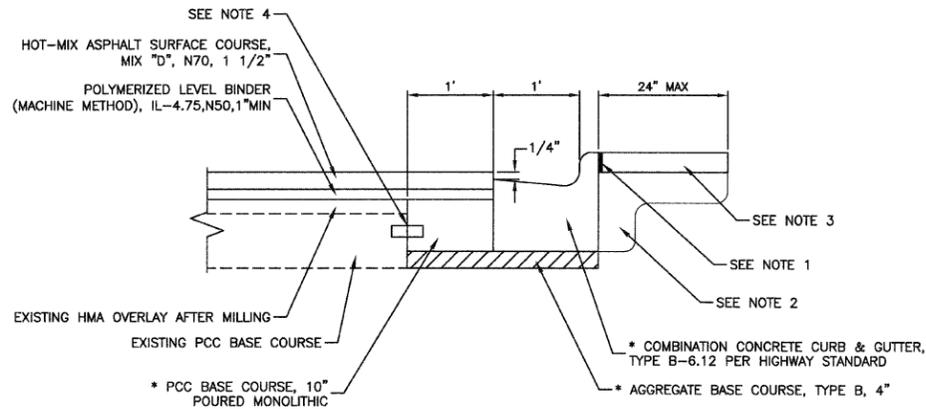


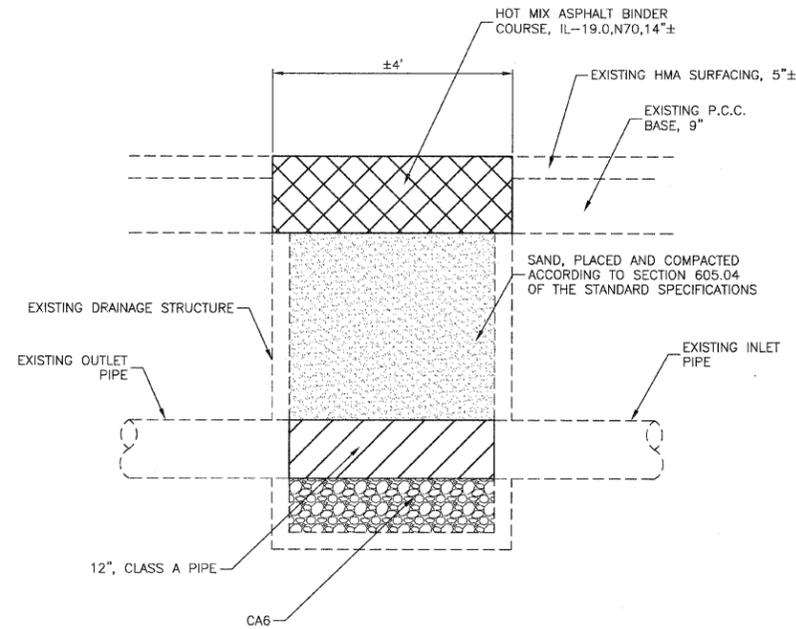
CURB & GUTTER REMOVAL DETAIL



CURB & GUTTER RESTORATION DETAIL

NOTES:

1. PROPOSED 3/4" PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS (INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER, TYPE B-6.12 (SPECIAL)).
2. SUITABLE BACKFILL MATERIAL PER SECTION 204 (INCLUDED IN THE COST COMBINATION CURB AND GUTTER, TYPE B-6.12 (SPECIAL)).
3. SIDEWALK, DRIVEWAY PAVEMENT SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- *4. LONGITUDINAL JOINT TIE BARS SHALL BE NO 6 AT 24" C-C IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN IN STANDARD 420001.



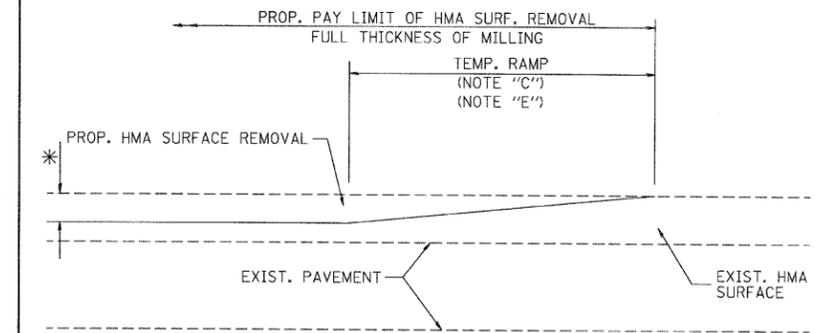
CATCH BASIN TO BE FILLED TO MAINTAIN FLOW

NOTE:

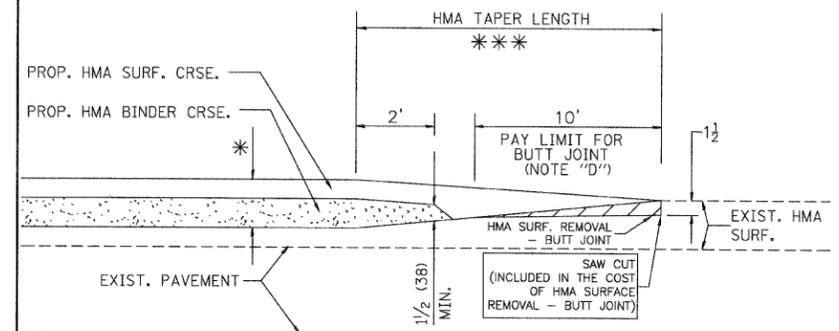
1. THE EXISTING DRAINAGE STRUCTURES SHALL BE CLEARED OF DEBRIS PRIOR TO FILLING STRUCTURE.

CONSTRUCTION SEQUENCE:

1. REMOVE EXISTING FRAME AND LID.
2. CLEAN EXISTING CB OF ALL DEBRIS.
3. PLACE CA 6 FROM BOTTOM OF STRUCTURE TO INVERT OF INFLOW AND OUTFLOW PIPES.
4. PLACE ± 4' LONG 12" PIPE, TAKING CARE TO LINE UP THE EXISTING INFLOW AND OUTFLOW INVERTS.
5. PLACE A COLLAR USING CLASS SI CONCRETE AROUND THE END OF THE PIPES TO THE SATISFACTION OF THE RESIDENT ENGINEER.
6. PLACE SAND ACCORDING TO ARTICLE 605.04 OF THE STANDARD SPECIFICATIONS IN THE EXISTING STRUCTURE.
7. PLACE HOT MIX ASPHALT BINDER COURSE, IL-19, N70, ±14" AND COMPACT ACCORDING TO SECTION 442 OF STANDARD SPECIFICATION.



TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- * * * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

FILE NAME = 11556-DTLS-07 - DTLS P01

USER NAME =	DESIGNED -- RJW	REVISION --
CHECKED -- ER	REVISION --	
PLOT SCALE =	DRAWN -- MED	REVISION --
PLOT DATE = 12-07-11	CHECKED -- AG	REVISION --

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIBLEY BOULEVARD RESURFACING
TORRENCE AVENUE TO STATE-LINE ROAD
CONSTRUCTION DETAILS

SCALE: NONE

SHEET NO. 21 OF 27 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3787	11-00151-00-RS	COOK	27	21
CONTRACT NO. 63693				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003 (907)				