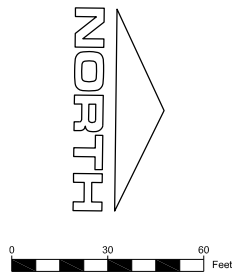
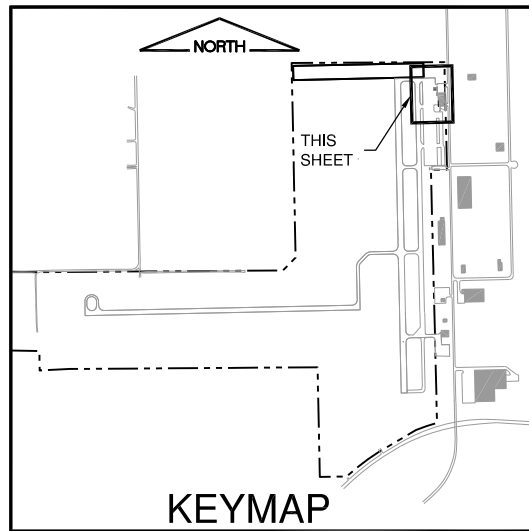
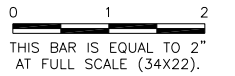


TA006

REVISIONS		
NUMBER	BY	DATE



	BITUMINOUS PAVEMENT MILLING - 0" - 2"
	FULL DEPTH PCC PAVEMENT REMOVAL
	UNCLASSIFIED EXCAVATION / FULL DEPTH AGGREGATE REMOVAL
	BUTT JOINT CONSTRUCTION
R	REMOVALS
RR	REMOVE AND REPLACE
	SAWCUT
	EXISTING STAKE MOUNTED TAXIWAY LIGHT

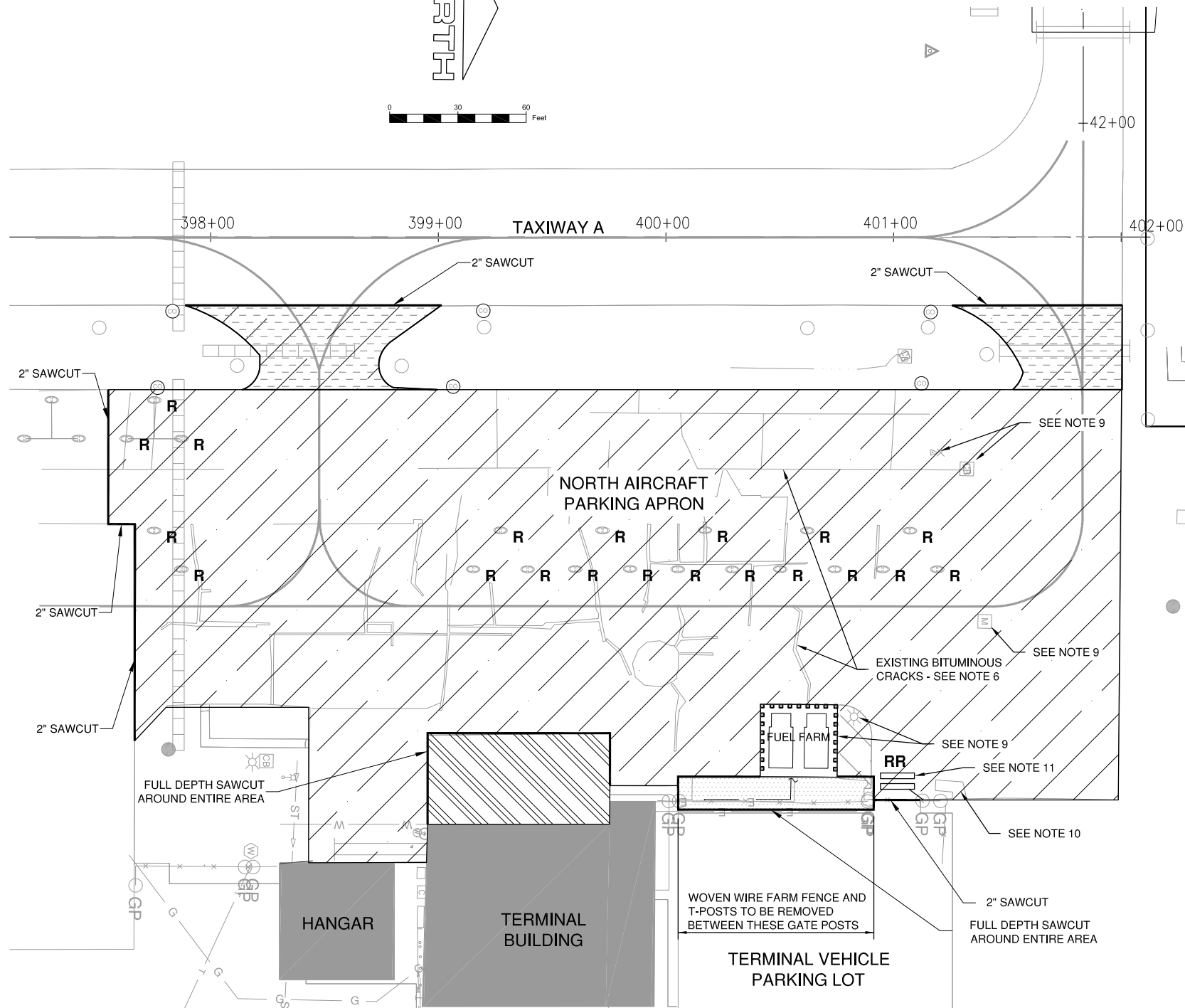
	EXISTING BASE MOUNTED TAXIWAY LIGHT		EXISTING MONITORING WELL
	EXISTING TAXIWAY GUIDANCE SIGN		EXISTING DUCT MARKER
	EXISTING CATCH BASIN		EXISTING PAVING MARKING
	EXISTING UNDERDRAIN CLEANOUT		EXISTING STORM SEWER
	GATE POST TO REMAIN		EXISTING AIRFIELD ELECTRIC CIRCUIT
	EXISTING TIE DOWN		EXISTING UNDERGROUND ELECTRIC
	EXISTING OVERHEAD LIGHT		EXISTING WATER LINE
	EXISTING IRON PIN		EXISTING GAS LINE
	EXISTING SURVEY MONUMENT		EXISTING TELEPHONE LINE
	EXISTING WATER VALVE/METER		EXISTING FENCE
			EXISTING DUCT

NOTES:

- EXISTING BUILDINGS HAVE UTILITY CONNECTIONS, SLIDING DOOR HARDWARE AND DRAINAGE HARDWARE THAT EXTEND BEYOND THE FOOTPRINT OF THE BUILDING (NOT SHOWN). THE CONTRACTOR MAY BE REQUIRED TO REMOVE THIS HARDWARE DURING CONSTRUCTION IN ORDER TO PROPERLY PROCEED WITH OPERATIONS AND WILL BE REQUIRED TO REPLACE THESE ITEMS TO PRE-CONSTRUCTION CONDITIONS AND TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT ONCE WORK HAS BEEN COMPLETED. ANY ADDITIONAL TIME AND EFFORT FOR THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- THE MILLING OPERATIONS SHALL REMAIN A FIXED DISTANCE FROM THE FUEL FARM ISLAND AND THE FACE AND SIDE OF THE BUILDINGS WHERE THERE ARE NO BUILDING DOORS. THE RESIDENT ENGINEER WILL DETERMINE THE ACCEPTABLE OFFSET FOR THE MILLING EQUIPMENT. MILLING OPERATIONS AT THE BUILDING DOORS SHALL BE MILLED UP TO THE BUILDING FOUNDATION. MILLING ALONG THE BUILDING FOUNDATION MAY REQUIRE SPECIAL EQUIPMENT CAPABLE OF MILLING IN CLOSE PROXIMITY OF A VERTICAL FACE OR THE USE OF HAND TOOLS. COSTS ASSOCIATED WITH THIS MILLING SHALL BE INCIDENTAL TO THE MILLING PAY ITEM.
- THE CONTRACTOR SHALL NOT DAMAGE EXISTING BUILDING FOUNDATIONS OR BUILDING DOORS. DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.
- SAWCUT SHOWN SHALL BE INCIDENTAL TO THE MILLING OPERATIONS. ADDITIONAL AREAS NOT SHOWN MAY REQUIRE SAWCUT. NO ADDITIONAL PAYMENTS WILL BE MADE FOR SAWCUT.
- THE CONTRACTOR SHALL FULL DEPTH SAWCUT AROUND THE AREA OF THE FULL DEPTH AGGREGATE REMOVAL TO ALLOW THE FULL DEPTH REMOVAL AND A VERTICAL FACE FOR THE PROPOSED BITUMINOUS PAVEMENT STRUCTURE.
- THE RESIDENT ENGINEER SHALL DETERMINE WHICH BITUMINOUS CRACKS WILL NEED TO BE EXTRA DEPTH REPAIRED.
- WOVEN WIRE FARM FENCE TO BE REMOVED IN LOCATION OF FULL DEPTH AGGREGATE REMOVAL. GATE POSTS SHALL REMAIN.
- THE CONTRACTOR SHALL TAKE GREAT CARE TO AVOID THE BURIED ELECTRICAL CABLES IN THE FULL DEPTH AGGREGATE REMOVAL AREA RUNNING FROM THE TERMINAL BUILDING TO THE FUEL FARM.
- THE CONTRACTOR SHALL TAKE CARE TO PAVE AROUND OR OVER THESE ITEMS AND ANY DAMAGE DUE TO THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED TO PRE-CONSTRUCTION CONDITIONS TO THE SATISFACTION OF THE AIRPORT AND THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
- THE AREA AROUND THE GATE OPERATOR SHALL HAVE THE TOP TWO (2") INCHES OF AGGREGATE REMOVED AND BE PAVED MATCHING THE SURROUNDING AREA.
- THE EXISTING ELECTRIC GATE DETECTOR LOOPS ON THE AIRSIDE SHALL BE REMOVED DURING MILLING OPERATIONS AND THIS SHALL BE CONSIDERED INCIDENTAL TO THE MILLING PAY ITEM. THE DETECTOR LOOPS SHALL BE REPLACED PER THE DETAILS SHOWN ON THE MISCELLANEOUS DETAILS 4 SHEET. THE REPLACEMENT AND INSTALLATION OF THE NEW DETECTOR LOOPS SHALL BE PAID FOR UNDER ITEM AR162570 DETECTOR LOOP, LUMP SUM.

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE PROJECT ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER, AND THE RESIDENT ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.



**TAYLORVILLE MUNICIPAL AIRPORT
 TAYLORVILLE, ILLINOIS
 REHABILITATE NORTH PORTION OF AIRCRAFT PARKING APRON
 EXISTING CONDITIONS AND REMOVALS**

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SBG NO.	3-17-SBGP-XX
SHEET	05 OF 14 SHEETS

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