

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	06-00084-00-RS	DUPAGE	14	10
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 83887				

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 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.

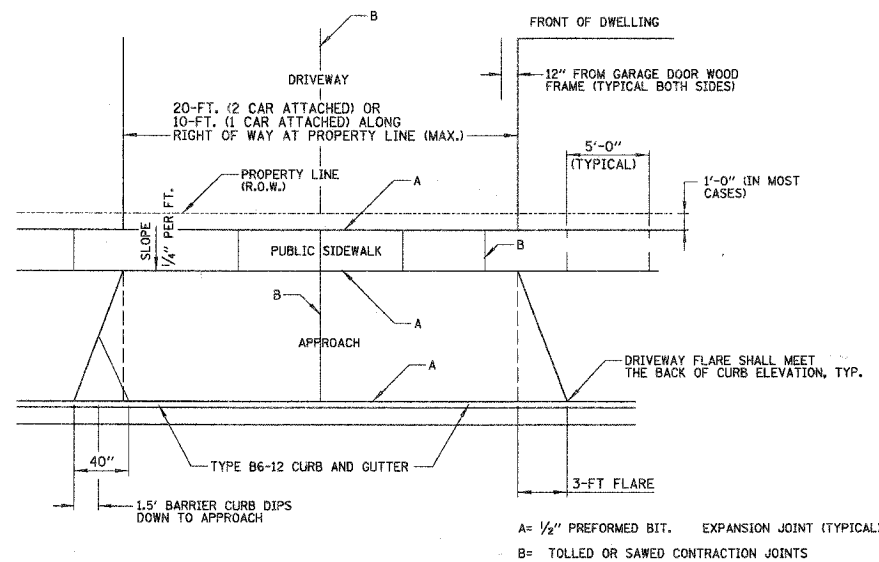
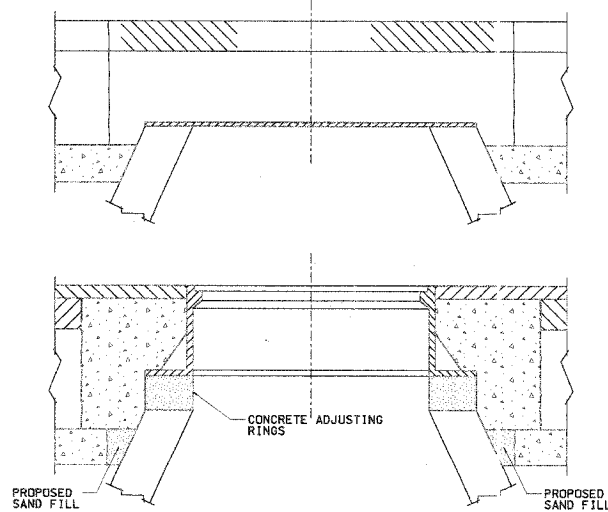
BASIS OF PAYMENT

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.

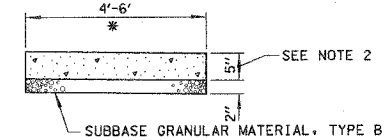
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING



DRIVEWAY WITH A TYPE B-6.12 CURB AND GUTTER

GENERAL NOTES:

- 1. DRIVEWAY SHALL HAVE A MIN. SLOPE OF 2% AND MAX. SLOPE OF 8%.
- 2. APPROACH SHALL HAVE A MIN. SLOPE OF 2% AND MAX. OF 10%.
- 3. ALL AGGREGATE SUB-BASE SHALL BE MECHANICALLY COMPACTED. (95% PROCTOR)
- 4. PUBLIC SIDEWALK SHALL BE 7" THICK P.C. CONCRETE AT DRIVEWAY. (NO WIRE MESH)
- 5. MINIMUM THICKNESS FOR APPROACH: (NO WIRE MESH)
 A. 3" THK. P.C. CONCRETE ON 2" AGGREGATE BASE COURSE TYPE B OR
 B. 3" THK. HOT-MIX ASPHALT SURFACE ON 6" AGGREGATE BASE COURSE TYPE B



* CROSS SLOPE 2% OR AS SHOWN ON CROSS SECTIONS

NOTES:

- 1. ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK SHALL BE INCIDENTAL TO THE P.C.C. SIDEWALK 5 INCH.
- 2. WHEN FORMS ARE REMOVED FROM THE SIDEWALK EITHER THE SIDEWALK SHALL BE BARRICADED OR BACKFILLED WITHIN 24 HOURS.

P.C.C. SIDEWALK DETAIL

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		CONSTRUCTION DETAILS

SCALE N.T.S.
DATE 11/13/2006

DRAWN BY JCR
CHECKED BY LMF

DATE: _____ BY: _____
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CHRISTOPHER B. BURKE ENGINEERING LTD., PLAN
 9575 West Higgins Road, Suite 600
 Rosemont, Illinois 60018
 (847) 823-0500

DATE: _____ BY: _____
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