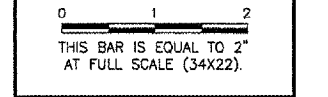
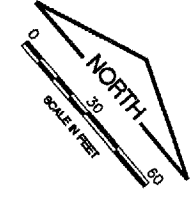


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 UPDATE BY: msmejkal
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 REVISIONS

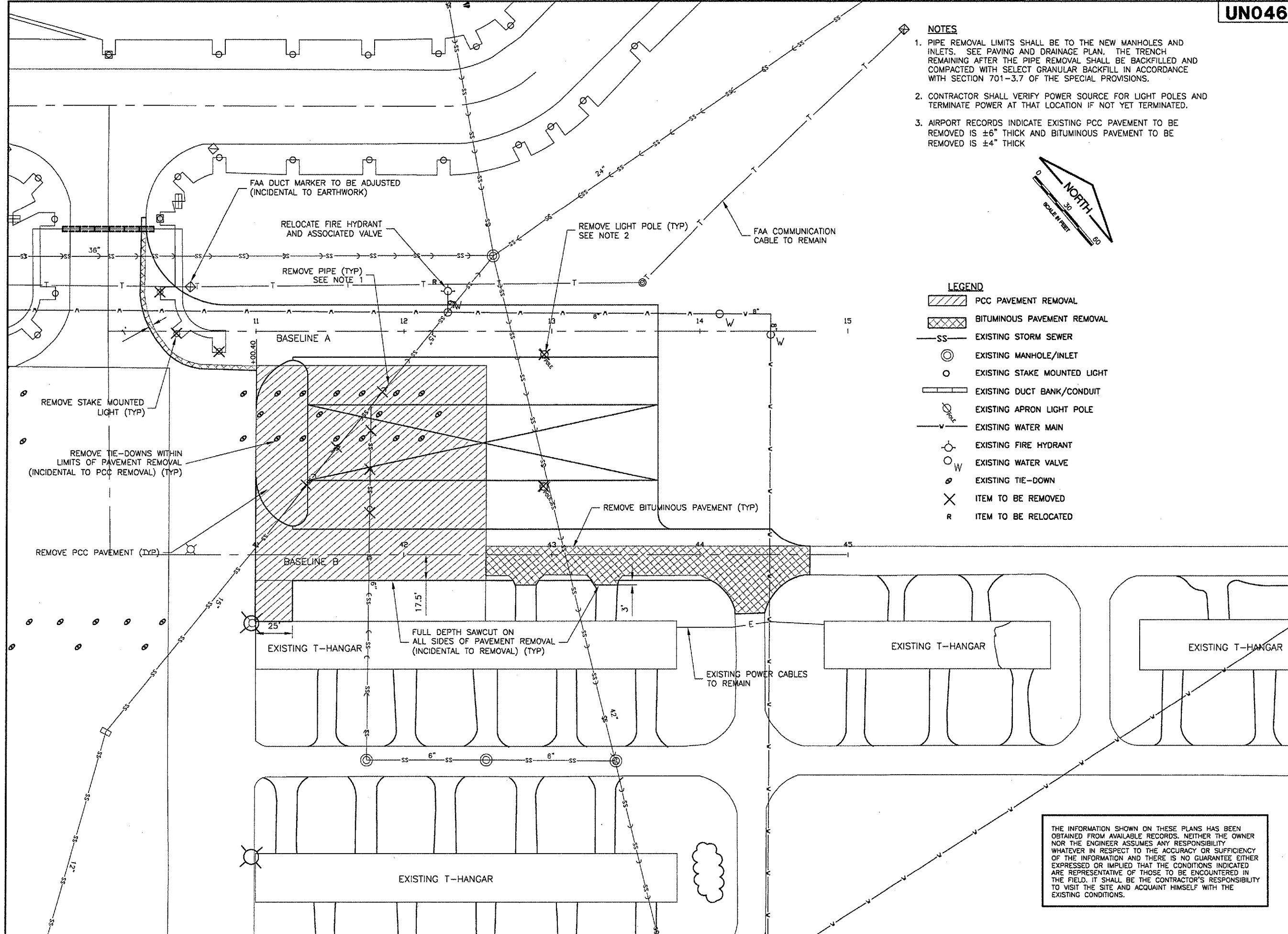
NUMBER	BY	DATE



- NOTES**
1. PIPE REMOVAL LIMITS SHALL BE TO THE NEW MANHOLES AND INLETS. SEE PAVING AND DRAINAGE PLAN. THE TRENCH REMAINING AFTER THE PIPE REMOVAL SHALL BE BACKFILLED AND COMPACTED WITH SELECT GRANULAR BACKFILL IN ACCORDANCE WITH SECTION 701-3.7 OF THE SPECIAL PROVISIONS.
 2. CONTRACTOR SHALL VERIFY POWER SOURCE FOR LIGHT POLES AND TERMINATE POWER AT THAT LOCATION IF NOT YET TERMINATED.
 3. AIRPORT RECORDS INDICATE EXISTING PCC PAVEMENT TO BE REMOVED IS ±6" THICK AND BITUMINOUS PAVEMENT TO BE REMOVED IS ±4" THICK



- LEGEND**
- PCC PAVEMENT REMOVAL
 - BITUMINOUS PAVEMENT REMOVAL
 - EXISTING STORM SEWER
 - EXISTING MANHOLE/INLET
 - EXISTING STAKE MOUNTED LIGHT
 - EXISTING DUCT BANK/CONDUIT
 - EXISTING APRON LIGHT POLE
 - EXISTING WATER MAIN
 - EXISTING FIRE HYDRANT
 - EXISTING WATER VALVE
 - EXISTING TIE-DOWN
 - ITEM TO BE REMOVED
 - ITEM TO BE RELOCATED



**UNIVERSITY OF ILLINOIS
 WILLARD AIRPORT**
**CONSTRUCT N.E. T-HANGAR PAVEMENT
 EXISTING CONDITIONS /
 REMOVAL PLAN**

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DESIGN BY:	MJS
DRAWN BY:	MJS
CHECKED BY:	MJS
APPROVED BY:	
DATE:	11/16/2006
JOB No:	0505906
A.I.P. PROJECT:	3-17-0016-23
IL PROJ:	CMI-3651
SHEET 6 OF 17 SHEETS	

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