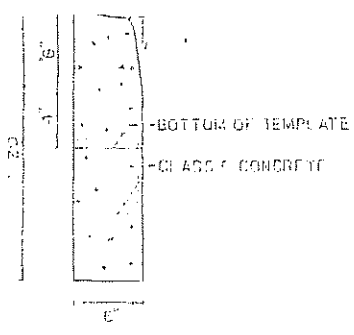


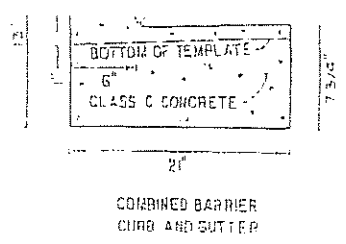
City of Clayton, Ohio

Standard Drawings

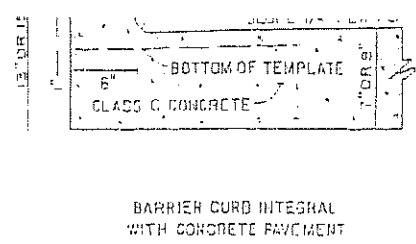
Curb, Sidewalk and Drive Approaches



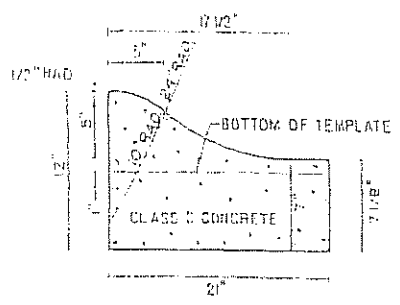
BARRIER CURB



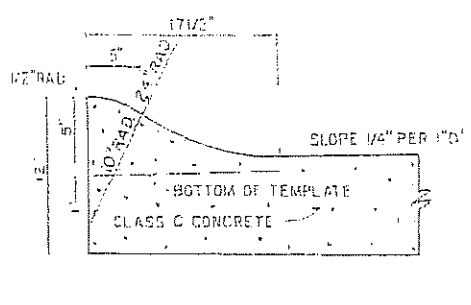
COMBINED BARRIER CURB AND GUTTER



BARRIER CURB INTEGRAL WITH CONCRETE PAVEMENT

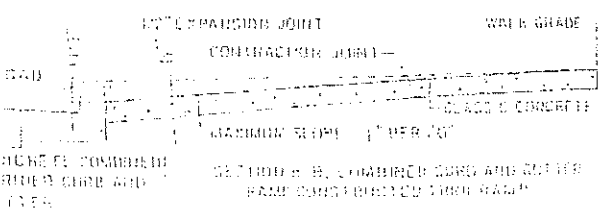
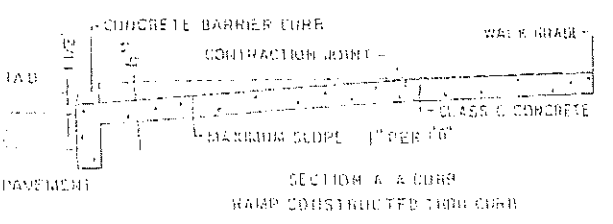
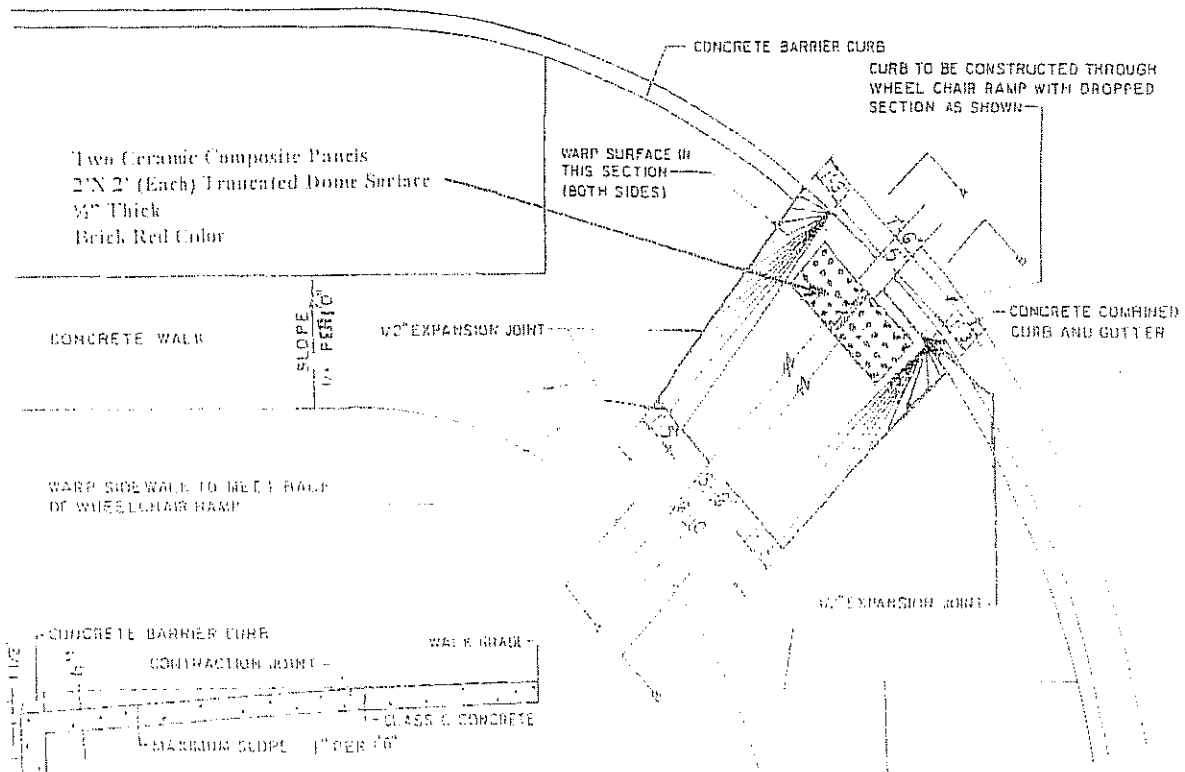


COMBINED MOUNTABLE CURB AND GUTTER



MOUNTABLE CURB INTEGRAL WITH CONCRETE PAVEMENT

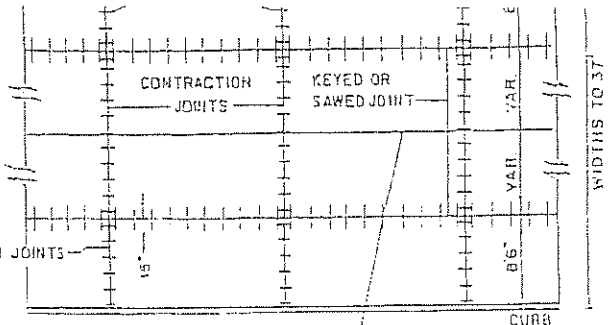
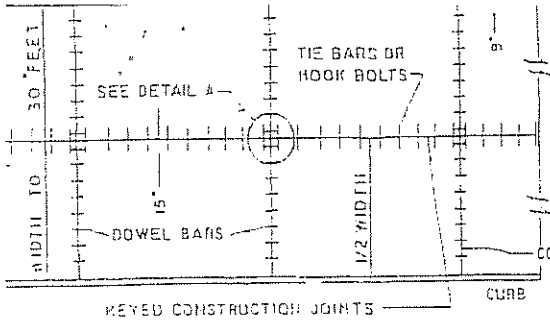
1. ALL BARRIER TYPE SHALL BE DEPRESSED AT DRIVE APPROACHES. SEE CONCRETE DRIVEWAY DETAIL.
2. ALL CURB AND COMBINATION CURB AND GUTTER SHALL HAVE 1/4" CONTRACTION JOINTS CONSTRUCTED AT FIVE FOOT INTERVALS. THE DEPTH SHALL AVERAGE TWO INCHES OR MORE FOR COMBINATION CURB AND GUTTER, AND FOR CURB, SHALL AVERAGE 1/5 OR MORE OF THE CURB HEIGHT.
3. ALL CURB AND COMBINATION CURB AND GUTTER SHALL HAVE 1/2" WICH NON-EXTRUDING EXPANSION JOINTS AT FORTY FOOT INTERVALS UNLESS OTHERWISE DIRECTED BY THE CITY ENGINEER.
ALL CONTRACTION JOINTS SHALL BE TOOLED RATHER THAN BEING SAWED AFTER BROOM FINISHING.
4. WHEN THE CURB IS CONSTRUCTED INTEGRAL WITH PAVEMENT, JOINTS OF THE TYPE USED IN THE PAVEMENT SHALL BE CONSTRUCTED IN THE CURB AND SPACED IDENTICALLY WITH THE JOINTS IN THE PAVEMENT.



STANDARD DRAWING

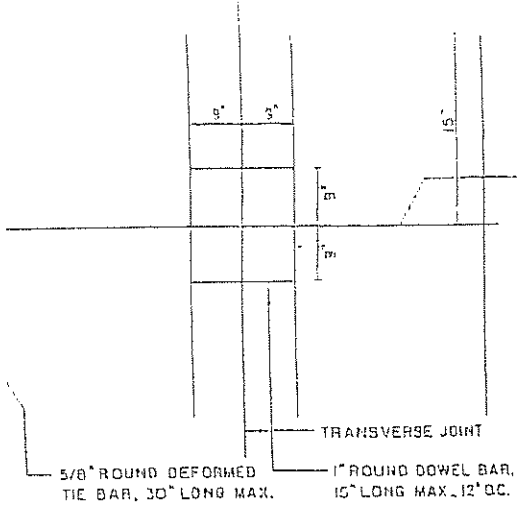
CURB SECTIONS

WHEEL CHAIR RAMP

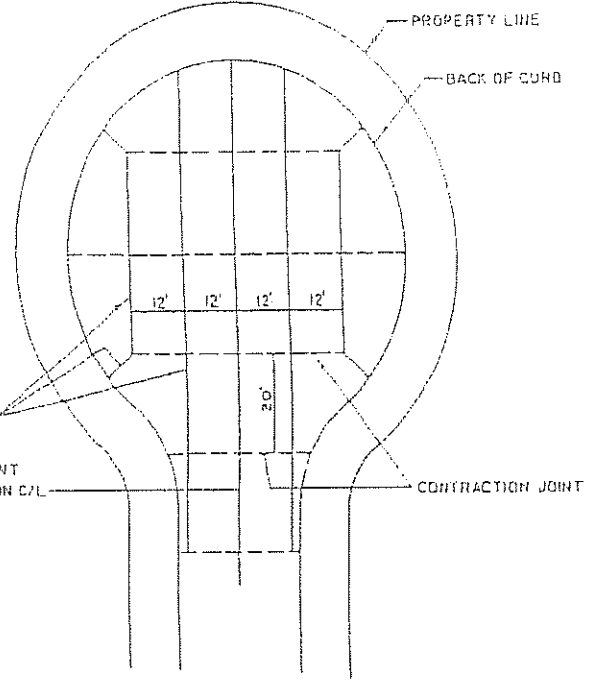


KEYED CONSTRUCTION JOINT WITH TIE BARS OMITTED

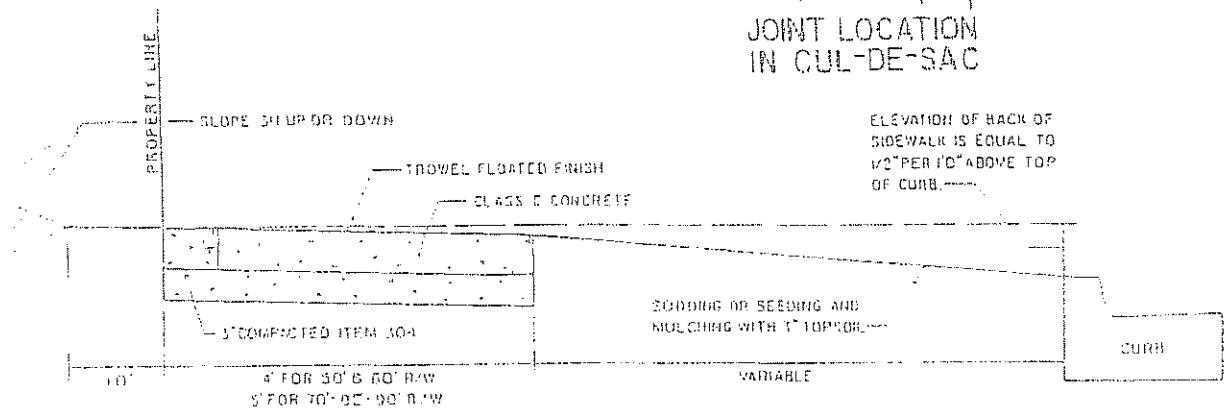
PLAN - JOINT LAYOUT



DETAIL A

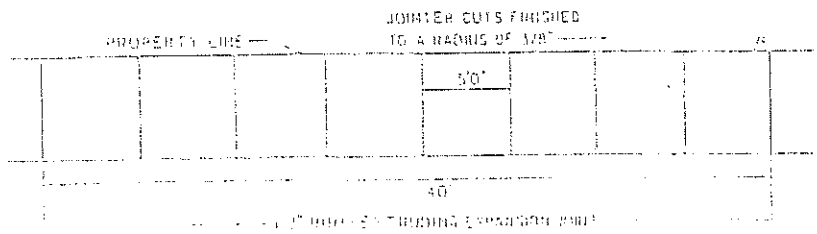


JOINT LOCATION IN CUL-DE-SAC



SIDEWALK CROSS SECTION

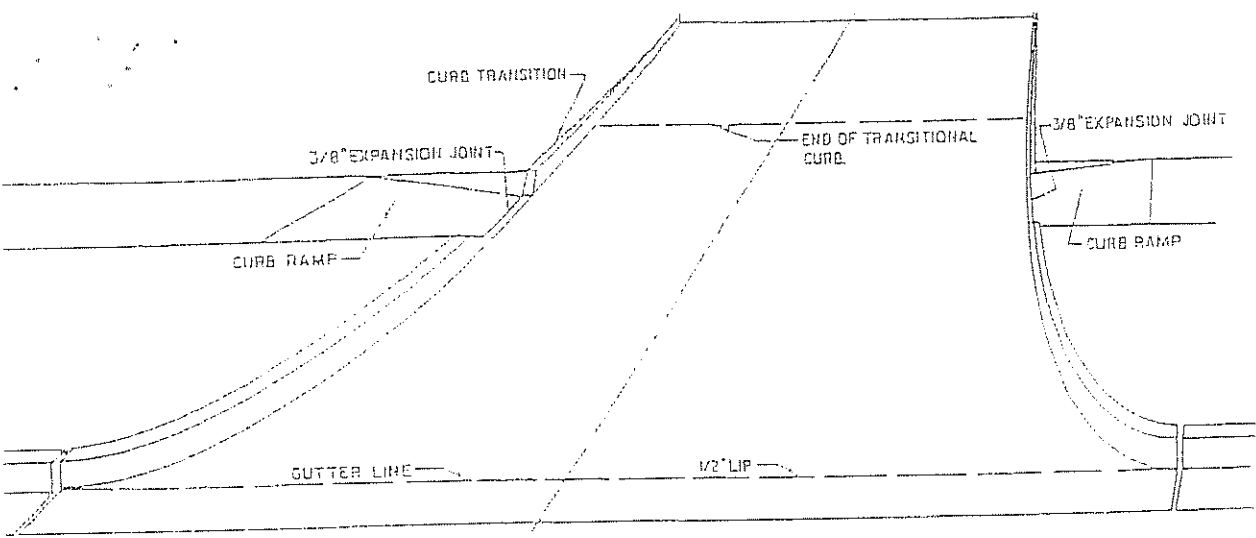
OUTSIDE EDGES SHALL BE RETRAINED AFTER BROWN FINISH IS APPLIED.



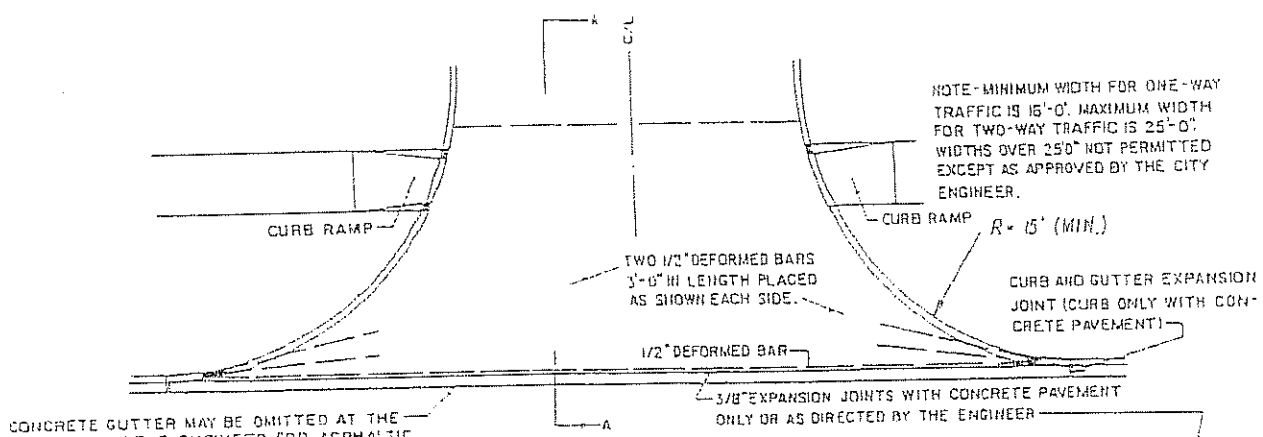
SIDEWALK PLAN

STANDARD DRAWING

CONCRETE STREET & SIDEWALK JOINT LAYOUT



PERSPECTIVE VIEW



PLAN VIEW

NOTE - MINIMUM WIDTH FOR ONE-WAY TRAFFIC IS 15'-0". MAXIMUM WIDTH FOR TWO-WAY TRAFFIC IS 25'-0". WIDTHS OVER 25'0" NOT PERMITTED EXCEPT AS APPROVED BY THE CITY ENGINEER.

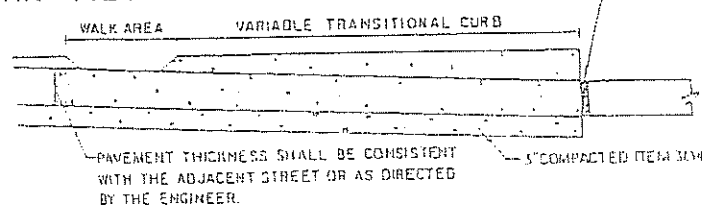
R = 15' (MIN.)

CURB AND GUTTER EXPANSION JOINT (CURB ONLY WITH CONCRETE PAVEMENT)

CONCRETE GUTTER MAY BE OMITTED AT THE DIRECTION OF THE ENGINEER FOR ASPHALTIC CONCRETE PAVEMENT

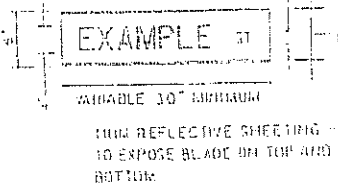
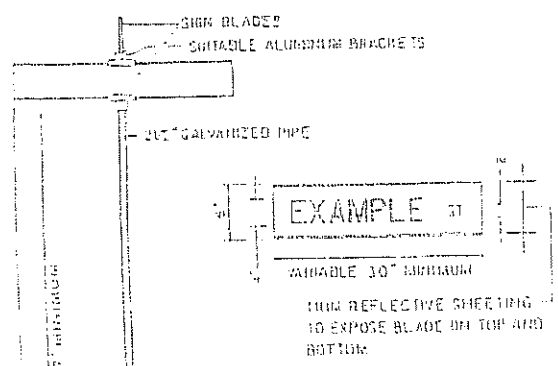
GENERAL NOTES

1. ALL CURBS SHALL BE CLEANED AND EDGED BY A 1/4" RADIUS EDGER.
 2. LONGITUDINAL JOINTS SHALL BE AS DIRECTED BY THE ENGINEER.
 3. EXPANSION JOINTS SHALL BE OF SUCH DIMENSIONS AS SHOWN IN STANDARD DRAWINGS FOR CONSTRUCTION JOINTS.
 4. ALL MATERIAL SHALL MEET THE REQUIREMENTS OF THESE SPECIFICATIONS.



SECTION A-A

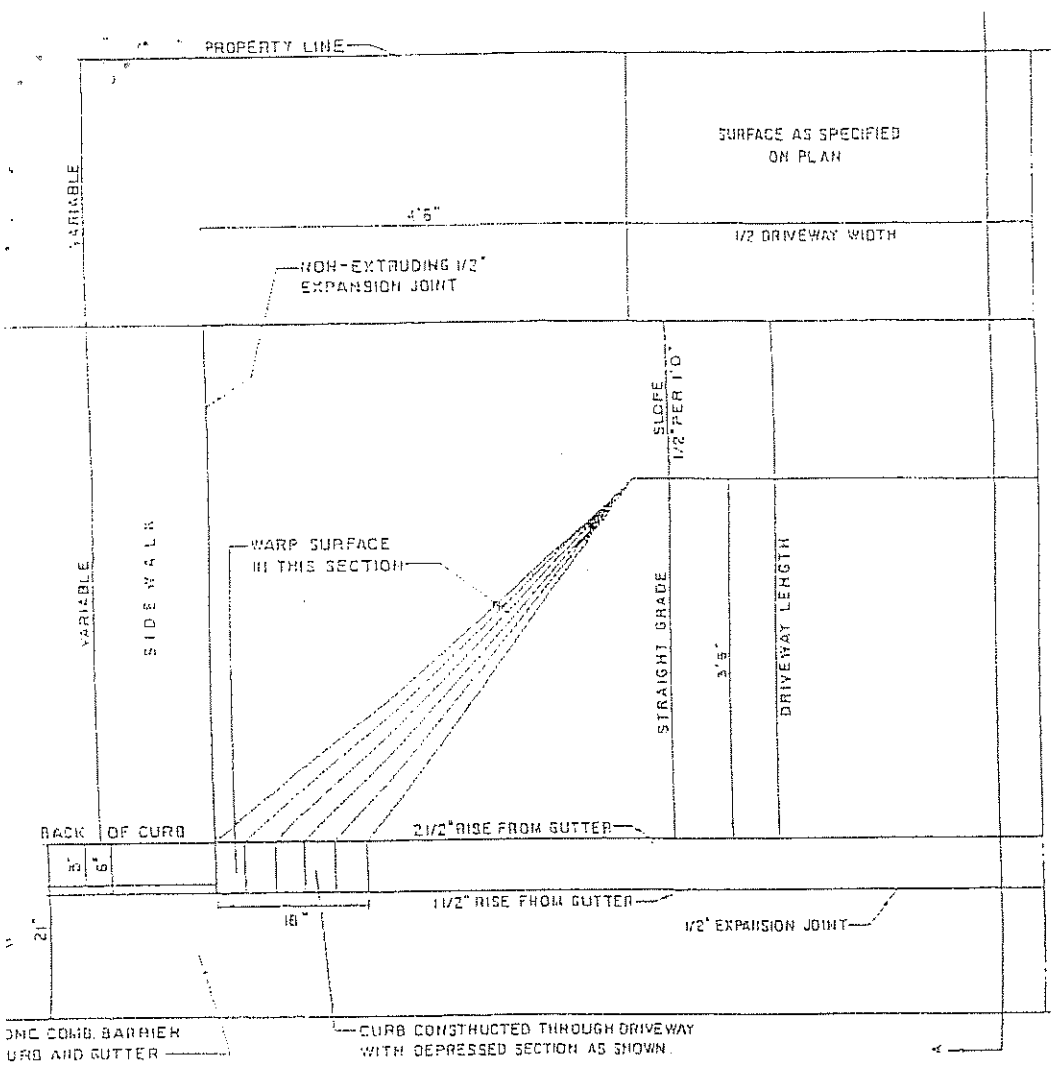
NOTES
 1. SIGN FACES SHALL BE MADE OF REFLECTORIZED WHITE LETTERS ON A REFLECTORIZED GREEN BACKGROUND.
 2. TYPE "C" SERIES LETTERS ARE RECOMMENDED, HOWEVER, TYPE "D" SERIES LETTERS WILL BE PERMITTED. REFERENCE UNIFORM MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
 3. SIGN BLADES SHALL HAVE A NOMINAL THICKNESS OF 3/16" UNLESS OTHERWISE SPECIFIED.
 4. SIGN BLADES SHALL BE MADE OF EXTRUDED ALUMINUM.
 5. SIGN BLADES SHALL BE BONDZERIZED OR ANODIZED PRIOR TO APPLYING THE REFLECTIVE SHEETING.



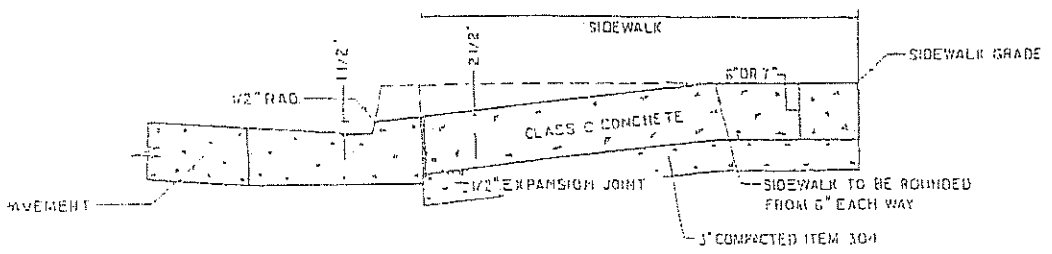
POST SHALL BE LOCATED AT THE INTERSECTION SO AS TO PROVIDE GOOD VISIBILITY OF STREET NAME FROM ALL APPROACHES

STANDARD DRAWING

COMMERCIAL DRIVE APPROACH



P L A N



SECTION A-A

DRIVEWAY NOTES

1. DRIVEWAYS SHALL BE CONSTRUCTED A MINIMUM OF 6'-0" IN WIDTH
2. DRIVEWAYS 10 FEET OR LESS IN WIDTH SHALL BE 6" IN THICKNESS. DRIVEWAYS OVER 10 FEET IN WIDTH SHALL BE 7" IN THICKNESS UNLESS OTHERWISE DIRECTED BY THE ENGINEER
3. DRIVEWAYS 10 FEET OR OVER IN WIDTH SHALL HAVE A CONTRACTING JOINT CONSTRUCTED IN THE CENTER FOR THE FULL LENGTH OF THE DRIVEWAY.
4. WHEN ADDING DRIVEWAYS TO EXISTING CURBS, THE ENTIRE EXISTING CURB MUST BE REMOVED. NO BREAKING OFF OF THE TOP PORTION OF THE CURB WILL BE ALLOWED.

STANDARD DRAWING

CONCRETE DRIVE WITH
SIDEWALK ABUTTING
THE CURB