~ 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.

1. 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.

2. STANDARD INTEGRAL CURB
   - LONGITUDINAL JOIN
   - ENTR. CURB
   - CONST. JOINT
   - PVMT. SLOPE
   - DEPTH OF PVMT.
   - TIE BAR

3. STANDARD INTEGRAL CURB
   - LONGITUDINAL BAR
   - ENT. CURB
   - PVMT. SLOPE
   - DEPTH OF PVMT.

4. STANDARD INTEGRAL CURB
   - LONGITUDINAL BAR
   - NO. 4 BAR 2’-3’ LONG
   - CONST. JOINT
   - JD CONC. PVMT.
   - AT 2’-6” O.C.

5. STANDARD INTEGRAL CURB
   - LONGITUDINAL BAR
   - ENT. CURB
   - PVMT. SLOPE
   - DEPTH OF PVMT.
   - TIE BAR

6. STANDARD INTEGRAL CURB
   - LONGITUDINAL BAR
   - NO. 4 BAR 2’-9” LONG
   - CONST. JOINT
   - JD CONC. PVMT.
   - AT 2’-6” O.C.

7. STANDARD INTEGRAL CURB
   - LONGITUDINAL BAR
   - ENT. CURB
   - PVMT. SLOPE
   - DEPTH OF PVMT.

8. STANDARD INTEGRAL CURB
   - LONGITUDINAL BAR
   - NO. 4 BAR 2’-3’ LONG
   - CONST. JOINT
   - JD CONC. PVMT.
   - AT 2’-6” O.C.