

- 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.

SCALE: NTS

DRAWING NO:
ST-02
SHEET 1 of 1

RECORD SIGNED COPY ON FILE

APPROVED

01-28-21

DATE

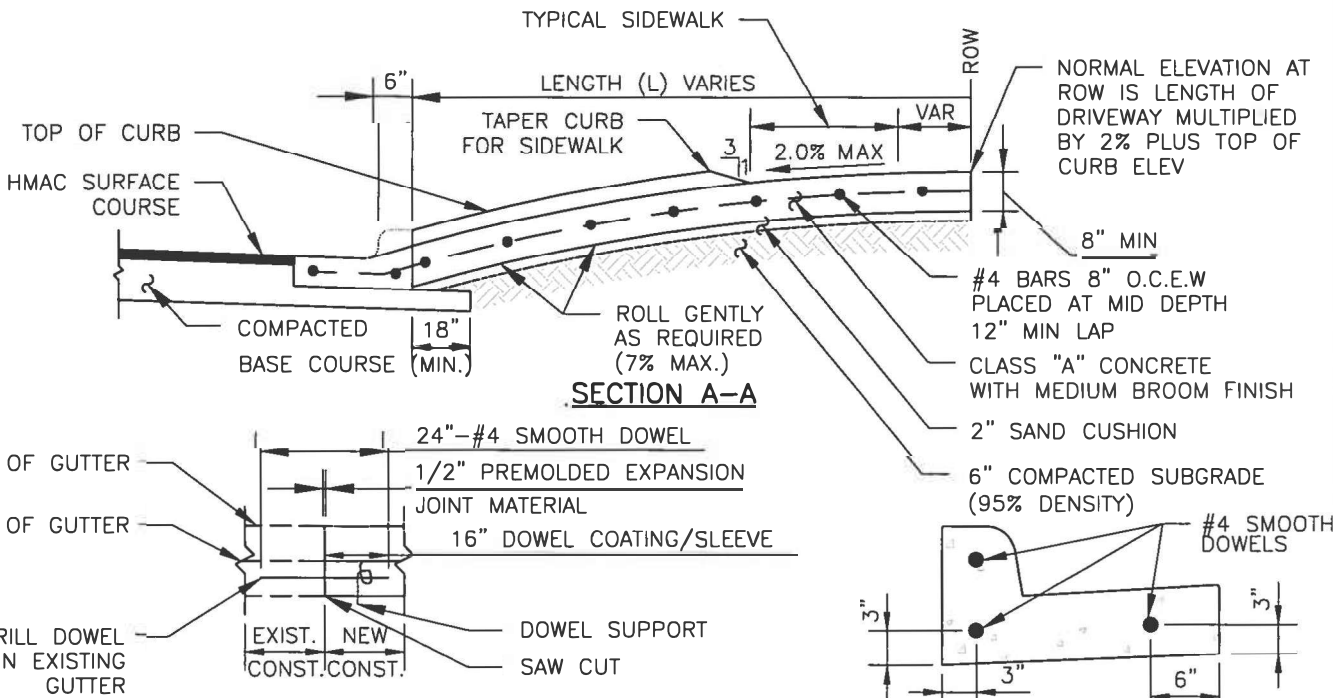
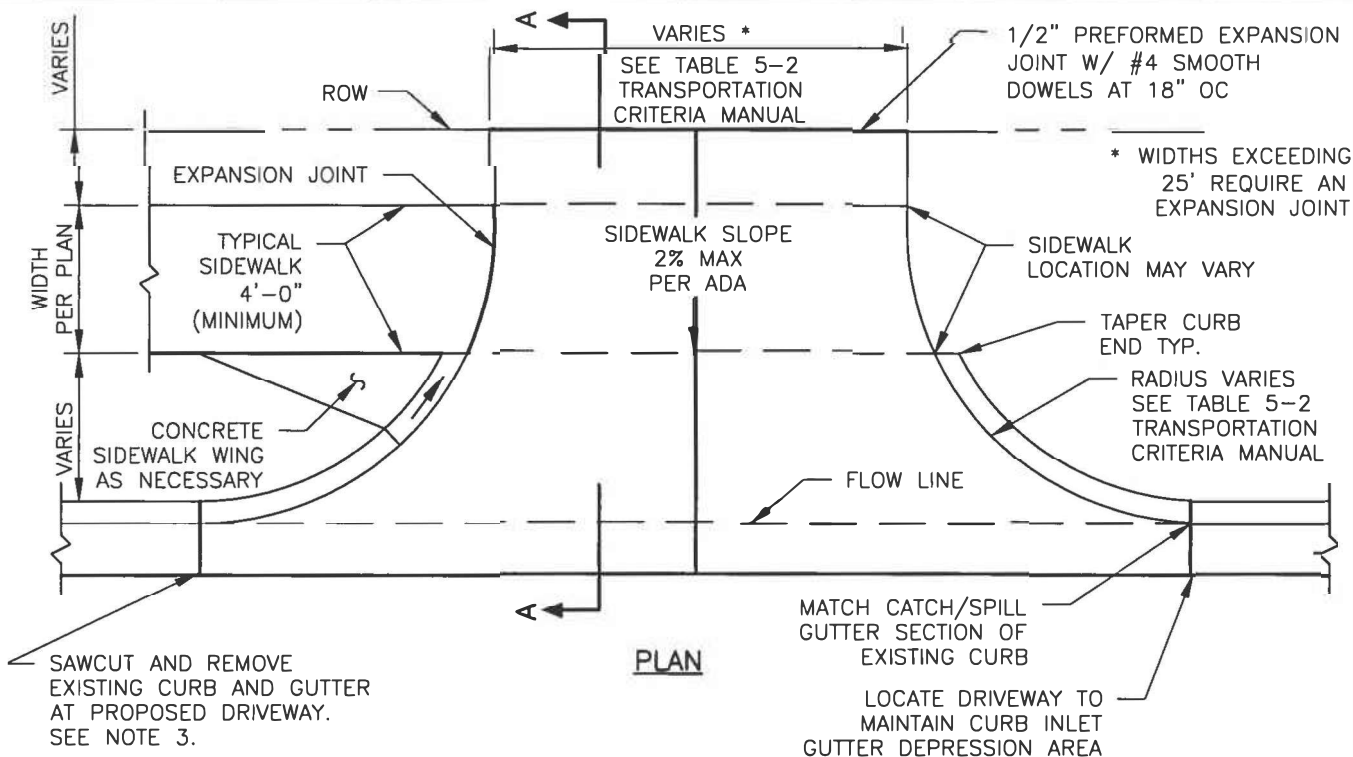
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR THE APPROPRIATE USE OF THIS DETAIL.

CITY OF ROUND ROCK

CONCRETE DRIVEWAY DETAIL

TYPE I RESIDENTIAL



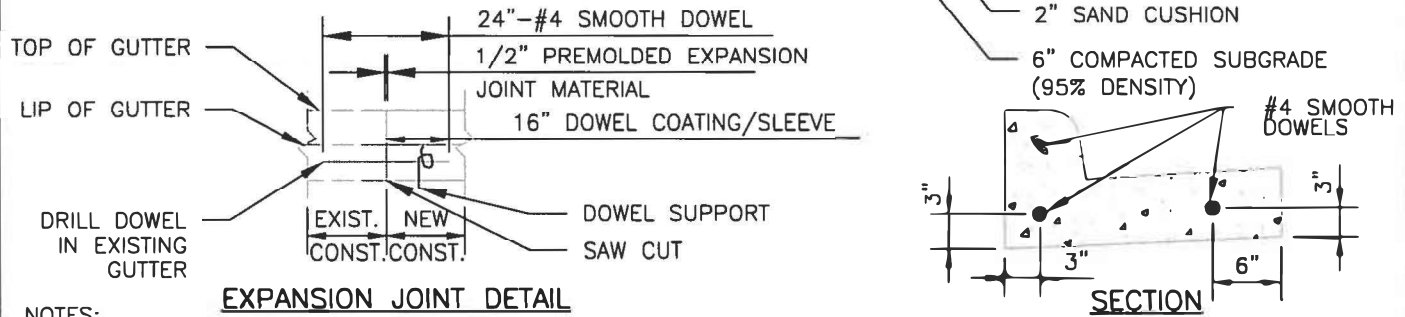
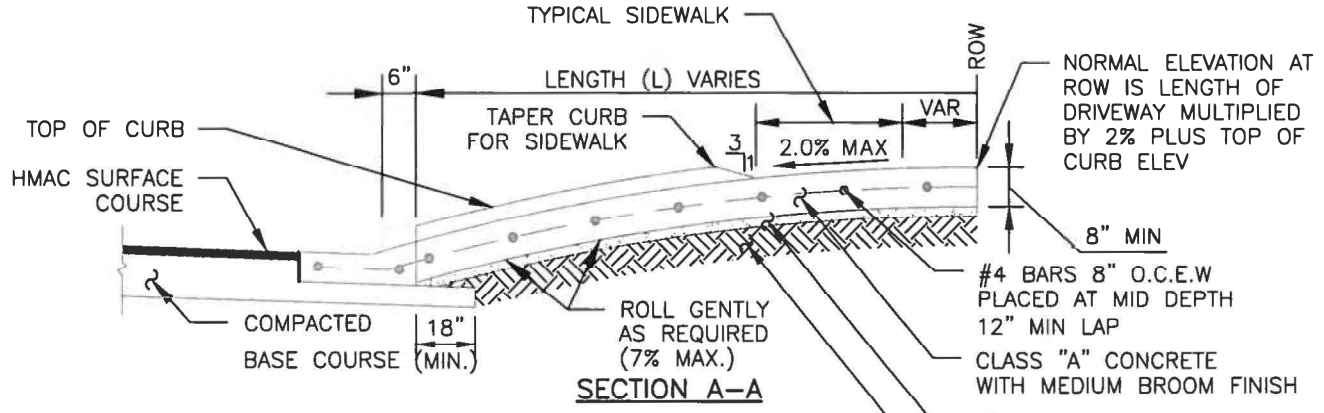
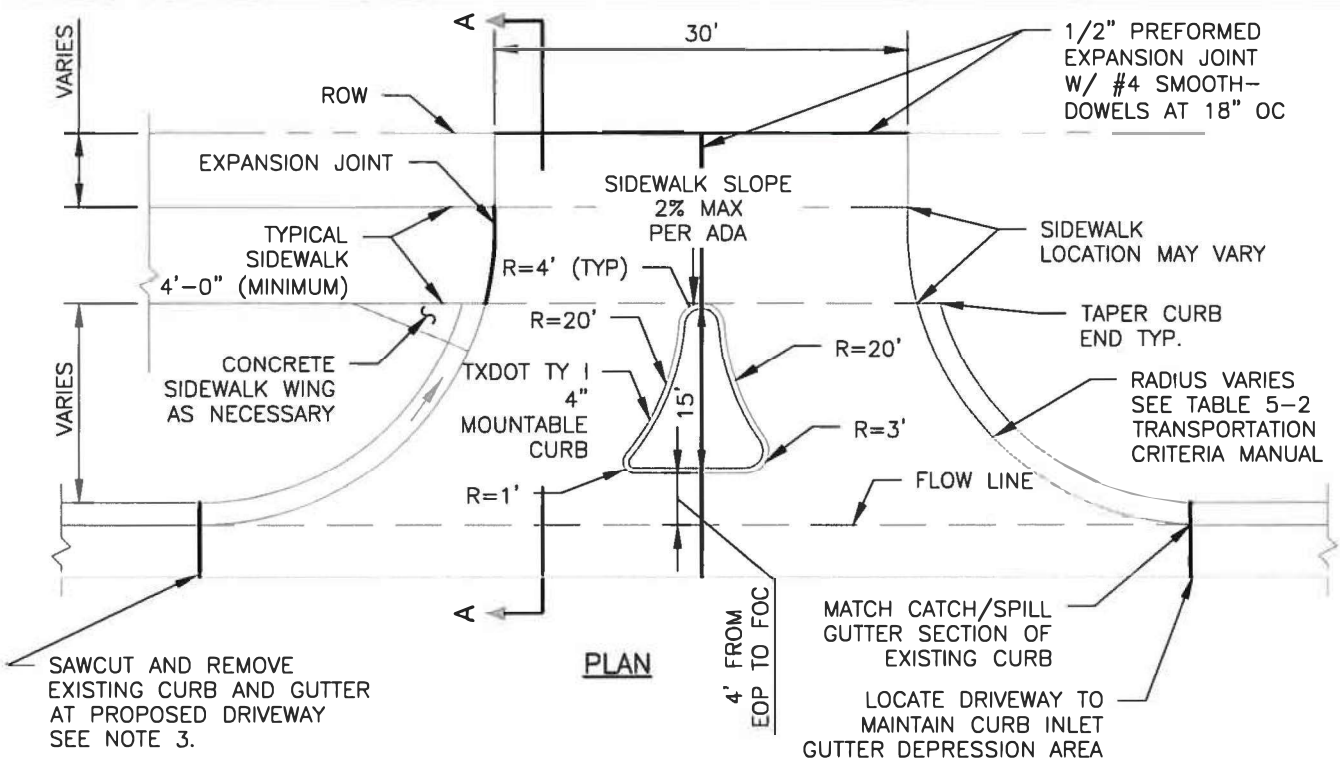


NOTES:

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

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



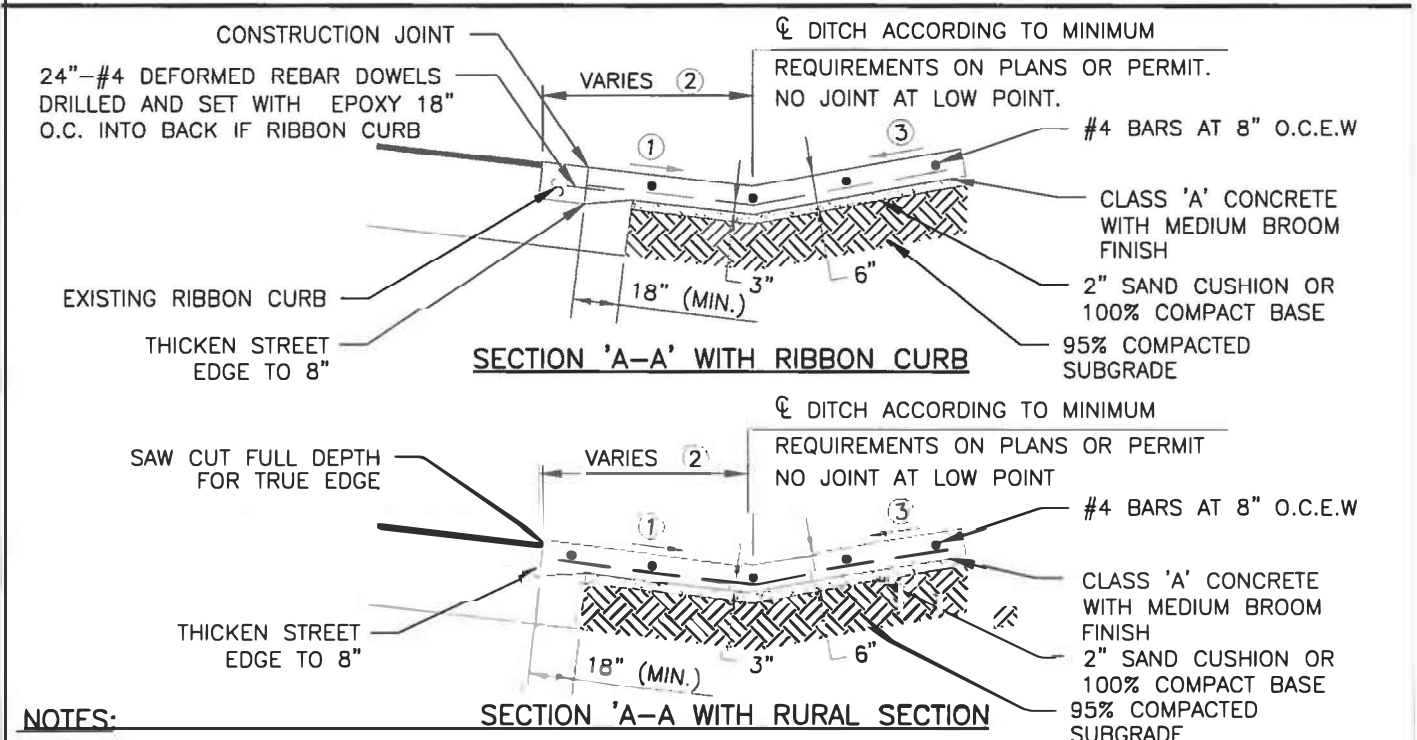
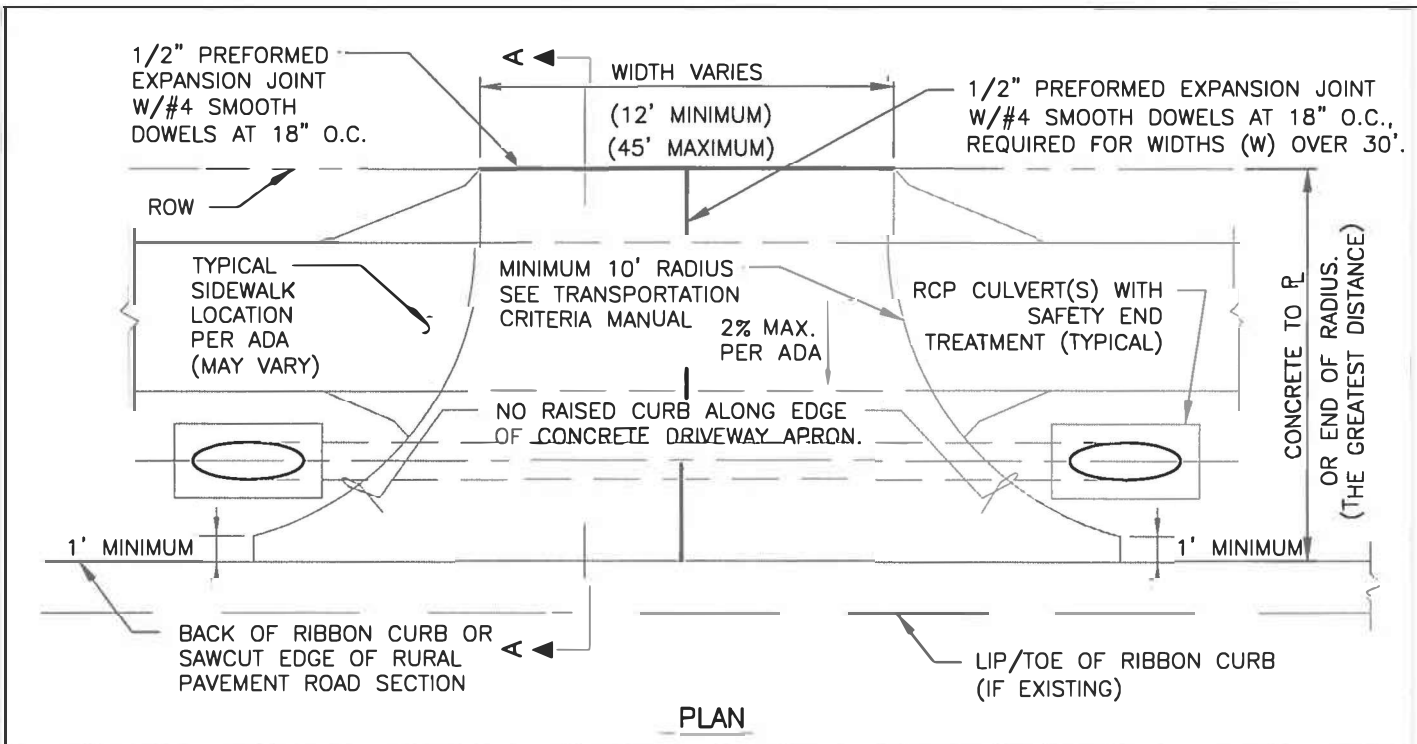
- NOTES:**
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 4. PROPER CHAIRS SHALL BE USED TO SUPPORT STEEL REINFORCEMENT.

SCALE: NTS

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 01-28-21
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 THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR THE APPROPRIATE USE OF THIS DETAIL.

CITY OF ROUND ROCK
 CONCRETE DRIVEWAY DETAIL
 TYPE II COMMERCIAL WITH ISLAND

DRAWING NO:
 ST-03.2
 SHEET 2 of 2



NOTES:

- 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 Ø 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.

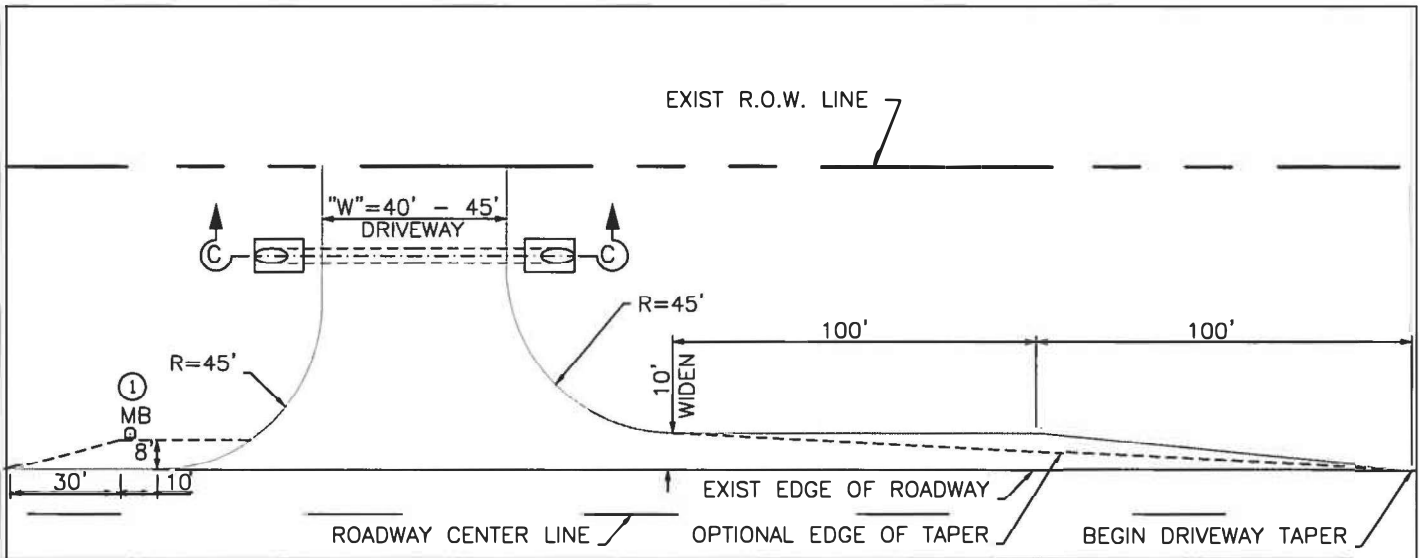
SCALE: NTS
DRAWING NO:
 ST-04.1
SHEET 1 of 1

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

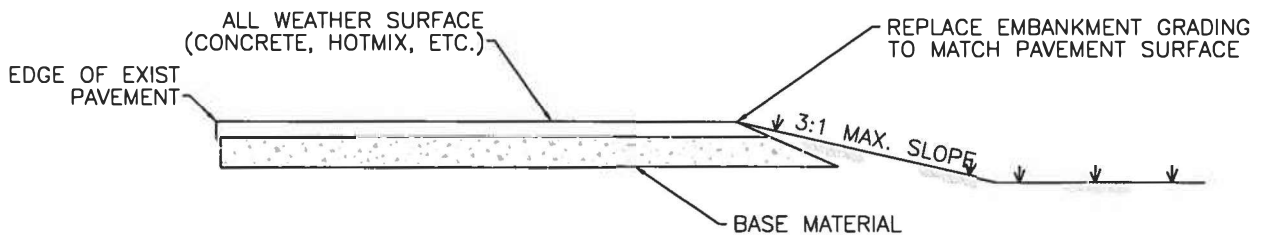
CITY OF ROUND ROCK

**CONCRETE DRIVEWAY DETAIL
 (RIBBON CURB OR RURAL SECTION)**

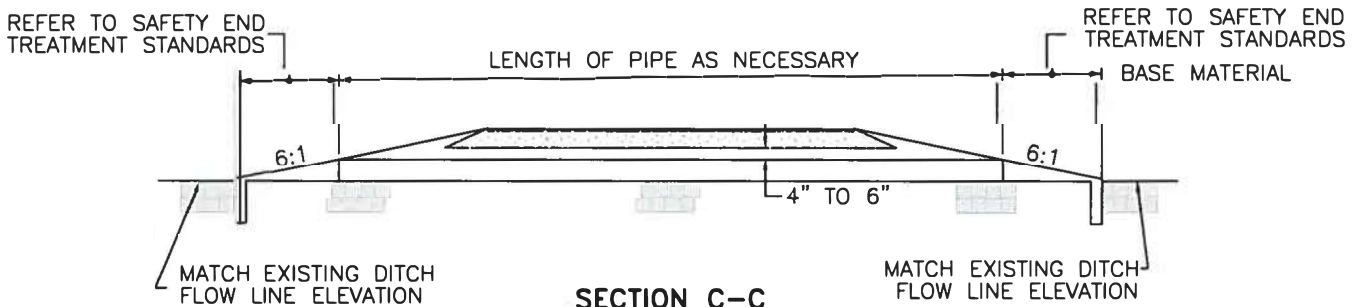




① MAILBOX PAD IS ONLY REQUIRED IF MAIL IS TO BE DELIVERED AT THIS LOCATION.



TYPICAL URBAN DRIVEWAY SECTION



SECTION C-C

* TO BE UTILIZED AS DETERMINED BY TRANSPORTATION DEPARTMENT

SCALE: NTS

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CITY OF ROUND ROCK

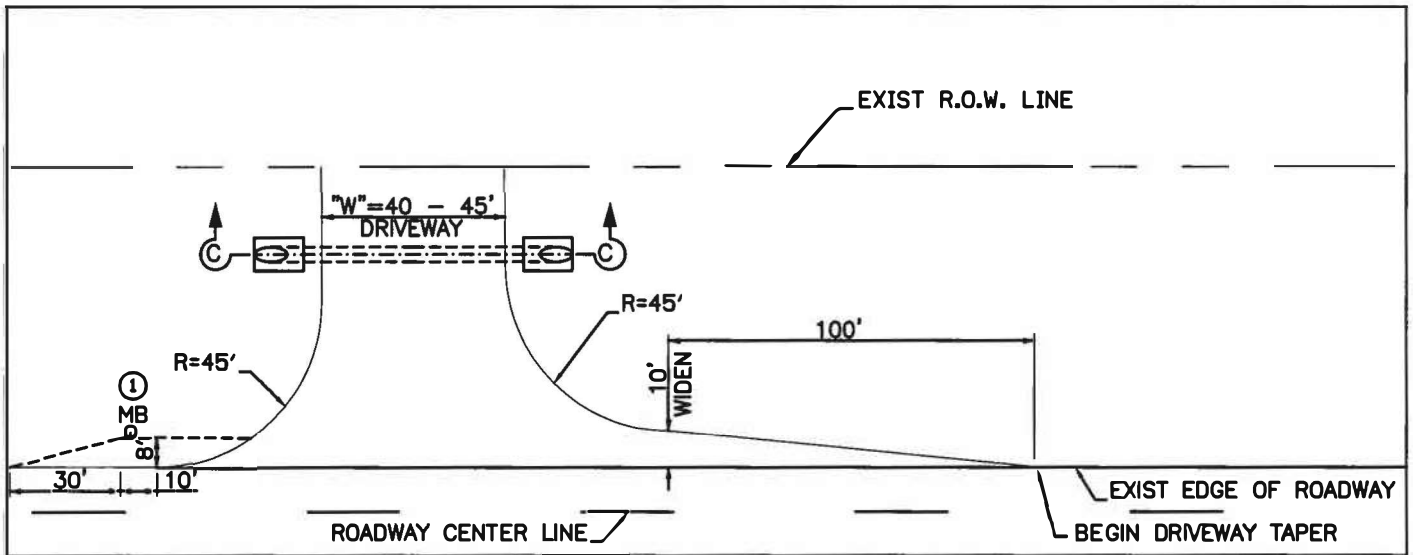
DRAWING NO:
ST-04.2
SHEET 1 of 2

01-28-21
DATE

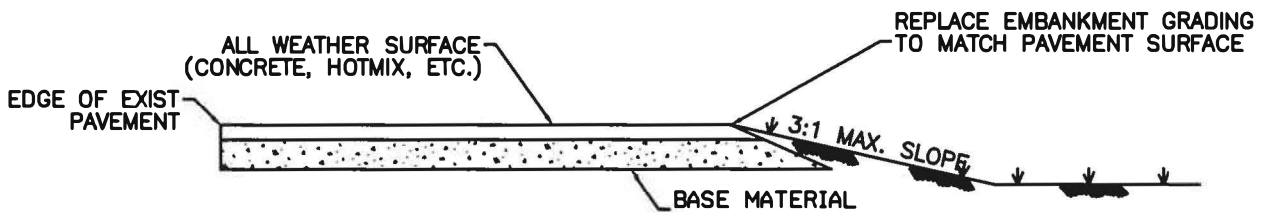
**NON RESIDENTIAL DRIVEWAY
DESIGN SPEED GREATER THAN
45 MPH**



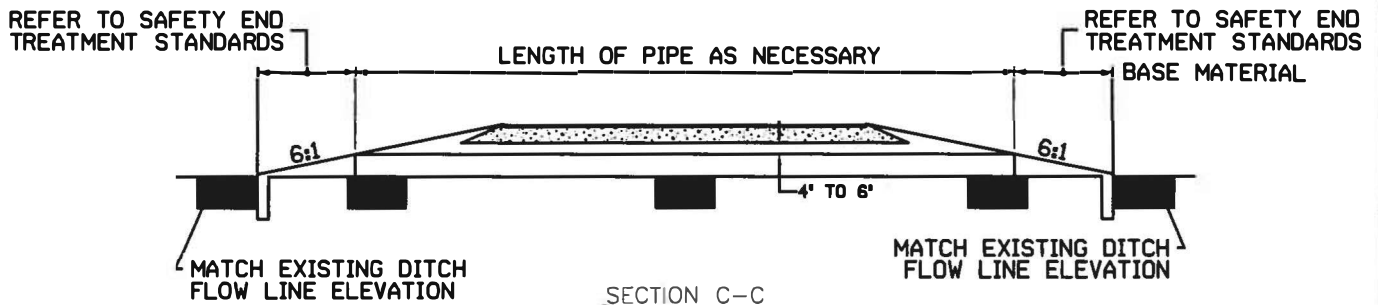
THE ARCHITECT/ENGINEER ASSUMES
RESPONSIBILITY FOR THE APPROPRIATE
USE OF THIS DETAIL.



① MAILBOX PAD IS ONLY REQUIRED IF MAIL IS TO BE DELIVERED AT THIS LOCATION.




TYPICAL URBAN DRIVEWAY SECTION



• TO BE UTILIZED AS DETERMINED BY TRANSPORTATION DEPARTMENT

SCALE: NTS

RECORD SIGNED COPY ON FILE APPROVED	CITY OF ROUND ROCK	DRAWING NO: ST-04.2 SHEET 1 of 2
01-28-21 DATE	NON RESIDENTIAL DRIVEWAY DESIGN SPEED LESS THAN 45 MPH	
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR THE APPROPRIATE USE OF THIS DETAIL.		