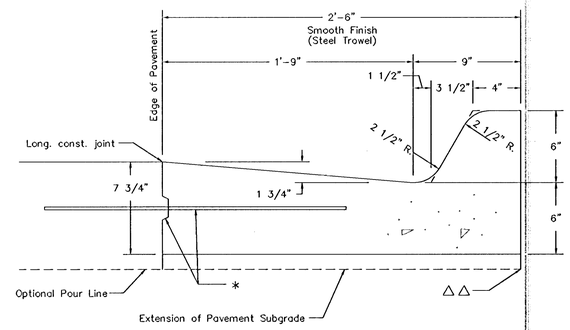
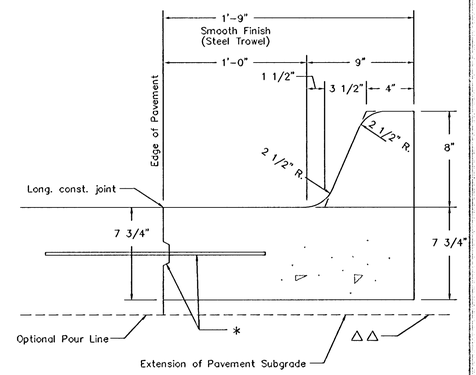
FHWA Region No.	State	Project Number	Year	Sheet No.	Total Sheets
7	Kansas	472-82477	1994	15	38



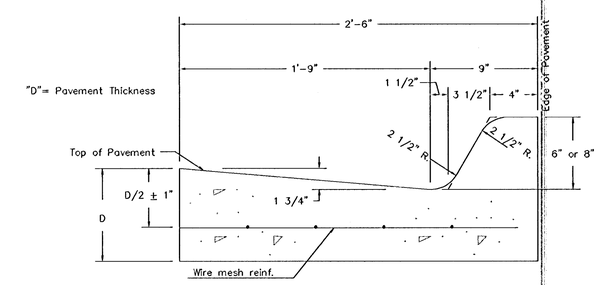
Combined Curb & Gutter – Type I (2'-6" Width)



Combined Curb & Gutter – Type III (1'-9" Width)

* Longitudinal Construction Joint and #4 x 3'-0" Bars @ 2'-6" ctrs., where Concrete Pavement Is Constructed.

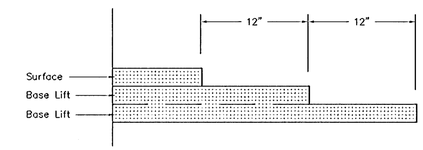
△△ Contractor has The Option Of Thickening The Curb And Gutter As Shown.



6" or 8" Edge Curb (Monolithic)

NOTE: Planes of weakness are to be constructed over the contraction joints in the concrete pavement.
A 1" premoulded Expansion Joint Filler (Nonextruding, Type B) cut to the dimensions of the Edge Curb shall be used over the expansion joints in the concrete pavement.

TRANSVERSE CONSTRUCTION JOINTS



Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joints existing flexible base pavement as shown by the detail. All costs associated with the construction of the transverse joint shall be included in the bid price for square yards 5" asphaltic concrete pavement (5" bituminous base).

GENERAL NOTES

Combined curb and gutter or gutter adjoining concrete pavement may, at the contractor's option, be poured either monolithically or separately, using either the mix used in the concrete pavement or Class "A" Concrete (AE). The combined curb and gutter or gutter shall have the same section as shown on the plans. If poured monolithically, dowel bars may be omitted from the combined curb and gutter or gutter, but the wire mesh shall extend to 6" less from the back of curb or gutter. Pavement joints shall be continues through curb or gutter and no other planes of weakness will be required. Joints in the combined curb and gutter or gutter are to be filled with the same material as used for the pavement joints.

Expansion joints in the combined curb and gutter are to be placed opposite expansion joints in the pavement.

Where combined curb and gutter or gutter does not abut concrete pavement or concrete base course, omit tie bars and longitudinal construction joint and place a 1" premoulded Expansion Joint Filler (Nonextruding, Type B) cut to the dimensions of the combined curb and gutter or gutter, at a spacing of not to exceed 250' and at the ends of curb returns.

Where combined curb and gutter or gutter is adjacent to bituminous construction, planes of weakness shall be constructed at 20'-0" intervals.

A 4' length of transition from normal gutter section to the tapered gutter section shall be used at the ends of each run of gutter except where the gutter abuts a curb, such as at the end of a bridge. Inlets shall be located so as not to fall within this transition section.

Where pressure relief joint (Urethane Foam) is placed across the pavement, and gutter or curb and gutter is continued on for more than 10', use Type B, nonextruding, joint filler through gutter section, shaped to fit gutter or curb and gutter. Material may be solid Type B, approximately 4" thick, or other thickness pieces (Type B), bonded together with cold mastic or other material, as approved by the Engineer.

Curb, Gutter, or Curb and Gutter at bridge ends shall be constructed to set on the abutment slab rest as shown for concrete pavement on Standard No. 716. This work shall be subsidary to the bid items "Curb", "Gutter", or "Curb & Gutter", as applicable.

For expansion joint treatment where combined curb and gutter or gutter abuts a bridge wing on a U type abutment see bridge drawings.

Longitudinal joints shall be sawed and sealed with silicone joint sealant as shown on pavement details.

Fabric base reinforcement shall be 8 x 1100 by Tensar Corp. or LB0201 by Tenax Corporation or appoved equal. Fabric base reinforcement shall be installed in accordance with manufactures recommendations. Crushed rock shall be uniformly graded from 1 1/2" maximum size to not more than 10% passing a No. 200 sieve. Rock quality shall be the same as specified for coarse aggregate for concrete mixes.

Description	K-42/Pawnee Ave/West St Combined Curb & Gutter Detail	
Scale:	Drawn By: SAC	Index No.: 706028
Date: Nov 1994	Revised: Mar 95	

CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
City Engineer – Michael E. Lindebak