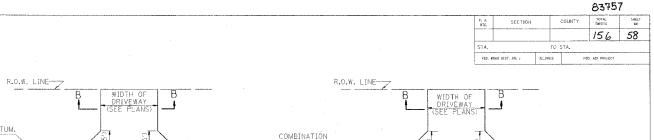
MIN.

- EDGE OF PAVEMENT

DEPRESSED CURB

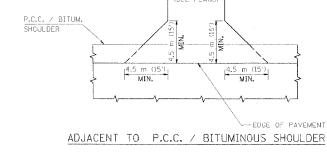
ADJACENT TO CURB AND GUTTER



MIN.

CHRR AND GUTTER -







DEPRESSED CURB PROPOSED PAVEMENT

EXISTING DRIVEWAY OR

PARKING LOT

TYP. TRANSITION 300(12)-

300 (12) STUB

___300 (12) & VAR. - R.O.W. LINE

> SIDEWALK R = 4.5 m (15') MIN.

PARKWAY (TYP.)

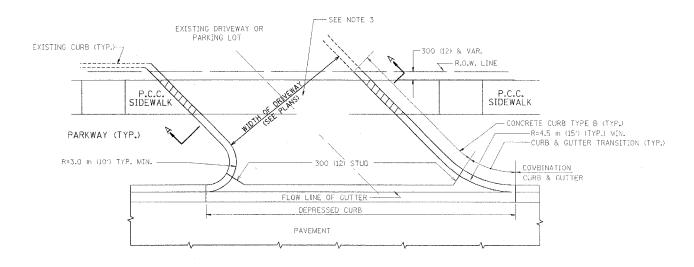
EXISTING CURB (TYP.)-

CONCRETE CURB TYPE B (TYP.) —
CURB AND GUTTER
TRANSITION (TYP.)

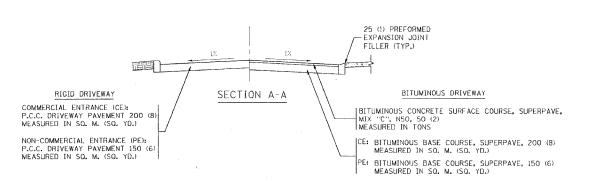
COMBINATION

CURB & GUTTER

SIDEWALK



WITH CONCRETE CURB, TYPE B



1:4 MAX. SECTION B-B RIGID DRIVEWAY BITUMINOUS DRIVEWAY CE: P.C.C. DRIVEWAY BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50, 50 (2) MEASURED IN TONS PAVEMENT 200 PE: P.C.C. DRIVEWAY PAVEMENT 150 (6 CE: BIT. BASE CSE., SUPERPAVE, 200 (8) MEASURED IN SO. M. (SQ. YD.) PE: BIT. BASE CSE., SUPERPAVE, 150 (6) MEASURED IN SQ. M. (SQ. YD.)

RURAL FIELD ENTRANCE (FE) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "C", N50, 50 (2) MEASURED IN TONS AGGREGATE BASE CSE., TYPE A 200 (8) MEASURED IN SQ. M. (SQ. YD.)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 1.2 METERS (4 FEET) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

25 (1) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE THEORY OF THE SIDEWALK IN THE UNIVERSAL BE THE STAND BY THE SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS DATE 04-15-03 11-04-95 FACE OF CURB / EDGE OF SHOULDER \geq = 4.5 m (15') SCALE; NONE DRAWN BY: SG

DATE PLOTTED: 04/17/2003

04/17/2003 cixprojects\diststd\bd0l.dgn VI=BD0l

BD400-01 (BD-01)

CHECKED BY: JFP