

# DRIVEWAY CONSTRUCTION

Excerpts from Village of Orland Hills Code of Ordinances

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## § 150.160 PERMIT REQUIRED; APPLICATION

(A) No person, firm, or corporation shall hereafter construct, build, establish, or maintain any driveway without first having obtained a written permit to do so from the Building Department.

(B) Application for permit must be made in writing upon forms furnished by the Building Department. Said application shall contain the name and address of the person, firm, or corporation making application, the name of the contractor or person who is constructing said driveway, and the proposed location and dimensions of the said driveway, including the street address and lot and block number. (Ord. 77-23, passed 11-23-77; Am. Ord. 83-15, passed 9-14-83) Penalty, see § 150.999

## § 150.161 CONCRETE DRIVEWAYS

(A) Concrete driveways shall be of a quality as hereinafter stated:

(1) Concrete mix shall be designed using the following date:

(a) Minimum compressive strength of 3500 psi at 28 days;

(b) Minimum of six sacks of cement per cubic yard;

(c) Maximum size aggregate of one inch.

(2) Concrete driveways shall be a minimum thickness of four inches.

(3) Ten-gauge steel mesh is to be required in all concrete driveways in the village.

(B) Expansion joints shall be placed at the junction of the driveway apron and the sidewalk and at the junction of the driveway apron and the curb.

Such expansion joints shall be ½ - inch thick pre-moulded filler strips placed ¼ - inch below the surface of the driveway apron. (Ord. 77-23, passed 11-23-77) Penalty, see § 150.999

## § 150.162 ASPHALT DRIVEWAYS.

All driveways constructed of asphalt are to be a finished dimension of 2 ½ inches compressed thickness. (Ord. 77-23, passed 11-23-77) Penalty, see § 150.999

## § 150.163 SPECIFICATIONS AND DIMENSIONS.

(A) All driveways constructed, built, established, or maintained in the village are to be constructed of either asphalt or concrete, and must be a minimum width of ten feet throughout any point, except where a currently existing permanent structure, foundation, or part of a residence would be portent such as a minimum width at a specified portion. In no case shall any driveway be less than seven feet in width at any point.

(B) All driveways are to be solid pour throughout and extend to the rear building line or to the beginning of a detached garage apron, whichever is longer. A flare at the curb shall be required and in no instance shall the radius at the curb corners be less than three feet.

(C) Rib driveways are forbidden. (Ord. 77-23, passed 11-23-77; Am. Ord. 88-13, passed 5-11-88) Penalty, see § 150.999

## § 150.164 SUBGRADE PREPARATION.

Whenever a fill condition exists, all topsoil and unsuitable material shall be removed; and the subgrade shall be tamped or rolled until thoroughly compacted before placing the granular base. Fill shall be placed in six-inch layers to the proper subgrade elevation. Side slopes of fill material shall not exceed one foot vertical to three feet horizontal. Where a cut condition exists, all topsoil, unsuitable material, and subgrade shall be removed to the proper elevation all allowing sufficient width to accommodate the forms.

(Ord. 77-23, passed 11-23-77) Penalty, see § 150.999

## § 150.165 GRANULAR BASE.

A granular base of five-inch minimum thickness shall be placed on the prepared subgrade. The base shall extend the full width of the driveway. Aggregate gradation shall conform to gradation CA6 of the Illinois Division of Highways standard specifications.

(Ord. 77-23, passed 11-23-77) Penalty, see § 150.999

## § 150.166 COLD WEATHER CONCRETING.

After the first seasonal frost, concrete shall be protected from freezing in accordance with "Recommended Practice for Cold-Weather Concreting" (ACI 306). The contractor shall be responsible for all concrete damaged by low temperatures and any concrete so damaged shall be removed and replaced by him at his expense.

(Ord. 77-23, passed 11-23-77) Penalty, see § 150.999

**§ 150.167 CURING.**

Driveways must be cured by one of the following methods and must remain in place for not less than six days:

(A) Apply specified curing compound with brush, roller, or spray at the rate of one gallon for every 250 square feet of surface.

(B) Place burlap on the finished surface, saturate with water, and cover with an impermeable covering.

(C) Place polyethylene sheeting as soon as the concrete has hardened sufficiently to prevent marring of the surface. Wet the surface of the concrete immediately before the sheeting is placed. The edges of the sheeting shall be weighted securely with a continuous windrow of earth or any other means satisfactory to the village to provide an air-tight cover.  
(Ord. 77-23, passed 11-23-77) Penalty, see § 150.999

**§ 150.168 SAFETY STANDARDS.**

No driveway, whether maintained for commercial or private use shall be so constructed or graded as to leave a step, sharp depression, or other obstruction in the sidewalk. The grade shall be as near as possible to that of the adjoining sidewalk. It shall be unlawful for the surface finish of any driveway where the same crosses the sidewalk to be constructed of such materials as to render it slippery or hazardous for pedestrians or to have the grade of the sidewalk other than level.

(Ord. 77-23, passed 11-23-77) Penalty, see § 150.999

**§ 150.169 INSPECTIONS**

An inspection prior to the final lift of lift of bituminous concrete to check the subgrade and proper base preparation is to be performed in accordance with §§ 150.163 through 150.165.

(Ord. 83-15, passed 9-14-83)

**§ 150.70 CORE SAMPLE TESTS.**

In the event a discrepancy exists, the village has the option to perform a core sample test to insure the proper subgrade and thickness of the driveway are properly completed. The expense of such tests and any subsequent repairs are to be borne by the developer. A reinspection fee for each reinspection shall also be borne by the developer.

(Ord. 83-15, passed 9-14-83)

**§ 150.171 DRIVEWAY AND OFF STREET PARKING AND LOADING FACILITIES.**

The village reserves the right to set standards for the construction of driveways within commercial or industrial developments. Such standards may vary with each such development with reference to the type of vehicular traffic and weight of equipment to be anticipated for use on such development.

(Ord. 83-15, passed 9-14-83)