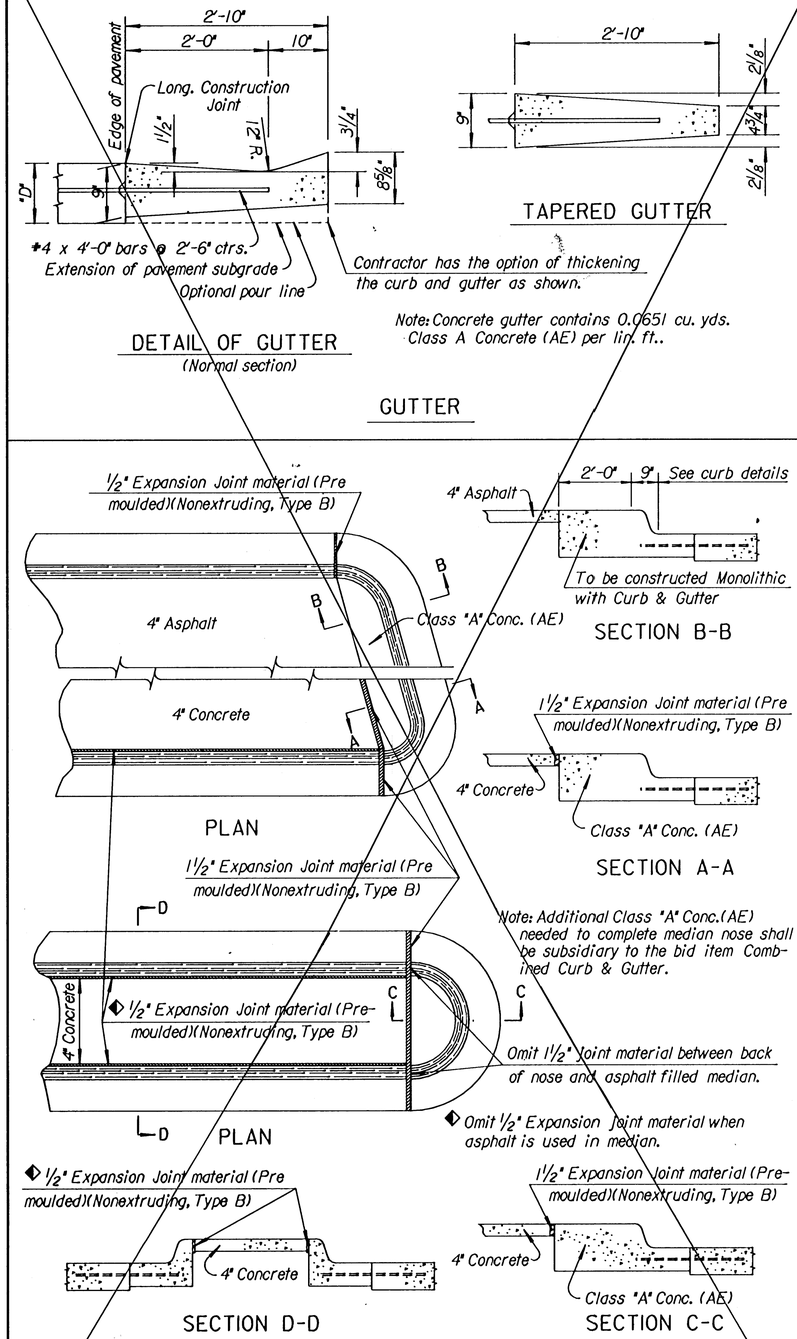
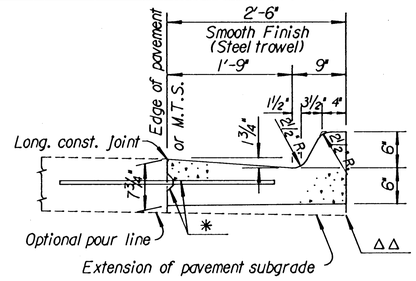
FHWA REGION NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	KANSAS	87-N-0033-01	1995	28	34

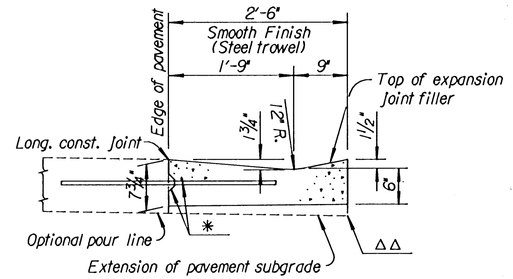


TYPICAL NOSE DETAILS FOR RAISED MEDIANS



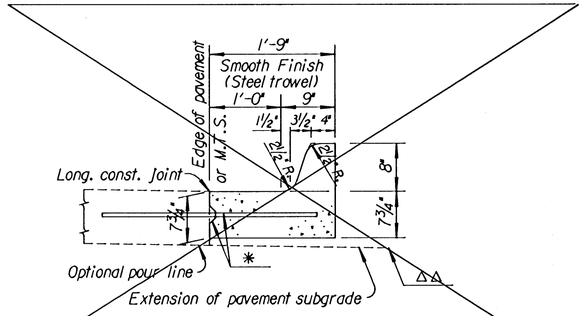
TYPICAL SECTION

COMBINED CURB & GUTTER - TYPE I (2'-6" WIDTH)



TYPICAL SECTION

COMBINED CURB & GUTTER - TYPE II (2'-6" WIDTH)



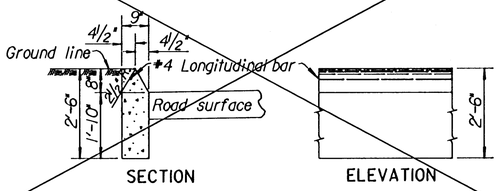
TYPICAL SECTION

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.

ΔΔ Contractor has the option of thickening the curb and gutter as shown.

Note: Use Class "A" Concrete (AE) thruout.
All exposed edges shall be finished with an edging tool.
Place a 1" premoulded Expansion Joint Filler (nonextruding, Type B) at a spacing of not to exceed 250'.



SECTION ELEVATION

PROTECTION CURB 8"

GENERAL NOTE

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 be extended to 6" or less from the back of the curb or gutter. Pavement joints shall be continued 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.

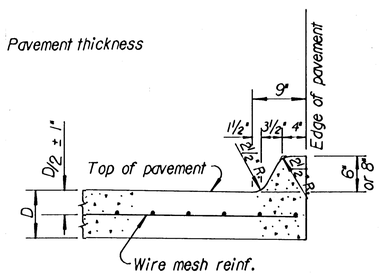
A 4' length of transition from normal gutter section to the tapered gutter section shall be used at the ends of each run of gutter except where the gutter abuts a curb, such as at the end of a bridge. Inlets shall be located so as not to fall within this transition section.

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 subsidiary to the bid items "Curb", "Gutter", or "Curb & Gutter", as applicable.

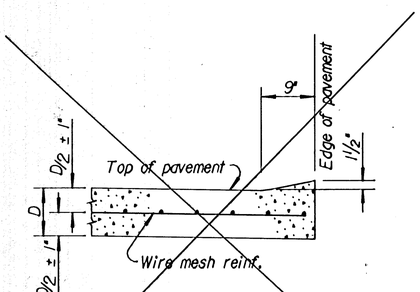
For expansion joint treatment where combined curb and gutter or gutter abuts a bridge wing on a U type abutment see bridge drawings.

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



TYPICAL SECTION

6" OR 8" EDGE CURB
(MONOLITHIC)



TYPICAL SECTION

1½" 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.

EDGE CURB

NO.	DATE	REVISIONS	BY	APP'D
11	5-5-89	Rev. U type abut. note, GENERAL NOTE	R.J.S.	J.O.B.
10	10-15-87	Silicone joint sealant GENERAL NOTE	R.J.S.	J.O.B.
9	4-20-85	Note - U type abutments	W.L.H.	J.O.B.

KANSAS DEPARTMENT OF TRANSPORTATION

CURB, GUTTER AND COMBINED CURB & GUTTER

~~STD.NO. 635.1~~

FHWA APPROVAL	6-30-89	APP'D JAMES O. BREWER	
DESIGNED	DETAILED	QUANTITIES	TRACED Bowser
DESIGN CK.	DETAIL CK.	QUAN.CK.	TRACE CK. Seitz