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1 TYPE 'B' - MINOR ARTERIAL

NOTE: SEE PAVEMENT DETAIL SHEET FOR STREET CONSTRUCTION SPECIFICATIONS

2 TYPE 'B5' - MINOR ARTERIAL COMMERCIAL

NOT TO SCALE
1 TYPE 'A' - MAJOR ARTERIAL
NOT TO SCALE

NOTE: SEE PAVEMENT DETAIL SHEET FOR STREET CONSTRUCTION SPECIFICATIONS

2 TYPE 'AA' - MAJOR ARTERIAL
NOT TO SCALE
NOTE: SEE PAVEMENT DETAIL SHEET FOR STREET CONSTRUCTION SPECIFICATIONS
NOTE: SEE PAVEMENT DETAIL SHEET FOR STREET CONSTRUCTION SPECIFICATIONS

LOCAL 'A' - RESIDENTIAL

NOT TO SCALE

LOCAL 'B' - RESIDENTIAL

NOT TO SCALE
1. TYPICAL DITCH SECTION - ACTUAL DRAINAGE CHANNEL DITCH SHALL BE DESIGNED TO MEET CURRENT CITY STORM WATER DESIGN MANUAL REQUIREMENTS.

2. ADDITIONAL RIGHT-OF-WAY AND/OR EASEMENTS MAY BE REQUIRED TO ACCOMMODATE DRAINAGE DITCH DESIGN.

3. DRAINAGE DITCH SIDE SLOPES SHALL NOT BE STEEPER THAN 3:1 WITHOUT SPECIAL CONSIDERATION. DITCHES PROPOSED STEEPER THAN 3:1 SHALL BE CONSTRUCTED FOR SLOPE STABILITY BASED ON A DESIGN AND GEOTECHNICAL REPORT PREPARED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF TEXAS.

4. DRAINAGE DITCHES SHALL BE FULLY STABILIZED WITH ALL PROPOSED DESIGN MEASURES, INCLUDING VEGETATION, PRIOR TO DEVELOPMENT ACCEPTANCE.

5. GRASS-LINED DRAINAGE DITCHES SHALL HAVE A MAXIMUM DESIGN VELOCITY OF 6.0 FEET PER SECOND (FT/S) AND A MINIMUM GRADE SLOPE OF 1.0 PERCENT.

6. DRAINAGE DITCHES DESIGNED WITH VELOCITIES EXCEEDING 6.0 FT/S SHALL REQUIRE EROSION CONTROL COUNTERMEASURES APPROVED BY TPW. MAXIMUM VELOCITY ALLOWED IS 10 FT/S.

7. DRIVEWAY DRAINAGE CULVERT SIZES, MATERIAL, AND PROPOSED END TREATMENTS SHALL BE REFERENCED ON THE DEVELOPMENT DRAINAGE PLAN FOR EACH LOT AND SUBMITTED FOR APPROVAL TO TPW. SAFETY END TREATMENTS OR CONCRETE HEADWALLS ARE REQUIRED BOTH UPSTREAM AND DOWNSTREAM OF ALL DRIVEWAY CULVERTS.

8. DRAINAGE CULVERTS UNDER ALL ROADWAYS SHALL BE CLASS III REINFORCED CONCRETE PIPE (RCP) WITH CONCRETE HEADWALLS UPSTREAM AND DOWNSTREAM. CONCRETE RIP-RAP SHALL BE INSTALLED UPSTREAM OF THE DRAINAGE STRUCTURE, WHERE ADEQUATE COVER IS NOT AVAILABLE OVER PROPOSED RCP. CLASS IV RCP WILL BE REQUIRED FOR TPW APPROVAL.

9. ALL APPLICABLE TEMPORARY EROSION CONTROLS, TO INCLUDE SILT FENCE AND INLET PROTECTION, SHALL BE IN PLACE AS SHOWN IN APPROVED DESIGN DRAWINGS BEFORE CONSTRUCTION CAN COMMENCE.

ROADSIDE DRAINAGE CHANNEL/DITCH NOTES:

1. NOT TO SCALE

CITY OF WEATHERFORD

DATE 08/2015
DRAWN BY CITY OF WEATHERFORD

TRANSPORTATION AND PUBLIC WORKS DEPARTMENT

RURAL ROAD SECTION RESIDENTIAL 1 ACRE LOT SUBDIVISION

SHEET. # C5
1. A GEOTECHNICAL REPORT SHALL BE PROVIDED FOR SUBGRADE DESIGN. THE GEOTECHNICAL REPORT SHALL BE A RECOMMENDATION ONLY TO DETERMINE IF ANY ADDITIONAL SOIL STABILIZATION IS REQUIRED. REGARDLESS OF THE PAVEMENT TYPE TO BE CONSTRUCTED, ALL SUBBASE MATERIALS SHALL BE MODIFIED BY EITHER LIME STABILIZATION OR CEMENT STABILIZATION PER MINIMUM REQUIREMENTS AS SPECIFIED. TPW SHALL MAKE THE FINAL DETERMINATION REGARDING SUBGRADE PREPARATION IF DIFFERENT SOIL CONDITIONS ARE DISCOVERED DURING CONSTRUCTION.

2. LIME STABILIZED SUBGRADE IS REQUIRED WHEN PI ≥ 15 AT 6% BY WEIGHT (27LBS/SY MIN.)

3. PORTLAND CEMENT STABILIZED SUBGRADE IS REQUIRED WHEN PI < 15 AT 5% BY WEIGHT (26LBS/SY MIN.)

4. CONCRETE PAVEMENT SHALL BE MACHINE PLACED EITHER BY MECHANICAL VIBRATORY SCREED OR SLIP FORM PAVER UNLESS OTHERWISE APPROVED BY CITY.

5. REINFORCEMENT REBAR ON CONCRETE PAVEMENTS SHALL BE AMERICAN MADE.

6. ASPHALT PAVEMENTS ARE NOT ALLOWED UNLESS APPROVED BY CITY COUNCIL.

7. PAVEMENT IMPROVEMENTS ADJACENT TO EXISTING CITY STREETS MAY REQUIRE ALTERNATE PAVING DESIGN AS APPROVED BY DIRECTOR OF TRANSPORTATION AND PUBLIC WORKS. PAVEMENT IMPROVEMENTS ADJACENT TO CITY STREETS SHALL BE APPROVED BY TPW PRIOR TO CONSTRUCTION.

8. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE CITY OF WEATHERFORD AND THE LATEST EDITION OF THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION NORTH CENTRAL TEXAS" HEREIN REFERRED TO AS "N.C.T.C.O.G."

TYPICAL PAVEMENT SECTION

NOT TO SCALE
A soil investigation for subgrade design shall be conducted by a geotechnical engineer to determine if any soil stabilization is required.

For details on placement of asphalt pavement and base course refer to Division 300 of "Standard Specifications for Public Works Construction North Central Texas." Latest edition.

Base course shall be compacted to 95% standard proctor with a moisture content within minus 2 to plus 4 percent optimum refer to N.C.T.C.O.G.

Developer shall submit copies of soil reports, compaction reports, and inspection reports to city inspector for review and approval throughout construction. All reports shall be performed by an approved licensed geotechnical engineer.

All construction shall be in accordance with the standard specifications of the city of Weatherford, and latest edition of the "Standard Specifications for Public Works Construction North Central Texas" herein referred to as "N.C.T.C.O.G."

Refer to "Rural Road Section" detail sheet for drainage channel/ditch notes.
EXPANSION JOINTS (SPACED 600 FT. MAXIMUM; LOCATE AT STRUCTURES, INTERSECTIONS, P.C.’S, P.T.’S)

SAWED TRANSVERSE CONTRACTION JOINTS

1. SAWED TRANSVERSE CONTRACTION JOINTS SHALL BE SPACED:
   20' IN PAVEMENT ≥ 8' THICK;
   15' IN PAVEMENT < 8' THICK.

2. REFER TO TYPICAL PAVEMENT SECTION FOR LONGITUDINAL JOINT SPACING

NOT TO SCALE

TRANSPORTATION AND PUBLIC WORKS DEPARTMENT

REINFORCED CONCRETE PAVEMENT TRANSVERSE JOINT SPACING

C8
CONSTRUCTION JOINT

KEYED CONSTRUCTION JOINT

SAWED CONTRACTION JOINT

EXPANSION JOINT

REINFORCED CONCRETE PAVEMENT JOINTS

NOT TO SCALE
EXPANSION JOINT FILLER
REFER TO SHEET C9

FUTURE PAVEMENT

CONCRETE PAVEMENT

REINFORCEMENT BARS SHALL MATCH SIZE AND MATERIAL SPECIFIED IN PAVEMENT DESIGN

PAVEMENT BAR

STREET HEADER FOR FUTURE PAVEMENT

EXISTING PAVEMENT

NEW CONCRETE PAVEMENT

#4 x 24" DEFOREMED DOWEL AT SAME SPACING AS PAVEMENT REINFORCEMENT

3/4" DRILLED HOLES BLOWN CLEAN & DOWELS COATED WITH EPOXY RESIN

NO FORM

PAVEMENT BAR

REINFORCEMENT BARS SHALL MATCH SIZE AND MATERIAL SPECIFIED IN PAVEMENT DESIGN

STREET HEADER AT EXISTING PAVEMENT

REINFORCED CONCRETE PAVEMENT

PAVEMENT BAR

ALL WORK BETWEEN HEADERS TO BE DONE BY OTHERS UNLESS OTHERWISE SPECIFIED

Rounded to 1/4" Rad.

Symmetrical about Centerline

STREET HEADER AT RAILROAD

NOTES:
1. PAVEMENT BARS TO BE BENT DOWN INTO HEADER.
2. HEADER AND PAVEMENT TO BE MONOLITHIC.

STREET HEADERS

NOT TO SCALE
CONCRETE NOSE FOR MEDIAN ISLAND

NOTE:
MEDIAN PAVING SHALL EXTEND TO POINT WHERE MEDIAN IS 6' WIDE. IF MEDIAN IS 6' WIDE, PAVING SHALL EXTEND 15' FROM NOSE. FOR MEDIANS WIDER THAN 6' PAVING SHALL EXTEND 10' FROM NOSE. ALL DISTANCES ARE MINIMUM.

LEFT TURN LANE MEDIAN PAVEMENT

MEDIAN ISLAND PAVEMENT

1

NOT TO SCALE
1. REINFORCEMENT BARS SHALL MATCH SIZE AND MATERIAL SPECIFIED IN PAVEMENT DESIGN.

**1** MONOLITHIC CONCRETE MEDIAN NOSE

NOT TO SCALE

**3** SECTION A-A

NOT TO SCALE

NOTE: 1. REINFORCEMENT BARS SHALL MATCH SIZE AND MATERIAL SPECIFIED IN PAVEMENT DESIGN.

**2** SECTION B-B

NOT TO SCALE
NOTES:
1. PROVIDE SAWED TRANSVERSE CONTRACTION JOINTS NOT MORE THAN 20' C-C.
2. REINFORCED WITH NO. 3 BARS AT 18' C-C BOTH WAYS.
3. EXPANSION JOINTS TO BE PLACED AT ALL INTERSECTIONS AND NOT TO EXCEED 600' BETWEEN JOINTS.
4. CONCRETE SHALL BE 5" THICK CLASS "C", 3600 PSI
5. COMPACTED SUBGRADE TO 95% STANDARD PROCTOR WITH PI < 20.

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<tr>
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<th>A</th>
<th>B</th>
<th>R.O.W. WIDTH (C)</th>
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<tr>
<td>10'</td>
<td>5'</td>
<td>2'-6&quot;</td>
<td>15'</td>
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<tr>
<td>15'</td>
<td>7.5'</td>
<td>2'-6&quot;</td>
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ALLEY SECTION WITHOUT CURB

ALLEY SECTION WITH CURB

6" CURB SEE C & G DETAIL

HORIZONTAL CONSTRUCTION JOINT PERMISSIBLE WITH 8" #3 DOWELS 12" C-C AND LONGITUDINAL #3 BAR IN CURB.

1 ALLEY SECTION

NOT TO SCALE
MINIMUM R.O.W. IN CUL-DE-SAC 100' DIAMETER

MINIMUM FACE OF CURB DIAMETER 80' IN CUL-DE-SAC (B.C. RADIUS - 40.5')

MAXIMUM LENGTH 600'

PLEASE REFER TO CITY OF WEATHERFORD SUBDIVISION ORDINANCE SECTION 11-3-1 FOR ADDITIONAL REQUIREMENTS

1 RESIDENTIAL CUL-DE-SAC

NOT TO SCALE
1. IF FLUME IS 7' OR WIDER, INSTALL REMOVABLE STEEL BOLLARDS BURIED TO 4'-0" DEPTH AT BOTH START AND END OF FLUME AT 5' SPACING. CONTACT TPW FOR ADDITIONAL INFORMATION AND DETAILS ON BOLLARDS.

2. SLOPES SHALL BE STABILIZED WITH VEGETATION OR OTHER APPROVED METHODS.

NOTES:

* 3" MINIMUM TO 12" MAXIMUM

IN PLACE MATERIAL COMPACTED TO 95% DENSITY

CLASS A CONCRETE (RE: TECH. SPEC. 321313)

CURBED FLUME DETAIL SHEET. #

TRANSPORTATION AND PUBLIC WORKS DEPARTMENT

DATE 08/2015 DRAWN BY CITY OF WEATHERFORD

C15 CURBED FLUME DETAIL
SEPARATE CURB AND GUTTER

NOT TO SCALE

INTEGRAL CURB AND GUTTER

NOT TO SCALE

NOTES:

1. REINFORCEMENT SHALL BE NO. 4 BARS, UNLESS OTHERWISE SPECIFIED.
2. CONCRETE SHALL BE CLASS 'C', 3600 PSI MINIMUM. ALL CURBS ARE CONSTRUCTED OF PORTLAND CEMENT CONCRETE UNLESS OTHERWISE SHOWN.
3. FOR SEPERATE C&G CONTRACTOR SHALL PLACE EXPANSION JOINTS EVERY 60 FT. AND CONSTRUCT TOOL JOINT SPACING AT 10' INTERVALS UNLESS OTHERWISE SPECIFIED BY INSPECTOR.
4. FOR INTEGRAL C&G CONTRACTOR SHALL PLACE EXPANSION JOINTS AND TOOL JOINTS PER STREET PAVEMENT DETAIL OR AS SPECIFIED BY INSPECTOR.
5. GRADE SHALL BE MEASURED AT BACK OF CURB AND TOP OF CURB.
1 VALLEY GUTTER

NOTE:
ALL CONCRETE FOR VALLEY GUTTER SHALL BE CLASS "A"
REINFORCEMENT STEEL SHALL BE NO.4 ON 12" CENTERS BOTH WAYS.

2 SECTION A-A

NOTE:
FLOW LINE

#4 @ 12" O.C.E.W.

6" THICK OR PAVEMENT THICKNESS

VALLEY GUTTER

DATE
08/2015

TRANSPORTATION AND PUBLIC WORKS DEPARTMENT

DRAWN BY
CITY OF WEATHERFORD

SHEET. #
C17

CITY OF WEATHERFORD

VALLEY GUTTER
NOTE:

1. ALL BARRICADES SHALL BE IN ACCORDANCE WITH THE LATEST REVISION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD) AND THE STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD).
2. BARRICADE MUST COVER ENTIRE WIDTH OF PAVED ROADWAY OR FIRELANE SURFACE.
3. ALL 1" x 8" AND 4" x 4" WOOD POSTS MUST BE PAINTED WHITE.
4. BARRICADES SHALL BE DESIGNED AND CONSTRUCTED TO THE STANDARDS OF THE COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICE LIST.
5. BARRICADE STRIPING MATERIAL SHALL BE RED AND WHITE HIGH INTENSITY REFLECTIVE SHEETING.
6. DIAGONAL STRIPING SHALL BE PLACED IN A MANNER THAT DIRECTS TRAFFIC IN THE APPROPRIATE DIRECTION OF TRAVEL.
7. PROPOSED BARRICADE STRIPING SHALL BE APPROVED BY THE CITY PRIOR TO PLACEMENT OF BARRICADE

ROAD CLOSED BARRICADE

NOT TO SCALE
1. A RIGHT-OF-WAY EXCAVATION PERMIT IS REQUIRED WHEN JACKING OR BORING WITHIN CITY RIGHT-OF-WAY. PERMIT APPLICATION AVAILABLE THROUGH TPW DEPARTMENT.
2. WHEN CONSTRUCTION IS WITHIN TXDOT RIGHT-OF-WAY JURISDICTION, A TXDOT PERMIT IS REQUIRED.
3. ALL CONSTRUCTION METHODS FOR JACKING & BORING SHALL CONFORM TO ITEM 503.1 THROUGH 503.4 OF N.C.T.C.O.G. STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 4TH EDITION.
4. WHEN CONSTRUCTION ACTIVITY IS COMPLETED, THE CONTRACTOR SHOULD BACKFILL ALL BORE PITS TO 90% OF MAXIMUM DENSITY AND REPLACE, IF ANY, SURFACE VEGETATION TO THE SAME OR BETTER CONDITION PRIOR TO CONSTRUCTION.
5. CHECK WITH TPW DEPARTMENT FOR SPECIFIC REQUIREMENTS NOT CONTAINED HEREIN.
NOTES:

1. REFER TO TxDOT PM(4)-03 DETAIL "A" FOR DIMENSION BETWEEN PAVEMENT MARKINGS AND MARKERS.
2. REFER TO N.C.T.C.O.G. SPECIFICATIONS AND TXMUTCD.
3. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (TXDOT TYP I).

PAVEMENT MARKINGS AND DETAILS

NOT TO SCALE
NOTES:

1. ALL STRIPING, ARROWS AND WORDS ON PAVEMENT SHALL BE THERMOPLASTIC UNLESS NOTED OTHERWISE NOTED IN PLANS.
2. REFER TO N.C.T.C.O.G. SPECIFICATIONS AND TXMUTCD

PAVEMENT MARKINGS AND DETAILS

NOT TO SCALE
#3 DOWEL BAR, 24' LONG ON 24" CENTERS, DOWEL & EPOXY 8" INTO EXISTING CONCRETE.

FULL DEPTH SAW CUT AT EXISTING FLOWLINE REMOVE CURB ONLY

EXISTING CONCRETE CURB & GUTTER

EXPANSION JOINT

BEND #3 BAR ALONG RADIUS

RESIDENTIAL DRIVEWAY APPROACHES #3 BARS @ 12" O.C.E.W.

1/2" REDWOOD 18" X 3/8" REBAR DOWELS ON 18" CENTERS

VARIABLE THROAT 10' MIN. 20' MAX

RADIUS 5' MIN. 10' MAX

BACK OF CURB

NOTES:

1. ABOVE GROUND PUBLIC UTILITY STRUCTURES SHALL BE A MINIMUM DISTANCE OF 4 FEET FROM THE DRIVEWAY APPROACH RADIUS.
2. SEE TABLE 6-4 FOR DRIVEWAY SPACING AND DESIGN STANDARDS.
3. DRIVEWAY EXCAVATION WITHIN R.O.W. SHALL NOT BE LEFT OPEN CUT FOR OVER 72 HOURS.
4. A DRIVEWAY APPROACH PERMIT IS REQUIRED PRIOR TO ANY CONSTRUCTION WITHIN CITY RIGHT OF WAY.
NOTES:

1. ABOVE GROUND PUBLIC UTILITY STRUCTURES SHALL BE A MINIMUM DISTANCE OF 4 FEET FROM THE DRIVEWAY APPROACH RADIUS.
2. SEE TABLE 6-4 FOR DRIVEWAY SPACING AND DESIGN STANDARDS.
3. DRIVEWAY EXCAVATION WITHIN R.O.W. SHALL NOT BE LEFT OPEN CUT FOR OVER 72 HOURS.
4. A DRIVEWAY APPROACH PERMIT IS REQUIRED PRIOR TO ANY CONSTRUCTION WITHIN CITY RIGHT OF WAY.
6" CLASS 'A' CONCRETE
MINIMUM 3000 PSI
OR
1 1/2" HMAC
OVER 4" ROAD BASE
WITH CITY OF WEATHERFORD
APPROVAL

NOTE:
SEE DRIVEWAY APPROACH
DETAILS FOR FLAT DRIVEWAY
W/O CURBS AND STEEL
REINFORCEMENT LAYOUT

STANDARD DRIVEWAY
APPROACH W/CULVERT

1

NOT TO SCALE

6" CONCRETE
DRIVEWAY

2% MIN

ROADWAY

SECTION A-A

MINIMUM 18" RCP, CMP OR
VALLEY WITH CITY OF
WEATHERFORD APPROVAL

STREET CENTERLINE

MIN 6:1
SLOPE

SAFETY END

SECTION

LENGTH OF PIPE REQUIRED

DRIVEWAY WIDTH

COMPACT FILL

SAFETY END

SECTION

DRIVEWAY DRAINAGE PIPE
(DIAMETER 30" OR LESS)

DRIVEWAY SURFACE
CONCRETE ONLY

RURAL DRIVEWAY APPROACH
WITH CULVERT
STANDARD DRIVEWAY APPROACH W/CULVERT
FOR USE IN RURAL ROADS WITHIN RESIDENTIAL ZONING AREAS ONLY

6" CLASS 'A' CONCRETE
3000 PSI
2% MIN
SLOPE 3:1
MIN. 18" CMP OR RCP
PIPE SIZE AS APPROVED BY
CITY OF WEATHERFORD

MIN. 2 FOOT EAR AT BOTH ENDS OF
DRIVEWAY APPROACH REQUIRED. A
STRAIGHT EDGE FORM MUST BE PLACED IN
FRONT OF DRIVEWAY APPROACH FLUSH
WITH EXISTING ROADWAY PAVEMENT

NOTE:

8' MINIMUM HEAD WALL

NOTE: PIPE MUST HAVE
MINIMUM 0.5% SLOPE

DATE
08/2015
TRANSPORTATION AND
PUBLIC WORKS DEPARTMENT
CITY OF WEATHERFORD

DRAWN BY
CITY OF WEATHERFORD
RURAL DRIVEWAY APPROACH WITH CULVERT
FOR USE IN RURAL ROADS WITHIN
RESIDENTIAL ZONING AREAS ONLY

SHEET. #
C25
### Notes:

1. The entrance and exit from a circular residential driveway shall be from the same street. Entrance from one street with exit to another street shall not be permitted.
2. No portion of any driveway shall be located within four (4') feet of any fire hydrant, electrical pole, or any above ground utility structure.
3. Driveways onto thoroughfare and/or collector streets shall not be permitted without written approval of the Director of Transportation and Public Works Department or his designee.
4. *A maximum throat width of 30' shall be allowed for residential structures with a three car garage only. All others a variance shall be requested and approved by the director of transportation and public works department.
5. For sidewalk dimension and specifications please refer to standard detail sheet. All sidewalks crossing driveways shall be same thickness as driveway with a cross-slope not to exceed 2%.

### Table

<table>
<thead>
<tr>
<th>DIMENSION</th>
<th>MINIMUM</th>
<th>MAXIMUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>10'</td>
<td>24' *</td>
</tr>
<tr>
<td>B</td>
<td>5' R</td>
<td>10' R</td>
</tr>
<tr>
<td>C</td>
<td>50'</td>
<td>---</td>
</tr>
<tr>
<td>D</td>
<td>10'</td>
<td>---</td>
</tr>
<tr>
<td>E</td>
<td>---</td>
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</tr>
<tr>
<td>F</td>
<td>20'</td>
<td>28'</td>
</tr>
<tr>
<td>G</td>
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</tbody>
</table>

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**Streets C.L. Local Street**

**Residential Driveway Design**

**NOT TO SCALE**

CITY OF WEATHERFORD

DATE: 08/2015

TRANSPORTATION AND PUBLIC WORKS DEPARTMENT

DRAWN BY: CITY OF WEATHERFORD

SHEET: C26

RESIDENTIAL DRIVEWAY DESIGN
<table>
<thead>
<tr>
<th>DIMENSION</th>
<th>MINIMUM</th>
<th>MAXIMUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>16' (ONE WAY) 20' (TWO WAY)</td>
<td>40'</td>
</tr>
<tr>
<td>B</td>
<td>10' R</td>
<td>30' R</td>
</tr>
<tr>
<td>C</td>
<td>LOCAL 50' COLLECTOR 100'</td>
<td>---</td>
</tr>
<tr>
<td>D</td>
<td>LOCAL 50' COLLECTOR 100'</td>
<td>---</td>
</tr>
<tr>
<td>E</td>
<td>5'</td>
<td>---</td>
</tr>
<tr>
<td>F</td>
<td>100'</td>
<td>---</td>
</tr>
<tr>
<td>G</td>
<td>---</td>
<td>---</td>
</tr>
</tbody>
</table>

NOTES:
1. FOR DRIVEWAY SPACING ON ARTERIAL STREETS PLEASE SEE FIGURE 6-3.
2. THE LOCATION OF ACCESS POINTS FOR COMMERCIAL DRIVEWAYS SHALL BE AT THE SOLE DISCRETION OF THE CITY OF WEATHERFORD TRANSPORTATION AND PUBLIC WORKS DEPARTMENT AFTER PROPER CONSIDERATION OF ANTICIPATED DRIVEWAY VOLUMES AND THEIR EFFECT ON TRAFFIC SAFETY.
3. A TRAFFIC IMPACT ANALYSIS MAY BE REQUIRED FOR PROPOSED DEVELOPMENT PROJECTS WHICH SHALL BE IN ACCORDANCE WITH CITY OF WEATHERFORD SUBDIVISION ORDINANCE.
4. FOR RESIDENTIAL DRIVEWAY DESIGN PLEASE SEE FIGURE 6-4 (A).
5. FOR SIDEWALK DIMENSION AND SPECIFICATIONS PLEASE REFER TO STANDARD DETAIL SHEET. ALL SIDEWALKS CROSSING DRIVEWAYS SHALL BE SAME THICKNESS AS DRIVEWAY WITH A CROSS-SLOPE NOT TO EXCEED 2%.
6. ONE WAY DRIVEWAYS SHALL HAVE APPROPRIATE SIGNS AND PAVEMENT MARKINGS.
NOTES:

1. CROSS SLOPE OF SIDEWALK SHALL BE TWO PERCENT (2%) MAX INCLUDING OVER DRIVEWAY APPROACH.
2. SIDEWALK SHALL BE 4" THICKNESS, CLASS 'A' CONCRETE WITH #3 REBAR AT 18" CENTERS UNLESS OTHERWISE SPECIFIED BY TPW.
3. 1/2" EXPANSION JOINTS SHALL BE SPACED AT 40' MAXIMUM INTERVALS OR AS OTHERWISE SPECIFIED. JOINTS SHALL BE RED WOOD WITH MINIMUM THREE (3) #4 SMOOTH DOWELS AT 12" SPACING.
4. ALL SIDEWALKS CROSSING DRIVEWAYS SHALL BE SAME THICKNESS OF DRIVEWAY APPROACH.
5. ALL SIDEWALK CONSTRUCTION SHALL CONFORM TO THE LATEST A.D.A. RULES AND GUIDELINES AND TEXAS ACCESSIBILITY STANDARDS.
6. FOR ITEMS NOT SPECIFIED IN THIS DETAIL PLEASE REFER TO N.C.T.C.O.G. PUBLIC WORKS CONSTRUCTION STANDARDS.
7. OWNER/CONTRACTOR SHALL OBTAIN A R.O.W. CONSTRUCTION PERMIT PRIOR TO ANY WORK OR CONSTRUCTION. CONTACT TPW AT 817-598-4254.
NOTES:

1. CROSS SLOPE OF SIDEWALK SHALL BE TWO PERCENT (2%) MAX INCLUDING OVER DRIVEWAY APPROACH.
2. SIDEWALK SHALL BE 4" THICKNESS, CLASS 'A' CONCRETE WITH #3 REBAR AT 18" CENTERS UNLESS OTHERWISE SPECIFIED BY TPW.
3. 1/2" EXPANSION JOINTS SHALL BE SPACED AT 40’ MAXIMUM INTERVALS OR AS OTHERWISE SPECIFIED. JOINTS SHALL BE RED WOOD WITH MINIMUM THREE (3) #4 SMOOTH DOWELS AT 12" SPACING.
4. ALL SIDEWALKS CROSSING DRIVEWAYS SHALL BE SAME THICKNESS OF DRIVEWAY APPROACH.
5. ALL SIDEWALK CONSTRUCTION SHALL CONFORM TO THE LATEST A.D.A. RULES AND GUIDELINES AND TEXAS ACCESSIBILITY STANDARDS.
6. FOR ITEMS NOT SPECIFIED IN THIS DETAIL PLEASE REFER TO N.C.T.C.O.G. PUBLIC WORKS CONSTRUCTION STANDARDS.
7. OWNER/CONTRACTOR SHALL OBTAIN A R.O.W. CONSTRUCTION PERMIT PRIOR TO ANY WORK OR CONSTRUCTION. CONTACT TPW AT 817-598-4254.
CURB RAMP DETAIL

NOT TO SCALE

NOTES:

1. DIMENSIONS SHOWN ON STANDARD DETAILS ARE APPROXIMATE AND WILL VARY ON EXISTING SIDEWALK AND STREET LONGITUDINAL AND CROSS SLOPES. DIMENSIONS SHOWN ASSUME EXISTING LONGITUDINAL AND CROSS SLOPES ARE LESS THAN 2%. RAMP LOCATIONS WITH LONGITUDINAL OR CROSS SLOPES EXCEEDING 2% SHOULD BE ADDRESSED BY SEPARATE DESIGN DETAILS THAT COMPLY WITH TEXAS ACCESSIBILITY STANDARDS AND MATCH CITY OF WEATHERFORD STANDARD DETAILS IN APPEARANCE AS MUCH AS POSSIBLE.

2. RAMPS FOR SIDEWALKS (WITH WIDTHS OTHER THAN SHOWN ON THESE DETAILS) SHOULD BE ADJUSTED TO FIT DIMENSIONS OF THE APPROACH SIDEWALKS CALLED FOR ON PLAN SHEETS.

3. FULL LENGTH OF RAMP (SLOPE 1:12) NOT TO EXCEED 6' IN LENGTH.

4. THE CONTRACTOR MUST NOTIFY THE CITY PRIOR TO INSTALLATION OF CONCRETE IF THE APPROACH SLOPE OF THE EXISTING SIDEWALK EXCEEDS 1:20 (5%) OR HAS A CROSSFALL GREATER THAN 1:50 (2%) AND NO DESIGN DETAILS ARE PROVIDED FOR THAT SPECIFIC LOCATION.

5. CONTRACTOR TO VERIFY ALL SLOPES PRIOR TO POURING CONCRETE. ALL SLOPES SHOULD BE IN COMPLIANCE WITH APPLICABLE STANDARDS FROM THE TEXAS DEPARTMENT OF LICENSING AND REGULATION.

6. LANDING PAD SHALL BE A MINIMUM OF 48" WIDTH AND MATCH SIDEWALK WIDTH. NO LANDING PAD SHALL BE LESS THAN THIS DIMENSION UNLESS OTHERWISE DIRECTED BY CITY. CROSS SLOPE SHALL NOT EXCEED 1:50 (2%) AT ANY DIRECTION.

7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ENSURE SLOPES MEET REQUIREMENTS OF THE TEXAS ACCESSIBILITY STANDARDS.

8. CONTRACTOR SHALL CONTACT TPW FOR INSPECTION PRIOR TO ANY PLACEMENT OF CONCRETE IN R.O.W.

9. A CURB SHALL BE CONSTRUCTED AT THE BACK OF THE WHEELCHAIR RAMP WHEN ELEVATION DIFFERENCE EXCEEDS 6".

10. CURB RAMPS SHALL BE CONSTRUCTED WITH SAME SPECIFICATIONS FOR SIDEWALK CONSTRUCTION UNLESS OTHERWISE NOTED.

11. FOR SIDEWALK DETAILS AND SPECIFICATIONS REFER TO SIDEWALK DETAIL SHEET.

12. ADA REPLACEABLE (WET SET) COMPOSITE TACTILE WARNING SURFACE UNIT (RED) AVAILABLE FROM ADA SOLUTIONS SHALL BE INSTALLED FOR ALL ADA RAMPS. DETECTABLE WARNING SHALL BE 24" LENGTH BY 48" WIDTH TRUNCATED DOMES THAT ARE TAS APPROVED. CONTRACTOR SHALL PROVIDE A MINIMUM 4" CONCRETE THICKNESS BENEATH THE ADA REPLACEABLE COMPOSITE TACTILE WARNING SURFACE UNIT.

CONVERSIONS

1:12 - APPROXIMATELY 8.3%
1:20 - APPROXIMATELY 5%
1:50 - APPROXIMATELY 1/4" PER 1 OR 2%
1. Dimensions shown on standard details are approximate and will vary on existing sidewalk and street longitudinal and cross slopes. Dimensions shown assume existing longitudinal and cross slopes are less than 2%. Ramp locations with longitudinal or cross slopes exceeding 2% should be addressed by separate design details that comply with Texas Accessibility Standards and match City of Weatherford Standard Details in appearance as much as possible.

2. Ramps for sidewalks (with widths other than shown on these details) should be adjusted to fit dimensions of the approach sidewalks called for on plan sheets.

3. Full length of ramp (slope 1:12) not to exceed 6' in length.

4. The contractor must notify the City prior to installation of concrete if the approach slope of the existing sidewalk exceeds 1:20 (5%) or has a crossfall greater than 1:50 (2%) and no design details are provided for that specific location.

5. Contractor to verify all slopes prior to pouring concrete. All slopes should be in compliance with applicable standards from the Texas Department of Licensing and Regulation.

6. LANDING PAD SHALL BE A MINIMUM OF 48" WIDTH AND MATCH SIDEWALK WIDTH. NO LANDING PAD SHALL BE LESS THAN THIS DIMENSION UNLESS OTHERWISE DIRECTED BY CITY. CROSS SLOPE SHALL NOT EXCEED 1:50 (2%) AT ANY DIRECTION.

7. It shall be the contractor's responsibility to ensure slopes meet requirements of the Texas Accessibility Standards.

8. Contractor shall contact TPW for inspection prior to any placement of concrete in R.O.W.

9. A CURB SHALL BE CONSTRUCTED AT THE BACK OF THE WHEELCHAIR RAMP WHEN ELEVATION DIFFERENCE EXCEEDS 6".

10. CURB RAMPS SHALL BE CONSTRUCTED WITH SAME SPECIFICATIONS FOR SIDEWALK CONSTRUCTION UNLESS OTHERWISE NOTED.

11. FOR SIDEWALK DETAILS AND SPECIFICATIONS REFER TO SIDEWALK DETAIL SHEET.

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CONVERSIONS
1:12 - APPROXIMATELY 8.3%
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1:50 - APPROXIMATELY 1/4" PER 1' OR 2%
NOTES:

1. DIMENSIONS SHOWN ON STANDARD DETAILS ARE APPROXIMATE AND WILL VARY ON EXISTING SIDEWALK AND STREET LONGITUDINAL AND CROSS SLOPES. DIMENSIONS SHOWN ASSUME EXISTING LONGITUDINAL AND CROSS SLOPES ARE LESS THAN 2%. RAMP LOCATIONS WITH LONGITUDINAL OR CROSS SLOPES EXCEEDING 2% SHOULD BE ADDRESSED BY SEPARATE DESIGN DETAILS THAT COMPLY WITH TEXAS ACCESSIBILITY STANDARDS AND MATCH CITY OF WEATHERFORD STANDARD DETAILS IN APPEARANCE AS MUCH AS POSSIBLE.

2. RAMPS FOR SIDEWALKS (WITH WIDTHS OTHER THAN SHOWN ON THESE DETAILS) SHOULD BE ADJUSTED TO FIT DIMENSIONS OF THE APPROACH SIDEWALKS CALLED FOR ON PLAN SHEETS.

3. FULL LENGTH OF RAMP (SLOPE 1:12) NOT TO EXCEED 6' IN LENGTH.

4. THE CONTRACTOR MUST NOTIFY THE CITY PRIOR TO INSTALLATION OF CONCRETE IF THE APPROACH SLOPE OF THE EXISTING SIDEWALK EXCEEDS 1:20 (5%) OR HAS A CROSSFALL GREATER THAN 1:50 (2%) AND NO DESIGN DETAILS ARE PROVIDED FOR THAT SPECIFIC LOCATION.

5. CONTRACTOR TO VERIFY ALL SLOPES PRIOR TO POURING CONCRETE. ALL SLOPES SHOULD BE IN COMPLIANCE WITH APPLICABLE STANDARDS FROM THE TEXAS DEPARTMENT OF LICENSING AND REGULATION.

6. LANDING PAD SHALL BE A MINIMUM OF 48" WIDTH AND MATCH SIDEWALK WIDTH. NO LANDING PAD SHALL BE LESS THAN THIS DIMENSION UNLESS OTHERWISE DIRECTED BY CITY. CROSS SLOPE SHALL NOT EXCEED 1:50 (2%) AT ANY DIRECTION.

7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ENSURE SLOPES MEET REQUIREMENTS OF THE TEXAS ACCESSIBILITY STANDARDS.

8. CONTRACTOR SHALL CONTACT TPW FOR INSPECTION PRIOR TO ANY PLACEMENT OF CONCRETE IN R.O.W.

9. A CURB SHALL BE CONSTRUCTED AT THE BACK OF THE WHEELCHAIR RAMP WHEN ELEVATION DIFFERENCE EXCEEDS 6".

10. CURB RAMPS SHALL BE CONSTRUCTED WITH SAME SPECIFICATIONS FOR SIDEWALK CONSTRUCTION UNLESS OTHERWISE NOTED.

11. FOR SIDEWALK DETAILS AND SPECIFICATIONS REFER TO SIDEWALK DETAIL SHEET.

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1:12 - APPROXIMATELY 8.3%
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NOTES:

1. Dimensions shown on standard details are approximate and will vary on existing sidewalk and street longitudinal and cross slopes. Dimensions shown assume existing longitudinal and cross slopes are less than 2%. Ramp locations with longitudinal or cross slopes exceeding 2% should be addressed by separate design details that comply with Texas Accessibility Standards and match City of Weatherford standard details in appearance as much as possible.

2. Ramps for sidewalks (with widths other than shown on these details) should be adjusted to fit dimensions of the approach sidewalks called for on plan sheets.

3. Full length of ramp (slope 1:12) not to exceed 6' in length.

4. The contractor must notify the City prior to installation of concrete if the approach slope of the existing sidewalk exceeds 1:20 (5%) or has a crossfall greater than 1:50 (2%) and no design details are provided for that specific location.

5. Contractor to verify all slopes prior to pouring concrete. All slopes should be in compliance with applicable standards from the Texas Department of Licensing and Regulation.

6. LANDING PAD SHALL BE A MINIMUM OF 48" WIDTH AND MATCH SIDEWALK WIDTH. NO LANDING PAD SHALL BE LESS THAN THIS DIMENSION UNLESS OTHERWISE DIRECTED BY CITY. CROSS SLOPE SHALL NOT EXCEED 1:50 (2%) AT ANY DIRECTION.

7. It shall be the contractor's responsibility to ensure slopes meet requirements of the Texas Accessibility Standards.

8. Contractor shall contact TPW for inspection prior to any placement of concrete in R.O.W.

9. A CURB SHALL BE CONSTRUCTED AT THE BACK OF THE WHEELCHAIR RAMP WHEN ELEVATION DIFFERENCE EXCEEDS 6'.

10. Curb ramps shall be constructed with same specifications for sidewalk construction unless otherwise noted.

11. For sidewalk details and specifications refer to sidewalk detail sheet.

12. ADA REPLACEABLE (WET SET) COMPOSITE TACTILE WARNING SURFACE UNIT (RED) AVAILABLE FROM ADA SOLUTIONS SHALL BE INSTALLED FOR ALL ADA RAMPS. DETECTABLE WARNING SHALL BE 24" LENGTH BY 48" WIDTH TRUNCATED DOMES THAT ARE TAS APPROVED. CONTRACTOR SHALL PROVIDE A MINIMUM 4" CONCRETE THICKNESS BENEATH THE ADA REPLACEABLE COMPOSITE TACTILE WARNING SURFACE UNIT.

CONVERSIONS

1:12 - APPROXIMATELY 8.3%
1:20 - APPROXIMATELY 5%
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CURB RAMP DETAIL

NOT TO SCALE

1. DIMENSIONS SHOWN ON STANDARD DETAILS ARE APPROXIMATE AND WILL VARY ON EXISTING SIDEWALK AND STREET LONGITUDINAL AND CROSS SLOPES. DIMENSIONS SHOWN ASSUME EXISTING LONGITUDINAL AND CROSS SLOPES ARE LESS THAN 2%. RAMP LOCATIONS WITH LONGITUDINAL OR CROSS SLOPES EXCEEDING 2% SHOULD BE ADDRESSED BY SEPARATE DESIGN DETAILS THAT COMPLY WITH TEXAS ACCESSIBILITY STANDARDS AND MATCH CITY OF WEATHERFORD STANDARD DETAILS IN APPEARANCE AS MUCH AS POSSIBLE.

2. RAMPS FOR SIDEWALKS (WITH WIDTHS OTHER THAN SHOWN ON THESE DETAILS) SHOULD BE ADJUSTED TO FIT DIMENSIONS OF THE APPROACH SIDEWALKS CALLED FOR ON PLAN SHEETS.

3. FULL LENGTH OF RAMP (SLOPE 1:12) NOT TO EXCEED 6' IN LENGTH.

4. THE CONTRACTOR MUST NOTIFY THE CITY PRIOR TO INSTALLATION OF CONCRETE IF THE APPROACH SLOPE OF THE EXISTING SIDEWALK EXCEEDS 1:20 (5%) OR HAS A CROSSFALL GREATER THAN 1:50 (2%) AND NO DESIGN DETAILS ARE PROVIDED FOR THAT SPECIFIC LOCATION.

5. CONTRACTOR TO VERIFY ALL SLOPES PRIOR TO POURING CONCRETE. ALL SLOPES SHOULD BE IN COMPLIANCE WITH APPLICABLE STANDARDS FROM THE TEXAS DEPARTMENT OF LICENSING AND REGULATION.

6. LANDING PAD SHALL BE A MINIMUM OF 48” WIDTH AND MATCH SIDEWALK WIDTH. NO LANDING PAD SHALL BE LESS THAN THIS DIMENSION UNLESS OTHERWISE DIRECTED BY CITY. CROSS SLOPE SHALL NOT EXCEED 1:50 (2%) AT ANY DIRECTION.

7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ENSURE SLOPES MEET REQUIREMENTS OF THE TEXAS ACCESSIBILITY STANDARDS.

8. CONTRACTOR SHALL CONTACT TPW FOR INSPECTION PRIOR TO ANY PLACEMENT OF CONCRETE IN R.O.W.

9. A CURB SHALL BE CONSTRUCTED AT THE BACK OF THE WHEELCHAIR RAMP WHEN ELEVATION DIFFERENCE EXCEEDS 6”.

10. CURB RAMPS SHALL BE CONSTRUCTED WITH SAME SPECIFICATIONS FOR SIDEWALK CONSTRUCTION UNLESS OTHERWISE NOTED.

11. FOR SIDEWALK DETAILS AND SPECIFICATIONS REFER TO SIDEWALK DETAIL SHEET.

12. ADA REPLACEABLE (WET SET) COMPOSITE TACTILE WARNING SURFACE UNIT (RED) AVAILABLE FROM ADA SOLUTIONS SHALL BE INSTALLED FOR ALL ADA RAMPS. DETECTABLE WARNING SHALL BE 24” LENGTH BY 48” WIDTH TRUNCATED DOMES THAT ARE TAS APPROVED. CONTRACTOR SHALL PROVIDE A MINIMUM 4” CONCRETE THICKNESS BENEATH THE ADA REPLACEABLE COMPOSITE TACTILE WARNING SURFACE UNIT.

CONVERSIONS
1:12 - APPROXIMATELY 8.3%
1:20 - APPROXIMATELY 5%
1:50 - APPROXIMATELY 1/4” PER 1’ OR 2%
NOTES:

1. Dimensions shown on standard details are approximate and will vary on existing sidewalk and street longitudinal and cross slopes. Dimensions shown assume existing longitudinal and cross slopes are less than 2%. Ramp locations with longitudinal or cross slopes exceeding 2% should be addressed by separate design details that comply with Texas Accessibility Standards and match City of Weatherford standard details in appearance as much as possible.

2. Ramps for sidewalks (with widths other than shown on these details) should be adjusted to fit dimensions of the approach sidewalks called for on plan sheets.

3. Full length of ramp (slope 1:12) not to exceed 6’ in length.

4. The contractor must notify the city prior to installation of concrete if the approach slope of the existing sidewalk exceeds 1:20 (5%) or has a crossfall greater than 1:50 (2%) and no design details are provided for that specific location.

5. Contractor to verify all slopes prior to pouring concrete. All slopes should be in compliance with applicable standards from the Texas Department of Licensing and Regulation.

6. Landing pad shall be a minimum of 48” width and match sidewalk width. No landing pad shall be less than this dimension unless otherwise directed by City. Cross slope shall not exceed 1:50 (2%) at any direction.

7. It shall be the contractor’s responsibility to ensure slopes meet requirements of the Texas Accessibility Standards.

8. Contractor shall contact TPW for inspection prior to any placement of concrete in R.O.W.

9. A curb shall be constructed at the back of the wheelchair ramp when elevation difference exceeds 6”.

10. Curb ramps shall be constructed with same specifications for sidewalk construction unless otherwise noted.

11. For Sidewalk details and specifications refer to sidewalk detail sheet.

12. ADA replaceable (wet set) composite tactile warning surface unit (red) available from ADA solutions shall be installed for all ADA ramps. Detectable warning shall be 24” length by 48” width truncated domes that are TAS approved. Contractor shall provide a minimum 4” concrete thickness beneath the ADA replaceable composite tactile warning surface unit.

CONVERSIONS
1:12 - APPROXIMATELY 8.3%
1:20 - APPROXIMATELY 5%
1:50 - APPROXIMATELY 1/4” PER 1’ OR 2%
NOTE:
1. PROVIDE VERTICAL EXPANSION IN WALL AT 25' MAX. SPACING.
2. WALL DESIGN ASSUMES NO SURCHARGE. A SPECIAL ENGINEERING ANALYSIS IS REQUIRED FOR OTHER CONDITIONS.

1. RETAINING WALL WITH INTEGRAL SIDEWALK

RETAINING WALL SECTION

NOT TO SCALE

DATE
08/2015

DRAWN BY
CITY OF WEATHERFORD

TRANSPORTATION AND PUBLIC WORKS DEPARTMENT

SHEET.
C35

RETAINING WALL WITH INTEGRAL SIDEWALK
GENERAL NOTES:
1. ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH TXDOT ITEM 538, "RIGHT OF WAY MARKERS."
2. RIGHT-OF-WAY MARKER CONCRETE SHALL BE Poured IN PLACE. THE BRONZE DISKS SHALL BE SET TO THE CORRECT LINE AND GRADE, AS DIRECTED BY A REGISTERED LAND SURVEYOR.
NOTES:

1. A right-of-way construction permit is required for all pavement utility pothole excavations.
2. Keyhole cores through the roadway pavement shall use diamond core drilling equipment. Open pavement cut utility pothole shall be sawcut in a square shape. Any other method shall be approved by the Transportation and Public Works Director.
3. Drilled core holes or pavement cuts over 12” shall be repaired per City's utility pavement repair cut detail or as determined by Director.
4. Adjacent utility potholes shall not be closer than 3 feet from each other (edge to edge), shall not be adjacent to pavement crack greater than \( \frac{1}{8} \) ” wide, and shall not be closer than 4 feet from a tool or construction pavement joint.
5. No more than four multiple utility potholes within a 200 square foot area, as measured within the smallest rectangular area that fully encompasses any four utility potholes, will be allowed unless approved by the TPW Director.
6. Keyhole pothole excavation and repair shall be completed within 48 hours.
NOTES:

1. ITEM NUMBERS REFER TO N.C.T.C.O.G. "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" 4TH EDITION.

2. ALL STORM SEWER PIPE IS CLASS III RCP UNLESS OTHERWISE SPECIFIED ON PLANS. CONCRETE PIPE SPECIFICATIONS SHALL MEET THE REQUIREMENTS SET FORTH IN N.C.T.C.O.G. ITEM 501.6 THRU 501.6.2. PIPE JOINTS SHALL BE SEALED WITH COLD-APPLIED PREFORMED GASKET MATERIAL, PER ITEM 501.6.1.3.1.

STORM SEWER DETAIL

NOT TO SCALE

NOT TO SCALE

1

TRENCH BACKFILL:
IN STREET R.O.W., GRANULAR MATERIAL PER N.C.T.C.O.G. ITEM 504.2.2.2 COMPACTED TO 95% OF MAXIMUM DENSITY PER ASTM D698.

OUTSIDE OF STREET R.O.W.
BACKFILL SHALL BE TYPE "B" BACKFILL PER N.C.T.C.O.G. ITEM 504.2.3.3 COMPACTED TO 90% OF MAXIMUM DENSITY PER ASTM D698.
PERMANENT ASPHALT PAVEMENT REPAIR

1. Contractor is required to obtain a R.O.W Construction permit prior to any work within the public right-of-way including public alleyway or easements.

2. All loose material within the excavation/trench shall be mechanically compacted in lifts no more than 12" to 95% compaction. Compaction testing shall be required for every lift. Compaction test reports shall be submitted to TPW for all excavations/trenches. For longitudinal trenches a compaction test is required every 200 linear feet for each lift and at crossings designated by the inspector.

3. Class 3 earth backfill shall meet the requirements of Type B backfill per N.C.T.C.O.G. section 504.2.3. with the exception of stone shall be less than 2 inches in diameter.

4. Flowable Fill Material shall be per N.C.T.C.O.G. specification 504.2.3.4.

5. Cement Treated Base shall consist of flex base material with two sacks of cement type I/II per cubic yard mixed in a concrete mixer or transit mixed. Road mixed may be allowed subject to approval from the director of TPW. No compaction test required for CTB.

6. Temporary asphalt shall be placed over trench as soon as backfill is completed.

7. Final pavement repairs shall be performed by City forces or City approved contractors. Contractors may perform final pavement repairs if approved by Director of TPW. Monetary deposits will be required for final pavement repairs at time of permitting. TxDOT R.O.W. use City contractor or TxDOT approved contractor.

8. Final pavement repair section layout shall be determined and approved by Director of TPW or representative. All Asphalt and Concrete repairs shall be per City specifications and N.C.T.C.O.G. Public Works Construction Standards and Specifications, latest edition.
NOTES:
1. Contractor is required to obtain a R.O.W Construction permit prior to any work within the public right-of-way including public alleyway or easements.
2. All loose material within the excavation/trench shall be mechanically compacted in lifts no more than 12" to 95% compaction per standard proctor. Compaction testing shall be required for every lift. Compaction test reports shall be submitted to TPW for all excavations/trenches. For longitudinal trenches a compaction test is required every 200 linear feet for each lift and at crossings designated by inspector.
3. Class 3 earth backfill shall meet the requirements of Type B backfill per N.C.T.C.O.G. section 504.2.3. with the exception of stone shall be less than 2 inches in diameter.
4. Flowable Fill Material shall be per N.C.T.C.O.G. specification 504.2.3.
5. Cement Treated Base shall consist of flex base material with two sacks of cement type I/II per cubic yard mixed in a concrete mixer or transit mixed. Road mixed may be allowed subject to approval from director of TPW. No compaction test required for CTB.
6. Temporary asphalt shall be placed over trench as soon as backfill is completed.
7. Final pavement repairs shall be performed by City forces or City approved contractors. Contractors may perform final pavement repairs if approved by Director of TPW. Monetary deposits will be required for final pavement repairs at time of permitting. 
8. Final pavement repair section layout shall be determined and approved by Director of TPW or representative. All Asphalt and Concrete repairs shall be per City specifications and N.C.T.C.O.G. Public Works Construction Standards and Specifications, latest edition. Final concrete repairs shall be repaired to the nearest joint within three feet.
NOTES:
1. ITEM NUMBERS REFER TO N.C.T.C.O.G. "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" 4TH EDITION.
2. COMPACTION METHOD FOR TRENCH BACKFILL SHALL BE PER N.C.T.C.O.G. ITEM 504.5.3 THRU 504.5.3.3.
3. DENSITIES REQUIRED FOR EVERY 200 LINEAR FEET OF TRENCH PER LIFT AND AT CROSSINGS DESIGNATED BY FIELD SERVICES INSPECTOR.

TRENCH BACKFILL DETAIL

NOT TO SCALE
NOTES:
1. MATERIAL AND WORKMANSHIP SHALL CONFORM WITH THE REQUIREMENTS OF N.C.T.C.O.G. STANDARD SPECIFICATIONS FOR STANDARD CONCRETE MANHOLES. MINIMUM CLASS 'A' CONCRETE.
2. LAYERS OF REINFORCING STEEL NEAREST THE INTERIOR AND EXTERIOR SURFACES SHALL HAVE A COVER OF 2" TO THE CENTER OF BARS. UNLESS OTHERWISE NOTED.
3. FOR DETAILS OF REINFORCING OF LOWER PORTIONS OF INLET SEE APPROPRIATE SQUARE MANHOLE DETAILS.
4. DEPTH OF DROP INLET FROM FINISHED GRADE TO FLOW LINE OF INLET IS VARIABLE. APPROXIMATE DEPTH WILL BE SHOWN ON PLANS AT LOCATION OF INLET.
5. ALL STANDARD DROP INLETS SHALL HAVE ONE OPENING ON EACH SIDE UNLESS OTHERWISE SHOWN ON PLANS.
6. DECK MAY BE REINFORCED SAME AS 4' SQUARE MANHOLE.
7. MANHOLES OVER 3' DEPTH SHALL HAVE STEPS. STEP DETAILS AVAILABLE THROUGH TPW.

INLET SIZE | T | W
---|---|---
2' SQUARE | 7' | 2'-0"
4' SQUARE | 7' | 4'-0"
5' SQUARE | 8' | 5'-0"
6' SQUARE | 9' | 6'-0"

* DROP INLET DEEPER THAN 3' (OUTSIDE TOP TO FLOWLINE) SHALL BE MINIMUM 4' SQUARE.
NOTE:

1. CONCRETE SHALL BE CLASS 'A'.

SECTION "B-B"
NOT TO SCALE

SECTION "A-A"
NOT TO SCALE

DETAIL "D"
NOT TO SCALE

BAR DETAIL
NOT TO SCALE

SECTION "C-C"
NOT TO SCALE

NOTE:
1. CONCRETE SHALL BE CLASS 'A'.
NOTE:
1. CONCRETE SHALL BE CLASS "A".

TOP OF HEADWALL
MAX. SLOPE 2:1

PLAN
NOT TO SCALE

SECTION "A-A"
NOT TO SCALE

SECTION "B-B"
NOT TO SCALE

SECTION "C-C"
NOT TO SCALE

#3 BARS AT 18"
C-C BOTH WAYS

#3 BARS AT 18"
C-C BOTH WAYS

#3 BARS AT 18"
C-C BOTH WAYS

FLOW

D + 2'

D

A

C

B

NOTE:
1. CONCRETE SHALL BE CLASS "A".

DATE 08/2015
DRAWN BY CITY OF WEATHERFORD

CONCRETE APRON
SLOPING HEADWALL

TRANSPORTATION AND PUBLIC WORKS DEPARTMENT

SHEET. # S6
NOTES:
1. 4500 PSI CONCRETE.
2. #4 GRADE 60 REBAR 9' O.C.E.W.
3. ALL EXPOSED CORNERS ARE CHAMFERED 3/4".
4. SWIFT LIFT ANCHORS, LOCATED IN THE FLOOR, SHALL BE USED FOR HANDLING.
5. GALVANIZED STEEL PIPE RUNNERS ARE AVAILABLE FOR CROSS AND PARALLEL DRAINAGE APPLICATIONS.

### PIPE SLOPE TABLE

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<tr>
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<td>6:1</td>
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</table>
NOTES:
1. THIS PROCEDURE/DETAIL WILL ONLY BE USED WHEN A PREFAB REDUCTION IS NOT POSSIBLE.
2. CONCRETE FOR COLLAR WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE VARIOUS OTHER BIDS.
3. CONCRETE SHALL BE 5 SACK 3000 PSI.
* MAXIMUM DIAMETER OF NEW PIPE EQUALS ONE HALF OF EXISTING PIPE'S DIAMETER.

* REMOVAL OF PLUG FROM EXISTING RCP TO BE ACCOMPLISHED BY USING A MASONRY DRILL AT A SPACING EQUAL TO THE DRILL BIT DIAMETER IN A CIRCULAR PATTERN OR A MASONRY SAW IN AN OCTAGONAL PATTERN PER DETAIL.

STORM DRAIN CONNECTION TO EXISTING RCP

NOT TO SCALE
NOTES:

1. TOP OF INLET TO SLOPE 2% TOWARDS STREET OR PER PLAN
2. CENTER SUPPORT BEAM REQUIRED FOR 15' AND 20' STANDARD CURB INLETS.
3. ADDITIONAL REINFORCING STEEL TO BE PLACED AROUND MANHOLE OPENING.

NOTES:

1. MANHOLE TO BE PLACED AT LOW END OF INLET. TWO MANHOLES ARE REQUIRED ON 15' AND 20' INLETS.

STANDARD CURB INLET

NOT TO SCALE
NORMAL TRANSVERSE SLOPE
DEPRESSED GUTTER SLOPE
HOT Poured JOINT SEALANT
CONSTRUCTION JOINT

THROAT SECTION

STANDARD CURB INLET

NOT TO SCALE
LIMITS OF PAY FOR STANDARD CURB INLET

10' 6"  10', 15', OR 20' (PER PLANS)

NOTES:
1. TOP OF INLET TO SLOPE 2% TOWARDS STREET OR PER PLAN.
2. CENTER SUPPORT BEAM REQUIRED FOR 15' AND 20' STANDARD CURB INLETS.
3. ADDITIONAL REINFORCING STEEL TO BE PLACED AROUND MANHOLE OPENING.

NORMAL GUTTER LINE
TOP OF CURB
R.C.P. (ANY WALL BUT NOT AT CORNER)
PLACE CONCRETE (3000 PSI) TO FORM INVERT FLOW TOWARD PIPE.

PROFILE

NOTES:
1. MANHOLE TO BE PLACED AT LOW END OF INLET. TWO MANHOLES ARE REQUIRED ON 15' AND 20' INLETS.

RECESSED CURB INLET
NOT TO SCALE
THROAT SECTION

1 RECESSED CURB INLET

NOT TO SCALE
NOTE:
1. TOP OF INLET SLOPE 2% TOWARDS STREET OR PER PLAN.
2. FLOOR AND WALL MUST BE POURED MONOLITHIC A MIN. 18".

INLET SECTION FOR RECESSED AND STANDARD INLETS

NOTE:
1. TOP OF INLET SLOPE 2% TOWARDS STREET OR PER PLAN.
2. REINFORCING STEEL LAYOUT APPLICABLE TO BOTH RECESSED AND ON-GRADE CURB INLETS.

CENTER SUPPORT BEAM FOR 15' & 20' RECESSED AND STANDARD INLETS

NOT TO SCALE

DATE
08/2015

TRANSPORTATION AND PUBLIC WORKS DEPARTMENT

SHEET. #
S14

CENTER SUPPORT BEAM AND INLET SECTION FOR RECESSED AND STANDARD INLETS
GENERAL NOTES:

1. ALL CONCRETE SHALL BE CLASS A.
2. ALL REINFORCING STEEL SHALL BE NEW BILLET STEEL CONFORMING TO ASTM A-615 AND AMERICAN MADE.
3. CHAMFER ALL EXPOSED CORNERS 3/4" EXCEPT WHERE OTHERWISE NOTED.
4. DIMENSIONS RELATING TO REINFORCING STEEL ARE TO CENTER OF BARS.
5. FIELD CUT AND BEND BARS AS NECESSARY TO ACCOMMODATE STORM SEWER PIPE.
6. ALL REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2".
7. ROCK FOUNDATION SHALL BE USED DURING PREFABRICATED INLET BOX INSTALLATION. 6" FOR BACKFILL WITH FLOWABLE FILL TO FILL VOIDS OR COMPACT WITH SELECT SURPLUS EXCAVATION COMPACTED IN 8' LIFTS TO 95% STANDARD PROCTOR DENSITY.
8. STANDARD CURB INLET SIZES ARE 10', 15', OR 20'. NO OTHER SIZES WILL BE ALLOWED WITHOUT APPROVAL FROM DIRECTOR OF T.P.W.
9. MANHOLE RING SHALL BE CHAINED TO RING.
10. MANHOLES AND CURB INLETS DEEPER THAN 3' SHALL HAVE STEPS. CONTACT TPW FOR STEP DETAILS.

INLET LID DETAIL

CAST IRON FRAME AND COVER

INLET LID

NOT TO SCALE
NOTE:
LOCATION OF RING AND COVER TO BE AT OUTFALL END, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

NOTE:
1/2" EXPANSION JOINT MATERIAL TO BE PLACED WHERE INLET ABUTS CURB, CURB AND GUTTER OR CONCRETE PAVEMENT.

MATCH DEPTH OF PAVEMENT STRUCTURE (BASE AND SURFACE).
ADJUST BAR LENGTHS AS DIRECTED BY THE ENGINEER.
(SEE DETAIL, SHEET 22B)

NOTE:
SEE SHEET 22B FOR DETAILS OF RING AND COVER, REINFORCING STEEL, ESTIMATED QUANTITIES, AND GENERAL NOTES.

LENGTH OF OPENING - "L"

THROAT DIMENSION CURB HEIGHT
5" 6" 7" 8"
5 7/8" 6 1/4" 6 1/2"
5'

FACE OF CONCRETE #6 DEFORMED BAR

DEPRESSION AT GUTTER LINE 1' MIN.

CURB HEIGHT 5" 6" 7" 8"
5 7/8" 6 1/4" 6 1/2"

GUTTER LINE 2"

LEVEL 1

PERMISSIBLE CONST. JT.

STEP DETAIL
STAGES @ 12" C-C STAGGERED

PLAN VIEW SHOWING TOP SLAB REINFORCEMENT

SECTION "A-A" TRANSVERSE BEAM DETAIL
BEAMS AT 5'-C-C (10', 15' & 20' INLETS)

FRONT ELEVATION VIEW

SECTION "C-C"

SECTION "D-D"

PARTIAL PLAN VIEW SHOWING BOTTOM SLAB REINFORCEMENT

NOTATION OF BARS Q/U/198, (TYPE II CURB INLET UNDER PAVEMENT) TYP.

NOTE: MEASUREMENTS SHOWN ARE DESIGN DIMENSIONS, NOT FINAL ERECTED SIZES/SPACING. MEASUREMENTS SHOWN ARE CURB PAVEMENT SLOPE, NOT DESIGN."
### Bill of Reinforcing Steel for Inlet Depth of 6':

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<th>Bar Size (In.)</th>
<th>No.</th>
<th>WT. (Lb.)</th>
<th>No.</th>
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<td>394</td>
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**General Notes:**

1. All concrete shall be Class 'B'.
2. Drawings are shown for 9'-0" inlets except where otherwise noted.
3. All reinforcing steel are to the center of bars.
4. Hot mix underlayment of necessary to accommodate underlayment pipes.
5. Cost of reinforced concrete shall conform to Item 417.
6. Site furnished for inlets shall be furnished to the limits of the workmen's record.
7. During Stage 1 construction, inlets will not be constructed above subgrade elevation unless specifically noted.
8. A temporary wood curb frame shall be utilized at a minimum of 5'-0" each side of the inlet and shall be at least 8'-0" in width.
9. Location of inlets shown in the plans refers to the location for the inlet and adjacent to concrete pavement.
10. If concrete pavement is placed without underlayment, additional 5'-0" of Type IIIA sand should be placed to a minimum of 4'-0" below concrete finish.
11. Concrete pavement shall be sealed. All inlet faces shall be grouted with cast iron ring and cover.
**DI-ST**

**R.O.W.**

**OR**

**RETAINING WALL**

**OVERLAP ENDS TIGHTLY 24” MINIMUM**

**BACK OF CURB**

**SECURE END OF LOG TO STAKE AS DIRECTED**

**COMPLETELY SURROUND DRAINAGE ACCESS TO AREA DRAIN INLETS WITH EROSION CONTROL LOGS**

**12” TEMP. EROSION CONTROL LOG**

**MULCH CRADLE UNDER EROSION CONTROL DEVICE**

**100% WOOD CHIPS**

**SECTION A-A**

**BACK OF CURB INLET SEDIMENT TRAP**

**SECTION B-B**

**RIGHT-OF-WAY SEDIMENT TRAP**

**DROP INLET SEDIMENT TRAP**

**DITCH LINE SEDIMENT TRAP**

**PLANS SHEET LEGEND**

**SEDIMENT BASIN & TRAP USAGE GUIDELINES**

1. A SEDIMENT TRAP MAY BE USED TO PRECIPITATE SEDIMENT OUT OF RUNOFF DRAINING FROM AN UNSTABILIZED AREA.

2. THE DRAINAGE AREA FOR A SEDIMENT TRAP SHOULD NOT EXCEED 5 ACRES. THE TRAP CAPACITY SHOULD BE 1800 CF/ACRE (0.5” OVER THE DRAINAGE AREA).

3. SEDIMENT TRAPS SHOULD BE PLACED IN THE FOLLOWING LOCATIONS:
   1. IMMEDIATELY PRECEDING DRAIN INLETS
   2. JUST BEFORE THE DRAINAGE ENTERS A WATER COURSE
   3. JUST BEFORE THE DRAINAGE LEAVES THE RIGHT OF WAY
   4. JUST BEFORE THE DRAINAGE LEAVES THE CONSTRUCTION LIMITS WHERE DRAINAGE FLOWS AWAY FROM THE PROJECT

4. THE TRAP SHOULD BE CLEANED WHEN THE CAPACITY HAS BEEN REDUCED BY 1/2 OR THE SEDIMENT HAS ACCUMULATED TO A DEPTH OF 1’, WHICHEVER IS LESS.

5. CLEANING AND REMOVAL OF ACCUMULATED SEDIMENT DEPOSITS IS INCIDENTAL AND WILL NOT BE PAID FOR SEPARATELY.

**GENERAL NOTES:**

1. LENGTHS OF EROSION CONTROL LOGS SHALL BE IN ACCORDANCE WITH MANUFACTURER’S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED. MAXIMUM LENGTH OF LOGS SHALL BE 30’ FOR 12” DIAMETER LOGS.

2. UNLESS OTHERWISE DIRECTED, USE BIODEGRADABLE OR PHOTODEGRADABLE CONTAINMENT MESH ONLY WHERE LOG WILL REMAIN IN PLACE AS PART OF A VEGETATIVE SYSTEM. FOR TEMPORARY INSTALLATIONS, USE RECYCLABLE CONTAINMENT MESH.

3. EROSION CONTROL CRADLE MATERIAL IS INCIDENTAL AND WILL NOT BE PAID FOR SEPARATELY.

4. STAKES SHALL BE 2” X 2” WOOD 4’ LONG, EMBEDDED SUCH THAT 2” PROTRUDES ABOVE LOG.

5. STUFF LOGS WITH SUFFICIENT FILTER MATERIAL TO ACHIEVE DENSITY THAT WILL HOLD SHAPE WITHOUT EXCESSIVE DEFORMATION.

6. COMPOST CRADLE MATERIAL IS INCIDENTAL AND WILL NOT BE PAID FOR SEPARATELY.

**COMPOST CRADLE UNDER EROSION CONTROL DEVICES**

**FLOW**
GENERAL NOTES:
1. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

SECTION A-A

FILTER FABRIC
3' MIN. WIDTH
BACKFILL & HAND TAMP.

GALV. HINGE JOINT KNOT WOVEN MESH
(12.5 GA. MIN.) REQUIRE A MINIMUM
OF FIVE HORIZONTAL WIRES SPACED AT A
MAX. 12 INCHES APART AND ALL VERTICAL
WIRES SPACED AT A MAX. 12 INCHES APART.

HINGE JOINT KNOT WOVEN MESH (OPTION)

CONNECT THE ENDS
OF SUCCESSIVE
REINFORCEMENT
SHEETS OR ROLLS A
MIN. OF 6 TIMES WITH
HOG RINGS.

FASTEN FABRIC TO TOP STRAND OF WIRE BY HOG
RINGS OR CORD AT A MAX. SPACING OF 15".

PLACE 4" TO 6" OF FABRIC
AGAINST THE TRENCH SIDE
AND APPROX. 2" ACROSS
TRENCH BOTTOM IN UPSTREAM
DIRECTION. MINIMUM TRENCH
SIZE SHALL BE 6" SQUARE.
BACKFILL AND HAND TAMP.

TEMPORARY SEDIMENT CONTROL FENCE

S19
FILL AREAS SHALL BE COMPACTED TO 95% STD. PROCTOR DENSITY AT OPTIMUM MOISTURE CONTENT PRIOR TO CHANNEL EXCAVATION.

ALL CONCRETE SHALL BE CLASS "A"

NO #3 BARS AT 18" CENTERS BOTH WAYS, 15" LAP ON SPLICES

2" DIA. WEEP HOLES AT 10 CENTERS (SET 1" ABOVE CHANNEL BOTTOM)

#3 BARS AT 18" C-C BOTH WAYS

#3 BARS X 36" AT 18" C-C BOTH WAYS

PERMISSIBLE CONSTRUCTION JOINT

CONSTRUCTION JOINT WHERE PERMITTED

COMPACTED FILL WHERE REQUIRED

NOTE: WASHED ROCK SHALL BE GAP GRADED 1 1/2"

6" MIN. WASHED ROCK WITH CONTINUOUS FILTER FABRIC UNLESS FABRIC SPECIFICALLY DELETED BY THE OWNER.

WASHED ROCK SHALL BE GAP GRADED 1 1/2"

6" MIN.

#3 BARS AT 18" C-C BOTH WAYS

#3 BARS X 36" AT 18" C-C BOTH WAYS

JOINT SEALER

3/4" REDWOOD

3/4" BARS AT 2" C-C SHALL SERVE AS DOWELS. DOWELS SHALL BE ASPHALT COATED 12" ON FREE END.

3/4" X 5" SLEEVE

3/4" REDWOOD

3/4" BARS AT 2" C-C SHALL SERVE AS DOWELS. DOWELS SHALL BE ASPHALT COATED 12" ON FREE END.

#3 BARS X 36" AT 18" C-C BOTH WAYS

7/8" X 5" SLEEVE

3/4" REDWOOD

3/4" BARS AT 2" C-C SHALL SERVE AS DOWELS. DOWELS SHALL BE ASPHALT COATED 12" ON FREE END.

3/4" REDWOOD

3/4" BARS AT 2" C-C SHALL SERVE AS DOWELS. DOWELS SHALL BE ASPHALT COATED 12" ON FREE END.

3/4" REDWOOD

3/4" BARS AT 2" C-C SHALL SERVE AS DOWELS. DOWELS SHALL BE ASPHALT COATED 12" ON FREE END.

3/4" BARS AT 2" C-C SHALL SERVE AS DOWELS. DOWELS SHALL BE ASPHALT COATED 12" ON FREE END.

3/4" REDWOOD

3/4" BARS AT 2" C-C SHALL SERVE AS DOWELS. DOWELS SHALL BE ASPHALT COATED 12" ON FREE END.
NOTES:

2. ALL STEPS SHALL BE TIGHT AND FIRMLY EMBEDDED.
3. STEPS SHALL BE PARALLEL.
4. ALL STEPS WITHIN A STRUCTURE SHALL BE OF THE SAME DESIGN, SIZE, AND TYPE.
5. DRILLED HOLES FOR STEPS SHALL BE CLEAN AND DRY. STEPS SHALL BE ATTACHED TO WALL WITH EPOXY.
**Plan**

N.T.S.

**Table of Dimensions**

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**Standard M.H. Frame and Cover as Specified by Owner**

- Non Shrink Grout 1:2

**Use Precast Concrete Grade Rings as Required to Raise to Grade**

- #4 Bars at 18''

**Class "A" Concrete**

**Vertical Bars**

- #4 Bars at 18''

**Varies**

**Precast Concrete Grade Rings to Top Slab**

- 23'' Paving Surface

**Section B-B**

N.T.S.

**Storm Water Manhole**

4', 5', or 6' Square
#4 BARS AT 6" C-C (4' M.H.), OR
#5 BARS AT 8" C-C (5' & 6' M.H.)
EACH WAY HOOKED EACH END

#4 BARS AT 18" INSIDE FACE

#4 BARS AT 18"
OUTSIDE FACE

#4 Bars at 6" C-C
(4' M.H.), OR #5 BARS AT
8" C-C (5' & 6' M.H.)
EACH WAY

#4 BARS AT 15"
(4' M.H.) OR 9" (5' & 6' M.H.) INSIDE FACE.

#4 DOWELS AT 18"
ALL AROUND EXCEPT
IN WAY OF PIPE

5" MIN.

SECTION A-A
N.T.S.

NOTES:
1. SLOPE INVERT OF MANHOLE AS
   INDICATED ON PLAN–PROFILE SHEET.
2. LAYERS OF REINFORCING STEEL NEAREST
   THE INTERIOR AND EXTERIOR SURFACE
   SHALL HAVE A COVER OF 2" TO THE
   CENTER OF BARS, UNLESS OTHERWISE
   NOTED.
3. CONCRETE SHALL BE CLASS "A".

CORNER DETAIL
PLAN VIEW
N.T.S.