



**NOTES**

- A. DRIVE APPROACHES SHALL MEET THE REQUIREMENTS OF ODOT ITEM 452 AND 499 CAST IN PLACE CONCRETE.
- B. DRIVE APPROACHES SHALL NOT BE POURED MONOLITHICALLY WITH CURB.
- C. MAXIMUM JOINT SPACING SHALL BE 10' LONGITUDINALLY AND TRANSVERSELY WITH JOINTS AT TAPERS.
- D. DRIVE APPROACHES SHALL BE KEYPED AT ALL CONSTRUCTION JOINTS.
- E. EXPANSION MATERIAL SHALL BE 1/2" PREMOLDED.
- F. 6" OF COMPACTED ODOT ITEM 304 OR ITEM 411 AGGREGATE BASE SHALL BE PLACED UNDER DRIVE APPROACHES.
- G. PROVIDE BROOM FINISH AND EDGING TO ALL EXPOSED SURFACES.
- H. WHERE CURB AND GUTTER HAS NOT BEEN DROPPED AT DRIVE APPROACHES, THE CONTRACTOR WILL CUT AND REMOVE CURB (SEE DETAIL) EXPANSION JOINT BETWEEN DRIVE AND CURB WILL NOT BE USED.
- I. WHERE ASPHALTIC CONCRETE PAVEMENT IS DISTURBED, THE ASPHALT SHALL BE REPLACED AS DIRECTED BY THE VILLAGE.
- J. JOINTS SHALL BE CLEANED AND EDGED BY A 1/4" RADIUS EDGER. LONGITUDINAL JOINTS SHALL BE AS DIRECTED BY THE VILLAGE. EXPANSION JOINTS SHALL BE OF SUCH DIMENSIONS AS SHOWN ON STANDARD DRAWINGS FOR CONSTRUCTION JOINTS.
- K. MINIMUM WIDTH FOR ONE-WAY TRAFFIC IS 16'-0". MINIMUM WIDTH FOR TWO-WAY TRAFFIC IS 25'-0". MAXIMUM WIDTH IS 30'-0" UNLESS OTHERWISE APPROVED BY THE VILLAGE.
- L. THIS STANDARD DRAWING IS FOR GUIDELINE PURPOSES. EACH INDIVIDUAL DRIVE WILL NEED TO BE DESIGNED AND SUBMITTED TO THE VILLAGE FOR REVIEW AND APPROVAL.
- M. CONCRETE SHALL BE ODOT CLASS C. (4000 PSI, 600 LB/CY CEMENT. PROPORTIONING OPTIONS 1, 2, & 3 NOT ALLOWED.
- N. CONCRETE SHALL CONTAIN 6% ± 1% OF THE TOTAL AIR.
- O. IF CURB IS REMOVED AND REPLACED DURING DRIVEWAY CONSTRUCTION, JOINTS BETWEEN EXISTING AND NEW CURB ARE TO BE 1/2" EXPANSION JOINTS.
- P. ALL NEW CONSTRUCTION OR MODIFICATIONS OF DRIVE APPROACHES REQUIRE A CONCRETE OR ASPHALT APPROACH, REGARDLESS OF WHETHER THERE IS A SIDEWALK OR NOT. THE NEW APPROACH IS TO GO FROM EDGE OF EXISTING STREET TO RIGHT OF WAY OR A MINIMUM OF 10'-0".
- Q. DRAINAGE ISSUES WILL HAVE TO BE ADDRESSED, WHEN A DRIVEWAY IS INSTALLED OR MODIFIED.
- R. PRECAUTIONS SHALL BE TAKEN TO PROTECT EXISTING CONCRETE, BRICK, ETC. FROM TIRE MARKS AND DAMAGE DURING CONSTRUCTION.

**COMMERCIAL AND INDUSTRIAL  
DRIVE APPROACH**