

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 1/2" THICK HOT-MIX MATERIAL APPROVED BY THE ENGINEER.

STAGE II (AFTER PAVEMENT MILLING)

- A) REMOVE THE HOT-MIX 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.

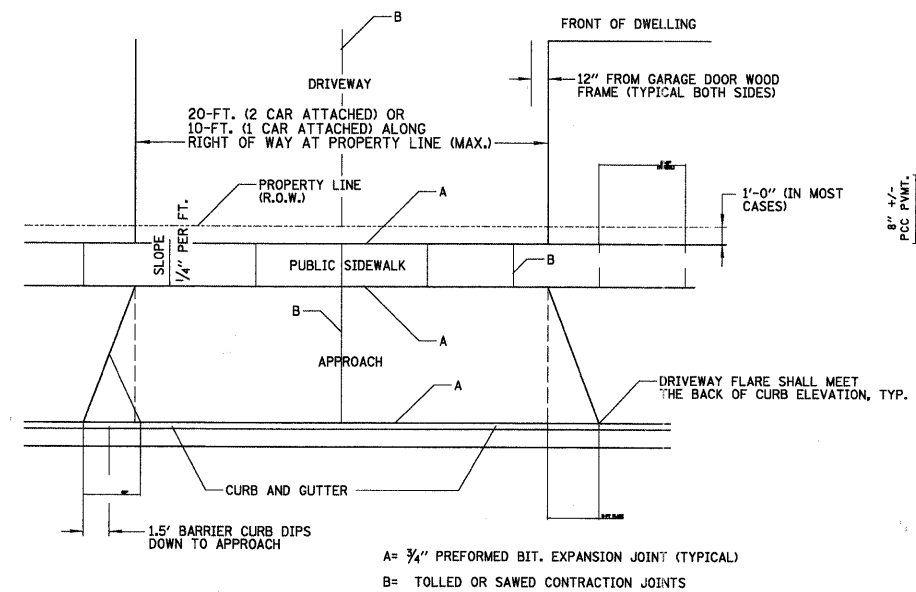
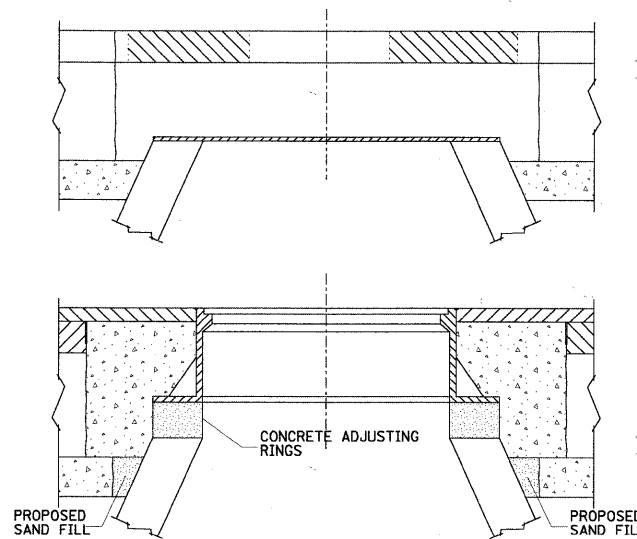
BASIS OF PAYMENT

STRUCTURE TO BE ADJUSTED.

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.
4. EXTERNAL MANHOLE CHIMNEY SEAL SHALL BE PROVIDED AND SHALL CONSIST OF A RUBBER SLEEVE, COMPRESSION BAND AND EXTENSION SKIRT. RUBBER SLEEVE SHALL BE HIGH GRADE RUBBER COMPOUND CONFORMING TO ASTM C293 WITH A HARDNESS OF 45 PLUS OR MINUS 5. COMPRESSION BANDS SHALL BE 16 GAUGE TYPE 304 STAINLESS STEEL WITH A MINIMUM WIDTH OF 1 INCH. EXTENSION WEIGHT OF 12 OUNCES PER SQUARE YARD. EXTERNAL MANHOLE CHIMNEY SEAL SHALL BE MANUFACTURED BY CANUSA, INFISHIELD OR APPROVED EQUAL.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING



DRIVEWAY WITH A CURB AND GUTTER

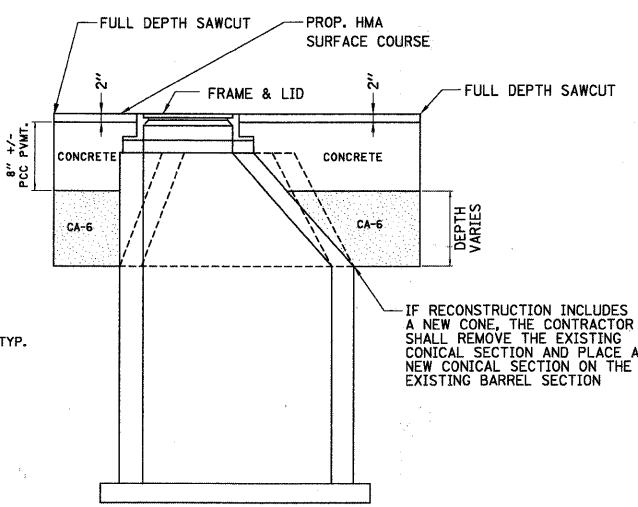
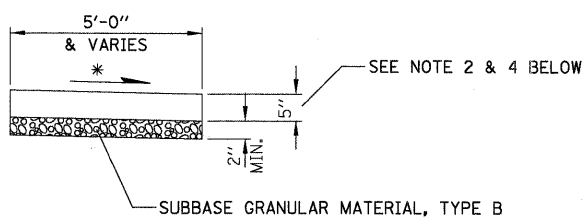
GENERAL NOTES:

1. DRIVEWAY SHALL HAVE A MIN. SLOPE OF 2% AND MAX. SLOPE OF 6%.
2. APPROACH SHALL HAVE A MIN. SLOPE OF 2% AND MAX. OF 6%.
3. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED. (95% PROCTOR)
4. PUBLIC SIDEWALK SHALL BE 7" AT RESIDENTIAL DRIVEWAYS AND 8" AT COMMERCIAL/INDUSTRIAL DRIVEWAYS. (NO WIRE MESH)
5. MINIMUM THICKNESS FOR APPROACH. (NO WIRE MESH). THIS WILL BE PAID FOR BY THE FOLLOWING ITEMS:
 - A. PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT (7" THK. P.C. CONCRETE ON 2" AGGREGATE BASE COURSE TYPE B) OR
 - B. HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT (3" THK. HOT-MIX ASPHALT SURFACE, MIX "C" N50 ON 6" AGGREGATE BASE COURSE TYPE B)
6. SALT TOLERANT SOD AND TOPSOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EITHER PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT OR HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT.

CROSS SLOPE 2% OR AS SHOWN ON CROSS SECTIONS

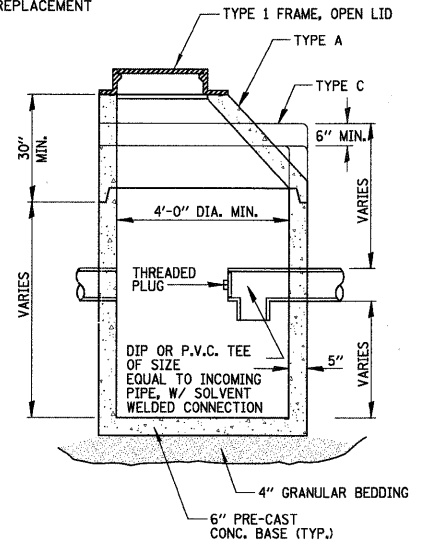
1. ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL
2. WHEN FORMS ARE REMOVED FROM THE SIDEWALK EITHER THE SIDEWALK SHALL BE BARRICADED OR BACKFIELD WITHIN 24 HOURS.
3. SALT TOLERANT SOD AND TOPSOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL AND REPLACEMENT.
4. PUBLIC SIDEWALK SHALL BE 7" AT RESIDENTIAL DRIVEWAYS AND 8" AT COMMERCIAL/INDUSTRIAL DRIVEWAYS.

P.C.C. SIDEWALK DETAIL



PAVEMENT PATCHING (INCIDENTAL TO REMOVAL AND RECONSTRUCTION OF STRUCTURES)

N.T.S.

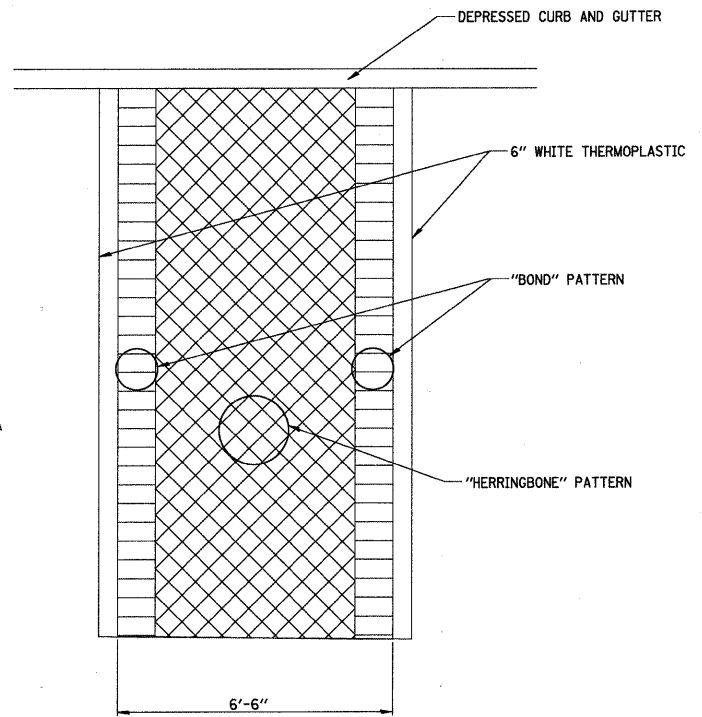


CATCH BASIN TYPE A WITH HALF TRAP

NOTE: INSTALL P.V.C. OR DIP TEE ON PIPES CONNECTING TO COMBINED OR RELIEF MANHOLES ONLY.

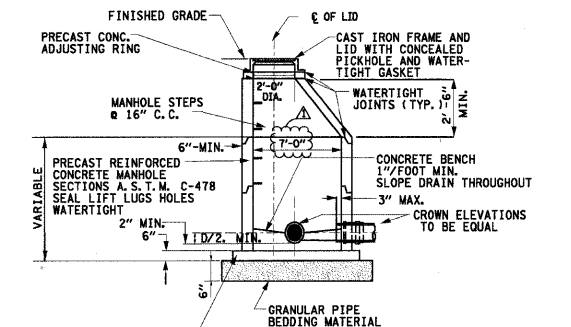
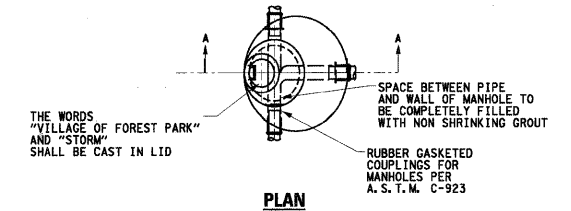
N.T.S.

NOTE: RESILIENT CONNECTORS CONFORMING TO ASTM C923 SHALL BE WATER TIGHT (PIPE TO MANHOLE OR CATCH BASIN AND EXISTING PIPE TO PROPOSED PIPE).



PATTERN STAMPED CROSSWALKS

N.T.S.



SECTION A-A STANDARD MANHOLE

NOTE: RESILIENT CONNECTORS CONFORMING TO ASTM C923 SHALL BE WATER TIGHT (PIPE TO MANHOLE OR CATCH BASIN AND EXISTING PIPE TO PROPOSED PIPE).

FILE NAME =	USER NAME = JAMELID	DESIGNED -	REVISED -
N:\FORESTPARK\0223\B6037\Civi\1\DET1_002	bg37.sh1	DRAWN -	REVISED -
	PLOT SCALE = 20'	CHECKED -	REVISED -
	PLOT DATE = 5/23/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CONSTRUCTION DETAILS

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.	F.A.U. R.T.E. 1046	SECTION 11-00109-00-RS	COUNTY COOK	TOTAL SHEETS 20	SHEET NO. 11
										CONTRACT NO. 63602	
ILLINOIS FED. AID PROJECT											