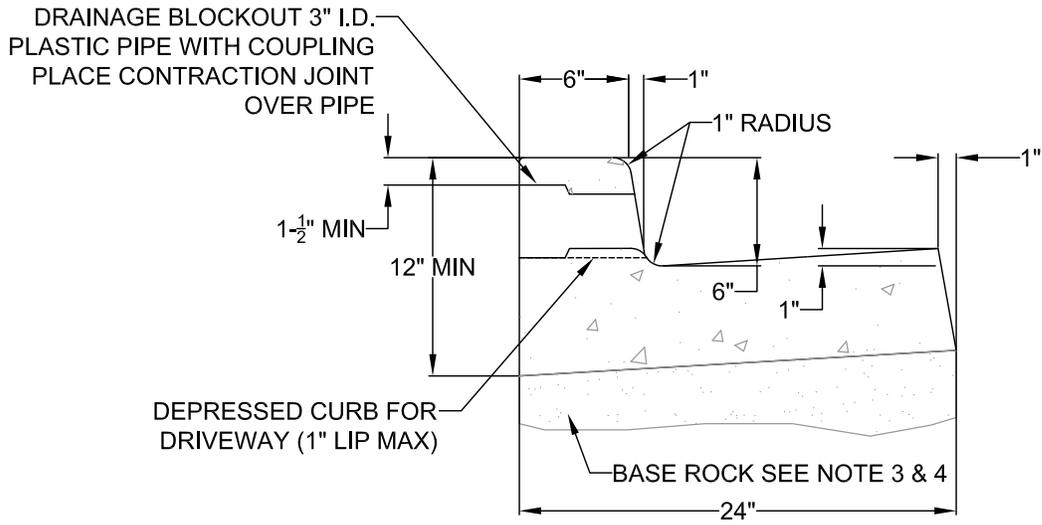


THIS DETAIL DRAWING SHALL NOT BE ALTERED OR CHANGED IN ANY MANNER EXCEPT BY THE CITY ENGINEER. IT IS THE RESPONSIBILITY OF THE USER TO ACQUIRE THE MOST CURRENT VERSION OF THE DETAIL.

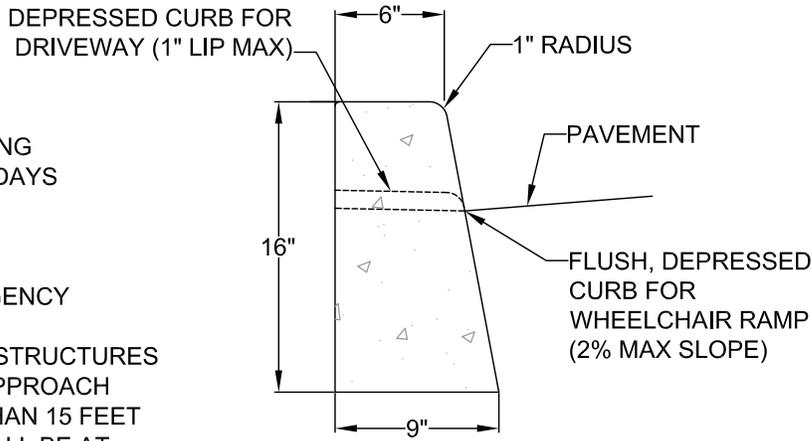


FLUSH, DEPRESSED CURB FOR WHEELCHAIR RAMP 2% MAX SLOPE

TYPICAL CURB AND GUTTER

NOTE:

1. CONCRETE SHALL HAVE A BREAKING STRENGTH OF 3300 PSI AFTER 28 DAYS
2. CONTRACTION JOINTS:
 - A) TO BE PROVIDED:
 - AT EACH POINT OF TANGENCY
 - AT EACH COLD JOINT
 - AT EACH SIDE OF INLET STRUCTURES
 - AT BOTH SIDES OF AN APPROACH
 - B) SPACING TO BE NOT MORE THAN 15 FEET
 - C) THE DEPTH OF THE JOINT SHALL BE AT LEAST 1/3 OF THE THICKNESS OF CONCRETE
 - D) EXPANSION JOINTS SHALL NOT BE USED
3. BASE ROCK - 1-1/2"-0", 95% COMPACTION PER AASHTO T-180
ROCK SHALL BE TO SUBGRADE OF THE STREET SECTION OR 4" IN DEPTH, WHICHEVER IS GREATER
4. FULL DEPTH PREPARED ROCK SECTION SHALL EXTEND 1' HORIZONTALLY BEYOND BOTH SIDES OF CURB AND GUTTER
5. DRAINAGE BLOCK - 3" DIA. PLASTIC PIPE
 - A) DRAINAGE ACCESS THROUGH EXISTING CURBS SHALL BE DONE BY:
 - CORE DRILLING
 - VERTICAL SAWCUT OF CURB 24" EACH SIDE OF DRAIN AND RE-POURED TO FULL DEPTH OF CURB
6. STAMP TOP OF CURB WITH "W" AT WATER SERVICE CROSSING AND "S" AT SANITARY LATERAL CROSSING



TYPICAL STRAIGHT CURB

TYPICAL CURBS

	DATE: 2010
	DRAWING NO. WL-501
	FILE NO.