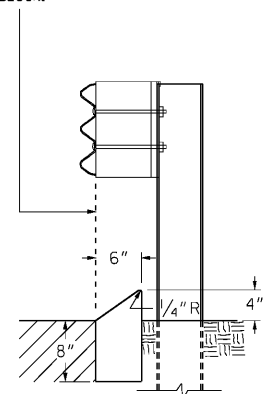


**RAISED EDGE WITH CONCRETE GUTTER**

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

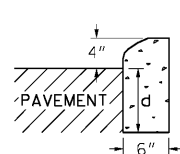


**TYPE 8**

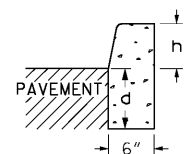
TYPE 8 HEADER CURB IS USED IN CONJUNCTION WITH GUARDRAIL CONNECTIONS TO CONCRETE BARRIER AS NOTED ON GA. STD. 4382.

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

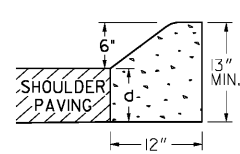
THE DIMENSION d MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVEMENT TYPICAL SECTION.



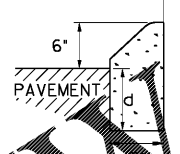
**TYPE 1**



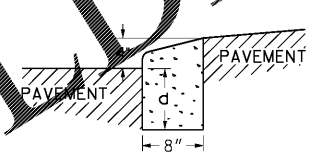
**TYPE 2, 3 OR 4**



**TYPE 6**



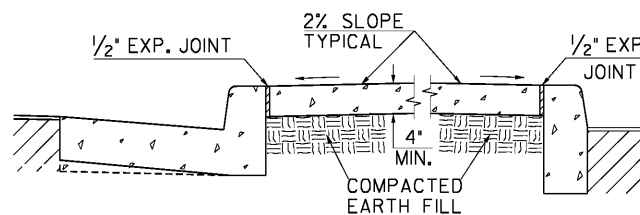
**TYPE 7**



**TYPE 9 TRUCK APRON IN ROUNDABOUTS**

**CONCRETE MEDIAN (Between Curbs)**

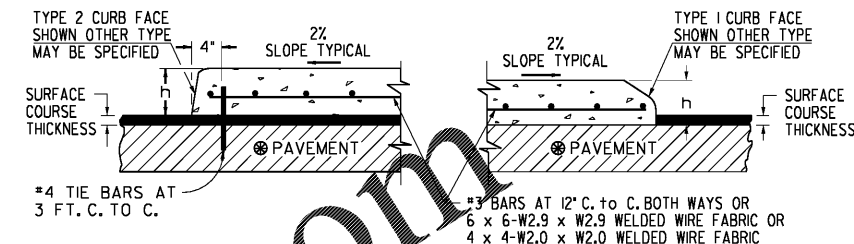
NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER TYPES MAY BE SPECIFIED.



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

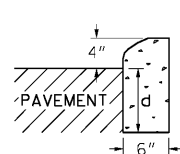
**CONCRETE MEDIANS (Integral)**

**-WITH TIE BARS-** **-WITHOUT TIE BARS-**

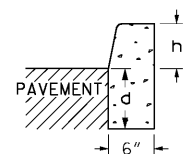


NOTE: IF FINAL SURFACE COURSE IS PRESENT OR MUST BE INSTALLED BEFORE THE CONCRETE MEDIAN CAN BE INSTALLED, THEN DOWELED IN CONCRETE MEDIAN IS REQUIRED.

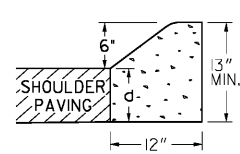
**CONCRETE HEADER CURBS**



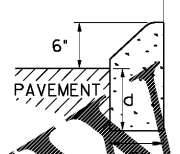
**TYPE 1**



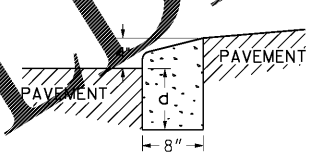
**TYPE 2, 3 OR 4**



**TYPE 6**

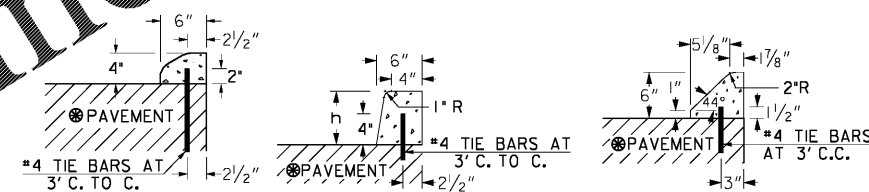


**TYPE 7**



**TYPE 9 TRUCK APRON IN ROUNDABOUTS**

**CONCRETE DOWELED INTEGRAL CURBS**

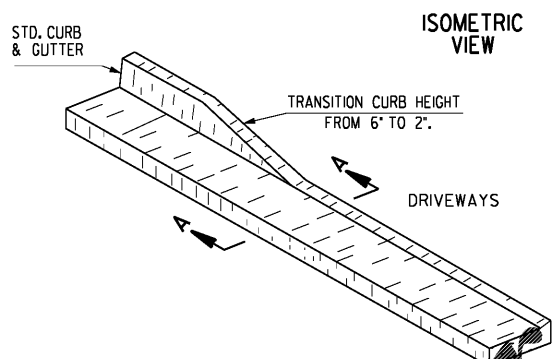


- NOTES:
- CONCRETE CURB CAN BE INSTALLED AFTER INITIAL SET AS LONG AS TIE BARS ARE DRILLED INTO UNDERLYING CONCRETE PAVEMENT.
  - CONCRETE CURB CAN BE INSTALLED BEFORE INITIAL SET WITH DOWELS THAT ARE DRIVEN INTO UNDERLYING CONCRETE PAVEMENT.
  - JOINTS IN CURB AND CONCRETE MEDIAN WILL MATCH THOSE IN THE CONCRETE PAVEMENT.
  - 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 MEDIAN AT 20 FT. SPACING.

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"
7	6"	8"
9	6"	8"

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)

**DETAILS OF RECESSED CURB FOR DRIVEWAYS**



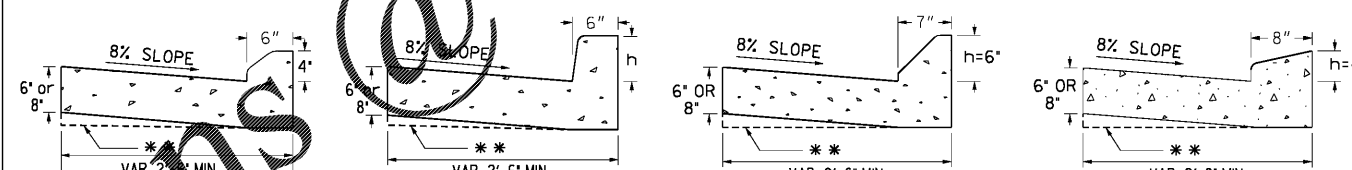
NOTE: CURB & GUTTER WILL BE MEASURED FOR PAYMENT THRU THE DRIVE



**SECTIONAL VIEW SECTION A-A**

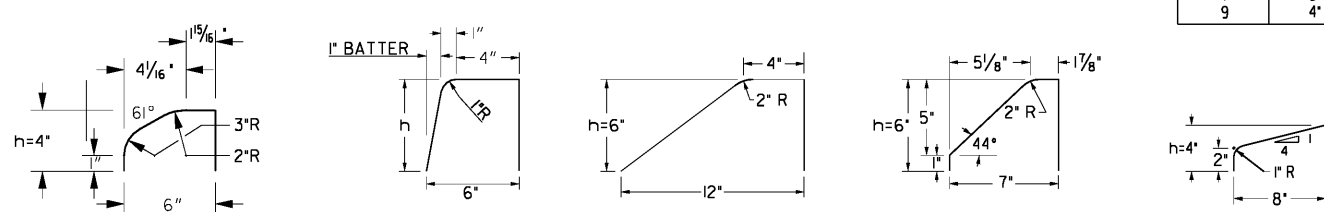
(SEE SEPARATE CONSTRUCTION DETAILS FOR DRIVEWAYS)

**CONCRETE CURB & GUTTER**



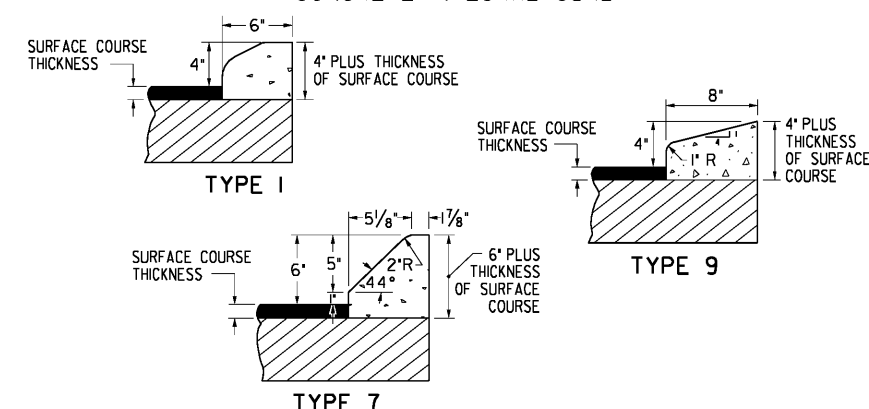
\*\* AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

**CURB FACE DESIGN**



TYPE	h
1	4"
2	6"
3	8"
4	10"
6	6"
7	6"
9	4"

**CONCRETE INTEGRAL CURB**



DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

STANDARD CONCRETE CURBS, CONCRETE MEDIANS

NOT TO SCALE OCT. 2011

DATE	REVISION
02-10-20	REV. TYP. 1 C.F.D., TYP. 8 OFFSET BLOCK & TYP. 9 CDIC
	ADDED TYP. 9 CURB & GUTTER
11-15-11	REV. TYP. 9 CURB DETAIL & REV. OVERALL LAYOUT
1-27-11	REV. MEDIAN NOTE AND ADDED TYP. 9 CURB DETAIL
3-03	ADDED TYP. 9 DETAIL

DES. (SUBMITTED) *[Signature]*  
 DRW. STATE DESIGN POLICY ENGINEER  
 TRN. (APPROVED) *[Signature]*  
 CHK. CHIEF ENGINEER

NUMBER 9032B