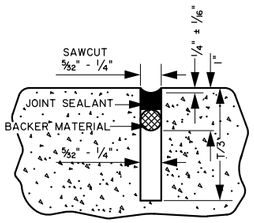
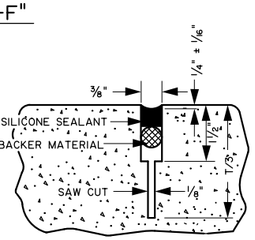
NOTE: SEE STANDARD PLAN DW-01 AND PLANS FOR CURB PLACEMENT DETAILS.

DETAILS "A-F"

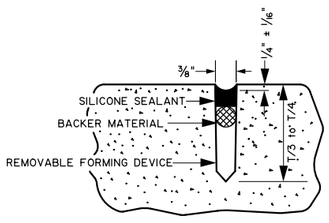


DETAIL "A"

USE THIS DETAIL IN CONJUNCTION WITH TYPE TCJ (SECTION B-B) AND TYPE LJ JOINT (SECTION D-D) AND NOTES ⑥ & ⑦ ON SHEET #1.

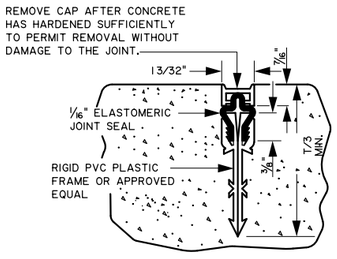


DETAIL "B"



DETAIL "C"

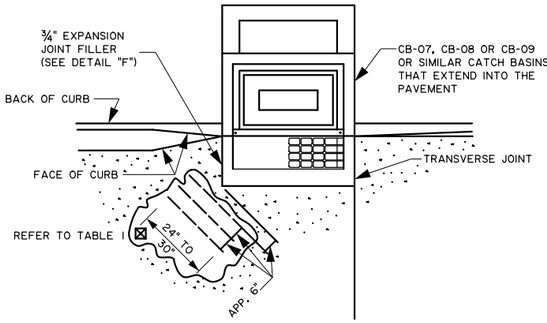
NOT ALLOWED FOR DESIGN SPEEDS GREATER THAN 45 MPH.



DETAIL "D"

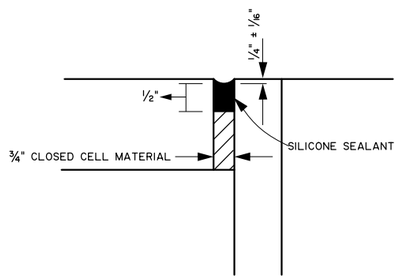
NOT ALLOWED WHEN THE PAVEMENT IS PLACED ON PERMEABLE BASES

NOT ALLOWED FOR DESIGN SPEEDS GREATER THAN 45 MPH.



DETAIL "E"

TRANSVERSE JOINT AT CATCH BASIN

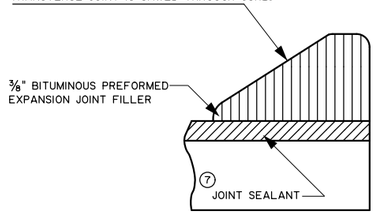


DETAIL "F"

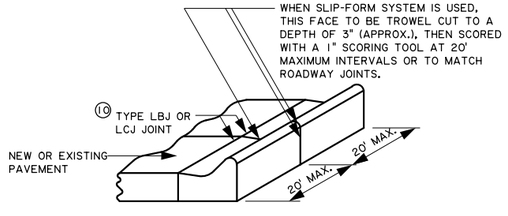
AFTER CATCH BASIN TOP IS POURED, THE TOP OF THE 3/4 " JOINT FILLER IS TO BE REMOVED TO THE DEPTH SHOWN PRIOR TO SEALING. THE CURB FACES ADJACENT TO THE BASIN SHALL ALSO BE SEALED. JOINT FACES SHALL BE CLEANED IN ACCORDANCE WITH SECTION 601.

NOTE:

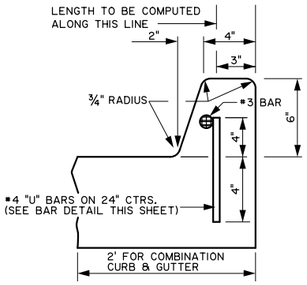
WHEN CURB IS POURED MONOLITHICALLY WITH PAVEMENT, THE BITUMINOUS PREFORMED EXPANSION JOINT FILLER SHALL EXTEND TO THE TOP OF JOINT INSERT. WHEN TRANSVERSE JOINTS ARE CONSTRUCTED BY SAWING, THE INITIAL SAW CUT SHALL EXTEND THRU THE CURBED SECTION (CURB AND UNDER-LYING PAVEMENT). THE SUBSEQUENT WIDENING CUT FOR THE JOINT SEALANT RESERVOIR SHALL EXTEND INTO THE CURB FOR A DISTANCE NECESSARY TO ENSURE THE SPECIFIED RESERVOIR DEPTH IS BEING MAINTAINED AT THE GUTTER LINE. ALL CURB FACES REGARDLESS OF CURB TYPE SHALL BE SEALED WHEN TRANSVERSE JOINT IS SAWED THROUGH CURB.



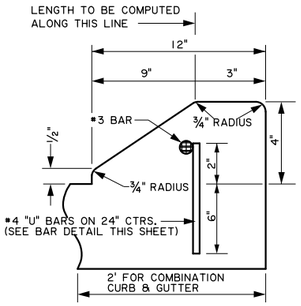
JOINT FILLER DETAIL FOR INTEGRAL CONCRETE CURB (MOUNTABLE OR BARRIER TYPE)



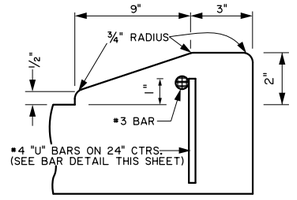
DETAIL SHOWING JOINTS IN CONCRETE CURB AND GUTTER (EXTEND ALL TCJ THROUGH CURB & GUTTER)



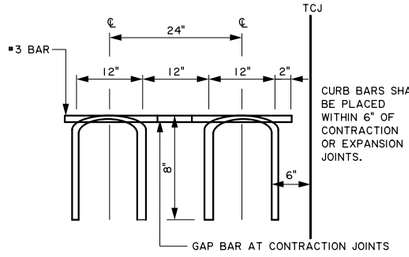
(BARRIER TYPE)



(MOUNTABLE TYPE)



MODIFIED BARRIER OR MOUNTABLE CURB THRU DRIVEWAY



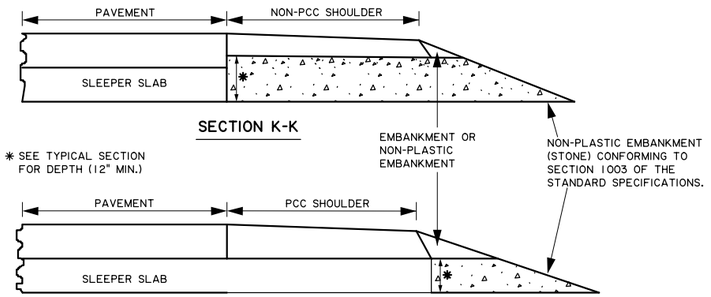
BAR DETAIL

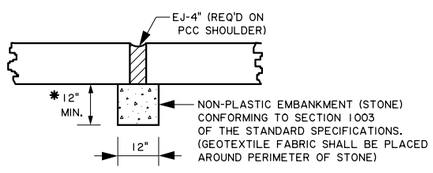
SHOWING DIMENSIONS AND SPACING OF #4 "U" BARS AND LONGITUDINAL BARS FOR CONC. CURB

CURB DETAILS

NOTES:

- POUR CURB INTEGRAL WITH PCC PAVEMENT OR GUTTER TO INSURE MONOLITHIC CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE ENGINEER. CURB BARS ARE NOT REQUIRED WHERE CURB IS CONSTRUCTED MONOLITHIC WITH THE PAVEMENT.
- ALL BARS SHOWN SHALL BE DEFORMED REINFORCING STEEL.
- WHEN REPLACING OR ADDING CONCRETE CURB TO EXISTING PAVEMENT, CONNECT THE NEW CONCRETE CURB TO THE PAVEMENT WITH THE DEFORMED REINFORCING STEEL SHOWN BY DRILLING HOLES INTO THE EXISTING PAVEMENT 1/8" LARGER THAN THE BAR DIAMETER. ANCHOR THE BARS WITH AN APPROVED EPOXY RESIN SYSTEM FROM THE DOTD AML. APPLY EPOXY ADHESIVE, COMPLYING WITH AASHTO M235, TYPE V, TO THE SURFACE AREA WHERE THE CONCRETE CURB WILL BE PLACED. INCLUDE ALL COST RELATED TO THE CONSTRUCTION OF THE CURB, INCLUDING THE DRILLED HOLES, DEFORMED REINFORCING BARS, AND EPOXY, IN THE UNIT PRICE FOR THE CURB ITEM.

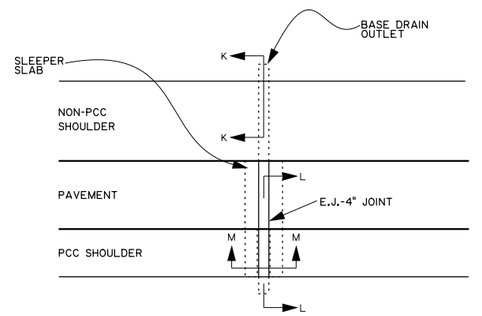




SECTION M-M

(SLEEPER SLAB NOT SHOWN)

A BASE DRAIN OUTLET WILL BE REQUIRED AT E.J.-4" JOINTS UNLESS A SHOULDER UNDER DRAIN SYSTEM IS SPECIFIED ON THE PLANS, IN WHICH CASE, THE SHOULDER UNDER DRAIN FOR THE E.J. JOINT SHALL BE CONNECTED TO THE NEAREST STORM SEWER OR DISCHARGED THROUGH A HEADWALL. THE COST FOR THE BASE DRAIN OUTLET FOR THE E.J. JOINT IS TO BE INCLUDED IN THE COST OF THE PAVEMENT.



PLAN - BASE DRAIN OUTLET AT 4" E.J. EJ-4" JOINTS

DETAIL "G" - EJ-4" BASE DRAIN OUTLET

NOT TO SCALE

SHEET NUMBER

PARISH | CONTROL SECTION | STATE PROJECT

DESIGN: T. LAM | CHECK: D. SMITH | DETAIL: T. LAM | CHECK: D. SMITH | REVIEW | SERIES # 3 OF 3

APPROVED BY CHIEF ENGINEER: DATE: 6/1/2026

NO.	DATE	REVISION OR CHANGE ORDER DESCRIPTION	BY

STATE OF LOUISIANA

PORTLAND CEMENT CONCRETE PAVEMENT DETAILS

CP-01

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

STANDARD PLAN