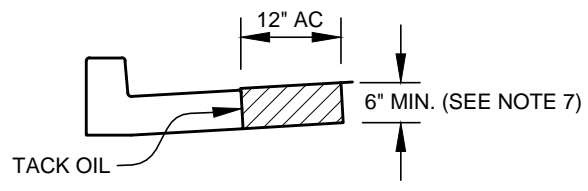



#3 DOWELS 12" LONG @ 2'-0" ON CENTER (TYP.)
EPOXY GROUT IF DRILLED (ALL FLAT WORK)



SECTION A-A
NO SCALE

NOTES:

1. 3 OR MORE CHIPS IN 8' LENGTH OF CURB - REPLACE SECTION.
2. ANY CHIP OVER 6" IN ANY DIMENSION - REPLACE SECTION.
3. VERTICAL DISPLACEMENT OF 1/4" OR MORE - REPLACE SECTION.
4. SKIN PATCHING OF FLATWORK WILL NOT BE PERMITTED.
5. REMOVE AND REPLACE ALL UNDERMINED CONCRETE AS DIRECTED BY CITY ENGINEER.
6. SAWCUT AC (STRAIGHT EDGE).
7. REMOVE AND REPLACE 6" MINIMUM THICK AC DEEP LIFT PATCH OR MATCH EXISTING, WHICHEVER IS GREATER.

APPR <i>RB</i>	REVISION	DATE	CITY OF FREMONT STANDARD DETAILS CURB, GUTTER, AND SIDEWALK REPAIR METHODS				DATE APPROVED BY CITY COUNCIL	
	GENERAL REVISION	7/22					4/11/2006	
							RESOLUTION NO.	
							2006-31	
							CITY ENGINEER	
								
FILE NO.	SCALE	DRAWN	CHECKED	DATE	DWG NO.			
SD-09-22.DWG	NOT TO SCALE	DC	KC	12/16/2005	SD-9	1 OF 2		

CONCRETE REPAIR METHODS

1. CONCRETE CURBS AND WALKS WHICH ARE DEFECTIVE FROM CRACKING, DISPLACEMENT, SPALLING, OR EXCESSIVE SURFACE CHECKING SHALL BE REPAIRED BY REMOVING AND REPLACING THE DEFECTIVE PORTIONS.
2. SURFACE CHIPS IN CURBS MAY BE REPAIRED BY AN EPOXY METHOD WHICH RESULTS IN A HARD SURFACED, NEAT PERMANENT REPAIR. SURFACE TEXTURE AND COLOR MUST MATCH ADJACENT CONCRETE. EPOXY ADHESIVE SHALL BE AN APPROVED TWO-PART EPOXY BONDING COMPOUND. SURFACES SHALL BE THOROUGHLY CLEANED PRIOR TO APPLICATION OF EPOXY. MORTAR SHALL HAVE CURING COMPOUND APPLIED. SURFACE PATCHING OF SIDEWALK WILL NOT BE ALLOWED.
3. WHEN DEFECTIVE PORTIONS OF CURBS OR WALKS ARE REMOVED, THEY SHALL BE REMOVED IN SEGMENTS BETWEEN SCORE MARKS AND/OR DEEP JOINTS. REPLACEMENT CONCRETE SHALL BE FORMED AND FINISHED TO THE SAME STANDARDS REQUIRED FOR NEW WORK. THE EDGE OF EXISTING ASPHALT PAVING WILL NOT BE USED AS A CURB FORM UNLESS APPROVED BY THE ENGINEER. WHEN CONCRETE BEING REPLACED IS NOT POURED MONOLITHIC, #3 REBAR 12" LONG SHALL BE PLACED AT 2'-0" ON CENTER A MINIMUM OF 3" INTO EXISTING CONCRETE. EPOXY GROUT IF DRILLED.
4. THE DEFECTIVE PORTIONS OF DRIVEWAY APPROACHES SHALL BE REMOVED BY SAWCUTTING ALONG DEEP SCORE LINES OR JOINTS. PORTIONS OR AREAS OF SUBGRADE AND AGGREGATE BASE SHALL BE PROOF-ROLLED AND SHALL BE NON-YIELDING.
5. CRACKING OF CURBS, WALKS AND DRIVEWAY APRONS WILL REQUIRE REMOVAL AND REPLACEMENT WHEN THE FOLLOWING SITUATIONS OCCUR:
 - A. WHEN AN INDIVIDUAL CRACK IS 3/32" WIDE OR WIDER (THE APPROXIMATE WIDTH OF A NICKEL).
 - B. WHEN TWO OR MORE CRACKS OF ANY WIDTH OCCUR BETWEEN SCORES AND/OR EXPANSION JOINTS.
 - C. WHEN THREE OR MORE CHIPS OCCUR IN AN 8' LENGTH OF CURB.
 - D. ANY CHIP IN SIDEWALK.
6. USE #3 REBAR, 12" LONG, TO DOWEL NEW CONCRETE TO EXISTING CONCRETE.
7. DO NOT DOWEL PRIVATE IMPROVEMENTS TO PUBLIC IMPROVEMENTS.
8. WHEN REPLACING CURB AND GUTTER, A 12" WIDE, 6" MIN. THICK A.C. DEEP LIFT PATCH (OR MATCH EXISTING AC, WHICHEVER IS GREATER) IS REQUIRED.
9. ALL CONCRETE SHALL BE 6-SACK, 3/4" ROCK WITH 1-LB/CY OR 1 PINT/CY OF LAMP BLACK (3" MAX SLUMP) PER CITY SPECIFICATIONS UNLESS COLOR OTHERWISE NOTED ON THE PLANS.
10. ALL CONCRETE IS TO BE MEDIUM BROOM FINISH PERPENDICULAR TO TRAVEL PATH OR MATCH EXISTING FINISH.

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FILE NO.			SCALE	DRAWN	CHECKED	DATE	DWG NO.	
SD-09-22.DWG			NOT TO SCALE	DC	KC	3/14/2006	SD-9	2 OF 2