

GENERAL NOTES

- THE SCOPE OF WORK SHEET IS INTENDED ONLY AS A GENERAL DESCRIPTION OF WORK ITEMS AND THEIR APPROXIMATE LOCATIONS AND LIMITS, FOR THE PURPOSE OF UNDERSTANDING THE SCOPE OF THE PROJECT. THIS SHEET SHALL NOT BE USED AS A CONSTRUCTION PLAN. REFER TO THE FOLLOWING PLAN SHEETS FOR DETAILED CONSTRUCTION REQUIREMENTS, LOCATIONS, AND ITEMS OF WORK.
- THIS PROJECT CONSISTS OF THE REMOVAL OF THE EXISTING RUNWAY 27 ODALS AND INSTALLATION OF NEW ODALS AND ASSOCIATED CABLE, DUCTS AND JUNCTION STRUCTURES.
- 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.
- THE CONTRACTOR IS NOT PERMITTED TO USE THE AIRPORT AUTO PARKING LOT FOR MATERIAL AND EQUIPMENT STORAGE. THE CONSTRUCTION ENTRANCE AS SHOWN ON THE PROPOSED SAFETY AND PHASING PLAN WILL BE THE PRIMARY ACCESS TO THE PROPOSED CONSTRUCTION SITE. ALL HAULING OF MATERIALS AND EQUIPMENT SHALL BE RESTRICTED TO THE DESIGNATED CONSTRUCTION ENTRANCE.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT, PRESERVE AND REPAIR THE EXISTING AIRFIELD AND ROADWAY PAVEMENTS AT ALL TIMES. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING ELECTRICAL, DRAINAGE, AND PAVEMENT STRUCTURES AT NO ADDITIONAL COST TO THE CONTRACT. ANY DAMAGE TO FAA CABLES, ACCESS ROADS OR TO FAA FACILITIES DURING CONSTRUCTION WILL REQUIRE THE CONTRACTOR TO REPLACE THE DAMAGED CABLES, ACCESS ROAD OR FAA FACILITIES TO FAA REQUIREMENTS AT THE CONTRACTOR'S EXPENSE. SPLICING OF CABLES IS NOT AN ACCEPTABLE FORM OF REPAIR.
- NO EQUIPMENT SHALL BE PERMITTED TO CROSS OR USE ANY EXISTING PAVEMENT OUTSIDE THE CONSTRUCTION LIMITS, GENERAL PROJECT AREA OR HAUL ROUTE.
- CONTRACTOR IS REQUIRED TO PROVIDE THEIR OWN RESTROOM FACILITIES.
- ALL WASTE MATERIAL SHALL BE HAULED FROM THE AIRPORT AND PROPERLY DISPOSED OF UNLESS OTHERWISE SPECIFIED HEREIN.
- 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 OWNER SHALL HAVE THE RIGHT OF FIRST REFUSAL FOR ALL SALVAGEABLE MATERIAL REMOVED ON THE PROJECT.
- THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER/TECHNICIAN SO THEY MAY DEVELOP ONE SET OF REDLINED AS-BUILT DRAWINGS AT THE COMPLETION OF THE PROJECT.
- CONTRACTOR SHALL NOTE THAT ALL AREAS WITHIN THE AIRPORT PROPERTY LINE AND OUTSIDE THE CONSTRUCTION LIMITS MAY BE USED FOR AGRICULTURAL PURPOSES. THE CONSTRUCTION LIMITS SHALL BE RESTRICTED TO AREAS THAT ARE ABSOLUTELY NECESSARY TO DISTURB TO COMPLETE THE REQUIRED WORK ITEMS. LIMITS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER/TECHNICIAN PRIOR TO BEGINNING ANY WORK. ALL AREAS WHICH HAVE BEEN FARMED AND OR DESIGNATED TO BE FARMED AFTER THE PROJECT COMPLETION, AND HAVE BEEN DISTURBED BY CONSTRUCTION ACTIVITY, SHALL BE CHISEL PLOWED (36" MAX.) OR OTHERWISE SCARIFIED TO RETURN THE AREA TO A REASONABLE TILLABLE CONDITION (IF SO PERMITTED BY THE AIRPORT MANAGER.)
- CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITION ALL GRASS, STONE, OR PAVEMENT DISTURBED BY CONTRACTOR'S CONSTRUCTION OPERATIONS, STAGING, AND CONSTRUCTION ACCESS ROUTES. DISTURBED AREAS TO BE REPAIRED, GRADED, AND SEEDED AND MULCHED UNLESS OTHERWISE NOTED. STAGING AREA AND SITE ACCESS RESTORATION SHALL BE INCLUDED IN THE COST OF THE HAUL ROUTE.
- THE PROJECT PAY ITEMS ARE INTENDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS. ALL INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT TO THE SATISFACTION OF THE RESIDENT ENGINEER/TECHNICIAN IS TO BE INCLUDED IN THE COSTS OF PERFORMING THESE ITEMS.
- APPROXIMATE LOCATIONS OF UNDERGROUND UTILITIES ARE SHOWN THROUGHOUT THESE PLANS. THE CONTRACTOR SHALL DETERMINE EXACT LOCATIONS AND PROTECT THESE UTILITIES DURING CONSTRUCTION. ANY UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL COORDINATE WITH THE PROPER PERSONS FOR THE PURPOSE OF LOCATING AND PROTECTING EXISTING UNDERGROUND UTILITIES.
- THE CONTRACTOR MUST AT ALL TIMES MAINTAIN PROPER DRAINAGE FOR ALL AREAS AFFECTED BY HIS WORK.

SURVEY CONTROL POINTS TABLE				
POINT #	LATITUDE	LONGITUDE	GROUND ELEV.	DESCRIPTION
JA2075	038° 45' 55.73"	-087° 36' 31.59"	429.00	TRIANGULATION STATION DISK (2007 ADJ)
JA2139	038° 45' 54.81"	-087° 36' 24.37"	423.00	STAINLESS STEEL ROD IN SLEEVE (2007 ADJ)
PE1	038° 45' 51.62"	-087° 36' 18.34"	423.16	5/8" REBAR W/ CAP (2011 ADJ)
PE2	038° 45' 48.58"	-087° 36' 16.90"	425.69	5/8" REBAR W/ CAP (2011 ADJ)
PE3	038° 45' 38.14"	-087° 36' 10.53"	425.69	5/8" REBAR W/ CAP (2011 ADJ)
PE4	038° 45' 32.63"	-087° 36' 10.90"	425.87	5/8" REBAR W/ CAP (2011 ADJ)
PE5	038° 45' 23.58"	-087° 36' 14.23"	426.96	5/8" REBAR W/ CAP (2011 ADJ)
PE6	038° 45' 35.35"	-087° 36' 06.85"	427.82	5/8" REBAR W/ CAP (2011 ADJ)
PE7	038° 45' 14.76"	-087° 36' 06.64"	427.49	5/8" REBAR W/ CAP (2011 ADJ)

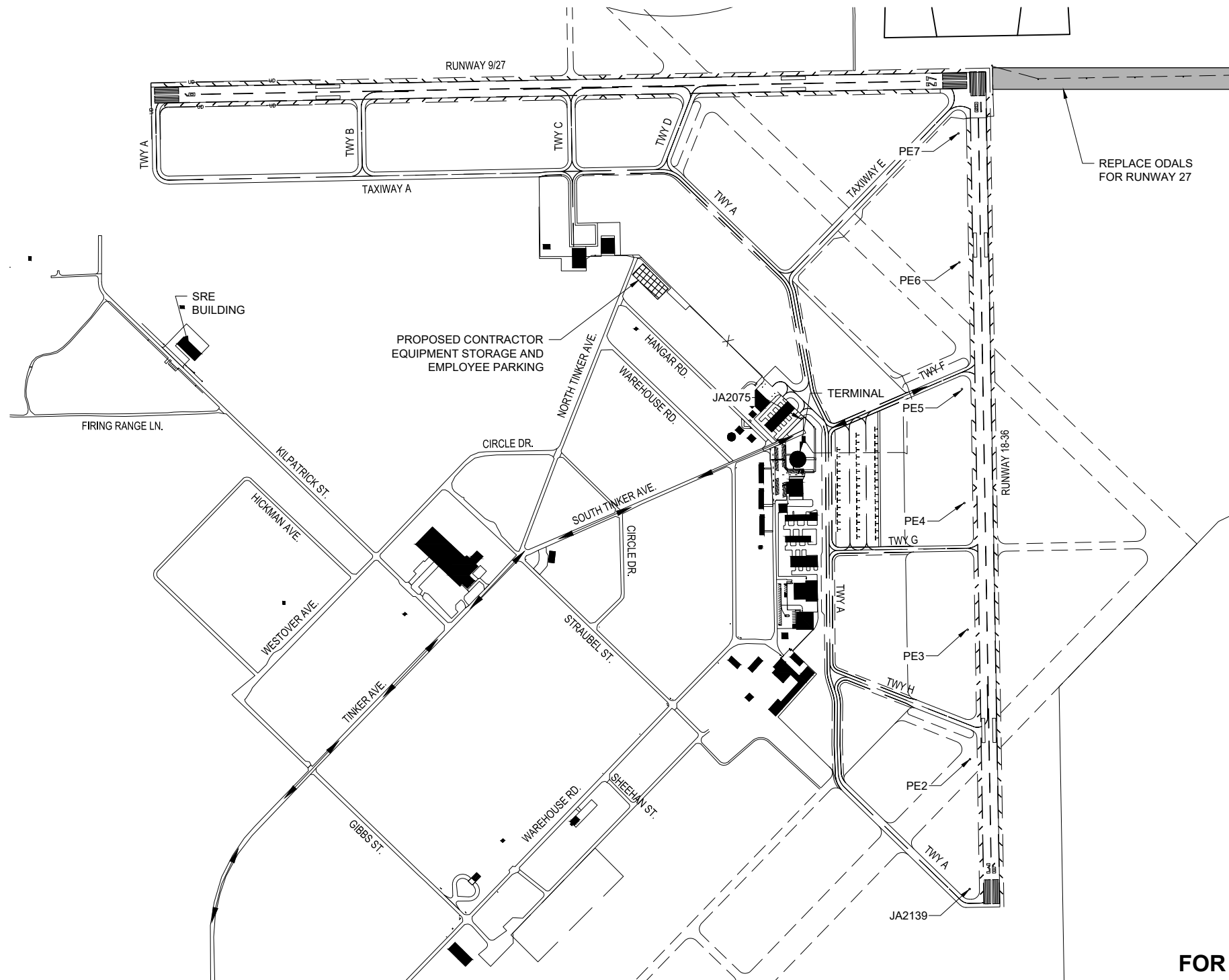
LEGEND

- EXISTING PAVEMENTS
- PROPOSED IMPROVEMENTS
- EXISTING BUILDINGS
- PROPOSED EQUIPMENT PARKING AREA
- PROPOSED HAUL ROUTE

0' 200' 400' 800'

HALF SIZE SCALE: 1" = 800'

FULL SIZE SCALE: 1" = 400'



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MID-AMERICAN AIR CENTER
 LAWRENCEVILLE-VINCENNES
 INTERNATIONAL AIRPORT

BI-STATE AUTHORITY
 LAWRENCEVILLE, ILLINOIS



DATE SIGNED: 6/6/2022
 LICENSE EXPIRES: 11/30/2023

REPLACE OMNI-DIRECTIONAL APPROACH LIGHTS (ODALS) ON RUNWAY 27

IDA No: LWV-5003

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 10, 2022
 PROJECT NO: 21A0161D
 CAD FILE: G-003-SOW.DWG
 DESIGN BY: BSS 4/25/2022
 DRAWN BY: CWS 4/25/2022
 REVIEWED BY: BSS 6/6/2022

SHEET TITLE

PROPOSED SCOPE OF WORK

FOR BID

WORK AREA NOTES

1. DUE TO THE NATURE AND SCOPE OF WORK, THE PROPOSED PROJECT WILL REQUIRE RUNWAY 9/27 AND RUNWAY 18/36 TO BE TEMPORARILY CLOSED FOR PORTIONS OF THE PROJECT AS NOTED BELOW. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING, PLACING, MAINTAINING, AND REMOVING THE CLOSURE CROSSES AND BARRICADES REQUIRED TO DELINEATE RUNWAY CLOSURES AS DETAILED ON THE SAFETY PLAN AND DETAIL SHEETS.
2. **WORK AREA 1:**
 - 2.1. WORK AREA 1 INCLUDES INSTALLATION OF THE HOMERUN DUCT AND CABLING BETWEEN THE ELECTRICAL VAULT AND THE ODALS SITE, INCLUDING SPLICE CANS, AND DIRECTIONAL BORES.
 - 2.2. RUNWAY 18/36 AND ACCESS TAXIWAYS WILL BE CLOSED DURING THIS PHASE. RUNWAY 9/27 SHALL REMAIN OPEN.
 - 2.3. ALL EQUIPMENT MUST BE LOWERED WHEN NOT IN USE OR IN TRANSIT AND MAY NOT BE LEFT WITHIN 250' OF THE RUNWAY CENTERLINES, EXTENDED.
3. **WORK AREA 2:**
 - 3.1. WORK AREA 2 INCLUDES WORK WITHIN THE ODALS SITE RELATED TO UNITS 6A AND 6B, INCLUDING DUCT AND CABLING BETWEEN 6A, 6B AND UNIT 5.
 - 3.2. RUNWAY 9/27 AND RUNWAY 18/36 WILL BE CLOSED DURING THIS PHASE.
 - 3.3. FIVE (5) CONSECUTIVE CALENDAR DAYS SHALL BE GIVEN TO COMPLETE WORK AREA 2.
 - 3.3.1. WORK AREAS 2 AND 3 MAY BE CONSTRUCTED SIMULTANEOUSLY, HOWEVER, WORK AREA 2 TIME RESTRICTIONS SHALL STILL BE ENFORCED.
 - 3.3.2. WORK AREA 1 AND 2 MUST BE COMPLETED PRIOR TO OPENING RUNWAY 18/36 TO AIRCRAFT.
 - 3.3.3. WORK AREA 2 AND 3 MUST BE COMPLETED PRIOR TO OPENING RUNWAY 9/27 TO AIRCRAFT.
 - 3.4. ALL EQUIPMENT MUST BE LOWERED WHEN NOT IN USE OR IN TRANSIT AND MAY NOT BE LEFT WITHIN 250' OF THE RUNWAY CENTERLINES, EXTENDED.
4. **WORK AREA 3:**
 - 4.1. WORK AREA 3 INCLUDES WORK WITHIN THE ODALS SITE RELATED TO UNITS 1 THROUGH 5, INCLUDING DUCT AND CABLING BETWEEN UNITS 1 AND 5.
 - 4.2. RUNWAY 9/27 AND ACCESS TAXIWAYS WILL BE CLOSED DURING THIS PHASE. RUNWAY 18/36 SHALL REMAIN OPEN.
 - 4.3. ALL EQUIPMENT MUST BE LOWERED WHEN NOT IN USE OR IN TRANSIT AND MAY NOT BE LEFT WITHIN 250' OF THE RUNWAY CENTERLINES, EXTENDED.
5. WHENEVER CONSTRUCTION ACTIVITY NECESSITATES CLOSURE OF A RUNWAY OR TAXIWAY, THE AIRFIELD LIGHTING ASSOCIATED WITH THE CLOSED PAVEMENT SHALL BE TURNED OFF OR COMPLETELY COVERED, INCLUDING THE EDGE LIGHTS, SIGNAGE AND RUNWAY NAVAIDS. IF NECESSARY, CONTRACTOR SHALL PROVIDE TEMPORARY AIRFIELD LIGHTING CIRCUIT JUMPER CABLES, CONDUIT ENCASED ABOVE GROUND, DURING CONSTRUCTION TO MAINTAIN EXISTING LIGHTING CIRCUITS, UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER. CONTRACTOR SHALL COORDINATE CLOSURES WITH THE AIRPORT MANAGER AT LEAST 7 DAYS IN ADVANCE SO NOTAMS CAN BE COORDINATED. IT IS THE RESPONSIBILITY OF THE AIRPORT MANAGER TO ISSUE ALL REQUIRED NOTAMS.

SAFETY PLAN COMPLIANCE DOCUMENT

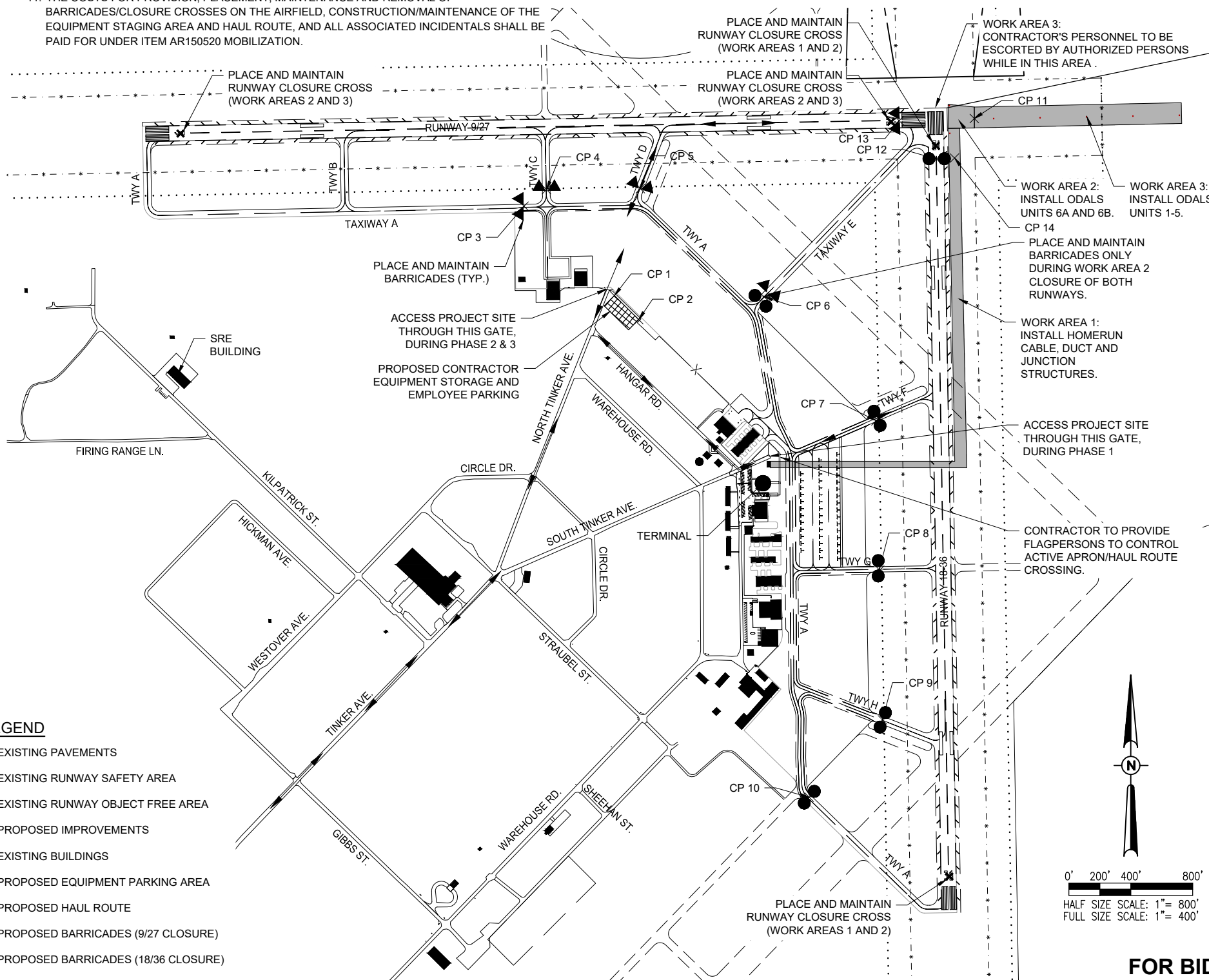
PRIOR TO THE ISSUANCE OF A CONSTRUCTION NOTICE-TO-PROCEED (NTP), THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING AND SUBMITTING A SAFETY PLAN COMPLIANCE DOCUMENT IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G, PARAGRAPH 2.4.2, OR EQUIVALENT SECTION IN SUBSEQUENT/CURRENT ISSUE. THE AIRPORT DIRECTOR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

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL CLOSE THE EXISTING GATE WHEN NOT IN ACTIVE USE AND AT THE END OF EACH WORKING DAY.

LWW CTAF/UNICOM FREQUENCY = 122.80 MHz

6. CLOSURE CROSSES AND BARRICADES SHALL BE IN PLACE PRIOR TO BEGINNING CONSTRUCTION IN EACH PHASE AND SHALL BE REMOVED AT THE COMPLETION OF EACH PHASE.
7. AT ALL TIMES, THE CONTRACTOR'S OPERATIONS SHALL BE SUCH AS TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS.
8. ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY. CONTRACTOR TO YIELD TO AIRPORT VEHICLES AND REMAIN CLEAR AT ALL TIMES.
9. ALL ACTIVE AIRFIELD PAVEMENTS SHALL BE KEPT CLEAN AND FREE OF DEBRIS AT ALL TIMES DURING CONSTRUCTION.
10. AT THE COMPLETION OF ALL WORK AREA CONSTRUCTION, THE HAUL ROUTE AND CONSTRUCTION EQUIPMENT PARKING AREA SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS PER THE SPECIFICATIONS.
11. THE COSTS FOR PROVISION, PLACEMENT, MAINTENANCE AND REMOVAL OF BARRICADES/CLOSURE CROSSES ON THE AIRFIELD, CONSTRUCTION/MAINTENANCE OF THE EQUIPMENT STAGING AREA AND HAUL ROUTE, AND ALL ASSOCIATED INCIDENTALS SHALL BE PAID FOR UNDER ITEM AR150520 MOBILIZATION.



CRITICAL POINTS TABLE					
POINT #	LATITUDE	LONGITUDE	GROUND ELEV.	EQUIP HEIGHT	EQUIP ELEV.
CP 1	038° 45' 52.96"	-087° 36' 30.35"	424.00	25'	449.00'
CP 2	038° 45' 51.41"	-087° 36' 28.38"	422.00	25'	447.00'
CP 3	038° 45' 58.71"	-087° 36' 37.66"	422.00	2'	424.00'
CP 4	038° 45' 59.76"	-087° 36' 35.82"	423.00	2'	425.00'
CP 5	038° 45' 59.77"	-087° 36' 28.16"	422.00	2'	424.00'
CP 6	038° 45' 52.81"	-087° 36' 18.15"	425.00	2'	427.00'
CP 7	038° 45' 44.82"	-087° 36' 09.10"	423.00	2'	425.00'
CP 8	038° 45' 35.28"	-087° 36' 08.89"	423.00	2'	425.00'
CP 9	038° 45' 25.72"	-087° 36' 08.76"	423.00	2'	425.00'
CP 10	038° 45' 20.82"	-087° 36' 14.78"	423.00	2'	425.00'
CP 11	038° 46' 04.08"	-087° 36' 00.87"	426.00	25'	451.00'
CP 12	038° 46' 01.52"	-087° 36' 03.98"	426.00	2'	428.00'
CP 13	038° 46' 03.98"	-087° 36' 07.01"	426.00	2'	428.00'
CP 14	038° 46' 01.57"	-087° 36' 02.51"	425.00	25'	450.00'

- LEGEND**
- EXISTING PAVEMENTS
 - EXISTING RUNWAY SAFETY AREA
 - EXISTING RUNWAY OBJECT FREE AREA
 - PROPOSED IMPROVEMENTS
 - EXISTING BUILDINGS
 - PROPOSED EQUIPMENT PARKING AREA
 - PROPOSED HAUL ROUTE
 - PROPOSED BARRICADES (9/27 CLOSURE)
 - PROPOSED BARRICADES (18/36 CLOSURE)



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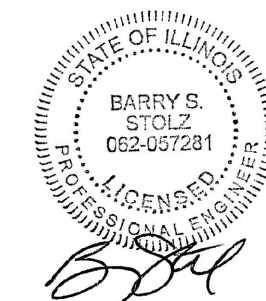
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LAWRENCEVILLE, ILLINOIS



DATE SIGNED: 6/6/2022
LICENSE EXPIRES: 11/30/2023

REPLACE
OMNI-DIRECTIONAL
APPROACH LIGHTS
(ODALS) ON
RUNWAY 27

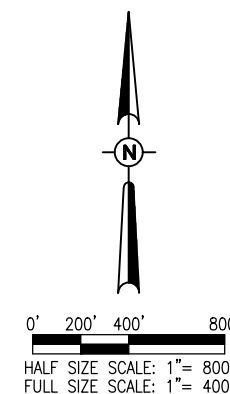
IDA No: LWW-5003

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 10, 2022
PROJECT NO: 21A0161D
CAD FILE: C-004-SFY.DWG
DESIGN BY: BSS 4/25/2022
DRAWN BY: CWS 4/25/2022
REVIEWED BY: BSS 6/6/2022

SHEET TITLE

PROPOSED
CONSTRUCTION
SAFETY PLAN



FOR BID



Kevin N. Lightfoot

DATE: 6/6/2022 LICENSE: 11/30/2023
SIGNED: 6/6/2022 EXPIRES: 11/30/2023

**REPLACE
OMNI-DIRECTIONAL
APPROACH LIGHTS
(ODALS) ON
RUNWAY 27**

IDA No: LWV-5003

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 10, 2022

PROJECT NO: 21A0161D

CAD FILE: E-100-EXST.DWG

DESIGN BY: KNL 5/2/2022

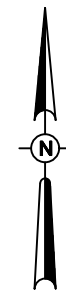
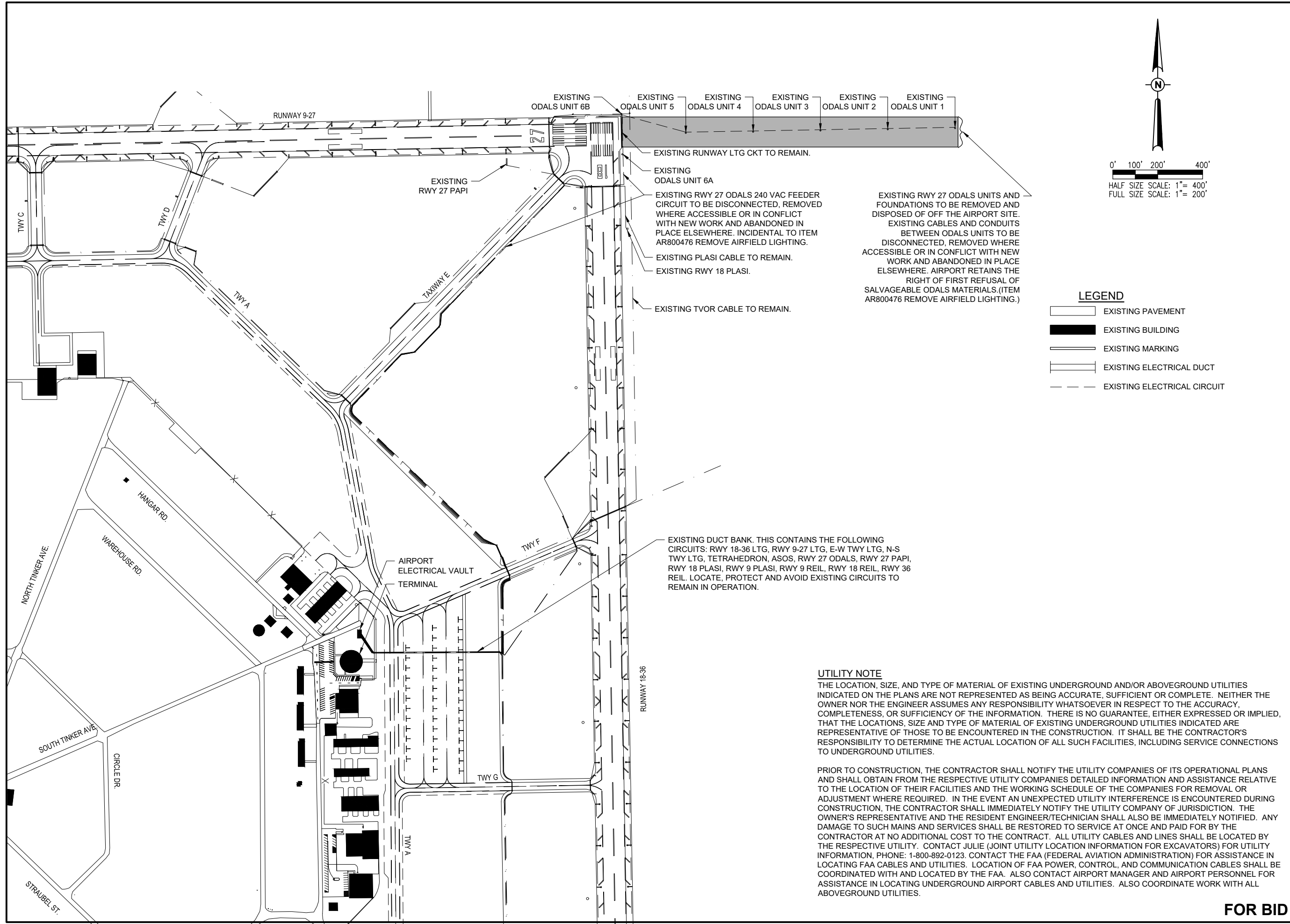
DRAWN BY: CWS 5/3/2022

REVIEWED BY: BSS 6/6/2022

SHEET TITLE

**EXISTING
ELECTRICAL SITE
PLAN**

FOR BID



0' 100' 200' 400'
HALF SIZE SCALE: 1"= 400'
FULL SIZE SCALE: 1"= 200'

LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDING
- EXISTING MARKING
- EXISTING ELECTRICAL DUCT
- EXISTING ELECTRICAL CIRCUIT

EXISTING ODALS UNIT 6B
EXISTING ODALS UNIT 5
EXISTING ODALS UNIT 4
EXISTING ODALS UNIT 3
EXISTING ODALS UNIT 2
EXISTING ODALS UNIT 1

EXISTING RUNWAY LTG CKT TO REMAIN.
EXISTING ODALS UNIT 6A
EXISTING RWY 27 ODALS 240 VAC FEEDER CIRCUIT TO BE DISCONNECTED, REMOVED WHERE ACCESSIBLE OR IN CONFLICT WITH NEW WORK AND ABANDONED IN PLACE ELSEWHERE. INCIDENTAL TO ITEM AR800476 REMOVE AIRFIELD LIGHTING.
EXISTING PLASI CABLE TO REMAIN.
EXISTING RWY 18 PLASI.
EXISTING TVOR CABLE TO REMAIN.

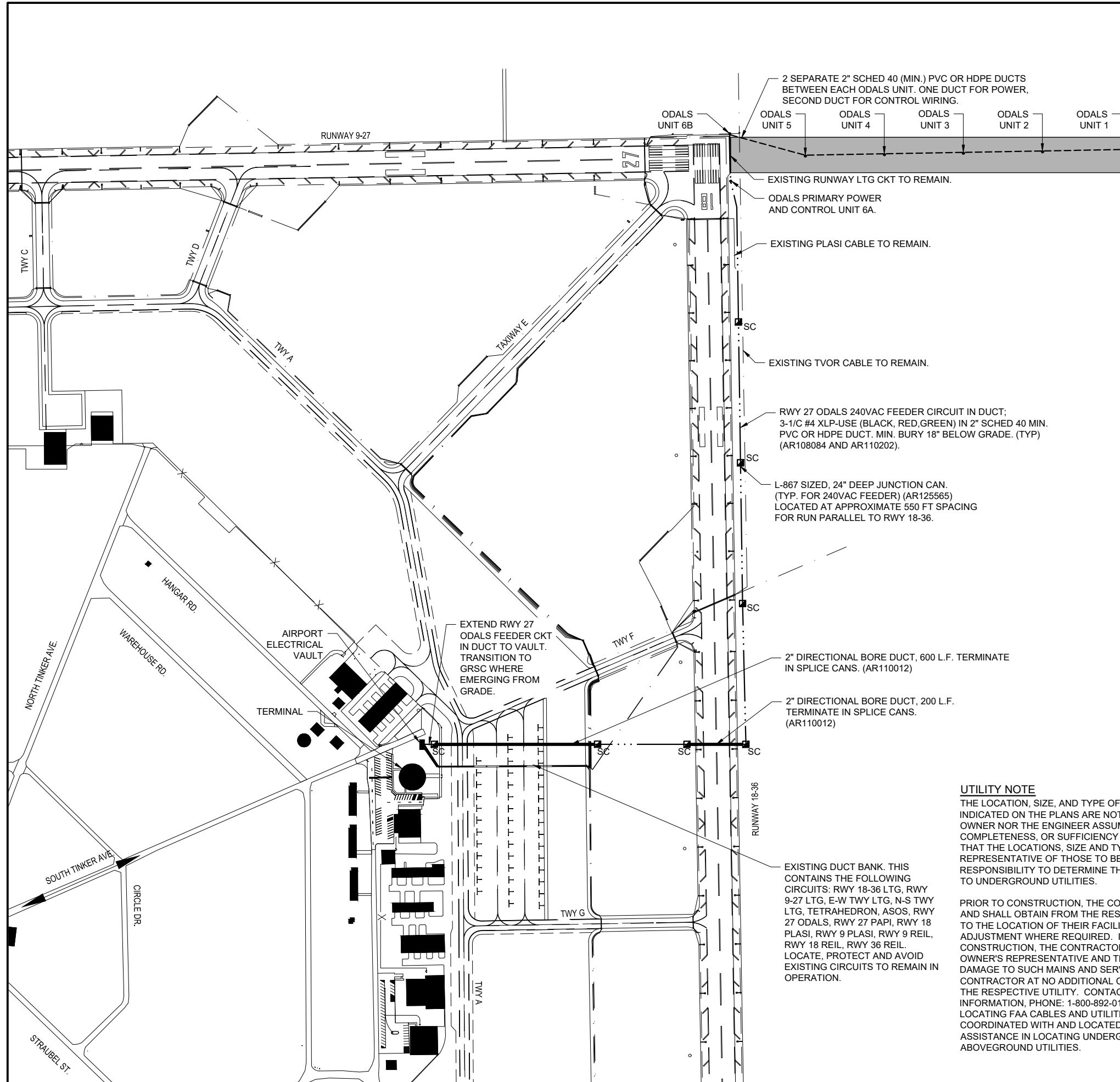
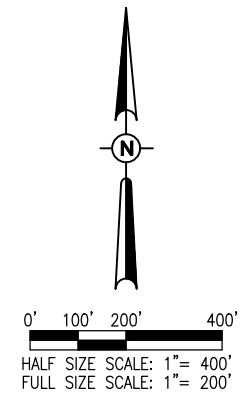
EXISTING RWY 27 ODALS UNITS AND FOUNDATIONS TO BE REMOVED AND DISPOSED OF OFF THE AIRPORT SITE. EXISTING CABLES AND CONDUITS BETWEEN ODALS UNITS TO BE DISCONNECTED, REMOVED WHERE ACCESSIBLE OR IN CONFLICT WITH NEW WORK AND ABANDONED IN PLACE ELSEWHERE. AIRPORT RETAINS THE RIGHT OF FIRST REFUSAL OF SALVAGEABLE ODALS MATERIALS.(ITEM AR800476 REMOVE AIRFIELD LIGHTING.)

EXISTING DUCT BANK. THIS CONTAINS THE FOLLOWING CIRCUITS: RWY 18-36 LTG, RWY 9-27 LTG, E-W TWY LTG, N-S TWY LTG, TETRAHEDRON, ASOS, RWY 27 ODALS, RWY 27 PAPI, RWY 18 PLASI, RWY 9 PLASI, RWY 9 REIL, RWY 18 REIL, RWY 36 REIL. LOCATE, PROTECT AND AVOID EXISTING CIRCUITS TO REMAIN IN OPERATION.

UTILITY NOTE

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

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF ITS 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 THE RESIDENT ENGINEER/TECHNICIAN 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 LOCATED BY THE FAA. ALSO CONTACT AIRPORT MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.



LEGEND

- EXISTING PAVEMENT
- EXISTING BUILDING
- EXISTING MARKING
- EXISTING ELECTRICAL DUCT
- PROPOSED ELECTRICAL DUCT
- EXISTING ELECTRICAL CIRCUIT
- PROPOSED 3-1/C #4 XLP-USE 600 VOLT CABLE IN 2" SCHED 40 (MIN.) PVC OR HDPE DUCT.
- SC PROPOSED SPLICE CAN / L-867 JUNCTION CAN

2 SEPARATE 2" SCHED 40 (MIN.) PVC OR HDPE DUCTS BETWEEN EACH ODALS UNIT. ONE DUCT FOR POWER, SECOND DUCT FOR CONTROL WIRING.

ODALS UNIT 5 ODALS UNIT 4 ODALS UNIT 3 ODALS UNIT 2 ODALS UNIT 1

EXISTING RUNWAY LTG CKT TO REMAIN.

ODALS PRIMARY POWER AND CONTROL UNIT 6A.

EXISTING PLASI CABLE TO REMAIN.

EXISTING TVOR CABLE TO REMAIN.

RWY 27 ODALS 240VAC FEEDER CIRCUIT IN DUCT; 3-1/C #4 XLP-USE (BLACK, RED, GREEN) IN 2" SCHED 40 MIN. PVC OR HDPE DUCT. MIN. BURY 18" BELOW GRADE. (TYP) (AR108084 AND AR110202).

L-867 SIZED, 24" DEEP JUNCTION CAN. (TYP. FOR 240VAC FEEDER) (AR125565) LOCATED AT APPROXIMATE 550 FT SPACING FOR RUN PARALLEL TO RWY 18-36.

EXTEND RWY 27 ODALS FEEDER CKT IN DUCT TO VAULT. TRANSITION TO GRSC WHERE EMERGING FROM GRADE.

2" DIRECTIONAL BORE DUCT, 600 L.F. TERMINATE IN SPLICE CANS. (AR110012)

2" DIRECTIONAL BORE DUCT, 200 L.F. TERMINATE IN SPLICE CANS. (AR110012)

EXISTING DUCT BANK. THIS CONTAINS THE FOLLOWING CIRCUITS: RWY 18-36 LTG, RWY 9-27 LTG, E-W TWY LTG, N-S TWY LTG, TETRAHEDRON, ASOS, RWY 27 ODALS, RWY 27 PAPI, RWY 18 PLASI, RWY 9 PLASI, RWY 9 REIL, RWY 18 REIL, RWY 36 REIL. LOCATE, PROTECT AND AVOID EXISTING CIRCUITS TO REMAIN IN OPERATION.

UTILITY NOTE

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

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF ITS 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 THE RESIDENT ENGINEER/TECHNICIAN 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 LOCATED BY THE FAA. ALSO CONTACT AIRPORT MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVEGROUND UTILITIES.



Kevin N. Lightfoot
DATE SIGNED: 6/6/2022 LICENSE EXPIRES: 11/30/2023

REPLACE OMNI-DIRECTIONAL APPROACH LIGHTS (ODALS) ON RUNWAY 27

IDA No: LWV-5003

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 10, 2022
PROJECT NO: 21A0161D
CAD FILE: E-101-CON.DWG
DESIGN BY: KNL 5/2/2022
DRAWN BY: CWS 5/3/2022
REVIEWED BY: BSS 6/6/2022

SHEET TITLE

PROPOSED ELECTRICAL HOMERUN SITE PLAN

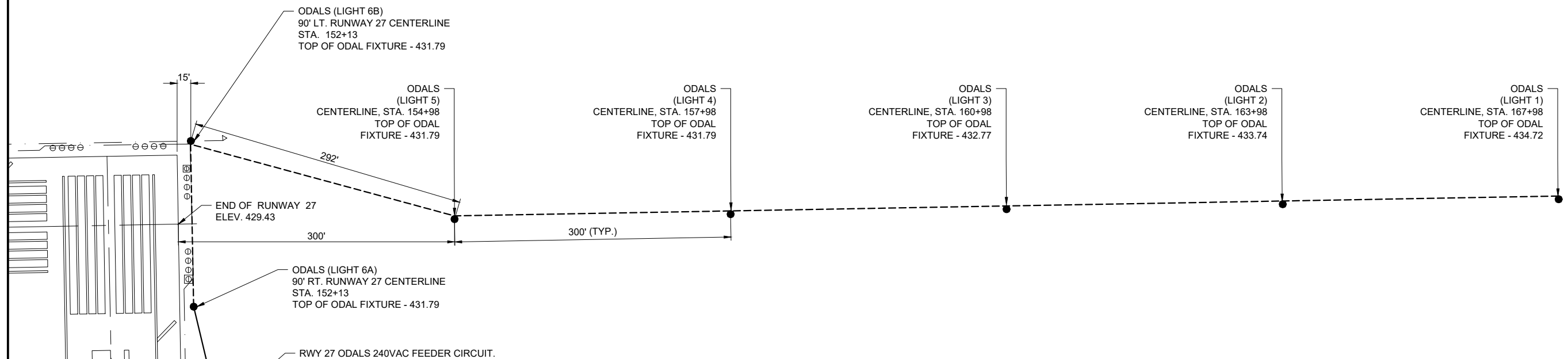
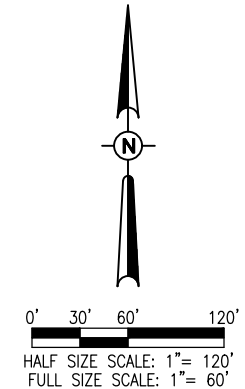
FOR BID

ODAL LIGHT NOTES

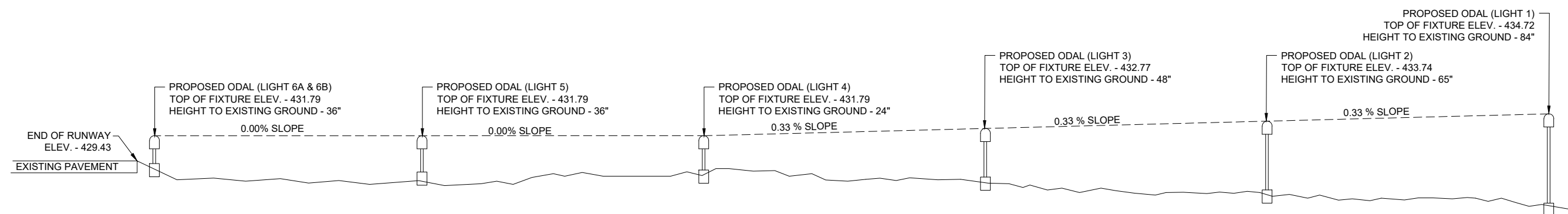
1. THE PROPOSED ODAL LIGHTS SHALL BE CONSTRUCTED AS SHOWN IN ONE OF THE TWO "ODALS DETAILS" SHEETS IN THIS SET, EITHER THE "ODALS WITH FLASH HEAD INSTALLATION DETAIL" OR THE "ODALS WITH REMOTE FLASH HEAD INSTALLATION DETAIL". THE DETAIL USED SHALL DEPEND ON THE PROPOSED HEIGHT OF FLASH HEAD AND THE SUITABILITY OF EITHER DETAIL FOR SUCH INSTALLATION IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION. THE "HEIGHT TO EXISTING GROUND" NOTES ON THE PROFILE VIEW ARE INTENDED TO PROVIDE THE CONTRACTOR AN EXPECTATION OF THE INSTALLATION HEIGHT AT EACH LIGHT UNIT BASED ON THE EXISTING ODALS INSTALLATION, WHICH IS INTENDED TO BE MATCHED IN THIS PROJECT.
2. ALL PROPOSED ODAL LIGHTS WILL BE INSTALLED AT THE PROPOSED ELEVATIONS AS SHOWN ON THIS SHEET. THE CONTRACTOR WILL PLACE EARTH MATERIAL FLUSH TO THE TOP OF THE PROPOSED ODAL LIGHT BASES AND SLOPE THE EARTH MATERIAL TO MATCH THE EXISTING GROUND IN FIVE FEET.
3. POWER CABLE TO BE TRENCHED OR PLOWED TO A DEPTH OF 42 INCHES BENEATH CULTIVATED AREAS. SEE "CONDUIT TRENCH DETAILS" FOR ADDITIONAL REQUIREMENTS.

LEGEND

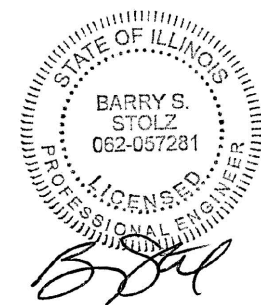
- EXISTING PAVEMENT
- EXISTING RUNWAY/TAXIWAY LIGHTS
- PROPOSED O.D.A.L.S.
- EXISTING REILS TO REMAIN
- EXISTING DUCT
- PROPOSED POWER & CONTROL CABLES



PROPOSED ODALS SITE PLAN



PROPOSED LIGHT PLANE PROFILE
"NOT TO SCALE"



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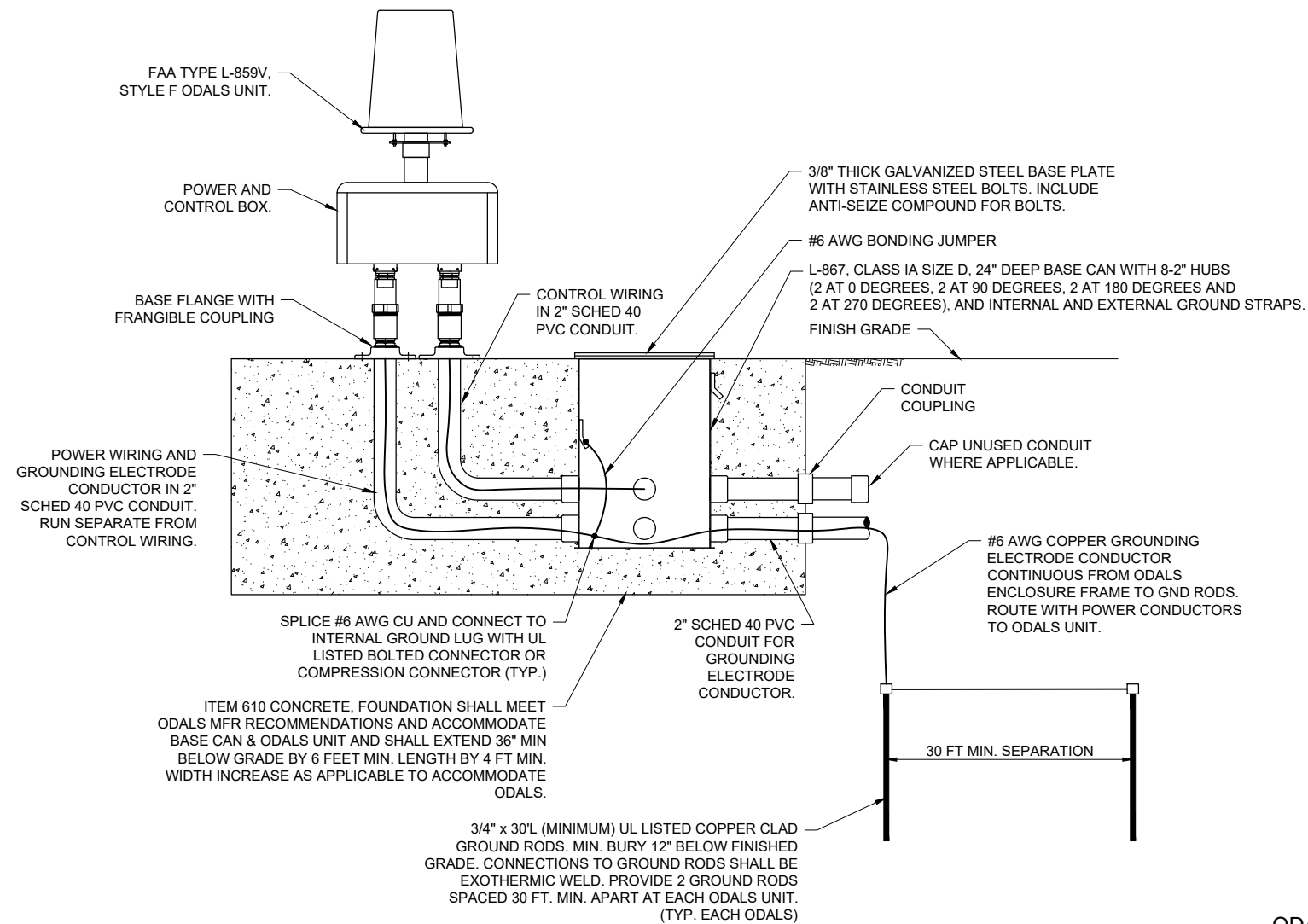
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SHEET TITLE

**PROPOSED ODALS
SITE PLAN**

FOR BID



ODALS WITH FLASH HEAD INSTALLATION DETAIL
NOT TO SCALE

ODALS NOTES

- ODALS SHALL BE FAA APPROVED CONFORMING TO FAA AC 150/5345-51B "SPECIFICATION FOR DISCHARGE-TYPE FLASHING LIGHT EQUIPMENT", FAA TYPE L-859V (ODALS POWERED BY AIRPORT VOLTAGE POWER SOURCE), STYLE F (OMNI-DIRECTIONAL THREE BRIGHTNESS STEPS). SEE SPECIFICATION ITEM L-125 FOR ADDITIONAL REQUIREMENTS ON ODALS.
- 240 VAC POWER WIRING BETWEEN ODALS UNITS SHALL BE IN ACCORDANCE WITH MANUFACTURER REQUIREMENTS AND NOT LESS THAN #8 AWG XLP-USE 600 VOLT COPPER CONDUCTORS COLOR CODED PHASE A-BLACK, PHASE B-RED, AND GROUND GREEN. CONTROL WIRING BETWEEN ODALS UNITS SHALL BE IN ACCORDANCE WITH MANUFACTURER REQUIREMENTS AND NOT LESS THAN #12 AWG COPPER TWISTED PAIR, 600 VOLT CABLE, SUITABLE FOR UNDERGROUND WET LOCATIONS.
- SEE ODALS LIGHT PLANE PROFILE FOR ELEVATIONS OF ODALS FLASH HEADS.
- GROUNDING FOR ODALS:** GROUNDING FOR ODALS SHALL CONFORM TO THE RESPECTIVE ODALS MANUFACTURER'S INSTALLATION INSTRUCTIONS, AS DETAILED ON THE PLANS, AND AS SPECIFIED HEREIN. FURNISH AND INSTALL TWO 3/4-INCH DIAMETER BY 30-FOOT LONG COPPER CLAD GROUND RODS AT EACH ODALS UNIT. GROUND RODS SHALL BE BURIED 12" MINIMUM BELOW GRADE. BOND EACH ODALS UNIT HOUSING AND THE ODALS BASE CAN TO THE RESPECTIVE GROUND RODS IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS WITH A #6 AWG BARE SOLID OR STRANDED (PER ODALS MANUFACTURER REQUIREMENTS) COPPER GROUNDING ELECTRODE CONDUCTOR. ALL CONNECTIONS TO GROUND RODS SHALL BE EXOTHERMIC WELD AS MANUFACTURED BY CADWELD, THERMOWELD, ULTRAWELD, OR APPROVED EQUAL. CONNECTIONS TO ODALS UNIT FRAMES SHALL BE AS RECOMMENDED BY THE MANUFACTURER OR WITH UL LISTED GROUNDING CONNECTORS. CONNECTIONS TO THE BASE CAN SHALL BE WITH UL LISTED BOLTED CONNECTOR OR ONE-HOLE COMPRESSION LUG & 3/8" STAINLESS STEEL BOLTS, NUTS, & WASHERS.
- PRIOR TO FINAL ACCEPTANCE AND ACTIVATION, THE COMPLETED ODALS INSTALLATION WILL REQUIRE A FLIGHT CHECK TO BE SCHEDULED AND CONDUCTED BY THE FAA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE A REPRESENTATIVE PRESENT TO MAKE ANY NECESSARY ADJUSTMENTS IN THE INSTALLATION AND/OR AIMING OF THE ODALS UNITS FOR THE FLIGHT SYSTEM CHECKS.
- ANY AND ALL TRENCHES AND DISTURBED AREAS WILL BE BACKFILLED AND RESTORED TO A SMOOTH GRADE AND SEEDED TO THE SATISFACTION OF THE ENGINEER. ALL TRENCH SETTLEMENT SHALL BE CORRECTED FOR A PERIOD OF ONE YEAR. RESTORATION, GRADING, SEEDING, AND MULCHING OF AREAS DISTURBED DURING THE ODALS INSTALLATION AND ASSOCIATED CABLE WILL BE INCIDENTAL TO THE INSTALLATION OF THE ODALS.



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SHEET TITLE

ODALS DETAILS
SHEET 1

FOR BID



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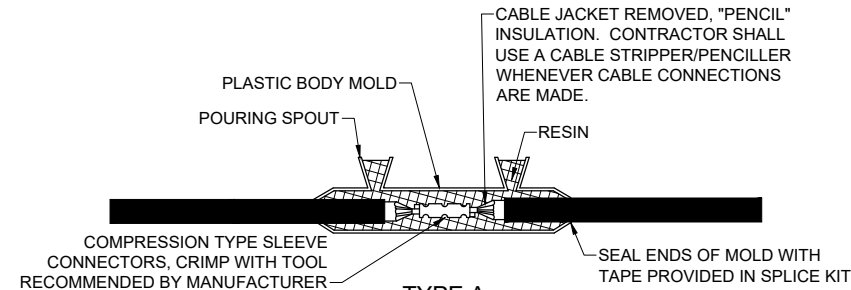
REVIEWED BY: BSS 6/6/2022

SHEET TITLE

AIRPORT LIGHTING
CABLE SPLICE
DETAILS

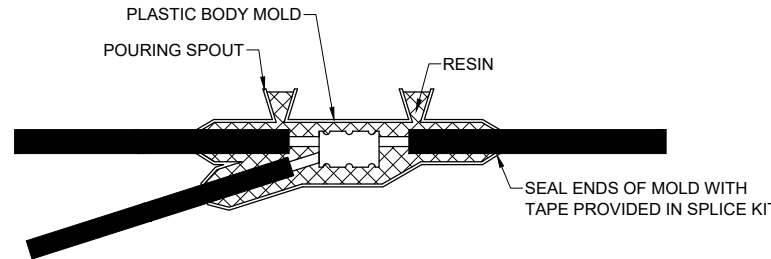
NOTES:

- SPLICE DETAILS ARE PROVIDED FOR NEW WORK AND TO ASSIST IN REPAIRS OF ACCIDENTAL OR UNEXPECTED INTERRUPTIONS AND/OR CUTS TO AIRFIELD LIGHTING CABLES.
- KEEP ON HAND A MINIMUM OF 10 SETS OF SPLICE KITS FOR L-823 CONNECTORS AND A MINIMUM OF 10 SETS OF TYPE A LOW VOLTAGE SPLICE KITS TO ACCOMMODATE REPAIRS.
- EVERY AIRFIELD LIGHTING CABLE 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.
- INSIDE DIAMETER OF RESPECTIVE CABLE CONNECTOR SHALL PROPERLY MATCH OUTSIDE DIAMETER OF CABLE.
- WHEN PREPARING CABLE FOR SPLICES, THE CONTRACTOR SHALL USE A CABLE STRIPPER/PENCILLER WHENEVER CABLE CONNECTIONS ARE MADE.
- WRAP ALL PRIMARY AND SECONDARY POWER CONNECTIONS WITH SUFFICIENT LAYERS OF HIGH VOLTAGE ELECTRICAL INSULATING TAPE (RUBBER SPLICING TAPE SUITABLE FOR PRIMARY ELECTRICAL INSULATION FOR SPLICING CABLE FROM 600 VOLTS TO 69,000 VOLTS) AND COVER WITH VINYL ELECTRICAL TAPE (ALL-WEATHER VINYL INSULATING TAPE SUITABLE FOR PROTECTIVE JACKETING FOR HIGH-VOLTAGE CABLE SPLICES AND REPAIRS) FOR FULL VALUE OF CABLE INSULATION VOLTAGE, PER ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS ITEM 108, ITEM 125, AND FAA AC 150/5370-10H ITEM L-108 AND L-125, HIGH VOLTAGE ELECTRICAL INSULATING TAPE SHALL BE 3M SCOTCH 130C LINERLESS RUBBER SPLICING TAPE (2 INCHES WIDE) OR APPROVED EQUIVALENT, AND VINYL ELECTRICAL TAPE SHALL BE 3M SCOTCH 88 (1.5 INCHES WIDE) OR APPROVED EQUIVALENT. TAPES MUST BE RATED SUITABLE FOR THE APPLICATION.
- 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.
- 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.



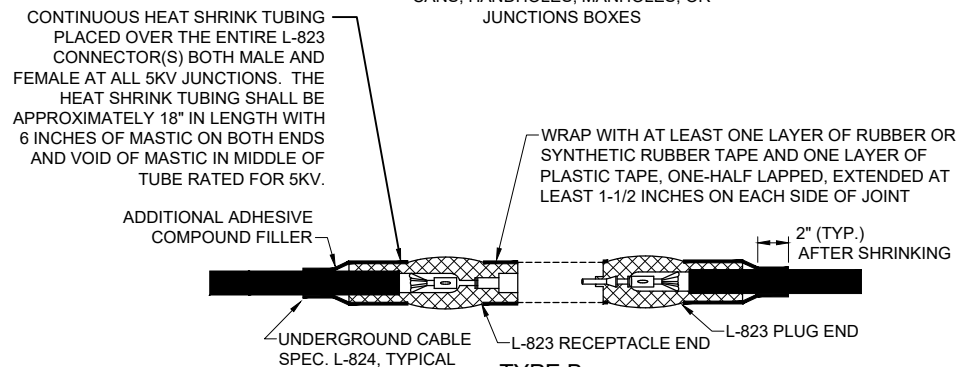
TYPE A

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 JUNCTIONS BOXES



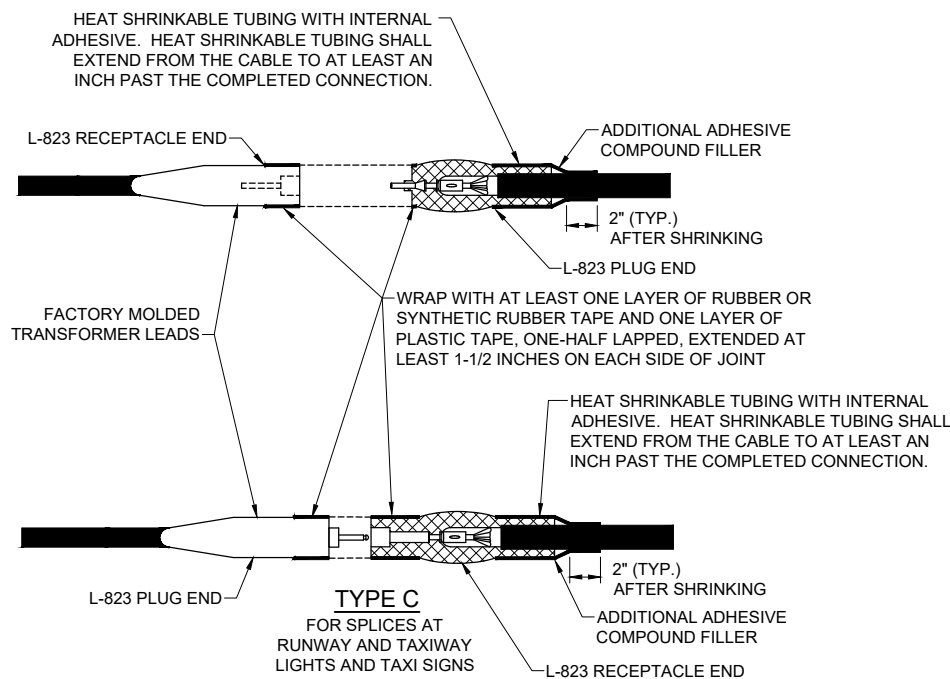
LOW VOLTAGE UNDERGROUND TAP SPLICE

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.



TYPE B

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



TYPE C

FOR SPLICES AT RUNWAY AND TAXIWAY LIGHTS AND TAXI SIGNS

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

CABLE SPLICES
"NOT TO SCALE"



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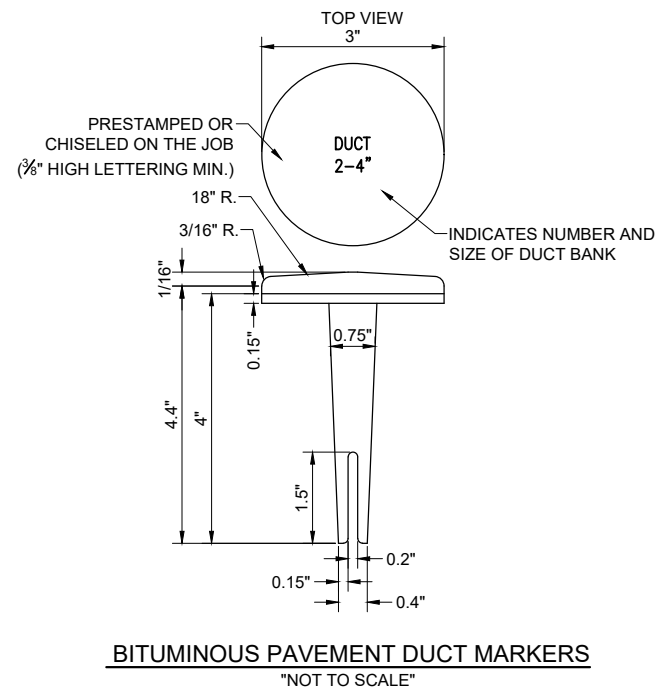
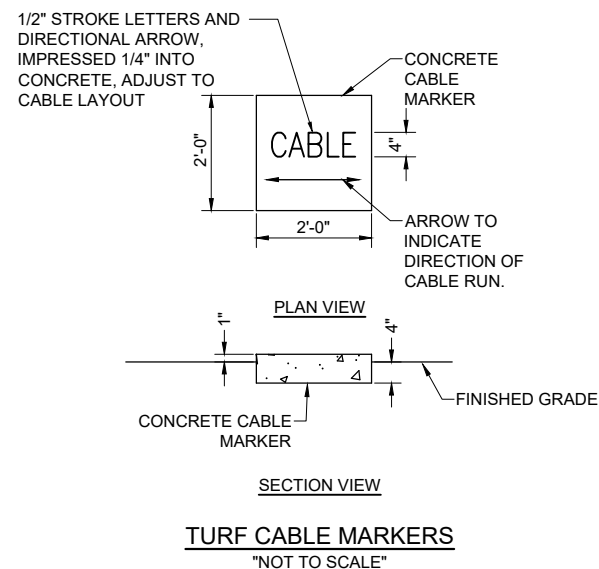
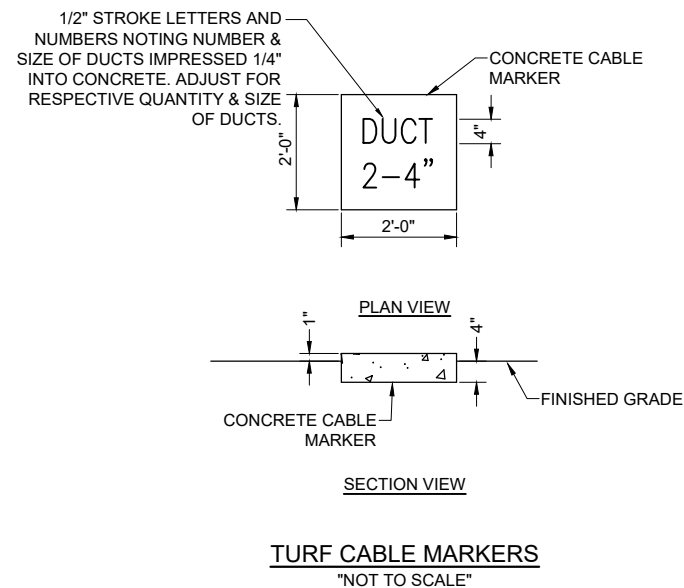
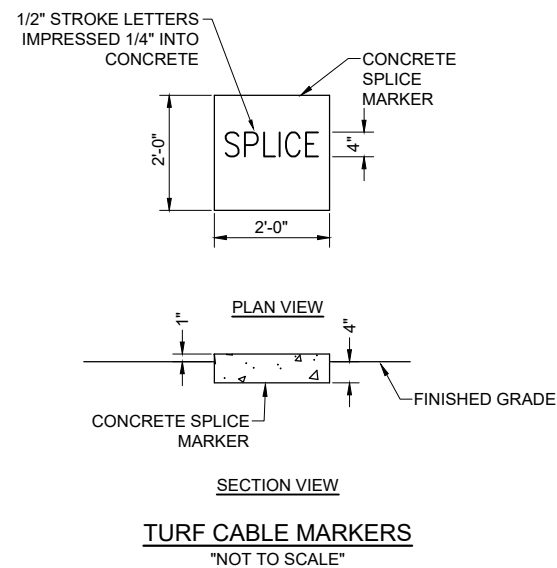
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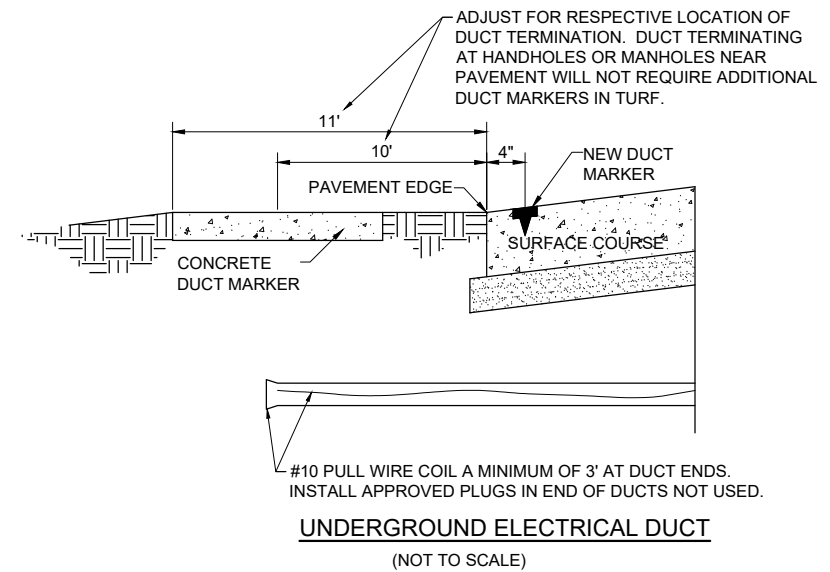
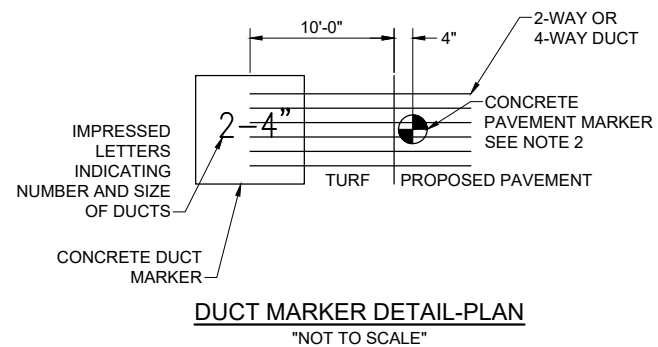
SHEET TITLE

CABLE AND DUCT
MARKER DETAILS



NOTE:

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



CABLE & DUCT MARKER NOTES:

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

FOR BID

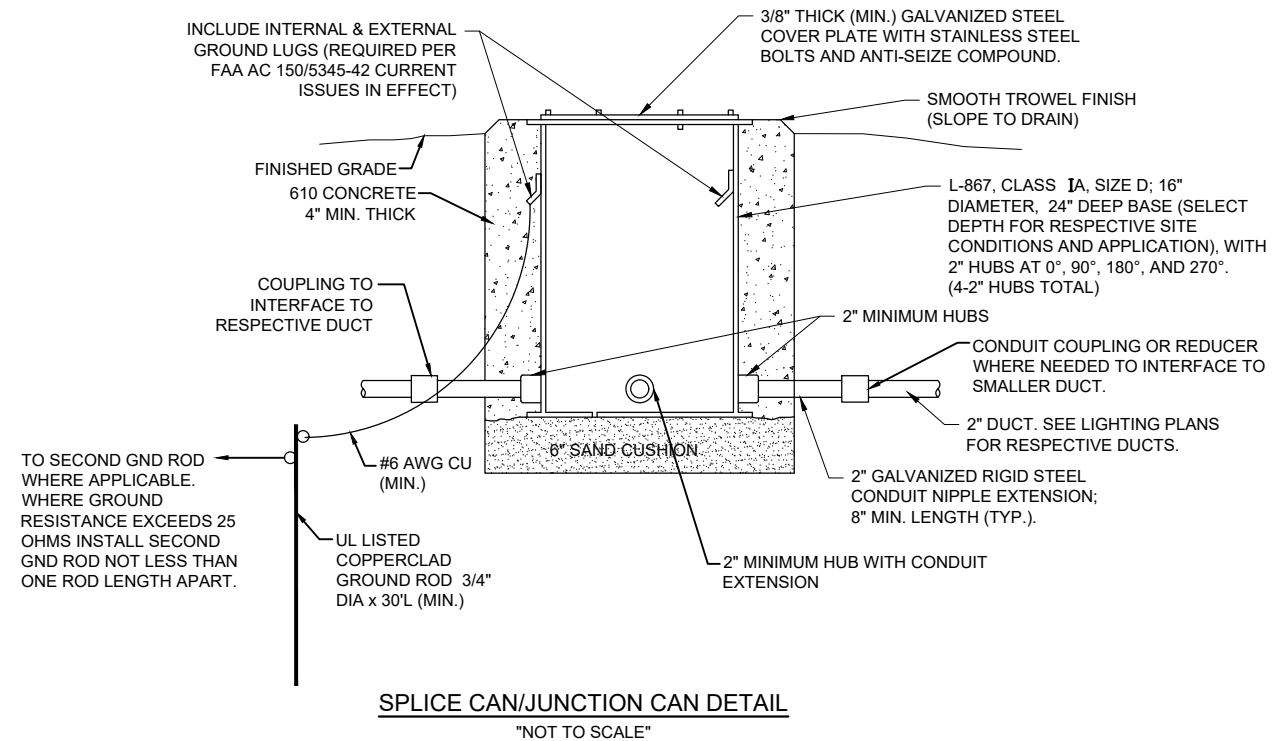


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SPLICE CAN/JUNCTION CAN DETAIL

"NOT TO SCALE"

NOTES FOR SPLICE CAN/JUNCTION CAN DETAIL:

- SPLICE CANS SHALL CONFORM TO THE REQUIREMENTS OF FAA AC 150/5345-42 (CURRENT ISSUES IN EFFECT), FOR TYPE L-867, CLASS IA, SIZE D, (16 IN. NOMINAL DIAMETER), AND 24 IN. DEEP AND/OR AS DETAILED ON THE PLANS. EACH SPLICE CAN SHALL INCLUDE INTERNAL AND EXTERNAL GROUND LUGS TO ACCOMMODATE THE RESPECTIVE APPLICATIONS. SPLICE CANS AND/OR JUNCTION CANS SHALL HAVE GALVANIZED STEEL COVERS, 3/8-INCH THICK (MINIMUM), WITH STAINLESS STEEL BOLTS.
- 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.

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SHEET TITLE

SPLICE CAN DETAILS



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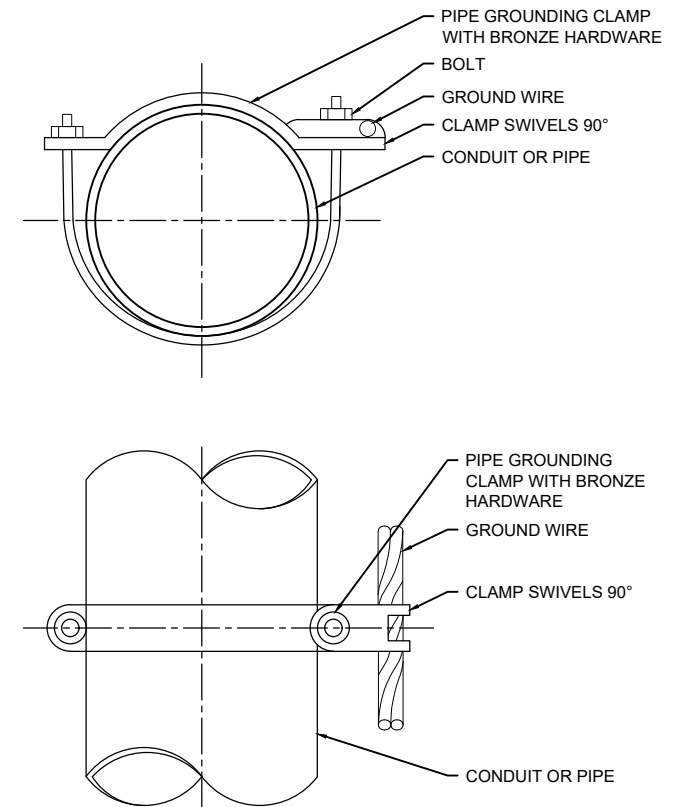
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GROUNDING DETAILS

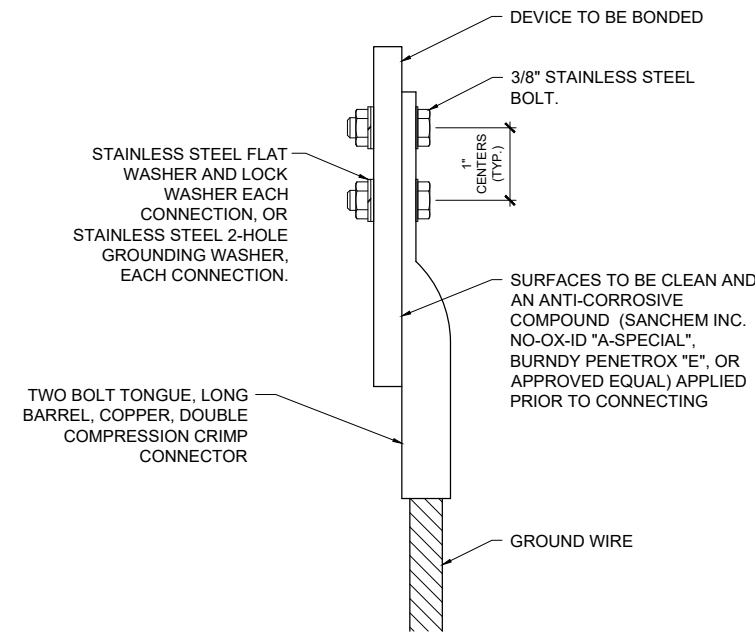


BURNDY CAT. NO.	THOMAS & BETTS CAT. NO.	PIPE SIZE
GAR3902-BU	3902BU	1/2" - 1"
GAR3903-BU	3903BU	1 1/4" - 2"
GAR3904-BU	3904BU	2 1/2" - 3 1/2"
GAR3905-BU	3905BU	4" - 5"
GAR3906-BU	3906BU	6"

NOTES

- PIPE GROUNDING CLAMPS SHALL HAVE BRONZE HARDWARE, BE CORROSION RESISTANT, SUITABLE FOR DIRECT BURIAL IN EARTH OR CONCRETE, & UL 467 LISTED.

PIPE/CONDUIT GROUNDING CLAMP DETAIL

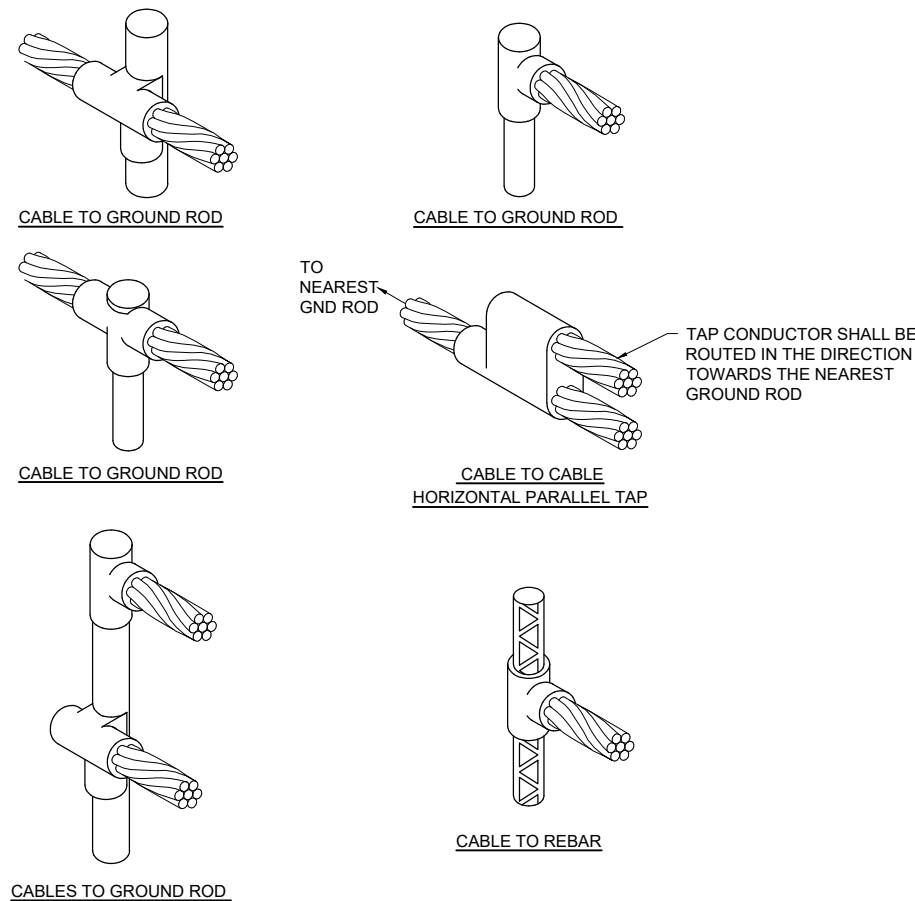


WIRE SIZE	BURNDY CAT. NO.	THOMAS & BETTS CAT. NO.	PENN-UNION CAT. NO.
#8 AWG STRANDED	YA8C-2TC38	256-30695-1157	BBLU-8D-2TC38
#6 AWG SOLID	YA8C-2TC38 OR YGA6C-2TC38E2G1		
#6 AWG STRANDED	YA6C-2TC38	256-30695-1158	BBLU-6D-2TC38
#4 AWG STRANDED	YA4C-2TC38	256-30695-1159	BBLU-4D-2TC38
#2 AWG STRANDED	YA2C-2TC38	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 TONGUE LONG BARREL COMPRESSION LUGS BOLTED TO THE BUS BAR.
- GROUND WIRE CONNECTIONS TO EQUIPMENT SHALL BE WITH 2 HOLE TONGUE LONG BARREL COMPRESSION LUGS BOLTED TO THE DEVICE OR WITH THE RESPECTIVE EQUIPT MANUFACTURER'S LUG OR TERMINAL WHERE 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 (SANCHEM INC. NO-OX-ID "A-SPECIAL", BURNDY PENETROX E, OR APPROVED EQUAL) BEFORE JOINING. ALL COPPER BUS BARS SHALL BE CLEANED PRIOR TO MAKING CONNECTIONS TO REMOVE SURFACE OXIDATION. CLEAN SURFACES, OF RESPECTIVE DEVICES TO BE BONDED, TO BARE METAL, PER NEC 250-12.

GROUNDING LUG CONNECTION DETAIL



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 80 PVC CONDUIT AS REQUIRED IN FOUNDATIONS, FOR PROTECTION, WHERE ENTERING ENCLOSURES, ETC. WHERE PLASTIC CONDUIT IS USED FOR INDIVIDUAL GROUND WIRES, DO NOT COMPLETELY ENCIRCLE THE CONDUIT WITH FERROUS AND/OR MAGNETIC MATERIALS. WHERE METAL CLAMPS ARE INSTALLED USE NYLON BOLTS, NUTS, WASHERS, & SPACERS TO INTERRUPT A COMPLETE METALLIC PATH FROM ENCIRCLING THE CONDUIT.

EXOTHERMIC WELD DETAILS

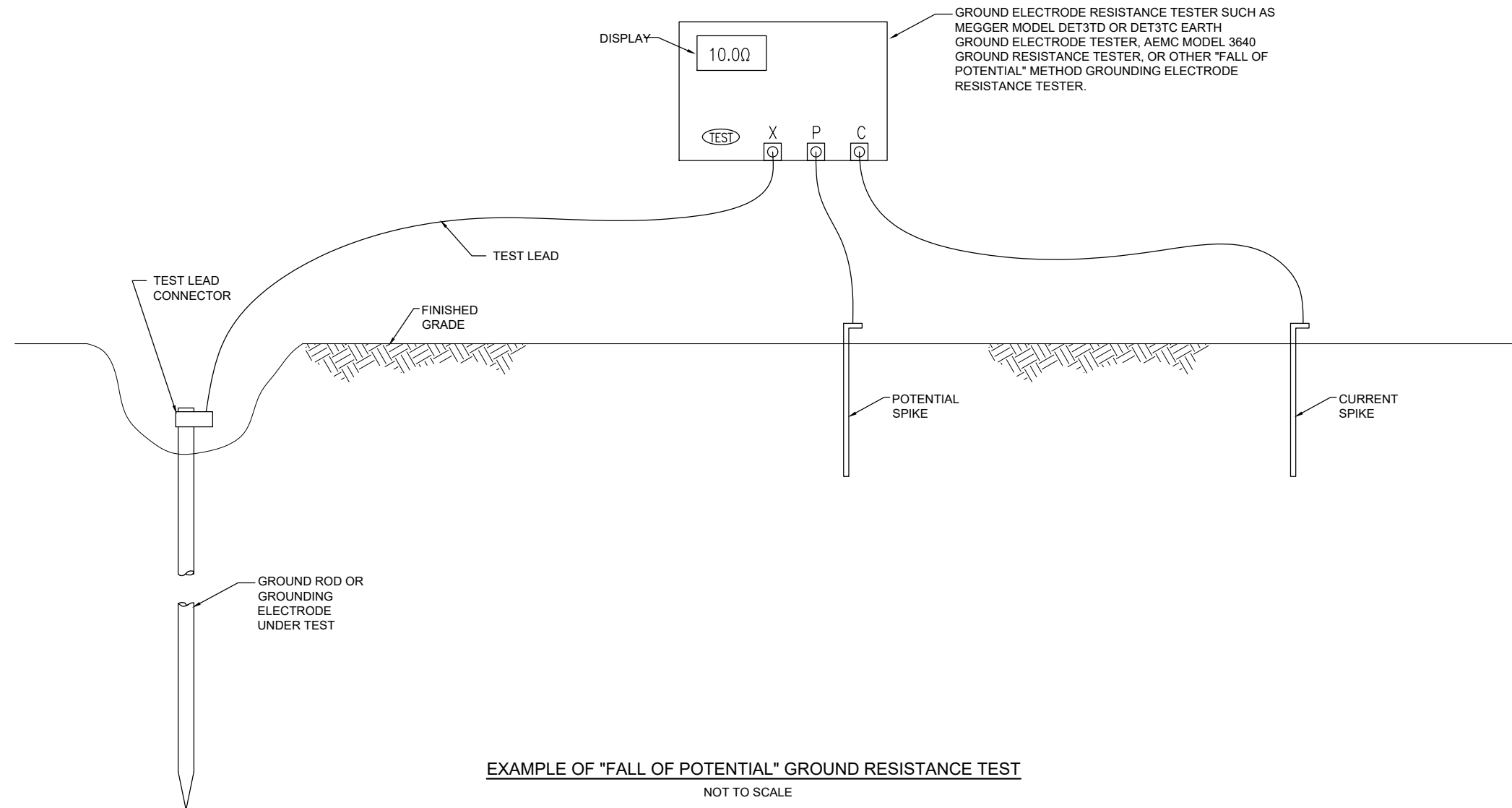


Kevin N. Lightfoot

DATE: 6/6/2022
SIGNED: 6/6/2022
LICENSE: 062-047643
EXPIRES: 11/30/2023

REPLACE
OMNI-DIRECTIONAL
APPROACH LIGHTS
(ODALS) ON
RUNWAY 27

IDA No: LWV-5003



EXAMPLE OF "FALL OF POTENTIAL" GROUND RESISTANCE TEST

NOT TO SCALE

NOTES

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

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 10, 2022

PROJECT NO: 21A0161D

CAD FILE: E-508-DETL.DWG

DESIGN BY: KNL 4/26/2022

DRAWN BY: CWS 4/27/2022

REVIEWED BY: BSS 6/6/2022

SHEET TITLE

GROUND
RESISTANCE
TESTING DETAILS

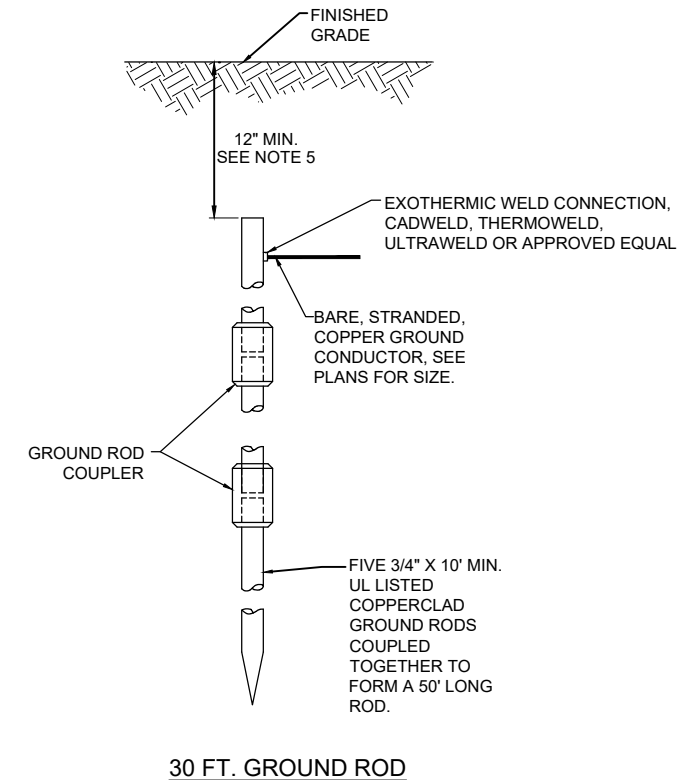
FOR BID

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 SHALL BE SECTIONAL MINIMUM 3/4-IN. DIAMETER BY 10-FT LONG, UL-LISTED, COPPER CLAD WITH 10-MIL MINIMUM COPPER COATING WITH APPROPRIATE COUPLERS TO FORM LONGER GROUND RODS (UNLESS DETAILED OTHERWISE HEREIN). GROUND RODS SHALL BE SPACED OR AS DETAILED ON THE RESPECTIVE PLANS, AND IN NO CASE SPACED LESS THAN ONE ROD LENGTH APART. ALL CONNECTIONS TO GROUND RODS AND THE GROUND RING SHALL BE MADE WITH EXOTHERMIC WELD TYPE CONNECTORS, CADWELD BY PENTAIR ERICO PRODUCTS, INC., THERMOWELD BY CONTINENTAL INDUSTRIES, INC., ULTRAWELD BY HARGER, OR APPROVED EQUAL. EXOTHERMIC WELD CONNECTIONS SHALL BE INSTALLED IN CONFORMANCE WITH THE RESPECTIVE MANUFACTURER'S DIRECTIONS USING MOLDS AS REQUIRED FOR EACH RESPECTIVE APPLICATION. BOLTED CONNECTIONS WILL NOT BE PERMITTED AT GROUND RODS OR AT BURIED GROUNDING ELECTRODE CONDUCTORS.
- CONTRACTOR SHALL TEST EACH MADE ELECTRODE GROUND ROD/GROUND FIELD/GROUND RING WITH AN INSTRUMENT SPECIFICALLY DESIGNED FOR TESTING GROUND FIELD SYSTEMS. IF GROUND RESISTANCE EXCEEDS 25 OHMS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTION. ALSO REFER TO EOR-47643 FOR ADDITIONAL INFORMATION ON GROUNDING REQUIREMENTS WHERE APPLICABLE. COPIES OF GROUND ROD TEST RESULTS SHALL BE FURNISHED TO THE RESIDENT ENGINEER/RESIDENT TECHNICIAN AND THE PROJECT ENGINEER.
- ALL PRODUCTS ASSOCIATED WITH THE GROUNDING SYSTEM SHALL BE UL-LISTED AND LABELED.
- ALL BOLTED OR MECHANICAL CONNECTIONS SHALL BE COATED WITH A CORROSION PREVENTATIVE COMPOUND BEFORE JOINING, SANCHEM INC. "NO-OX-ID "A-SPECIAL" COMPOUND, BURNDY PENETROX E, OR APPROVED EQUAL.
- METALLIC SURFACES TO BE JOINED SHALL BE PREPARED BY THE REMOVAL OF ALL NON-CONDUCTIVE MATERIAL, PER 2020 NATIONAL ELECTRICAL CODE ARTICLE 250-12. ALL COPPER BUS BARS MUST BE CLEANED PRIOR TO MAKING CONNECTIONS TO REMOVE SURFACE OXIDATION.
- METALLIC RACEWAY FITTINGS SHALL BE MADE UP TIGHT TO PROVIDE A PERMANENT LOW IMPEDANCE PATH FOR ALL CIRCUITS. METAL CONDUIT TERMINATIONS IN ENCLOSURES SHALL BE BONDED TO THE ENCLOSURE WITH UL-LISTED FITTINGS SUITABLE FOR GROUNDING. PROVIDE GROUNDING BUSHINGS WITH BONDING JUMPERS FOR ALL METAL CONDUITS ENTERING SERVICE EQUIPMENT (METER BASE, CT CABINET, MAIN SERVICE BREAKER ENCLOSURE, ETC.). PROVIDE GROUNDING BUSHINGS WITH BONDING JUMPERS FOR ALL METAL CONDUITS ENTERING AN ENCLOSURE THROUGH CONCENTRIC OR ECCENTRIC KNOCKOUTS THAT ARE PUNCHED OR OTHERWISE FORMED SO AS TO IMPAIR THE 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, DOSSERT CORPORATION, ILSCO CORPORATION, PENN-UNION CORPORATION, THOMAS & BETTS, OR APPROVED EQUAL. TIGHTEN CONNECTIONS TO COMPLY WITH TIGHTENING TORQUES IN UL STANDARD 486A TO ASSURE PERMANENT AND EFFECTIVE 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 2020 NEC TABLE 250-122 "MINIMUM SIZE CONDUCTORS OR GROUNDING RACEWAY AND EQUIPMENT." WHEN CONDUCTORS ARE ADJUSTED IN SIZE TO COMPENSATE FOR VOLTAGE DROP, EQUIPMENT-GROUNDING CONDUCTORS SHALL BE ADJUSTED PROPORTIONATELY ACCORDING TO CIRCULAR MIL AREA. ALL EQUIPMENT GROUND WIRES SHALL BE COPPER, 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 2020 NEC 250-102. WHERE METAL CONDUITS TERMINATE IN AN ENCLOSURE (SUCH AS A MOTOR CONTROL CENTER, SWITCHBOARD, ETC) WHERE THERE IS NOT ELECTRICAL CONTINUITY WITH THE CONDUIT AND THE RESPECTIVE ENCLOSURE, PROVIDE A BONDING JUMPER FROM THE RESPECTIVE ENCLOSURE GROUND BUS TO THE CONDUIT SIZED PER 2020 NEC 250-102.
- IT IS THE INTENT OF THIS SPECIFICATION THAT ALL MOTOR FRAMES, PUMP BASES ELECTRICAL EQUIPMENT ENCLOSURES, PANEL HOUSINGS, CONDUITS, BOXES, ETC. HAVE A CONTINUOUS COPPER WIRE GROUND CONNECTION AND SHALL BE POSITIVELY BONDED TO THE RESPECTIVE GROUNDING SYSTEM. CONDUIT CONNECTORS WILL NOT BE CONSIDERED AS ADEQUATE GROUNDING.
- PROVIDE A POSITIVE GROUND BOND FOR ALL OUTLET BOXES, ELECTRICAL EQUIPMENT ENCLOSURES, GROUNDING RECEPTACLES, TOGGLE SWITCHES, ETC. INSTALL A GROUNDING CONDUCTOR IN ALL WIRE AND CABLE RACEWAYS. GROUND CONDUCTOR TO HAVE 600-VOLT INSULATION AND BE IDENTIFIED BY A CONTINUOUS GREEN COLOR COATING. THEY SHALL BE USED SOLELY FOR GROUNDING PURPOSES AND BE ENTIRELY SEPARATE FROM WHITE GROUNDED NEUTRAL CONDUCTOR, EXCEPT AT SUPPLY SIDE OF SERVICE DISCONNECTING MEANS, WHERE GROUNDING AND NEUTRAL SYSTEMS ARE TO BE CONNECTED TO SERVICE GROUND.
- EACH AND ALL GROUNDED CASED AND METAL PARTS ASSOCIATED WITH ELECTRICAL EQUIPMENT SHALL BE TESTED FOR CONTINUITY OF CONNECTION WITH GROUND BUS SYSTEM BY CONTRACTOR IN PRESENCE OF OWNER'S REPRESENTATIVE.
- ALL CONNECTIONS BETWEEN THE DIFFERENT TYPES OF GROUNDING CONDUCTORS ABOVE GRADE SHALL BE MADE USING BOLTED GROUND CONNECTORS. GROUND LUGS SHALL BE PROVIDED IN ALL ENCLOSURES AND WIRING TERMINATION JUNCTION BOXES. 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 80 PVC CONDUIT OR EXPOSED WHERE ACCEPTABLE TO LOCAL CODES. WHERE GROUNDING ELECTRODE CONDUCTORS, LIGHTNING PROTECTION DOWN CONDUCTORS OR INDIVIDUAL GROUND CONDUCTORS ARE RUN IN PVC CONDUIT, DO NOT COMPLETELY ENCIRCLE CONDUIT WITH FERROUS AND/OR MAGNETIC MATERIALS. USE NON-METALLIC REINFORCED FIBERGLASS STRUT SUPPORT. WHERE METAL CONDUIT CLAMPS ARE INSTALLED, USE NYLON BOLTS, NUTS, WASHERS AND SPACERS TO INTERRUPT A COMPLETE METALLIC PATH FROM ENCIRCLING THE CONDUIT. THIS IS REQUIRED TO AVOID GIRDLING OF GROUND CONDUCTORS. GIRDLING OF A GROUND CONDUCTOR IS THE RESULT OF PLACING THE CONDUCTOR IN A RING OF MAGNETIC MATERIAL. THIS RING COULD BE A METALLIC CONDUIT, U-BOLT OR STRUT SUPPORT PIPE CLAMP, OR OTHER SUPPORT HARDWARE. THE RESULT OF GIRDLING GROUND CONDUCTORS SIGNIFICANTLY INCREASES THE INDUCTIVE IMPEDANCE OF THE GROUND CONDUCTOR. INDUCTIVE AND CAPACITIVE IMPEDANCE IS A TYPE OF RESISTANCE THAT OPPOSES THE FLOW OF ALTERNATING CURRENT. ANY INCREASE IN THE IMPEDANCE OF A GROUND CONDUCTOR REDUCES ITS ABILITY TO EFFECTIVELY MITIGATE RADIO FREQUENCY NOISE IN THE GROUND SYSTEM. THE CONDITION WHERE A GROUND CONDUCTOR IS GIRDLED DURING A LIGHTNING STRIKE RESULTS IN PHENOMENA KNOWN AS SURGE IMPEDANCE LOADING. SURGE IMPEDANCE LOADING IS A RESULT OF VOLTAGE AND CURRENT REACHING 500,000 VOLTS AND 10,000 AMPS FOR A SHORT DURATION. GIRDLING FURTHER INCREASES THE IMPEDANCE AT LIGHTNING FREQUENCIES OF 100 KILOHERTZ TO 100 MEGAHERTZ. AT THESE POWER AND FREQUENCY LEVELS ANY INCREASE IN THE IMPEDANCE OF THE GROUND CONDUCTOR MUST BE CONTROLLED. DURING LIGHTNING DISCHARGE CONDITIONS A LOW INDUCTIVE IMPEDANCE PATH IS MORE IMPORTANT THAN A LOW DC RESISTANCE PATH.
- 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 2020 NEC 250-102. NOTE THIS DOES NOT APPLY TO AC EQUIPMENT GROUNDING CONDUCTORS RUN WITH AC CIRCUITS.
- NEVER REMOVE, ALTER, OR ATTEMPT TO REPAIR CONDUCTORS OR CONDUIT SYSTEMS PROVIDING GROUNDING OR ELECTRICAL BONDING FOR ANY ELECTRICAL EQUIPMENT UNTIL ALL POWER IS REMOVED FROM EQUIPMENT. WARN ALL PERSONNEL OF THE UNGROUNDED CONDITION OF THE EQUIPMENT. DISPLAY APPROPRIATE WARNING SIGNS, SUCH AS DANGER TAGS, TO WARN PERSONNEL OF THE POSSIBLE HAZARDS.
- GROUNDING WORK AND MODIFICATIONS SHALL NOT BE PERFORMED DURING A THUNDERSTORM OR WHEN A THUNDERSTORM IS PREDICTED IN THE AREA
- WHERE A CONFLICT IS DETERMINED WITH RESPECT TO GROUNDING REQUIREMENTS PER MANUFACTURER INSTALLATION INSTRUCTIONS, NEC, AND/OR THE CONTRACT DOCUMENTS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTIONS.
- GROUND RODS SHALL BE MANUFACTURED IN THE UNITED STATES OF AMERICA FROM 100 PERCENT DOMESTIC STEEL TO COMPLY WITH THE AIRPORT IMPROVEMENT PROGRAM BUY AMERICAN REQUIREMENTS AND THE STEEL PRODUCTS PROCUREMENT ACT.



30 FT. GROUND ROD

NOTES

- TYPE AND MINIMUM NUMBER OF GROUND RODS SHALL BE AS SPECIFIED ON THE PLAN.
- THE RESISTANCE TO GROUND OF THE GROUNDING SYSTEM SHALL NOT EXCEED 25 OHMS.
- COST OF GROUND RODS IS INCIDENTAL TO THE ASSOCIATED ITEMS REQUIRING GROUNDING UNLESS OTHERWISE SPECIFIED.
- GROUND RODS SHALL BE SPACED AS DETAILED ON THE PLANS AND SHALL NOT BE SPACED LESS THAN ONE ROD LENGTH APART.
- TOP OF GROUND RODS FOR AIRFIELD LIGHT FIXTURES AND TAXI GUIDANCE SIGNS, SHALL BE 12" MINIMUM BELOW GRADE UNLESS DETAILED OTHERWISE HEREIN.
- GROUND RODS FOR INDIVIDUAL SPLICE CANS SHALL BE 3/4-IN DIAMETER BY 30 FOOT LONG. WHERE GROUND RESISTANCE EXCEEDS 25 OHMS FURNISH AND INSTALL A SECOND GROUND ROD SPACED MINIMUM OF 30 FEET APART (ONE ROD LENGTH APART), AND CONNECT TO FIRST GND ROD.
- GROUND RODS FOR EACH ODALS UNIT SHALL BE TWO 3/4-IN. DIAMETER BY 30 FEET LONG GROUND RODS. 30 FT LONG GROUND RODS ARE TO HELP ACCOMMODATE POOR RESISTANCE SOIL CONDITIONS AT THE LAWRENCEVILLE AIRPORT.

GROUND RODS
NOT TO SCALE



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MID-AMERICAN AIR CENTER
LAWRENCEVILLE-VINCENNES
INTERNATIONAL AIRPORT

BI-STATE AUTHORITY
LAWRENCEVILLE, ILLINOIS



Kevin N. Lightfoot
DATE: 6/6/2022 LICENSE: 062-047643
SIGNED: 6/6/2022 EXPIRES: 11/30/2023

REPLACE
OMNI-DIRECTIONAL
APPROACH LIGHTS
(ODALS) ON
RUNWAY 27

IDA No: LWV-5003

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

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SHEET TITLE

GROUNDING NOTES

FOR BID



DATE: 6/6/2022 LICENSE: 11/30/2023
SIGNED: 6/6/2022 EXPIRES: 11/30/2023

REPLACE
OMNI-DIRECTIONAL
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ELECTRICAL LEGEND
AND ABBREVIATIONS

NOTES:

- ALL ELECTRICAL EQUIPMENT AND MATERIALS SHALL BE INSTALLED IN CONFORMANCE WITH NFPA 70 - NATIONAL ELECTRICAL CODE (NEC) MOST CURRENT ISSUE IN FORCE, THE RESPECTIVE EQUIPMENT MANUFACTURER'S DIRECTIONS AND ALL OTHER APPLICABLE LOCAL CODES, LAWS, ORDINANCES, AND REQUIREMENTS IN FORCE. ANY INSTALLATIONS WHICH VOID THE U.L. LISTING, INTERTEK TESTING SERVICES VERIFICATION/ETL LISTING (OR OTHER THIRD PARTY LISTING) AND/OR THE MANUFACTURER'S WARRANTY OF A DEVICE WILL NOT BE PERMITTED.
- KEEP A COPY OF THE LATEST NEC IN FORCE ON SITE AT ALL TIMES DURING/CONSTRUCTION FOR USE AS A REFERENCE.
- VAULT WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER AND MAINTENANCE SUPERVISOR. 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).
- IN THE EVENT A CONFLICT IS DETERMINED WITH RESPECT TO MANUFACTURER INSTALLATION INSTRUCTIONS, NEC, AND/OR THE CONTRACT DOCUMENTS, CONTACT THE PROJECT ENGINEER FOR FURTHER DIRECTIONS.
- COLOR CODE PHASE AND NEUTRAL CONDUCTOR INSULATION FOR NO. 6 AWG OR SMALLER. PROVIDE COLORED INSULATION OR COLORED MARKING TAPE FOR PHASE AND NEUTRAL CONDUCTORS FOR NO. 4 AWG AND LARGER. INSULATED GROUND CONDUCTORS SHALL HAVE GREEN COLORED INSULATION FOR ALL CONDUCTOR AWG AND/OR KCMIL TO COMPLY WITH NEC 250.119. NEUTRAL CONDUCTORS SHALL HAVE WHITE COLORED INSULATION FOR NO. 6 AWG AND SMALLER TO MEET THE REQUIREMENTS OF NEC 200.6. STANDARD COLORS FOR POWER WIRING AND BRANCH CIRCUITS SHALL BE AS FOLLOWS:

208/120 VAC, 3 PHASE, 4 WIRE
PHASE A BLACK
PHASE B RED
PHASE C BLUE
NEUTRAL WHITE
GROUND GREEN
- SEE RESPECTIVE SITE PLANS FOR SITE LEGEND INFORMATION.
- LTFMC DENOTES LIQUID TIGHT FLEXIBLE METAL CONDUIT UL LISTED, SUNLIGHT RESISTANT, & SUITABLE FOR GROUNDING. LIQUID TIGHT FLEXIBLE METAL CONDUIT AND ASSOCIATED FITTINGS SHALL BE U.L. LISTED TO MEET THE REQUIREMENTS OF NEC 350.6. LIQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS USED FOR FLEXIBILITY (INCLUDING CONNECTIONS TO CCR'S & TRANSFORMERS) SHALL REQUIRE AN EXTERNAL BONDING JUMPER OR INTERNAL EQUIPMENT GROUNDING CONDUCTOR PER NEC 350.60. EXTERNAL BONDING JUMPERS USED WITH CCR INSTALLATIONS SHALL BE #6 AWG COPPER (MINIMUM). DO NOT INSTALL LTFMC THAT IS NOT UL LISTED. CONFIRM LTFMC BEARS THE UL LABEL PRIOR TO INSTALLATION.
- ALL ENCLOSURES RATED NEMA 4, 4X SHALL HAVE WATERTIGHT HUBS AT CONDUIT ENTRANCES UL LISTED NEMA 4, 4X FOR THE RESPECTIVE ENCLOSURE, TO MAINTAIN THE NEMA 4, 4X RATING.
- CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS. CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, ADJUSTING, CONNECTING, OR WORKING ON THE RESPECTIVE AIRFIELD LIGHTING, TAXI SIGN, NAVAID, VAULT EQUIPMENT, OR OTHER DEVICE.
- HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW VOLTAGE CIRCUITS (RATED 600 VOLTS AND BELOW) SHALL NOT BE INSTALLED IN THE SAME WIREWAY, CONDUIT, DUCT, RACEWAY, JUNCTION STRUCTURE OR HANDHOLE.

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

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

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

ELECTRICAL LEGEND - SCHEMATIC	
	NORMALLY OPEN (N.O.) CONTACT
	NORMALLY CLOSED (N.C.) CONTACT
	STARTER COIL, * = STARTER NUMBER
	OVERLOAD RELAY CONTACT
	CONTROL RELAY, * = CONTROL RELAY NUMBER
	RELAY, * = RELAY NUMBER
	TOGGLE SWITCH / 2 POSITION SWITCH
	2-POSITION SELECTOR SWITCH
	3-POSITION SELECTOR SWITCH (H-O-A SHOWN)
	2 POLE DISCONNECT SWITCH
	3 POLE DISCONNECT SWITCH
	PHOTOCELL
	TERMINAL BLOCK, * = TERMINAL NUMBER
	DEVICE TERMINAL, * = DEVICE TERMINAL NUMBER
	INTERNAL PANEL WIRING
	FIELD WIRING
	FUSE
	GROUND BUS OR TERMINAL
	NEUTRAL BUS
	GROUND, GROUND ROD, GROUND BUS
	INDUSTRIAL CONTROL RELAY OR LIGHTING CONTACTOR
	S1 CUTOUT HANDLE REMOVED
	S1 CUTOUT HANDLE INSERTED
	N.O. THERMAL SWITCH
	N.C. THERMAL SWITCH
	L-830 SERIES ISOLATION TRANSFORMER

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

FOR BID



Kevin N. Lightfoot

DATE SIGNED: 6/6/2022 LICENSE EXPIRES: 11/30/2023

REPLACE
OMNI-DIRECTIONAL
APPROACH LIGHTS
(ODALS) ON
RUNWAY 27

IDA No: LWV-5003

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 10, 2022

PROJECT NO: 21A0161D

CAD FILE: E-101-VLT.DWG

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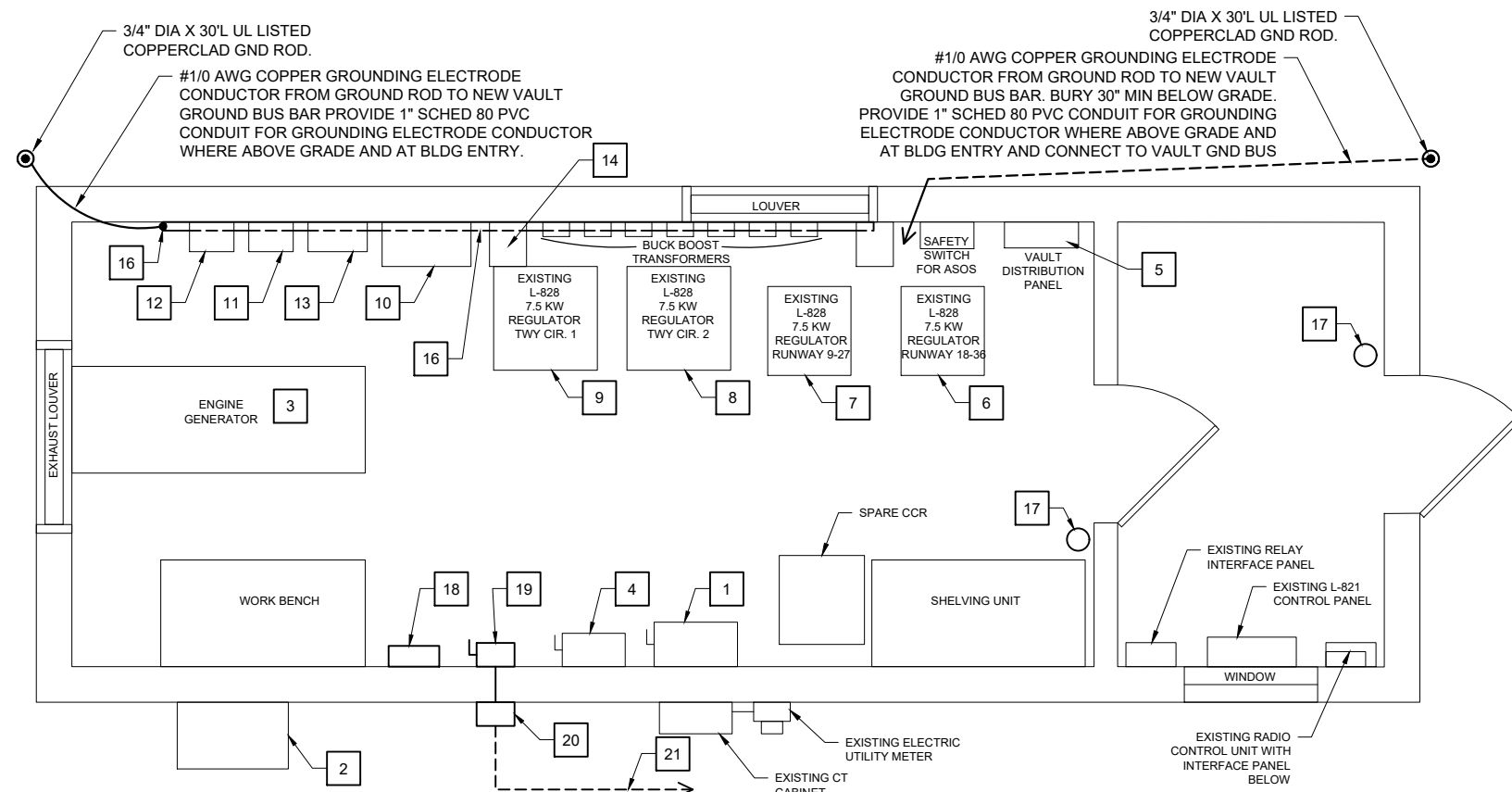
REVIEWED BY: BSS 6/6/2022

SHEET TITLE

ELECTRICAL VAULT
FLOOR PLAN

GENERAL NOTES:

- NOTE THE EXISTING AIRPORT ELECTRICAL VAULT HAS APPARENT NATIONAL ELECTRICAL CODE VIOLATIONS AND/OR OTHER APPARENT NFPA OR FAA SAFETY VIOLATIONS WHICH MIGHT CAUSE UNSAFE WORKING CONDITIONS. APPARENT NFPA/NEC VIOLATIONS INCLUDE, BUT ARE NOT LIMITED TO, SERVICE DISCONNECT NOT PROPERLY IDENTIFIED, AVAILABLE FAULT CURRENT NOT IDENTIFIED ON SERVICE DISCONNECT, ENGINE GENERATOR DOES NOT HAVE REMOTE EMERGENCY STOP, POWER SOURCE FOR VAULT MAIN DISTRIBUTION PANELBOARD NOT IDENTIFIED, IMPROPER WORKING CLEARANCES, MISSING GROUND BUS IN VAULT, CCRS NOT PROPERLY GROUNDED, AND/OR EQUIPMENT NOT IDENTIFIED CORRECTLY. CONTRACTOR WILL NEED TO EXERCISE CAUTION WHEN WORKING IN THE VAULT AND ON THE AIRFIELD.
- CONTRACTOR SHALL COORDINATE WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS WITH THE AIRPORT DIRECTOR/MANAGER AND THE RESIDENT PROJECT REPRESENTATIVE. AND SHUTDOWN OF EXISTING SYSTEMS SHALL BE SCHEDULED WITH AND APPROVED BY THE AIRPORT MANAGER PRIOR TO SHUTDOWN. 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 AND 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 CONFIRM AND FIELD VERIFY EXISTING SITE CONDITIONS.
- 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.
- CONTRACTOR SHALL COMPLY WITH THE APPLICABLE REQUIREMENTS OF NFPA 70E - STANDARD FOR ELECTRICAL SAFETY IN THE WORKPLACE.
- EACH ACTIVE CCR SERVING THE RESPECTIVE WORK AREAS OF THE PROJECT, SHALL BE TESTED FOR PROPER OPERATION BEFORE REMOVAL WORK, MODIFICATION, ADDITIONS AND/OR ANY OTHER WORK THAT MIGHT POSSIBLY AFFECT AIRFIELD LIGHTING CIRCUITS AND AGAIN AFTER THE AIRFIELD LIGHTING REPLACEMENTS AND VAULT ADDITIONS HAVE BEEN COMPLETED. CONTRACTOR SHALL TEST AND RECORD THE INPUT CURRENT AND OUTPUT CURRENT FOR EACH CONSTANT CURRENT REGULATOR IN THE AUTOMATIC AND MANUAL MODES OF OPERATION. CONTRACTOR SHALL REPORT CONCERNS AND/OR DEFICIENCIES TO THE PROJECT ENGINEER.
- CONTRACTOR SHALL FIELD VERIFY POWER AND CONTROL CIRCUITS FOR EXISTING RUNWAY 27 ODALS. POWER WIRING SHALL BE DISCONNECTED, REMOVED AND REPLACED FROM THE RESPECTIVE CIRCUIT BREAKER IN THE VAULT MAIN DIST. PANELBOARD TO THE ODALS. CONTROL WIRING SHALL BE FIELD VERIFIED, DOCUMENTED, LABELED, AND RECONNECTED TO THE NEW ODALS LIGHTING CONTACTOR TO BE INSTALL IN THE VAULT.



ELECTRICAL VAULT FLOOR PLAN
SCALE: 1/4" = 1'-0"

KEYED NOTES:

- EXISTING MAIN SERVICE DISCONNECT FOR TERMINAL BUILDING AND VAULT.
- EXISTING AUTO TRANSFER SWITCH
- EXISTING STANDBY ENGINE GENERATOR SET.
- EXISTING VAULT MAIN DISCONNECT
- EXISTING VAULT DISTRIBUTION PANELBOARD. ODALS IS POWERED BY 30 AMP, 2 POLE BREAKER IN THIS PANEL.
- EXISTING RUNWAY 18-36 CCR.
- EXISTING RUNWAY 9-27 CCR. ODALS MAIN POWER AND CONTROL UNIT ON AIRFIELD MAY HAVE SERIES CIRCUIT TRANSFORMER INTERFACE TO RUNWAY 9-27 LIGHTING CIRCUIT TO ACTIVATE BRIGHTNESS LEVEL. FIELD VERIFY TO CONFIRM EXISTING CONDITIONS. PROVIDE SERIES CIRCUIT XFMR INTERFACE FOR NEW ODALS.
- EXISTING NORTH-SOUTH TAXIWAY CCR
- EXISTING EAST-WEST TAXIWAY CCR
- EXISTING CUTOUTS FOR RUNWAY LIGHTING CIRCUITS.
- EXISTING CUTOUTS FOR NORTH-SOUTH TAXIWAY LIGHTING CIRCUIT
- EXISTING CUTOUTS FOR EAST-WEST TAXIWAY LIGHTING CIRCUIT
- EXISTING RELAY PANEL. FIELD VERIFY RESPECTIVE RELAY FOR ODALS CIRCUIT.
- EXISTING 5 KVA, 208 VAC TO 240 VAC TRANSFORMER FOR RUNWAY 27 ODALS. EXISTING TRANSFORMER SHALL BE DISCONNECTED AND REWIRED WITH NEW WIRING.

- EXISTING BOOST TRANSFORMER FOR RUNWAY 27 ODALS TO BE DISCONNECTED, REMOVED AND REPLACED WITH NEW UNIT AS APPLICABLE FOR RESPECTIVE NEW ODALS.
- NEW GROUND BUS BAR; TWO 1/4" THICK BY 2" HIGH BY 8 FEET IN LENGTH CONNECTED TOGETHER WITH #1/0 AWG MINIMUM BONDING JUMPER OR RESPECTIVE BUS BAR SPLICE PLATES. INCLUDE STANDOFFS AND INSULATORS. LOCATE ON EAST WALL BELOW LOW VOLTAGE WIREWAY AND ABOVE HIGH VOLTAGE WIREWAY. SEE VAULT GROUND BUS RISER FOR DETAILS. CONNECTION TO GROUND BUS BAR SHALL BE WITH TWO HOLE TONGUE LONG BARREL DOUBLE COMPRESSION LUGS AND 3/8" STAINLESS STEEL BOLTS, NUTS, AND WASHERS.
- FURNISH AND INSTALL TWO UL RATED, 10 POUND CARBON DIOXIDE FIRE EXTINGUISHERS SUITABLE FOR USE ON CLASS C FIRES IN THE VAULT SHELTER; AMEREX MODEL 330, BUCKEYE MODEL 10CD, OR APPROVED EQUAL. INCLUDE WALL MOUNTING BRACKET. CONFIRM MODEL NUMBERS WITH THE RESPECTIVE FIRE EXTINGUISHER MANUFACTURER. LOCATE ONE IN THE REGULATOR ROOM AND THE OTHER NEAR VAULT BUILDING EXIT.
- PROVIDE LOCKOUT STATION WITH 5 LOCKOUT PADLOCKS, EACH WITH A DIFFERENT KEY, 2 LOCKOUT HASPS TO ACCOMMODATE MULTIPLE PADLOCKS AND 25 LOCKOUT TAGS, IN COMPLIANCE WITH OSHA STANDARD 1910.147.
- NEW 30 AMP, 2 POLE NEMA RATED COMBINATION CIRCUIT BREAKER LIGHTING CONTACTOR WITH 120 VAC COIL, HAND-OFF-AUTO SELECTOR SWITCH, NEUTRAL AND GROUND BAR IN A NEMA 12 ENCLOSURE. FIELD VERIFY LOCATION WITH PROPER WORKING CLEARANCE. ADJUST LOCATION FOR SITE CONDITIONS. CONNECT ODALS POWER WIRING AND CONTROL WIRING TO CONTACTOR. PROVIDE GRSC TO AND FROM CONTACTOR.
- NEMA 4X STAINLESS STEEL JUNCTION BOX WITH HINGED COVER MINIMUM 16" x 16" x 8" DEEP. INTERFACE VAULT ODALS FEEDER CIRCUIT WIRING TO AIRFIELD ODALS FEEDER CIRCUIT WIRING. TRANSITION FROM 2" PVC/HDPE DUCT TO 2" GRSC WHERE EMERGING FROM GRADE. PROVIDE NEMA 4/4X HUBS AT CONDUIT ENTRIES TO JUNCTION BOX.
- ODALS 240 VAC FEEDER HOMERUN CIRCUIT CONDUCTORS IN 2" SCHED 40 (MIN.) PVC OR HDPE CONDUIT.

FOR BID



Kevin N. Lightfoot
 DATE SIGNED: 6/6/2022 LICENSE EXPIRES: 11/30/2023

REPLACE
 OMNI-DIRECTIONAL
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 (ODALS) ON
 RUNWAY 27

IDA No: LWV-5003

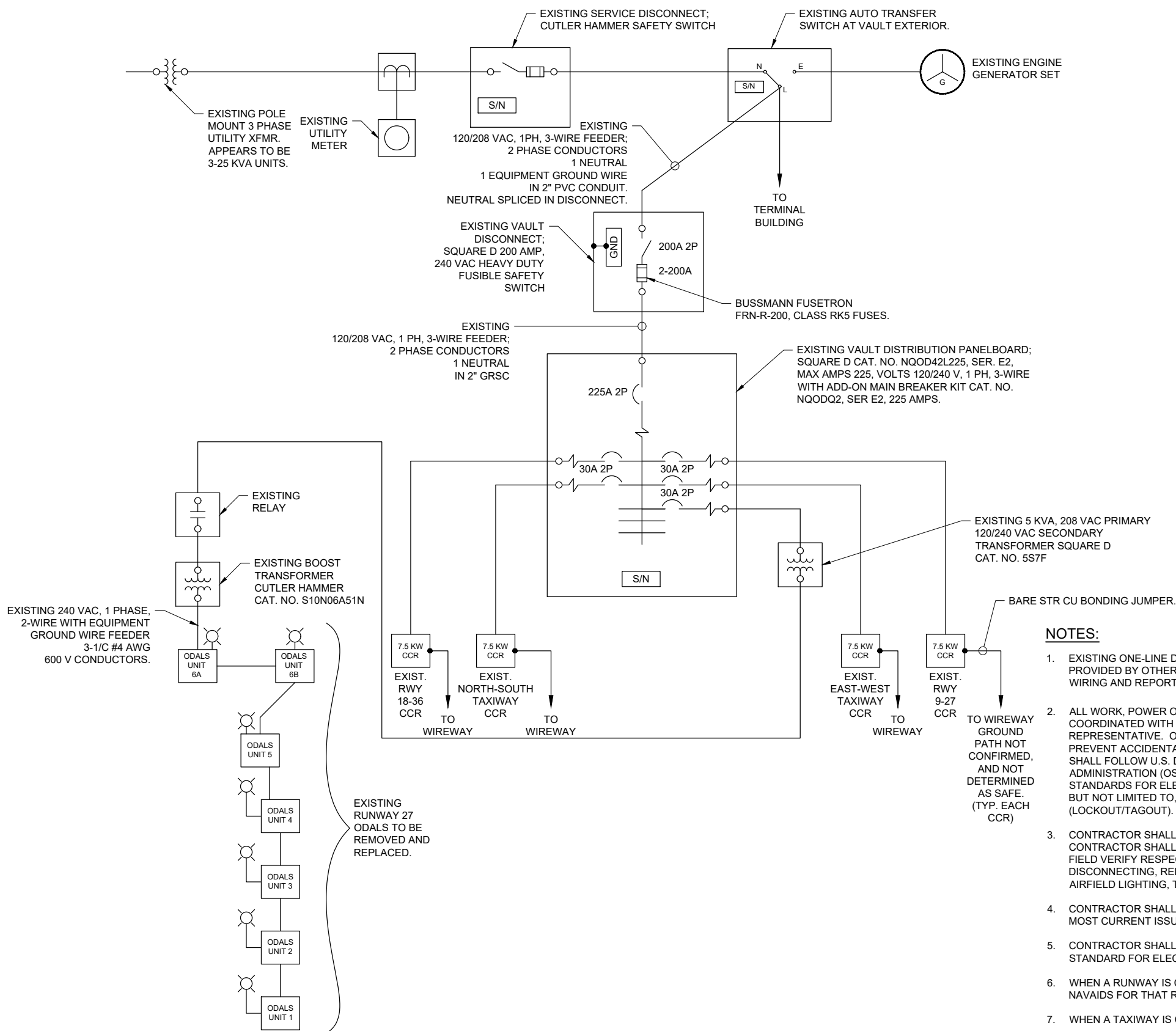
NO.	DATE	DESCRIPTION		
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 REVIEWED BY: BSS 6/6/2022

SHEET TITLE

EXISTING
 ELECTRICAL
 ONE-LINE FOR VAULT
 AND RWY 27 ODALS



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 RESIDENT PROJECT REPRESENTATIVE. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO, 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
- 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, RELOCATING, CONNECTING, OR WORKING ON THE RESPECTIVE AIRFIELD LIGHTING, TAXI SIGN, NAVAID, VAULT EQUIPMENT. 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.

EXISTING ELECTRICAL ONE LINE FOR VAULT AND RWY 27 ODALS

FOR BID



Kevin N. Lightfoot
 DATE SIGNED: 6/6/2022 LICENSE EXPIRES: 11/30/2023

REPLACE
 OMNI-DIRECTIONAL
 APPROACH LIGHTS
 (ODALS) ON
 RUNWAY 27

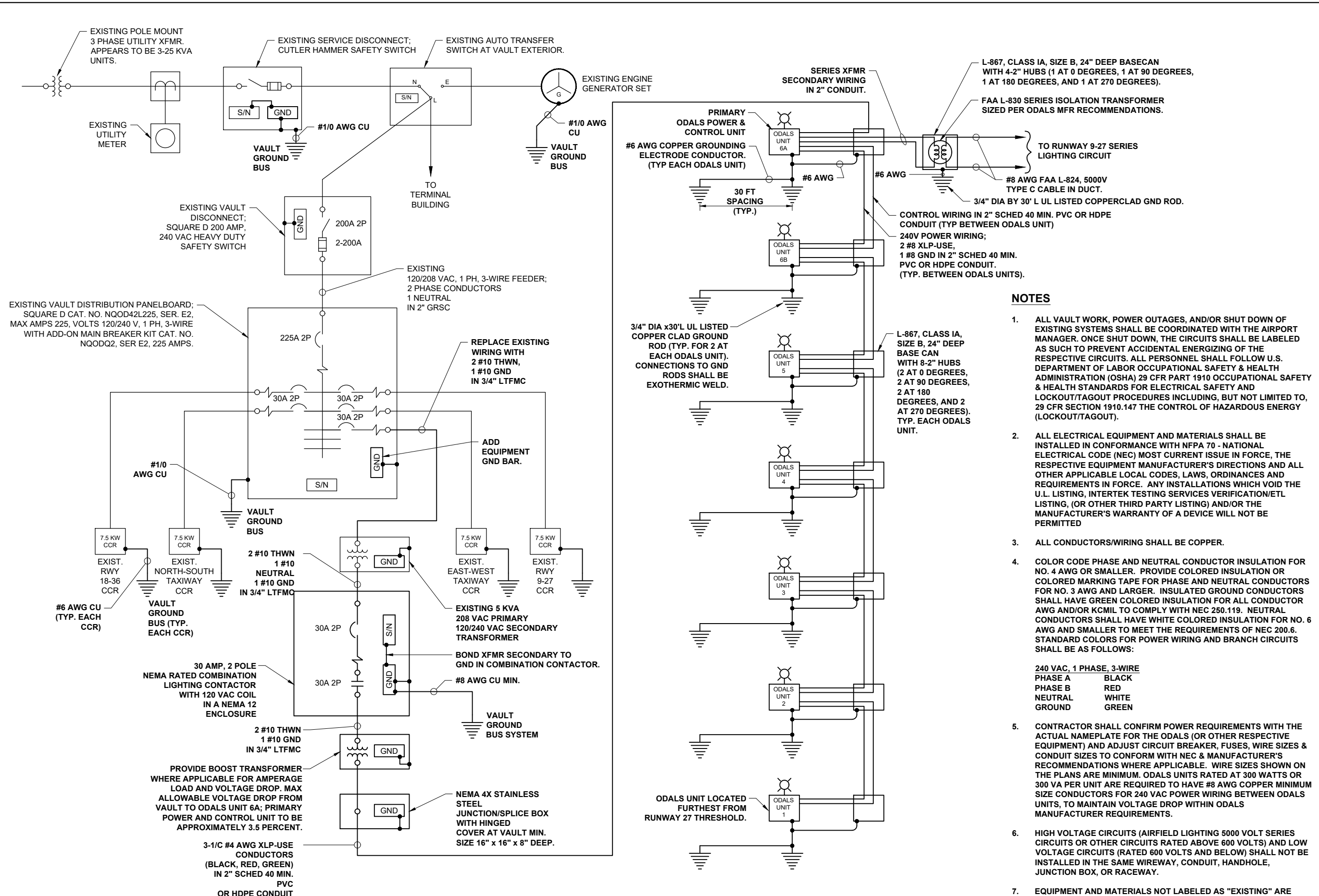
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SHEET TITLE

PROPOSED
 ELECTRICAL
 ONE-LINE FOR VAULT
 AND RWY 27 ODALS



PROPOSED ELECTRICAL ONE LINE FOR VAULT AND RWY 27 ODALS

FOR BID

JUN 21, 2022 1:28 PM STOL201647



Kevin N. Lightfoot

DATE: 6/6/2022 LICENSE: 11/30/2023
 SIGNED: 6/6/2022 EXPIRES: 11/30/2023

REPLACE
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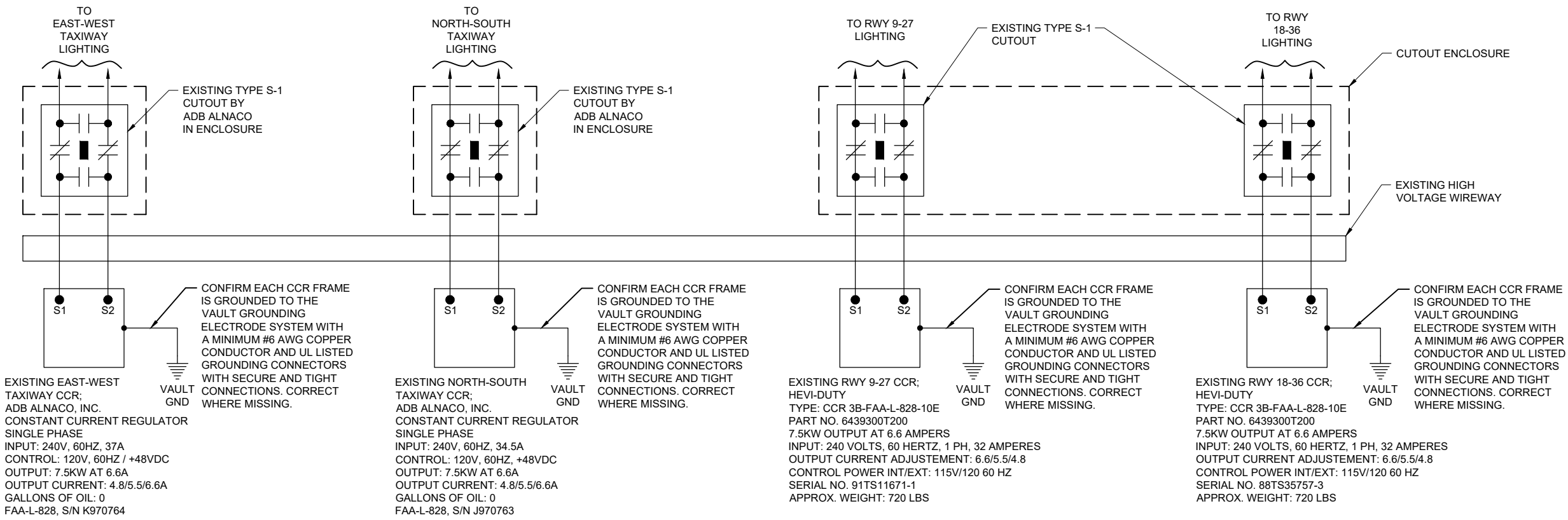
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SHEET TITLE

EXISTING HIGH
 VOLTAGE WIRING
 SCHEMATICS



EXISTING HIGH VOLTAGE WIRING SCHEMATIC FOR RUNWAYS AND TAXIWAYS

NOT TO SCALE

LEGEND

"CCR" DENOTES CONSTANT CURRENT REGULATOR

NOTES:

- KEEP ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS 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).
- EXAMINE THE SITE TO CONFIRM AND FIELD VERIFY EXISTING SITE CONDITIONS.
- VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES FOR RESPECTIVE SYSTEMS PRIOR TO REMOVING, DISCONNECTING, WORKING ON, RELOCATING, RECONNECTING, AND/OR INSTALLING THE RESPECTIVE AIRFIELD LIGHTING, TAXI SIGN, NAVAID, VAULT EQUIPMENT, OR OTHER DEVICES. THE CONTRACTOR WILL NEED TO EXERCISE CAUTION WHEN WORKING IN THE VAULT AND ON THE AIRFIELD. CONTRACTOR SHALL REPORT ANY VARIATIONS, DEFICIENCIES, AND/OR APPARENT SAFETY CONCERNS TO THE PROJECT ENGINEER AND THE RESIDENT PROJECT REPRESENTATIVE. CONTRACTOR SHALL FOLLOW LOCKOUT/TAGOUT PROCEDURES FOR SAFETY OF PERSONNEL.
- IDENTIFY EACH RESPECTIVE CIRCUIT PRIOR TO PERFORMING WORK ON THAT CIRCUIT.
- NOTE THE EXISTING AIRPORT ELECTRICAL VAULT HAS APPARENT NATIONAL ELECTRICAL CODE VIOLATIONS AND/OR OTHER APPARENT NFPA OR FAA SAFETY VIOLATIONS WHICH MIGHT CAUSE UNSAFE WORKING CONDITIONS. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS AND CIRCUITS. CONTRACTOR WILL NEED TO EXERCISE CAUTION WHEN WORKING IN THE VAULT(S) AND ON THE AIRFIELD.
- 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.
- EXERCISE CAUTION, PRACTICE SAFETY, AND DISCONNECT THE SERIES CIRCUITS FROM THE RESPECTIVE CONSTANT CURRENT REGULATORS, AS APPLICABLE WHEN PERFORMING WORK ON THE AIRFIELD LIGHTING OR WORK THAT MIGHT AFFECT THE AIRFIELD LIGHTING. CONTRACTOR SHALL MAKE NECESSARY ARRANGEMENTS TO DISCONNECT POWER AND LOCKOUT CIRCUITS FOR PROTECTION OF PERSONNEL.
- OVERSEE AND CONDUCT TESTS FOR AREAS OF WORK WHERE THE RESPECTIVE CIRCUITS MIGHT BE AFFECTED. MEGGER TEST AND RECORD EXISTING SERIES CIRCUITS (WITH A CABLE INSULATION TESTER) PRIOR TO CABLE WORK OR ANY OTHER WORK THAT MIGHT POSSIBLY AFFECT AIRFIELD LIGHTING SYSTEMS, AND AGAIN AFTER AIRFIELD LIGHTING MODIFICATIONS, ADDITIONS, UPGRADES AND/OR OTHER WORK HAS BEEN COMPLETED. PROVIDE 5KV INSULATION TESTER FOR 5,000 VOLT SERIES CIRCUIT CABLES. ALSO TEST AND RECORD SERIES CIRCUIT LOOP RESISTANCE WITH AN OHMMETER. PROVIDE COPY OF TEST RESULTS TO THE ENGINEER OF RECORD (EOR) WITHIN 5 DAYS OF CONDUCTING TESTS.
- RESPECTIVE CCR'S SHALL BE TESTED FOR PROPER OPERATION BEFORE REMOVAL WORK, MODIFICATIONS, ADDITIONS AND/OR ANY AIRFIELD WORK THAT MIGHT AFFECT LIGHTING CIRCUITS AND AGAIN AFTER THE AIRFIELD WORK AND ADDITIONS HAVE BEEN COMPLETED. CONTRACTOR SHALL TEST AND RECORD THE INPUT CURRENT AND OUTPUT CURRENT FOR EACH CONSTANT CURRENT REGULATOR IN THE AUTOMATIC AND MANUAL MODES OF OPERATION. PROVIDE A TRUE RMS AMMETER FOR CURRENT MEASUREMENTS. CONTRACTOR SHALL REPORT CONCERNS AND/OR DEFICIENCIES TO THE RESIDENT PROJECT REPRESENTATIVE AND THE ENGINEER OF RECORD (EOR). WRITTEN TEST RESULTS SHALL BE PROVIDED TO THE RESIDENT ENGINEER AND THE ENGINEER OF RECORD (EOR).

FOR BID



Kevin N. Lightfoot

DATE SIGNED: 6/6/2022 LICENSE EXPIRES: 11/30/2023

REPLACE
OMNI-DIRECTIONAL
APPROACH LIGHTS
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RUNWAY 27

IDA No: LWV-5003

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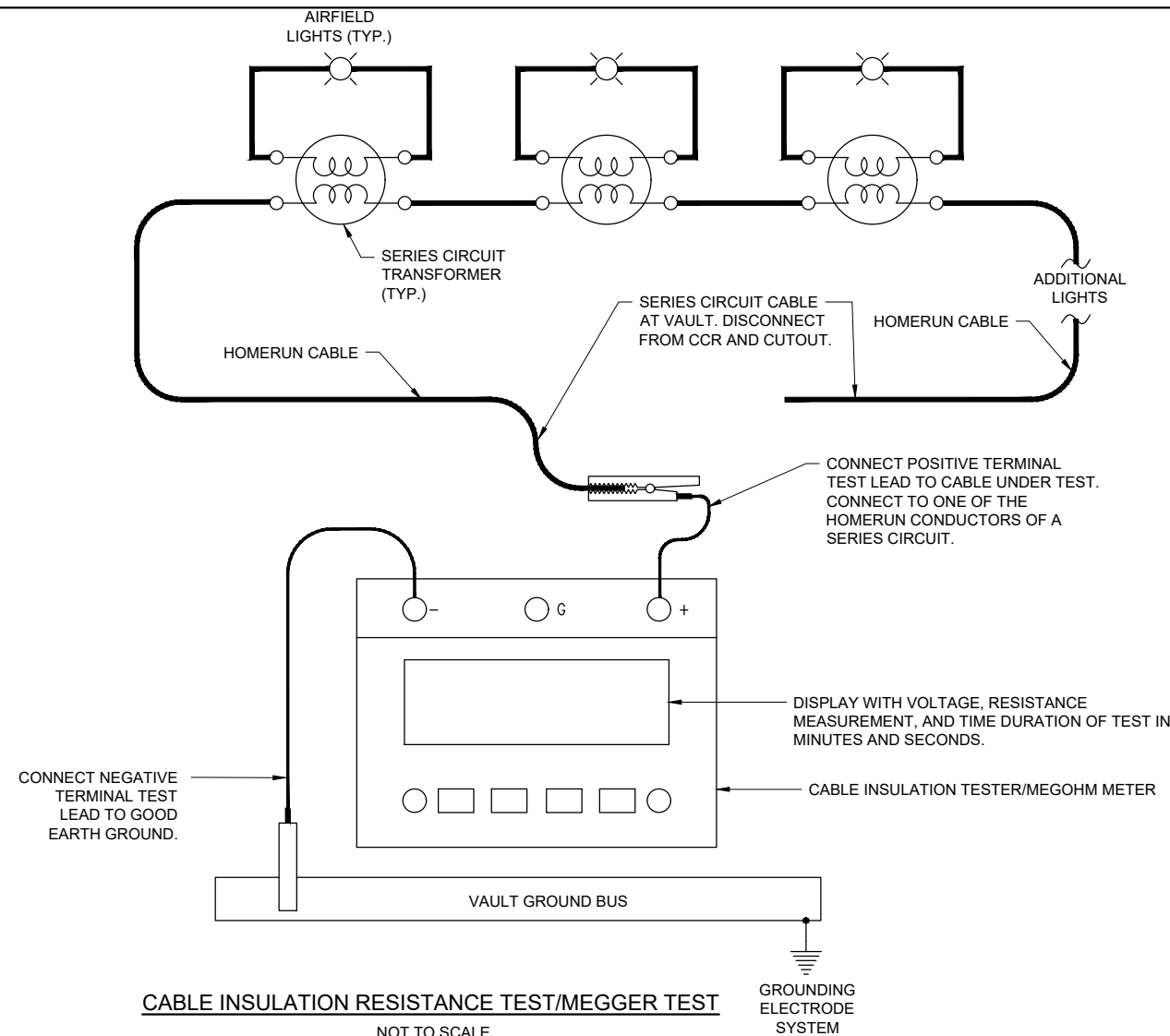
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SHEET TITLE

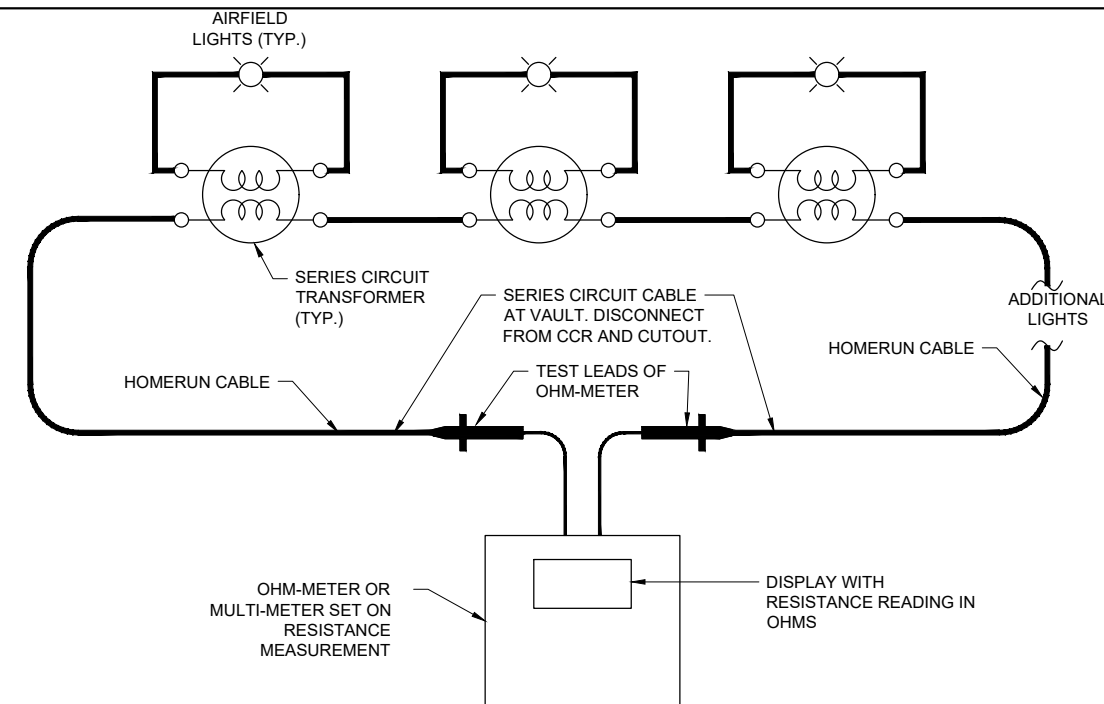
SERIES CIRCUIT
CABLE TESTING
DETAILS



CABLE INSULATION RESISTANCE TEST/MEGGER TEST
NOT TO SCALE

CABLE INSULATION RESISTANCE TEST (MEGGER TEST) NOTES

- PRIOR TO BEGINNING EXCAVATIONS, AIRFIELD LIGHTING MODIFICATIONS, CABLE INSTALLATION, AND/OR ANY OTHER WORK THAT MIGHT POSSIBLY AFFECT AIRFIELD LIGHTING CIRCUITS, ALL EXISTING SERIES CIRCUIT LIGHTING CABLES SHALL BE MEGGER TESTED WITH AN INSULATION RESISTANCE TESTER AND RECORDED AT THE RESPECTIVE AIRPORT ELECTRICAL VAULT.
- AFTER AIRFIELD LIGHTING MODIFICATIONS, ADDITIONS, UPGRADES, AND/OR OTHER WORK AND ADDITIONS HAVE BEEN COMPLETED ALL EXISTING SERIES CIRCUIT LIGHTING CABLES SHALL BE MEGGER TESTED WITH AN INSULATION RESISTANCE TESTER AND RECORDED AT THE RESPECTIVE AIRPORT ELECTRICAL VAULT.
- THE CONTRACTOR IS RESPONSIBLE TO EMPLOY THE SERVICES OF PERSONNEL QUALIFIED, FAMILIAR WITH, AND TRAINED TO PERFORM THE RESPECTIVE TESTS, AND QUALIFIED TO WORK ON 5000 VOLT AIRFIELD LIGHTING SERIES CIRCUITS, CONSTANT CURRENT REGULATORS, AND ASSOCIATED AIRPORT ELECTRICAL VAULT EQUIPMENT.
- INSULATION RESISTANCE TESTING EQUIPMENT FOR USE WITH 5,000 VOLT SERIES CIRCUIT CABLES SHALL USE AN INSULATION RESISTANCE TESTER CAPABLE OF TESTING THE CABLES AT 5,000 VOLTS. OLDER SERIES CIRCUIT CABLES AND/OR CABLES IN POOR CONDITION MAY REQUIRE THE TEST VOLTAGE TO BE PERFORMED AT A VOLTAGE LOWER THAN 5,000 VOLTS (EXAMPLE 1,000 VOLTS, 500 VOLTS, OR LESS THAN 500 VOLTS). THE RESPECTIVE TEST VOLTAGE SHALL BE RECORDED FOR EACH CABLE INSULATION RESISTANCE TEST RESULT.
- INSULATION RESISTANCE TESTING EQUIPMENT FOR USE WITH 600 VOLT RATED CABLES SHALL USE A 500 VOLT INSULATION RESISTANCE TESTER. THE RESPECTIVE TEST VOLTAGE SHALL BE RECORDED FOR EACH CABLE INSULATION RESISTANCE TEST RESULT.
- IT IS RECOMMENDED TO USE THE SAME INSULATION RESISTANCE TEST EQUIPMENT THROUGHOUT THE PROJECT TO ENSURE RELIABLE COMPARATIVE READINGS AT THE BEGINNING OF THE PROJECT AND AT THE COMPLETION OF THE PROJECT.
- DISCONNECT THE AIRFIELD LIGHTING SERIES CIRCUIT CABLES FROM THE CONSTANT CURRENT REGULATOR WHEN PERFORMING CABLE INSULATION RESISTANCE TESTS (MEGGER TESTS). TEST THE CABLES THAT GO TO THE AIRFIELD FOR THE RESPECTIVE AIRFIELD LIGHTING SERIES CIRCUIT. CONNECT THE CABLE INSULATION RESISTANCE TESTER TO ONE OF THE AIRFIELD LIGHTING SERIES CIRCUIT CABLES AND TO A GOOD GROUND IN THE AIRPORT ELECTRICAL VAULT SUCH AS THE AIRPORT VAULT GROUND BUS. CONDUCT THE CABLE INSULATION RESISTANCE TEST ON EACH RESPECTIVE CABLE FOR NOT LESS THAN 90 SECONDS. RECORD THE TEST RESULTS AT THE END OF THE TIME DURATION FOR THE TEST.
- FAA ADVISORY CIRCULAR 150/5340-26C MAINTENANCE OF AIRPORT VISUAL AID FACILITIES PROVIDES GUIDANCE ON INSULATION RESISTANCE TESTS. ALSO REFER TO THE USER MANUAL FOR THE RESPECTIVE CABLE INSULATION RESISTANCE TESTER. REASONABLY NEW SERIES CIRCUIT CABLES AND TRANSFORMERS WITH GOOD CONNECTIONS SHOULD READ 500 MEGA-OHMS TO 1,000 MEGA-OHMS OR HIGHER. THE READINGS SHOULD DECREASE WITH AGE. THE RESISTANCE VALUE DECLINES OVER THE SERVICE LIFE OF THE CIRCUIT; A 10-20 PERCENT DECLINE PER YEAR MAY BE CONSIDERED NORMAL. A YEARLY DECLINE OF 50 PERCENT (4 PERCENT MONTHLY) OR GREATER INDICATES THE EXISTENCE OF A PROBLEM, SUCH AS A HIGH RESISTANCE GROUND, SERIOUS DETERIORATION OF THE CIRCUIT INSULATION, LIGHTNING DAMAGE, BAD CONNECTIONS, BAD SPLICES, CABLE INSULATION DAMAGE, OR OTHER FAILURE. FAA ADVISORY CIRCULAR 150/5340-26C NOTES "GENERALLY SPEAKING, ANY CIRCUIT THAT MEASURES LESS THAN 1 MEGOHM IS CERTAINLY DESTINED FOR RAPID FAILURE." AIRFIELD LIGHTING SERIES CIRCUITS WITH CABLE INSULATION READINGS OF LESS THAN 1 MEGOHM ARE NOT UNCOMMON FOR OLDER CIRCUITS THAT ARE 20 YEARS OR MORE OF AGE.
- BASED ON INFORMATION IN FAA AC NO. 150/5340-26C MAINTENANCE OF AIRPORT VISUAL AID FACILITIES, THE CABLE INSULATION RESISTANCE VALUE INEVITABLY DECLINES OVER THE SERVICE LIFE OF THE CIRCUIT; A 10-20 PERCENT DECLINE PER YEAR MAY BE CONSIDERED NORMAL. IN THE EVENT THAT THE CABLE INSULATION RESISTANCE READINGS HAVE DECLINED MORE THAN 2 PERCENT PER MONTH IT MIGHT INDICATE CABLE DAMAGE DUE TO LIGHTNING OR DAMAGE AS A RESULT OF CONTRACTOR OPERATIONS. WHERE THE CABLE INSULATION RESISTANCE READINGS HAVE DECLINED MORE THAN 2 PERCENT PER MONTH OVER THE PROJECT CONSTRUCTION DURATION AS A RESULT OF CONTRACTOR OPERATIONS, CONTRACTOR WILL NEED TO INVESTIGATE, ADDRESS, AND REPAIR THE RESPECTIVE CABLE CIRCUITS.



MEASURE RESISTANCE OF SERIES CIRCUIT LOOP.
NOT TO SCALE

SERIES CIRCUIT LOOP RESISTANCE MEASUREMENT NOTES

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

FOR BID



Kevin N. Lightfoot

DATE: 6/6/2022 LICENSE: 062-047643
SIGNED: 6/6/2022 EXPIRES: 11/30/2023

REPLACE
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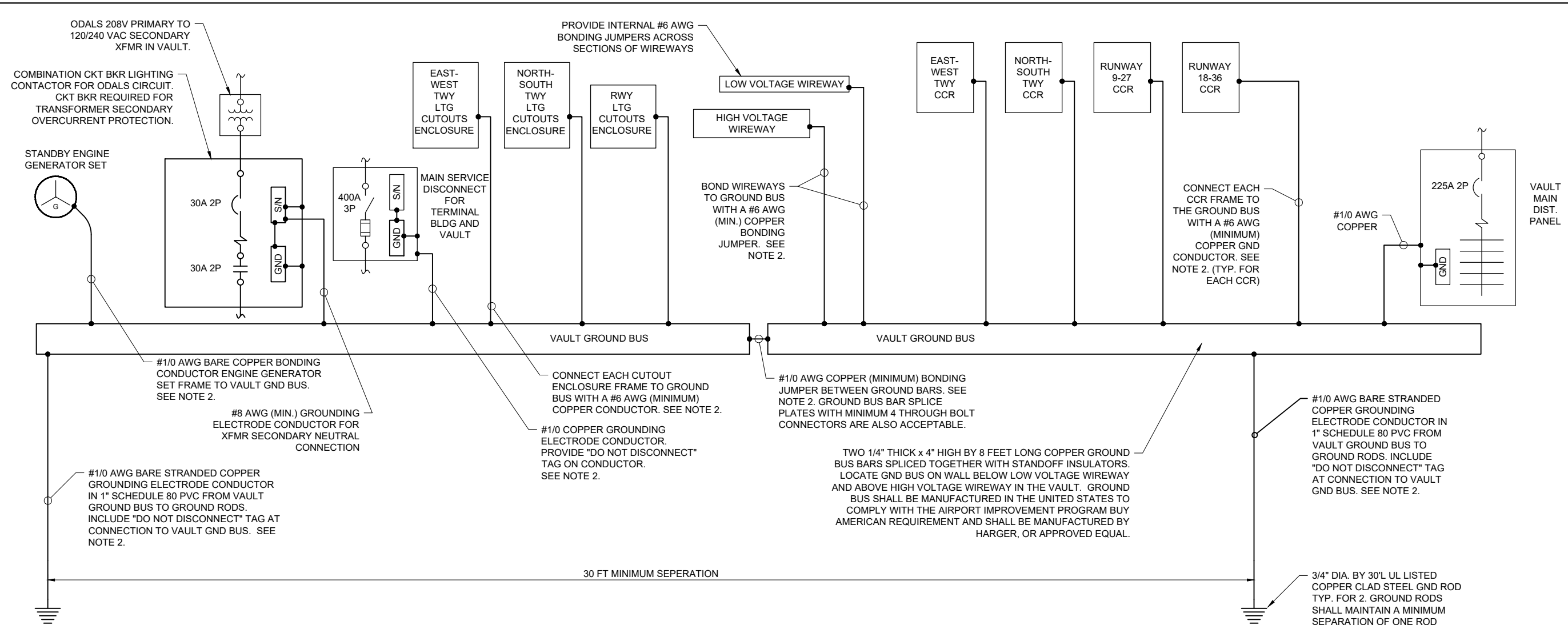
DESIGN BY: KNL 4/28/2022

DRAWN BY: CWS 5/2/2022

REVIEWED BY: BSS 6/6/2022

SHEET TITLE

NEW VAULT GROUND
BUS RISER



VAULT GROUND BUS RISER

NOTES

1. NEW GROUND BUS SHALL BE FURNISHED AND INSTALLED IN VAULT.
2. CONNECTIONS TO GROUND BUS BAR SHALL BE WITH 2-HOLE TONGUE LONG BARREL COMPRESSION LUGS BOLTED TO THE BUS BAR, WITH 3/8-INCH STAINLESS STEEL BOLTS, NUTS, AND WASHERS. CONNECTIONS TO EQUIPMENT SHALL ALSO BE WITH 2-HOLE TONGUE LONG BARREL COMPRESSION LUGS BOLTED TO THE RESPECTIVE EQUIPMENT, WITH 3/8-INCH STAINLESS STEEL BOLTS, NUTS, AND WASHERS OR WITH MFR GROUND LUGS.
3. ALL CONNECTIONS TO THE GROUND RODS SHALL BE EXOTHERMIC WELD.
4. ALL INSULATED GROUND WIRES SHALL HAVE GREEN COLORED INSULATION FOR ALL CONDUCTOR AWG AND KCMIL.
5. CONSTANT CURRENT REGULATORS SHALL BE SHUT OFF PRIOR TO DISCONNECTING EXISTING FRAME GROUNDS AND SHALL REMAIN OFF UNTIL GROUNDING UPGRADES AND NEW GROUND CONNECTIONS ARE COMPLETED.
6. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR UNDER ITEM AR109200 INSTALL ELECTRICAL EQUIPMENT PER LUMP SUM.
7. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS. REPORT ANY VARIATIONS TO THE PROJECT ENGINEER. EXISTING EQUIPMENT CONNECTED TO THE EXISTING GROUND SYSTEM SHALL BE RECONNECTED TO THE NEW GROUND BAR.
8. TEST GROUND RODS AND RECORD RESULTS. WHERE GROUND RESISTANCE TEST RESULTS FOR THE VAULT GROUNDING ELECTRODE SYSTEM EXCEED 25 OHMS CONTACT PROJECT ENGINEER FOR FURTHER DIRECTION.

FOR BID

