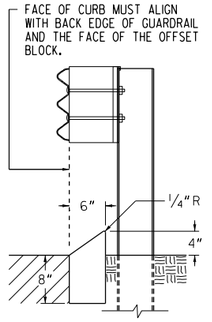
GDOT Georgia Department of Transportation | P. I. Number

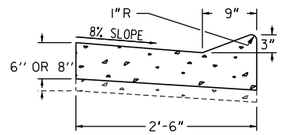


TYPE 8

TYPE 8 HEADER CURB IS USED IN CONJUNCTION WITH GUARDRAIL CONNECTIONS TO CONCRETE BARRIER AS NOTED ON GA. STD. 4382.

CURB TYPE	h	d
1	3" OR 4"	6" min.
2	6"	8" min.
3	8"	10" min.
4	10"	12" min.
6	6"	7" min.
7	6"	8" min.
9	3" OR 4"	8" min.

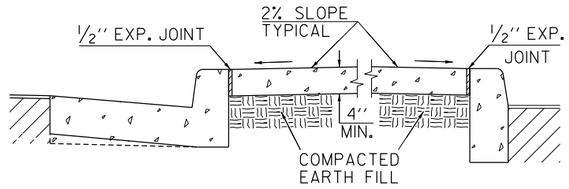
RAISED EDGE WITH CONCRETE GUTTER



RAISED EDGE TO BE CONSTRUCTED WITH SAME CONCRETE MIX AS THE GUTTER AND SHALL BE FORMED MONOLITHIC WITH GUTTER. JOINTS IN RAISED EDGE SHALL MATCH THOSE IN THE GUTTER.

CONCRETE MEDIAN (Between Curbs)

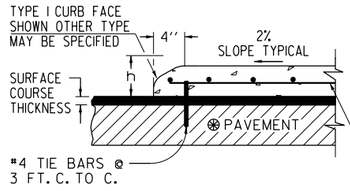
NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER TYPES MAY BE SPECIFIED.



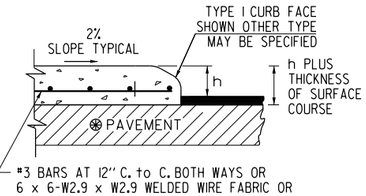
NOTE:
WIDTH OF CONCRETE MEDIAN WILL BE AS SHOWN IN PLANS

CONCRETE MEDIANS (Integral)

-WITH TIE BARS-



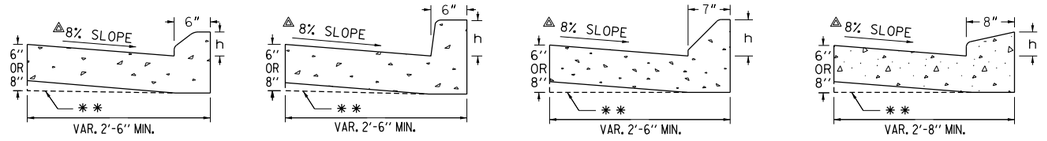
-WITHOUT TIE BARS-



NOTE:
IF FINAL SURFACE COURSE IS PRESENT OR MUST BE INSTALLED BEFORE THE CONCRETE MEDIAN CAN BE INSTALLED, THEN DOWELED IN CONCRETE MEDIAN IS REQUIRED.

NOTE:
IF CONCRETE MEDIAN INTERCEPTS PEDESTRIAN CROSSWALKS, WHEELCHAIR RAMPS (CONSTRUCTION DETAIL A-3 AND A-4) WILL BE REQUIRED.

CONCRETE CURB & GUTTER

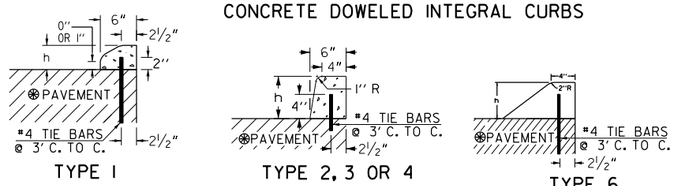


TYPE 1 | TYPE 2, 3 OR 4 | TYPE 7 | TYPE 9

** 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.

△ WHEN POSITIVE SUPERELEVATION IS REQUIRED, THE SLOPE OF THE GUTTER ON THE HIGH SIDE SHALL BE A CONTINUATION OF THE SLOPE OF THE SUPERELEVATED PAVEMENT.

CONCRETE DOWELED INTEGRAL CURBS

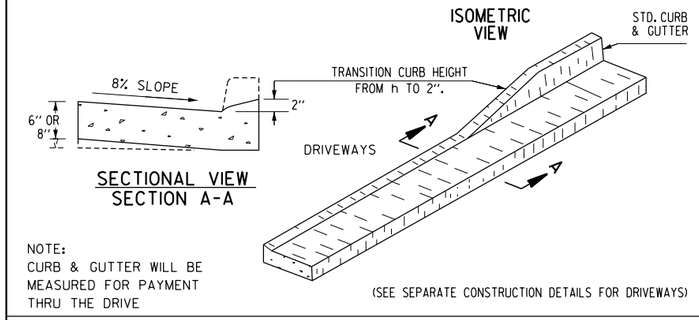


TYPE 1 | TYPE 2, 3 OR 4 | TYPE 6 | TYPE 7 | TYPE 9

NOTES:
1. CONCRETE CURB CAN BE INSTALLED AFTER INTIAL SET AS LONG AS TIE BARS ARE DRILLED INTO UNDERLAYING CONCRETE PAVEMENT.
2. CONCRETE CURB CAN BE INSTALLED BEFORE INITIAL SET WITH DOWELS THAT ARE DRIVEN INTO UNDERLYING CONCRETE PAVMENT.
3. JOINTS IN CURB AND CONCRETE MEDIAN WILL MATCH THOSE IN THE CONCRETE PAVEMENT.
4. ALL TYPES OF CONCRETE CURB CAN BE PLACED ON ASPHALT PAVEMENTS WHERE TIE BARS MAY BE EITHER DRIVEN OR DRILLED INTO THE UNDERLYING PAVEMENT. CONTRACTION JOINTS SHALL BE CONSTRUCTED IN CURB OR CONCRETE MEDAIN AT 20 FT. SPACING.
5. TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET-STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT. (AASHTO M-31)

MINIMUM TIE BAR LENGTHS (FOR CONC. DOWELED CURBS OR CONC. MEDIAN)		
CURB TYPE	P.C. CONC. PAV.	ASPHALT PAV.
1	6"	8"
2, 3 OR 4	8"	12"
6	6"	8"
7	6"	8"
9	6"	8"

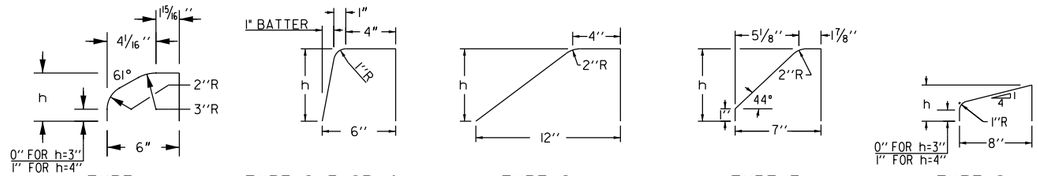
DETAILS OF RECESSED CURB FOR DRIVEWAYS



NOTE:
CURB & GUTTER WILL BE MEASURED FOR PAYMENT THRU THE DRIVE

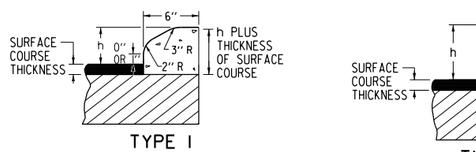
(SEE SEPARATE CONSTRUCTION DETAILS FOR DRIVEWAYS)

CURB FACE DESIGN



TYPE 1 | TYPE 2, 3 OR 4 | TYPE 6 | TYPE 7 | TYPE 9

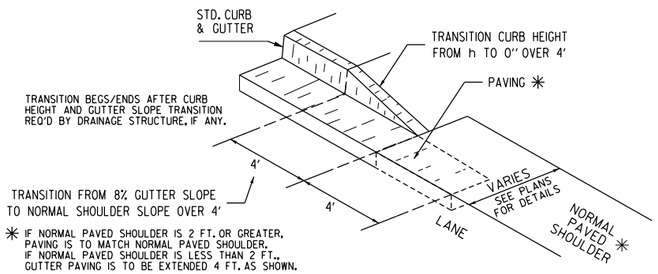
CONCRETE INTEGRAL CURB



TYPE 1 | TYPE 7 | TYPE 9

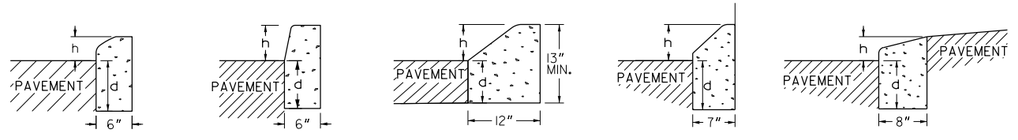
DETAILS OF CURB AND GUTTER TRANSITION TO RURAL SHOULDER

AT DOWNSTREAM ENDS OF CURB AND GUTTER CARRYING RUNOFF, A STUCTURE MUST BE PROVIDED TO DIRECT OR DISSIPATE CONCENTRATED FLOW



* IF NORMAL PAVED SHOULDER IS 2 FT. OR GREATER, PAVING IS TO MATCH NORMAL PAVED SHOULDER. IF NORMAL PAVED SHOULDER IS LESS THAN 2 FT., GUTTER PAVING IS TO BE EXTENDED 4 FT. AS SHOWN.

CONCRETE HEADER CURBS



TYPE 1 | TYPE 2, 3 OR 4 | TYPE 6 | TYPE 7 | TYPE 9 TRUCK APRON IN ROUNDABOUTS

THE DIMENSION d MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVEMENT TYPICAL SECTION.

07-01-25	REV. MEDIAN "H" W/O TIE BARS	P.JN
	ADDED C&G TRANSITION DET.	
07-01-22	ADD 3" HEIGHT TO TP 1 & 9	ACP
01-25-21	REV TP 1 C.F.D. RADIUS DIMS	ACP
	REV TP 9 C.F.D. DIM HT TO 1" FROM GR. LEVEL TO RADIUS	
-/-/-	SEE PREV. FOR OLDER REVS.	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD

CONCRETE CURB & GUTTER
CONCRETE CURBS, CONCRETE MEDIANS

NOT TO SCALE | MAR. 2003

DES. ____ DRW. ____ TRA. ____ CHK. ____

(SUBMITTED) Daniel C. Pass
STATE DESIGN POLICY ENGINEER

(APPROVED) Marcus B. Pitts
CHIEF ENGINEER

NUMBER 9032B