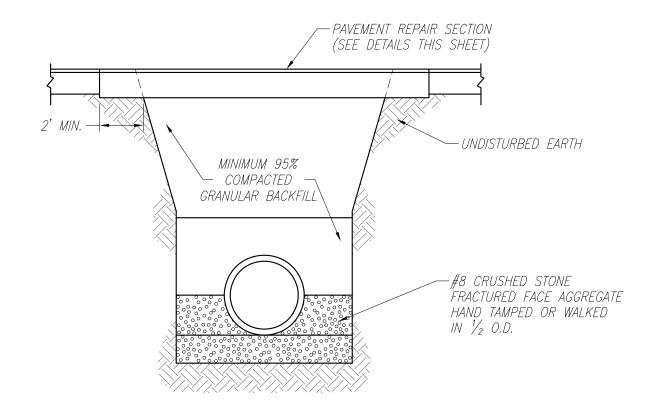


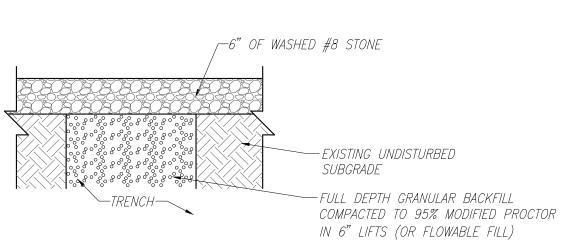
- 1. TRENCH SPOIL IS TO BE REMOVED FROM THE WORK SITE AND DISPOSED OF
- OUT OF THE RIGHT-OF-WAY. 2. FLOWABLE FILL IS TO BE POURED INTO THE TRENCH TO SERVE AS BACKFILL, TO THE DIMENSIONS AND SPECIFICATIONS LISTED IN THIS DETAIL.
- 3. THE FLOWABLE FILL MIX DESIGN SHALL HAVE BEEN PREVIOUSLY REVIEWED AND APPROVED BY THE TOWN OF CICERO.
- 4. THE COMPRESSIVE STRENGTH OF THE FLOWABLE FILL SHALL NOT BE LESS THAN 50 PSI NOR GREATER THAN 100 PSI AT 28 DAYS.
- 5. WHEN TYPE I TRENCH BACKFILL IS USED, THE EXISTING PAVED SURFACE IS NOT REQUIRED TO BE OVER-CUT 2 FEET MINIMUM EACH SIDE. SAW CUT EXISTING PAVEMENT SO THAT CUT PROVIDES A VERTICAL, NEAT AND UNIFORM
- 6. FLOWABLE FILL SHALL BE MIXED AND PLACED AS SPECIFIED IN THE LATEST
- INDOT STANDARD SPECIFICATIONS, SECTION 213. 7. SEE OTHER AREAS OF THESE STANDARDS FOR OTHER PIPE BEDDING
- REQUIREMENTS. 8. FLOWABLE FILL WILL BE REQUIRED IN ALL TRENCHES WITH INSUFFICIENT WIDTH TO ALLOW MECHANICAL COMPACTION AND PROPER BACKFILL

RIGID STORM PIPE TRENCH BACKFILL - TYPE I FLOWABLE FILL DETAIL

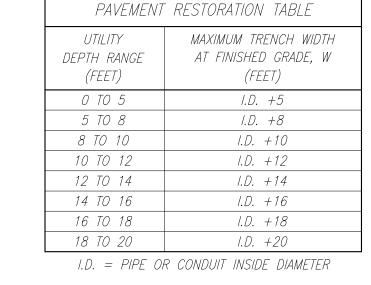


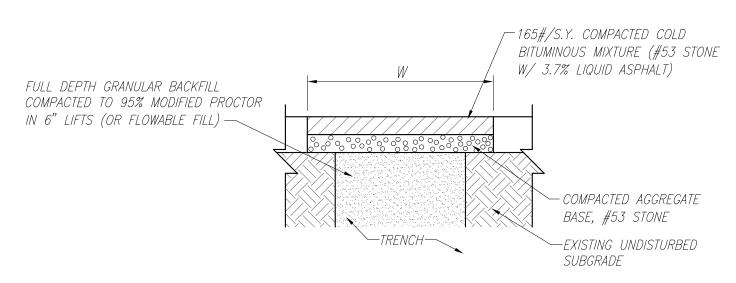
- 1. SAW CUT EXISTING PAVEMENT SO THAT CUT PROVIDES A VERTICAL, NEAT
- AND UNIFORM EDGE. 2. TRENCH SPOIL IS TO BE REMOVED FROM THE WORK SITE AND DISPOSED OF
- OUT OF THE RIGHT-OF-WAY. 3. TRENCH BACKFILL TYPE II SHALL BE PERMITTED WHEN CONDUCTED UNDER THE PRESENCE OF AN INDEPENDENT TESTING LABORATORY. PROCTOR TESTS AND FIELD DENSITY (COMPACTION) TESTS SHALL BE CONDUCTED AT HE SOLE EXPENSE OF THE CONTRACTOR. ALL TEST RESULTS SHALL BE SUBMITTED TO THE TOWN OF CICERO WITHIN 30 DAYS OF BACKFILL
- COMPLETION. 4. SEE OTHER AREAS OF THESE STANDARDS FOR OTHER PIPE BEDDING REQUIREMENTS.

RIGID STORM PIPE TRENCH BACKFILL - TYPE II
GRANULAR FILL DETAIL



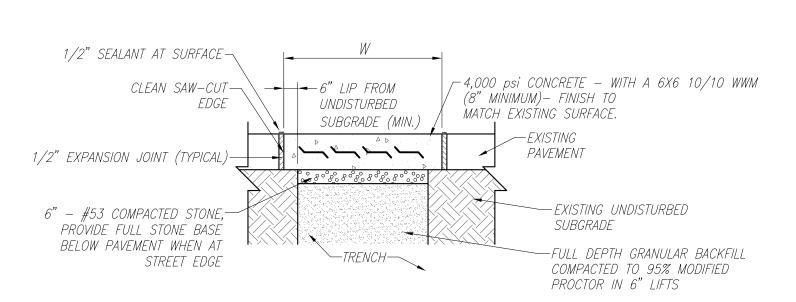
TYPICAL STONE DRIVE/STREET RESTORATION DETAIL





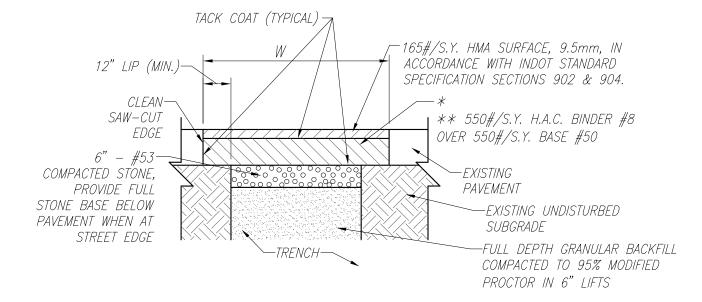
- 1. SAW CUTS SHALL PROVIDE A VERTICAL, NEAT AND UNIFORM EDGE. 2. ALL MATERIALS SHALL COMPLY WITH SPECIFICATIONS AS REQUIRED BY THE
- TOWN OF CICERO. 3. THE CONTRACTOR SHALL SEEK DIRECTION FROM THE TOWN OF CICERO AS
- TO THE REQUIRED THICKNESS OF THE COMPACTED AGGREGATE BASE.
- 4. TEMPORARY REPAIR PATCH IS REQUIRED WHEN RESTORATION WORK OCCURS BETWEEN NOVEMBER 15 AND APRIL 15.
- 5. AS AN ALTERNATE, THE TOWN MAY REQUIRE A 6" CONCRETE BASE PLACED 1" BELOW FINAL ASPHALT SURFACE WITH SEPARATE TEMPORARY CONCRETE RAMPS AT CASTINGS, MANHOLES AND STRUCTURES.

TYPICAL TEMPORARY REPAIR PATCH RESTORATION DETAIL



- 1. SAW CUTS SHALL PROVIDE A VERTICAL, NEAT AND UNIFORM EDGE. 2. ALL MATERIALS SHALL COMPLY WITH SPECIFICATIONS AS REQUIRED BY THE TOWN OF CICERO.
- 3. SURFACE REPAIR SHALL BE BROOM FINISH AT RIGHT ANGLES TO TRAFFIC FLOW.
- 4. ALL CONCRETE SHALL BE AIR ENTRAINED (5% +/-1%), MINIMUM 4,000 PSI COMPRESSIVE STRENGTH CONCRETE.
- 5. CONTRACTOR SHALL CONTACT THE TOWN OF CICERO TO DETERMINE IF
- ANCHORS ARE REQUIRED ON EXISTING CONCRETE PAVEMENT REPAIRS.
- 6. REFER TO PAVEMENT RESTORATION TABLE FOR W.
- 7. ROAD CUTS WITHIN INDOT RIGHT-OF-WAY SHALL BE REPAIRED IN ACCORDANCE WITH INDOT STANDARDS AND SPECIFIC PERMIT DIRECTION.

TYPICAL CONCRETE STREET/DRIVE RESTORATION DETAIL



- * IF EXISTING PAVEMENT IS THICKER THAN 8" AN ADDITIONAL LIFT OF BASE #50 IS TO BE USED TO MATCH THE EXISTING PAVEMENT THICKNESS.
- ** FOR COLLECTOR, ARTERIAL AND INDUSTRIAL STREETS, CONTRACTOR SHALL INCREASE ASPHALT BASE #50 THICKNESS TO OBTAIN A TOTAL PAVEMENT THICKNESS OF 10"
- 1. SAW CUTS SHALL PROVIDE A VERTICAL, NEAT AND UNIFORM EDGE.
- 2. ALL MATERIALS SHALL COMPLY WITH SPECIFICATIONS AS REQUIRED BY THE TOWN
- 3. THE EXISTING VERTICAL EDGE OF PAVEMENT IS TO BE TACK COATED PRIOR TO THE PLACEMENT OF NEW ASPHALT. TACK COAT IS TO BE APPLIED AS SPECIFIED ON SHEET NO. 3.
- 4. THE NEW SURFACE PAVEMENT GRADE SHALL MATCH THE EXISTING SURFACE
- PAVEMENT GRADE. 5. A 2" WIDE BAND OF CRACK SEALANT IS TO BE APPLIED ALONG THE JOINT BETWEEN THE EXISTING AND NEW ASPHALT SURFACE. SEALANT IS TO BE APPLIED IN ACCORDANCE WITH INDOT STANDARD SPECIFICATIONS, SECTION 305.
- 6. REFER TO PAVEMENT RESTORATION TABLE FOR W. 7. ROAD CUTS WITHIN INDOT RIGHT-OF-WAY SHALL BE REPAIRED IN ACCORDANCE WITH INDOT STANDARDS AND SPECIFIC PERMIT DIRECTION.

TYPICAL ASPHALT STREET/DRIVE RESTORATION DETAIL

UNITED

CONSTRUCTION

REVISIONS Pev. No. Description Date

CERTIFIED BY:

AS NOTED

7 of 17

8/11/09