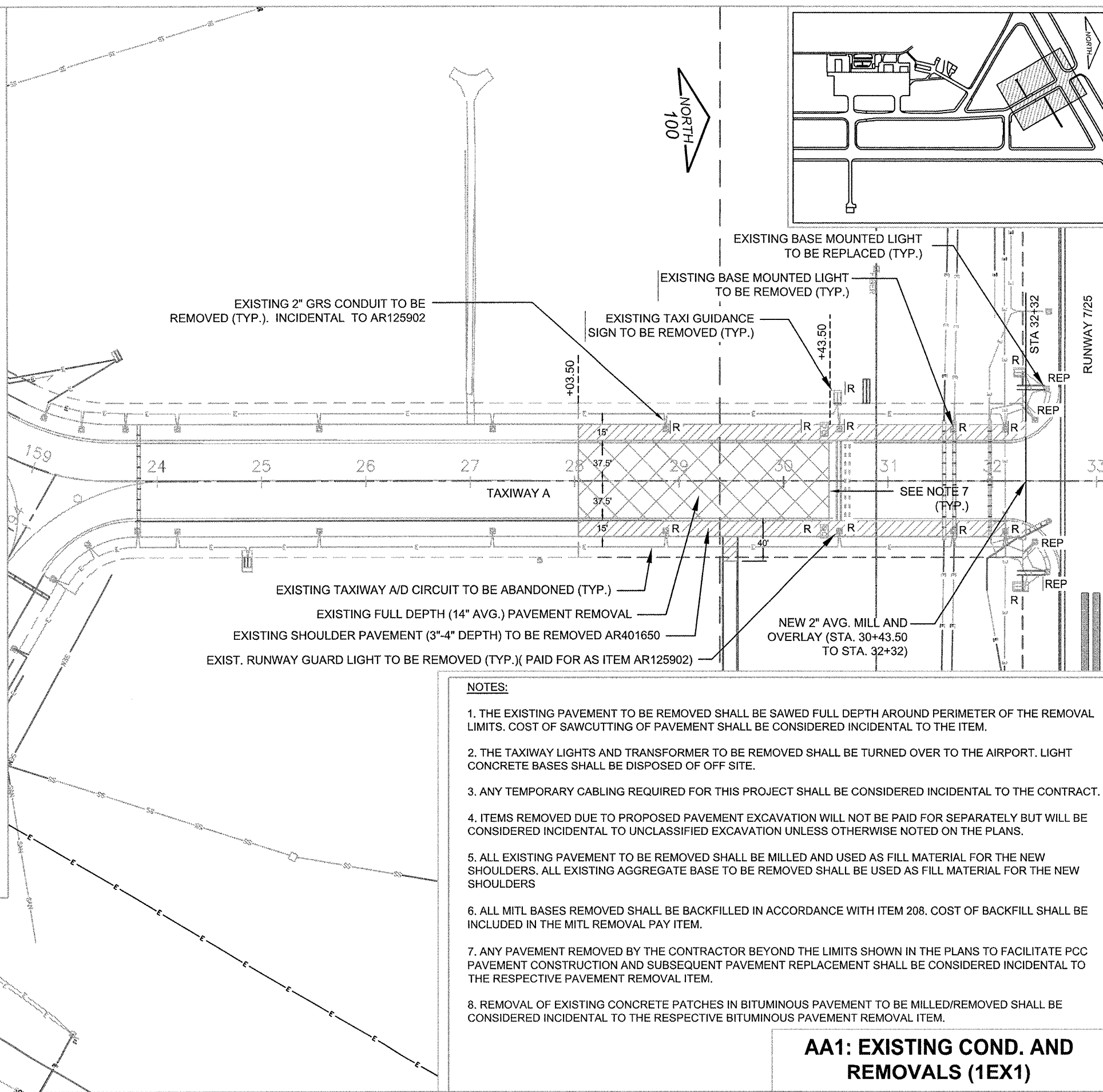


- LEGEND**
- [- - -] BITUMINOUS TRANSITIONAL REMOVAL
 - [//] 3" AVG. DEPTH PAVEMENT MILLING
 - [//] BITUMINOUS SHOULDER REMOVAL (3"-4" DEPTH)
 - [//] BUTT JOINT CONSTRUCTION
 - [X X] FULL DEPTH PAVEMENT REMOVAL (14" AVG.)
 - SAN - EXISTING SANITARY LINE
 - SS - EXISTING STORM SEWER
 - (2) - EXISTING 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
 - ⊠_{HH} EXISTING ELECTRICAL HANDHOLE
 - ⊠ EXISTING RGL
 - ⊠ EXISTING TAXIWAY GUIDANCE SIGN
 - EXISTING DRAINAGE INLET
 - _S 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 FILL MATERIAL FOR THE NEW SHOULDERS. ALL EXISTING AGGREGATE BASE TO BE REMOVED SHALL BE USED AS FILL MATERIAL FOR THE NEW SHOULDERS
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.

AA1: EXISTING COND. AND REMOVALS (1EX1)

RO017
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GREATER ROCKFORD AIRPORT AUTHORITY
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REHAB. TWY B SOUTH
PHASE 2

Revisions

Date	Description

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 (1EX1)

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