IDOT LETTING: MARCH 8, 2024

ED021 TOTAL SHEETS = 34

CONSTRUCTION PLANS - FOR BID, ISSUED JANUARY 12, 2024

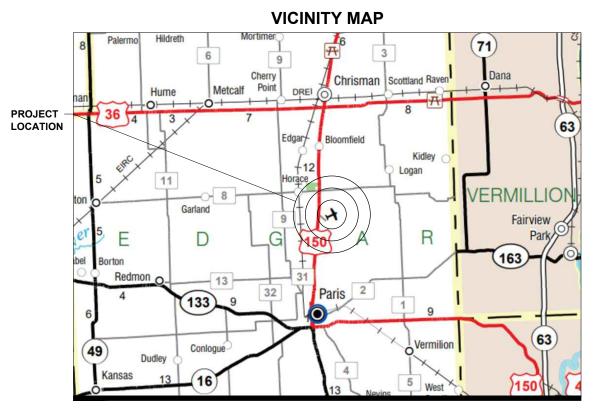
REPLACE RUNWAY 9/27 PULSE LIGHT APPROACH SLOPE INDICATORS (PLASI'S) WITH PRECISION APPROACH PATH INDICATORS (PAPI'S)

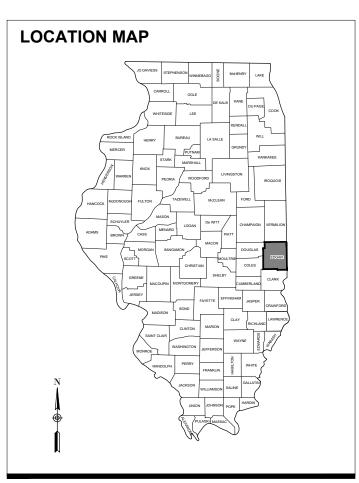
BOARD OF EDGAR COUNTY EDGAR COUNTY AIRPORT (PRG) PARIS, EDGAR COUNTY, ILLINOIS

IDA PROJECT NO. PRG-4981

SCOPE OF WORK:

THIS PROJECT CONSISTS OF REMOVAL AND REPLACEMENT OF THE EXISTING PULSE LIGHT APPROACH SLOPE INDICATORS (PLASI'S) ON RUNWAY 9-27 WITH PRECISION APPROACH PATH INDICATORS (PAPI'S) WITH THE ASSOCIATED CABLING, DUCT WORK, VAULT WORK AND OTHER ASSOCIATED ITEMS.





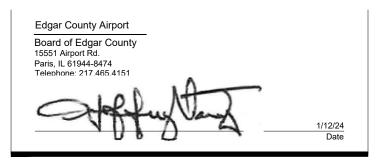
NOTICE TO CONTRACTORS AND BIDDERS

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.

No.	Issue/Description	Sheets Changed	Date	Ву







SUMMARY OF QUANTITIES - BASE BID

ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	AS-BUILT QUANTITY
AR108088	1/C #8 XLP-USE	FOOT	2,000	
AR108658	3/C #8 600 V UG CABLE IN UD	FOOT	3,875	
AR110014	4" DIRECTIONAL BORE	FOOT	115	
AR125620	ABBREVIATED PAPI (L-881 SYSTEM)	EACH	1	
AR150520	MOBILIZATION	L SUM	1	

	SUMMARY OF QUANTITIES - ADDITIV	'E ALTERNA	TE BIDS	
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	AS-BUILT QUANTITY
	Additive Alternate No. 1			
AS108088	1/C #8 XLP-USE	FOOT	2,000	
AS108658	3/C #8 600V UG CABLE IN UD	FOOT	1,125	
AS110014	4" DIRECTIONAL BORE	FOOT	190	
AS125620	ABBREVIATED PAPI (L-881 SYSTEM)	EACH	1	
	Additive Alternate No. 2			
AT125910	REMOVE PLASI	EACH	1	
	Additive Alternate No. 3			
AU125910	REMOVE PLASI	EACH	1	

	INDEX TO SHEETS
Sheet Number	Sheet Title
1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	SCOPE OF WORK
4	CONSTRUCTION SAFETY AND PHASING PLAN
5	CONSTRUCTION SAFETY NOTES & DETAILS SHEET 1
6	CONSTRUCTION SAFETY NOTES & DETAILS SHEET 2
7	EXISTING ELECTRICAL PLAN - HOMERUN
8	EXISTING ELECTRICAL PLAN RWY 9-27 SHEET 1
9	EXISTING ELECTRICAL PLAN RWY 9-27 SHEET 2
10	EXISTING ELECTRICAL PLAN RWY 9-27 SHEET 3
11	EXISTING ELECTRICAL PLAN RWY 9-27 SHEET 4
12	PROPOSED ELECTRICAL PLAN - HOMERUN
13	PROPOSED ELECTRICAL PLAN RWY 9-27 SHEET 1
14	PROPOSED ELECTRICAL PLAN RWY 9-27 SHEET 2
15	PROPOSED ELECTRICAL PLAN RWY 9-27 SHEET 3
16	PROPOSED ELECTRICAL PLAN RWY 9-27 SHEET 4
17	PAPI SITING DETAILS AND NOTES
18	PAPI FOUNDATION DETAILS
19	AIRFIELD LIGHTING CABLE SPLICE DETAILS
20	CONDUIT TRENCH DETAIL
21	CABLE AND DUCT MARKER DETAILS
22	SPLICE CAN DETAIL
23	ELECTRICAL NOTES SHEET 1
24	ELECTRICAL NOTES SHEET 2
25	GROUNDING DETAILS
26	GROUND RESISTANCE TESTING DETAILS
27	GROUNDING NOTES
28	ELECTRICAL LEGEND AND ABBREVATIONS
29	EXISTING ELECTRICAL ONE-LINE DIAGRAM-VAULT & AIRFIELD
30	EXISTING ELECTRICAL ONE-LINE DIAGRAM-VAULT & AIRFIELD (CONT.)
31	PROPOSED ELECTRICAL ONE-LINE FOR RUNWAY 9-27 PAPI'S
32	EXISTING HIGH VOLTAGE WIREING SCHEMATIC
33	SERIES CIRCUIT CABLE TESTING DETAILS
34	LEGEND PLATE SCHEDULES

GENERAL NOTES:

QUANTITIES
PAYMENT WILL BE MADE UNDER THE ITEM NUMBERS, DESCRIPTIONS AND UNITS NOTED IN THE ABOVE TABLE IN ACCORDANCE WITH THE BASIS OF PAYMENT FOR EACH RESPECTIVE WORK ITEM COMPLETED AND ACCEPTED BY THE ENGINEER.

CERTIFIED PAYROLLS
THE RESIDENT ENGINEER/TECHNICIAN CANNOT FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THE PERIOD HAVE BEEN RECEIVED.

MATERIAL CERTIFICATIONS

MATERIALS TO BE INCORPORATED INTO THE PROJECT CANNOT BE USED WITHOUT PRIOR APPROVAL.

ALL MATERIALS TO BE USED IN THE PROJECT MUST BE SUBMITTED TO THE RESIDENT

ENGINEER/TECHNICIAN FOR APPROVAL. USE OF MATERIALS WITHOUT PRIOR APPROVAL AND ULTIMATELY DETERMINED TO BE UNACCEPTABLE BY THE ILLINOIS DIVISION OF AERONAUTICS ARE SUBJECT TO REMOVAL AND/OR NON-PAYMENT.



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Edgar County Airport

Board of Edgar County 15551 Airport Rd. Paris, IL 61944-8474 Telephone: 217.465.4151



REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

NO.	DATE	DES	CRIPT	ION
INO.	שאוב	DES	DWN	REV
ISSUE: JANUARY 12, 2024				
PROJECT NO: 21A0164D				

CAD FILE: G-002-FLP.DWG

DESIGN BY: KNL 3/27/2022 DRAWN BY: CWS 3/28/2022 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

SUMMARY OF **QUANTITIES AND** INDEX TO SHEETS

UTILITY NOTE

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 WHATSOEVER 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 THEIR OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE LITHLITY 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.

PRG CTAF/UNICOM FREQUENCY = 123.00 MHz

LEGEND:

EXISTING PAVEMENT **EXISTING BUILDINGS**

PARPORT AZ MK

- REMOVE RUNWAY 27

#2) AND REPLACE

PLASI (ADD ALT. BID

WITH PAPI (BASE BID)

N. 1600TH ST

PROPOSED IMPROVEMENTS

RUNWAY PROTECTION ZONE (RPZ)

AIRPORT PROPERTY LINE

J.U.L.I.E. INFORMATION COUNTY...EDGAR

EXISTING AIRCRAFT AFROI

.PARIS TOWNSHIP. ..EDGAR SECTION NO......5 & 6

...EDGAR COUNTY AIRPORT ADDRESS. 15551 AIRPORT ROAD

PARIS, ILLINOIS 61944

PARPORT

BM 51

PROPOSED FOUIPMENT

STORAGE AND STAGING AREA

REMOVE RUNWAY 9 PLASI (ADD ALT. BID #3) AND REPLACE WITH PAPI (ADD ALT. BID #1)

> **TERMINAL** BLDG

AIRPORT

ELECTRICAL

RUNWAY 9-27 CABLE AND DUCT TAXIWAY E **ROUTE FROM VAULT**

TO RWY 27 PAPI (BASE BID) CABLE AND DUCT ROUTE FROM VAULT TO RWY 9 PAPI (ADD ALT BID #1)

- ALL COORDINATE VALUES SHOWN IN TABLE ARE BASED ON ILLINOIS STATE PLANE - WEST ZONE NAD-83 (2007)
- REFER TO IDOT STANDARD SPECIFICATIONS 50-06, CONSTRUCTION LAYOUT STAKES, FOR ADDITIONAL

SURVEY NOTES

SURVEY CONTROL POINTS						
NO.	DESCRIPTION	NORTHING	EASTING	ELEV.		
BM 51	SURVEY BM	1105113.2753	1169262.3510	652.14		
PARPORT	KA2062	1105390.5869	1168748.9566	651.60		
PARPORT AZ MK KA2063 1105528.2867 1172645.0748 648.4						
	-	-				

GENERAL NOTES

- 1. THE SCOPE OF WORK SHEET IS INTENDED ONLY AS A GENERAL DESCRIPTION OF WORK ITEMS AND THEIR APPROXIMATE LOCATIONS AND LIMITS, FOR THE PURPOSE OF UNDERSTANDING THE SCOPE OF THE PROJECT. THIS SHEET SHALL NOT BE USED AS A CONSTRUCTION PLAN. REFER TO THE FOLLOWING PLAN SHEETS FOR DETAILED CONSTRUCTION REQUIREMENTS, LOCATIONS, AND ITEMS OF WORK.
- 2. WORK FOR THIS PROJECT SHALL CONSIST OF, BUT IS NOT LIMITED TO, REMOVAL AND REPLACEMENT OF THE EXISTING PULSE LIGHT APPROACH SLOPE INDICATORS (PLASI'S) ON RUNWAY 9-27 WITH PRECISION APPROACH PATH INDICATORS (PAPI'S) WITH ASSOCIATED CABLING, DUCT WORK, VAULT WORK AND OTHER ASSOCIATED ITEMS.
- 3. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIAL, EQUIPMENT, AND TRANSPORTATION NECESSARY TO CONSTRUCT ALL ELEMENTS OF THE PROJECT AS DESCRIBED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS. THE PROJECT PAY ITEMS ARE INTENDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS ALL INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT TO THE SATISFACTION OF THE RESIDENT ENGINEER/TECHNICIAN IS TO BE INCLUDED IN THE COSTS OF PERFORMING THESE ITEMS
- 4. THE RULES, REGULATIONS, AND SPECIFICATIONS ENUMERATED HEREIN SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS. THEY SHALL NOT PROHIBIT THE CONTRACTOR FROM FURNISHING AND INSTALLING HIGHER GRADES OF MATERIAL THAN ARE SPECIFIED
- 5. THE CONSTRUCTION ENTRANCE AS SHOWN ON THE SCOPE OF WORK AND/OR SAFETY PHASING PLAN ARE ONLY TO BE USED FOR THE PROJECT. ACCESS TO THE PROJECT FOR ALL HAULING OF MATERIALS AND EQUIPMENT SHALL BE RESTRICTED TO THE DESIGNATED
- 6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT. PRESERVE AND REPAIR THE EXISTING AIRFIELD AND ROADWAY PAVEMENTS AT ALL TIMES. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING ELECTRICAL, DRAINAGE, AND PAVEMENT STRUCTURES AT NO ADDITIONAL COST TO THE CONTRACT.
- 7. NO EQUIPMENT SHALL BE PERMITTED TO CROSS OR USE ANY EXISTING PAVEMENT OUTSIDE THE CONSTRUCTION LIMITS, GENERAL PROJECT AREA OR HAUL ROUTE
- 8. CONTRACTOR IS REQUIRED TO PROVIDE THEIR OWN RESTROOM FACILITIES.
- 9. UNLESS OTHERWISE NOTED, ALL DISTURBED AREAS OUTSIDE OF THE PROPOSED CONSTRUCTION LIMITS SHALL BE GRADED, SEEDED AND MULCHED, OR HYDROMULCH SEEDED, AT NO ADDITIONAL COST TO THE CONTRACT
- 10. EXCESS EXCAVATION MATERIAL SHALL BE PLACED AT A LOCATION ON AIRPORT PROPERTY TO BE DETERMINED BY THE AIRPORT MANAGER. ALL OTHER WASTE MATERIAL SHALL BE HAULED FROM THE AIRPORT AND PROPERLY DISPOSED OF UNLESS OTHERWISE SPECIFIED
- 11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FOR HAULING ON PUBLIC ROADS, AS APPLICABLE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY DAMAGES TO ANY PAVEMENTS (PUBLIC OR PRIVATE) CAUSED BY THEIR CONSTRUCTION EQUIPMENT OR PERSONNEL.
- 12. THE OWNER SHALL HAVE THE RIGHT OF FIRST REFUSAL FOR ALL SALVAGEABLE MATERIAL REMOVED ON THE PROJECT.
- 13. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER/TECHNICIAN SO THEY MAY DEVELOP ONE SET OF RELINED AS-BUILT DRAWINGS AT THE COMPLETION OF THE
- 14. CONTRACTOR SHALL NOTE THAT ALL AREAS WITHIN THE AIRPORT PROPERTY LINE AND OUTSIDE THE CONSTRUCTION LIMITS MAY BE USED FOR AGRICULTURAL PURPOSES. THE CONSTRUCTION LIMITS SHALL BE RESTRICTED TO AREAS THAT ARE ABSOLUTELY NECESSARY TO DISTURB TO COMPLETE THE REQUIRED WORK ITEMS. LIMITS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER PRIOR TO BEGINNING ANY WORK. ALL AREAS WHICH HAVE BEEN FARMED AND/OR DESIGNATED TO BE FARMED AFTER THE PROJECT COMPLETION, AND HAVE BEEN DISTURBED BY CONSTRUCTION ACTIVITY, SHALL BE CHISEL PLOWED (36" MAX.) OR OTHERWISE SCARIFIED TO RETURN THE AREA TO A REASONABLE TILLABLE CONDITION (IF SO PERMITTED BY THE AIRPORT MANAGER.)
- 15. CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITION ALL GRASS, STONE, OR PAVEMENT DISTURBED BY CONTRACTOR'S CONSTRUCTION OPERATIONS, STAGING, AND CONSTRUCTION ACCESS ROUTES. DISTURBED AREAS TO BE REPAIRED, GRADED, AND MULCHED SEEDED UNLESS OTHERWISE NOTED. STAGING AREA AND SITE ACCESS RESTORATION SHALL BE INCLUDED IN THE COST OF THE HAUL ROUTE.
- 16. APPROXIMATE LOCATIONS OF UNDERGROUND UTILITIES ARE SHOWN THROUGHOUT THESE PLANS. THE CONTRACTOR SHALL DETERMINE EXACT LOCATIONS AND PROTECT THESE UTILITIES DURING CONSTRUCTION ANY UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL COORDINATE WITH THE PROPER PERSONS FOR THE PURPOSE OF LOCATING AND PROTECTING EXISTING UNDERGROUND UTILITIES.
- 17. THE CONTRACTOR MUST AT ALL TIMES MAINTAIN PROPER DRAINAGE FOR ALL AREAS AFFECTED BY THEIR WORK.

FOR BID



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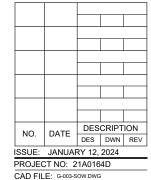
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REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021



DESIGN BY: BSS 12/06/2022 DRAWN BY: CWS 12/06/2022

REVIEWED BY: BSS 1/12/2024

SHEET TITLE

SCOPE OF WORK

PROPOSED SAFETY PLAN

PHASE 3: PLACE AND MAINTAIN

ENDS OF RUNWAY

EXISTING AIRCRAFT APRON

RUNWAY CLOSURE CROSSES (BOTH

CP4

CP5

GENERAL - THE EDGAR COUNTY AIRPORT IS COMPRISED OF TWO RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING THE RUNWAYS. ANY TIME THE CONTRACTOR IS WORKING WITHIN 125' OF THE RUNWAY CENTERLINE THE RUNWAY WILL BE CLOSED. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO TURN OFF AND TAG THE RESPECTIVE AIRFIELD LIGHTING CIRCUITS. THE CONTRACTOR SHALL PROVIDE AND INSTALL CLOSURE CROSSES PRIOR TO THE START OF CONSTRUCTION WITHIN 125' OF THE RUNWAY CENTERLINE.

IDENTIFICATION - WHEN THE CONTRACTORS VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CRANE SHALL BE MARKED WITH A FLAG AS DESCRIBED ABOVE. THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (123.00 MHz) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE EDGAR COUNTY AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTICAL EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR THEIR PERSONNEL

RUNWAY OBSTACLE

FREE ZONE (ROFZ)

PHASE 3: PLACE

AND MAINTAIN

BARRICADES

PROJECT PHASE 3

- OFZ

- RSA

PHASE 3: PLACE AND -

MAINTAIN BARRICADES PHASE 2: PLACE AND

MAINTAIN BARRICADES

PROPOSED FOUIPMENT

STORAGE AND STAGING AREA

(250' WIDE

SAFETY PLAN COMPLIANCE DOCUMENT

PRIOR TO THE ISSUANCE OF A CONSTRUCTION NOTICE-TO-PROCEED (NTP), THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING A SAFETY PLAN COMPLIANCE DOCUMENT IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G, PARAGRAPH 2.4.2, OR EQUIVALENT SECTION IN SUBSEQUENT/CURRENT ISSUE. THE AIRPORT DIRECTOR SHALL APPROVE THIS DOCUMENT AND SUBMIT TO THE AIRPORT AUTHORITY FOR APPROVAL PRIOR TO THE NTP ISSUANCE.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE THE EXISTING GATE AT THE END OF EACH WORKING DAY. THE CONTRACTOR WILL PROVIDE A CABLE AND 2 POSTS OR OTHER APPROVED METHOD TO PREVENT READY ACCESS TO THE HAUL ROUTE AND AIRFIELD PAVEMENTS.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET, WHICH IS EXPECTED TO BE A TRACTOR AND TRAILER FULLY EXTENDED, A DUMP TRUCK, A CONCRETE TRUCK, OR A LINE TRUCK.

EROSION CONTROL

THIS PROJECT WILL NOT DISTURB MORE THAN 1 ACRE OF LAND, THEREFORE, A N.P.D.E.S. PERMIT WILL NOT BE REQUIRED.

PHASE 2: PLACE AND MAINTAIN RUNWAY

RUNWAY OBJECT

PHASE 2: PLACE

AND MAINTAIN

BARRICADES.

FREE AREA (ROFA) (500' WIDE)

CLOSURE CROSSES (BOTH

- RSA

ASA -

PROJECT PHASE 2

FNDS OF RUNWAY)

ROF#

250

RSA

ROFA

ASA CP6 ZHO

----- ATOF

TAXIWAY B

EXISTING

GATE

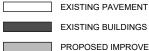
AIRPORT

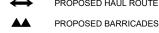
VAULT

CP1

ELECTRICAL

LEGEND:







PRG CTAF/UNICOM FREQUENCY = 123.00 MHz

CP7

CRITICAL POINTS

LONGITUDE

W087° 40' 29 48"

W087° 39' 39 31'

W087° 39' 39.40"

N087° 40' 42.06'

W087° 40' 41.96

W087° 40' 28.38"

W087° 39' 52.62"

LATITUDE

N039° 41' 47 41'

N039° 42' 00.07'

N039° 42' 02.54"

N039° 42' 01.08'

N039° 41' 58.6°

N039° 42' 01.05'

N039° 42' 01.89"

7-10

- RSA-

- ASA-

DESCRIPTION

STAGING AREA

PROJECT LIMIT

PROJECT LIMIT

PROJECT LIMIT

PROJECT LIMIT

PROPOSED PAPI

PROPOSED PAPI

RUNWAY 9-27

PROJECT PHASE 3

PROJECT PHASE

RUNWAY SAFETY

ARFA (RSA) (150' WIDE)

POINT#

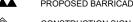
2

3

- АТОЯ —

3. PHASE 2: 3.1. PROPOSED IMPROVEMENTS





- RSA

EQUIP.

HEIGHT

25'

25'

25'

25'

25'

25' 25' FOUIP

FI F\

682'

674'

674'

680'

680' 677'

675'

SITE

FLEV

657 00

649 00

649.00

655.00

655.00

652.00

649.00

CP3

CP2

- PHASE 3 INCLUDES REMOVAL OF EXISTING PLASI'S, INSTALLATION OF NEW PAPI'S. AND INSTALLATION OF CABLES, CABLE IN UNIT DUCT, AND ASSOCIATED MATERIALS WITHIN THE RUNWAY OBJECT FREE AREA AND /OR RUNWAY SAFETY ARE OF RUNWAY
- ALL EQUIPMENT MUST BE LOWERED WHEN NOT IN USE OR IN TRANSIT AND SHALL NOT 4.3.
- CONSTRUCTION IN EACH PHASE AND SHALL BE REMOVED AT THE COMPLETION OF EACH
- WHENEVER CONSTRUCTION ACTIVITY NECESSITATES CLOSURE OF A RUNWAY OR TAXIWAY, THE AIRFIELD LIGHTING ASSOCIATED WITH THE CLOSED PAVEMENT SHALL BE TURNED OFF OR COMPLETELY COVERED, INCLUDING THE EDGE LIGHTS, SIGNAGE AND RUNWAY NAVAIDS. IF NECESSARY CONTRACTOR SHALL PROVIDE TEMPORARY AIRFIELD LIGHTING CIRCUIT EXISTING LIGHTING CIRCUITS, UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER. CONTRACTOR SHALL COORDINATE CLOSURES WITH THE AIRPORT MANAGER AT LEAST 7 DAYS IN ADVANCE SO NOTAMS CAN BE COORDINATED. IT IS THE RESPONSIBILITY OF THE AIRPORT MANAGER TO ISSUE ALL REQUIRED NOTAMS.
- AT ALL TIMES, THE CONTRACTOR'S OPERATIONS SHALL BE SUCH AS TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS.
- 8. ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY, CONTRACTOR TO YIELD TO AIRPORT VEHICLES AND REMAIN CLEAR AT ALL TIMES.
- 9. ALL ACTIVE AIRFIELD PAVEMENTS SHALL BE KEPT CLEAN AND FREE OF DEBRIS AT ALL TIMES
- 10. AT THE COMPLETION OF ALL WORK AREA CONSTRUCTION, THE HAUL ROUTE AND CONSTRUCTION EQUIPMENT PARKING AREA SHALL BE RESTORED TO PRE-CONSTRUCTION
- BARRICADES/CLOSURE CROSSES ON THE AIRFIELD, CONSTRUCTION/MAINTENANCE OF THE EQUIPMENT STAGING AREA AND HAUL ROUTE, AND ALL ASSOCIATED INCIDENTALS SHALL BE

PHASING NOTES

1. THE PROPOSED PROJECT WILL REQUIRE TEMPORARY CLOSURES OF RUNWAY 9/27 AND RUNWAY 18/36 AND TAXIWAYS. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING. PLACING, MAINTAINING, AND REMOVING THE CLOSURE CROSSES REQUIRED TO DELINEATE RUNWAY CLOSURES AS DETAILED ON THE SAFETY PLAN AND DETAIL SHEETS, AND BARRICADES FOR TAXIWAY CLOSURES

2. PHASE 1:

- PHASE 1 INCLUDES REMOVAL OF EXISTING CABLES AND INSTALLATION OF CABLE IN UNIT DUCT, AND DUCTS FROM THE AIRPORT ELECTRICAL VAULT UP TO THE RESPECTIVE RUNWAY OBJECT FREE AREAS
- TAXIWAYS SHALL BE CLOSED WHEN WORKING WITHIN THE TAXIWAY OBJECT FREE 2.2. AREA 62 FT FROM THE TAXIWAY CENTER LINE).
- PHASE 2 INCLUDES INSTALLATION OF CABLE IN UNIT DUCT AND DUCTS WITHIN THE RUNWAY OBJECT FREE AREA AND RUNWAY SAFETY AREA OF RUNWAY 18-36
- CONTRACTOR SHALL HAVE A TOTAL OF 2 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK IN THIS PHASE
- 3.3. RUNWAY 18/36 SHALL BE CLOSED DURING THIS PHASE
- ALL EQUIPMENT MUST BE LOWERED WHEN NOT IN USE OR IN TRANSIT AND MAY NOT BE LEFT WITHIN 250 FEET OF THE RUNWAY CENTERLINES, EXTENDED.

4. PHASE 3

- RUNWAY 9-27 SHALL BE CLOSED DURING THIS PHASE.
- BE LEFT WITHIN 250 FEET OF THE RUNWAY CENTERLINE, EXTENDED
- 5. CLOSURE CROSSES AND BARRICADES SHALL BE IN PLACE PRIOR TO BEGINNING
- JUMPER CABLES, CONDUIT ENCASED ABOVE GROUND, DURING CONSTRUCTION TO MAINTAIN

- DURING CONSTRUCTION.
- CONDITIONS PER THE SPECIFICATIONS.
- 11 THE COSTS FOR PROVISION PLACEMENT MAINTENANCE AND REMOVAL OF PAID FOR UNDER ITEM AR150520 MOBILIZATION

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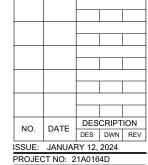


REPLACE RUNWAY 9-27

PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

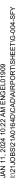


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DESIGN BY: BSS 12/3/2022 DRAWN BY: CWS 12/6/2022 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

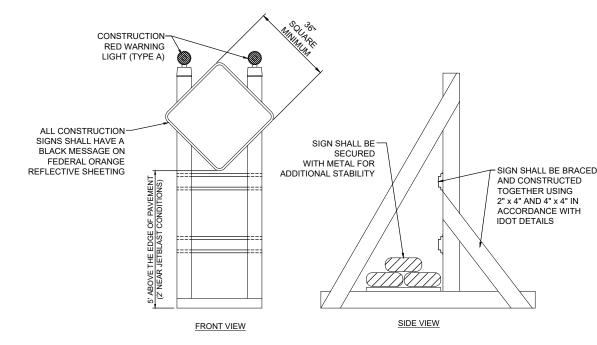
CONSTRUCTION SAFETY AND PHASING PLAN







CONSTRUCTION SIGNS



SIGNAGE NOTES

- 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. UNLESS OTHERWISE SPECIFIED, CONSTRUCTION SIGNS SHALL BE MOUNTED ON PORTABLE OR NON-PORTABLE SUPPORTS. A PORTABLE SUPPORT IS DEFINED AS A TYPICAL SIGN STANDARD AS SHOWN ON THIS SHEET, OR A SMALL LIGHT WEIGHT TRAILER. A NON-PORTABLE SUPPORT IS DEFINED AS DRIVEN METAL OR WOOD POST. ALL SIGNS, REGARDLESS OF THE TYPE OF SUPPORTS USED, SHALL BE MOUNTED SUCH THAT THE MESSAGE ON THE SIGN IS LEVEL IN THE HORIZONTAL PLANE AFTER PLACEMENT. THE COST OF CONSTRUCTION WARNING LIGHTS SHALL BE INCLUDED IN THE COST OF THE CONSTRUCTION SIGNS.
- CONSTRUCTION RED WARNING LIGHT: THESE ARE PORTABLE, LENS DIRECTED, ENCLOSED LIGHTS. THE COLOR OF THE LIGHT EMITTED SHALL BE RED. THEY ARE TO BE USED IN A LOW INTENSITY FLASHING MODE (TYPE A).
- 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.
- COST FOR PROVIDING, PLACING, MAINTAINING, AND REMOVING SIGNS SHALL BE INCLUDED IN ITEM AR150540 HAUL ROUTE.

SAFETY NOTES

- THE FOLLOWING NOTES ARE THE CONSTRUCTION SAFETY PROCEDURES THAT THE CONTRACTOR SHALL FOLLOW THROUGHOUT
 THIS PROJECT. ADDITIONAL REQUIREMENTS ARE SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET AND THIS
 SHEET.
- ALL PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR AC 150/5370-2G (CURRENT EDITION), "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", APPLY TO THIS CONTRACT, EXCEPT AS MODIFIED BY THIS SAFETY PLAN.
- 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.
- 4. 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.
- 5. CONTRACTOR EQUIPMENT, VEHICLES, AND PROJECT MATERIALS SHALL BE STORED AT THE STAGING AREA SHOWN ON THE PLAN VIEW
- 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 150/5210-5D, "PAINTING,
 MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT" LATEST EDITION.
- 7. NO CONSTRUCTION MATERIAL STOCKPILES SHALL BE LOCATED WITHIN 250' OF ANY ACTIVE RUNWAY CENTERLINE, WITHIN 93' OF ANY OTHER ACTIVE AIRPORT OPERATIONS AREA (EX. TAXIWAY), OR PENETRATE A PART 77 IMAGINARY SURFACE (PROVIDED BY THE RESIDENT ENGINEER/TECHNICIAN) EXTENDING OUT AND UPWARDS FROM ALL SIDES OF AN ACTIVE RUNWAY.
- 3. 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 150/5370-2G, "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 150/5370-2G, LATEST EDITION. CONTRACTOR SHALL NIGHT CHECK BARRICADES DAILY FOR PROPER OPERATION.
- 9. NO OPEN TRENCHES <u>WITHIN 250' OF AN ACTIVE RUNWAY CENTERLINE OR WITHIN 93' OF ANY TAXIWAY CENTERLINE</u> <u>WILL BE PERMITTED UNLESS APPROPRIATELY BACKFILLED OR COVERED. COVERING FOR OPEN TRENCHES MUST BE DESIGNED TO ALLOW SAFE OPERATIONS OF THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY/TAXIWAY ACROSS THE TRENCH WITHOUT DAMAGING THE AIRCRAFT. OTHER TRENCHES SHALL BE MAINTAINED SAFE, I.E., BARRICADED OR COVERED WITH STEEL PLATES IN ALL OTHER AREAS.</u>
- 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 25' TALL WILL BE PERMITTED ON THE AIRPORT UNLESS PERMITTED WITH THE APPROVAL OF THE AIRPORT MANAGER AND AIRSPACE APPROVAL BY THE FAA.
- 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 TRACKED ONTO AIRPORT ROADS, TAXIWAYS, AND SOD SURFACES, OR WHICH CAN BE BLOWN ONTO SUCH SURFACES, SHALL BE IMMEDIATELY SWEPT, 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. 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
- 15. ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY. CONTRACTOR TO YIELD TO VEHICLES AND REMAIN CLEAR AT ALL TIMES.
- 16. 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.
- 17. CONTRACTOR SHALL MARK HAZARDOUS AREA WITH STEADY-BURNING OR FLASHING RED LIGHTS DURING PERIODS OF LOW VISIBILITY AS REQUIRED.
- 18. THE CONTRACTOR SHALL PERIODICALLY PERFORM ONSITE INSPECTIONS THROUGHOUT THE DURATION OF THE PROJECT WITH THE IMMEDIATE REMEDY OF ANY DIFFERENCES. WHETHER CAUSED BY NEGLIGENCE, OVERSIGHT, OR PROJECT SCOPE CHANGE.
- CONTRACTOR SHALL MOVE MAINTENANCE OF TRAFFIC COMPONENTS AT THE WRITTEN DIRECTION OF THE RESIDENT ENGINEER/TECHNICIAN AT NO ADDITIONAL COST.
- 20. CONTRACTOR SHALL NOT REMOVE THE BARRICADES WITHOUT THE APPROVAL BY THE RESIDENT ENGINEER/TECHNICIAN.
- 21. CONTRACTOR SHALL MAINTAIN FLASHERS, SIGNS AND/OR BARRICADES AS REQUIRED BY THE PLANS, CITY OR COUNTY REGULATIONS OR CONTRACTOR ACTIVITIES. CONTRACTOR SHALL OBTAIN ANY AND ALL REQUIRED LOCAL PERMITS UNLESS SPECIFIED OTHERWISE
- 22. THE CONTRACTOR SHALL UTILIZE WATER AND/OR CHEMICALS APPROVED BY THE RESIDENT ENGINEER/TECHNICIAN AS NECESSARY TO CONTROL DUST.
- 23. NO CONSTRUCTION VEHICLES SHALL BE DRIVEN ACROSS ANY ACTIVE RUNWAY, INCLUDING TURF RUNWAYS. CONSTRUCTION EQUIPMENT OR CONSTRUCTION ACTIVITY WILL NOT BE PERMITTED WITHIN 250' OF ANY ACTIVE RUNWAY CENTERLINE OR WITHIN 93' OF ANY OTHER ACTIVE AIRPORT TAXIWAY OR APRON. HOWEVER, CONSTRUCTION MAY BE PERMITTED IN THESE AREAS IF THE CONTRACTOR HAS GAINED APPROVAL FROM THE AIRPORT MANAGER AT LEAST 7 DAYS IN ADVANCE OF THE SCHEDULED CONSTRUCTION PERIOD AND THE OPERATIONAL AREA IS CLOSED TO TRAFFIC AND PROPER NOTAMS ARE ISSUED BY THE AIRPORT MANAGER TO THE APPROPRIATE FLIGHT SERVICE STATION.
- 24. UNLESS SPECIFIED OTHERWISE, COST FOR THE ABOVE IS TO BE CONSIDERED INCIDENTAL TO THE PROJECT. SEPARATE PAYMENT SHALL NOT BE MADE.



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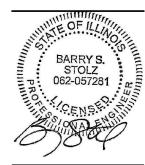
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E LICENSE

REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

NO.	DATE	DES	CRIPT	ION	
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ISSUE: JANUARY 12, 2024					

ISSUE: JANUARY 12, 202 PROJECT NO: 21A0164D CAD FILE: G-004-SFY.DWG

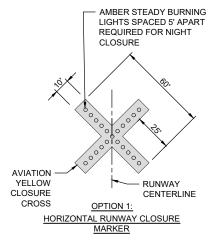
DESIGN BY: BSS 12/3/2022

DRAWN BY: CWS 12/6/2022

REVIEWED BY: BSS 1/12/2024

SHEET TITLE

CONSTRUCTION SAFETY NOTES & DETAILS SHEET 1





OPTION 2: L-893 LIGHTED RUNWAY CLOSURE

RUNWAY CLOSURE CROSS MARKER DETAIL

NOT TO SCALE

ALTERNATING ORANGE AND WHITE FLAGS 8'.0" 12" ALT. STRIPES REFLECTIVE ORANGE AND WHITE HIGH IMPACT, UV RESISTANT POLYETHYLENE 10" X 96" X 10" ORANGE AND/OR WHITE IN COLOR

LOW-PROFILE BARRICADE DETAIL

DETAIL ABOVE REPRESENTS ONE OPTION FOR LOW-PROFILE BARRICADES. OTHER OPTIONS MAY BE UTILIZED AS LONG AS THEY MEET THE REQUIREMENTS OF THE PROJECT, INCLUDING BARRICADE NOTE 1.

CLOSURE CROSS NOTES

- 1. RUNWAY CLOSURE CROSS MARKINGS SHALL BE LIGHTED DURING DARKNESS AND PERIODS OF REDUCED VISIBILITY. THE LIGHTED MARKERS SHALL BE PLACED OVER THE RUNWAY NUMERALS OR IMMEDIATELY OFF THE END OF THE RUNWAY ON THE EXTENDED CENTERLINE, AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN.
- THE CONTRACTOR SHALL PROVIDE THE RUNWAY CLOSURE CROSSES BY ONE OF TWO OPTIONS:

OPTION 1: TEMPORARY CLOSURE CROSS MARKINGS SHALL BE CONSTRUCTED OF PLYWOOD, SNOW FENCE OR APPROVED FABRIC AND SHALL BE SECURED TO PAVEMENT BY SANDBAGS OR OTHER APPROVED METHOD.

OPTION 2: THE CONTRACTOR SHALL PROVIDE TWO (2) L-893 LIGHTED RUNWAY CLOSURE MARKERS, MEETING THE REQUIREMENTS IN FAA ADVISORY CIRCULAR 150/5345-55 AND SHALL BE IN PLACE AND OPERATING WHENEVER THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED.

- 3. TAXIWAY CLOSURE CROSSES SHALL MEET OPTION 1 IN THE ABOVE NOTE.
- 4. THE CONTRACTOR SHALL MAKE FREQUENT INSPECTION OF THE LIGHTED CROSSES AND MAKE PROMPT REPAIRS AS NECESSARY.
- 5. THE CONTRACTOR SHALL BE ON-CALL FOR 24-HOUR EMERGENCY MAINTENANCE WHEN LIGHTED CROSSES ARE BEING USED.
- 6. LIGHTED MARKERS SHALL BE SECURED FROM WIND EFFECTS BY THE CONTRACTOR AS RECOMMENDED BY THE MANUFACTURER.
- COST FOR PROVIDING, PLACING, OPERATING, MAINTAINING, RELOCATING AND REMOVING CLOSURE CROSSES WILL BE CONSIDERED INCIDENTAL TO ITEM AR150520 AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

BARRICADE NOTES

- 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.
- BARRICADES SHALL BE "LOW-PROFILE" WITH A MAXIMUM HEIGHT OF 18" ABOVE GROUND, EXCLUSIVE OF ASSOCIATED WARNING LIGHTS AND FLAGS.
- BARRICADES SHALL BE SPACED END TO END THE WIDTH OF THE PAVEMENT, WITH GAPS BETWEEN BARRICADES NOT TO EXCEED 4' WIDE. BARRICADES ARE TO BE SET BACK 66' FROM THE ACTIVE TAXIWAY CENTERLINE OR AS SHOWN ON THE PLANS.
- 4. 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.
- 5. THE LIGHTING SHALL BE MAINTAINED IN OPERATION DURING THE HOURS OF DARKNESS BETWEEN 1/2 HOUR BEFORE SUNSET AND 1/2 HOUR AFTER SUNRISE AND WHEN CONDITIONS EXIST WHICH TEND TO OBSCURE VISION.
- 6. BARRICADES SHALL BE SECURED TO THE GROUND BY APPROVED METHODS TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURPENTS
- 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.
- 8. COST FOR PROVIDING, PLACING, MAINTAINING, AND REMOVING BARRICADES SHALL BE PAID FOR UNDER ITEM AR150520 MOBILIZATION.



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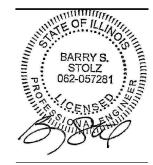
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REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

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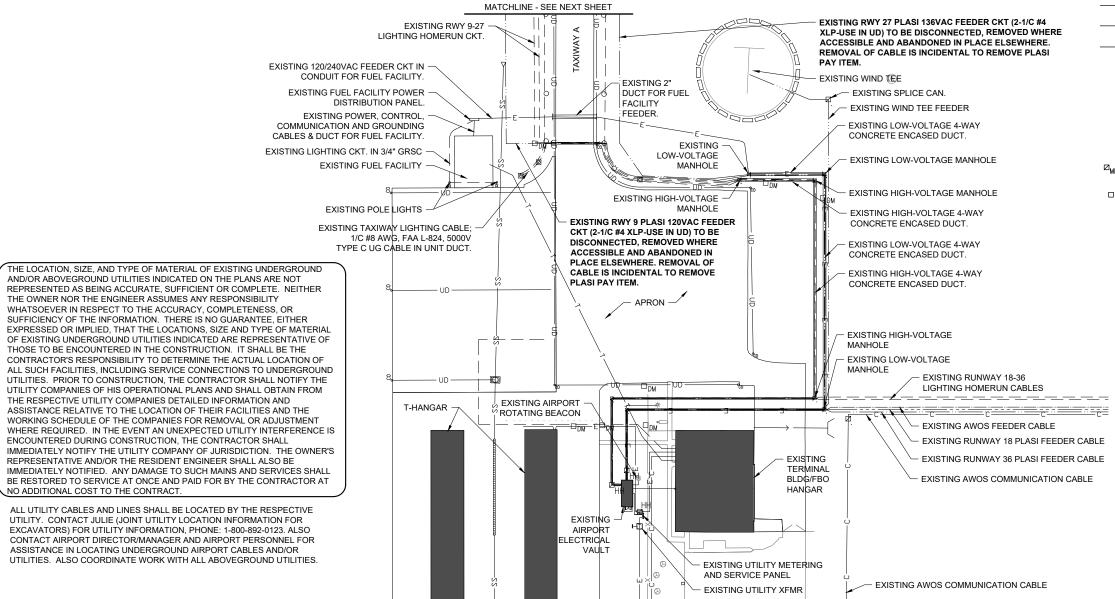
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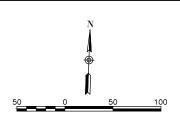
SHEET TITLE

CONSTRUCTION SAFETY NOTES & DETAILS SHEET 2

PLASI REMOVAL NOTES

- . ALL 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).
- CONTRACTOR SHALL EXAMINE THE SITE TO DETERMINE THE EXTENT OF THE WORK. CONTRACTOR SHALL FIELD VERIFY EXISTING SITE
 CONDITIONS. CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, RELOCATING,
 DISCONNECTING, CONNECTING, OR WORKING ON THE RESPECTIVE AIRFIELD LIGHTING, PLASI UNITS, VAULT EQUIPMENT, OR OTHER DEVICE.
- 3. CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF FAA AC NO. 150/5370-2G (OR MOST CURRENT ISSUE) "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- 4. CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
- 5. EXISTING PLASI UNITS SHOWN TO BE REMOVED ARE TO BE REMOVED AND TURNED OVER TO THE AIRPORT. IN THE EVENT THE AIRPORT DOES NOT WANT THE PLASI UNITS THEY SHALL BE DISPOSED OF OFF THE AIRPORT SITE IN A LEGAL MANNER. THE EXISTING PLASI CONCRETE BASES ARE TO BE REMOVED TO THEIR FULL DEPTH AND DISPOSED OF OFF THE AIRPORT SITE IN A LEGAL MANNER. THE HOLES LEFT FROM THE REMOVAL OF PLASI BASES SHALL BE FILLED IN WITH EARTH AND COMPACTED TO PREVENT FUTURE SETTLEMENT, SEEDED AND MULCHED IN ACCORDANCE WITH ITEMS 901 AND 908, RESPECTIVELY. REMOVAL OF THE EXISTING PLASI UNITS WILL BE PAID FOR UNDER ITEM AR125910 REMOVE PLASI PER FACH
- 6. THE EXISTING AIRFIELD LIGHTING/NAVAID CABLES ASSOCIATED WITH AIRFIELD LIGHTING/NAVAID REMOVALS SHALL BE REMOVED WHERE ACCESSIBLE AND ABANDONED IN PLACE ELSEWHERE UNLESS IT CONFLICTS WITH THE INSTALLATION OF A PROPOSED LIGHT, NAVAID, SIGN, CABLE, DUCT, PAVEMENT, OR OTHER WORK, THEN IT SHALL BE REMOVED AND DISPOSED OF OFF SITE AT NO ADDITIONAL COST TO THE CONTRACT. CONTRACTOR MAY REMOVE ABANDONED CABLES AT NO ADDITIONAL COST TO THE CONTRACT AND SHALL HAVE THE SALVAGE RIGHTS TO ABANDONED CABLES. EXPOSED CABLES AND CONDUITS ASSOCIATED WITH PLASI'S TO BE REMOVED, SHALL BE REMOVED. GROUND RODS ASSOCIATED WITH PLASI'S TO BE REMOVED SHALL ALSO BE REMOVED.
- 7. WHEN A RUNWAY IS CLOSED, THE NAVAIDS AND LIGHTING FOR THAT RUNWAY SHALL BE SHUT OFF.
- 3. NO CONNECTION TO AN ACTIVE LIGHTING CIRCUIT, NAVAID, OR OTHER CIRCUIT SHALL BE BROKEN UNTIL THE CIRCUIT HAS BEEN TURNED OFF IN ACCORDANCE WITH THE AROVE, NOTE 1





LEGEND

	EXISTING PAVEMENT
	EXISTING ELECTRICAL DUCT
	EXISTING ELECTRICAL CABLES
——— UGE———	EXISTING UG ELECTRIC UTILITY PRIMARY
—— E——	EXISTING ELECTRICAL FEEDER
——т—	EXISTING TELEPHONE / COMMUNICATION LINE
——c—	EXISTING AWOS COMMUNICATION CABLE
0	EXISTING STAKE MOUNTED TAXIWAY LIGHT
	EXISTING BASE MOUNTED TAXIWAY LIGHT
ш	EXISTING STAKE MOUNTED RUNWAY LIGHT
	EXISTING BASE MOUNTED RUNWAY LIGHT
	EXISTING RUNWAY/TAXI GUIDANCE SIGN
$\square_{MH} \square_{HH} \square_{SC}$	EXISTING ELECTRICAL STRUCTURE (MANHOLE, HANDHOLE, SPLICE CAN)
□ _{DM} □ _{CM}	EXISTING ELECTRICAL MARKER (DUCT MARKER, CABLE MARKER)

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DATE

1/12/2024 EXPIRES: 11/30/20

REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

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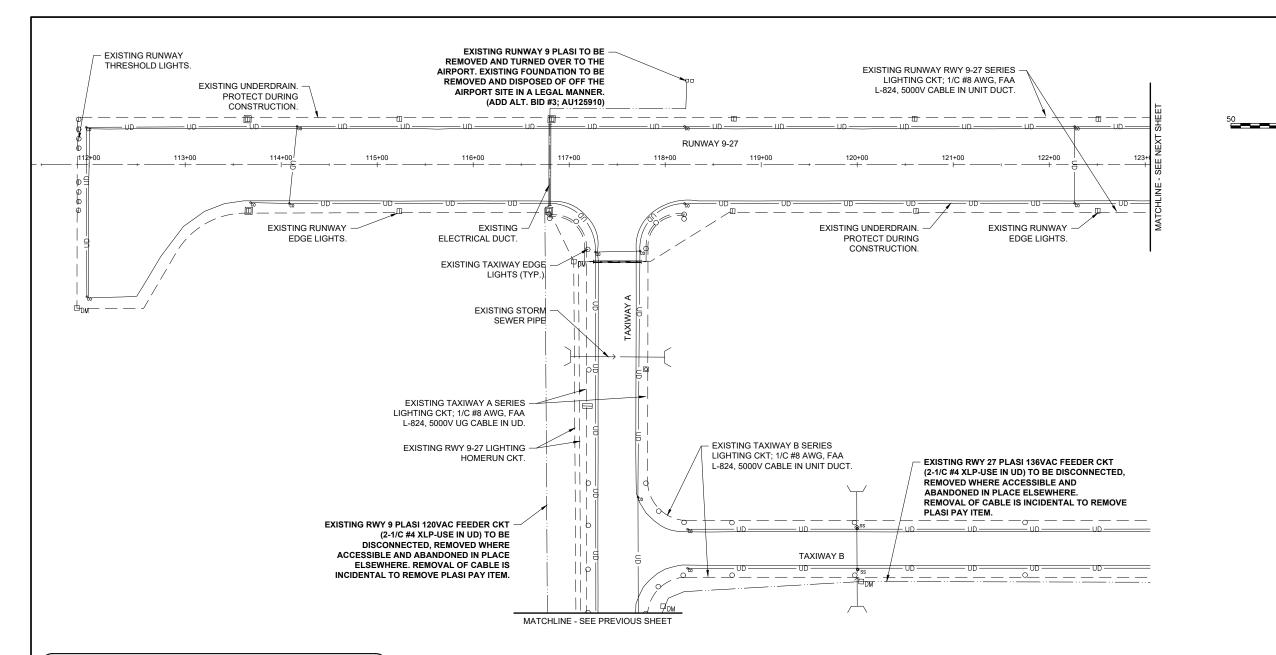
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DESIGN BY: KNL 12/3/2022 DRAWN BY: CWS 12/6/2022 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

EXISTING ELECTRICAL PLAN -HOMERUN



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 WHATSOEVER 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. 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



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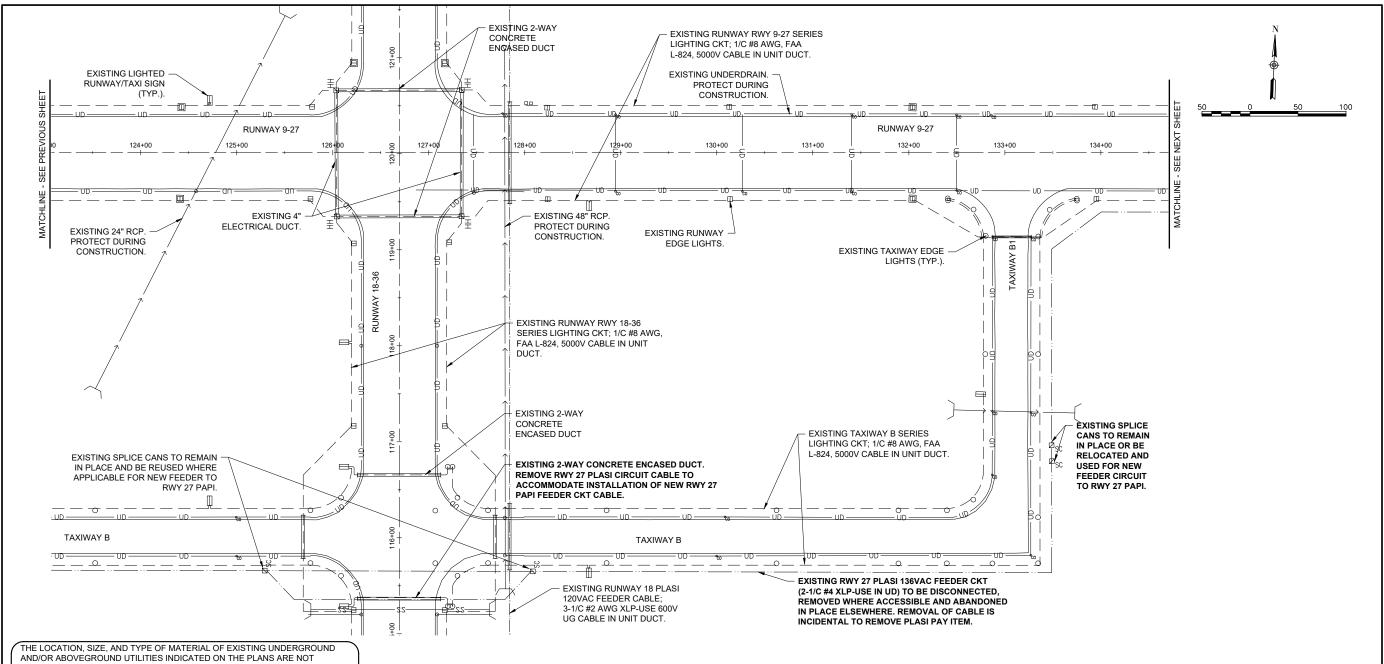
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DESIGN BY: KNI 12/3/2022 DRAWN BY: CWS 12/6/2022 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

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REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

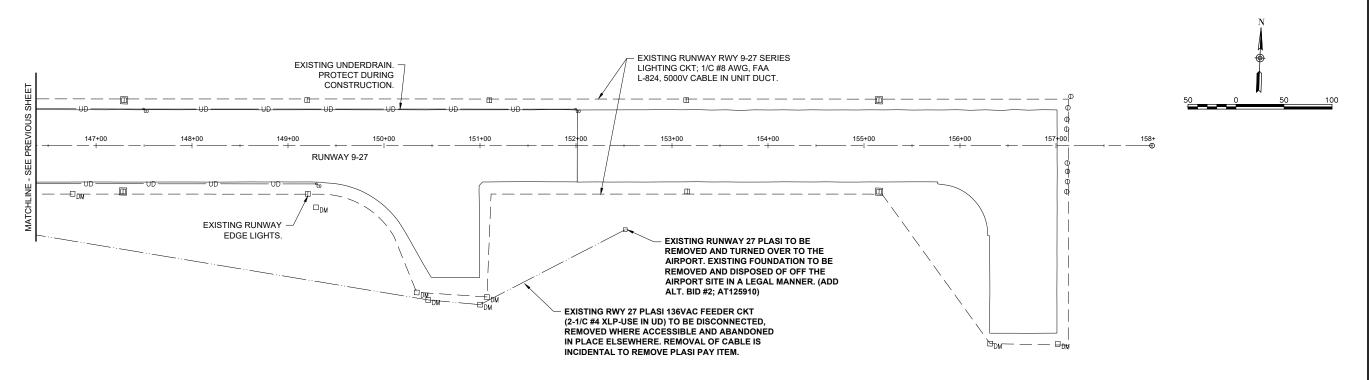
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DATE SIGNED: 1/

TE LICENSE NED: 1/12/2024 EXPIRES:

REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

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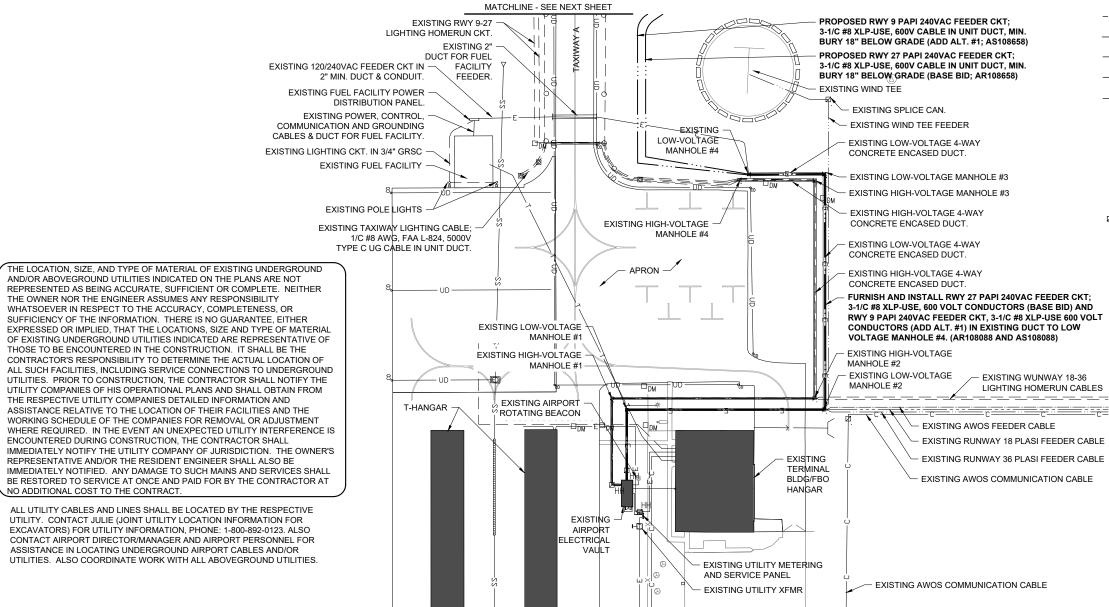
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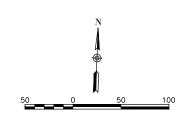
DRAWN BY: CWS 12/6/2022

SHEET TITLE

PAPI AND AIRFIELD WORK INSTALLATION NOTES

- I. ALL 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).
- 2. ALL ELECTRICAL EQUIPMENT (INCLUDING AIRFIELD LIGHTING AND NAVAIDS) 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 UL LISTING, INTERTEK TESTING SERVICES VERIFICATION/ETL LISTING (OR OTHER THIRD PARTY LISTING) AND/OR MANUFACTURER'S WARRANTY OF A DEVICE WILL NOT BE PERMITTED.
- 3. PER FAA 150/5340-30J, 7.5.4 PAPI, 7.5.4.11.2 LOCATION OF THE PCU, IT NOTES TO LOCATE THE PCU AS FAR FROM THE RUNWAY AS POSSIBLE FOR A MINIMUM OBSTRUCTION TO AIRCRAFT. IF THE PCU IS ESSENTIAL WITH A LIGHT UNIT, PLACE IT FARTHEST FROM THE RUNWAY. IF THE PCU IS A SEPARATE UNIT, MOUNT IT AT THE MINIMUM POSSIBLE HEIGHT, AND LOCATE IT OUTSIDE THE RSA. IF THE PCU CANNOT BE LOCATED OUTSIDE THE RSA, IT MUST BE MOUNTED WITH FRANGIBLE COUPLINGS AND BREAKAWAY CABLING.
- 4. IN AREAS WHERE THERE IS A CONGESTION OF CABLES OR WHERE THE PROPOSED CABLE CROSSES AN EXISTING CABLE, THE CONTRACTOR IS REQUIRED TO HAND DIG THE TRENCH NECESSARY FOR THE PROPOSED CABLE. AT OTHER LOCATIONS, THE PROPOSED CABLE MAY BE TRENCHED OR PLOWED INTO PLACE. HAND DIGGING, TRENCHING AND/OR PLOWING WILL BE CONSIDERED INCIDENTAL TO THE PROPOSED CABLES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED
- 5. THE CONTRACTOR SHALL SECURE, IDENTIFY AND PLACE ALL TEMPORARY EXPOSED WIRING IN CONDUIT, DUCT OR UNIT DUCT TO PREVENT ELECTROCUTION AND FIRE IGNITION SOURCES AS PER THE REQUIREMENTS OF FAA AC 150/5370-2G, SECTION 218.3. ALL LABOR, MATERIALS, AND TIME NECESSARY TO COMPLY WITH THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 6. HOMERUN CABLES FOR A RESPECTIVE CIRCUIT THAT ARE INSTALLED IN CONDUIT OR DUCT SHALL BE RUN TOGETHER IN THE SAME RACEWAY OR DUCT.
- 7. THE CONTRACTOR IS REQUIRED TO FILL IN ALL HOLES AND DEPRESSIONS RESULTING FROM THE NEW WORK, WITH EARTH MATERIAL. THE AREAS SHALL BE COMPACTED TO PREVENT FUTURE SETTLEMENT AND FERTILIZED, SEEDED, AND MULCHED IN ACCORDANCE WITH ITEMS 901 AND 908 RESPECTIVELY. THIS WORK WILL BE CONSIDERED AS AN INCIDENTAL ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 8. HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS OR 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, HANDHOLE, OR MANHOLE.
- 9. NO CONNECTION TO AN ACTIVE LIGHTING, NAVAID, OR OTHER CIRCUIT WILL BE BROKEN UNTIL THE CIRCUIT HAS BEEN TURNED OFF IN ACCORDANCE WITH NOTE 1.





LEGEND

T EXISTING PAVEMENT EXISTING ELECTRICAL DUCT PROPOSED ELECTRICAL DUCT PROPOSED 3-1/C #8 XLP-USE 600V UG CABLE IN UNIT DUCT ---- EXISTING ELECTRICAL CABLES EXISTING UG ELECTRIC UTILITY PRIMARY — EXISTING ELECTRICAL FEEDER — EXISTING TELEPHONE / COMMUNICATION LINE EXISTING AWOS COMMUNICATION CABLE EXISTING STAKE MOUNTED TAXIWAY LIGHT EXISTING BASE MOUNTED TAXIWAY LIGHT EXISTING STAKE MOUNTED RUNWAY LIGHT EXISTING BASE MOUNTED RUNWAY LIGHT EXISTING RUNWAY/TAXI GUIDANCE SIGN EXISTING ELECTRICAL STRUCTURE EXISTING ELECTRICAL MARKER



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KEVIN N.
HIGHTFOOT

OF ILL

Weny D. Eglepot

TE LICENSE GNED: 1/12/2024 EXPIRES: 11/30/2029

REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

NO. DATE DESCRIPTION
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CAD FILE: E-102-SITE.DWG

DESIGN BY: KNL 12/5/2022

DRAWN BY: CWS 12/6/2022

REVIEWED BY: BSS 1/12/2024

SHEET TITLE

PROPOSED ELECTRICAL PLAN -HOMERUN

865.6'

116+00

EXISTING UNDERDRAIN.

EXISTING RUNWAY

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PROTECT DURING

CONSTRUCTION.

4" DIRECTIONAL BORE

(ADD ALT. #1; AS110014)

117+00

DUCT 115LF

118+00

RUNWAY 9-27

119+00



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PROPOSED L-881(L) STYLE A 2-BOX PAPI.
REFER TO "PAPI SITING DETAILS AND NOTES"
SHEET. PAPI WITH INTEGRAL PCU TO BE

PAVEMENT EDGE. (ADD ALT. #1; AS125620)

122+00

123+

LOCATED FURTHEST FROM RUNWAY

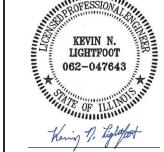
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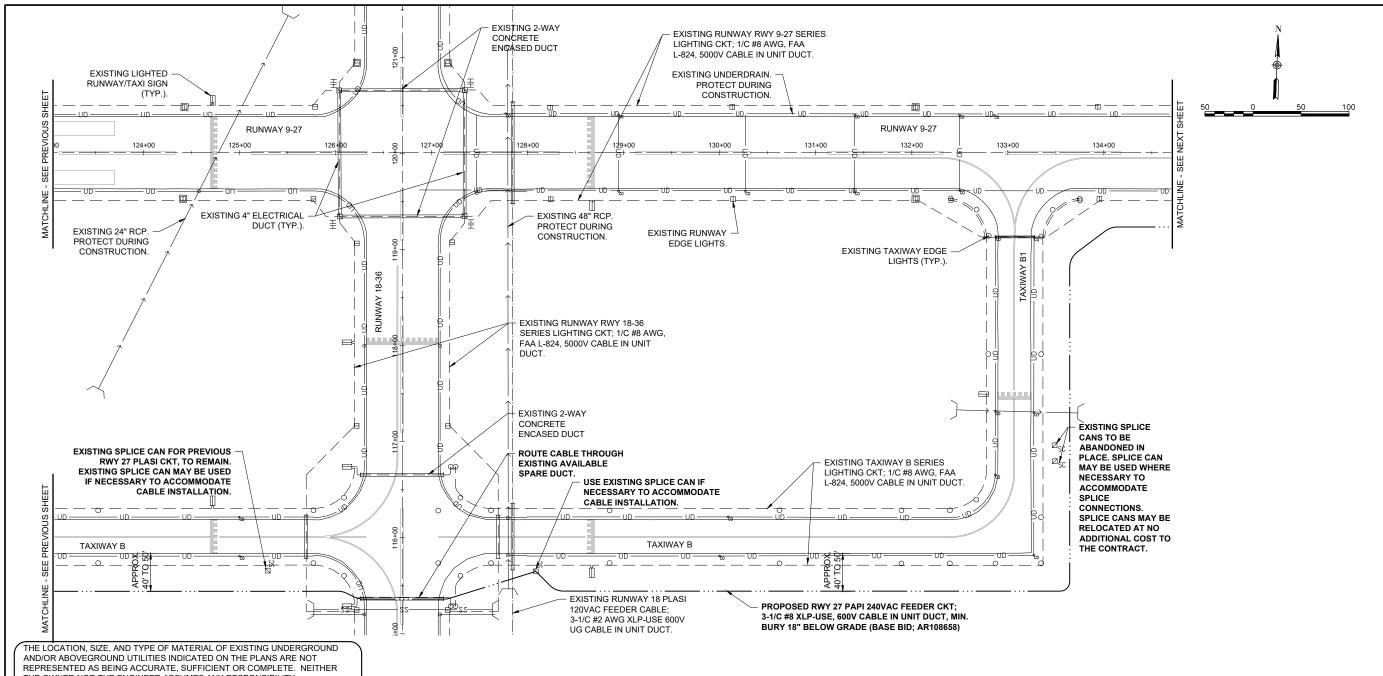
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REVIEWED BY: BSS 1/12/2024

SHEET TITLE

PROPOSED ELECTRICAL PLAN RWY 9-27 SHEET 1



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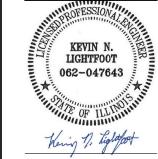
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DATE SIGNED: 1/12/20

: 1/12/2024 EXPIRES: 11/3

REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

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SHEET TITLE

PROPOSED ELECTRICAL PLAN RWY 9-27 SHEET 2

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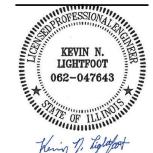
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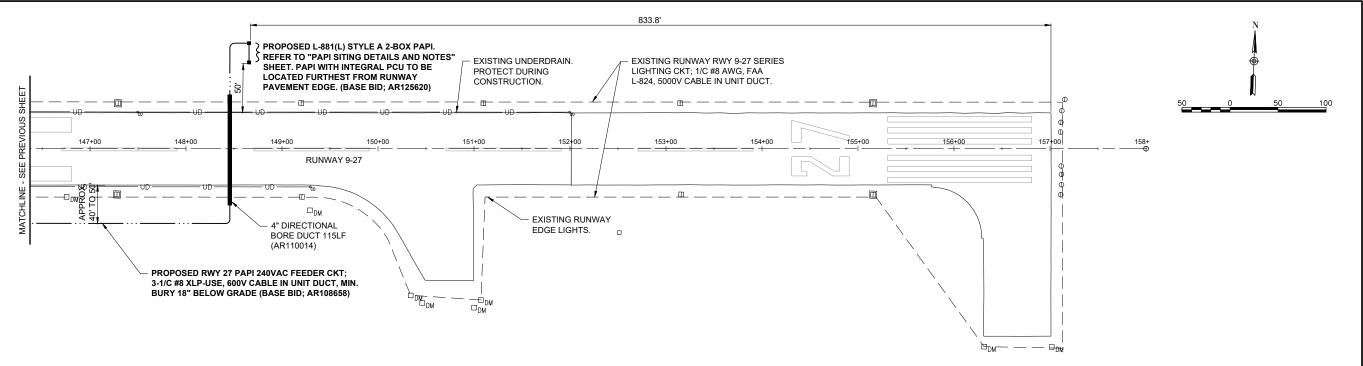
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PROPOSED ELECTRICAL PLAN RWY 9-27 SHEET 3



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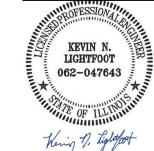
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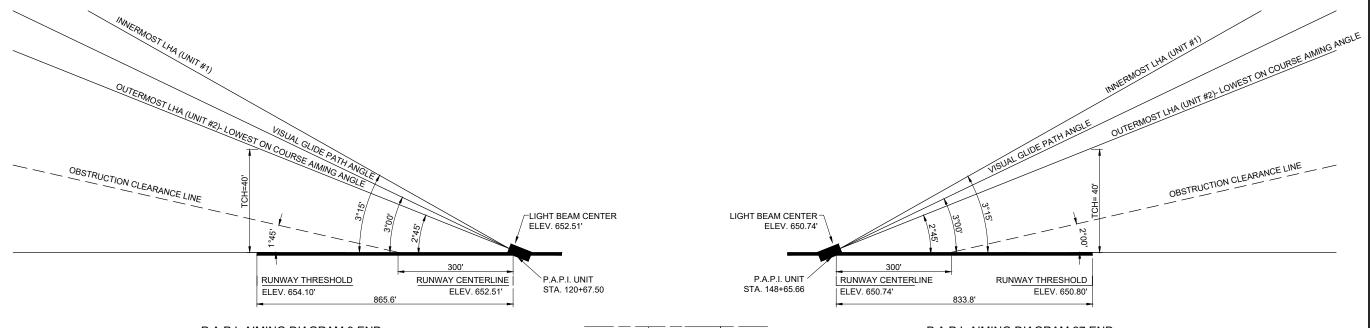
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SHEET TITLE

PROPOSED ELECTRICAL PLAN **RWY 9-27 SHEET 4**



P.A.P.I. AIMING DIAGRAM 9 END

"NOT TO SCALE"

	RUNWAY 9 PAPI DATA TABLE					
		PAPI UNIT #1 (INNERMOST)	PAPI UNIT #2 (OUTERMOST)			
	AIMING ANGLE	3° 15'	2° 45'			
Λ	APPROXIMATE GROUND ELEVATION	650.5'	650'			
	PAPI UNIT APERTURE ELEVATION	652.51'	652.51'			

NOTES:

1. APERTURE ELEVATIONS ARE TO THE CENTERLINE OF THE LIGHT SLOT.

10 DEGREE LIGHT SIGNAL

P.A.P.I. LIGHT SIGNAL BAFFLE (RUNWAY 9 END)

"NOT TO SCALE

SAME CUT-OFF RANGE, SEE P.A.P.I. NOTE 7 THIS SHEET

NOTE: EACH LIGHT LINIT WITHIN A SINGLE PAPI SITE SHALL HAVE THE

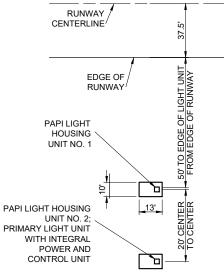
- 2. RUNWAY CENTERLINE ELEVATION PERPENDICULAR TO PAPI LOCATION = 652.51'
- RUNWAY END CROSSING HEIGHT (AS DEFINED BY AC 150/5340-30J, PART 7.5.4.5)= 40'

10 DEGREE OBSTACLE CLEARANCE SURFACE

3 00° BAFFLE

LEFT

CONTRACTOR IS TO RECORD AND PROVIDE TO THE ENGINEER AS-BUILT ELEVATIONS FOR EACH PAPI LIGHT HOUSING ASSEMBLY, INCLUDING PAPI UNIT APERTURE ELEVATIONS AND SITING ANGLES



P.A.P.I. AIMING DIAGRAM 27 END

"NOT TO SCALE"

	RUNWAY 27 PAPI DATA TABLE					
PAPI UNIT #1 PAPI U (INNERMOST) (OUTER						
	AIMING ANGLE	3° 15'	2° 45'			
Λ	APPROXIMATE GROUND ELEVATION	648'	648'			
	PAPI UNIT APERTURE ELEVATION	650.74'	650.74'			

NOTES:

- 1. APERTURE ELEVATIONS ARE TO THE CENTERLINE OF THE LIGHT SLOT
- 2. RUNWAY CENTERLINE ELEVATION PERPENDICULAR TO PAPI LOCATION = 650.74'
- 3. RUNWAY END CROSSING HEIGHT (AS DEFINED BY AC 150/5340-30J, PART 7.5.4.5)= 40'
- CONTRACTOR IS TO RECORD AND PROVIDE TO THE ENGINEER AS-BUILT ELEVATIONS FOR EACH PAPI LIGHT HOUSING ASSEMBLY, INCLUDING PAPI UNIT APERTURE ELEVATIONS AND SITING ANGLES.

P.A.P.I. LAYOUT DETAIL

"NOT TO SCALE'

P.A.P.I. NOTES

- EACH PROPOSED PRECISION APPROACH PATH INDICATOR (PAPI) SYSTEM WILL BE PLACED AT THE LOCATION SHOWN ON RESPECTIVE PROPOSED ELECTRICAL SITE PLAN SHEETS. LOCATE THE PAPI WITH THE POWER AND CONTROL UNIT FURTHEST FROM THE RUNWAY PAVEMENT EDGE TO COMPLY WITH FAA REQUIREMENTS.
- ANY REQUIRED ELECTRICAL EQUIPMENT BESIDES THE TWO PAPI LIGHT UNITS THAT IS NOT CONSIDERED BY THE FAA TO BE FIXED-BY-FUNCTION SHALL BE INSTALLED OUTSIDE OF THE RUNWAY OBJECT FREE AREA. WHICH IS 250' FROM THE RUNWAY CENTERLINE.
- 3. THE PROPOSED CONCRETE FOUNDATION PIERS SHALL BE AS DETAILED ON THE "PAPI FOUNDATION DETAILS" SHEET.
- EACH PAPI UNIT SHALL BE CONSTRUCTED SUCH THAT THE BEAM CENTERS WILL BE WITHIN ±1" OF THE RESPECTIVE SPECIFIED ELEVATION. ANY SITE GRADING REQUIRED TO ACCOMMODATE THE SPECIFIED ELEVATIONS SHALL BE INCIDENTAL TO THE PAPI INSTALLATION. GRADE TO DRAIN.
- THE INBOARD LIGHT UNIT MUST NOT BE LESS THAN 50 FT. FROM THE RUNWAY EDGE (MEASURED TO THE EDGE OF THE LIGHT UNIT) OR TO OTHER RUNWAYS OR TAXIWAYS, AND THE PAPI LIGHT UNITS MUST HAVE A LATERAL SEPARATION OF 20 FT (MEASURED CENTER TO CENTER), IN ACCORDANCE WITH AC 150/5340-30J PART 7.5.4 PAPI, 7.5.4.7.2 SEPARATION BETWEEN LIGHT UNITS, AND FIGURE A-81. FOR THE L-880 AND L-881, THE DISTANCE BETWEEN LIGHT UNITS MAY NOT VARY BY MORE THAN PLUS OR MINUS 1 FOOT. SEE PAPI LAYOUT DETAIL FOR DIMENSIONS BETWEEN UNITS.
- <u> 1</u> 6. THE PROPOSED PAPI SIGNAL SHALL BE VISIBLE FOR A 10 DEGREE ZONE ON EITHER SIDE OF THE RUNWAY CENTERLINE IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5340-30J, FIGURE A-81 PAPI OBSTACLE CLEARANCE SURFACE, AND FAA ORDER JO 6850.2C FIGURE 5-4 PAPI OBSTACLE CLEARANCE SURFACE. PER FAA AC 150/5345-28H, 3.2.4 LIGHT UNIT ADJUSTMENTS, PART 3.2.4.1.3 HORIZONTAL LIGHT BEAM COVERAGE, THE PAPI SHALL BE DESIGNED TO BE CAPABLE OF MODIFYING THE HORIZONTAL LIGHT BEAM COVERAGE OF THE PAPI FOR OBSTACLE AVOIDANCE IN THE APPROACH AREA AND LIGHT SIGNAL CLEARANCE SURFACE. THIS MAY BE ACCOMPLISHED USING BAFFLES (ALSO REFERRED TO AS BLANKING DEVICES)
 - TO ACCOMMODATE TREES THAT WERE IDENTIFIED BEYOND 7° OF THE LIGHT HOUSING ASSEMBLIES (LHA), ADDITIONAL BAFFLES SHALL BE INSTALLED TO LIMIT THE VISIBLE LIGHT SIGNALS AS FOLLOWS: RUNWAY 9 PAPI BAFFLE ANGLE OF 3° ON THE LEFT SIDE OF THE APPROACH (PILOT'S VIEWPOINT) AND NO BAFFLE ON THE RIGHT SIDE OF THE APPROACH (PILOT'S VIEWPOINT.) RUNWAY 27 PAPI REQUIRES NO BAFFLES. THESE SHALL BE MEASURED FROM THE OUTERMOST LIGHT UNITS. EACH LIGHT UNIT WITHIN A SINGLE PAPI SITE SHALL HAVE THE SAME CUT-OFF RANGE. SEE 'LIGHT SIGNAL BAFFLE DETAIL ON THIS SHEET. COORDINATE BAFFLE INSTALLATION WITH ENGINEER AND MANUFACTURER PRIOR TO ORDERING PAPI UNITS TO CONFIRM CORRECT BAFFLES FOR SELECTED MANUFACTURER.
 - PER FAA 150/5340-30J. 7.5.4 PAPI, 7.5.4.11.2 LOCATION OF THE PCU, IT NOTES TO LOCATE THE PCU AS FAR FROM THE RUNWAY AS POSSIBLE FOR A MINIMUM OBSTRUCTION TO AIRCRAFT. IF THE PCU IS ESSENTIAL (INTERNAL) WITH A LIGHT UNIT, PLACE IT FARTHEST FROM THE RUNWAY. PER FAA ORDER 6850.2C, 507 PAPI ASSEMBLIES, 507.A POWER AND CONTROL ASSEMBLY, AN EXTERNAL PCA/PCU SERVING A LED PAPI MUST BE LOCATED OUTSIDE OF THE RUNWAY OBJECT FREE AREA (ROFA).



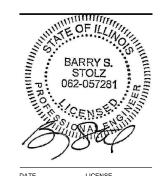
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REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

A	9/12/23	REVISE NOTES/DETAIL		
	9/12/23	BSS	CWS	BSS
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PROJECT NO: 21A0164D

CAD FILE: C-501-DETL.DWG DESIGN BY: KNI 12/9/2022 DRAWN BY: CWS 12/13/2022 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

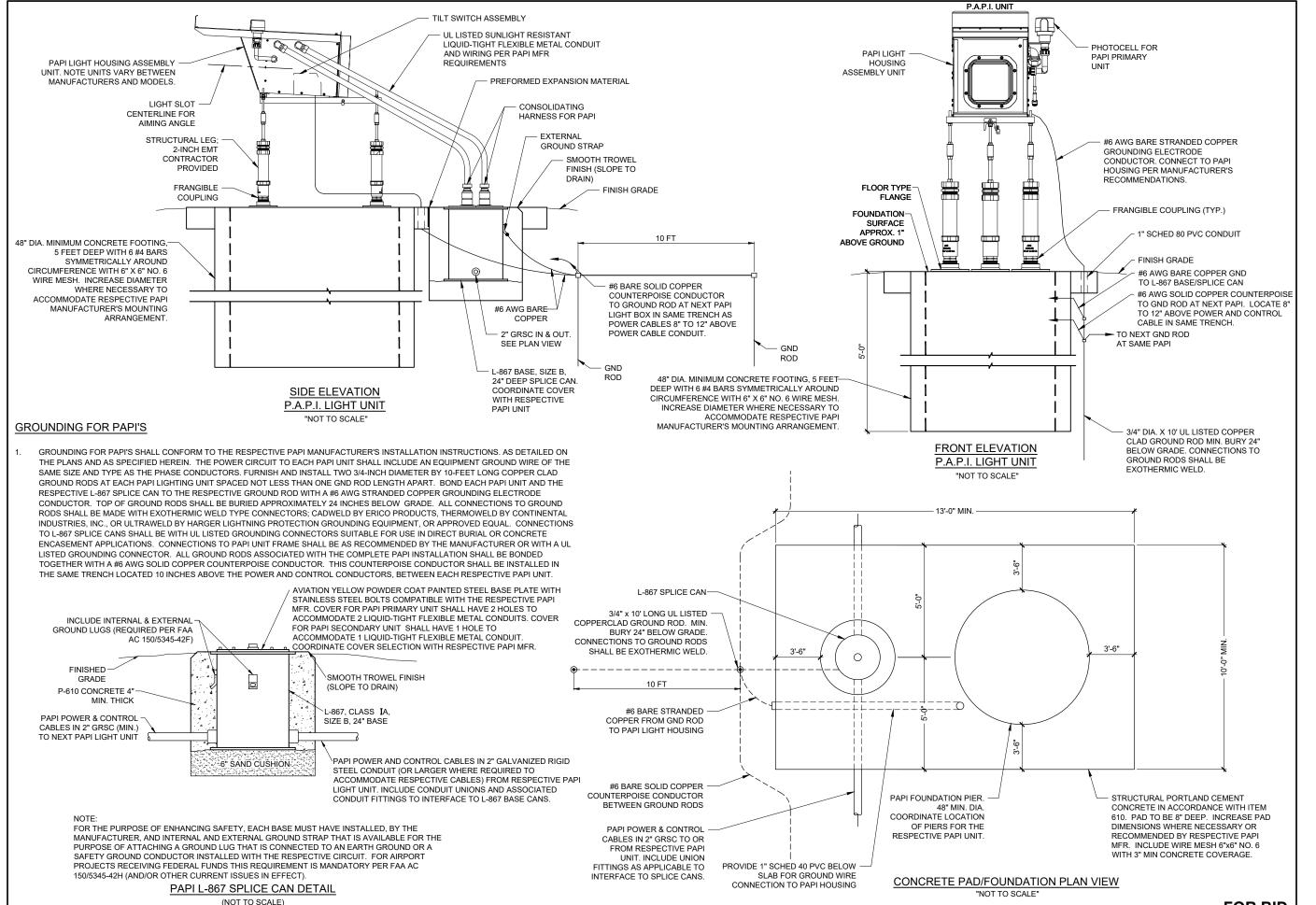
PAPI SITING DETAILS AND NOTES

INNERMOST -

API LIGHT UNIT

PAPI LIGHT UNIT

OUTERMOST



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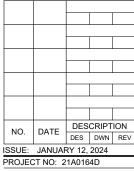
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REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

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CAD FILE: E-501-DETL.DWG

DESIGN BY: KNI 12/1/2022 DRAWN BY: CWS 12/2/2022 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

PAPI FOUNDATION **DETAILS**

EXISTING LOW VOLTAGE CABLES ONLY.

TYPE A SPLICES SHALL BE MADE IN SPLICE CANS, HANDHOLES, MANHOLES, OR CONTINUOUS HEAT SHRINK TUBING -PLACED OVER THE ENTIRE L-823 CONNECTOR(S) BOTH MALE AND FEMALE AT ALL 5KV JUNCTIONS. THE HEAT SHRINK TUBING SHALL BE APPROXIMATELY 18" IN LENGTH WITH WRAP WITH AT LEAST ONE LAYER OF RUBBER OR 6 INCHES OF MASTIC ON BOTH ENDS SYNTHETIC RUBBER TAPE AND ONE LAYER OF AND VOID OF MASTIC IN MIDDLE OF TUBE RATED FOR 5KV. PLASTIC TAPE, ONE-HALF LAPPED, EXTENDED AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT ADDITIONAL ADHESIVE COMPOUND FILLER-AFTER SHRINKING ∠UNDERGROUND CABLE -L-823 RECEPTACLE END SPEC. L-824, TYPICAL

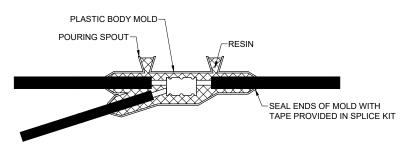
> FOR SPLICES AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT AND FOR SPLICES IN HOMERUNS TO EXISTING CABLES

TYPE B

HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE. HEAT SHRINKABLE TUBING SHALL EXTEND FROM THE CABLE TO AT LEAST AN INCH PAST THE COMPLETED CONNECTION. ADDITIONAL ADHESIVE L-823 RECEPTACLE END COMPOUND FILLER AFTER SHRINKING L-823 PLUG END WRAP WITH AT LEAST ONE LAYER OF RUBBER OR FACTORY MOLDED SYNTHETIC RUBBER TAPE AND ONE LAYER OF TRANSFORMER LEADS-PLASTIC TAPE, ONE-HALF LAPPED, EXTENDED AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE. HEAT SHRINKABLE TUBING SHALL EXTEND FROM THE CABLE TO AT LEAST AN INCH PAST THE COMPLETED CONNECTION. AFTER SHRINKING L-823 PLUG END-TYPE C ADDITIONAL ADHESIVE FOR SPLICES AT COMPOUND FILLER **RUNWAY AND TAXIWAY** LIGHTS AND TAXI SIGNS -L-823 RECEPTACLE END

> INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.

> > CABLE SPLICES "NOT TO SCALE"

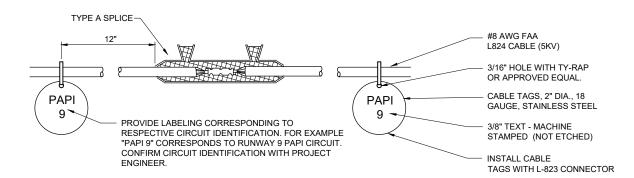


LOW VOLTAGE UNDERGROUND TAP SPLICE

FOR TAP SPLICES IN LOW VOLTAGE (600V) CABLE. SPLICES SHALL BE RATED AND LISTED SUITABLE FOR DIRECT BURIAL LOCATIONS. FOR SPLICES UP TO #2 AWG CONDUCTOR, SPLICES SHALL BE WYE RESIN TYPE POWER CABLE TAP SPLICE KIT SUITABLE FOR THE RESPECTIVE CABLES AND RESPECTIVE APPLICATION.

NOTES:

- SPLICE DETAILS ARE PROVIDED FOR NEW WORK AND TO ASSIST IN REPAIRS OF ACCIDENTAL OR UNEXPECTED INTERRUPTIONS AND/OR CUTS TO AIRFIELD LIGHTING CABLES.
- 2. KEEP ON HAND A MINIMUM OF 10 SETS OF SPLICE KITS FOR L-823 CONNECTORS AND A MINIMUM OF 10 SETS OF TYPE A LOW VOLTAGE SPLICE KITS TO ACCOMMODATE REPAIRS.
- 3. EVERY AIRFIELD LIGHTING CABLE SPLICER SHALL BE QUALIFIED IN MAKING CABLE SPLICES AND TERMINATIONS ON CABLES RATED AT AND/OR ABOVE 5,000 VOLTS AC TO COMPLY WITH THE REQUIREMENTS OF FAA AC 150/5370-10G ITEM L-108.
- 4. INSIDE DIAMETER OF RESPECTIVE CABLE CONNECTOR SHALL PROPERLY MATCH OUTSIDE DIAMETER OF CABLE.
- 5. WHEN PREPARING CABLE FOR SPLICES, THE CONTRACTOR SHALL USE A CABLE STRIPPER/PENCILLER WHENEVER CABLE CONNECTIONS ARE MADE
- 6. WRAP ALL PRIMARY AND SECONDARY POWER CONNECTIONS WITH SUFFICIENT LAYERS OF HIGH VOLTAGE ELECTRICAL INSULATING TAPE (RUBBER SPLICING TAPE SUITABLE FOR PRIMARY ELECTRICAL INSULATION FOR SPLICING CABLE FROM 600 VOLTS TO 69,000 VOLTS) AND COVER WITH VINYL ELECTRICAL TAPE (ALL-WEATHER VINYL INSULATING TAPE SUITABLE FOR PROTECTIVE JACKETING FOR HIGH-VOLTAGE CABLE SPLICES AND REPAIRS) FOR FULL VALUE OF CABLE INSULATION VOLTAGE, PER ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS ITEM 108. ITEM 125, AND FAA AC 150/5370-10H ITEM L-108 AND L-125, HIGH VOLTAGE ELECTRICAL INSULATING TAPE SHALL BE 3M SCOTCH 130C LINERLESS RUBBER SPLICING TAPE (2 INCHES WIDE) OR APPROVED EQUIVALENT, AND VINYL ELECTRICAL TAPE SHALL BE 3M SCOTCH 88 (1.5 INCHES WIDE) OR APPROVED EQUIVALENT. TAPES MUST BE RATED SUITABLE FOR THE APPLICATION.
- 7. PROVIDE CABLE TAGS TO IDENTIFY THE RESPECTIVE CIRCUITS ALL POINTS OF ACCESS INCLUDING L-867 BASES, L-868 BASES, HANDHOLES, MANHOLES, JUNCTION BOXES, AND WIREWAYS.
- 8. CONNECTION OF CONDUCTORS MUST BE MADE BY USING CRIMP CONNECTORS AND A CRIMPING TOOL APPROVED BY THE CONNECTOR/LUG MANUFACTURER. THE TOOL MUST PRODUCE A COMPLETE CRIMP BEFORE IT CAN BE REMOVED. FOR THE L-823 CONNECTORS, THE CRIMPING TOOL USED MUST BE LISTED BY THE L-823 KIT MANUFACTURER. MAKE THE NUMBER AND TYPE OF CRIMPS PER THE KIT MANUFACTURER'S INSTRUCTIONS.



- CONTRACTOR SHALL PROVIDE CABLE CIRCUIT IDENTIFICATION MARKERS ATTACHED TO BOTH SIDES OF EACH CABLE CONNECTION. PROVIDE TWO CABLE TAGS FOR CABLES IN MANHOLES; ONE AT ENTRY TO MANHOLE AND SECOND ONE AT EXIT FROM MANHOLE.
- 2. CABLE IDENTIFICATION TAGS SHALL BE STAINLESS STEEL OR BRASS.
- THE CABLE SHALL THOROUGHLY BE CLEANED PRIOR TO THE INSTALLATION OF THE L-823
- ATTACH EACH CABLE TIE ENOUGH TO HOLD IN PLACE WITHOUT COMPRESSING EDGE OF CABLE TAG INTO CONDUCTOR. TRIM OFF EXCESS CABLE TIE.
- CABLE TAGS SHALL BE PROVIDED AT ALL POINTS OF ACCESS INCLUDING L-867 BASES, L-868 BASES, HANDHOLES, MANHOLES, JUNCTION BOXES, AND WIREWAYS.
- CABLE TAGS SHALL BE LABELED AS FOLLOWS FOR RESPECTIVE AIRFIELD LIGHTING/NAVAID CIRCUITS, RUNWAY 9 PAPI CIRCUIT: PAPI 9

RUNWAY 27 PAPI CIRCUIT: PAPI 27

CABLE TAG DETAIL "NOT TO SCALE"

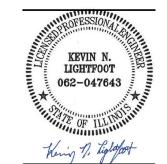
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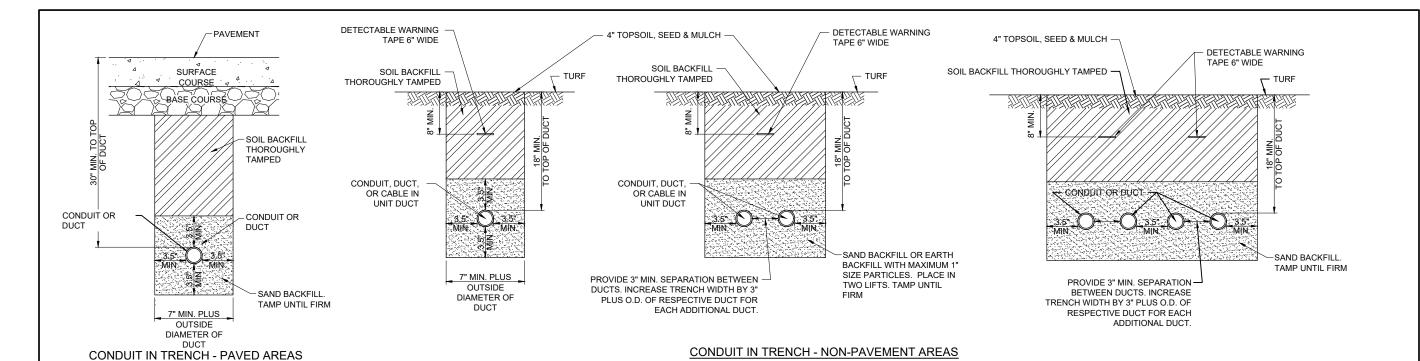
DESCRIPTION NO. DATE DES DWN REV ISSUE: JANUARY 12, 2024

PROJECT NO: 21A0164D CAD FILE: E-502-DETL.DWG

DESIGN BY: KNI 12/1/2022 DRAWN BY: CWS 12/2/2022 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

AIRFIELD LIGHTING CABLE SPLICE **DETAILS**



NOTES:

1. DIMENSIONS FOR COVERAGE AND SEPARATION BETWEEN DUCTS ARE MINIMUM

"NOT TO SCALE

- TRENCHES WITH MORE THAN TWO DUCTS OR CABLE IN UNIT DUCTS SHALL BE INCREASED 3" IN WIDTH PLUS DIAMETER OF RESPECTIVE DUCT FOR EACH ADDITIONAL CONDUIT, DUCT, OR CABLE IN UNIT DUCT; IF SPECIFIED ON PLANS TWO PARALLEL TRENCHES MAY BE
- DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS, MINIMUM COVER REQUIREMENTS FOR CABLES AND DUCTS AT AIRPORT RUNWAYS AND ADJACENT AREAS WHERE TRESPASSING IS PROHIBITED IS 18 INCHES PER NEC 300.5 AND 300.50. MINIMUM COVER REQUIREMENTS FOR DUCTS CONTAINING NAVAID FEEDER CIRCUITS SHALL BE 24". MINIMUM COVER REQUIREMENTS FOR DUCTS LOCATED BELOW PAVEMENT OR ROADWAYS IS 30". MINIMUM COVER REQUIREMENTS FOR DUCTS LOCATED IN AREAS SUBJECT TO FARMING IS 42". MINIMUM COVER FOR DUCTS CONTAINING SECONDARY ELECTRIC SERVICE CONDUCTORS SHALL BE 36" OR AS REQUIRED BY THE SERVING ELECTRIC UTILITY COMPANY. ADJUST/INCREASE BURIAL DEPTHS TO ACCOMMODATE SITE CONDITIONS, DRAINAGE AND/OR OBSTRUCTIONS, COVER IS DEFINED AS THE SHORTEST DISTANCE IN INCHES MEASURED BETWEEN A POINT ON THE TOP SURFACE OF ANY DIRECT-BURIED CONDUCTOR, CABLE, CONDUIT, OR OTHER RACEWAY AND THE TOP SURFACE OF FINISHED GRADE, CONCRETE OR SIMILAR COVER.
- HIGH-VOLTAGE CIRCUIT WIRING (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND/OR OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW-VOLTAGE CIRCUIT WIRING (RATED 600 VOLTS AND BELOW) SHALL MAINTAIN SEPARATION FROM EACH OTHER. HIGH-VOLTAGE WIRING AND LOW-VOLTAGE WIRING SHALL NOT BE INSTALLED IN THE SAME WIREWAY, CONDUIT, DUCT, RACEWAY, HANDHOLE, OR JUNCTION BOX. CORRECTIVE WORK WILL BE REQUIRED TO SEPARATE HIGH VOLTAGE SERIES CIRCUIT CONDUCTORS FROM LOW VOLTAGE CONDUCTORS WHERE THEY ARE INSTALLED IN THE SAME RACEWAY.
- 5. SERVICE CONDUCTORS SHALL NOT BE INSTALLED IN THE SAME RACEWAY, CONDUIT, DUCT, OR HANDHOLE WITH FEEDER CIRCUITS, BRANCH CIRCUITS OR CONTROL CIRCUITS
- COMMUNICATION CIRCUITS SHALL NOT BE INSTALLED IN THE SAME RACEWAY, CONDUIT, DUCT, OR HANDHOLE WITH POWER CIRCUITS.
- HOME RUN CABLES FOR A RESPECTIVE CIRCUIT SHALL BE INSTALLED IN THE SAME RACEWAY OR DUCT.
- COORDINATE DUCT INTERFACE TO MANHOLES AND HANDHOLES. FIELD CUT OPENINGS FOR CONDUITS AND DUCTS TO INTERFACE TO MANHOLES AND/OR HANDHOLES. CUT WALL OF RESPECTIVE HANDHOLE OR MANHOLE WITH A TOOL DESIGNED FOR MATERIAL TO BE CUT. SIZE HOLES FOR RESPECTIVE DUCTS, CONDUITS, AND TERMINATION FITTINGS AND SEAL AROUND PENETRATIONS. ALL CORING, INTERFACE, CUTTING, AND SEALING WILL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE DUCT INSTALLATION AND/OR RESPECTIVE HANDHOLE/MANHOLE INSTALLATION. PROVIDE BUSHINGS OR BELLS AT CONDUIT TERMINATIONS IN ELECTRICAL HANDHOLES OR MANHOLES.
- ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL TO TRENCH
- 10. 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 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.

11. CONTRACTOR SHALL COORDINATE WORK AND ANY POWER OUTAGES AND/OR SHUT DOWN OF SYSTEMS WITH THE RESPECTIVE FACILITY OWNER PERSONNEL AND THE AIRPORT MANAGER/DIRECTOR. 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).

"NOT TO SCALE

- 12. THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO 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. 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.
- 13. ADJUSTMENTS TO DUCT BANK ROUTES MIGHT BE REQUIRED TO ACCOMMODATE EXISTING SITE CONDITIONS AND UNDERGROUND LINES AND UTILITIES. CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS. CONTRACTOR SHALL COORDINATE DUCT ROUTE ADJUSTMENTS WITH THE RESIDENT PROJECT REPRESENTATIVE AND THE AIRPORT
- 14. CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING CABLES, LINES, OR UTILITIES WITHIN 10 FT OF PROPOSED EXCAVATING/TRENCHING AREA. ANY CABLES, LINES, AND UTILITIES FOUND INTERFERING WITH PROPOSED EXCAVATION OR CABLE/TRENCHING SHALL BE HAND DUG AND EXPOSED. ANY DAMAGED CABLES OR OTHER UTILITIES SHALL BE IMMEDIATELY REPAIRED TO THE SATISFACTION OF THE RESPECTIVE OWNER'S REPRESENTATIVE AT THE CONTRACTOR'S EXPENSE. THE RESIDENT ENGINEER/RESIDENT TECHNICIAN AND OWNER SHALL BE NOTIFIED IMMEDIATELY IF ANY CABLES OR OTHER UTILITIES ARE DAMAGED.

- 15 PAYMENT FOR LOCATING AND MARKING LINDERGROUND LITH ITIES AND CARLES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE DUCT INSTALLATION
- 16. THE CONTRACTOR WILL DETERMINE IF THERE IS A CONFLICT BETWEEN THE INSTALLATION OF THE PROPOSED ELECTRICAL DUCTS AND ANY EXISTING UTILITIES. THE CONTRACTOR WILL MAKE ALL NECESSARY ADJUSTMENTS IN DEPTH OF INSTALLATION TO AVOID ANY AND ALL PROPOSED UNDERGROUND IMPROVEMENTS
- 17. CONDUITS FOR DIRECT BURIAL OR CONCRETE ENCASED DUCT BANK SHALL BE SCHEDULE 40 (MINIMUM) PVC CONDUIT, UL-LISTED, RATED FOR 90°C CABLE-CONFORMING TO NEMA STANDARD TC-2 AND UL 651, LISTED SUITABLE FOR UNDERGROUND USE EITHER DIRECT-BURIED OR ENCASED IN CONCRETE, OR SCHEDULE 40 (MINIMUM) HDPE CONDUIT UL LISTED, CONFORMING TO NEMA STANDARD TC-7 AND UL 651B AND LISTED SUITABLE FOR UNDERGROUND USE: EITHER DIRECT BURY OR ENCASED IN CONCRETE. HEAVIER WALL CONDUITS SHALL BE FURNISHED FOR RESPECTIVE APPLICATIONS WHERE DETAILED
- 18. CONDUITS FOR DIRECTIONAL BORING SHALL BE SCHEDULE 40 PVC CONDUIT OR SCHEDULE 80 PVC CONDUIT, UL-LISTED, RATED FOR 90°C CABLE-CONFORMING TO NEMA STANDARD TC-2 AND UL 651 AND SUITABLE FOR DIRECTIONAL BORING INSTALLATION, SCHEDULE 80 HDPE CONDUIT, UL-LISTED, CONFORMING TO NEMA STANDARD TC-7 AND UL 651B AND SUITABLE FOR DIRECTIONAL BORING INSTALLATION, OR WALL TYPE MINIMUM SDR 11 HDPE CONDUIT MANUFACTURED IN ACCORDANCE WITH ASTM D-3350 (SPECIFICATION OF POLYETHYLENE PLASTICS PIPE AND FITTINGS MATERIALS) AND ASTM F2160 (STANDARD SPECIFICATION FOR SOLID WALL, HIGH-DENSITY POLYETHYLENE CONDUIT BASED ON CONTROLLED OUTSIDE DIAMETER), AND SUITABLE FOR DIRECTIONAL BORING INSTALLATION. PER NEC 300.5 (K), RACEWAYS INSTALLED USING DIRECTIONAL BORING EQUIPMENT SHALL BE APPROVED FOR THE PURPOSE.
- 19 LINDERGROUND DUCTS INSTALLED BY DIRECTIONAL-BORING METHOD SHALL BE INSTALLED IN A MANNER THAT WILL NOT DAMAGE ANY EXISTING UNDERGROUND UTILITIES, AND SHALL NOT DISTURB OR DAMAGE THE RESPECTIVE PAVEMENT OR ROADWAY SURFACE. DUCTS SHALL BE DIRECTIONAL-BORED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS. THE DUCTS WILL BE BORED AT A MINIMUM DEPTH OF 42 IN. BELOW THE RESPECTIVE PAVEMENT IT IS BEING BORED UNDER
- 20. A PULL WIRE SHALL BE INSTALLED IN EACH CONDUIT OR DUCT TO BE LEFT VACANT.
- 21. CONTRACTOR SHALL COORDINATE DUCT MARKING WITH AIRPORT.
- 22. ALL POWER AND CONTROL CABLES IN HANDHOLES, MANHOLES, AND JUNCTION BOXES SHALL BE TAGGED TO IDENTIFY THE RESPECTIVE CABLE. A MINIMUM OF TWO TAGS SHALL BE PROVIDED ON EACH CABLE IN A MANHOLE; ONE AT THE CABLE ENTRANCE AND ONE AT THE CABLE EXIT. CABLE TAGS SHALL BE STAMPED BRASS TAGS OR OTHER WEATHERPROOF/WATERPROOF CORROSION RESISTANT MATERIAL

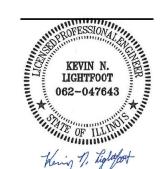
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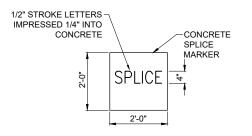
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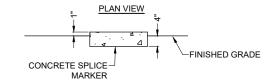
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SHEET TITLE

CONDUIT TRENCH **DETAIL**

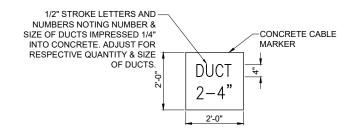


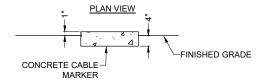


SECTION VIEW

TURF CABLE MARKERS

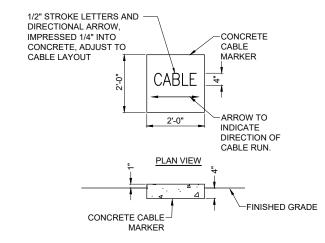
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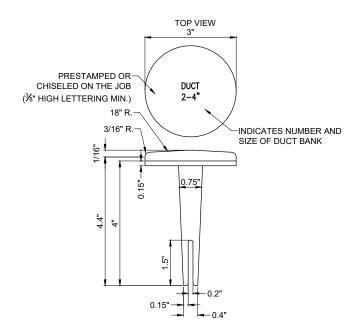
SECTION VIEW

TURF CABLE MARKERS "NOT TO SCALE"



SECTION VIEW

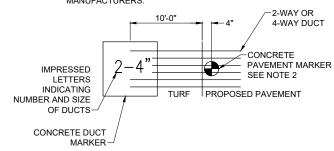
TURF CABLE MARKERS "NOT TO SCALE"



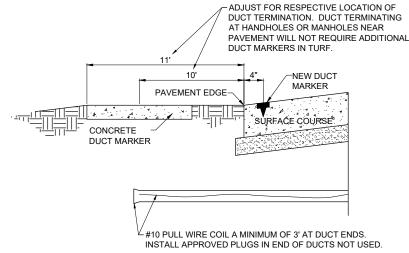
BITUMINOUS PAVEMENT DUCT MARKERS "NOT TO SCALE"

NOTE:

- TOP OF MARKER SHALL BE FLUSH WITH FINISHED PAVEMENT SURFACE. MARKER MAY BE INSTALLED IN A DRILLED HOLE AND SECURED WITH EPOXY GLUE
- 2. BRASS DUCT MARKERS ARE AVAILABLE FROM BERNTSEN INTERNATIONAL INC., P.O. BOX 8670, MADISON, WI. 53708-8670 PHONE: 1-877-959-8556, SURV-KAP, 3225 E. 47TH ST., TUCSON, AZ 85713, PHONE: (502)-622-6011, OR OTHER EQUIVALENT



DUCT MARKER DETAIL-PLAN "NOT TO SCALE"



UNDERGROUND ELECTRICAL DUCT

(NOT TO SCALE)

CABLE & DUCT MARKER NOTES:

- THE COST OF ALL TURF AND PAVEMENT DUCT MARKERS SHALL BE INCIDENTAL TO THE DUCT. THE COST OF ALL CABLE MARKERS SHALL BE INCIDENTAL TO THE
- BITUMINOUS PAVEMENT DUCT MARKER AND CONCRETE DUCT MARKER TO BE PROVIDED AT EACH END OF EACH DUCT AS SHOWN ON THE LOCATION PLAN. FOR CONCRETE PAVEMENT, THE LETTER "D" SHALL BE IMPRESSED IN THE PAVEMENT INSTEAD OF THE MARKER. THE LETTER SHALL BE INFORMED AS DESCRIBED IN NOTE 4.
- UNDERGROUND CABLE RUNS MUST BE IDENTIFIED BY CABLE MARKERS AT 200 FEET (61 M) MAXIMUM SPACING WITH AN ADDITIONAL MARKER AT EACH CHANGE OF DIRECTION OF THE CABLE RUN. CABLE MARKERS MUST BE INSTALLED ABOVE THE CABLE. CABLE MARKERS ARE NOT REQUIRED FOR CABLE RUNS BETWEEN RUNWAY/TAXIWAY EDGE LIGHTS.
- CONCRETE CABLE MARKERS AND DUCT MARKERS SHALL HAVE LETTERS 4" HIGH, 3" WIDE WITH WIDTH OF STROKE 1/2" AND 1/4" DEEP. ALL LETTERS, NUMBERS AND ARROWS TO BE IMPRESSED.
- EMPLOY THE FOLLOWING METHODS WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED:
 - A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE
 - B. INCREASE THE MARKER SIZE TO 30" X 30".
 - C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE
- TURF DUCT MARKERS ARE NOT REQUIRED AT PAVEMENT CROSSINGS WHERE DUCTS TERMINATE IN HANDHOLES, OR JUNCTION STRUCTURES.
- LOCATION OF ALL DIRECT EARTH BURIAL UNDERGROUND CABLE SPLICE/CONNECTIONS, EXCEPT THOSE AT ISOLATION TRANSFORMERS, MUST BE IDENTIFIED BY SPLICE MARKERS. SPLICE MARKERS MUST BE PLACED ABOVE THE SPLICE/CONNECTIONS. DIRECT EARTH BURIAL UNDERGROUND CABLE SPLICES SHALL BE AVOIDED WHERE POSSIBLE. CABLE SPLICES SHALL BE LOCATED IN SPLICE CANS, LIGHT BASES, HANDHOLES, MANHOLES, OR OTHER JUNCTION STRUCTURES UNLESS OTHERWISE APPROVED BY THE PROJECT **ENGINEER**
- THE CABLE AND SPLICE MARKERS MUST IDENTIFY THE CIRCUITS TO WHICH THE CABLES BELONG. FOR EXAMPLE: RWY 4-22, PAPI-4, PAPI-22.
- LOCATIONS OF ENDS OF ALL UNDERGROUND DUCTS MUST BE IDENTIFIED BY DUCT MARKERS

1525 S. 6th Street Springfield, IL 62703 phone: 217-788-2450 fax: 217-788-2503

Offices Nationwide www.hanson-inc.com

Professional Service Corporation #184-001084

Edgar County Airport

Board of Edgar County 15551 Airport Rd. Paris, IL 61944-8474 Telephone: 217.465.4151



REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

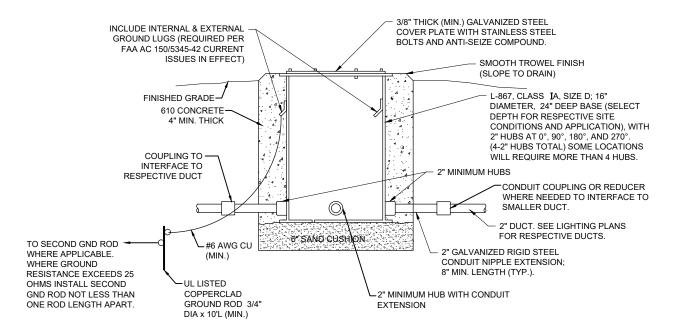
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	ISSUE: JANUARY 12, 2024				
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PROJECT NO: 21A0164D CAD FILE: E-504-DETL.DWG

DESIGN BY: KNI 12/1/2022 DRAWN BY: CWS 12/2/2022 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

CABLE AND DUCT MARKER DETAILS



SPLICE CAN/JUNCTION CAN DETAIL

"NOT TO SCALE"

NOTES FOR SPLICE CAN/JUNCTION CAN DETAIL:

- SPLICE CANS SHALL CONFORM TO THE REQUIREMENTS OF FAA AC 150/5345-42 (CURRENT ISSUES IN EFFECT), FOR TYPE L-867, CLASS IA, SIZE D, (16 IN. NOMINAL DIAMETER), AND 24 IN. DEEP AND/OR AS DETAILED ON THE PLANS. EACH SPLICE CAN SHALL INCLUDE INTERNAL AND EXTERNAL GROUND LUGS TO ACCOMMODATE THE RESPECTIVE APPLICATIONS. SPLICE CANS AND/OR JUNCTION CANS SHALL HAVE GALVANIZED STEEL COVERS, 3/8-INCH THICK (MINIMUM), WITH STAINLESS STEEL BOLTS.
- 2. FOR THE PURPOSE OF ENHANCING SAFETY, EACH BASE MUST HAVE INSTALLED, BY THE MANUFACTURER, AN INTERNAL AND EXTERNAL GROUND STRAP THAT IS AVAILABLE FOR THE PURPOSE OF ATTACHING A GROUND LUG THAT IS CONNECTED TO AN EARTH GROUND OR A SAFETY GROUND CONDUCTOR INSTALLED WITH THE RESPECTIVE CIRCUIT. FOR AIRPORT PROJECTS RECEIVING FEDERAL FUNDS THIS REQUIREMENT IS MANDATORY PER FAA AC 150/5345-42 (CURRENT ISSUES IN EFFECT).
- APPLY AN OXIDE-INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS, AND ALL PLACES WHERE METAL COMES INTO CONTACT WITH METAL.
- THE CONCRETE USED IN THE CONSTRUCTION OF THE BASES FOR THE AIRFIELD LIGHTING CANS SHALL BE IN ACCORDANCE WITH ITEM 610 STRUCTURAL PORTLAND CEMENT CONCRETE.
- 5. LIDS FOR THE SPLICE CANS CONTAINING HIGH VOLTAGE AIRFIELD LIGHTING CABLES SHALL INCLUDE MINIMUM 1/2-INCH HIGH LETTERING LABELED "DANGER HIGH VOLTAGE KEEP OUT" TO COMPLY WITH NEC ARTICLE 300.45 "WARNING SIGNS" AND NEC ARTICLE 314.71(E) "SUITABLE COVERS". THIS WILL NEED TO BE COORDINATED WITH THE SPLICE CAN MANUFACTURER.
- LIDS FOR THE SPLICE CANS CONTAINING LOW VOLTAGE CABLES (RATED 600 VOLTS AND BELOW) WILL BE ACCEPTABLE TO USE BLANK COVERS
- 7. PROVIDE NEW GROUND RODS FOR EXISTING SPLICE CANS DESIGNATED FOR RELOCATION.
- PROVIDE ADEQUATE SLACK CABLE AT SPLICE CANS/JUNCTION CANS TO PERFORM SPLICES OUTSIDE OF THE SPLICE CAN

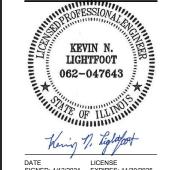
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REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

NO.	DATE	DESCRIPTION		
INO.	DAIL	DES	DWN	REV
ISSUE: JANUARY 12, 2024				
PROJECT NO: 21A0164D				

CAD FILE: E-505-DETL.DWG

DESIGN BY: KNI 12/1/2022 DRAWN BY: CWS 12/2/2022

REVIEWED BY: BSS 1/12/2024

SHEET TITLE

SPLICE CAN DETAIL

GENERAL 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 <u>NOT</u> BE PERMITTED.
- CONTRACTOR SHALL KEEP A COPY OF THE LATEST NEC IN FORCE ON SITE AT ALL TIMES DURING CONSTRUCTION FOR USE AS A REFERENCE
- CONTRACTOR SHALL COORDINATE WORK AND ANY POWER OUTAGES AND/OR SHUT DOWN OF SYSTEMS WITH THE RESPECTIVE FACILITY OWNER PERSONNEL AND THE AIRPORT MANAGER/DIRECTOR. 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).
- THE CONTRACTOR SHALL ASCERTAIN THAT ALL LIGHTING SYSTEM COMPONENTS FURNISHED BY HIM, INCLUDING FAA APPROVED EQUIPMENT, ARE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND THE REMAINDER OF THE NEW/EXISTING SYSTEM, ANY NONCOMPATIBLE COMPONENTS FURNISHED BY THIS CONTRACTOR SHALL BE REPLACED BY HIM AT NO ADDITIONAL COST TO THE AIRPORT SPONSOR WITH A SIMILAR UNIT, APPROVED BY THE ENGINEER (DIFFERENT MODEL OR DIFFERENT MANUFACTURER) THAT IS COMPATIBLE WITH THE REMAINDER OF THE AIRPORT LIGHTING SYSTEM.
- IN CASE THE CONTRACTOR ELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT REQUIRING ADDITIONAL WIRING, TRANSFORMERS, ADAPTORS, MOUNTINGS, ETC., TO THOSE SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATION, ANY COST FOR THESE ITEMS SHALL BE INCIDENTAL TO THE EQUIPMENT COST
- THE CONTRACTOR INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) SHALL NOT GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AIR NAVIGATION, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST WITH THE EQUIPMENT MEETING THE APPLICABLE SPECIFICATIONS AND NOT GENERATING ANY
- WHEN A SPECIFIC TYPE, STYLE, CLASS, ETC. OF FAA APPROVED EQUIPMENT IS SPECIFIED ONLY THAT TYPE, STYLE, CLASS, WILL BE ACCEPTABLE, EVEN THOUGH EQUIPMENT OF OTHER TYPES STYLES, CLASSES, ETC. MAY BE APPROVED.
- ANY AND ALL INSTRUCTIONS FROM THE RESIDENT ENGINEER/RESIDENT TECHNICIAN TO THE CONTRACTOR REGARDING CHANGES IN OR DEVIATIONS FROM THE PLANS AND SPECIFICATIONS SHALL BE IN WRITING WITH COPIES SENT TO THE AIRPORT SPONSOR AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS. THE CONTRACTOR SHALL NOT ACCEPT ANY VERBAL INSTRUCTIONS FROM THE RESIDENT ENGINEER/RESIDENT TECHNICIAN REGARDING ANY CHANGES FROM THE PLANS AND SPECIFICATIONS.
- A MINIMUM OF THREE COPIES OF THE INSTRUCTION BOOK SHALL BE SUPPLIED WITH EACH DIFFERENT TYPE OF EQUIPMENT. THE BOOKS DESCRIBING A MORE SOPHISTICATED TYPE OF EQUIPMENT, SUCH AS REGULATORS, PAPI, REIL, ETC. AS A MINIMUM SHALL CONTAIN THE FOLLOWING:
 - A DETAILED DESCRIPTION OF THE OVERALL EQUIPMENT AND ITS INDIVIDUAL COMPONENTS.
 - THEORY OF OPERATION INCLUDING THE FUNCTION OF EACH COMPONENT
 - INSTALLATION INSTRUCTION.
 - START-UP INSTRUCTIONS.
 - PREVENTATIVE MAINTENANCE REQUIREMENTS.
 - CHART FOR TROUBLE-SHOOTING.
 - COMPLETE POWER AND CONTROL DETAILED WIRING DIAGRAM(S), SHOWING FACH CONDUCTOR/CONNECTION/COMPONENT - "BLACK" BOXES ARE NOT ACCEPTABLE. THE DIAGRAM OF THE NARRATIVE SHALL SHOW VOLTAGE/CURRENTS/WAVE SHAPES AT STRATEGIC LOCATIONS TO BE USED WHEN CHECKING AND/OR TROUBLE-SHOOTING THE EQUIPMENT. WHEN THE EQUIPMENT HAS SEVERAL MODES OF OPERATION, SUCH AS SEVERAL BRIGHTNESS STEPS, THESE PARAMETERS SHALL BE INDICATED FOR ALL DIFFERENT MODES.
- PARTS LIST WHICH WILL INCLUDE ALL MAJOR AND MINOR COMPONENTS SUCH AS RESISTORS, DIODES, ETC. IT SHALL INCLUDE A COMPLETE NOMENCLATURE OF EACH COMPONENT AND, IF APPLICABLE, THE NAME OF ITS MANUFACTURER AND THE CATALOG NUMBER.
- SAFETY INSTRUCTIONS.

POWER AND CONTROL NOTES

- PROVIDE LEGEND PLATES FOR ALL ELECTRICAL EQUIPMENT TO IDENTIFY FUNCTION, CIRCUIT VOLTAGE AND PHASE. WHERE THE EQUIPMENT CONTAINS FUSES, ALSO IDENTIFY THE FUSE OR FUSE LINK AMPERE RATING. WHERE THE EQUIPMENT DOES NOT HAVE SUFFICIENT AREA TO INSTALL LEGEND PLATES. THE LEGEND PLATES SHALL BE INSTALLED ON THE WALL NEXT TO THE UNIT. LEGEND PLATES SHALL BE WEATHERPROOF ENGRAVED PLASTIC OR PHENOLIC MATERIAL, 1/4" HIGH BLACK LETTERS ON A WHITE BACKGROUND UNLESS NOTED OTHERWISE. SECURE WITH WEATHERPROOF ADHESIVE AND MACHINE SCREWS. FURNISH ADDITIONAL LEGEND PLATES WHERE REQUIRED BY CODE, FOR ADDITIONAL EQUIPMENT, AS DETAILED HEREIN ON THE PLANS, AND AS NOTED IN THE SPECIAL PROVISION SPECIFICATIONS.
- COLOR CODE ALL PHASE WIRING BY THE USE OF COLORED WIRE INSULATION AND/OR COLORED TAPE. WHERE TAPE IS USED, THE WIRE INSULATION SHALL BE BLACK. BLACK AND RED SHALL BE USED FOR PHASE CONDUCTORS ON 120/240VAC SINGLE-PHASE, THREE WIRE SYSTEMS AND BLACK, RED AND BLUE SHALL BE USED FOR PHASE CONDUCTORS ON 208/120VAC THREE-PHASE, FOUR WIRE SYSTEMS. NEUTRAL CONDUCTORS, SIZE NO. 6 AWG OR SMALLER, SHALL BE IDENTIFIED BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH. NEUTRAL CONDUCTORS LARGER THAN NO. 6 AWG SHALL BE IDENTIFIED EITHER BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH OR BY THE USE OF WHITE TAPE AT ITS TERMINATIONS AND INSIDE ACCESSIBLE WIREWAYS. INSULATED GROUND CONDUCTORS SHALL HAVE GREEN COLORED INSULATION FOR ALL CONDUCTOR SIZES (AWG OR KCMIL).
- ALL BRANCH CIRCUIT CONDUCTORS CONNECTED TO A PARTICULAR PHASE SHALL BE IDENTIFIED WITH THE SAME COLOR. THE COLOR CODING SHALL BE EXTENDED TO THE POINT OF UTILIZATION.
- IN CONTROL WIRING THE SAME COLOR SHALL BE USED THROUGHOUT THE SYSTEM FOR THE SAME FUNCTION, SUCH AS 10%, 30%, 100% BRIGHTNESS
- LOW VOLTAGE (600 V.) AND HIGH VOLTAGE (5000 V.) CONDUCTORS SHALL BE
- NEATLY LACE WIRING IN DISTRIBUTION PANELS, WIREWAYS, SWITCHES AND JUNCTION/PULL BOXES.
- THE MINIMUM SIZE OF PULL/JUNCTION BOXES, REGARDLESS OF THE QUANTITY AND SIZE OF THE CONDUCTORS SHOWN, SHALL BE AS FOLLOWS:
 - IN STRAIGHT PULLS THE LENGTH OF THE BOX SHALL NOT BE LESS THAN EIGHT TIMES THE TRADE DIAMETER OF THE LARGER CONDUIT. THE TOTAL AREA (INCLUDING THE CONDUIT CROSS-SECTIONAL AREA) OF A BOX END SHALL BE AT LEAST 3 TIMES GREATER THAN THE TOTAL TRADE CROSS-SECTIONAL AREA OF THE CONDUITS TERMINATING AT THE END
 - IN ANGLE PULLS OR 'U' PULLS THE DISTANCE BETWEEN EACH CONDUIT ENTRY INSIDE THE BOX AND THE OPPOSITE WALL OF THE BOX SHALL NOT BE LESS THAN SIX (6) TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT. THIS DISTANCE SHALL BE INCREASED FOR ADDITIONAL ENTRIES BY THE AMOUNT OF THE SUM OF THE DIAMETERS OF ALL OTHER CONDUIT ENTRIES ON THE SAME WALL AS THE BOX. THE DISTANCE BETWEEN CONDUIT ENTRIES ENCLOSING THE SAME CONDUCTOR SHALL NOT BE LESS THAN SIX TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT.
- A RUN OF CONDUIT BETWEEN TERMINATIONS AT EQUIPMENT ENCLOSURES, SQUARE DUCTS AND PULL/JUNCTION BOXES, SHALL NOT CONTAIN MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL), INCLUDING THOSE BENDS LOCATED IMMEDIATELY AT THE TERMINATIONS, CAST, CONDUIT TYPE OUTLETS SHALL NOT BE TREATED AS PULL/JUNCTION BOXES.
- EQUIPMENT CABINETS SHALL NOT BE USED AS PULL/JUNCTION BOXES. ONLY WIRING TERMINATING AT THE EQUIPMENT SHALL BE BROUGHT INTO THESE
- SPLICES AND JUNCTION POINTS SHALL BE PERMITTED ONLY IN JUNCTION BOXES. DUCTS EQUIPPED WITH REMOVABLE COVERS, AND AT EASILY ACCESSIBLE
- CIRCUIT BREAKERS IN POWER DISTRIBUTION PANEL(S) SHALL BE THERMAL-MAGNETIC MOLDED CASE, PERMANENT TRIP WITH 100 AMPERE,
- DUAL LUGS SHALL BE USED WHERE TWO (2) WIRES, SIZE NO. 6 OR LARGER, ARE TO BE CONNECTED TO THE SAME TERMINAL
- ALL INTERIOR WALL MOUNTED EQUIPMENT ENCLOSURES SHALL BE MOUNTED ON HOT DIPPED GALVANIZED STEEL STRUT SUPPORT, OR STAINLESS STEEL STRUT SUPPORT, WITH CORROSION RESISTANT HARDWARE. PROVIDE ZINC RICH PAINT APPLIED TO FIELD CUTS OF GALVANIZED STEEL SUPPORT TO MINIMIZE THE POTENTIAL FOR CORROSION PER THE RESPECTIVE STRUT SUPPORT MANUFACTURER'S RECOMENTATIONS
- SUPPORT FOR EXTERIOR MOUNTED EQUIPMENT SHALL USE STAINLESS STEEL STRUT SUPPORT WITH STAINLESS STEEL HARDWARE.

- CONDUITS FOR ELECTRIC SERVICE ENTRANCE AND FEEDERS SHALL BE AS DETAILED HEREIN ON THE PLANS. WHERE GALVANIZED RIGID STEEL CONDUIT IS SPECIFIED IT SHALL HAVE THREADED FITTINGS. SET SCREW TYPE FITTINGS WILL NOT BE ACCEPTABLE. CONDUITS FOR UNDERGROUND APPLICATIONS SHALL BE AS DETAILED HEREIN. CONDUITS FOR GROUNDING ELECTRODE CONDUCTORS OR INDIVIDUAL GROUNDING CONDUCTORS SHALL BE SCHEDULE 40 OR SCHEDULE 80 PVC.
- PROVIDE LIQUID TIGHT FLEXIBLE METAL CONDUIT AT CONNECTIONS TO EQUIPMENT SUBJECT TO VIBRATION OR WHERE FLEXIBILITY IS REQUIRED. LIQUID TIGHT FLEXIBLE METAL CONDUIT AND ASSOCIATED FITTINGS SHALL BE U.L. LISTED TO MEET THE REQUIREMENTS OF NEC 350.6, SUITABLE FOR GROUNDING, SUNLIGHT RESISTANT, AND RESISTANT TO OIL, GASOLINE, AND GREASE. LIQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS USED FOR FLEXIBILITY (INCLUDING CONNECTIONS TO MOTORS, TRANSFORMERS, & CONSTANT CURRENT REGULATORS) SHALL REQUIRE AN EXTERNAL BONDING JUMPER OR INTERNAL EQUIPMENT GROUNDING CONDUCTOR PER NEC 350.60. DO NOT INSTALL LIQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS NOT UL. LISTED. CONFIRM LIQUID-TIGHT FLEXIBLE METAL CONDUIT BEARS THE UL LABEL PRIOR TO INSTALLING IT.
- UNLESS OTHERWISE SHOWN, ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL TO OR AT RIGHT ANGLES WITH THE LINES OF THE STRUCTURE.
- 18. ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC. SHALL BE GALVANIZED.
- USE CONDUIT BUSHINGS AT EACH CONDUIT TERMINATION. WHERE NO. 4 AWG OR LARGER UNDERGROUND WIRE IS INSTALLED, USE INSULATED BUSHINGS.
- 20. USE DOUBLE LOCK NUTS AT EACH CONDUIT TERMINATION.
- WRAP ALL PRIMARY AND SECONDARY POWER CONNECTIONS WITH SUFFICIENT LAYERS OF HIGH VOLTAGE ELECTRICAL INSULATING TAPE (RUBBER SPLICING TAPE SUITABLE FOR PRIMARY ELECTRICAL INSULATION FOR SPLICING CABLE FROM 600 VOLTS TO 69,000 VOLTS) AND COVER WITH VINYL ELECTRICAL TAPE (ALL-WEATHER VINYL INSULATING TAPE SUITABLE FOR PROTECTIVE JACKETING FOR HIGH-VOLTAGE CABLE SPLICES AND REPAIRS) FOR FULL VALUE OF CABLE INSULATION VOLTAGE. PER ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS ITEM 108, ITEM 125 AND FAA AC 150/5370-10H ITEM L-108, HIGH VOLTAGE ELECTRICAL INSULATING TAPE SHALL BE 3M SCOTCH 130C (2 INCHES WIDE) OR APPROVED EQUIVALENT, AND VINYL ELECTRICAL TAPE SHALL BE 3M SCOTCH 88 (1.5 INCHES WIDE) OR APPROVED EQUIVALENT. TAPES MUST BE RATED SUITABLE FOR THE APPLICATION
- UNLESS OTHERWISE NOTED, ALL SINGLE CONDUCTOR CONTROL WIRING SHALL BE NO. 12 AWG. COPPER MINIMUM
- 23. THE FOLLOWING SHALL APPLY TO RELAY/CONTACTOR PANELS/ENCLOSURES:
 - FOR INTERIOR LOCATIONS ALL COMPONENTS SHALL BE MOUNTED IN NEMA 12 (DUST TIGHT) ENCLOSURE(S) WITH VERTICALLY HINGED COVERS. FOR EXTERIOR/OUTDOOR LOCATIONS ALL COMPONENTS SHALL BE MOUNTED IN NEMA 4X STAINLESS STEEL ENCLOSURE(S) WITH VERTICALLY HINGED COVERS ALL CONDUIT ENTRIES INTO NEMA 4 4X ENCLOSURES SHALL HAVE NEMA 4 HUBS LISTED SUITABLE FOR THE RESPECTIVE ENCLOSURE TO MAINTAIN THE NEMA 4, 4X RATING OF THE ENCLOSURE.
 - THE ENCLOSURE(S) SHALL HAVE AMPLE SPACE FOR THE CIRCUIT COMPONENTS, TERMINAL BLOCKS AND INCOMING AND INTERNAL WIRING.
 - ALL CONTROL CONDUCTOR TERMINATIONS SHALL BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE, SOLDERED CLOSED-EYE TERMINATIONS, OR TERMINATIONS WITHOUT CONNECTORS ARE NOT ACCEPTABLE.
 - WHEN THE ENCLOSURE COVER IS OPENED, ALL CIRCUIT COMPONENTS, WIRING AND TERMINALS SHALL BE EXPOSED AND ACCESSIBLE WITHOUT REMOVAL OF ANY PANELS, COVERS, ETC., EXCEPT THOSE COVERING HIGH
 - ACCESS TO, OR REMOVAL OF A CIRCUIT COMPONENT OR TERMINAL BLOCK WILL NOT REQUIRE THE REMOVAL OF ANY OTHER CIRCUIT COMPONENT OR
 - EACH CIRCUIT COMPONENT SHALL BE CLEARLY IDENTIFIED INDICATING ITS CORRESPONDING NUMBER SHOWN ON THE DRAWINGS AND ITS FUNCTION.
 - A COMPLETE WIRING DIAGRAM SHALL BE MOUNTED ON THE INSIDE OF THE COVER. THE DIAGRAM SHALL REPRESENT EACH CONDUCTOR BY A
 - THE DIAGRAM SHALL IDENTIFY EACH CIRCUIT COMPONENT AN NUMBERING AND COLOR OF EACH TERMINAL CONDUCTOR AND TERMINAL
 - ALL WIRING SHALL BE NEATLY TRAINED AND LACED.
 - MINIMUM WIRE SIZE SHALL BE NO. 12 AWG.
- FURNISH & INSTALL A WEATHERPROOF WARNING LABEL FOR EACH METER SOCKET, SERVICE DISCONNECT, SAFETY SWITCH, CUTOUT, PANELBOARD, & CONTROL PANEL TO WARN PERSONS OF POTENTIAL ELECTRIC ARC FLASH HAZARDS, PER THE REQUIREMENTS OF NEC 110.16 "ARC FLASH HAZARD WARNING'

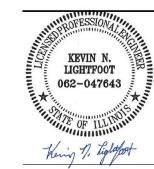
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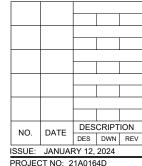


REPLACE RUNWAY 9-27

PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021



PROJECT NO: 21A0164D CAD FILE: E-001-NOTES.DWG

DESIGN BY: KNI 12/1/2022 DRAWN BY: CWS 12/2/2022 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

ELECTRICAL NOTES SHEET 1

AIRFIELD LIGHTING NOTES

- I. UNLESS OTHERWISE NOTED, ALL UNDERGROUND AIRFIELD LIGHTING SERIES CIRCUIT CONDUCTORS WHETHER DEB OR IN DUCT/CONDUIT SHALL BE FAA APPROVED 5000 VOLT L-824 TYPE. ALL UNDERGROUND FIELD POWER LOW VOLTAGE (600 VOLT & BELOW) CIRCUIT CONDUCTORS WHETHER DEB OR IN DUCT/CONDUIT SHALL BE UL LISTED 600 VOLT, TYPE XLP-USE-2 COPPER CONDUCTORS. CONDUCTOR SIZES SHALL BE AS SPECIFIED. HEREIN.
- NO COMPONENTS OF PRIMARY CIRCUIT SUCH AS CABLE, CONNECTORS AND TRANSFORMERS SHALL BE BROUGHT ABOVE GROUND AT EDGE LIGHTS, SIGNS, REIL, PAPI, ETG.
- 3. THERE SHALL BE NO EXPOSED POWER/CONTROL CABLES BETWEEN THE POINT WHERE THEY LEAVE THE UNDERGROUND (DEB OR L-867 BASES) AND WHERE THEY ENTER THE EQUIPMENT (SUCH AS TAXIWAY SIGNS, PAPI, REIL, ETC.) ENCLOSURES. THESE CABLES SHALL BE ENCLOSED IN RIGID CONDUIT OR IN FLEXIBLE, WATERTIGHT CONDUIT WITH BREAKABLE COUPLING(S) AT THE GRADE OR THE HOUSING COVER, AS SHOWN IN APPLICABLE DETAILS.
- 4. THE JOINTS OF THE L-823 PRIMARY CONNECTORS SHALL BE WRAPPED WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF THE JOINT, AS SHOWN ON AIRFIELD LIGHTING CABLE SPLICE DETAILS.
- THE CABLE ENTRANCE INTO THE FIELD-ATTACHED L-823 CONNECTORS SHALL BE ENCLOSED BY A HEAT-SHRINKABLE TUBING WITH CONTINUOUS INTERNAL ADHESIVE, AS SHOWN ON AIRFIELD LIGHTING CABLE SPLICE DETAILS.
- L-823 TYPE II, TWO-CONDUCTOR SECONDARY CONNECTORS SHALL BE CLASS 'A' (FACTORY MOLDED).
- THERE SHALL BE NO SPLICES IN THE SECONDARY CABLE(S) WITHIN THE STEMS OF A
 RUNWAY/TAXIWAY EDGE/THRESHOLD LIGHTING FIXTURE AND THE WIREWAYS LEADING TO
 TAXIWAY SIGNS AND PAPI/REIL EQUIPMENT.
- ELECTRICAL INSULATING GREASE SHALL BE APPLIED WITHIN THE L-823, SECONDARY, TWO
 CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THESE CONNECTORS SHALL
 NOT BE TAPED.
- DEB ISOLATION TRANSFORMERS SHALL BE BURIED AT A DEPTH OF TEN (10") INCHES ON A LINE CROSSING THE LIGHT AND PERPENDICULAR TO THE RUNWAY/TAXIWAY CENTERLINE AT A LOCATION TWELVE (12") INCHES FROM THE LIGHT OPPOSITE FROM THE BLINWAY/TAXIWAY
- 10. A SLACK OF THREE (3') FEET, MINIMUM, PLUS DEPTH OF BASE CAN (IF APPLICABLE), SHALL BE PROVIDED IN THE PRIMARY CABLE AT EACH TRANSFORMER/CONNECTOR TERMINATION. AT STAKE-MOUNTED LIGHTS, THE SLACK SHALL BE LOOSELY COILED IMMEDIATELY BELOW THE ISOLATION TRANSFORMER. THERE SHALL BE NO ADDITIONAL PAYMENT FOR CABLE SLACK AND THEREFORE THE QUANTITY OF PROPOSED CABLE SLACK HAS NOT BEEN INCLUDED IN THE RESPECTIVE CABLE PAY ITEMS.
- 11. DIRECTION OF PRIMARY CABLES SHALL BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK TO PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO RIGHT IS CODED BLUE. THIS APPLIES TO STAKE MOUNTED LIGHTS AND BASE MOUNTED LIGHTS WHERE THE BASE HAS ONLY ONE ENTRANCE.
- 12. L-867 BASES SHALL BE SIZE B, 24" DEEP, CLASS I, UNLESS OTHERWISE NOTED.
- 13. BASE MOUNTED BREAKABLE COUPLINGS SHALL NOT HAVE WEEP HOLES TO THE OUTSIDE. PLUGGED UP HOLES SHALL NOT BE ACCEPTABLE. IT SHALL BE A 1/4" DIAMETER, MINIMUM, OR EQUIVALENT OPENING FOR DRAINAGE FROM THE SPACE AROUND THE SECONDARY CONNECTOR INTO THE L-867 BASE.
- 14. THE ELEVATION OF THE BREAKABLE COUPLING GROOVE SHALL NOT EXCEED 1-1/2" ABOVE THE EDGE OF THE COVER IN CASE OF BASE MOUNTED COUPLINGS, OR THE TOP OF THE STAKE IN CASE OF STAKE MOUNTED COUPLINGS.
- 15. WHERE THE BREAKABLE COUPLING IS NOT AN INTEGRAL PART OF THE LIGHT FIXTURE STEM OR MOUNTING LEG, A BEAD OF SILICON SEAL SHALL BE APPLIED COMPLETELY AROUND LIGHT STEM OR WIREWAY AT BREAKABLE COUPLING TO PROVIDE A WATERTIGHT SEAL.
- 16. TOPS OF THE STAKES SUPPORTING LIGHT FIXTURES SHALL BE FLUSH WITH THE SURROUNDING GRADE.
- 17. PLASTIC LIGHTING FIXTURE COMPONENTS, SUCH AS LAMP HEADS, STEMS, BREAKABLE COUPLINGS, BASE COVERS, BRACKETS, STAKES, SHALL NOT BE ACCEPTABLE.
- 18. THE TOLERANCE FOR THE HEIGHT OF RUNWAY/TAXIWAY EDGE LIGHTS SHALL BE: ONE (1) INCH. IN CASE OF STAKE MOUNTED LIGHTS, THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE MEASURED BETWEEN THE TOP OF THE STAKE AND THE TOP OF THE LENS. IN CASE OF BASE MOUNTED LIGHTS, THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE MEASURED BETWEEN THE TOP OF THE BASE FLANGE AND THE TOP OF THE LENS, THUS INCLUDING THE BASE COVER, THE FRANGIBLE COUPLING, THE STEM, THE LAMP HOUSING AND THE LENS.
- 19. THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTERLINE) OF RUNWAY/TAXIWAY EDGE LIGHTS SHALL BE ONE (1) INCH. THIS ALSO APPLIES AT INTERSECTIONS TO LATERAL SPACING BETWEEN LIGHTS OF A RUNWAY/TAXIWAY AND THE INTERSECTING RUNWAY/TAXIWAY.

- ENTRANCES INTO L-867 BASES SHALL HAVE CONDUIT COUPLINGS OR REDUCERS TO INTERFACE UNIT DUCT/CONDUIT TO L-867 BASE HUBS, OR SHALL BE SEALED WITH HEAT SHRINK.
- 21. GALVANIZED/PAINTED EQUIPMENT/COMPONENT SURFACES SHALL NOT BE DAMAGED BY DRILLING, FILING, ETC. DRAIN HOLES IN METAL TRANSFORMER HOUSINGS SHALL BE MADE BEFORE GALVANIZING.
- 22. EDGE LIGHT NUMBERING TAGS SHALL BE FACING THE PAVEMENT.
- 23. CABLE/SPLICE/DUCT MARKERS SHALL BE PRECAST CONCRETE OF THE SIZE SHOWN. LETTERS/NUMBERS/ARROWS FOR THE LEGEND TO BE IMPRESSED INTO THE TOPS OF THE MARKERS SHALL BE PRE-ASSEMBLED AND SECURED IN THE MOLD BEFORE THE CONCRETE IS POURED. LEGEND INSCRIBED BY HAND IN WET CONCRETE SHALL NOT BE ACCEPTABLE.
- 24. ALL UNDERGROUND CABLE RUNS SHALL BE IDENTIFIED BY CABLE MARKERS AT 200 FEET MAXIMUM SPACING, WITH AN ADDITIONAL MARKER AT EACH CHANGE OF DIRECTION OF THE CABLE RUN. CABLE MARKERS SHALL BE INSTALLED IMMEDIATELY ABOVE THE CABLES.
- 25. THERE SHALL BE NO SPLICES BETWEEN THE ISOLATION TRANSFORMERS. L-823 CONNECTORS ARE ALLOWED AT TRANSFORMER CONNECTIONS ONLY, UNLESS OTHERWISE SHOWN
- 26. APPLY AN OXIDE INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS AND BREAKAGE COUPLING THREADS.
- 27. LOCATIONS OF ENDS OF ALL UNDERGROUND DUCTS SHALL BE IDENTIFIED BY DUCT
- 28. WHERE A PARALLEL, CONSTANT VOLTAGE PAPI SYSTEM IS PROVIDED, THE "T" SPLICES SHALL BE OF THE CAST TYPE
- CONCRETE USED FOR SLABS, FOOTINGS, BACKFILL AROUND TRANSFORMER HOUSINGS, MARKINGS, ETC. SHALL BE 3500 PSI (MINIMUM) AT 14 DAYS, IN ACCORDANCE WITH ITEM 610 STRUCTURAL PORTLAND CEMENT CONCRETE.
- 30. ALL POWER AND CONTROL CABLES IN MAN/HAND HOLES SHALL BE TAGGED. USE EMBOSSED COPPER STRIPS TO BE ATTACHED AT BOTH ENDS TO THE CABLE BY THE USE OF PLASTIC STRAPS. MINIMUM OF TWO TAGS SHALL BE PROVIDED ON EACH CABLE IN A MAN/HAND HOLE-ONE AT THE CABLE ENTRANCE AND ONE AT THE CABLE EXIT.
- 31. THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY, WHATSOEVER IN RESPECT TO 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 LITILITY 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 ABOVE GROUND UTILITIES.
- 32. WHEN PREPARING CABLE FOR SPLICES, THE CONTRACTOR SHALL USE A CABLE STRIPPER/PENCILLER WHENEVER CABLE CONNECTIONS ARE MADE.

GROUNDING NOTES FOR PAPI'S

- GROUNDING FOR PAPI'S SHALL CONFORM TO THE RESPECTIVE PAPI MANUFACTURER'S INSTALLATION INSTRUCTIONS, AS DETAILED ON THE PLANS AND AS SPECIFIED HEREIN. THE POWER CIRCUIT TO EACH PAPI UNIT SHALL INCLUDE AN EQUIPMENT GROUND WIRE OF THE SAME SIZE AND TYPE AS THE PHASE CONDUCTORS. FURNISH AND INSTALL TWO 3/4-INCH DIAMETER BY 10-FEET LONG COPPER CLAD GROUND RODS AT EACH PAPI LIGHTING UNIT SPACED NOT LESS THAN ONE GND ROD LENGTH APART. BOND EACH PAPI UNIT AND THE RESPECTIVE L-867 SPLICE CAN TO THE RESPECTIVE GROUND ROD WITH A #6 AWG STRANDED COPPER GROUNDING ELECTRODE CONDUCTOR. TOP OF GROUND RODS SHALL BE BURIED APPROXIMATELY 24 INCHES BELOW GRADE. ALL CONNECTIONS TO GROUND RODS SHALL BE MADE WITH EXOTHERMIC WELD TYPE CONNECTORS; CADWELD BY ERICO PRODUCTS THERMOWELD BY CONTINENTAL INDUSTRIES INC. OR ULTRAWELD BY HARGER LIGHTNING PROTECTION GROUNDING EQUIPMENT OR APPROVED EQUAL. CONNECTIONS TO L-867 SPLICE CANS SHALL BE WITH UL LISTED GROUNDING CONNECTORS SUITABLE FOR USE IN DIRECT BURIAL OR CONCRETE ENCASEMENT APPLICATIONS. CONNECTIONS TO PAPI UNIT FRAME SHALL BE AS RECOMMENDED BY THE MANUFACTURER OR WITH A UL LISTED GROUNDING CONNECTOR. ALL GROUND RODS ASSOCIATED WITH THE COMPLETE PAPLINSTALLATION SHALL BE BONDED TOGETHER WITH A #6 AWG SOLID COPPER COUNTERPOISE CONDUCTOR. THIS COUNTERPOISE CONDUCTOR SHALL BE INSTALLED IN THE SAME TRENCH LOCATED 10 INCHES ABOVE THE POWER AND CONTROL CONDUCTORS, BETWEEN EACH RESPECTIVE PAPI UNIT.
- 2. FOR EACH PAPI UNIT THE CONTRACTOR SHALL TEST THE MADE ELECTRODE GROUND SYSTEM WITH AN INSTRUMENT SPECIFICALLY DESIGNED FOR TESTING GROUND SYSTEMS. TEST RESULTS SHALL BE RECORDED FOR EACH PAPI UNIT INSTALLATION. IF GROUND RESISTANCE EXCEEDS 25 OHMS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION. COPIES OF THE GROUND SYSTEM TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN, AND THE PROJECT ENGINEER.
- STEEL USED TO MANUFACTURE GROUND RODS SHALL BE 100 PERCENT DOMESTIC STEEL, TO COMPLY WITH THE STEEL PRODUCTS PROCUREMENT ACT
- CLEAN ALL METAL SURFACES BEFORE MAKING GROUND CONNECTIONS.
 METALLIC SURFACES TO BE JOINED SHALL BE PREPARED BY THE REMOVAL
 OF ALL NON-CONDUCTIVE MATERIAL PER 2020 NATIONAL ELECTRICAL CODE
 ARTICLE 250-12.



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DATE SIGNED: 1/12/2

024 EXPIRES: 11/30/2025

REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

NO.	DATE	DES	CRIPT	ION
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ISSUE: JANUARY 12, 2024				

PROJECT NO: 21A0164D

CAD FILE: E-002-NOTES.DWG

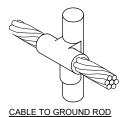
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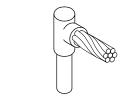
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REVIEWED BY: BSS 1/12/2024

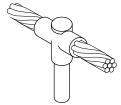
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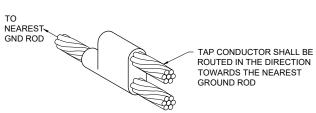


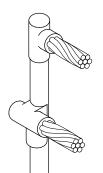


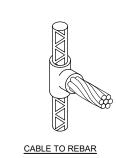
CABLE TO GROUND ROD



CABLE TO GROUND ROD







CABLE TO CABLE

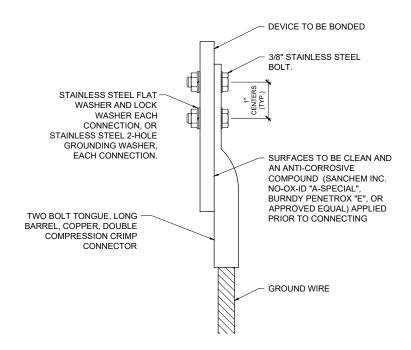
HORIZONTAL PARALLEL TAP

CABLES TO GROUND ROD

DETAIL NOTES

- 1. ALL BELOW GRADE CONNECTIONS TO GROUND RODS & GROUND RING CONDUCTORS SHALL BE EXOTHERMIC WELD TYPE CONNECTIONS. EXOTHERMIC WELDS SHALL BE CADWELD AS MANUFACTURED BY PENTAIR ERICO PRODUCTS, ULTRAWELD AS MANUFACTURED BY HARGER LIGHTNING PROTECTION & GROUNDING EQUIPMENT, OR THERMOWELD AS MANUFACTURED BY CONTINENTAL INDUSTRIES OR APPROVED EQUAL. VERIFY PROPER SIZES, MOLDS, TYPES, AND REQUIREMENTS FOR THE RESPECTIVE APPLICATION WITH THE MANUFACTURER, AND INSTALL PER THEIR DIRECTIONS
- 2. FOR APPLICATIONS TO GALVANIZED STEEL OR PAINTED STEEL, REMOVE GALVANIZING AND/OR PAINT & CLEAN THE SURFACE TO EXPOSE BARE STEEL BEFORE MAKING EXOTHERMIC WELD CONNECTION.
- 3. INDIVIDUAL GROUNDING ELECTRODE CONDUCTORS SHALL NOT BE INSTALLED IN METAL CONDUIT. INSTALL GROUNDING ELECTRODE CONDUCTORS IN SCHED 80 PVC CONDUIT AS REQUIRED IN FOUNDATIONS, FOR PROTECTION, WHERE ENTERING ENCLOSURES, ETC. WHERE PLASTIC CONDUIT IS USED FOR INDIVIDUAL GROUND WIRES, DO NOT COMPLETELY ENCIRCLE THE CONDUIT WITH FERROUS AND/OR MAGNETIC MATERIALS. WHERE METAL CLAMPS ARE INSTALLED USE NYLON BOLTS, NUTS, WASHERS, & SPACERS TO INTERRUPT A COMPLETE METALLIC PATH FROM ENCIRCLING THE CONDUIT

EXOTHERMIC WELD DETAILS

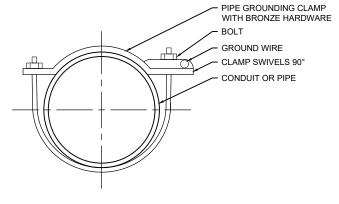


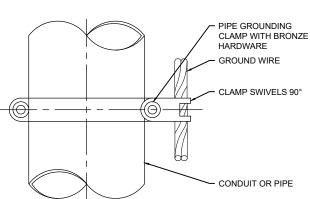
2 HOLE LONG BARREL COMPRESSION LUG TABLE (OR APPROVED EQUAL)				
WIRE SIZE	BURNDY CAT. NO.	THOMAS & BETTS CAT. NO.	PENN-UNION CAT. NO.	
#8 AWG STRANDED	YA8C-2TC38	256-30695-1157	BBLU-8D-2TC38	
#6 AWG SOLID	YA8C-2TC38 OR YGA6C-2TC38E2G1	NOT AVAILABLE	NOT AVAILABLE	
#6 AWG STRANDED	YA6C-2TC38	256-30695-1158	BBLU-6D-2TC38	
#4 AWG STRANDED	YA4C-2TC38	256-30695-1159	BBLU-4D-2TC38	
#2 AWG STRANDED	YA2C-2TC38	256-30695-1160	BBLU-2D-2TC38	
#2 AWG SOLID	YA3C-2TC38	256-30695-1160	BBLU-3D-2TC38	
#1/0 AWG STRANDED	YA25-2TC38	256-30695-1162	BBLU-1/0D-2TC38	
#2/0 AWG STRANDED	YA26-2TC38	256-30695-1116	BBLU-2/0D-2TC38	
#3/0 AWG STRANDED	YA27-2TC38	54816BE	BBLU-3/0D-2TC38	
#4/0 AWG STRANDED	YA28-2TC38	256-30695-1117	BBLU-4/0D-2TC38	

NOTES

- ALL CONNECTIONS TO GROUND BUS BAR SHALL BE WITH 2 HOLE TONGUE LONG BARREL COMPRESSION LUGS BOLTED TO THE BUS BAR.
- 2. GROUND WIRE CONNECTIONS TO EQUIPMENT SHALL BE WITH 2 HOLE TONGUE LONG BARREL COMPRESSION LUGS BOLTED TO THE DEVICE OR WITH THE RESPECTIVE EQUIPT MANUFACTURER'S LUG OR TERMINAL WHERE APPLICABLE.MAKE SURE CONNECTORS ARE SUITABLE FOR THE APPLICATION, CORROSION RESISTANT, TIGHT AND SECURE FOR SAFETY OF PERSONNEL.
- 3. GROUNDING ELECTRODE CONDUCTORS, BONDING JUMPERS, & INDIVIDUAL GROUND WIRES SHALL NOT BE INSTALLED IN METAL CONDUIT. WHERE PLASTIC CONDUIT IS USED FOR INDIVIDUAL GROUND WIRES, DO NOT COMPLETELY ENCIRCLE THE CONDUIT WITH FERROUS AND/OR MAGNETIC MATERIALS. WHERE METAL CLAMPS ARE INSTALLED USE NYLON BOLTS. NUTS, WASHERS, & SPACERS TO INTERRUPT A COMPLETE METALLIC APTH FROM ENCIRCLING THE CONDUIT.
- 4. ALL CONNECTIONS SHALL BE COATED WITH A CORROSION PREVENTATIVE COMPOUND (SANCHEM INC. NO-OX-ID "A-SPECIAL", BURNDY PENETROX E, OR APPROVED EQUAL) BEFORE JOINING. ALL COPPER BUS BARS SHALL BE CLEANED PRIOR TO MAKING CONNECTIONS TO REMOVE SURFACE OXIDATION.
 CLEAN SURFACES, OF RESPECTIVE DEVICES TO BE BONDED, TO BARE METAL, PER NEC 250-12.

GROUNDING LUG CONNECTION DETAIL





PIPE GROUNDING CLAMP TABLE (OR APPROVED EQUAL)					
BURNDY CAT. NO.	THOMAS & BETTS CAT. NO.	PIPE SIZE			
GAR3902-BU	3902BU	1/2" - 1"			
GAR3903-BU	3903BU	1 1/4" - 2"			
GAR3904-BU	3904BU	2 1/2" - 3 1/2"			
GAR3905-BU	3905BU	4" - 5"			
GAR3906-BU	3906BU	6"			

NOTES

- PIPE GROUNDING CLAMPS SHALL HAVE BRONZE HARDWARE BE CORROSION. RESISTANT, SUITABLE FOR DIRECT BURIAL IN EARTH OR CONCRETE, & UL 467 LISTED.
- PENN-UNION TYPE "GPL" SERIES PIPE GROUNDING CLAMPS PROPERLY SIZED FOR THE RESPECTIVE PIPE AND GROUND WIRE ARE ALSO ACCEPTABLE.
- HARGER CPC AND APC SERIES PIPE GROUNDING CLAMPS PROPERLY SIZED FOR THE RESPECTIVE PIPE AND GROUND WIRE ARE ALSO ACCEPTABLE.

PIPE/CONDUIT GROUNDING CLAMP DETAIL



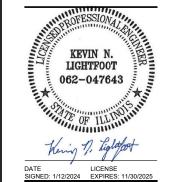
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Edgar County Airport

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REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

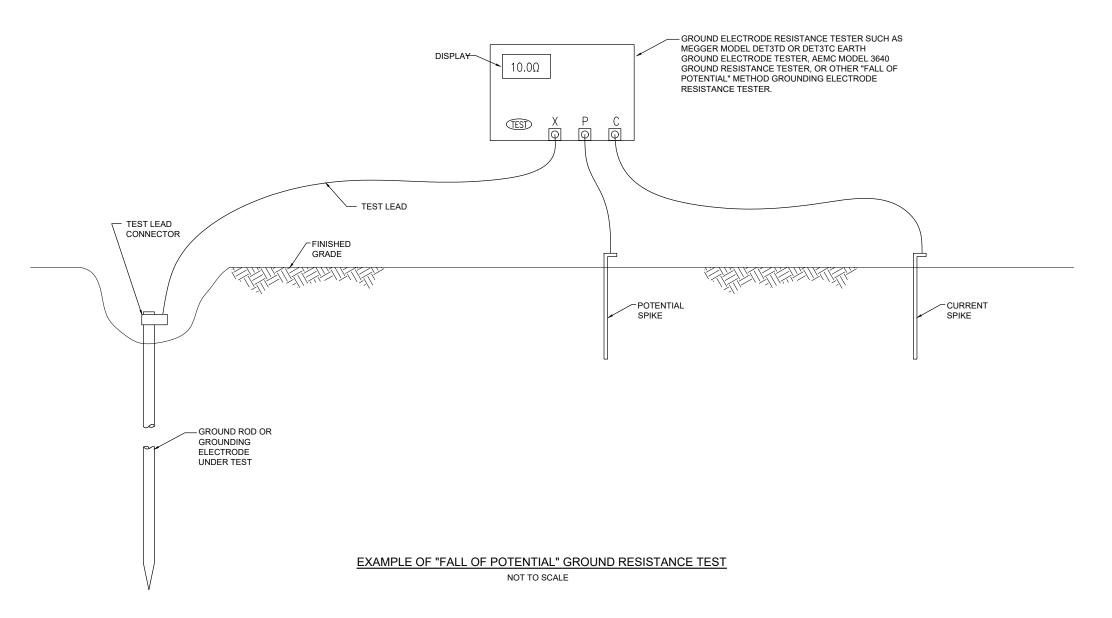
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DESIGN BY: KNI 12/1/2022 DRAWN BY: CWS 12/2/2022 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

GROUNDING DETAILS



NOTES

- CONTRACTOR SHALL TEST AND RECORD THE RESISTANCE FOR EACH MADE ELECTRODE GROUND ROD/GROUND FIELD/GROUND RING WITH AN INSTRUMENT SPECIFICALLY DESIGNED FOR TESTING GROUNDING ELECTRODE SYSTEMS. IF GROUND RESISTANCE EXCEEDS 25 OHMS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION. COPIES OF GROUND ROD TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN, AND THE PROJECT ENGINEER.
- FOR EACH AIRFIELD LIGHT FIXTURE, TAXI GUIDANCE SIGN, SPLICE CAN AND NAVAID THE CONTRACTOR SHALL TEST THE MADE ELECTRODE GROUND SYSTEM WITH AN INSTRUMENT SPECIFICALLY DESIGNED FOR TESTING GROUND SYSTEMS. TEST RESULTS SHALL BE RECORDED FOR EACH AIRFIELD LIGHT FIXTURE, TAXI GUIDANCE SIGN, AND NAVAIDS INSTALLATION. IF GROUND RESISTANCE EXCEEDS 25 OHMS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION. ALSO REFER TO EOR-47643 FOR ADDITIONAL INFORMATION ON GROUNDING REQUIREMENTS WHERE APPLICABLE. COPIES OF THE GROUND SYSTEM TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER / RESIDENT TECHNICIAN, AND THE PROJECT ENGINEER
- GROUND RESISTANCE TEST SHALL BE CONDUCTED IN ACCORDANCE WITH THE RESPECTIVE GROUND ELECTRODE RESISTANCE TESTING EQUIPMENT MANUFACTURER'S INSTRUCTIONS.
- RECORD SITE CONDITIONS DURING TESTS.
- "FALL OF POTENTIAL" TYPE GROUND ELECTRODE RESISTANCE TESTER IS RECOMMENDED FOR TESTING INDIVIDUAL STAND ALONE GROUND RODS.



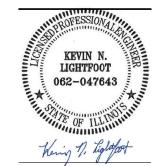
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REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

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DESIGN BY: KNL 12/1/2022 DRAWN BY: CWS 12/2/2022 REVIEWED BY: BSS 1/12/2024

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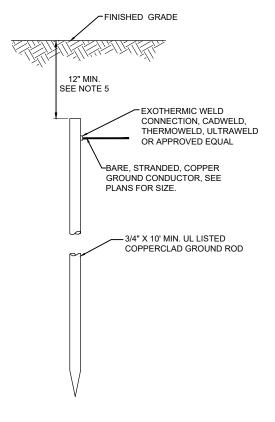
GROUND RESISTANCE **TESTING DETAILS**

GROUNDING NOTES

THE CONTRACTOR SHALL FURNISH AND INSTALL ALL GROUNDING AS MAY BE NECESSARY OR REQUIRED TO MAKE A COMPLETE GROUNDING SYSTEM AS REQUIRED BY THE LATEST NATIONAL ELECTRICAL CODE (NFPA 70) IN FORCE AND FAA-STD-019f (LIGHTNING AND SURGE PROTECTION, GROUNDING, BONDING, AND SHIELDING REQUIREMENTS FOR FACILITIES AND ELECTRONIC EQUIPMENT). THE RELIABILITY OF THE GROUNDING SYSTEM IS DEPENDENT ON CAREFUL, PROPER INSTALLATION AND CHOICE OF MATERIALS. IMPROPER PREPARATION OF SURFACES TO BE JOINED TO MAKE AN ELECTRICAL PATH, LOOSE JOINTS OR CORROSION CAN INTRODUCE IMPEDANCE THAT WILL SERIOUSLY IMPAIR THE ABILITY OF THE GROUND PATH TO PROTECT PERSONNEL AND EQUIPMENT AND TO ABSORB TRANSIENTS THAT CAN CAUSE NOISE IN COMMUNICATIONS CIRCUITS. THE FOLLOWING FUNCTIONS ARE PARTICULARLY IMPORTANT TO ENSURE A RELIABLE GROUND SYSTEM:

- FURNISH AND INSTALL GROUND RODS AS DETAILED HEREIN. GROUND RODS SHALL BE MINIMUM 3/4-IN. DIAMETER BY 10-FT LONG, UL-LISTED, COPPER CLAD WITH 10-MIL MINIMUM COPPER COATING (UNLESS DETAILED OTHERWISE HEREIN). GROUND RODS SHALL BE SPACED OR AS DETAILED ON THE RESPECTIVE PLANS, AND IN NO CASE SPACED LESS THAN ONE ROD LENGTH APART. ALL CONNECTIONS TO GROUND RODS AND THE GROUND RING SHALL BE MADE WITH EXOTHERMIC WELD TYPE CONNECTORS, CADWELD BY PENTAIR ERICO PRODUCTS, INC., THERMOWELD BY CONTINENTAL INDUSTRIES, INC. ULTRAWELD BY HARGER, OR APPROVED EQUAL. EXOTHERMIC WELD CONNECTIONS SHALL BE INSTALLED IN CONFORMANCE WITH THE RESPECTIVE MANUFACTURER'S DIRECTIONS USING MOLDS AS REQUIRED FOR EACH RESPECTIVE APPLICATION. BOLTED CONNECTIONS WILL NOT BE PERMITTED AT GROUND RODS OR AT BURIED GROUNDING ELECTRODE CONDUCTORS.
- CONTRACTOR SHALL TEST EACH MADE ELECTRODE GROUND ROD/GROUND FIELD/GROUND RING WITH AN INSTRUMENT SPECIFICALLY DESIGNED FOR TESTING GROUND FIELD SYSTEMS. IF GROUND RESISTANCE EXCEEDS 25 OHMS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION. ALSO REFER TO EOR-47643 FOR ADDITIONAL INFORMATION ON GROUNDING REQUIREMENTS WHERE APPLICABLE. COPIES OF GROUND ROD TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN AND THE PROJECT ENGINEER.
- ALL PRODUCTS ASSOCIATED WITH THE GROUNDING SYSTEM SHALL BE UL-LISTED AND
- ALL BOLTED OR MECHANICAL CONNECTIONS SHALL BE COATED WITH A CORROSION PREVENTATIVE COMPOUND BEFORE JOINING. SANCHEM INC. "NO-OX-ID "A-SPECIAL" COMPOUND, BURNDY PENETROX E, OR APPROVED EQUAL.
- METALLIC SURFACES TO BE JOINED SHALL BE PREPARED BY THE REMOVAL OF ALL NON-CONDUCTIVE MATERIAL, PER 2020 NATIONAL ELECTRICAL CODE ARTICLE 250-12. ALL COPPER BUS BARS MUST BE CLEANED PRIOR TO MAKING CONNECTIONS TO REMOVE SURFACE OXIDATION.
- METALLIC RACEWAY FITTINGS SHALL BE MADE UP TIGHT TO PROVIDE A PERMANENT LOW IMPEDANCE PATH FOR ALL CIRCUITS. METAL CONDUIT TERMINATIONS IN ENCLOSURES SHALL BE BONDED TO THE ENCLOSURE WITH UL-LISTED FITTINGS SUITABLE FOR GROUNDING. PROVIDE GROUNDING BUSHINGS WITH BONDING JUMPERS FOR ALL METAL CONDUITS ENTERING SERVICE EQUIPMENT (METER BASE, CT CABINET, MAIN SERVICE BREAKER ENCLOSURE, ETC.). PROVIDE GROUNDING BUSHINGS WITH BONDING JUMPERS FOR ALL METAL CONDUITS ENTERING AN ENCLOSURE THROUGH CONCENTRIC OR ECCENTRIC KNOCKOUTS THAT ARE PUNCHED OR OTHERWISE FORMED SO AS TO IMPAIR THE FLECTRICAL CONNECTION TO GROUND. STANDARD LOCKNUTS OR BUSHINGS SHALL NOT BE THE SOLE MEANS FOR BONDING WHERE A CONDUIT ENTERS AN ENCLOSURE THROUGH A CONCENTRIC OR ECCENTRIC KNOCKOUT
- ALL CONNECTIONS, LOCATED ABOVE GRADE, BETWEEN THE DIFFERENT TYPES OF GROUNDING CONDUCTORS SHALL BE MADE USING UL-LISTED DOUBLE COMPRESSION CRIMP TYPE CONNECTORS OR UL-LISTED BOLTED GROUND CONNECTORS. FOR GROUND CONNECTIONS TO ENCLOSURES, CASES AND FRAMES OF ELECTRICAL EQUIPMENT NOT SUPPLIED WITH GROUND LUGS THE CONTRACTOR SHALL DRILL REQUIRED HOLES FOR MOUNTING A BOLTED GROUND CONNECTOR. ALL BOLTED GROUND CONNECTORS SHALL BE BURNDY, DOSSERT CORPORATION, ILSCO CORPORATION, PENN-UNION CORPORATION, THOMAS & BETTS, OR APPROVED EQUAL. TIGHTEN CONNECTIONS TO COMPLY WITH TIGHTENING TORQUES IN UL STANDARD 486A TO ASSURE PERMANENT AND EFFECTIVE
- ALL METAL EQUIPMENT ENCLOSURES, CONDUITS, CABINETS, BOXES, RECEPTACLES, MOTORS FTC SHALL BE BONDED TO THE RESPECTIVE GROUNDING SYSTEM
- PROVIDE ALL BOXES FOR PROPOSED OUTLETS, SWITCHES, CIRCUIT BREAKERS, ETC. WITH GROUNDING SCREWS. PROVIDE ALL PANELBOARD, SWITCHGEAR, ETC., ENCLOSURES WITH GROUNDING BARS WITH INDIVIDUAL SCREWS, LUGS, CLAMPS, ETC., FOR EACH OF THE GROUNDING CONDUCTORS THAT ENTER THEIR RESPECTIVE ENCLOSURES
- EACH NEW FEEDER CIRCUIT AND/OR BRANCH CIRCUIT SHALL INCLUDE AN EQUIPMENT GROUND WIRE. METAL RACEWAY OR CONDUIT SHALL NOT MEET THIS REQUIREMENT. THE EQUIPMENT GROUND WIRE FROM EQUIPMENT SHALL NOT BE SMALLER THAN ALLOWED BY 2020 NEC TABLE 250-122 "MINIMUM SIZE CONDUCTORS OR GROUNDING RACEWAY AND EQUIPMENT." WHEN CONDUCTORS ARE ADJUSTED IN SIZE TO COMPENSATE FOR VOLTAGE DROP, EQUIPMENT-GROUNDING CONDUCTORS SHALL BE ADJUSTED PROPORTIONATELY ACCORDING TO CIRCULAR MIL AREA. ALL EQUIPMENT GROUND WIRES SHALL BE COPPER FITHER BARE OR INSULATED GREEN IN COLOR. WHERE THE EQUIPMENT GROUNDING CONDUCTORS ARE INSULATED, THEY SHALL BE IDENTIFIED BY THE COLOR GREEN, AND SHALL BE THE SAME INSULATION TYPE AS THE PHASE CONDUCTORS

- ALL EXTERIOR METAL CONDUIT, WHERE NOT ELECTRICALLY CONTINUOUS BECAUSE OF MANHOLES, HANDHOLES, NON-METALLIC JUNCTION BOXES, ETC., SHALL BE BONDED TO ALL OTHER METAL CONDUIT IN THE RESPECTIVE DUCT RUN, AND AT EACH END, WITH A COPPER-BONDING JUMPER SIZED IN CONFORMANCE WITH 2020 NEC 250-102. WHERE METAL CONDUITS TERMINATE IN AN ENCLOSURE (SUCH AS A MOTOR CONTROL CENTER SWITCHBOARD, ETC) WHERE THERE IS NOT ELECTRICAL CONTINUITY WITH THE CONDUIT AND THE RESPECTIVE ENCLOSURE, PROVIDE A BONDING JUMPER FROM THE RESPECTIVE ENCLOSURE GROUND BUS TO THE CONDUIT SIZED PER 2020 NEC 250-102.
- 12. IT IS THE INTENT OF THIS SPECIFICATION THAT ALL MOTOR FRAMES, PUMP BASES ELECTRICAL EQUIPMENT ENCLOSURES, PANEL HOUSINGS, CONDUITS, BOXES, ETC. HAVE A CONTINUOUS COPPER WIRE GROUND CONNECTION AND SHALL BE POSITIVELY BONDED TO THE RESPECTIVE GROUNDING SYSTEM. CONDUIT CONNECTORS WILL NOT BE CONSIDERED AS ADEQUATE GROUNDING
- PROVIDE A POSITIVE GROUND BOND FOR ALL OUTLET BOXES, ELECTRICAL EQUIPMENT ENCLOSURES, GROUNDING RECEPTACLES, TOGGLE SWITCHES, ETC. INSTALL A GROUNDING CONDUCTOR IN ALL WIRE AND CABLE RACEWAYS. GROUND CONDUCTOR TO HAVE 600-VOLT INSULATION AND BE IDENTIFIED BY A CONTINUOUS GREEN COLOR COATING. THEY SHALL BE USED SOLELY FOR GROUNDING PURPOSES AND BE ENTIRELY SEPARATE FROM WHITE GROUNDED NEUTRAL CONDUCTOR, EXCEPT AT SUPPLY SIDE OF SERVICE DISCONNECTING MEANS, WHERE GROUNDING AND NEUTRAL SYSTEMS ARE TO BE CONNECTED TO SERVICE GROUND.
- EACH AND ALL GROUNDED CASED AND METAL PARTS ASSOCIATED WITH ELECTRICAL EQUIPMENT SHALL BE TESTED FOR CONTINUITY OF CONNECTION WITH GROUND BUS SYSTEM BY CONTRACTOR IN PRESENCE OF OWNER'S REPRESENTATIVE.
- ALL CONNECTIONS BETWEEN THE DIFFERENT TYPES OF GROUNDING CONDUCTORS ABOVE GRADE SHALL BE MADE USING BOLTED GROUND CONNECTORS. GROUND LUGS SHALL BE PROVIDED IN ALL ENCLOSURES AND WIRING TERMINATION JUNCTION BOXES. FOUIPMENT GROUNDS AND GROUNDING CONDUCTOR SHALL BE CONNECTED TO THESE GROUND LUGS. FOR GROUND CONNECTIONS TO ENCLOSURES. CASES AND FRAMES OF ELECTRICAL EQUIPMENT NOT SUPPLIED WITH GROUND LUGS THE CONTRACTOR SHALL DRILL REQUIRED HOLES FOR MOUNTING A BOLTED GROUND CONNECTOR. ALL BOLTED GROUND CONNECTORS SHALL BE BURNDY, DOSSERT CORPORATION, ILSCO CORPORATION, PENN-UNION CORPORATION, THOMAS & BETTS, OR APPROVED EQUAL.
- BOND ALL NONCURRENT-CARRYING PARTS OF METAL FOLIPMENT TO GROUND SYSTEM
- BUILDING STRUCTURAL STEEL SYSTEM SHALL BE BONDED TO ELECTRICAL GROUND
- INSTALL GROUNDING ELECTRODE CONDUCTORS, LIGHTNING PROTECTION DOWN CONDUCTORS AND SEPARATE GROUND CONDUCTORS IN SCHEDULE 80 PVC CONDUIT OR EXPOSED WHERE ACCEPTABLE TO LOCAL CODES. WHERE GROUNDING ELECTRODE CONDUCTORS, LIGHTNING PROTECTION DOWN CONDUCTORS OR INDIVIDUAL GROUND CONDUCTORS ARE RUN IN PVC CONDUIT, <u>DO NOT</u> COMPLETELY ENCIRCLE CONDUIT WITH FERROUS AND/OR MAGNETIC MATERIALS. <u>USE NO</u>N-METALLIC REINFORCED FIBERGLASS STRUT SUPPORT. WHERE METAL CONDUIT CLAMPS ARE INSTALLED, USE NYLON BOLTS, NUTS, WASHERS AND SPACERS TO INTERRUPT A COMPLETE METALLIC PATH FROM ENCIRCLING THE CONDUIT. THIS IS REQUIRED TO AVOID GIRDLING OF GROUND CONDUCTORS. GIRDLING OF A GROUND CONDUCTOR IS THE RESULT OF PLACING THE $\,$ CONDUCTOR IN A RING OF MAGNETIC MATERIAL. THIS RING COULD BE A METALLIC CONDUIT, U-BOLT OR STRUT SUPPORT PIPE CLAMP, OR OTHER SUPPORT HARDWARE, THE RESULT OF GIRDLING GROUND CONDUCTORS SIGNIFICANTLY INCREASES THE INDUCTIVE IMPEDANCE OF THE GROUND CONDUCTOR. INDUCTIVE AND CAPACITIVE IMPEDANCE IS A TYPE OF RESISTANCE THAT OPPOSES THE FLOW OF ALTERNATING CURRENT. ANY INCREASE IN THE IMPEDANCE OF A GROUND CONDUCTOR REDUCES ITS ABILITY TO EFFECTIVELY MITIGATE RADIO FREQUENCY NOISE IN THE GROUND SYSTEM. THE CONDITION WHERE A GROUND CONDUCTOR IS GIRDLED DURING A LIGHTNING STRIKE RESULTS IN PHENOMENA KNOWN AS SURGE IMPEDANCE LOADING. SURGE IMPEDANCE LOADING IS A RESULT OF VOLTAGE AND CURRENT REACHING 500.000 VOLTS AND 10.000 AMPS FOR A SHORT DURATION. GIRDLING FURTHER INCREASES THE IMPEDANCE AT LIGHTNING FREQUENCIES OF 100 KILOHERTZ TO 100 MEGAHERTZ. AT THESE POWER AND FREQUENCY LEVELS ANY INCREASE IN THE IMPEDANCE OF THE GROUND CONDUCTOR MUST BE CONTROLLED. DURING LIGHTNING DISCHARGE CONDITIONS A LOW INDUCTIVE IMPEDANCE PATH IS MORE IMPORTANT THAN A LOW DC RESISTANCE PATH.
- 19. IF LOCAL CODES DICTATE THAT GROUNDING ELECTRODE CONDUCTORS OR INDIVIDUAL GROUNDING CONDUCTORS MUST BE RUN IN METAL CONDUIT OR RACEWAY. THEN THE CONDUIT OR RACEWAY MUST BE BONDED AT EACH END OF THE RUN WITH A BONDING JUMPER SIZED EQUAL TO THE GROUNDING ELECTRODE CONDUCTOR OR INDIVIDUAL GROUNDING CONDUCTOR OR AS REQUIRED BY 2020 NEC 250-102. NOTE THIS DOES NOT APPLY TO AC EQUIPMENT GROUNDING CONDUCTORS RUN WITH AC CIRCUITS
- NEVER REMOVE, ALTER, OR ATTEMPT TO REPAIR CONDUCTORS OR CONDUIT SYSTEMS PROVIDING GROUNDING OR ELECTRICAL BONDING FOR ANY ELECTRICAL EQUIPMENT UNTIL ALL POWER IS REMOVED FROM EQUIPMENT. WARN ALL PERSONNEL OF THE UNGROUNDED CONDITION OF THE EQUIPMENT. DISPLAY APPROPRIATE WARNING SIGNS, SUCH AS DANGER TAGS, TO WARN PERSONNEL OF THE POSSIBLE HAZARDS
- GROUNDING WORK AND MODIFICATIONS SHALL NOT BE PERFORMED DURING A THUNDERSTORM OR WHEN A THUNDERSTORM IS PREDICTED IN THE AREA
- WHERE A CONFLICT IS DETERMINED WITH RESPECT TO GROUNDING REQUIREMENTS PER MANUFACTURER INSTALLATION INSTRUCTIONS, NEC, AND/OR THE CONTRACT DOCUMENTS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTIONS.
- GROUND RODS SHALL BE MANUFACTURED IN THE UNITED STATES OF AMERICA FROM 100 PERCENT DOMESTIC STEEL TO COMPLY WITH THE AIRPORT IMPROVEMENT PROGRAM BUY AMERICAN REQUIREMENTS AND THE STEEL PRODUCTS PROCUREMENT ACT.



10 FT. GROUND ROD

NOTES

- TYPE AND MINIMUM NUMBER OF GROUND RODS SHALL BE AS SPECIFIED ON THE PLAN.
- THE RESISTANCE TO GROUND OF THE GROUNDING SYSTEM SHALL NOT EXCEED 25
- COST OF GROUND RODS IS INCIDENTAL TO THE ASSOCIATED ITEMS REQUIRING GROUNDING UNLESS OTHERWISE SPECIFIED.
- GROUND RODS SHALL BE SPACED AS DETAILED ON THE PLANS AND SHALL NOT BE SPACED LESS THAN ONE ROD LENGTH APART.
- TOP OF GROUND RODS FOR AIRFIELD LIGHT FIXTURES AND TAXI GUIDANCE SIGNS, SHALL BE 12" MINIMUM BELOW GRADE UNLESS DETAILED OTHERWISE HEREIN.
- GROUND RODS FOR INDIVIDUAL SPLICE CANS SHALL BE 3/4-IN DIAMETER BY 10 FEET LONG, WHERE GROUND RESISTANCE EXCEEDS 25 OHMS FURNISH AND INSTALL A SECOND GROUND ROD SPACED MINIMUM OF 10 FEET APART (ONE ROD LENGTH APART), AND CONNECT TO FIRST GND ROD.
- GROUND RODS FOR PAPI'S SHALL BE 3/4-INCH BY 10 FEET LONG. EACH PAPI SHALL HAVE 2 GROUND RODS SPACED A MINIMUM OF ONE ROD LENGTH APART.

GROUND RODS



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REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

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REVIEWED BY: BSS 1/12/2024

SHEET TITLE

GROUNDING NOTES

ELECT	FRICAL LEGEND - ONE-LINE DIAGRAM
	CABLE TERMINATOR/LUG
***	TRANSFORMER
__	DISCONNECT SWITCH
-	FUSIBLE DISCONNECT SWITCH
	CIRCUIT BREAKER
\ \-\	THERMAL MAGNETIC CIRCUIT BREAKER
	FUSE
↓ ‡	TRANSIENT VOLTAGE SURGE SUPPRESSOR OR SURGE PROTECTOR DEVICE
#	GROUND - GROUND ROD, GROUNDING ELECTRODE, OR AT EARTH POTENTIAL
Ø	INDICATING LIGHT
M	MOTOR
#	LOAD, MOTOR, # = HORSEPOWER
	ELECTRIC UTILITY METER BASE
•	JUNCTION BOX WITH SPLICE
xxx	EQUIPMENT, XXX = DEVICE DESCRIPTION
GND	GROUND BUS OR TERMINAL
S/N	NEUTRAL BUS
#	PANELBOARD WITH MAIN LUGS
#1	PANELBOARD WITH MAIN BREAKER
# 	FUSE PANEL WITH MAIN FUSE PULLOUT
+	DUPLEX RECEPTACLE 120V SINGLE PHASE GROUNDING TYPE
	CONTROL STATION
N EM	TRANSFER SWITCH
	ENGINE GENERATOR SET
<u> </u>	

	EL	ECTRICAL LEGEND - SCHEMATIC
	⊣⊢	NORMALLY OPEN (N.O.) CONTACT
	- ₩-	NORMALLY CLOSED (N.C.) CONTACT
	\$	STARTER COIL, * = STARTER NUMBER
	OL OL	OVERLOAD RELAY CONTACT
	©R*	CONTROL RELAY, * = CONTROL RELAY NUMBER
	R*	RELAY, * = RELAY NUMBER
	· ~	TOGGLE SWITCH / 2 POSITION SWITCH
R	OFF AUTO	
) ~ox	2-POSITION SELECTOR SWITCH
	HAND AUTO	
	<u> </u>	3-POSITION SELECTOR SWITCH (H-O-A SHOWN)
	0 00x	
		2 POLE DISCONNECT SWITCH
	<u> </u>	
		3 POLE DISCONNECT SWITCH
	S	PHOTOCELL
	-®-	TERMINAL BLOCK, * = TERMINAL NUMBER
		DEVICE TERMINAL, * = DEVICE TERMINAL NUMBER
		INTERNAL PANEL WIRING
		FIELD WIRING
		FUSE
	GND	GROUND BUS OR TERMINAL
	S/N	NEUTRAL BUS
	#	GROUND, GROUND ROD, GROUND BUS
4		
		INDUSTRIAL CONTROL RELAY
		OR LIGHTING CONTACTOR
-	11+11+	S1 CUTOUT HANDLE REMOVED
	, , p	
	14	
		S1 CUTOUT HANDLE INSERTED
_	~ .	N.O. THERMAL SWITCH
	25	N.O. MENWAE SWITCH
	ुर	N.C. THERMAL SWITCH
		L-830 SERIES ISOLATION TRANSFORMER

	ELECTRICAL ABBREVIATIONS
A.F.F.	ABOVE FINISHED FLOOR
A, AMP	AMPERES
ATS	AUTOMATIC TRANSFER SWITCH
AWG	AMERICAN WIRE GAUGE
BKR	BREAKER
С	CONDUIT
СВ	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
KVA	KILOVOLT AMPERE(S)
KNL	KEVIN NEIL LIGHTFOOT
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
	MINIMUM
MIN	MAIN LUGS ONLY
MLO	
NEC	NATIONAL ELECTRICAL CODE (NFPA 70)
NC	NORMALLY CLOSED
NO	NORMALLY OPEN
NTS	NOT TO SCALE
OHE	OVERHEAD ELECTRIC
OL	OVERLOAD

	ELECT	RICAL 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
Ī		·

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			

NOTES:

- 1. 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.
- 2. KEEP A COPY OF THE LATEST NEC IN FORCE ON SITE AT ALL TIMES DURING/CONSTRUCTION FOR USE AS A
- 3. 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).
- 4. 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.
- 5. 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

- 6. SEE RESPECTIVE SITE PLANS FOR SITE LEGEND **INFORMATION**
- 7. 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.
- 8. ONLY QUALIFIED ELECTRICAL CONTRACTORS SHALL PERFORM FLECTRICAL WORK ON THIS PROJECT.
- RESPECTIVE POWER SOURCES FOR EACH PANEL, EQUIPMENT, AIRFIELD LIGHT, SIGN, NAVAID 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
- 10. 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



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REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

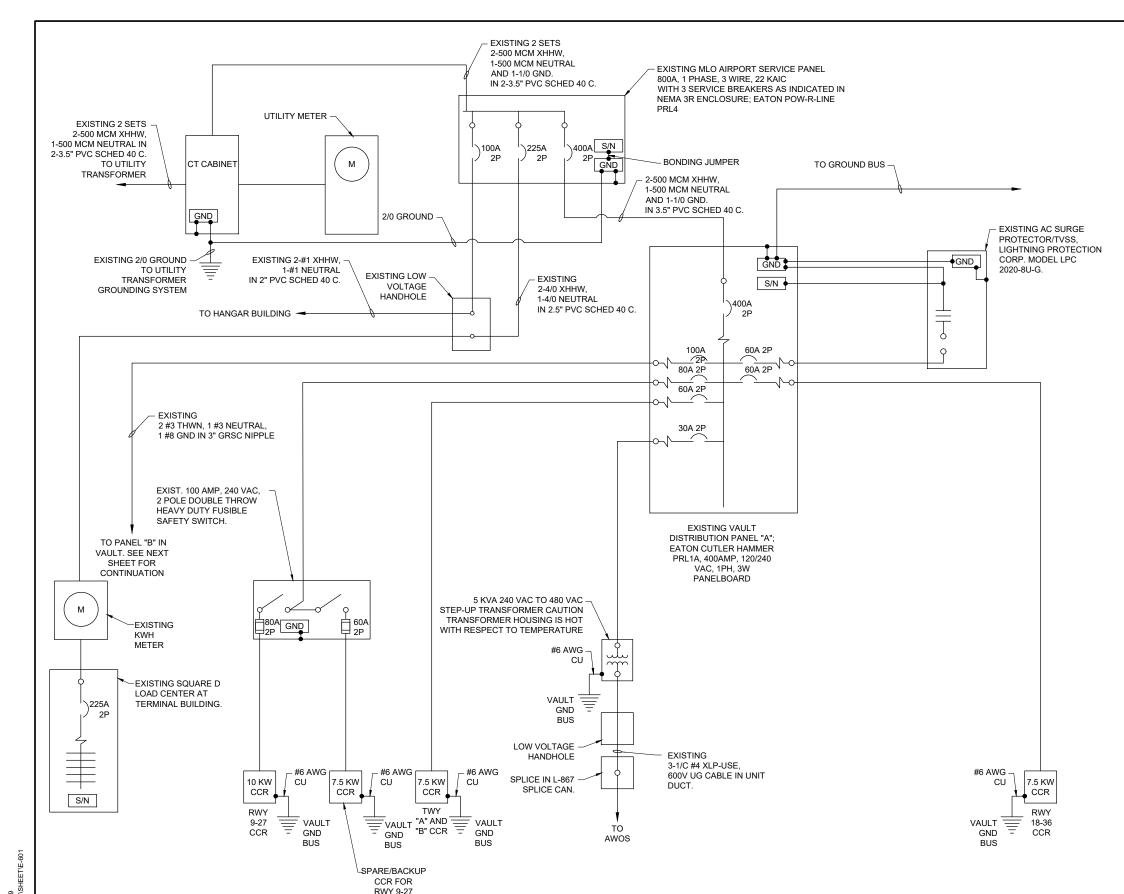
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SHEET TITLE

ELECTRICAL LEGEND AND ABBREVATIONS



NOTES:

- CONTRACTOR SHALL EXAMINE THE SITE TO DETERMINE EXISTING CONDITIONS. CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, RELOCATING, CONNECTING, OR WORKING ON THE RESPECTIVE AIRFIELD LIGHTING, NAVAID, VAULT EQUIPMENT OR OTHER DEVICE.
- 2. ALL POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING AIRFIELD LIGHTING OR OTHER SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER AND/OR AIRPORT REPRESENTATIVE. 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 COMPLY WITH THE REQUIREMENTS OF FAA AC NO. 150/5370-2G (OR MOST CURRENT ISSUE) "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- 4. CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
- 5. THE RESPECTIVE PERSONNEL PERFORMING AIRFIELD LIGHTING WORK, VAULT WORK, AND/OR TESTS SHALL BE FAMILIAR WITH, AND QUALIFIED TO WORK ON, 5000 VOLT AIRFIELD LIGHTING SERIES CIRCUITS, CONSTANT CURRENT REGULATORS AND ASSOCIATED AIRPORT ELECTRICAL VAULT EQUIPMENT.
- 6. MEGGER TEST AND RECORD EXISTING SERIES CIRCUITS AND PLASI FEEDER CIRCUITS PRIOR TO CABLE WORK AND AGAIN AFTER PAPI WORK, AIRFIELD WORK, ADDITIONS, AND/OR UPGRADES HAVE BEEN COMPLETED. ALSO TEST AND RECORD SERIES CIRCUIT LOOP RESISTANCE.
- EACH CCR SHALL BE TESTED FOR PROPER OPERATION BEFORE REMOVAL WORK, DEMOLITION WORK, ELECTRICAL WORK, EXCAVATIONS, DIGGING, TRENCHING, OR ANY OTHER WORK THAT MIGHT POSSIBLY AFFECT AIRFIELD LIGHTING AND AGAIN AFTER AIRFIELD WORK AND PAPI WORK IS COMPLETED.
- ALL EXISTING AIRFIELD LIGHTING SYSTEMS, NAVAIDS, APRON LIGHTING, AND/OR OTHER AIRPORT FACILITIES (THAT ARE NOT SCHEDULED FOR REMOVAL OR REPLACEMENT) SHALL BE OPERABLE DURING NIGHTFALL WHEN THE RESPECTIVE RUNWAY IS OPEN FOR OPERATION UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER AND/OR OTHERWISE DETAILED HEREIN. CONTRACTOR SHALL PROVIDE ALL TEMPORARY WORK AS NECESSARY TO MAINTAIN OPERATION OF THE AIRFIELD LIGHTING SYSTEMS AT NIGHTFALL. CONTRACTOR SHALL COORDINATE TRANSFER OF EXISTING AIRFIELD CIRCUITS TO MINIMIZE DOWNTIME.
- WHEN A RUNWAY IS CLOSED THE RUNWAY LIGHTING AND ASSOCIATED AIRFIELD NAVAIDS FOR THAT RUNWAY SHALL BE SHUT OFF.
- 10. WHEN A TAXIWAY IS CLOSED THE RESPECTIVE TAXIWAY LIGHTING SHALL BE SHUT OFF
- 11. OTHER PROJECTS MIGHT BE UNDER CONSTRUCTION PRIOR TO OR DURING THIS PROJECT. COORDINATE WORK WITH OTHER CONTRACTORS.



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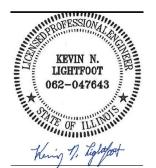
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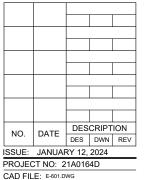
ATE IGNED: 1/12/2024

REPLACE RUNWAY 9-27

PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021



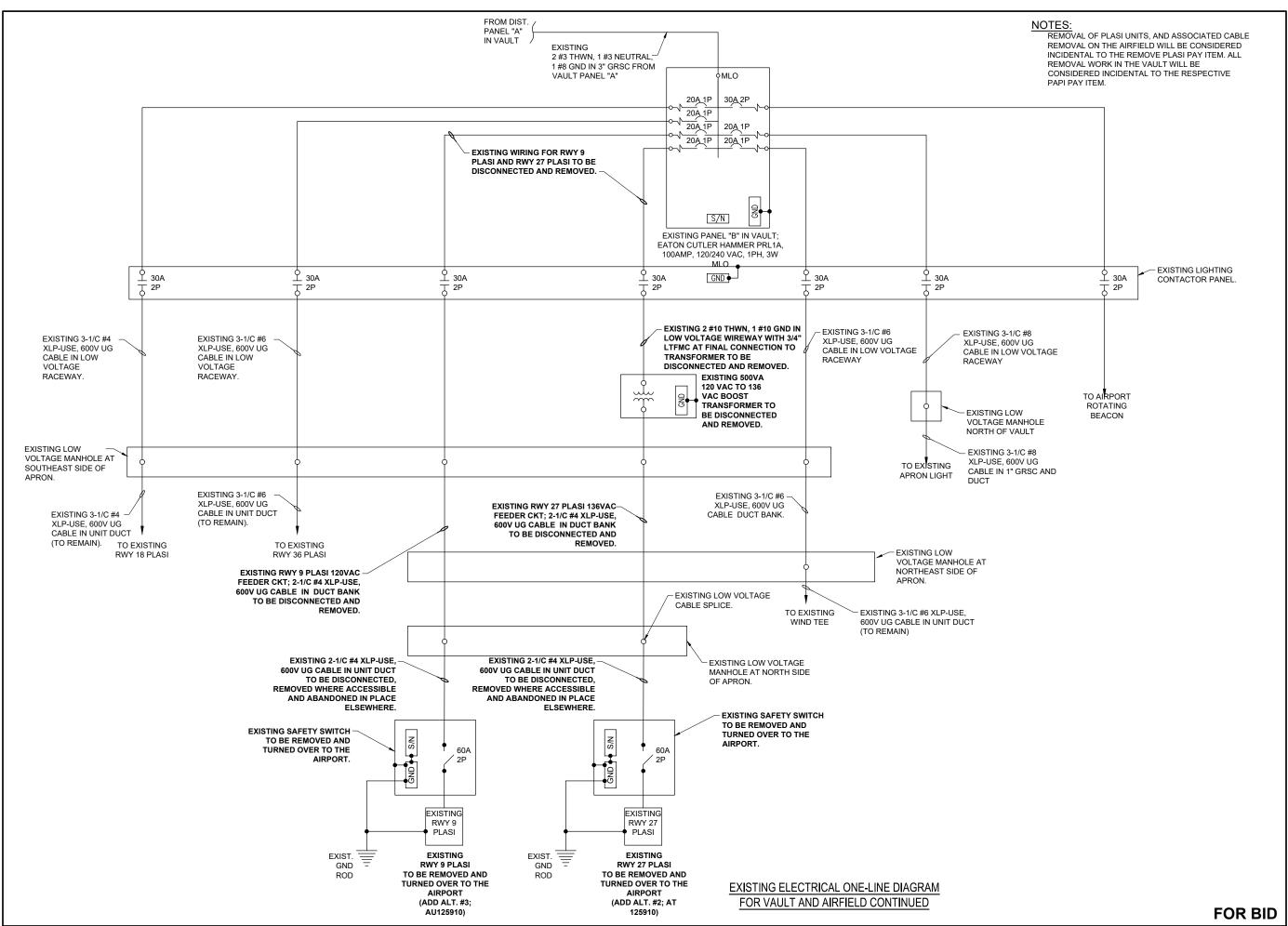
DESIGN BY: KNL 12/2/2022 DRAWN BY: CWS 12/5/2022

DRAWN BY: CWS 12/5/2022 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

EXISTING
ELECTRICAL
ONE-LINE
DIAGRAM-VAULT &
AIRFIELD

EXISTING ELECTRICAL ONE-LINE DIAGRAM FOR VAULT AND AIRFIELD



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POFESSION

SIGNED: 1/12

2/2024 EXPIRES: 11/3

REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021



DESIGN BY: KNL 12/2/2022 DRAWN BY: CWS 12/5/2022 REVIEWED BY: BSS 1/12/2024

SHEET TITLE

EXISTING
ELECTRICAL
ONE-LINE
DIAGRAM-VAULT &
AIRFIELD (CONT.)

NOTES

- ALL VAULT 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).
- 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 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.
- ALL CONDUCTORS/WIRING SHALL BE COPPER.
- CONTRACTOR SHALL CONFIRM POWER REQUIREMENTS WITH THE ACTUAL NAMEPLATE ON EACH PAPI (OR OTHER RESPECTIVE EQUIPMENT) AND ADJUST CIRCUIT BREAKER, FUSES, WIRE SIZES & CONDUIT SIZES TO CONFORM WITH NEC & MANUFACTURER'S RECOMMENDATIONS WHERE APPLICABLE. WIRE SIZES SHOWN ON THE PLANS ARE MINIMUM.
- HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS OR OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW VOLTAGE CIRCUITS (RATED 600 VOLTS AND BELOW) SHALL NOT BE INSTALLED IN THE SAME WIREWAY, CONDUIT, HANDHOLE, JUNCTION BOX, OR RACEWAY.
- 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.
- EQUIPMENT AND MATERIALS NOT LABELED AS
- ALL NEW VAULT WORK WILL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAPI WORK PAY ITEM.



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REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

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NO.	DATE	DES	CRIPT	ION	
NO.	DATE	DES	DWN	REV	
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PROJECT NO: 21A0164D					

CAD FILE: E-602.DWG

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SHEET TITLE

PROPOSED ELECTRICAL ONE-LINE FOR **RUNWAY 9-27 PAPI'S**

PROPOSED ELECTRICAL ONE-LINE FOR RUNWAY 9-27 PAPI'S

POWER & CONTROL CABLES

NOTES: EXISTING HIGH VOLTAGE WIRING SCHEMATIC

- KEEP ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS COORDINATED WITH THE AIRPORT MANAGER/DIRECTOR AND RESIDENT PROJECT REPRESENTATIVE, 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)
- EXAMINE THE SITE TO CONFIRM AND FIELD VERIFY EXISTING SITE CONDITIONS
- VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES FOR RESPECTIVE SYSTEMS PRIOR TO REMOVING, DISCONNECTING, WORKING ON, RELOCATING, RECONNECTING, AND/OR INSTALLING THE RESPECTIVE AIRFIELD LIGHTING. TAXI SIGN, NAVAID, OR OTHER DEVICES. THE CONTRACTOR WILL NEED TO EXERCISE CAUTION WHEN WORKING IN THE VAULT AND ON THE AIRFIELD. CONTRACTOR SHALL REPORT ANY VARIATIONS, DEFICIENCIES, AND/OR APPARENT SAFETY CONCERNS TO THE PROJECT ENGINEER AND THE RESIDENT ENGINEER. CONTRACTOR SHALL FOLLOW LOCKOUT/TAGOUT PROCEDURES FOR SAFETY OF PERSONNEL. CONTRACTOR SHALL FURNISH AND INSTALL LOCKOUT/TAGOUT KITS PER SPECIFICATIONS.
- IDENTIFY EACH RESPECTIVE CIRCUIT PRIOR TO PERFORMING WORK ON THAT CIRCUIT.
- NEVER PULL A CUTOUT OR DISCONNECT AN L-823 CABLE CONNECTION WITH THE CIRCUIT ENERGIZED. SHUTOFF CIRCUITS PRIOR TO PULLING A SERIES PLUG CUTOUT OR DISCONNECTING A CABLE.
- THE RESPECTIVE PERSONNEL PERFORMING AIRFIELD LIGHTING WORK, VAULT WORK, AND/OR TESTS SHALL BE FAMILIAR WITH, AND QUALIFIED TO WORK ON, 5000 VOLT AIRFIELD LIGHTING SERIES CIRCUITS, CONSTANT CURRENT REGULATORS AND ASSOCIATED AIRPORT FLECTRICAL VAULT EQUIPMENT
- EXERCISE CAUTION, PRACTICE SAFETY, AND DISCONNECT THE SERIES CIRCUITS FROM THE RESPECTIVE CONSTANT CURRENT REGULATORS, AS APPLICABLE WHEN PERFORMING WORK ON THE AIRFIELD LIGHTING OR WORK THAT MIGHT AFFECT THE AIRFIELD LIGHTING. CONTRACTOR SHALL MAKE NECESSARY ARRANGEMENTS TO DISCONNECT POWER AND LOCKOUT CIRCUITS FOR PROTECTION OF PERSONNEL.
- OVERSEE AND CONDUCT TESTS FOR AREAS OF WORK WHERE THE RESPECTIVE CIRCUITS MIGHT BE AFFECTED. MEGGER TEST AND RECORD EXISTING SERIES CIRCUITS (WITH A CABLE INSULATION TESTER) PRIOR TO CABLE WORK OR ANY OTHER WORK THAT MIGHT POSSIBLY AFFECT AIRFIELD LIGHTING SYSTEMS. AND AGAIN AFTER AIRFIELD LIGHTING MODIFICATIONS, ADDITIONS, UPGRADES AND/OR OTHER WORK HAS BEEN COMPLETED, PROVIDE 5KV INSULATION TESTER FOR 5,000 VOLT SERIES CIRCUIT CABLES. ALSO TEST AND RECORD SERIES CIRCUIT LOOP RESISTANCE WITH AN OHMMETER. PROVIDE COPY OF TEST RESULTS TO THE PROJECT ENGINEER OF RECORD (EOR) WITHIN 5 DAYS OF CONDUCTING TESTS
- RESPECTIVE CCR'S SHALL BE TESTED FOR PROPER OPERATION BEFORE REMOVAL WORK, MODIFICATIONS, ADDITIONS AND/OR ANY AIRFIELD WORK THAT MIGHT AFFECT LIGHTING CIRCUITS AND AGAIN AFTER THE AIRFIELD WORK AND ADDITIONS HAVE BEEN COMPLETED. CONTRACTOR SHALL TEST AND RECORD THE INPUT CURRENT AND OUTPUT CURRENT FOR EACH CONSTANT CURRENT REGULATOR IN THE AUTOMATIC AND MANUAL MODES OF OPERATION PROVIDE A TRUE RMS AMMETER FOR CURRENT MEASUREMENTS. CONTRACTOR SHALL REPORT CONCERNS AND/OR DEFICIENCIES TO THE RESIDENT PROJECT REPRESENTATIVE AND THE ENGINEER OF RECORD (EOR). WRITTEN TEST RESULTS SHALL BE PROVIDED TO THE RESIDENT ENGINEER AND THE PROJECT ENGINEER OF RECORD (EOR)

LEGEND

- DENOTES PLUG CUTOUT WITH PLUG INSERTED
- DENOTES PLUG CUTOUT WITH PLUG PULLED

"CCR"DENOTES CONSTANT CURRENT REGULATOR

FOR BID

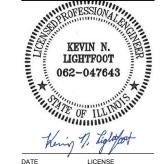
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REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

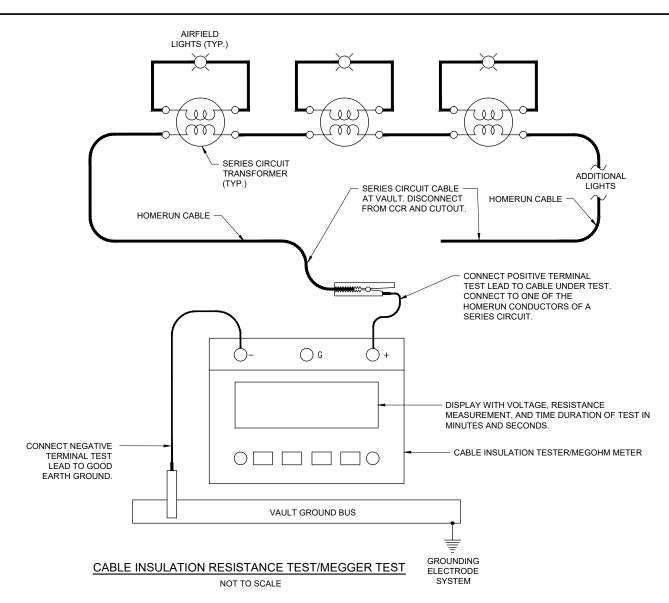
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CAD FILE: E-603.DWG DESIGN BY: KNI 12/2/2022 DRAWN BY: CWS 12/5/2022

REVIEWED BY: BSS 1/12/2024

SHEET TITLE

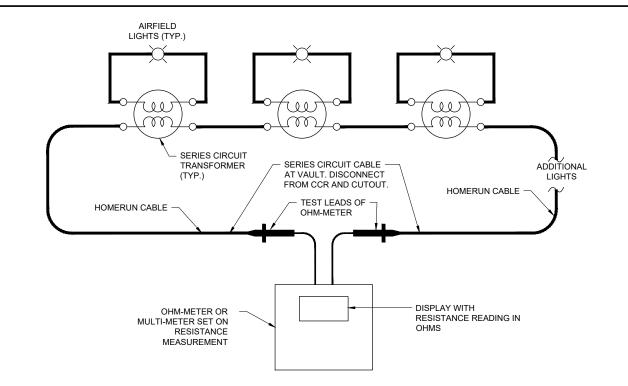
EXISTING HIGH VOLTAGE WIREING SCHEMATIC



CABLE INSULATION RESISTANCE TEST (MEGGER TEST) NOTES

- PRIOR TO BEGINNING EXCAVATIONS, AIRFIELD LIGHTING MODIFICATIONS, CABLE INSTALLATION, AND/OR ANY OTHER WORK THAT MIGHT POSSIBLY AFFECT AIRFIELD LIGHTING CIRCUITS, ALL EXISTING SERIES CIRCUIT LIGHTING CABLES SHALL BE MEGGER TESTED WITH AN INSULATION RESISTANCE TESTER AND RECORDED AT THE RESPECTIVE AIRPORT ELECTRICAL VAULT.
- AFTER AIRFIELD LIGHTING MODIFICATIONS, ADDITIONS, UPGRADES, AND/OR OTHER
 WORK AND ADDITIONS HAVE BEEN COMPLETED ALL EXISTING SERIES CIRCUIT LIGHTING
 CABLES SHALL BE MEGGER TESTED WITH AN INSULATION RESISTANCE TESTER AND
 RECORDED AT THE RESPECTIVE AIRPORT ELECTRICAL VAULT.
- THE CONTRACTOR IS RESPONSIBLE TO EMPLOY THE SERVICES OF PERSONNEL QUALIFIED, FAMILIAR WITH, AND TRAINED TO PERFORM THE RESPECTIVE TESTS, AND QUALIFIED TO WORK ON 5000 VOLT AIRFIELD LIGHTING SERIES CIRCUITS, CONSTANT CURRENT REGULATORS, AND ASSOCIATED AIRPORT ELECTRICAL VAULT EQUIPMENT.
- 4. INSULATION RESISTANCE TESTING EQUIPMENT FOR USE WITH 5,000 VOLT SERIES CIRCUIT CABLES SHALL USE AN INSULATION RESISTANCE TESTER CAPABLE OF TESTING THE CABLES AT 5,000 VOLTS. OLDER SERIES CIRCUIT CABLES AND/OR CABLES IN POOR CONDITION MAY REQUIRE THE TEST VOLTAGE TO BE PERFORMED AT A VOLTAGE LOWER THAN 5,000 VOLTS (EXAMPLE 1,000 VOLTS, 500 VOLTS, OR LESS THAN 500 VOLTS). THE RESPECTIVE TEST VOLTAGE SHALL BE RECORDED FOR EACH CABLE INSULATION RESISTANCE TEST RESULT.
- INSULATION RESISTANCE TESTING EQUIPMENT FOR USE WITH 600 VOLT RATED CABLES SHALL USE A 500 VOLT INSULATION RESISTANCE TESTER. THE RESPECTIVE TEST VOLTAGE SHALL BE RECORDED FOR EACH CABLE INSULATION RESISTANCE TEST RESULT.
- IT IS RECOMMENDED TO USE THE SAME INSULATION RESISTANCE TEST EQUIPMENT THROUGHOUT THE PROJECT TO ENSURE RELIABLE COMPARATIVE READINGS AT THE BEGINNING OF THE PROJECT AND AT THE COMPLETION OF THE PROJECT.

- 7. DISCONNECT THE AIRFIELD LIGHTING SERIES CIRCUIT CABLES FROM THE CONSTANT CURRENT REGULATOR WHEN PERFORMING CABLE INSULATION RESISTANCE TESTS (MEGGER TESTS). TEST THE CABLES THAT GO TO THE AIRFIELD FOR THE RESPECTIVE AIRFIELD LIGHTING SERIES CIRCUIT. CONNECT THE CABLE INSULATION RESISTANCE TESTER TO ONE OF THE AIRFIELD LIGHTING SERIES CIRCUIT CABLES AND TO A GOOD GROUND IN THE AIRPORT ELECTRICAL VAULT SUCH AS THE AIRPORT VAULT GROUND BUS. CONDUCT THE CABLE INSULATION RESISTANCE TEST ON EACH RESPECTIVE CABLE FOR NOT LESS THAN 90 SECONDS. RECORD THE TEST RESULTS AT THE END OF THE TIME DURATION FOR THE TEST.
- FAA ADVISORY CIRCULAR 150/5340-26C MAINTENANCE OF AIRPORT VISUAL AID FACILITIES PROVIDES GUIDANCE ON INSULATION RESISTANCE TESTS. ALSO REFER TO THE USER MANUAL FOR THE RESPECTIVE CABLE INSULATION RESISTANCE TESTER. REASONABLY NEW SERIES CIRCUIT CABLES AND TRANSFORMERS WITH GOOD CONNECTIONS SHOULD READ 500 MEGA-OHMS TO 1,000 MEGA-OHMS OR HIGHER. THE READINGS SHOULD DECREASE WITH AGE. THE RESISTANCE VALUE DECLINES OVER THE SERVICE LIFE OF THE CIRCUIT; A 10-20 PERCENT DECLINE PER YEAR MAY BE CONSIDERED NORMAL. A YEARLY DECLINE OF 50 PERCENT (4 PERCENT MONTHLY) OR GREATER INDICATES THE EXISTENCE OF A PROBLEM, SUCH AS A HIGH RESISTANCE GROUND, SERIOUS DETERIORATION OF THE CIRCUIT INSULATION, LIGHTNING DAMAGE, BAD CONNECTIONS, BAD SPLICES, CABLE INSULATION DAMAGE, OR OTHER FAILURE. FAA ADVISORY CIRCULAR 150/5340-26C NOTES "GENERALLY SPEAKING, ANY CIRCUIT THAT MEASURES LESS THAN 1 MEGOHM IS CERTAINLY DESTINED FOR RAPID FAILURE." AIRFIELD LIGHTING SERIES CIRCUITS WITH CABLE INSULATION READINGS OF LESS THAN 1 MEGOHM ARE NOT UNCOMMON FOR OLDER CIRCUITS THAT ARE 20 YEARS OR MORE OF AGE.
- 9. BASED ON INFORMATION IN FAA AC NO. 150/5340-26C MAINTENANCE OF AIRPORT VISUAL AID FACILITIES, THE CABLE INSULATION RESISTANCE VALUE INEVITABLY DECLINES OVER THE SERVICE LIFE OF THE CIRCUIT; A 10-20 PERCENT DECLINE PER YEAR MAY BE CONSIDERED NORMAL. IN THE EVENT THAT THE CABLE INSULATION RESISTANCE READINGS HAVE DECLINED MORE THAN 2 PERCENT PER MONTH IT MIGHT INDICATE CABLE DAMAGE DUE TO LIGHTNING OR DAMAGE AS A RESULT OF CONTRACTOR OPERATIONS. WHERE THE CABLE INSULATION RESISTANCE READINGS HAVE DECLINED MORE THAN 2 PERCENT PER MONTH OVER THE PROJECT CONSTRUCTION DURATION AS A RESULT OF CONTRACTOR OPERATIONS, CONTRACTOR WILL NEED TO INVESTIGATE, ADDRESS, AND REPAIR THE RESPECTIVE CABLE CIRCUITS.



MEASURE RESISTANCE OF SERIES CIRCUIT LOOP.

NOT TO SCALE

SERIES CIRCUIT LOOP RESISTANCE MEASUREMENT NOTES

- PRIOR TO BEGINNING EXCAVATIONS, AIRFIELD LIGHTING MODIFICATIONS, CABLE INSTALLATION, AND/OR ANY OTHER WORK THAT MIGHT POSSIBLY AFFECT AIRFIELD LIGHTING CIRCUITS, THE RESPECTIVE SERIES CIRCUIT CABLE LOOPS SHALL HAVE THE RESISTANCE MEASURED WITH AN OHMMETER AND RECORDED FOR EACH CIRCUIT AT THE VAULT.
- . AFTER AIRFIELD LIGHTING MODIFICATIONS, ADDITIONS, UPGRADES, AND/OR OTHER WORK AND ADDITIONS HAVE BEEN COMPLETED THE RESPECTIVE SERIES CIRCUIT CABLE LOOPS SHALL HAVE THE RESISTANCE MEASURED WITH AN OHMMETER AND RECORDED FOR EACH CIRCUIT AT THE VAULT.
- 3. ALL EXISTING SERIES CIRCUIT CABLE LOOPS SHALL HAVE THE RESISTANCE MEASURED WITH AN OHMMETER AND RECORDED FOR EACH CIRCUIT AT THE VAULT. THE RESISTANCE OF THE SERIES CIRCUIT LOOP WITH CONNECTIONS USING #8 AWG COPPER CONDUCTOR SHOULD BE APPROXIMATELY 0.8 TO 1 OHM PER THOUSAND FEET OF CABLE LENGTH. THE RESISTANCE OF THE SERIES CIRCUIT LOOP WITH CONNECTIONS USING #6 AWG COPPER CONDUCTOR SHOULD BE APPROXIMATELY 0.5 TO 0.7 OHM PER THOUSAND FEET OF CABLE LENGTH. THE NUMBER OF SERIES CIRCUIT TRANSFORMERS AND CONNECTIONS WILL AFFECT THE OVERALL RESISTANCE OF THE SERIES CIRCUIT LOOP AND THEREFORE THE MEASUREMENTS MIGHT BE SLIGHTLY HIGHER THAN THE CALCULATED RESISTANCE FOR THE RESPECTIVE LENGTH OF CABLE.



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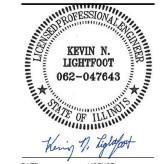
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DATE SIGNED: 1/12/20

REPLACE RUNWAY 9-27 PLASI'S WITH PAPI'S

IDA No: PRG-4981

Contract No. ED021

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INO.	DAIL	DES	DWN	REV
ISSUE: JANUARY 12, 2024				

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CAD FILE: E-604.DWG

DESIGN BY: KNL 12/2/2022
DRAWN BY: CWS 12/5/2022
REVIEWED BY: BSS 1/12/2024

SHEET TITLE

SERIES CIRCUIT CABLE TESTING DETAILS

LEGEND PLATE SCHEDULE				
DEVICE	LABEL			
UTILITY CT METERING CABINET	MAX AVAILABLE FAULT CURRENT AT UTILITY XFMR SECONDARY CALCULATED TO BE 13,707 AMPS LINE TO LINE 20,560 AMPS LINE TO NEUTRAL ON 12/2/2022			
AIRPORT SERVICE PANEL	MAX AVAILABLE FAULT CURRENT AT UTILITY XFMR SECONDARY CALCULATED TO BE 13,707 AMPS LINE TO LINE 20,560 AMPS LINE TO NEUTRAL ON 12/2/2022			
VAULT DISTRIBUTION PANEL "A"	MAX AVAILABLE FAULT CURRENT AT UTILITY XFMR SECONDARY CALCULATED TO BE 13,707 AMPS LINE TO LINE 20,560 AMPS LINE TO NEUTRAL ON 12/2/2022			
VAULT DISTRIBUTION PANEL "A"	VAULT DIST. PANEL "A" 120/240 VAC, 1 PH, 3W FED FROM AIRPORT SERVICE PANEL			
VAULT DISTRIBUTION PANEL "A"	CONDUCTOR COLOR CODING SHALL BE AS FOLLOWS: PHASE A - BLACK PHASE B - RED NEUTRAL - WHITE GROUND - GREEN			
VAULT DISTRIBUTION PANEL "B"	MAX AVAILABLE FAULT CURRENT AT UTILITY XFMR SECONDARY CALCULATED TO BE 13,707 AMPS LINE TO LINE 20,560 AMPS LINE TO NEUTRAL ON 12/2/2022			
VAULT DISTRIBUTION PANEL "B"	VAULT DIST. PANEL "B" 120/240 VAC, 1 PH, 3W FED FROM VAULT DIST PANEL "A"			
VAULT DISTRIBUTION PANEL "B"	CONDUCTOR COLOR CODING SHALL BE AS FOLLOWS: PHASE A - BLACK PHASE B - RED NEUTRAL - WHITE GROUND - GREEN			
TERMINAL BLDG LOAD CENTER	MAX AVAILABLE FAULT CURRENT AT UTILITY XFMR SECONDARY CALCULATED TO BE 13,707 AMPS LINE TO LINE 20,560 AMPS LINE TO NEUTRAL ON 12/2/2022			
TERMINAL BLDG LOAD CENTER	TERMINAL BLDG LOAD CENTER 120/240 VAC, 1 PH, 3W FED FROM AIRPORT SERVICE PANEL			
TOP OF RUNWAY 9-27 CCR	KEEP CLEAR DO NOT STORE MATERIALS ON TOP OF CCR			
TOP OF BACKUP/SPARE CCR FOR RUNWAY 9-27	KEEP CLEAR DO NOT STORE MATERIALS ON TOP OF CCR			
TOP OF TAXIWAY "A" AND "B"	KEEP CLEAR DO NOT STORE MATERIALS ON TOP OF CCR			
TOP OF RUNWAY 18-36 CCR	KEEP CLEAR DO NOT STORE MATERIALS ON TOP OF CCR			

ARC FLASH RISK LABELS			
EQUIPMENT	LABEL		
UTILITY CT METERING CABINET	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 120/240 VAC, 1 PHASE, 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1		
AIRPORT SERVICE PANEL	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 120/240 VAC, 1 PHASE, 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1		
VAULT DISTRIBUTION PANEL "A"	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 120/240 VAC, 1 PHASE, 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1		
VAULT DISTRIBUTION PANEL "B"	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 120/240 VAC, 1 PHASE, 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1		
LOAD CENTER AT TERMINAL BUILDING	WARNING ARC FLASH HAZARD APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT IS REQUIRED NOMINAL VOLTAGE: 120/240 VAC, 1 PHASE, 3-WIRE ARC FLASH BOUNDARY: 19 INCHES ARC-FLASH PPE CATEGORY; 1		

NOTE: LABELS ARE BASED ON FAULT CURRENT FROM UTILITY TRANSFORMER THAT IS LESS THAN 25,000 AMPS AT 240 VAC.

NOTES:

- 1. LEGEND PLATES SHALL BE WEATHERPROOF ENGRAVED PLASTIC OR PHENOLIC MATERIAL, 1/4" HIGH BLACK LETTERS ON A WHITE BACKGROUND UNLESS NOTED OTHERWISE. SECURE WITH WEATHERPROOF ADHESIVE AND MACHINE SCREWS.
 FURNISH ADDITIONAL LEGEND PLATES WHERE
 REQUIRED BY CODE, FOR ADDITIONAL EQUIPMENT, AS DETAILED HEREIN ON THE PLANS, AND AS NOTED IN THE SPECIAL PROVISION SPECIFICATIONS.
- 2. FURNISH & INSTALL A WEATHERPROOF WARNING LABEL FOR EACH SAFETY SWITCH, PANELBOARD, LOAD CENTER, CUTOUT, & CONTROL PANEL TO WARN PERSONS OF POTENTIAL ELECTRIC ARC FLASH HAZARDS, PER THE REQUIREMENTS OF NEC 110.16 "ARC-FLASH HAZARD WARNING".
- 3. FAULT CURRENT INFORMATION TO BE PROVIDED BY SERVING ELECTRIC UTILITY COMPANY OR FROM DATA OBTAINED FROM UTILITY TRANSFORMER NAMEPLATE. CONTACT PROJECT ENGINEER TO CONFIRM FAULT CURRENT CALCULATIONS.
- CONTRACTOR SHALL PROVIDE APPROPRIATE LABELS ON ELECTRICAL EQUIPMENT, IN ACCORDANCE WITH NFPA 70E ARTICLE 130 WORK INVOLVING ELECTRICAL HAZARDS, PART 130.5 ARC FLASH RISK ASSESSMENT, (H) EQUIPMENT LABELING. WHERE MAXIMUM CALCULATED FAULT CURRENT EXCEEDS 25,000 AMPS CONTACT PROJECT ENGINEER.
- 5. ALL LABELING WILL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAPI WORK PAY ITEM



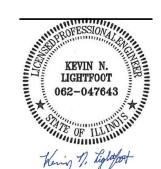
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SHEET TITLE

LEGEND PLATE **SCHEDULES**