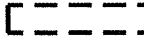
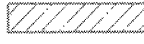
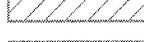
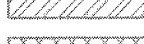









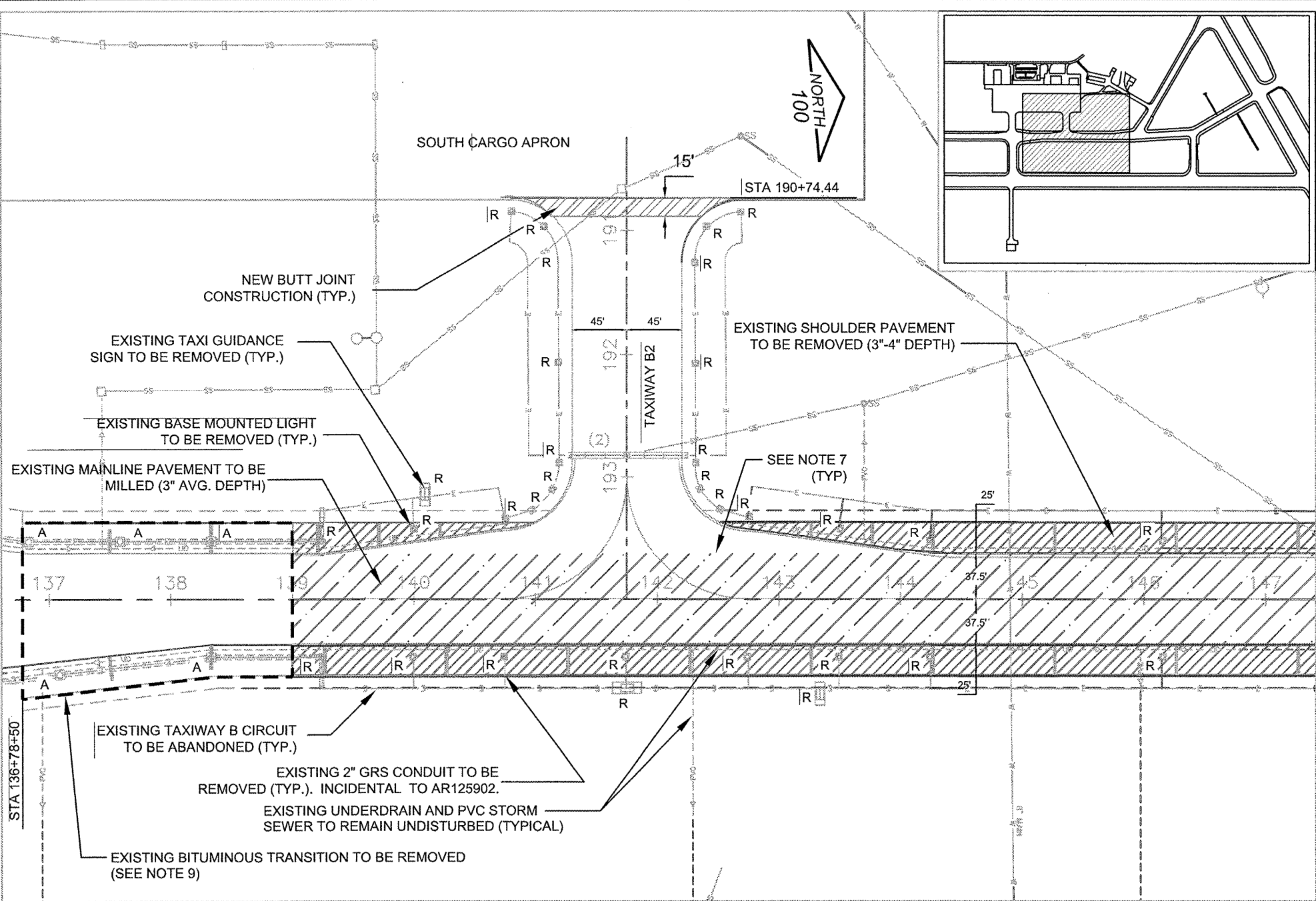


DATE: Monday, May 11, 2009 3:57:43 PM
 FILE: K:\Rockford\09258\Rehab_Twy_B_South_Phase\Draw_Sheets\13-14-EXC1-2.dwg
 UPDATE BY: Jeremy Linke
 LAYOUT: 13-EXC1
 IMAGE FILES: 101-101-rfd-1.rvt, 103.rvt, 103.rvt
 DWG: 101-101-rfd-1.dwg, 103.dwg, 103.dwg

LEGEND

	BITUMINOUS TRANSITION REMOVAL (SEE NOTE 9)
	3" AVG. DEPTH PAVEMENT MILLING
	BIT. SHOULDER REMOVAL (3"-4" DEPTH)
	BUTT JOINT CONSTRUCTION
	FULL DEPTH PAVEMENT REMOVAL (14" AVG.)
— SAN —	EXISTING SANITARY LINE
— SS —	EXISTING STORM SEWER
(2) —	EXISTING DUCT (NUMBER OF WAYS)
— RGL —	EXISTING RUNWAY GUIDANCE LIGHT CIRCUIT
— FAA —	EXISTING FAA CABLE
— E —	EXISTING AIRFIELD CIRCUIT
— SEN —	EXISTING AIRFIELD PAVEMENT SENSOR CIRCUIT
--- UD ---	EXISTING 4" UNDERDRAIN
— W —	EXISTING WATERMAIN
--- PVC ---	EXISTING PVC STORM SEWER
	EXISTING MITL, BASE MOUNTED
	EXISTING UNDERDRAIN COLLECTION STRUCTURE
	EXISTING ELECTRICAL HANDHOLE
	EXISTING RGL
	EXISTING TAXIWAY GUIDANCE SIGN
	EXISTING DRAINAGE INLET
	EXISTING SPLICE CAN
	EXISTING MANHOLE
R	EXISTING ITEM TO BE REMOVED
A	EXISTING ITEM TO BE ADJUSTED

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS AND FIELD SURVEYS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WITH RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION PRESENTED HEREIN AND THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.




- NOTES:**
1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING 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. ITEMS REMOVED DUE TO PROPOSED PAVEMENT EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED ON THE PLANS.
 5. ALL EXISTING PAVEMENT TO BE REMOVED SHALL BE MILLED AND USED AS EMBANKMENT FILL MATERIAL FOR THE NEW SHOULDERS. ALL EXISTING AGGREGATE BASE TO BE REMOVED SHALL BE PAID FOR AS UNCLASSIFIED EXCAVATION AND SHALL BE USED AS SHOULDER FILL MATERIAL.
 6. ALL MITL BASES REMOVED SHALL BE BACKFILLED IN ACCORDANCE WITH ITEM 208. COST OF BACKFILL SHALL BE INCLUDED IN THE MITL REMOVAL PAY ITEM.

7. ANY PAVEMENT REMOVED BY THE CONTRACTOR BEYOND THE LIMITS SHOWN IN THE PLANS TO FACILITATE PCC PAVEMENT CONSTRUCTION AND SUBSEQUENT PAVEMENT REPLACEMENT SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE PAVEMENT REMOVAL ITEM.
8. REMOVAL OF EXISTING CONCRETE PATCHES IN BITUMINOUS PAVEMENT TO BE MILLED/REMOVED SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE BITUMINOUS PAVEMENT REMOVAL ITEM.
9. EXISTING BITUMINOUS TRANSITION CONSISTS OF PAVEMENT CONSTRUCTED UNDER PHASE 1. THE TRANSITION PAVEMENT THICKNESS VARIES BETWEEN 12" AT THE EDGE OF THE PHASE 1 PCC PAVEMENT TO 0" AT STA. 139+00. THE EXISTING BITUMINOUS TRANSITION WAS CONSTRUCTED AS AN OVERLAY TO THE EXISTING TAXIWAY PAVEMENT. PROPOSED MILLING DEPTH IN THIS AREA IS 9" AVG. (6" AVG. BITUMINOUS TRANSITION PLUS 3" AVG. EXISTING TAXIWAY B).

**EXIST. COND. / REMOVALS - 1
(EXC1)**

RO017
5A



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AIRPORT AUTHORITY
3-17-0088-XX
RFD-3909

REHAB. TWY B SOUTH
PHASE 2

Revisions	
Date	Description

0 1
THIS BAR IS EQUAL TO 1"
AT FULL SCALE (17 X 11).

DESIGN BY: CMT-ARR
DRAWN BY: CMT-ARR
CHECKED BY: CMT-ARR
APPROVED BY: CMT-RFD
DATE: 5/8/2009
JOB No: 09258-04-00

**EXISTING COND.
AND REMOVALS -
1 (EXC1)**

13

SHEET 13 OF 59 SHEETS