



NOTES:

1. SAWCUT THROUGH GUTTER PLATE SHALL BE MADE AS CLOSE TO CURB FACE AS POSSIBLE.
 - 1.A. WITH CITY ENGINEER APPROVAL, THE CURB MAY BE GROUNDED DOWN TO ACHIEVE A REMAINING LIP EXPOSURE OF 1/2 – 3/4" ABOVE THE GUTTER FLOWLINE. THIS OPTION IS ONLY ALLOWED IF CURB REMOVAL IS LESS THAN 50% OF TOTAL HEIGHT. GRINDING SHALL BE FINISHED USING A DIAMOND CUP GRINDING WHEEL TO PROVIDE A NON-SLIP SURFACE, UNLESS OTHERWISE APPROVED BY CITY ENGINEER.
2. COMPLETE CURB AND GUTTER SHALL NOT BE REMOVED UNLESS DIRECTED BY THE ENGINEER.
3. WHEN ENTIRE GUTTER PLATE IS REMOVED THE EXISTING PAVEMENT SHALL BE CUT BACK AND A 6" MONOLITHIC CONCRETE BENCH SHALL BE CONSTRUCTED WITH THE NEW GUTTER TO PROVIDE SUPPORT UNDER PAVEMENT.
4. WHEN STANDARD CURBS ARE REMOVED, A MINIMUM OF 2 FEET OF PAVEMENT FROM THE FACE OF CURB SHALL BE REMOVED AND REPLACED WITH LEVEL 2 1/2" DENSE HMAC OF AN EQUIVALENT DEPTH AND COMPACTED.



Public Works Standard Drawings

CURB CUT FOR DRIVEWAYS

SCALE NTS	
DATE JAN '26	REV. 1
ENGR. DW	DRAWN KAE
DRAWING NO. 507	