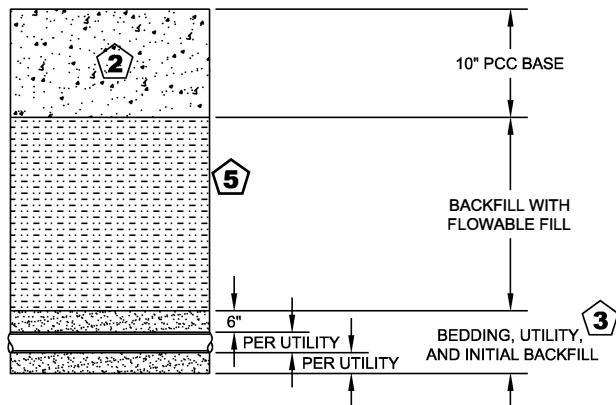


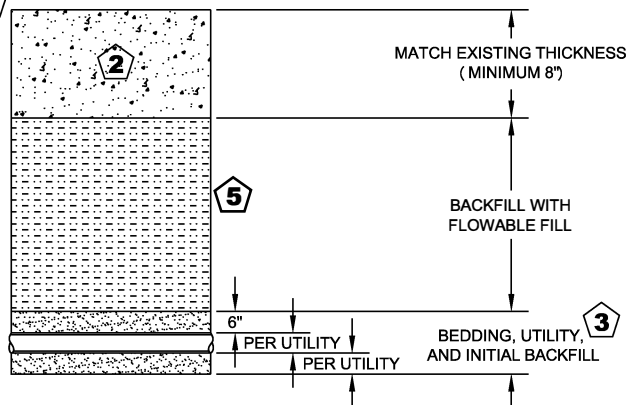
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TYPICAL HMA PAVMENT REPAIR DETAIL

NTS

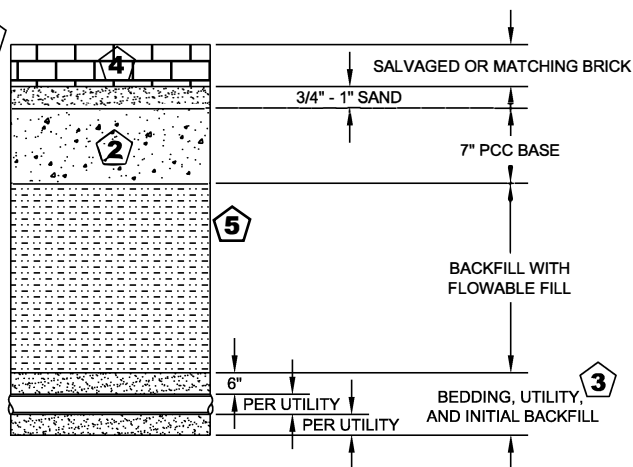
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TYPICAL PCC PAVEMENT REPAIR DETAIL

NTS

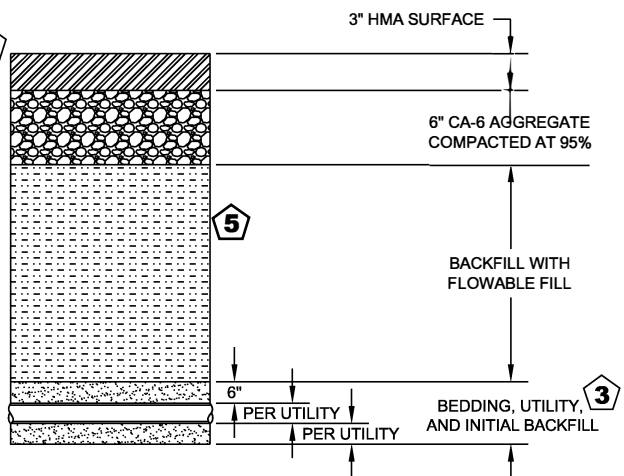
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TYPICAL BRICK STREET REPAIR DETAIL

NTS

1



TYPICAL OIL/CHIP PAVEMENT REPAIR DETAIL

NTS

LEGEND

	PROPOSED HMA PAVEMENT
	PROPOSED PCC PAVEMENT
	PROPOSED BRICK
	PROPOSED CA-6 AGGREGATE
	PROPOSED FLOWABLE FILL
	PROPOSED SELECT BACKFILL

KEYED NOTES

- 1 SAWCUT ALL SIDES OF EXISTING PAVEMENT PRIOR TO REMOVAL. FACES SHALL BE SAWCUT AGAIN PRIOR TO REPAIR IF THE EXPOSED FACES ARE DAMAGED.
- 2 PCC SHALL BE IDOT CLASS PP-1.
- 3 BACKFILL SHALL BE PLACED AND MECHANICALLY COMPACTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS.
- 4 BRICK SHALL EITHER BE THE SALVAGED BRICK FROM THE REMOVAL PROCESS OR SHALL BE MATCHING BRICK. MATCHING BRICK SHALL MATCH IN EACH DIMENSIONS, COLOR AND TEXTURE. CONCRETE PAVING BLOCKS ARE NOT ACCEPTABLE.
- 5 FLOWABLE FILL SHALL BE IDOT MIX 1 OR MIX 3.

GENERAL NOTES

1. ALL PAVEMENT OPENINGS SHALL BE IDENTIFIED AND COORDINATED WITH THE OFFICE OF PUBLIC WORKS **PRIOR** TO CONDUCTING THE WORK.
2. TYPICAL UTILITY LOCATES SHALL BE CONDUCTED BY USE OF CORE DRILL AND A VACUUM TRUCK KEEPING PAVEMENT OPENINGS TO A MAXIMUM OF 1 SF OR LESS. BRICK STREETS SHALL HAVE THE BRICKS REMOVED, IN LIEU OF USING A CORE DRILL.
3. PAVEMENT OPENINGS WITHIN NEWLY OVERLAID OR REPAIRED STREETS SAID TO BE IN EXCELLENT CONDITION ARE NOT ALLOWED. A FEE WILL BE ASSESSED FOR EACH INDIVIDUAL OPENINGS SHOULD THEY BE CONDUCTED WITHIN NEW PAVEMENTS.
4. EXCESSIVE OPENINGS, DEFINED BY THE CITY CODE AS SIX UTILITY CUTS WITHIN 350 LF OR AS OTHERWISE DETERMINED BY THE CITY ENGINEER, SHALL REQUIRE THE UTILITY TO REPAIR THE ENTIRE BLOCK AFFECTED BY MEANS OF OVERLAY OR OTHER METHOD APPROVED BY THE CITY ENGINEER. THE REPAIR SHALL BE SCHEDULED AND COORDINATED