

**TYPICAL CURB AND GUTTER EXPANSION JOINT**

**NOTE:**  
 1. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL PC'S AND PT'S OF INTERSECTION RETURNS AND ALL OTHER SHORT RADIUS SECTIONS, CONSTRUCTION JOINTS & AS DIRECTED BY THE ENGINEER.

**GENERAL NOTES**

**DEPRESSED CURBS** - THE TOP OF CURBS SHALL BE DEPRESSED WHERE THE CURB AND GUTTER IS CONSTRUCTED AT HANDICAP ACCESSIBLE SIDEWALK RAMPS AT ALLEY RETURNS AND STREET INTERSECTIONS, AND FOR PRIVATE DRIVES AND AS DIRECTED BY THE ENGINEER

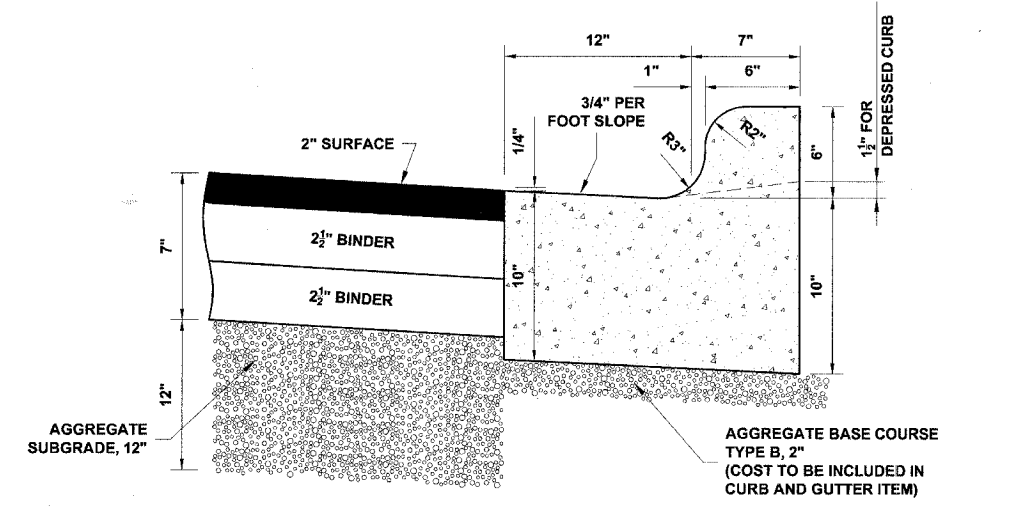
**DRAINAGE OPENINGS** - AT ALL LOCATIONS WHERE CASTINGS ARE TO BE INCORPORATED IN THE CURB AND GUTTER, A 3/4" EXPANSION JOINT SHALL BE INSTALLED IN THE CURB AND GUTTER A DISTANCE OF 5 FT. FROM EACH SIDE OF THE CASTING. 2-NO. 4 RE-BARS, 9' IN LENGTH, SHALL BE INCORPORATED IN THE CONTINUOUS PORTION OF CONCRETE CURB BEHIND THE CASTING.

**SLIPFORM CONSTRUCTION** - VERTICAL FACES MAY BE BATTERED AT THE RATE OF 3/4" PER FOOT OF HEIGHT TO AID IN SLIPFORM OPERATIONS.

**DEPRESSED CURB HEIGHT** - THE HEIGHT OF THE DEPRESSED CURB SHALL BE 1-1/2" AT DRIVEWAYS. SEE IDOT STANDARD 424001-04 FOR HEIGHT AT SIDEWALK RAMP.

**BITUMINOUS EXPANSION JOINTS** - THREE QUARTER INCH (3/4") BITUMINOUS PREMOLDED INORGANIC FIBER EXPANSION JOINTS SHALL BE INSTALLED WHERE NEW SIDEWALK OR CURB AND GUTTER OR DRIVEWAY PAVEMENT ABUTS AN EXISTING CONCRETE WALK, DRIVE, OR CURB WHICH IS TO REMAIN IN PLACE, AND AT NOT LESS THAN NINETY FOOT (90') INTERVALS AT LOCATIONS WHERE CURB REPLACEMENT IS IN EXCESS OF NINETY FEET (90'); AT RADIUS POINTS, AT BOTH SIDES OF FRAMES AND GRATES WHICH FALL IN THE CURB; AND AS DIRECTED BY THE ENGINEER.

ALL EXPANSION JOINTS LOCATED IN THE CURB AND GUTTER SHALL HAVE TWO (2) THREE QUARTER INCH (3/4") DIAMETER, SMOOTH, ROUND, EPOXY COATED DOWEL BARS, EIGHTEEN INCHES (18") IN LENGTH, WITH GREASED PLASTIC END CAPS INSERTED TO ALLOW THE CURB AND GUTTER TO EXPAND AND CONTRACT LATERALLY. CONTRACTION JOINTS SHALL BE TOOLED INTO THE CURB AND GUTTER AT INTERVALS NOT TO EXCEED FIFTEEN FEET (15'). THESE CONTRACTION JOINTS SHALL BE SAW CUT TO A DEPTH OF TWO INCHES (2") WITHIN TWENTY-FOUR (24) HOURS OF CONCRETE PLACEMENT. THE COST OF THE ABOVE WORK SHALL BE INCLUDED INT THE RESPECTIVE ITEMS FOR CONCRETE INSTALLATION.



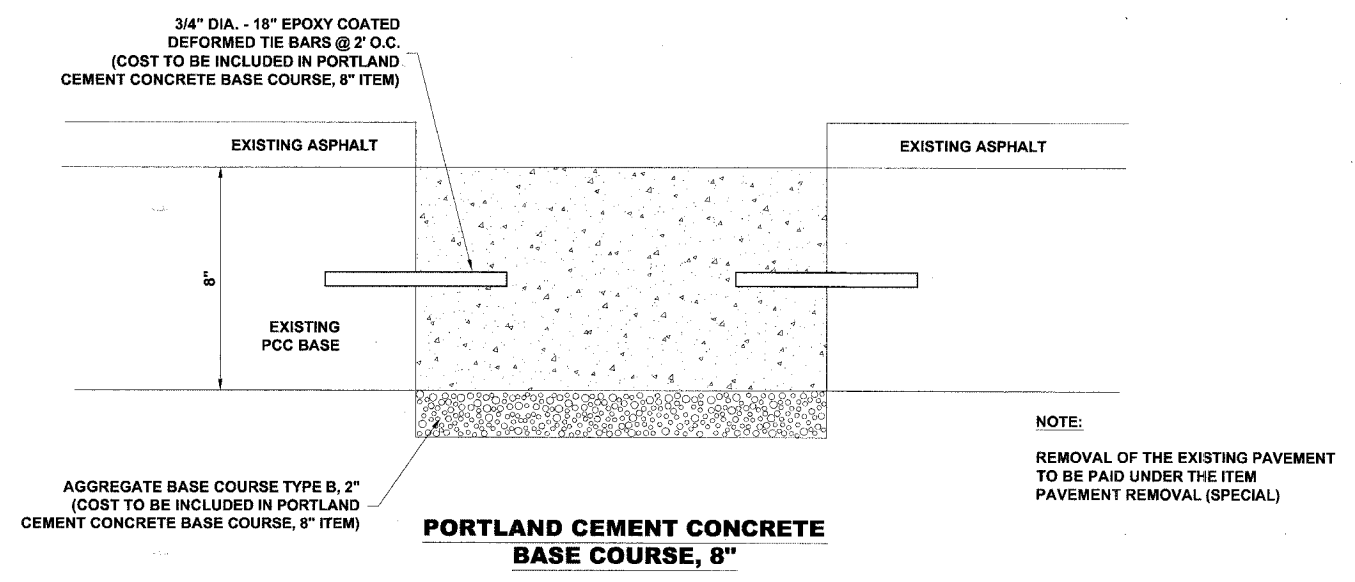
**COMBINATION CONCRETE CURB & GUTTER TYPE B-6.12**

**CURB AND GUTTER REMOVAL**

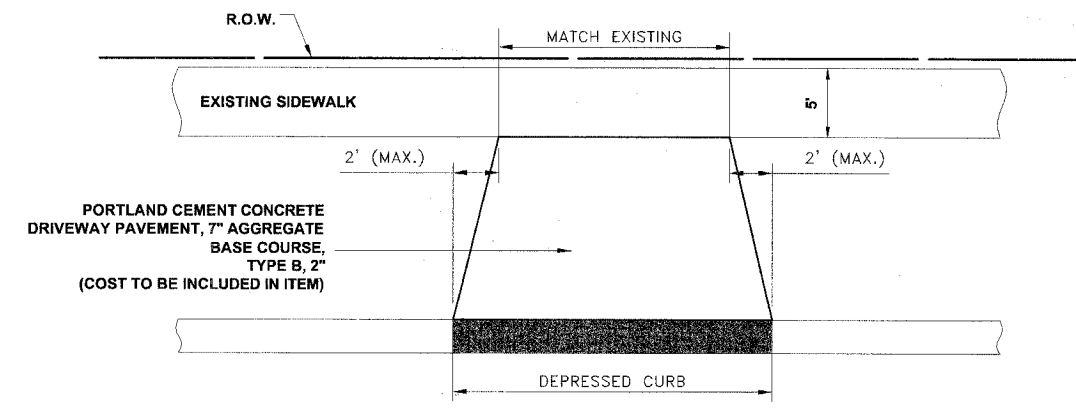
THE COSTS FOR REMOVAL OF ANY ASPHALT OVERLAY THAT EXTENDS INTO THE GUTTER PORTION OF THE CURB AND GUTTER WILL BE INCLUDED IN THE PRICE FOR COMBINATION CURB AND GUTTER REMOVAL.

**UNDERCUT AND POROUS GRANULAR EMBANKMENT (PGE)**

A QUANTITY OF POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES), HAS BEEN PROVIDED FOR USE IF THE EXISTING SOILS ARE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHALL BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGES AS DETERMINED BY THE ENGINEER. IF UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY OF PGES WILL REMAIN UNUSED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR. THE 3-INCH CAPPING AGGREGATE (CA-6 GRADATION) WILL NOT BE REQUIRED SINCE AGGREGATE BASE COURSE WILL BE PLACED ON TOP OF THE PGE.



**NOTE:**  
 REMOVAL OF THE EXISTING PAVEMENT TO BE PAID UNDER THE ITEM PAVEMENT REMOVAL (SPECIAL)



**DRIVEWAY DETAIL**

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