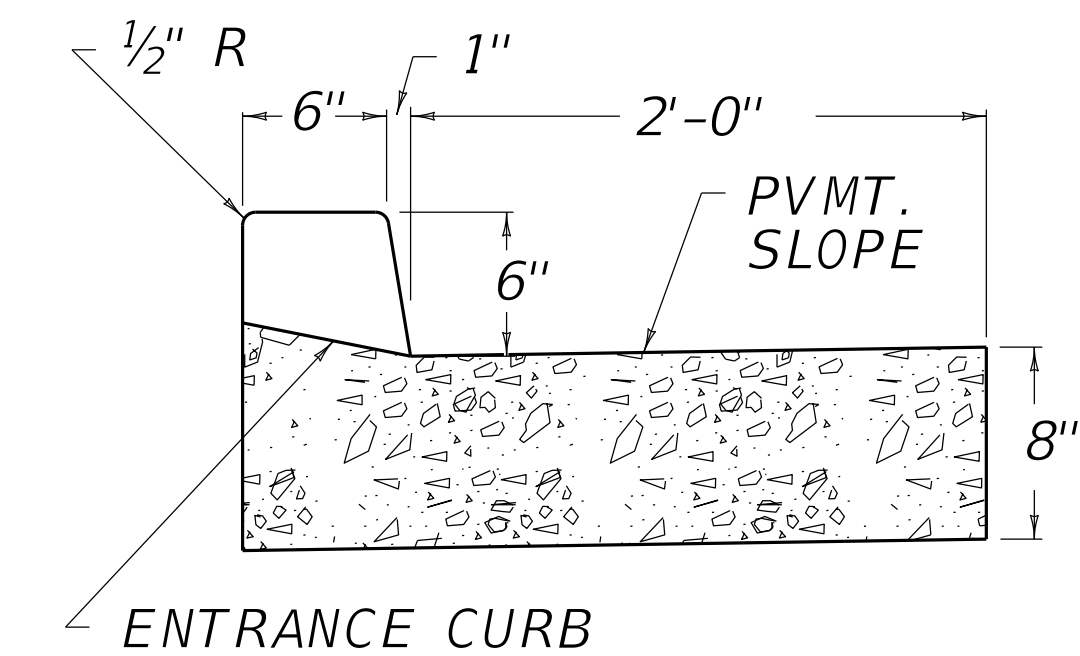
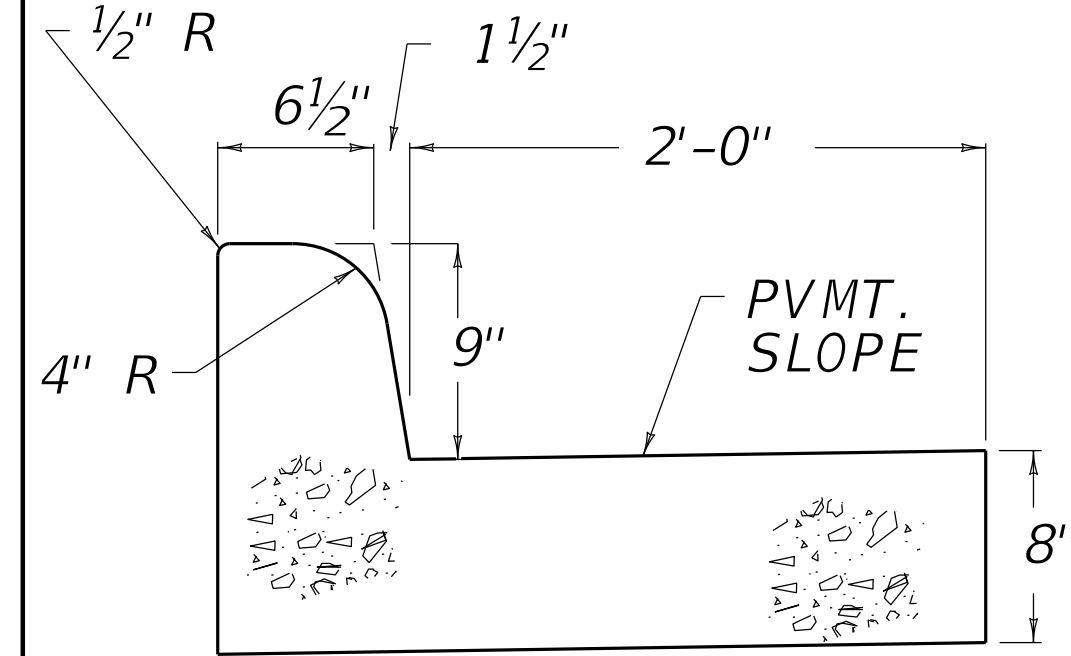


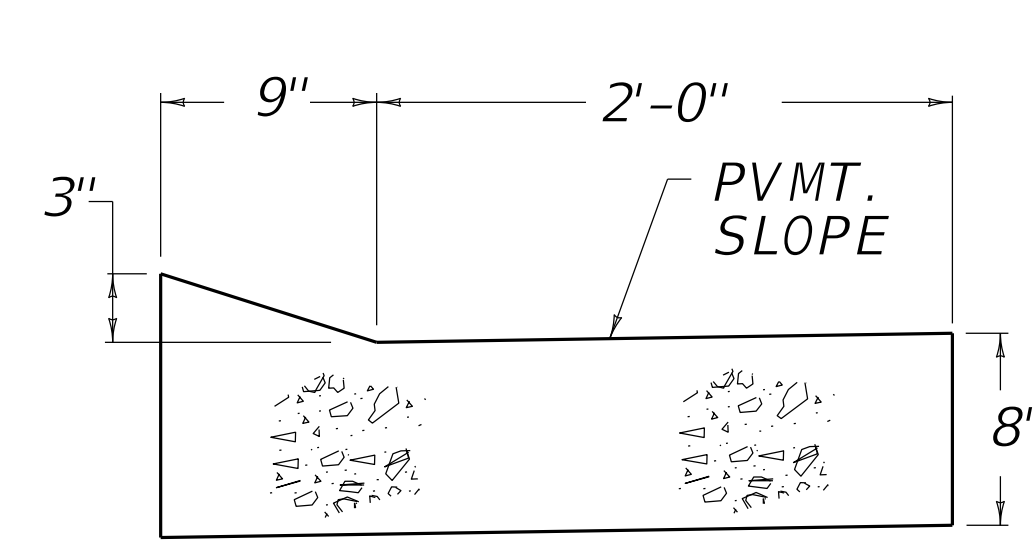
STANDARD CURB & GUTTER



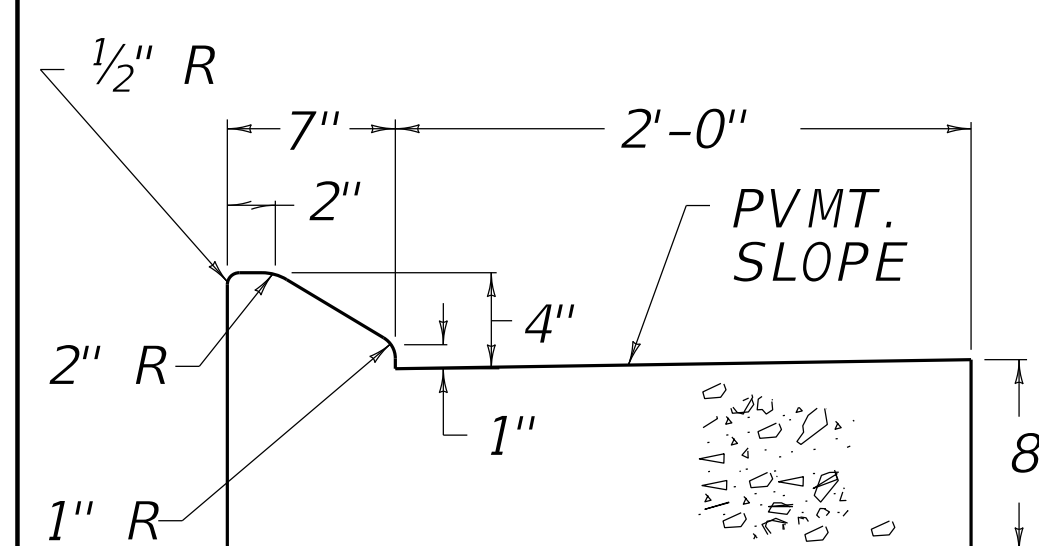
BARRIER CURB & GUTTER



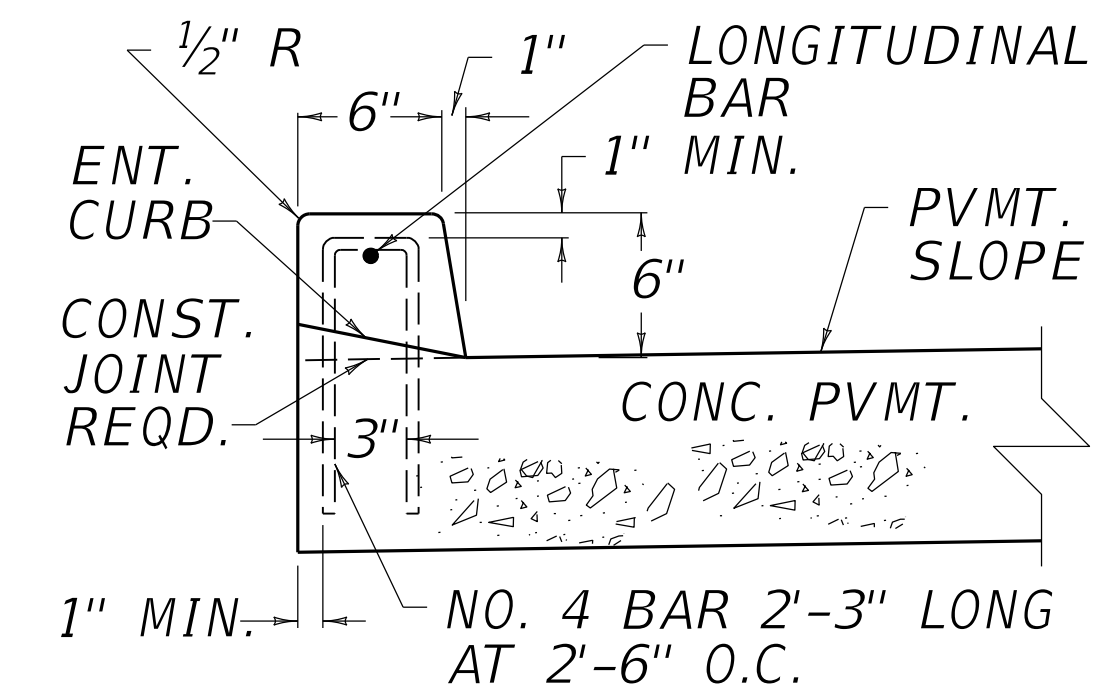
LIP CURB & GUTTER



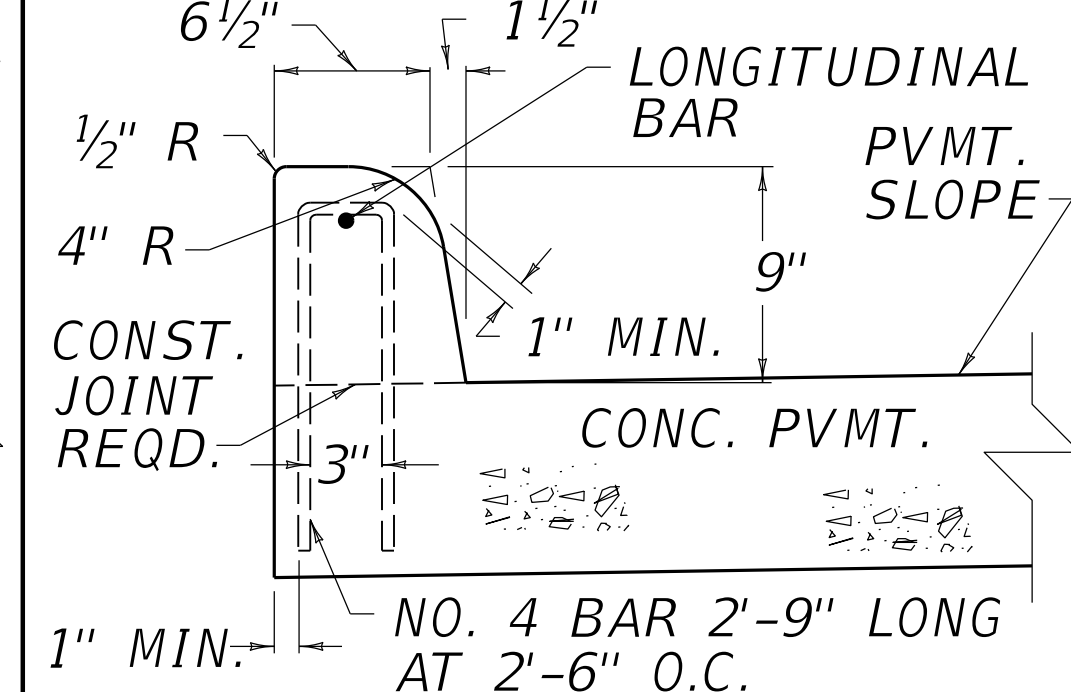
ISLAND CURB & GUTTER



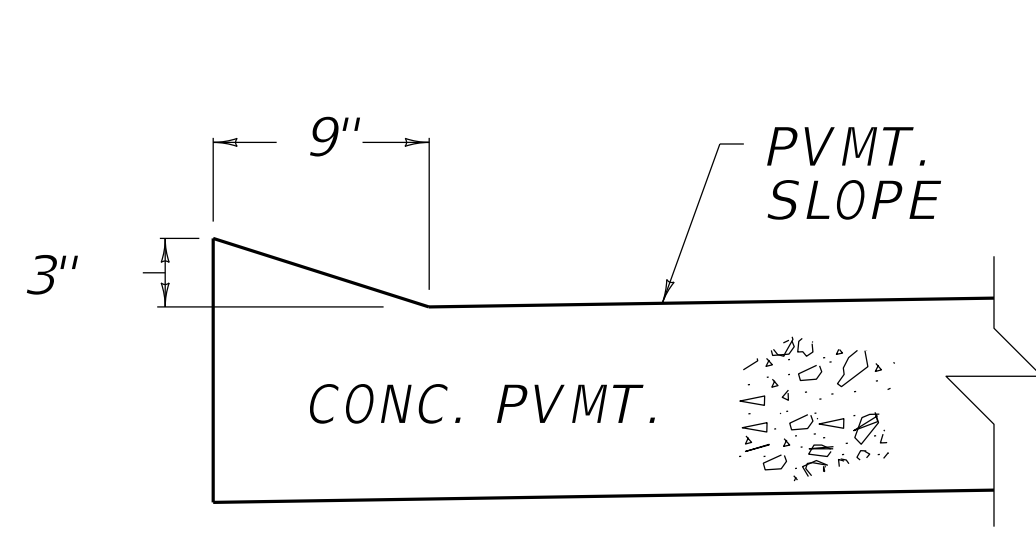
① STANDARD INTEGRAL CURB



BARRIER INTEGRAL CURB

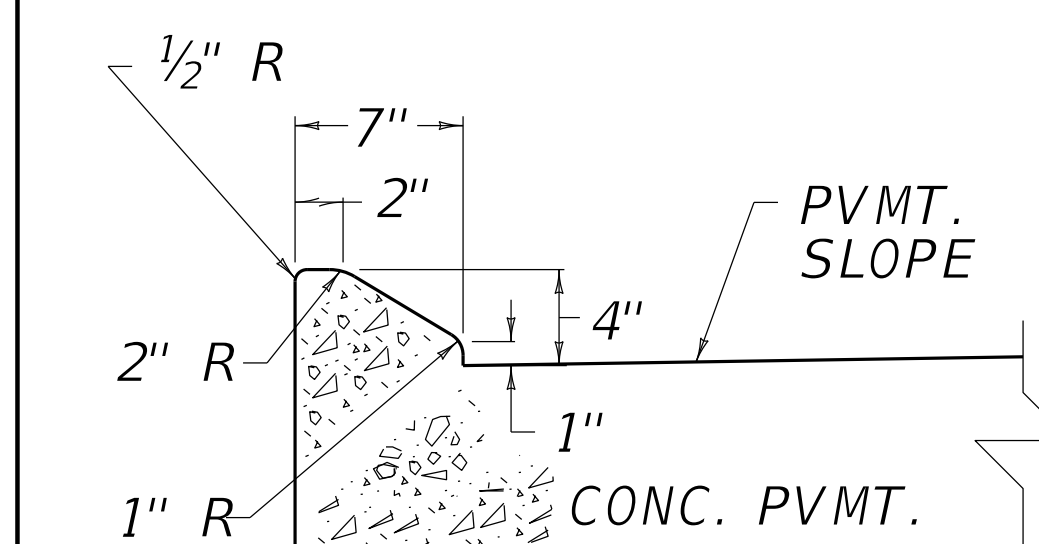


LIP INTEGRAL CURB



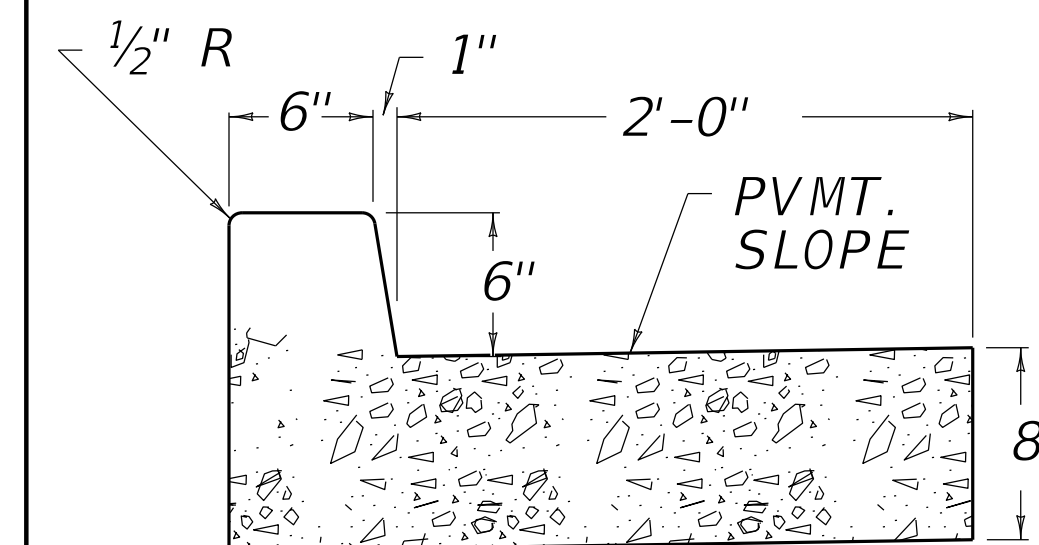
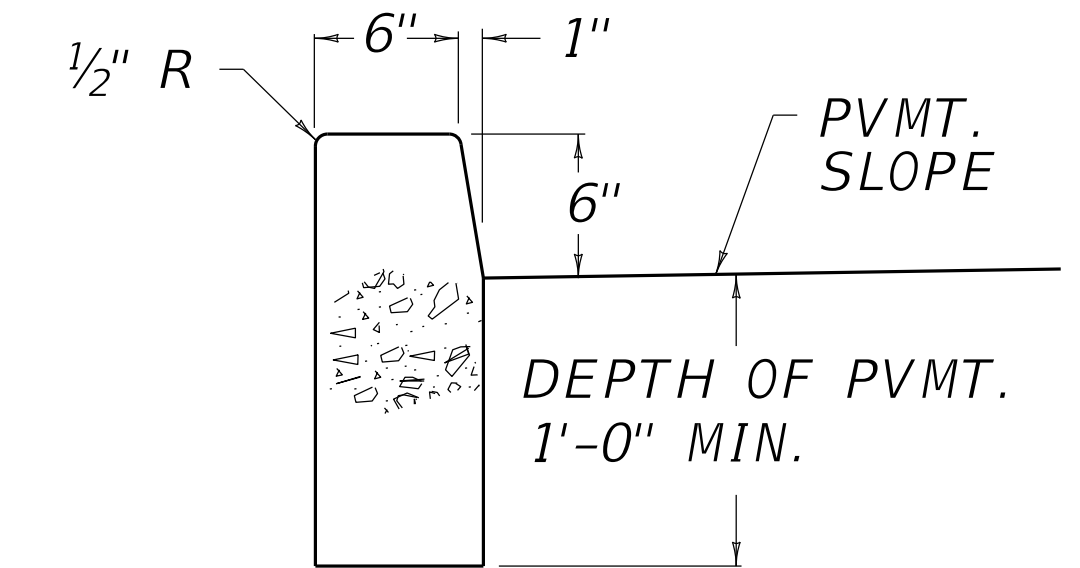
CONST. JOINT NOT PERMITTED

ISLAND INTEGRAL CURB

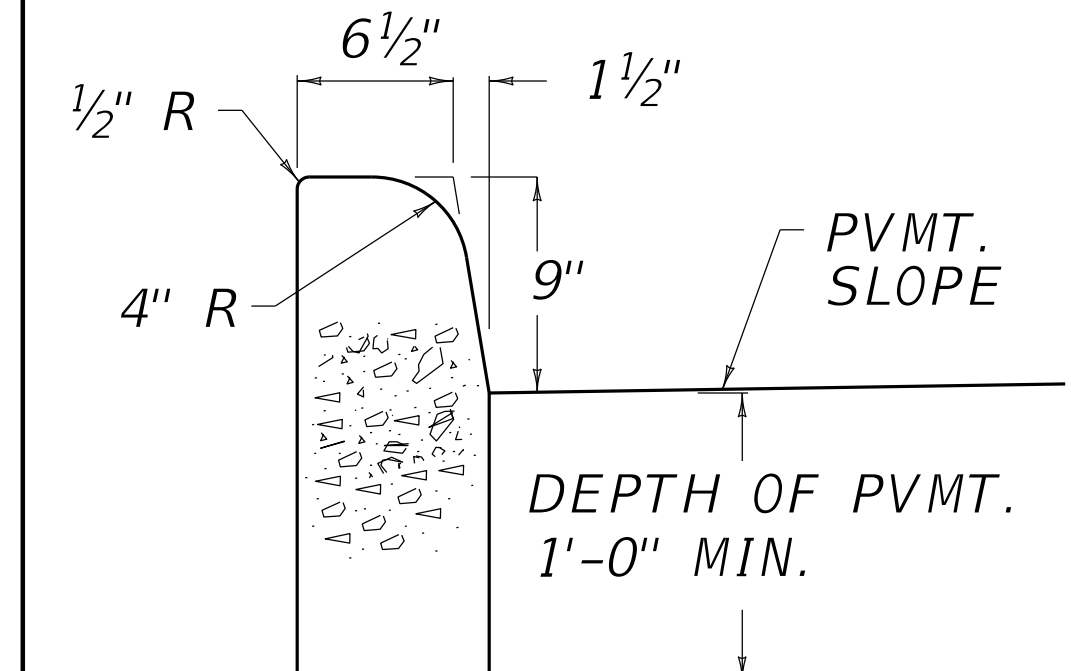


CONST. JOINT NOT PERMITTED

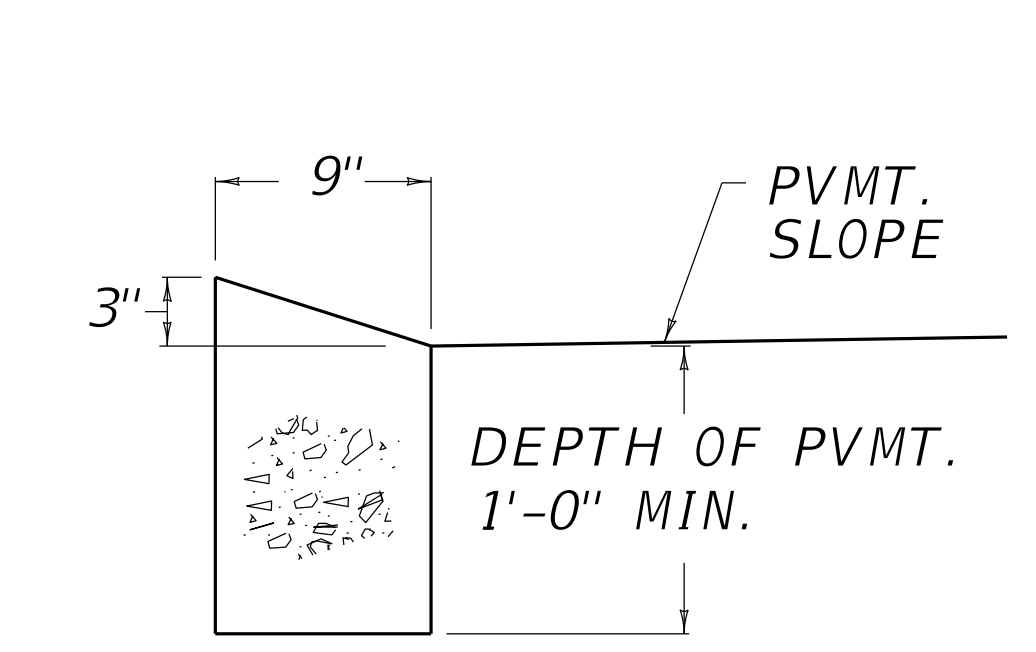
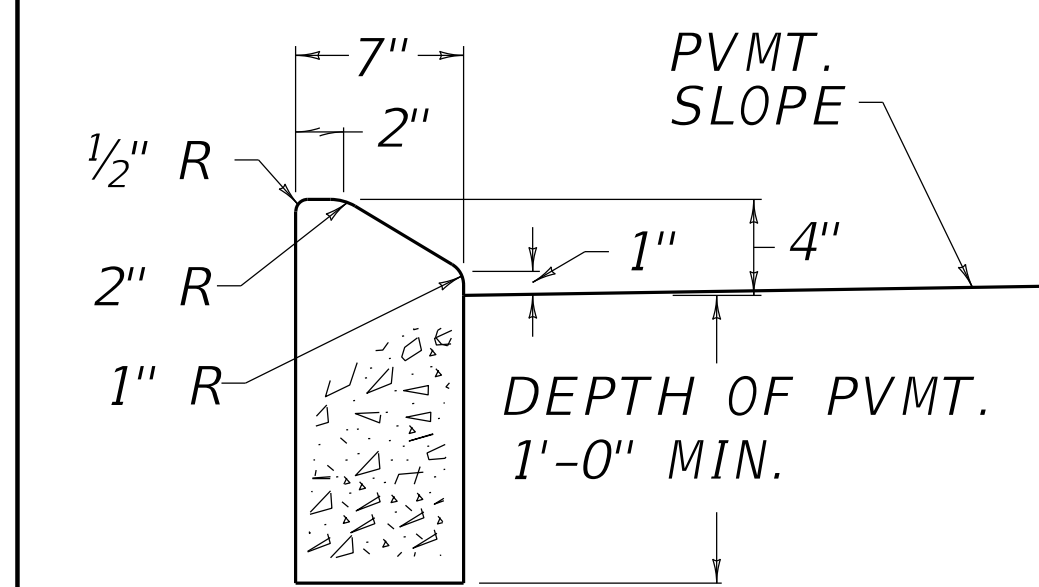
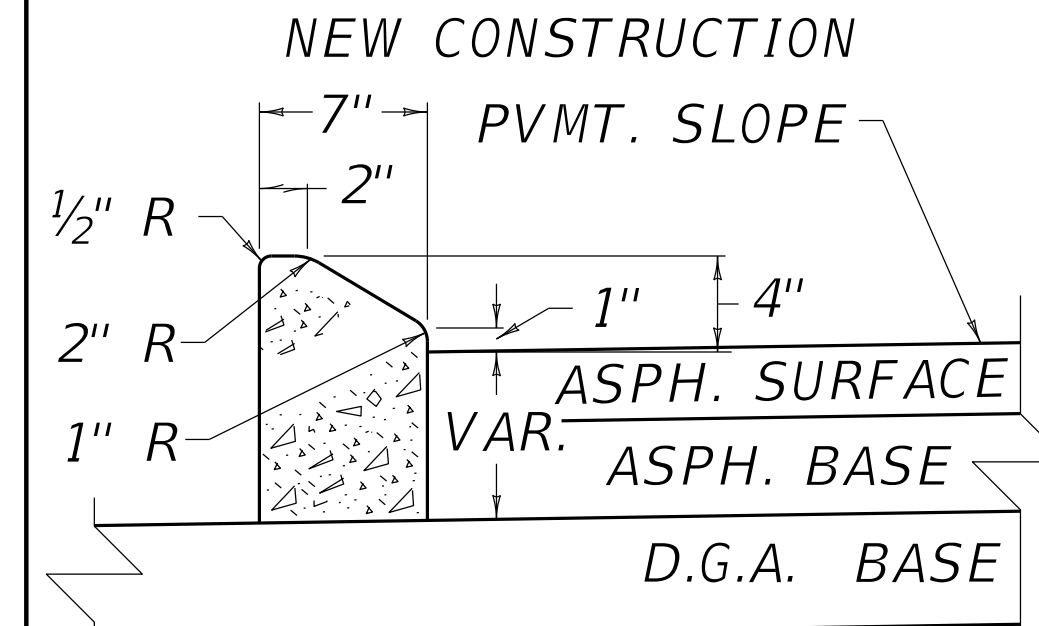
STANDARD HEADER CURB & GUTTER

STANDARD HEADER CURB TYPE 1
EXISTING PAVEMENT

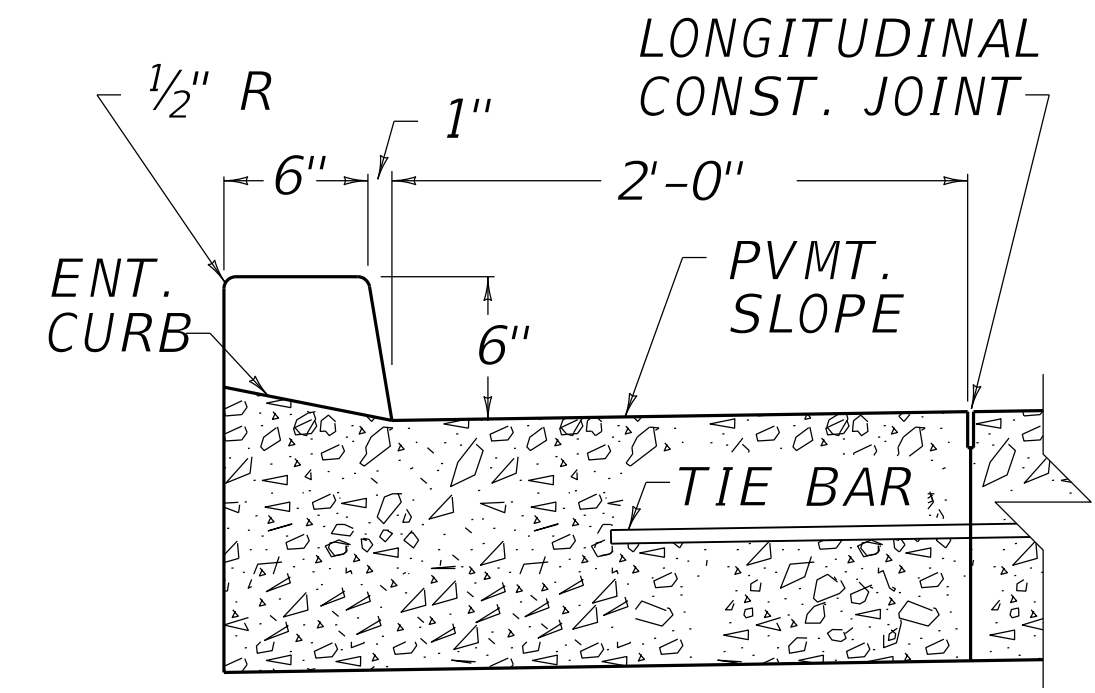
BARRIER HEADER CURB



LIP HEADER CURB

ISLAND HEADER CURB TYPE 1
EXISTING PAVEMENTISLAND HEADER CURB
TYPE 2
NEW CONSTRUCTION

② STANDARD INTEGRAL CURB



~ NOTES ~

- ALL INTEGRAL CURBS SHOWING REINFORCING STEEL SHALL BE CAST SEPARATELY FROM THE PAVEMENT AND THE REINFORCEMENT SHALL CONSIST SOLELY OF NO. 4 BARS AS DETAILED ON THIS DRAWING. ON CONSTRUCTION CARE SHOULD BE TAKEN SO THAT NO REINFORCEMENT BARS ARE CLOSER THAN 3" TO THE CENTER OF THE SAWED TRANSVERSE JOINT.
- THE CONTRACTOR HAS THE OPTION OF CONSTRUCTING THE STANDARD INTEGRAL CURB AS DETAILED IN EITHER ① OR ②. IF ② IS CHOSEN A LONGITUDINAL CONSTRUCTION JOINT SHALL BE REQUIRED AND THE REMAINING PAVEMENT AND CURB SHALL BE CONSTRUCTED MONOLITHIC WITHOUT A HORIZONTAL CONSTRUCTION JOINT AND ACCOMPANYING REINFORCING STEEL.

BID ITEM AND UNIT TO BID
(CURB TYPE) LF



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



CURB AND GUTTER

CURB AND GUTTER CURBS AND VALLEY GUTTER

STANDARD DRAWING NUMBER
RPM-100-11