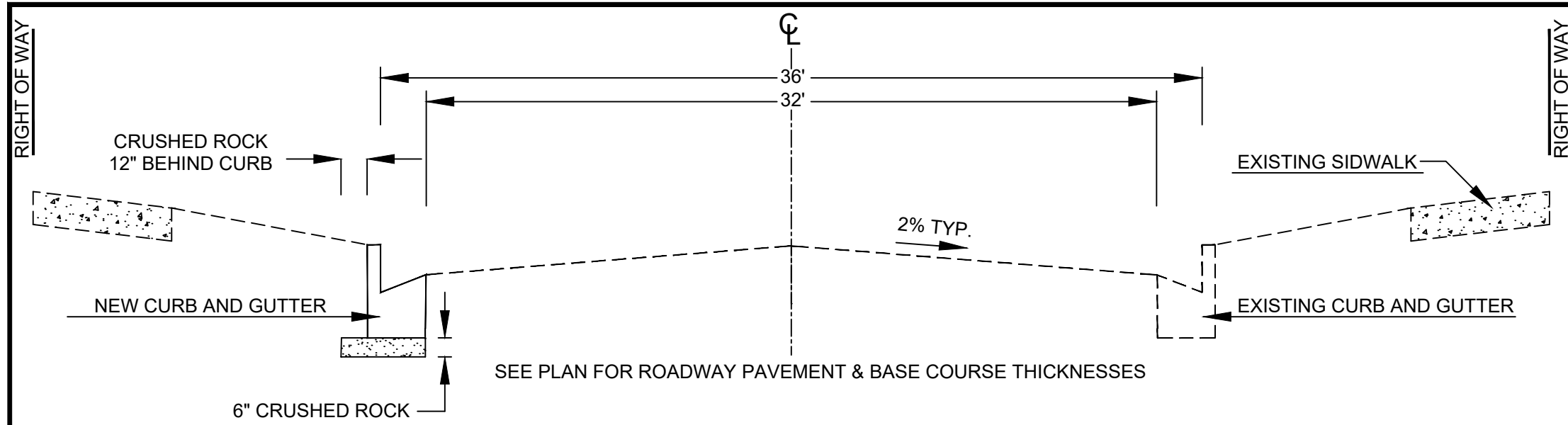
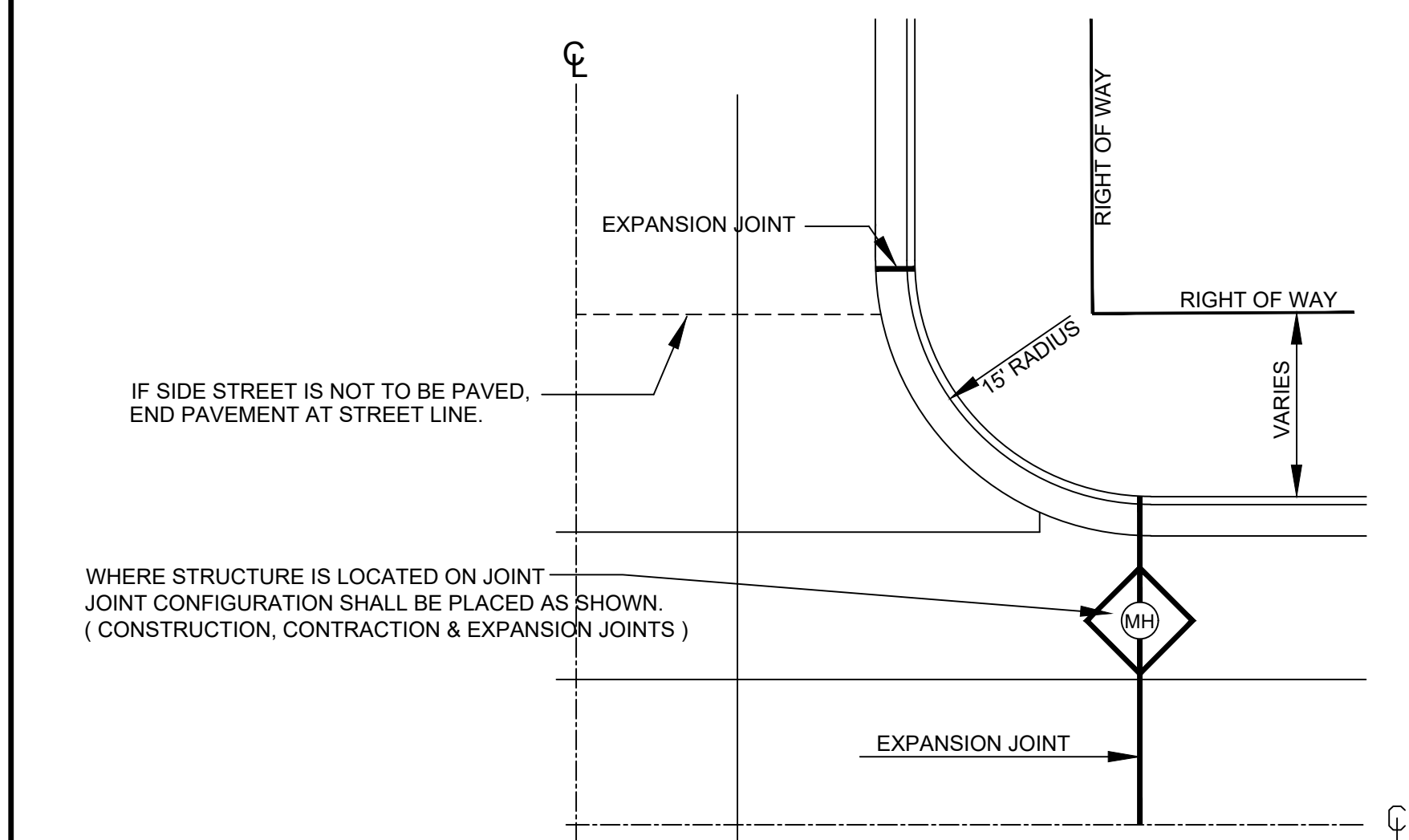




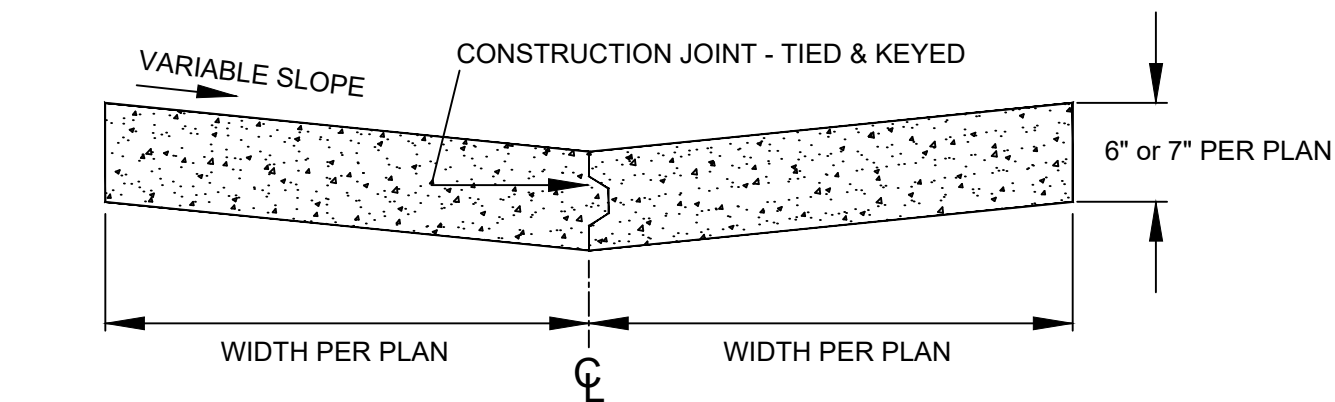
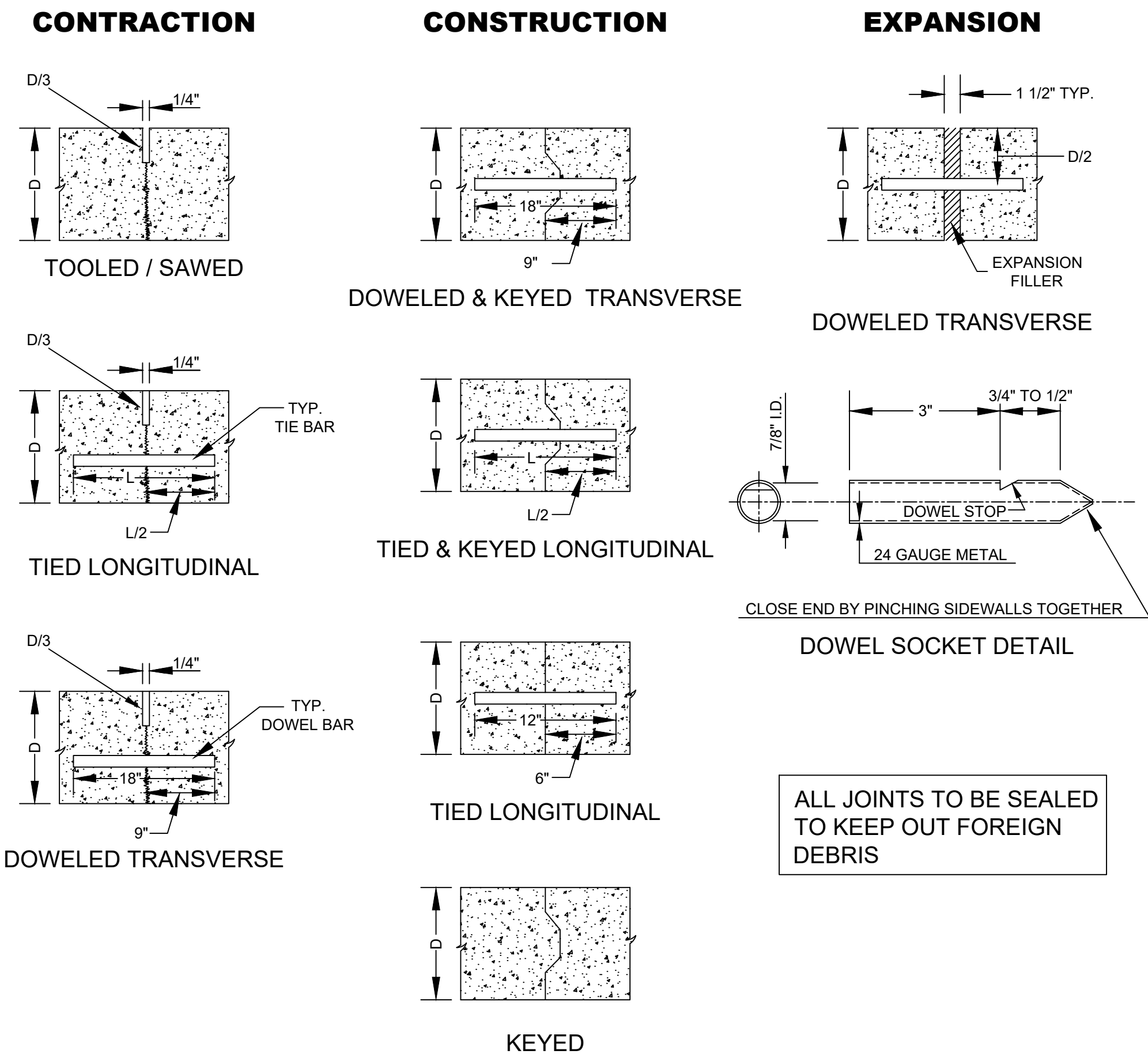
TYPICAL CROSS SECTION FOR 36' ROADWAY



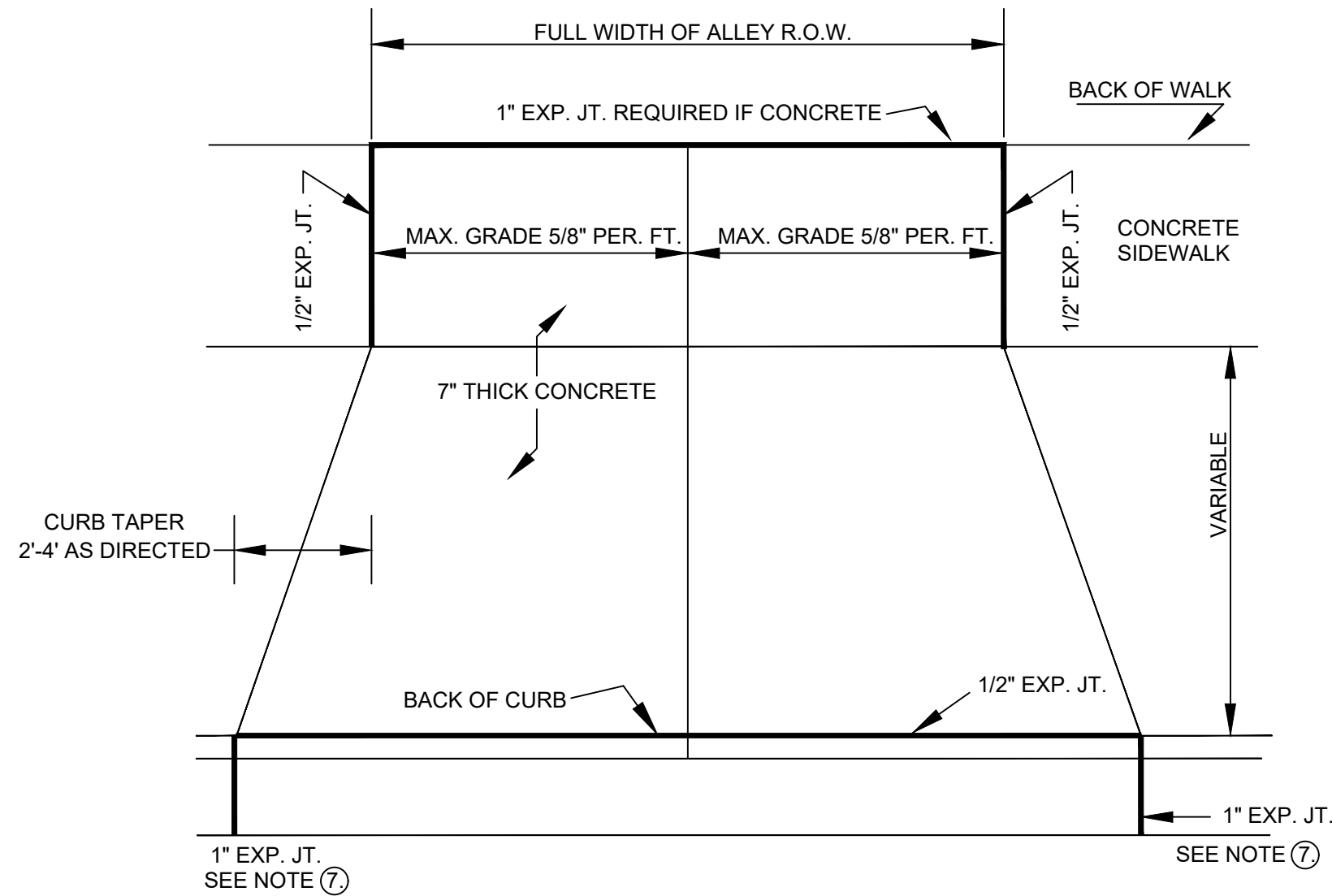
1/4 TYPICAL INTERSECTION

- NOTES: JOINTS**
1. EXPANSION JOINTS SHALL BE PLACED AT THE END OF RADII AT STREET INTERSECTIONS AND MID-BLOCK BETWEEN INTERSECTIONS. IN NO CASE SHALL THE DISTANCE BETWEEN EXPANSION JOINTS EXCEED 160 FEET.
 2. THE DISTANCE BETWEEN TRANSVERSE JOINTS SHALL NOT BE LESS THAN 10 FEET AND SHALL BE TYPICALLY 20 FEET APART.
 3. LONGITUDINAL CONSTRUCTION JOINTS BETWEEN CURB AND GUTTER SECTION AND CONC. PAVING SECTION SHALL BE SEALED AS SHOWN ON JOINT DETAILS.

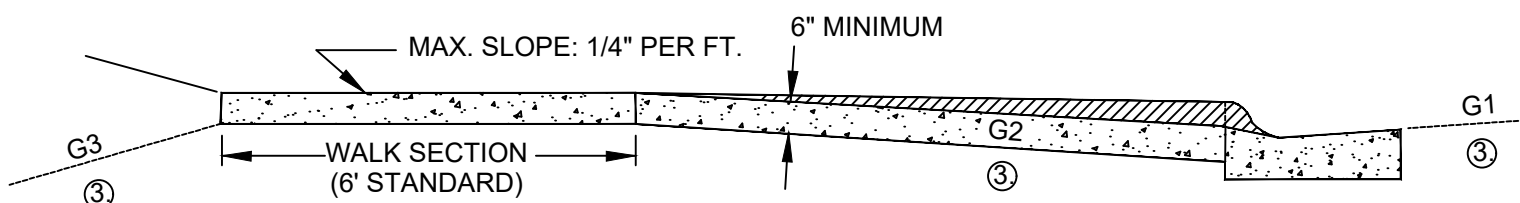
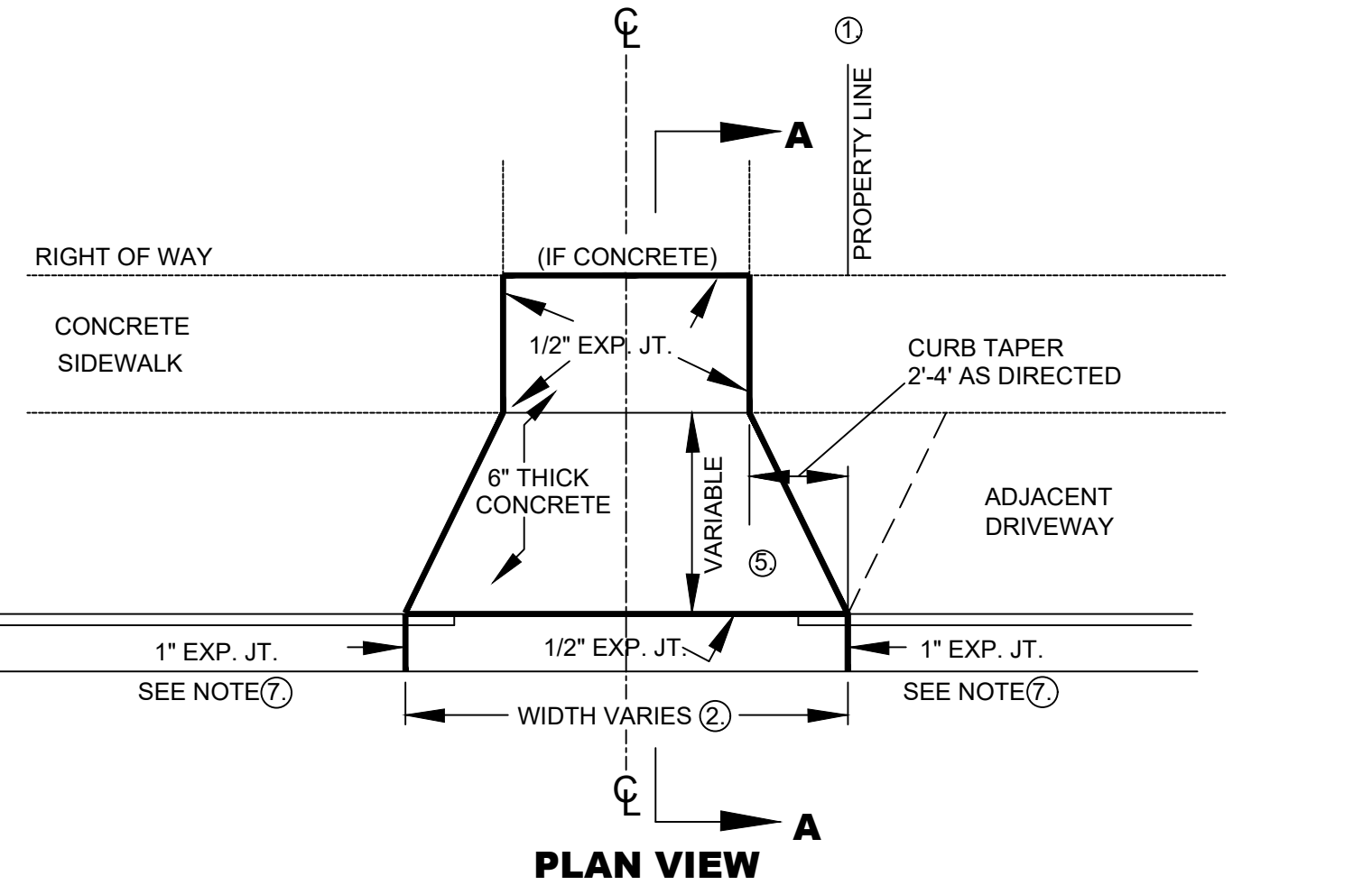
CONCRETE PAVEMENT JOINT DETAILS



TYPICAL ALLEY PAVEMENT SECTION DETAIL

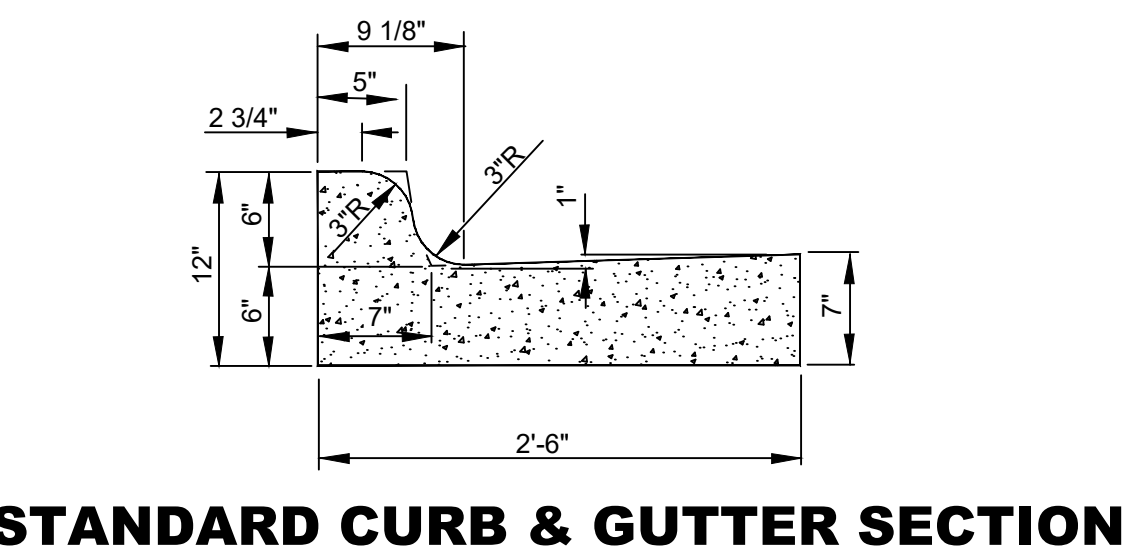


STANDARD ALLEY DRIVEWAY DETAIL

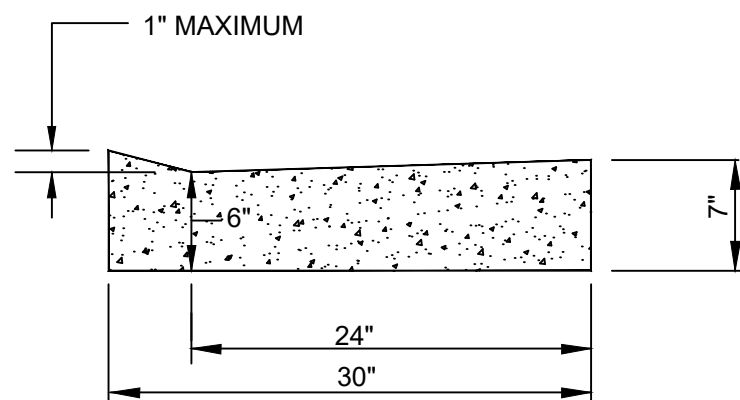


**SECTION A-A
STANDARD DRIVEWAY DETAIL**

- ① DRIVE SECTION SHALL NOT OVERLAP PROPERTY LINE EXTENDED, EXCEPT WHERE PERMITTED BY THE ENGINEER, OR WHEN A JOINT DRIVEWAY AGREEMENT IS EXECUTED BY OWNERS OF ADJACENT PROPERTIES.
- ② MAXIMUM DRIVEWAY WIDTH AT THE CURB AND SIDEWALK IS SET FORTH IN CITY ORDINANCE SEC. 40-4. FINAL DIMENSIONS SHALL BE APPROVED BY THE ENGINEERING DEPARTMENT.
- ③ THE BREAKOVER ANGLE (CAUSE OF CARS BOTTOMING) BECOMES CRITICAL WHEN THE ALGEBRAIC DIFFERENCE OF GRADES (G1, G2, & G3) EXCEEDS 11%.
- ④ A REINFORCED DRIVE SECTION IS REQUIRED FOR CURB & GUTTER IN AREAS ZONED INDUSTRIAL OR COMMERCIAL.
- ⑤ BACK OF CURB TO FRONT OF CONCRETE SIDEWALK MUST BE CONCRETE, BRICK OR ASPHALT.
- ⑥ MECHANICAL COMPACTION OF SUBSOIL IN LAYERS LESS THAN 12" TO ACHIEVE MINIMUM COMPACTION OF 95% OF MAXIMUM DENSITY FROM MODIFIED PROCTOR IS REQUIRED. (INCLUDING STREET SIDE AFTER FORMS ARE REMOVED)
- ⑦ EXPANSION JOINT IS REQUIRED AT BOTH ENDS OF DRIVEWAY WHEN ONLY DRIVEWAY IS INSTALLED OR REPLACED. WHEN ENTIRE BLOCK OF CURB & GUTTER IS INSTALLED THE EXPANSION JOINT AT DRIVEWAY ENDS MAY BE OMITTED.
- ⑧ TURNING OF 2' DIAMETER DRIVEWAY RETURNS IN LIEU OF DIMINISHING CURB AS SHOWN IS PERMITTED IF DESIRED BY PROPERTY OWNER.
- ⑨ INSTALLATION OF A DRIVEWAY BY REMOVING EXISTING CURB ONLY IS NOT ALLOWED. ENTIRE EXISTING C&G MUST BE REMOVED FOR NEW DRIVEWAYS. SAWING & REMOVAL OF A MINIMUM 2' WIDTH OF ASPHALT STREET PAVEMENT TO INSTALL FRONT FORMS IS REQUIRED.

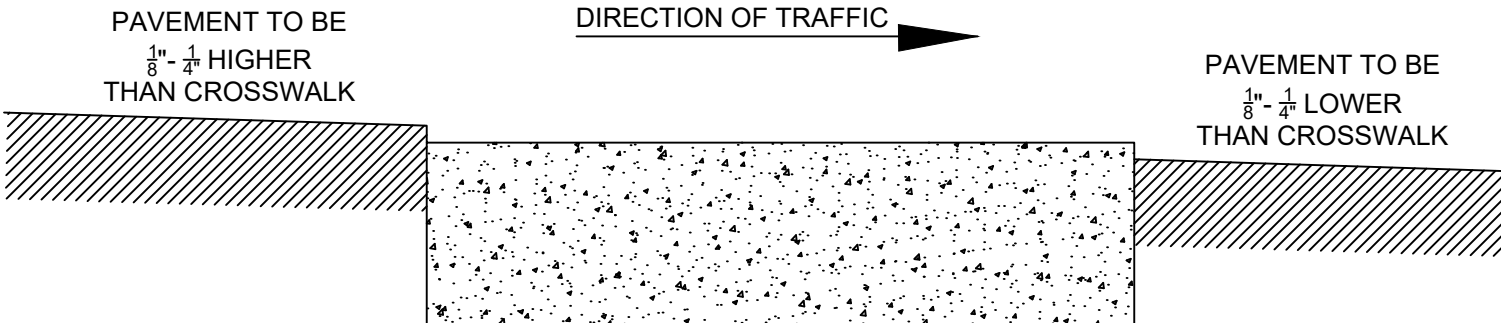


STANDARD CURB & GUTTER SECTION

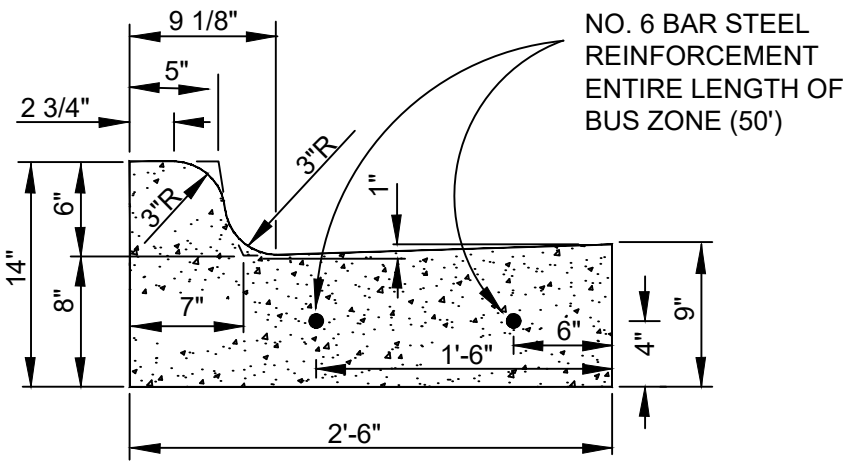


GUTTER ONLY SECTION

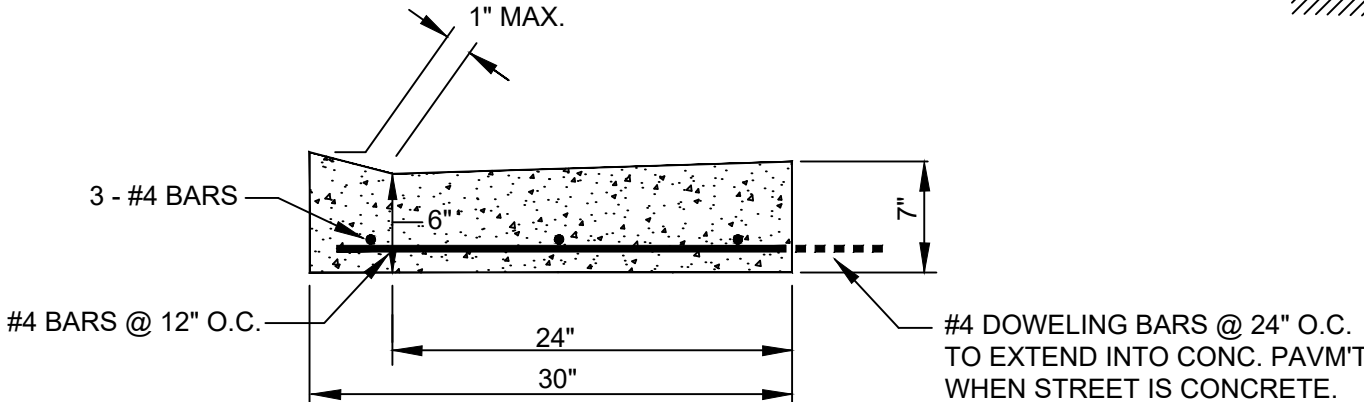
DRAWINGS NOT TO SCALE



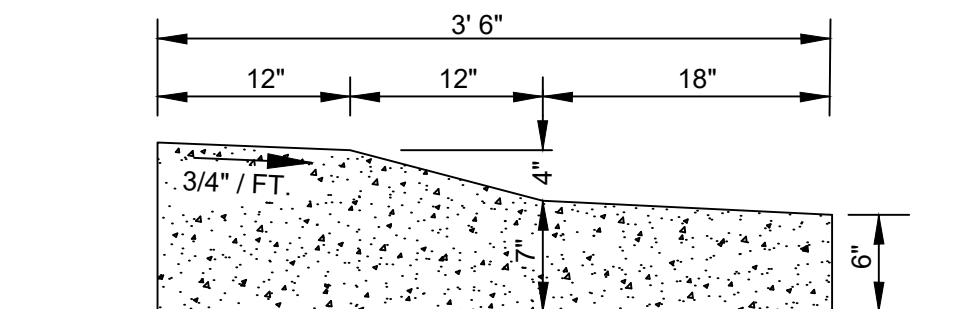
CONCRETE CROSSWALK DETAIL



**REINFORCED
CURB & GUTTER SECTION
(BUS STOP LOCATIONS)**



REINFORCED DRIVEWAY SECTION ④



TRAFFIC CIRCLE CURB SECTION

STANDARD DETAIL D-1-1

CONCRETE PAVEMENT & CURB AND GUTTER

ENGINEERING DEPT.

City of LaCrosse, Wis.

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PAGE	REVISIONS	JMC	01/2021 11/2024

SCALE: NONE