K:\AuroraAp\0428503\Draw\Sheets\
FILE: econd1.dwg
LAYOUT: Layout1
UPDATE BY: johse
SURVEY BOOK #
DATE: Thu 1/20/05 1:20pm
XREF DWG: tbclnt.dwg
tb.dwg
apronbase.dwg

NOTES

1. 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.
2. THE TAXIWAY LIGHTS AND TRANSFORMER TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. LIGHT CAN CONCRETE BASES SHALL BE DISPOSED OF OFF SITE.
3. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. CONTRACTOR SHALL USE REMOVED PAVEMENT AS EMBANKMENT FILL. MATERIAL SHALL BE BROKEN IN 2' x 2' PIECES OR SMALLER. LOCATION OF FILL SHALL BE AS APPROVED BY THE ENGINEER. COST INCIDENTAL TO PAVEMENT REMOVAL.
5. SEE ENGINEERING INFORMATION SHEETS FOR PAVEMENT CORE DATA AND BORING LOGS.
6. 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.
7. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND AIRPORT 2 WEEKS PRIOR TO THE START OF TREE REMOVAL. THE AIRPORT MAY ELECT TO REMOVE SOME OF THE TREES ON THEIR OWN. NO ADJUSTMENTS TO UNIT PRICES SHALL BE ALLOWED IF THIS OCCURS.

EXISTING AIRPORT PROPERTY LINE

REMOVE 59 TREES (6"-15" DIA.) TOTALLING 487 IN-DIA. AND 7 TREES (15"+ DIA.) TOTALLING 110 IN-DIA.

EXISTING CONCRETE AND BLOCK FOUNDATIONS WITH FLOOR SLABS TO BE REMOVED (PAID FOR AS FOUNDATION REMOVAL)

EXISTING POWER POLE TO BE REMOVED

REMOVE 12 TREES (6"-15" DIA.) TOTALLING 80 IN-DIA.

EXISTING WELL TO BE ABANDONED

SEE DEMOLITION PLAN (NEXT SHEET)

EXISTING TELEPHONE PEDESTAL TO BE REMOVED

EXISTING CONCRETE AND BLOCK FOUNDATIONS WITH FLOOR SLABS TO BE REMOVED (PAID FOR AS FOUNDATION REMOVAL)

EXISTING AREA TO BE CLEARED AND GRUBBED (TYPICAL)

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.

EXISTING GRAVEL ROAD TO BE DEGRADED AND TOPSOILED (TO BE PAID FOR UNDER ITEM 152)

EXISTING COMED TRANSFORMER TO BE RELOCATED (BY OTHERS)

EXISTING ILS SHELTERS TO BE RELOCATED (BY OTHERS) TO BE PROTECTED DURING CONSTRUCTION (COST INCIDENTAL TO THE CONTRACT)

EXISTING WINDCONE AND FOUNDATION TO BE REMOVED AND REPLACED (SEE ELECTRICAL DETAILS - SHEET 3)

EXISTING RUNWAY 9/27 VASI CABLES TO BE ABANDONED

PROPOSED SPLICE CAN FOR RUNWAY 9/27 VASI RE-CABLING (SEE NOTE 1, SHEET 20)

REMOVE MANHOLE

REMOVE PIPE

NEW RUNWAY 9/27 VASI CABLES (3-1/C #6 XLP, 1/C #8 GND) (SEE SHEET 18 FOR MORE INFORMATION)

EXISTING CABLES TO REMAIN

REMOVE UNDERDRAIN CLEANOUT

ADJUST REIL

REMOVE 180 LF OF UNDERDRAIN

50'

100'

REMOVE 120 LF DUCT

RUNWAY 9/27
EXISTING P.C.C. PAVEMENT

REMOVE 125 LF OF UNDERDRAIN

REMOVE 185 SY OF 8" AVERAGE EXISTING BITUMINOUS PAVEMENT AND RELOCATE 8 BASE MOUNTED LIGHTS

EXISTING ILS ANTENNA TO BE RELOCATED (BY OTHERS) TO BE PROTECTED (COST INCIDENTAL TO THE CONTRACT)

RELOCATE 8 EACH BASE MOUNTED THRESHOLD LIGHTS

PROPOSED SPLICE CAN FOR RUNWAY 9/27 VASI RE-CABLING (SEE NOTE 1, SHEET 20)

BEGIN FIELD TILE REMOVAL (PAID AS REMOVE PIPE) AND REPLACEMENT AT STA. 390+00
FIELD TILE TO BE LOCATED WITH EXPLORATORY TRENCH

EXISTING P.C.C. PAVEMENT

TXY A2

TXY A1

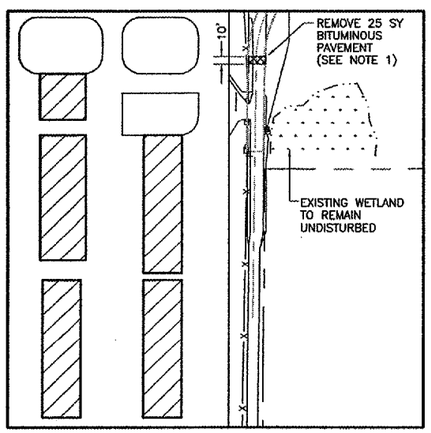
ADJUST REIL

EXISTING ILS CRITICAL SIGN TO REMAIN

CONTRACTOR SHALL TEMPORARILY REMOVE FOR GRADING OPERATION AND THEN REINSTALL SIGN 3 EACH. (INCIDENTAL TO EARTHWORK)(TYPICAL)

EXISTING GRAVEL ROAD TO REMAIN

SEE INSET FOR CONTINUATION



NORTH
0 100 200
SCALE IN FEET

LEGEND

- EXISTING GRAVEL ROAD TO BE DEGRADED AND TOPSOILED (PAID AS ITEM 152)
- EXISTING CONCRETE AND BLOCK FOUNDATION WITH FLOOR SLAB TO BE REMOVED
- EXISTING AREA TO BE CLEARED AND GRUBBED
- UD — EXISTING UNDERDRAIN
- WD — 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 RUNWAY END IDENTIFIER LIGHT (REIL)
- EXISTING VISUAL APPROACH SLOPE INDICATOR
- EXISTING BASE MOUNTED THRESHOLD LIGHT
- C — EXISTING CABLE MARKER
- EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)
- GRS — EXISTING GRS CONDUIT
- HH — EXISTING ELECTRICAL HANDHOLE
- S — EXISTING ELECTRICAL SPLICE CAN
- EXISTING AIRFIELD GUIDANCE SIGN
- CKT#1 — EXISTING RUNWAY 9/27 CIRCUIT
- CKT#5 — EXISTING TAXIWAY A CIRCUIT (EAST OF RUNWAY 18/36)
- VASI — EXISTING VASI CIRCUIT
- VASI — NEW VASI CIRCUIT
- REIL — EXISTING REIL CIRCUIT
- COMED — EXISTING COMMONWEALTH EDISON ELECTRIC CABLES.
- T — EXISTING TELEPHONE LINE
- R — EXISTING STRUCTURE/LIGHT TO BE REMOVED
- W — EXISTING WATERMAIN
- SAN — EXISTING SANITARY SEWER
- SAN — EXISTING SANITARY MANHOLE
- E — EXISTING ELECTRICAL MANHOLE
- W — EXISTING WATER VAULT VALVE
- EXISTING TREE/SHRUB
- EXISTING AIRPORT PROPERTY LINE
- A — EXISTING STRUCTURE/LIGHT TO BE ADJUSTED

REVISIONS		
NUMBER	BY	DATE

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

AURORA MUNICIPAL AIRPORT
AURORA, ILLINOIS
CONSTRUCT NORTHEAST QUADRANT APRON, CONNECTING TAXIWAY AND RUNWAY 27 STOPWAY

EXISTING CONDITIONS/ PROPOSED REMOVALS

© Copyright CMT, Inc.

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000618

DESIGN BY:	ARM
DRAWN BY:	JRO
CHECKED BY:	MJS
APPROVED BY:	DKP
DATE:	01/26/05
JOB No:	04285-03

ILLINOIS PROJECT: ARR-3442
A.I.P. PROJECT: 3-17-0003-B30
FINAL SUBMITTAL