3/4" PREFORMED EXPANSION JOINT W/ #4 SMOOTH DOWELS AT 18" OC

WIDTH PER PLAN
VARIIES

TYPICAL SIDEWALK 4'-0" (MINIMUM)

SIDEWALK SLOPE 2% MAX

MATCH CATCH/SPILL GUTTER SECTION OF EXISTING CURB

LOCATE DRIVEWAY TO MAINTAIN CURB INLET GUTTER DEPRESSION AREA

PLAN

NORMAL ELEVATION AT ROW IS LENGTH OF DRIVEWAY MULTIPLIED BY 2% PLUS TOP OF CURB ELEV.

6" MIN

APSHALTIC CONCRETE SURFACE COURSE

COMPACTED 18" BASE COURSE. (MIN.)

ROLL GENTLY AS REQUIRED.

SECTION A-A

24"-#4 SMOOTH DOWEL 1/2" PREMOLDED EXPANSION JOINT MATERIAL 16" DOWEL COATING/SLEEVE

TOP OF CURB, LIP OF GUTTER.

DRILL EXISTING GUTTER SAW CUT

EXIST NEW CONST/CONST

DOWEL SUPPORT

EXPANSION JOINT DETAIL

NOTES:
1. PLACE 3/4 INCH EXPANSION JOINTS AT LOCATIONS SHOWN OR AS DIRECTED BY THE ENGINEER.
2. FORM CONTROL JOINTS 1/4 INCH WIDE AND 3/4 INCH DEEP AT A MAXIMUM SPACING OF 10'. ROUND JOINT EDGES TO A MINIMUM 1/4" RADIUS.
3. IF THE NEAREST EXISTING EXPANSION JOINT IS 5 FEET OR LESS FROM THE DRIVEWAY RADIUS, THEN REMOVE AND REPLACE CURB AND GUTTER TO THE NEAREST EXPANSION JOINT.

RECORD SIGNED COPY ON FILE
APPROVED 01-28-21 DATE
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR THE APPROPRIATE USE OF THIS DETAIL.

CITY OF ROUND ROCK
CONCRETE DRIVEWAY DETAIL TYPE I RESIDENTIAL

SCALE: NTS DRAWING NO: ST-02 SHEET 1 of 1
EXPANSION JOINT DETAIL

NOTES:
1. PLACE 1/2 INCH EXPANSION JOINTS AT LOCATIONS SHOWN OR AS DIRECTED BY THE ENGINEER.
2. FORM CONTROL JOINTS 1/4 INCH WIDE AND 3/4 INCH DEEP AT A MAXIMUM SPACING OF 10'.
   ROUND JOINT EDGES TO A MINIMUM 1/4" RADIUS.
3. IF THE NEAREST EXISTING EXPANSION JOINT IS 5 FEET OR LESS FROM THE DRIVEWAY RADIUS, THEN
   REMOVE AND REPLACE CURB AND GUTTER TO THE NEAREST EXPANSION JOINT. SAWCUT BETWEEN
   EXISTING CURB/ASPHALT SO THAT NO DAMAGE OCCURS TO EXISTING ROADWAY.
4. PROPER CHAIRS SHALL BE USED TO SUPPORT STEEL REINFORCEMENT.

SCALE: NTS

RECORD SIGNED COPY ON FILE
APPROVED
01-28-21
DATE

CITY OF ROUND ROCK
CONCRETE DRIVEWAY DETAIL
TYPE II
COMMERCIAL OR MULTIFAMILY

FLOW LINE
EXPANSION JOINT DETAIL

1. Place 1/2 inch expansion joints at locations shown or as directed by the engineer.
2. Form control joints 1/4 inch wide and 3/4 inch deep at a maximum spacing of 10'. Round joint edges to a minimum 1/4" radius.
3. If the nearest existing expansion joint is 5 feet or less from the driveway radius, then remove and replace curb and gutter to the nearest expansion joint. Sawcut between existing curb/asphalt so that no damage occurs to existing roadway.
4. Proper chairs shall be used to support steel reinforcement.

SCALE: NTS
DRAWING NO: ST-03.2
SHEET 2 of 2
1/2" PREFORMED EXPANSION JOINT W/#4 SMOOTH DOWELS AT 18" O.C.

WIDTH VARIES
(12' MINIMUM)
(45' MAXIMUM)

TYPICAL SIDEWALK LOCATION PER ADA (MAY VARY)

MINIMUM 10' RADIUS
SEE TRANSPORTATION CRITERIA MANUAL 2% MAX.
PER ADA

NO RAISED CURB ALONG EDGE OF CONCRETE DRIVEWAY APRON

CONCRETE TO P.
OR END OF RADIUS
(THE GREATEST DISTANCE)

PLAN

1/2" PREFORMED EXPANSION JOINT W/#4 SMOOTH DOWELS AT 18" O.C., REQUIRED FOR WIDTHS (W) OVER 30'.

BACK OF RIBBON CURB OR
SAWCUT EDGE OF RURAL PAVEMENT ROAD SECTION

LIP/TOE OF RIBBON CURB
(IF EXISTING)

CONSTRUCTION JOINT
24"-#4 DEFORMED REBAR DOWELS DRILLED AND SET WITH EPOXY 18" O.C. INTO BACK IF RIBBON CURB

EXISTING RIBBON CURB
THICKEN STREET EDGE TO 8"

SECTION 'A-A' WITH RIBBON CURB

1. NEW DRIVEWAY MUST ACCEPT STORM WATER RUNOFF FROM ROADWAY PAVEMENT, GRADING AWAY FROM PAVEMENT, AT A MINIMUM -2%, MAXIMUM -12%.

2. GRADE BACK DISTANCES MUST BE AT A MINIMUM OF 12' OR ½ OF BAR DITCH IF GREATER THAN 12' OR TO THE DISTANCE REQUIRED IN THE PERMIT. (SHORTER OR LONGER)

3. GRADE OF DRIVEWAY PAST THE 12' POINT MAY CHANGE MULTIPLE TIMES AND BE POSITIVE OR NEGATIVE TO THE BACK SIDE OF THE APRON, BUT CAN BE NO GREATER THAN 2% IN THE AREA WHERE THE SIDEWALK IS TO CROSS.

4. PROPER CHAIRS SHALL BE USED TO SUPPORT THE STEEL REINFORCEMENT.

NOTES:

SCALE: NTS
DRAWING NO: ST-04.1
SHEET 1 of 1

CITY OF ROUND ROCK
CONCRETE DRIVEWAY DETAIL
(RIBBON CURB OR RURAL SECTION)

RECORD SIGNED COPY ON FILE
APPROVED
01-28-21 DATE
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR THE APPROPRIATE USE OF THIS DETAIL.
EXIST R.O.W. LINE

"W"=40' - 45'
DRIVEWAY

R=45'
10'
100'
100'

ROADWAY CENTER LINE
OPTIONAL EDGE OF TAPER
BEGIN DRIVEWAY TAPER

EXIST EDGE OF ROADWAY

R-45'
MB 8'
30' 10'

MAILBOX PAD IS ONLY REQUIRED IF MAIL IS TO BE DELIVERED AT THIS LOCATION.

EDGE OF EXIST PAVEMENT

BASE MATERIAL

MAX. SLOPE

3:1

ALL WEATHER SURFACE
(CONCRETE, HOTMIX, ETC.)

REPLACE EMBANKMENT GRADING TO MATCH PAVEMENT SURFACE

TYPICAL URBAN DRIVEWAY SECTION

REFER TO SAFETY END TREATMENT STANDARDS

LENGTH OF PIPE AS NECESSARY

REFER TO SAFETY END TREATMENT STANDARDS

BASE MATERIAL

MATCH EXISTING DITCH FLOW LINE ELEVATION

MATCH EXISTING DITCH FLOW LINE ELEVATION

SECTION C-C

TO BE UTILIZED AS DETERMINED BY TRANSPORTATION DEPARTMENT

SCALE: NTS

CITY OF ROUND ROCK

NON RESIDENTIAL DRIVEWAY
DESIGN SPEED GREATER THAN 45 MPH

DRAWING NO: ST-04.2
SHEET 1 OF 2
1. Mailbox pad is only required if mail is to be delivered at this location.

2. Replace embankment grading to match pavement surface.

3. All weather surface (concrete, hotmix, etc.)

4. Edge of existing pavement

5. Base material

6. TYPICAL URBAN DRIVEWAY SECTION

7. Refer to safety end treatment standards

8. Length of pipe as necessary

9. Match existing ditch flow line elevation

10. Match existing ditch flow line elevation

11. *To be utilized as determined by transportation department

SCALE: NTS

CITY OF ROUND ROCK

DRAWING NO: ST-04.2

SEE SHEET 1 of 2

01-28-21

DATE

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

NON RESIDENTIAL DRIVEWAY DESIGN SPEED LESS THAN 45 MPH