

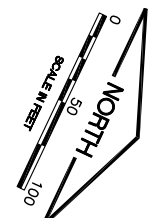
**NOTES**

- THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWS FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
- THE TAXIWAY LIGHTS AND TRANSFORMER TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. LIGHT 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 REMOVED UNDERDRAIN OR STORM SEWER IS BELOW LIMITS OF PROPOSED OR FUTURE PAVEMENTS, TRENCH SHALL BE BACKFILLED WITH COMPACTED CRUSHED AGGREGATE BACKFILL (701). COST OF BACKFILLING SHALL BE INCIDENTAL TO UNDERDRAIN OR STORM SEWER REMOVAL.
- 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.
- CONTRACTOR SHALL BRICK AND MORTAR PIPE ENDS OR MANHOLE AT REMOVAL LIMITS WHERE NOTED. BRICK AND MORTAR OF PIPE ENDS SHALL BE CONSIDERED INCIDENTAL TO THE PIPE REMOVAL.
- UPON THE REMOVAL OF THE AUTOMATIC VEHICLE SLIDE GATE, THE CONTRACTOR SHALL SAFELY TERMINATE THE ELECTRICAL CONNECTION AND REMOVE THE SERVICE CABLE TO THE GATE. COST SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE FOR REMOVE ELECTRIC GATE.
- THE CONTRACTOR SHALL REMOVE THE CONCRETE FOUNDATIONS, CONCRETE BOLLARDS, GATE OPERATOR, GATE KEYPAD AND ALL RELATED ACCESSORIES TO THE ELECTRIC GATE. COST SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE FOR REMOVE ELECTRIC GATE.
- CONTRACTOR SHALL COORDINATE PHASING OF WORK WITH WORK DONE BY OTHERS AS NECESSARY. (COST OF COORDINATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT).

**LEGEND**

- EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING BASE MOUNTED HIGH INTENSITY RUNWAY LIGHT
- EXISTING STAKE MOUNTED HIGH INTENSITY RUNWAY LIGHT
- EXISTING ELEVATED RETROREFLECTIVE MARKER
- EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING WOODEN AIRFIELD GUIDANCE SIGN
- EXISTING WINDCONE
- EXISTING ELECTRICAL/STORM/SANITARY/TELEPHONE MANHOLE OR EXISTING WATER VALVE VAULT
- EXISTING ELECTRICAL HANDHOLE
- EXISTING STORM INLET
- EXISTING SLOPE BOX
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING UTILITY PEDESTAL
- EXISTING CONDUIT/DUCT BANK
- EXISTING RUNWAY 16/34 CIRCUIT
- EXISTING RUNWAY 12/30 CIRCUIT
- EXISTING RUNWAY 6/24 CIRCUIT
- EXISTING TAXIWAY G AND D CIRCUIT
- EXISTING TAXIWAY A, B, E AND F CIRCUIT
- EXISTING TAXIWAY KILO CIRCUIT
- EXISTING CONCRETE BOLLARD
- EXISTING GAS MAIN
- EXISTING RUNWAY 30 REIL CABLES
- EXISTING FAA CABLES
- EXISTING 4-BOX PAPI SYSTEM
- EXISTING RUNWAY GUARD LIGHT CIRCUIT
- EXISTING ELECTRICAL UTILITY
- EXISTING ABANDONED CABLES
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- EXISTING UNDERDRAIN COLLECTION STRUCTURE
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING WATER MAIN PIPE IN CASING PIPE
- EXISTING LIGHT POLE
- EXISTING BUILDING
- EXISTING AIRFIELD FENCE
- EXISTING GATE
- EXISTING AIRPORT PROPERTY LINE
- EXISTING ITEM TO BE REMOVED
- EXISTING ITEM TO BE RELOCATED
- EXISTING ITEM TO BE ADJUSTED
- PROPOSED SEWER/DUCT/UNDERDRAIN REMOVAL
- PROPOSED BUTT JOINT CONSTRUCTION
- PROPOSED BITUMINOUS PAVEMENT REMOVAL
- PROPOSED CONCRETE PAVEMENT REMOVAL
- PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL
- PROPOSED BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT

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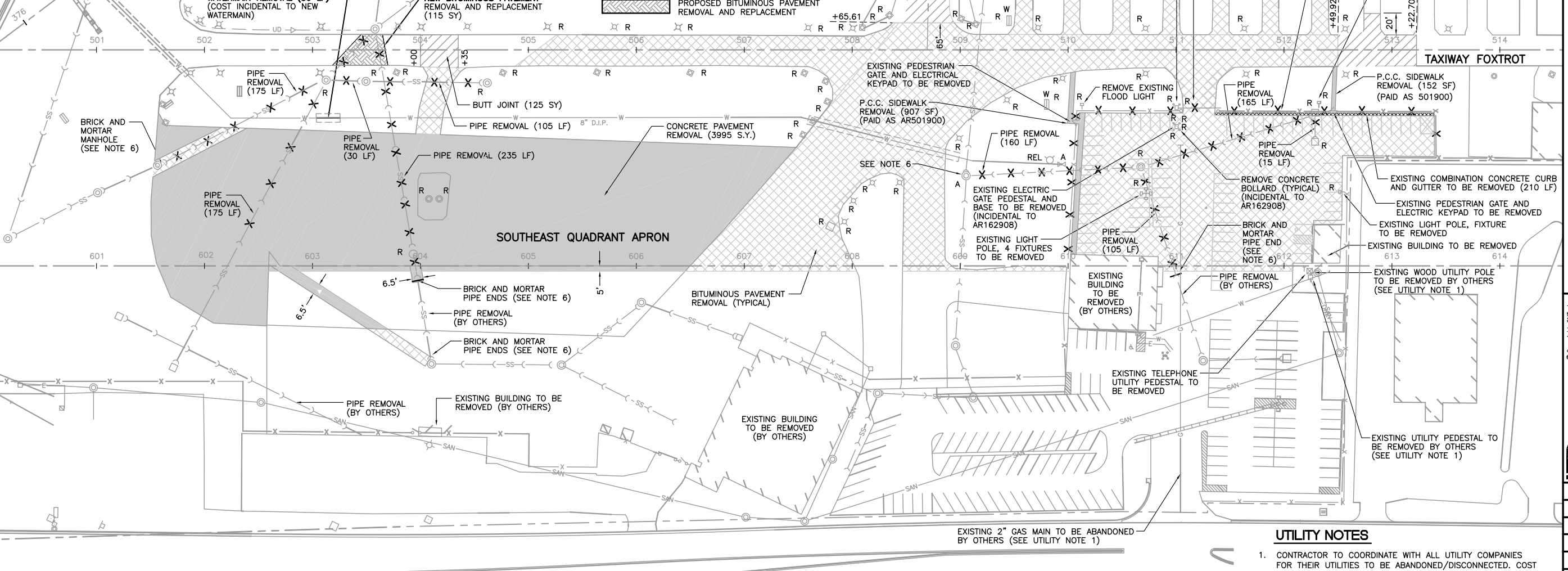


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FILE: apron-econd-3.dwg  
 LAYOUT: Layout1  
 UPDATE BY: johse  
 SURVEY BOOK #  
 DATE: Wed 7/22/09 1:35pm  
 XREF DWG: apron-revised-base.dwg  
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 tb.dwg

REVISIONS		
NUMBER	BY	DATE

0 1 2  
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).



**CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 CONSTRUCT SOUTHEAST QUADRANT APRON**

**EXISTING CONDITIONS/PROPOSED REMOVALS**

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**CHICAGO EXECUTIVE AIRPORT**

DESIGN BY:	MLK
DRAWN BY:	JRO
CHECKED BY:	
APPROVED BY:	
DATE:	07/24/09
JOB No:	09290-04
ILLINOIS PROJECT:	PWK-3581
A.I.P. PROJECT:	3-17-0018-B37
SHEET	11 OF 35 SHEETS

**UTILITY NOTES**

- CONTRACTOR TO COORDINATE WITH ALL UTILITY COMPANIES FOR THEIR UTILITIES TO BE ABANDONED/DISCONNECTED. COST OF COORDINATION SHALL BE INCIDENTAL TO CONTRACT.

**UTILITY CONTACTS**

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MILWAUKEE AVENUE