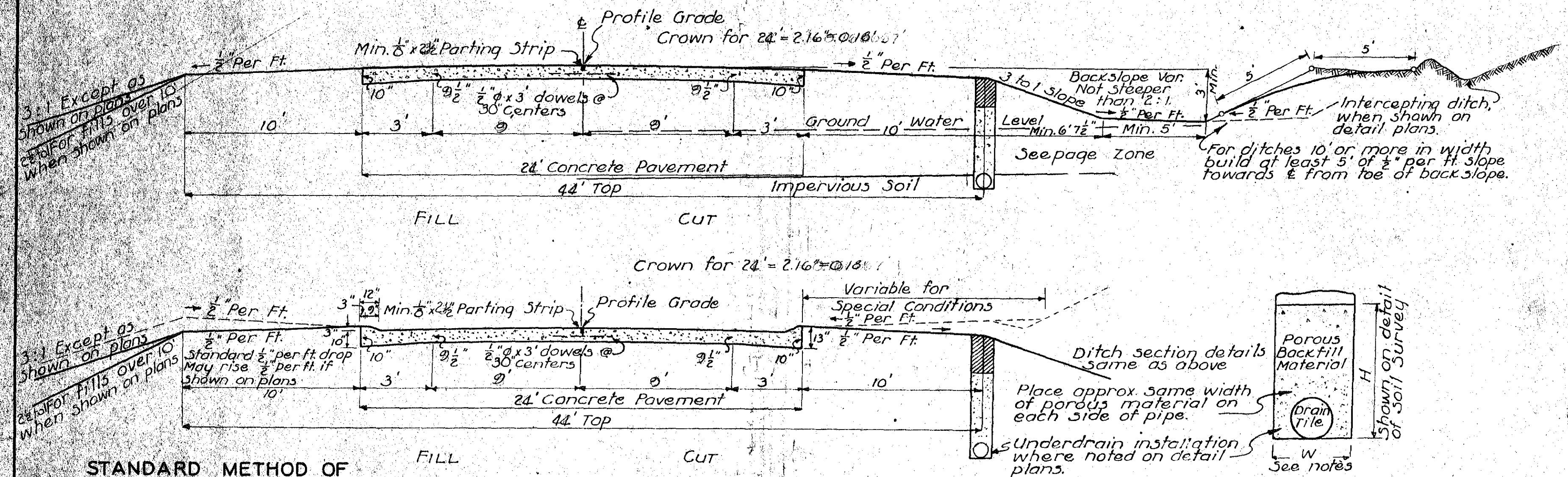
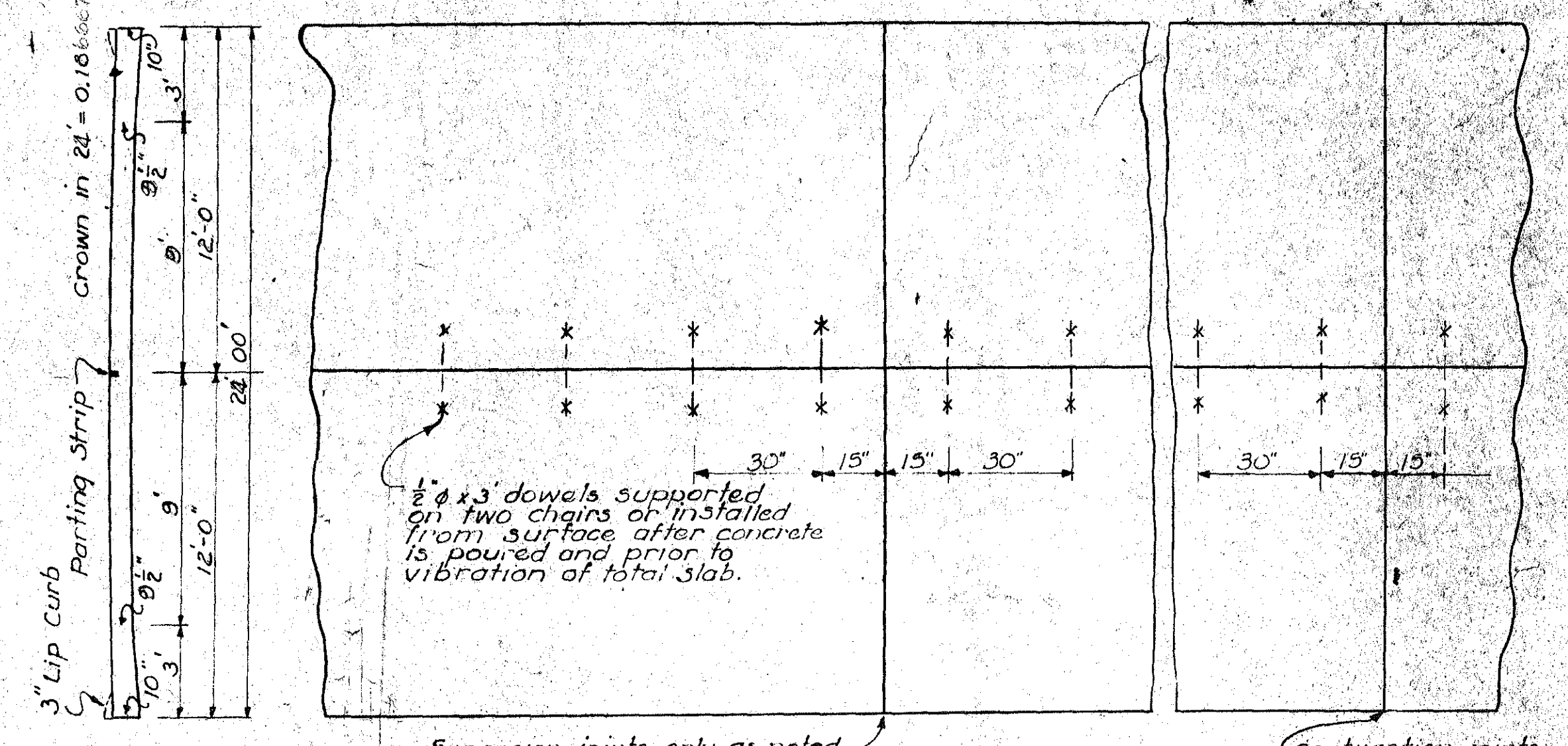


# TYPICAL CROSS SECTION

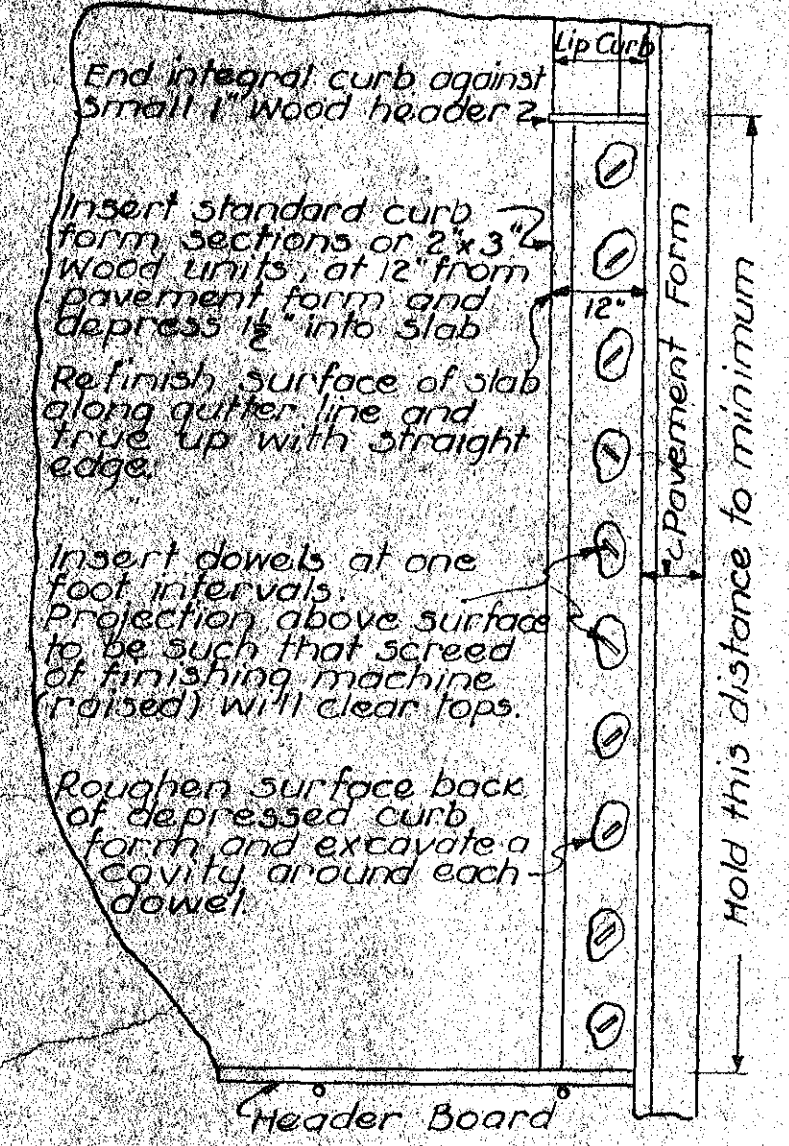


# REINFORCING PLAN 24 FT. SLAB



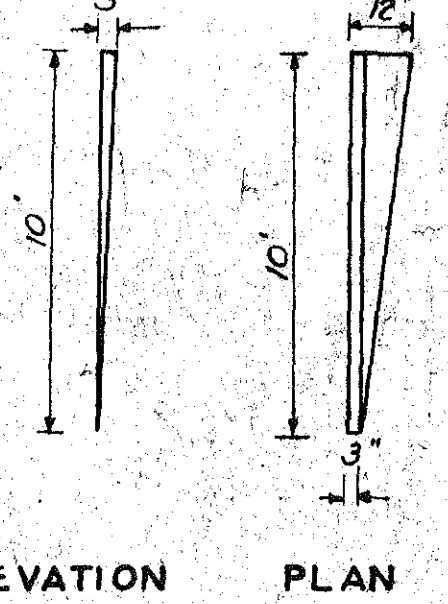
# STANDARD METHOD OF DOWELLING CURB TO PAVEMENT

To be used in all cases where curb can not be built integral with slab.

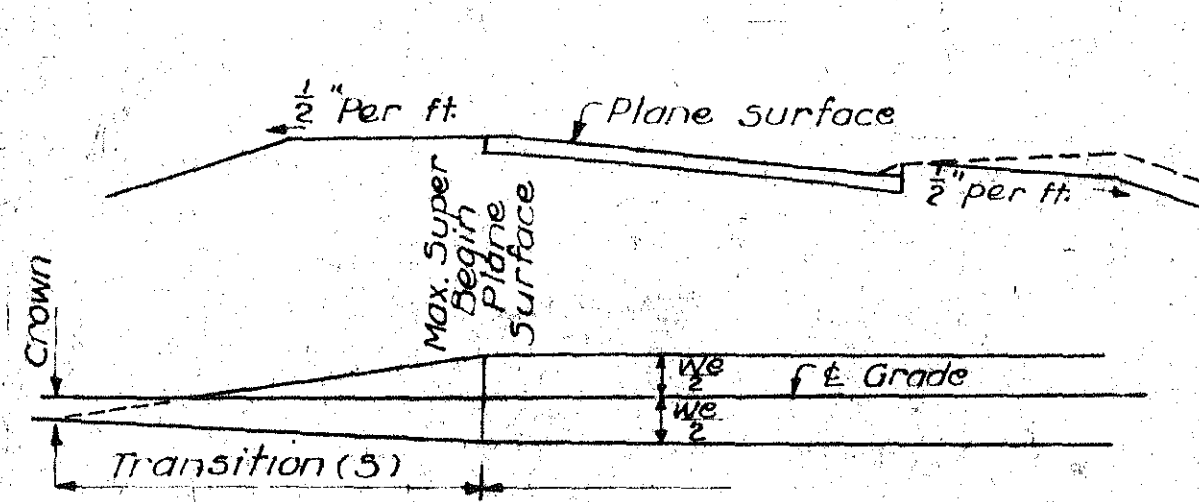


# DETAILS FOR ENDING CURBS

Use in all cases except at flares.

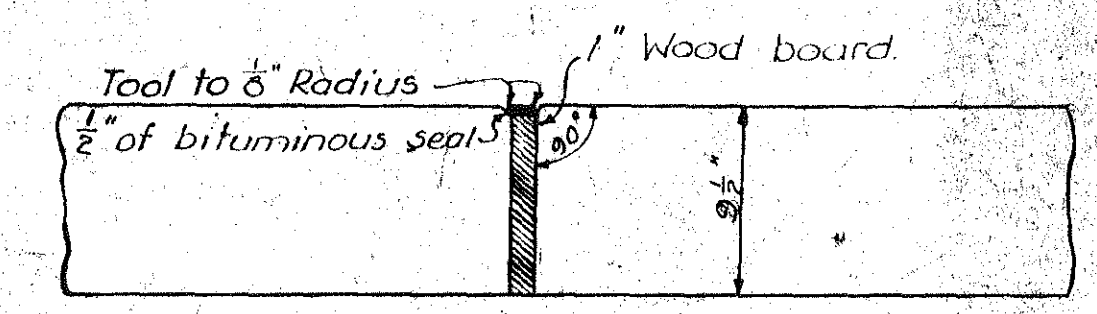
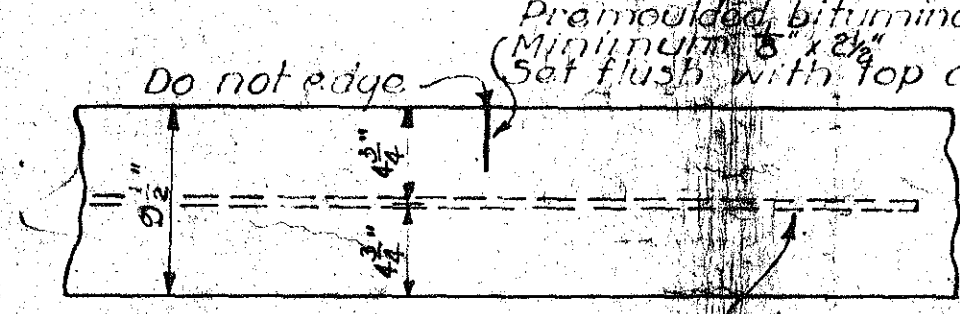


# DETAILS FOR SUPERELEVATION OF CURVES



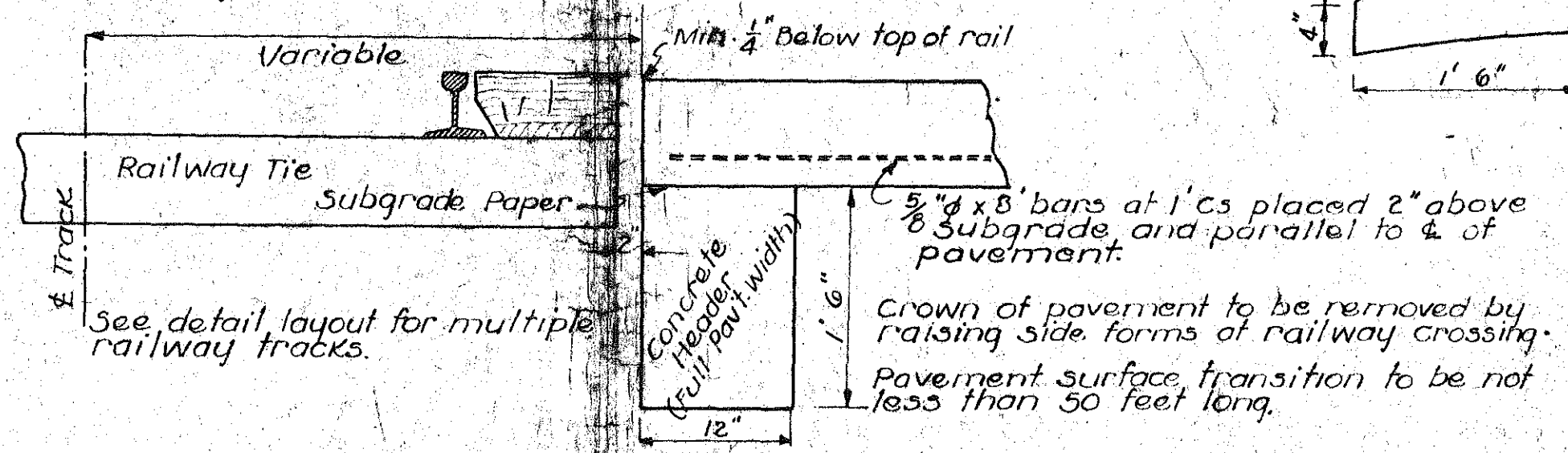
# JOINT DETAILS

(Other joint details may be submitted for approval)

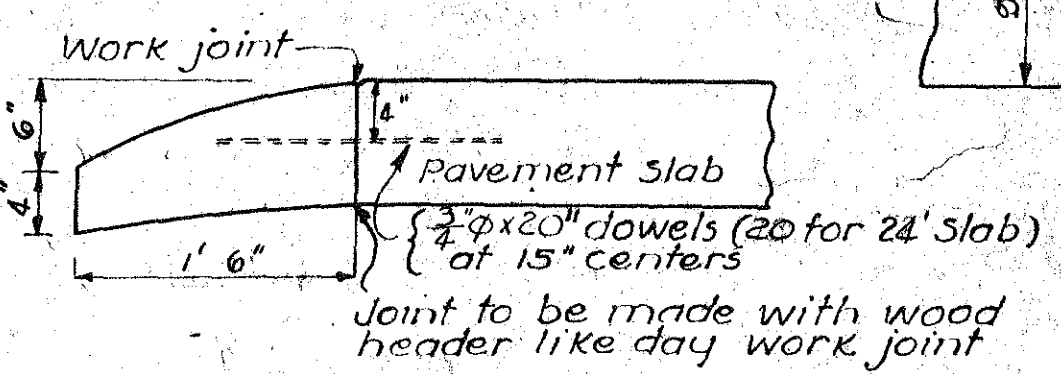


# DETAILS OF RAILWAY GRADE CROSSING

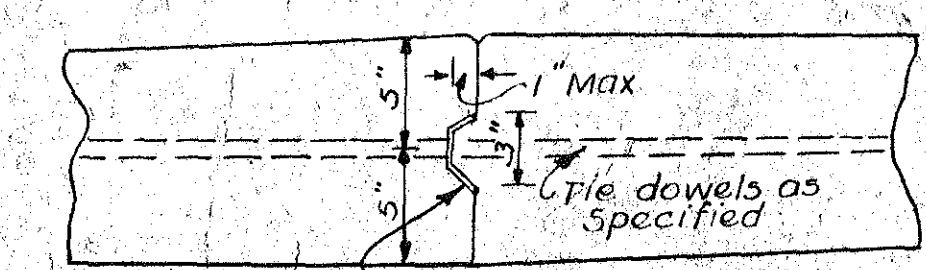
One standard expansion joint shall be placed each side of and 300' to 500' away from each grade/railway crossing.



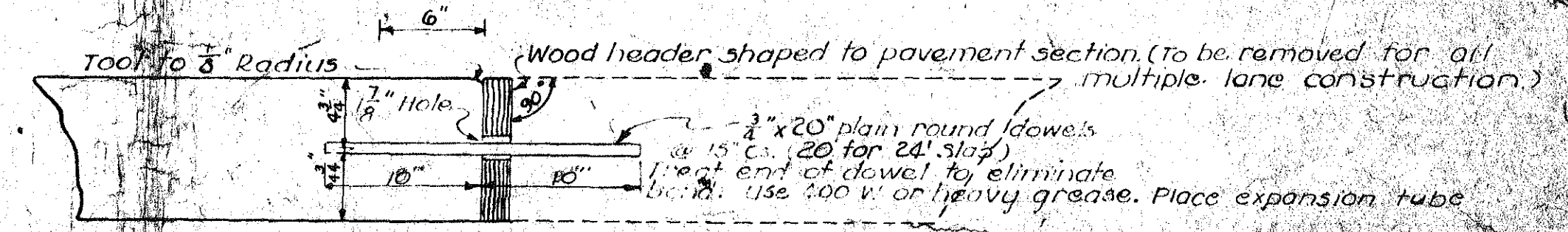
# DETAILS OF CONCRETE HEADER



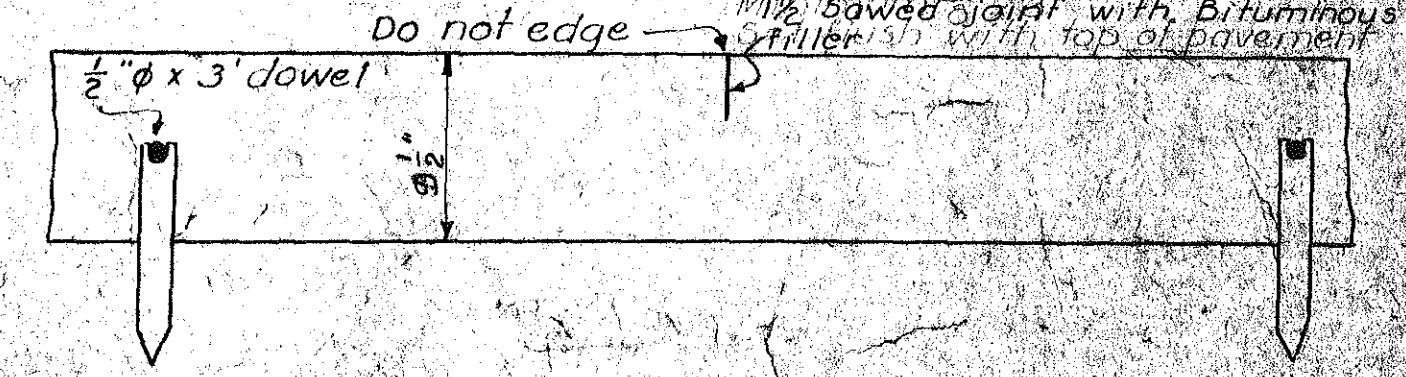
# K D JOINT DETAILS



# EXPANSION JOINT



# DAYS WORK OR EMERGENCY JOINT



10' - 0 1/2" - 10' SECTION (NON-REINFORCED)

24 FT. PAVEMENT (AUGUST 1951)

Revised Oct 13, 1953. Eliminated welded dowel assembly at expansion joints and changed to wood board joint.  
Revised July 2, 1952. Added reinforcing at railroad header.