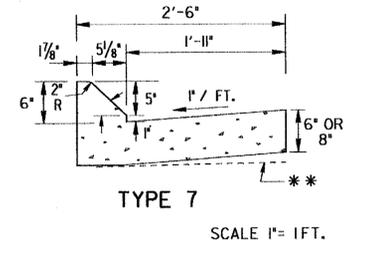
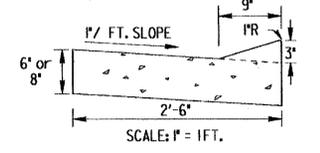


CONCRETE CURB & GUTTER



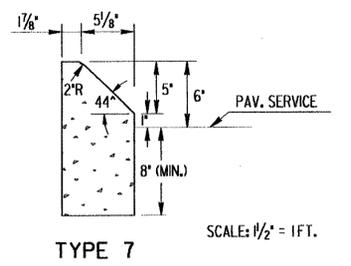
**AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

RAISED EDGE WITH CONCRETE GUTTER



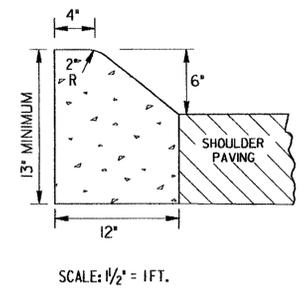
RAISED EDGE TO BE CONSTRUCTED WITH SAME CONCRETE MIX AS THE GUTTER AND SHALL BE FORMED IMMEDIATELY AFTER GUTTER HAS BEEN FINISHED OR FORMED MONOLITHIC WITH GUTTER JOINTS IN RAISED EDGE SHALL MATCH THOSE IN THE GUTTER.

CONCRETE HEADER CURB

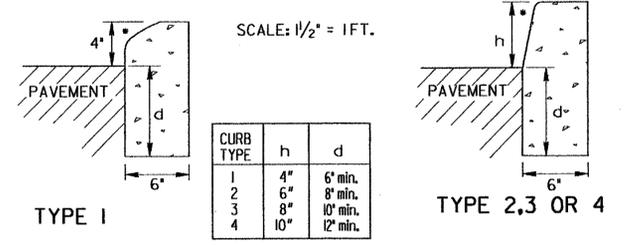


THE 8" MIN. DEPTH MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB ALIGNS WITH PAV. BOTTOM.

CONCRETE HEADER CURB (TYPE 6)

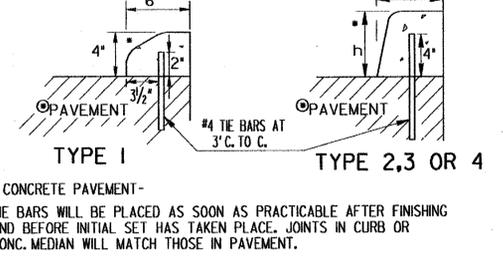


CONCRETE HEADER CURBS (STANDARD FACE DESIGNS)



THE DIMENSION d MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVING

CONCRETE DOWELED INTEGRAL CURBS



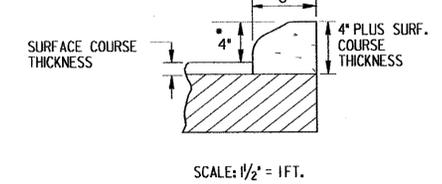
NOTE: P.C. CONCRETE PAVEMENT- TIE BARS WILL BE PLACED AS SOON AS PRACTICABLE AFTER FINISHING AND BEFORE INITIAL SET HAS TAKEN PLACE. JOINTS IN CURB OR CONC. MEDIAN WILL MATCH THOSE IN PAVEMENT.

NOTE: ASPHALT PAVEMENT- TIE BARS MAY BE DRIVEN IN OR DRILLED AND GROUTED IN. CONTRACTION JOINTS ARE TO BE CONSTRUCTED IN CURB OR CONCRETE MEDIAN AT 20 FT. SPACINGS.

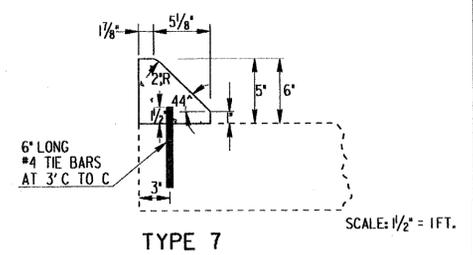
CURB TYPE	MINIMUM TIE BAR LENGTHS (FOR CONC. DOWELED CURBS OR CONC. MEDIAN)	
	P.C. CONC. PAV.	ASPHALT PAV.
1	6"	8"
2, 3 or 4	8"	12"

NOTE: TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET-STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT. (AASHTO M-31)

CONCRETE INTEGRAL CURB (TYPE I)

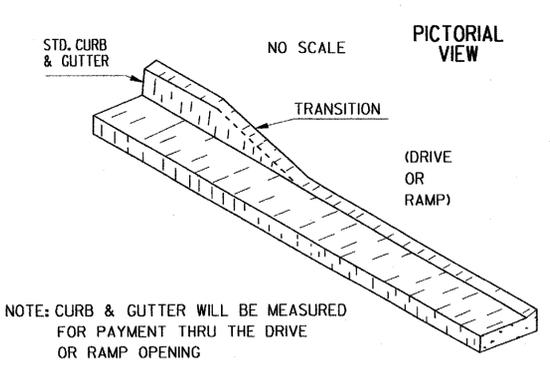


CONCRETE DOWELED INTEGRAL CURB

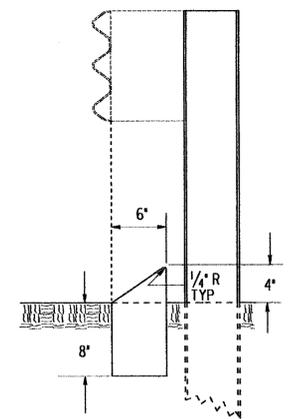


TIE BARS WILL BE PLACED AS SOON AS PRACTICAL AFTER FINISHING AND BEFORE INITIAL SET IN PPC PAVEMENT. TIE BARS MAY BE DRIVEN IN OR DRILLED & GROUTED IN ASPHALT PAVING, JOINTS IN CURB SHALL MATCH THOSE IN PCC PAV. OR BE AT 20' SPA. FOR ASPHALT PAVING

DETAILS OF RECESSED CURB

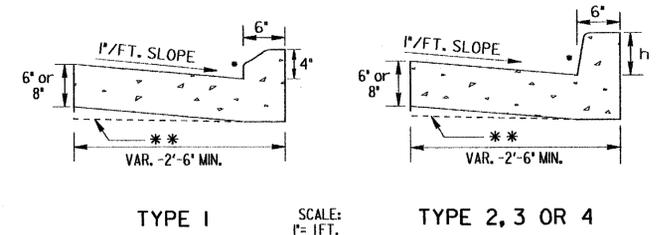


FACE OF CURB MUST ALIGN WITH BACK EDGE OF GUARDRAIL AND THE FACE OF THE OFFSET BLOCK.



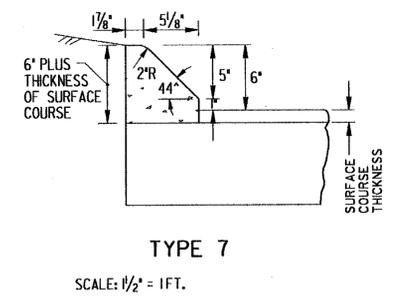
TYPE 8 CURB IS USED IN CONJUNCTION WITH GUARDRAIL CONNECTIONS TO CONCRETE BARRIER AS NOTED ON GA. STD. 4012C.

CONCRETE CURB & GUTTER

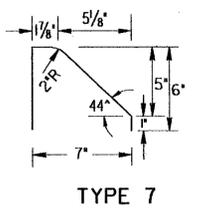
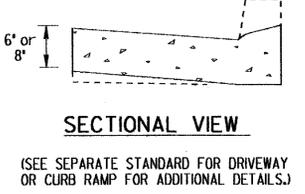


**AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

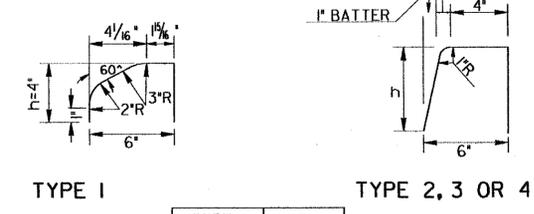
CONCRETE INTEGRAL CURB



SECTIONAL VIEW



***STANDARD CURB FACE DESIGN**



TYPE	h
1	4"
2	6"
3	8"
4	10"

3-03		DATE		DEPARTMENT OF TRANSPORTATION	
3-03		DATE		STATE OF GEORGIA	
ADDED TYPE 8 DETAIL		REVISION		STANDARD	
BY		REVISION		CONCRETE CURB & GUTTER	
DES. (SUBMITTED)		TRA. (APPROVED)		CONCRETE CURBS, CONCRETE MEDIANS	
DRW. STATE ROAD & AIRPORT DESIGN ENGR.		CHK. CHIEF ENGINEER		SCALE: AS SHOWN	
TRA. (APPROVED)		CHK. CHIEF ENGINEER		REDRAWN SEPT., 1999	
DRW. STATE ROAD & AIRPORT DESIGN ENGR.		CHK. CHIEF ENGINEER		NUMBER	
TRA. (APPROVED)		CHK. CHIEF ENGINEER		9032B	