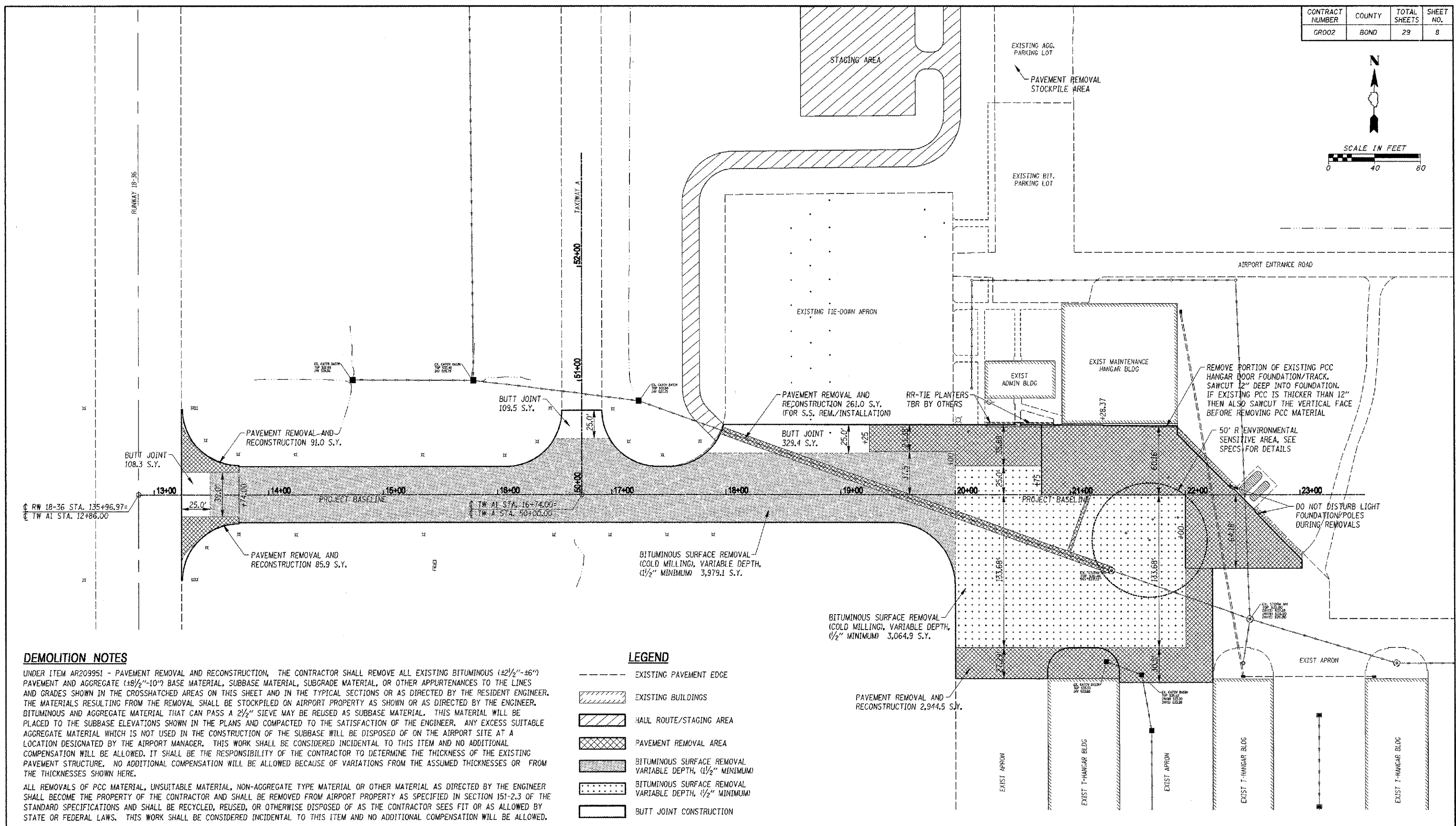
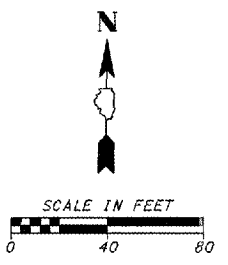


CONTRACT NUMBER	COUNTY	TOTAL SHEETS	SHEET NO.
GROO2	BOND	29	8



DEMOLITION NOTES

UNDER ITEM AR209951 - PAVEMENT REMOVAL AND RECONSTRUCTION, THE CONTRACTOR SHALL REMOVE ALL EXISTING BITUMINOUS (±2 1/2" - ±6") PAVEMENT AND AGGREGATE (±8 1/2" - 10") BASE MATERIAL, SUBBASE MATERIAL, SUBGRADE MATERIAL, OR OTHER APPURTENANCES TO THE LINES AND GRADES SHOWN IN THE CROSSHATCHED AREAS ON THIS SHEET AND IN THE TYPICAL SECTIONS OR AS DIRECTED BY THE RESIDENT ENGINEER. THE MATERIALS RESULTING FROM THE REMOVAL SHALL BE STOCKPILED ON AIRPORT PROPERTY AS SHOWN OR AS DIRECTED BY THE ENGINEER. BITUMINOUS AND AGGREGATE MATERIAL THAT CAN PASS A 2 1/2" SIEVE MAY BE REUSED AS SUBBASE MATERIAL. THIS MATERIAL WILL BE PLACED TO THE SUBBASE ELEVATIONS SHOWN IN THE PLANS AND COMPACTED TO THE SATISFACTION OF THE ENGINEER. ANY EXCESS SUITABLE AGGREGATE MATERIAL WHICH IS NOT USED IN THE CONSTRUCTION OF THE SUBBASE WILL BE DISPOSED OF ON THE AIRPORT SITE AT A LOCATION DESIGNATED BY THE AIRPORT MANAGER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE THICKNESS OF THE EXISTING PAVEMENT STRUCTURE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF VARIATIONS FROM THE ASSUMED THICKNESSES OR FROM THE THICKNESSES SHOWN HERE.

ALL REMOVALS OF PCC MATERIAL, UNSUITABLE MATERIAL, NON-AGGREGATE TYPE MATERIAL OR OTHER MATERIAL AS DIRECTED BY THE ENGINEER SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM AIRPORT PROPERTY AS SPECIFIED IN SECTION 151-2.3 OF THE STANDARD SPECIFICATIONS AND SHALL BE RECYCLED, REUSED, OR OTHERWISE DISPOSED OF AS THE CONTRACTOR SEES FIT OR AS ALLOWED BY STATE OR FEDERAL LAWS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANYWHERE PAVEMENT REMOVAL ABUTTS EXISTING PAVEMENT TO REMAIN IN PLACE, THE LIMIT LINE OF REMOVAL SHALL BE SCORED WITH A PERPENDICULAR STRAIGHT JOINT BY A FULL-DEPTH SAWCUT AT THE ENDS AND EDGES OF THE AREAS TO BE REMOVED. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ANY DAMAGE DONE TO THE ADJACENT EXISTING PAVEMENT TO REMAIN IN PLACE BY THE REMOVAL OPERATIONS SHALL BE REPAIRED OR REMOVED AND REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE, AS DIRECTED BY THE RESIDENT ENGINEER.

ANY EXCAVATION MADE BEYOND THE EXISTING PAVEMENT SECTION BY THE CONTRACTOR FOR REMOVAL SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE. THE EXCAVATED SPACE SHALL BE FILLED WITH MATERIAL SATISFACTORY TO THE RESIDENT ENGINEER AND PLACED ACCORDING TO ITEM 152 OF THE STANDARD SPECIFICATIONS

LEGEND

- EXISTING PAVEMENT EDGE
- ▨ EXISTING BUILDINGS
- ▩ HAUL ROUTE/STAGING AREA
- ▧ PAVEMENT REMOVAL AREA
- ▦ BITUMINOUS SURFACE REMOVAL VARIABLE DEPTH, (1/2" MINIMUM)
- ▤ BITUMINOUS SURFACE REMOVAL VARIABLE DEPTH, (1/2" MINIMUM)
- BUTT JOINT CONSTRUCTION

DATE	DESCRIPTION OF THE REVISIONS	BY

GREENVILLE AIRPORT AUTHORITY GREENVILLE, ILLINOIS

HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
www.hmgengineers.com
(618) 594-3711 Fax (618) 594-8217

PROPOSED DEMOLITION PLAN

ILL. PROJ. NO.	GRE-3215
A.I.P. PROJ. NO.	3-17-0049-B4
FILE NAME	GA-DEMOPLN
DATE	03-24-2006

H.M.G. NO. 5536