

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. BASE MATERIAL MAY BE ONE OF THE FOLLOWING SELECTED FOR THE ENTIRE PROJECT AND COMPACTED IN ACCORDANCE WITH [G-1C](#):
 - A. 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." MATERIAL
 - B. RECYCLED CRUSHED CONCRETE TxDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION ITEM 247 FLEXIBLE BASE TYPE D GRADE 1-2 EXCLUDING TYPE A MATERIAL, WITH MINIMUM P.I. OF FOUR
 - C. PORTLAND CEMENT TREATED BASE (AFTER COMPACTION) COVERED BY 10 MIL. POLYETHYLENE BOND BREAKER)
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 THE STREET DESIGN CRITERIA AND THE CODE OF ORDINANCES FOR REQUIREMENTS OF SIDEWALK. LOCATIONS WITHIN THE STREET DESIGN CRITERIA AND THE CODE OF ORDINANCES OF MINIMUM REQUIRED WIDTHS OF SIDEWALK AND RELATED BUFFER PRESENTLY INCLUDE THE FOLLOWING
 - [STREET DESIGN CRITERIA TABLE 2-5 AND APPENDIX C STREET CROSS-SECTIONS](#)
 - [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.](#)
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



ENGINEERING DIVISION

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REVISIONS			
NO.	COMMENTS	BY	DATE
1	MODIFY NOTES 5 & 15	MZ	04/28/2025
##	DESCRIPTION	FL	MM/DD/YYYY

DATE
01/01/2024

ST-25B