

DETAIL OF DRIVEWAY

NOT TO SCALE THIS TYPICAL DRIVE LAYOUT IS FOR BOTH CONCRETE AND ASPHALT DRIVES

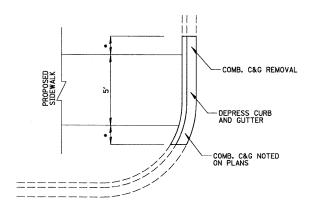
P.C.C. DRIVE - 7" P.C.C. DRIVEWAY PAVEMENT

3" SUB-BASE GRANULAR MATERIAL, TYPE B

ASPHALT DRIVE - 3" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 6" SUB-BASE GRANULAR MATERIAL, TYPE B

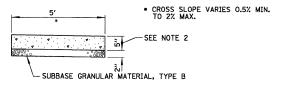
NOTES:

- PROPOSED SIDEWALK THROUGH DRIVEWAY SHALL BE 7 INCHES OF PORTLAND CEMENT CONCRETE ON 2 INCH SUB-BASE GRANULAR MATERIAL, TYPE B.
- THE HMA SURFACE COURSE USED TO REPLACE DRIVEWAYS WILL BE PAID FOR PER TON. THE NUMBER OF DRIVEWAYS TO BE REPLACED WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.



* CONSTRUCTED PER HIGHWAY STANDARD

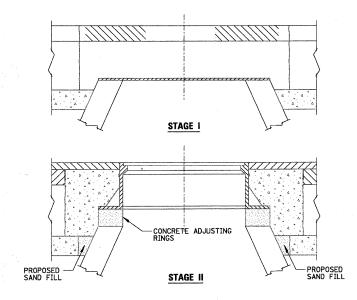
PROPOSED DEPRESSED CURB & GUTTER EXISTING CURB & GUTTER NOT DEPRESSED



NOTES:

- 1. ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK SHALL BE INCLUDED IN THE COST FOR P.C.C. SIDEWALK.
- 2. THICKNESS SHALL BE INCREASED TO 7" WHERE SIDEWALK IS ADJACENT TO A DRIVEWAY.
- 3. WHEN FORMS ARE REMOVED FROM THE SIDEWALK EITHER THE SIDEWALK SHALL BE BARRICADED OR BACKFILLED WITHIN 24 HOURS.
- 4. ALL LANDSCAPE RESTORATION (TOPSOIL, SEEDING CLASS 1, EROSION CONTROL BLANKET AND SUPPLEMENTAL WATERING) SHALL BE INCLUDED IN THE COST FOR P.C.C SIDEWALK.

P.C.C. SIDEWALK DETAIL



CONSTRUCTION PROCEDURES

STAGE I (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12" OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 C) COVER THE STRUCTURE OPENING WITH A 36" DIAMETER METAL PLATE.
 D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1*"
 THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.

STAGE II (AFTER PAVEMENT MILLING)

- A) REMOVE THE HOT-MIX ASPHALT MATERIAL AND CRUSHED STONE.
 B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS
 FINAL SURFACE ELEVATION.
 C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI
 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE
 EXISTING BASE COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602 AND 603 OF THE STANDARD SPECIFICATIONS.

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL).

NOTES

- 1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- 3. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL)

FILE NAME =	USER NAME = EDTODA	DESIGNED - AMP	REVISED -		CONSTRUCTION DETAILS				F.A.	SECTION	COUNTY	TOTAL SHEET
N:\NORTHLAKE\940032dc103\C1v1\det1_dc103.sht		DRAWN - EDT	REVISED -	STATE OF ILLINOIS	CONSTRUCTION DETAILS			1358	09-00073-00-RS	соок	COOK 14 10	
	PLOT SCALE = N.T.S.	CHECKED - MEW	REVISED -	DEPARTMENT OF TRANSPORTATION							CONTRA	CT NO. 63454
	PLOT DATE = 3/22/2010	DATE - 11/12/09	REVISED ~		SCALE:	SHEET NO. OF	SHEETS STA.	TO STA.		ILLINOIS FED. AID PROJECT		