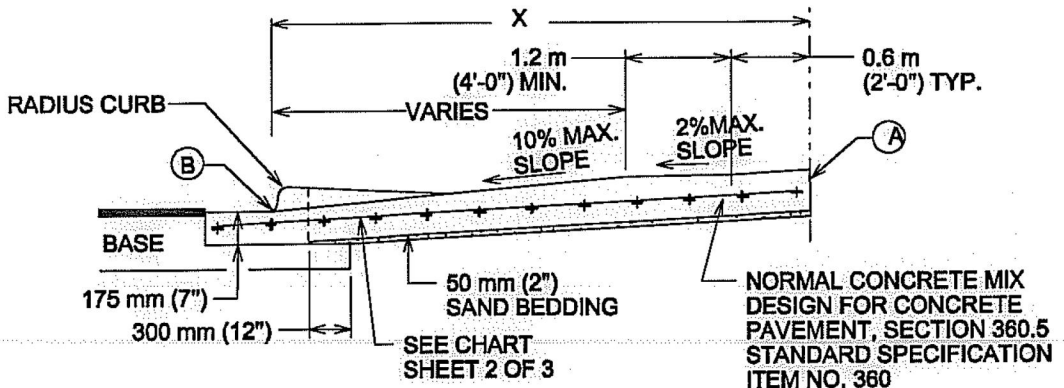


PLAN

NOTE: ALL DRIVEWAYS SHALL BE SLOPED TOWARDS THE STREET FROM THE R.O.W. LINE. ELEVATION OF POINT (A) ABOVE POINT (B) IS, TYPICALLY A MINIMUM OF 150 mm (6") PLUS 20 mm/m ($\frac{1}{4}$ " RISE/FOOT) OVER DISTANCE "X" IN METERS (FEET).



CROSS SECTION

CITY OF AUSTIN
DEPARTMENT OF PUBLIC WORKS

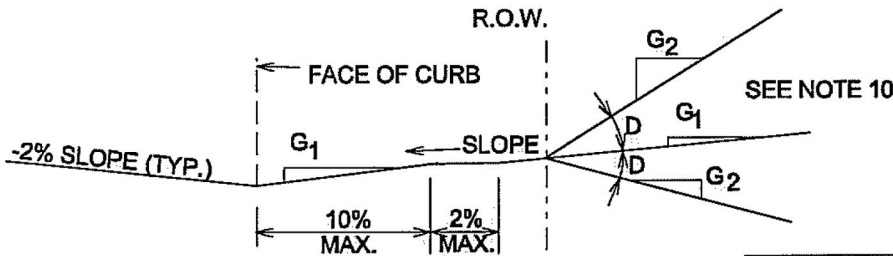
TYPE II DRIVEWAY

2/24/16
ADOPTED

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO.
433S-2
1 OF 2

USE	THICKNESS	REINFORCEMENT
DRIVEWAYS FOR PASSENGER VEHICLE PARKING LOTS	150 mm (6") MIN.	125 mm (5") MIN. CONCRETE WITH ONE LAYER OF 13M (#4) BARS PLACED ON CHAIRS AT MIDDEPTH OF SLAB AT NO MORE THAN 450 mm (18") O.C. BOTH DIRECTIONS
ALL OTHERS	175 mm (7") MIN.	125 mm (5") MIN. CONCRETE WITH ONE LAYER OF 13M (#4) BARS PLACED ON CHAIRS AT MIDDEPTH OF SLAB AT NO MORE THAN 450 mm (18") O.C. BOTH DIRECTIONS




ALLOWABLE GRADES

DRIVEWAY VOLUME (ADT)	D=GRADE CHANGE	
	STD.	MAX
>1500	0%	3%
500-1500	3%	6%
< 500	6%	15%

NOTES:

- ALL TYPE II DRIVEWAYS SHALL HAVE RADIUS ENDS.
- DRIVEWAY WIDTHS AND RADII DIMENSIONS, ONE/TWO WAY TRAVEL REQUIREMENTS, AND GEOMETRIC LAY-OUT ARE HIGHLY VARIABLE. SUBJECT TO SITE SPECIFIC CONDITIONS AND REQUIREMENTS. SEE TRANSPORTATION CRITERIA MANUAL SECTION 5 "DRIVEWAYS".
- THE DRIVEWAY EDGE SHALL BE SMOOTHLY TRANSITIONED INTO THE SIDEWALK TIE-IN LOCATION BEGINNING AT THE RADIUS PC LINE.
- "ZERO" CURB AT PT OR SIDEWALK EDGE, WHICHEVER IS ENCOUNTERED FIRST.
- PLACE AN EXPANSION JOINT DOWN THE CENTER OF DRIVEWAY ALL DRIVEWAYS.
- IF DIMENSION IS LESS THAN 1.5 METERS (5 FEET), REMOVE CURB AND GUTTER TO EXISTING JOINT AND POUR MONOLITHICALLY WITH DRIVEWAY.
- IF THE BASE IS OVER-EXCAVATED WHERE THE CURB AND GUTTER WERE REMOVED, BACKFILL WITH CONCRETE MONOLITHICALLY WITH THE DRIVEWAY.
- TYPE II DRIVEWAYS ARE TO BE LOCATED NO CLOSER TO THE CORNER OF INTERSECTING RIGHT OF WAY THAN 60% OF PARCEL FRONTAGE AT 30 METERS (100 FEET); WHICHEVER IS LESS.
- DRIVEWAY SHALL NOT BE CONSTRUCTED WITHIN THE CURB RETURN OF A STREET INTERSECTION.
- WHILE THE PROPERTY OWNER REMAINS RESPONSIBLE FOR GRADE BREAKS WITHIN PRIVATE PROPERTY, THE FIRE DEPARTMENT SHALL BE CONSULTED WHERE THE DRIVEWAY IS ESSENTIAL TO EMERGENCY VEHICLE ACCESS AND "G2 IS GREATER THAN 15%.
- USE 12 MM (1/2") ASPHALT BOARD OR OTHER APPROVED MATERIAL FOR CURB AND GUTTER EXPANSION JOINTS. SIDEWALK, AT THE R.O.W. LINE AND AT MIDWIDTH, SEE NOTE 5.
- SEE TRANSPORTATION CRITERIA MANUAL, SECTION 5 FOR OTHER DRIVEWAY REQUIREMENTS.
- THE SIDEWALK, REGARDLESS OF ITS LOCATION WITH RESPECT TO THE CURB OR PROPERTY LINE, SHALL BE CONNECTED TO THE DRIVEWAY AT THESE LOCATIONS.
- WATER METER BOXES AND WASTEWATER CLEAN OUTS ARE PROHIBITED FROM BEING LOCATED IN DRIVEWAY AREAS.

CITY OF AUSTIN DEPARTMENT OF PUBLIC WORKS  2/24/10 ADOPTED	TYPE II DRIVEWAY	STANDARD NO. 433S-2 2 OF 2
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.		