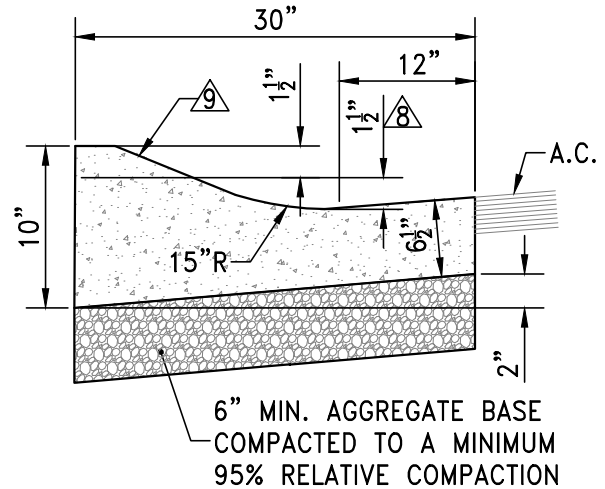


TYPE R ROLLED CURB & GUTTER



TYPE R DRIVEWAY ROLLED CURB & GUTTER

NOTES:

1. FOR USE IN CITY INITIATED NEIGHBORHOOD STREET REHABILITATION ONLY. REQUIRES APPROVAL THROUGH CITY ENGINEER. APPROPRIATE HYDRAULIC ANALYSIS AND GUTTER SPREAD CALCULATIONS SHALL BE PROVIDED PRIOR TO USE.
2. PORTLAND CEMENT CONCRETE (P.C.C.) SHALL BE 4000 PSI MIN. COMPRESSIVE STRENGTH AT 28 DAYS. ALL CEMENT CONCRETE SHALL HAVE A COARSE AGGREGATE GRADATION CONFORMING TO SIZE No. 67. POLYPROPYLENE OR CELLULOSE FIBERS SHALL BE ADDED TO THE P.C.C. AT 1.5 LBS PER CUBIC YARD. MIX DESIGN SHALL CONFORM TO THE REQUIREMENTS OF SECTION 337.10 OF SSPWC. ALL MATERIALS SHALL CONFORM TO SSPWC.
3. AGGREGATE BASE MATERIAL UNDER AND BEHIND CURB AND GUTTER SHALL BE TYPE 2, CLASS B CRUSHED AGGREGATE BASE. MATERIALS SHALL CONFORM TO SSPWC SECTION 200.
4. WEAKENED PLANE JOINTS SHALL BE EVERY 10 FEET AND LOCATED ON THE BACK, TOP AND FACE OF THE CURB AND THE TOP OF THE GUTTER PAN.
5. CURB & GUTTER SECTIONS SHALL BE PLACED SEPARATELY FROM SIDEWALK SECTIONS. WHEN SIDEWALK IS NOT REQUIRED DIRECTLY BEHIND THE CURB, BACKFILL TO TOP OF CURB FOR A HORIZONTAL DISTANCE OF 12" FROM BACK FACE OF CURB AND COMPACT TO 90% RELATIVE COMPACTION.
6. FOR REPLACEMENT OF EXISTING CURB AND GUTTER, MATCH EXISTING TYPE. ALL ADJACENT CONCRETE REMOVAL SHALL BE TO NEAT SAW CUT LINES AT RIGHT ANGLES TO NEW CURB AND GUTTER AT NEAREST WEAKENED PLANE JOINT.
7. TUNNELING AND/OR BORING IS NOT ALLOWED. REFER TO R-120 FOR ASPHALT PATCHING AGAINST CURB.

⊠ 1 1/2" VERTICAL OFFSET FROM LIP TO FLOW LINE.

⊡ AT DRIVEWAYS, CONTRACTOR SHALL REMOVE RADIUS AND CUT RAMP AT FRONT OF DRIVEWAY CURB.



STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION

DRAWING No.

**P.C.C. TYPE R
CURB & GUTTER**

R-109C

APPROVED BY: KK DATE: 2/2026