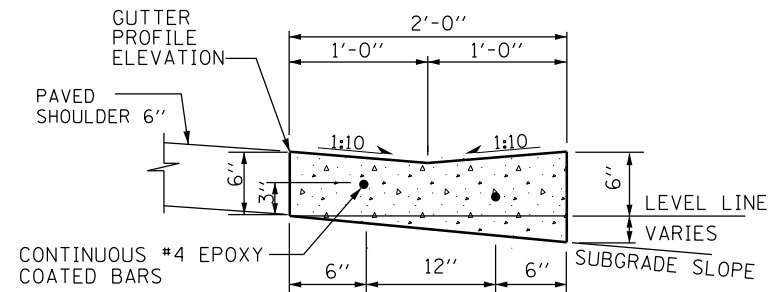
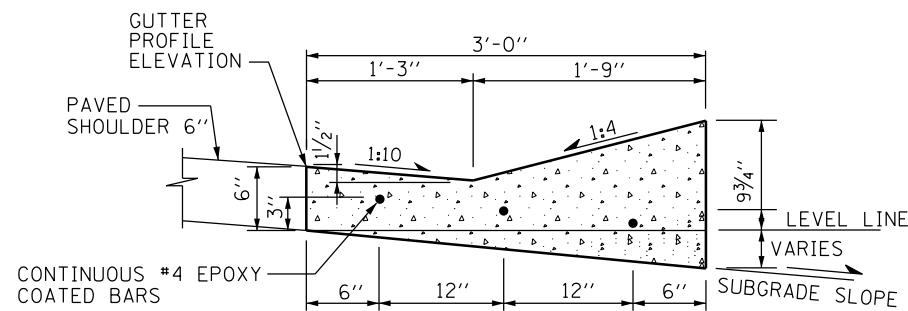


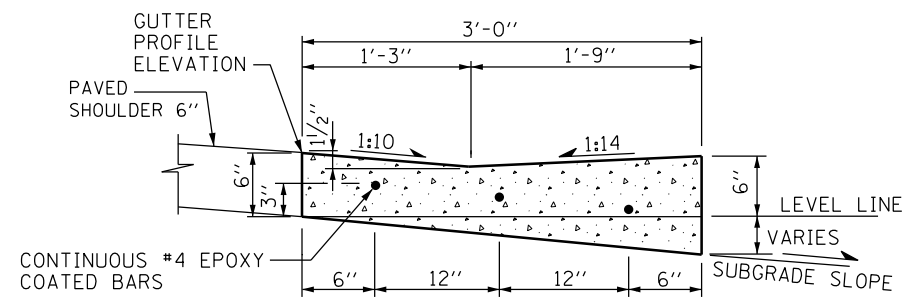
TYPE G-2 GUTTER



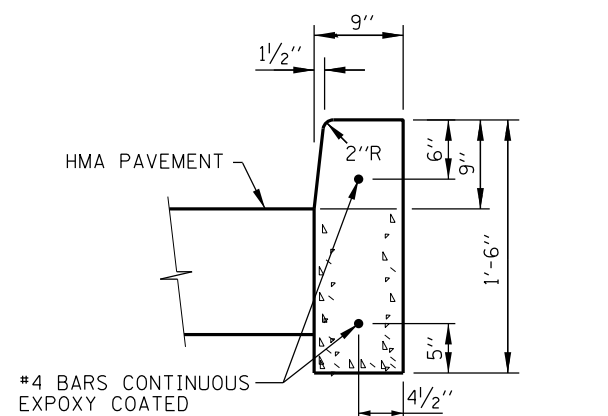
TYPE G-2, MODIFIED GUTTER



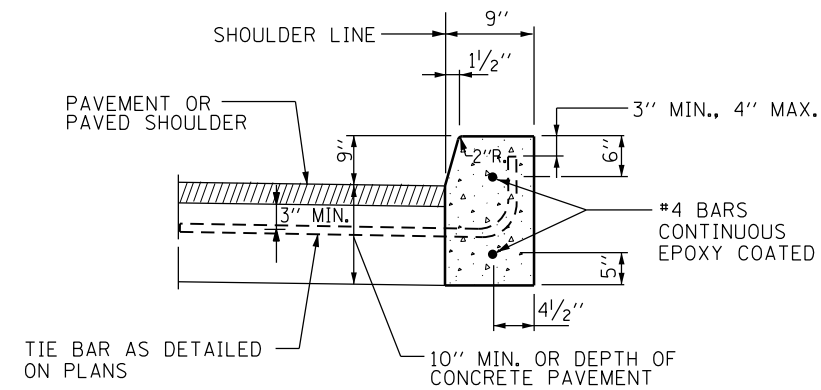
TYPE G-3 GUTTER



TYPE G-3, MODIFIED GUTTER



ADJACENT TO FLEXIBLE PAVEMENT



ADJACENT TO PCC PAVEMENT

TYPE "C" CURB
(RAMP TOLL PLAZAS ONLY)

NOTES:

- FOR TYPE C CURB TRANSITIONS, THE LEADING ENDS OF CURB 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.
- | GUTTER TRANSITION DETAILS | STANDARD DRAWING |
|--|------------------|
| TRAFFIC BARRIER TERMINAL TYPE T1 (SPECIAL) | B-28 |
| TRAFFIC BARRIER TERMINAL TYPE T1-A (SPECIAL) | B-29 |
| TRAFFIC BARRIER TERMINAL TYPE T5 AND T10 | B-2 |
| TRAFFIC BARRIER TERMINAL TYPE T6 | B-3 |
- ALL SLOPES ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).
- REINFORCEMENT STEEL SHALL BE ACCURATELY PLACED AND FIRMLY HELD IN THE POSITION SPECIFIED USING EPOXY COATED STEEL CHAIRS. CHAIR SPACING SHALL NOT EXCEED 4'-0".
- GUTTER REINFORCEMENT SHALL BE PLACED 3" ABOVE BOTTOM OF GUTTER FOLLOWING THE SUBGRADE SLOPE.
- OTHER GUTTER AND CURB TRANSITION DETAILS WILL BE SHOWN ON THE PLANS.
- CONTINUOUS #4 BARS SHALL BE LAPPED A MINIMUM OF 2'-0" IN ACCORDANCE WITH THE LATEST IDOT-BRIDGE MANUAL.



DATE	REVISIONS
3-1-2010	ADDED G-2 MODIFIED GUTTER AND GUTTER TRANSITION TERMINATION
1-1-2011	ADDED TYPE "C" CURB ADJACENT TO FLEXIBLE PAVEMENT, ADDED GUTTER EXPANSION/CRACK CONTROL JOINT, REVISED NOTES.
2-7-2012	REVISED NOTES

GUTTER AND CURB DETAILS

STANDARD B1-04

APPROVED *Paul Kovacs* CHIEF ENGINEER DATE 2-7-2012