

Criteria on curb and gutter repair, replacement

Cost: Cost is the primary factor. The figures on the chart to the right show that full curb and gutter replacement — compared to spot repairs — more than doubles the cost of street repair. However, spot repairs cost more per foot. Full replacement can be done with greater efficiency. Therefore, when the spot repairs approach 40 percent of the full length of curb, it becomes more economical to replace the curb and gutter rather than repair it.

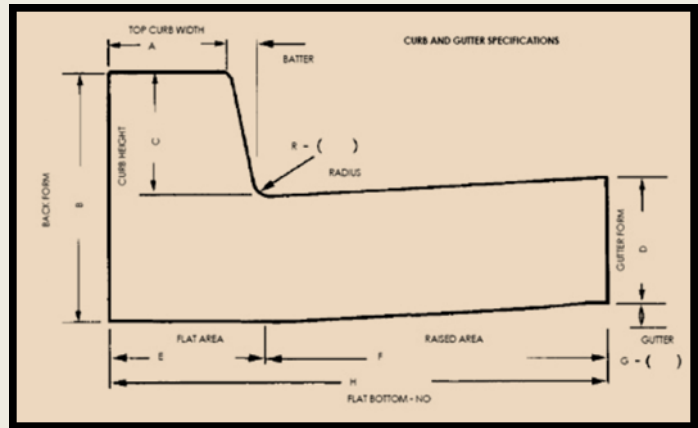
Estimated total cost for milling and resurfacing, plus spot repairs of curb and gutter, on a residential street

\$75 to \$80 per lineal foot

Estimated total cost for milling, resurfacing and full curb and gutter replacement on a residential street

\$175 per lineal foot

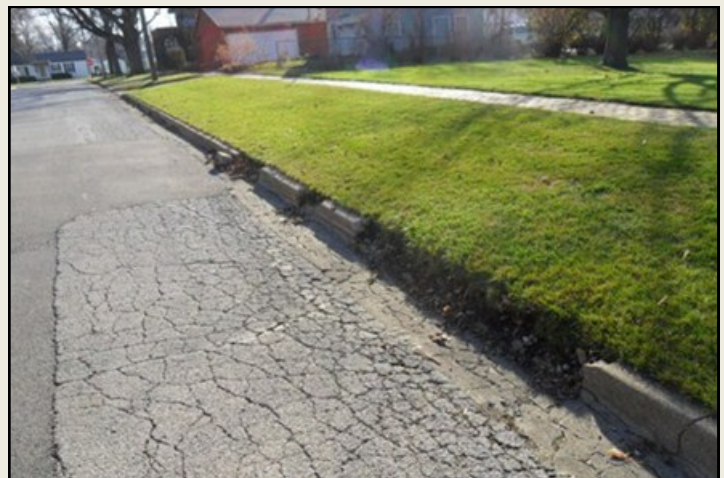
Serviceability: When analyzing a section of curb and gutter, City engineers and technicians ask: Are the curbs and gutters still performing their function? The gutter channels storm water. The curb provides a barrier between the lawn (or “parkway”) and the street. When the curb and gutter are still serving their functions, they are labeled as “serviceable.” Because of cost, keeping serviceable materials allows the City to double the amount of streets getting work within a given budget.



Chipped or spalling curb which remains serviceable usually is left in place. It is not ideal, and residents often are disappointed, but the Public Works Department, City Administration and City Council are balancing many financial priorities.



Badly damaged or missing curb pieces must be replaced. If adjacent curb remains serviceable, the City likely will seek spot repairs rather than replacement.



Overlay the gutter pan?: The gutter pan is the flat surface handling street drainage. When the curb is in decent shape but the gutter pan is not, as pictured, one option is to overlay the gutter pan with asphalt.



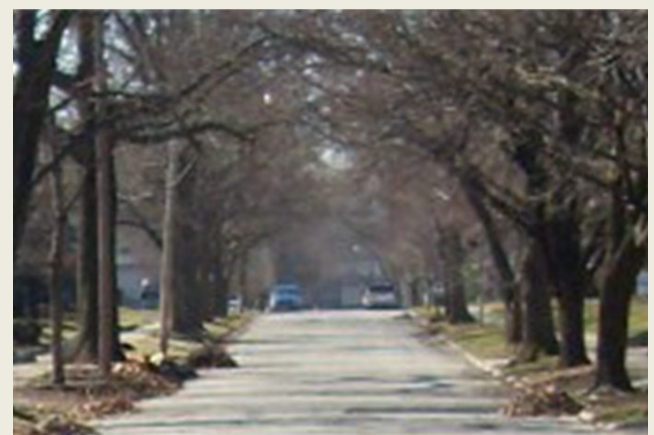
Overlay of the gutter often makes financial sense short-term. The City usually avoids this method because multiple layers of asphalt on the gutter pan affects drainage. The decision comes down to pragmatism. If isolated sections of the pan are damaged, the solution usually is to spot repair sections of curb and gutter. If pan damage is widespread but the curb is in good shape, the City might take the now-rare action of overlaying the gutter pan.



Long term, **gutter overlays** pose a problem. Multiple layers of asphalt eventually build up. The City desires curbs with 6 inches of height, though 2 inches of height remains serviceable. Curbs with overlaid gutters sometimes fall below 2 inches if overlaid a third time. In some cases, the gutter area can be milled and restored to a serviceable level.



Character of the neighborhood: Complete curb and gutter replacement along a street like Kreitzer (pictured) would require cutting down a number of trees. Public Works believes the public interest often is to save the money, save the trees and enact spot curb and gutter repairs.



Where brick meets the curb: Curbs along brick streets and brick streets which have been overlaid with asphalt pose a special problem. The curbs usually are made of sandstone. They serve not only as curbs but also like bookends holding the bricks in place. Removing and replacing curb, even for spot repairs, would cause disruption and damage to the street. There is no method to replace these curbs without completely deconstructing the roadway. Consequently, the City usually leaves the curb as is when resurfacing these streets, even when the curbs and gutters show major wear.

