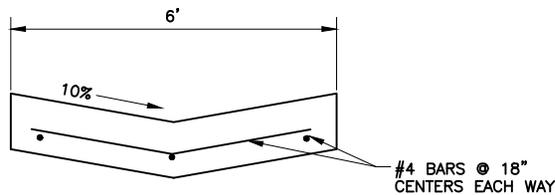


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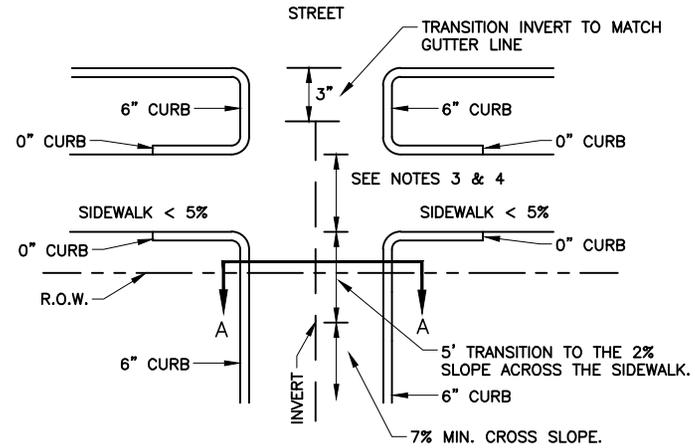
1. FLUME NEEDS TO BE FLARED AT ENTRANCE ONLY FOR HYDRAULIC PURPOSES.
2. BOLLARDS SHALL BE FILLED WITH CONCRETE AND SET IN 18" DIAMETER CONCRETE FOOTING A MINIMUM OF 3' BELOW THE FLUME FLOW LINE. BOLLARD SHALL BE 4' HIGH ABOVE THE FLUME FLOW LINE.

CONCRETE FLUME
NTS



CURBS MAY BE OMITTED AND USE THE VALLEY SECTION WHEN OVERFLOW IS 10 CFS OR LESS OR WHEN FLOW CAN BE CONTAINED WITHIN THE CONCRETE SECTION.

SECTION A - A
ALTERNATE
NTS



NOTE:

1. FLOW IS TOWARD STREET, OTHERWISE THE FLUME WILL HAVE TO BE FLARED AT THE STREET.
2. FOR FLUMES 5 FEET OR LESS IN WIDTH A METAL PLATE MAY BE CONSIDERED FOR UNIQUE SITUATIONS IF AUTHORIZED BY THE PUBLIC WORKS DEPARTMENT.
3. LONGITUDINAL FLUME SLOPE ACROSS SIDEWALK MUST BE NO GREATER THAN 2%
4. THE TRANSVERSE SLOPE OF THE FLUME AT THE SIDEWALK MUST BE LESS THAN 5%

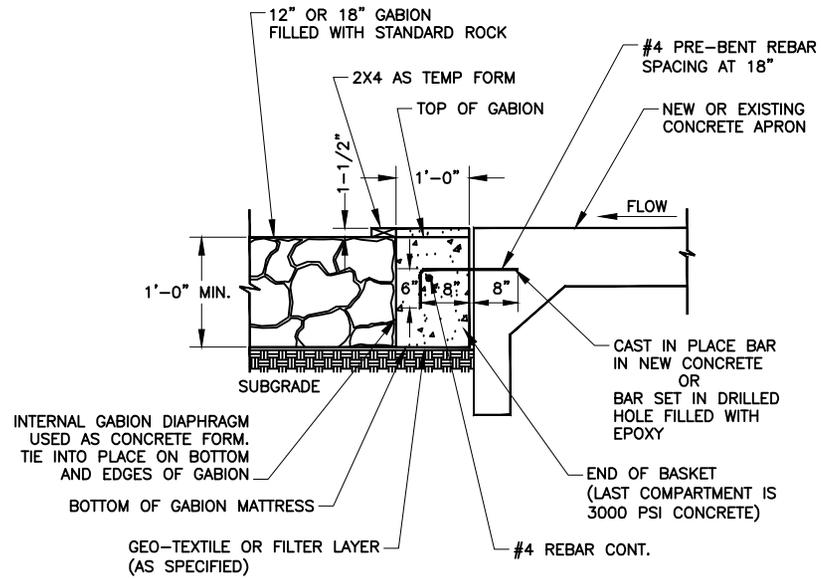
FLUME WITH SIDEWALK CROSSING
NTS



CITY OF ARLINGTON, TEXAS

FLUME W/SIDEWALK CROSSING

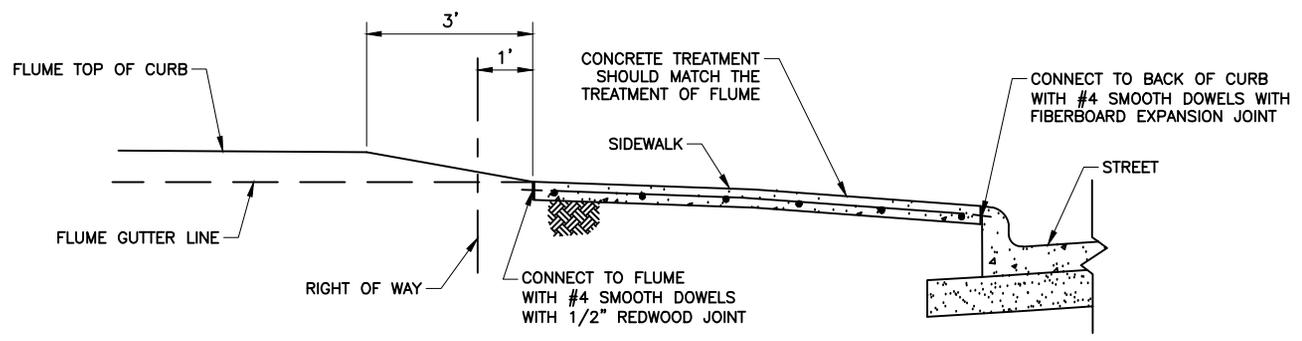
DATE:	SCALE: NTS	SHEET OF
DESIGNED BY:	DRAWN BY:	CHECKED BY:



GABION MATTRESS TO CONCRETE ATTACHMENT DETAIL

NTS

 CITY OF ARLINGTON, TEXAS		
GABION MATTRESS TO CONCRETE ATTACHMENT DETAIL		
DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:

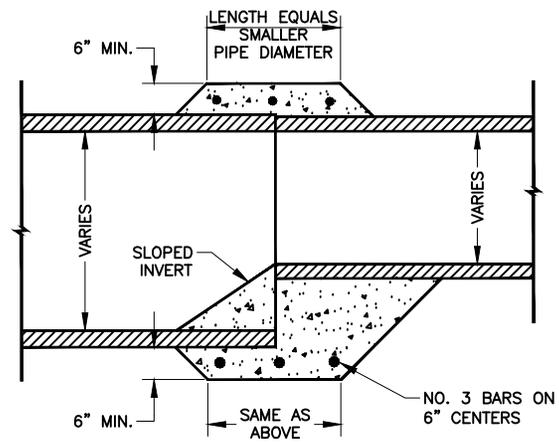


OVERFLOW FLUME
(TRANSITION TO SIDEWALK)
PROFILE

NTS

NOTE:
IF SIDEWALK IS NOT PROPOSED, EXTEND FLUME
AND TRANSITION TO TOP OF STREET CURB.

 CITY OF ARLINGTON, TEXAS		
OVERFLOW FLUME (TRANSITION TO SIDEWALK) PROFILE		
DATE:	SCALE: NTS	SHEET ____ OF ____
DESIGNED BY:	DRAWN BY:	CHECKED BY:



PIPE COLLAR DETAIL
NTS

NOTES

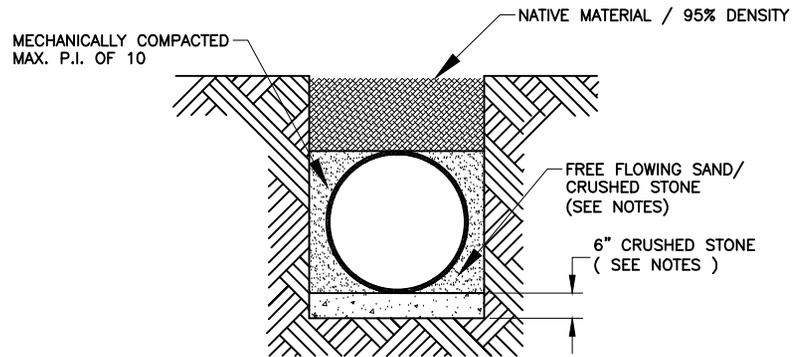
1. THIS PROCEDURE/DETAIL WILL ONLY BE USED WHEN A PREFAB REDUCTION IS NOT POSSIBLE.
2. CONCRETE FOR COLLAR WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO THE VARIOUS OTHER BIDS.
3. CONCRETE SHALL BE 5 SACK 3000 PSI.



CITY OF ARLINGTON, TEXAS

PIPE COLLAR DETAIL

DATE:	SCALE: NTS	SHEET ____ OF ____
DESIGNED BY:	DRAWN BY:	CHECKED BY:



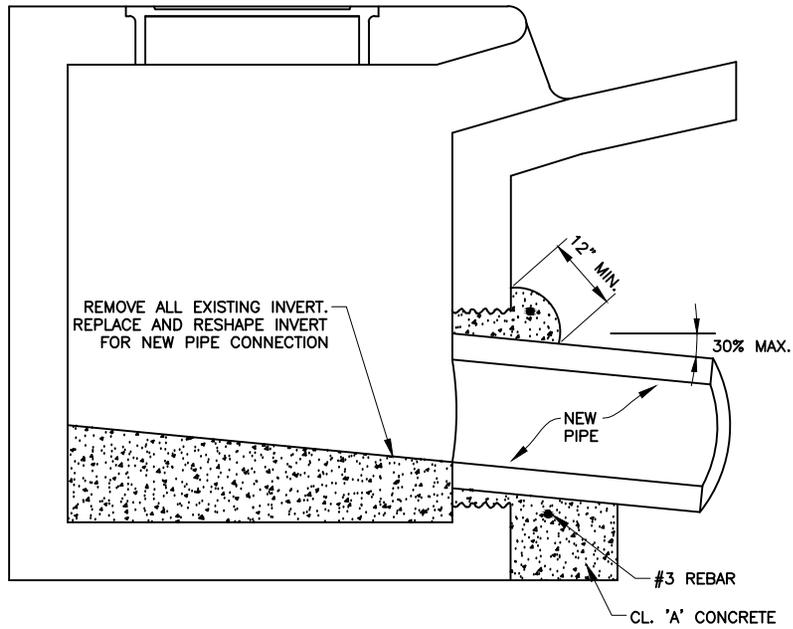
THE PIPE SHALL BE BEDDED IN A MINIMUM OF SIX INCHES (6") OF CRUSHED STONE. IN WET OR UNSTABLE TRENCHES, ADDITIONAL CRUSHED STONE WILL BE ADDED TO THE STANDARD BEDDING REQUIREMENTS AS NEEDED. CRUSHED STONE SHALL MEET C.O.G. 2.1.8 STANDARD CRUSHED ROCK - AGGREGATE GRADE 4.

AFTER THE PIPE HAS BEEN LAID AND THE JOINTS MADE, GRANULAR MATERIAL OF A QUALITY SATISFACTORY TO THE ENGINEER SHALL BE PLACED FROM THE BOTTOM OF THE PIPE TO THE TOP OF THE PIPE. GRANULAR MATERIAL SHALL BE DEFINED AS A FREE FLOWING, PIT RUN SAND FREE OF STONES, CLAY, ORGANIC MATERIAL, AND DEBRIS. THIS MATERIAL SHALL NOT HAVE A P.I. OF GREATER THAN 10. THE MATERIAL SHALL BE PLACED UNIFORMLY ON BOTH SIDES OF THE PIPE IN ORDER TO PREVENT DISTURBANCE OF THE PIPE AND, IF NECESSARY, BLOCKING SHALL BE PLACED AGAINST THE SIDES OF THE TRENCH TO PREVENT DISPLACEMENT OF THE PIPE. THE BACKFILL MATERIAL SHALL BE WORKED UNDER THE HAUNCHES OF THE PIPE DURING THE TIME IT IS BEING PLACED. THE MATERIAL SHALL BE MECHANICALLY COMPACTED TO 95% STANDARD DENSITY IN LIFTS NOT TO EXCEED EIGHT INCHES (8") (LOOSE)

FOR THE SPECIFICATIONS FOR THE REMAINING BACKFILL OPERATIONS, SEE THE TRENCH BACKFILL SPECIAL PROVISION.

RCP STORM DRAIN EMBEDMENT
NTS

CITY OF ARLINGTON, TEXAS		
EMBEDMENT		
DATE:	SCALE: NTS	SHEET ____ OF ____
DESIGNED BY:	DRAWN BY:	CHECKED BY:



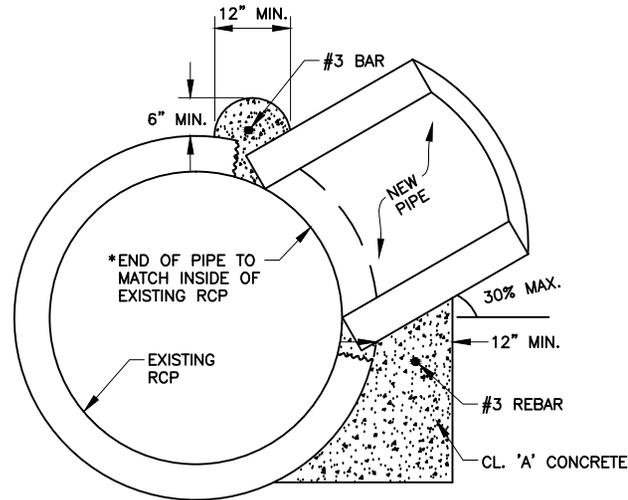
* REMOVAL OF PLUG FROM EXISTING INLET TO BE ACCOMPLISHED BY USING A MASONRY DRILL AT A SPACING EQUAL TO THE DRILL BIT DIAMETER IN A CIRCULAR PATTERN OR A MASONRY SAW IN AN OCTAGONAL PATTERN PER DETAIL.



STORM DRAIN CONNECTION
TO EXISTING INLET
NTS

 CITY OF ARLINGTON, TEXAS		
STORM DRAIN CONNECTION TO EXISTING INLET		
DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:

* MAXIMUM DIAMETER OF NEW PIPE EQUALS ONE HALF OF EXISTING PIPE'S DIAMETER.

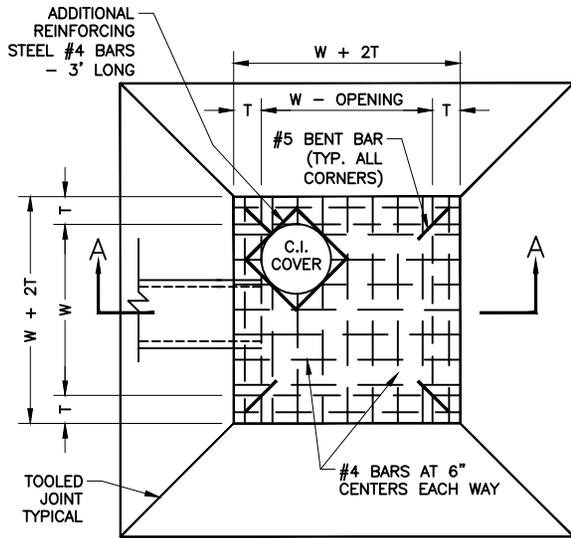


* REMOVAL OF PLUG FROM EXISTING RCP TO BE ACCOMPLISHED BY USING A MASONRY DRILL AT A SPACING EQUAL TO THE DRILL BIT DIAMETER IN A CIRCULAR PATTERN OR A MASONRY SAW IN AN OCTAGONAL PATTERN PER DETAIL.

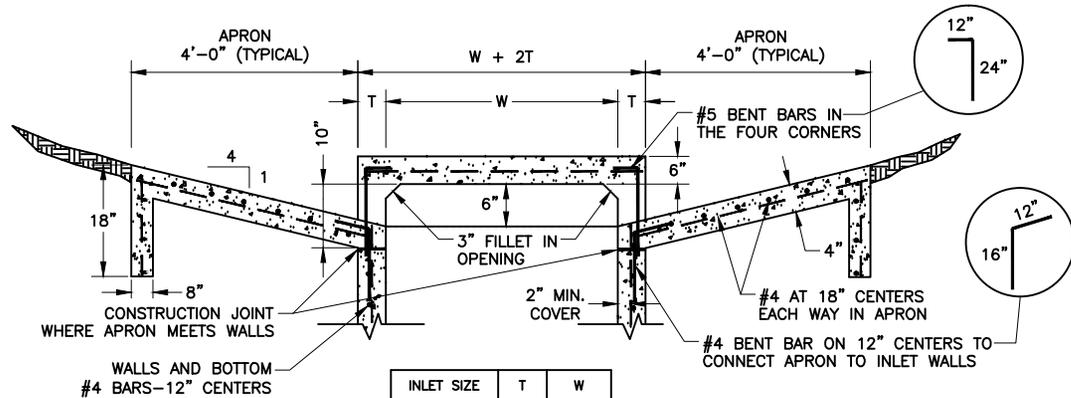


STORM DRAIN CONNECTION
TO EXISTING RCP
NTS

 CITY OF ARLINGTON, TEXAS		
STORM DRAIN CONNECTION TO EXISTING RCP		
DATE:	SCALE: NTS	SHEET ____ OF ____
DESIGNED BY:	DRAWN BY:	CHECKED BY:

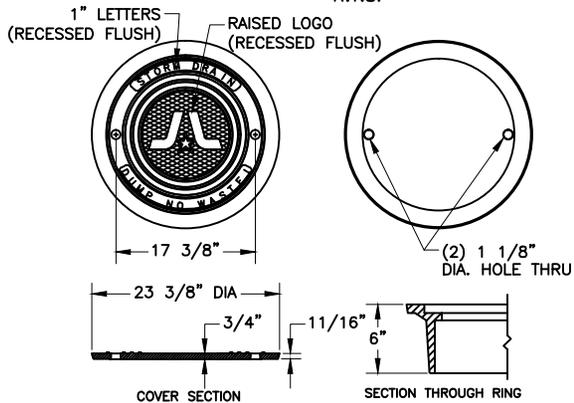


PLAN OF TOP SLAB
N.T.S.



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

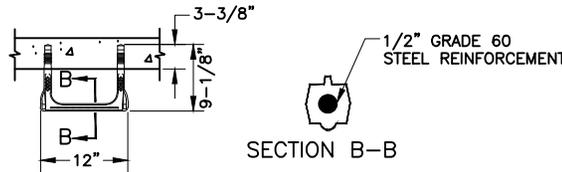
SECTION A-A
N.T.S.



MANUFACTURER	REFERENCE NUMBER	APPROX. WEIGHT
EAST JORDAN	106-6C	175 lb
BASS & HAYS	226	175 lb
OR APPROVED EQUAL		

COVER WILL BE NON-LOCKING TYPE. SPOT WELD INLET COVER TO RING IN AT LEAST 4 LOCATIONS TO PREVENT THEFT.

LOGO MANHOLE COVER & FRAME
N.T.S.



NON-CORROSIVE STEPS
N.T.S.

NOTES:

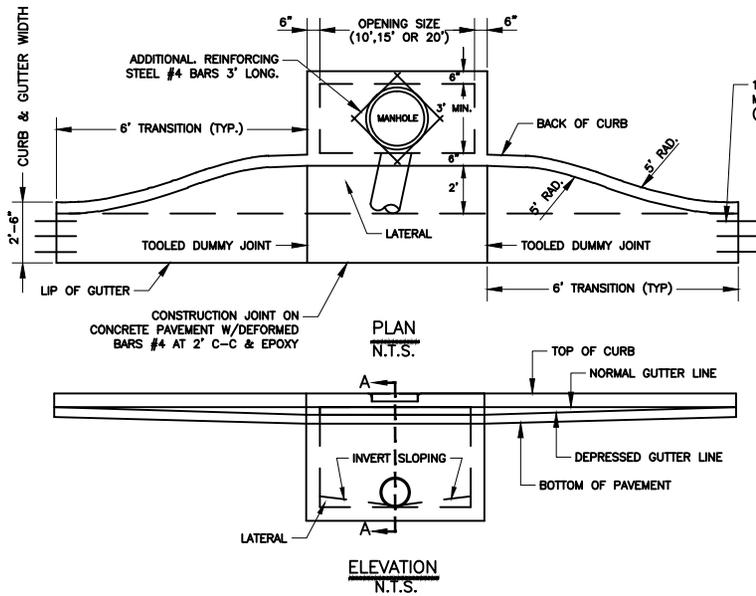
1. STEPS SHALL CONFORM TO ASTM C478-88a.
2. M.A. IND. INC. NUMBER "PS1-PF" STEPS OR AMERICAN STEP CO., NUMBER ML-10 OR APPROVED EQUAL TO BE INSTALLED PER MANUFACTURERS DIRECTION.
3. STEPS ARE REQUIRED FOR ALL INLETS 4' AND DEEPER.
4. STEPS SHALL BE PLACED 12" ON CENTERS VERTICALLY AND STAGGERED 12" ON CENTERS HORIZONTALLY.
5. THE TOP STEP SHALL BE NO GREATER THAN 1' BELOW THE INSIDE OF THE TOP OF THE INLET, AND THE BOTTOM STEP SHALL BE NO HIGHER THAN 2' FROM THE FLOOR.
6. STEPS SHALL BE PLACED ON A WALL WHICH WILL NOT CONFLICT WITH THE PIPE(S) AND SHALL BE EASILY ACCESSIBLE FROM THE MANHOLE OPENING.

GENERAL NOTES:

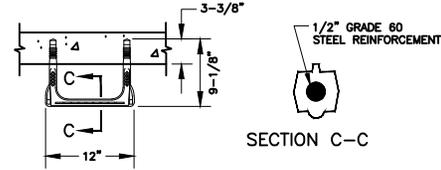
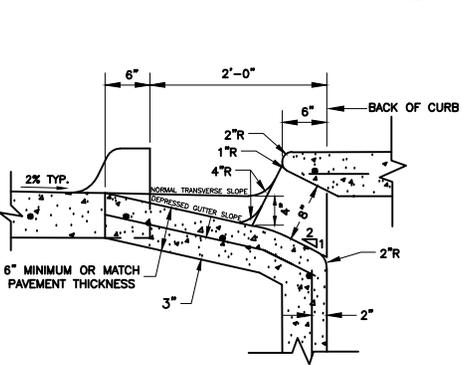
1. REINFORCING STEEL SHALL BE #4 BARS ON 12" CENTERS BOTH WAYS FOR BOTTOM SLAB AND WALLS, AND #4 BARS ON 6" CENTERS BOTH WAYS FOR TOP SLAB. ADDITIONAL REINFORCING STEEL SHALL BE PLACED AROUND MANHOLES AS SHOWN.
2. ALL REINFORCING STEEL SHALL BE GRADE 60.
3. ALL CONCRETE SHALL BE CLASS "A".
4. ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4"
5. ALL REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2" ON INSIDE FACE WALL.
6. ALL BACKFILLING SHALL BE PERFORMED BY MECHANICAL TAMPING TO 95% STANDARD PROCTOR DENSITY.
7. ALL DROP INLETS SHALL HAVE ONE OPENING ON EACH SIDE UNLESS OTHERWISE SHOWN ON PLANS.
8. LIGHT BROOM FINISH ON ALL SURFACES.

DROP INLET
N.T.S.

CITY OF ARLINGTON, TEXAS		
DROP INLET		
DATE:	SCALE: NTS	SHEET: OF
DESIGNED BY:	DRAWN BY:	CHECKED BY:

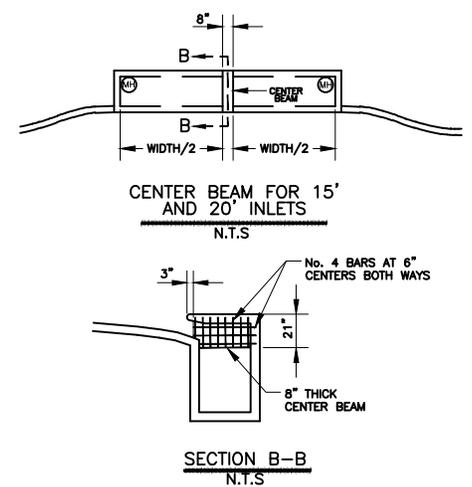
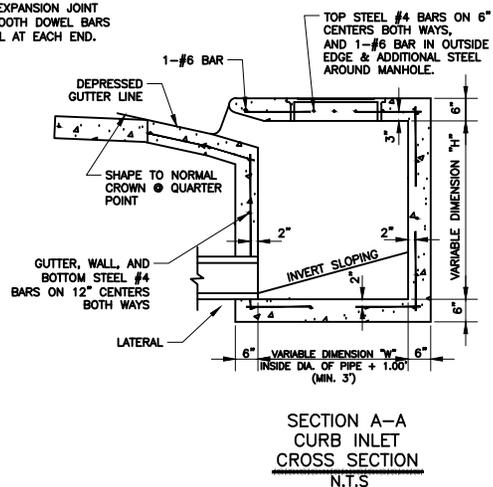


CURB INLET RECESSED
10', 15' OR 20' OPENING
N.T.S.



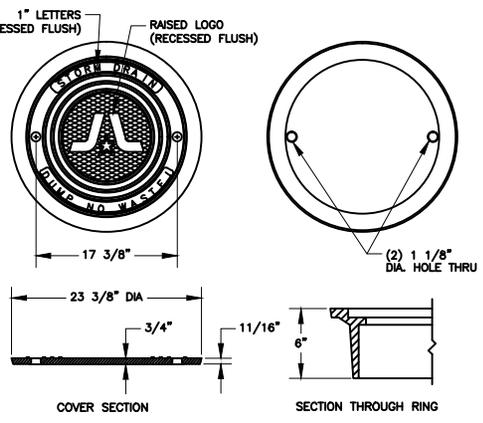
NON-CORROSIVE STEPS
N.T.S.

- NOTES:
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 - M.A. IND. INC. NUMBER "PS1-PF" STEPS OR AMERICAN STEP CO., NUMBER ML-10 OR APPROVED EQUAL TO BE INSTALLED PER MANUFACTURERS DIRECTION.
 - STEPS ARE REQUIRED FOR ALL INLETS 4' AND DEEPER.
 - STEPS SHALL BE PLACED 12" ON CENTERS VERTICALLY AND STAGGERED 12" ON CENTERS HORIZONTALLY.
 - THE TOP STEP SHALL BE NO GREATER THAN 1" BELOW THE INSIDE OF THE TOP OF THE INLET, AND THE BOTTOM STEP SHALL BE NO HIGHER THAN 2" FROM THE FLOOR.
 - STEPS SHALL BE PLACED ON A WALL WHICH WILL NOT CONFLICT WITH THE PIPE(S) AND SHALL BE EASILY ACCESSIBLE FROM THE MANHOLE OPENING



- NOTES:
- ALL 15' AND 20' INLETS WILL REQUIRE A CENTER SUPPORT BEAM.
 - ALL OPEN BACK INLETS WILL REQUIRE A CENTER BEAM, REGARDLESS OF INLET TYPE OR SIZE.

- GENERAL NOTES:
- REINFORCING STEEL SHALL BE #4 BARS ON 12" CENTERS BOTH WAYS FOR GUTTER, BOTTOM SLAB, ENDS, FRONT AND BACK WALLS, AND #4 BARS ON 6" CENTERS BOTH WAYS FOR TOP SLAB. AN ADDITIONAL #6 BAR SHALL BE PLACED IN THE FRONT EDGE OF THE TOP SLAB IN THE INLETS AND ADDITIONAL REINFORCING STEEL SHALL BE PLACED AROUND MANHOLES AS SHOWN.
 - ALL REINFORCING STEEL SHALL BE GRADE 60.
 - ALL CONCRETE SHALL BE CLASS "A".
 - ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4".
 - ALL REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2".
 - ALL BACKFILLING SHALL BE PERFORMED BY MECHANICAL TAMPING TO 95% STANDARD PROCTOR DENSITY.
 - IF MODIFYING AN INLET, I.E. CREATING AN OPEN BACK INLET, THE TOP SHALL BE REMOVED AND RECONSTRUCTED.
 - LOCATION OF MANHOLE OPENING TO BE AT OUTFALL END.
 - ALL 15' AND 20' INLETS WILL REQUIRE TWO MANHOLES ONLY IF THE INSIDE HEIGHT (UNDER THE CENTER BEAM) IS LESS THAN FOUR FEET.
 - LIGHT BROOM FINISH ON ALL SURFACES.



MANUFACTURER	REFERENCE NUMBER	APPROX. WEIGHT
EAST JORDAN	106-6C	175 lb
BASS & HAYS	226	175 lb
OR APPROVED EQUAL		

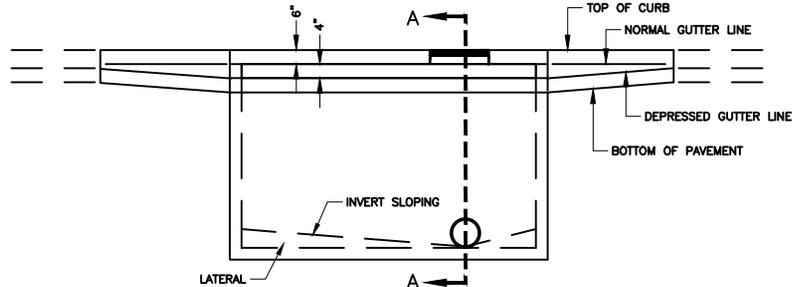
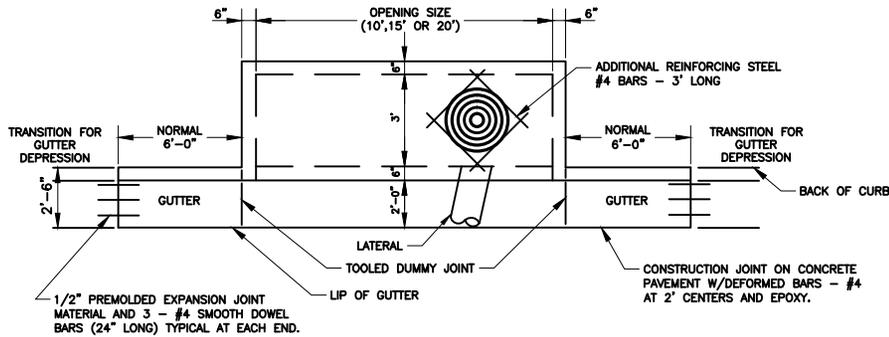
COVER WILL BE NON-LOCKING TYPE. SPOT WELD INLET COVER TO RING IN AT LEAST 4 LOCATIONS TO PREVENT THEFT.

LOGO MANHOLE COVER & FRAME
N.T.S.

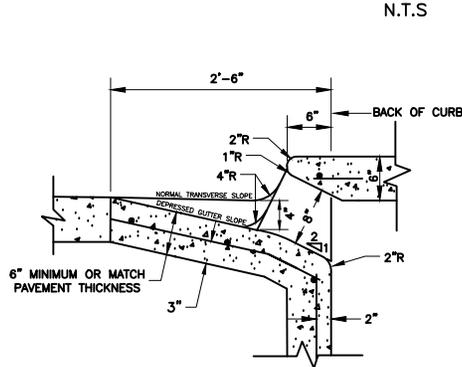
CITY OF ARLINGTON, TEXAS

RECESSED INLET

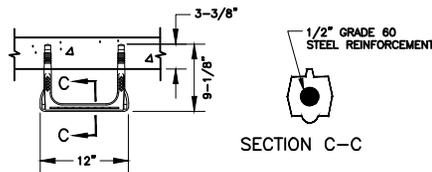
DATE:	SCALE: NTS	SHEET: OF
DESIGNED BY:	DRAWN BY:	CHECKED BY:



CURB INLET
N.T.S.

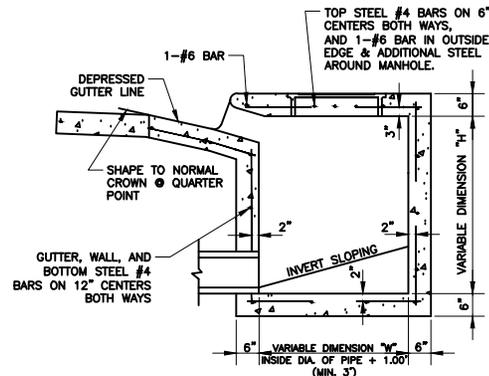


THROAT DETAIL FOR STANDARD INLETS ON CONCRETE STREETS
N.T.S.

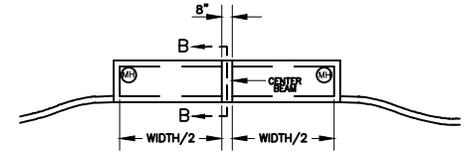


NON-CORROSIVE STEPS
N.T.S.

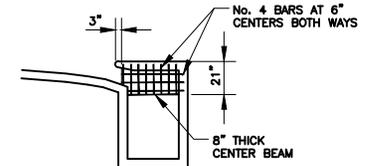
- NOTES:
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SECTION A-A CURB INLET CROSS SECTION
N.T.S.



CENTER BEAM FOR 15' AND 20' INLETS
N.T.S.



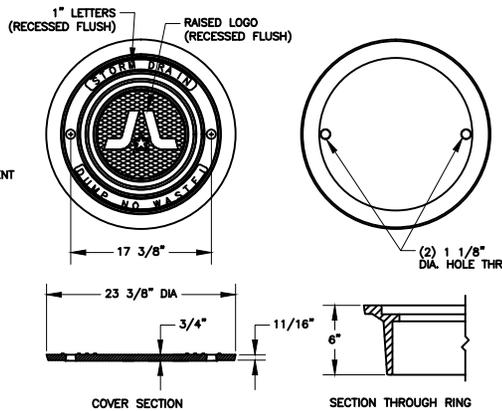
SECTION B-B
N.T.S.

NOTES:

- ALL 15' AND 20' INLETS WILL REQUIRE A CENTER SUPPORT BEAM.
- ALL OPEN BACK INLETS WILL REQUIRE A CENTER BEAM, REGARDLESS OF INLET TYPE OR SIZE.

GENERAL NOTES:

- REINFORCING STEEL SHALL BE #4 BARS ON 12" CENTERS BOTH WAYS FOR GUTTER, BOTTOM SLAB, ENDS, FRONT AND BACK WALLS, AND #4 BARS ON 6" CENTERS BOTH WAYS FOR TOP SLAB. AN ADDITIONAL #6 BAR SHALL BE PLACED IN THE FRONT EDGE OF THE TOP SLAB IN THE INLETS AND ADDITIONAL REINFORCING STEEL SHALL BE PLACED AROUND MANHOLES AS SHOWN.
- ALL REINFORCING STEEL SHALL BE GRADE 60.
- ALL CONCRETE SHALL BE CLASS "A".
- ALL EXPOSED CORNERS SHALL BE CHAMFERED 3/4".
- ALL REINFORCING STEEL SHALL HAVE A MINIMUM COVER OF 2".
- ALL BACKFILLING SHALL BE PERFORMED BY MECHANICAL TAMPING TO 95% STANDARD PROCTOR DENSITY.
- IF MODIFYING AN INLET, I.E. CREATING AN OPEN BACK INLET, THE TOP SHALL BE REMOVED AND RECONSTRUCTED.
- LOCATION OF MANHOLE OPENING TO BE AT OUTFALL END.
- ALL 15' AND 20' INLETS WILL REQUIRE TWO MANHOLES ONLY IF THE INSIDE HEIGHT (UNDER THE CENTER BEAM) IS LESS THAN FOUR FEET.
- LIGHT BROOM FINISH ON ALL SURFACES.



MANUFACTURER	REFERENCE NUMBER	APPROX. WEIGHT
EAST JORDAN	106-6C	175 lb
BASS & HAYS	226	175 lb
OR APPROVED EQUAL		

COVER WILL BE NON-LOCKING TYPE. SPOT WELD INLET COVER TO RING IN AT LEAST 4 LOCATIONS TO PREVENT THEFT.

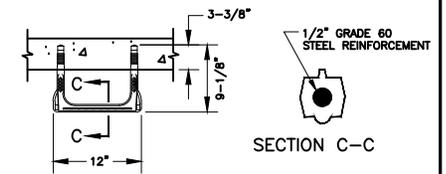
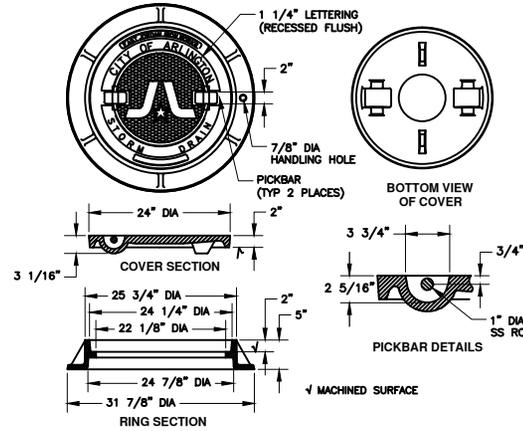
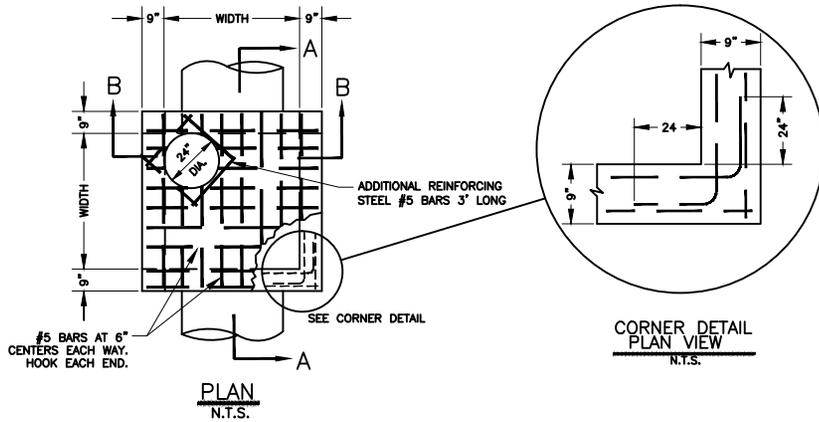
LOGO MANHOLE COVER & FRAME
N.T.S.



CITY OF ARLINGTON, TEXAS

STANDARD INLET

DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:



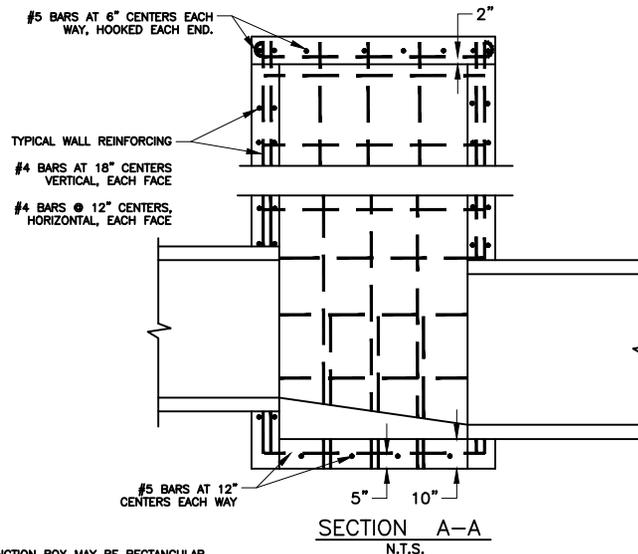
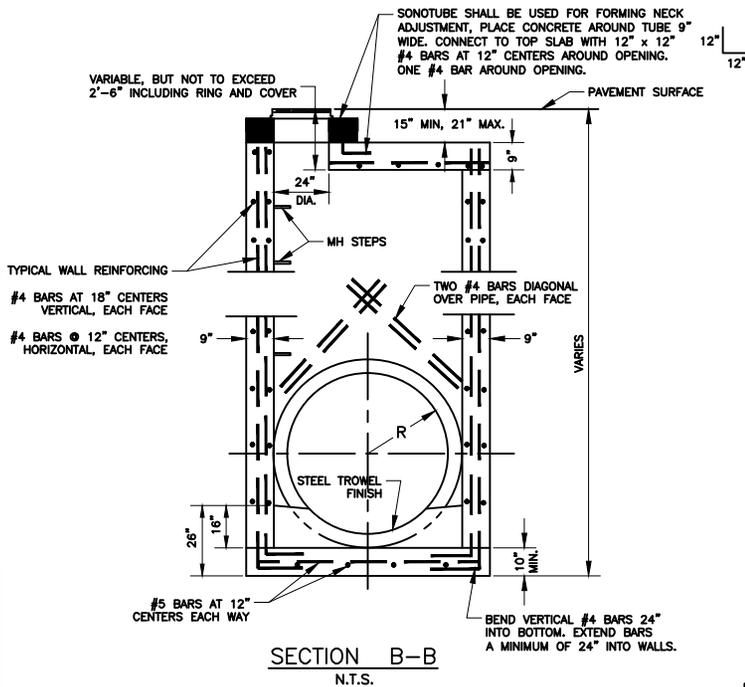
NON-CORROSIVE STEPS
N.T.S.

NOTES:

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- M.A. IND. INC. NUMBER "PS1-PF" STEPS OR AMERICAN STEP CO. NUMBER ML-10 OR APPROVED EQUAL TO BE INSTALLED PER MANUFACTURERS DIRECTION.
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- STEPS SHALL BE PLACED 12" ON CENTERS VERTICALLY AND STAGGERED 12" ON CENTERS HORIZONTALLY.
- THE TOP STEP SHALL BE NO GREATER THAN 1' BELOW THE INSIDE OF THE TOP OF THE INLET, AND THE BOTTOM STEP SHALL BE NO HIGHER THAN 2" FROM THE FLOOR.
- STEPS SHALL BE PLACED ON A WALL WHICH WILL NOT CONFLICT WITH THE PIPE(S) AND SHALL BE EASILY ACCESSIBLE FROM THE MANHOLE OPENING

MANUFACTURER	REFERENCE NUMBER	APPROX. WEIGHT
EAST JORDAN	1342	310 lb
BASS & HAYS	1342	310 lb
OR APPROVED EQUAL		

LOGO MANHOLE COVER & FRAME



NOTES :

- SLOPE INVERT OF JUNCTION BOX TO MATCH PIPE FLOWLINES.
- LAYERS OF REINFORCING STEEL NEAREST THE INTERIOR AND EXTERIOR SURFACE SHALL HAVE A COVER OF 2" TO THE BARS, UNLESS OTHERWISE NOTED.
- CONCRETE SHALL BE CLASS "A".
- REINFORCING STEEL TO BE GRADE 60.

JUNCTION BOX MAY BE RECTANGULAR BUT NOT LESS THAN 4 FEET IN SHORT DIRECTION.
STORMWATER JUNCTION BOX 4', 5' OR 6' WIDTHS
N.T.S.

 **CITY OF ARLINGTON, TEXAS**

STORM WATER MANHOLE

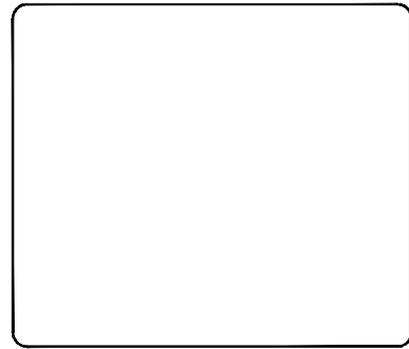
DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:

City of Arlington, Texas

PAVING & DRAINAGE IMPROVEMENTS

FOR

STREET NAME (PROJECT LIMITS)

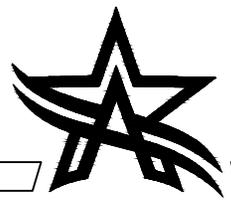


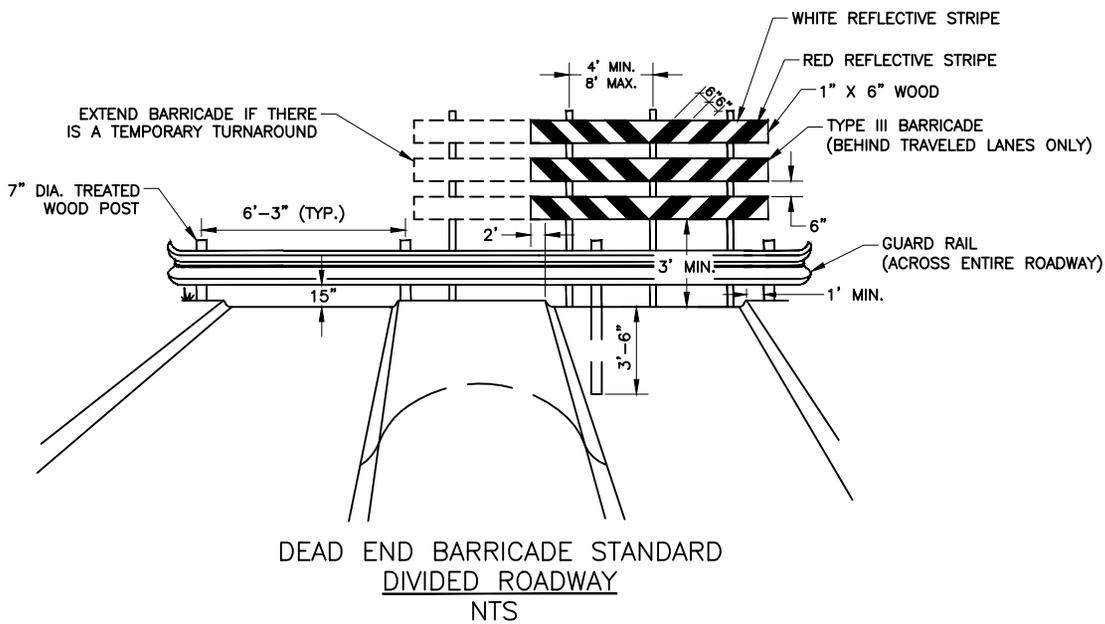
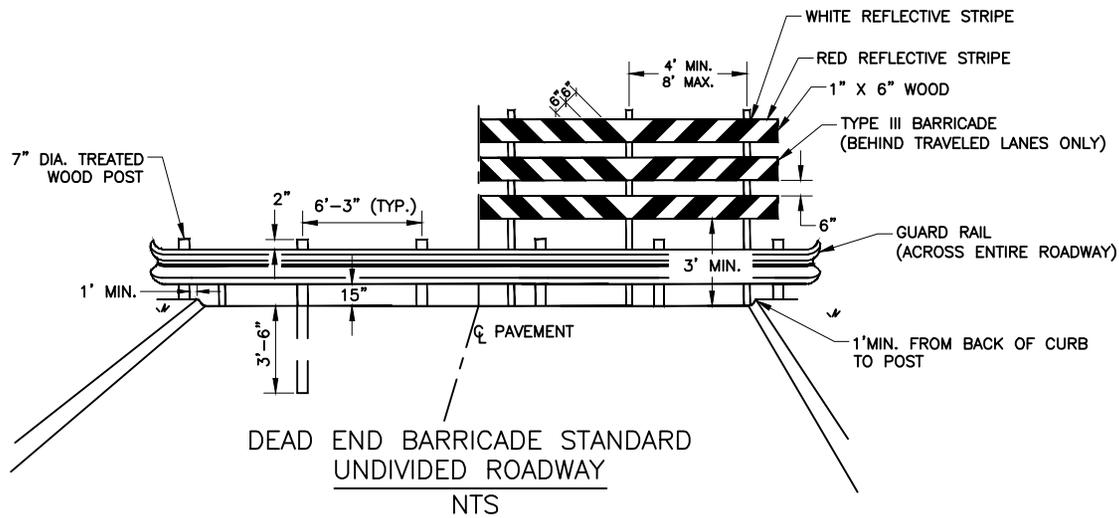
VICINITY MAP

Project No. _____



<u>SHEET No.</u>	<u>DESCRIPTION</u>





NOTES:

GUARD RAIL
STEEL "W" SECTION, 10 GAUGE

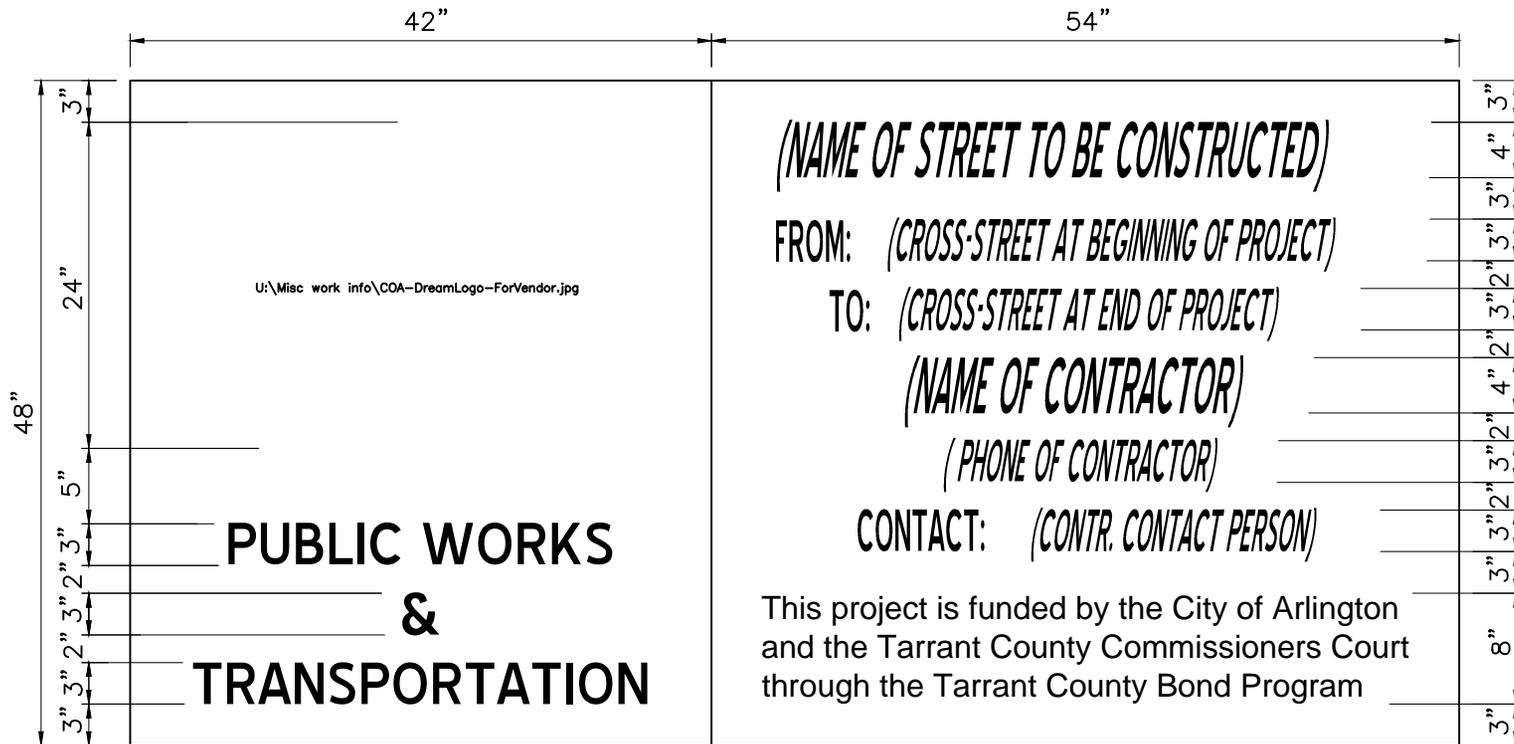
CONNECTIONS
5/8" DIA. BOLTS, APPROX. 9" LONG



CITY OF ARLINGTON, TEXAS

DEAD END BARRICADES

DATE:	SCALE: NTS	SHEET: OF
DESIGNED BY:	DRAWN BY:	CHECKED BY:

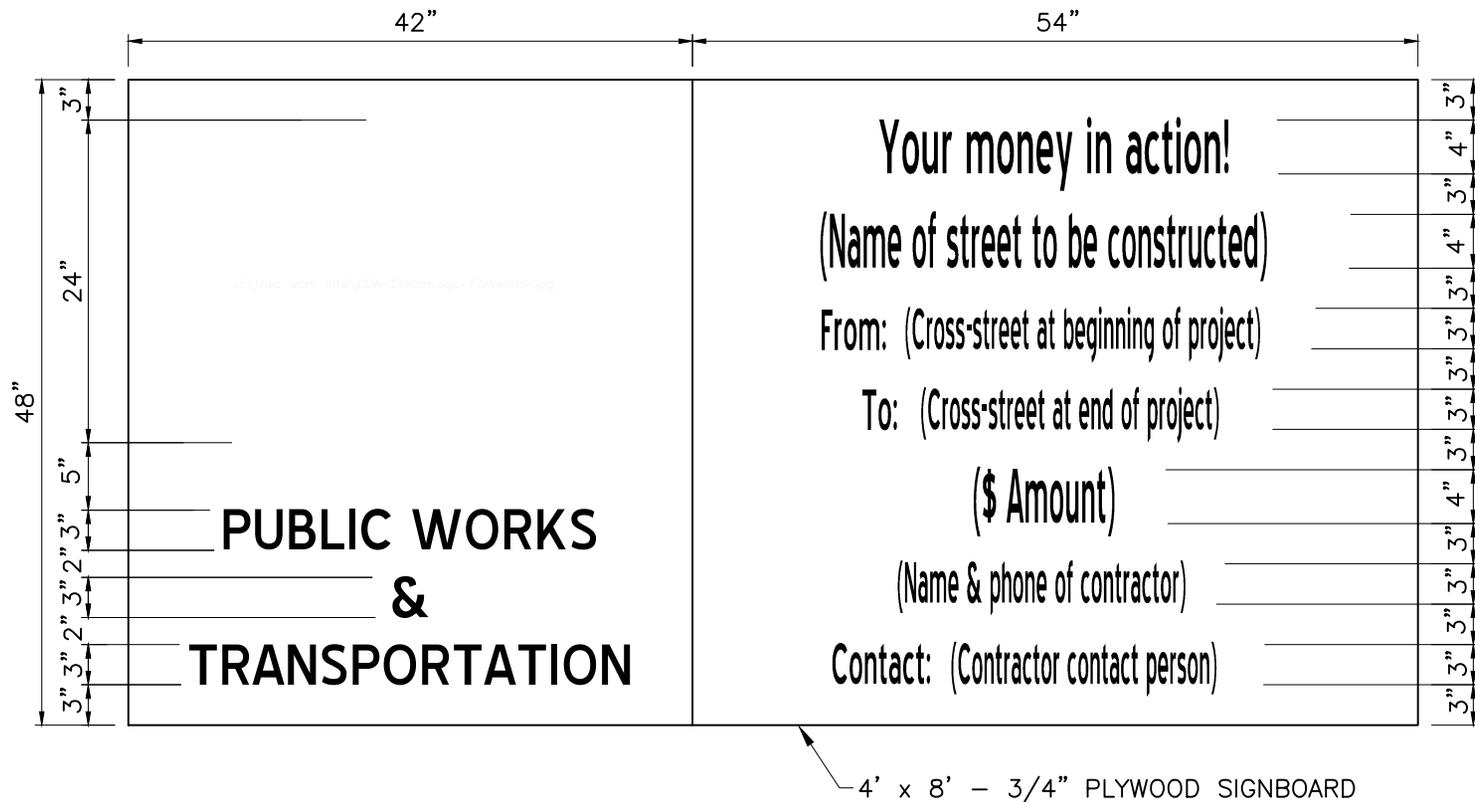


4' x 8' - 3/4" PLYWOOD SIGNBOARD

PROJECT SIGN DETAIL

NOTES:

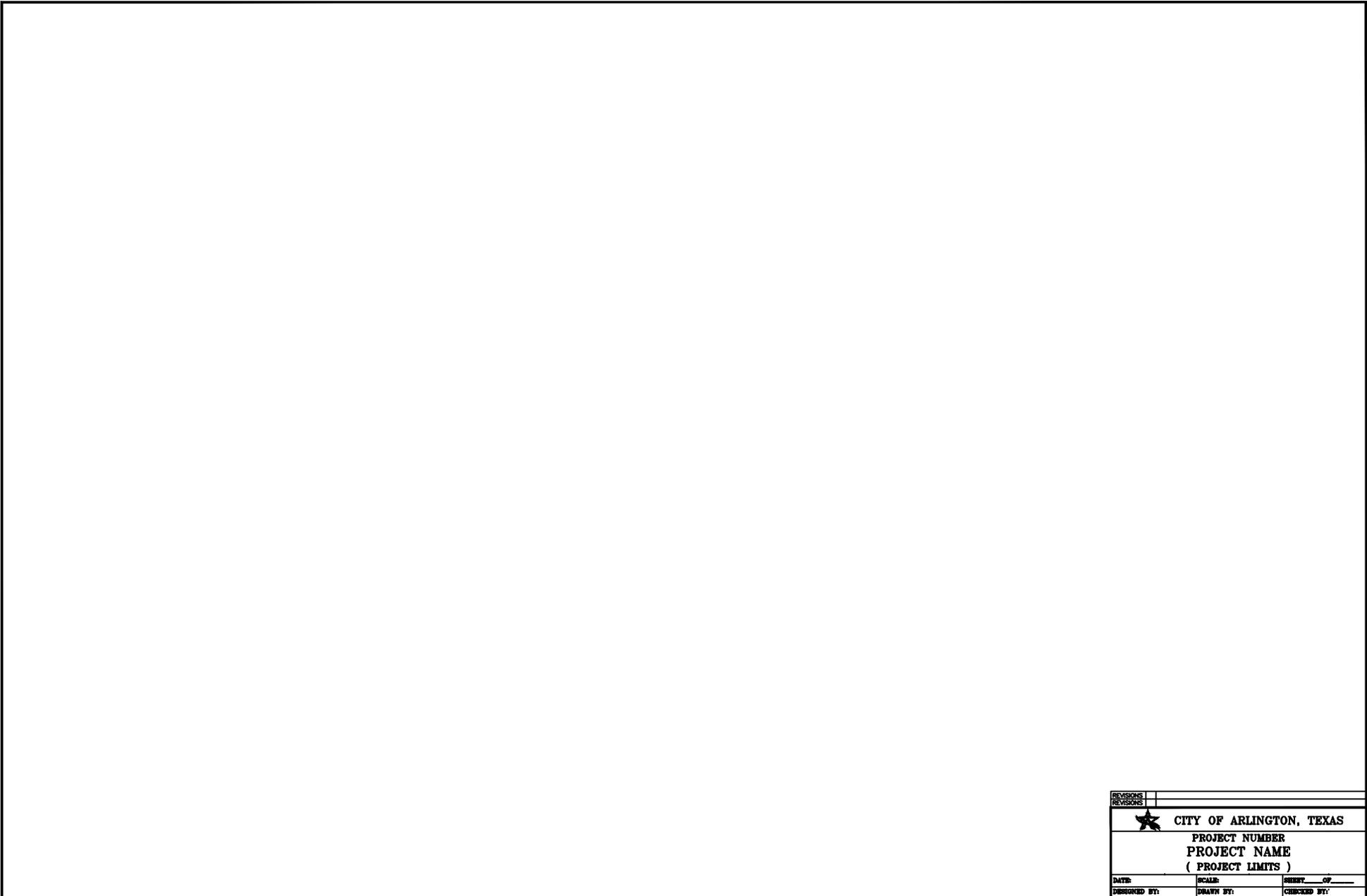
1. TEXT IN PARENTHESES () INDICATES INFORMATION SPECIFIC TO THE PROJECT, THAT IS TO BE APPROVED BY CITY PROJECT REPRESENTATIVE PRIOR TO SIGN FABRICATION.
2. BACKGROUND OF SIGN SHALL BE WHITE AND LETTERS SHALL BE BLACK.
3. LETTERING SHALL BE UPPER CASE, 3" HEIGHT UNLESS OTHERWISE NOTED.
4. ALL LETTERING SHALL BE STANDARD "BLUE HIGHWAY" FONT.



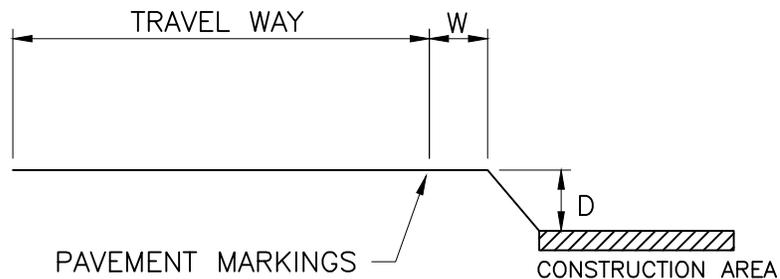
PROJECT SIGN DETAIL

NOTES:

1. TEXT IN PARENTHESES () INDICATES INFORMATION SPECIFIC TO THE PROJECT THAT IS TO BE APPROVED BY CITY PROJECT REPRESENTATIVE PRIOR TO SIGN FABRICATION.
2. BACKGROUND OF SIGN SHALL BE WHITE AND LETTERS SHALL BE BLACK.
3. LETTERING SHALL BE MIXED CASE, 3" HEIGHT UNLESS OTHERWISE NOTED.
4. ALL LETTERING SHALL BE STANDARD "BLUE HIGHWAY" FONT.



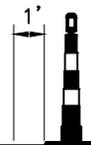
REVISIONS		
REVISIONS		
	CITY OF ARLINGTON, TEXAS	
	PROJECT NUMBER	
	PROJECT NAME	
	(PROJECT LIMITS)	
DATE:	SCALE:	SHEET OF
DESIGNED BY:	DRAWN BY:	CHECKED BY:



"W" GREATER THAN OR EQUAL TO 30'

NO DEVICE NEEDED

"W" LESS THAN 30' BUT GREATER THAN OR EQUAL TO 12' WITHOUT CURB OR 2' WITH CURB

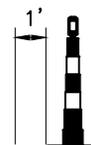


SPACING OF 36" TALL REFLECTORIZED CHANNELIZER DEVICE SHALL COMPLY WITH THE LATEST EDITION OF THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

"W" LESS 12' WITHOUT CURB OR 2' WITH CURB AND:

(A)

"D" = 2" TO 6"

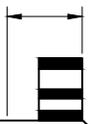


SPACING OF 36" TALL REFLECTORIZED CHANNELIZER DEVICE SHALL COMPLY WITH THE LATEST EDITION OF THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

(B)

"D" GREATER THAN 6" TO 24"

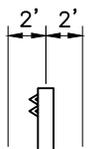
4' MIN. (6' DESIRED)



30 OR 55 GALLON DRUMS SPACING OF 30 OR 55 GAL. DRUM SHALL COMPLY WITH THE LATEST EDITION OF THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

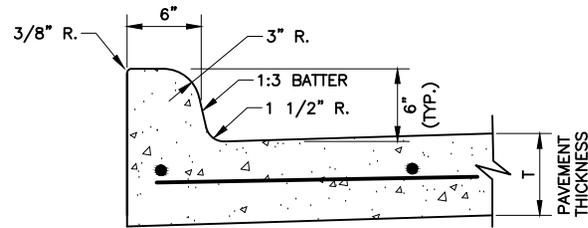
(C)

"D" GREATER THAN 24"



MBGF, CONCRETE MEDIAN BARRIER OR "W" SECTION ON DRUMS FOR SLOPES STEEPER THAN 2:1 (IF SLOPE IS 2:1 OR FLATTER DETAIL B MAY BE USED)

TRAFFIC CONTROL DEVICE DETAIL



INTEGRAL CONCRETE
CURB & GUTTER

N.T.S.

NOTES:

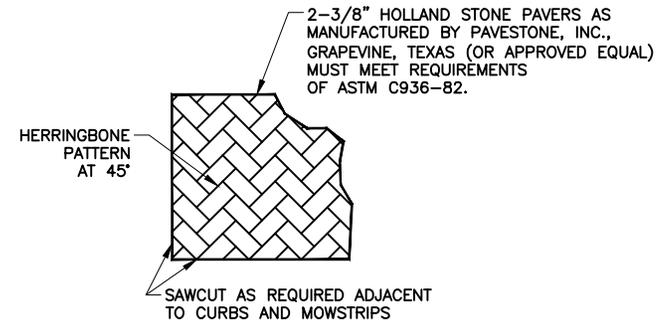
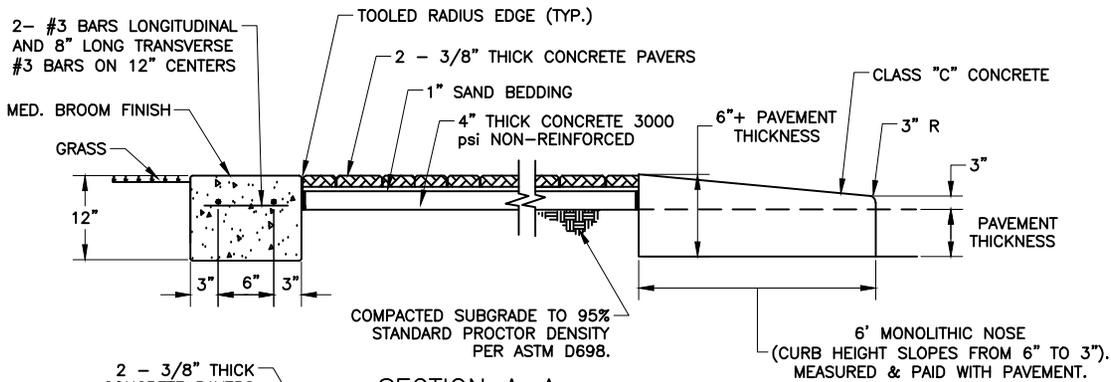
1. REINFORCEMENT SHALL BE NO. 4 BARS ON 24" CENTERS BOTH WAYS.
2. CONCRETE SHALL BE 5 1/2 SACK - 3600 PSI.



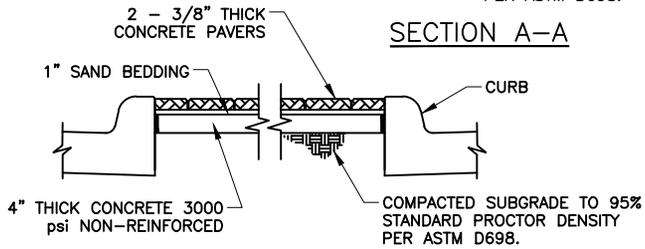
CITY OF ARLINGTON, TEXAS

**INTEGRAL CONCRETE
CURB & GUTTER**

DATE:	SCALE: NTS	SHEET ____ OF ____
DESIGNED BY:	DRAWN BY:	CHECKED BY:

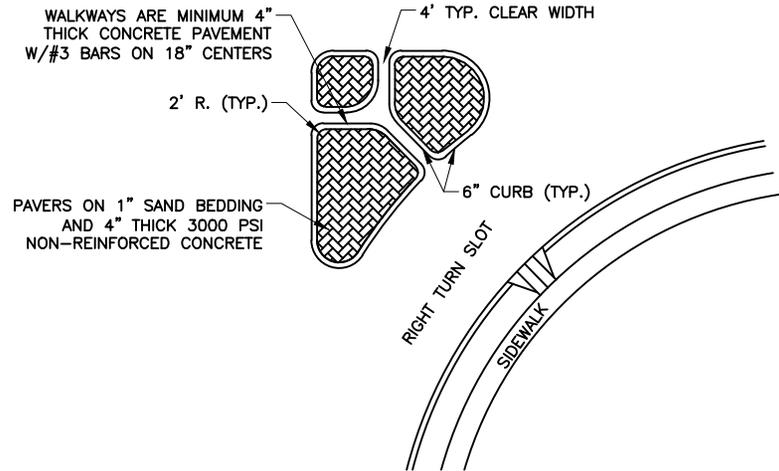


CONCRETE PAVER PATTERN

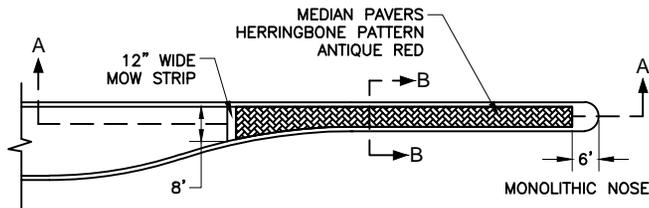


SECTION A-A

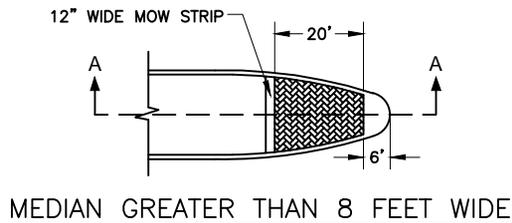
SECTION B-B



TYPICAL ISLAND AT INTERSECTION



MEDIAN LESS THAN 8 FEET WIDE



MEDIAN GREATER THAN 8 FEET WIDE

GENERAL NOTES:

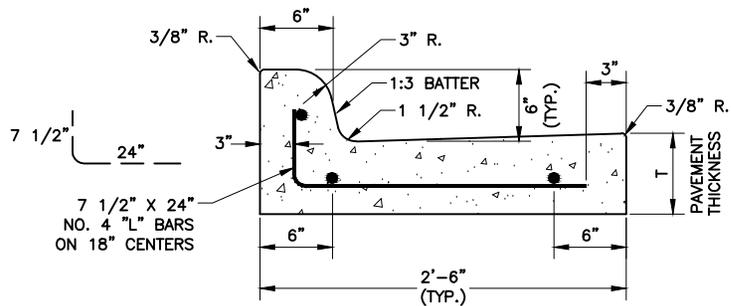
1. CONCRETE SHALL CONFORM TO THE CITY OF ARLINGTON STANDARD SPECIFICATIONS.
2. INTERLOCKING CONCRETE PAVER HERRINGBONE PATTERN, ANTIQUE RED.
3. 1/2" PREMOLDED ASPHALTIC FIBER EXPANSION JOINT MATERIAL ANY PLACE WHERE CONCRETE ABUTS CONCRETE.
4. STEEL REINFORCING UNDER MEDIAN NOSE IS SAME AS PAVEMENT REQUIREMENT.
5. CONCRETE UNDER PAVERS IS NON-REINFORCED.



CITY OF ARLINGTON, TEXAS

MEDIAN NOSE PAVERS

DATE:	SCALE: NTS	SHEET: OF
DESIGNED BY:	DRAWN BY:	CHECKED BY:



SEPARATE CONCRETE
CURB & GUTTER

N.T.S.

NOTES:

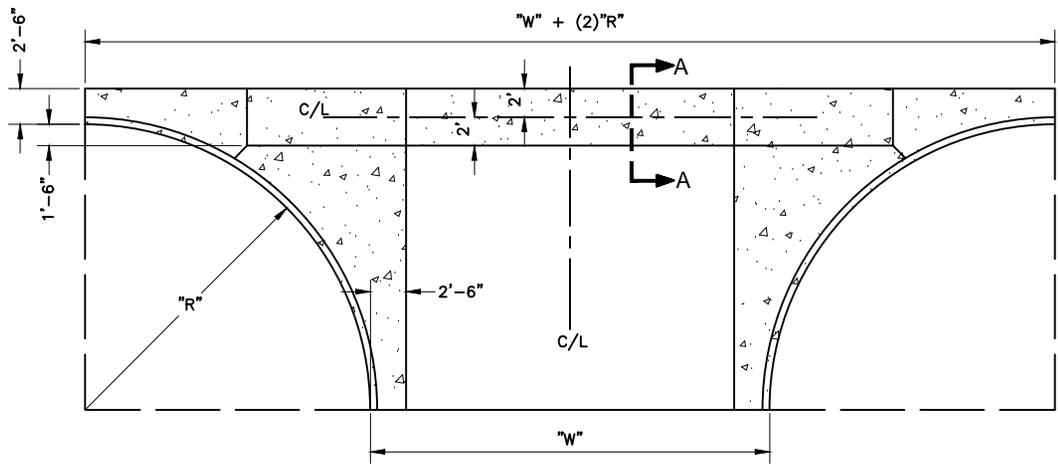
1. REINFORCEMENT SHALL BE NO. 4 BARS.
2. CONCRETE SHALL BE 5 1/2 SACK - 3600 PSI.
3. TOOLED JOINTS SHALL BE PLACED AT FIVE FOOT INTERVALS OR MATCHING ABUTTING SIDEWALK JOINTS AND PAVEMENT JOINTS.
4. EXPANSION JOINTS SHALL BE PLACED AT ALL INTERSECTIONS PC'S, PT'S DRIVEWAYS, INLETS, OTHER CURB AND GUTTER OR EVERY 200 FEET.



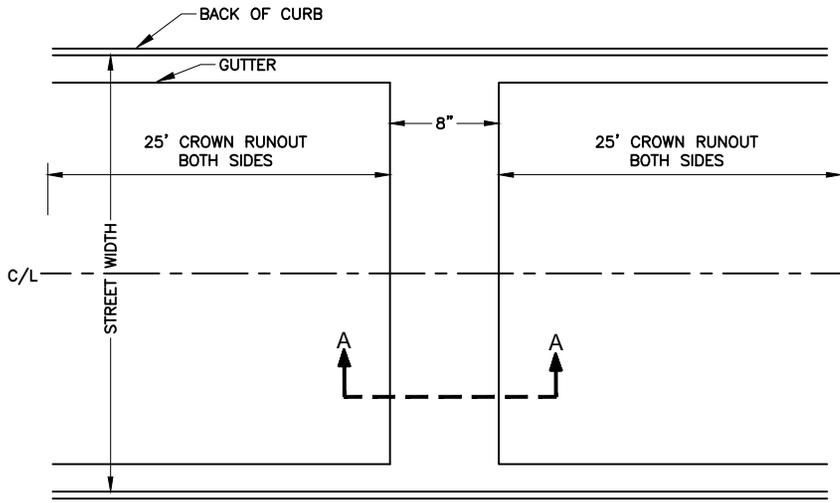
CITY OF ARLINGTON, TEXAS

**SEPARATE CONCRETE
CURB & GUTTER**

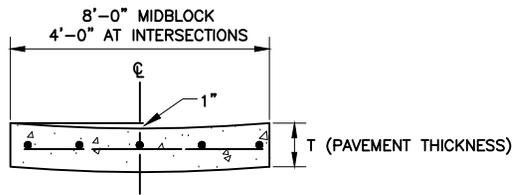
DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:



VALLEY GUTTER PLAN
NTS



VALLEY GUTTER CROSSING
AN ASPHALT STREET
NTS

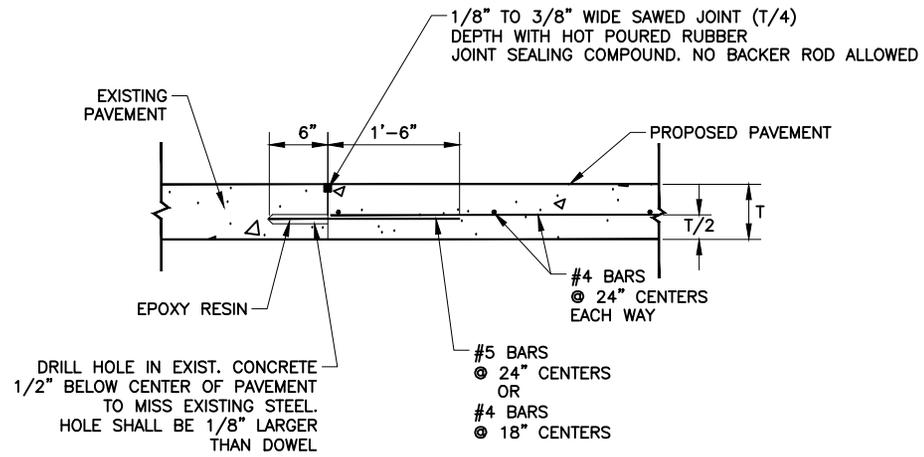


SECTION A-A
NTS

NOTE:

1. ALL CONCRETE FOR VALLEY GUTTER SHALL BE CLASS "A".
2. REINFORCING STEEL SHALL BE NO. 4 BARS ON 12" CENTERS BOTH WAYS.

CITY OF ARLINGTON, TEXAS		
VALLEY GUTTER		
DATE:	SCALE: NTS	SHEET OF
DESIGNED BY:	DRAWN BY:	CHECKED BY:



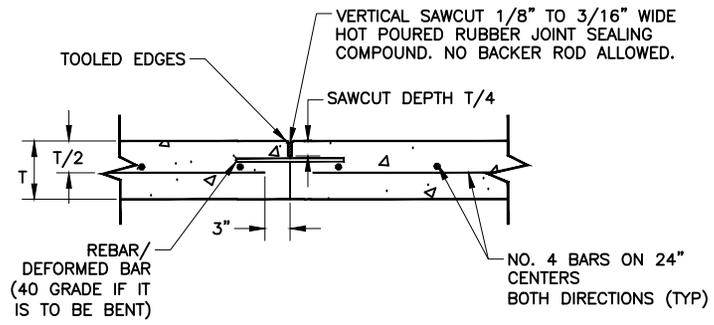
EPOXY TIE BAR – BUTT JOINT
NTS



CITY OF ARLINGTON, TEXAS

EPOXY TIE BAR – BUTT JOINT

DATE:	SCALE: NTS	SHEET _____ OF _____
DESIGNED BY:	DRAWN BY:	CHECKED BY:

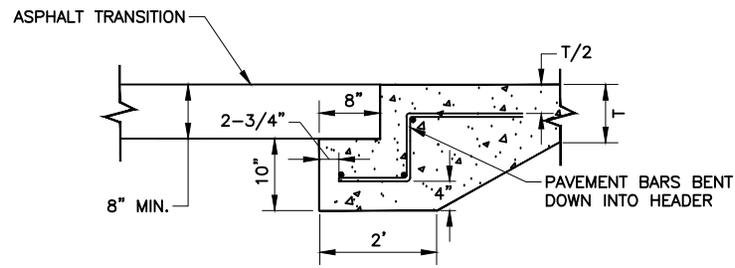


TIE BAR SIZE	LENGTH	SPACING
# 4	30"	18"

LONGITUDINAL CONSTRUCTION JOINT

 NTS

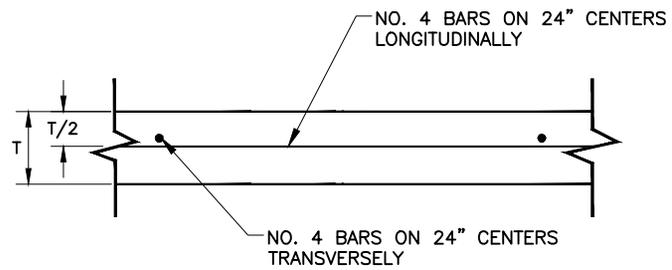
CITY OF ARLINGTON, TEXAS		
LONGITUDINAL CONSTRUCTION JOINT		
DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:



NOTE:
 PAVEMENT & HEADER TO BE POURED MONOLITHICALLY

PAVEMENT HEADER
 NTS

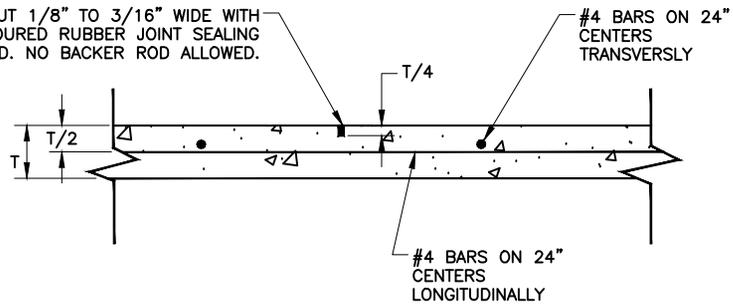
 CITY OF ARLINGTON, TEXAS		
PAVEMENT HEADER		
DATE:	SCALE: NTS	SHEET _____ OF _____
DESIGNED BY:	DRAWN BY:	CHECKED BY:



PAVEMENT REINFORCING
NTS

 CITY OF ARLINGTON, TEXAS		
PAVEMENT REINFORCING		
DATE:	SCALE: NTS	SHEET ____ OF ____
DESIGNED BY:	DRAWN BY:	CHECKED BY:

VERTICAL SAWCUT 1/8" TO 3/16" WIDE WITH
HOT POURED RUBBER JOINT SEALING
COMPOUND. NO BACKER ROD ALLOWED.



NOTE:

TRANSVERSE JOINTS SHALL BE PLACED AT THE FOLLOWING
INTERVALS:

6" THICKNESS = 12'
7", 8" & 9" THICKNESS = 15'

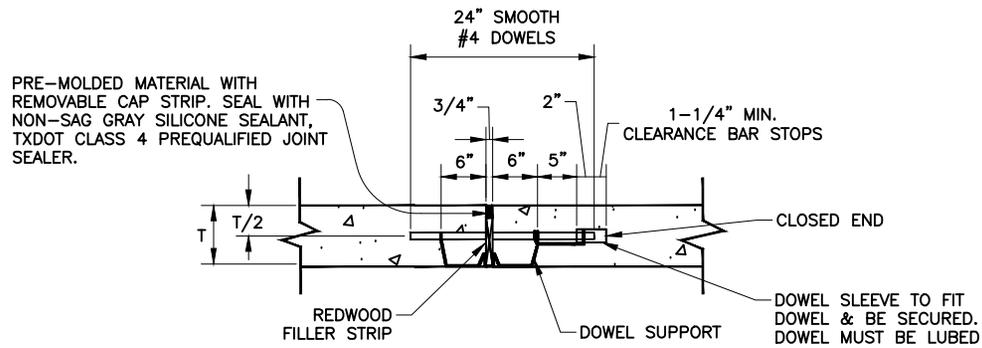
SAWED CONTRACTION JOINT
NTS



CITY OF ARLINGTON, TEXAS

SAWED CONTRACTION JOINT

DATE:	SCALE: NTS	SHEET ____ OF ____
DESIGNED BY:	DRAWN BY:	CHECKED BY:



NOTES:

1. SPACING SHALL BE 12" CENTERS.
2. SIDEWALK REINFORCING STEEL NOT SHOWN FOR CLARITY AND SHALL STOP 3" FROM JOINT.

SIDEWALK TRANSVERSE
EXPANSION JOINT

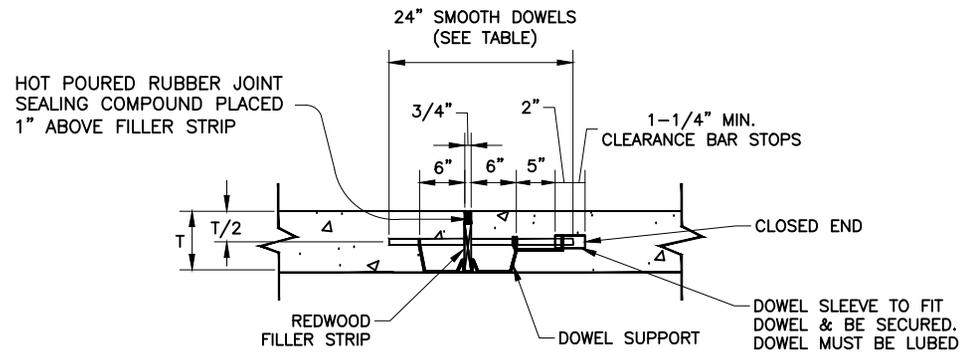
NTS



CITY OF ARLINGTON, TEXAS

SIDEWALK TRANSVERSE
EXPANSION JOINT

DATE:	SCALE: NTS	SHEET ____ OF ____
DESIGNED BY:	DRAWN BY:	CHECKED BY:



T	DOWEL SIZE	SPACING
< 7"	# 6	12"
≥ 7"	# 8	12"

NOTES:

1. PAVEMENT STEEL IS NOT SHOWN FOR CLARITY AND SHALL STOP 3 INCHES FROM JOINT.
2. EXPANSION JOINTS SHALL BE PLACED AT ALL POINTS OF CURVATURE, POINTS OF TANGENCY AND ALL INTERSECTION CURB RETURN POINTS. MAXIMUM SPACING SHALL BE 600 FEET.

TRANSVERSE EXPANSION JOINT

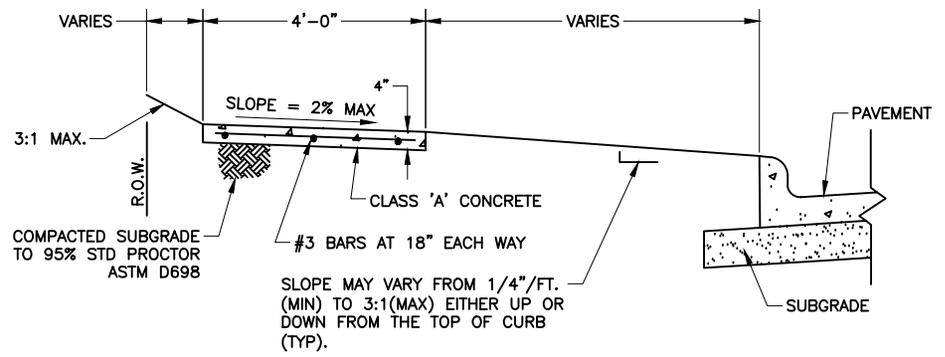
NTS



CITY OF ARLINGTON, TEXAS

TRANSVERSE EXPANSION JOINT

DATE:	SCALE: NTS	SHEET ____ OF ____
DESIGNED BY:	DRAWN BY:	CHECKED BY:

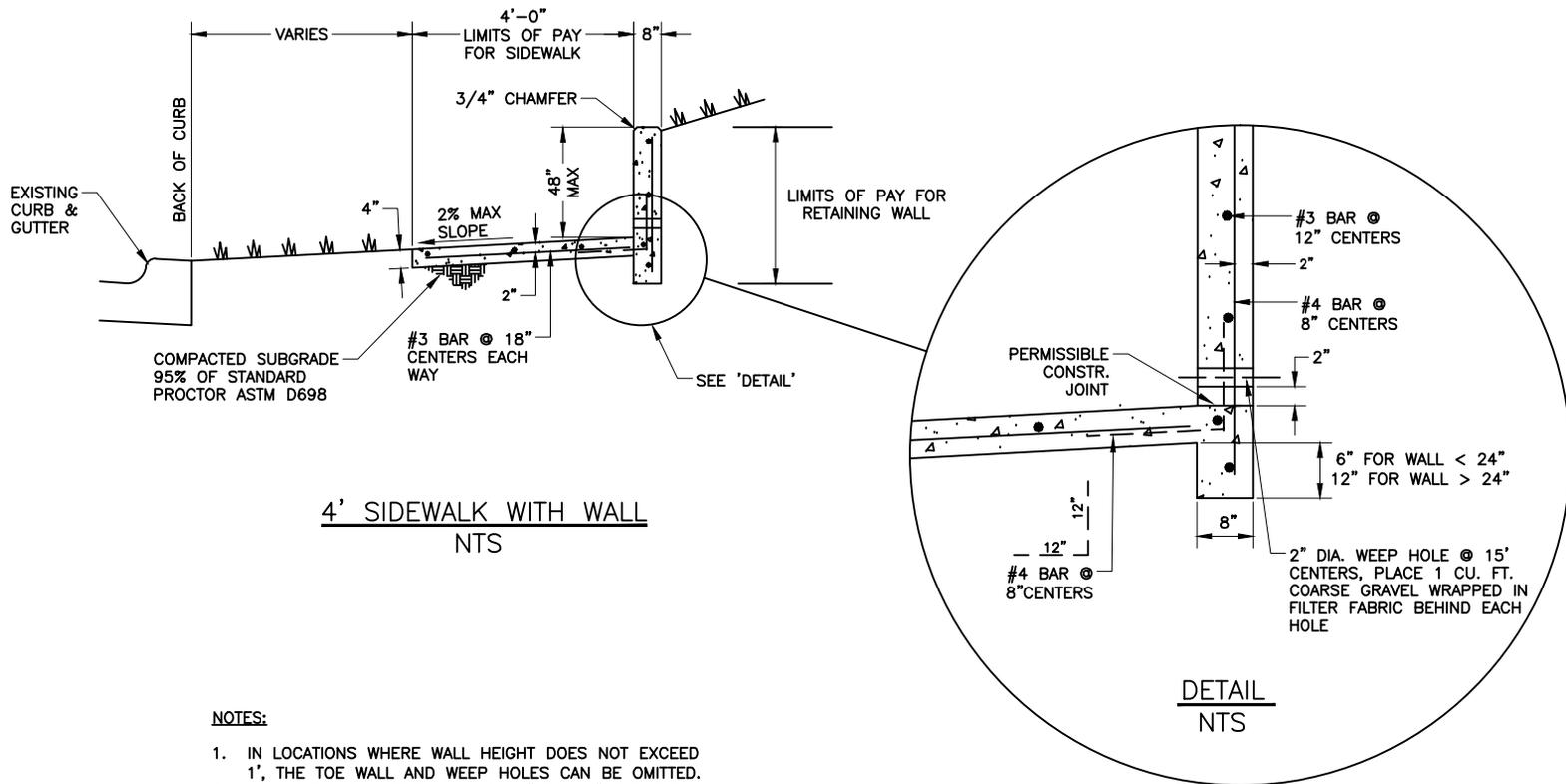


NOTES:

1. TOOLED JOINT EVERY 4'.
2. EXPANSION JOINT EVERY 40'.
(SEE SIDEWALK TRANSVERSE EXPANSION JOINT DETAIL)

4 FOOT SIDEWALK
NTS

CITY OF ARLINGTON, TEXAS		
SIDEWALK 4 FOOT		
DATE: _____	SCALE: NTS	SHEET: ___ OF ___
DESIGNED BY: _____	DRAWN BY: _____	CHECKED BY: _____



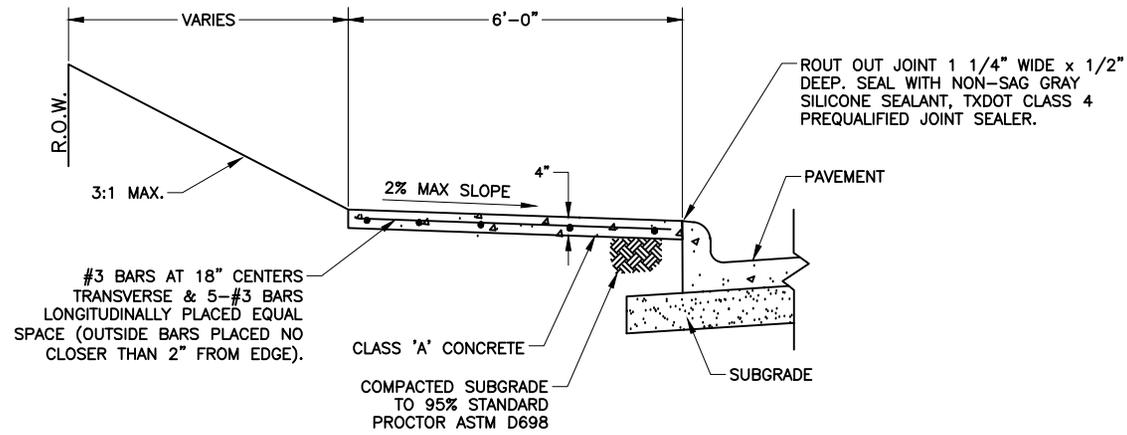
4' SIDEWALK WITH WALL
NTS

DETAIL
NTS

NOTES:

1. IN LOCATIONS WHERE WALL HEIGHT DOES NOT EXCEED 1', THE TOE WALL AND WEEP HOLES CAN BE OMITTED.
2. IN LOCATIONS WHERE WALL IS 24" TO 48" THE TOE WALL SHALL BE 1' DEPTH.
3. STEEL REINFORCING IN WALL SHALL BE #3 BARS @ 12" CENTERS HORIZONTALLY AND #4 BARS @ 8" CENTERS VERTICALLY.
4. REDWOOD JOINTS IN WALL SHALL MATCH REDWOOD JOINTS IN THE SIDEWALK. THE WALL SHALL BE DOUBLE CHAMFERED AT THE REDWOOD LOCATIONS.
5. ENDS OF WALL SHALL ALSO BE CHAMFERED.
6. CONCRETE TO HAVE COMPRESSIVE STRENGTH OF 3000 psi at 28 DAYS.
7. EXPOSED FACE OF WALL SHALL HAVE FORM LINER FINISH.

CITY OF ARLINGTON, TEXAS		
SIDEWALK 4 WITH WALL		
DATE:	SCALE: NTS	SHEET: OF
DESIGNED BY:	DRAWN BY:	CHECKED BY:



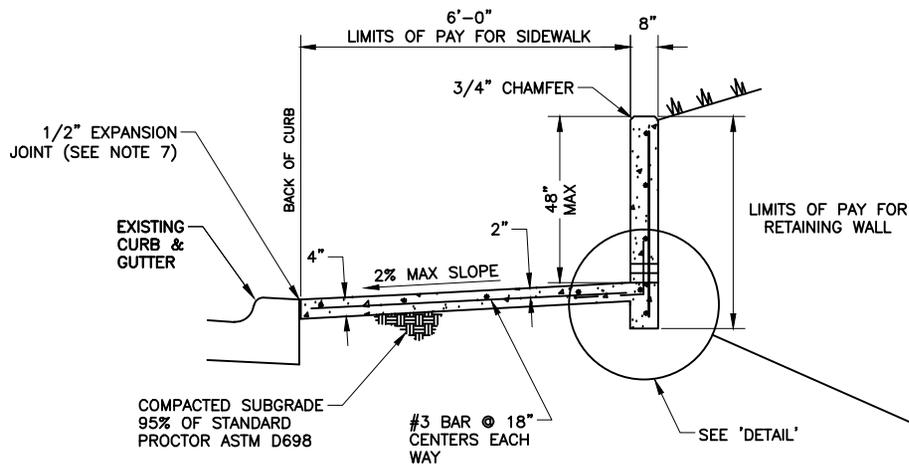
NOTES:

1. TOOLED JOINT EVERY 6'.
2. EXPANSION JOINT EVERY 42',
(SEE SIDEWALK TRANSVERSE EXPANSION JOINT DETAIL)

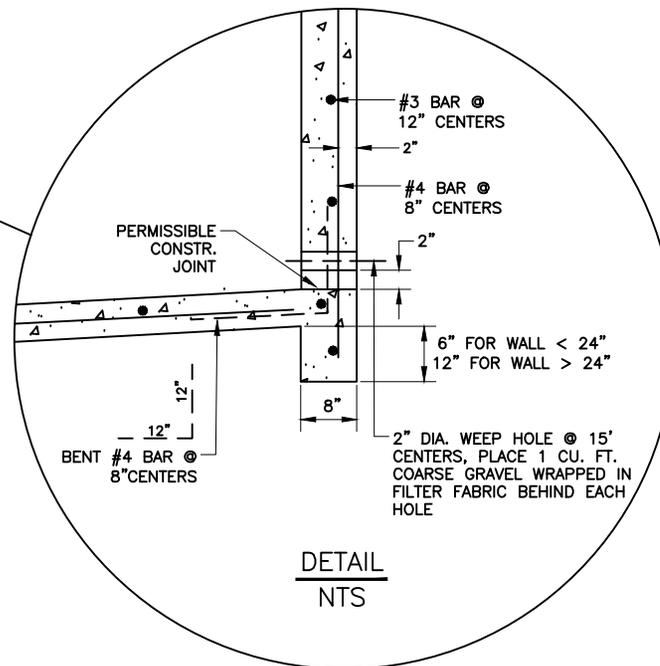
6 FOOT SIDEWALK

NTS

 CITY OF ARLINGTON, TEXAS		
6 FOOT SIDEWALK		
DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:



6' SIDEWALK WITH WALL
NTS



DETAIL
NTS

NOTES:

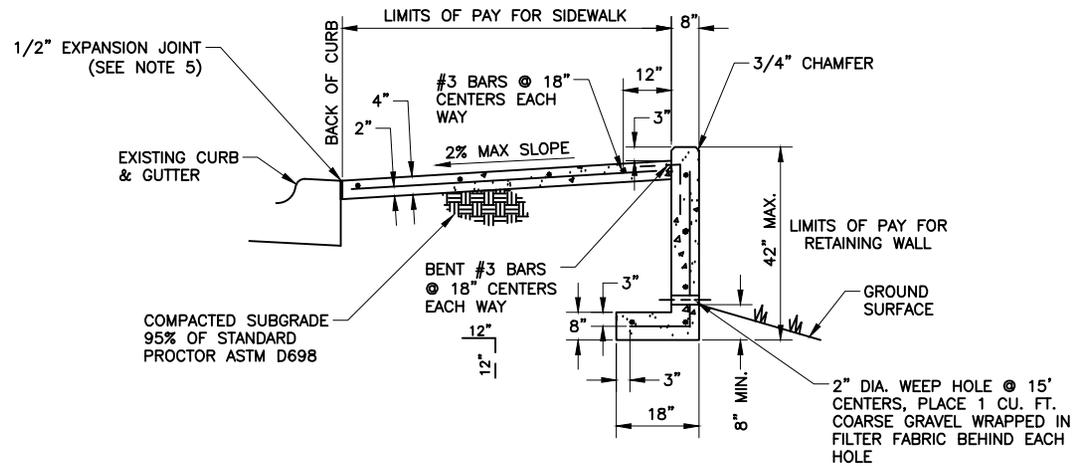
1. IN LOCATIONS WHERE WALL HEIGHT DOES NOT EXCEED 1', THE TOE WALL AND WEEP HOLES CAN BE OMITTED.
2. IN LOCATIONS WHERE WALL IS 24" TO 48" THE TOE WALL SHALL BE 1' DEPTH.
3. STEEL REINFORCING IN WALL SHALL BE #3 BARS @ 12" CENTERS HORIZONTALLY AND #4 BARS @ 8" CENTERS VERTICALLY.
4. REDWOOD JOINTS IN WALL SHALL MATCH REDWOOD JOINTS IN THE SIDEWALK. THE WALL SHALL BE DOUBLE CHAMFERED AT THE REDWOOD LOCATIONS.
5. ENDS OF WALL SHALL ALSO BE CHAMFERED.
6. CONCRETE TO HAVE COMPRESSIVE STRENGTH OF 3000 psi at 28 DAYS.
7. PRE-MOLDED MATERIAL WITH REMOVABLE CAP STRIP. SEAL WITH NON-SAG GRAY SILICONE SEALANT, TXDOT CLASS 4 PREQUALIFIED JOINT SEALER.
8. EXPOSED FACE OF WALL SHALL HAVE FORMLINER FINISH.



CITY OF ARLINGTON, TEXAS

SIDEWALK 6 WITH WALL

DATE:	SCALE: NTS	SHEET ____ OF ____
DESIGNED BY:	DRAWN BY:	CHECKED BY:



SIDEWALK WITH LOW WALL
NTS

NOTES:

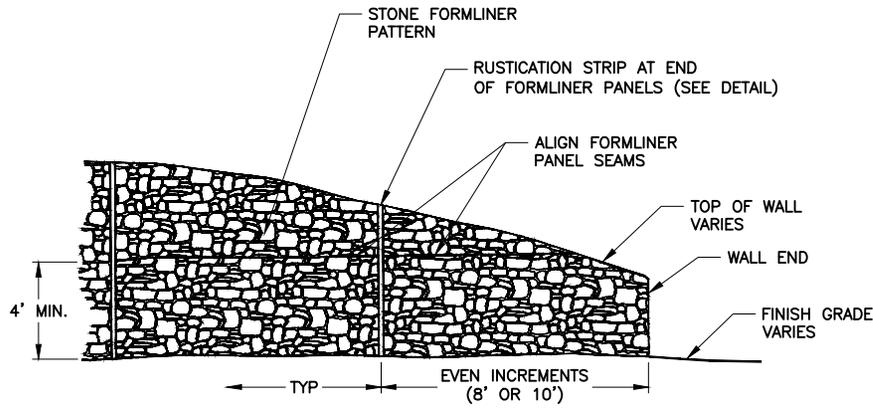
1. STEEL REINFORCING IN WALL SHALL BE #3 BARS @ 12" CENTERS HORIZONTALLY AND #4 BARS @ 8" CENTERS VERTICALLY.
2. REDWOOD JOINTS IN WALL SHALL MATCH REDWOOD JOINTS IN THE SIDEWALK. THE WALL SHALL BE DOUBLE CHAMFERED AT THE REDWOOD LOCATIONS.
3. ENDS OF WALL SHALL ALSO BE CHAMFERED.
4. CONCRETE TO HAVE COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS.
5. PRE-MOLDED MATERIAL WITH REMOVABLE CAP STRIP. SEAL WITH NON-SAG GRAY SILICONE SEALANT, TXDOT CLASS 4 PREQUALIFIED JOINT SEALER.
6. EXPOSED FACE OF WALL SHALL HAVE FORMLINER FINISH.



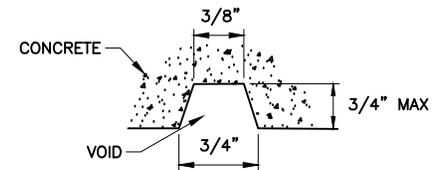
CITY OF ARLINGTON, TEXAS

SIDEWALK WITH LOW WALL

DATE:	SCALE: NTS	SHEET ____ OF ____
DESIGNED BY:	DRAWN BY:	CHECKED BY:



WALL FORMLINER
ELEVATION N.T.S.



RUSTICATION STRIP
DETAIL N.T.S.

NOTES:

FOR STANDARD WALLS WITH SURFACE TREATMENT.

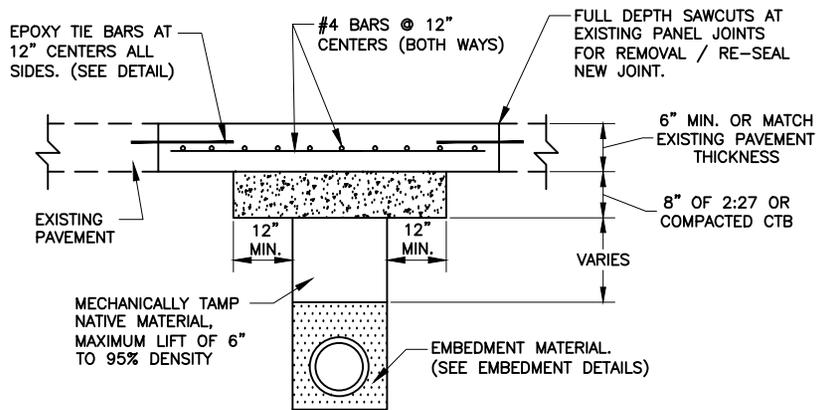
1. STONE FORMLINER SHALL BE AN ELASTOMERIC-URETHANE FORM LINER WITH 3/4" DEPTH RELIEF, PATTERN NO. 167A ASHLAR STONE "A" AS PROVIDED BY SCOTT SYSTEM OR APPROVED EQUAL. STONE FORMLINER SHALL BE INCIDENTAL TO THE UNIT COST FOR BID ITEMS FOR SIDEWALK WITH LOW WALL.
2. INSTALL IMPRINTED CONCRETE IN ACCORDANCE WITH THE FORMLINER DETAILS AND MANUFACTURER'S CURRENT SPECIFICATIONS.
3. IF MEMBRANE CURING, CURING COMPOUND SHALL BE TYPE 1 CLEAR OR TRANSLUCENT AND SHALL COMPLY WITH SPECIAL PROVISIONS SECTION 12.3.



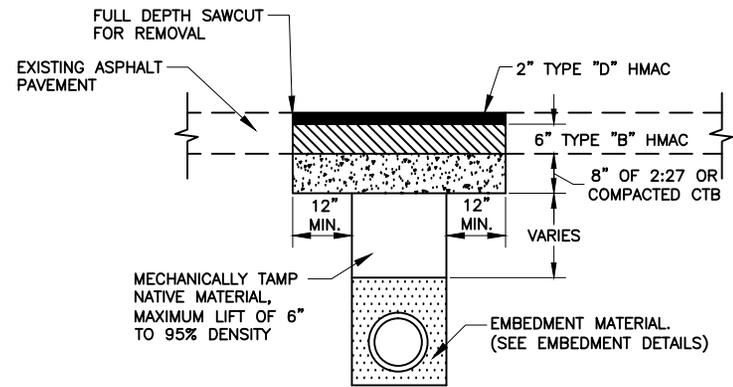
CITY OF ARLINGTON, TEXAS

WALL FORMLINER

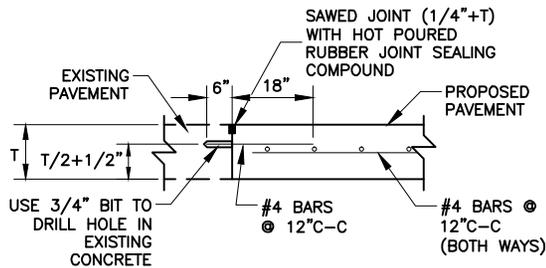
DATE:	SCALE: NTS	SHEET: OF
DESIGNED BY:	DRAWN BY:	CHECKED BY:



CONCRETE STREET
(FULL PANEL REPLACEMENT)
NTS



ASPHALT STREET
NTS



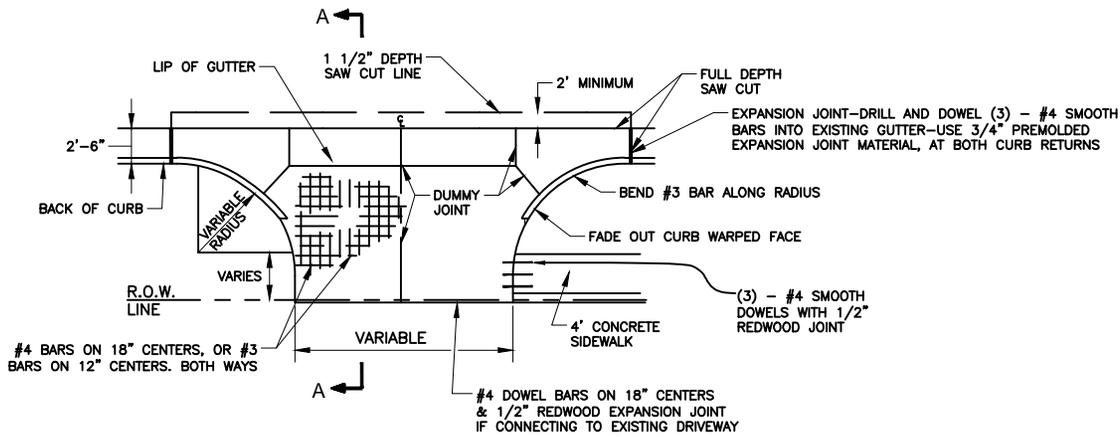
EPOXY TIE-BAR (DETAIL)
NTS

NOTES:

1. A SAW SHALL BE USED TO CUT ASPHALT OR CONCRETE FULL DEPTH PRIOR TO OPENING THE DITCH IN ORDER TO INSURE A NEAT STRAIGHT EDGE. BROKEN OR SPALLED EDGES WILL BE RE-SAWED FULL DEPTH BETWEEN JOINTS OR FULL LENGTH OF CUT.
2. CTB - CEMENT TREATED BASE (CONTAINS AGGREGATE) MATERIAL SHALL BE MECHANICALLY TAMPED.
3. ALL CONCRETE PAVEMENT SHALL BE 6-SACK CONCRETE MIX.
4. ALL CONCRETE PAVEMENT MUST BE VIBRATED.
5. ALL CONCRETE PAVEMENT MUST BE BAKER BROOM FINISHED.
6. WHITE PIGMENT CURING COMPOUND MUST BE USED FOR ALL CONCRETE PAVEMENT.
7. ALL MATERIALS AND CONSTRUCTION TO MEET CITY OF ARLINGTON STANDARD SPECIFICATIONS.

EXISTING STREET BACKFILL & REPAIR
NTS

CITY OF ARLINGTON, TEXAS		
EXISTING BACK FILL & REPAIR		
DATE:	SCALE: NTS	SHEET _____ OF _____
DESIGNED BY:	DRAWN BY:	CHECKED BY:



NOTES:

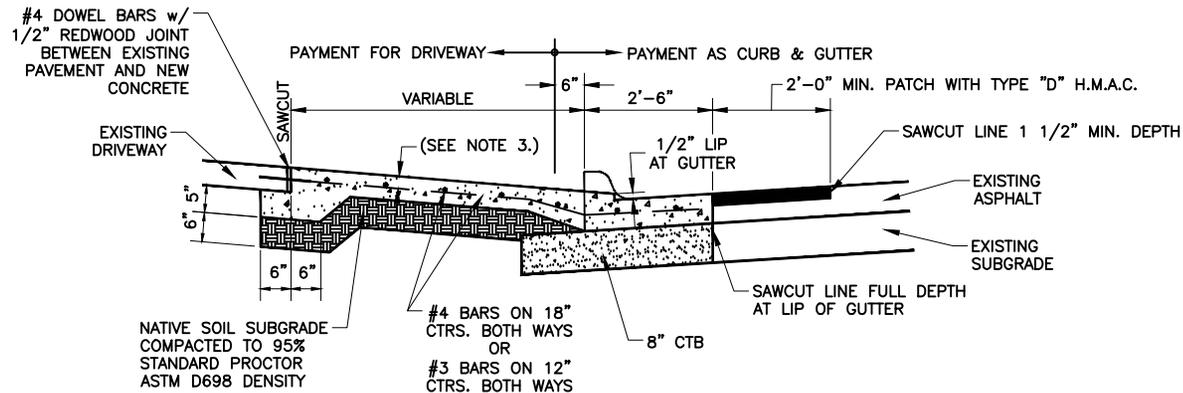
1. THE SLOPE OF THE DRIVE WHERE SIDEWALKS CROSS SHALL BE A MAXIMUM 2%.
2. REMOVE ANY EXISTING SIDEWALK AT NEAREST JOINT AND CONNECT REPLACED SECTION TO DRIVE WITH (3) - #4 SMOOTH DOWELS ON 18" CENTERS WITH 1/2" REDWOOD JOINT.
3.

	SLOPE (MAX)	SLAB THICKNESS
RESIDENTIAL	6%	5"
ALL OTHERS	3%	6"

(ALSO SEE THE STREETS CHAPTER, SECTION 3.07.A., TABLE 1 FOR OTHER SPECIFIC CRITERIA)
4. ALL CONNECTIONS TO STATE RIGHT-OF-WAY SHALL USE TXDOT DETAILS.
5. FOR CITY CAPITAL IMPROVEMENT PROJECTS, MEASUREMENT FOR DRIVEWAY QUANTITY BEGINS 6" FROM BACK OF CURB. MEASUREMENT OF CURB & GUTTER QUANTITY IS THROUGH THE DRIVE APPROACH.

**TYPICAL DRIVE APPROACH CONNECTING
TO ASPHALT STREETS WITH
CURB AND GUTTER**

NTS



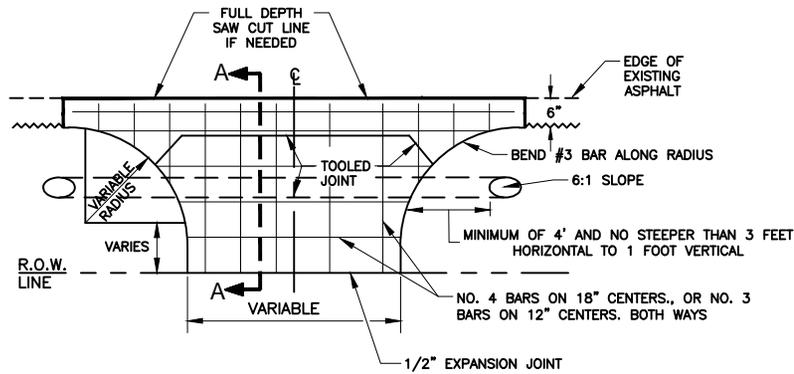
SECTION 'A-A'
NTS



CITY OF ARLINGTON, TEXAS

**TYPICAL DRIVE APPROACH CONNECTING
TO ASPHALT STREETS WITH
CURB AND GUTTER**

DATE:	SCALE: NTS	SHEET _____ OF _____
DESIGNED BY:	DRAWN BY:	CHECKED BY:



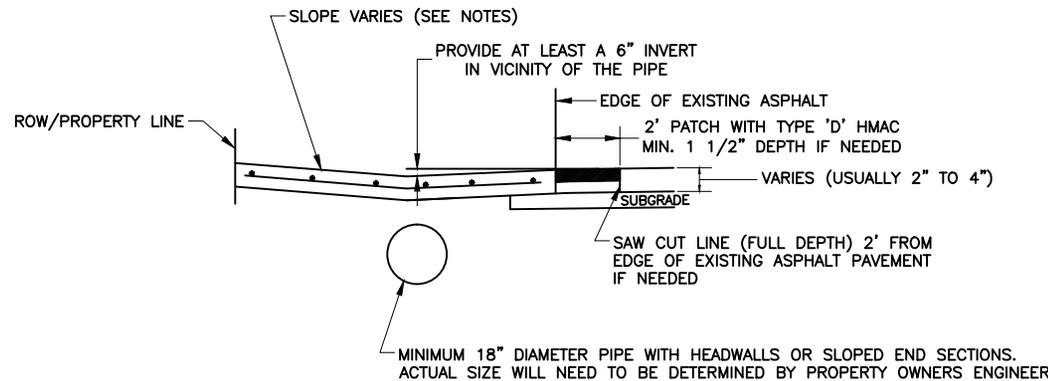
TYPICAL DRIVE APPROACH CONNECTING
TO EXISTING RURAL TYPE
ASPHALT STREETS
NTS

NOTES:

1. THE SLOPE OF THE DRIVE WHERE SIDEWALKS CROSS SHALL BE A MAXIMUM 2%.
2.

RESIDENTIAL	SLOPE (MAX)	SLAB THICKNESS
	6%	5"
ALL OTHERS	3%	6"

(ALSO SEE THE STREETS CHAPTER, SECTION 3.07.A., TABLE 1 FOR OTHER SPECIFIC CRITERIA)
3. ALL CONNECTIONS TO STATE RIGHT-OF-WAY SHALL USE TXDOT DETAILS.



NOTES:

IN SOME CASES A SWALE MAY BE PROVIDED IN LIEU OF THE PIPE. THE PROPERTY OWNER AND OWNER'S ENGINEER WILL NEED TO DETERMINE IF A SWALE CAN BE USED IN LIEU OF A PIPE.

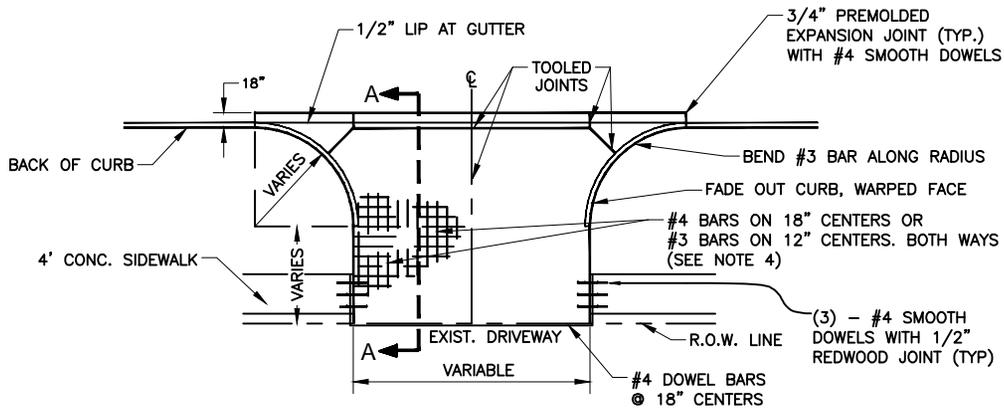
SECTION A-A
NTS



CITY OF ARLINGTON, TEXAS

TYPICAL DRIVE APPROACH CONNECTING
TO EXISTING RURAL TYPE
ASPHALT STREETS

DATE:	SCALE: NTS	SHEET: _____ OF _____
DESIGNED BY:	DRAWN BY:	CHECKED BY:



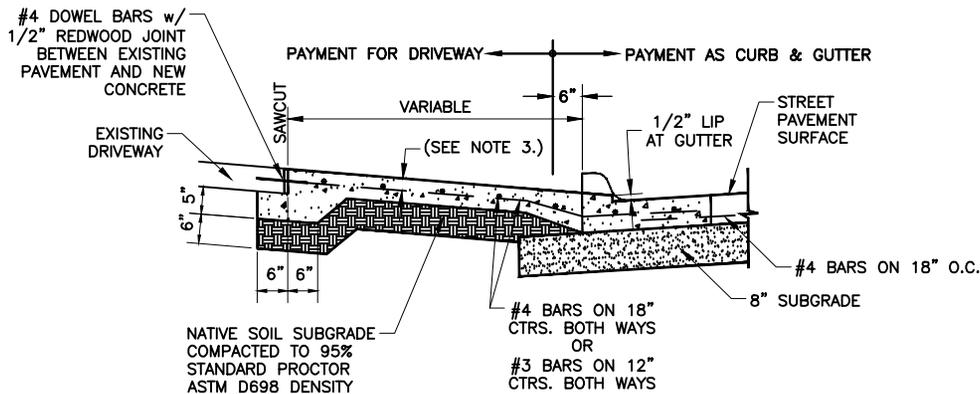
TYPICAL DRIVE APPROACH
CONSTRUCTED WITH A STREET
NTS

NOTES:

1. THE SLOPE OF THE DRIVE WHERE SIDEWALKS CROSS SHALL BE A MAXIMUM 2%.
2. REMOVE ANY EXISTING SIDEWALK AT NEAREST JOINT.
3.

	SLOPE (MAX)	SLAB THICKNESS
RESIDENTIAL	6%	5"
ALL OTHERS	3%	6"

(ALSO SEE THE STREETS CHAPTER, SECTION 3.07.A., TABLE 1 FOR OTHER SPECIFIC CRITERIA)
4. ALL CONNECTIONS TO STATE RIGHT-OF-WAY SHALL USE TXDOT DETAILS.
5. FOR CITY CAPITAL IMPROVEMENT PROJECTS, MEASUREMENT FOR DRIVEWAY QUANTITY BEGINS 6" FROM BACK OF CURB.



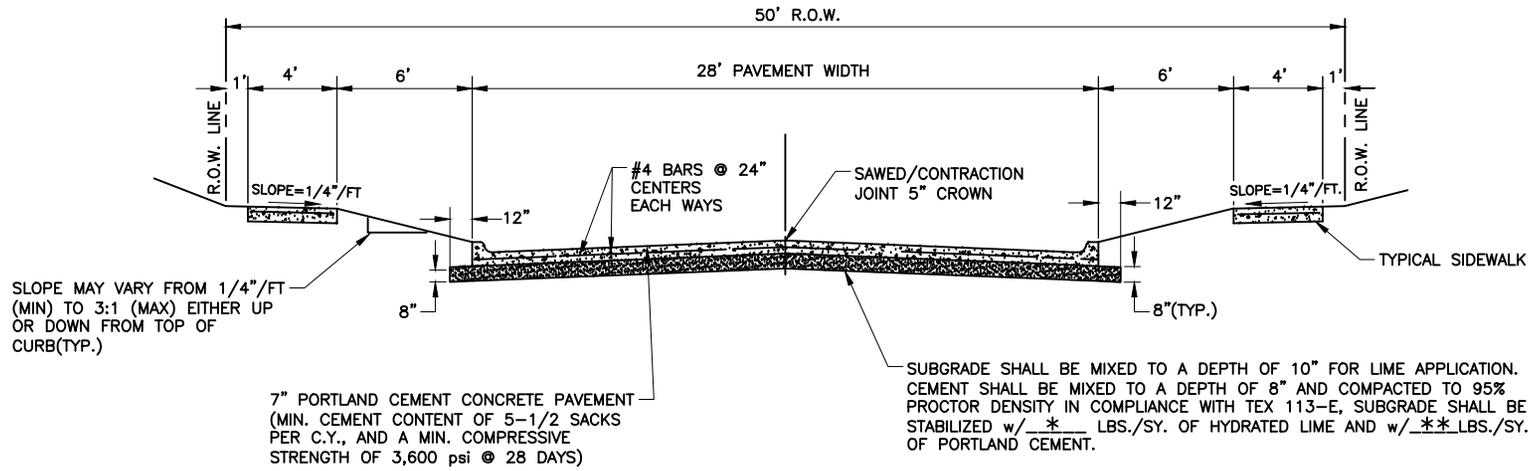
SECTION 'A-A'
NTS



CITY OF ARLINGTON, TEXAS

TYPICAL DRIVE APPROACH
CONSTRUCTED WITH A STREET

DATE:	SCALE: NTS	SHEET: OF
DESIGNED BY:	DRAWN BY:	CHECKED BY:



28' CONCRETE PAVEMENT SECTION
TYPICAL CROSS SECTION

NTS

NOTES:

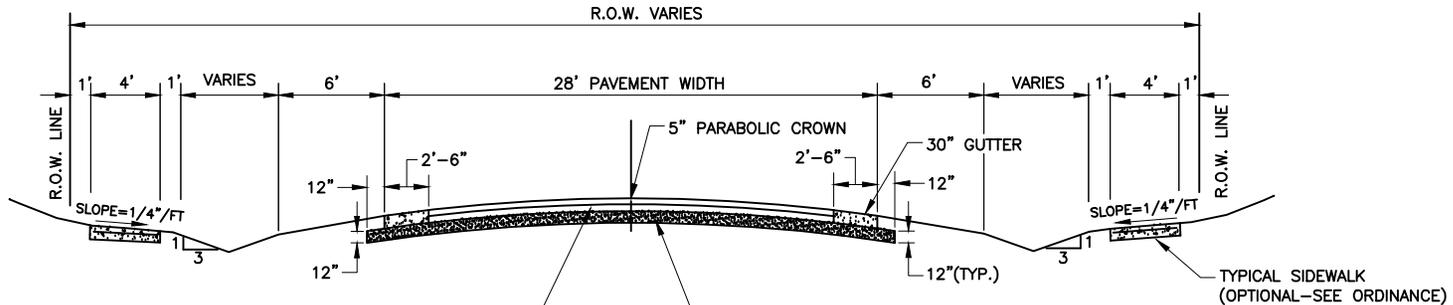
1. TRANSVERSE SAWED CONTRACTION JOINT AT 12' INTERVALS FOR CONCRETE PAVEMENT.
- *2. LIME SHALL BE APPLIED AT 6 % BY WEIGHT MINIMUM QUANTITY IS 45LBS./SY. IN SOME AREAS A GREATER QUANTITY (OR A LIME SERIES TEST) MAY BE REQUIRED AT THE CITY'S DISCRETION.
- **3. CEMENT SHALL BE APPLIED AT 5% BY WEIGHT. MINIMUM QUANTITY IS 30LBS./SY.



CITY OF ARLINGTON, TEXAS

28' CONCRETE SECTION

DATE:	SCALE: NTS	SHEET OF
DESIGNED BY:	DRAWN BY:	CHECKED BY:



5" HOT MIX ASPHALTIC CONCRETE:
 2" TYPE "D" H.M.A.C.
 3" TYPE "A" OR TYPE "B" H.M.A.C.

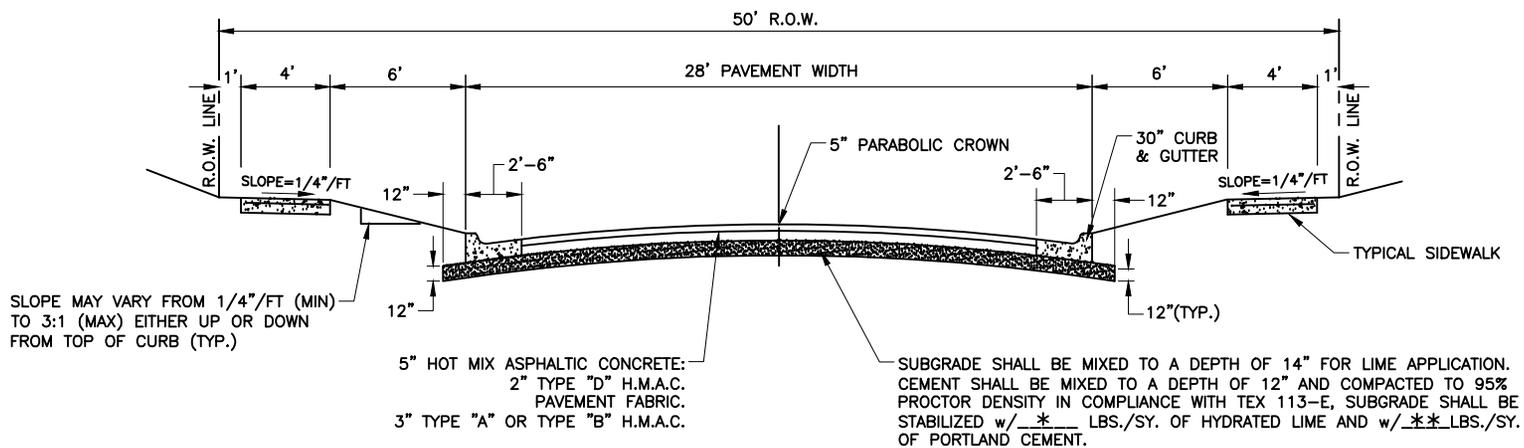
SUBGRADE SHALL BE MIXED TO A DEPTH OF 14" FOR LIME APPLICATION.
 CEMENT SHALL BE MIXED TO A DEPTH OF 12" AND COMPACTED TO 95%
 PROCTOR DENSITY IN COMPLIANCE WITH TEX 113-E, SUBGRADE SHALL BE
 STABILIZED w/___*___ LBS./SY. OF HYDRATED LIME AND w/___**___ LBS./SY.
 OF PORTLAND CEMENT.

28' H.M.A.C. RURAL SECTION
 TYPICAL CROSS SECTION
 NTS

NOTES:

- *1. LIME SHALL BE APPLIED AT 6 % BY WEIGHT MINIMUM QUANTITY IS 63LBS./SY. IN SOME AREAS A GREATER QUANTITY (OR A LIME SERIES TEST) MAY BE REQUIRED AT THE CITY'S DISCRETION.
- 2. BAR DITCH SIDE SLOPE VARIES DEPENDING UPON DESIGN. NO GREATER THAN 3:1 WITHOUT ARMORING.
- 3. FOR 30" GUTTER DETAIL, SEE CURB & GUTTER DETAILS.
- ** 4. CEMENT SHALL BE APPLIED AT 5% BY WEIGHT. MINIMUM QUANTITY IS 45LBS./SY.

 CITY OF ARLINGTON, TEXAS		
28' HMAc RURAL SECTION		
DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:

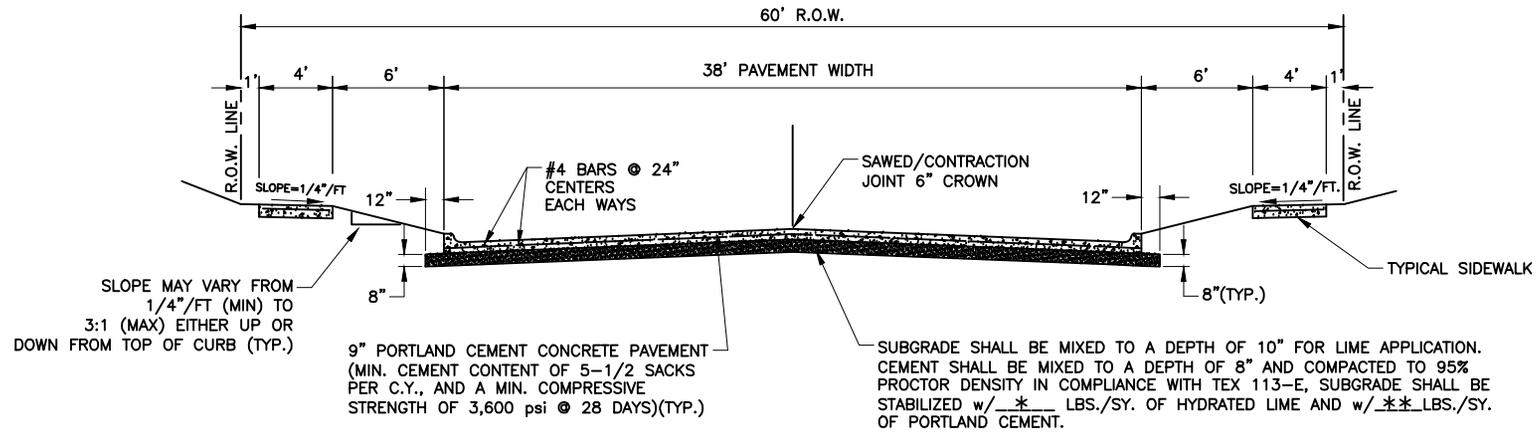


28' H.M.A.C. PAVEMENT SECTION
 TYPICAL CROSS SECTION
 NTS

NOTES:

- *1. LIME SHALL BE APPLIED AT 6 % BY WEIGHT MINIMUM QUANTITY IS 63LBS./SY. IN SOME AREAS A GREATER QUANTITY (OR A LIME SERIES TEST) MAY BE REQUIRED AT THE CITY'S DISCRETION.
- 2. BAR DITCH SIDE SLOPE VARIES DEPENDING UPON DESIGN. NO GREATER THAN 3:1 WITHOUT ARMORING.
- 3. FOR 30" GUTTER DETAIL, SEE CURB & GUTTER DETAILS.
- **4. CEMENT SHALL BE APPLIED AT 5% BY WEIGHT. MINIMUM QUANTITY IS 45LBS./SY.

 CITY OF ARLINGTON, TEXAS		
28' HMAC SECTION		
DATE: _____	SCALE: NTS	SHEET: ___ OF ___
DESIGNED BY: _____	DRAWN BY: _____	CHECKED BY: _____



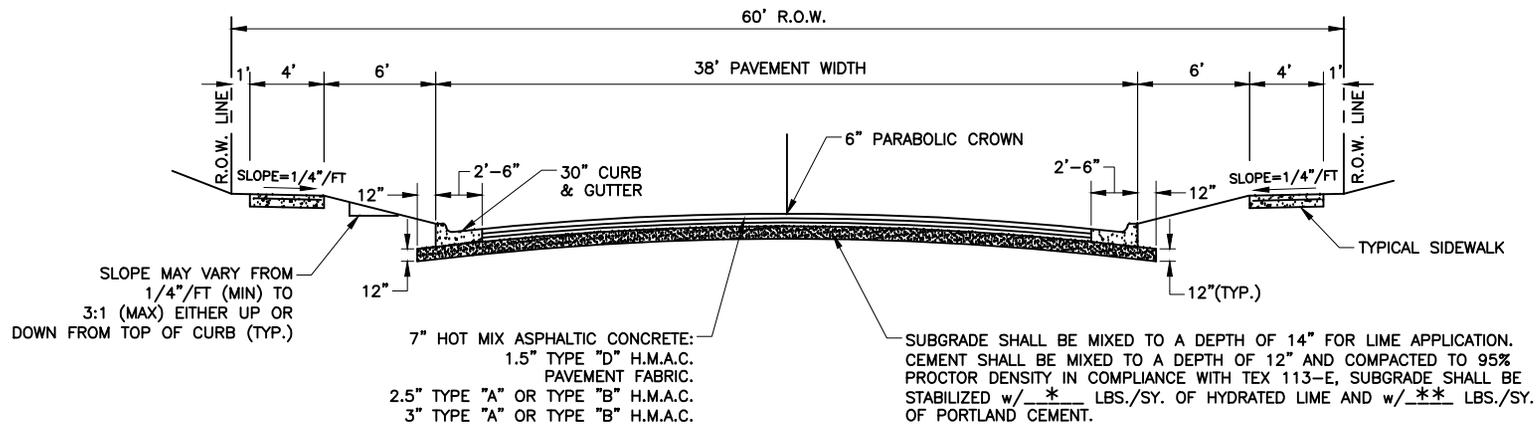
38' CONCRETE PAVEMENT SECTION
TYPICAL CROSS SECTION

NTS

NOTES:

1. TRANSVERSE SAWED CONTRACTION JOINT AT 15' INTERVALS FOR CONCRETE PAVEMENT.
- * 2. LIME SHALL BE APPLIED AT 6% BY WEIGHT MINIMUM QUANTITY IS 45LBS./SY. IN SOME AREAS A GREATER QUANTITY (OR A LIME SERIES TEST) MAY BE REQUIRED AT THE CITY'S DISCRETION.
- ** 3. CEMENT SHALL BE APPLIED AT 5% BY WEIGHT. MINIMUM QUANTITY IS 30LBS./SY.

 CITY OF ARLINGTON, TEXAS		
38' CONCRETE SECTION		
DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:



38' H.M.A.C. PAVEMENT SECTION
 TYPICAL CROSS SECTION

NTS

NOTES:

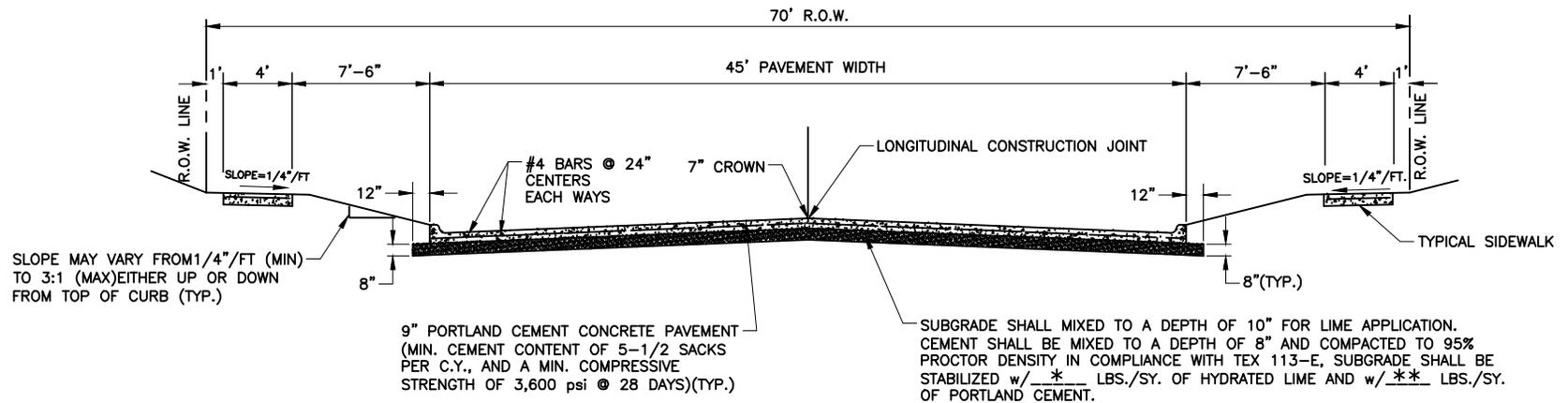
- * 1. LIME SHALL BE APPLIED AT 6 % BY WEIGHT MINIMUM QUANTITY IS 63LBS./SY. IN SOME AREAS A GREATER QUANTITY (OR A LIME SERIES TEST) MAY BE REQUIRED AT THE CITY'S DISCRETION.
- ** 2. CEMENT SHALL BE APPLIED AT 5% BY WEIGHT. MINIMUM QUANTITY IS 45LBS./SY.



CITY OF ARLINGTON, TEXAS

38' H.M.A.C. SECTION

DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:



45' CONCRETE PAVEMENT SECTION
TYPICAL CROSS SECTION

NTS

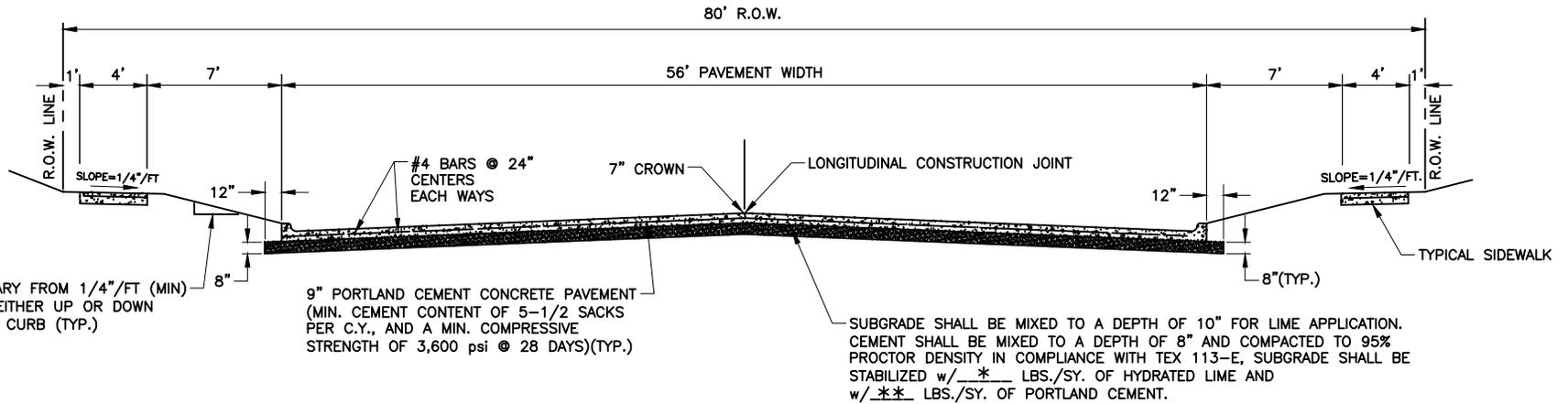
NOTES:

1. TRANSVERSE SAWED CONTRACTION JOINT AT 15' INTERVALS & LONGITUDINAL SAWED CONTRACTION JOINTS AT 11' INTERVALS FOR CONCRETE PAVEMENT.
- * 2. LIME SHALL BE APPLIED AT 6% BY WEIGHT MINIMUM QUANTITY IS 45LBS./SY. IN SOME AREAS A GREATER QUANTITY (OR A LIME SERIES TEST) MAY BE REQUIRED AT THE CITY'S DISCRETION.
- ** 3. CEMENT SHALL BE APPLIED AT 5% BY WEIGHT. MINIMUM QUANTITY IS 30LBS./SY.

 CITY OF ARLINGTON, TEXAS

45' CONCRETE SECTION

DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:



SLOPE MAY VARY FROM 1/4"/FT (MIN) TO 3:1 (MAX) EITHER UP OR DOWN FROM TOP OF CURB (TYP.)

56' CONCRETE PAVEMENT SECTION TYPICAL CROSS SECTION

NTS

NOTES:

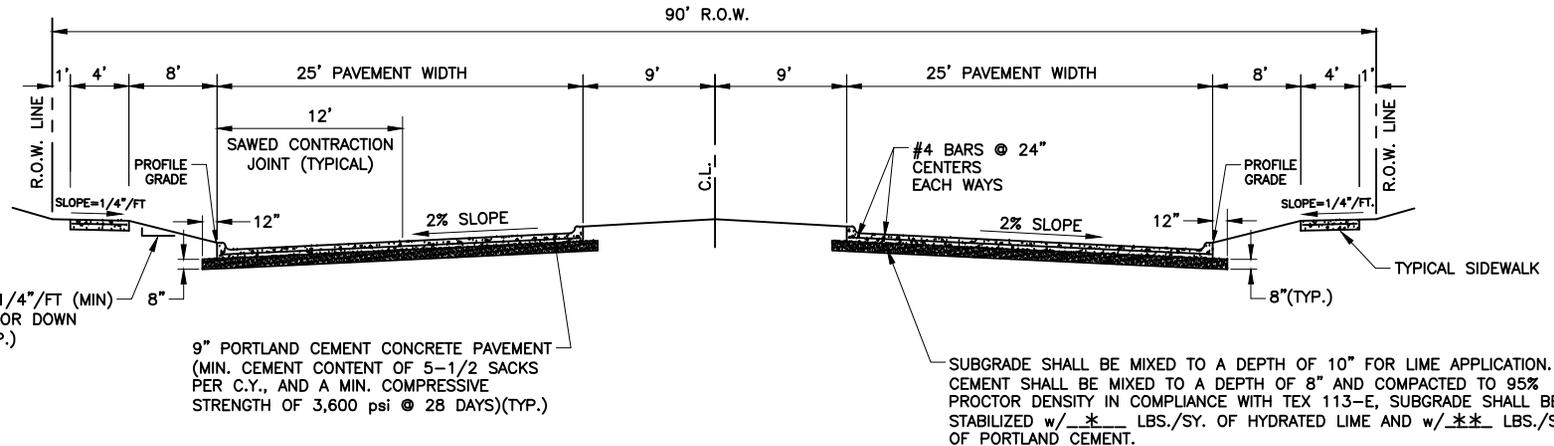
1. TRANSVERSE SAWED CONTRACTION JOINT AT 15' INTERVALS & LONGITUDINAL SAWED CONTRACTION JOINTS AT 11' INTERVALS FOR CONCRETE PAVEMENT.
- * 2. LIME SHALL BE APPLIED AT 6% BY WEIGHT MINIMUM QUANTITY IS 45LBS./SY. IN SOME AREAS A GREATER QUANTITY (OR A LIME SERIES TEST) MAY BE REQUIRED AT THE CITY'S DISCRETION.
- ** 3. CEMENT SHALL BE APPLIED AT 5% BY WEIGHT. MINIMUM QUANTITY IS 30LBS./SY.



CITY OF ARLINGTON, TEXAS

56' CONCRETE SECTION

DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:



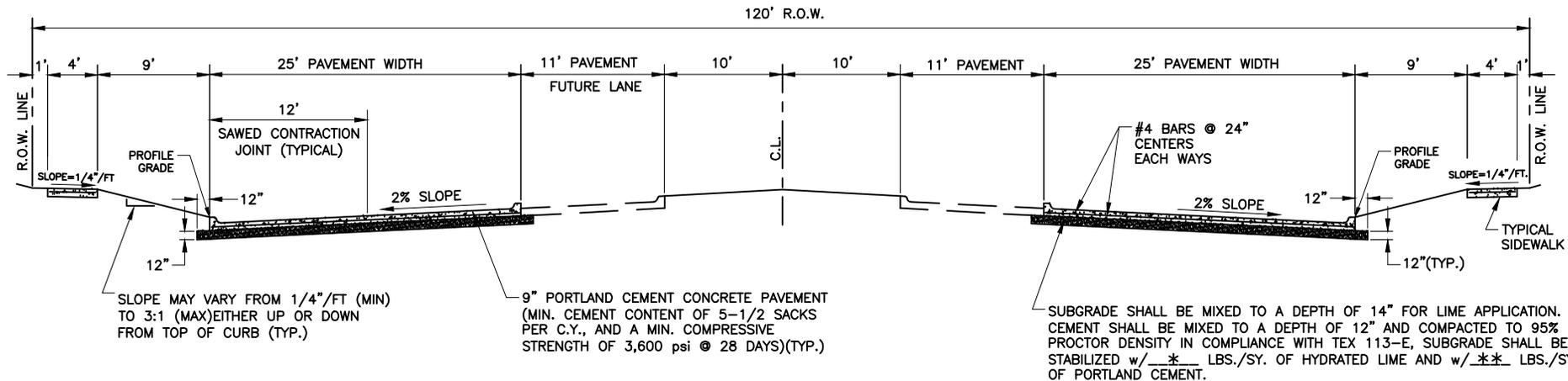
SLOPE MAY VARY FROM 1/4"/FT (MIN) TO 3:1 (MAX) EITHER UP OR DOWN FROM TOP OF CURB (TYP.)

COLLECTOR & MINOR ARTERIAL
 DIVIDED ROADWAY
 (90' RIGHT-OF-WAY)
 NTS

NOTES:

1. TRANSVERSE SAWED CONTRACTION JOINT AT 15' INTERVALS & LONGITUDINAL SAWED CONTRACTION JOINTS AT 12' INTERVALS FOR CONCRETE PAVEMENT.
- * LIME SHALL BE APPLIED AT 6% BY WEIGHT MINIMUM QUANTITY IS 45LBS./SY. IN SOME AREAS A GREATER QUANTITY (OR A LIME SERIES TEST) MAY BE REQUIRED AT THE CITY'S DISCRETION.
- ** CEMENT SHALL BE APPLIED AT 5% BY WEIGHT. MINIMUM QUANTITY IS 30LBS./SY.

 CITY OF ARLINGTON, TEXAS		
90' DIVIDED ROADWAY		
DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:



MAJOR ARTERIAL
DIVIDED ROADWAY
(120' RIGHT-OF-WAY)
NTS

NOTES:

1. TRANSVERSE SAWED CONTRACTION JOINT AT 15' INTERVALS & LONGITUDINAL SAWED CONTRACTION JOINTS AT 12' INTERVALS FOR CONCRETE PAVEMENT.
- *2. LIME SHALL BE APPLIED AT 6 % BY WEIGHT MINIMUM QUANTITY IS 63LBS./SY. IN SOME AREAS A GREATER QUANTITY (OR A LIME SERIES TEST) MAY BE REQUIRED AT THE CITY'S DISCRETION.
- **3. CEMENT SHALL BE APPLIED AT 5% BY WEIGHT. MINIMUM QUANTITY IS 45LBS./SY.

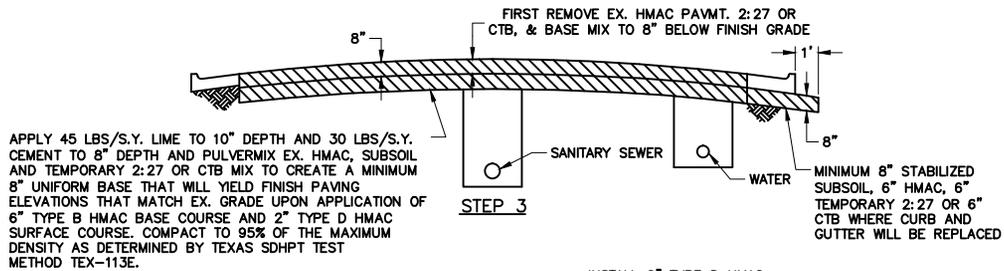
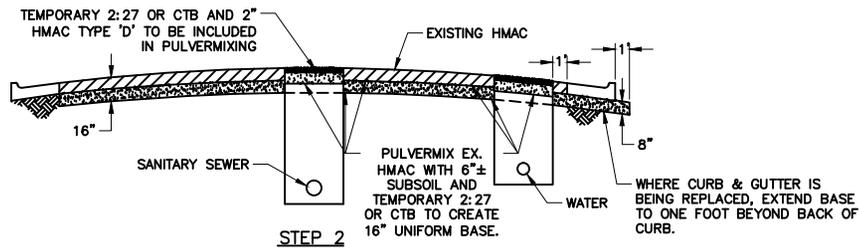
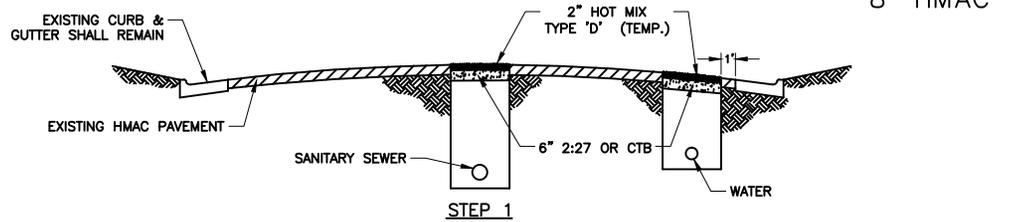


CITY OF ARLINGTON, TEXAS

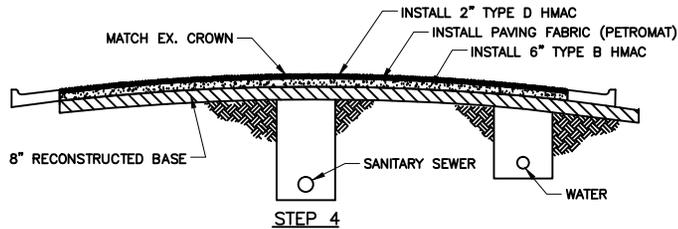
120' DIVIDED ROADWAY

DATE:	SCALE: NTS	SHEET ___ OF ___
DESIGNED BY:	DRAWN BY:	CHECKED BY:

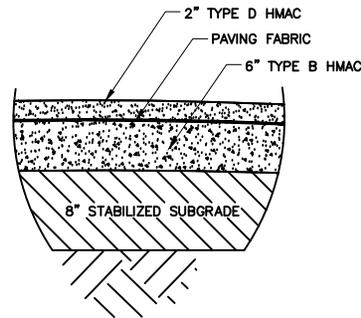
COLLECTOR 8" HMAC



APPLY 45 LBS./S.Y. LIME TO 10" DEPTH AND 30 LBS./S.Y. CEMENT TO 8" DEPTH AND PULVERMIX EX. HMAC, SUBSOIL AND TEMPORARY 2:27 OR CTB MIX TO CREATE A MINIMUM 8" UNIFORM BASE THAT WILL YIELD FINISH PAVING ELEVATIONS THAT MATCH EX. GRADE UPON APPLICATION OF 6" TYPE B HMAC BASE COURSE AND 2" TYPE D HMAC SURFACE COURSE. COMPACT TO 95% OF THE MAXIMUM DENSITY AS DETERMINED BY TEXAS SDHPT TEST METHOD TEX-113E.



**PAVEMENT RECLAMATION PROCESS
FOR A COLLECTOR
N.T.S**



PAVEMENT RECLAMATION NOTES

1. EXISTING ASPHALT ROADWAY SHALL BE GROUND UP BY USING AN ASPHALT RECLAIMER OR PULVERMIXER AND RECLAIMED BACK INTO THE BASE AT A DEPTH OF NOT LESS THAN SIXTEEN INCHES.
2. BEFORE INSTALLING CEMENT STABILIZATION, REMOVE SURFACE MATERIAL TO ESTABLISH GRADE.
3. STABILIZATION SHALL BE ACCOMPLISHED BY THE APPLICATION OF LIME AT A CALIBRATION RATE OF 45 LBS. PER SQUARE YARD TO 10" DEPTH AND CEMENT AT A RATE OF 30 LBS. PER SQUARE YARD TO 8" DEPTH. UPON INSTALLATION OF CEMENT INTO THE SUBGRADE, THE CONTRACTOR ONLY HAS SIX HOURS TO ACHIEVE DENSITY.
4. RELATIVE COMPACTION OF THE SUBGRADE SHALL MEET OR EXCEED 95% OF THE MAXIMUM DENSITY AS DETERMINED BY TEXAS SDHPT TEST METHOD TEX-113E. AFTER COMPACTION AND TRIMMING, THE SUBGRADE SHALL BE FIRM, HARD, AND UNYIELDING.
5. STABILIZED SUBGRADE SHALL BE CURED FOR NOT LESS THAN 16 HOURS AND SHALL NOT EXCEED 72 HOURS WITH AN EMULSIFIED ASPHALT (SS1) APPLIED WITH AN ASPHALT DISTRIBUTOR AT AN APPLICATION RATE OF NOT LESS THAN 0.10 GALLONS PER SQUARE YARD AND NOT EXCEED 0.20 GALLONS PER SQUARE YARD. SPECIFIC APPLICATION RATES SHALL BE DETERMINED BY THE CITY INSPECTOR.
6. STABILIZED SUBGRADE SHALL BE FINAL GRADED IN ORDER TO ACHIEVE STREET GRADE UPON APPLICATION OF THE SIX INCH (TYPE B) WITH TWO INCH (TYPE D) HMAC SURFACE COURSE. ELEVATION SHOTS SHALL BE PROVIDED BY THE CONTRACTOR ESTABLISHING SUCH CROWN THROUGHOUT THE LENGTH OF THE PROJECT.
7. UPON ACHIEVING FINAL GRADE CONTRACTOR SHALL KEEP ALL EQUIPMENT OFF OF CEMENT STABILIZED SUB-GRADE FOR NO LESS THAN 72 HOURS TO ALLOW PROPER CURE TIME.
8. THE CITY OF ARLINGTON WILL PROVIDE SITE TESTING AND RETAIN DOCUMENTATION OF REPORTS AS TO COMPLIANCE WITH SUBGRADE DENSITY AND MOISTURE CONTENT SPECIFICATIONS.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL NEEDS AND SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL BY THE CITY INSPECTOR PRIOR TO ANY WORK ON THE PROJECT.
10. LIMITS OF PAVEMENT WILL BE TO REQUIRED THICKNESS.
11. WHERE EXISTING CURB AND GUTTER IS REMOVED, CONTRACTOR SHALL OBTAIN ELEVATIONS OF THE EXISTING TOP OF CURB IN ORDER TO REESTABLISH THIS ELEVATION UPON CONSTRUCTION OF THE NEW CURB AND GUTTER AND ESTABLISH STREET CROWN FROM THESE ELEVATIONS.
12. PAYMENT FOR REMOVAL AND HAUL OFF OF EXCESS ASPHALT PAVEMENT. NECESSARY TO ACHIEVE FINAL GRADE PER CITY OF ARLINGTON STREET PAVEMENT CROSS SECTION DETAILS SHALL BE SUBSIDIARY TO ITEMS PAID.
13. PAVING FABRIC SHALL BE SKAPS GC140, PETROMAT 4598, OR APPROVED EQUAL. CONTRACTOR TO FOLLOW MANUFACTURERS INSTALLATION PROCEDURE

NOTES:

ALL CONSTRUCTION SHALL CONFORM TO CITY OF ARLINGTON STANDARD SPECIFICATIONS AND REQUIREMENTS.

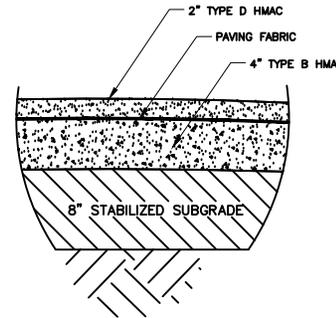
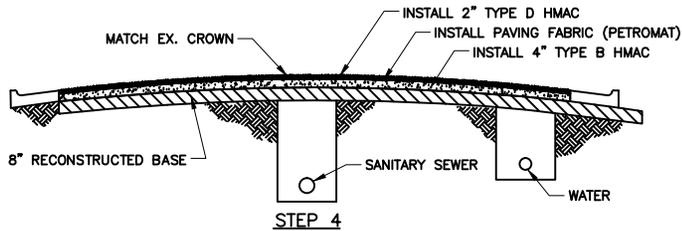
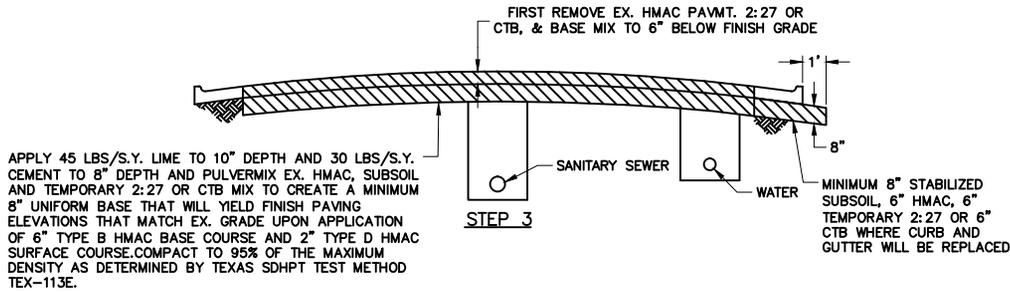
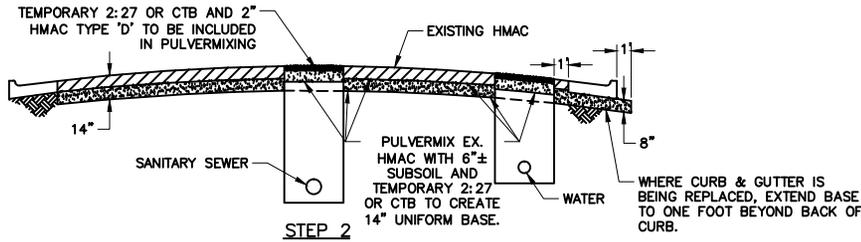
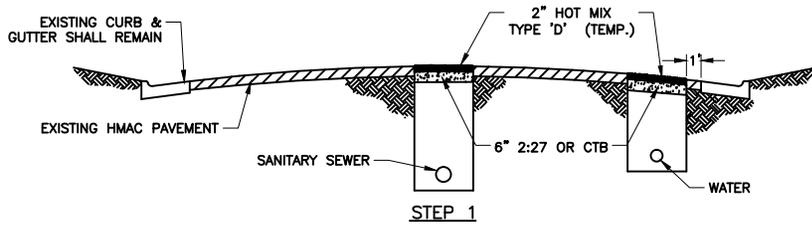


CITY OF ARLINGTON, TEXAS

COLLECTOR RECLAMATION

DATE:	SCALE: NTS	SHEET _____ OF _____
DESIGNED BY:	DRAWN BY:	CHECKED BY:

**RESIDENTIAL
6" HMAC**



**PAVEMENT RECLAMATION PROCESS
FOR A RESIDENTIAL STREET**
N.T.S.

PAVEMENT RECLAMATION NOTES

- EXISTING ASPHALT ROADWAY SHALL BE GROUND UP BY USING AN ASPHALT RECLAIMER OR PULVERMIXER AND RECLAIMED BACK INTO THE BASE AT A DEPTH OF NOT LESS THAN FOURTEEN INCHES.
- BEFORE INSTALLING CEMENT STABILIZATION, REMOVE SURFACE MATERIAL TO ESTABLISH GRADE.
- STABILIZATION SHALL BE ACCOMPLISHED BY THE APPLICATION OF LIME AT A CALIBRATION RATE OF 45 LBS. PER SQUARE YARD TO 10" DEPTH AND CEMENT AT A RATE OF 30 LBS. PER SQUARE YARD TO 8" DEPTH. UPON INSTALLATION OF CEMENT INTO THE SUBGRADE, THE CONTRACTOR ONLY HAS SIX HOURS TO ACHIEVE DENSITY.
- RELATIVE COMPACTION OF THE SUBGRADE SHALL MEET OR EXCEED 95% OF THE MAXIMUM DENSITY AS DETERMINED BY TEXAS SDHPT TEST METHOD TEX-113E. AFTER COMPACTION AND TRIMMING, THE SUBGRADE SHALL BE FIRM, HARD, AND UNYIELDING.
- STABILIZED SUBGRADE SHALL BE CURED FOR NOT LESS THAN 16 HOURS AND SHALL NOT EXCEED 72 HOURS WITH AN EMULSIFIED ASPHALT (SS1) APPLIED WITH AN ASPHALT DISTRIBUTOR AT AN APPLICATION RATE OF NOT LESS THAN 0.10 GALLONS PER SQUARE YARD AND NOT EXCEED 0.20 GALLONS PER SQUARE YARD. SPECIFIC APPLICATION RATES SHALL BE DETERMINED BY THE CITY INSPECTOR.
- STABILIZED SUBGRADE SHALL BE FINAL GRADED IN ORDER TO ACHIEVE STREET GRADE UPON APPLICATION OF THE FOUR INCH (TYPE B) WITH TWO INCH (TYPE D) HMAC SURFACE COURSE. ELEVATION SHOTS SHALL BE PROVIDED BY THE CONTRACTOR ESTABLISHING SUCH CROWN THROUGHOUT THE LENGTH OF THE PROJECT.
- UPON ACHIEVING FINAL GRADE CONTRACTOR SHALL KEEP ALL EQUIPMENT OFF OF CEMENT STABILIZED SUB-GRADE FOR NO LESS THAN 72 HOURS TO ALLOW PROPER CURE TIME.
- THE CITY OF ARLINGTON WILL PROVIDE SITE TESTING AND RETAIN DOCUMENTATION OF REPORTS AS TO COMPLIANCE WITH SUBGRADE DENSITY AND MOISTURE CONTENT SPECIFICATIONS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL NEEDS AND SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL BY THE CITY INSPECTOR PRIOR TO ANY WORK ON THE PROJECT.
- LIMITS OF PAVEMENT WILL BE TO REQUIRED THICKNESS.
- WHERE EXISTING CURB AND GUTTER IS REMOVED, CONTRACTOR SHALL OBTAIN ELEVATIONS OF THE EXISTING TOP OF CURB IN ORDER TO REESTABLISH THIS ELEVATION UPON CONSTRUCTION OF THE NEW CURB AND GUTTER AND ESTABLISH A 5 INCH CROWN FROM THESE ELEVATIONS.
- PAYMENT FOR REMOVAL AND HAUL OFF OF EXCESS ASPHALT PAVEMENT. NECESSARY TO ACHIEVE FINAL GRADE PER CITY OF ARLINGTON STREET PAVEMENT CROSS SECTION DETAILS SHALL BE SUBSIDIARY TO ITEMS PAID.
- PAVING FABRIC SHALL BE SKAPS GC140, PETROMAT 4598, OR APPROVED EQUAL. CONTRACTOR TO FOLLOW MANUFACTURERS INSTALLATION PROCEDURE.

NOTES:

ALL CONSTRUCTION SHALL CONFORM TO CITY OF ARLINGTON STANDARD SPECIFICATIONS AND REQUIREMENTS.

CITY OF ARLINGTON, TEXAS		
RESIDENTIAL RECLAMATION		
DATE:	SCALE: NTS	SHEET ____ OF ____
DESIGNED BY:	DRAWN BY:	CHECKED BY: