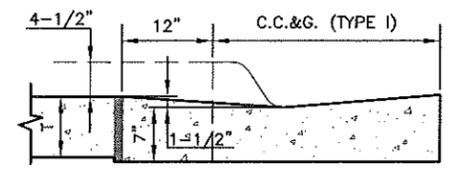
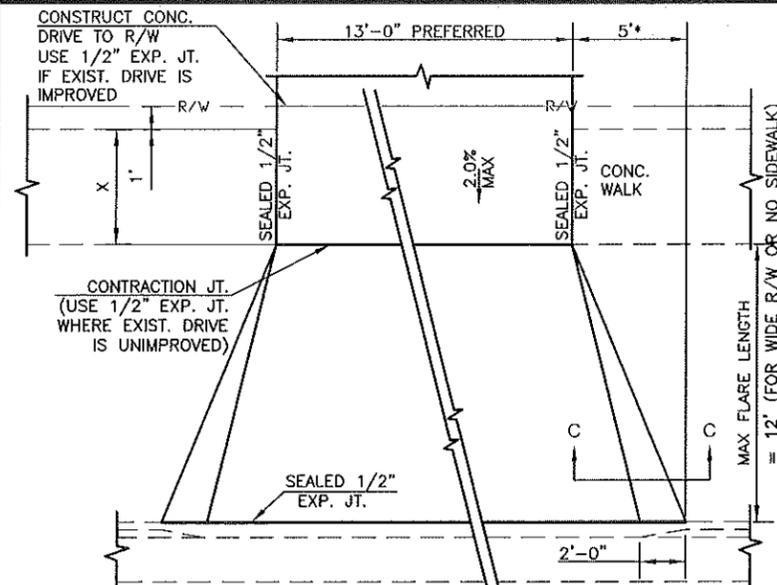


**COMMERCIAL DRIVE APPROACH**

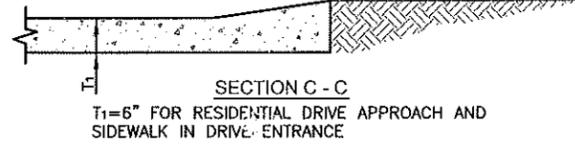


SECTION A - A  
T=8" NON-REINFORCED FOR COMMERCIAL DRIVE, ALLEY APPROACH, AND SIDEWALK IN DRIVE ENTRANCE.

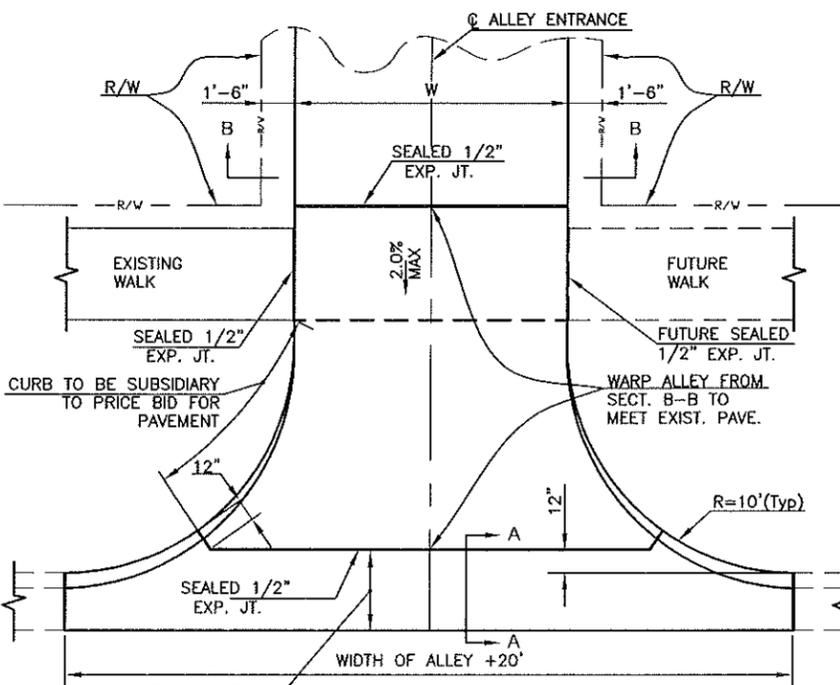


**TYPICAL PRIVATE DRIVE APPROACH**

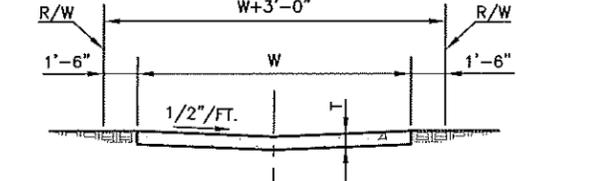
NOTES:  
1. A SPECIAL DETAIL WILL BE PROVIDED WHEN SIDEWALK IS CLOSER THAN 6'-0" FROM BACK OF CURB.  
2. THEORETICAL CURB HEIGHT OF 6" ABOVE  $\bar{E}$  SHALL BE OBTAINED IN ENTRANCE PAVEMENT.  
\* FLARE SHALL BE 5 FEET WIDE IN NEW CONSTRUCTION. VARIANCES MAY BE MADE WITH APPROVAL OF THE CITY ENGINEER IN SPECIAL CIRCUMSTANCES FOR THE REPLACEMENT OF EXISTING DRIVEWAYS.



SECTION C - C  
T<sub>1</sub>=6" FOR RESIDENTIAL DRIVE APPROACH AND SIDEWALK IN DRIVE ENTRANCE

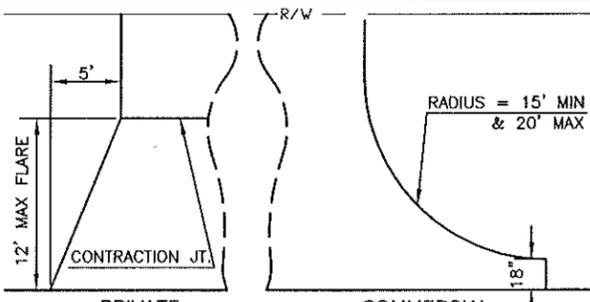


**ALLEY APPROACH**

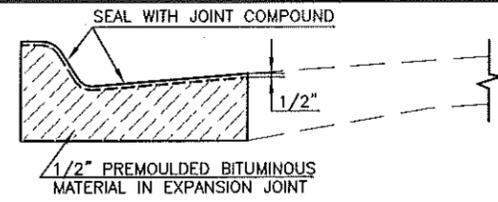


SECTION B - B

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.

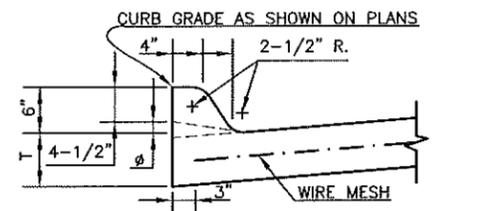


**DRIVE APPROACHES ON AN UNIMPROVED ROADWAY**

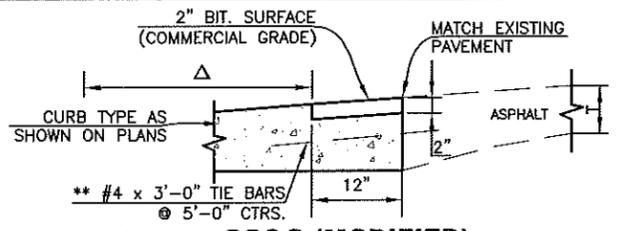


**CURB AND GUTTER EXPANSION JOINT DETAILS**

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

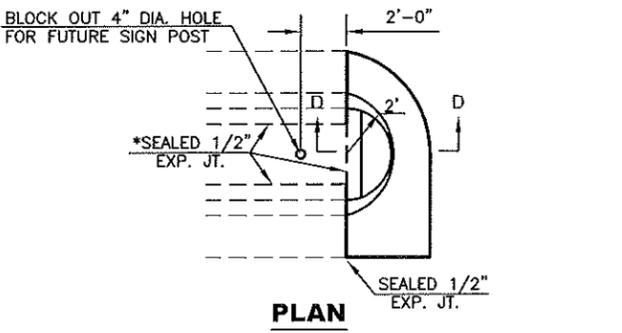


**6" INTEGRAL CURB**

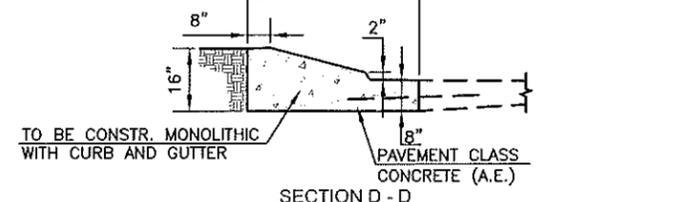


**CC&G (MODIFIED)**

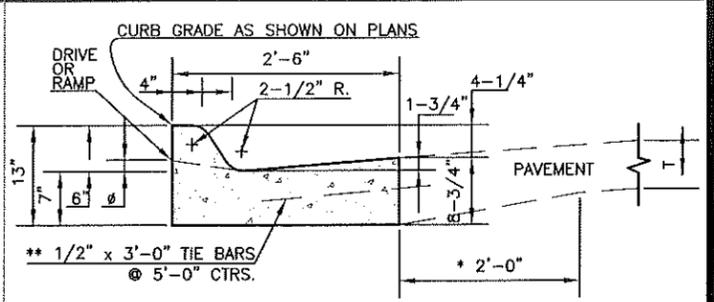
NOTE:  
CURB AND GUTTER ABUTTING EXISTING ASPHALT  
 $\Delta$  DIMENSION IS FROM BACK OF CURB TO TOE, SEE APPROPRIATE DETAIL FOR CURB TYPE AS SHOWN ON PLANS



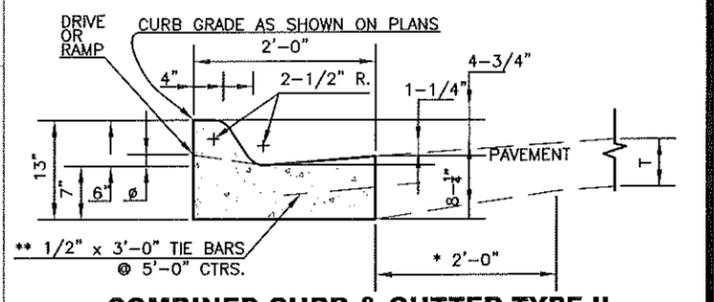
**SOLID NOSE DETAILS**



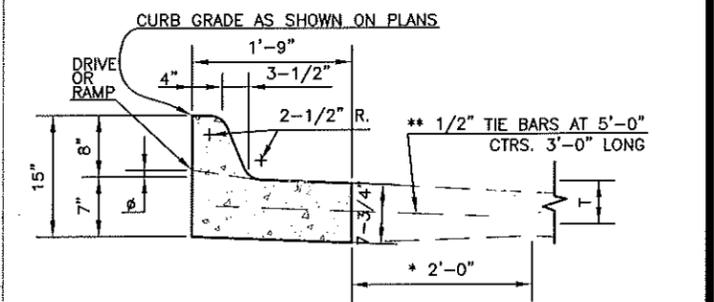
NOTE:  
PAVEMENT CLASS CONCRETE (AE) NEEDED TO COMPLETE THE MEDIAN NOSE SHALL BE SUBSIDIARY TO THE BID ITEM FOR COMBINED CURB AND GUTTER TYPE III.  
\* OMIT SEALED 1/2" EXPANSION JOINT WHEN SURFACE MATERIAL USED IN MEDIAN IS OTHER THAN CONCRETE.



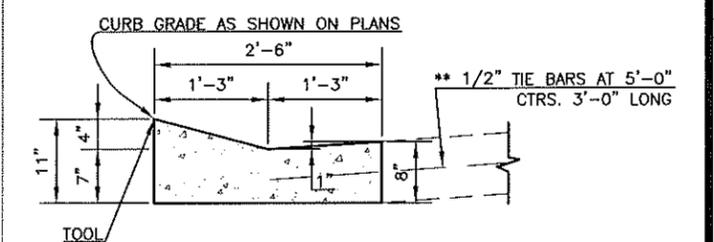
**COMBINED CURB & GUTTER-TYPE I**



**COMBINED CURB & GUTTER-TYPE II**



**COMBINED CURB & GUTTER-TYPE III**



**LAYBACK CURB & GUTTER-TYPE IV**

NOTES:  
1. 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.  
2. FOR CURB AND GUTTER ABUTTING EXISTING ASPHALT, REFER TO CC&G MODIFIED DETAIL.

\* 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

NO.	DATE	REVISION	BY	APP'D
5	March 2013	C&G payment @ alley appr. & bars to *	DHS	SB
4	Dec. 2012	Changed to tie bar from rebar	DHS	SB
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 & remv. 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. Christy*



**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-XXXXXX*