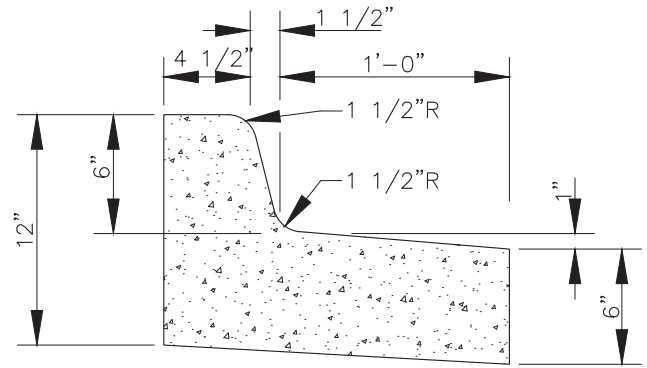
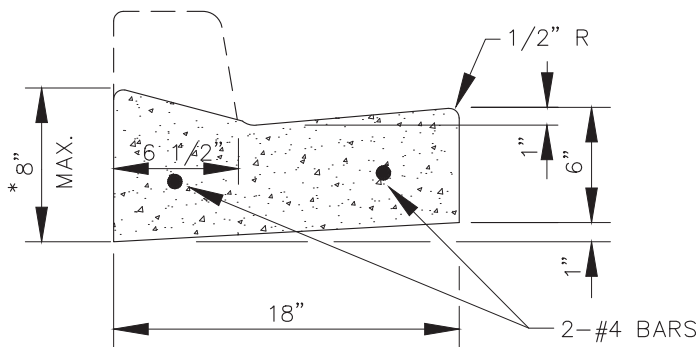


FULL HEIGHT - BARRIER



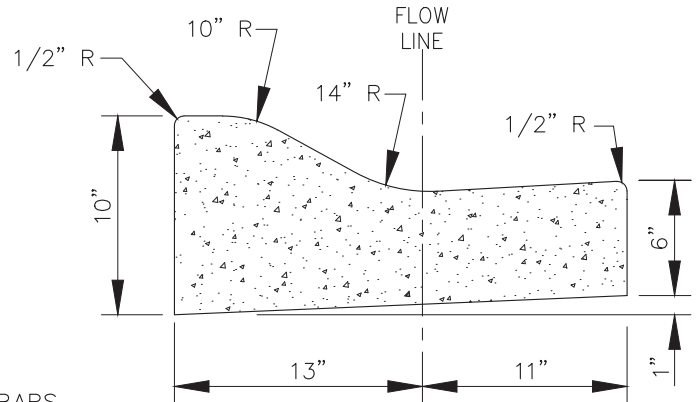
CONCRETE SPILL CURB



DEPRESSED - DRIVEWAYS

NOTE:

*AS DIRECTED BY ENGINEER. MAY VARY DEPENDING UPON GRADE OF SIDEWALK AND DRIVEWAY BEYOND CURB.



MOUNTABLE - ROLLED CURB

NOTE:

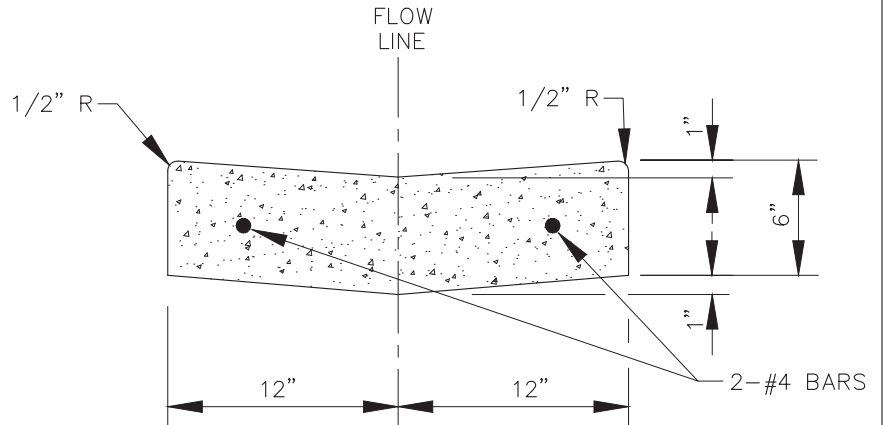
TOP OF CURB ELEVATION SHOWN IS TOP OF FULL HEIGHT CURB. SUBTRACT 0.17' FOR TOP OF ROLLED CURB.

NOTES:

1. AS DIRECTED BY THE PUBLIC WORKS DIRECTOR. MAY VARY DEPENDING UPON GRADE OF SIDEWALK AND DRIVEWAY BEYOND CURB. BACK OF CURB WILL BE 6 1/2" HIGH AT SIDEWALK RAMP.
2. 3/8" THICK MASTIC EXPANSION JOINT TO BE PLACED AT ALL POINTS OF TANGENCY.
3. FOR STATIONARY FORM CONSTRUCTION STANDARD PLATES AND HALF PLATES TO BE PLACED AT 10'-0" INTERVALS.
4. FOR SLIP-FORM CONSTRUCTION, PROVIDE FULL DEPTH JOINTS AT 10'-0" INTERVALS.
5. BACKFILL BEHIND CURB SHALL EXTEND FROM TOP OF CURB BACK TO A POINT AS DIRECTED BY THE THE PUBLIC WORKS DIRECTOR. THE TOP 4" OF BACKFILL SHALL BE OF A FINE GRADED MATERIAL SUITABLE FOR LAWNS, AND BE DAMPENED AND MECHANICALLY COMPACTED TO OBTAIN A REASONABLE LEVEL OF COMPACTION.

NOTES:

- ONLY THE LATEST DETAIL, AS APPROVED BY THE DIRECTOR OF PUBLIC WORKS, SHALL BE USED.



VALLEY GUTTER

ORIG.	11/15		
Revision	Date	Description	Appr