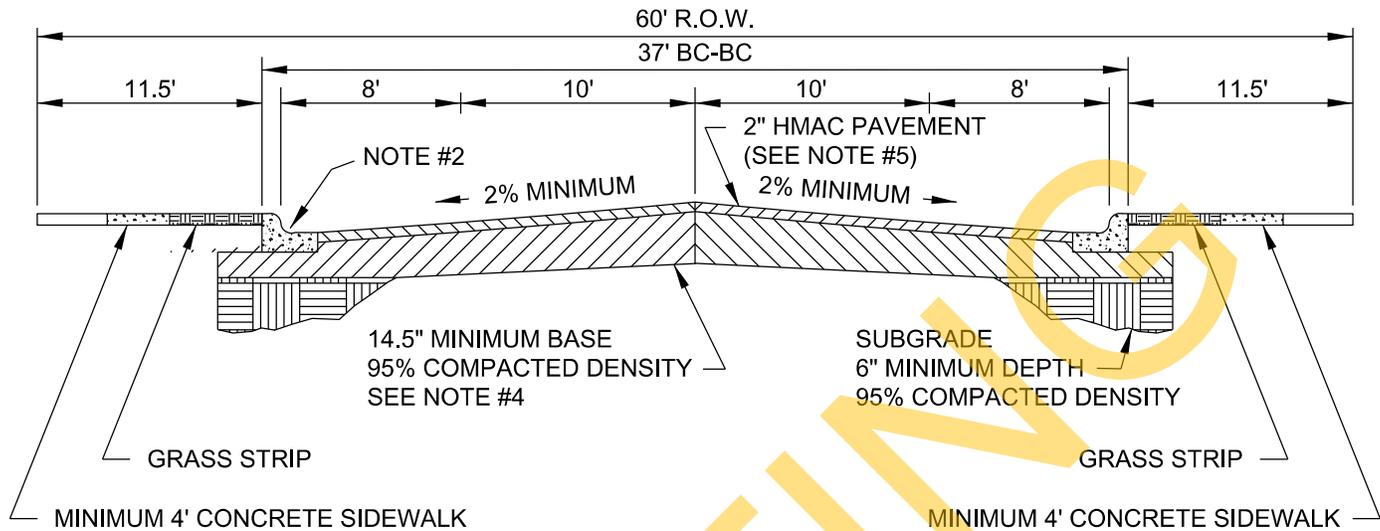


RESIDENTIAL COLLECTOR PARKING BOTH SIDES



NOTES:

1. STRUCTURAL SECTION REQUIRES DETAILED ENGINEERING DESIGN, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER. CITY WILL ACCEPT DESIGNS THAT INCORPORATE BIAxIAL GEOGRID.
2. SEE CURB DETAIL ST-013.
3. ROADWAY MEASUREMENT SHOWN FROM BACK OF CURB (BC).
4. FLEXIBLE BASE MATERIAL SHALL BE TYPE "A" GRADE 2 PER TXDOT STD.
5. ASPHALT CONCRETE PAVEMENT SHALL BE TYPE "D" HOT MIX PER TXDOT ITEM 340 (2004).
6. STRUCTURAL SECTION SHOWN IS BASED ON A CBR VALUE OF 3. THE FOLLOWING ALTERNATIVE SECTIONS MAY BE APPROVED IF SUPPORTED BY ENGINEERING ANALYSIS BASED ON SOILS TESTING.
 - A. 11" MINIMUM BASE OVER 6" MINIMUM LIME TREATED SUBGRADE USED IN LIEU OF 14.5" BASE AS SHOWN.
 - B. FOR CBR VALUES GREATER THAN 6.5 - 10" MINIMUM BASE USED IN LIEU OF 14.5" BASE AS SHOWN.
 - C. PROPOSALS FOR ALTERNATIVE ROAD STRUCTURE WITH SUPPORTING ENGINEERING DOCUMENTATION MAY BE SUBMITTED TO THE CITY ENGINEER FOR CONSIDERATION AND APPROVAL.
7. IN NO CASE SHALL THE HMAc SECTION BE LESS THAN THAT SHOWN.
8. BASE MUST EXTEND 1' BEYOND BACK OF CURB, 6" MINIMUM THICKNESS

DATE APPROVED: 07/2008

DWG. NO: ST-007

SCALE: N.T.S.

DRAWN BY: RAS

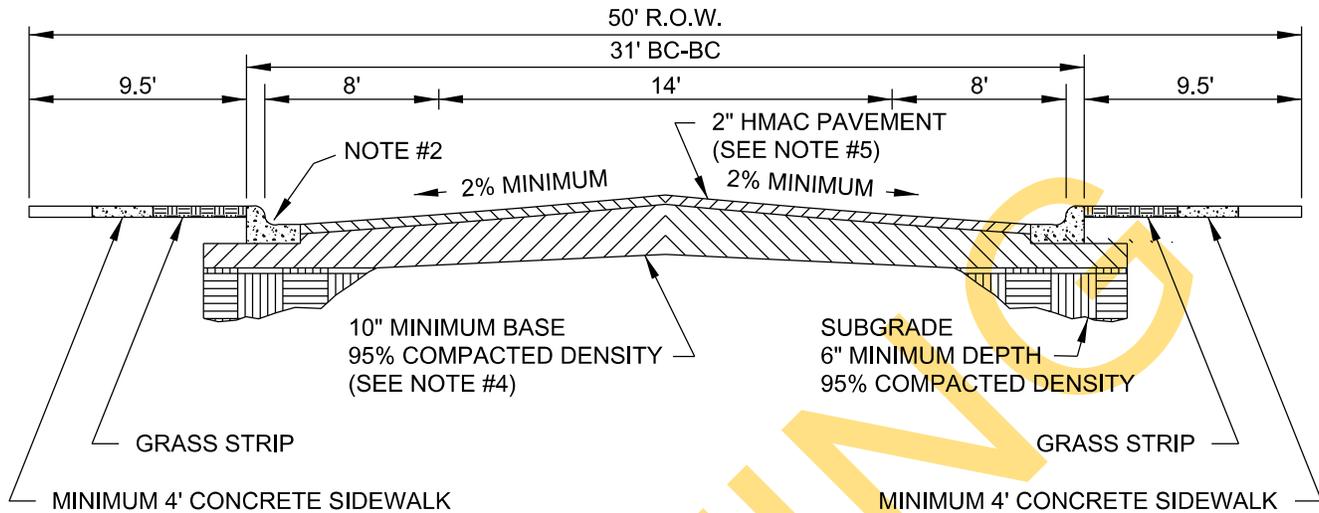
SHEET: 1 OF 1

FILENAME: RESIDENTIAL COLLECTOR (PARKING BOTH SIDES)



**ENGINEERING
DEPARTMENT**

ONE & TWO FAMILY RESIDENTIAL LOCAL PARKING BOTH SIDES



NOTES:

1. STRUCTURAL SECTION REQUIRES DETAILED ENGINEERING DESIGN, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER. CITY WILL ACCEPT DESIGNS THAT INCORPORATE BIAXIAL GEOGRID.
2. SEE CURB DETAIL ST-013.
3. ROADWAY MEASUREMENT SHOWN FROM BACK OF CURB (BC).
4. FLEXIBLE BASE MATERIAL SHALL BE TYPE "A" GRADE 2 PER TXDOT STD.
5. ASPHALT CONCRETE PAVEMENT SHALL BE TYPE "D" HOT MIX PER TXDOT ITEM 340 (2004).
6. STRUCTURAL SECTION SHOWN IS BASED ON A CBR VALUE OF 3. THE FOLLOWING ALTERNATIVE SECTIONS MAY BE APPROVED IF SUPPORTED BY ENGINEERING ANALYSIS BASED ON SOILS TESTING.
 - A. 6" MINIMUM BASE OVER 6" MINIMUM LIME TREATED SUBGRADE USED IN LIEU OF 10" BASE AS SHOWN.
 - B. FOR CBR VALUES GREATER THAN 6.5 - 8" MINIMUM BASE USED IN LIEU OF 10" BASE AS SHOWN.
 - C. PROPOSALS FOR ALTERNATIVE ROAD STRUCTURE WITH SUPPORTING ENGINEERING DOCUMENTATION MAY BE SUBMITTED TO THE CITY ENGINEER FOR CONSIDERATION AND APPROVAL.
7. IN NO CASE SHALL THE HMAC SECTION BE LESS THAN THAT SHOWN.
8. BASE MUST EXTEND 1' BEYOND BACK OF CURB, 6" MINIMUM THICKNESS

DATE APPROVED: 07/2008

DWG. NO: ST-011

SCALE: N.T.S.

DRAWN BY: RAS

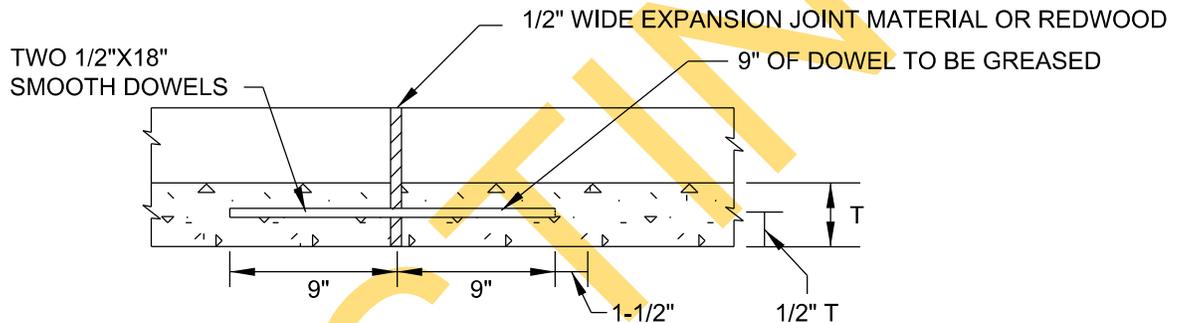
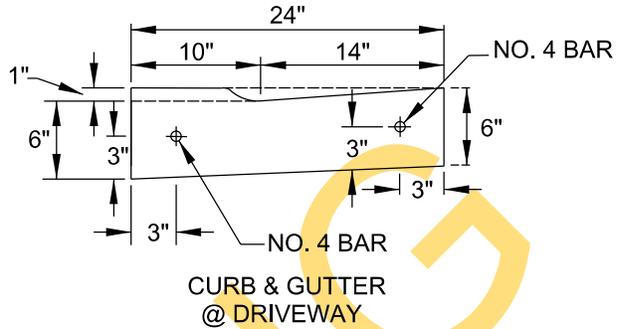
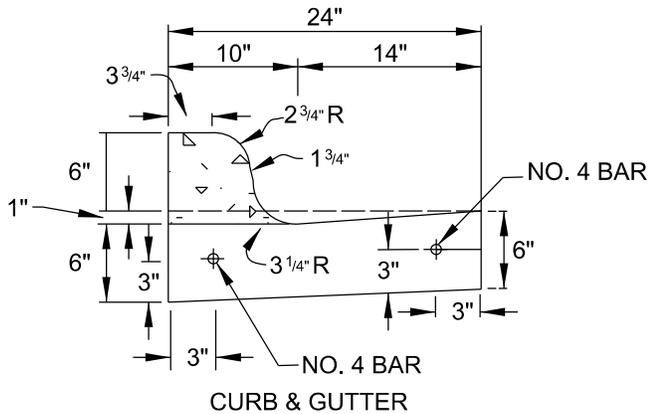
SHEET: 1 OF 1

FILENAME: ONE & TWO FAMILY RESIDENTIAL LOCAL (PARKING BOTH SIDES)



**ENGINEERING
DEPARTMENT**

CURB AND GUTTER



LONGITUDINAL SECTION THRU CURB AND GUTTER SHOWING TYPICAL EXPANSION JOINT DETAILS. REINFORCING STEEL SHALL NOT CROSS EXPANSION JOINTS. STEEL SHALL BE TERMINATED 3" (+ OR -) 1" FROM FACE OF THE JOINT.

NOTES:

1. REINFORCING BARS SHALL BE LAPPED A MINIMUM OF 18".
2. CURB AND GUTTER SHALL HAVE FORMED TOOLED OR SAWED CONTRACTION JOINTS AT $\pm 10'$. THE DEPTH OF THESE JOINTS SHALL BE SUFFICIENT TO ENSURE CRACKING AT THE JOINTS.
3. CURB OR CURB AND GUTTER SHALL HAVE EXPANSION JOINTS AT POINTS OF CURVATURE, AT INTERVALS NO GREATER THAN 100' AND AT ALL ADJACENT STRUCTURES.
4. UNLESS OTHERWISE SHOWN, TRANSITIONS BETWEEN CURBS OR CURBS AND GUTTER OF DIFFERING CROSS SECTION SHALL BE ACCOMPLISHED OVER A 10' LENGTH OR AS APPROVED BY THE CITY ENGINEER.
5. ALL CONCRETE TO BE CLASS "A" 3000 PSI CONCRETE.
6. ALL EXPOSED CONCRETE SURFACES TO BE BRUSHED SMOOTH AND UNIFORM.

DATE APPROVED: 07/2008

DWG. NO: ST-013

SCALE: N.T.S.

DRAWN BY: RAS

SHEET: 1 OF 1

FILENAME: CURB & GUTTER



ENGINEERING
DEPARTMENT