



NOTES:

1. REMOVING ONLY THE TOP PORTION OF THE CURB TO MAKE THE CURB CUT IS NOT ALLOWED, UNLESS EXPRESSLY APPROVED BY THE CITY ENGINEER. REMOVE CURB SHOWN CROSS-HATCHED ABOVE, EXCEPT AS REQUIRED OTHERWISE BY NOTE 2.
2. IF CURB IS TO BE REMOVED BEFORE FINAL ASPHALT LIFT IS IN-PLACE OR IF PAVEMENT IS PCC, GUTTER MUST BE REMOVED WITH CURB. REPLACE EXISTING CURB AND GUTTER WITH NEW CURB AND GUTTER WITH CURB CUT PER CITY STANDARD DETAIL RD-21 THROUGH RD-24.
3. IF ALL ASPHALT LIFTS ARE IN PLACE, ONLY CURB SHALL BE REMOVED AT FULL-DEPTH, AND REINSTALLED WITH #4 REBAR. REBAR DOWELS SHALL BE PLACED 3" BELOW TOP OF GUTTER AND SHALL BE 30" MAXIMUM ON CENTER AND 6" FROM EACH END OF CUT.
4. SAWCUT LINE SHALL BE AS CLOSE TO FACE OF CURB AS POSSIBLE.
5. CONCRETE SHALL BE COMMERCIAL MIX WITH A 28-DAY COMPRESSIVE STRENGTH OF 3300 PSI, AND A 4" MAX SLUMP.
6. BEVEL THE CURB BACK FROM THE GUTTER TO BACK OF CURB AT 8.33% (1:12).
7. CURB JOINT SHALL BE A TROWELED JOINT WITH A MINIMUM 1/2" RADIUS ALONG BACK OF CURB.



STANDARD DRAWING TITLE

DRAWING NUMBER

CURB RETROFIT

RD-25

Any alteration of this drawing may not be associated in any way with the City of Sherwood Standard Drawings.

SCALE

DATE

N.T.S.

MAR '16