISTING VAULT POWER DISTRIBUTIONS AND GROUNDING SYSTEM SHALL REMAIN AND SHALL BE PROTECTED FROM ANY DAMAGE DURING CONSTRUCTION.

KEYED NOTES

- 1 EXISTING 400A, 120/240V MAIN POWER PANEL TO REMAIN.
- 2 EXISTING REGULATOR DOUBLE THROW SAFETY SWITCH TO BE REMOVED.
- 3 EXISTING CUTOUPS ENCLOSURE TO BE REMOVED.
- 4 EXISTING CUTOOUT AND INDICATING LIGHT FOR REGULATOR TO BE REMOVED.
- 5 EXISTING 100KVA, 208-120/240VAC, TRANSFORMER TO REMAIN.
- 6 EXISTING 15KW RUNWAY 11/29, TAXIWAY A REGULATOR TO BE RELOCATED AND USED AS TAXIWAY A REGULATOR.
- 7 EXISTING 15KW SPARE REGULATOR TO REMAIN.
- 8 EXISTING LIGHTING CONTACTOR CONTROL PANEL TO REMAIN AND REWIRED TO NEW ALCMS.
- 9 EXISTING RADIO CONTROL INTERFACE TO BE REMOVED.
- 10 EXISTING PULL BOX TO REMAIN.
- 11 EXISTING L-854 RADIO CONTROLLER TO REMAIN.
- 12 EXISTING VAULT MAIN DISCONNECT TO REMAIN.
- 13 EXISTING DISTRIBUTION PANELBOARD FOR NAVAIDS TO REMAIN.
- 14 HIGH VOLTAGE WIREWAY TO REMAIN.
- 15 EXISTING LOW VOLTAGE WIREWAY TO REMAIN.
- 16 EXISTING FIRE EXTINGUISHER TO REMAIN.

IL CONTRACT: **SH030**
 IL LETTING ITEM: **02A**
 IL PROJECT: **06C-4837**
 S.B.G. PROJECT: 3-17-SBGP-139/144/156/162

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**SCHAUMBURG REGIONAL AIRPORT
 SCHAUMBURG, ILLINOIS
 AIRFIELD LIGHTING REHABILITATION: MIRLS, PAPIs, REILS
 VAULT EXISTING CONDITIONS**

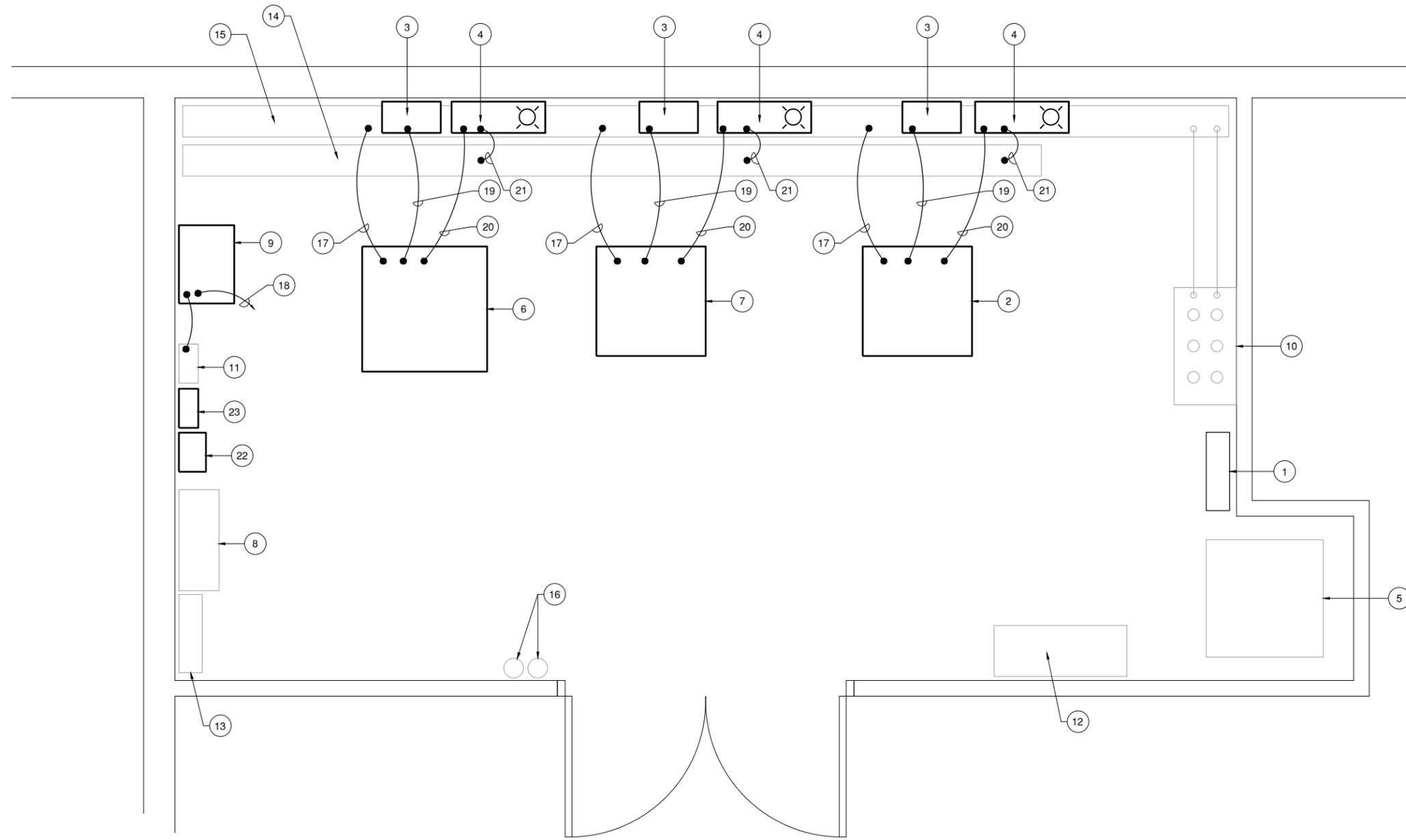
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 UPDATE BY: Michael Zonsius
 LAYOUT: Vault Improvements
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NEW FLOOR PLAN FOR VAULT
NOT TO SCALE

KEYED NOTES

- | | | | |
|---|---|----|---|
| 1 | EXISTING 400A, 120/240V MAIN POWER PANEL. | 10 | EXISTING PULL BOX. |
| 2 | EXISTING 15KW SPARE REGULATOR. | 11 | EXISTING L-854 RADIO CONTROLLER (NOTE 6). |
| 3 | NEW WALL MOUNTED INTERFACE UNIT FOR ALCMS, AS REQUIRED BY ALCMS MANUFACTURER. | 12 | EXISTING VAULT MAIN DISCONNECT. |
| 4 | NEW CUTOUT AND INDICATOR LIGHT FOR REGULATOR. MOUNTED ON MOUNTING PLATE (SEE DETAIL). | 13 | EXISTING DISTRIBUTION PANELBOARD FOR NAVAIDS. |
| 5 | EXISTING 100KVA, 208-120/240VAC, TRANSFORMER. | 14 | EXISTING HIGH VOLTAGE WIREWAY. |
| 6 | NEW 15KW, 240V, 3-STEP REGULATOR FOR RUNWAY 11/29. | 15 | EXISTING LOW VOLTAGE WIREWAY. |
| 7 | RELOCATED 15KW 240V, 3-STEP REGULATOR FOR TAXIWAY A. | 16 | EXISTING FIRE EXTINGUISHER. |
| 8 | EXISTING LIGHTING CONTACTOR CONTROL PANEL (NOTE 5). | 17 | NEW 2 #2 THWN, 1 #6 GND. IN 1" FLEXIBLE METALLIC CONDUIT TO 120/240V POWER PANEL. |
| 9 | NEW L-890 AIRFIELD LIGHTING CONTROL AND MONITORING (ALCMS) CABINET AND TOUCH SCREEN. | 18 | NEW 2 #12 THWN, 1 #12 GND. IN 1" CONDUIT TO 120/240V POWER PANEL. |

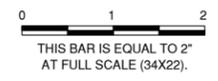
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|----|--|
| 19 | NEW CONTROL AND COMMUNICATION CABLES IN FLEXIBLE CONDUIT AS RECOMMENDED BY ALCMS MANUFACTURER. |
| 20 | NEW (2) 1/C #8, 5KV, TYPE C CABLES IN 1" FLEXIBLE METALLIC CONDUIT TO INDICATING LIGHT EQUIPMENT. |
| 21 | NEW (2) 1/C #8, 5KV, TYPE C CABLES IN 1" FLEXIBLE METALLIC CONDUIT TO EDGE LIGHT (NOTE 7). |
| 22 | NEW WALL MOUNTED INTERFACE UNITS TO INTERFACE EXISTING CONTACTORS FOR WINDCONE, PAPI, REIL AND BEACON CIRCUITS WITH NEW ALCMS. |
| 23 | NEW WALL MOUNTED INTERFACE UNIT TO INTERFACE EXISTING L-854 RADIO CONTROLLER WITH ALCMS. |

NOTES

- EXISTING EQUIPMENT TO REMAIN IS SHOWN FOR INFORMATION ONLY. NEW WORK IS SHOWN IN BOLD.
- INSTALL LAMACOID NAMEPLATES ON ALL EQUIPMENT.
- INSTALL NEW CIRCUIT BREAKERS AS SHOWN ON PANELBOARD SCHEDULE.
- CONTRACTOR SHALL VERIFY EXISTING AIRFIELD LIGHTING CIRCUITS AND LABEL ALL NEW AND EXISTING CIRCUITS IN HANDHOLE, PULL BOX AND WIREWAY.
- CONNECT EXISTING "AUTO" SELECTOR SWITCHES TO ALCMS INTERFACE FOR ALL EXISTING CIRCUITS.
- CONNECT EXISTING OUTPUTS OF L-854 RADIO CONTROLLER TO ALCMS INTERFACE.
- CONNECT RUNWAY 11/29 AND TAXIWAY CIRCUITS TO HOMERUNS IN HV WIREWAY WITH L-823 CONNECTORS. INSTALL L-823 CONNECTORS FOR SPARE CIRCUITS. LABEL ALL CIRCUITS.

IL. CONTRACT: **SH030**
 IL. LETTING ITEM: **02A**
 IL. PROJECT: **06C-4837**
 S.B.G. PROJECT: 3-17-SBGP-139/144/156/162

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NUMBER	BY	DATE



SCHAUMBURG REGIONAL AIRPORT
SCHAUMBURG, ILLINOIS
AIRFIELD LIGHTING REHABILITATION: MIRLS, PAPIs, REILs
VAULT IMPROVEMENTS

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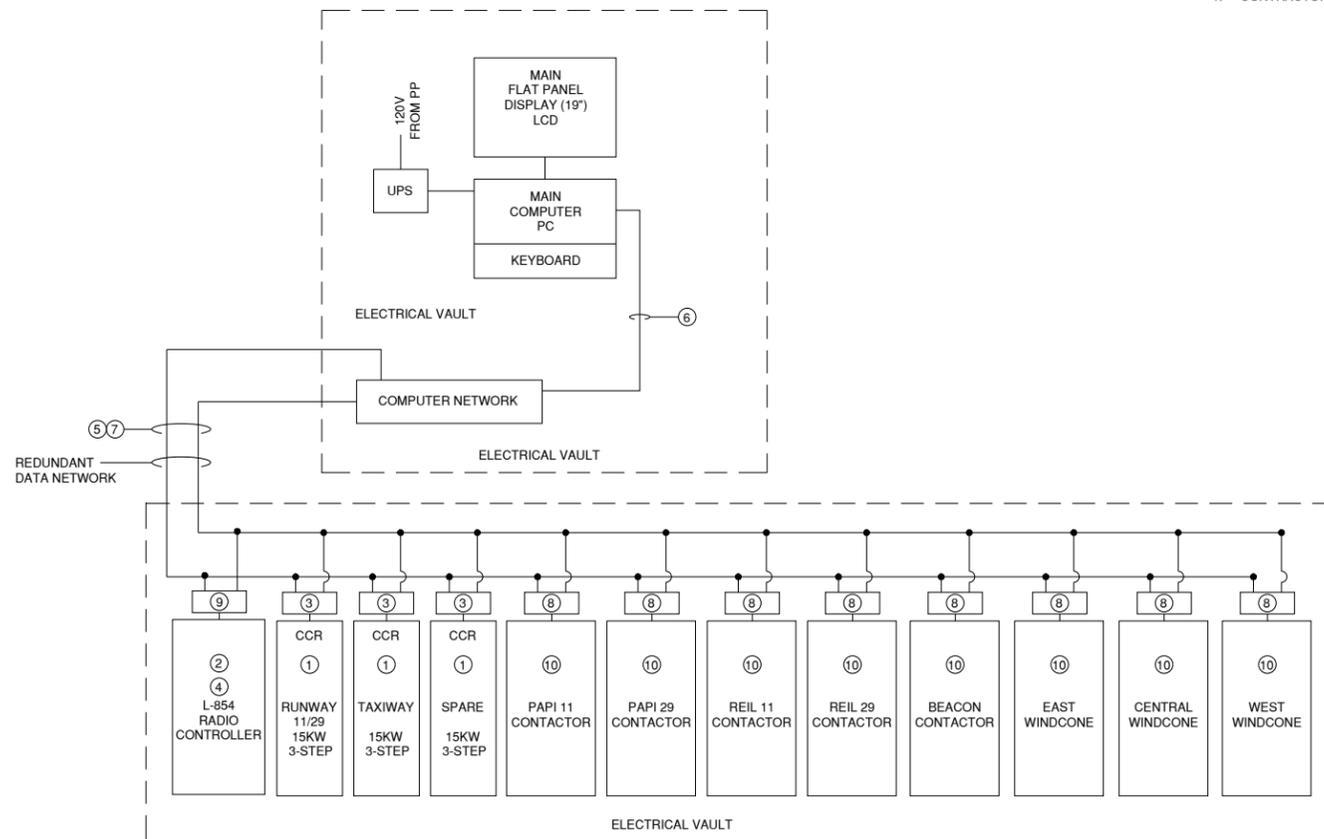
NOTES

- 1 NEW AND RELOCATED CONSTANT CURRENT REGULATOR. MANUFACTURER AND CONTRACTOR SHALL PROVIDE ALL REQUIRED CT'S AND INTERFACE MODULES FOR COMPLETE L-829 AND L-890 SYSTEM.
- 2 PROVIDE ALL REQUIRED TRANSCEIVER AND INTERFACING PANEL FOR BEACON AND RADIO CONTROLLER CONTROL EQUIPMENT.
- 3 CONSTANT CURRENT REGULATOR CCR MICROPROCESSOR BASED CONTROL/MONITOR PANEL WITH REMOTE AND LOCAL CONTROL FOR CCR STATUS, DIMMING CONTROL AND CABLE INSULATION MONITOR.
- 4 COORDINATE ALL RADIO INTERFACING EQUIPMENT WITH OWNER. PROVIDE ALL NETWORK INTERFACING HARDWARE AND EQUIPMENT. INCLUDING SOFTWARE AND PROGRAMMING.
- 5 PROVIDE UPS POWER FOR DCME UNITS.
- 6 CAT 6 DATA LINE IN CONDUIT TYPICAL U.O.N. COORDINATE ALL WORK WITH ALCMS MANUFACTURER (CONSTANT CURRENT REGULATOR MANUFACTURER). PROVIDE ALL REQUIRED DATA CONNECTION LINKS.
- 7 24 AWG. SHIELDED TWISTED PAIR WITH A COMMON, MEETING EIARS-485 APPLICATIONS (BELDEN 9842) OR AS REQUIRED BY ALCMS MANUFACTURER.
- 8 MICROPROCESSOR BASED CONTROL/MONITOR PANEL WITH REMOTE AND LOCAL CONTROL (DCME) FOR EXISTING CONTACTORS.
- 9 MICROPROCESSOR BASED CONTROL/MONITOR PANEL WITH REMOTE AND LOCAL CONTROL (DCME) FOR L-854 RADIO CONTROLLER.
- 10 EXISTING CONTACTORS WIRED TO HAND-OFF-AUTO SELECTOR SWITCH INTERFACE "AUTO" MODE TO ALCMS.

PANELBOARD SCHEDULE														
PANEL DESIGNATION: PP				BOND NEUTRAL AND GROUND BAR: NO				POLE: 42						
LOCATION: VAULT				NEUTRAL BUS RATING: N/A				SHORT CIRCUIT RATING: 42KA						
MFR & TYPE: SQUARE D				SERVICE ENTRANCE RATED: NO				SERIES OR FULLY RATED: SERIES						
				TVSS & DISCONNECT REQUIRED: NO										
VOLTS: 120/240V				MOUNTING: SURFACE				BUS RATING (AMPS): 400						
PHASE: 1				ENCL RATING: NEMA 1				BUS: COPPER						
WIRE: 3								MAIN CIRCUIT BREAKER: 400/2						
CKT NO	LOAD	BREAKER SIZE	LOAD AMPS	USAGE FACTOR	PHASE AMPS A	PHASE AMPS B	POLE NO	PHASE AMPS A	PHASE AMPS B	USAGE FACTOR	LOAD AMPS	BREAKER SIZE	LOAD	CKT NO
1	NEW 15KW REGULATOR RWY 11-29	100A/2P	63	0.5	31.5	31.5	1 2	31.5	31.5	0.5	63	100A/2P	RELOCATED 15 KW REGULATOR TWYA	2
3			63	0.5			3 4			0.5	63		4	
5	RELOCATED 15KW REGULATOR SPARE	100A/2P	63	0.5	31.5	31.5	5 6	0	0			15A/2P	REIL 11	6
7			63	0.5			7 8						8	
9	REIL 29	15A/2P			0	0	9 10	0	0			15A/2P	EAST WINDCONE	10
11							11 12						12	
13	CENTRAL WINDCONE	15A/2P			0	0	13 14	0	0			15A/2P	WEST WINDCONE	14
15							15 16						16	
17	L-821 PANEL	15A/1P			0	0	17 18	0	0			45A/2P	FUTURE 15KW REGULATOR	18
19	FUTURE 15KW REGULATOR	45A/2P					19 20						20	
21					0	0	21 22	0	0			20A/2P	BEACON LIGHT	22
23	EAST GATE	20A/2P			0	0	23 24	0	0			20A/2P	WEST GATE	24
25							25 26					20A/2P	WEST GATE	26
27	L-890 ALCMS	20A/1P	5	1		5	27 28					20A/1P	SPARE	28
29	PAPI 11	20A/2P			0	0	29 30	0	0			20A/1P	SPARE	30
31							31 32					20A/1P	SPARE	32
33	PAPI 29	20A/2P			0	0	29 30	0	0			20A/1P	SPARE	34
35							31 32					20A/1P	SPARE	36
37	SPARE	20A/2P			0	0	29 30	0	0			20A/1P	SPARE	38
39							31 32					20A/1P	SPARE	40
41	SPARE	20A/1P			0	0	29 30	0	0			20A/1P	SPARE	42
SECTION TOTAL:					63	68		31.5	31.5			TOTAL USAGE LOAD: 23280 VA		
					PHASE TOTAL AMPS:		A	B						
							94.5	99.5						
					PHASE TOTAL VA:		A	B						
							11340	11940						

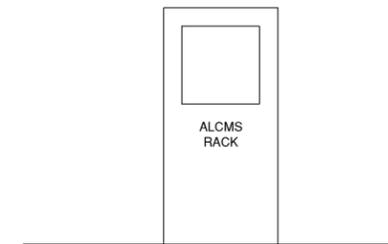
NOTES:

1. CONTRACTOR SHALL VERIFY ALL EXISTING CIRCUITS.



AIRFIELD LIGHTING AND EQUIPMENT CONTROL DIAGRAM

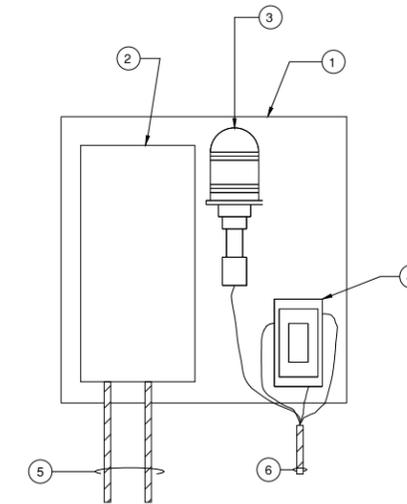
NOT TO SCALE



VAULT ALCMS RACK ELEVATION

NOT TO SCALE

NOTE: INSTALL POWER AND COMMUNICATION CONDUITS AS REQUIRED.



NEW EQUIPMENT MOUNTING PLATE DETAIL

NOT TO SCALE

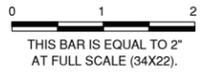
EQUIPMENT NOMENCLATURE

1. EQUIPMENT MOUNTING PLATE MOUNTED ON WALL.
2. ALCMS INTERFACE UNIT, REQUIRED BY ALCMS MANUFACTURER.
3. RUNWAY/TAXIWAY INDICATOR LIGHT (LED).
4. S-1 CUT-OUT.
5. DATA/CONTROL CABLES (AS REQUIRED BY ALCMS MANUFACTURER) IN 1" CONDUIT TO REGULATOR.
6. 4 #8 5KV AIRFIELD LIGHTING CABLES IN FLEX CONDUIT TO HIGH VOLTAGE WIREWAY.

IL CONTRACT: **SH030**
IL LETTING ITEM: **02A**
IL PROJECT: **06C-4837**
S.B.G. PROJECT: 3-17-SBGP-139/144/156/162

REVISIONS

NUMBER	BY	DATE



SCHAUMBURG REGIONAL AIRPORT
SCHAUMBURG, ILLINOIS
AIRFIELD LIGHTING REHABILITATION: MIRLS, PAPIs, REILs

VAULT DETAILS

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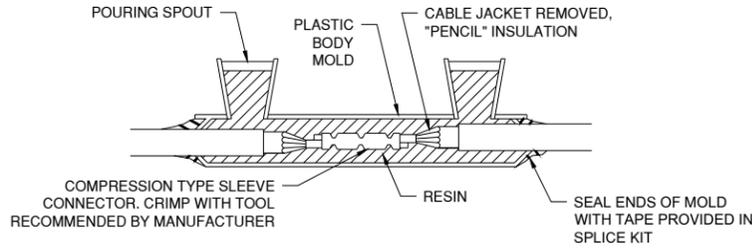
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DESIGN BY:	AB
DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	DJK
DATE:	1/14/2022
JOB No:	200256-02

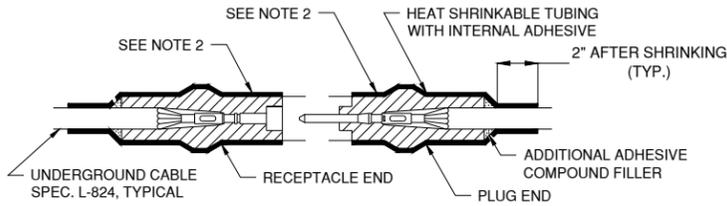
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 LAYOUT: Electrical Details - Sheet 1
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 REF: DWG: 20225602-00-airfieldlighting



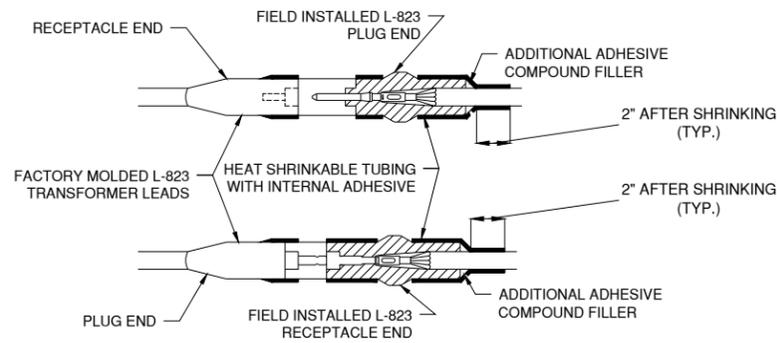
TYPE A - CABLE SPLICE

N.T.S.
 FOR SPLICES IN HOMERUN AND FOR EXTENSIONS TO EXISTING CABLES ONLY



TYPE B - CABLE SPLICE

N.T.S.
 FOR SPLICES AT HANDHOLE AND SPLICE CANS FOR EXTENSION OR JUNCTION OF HOMERUNS WITH LOOP CIRCUITS

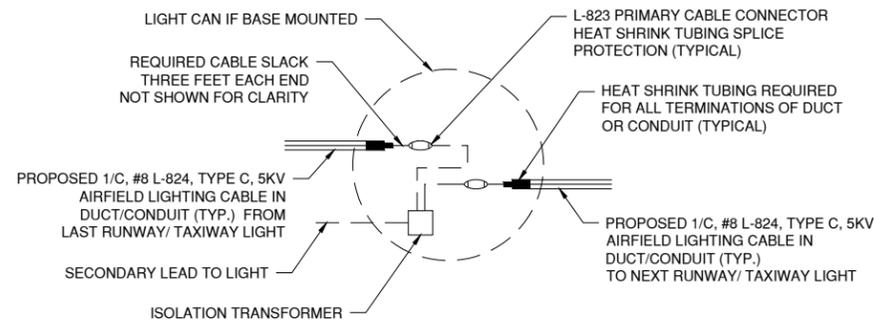


TYPE C & D - CABLE SPLICE

N.T.S.
 FOR SPLICES AT RUNWAY / TAXIWAY LIGHTS AND SURFACE MOVEMENT GUIDANCE SIGNS

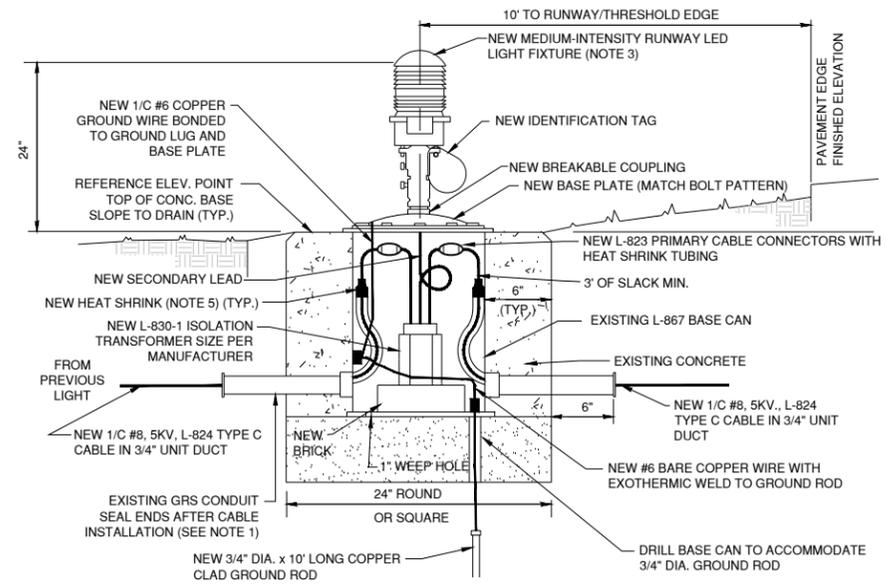
NOTES:

- THE INSIDE DIAMETER OF THE SPLICE CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- HEAT SHRINK THE ENTIRE SPLICE USING PROPERLY SIZED HEAT SHRINK TUBING WITH AN INTEGRAL INTERNAL ADHESIVE SEALANT. AN ACCEPTABLE COMPLETED SPLICE SHALL HAVE A CONTINUOUS SEALED HEAT SHRINK TUBE OVERLAPPING THE CABLE A MINIMUM OF 2-INCHES LONGER THAN THE SPLICE ON BOTH ENDS.
- THE CONTRACTOR SHALL MAINTAIN ON SITE A MINIMUM OF TWO (2) TYPE A AND TYPE B SPLICE KITS AT ALL TIMES FOR EMERGENCY REPAIR. UPON COMPLETION OF THE PROJECT THE CONTRACTOR SHALL TRANSFER TO THE AIRPORT TWO COMPLETE SPLICE KITS OF EACH TYPE.
- CONTRACTOR MAY INSTALL FAA APPROVED "COMPLETE KIT" IN LIEU OF L-823 SPLICE WITH HEAT SHRINK.



TYPICAL LIGHTING CIRCUIT CONNECTION DETAIL

N.T.S.

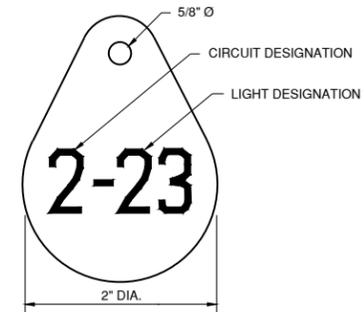


REPLACE BASE MOUNTED MEDIUM INTENSITY RUNWAY/THRESHOLD EDGE LIGHT (LED)

NOT TO SCALE

NOTES:

- CONTRACTOR SHALL VERIFY THE CONDITION AND SIZE OF GRS CONDUIT ENTRANCES/STUBS PER THE CABLING PLAN.
- FOR PAY ITEM MIRL, BASE MOUNTED-LED RUNWAY THRESHOLD LIGHT, FIXTURE ONLY, CONTRACTOR SHALL REUSE EXISTING BASE CAN AND CONDUITS. PAY ITEM SHALL INCLUDE NEW FIXTURE, TRANSFORMER, GROUNDING, BASE PLATE, ID TAGS AND CONNECTORS.
- LED LIGHT FIXTURES SHALL BE L-861(L) FOR EDGE LIGHT, OR L-861E(L) FOR THRESHOLD/END LIGHT.
- BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
- TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR.
- AT THE CONTRACTOR'S OPTION, IN LIEU OF TAPE AND HEAT SHRINKABLE TUBING, A SELF-SEALING STYLE CONNECTOR L-823 "COMPLETE KITS" OR FAA APPROVED EQUAL MAY BE USED.



LIGHT IDENTIFICATION DETAIL

NOT TO SCALE

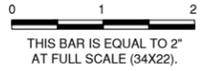
NOTES:

- ON NEW LIGHTS, INSTALL A NONCORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH A SET SCREW.
- NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (PROPOSED OR RELOCATED LIGHTS) SHALL BE RETAGGED.
- COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

IL CONTRACT: SH030
 IL LETTING ITEM: 02A
 IL PROJECT: 06C-4837
 S.B.G. PROJECT: 3-17-SBGP-139/144/156/162

REVISIONS

NUMBER	BY	DATE



SCHAUMBURG REGIONAL AIRPORT
 SCHAUMBURG, ILLINOIS
 AIRFIELD LIGHTING REHABILITATION: MIRLS, PAPIs, REILS

ELECTRICAL DETAILS - 1

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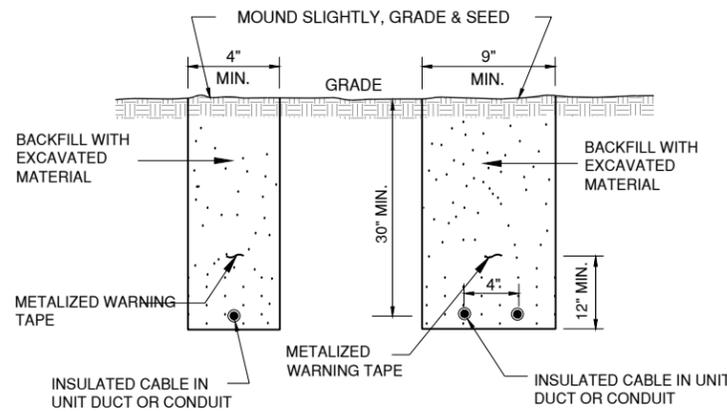
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DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	DJK
DATE:	1/14/2022
JOB No:	200256-02

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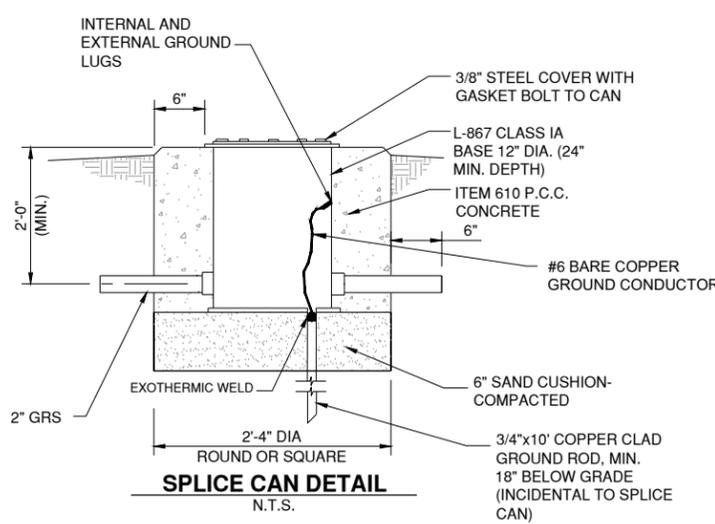
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 LAYOUT: Electrical Details - Sheet 2
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 REF: DWG: 20225602 - 00



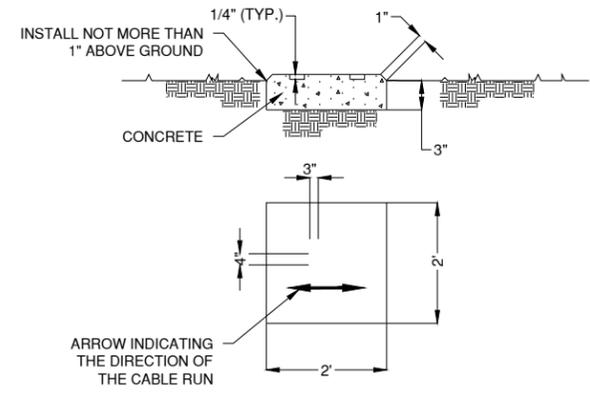
TRENCH DETAIL
N.T.S.

NOTES

- TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
- DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
- ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL.



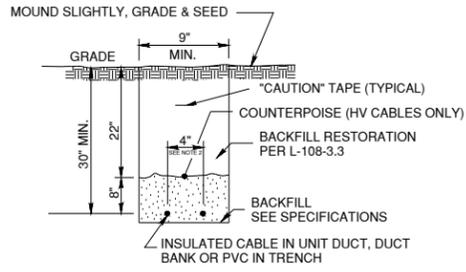
SPLICE CAN DETAIL
N.T.S.



TURF CABLE / DUCT / SPLICE MARKER DETAIL
N.T.S.

NOTES

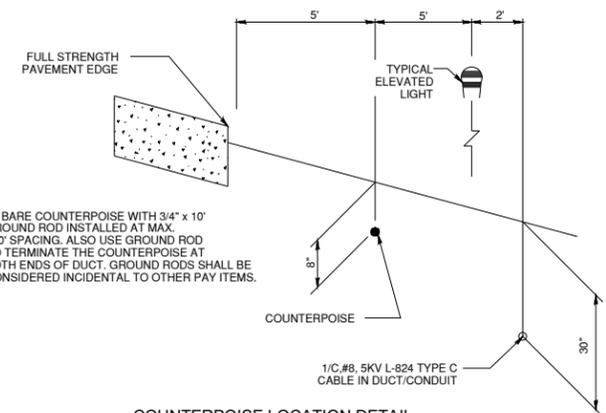
- DUCT MARKERS SHALL BE INSTALLED AT BOTH EDGES OF PAVEMENT AND WHERE PROPOSED ELECTRICAL DUCTS CROSS BOTH NEW AND EXISTING PAVEMENTS.
- CABLE MARKERS SHALL BE INSTALLED AT ANY CHANGE OF DIRECTION AND EVERY 200' ALONG THE CABLE RUN.
- SPLICE MARKERS SHALL BE INSTALLED DIRECTLY OVER ANY HOME RUN DIRECT BURY SPLICES.
- THE COST OF FURNISHING AND INSTALLING MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.



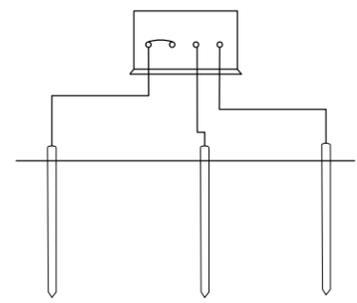
COUNTERPOISE LOCATION DETAIL
NOT TO SCALE

COUNTERPOISE NOTES:

- CABLES SHALL NOT BE PLACED LESS THAN 30" DEEP IN ANY ONE TRENCH. CABLES WITH DIFFERENT VOLTAGE RATINGS SHALL NOT BE INSTALLED IN THE SAME TRENCH.
- LOW AND HIGH VOLTAGE CABLES MAY BE COLOCATED IN A COMMON TRENCH. SEPARATION BETWEEN HIGH AND LOW VOLTAGE CABLES SHALL BE INCREASED TO 12".
- GROUND RODS SHALL BE INSTALLED AT 500' MAXIMUM INTERVALS. A NEW GROUND ROD SHALL BE INSTALLED AT THE COUNTERPOISE START/END POINTS AND AT AT POINTS WHERE COUNTERPOISE INTERSECT. COST OF GROUND RODS SHALL BE INCIDENTAL TO THE COUNTERPOISE PAY ITEM.



COUNTERPOISE LOCATION DETAIL
N.T.S.



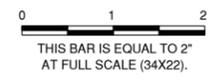
GROUND TEST-FALL OF POTENTIAL METHOD
N.T.S.

NOTES

- ALL RODS SHALL BE IN A STRAIGHT LINE.
- GROUND ROD TEST: BEFORE ANY WIRE IS CONNECTED TO THE GROUND RODS EACH ROD SHALL BE TESTED IN THE PRESENCE OF THE ENGINEER.. A WRITTEN RECORD OF THE RESULTS OF EACH INDIVIDUAL TEST SHALL BE PREPARED AND SIGNED BY THE CONTRACTOR AND THE ENGINEER. A DIRECT READING, SINGLE TEST, PORTABLE GROUND TESTING MEGGER SHALL BE USED TO TEST EACH GROUND ROD. THE AUXILIARY OR REFERENCED GROUND RODS SHALL BE 3/4" COPPER CLAD STEEL, NOT LESS THAN 4'-0" IN LENGTH, DRIVEN IN 3'-6" DEEP, AND SHALL BE INSTALLED IN A STRAIGHT LINE FROM THE GROUND ROD BEING TESTED. NO. 12 STRANDED WIRE LEADS WITH HIGH GRADE INSULATION SHALL BE CONNECTED TO THE ROD BEING TESTED. THE TWO REFERENCE RODS, AND TO THE PROPER GROUNDING POST ON THE INSTRUMENT. THE MEEGER INDICATES THE RESISTANCE TO EARTH IN OHMS. THESE TESTS SHALL NOT BE MADE WITHIN 48 HOURS AFTER RAINFALL OR DURING RAINY OR FOGGY WEATHER. IN ADDITION, AFTER GROUND RODS ARE TESTED AND CONNECTED, A COMPLETE SYSTEM TEST SHALL BE MADE IN A SIMILAR MANNER, USING THE SAME METHOD, AND THE SYSTEM TEST SHALL NOT EXCEED 1 OHM.

IL CONTRACT: **SH030**
 IL LETTING ITEM: **02A**
 IL PROJECT: **06C-4837**
 S.B.G. PROJECT: 3-17-SBGP-139/144/156/162

REVISIONS		
NUMBER	BY	DATE



SCHAUMBURG REGIONAL AIRPORT
SCHAUMBURG, ILLINOIS
AIRFIELD LIGHTING REHABILITATION: MIRLS, PAPIs, REILS
ELECTRICAL DETAILS - 2

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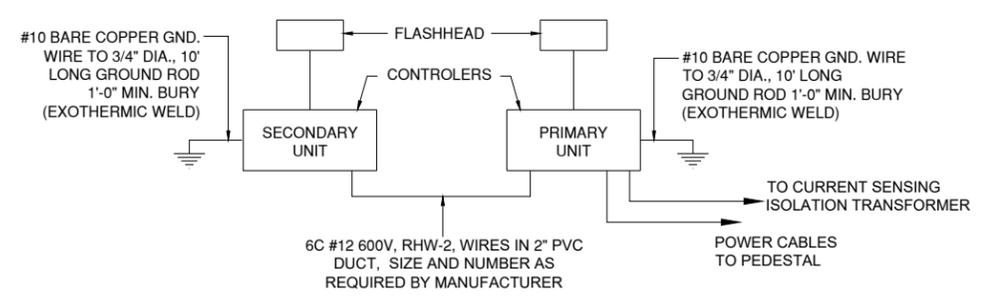
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DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	DJK
DATE:	1/14/2022
JOB No:	200256-02

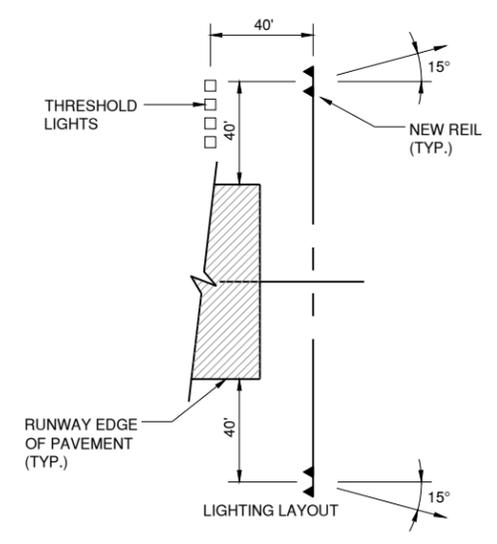
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 UPDATE BY: Michael Zonius
 LAYOUT: Electrical Details - Sheet 3
 IMAGE FILES: S:\IT\Projects\2022\20225602-00 - Schaumburg Village - Sheet 3
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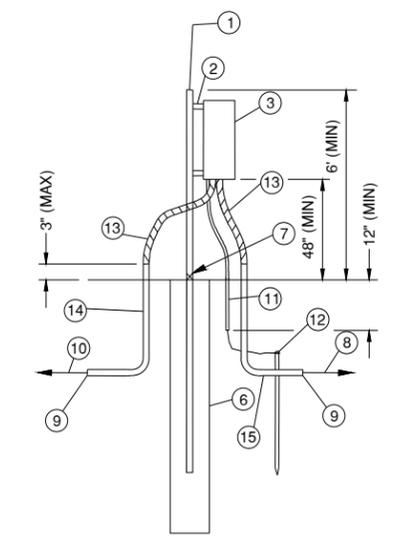


**RUNWAY END IDENTIFIER LIGHTING
WIRING & CONTROLS**
N.T.S.

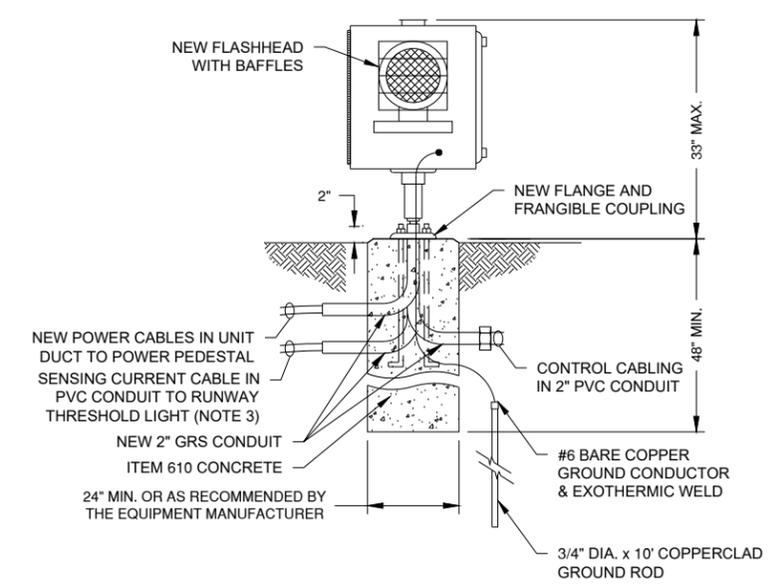
- NOTES**
1. THE REILS SHALL BE REPLACED WITH L-849V TYPE C REILS AS NOTED IN THE PROJECT MANUAL AND PLANS. FOUNDATIONS, CONDUIT, NEW CABLE SHALL BE PROVIDED BETWEEN THE RUNWAY EDGE LIGHT CIRCUIT (CURRENT SENSING), AND THE PRIMARY TO SECONDARY REILS SERVING BOTH RUNWAYS. CONTROL CABLING AND PVC CONDUIT SHALL BE INCIDENTAL TO THE SYSTEM REPLACEMENT. THE CONTRACTOR SHALL VERIFY SYSTEM ALIGNMENT IN THE PRESENCE OF THE ENGINEER.
 2. ALL SALVAGED REIL COMPONENTS SHALL BE BOXED AND RETURNED TO THE AIRPORT.



PROPOSED REIL DETAIL
N.T.S.



PROPOSED L-849V REIL POWER PEDESTAL DETAIL
N.T.S.



TYPICAL L-849V, TYPE C REIL
N.T.S.

- NOTES**
1. THE BEAM CENTERLINE OF EACH FLASH HEAD UNIT SHALL BE AIMED 15 DEGREES OUTWARD FROM A LINE PARALLEL TO THE RUNWAY CENTERLINE AND INCLINED AT AN ANGLE OF 10 DEGREES ABOVE THE HORIZONTAL.
 2. SYSTEM ALIGNMENT SHALL BE VERIFIED BY THE CONTRACTOR IN THE PRESENCE OF THE ENGINEER.
 3. INSTALL CURRENT SENSOR IN NEW SPLICE CAN. INSTALL CONTROL CABLES FROM NEW SPLICE CAN TO REIL PRIMARY UNIT AS REQUIRED BY REIL MANUFACTURER.
 4. BOTH REIL UNITS MUST BE AT THE SAME ELEVATION AND WITHIN 3' OF THE HORIZONTAL PLANE THROUGH THE RUNWAY CENTERLINE.

REIL POWER PEDESTAL LEGEND

- ① 2" GALVANIZED STEEL SUPPORT POST WITH END CAPS (TYP. OF 2).
- ② STRUT-TYPE SUPPORT, UNISTRUT 2000, OR EQUIVALENT (TYP. OF 4).
- ③ HEAVY-DUTY 30A, 600V UNFUSED DISCONNECT IN NEMA 3R ENCLOSURE. PROVIDE GROUND LUGS. PROVIDE LABEL READING: "CAUTION: 240 VOLTS".
- ④ NOT USED.
- ⑤ NOT USED.
- ⑥ 12" DIAMETER x 4'-0" DEEP (MIN.) CONCRETE FOUNDATION. (TYP. OF TWO).
- ⑦ FRANGIBLE COUPLINGS (TYP. OF 2).
- ⑧ 240V POWER FROM VAULT: REIL 11 : 2-1/C #6 XLP-USE, 1#10 GND IN 1" UNIT DUCT, REIL 29: 2-1/C #4 XLP-USE, 1#10 GND. IN 1" UNIT DUCT
- ⑨ GRS TO UNIT DUCT COUPLING.
- ⑩ TWO #10-THWN (REIL LIGHTS 240V POWER), ONE #10 GROUND IN 2" CONDUIT TO REIL.
- ⑪ #8 GROUND WIRE IN 1/2" PVC CONDUIT TO GROUND ROD.
- ⑫ 3/4" DIAMETER x 10' LONG COPPERCLAD GROUND ROD. MIN. BURIAL: 1'-0". BOND GROUND WIRES TO GROUND ROD USING EXOTHERMIC WELD, CADWELD, OR EQUIVALENT. CLAMPED CONNECTIONS SHALL NOT BE ACCEPTABLE.
- ⑬ LIQUID TIGHT FLEXIBLE CONDUIT. FLEXIBLE CONDUIT SHALL BE INSTALLED NO GREATER THAN 3" ABOVE GROUNDLINE
- ⑭ 2" GRS CONDUIT TO 2'-6" BELOW GRADE.
- ⑮ 1-1/2" GRS CONDUIT TO 2'-6" BELOW GRADE.

IL CONTRACT: **SH030**
 IL LETTING ITEM: **02A**
 IL PROJECT: **06C-4837**
 S.B.G. PROJECT: 3-17-SBGP-139/144/156/162

REVISIONS		
NUMBER	BY	DATE

0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

**SCHAUMBURG REGIONAL AIRPORT
SCHAUMBURG, ILLINOIS
AIRFIELD LIGHTING REHABILITATION: MIRLS, PAPIs, REILs**

ELECTRICAL DETAILS - 3

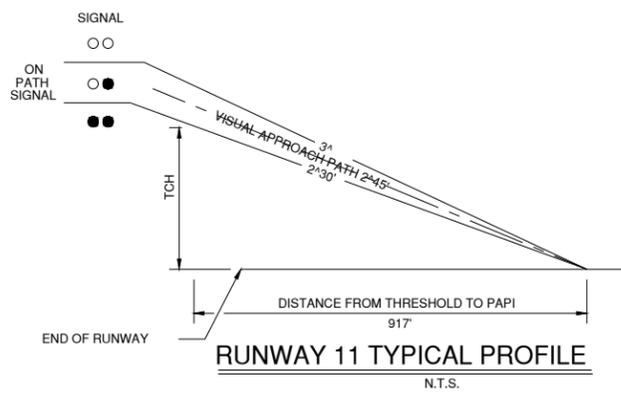
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DESIGN BY: LN
 DRAWN BY: JRO
 CHECKED BY: AB
 APPROVED BY: DJK
 DATE: 1/14/2022
 JOB No: 200256-02

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SHEET 15 OF 16 SHEETS

DATE: Wednesday, February 9, 2022 2:13:37 PM
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 LAYOUT: Electrical Details - Sheet 4
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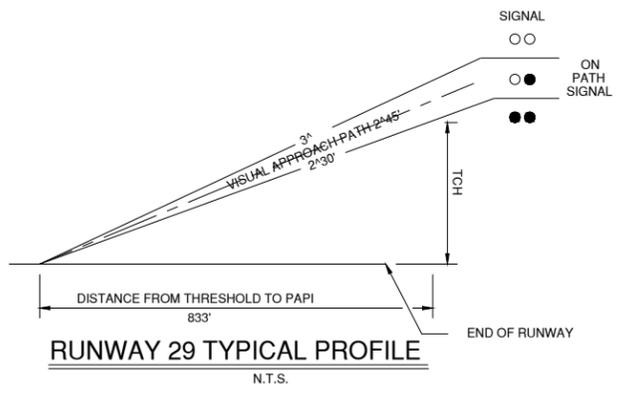


AIMING OF TYPE L-881 (2-BOX) PAPI
RELATIVE TO PRESLECTED GLIDE PATH (3°00')

LIGHT UNIT	AIMING ANGLE (IN MINUTES OF ARC)	
	STANDARD INSTALLATION	
UNIT NEAREST RUNWAY	15° ABOVE GLIDE PATH	
NEXT ADJACENT UNIT	15° BELOW GLIDE PATH	

RUNWAY	11	29
HEIGHT GROUP USED FOR SITING	1	1
THRESHOLD STATIONING	100+00	138+00
THRESHOLD ELEVATION	801.0'	801.0'
THRESHOLD CROSSING HEIGHT	44'	40'
STATION FOR PAPIS	109+17.00	129+67.00
GLIDE PATH ANGLE °	3.0°	3.0°
REFERENCE POINT ELEVATION **	801.0'	801.0'

* THE VISUAL GLIDE PATH ANGLE IS THE CENTER OF THE ON COURSE ZONE AND IS MEASURED FROM THE HORIZONTAL
 ** ELEVATION OF CENTER OF PAPI LIGHTS



FOUNDATIONS:
FOUNDATIONS FOR MOUNTING LIGHT BOXES SHALL BE MADE OF ITEM 610 CONCRETE. ALL LIGHT BOXES SHALL BE FRANGIBLY MOUNTED TO THE FOUNDATION.

AZIMUTHAL AIMING:
EACH LIGHT UNIT SHALL BE AIMED OUTWARD INTO THE APPROACH ZONE ON A LINE PARALLEL TO THE RUNWAY CENTERLINE WITHIN A TOLERANCE OF ±1/2 DEGREE.

MOUNTING HEIGHT TOLERANCES:
THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN ±1 INCH OF A HORIZONTAL PLANE AT THE REFERENCE ELEVATION GIVEN IN THE TABLE.

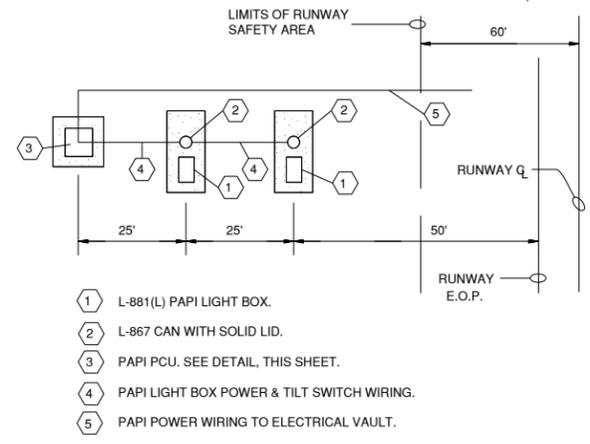
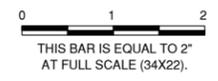
TOLERANCE ALONG LINE PERPENDICULAR TO RUNWAY:
THE FRONT FACE OF EACH LIGHT UNIT IN A BAR SHALL BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE WITHIN ±6 INCHES.

LATERAL SPACING
THE DIFFERENCE IN LATERAL SPACING BETWEEN LIGHT UNITS SHALL NOT EXCEED 1'-0".

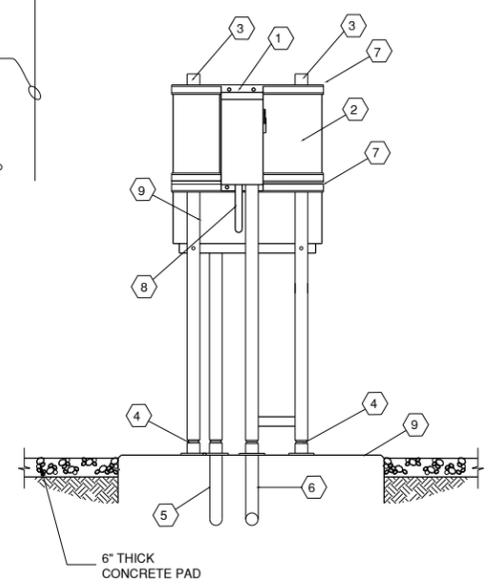
IL CONTRACT: **SH030**
 IL LETTING ITEM: **02A**
 IL PROJECT: **06C-4837**
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REVISIONS

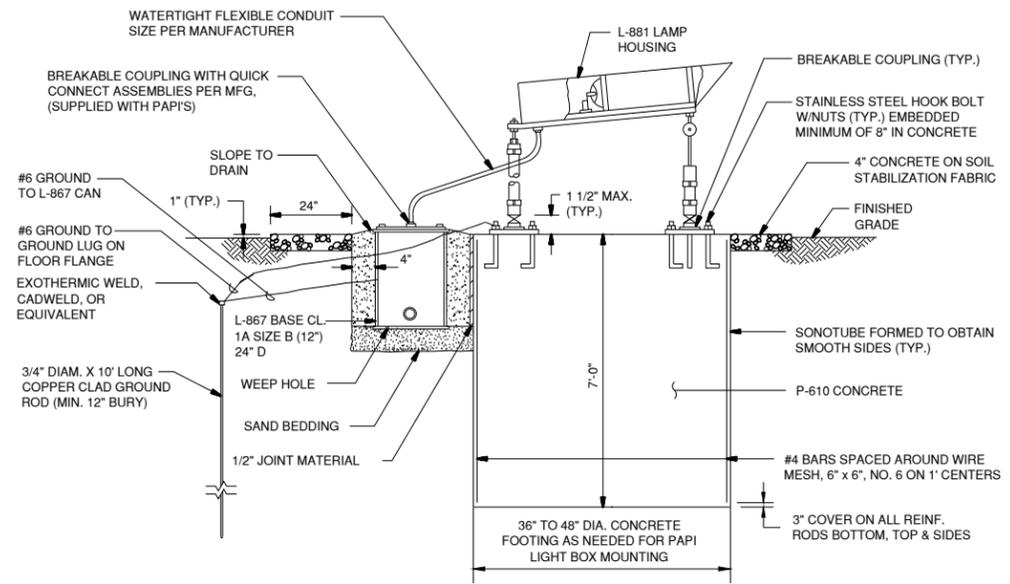
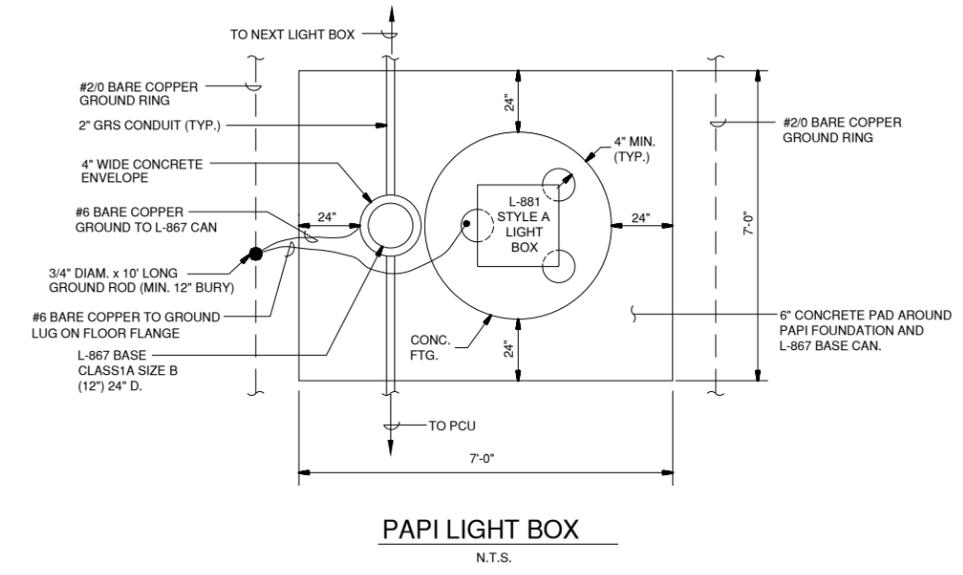
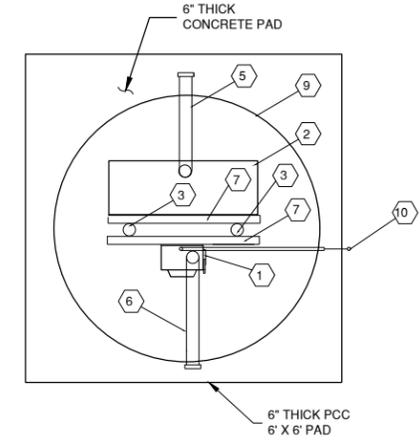
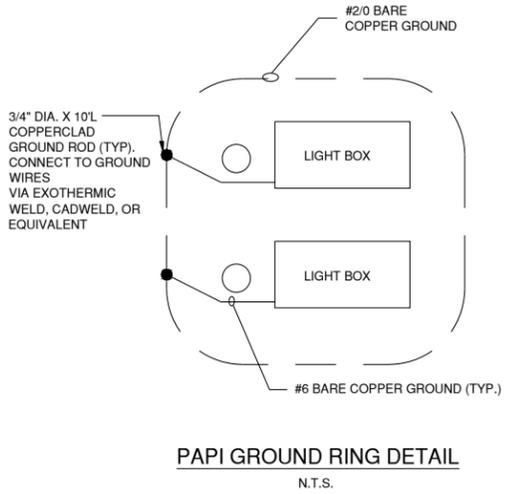
NUMBER	BY	DATE



- 1 L-881(L) PAPI LIGHT BOX.
- 2 L-867 CAN WITH SOLID LID.
- 3 PAPI PCU. SEE DETAIL, THIS SHEET.
- 4 PAPI LIGHT BOX POWER & TILT SWITCH WIRING.
- 5 PAPI POWER WIRING TO ELECTRICAL VAULT.



- 1. HEAVY DUTY FUSIBLE DISCONNECT, 600VAC, 30A, NEMA 3R. SQUARE D H361AWK OR EQUAL, WITH TWO 15A FUSES.
- 2. 120/240V PAPI POWER & CONTROL UNIT, WITH PHOTOCELL.
- 3. 2" GALVANIZED EMT LEGS WITH TOPS CAPPED.
- 4. FRANGIBLE COUPLINGS & FLOOR FLANGES. ANCHOR TO CONCRETE FOUNDATION (TYP.).
- 5. 2" GRS CONDUIT WITH PAPI LIGHT HOUSING POWER & PAPI TILT CONTROL CABLES, PER PAPI MANUFACTURER.
- 6. CONDUIT AND WIRING TO VAULT AS FOLLOWS:
 PAPI 11: 3 #4 XLP-USE, ONE #4 GND IN 1-1/2" UNIT DUCT
 PAPI 29: 3#4 XLP-USE, ONE #4 GND IN 1-1/2" UNIT DUCT
- 7. 1-5/8" X 1-5/8" GALVANIZED STRUT.
- 8. THREE #12 THWN, ONE #12 NEUTRAL, ONE #12 GND IN 3/4" CONDUIT, TO PAPI POWER & CONTROL UNIT.
- 9. CONCRETE FOOTING, 36" DIAMETER X 48" DEEP (MIN.). SEE PAPI INSTALLATION FOR REBAR AND WIRE MESH INFO.
- 10. 3/4" DIA. BY 10 FT. LONG COPPER CLAD GROUND ROD WITH #6 SOLID BARE COPPER GROUND CABLE ATTACHED BY EXOTHERMIC WELDING. OTHER END OF CABLE TERMINATES ON GROUND LUG IN DISCONNECT. (NOT SHOWN IN ELEVATION VIEW).



SCHAUMBURG REGIONAL AIRPORT
SCHAUMBURG, ILLINOIS
AIRFIELD LIGHTING REHABILITATION: MIRLS, PAPIS, REILS
ELECTRICAL DETAILS - 4

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FINAL