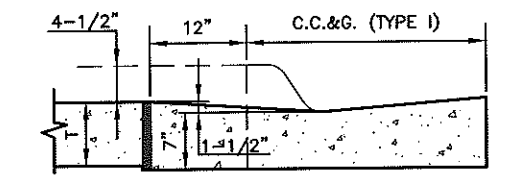
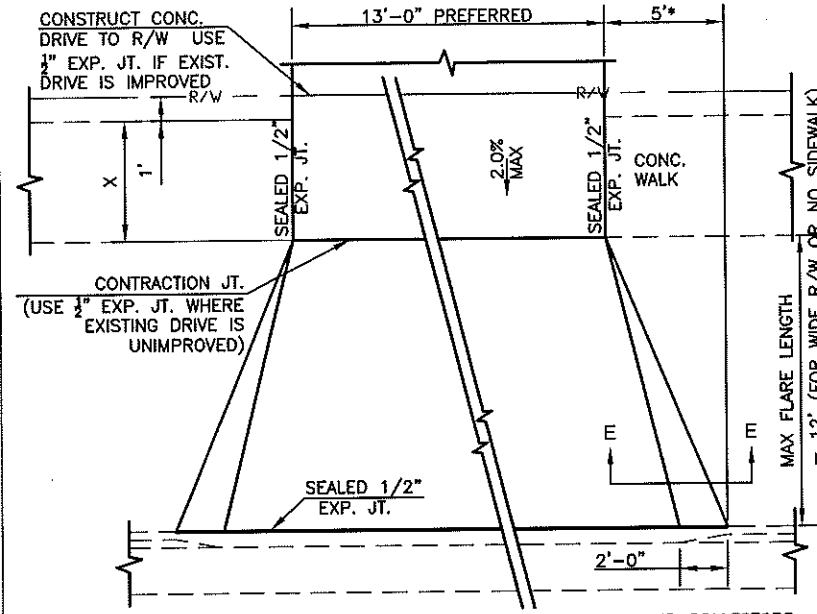


COMMERCIAL DRIVE APPROACH



SECT. A - A
T=8" NON-REINFORCED FOR COMMERCIAL DRIVE, ALLEY APPROACH, AND SIDEWALK IN DRIVE ENTRANCE.

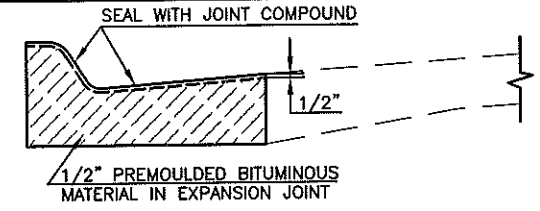


TYPICAL PRIVATE DRIVE APPROACH

CONSTRUCT CONC. DRIVE TO R/W USE 1/2" EXP. JT. IF EXIST. DRIVE IS IMPROVED R/W
CONTRACTION JT. (USE 1/2" EXP. JT. WHERE EXISTING DRIVE IS UNIMPROVED)
MAX FLARE LENGTH = 12' (FOR WIDE R/W OR NO SIDEWALK)
"X" = 5'-0" ON PRINCIPAL ARTERIAL, MINOR ARTERIALS AND COLLECTORS
"X" = 4'-0" ON SUB-COLLECTORS AND LOCALS

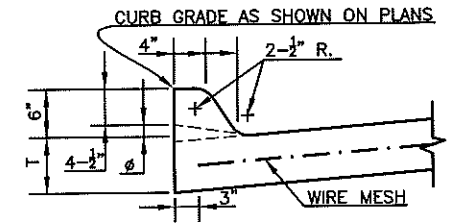


SECT. E - E
T₁=6" FOR RESIDENTIAL DRIVE APPROACH AND SIDEWALK IN DRIVE ENTRANCE

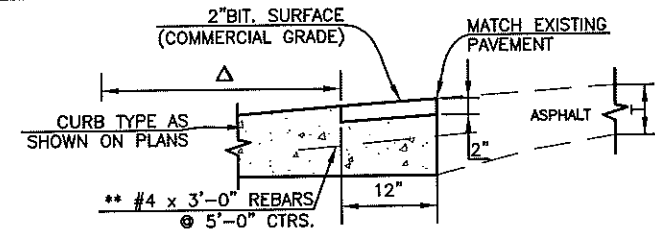


CURB AND GUTTER EXPANSION JOINT DETAILS

NOTE: 1/2" EXPANSION JOINTS TO BE PLACED AT THE END OF ALL INTERSECTION RETURNS.
SAND IS NOT AN APPROVED FILL OR SUBGRADE MATERIAL.
ALL EXPANSION JOINTS SHALL BE SEALED WITH APPROVED MATERIAL.

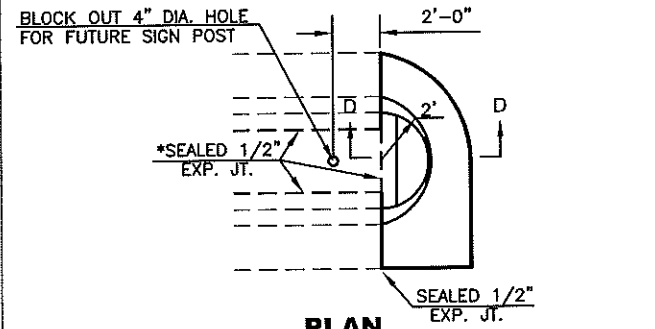


6" INTEGRAL CURB

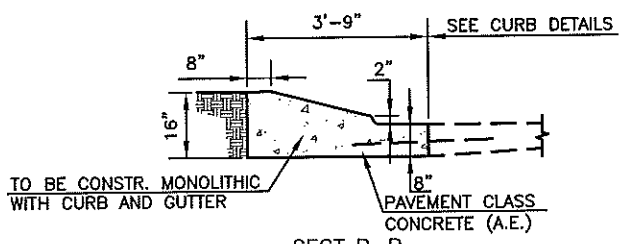


CC&G (MODIFIED)

NOTE: CURB AND GUTTER ABUTTING EXISTING ASPHALT
Δ DIMENSION IS FROM BACK OF CURB TO TOE, SEE APPROPRIATE DETAIL FOR CURB TYPE AS SHOWN ON PLANS

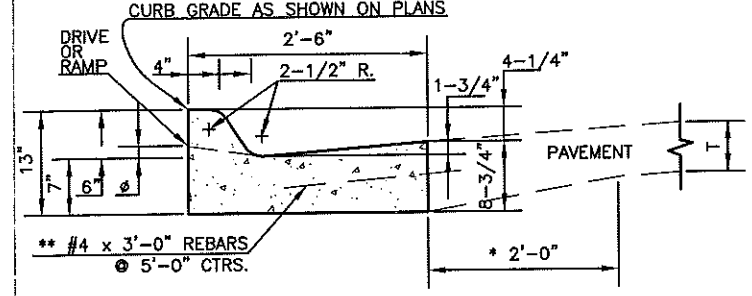


PLAN

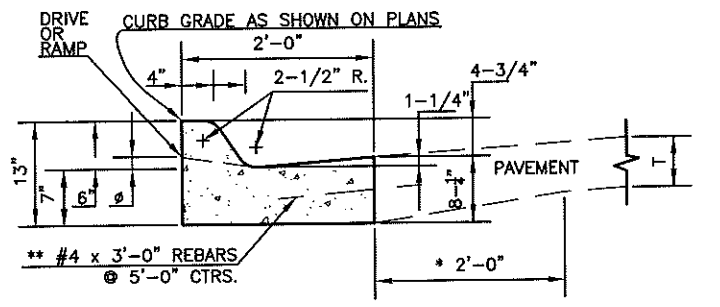


SOLID NOSE DETAILS

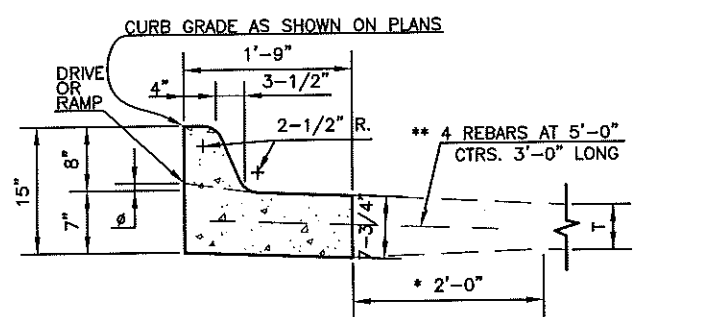
NOTE: PAVEMENT CLASS CONCRETE (A.E.) NEEDED TO COMPLETE THE MEDIAN NOSE SHALL BE SUBSIDIARY TO THE BID ITEM FOR COMBINED CURB AND GUTTER TYPE III.
* OMIT SEALED 1/2" EXPANSION JOINT WHEN SURFACE MATERIAL USED IN MEDIAN IS OTHER THAN CONCRETE.



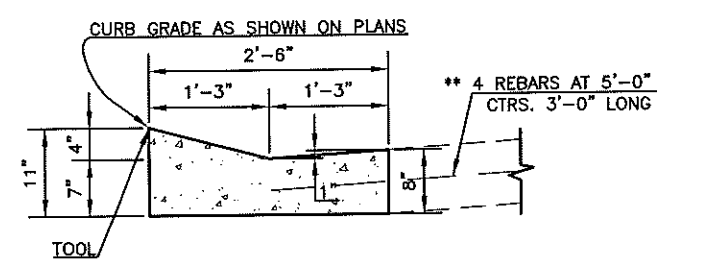
COMBINED CURB & GUTTER-TYPE I



COMBINED CURB & GUTTER-TYPE II

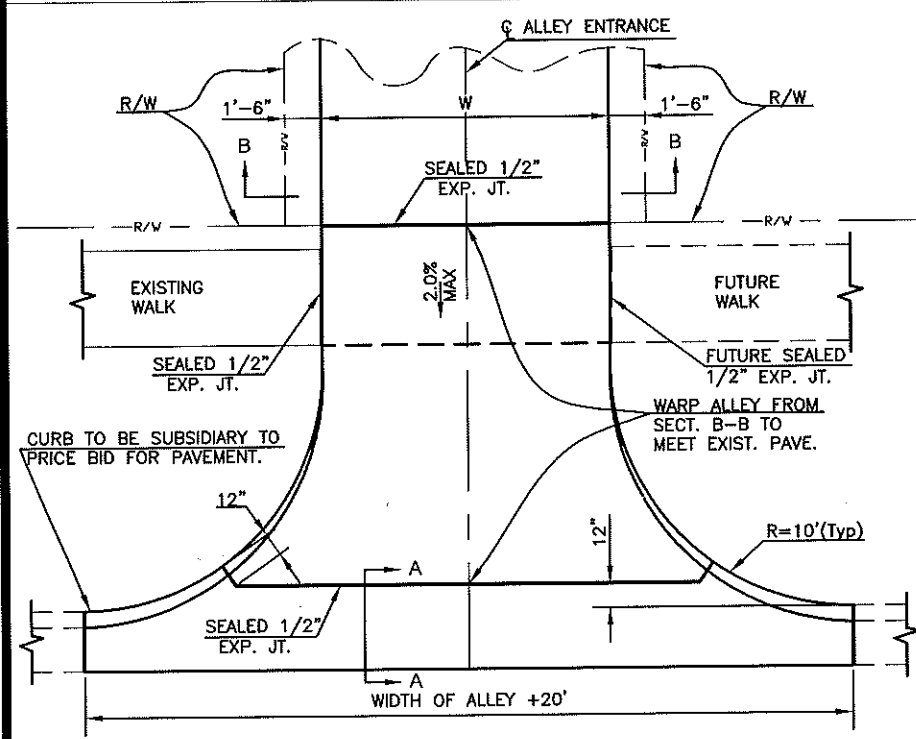


COMBINED CURB & GUTTER-TYPE III

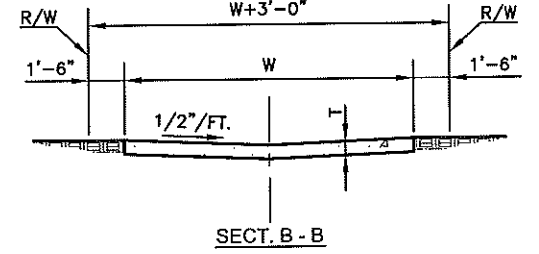


LAYBACK CURB & GUTTER-TYPE IV

NOTE: USE OF LAYBACK CURB AND GUTTER IS RESTRICTED TO STREET CLASSIFICATION OF SUB-COLLECTOR AND LOCAL. LAYBACK CURB AND GUTTER SHALL NOT BE USED IN INTERSECTION CURB RETURNS.
* THE CONTRACTOR HAS THE OPTION OF MAINTAINING OR TRANSITIONING AS SHOWN AT NO ADDITIONAL COST.
**THE TIE BARS MAY BE ELIMINATED WITH ASPHALTIC CONCRETE PAVEMENT CONSTRUCTION.
Ø 1-1/2" FOR DRIVE ENTRANCES AND 3/4" FOR SIDEWALK RAMP
FOR CURB AND GUTTER ABUTTING EXISTING ASPHALT, REFER TO CC&G MODIFIED DETAIL

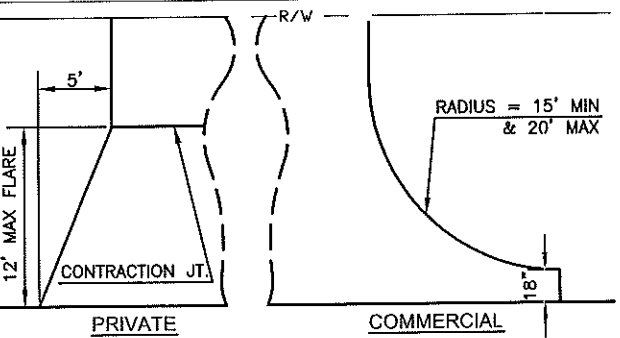


ALLEY APPROACH



SECT. B - B

NOTES:
1. T=7" REINFORCED CONCRETE
2. WIDTH OF W WILL BE USED THROUGHOUT ON ALL ALLEY PAVING PROJECTS.
3. ALLEY RETURNS SHALL BE THE SAME THICKNESS AS THE ADJACENT STREET THICKNESS.
4. 1/2" EXP. JOINT AT EACH END OF ALLEY RETURN.



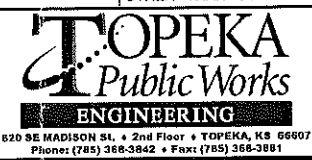
DRIVE APPROACHES ON AN UNIMPROVED ROADWAY

NO.	DATE	REVISION	BY	APP'D
3	March 2010	Eliminated keyed jt. at Com. Drive Appr.	DHS	SB
2	Dec. 2009	Added Dr. Appr. on Unimpr. Rdwy., added flare verbage, mod. S/W x-slope & remov. keyed joints from C & G.	DHS	SB
1	Feb. 2008	Mod. Com. Dr. & Alley Appr.	DHS	SB

DRAWN BY: *rm/mc*
APP'D BY: *R. Clumley*



SHAWNEE COUNTY, KANSAS
PUBLIC WORKS DEPARTMENT
1515 NW SALINE
TOPEKA, KS 66618
(785) 233-7702



STANDARD DETAILS

CURB & GUTTER AND APPROACH DETAILS
(DT-003)

DATE: Month_Year
SHEET: X_of_X
PROJ: X-XXXXX.XX