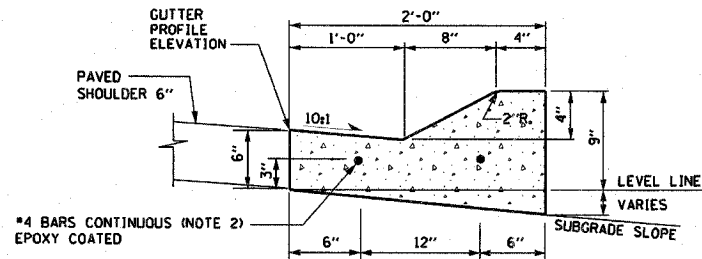
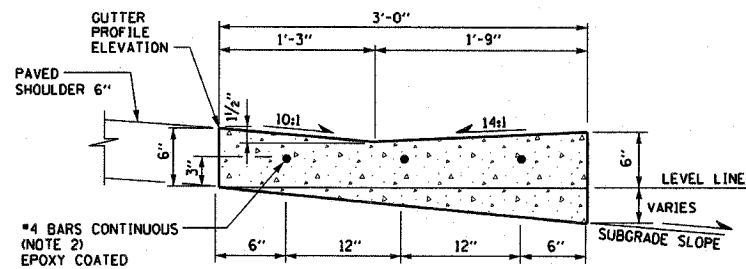


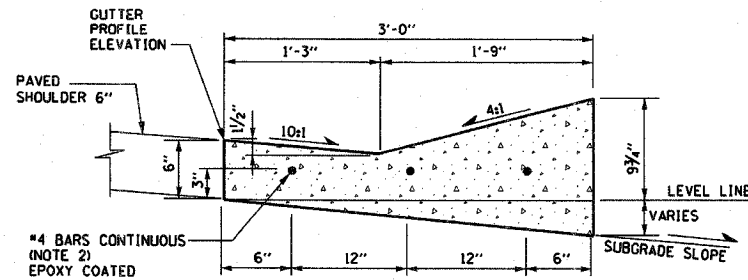
TYPE "C" CURB



TYPE G-2 GUTTER



TYPE G-3, MODIFIED GUTTER



TYPE G-3 GUTTER

NOTES:

1. CURBS OR CURB AND GUTTERS CONSTRUCTED ADJACENT TO PROPOSED P.C.C. PAVEMENTS OR P.C.C. SHOULDERS SHALL HAVE #4 TIE BARS AS DETAILED. CURB AND GUTTERS CONSTRUCTED ADJACENT TO AN EXISTING P.C.C. PAVEMENT OR P.C.C. BASE COURSE SHALL HAVE #4 TIE BARS, DRILLED AND GROUTED INTO THE EXISTING CONCRETE WITH AN APPROVED EPOXY GROUT. CURB AND GUTTERS CONSTRUCTED ADJACENT TO EXISTING P.C.C. SHOULDERS SHALL BE PROVIDED WITH TIE BARS IF SPECIFIED AND DETAILED IN THE PLANS.
2. WHEN CURBS OR CURB AND GUTTERS ARE CONSTRUCTED ADJACENT TO EXISTING OR PROPOSED P.C.C. PAVEMENT, P.C.C. BASE COURSE OR P.C.C. SHOULDERS CONTRACTION JOINTS AND EXPANSION JOINTS SHALL BE CONSTRUCTED IN THE CURBS OR CURB AND GUTTERS IN PROLONGATION WITH THE JOINTS IN ADJACENT PAVEMENT OR SHOULDER. EXPANSION JOINTS SHALL BE AS SPECIFIED AND DETAILED IN THE PLANS. REINFORCING BARS SHALL BE DISCONTINUED AT EXPANSION JOINTS.
3. CONSTRUCTION JOINT SHALL BE PROVIDED WITH #4 DEFORMED STEEL TIE BARS 2'-6" LONG. THE BARS SHALL BE PLACED ON 9"± CENTERS (MINIMUM 2 PER JOINT).
4. FOR CURB TRANSITIONS, THE CURB PORTION OF LEADING ENDS OF CURB OR CURB AND GUTTERS IN THE DIRECTION OF TRAFFIC SHALL BEGIN FLUSH WITH ADJACENT PAVEMENT OR SHOULDER SURFACE AND TRANSITION TO FULL HEIGHT AT THE RATE OF ONE INCH VERTICAL TO ONE FOOT HORIZONTAL. CURB HEIGHT AND SHAPE TRANSITIONS FROM ONE ABUTTING TYPE TO ANOTHER SHALL BE 3 FT. MIN. IN LENGTH.
5. FOR G-2 AND G-3 TRANSITION DETAILS SEE STANDARD B2 (TYPE G-2 AND G-3 GUTTER TRANSITIONS).
6. G-3 GUTTER SHALL NOT BE CONSTRUCTED ALONG UNSHIELDED FILL SLOPES STEEPER THAN 6:1.

APPROVED *Jeff Daley* CHIEF ENGINEER DATE 1-1-2007

Illinois Tollway
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DATE	REVISIONS

CURB, CURB AND GUTTER AND GUTTER DETAILS

STANDARD B1-00