PLAN
10' (3.0 m) TO < 15' (4.5 m)

- 12 (300) AND VARIES
- P.C.C. SIDEWALK
- 15' (4.5 m) R. (TYP.)
- 12 (300) STUB
- 6' (1.8 m) TYP.
- WIDTH OF DRIVEWAY 12' (3.6 m) MIN.
- VARIES 10' (3.0 m) TO < 15' (4.5 m)
- R.O.W. LINE
- 15' (4.5 m) R. (TYP.)
- 12 (300) STUB
- 6' (1.8 m)
- P.C.C. SIDEWALK
- DEPRESSED CURB
- 24 (600) CURB TRANS.
- 5' (1.6 m) W
- PARKWAY
- EDGE OF PAVEMENT
- 5' (1.6 m) W
- 24 (600) CURB TRANS.
- COMBINATION CONC. CURB & GUTTER

PLAN
6' (1.8 m) TO < 10' (3.0 m)

- 12 (300) & VARIES (TYP.)
- WIDTH OF DRIVEWAY 12' (3.6 m) MIN.
- R.O.W. LINE
- P.C.C. SIDEWALK
- R = 5' (1.5 m)
- 300 (12) STUB
- 36 (900)
- 18 (750)
- VARIES 6' (1.8 m) TO < 10' (3.0 m)
- 18 (450)
- 36 (900)
- 12 (300) STUB
- R = 5' (1.5 m)
- P.C.C. SIDEWALK
- DEPRESSED CURB
- 24 (600) / 24 (600) CURB TRANS. / 36 (900) W
- EDGE OF PAVEMENT
- 36 (900) W / 24 (600) CURB TRANS. / 24 (600)
- COMBINATION CURB & GUTTER

PLAN
6' (1.8 m) TO 10' (3.0 m)

- 18 (450)
- PARKWAY 4.5' (1.4 m) R
- 4' (1.2 m)
- WIDTH OF DRIVEWAY (SEE PLANS)
- VARIES 6' (1.8 m) TO < 10' (3.0 m)
- 24 (600)
- R=12' (3.6 m)
- R.O.W. LINE
- PARKWAY
- DEPRESSED CURB
- 24 (600) CURB TRANS. / 36 (900) W
- EDGE OF PAVEMENT
- 24 (600) W / 24 (600) CURB TRANS. / 30 (750)
- COMBINATION CURB & GUTTER

SECTION A-A

- 1 (25) PREFORMED EXPANSION JOINT FILLER (TYP.)
- 1% / 1%
- HMA DRIVEWAY
- HMA SURFACE COURSE, MIX "D", N50, 2 (50) MEASURED IN TONS (METRIC TONS)
- HMA BASE CSE., 8 (200) CE: MEASURED IN SQ. YD. (SQ. M.)
- HMA BASE CSE., 6 (150) PE: MEASURED IN SQ. YD. (SQ. M.)
- RIGID DRIVEWAY
- P.C.C. DRIVEWAY PAVEMENT 8 (200)
- RIGID DRIVEWAY
- CE: P.C.C. DRIVEWAY PAVEMENT 8 (200)
- PE: P.C.C. DRIVEWAY PAVEMENT 6 (150)

SECTION B-B

- TOP OF CURB
- TOP OF DEPRESSED CURB
- TOP OF CURB
- FLOW LINE OF GUTTER
- 24 (600) CURB TRANS.
- 24 (600) CURB TRANS.

SECTION C-C

- 3.3' (1.0 m) & VARIES
- 1% / 1%
- 1:4 MAX. / 1:4 MAX.
- RIGID DRIVEWAY
- CE: P.C.C. DRIVEWAY PAVEMENT 8 (200)
- PE: P.C.C. DRIVEWAY PAVEMENT 6 (150)
- HMA DRIVEWAY
- HMA SURFACE COURSE, MIX "D", N50, 2 (50) MEASURED IN TONS (METRIC TONS)
- CE: HMA BASE CSE., 8 (200) MEASURED IN SQ. YD. (sq. m)
- PE: HMA BASE CSE., 6 (150) MEASURED IN SQ. YD. (sq. m)

SECTION D-D

- TOP OF CURB
- FLOW LINE OF GUTTER
- 24 (600) CURB TRANS.
- 24 (600) CURB TRANS.

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 ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF 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.

THE 1 (25) 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.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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