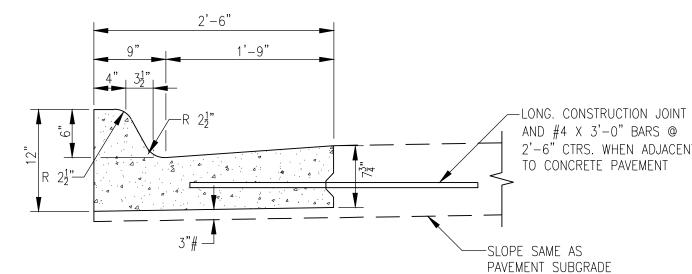


PAVEMENT DETAIL - 6" CONCRETE

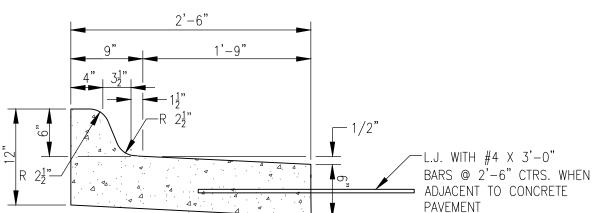
3 1 1/2" MINIMUM.

<u>DETAIL A</u>

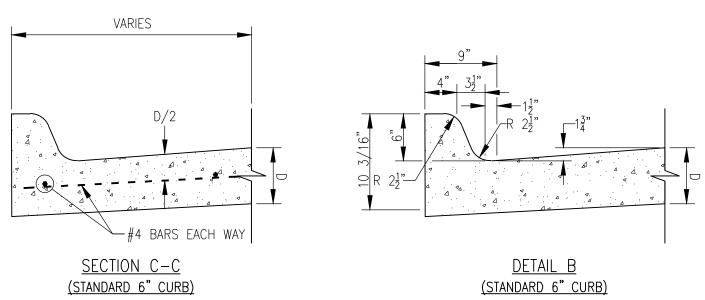
INDUCED CRACKING —



COMBINED TYPE I CURB & GUTTER DETAIL



MODIFIED TYPE 1 CURB & GUTTER DETAIL



MONOLITHIC EDGE CURB DETAIL

- 1. 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 PAVEMENT OR CONCRETE GRADE 3.0 (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 WELDED WIRE FENCE SHALL BE EXTENDED TO 6" OR LESS FROM THE BACK OF THE CURB OR GUTTER. PAVEMENT JOINTS SHALL BE CONTINUED THROUGH THE CURB AND GUTTER 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
- 2. EXPANSION JOINTS IN THE COMBINED CURB AND GUTTER ARE TO BE PLACED OPPOSITE EXPANSION JOINTS IN THE PAVEMENT.
- 3. 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 (NON-EXTRUDING, TYPE B) CUT TO THE DIMENSIONS OF THE COMBINED CURB AND GUTTER OR GUTTER, AT A SPACING NOT TO EXCEED 250' AND AT THE ENDS OF CURB
- 4. WHERE COMBINED CURB AND GUTTER OR GUTTER IS ADJACENT TO BITUMINOUS CONSTRUCTION, PLANES OF WEAKNESS SHALL BE
- 5. 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
- 6. 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 NON-EXTRUDING 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.
- 7. LONGITUDINAL JOINTS SHALL BE SAWED AND SEALED WITH JOINT SEALANT, SEE SPECIAL PROVISIONS FOR TYPE.
- 8. WHEN ADJACENT TO BITUMINOUS PAVEMENT, CONTRACTION JOINTS SHALL BE CONSTRUCTED IN CURB AND GUTTER BY SAWING AT RIGHT ANGLES TO THE CURB LINE AT NO MORE THAN 10 FT INTERVALS. THE SAW CUTS SHALL BE 1 1/4" IN DEPTH (MIN.) AND NOT MORE THAN 3/8" IN WIDTH. SEALING OF CURB AND GUTTER JOINTS IS NOT REQUIRED.
- 9. WHEN ADJACENT TO CONCRETE PAVEMENT, CONTRACTION JOINT LOCATIONS SHALL MATCH PAVEMENT JOINTS.
- # CURB AND GUTTER SHALL BE UNDERLAID WITH 3" BITUMINOUS BASE COURSE WHEN ADJACENT TO BITUMINOUS PAVEMENT, AND SHALL BE FULL PAVEMENT THICKNESS WHEN ADJACENT TO CONCRETE PAVEMENT.

CITY OF ARKANSAS CITY, KANSAS MISCELLANEOUS CONCRETE DETAILS



DRAWN BY: JDS PROJECT #: DATE: 2/29/2012 CHECKED BY: CAM SHEET: