



DEKALB PEACHTREE AIRPORT
DEKALB COUNTY, GEORGIA

Michael Baker INTERNATIONAL

Designer:
GHL/RES

Technician:
GHL/RES

Checked by:
GHL

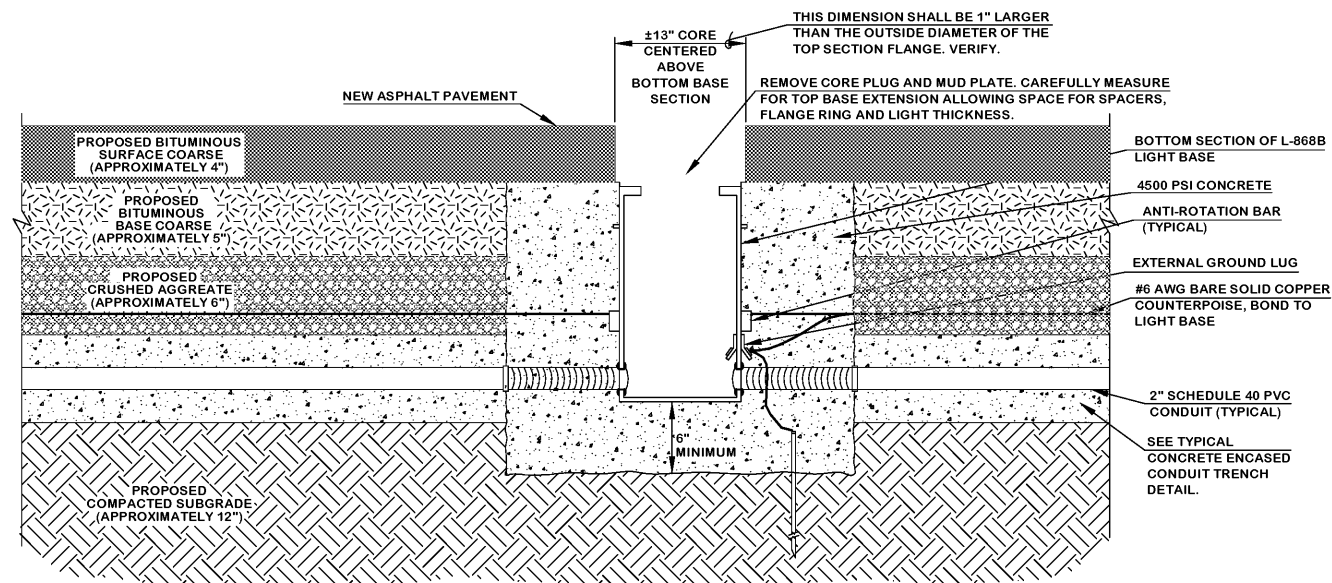
Project Number:
174297

Notes:



L-852G IN-PAVEMENT GUARD LIGHT BASE INSTALLATION NOTES

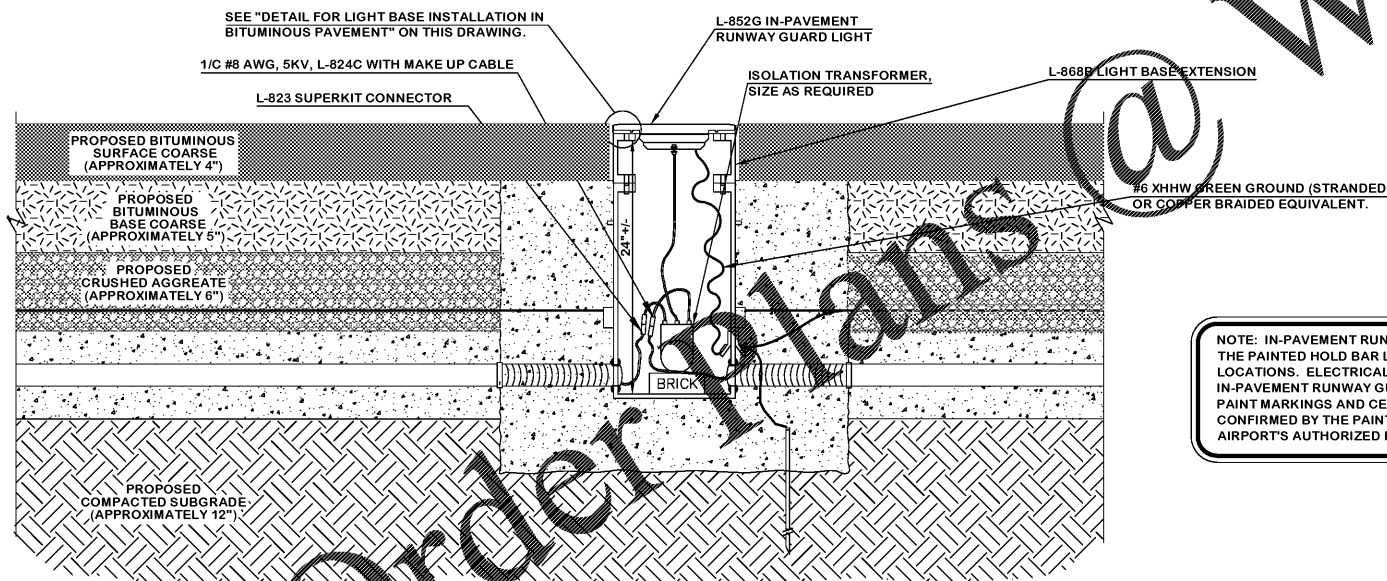
1. THE CONTRACTOR SHALL INSTALL 12-BOLT LIGHT BASES FOR PROPER VERTICAL AND AZIMUTH ALIGNMENT OF FIXTURE. FOR LIGHT BEAM ORIENTATION OF IN-PAVEMENT RUNWAY GUARD LIGHTS (IRGLS), THE L-868B BASES FOR IN-PAVEMENT IRGLS MUST BE INSTALLED SUCH THAT A LINE THROUGH ONE PAIR OF BOLT HOLES ON OPPOSITE SIDES OF THE BASE IS PARALLEL TO THE RUNWAY HOLDING POSITION MARKING. EACH FIXTURE SHALL BE INSTALLED SO THAT THE LIGHT BEAM FACES AWAY FROM THE RUNWAY AND IS PERPENDICULAR TO THE RUNWAY HOLDING POSITION MARKING WITH A TOLERANCE OF ±1 DEGREE. FOR SOME PAVEMENT CONFIGURATIONS, IT MAY BE NECESSARY TO ORIENT THE LIGHTS AT SOME ANGLE TO THE MARKING. THE 12-BOLT LIGHT BASE WILL ALLOW THE LIGHT FIXTURES TO BE ADJUSTED 30 OR 60 DEGREES LEFT OR RIGHT, AS REQUIRED.
2. THE SPACER RINGS ARE DESIGNED AS A NOMINAL 1/2" THICKNESS (SEE DETAIL) THE SPACER RINGS MAY BE REQUIRED TO BE THINNER OR THICKER DEPENDING ON BASE CAN INSTALLATION AND PAVING TECHNIQUES. THIS CONTRACTOR SHALL BE RESPONSIBLE TO MEASURE AND DETERMINE THE REQUIRED THICKNESS OF EACH INDIVIDUAL SPACER RING REQUIRED TO PUT THE LIGHT AT THE CORRECT ELEVATION. AZIMUTH AND ROTATION PER FAA ADVISORY CIRCULARS, LATEST EDITIONS. THE CONTRACTORS BID PRICE SHALL INCLUDE FURNISHING AND INSTALLING ALL SPACER RINGS REQUIRED.
3. FLAT SPACER RINGS SHALL BE USED FOR HEIGHT ADJUSTMENTS FROM 1/16" TO 2" IN 1/16" INCREMENTS OR AS DETAILED. A BASE CAN EXTENSION SHALL BE USED FOR HEIGHT ADJUSTMENTS OF 2" AND GREATER. A MAXIMUM OF THREE SPACERS MAY BE USED BETWEEN BOLTED CAN EXTENSIONS, OR THE BASE CAN AND FIXTURE INCLUDING THE FLANGE RING AS PER THE FAA AC. THE TOLERANCE IS +0/-1/16" BELOW THE FINISHED PAVEMENT SURFACE.
4. ALL BASE CAN INSTALLATION TECHNIQUES, METHODS, MATERIALS, ETC. SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE START OF WORK.
5. IMMEDIATELY AFTER THE HOLES ARE CORED IN THE PAVEMENT OR BASE COURSE, THE BASE CANS SHALL BE INSTALLED AND THE CONCRETE INSTALLED SO AS TO PREVENT WATER FROM ENTERING THE SUBGRADE.
6. THE FINISHED PAVEMENT SURFACE SHALL BE PROTECTED FROM FOREIGN SUBSTANCES WHICH COULD CAUSE STAINING, I.E. OIL, ETC. THE CONTRACTOR SHALL IMMEDIATELY CLEAN ALL SPILLS AND CORRECT/CLEAN ANY STAINED SURFACES AT THE CONTRACTORS EXPENSE.
7. ALL FIXTURES SHALL HAVE NEW STAINLESS STEEL BOLTS AND NEW TWO-PIECE LOCK WASHERS. APPLY ANTI-SEIZE AS RECOMMENDED BY L-852 MANUFACTURER AND BOLT MANUFACTURER TO ALL MALE THREADS. THE FIXTURE MOUNTING BOLTS SHALL EXTEND THROUGH THE BASE CAN MOUNTING FLANGE INTO THE BASE CAN A MINIMUM OF 1/2" OR AS RECOMMENDED BY THE L-852 MANUFACTURER AND BOLT MANUFACTURER. THE BOLTS SHALL HAVE ENOUGH THREAD LENGTH SO THEY DO NOT SHOULDER OUT BEFORE THE LIGHT IS SECURELY TIGHTENED.
8. TORQUE ALL BOLTS AS RECOMMENDED BY L-852 MANUFACTURER, BOLT MANUFACTURER AND AS PER FAA ENGINEERING BRIEF #1 FOR BOLTS WITH ANTI-SEIZE. USE CALIBRATED TORQUE WRENCH ON ALL BOLTS. IMPACT WRENCHES AND SIMILAR METHODS ARE NOT ALLOWED. RECORD TORQUE READING OF EACH BOLT FOR EVERY L-852 FIXTURE INSTALLED IN PRESENCE OF AIRPORT'S AUTHORIZED REPRESENTATIVE. RECORD OF TORQUE READINGS TO BE SIGNED BY CONTRACTOR PERFORMING THE WORK AND THE AIRPORT'S AUTHORIZED REPRESENTATIVE WITNESSING THE WORK. THE WRITTEN RECORD IS TO BE TURNED OVER TO THE OWNER AT THE COMPLETION OF THE PROJECT.
9. CONCRETE AROUND BASE CANS AND DUCT/CONDUIT SHALL BE COMPLETELY CONSOLIDATED BY MECHANICAL MEANS AND SHALL BE FREE OF ANY VOIDS.
10. THE CONCRETE SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS TO MEET THE PROJECT PHASING SCHEDULING REQUIREMENTS. NO CORROSIVE ADDITIVES (SUCH AS CALCIUM CHLORIDE) OR CORROSIVE MIXTURES WILL BE PERMITTED.
11. ANY OVER CUTS IN THE PAVEMENT REQUIRED FOR THE INSTALLATION OF ELECTRICAL ITEMS SHALL BE CLEANED AND SEALED FLUSH TO THE PAVEMENT SURFACE, AS APPROVED BY THE AIRPORT'S AUTHORIZED REPRESENTATIVE. THIS WORK IS CONSIDERED INCIDENTAL TO THE LIGHT INSTALLATION BID ITEM.
12. IF A LIGHT BASE CAN IS INSTALLED INCORRECTLY, THE DUCT/CONDUIT IS PLUGGED/BROKEN, OR THE LIGHT CAN IS DAMAGED BY THE CONSTRUCTION ACTIVITIES, THE PAVEMENT AROUND THE LIGHT CAN SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.
13. BLANK COVERS ON BASES WHERE PAVEMENT WILL BE OPEN TO AIRCRAFT TRAFFIC SHALL BE 3/4" THICK GALVANIZED STEEL WITH RECESSED BOLT HEAD AREAS FOR STAINLESS STEEL BOLT. THE BOLTS AND TWO-PIECE LOCK WASHERS ARE CONSIDERED TEMPORARY AND SHALL NOT BE RE-USED TO MOUNT THE L-852 LIGHT FIXTURES. THE 3/4" COVERS, STAINLESS STEEL BOLTS AND TWO-PIECE LOCK WASHERS ARE INCIDENTAL TO THE LIGHT INSTALLATION BID ITEM.



SECTION
L-852G IN-PAVEMENT RUNWAY GUARD LIGHT
INSTALLATION IN NEW BITUMINOUS PAVEMENT - STEP 5

N.T.S.
STEP 5 - REMOVE ASPHALT PLUG. CAREFULLY MEASURE PAVEMENT DEPTH AND ORDER CORRECT HEIGHT FOR BASE EXTENSION AS REQUIRED. LEAVING SPACE FOR SPACERS AND FLANGE RING. SEE DETAILS. EACH LIGHT BASE LOCATION SHALL HAVE A UNIQUE IDENTIFICATION FOR MEASUREMENT AND CORRECT BASE LOCATION AND PLACEMENT. CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECT HEIGHT AND AZIMUTH OF EACH AND EVERY LIGHT.

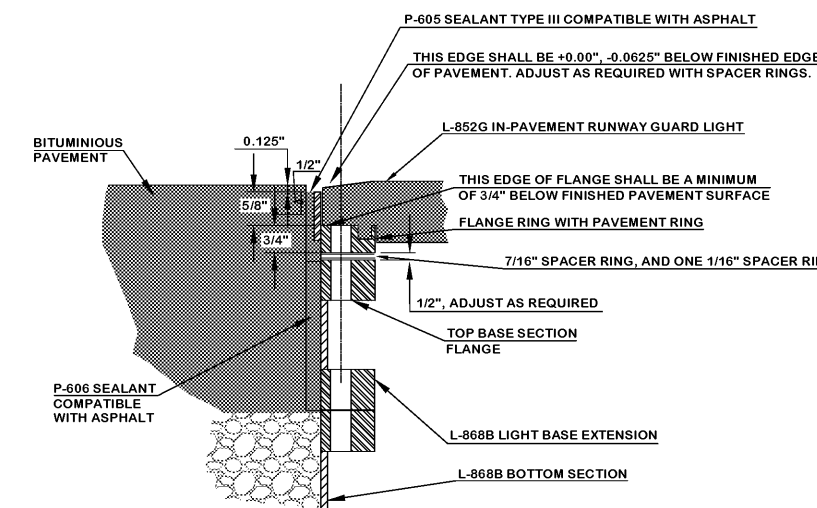
MAKE UP CABLE:
1/16" #8, 5KV, L-824C MAKE-UP SLACK CABLE SHALL BE 5' PER CABLE AT EACH LIGHT BASE. IT ALLOWS FOR 2' IN THE BASE AND 3' ABOVE THE BASE. A 10' TOTAL OF MAKE UP CABLE FOR BOTH CABLES.



SECTION
L-852G IN-PAVEMENT RUNWAY GUARD LIGHT
INSTALLATION IN NEW BITUMINOUS PAVEMENT - STEP 6

N.T.S.
STEP 6 - INSTALL NEW PROPERLY SIZED TOP BASE SECTION, SPACERS, FLANGE RING, ISOLATION TRANSFORMER, CABLE, CABLE CONNECTIONS AND SEMI-FLUSH LIGHT TO PROPER ELEVATION AND AZIMUTH PER REQUIREMENTS SHOWN. SEAL ALL GAPS BETWEEN PAVEMENT CORE AND BASE HOUSING AS SHOWN ON DETAIL. ALL CONNECTIONS TO THE ISOLATION TRANSFORMERS PRIMARY SHALL BE MADE USING L-823 CONNECTOR KITS WITH FULL LENGTH HEAT SHRINK TUBING.

NOTE: IN-PAVEMENT RUNWAY GUARD LIGHT LOCATIONS ARE BASED ON THE PAINTED HOLD BAR LOCATIONS AND PAINTED TAXIWAY CENTERLINE LOCATIONS. ELECTRICAL CONTRACTOR SHALL NOT STAKE OUT OR MARK IN-PAVEMENT RUNWAY GUARD LIGHT LOCATIONS UNTIL THE HOLD BAR PAINT MARKINGS AND CENTERLINE PAINT MARKINGS ARE LAID OUT AND CONFIRMED BY THE PAINT CONTRACTOR AND APPROVED BY THE AIRPORT'S AUTHORIZED REPRESENTATIVE.



DETAIL FOR LIGHT BASE INSTALLATION IN BITUMINOUS PAVEMENT
N.T.S.

SEALANT AND INSTALLATION AROUND FLANGE RING WITH CONCRETE DAM SHALL BE COMPATIBLE WITH THE PAVEMENT AND INCLUSIVE TO THE LIGHT BASE INSTALLATION.

REVISIONS			
No.	Description	Date	By

Project Name:
RUNWAY INCURSION MITIGATION IMPROVEMENTS (PDK 11)

Drawing Name:
LIGHTING DETAILS PLAN NO. 7

ITB# 20-101257

Date: FEBRUARY, 2020	Sheet Number: 66 of 72
Scale: NTS	Drawing Number: LD-7