ITEM NO. 01A IDOT LETTING: APRIL 27, 2018

# CONSTRUCTION PLANS - MARCH 7, 2018 INSTALL PRECISION APPROACH PATH INDICATORS (PAPI)

MACOMB MUNICIPAL AIRPORT (MQB)
MACOMB AIRPORT AUTHORITY
MACOMB, McDONOUGH COUNTY, ILLINOIS

IDA PROJECT NO. MQB-4400 SBG PROJECT NO. 3-17-SBGP-133, 3-17-SBGP-139

# **SCOPE OF WORK:**

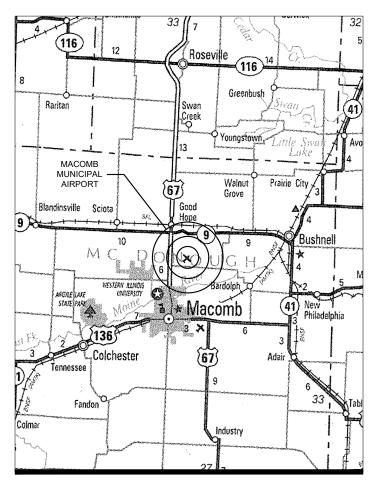
THE SCOPE OF WORK FOR THIS PROJECT CONSISTS OF THE REMOVAL OF THE VASI SYSTEMS ON RUNWAY ENDS 9 AND 27, INSTALLING NEW PAPI SYSTEMS FURNISHED BY THE OWNER, AND FURNISHING AND INSTALLING THE ASSOCIATED CABLING, DUCT WORK, AND VAULT WORK.

# **PLANS PREPARED BY:**

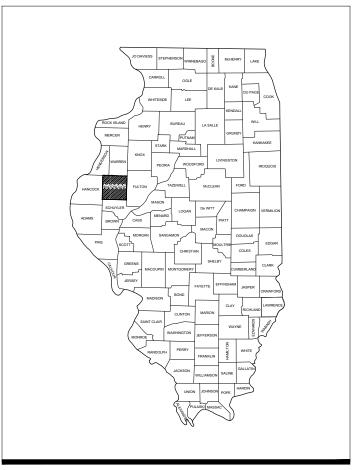


HANSON PROFESSIONAL SERVICES INC. 1525 S. Sixth St. Springfield, Illinois 62703 Telephone: 217.788.2450 Fax: 217.788.2503

# **VICINITY MAP**



# **LOCATION MAP**

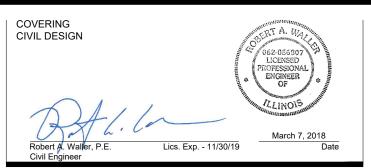


### NOTICE TO CONTRACTORS AND BIDDERS

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					
ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	AS-BUILT QUANTITY	
AR108656	3/C #6 600 V UG CABLE IN UD	L.F.	5,515		
AR110014	4" DIRECTIONAL BORE	L.F.	80		
AR125565	SPLICE CAN	EA.	1		
AR125615	PAPI (L-880 SYSTEM)	EA.	2		
AR125909	REMOVE VASI	EA.	2		
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1		
AR150520	MOBILIZATION	L.S.	1		
AR152442	OFFSITE BORROW EXCAVATION	C.Y.	60		
AR156511	DITCH CHECK	EA.	1		
AR156531	EROSION CONTROL BLANKET	S.Y.	200		
AR701521	21" RCP, CLASS IV	L.F.	48		
AR752421	PRECAST REINFORCED CONC. FES 21"	EA.	4		
AR901510	SEEDING	ACRE	0.1		

INDEX TO SHEETS				
SHEET NO.	DESCRIPTION			
1	COVER SHEET			
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS			
3	PROPOSED SAFETY PLAN			
4	SAFETY PLAN NOTES & DETAILS			
5	PROPOSED ELECTRICAL PLAN STA. 96+50 TO 107+50			
6	PROPOSED ELECTRICAL PLAN STA. 107+50 TO STA. 118+50			
7	PROPOSED ELECTRICAL PLAN STA. 118+50 TO 129+50			
8	PROPOSED ELECTRICAL PLAN STA. 129+50 TO 140+50			
9	PROPOSED ELECTRICAL PLAN STA. 140+50 TO STA. 152+50			
10	PROPOSED ELECTRICAL PLAN - HOMERUNS AND VAULT			
11	PROPOSED RUNWAY 9 PAPI AREA GRADING PLAN			
12	PROPOSED PAPI DETAILS AND NOTES RUNWAY END 9			
13	PROPOSED PAPI DETAILS AND NOTES RUNWAY END 27			
14	PAPI FOUNDATION DETAILS			
15	AIRFIELD LIGHTING CABLE SPLICE DETAILS			
16	CONDUIT TRENCH DETAILS			
17	ELECTRICAL NOTES SHEET 1			
18	ELECTRICAL NOTES SHEET 2			
19	GROUND RESISTANCE TESTING DETAILS			
20	GROUNDING DETAILS			
21	GROUNDING NOTES			
22	ELECTRICAL LEGEND AND ABBREVIATIONS			
23	EXISTING ELECTRICAL ONE-LINE DIAGRAM FOR RWY 9-27 VASI UNITS			
24	PROPOSED ELECTRICAL ONE-LINE DIAGRAM FOR RWY 9-27 PAPI UNITS			



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Illinois Licensed Professional Service Corporation #184-001084

MACOMB MUNICIPAL AIRPORT

16190 East 1300th Street Macomb, IL. 61455

INSTALL PRECISION APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

Contract No. MB030

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Ī	PROJECT NO: 13A0151D				
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SHEET TITLE

SUMMARY OF QUANTITIES AND INDEX TO SHEETS

DESIGN BY: KNL 11/09/15 DRAWN BY: RAD 11/10/15 REVIEWED BY: LDH 1/17/17

# HAUL ROUTE AND VEHICLE PARKING

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE PROPOSED PARKING AREA WILL BE 200' X 200'. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL GRADE, FERTILIZE, SEED AND MULCH THE HAUL ROUTE AND PARKING AREA AS NEEDED TO RESTORE IT OITS' ORIGINAL STATE. RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

# **CONTRACTOR RESPONSIBILITIES**

THE CONTRACTOR'S EQUIPMENT PARKING AND STORAGE AREA WILL BE AS SHOWN ON THIS SHEET. THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR VEHICLES IN THIS AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE THIS AREA.

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

ALL WORK PERFORMED SHALL BE DONE IN A ORDERLY AND EFFECTIVE MANNER TO MINIMIZE RUNWAY CLOSURE.

NO TRENCHES OR HOLES LOCATED WITHIN RUNWAYS 9–27 OR 18–36 SAFETY AREAS WILL REMAIN OPEN OVERNIGHT.

NO RUNWAY SHALL BE CLOSED OVERNIGHT.

# BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY—BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

# **LEGEND**

	EXISTING	IMPROVEMENTS

EXISTING BUILDINGS

PROPOSED CONSTRUCTION STAGING AREA

PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA

PROPOSED BARRICADES WHEN RUNWAY 9-27 IS CLOSED

PROPOSED BARRICADES WHEN RUNWAY 18-36 IS CLOSED

A PROPOSED BARRICADES WHEN BOTH RUNWAYS ARE CLOSED

# SCOPE OF WORK

THIS PROJECT CONSISTS OF THE REMOVAL OF THE VASI SYSTEMS ON RUNWAY ENDS 9 AND 27, AND INSTALLING NEW PAPI SYSTEMS FURNISHED BY THE OWNER, AND FURNISHING AND INSTALLING THE ASSOCIATED CABLING, DUCT WORK, AND VAULT WORK

# AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE AND LOCK THE EXISTING GATE IN THE HAUL ROUTE AT THE END OF EACH WORKING DAY.

# HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A CONCRETE TRUCK DUMP TRUCK, OR A LINE TRUCK

GATE

ROPOSED CONSTRUCTION

STAGING AREA

PROPOSED CONSTRUCTION

PROPOSED CONSTRUCTION

BENCHMARK DATA						
NO.	DESCRIPTION	NORTHING	EASTING	ELEV.		
1	NGS MONUMENT "MACPORT"	1,403,476.08	2,161,141.30	684.61		
2	NGS MONUMENT "MACPORT AZ MK 2"	1,403,420.68	2,164,095.73	676.12		

CRITICAL POINT DATA							
POINT NO.	DESCRIPTION	LATITUDE LONGITUDE GROUND ELEV. (MSL) HEIGHT (AGL) EQUIPT. HT.(MSL)					
1	CONST. EQUIP.	40° 31' 10.88"	90° 39′ 12.94″	687.7'	25'	712.7'	
2	CONST. EQUIP.	40° 31' 12.86"	90° 39′ 11.32″	684.3'	25'	709.3'	
3	CONST. EQUIP.	40* 31' 10.88"	90° 39' 09.70"	686.6'	25'	711.6'	
4	CONST. EQUIP.	40* 31' 08.91"	90* 39' 11.32"	686.2'	25'	711.2'	

# ALL CONSTRUCTION/OPERATIONS ARE TO BE PERFORMED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR (AC) 150/5370-2F "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" AND AC 150/5300-13 "AIRPORT DESIGN" ALL CONSTRUCTION EQUIPMENT ON THE AIRPORT SHALL BE MARKED, LIGHTED AND/OR FLAGGED IN ACCORDANCE WITH AC 150/5210-5 AND 70/7460-1. FOR THE AIRCRAFT **OPERATION LINE** THE ROFZ FOR RUNWAY 9-27 IS 400' WIDE, THEREFORE THE AIRCRAFT OPERATION LINE 200' 400' WILL BE 200' FROM CENTER OF THAT RUNWAY. THE ROFZ HALF SIZE SCALE: 1"= 800 FOR RUNWAY 18-36 IS 250' FULL SIZE SCALE: 1"= 400" WIDE, THEREFORE THE AIRCRAFT OPERATION LINE WILL BE 125' FROM CENTER OF THAT RUNWAY. AIRPORT PROPERTY LINE AIRPORT PROPERTY LINE AIRCRAFT OPERATION LINE \_\_ CP#3 \* AIRCRAFT OPERATION LINE \* \_ - - BM #1 NGS MONUMENT \_\_ \_ R<u>unw</u>ay <u>9-2</u>7 MRCRAFT/OPERATION/LINE AIRCRAFT. OPERATION\_LUNE\_ . \_ \* \_ . \_ \* \_ . \_ \* TAXIWAY NGS MONUMENT "MACPORT AZ MK 2" DEL FOLIPMENT

# J.U.L.I.E. INFORMATION

U.U.L.I.L.	IN ONWATION
COUNTY	McDONOUGH
CITY	MACOMB
TOWNSHIP	MACOMB T-6-N, R-2-W
SECTION NO.,	7 & 8
ADDRESS	MACOMB MUNICIPAL AIRPORT
	RR #1
	MACOMB, ILLINOIS 61455

# PROPOSED SAFETY PLAN

GENERAL - THE MACOMB MUNICIPAL AIRPORT IS COMPRISED OF TWO RUNWAYS AND ASSOCIATED TAXIWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING BOTH RUNWAYS. ANY TIME THE CONTRACTOR IS WORKING WITHIN 200' OF RUNWAY 9-27 (ADG B-II) CENTERLINE OR 125' OF RUNWAY 18-36 (TURF RUNWAY) CENTERLINE; THE RUNWAY WILL BE CLOSED. THE RUNWAY WILL BE CLOSED ONLY DURING THE CONSTRUCTION DAY. ANY TIME THE CONTRACTOR IS WORKING WITHIN 58' OF A TAXILANE CENTERLINE OR 66' OF A TAXIWAY CENTERLINE; THE TAXILANE/TAXIWAY WILL BE CLOSED. THE TAXILANE/TAXIWAY WILL BE CLOSED ONLY DURING THE CONSTRUCTION DAY. AT THE END OF EACH CONSTRUCTION DAY THE CONTRACTOR WILL SMOOTH GRADE ALL AREAS WITHIN THE RUNWAY/TAXILANE/TAXIWAY SAFETY AREA TO THE SATISFACTION OF THE RESIDENT ENGINEER/RESIDENT TECHNICIAN AND RE-OPEN THE RUNWAY/TAXILANE/TAXIWAY. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY/TAXILANE/TAXIWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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 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 (122.80 MHz.) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE MACOMB MUNICIPAL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

# CERTIFIED PAYROLLS

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

# MATERIAL CERTIFICATION

MATERIAL TO BE INCORPORATED INTO THE PROJECT CANNOT BE USED WITHOUT PRIOR APPROVAL. ALL MATERIAL TO BE USED IN THE PROJECT MUST BE SUBMITTED TO THE RESIDENT ENCINEER/RESIDENT TECHNICIAN FOR APPROVAL. USE OF MATERIAL WITHOUT PRIOR APPROVAL AND ULTIMATELY DETERMINED TO BE UNACCEPTABLE BY THE ILLINOIS DIVISION OF AERONAUTICS ARE SUBJECT TO REMOVAL AND/OR NON-PAYMENT.

# EROSION CONTROL

THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND, THEREFORE NO N.P.D.E.S. PERMIT WILL BE REQUIRED.

# AIRCRAFT OPERATION LINE

THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE FLAGGED LATHE EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE LATHE LINE FOR RUNWAYS.

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# Contract No. MB030

NO.	DATE	DES	CRIPT	ION
INO.	DATE	DES	DWN	REV
ISSUE: MARCH 7, 2018				
PROJEC	CT NO: 1	3A015	1D	

PROJECT NO: 13A0151D

CAD FILE: C-003SFY.DWG

DESIGN BY: CAH 09/04/15

DRAWN BY: RAD 11/10/15

REVIEWED BY: LDH 1/17/17

SHEET TITLE

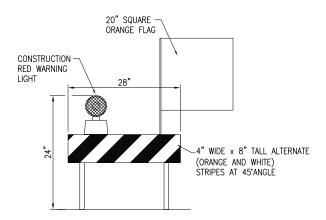
PROPOSED SAFETY PLAN

# DETAIL OF CROSS FOR CLOSED RUNWAY

"NOT TO SCALE"

# NOTE:

- COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING
   CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO
   ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 2. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE AIRPORT MANAGER.
- 3. THE CROSSES WILL BE PLACED OVER THE NUMERALS AND SECURED IN A MANNER APPROVED BY THE MANAGER. IF PLACEMENT OVER THE NUMERALS ISN'T POSSIBLE, THEN THE ALTERNATE LOCATION SHOWN IN THE DETAIL WILL BE USED.
- 4. THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



# MODIFIED TYPE II BARRICADE

# BARRICADE NOTES

- 1. ALL CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE ILLINOIS SUPPLEMENT (LATEST EDITION) AND THE FAA ADVISORY CIRCULARS (LATEST EDITION) UNLESS NOTED OTHERWISE. THE FAA OR MORE STRINGENT SPECIFICATIONS SHALL GOVERN.
- MODIFIED TYPE II BARRICADES SHALL BE SPACED END TO END THE WIDTH OF THE PAVEMENT IN 4' INCREMENTS. BARRICADES ARE TO BE SET BACK 66' FROM THE ACTIVE TAXIWAY CENTERLINE OR AS SHOWN ON THE PLANS.
- 3. CONSTRUCTION RED WARNING LIGHT: THESE ARE PORTABLE, LENS DIRECTED, ENCLOSED LIGHTS. THE COLOR OF THE LIGHT EMITTED SHALL BE RED. THEY MAY BE USED IN EITHER A STEADY BURN (TYPE C) OR LOW INTENSITY FLASHING MODE (TYPE A) UNLESS NOTED OTHERWISE.
- 4. THE LIGHTING SHALL BE MAINTAINED IN OPERATION DURING THE HOURS OF DARKNESS BETWEEN 1/2 HOUR AFTER SUNSET AND 1/2 HOUR BEFORE SUNRISE AND WHEN CONDITIONS EXIST WHICH TEND TO OBSCURE VISION.
- BARRICADES SHALL BE SECURED TO THE GROUND BY APPROVED METHODS TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS.
- 6. THE ONLY COLOR COMBINATION ON TYPE II 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.

# SAFETY NOTES

- FOLLOWING ARE THE CONSTRUCTION SAFETY PROCEDURES THAT THE CONTRACTOR SHALL FOLLOW THROUGHOUT THIS PROJECT. ADDITIONAL REQUIREMENTS ARE SHOWN ON THE PROPOSED SAFETY PLAN SHEET.
- 2. ALL PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR AC 150/5370-2 (CURRENT EDITION), "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", APPLY TO THIS CONTRACT, EXCEPT AS MODIFIED BY THE PROPOSED SAFETY PLAN, THIS SHEET OR AS MODIFIED BY THE OWNER THROUGH THE RESIDENT ENGINEER AT THE PRE-CONSTRUCTION MEETING, OR DURING THE COURSE OF THE CONTRACT
- 3. THE CONTRACTORS SHALL MINIMIZE DISRUPTION OF STANDARD OPERATING PROCEDURES FOR AERONAUTICAL ACTIVITY BY REMAINING WITHIN THE PRESCRIBED CONSTRUCTION AREA PRESENTED ON THE PROPOSED SAFETY PLAN.
- . 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.
- . CONTRACTOR EQUIPMENT, VEHICLES, AND PROJECT MATERIALS SHALL BE STORED AT THE EQUIPMENT PARKING AND MATERIAL STORAGE AREA SHOWN ON THE PROPOSED SAFETY PLAN, EXCEPT AS OTHERWISE PROVIDED FOR AT THE PRE-CONSTRUCTION MEETING.
- 6. ALL CONSTRUCTION EQUIPMENT OPERATING IN THE PRESCRIBED CONSTRUCTION AREA IS REQUIRED TO DISPLAY A CHECKERBOARD FLAG PROPERLY LOCATED OR A ROTATING BEACON (STROBE) AS SPECIFIED IN AC 150/5210-5, "PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT" LATEST EDITION.
- 7. NO CONSTRUCTION MATERIAL STOCKPILES SHALL BE LOCATED WITHIN 250' OF ANY ACTIVE RUNWAY, WITHIN 66' OF ANY OTHER ACTIVE AIRPORT OPERATIONS AREA, OR PENETRATE A PART 77 IMAGINARY SURFACE (PROVIDED BY THE RESIDENT ENGINEER) EXTENDING OUT AND UPWARDS FROM ALL SIDES OF AN ACTIVE RUNWAY.
- 8. CLOSED AIRFIELD AREAS, OPEN TRENCHES, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHALL BE PROMINENTLY MARKED WITH LIGHTED BARRICADES WITH STEADY BURNING OR FLASHING RED LIGHTS AS SPECIFIED IN 150/5370-2, "OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION, LATEST EDITION. LIGHTED BARRICADES MUST BE NO TALLER THAN 18" (EXCLUSIVE OF SUPPLEMENTARY LIGHTS AND FLAGS) ON THE TAXIWAYS AND COMPLY WITH ADVISORY CIRCULAR 150/5370-2, LATEST EDITION. CONTRACTOR SHALL NIGHT CHECK BARRICADES DAILY FOR PROPER OPERATION.
- NO OPEN TRENCHES WITHIN 250' OF AN ACTIVE RUNWAY CENTERLINE OR WITHIN 66' OF ANY AIRPORT OPERATIONS AREA WILL BE PERMITTED
  UNLESS PROPERLY MARKED. OTHER TRENCHES SHALL BE MAINTAINED SAFE, I.E., BARRICADED OR COVERED WITH STEEL PLATES IN ALL
  OTHER ARFAS.
- 10. OPEN TRENCHES, EXCAVATIONS, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHOULD BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED WITH FLASHING YELLOW LIGHTS DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS.
- 11. NO CONSTRUCTION EQUIPMENT GREATER THAN 25' TALL WILL BE PERMITTED ON THE AIRPORT. HOWEVER OTHER EQUIPMENT TALLER THAN 25' MAY BE 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 TRUCKED 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. 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.
- 17. CONTRACTOR SHALL MARK HAZARDOUS AREA WITH STEADY-BURNING OR FLASHING RED AND YELLOW 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.
- 19. CONTRACTOR SHALL MOVE MAINTENANCE OF TRAFFIC COMPONENTS AT THE WRITTEN DIRECTION OF THE RESIDENT ENGINEER AT NO ADDITIONAL COST.
- 20. CONTRACTOR SHALL NOT REMOVE THE BARRICADES WITHOUT THE APPROVAL BY THE RESIDENT ENGINEER/RESIDENT 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 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 ACTIVE RUNWAY 9-27 CENTERLINE OR WITHIN 66' 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 AND THE OPERATIONAL AREA IS CLOSED TO TRAFFIC AND PROPER NOTAMS ARE ISSUED BY THE AIRPORT MANAGER TO THE APPROPRIATE FLIGHT SERVICE STATION.
- 24. PRIOR TO THE ISSUANCE OF A CONSTRUCTION NOTICE—TO—PROCEEED (NTP) BY THE ILLINOIS DIVISION OF AERONAUTICS, THE CONTRACTOR SHALL PREPARE AND SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370—2F, PARAGRAPH 204b, OR EQUIVALENT SECTION IN A SUBSEQUENT/CURRENT ISSUE. THE SPCD SHALL BE REVIEWED AND APPROVED BY THE AIRPORT MANAGER/DIRECTOR, WHO WILL THEN SUBMIT THE DOCUMENT TO THE ILLINOIS DIVISION OF AERONAUTICS FOR THEIR APPROVAL PRIOR TO NOTICE TO PROCEED.
- 25. 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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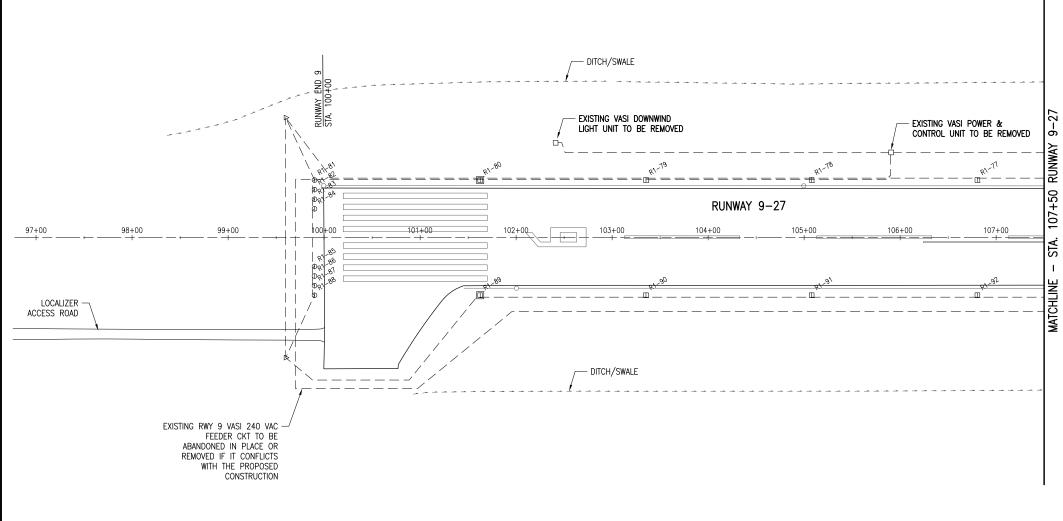
	NO.	DATE	DES	CRIPT	ION
	INO.	DATE	DES	DWN	REV
	ISSUE:	MARCH	7, 201	8	

ISSUE: MARCH 7, 2018
PROJECT NO: 13A0151D
CAD FILE: C-503-SFY.DWG
DESIGN BY: KNL 11/09/15
DRAWN BY: RAD 11/09/15

REVIEWED BY: LDH 1/17/17

SHEET TITLE

SAFETY PLAN NOTES & DETAILS



THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAINE 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 CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE

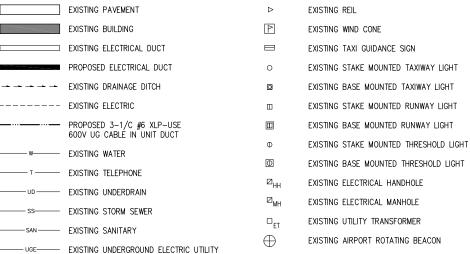
ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123. CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF 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.

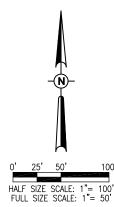
RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL

IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE

COST TO THE CONTRACT.

# LEGEND





# VASI REMOVAL 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).
- 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 OR DISCONNECTING THE RESPECTIVE AIRFIELD LIGHTING, VASI UNITS, OR OTHER DEVICE.
- CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF FAA AC NO. 150/5370-2F (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 VASI AND POWER & CONTROL UNITS SHOWN TO BE REMOVED ARE TO BE REMOVED AND DISPOSED OF OFF THE AIRPORT SITE IN A LEGAL MANNER. THE EXISTING VASI 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 VASI BASES AND POWER & CONTROL UNITS SHALL BE FILLED IN WITH EARTH AND COMPACTED TO PREVENT FUTURE SETTLEMENT, SEEDED AND MULCHED IN ACCORDANCE WITH ITEMS 901 AND 908, RESPECTIVELY. AN EXISTING VASI UNIT CONSISTS OF THE DOWNWIND VASI, UPWIND VASI AND VASI POWER & CONTROL UNIT. REMOVAL OF THE EXISTING VASI UNITS WILL BE PAID FOR UNDER ITEM AR125909 REMOVE VASI PER EACH.
- 6. THE EXISTING AIRFIELD LIGHTING CABLES ASSOCIATED WITH AIRFIELD LIGHTING REMOVALS SHALL BE ABANDONED IN PLACE UNLESS IT CONFLICTS WITH THE INSTALLATION OF A PROPOSED LIGHT, NAVAID, SIGN, CABLE, PAVEMENT, OR OTHER WORK, THEN IT SHALL BE REMOVED AND DISPOSED OF OFF SITE AT NO ADDITIONAL COST TO THE CONTRACT. CONTRACTOR MAY REMOVE ABANDONED CABLES AT NO ADDITIONAL COST TO THE CONTRACT AND SHALL HAVE THE SALVAGE RIGHTS TO ABANDONED CABLES. EXPOSED CABLES AND CONDUITS ASSOCIATED WITH VASI'S TO BE REMOVED, SHALL BE REMOVED. GROUND RODS ASSOCIATED WITH VASI'S TO BE REMOVED SHALL ALSO BE REMOVED.
- WHEN A RUNWAY IS CLOSED, THE NAVAIDS AND LIGHTING FOR THAT RUNWAY SHALL BE SHUT OFF.
- 8. 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 ABOVE NOTE 1.



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#184-001084

MACOMB MUNICIPAL AIRPORT

16190 East 1300th Street Macomb, IL. 61455

INSTALL PRECISION APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

Contract No. MB030

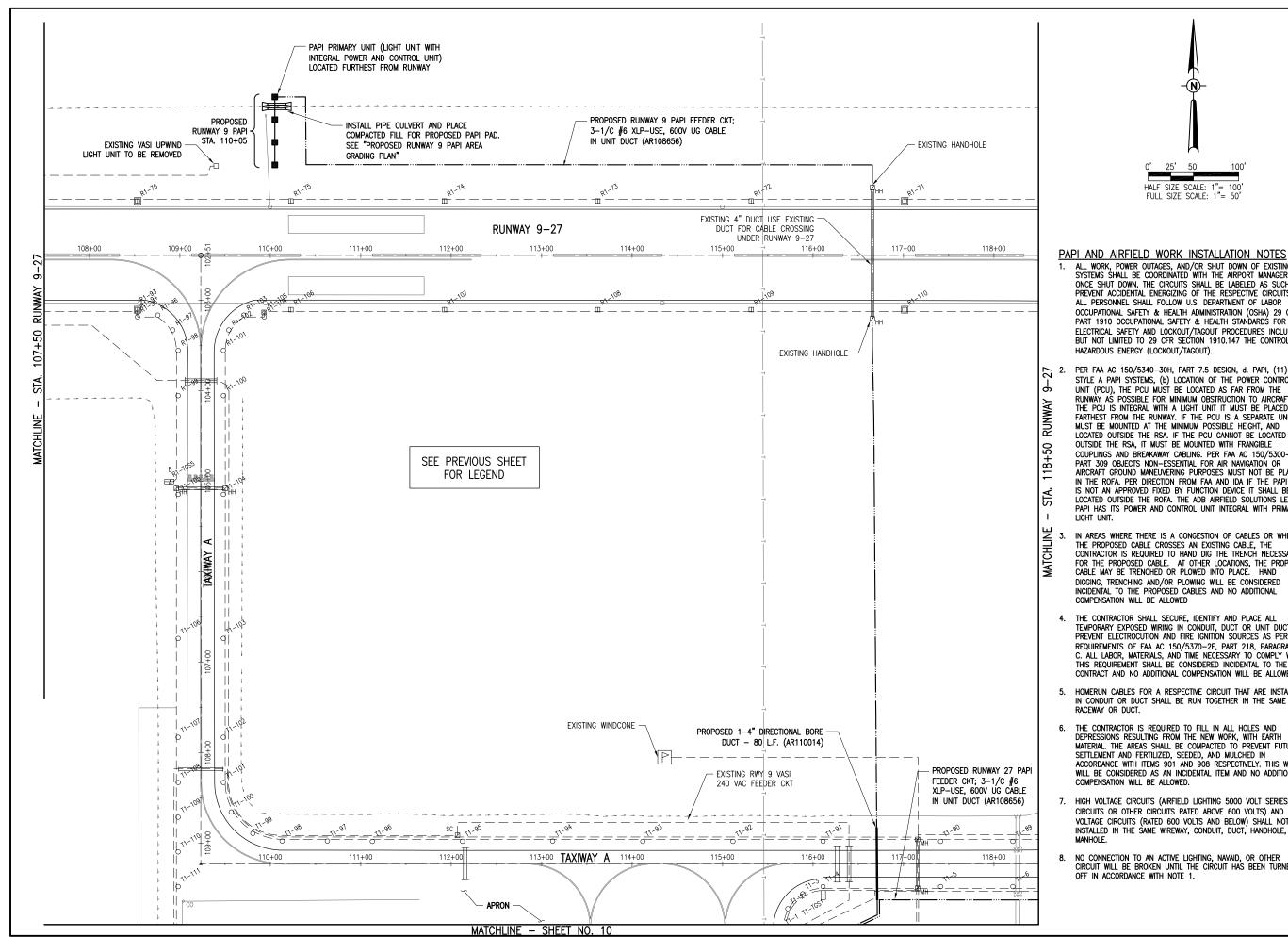
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į	SSUE:	MARCH	7, 201	8		
Ì	PROJECT NO: 13A0151D					
	CAD FILE: C-142-ELE.DWG					
i	DESIGN BY: KNL 11/09/15					

PROPOSED

DRAWN BY: RAD 11/09/15
REVIEWED BY: LDH 1/17/17

SHEET TITLE

ELECTRICAL PLAN STA. 96+50 TO 107+50





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MACOMB MUNICIPAL AIRPORT

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ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING

HALF SIZE SCALE: 1"= 100 FULL SIZE SCALE: 1"= 50

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).

PER FAA AC 150/5340-30H, PART 7.5 DESIGN, d. PAPI, (11) STYLE A PAPI SYSTEMS, (b) LOCATION OF THE POWER CONTROL UNIT (PCU), THE PCU MUST BE LOCATED AS FAR FROM THE RUNWÀY AŚ POSSIBLE FOR MINIMUM OBSTRUCTION TO AIRCRAFT. IF THE PCU IS INTEGRAL WITH A LIGHT UNIT IT MUST BE PLACED. FARTHEST FROM THE RUNWAY. IF THE PCU IS A SEPARATE UNIT, IT MUST BE MOUNTED AT THE MINIMUM POSSIBLE HEIGHT, AND LOCATED OUTSIDE THE RSA. IF THE PCU CANNOT BE LOCATED OUTSIDE THE RSA, IT MUST BE MOUNTED WITH FRANGIBLE COUPLINGS AND BREAKAWAY CABLING, PER FAA AC 150/5300-134 PART 309 OBJECTS NON-ESSENTIAL FOR AIR NAVIGATION OR AIRCRAFT GROUND MANEUVERING PURPOSES MUST NOT BE PLACED IN THE ROFA. PER DIRECTION FROM FAA AND IDA IF THE PAPI PCU IS NOT AN APPROVED FIXED BY FUNCTION DEVICE IT SHALL BE LOCATED OUTSIDE THE ROFA. THE ADB AIRFIELD SOLUTIONS LED PAPI HAS ITS POWER AND CONTROL UNIT INTEGRAL WITH PRIMARY

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

- 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 150/5370-2F, PART 218, PARAGRAPH C. 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.
- HOMERUN CABLES FOR A RESPECTIVE CIRCUIT THAT ARE INSTALLED IN CONDUIT OR DUCT SHALL BE RUN TOGETHER IN THE SAME RACEWAY OR DUCT.
- 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.
- 7. 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
- 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.

**INSTALL PRECISION** APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

Contract No. MB030

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ISSUE:	MARCH	7, 201	8					
PROJECT NO: 13A0151D								
CAD FILE: C-142-ELE.DWG								
DESIGN	DESIGN BY: KNL 11/09/15							

SHEET TITLE

**PROPOSED ELECTRICAL PLAN** STA. 107+50 TO STA. 118+50

DRAWN BY: RAD 11/09/15

REVIEWED BY: LDH 1/17/17



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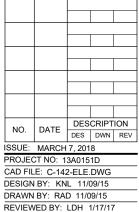
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**INSTALL PRECISION** APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

Contract No. MB030



**PROPOSED** ELECTRICAL PLAN STA. 118+50 TO 129+50



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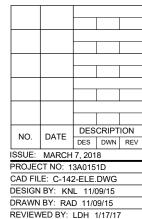
MACOMB MUNICIPAL AIRPORT

16190 East 1300th Street Macomb, IL. 61455

INSTALL PRECISION APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

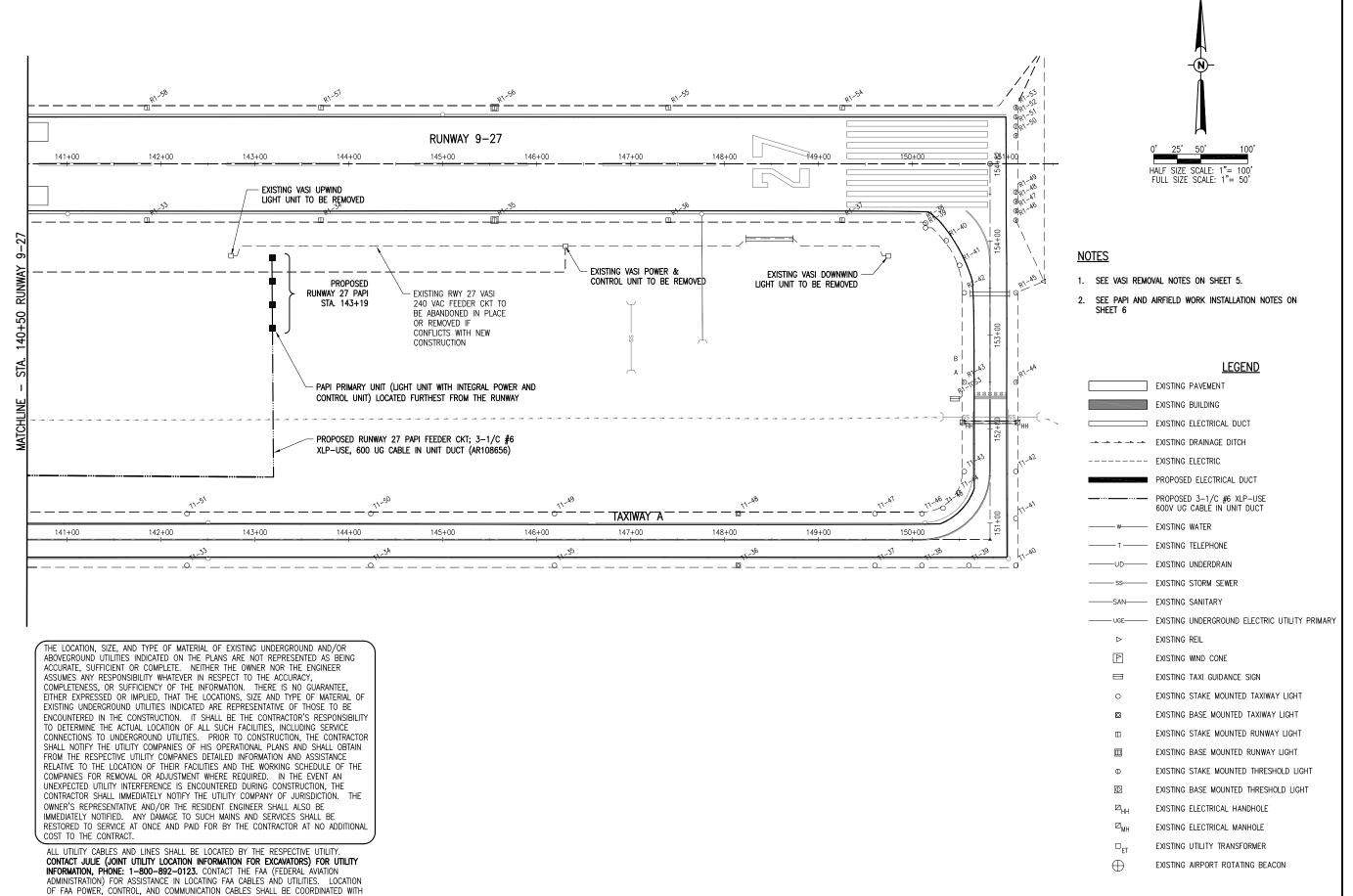
Contract No. MB030



SHEET TITLE

PROPOSED ELECTRICAL PLAN STA. 129+50 TO 140+50

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.





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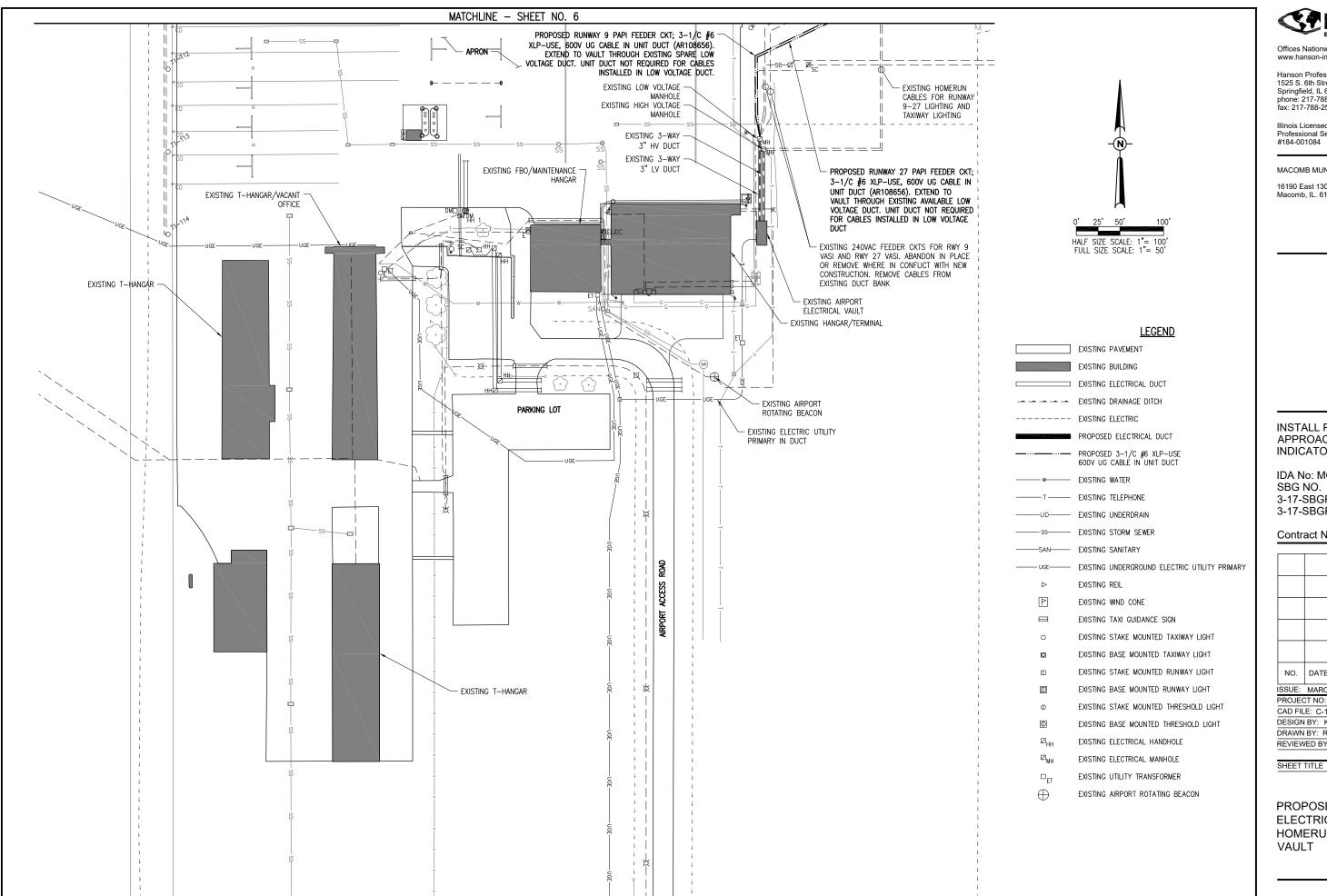
IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

Contract No. MB030

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ISSUE:	MARCH	7, 201	8	
PROJEC	CT NO: 1	3A015	1D	
CAD FIL	E: C-142	2-ELE.	DWG	
DESIGN BY: KNL 11/09/15				
DRAWN	BY: RAI	D 11/0	9/15	
REVIEW	/ED BY:	LDH	1/17/17	

PROPOSED ELECTRICAL PLAN STA. 140+50 TO STA. 152+50

SHEET TITLE





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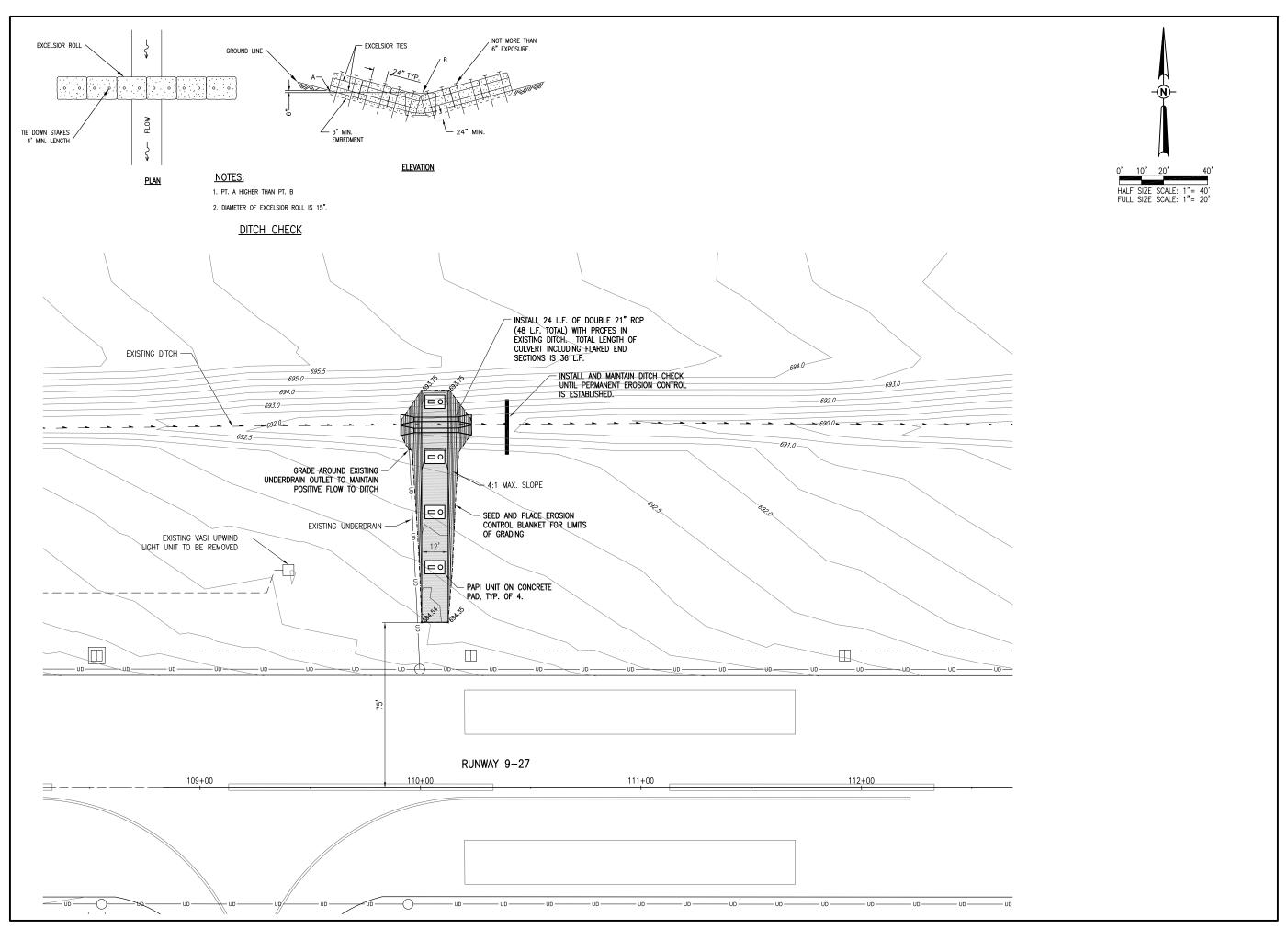
**INSTALL PRECISION** APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

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DRAWN	BY: RAI	D 11/0	9/15	
REVIEW	/ED BY:	LDH '	1/17/17	,

**PROPOSED** ELECTRICAL PLAN -HOMERUNS AND VAULT



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INSTALL PRECISION APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

Contract No. MB030

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ISSUE:	MARCH	7, 201	8		
PROJECT NO: 13A0151D					
CAD FILE: C-201-GRD.DWG					
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DRAWN BY: RAD 11/09/15					

PROPOSED

REVIEWED BY: LDH 1/17/17

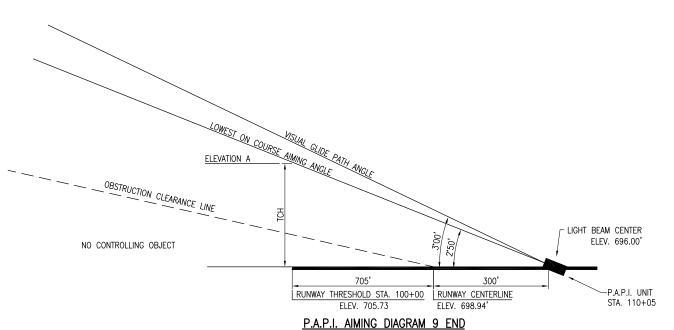
SHEET TITLE

RUNWAY 9 PAPI AREA GRADING PLAN

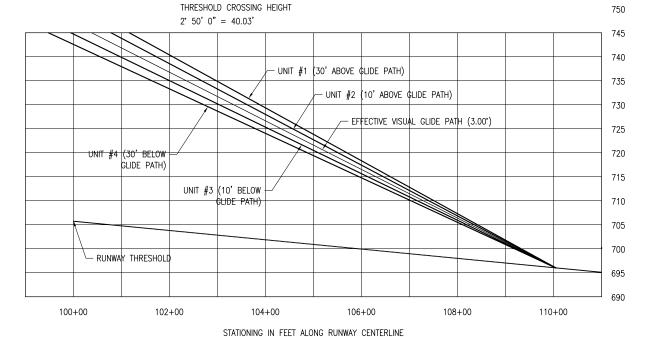
- THE PROPOSED PRECISION APPROACH PATH INDICATOR (PAPI) SYSTEM WILL BE PLACED AT THE LOCATION SHOWN ON PROPOSED ELECTRICAL PLAN SHEETS.
- THE PROPOSED CONCRETE FOUNDATION PIERS SHALL BE AS DETAILED ON THE "PAPI FOUNDATION DETAILS" SHEET.
- 3. EACH PAPI UNIT SHALL BE CONSTRUCTED SUCH THAT THE BEAM CENTERS WILL BE WITHIN ±1" OF ELEVATION 696.00
- 4. 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 150/5340-30H, FIGURE 80. BAFFLES WILL BE REQUIRED TO SET THE LIMITS OF THE OBSTACLE CLEARANCE SURFACE TO 10 DEGREES EITHER SIDE OF THE RUNWAY CENTERLINE (20 DEGREES TOTAL) TO RESTRICT EXCESS HORIZONTAL LIGHT BEAM DISTRIBUTION, IN ACCORDANCE WITH FAA AC 150/5340-30H PART 7.7 INSTALLATION, f. PAPI, (7)(c).
- 5. PER FAA AC 150/5340—30H, PART 7.5 DESIGN, d. PAPI, (11) STYLE A PAPI SYSTEMS, (b) LOCATION OF THE POWER CONTROL UNIT (PCU), THE PCU MUST BE LOCATED AS FAR FROM THE RUNWAY AS POSSIBLE FOR MINIMUM OBSTRUCTION TO AIRCRAFT. IF THE PCU IS INTEGRAL WITH A LIGHT UNIT IT MUST BE PLACED FARTHEST FROM THE RUNWAY. IF THE PCU IS A SEPARATE UNIT, IT MUST BE MOUNTED AT THE MINIMUM POSSIBLE HEIGHT, AND LOCATED OUTSIDE THE RSA. IF THE PCU CANNOT BE LOCATED OUTSIDE THE RSA, IT MUST BE MOUNTED WITH FRANGIBLE COUPLINGS AND BREAKAWAY CABLING. PER FAA AC 150/5300—13A, PART 309 OBJECTS NON—ESSENTIAL FOR AIR NAVIGATION OR AIRCRAFT GROUND MANEUVERING PURPOSES MUST NOT BE PLACED IN THE ROFA. PER DIRECTION FROM FAA AND IDA IF THE PAPI PCU IS NOT AN APPROVED FIXED BY FUNCTION DEVICE IT SHALL BE LOCATED OUTSIDE THE ROFA. THE ADB AIRFIELD SOLUTIONS LED PAPI HAS ITS POWER AND CONTROL UNIT INTEGRAL WITH PRIMARY LIGHT UNIT.
- THE 4-BOX PAPI INSTALLATION WILL BE PAID FOR UNDER ITEM: AR125615 PAPI (L-880 SYSTEM) PER EACH. NOTE: PAPI WILL BE FURNISHED BY OWNER AND INSTALLED BY CONTRACTOR.

# NOTES:

LOWEST ON-COURSE ANGLE  $-2^{\circ}$  50' ELEVATION A = 745.76 TCH = 40.03'

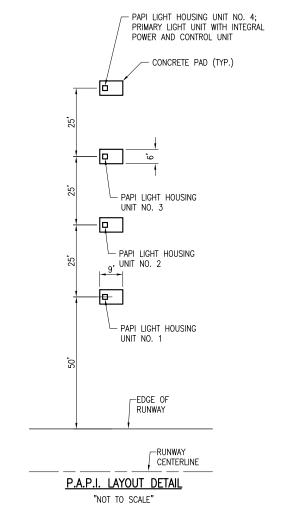


"NOT TO SCALE"



RUNWAY CENTERLINE PROFILE

( PAPI DATA-RUNWAY END 9 )				
	P.A.P.I. UNIT #1	P.A.P.I. UNIT #2	P.A.P.I. UNIT #3	P.A.P.I. UNIT #4
DISTANCE FROM RUNWAY (2	100'	125'	150'	175'
AIMING ANGLE	3*30'	3*10'	2*50'	2*30'
APPROXIMATE/PROPOSED GROUND ELEVATION	694.3'	694.1	694.0'	693.8'
P.A.P.I. UNIT APERTURE ELEVATION	696.00'	696.00'	696.00'	696.00'



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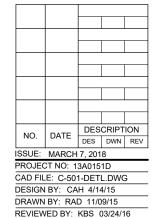
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INSTALL PRECISION APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

Contract No. MB030



SHEET TITLE

PROPOSED PAPI DETAILS AND NOTES RUNWAY END 9

# 2° 50' 0" = 40.03'

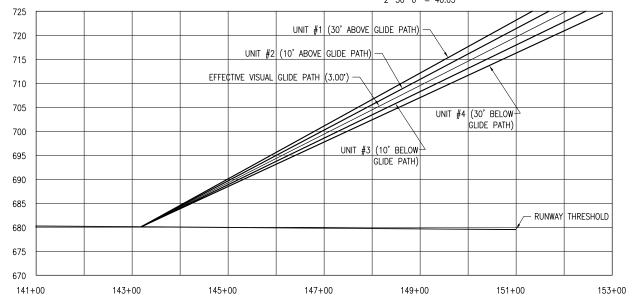


- 1. THE PROPOSED PRECISION APPROACH PATH INDICATOR (PAPI) SYSTEM WILL BE PLACED AT THE LOCATION SHOWN ON PROPOSED ELECTRICAL PLAN SHEETS.
- 2. THE PROPOSED CONCRETE FOUNDATION PIERS SHALL BE AS DETAILED ON THE "PAPI FOUNDATION DETAILS" SHEET.
- 3. EACH PAPI UNIT SHALL BE CONSTRUCTED SUCH THAT THE BEAM CENTERS WILL BE WITHIN ±1" OF ELEVATION 680.90
- 4. 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 150/5340-30H, FIGURE 80. BAFFLES WILL BE REQUIRED TO SET THE LIMITS OF THE OBSTACLE CLEARANCE SURFACE TO 10 DEGREES EITHER SIDE OF THE RUNWAY CENTERLINE (20 DEGREES TOTAL) TO RESTRICT EXCESS HORIZONTAL LIGHT BEAM DISTRIBUTION, IN ACCORDANCE WITH FAA AC 150/5340-30H PART 7.7 INSTALLATION, f. PAPI, (7)(c).
- 5. PER FAA AC 150/5340-30H, PART 7.5 DESIGN, d. PAPI, (11) STYLE A PAPI SYSTEMS, (b) LOCATION OF THE POWER CONTROL UNIT (PCU), THE PCU MUST BE LOCATED AS FAR FROM THE RUNWAY AS POSSIBLE FOR MINIMUM OBSTRUCTION TO AIRCRAFT. IF THE PCU IS INTEGRAL WITH A LIGHT UNIT IT MUST BE PLACED FARTHEST FROM THE RUNWAY. IF THE PCU IS A SEPARATE UNIT, IT MUST BE MOUNTED AT THE MINIMUM POSSIBLE HEIGHT, AND LOCATED OUTSIDE THE RSA. IF THE PCU CANNOT BE LOCATED OUTSIDE THE RSA, IT MUST BE MOUNTED WITH FRANGIBLE COUPLINGS AND BREAKAWAY CABLING. PER FAA AC 150/5300-13A, PART 309 OBJECTS NON-ESSENTIAL FOR AIR NAVIGATION OR AIRCRAFT GROUND MANEUVERING PURPOSES MUST NOT BE PLACED IN THE ROFA. PER DIRECTION FROM FAA AND IDA IF THE PAPI PCU IS NOT AN APPROVED FIXED BY FUNCTION DEVICE IT SHALL BE LOCATED OUTSIDE THE ROFA. THE ADB AIRFIELD SOLUTIONS LED PAPI HAS ITS POWER AND CONTROL UNIT INTEGRAL WITH
- 6. THE 4-BOX PAPI INSTALLATION WILL BE PAID FOR UNDER ITEM: AR125615 PAPI (L-880 SYSTEM) PER EACH. NOTE: PAPI WILL BE FURNISHED BY OWNER AND INSTALLED BY

P.A.P.I. UNIT-

STA. 143+19

LOWEST ON-COURSE ANGLE - 2' 50' ELEVATION A = 719.55 TCH = 40.03'



STATIONING IN FEET ALONG RUNWAY CENTERLINE RUNWAY CENTERLINE PROFILE

PAPI DATA-RUNWAY END 27				
	P.A.P.I. UNIT #1	P.A.P.I. UNIT #2	P.A.P.I. UNIT #3	P.A.P.I. UNIT #4
DISTANCE FROM RUNWAY Q	100'	125'	150'	175'
AIMING ANGLE	3°30'	3°10'	2*50'	2*30'
APPROXIMATE GROUND ELEVATION	679.3'	679.1	678.9'	678.5'
P.A.P.I. UNIT APERTURE ELEVATION	680.90'	680.90'	680.90'	680.90'

DADI DATA DUNIMAY END 07

RUNWAY CENTERLINE
EDGE OF RUNWAY
,09
PAPI LIGHT HOUSING — UNIT NO. 1
<u>-9'-</u>
PAPI LIGHT HOUSING VINIT NO. 2
PAPI LIGHT HOUSING
UNIT NO. 3
δ <u> </u>
PAPI LIGHT HOUSING UNIT NO. 4; PRIMARY LIGHT UNIT WITH INTEGRAL POWER AND CONTROL UNIT
CONCRETE PAD (TYP.)
P.A.P.I. LAYOUT DETAIL

"NOT TO SCALE"

SHEET TITLE

PROPOSED PAPI **DETAILS AND NOTES RUNWAY END 27** 

LOWEST ON COURSE NAMING MICHE MENT CITIE PATH WARE OBSTRUCTION CLEARANCE LINE \_\_\_\_\_ LIGHT BEAM CENTER -ELEV. 680.90' NO CONTROLLING OBJECT

> P.A.P.I. AIMING DIAGRAM 27 END "NOT TO SCALE"

RUNWAY CENTERLINE | RUNWAY THRESHOLD STA. 151+00 |

FLFV. 680.34

481

ELEV. 679.52

13

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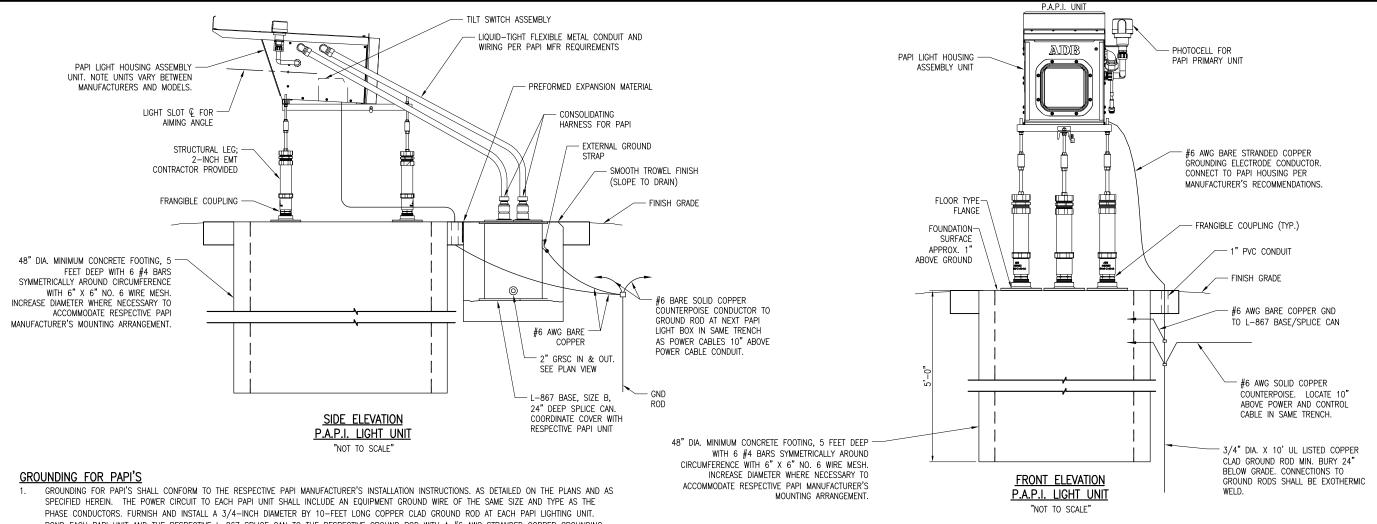
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IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

# Contract No. MB030



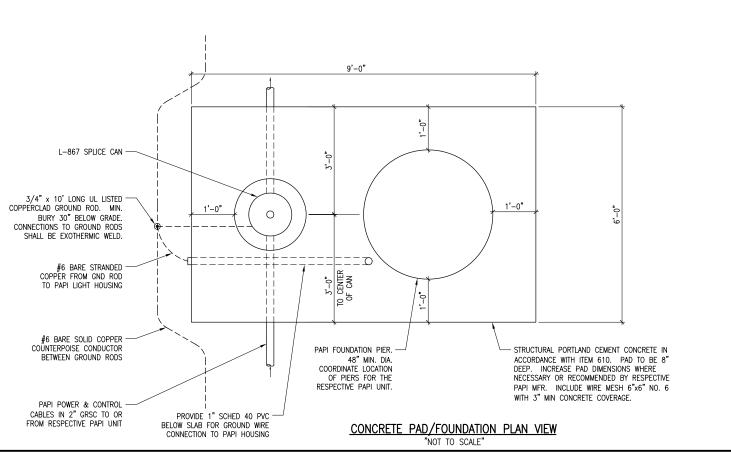
GROUNDING FOR PAPI'S SHALL CONFORM TO THE RESPECTIVE PAPI MANUFACTURER'S INSTALLATION INSTRUCTIONS. AS DETAILED ON THE PLANS AND AS SPECIFIED HEREIN. THE POWER CIRCUIT TO EACH PAPI UNIT SHALL INCLUDE AN EQUIPMENT GROUND WIRE OF THE SAME SIZE AND TYPE AS THE PHASE CONDUCTORS. FURNISH AND INSTALL A 3/4-INCH DIAMETER BY 10-FEET LONG COPPER CLAD GROUND ROD AT EACH PAPI LIGHTING UNIT. 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, IN SOLON, OHIO (PHONE: 800-248-9353), THERMOWELD BY CONTINENTAL INDUSTRIES, INC., TULSA, OKLAHOMA (PHONE: 918-663-1440), OR ULTRAWELD BY HARGER LIGHTNING PROTECTION GROUNDING EQUIPMENT, GRAYSLAKE, ILLINOIS (PHONE: 800-842-7437), 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 PAPI INSTALLATION 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.

-AVIATION YELLOW POWDER COAT PAINTED STEEL BASE PLATE WITH STAINLESS STEEL BOLTS COMPATIBLE WITH THE RESPECTIVE PAPI MFR. COVER FOR PAPI PRIMARY UNIT SHALL HAVE 2 HOLES TO ACCOMMODATE 2 LIQUID-TIGHT FLEXIBLE METAL CONDUITS. COVER FOR PAPI SECONDARY UNIT SHALL HAVE INCLUDE INTERNAL & EXTERNAL GROUND 1 HOLE TO ACCOMMODATE 1 LIQUID-TIGHT FLEXIBLE METAL CONDUIT. LUGS (REQUIRED PER FAA AC COORDINATE COVER SELECTION WITH RESPECTIVE PAPEMER. 150/5345-42F) FINISHED GRADE--SMOOTH TROWEL FINISH (SLOPE TO DRAIN) 610 CONCRETE 4" MIN. L-867, CLASS IA. PAPI POWER & CONTROL -SIZE B, 24" BASE CABLES IN 2" GRSC (MIN.) TO NEXT PAPI LIGHT UNIT -PAPI POWER AND CONTROL CABLES IN 2" GALVANIZED 6" SAND CUSHION RIGID STEEL CONDUIT (OR LARGER WHERE REQUIRED TO ACCOMMODATE RESPECTIVE CABLES) FROM RESPECTIVE PAPI LIGHT UNIT. INCLUDE CONDUIT UNIONS AND ASSOCIATED CONDUIT FITTINGS TO INTERFACE TO L-867 BASE CANS

NOTE:
FOR THE PURPOSE OF ENHANCING SAFETY, EACH BASE MUST HAVE INSTALLED, BY THE MANUFACTURER, AND 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 150/5345-42H (AND/OR OTHER CURRENT ISSUES IN EFFECT).

# PAPI L-867 SPLICE CAN DETAIL

(NOT TO SCALE)



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INSTALL PRECISION APPROACH PATH INDICATORS (PAPI)

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NO.	DATE	DES	CRIPT	ION
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PAPI FOUNDATION DETAILS

REVIEWED BY: LDH 1/17/17

SHEET TITLE

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 6 INCHES OF MASTIC ON BOTH
ENDS AND VOID OF MASTIC IN MIDDLE OF
TUBE RATED FOR 5KV.

ADDITIONAL ADHESIVE
COMPOUND FILLER

CANS, MANIFOLES, MANIFOLES, ON
JUNCTIONS BOXES

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

∠UNDERGROUND CABLE

SPEC. L-824, TYPICAL

TYPE B

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

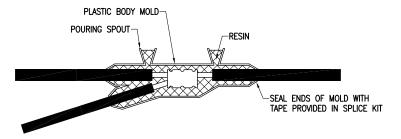
-L-823 RECEPTACLE END \\_L-823 PLUG END

AFTER SHRINKING

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 === 2" (TYP.) AFTÈR 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. 2" (TYP.) AFTÈR SHRINKING L-823 PLUG END-ADDITIONAL ADHESIVE FOR SPLICES AT RUNWAY COMPOUND FILLER AND TAXIWAY LIGHTS AND L-823 RECEPTACLE END

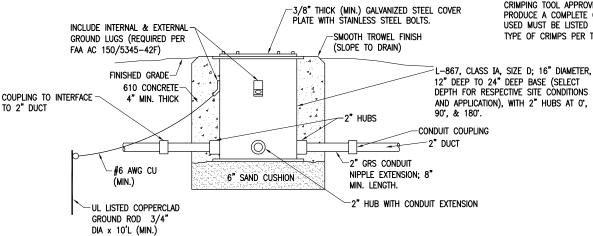
(NOT TO SCALE)

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



# 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 FOR SPLICE CAN DETAIL:

SPLICE CAN DETAIL

(NOT TO SCALE)

- 1. SPLICE CANS SHALL CONFORM TO THE REQUIREMENTS OF FAA AC 150/5345-42F, OR MOST CURRENT ISSUE IN FORCE, 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.
- 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 150/5345-42H (AND/OR OTHER 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.

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.
- CONTRACTOR SHALL 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.
- 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 150/5370G-10G ITEM L-108.
- 4. WHEN PREPARING CABLE FOR SPLICES, THE CONTRACTOR SHALL USE A CABLE STRIPPER/PENCILLER WHENEVER CABLE CONNECTIONS ARE MADE.
- 5. INSIDE DIAMETER OF RESPECTIVE CABLE CONNECTOR SHALL PROPERLY MATCH OUTSIDE DIAMETER OF CABLE.
- 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 AND FAA AC 150/5370-10G ITEM L-108, HIGH VOLTAGE ELECTRICAL INSULATING TAPE SHALL BE 3M SCOTCH 23, 3M SCOTCH 130C OR APPROVED EQUIVALENT, AND VINYL ELECTRICAL TAPE SHALL BE 3M SCOTCH 88 OR APPROVED EQUIVALENT. TAPES MUST BE RATED SUITABLE FOR THE APPLICATION.
- 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. 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.

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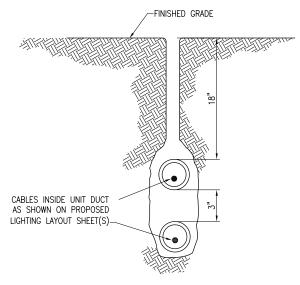
AIRFIELD LIGHTING CABLE SPLICE DETAILS

# CONDUIT IN TRENCH - NON-PAVEMENT AREAS

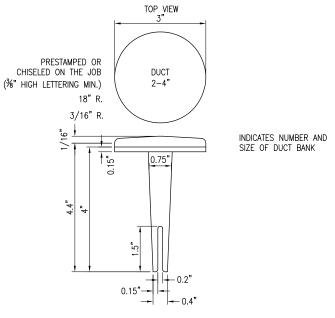
"NOT TO SCALE"

# NOTES:

- 1. DIMENSIONS FOR COVERAGE AND SEPARATION BETWEEN DUCTS ARE MINIMUM.
- 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 CONSTRUCTED.
- 3. 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. 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.
- 4. HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND/OR OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW VOLTAGE CIRCUITS (RATED 600 VOLTS AND BELOW) SHALL NOT BE INSTALLED IN THE SAME RACEWAY, CONDUIT, DUCT, HANDHOLE, OR MANHOLE.
- CONDUIT, DUCT, CABLE, AND/OR CABLE IN UNIT DUCT INTERFACE TO HANDHOLES, MANHOLES, SPLICE CANS, OR OTHER JUNCTION STRUCTURES WILL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE CABLE PAY ITEM OR RESPECTIVE DUCT PAY ITEM.
- ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. <u>COST IS</u> INCIDENTAL TO TRENCH.



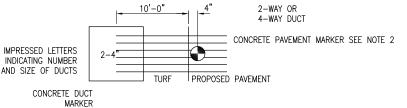
PLOWED CABLE



# BITUMINOUS PAVEMENT DUCT MARKERS

# NOTES:

- TOP OF MARKER SHALL BE FLUSH WITH FINISHED PAVEMENT SURFACE. MARKER MAY BE INSTALLED IN A DRILLED HOLE AND SECURED WITH EPOXY GLUE.
- BRASS DUCT MARKERS ARE AVAILABLE FROM G&S FOUNDRY & MANUFACTURING CO., INC., 210 KASKASKIA DRIVE, RED BUD, IL 62278, PHONE: (618)-282-4114, SURV-KAP, 3225 E. 47TH ST., TUCSON, AZ 85713, PHONE: (520) 622-6011, OR OTHER FOLIVAI FNT MANUFACTURERS

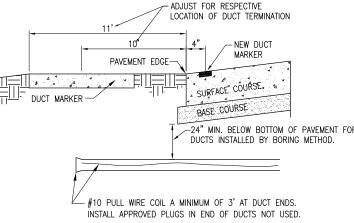


# DUCT MARKER DETAIL "NOT TO SCALE"

# 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 CABLE.
- 2. 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 FORMED AS DESCRIBED IN NOTE 4.
- CABLE MARKERS SHALL BE PLACED AT CHANGES OF DIRECTION AND APPROXIMATELY EVERY 200' ALONG CABLE RUNS.
- 4. CONCRETE CABLE MARKERS AND DUCT MARKERS SHALL HAVE LETTERS 4" HIGH, 3" WIDE WITH WIDTH OF STROKE 100 PER MADPRESSED ALL LETTERS, NUMBERS AND ARROWS TO BE IMPRESSED.
- 5. EMPLOY THE FOLLOWING METHODS WERE ADDITIONAL SPACE TO FIT LEGEND IS REQUIRED:
  - A. REDUCE LETTER SIZE TO 3" HIGH. 2" WIDE.
  - B. INCREASE THE MARKER SIZE TO 30" X 30"

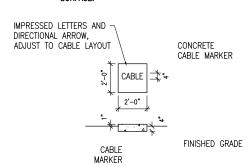
C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.



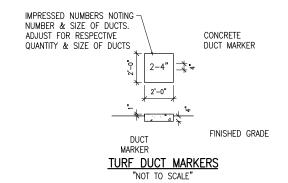
# UNDERGROUND ELECTRICAL DUCT

(NOT TO SCALE)

NOTE: DUCTS INSTALLED BY BORING METHOD SHALL NOT DISTURB THE RESPECTIVE PAVEMENT SURFACE.



TURF CABLE MARKERS
"NOT TO SCALE"



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DRAWN BY: RAD 11/10/15
REVIEWED BY: LDH 1/17/17

SHEET TITLE

CONDUIT TRENCH DETAILS

- 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.
- CONTRACTOR SHALL KEEP A COPY OF THE LATEST NEC IN FORCE ON SITE AT ALL TIMES DURING CONSTRUCTION FOR USE AS A REFERENCE.
- 3. 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).
- I. 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.
- 6. 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 INTERFERENCE.
- 7. 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.
- B. 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.
  - B. THEORY OF OPERATION INCLUDING THE FUNCTION OF EACH COMPONENT.
- C. INSTALLATION INSTRUCTION.
- D. START-UP INSTRUCTIONS.
- E. PREVENTATIVE MAINTENANCE REQUIREMENTS.
- F. CHART FOR TROUBLE-SHOOTING.
- G. COMPLETE POWER AND CONTROL DETAILED WIRING DIAGRAM(S), SHOWING EACH 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.
- H. 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.
- I. SAFETY INSTRUCTIONS.

# POWER AND CONTROL NOTES

- 1. 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.
- 2. 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, ORANGE (FOR HIGH LEG) AND BLUE SHALL BE USED FOR PHASE CONDUCTORS ON 240/120VAC 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).
- 3. 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 LITELIZATION.
- IN CONTROL WIRING THE SAME COLOR SHALL BE USED THROUGHOUT THE SYSTEM FOR THE SAME FUNCTION, SUCH AS 10%, 30%, 100% BRIGHTNESS CONTROL, FTC.
- LOW VOLTAGE (600 V.) AND HIGH VOLTAGE (5000 V.) CONDUCTORS SHALL BE INSTALLED IN SEPARATE WIREWAYS.
- 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.
  - B. 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.
- 8. 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 ENCLOSURES.
- 10. SPLICES AND JUNCTION POINTS SHALL BE PERMITTED ONLY IN JUNCTION BOXES, DUCTS EQUIPPED WITH REMOVABLE COVERS, AND AT EASILY ACCESSIBLE LOCATIONS.
- CIRCUIT BREAKERS IN POWER DISTRIBUTION PANEL(S) SHALL BE THERMAL-MAGNETIC MOLDED CASE, PERMANENT TRIP WITH 100 AMPERE, MINIMUM FRAME.
- 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.
- 14. SUPPORT FOR EXTERIOR MOUNTED EQUIPMENT SHALL USE HOT DIPPED GALVANIZED STEEL STRUT SUPPORT OR STAINLESS STEEL STRUT SUPPORT WITH STAINLESS STEEL 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 RECOMMENDATIONS.

- 15. 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.
- 16. 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 IQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS NOT UIL LISTED. CONFIRM LIQUID—TIGHT FLEXIBLE METAL CONDUIT BEARS THE UIL 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, FTC, 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.
- 21. WRAP ALL PRIMARY AND SECONDARY POWER CONNECTIONS WITH SUFFICIENT LAYERS OF HIGH VOLTAGE ELECTRICAL INSULATING TAPE (RUBBER SPLICING TAPE SUITABLE FOR PRIMARY ELECTRICAL INSULATING TAPE (RUBBER 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 AND FAA AC 150/5370-10G ITEM L-108, HIGH VOLTAGE ELECTRICAL INSULATING TAPE SHALL BE 3M SCOTCH 23, 3M SCOTCH 130C OR APPROVED EQUIVALENT, AND VINYL ELECTRICAL TAPE SHALL BE 3M SCOTCH 88 OR APPROVED EQUIVALENT. TAPES MUST BE RATED SUITABLE FOR THE APPLICATION.
- 22. 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:
  - A. 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.
  - B. THE ENCLOSURE(S) SHALL HAVE AMPLE SPACE FOR THE CIRCUIT COMPONENTS, TERMINAL BLOCKS AND INCOMING AND INTERNAL WIRING.
  - C. 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 VOI TAGE COMPONENTS.
  - E. ACCESS TO, OR REMOVAL OF A CIRCUIT COMPONENT OR TERMINAL BLOCK WILL NOT REQUIRE THE REMOVAL OF ANY OTHER CIRCUIT COMPONENT OR TERMINAL BLOCK.
  - EACH CIRCUIT COMPONENT SHALL BE CLEARLY IDENTIFIED INDICATING ITS CORRESPONDING NUMBER SHOWN ON THE DRAWINGS AND ITS FUNCTION.
  - G. A COMPLETE WIRING DIAGRAM SHALL BE MOUNTED ON THE INSIDE OF THE COVER. THE DIAGRAM SHALL REPRESENT EACH CONDUCTOR BY A SEPARATE LINE.
  - H. THE DIAGRAM SHALL IDENTIFY EACH CIRCUIT COMPONENT AN NUMBERING AND COLOR OF EACH TERMINAL CONDUCTOR AND TERMINAL.
  - I. ALL WIRING SHALL BE NEATLY TRAINED AND LACED.
  - J. MINIMUM WIRE SIZE SHALL BE NO. 12 AWG.
- 24. 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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INSTALL PRECISION APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

Contract No. MB030

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DESIGN BY: KNL 09/02/15

DRAWN BY: RAD 11/09/15

REVIEWED BY: LDH 1/17/17

SHEET TITLE

ELECTRICAL NOTES
SHEET 1

# AIRFIELD LIGHTING NOTES

- 1. 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 HERPEIN.
- NO COMPONENTS OF PRIMARY CIRCUIT SUCH AS CABLE, CONNECTORS AND TRANSFORMERS SHALL BE BROUGHT ABOVE GROUND AT EDGE LIGHTS, SIGNS, REIL, PAPI FTC.
- 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 RUNWAY/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
- 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.
- 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.
- THERE SHALL BE NO SPLICES BETWEEN THE ISOLATION TRANSFORMERS. L-823 CONNECTORS ARE ALLOWED AT TRANSFORMER CONNECTIONS ONLY, UNLESS OTHERWISE SHOWN
- APPLY AN OXIDE INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS AND BREAKAGE COUPLING THREADS.
- LOCATIONS OF ENDS OF ALL UNDERGROUND DUCTS SHALL BE IDENTIFIED BY DUCT MARKERS.
- 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, AIR-ENTRAINED.
- 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.
- 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 WHATEVER 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. 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.
- WHEN PREPARING CABLE FOR SPLICES, THE CONTRACTOR SHALL USE A CABLE STRIPPER/PENCILLER WHENEVER CABLE CONNECTIONS ARE MADE.

# GROUNDING NOTES FOR AIRFIELD LIGHTING

- 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 A 3/4-INCH DIAMETER BY 10-FEET LONG COPPER CLAD GROUND ROD AT EACH PAPI UNIT. 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, IN SOLON, OHIO (PHONE: 800-248-9353), THERMOWELD BY CONTINENTAL INDUSTRIES, INC., TULSA, OKLAHOMA (PHONE: 918-663-1440), OR ULTRAWELD BY HARGER LIGHTNING PROTECTION GROUNDING EQUIPMENT, GRAYSLAKE, ILLINOIS (PHONE: 800-842-7437), 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 PAPI INSTALLATION 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. 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 2014 NATIONAL ELECTRICAL CODE ARTICLE 250-12.
- PER FAA 150/5340-30H THE RESISTANCE TO GROUND OF THE RESPECTIVE MOUNTING STAKE OR LIGHT BASE (WITH GROUND ROD CONNECTED) MUST BE 25 OHMS OR LESS.
- STEEL USED TO MANUFACTURE GROUND RODS SHALL BE 100% DOMESTIC STEEL.
- 5. 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.



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

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IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

Contract No. MB030

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SHEET TITLE

ELECTRICAL NOTES SHEET 2

REVIEWED BY: LDH 1/17/17

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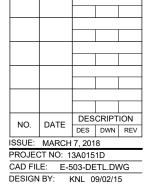
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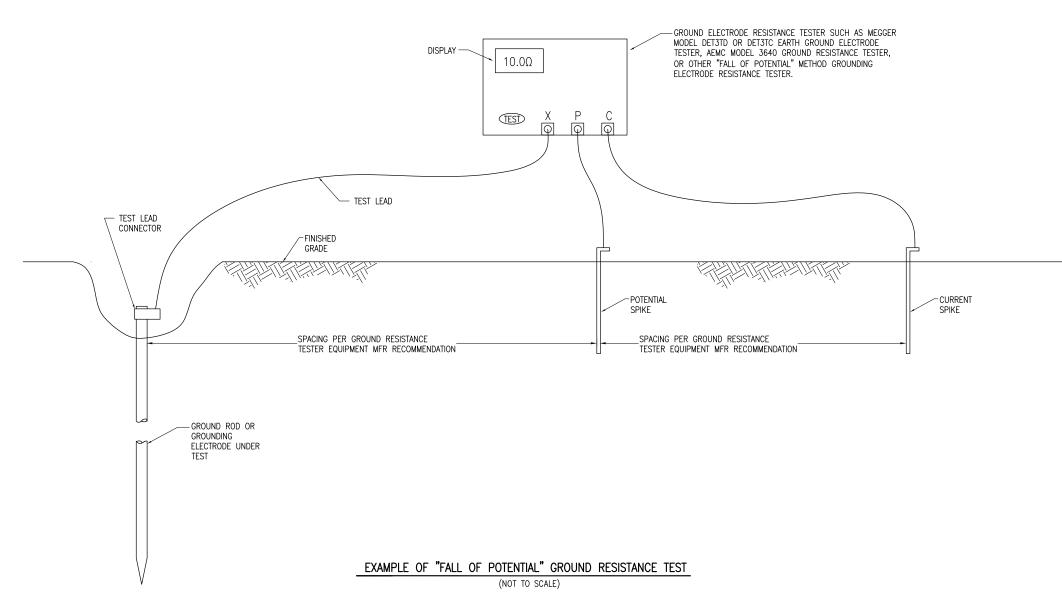
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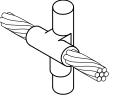
GROUND RESISTANCE TESTING DETAILS

DRAWN BY: RAD 11/10/15
REVIEWED BY: LDH 1/17/17



# <u>NOTES</u>

- 1. 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.
- 2. FOR EACH AIRFIELD LIGHT FIXTURE, TAXI GUIDANCE SIGN, 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 INSTURE, TAXI GUIDANCE SIGN, AND NAVAIDS 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.
- 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.

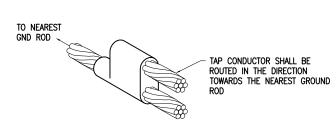


CABLE TO GROUND ROD

CABLE TO GROUND ROD

CABLE TO CABLE





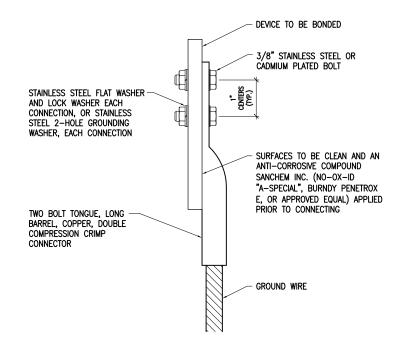
CABLE TO GROUND ROD

CABLES TO GROUND ROD

### DETAIL NOTES

- ALL BELOW GRADE CONNECTIONS TO GROUND RODS & GROUND RING CONDUCTORS SHALL BE EXOTHERMIC WELD TYPE CONNECTIONS. EXOTHERMIC WELDS SHALL BE CADWELD AS MANUFACTURED BY ERICO PRODUCTS, SOLON, OHIO, ULTRAWELD AS MANUFACTURED BY HARGER LIGHTNING PROTECTION & GROUNDING EQUIPMENT, GRAYSLAKE, IL, THERMOWELD AS MANUFACTURED BY CONTINENTAL INDUSTRIES, TULSA, OKLAHOMA. OR APPROVED EQUAL. VERIFY PROPER SIZES. MOLDS. TYPES. AND REQUIREMENTS FOR THE RESPECTIVE APPLICATION WITH THE MANUFACTURER, AND INSTALL PER THEIR DIRECTIONS.
- 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.
- INDIVIDUAL GROUNDING ELECTRODE CONDUCTORS SHALL NOT BE INSTALLED IN METAL CONDUIT. INSTALL GROUNDING ELECTRODE CONDUCTORS IN SCHED 40 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.

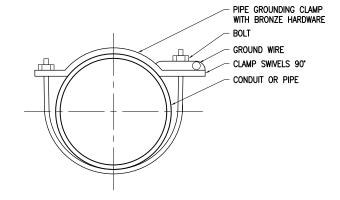
# EXOTHERMIC WELD DETAILS

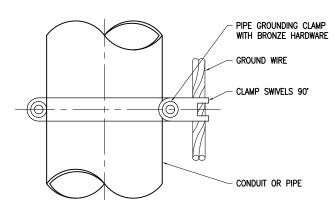


	2 HOLE LONG BARREL C	OMPRESSION LUG TABLE	
WIRE SIZE	BURNDY CAT. NO.	THOMAS & BETTS CAT. NO.	PENN-UNION CAT. NO.
#8 AWG STRANDED	YA8C-2TC38	256-30695-1157	BBLU-8D-2TC38
#6 AWG SOLID	YA8C-2TC38 OR YGA6C-2TC38E2G1		
#6 AWG STRANDED	YA6C-2TC38	256-30695-1158	BBLU-6D-2TC38
#4 AWG STRANDED	YA4C-2TC38	256-30695-1159	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

- ALL CONNECTIONS TO GROUND BUS BAR SHALL BE WITH 2 HOLE TONGUE LONG BARREL COMPRESSION LUGS BOLTED TO THE BUS BAR.
- 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
- 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.
- ALL CONNECTIONS SHALL BE COATED WITH A CORROSION PREVENTATIVE COMPOUND (SANCHEM INC. NO-OX-ID "A-SPECIAL", BURNDY PENETROX E. OR 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				
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"		

PIPE GROUNDING CLAMPS SHALL HAVE BRONZE HARDWARE, BE CORROSION RESISTANT, SUITABLE FOR DIRECT BURIAL IN EARTH OR CONCRETE, & UL467 LISTED.

# PIPE/CONDUIT GROUNDING CLAMP DETAIL



www.hanson-inc.com

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

Professional Service Corporation #184-001084

MACOMB MUNICIPAL AIRPORT

16190 East 1300th Street Macomb. IL. 61455

INSTALL PRECISION APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

# Contract No. MB030

	NO.	DATE	DESCRIPTION			
	INO.	DATE	DES	DWN	REV	
į	ISSUE: MARCH 7, 2018					
Ì	PROJECT NO: 13A0151D					

CAD FILE: E-504-DETL.DWG DESIGN BY: KNL 09/02/15 DRAWN BY: RAD 11/10/15 REVIEWED BY: LDH 1/17/17

SHEET TITLE

**GROUNDING DETAILS** 

FURNISH AND INSTALL GROUND RODS AS DETAILED HEREIN. GROUND RODS FOR PAPI UNITS, AND SPLICE CANS SHALL BE MINIMUM 3/4-IN. DIAMETER BY 10-FT LONG, LIL-LISTED COPPER CLAD WITH 10-MIL MINIMUM COPPER COATING. GROUND RODS FOR OTHER APPLICATIONS SHALL BE MINIMUM 3/4-IN. DIAMETER BY 10-FT LONG, LIL - LISTED COPPER CLAD WITH 10-MIL MINIMUM COPPER COATING. 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 ERICO PRODUCTS, INC., SOLON, OHIO, (PHONE 1-800-248-9353), THERMOWELD BY CONTINENTAL INDUSTRIES, INC., TULSA, OKLAHOMA (PHONE 918-663-1440) OR ULTRAWELD BY HARGER, GRAYSLAKE, ILLINOIS (PHONE 1-800-842-7437) 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.

3. 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. COPIES OF GROUND ROD TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN AND PROJECT FNGINFFR.

 ALL PRODUCTS ASSOCIATED WITH THE GROUNDING SYSTEM SHALL BE UL-LISTED AND LABELED.

 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 2014 NATIONAL ELECTRICAL CODE ARTICLE 250-12. ALL COPPER BUS BARS MUST BE CLEANED PRIOR TO MAKING CONNECTIONS TO REMOVE SURFACE OXIDATION.

7. 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 ELECTRICAL 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

8. 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, THOMAS AND BETTS, OR EQUAL. TIGHTEN CONNECTIONS TO COMPLY WITH TIGHTENING TORQUES IN UL STANDARD 486A TO ASSURE PERMANENT AND EFFECTIVE GROUNDING.

9. ALL METAL EQUIPMENT ENCLOSURES, CONDUITS, CABINETS, BOXES, RECEPTACLES, MOTORS, ETC. SHALL BE BONDED TO THE RESPECTIVE GROUNDING SYSTEM.

10. 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.

11. 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 2014 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, EITHER BARE OR INSULATED, THEY SHALL BE IDENTIFIED BY THE COLOR GREEN, AND SHALL BE THE SAME INSULATION TYPE AS THE PHASE CONDUCTORS

12. 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 CONFOMANCE WITH 2014 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 2014 NEC 250-102.

13. 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 <u>WILL NOT</u> BE CONSIDERED AS ADEQUATE GROUNDING.

14. 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.

15. 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.

16. 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. EQUIPMENT 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, OR APPROVED EQUAL.

17. BOND ALL NONCURRENT-CARRYING PARTS OF METAL EQUIPMENT TO GROUND SYSTEM.

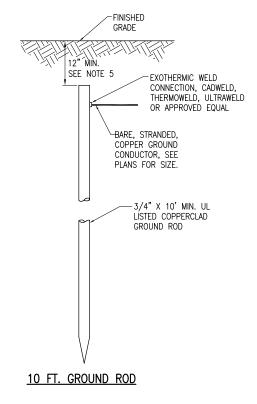
 BUILDING STRUCTURAL STEEL SYSTEM SHALL BE BONDED TO ELECTRICAL GROUND SYSTEM.

INSTALL GROUNDING ELECTRODE CONDUCTORS, LIGHTNING PROTECTION DOWN CONDUCTORS AND SEPARATE GROUND CONDUCTORS IN SCHEDULE 40 OR 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, DO NOT COMPLETELY ENCIRCLE CONDUIT WITH FERROUS AND/OR MAGNETIC MATERIALS. USE NON-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.

20. IF LOCAL CODES DICTATE THAT 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 INDIVIDUAL GROUNDING CONDUCTOR OR AS REQUIRED BY 2014 NEC 250-102. NOTE THIS DOES NOT APPLY TO AC EQUIPMENT GROUNDING CONDUCTORS RUN WITH AC CIRCUITS.

21. WHERE A CONFLICT IS DETERMINED WITH RESPECT TO GROUNDING REQUIREMENTS PER MANUFACTURER INSTALLATION INSTRUCTIONS, NEC, AND/OR THE CONTRACT DOCUMENTS, CONTACT THE RESIDENT ENGINEER OR PROJECT ENGINEER FOR FURTHER DIRECTIONS.

22. 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.



# <u>NOTES</u>

1. 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 OHMS.

 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 SHALL BE 12" MINIMUM BELOW GRADE UNLESS DETAILED OTHERWISE HEREIN

. GROUND RODS FOR PAPI POWER AND CONTROL UNITS, PAPI LIGHT HOUSING UNITS, AND SPLICE CANS SHALL BE A MINIMUM 3/4-INCH DIAMETER BY 10-FT LONG UL LISTED COPPER CLAD.

GROUND RODS
(NOT TO SCALE)



Offices Nationwide www.hanson-inc.com

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

Illinois Licensed Professional Service Corporation #184-001084

MACOMB MUNICIPAL AIRPORT

16190 East 1300th Street Macomb. IL. 61455

INSTALL PRECISION APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

Contract No. MB030

NO.	DATE	DES	CRIPT	ION		
INO.	DAIL	DES	DWN	REV		
ISSUE: MARCH 7, 2018						
PROJECT NO: 13A0151D						
CAD FILE: E-003-GND.DWG						
DESIGN BY: KNL 09/02/15						

**GROUNDING NOTES** 

DRAWN BY: RAD 11/09/15

SHEET TITLE

REVIEWED BY: LDH 1/17/17

ELECTRICAL LEGEND - ONE-LINE DIAGRAM

	ELECTRICAL LEGEND — SCHEMATIC
⊣⊢	NORMALLY OPEN (N.O.) CONTACT
<del>-</del> #-	NORMALLY CLOSED (N.C.) CONTACT
(S*)	STARTER COIL, * = STARTER NUMBER
OL OL	OVERLOAD RELAY CONTACT
(RP)	CONTROL RELAY, * = CONTROL RELAY NUMBER
R*	RELAY, * = RELAY NUMBER
<b>%</b>	TOGGLE SWITCH / 2 POSITION SWITCH
OFF AUTO	2-POSITION SELECTOR SWITCH
HAND T AUTO  XOO  XOO  OOX	3-POSITION SELECTOR SWITCH (H-O-A SHOWN)
<u></u>	2 POLE DISCONNECT SWITCH
111	3 POLE DISCONNECT SWITCH
<del>\</del>	PHOTOCELL
<b>-</b> ₩-	TERMINAL BLOCK, * = TERMINAL NUMBER
	DEVICE TERMINAL, * = DEVICE TERMINAL NUMBER
	INTERNAL PANEL WIRING
	FIELD WIRING
	FUSE
GND	GROUND BUS OR TERMINAL
S/N	NEUTRAL BUS
<b>#</b>	GROUND, GROUND ROD, GROUND BUS
0 0	INDUSTRIAL CONTROL RELAY OR LIGHTING CONTACTOR
+++ +=== ++++ +++- +++-	S1 CUTOUT HANDLE REMOVED
 	S1 CUTOUT HANDLE INSERTED
24	N.O. THERMAL SWITCH
Ţ	N.C. THERMAL SWITCH
(m)	L-830 SERIES ISOLATION TRANSFORMER

A.F.F.	ELECTRICAL ABBREVIATIONS  ABOVE FINISHED FLOOR
A.F.F.	
	AMPERES
ATS	AUTOMATIC TRANSFER SWITCH
AWG	AMERICAN WIRE GAUGE
BKR	BREAKER
С	CONDUIT
СВ	CIRCUIT BREAKER
СКТ	CIRCUIT
CR	CONTROL RELAY
CU	COPPER
DPDT	DOUBLE POLE DOUBLE THROW
DPST	DOUBLE POLE SINGLE THROW
ЕМ	EMERGENCY
EMT	ELECTRICAL METALLIC TUBING
ENCL	ENCLOSURE
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)
KW	KILOWATTS
LC	LIGHTING CONTACTOR
LTFMC	LIQUID TIGHT FLEXIBLE METAL CONDUIT (UL LISTED)
LTG	LIGHTING
LP	LIGHTING PANEL
MAX	MAXIMUM
MCB	MAIN CIRCUIT BREAKER
мсм	THOUSAND CIRCULAR MIL
MDP	MAIN DISTRIBUTION PANEL
MFR	MANUFACTURER
мн	METAL HALIDE
MIN	MINIMUM
MLO	MAIN LUGS ONLY
NEC	NATIONAL ELECTRICAL CODE (NFPA 70)
NC	NORMALLY CLOSED
NO	NORMALLY OPEN
NTS	NOT TO SCALE
OHE	OVERHEAD ELECTRIC
OI	OVERLOAD

OVERLOAD

	ELE	ECTRICAL 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				
	٧	VOLTS				
	W/	WITH				
	<b>w</b> /0	WITHOUT				
	WP	WEATHER PROOF				
	XFER	TRANSFER				
	XFMR	TRANSFORMER				

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

# NOTES:

- . ALL ELECTRICAL EQUIPMENT SHALL BE INSTALLED IN CONFORMANCE WITH NFPA 70 NATIONAL ELECTRICAL CODE (NEC) MOST CURRENT ISSUE IN FORCE, THE RESPECTIVE EQUIPMENT MANUFACTURER'S DIRECTIONS AND ALL OTHER APPLICABLE LOCAL CODES, LAWS, ORDINANCES, AND REQUIREMENTS IN FORCE. ANY INSTALLATIONS WHICH VOID THE U.L. LISTING, INTERTEK TESTING SERVICES VERIFICATION/ETL LISTING (OR OTHER THIRD PARTY LISTING) AND/OR THE MANUFACTURER'S WARRANTY OF A DEVICE WILL NOT BE PERMITTED.
- 2. 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).
- 3. COLOR CODE PHASE AND NEUTRAL CONDUCTOR INSULATION FOR NO. 6 AWG OR SMALLER. PROVIDE COLORED INSULATION OR COLORED MARKING TAPE FOR PHASE AND NEUTRAL CONDUCTORS FOR NO. 4 AWG AND LARGER. INSULATED GROUND CONDUCTORS SHALL HAVE GREEN COLORED INSULATION FOR ALL CONDUCTOR AWG AND/OR KCMIL TO COMPLY WITH NEC 250.119. NEUTRAL CONDUCTORS SHALL HAVE WHITE COLORED INSULATION FOR NO. 6 AWG AND SMALLER TO MEET THE REQUIREMENTS OF NEC 200.6. STANDARD COLORS FOR POWER WIRING AND BRANCH CIRCUITS SHALL BE AS FOLLOWS:

 120/240
 VAC.
 1
 PHASE.
 3
 WIRE

 PHASE A
 BLACK

 PHASE B
 RED

 NEUTRAL
 WHITE

 GROUND
 GREEN

- 4. SEE RESPECTIVE SITE PLANS FOR SITE LEGEND INFORMATION.
- . 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 LITPMC THAT IS NOT UL LISTED. CONFIRM LTFMC BEARS THE UL LABEL PRIOR TO INSTALLATION.
- ALL 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.
- HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND/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, OR HANDHOLE.
- CONTRACTOR SHALL EXAMINE THE SITE AND VAULT TO DETERMINE EXISTING SITE CONDITIONS.

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

Professional Service Corporation #184-001084

MACOMB MUNICIPAL AIRPORT

16190 East 1300th Street Macomb, IL. 61455

INSTALL PRECISION APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

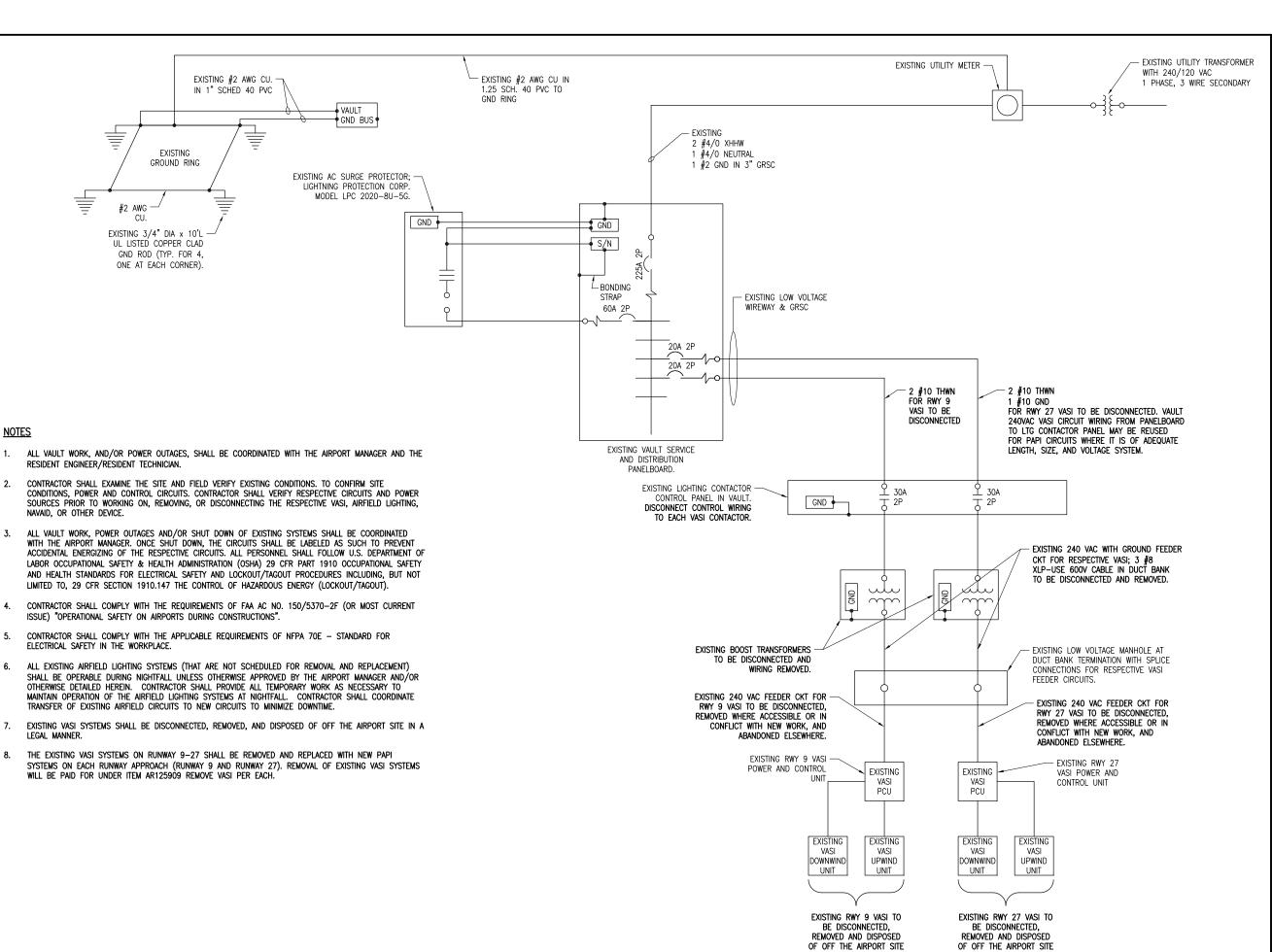
Contract No. MB030

NO.	DATE	DESCRIPTION			
NO.	DATE	DES	DWN	REV	
ISSUE: MARCH 7, 2018					
PROJECT NO: 13A0151D					
CAD FILE: E-004-LGND.DWG					
DESIGN BY: KNL 09/02/15					

DESIGN BY: KNL 09/02/15
DRAWN BY: RAD 11/09/15
REVIEWED BY: LDH 1/17/17

SHEET TITLE

ELECTRICAL LEGEND AND ABBREVIATIONS



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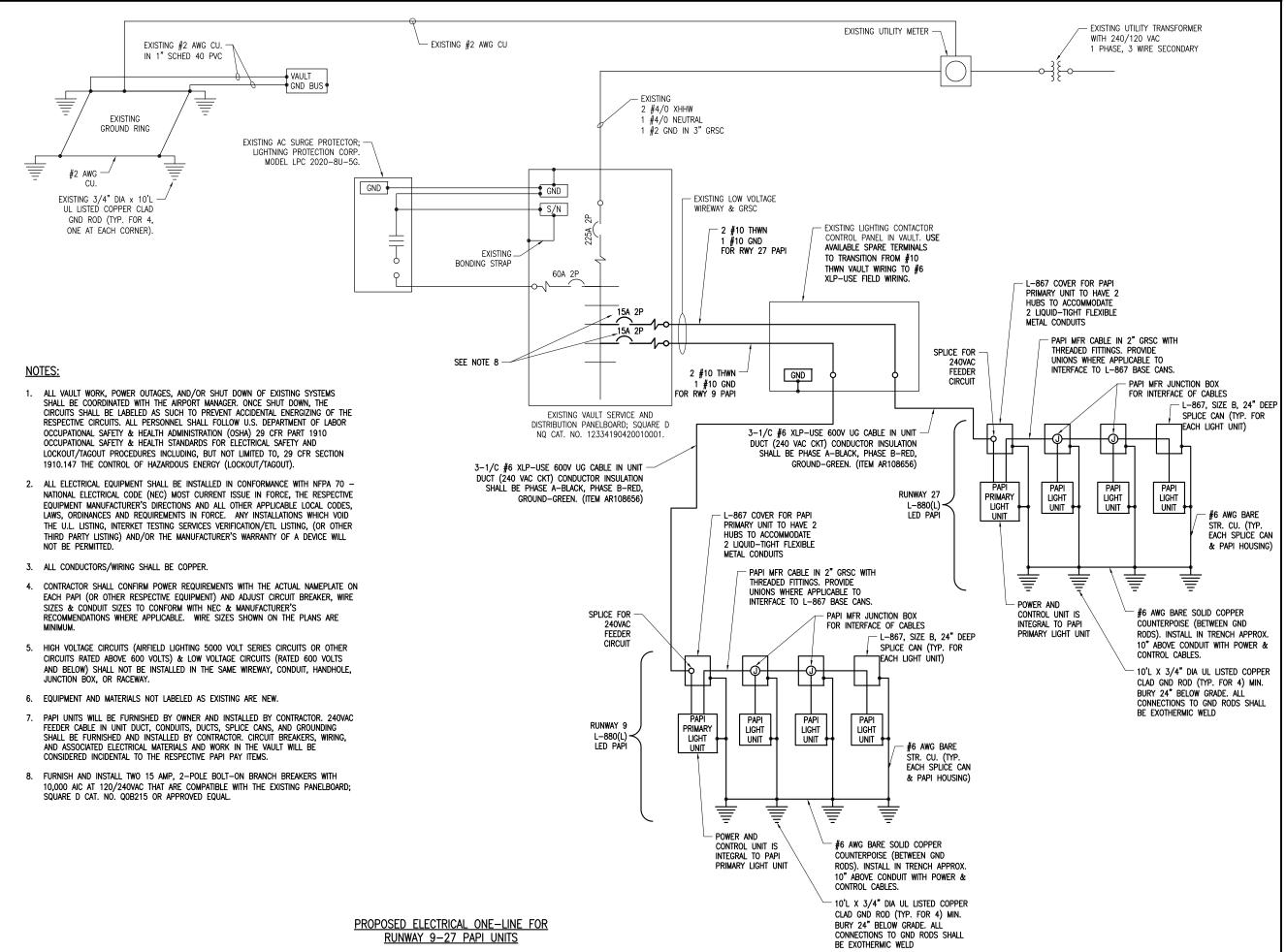
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NO.	DATE	DES	CRIPT	ION		
NO.	DAIL	DES	DWN	REV		
ISSUE: MARCH 7, 2018						
PROJECT NO: 13A0151D						
CAD FILE: E-601-LIN.DWG						
DESIGN BY: KNL 09/03/2015						
DRAWN BY: RAD 11/10/15						

EXISTING ELECTRICAL ONE-LINE DIAGRAM FOR RWY 9-27 VASI UNITS

REVIEWED BY: LDH 1/17/17

SHEET TITLE





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

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MACOMB MUNICIPAL AIRPORT

16190 East 1300th Street Macomb. IL. 61455

INSTALL PRECISION APPROACH PATH INDICATORS (PAPI)

IDA No: MQB-4400 SBG NO. 3-17-SBGP-133, 3-17-SBGP-139

Contract No. MB030

	NO.	DATE	DES	CRIPT	ION	
	INO.	DATE	DES	DWN	REV	
	ISSUE: MARCH 7, 2018					
i	PROJECT NO: 13A0151D					
	0.15 = 0.5 = 0.00 + 0.00					

PROJECT NO: 13A0151D

CAD FILE: E-602-LIN.DWG

DESIGN BY: KNL 11/09/15

DRAWN BY: RAD 11/10/15

REVIEWED BY: LDH 1/17/17

SHEET TITLE

PROPOSED ELECTRICAL ONE-LINE DIAGRAM FOR RWY 9-27 PAPI UNITS