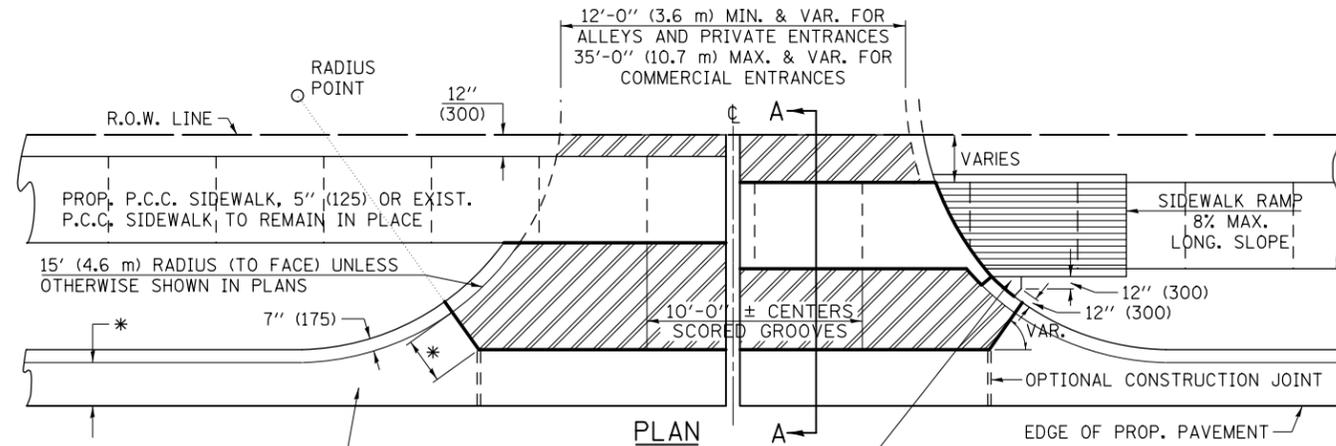


GENERAL NOTES

- THIS LONGITUDINAL CURB EXPANSION JOINT SHALL BE PLACED ONLY WHERE THE PROPOSED P.C. CONCRETE SIDEWALK OR DRIVEWAY PAVEMENT MEETS AN EXISTING CONCRETE ENTRANCE. THE P.C.C. DRIVEWAY PAVEMENT WILL BE POURED MONOLITHIC WITH THE P.C.C. SIDEWALK WHEN THE DISTANCE BETWEEN THE SIDEWALK AND RIGHT-OF-WAY IS LESS THAN OR EQUAL TO 24" (600 mm). THE LONGITUDINAL EXPANSION JOINT BETWEEN THE DRIVEWAY PAVEMENT AND SIDEWALK WILL NOT BE NEEDED UNLESS THE DISTANCE EXCEEDS 24" (600 mm).
- THE LONGITUDINAL CURB EXPANSION JOINT SHALL CONFORM TO SECTION 1051 OF THE STANDARD SPECS.
- DRIVEWAYS THAT WILL MEET EXISTING OR PROPOSED CURB NEAR THE R.O.W. LINE SHALL HAVE THE CURB CONSTRUCTED FULL HEIGHT TO THE R.O.W. LINE.
- DRIVEWAYS THAT WILL BE CONSTRUCTED WITH FULL HEIGHT CURBS AND NOT MEETING EXISTING OR PROPOSED CURBS NEAR THE R.O.W. LINE SHALL HAVE THE CURB SLOPED AS SHOWN ABOVE.
- DEPRESSED CURB SHALL BE BUILT ONLY AT PRIVATE DRIVES WITH NO SIDEWALK RAMPS.
- THE ENTRANCE GRADES WILL BE AS SHOWN ON THE STATION CROSS SECTIONS AND AS DIRECTED BY THE ENGINEER.
- THE P.C. CONCRETE DRIVEWAY PAVEMENT SHALL BE CONSTRUCTED WITH SCORED GROOVES, AS SPECIFIED IN ARTICLE 424.06 OF THE STANDARD SPECIFICATIONS, AT APPROXIMATELY EVERY OTHER JOINT, EITHER IN THE EXISTING SIDEWALK OR THE PROPOSED SIDEWALK. THE PROPOSED P.C. CONCRETE SIDEWALK SHALL BE CONSTRUCTED PRIOR TO CONSTRUCTING THE P.C. CONC. DRIVEWAY PAVEMENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED AS SHOWN AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LIN. FT. (METER) FOR COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED IN THE PLANS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE P.C. CONCRETE SIDEWALK SHALL BE CONSTRUCTED AS SHOWN ABOVE AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ. FT. (m<sup>2</sup>) FOR P.C. CONCRETE SIDEWALK OF THE THICKNESS SPECIFIED IN THE PLANS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE EXTRA THICKNESS AS SHOWN ABOVE OR THE SEQUENCE OF CONSTRUCTION AS SPECIFIED.
- BEFORE A CHANGE IN THE METHOD OF CONSTRUCTION IS ALLOWED, THE REQUEST SHALL BE SUBMITTED IN WRITING AND MUST BE APPROVED BY THE ENGINEER.
- THE VARIABLE HEIGHT CURB ADJACENT TO THE P.C. CONCRETE DRIVEWAY PAVEMENT SHALL BE CONSTRUCTED MONOLITHIC WITH AND INCLUDED IN THE AREA OF THE P.C. CONCRETE DRIVEWAY PAVEMENT OF THE THICKNESS SPECIFIED IN THE PLANS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ. YD. (m<sup>2</sup>) FOR P.C. CONCRETE DRIVEWAY PAVEMENT OF THE THICKNESS SPECIFIED IN THE PLANS, INCLUDING THE MONOLITHIC CURBS AS SPECIFIED, THE SCORED GROOVES, THE LONGITUDINAL CURB EXPANSION JOINTS, AND THE ADDITIONAL THICKNESS REQUIRED ADJACENT TO THE DEPRESSED COMBINATION CONCRETE CURB AND GUTTER, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



**PLAN**

12'-0" (3.6 m) MIN. & VAR. FOR ALLEYS AND PRIVATE ENTRANCES  
35'-0" (10.7 m) MAX. & VAR. FOR COMMERCIAL ENTRANCES

RADIUS POINT

12" (300)

R.O.W. LINE

PROP. P.C.C. SIDEWALK, 5" (125) OR EXIST. P.C.C. SIDEWALK TO REMAIN IN PLACE

15' (4.6 m) RADIUS (TO FACE) UNLESS OTHERWISE SHOWN IN PLANS

7" (175)

10'-0" ± CENTERS SCORED GROOVES

12" (300)

12" (300)

VARIES

SIDEWALK RAMP 8% MAX. LONG. SLOPE

OPTIONAL CONSTRUCTION JOINT

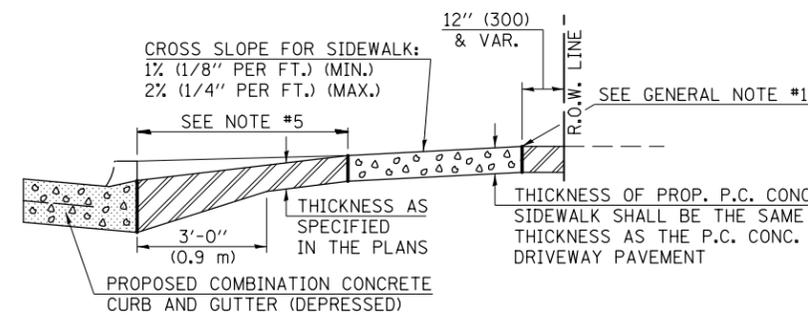
EDGE OF PROP. PAVEMENT

PROP. COMBINATION CONCRETE CURB AND GUTTER

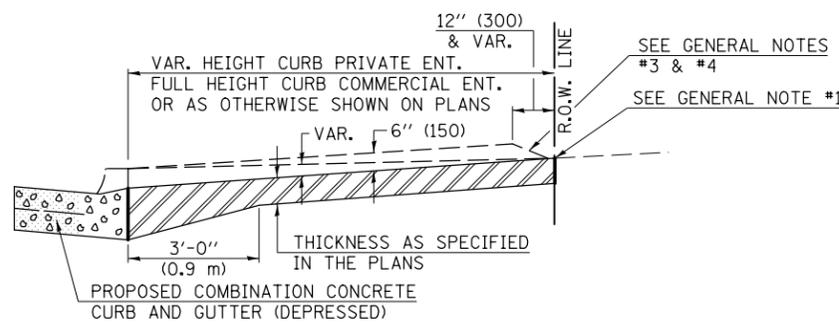
P.C. CONCRETE SIDEWALK, 5" (125) SHALL BE POURED BETWEEN THE CURB OF THE DRIVEWAY AND SIDEWALK RAMP, WHERE IN THE OPINION OF THE ENGINEER, CONSTRUCTION WILL CREATE A MOWING PROBLEM (I.E. POINTED AREAS ADJACENT TO HIGH CURBS).

**NOTE:** SIDEWALK RAMPS SHALL BE CONSTRUCTED AT COMMERCIAL ENTRANCES. AT PRIVATE ENTRANCES RAMPS SHALL USUALLY BE NEEDED WHERE NARROW BOULEVARDS OR RADII GREATER THAN 15' (4.6 m) ARE CONSTRUCTED. THE BACK CURB RAMPS AT PRIVATE ENTRANCES MAY BE ELIMINATED IF GRADING CAN BE ACCOMPLISHED WITHOUT THE CURB.

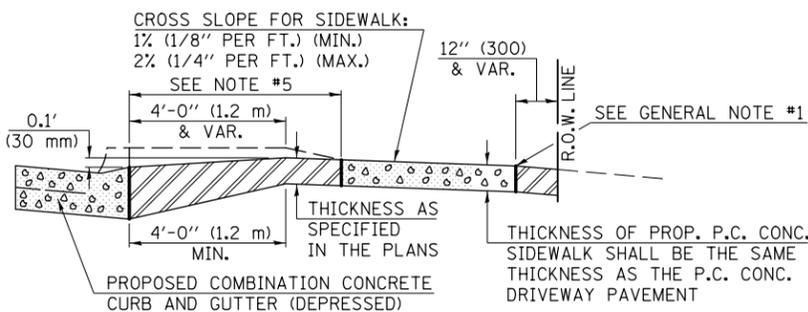
**NOTE:** THE ENTRANCE WIDTHS SHOWN ON THE PLANS SHALL BE INTERPRETED TO BE THE WIDTHS AT THE COMPLETED RADIUS, WHICH MAY BE LOCATED BEHIND THE R.O.W. LINE.



**SECTION A-A WITH POSITIVE GRADE**



**SECTION A-A WITHOUT SIDEWALK**



**SECTION A-A WITH NEGATIVE GRADE**

URBAN ENTRANCE DESIGN STANDARDS (PPM 40-09)												
DESIGN ELEMENT	NEW CONSTRUCTION & 3R with RECONSTRUCTION						3R w/out RECONSTRUCTION, 3P, SMART & CM					
	NONCOMMERCIAL			COMMERCIAL			NONCOMMERCIAL			COMMERCIAL		
SURFACE WIDTH (FT)	min.	des.	max.	min.	des.	max.	min.	des.	max.	min.	des.	max.
	12	12 or 14	24	1 LANE, 1 WAY						1 LANE, 1 WAY		
	with			2 LANE, 2 WAY						2 LANE, 2 WAY		
				24	30	35	resurface existing configuration; existing hma or pcc entrances shall have "butt joints" constructed; existing aggregate or earth entrances shall have the continuation of aggregate shoulders placed behind them					
RADIUS (FT)	12	15 or 12	25	15	30	40						
ENTRANCE GRADE (%)	0	2 to 5	8	0	2 to 4	6						
<b>SURFACE TYPE</b>												
INCIDENTAL HMA SURFACING (INCH)				3 or 4			taper from hma resurfacing thickness (2 1/2", 2 1/4" or 1 1/2") to 1/2" for "butt joints" and to minimize aggregate shoulder					
AGGREGATE SURFACE COURSE, TYPE A (INCH)				8			if applicable use items: Preparation of Base & Aggregate Base Repair; see PPM 30-02					
PCC DRIVEWAY PAVEMENT (INCH)	6	6								6 or 8		

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

**DISTRICT 5 DETAIL NO. 42300AAA**