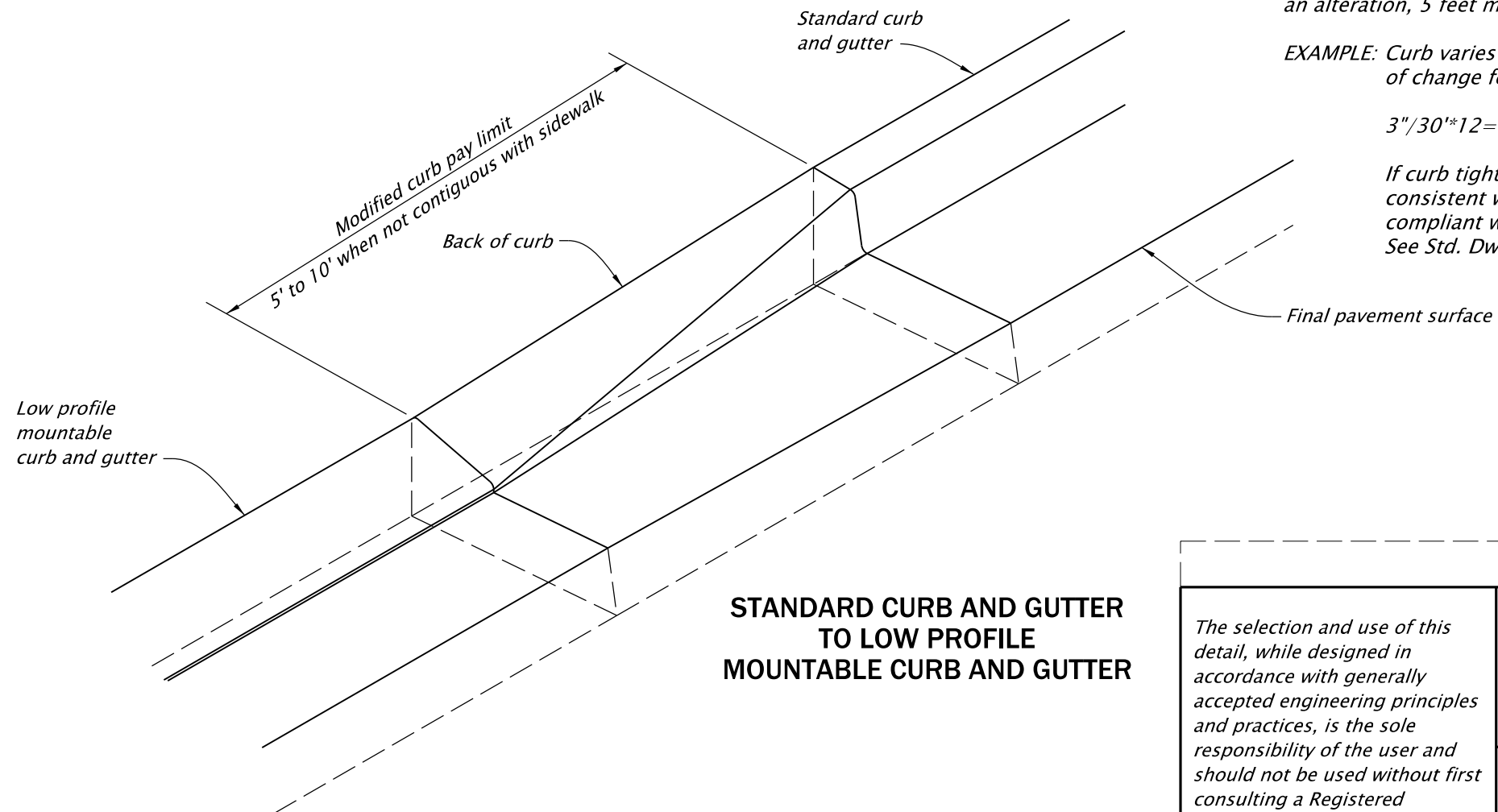
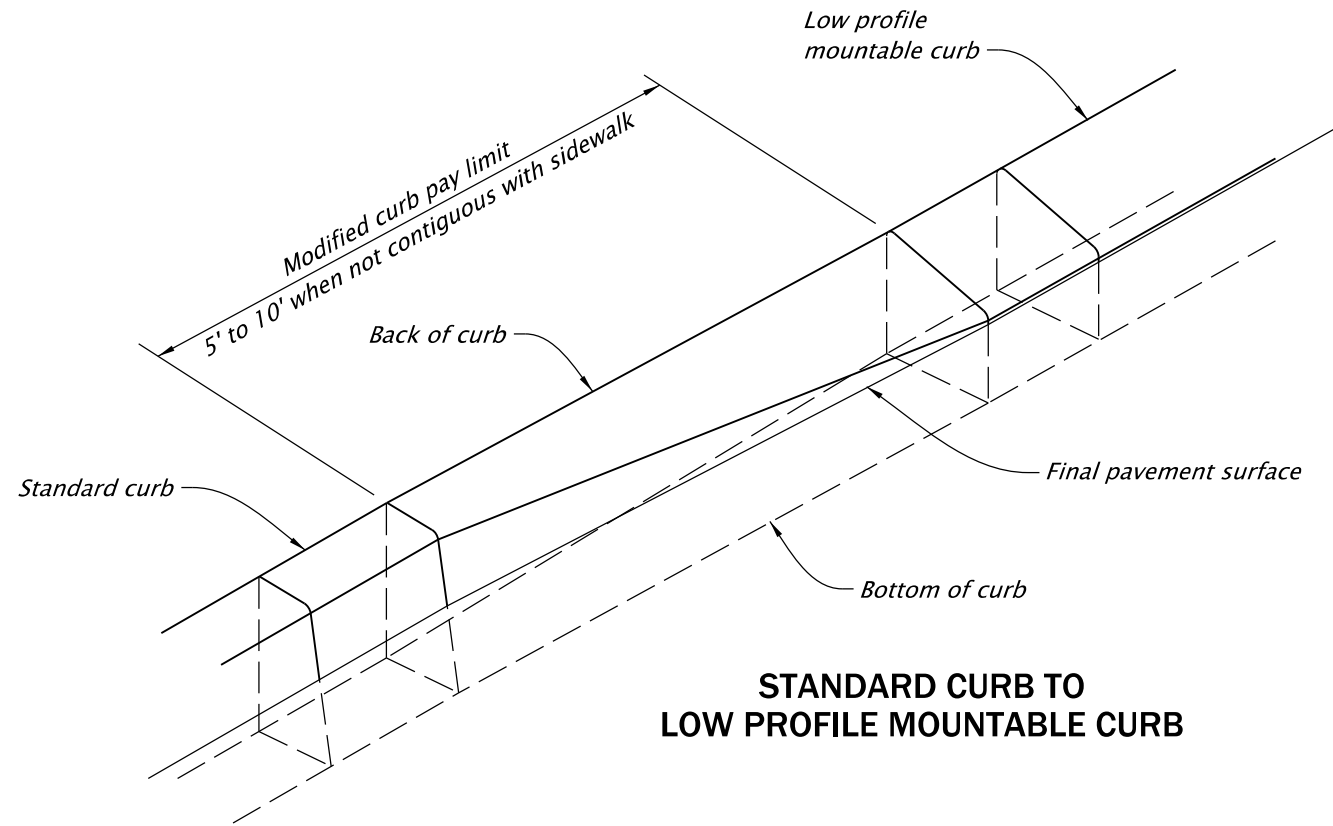


**GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:**

1. Curb details are based on applicable ODOT Standards. Curb exposure "E" = 6" to 9", as measured vertically from flowline to highest point on curb. Vary as shown on plans or as directed. ODOT standard "E"=7".
2. Construct curb expansion joints at 200' maximum spacing, and at points of tangency, and at ends of each driveway.
3. Construct curb contraction joints at 15' maximum spacing, and at ends of each inlet and curb ramp.
4. Tops of all curbs shall slope toward the roadway, unless otherwise shown, or as directed.
5. Dimensions are nominal, vary to conform with curb machine approved by the engineer.

NOTES TO DESIGNER:

1. On or along state highways, curb and gutter is required at curb ramp.
2. Transitions shall be used to connect curbs of different exposures "E", ("E" is the total vertical dimension of those curb surfaces having a slope of 1:1 or steeper). Desirable transition length should be 10 feet for each 1 inch difference in "E" for new construction. When constrained in an alteration, 5 feet minimum shall be provided.

EXAMPLE: Curb varies from 7 inches to 4 inches which yields 3 inches of change for 30 feet of transition length.

$$3"/30'*12=0.8\% \text{ slope change.}$$

If curb tight sidewalk, this length will keep the sidewalk consistent with the general grade of the roadway, and compliant with ADA sidewalk running slope requirements. See Std. Dwgs. RD720 and RD721.

The selection and use of this detail, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

OREGON DEPARTMENT OF TRANSPORTATION



**ENGINEERING AND
TECHNICAL SERVICES BRANCH**

CURB TRANSITIONS

DETAIL NO.

DET1753