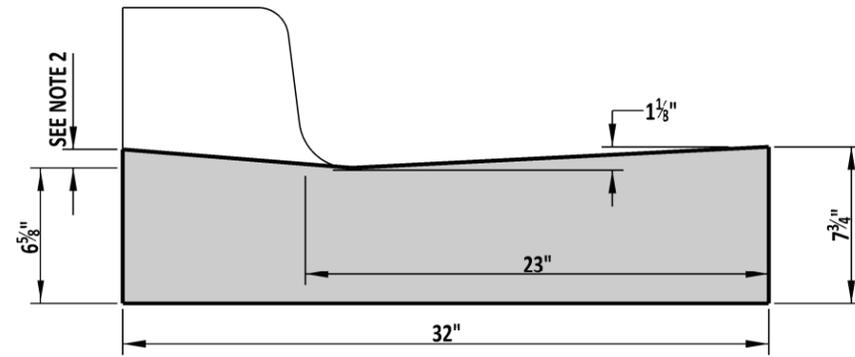
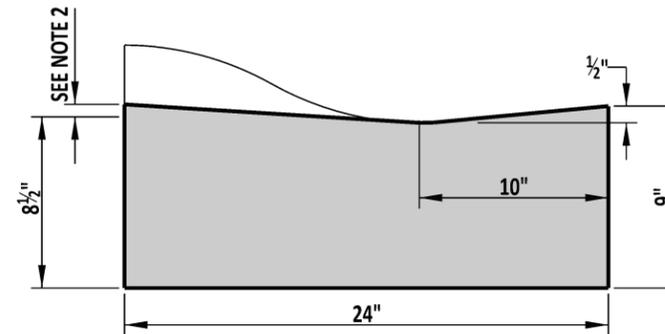


THIS DETAIL IS TO BE USED ONLY FOR THE SECTIONS OF CURB & GUTTER THAT ARE DIRECTLY IN FRONT OF THE PEDESTRIAN CONNECTIONS. REFER TO
 DETAIL C-1, SHEET 2 FOR TYPICAL CURB DIMENSIONS AND FOR DEPRESSING CURB AT ENTRANCES

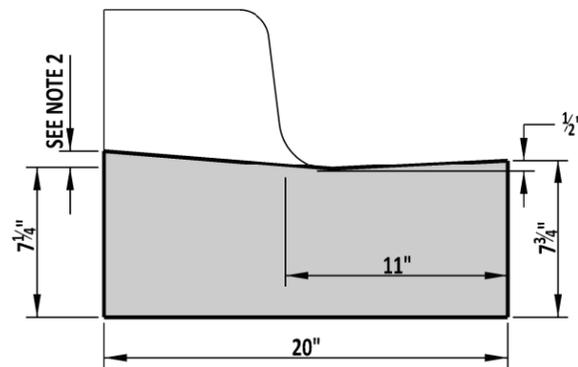
SCALE : NTS



INTEGRAL P.C.C. CURB AND GUTTER
 TYPES 1-2 THRU 1-8



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



INTEGRAL P.C.C. CURB AND GUTTER
 TYPES 3-2 THRU 3-8

NOTES:

- 1). WHEN P.C.C. CURB OR 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 DETAIL P-2, SHEET 3. USE APPROVED JOINT FILLER TO SEAL. WORK TO BE PAID UNDER RESPECTIVE CURB AND GUTTER ITEM.
- 2). DEPRESS CURB FLUSH WITH PAVEMENT (WITH NO LIP). SLOPE THE TOP OF THE CURB TO MATCH THE RUNNING SLOPE OF THE ADJACENT PEDESTRIAN CONNECTION. THE MAXIMUM RUNNING SLOPE IS 8.3%. THE MAXIMUM SLOPE OF THE GUTTER PAN AT THE PEDESTRIAN CONNECTION IS 5%.
- 3). SEE TYPICAL CURB SECTION DETAIL AND NOTE 6 ON DETAIL C-1, SHEET 1 FOR PLACEMENT OF GABC UNDER CURB AND GUTTER.
- 4). TRANSITION FROM STANDARD GUTTER SLOPE TO SLOPE SHOWN ON THIS DETAIL OVER A DISTANCE OF 5'-0".



DELAWARE
 DEPARTMENT OF TRANSPORTATION

INTEGRAL P.C.C. CURB & GUTTER
 (FOR USE AT PEDESTRIAN CONNECTIONS ONLY)

STANDARD NO. C-1 (2018) SHT. 3 OF 3

APPROVED

SIGNATURE ON FILE
 CHIEF ENGINEER

1/04/2019
 DATE

RECOMMENDED

SIGNATURE ON FILE
 DESIGN ENGINEER

12/20/2018
 DATE