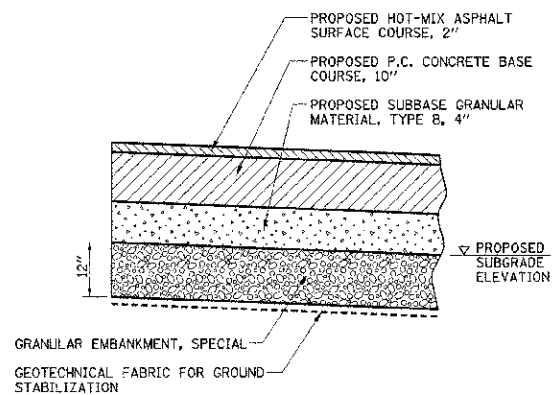


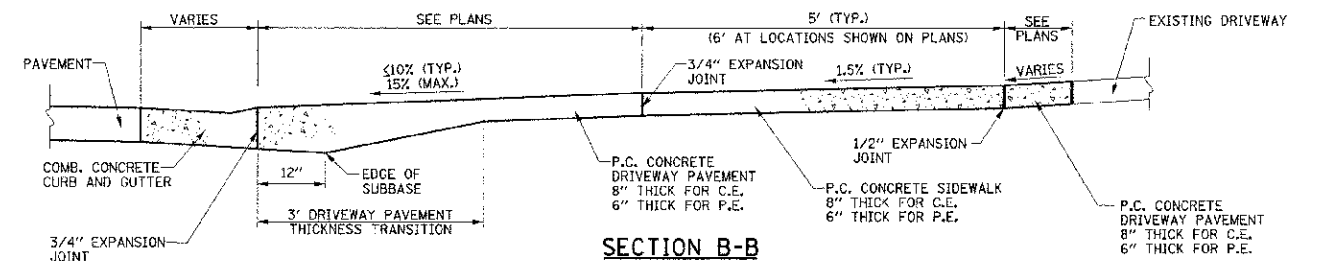
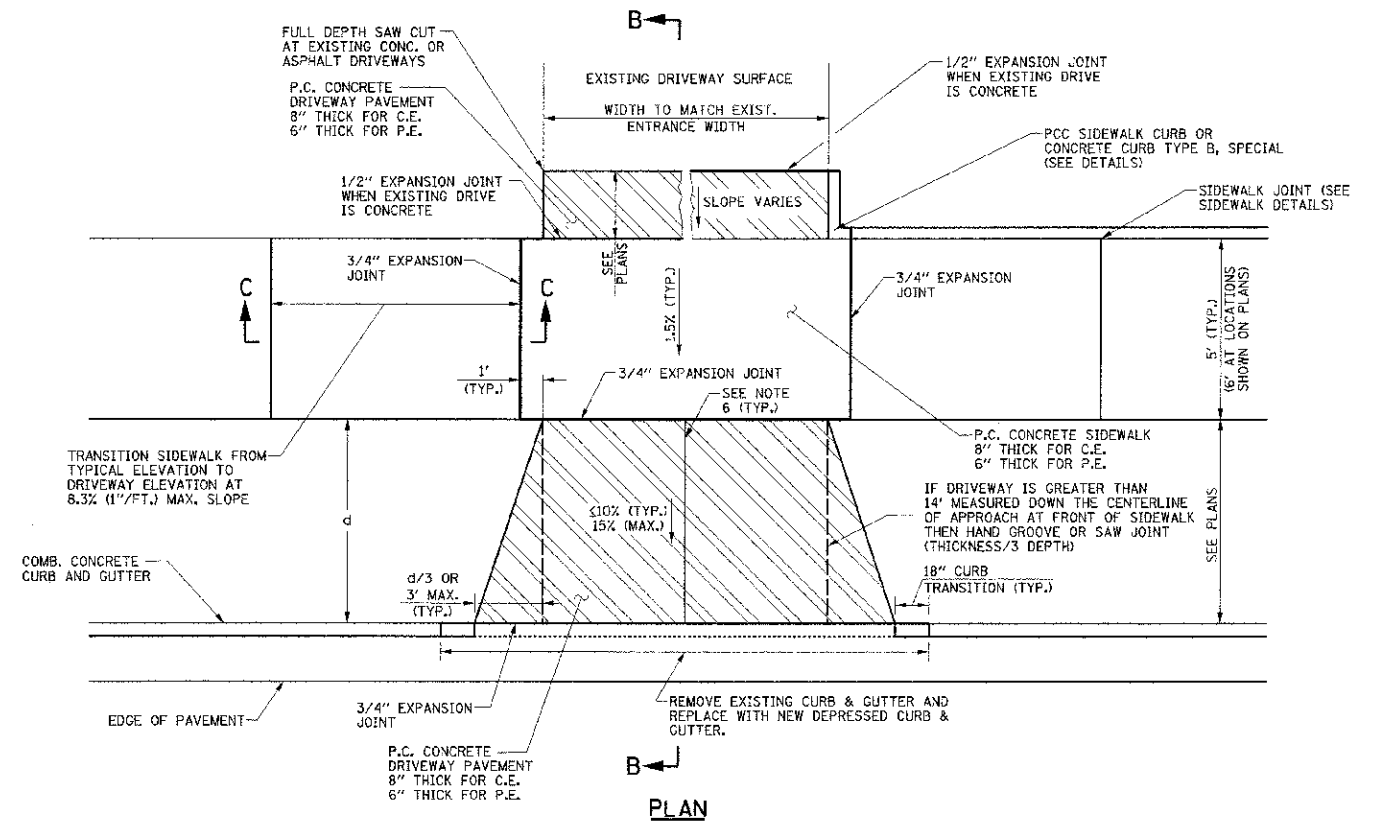
- NOTES:**
1. THE PROPOSED HMA OVERLAY WILL BE 1/4" HIGHER THAN THE PROPOSED EDGE OF GUTTER.
 2. THE PROPOSED GUTTER FLAG SHALL NOT HAVE AN OVERLAY.
 3. WHERE THE PROPOSED CURB AND GUTTER MEETS THE EXISTING CURB AND GUTTER, THE PROPOSED OVERLAY OF THE EXISTING GUTTER FLAG SHALL BE TRANSITIONED TO MATCH THE PROPOSED GUTTER FLAG WITHOUT OVERLAY AS DIRECTED BY THE ENGINEER.

GUTTER FLAG DETAIL
EXISTING GUTTER FLAG WITH HMA OVERLAY AND PROPOSED GUTTER FLAG WITHOUT HMA OVERLAY



- NOTES:**
1. THIS WORK SHALL BE CONSTRUCTED AT LOCATIONS AS DIRECTED BY THE ENGINEER. SEE PROPOSED TYPICAL SECTION NOTE 15 FOR ADDITIONAL INFORMATION.
 2. THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 210 OF THE STANDARD SPECIFICATIONS. THE GRANULAR EMBANKMENT, SPECIAL WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON. THE GEOTECHNICAL FABRIC FOR GROUND STABILIZATION WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD. THE EARTH REMOVAL BELOW THE PROPOSED SUBGRADE ELEVATION LINE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

SUBGRADE REMOVAL AND REPLACEMENT DETAIL



- NOTES:**
1. THE COST OF CONSTRUCTING THE DEPRESSED CURB, INCLUDING THE CURB TRANSITIONS AS SHOWN, SHALL BE INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 2. THE COST OF FURNISHING AND INSTALLING THE 1/2" AND 3/4" EXPANSION JOINTS AND THE COST OF CONSTRUCTING THE P.C. CONCRETE DRIVEWAY PAVEMENT THICKNESS TRANSITION SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, OF THE DEPTH SPECIFIED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 3. THE NORMAL CROSS SLOPE OF THE SIDEWALK SHALL BE 1.5% ACROSS THE DRIVEWAY.
 4. THE COST OF CONSTRUCTING THE P.C. CONCRETE DRIVEWAY PAVEMENT THICKER ADJACENT TO THE CURB AND GUTTER AS SHOWN IN SECTION 5-B SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, OF THE DEPTH SPECIFIED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 5. THE COST OF CONSTRUCTING THE P.C. CONCRETE SIDEWALK 8" THICK ACROSS THE DRIVEWAY SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE SIDEWALK 6", AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 6. WHEN THE WIDTH OF THE P.C. CONCRETE DRIVEWAY PAVEMENT IS BETWEEN 12' AND 24' A CONTRACTION JOINT SHALL BE PLACED AT THE CENTER OF THE DRIVEWAY. WHEN THE WIDTH OF THE P.C. CONCRETE DRIVEWAY PAVEMENT IS BETWEEN 24' AND 35' TWO CONTRACTION JOINTS EVENLY SPACED SHALL BE PLACED IN THE DRIVEWAY. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 12' MAXIMUM SPACING.
 7. SEE THE ROADWAY PLANS FOR ADDITIONAL INFORMATION.

PORTLAND CEMENT CONCRETE DRIVEWAY DETAIL

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PLOT DATE = 3/7/2013 7:11:53 PM

DESIGNED - K.L.R.	REVISED -
DRAWN - A.E.A.	REVISED -
CHECKED - S.M.W.	REVISED -
DATE - 03/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

SCALE: NONE SHEET NO. 63 OF 75 SHEETS STA. TO STA.

F.A.U. R.T.E. 7124	SECTION 09-00483-01-RS	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 63
MAIN STREET		CONTRACT NO. 91480		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		