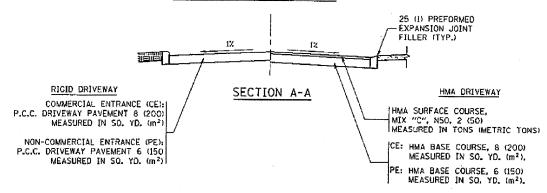
-SEE NOTE 3 EXISTING DRIVEWAY OR PARKING LOT EXISTING CURB (TYP.)--12 (300) & VAR. R.O.W. LINE P.C.C. SIDEWALK SIDEWALK - CONCRETE CURB TYPE B (TYP.) PARKWAY (TYP.) ----R=15' (4.5 m) (TYP.) MIN. -CURB & GUTTER TRANSITION (TYP.) R=10' (3.0 m) TYP. MIN. 12 (300) STUB COMBINATION CURB & GUTTER FLOW LINE OF GUTTER DEPRESSED CURE PAVEMENT

### WITH CONCRETE CURB, TYPE B



### 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 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

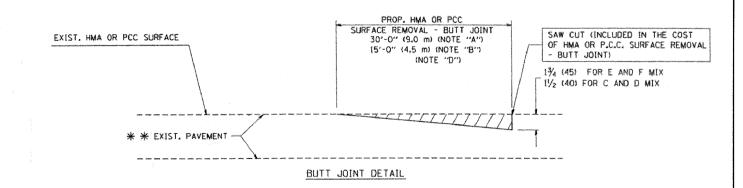
1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

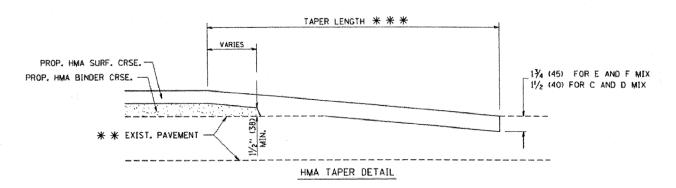
P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

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

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS

### DRIVEWAY DETAILS





# TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

\* \* PC CONCRETE. HMA OR HMA RESURFACED PAVEMENT.

#### NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP, RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP, RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- \*\* \*\* \* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

## BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

### BUTT JOINT DETAIL

FILE NAME =	USER NAME = \$USER\$	DESIGNED -		JB	REVISED -	
\$FILEL\$		DRAWN	-	JB	REVISED -	
TENC & ASSOCIATES INC.	PLOT SCALE = \$SCALE\$	CHECKED	-	ACL	REVISED -	
TENE TENE & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = \$DATE\$	DATE	-	10/09/09	REVISED -	

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** I-70 CONNECTION

						RTE.	SECTION	COUNTY	TOTAL	SHEET NO.			
						9153	82-1K	ST. CLAIR	107	90			
		Taumm 110		CUEETC	674	TO 0T.			CONTRACT	NO.	76C40		
	SCALE: N.T.S.	SHEET NO.	OF	SHEETS	SIA.	TO STA.	FED. ROAD	FED. ROAD DIST. NO.   ILLINOIS   FED. AID   PROJECT					