



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Janet T. Mills
GOVERNOR

Dale F. Doughty
COMMISSIONER

July 28, 2026
Subject: Replace Rotating Beacon &
Wind Cones at the Augusta State
Airport
WIN:029742.00
Location: Augusta
Amendment No. 3

Dear Sir/Ms.:

Make the following changes to the Bid book:

REMOVE pages one-hundred-three through one-hundred-twelve titled "Construction Safety and Phasing Plan" dated July 2026 and **REPLACE** with "Construction Safety and Phasing Plan dated July 2026 Revised July 27, 2026" (attached).

Make the following changes to the Plan Set:

REMOVE page 3 (G1.3) dated 7/13/26 and **REPLACE** with attached page 3 (G1.3) dated 7/27/26.

REMOVE page 4 (G1.4) dated 7/13/26 and **REPLACE** with attached page 4 (G1.4) dated 7/27/26.

REMOVE page 7 (E102) dated 7/13/26 and **REPLACE** with attached page 7 (E102) dated 7/27/26.

REMOVE page 8 (E103) dated 7/13/26 and **REPLACE** with attached page 8 (E103) dated 7/27/26.

REMOVE page 10 (EL2.2) dated 7/13/26 and **REPLACE** with attached page 10 (EL2.2) dated 7/27/26.

The following is a narrative for this amendment:

1. Modifications to the haul route to the supplemental wind cone have been made on drawing G1.4 and the Construction Safety and Phasing Plan (CSPP). Since it is necessary for the haul route to be on Taxiway C, the taxiway plus Taxiway C1 will need to be closed. See the revised CSPP and drawing G1.4. Changes to the CSPP are indicated with a blue line in the left margin.
2. The field office location is shown on drawing G1.4.
3. Modifications were made to the electrical connection for the supplemental wind cone to the Runway 17-35 edge light circuit in order to eliminate the need to close the Runway. See the revised drawings G1.4 and E103 and the revised CSPP for details.

The following questions have been received:

Question: EL2.1 shows a frangible coupling at the base of the primary wind cone. An L807 primary wind cone is not available with a frangible coupling; this is only available on the L806 supplemental wind.

Answer: Because the L-807 primary wind cone cannot have a frangible coupling the wind cone and all of the segmented circle segments have been moved adjacent to the existing wind cone and segmented circle but outside of the Runway Object Free Area. Because of this move and the proximity to the property line and varying terrain, the segmented circle has been modified to be 75' in diameter, which is the minimum diameter that FAA allows. See modifications to drawings G1.3, G1.4, E102 and EL2.2. Modifications to the drawings are indicated with a cloud and a triangle with a 3.

Consider these changes and information prior to submitting your bid on **July 29, 2026**.

Sincerely,



George M. A. Macdougall P.E.
Contracts & Specifications Engineer

CONSTRUCTION SAFETY AND PHASING PLAN

Replace Rotating Beacon and Wind Cones



at

AUGUSTA STATE AIRPORT
AUGUSTA, MAINE

AIRPORT IMPROVEMENT PROGRAM NO. 3-23-0003-041-2025

July 2026

Revised 7/27/2026 – Addendum No. 3

Prepared by



150 Dow Street
Manchester, NH 03101

Table of Contents

1. Coordination	2
2. Phasing.....	2
3. Areas and Operations Affected by Construction	3
4. Navigational Aid (NAVAID) Protection.....	3
5. Contractor Access	3
6. Wildlife Management	4
7. Foreign Object Debris (FOD) Management	4
8. Hazardous Materials (HAZMAT) Management.....	4
9. Notification of Construction Activities.....	5
10. Inspection Requirements.....	5
11. Underground Utilities	6
12. Penalties	6
13. Special Conditions.....	6
14. Runway and Taxiway Visual Aids	7
15. Markings and Signs for Access Routes.....	7
16. Hazard Marking and Lighting.....	7
17. Protection of Areas, Zones, & Surfaces	7
18. Other Limits on Construction	7

Appendix List

Key Personnel Appendix A

Construction Safety Drawings (CSDs)..... Appendix B

NOTE: This project has been designed, and is intended to be, in accordance with FAA AC 150/5370-2, "Operational Safety on Airports during Construction". Should discrepancies be discovered, FAA AC 150/5370-2 shall control.

1. COORDINATION

Predesign/Scoping Meeting:

- 4-2-2026
- Key Attendees: Jason Homiak-FAA, Katie Hogue-FAA, Alan Lambert-MaineDOT, Tyler Schroeder-MaineDOT, Laura Williams-MaineDOT, John Guimond-AUG, Suzy Sheppard-Hoyle Tanner, Stacie Haskell-Hoyle Tanner, Matt Elia-Hoyle Tanner

Pre-bid Meeting:

- 7-21-2026
- Draft CSPP will be discussed
- Key Attendees: Tyler Schroeder-MaineDOT, Laura Williams-MaineDOT, John Guimond-AUG, Paul Morin-AUG, Suzy Sheppard-Hoyle Tanner, Michael Dyer-Hoyle Tanner

Pre-construction Meeting:

- TBD
- CSPP & Safety Plan Compliance Document (SPCD) to be reviewed and discussed
- Key Attendees: Alan Lambert-MaineDOT, Tyler Schroeder-MaineDOT, Laura Williams-MaineDOT, John Guimond-AUG, Suzy Sheppard-Hoyle Tanner, Stacie Haskell-Hoyle Tanner

FAA NAVAID Coordination

- Submission to OEAAA

2. PHASING

Phasing notes:

The project will be accomplished in one phase. The Contractor will have the discretion of accomplishing each work item simultaneously or in sequence. The order in which these work items are accomplished is to the discretion of the Contractor.

Sequence of Work

Duration: 24 Calendar Days

Closures: There are no Runway, Taxiway or Apron closures

Anticipated Start Date: April 2027

Major Work Items: Demolish existing rotating beacon and tower, primary wind cone with segmented circle, and unlit supplemental wind cone. Install new rotating beacon on tipdown pole, new primary wind cone with segmented circle, and lighted supplemental wind cone.

Prior to commencing any work, the Contractor shall submit a detailed construction schedule, indicating specific tasks and completion dates for the work to be undertaken. The Contractor shall take into account that construction will be performed on an active airfield with ongoing aircraft operations.

The Contractor shall be aware of the runway and taxiway safety areas and other restricted work areas. Constant radio contact and monitoring of the Augusta Ground Frequency, 123.0 MHz, shall be required during the project.

3. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION

Operational Requirements	Normal	Construction	Post Construction
Drawings in Appendix B	-	G1.4	-
R/W 8-26 status	Open: 2,613 x 75 ft	Open: 2,613 x 75 ft	Open: 2,613 x 75ft
R/W 8-26 NAVAIDs/VISAIIDs	N/A	N/A	N/A
R/W 17-35 status	Open: 5,002 x 100 ft	1 Hour PPR for 1 day	Open: 5,002 x 100 ft
R/W 17-35 NAVAIDs/VISAIIDs	PAPI, ILS, MALSR, REILs	No impact to NAVAIDs/VISAIIDs	PAPI, ILS, MALSR, REILs
Taxiway C	Open	Closed for 5 days from the northern terminus of Taxiway C to the Taxiway B OFA	Open
Taxiway C1	Open	Closed for 5 days	Open
Duration	N/A	24 calendar days	N/A

The supplemental wind cone will be powered by the runway edge light circuit. To install the electrical cable, connection there will be a 1 hour PPR (Prior Permission Required) for 1 day for Runway 17-35. The Contractor shall coordinate with the Airport to choose a day that will have fewer impacts to Airport operations and scheduled airline service. See Section 9, *Notification of Construction Activities*.

The Contractor's haul route to the supplemental wind cone will travel along Taxiway C for approximately 1,200 LF. The Contractor shall place barricades and taxiway closure markers as shown on Drawing G1.4 for the duration of the closure of Taxiways C and C1. See Section 4. *Navigational Aid (NAVAID) Protection*.

All other work will be outside of RSAs and TOFAs which will be protected by installing barricades.

4. NAVIGATIONAL AID (NAVAID) Protection

- Runway 17-35 NAVAIDs will not be affected, except for the Runway edge light connection during the PPR. The Contractor shall maintain the connection throughout the 1 day PPR and not interrupt Airport operations due to making the new connection. The project will not impact the ILS or other FAA equipment.

5. CONTRACTOR ACCESS

Stockpile Locations

Material will be stockpiled in the Contractor Staging Area shown on Drawing G1.4. All equipment and materials in the staging area must be located outside of the ROFA.

Site Access

The Contractor will utilize Airport Road and enter through the parking lot gate for the rotating beacon work. The Contractor will utilize the gate near the SRE building to access the staging area and both wind cones. There are an additional three gates along the haul route to the supplemental wind cone. Coordinate with the Airport to establish which gates can remain unlocked during supplemental wind cone work.

See Drawing G1.4 for site access points and haul routes.

Ingress and Egress Procedures

- Each gate accessed in each work area shall be closed and locked or guarded when in use unless the Airport says otherwise.

Radio Communication

- The Contractor, Resident Engineer, and Airport will monitor CTAF/Unicom frequency 123.0 MHz at all times during the construction period.

6. WILDLIFE MANAGEMENT

Wildlife hazards will be mitigated during construction as follows:

Trash

- All construction personnel shall dispose of paper, food items, boxes, litter and other debris which could serve as wildlife attractants in closed containers provided by the Contractor.
- The Contractor shall empty all containers off Airport property.

Grass and Seed

- The seed mixture specified for grass restoration is compliant with project specifications.

Wildlife Sightings

- The RPR and/or Superintendent will immediately notify the Airport Manager by phone of wildlife sighted on the airfield.
- See Section 9, *Notification of Construction Activities*, for notification procedures.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

FOD control will be managed during construction as follows:

Housekeeping

- All construction personnel will secure all items that may be carried by wind onto an air operations area (AOA).
- The Contractor shall keep the construction site free of paper, boxes, litter, and other debris which could be blown onto the runways and taxiways and aircraft operating areas. All trash must be disposed of in an appropriate manner off site.
- All Dumpsters shall be closed at all times. No loose debris shall be kept in beds of pick-up trucks.

Airfield

- All construction vehicle drivers will enter AOA paved areas from local streets only; construction vehicles will not transition from non-paved surfaces to AOA paved surfaces. See Section 5, *Contractor Access*, for access routes.
- The Contractor shall sweep or otherwise remove any FOD located on an AOA paved surface prior to opening it to air traffic. See Section 10, *Inspection Requirements*.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

Hazardous materials transported during construction will be managed as follows:

Petroleum, Oil, Lubricant, Fuel or Hydraulic Fluid Spills

- The Contractor will have available a spill kit capable of containing and removing leaked fluids.
- The Contractor will immediately notify the Airport Manager by phone of all spills. See Section 9, *Notification of Construction Activities*, for notification procedures.

Fueling

- All construction vehicles will be fueled by trained personnel. Any and all fuel spills will be reported to the Airport immediately. Clean up and remediation actions will commence as outlined in the Airport's SPCC and as required by Federal, State and local regulations.

Other HAZMAT

- No other hazardous material is expected to be transported on-site during construction.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

Key Personnel and Emergency Notification

- Key personnel from the Airport, Consultant, and emergency contacts are located in Appendix A. Contractor contacts will be included in the Safety Plan Compliance Document (SPCD). The SPCD form will be provided to the Contractor who will be required to submit the completed form prior to the pre-construction meeting.

FAA Notification

- The Engineer will assist the Airport with submitting 7460s for construction equipment.
- The Contractor will notify FAA Tech Ops (see Key Personnel, Appendix A) as required by Section 4, *NAVAID Protection*.

Airport User Notification

- The Airport Manager will notify the airport users of the proposed construction activities and the schedule for the runway closure.

10. INSPECTION REQUIREMENTS

Airport Requirements

- The Airport Manager and the RPR will conduct a final inspection.

Resident Engineer (RE) Requirements

- The RPR will conduct inspection of the worksite(s) at the end of all daily work shifts using the daily inspection checklist and at the request of the Airport Manager.
- The RPR will attend the final inspection.

Contractor Requirements

- The Contractor Superintendent will conduct routine inspections of the worksite(s) to ensure compliance with the CSPP and SPCD.
- The Contractor Superintendent will attend the RPR's daily inspections and the final inspection.
- The Contractor will retain enough personnel to rectify any items identified during the daily inspections.

11. UNDERGROUND UTILITIES

FAA and Airport Utilities

- The Contractor shall minimize the amount of time that the wind cones and segmented circle are out of service. The new equipment will be fully installed ahead of demolishing the existing wind cones and rotating beacon. The Contractor shall submit a schedule to present how this work will be accomplished.
- The Contractor shall be aware of all FAA owned equipment near or adjacent to the work areas and shall take precautions to avoid disturbing any of the equipment.

Utility Damage

- Should the Contractor encounter any damaged utilities he/she is to contact the RPR immediately who will in turn notify the Airport Manager.
- Should the Contractor damage any active underground utilities they will suspend all construction activity and notify the RPR. The Contractor shall immediately fix the damaged utility.
- See Section 9, *Notification of Construction Activities*, for notification requirements.

Excavation

- Prior to commencement of any excavation, the Contractor shall coordinate all project work in the vicinity of underground power utilities and communication cables in advance with the RPR and Owner.

12. PENALTIES

Construction Suspension

- The Airport Manager will immediately suspend all construction if and when:
 - A Contractor or subcontractor employee enters the Air Operations Area (AOA) outside of the designated work area.
 - Any unescorted construction vehicle operates on any active AOA surface.
- The Airport Manager will allow construction work to resume only when the discrepancy is corrected to their satisfaction.

Expulsion of Non-compliant Employees

- The Airport Manager may permanently prohibit any consultant or contractor's employee acting in violation with airport rules and regulations from entering or working on airport property.

13. SPECIAL CONDITIONS

Aircraft in Distress

- The Airport Manager, the RPR, and/or the Contractor Superintendent will immediately clear all construction personnel of active Aircraft Operating Areas (AOA).

Aircraft Accident

- All construction personnel will immediately vacate airport property and remain off until cleared by the Airport Manager.

Vehicle/Pedestrian Deviation (V/PD)

- The Airport Manager may temporarily suspend construction on the Air Operations Area (AOA) in the event of a non-construction related V/PD. See Section 12, *Penalties*, for construction-related V/PD procedures.

14. RUNWAY AND TAXIWAY VISUAL AIDS

- The supplemental wind cone will be powered by the runway edge light circuit. Runway 17-35 will be on a PPR basis for the work within the RSA. See Section 3. *Areas And Operations Affected by Construction*. The Contractor will coordinate the work with the RPR.
- Taxiway C and C1 edge lights shall be disconnected/obscured for the supplemental wind cone 5 day closure. Taxiway C lights shall be disconnected/obscured from Taxiway B to the northern terminus of Taxiway C.
- For the supplemental wind cone 5 day closure, direction signs to Taxiway C shall be obscured on Taxiway B at the intersection with Taxiway C. Signs affected are only those that direct air traffic to the northern/closed section of Taxiway C. Direction signs to Taxiway C shall also be obscured on Runway 17-35 at the intersection with the northern terminus of Taxiway C. Direction signs to Taxiway C1 shall be obscured on Runway 17-35 at the intersection with Taxiway C1.

15. MARKING AND SIGNS FOR ACCESS ROUTES

Markings

- No temporary markings will be used.

Signs

- No temporary signs will be used.

16. HAZARD MARKING AND LIGHTING

All Phases

- Barricades, as shown on Drawing G1.4 in Appendix B, will delineate paved areas that are closed and that are accessible to the Contractor.
- Traffic cones will be used to delineate the Runway Safety Area adjacent to the Contractor's operations.
- Taxiway closure markers will be installed on Taxiways C and C1 at the intersections with Runway 17-35.
- See Drawing G1.4 in Appendix B for lighted barricade and traffic cone detail.

17. PROTECTION

All Phases

- Construction equipment will not penetrate any approach or departure surface. See Section 9, *Notification of Construction Activities*, for 7460 case file information.
- All Safety Areas (SAs), Object Free Areas (OFAs) and Obstacle Free Zones (OFZs) of active runways and taxiways will be protected from construction activity by the temporary barricades and traffic cones described in Section 16, *Hazard Marking & Lighting*, and as depicted on Drawing G1.4.

18. OTHER LIMITATIONS ON CONSTRUCTION

Prohibitions

- Cranes and other tall equipment will not be deployed without a 7460 approval determination letter.
- Open flame welding, torches, and electrical blast caps will not be used at any time.

Restrictions

- The Contractor has 24 Calendar Days to complete the project.

Appendix A

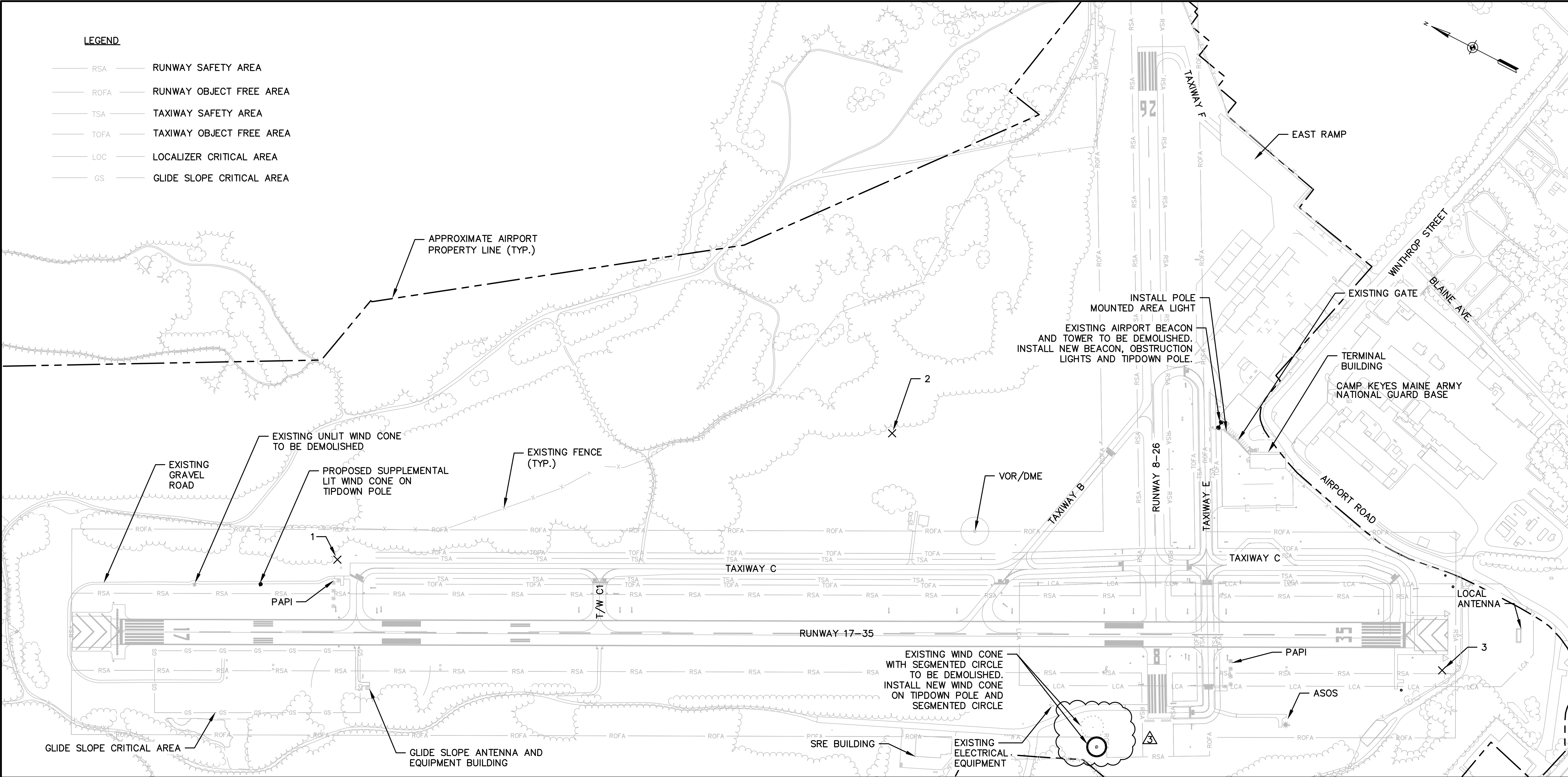
KEY PERSONNEL

Airport Manager:	John Guimond 75 Airport Road Auburn, ME 04330 Office: 207-626-2307 Cell: 207-458-1395 John.guimond@augustamaine.gov
Airport Maintenance Supervisor:	Paul Morin Office: 207-626-2306 Paul.Morin@augustamaine.gov
Construction Project Manager:	Suzanne Sheppard, PE Hoyle, Tanner & Associates, Inc. Office: 603-460-5217 ssheppard@hoyletanner.com
Resident Engineer:	TBD
CTAF/UNICOM:	Frequency 123.0 MHz
FAA Project Manager:	Jason Homiak Federal Aviation Administration New England Region Airports Division Office: 781-238-7609 Jason.R.Homiak@faa.gov
FAA Tech Ops:	Daniel Howard Cell: 207-249-8102
Police:	Emergencies: 911 Augusta Police Dept: 207-626-2370
Fire:	Emergencies: 911

Appendix B

CONSTRUCTION SAFETY DRAWINGS (CSDs)

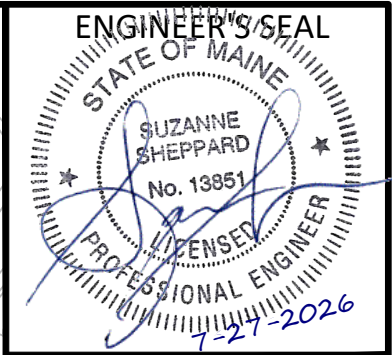
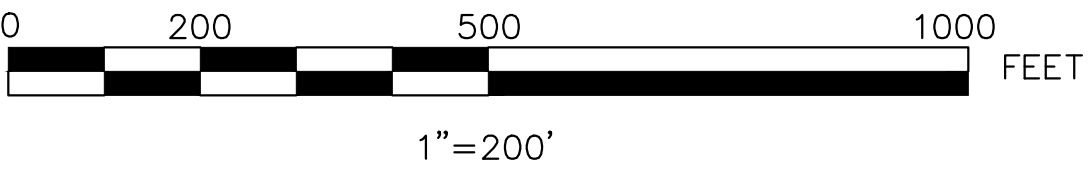
SEE CONTRACT DRAWINGS



AIRFIELD CONTROL POINTS				
CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	544270.6411	3048375.6380	317.720	SACS MONUMENT A
2	542578.7861	3049802.5060	356.040	PACS MONUMENT D
3	540254.2141	3049964.1300	342.220	SACS MONUMENT B

DATUM NOTES:
THE HORIZONTAL DATUM REFERENCES MAINE STATE PLANE COORDINATE SYSTEM NAD83(2011), ZONE ME 2000 WEST. THE VERTICAL DATUM REFERENCES NAVD88.

DIMENSION TYPE	WIDTH (FT)
TAXIWAY OBJECT FREE AREA (TOFA), ADG I	89'
TAXIWAY SAFETY AREA (TSA), ADG I	49'
RW 8-26 RUNWAY OBJECT FREE AREA (ROFA), ADG I	400'
RW 8-26 RUNWAY SAFETY AREA (RSA), ADG I	120'
TAXIWAY OBJECT FREE AREA (TOFA), ADG II	124'
TAXIWAY SAFETY AREA (TSA), ADG II	79'
RW 17-35 RUNWAY OBJECT FREE AREA (ROFA), ADG II	800'
RW 17-35 RUNWAY SAFETY AREA (RSA), ADG II	300'



PROJECT DESIGNER

HOYLE TANNER

150 Dow Street
Manchester, NH 03101-1227
(603) 669-5555
www.hoyletanner.com

DESIGNED BY: JAK
DRAWN BY: JLC
CHECKED BY: NEG
DATE: JULY 2026

**AUGUSTA STATE AIRPORT
AIRPORT BEACON REPLACEMENT**

GENERAL PLAN

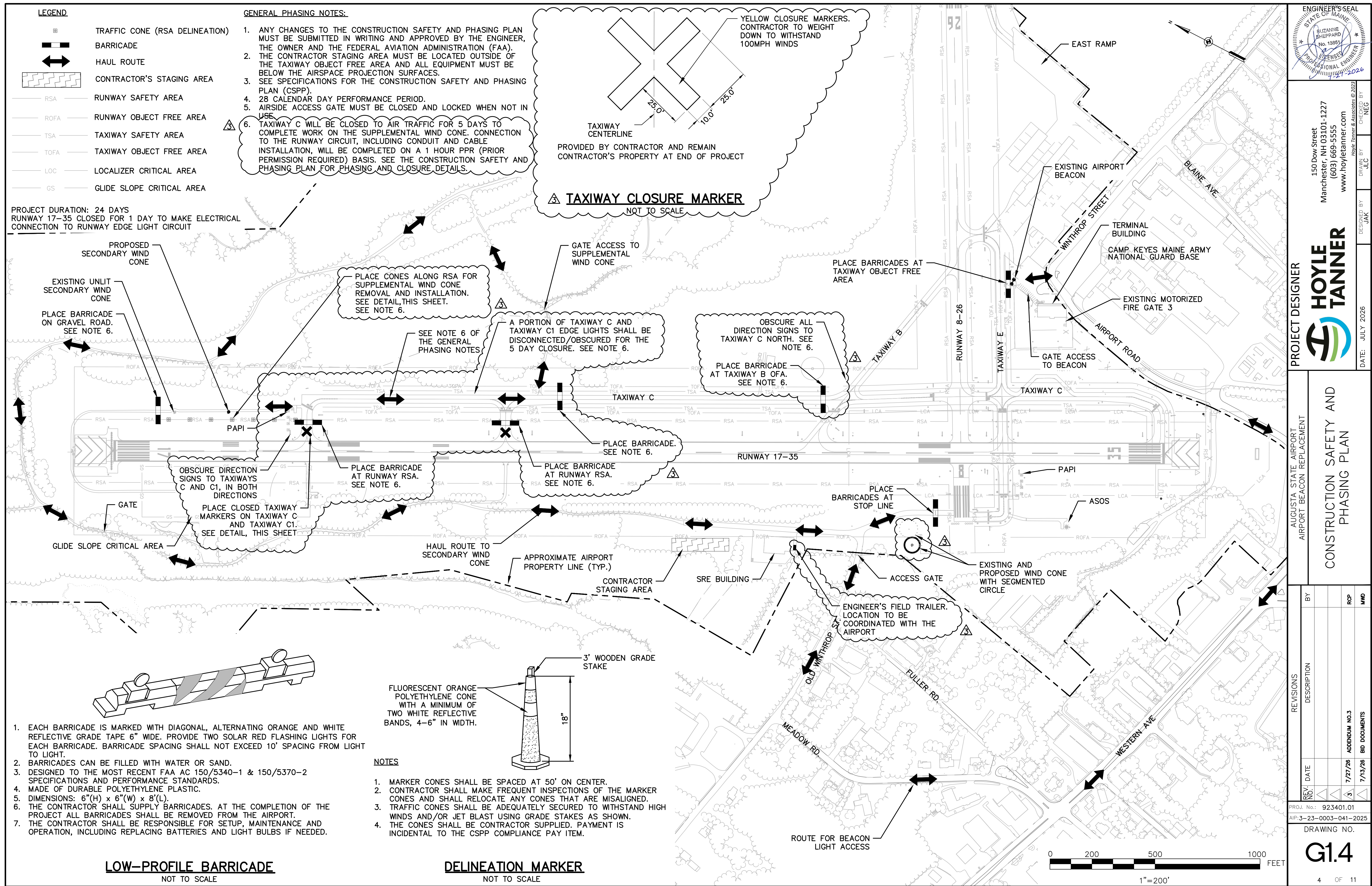
REVISIONS		BY	DATE	DESCRIPTION
REV. NO.				
3			7/27/26	ADDENDUM NO. 3
			7/13/26	BID DOCUMENTS

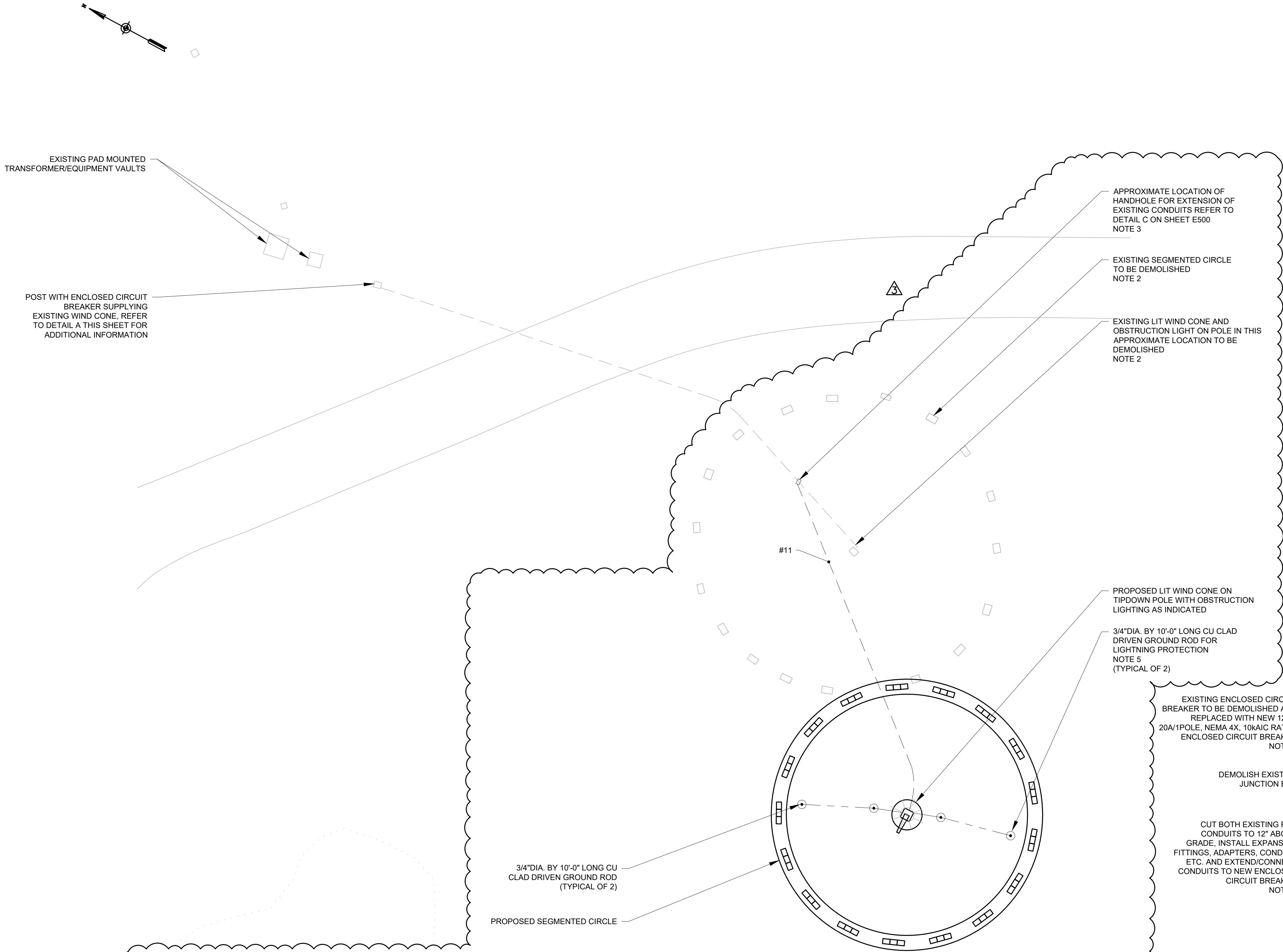
PROJ. No.: 923401.01
AIP: 3-23-0003-041-2025

DRAWING NO.

G1.3

3 OF 11





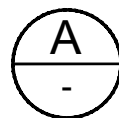
1 ENLARGED PARTIAL SITE PLAN - PRIMARY WIND CONE
SCALE: 1" = 16'-0"

#	CONTENTS		TYPE	DESIGNATION
	CONDUIT	WIRING		
11	1" C	2#8 CU & 1#8G CU	BRANCH	20A 1ø CIRCUIT

CONDUIT & WIRE LEGEND

SHEETS E102

NOTE 4



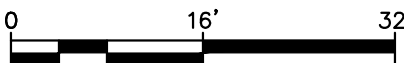
ENCLOSED CIRCUIT BREAKER POST DETAIL
NTS



EXISTING ENCLOSED CIRCUIT BREAKER TO BE DEMOLISHED AND REPLACED WITH NEW 120V, 20A/1POLE, NEMA 4X, 10kAIC RATED ENCLOSED CIRCUIT BREAKER NOTE 4

DEMOLISH EXISTING JUNCTION BOX

CUT BOTH EXISTING PVC CONDUITS TO 12" ABOVE GRADE, INSTALL EXPANSION FITTINGS, ADAPTERS, CONDUIT, ETC. AND EXTEND/CONNECT CONDUITS TO NEW ENCLOSED CIRCUIT BREAKER NOTE 4

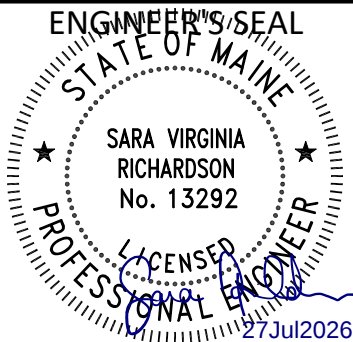


GENERAL NOTES:

- ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH FEDERAL AVIATION ADMINISTRATION CONSTRUCTION STANDARDS, STATE OF MAINE BUILDING CODES, NFPA 70, AND THE AUTHORITY HAVING JURISDICTION.
- ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS AND RECOMMENDATIONS.
- COORDINATE THE INSTALLATION OF ALL NEW UNDERGROUND CONDUITS AND CONNECTIONS PRIOR TO STARTING CONSTRUCTION. CALL DIGSAFE (888) 344-7233 TO DETERMINE THE ACTUAL LOCATION OF ALL EXISTING UNDERGROUND UTILITIES AND CONDUITS IN THE AREA PRIOR TO EXCAVATION.

NOTES:

- REFER TO ELECTRICAL DETAIL SHEETS EL2.1, EL2.2, AND E500 FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
- EXISTING WIND CONE, OBSTRUCTION LIGHTS, CONTROL PANEL, POLE, FOUNDATION, ETC. SHALL BE DEMOLISHED AFTER COMPLETION OF NEW PRIMARY WINDCONE AND SEGMENTED CIRCLE.
- CUT AND EXPOSE EXISTING CONDUIT IN THE APPROXIMATE LOCATION INDICATED AFTER COMPLETION OF NEW PRIMARY WINDCONE AND SEGMENTED CIRCLE. INSTALL OPEN BOTTOM HANDHOLE OVER THE EXISTING CONDUITS FOR EXTENSION OF EXISTING CONDUIT FROM ENCLOSED CIRCUIT BREAKER AND INSTALLATION OF NEW WIRING TO NEW TIPDOWN POLE. OUTAGE FOR INSTALLATION OF NEW WIRING, ENCLOSED CIRCUIT BREAKER, AND FINAL CONNECTIONS SHALL BE MINIMIZED TO THE MAXIMUM EXTENT POSSIBLE.
- NEW WIRING SHALL BE EXTENDED FROM NEW ENCLOSED CIRCUIT BREAKER THROUGH EXISTING AND NEW CONDUIT PATHWAYS TO NEW WIND CONE AND OBSTRUCTION LIGHT. DUCT SEAL SHALL BE APPLIED TO SEAL ALL CONDUIT ENDS.
- PROVIDE ONE (1) AIR TERMINAL AT TOP OF POLE AND TWO (2) #6 AWG CU DOWN CONDUCTORS FOR LIGHTNING PROTECTION INSTALLED IN ACCORDANCE WITH NFPA 780, REFER TO DETAIL SHEET EL2.2 FOR ADDITIONAL INFORMATION.



RICHARDSON
ENGINEERING
Electrical Engineers & Consultants
207.384.1005 | South Berwick, Maine

CHECKED BY
KAT

DRAWN BY
SVR

DESIGNED BY
SVR

PROJECT DESIGNER

**HOYLE
TANNER**

DATE: **JULY 2026**

AUGUSTA STATE AIRPORT
AIRPORT BEACON REPLACEMENT

ELECTRICAL ENLARGED
PARTIAL SITE PLAN
PRIMARY WIND CONE

REV.	NO.	DATE	DESCRIPTION	BY	SVR	SVR
3		7/27/26	ADDENDUM No. 3			
		7/13/26	BID DOCUMENTS			

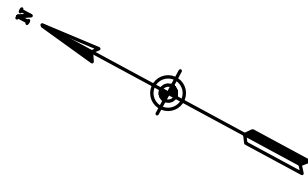
PROJ. No.: 923401.01

AIP:3-23-0003-041-2025

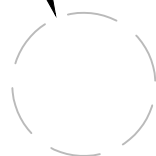
DRAWING NO.

E102

SHEET 07 OF 11



EXISTING UNLIT WIND CONE ON POLE
IN THIS APPROXIMATE LOCATION TO
BE DEMOLISHED
NOTE 2



3/4"DIA. BY 10'-0" LONG CU CLAD
DRIVEN GROUND ROD
(TYPICAL OF 2)

PROPOSED SUPPLEMENTAL LIT WIND
CONE ON TIPDOWN POLE WITH
OBSTRUCTION LIGHTING AS INDICATED
NOTES 5, 6, & 8

3/4"DIA. BY 10'-0" LONG CU CLAD
DRIVEN GROUND ROD FOR
LIGHTNING PROTECTION
NOTE 8
(TYPICAL OF 2)

#21
NOTE 7

3

NOTE 3



1

ENLARGED PARTIAL SITE PLAN - SUPPLEMENTAL WIND CONE

SCALE: 1" = 16'-0"

#	CONTENTS		TYPE	DESIGNATION
	CONDUIT	WIRING		
21	2" C	2 - #8, 5kV L-824C CABLES	BRANCH	PRIMARY 5kV CABLE

CONDUIT & WIRE LEGEND

SHEETS E103

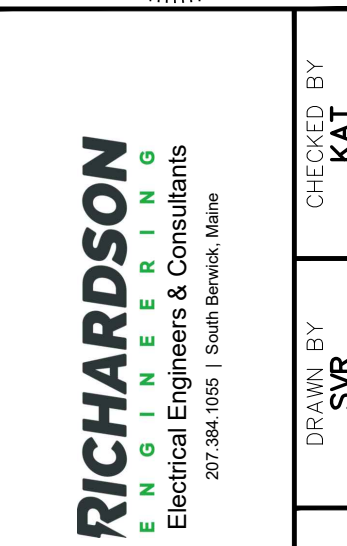
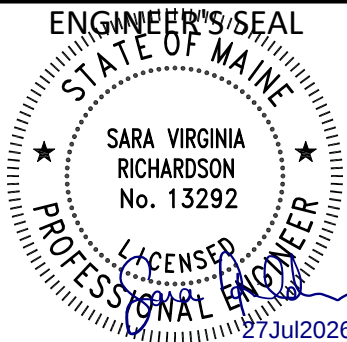
GENERAL NOTES:

- ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH FEDERAL AVIATION ADMINISTRATION CONSTRUCTION STANDARDS, STATE OF MAINE BUILDING CODES, NFPA 70, AND THE AUTHORITY HAVING JURISDICTION.
- ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS AND RECOMMENDATIONS.
- COORDINATE THE INSTALLATION OF ALL NEW UNDERGROUND CONDUITS AND CONNECTIONS PRIOR TO STARTING CONSTRUCTION. CALL DIGSAFE (888) 344-7233 TO DETERMINE THE ACTUAL LOCATION OF ALL EXISTING UNDERGROUND UTILITIES AND CONDUITS IN THE AREA PRIOR TO EXCAVATION.

NOTES:

- REFER TO ELECTRICAL DETAIL SHEETS EL2.1, EL2.2, AND E500 FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
- EXISTING WINDCONE, POLE, FOUNDATION, ETC SHALL BE DEMOLISHED AFTER INSTALLATION OF NEW WIND CONE.
- CONTRACTOR SHALL CORE INTO EXISTING L-867 TYPE 1 CONCRETE LIGHT BASE HANDHOLE AND INSTALL NEW CONDUIT TO NEW SUPPLEMENTAL WINDCONE FROM EXISTING TAXIWAY EDGE LIGHT INDICATED. PROVIDE 12" (MIN) LONG 2" GALV. CONDUIT STUB SEALED WITH GROUT THROUGH WALL OF LIGHT BASE HANDHOLE BELOW GRADE. PROVIDE NEW L-823 TYPE CONNECTORS AND SPLICE KITS AS NECESSARY TO EXTEND EXISTING RUNWAY CIRCUIT TO NEW SUPPLEMENTAL WINDCONE VIA NEW WIRING INDICATED. WHERE EXISTING WIRING IS SPLICED AND EXTENDED, COMPLETE WIRING ASSEMBLY SHALL BE TESTED FOR CONTINUITY AND INSULATION RESISTANCE TO VERIFY FULL FUNCTIONALITY OF ASSEMBLY PRIOR TO MAKING FINAL CONNECTIONS/TERMINATIONS. ENDS OF CONDUITS SHALL BE RE-SEALED WITH DUCT SEAL AFTER INSTALLATION OF NEW WIRING. OUTAGES OF EXISTING CIRCUIT SHALL BE MINIMIZED TO THE MAXIMUM EXTENT POSSIBLE.

EXISTING WIRING IS FUNCTIONAL AND CURRENTLY IN USE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETE REPLACEMENT OF ANY EXISTING WIRING DAMAGED DURING CONSTRUCTION.
- NOT USED.
- COORDINATE LOCATION OF WIND CONE DURING CONSTRUCTION, FINAL LOCATION SHALL BE APPROVED BY THE AIRPORT AND THE ENGINEER. LOCATION OF WIND CONE SHALL MATCH THE OFFSET FROM THE RUNWAY EDGE OF THE EXISTING WIND CONE, APPROXIMATELY 550' FROM THE RUNWAY THRESHOLD, BUT NO LESS THAN 500'.
- PROVIDE IN-GROUND JUNCTION BOX/CAN WITH L-830 SERIES CIRCUIT ISOLATION TRANSFORMERS SET ON SUPPORT FOR WIND CONE AND OBSTRUCTION LIGHTING WITH 1"C AND 2#12 CU FROM TRANSFORMERS TO WIND CONE LIGHTING AND OBSTRUCTION LIGHT. CONNECTIONS SHALL BE MADE WITH TYPE L-823 CONNECTORS AND DUCT SEAL SHALL BE APPLIED TO SEAL ALL CONDUIT ENDS.
- EXTEND EXISTING #6 BARE COPPER COUNTERPOISE CABLE OVER CONDUITS TO HANDHOLE.
- PROVIDE ONE (1) AIR TERMINAL AT TOP OF POLE AND TWO (2) #6 AWG CU DOWN CONDUCTORS FOR LIGHTNING PROTECTION INSTALLED IN ACCORDANCE WITH NFPA 780, REFER TO DETAIL SHEET EL2.2 FOR ADDITIONAL INFORMATION.



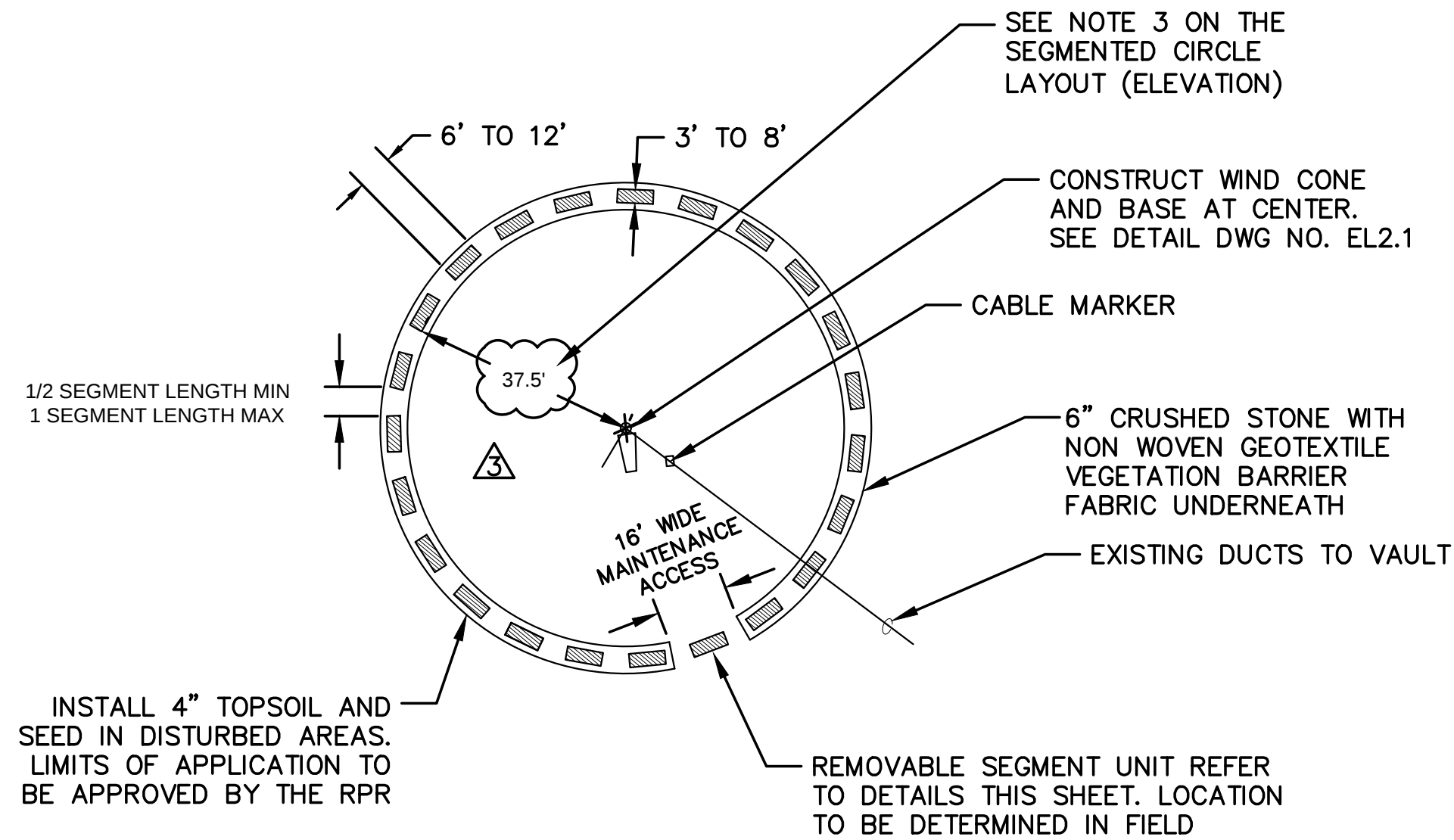
REVISIONS		BY	DATE
1	DESCRIPTION		
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			
64			
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			
75			
76			
77			
78			
79			
80			
81			
82			
83			
84			
85			
86			
87			
88			
89			
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			

PROJ. No.: 923401.01
AIP:3-23-0003-041-2025

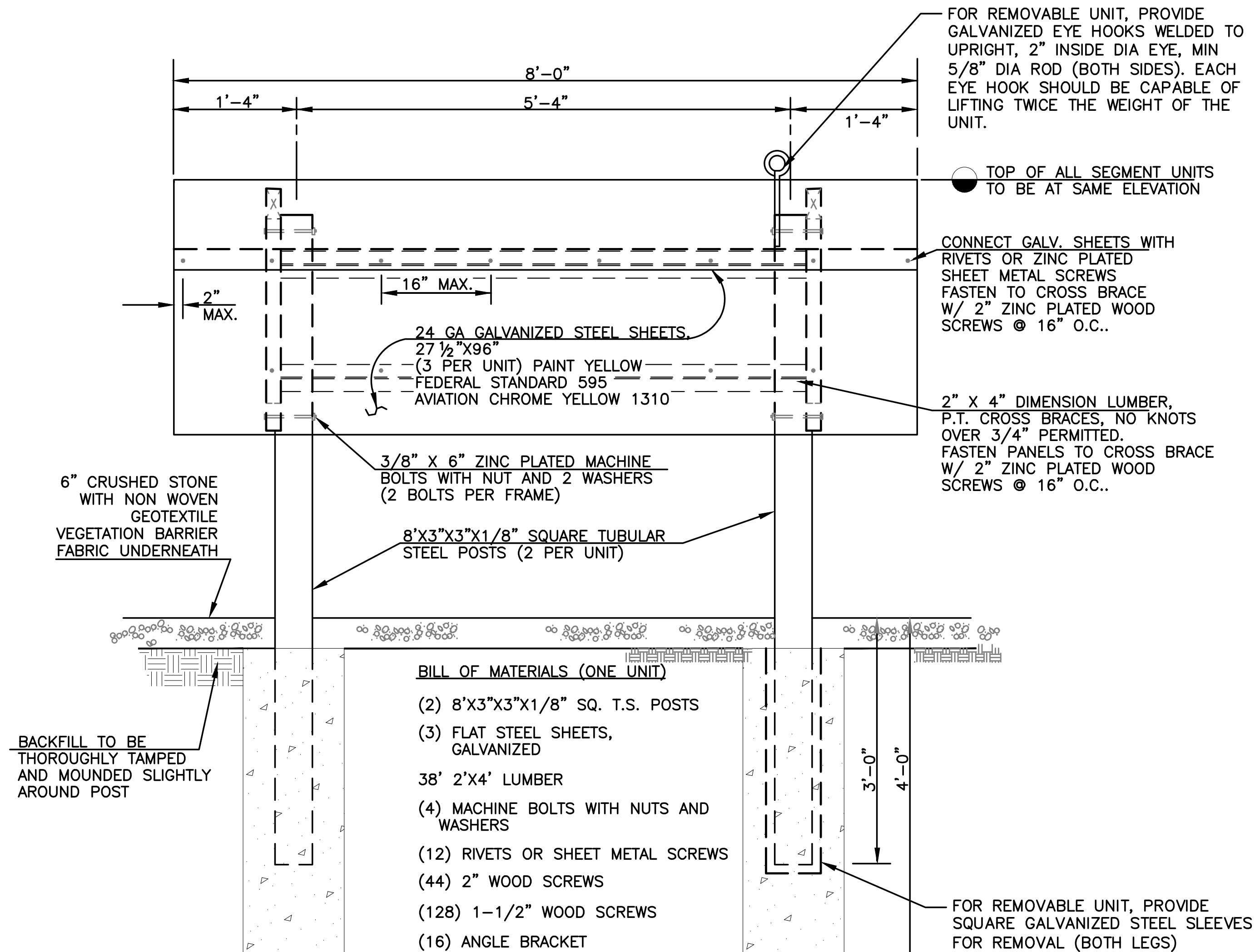
DRAWING NO.

E103

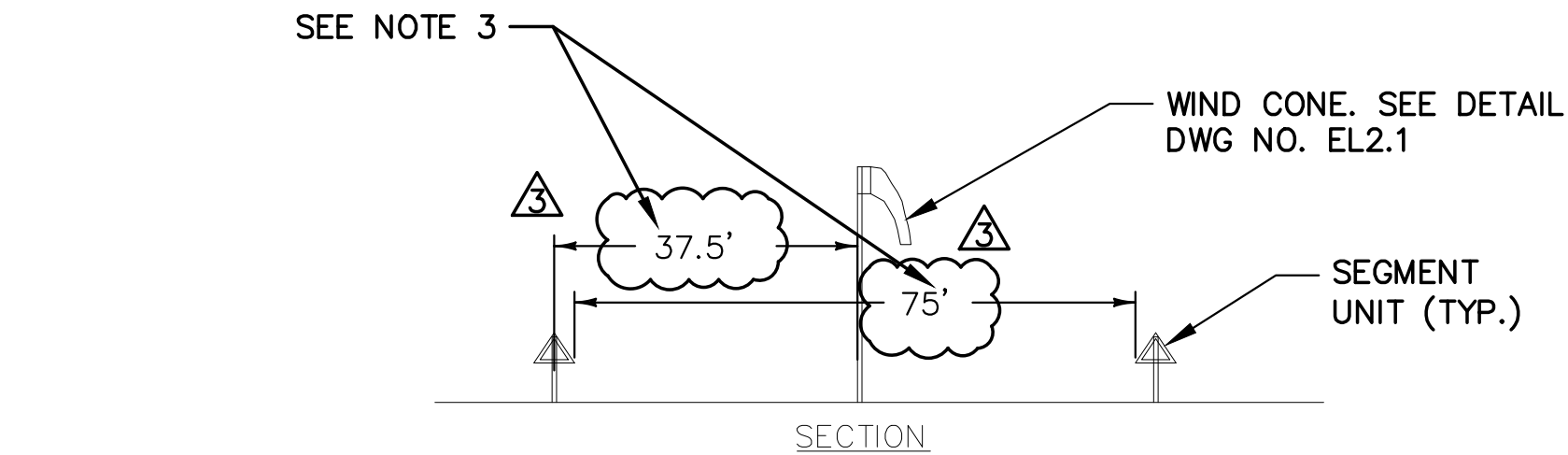
SHEET 08 OF 11



SEGMENTED CIRCLE LAYOUT (PLAN)
NOT TO SCALE

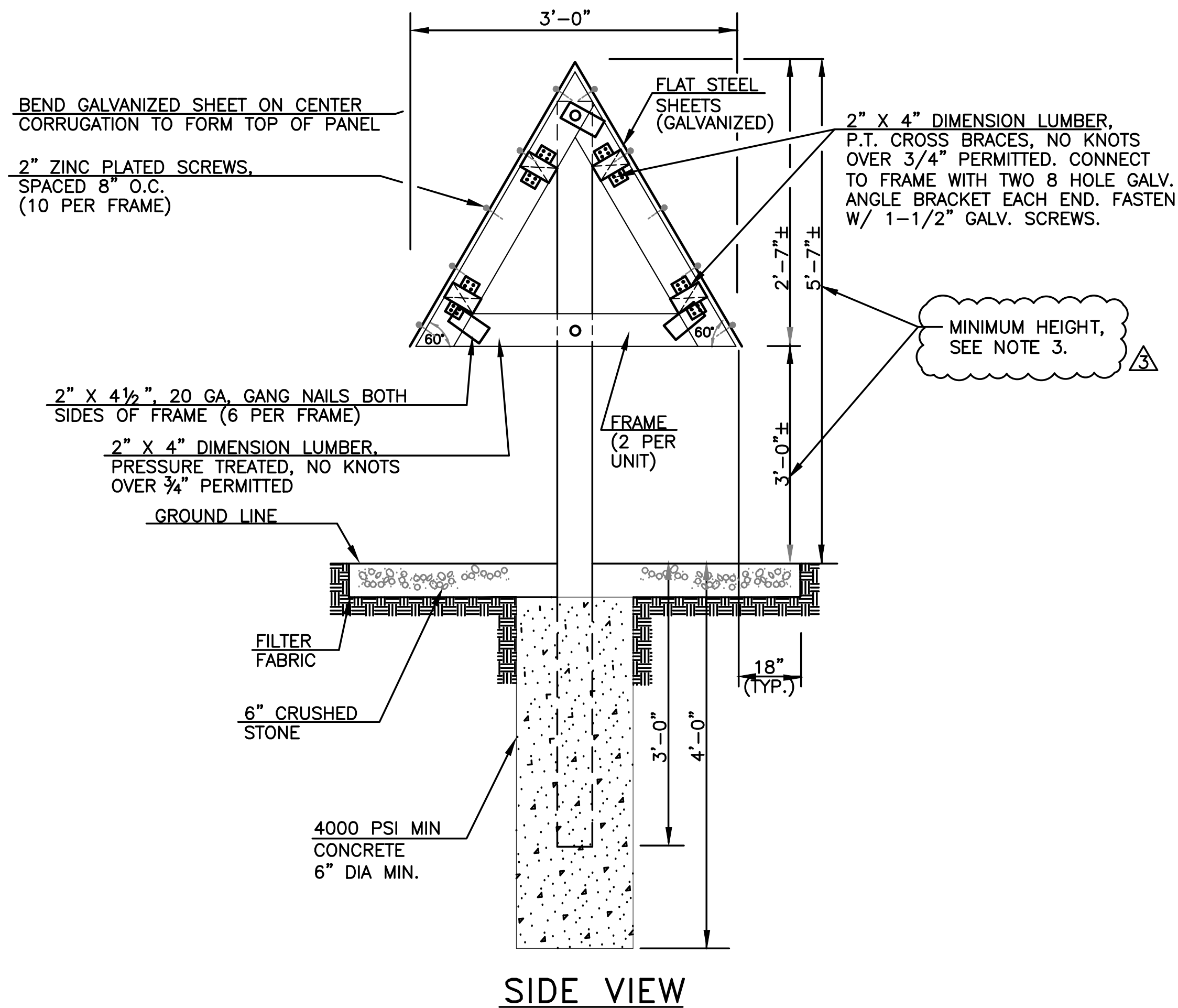


MARKER OR SEGMENT UNIT DETAIL
NOT TO SCALE



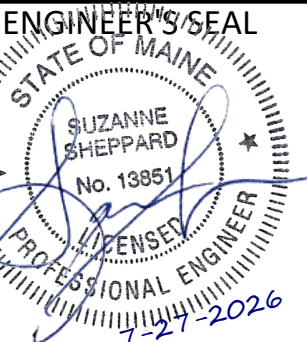
SEGMENTED CIRCLE LAYOUT (ELEVATION)
NOT TO SCALE

- NOTES:
1. REFER TO ELECTRICAL SHEETS FOR PLAN LOCATION OF NEW SEGMENTED CIRCLE, WIND CONE AND POWER ROUTING REQUIREMENTS.
 2. REFER TO SEGMENT UNIT DETAIL (THIS SHEET) FOR ADDITIONAL INFORMATION.
 3. THE CONTRACTOR SHALL VERIFY THE DIMENSION IN THE FIELD, AND OBTAIN APPROVAL FROM THE ENGINEER, BEFORE ORDERING MATERIALS. THE DIAMETER OF THE EXISTING SEGMENTED CIRCLE IS APPROXIMATELY 80'.



SIDE VIEW

- NOTES:
1. ALL METAL POSTS, FASTENERS AND COMPONENTS ARE TO BE GALVANIZED OR SS UNLESS OTHERWISE NOTED.
 2. THE CONTRACTOR MAY ELECT TO PROVIDE AN ALTERNATIVE TO THE UNITS SHOWN, FOR INSTANCE, WITH 55 GALLON DRUMS. ANY ALTERNATIVE SHALL MEET THE SAME GENERAL REQUIREMENTS SHOWN FOR THESE UNITS, AND IS SUBJECT TO THE REVIEW AND APPROVAL OF THE SPONSOR.
 3. DUE TO VARIATIONS IN TERRAIN IT MAY BE NECESSARY TO INCREASE THE HEIGHT OF POSTS ON SOME SEGMENTS. THE CONTRACTOR SHALL VERIFY ELEVATIONS BEFORE ORDERING MATERIALS.



150 Dow Street
Manchester, NH 03101-1227
(603) 669-5555
www.hoyletanner.com



PROJECT DESIGNER

AUGUSTA STATE AIRPORT
AIRPORT BEACON REPLACEMENT

ELECTRICAL DETAILS

REV.	DATE	DESCRIPTION	BY	APP.	REV.	DATE	DESCRIPTION	BY	APP.
1	7/27/26	ADDITION NO.3	RCP		2	7/13/26	BID DOCUMENTS	MWD	

PROJ. No.: 923401.01
AIP:3-23-0003-041-2025

DRAWING NO.

EL2.2