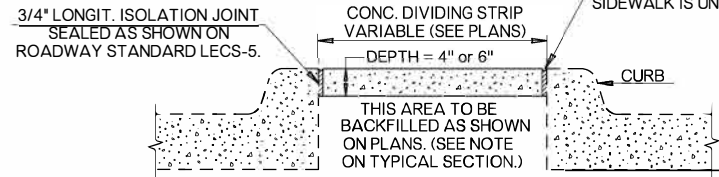
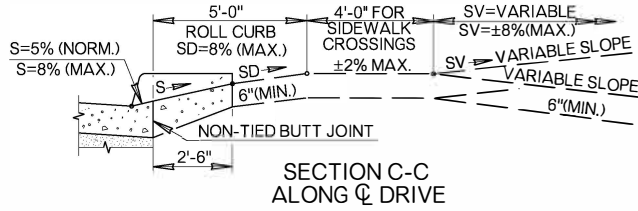
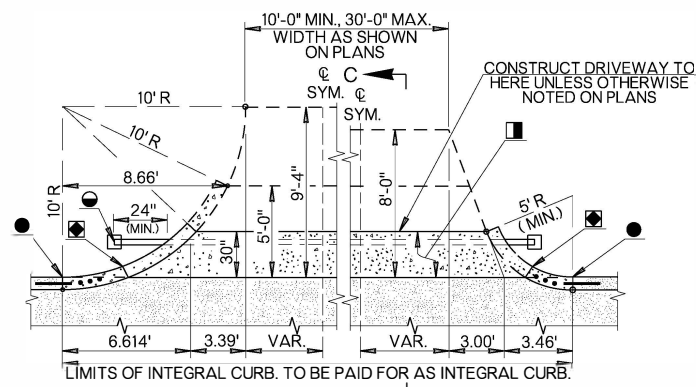


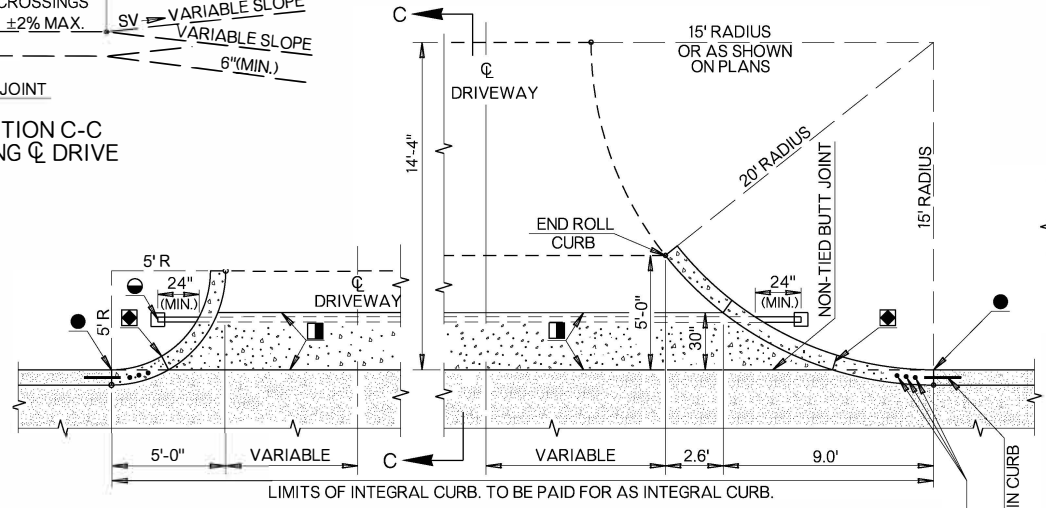
IN CURB/SIDEWALK APPLICATIONS SEALANT AND EXPANSION MATERIAL NOT REQUIRED BETWEEN STRAIGHT SECTIONS OF CURB/SIDEWALK COMBINATIONS WHEN OPPOSING EDGE OF SIDEWALK IS UNCONSTRAINED



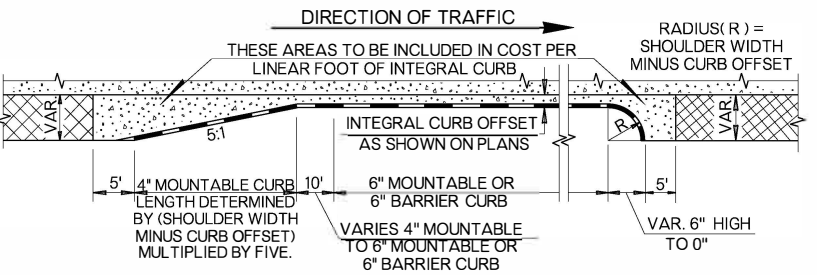
TRANSVERSE EXPANSION JOINTS TO BE 1/2" WIDE. EXPANSION JOINT FILLER AT 50'-0" C/C, AND 1/4" EXPANSION JOINT MATERIAL AT 1/3 POINTS BETWEEN EXPANSION JOINTS. FILLER MATERIAL TO BE PREMOLDED AND JOINTS TO BE SEALED AS SHOWN ON STANDARD DRAWING LECS-5. JOINTS IN DIVIDING STRIP SHOULD ALIGN WITH CURB EXPANSION JOINTS.



FOR STREET RETURN DETAILS SEE ROADWAY STD. ASCD-6.



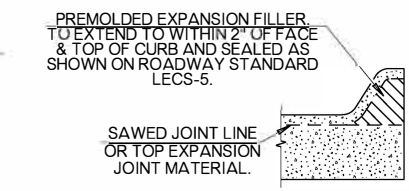
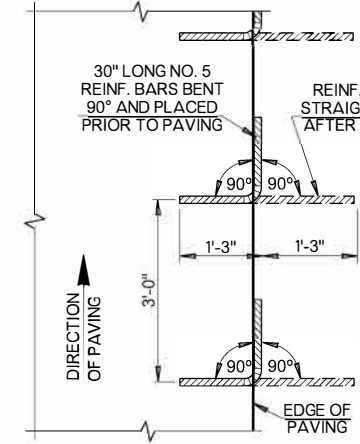
**NOTE: WHEN SIDEWALK IS BUILT DIRECTLY BEHIND THE CURB, THE CONCRETE DRIVEWAY SHOULD BE CONSTRUCTED AND EXTENDED TO THE BACK EDGE OF SIDEWALK.**



**GENERAL NOTES**

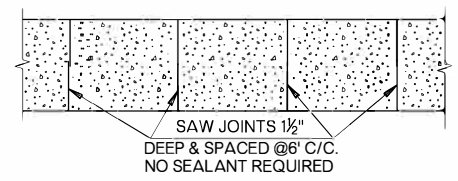
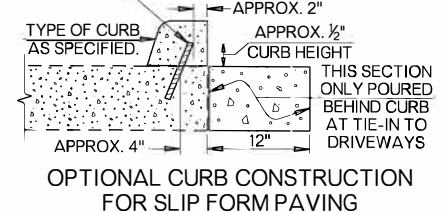
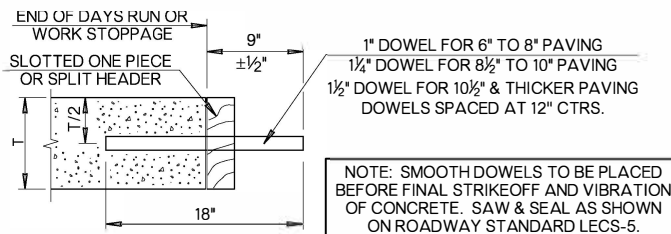
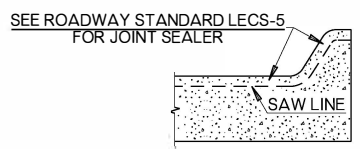
1. ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2019 ODOT STANDARD SPECIFICATIONS.
2. ALL COST OF CLASS A CONCRETE & REINFORCING STEEL IN THICKENED EDGE AT RAILROAD CROSSINGS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR APPROACH SLAB-RAILROAD.
3. COST OF JOINT FILLERS, SEALING AND REINFORCING STEEL SHALL BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.
4. CONTRACTION JOINTS IN JOINTED P.C. PAVEMENT SHALL BE AT APPROXIMATELY 15'-0" CENTERS, UNLESS OTHERWISE SHOWN ON THE PLANS.
5. CURB & GUTTER SHALL BE PLACED INTEGRAL WITH THE PAVING SLAB UNLESS OTHERWISE SHOWN IN THE PLANS. TRANSVERSE JOINTS SHALL MATCH PAVEMENT JOINTS AND PLACED AT DRAINAGE STRUCTURES. LONGITUDINAL JOINTS SHALL BE TIED WITH #5 DEFORMED TIE BARS 2'-6" LONG AT 3'-0" CTRS. SEE TIED BUTT AND LONGITUDINAL CONSTRUCTION JOINT DETAIL ON ROADWAY STANDARD LECS-5.
6. ALL CONDUIT CROSSINGS ARE TO BE TRENCHED, PLACED, BACKFILLED, AND COMPACTED PRIOR TO SURFACING. BORING OR PUSHING PROCEDURES MAY BE USED WHERE SURFACING IS ALREADY IN PLACE AND IF APPROVED BY THE ENGINEER.
7. IF CONDUIT IS NOT CONTINUOUS BETWEEN DRIVEWAYS/RAMPS, CAP BOTH ENDS OF EACH CONDUIT CROSSING AND PLACE MARKER TO PREVENT DAMAGE DURING CONSTRUCTION.
8. CONDUIT SHALL NOT TERMINATE BELOW A SURFACED AREA, BUT SHALL EXTEND MINIMUM OF 24" PAST EDGE OF PAVING.
9. FOR PULL BOX INSTALLATION DETAILS, SEE TRAFFIC STANDARD PBD1-1.

- 3/4" EXPANSION JOINT NO LOAD TRANSFER DEVICES
- PAID FOR AS CONCRETE DRIVEWAY (INCLUDES CURB)
- BEGIN ROLL CURB & TERMINATE INTEGRAL CURB. POUR APRON & CURB INTEGRAL WITH DRIVEWAY
- IF SPECIFIED IN THE PLANS, CONSTRUCT CONDUIT CROSSING OF THE SAME SIZE AND TYPE SPECIFIED AT APPROXIMATELY 30" BELOW FINISHED GRADE OF RAMP. SEE GENERAL NOTES FOR DETAILS.



SEE ROADWAY STANDARD LECS-5 FOR JOINT SEALER

**ALTERNATE CURB JOINT**



BASIS OF PAYMENT		
ITEM NO.	ITEM	UNIT
414 (G)	P.C. CONCRETE FOR PAVEMENT	CY
414 (H)	P. C. RAILROAD APPROACH SLABS	SY
609 (A)	CONCRETE CURB ( INTEGRAL )	LF
610 (A)	CONCRETE SIDEWALK	SY
610 (B)	CONCRETE DRIVEWAY	SY
610 (C)	CONCRETE DIVIDING STRIP	SY

HEIGHT & TYPE OF CURB SHALL BE SPECIFIED.  
THICKNESS SHALL BE SPECIFIED IN INCHES.

APPROVED BY ROADWAY ENGINEER: *[Signature]* DATE: 6/30/22  
ROADWAY DESIGN DIVISION STANDARD

**CONCRETE SURFACING CONSTRUCTION DETAILS**



2019 SPECIFICATIONS

NOTE: LONGITUDINAL BUTT JOINT TIE BAR STEEL AND PLACEMENT METHOD NOT COVERED ON THIS STANDARD SHALL BE APPROVED BY THE ENGINEER.

P.C. CONCRETE FOR PAVEMENT SHALL BE PAID FOR TO THE DARK DASHED LINE AS INDICATED. AREA ABOVE DASHED LINE SHALL BE PAID AS CONCRETE INTEGRAL CURB.