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 FILE: Ph1-econd-2.dwg
 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Thursday, January 15, 2009 4:10:42 PM
 XREF DWG: tbInt.dwg
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REVISIONS

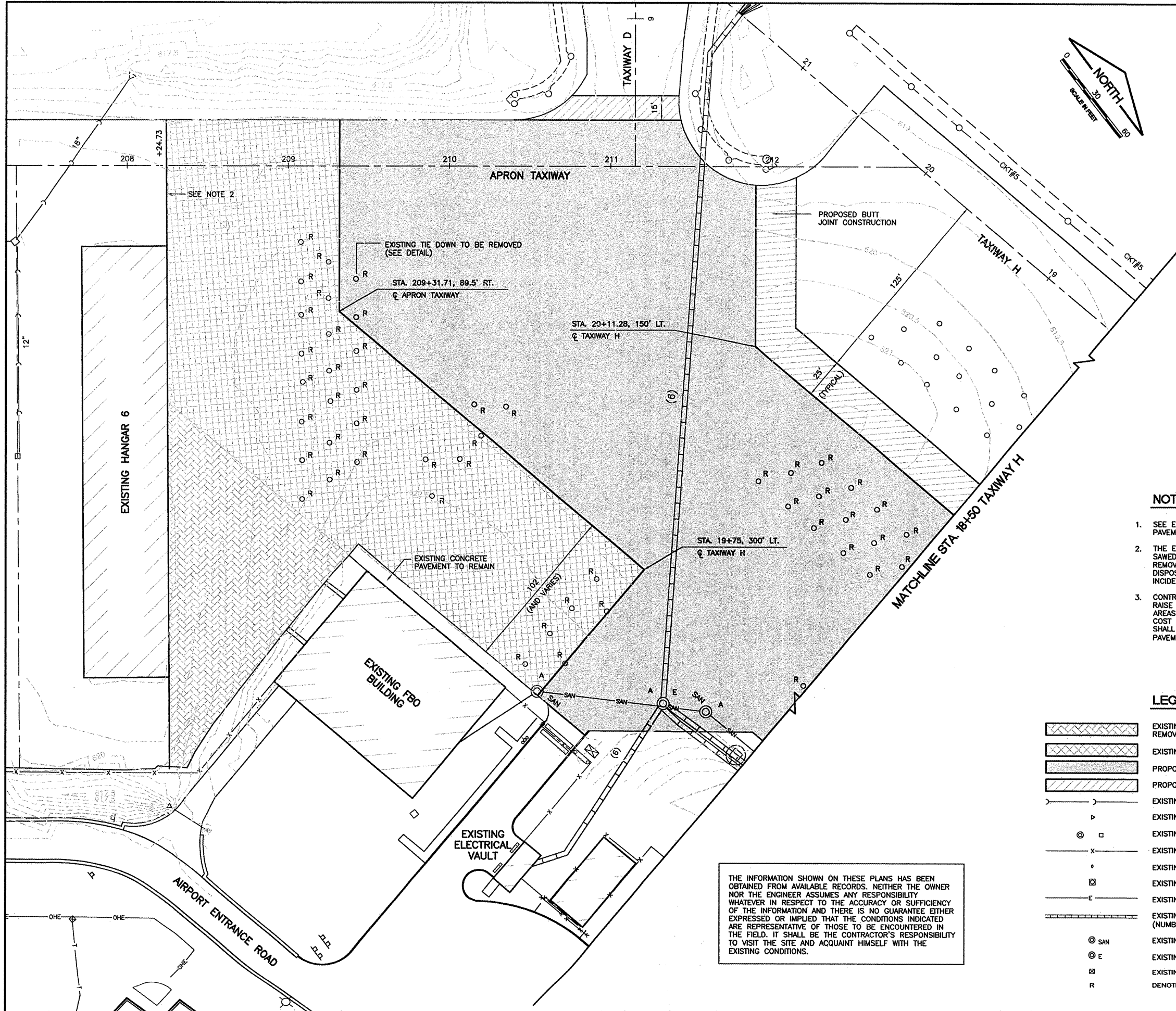
NUMBER	BY	DATE

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

**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1
 EXISTING CONDITIONS/PROPOSED REMOVALS
 SHEET 2**

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DESIGN BY: MND
 DRAWN BY: JRO
 CHECKED BY: MND
 APPROVED BY:
 DATE: 01/16/09
 JOB No: 08075-05
 IL PROJECT: IKK-3864
 A.I.P. PROJECT: 3-17-0057-B16
FINAL SUBMITTAL
 SHEET 9 OF 17 SHEETS



NOTES

- SEE ENGINEERING INFORMATION SHEETS FOR PAVEMENT CORE DATA AND BORING LOGS.
- 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.
- CONTRACTOR SHALL USE BITUMINOUS MILLINGS TO RAISE SUBGRADE TO PROPOSED GRADE IN FILL AREAS. EXCESS MILLINGS SHALL BE HAULED OFFSITE. COST OF GRADING MILLINGS AND ANY HAULING SHALL BE CONSIDERED INCIDENTAL TO BITUMINOUS PAVEMENT MILLING/REMOVAL.

LEGEND

- EXISTING 3" (AND VARIES) BITUMINOUS PAVEMENT TO BE REMOVED
- EXISTING 6"-8" BITUMINOUS PAVEMENT TO BE REMOVED
- PROPOSED 2" BITUMINOUS MILLING
- PROPOSED BUTT JOINT CONSTRUCTION
- EXISTING STORM SEWER
- EXISTING FLARED END SECTION
- EXISTING STORM SEWER MANHOLE/INLET
- EXISTING 4" FENCE
- EXISTING TIE DOWN ANCHOR/MOORING EYE
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING AIRFIELD CABLE
- EXISTING CONCRETE ENCASED DUCT (NUMBER OF WAYS NOTED)
- EXISTING SANITARY MANHOLE
- EXISTING ELECTRICAL MANHOLE
- EXISTING ELECTRICAL HANDHOLE
- DENOTES ADJACENT ITEM TO BE REMOVED

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION 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.