

LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656

**WIDEN AND
REHABILITATE
RUNWAY 3/21;
RECONSTRUCT RWY
TURNAROUNDS**

IDA No: AAA-4676

SBG Project No:
3-17-SBGP-133/139/TBD

Contract No. LO032

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018

PROJECT NO: 18A0004

CAD FILE: C-002-S00.DWG

DESIGN BY: KBS 5/8/2018

DRAWN BY: JAP 5/8/2018

REVIEWED BY: RAW 6/7/2018

SHEET TITLE

**SUMMARY OF
QUANTITIES, INDEX
TO SHEETS, AND
GENERAL NOTES**

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	AS-BUILT QUANTITY
AR108086	1/C #6 XLP-USE	L.F.	1,065	
AR108158	1/C #8 5 KV UG CABLE IN UD	L.F.	530	
AR110202	2 PVC DUCT, DIRECT BURY	L.F.	345	
AR125441	TAXI GUIDANCE SIGN, 1 CHARACTER	EACH	1	
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EACH	1	
AR125565	SPLICE CAN	EACH	2	
AR125961	RELOCATE STAKE MOUNTED LIGHT	EACH	9	
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150520	MOBILIZATION	L.S.	1	
AR150540	HAUL ROUTE	L.S.	1	
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	2,026	
AR152480	SHOULDER ADJUSTMENT	S.Y.	10,200	
AR154604	GRANULAR DRAINAGE SUBBASE- 4"	S.Y.	4,052	
AR156510	SILT FENCE	L.F.	88	
AR156513	SEPARATION FABRIC	S.Y.	8,103	
AR156530	TEMPORARY SEEDING	ACRE	2.1	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	10,000	
AR209604	CRUSHED AGG. BASE COURSE-4"	S.Y.	4,052	
AR401614	BIT. SURF. CSE.-METHOD II, SUPERPAVE	TON	4,200	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	33,062	
AR401665	BITUMINOUS PAVEMENT SAWING	L.F.	7,942	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	50	
AR403611	BITUMINOUS BASE COURSE-METHOD I	TON	375	
AR403673	REFLECTIVE CRACK CONTROL TREATMENT	S.Y.	3,705	
AR602510	BITUMINOUS PRIME COAT	GAL.	1,140	
AR603510	BITUMINOUS TACK COAT	GAL.	7,263	
AR608510	EXISTING ASPHALT SURFACE TREATMENT	S.Y.	1,719	
AR620520	PAVEMENT MARKING-WATERBORNE	S.F.	17,986	
AR620525	PAVEMENT MARKING-BLACK BORDER	S.F.	6,494	
AR701521	21" RCP, CLASS IV	L.F.	352	
AR705526	6" PERFORATED UNDERDRAIN W/SOCK	L.F.	7,768	
AR705546	6" NON PERFORATED UNDERDRAIN	L.F.	25	
AR705548	8" NON PERFORATED UNDERDRAIN	L.F.	302	
AR705620	UNDERDRAIN END SECTION	EACH	1	
AR705630	UNDERDRAIN INSPECTION HOLE	EACH	7	
AR705635	UNDERDRAIN COLLECTION STRUCTURE	EACH	3	
AR705640	UNDERDRAIN CLEANOUT	EACH	8	
AR705904	REMOVE UNDERDRAIN CLEANOUT	EACH	14	
AR751540	MANHOLE 4'	EACH	1	
AR800589	BIT.MILLINGS SUBBASE, 6"	S.Y.	4,052	
AR901510	SEEDING	ACRE	2.1	
AR908510	MULCHING	ACRE	2.1	

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GENERAL NOTES

- THE PROJECT PAY ITEMS ARE INTENDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS. ALL INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT TO THE SATISFACTION OF THE RESIDENT ENGINEER IS TO BE INCLUDED IN THE COSTS OF PERFORMING THESE ITEMS. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIAL, EQUIPMENT, AND TRANSPORTATION NECESSARY TO CONSTRUCT ALL ELEMENTS OF THE PROJECT AS DESCRIBED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.
- THE RULES, REGULATIONS, AND SPECIFICATIONS ENUMERATED HEREIN SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS. THEY SHALL NOT PROHIBIT THE CONTRACTOR FROM FURNISHING AND INSTALLING HIGHER GRADES OF MATERIAL THAN ARE SPECIFIED HEREIN, IF APPROVED BY THE ENGINEER.
- ACCESS TO THE SITE SHALL BE RESTRICTED EXCLUSIVELY TO THE DESIGNATED CONSTRUCTION ENTRANCE, STAGING AREA, AND HAUL ROUTE. NO EQUIPMENT OR PERSONNEL SHALL BE PERMITTED OUTSIDE THE GENERAL PROJECT AREA.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT AND KEEP CLEAN OF DEBRIS ALL EXISTING AIRFIELD AND ROADWAY PAVEMENTS AT ALL TIMES. ANY DAMAGE TO EXISTING ELECTRICAL, DRAINAGE, AND PAVEMENT STRUCTURES SHALL BE IMMEDIATELY REPAIRED AT NO ADDITIONAL COST TO THE CONTRACT.
- CONTRACTOR IS REQUIRED TO PROVIDE THEIR OWN RESTROOM FACILITIES.
- THE LOCATION OF THE ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.
- THE OWNER SHALL HAVE THE RIGHT OF FIRST REFUSAL FOR ALL SALVAGEABLE MATERIAL REMOVED ON THE PROJECT UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FOR HAULING ON PUBLIC ROADS, AS APPLICABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY DAMAGES TO ANY PAVEMENTS (PUBLIC OR PRIVATE) CAUSED BY HIS/HER CONSTRUCTION EQUIPMENT OR PERSONNEL.
- THE CONTRACTOR SHALL PROVIDE ONE SET OF PRELIMINARY REDLINED RECORD DRAWINGS TO THE RESIDENT ENGINEER AT THE COMPLETION OF THE PROJECT FOR INCORPORATION INTO THE OFFICIAL RECORD DRAWINGS HE WILL PREPARE.
- APPROXIMATE LOCATIONS OF UNDERGROUND UTILITIES ARE SHOWN THROUGHOUT THESE PLANS. THE CONTRACTOR SHALL DETERMINE EXACT LOCATIONS AND PROTECT THESE UTILITIES DURING CONSTRUCTION. ANY UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL COORDINATE WITH THE PROPER AUTHORITIES FOR THE PURPOSE OF LOCATING AND PROTECTING EXISTING UNDERGROUND UTILITIES.
- NPDES PERMIT - THIS PROJECT WILL DISTURB MORE THAN 1 ACRE, THEREFORE A NPDES PERMIT IS REQUIRED.
- MATERIAL CERTIFICATIONS - MATERIALS CANNOT BE INSTALLED UNTIL ALL THE MATERIAL CERTIFICATIONS FOR THAT ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER. MATERIALS INSTALLED WITHOUT APPROVAL ARE SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
- CERTIFIED PAYROLLS - THE RESIDENT ENGINEER CANNOT FORWARD A CONSTRUCTION REPORT FOR PAYMENT TO THE IDOT-DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THAT PERIOD HAVE BEEN RECEIVED.

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NO.	DATE	DESCRIPTION		
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CAD FILE: C-101-SFY.DWG
DESIGN BY: KBS 5/8/2018
DRAWN BY: JAP 5/8/2018
REVIEWED BY: RAW 6/7/2018

SHEET TITLE

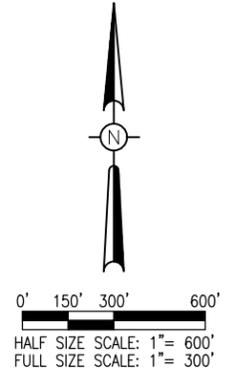
SCOPE OF WORK AND SAFETY PLAN

CONSTRUCTION SAFETY PLAN

- GENERAL** - THE LOGAN COUNTY AIRPORT IS A GENERAL AVIATION AIRPORT COMPRISED OF ONE PAVED RUNWAY, PRIMARY RUNWAY 3-21 (4,000' X 70' BITUMINOUS) AND ONE UNPAVED RUNWAY 14-32 (3021 X 135' TURF), ASSOCIATED TAXIWAYS, AND MAIN RAMP AREA.
- PROJECT DESCRIPTION** - THIS PROJECT CONSISTS OF WIDENING RUNWAY 3-21 FROM 70' TO 75' AND RESURFACING, AND EXPANSION OF THE SOUTH RUNWAY TURNAROUND. ASSOCIATED WORK ITEMS INCLUDE: UNCLASSIFIED EXCAVATION, AGGREGATE BASE COURSE, BITUMINOUS PAVEMENT MILLING, BITUMINOUS PAVING, UNDERDRAIN INSTALLATION, AIRFIELD LIGHTING ADJUSTMENTS, ADDITION OF TAXI GUIDANCE SIGNS, SHOULDER ADJUSTMENT, SEEDING AND EROSION CONTROL.
- THE PROPOSED CONSTRUCTION WILL REQUIRE THE CLOSURE OF RUNWAY 3-21 FOR THE PROJECT DURATION. TURF RUNWAY 14-32 WILL REMAIN OPEN INITIALLY AND THEN ALSO BE CLOSED FOR THE REMAINDER OF THE PROJECT. REFER TO THE WORK AREAS PLAN SHEET FOR ADDITIONAL INFORMATION.
- AIRCRAFT OPERATIONS AREA** - AT NO TIME MAY THE CONTRACTOR WORK INSIDE THE AIRCRAFT OPERATIONS AREA (AOA) WHILE IT IS ACTIVE. ANY WORK DONE INSIDE THIS AREA WILL REQUIRE TEMPORARY CLOSURE OF THE APPLICABLE RUNWAY/TAXIWAY. IN AREAS WHERE IT IS NECESSARY TO MOVE EQUIPMENT OR PERSONNEL THROUGH THE ACTIVE AOA FOR SITE ACCESS, THE CONTRACTOR SHALL PROVIDE AN ESCORT IN TWO-WAY RADIO CONTACT WITH THE AIRPORT UNICOM (122.8 MHz). THE AOA FOR BOTH RUNWAY 3-21 AND RUNWAY 14-32 IS GOVERNED BY THE RUNWAY OBJECT FREE ZONE (ROFZ) FOR EACH RUNWAY, A WIDTH OF 125' FROM THE RUNWAY CENTERLINE. THE CONTRACTOR SHALL STAKE OR MARK THESE LIMITS IN THE PROJECT AREAS PRIOR TO THE START OF WORK WITH A FLAGGED WOODEN LATHE AT 100' INTERVALS OR OTHER FORM OF EASILY VISIBLE AND FRANGIBLE MARKING.
- ALL EQUIPMENT MUST BE LOWERED WHEN NOT IN USE OR IN TRANSIT AND MAY NOT BE LEFT WITHIN 250' OF EITHER RUNWAY CENTERLINE.
- THE PROPOSED HAUL ROUTE AND STAGING AREA WILL BE CONSTRUCTED AT THE BEGINNING OF THE PROJECT IN THE AREAS SHOWN, AND REMOVED AND RESTORED TO ORIGINAL CONDITION AT THE CONCLUSION OF THE PROJECT.
- AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL CLOSE THE ACCESS GATE AT THE END OF EACH DAY AND WHEN NOT IN USE.
- RADIO CONTROL** - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT WITH THE AIRPORT UNICOM (122.80 MHz) ANY TIME THERE ARE WORKERS OR EQUIPMENT ON THE AIRFIELD.
- REFER TO THE SAFETY NOTES & DETAILS SHEET FOR ADDITIONAL SAFETY INFORMATION.

LEGEND

- AIRPORT PROPERTY LINE
- ▨ PROJECT AREA
- ▨ PROPOSED HAUL ROUTE AND EQUIPMENT PARKING AREA
- △ SURVEY CONTROL POINT
- CRITICAL POINT
- ✕ RUNWAY CLOSURE CROSS



NO.	DESCRIPTION	LATITUDE	LONGITUDE	GROUND ELEV. (MSL)	HEIGHT (AGL)
1	CONST. EQUIP.	N040-09-36.608	W089-20-01.091	594.8'	25'
2	CONST. EQUIP.	N040-09-34.473	W089-20-03.060	594.1	25'

ALIGNMENT	LOCATION	STATION	NORTHING	EASTING
1	BEGIN	100+00.00	1,270,789.74	2,527,664.21
2	END	142+19.33	1,274,256.34	2,530,069.51

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

SURVEY NOTES

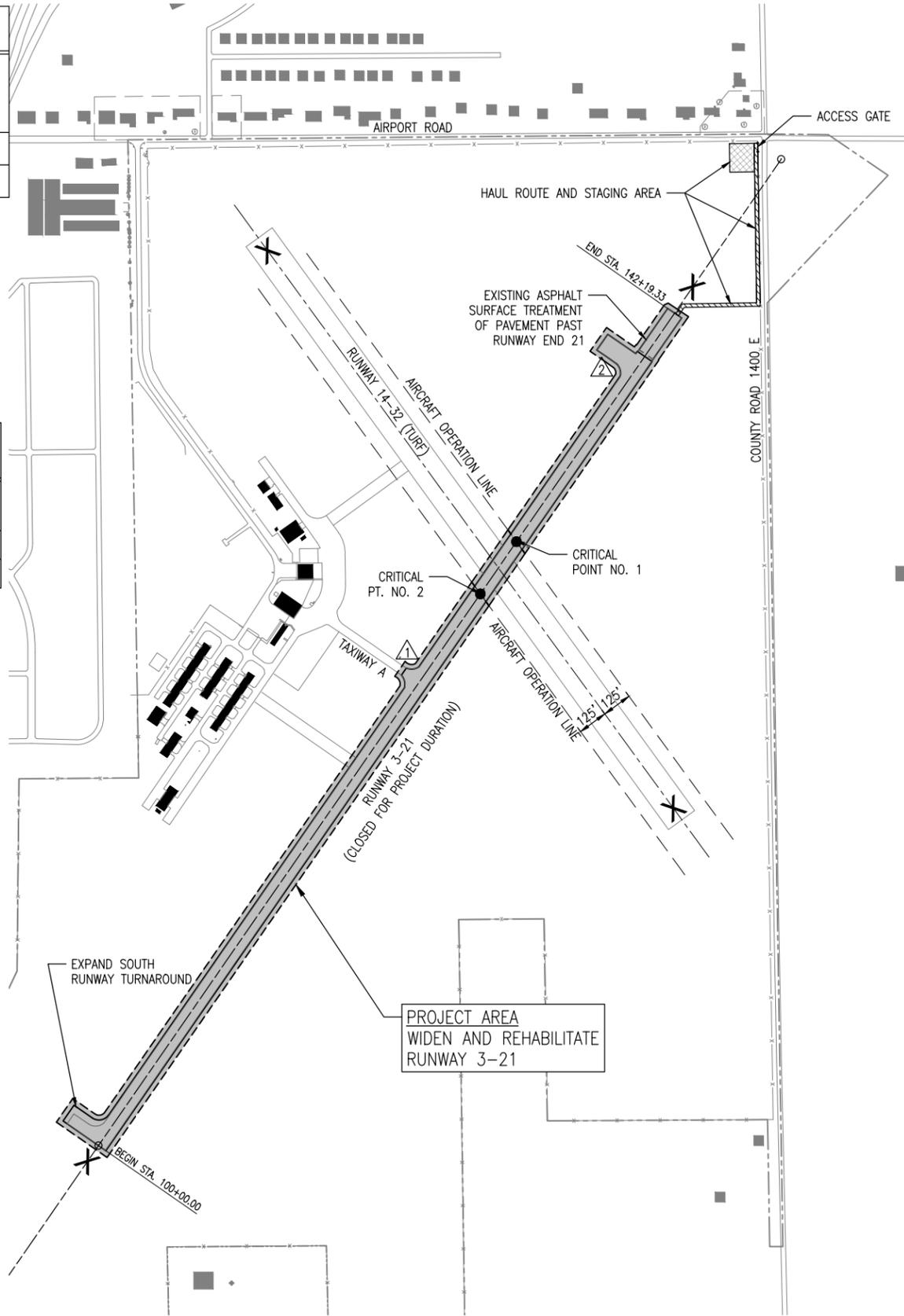
- ALL COORDINATE VALUES SHOWN IN TABLE ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE, NAD 83 (2011). ALL ELEVATIONS ARE REFERENCED TO NAVD 88.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION LAYOUT AND ANY EXTENSION OF THE CONTROL NETWORK NEEDED TO PROPERLY COMPLETE THE WORK.

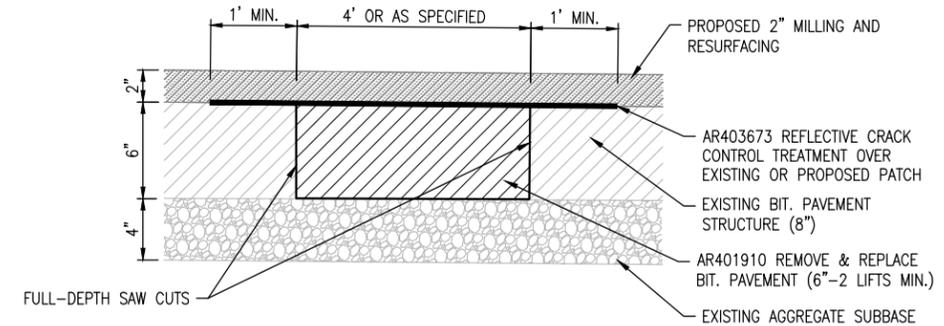
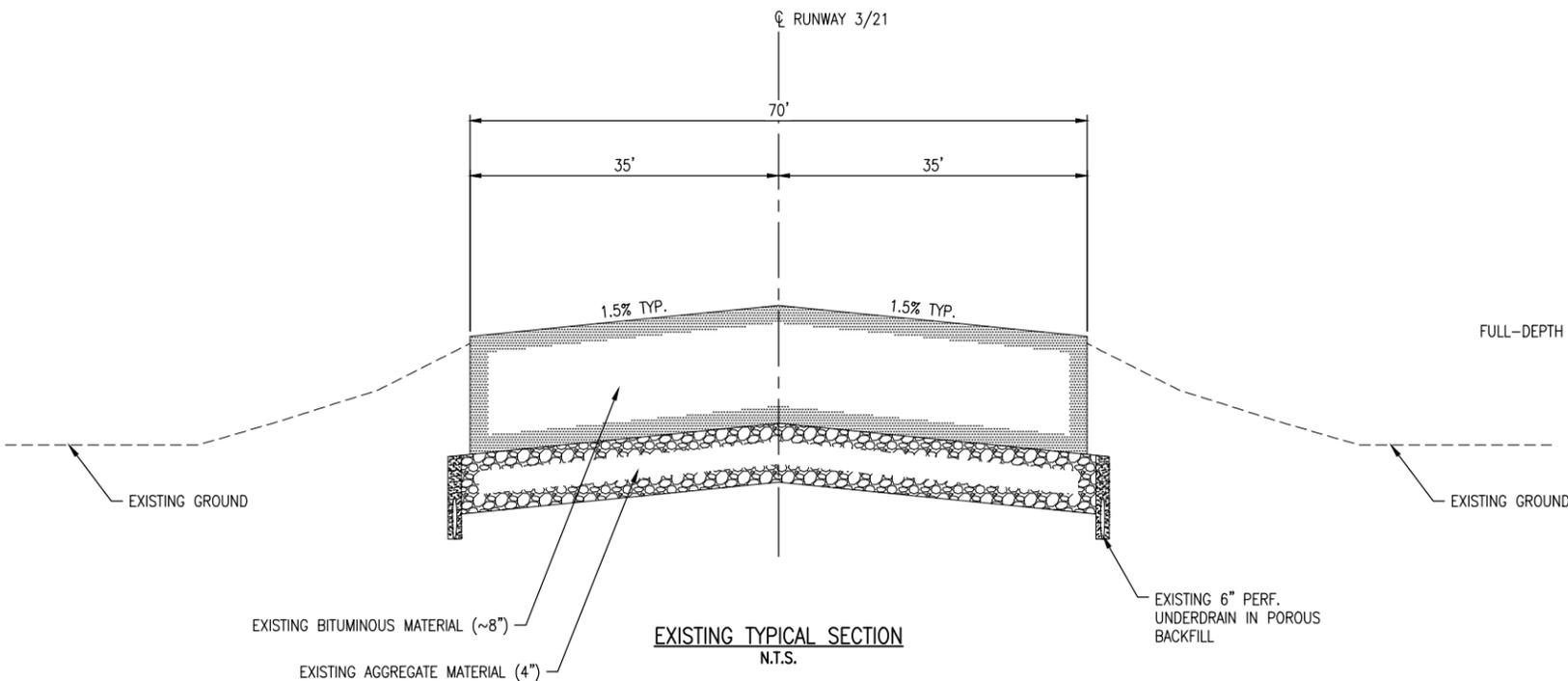
UTILITY NOTE

THE LOCATION, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS ARE NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY 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 OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123. CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER, CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. ALSO CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.

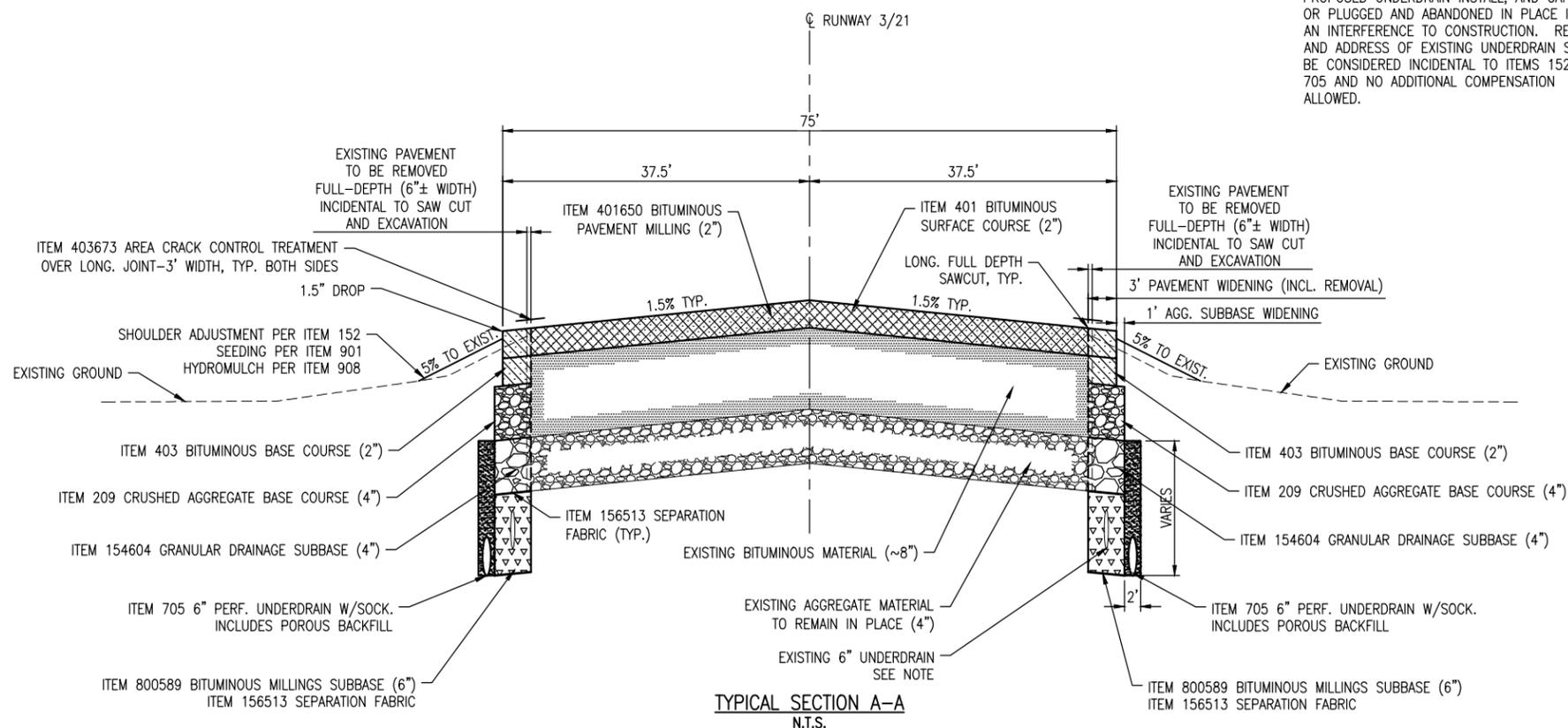
J.U.L.I.E. INFORMATION

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

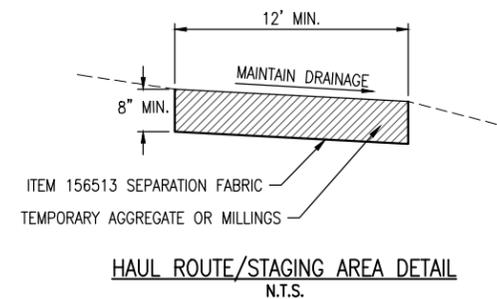




NOTE
EXISTING 6" UNDERDRAIN TO BE REMOVED WHERE ENCOUNTERED DURING GRADING AND PROPOSED UNDERDRAIN INSTALL, AND CAPPED OR PLUGGED AND ABANDONED IN PLACE IF NOT AN INTERFERENCE TO CONSTRUCTION. REMOVAL AND ADDRESS OF EXISTING UNDERDRAIN SHALL BE CONSIDERED INCIDENTAL TO ITEMS 152 AND 705 AND NO ADDITIONAL COMPENSATION ALLOWED.



NOTE
PROPOSED FULL-DEPTH PAVEMENT STRUCTURE IS THE SAME FOR THE RUNWAY TURNAROUND EXPANSION AREA.



- NOTES:**
- HAUL ROUTE TO BE REMOVED AND RESTORED TO ORIGINAL CONDITION AT COMPLETION OF PROJECT. RESTORATION INCLUDES TILLAGE OF ANY EXISTING FARM GROUND NECESSARY DUE TO COMPACTION.
 - RESIDENT ENGINEER/TECHNICIAN WILL CONFIRM HAUL ROUTE LIMITS/LOCATION PRIOR TO INSTALLATION. CONTRACTOR MAY INCREASE WIDTH/DEPTH OF HAUL ROUTE AT THEIR EXPENSE IF NECESSARY. MAX SIZE OF STAGING AREA IS 150' X 150'.
 - ALL WORK AND MATERIALS INVOLVING HAUL ROUTE SHALL BE PAID FOR UNDER ITEM AR150540 "HAUL ROUTE" - PER LUMP SUM.

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TYPICAL SECTIONS

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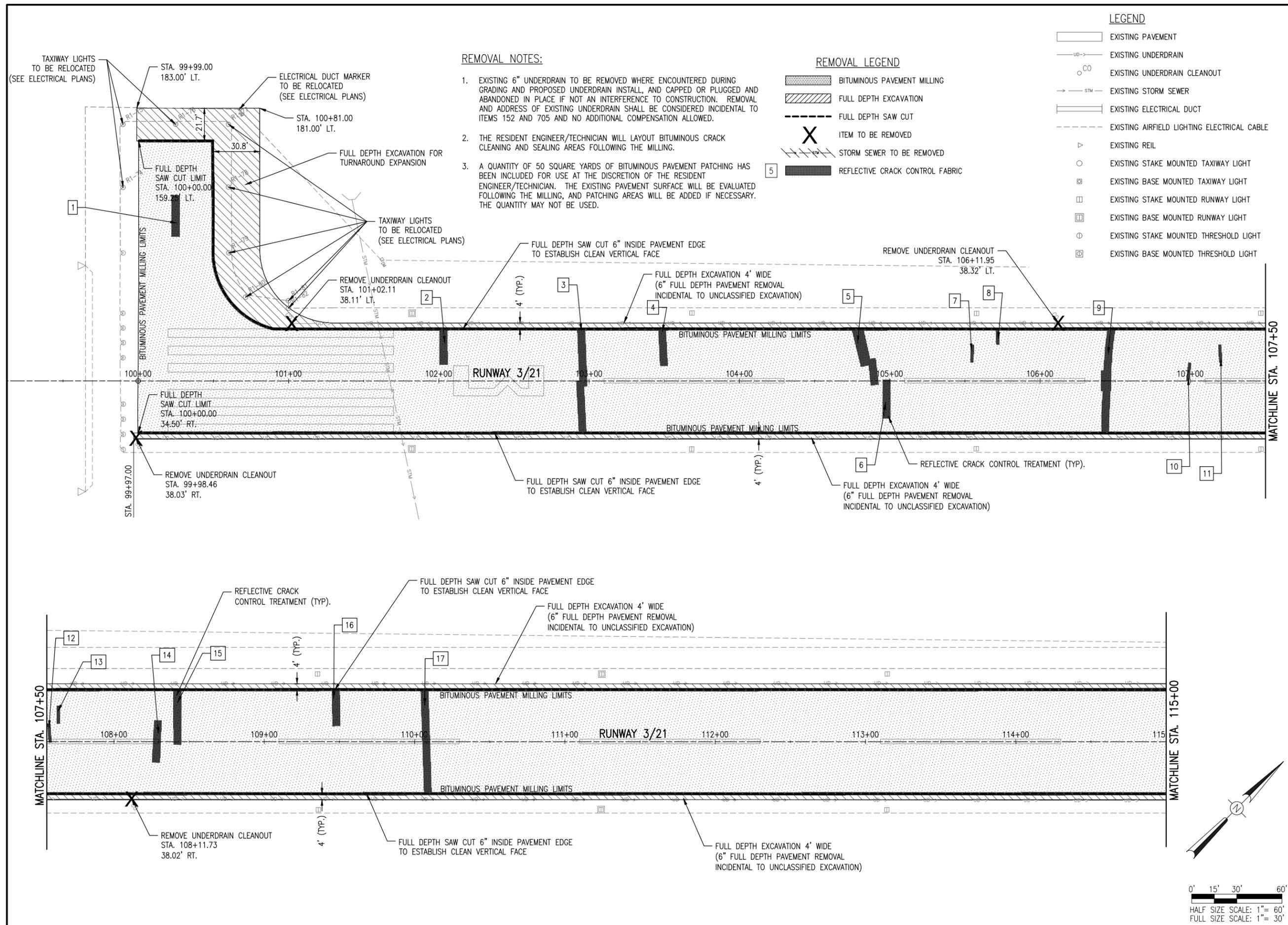
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SHEET TITLE

**REMOVAL PLAN
STA. 100+00 TO
115+00**



REMOVAL NOTES:

- EXISTING 6" UNDERDRAIN TO BE REMOVED WHERE ENCOUNTERED DURING GRADING AND PROPOSED UNDERDRAIN INSTALL, AND CAPPED OR PLUGGED AND ABANDONED IN PLACE IF NOT AN INTERFERENCE TO CONSTRUCTION. REMOVAL AND ADDRESS OF EXISTING UNDERDRAIN SHALL BE CONSIDERED INCIDENTAL TO ITEMS 152 AND 705 AND NO ADDITIONAL COMPENSATION ALLOWED.
- THE RESIDENT ENGINEER/TECHNICIAN WILL LAYOUT BITUMINOUS CRACK CLEANING AND SEALING AREAS FOLLOWING THE MILLING.
- A QUANTITY OF 50 SQUARE YARDS OF BITUMINOUS PAVEMENT PATCHING HAS BEEN INCLUDED FOR USE AT THE DISCRETION OF THE RESIDENT ENGINEER/TECHNICIAN. THE EXISTING PAVEMENT SURFACE WILL BE EVALUATED FOLLOWING THE MILLING, AND PATCHING AREAS WILL BE ADDED IF NECESSARY. THE QUANTITY MAY NOT BE USED.

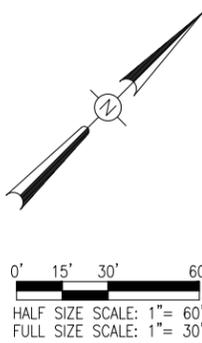
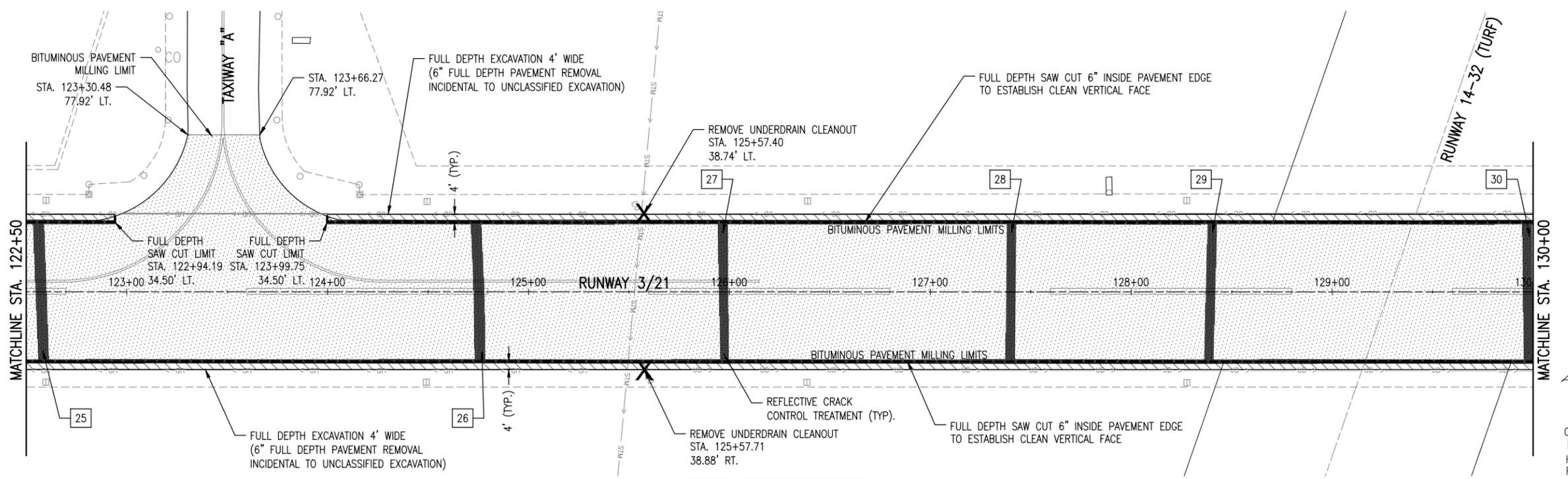
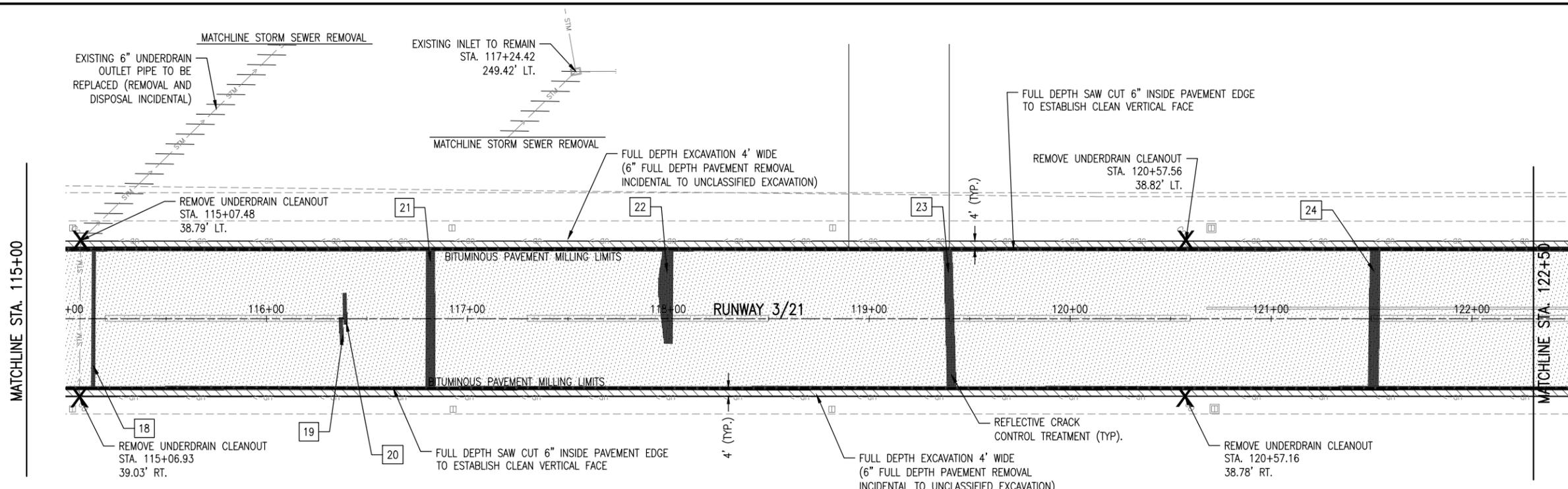
REMOVAL LEGEND

- BITUMINOUS PAVEMENT MILLING
- FULL DEPTH EXCAVATION
- FULL DEPTH SAW CUT
- ITEM TO BE REMOVED
- STORM SEWER TO BE REMOVED
- REFLECTIVE CRACK CONTROL FABRIC

LEGEND

- EXISTING PAVEMENT
- EXISTING UNDERDRAIN
- EXISTING UNDERDRAIN CLEANOUT
- EXISTING STORM SEWER
- EXISTING ELECTRICAL DUCT
- EXISTING AIRFIELD LIGHTING ELECTRICAL CABLE
- EXISTING REIL
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING STAKE MOUNTED RUNWAY LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING STAKE MOUNTED THRESHOLD LIGHT
- EXISTING BASE MOUNTED THRESHOLD LIGHT

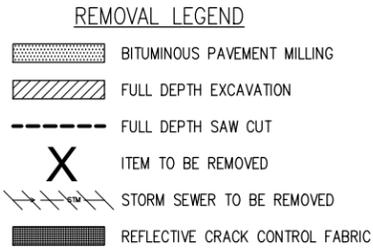
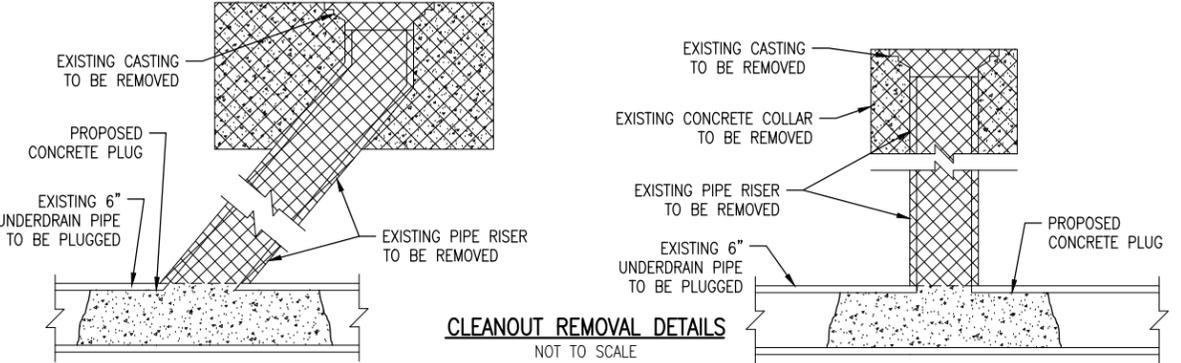
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CLEANOUT REMOVAL NOTES

1. ALL EXISTING CLEANOUTS/INSPECTION HOLES DESIGNATED FOR REMOVAL WILL BE REMOVED AND DISPOSED OF OFF THE AIRPORT SITE IN A LEGAL MANNER. THE HOLES SHALL BE BACKFILLED WITH A DIRT PLUG AND COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL PIPES CONNECTED TO THE REMOVED INSPECTION HOLES SHALL BE PLUGGED OR CAPPED.
2. THE METHOD OF SEALING/CAPPING THE UNDERDRAIN PIPE WILL BE APPROVED BY THE RESIDENT ENGINEER.
3. THE THE REMOVAL OF THE EXISTING CLEANOUTS/INSPECTION HOLES WILL BE PAID FOR UNDER:

AR705904 "REMOVE UNDERDRAIN CLEANOUT" _ _ PER EACH.



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**REMOVAL PLAN
STA. 115+00 TO
130+00**

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**CONSTRUCTION
PLAN STA. 100+00
TO 115+00**

CONSTRUCTION LEGEND

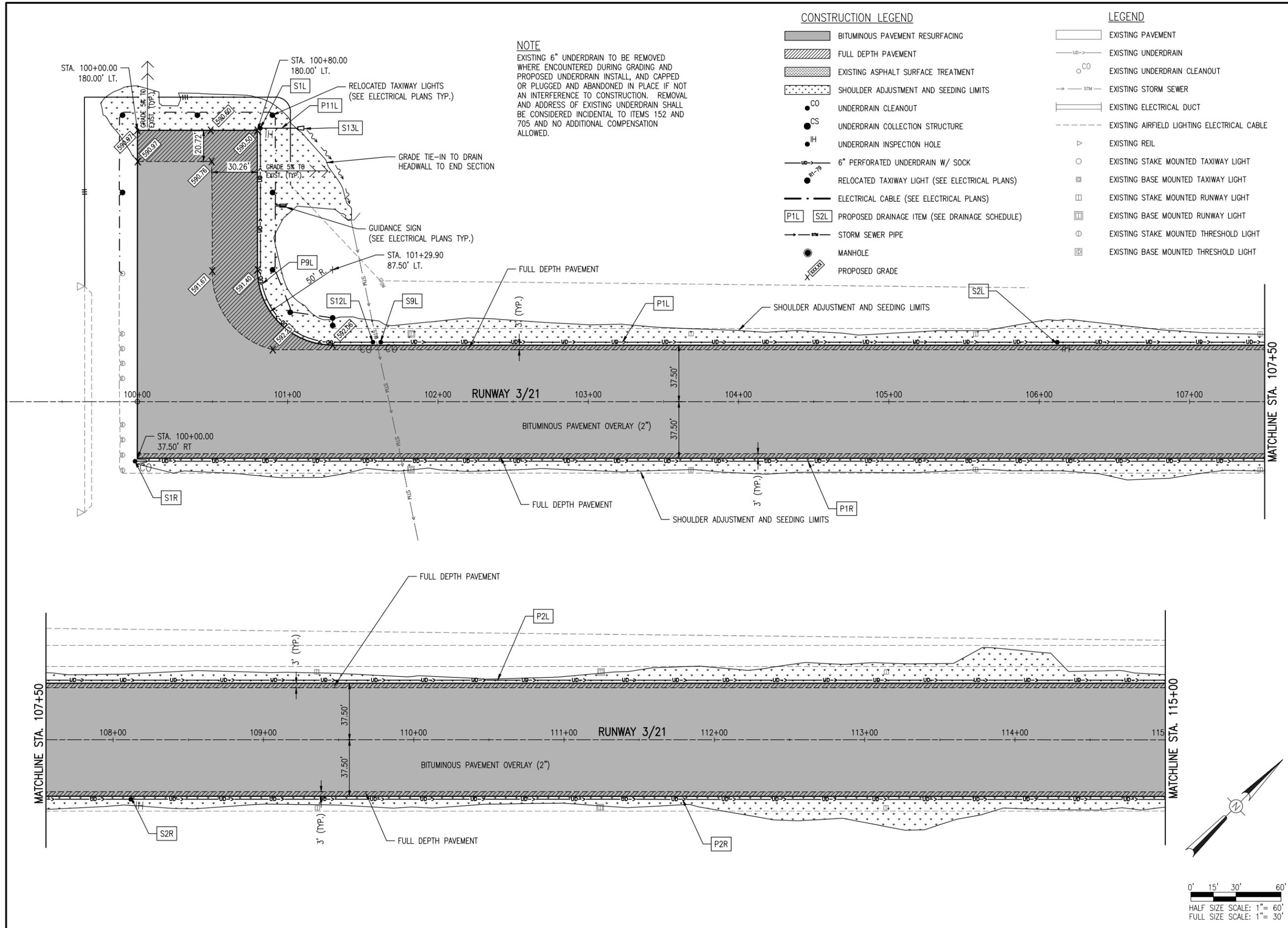
- BITUMINOUS PAVEMENT RESURFACING
- FULL DEPTH PAVEMENT
- EXISTING ASPHALT SURFACE TREATMENT
- SHOULDER ADJUSTMENT AND SEEDING LIMITS
- UNDERDRAIN CLEANOUT
- UNDERDRAIN COLLECTION STRUCTURE
- UNDERDRAIN INSPECTION HOLE
- 6" PERFORATED UNDERDRAIN W/ SOCK
- RELOCATED TAXIWAY LIGHT (SEE ELECTRICAL PLANS)
- ELECTRICAL CABLE (SEE ELECTRICAL PLANS)
- PROPOSED DRAINAGE ITEM (SEE DRAINAGE SCHEDULE)
- STORM SEWER PIPE
- MANHOLE
- PROPOSED GRADE

LEGEND

- EXISTING PAVEMENT
- EXISTING UNDERDRAIN
- EXISTING UNDERDRAIN CLEANOUT
- EXISTING STORM SEWER
- EXISTING ELECTRICAL DUCT
- EXISTING REIL
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING STAKE MOUNTED RUNWAY LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING STAKE MOUNTED THRESHOLD LIGHT
- EXISTING BASE MOUNTED THRESHOLD LIGHT

NOTE

EXISTING 6" UNDERDRAIN TO BE REMOVED WHERE ENCOUNTERED DURING GRADING AND PROPOSED UNDERDRAIN INSTALL, AND CAPPED OR PLUGGED AND ABANDONED IN PLACE IF NOT AN INTERFERENCE TO CONSTRUCTION. REMOVAL AND ADDRESS OF EXISTING UNDERDRAIN SHALL BE CONSIDERED INCIDENTAL TO ITEMS 152 AND 705 AND NO ADDITIONAL COMPENSATION ALLOWED.



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LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656

WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676

SBG Project No:
3-17-SBGP-133/139/TBD

Contract No. LO032

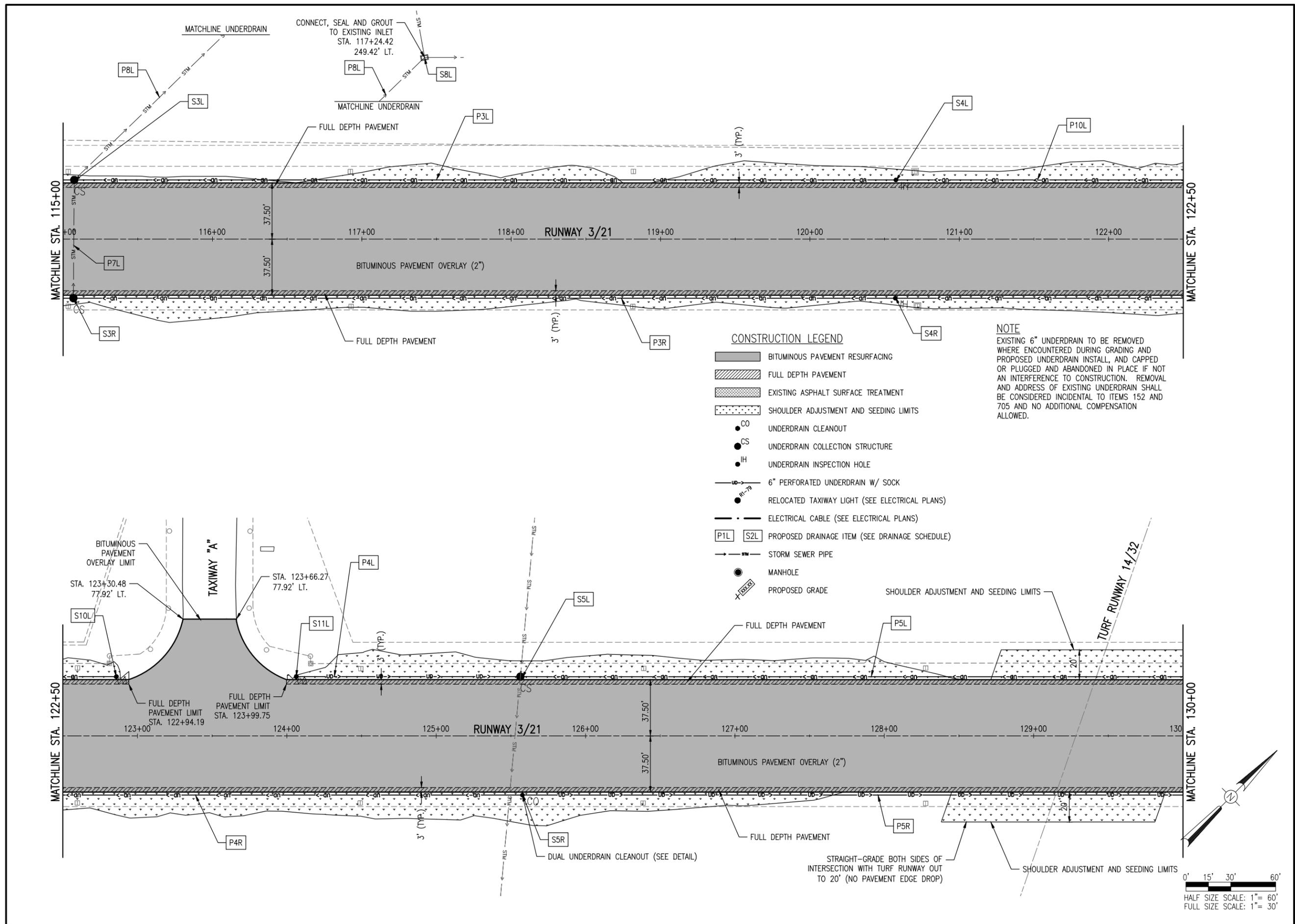
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE:
DESIGN BY: KBS 5/8/2018
DRAWN BY: JAP 5/8/2018
REVIEWED BY: RAW 6/7/2018

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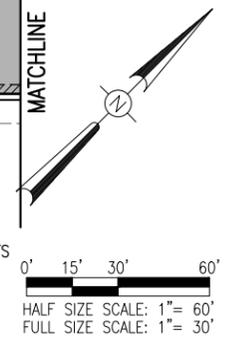
CONSTRUCTION PLAN STA. 115+00 TO 130+00

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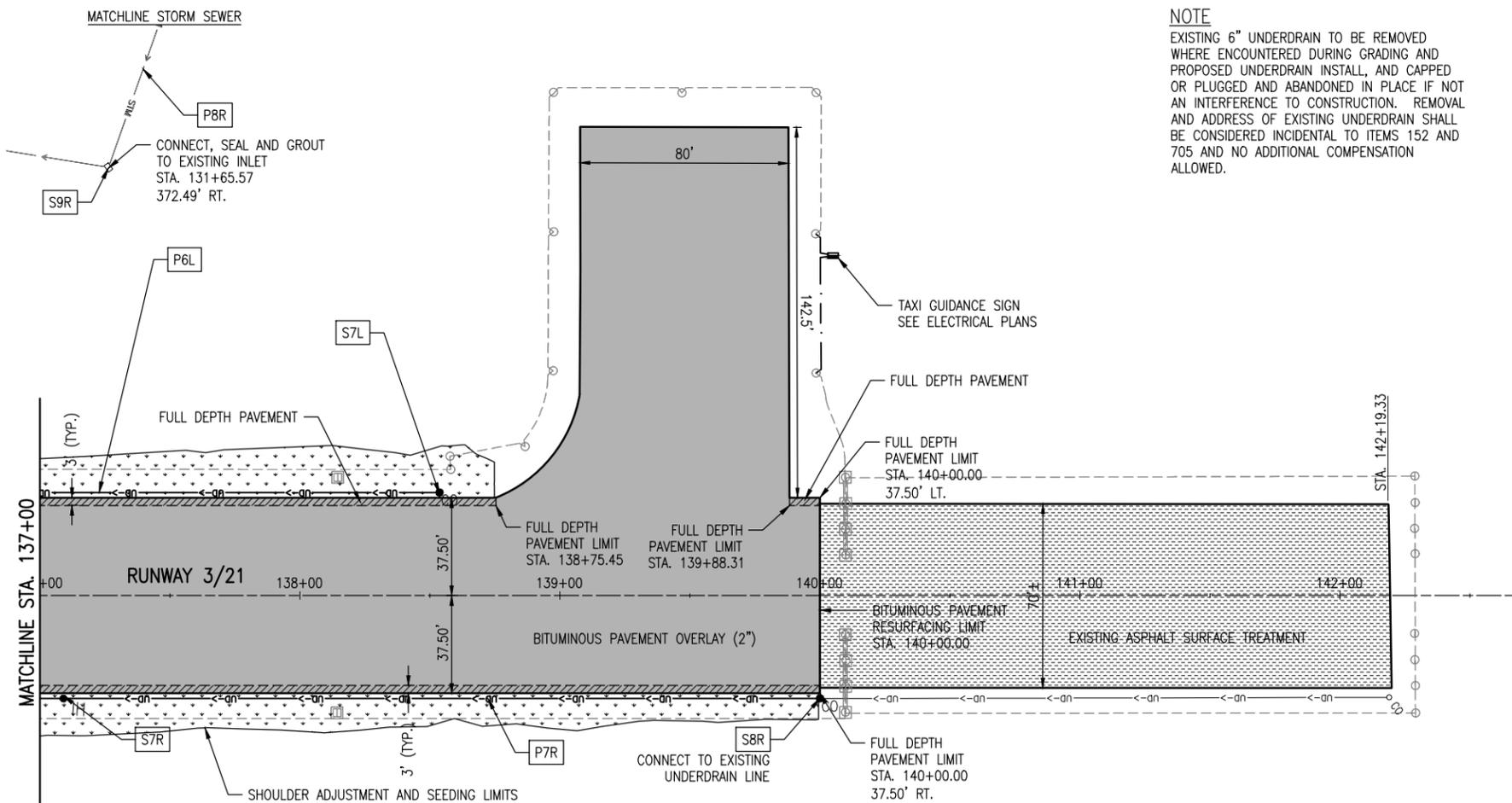
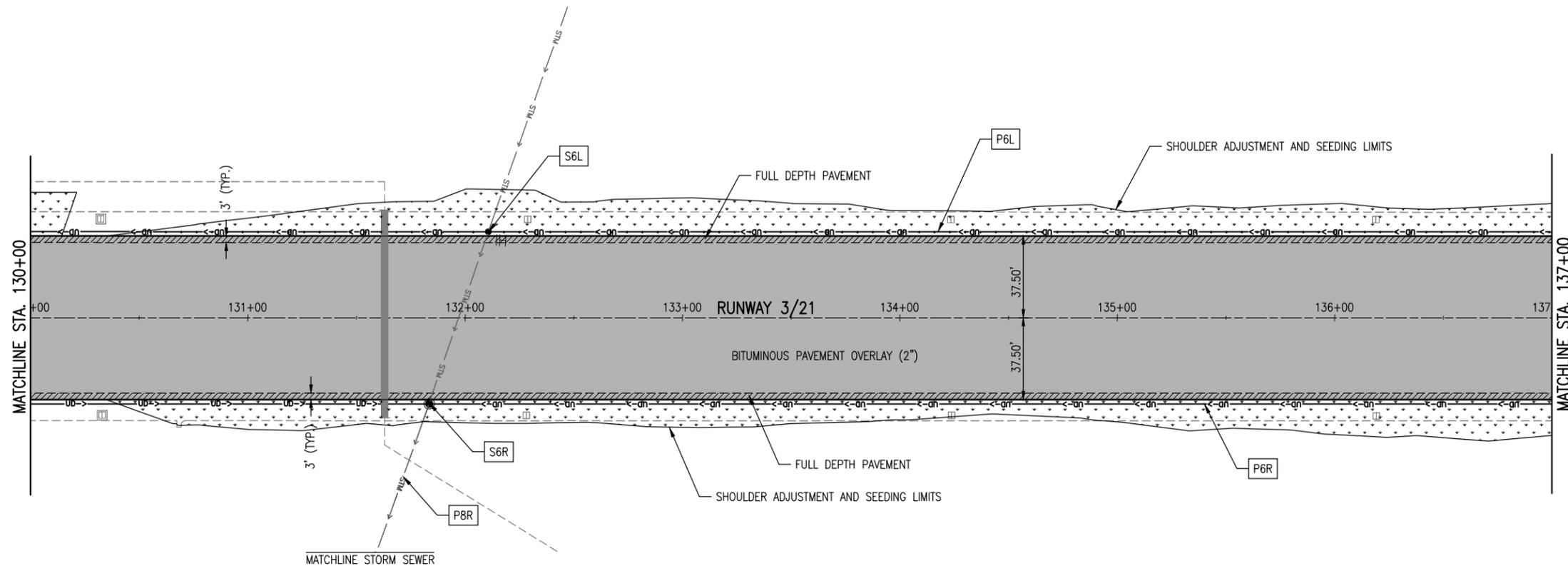
- CONSTRUCTION LEGEND**
- BITUMINOUS PAVEMENT RESURFACING
 - FULL DEPTH PAVEMENT
 - EXISTING ASPHALT SURFACE TREATMENT
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 - STORM SEWER PIPE
 - MANHOLE
 - PROPOSED GRADE

NOTE
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LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656



NOTE

EXISTING 6" UNDERDRAIN TO BE REMOVED WHERE ENCOUNTERED DURING GRADING AND PROPOSED UNDERDRAIN INSTALL, AND CAPPED OR PLUGGED AND ABANDONED IN PLACE IF NOT AN INTERFERENCE TO CONSTRUCTION. REMOVAL AND ADDRESS OF EXISTING UNDERDRAIN SHALL BE CONSIDERED INCIDENTAL TO ITEMS 152 AND 705 AND NO ADDITIONAL COMPENSATION ALLOWED.

CONSTRUCTION LEGEND

- BITUMINOUS PAVEMENT RESURFACING
- FULL DEPTH PAVEMENT
- EXISTING ASPHALT SURFACE TREATMENT
- SHOULDER ADJUSTMENT AND SEEDING LIMITS
- UNDERDRAIN CLEANOUT
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- 6" PERFORATED UNDERDRAIN W/ SOCK
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- PROPOSED DRAINAGE ITEM (SEE DRAINAGE SCHEDULE)
- STORM SEWER PIPE
- MANHOLE
- PROPOSED GRADE

WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676

SBG Project No:
3-17-SBGP-133/139/TBD

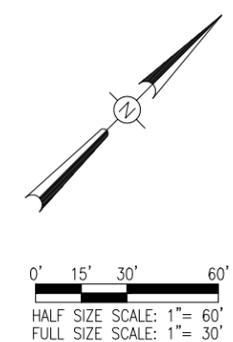
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NO.	DATE	DESCRIPTION		
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ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE:
DESIGN BY: KBS 5/8/2018
DRAWN BY: JAP 5/8/2018
REVIEWED BY: RAW 6/7/2018

SHEET TITLE

CONSTRUCTION PLAN STA. 130+00 TO 142+00



LOGAN COUNTY AIRPORT

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LINCOLN, IL 62656

WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

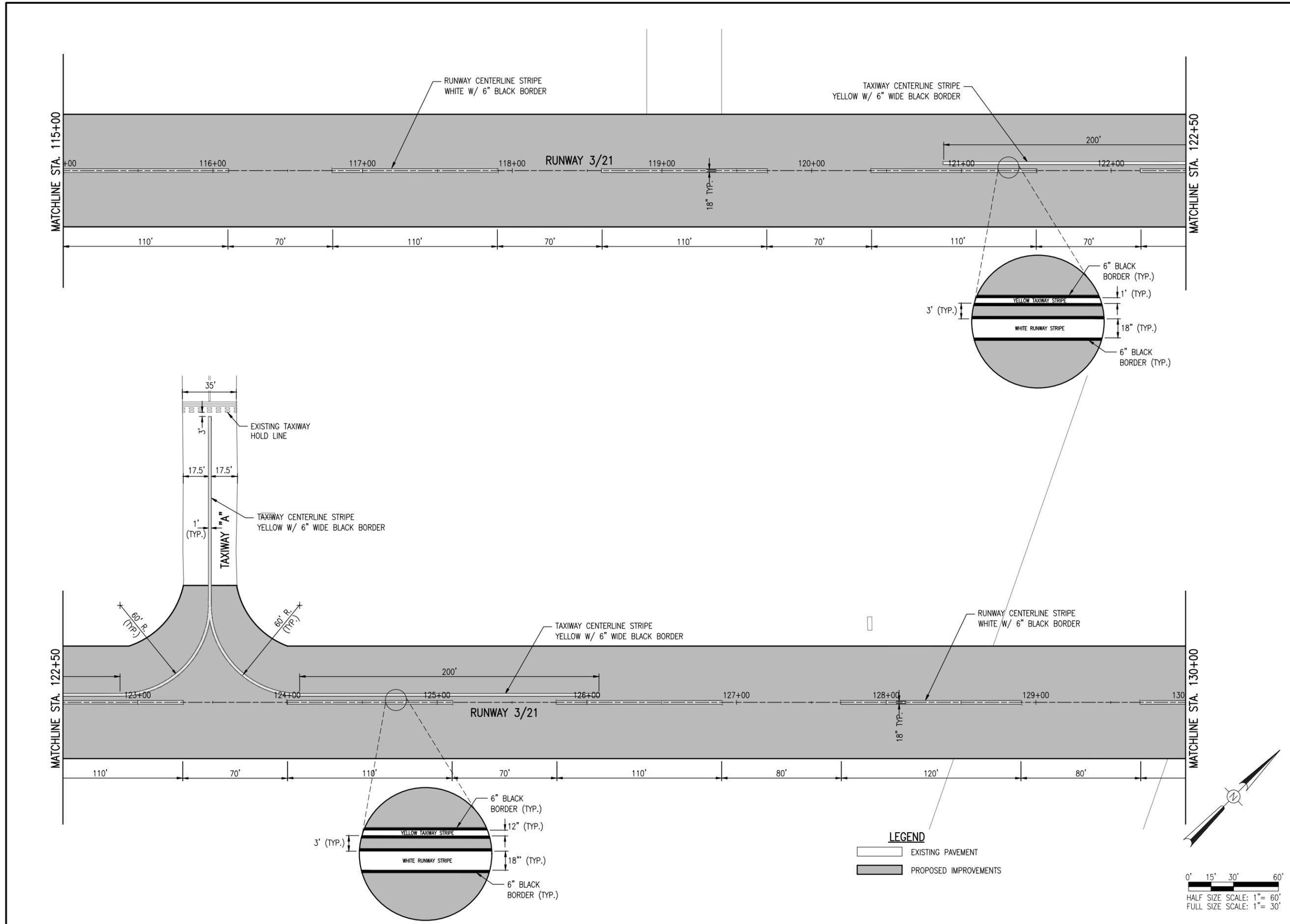
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SBG Project No: 3-17-SBGP-133/139/TBD
Contract No. LO032

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE:
DESIGN BY: KBS 5/8/2018
DRAWN BY: JAP 5/8/2018
REVIEWED BY: RAW 6/7/2018

SHEET TITLE

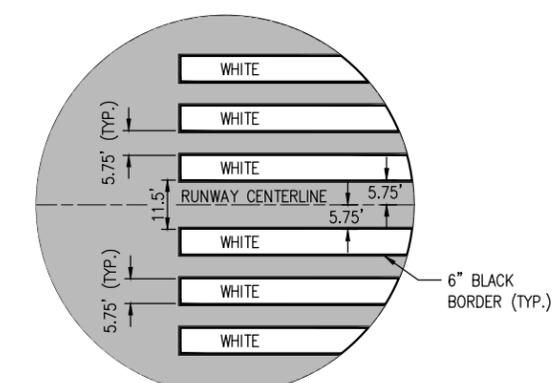
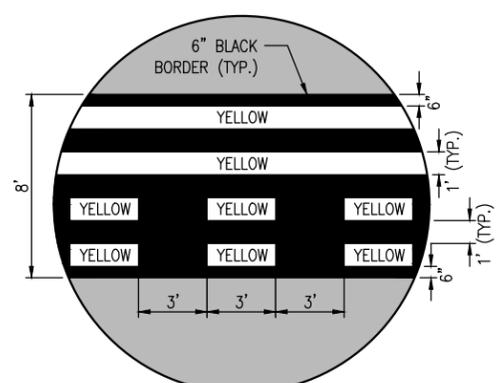
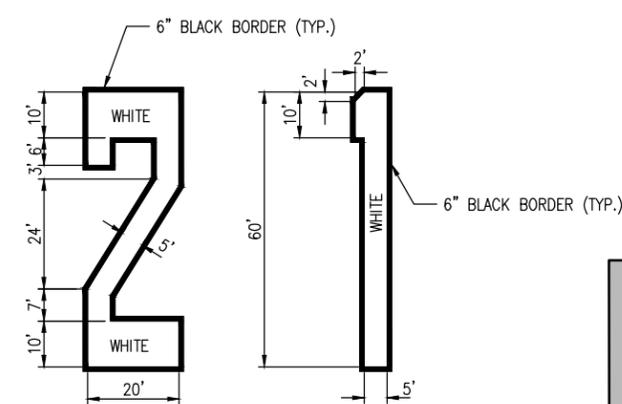
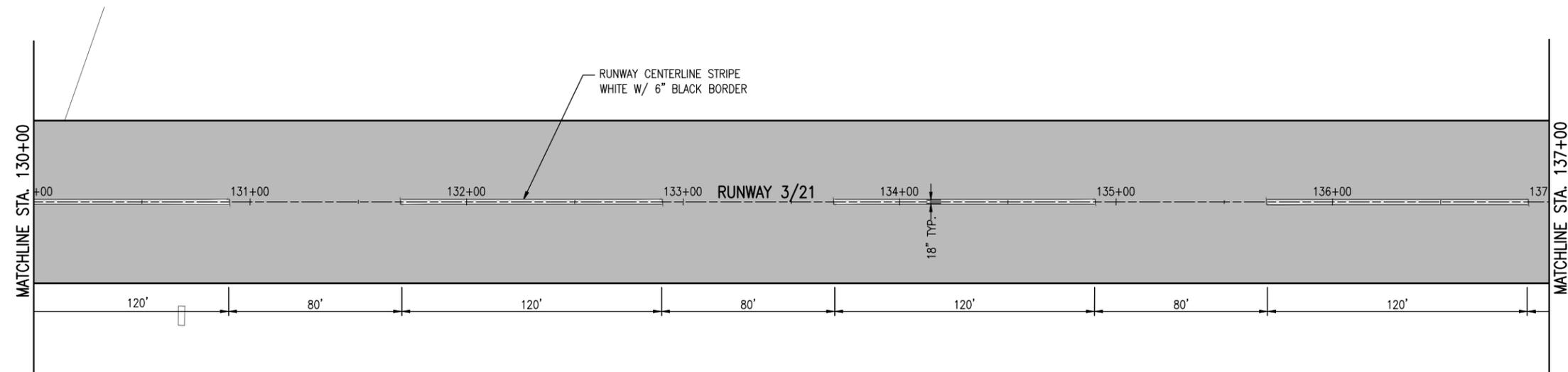
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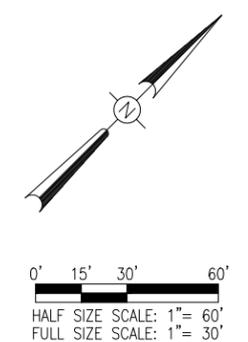
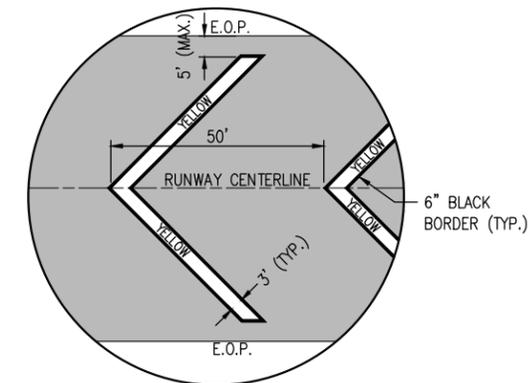
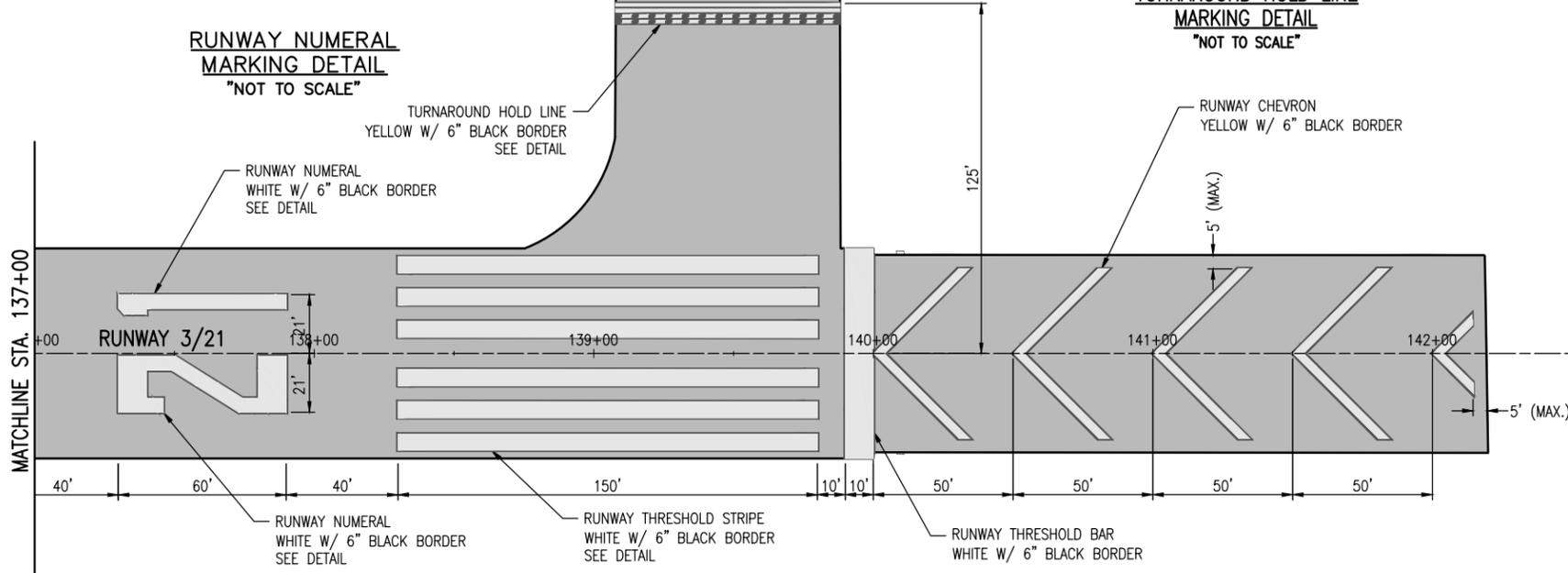
LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656



LEGEND

	EXISTING PAVEMENT
	PROPOSED IMPROVEMENTS



WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676
SBG Project No: 3-17-SBGP-133/139/TBD
Contract No. LO032

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ISSUE: JUNE 8, 2018
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REVIEWED BY: RAW 6/7/2018

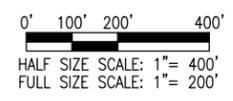
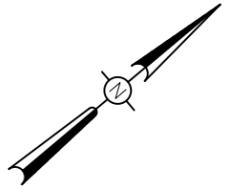
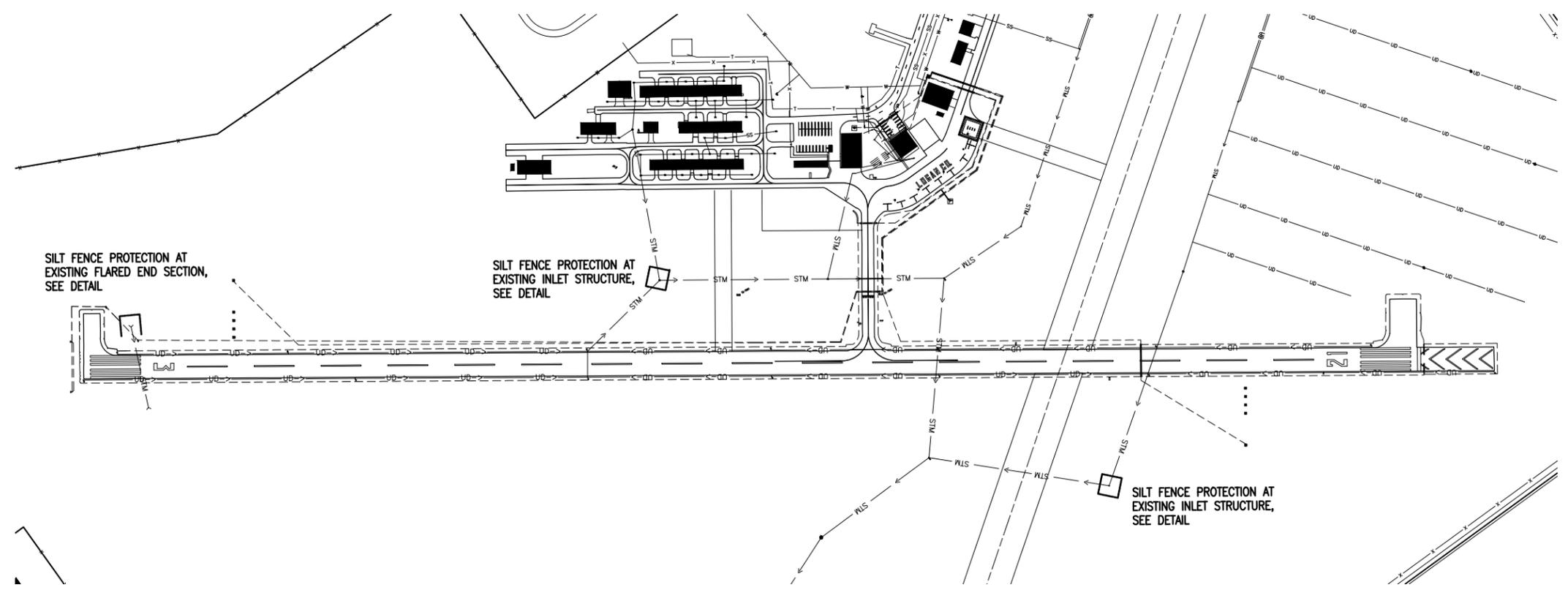
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MARKING PLAN STA. 130+00 TO 142+00

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LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656



CONTRACTOR'S CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:

AIRPORT: _____ PROJECT: _____
PROJECT NO: _____ COUNTY: _____
CONTRACT NUMBER: _____

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE: _____ DATE: _____
PRINTED NAME: _____ TITLE: _____
NAME OF FIRM: _____
STREET ADDRESS: _____
CITY, STATE, ZIP: _____
PHONE NUMBER: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676
SBG Project No: 3-17-SBGP-133/139/TBD
Contract No. LO032

NO.	DATE	DESCRIPTION		
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ISSUE: JUNE 8, 2018

PROJECT NO: 18A0004
CAD FILE: C-591-SWP.DWG

DESIGN BY: KBS 5/8/2018
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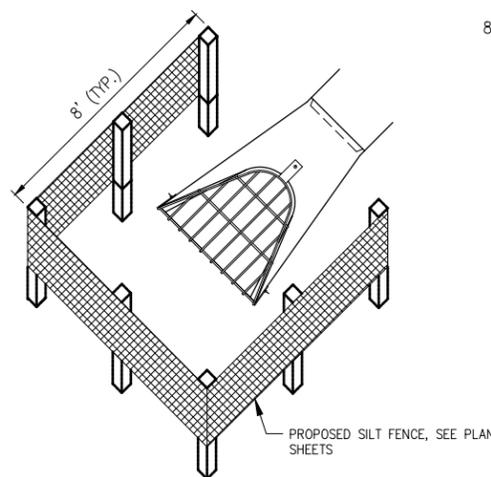
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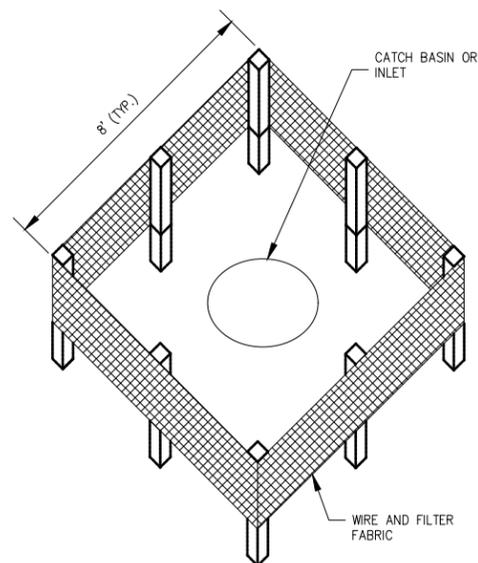
STORMWATER POLLUTION PREVENTION PLAN

NOTES:

- FENCE POST SHALL BE EITHER STEEL "T" LINE POST OR HARDWOOD POST WITH A MINIMUM SECTIONAL AREA OF 2.0 SQUARE INCHES. A CARPENTER'S (NOMINAL) 2"x2" POST WILL MEET SPECIFICATIONS.
- TOP AND BOTTOM WIRE OF WIRE FABRIC SHALL BE MINIMUM GAGE NO. 9. INTERMEDIATE WIRES OF THE WIRE FABRIC SHALL BE MINIMUM GAGE NO. 11.
- WIRE FABRIC SHALL BE SECURELY FASTENED TO FENCE POSTS WITH NO. 9 GAGE WIRE MINIMUM. FOUR (4) FASTENERS PER POST REQUIRED.
- FILTER FABRIC SHALL BE SECURELY FASTENED TO WIRE FABRIC AND POSTS WITH TIES OR STAPLES SPACED AT 12" APART AT THE TOP, MIDDLE AND BOTTOM.
- WHEN TWO SECTIONS OF FILTER FABRIC MEET, THEY SHALL BE OVERLAPPED BY 6" AND FOLDED AND ATTACHED TO THE WIRE FABRIC AT A POST.
- FILTER FABRIC SHALL BE IN ACCORDANCE WITH SPECIAL PROVISIONS WITH APPARENT OPENING SIZE (AOS) OF AT LEAST 40 FOR NONWOVEN AND WOVEN. THE FABRIC MUST MEET THE APPLICABLE STANDARDS OF AASHTO 288-00 (Article IV, Section B.1.j.1.f.i, AS AMENDED), OR EQUIVALENT.



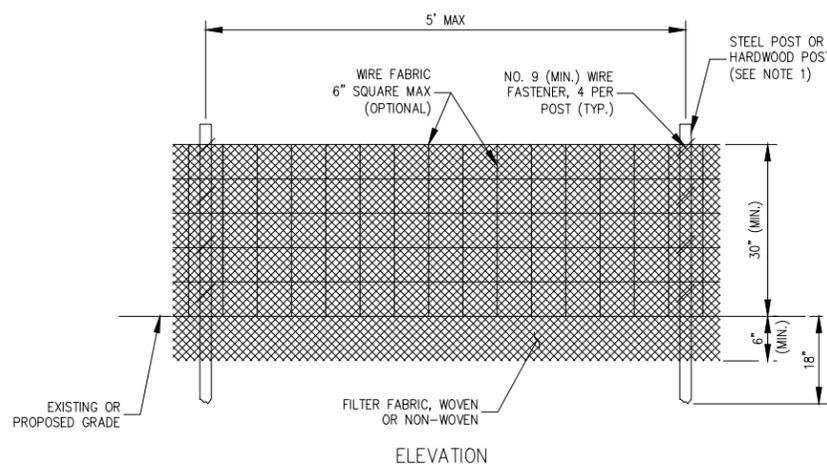
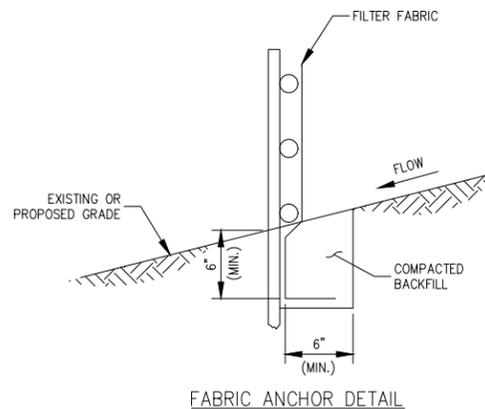
SILT FENCE PLACEMENT AT FLARED END SECTIONS (FES)



SILT FENCE AT MANHOLES IN PERVIOUS AREAS

NOTES:

- A MAXIMUM OF 5 FEET IS USED FOR POST-TO-POST SPACING.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
- FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.



STORM WATER POLLUTION PREVENTION NOTES

GENERAL
THE CONTRACTOR SHALL IMPLEMENT ALL PROVISIONS OF THE CONTRACT DOCUMENTS TO ASSURE THAT STORM WATER POLLUTION PREVENTION ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. SEDIMENTATION MUST NOT BE TRANSPORTED OFF THE CONSTRUCTION SITE. PERMANENT DRAINAGE FEATURES AND VEGETATIVE MEASURES SHALL BE PROVIDED AS SOON AS POSSIBLE.

THE MAINTENANCE OF ALL STORM WATER POLLUTION PREVENTION MEASURES IS INCIDENTAL TO THE ASSOCIATED ITEM.

POLLUTION PREVENTION MEASURES
THE CONTRACTOR SHALL BE REQUIRED TO IMPLEMENT AND MAINTAIN STORM WATER POLLUTION PREVENTION PRACTICES AND MEASURES PRIOR TO THE STRIPPING OF EXISTING VEGETATION WHEREVER POSSIBLE AND AS SOON AS CONSTRUCTION PERMITS IN OTHER AREAS. POLLUTION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, INCLUDING THESE CONSTRUCTION PLANS, AND WITH STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL, ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, CURRENT ISSUE. THE CONTRACTOR SHALL ADJUST HIS OPERATIONS AND IMPLEMENT POLLUTION CONTROL MEASURES SO THAT NO RUNOFF FROM STRIPPED AREAS WILL LEAVE THE CONSTRUCTION SITE OTHER THAN THROUGH SEDIMENT TRAPS OR OTHER SUITABLE CONTROL MEASURES.

POLLUTION CONTROL ITEMS SHALL BE PROVIDED AS NOTED ON THE STORM WATER POLLUTION PREVENTION PLAN AND IN THE STORM WATER POLLUTION PREVENTION DETAILS AND AS DIRECTED BY THE ENGINEER. THE LIMITS OF SUCH MEASURES SHALL BE STAKED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. SUCH LIMITS MAY BE ADJUSTED BY THE ENGINEER TO ACCOUNT FOR ACTUAL SITE CONDITIONS EXPERIENCED DURING CONSTRUCTION. ADDITIONAL COMPENSATION FOR MEASURES EXCEEDING THE PLAN QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR EACH ITEM.

THE CONTRACTOR IS TO MAINTAIN AND ADJUST, REPAIR OR REPLACE ALL POLLUTION PREVENTION MEASURES AS REQUIRED OR AS DIRECTED BY THE ENGINEER UNTIL PERMANENT VEGETATION HAS BEEN ESTABLISHED. MAINTENANCE OF POLLUTION CONTROL MEASURES IS TO BE PROVIDED AT NO ADDITIONAL COST TO THE CONTRACT.

ADDITIONAL STORMWATER POLLUTION PREVENTION MEASURES ARE EXISTING ON SITE LOCATED AT DRAINAGE FACILITIES AND ALONG THE PROPERTY LINE.

SEDIMENTATION AND EROSION CONTROL NOTES:

- SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- FOR THOSE DEVELOPMENTS THAT REQUIRE A DESIGNATED EROSION CONTROL INSPECTOR (DECI), INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - UPON COMPLETION OF SEDIMENT AND RUNOFF CONTROL MEASURES (INCLUDING PERIMETER CONTROLS AND DIVERSIONS), PRIOR TO PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.
 - AFTER EVERY SEVEN (7) CALENDAR DAYS OR STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- A STABILIZED MAT OF CRUSHED STONE MEETING IDOT GRADATION CA-01 UNDERLAIN WITH FILTER FABRIC AND IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, OR OTHER APPROPRIATE MEASURE(S) AS APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT OF WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN.
- DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.
- ALL STOCKPILES SHALL HAVE APPROPRIATE MEASURES TO PREVENT EROSION. STOCKPILES SHALL NOT BE PLACED IN FLOOD PRONE AREAS OR WETLANDS AND DESIGNATED BUFFERS.
- SLOPES STEEPER THAN 3H:1V SHALL BE STABILIZED WITH APPROPRIATE MEASURES AS APPROVED BY THE ENFORCEMENT OFFICER.
- APPROPRIATE EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN THE NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DISCHARGES SHALL BE ROUTED THROUGH AN APPROVED ANIONIC POLYMER DEWATERING SYSTEM OR A SIMILAR MEASURE AS APPROVED BY THE ENFORCEMENT OFFICER. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE ENFORCEMENT OFFICER, OR APPROVED REPRESENTATIVE, MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
- IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.
- ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- ALL TEMPORARY SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, ENFORCEMENT OFFICER, OR OTHER GOVERNING AGENCY.

WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676

SBG Project No:
3-17-SBGP-133/139/TBD

Contract No. L0032

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE: C-591-SWP.DWG
DESIGN BY: KBS 5/8/2018
DRAWN BY: JAP 5/8/2018
REVIEWED BY: RAW 6/7/2018

SHEET TITLE

STORMWATER POLLUTION PREVENTION PLAN DETAILS

LOGAN COUNTY AIRPORT

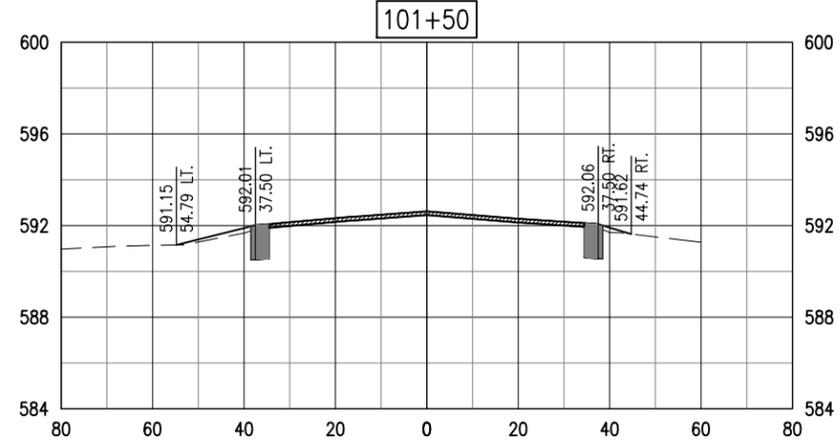
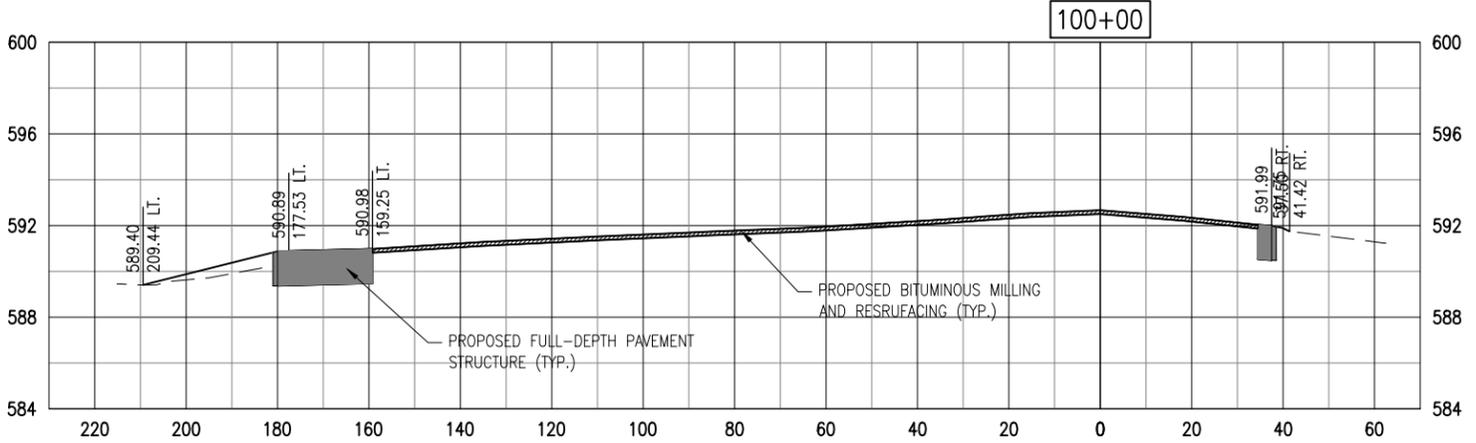
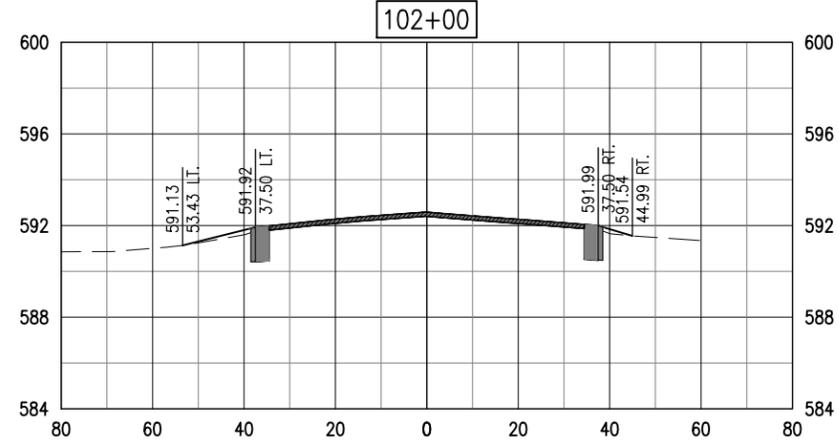
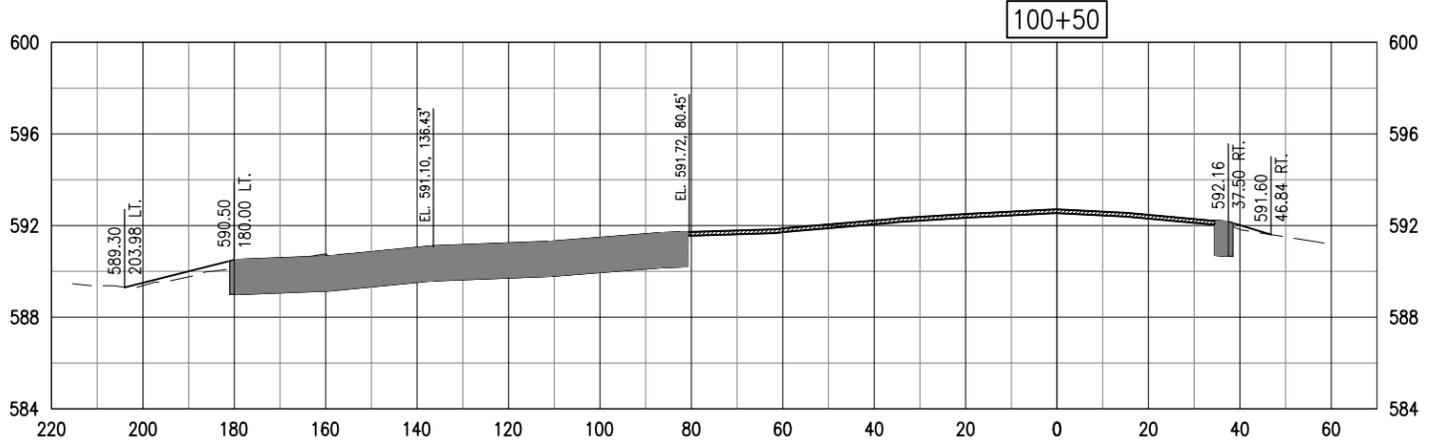
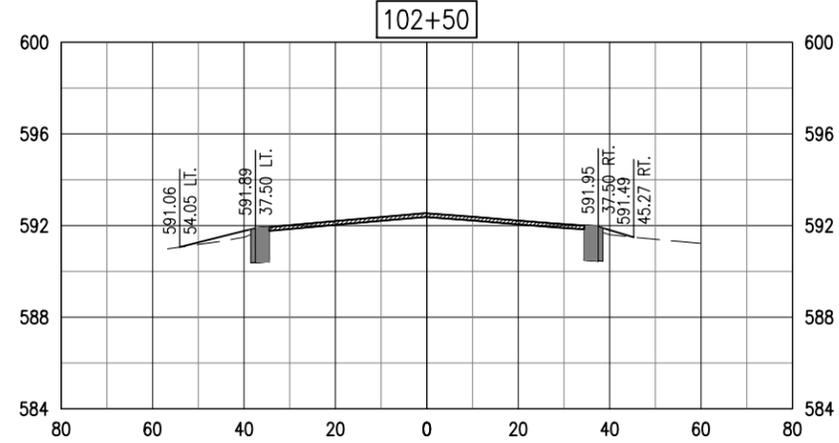
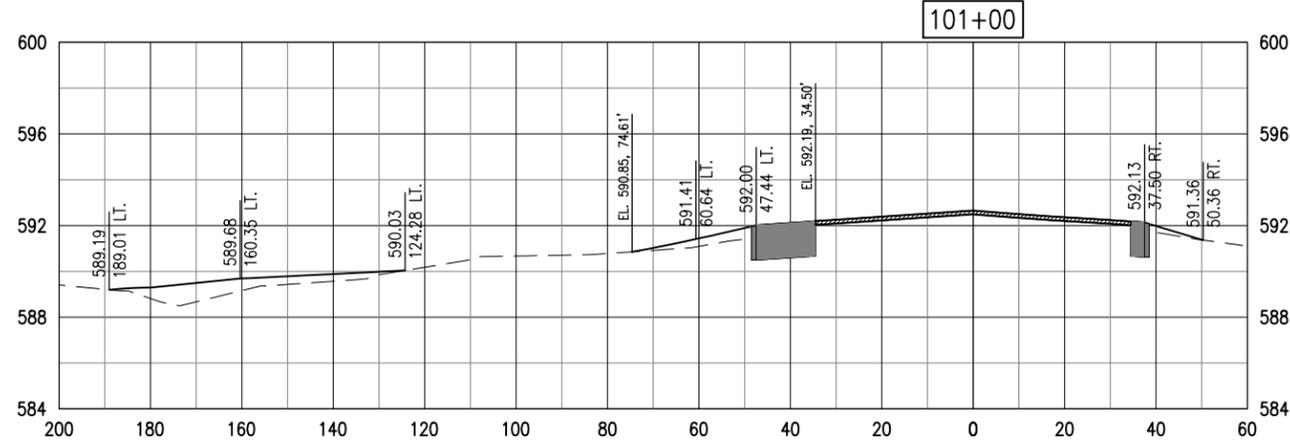
1351 AIRPORT RD.
LINCOLN, IL 62656

**WIDEN AND REHABILITATE RUNWAY 3/21;
RECONSTRUCT RWY TURNAROUNDS**

IDA No: AAA-4676
SBG Project No:
3-17-SBGP-133/139/TBD
Contract No. LO032

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CROSS SECTIONS SHEET 1



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LOGAN COUNTY AIRPORT

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LINCOLN, IL 62656

**WIDEN AND REHABILITATE RUNWAY 3/21;
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3-17-SBGP-133/139/TBD

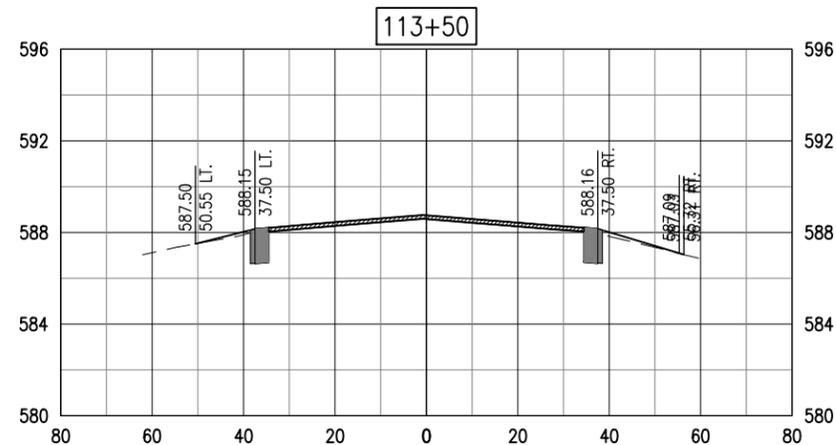
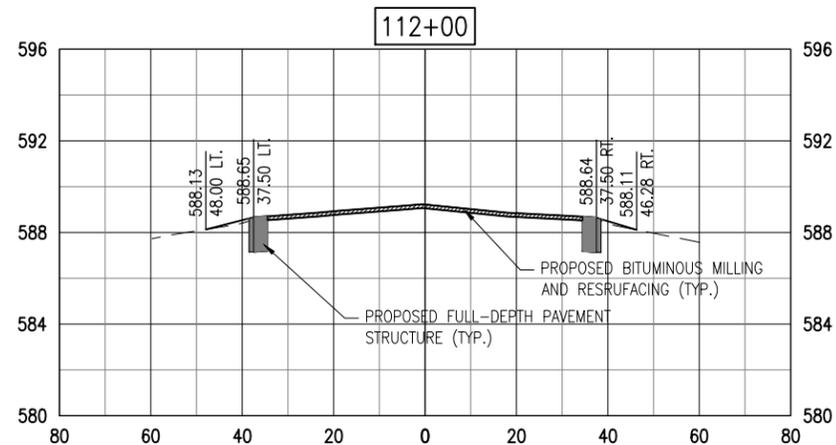
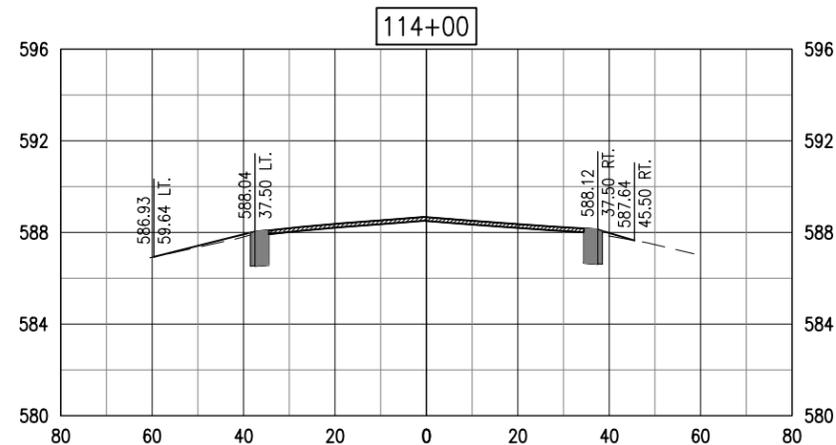
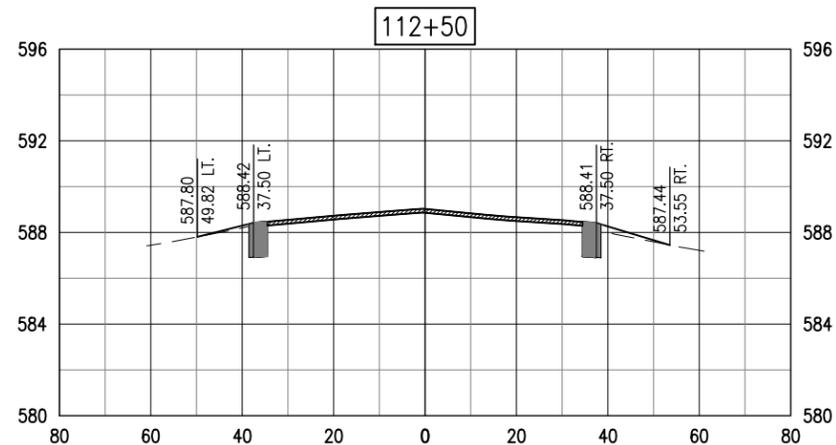
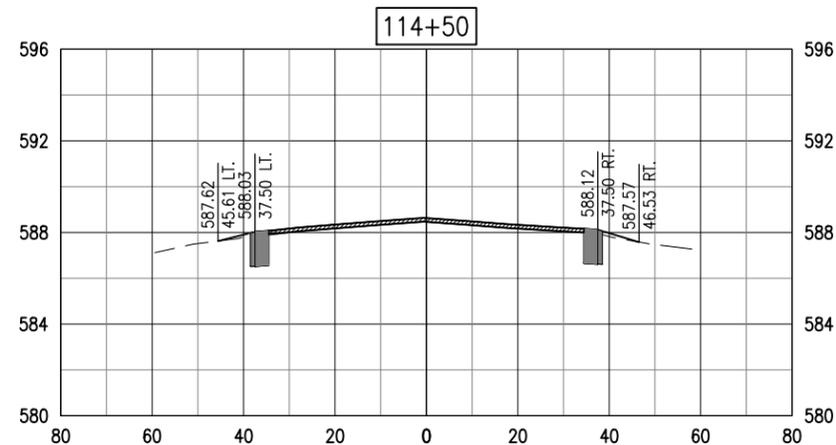
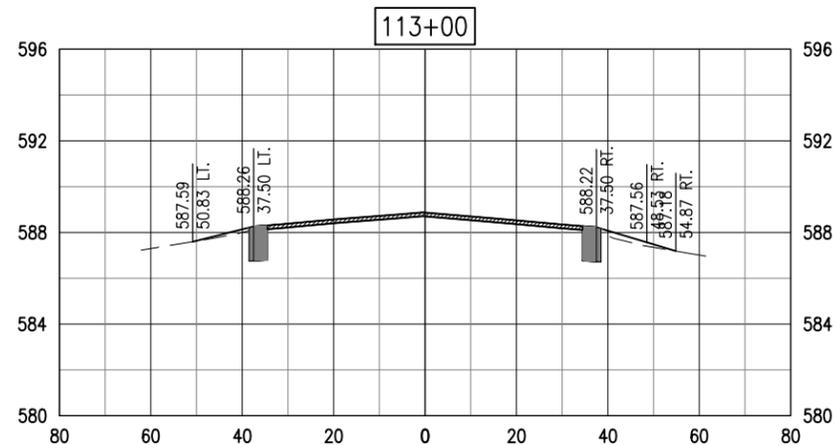
Contract No. LO032

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE: C-301-XS.DWG
DESIGN BY: KBS 05/11/2018
DRAWN BY: NLD 05/11/2018
REVIEWED BY: RAW 6/7/2018

SHEET TITLE

**CROSS SECTIONS
SHEET 5**



LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656

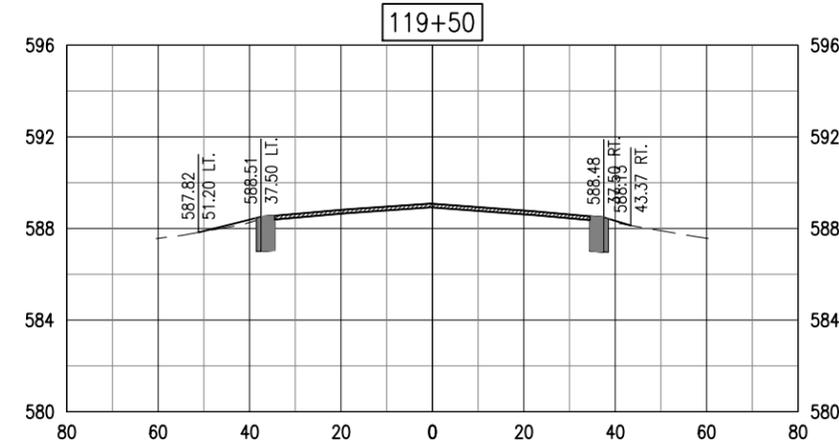
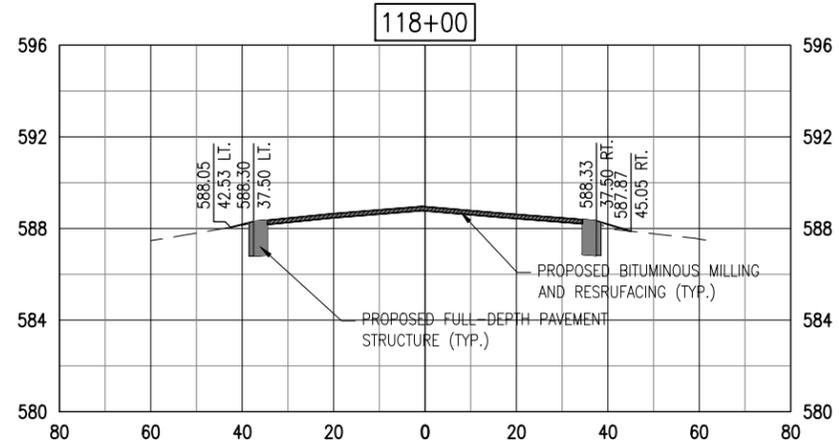
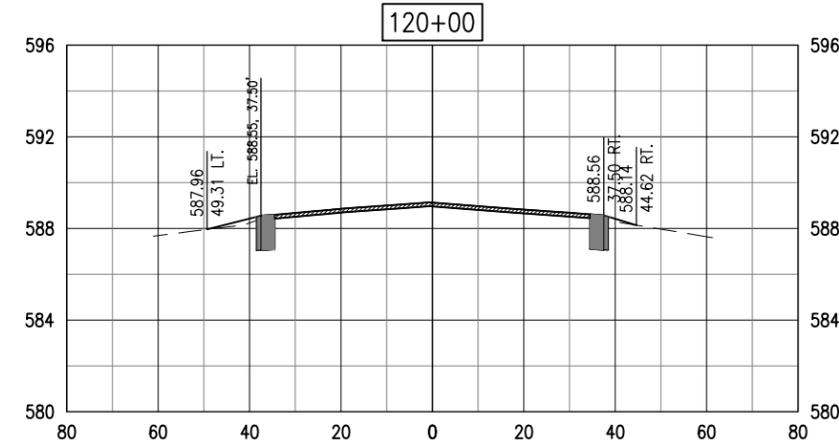
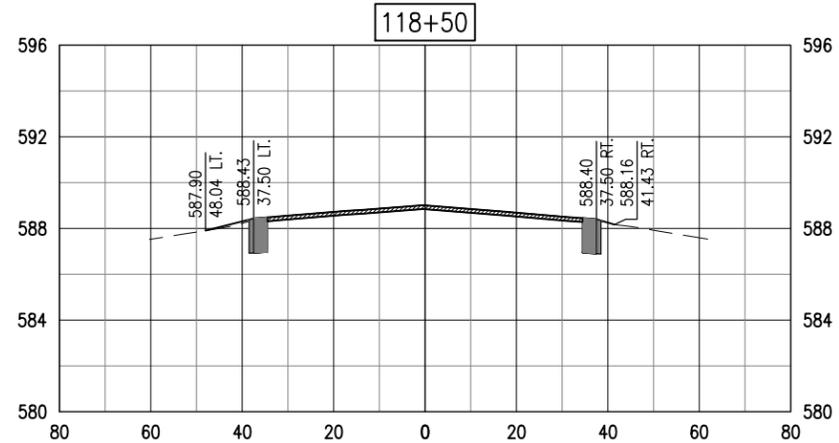
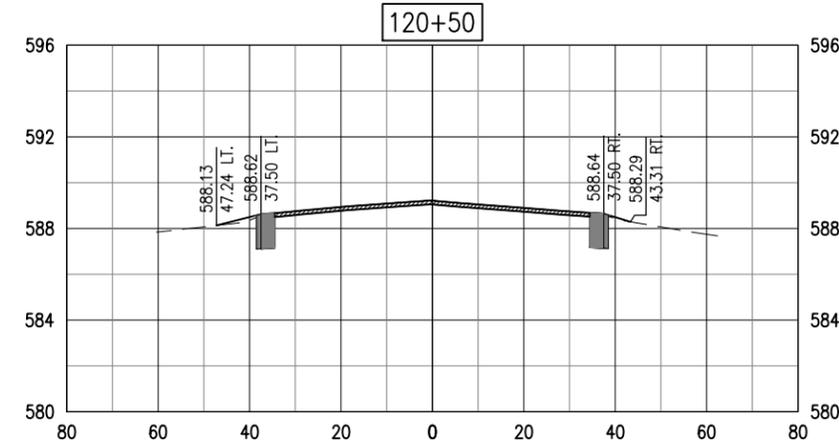
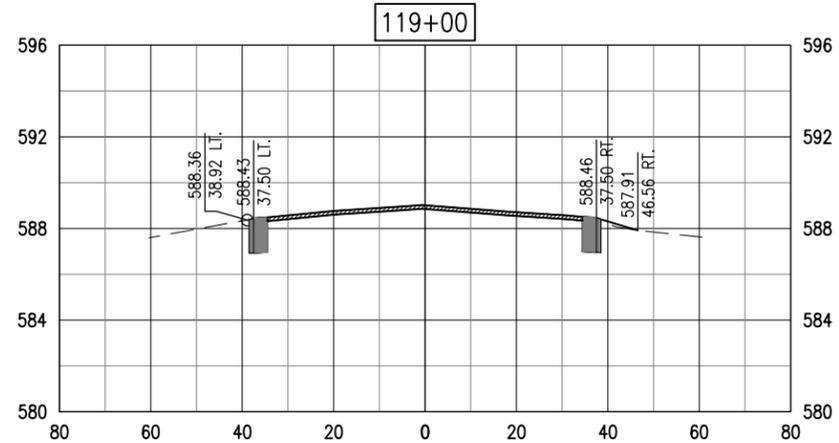
WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676
SBG Project No: 3-17-SBGP-133/139/TBD
Contract No. LO032

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ISSUE: JUNE 8, 2018
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CAD FILE: C-301-XS.DWG
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CROSS SECTIONS SHEETS 7



LOGAN COUNTY AIRPORT

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LINCOLN, IL 62656

WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

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SBG Project No:
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ISSUE: JUNE 8, 2018

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CAD FILE: C-301-XS.DWG

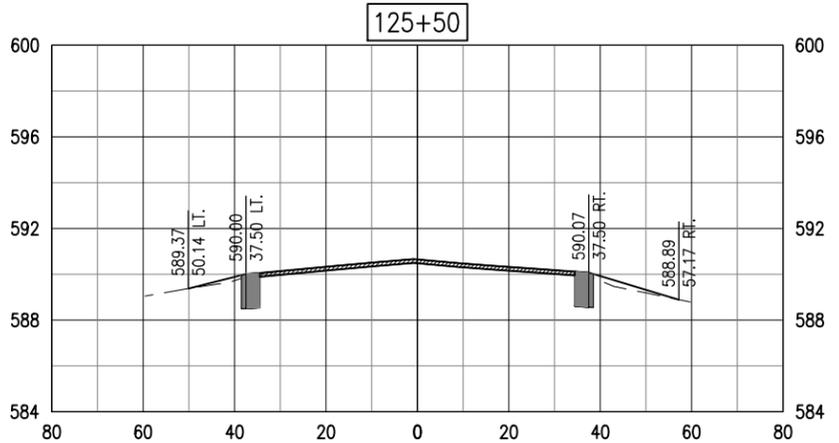
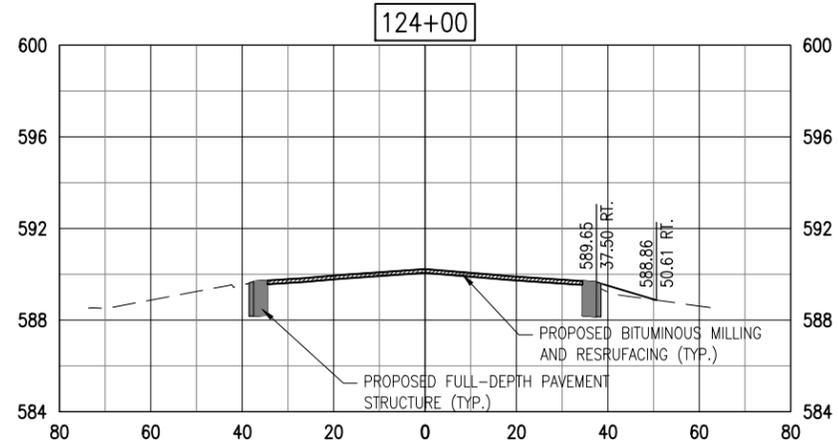
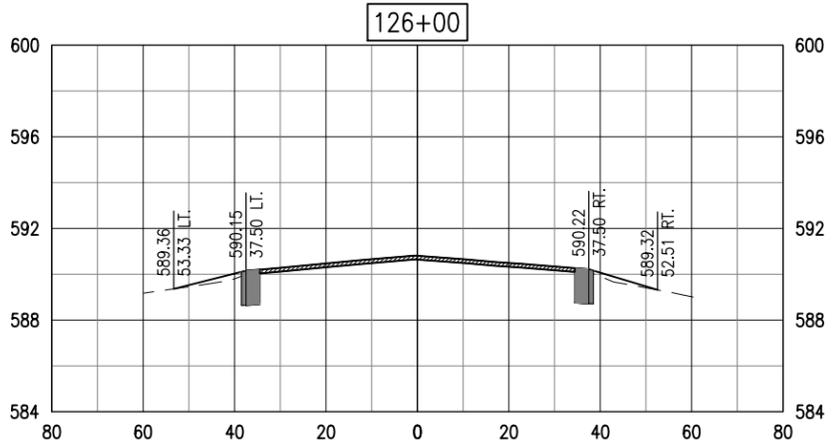
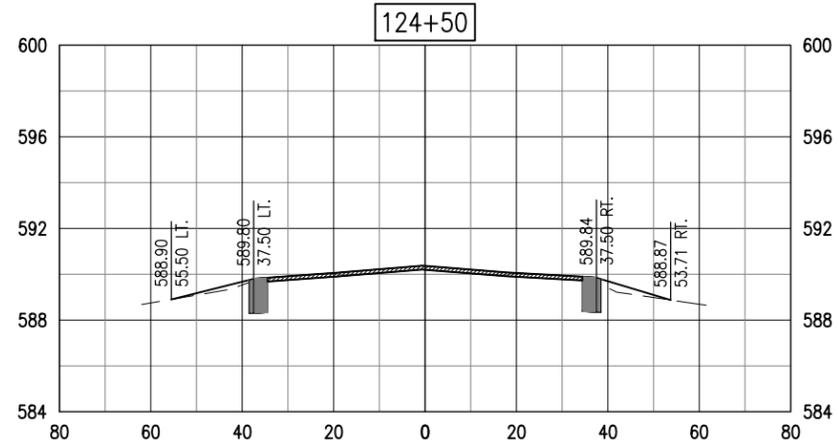
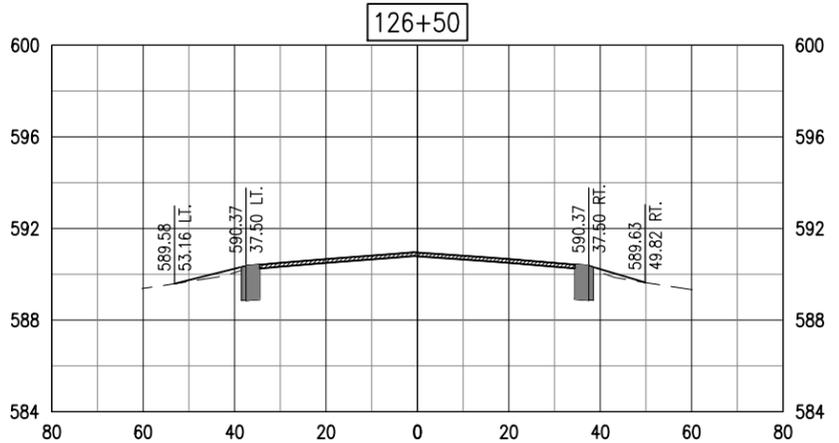
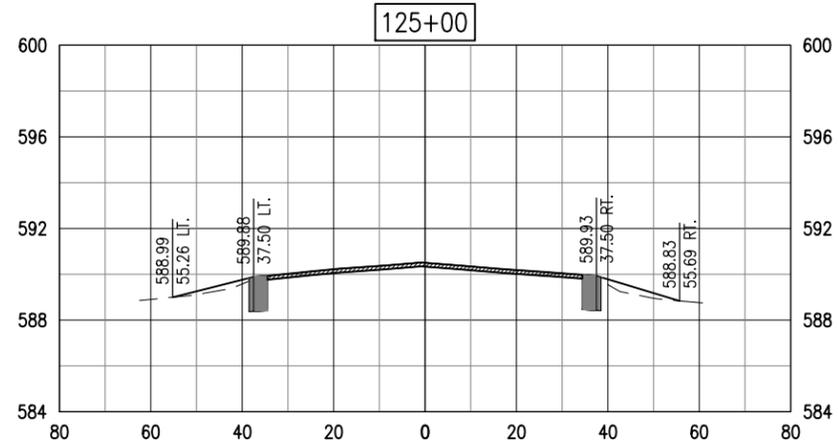
DESIGN BY: KBS 05/11/2018

DRAWN BY: NLD 05/11/2018

REVIEWED BY: RAW 6/7/2018

SHEET TITLE

CROSS SECTIONS SHEET 9



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LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
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WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676

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3-17-SBGP-133/139/TBD

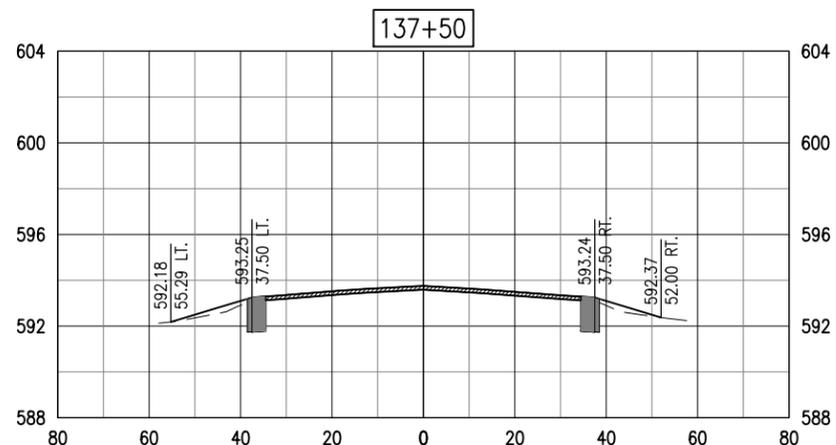
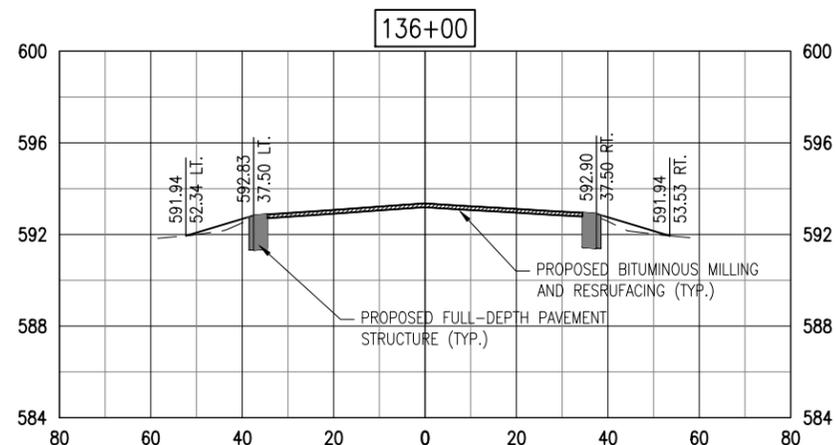
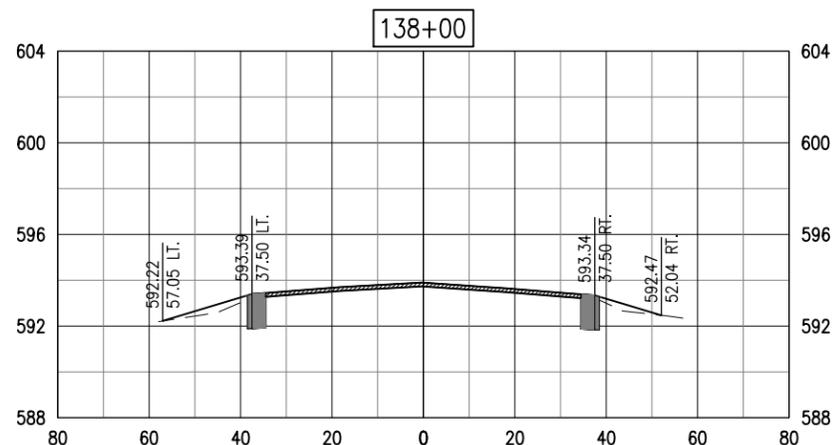
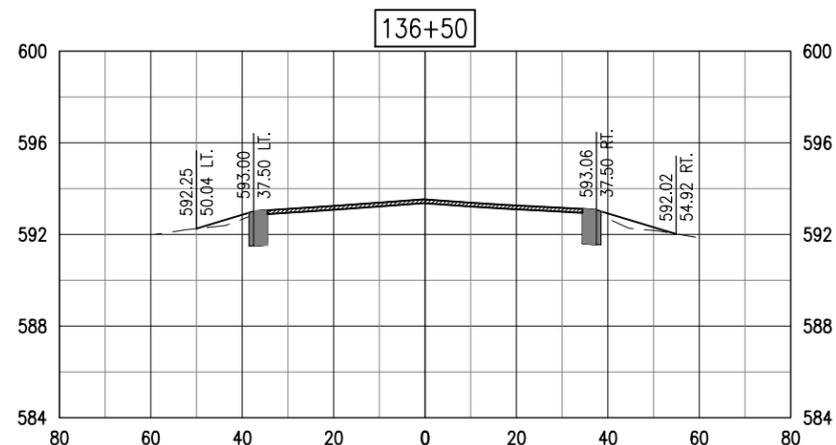
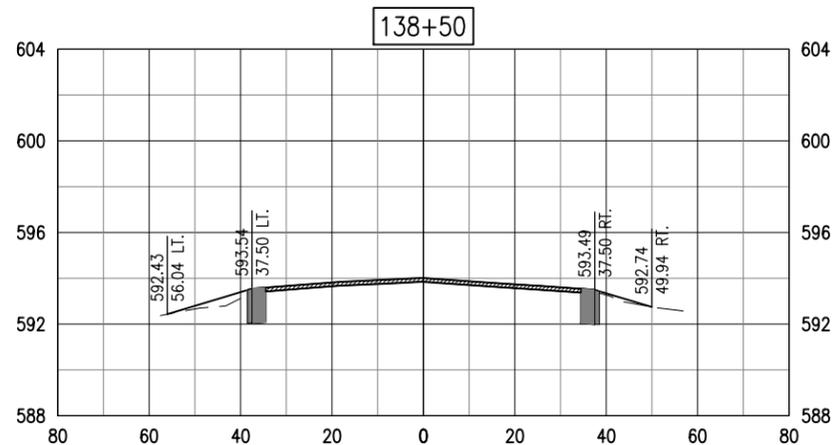
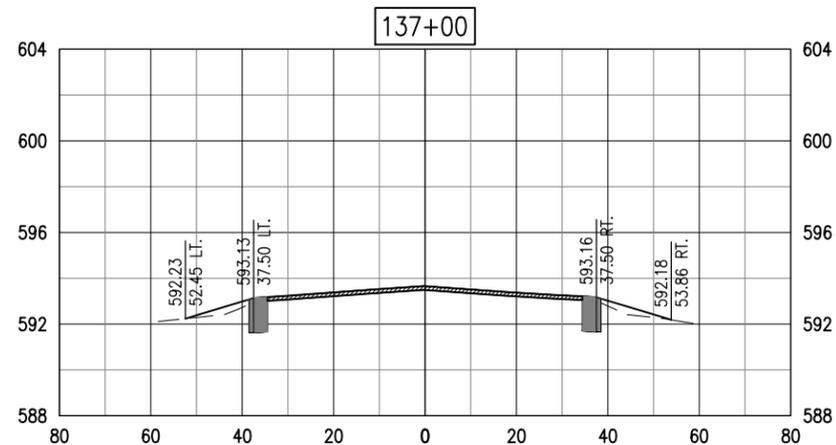
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ISSUE: JUNE 8, 2018
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SHEET TITLE

CROSS SECTIONS SHEET 13



LOGAN COUNTY AIRPORT

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IDA No: AAA-4676
SBG Project No: 3-17-SBGP-133/139/TBD
Contract No. LO032

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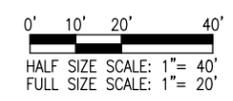
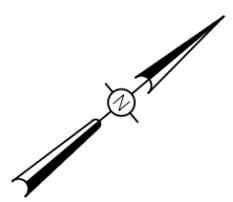
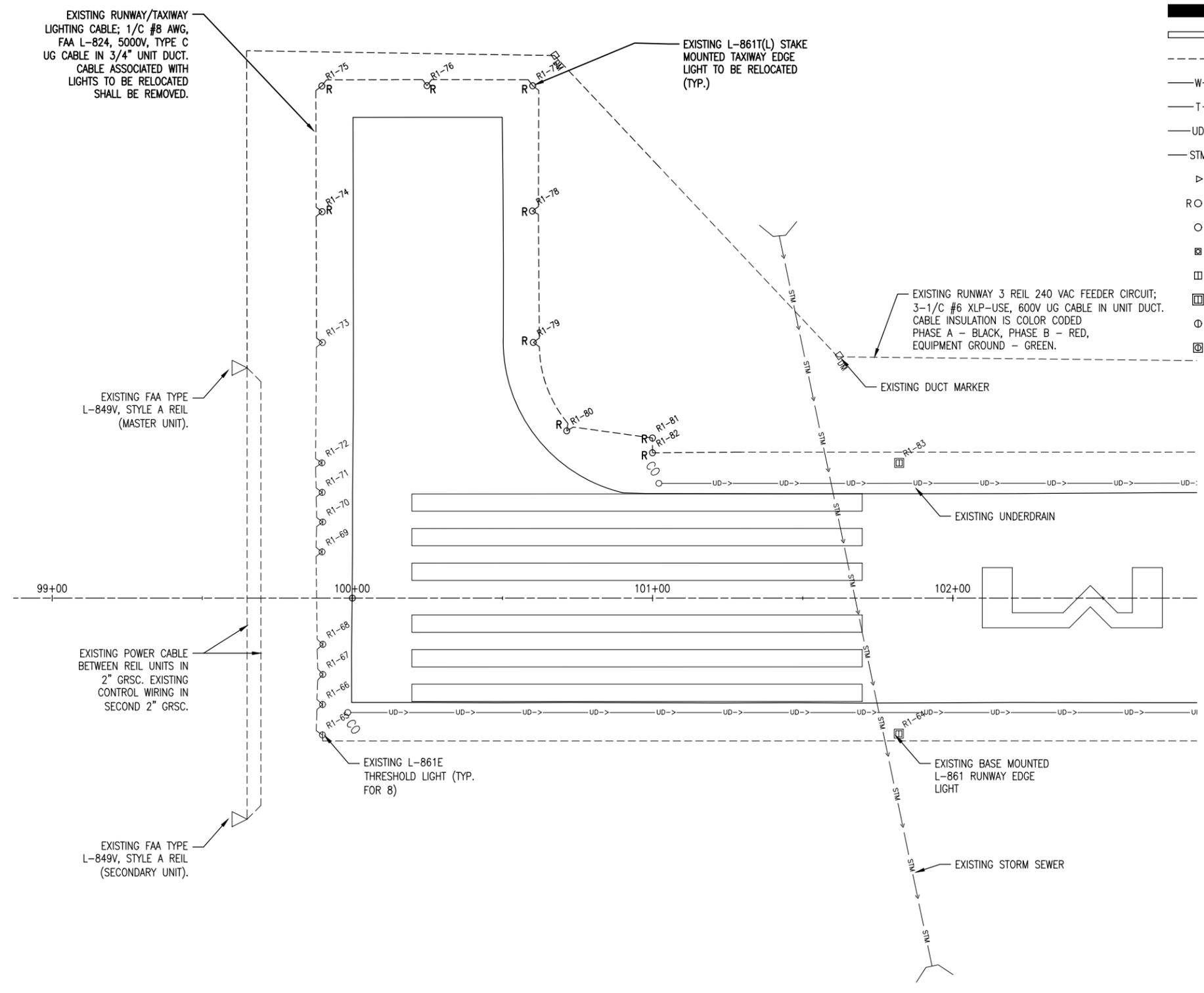
ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE: C-141-ELE.dwg
DESIGN BY: KNL 04/17/2018
DRAWN BY: CWS 04/19/2018
REVIEWED BY: LDH 5/8/2018

SHEET TITLE

EXISTING ELECTRICAL PLAN - RUNWAY END 3

LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDING
- EXISTING ELECTRICAL DUCT
- EXISTING AIRFIELD LIGHTING ELECTRICAL CABLE
- EXISTING WATER
- EXISTING TELEPHONE
- EXISTING UNDERDRAIN
- EXISTING STORM SEWER
- EXISTING REIL
- EXISTING STAKE MOUNTED TAXIWAY LIGHT (TO BE RELOCATED)
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING STAKE MOUNTED RUNWAY LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING STAKE MOUNTED THRESHOLD LIGHT
- EXISTING BASE MOUNTED THRESHOLD LIGHT



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WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

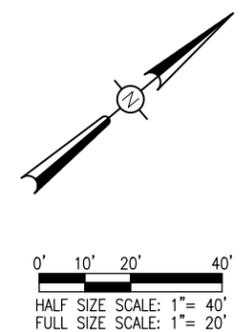
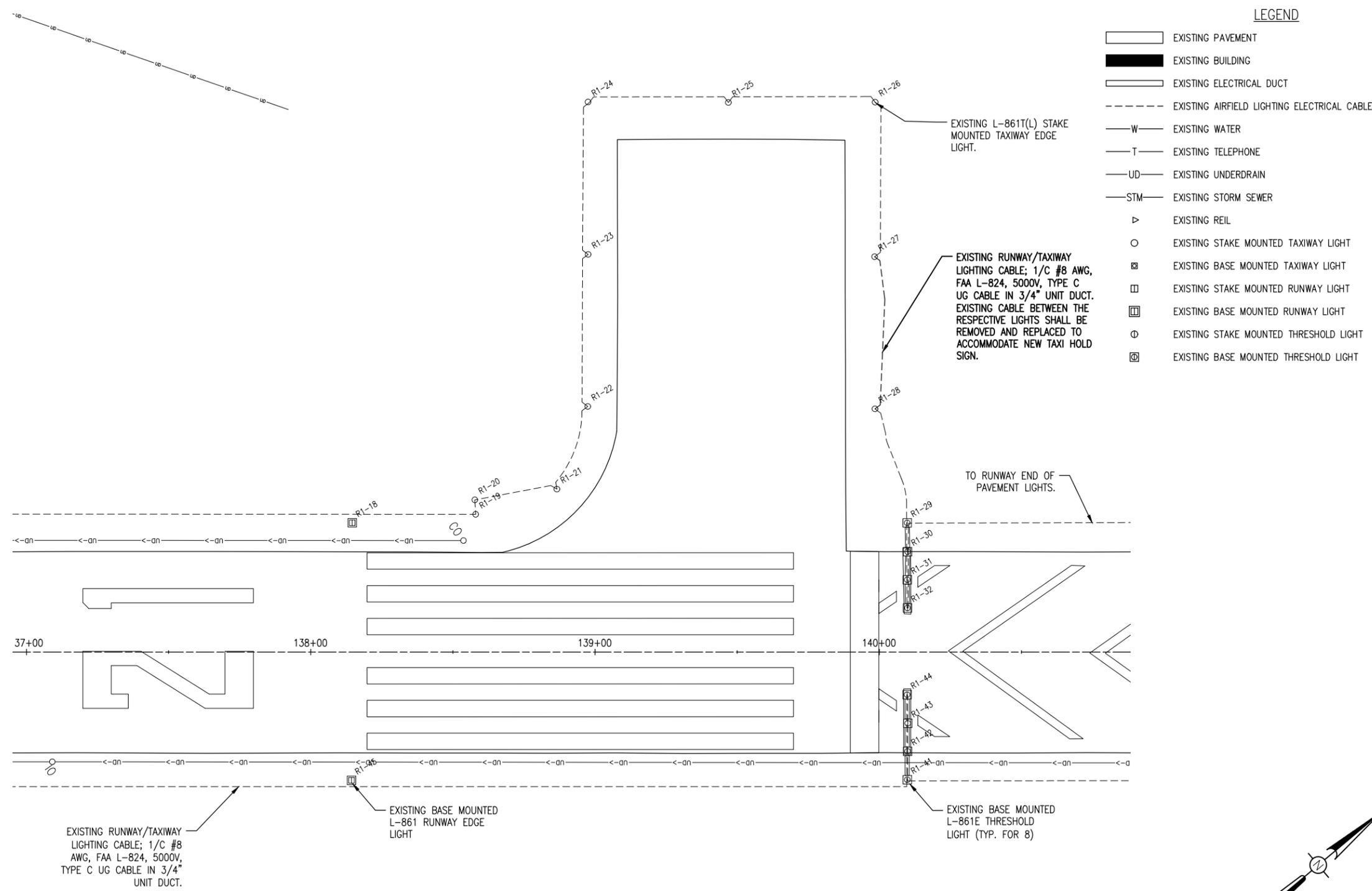
IDA No: AAA-4676
SBG Project No: 3-17-SBGP-133/139/TBD
Contract No. LO032

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ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE: C-141-ELE.dwg
DESIGN BY: KNL 04/17/2018
DRAWN BY: CWS 04/19/2018
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SHEET TITLE

EXISTING ELECTRICAL PLAN - RUNWAY END 21



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WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676

SBG Project No:
3-17-SBGP-133/139/TBD

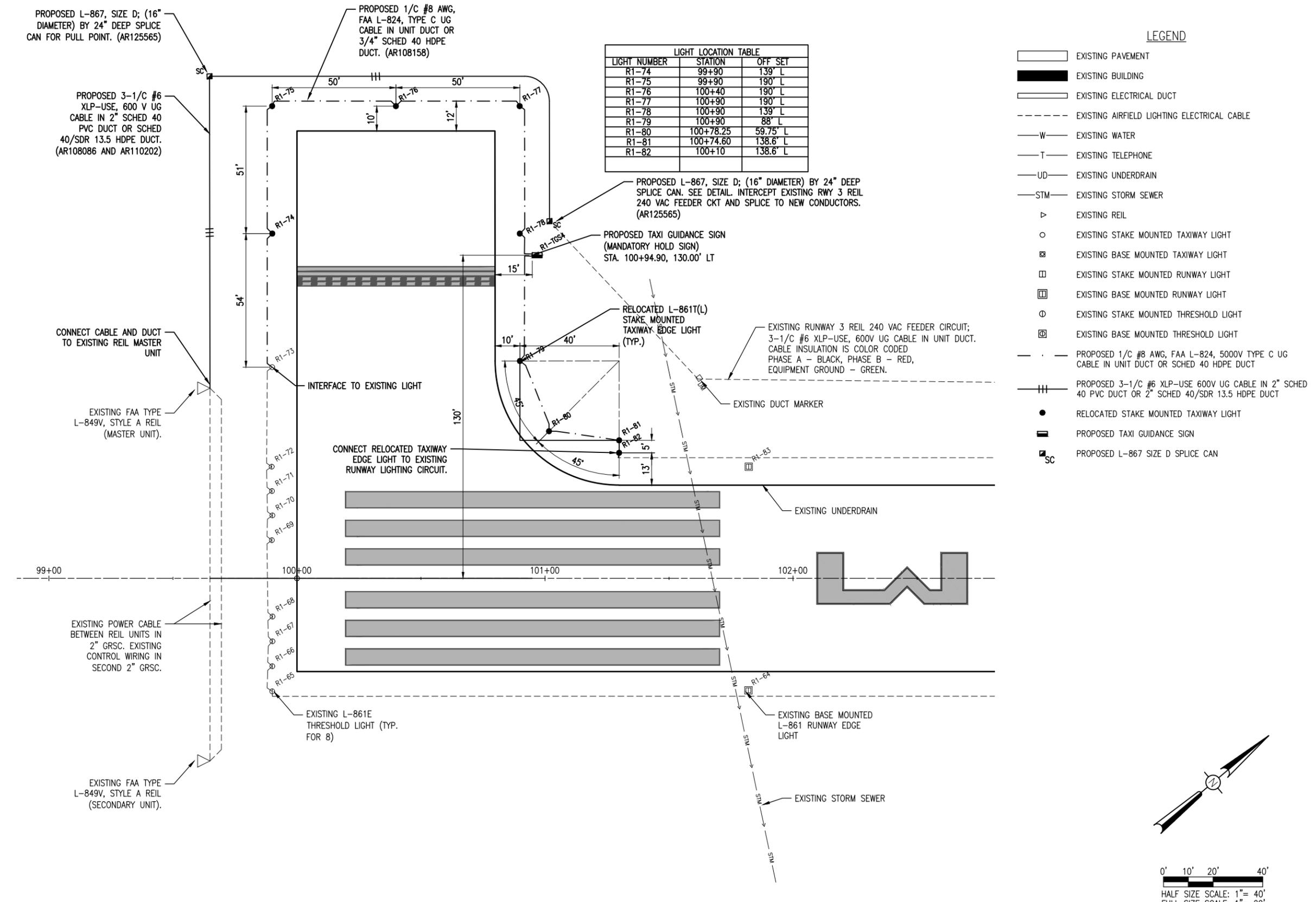
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ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
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DESIGN BY: KNL 04/17/2018
DRAWN BY: CWS 04/19/2018
REVIEWED BY: LDH 5/8/2018

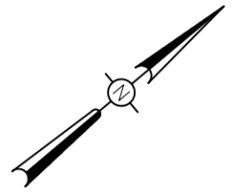
SHEET TITLE

PROPOSED ELECTRICAL PLAN - RUNWAY END 3

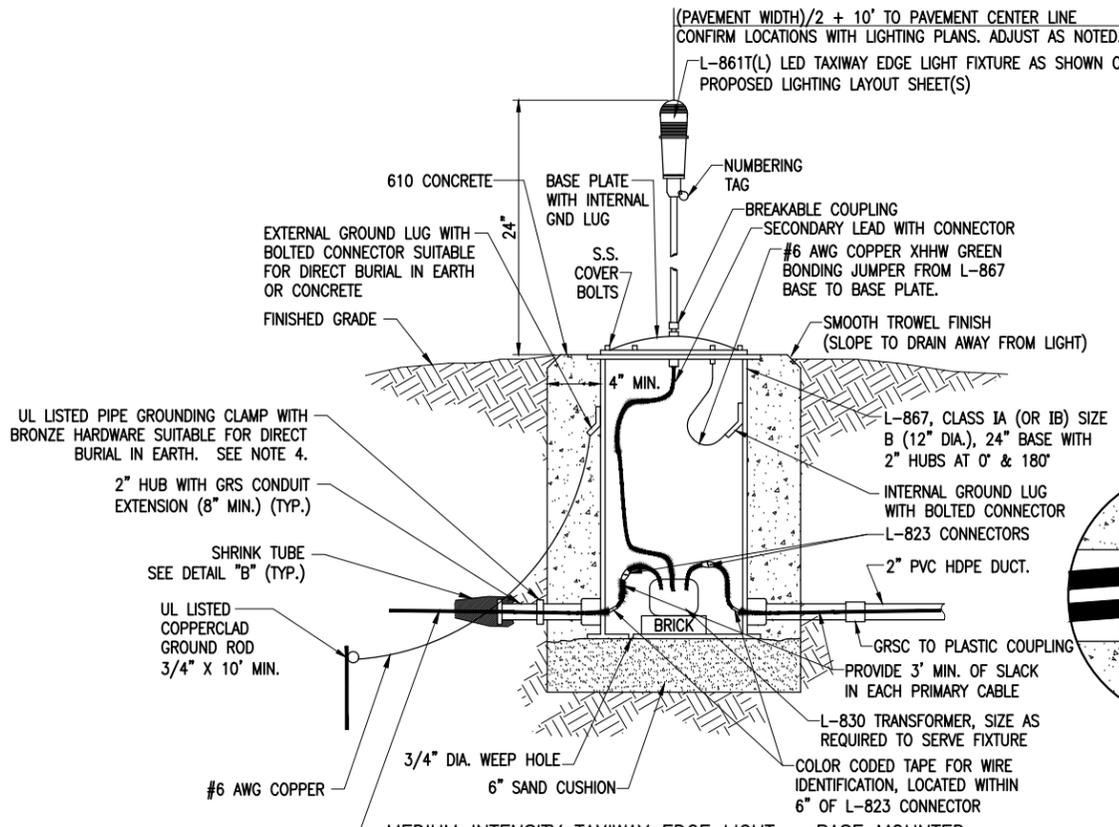


LIGHT LOCATION TABLE

LIGHT NUMBER	STATION	OFF SET
R1-74	99+90	139' L
R1-75	99+90	190' L
R1-76	100+40	190' L
R1-77	100+90	190' L
R1-78	100+90	139' L
R1-79	100+90	88' L
R1-80	100+78.25	59.75' L
R1-81	100+74.60	138.6' L
R1-82	100+10	138.6' L



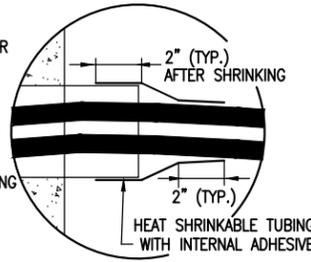
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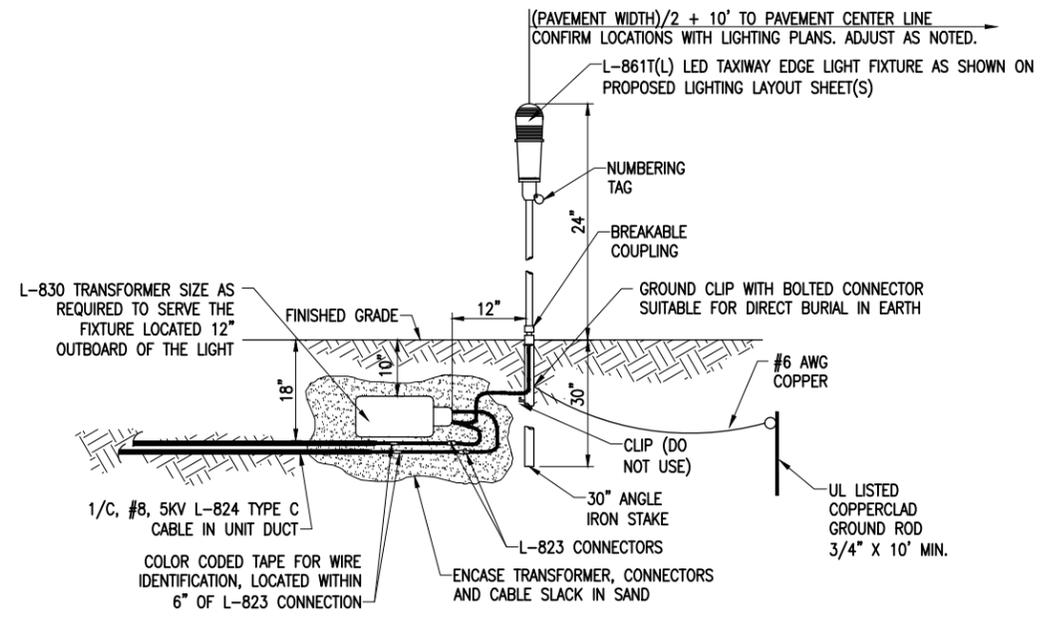
MEDIUM INTENSITY TAXIWAY EDGE LIGHT – BASE MOUNTED

(NOT TO SCALE)

L-867 BASE WITH 1-3" HUB IS ALSO ACCEPTABLE, FOR INTERFACE TO CABLE IN 3/4" UNIT DUCT. L-867 BASES WITH 3" HUBS MAY WORK BETTER FOR TAXIWAY LIGHTS INSTALLED ON TAXIWAY B-WEST DUE TO SITE CONDITIONS AND CABLE ROUTING. FOR INTERFACE TO 2" DUCT 2" HUBS LOCATED AT 0°, 180° ARE REQUIRED. ADDITIONAL HUBS WILL BE REQUIRED TO ACCOMMODATE MORE THAN TWO DUCT INTERFACES

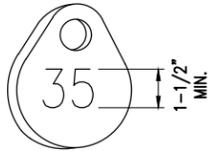


DETAIL "B"
(NOT TO SCALE)



MEDIUM INTENSITY TAXIWAY EDGE LIGHT – STAKE MOUNTED

(NOT TO SCALE)



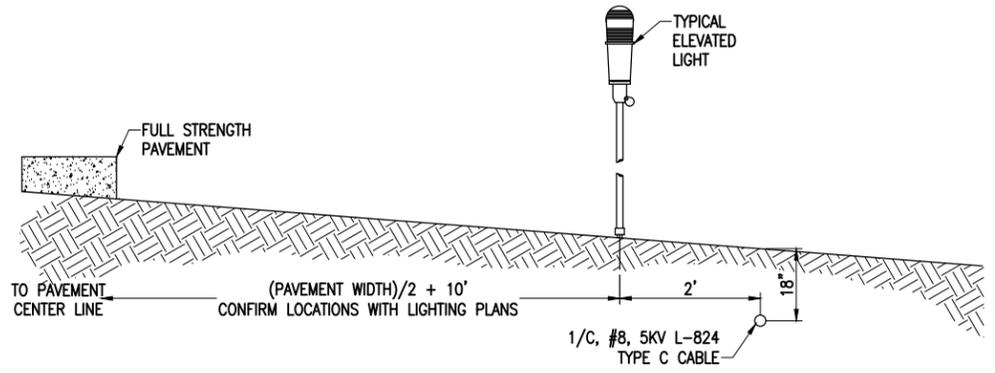
NUMBERING TAG DETAIL
(NOT TO SCALE)

NOTE:
AFFIX NON-CORROSIVE TAG TO FIXTURE FACING RUNWAY WITH SET SCREW, WIRE TIE, OR METAL BAND. NUMERALS SHALL BE ENGRAVED FOR PERMANENT READABILITY.

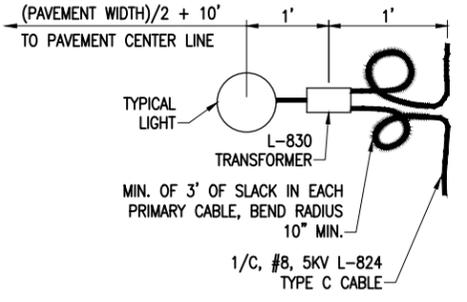
NOTES:

1. SEE ELECTRICAL NOTES SHEETS.
2. SEE "ELECTRICAL NOTES SHEET 2" AND "GROUNDING NOTES" SHEET FOR GROUNDING NOTES FOR AIRFIELD LIGHTING.
3. SEE PROPOSED ELECTRICAL PLAN SHEET(S) FOR LIGHT LOCATIONS.
4. WHERE GROUND LUGS ARE NOT ACCESSIBLE ON EXISTING BASE CANS SCHEDULED TO BE RELOCATED, PROVIDE A UL LISTED PIPE GROUND CLAMP RATED FOR DIRECT BURIAL IN EARTH AND BOND TO THE METAL CONDUIT EXTENSION TO PROVIDE GROUND PATH TO LIGHT BASE.

A LIGHT BASE GROUND SHALL BE INSTALLED AT EACH STAKE MOUNTED LIGHT AND EACH TRANSFORMER BASE/LIGHT CAN ASSOCIATED WITH RUNWAY LIGHTS, TAXIWAY LIGHTS, AND LIGHTED TAXI GUIDANCE SIGNS. THE LIGHT BASE GROUND SHALL BE A #6 AWG BARE COPPER CONDUCTOR CONNECTED TO THE GROUND LUG ON THE RESPECTIVE L-867 TRANSFORMER BASE/LIGHT CAN OR MOUNTING STAKE AND A 3/4-INCH DIAMETER BY 10-FEET LONG (MINIMUM) UL LISTED COPPER CLAD GROUND ROD.



PROFILE VIEW



PLAN VIEW

LIGHT AND CABLE INSTALLATION DETAIL
(NOT TO SCALE)

NOTES:
SEE PROPOSED LIGHTING LAYOUT SHEET FOR LIGHT LOCATIONS.

WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676
SBG Project No: 3-17-SBGP-133/139/TBD
Contract No. LO032

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ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE: E-501-DETL.DWG
DESIGN BY: KNL 1/31/2018
DRAWN BY: CWS 1/31/2018
REVIEWED BY: LDH 5/8/2018

SHEET TITLE

AIRFIELD LIGHTING DETAILS

LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656

WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676

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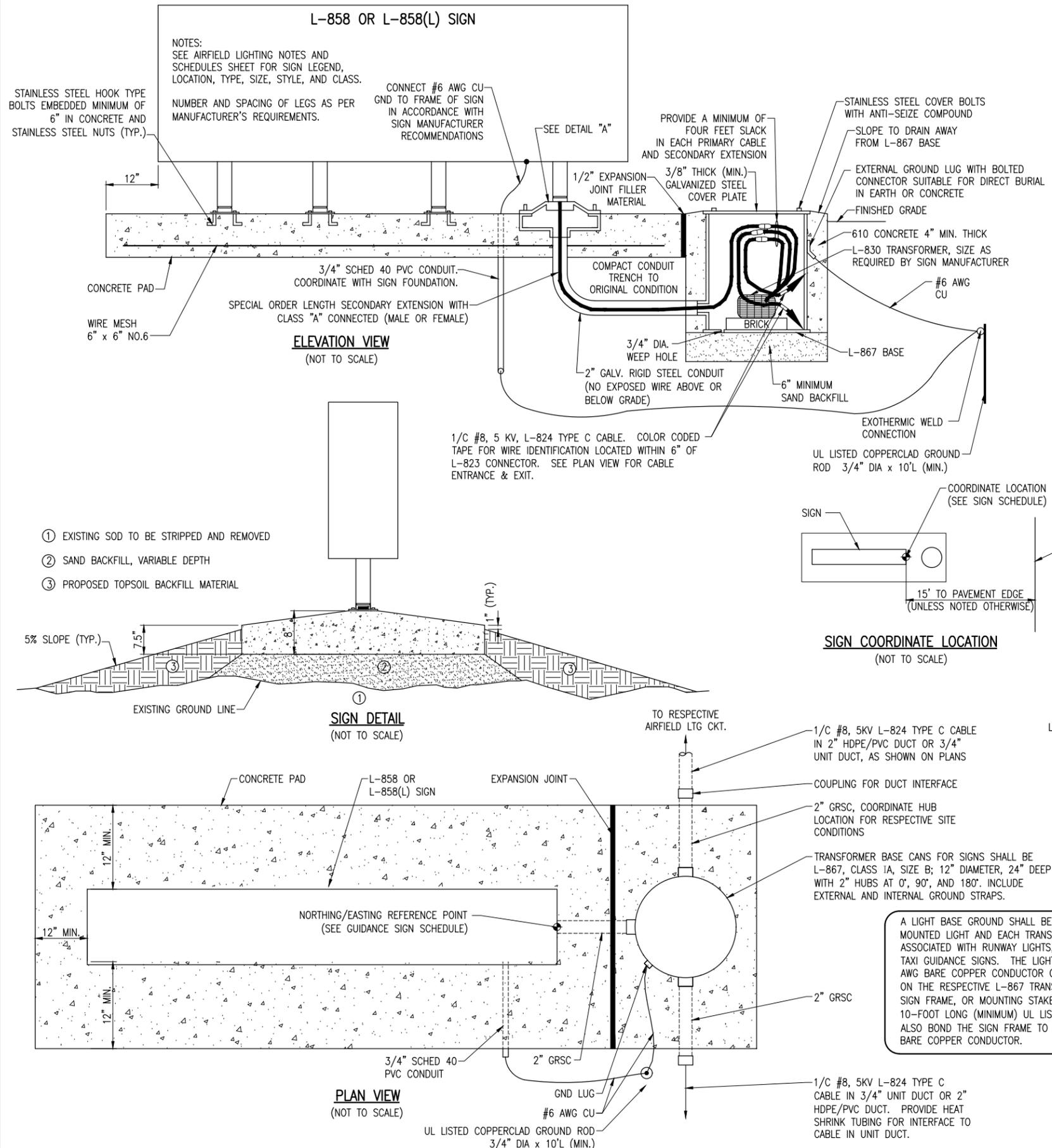
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ISSUE: JUNE 8, 2018
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CAD FILE: E-502-ELEC.DWG
DESIGN BY: KNL 1/31/2018
DRAWN BY: CWS 1/31/2018
REVIEWED BY: LDH 5/8/2018

SHEET TITLE

TAXI GUIDANCE SIGN DETAILS



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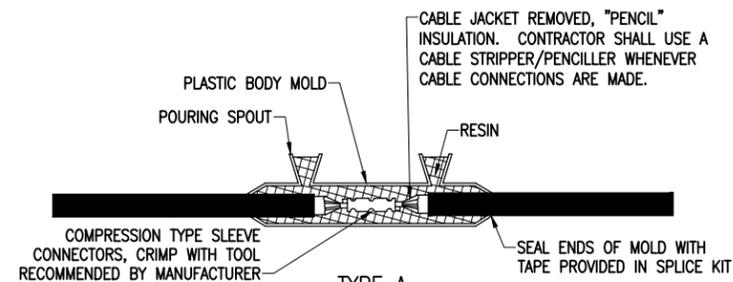
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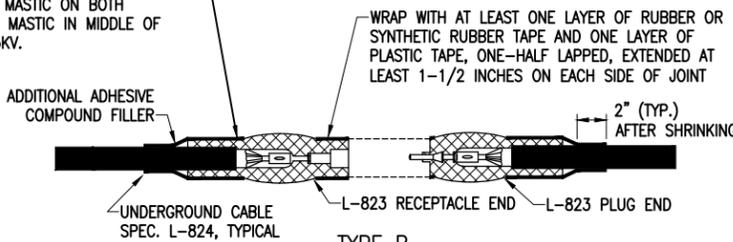
NOTES:

1. SPLICE DETAILS ARE PROVIDED FOR NEW WORK AND TO ASSIST IN REPAIRS OF ACCIDENTAL OR UNEXPECTED INTERRUPTIONS AND/OR CUTS TO AIRFIELD LIGHTING CABLES.
2. 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.
3. EVERY AIRFIELD LIGHTING CABLE SPICER SHALL BE QUALIFIED IN MAKING CABLE SPLICES AND TERMINATIONS ON CABLES RATED AT AND/OR ABOVE 5,000 VOLTS AC TO COMPLY WITH THE REQUIREMENTS OF FAA AC 150/5370-10G ITEM L-108.
4. 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, ITEM 125, 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.
7. PROVIDE CABLE TAGS TO IDENTIFY THE RESPECTIVE CIRCUITS ALL POINTS OF ACCESS INCLUDING L-867 BASES, L-868 BASES, HANDHOLES, MANHOLES, JUNCTION BOXES, AND WIREWAYS.
8. CONNECTION OF CONDUCTORS MUST BE MADE BY USING CRIMP CONNECTORS AND A CRIMPING TOOL APPROVED BY THE CONNECTOR/LUG MANUFACTURER. THE TOOL MUST PRODUCE A COMPLETE CRIMP BEFORE IT CAN BE REMOVED. FOR THE L-823 CONNECTORS, THE CRIMPING TOOL USED MUST BE LISTED BY THE L-823 KIT MANUFACTURER. MAKE THE NUMBER AND TYPE OF CRIMPS PER THE KIT MANUFACTURER'S INSTRUCTIONS.

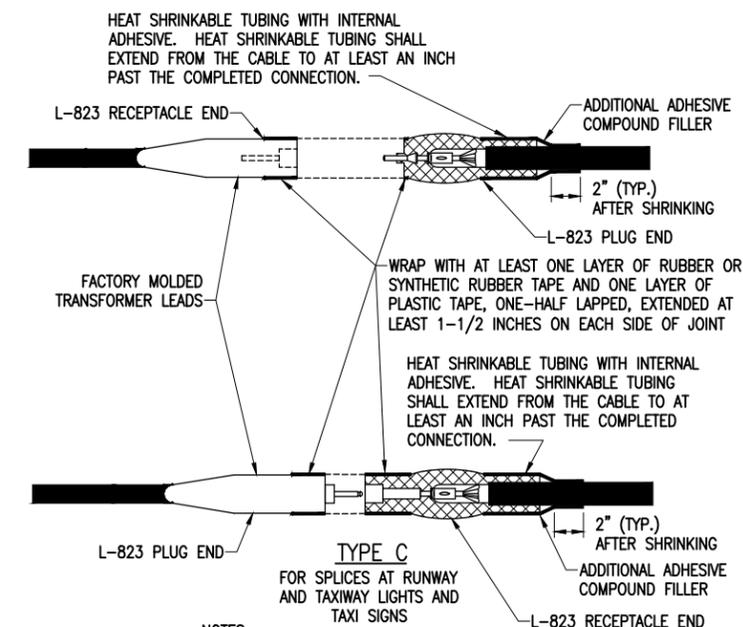


FOR SPLICES IN LOW VOLTAGE CABLE (600V) HOMERUNS FOR EXTENSIONS TO EXISTING LOW VOLTAGE CABLES ONLY. TYPE A SPLICES SHALL BE MADE IN SPLICE CANS, HANDHOLES, MANHOLES, OR JUNCTION BOXES

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.

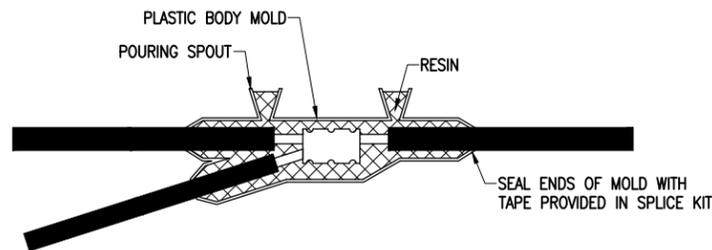


FOR SPLICES AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT AND FOR SPLICES IN HOMERUNS TO EXISTING CABLES



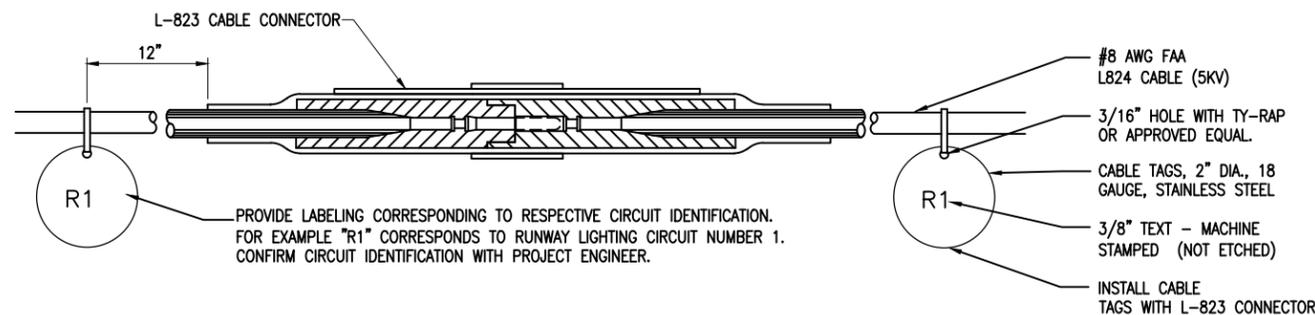
NOTES:
INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.

CABLE SPLICES
(NOT TO SCALE)



LOW VOLTAGE UNDERGROUND TAP SPLICE

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



1. CONTRACTOR SHALL PROVIDE CABLE CIRCUIT IDENTIFICATION MARKERS ATTACHED TO BOTH SIDES OF EACH CABLE CONNECTION.
2. CABLE IDENTIFICATION TAGS SHALL BE STAINLESS STEEL OR BRASS.
3. THE CABLE SHALL THOROUGHLY BE CLEANED PRIOR TO THE INSTALLATION OF THE L-823 CONNECTOR KIT.
4. ATTACH EACH CABLE TIE ENOUGH TO HOLD IN PLACE WITHOUT COMPRESSING EDGE OF CABLE TAG INTO CONDUCTOR. TRIM OFF EXCESS CABLE TIE.
5. CABLE TAGS SHALL BE PROVIDED AT ALL POINTS OF ACCESS INCLUDING L-867 BASES, L-868 BASES, HANDHOLES, MANHOLES, JUNCTION BOXES, AND WIREWAYS.

CABLE TAG DETAIL
"NOT TO SCALE"

LOGAN COUNTY AIRPORT

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**WIDEN AND
REHABILITATE
RUNWAY 3/21;
RECONSTRUCT RWY
TURNAROUNDS**

IDA No: AAA-4676

SBG Project No:
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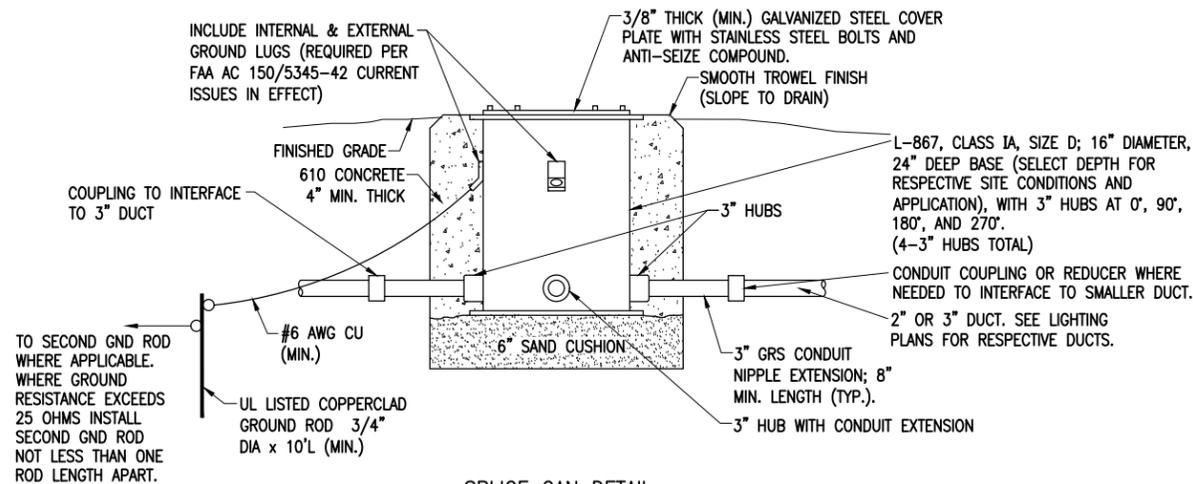
Contract No. LO032

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE: E-507-DETL.DWG
DESIGN BY: KNL 1/31/2018
DRAWN BY: CWS 1/31/2018
REVIEWED BY: LDH 5/8/2018

SHEET TITLE

SPLICE CAN DETAILS

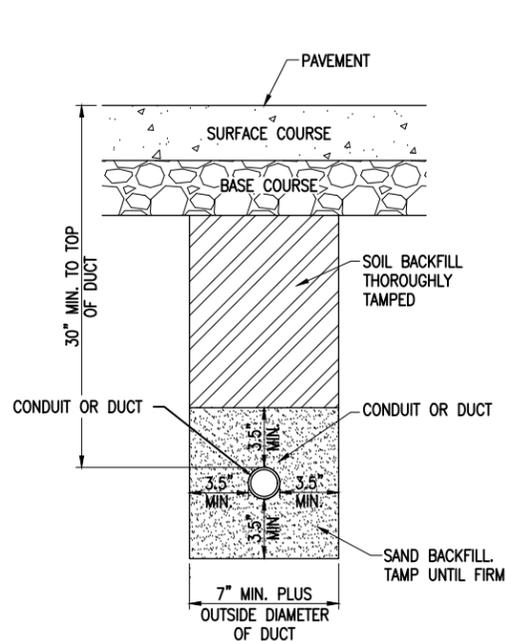


SPLICE CAN DETAIL

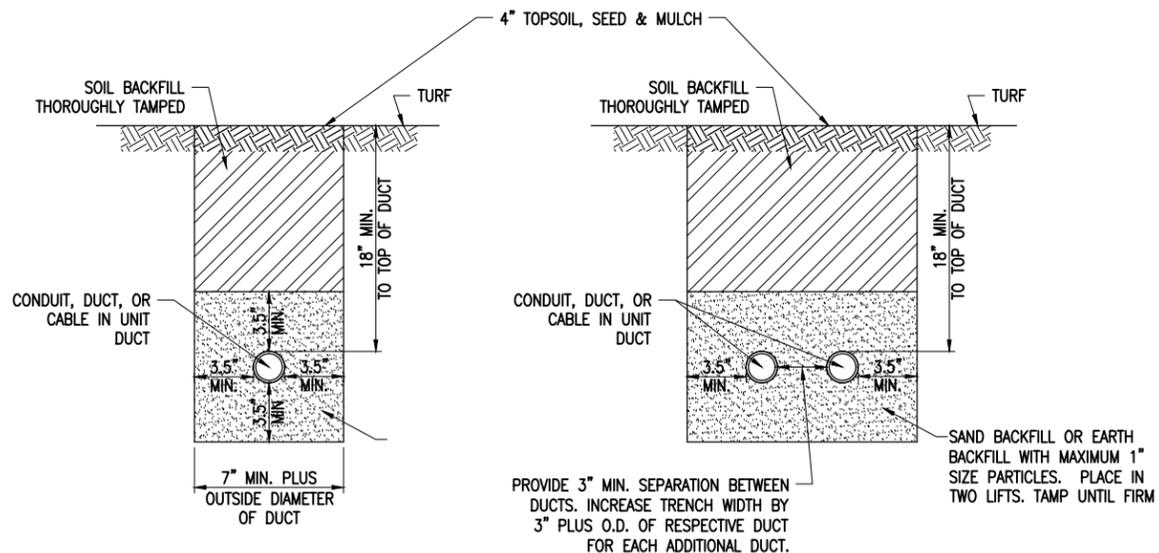
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NOTES FOR SPLICE CAN DETAIL:

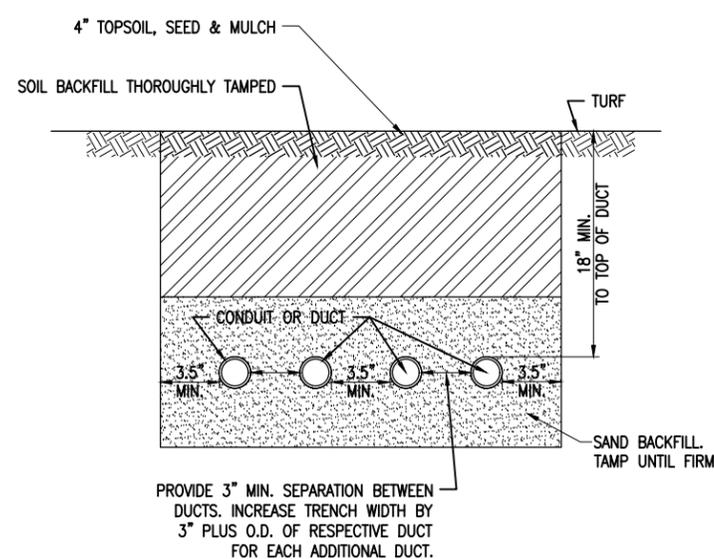
- SPLICE CANS SHALL CONFORM TO THE REQUIREMENTS OF FAA AC 150/5345-42 (CURRENT ISSUES IN EFFECT), FOR TYPE L-867, CLASS IA, SIZE D, (16 IN. NOMINAL DIAMETER), AND 24 IN. DEEP AND/OR AS DETAILED ON THE PLANS. EACH SPLICE CAN SHALL INCLUDE INTERNAL AND EXTERNAL GROUND LUGS TO ACCOMMODATE THE RESPECTIVE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



CONDUIT IN TRENCH – PAVED AREAS
"NOT TO SCALE"

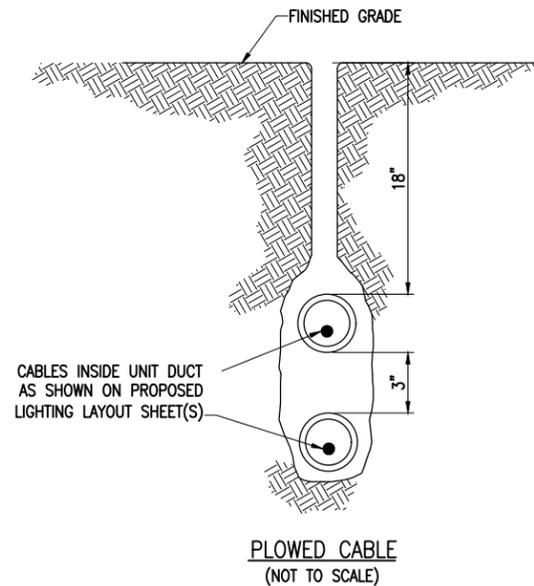


CONDUIT IN TRENCH – NON-PAVED AREAS
"NOT TO SCALE"



NOTES:

- 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.
- DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS. MINIMUM COVER REQUIREMENTS FOR CABLES AND DUCTS AT AIRPORT RUNWAYS AND ADJACENT AREAS WHERE TRESPASSING IS PROHIBITED IS 18 INCHES PER NEC 300.5 AND 300.50. MINIMUM COVER REQUIREMENTS FOR DUCTS LOCATED BELOW PAVEMENT OR ROADWAYS IS 30". MINIMUM COVER REQUIREMENTS FOR DUCTS LOCATED IN AREAS SUBJECT TO FARMING IS 42". ADJUST/INCREASE BURIAL DEPTHS TO ACCOMMODATE SITE CONDITIONS, DRAINAGE AND/OR OBSTRUCTIONS. COVER IS DEFINED AS THE SHORTEST DISTANCE IN INCHES MEASURED BETWEEN A POINT ON THE TOP SURFACE OF ANY DIRECT-BURIED CONDUCTOR, CABLE, CONDUIT, OR OTHER RACEWAY AND THE TOP SURFACE OF FINISHED GRADE, CONCRETE OR SIMILAR COVER.
- HIGH VOLTAGE 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. COST IS INCIDENTAL TO TRENCH.



WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

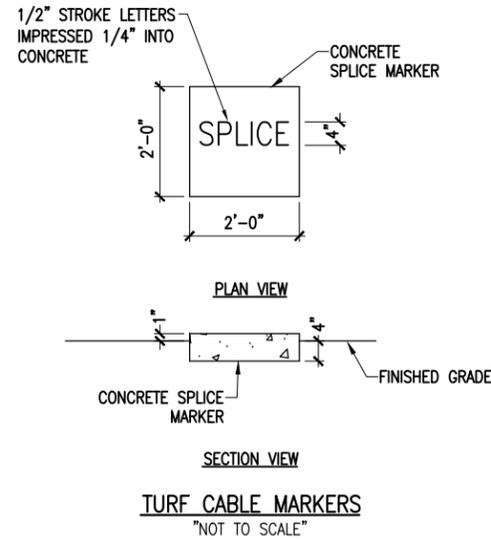
IDA No: AAA-4676
SBG Project No: 3-17-SBGP-133/139/TBD
Contract No. LO032

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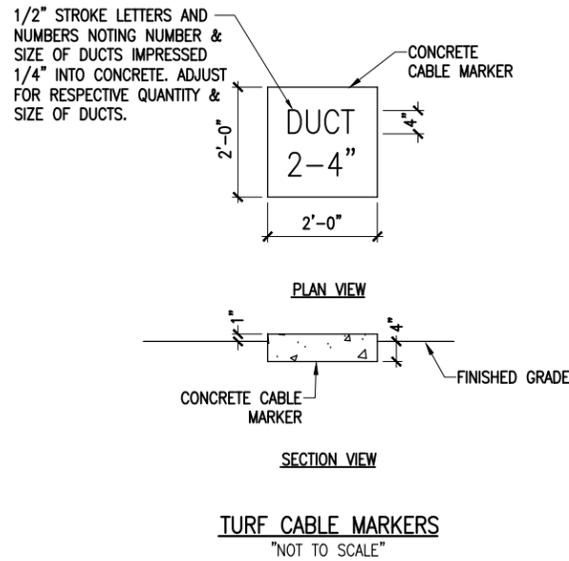
ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE: E-505-DETL.DWG
DESIGN BY: KNL 1/31/2018
DRAWN BY: CWS 1/31/2018
REVIEWED BY: LDH 5/8/2018

SHEET TITLE

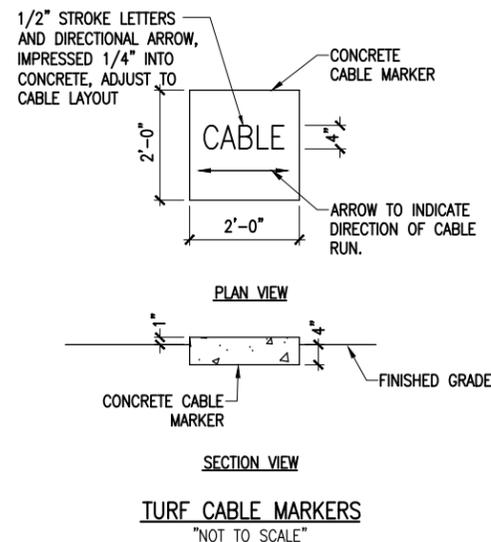
CONDUIT TRENCH DETAILS



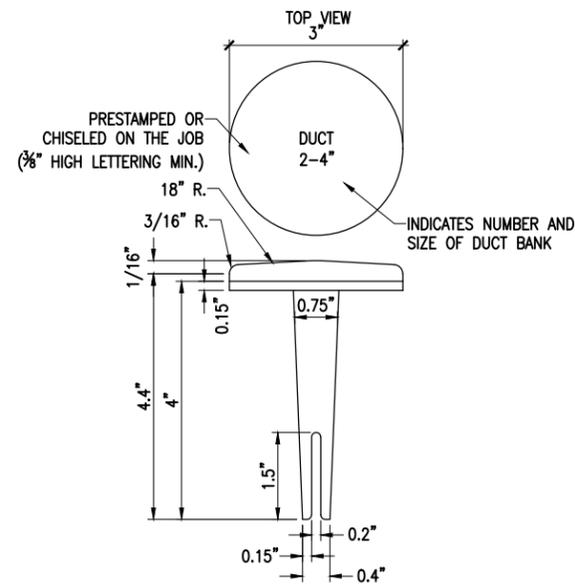
TURF CABLE MARKERS
"NOT TO SCALE"



TURF CABLE MARKERS
"NOT TO SCALE"



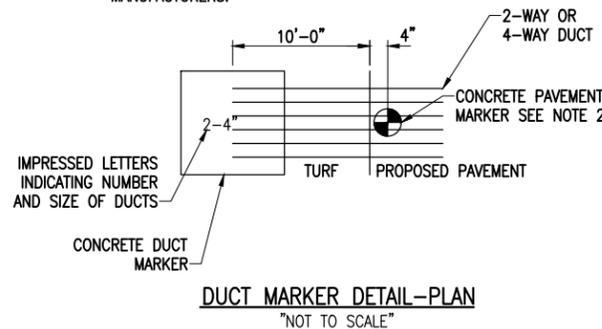
TURF CABLE MARKERS
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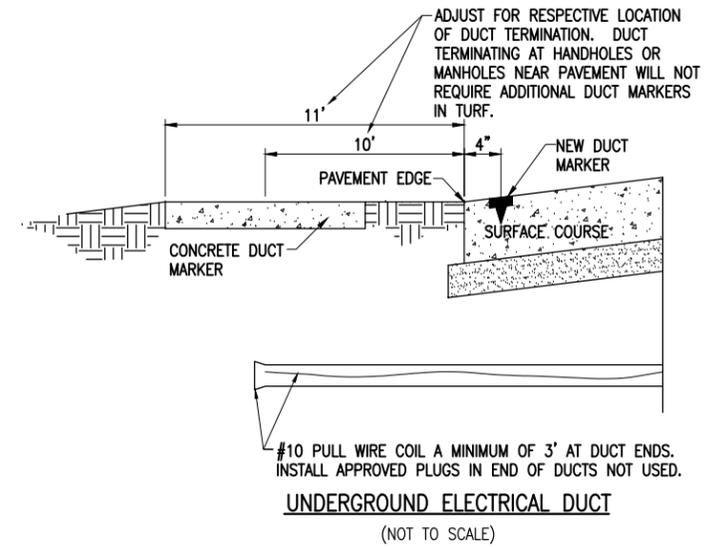
BITUMINOUS PAVEMENT DUCT MARKERS
"NOT TO SCALE"

NOTE:

1. TOP OF MARKER SHALL BE FLUSH WITH FINISHED PAVEMENT SURFACE. MARKER MAY BE INSTALLED IN A DRILLED HOLE AND SECURED WITH EPOXY GLUE
2. BRASS DUCT MARKERS ARE AVAILABLE FROM 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: (502)-622-6011, OR OTHER EQUIVALENT MANUFACTURERS.



DUCT MARKER DETAIL-PLAN
"NOT TO SCALE"



UNDERGROUND ELECTRICAL DUCT
(NOT TO SCALE)

CABLE & DUCT MARKER NOTES:

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

WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676

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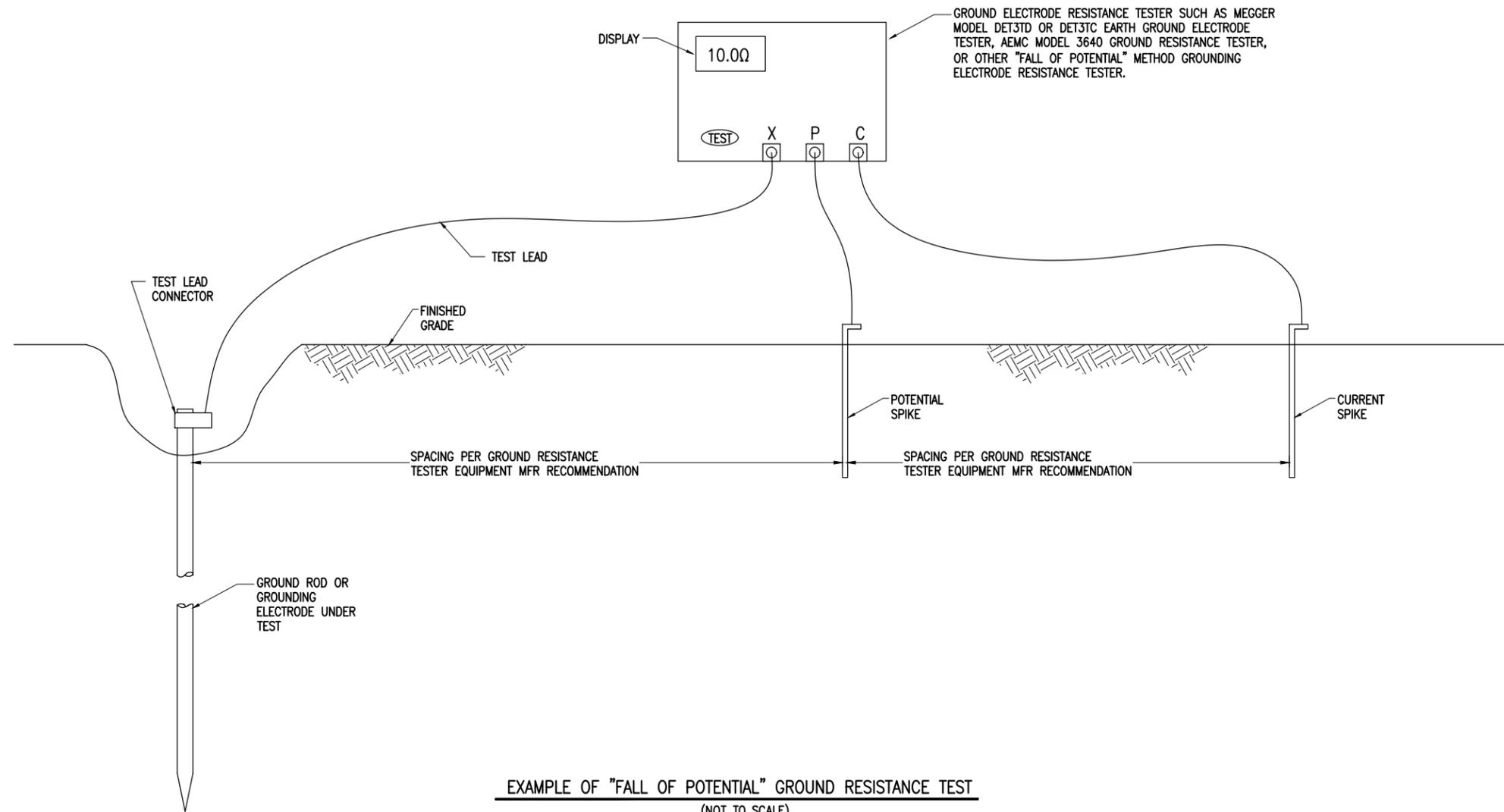
Contract No. LO032

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE: E-506-DETL.DWG
DESIGN BY: KNL 04/14/2018
DRAWN BY: CWS 04/16/2018
REVIEWED BY: LDH 5/8/2018

SHEET TITLE

CABLE AND DUCT MARKER DETAILS



EXAMPLE OF "FALL OF POTENTIAL" GROUND RESISTANCE TEST
(NOT TO SCALE)

NOTES

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

WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676
SBG Project No: 3-17-SBGP-133/139/TBD
Contract No. LO032

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE: E-510-DETL.DWG
DESIGN BY: KNL 1/31/2018
DRAWN BY: CWS 1/31/2018
REVIEWED BY: LDH 5/8/2018

SHEET TITLE

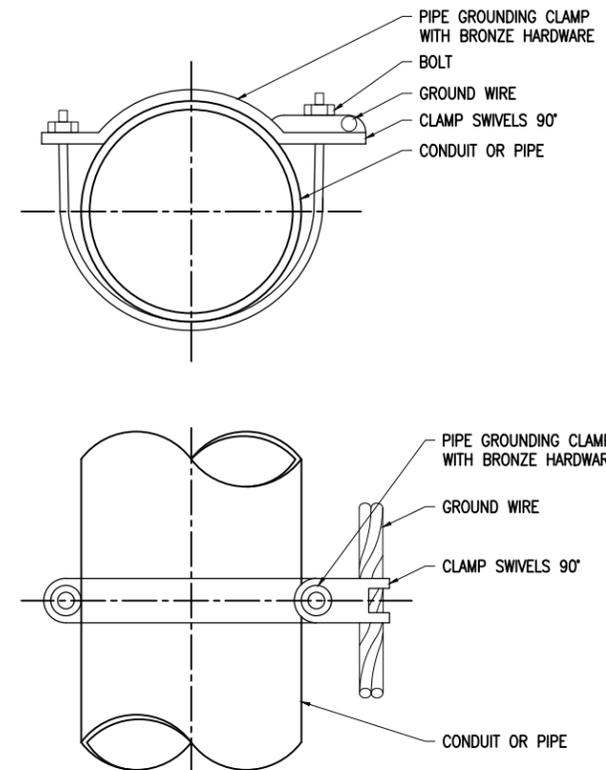
GROUND RESISTANCE TESTING DETAILS

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE: E-509-DETL.DWG
DESIGN BY: KNL 1/31/2018
DRAWN BY: CWS 1/31/2018
REVIEWED BY: LDH 5/8/2018

SHEET TITLE

GROUNDING DETAILS

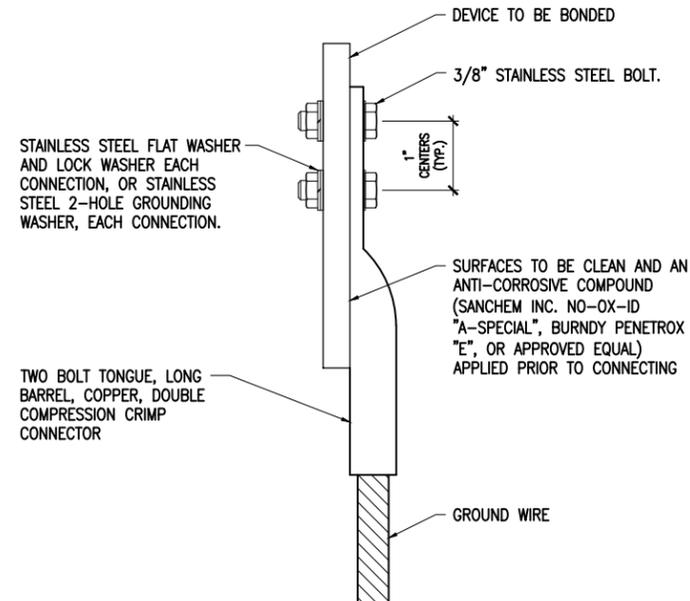


BURNDY CAT. NO.	THOMAS & BETTS CAT. NO.	PIPE SIZE
GAR3902-BU	3902BU	1/2" - 1"
GAR3903-BU	3903BU	1 1/4" - 2"
GAR3904-BU	3904BU	2 1/2" - 3 1/2"
GAR3905-BU	3905BU	4" - 5"
GAR3906-BU	3906BU	6"

NOTES

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

PIPE/CONDUIT GROUNDING CLAMP DETAIL

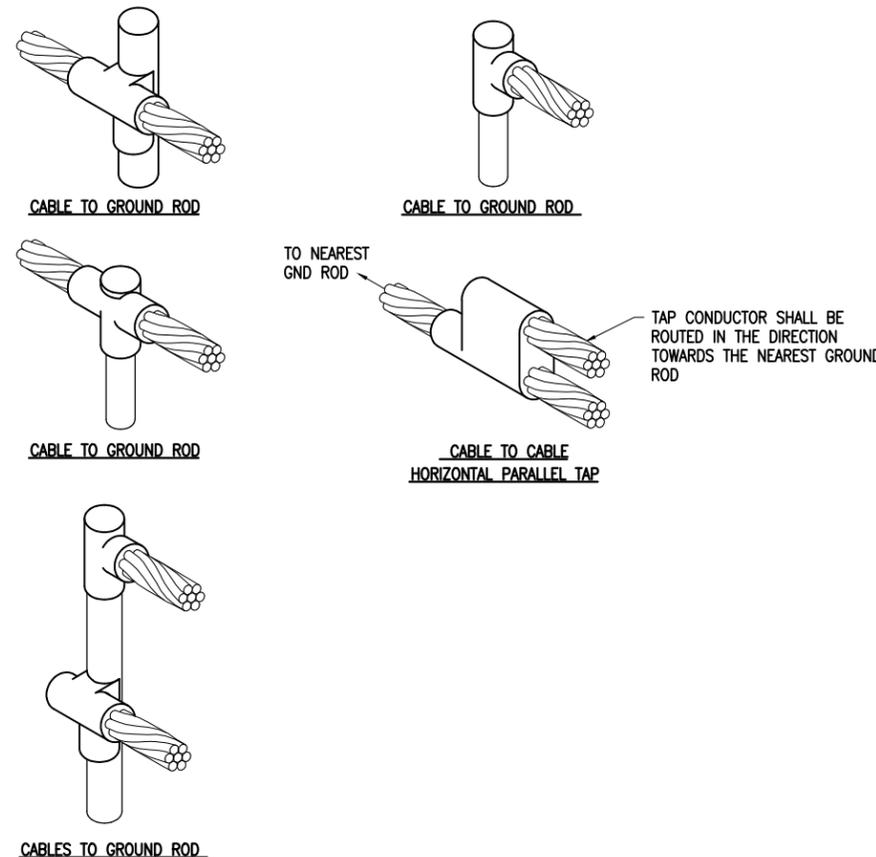


WIRE SIZE	BURNDY CAT. NO.	THOMAS & BETTS CAT. NO.	PENN-UNION CAT. NO.
#8 AWG STRANDED	YA8C-2TC38	256-30695-1157	BBLU-8D-2TC38
#6 AWG SOLID	YA8C-2TC38 OR YGA6C-2TC38E2G1		
#6 AWG STRANDED	YA6C-2TC38	256-30695-1158	BBLU-6D-2TC38
#4 AWG STRANDED	YA4C-2TC38	256-30695-1159	BBLU-4D-2TC38
#2 AWG STRANDED	YA2C-2TC38	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

NOTES

- ALL CONNECTIONS TO GROUND BUS BAR SHALL BE WITH 2 HOLE 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 APPLICABLE.
- 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 (SANICHEM INC. NO-OX-ID "A-SPECIAL", BURNDY PENETROX E, OR APPROVED EQUAL) BEFORE JOINING. ALL COPPER BUS BARS SHALL BE CLEANED PRIOR TO MAKING CONNECTIONS TO REMOVE SURFACE OXIDATION. CLEAN SURFACES, OF RESPECTIVE DEVICES TO BE BONDED, TO BARE METAL, PER NEC 250-12.

GROUNDING LUG CONNECTION DETAIL



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 PENTAIR ERICO PRODUCTS, ULTRAWELD AS MANUFACTURED BY HARGER LIGHTNING PROTECTION & GROUNDING EQUIPMENT, OR THERMOWELD AS MANUFACTURED BY CONTINENTAL INDUSTRIES OR APPROVED EQUAL. VERIFY PROPER SIZES, MOLDS, TYPES, AND REQUIREMENTS FOR THE RESPECTIVE APPLICATION WITH THE MANUFACTURER, AND INSTALL PER THEIR DIRECTIONS.
- 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

LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656

WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676

SBG Project No:
3-17-SBGP-133/139/TBD

Contract No. LO032

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018

PROJECT NO: 18A0004

CAD FILE: E-003-GND.DWG

DESIGN BY: KNL 1/31/2018

DRAWN BY: CWS 1/31/2018

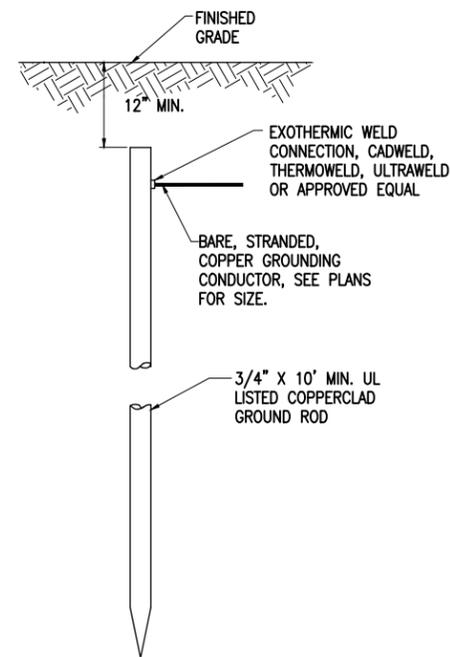
REVIEWED BY: LDH 5/8/2018

SHEET TITLE

GROUNDING NOTES

- THE CONTRACTOR SHALL FURNISH AND INSTALL ALL GROUNDING AS MAY BE NECESSARY OR REQUIRED TO MAKE A COMPLETE GROUNDING SYSTEM AS REQUIRED BY THE LATEST NATIONAL ELECTRICAL CODE (NFPA 70) IN FORCE AND FAA-STD-019e (LIGHTNING AND SURGE PROTECTION, GROUNDING, BONDING, AND SHIELDING REQUIREMENTS FOR FACILITIES AND ELECTRONIC EQUIPMENT). THE RELIABILITY OF THE GROUNDING SYSTEM IS DEPENDENT ON CAREFUL, PROPER INSTALLATION AND CHOICE OF MATERIALS. IMPROPER PREPARATION OF SURFACES TO BE JOINED TO MAKE AN ELECTRICAL PATH, LOOSE JOINTS OR CORROSION CAN INTRODUCE IMPEDANCE THAT WILL SERIOUSLY IMPAIR THE ABILITY OF THE GROUND PATH TO PROTECT PERSONNEL AND EQUIPMENT AND TO ABSORB TRANSIENTS THAT CAN CAUSE NOISE IN COMMUNICATIONS CIRCUITS. THE FOLLOWING FUNCTIONS ARE PARTICULARLY IMPORTANT TO ENSURE A RELIABLE GROUND SYSTEM:
- FURNISH AND INSTALL GROUND RODS AS DETAILED HEREIN. GROUND RODS FOR AIRFIELD LIGHTING (RUNWAY LIGHTING, TAXIWAY LIGHTING, TAXI GUIDANCE SIGNS & NAVAIDS) SHALL BE MINIMUM 3/4-IN. DIAMETER BY 10-FT LONG, UL-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, UL-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 PENTAIR ERICO PRODUCTS, INC., THERMOWELD BY CONTINENTAL INDUSTRIES, INC., ULTRAWELD BY HARGER, OR APPROVED EQUAL. EXOTHERMIC WELD CONNECTIONS SHALL BE INSTALLED IN CONFORMANCE WITH THE RESPECTIVE MANUFACTURER'S DIRECTIONS USING MOLDS AS REQUIRED FOR EACH RESPECTIVE APPLICATION. BOLTED CONNECTIONS WILL NOT BE PERMITTED AT GROUND RODS OR AT BURIED GROUNDING ELECTRODE CONDUCTORS.
- CONTRACTOR SHALL TEST EACH MADE ELECTRODE GROUND ROD/GROUND FIELD/GROUND RING WITH AN INSTRUMENT SPECIFICALLY DESIGNED FOR TESTING GROUND FIELD SYSTEMS. IF GROUND RESISTANCE EXCEEDS 25 OHMS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION. COPIES OF GROUND ROD TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN, AND THE PROJECT ENGINEER.
- ALL PRODUCTS ASSOCIATED WITH THE GROUNDING SYSTEM SHALL BE UL-LISTED AND 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 PENTROX E, OR APPROVED EQUAL.
- METALLIC SURFACES TO BE JOINED SHALL BE PREPARED BY THE REMOVAL OF ALL NON-CONDUCTIVE MATERIAL, PER 2017 NATIONAL ELECTRICAL CODE ARTICLE 250-12. ALL COPPER BUS BARS MUST BE CLEANED PRIOR TO MAKING CONNECTIONS TO REMOVE SURFACE OXIDATION.
- METALLIC RACEWAY FITTINGS SHALL BE MADE UP TIGHT TO PROVIDE A PERMANENT LOW IMPEDANCE PATH FOR ALL CIRCUITS. METAL CONDUIT TERMINATIONS IN ENCLOSURES SHALL BE BONDED TO THE ENCLOSURE WITH UL-LISTED FITTINGS SUITABLE FOR GROUNDING. PROVIDE GROUNDING BUSHINGS WITH BONDING JUMPERS FOR ALL METAL CONDUITS ENTERING SERVICE EQUIPMENT (METER BASE, CT CABINET, MAIN SERVICE BREAKER ENCLOSURE, ETC.). PROVIDE GROUNDING BUSHINGS WITH BONDING JUMPERS FOR ALL METAL CONDUITS ENTERING AN ENCLOSURE THROUGH CONCENTRIC OR ECCENTRIC KNOCKOUTS THAT ARE PUNCHED OR OTHERWISE FORMED SO AS TO IMPAIR THE 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
- 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.
- ALL METAL EQUIPMENT ENCLOSURES, CONDUITS, CABINETS, BOXES, RECEPTACLES, MOTORS, ETC. SHALL BE BONDED TO THE RESPECTIVE GROUNDING SYSTEM.
- PROVIDE ALL BOXES FOR PROPOSED OUTLETS, SWITCHES, CIRCUIT BREAKERS, ETC. WITH GROUNDING SCREWS. PROVIDE ALL PANELBOARD, SWITCHGEAR, ETC., ENCLOSURES WITH GROUNDING BARS WITH INDIVIDUAL SCREWS, LUGS, CLAMPS, ETC., FOR EACH OF THE GROUNDING CONDUCTORS THAT ENTER THEIR RESPECTIVE ENCLOSURES.
- EACH NEW FEEDER CIRCUIT AND/OR BRANCH CIRCUIT SHALL INCLUDE AN EQUIPMENT GROUND WIRE. METAL RACEWAY OR CONDUIT SHALL NOT MEET THIS REQUIREMENT. THE EQUIPMENT GROUND WIRE FROM EQUIPMENT SHALL NOT BE SMALLER THAN ALLOWED BY 2017 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 GREEN IN COLOR. WHERE THE EQUIPMENT GROUNDING CONDUCTORS ARE INSULATED, THEY SHALL BE IDENTIFIED BY THE COLOR GREEN, AND SHALL BE THE SAME INSULATION TYPE AS THE PHASE CONDUCTORS.
- ALL EXTERIOR METAL CONDUIT, WHERE NOT ELECTRICALLY CONTINUOUS BECAUSE OF

- MANHOLES, HANDHOLES, NON-METALLIC JUNCTION BOXES, ETC., SHALL BE BONDED TO ALL OTHER METAL CONDUIT IN THE RESPECTIVE DUCT RUN, AND AT EACH END, WITH A COPPER-BONDING JUMPER SIZED IN CONFORMANCE WITH 2017 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 2017 NEC 250-102.
- IT IS THE INTENT OF THIS SPECIFICATION THAT ALL MOTOR FRAMES, PUMP BASES ELECTRICAL EQUIPMENT ENCLOSURES, PANEL HOUSINGS, CONDUITS, BOXES, ETC. HAVE A CONTINUOUS COPPER WIRE GROUND CONNECTION AND SHALL BE POSITIVELY BONDED TO THE RESPECTIVE GROUNDING SYSTEM. CONDUIT CONNECTORS WILL NOT BE CONSIDERED AS ADEQUATE GROUNDING.
- PROVIDE A POSITIVE GROUND BOND FOR ALL OUTLET BOXES, ELECTRICAL EQUIPMENT ENCLOSURES, GROUNDING RECEPTACLES, TOGGLE SWITCHES, ETC. INSTALL A GROUNDING CONDUCTOR IN ALL WIRE AND CABLE RACEWAYS. GROUND CONDUCTOR TO HAVE 600-VOLT INSULATION AND BE IDENTIFIED BY A CONTINUOUS GREEN COLOR COATING. THEY SHALL BE USED SOLELY FOR GROUNDING PURPOSES AND BE ENTIRELY SEPARATE FROM WHITE GROUND NEUTRAL CONDUCTOR, EXCEPT AT SUPPLY SIDE OF SERVICE DISCONNECTING MEANS, WHERE GROUNDING AND NEUTRAL SYSTEMS ARE TO BE CONNECTED TO SERVICE GROUND.
- EACH AND ALL GROUNDING CASED AND METAL PARTS ASSOCIATED WITH ELECTRICAL EQUIPMENT SHALL BE TESTED FOR CONTINUITY OF CONNECTION WITH GROUND BUS SYSTEM BY CONTRACTOR IN PRESENCE OF OWNER'S REPRESENTATIVE.
- ALL CONNECTIONS BETWEEN THE DIFFERENT TYPES OF GROUNDING CONDUCTORS ABOVE GRADE SHALL BE MADE USING BOLTED GROUND CONNECTORS. GROUND LUGS SHALL BE PROVIDED IN ALL ENCLOSURES AND WIRING TERMINATION JUNCTION BOXES. 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, DOSSERT CORPORATION, ILSCO CORPORATION, PENN-UNION CORPORATION, THOMAS & BETTS OR APPROVED EQUAL.
- 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 ENIRCLE 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 ENCLICLING 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 GIRDLING 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.
- 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 2017 NEC 250-102. NOTE THIS DOES NOT APPLY TO AC EQUIPMENT GROUNDING CONDUCTORS RUN WITH AC CIRCUITS.
- NEVER REMOVE, ALTER, OR ATTEMPT TO REPAIR CONDUCTORS OR CONDUIT SYSTEMS PROVIDING GROUNDING OR ELECTRICAL BONDING FOR ANY ELECTRICAL EQUIPMENT UNTIL ALL POWER IS REMOVED FROM EQUIPMENT. WARN ALL PERSONNEL OF THE UNGROUNDED CONDITION OF THE EQUIPMENT. DISPLAY APPROPRIATE WARNING SIGNS, SUCH AS DANGER TAGS, TO WARN PERSONNEL OF THE POSSIBLE HAZARDS.
- 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.
- GROUND RODS SHALL BE MANUFACTURED IN THE UNITED STATES OF AMERICA FROM 100 PERCENT DOMESTIC STEEL TO COMPLY WITH THE AIRPORT IMPROVEMENT PROGRAM BUY AMERICAN REQUIREMENTS AND THE STEEL PRODUCTS PROCUREMENT ACT.



10 FT. GROUND ROD

GROUND RODS
(NOT TO SCALE)

NOTES

- TYPE AND MINIMUM NUMBER OF GROUND RODS SHALL BE AS SPECIFIED ON THE PLAN.
- THE RESISTANCE TO GROUND OF THE GROUNDING ELECTRODES FOR AIRFIELD LIGHTING, NAVAIDS, AND SPLICE CANS 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.
- GROUND RODS FOR WIND CONE SHALL BE 3/4-IN DIAMETER BY 10 FT LONG. TWO GROUND RODS SPACED MINIMUM 10 FT APART (ONE ROD LENGTH APART) SHALL BE FURNISHED AND INSTALLED FOR THE WIND CONE.
- GROUND RODS FOR INDIVIDUAL SPLICE CANS SHALL BE TWO 3/4-IN DIAMETER BY 10 FT LONG GROUND RODS SPACED MINIMUM OF 10 FT APART (ONE ROD LENGTH APART)

LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656

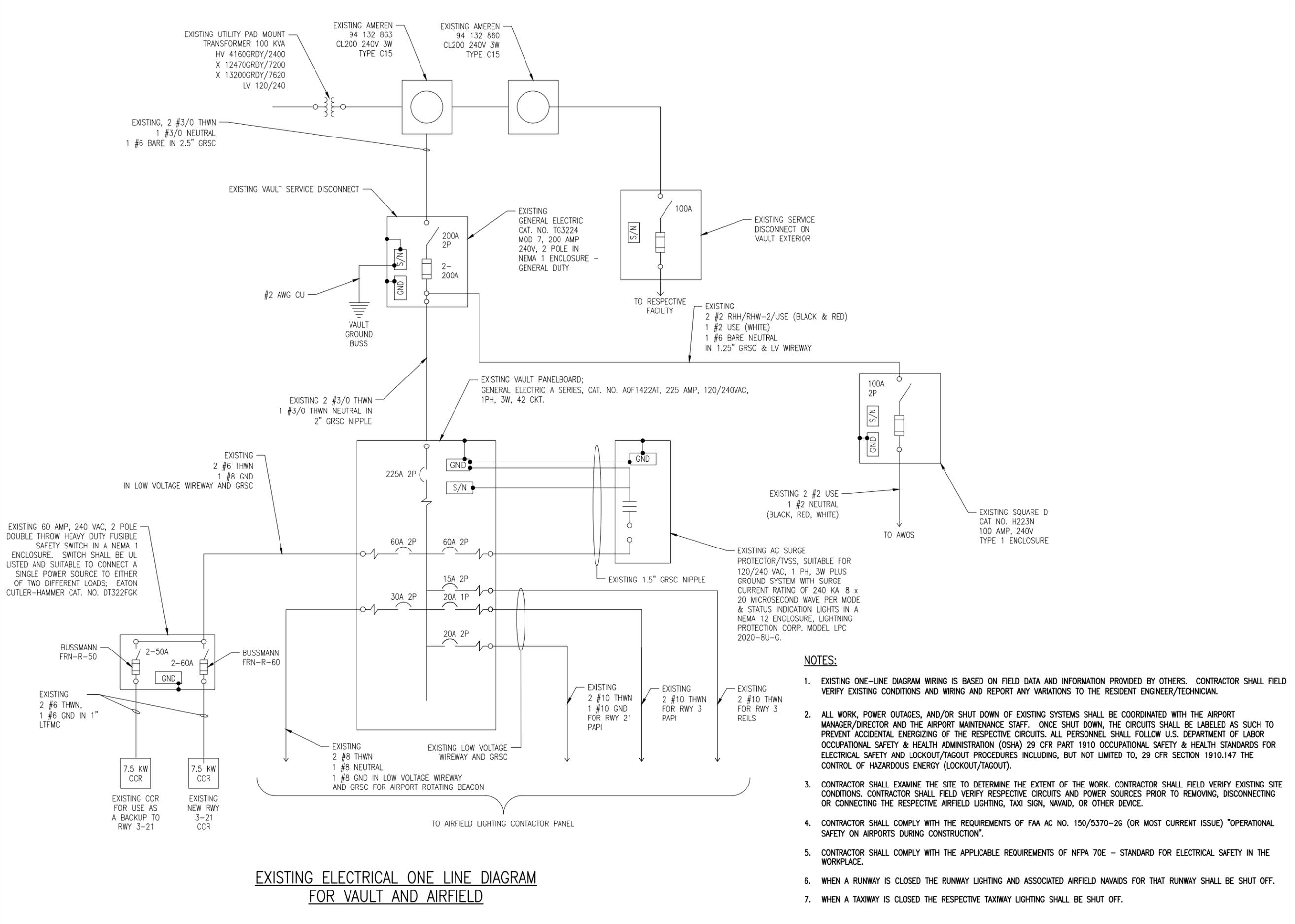
WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676
SBG Project No: 3-17-SBGP-133/139/TBD
Contract No. LO032

NO.	DATE	DESCRIPTION		
		DES	DWN	REV
ISSUE: JUNE 8, 2018				
PROJECT NO: 18A0004				
CAD FILE: E-601-WIRG.DWG				
DESIGN BY: KNL 1/31/2018				
DRAWN BY: CWS 1/31/2018				
REVIEWED BY: LDH 5/8/2018				

SHEET TITLE

EXISTING ELECTRICAL ONE-LINE DIAGRAM FOR VAULT AND AIRFIELD

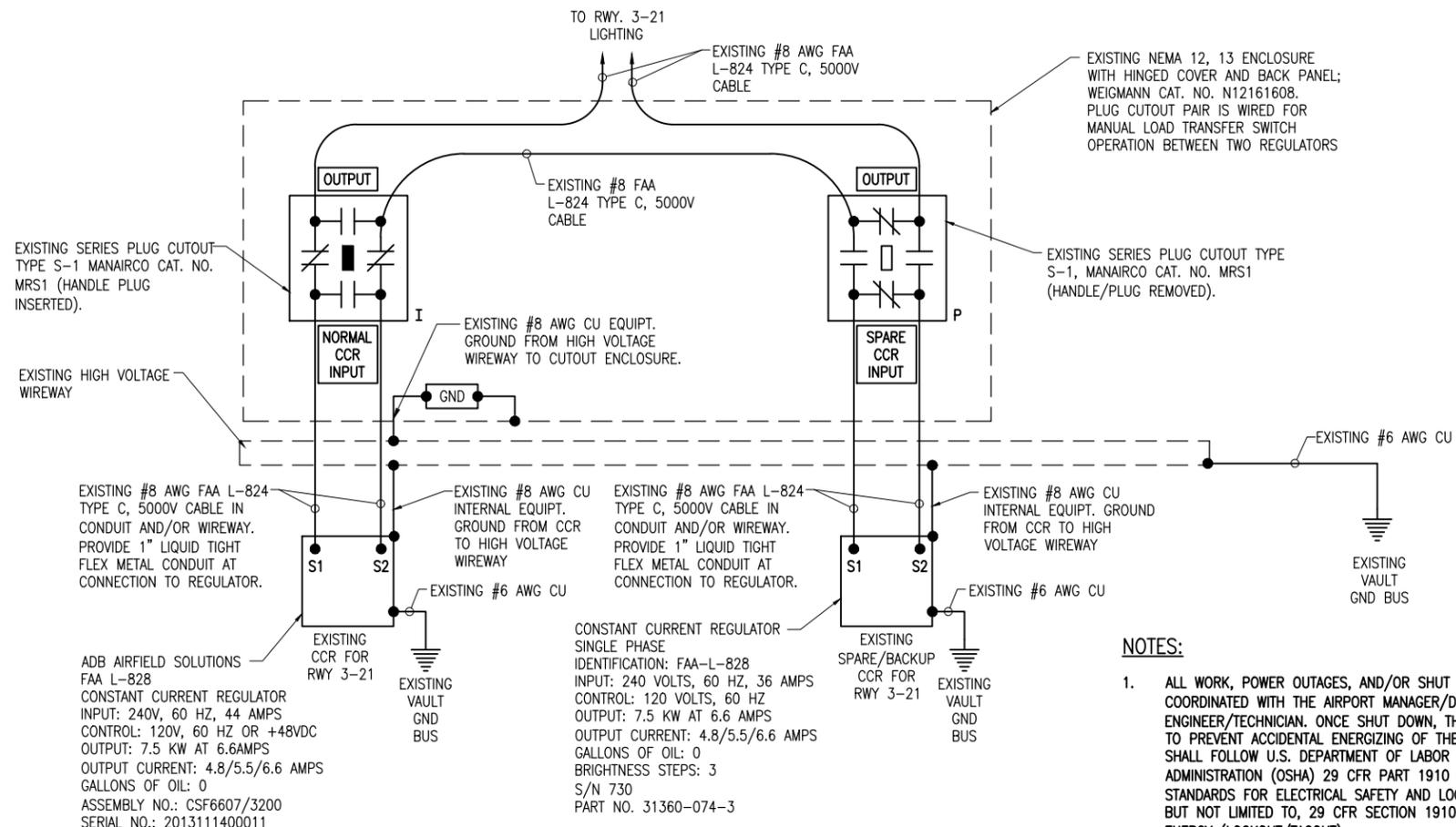


- NOTES:**
- EXISTING ONE-LINE DIAGRAM WIRING IS BASED ON FIELD DATA AND INFORMATION PROVIDED BY OTHERS. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND WIRING AND REPORT ANY VARIATIONS TO THE RESIDENT ENGINEER/TECHNICIAN.
 - ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER/DIRECTOR AND THE AIRPORT MAINTENANCE STAFF. 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, DISCONNECTING OR CONNECTING THE RESPECTIVE AIRFIELD LIGHTING, TAXI SIGN, NAVAID, OR OTHER DEVICE.
 - CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF FAA AC NO. 150/5370-2G (OR MOST CURRENT ISSUE) "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
 - CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E - STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
 - WHEN A RUNWAY IS CLOSED THE RUNWAY LIGHTING AND ASSOCIATED AIRFIELD NAVAIDS FOR THAT RUNWAY SHALL BE SHUT OFF.
 - WHEN A TAXIWAY IS CLOSED THE RESPECTIVE TAXIWAY LIGHTING SHALL BE SHUT OFF.

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LOGAN COUNTY AIRPORT

1351 AIRPORT RD.
LINCOLN, IL 62656



ADB AIRFIELD SOLUTIONS
FAA L-828
CONSTANT CURRENT REGULATOR
INPUT: 240V, 60 HZ, 44 AMPS
CONTROL: 120V, 60 HZ OR +48VDC
OUTPUT: 7.5 KW AT 6.6AMPS
OUTPUT CURRENT: 4.8/5.5/6.6 AMPS
GALLONS OF OIL: 0
ASSEMBLY NO.: CSF6607/3200
SERIAL NO.: 2013111400011

CONSTANT CURRENT REGULATOR
SINGLE PHASE
IDENTIFICATION: FAA-L-828
INPUT: 240 VOLTS, 60 HZ, 36 AMPS
CONTROL: 120 VOLTS, 60 HZ
OUTPUT: 7.5 KW AT 6.6 AMPS
OUTPUT CURRENT: 4.8/5.5/6.6 AMPS
GALLONS OF OIL: 0
BRIGHTNESS STEPS: 3
S/N 730
PART NO. 31360-074-3

COOPER INDUSTRIES
CROUSE-HINDS LIGHTING
WINDSOR, CT 06095 U.S.A.

EXISTING HIGH VOLTAGE WIRING SCHEMATIC FOR RUNWAY

NOT TO SCALE

NOTES:

1. ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER/DIRECTOR AND RESIDENT ENGINEER/TECHNICIAN. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO, 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
2. CONTRACTOR SHALL EXAMINE THE SITE TO CONFIRM AND FIELD VERIFY EXISTING SITE CONDITIONS. CONTRACTOR SHALL REPORT ANY VARIATIONS, DEFICIENCIES, AND/OR APPARENT SAFETY CONCERNS TO THE RESIDENT ENGINEER/TECHNICIAN.
3. THE RESPECTIVE PERSONNEL PERFORMING AIRFIELD LIGHTING WORK, VAULT WORK, AND/OR TESTS SHALL BE FAMILIAR WITH, AND QUALIFIED TO WORK ON, 5000 VOLT AIRFIELD LIGHTING SERIES CIRCUITS, CONSTANT CURRENT REGULATORS, AND ASSOCIATED AIRPORT ELECTRICAL VAULT EQUIPMENT.
4. CONTRACTOR SHALL EXERCISE CAUTION, PRACTICE SAFETY, AND DISCONNECT THE SERIES CIRCUITS FROM THE RESPECTIVE CONSTANT CURRENT REGULATORS, AS APPLICABLE WHEN PERFORMING WORK ON THE AIRFIELD LIGHTING OR WORK THAT MIGHT AFFECT THE AIRFIELD LIGHTING. CONTRACTOR SHALL MAKE NECESSARY ARRANGEMENTS TO DISCONNECT POWER AND LOCKOUT CIRCUITS FOR PROTECTION OF PERSONNEL.
5. MEGGER TEST (WITH AN INSULATION RESISTANCE TESTER) AND RECORD EXISTING SERIES CIRCUITS PRIOR TO CABLE WORK AND AGAIN AFTER AIRFIELD LIGHTING MODIFICATIONS, ADDITIONS, AND/OR UPGRADES HAVE BEEN COMPLETED. ALSO TEST AND RECORD SERIES CIRCUIT LOOP RESISTANCE, (WITH AN OHMMETER).
6. THE RESPECTIVE RUNWAY AND TAXIWAY LIGHTING CCR'S SHALL BE TESTED FOR PROPER OPERATION BEFORE REMOVAL WORK, MODIFICATIONS, AND/OR ADDITIONS AND AFTER THE NEW CABLES AND LIGHTING SYSTEM MODIFICATIONS AND ADDITIONS HAVE BEEN COMPLETED. CONTRACTOR SHALL TEST AND RECORD THE INPUT CURRENT AND OUTPUT CURRENT FOR EACH CONSTANT CURRENT REGULATOR IN THE AUTOMATIC AND MANUAL MODES OF OPERATIONS. CONTRACTOR SHALL REPORT CONCERNS AND/OR DEFICIENCIES TO THE PROJECT ENGINEER. TEST RESULTS SHALL BE PROVIDED TO THE PROJECT ENGINEER AND RESIDENT ENGINEER/TECHNICIAN.
7. RUNWAY 3-21 AND TAXIWAY LIGHTING CIRCUIT WILL BE AFFECTED BY RUNWAY WIDENING.
8. REFER TO INSTRUCTIONS IN THE VAULT FOR TRANSFER PROCEDURE TO BACKUP CCR.

LEGEND

- "I" DENOTES PLUG CUTOUT WITH PLUG INSERTED
- "P" DENOTES PLUG CUTOUT WITH PLUG PULLED
- "CCR" DENOTES CONSTANT CURRENT REGULATOR

WIDEN AND REHABILITATE RUNWAY 3/21; RECONSTRUCT RWY TURNAROUNDS

IDA No: AAA-4676

SBG Project No: 3-17-SBGP-133/139/TBD

Contract No. LO032

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 18A0004
CAD FILE: E-602-WIRG.DWG
DESIGN BY: KNL 1/31/2018
DRAWN BY: CWS 1/31/2018
REVIEWED BY: LDH 5/8/2018

SHEET TITLE

EXISTING HIGH VOLTAGE WIRING SCHEMATIC FOR RUNWAY AND TAXIWAY