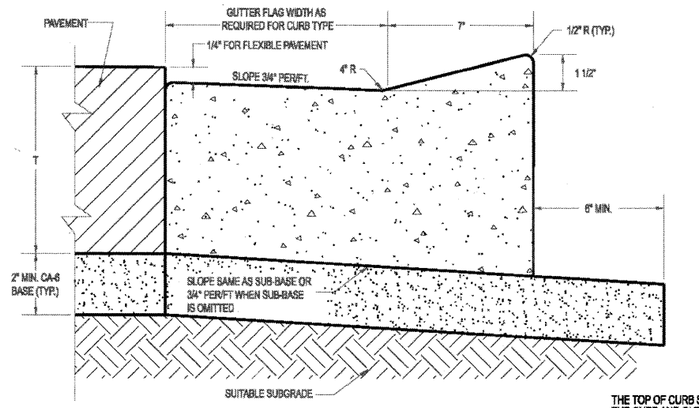
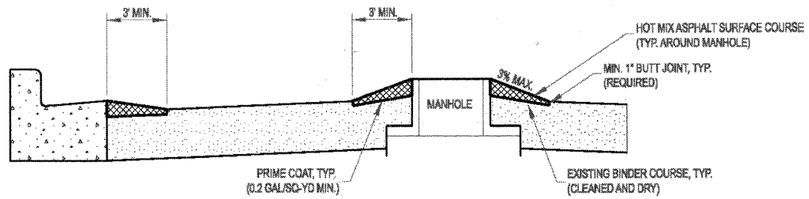
RD-07



THE TOP OF CURB SHALL BE DEPRESSED WHERE THE CURB AND GUTTER IS CONSTRUCTED ACROSS ALLEYS AND FOR PRIVATE DRIVES OR WHERE DIRECTED BY THE ENGINEER.

THICKNESS OF PAVEMENT "T". WHEN CURB AND GUTTER IS CONSTRUCTED ADJACENT TO FLEXIBLE PAVEMENT, THE VERTICAL THICKNESS OF THE GUTTER FLAG SHALL BE 9 INCHES. FOR BAM PAVEMENT SECTIONS THE FLAG SHALL BE THE SAME THICKNESS AS THE PAVEMENT.

DEPRESSED CURB DETAIL
PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER TYPE X–X.XX (MODIFIED)"



NOTES

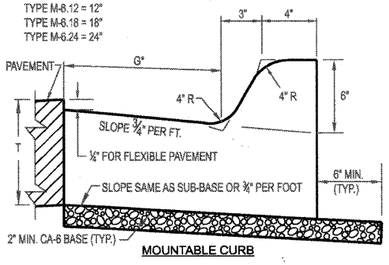
1. RAMPING TO BE USED AFTER BINDER IS CONSTRUCTED AND UNTIL FINAL SURFACE COURSE IS PLACED.
2. MANHOLES TO BE RAMPED NO LATER THAN NOVEMBER 1ST.
3. RAMPS TO BE MAINTAINED THROUGHOUT THE WINTER BY DEVELOPER.
4. RAMP MATERIAL TO BE REMOVED BY MILLING OR OTHERWISE REMOVED BEFORE PLACEMENT OF FINAL SURFACE COURSE.

MIX DESIGN FOR EMERGENCY RAMP PATCHING COMPOUND

MIX:
40% QUICKCRETE HYDRAULIC CEMENT
60% MORTAR MIX
ENOUGH WATER TO MAKE IT WORKABLE
(TOO MUCH WATER WILL GREATLY LENGTHEN SET TIME)

TEMPORARY MANHOLE AND CURB RAMPING
PAID FOR AS "TEMPORARY RAMP"

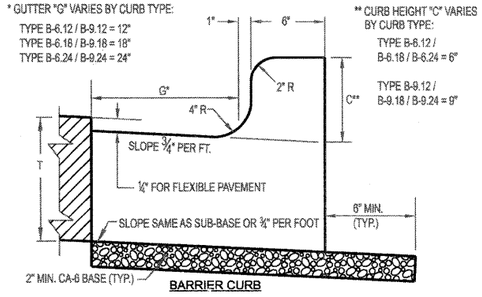
* GUTTER "G" VARIES BY CURB TYPE:
TYPE M-6.06 = 6"
TYPE M-8.12 = 12"
TYPE M-8.18 = 18"
TYPE M-6.24 = 24"



MOUNTABLE CURB

* GUTTER "G" VARIES BY CURB TYPE:
TYPE B-6.12 / B-9.12 = 12"
TYPE B-6.18 / B-9.18 = 18"
TYPE B-6.24 / B-9.24 = 24"

** CURB HEIGHT "C" VARIES BY CURB TYPE:
TYPE B-6.12 / B-6.18 / B-6.24 = 6"
TYPE B-9.12 / B-9.18 / B-9.24 = 9"



BARRIER CURB

THICKNESS - T - Thickness of pavement when curb and gutter is constructed adjacent to flexible or rigid pavement, the vertical thickness of the gutter flag shall be 9". Also, tie bars shall be omitted.

DRAINAGE OPENINGS - At all locations where metal castings are to be incorporated in the curb and gutter, a 1" thick pre formed expansion joint filler, conforming to the cross sections of the curb and gutter, shall be installed in the curb and gutter a distance of 5 ft. from each side of the metal casting. When the width of the metal casting is less than the width of the curb and gutter, 2 - No. 4 rebars (L = 12 + casting length + 12") shall be incorporated in the continuous portion of concrete gutter in front of the casting.

TRANSITIONS - The transition from full height curb to depressed curb shall be made at the rate of 3" per foot of length or flatter.

(2) - No. 4 steel reinforcing bars shall be incorporated over trench crossings if required by the City Engineer.

JOINTS - In addition to the requirements of Article 606.06 of the Standard Specifications, joints shall be constructed as follows:

Contraction joints and expansion joints shall be installed in the curb or curb and gutter in prolongation with joints in adjacent P.C.C. pavement or base course.

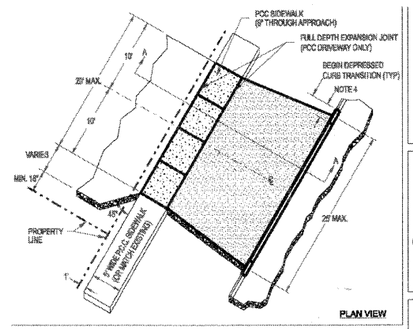
When curb and gutter is constructed adjacent to flexible pavement, a 1" thick pre formed expansion joint filler, conforming to the cross section of the curb and gutter, shall be installed at points of curvature for short radius curves and at construction joints. Contraction joints shall be placed between expansion joints at distances not to exceed 5 feet.

All expansion joints shall be provided with a 1 ¼" dia. x 18" coated smooth dowel bar conforming to Article 1006.10 of the Standard Specifications. The dowel bar shall be fitted with a cap having a pinched stop that will provide 1" of expansion.

All construction joints shall be provided with ½" dia. deformed steel tie bars 30" long conforming to AASHTO M-31 or M-53. Tie bars shall be placed on 9" centers. (minimum 2 per joint).

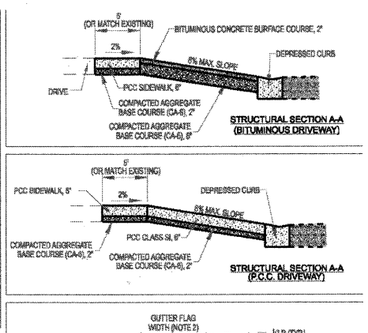
Expansion joints shall be placed at intervals not to exceed 100 feet.

COMBINATION CONCRETE CURB AND GUTTER TYPE X–X.XX (MODIFIED)



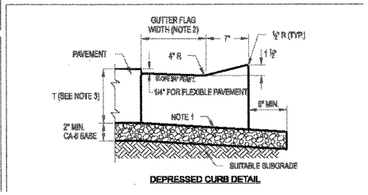
PLAN VIEW

1. SLOPE SAME AS SUB-BASE OR 3/4" PER/FT WHEN SUB-BASE IS OMITTED
2. AS REQUIRED FOR PAVEMENT TYPE
3. THICKNESS OF PAVEMENT "T". WHEN CURB AND GUTTER IS CONSTRUCTED ADJACENT TO FLEXIBLE PAVEMENT, THE VERTICAL THICKNESS OF THE GUTTER FLAG SHALL BE 9 INCHES. FOR BAM PAVEMENT SECTIONS THE GUTTER FLAG SHALL BE 12".
4. TRANSITION FROM FULL CURB TO DEPRESSED CURB IN 1 TO 1.5 LINEAL FEET. ALSO, THE DRIVEWAY SHALL BE NO LESS THAN 3/4 OF THE DEPRESSION.
5. DRIVEWAY APPROACH SHALL MEET CURB AND GUTTER AT A POINT BETWEEN FULL CURB AND ONE-HALF CURB HEIGHT.
6. DRIVEWAY FLARE SHALL BE SYMMETRIC ABOUT THE DRIVEWAY CENTERLINE, AS MEASURED AT THE PROPERTY LINE, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
7. DRIVEWAY PAVEMENT SHALL BE AT LEAST 2 INCHES HOT MIX ASPHALT SURFACE AND 8 INCHES COMPACTED CA-6 GRADE IN GRAVEL BASE.



STRUCTURAL SECTION A-A (BITUMINOUS DRIVEWAY)

STRUCTURAL SECTION A-A (P.C.C. DRIVEWAY)



DEPRESSED CURB DETAIL

DRIVEWAY DETAIL

FILE NAME = N:\CRYSTALLAKE\100316\Civil\STDRD2_100316.sht	USER NAME = CMCCOLLO	DESIGNED - MCW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONSTRUCTION DETAILS PINGREE ROAD	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - PMM	REVISED -			126	08-00107-00-FP	McHENRY	50	25
	PLOT SCALE = 50'	CHECKED - MCW	REVISED -					CONTRACT NO.		
	PLOT DATE = 12/23/2010	DATE -	REVISED -		SCALE: SHEET NO. 3 OF 7 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		