



Illinois Department of Transportation

Memorandum

To: Studies & Plans Squads PPM 40-04
From: James N. Fiser Revised By: Tim Brandenburg
Subject: Resurfacing Curb and/or Gutter Areas
Date: September 9, 1991 Revision Date: December 5, 2006

PLAN PREPARATION MEMORANDUM 40-04

BACKGROUND & PROCEDURE

This memorandum supercedes Plan Preparation Memorandum 86.170P, Resurfacing Curb and/or Gutter Areas dated September 9, 1991 and supplements Chapters 34 & 49 of the BDE Manual in providing uniformity of District preference regarding resurfacing in curb and/or gutter locations. In areas where the curb & gutter is not being replaced and resurfacing is tapered into the gutter flag the flow of water is often interrupted and the resurfacing ravel to cause a maintenance problem.

Consideration should be given to resurfacing to the edge of pavement and staying out of the gutter flow line. This may be accomplished by tapering the outside foot of the lane width to $\frac{3}{4}$ " thickness at the edge of pavement. The leveling binder will also have to end a foot short of the existing lane width. This should only be done when the wheel lane is far enough away from the edge of pavement so it will not cause a traffic hazard, i.e., 12 ft. or greater lane widths.

When resurfacing next to bituminous or PCC curbs on shoulders located on fill sections it is important to maintain the full curb height. Generally, this will require the existing curb to be removed and a new one placed. Otherwise, water may over top the curbs causing serious embankment erosion. Hot-Mix Asphalt shoulders may also be tapered to $1\frac{1}{2}$ " thickness at the edge of shoulder. This will allow the shoulder curb to remain in place if in satisfactory condition or funding does not allow complete replacement.

A discussion of resurfacing options in curb & gutter locations should be held at the scoping field check and all bureaus should agree on implementation. Several existing pavement conditions (existing pavement type, rutting, D-cracking, spalling of existing gutter flag, condition of curb & gutter, PCC driveway pavement condition, etc.) and funding may dictate your options.