

The Canadian Engineer

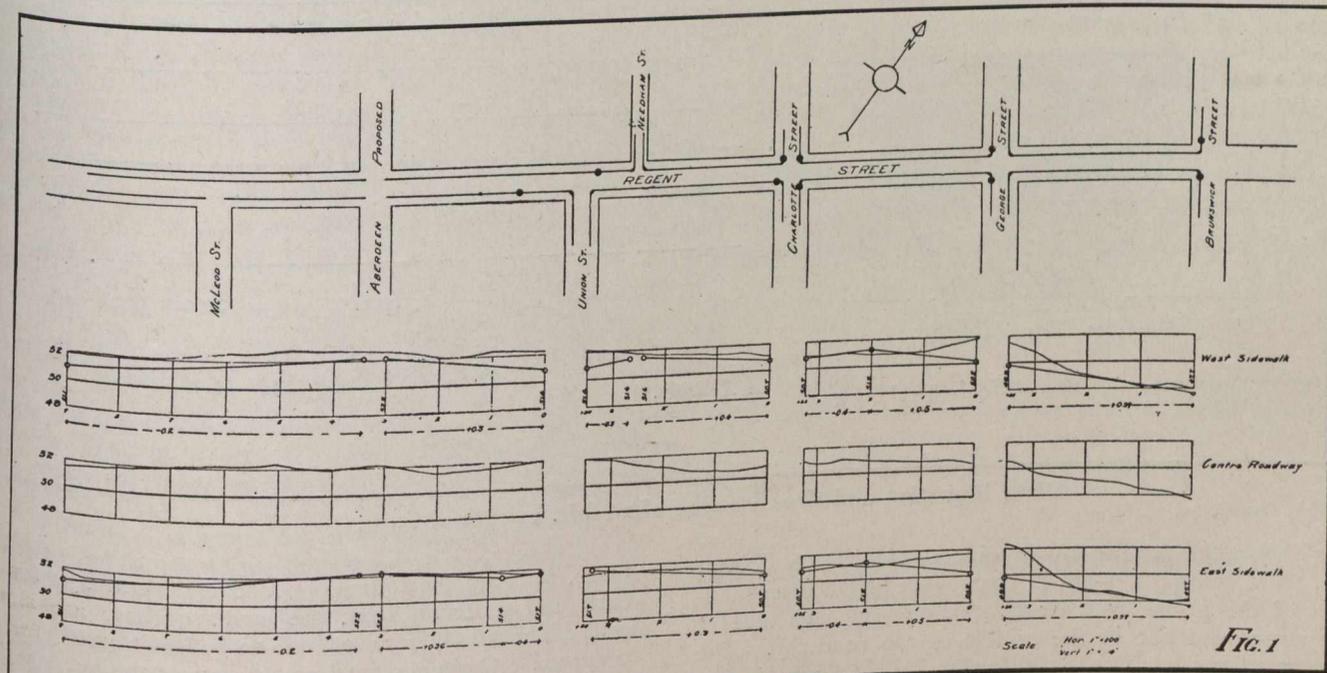
A weekly paper for engineers and engineering-contractors

STREET IMPROVEMENT IN FREDERICTON, N.B.

NOTES ON THE COMBINED CURB AND GUTTER, DESCRIBING THE METHODS OF LAYING AS ADOPTED IN THAT CITY—DATA ON LABOR AND MATERIALS.

MANY styles of curbs are in use to-day, with varied opinions associated with each. The combined curb and gutter type has been adopted by the city of Fredericton, N.B., and the past season has seen some interesting pieces of construction there. The following information has been furnished us by Mr. R. R. Stevenson, B.Sc., who, the office of city engineer being vacant at the time, did the engineering work for

be seen from the plan, it was impossible to get a straight line the entire length of the street, hence the engineers decided that the next best plan would be two straight lines with the smallest possible deviation in direction. The best place to make the turn, it was decided, was at Charlotte St. A ship's spike was driven at the exact middle of the street at Brunswick and another in the middle of Charlotte and Regent Sts.; another spike was



Regent St., Fredericton, N.B., Showing Alignment Grades, Levels, Profiles, etc., Required.

the city. The methods, forms and materials used are described below, and some valuable cost data is added.

Laying Out the Combined Curb and Gutter.—Fig. 1 shows a plan of a small section of the city showing Regent St., just laid with concrete curb and gutter, and the cross streets (which can be picked out from the plan as they are named). As in nearly every city, there are instances where old residents have encroached on the streets due to slackness on the part of the city in the past years, in holding them to the proper street lines. This has necessitated building the combined curb and gutter to fit the existing house lines of to-day.

This entails the plotting of a plan and deciding the best location for the combined curb and gutter. As can

be seen from the plan, it was impossible to get a straight line the entire length of the street, hence the engineers decided that the next best plan would be two straight lines with the smallest possible deviation in direction. The best place to make the turn, it was decided, was at Charlotte St. A ship's spike was driven at the exact middle of the street at Brunswick and another in the middle of Charlotte and Regent Sts.; another spike was

Method of Alignment.—The line could not be laid out in the middle of the road due to the interference of the traffic. It was offset 25 ft. on each side, which brought it on the asphalt sidewalk. The line was then laid down