

NOTES:

1. ALL CONCRETE DEMOLITION SHALL BE TO SCORE LINES OR JOINTS. ALL CUTS SHALL BE SAWED NEAT AND STRAIGHT AND SHALL HAVE A MINIMUM OF 2" DEPTH OR AS NEEDED TO ASSURE A CLEAN BREAK. NO SECTION TO BE REPLACED SHALL BE SMALLER THAN THIRTY (30) INCHES IN EITHER LENGTH OR WIDTH. IF THE SAW CUT IN SIDEWALK WOULD FALL WITHIN THIRTY (30) INCHES OF A CONSTRUCTION JOINT, EXPANSION JOINT, COLD JOINTS, OR EDGE, THE CONCRETE SHALL BE REMOVED TO THE JOINT OR EDGE. ALL SAW CUT RESIDUE SHALL BE VACUUMED CONCURRENTLY WITH SAWING OPERATION.
2. CONCRETE SHALL BE 6 SACK, ONE INCH MAXIMUM AGGREGATE, 5" MAXIMUM SLUMP, 2,500 PSI MINIMUM. CONCRETE FOR CURB, GUTTER, SIDEWALK AND DRIVEWAY SHALL CONTAIN ONE (1) POUND OF LAMPBLACK PER CU. YD. ADDED & MIXED AT BATCH PLANT.
3. AGGREGATE BASE (AB) SHALL BE CRUSHED AB OR CRUSHED MISCELLANEOUS BASE AND SHALL BE COMPACTED TO NOT LESS THAN 95% RELATIVE COMPACTION, AS TESTED BY CITY APPROVED LAB AT CONTRACTOR'S EXPENSE. NEW IMPORTED FULL DEPTH AB SHALL BE PLACED UNDER ALL NEW OR REPLACEMENT CURB, GUTTER, SIDEWALK AND DRIVEWAY.
4. 1/4" EXPANSION JOINTS SHALL BE PLACED AT 20' INTERVALS, AT CURB RETURNS, AND AT EDGES OF DRIVEWAY APRONS. WEAKENED-PLANE JOINTS (2" DEEP FOR SIDEWALKS, 3" DEEP FOR 6" THICK DRIVEWAYS, AND 4" DEEP FOR 8" THICK DRIVEWAYS) SHALL BE SPACED AT 10' NOMINAL INTERVALS.
5. SIDEWALKS SHALL BE SCORE MARKED 2'-6" NOMINAL INTERVALS BOTH WAYS OR MATCH EXISTING AND A CONTINUOUS SCORE MARK SIX (6") INCHES BEHIND FACE OF CURB.
6. ALL PCC IMPROVEMENTS SHALL BE DOWELED TO ADJACENT PCC IMPROVEMENTS USING 12" LONG #4 REBAR DOWELS NO MORE THAN TWENTY-INCHES (20") FROM THE EDGES. FOR SIDEWALK, CURB AND/OR GUTTER EXCAVATIONS THAT EXCEED TWENTY-FOOT (20'), DOWELS WILL BE PLACED AT TWENTY-FOOT (20') INTERVALS. DRILL FOR DRIVE TIGHT FIT OR EPOXY IN PLACE.
7. EXPOSED SURFACES OF SIDEWALK, DRIVEWAY, CURB AND GUTTER SHALL BE STEEL TROWELED FOLLOWED BY A MEDIUM BROOM FINISH. EXISTING DECORATIVE FINISHES SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO EXCAVATION.
8. EXCEPT AS SHOWN, ALL EXPOSED EDGES, INCLUDING AT WEAKENED-PLANE JOINTS, SHALL BE TOOLED TO $\frac{1}{2}$ " RADIUS.
9. ALL CONCRETE SHALL BE CURED BY KEEPING CONTINUOUSLY MOIST FOR THREE DAYS AFTER POURING EITHER BY SPRINKLING, COVERING WITH A WATERPROOF MEMBRANE, OR APPLYING TYPE 1 CONCRETE CURING COMPOUND.
10. EXTRUDED CURB AND GUTTER SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.

CITY OF MILLBRAE * STANDARD PLANS

NO.	REVISIONS		DATE	GENERAL CONCRETE NOTES				APPROVED	
								<div>City Engineer</div>	
DRAWN CK		CHECKED NT		DATE 03/2024	SCALE NTS		SHEET 1 OF 2	DWG. NO. R-8.1	

NOTES CONT'D:

11.
- FOR EXISTING AC OVER-LAYED GUTTER, FLOW LINE OF NEW CONCRETE GUTTER SHALL MATCH EXISTING CONCRETE GUTTER FLOW LINE. CURB LIP AT DRIVEWAYS SHALL BE INCREASED TO $\frac{1}{2}$ " HIGHER THAN AC OVERLAY.
12.
- ALL GUTTER LIPS SHALL BE FORMED AND TOOLED. A ONE (1) FOOT WIDE FULL DEPTH AC STREET STRUCTURAL SECTION SHALL BE PLACED ADJACENT TO THE GUTTER LIP. THE AC SECTION SHALL BE A MINIMUM OF 6" DEEP OR 1" THICKER THAN EXISTING AC, WHICH EVER IS GREATER.
13.
- PLANTER STRIPS SHALL CONSIST OF PERVIOUS SURFACE AS APPROVED BY THE CITY ENGINEER.
14.
- THE TYPICAL CITY STANDARD CURB HEIGHT IS 6 INCHES AND THE TYPICAL CITY GUTTER WIDTH IS EIGHTEEN (18) INCHES. HOWEVER, EXISTING CURB HEIGHTS (3" TO 9") AND GUTTER WIDTHS (12" TO 24") SHALL BE MATCHED IN KIND WHEN DIRECTED BY THE CITY ENGINEER.
15.
- DRIVEWAY APPROACHES, AND CURB AND GUTTER POURES SHALL BE MONOLITHICALLY. CURB AND GUTTER SHALL BE POURED SEPARATELY FROM SIDEWALK.

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DRAWN		CK		CHECKED		NT		DATE		03/2024		SCALE		NTS		SHEET		2 OF 2		DWG. NO. R-8.2	