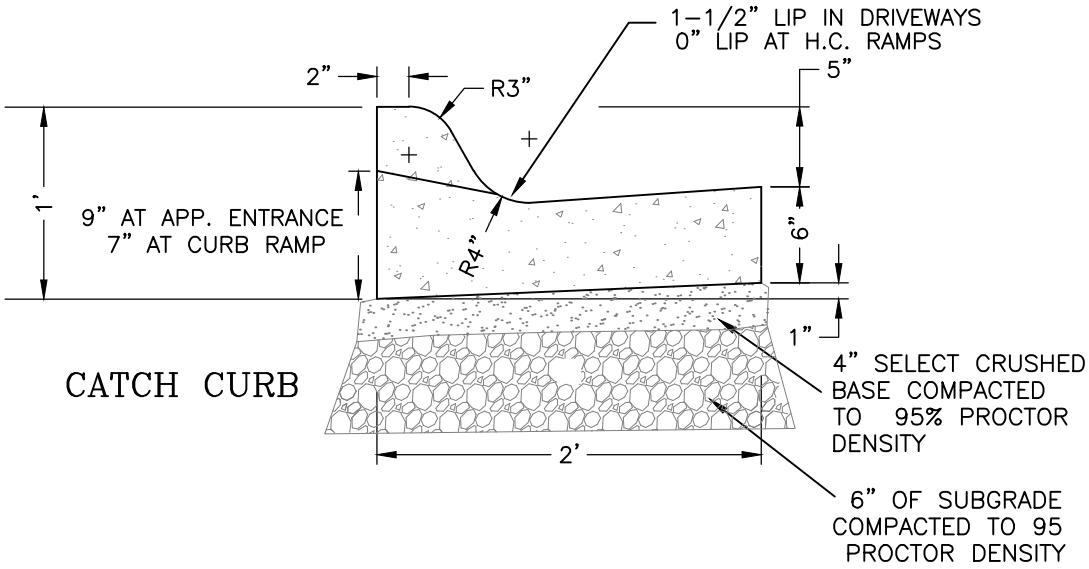
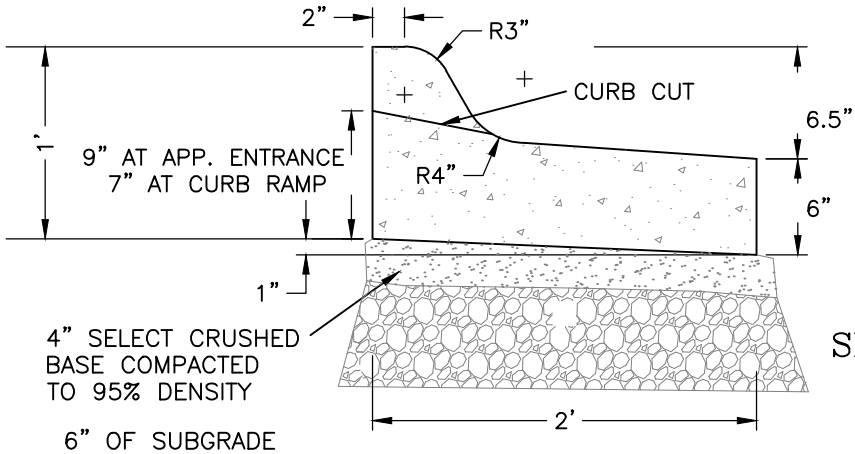
CONCRETE CURBS



CATCH CURB



SPILL CURB

JOINTS:

A. WHEN INTEGRAL WITH, TIED TO, OR PLACED AGAINST PORTLAND CEMENT CONCRETE PAVEMENT (P.C.C.P.): MATCH TRANSVERSE CONTRACTION AND/OR EXPANSION JOINTS IN THE ADJACENT P.C.C.P. SLAB. IF REQUIRED, EXTEND 1/2" MIN. WIDTH BITUMINOUS ASPHALT EXPANSION JOINTS COMPLETELY THROUGH CURB AND GUTTER THE SAME WIDTH AS THE P.C.C.P. SLAB JOINT. FILL CURB AND GUTTER EXPANSION JOINTS WITH PREFORMED EXPANSION JOINT FILLER.

B. ALL OTHER CASES: SPACE CONTRACTION JOINTS IN CURB AND GUTTER AT 10 FT. INTERVALS EXCEPT AS SPECIFIED IN (A) ABOVE.

C. CONTRACTION JOINTS: CONTRACTION JOINTS ARE ARE TO BE 1/2" MIN. IN WIDTH. FORM JOINTS BY SAWING OR SCORING TO A MINIMUM DEPTH OF 1". FORM SCORED JOINTS BY A TOOL WHICH WILL LEAVE ROUNDED CORNERS AND DESTROY AGGREGATE INTERLOCK TO A MINIMUM DEPTH OF 1".

D. OTHER JOINTS: PLACE BITUMINOUS ASPHALT EXPANSION JOINT MATERIAL AT ALL CURB RETURNS, BRIDGES, DROP INLETS, AND WHERE MEETING CURB AND GUTTER IN PLACE. EXPANSION JOINT SHALL BE PLACED AT A MINIMUM OF 30 FEET CENTERS.

QUANTITIES FOR ESTIMATING PURPOSES ONLY.

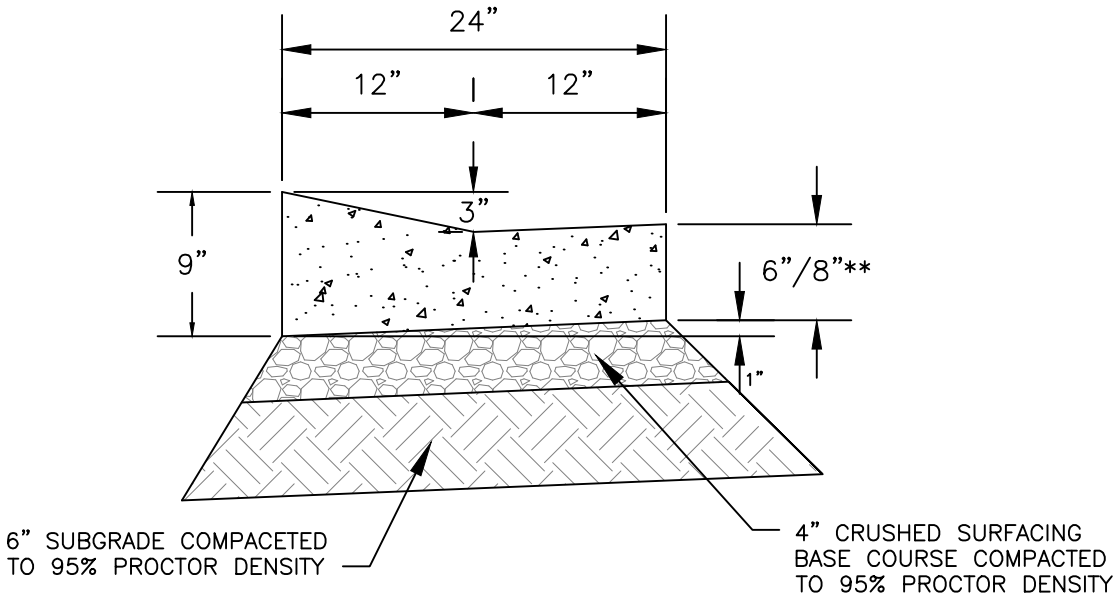
CURB & GUTTER SECTION
0.048 C.Y. CONC. PER 1.0'
OF CURB FOR 6" GUTTER. *

CITY OF HAMILTON 1894 MONTANA	APPROVED	REVISIONS
		12/18/2014
	PUBLIC WORKS DIRECTOR	
	DATE	

CITY OF HAMILTON
DEPARTMENT OF PUBLIC WORKS

STANDARD
CURB & GUTTER SECTION

HC. 20.04.003A

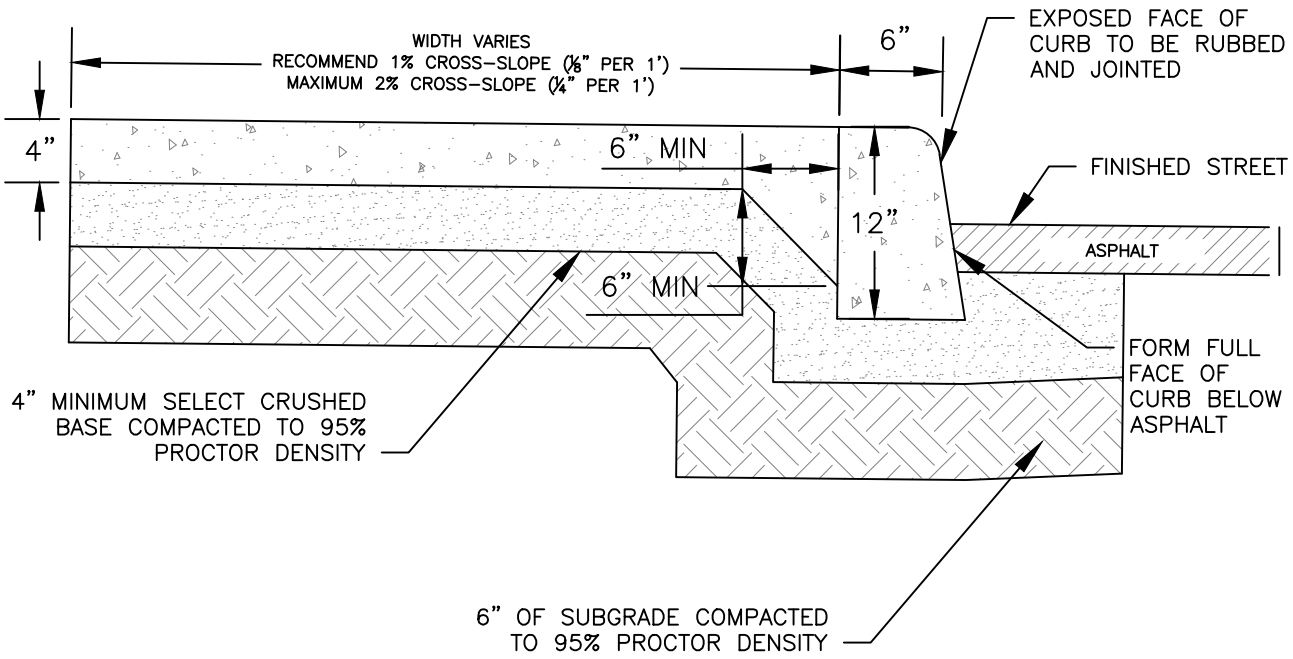


** GUTTER PANS (BASE) SHALL BE EIGHT (8") INCHES MINIMUM THICKNESS WHERE CURB RAMP AND SIDEWALK IS LAID DOWN (AT STREET GRADE) IN / THROUGH INTERSECTIONS AND / OR CURB AND GUTTER IN AND THROUGH COMMERCIAL APRON / APPROACH

GENERAL NOTES:

1. TYPICAL MODIFIED "L" TYPE CURB AND GUTTER SECTION SHALL BE MINIMUM OF SIX (6") INCHES DEPTH (THROUGHOUT GUTTER SECTION) PORTLAND CEMENT CONCRETE POURED MINIMUM TWO (2') FEET WIDE WITH A TWO (2") INCH DEPRESSION (COVE) THROUGH THE CENTER AS SHOWN ABOVE.
2. MINIMUM OF SIX (6") INCHES DEPTH OF SUBGRADE SHALL BE COMPACTED TO 95% PROCTOR DENSITY
3. MINIMUM OF FOUR (4") INCHES DEPTH (THROUGHOUT SELECT CRUSHED BASE SECTION) OF SELECT BASE SHALL BE COMPACTED TO 95% PROCTOR DENSITY.
4. CITY ENGINEER MAY REQUIRE ADDITIONAL SELECT CRUSHED BASE, DEPENDING ON SUBGRADE MATERIAL.
5. CONTRACTION JOINTS SHALL BE PLACED EVERY TEN (10') FEET AND SHALL BE ONE–FOURTH (¼) THE CONCRETE THICKNESS OF A MINIMUM OF ONE (1") INCH DEEP.
6. EXPANSION JOINTS OF ONE–HALF (½") INCH BITUMINOUS FELT SHALL BE PLACED AT THE FOLLOWING LOCATIONS:
   - 6.1. PC'S &PT'S OF CURVES
   - 6.2. GRADE BREAKS
   - 6.3. FOUR (4') FEET ON EITHER SIDE OF DRAINAGE STRUCTURES
   - 6.4. AT OTHER LOCATIONS SPECIFIED BY THE ENGINEER
   - 6.5. EXPANSION JOINTS MAY BE ELIMINATED FOR EXTRUDED CURB WITH PRIOR APPROVAL BY CITY ENGINEER
7. NO CURB SHALL BE PLACED WITHOUT A FINAL FORM INSPECTION BY THE CITY ENGINEER.
8. CONSTRUCTION MATERIALS AND PROCEDURES SHALL CONFORM TO EXISTING CITY AND STATE STANDARD SPECIFICATIONS FOR CONCRETE AND MONTANA PUBLIC WORKS STANDARD SPECIFICATIONS SECTIONS 02528 AND 03310.

APPROVED	REVISIONS	CITY OF HAMILTON DEPARTMENT OF PUBLIC WORKS
	12/18/2014	MODIFIED "L" TYPE CURB SECTION
PUBLIC WORKS DIRECTOR		
DATE		HC. 20.04.003B



1. MINIMUM OF SIX (6") INCHES OF SUBGRADE SHALL BE COMPACTED TO 95% PROCTOR DENSITY.
2. MINIMUM OF FOUR (4") INCHES OF SELECT CRUSHED BASE SHALL BE COMPACTED TO 95% PROCTOR DENSITY.
3. CITY ENGINEER MAY REQUIRE ADDITIONAL SELECT CRUSHED BASE, DEPENDING ON SUBGRADE MATERIAL.
4. CURB CONTRACTION JOINTS SHALL BE PLACED EVERY TEN (10') FEET AND SHALL BE THREE-FOURTHS (3/4") INCH DEEP.
5. CURB CONTRACTION JOINTS SHALL BE TOOLED ON TOP AND FACE OF CURB.
6. SIDEWALK CONTRACTION JOINTS SHALL BE SPACED SO AS TO FORM AS NEAR A SQUARE PANEL AS POSSIBLE, NO SINGLE PANEL SHALL EXCEED EIGHT (8') FEET ON ANY SIDE.
7. SIDEWALK CONTRACTION JOINTS SHALL BE A MINIMUM ONE (1") INCH DEEP.
8. CURB AND SIDEWALK EXPANSION JOINTS OF ONE-HALF (1/2") INCH THICK BITUMINOUS ASPHALT EXPANSION JOINT SHALL BE PLACED AT THE FOLLOWING LOCATIONS:
   - 8.1. EVERY THIRTY (30') FEET OF UNINTERRUPTED SIDEWALK.
   - 8.2. P.C.s AND P.T.s OF CURVES.
   - 8.3. GRADE BREAKS.
   - 8.4. RESIDENTIAL DRIVEWAYS SIX (6") INCH DEEP BITUMINOUS ASPHALT EXPANSION JOINT MUST BE INSTALLED AT THE TOP OF THE TRANSITION ON BOTH SIDES AND MUST BE PINNED IN PLACE BEFORE POURING.
   - 8.5. COMMERCIAL DRIVEWAYS EIGHT (8") INCH DEEP BITUMINOUS ASPHALT EXPANSION JOINT MUST BE INSTALLED AT THE TOP OF THE TRANSITION ON BOTH SIDES AND MUST BE PINNED IN PLACE BEFORE POURING.
   - 8.6. AT OTHER LOCATIONS AS SPECIFIED BY CITY ENGINEERING DIVISION.
   - 8.7. ALL EXPANSION JOINTS MUST BE PLACED FLUSH OR JUST BELOW TOP FINISHED SURFACE OF SIDEWALK.
   - 8.8. ALL EXPANSION JOINTS MUST BE FULL DEPTH, FULL WIDTH AND PINNED IN PLACE BEFORE THE FORMS WILL BE APPROVED.
9. NO CURB OR SIDEWALK SHALL BE POURED WITHOUT AN INSPECTION AND APPROVAL OF FORM PLACEMENT BY CITY ENGINEERING DIVISION.
10. FINISHED CURB AND SIDEWALK SURFACE SHALL HAVE BROOM TEXTURE.
11. CONSTRUCTION MATERIALS AND PROCEDURES SHALL CONFORM TO EXISTING CITY AND STATE STANDARD SPECIFICATIONS FOR M-4000 CONCRETE AND MONTANA PUBLIC WORKS STANDARD SPECIFICATIONS SECTIONS 2528 AND 3310.

APPROVED	REVISIONS	CITY OF HAMILTON DEPARTMENT OF PUBLIC WORKS
	12/18/2014	TYPICAL "A" TYPE CURB AND SIDEWALK SECITON
PUBLIC WORKS DIRECTOR		
DATE		HC. 20.04.003C