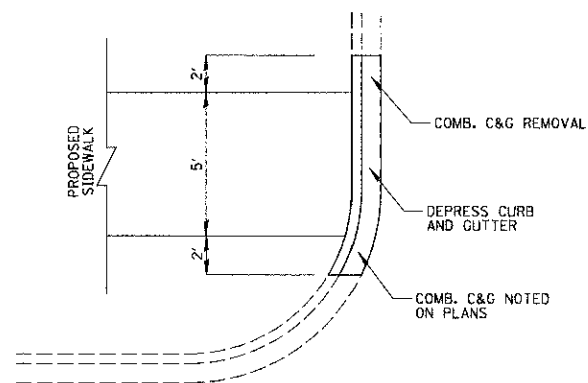


CROSS SLOPE 2% OR AS SHOWN ON CROSS SECTIONS

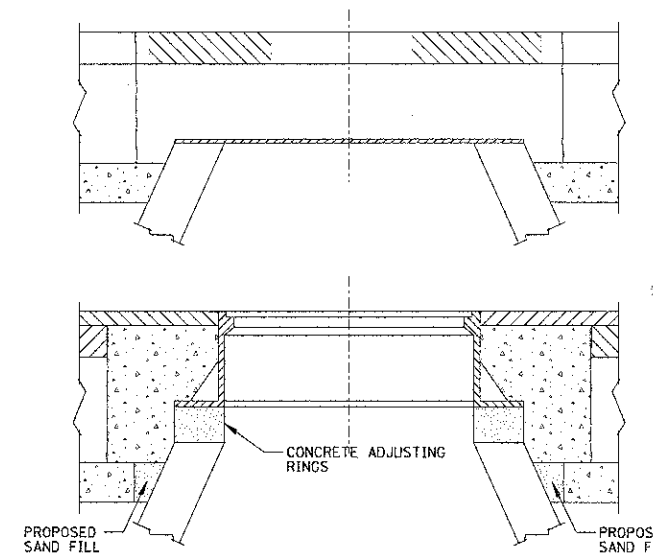
NOTES:

1. ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK TO MEET CURRENT ADA REQUIREMENTS SHALL BE INCLUDED IN THE COST FOR P.C.C. SIDEWALK.
2. WHEN FORMS ARE REMOVED FROM THE SIDEWALK EITHER THE SIDEWALK SHALL BE BARRICADED OR BACKFILLED WITHIN 24 HOURS.
3. ALL LANDSCAPE RESTORATION (TOPSOIL, SEEDING, CLASS I, MULCH METHOD 3) SHALL BE INCLUDED IN COST FOR P.C.C. SIDEWALK.

P.C.C. SIDEWALK DETAIL



**PROPOSED DEPRESSED CURB & GUTTER
EXISTING CURB & GUTTER NOT DEPRESSED**
NOT TO SCALE



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 BITUMINOUS 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 S1 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.

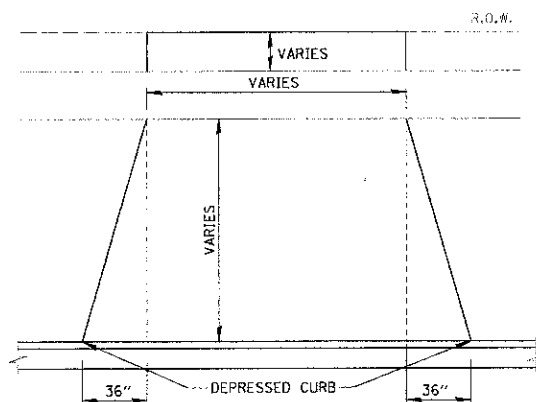
BASIS OF PAYMENT

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)



DETAIL OF DRIVEWAY

THIS TYPICAL DRIVE LAYOUT IS FOR BOTH CONCRETE AND ASPHALT DRIVES

- P.C.C. DRIVE - 7" P.C.C. DRIVEWAY PAVEMENT
2" SUB-BASE GRANULAR MATERIAL, TYPE B
- ASPHALT DRIVE - 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
2 1/4" HOT-MIX ASPHALT BASE COURSE
2" SUB-BASE GRANULAR MATERIAL, TYPE B

NOTES:

1. PROPOSED SIDEWALK THROUGH DRIVEWAY SHALL BE 7 INCHES OF PORTLAND CEMENT CONCRETE ON 2 INCH SUB-BASE GRANULAR MATERIAL, TYPE B.

2. 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.

3. ALL LANDSCAPE RESTORATION (TOPSOIL, SEEDING, CLASS I, MULCH METHOD 3) SHALL BE INCLUDED IN COST FOR DRIVEWAY REPLACEMENT.

FILE NAME =	USPR NAME = agufund-	DESIGNED - AMP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONSTRUCTION DETAILS	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISIONS	DATE	DATE	DATE			1033	12-00079-00-RS	COOK	17	11
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT							
			CONTRACT NO. 63831							