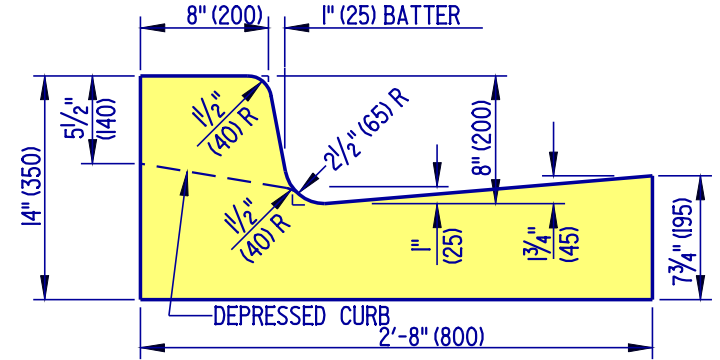
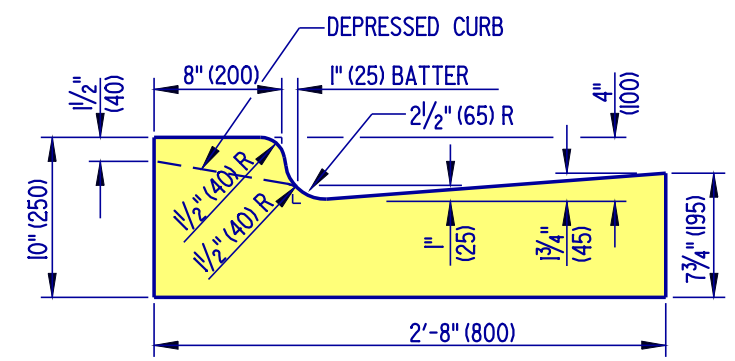


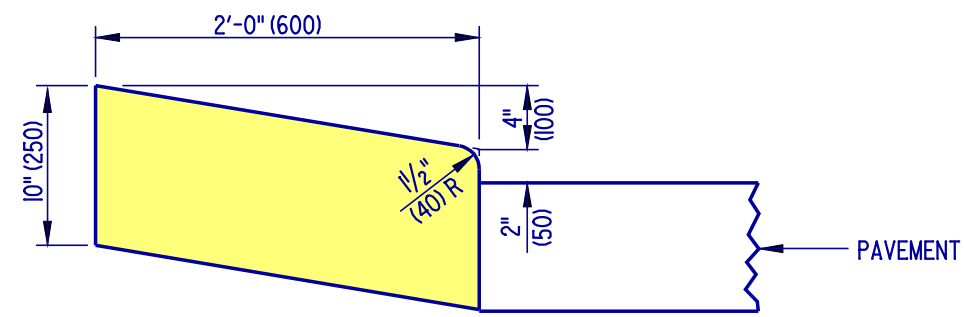
**P.C.C. CURB**  
TYPE 1



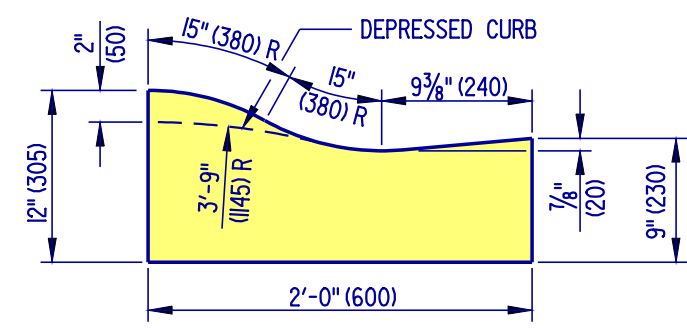
**INTEGRAL P.C.C. CURB AND GUTTER**  
TYPE 1



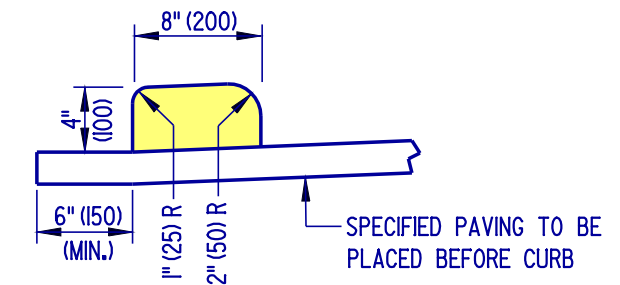
**INTEGRAL P.C.C. CURB AND GUTTER**  
TYPE 4



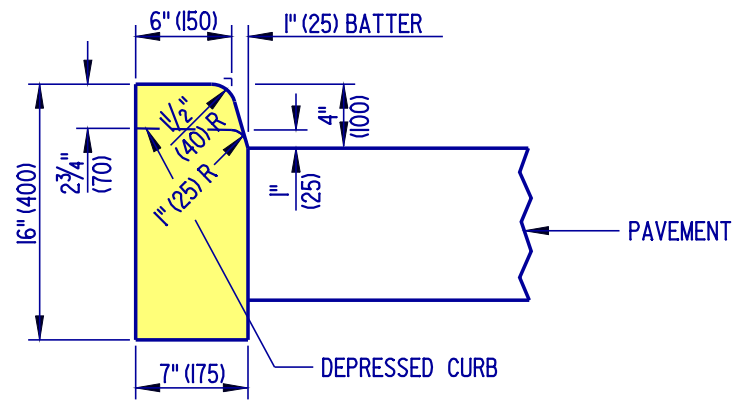
**P.C.C. CURB**  
TYPE 2



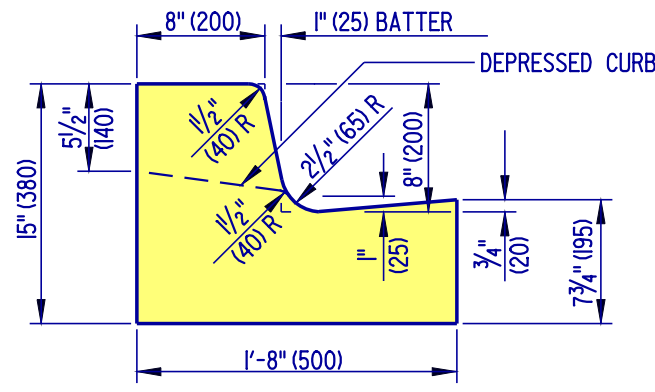
**INTEGRAL P.C.C. CURB AND GUTTER**  
TYPE 2



**HOT-MIX, HOT LAID BITUMINOUS CONCRETE CURB**



**P.C.C. CURB**  
TYPE 3



**INTEGRAL P.C.C. CURB AND GUTTER**  
TYPE 3

- NOTES:
1. WHEN INTEGRAL P.C.C. CURB AND GUTTER IS PLACED ADJACENT TO PORTLAND CEMENT CONCRETE PAVEMENT, CONSTRUCT THE JOINT AS PER THE LONGITUDINAL JOINT SEALANT DETAIL ON STANDARD P-2, SHEET 3 OF 5. USE APPROVED JOINT FILLER TO SEAL. WORK TO BE PAID UNDER RESPECTIVE CURB AND GUTTER ITEM.
  2. DEPRESS CURB AT DRIVEWAYS AS DETAILED.
  3. DEPRESS CURB FLUSH WITH PAVEMENT AT CURB RAMPS. MAXIMUM SLOPE OF DEPRESSED CURB IS 1:2.



DELAWARE  
DEPARTMENT OF TRANSPORTATION

P.C.C. CURB, P.C.C. CURB & GUTTER, AND HOT-MIX CURB  
STANDARD NO. C-1 (2004) SHT. 1 OF 1

APPROVED *Carolann Wicks* 1/10/05  
CHIEF ENGINEER DATE  
RECOMMENDED *Dennis M. O'Flaherty* 1/13/05  
DESIGN ENGINEER DATE