



CITY COUNCIL WORK SESSION

May 05, 2026 at 5:30 PM

City Hall Council Chambers – 450 Virginia Avenue, Long Lake, MN 55356

AGENDA

1. Call to Order

2. Approve Agenda

3. Open Correspondence

NOTE: Open Correspondence is an item on the agenda during which the public may address the City Council. **No formal action is taken by the City Council** and comments shall be limited to five minutes or less. *Open Correspondence comments may also be emailed to City staff by 12:00 noon on the date of the meeting.*

4. Regular Business

[A.](#) 2027 Street Improvement Project - Continue Project Design Discussion

5. Other Business / Work Session Council Reports

6. Adjourn



Memorandum

To: Amanda Nowezki, City Administrator
City of Long Lake

From: Rachel Scheu, WSB

Date: April 29, 2026

Re: Curb Benefits and Curb Type Comparison

This memo provides information on the benefits of curb and compares the pros and cons of barrier curb and gutter (high-back) to surmountable curb and gutter (drive-over).

Benefits of Curb

- Tends to be more cost effective over the life of the street
- Reduces pavement failure
- Provides Safety
- Controls drainage
- Improves the appearance of the neighborhood
- Provides driveway and traffic control
- Aids street cleaning and snow plowing

Barrier Curb (Design B)

- Pros:
 - Preference to snowplows.
 - Highly effected at keeping vehicles on the roadway and off sidewalks or landscaping. Offer high pedestrian safety.
- Cons:
 - Can damage tires/rims if they hit the curb.
 - 2" taller than standard surmountable curb, so from a design and construction standpoint, the existing road will need to be lowered more than surmountable to install curb and tie-in to existing yards.
 - Slightly more expensive than surmountable curb (estimate \$5 more/ LF), because there's more volume of concrete required.

Surmountable Curb (Design D)

- Pros:
 - Allows vehicles to drive over them easily, which eliminates the need for driveway cuts.
 - Preferred in residential developments where driveway locations are not decided yet.
 - Less damaging to vehicles and offer better access for emergency or maintenance vehicles to pull off the road.
- Cons:
 - Less effective at separating traffic from pedestrians.
 - Some residents prefer the drop down curb at driveways used with barrier curb because it is a gradual bump compared to driving over surmountable curb.

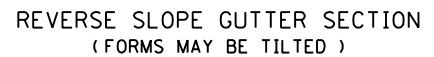
See attachments of MnDOT's Standard Plates for barrier curb (Design B) and surmountable curb (Design D).



Rachel Scheu

4/29/2026

Date



- ① LONGITUDINAL JOINT WHEN ADJACENT TO RIGID PAVEMENT OR BASE.
SEE STANDARD PLANS MANUAL FOR JOINT INFORMATION.
- ② SLOPE 0.06 FT/FT NORMAL, UNLESS OTHERWISE SPECIFIED. IF A DIFFERENT GUTTER SLOPE IS PERMITTED, THE FORM MAY BE TILTED.

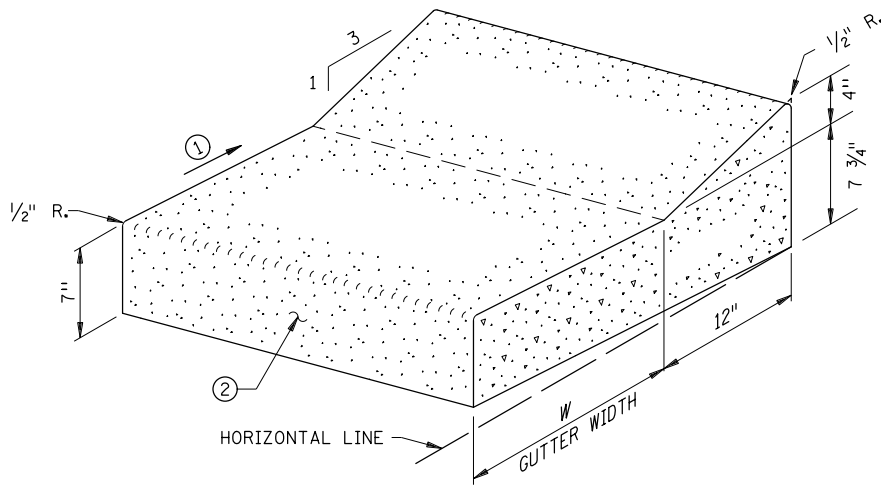
DESIGN B			W = 12''				W = 18''				W = 24''				W = 30''				W = 36''			
			DESIGN NO.	CONCRETE			DESIGN NO.	CONCRETE			DESIGN NO.	CONCRETE			DESIGN NO.	CONCRETE			DESIGN NO.	CONCRETE		
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DIMENSIONS																						
H	A	B																				
4	7-3/8''	11-1/2''	B412	0.0421	23.8	B418	0.0529	18.9	B424	0.0637	15.7	B430	0.0745	13.4	B436	0.0853	11.7					
6	8''	13-1/2''	B612	0.0474	21.1	B618	0.0582	17.2	B624	0.0690	14.5	B630	0.0798	12.5	B636	0.0906	11.0					
8	8-5/8''	15-1/2''	B812	0.0529	18.9	B818	0.0637	15.7	B824	0.0745	13.4	B830	0.0853	11.7	B836	0.0962	10.4					
9	9''	16-5/8''	B912	0.0559	17.9	B918	0.0667	15.0	B924	0.0775	12.9	B930	0.0883	11.3	B936	0.0991	10.1					
10	9-3/8''	17-5/8''	B1012	0.0589	17.0	B1018	0.0697	14.4	B1024	0.0805	12.4	B1030	0.0913	11.0	B1036	0.1021	9.8					

DESIGN V			W = 12''			W = 18''			W = 24''			W = 30''			W = 36''		
			DESIGN NO.	CONCRETE		DESIGN NO.	CONCRETE		DESIGN NO.	CONCRETE		DESIGN NO.	CONCRETE		DESIGN NO.	CONCRETE	
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4	6''	11-3/8''	V412	0.0396	25.3	V418	0.0504	19.9	V424	0.0612	16.4	V430	0.0720	13.9	V436	0.0828	12.1
6	6''	13-3/8''	V612	0.0426	23.5	V618	0.0534	18.7	V624	0.0642	15.6	V630	0.0750	13.4	V636	0.0858	11.7
8	6''	15-3/8''	V812	0.0457	21.9	V818	0.0565	17.7	V824	0.0673	14.9	V830	0.0781	12.8	V836	0.0889	11.3
9	6''	16-3/8''	V912	0.0472	21.2	V918	0.0580	17.2	V924	0.0688	14.5	V930	0.0796	12.6	V936	0.0904	11.1
10	6''	17-3/8''	V1012	0.0487	20.5	V1018	0.0595	16.8	V1024	0.0703	14.2	V1030	0.0811	12.4	V1036	0.0919	10.9

R.H. Corfield

CONCRETE CURB AND GUTTER DESIGN B AND DESIGN V

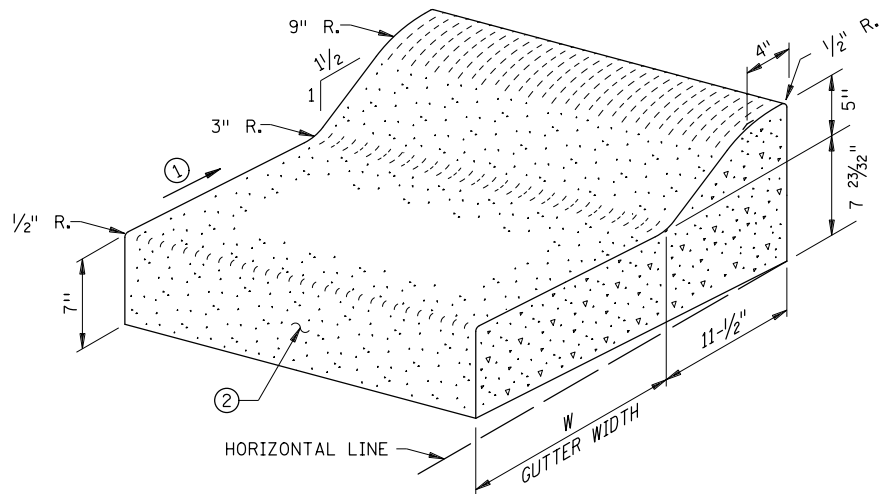
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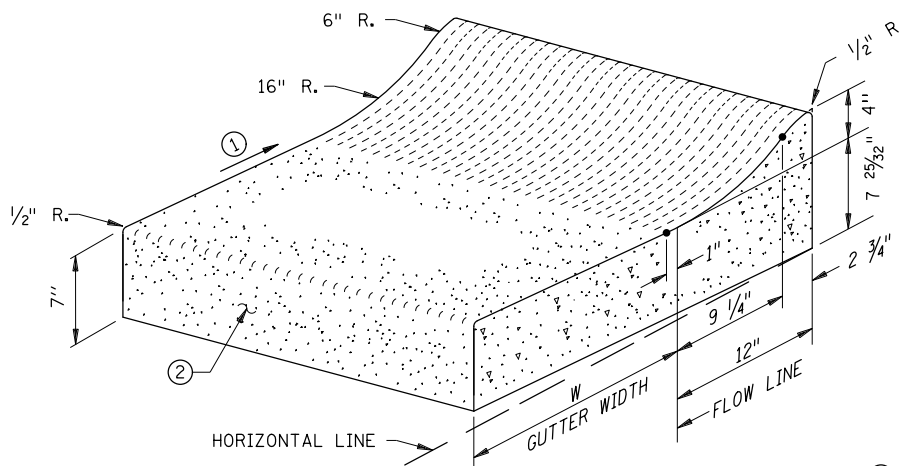
DESIGN D

D	GUTTER WIDTH W	CONCRETE	
		CU. YDS. PER LIN. FT.	LIN. FT. PER CU. YD.
D412	12"	0.0505	19.8
D418	18"	0.0613	16.3
D424	24"	0.0721	13.9
D436	36"	0.0937	10.7

S	GUTTER WIDTH W	CONCRETE	
		CU. YDS. PER LIN. FT.	LIN. FT. PER CU. YD.
S512	12-1/2"	0.0541	18.5
S518	18-1/2"	0.0649	15.4
S524	24-1/2"	0.0757	13.2
S530	30-1/2"	0.0865	11.6
S536	36-1/2"	0.0973	10.3



DESIGN S



DESIGN R

R	GUTTER WIDTH W	CONCRETE	
		CU. YDS. PER LIN. FT.	LIN. FT. PER CU. YD.
R412	12"	0.0492	20.3
R418	18"	0.0600	16.7
R424	24"	0.0708	14.1
R436	36"	0.0924	10.8

NOTES:

- ① SLOPE 3/4" PER FOOT NORMAL UNLESS OTHERWISE SPECIFIED. IF A DIFFERENT GUTTER SLOPE IS SPECIFIED, THE FORM MAY BE TILTED.
- ② LONGITUDINAL JOINT WHEN ADJACENT TO RIGID PAVEMENT OR BASE. SEE STANDARD PLANS MANUAL FOR JOINT INFORMATION.

APPROVED AUGUST 28, 2017

Rom S. [Signature]
STATE DESIGN ENGINEER

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION

CONCRETE CURB AND GUTTER DESIGN D, DESIGN S AND DESIGN R

SPECIFICATION
REFERENCE

2531

STANDARD
PLATE
NO.

7102K



