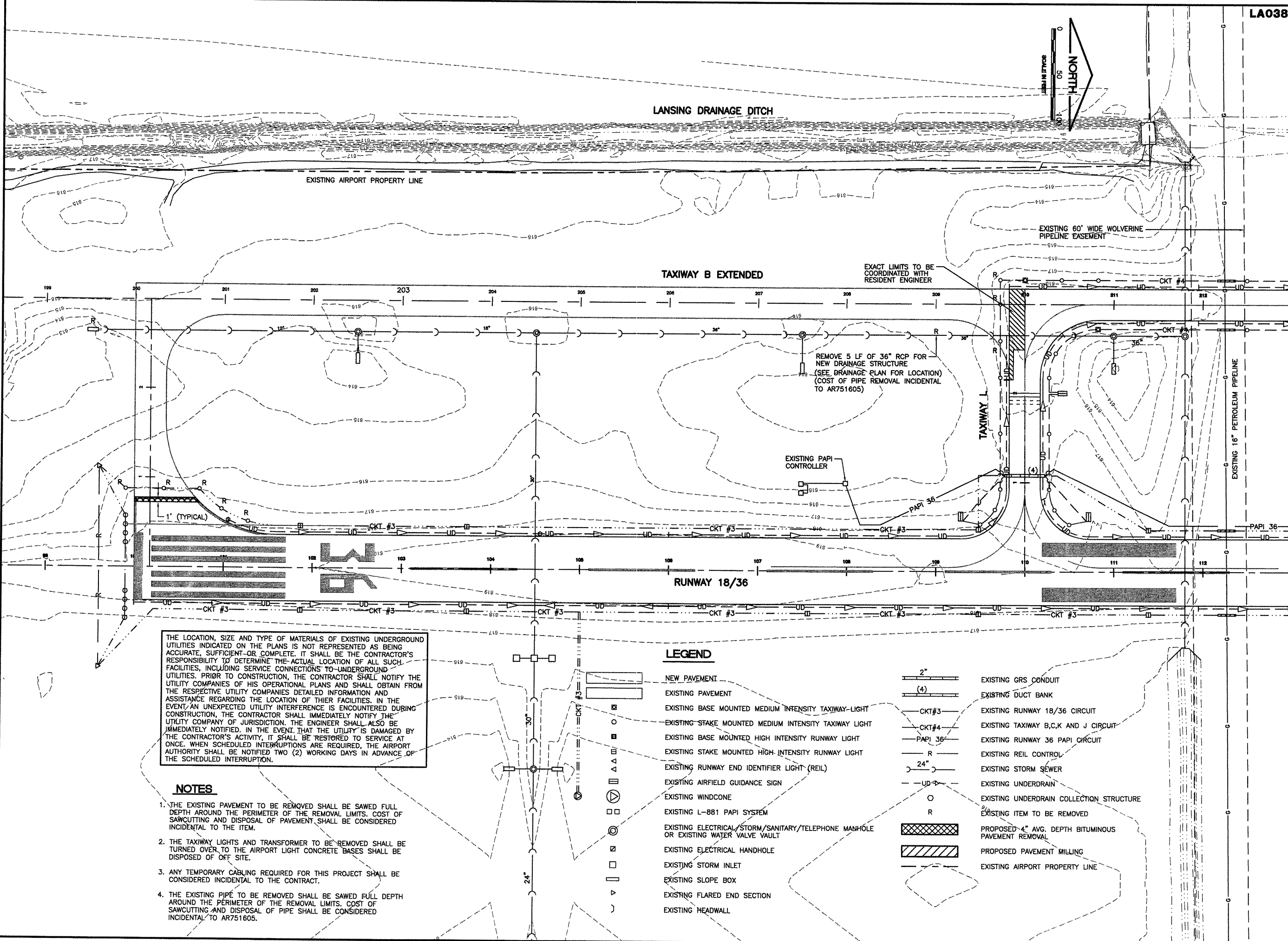
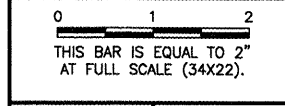


REVISIONS		
NUMBER	BY	DATE



THE LOCATION, SIZE AND TYPE OF MATERIALS OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. 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 REGARDING THE LOCATION OF THEIR FACILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. IN THE EVENT THAT THE UTILITY IS DAMAGED BY THE CONTRACTOR'S ACTIVITY, IT SHALL BE RESTORED TO SERVICE AT ONCE. WHEN SCHEDULED INTERRUPTIONS ARE REQUIRED, THE AIRPORT AUTHORITY SHALL BE NOTIFIED TWO (2) WORKING DAYS IN ADVANCE OF THE SCHEDULED INTERRUPTION.

**NOTES**

1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND THE PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
2. THE TAXIWAY LIGHTS AND TRANSFORMER TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT LIGHT CONCRETE BASES SHALL BE DISPOSED OF OFF SITE.
3. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. THE EXISTING PIPE TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND THE PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PIPE SHALL BE CONSIDERED INCIDENTAL TO AR751605.

**LEGEND**

- |  |  |  |  |
|--|--|--|--|
|  | NEW PAVEMENT   |  | EXISTING GRS CONDUIT                               |
|  | EXISTING PAVEMENT  |  | EXISTING DUCT BANK                                 |
|  | EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT                               |  | EXISTING RUNWAY 18/36 CIRCUIT                      |
|  | EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT                              |  | EXISTING TAXIWAY B,C,K AND J CIRCUIT               |
|  | EXISTING BASE MOUNTED HIGH INTENSITY RUNWAY LIGHT                                  |  | EXISTING RUNWAY 36 PAPI CIRCUIT                    |
|  | EXISTING STAKE MOUNTED HIGH INTENSITY RUNWAY LIGHT                                 |  | EXISTING RAIL CONTROL                              |
|  | EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)  |  | EXISTING STORM SEWER                               |
|  | EXISTING AIRFIELD GUIDANCE SIGN  |  | EXISTING UNDERDRAIN                                |
|  | EXISTING WINDCONE  |  | EXISTING UNDERDRAIN COLLECTION STRUCTURE           |
|  | EXISTING L-881 PAPI SYSTEM   |  | EXISTING ITEM TO BE REMOVED                        |
|  | EXISTING ELECTRICAL/STORM/SANITARY/TELEPHONE MANHOLE OR EXISTING WATER VALVE VAULT |  | PROPOSED 4" AVG. DEPTH BITUMINOUS PAVEMENT REMOVAL |
|  | EXISTING ELECTRICAL HANDHOLE   |  | PROPOSED PAVEMENT MILLING                          |
|  | EXISTING STORM INLET   |  | EXISTING AIRPORT PROPERTY LINE                     |
|  | EXISTING SLOPE BOX   |  |  |
|  | EXISTING FLARED END SECTION  |  |  |
|  | EXISTING HEADWALL  |  |  |

**LANSING MUNICIPAL AIRPORT  
 LANSING, ILLINOIS**  
**PARTIAL PARALLEL TAXIWAY TO RUNWAY 18/36**  
**EXISTING CONDITIONS/PROPOSED REMOVALS**

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Lansing Municipal  
**airport**

DESIGN BY:	ARM
DRAWN BY:	JRO
CHECKED BY:	ARM
APPROVED BY:	ARM
DATE:	02/27/09
JOB No:	05297-02
IL PROJECT: IGQ-3681 A.I.P. PROJECT: 3-17-0121-B26	
SHEET 10 OF 30 SHEETS	