

SAW CUT STANDARD CURB AND GUTTER DRIVE APPROACH GENERAL NOTES

NOTES:

1. CURB MUST BE SAW CUT HORIZONTALLY AND WITH A UNIFORM TAPER PER DETAIL.
2. CONTRACTION JOINT MAY BE TOOLED. SEE ST-9 FOR DETAILS.
3. SEE ST-23A AND ST-23B STANDARD RESIDENTIAL DRIVEWAY APPROACH DETAILS FOR ADDITIONAL REQUIREMENTS.
4. SEE ST-24A AND ST-24B STANDARD COMMERCIAL DRIVEWAY APPROACH DETAILS FOR ADDITIONAL REQUIREMENTS.
5. 4 IN. TYPE "A" MATERIAL PER STANDARD SPECIFICATIONS FOR CONSTRUCTION SECTION 4.2 EXCAVATION AND BACKFILL PART 2: PRODUCT A. MATERIALS 3. TRENCH BACKFILL A. TYPE "A" OR 4 IN. RECYCLED CRUSHED CONCRETE (TXDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION ITEM 247 FLEXIBLE BASE TYPE D, GRADE 1-2 EXCLUDING TYPE A MATERIALS, WITH A MINIMUM P.I. OF FOUR) OR 4 IN. PORTLAND CEMENT TREATED BASE (AFTER COMPACTION COVERED BY 10 MIL POLYETHELENE BOND BREAKER) MECHANICALLY COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY.
6. UPON REQUEST, CONTRACTOR SHALL SHOW INSPECTOR SIDEWALK COMPLIANCE.
7. DRIVE APPROACH:
 - RESIDENTIAL: X = 4 FT. MINIMUM.
SLOPE SHALL BE 11.5% MIN TO 13.5% MAX WHEN X = 4 FT. AND HORIZONTAL CUT EQUALS 1 ½ INCH. ELEVATION AT TOP OF CONTRACTION JOINT SHALL BE 1 IN. MIN TO 2 IN. MAX ABOVE TOP OF "ADJACENT" CURB WHEN X = 4 FT. AND HORIZONTAL CUT EQUALS 1 ½ INCH.
 - COMMERCIAL: SEE ST-24A AND ST-24B
8. EXPANSION JOINT WITH 3/4 IN. Ø x 24 IN. LONG SMOOTH DOWEL BARS W/ PVC CAPPED SLEEVE AT 36 IN. OC (REF ST-9)
9. 30 IN. TAPERED CUT (HEIGHT REMAINING TRANSITIONS FROM 1 ½ IN. TO 6 IN.)
10. CONSTRUCTION JOINT WITH #4 DEFORMED TIE BARS 24 IN. LONG AT 12 IN. SPACING.
11. DRIVE APRON AT EXISTING OR FUTURE SIDEWALK. MAXIMUM SLOPE SHALL BE 1.5% FORMED. ANY CROSS-SLOPE EXCEEDING 2% SHALL NOT BE ACCEPTED.
12. EXPANSION JOINT W/ 3/4 IN. Ø x 24 IN. LONG SMOOTH DOWEL BARS W/ PVC CAPPED SLEEVE AT 36 IN. OC (REF ST-9)
13. REINFORCED CONCRETE:
 - RESIDENTIAL: 6 IN. REINFORCED CONCRETE WITH #4 BARS AT 18 IN. OCEW (CONCRETE CHAIRS REQUIRED). CONTINUOUS THROUGH DRIVE APPROACH, DRIVE APRON, AND SIDEWALK.
 - COMMERCIAL: MINIMUM 8 IN REINFORCED CONCRETE WITH #4 BARS AT 18 IN. OCEW (CONCRETE CHAIRS REQUIRED). CONTINUOUS THROUGH DRIVE APPROACH, DRIVE APRON, AND SIDEWALK.
14. SEE ST-4 STANDARD ALLEY SECTION FOR ADDITIONAL INFORMATION WHEN CONNECTING TO AN ALLEY.
15. SIDEWALK: SEE CODE OF ORDINANCES FOR REQUIREMENTS OF SIDEWALK.
LOCATIONS WITHIN THE CODE OF ORDINANCES OF MINIMUM REQUIRED WIDTHS OF SIDEWALK AND RELATED BUFFER PRESENTLY INCLUDE THE FOLLOWING
 - [SEC. 22-37. - CHANGING OF GRADE OF STREETS, ETC.](#)
 - [SEC. 22-63. - SAME-LOCATION AND WIDTH OF SIDEWALKS.](#)
 - [SEC. 28-880.11. - PUBLIC SPACES.](#)
 - [SEC. 28-839. - SIDEWALKS.](#)
 - [SUBDIVISION ORDINANCE SEC. 5.2. - PERMANENT IMPROVEMENTS.5.207. SIDEWALKS](#)
16. A LONGITUDINAL CONTRACTION JOINT SHALL BE PLACED AT CENTERLINE OF ALL DRIVEWAYS. FOR DRIVEWAYS WIDER THAN 20 FEET ADDITIONAL LONGITUDINAL CONTRACTION JOINTS SHALL BE PLACED, SPACED EQUALLY AT 10 FT. MAXIMUM SPACING.
17. IF DISTANCE BETWEEN INITIALLY REQUIRED TRANSVERSE JOINTS EXCEEDS 10 FT. THEN ADDITIONAL CONTRACTION JOINT(S) SHALL BE PLACED TO ENSURE DISTANCE BETWEEN TRANSVERSE JOINTS DOES NOT EXCEED 10 FEET. THESE ADDITIONALLY REQUIRED CONTRACTION JOINTS SHALL BE PLACED TO PROVIDE EQUAL SPACING BETWEEN TRANSVERSE JOINTS TO THE EXTENT PRACTICAL.

SEE ST-25A FOR
ADDITIONAL DETAILS

DISCLAIMER: THE USE OF THIS STANDARD IS GOVERNED BY THE "TEXAS ENGINEERING PRACTICE ACT". NO WARRANTY OF ANY KIND IS MADE BY THE CITY OF WACO FOR ANY PURPOSE WHATSOEVER. THE CITY OF WACO ASSUMES NO RESPONSIBILITY FOR THE CONVERSION OF THIS STANDARD TO OTHER FORMATS OR FOR INCORRECT RESULTS OR DAMAGES RESULTING FROM ITS USE.



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REVISIONS			
NO.	COMMENTS	BY	DATE
3	REPLACE NOTE 5	MZ	01/27/2023
2	MODIFY NOTE 5	MZ	01/27/2023
1	ADD NOTES	MZ	09/12/2022
##	DESCRIPTION	FL	MM/DD/YYYY

DATE
08/24/2022

ST-25B