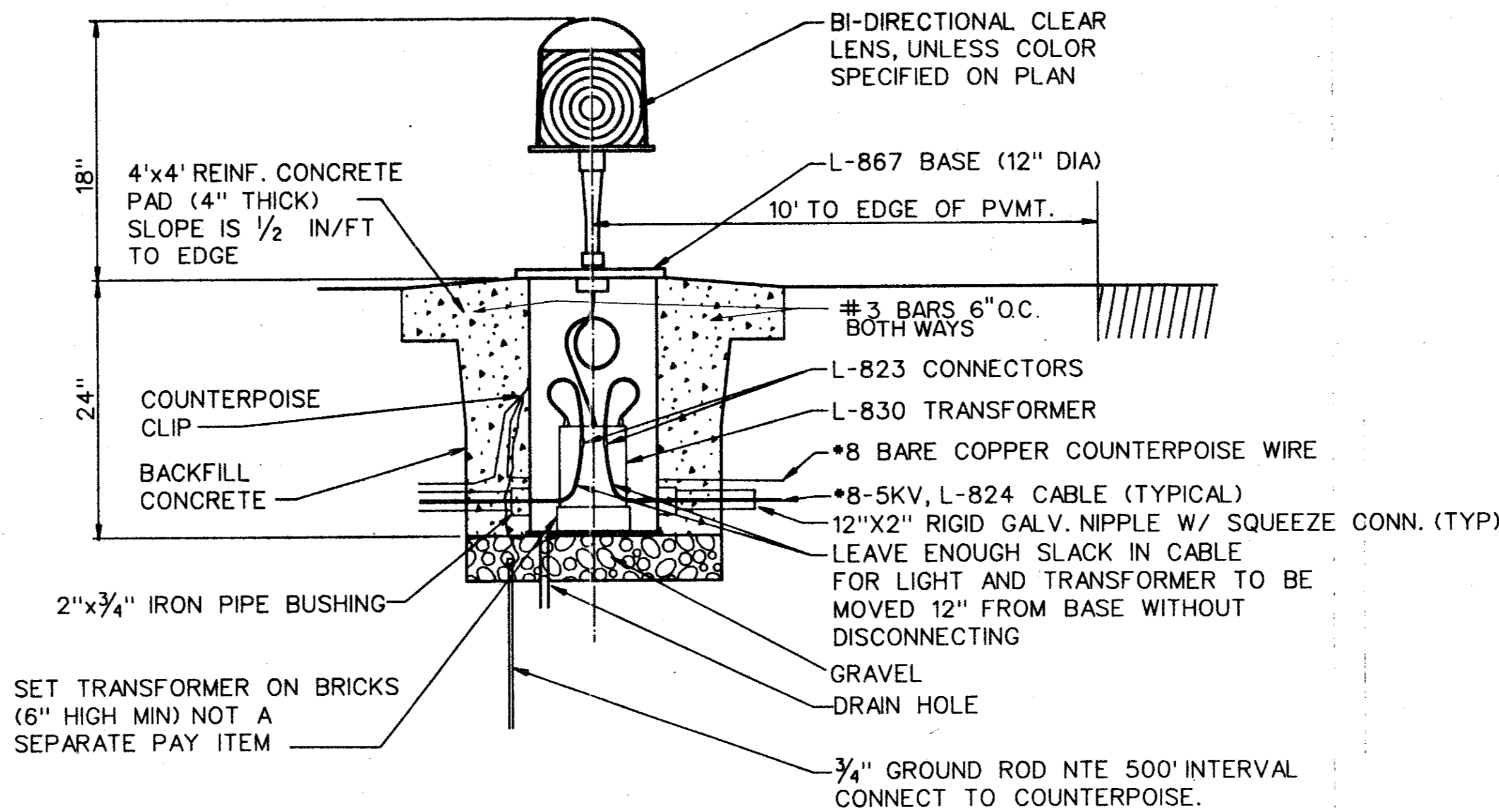


CAUTION:
EXISTING BURIED CABLE FOR RUNWAY
CIRCUIT LOCATED APPROX. 8' TO 12'
FROM EDGE OF RUNWAY PAVEMENT.

ELEVATED T/W LIGHTING INSTALLATION

NOT TO SCALE



CAUTION:
EXISTING BURIED CABLE FOR RUNWAY
CIRCUIT LOCATED APPROX. 8' TO 12'
FROM EDGE OF RUNWAY PAVEMENT.

ELEVATED R/W LIGHTING INSTALLATION

NOT TO SCALE

CONSTRUCTION PROCEDURE :

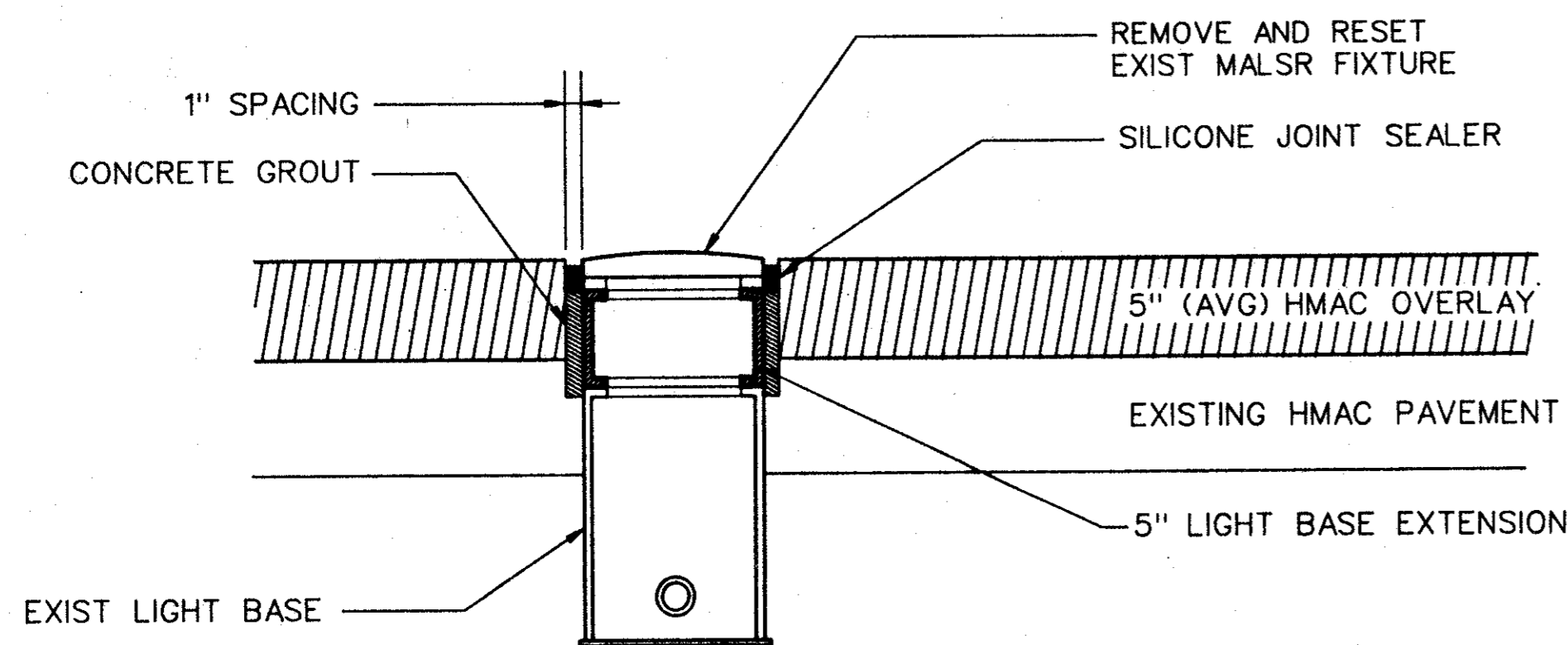
- ① TRENCH/BORE AND INSTALL NEW BURIED CABLES AND COUNTERPOISE WIRE. TRENCH/BORE TO BE COMPLETELY BACKFILL NIGHTLY PRIOR TO 6:00 AM RE-OPENING OF THE RUNWAY.
- ② CONSTRUCT NEW ELECTRICAL VAULT BUILDING.
- ③ INSTALL AND COMPLETE NEW EDGE LIGHT BASES & PAVED APRON.
- ④ CONNECT NEW CABLES TO NEW TRANSFORMER.
- ⑤ INSTALL NEW EDGE LIGHTS FIXTURE AND CONNECT TO TRANSFORMER.
- ⑥ INSTALL AND COMPLETE CONDUITS/CABLES TO NEW ELECTRICAL VAULT.
- ⑦ INSTALL NEW 30 KW CONSTANT CURRENT REGULATOR.
- ⑧ CONNECT NEW RUNWAY CIRCUIT TO 30 KW CCR & ACTIVATED.
- ⑨ REMOVE & REINSTALL EXISTING 7.5 KW REGULATOR IN NEW VAULT.
- ⑩ CONNECT NEW TAXIWAY CIRCUIT TO 7.5 KW CCR & ACTIVATED.
- ⑪ INSTALL AND COMPLETE CONTROL CABLES/PANEL FOR ATC TOWER CAB.
- ⑫ SALVAGE EXISTING R/W EDGE LIGHTS FOR OWNER & PLUG EXIST CABLE.

GENERAL NOTES:

1. CONTRACTOR TO VERIFY EXISTING CONDITIONS TO HIS OWN SATISFACTION PRIOR TO ANY EXCAVATION. ANY DAMAGE TO EXISTING SYSTEMS SHALL BE REPAIRED IMMEDIATELY AT CONTRACTOR'S EXPENSE.
2. EXISTING UNDERGROUND CABLES ARE LOCATED BASED ON AVAILABLE INFORMATION.
3. ALL EXCAVATION WITHIN 5' OF ALL KNOWN UNDERGROUND CABLES SHALL BE DUG BY HAND. F.A.A. CABLES ARE APPROXIMATELY 26" BELOW GRADE.
4. ALL FIELD SPLICE ON PROPOSED CIRCUIT TO BE PERFORMED USING MANUFACTURED KIT APPROVED BY F.A.A.
5. CONTRACTOR SHALL MAINTAIN RUNWAY LIGHTING SYSTEM FOR NEXT DAY OPERATION.
6. ALL EXIST R/W LIGHTING CIRCUITS TO REMAIN OPERATIONAL.
7. ALL F.A.A. CABLES TO BE SPLICED BY F.A.A. PERSONNEL ONLY, CONTACT F.A.A. AT LEAST ONE WEEK IN ADVANCE.
8. INSPECTION OF LIGHTING SYSTEM BY RESIDENT PROJECT REPRESENTATIVE IS REQUIRED PRIOR TO RUNWAY REACTIVATION.
9. ALL DETAILS SHOWN ON THIS SHEET ARE INCIDENTAL TO BID ITEM, UNLESS NOTED OTHERWISE.

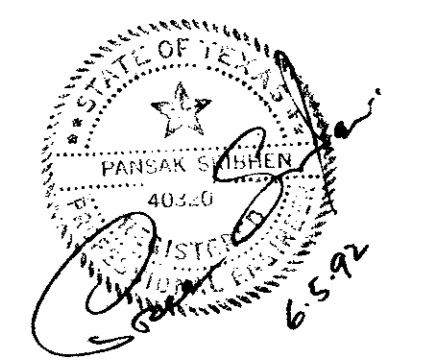
LIGHT BASE EXTENSION PROCEDURE :

- ① REMOVE EXISTING FIXTURE AND COVER WITH MUD PLATE AND PLYWOOD COVER.
- ② AFTER OVERLAY, DRILL 4" CORE HOLE (PILOT) CENTER ON STEEL MUD PLATE.
- ③ THE HEIGHT OF THE L-868 EXTENSION SHALL BE DETERMINED AS FOLLOWS :
 - RECORD FINAL ELEVATION OF THE TOP OF MIDPOINT OF STEEL COVER PLATE.
 - RECORD FINAL ELEVATION OF THE TOP OF COMPLETED OVERLAY PAVEMENT.
 - THE HEIGHT OF THE L-868 EXTENSION SHALL BE 3/4" LESS THAN THE DIMENSION FROM THE TOP OF STEEL COVER PLATE TO TOP OF PAVEMENT.
 - THE EDGE OF THE LIGHT FIXTURE SHALL MATCH THE FINISHED PAVEMENT SURFACE.
- ④ CORE OVERLAY 1" DIAMETER LARGER THAN FIXTURE BASE.
- ⑤ REMOVE MUD PLATE & PLYWOOD COVER.
- ⑥ INSTALL NEW BASE EXTENSION (MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE TO AID IN INSTALLATION OF EXTENSION).
- ⑦ REINSTALL LIGHT FIXTURE AND CONNENCT TO EXISTING TRANSFORMER.
- ⑧ GROUT AROUND THE BASE EXTENSION OUTSIDE VOID.
- ⑨ APPLY JOINT SEALER AROUND THE FIXTURE.



MALSR IN-PAVEMENT ADJUSTMENT

NOT TO SCALE



AS BUILT

NOV 10 1993

LD-2

DESIGN: PSA ENGINEERING	ALP. NO. 3-48-0063-04-92			
DRAWN: PSA ENGINEERING	BD NO. 92-29			
CHECKED: PSA ENGINEERING	JOB NO. PSA 9205	Date	Revisions	By
SCALE:				

Greiner Fort Worth, Texas
Engineers, Architects and Planners

In Association With
ASA ENGINEERING DALLAS, TEXAS



ADDISON AIRPORT

AIRFIELD LIGHTING IMPROVEMENTS
AIRFIELD LIGHTING INSTALLATION DETAILS

SHEET 29