

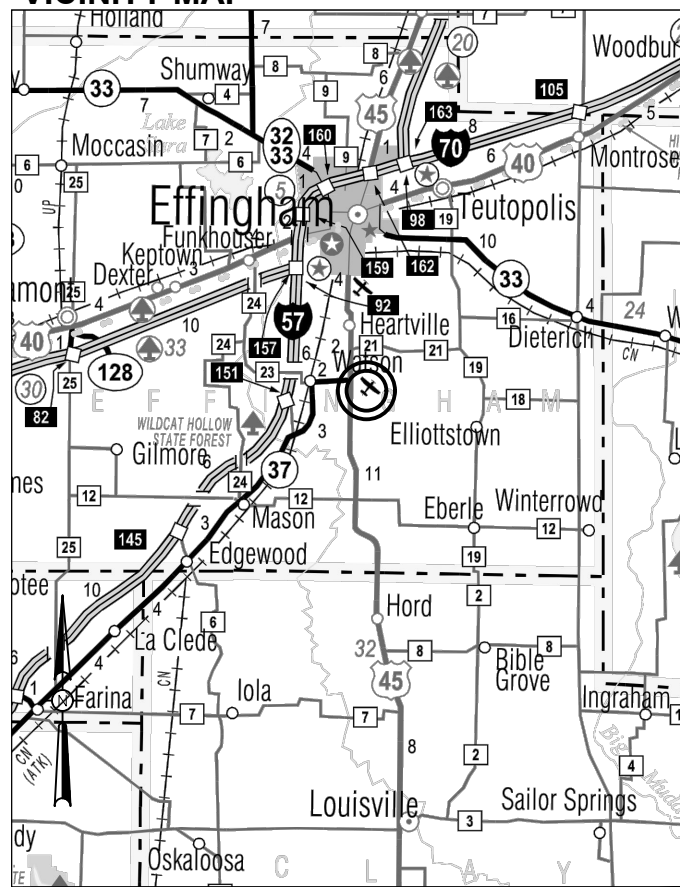
CONSTRUCTION PLANS

EXPAND THE EAST HALF OF THE AIRCRAFT PARKING APRON

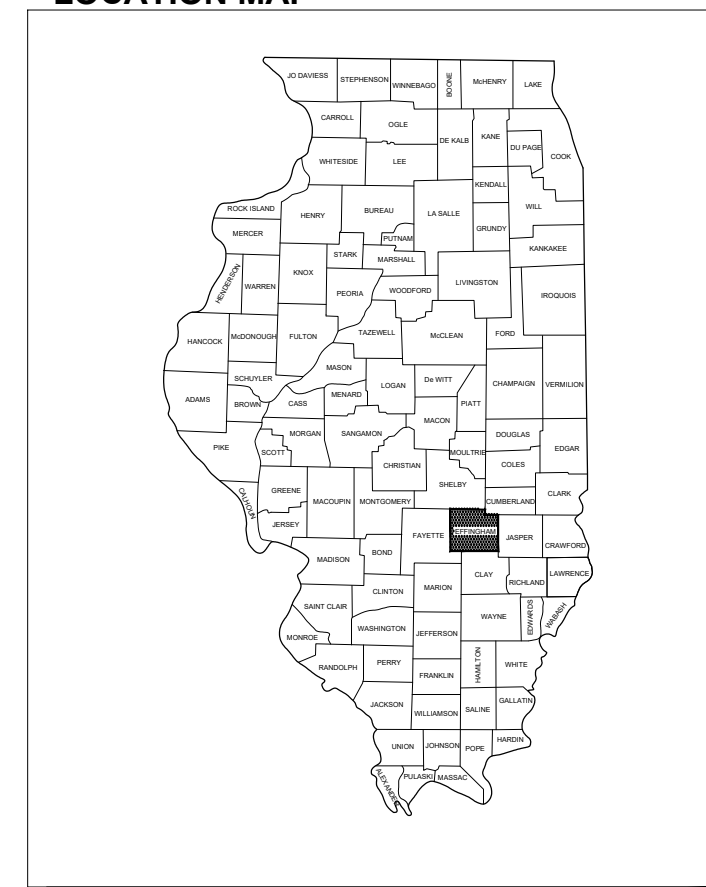
**EFFINGHAM COUNTY AIRPORT COMMISSION
EFFINGHAM COUNTY MEMORIAL AIRPORT (1H2)
EFFINGHAM, EFFINGHAM COUNTY, ILLINOIS**

**ILLINOIS PROJECT NO. 1H2-4559
A.I.P. PROJECT NO. 3-17-SBGP-133/139**

VICINITY MAP



LOCATION MAP



**DATE OF PLANS:
SEPTEMBER 14, 2018**

NOTICE TO CONTRACTORS AND BIDDERS

THESE CONSTRUCTION PLANS RELY UPON THE SPECIAL PROVISIONS AND THE SPECIFICATIONS TO PROVIDE FOR A COMPLETE DESCRIPTION OF THE WORK AND CONSTRUCTION REQUIREMENTS. THE PLANS SHALL ONLY BE USED IN COMBINATION WITH ALL CONTRACT DOCUMENTS.

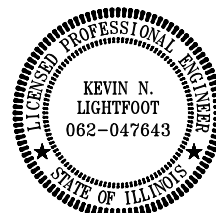
I:\17\08\17\A000117\A000117\A000117\CADD\AIRPORT\SHSHEET\CG-001-CVR.DWG

No.	Issue/Description	Sheets Changed	Date	By

COVERING
ELECTRICAL DESIGN

Kevin Lightfoot

Kevin Lightfoot, P.E.
Electrical Engineer



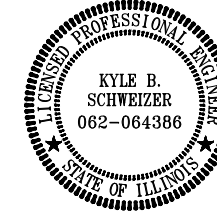
September 14, 2018
Date



HANSON PROFESSIONAL SERVICES INC.
1525 South Sixth Street
Springfield, Illinois 62703-2886
Telephone: 217.788.2450
Fax: 217.788.2503

Kyle B. Schweizer

Kyle B. Schweizer, P.E.
Project Engineer



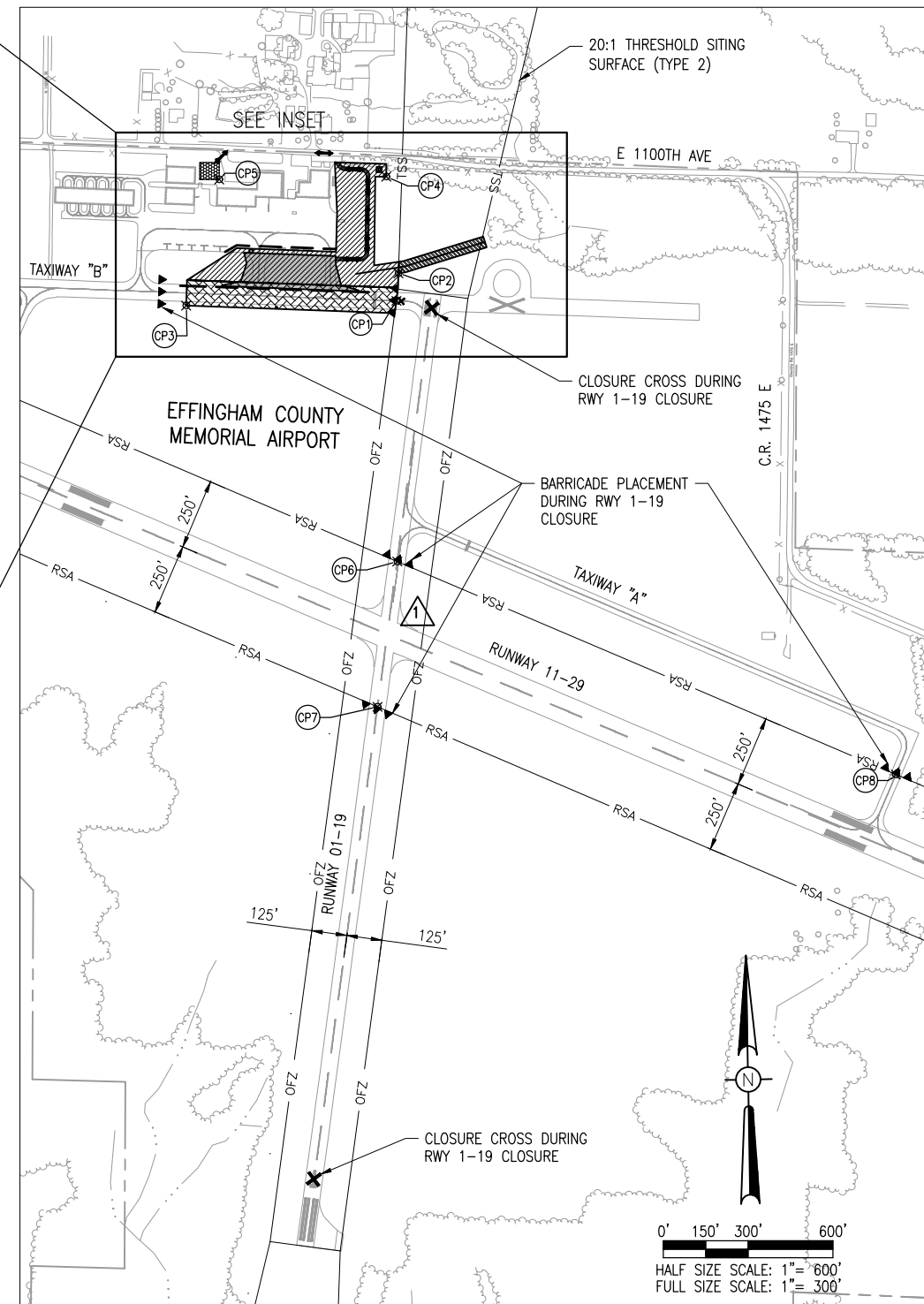
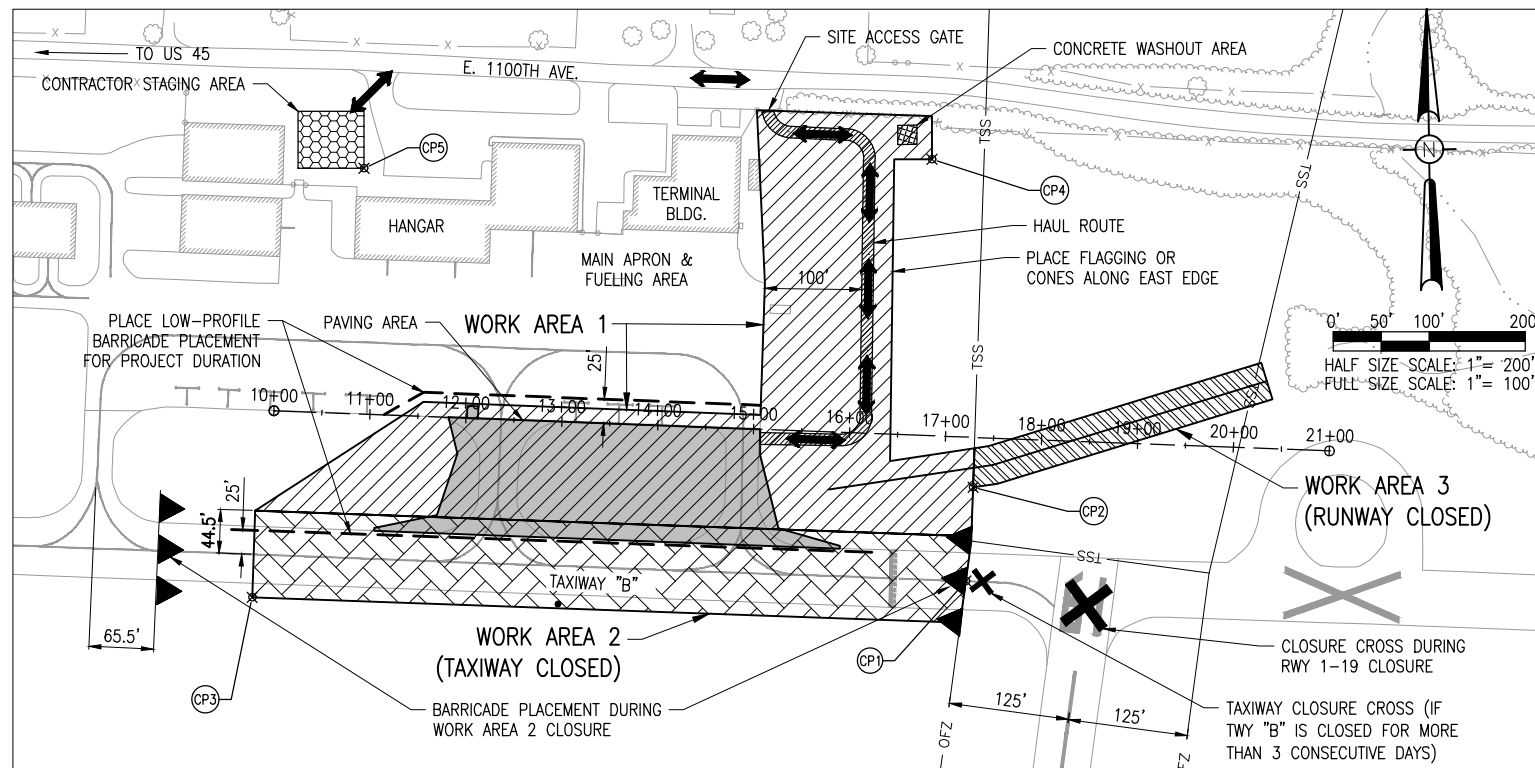
September 14, 2018
Date

EFFINGHAM COUNTY AIRPORT COMMISSION
Effingham County Memorial Airport
14449 East 1100th Ave.
Effingham, Illinois

Greg Koester

Greg Koester
Airport Superintendent

September 14, 2018
Date



CONSTRUCTION SAFETY PLAN

- GENERAL** - THE EFFINGHAM COUNTY MEMORIAL AIRPORT IS A GENERAL AVIATION AIRPORT COMPRISED OF TWO PAVED RUNWAYS, PRIMARY RUNWAY 11-29 (5,100' X 100' CONCRETE) AND RUNWAY 1-19 (4,000' X 60' ASPHALT), ASSOCIATED TAXIWAYS, AND A LARGE MAIN RAMP AREA. THE PROPOSED CONSTRUCTION WILL REQUIRE THE SHORT TERM CLOSURE OF RUNWAY 1-19 AND PERIODIC DAY-TIME ONLY CLOSURES OF THE PORTION OF TAXIWAY "B" IN THE PROJECT AREA. RUNWAY 11-29 WILL REMAIN OPEN THROUGHOUT THE PROJECT.
- PROJECT DESCRIPTION** - THIS PROJECT SHALL CONSIST OF EXPANDING THE EAST HALF OF THE AIRCRAFT PARKING APRON IN FRONT OF THE TERMINAL AREA. ASSOCIATED WORK ITEMS INCLUDE BITUMINOUS PAVEMENT REMOVAL, CONCRETE PAVING, GRADING, AGGREGATE BASE COURSE, DRAINAGE IMPROVEMENTS, AIRFIELD LIGHTING RELOCATION, SEEDING AND EROSION CONTROL.
- 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 RUNWAY 11-29 IS GOVERNED BY THE RUNWAY SAFETY AREA (RSA) TO A WIDTH OF 250' FROM THE RUNWAY CENTERLINE, AND THE THRESHOLD SITING SURFACE (TSS) STARTING 200' PAST EACH RUNWAY END AND RISING AT A SLOPE OF 20:1. THE AOA FOR RUNWAY 1-19 IS GOVERNED BY THE RUNWAY OBSTACLE FREE ZONE (OFZ) TO A WIDTH OF 125' FROM THE RUNWAY CENTERLINE, AND THE THRESHOLD SITING SURFACE (TSS) STARTING AT EACH RUNWAY END AND RISING AT A SLOPE OF 20:1. 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 MARKING.
- WORK AREAS**
 - THIS PROJECT AT TIMES WILL IMPACT THE AIR OPERATIONS TO RUNWAY 1-19, AND AFFECT TAXIWAY "B" FOR THE PROJECT DURATION. IN ORDER TO PROVIDE THE MOST WORKABLE AREA AVAILABLE WHILE KEEPING THE TAXIWAY OPEN, THE AIRCRAFT PERMITTED TO USE THAT PORTION OF TAXIWAY "B" WILL BE REDUCED VIA NOTAM TO GROUP I AIRCRAFT (49' MAX WINGSPAN) INSTEAD OF THE CURRENT GROUP II (UP TO 79' WINGSPAN).
 - WORK AREA 1** COVERS THE MAJORITY OF THE PROJECT AREA, AND DOES NOT REQUIRE CLOSURE OF EITHER RUNWAY 1-19 OR TAXIWAY "B". LOW PROFILE BARRICADES SHALL BE PLACED ALONG BOTH THE MAIN APRON AND THE NORTH SIDE OF TAXIWAY "B" DELINEATING WORK AREA 1. THE CONTRACTOR SHALL ALSO PLACE FLAGGED LATHE OR ORANGE CONES ALONG THE EASTERN LIMITS TO KEEP WORKERS AND EQUIPMENT FROM INADVERTENTLY ENCROACHING INTO THE APPROACH OF RUNWAY 19.
 - WORK AREA 2** COVERS THE WORK WITHIN THE OBJECT FREE AREA OF TAXIWAY "B" (WITHIN 44.5' OF TAXIWAY CENTERLINE). WHEN THE CONTRACTOR INTENDS TO WORK IN THIS AREA, THAT PORTION OF THE TAXIWAY SHALL BE CLOSED AS SHOWN ON THIS SHEET. THE CONTRACTOR SHALL ARRANGE THE WORK IN A MANNER THAT REQUIRES THE SHORTEST CLOSING DURATION OF THE TAXIWAY FOR EACH WORK ITEM. IF THE TAXIWAY CLOSURE WILL LAST LONGER THAN 3 CONSECUTIVE DAYS THE CONTRACTOR SHALL PAINT A TEMPORARY TAXIWAY CLOSURE "X" IN THE AREA SHOWN WITH AN EASILY REMOVABLE YELLOW PAINT.
 - WORK AREA 3** COVERS THE WORK AREA LOCATED IN THE APPROACH TO RUNWAY 1-19, AND WILL REQUIRE IT'S CLOSURE AS SHOWN ON THIS SHEET. NO WORK MAY OCCUR IN THIS AREA WHILE RUNWAY 1-19 IS OPEN. WORK INCLUDES INSTALLATION OF A DRAINAGE PIPE ACROSS THE RUNWAY SAFETY AREA, THEREFORE THE RUNWAY WILL BE CLOSED CONTINUOUSLY WHILE THIS WORK IS BEING COMPLETED OR WHILE ANY TRENCHES ARE OPEN. THE CONTRACTOR SHALL HAVE 3 DAYS OF CLOSURE TO COMPLETE THE PIPE INSTALLATION, AND ONE ADDITIONAL DAY TO COMPLETE SEEDING AND RESTORATION.
- ALL EQUIPMENT MUST BE LOWERED WHEN NOT IN USE OR IN TRANSIT AND MAY NOT BE LEFT WITHIN 400' OF EITHER RUNWAY CENTERLINE.
- THE CONTRACTOR SHALL NOTE THAT THE HAUL ROUTE CROSSES MULTIPLE AIRFIELD ELECTRICAL HOME RUN CABLES. REFER TO REMOVAL SHEET FOR DEPICTION OF HAUL ROUTE LAYOUT AND CABLE CROSSINGS, AND NOTES REGARDING PROTECTION.
- REFER TO THE SAFETY NOTES & DETAILS SHEET FOR ADDITIONAL SAFETY INFORMATION.

LEGEND

- WORK AREA 1
- WORK AREA 2
- WORK AREA 3
- CONTRACTOR STAGING AREA
- SITE ACCESS ROUTE
- AIRPORT PROPERTY LINE
- SAFETY CRITICAL POINT
- EXISTING FENCE LINE
- EXISTING TREE LINE

CRITICAL POINTS					
POINT #	DESCRIPTION	LATITUDE	LONGITUDE	GROUND (MSL)	HEIGHT (AGL)
1	EQUIPMENT	N039° 04' 27.860"	W088° 32' 02.083"	581.0	25'
2	EQUIPMENT	N039° 04' 28.825"	W088° 32' 01.991"	578.2	25'
3	EQUIPMENT	N039° 04' 27.676"	W088° 32' 11.509"	584.6	25'
4	EQUIPMENT	N039° 04' 32.200"	W088° 32' 02.544"	581.5	25'
5	EQUIPMENT	N039° 04' 32.094"	W088° 32' 10.043"	584.4	25'
6	BARRICADES	N039° 04' 18.747"	W088° 32' 02.018"	579.0	2'
7	BARRICADES	N039° 04' 13.665"	W088° 32' 02.887"	577.0	2'
8	BARRICADES	N039° 04' 11.341"	W088° 31' 39.637"	568.0	2'

HORIZONTAL AND VERTICAL CONTROL DATA				
NO.	DESCRIPTION	NORTHING	EASTING	ELEV.
1	"EFFPORT" NGS MONUMENT	875,675.12	927,403.58	575.99
2	"EFFPORT AZ MK" NGS MONUMENT	876,337.83	925,884.06	582.49
	PROJECT ALIGNMENT STA. 10+00	877,003.81	926,584.73	
	PROJECT ALIGNMENT STA. 21+00	876,961.89	927,683.93	

SURVEY NOTES

- ALL COORDINATE VALUES SHOWN IN TABLE ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST 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.

I:\17\OBS\17A0001\17A0001\DCAD\AIRPORT\SHSHEETG-101-SFY.DWG
SEP 14, 2018 9:21 PM SCHWED/286

EXPAND THE EAST HALF OF THE AIRCRAFT PARKING APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

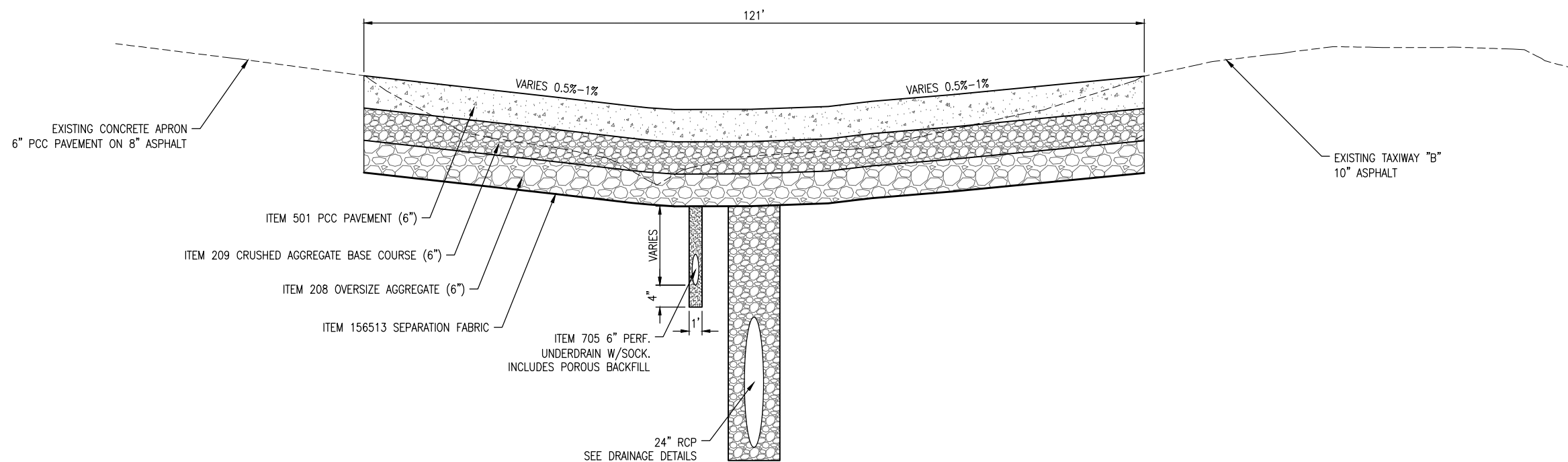
Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

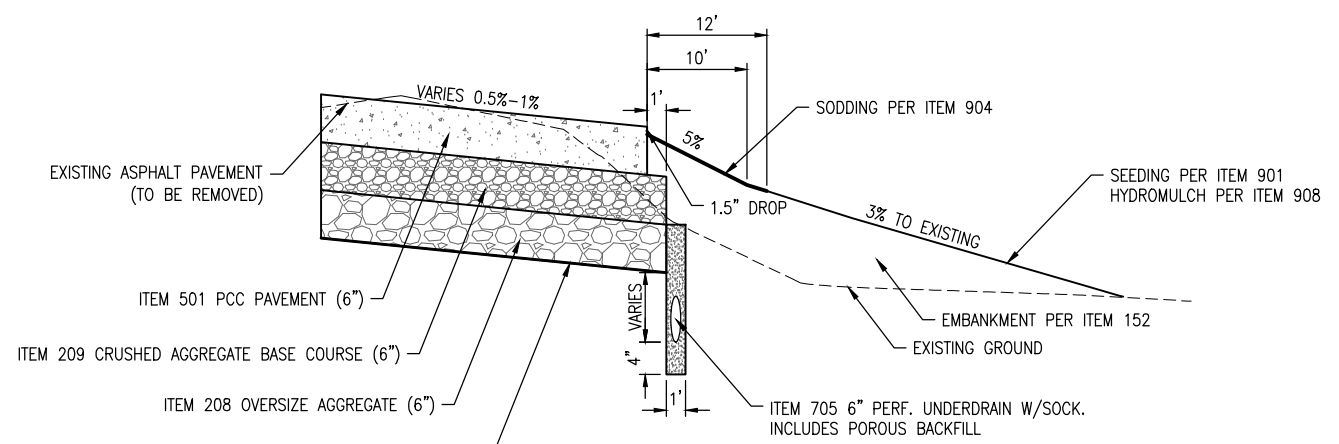
ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: G-101-SFY.DWG
DESIGN BY: KBS
DRAWN BY: KBS
REVIEWED BY: RAW

SHEET TITLE

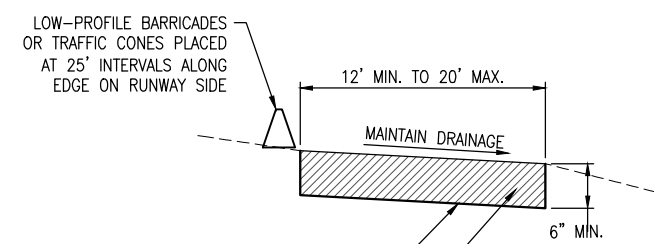
SAFETY PLAN



TYPICAL SECTION A-A
N.T.S.



TYPICAL SECTION B-B
N.T.S.



HAUL ROUTE DETAIL
N.T.S.

- 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.
 - A TEMPORARY CULVERT WILL NEED TO BE INSTALLED OVER A SMALL DITCH LINE APPROXIMATELY 200' WEST OF THE TAXIWAY PAVEMENT EDGE - MIN. DIA. 18". CULVERT AND ANY OTHER GRADING OR DRAINAGE ITEMS NECESSARY TO MAINTAIN DRAINAGE ALONG HAUL ROUTE AND STAGING AREA ARE INCIDENTAL TO HAUL ROUTE ITEM.
 - 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.
 - HAUL ROUTE MAY BE PLACED ABOVE GRADE OVER CABLE CROSSING AREAS.
 - ALL WORK AND MATERIALS INVOLVING HAUL ROUTE SHALL BE PAID FOR UNDER ITEM AR150540 "HAUL ROUTE" - PER LUMP SUM.

EXPAND THE EAST
HALF OF THE
AIRCRAFT PARKING
APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: C-501-TYP.DWG
DESIGN BY: KBS
DRAWN BY: KBS
REVIEWED BY: RAW

SHEET TITLE

TYPICAL SECTIONS

**EXPAND THE EAST
HALF OF THE
AIRCRAFT PARKING
APRON**

IDA No.: 1H2-4559
SBG No.: 3-17-SBGP-133/139

Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: C-111-REM.DWG
DESIGN BY: KBS
DRAWN BY: KBS
REVIEWED BY: RAW

SHEET TITLE

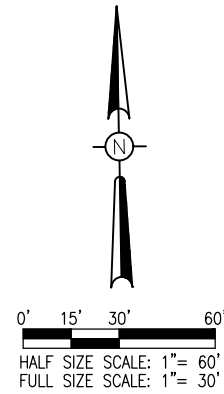
REMOVAL PLAN

REMOVAL NOTES:

- CONTRACTOR SHALL REMOVE THE TAXI CENTERLINE PAVEMENT MARKING RADII AT START OF PROJECT.
- REGARDING STORM SEWER PIPES TO BE FILLED WITH CLSM - CONTRACTOR SHALL REMOVE AS NECESSARY ANY PORTIONS OF PIPE TO BE ABANDONED PER ITEM 153501 WHICH INTERFERE WITH INSTALLATION OF PROPOSED STORM SEWER/UNDERDRAIN PIPES AND STRUCTURES. FULL-LENGTH QUANTITY WILL BE MEASURED AND PAID REGARDLESS OF PORTIONS THAT ARE REMOVED. REMOVAL AND DISPOSAL OF ANY PIPE IS INCIDENTAL TO THE PROPOSED PIPE.
- APPROXIMATE BITUMINOUS PAVEMENT THICKNESSES ARE SHOWN. DIFFERENCES OR VARIATIONS IN THICKNESS ENCOUNTERED DURING PAVEMENT REMOVAL SHALL NOT BE CAUSE FOR ADJUSTMENT IN UNIT PRICES OR QUANTITY.
- HAUL ROUTE - PRIOR TO HAUL ROUTE INSTALLATION, THE CONTRACTOR SHALL LOCATE
- REFER TO ELECTRICAL PLAN SHEETS FOR ELECTRICAL DEMO INFORMATION.

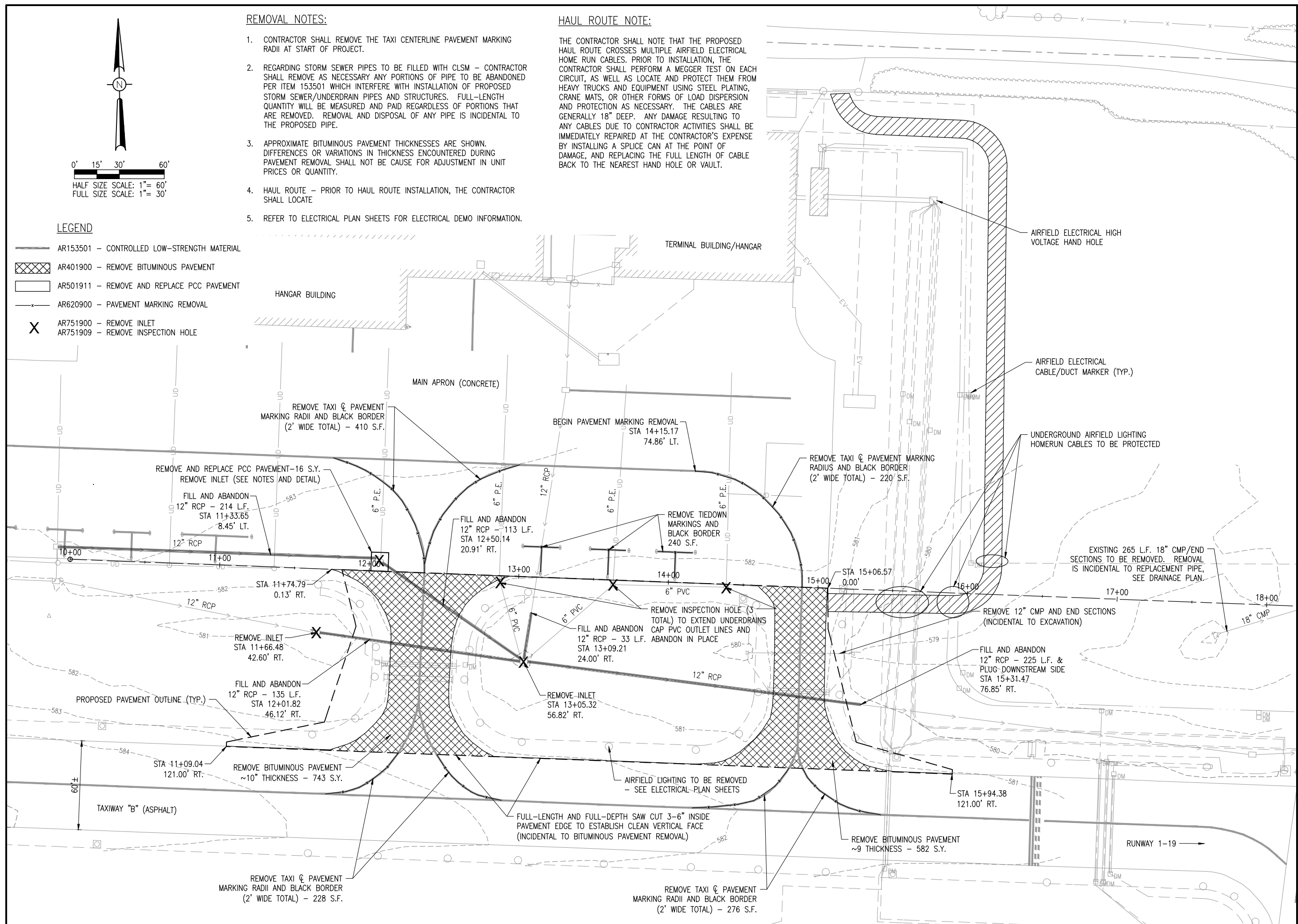
HAUL ROUTE NOTE:

THE CONTRACTOR SHALL NOTE THAT THE PROPOSED HAUL ROUTE CROSSES MULTIPLE AIRFIELD ELECTRICAL HOME RUN CABLES. PRIOR TO INSTALLATION, THE CONTRACTOR SHALL PERFORM A MEGGER TEST ON EACH CIRCUIT, AS WELL AS LOCATE AND PROTECT THEM FROM HEAVY TRUCKS AND EQUIPMENT USING STEEL PLATING, CRANE MATS, OR OTHER FORMS OF LOAD DISPERSION AND PROTECTION AS NECESSARY. THE CABLES ARE GENERALLY 18" DEEP. ANY DAMAGE RESULTING TO ANY CABLES DUE TO CONTRACTOR ACTIVITIES SHALL BE IMMEDIATELY REPAIRED AT THE CONTRACTOR'S EXPENSE BY INSTALLING A SPLICE CAN AT THE POINT OF DAMAGE, AND REPLACING THE FULL LENGTH OF CABLE BACK TO THE NEAREST HAND HOLE OR VAULT.

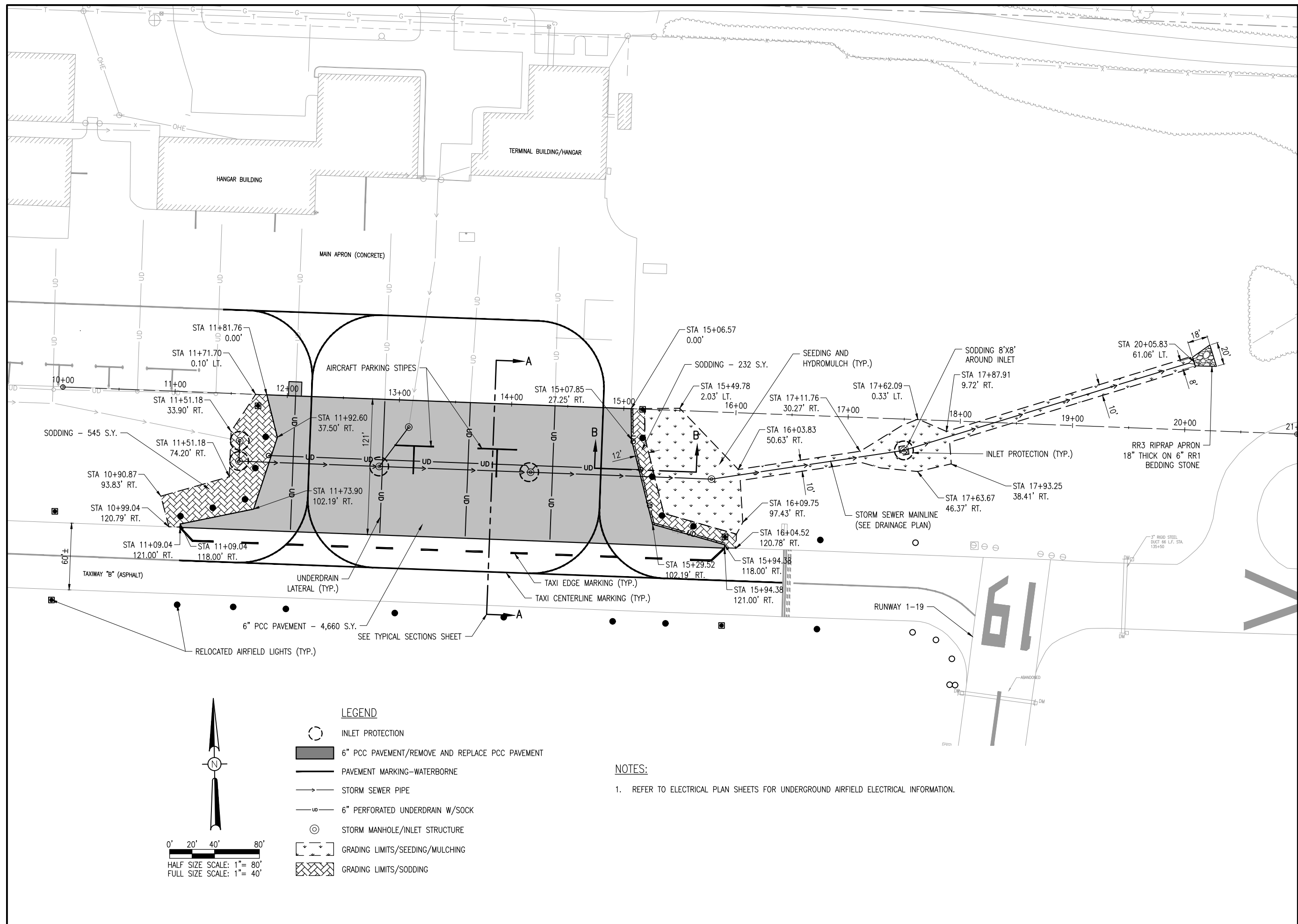


LEGEND

- AR153501 - CONTROLLED LOW-STRENGTH MATERIAL
- AR401900 - REMOVE BITUMINOUS PAVEMENT
- AR501911 - REMOVE AND REPLACE PCC PAVEMENT
- AR620900 - PAVEMENT MARKING REMOVAL
- AR751900 - REMOVE INLET
- AR751909 - REMOVE INSPECTION HOLE



I:\17\OBS\17A0001\17A0001\CAD\AIRPORT\ISHEETC-111-REM.DWG
SEP 14, 2018 9:14 PM SCHWED/236



EXPAND THE EAST HALF OF THE AIRCRAFT PARKING APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018

PROJECT NO: 17A0001
CAD FILE: C-121-CON.DWG

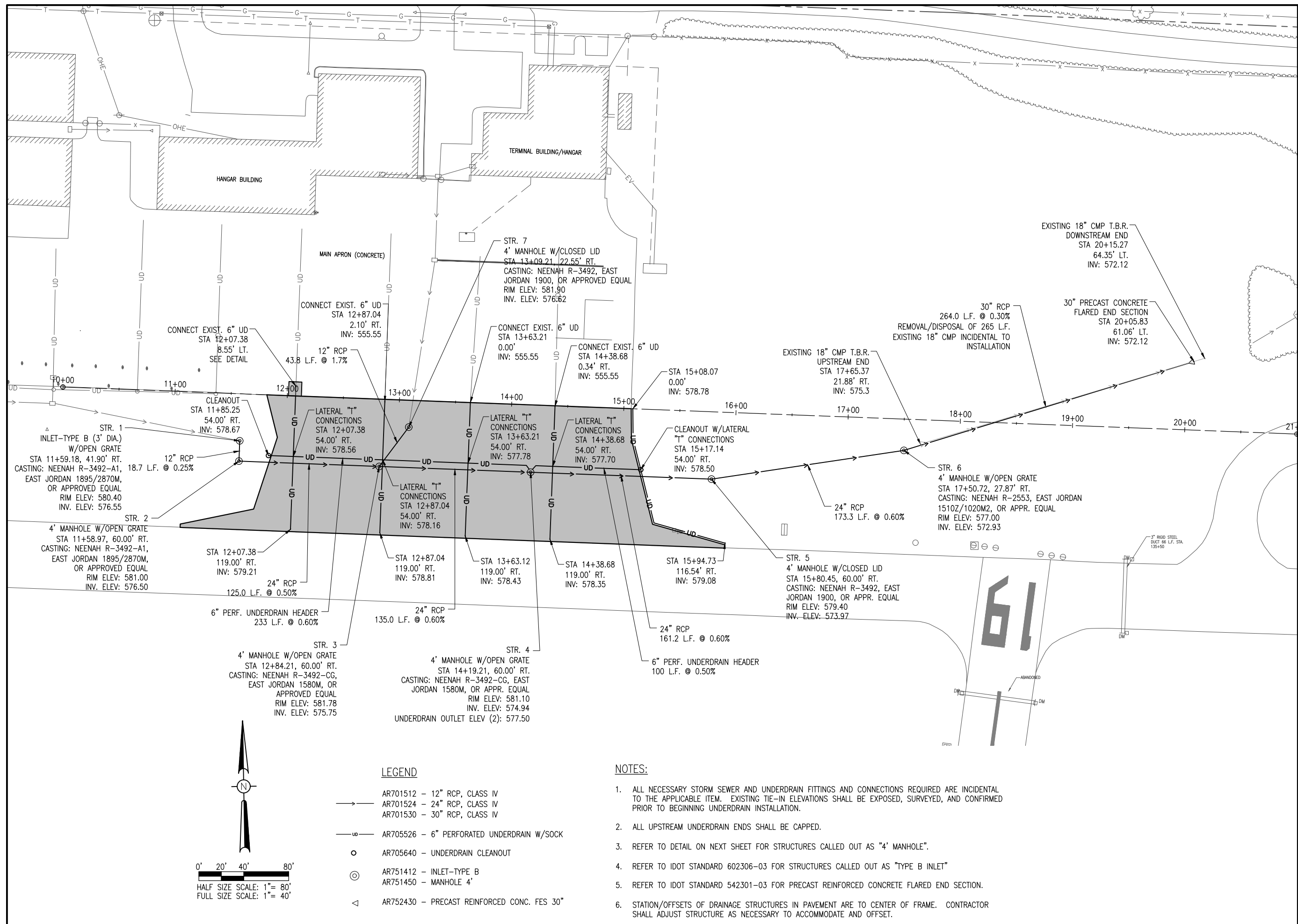
DESIGN BY: KBS
DRAWN BY: KBS

REVIEWED BY: RAW

SHEET TITLE

PROPOSED SITE PLAN

I:\17\JOBS\17A0001\17A0001\CAD\AIRPORT\ISHEET\C-121-CON.DWG
SEP 14, 2018 9:35 PM SCHWEDT286



EXPAND THE EAST HALF OF THE AIRCRAFT PARKING APRON

IDA No.: 1H2-4559
SBG No.: 3-17-SBGP-133/139

Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: C-131-DRN.DWG
DESIGN BY: KBS
DRAWN BY: KBS
REVIEWED BY: RAW

SHEET TITLE

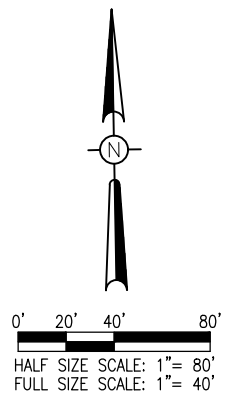
DRAINAGE PLAN

LEGEND

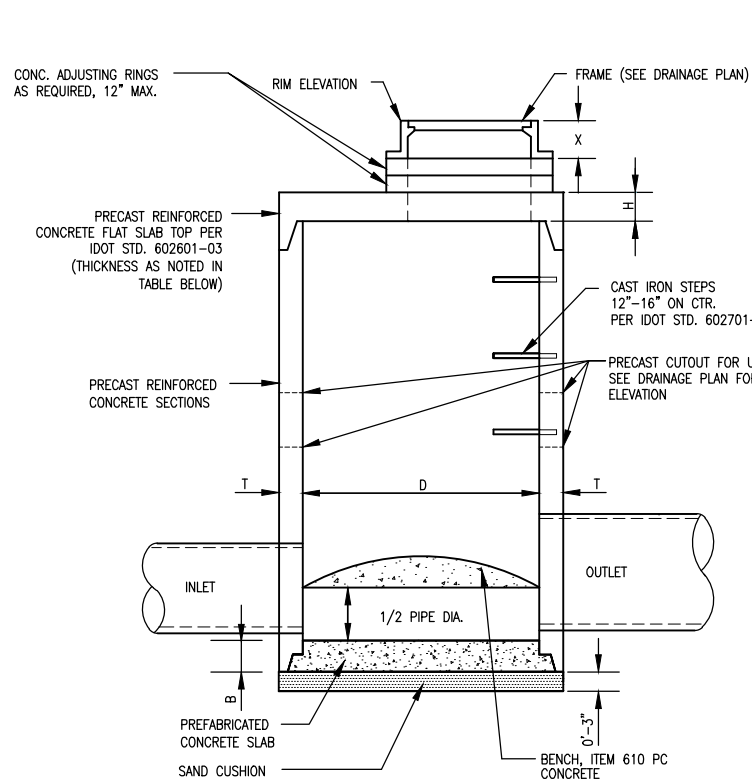
- AR701512 - 12" RCP, CLASS IV
- AR701524 - 24" RCP, CLASS IV
- AR701530 - 30" RCP, CLASS IV
- 6" AR705526 - 6" PERFORATED UNDERDRAIN W/SOCK
- AR705640 - UNDERDRAIN CLEANOUT
- ⊙ AR751412 - INLET-TYPE B
- ⊙ AR751450 - MANHOLE 4'
- ◁ AR752430 - PRECAST REINFORCED CONC. FES 30"

NOTES:

1. ALL NECESSARY STORM SEWER AND UNDERDRAIN FITTINGS AND CONNECTIONS REQUIRED ARE INCIDENTAL TO THE APPLICABLE ITEM. EXISTING TIE-IN ELEVATIONS SHALL BE EXPOSED, SURVEYED, AND CONFIRMED PRIOR TO BEGINNING UNDERDRAIN INSTALLATION.
2. ALL UPSTREAM UNDERDRAIN ENDS SHALL BE CAPPED.
3. REFER TO DETAIL ON NEXT SHEET FOR STRUCTURES CALLED OUT AS "4' MANHOLE".
4. REFER TO IDOT STANDARD 602306-03 FOR STRUCTURES CALLED OUT AS "TYPE B INLET"
5. REFER TO IDOT STANDARD 542301-03 FOR PRECAST REINFORCED CONCRETE FLARED END SECTION.
6. STATION/OFFSETS OF DRAINAGE STRUCTURES IN PAVEMENT ARE TO CENTER OF FRAME. CONTRACTOR SHALL ADJUST STRUCTURE AS NECESSARY TO ACCOMMODATE AND OFFSET.

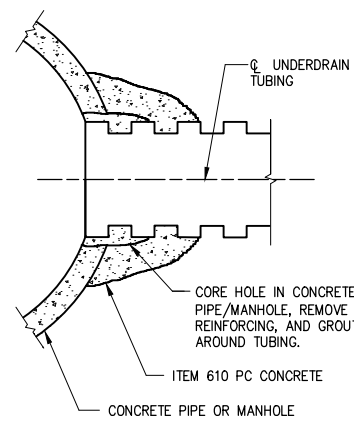


I:\17\JOBS\17A0001\17A0001\CAD\AIRPORT\ISHEETC-131-DRN.DWG
SEP 14, 2016 9:36 PM SCHWEDT26

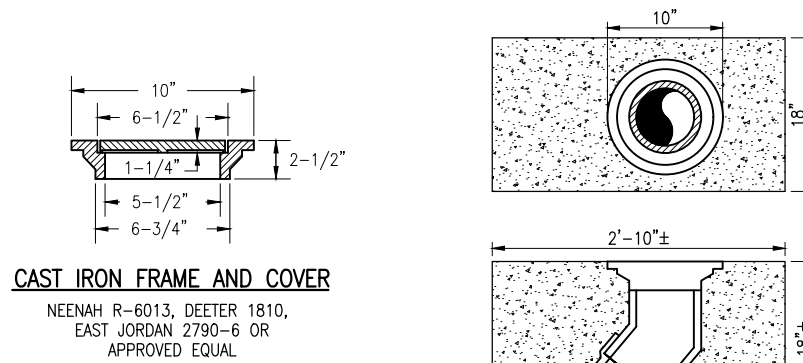


INSIDE DIA. "D" (IN.)	WALL THICKNESS "T" (IN.)	TOP THICKNESS "H" (IN.)	BOTTOM THICKNESS "B" (IN.)
48	5	8	6
60	5	8	8
72	6	8	8
108	9	8	8

MANHOLE WITH FLAT SLAB TOP
(IDOT STANDARD 602401-MODIFIED)



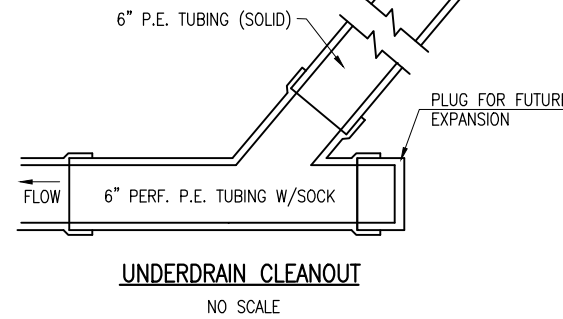
STORM SEWER CONCRETE COLLAR AND GROUT CONNECTION
N.T.S.



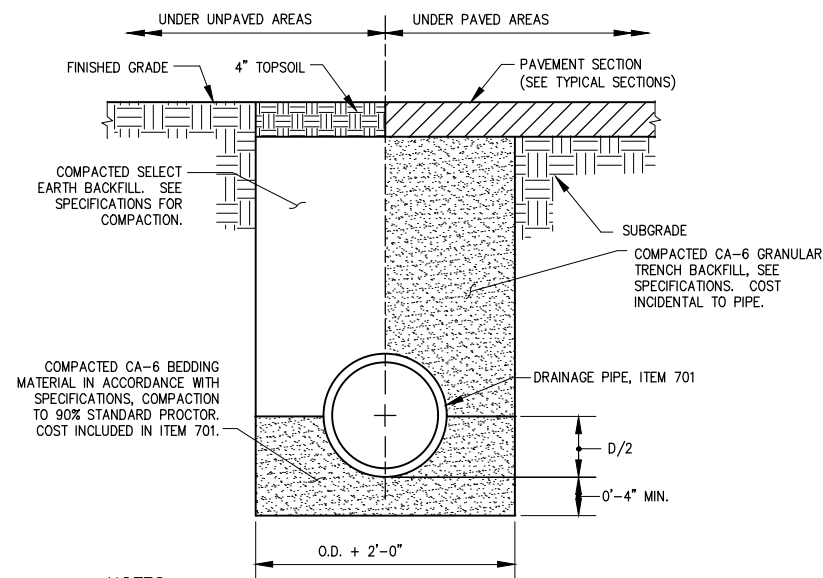
CAST IRON FRAME AND COVER
NEENAH R-6013, DEETER 1810,
EAST JORDAN 2790-6 OR
APPROVED EQUAL

CLEANOUT NOTES

- DIAMETER OF PIPE AS SPECIFIED.
- TOP OF CLEANOUTS SHALL BE 2" ABOVE FINISH GROUND LINE AT LOCATION SHOWN ON PLANS.
- 1/2" CHAMFER TO BE USED ON ALL EXPOSED EDGES OF CLEANOUTS.
- THE CONCRETE SHALL BE STRUCTURAL PORTLAND CEMENT CONCRETE IN ACCORDANCE WITH ITEM 610.



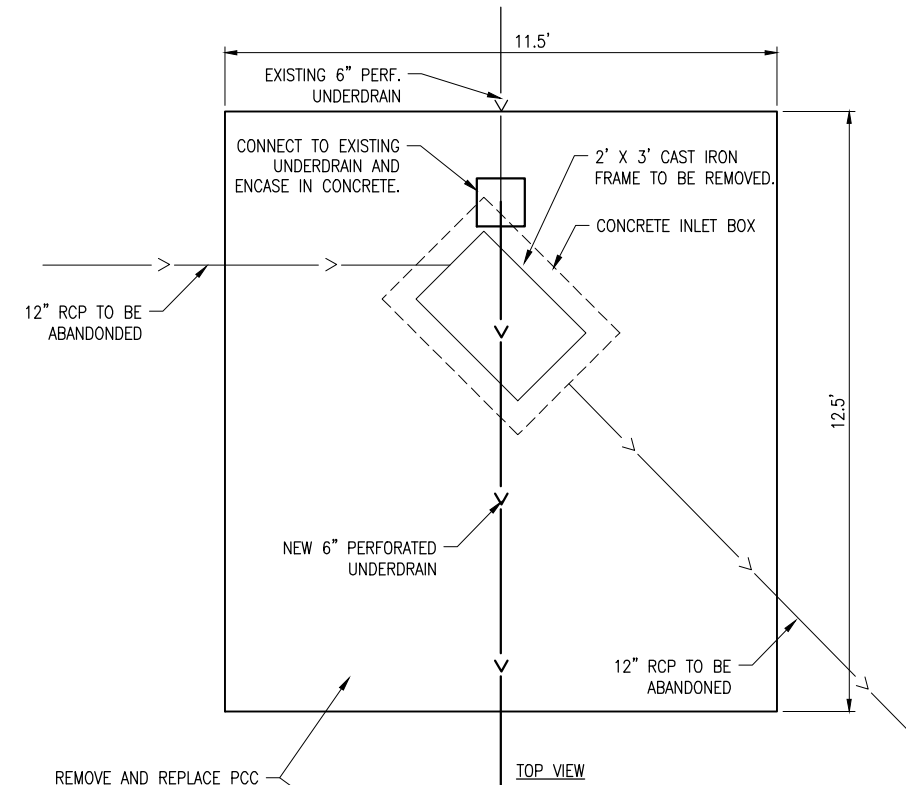
UNDERDRAIN CLEANOUT
NO SCALE



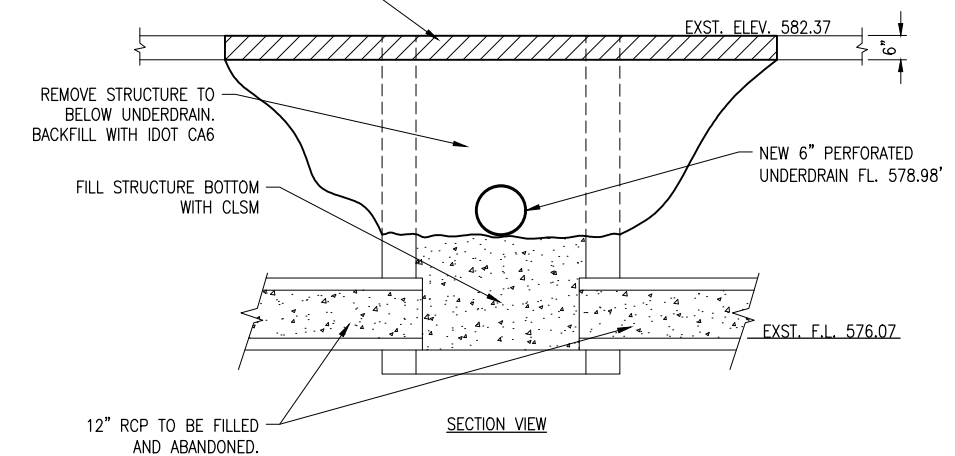
NOTES

- UNSUITABLE MATERIAL ENCOUNTERED DURING PLACEMENT OF BEDDING SHALL BE REMOVED AND REPLACED.
- WITHIN 3 FEET OF PAVED AREA, GRANULAR BACKFILL IS TO BE USED INSTEAD OF EARTH BACKFILL.
- AT CONTRACTOR'S OPTION IDOT CONTROLLED LOW STRENGTH MATERIAL WITH A HIGH EARLY STRENGTH, "FLASH FILL", MAY BE USED INSTEAD OF GRANULAR TRENCH BACKFILL UNDER PAVEMENTS.

PIPE TRENCH
N.T.S.



TOP VIEW



SECTION VIEW

REMOVE AND REPLACE PCC PAVEMENT/REMOVE INLET DETAIL STA 12+06, 8' LT.
(NOT TO SCALE)

EXPAND THE EAST HALF OF THE AIRCRAFT PARKING APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

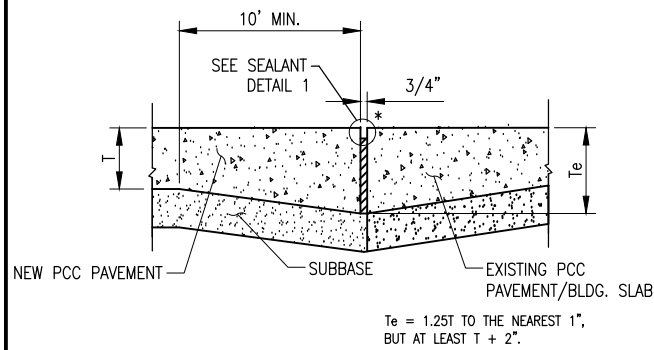
Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

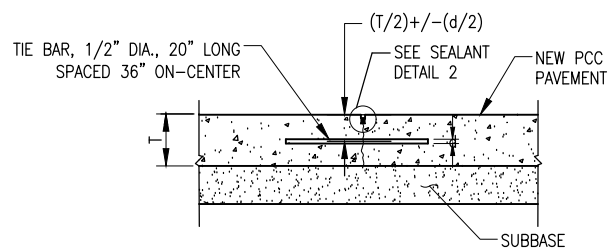
ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: C-531-DRN.DWG
DESIGN BY: KBS
DRAWN BY: KBS
REVIEWED BY: RAW

SHEET TITLE

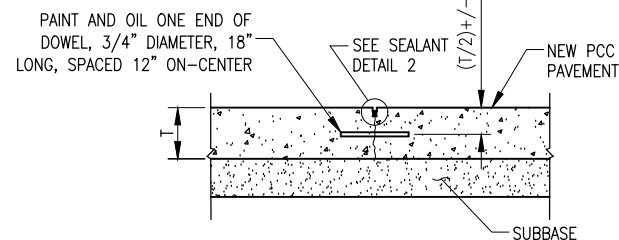
DRAINAGE DETAILS



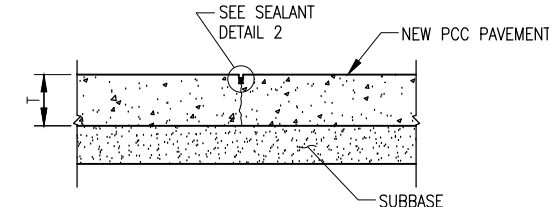
TYPE A - THICKENED EDGE ISOLATION JOINT



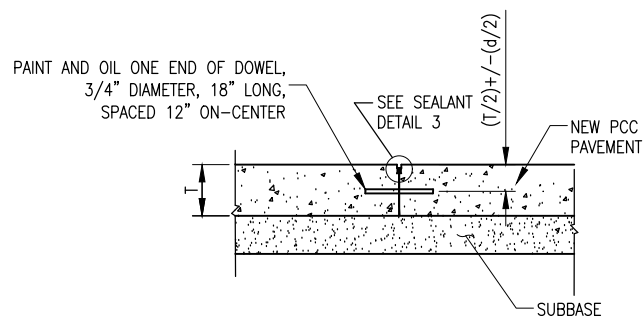
TYPE B - HINGED CONTRACTION JOINT



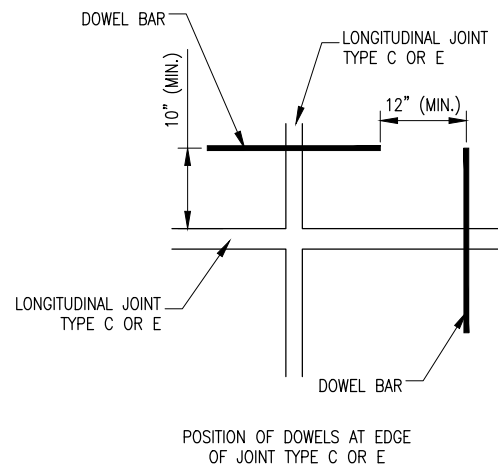
TYPE C - DOWELED CONTRACTION JOINT



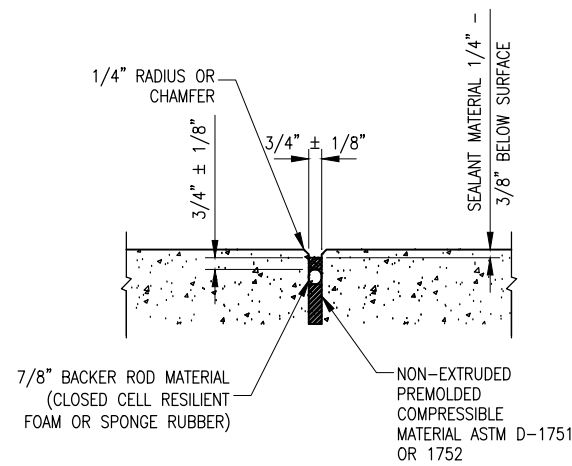
TYPE D - DUMMY CONTRACTION JOINT



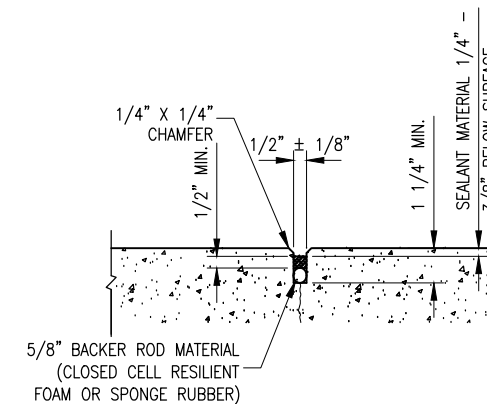
TYPE E - DOWELED CONSTRUCTION JOINT



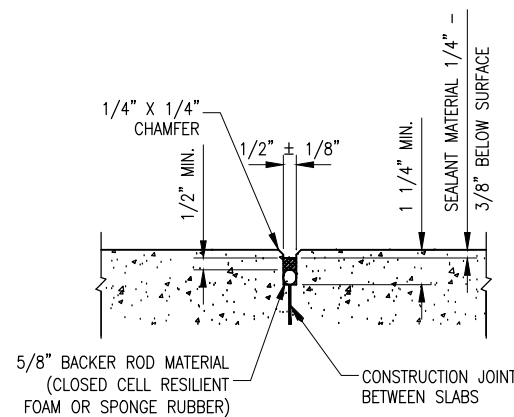
DOWEL PLAN VIEW



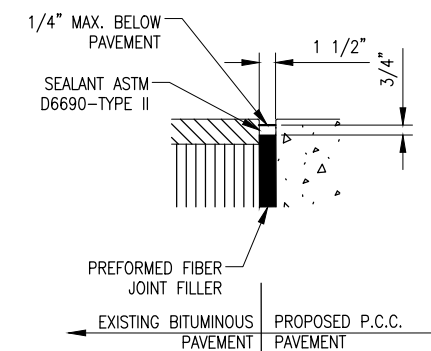
DETAIL 1 - SEALANT



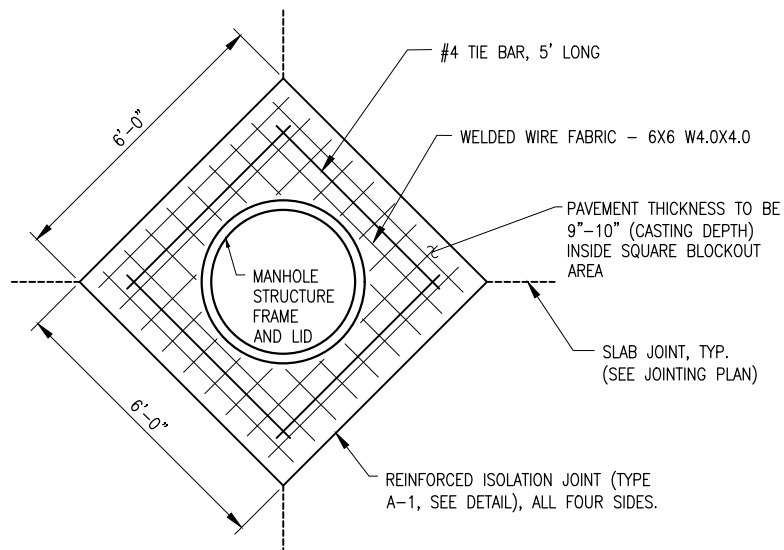
DETAIL 2 - SEALANT



DETAIL 3 - SEALANT



BITUMINOUS PRESSURE RELIEF JOINT



JOINTING AND REINFORCING AT IN PAVEMENT MANHOLES

NOTES:

1. ALL JOINT SEALING TO BE INCIDENTAL TO ITEM AR501506 - 6" PCC PAVEMENT.
2. ALL JOINT SEALANT TO BE SILICONE EXCEPT AT ASPHALT INTERFACE.

EXPAND THE EAST
HALF OF THE
AIRCRAFT PARKING
APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

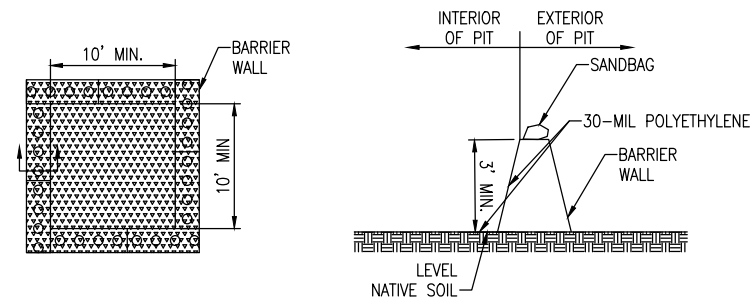
Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: C-551-JNT.DWG
DESIGN BY: KBS
DRAWN BY: KBS
REVIEWED BY: RAW

SHEET TITLE

JOINTING DETAILS



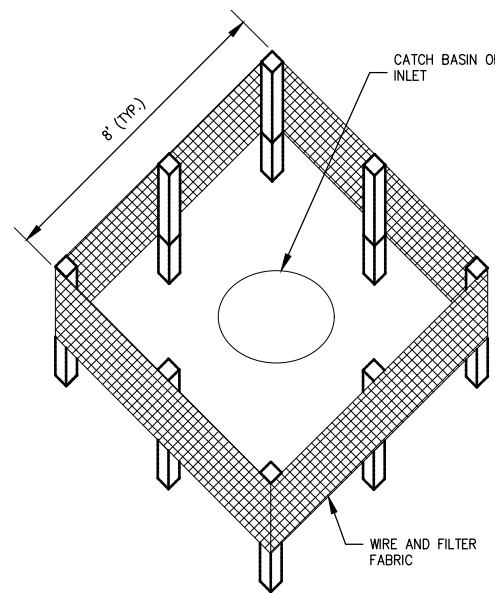
CONCRETE WASHOUT DETAIL

NOTES:

- IMPERMEABLE SHEETING MUST EXTEND OVER ENTIRE BASIN AND BERM TO PREVENT ESCAPE OF DISCHARGE.
- PROTECT AREA AROUND UNIT FOR 10 FEET WITH PLASTIC UNDER AND AROUND UNIT TO CONTAIN SPILLS OR OVERFLOW.
- FACILITY LINED WITH 30-MIL POLYETHYLENE LINER AND SECURED USING SAND BAGS, OR OTHER ANCHORS, AND SHALL BE FREE OF HOLES OR TEARS.
- FACILITY IS TO BE LOCATED ON LEVEL GROUND.
- WASHOUT NEEDS TO BE COVERED OR LIQUIDS TO BE REMOVED PRIOR TO IMPENDING STORMS TO PREVENT OVERFLOW.
- IF EFFLUENT CANNOT BE REMOVED PRIOR TO ANTICIPATED RAINFALL EVENT, PLACE AND SECURE A NON-COLLAPSING, NON WATER COLLECTING COVER OVER THE WASHOUT FACILITY TO PREVENT ACCUMULATION AND PRECIPITATION OVERFLOW.
- REMOVE WASHOUT WATER FROM HIGH VOLUME FACILITIES WITH A VACUUM TRUCK AND DISPOSE OF PROPERLY. DO NOT DISCHARGE WASTEWATER INTO THE ENVIRONMENT. (NOTE: ACIDITY, NOT PARTICULATES, IS ENVIRONMENTALLY HAZARDOUS)
- DO NOT DISCHARGE WASHOUT WATER INTO THE ENVIRONMENT; FACILITATE EVAPORATION OF LOW VOLUME WASHOUT WATER.
- INSPECT LINE FOR TEARS. AN INTACT LINER WILL ENSURE THAT CONCRETE WASTEWATER WILL NOT ESCAPE THE WASHOUT FACILITY.
- REPLACE DAMAGED LINER IMMEDIATELY.
- CHECK AREA SURROUNDING FACILITY FOR SIGNS OF EFFLUENT ESCAPING CONTAINMENT.
- INSPECT WASHOUT AREA FOLLOWING POUR TO EVALUATE EFFECTIVENESS.
- CHECK DEPTH OF SOLIDS TO ENSURE VOLUME IS SUFFICIENT FOR NEXT POUR.
- INSPECT WASHOUTS PRIOR TO POUR TO ENSURE SUFFICIENT VOLUME IS AVAILABLE TO CONTAIN WASHOUT.
- REMOVE TEMPORARY CONCRETE WASHOUT FACILITIES WHEN NO LONGER NEEDED AND RESTORE DISTURBED AREAS TO ORIGINAL CONDITION.
- DISPOSE OF SOLIDIFIED CONCRETE WASTE, CONSIDERED CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) AS PER THE IEPA ACT (415 ILCS5).
- COST OF TEMPORARY WASHOUT AREA IS INCIDENTAL TO PCC PAVING.

STORM WATER POLLUTION PREVENTION NOTES

- 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.
- 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.



SILT FENCE AT MANHOLES IN PERVIOUS AREAS

NOTES:

- FILTER FABRIC SHALL BE EMBEDDED 8" INTO THE SOIL.
- INSPECTION SHALL BE FREQUENT AND REPAIR/REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
- SILT FENCE SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFULNESS AT THE DIRECTION OF THE AIRPORT REPRESENTATIVE OR OWNER SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE. CONTRACTOR SHALL PLACE SEED AND MULCH PER LANDSCAPING PLAN. COST OF REMOVAL SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR SILT FENCE.
- AREAS DISTURBED OUTSIDE OF CONSTRUCTION LIMITS DURING PLACEMENT OF INLET PROTECTION TO BE RE-GRADED, SEEDED AND MULCHED, COST INCIDENTAL TO SILT FENCE.
- FENCE AND POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
- PAID UNDER AR156520 INLET PROTECTION.

EXPAND THE EAST HALF OF THE AIRCRAFT PARKING APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

Contract No. EF009

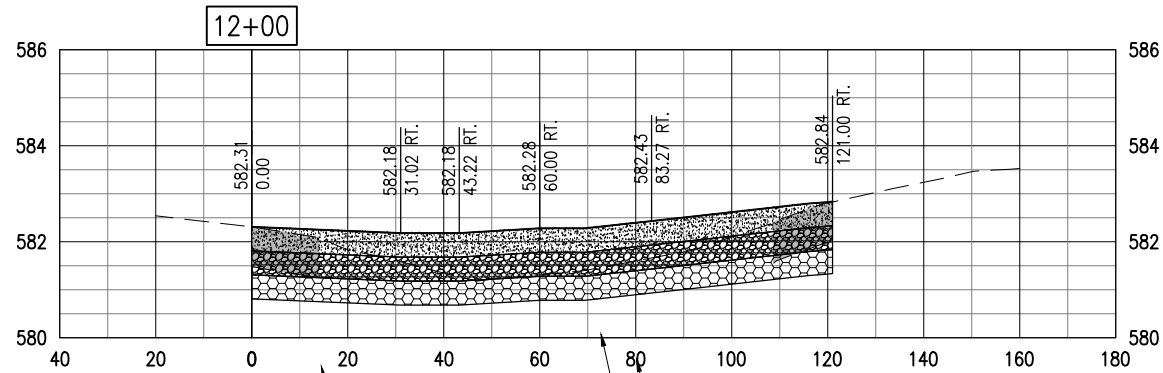
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: C-591-SWP.DWG
DESIGN BY: KBS
DRAWN BY: KBS
REVIEWED BY: RAW

SHEET TITLE

STORMWATER POLLUTION PREVENTION PLAN DETAILS

NOTE: REFER TO GRADING PLAN FOR ACTUAL JOINT AND PANEL ELEVATIONS

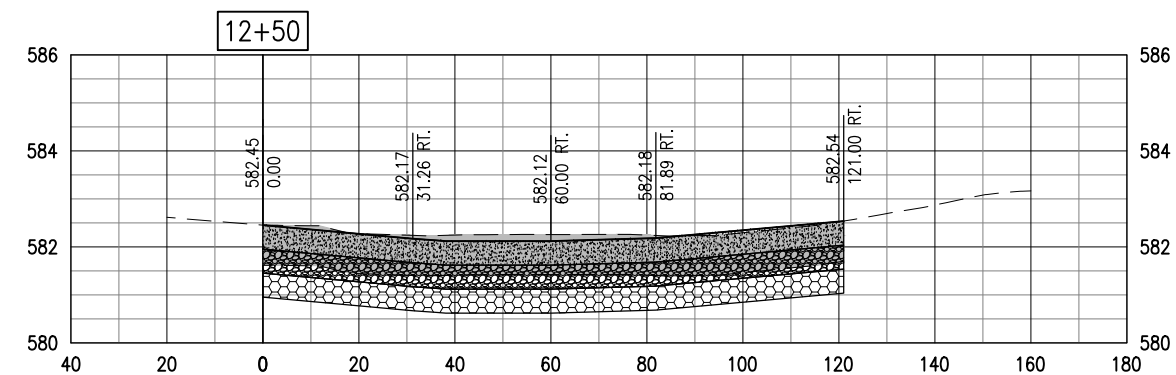
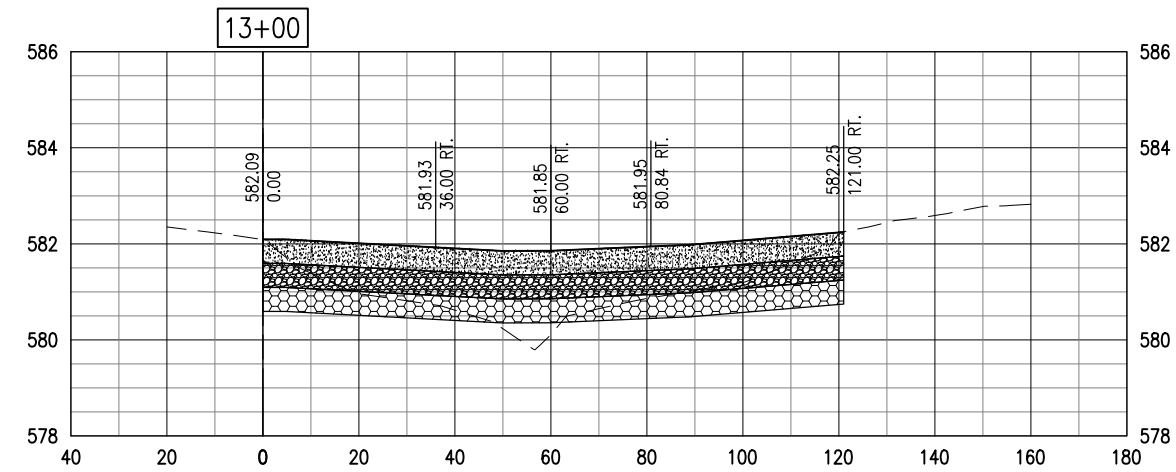
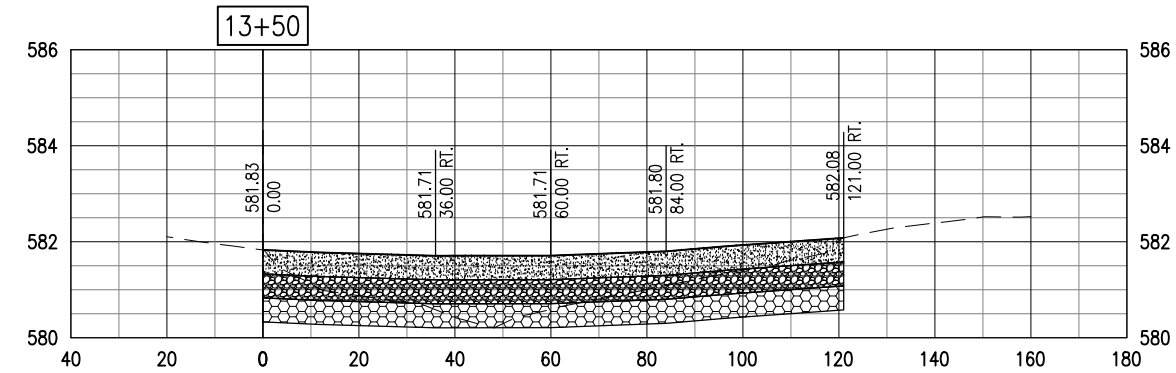
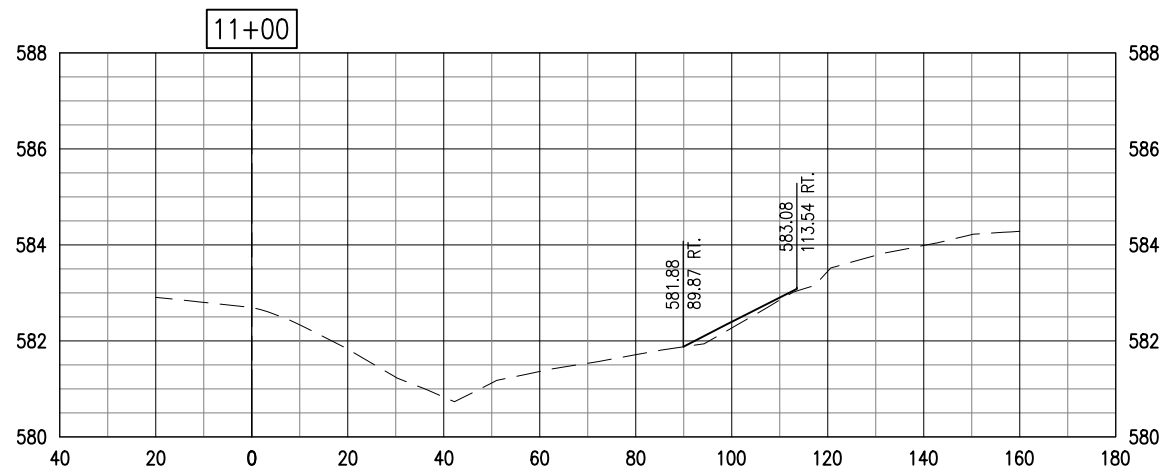
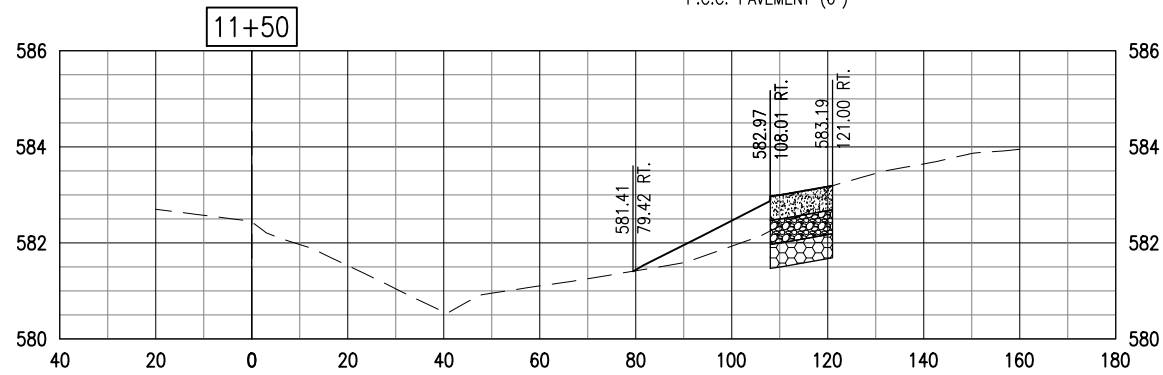


EXISTING BITUMINOUS TAXIWAY PAVEMENT TO BE REMOVED

OVERSIZE AGGREGATE (6")

CRUSHED AGGREGATE BASE COURSE (6")

P.C.C. PAVEMENT (6")



EXPAND THE EAST HALF OF THE AIRCRAFT PARKING APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

Contract No. EF009

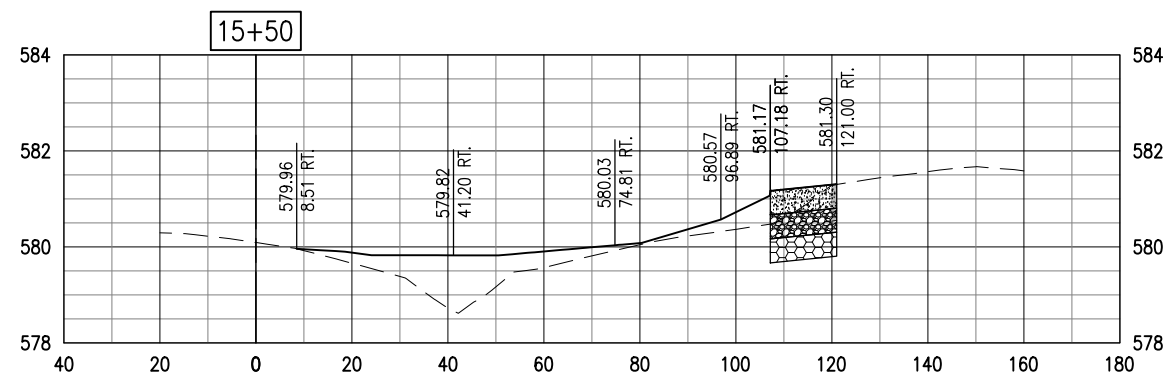
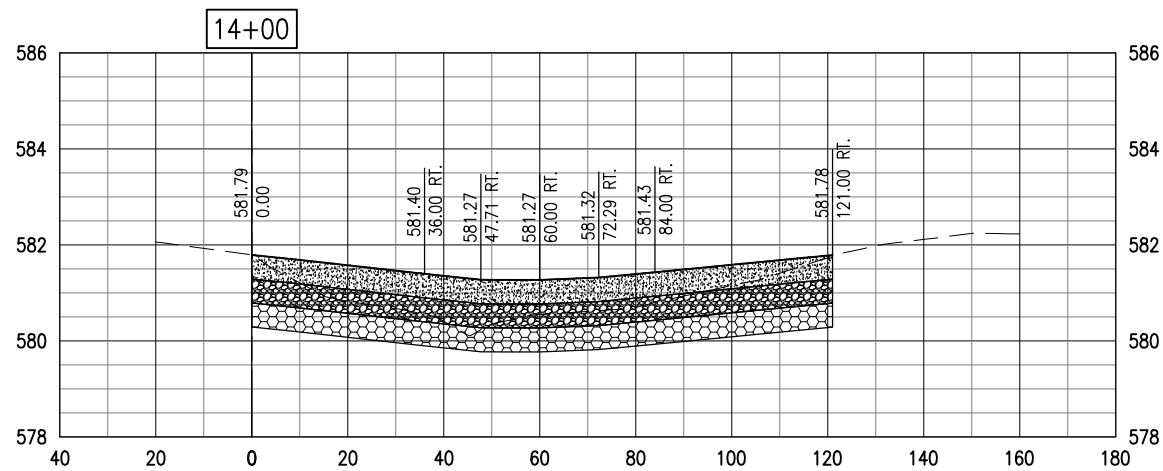
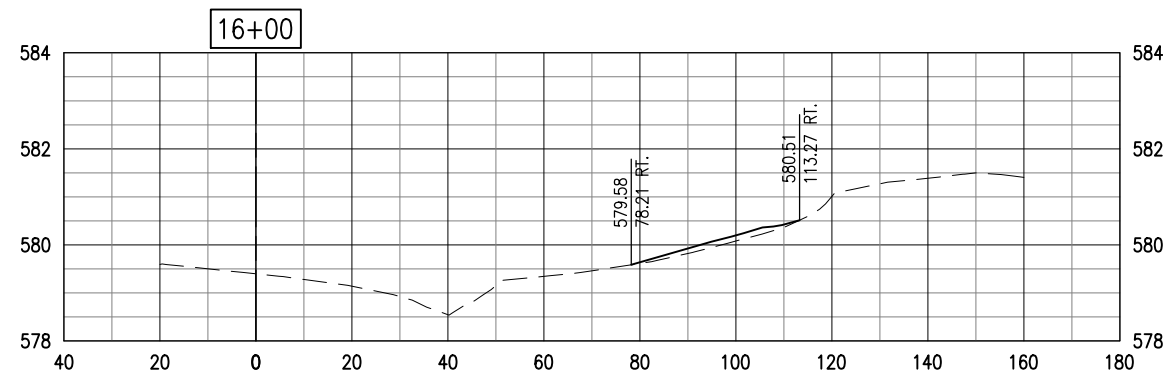
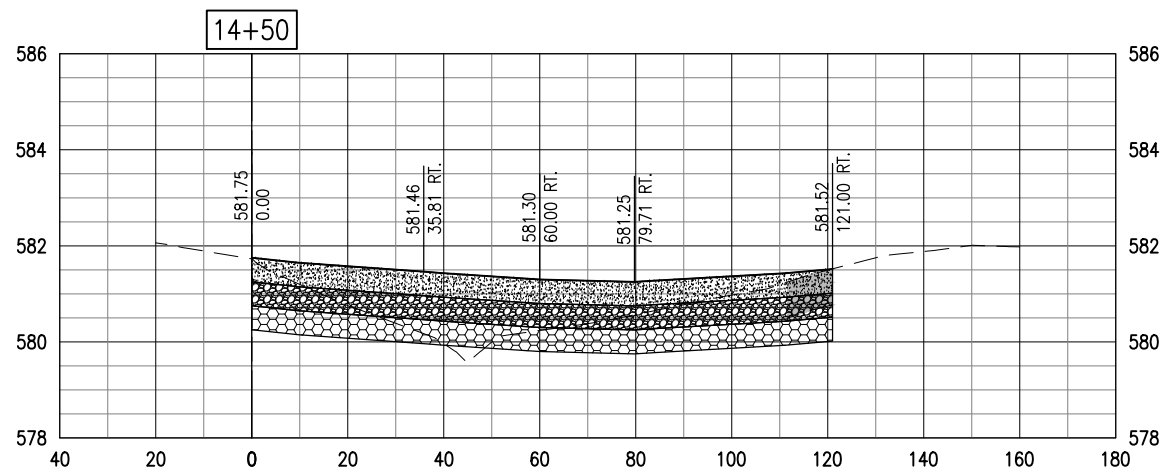
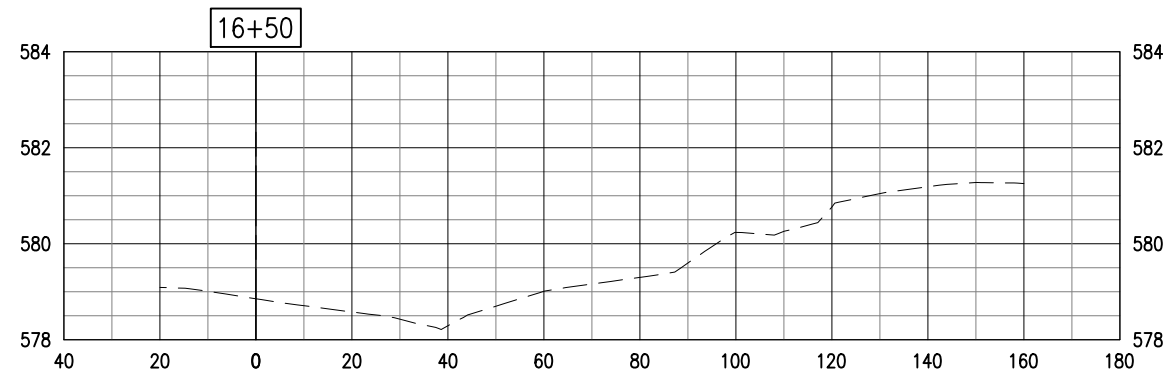
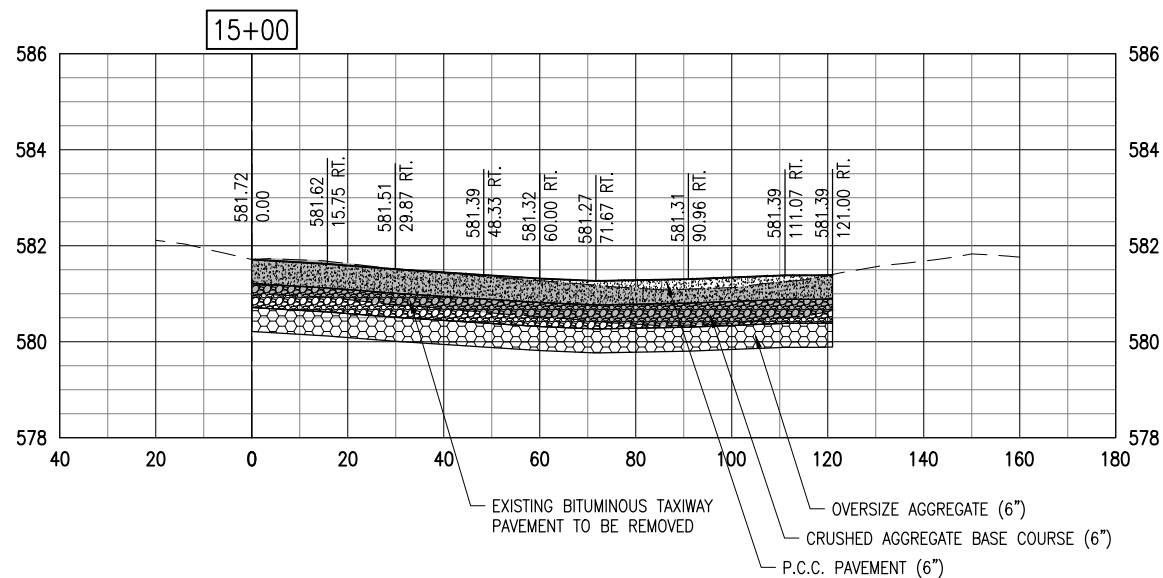
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: C-301-XS.DWG
DESIGN BY: KBS 12/14/2017
DRAWN BY: MLH 12/15/2017
REVIEWED BY: RAW

SHEET TITLE

CROSS SECTIONS SHEET 1

NOTE: REFER TO GRADING PLAN FOR ACTUAL JOINT AND PANEL ELEVATIONS



EXPAND THE EAST
HALF OF THE
AIRCRAFT PARKING
APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

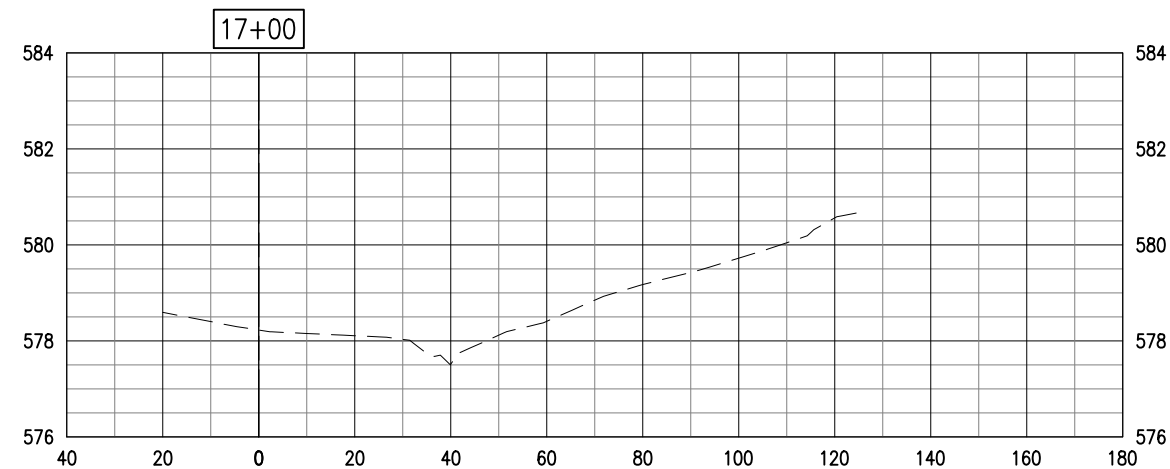
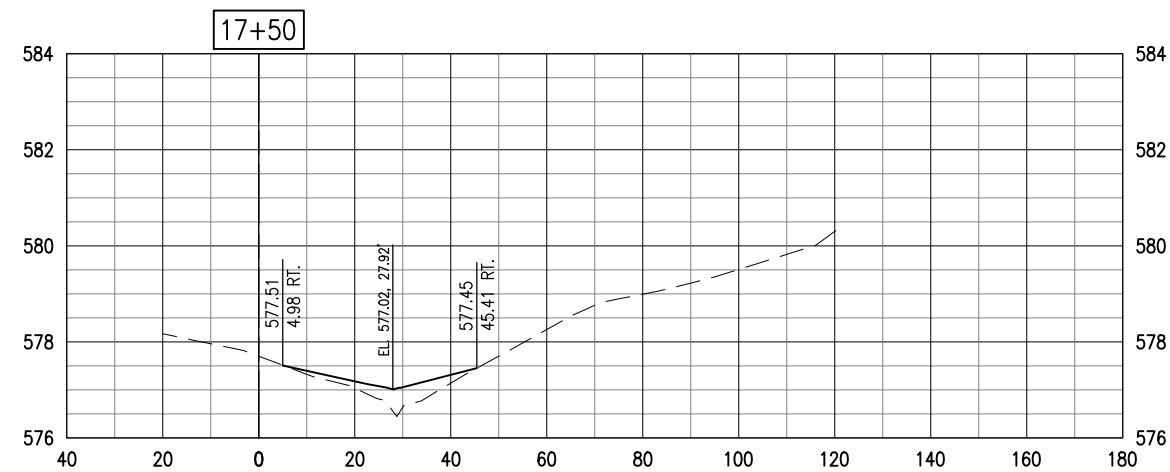
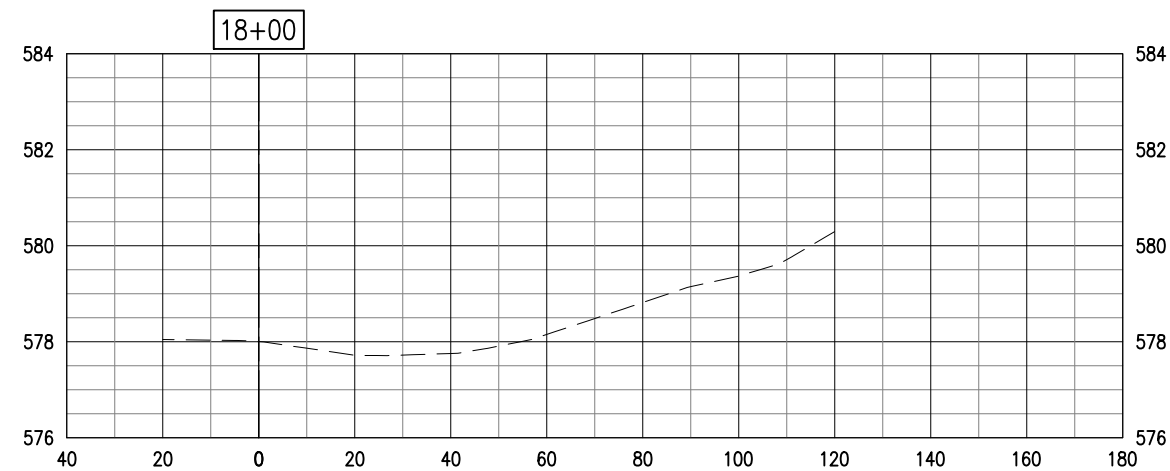
Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: C-301-XS.DWG
DESIGN BY: KBS 12/14/2017
DRAWN BY: MLH 12/15/2017
REVIEWED BY: RAW

SHEET TITLE

CROSS SECTIONS
SHEET 2



TOTAL VOLUME							
STATION	CUT AREA (SF)	FILL AREA (SF)	CUT VOL (CY)	FILL VOL (CY)	CUM CUT VOL (CY)	CUM FILL VOL (CY)	NET VOL (CY)
11+00.00	0.00	2.27	0.00	0.00	0.00	0.00	0.00
11+50.00	13.73	11.28	12.71	12.55	12.71	12.55	0.16
12+00.00	110.70	0.00	115.21	10.45	127.91	22.99	104.92
12+50.00	187.45	0.00	276.06	0.00	403.98	22.99	380.98
13+00.00	61.42	4.05	230.43	3.75	634.41	26.74	607.66
13+50.00	83.06	0.00	133.78	3.75	768.18	30.50	737.68
14+00.00	107.11	0.00	176.08	0.00	944.26	30.50	913.77
14+50.00	90.74	1.25	183.20	1.16	1127.46	31.66	1095.80
15+00.00	173.58	0.00	244.74	1.16	1372.20	32.82	1339.38
15+50.00	15.68	36.13	175.24	33.45	1547.44	66.27	1481.17
16+00.00	0.00	3.10	14.52	36.33	1561.96	102.60	1459.36
16+50.00	0.00	0.00	0.00	2.87	1561.96	105.47	1456.49
17+00.00	0.00	0.00	0.00	0.00	1561.96	105.47	1456.49
17+50.00	0.00	7.90	0.00	7.31	1561.96	112.78	1449.18
18+00.00	0.00	0.00	0.00	7.31	1561.96	120.09	1441.86

EXPAND THE EAST
HALF OF THE
AIRCRAFT PARKING
APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: C-301-XS.DWG
DESIGN BY: KBS 12/14/2017
DRAWN BY: MLH 12/15/2017
REVIEWED BY: RAW

SHEET TITLE

CROSS SECTIONS
SHEET 3

**EXPAND THE EAST
HALF OF THE
AIRCRAFT PARKING
APRON**

IDA No.: 1H2-4559
SBG No.: 3-17-SBGP-133/139

Contract No. EF009

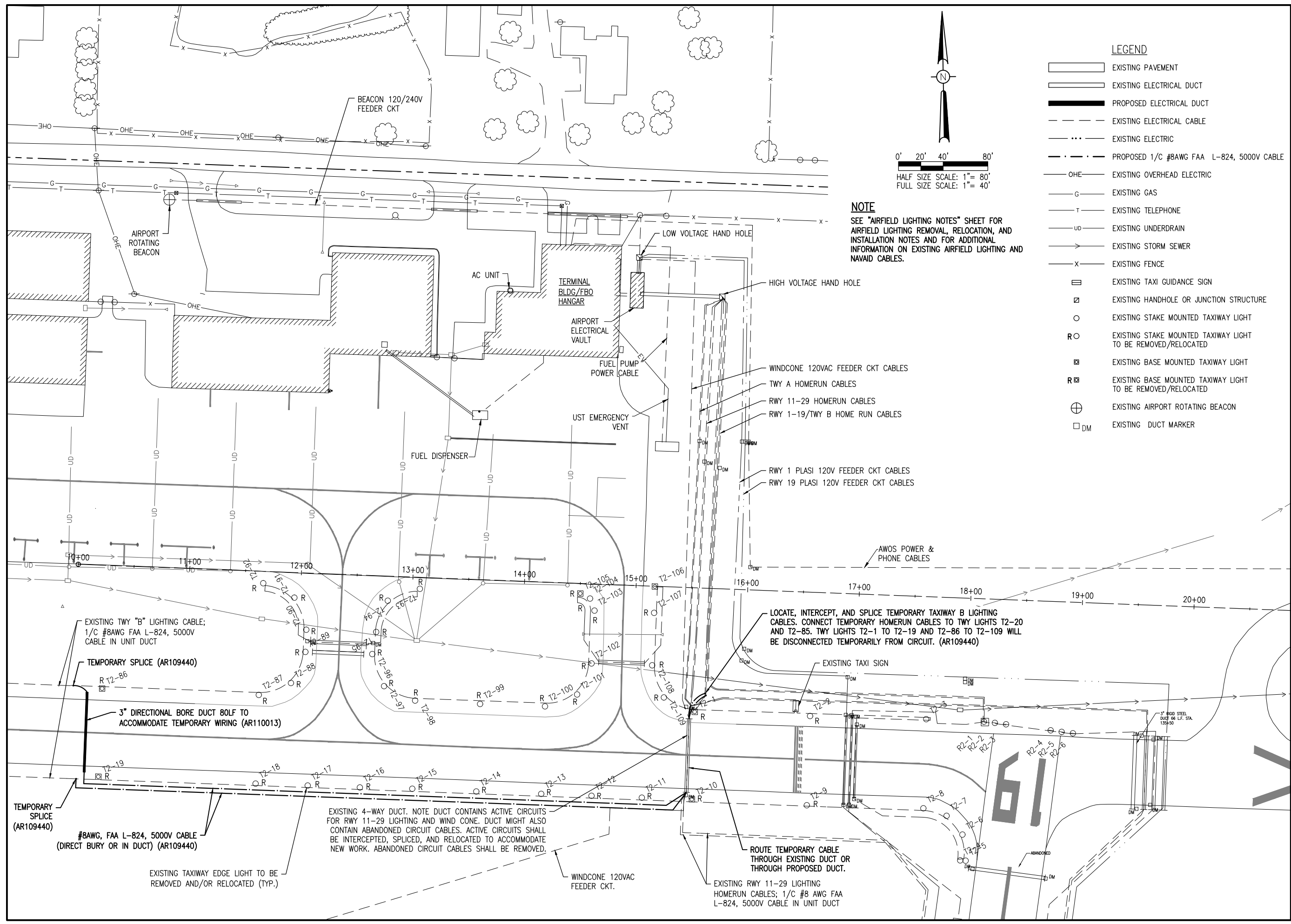
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018

PROJECT NO: 17A0001
CAD FILE: E-141-ELE.DWG
DESIGN BY: KNL 12/12/2017
DRAWN BY: SKB 12/14/17
REVIEWED BY: BSS 12/15/2017

SHEET TITLE

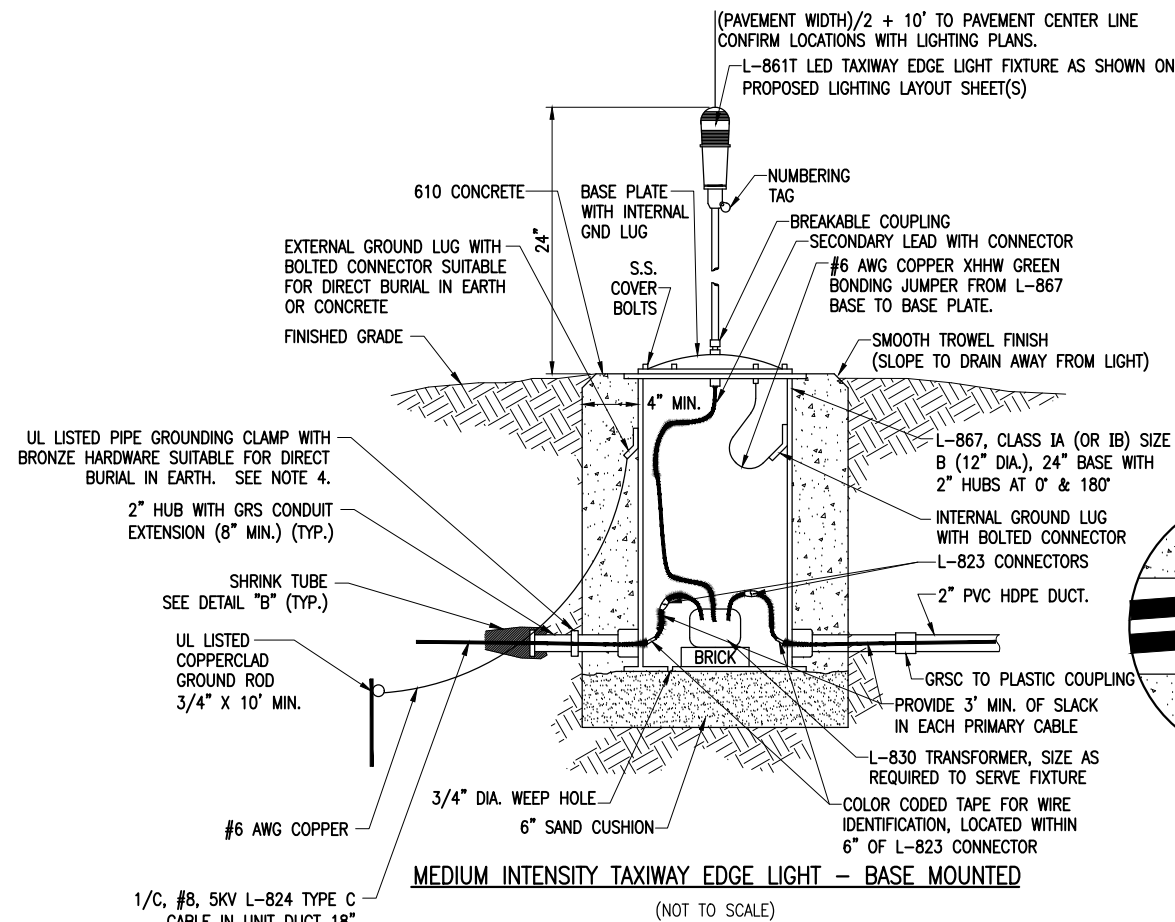
**EXISTING AIRFIELD
LIGHTING PLAN**



- LEGEND**
- [Solid line] EXISTING PAVEMENT
 - [Dashed line] EXISTING ELECTRICAL DUCT
 - [Thick solid line] PROPOSED ELECTRICAL DUCT
 - [Thin solid line] EXISTING ELECTRICAL CABLE
 - [Dotted line] EXISTING ELECTRIC
 - [Dash-dot line] PROPOSED 1/C #8AWG FAA L-824, 5000V CABLE
 - [Line with 'O'] EXISTING OVERHEAD ELECTRIC
 - [Line with 'G'] EXISTING GAS
 - [Line with 'T'] EXISTING TELEPHONE
 - [Line with 'UD'] EXISTING UNDERDRAIN
 - [Line with arrow] EXISTING STORM SEWER
 - [Line with 'X'] EXISTING FENCE
 - [Square with 'X'] EXISTING TAXI GUIDANCE SIGN
 - [Square with 'Z'] EXISTING HANDHOLE OR JUNCTION STRUCTURE
 - [Circle with 'O'] EXISTING STAKE MOUNTED TAXIWAY LIGHT
 - [Circle with 'R'] EXISTING STAKE MOUNTED TAXIWAY LIGHT TO BE REMOVED/RELOCATED
 - [Square with 'R'] EXISTING BASE MOUNTED TAXIWAY LIGHT
 - [Square with 'R'] EXISTING BASE MOUNTED TAXIWAY LIGHT TO BE REMOVED/RELOCATED
 - [Circle with cross] EXISTING AIRPORT ROTATING BEACON
 - [Square with 'DM'] EXISTING DUCT MARKER

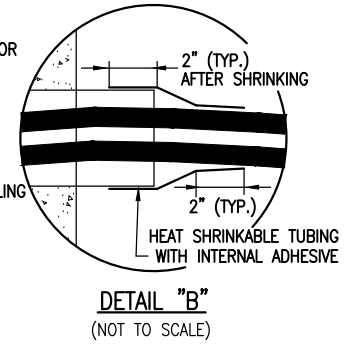
NOTE
SEE "AIRFIELD LIGHTING NOTES" SHEET FOR AIRFIELD LIGHTING REMOVAL, RELOCATION, AND INSTALLATION NOTES AND FOR ADDITIONAL INFORMATION ON EXISTING AIRFIELD LIGHTING AND NAVAID CABLES.

I:\17\JOBS\17A0001\17A0001\CAD\AIRPORT\SHSHEETE-141-ELE.DWG
SEP 14, 2018 9:41 PM SCHWEIDT286

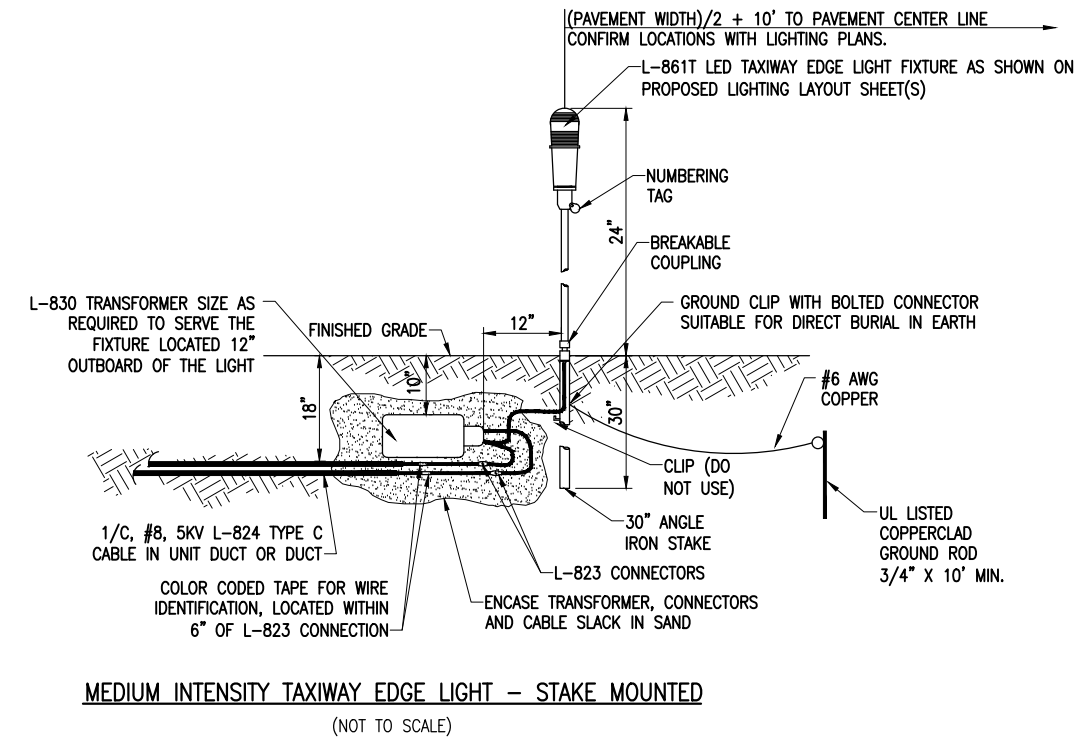


MEDIUM INTENSITY TAXIWAY EDGE LIGHT - BASE MOUNTED
(NOT TO SCALE)

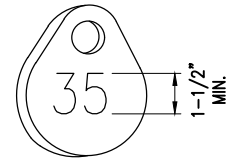
L-867 BASE WITH 1-3" HUB IS ALSO ACCEPTABLE, FOR INTERFACE TO CABLE IN 3/4" UNIT DUCT. FOR INTERFACE TO 2" DUCT 2" HUBS LOCATED AT 0°, 180° ARE REQUIRED. ADDITIONAL HUBS WILL BE REQUIRED TO ACCOMMODATE MORE THAN TWO DUCT INTERFACES



DETAIL "B"
(NOT TO SCALE)



MEDIUM INTENSITY TAXIWAY EDGE LIGHT - STAKE MOUNTED
(NOT TO SCALE)



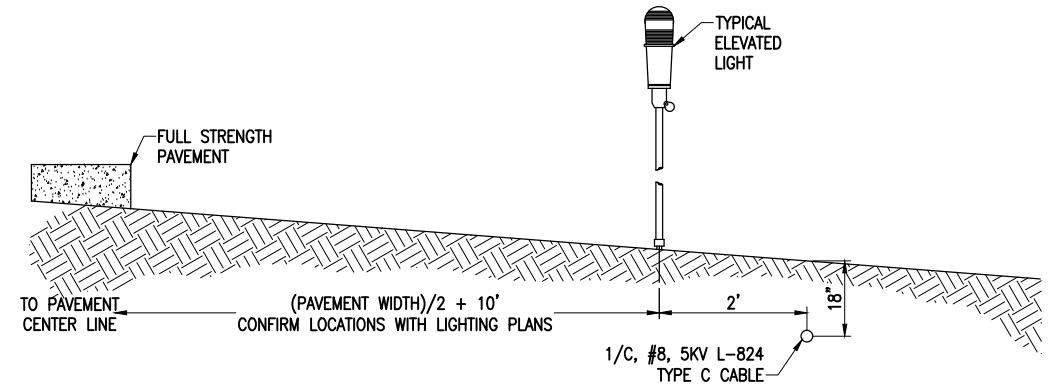
NUMBERING TAG DETAIL
(NOT TO SCALE)

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

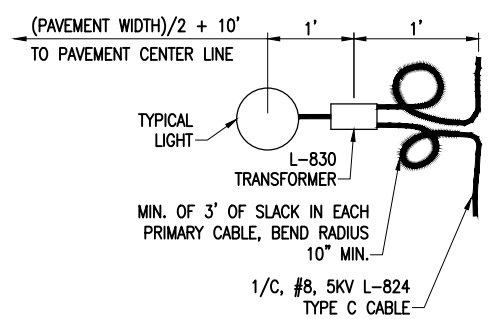
NOTES:

- SEE ELECTRICAL NOTES SHEETS.
- SEE "ELECTRICAL NOTES SHEET 2" AND "GROUNDING NOTES" SHEET FOR GROUNDING NOTES FOR AIRFIELD LIGHTING.
- SEE PROPOSED LIGHTING LAYOUT SHEET(S) FOR LIGHT LOCATIONS
- 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.
- EXISTING BASE MOUNTED LIGHTS SCHEDULED FOR RELOCATION SHALL RELOCATE THE EXISTING BASE WITH THE LIGHT FIXTURE.

A LIGHT BASE GROUND MUST BE INSTALLED AT EACH LIGHT FIXTURE. 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-FOOT 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.

EXPAND THE EAST HALF OF THE AIRCRAFT PARKING APRON

IDA No.: 1H2-4559
SBG No.: 3-17-SBGP-133/139

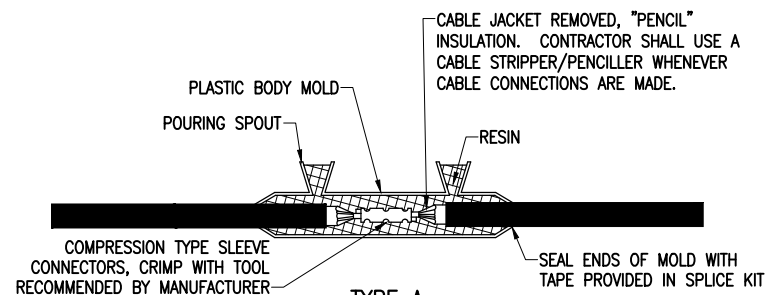
Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: E-501-DETL.DWG
DESIGN BY: KNL 10/20/2017
DRAWN BY: SKB 12/14/2017
REVIEWED BY: BSS 12/15/2017

SHEET TITLE

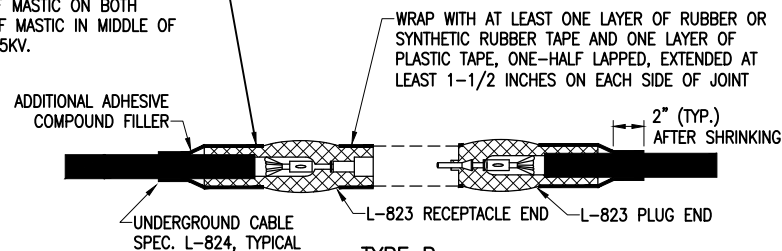
AIRFIELD LIGHTING DETAILS



TYPE A

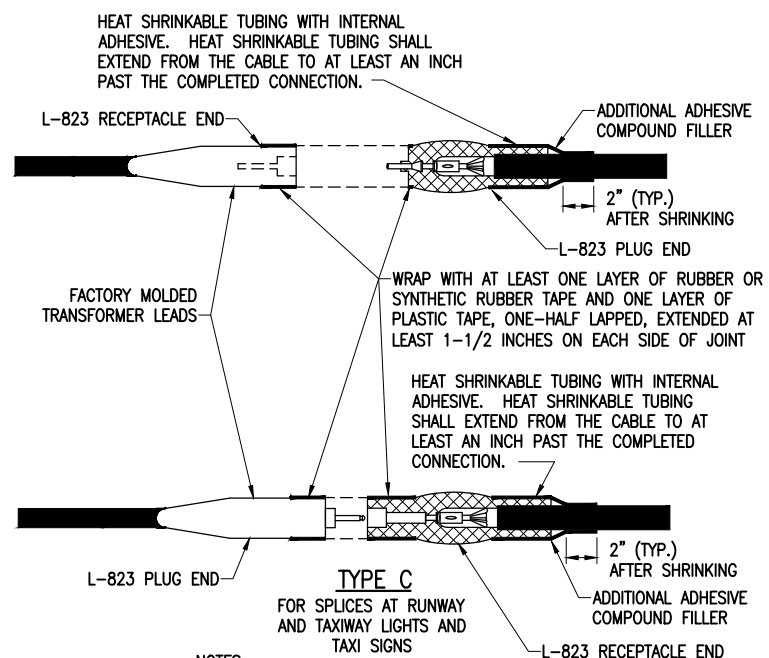
FOR SPLICES IN LOW VOLTAGE CABLE (600V) HOMERUNS FOR EXTENSIONS TO EXISTING LOW VOLTAGE CABLES ONLY. TYPE A SPLICES SHALL BE MADE IN SPLICE CANS, HANDHOLES, MANHOLES, OR JUNCTION BOXES

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.



TYPE B

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

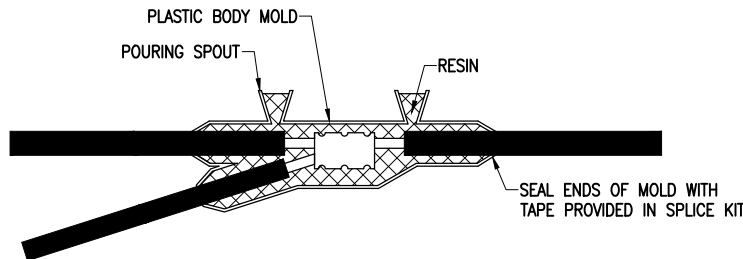


TYPE C

FOR SPLICES AT RUNWAY AND TAXIWAY LIGHTS AND TAXI SIGNS

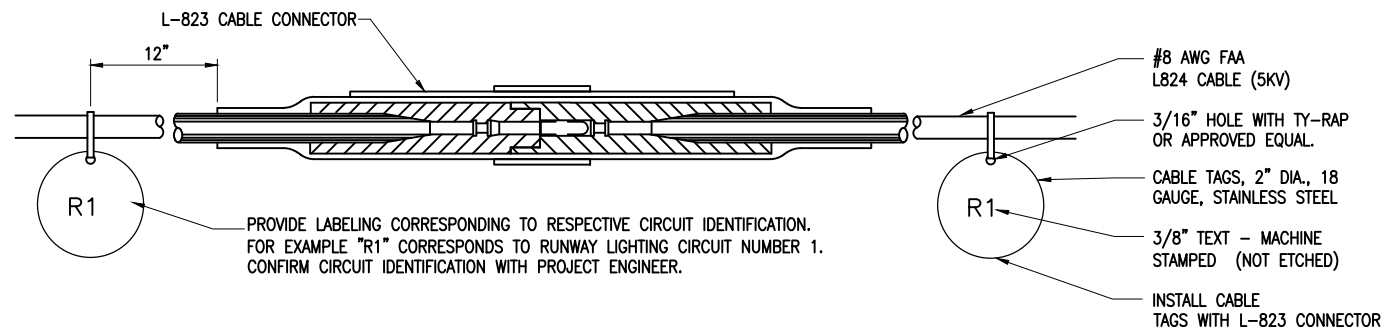
NOTES:
INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.

CABLE SPLICES
(NOT TO SCALE)



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"

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 SPLICER SHALL BE QUALIFIED IN MAKING CABLE SPLICES AND TERMINATIONS ON CABLES RATED AT AND/OR ABOVE 5,000 VOLTS AC TO COMPLY WITH THE REQUIREMENTS OF FAA AC 150/5370-10G ITEM L-108.
4. 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.

EXPAND THE EAST
HALF OF THE
AIRCRAFT PARKING
APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

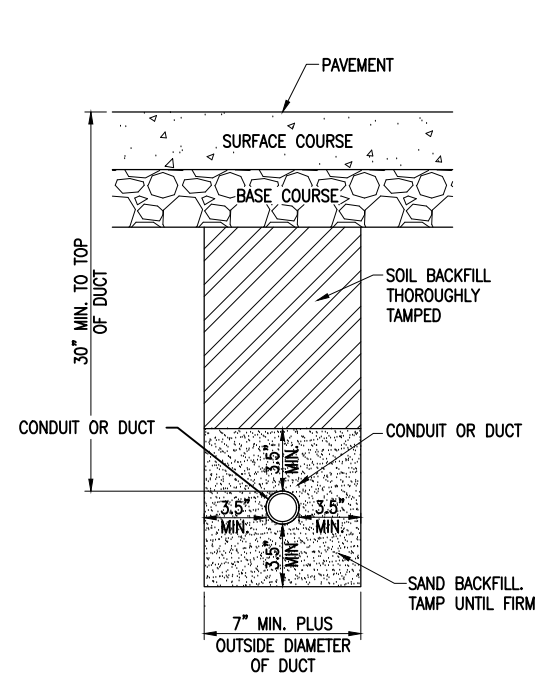
Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

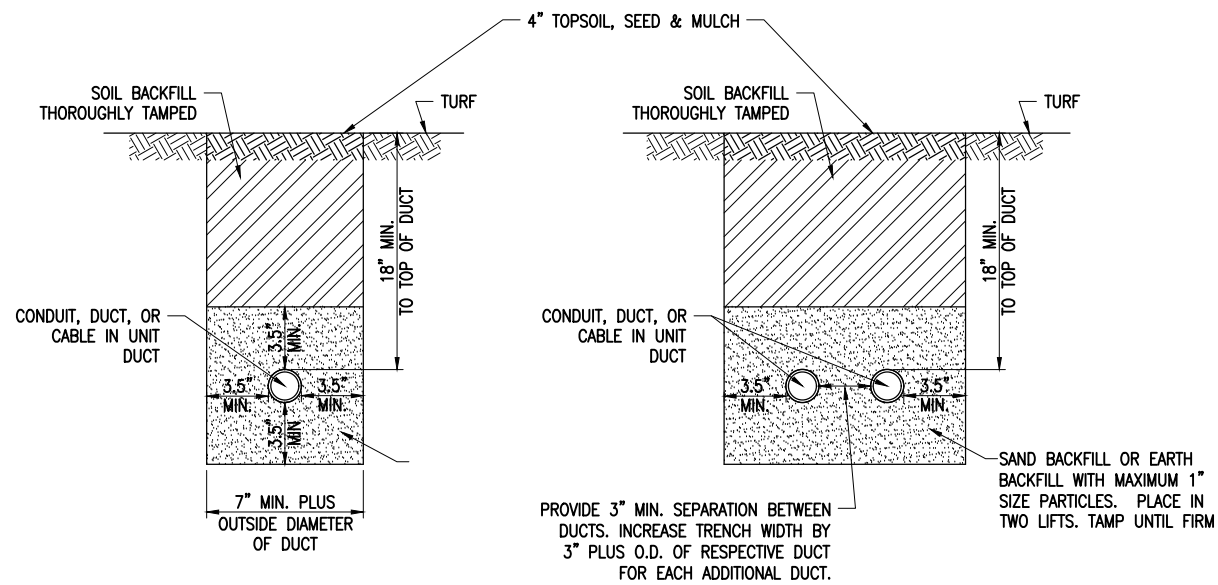
ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: E-502-DETL.DWG
DESIGN BY: KNL 10/20/2017
DRAWN BY: SKB 12/14/2017
REVIEWED BY: BSS 12/15/2017

SHEET TITLE

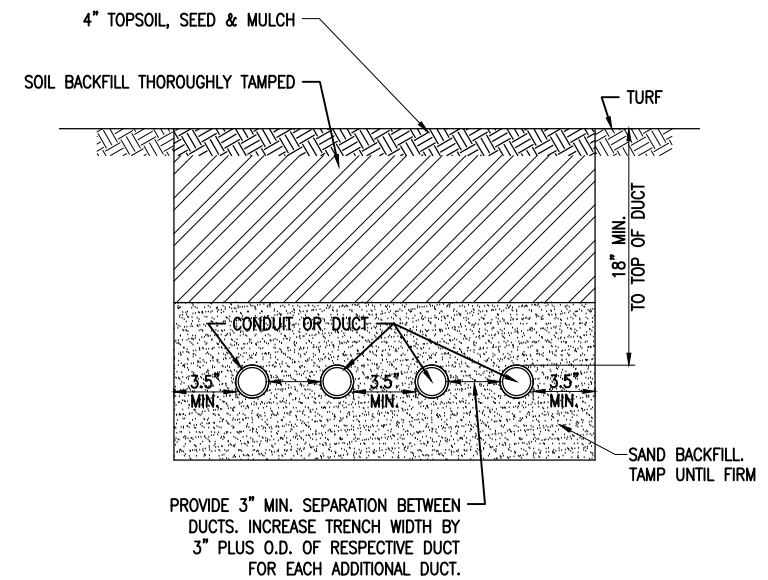
AIRFIELD LIGHTING
CABLE SPLICE
DETAILS



CONDUIT IN TRENCH – PAVED AREAS
"NOT TO SCALE"



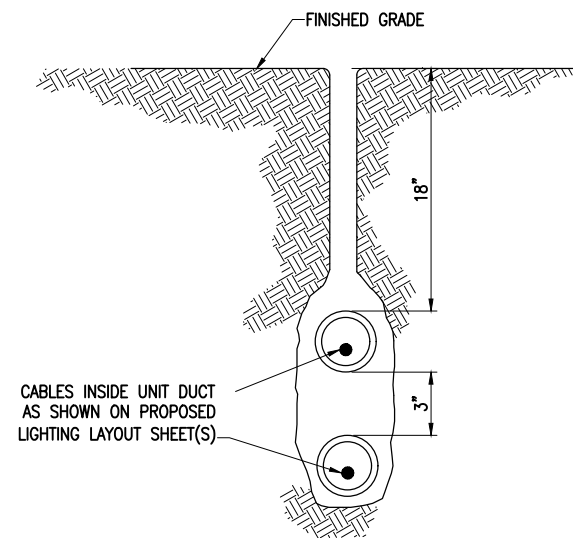
CONDUIT IN TRENCH – NON-PAVED AREAS
"NOT TO SCALE"



PLOWED CABLE
(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.



CABLES INSIDE UNIT DUCT AS SHOWN ON PROPOSED LIGHTING LAYOUT SHEET(S)

PLOWED CABLE
(NOT TO SCALE)

EXPAND THE EAST HALF OF THE AIRCRAFT PARKING APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

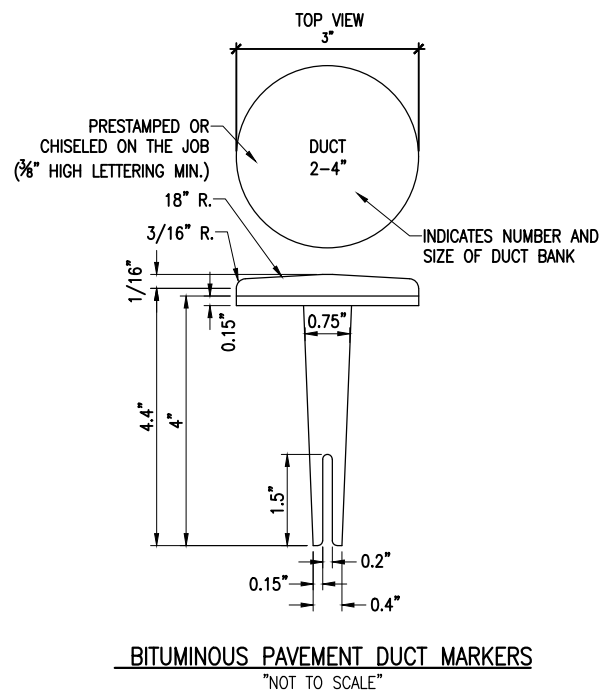
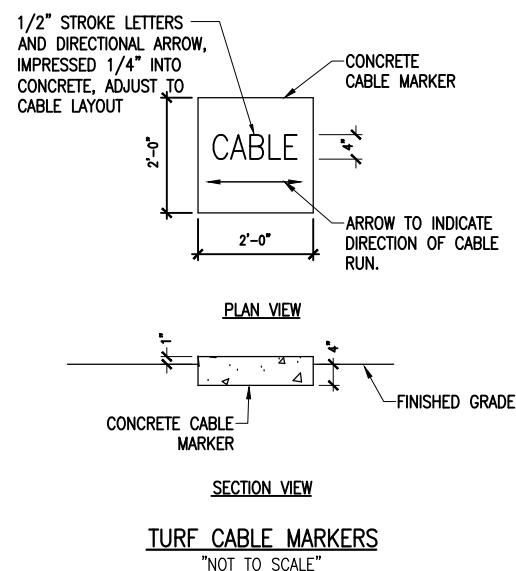
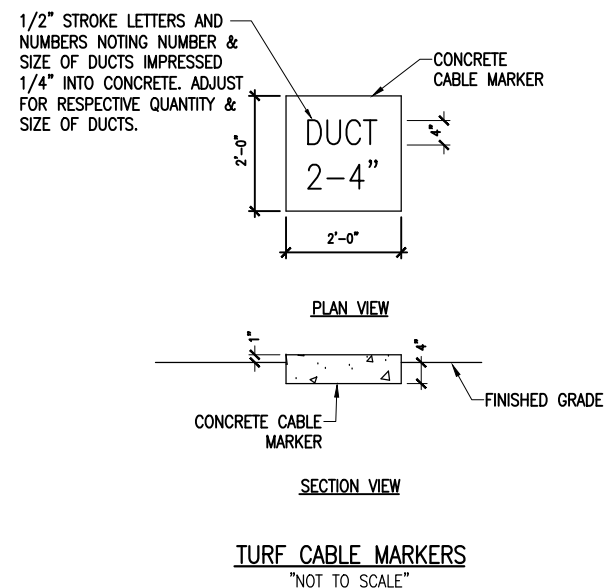
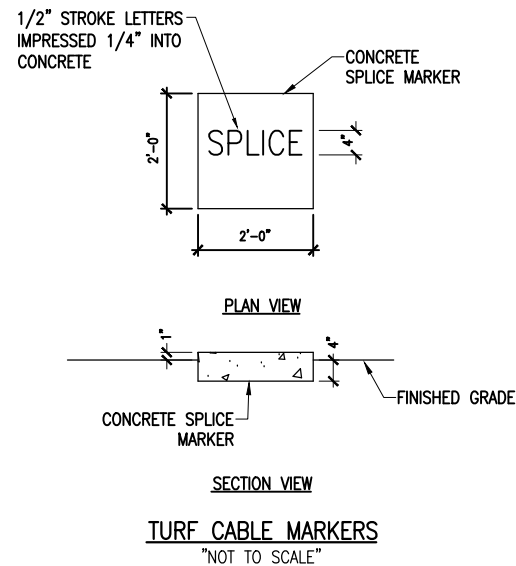
Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: E-503-DETL.DWG
DESIGN BY: KNL 10/20/2017
DRAWN BY: SKB 12/14/2017
REVIEWED BY: BSS 12/15/2017

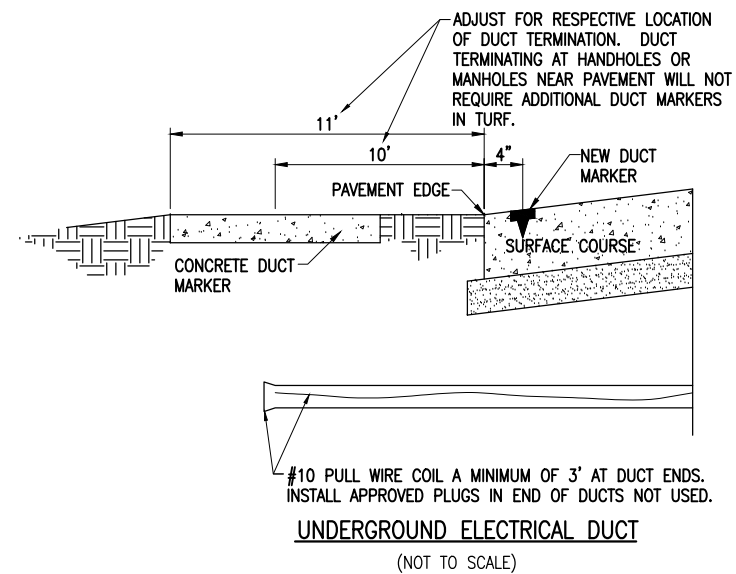
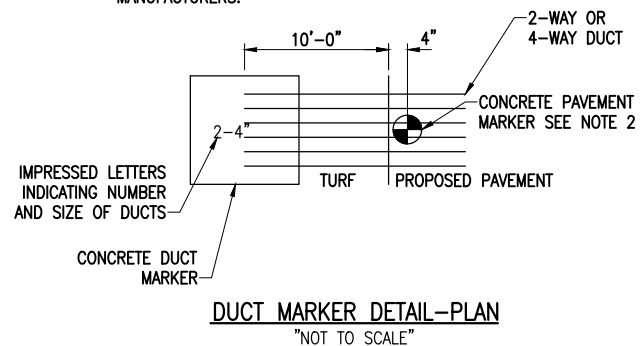
SHEET TITLE

CONDUIT TRENCH DETAILS



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.



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.

EXPAND THE EAST HALF OF THE AIRCRAFT PARKING APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: E-503-DETL.DWG
DESIGN BY: KNL 10/20/2017
DRAWN BY: SKB 12/14/2017
REVIEWED BY: BSS 12/15/2017

SHEET TITLE

CABLE AND DUCT MARKER DETAILS

GENERAL NOTES

1. ALL ELECTRICAL EQUIPMENT SHALL BE INSTALLED IN CONFORMANCE WITH NFPA 70 - NATIONAL ELECTRICAL CODE (NEC) MOST CURRENT ISSUE IN FORCE, THE RESPECTIVE EQUIPMENT MANUFACTURER'S DIRECTIONS AND ALL OTHER APPLICABLE LOCAL CODES, LAWS, ORDINANCES, AND REQUIREMENTS IN FORCE. ANY INSTALLATIONS WHICH VOID THE U.L. LISTING, INTERTEK TESTING SERVICES VERIFICATION/ETL LISTING (OR OTHER THIRD PARTY LISTING) AND/OR THE MANUFACTURER'S WARRANTY OF A DEVICE WILL NOT BE PERMITTED.
2. CONTRACTOR SHALL KEEP A COPY OF THE LATEST NEC IN FORCE ON SITE AT ALL TIMES DURING CONSTRUCTION FOR USE AS A REFERENCE.
3. CONTRACTOR SHALL COORDINATE WORK AND ANY POWER OUTAGES AND/OR SHUT DOWN OF SYSTEMS WITH THE RESPECTIVE FACILITY OWNER PERSONNEL AND THE AIRPORT MANAGER/DIRECTOR. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO, 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
4. THE CONTRACTOR SHALL ASCERTAIN THAT ALL LIGHTING SYSTEM COMPONENTS FURNISHED BY HIM, INCLUDING FAA APPROVED EQUIPMENT, ARE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND THE REMAINDER OF THE NEW/EXISTING SYSTEM. ANY NONCOMPATIBLE COMPONENTS FURNISHED BY THIS CONTRACTOR SHALL BE REPLACED BY HIM AT NO ADDITIONAL COST TO THE AIRPORT SPONSOR WITH A SIMILAR UNIT, APPROVED BY THE ENGINEER (DIFFERENT MODEL OR DIFFERENT MANUFACTURER) THAT IS COMPATIBLE WITH THE REMAINDER OF THE AIRPORT LIGHTING SYSTEM.
5. IN CASE THE CONTRACTOR ELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT REQUIRING ADDITIONAL WIRING, TRANSFORMERS, ADAPTORS, MOUNTINGS, ETC., TO THOSE SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATION, ANY COST FOR THESE ITEMS SHALL BE INCIDENTAL TO THE EQUIPMENT COST.
6. THE CONTRACTOR INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) SHALL NOT GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AIR NAVIGATION, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST WITH THE EQUIPMENT MEETING THE APPLICABLE SPECIFICATIONS AND NOT GENERATING ANY INTERFERENCE.
7. WHEN A SPECIFIC TYPE, STYLE, CLASS, ETC. OF FAA APPROVED EQUIPMENT IS SPECIFIED ONLY THAT TYPE, STYLE, CLASS, WILL BE ACCEPTABLE, EVEN THOUGH EQUIPMENT OF OTHER TYPES STYLES, CLASSES, ETC. MAY BE APPROVED.
8. ANY AND ALL INSTRUCTIONS FROM THE RESIDENT ENGINEER/RESIDENT TECHNICIAN TO THE CONTRACTOR REGARDING CHANGES IN OR DEVIATIONS FROM THE PLANS AND SPECIFICATIONS SHALL BE IN WRITING WITH COPIES SENT TO THE AIRPORT SPONSOR AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS. THE CONTRACTOR SHALL NOT ACCEPT ANY VERBAL INSTRUCTIONS FROM THE RESIDENT ENGINEER/RESIDENT TECHNICIAN REGARDING ANY CHANGES FROM THE PLANS AND SPECIFICATIONS.
9. A MINIMUM OF THREE COPIES OF THE INSTRUCTION BOOK SHALL BE SUPPLIED WITH EACH DIFFERENT TYPE OF EQUIPMENT. THE BOOKS DESCRIBING A MORE SOPHISTICATED TYPE OF EQUIPMENT, SUCH AS REGULATORS, PAPI, REIL, ETC. AS A MINIMUM SHALL CONTAIN THE FOLLOWING:
 - A. A DETAILED DESCRIPTION OF THE OVERALL EQUIPMENT AND ITS INDIVIDUAL COMPONENTS.
 - B. THEORY OF OPERATION INCLUDING THE FUNCTION OF EACH COMPONENT.
 - C. INSTALLATION INSTRUCTION.
 - D. START-UP INSTRUCTIONS.
 - E. PREVENTATIVE MAINTENANCE REQUIREMENTS.
 - F. CHART FOR TROUBLE-SHOOTING.
 - G. COMPLETE POWER AND CONTROL DETAILED WIRING DIAGRAM(S), SHOWING EACH CONDUCTOR/CONNECTION/COMPONENT - "BLACK" BOXES ARE NOT ACCEPTABLE. THE DIAGRAM OF THE NARRATIVE SHALL SHOW VOLTAGE/CURRENTS/WAVE SHAPES AT STRATEGIC LOCATIONS TO BE USED WHEN CHECKING AND/OR TROUBLE-SHOOTING THE EQUIPMENT. WHEN THE EQUIPMENT HAS SEVERAL MODES OF OPERATION, SUCH AS SEVERAL BRIGHTNESS STEPS, THESE PARAMETERS SHALL BE INDICATED FOR ALL DIFFERENT MODES.
 - H. PARTS LIST WHICH WILL INCLUDE ALL MAJOR AND MINOR COMPONENTS SUCH AS RESISTORS, DIODES, ETC. IT SHALL INCLUDE A COMPLETE NOMENCLATURE OF EACH COMPONENT AND, IF APPLICABLE, THE NAME OF ITS MANUFACTURER AND THE CATALOG NUMBER.
 - I. SAFETY INSTRUCTIONS.

POWER AND CONTROL NOTES

1. PROVIDE LEGEND PLATES FOR ALL ELECTRICAL EQUIPMENT TO IDENTIFY FUNCTION, CIRCUIT VOLTAGE AND PHASE. WHERE THE EQUIPMENT CONTAINS FUSES, ALSO IDENTIFY THE FUSE OR FUSE LINK AMPERE RATING. WHERE THE EQUIPMENT DOES NOT HAVE SUFFICIENT AREA TO INSTALL LEGEND PLATES, THE LEGEND PLATES SHALL BE INSTALLED ON THE WALL NEXT TO THE UNIT. LEGEND PLATES SHALL BE WEATHERPROOF ENGRAVED PLASTIC OR PHENOLIC MATERIAL, 1/4" HIGH BLACK LETTERS ON A WHITE BACKGROUND UNLESS NOTED OTHERWISE. SECURE WITH WEATHERPROOF ADHESIVE AND MACHINE SCREWS. FURNISH ADDITIONAL LEGEND PLATES WHERE REQUIRED BY CODE, FOR ADDITIONAL EQUIPMENT, AS DETAILED HEREIN ON THE PLANS, AND AS NOTED IN THE SPECIAL PROVISION SPECIFICATIONS.
2. COLOR CODE ALL PHASE WIRING BY THE USE OF COLORED WIRE INSULATION AND/OR COLORED TAPE. WHERE TAPE IS USED, THE WIRE INSULATION SHALL BE BLACK. BLACK AND RED SHALL BE USED FOR PHASE CONDUCTORS ON 120/240VAC SINGLE-PHASE, THREE WIRE SYSTEMS AND BLACK, ORANGE (FOR HIGH LEG) AND BLUE SHALL BE USED FOR PHASE CONDUCTORS ON 240/120VAC THREE-PHASE, FOUR WIRE SYSTEMS. NEUTRAL CONDUCTORS, SIZE NO. 6 AWG OR SMALLER, SHALL BE IDENTIFIED BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH. NEUTRAL CONDUCTORS LARGER THAN NO. 6 AWG SHALL BE IDENTIFIED EITHER BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH OR BY THE USE OF WHITE TAPE AT ITS TERMINATIONS AND INSIDE ACCESSIBLE WIREWAYS. INSULATED GROUND CONDUCTORS SHALL HAVE GREEN COLORED INSULATION FOR ALL CONDUCTOR SIZES (AWG OR KCMIL).
3. ALL BRANCH CIRCUIT CONDUCTORS CONNECTED TO A PARTICULAR PHASE SHALL BE IDENTIFIED WITH THE SAME COLOR. THE COLOR CODING SHALL BE EXTENDED TO THE POINT OF UTILIZATION.
4. IN CONTROL WIRING THE SAME COLOR SHALL BE USED THROUGHOUT THE SYSTEM FOR THE SAME FUNCTION, SUCH AS 10%, 30%, 100% BRIGHTNESS CONTROL, ETC.
5. LOW VOLTAGE (600 V.) AND HIGH VOLTAGE (5000 V.) CONDUCTORS SHALL BE INSTALLED IN SEPARATE WIREWAYS.
6. NEATLY LACE WIRING IN DISTRIBUTION PANELS, WIREWAYS, SWITCHES AND JUNCTION/PULL BOXES.
7. THE MINIMUM SIZE OF PULL/JUNCTION BOXES, REGARDLESS OF THE QUANTITY AND SIZE OF THE CONDUCTORS SHOWN, SHALL BE AS FOLLOWS:
 - A. IN STRAIGHT PULLS THE LENGTH OF THE BOX SHALL NOT BE LESS THAN EIGHT TIMES THE TRADE DIAMETER OF THE LARGER CONDUIT. THE TOTAL AREA (INCLUDING THE CONDUIT CROSS-SECTIONAL AREA) OF A BOX END SHALL BE AT LEAST 3 TIMES GREATER THAN THE TOTAL TRADE CROSS-SECTIONAL AREA OF THE CONDUITS TERMINATING AT THE END.
 - B. IN ANGLE PULLS OR 'U' PULLS THE DISTANCE BETWEEN EACH CONDUIT ENTRY INSIDE THE BOX AND THE OPPOSITE WALL OF THE BOX SHALL NOT BE LESS THAN SIX (6) TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT. THIS DISTANCE SHALL BE INCREASED FOR ADDITIONAL ENTRIES BY THE AMOUNT OF THE SUM OF THE DIAMETERS OF ALL OTHER CONDUIT ENTRIES ON THE SAME WALL AS THE BOX. THE DISTANCE BETWEEN CONDUIT ENTRIES ENCLOSING THE SAME CONDUCTOR SHALL NOT BE LESS THAN SIX TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT.
8. A RUN OF CONDUIT BETWEEN TERMINATIONS AT EQUIPMENT ENCLOSURES, SQUARE DUCTS AND PULL/JUNCTION BOXES, SHALL NOT CONTAIN MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL), INCLUDING THOSE BENDS LOCATED IMMEDIATELY AT THE TERMINATIONS, CAST, CONDUIT TYPE OUTLETS SHALL NOT BE TREATED AS PULL/JUNCTION BOXES.
9. EQUIPMENT CABINETS SHALL NOT BE USED AS PULL/JUNCTION BOXES. ONLY WIRING TERMINATING AT THE EQUIPMENT SHALL BE BROUGHT INTO THESE ENCLOSURES.
10. SPLICES AND JUNCTION POINTS SHALL BE PERMITTED ONLY IN JUNCTION BOXES, DUCTS EQUIPPED WITH REMOVABLE COVERS, AND AT EASILY ACCESSIBLE LOCATIONS.
11. CIRCUIT BREAKERS IN POWER DISTRIBUTION PANEL(S) SHALL BE THERMAL-MAGNETIC MOLDED CASE, PERMANENT TRIP WITH 100 AMPERE, MINIMUM FRAME.
12. DUAL LUGS SHALL BE USED WHERE TWO (2) WIRES, SIZE NO. 6 OR LARGER, ARE TO BE CONNECTED TO THE SAME TERMINAL.
13. ALL INTERIOR WALL MOUNTED EQUIPMENT ENCLOSURES SHALL BE MOUNTED ON HOT DIPPED GALVANIZED STEEL STRUT SUPPORT, OR STAINLESS STEEL STRUT SUPPORT, WITH CORROSION RESISTANT HARDWARE.
14. SUPPORT FOR EXTERIOR MOUNTED EQUIPMENT SHALL USE HOT DIPPED GALVANIZED STEEL STRUT SUPPORT OR STAINLESS STEEL STRUT SUPPORT WITH STAINLESS STEEL HARDWARE. PROVIDE ZINC RICH PAINT APPLIED TO FIELD CUTS OF GALVANIZED STEEL SUPPORT TO MINIMIZE THE POTENTIAL FOR CORROSION PER THE RESPECTIVE STRUT SUPPORT MANUFACTURER'S RECOMMENDATIONS.
15. CONDUITS FOR ELECTRIC SERVICE ENTRANCE AND FEEDERS SHALL BE AS DETAILED HEREIN ON THE PLANS. WHERE GALVANIZED RIGID STEEL CONDUIT IS SPECIFIED IT SHALL HAVE THREADED FITTINGS. SET SCREW TYPE FITTINGS WILL NOT BE ACCEPTABLE. CONDUITS FOR UNDERGROUND APPLICATIONS SHALL BE AS DETAILED HEREIN. CONDUITS FOR GROUNDING ELECTRODE CONDUCTORS OR INDIVIDUAL GROUNDING CONDUCTORS SHALL BE SCHEDULE 40 OR SCHEDULE 80 PVC.
16. PROVIDE LIQUID TIGHT FLEXIBLE METAL CONDUIT AT CONNECTIONS TO EQUIPMENT SUBJECT TO VIBRATION OR WHERE FLEXIBILITY IS REQUIRED. LIQUID TIGHT FLEXIBLE METAL CONDUIT AND ASSOCIATED FITTINGS SHALL BE U.L. LISTED TO MEET THE REQUIREMENTS OF NEC 350.6, SUITABLE FOR GROUNDING, SUNLIGHT RESISTANT, AND RESISTANT TO OIL, GASOLINE, AND GREASE. LIQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS USED FOR FLEXIBILITY (INCLUDING CONNECTIONS TO MOTORS, TRANSFORMERS, & CONSTANT CURRENT REGULATORS) SHALL REQUIRE AN EXTERNAL BONDING JUMPER OR INTERNAL EQUIPMENT GROUNDING CONDUCTOR PER NEC 350.60. DO NOT INSTALL LIQUID TIGHT FLEXIBLE METAL CONDUIT THAT IS NOT UL LISTED. CONFIRM LIQUID-TIGHT FLEXIBLE METAL CONDUIT BEARS THE UL LABEL PRIOR TO INSTALLING IT.
17. UNLESS OTHERWISE SHOWN, ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL TO OR AT RIGHT ANGLES WITH THE LINES OF THE STRUCTURE.
18. ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC. SHALL BE GALVANIZED.
19. USE CONDUIT BUSHINGS AT EACH CONDUIT TERMINATION. WHERE NO. 4 AWG OR LARGER UNDERGROUND WIRE IS INSTALLED, USE INSULATED BUSHINGS.
20. USE DOUBLE LOCK NUTS AT EACH CONDUIT TERMINATION.
21. WRAP ALL PRIMARY AND SECONDARY POWER CONNECTIONS WITH SUFFICIENT LAYERS OF HIGH VOLTAGE ELECTRICAL INSULATING TAPE (RUBBER SPLICING TAPE SUITABLE FOR PRIMARY ELECTRICAL 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.
22. UNLESS OTHERWISE NOTED, ALL SINGLE CONDUCTOR CONTROL WIRING SHALL BE NO. 12 AWG. COPPER MINIMUM.
23. THE FOLLOWING SHALL APPLY TO RELAY/CONTACTOR PANELS/ENCLOSURES:
 - A. FOR INTERIOR LOCATIONS ALL COMPONENTS SHALL BE MOUNTED IN NEMA 12 (DUST TIGHT) ENCLOSURE(S) WITH VERTICALLY HINGED COVERS. FOR EXTERIOR/OUTDOOR LOCATIONS ALL COMPONENTS SHALL BE MOUNTED IN NEMA 4X STAINLESS STEEL ENCLOSURE(S) WITH VERTICALLY HINGED COVERS. ALL CONDUIT ENTRIES INTO NEMA 4, 4X ENCLOSURES SHALL HAVE NEMA 4 HUBS LISTED SUITABLE FOR THE RESPECTIVE ENCLOSURE TO MAINTAIN THE NEMA 4, 4X RATING OF THE ENCLOSURE.
 - B. THE ENCLOSURE(S) SHALL HAVE AMPLE SPACE FOR THE CIRCUIT COMPONENTS, TERMINAL BLOCKS AND INCOMING AND INTERNAL WIRING.
 - C. ALL CONTROL CONDUCTOR TERMINATIONS SHALL BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE. SOLDERED CLOSED-EYE TERMINATIONS, OR TERMINATIONS WITHOUT CONNECTORS ARE NOT ACCEPTABLE.
 - D. WHEN THE ENCLOSURE COVER IS OPENED, ALL CIRCUIT COMPONENTS, WIRING AND TERMINALS SHALL BE EXPOSED AND ACCESSIBLE WITHOUT REMOVAL OF ANY PANELS, COVERS, ETC., EXCEPT THOSE COVERING HIGH VOLTAGE COMPONENTS.
 - E. ACCESS TO, OR REMOVAL OF A CIRCUIT COMPONENT OR TERMINAL BLOCK WILL NOT REQUIRE THE REMOVAL OF ANY OTHER CIRCUIT COMPONENT OR TERMINAL BLOCK.
 - F. EACH CIRCUIT COMPONENT SHALL BE CLEARLY IDENTIFIED INDICATING ITS CORRESPONDING NUMBER SHOWN ON THE DRAWINGS AND ITS FUNCTION.
 - G. A COMPLETE WIRING DIAGRAM SHALL BE MOUNTED ON THE INSIDE OF THE COVER. THE DIAGRAM SHALL REPRESENT EACH CONDUCTOR BY A SEPARATE LINE.
 - H. THE DIAGRAM SHALL IDENTIFY EACH CIRCUIT COMPONENT AN NUMBERING AND COLOR OF EACH TERMINAL CONDUCTOR AND TERMINAL.
 - I. ALL WIRING SHALL BE NEATLY TRAINED AND LACED.
 - J. MINIMUM WIRE SIZE SHALL BE NO. 12 AWG.
24. FURNISH & INSTALL A WEATHERPROOF WARNING LABEL FOR EACH METER SOCKET, SERVICE DISCONNECT, SAFETY SWITCH, CUTOUT, PANELBOARD, & CONTROL PANEL TO WARN PERSONS OF POTENTIAL ELECTRIC ARC FLASH HAZARDS, PER THE REQUIREMENTS OF NEC 110.16 "ARC FLASH HAZARD WARNING".



Offices Nationwide
www.hanson-inc.com

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

Illinois Licensed
Professional Service Corporation
#184-001084

Effingham County Memorial Airport
14449 East 1100th Avenue
Effingham, Illinois 62401

**EXPAND THE EAST
HALF OF THE
AIRCRAFT PARKING
APRON**

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: E-002-NOTES.DWG
DESIGN BY: KNL 10/20/2017
DRAWN BY: SKB 12/14/2017
REVIEWED BY: BSS 12/15/2017

SHEET TITLE

**ELECTRICAL NOTES
SHEET 1**

I:\17 JOBS\17A0001\17A0001\CAD\AIRPORT\ISHEETE-002-NOTES.DWG
SEP 14, 2016 9:45 PM SCHWEIDT26

AIRFIELD LIGHTING NOTES

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

GROUNDING NOTES FOR AIRFIELD LIGHTING

20. ENTRANCES INTO L-867 BASES SHALL HAVE CONDUIT COUPLINGS OR REDUCERS TO INTERFACE UNIT DUCT/CONDUIT TO L-867 BASE HUBS, OR SHALL BE SEALED WITH HEAT SHRINK.
21. GALVANIZED/PAINTED EQUIPMENT/COMPONENT SURFACES SHALL NOT BE DAMAGED BY DRILLING, FILING, ETC. DRAIN HOLES IN METAL TRANSFORMER HOUSINGS SHALL BE MADE BEFORE GALVANIZING.
22. EDGE LIGHT NUMBERING TAGS SHALL BE FACING THE PAVEMENT.
23. CABLE/SPLICE/DUCT MARKERS SHALL BE PRECAST CONCRETE OF THE SIZE SHOWN. LETTERS/NUMBERS/ARROWS FOR THE LEGEND TO BE IMPRESSED INTO THE TOPS OF THE MARKERS SHALL BE PRE-ASSEMBLED AND SECURED IN THE MOLD BEFORE THE CONCRETE IS POURED. LEGEND INSCRIBED BY HAND IN WET CONCRETE SHALL NOT BE ACCEPTABLE.
24. ALL UNDERGROUND CABLE RUNS SHALL BE IDENTIFIED BY CABLE MARKERS AT 200 FEET MAXIMUM SPACING, WITH AN ADDITIONAL MARKER AT EACH CHANGE OF DIRECTION OF THE CABLE RUN. CABLE MARKERS SHALL BE INSTALLED IMMEDIATELY ABOVE THE CABLES.
25. THERE SHALL BE NO SPLICES BETWEEN THE ISOLATION TRANSFORMERS. L-823 CONNECTORS ARE ALLOWED AT TRANSFORMER CONNECTIONS ONLY, UNLESS OTHERWISE SHOWN.
26. APPLY AN OXIDE INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS AND BREAKAGE COUPLING THREADS.
27. LOCATIONS OF ENDS OF ALL UNDERGROUND DUCTS SHALL BE IDENTIFIED BY DUCT MARKERS.
28. WHERE A PARALLEL, CONSTANT VOLTAGE PAPI SYSTEM IS PROVIDED, THE "T" SPLICES SHALL BE OF THE CAST TYPE.
29. CONCRETE USED FOR SLABS, FOOTINGS, BACKFILL AROUND TRANSFORMER HOUSINGS, MARKINGS, ETC. SHALL BE 3500 PSI (MINIMUM) AT 14 DAYS, IN ACCORDANCE WITH ITEM 610 STRUCTURAL PORTLAND CEMENT CONCRETE.
30. ALL POWER AND CONTROL CABLES IN MAN/HAND HOLES SHALL BE TAGGED. USE EMBOSSED COPPER STRIPS TO BE ATTACHED AT BOTH ENDS TO THE CABLE BY THE USE OF PLASTIC STRAPS. MINIMUM OF TWO TAGS SHALL BE PROVIDED ON EACH CABLE IN A MAN/HAND HOLE-ONE AT THE CABLE ENTRANCE AND ONE AT THE CABLE EXIT.
31. THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT. ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123. CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER, CONTROL AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. ALSO CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVE GROUND UTILITIES.
32. WHEN PREPARING CABLE FOR SPLICES, THE CONTRACTOR SHALL USE A CABLE STRIPPER/PENCILLER WHENEVER CABLE CONNECTIONS ARE MADE.

1. GROUNDING FOR RUNWAY LIGHTS, TAXIWAY LIGHTS, AND LIGHTED TAXI GUIDANCE SIGNS SHALL BE AS DETAILED ON THE PLANS AND AS SPECIFIED HEREIN. A GROUND ROD MUST BE INSTALLED AT EACH LIGHT FIXTURE, TAXI GUIDANCE SIGN AND L-867/L-868 BASE. THE PURPOSE OF THE LIGHT BASE GROUND IS TO PROVIDE A DEGREE OF PROTECTION FOR MAINTENANCE PERSONNEL FROM POSSIBLE CONTACT WITH AN ENERGIZED LIGHT BASE OR MOUNTING STAKE THAT MAY RESULT FROM A SHORTED POWER CABLE OR ISOLATION TRANSFORMER. A LIGHT BASE GROUND SHALL BE INSTALLED AT EACH TRANSFORMER BASE/LIGHT CAN ASSOCIATED WITH RUNWAY LIGHTS, TAXIWAY LIGHTS, AND LIGHTED TAXI GUIDANCE SIGNS. A LIGHT BASE GROUND SHALL ALSO BE INSTALLED AT EACH STAKE MOUNTED LIGHT FIXTURE. A LIGHT BASE GROUND SHALL BE INSTALLED AND CONNECTED TO THE METAL FRAME OF EACH TAXI GUIDANCE SIGN AS DETAILED ON THE PLANS AND IN ACCORDANCE WITH THE RESPECTIVE TAXI GUIDANCE SIGN MANUFACTURER RECOMMENDATIONS. THE LIGHT BASE GROUND SHALL BE A #6 AWG BARE COPPER CONDUCTOR BONDED TO THE GROUND LUG ON THE RESPECTIVE L-867 TRANSFORMER BASE/LIGHT CAN OR MOUNTING STAKE AND A 3/4-INCH DIAMETER BY 10-FOOT LONG (MINIMUM) UL LISTED COPPER CLAD GROUND ROD. CONNECTIONS TO GROUND LUGS ON THE L-867 TRANSFORMER BASE/LIGHT CAN OR MOUNTING STAKE SHALL BE WITH A UL LISTED GROUNDING CONNECTOR. CONNECTIONS TO LIGHT BASES MAY ALSO BE MADE WITH A UL 467 LISTED PIPE CLAMP CONNECTED TO THE GRSC NIPPLE EXTENDING FROM A THREADED LIGHT BASE HUB. CONNECTIONS TO GROUND RODS 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. TOP OF GROUND RODS SHALL BE BURIED 12 INCHES MINIMUM BELOW GRADE, UNLESS SPECIFIED OTHERWISE HEREIN, FOR RESPECTIVE APPLICATIONS.
2. PER THE REQUIREMENTS OF FAA AC 150/5340-30J DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS, CHAPTER 12, PART 12.6 "LIGHT FIXTURE BONDING" IT NOTES THE FOLLOWING: BOND THE LIGHT FIXTURE TO THE LIGHT BASE INTERNAL GROUND LUG VIA A NO. 6 AWG STRANDED COPPER WIRE RATED 600 VOLTS WITH GREEN XHHW, THWN-2, OR OTHER SUITABLE INSULATION, BARE STRANDED CONDUCTOR OR A BRAIDED GROUND STRAP OF EQUIVALENT CURRENT RATING. THE BONDING CONDUCTOR LENGTH MUST BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING A BONDING WIRE TO THE FIXTURE.
3. STEEL USED TO MANUFACTURE GROUND RODS SHALL BE 100 PERCENT DOMESTIC STEEL.
4. CLEAN ALL METAL SURFACES BEFORE MAKING GROUND CONNECTIONS. METALLIC SURFACES TO BE JOINED SHALL BE PREPARED BY THE REMOVAL OF ALL NON-CONDUCTIVE MATERIAL PER 2017 NATIONAL ELECTRICAL CODE ARTICLE 250-12.
5. THE RESISTANCE TO GROUND OF THE RESPECTIVE MOUNTING STAKE OR LIGHT BASE (WITH GROUND ROD CONNECTED) MUST BE 25 OHMS OR LESS.
6. FOR EACH AIRFIELD LIGHT FIXTURE, TAXI GUIDANCE SIGN, JUNCTION STRUCTURE/L-867 BASE/L-868 BASE, OR OTHER AIRFIELD LIGHT FIXTURE, THE CONTRACTOR SHALL TEST THE MADE ELECTRODE GROUND SYSTEM WITH AN INSTRUMENT SPECIFICALLY DESIGNED FOR TESTING GROUNDING SYSTEMS. TEST RESULTS SHALL BE RECORDED FOR EACH AIRFIELD LIGHT FIXTURE AND EACH TAXI GUIDANCE SIGN INSTALLATION. IF GROUND RESISTANCE EXCEEDS 25 OHMS, LONGER GROUND RODS OR ADDITIONAL GROUND RODS MIGHT BE REQUIRED. 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.



Offices Nationwide
www.hanson-inc.com

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

Illinois Licensed
Professional Service Corporation
#184-001084

Effingham County Memorial Airport
14449 East 1100th Avenue
Effingham, Illinois 62401

**EXPAND THE EAST
HALF OF THE
AIRCRAFT PARKING
APRON**

IDA No.: 1H2-4559
SBG No.:3-17-SBGp-133/139

Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: E-003-NOTES.DWG
DESIGN BY: KNL 10/20/2017
DRAWN BY: SKB 12/14/2017
REVIEWED BY: BSS 12/15/2017

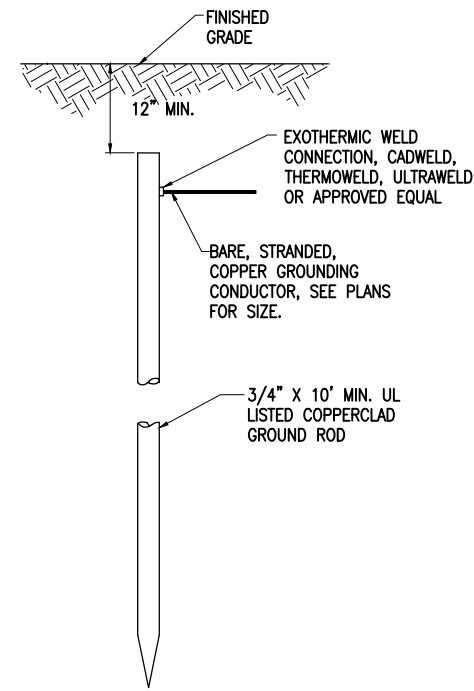
SHEET TITLE

**ELECTRICAL NOTES
SHEET 2**

- 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 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), WHERE ONE GROUND ROD DOES NOT MEET A GROUND RESISTANCE OF 25 OHMS OR LESS.

EXPAND THE EAST
HALF OF THE
AIRCRAFT PARKING
APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBG-133/139

Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018

PROJECT NO: 17A0001

CAD FILE: E-004-GND.DWG

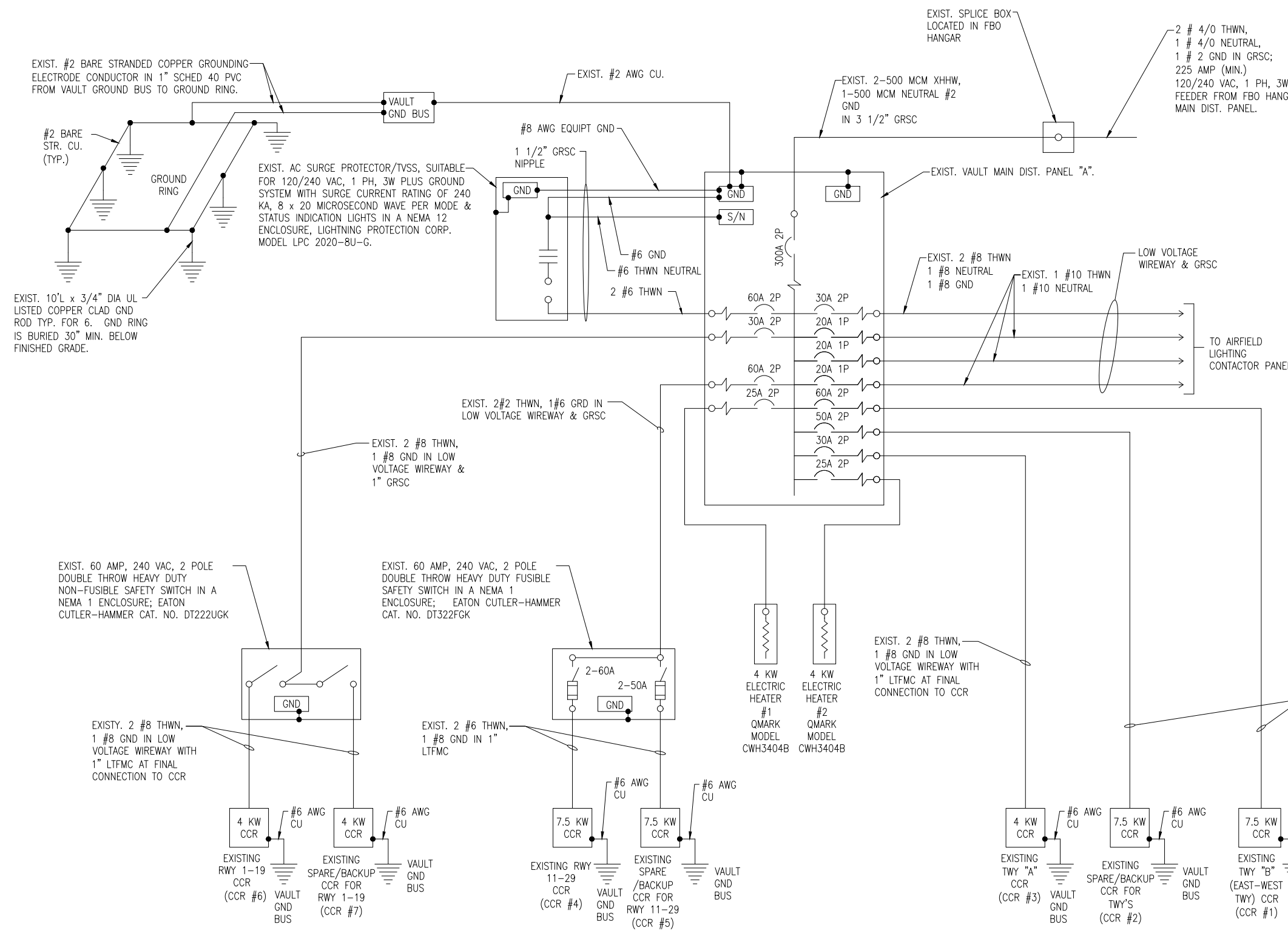
DESIGN BY: KNL 10/20/2017

DRAWN BY: SKB 12/14/2017

REVIEWED BY: BSS 12/15/2017

SHEET TITLE

GROUNDING NOTES



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.

EXPAND THE EAST HALF OF THE AIRCRAFT PARKING APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018

PROJECT NO: 17A0001

CAD FILE: E-601-1LINE.DWG

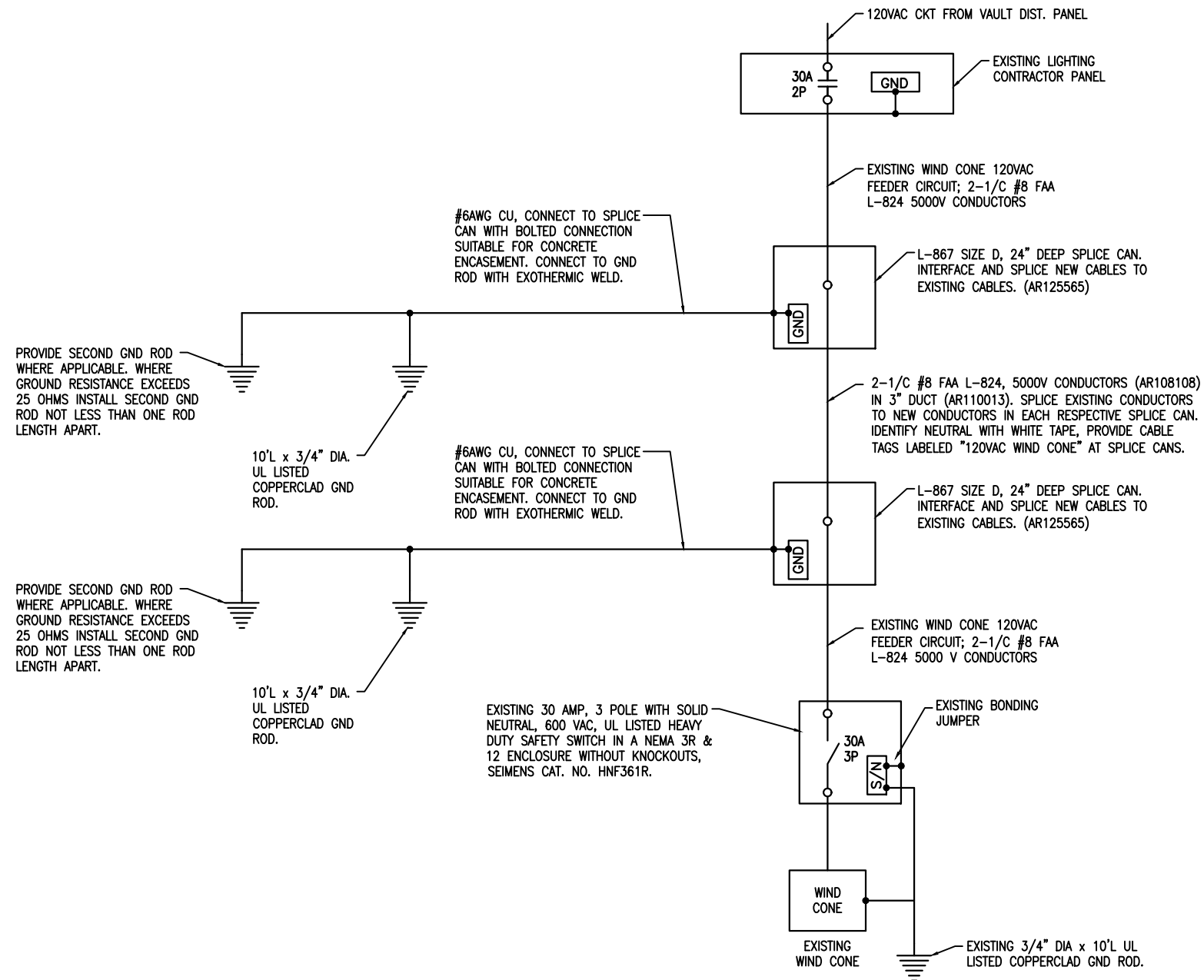
DESIGN BY: KNL 10/20/2017

DRAWN BY: SKB 12/14/2017

REVIEWED BY: BSS 12/15/2017

SHEET TITLE

EXISTING ELECTRICAL ONE-LINE FOR VAULT



PROPOSED ONE-LINE FOR EXISTING WIND CONE

NOTES:

1. ALL VAULT WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO, 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
2. 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, ETL/INTERTEK TESTING SERVICES VERIFICATION/LISTING, (OR OTHER THIRD PARTY LISTING) AND/OR THE MANUFACTURER'S WARRANTY OF A DEVICE WILL NOT BE PERMITTED.
3. ALL CONDUCTORS/WIRING SHALL BE COPPER.
4. EQUIPMENT AND MATERIALS NOT LABELED AS EXISTING ARE NEW.

EXPAND THE EAST
HALF OF THE
AIRCRAFT PARKING
APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: E-603-1LINE.DWG
DESIGN BY: KNL 10/20/2017
DRAWN BY: SKB 12/14/2017
REVIEWED BY: BSS 12/15/2017

SHEET TITLE

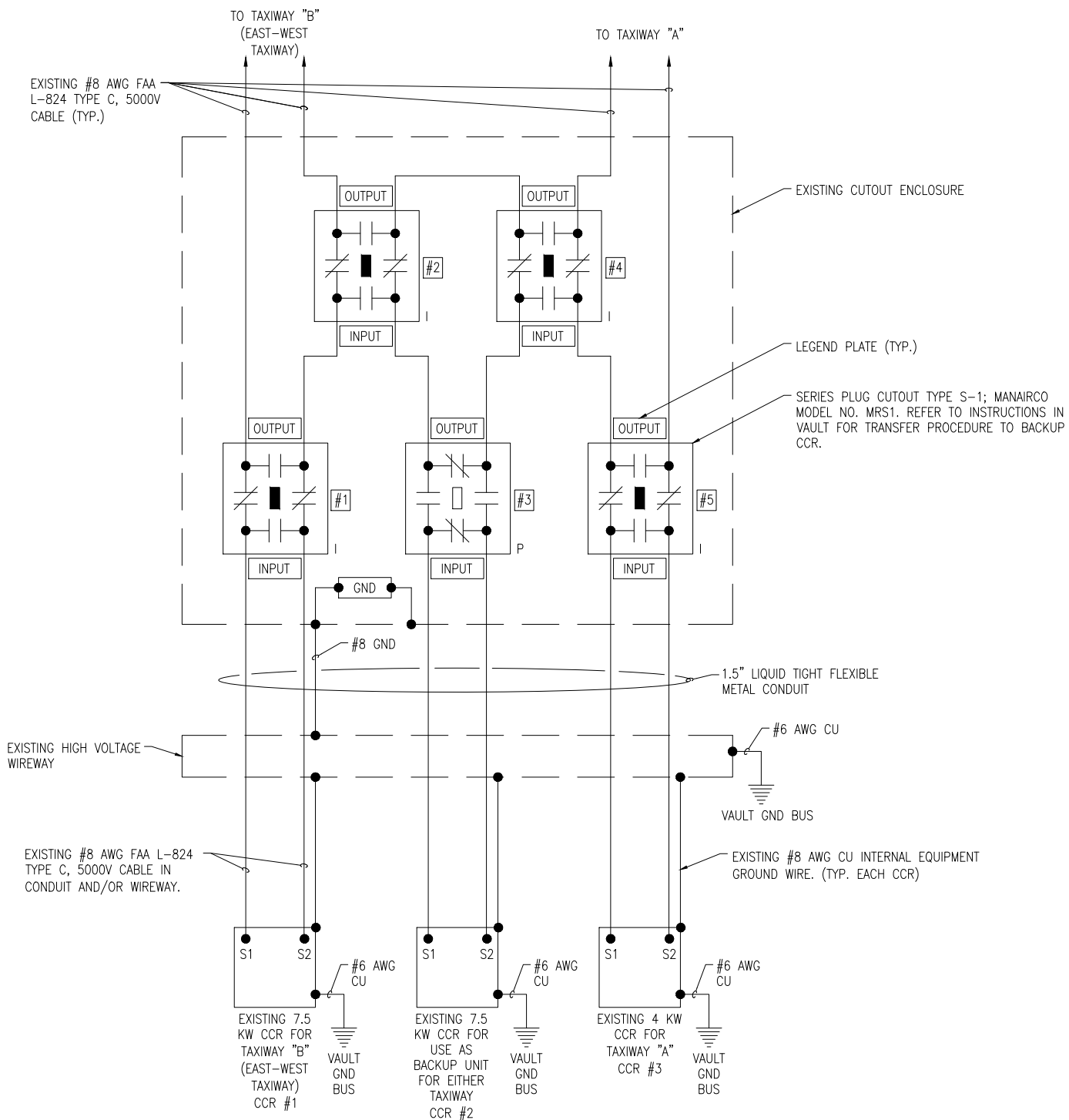
PROPOSED
ELECTRICAL ONE
LINE FOR WIND CONE

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: E-604-SCHEM.DWG
DESIGN BY: KNL 10/20/2017
DRAWN BY: SKB 12/14/2017
REVIEWED BY: BSS 12/15/2017

SHEET TITLE

EXISTING HIGH
VOLTAGE WIRING
SCHEMATIC FOR
TAXIWAYS



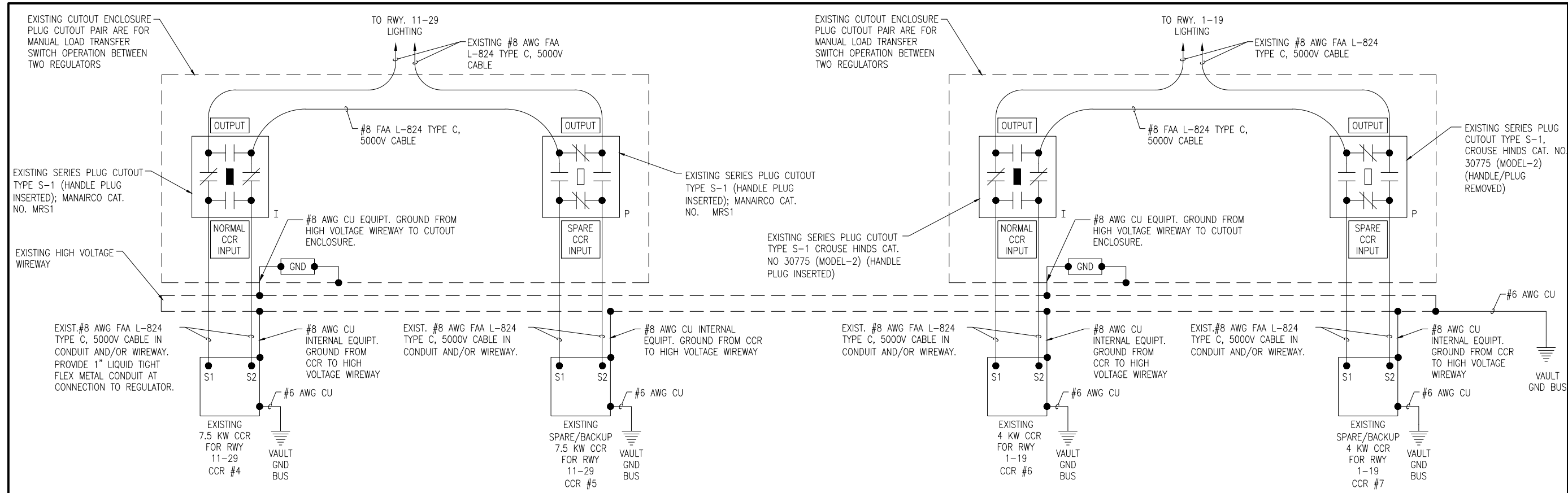
NOTES:

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 RESIDENT ENGINEER/TECHNICIAN. TEST RESULTS SHALL BE PROVIDED TO THE PROJECT ENGINEER AND RESIDENT ENGINEER/TECHNICIAN.
7. TAXIWAY "B" LIGHTING CIRCUITS WILL BE AFFECTED BY APRON EXPANSION.
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

EXISTING HIGH VOLTAGE WIRING SCHEMATIC FOR TAXIWAYS



LEGEND

"I" DENOTES PLUG CUTOUT WITH PLUG INSERTED

"P" DENOTES PLUG CUTOUT WITH PLUG PULLED

"CCR" DENOTES CONSTANT CURRENT REGULATOR

NOTES:

- 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).
- 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.
- 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 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.
- 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).
- 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 RESIDENT ENGINEER/TECHNICIAN. TEST RESULTS SHALL BE PROVIDED TO THE PROJECT ENGINEER AND RESIDENT ENGINEER/TECHNICIAN.

EXPAND THE EAST HALF OF THE AIRCRAFT PARKING APRON

IDA No.: 1H2-4559
SBG No.:3-17-SBGP-133/139

Contract No. EF009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 09/14/2018
PROJECT NO: 17A0001
CAD FILE: E-605-SCHEM.DWG
DESIGN BY: KNL 10/20/2017
DRAWN BY: SKB 12/14/2017
REVIEWED BY: BSS 12/15/2017

SHEET TITLE

EXISTING HIGH VOLTAGE WIRING SCHEMATIC FOR RUNWAYS