

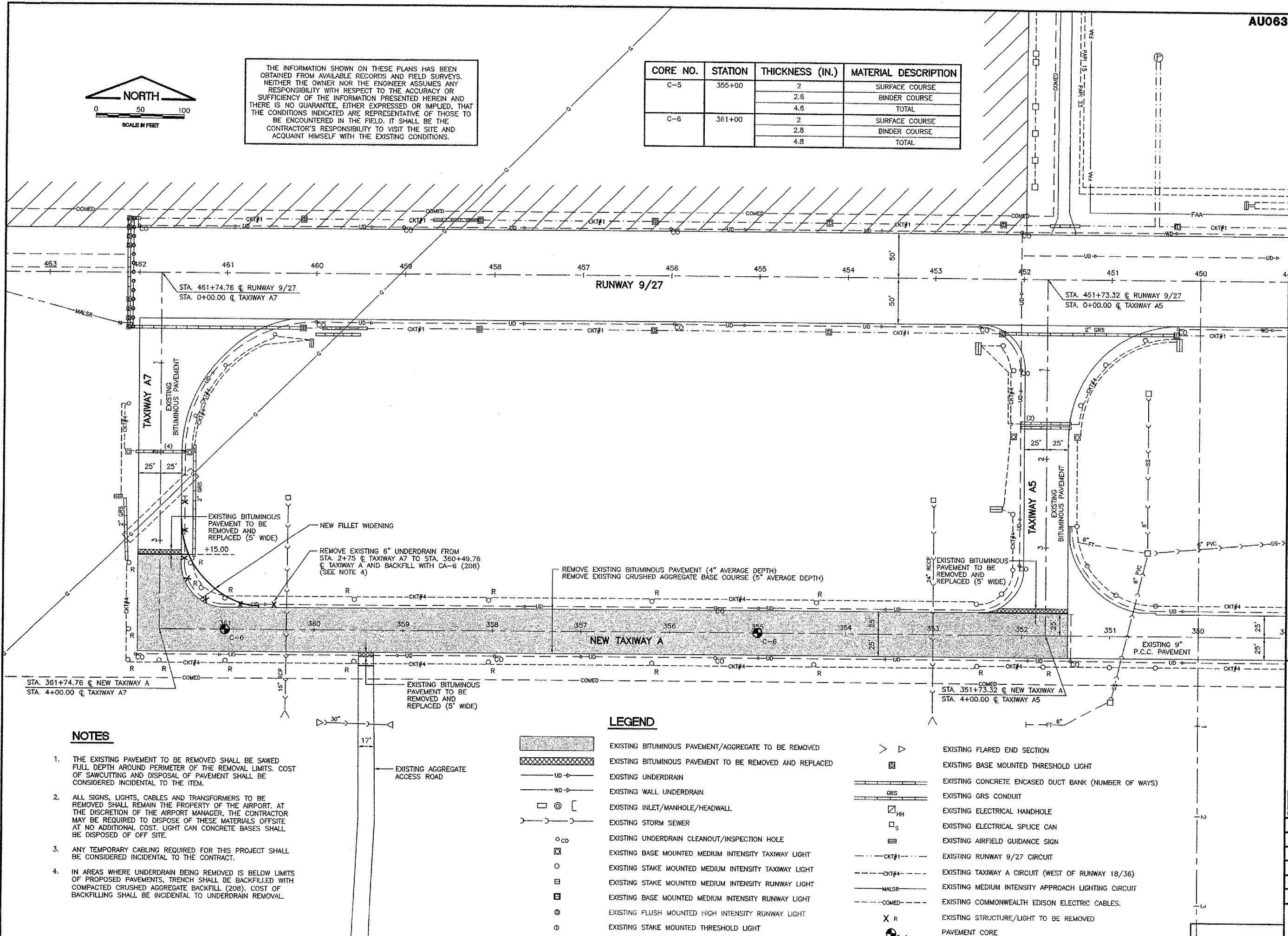
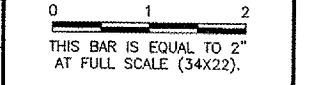
FILE: econd-west.dwg  
 LAYOUT: Layout1  
 UPDATE BY: aodeh  
 SURVEY BOOK #  
 DATE: Wed 4/18/07 7:22pm  
 XREF DWG: tbcint.dwg  
 tb.dwg  
 txyendbase-west.dwg



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.

CORE NO.	STATION	THICKNESS (IN.)	MATERIAL DESCRIPTION
C-5	355+00	2	SURFACE COURSE
		2.6	BINDER COURSE
		4.6	TOTAL
C-6	361+00	2	SURFACE COURSE
		2.8	BINDER COURSE
		4.8	TOTAL

REVISIONS		
NUMBER	BY	DATE



**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS**  
**REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END**  
**EXISTING CONDITIONS/PROPOSED REMOVALS**

**NOTES**

- THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
- ALL SIGNS, LIGHTS, CABLES AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT MANAGER, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE AT NO ADDITIONAL COST. LIGHT CAN CONCRETE BASES SHALL BE DISPOSED OF OFF SITE.
- ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- IN AREAS WHERE UNDERDRAIN BEING REMOVED IS BELOW LIMITS OF PROPOSED PAVEMENTS, TRENCH SHALL BE BACKFILLED WITH COMPACTED CRUSHED AGGREGATE BACKFILL (208). COST OF BACKFILLING SHALL BE INCIDENTAL TO UNDERDRAIN REMOVAL.

**LEGEND**

- EXISTING BITUMINOUS PAVEMENT/AGGREGATE TO BE REMOVED
- EXISTING BITUMINOUS PAVEMENT TO BE REMOVED AND REPLACED
- EXISTING UNDERDRAIN
- EXISTING WALL UNDERDRAIN
- EXISTING INLET/MANHOLE/HEADWALL
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN CLEANOUT/INSPECTION HOLE
- EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- EXISTING FLUSH MOUNTED HIGH INTENSITY RUNWAY LIGHT
- EXISTING STAKE MOUNTED THRESHOLD LIGHT
- EXISTING FLARED END SECTION
- EXISTING BASE MOUNTED THRESHOLD LIGHT
- EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)
- EXISTING GRS CONDUIT
- EXISTING ELECTRICAL HANDHOLE
- EXISTING ELECTRICAL SPLICE CAN
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY 9/27 CIRCUIT
- EXISTING TAXIWAY A CIRCUIT (WEST OF RUNWAY 18/36)
- EXISTING MEDIUM INTENSITY APPROACH LIGHTING CIRCUIT
- EXISTING COMMONWEALTH EDISON ELECTRIC CABLES.
- EXISTING STRUCTURE/LIGHT TO BE REMOVED
- PAVEMENT CORE

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DESIGN BY:	DKP
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CHECKED BY:	ARM
APPROVED BY:	DKP
DATE:	04/20/07
JOB No:	04285-05
ILLINOIS PROJECT: ARR-3514 A.I.P. PROJECT: 3-17-0003-B32	
<b>FINAL SUBMITTAL</b>	