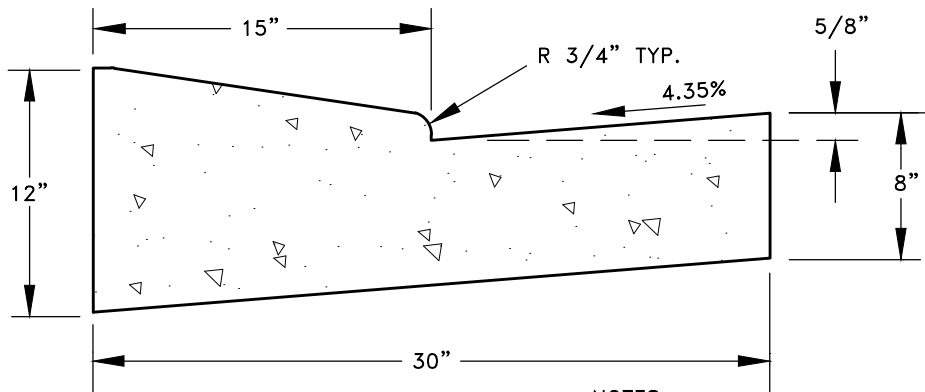


**TYPICAL CURB AND GUTTER**

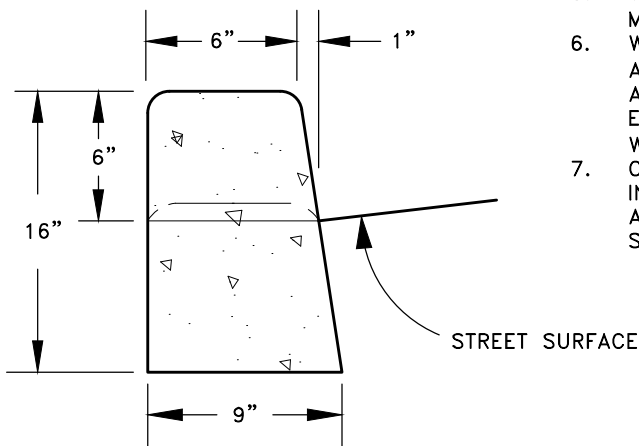


THE TRANSITION ZONE FROM TYPICAL CURB AND GUTTER TO ROLLED CURB AND GUTTER SHALL BE 4' TO 5' LONG

**NOTES**

**ROLLED CURB AND GUTTER  
(REQUIRES APPROVAL BY THE CITY ENGINEER)**

1. STRAIGHT CURB AND ROLLED CURB SHALL NOT BE CONSTRUCTED WITHOUT THE APPROVAL OF THE CITY ENGINEER, EXCEPT FOR ROLLED CURB ON CUL-DE-SACS. SEE STANDARD DRAWING NO. 303.
2. CONTRACTION JOINTS SHALL BE PLACED AT 10' INTERVALS AND SHALL EXTEND AT LEAST 50% THROUGH THE CURB AND GUTTER. JOINTS SHALL MATCH SIDEWALK JOINTS FOR CURBSIDE SIDEWALK.
3. CONCRETE SHALL HAVE A MINIMUM 4,000 PSI 28-DAY COMPRESSIVE STRENGTH.
4. ALL RADII SHALL BE 3/4" UNLESS OTHERWISE NOTED.
5. THE STREET STRUCTURAL SECTION SHALL EXTEND TO A MINIMUM 6" BEHIND CURB.
6. WHEN CONSTRUCTING CURB ON EXISTING ASPHALT STREETS, A MINIMUM 24" WIDTH OF PAVEMENT SHALL BE SAWCUT AND REMOVED ALONG THE ENTIRE LENGTH OF NEW CURB. EXISTING ASPHALT SHALL BE REPLACED IN ACCORDANCE WITH DETAIL DWG. NO. 206 (A OR B AS APPLICABLE).
7. CURB AND GUTTER SHALL BE CONSTRUCTED INDEPENDENTLY, AND SEPARATED BY A COLD JOINT FROM ALL ADJACENT CONCRETE CONSTRUCTION; INCLUDING SIDEWALKS, DRIVEWAY RAMPS, CURB RAMPS, AND ETC.



**STRAIGHT CURB  
(REQUIRES APPROVAL BY THE CITY ENGINEER)**

<b>CITY OF ALBANY, OREGON PUBLIC WORKS DEPARTMENT</b>		
<b>DETAILS FOR TYPICAL CURB AND GUTTER CONFIGURATIONS</b>		
<b>NO SCALE</b>	<b>FEBRUARY 2024</b>	<b>NO. 304</b>