



# Engineering Standards

City of Lake Dallas, Texas





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# **PART A**

**DS**

**DESIGN STANDARDS**



## **SECTION 1 – GENERAL REQUIREMENTS**



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## Section 1 – General Requirements

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### 1.01 Short Title

These are hereby adopted as a part of the “Engineering Standards”, Sections 1 – 10 and Appendices, including Technical Specifications and Standard Construction Details which shall be in full force and effect from and after the effective date of adoption of the Engineering Standards.

### 1.02 Interpretation

In the interpretation and application of the provisions of these regulations, it is the intention of the City Council that the principles, standards and requirements provided for herein shall be minimum requirements for the design of both subdivisions and municipal capital projects in the City, and, where other City ordinances or regulations of the City are more restrictive in their requirements, such other ordinances or regulations shall govern.

City staff has the authority to use the best standard practices for items not covered in this manual or the city ordinances. The best standard practices could include items that are above the minimum standards.

The City has adopted various ordinances and master plans, which address various requirements not explicitly included in the Engineering Standards, including, but not limited to the following. The Engineer is responsible for understanding and complying with the City’s various ordinances and master plans.

- A. Building Code
- B. Comprehensive Plan;
- C. Flood Damage Prevention Ordinance
- D. International Fire Code (Including Oil and Gas Drilling)
- E. Subdivision Ordinance;
- F. Zoning Ordinance;

### 1.03 Enforcement

The City’s Engineering Standards are issued by the Public Works Department and are hereby authorized to enforce the provisions of these Engineering Standards. The standards and any updates will be available on the City’s website.

These Engineering Standards shall be in full force and effect immediately upon adoption or revision. Projects will be required to comply with all requirements. The standards include the various design criteria, technical specifications, and standard construction details which are considered **minimum** requirements for the design and construction of adequate public facilities within the City. **The Engineer of record shall bear the sole responsibility for meeting the Engineering standard of care for all aspects of the design and providing a design that’s required by the site-specific conditions and intended use of the facilities, while at a minimum meeting the City’s design and construction requirements.**



**The city will not accept a project (public or private) until a post-construction inspection of improvements (including grading, paving, ditches, etc.) in public easements (or right-of-way) has been completed and approved.**

#### **1.04 Amendment**

- A. The City may amend the Engineering Standards. In order to ensure that the Engineer has the City's latest design standards, they are directed to the City's website to acquire the City's most current design standards. The Engineering Standards will include a Record of Revisions to identify any revisions to the Engineering Standards.
- B. A formal request to modify current design criteria or add new design criteria can be submitted to the City for consideration in writing to the City Engineer.
- C. The city manger or city manager's designee may approve amendments to the "Engineering Standards". Any revisions involving the City Code of Ordinances will need to be approved by council.

#### **1.05 Variance Requests**

- A. All variances from the requirements included in the Engineering Standards shall be approved by the City Engineer. **A grant of an alternative material, design, or method of construction shall not affect nor relieve the Engineer of the obligation and responsibility of such material, design, or method of construction for the intended purposes.**
- B. In the event that specific circumstances dictate requirements not already included in the Engineering Standards, it shall be the responsibility of the Engineer to provide the additional information as deemed necessary by the City Engineer in writing for review.

#### **1.06 Applicability**

The Engineer shall be responsible for the applicability of the information contained in the Engineering Standards to the design of their particular project. The Engineer shall also be responsible for the applicability and accuracy of the information furnished in their design. Acceptance by the City of the plans for construction shall not be construed to relieve the Engineer of any responsibility.

#### **1.07 Other Local, State and Federal Environmental Regulations (this is not intended to be a complete list and is provided for informational purposes only)**

- Section 404 of the Clean Water Act (33 USC 1344)
- Water Rights (TCEQ)
- Migratory Bird Treaty Act
- Water Well Drilling (TCEQ)
- Threatened and Endangered Species (TPWD)
- The Antiquities Code of Texas (THC)
- Air Quality (TCEQ)
- Dam Requirements (TCEQ)

- Floodplain Map Revisions (FEMA)
- Water and Sewer System (Lake Cities Municipal Utility Authority)

### **1.08 Texas Accessibility Standards (TAS)**

- A. All plans and specifications for the construction or alteration of public buildings and facilities, privately owned buildings and facilities leased or occupied by state agencies, places of public accommodation, pedestrian facilities within public right-of-way, and commercial facilities must be in compliance with the Texas Accessibility Standards (TAS) for individuals with disabilities and must conform to the standards required by regulations issued by the **Texas Department of Licensing and Regulation (TDLR)**, under the **Architectural Barriers Act, codified as Article 9102**, Texas Civil Statutes.
- B. Projects with a total estimated construction cost of \$50,000 or more are required to submit a full set of construction documents in accordance with Administrative Rule 68.20 to TDLR for registration and review. For Public Right-of-Way projects, the estimated cost for the project shall be based on pedestrian elements only in accordance with Administrative Rule 68.102. If a project's total estimated construction cost is less than \$50,000, it is not required to be submitted to TDLR for registration and review; however, the project is still required to comply with TAS. An architect, engineer, interior designer, or landscape architect with overall responsibility for the design of a building or facility subject to subsection 5(j) of the Architectural Barriers Act, shall mail, ship, or hand-deliver the project registration form, review and inspection fees, and construction documents to the TDLR, a registered accessibility specialist, or a contract provider not later than thirty (30) business days after the design professional seals and signs the construction documents. An Architectural Barriers [Project Registration Form](#) must be completed for each subject building or facility.

### **1.09 Engineering Criteria – Section Descriptions**

The following is a brief description of the contents of each section.

A. Part A – Design Standards

1. Section 1 – General Requirements

This section includes an overview and definitions, abbreviations, and acronyms used in the manual. This section also includes general minimum requirements applicable to all projects, including submittal requirements to the City and to other agencies.

2. Section 2 – Thoroughfare Design Requirements

This section includes requirements associated with the City's thoroughfares, including roadway geometry, street lighting, signage and markings, and traffic signals, etc.

3. Section 3 – Pavement and Subgrade Design Requirements

This section includes requirements associated with pavement and subgrade design requirements (including geotechnical requirements) for roadways within the City.

4. Section 4 – Drainage Design Requirements

This section includes storm drainage design requirements to be followed in the design of storm drainage facilities and demonstrates the design procedures to be used on drainage projects within the City. This section also addresses floodplains, bridge hydraulics, erosion control and sustainable development.

5. Section 5 – Water and Wastewater Design Requirements

This section refers to the Lake Cities Municipal Utility Authority (LCMUA) for all water and wastewater facilities.

6. Section 6 – Landscaping Design Requirements

This section provides requirements and standards to address landscaping requirements within roadway right-of-way, specifically in the medians of arterial roadways.

7. Section 7– Irrigation Design Requirements

This section provides requirements and standards to address irrigation requirements within roadway right-of-way.

8. Section 8 – Environmental Requirements

This section provides requirements and standards to address environmental requirements, including stormwater best management practices.

9. Section 9 – Structural Design Requirements

This section establishes minimum structural design and geotechnical requirements for various items including bridges, concrete structures, retaining walls, and screening walls. This section also addresses slope stability analysis.

10. Section 10 – Survey Requirements

This section provides survey requirements.

B. Part B – Construction Standards

1. General Notes – The latest version of general notes shall be included in the Construction Plans for all projects.
2. Technical Specifications – All projects shall be constructed in accordance with the most recent version of the City specifications which are available through the City website or TxDOT specifications. It is the responsibility of the Design Engineer to use the most current specification, as the specifications are subject to change. If a necessary specification is not available from the City or TxDOT, then one may be selected from the most recent version of NCTCOG Public Works Construction Standards.
3. Standard Construction Details – All projects shall be constructed in accordance with the City’s standard details which are available through the City website (<https://www.lakedallas.com/>). It is the responsibility of the engineer to use the most current detail, as the details are subject to change. If a necessary standard detail is not available from the City, TxDOT details are generally acceptable, except for utility construction. For utility work, a standard detail may be selected from the most recent version of Public Works



Construction Standards as issued by the North Central Texas Council of Governments (NCTCOG). It is the responsibility of the Design Engineer to provide a detail in the plans if a standard detail is not available.

4. Definitions and Abbreviations – The definitions, abbreviations and acronyms within this section are intended to provide descriptions for words and terms used within the Engineering Standards. Where no definition appears, then the term should be interpreted according to their customary usage in the practice of municipal planning and engineering. The City has the final determination of interpretation.
5. Plan Checklists – Common elements necessary on most plans that should be verified by designer prior to submittal of plans. These elements are routinely reviewed by staff and if missing can delay issuance of construction permits. The checklists can be found in this manual and online in the Development Services section of the City’s website.

### 1.10 Submittal Requirements for Construction Plans

- A. All improvements shall be designed in accordance with the City’s design criteria, specifications, and standard details referenced as part of the Engineering Standards.
- B. Four hard copies and a pdf copy of complete construction plans, technical specifications, construction details, requested calculations, construction cost projection, geotechnical report, and certified plan submittal checklist are required to be submitted to the City for review and approval. All submitted items shall be 100% complete at the time of the submittal. Any incomplete components of a submittal shall result in the entire submittal being considered incomplete and shall be returned to the Engineer not reviewed. If the submittal is for a private project, the City will notify the Engineer and Developer of the incomplete submittal.
- C. The construction plans shall be submitted on 22” x 34” sheets and electronic PDF copy. Plans must be legible at 11” x 17” sheets. Each sheet of the construction plans shall contain a title block, including space for the notation of revisions. This space is to be completed with each revision to the plan sheet and shall clearly note the nature of the revision and the date that the revision was made.
- D. One hard copy, a pdf and CAD files of the Record Drawings shall be submitted for public infrastructure projects. The CAD file shall include linework for property boundaries, right-of-way, easements, roadway, signals, lighting, drainage, water, and sewer facilities. Refer to Survey Requirements for additional electronic submittal requirements.
- E. Each construction plan sheet shall bear the seal and signature of the Licensed Professional Engineer in the State of Texas who prepared the plans. If standard details are included in the construction plan submittal, the Engineer shall provide the following certification on the title sheet of the plans:

The standard [City, TxDOT, etc.] details specifically identified in this set of construction plans [or specifically included in these bidding/contract documents] have been selected by me or under my direct responsible supervision as being applicable to this project.  
\_\_\_\_\_, P.E., Firm Registration # \_\_\_\_\_



- F. The Engineer shall provide the following certification on the title sheet of the plans: title sheet of the construction plans shall bear a signature block for approval for construction which shall read as follows:

These construction plans have been reviewed by the City of Lake Dallas. The City has determined that they are in general compliance with the City's Master Plans and Engineering Standards. The City's review and release of these plans does not represent that the City has re-engineered or verified the engineering of the proposed improvements. The Design Engineer is responsible for all engineering and recognizes that specific site circumstances or conditions may require improvements constructed to exceed minimum standards contained in the City's Engineering Standards. The Design Engineer is responsible for the applicability and accuracy of the plans and specifications contained herein. \_\_\_\_\_, P.E., Firm Registration # \_\_\_\_\_

- G. Specific information required for submittals can be found within this document and in the plan checklists located on the City website . The City reserves the right to specify additional requirements as necessary to facilitate the review.

<b>Submittals</b>	<b>Responsible Reviewing Department</b>
Preliminary Site Plan - Private	
Overall Concept	Development Services/Engineer
Paving, Grading, Drainage	Engineering
Traffic (Signs, Markings, Signals, Lighting, TCP)	Engineering
Utilities	Engineering
Preliminary Plans (30/60%) - Public	
Paving, Grading, Drainage	Engineering
Traffic (Signs, Markings, Signals, Lighting, TCP)	Engineering
Utilities	Engineering
Landscaping and Irrigation (Public)	Development Services/ Public Works
Construction Plans (Final) - Public and Private	
Paving, Grading, Drainage	Engineering
Traffic (Signs, Markings, Signals, Lighting, TCP)	Engineering
Utilities	Engineering
Landscaping and Irrigation (Public)	Development Services/ Public Works
Landscaping and Irrigation (Private)	Development Services/ Public Works
Project Manual (Public)	Engineering
Technical Specifications (Private)	Engineering

- H. Any projects requiring permits from agencies other than the City (such as railroad, TxDOT, NTTA, etc.) shall submit the required permit documents to the City for approval. City staff will review and submit permit requests to the agencies.
- I. A separate checklist is available for construction plan sets to be submitted at the pre-construction conference.

### **1.11 Easements**

- A. General – Easements shall be provided for public facilities including roadway, water, wastewater, reclaimed water, drainage features, and traffic signal or lighting equipment that are located outside the public right of way. Storm drain lines are also considered public if they cross property lines and collect runoff from adjacent properties. For single-family residential developments, water, wastewater, reclaimed water and storm drain lines shall not cross residential lots unless specifically approved by the Development Services Department/Public Works. Additional easement width may be required to accommodate future maintenance of the facilities.
- B. Acquisition of Easements – Easements that have not been dedicated on a plat may be acquired by separate instrument. The acquisition of any easement is the owner’s responsibility. If the owner cannot obtain a required offsite easement, the owner may request assistance from the City. Prior to requesting assistance, the owner shall provide a written offer to the property owner based on fair market value. The City’s assistance does not relieve the owner of the cost of purchasing the easement. In addition, the owner may be required to reimburse the City for any costs associated with the acquisition.
- C. The process for acquiring an easement by separate instrument is as follows:
  - Submit a metes and bounds description, a drawing of the easement sealed, signed and dated by a licensed surveyor, and ownership information to Engineering.
  - Development Services will prepare the easement documents on City forms.
  - Person requesting the easement shall pay any document preparation and filing fees required by the City.
  - After fee is paid to City, the easement documents will be sent to the person requesting the easement to obtain all necessary signatures (other than City’s).
  - Return all signed documents to the City for filing with the county.
  - City will send a copy of the filed easement to the person requesting the easement and the easement grantor, if needed.
- D. Abandonment of Right of Way and Easements - Right of way and easements that have not been abandoned by plat may be abandoned by separate instrument. Signatures are required from all the public utility companies, including franchise utilities and the adjacent affected property owners indicating either agreement or disagreement to the proposed abandonment. Right of way and easements proposed to be abandoned that do not contain improvements may be processed administratively. If improvements are present, the abandonment request will be forwarded to City Council for approval. Abandonments opposed by the affected property owners will also be forwarded to City Council for approval. Right of way and easements granted to entities other than the City shall be abandoned by that entity.

The following describes the process for abandoning right of way or easements:

- All property owners abutting the proposed abandonment shall be notified by the applicant by certified letter. A written response from each abutting property owner must be received by the City prior to staff review.
  - All public utilities including franchise utilities must consent to the abandonment.
  - The applicant shall provide a description as to how the City originally acquired the right of way or easement (i.e., by plat, by separate instrument, etc.).
  - For right of way, the applicant may be required to provide a certified appraisal stating the value. In addition, the applicant shall provide an explanation that identifies why the proposed use of the right of way will benefit the community under private ownership, versus retention of the property as public right of way.
  - For easements, the applicant shall describe why the easement is no longer needed.
- E. The right of way/easement abandonment application shall be submitted along with the supporting documentation to the Development Services Department for coordination and processing. The application form is available from the Engineering Department or the City's website (<https://www.lakedallas.com/>).

### **1.12 Fees**

A listing of the required fees is available on request.



## **SECTION 2 - THOROUGHFARE DESIGN REQUIREMENTS**

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## Section 2 – Thoroughfare Design Requirements

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### 2.01 General

- A. The arrangement, character, extent, width, alignment, and location of all streets, public ways, alleys, and driveways shall be in conformity with the City's Thoroughfare Plan and Comprehensive Plan and should be considered in their relation to existing and planned streets, alleys and driveways, topographical and environmental features, scenic views, and the land uses proposed to be served by such streets.
- B. All thoroughfare designs shall meet the guidelines in AASHTO's current *A Policy on Geometric Design of Highways and Streets*.

### 2.02 Street Design

- A. Thoroughfare Definitions – The City recognizes five basic classifications of public roadways that include highways, major arterials, minor arterials thoroughfares, collectors, and local streets as identified in the transportation element of the Comprehensive Plan. Each class provides a certain degree of continuity, capacity, and accessibility to adjacent land uses. While differentiated by function, there is also a variance in geometric design. Table 2.1 summarizes the general design criteria of roadways within the City. The typical cross sections are depicted in Figure 2.1.
  - 1. Major Arterial Thoroughfares – Six-lane divided roadways defined herein as Type A or Major Arterial thoroughfares. Major Arterial thoroughfares are typically initially constructed as four-lane divided roadways with a wider median and then widened to six lanes at a later date. Frontage roads are also considered Major Arterial thoroughfares.
  - 2. Minor Arterial Thoroughfares – Four-lane divided roadways defined herein as Type B or Minor Arterial thoroughfares.
  - 3. Collectors – Commercial collectors provide access from a Major Arterial (Type A) or Minor Arterial (Type B) thoroughfare to non-residential properties and are defined herein as Commercial Collectors or Type C thoroughfares. Residential collectors connect to a Type A or B thoroughfare, extend more than six hundred feet (600') into a residential neighborhood, and have no homes fronting onto them. Residential collectors can be built with the cross section of a Local thoroughfare.
  - 4. Local Streets – Residential streets with homes fronting onto them are defined herein as Local thoroughfares, each with different design characteristics depending on whether the homes are front entry or alley served and whether or not the street is adjacent to a school or park. (A mews alley is a special type of alley that serves homes that do not front onto a street.)
  - 5. Private Streets – Private streets shall be designed and constructed to the same standards as public streets. Any gated entrances shall also meet the requirements of Section 2.05.K.
  - 6. Public Ways – Public ways shall be designed and constructed to the same standards as public streets and shall meet the design criteria of a commercial collector (Type C thoroughfare) unless otherwise allowed under Subsection a below. Public ways shall be privately maintained, shall be dedicated to public use, and shall not be gated.

- a. A public way can be reduced to the design criteria of a Type F thoroughfare if the owner agrees to prohibit parking on the public way and to actively enforce such prohibition. The parking prohibition shall be recorded on the plat and shall be clearly posted along the public way.
- B. Roadway Geometrics – Geometrics of City streets shall be defined as the geometry of the pavement and curb areas that govern the movement of traffic within the confines of the right-of-way (ROW). Included in the geometrics are pavement width, horizontal curvature, width of traffic lanes, median nose radii, curb radii at street intersections, pavement cross-slope, crown height, pavement thickness, and geometric shapes of islands separating traffic movements and other features.
  1. Design Speed – The design speed is a primary factor in the horizontal and vertical alignment of roadways. Design features such as curvature, super-elevation, turning movement radii, and sight distance affects roadway lane width, pavement width, pavement cross-slope, pavement crown, and clearances. Refer to Table 2.1.
  2. Grades – Roadway grades shall be a minimum of eight-tenths percent (0.8%) in order to insure proper flow of surface drainage toward inlets and a maximum of six percent (6%). Steeper grades may be permitted on local residential streets and where required by topographical and/or natural features, as approved by the City Engineer.
  3. Roadway Centerline
    - a. Roadways shall be placed in the center of the ROW. The centerline of curves shall be tangent to the centerline of street at each end of curve.
    - b. If offset, roadway centerlines for collector or local thoroughfares shall be offset a minimum of one hundred and fifty feet (150'). If a roundabout is located on one or both sides of the offset, the offset shall be measured from the closest face of the truck apron's mountable curb rather than the centerline of the roundabout.
    - c. If offset, Type A and B thoroughfares shall be offset to meet the median requirements in Section 2.03.B.
  4. Cross-Slope/Crown Height – Type A and B thoroughfares shall have a two-percent (2%) cross-slope. The cross-slope can vary where there is a transition into or out of a maximum two percent (2%) super elevation. Type C and D thoroughfares shall have six-inch (6") parabolic crowns, Type E and G thoroughfares a four-inch (4") parabolic crown, and Type F thoroughfares a five-inch (5") parabolic crown
  5. Pavement Thickness and Reinforcement – See Section 3 of the Engineering Standards for subgrade and pavement design requirements.
  6. Transitions – A concrete transition shall be constructed where four (4) lanes of a thoroughfare connect to a two (2) lane thoroughfare. The transition occurs only in the direction in which traffic needs to be shifted laterally to join the thoroughfare with a different cross section.
    - a. Transitions from a four (4) lane to a two (2) lane thoroughfare shall be a minimum of twenty-four feet (24') wide, face-to-face, a minimum of three hundred feet (300') long, and meet AASHTO's current minimum design requirements based on a design speed of 30 mph.

- b. A transition from a two (2) lane to a four (4) lane thoroughfare that occurs less than one thousand feet (1,000') from a traffic signal, or from an intersecting Type A or B thoroughfare, shall be a two (2) lane transition twenty-four feet (24') wide, a minimum of three hundred feet (300') long, and meet AASHTO's current minimum design requirements based on a design speed of 30 mph.
  - c. A transition from a two (2) lane thoroughfare to a four (4) lane thoroughfare that occurs more than one thousand feet (1,000') from a traffic signal, and from an intersecting Type A or B thoroughfare, shall be a one (1) lane transition sixteen feet (16') wide, face-to-face, a minimum of three hundred feet (300') long, and meet AASHTO's current minimum design requirements based on a design speed of 30 mph.
7. Dead-End Streets/Cul-de-Sacs/Stub Streets
- a. All dead-end streets shall have a turn-around unless otherwise allowed in Subsection d below. Turn-arounds (cul-de-sacs) at the end of dead-end streets shall have a circular driving surface that has a minimum radius of fifty feet (50') and a street right-of-way that has a minimum radius of sixty feet (60').
  - b. The maximum length of a dead-end street with a turn-around (cul-de-sac) shall be six hundred feet (600'), measured from the right-of-way line of the intersecting street to the center point of the turn-around, except in conditions of unusual topography. In such a case, a dead-end residential street can exceed six hundred feet (600') only if it has no more than twenty (20) lots fronting onto the street and the ultimate street length meets water line and Fire Department requirements. If a dead-end street has another dead-end street branching off of it, the total combined length of the main dead-end street and its branch(es) cannot exceed the maximum length described above and the total number of lots fronting onto the combined dead-end streets cannot exceed twenty (20).
  - c. If any residential lot fronts onto the dead-end portion of a street that will be extended in the future, a temporary turn-around that meets the standards described above shall be constructed at the end of the dead-end street within a temporary street easement. The following note shall be placed on the plat: "Cross-hatched area is temporary street easement for turn-around until street is extended (give direction) with future development of abutting property".
  - d. A stub street is an undivided dead-end street that will be extended in the future that does not have a turn-around, which is only allowed under the following conditions: No residential lots shall front onto a stub street. Non-residential lots adjacent to a stub street shall have access to another street. If the length of a residential stub street exceeds the depth of the adjacent residential lots, it shall be temporarily blocked at the rear edge of the lots (or alley) with barrel-mounted barricade. If a non-residential stub street extends more than one hundred feet (100') beyond the last driveway on the street, it shall be temporarily blocked at the last driveway with barrel-mounted barricade.
  - e. A stub street shall have a permanent Type III barricade installed at its terminus. A residential stub street shall also have a 24"x30" sign prominently posted at its terminus with black letters on a white background that state, "NOTICE – This street will be extended as part of a future development." The installation and cost of these barricades and signs shall be the responsibility of the developer.



- f. All permanent turn-arounds (cul-de-sacs) shall be constructed at the end of a street with one of the standard pavement widths defined in Table 2.1. No permanent turn-around (cul-de-sac) shall be constructed on the side of a street or in a way that creates a wider than normal intersection with a street.

**TABLE 2.1: General Roadway Design Criteria**

\*\*\*This table is a place holder until a Master Thoroughfare Plan has been completed\*\*\*

Criteria	Thoroughfare Class						
	Major Arterial	Minor Arterial	Commercial Collector	Local	Local	Local	
	Type A	Type B	Type C	Type D	Type E	Type F	
Right-of-Way (ROW)	120' <sup>(1)</sup>	90' <sup>(2)</sup>	60'	60'	50'	60'	
Pavement Width (face to face)	36' in each direction	24' in each direction	36'	36'	26'	30'	
Traffic Lanes	6	4	2	2	2	2	
Left Turn-lane Width	2 @ 10'	1 @ 11'	N.A.	N.A.	N.A.	N.A.	
Right Turn-lane Width	11'	11'	N.A.	N.A.	N.A.	N.A.	
Median Width	24'	18'	N.A.	N.A.	N.A.	N.A.	
Parkway Width	12'	12'	12'	12'	12'	15'	
Design Speed, V (MPH)	45	45	30	30	25	25	
Minimum Grade	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	
Maximum Grade	6%	6%	6%	6%	6%	6%	
Min. Horizontal Radii	See Table 2.2						
Min. Tangent Between Curves	100'	100'	100'	100'	N.A.	N.A.	
Min Length of Vertical Curve	See Table 2.3 and Table 2.4						
Stopping Sight Distance	425'	360'	200'	200'	155'	155'	
Parking	Prohibited	Prohibited	Allowed	Allowed	Allowed	Allowed	
Volume Range (VPD)	36,000-45,000	20,000-28,000	12,000-18,000	6,000-12,000	N.A.	N.A.	

(1) 140' or 160' ROW at intersections (See Figures 2.2 and 2.4)

(2) 110' or 120' ROW at intersections (See Figures 2.3 and 2.5)



**FIGURE 2.1: Typical Cross Sections**

\*\*\*To be blank until Master Thoroughfare Plan has been completed\*\*\*



TABLE 2.2: Minimum Horizontal Centerline Radius

<u>Design Speed,</u> <u>V (MPH)</u>	<u>Friction Factor,</u> <u>F</u>	<u>Superelevation,</u> <u>e (ft/ft)</u>	<u>Radius, R (ft)</u> <u>(Rounded for Design)</u>
25	0.23	-0.02	250 <sup>(1)</sup>
30	0.20	-0.02	350
35	0.18	-0.02	525
40	0.16	-0.02	775
45	0.15	-0.02	1100
50	0.14	-0.02	1400

- (1) May be reduced to a radius of two hundred feet (200') at mid-block locations provided that it is shown that the general public safety is not compromised (e.g., stopping sight distance). A curve with a radius less than two hundred fifty feet (250') must be a minimum of three hundred feet (300') from a street or alley intersection.

#### C. Minimum Horizontal Design Radius

1. The minimum centerline radius is a function of design speed, superelevation, and the vehicle side friction factor. Side friction is the force that keeps a vehicle from sliding off the roadway.
2. The minimum horizontal radii are shown in Table 2.2 and are in accordance with the guidelines in AASHTO's 2011 edition of *A Policy on Geometric Design of Highways and Streets*.
3. If superelevation is required, refer to AASHTO's *A Policy on Geometric Design of Highways and Streets* for guidelines. The use and design of superelevation are subject to approval by the City Engineer.

#### D. Minimum Vertical Alignment

1. Vertical curves are utilized in roadway design to affect gradual change between tangent grades and will result in a design which is safe, comfortable in operation, pleasing in appearance and adequate for drainage. Vertical curve alignment shall also provide Stopping Sight Distance (SSD) in all cases. SSD is a function of design speed, perception-reaction time, and deceleration rate. The perception-reaction time is assumed to be 2.5 seconds and is in accordance with the guidelines in AASHTO's 2011 edition of *A Policy on Geometric Design of Highways and Streets*. The equation for SSD appears below:

$$SSD = 1.47Vt + 1.075 \frac{V^2}{a}$$

SSD = stopping Sight Distance (ft)  
t = brake reaction time (2.5 sec.);  
V = vehicle design speed (MPH); and  
a = deceleration rate, (11.2 ft/s<sup>2</sup>)

2. To determine the minimum acceptable length of Crest and Sag curves shown in Tables 2.3 and 2.4, it is assumed that approach grades are between -3% and 3% in the SSD calculation. The SSD for grades steeper than -3 % or 3% shall be in accordance with the guidelines in AASHTO's current *A Policy on Geometric Design of Highways and Streets*. Tables 2.3 and 2.4 also show values of K. K is defined as the rate of vertical curvature and is equivalent to the horizontal distance in feet required to make a one percent (1%) change in grade. The values of A are equivalent to the algebraic difference in grade between the two grades that are being joined together by the vertical curve.

**TABLE 2.3: Minimum Acceptable Crest Curve Given Speed and Difference in Grade of Road**

<u>Design Speed, V (MPH)</u>	<u>SSD (ft)</u>	<u>K</u>	<u>Length of Vertical Curve (L=KA)</u>									
			<u>A=1.6</u>	<u>A=2</u>	<u>A=3</u>	<u>A=4</u>	<u>A=5</u>	<u>A=6</u>	<u>A=7</u>	<u>A=8</u>	<u>A=9</u>	<u>A=10</u>
25	155	12	50	50	50	50	60	80	90	100	110	120
30	200	19	50	50	60	80	100	120	140	160	180	190
35	250	29	50	60	90	120	150	180	210	240	270	290
40	305	44	70	90	140	180	220	270	310	360	400	440
45	360	61	100	130	190	250	310	370	430	490	550	610
50	425	84	140	170	260	340	420	510	590	680	760	840

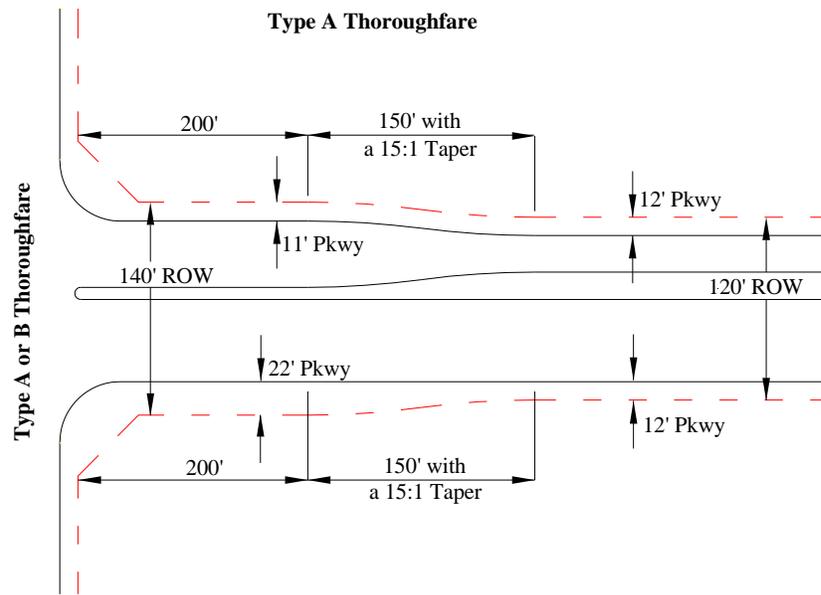
**TABLE 2.4: Minimum Acceptable Sag Curve Given Speed and Difference in Grade of Road**

<u>Design Speed, V (MPH)</u>	<u>SSD (ft)</u>	<u>K</u>	<u>Length of Vertical Curve (L=KA)</u>									
			<u>A=1.6</u>	<u>A=2</u>	<u>A=3</u>	<u>A=4</u>	<u>A=5</u>	<u>A=6</u>	<u>A=7</u>	<u>A=8</u>	<u>A=9</u>	<u>A=10</u>
25	155	26	50	60	80	110	130	160	190	210	240	260
30	200	37	60	80	120	150	190	230	260	300	340	370
35	250	49	80	100	150	200	250	300	350	400	450	490
40	305	64	110	140	200	260	320	390	450	520	580	640
45	360	79	130	160	240	320	400	480	560	640	720	790
50	425	96	160	200	290	390	480	580	680	770	870	960

#### E. Standard Intersection Layout

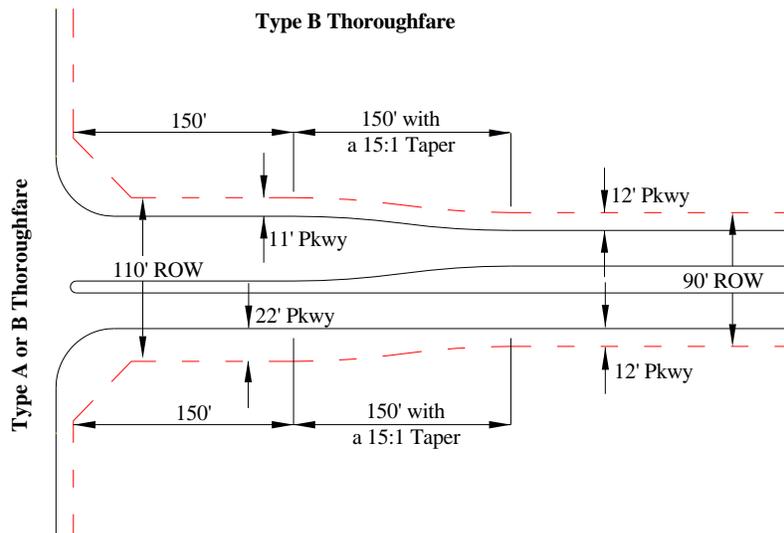
1. Street intersections shall intersect at ninety degree (90°) angles. Intersection approaches for major thoroughfares shall remain perpendicular for a minimum distance equal to the corresponding design speed Stopping Sight Distance (SSD) identified in Table 2.1. For residential collector and/or local street intersections, up to a five degree (5°) tolerance is allowable.
2. When the classification of a thoroughfare changes as it crosses an intersecting street, the design of both thoroughfare approaches shall maintain the characteristics of the higher class thoroughfare for a minimum distance specified by the City Engineer.
3. The through lane(s) on one approach shall align with the receiving lane(s) on the other side of the intersection. If pre-existing physical encroachments make an offset necessary, a through lane can be offset no more than six feet (6') from its receiving lane when crossing a Minor Arterial thoroughfare or smaller thoroughfare and offset no more than eight feet (8') when

- crossing a Type A thoroughfare. These requirements apply to both public street and private driveway approaches to an intersection.
4. The curb radii shall be a minimum of twenty feet (20') where local thoroughfares intersect with local or collector thoroughfares. The curb radii shall be a minimum of forty feet (40') where Major Arterial, Minor Arterial or collector thoroughfare intersections with Major and Minor Arterial thoroughfares. The curb radii at all other intersecting streets shall be a minimum of thirty feet (30'). Larger curb radii may be required to accommodate fire trucks and/or commercial trucks.
  5. Type A-A, A-B, and B-B intersections shall maintain a maximum slope of two percent (2%) a minimum distance of two hundred feet (200') upstream and downstream of the intersection.
  6. Roadway connections to a Type A or B thoroughfare shall maintain a maximum slope of two percent (2%) a minimum distance of one hundred feet (100') upstream and downstream of the intersection.
  7. A separate grading plan shall be provided for Major or Minor Arterial thoroughfare intersections. Grading plans shall account for future extensions of Major or Minor Arterial thoroughfares for a minimum distance of six hundred feet (600') beyond the curb return of the intersection in all directions.
  8. At four-way intersections of parabolic streets, the reduction of the crown height shall occur on the thoroughfare with the through gutter.
    - a. For collector thoroughfares, the crown height reduction from six inches (6") to three inches (3") shall occur through the intersection and transition from the curb return to a point fifty feet (50') past the curb return.
    - b. For local thoroughfares, the crown height reduction from five inches (5") to three inches (3") shall occur through the intersection and transition from curb return to a point thirty feet (30') past the curb return.
  9. A minimum of nine and a half feet (9.5') of parkway shall be maintained from the back of the curb along the curb's radius.
  10. ROW width for a Major Arterial thoroughfare that intersects a Major or Minor Arterial thoroughfare shall be one hundred forty feet (140') for a distance of two hundred feet (200') and then taper at a 15:1 ratio to the standard ROW width. See Figure 2.2.



**FIGURE 2.2: Major Arterial Thoroughfare Intersection Detail**

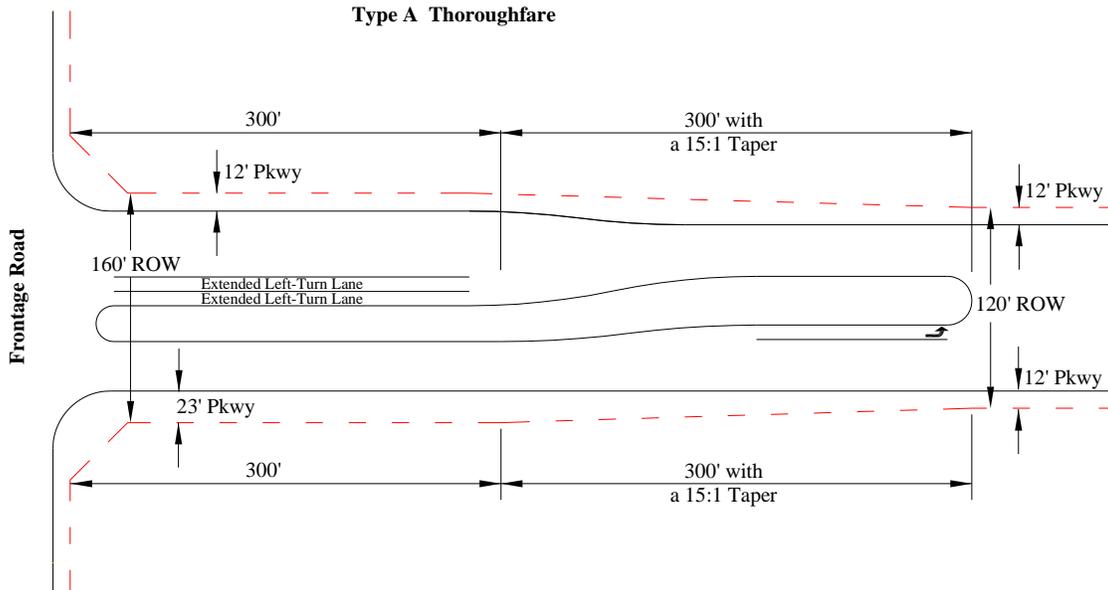
11. ROW width for a collector thoroughfare that intersects a Major or Minor Arterial thoroughfare shall be one hundred ten feet (110') for a distance of one hundred fifty feet (150') and then taper at a 15:1 ratio to the standard ROW width to allow build-out of the intersection. See Figure 2.3.



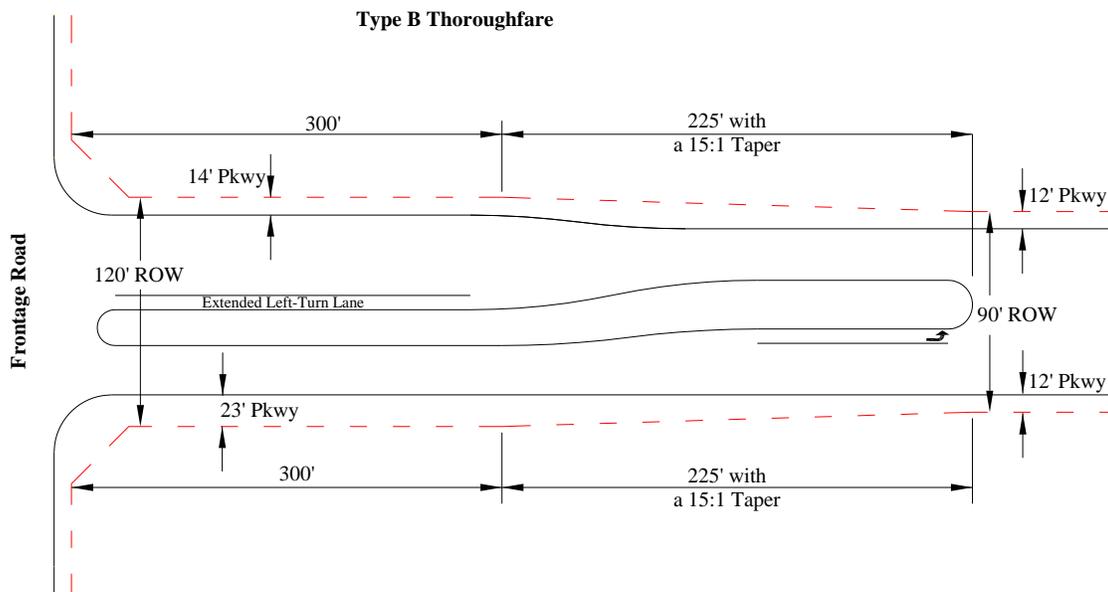
**FIGURE 2.3: Minor Arterial Thoroughfare Intersection Detail**

12. The ROW width for a Major Arterial thoroughfare that intersects with a pair of highway frontage roads shall be one hundred sixty feet (160') for a distance of three hundred feet

(300') and then taper at a 15:1 ratio to the standard ROW width to allow build-out of the intersection. The ROW width for a collector thoroughfare that intersects with a pair of highway frontage roads shall be one hundred twenty feet (120') for a distance of three hundred feet (300') and then taper at a 15:1 ratio to the standard ROW width to allow build-out of the intersection. See Figures 2.4 and 2.5.



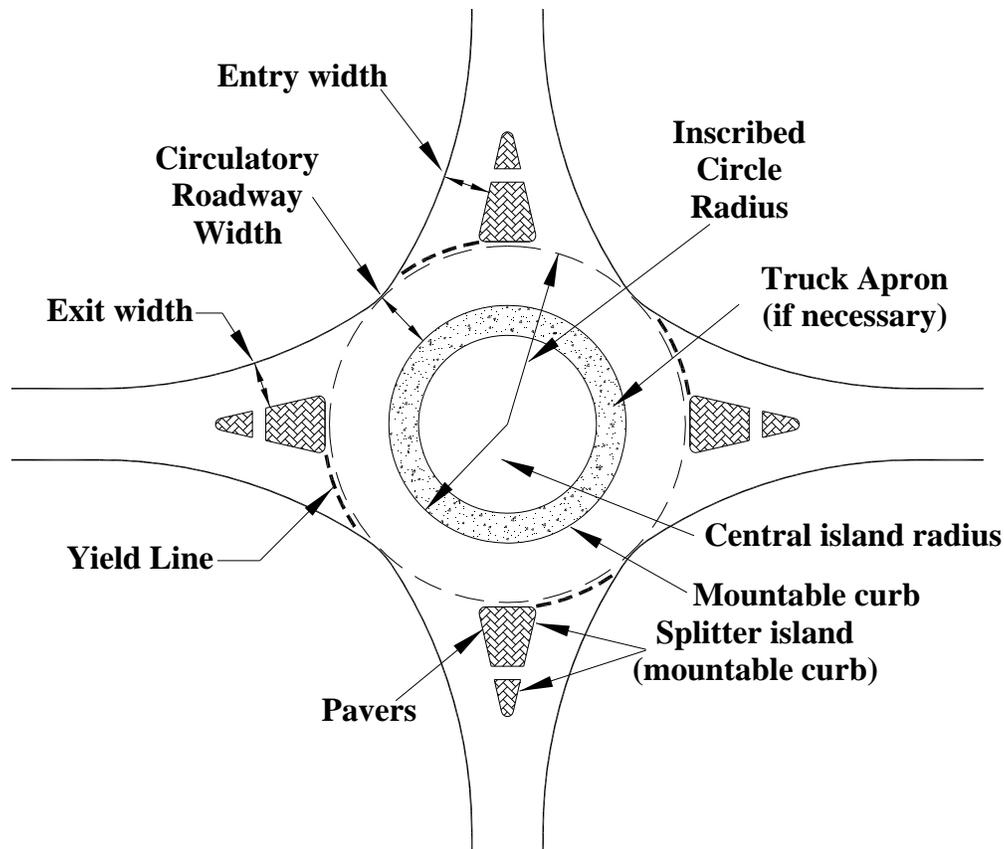
**FIGURE 2.4: Major Arterial Thoroughfare Intersection with Frontage Road**



**FIGURE 2.5: Minor Arterial Thoroughfare Intersection with Frontage Road**

**F. Roundabouts**

1. Roundabouts on private property that connect to a private street or to a fire lane shall be designed to the standards in these design requirements.
2. Roundabouts shall be designed to accommodate a City fire truck making all possible entry and exit movements. A fire truck shall be able to make the “through” movement without traveling on a truck apron. Roundabouts located along a Major Arterial, Minor Arterial or Collector thoroughfare shall also accommodate a WB-67 design vehicle.
3. Roundabouts shall include the typical features of a modern roundabout shown in Figure 2.6 and described in these design requirements.
4. The curb surrounding the central island shall be six inch (6”) vertical curb if a truck apron is provided and six inch (6”) mountable curb if no truck apron is provided. The curb surrounding a truck apron shall be three inch (3”) mountable curb. The curb surrounding all faces of each splitter island shall be four inch (4”) mountable curb.
5. The inscribed circle radius shall be a minimum of fifty-five feet (55’) and a maximum of eighty feet (80’) for a single lane roundabout, and a minimum of seventy-five feet (75’) and a maximum of a hundred feet (100’) for a two-lane roundabout.
6. The circulatory roadway shall have a minimum width of sixteen feet (16’), face-to-face. The circulatory roadway shall be at least as wide as the maximum entry width at the roundabout. If the circulatory roadway is less than twenty nine feet (29’) wide, face-to-face, a truck apron shall be provided. The combined width of the circulatory roadway and the truck apron shall be a minimum of twenty nine feet (29’). Truck aprons shall provide a solid surface of concrete pavers that are a contrasting color compared to the pavement of the circulatory roadway and shall not give the appearance of being a sidewalk.
7. Single lane entries and exits shall be a minimum of sixteen feet (16’) wide, face to face. Two-lane entries and exits shall be a minimum of twenty four feet (24’) wide, face to face.
8. Splitter islands shall provide a solid surface of concrete pavers unless the entry and exit on the same leg of the roundabout are both at least twenty four feet (24’) wide, face-to-face. The pavers shall be a contrasting color compared to the street pavement and no signs shall be installed in the splitter island. If pavers are not required, the splitter island can contain City-approved landscaping provided it does not interfere with the necessary sight distance.
9. Crosswalks shall pass through or in advance of each splitter island.
10. All streets, fire lanes, and approved driveways shall intersect radially with a roundabout. Residential driveways and alleys shall not intersect with a roundabout.



**FIGURE 2.6: Typical Roundabout**

11. The design of any roundabout located along a Major Arterial, Minor Arterial, or Collector thoroughfare shall include calculations of the vehicle entry path deflection (fastest path) in each direction. Each critical radius along the fastest path must be shown to reduce speeds to the desirable levels shown in the latest edition of FHWA's *Roundabouts: An Informational Guide*.
12. Landscaping and/or monuments within the central island are encouraged, but shall be limited so that the minimum sight distances described in the latest edition of FHWA's *Roundabouts: An Informational Guide* are provided at the roundabout. For vehicles approaching the roundabout, this includes the approach stopping sight distance to the crosswalk or the yield line, the stopping sight distance to the crosswalk on the next exit, and the intersection sight distance to circulating vehicles and vehicles entering at the immediate upstream entry. For circulating vehicles, this includes the stopping sight distance on the circulatory roadway. (See Section 6.02.R for roundabout landscaping requirements.)
13. Parking is prohibited within a roundabout.
14. On any approach to a roundabout, driveways, alley connections, and on-street parking shall not be permitted between the crosswalk and the yield line nor along any portion of street that contains a splitter island.

15. No building (e.g., a home, amenity center, school, business, sports facility, etc.) shall front onto a roundabout or have a pedestrian entrance facing the roundabout in a way that would encourage motorists to park, stop, or stand in the roundabout. No building shall be located adjacent to a roundabout in a way that would have the roundabout serve as its primary fire protection and/or emergency response staging area.
16. The ROW for a roundabout shall extend a minimum of twelve feet (12') beyond the back of its outer curb. The ROW for any street entering the roundabout will flare out as the street flares so that a minimum of twelve feet (12') is provided beyond the back of curb on each side of the street.
17. The roundabout entries and exits and the pavement contained within the inscribed circle radius shall be constructed on a uniform plane of the same grade, which shall not exceed two percent (2%). Roadway approaches to the roundabout shall have a maximum slope of two percent (2%) for a distance of at least two hundred feet (200') for Minor Arterials and at least one hundred feet (100') for Collector or Local thoroughfares.
18. Roundabouts shall be illuminated by street lights as described in the latest edition of FHWA's *Roundabouts: An Informational Guide*.

#### G. Residential Frontage

1. Residential lots shall not front onto a Major Arterial, Minor Arterial, or Collector thoroughfare or a residential collector unless parallel access roads are provided. The minimum distance between adjacent curbs of the thoroughfare and the access road shall be twenty feet (20'). Access road ROW shall be in addition to the thoroughfare ROW and access roads shall not connect to the adjacent thoroughfare.
2. Residential lots shall not front onto a local thoroughfare within one hundred feet (100') of the ROW line of the nearest Major or Minor Arterial thoroughfare.
3. Residential lots shall not front onto any portion of a local thoroughfare that is part of a residential collector, which is a street that connects to a Major or Minor Arterial thoroughfare and extends into a neighborhood for more than six hundred feet (600') without changing direction (see Section 2.02.I.5).
4. Residential lots shall not front onto a roundabout. Residential lots adjacent to roundabouts shall be oriented so that their houses do not face the roundabout and their driveways do not intersect with the roundabout or along any section of street with a splitter island.
5. Residential lots that front onto open space rather than onto a residential street shall back to a mews, a special type of alley described in Section 2.04.L. When such open space is adjacent to a residential collector, the distance between the front of the residential lot and the ROW line of the residential collector shall be a minimum of fifty feet (50').

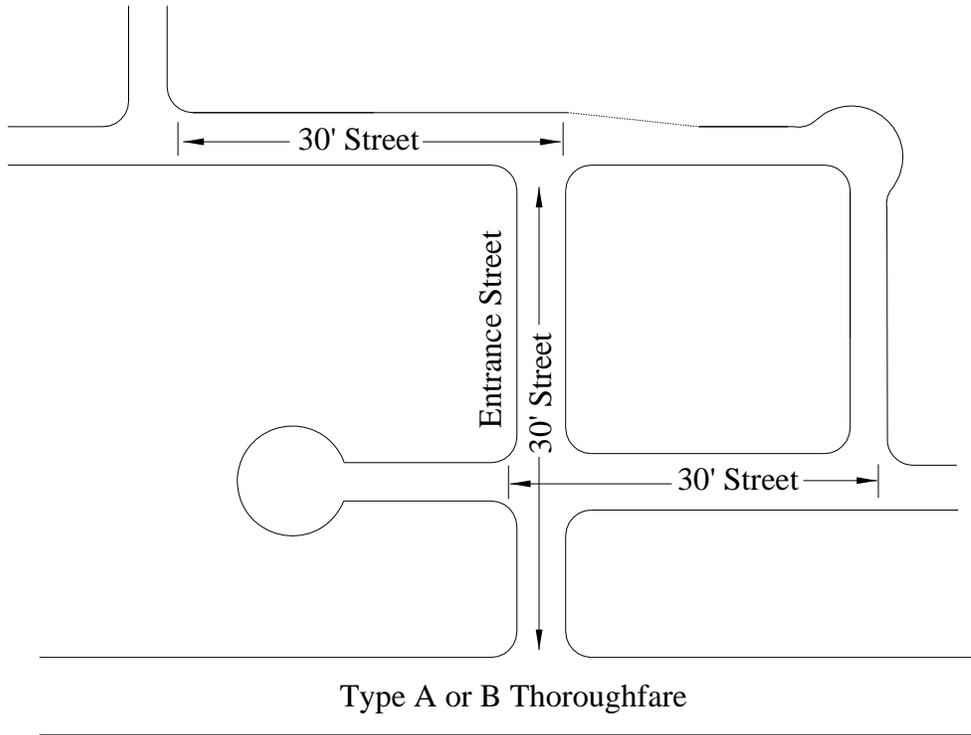
#### H. Partial Streets

1. Longitudinal partial dedications of Major or Minor Arterial thoroughfares shall be permitted when only one side of a future thoroughfare is being developed. In such a case, one-half of the total right-of-way shall be dedicated and a minimum of twenty-four feet (24') of pavement, face-to-face, shall be constructed.

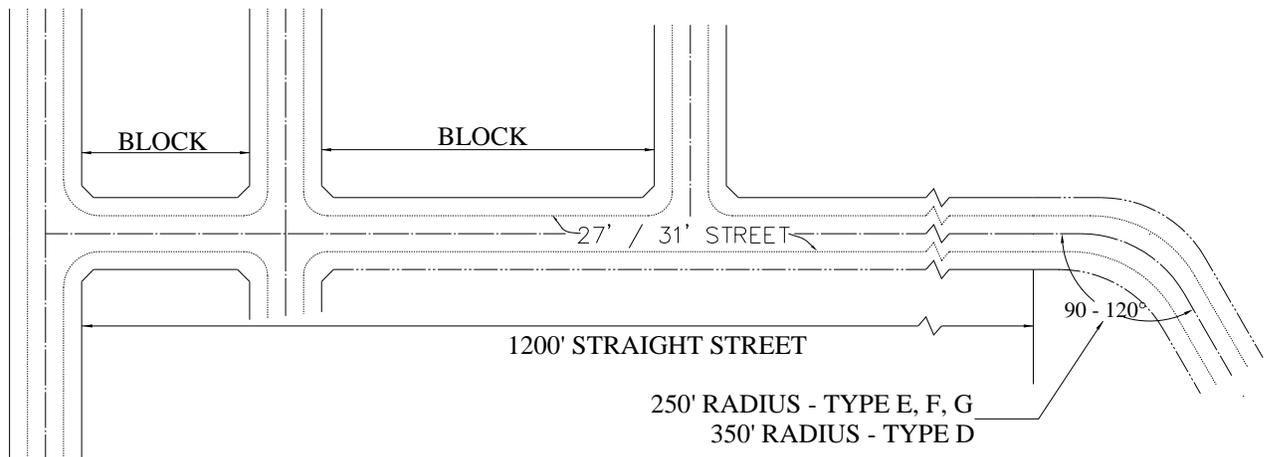
2. Longitudinal partial dedications of collector or local thoroughfares shall be prohibited, except when essential to the reasonable development of a property in conforming with the requirements of the Subdivision Ordinance, and where the Planning & Zoning Commission finds that it will be practical to require the dedication of the other portion of the street when the adjoining property is developed. Whenever a partial street exists along a common property line, the other portion of the street shall be dedicated when the adjoining property is subdivided or developed. Where a partial street is being dedicated along a common property line and the ultimate planned ROW width is sixty feet (60'), the first ROW dedication will be thirty-five feet (35').
  - a. The developer shall construct a minimum of twenty four feet (24') of pavement, face-to-face, for all collector thoroughfares that are partial streets at the time of development.
  - b. The developer shall construct the full width of pavement face-to-face for all residential thoroughfares that are partial street dedications at the time of development.

#### I. Street Lengths

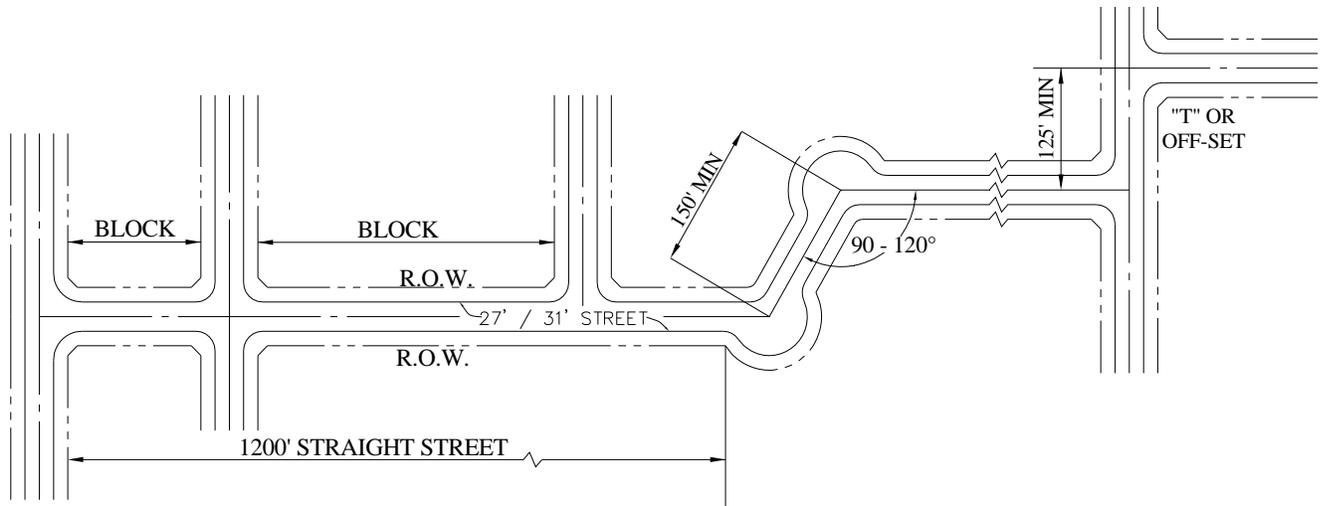
1. Major Arterial, Minor Arterial, and Collector thoroughfares have no street length restrictions. Residential streets (in a single-family, duplex, or townhome neighborhood) shall have street length restrictions to discourage speeding and cut-through traffic.
2. A residential street that intersects with a Major or Minor Arterial thoroughfare and has residential lots fronting onto any portion of the street shall not exceed a maximum length of six hundred feet (600') measured from the Major or Minor Arterial thoroughfare ROW line. Such an entrance street shall be a minimum of thirty feet (30') wide, face to face, or be divided according to Section 2.03.B.7. On each side of the entrance street, at least one cross street shall have a minimum width of thirty feet (30'), face to face, between the entrance street and the first intersection that provides access deeper into the subdivision. See Figure 2.7 for an example.
3. Residential streets that do not intersect with a Major or Minor Arterial thoroughfare shall not exceed one thousand two hundred feet (1,200') in length before changing direction. A change in direction occurs when one of the following elements is used:
  - a. A horizontal curve radius of three hundred fifty feet (350') for a Type D thoroughfare or of two hundred fifty feet (250') for a Type E, F, or G thoroughfare that changes the course of the street between ninety (90°) and one hundred twenty degrees (120°) (see Figure 2.8). A tangent that is a minimum of one hundred feet (100') long shall be provided between reverse curves.
  - b. A street offset using two elbow intersections, each between ninety (90°) and one hundred twenty degrees (120°). The minimum distance between reverse elbows shall be one hundred fifty feet (150'). See Figure 2.9.
  - c. A roundabout is used to start a new section of roadway which is angled or curved away from the alignment of the preceding street. If roundabouts are used to create a continuous route through a neighborhood that would otherwise be considered a residential collector, no homes shall front any part of that route.



**FIGURE 2.7: Example of 30' Entrance Street Requirements**

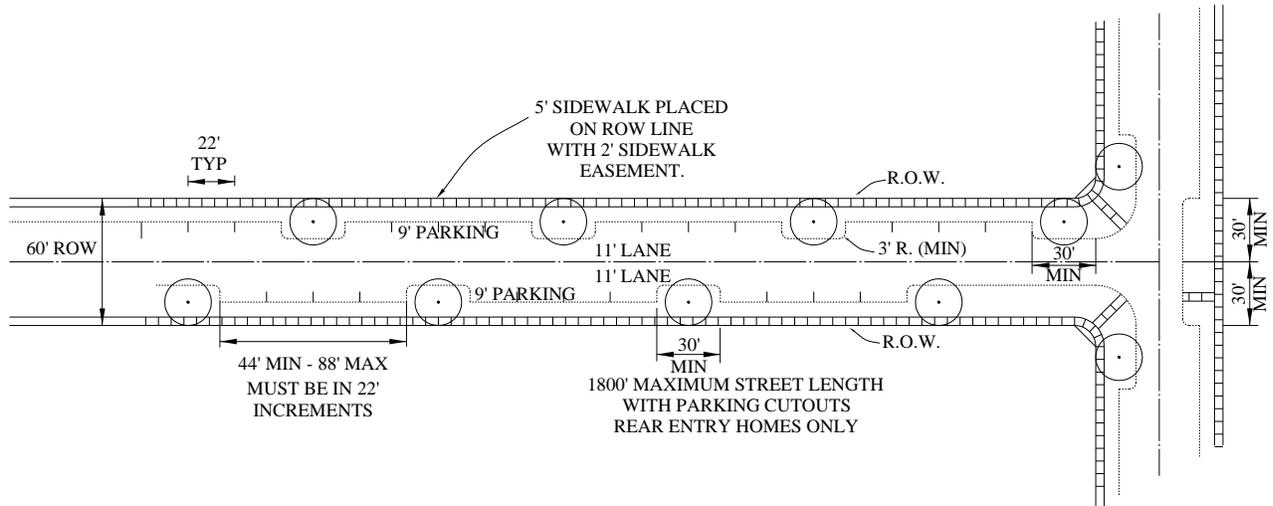


**FIGURE 2.8: Change in Street Direction: Curve**

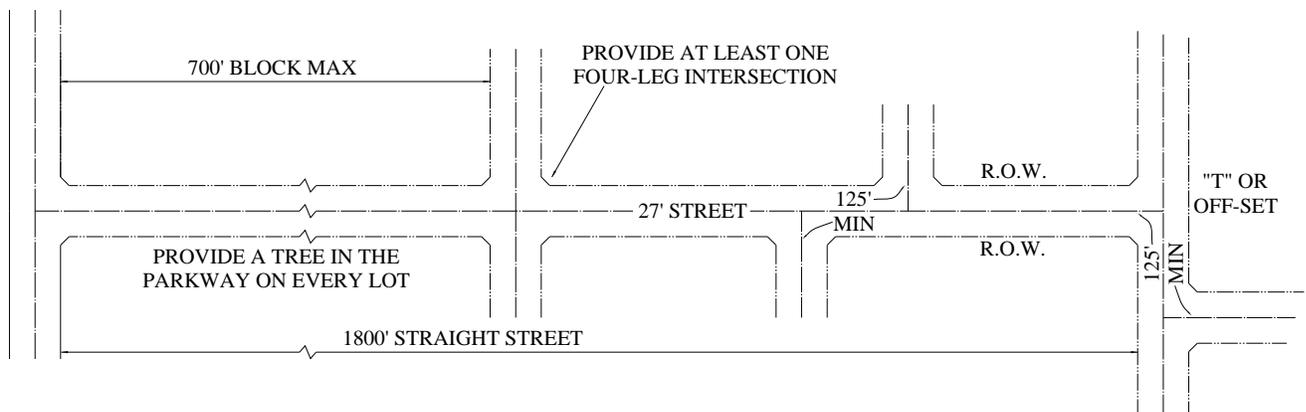


**FIGURE 2.9: Change in Street Direction: Offset**

4. Residential streets that do not intersect with a Major or Minor Arterial thoroughfare may extend to a length of one thousand eight hundred feet (1,800') without a change in direction when one of the following is provided:
  - a. A zipper street with a twenty-two foot (22') wide travel section with parking cut-outs that are nine feet (9') wide and forty-four feet (44') to eighty-eight feet (88') long and a tree island between the parking cut-outs that is a minimum of thirty feet (30') long and nine feet (9') wide. Parking cut-outs shall be offset from parking cut-outs on the opposite side of the street. A tree shall be planted in each tree island per the requirements in the Zoning Ordinance. Front entry homes are prohibited on this type of street. See Figure 2.10.
  - b. A local residential street with street trees, block lengths that do not exceed seven hundred feet (700'), and at least one four-leg intersection. See Figure 2.11.
5. A residential collector shall have no street length restriction provided that no residential lots front onto any part of the collector and the collector shall not have any straight sections exceeding one thousand feet (1,000'). A residential collector is a street that connects to a Major or Minor Arterial thoroughfare and extends into a neighborhood for more than six hundred feet (600') without changing direction. A residential collector shall be constructed with the cross section of a collector or local thoroughfare.



**FIGURE 2.10: Maximum Street Length: Zipper Street**



**FIGURE 2.11: Maximum Street Length: Short Blocks, Trees and a Four-Leg Intersection**

**J. Block Requirements**

1. **Block Length** – Blocks shall not exceed one thousand two hundred feet (1,200') in length, measured from street ROW line to street ROW line. In the case of non-rectangular blocks, each side of the block with lots fronting onto it shall not exceed one thousand two hundred feet (1,200'), measured between the vertices formed by the extension of ROW lines at each corner of the block. Blocks shall be further restricted so that they shall contain no more than twenty (20) lots on one side. Blocks with a continuous series of lots longer than one thousand two hundred feet (1,200'), measured along one or more sides, may be required to be bisected by a pedestrian easement and a sidewalk (see Section 2.06.B.14).
2. **Block Width** – Blocks shall be wide enough to allow two (2) tiers of lots and shall have a block width no less than two hundred feet (200'), except when only one tier of lots is possible due to the size of the property or the need to back up to a Major or Minor Arterial thoroughfare.

- K. On-Street Parking – Where on-street parking is allowed by the standards in Section 2.02, it shall operate as parallel parking unless otherwise approved by the city. Where head-in parking is approved by the city, the parking spaces shall be angled in the direction of traffic flow on each side of the street, assuming a vehicle pulls forward into a parking space. Where on-street angled parking is used, the street shall provide a travel section that is no less than twenty-four feet (24') wide.

### **2.03 Median, Left-Turn Lane, Right-Turn Lane, Deceleration Lane, and Island Design**

#### **A. Required Median Openings and Left-Turn Lanes**

1. Median openings may be constructed to serve non-residential drives provided that the minimum spacing requirements herein are met. Left-turn lanes are required for each street or driveway that connects to a median opening. The design of median openings and left-turn lanes shall accommodate potential future left-turn lanes that might serve undeveloped land.
2. All non-residential lots on a divided thoroughfare shall have direct or indirect access to a median opening. Indirect access shall be provided through a series of fire lane and access easements.
3. Multi-family developments on a divided thoroughfare shall have direct access to a median opening.
4. The City can modify, relocate, or remove any existing or planned median opening to facilitate traffic flow and/or preserve the health, safety and welfare of the Public, as reasonably determined by the City Engineer utilizing recognized industry standards as they exist, may be amended, or in the future arising.

#### **B. Minimum Left-Turn Storage, Taper Length, and Median Opening Width, Location, and Spacing Requirements**

##### **1. Left-Turn Lane Storage**

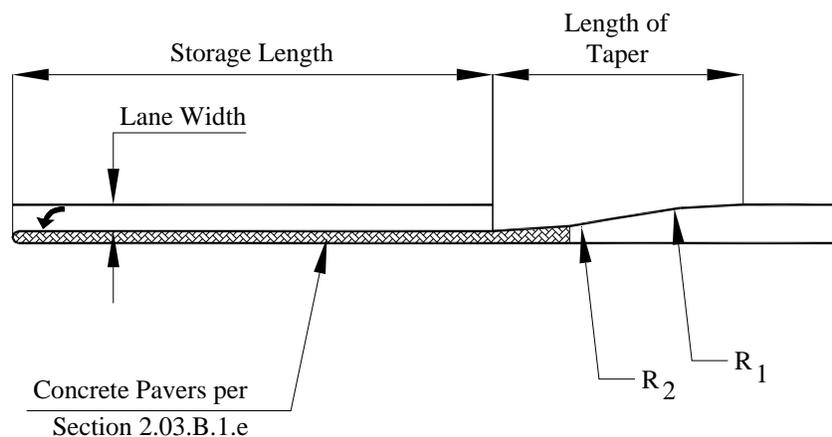
- a. All single left-turn lanes constructed on divided thoroughfares of ultimate cross section width shall be a minimum of eleven feet (11') wide. Where double left-turn lanes are provided, each left-turn lane shall be a minimum of ten feet (10') wide.
- b. All left-turn lanes constructed as future through lanes on divided thoroughfares shall be twelve feet (12') wide for the entire storage and taper length requirements as listed in Table 2.5.
- c. Minimum storage requirements are listed in Table 2.5. Storage requirements may be increased by the City based upon actual and projected traffic demands of the properties that will be served by the left-turn lane.
- d. Left-turn lanes will be delineated by using the City's current Pavement Markings and Markers standard details.
- e. Concrete pavers shall be required in the median where the median width is eight feet (8') or less, back of curb to back of curb (see Figure 2.12). If the median width is greater than eight feet (8'), concrete pavers shall be required for a minimum distance of ten feet (10') from the median nose. See City's current standard details for median noses.

2. Taper Length – The taper specifications for left-turn lane entrance areas are specified in Table 2.5. The variables used for the specifications are shown in Figure 2.12.

**TABLE 2.5: Minimum Left-Turn Lane Design Requirements**

<u>Type of Thoroughfare On</u>	<u>Type of Thoroughfare At</u>	<u>Turn Lane Width(s) (ft)</u>	<u>Length of Full-Width Storage(ft)</u>	<u>Taper Specifications</u>		
				<u>Length(ft)</u>	<u>R<sub>1</sub>(ft)</u>	<u>R<sub>2</sub>(ft)</u>
Major Arterial	Major or Minor Arterial	10 <sup>(1)(4)</sup>	150,250 <sup>(2)</sup>	200	505	505
Minor Arterial	Major or Minor Arterial	11	150	100	250	250
Major or Minor Arterial	Commercial or Residential Collector	11 <sup>(4)</sup>	150	100	250	250
Major or Minor Arterial	Local	11 <sup>(4)</sup>	100 <sup>(3)</sup>	100	250	250
Major or Minor Arterial	Non-Residential Driveway	11 <sup>(4)</sup>	150	100	250	250
TxDOT Road	All Thoroughfares and Non-Residential Driveways	See TxDOT's <i>Roadway Design Guide</i> and Specifications <sup>(5)</sup>				
Frontage Road	All Thoroughfares and Non-Residential Driveways	Apply to Major Arterial Thoroughfare specifications to Swisher Road  Apply TxDOT specifications to IH-35E				

1. Double left-turn lanes
2. 150 feet for the inside left-turn lane; 250 feet for the outside left-turn lane
3. 150 feet of storage shall be required for gated communities.
4. Left-turn lanes that will become a future through lane shall be twelve feet (12') in width and be square at the end and incorporate a street header.

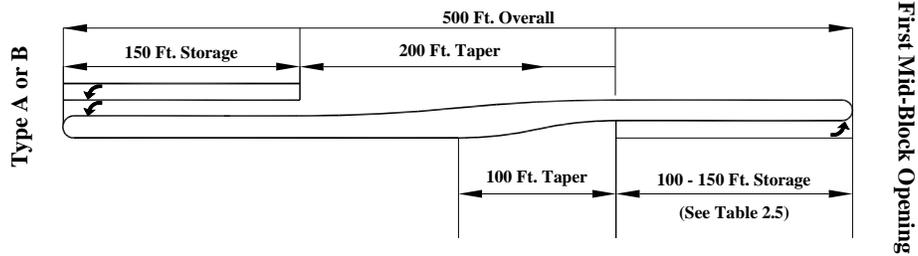


**FIGURE 2.12: Typical Left Turn Lane Dimensions**

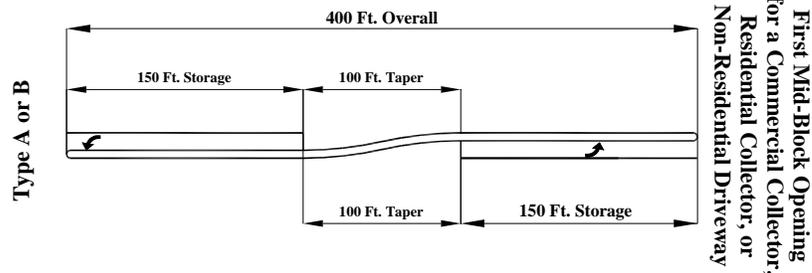
3. Median Openings

- a. Median openings shall accommodate all turning paths and crosswalks.
  - b. The width of mid-block median openings shall not be less than sixty feet (60'). They may be greater than sixty feet (60') where necessary to accommodate turning paths and crosswalks subject to approval by the City Engineer.
  - c. Median openings shall not be less than seventy feet (70') wide at divided high capacity driveways (see Section 2.05.B.5).
4. The minimum distance to the first mid-block median opening along a Type A or B thoroughfare that is immediately downstream from a Type A or B thoroughfare is shown in Figure 2.13. This distance varies from three hundred fifty feet (350') to six hundred feet (600'), measured nose to nose, depending on the thoroughfare type and the type of mid-block opening. If the first median opening is downstream of a roundabout, the median opening shall be located so that the taper for its left-turn lane begins no less than fifty feet (50') downstream from the crosswalk on the roundabout's departure.
  5. The minimum distance between median openings on a Type A or B thoroughfare where left-turn storage is provided in both directions for Types C, D, E, F, and G intersecting thoroughfares and driveways is shown in Figure 2.14. The distances shown are measured nose to nose. Refer to Table 2.11 for driveway design requirements.

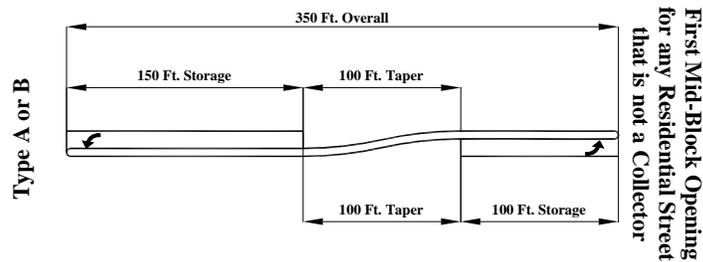
**Type A Thoroughfare**



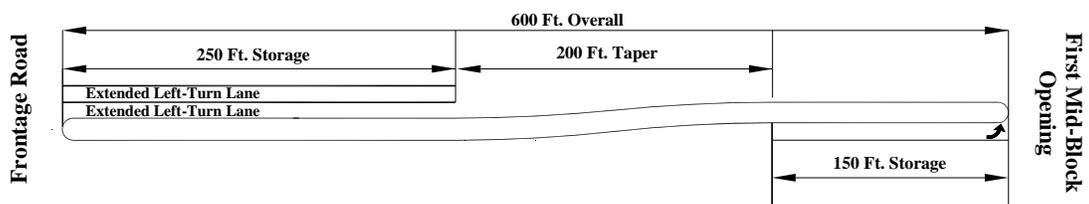
**Type B Thoroughfare**



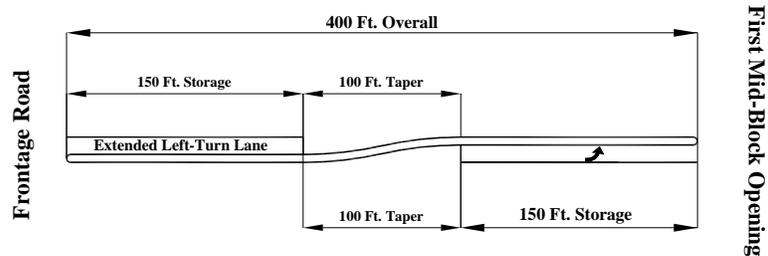
**Type B Thoroughfare**



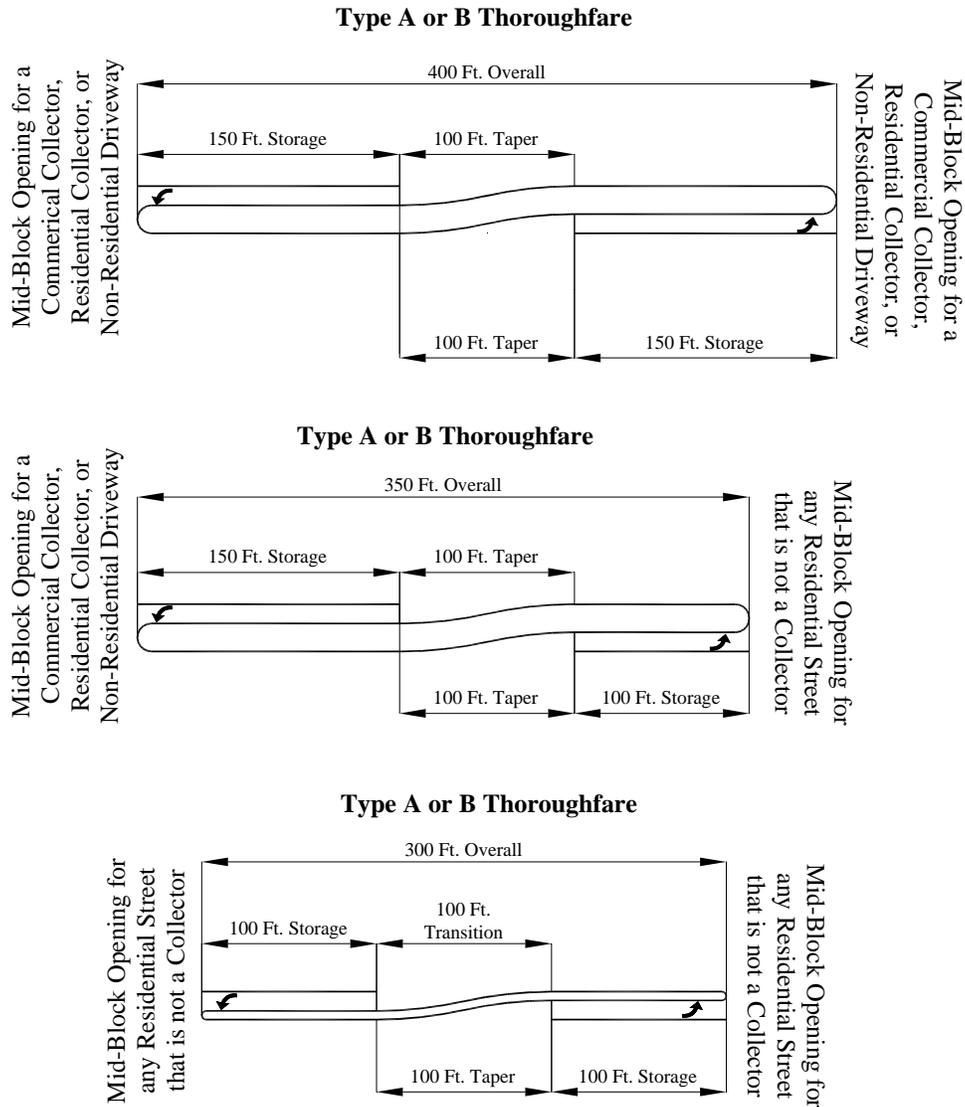
**Type A Thoroughfare**



**Type B Thoroughfare**

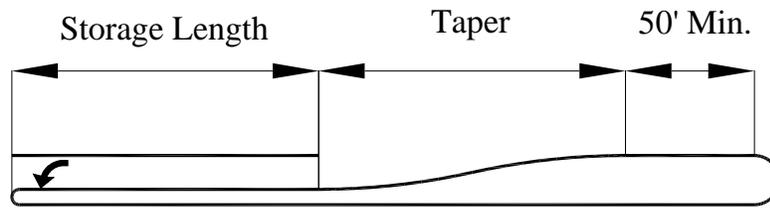


**FIGURE 2.13: Minimum Spacing between Type A (Major Arterial Thoroughfare) or B (Minor Arterial Thoroughfares) and First Mid-Block Median Opening**



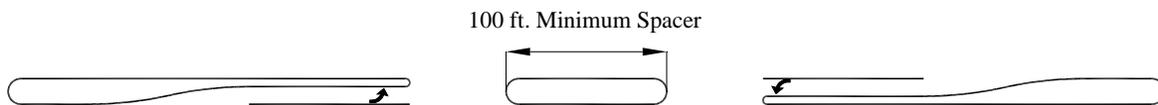
**FIGURE 2.14: Minimum Distance between Mid-Block Median Openings on a Type A (Major Arterial Thoroughfare) or B (Minor Arterial Thoroughfares)**

- 6. Medians without Left-Turn Lanes in Both Directions
  - a. If a left-turn lane is required in only one direction, the minimum length of the median shall be the sum of the required left-turn storage, taper length, fifty foot (50') tangent, and length of median nose. This requirement is reflected in Figure 2.15. This median design is only allowed if access is not compromised for vacant property on the opposite side of the thoroughfare.



**FIGURE 2.15: Minimum Length of Median Where A Left-Turn Lane is Needed in Only One Direction**

- b. If the left-turn storage is not required in either direction and the median is simply a spacer between two median openings, the minimum length of the spacer must be one hundred feet (100') (see Figure 2.16).



**FIGURE 2.16: Minimum Spacer Length**

- c. If a driveway is not served by a median opening, at least one hundred feet (100') of separation shall be provided between the edge of the driveway and the edge of the median opening.

7. Medians on Public Street Entrances to Developments

- a. Medians installed on undivided thoroughfares at entrances to subdivisions for aesthetics or any other purpose shall be a minimum of thirteen feet (13') wide and one hundred feet (100') long (see Figure 2.1 for Divided Residential Subdivision Entrance cross section). The pavement on either side of the median shall be a minimum of twenty-four feet (24') wide, face-to-face.
- b. A divided residential subdivision entrance shall transition to the normal residential street width upstream or downstream of the first street intersection. No part of the transition shall occur within an intersection.
- c. If specified by zoning, alternative design standards may be required for these types of subdivision entrances.

C. Minimum Right-Turn Storage and Taper Length

1. Right-Turn Lane Storage

- a. At all intersections on Type A and B thoroughfares, right-turn lanes shall be constructed at the time of development.
- b. All right-turn storage areas shall be eleven feet (11') wide.

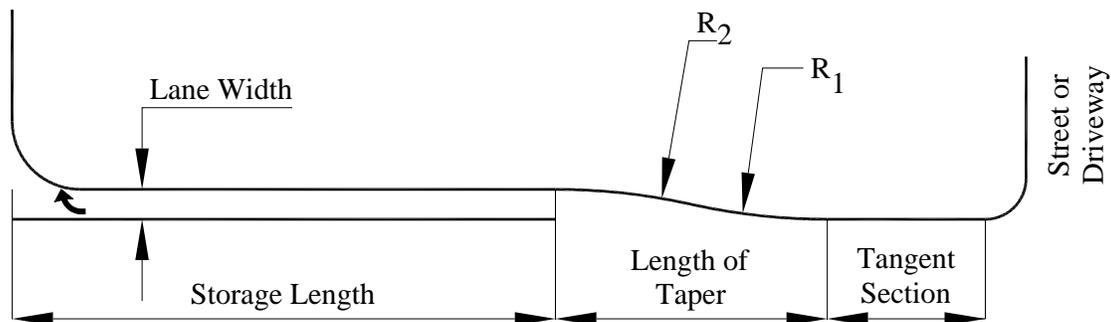


- c. Additional ROW shall be required adjacent to right-turn lanes so that there is a minimum of ten feet (10') of ROW from the back of curb.
  - d. Right-turn lanes will be delineated by using the City's current Pavement Markings and Markers standard details.
  - e. Minimum storage requirements are listed in Table 2.6. Storage requirements may increase based upon actual and projected traffic demands.
  - f. A minimum tangent section of thirty feet (30') shall be provided between the preceding driveway or cross street curb return and the taper of a right-turn lane.
2. Taper Length – The taper specifications for right-turn lane entrance areas are specified in Table 2.6. The variables used for the specification are shown in Figure 2.17.

**TABLE 2.6: Minimum Right-Turn Lane Design Requirements**

<u>Type of Thoroughfare On</u>	<u>Type of Thoroughfare At</u>	<u>Turn Lane Width(s) (ft)</u>	<u>Length of Full-Width Storage(ft)<sup>(1)</sup></u>	<u>Taper Specifications<sup>(2)</sup></u>		
				<u>Length(ft)</u>	<u>R<sub>1</sub>(ft)</u>	<u>R<sub>2</sub>(ft)</u>
Major Arterial	Major or Minor Arterial	11	225	150	515	515
Minor Arterial	Major or Minor Arterial	11	175	150	515	515
Major or Minor Arterial	Commercial Collator or Residential Collector	11	150	110	280	280
Major or Minor Arterial	Local	11	100	110	280	280
TxDOT Road	All Roads	See TxDOT's <i>Roadway Design Guide</i> and Specifications				
Frontage Road	All Roads	Apply to Major Arterial Thoroughfare specifications to Swisher Road Apply TxDOT specifications to IH-35E				

- 1. Measured from the intersecting thoroughfare face of curb.
- 2. No driveways are permitted within the taper area.



**FIGURE 2.17: Typical Right-Turn / Deceleration Lane Dimensions**

#### D. Minimum Deceleration Lane Storage and Taper Length

##### 1. Deceleration Lane Storage

- a. Deceleration lanes are required on Type A and B thoroughfares at all non-residential and multi-family driveways, except where precluded by the proximity of a roundabout (see Subsection h below).
- b. All deceleration lane storage areas shall be eleven feet (11') wide.
- c. In locations where there will be less than ten feet (10') of ROW adjacent to the deceleration lane, a street easement shall be dedicated such that the combination of ROW and street easement extends at least ten feet (10') from the back of curb of the deceleration lane. Street easements shall extend along the street a minimum of forty feet (40') beyond the far edge of the driveway to allow for utility connections.
- d. Deceleration lanes will be delineated by using the City's current Pavement Markings and Markers standard details.
- e. Minimum storage requirements are listed in Table 2.7. Storage requirements may increase based upon actual and projected traffic demands.
- f. A minimum tangent section of thirty feet (30') shall be provided between the preceding driveway or cross street curb return and the taper of a deceleration lane.
- g. A tangent section is not required when a deceleration lane is immediately downstream from an intersecting Type A or Type B thoroughfare.
- h. Roundabout Exceptions – On an approach to a roundabout, a deceleration lane shall not be installed for a driveway whose edge is less than two hundred eighty feet (280') upstream from the roundabout's yield line. On a departure from a roundabout, a deceleration lane shall not be installed for a driveway whose edge is less than two hundred twenty feet (220') downstream from the roundabout's crosswalk. If the driveway's edge is between two hundred twenty feet (220') and two hundred seventy feet

(270') downstream from the roundabout's crosswalk, a deceleration lane shall be installed with a storage of one hundred feet (100') and a taper of seventy feet (70').

2. Taper Length – The taper specifications for deceleration lane entrance areas are specified in Table 2.7. The variables used for the specification are shown in Figure 2.17.

**TABLE 2.7: Minimum Deceleration Lane Design Requirements**

<u>Type of Thoroughfare On</u>	<u>Type of Thoroughfare At</u>	<u>Turn Lane Width(s) (ft)</u>	<u>Length of Full-Width Storage(ft)<sup>(1)</sup></u>	<u>Taper Specifications</u>		
				<u>Length(ft)</u>	<u>R<sub>1</sub>(ft)</u>	<u>R<sub>2</sub>(ft)</u>
Major Arterial	Non-Residential Driveway	11	110 <sup>(2)</sup>	110 <sup>(2)</sup>	280	280
Minor Arterial	Non-Residential Driveway	11	90	110 <sup>(2)</sup>	280	280
TxDOT Road	Non-Residential Driveway	See TxDOT's <i>Roadway Design Guide</i> and Specifications				
Frontage Road	Non-Residential Driveway	Apply to Major Arterial Thoroughfare specifications to Swisher Road Apply TxDOT specifications to IH-35E				

1. Measured from the edge of the driveway.
2. When a deceleration lane is immediately downstream from an intersecting Major or Minor Arterial thoroughfare (or a roundabout), its storage can be reduced to 100 feet and its taper can be reduced to 70 feet (see Figure 2.23)

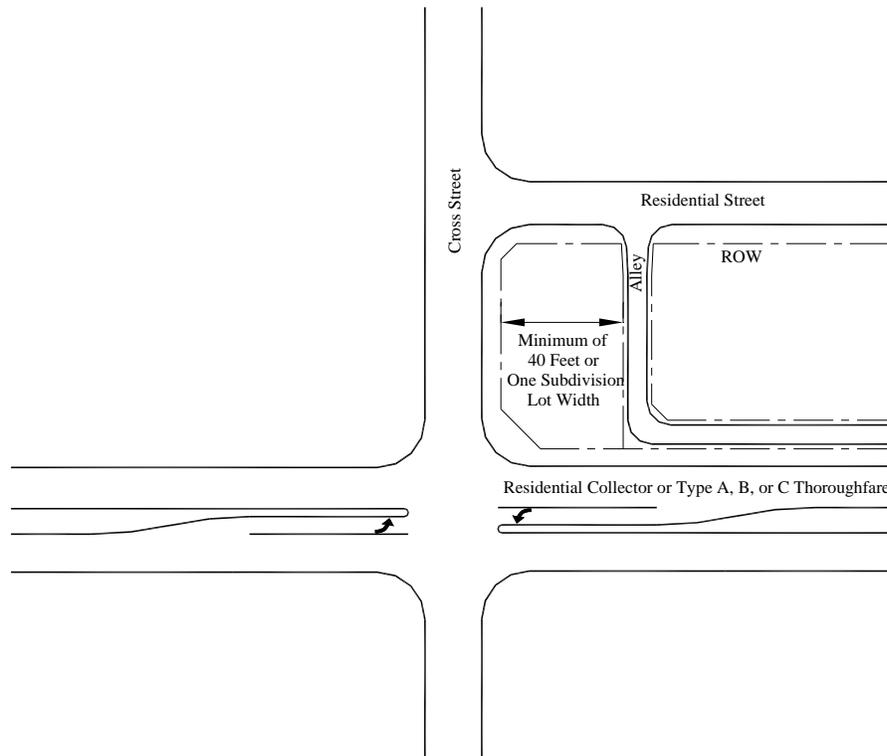
E. Cost of Median Openings and Turn Lanes

1. Median openings, left-turn lanes, and right-turn lanes constructed for residential streets and/or subdivision entrances not referenced on the Thoroughfare Plan shall be the responsibility of the developer and shall be constructed to City (or TxDOT) standards and inspected by the governing entity.
2. Median openings, left-turn lanes and deceleration lanes for multi-family and non-residential developments shall be the responsibility of the developer and shall be constructed to City (or TxDOT) standards and inspected by the governing entity.

**2.04 Alley Design**

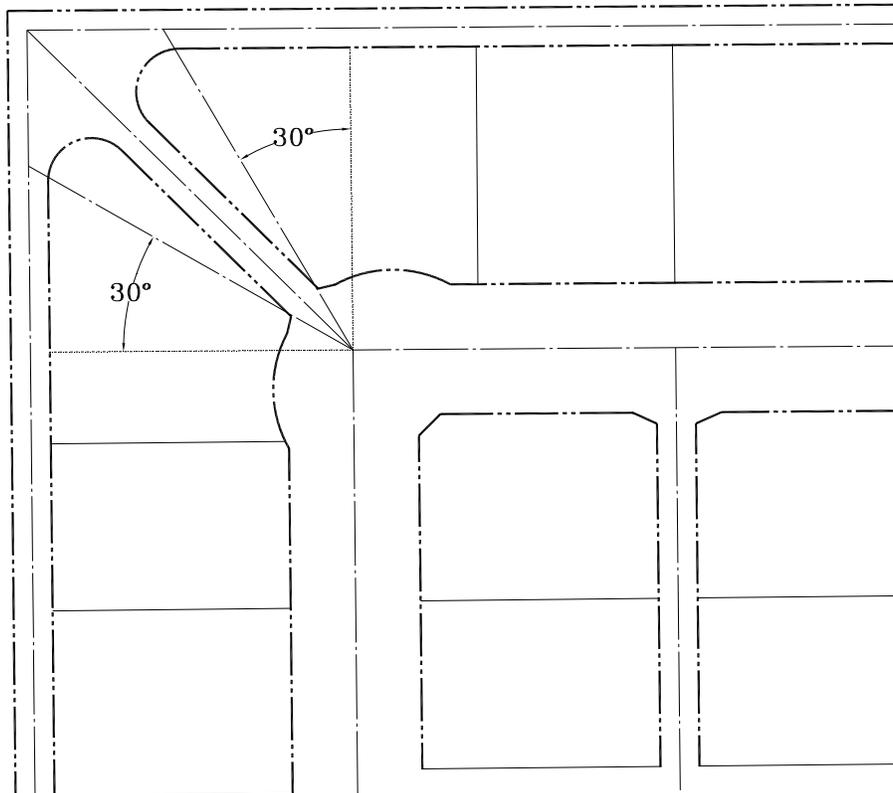
A. Alley Intersections

1. Alleys shall not intersect any Major Arterial, Minor Arterial, or Commercial Collector thoroughfare nor any residential collector.
2. Alleys that are parallel to and share a common ROW line with a Major Arterial, Minor Arterial, or Commercial Collector thoroughfare or a residential collector shall turn away from that thoroughfare not less than forty feet (40') or one subdivision lot width (whichever is greater) from the cross-street ROW as shown in Figure 2.18.
3. Alleys shall intersect with a residential street so that the alley ROW line is not less than forty feet (40') or one subdivision lot width (whichever is greater) from the ROW of the nearest cross street as shown in Figure 2.18.



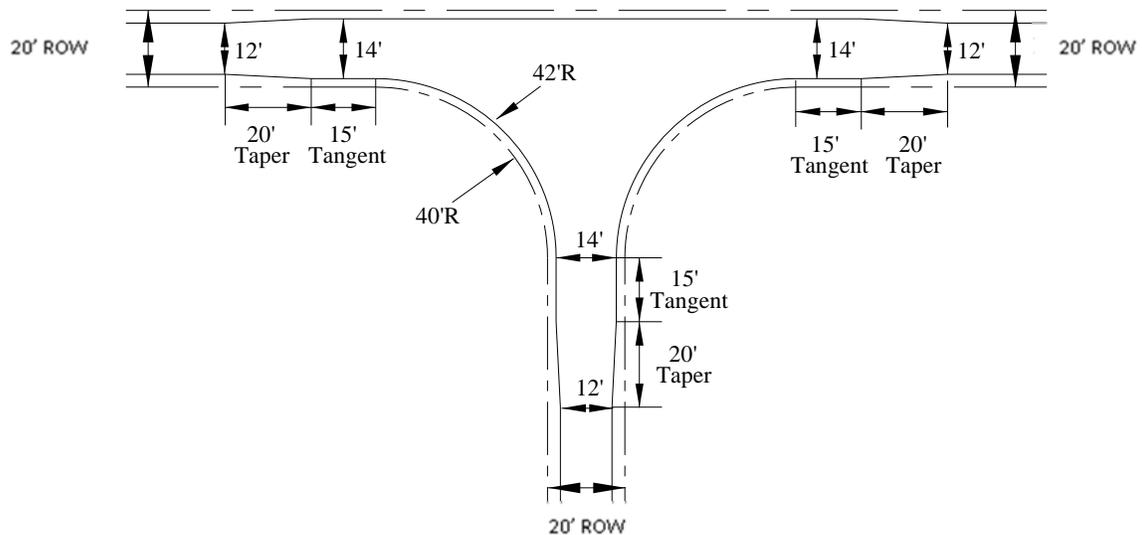
**FIGURE 2.18: Minimum Distance from Intersection for Parallel Alley**

4. All alley intersections with streets shall be perpendicular or radial, within a five degree (5°) tolerance, at the intersection of the ROW lines.
5. The offset between alleys on opposite sides of a residential street shall be less than fifteen feet (15') or greater than ninety feet (90') measured from centerline to centerline.
6. Alleys shall not align with existing or future streets or driveways on the opposite side of a street. Alleys shall be offset from such a street or driveway by a minimum of seventy-five feet (75') measured from edge of alley to edge of street or driveway.
7. Alleys that intersect at “elbow” street intersections shall not intersect within thirty (30°) degrees of the centerline of the adjacent streets. See Figure 2.19.
8. Alleys shall not intersect with a roundabout.



**FIGURE 2.19: Alley Intersecting an Elbow**

9. Internal alley intersections shall consist of no more than three alley approaches.
10. The offset between alleys on the opposite side of an intersecting alley shall be a minimum of one hundred feet (100') measured from centerline to centerline.
11. As an alley approaches an intersection with another alley, the pavement width shall increase to fourteen feet (14') using a taper twenty feet (20') long. The wider pavement shall be maintained for a distance of fifteen feet (15') prior to the radius of the intersection. Two feet (2') of parkway shall be maintained between the pavement and the ROW line at all times. See Figure 2.20.
12. No permanent dead-end alley shall be permitted in new subdivisions. Alleys shall connect and/or be aligned with alleys in adjacent subdivisions.



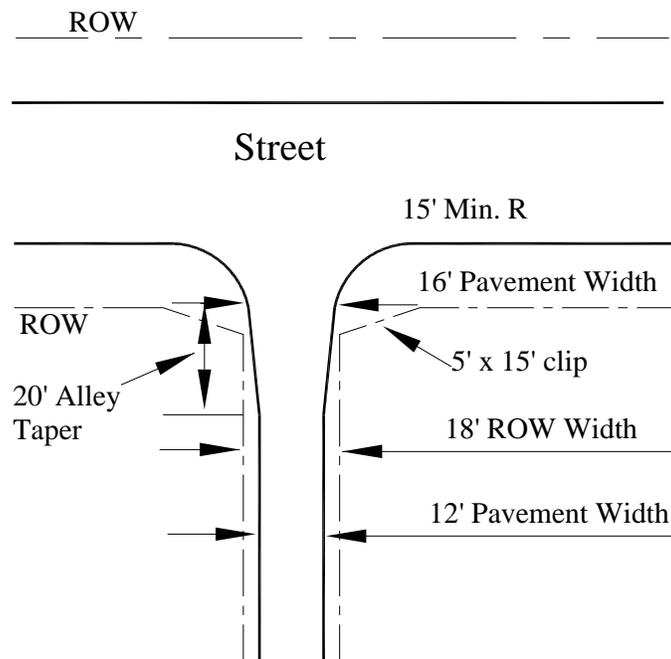
**FIGURE 2.20: Alley to Alley Intersection**

13. The radius of alley pavement at street intersections shall not be less than twenty feet (20'). At the intersection of two alleys, the radius of the alley ROW is dependent upon the alley ROW intersection angle as listed in Table 2.8. At the intersection of two alleys, the radius of the alley pavement shall be two feet (2') greater than the radius of the alley ROW.

**TABLE 2.8: Alley Intersecting Alley Radius**

<u>Alley ROW Intersection Angle</u>	<u>Minimum Required ROW Radius (ft)</u>
1°-40°	70
41° -70°	50
71° -90°	40
> 90°	50

- B. Alley ROW Width – Alley ROW shall be eighteen feet (18') wide except for certain townhome developments that are required by the Zoning Ordinance to follow the design standards in the Form-Based Code Manual. Where an alley intersects a street, ROW corner clips shall be provided as shown in Figure 2.21.
- C. Alley Pavement Width – Alley pavement shall be twelve feet (12') wide except near alley intersections, as shown in Figure 2.20, and except near street intersections as shown in Figure 2.21. Parking is prohibited within the pavement of an alley.



**FIGURE 2.21: Alley to Street Intersection**

- D. Alley Length – Alleys shall not exceed eight hundred feet (800') in length without an intermediate connection to a residential street.
- E. Alley Pavement Thickness – See Section 3 of the Engineering Standards for alley subgrade and pavement design requirements.
- F. Alley as Fire Lane – An alley that also serves the purpose of a fire lane shall be constructed to the standards of a fire lane as required by the Fire Department. These standards include, but are not limited to, a minimum pavement width of twenty-four feet (24'), a minimum pavement thickness of six inches (6"), fire lane striping painted on its edges, and a minimum pavement edge radius of twenty feet (20') at street intersections. The pavement design for an alley that also serves as a fire lane is shown in the City's current standard detail entitled "Typical Mews Section." (A mews is a special type of alley that serves as a fire lane and has other requirements as described in Subsection L below.)
- G. Rear Alley Frontage – The minimum alley rear frontage shall be twenty feet (20').
- H. Alley Visibility Obstructions
  - 1. No fence, wall, screen, sign, structure, landscaping rock greater than four inches (4") in height, or foliage of hedges, trees, bushes, or shrubs shall be erected, planted or maintained in any alley ROW, including the ROW corner clips shown in Figure 2.21.
  - 2. Foliage of hedges, trees, bushes, and shrubs planted adjacent to the alley ROW shall be maintained by the property owner such that the overhang or encroachment shall be no less

- than fourteen feet (14') above the alley surface and no less than one foot (1') outside the edge of the pavement.
- I. Alley Grade
1. Alleys shall have a maximum grade of six percent (6%). Steeper grades may be permitted where required by topographical and/or natural features, as approved by the City Engineer.
  2. Alleys shall maintain a maximum cross-slope of two percent (2%) at the intersection of the adjacent sidewalk.
- J. Vertical Curves in Alleys – Vertical curves in alleys shall be used in order to provide a design which is safe, comfortable in operation, pleasing in appearance and adequate for drainage. Vertical curve alignment shall also provide stopping sight distance in all cases based on a design speed of 20 mph.
- K. Alley Screening Walls – The area between screening walls and alleys shall be paved and graded to drain to the invert.
- L. Mews Alleys – Residential lots that front onto open space rather than onto a residential street shall back to a mews. A mews alley is a narrow street (typically wider than an alley) and is a special type of alley that serves as the only vehicular access and emergency access for these homes. A mews shall conform to the following standards:
1. A mews shall have a pavement width of twenty-four feet (24') centered within thirty feet (30') of ROW. Parking is prohibited within the pavement of the mews.
  2. The pavement of a mews shall be built in a similar manner as a typical alley, including having an invert and no curbs. The pavement design for a mews is shown in the City's current standard detail entitled "Typical Mews Section."
  3. A mews shall have fire lane striping painted on its edges.
  4. A mews shall have a pavement edge radius of twenty feet (20') at its intersection with a street.
  5. Each end of a mews shall connect to a street. A mews shall not terminate into an alley and no dead-end mews shall be allowed.
  6. The maximum length of a mews shall be five hundred feet (500'). The length of a mews may be limited further depending on the amount of public parking that is constructed nearby, as described in Subsection 7 below.
  7. If a mews is proposed, adequate parking shall be provided along nearby public streets to serve the mews homes. Such parking shall be convenient to the mews homes and accessible by the public. Such parking shall be in addition to the typical on-street parking spaces provided in front of homes that front onto any nearby public streets. The length of any mews and/or the use of multiple mews alleys in a neighborhood shall be limited by the amount of nearby parking spaces that are provided to serve the mews homes, as determined by the City Engineer.
  8. A mews shall have a street name and the homes that back to the mews shall be addressed to that mews. The street name shall have the suffix "Mews" so emergency responders will

- know the special home orientation they will encounter when they arrive. The suffix “Mews” shall not be used with the name of any other type of street.
9. Where a home fronts onto open space and backs to a mews, the design of its back door(s), back yard, and fence, shall conform to the requirements of the Fire Department to ensure adequate emergency access from the back of the home.
  10. Homes shall not front onto a mews. If a home fronts onto a street while also backing to a mews, the home shall be addressed to the street, the mews will be considered its alley, and the home will not be required to conform to the requirements described in Subsection 9 above.
  11. Where a mews intersects with a street, ROW corner clips shall be provided. The corner clip on the inbound side of the mews shall be a triangle with one side measuring fifteen feet (15') along the street and the other side five feet (5') along the alley. The corner clip on the outbound side of the mews shall be a triangle with one side measuring ten feet (10') along the street and the other ten feet (10') along the alley.
  12. A mews shall, at a minimum, have the same restrictions on visibility obstructions as a typical alley as described in Subsection H above.
  13. A mews is not considered a public pedestrian route from a public sidewalk to a mews home. A sidewalk connection shall be provided between the front of each mews home and the public sidewalk along a nearby street.
  14. Where a mews intersects with a street, the mews shall have a stop sign with street name signs. No fence, wall, screen, sign, structure, or foliage of hedges, trees, bushes, or shrubs shall be erected, planted or maintained in or adjacent to the mews ROW in a way that obstructs the visibility of the stop sign for motorists traveling on the mews. At a minimum, no obstruction shall be placed within thirty-five feet (35') of the face of the stop sign.

## **2.05 Driveway Design**

- A. Introduction – Driveway design standards are needed to provide safe and efficient vehicular access to and from the public street system, to provide public street capacity for accommodating peak traffic volumes of public streets, to maintain smooth traffic flow, and to maintain street ROW and drainage. The intent of driveway design standards is to achieve the following:
  1. Prohibit the indiscriminate location and spacing of driveways while maintaining reasonable vehicular access to and from the public street system.
  2. Reduce conflicting turning movements and congestion thereby reducing vehicular crashes.
- B. Definition of Driveway Types
  1. Residential Driveway – Provides access to a single-family residence, duplex, or multi-family building containing four or fewer dwelling units. Residential driveways shall typically intersect residential collector or local thoroughfares (according to the restrictions described below).
  2. Non-Residential Driveway

- a. Commercial Driveway – Provides direct access to an office, retail or institutional building, or multi-family building having more than four dwelling units. It is anticipated that such buildings will have incidental truck service. Commercial driveways shall typically access Major or Minor Arterial thoroughfares only, with a maximum of one (1) driveway accessing a residential collector. In the case of multi-family developments, the primary driveway shall access a Major or Minor Arterial thoroughfare.
  - b. Industrial Driveway – Serves truck movements to and from loading areas of an industrial facility, manufacturing, warehouse, or truck terminal. A retail development may have one or more driveways specially designed, signed, and located to provide access for trucks, which shall be considered industrial driveways. Industrial plant driveways whose principle function is to serve administrative or employee parking lots shall be considered commercial driveways. Industrial drives shall access Major or Minor Arterial thoroughfares only.
3. Standard Driveway – Provides two-way access at a single, undivided curb opening. The minimum width of a standard driveway depends on land use and is shown in Table 2.9.
  4. One-Way Driveway – Provides only inbound or outbound access and can only be permitted when the orientation of on-site circulation and parking layout clearly utilize the driveway for one-way movements. The minimum width for a one-way driveway depends on land use and is shown in Table 2.9.
  5. High Capacity Driveways – Intended to provide two-way access with geometric provisions which more adequately respond to greater driveway volumes and/or access limitations than standard driveways. These provisions include increased width, increased internal storage and a median divider.
    - a. Divided high capacity driveways are required at the first median opening downstream of a Type A-A, A-B, or B-B intersection.
    - b. The primary multi-family driveway shall be a divided high capacity driveway at a median opening.
    - c. Divided high capacity driveways are required on Major or Minor Arterial thoroughfares when the number of parking spaces per driveway exceeds two hundred (200), except along a frontage road.

#### C. Driveway General Design Parameters

1. The centerline angle for a driveway approach shall be ninety degrees (90°) to the street curb line for all driveways.
2. Driveways shall not be permitted in the taper area of any right-turn lane or deceleration lane.
3. Driveways that intersect at a mid-block median opening shall have the driveway centerline intersect with the midpoint of the median opening (measured nose-to-nose).
4. Driveway connections can be required by the City Engineer to ensure adequate circulation.
5. Driveway elevations at the ROW line of a public street shall be a minimum of six inches (6") above the street gutter. A residential driveway that intersects an alley shall be a minimum of

- three inches (3") above the edge of the alley pavement at the ROW line and shall be high enough to maintain gutter capacity.
6. Cross access is required between adjacent non-residential properties so that each property can share the use of the driveway(s) on the adjacent property. A shared driveway that is centered on the common property line is also encouraged. When one non-residential property develops before the adjacent property develops, the full width of the shared driveway shall be constructed at that time.
  7. Driveway grades in a fire lane shall not exceed six percent (6%) longitudinal or cross slope. Steeper grades may be permitted in areas where buildings are not present, as approved by the City Engineer and the Fire Department.
  8. Driveways that serve as a fire lane shall be a minimum of twenty-four feet (24') in width.
  9. Differential grades on driveways shall not exceed ten percent (10%).
  10. Any sidewalk access across a driveway shall meet all state and federal ADA requirements for accessibility.
  11. Residential driveways shall be prohibited:
    - a. Along a Type D, E, F, or G thoroughfare within one hundred feet (100') of an intersection with a Type A or Type B thoroughfare measured from the ROW line.
    - b. Along any part of a Type A, B, or C thoroughfare or a residential collector.
    - c. Within a signalized intersection or a roundabout.
  12. Residential driveways shall provide access to an alley or an eligible public street according to the following restrictions:
    - a. A residential lot shall be allowed a maximum of one (1) driveway onto a public street, except in the case of a circular driveway approved by the City Engineer.
    - b. A residential driveway that provides access to a garage shall connect to an alley or shall connect to a residential street that is at least thirty feet (30') wide, face-to-face.
    - c. A residential lot bordered by an alley and a residential street that is at least thirty feet (30') wide shall provide a driveway to the alley if trash pick-up services cannot be easily provided on the residential street, as determined by the Environmental Services Division. Factors that will be considered include, but are not limited to, trash truck routing and whether existing or planned homes on the block already connect to the alley.
    - d. A residential lot shall be prohibited from having multiple driveway connections in a configuration that would create the possibility of a cut-through route between a public street and an alley that do not intersect or between two public streets that do not intersect, as determined by the City Engineer.
    - e. If a residential driveway is shared between two properties, the driveway shall be centered on the common property line unless otherwise approved by the City Engineer.

- f. A residential driveway connecting to an alley shall not be located within twenty feet (20') of the ROW line of a public street so as to prevent the driveway from being located in the alley taper
  - g. A residential driveway connecting to a public street shall be located so its upstream flare is no closer than fifteen feet (15') from the curb return of an upstream intersection and so its downstream flare is no closer than five feet (5') from the curb return of a downstream intersection.
  - h. A residential driveway that changes in width as it extends onto the property shall do so with a curved transition or an angled transition that does not exceed a taper of one to one (1:1) within ten feet (10') of the property line.
  - i. Residential lots adjacent to a roundabout shall be oriented so that their houses do not face the roundabout and their driveways do not intersect with the roundabout or along any section of street with a splitter island.
13. Proposed developments need to coordinate with Development Services and Engineering for cross access and shared driveways between industrial and commercial properties. The city staff will determine the necessity of cross access and shared driveways.
14. Driveways shall be located so that they meet the required spacing from other driveways and streets, as described in Subsections F, G, and H below. The spacing and location of driveways shall be related to existing driveways and streets and to future driveways and streets that are shown on approved preliminary site plans and/or site plans that have not expired.
- D. Driveway Width – The width of a driveway refers to the width of pavement at the property line and is measured where the curb return radii ends perpendicular to the street curb or edge of pavement. The minimum and maximum widths of driveways are listed in Table 2.9. A driveway may transition to a different width as it extends onto the property, but its width shall not change abruptly at the property line. A non-residential driveway shall maintain its minimum width for the entire length of the driveway storage (throat length) required in Subsection J below.

**TABLE 2.9: Minimum and Maximum Driveway Widths<sup>(1)</sup>**

<b><u>Driveway Type</u></b>	<b><u>Land Use</u></b>	<b><u>Width in Feet (face to face)<sup>(2)</sup></u></b>	
		<b><u>Minimum (ft)</u></b>	<b><u>Maximum(ft)</u></b>
Standard Driveway	Residential	10	24 to a street 32 to an alley <sup>(3)</sup>
	Commercial	30 to a Major or Minor Arterial 24 to a Commercial Collector	36 (40 at a gas station)
	Industrial	30	40
One-Way Driveway	Residential (circular)	10	16
	Commercial	24	24
	Industrial	24	24
Divided High Capacity Driveway	Entrance	24	24
	Exit: Two Lanes	24	24
	Three Lanes	30	36
Driveway Medians		4	11

1. Driveway width at the property line. A driveway may transition to a different width as it extends onto the property.
2. Driveways that serve as a fire lane shall be a minimum of twenty-four feet (24') in width.
3. A residential driveway connecting to an alley may have a width up to a maximum of thirty-two feet (32') if the garage faces onto the alley; otherwise, its width is limited to twenty-four feet (24').

**E. Driveway Radius**

1. All driveways intersecting dedicated streets shall be built per city standard detail connecting the six-inch (6") raised curb of the roadway to the design width pavement of the driveway.
2. Driveway radii shall fall entirely within the subject property so as to begin at the street curb at the extension of the property line.
3. Table 2.10 presents the minimum and/or maximum standards to be applied in designing and locating driveways on public streets.

**TABLE 2.10: Driveway Design Requirements**

<b><u>Criteria</u></b>	<b><u>Thoroughfare Classification</u></b>	<b><u>Residential Driveway (ft)</u></b>	<b><u>Commercial or Multi-family Driveway (ft)</u></b>	<b><u>Industrial Driveway (ft)</u></b>
Driveway Curb Radius	Major Arterial	N.A.	30	40
	Minor Arterial	N.A.	30	40
	Commercial Collector	N.A.	25	40
	Residential Collector	N.A.	20	N.A.
	Local	5-10	N.A.	N.A.
Minimum Driveway Spacing Along	Major Arterial	N.A.	280	280
	Minor Arterial	N.A.	260	260

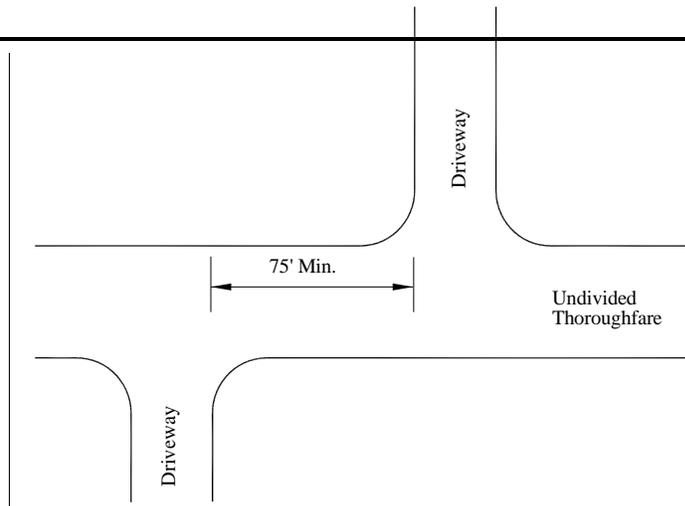


Roadway (edge to edge)	Commercial Collector	N.A.	90	90
	Residential Collector	N.A.	max. of 1 drive	N.A.
	Local	20 (10 when enclosing both mailboxes) <sup>(2)</sup>	N.A.	N.A.
Minimum Distance to Intersection Along Roadway (edge to ROW line of intersecting street) <sup>(1)</sup>	Major Arterial	N.A.	75 / 200	75 / 200
	Minor Arterial	N.A.	75 / 200	75 / 200
	Commercial Collector	N.A.	100 / 100	100 / 100
	Residential Collector	N.A.	100 / 100	N.A.
	Local	15 / 5 from curb return to edge of drive	N.A.	N.A.
	Arterial Roundabout <sup>(3)</sup>	N.A.	120 / 100	120 / 100

1. Upstream / downstream distance to intersection. See Figure 2.23.
2. If both mailboxes are located between two driveways, those driveways can be exactly 10 feet apart. If they are more than 10 feet apart, they must be 20 feet apart or more.
3. Applies to a roundabout on a Major Arterial, Minor Arterial, or Commercial Collector thoroughfare. Distances are measured upstream of yield line and downstream from crosswalk (see Section 2.05.G.3).

#### F. Driveway Spacing

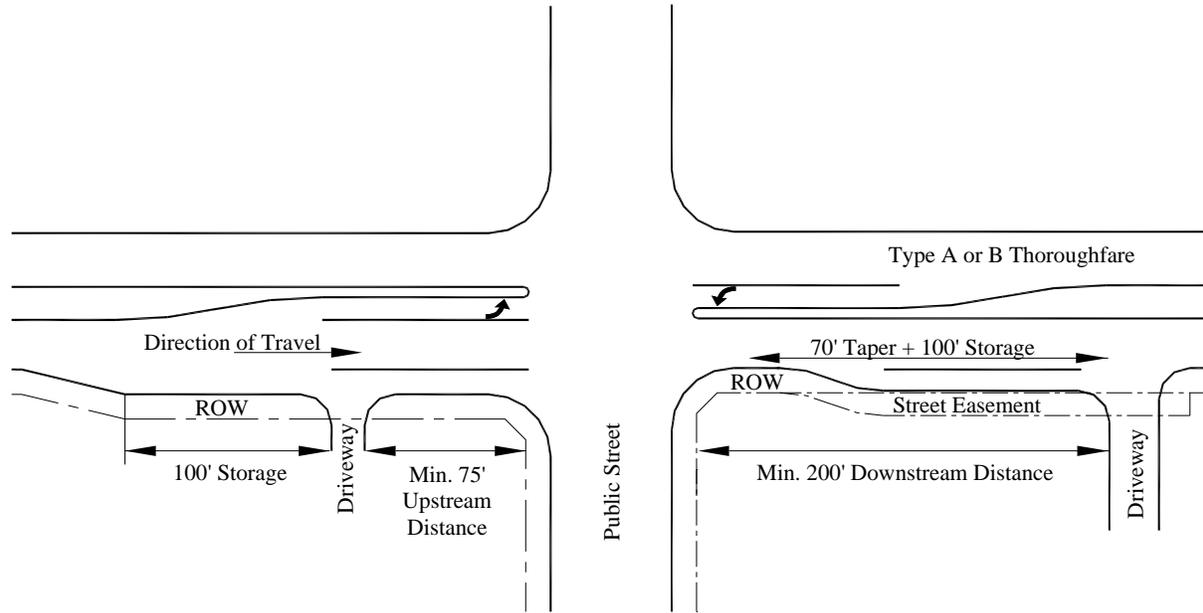
1. Spacing between driveways is measured along the property line from the edge of one driveway to the closest edge of the next driveway.
2. Table 2.10 defines minimum driveway spacing as a function of thoroughfare classification.
3. In the vicinity of a railroad crossing, the closest edge of a driveway shall be a minimum of one hundred feet (100') from the railroad ROW line.
4. Non-residential and multi-family driveways on opposite sides of an undivided street shall align with each other or be spaced a minimum of seventy-five feet (75') apart, measured edge to edge, to ensure that conflicting movements do not overlap. This spacing shall also apply to a driveway that is on the opposite side of an undivided street from an intersecting street. See Figure 2.22.



**FIGURE 2.22: Driveway Spacing on Opposite Sides of an Undivided Street**

G. Distance between Driveway and Intersection

1. Adequate distance between cross street intersections and access driveways shall be provided to ensure intersection/driveway conflict areas are minimized.
2. Table 2.10 defines the upstream and downstream distance from an intersection as a function of thoroughfare classification. The distances required from an intersection along a Major or Minor Arterial thoroughfare are shown in Figure 2.23.
3. Driveways located near a roundabout on a Major Arterial, Minor Arterial, or Collector thoroughfare shall conform to the following spacing standards: On the approach to a roundabout, the closest driveway shall be located so the edge of the driveway is a minimum of one hundred twenty feet (120') upstream of the roundabout's yield line. On the departure from a roundabout, the closest driveway shall be located so the edge of the driveway is a minimum of one hundred feet (100') downstream of the roundabout's crosswalk.



**FIGURE 2.23: Distance Between Driveway and Intersection**

**H. Driveways Located in Right-Turn Lanes**

1. A driveway located within the right-turn lane of a public street intersection shall be spaced so that its closest edge will be a minimum of seventy-five feet (75') in advance of the ROW line of the intersecting street. See Figure 2.23.
2. If a driveway is located within the right-turn lane of a public street intersection, the storage length of the right-turn lane shall extend a minimum of one hundred feet (100') beyond the upstream edge of the driveway (see Figure 2.23). No driveway shall be permitted within the taper area of a right-turn or deceleration lane.

**I. Driveway Deceleration Lanes - Deceleration lanes are required on Major or Minor Arterial thoroughfares at all non-residential and multi-family driveways and shall meet the requirements of Section 2.03.D.**

**J. Driveway Storage Lengths (Throat Lengths)**

1. On-site internal storage shall be provided at all non-residential and multi-family driveways for queuing of vehicles off-street, to minimize congestion, and increase safety both on the public street and within the driveway.
2. Internal storage (throat length) requirements shall be based on the number of parking spaces accessible by the affected driveway. Divide the total number of parking spaces by the number of driveways and then use Table 2.11 to determine the amount of internal storage required. This calculation shall be based on the preliminary site plan for an overall development or the site plan for a specific lot, whichever produces the largest ratio of parking spaces per driveway.



3. Internal storage length shall be measured from the ROW line to the first intersecting aisle, internal driveway, or parking stall.
4. A circulation study will be required for all multi-story parking garages with a driveway that connects directly to a public street. Driveway storage requirements will be determined as a result of the study.

**TABLE 2.11: Minimum Driveway Storage Lengths (Throat Lengths)**

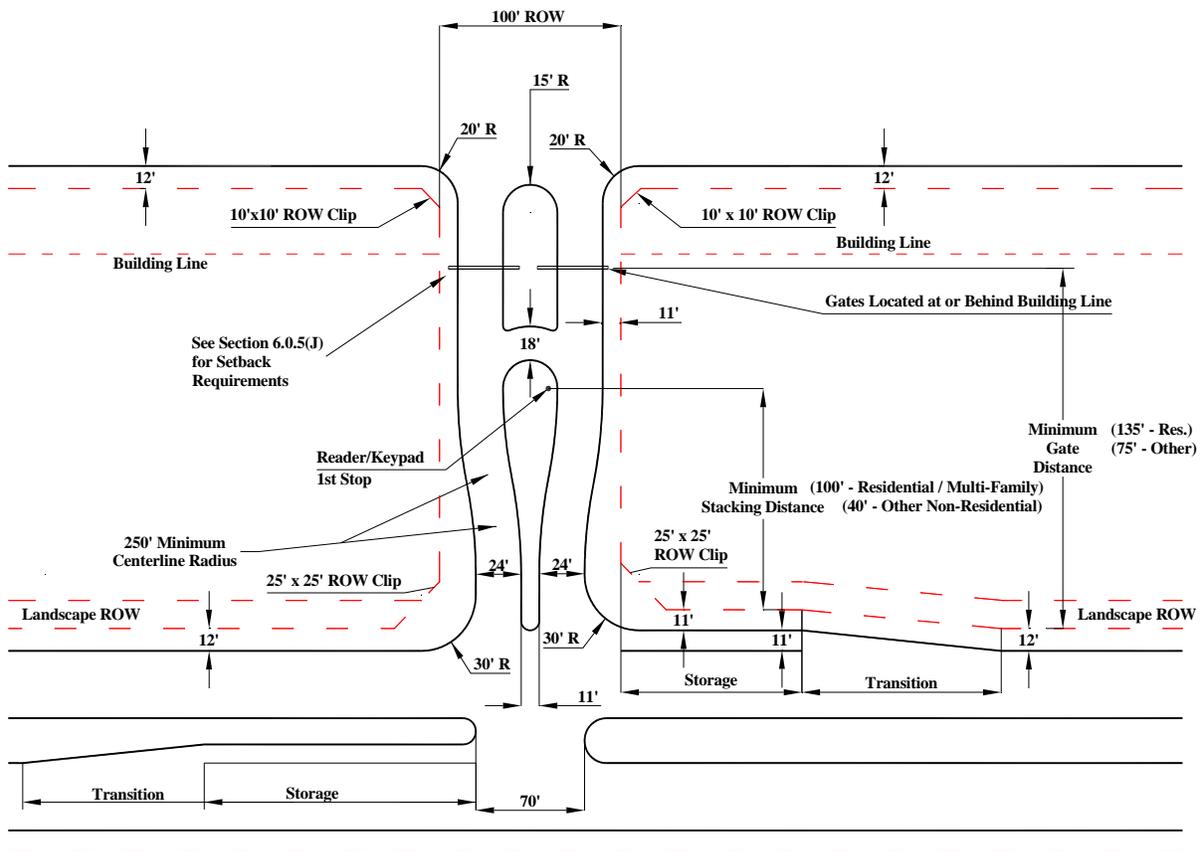
<u>Parking Spaces per Driveway</u>	<u>Storage Required (ft)</u>			
	<u>Multi-family or Commercial Uses</u>		<u>Industrial Land Uses</u>	
	<u>No Median Opening<sup>(1)</sup></u>	<u>Median Opening<sup>(2)</sup></u>	<u>No Median Opening<sup>(1)</sup></u>	<u>Median Opening<sup>(2)</sup></u>
Less than 25	25	25	25	25
25-50	25	40	25	40
51-100	25	40	40	40
101-200	40	80	40	60
More than 200	100	150	40	100

1. Includes driveways that connect to one-way frontage roads.
2. Includes any driveway where a left-turn exit can be made, including driveways that connect to undivided roadways.

**K. Entrance Streets and Driveways for Gated Developments**

1. To ensure that the minimum dimensions are adequate, a traffic study is required with the submission of a Specific Use Permit application for all gated communities.
2. Residential/Multi-family Developments
  - a. Gated developments shall have a median divided street or driveway that will allow for a vehicular turn-around prior to the gate in the event that access is denied.
  - b. The turn-around shall be a minimum of eighteen feet (18') in width.
  - c. Entry gates shall be set back from the ROW line a minimum of one hundred thirty-five feet (135') or as indicated in the traffic study. The card reader, or first stop, shall be set back from the ROW line a minimum of one hundred feet (100'), or as indicated in the traffic study, to provide storage for the longest queue of vehicles expected to access the gate. See Figure 2.24.
  - d. Each direction of the divided street or driveway shall be a minimum of twenty-four feet (24') in width with curb radii of thirty feet (30'). See Figure 2.24.
  - e. The hinge point of the gate shall be a minimum of eighteen inches (18") behind back of the curb. The gate shall open to twenty-four inches (24") behind back of curb.
  - f. Gates shall open sideways or swing open in the direction of travel on each side of the divided street.
  - g. Gates shall be equipped with emergency access devices as required by the Fire Department.

- h. All gates shall provide pedestrian access. The movement of the gates shall not encroach on sidewalks.
  - i. Gates shall remain open between 7:00 a.m. and 7:00 p.m. whenever a guard is not on-duty during that time.
  - j. Any alternative designs shall require the approval of the City Engineer.
3. Non-Residential Developments
- a. Gated developments shall have a median separating ingress and egress traffic flow allowing for a vehicular turn-around prior to the gate in the event that access is denied.
  - b. The turn-around shall be a minimum of eighteen feet (18') in width.
  - c. Entry gates shall be set back from the ROW line, or fire lane, a minimum of seventy-five feet (75'), or as indicated in the traffic study. The card reader, or first stop, shall be set back from the ROW line a minimum of forty feet (40'), or as indicated in the traffic study, to provide storage for the longest queue of vehicles expected to access the gate.



**FIGURE 2.24: Gated Entrance Detail**

- d. Each direction of the driveway shall be a minimum of twenty-four feet (24') in width with curb radii of thirty feet (30'). See Figure 2.24.
  - e. The hinge point of the gate shall be a minimum of eighteen inches (18") behind back of the curb. The gate shall open to twenty-four inches (24") behind back of curb.
  - f. Gates shall open sideways or swing open in the direction of travel on each side of the divided entrance.
  - g. Gates shall be equipped with emergency access devices as required by the Fire Department.
  - h. All gates shall provide pedestrian access. The movement of the gates shall not encroach on sidewalks.
4. Individual gated single-family residences shall have a minimum setback of twenty feet (20') from the property line. The movement of the gate(s) shall not encroach on a sidewalk, alley, or street.

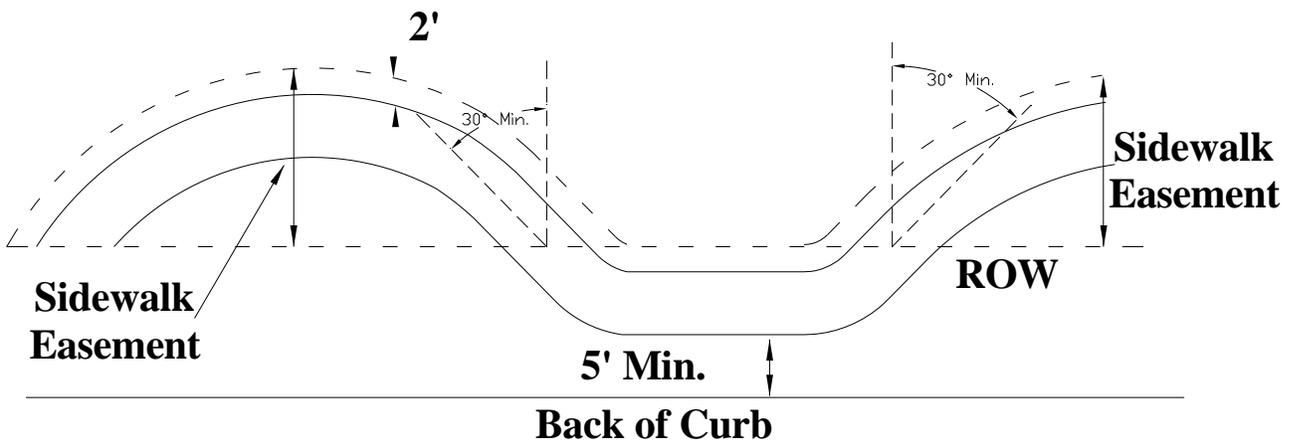
#### L. Non-Conforming Driveways

1. All nonconforming driveways on a lot, tract, parcel or site shall be allowed to remain in use until the occurrence of one or more of the following events:
  - a. A change in use, or an increase in intensity of use, occurs such that the site requires a ten percent (10%) increase in required parking spaces.
  - b. Addition or expansion of required stacking spaces.
  - c. Any modification that changes the design or function of the existing driveway.
  - d. The addition of a median opening on the public street by a developer. All driveways that are served by the new median opening shall comply with the requirements of these standards.
2. Upon the occurrence of the events described above, the nonconforming driveway shall either be reconstructed in accordance with these design requirements or eliminated.

## 2.06 Sidewalk Location and Design

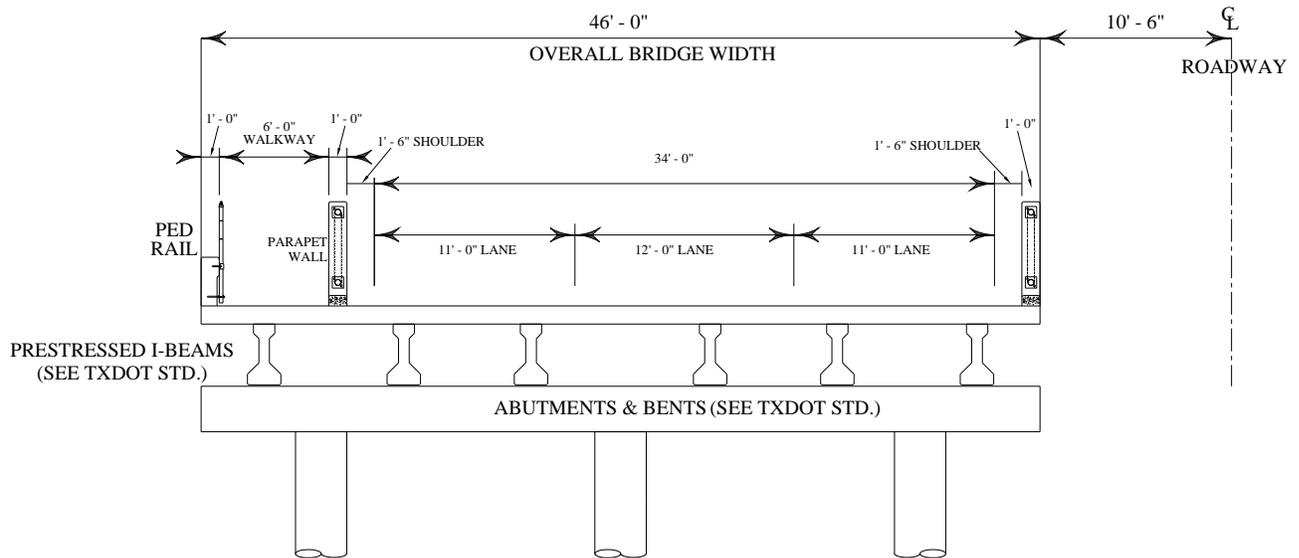
- A. Definition of Sidewalk – A sidewalk is defined as the paved area designated for pedestrian use which is generally located between the curb of the roadway and the adjacent property line. The inside edge of the sidewalk is the edge closest to the street while the outside edge of the sidewalk is farthest from the street.
- B. Sidewalk Design – Sidewalks shall conform to the most current federal, state, and local ADA requirements and to the following standards:
  1. Sidewalk Grade – The maximum grade of the sidewalk shall be five percent (5%) or the grade of the adjacent street, whichever is greater. The maximum cross-slope of the sidewalk shall be two percent (2%).

2. Zoning Classification Requiring Sidewalks – Concrete sidewalks designed and located according to City standards shall be constructed along all streets in all zoning classifications except agriculture uses in agricultural zoned areas. Prior to developing any single-family, duplex, or townhome residential lots, residential developers shall build sidewalks along all streets adjacent to the subdivision and along the portions of any street within the subdivision where residential lots do not front or side onto the street. Sidewalks along residential lots shall be constructed by the homebuilder at the time each lot develops. Sidewalks adjacent to non-residential and multi-family land uses shall be built at the time of lot development.
3. Major or Minor Arterial Thoroughfares – A concrete sidewalk, a minimum six feet (6') in width, shall be located along all Type A and B thoroughfares. The sidewalk should typically be located within the street ROW, but may extend into a sidewalk easement. The inside edge of the sidewalk shall be no closer than five feet (5') from the back-of-curb.
4. Collector or Local Thoroughfares – A concrete sidewalk, a minimum five feet (5') in width, shall be located along all Collector or Local thoroughfares. The sidewalk shall be located within the street ROW unless pre-existing physical encroachments (e.g., utility infrastructure or trees) dictate otherwise. The outside edge of the sidewalk shall be located two feet (2') inside the ROW line on Commercial or Residential Collector thoroughfares. On Local thoroughfares, the outside edge of the sidewalk may be on the ROW line and a two foot (2') sidewalk easement shall be provided adjacent to the ROW line.
5. Sidewalks adjacent to the back of curb shall be six feet (6').
6. See Section 3 of the Engineering Standards for sidewalk thickness requirements.
7. Sidewalk Easements – A minimum of two feet (2') of ROW or sidewalk easement shall be provided adjacent to the outside edge of the sidewalk for maintenance purposes. Any portion of sidewalk extending outside the ROW shall be contained within a sidewalk easement, the inside edge of which extends to the ROW line and the outside edge of which extends a minimum of two feet (2') beyond the outside edge of the sidewalk. No fence, wall, building, or other type of structure shall be located within the sidewalk easement.
8. Parkways – The area between the curb and ROW line shall be graded at two percent (2%) above the top of street curb. If the area between the curb and the sidewalk is at least three feet (3') wide, it shall contain grass that is maintained by the adjacent property owner. If the area between the curb and sidewalk is less than three feet (3') wide, it shall be paved with concrete for a minimum length of fifteen feet (15'). If a parkway is adjacent to a non-residential or multi-family land use, the area between the curb and the sidewalk may be paved with concrete or concrete pavers in lieu of grass.
9. Meandering Sidewalks – Sidewalks along Major Arterial, Minor Arterial, or Commercial Collector thoroughfares and residential collectors may meander for aesthetics and/or to avoid pre-existing physical encroachments. Sidewalk easements adjacent to the standard ROW line will be required to contain any portion of the meandering sidewalk that extends beyond the ROW. Sidewalk easements shall provide a minimum clearance of two feet (2') beyond the outside edge of the sidewalk. The inside edge of a meandering sidewalk shall never be less than five feet (5') from the back-of-curb. A tangent calculated at any point along the centerline of a meandering sidewalk shall not be less than thirty degrees (30°) from perpendicular to the street. These requirements are shown in Figure 2.25.

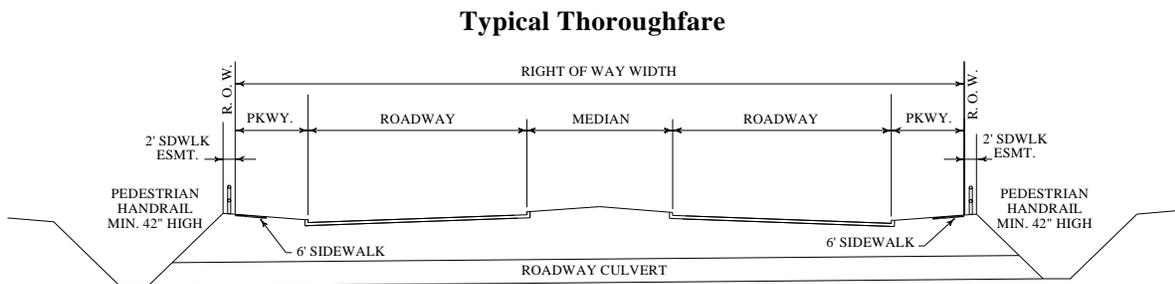


**FIGURE 2.25: Meandering Sidewalk Detail**

10. Sidewalks Adjacent to Screening Walls – In areas where a screening wall is provided along a thoroughfare, the outside edge of the sidewalk shall either remain a minimum of two feet (2') from the wall or the sidewalk shall be paved up to the wall.
11. Access Ramps – Barrier-free ADA access ramps shall be provided at all street intersection corners, at all crosswalks, and across any non-residential or multi-family driveway.
12. Sidewalks on Bridges
  - a. All street bridges shall have a sidewalk constructed on each side of the bridge. The sidewalk shall have a minimum width of six feet (6') with a parapet wall that is separated from the travel lane by an eighteen inch (18") shoulder. See Figure 2.26.
  - b. A standard pedestrian bridge rail protecting the sidewalk shall be provided on the outside edge of the bridge. See Figure 2.26.
  - c. When an eight foot (8') or greater sidewalk is required on the bridge as part of a hike and bike trail, the center lane may be reduced to eleven feet (11') and the shoulders may be reduced to twelve inches (12").
13. Sidewalks Under Bridges – When new bridges are built as a part of the construction of a roadway or the reconstruction of a roadway and a pedestrian crossing is needed beneath the bridge, a sidewalk shall be built as a part of the embankment design underneath the structure for future hike and bike trails.
14. Sidewalks on Culverts – All culvert crossings shall have a sidewalk, a minimum of six feet (6') wide, constructed on each side of the culvert. A standard pedestrian hand rail as shown in Figure 2.27 shall be provided on the outside edge of the culvert. A parapet wall may be required by the City Engineer.



**FIGURE 2.26: Typical Sidewalk on Bridge Section**



**FIGURE 2.27: Typical Pedestrian Handrail Over Culvert**

15. Sidewalks between Residential Lots

- a. Where deemed necessary by the City Engineer, a block with a continuous series of lots longer than one thousand two hundred feet (1,200'), measured along one or more sides, shall be bisected by a fifty foot (50') wide pedestrian easement containing a sidewalk that is a minimum of five feet (5') wide. Such a mid-block pedestrian connection will be necessary where it would be beneficial to create a short-cut to walk to a school, park, trail, or group of homes on the other side of the long block.
  - b. Pedestrian easements and sidewalk connections shall be provided between cul-de-sacs and adjacent streets as required by the Subdivision Ordinance.
- C. Sidewalks within Non-Residential and Multi-family Developments – All sidewalks within non-residential and multi-family developments shall be a minimum of five feet (5') in width. At least

one ADA accessible pedestrian route shall be made between each building and the public sidewalk. All accessible routes shall comply with the most current federal, state, and local ADA requirements.

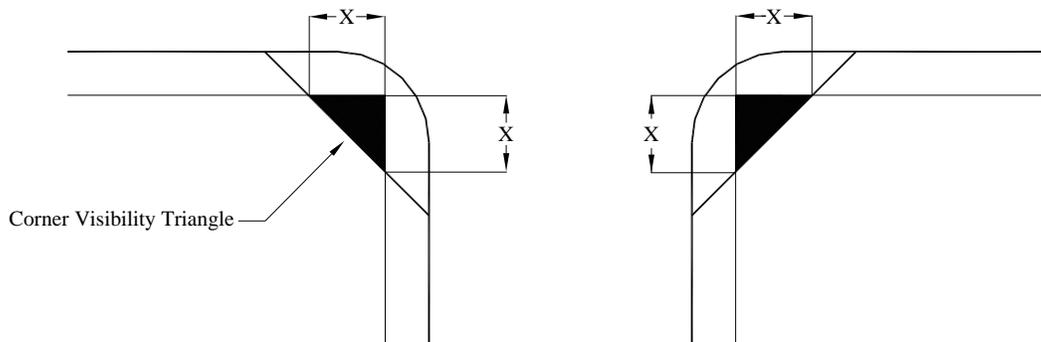
## **2.07 Public Right-of-Way Visibility Requirements**

- A. Adequate sight distance at the intersection of a thoroughfare and a proposed thoroughfare, driveway, or alley must be ensured. This sight distance is provided through the use of Corner Visibility Triangles and/or Sight Line Triangles. Corner Visibility Triangles are also known as ROW Corner Clips. Sight Line Triangles are also known as Visibility, Access and Maintenance (VAM) Easements. All intersection visibility requirements shall meet the guidelines for sight triangles in AASHTO's current *A Policy on Geometric Design of Highways and Streets*.
1. Corner Visibility Triangles shall be provided on all corners of an intersection between two thoroughfares or an intersection between an alley and a thoroughfare.
  2. Sight Line Triangles shall be provided where a driveway, an alley, or a stop-controlled thoroughfare intersects an uncontrolled thoroughfare and on any signalized intersection approach where right turn on red operation is permitted.
  3. No fence, wall, screen, sign, structure, utility box, foliage, hedge, tree, bush, shrub, berm, driveways, parking, drive aisles, or any other item, either man-made or natural shall be erected, planted, or maintained in a position that will obstruct or interfere with a driver's clear line of sight within a corner visibility triangle or a sight line triangle (i.e., a VAM easement).
  4. The City has the right to prune or remove any vegetation within City right-of-way, including within the corner visibility triangle, and within sight line triangle easements (including VAM easements), to abate a safety hazard and/or a nuisance.
  5. Tree foliage shall be trimmed to a minimum of seven feet (7') above any sidewalk and a minimum of fourteen feet (14') above any roadway, alley, or mews. Tree foliage within a corner visibility triangle shall be trimmed to the level specified in Subsection B.2 below.
- B. Corner Visibility Triangles
1. The corner visibility triangle is defined at an intersection of two thoroughfares by extending the two ROW lines from their point of intersection to a distance as shown on Table 2.12. These two points are then connected with an imaginary line to form the corner visibility triangle as shown in Figure 2.28. This corner visibility triangle shall be dedicated as ROW.

**TABLE 2.12: Corner Visibility Triangle Distances**

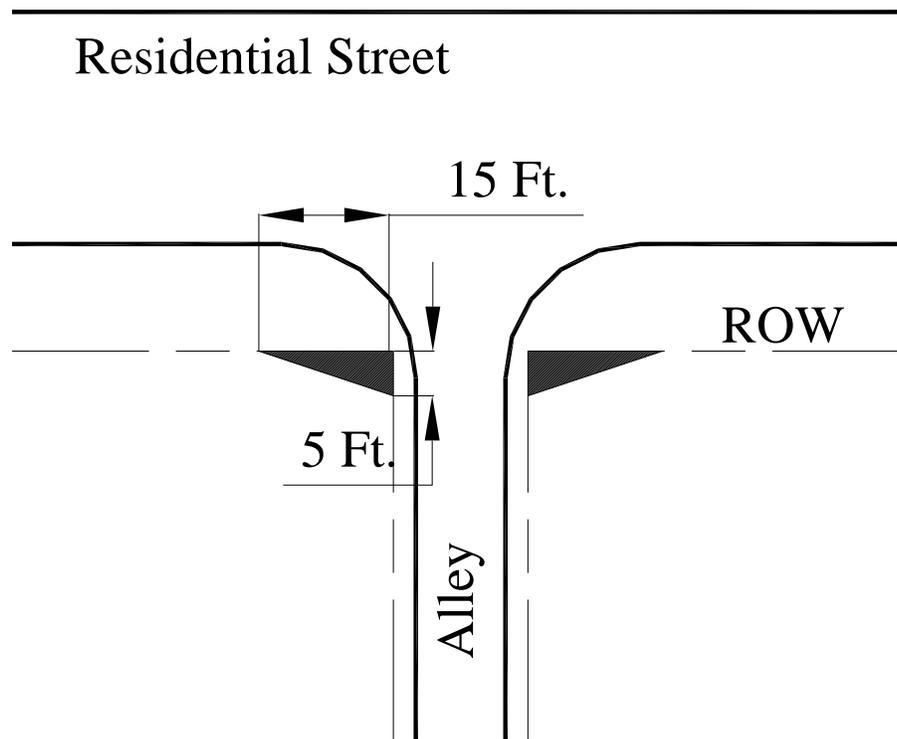
<u>Type of Thoroughfare On</u>	<u>Type of Thoroughfare At</u>	<u>Distance<sup>(1)</sup> (X)</u>
Major Arterial, Minor Arterial, Commercial Collector	Major Arterial, Minor Arterial, Collector or any residential street that potentially will be signalized	40'
Major Arterial, Minor Arterial, Commercial Collector	Local that will remain unsignalized	25'
Residential Collector or Local	Residential Collector or Local	10'
TxDOT Road, Frontage Road	Use the specifications for a Major Arterial Thoroughfare	
Unimproved Road	Residential Collector and Local	30'

1. The corner visibility triangle shall have the same dimension on all corners of the intersection.



**FIGURE 2.28: Corner Visibility Triangle for an Intersection**

2. Vision at all intersections of thoroughfares shall be clear at elevations between thirty inches (30") and nine feet (9') above the average gutter elevation within the corner visibility triangle and meet AASHTO's current minimum requirements.
3. Where alleys intersect residential Local thoroughfares, the corner visibility triangle is measured as fifteen feet (15') along the residential street ROW and five feet (5') along the alley ROW from the point of intersection. These two points are then connected with an imaginary line to form the corner visibility triangle as shown in Figure 2.29. The alley corner visibility triangle shall be dedicated as ROW.

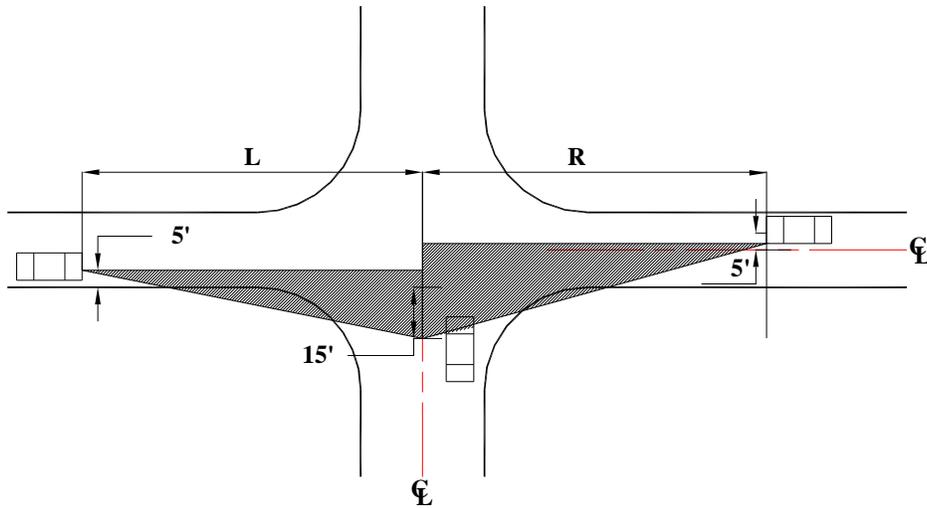


**FIGURE 2.29: Corner Visibility Triangle for an Alley**

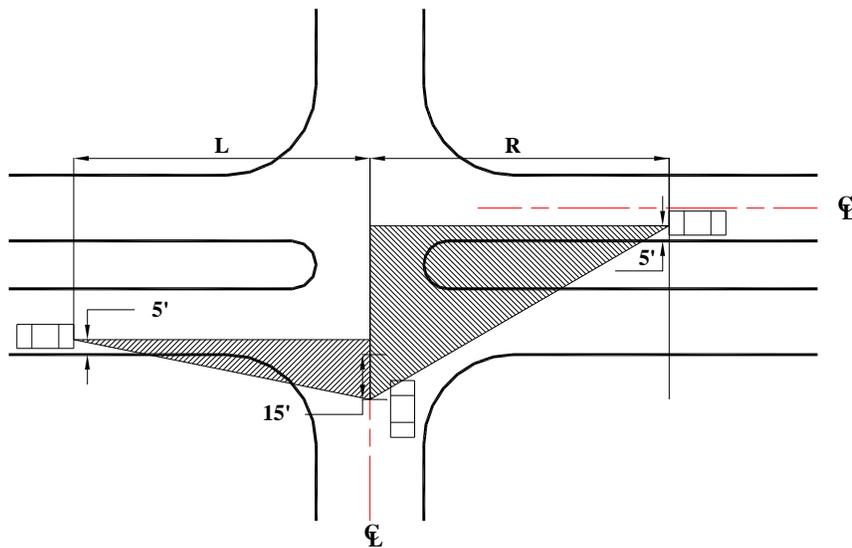
### C. Sight Line Triangles

1. The sight line triangle is formed by first extending a line along the center line of the proposed thoroughfare or driveway that begins at the tangent curb of the intersecting thoroughfare and extends to its endpoint fifteen feet (15') into the proposed thoroughfare or driveway. For the sight line triangle to the left, construct a second imaginary line that is parallel to and five feet (5') out from the intersecting thoroughfare's curb that begins at the centerline of the side street and continues to the left for a distance L (see Table 2.13) to its endpoint. To complete the sight line triangle, connect the endpoints of the first two lines as shown in Figures 2.30 and 2.31. In the case of the sight line triangle to the right, the second imaginary line is parallel and five feet (5') out from the nearest edge of the conflicting traffic flow (or adjacent median in the event of a divided thoroughfare). It begins at the centerline of the side street and continues to the right for a distance R (see Table 2.13) to its endpoint. See Figures 2.30 and 2.31.
2. Distance to driver's eye for driveways that intersect a street is fifteen feet (15') from the intersecting curb line as shown in Figures 2.30 and 2.31.
3. In the case where the thoroughfare contains existing horizontal curvature, the distances L and R must be measured along the horizontal curve.

4. Sight Line Triangles that extend outside of the ROW shall be identified and dedicated as Visibility, Access and Maintenance (VAM) Easements on the plat using City-approved VAM language.



**FIGURE 2.30: Sight Line Triangle for Undivided Thoroughfare**



**FIGURE 2.31: Sight Line Triangle for Divided Thoroughfare**

**TABLE 2.13: Sight Line Triangle Distances<sup>(1)</sup>**

<b>Design Speed V (MPH)</b>	<b>Sight Distance by Lanes in Cross Section (ft)<sup>(2)</sup></b>			
	<b>Dimensions L and R at a Median Opening</b>			<b>Dimension L (No Median Opening)</b>
	<b>2</b>	<b>4<sup>(3)</sup></b>	<b>6<sup>(3)</sup></b>	<b>All Cross Sections</b>
20 <sup>(5)</sup>	225	N/A	N/A	N/A
25	280 <sup>(4)</sup>	N/A	N/A	280
30	335	N/A	N/A	335
35	390	N/A	N/A	390
40	445	N/A	N/A	445
45	500	530	565	500
50	555	590	625	555

- (1) Source AASHTO’s 2011 *A Policy on Geometric Design of Highways and Streets* – Chapter 9.
- (2) Number of lanes in the ultimate configuration of roadway (e.g., use 6 lanes for a Type A thoroughfare)
- (3) Manual calculations of the procedures in AASHTO’s 2011 *A Policy on Geometric Design of Highways and Streets*– Chapter 9
- (4) 150 feet with approval by the City Engineer (applicable only to an all-way stop intersection or where an intersection has an approach that is less than 175 feet long).
- (5) Design speed for fire lanes.

- D. Traffic Control Devices – Any tree or landscape requirements in the Engineering Standards, the Subdivision Ordinance, the Zoning Ordinance, or any other City ordinance shall not interfere with the placement, visibility or maintenance of traffic control devices under governmental authority and control.
- E. Street Trees – Street trees that are planted between the curb and the sidewalk shall be restricted so they will not interfere with the visibility of traffic control devices or pedestrians preparing to cross a street:
  1. At a minimum, a street tree shall be planted no closer than thirty-five feet (35’) upstream from the curb return of an intersection and no closer than twenty feet (20’) downstream from the curb return of an intersection.
  2. If a curb return is not present on an approach to an intersection, a street tree shall be planted no closer than thirty-five feet (35’) upstream from a stop sign installation or the location that a stop sign might be installed in the future.
  3. At a minimum, a street tree shall be planted no closer than thirty-five feet (35’) upstream from a pedestrian crossing, measured from the upstream edge of the ADA ramp. This restriction applies regardless of whether or not there is a striped crosswalk.
- F. Fire Lanes – Adequate sight distance shall be provided at each intersection along a fire lane which is dedicated for public access using a design speed of 20 mph. This includes, but is not limited to, the following considerations:
  1. Dumpster enclosures shall be located and/or oriented so that the dumpster door(s) can never swing or slide into a position that would interfere with the required sight distance.

2. Where vehicles exit a parking garage, the fire lane shall be located at least fifteen feet (15') away from the exterior wall or column of the parking garage exit so adequate sight distance is provided for exiting vehicles.

## **2.08 Frontage Road Design**

- A. Frontage road design and intersecting roads shall be governed by the Texas Department of Transportation (TxDOT). TxDOT design guidelines shall supersede any guidelines in the city's engineering manual.
- B. Frontage roads are typically a pair of one-way roadways found adjacent to existing or planned freeway or tollway facilities.
- C. Frontage roads are considered Major Arterial thoroughfares.
- D. Access to frontage roads shall also conform to the standards set forth for Major Arterial thoroughfares. In addition, the following access restrictions apply to frontage road design:
  1. Exit Ramp Restrictions:
    - a. No driveway shall be located less than fifty feet (50') in advance of the concrete curb gore of an exit ramp, measured from the edge of the driveway.
    - b. No driveway shall be located less than four hundred feet (400') beyond the striped gore of an exit ramp (designated as the point where the striping of the exit ramp lane and the through lane converge), measured from the edge of the driveway.
  2. Entrance Ramp Restrictions:
    - a. No driveway shall be located less than two hundred feet (200') in advance of the striped gore of an entrance ramp (designated as the point where the striping of the entrance ramp lane and the through lane diverge), measured from the edge of the driveway.
    - b. No driveway shall be located less than fifty feet (50') beyond the concrete curb gore of an entrance ramp, measured from the edge of the driveway.

## **2.09 Traffic Signal Installation**

- A. Introduction – According to the *Texas Manual on Uniform Traffic Control Devices* (TMUTCD), traffic control signals should not be installed unless one or more of the signal warrants in the manual are met. The satisfaction of a warrant or warrants is not in itself justification for a signal. Information should be obtained by means of engineering studies and compared with the requirements set forth in the warrants. The engineering study should indicate the installation of a traffic signal will improve the overall safety and/or operation of the intersection. If these requirements are not met, a traffic signal should neither be put into operation nor continued in operation (if already installed).
- B. Warrant Criteria
  1. To justify the installation of a traffic signal, Part IV in the TMUTCD shall be followed. Part IV describes the warrants for a traffic signal installation and provides guidelines and requirements for the actual design and operation of a traffic signal.

2. Engineering studies must be conducted in order to assess whether a particular location satisfies the warrant criteria listed in the TMUTCD. These studies may include one or more of the following:
  - a. Traffic volume counts
  - b. Pedestrian volume counts
  - c. Delay studies
  - d. Speed studies
  - e. Gap studies
  - f. Diagram of physical conditions
  - g. Accident studies
  
- C. Traffic Signal Spacing – Signal spacing is an important factor in being able to provide progressive flow for a platoon of traffic. Traffic signal spacing shall be determined by the City Engineer and may preclude some locations from ever being signalized.
  
- D. Traffic Signal Design and Installation – The City of Lake Dallas contracts with the City of Lewisville for the maintenance of traffic signals. The design and installation of traffic signals shall follow the City of Lewisville’s Technical Specifications and Design Standards.
  
- E. Cost of Traffic Signal Installation
  1. The developer is responsible for the total cost of designing and constructing a traffic signal.



2.10 Street Lighting

- A. Street lighting design shall use guidance from the International Dark-Sky Association (IDA) and Illuminating Engineering Society (IES) *Joint IDA-IES Model Lighting Ordinance (MLO)* dated June 15, 2011. The city’s engineering standards supersede the *Joint IDA-IES Model Lighting Ordinance (MLO)* and the city has the right to override the MLO requirements.
- B. Luminaires shall be full cut-off on street lights unless approved by the City Engineer.
- C. The following illuminance values shall be used for roadways:

REQUIRED ILLUMINANCE VALUES FOR ROADWAYS					
ROADWAY CLASS	R.O.W. WIDTHS	ROADWAY LIGHTING ILLUMINANCE LEVELS		SIDEWALK / WALKWAY ILLUMINANCE LIGHTING LEVELS	
		MIN. AVG.	UNIFORMITY AVG./MIN.	MIN. ILLUMINANCE	UNIFORMITY AVG./ MIN.
ARTERIAL	100' OR GREATER	1.58 FC	3:1	0.2 FC	4:1
MAJOR COLLECTOR	80' TO 99'	0.84 FC	4:1	0.2 FC	4:1
MINOR COLLECTOR	60' TO 79'	0.38 FC	6:1	0.08 FC	6:1
RESIDENTIAL	51' OR LESS	0.38 FC	6:1	0.08 FC	6:1

- D. The following standards shall apply to all Major or Minor Arterial Thoroughfares:
  1. Street lighting shall be placed in the medians, with spacing not to exceed one hundred eighty feet (180’) and no closer than one hundred forty-five feet (145’) depending on median breaks and intersections.
  2. Unless a photometric analysis suggests the use of a different type of luminaire, street lighting shall use a City-approved, standard 250-watt equivalent LED luminaire with a color temperature of 3,000 kelvins.
  3. Die cast aluminum or extruded aluminum with segmented internal reflector, 250-watt equivalent LED single or double head with davit arm(s) traffic black (traffic black) in color, or the equivalent approved by the Public Works Department shall be used.
  4. Street lighting shall be installed prior to final acceptance of the construction of a thoroughfare. When partial thoroughfares are constructed, the Development Services may allow the payment of a street light fee in lieu of installing the required lighting.
  5. Poles are to be round and tapered with a maximum height of thirty feet (30') in accordance with the City’s Standard Details and specifications.
  6. Type C ground boxes with concrete aprons are required in accordance with the City’s Standard Details and specifications.

7. Street lighting foundations shall be designed by a licensed professional engineer and shall be a minimum of thirty inches by ninety six inches (30" x 96") in accordance with the City's Standard Details and specifications. If design engineer can prove the foundation can be smaller, than those calculations shall be provided to the City Engineer.
  8. Street lighting conduit shall be two inch (2") Schedule 40 PVC.
  9. Street lighting shall use #10 AWG stranded wiring inside the poles.
  10. Electrical service pedestals shall be 240V/480V single phase, 3 wire, and meet the local service provider's specifications.
  11. Conduit shall be installed as shown in Section 6.02, Landscape Requirements in the Median.
- E. The following standards shall apply to all commercial collectors:
1. Street lighting shall be placed in the parkway between the curb and the sidewalk, with spacing not to exceed one hundred eighty feet (180') and no closer than one hundred forty-five feet (145').
  2. Unless a photometric analysis suggests the use of a different type of luminaire, street lighting shall be a City-approved, standard 250-watt equivalent LED luminaire with a color temperature of 3,000 kelvins.
  3. Die cast aluminum or extruded aluminum with segmented internal reflector, 250-watt equivalent LED single head with davit arm traffic black (RAL-9017 traffic black) in color, or equivalent approved by the City Engineer shall be used.
  4. Street lighting shall be installed prior to final acceptance of the construction of a commercial collector. When the delay of installing street lighting is deemed appropriate by the City Engineer, the Engineer may allow the payment of a street light fee in lieu of installing the required lighting.
  5. Poles are to be round tapered with a maximum height of thirty feet (30') in accordance with the City's Standard Details and specifications.
  6. Type C ground boxes with concrete aprons are required in accordance with the City's Standard Details and specifications.
  7. Street lighting foundations shall be designed by a licensed professional engineer and shall be a minimum of thirty inches by ninety six inches (30" x 96") in accordance with the City's Standard Details and specifications. If design engineer can prove the foundation can be smaller, than those calculations shall be provided to the City Engineer.
  8. Street lighting conduit shall be two inch (2") Schedule 40 PVC.
  9. Street lighting shall use #10 AWG stranded wiring inside the poles.
  10. Electrical service pedestals shall be 240V/480V single phase, 3 wire, and meet the local service provider's specifications.

- F. The following standards shall apply to all local residential streets:
1. Poles are to be round tapered, American style with Barrington base, black in color. Pole height shall be twelve feet (12') for local streets and fourteen feet (14') for residential collectors. Where a residential street intersects a Major or Minor Arterial thoroughfare, the pole height shall be fourteen feet (14').
  2. Lamps shall be 100 watts LED equivalent.
  3. Luminaires shall be full cut-off with metal cap and finial.
  4. Street lights shall be installed without multiple luminaires.
  5. Street lights shall typically be located at intersections and at mid-block locations if the block length is greater than six hundred feet (600'). Cul-de-sac streets over two hundred twenty-five feet (225') in length, measured from centerline of cross street to center point of cul-de-sac, shall, at a minimum, have a street light installed at the street intersection and on the perimeter of the cul-de-sac bulb. Other locations may be required as deemed necessary by the City Engineer. Street lights shall not be closer than one hundred fifty feet (150') nor greater than six hundred feet (600') apart.
  6. A minimum of two street lights shall be provided at a single-lane roundabout in a residential neighborhood. Additional street lights may be required as deemed necessary by the City Engineer.
  7. Subdivisions bounded by Major or Minor Arterial thoroughfares shall have a common type of luminaire throughout. Street lighting shall be installed prior to acceptance by the City Engineer.
- G. The following standards shall apply to streets in urban centers or where multi-family buildings face a street:
1. Poles are to be round tapered, American style with Barrington base, black in color. Pole height shall be fourteen feet (14'). Poles shall have banner arms when installed in areas so designated by the City Engineer.
  2. Lamps shall be 100 watts LED equivalent.
  3. Luminaires shall be full cut-off with metal cap and finial.
  4. The Developer may install additional banding and/or medallions with prior approval from Development Services shall be the responsibility of the developer or Homeowners' Association.
  5. Street lights shall be installed without multiple luminaires.
  6. Street lights shall typically be located at intersections and at mid-block locations. Street lights shall not be closer than fifty feet (50') apart nor greater than ninety feet (90') apart.
- H. A lighting plan shall be required anytime street lighting is proposed or modified. The lighting plan shall be submitted to the City Engineer for a construction permit. A certified engineer, architect, landscape architect, lighting engineer or designer shall prepare the plan. The plan shall also contain a certification by the property owner or agent and the preparer of the plan that the

street lighting depicted on the plan complies with these requirements. The submission shall contain but shall not necessarily be limited to the following:

1. Plans indicating the location of the lighting, and the type of illuminating devices, fixtures, lamps, supports, reflectors, and other devices;
  2. Description of the illuminating devices, fixtures, lamps, supports, reflectors, and other devices and the description may include, but is not limited to, catalog cuts by manufacturers and drawings (including sections where required) and height of the luminaires;
  3. Photometric plan and data sheets, such as that furnished by manufacturers, or similar to that furnished by manufacturers or the lighting designer, showing the angle of cut off or light emissions; and
  4. Water and sewer locations along with any other existing utilities lightly shaded on plans showing any possible location conflicts with proposed lighting.
- I. The following are exempt from these requirements:
1. “Cobra head” type lighting fixtures having dished or “drop” lenses or refractors which house other than incandescent light sources in undeveloped areas.
  2. Temporary lighting approved in writing by the City Engineer.
  3. Where existing or phased subdivisions are currently under construction, the continued use of previously approved street lighting will be permitted. When a new phase of a subdivision is divided by a residential collector, the street lighting standards contained in these requirements shall be required.
  4. City Council may vary from these requirements as part of the approval of public street and sidewalk projects in overlay districts and Planned Developments.
  5. Lighting luminaires in existence on the effective date of these requirements shall be exempt from these standards and shall be considered legally non-conforming. Such fixtures may be repaired, maintained and/or replaced. If an identical replacement of non-conforming luminaires is not available, the new luminaires shall comply with these requirements.
- J. Notwithstanding anything to the contrary in this Section 2.10 (Street Lighting), where street lighting is proposed to be placed within the Special Districts or historic district designated under the Zoning Ordinance pursuant to Chapter 284 of the Texas Local Government Code, as it exists or may be amended, the street lighting shall be installed on decorative poles as approved by the City.

## **2.11 Street Name Signs**

- A. Street name signs shall be installed at all intersections of public streets, private streets, and public ways in accordance with the City’s Standard Details, Technical Specifications and requirements. The City shall fabricate all street name signs for new developments at the cost of the developer.
- B. Street name signs shall be nine inch (9”) tall flat aluminum.
- C. The street name shall be left justified, with block numbers located in the upper right-hand corner. Abbreviated street designations shall be located in the lower right-hand corner and right-justified.

- D. The lettering of the street name shall be Clear View 2W, six inches (6") tall and upper/lower case. Letters of abbreviated street designations shall be three inches (3") tall and all uppercase (i.e., LN, PKWY, DR, CT, etc.). Block numbers shall be 3" tall.
- E. A street name shall be limited to sixteen (16) characters, not including the street designation. A street name shall either consist of one word no longer than sixteen (16) letters or two words separated by one space where the two words have no more than fifteen (15) letters combined.
- F. Sign sheeting shall be diamond grade intensity. Signs designating a public street shall have a green background and a white legend. Signs designating a public way or a named fire lane shall have a blue background and white legend. Signs designating a public or private street within a City-approved special district (such as a private neighborhood or an urban center) shall be limited to one of the background and legend color combinations allowed by the latest edition of the *Texas Manual on Uniform Traffic Control Devices*. Where a special district street intersects with a Type A or B thoroughfare, the sign designating that street shall have a green background and a white legend.
- G. Where an intersection leads to a cul-de-sac, a standard W14-2a sign shall be mounted over the street name sign. Where an intersection leads to two cul-de-sacs, two standard W14-2a signs shall be mounted over the street name sign in the appropriate directions. The words "NO OUTLET" on a yellow background can be incorporated into the appropriate end of the street name sign in lieu of a W14-2a sign if such use will not create an overlong street name sign.
- H. Block numbers are required on all street name signs, even if no homes or buildings front onto the street.

## **2.12 Traffic Impact Analysis and Mitigation**

- A. Purpose – The purpose of a Traffic Impact Analysis (TIA) is to assess the effects of specific development activity on the existing and planned thoroughfare system. Development activity may include, but is not limited to, rezoning, preliminary site plans, site plans, preliminary plats, driveway permits, certificates of occupancy, and Thoroughfare Plan amendments.
- B. Pre-submission Meeting – Prior to the commencement of a TIA, an initial or pre-submission meeting with City staff is required to establish a base of communication between the City and the applicant. This meeting will define the requirements and scope relative to conducting a TIA and ensure that any questions by the applicant are addressed.
- C. Applicability of TIA Requirements
  - 1. Zoning – These TIA requirements shall apply to all zoning requests for land uses which will generate 2,000 or more vehicle trips per day or contain a density of 0.75 Floor Area Ratio (FAR) or greater. Applicable requests include zoning requests and Thoroughfare Plan amendments, if no previous traffic assessment was performed. Special circumstances including, but not limited to, development with no case history, which do not meet the daily trip generation threshold, may also require a TIA. Such circumstances, as determined by the City Engineer may include, but are not limited to, impacts to residential neighborhoods from non-residential development, inadequate site accessibility, the implementation of the surrounding Thoroughfare Plan is not anticipated during the estimated time period of the proposed development, the proposed land use differs significantly from that contemplated in the Comprehensive Plan, or the internal street or access is not anticipated to accommodate the expected traffic generation.

2. Development – These TIA requirements shall apply to all development requests for land uses, except single-family residential development, which will generate over 100 total trips during the AM or PM peak hour. Applicable development requests include concept plans, preliminary site plans, site plans and preliminary plats. Special cases, in which site generated peak hour trip activity is different from that of the adjacent street (weekdays 7:00-9:00 a.m. and 4:00-6:00 p.m.), may require an additional separate analysis as determined by the City Engineer. Such circumstances may include, but are not limited to, commercial/retail, entertainment or institutional activity. The City Engineer may waive the TIA for a development request if a TIA was performed previously with the Zoning request and conditions listed in the report are still current.
3. Single-Family Residential Exception – A TIA for single-family residential development will not be required if the development contains fewer than six dwelling units unless special circumstances exist, as determined by the City Engineer. These special circumstances may include, but are not limited to, impacts to other residential development from cut-through traffic, inadequate site accessibility, the implementation of the surrounding Thoroughfare Plan is not anticipated during the estimated time period of the proposed development, the internal street or access system is not anticipated to accommodate the expected traffic generation, or the development is outside the urban core of the community
4. Daycares and Schools – All development requests and/or specific use permit requests for a daycare, Montessori school, private school, charter school, or public school shall include, at a minimum, a traffic circulation and queuing study. This study shall include the estimated maximum peak hour trip generation of the facility, the planned circulation of inbound and outbound traffic during drop-off and pick-up operations, and the estimated length of the queue of cars waiting to pick up students. **The design of the site and the circulation plan shall ensure that school traffic does not back up onto any public street.** The traffic circulation study shall include a statement that the owner and/or operator of the daycare or school agrees to operate the facility in accordance with the approved circulation plan. The circulation plan must be approved by the City Engineer before the development request or the specific use permit can be approved.
5. Car Washes – All development requests and/or specific use permit requests for a full service car wash shall include, at a minimum, a traffic circulation and queuing study. This study shall state the rate at which the car wash tunnel can process cars (per lane and total) and the rate at which the pay station can process cars (per lane and total), the smaller of which shall be the constraining service rate for the facility. The stacking spaces required in Section 2.13.B will be determined by a queuing analysis. The design of the site and the circulation plan shall ensure that car wash traffic does not back up onto any public street. The study shall provide two circulation plans that show how cars will enter, circulate, and leave the site (including the use of any detailing or vacuum stations). One circulation plan will be created for normal operations and another circulation plan will be created for peak operations when vehicles begin to stack up in a fire lane. The traffic circulation study shall include a statement that the owner and/or operator of the car wash agrees to operate the facility in accordance with the approved circulation plans. The circulation plans must be approved by the City Engineer before the development request or the specific use permit can be approved.
6. Determination of Applicability – The need for a TIA shall be determined by the City Engineer based upon the results and recommendation from a pre-submission meeting. It shall be the responsibility of the applicant to demonstrate that a TIA should not be required. If a TIA is required, the level of effort for a TIA submission shall be determined based on the



criteria set forth in Table 2.14. Depending upon the specific site characteristics of the proposed development, one or more of the following elements may also be required as part of the TIA: an accident analysis, sight distance survey, traffic simulation, roundabout analysis, traffic signal warrant analysis, queuing analysis, turn lane analysis, and/or traffic circulation plan.

**TABLE 2.14: Criteria for Determining TIA Study Requirements**

<u>Analysis Category</u>	<u>Site Trips Generated at Full Build-Out</u>	<u>TIA Analysis Periods<sup>(1)</sup></u>	<u>Minimum Study Area<sup>(3)</sup></u>
I	>50 peak hour driveway trips; or 100-500 total peak hour trips	1. Existing year 2. Opening year <sup>(2)</sup> 3. Five years after opening 4. Twenty years after opening for roundabouts	1. All site access drives 2. All signalized intersections, roundabouts, and major unsignalized intersections within 0.5 mile to 1 mile of site boundary
II	>500 total peak hour trips	1. Existing year 2. Opening year of each phase 3. Five years after initial opening 4. Ten years after final opening with full build-out 5. Twenty years after opening for roundabouts	1. All site access drives 2. All signalized intersections, roundabouts, and major unsignalized intersections within 1.5 miles of site boundary

1. Analysis periods shall include build and no-build scenarios. Assume full occupancy when each phase opens.
2. Assume full build-out.
3. For certain projects, the City may require an enlarged study area. Land uses within the study area should include recently approved or pending development adjacent to the site.

D. Requirements for TIA Updates – A TIA shall be updated when time or circumstances of the original study fall within the parameters presented in Table 2.15. The applicant is responsible for preparation and submittal of appropriate documentation in order for City staff to process the zoning or development application. A TIA for site development requests must be updated if two years have passed since the original submittal, or if existing or assumed conditions have changed within the defined study area. The City Engineer shall make the final determination as to the extent of a TIA update.

**TABLE 2.15: Criteria for Determining TIA Update Requirements**

<b><u>Original TIA Report was based on:</u></b>	<b><u>Changes to the Originally Proposed Development:</u></b>	
	<b><u>Access Changed<sup>(1)</sup> or Trip Generation Increased by more than 10%</u></b>	<b><u>Access Not Changed and Trip Generation Increased by less than 10%</u></b>
Zoning; or Preliminary Site Plan or Site Plan that is less than 2 years old	Letter Amendment Required: Identify and report only analysis conditions that have changed	Letter Documenting Change (No analysis is required)
Preliminary Site Plan or Site Plan that is more than 2 years old	Prepare New Study. Must meet all current TIA requirements	Prepare New Study. Must meet all current TIA requirements.

1. Changed access includes proposed new access or refinement of general access locations not specifically addressed in original proposed development.

**E. Responsibility of TIA Preparation and Review**

1. A TIA shall be prepared in accordance with all of the guidelines in this section and submitted in accordance with the Development Review Schedule set by the City. The responsibility for TIA preparation shall rest with the applicant and must be performed by a Professional Engineer (P.E.) licensed in the State of Texas with experience in traffic and transportation engineering. The final TIA report must be signed and sealed by the P.E. responsible for the analysis to be considered for review by the City. Application and review fees are due at the time of each submittal. City staff shall serve primarily in a review and advisory capacity and will only provide data to the applicant when available.
2. It shall be the responsibility of the applicant to submit four (4) draft TIA reports and executive summaries with the zoning and/or development request submission. The proper number of reports, the timing for submission, and the review of these reports shall be based on standard City development review procedures. Incomplete TIAs or failure to submit a TIA with the submission shall delay consideration of zoning and development requests. Should it be determined during the review of any zoning and/or development plans that a TIA is required, consideration shall be deferred until the applicant submits a completed TIA and the City has reviewed the assessment.
3. The City shall review the TIA and provide comments to the applicant. It shall be the responsibility of the applicant to submit four (4) finalized TIA reports and executive summaries once all review comments have been addressed.

**F. TIA Standards**

1. Design Level of Service – The minimum acceptable level of service (LOS) within the City shall be defined as LOS “C” in the peak hour for all critical movements and links. All development impacts on both thoroughfare and intersection operations must be measured against this standard.
2. Trip Generation Resources – The City’s standard for trip generation rates for various land use categories shall be those found in the latest edition of *Trip Generation* published by the

Institute of Transportation Engineers (ITE) or other published or recognized sources applicable to the region. Alternate trip generation rates may be accepted on a case-by-case basis if the applicant can provide current supporting data substantiating that their development significantly differs from the ITE rates. The City Engineer must approve alternative trip generation rates in writing in advance of the TIA submission.

3. Trip Reductions – Trip reductions for passer-by trips and mixed-use developments will be permitted, subject to analytical support provided by the applicant and approval by the City Engineer on a case-by-case basis. Assumptions relative to automobile occupancy, transit mode share, or percentage of daily traffic to occur in the peak hour must be documented and will be considered subject to analytical support provided by the applicant.
4. Study Horizon Years – The TIA must evaluate the impact of the proposed development on both existing traffic conditions and future traffic conditions for the horizon year(s) as specified in Table 2.14. These applications should also assume full development of the Master Thoroughfare Plan or pending amendments.

#### G. TIA Methodology

1. Site Location/Study Area – A brief description of the size, general features, and location of the site, including a map of the site in relation to the study area and surrounding vicinity.
2. Existing Zoning – A description of the existing zoning for the site and adjacent property, including land area by zoning classification and density by FAR, square footage, number of hotel rooms, and dwelling units (as appropriate);
3. Existing Development – A description of any existing development on the site and adjacent to the site and how it would be affected by the development proposal;
4. Proposed Zoning / Site Development – A description of the proposed zoning/development for the site, including land area by zoning classification and density by FAR, square footage, number of hotel rooms, and dwelling units (as appropriate); identify other adjacent land uses that have similar peaking characteristics as the proposed land use; identify recently approved or pending land uses within the area;
5. Thoroughfare System – A description and map of existing planned or proposed thoroughfares, roundabouts, and traffic signals for horizon year(s) within the study area;
6. Existing Traffic Volumes – Recent traffic counts for existing thoroughfares and major intersections within the study area;
7. Projected Traffic Volumes – Background traffic projections for the planned thoroughfare system within the study area for the horizon year(s). Background traffic projections shall include the growth in regional traffic as well as the traffic that will be generated by the undeveloped land adjacent to the site and/or within the study area that is likely to develop by the horizon year(s), as determined by the City Engineer. These traffic projections shall be based upon recently approved development applications, the current zoning on the undeveloped land, or the City’s Future Land Use Plan;
8. Density of Development – A table displaying the amount of development assumed for existing zoning and/or the proposed development (using gross floor area, dwelling units, occupied beds, etc., as required by the trip generation methodology);

9. Existing Site Trip Generation – A table displaying trip generation rates and total trips generated by land use category for the AM and PM peak hours and on a daily basis, assuming full development and occupancy based on existing zoning (if applicable), and including all appropriate trip reductions (as approved by the City Engineer);
10. Proposed Site Trip Generation – A table displaying trip generation rates and total trips generated by land use category for the AM and PM peak hours and on a daily basis, assuming full development and occupancy for the proposed development, and including all appropriate trip reductions (as approved by the City Engineer);
11. Net Change in Trip Generation (for rezoning cases) – Proposed trip generation minus existing trip generation (if applicable); the net increase in trips to be added to base volumes for the design year;
12. Trip Distribution and Traffic Assignment – Tables and figures of trips generated by the proposed development (or net change in trips, if applicable) added to the existing and projected volumes, as appropriate, with distribution and assignment assumptions, unless computer modeling has been performed;
13. Level of Service Evaluations – Capacity analyses for weekday AM and PM peak hours of the roadway and peak hour of the site, if different from the roadway, for both existing conditions and horizon year projections for intersections, thoroughfare links, median openings and turn lanes associated with the site, as applicable;
14. Roundabout and Traffic Signal Evaluations – The need for new roundabouts and/or traffic signals based on warrants and their impact on the performance of the transportation system (see Section 2.12.I.4);
15. Evaluation of Proposed/Necessary Mitigation – Capacity analyses for weekday AM and PM peak hours of the roadway and peak hour of the site, if different from the roadway, for intersections, thoroughfare links, median openings and turn lanes associated with the site under proposed/necessary traffic mitigation measures;
16. Conclusions – Identification of all thoroughfares, driveways, intersections, and individual movements that exceed LOS D or degrade by one or more LOS, the percentage of roadway volume change produced by the proposed development, and any operational problems likely to occur;
17. Recommendations – Proposed impact mitigation measures consistent with Subsection I below; and
18. Other information required for proper review – As requested by the City Engineer.

#### H. TIA Report Format

1. The TIA report must be prepared on 8½” x 11” sheets of paper. However, it may contain figures on larger sheets, provided they are folded to this size. All text and map products shall be computer-based and provided in both published format and computer file format (PDF). In addition, all electronic files used as part of the traffic analysis (i.e., Synchro, HCS, Passer II/III, CORSIM, VISSIM, ARCADY, etc.) shall be provided.
2. The sections of the TIA report should be categorized according to the outline shown below:

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Executive Summary

- I. Introduction
  - A. Purpose
  - B. Methodology
- II. Existing And Proposed Land Use
  - A. Site Location/Study Area
  - B. Existing Zoning
  - C. Existing Development
  - D. Proposed Zoning (if applicable)
- III. Existing And Proposed Transportation System
  - A. Thoroughfare System
  - B. Existing Traffic Volumes
  - C. Projected Traffic Volumes
- IV. Site Traffic Characteristics
  - A. Existing Site Trip Generation (if applicable)
  - B. Proposed Site Trip Generation
  - C. Net Change in Trip Generation (if applicable)
  - D. Trip Distribution and Traffic Assignment
- V. Traffic Analysis
  - A. Level of Service Evaluations
  - B. Roundabout and Traffic Signal Evaluations
- VI. Mitigation
- VII. Conclusions
- VIII. Recommendations

Appendices

I. Traffic Impact Mitigation

1. Mitigation of traffic impacts shall be required if the proposed development would cause a facility or traffic movement to exceed LOS D, or where it already exceeds LOS D and the development would contribute five percent (5%) or more of the total traffic during any projected horizon year. If mitigation is required, the applicant must only mitigate the impact of the proposed development, and would not be responsible for alleviating any deficiencies in the thoroughfare system that may occur without the proposed development.
2. Acceptable mitigation measures shall include:
  - a. Staging of development in order to relate site development to the construction of the required thoroughfare system;
  - b. Staging of development so that the site contributes less than five percent (5%) of the total traffic to the affected facility or traffic movement during the projected horizon year;
  - c. Off-site improvements, including the provision of right-of-way and/or the participation in funding for needed thoroughfare and intersection improvement projects (including, but not limited to, through lanes, turn lanes, roundabouts, or traffic signals); and
  - d. On-site improvements, including access controls and site circulation adjustments.

3. Mitigation is not required if it can be shown that the traffic impacts of the project are fully mitigated ten (10) years after the final opening with any improvements that are already programmed to be implemented within five (5) years of the initial opening.
  4. Any intersection under consideration for a higher form of traffic control that is located along a Type B thoroughfare, or along a Type A thoroughfare that is not expected to be widened to six lanes by the horizon year(s), must be analyzed for the implementation of a multi-lane roundabout. The roundabout must be shown to fail in the horizon year(s) or be proven infeasible before a traffic signal will be considered at that location.
- J. Administration of the TIA – Based on the results of the TIA and actions recommended by the City Engineer, the Planning & Zoning Commission and/or the City Council, as appropriate, shall take one or more of the following actions:
1. Approve the zoning or development request, if the project has been determined to have no significant impact or where the impacts can be adequately mitigated;
  2. Approve the development request, subject to a phasing plan;
  3. Recommend study of the City Thoroughfare Plan to determine amendments required to increase capacity;
  4. Recommend amendment of the Capital Improvement Program (CIP) to expedite construction of needed improvements; or
  5. Deny the zoning or development request, where the impacts cannot be adequately mitigated.
- K. Cost of TIA Review by City – The cost for review of TIA submittals is a pass through cost that will be paid by the applicant.

### **2.13 Internal Site Circulation Requirements**

- A. This section includes internal site circulation requirements that will be added to the Subdivision Ordinance and/or Zoning Ordinance when those documents are next revised.
- B. Car Washes – Full service car washes shall provide the number of stacking spaces required by this subsection or by Section 4.04.08(B) of the Zoning Ordinance, whichever is greater. If the car wash can serve between 100 and 250 cars per hour (total) based on the traffic circulation and queuing study required under Section 2.12.C.5, the car wash shall provide at least twenty (20) stacking spaces in advance of the constrained service location (e.g., the tunnel entrance or the pay station). If the car wash can serve less than 100 cars per hour (total) or more than 250 cars per hour (total), the number of stacking spaces required will be based on a detailed queuing analysis. The stacking spaces required herein shall not be located within a fire lane.
- C. Structured Parking Garages
1. Parking garages containing five hundred (500) or more parking spaces shall have at least two driveway access points, each with a minimum of two lanes. If a parking garage is allowed to have only one driveway access point, that driveway shall have a minimum of one (1) inbound lane and two (2) outbound lanes
  2. Parking garages shall have at least one pedestrian entrance which does not require pedestrians to walk in a driveway access point to enter the garage. This pedestrian entrance shall be

- served by a sidewalk connection that complies with the most current federal, state, and local ADA requirements. Additional pedestrian entrances may be required as deemed necessary by the City Engineer.
3. Where vehicles exit a parking garage, the fire lane shall be located at least fifteen feet (15') away from the exterior wall or column of the parking garage exit so adequate sight distance is provided for exiting vehicles.
  4. The size of parking spaces within a parking garage is dictated by the Zoning Ordinance. If the parking spaces are eighteen feet (18') deep, no column or barrier cable is allowed to encroach into a parking space beyond an area measuring fourteen inches (14") by fourteen inches (14") in one front corner of that parking space. If the parking spaces are deeper than eighteen feet (18'), the encroachment area shall be no wider than fourteen inches (14") and no deeper than twenty-six inches (26") in one front corner of that parking space. If barrier cables are installed across the entire width of a parking space, the required parking space depth must be measured from the face of the barrier cable(s).



## **SECTION 3 – PAVEMENT AND SUBGRADE DESIGN REQUIREMENTS**

**Section 3 – Pavement and Subgrade Design Requirements**

**3.01 General**

- A. The following specifies minimum standards required for the pavement and subgrade design for roadways and alleys within the City. These minimum standards are not intended to replace the professional judgment of the Geotechnical Engineer for any specific project. The standards may need to be expanded or modified on a case by case basis as determined necessary and appropriate by the Geotechnical Engineer, and as approved by the City Engineer.
- B. Table 3.1 lists the City’s minimum pavement and subgrade thicknesses and dimensions. In no case shall the pavement and subgrade be less than the minimums.

**TABLE 3.1: Pavement and Subgrade Minimum Standards**

Criteria	Thoroughfare Classification				
	Major Arterial	Minor Arterial	Commercial Collector	Local	Alley
Concrete* Thickness	9"	8"	7"	6"	See SD
Subgrade Thickness	8"	8"	8"	8"	6"
Application Rate**	6%	6%	6%	6%	4%
SG Behind BOC	2-ft	2-ft	2-ft	2-ft	2-ft

*\*Note all concrete shall be Class P1 or P2.*

*\*\*Geotechnical report will determine the type of sub-grade treatment (lime or cement) and the application rate. An In-Situ test can be performed during construction to determine actual application rate.*

*SG = Subgrade*

*BOC = Back of Curb*

*SD = Standard Detail*

- C. All roadways and alleys shall have a geotechnical investigation and pavement and subgrade design performed. Results of the geotechnical investigations, engineering analyses, and recommendations shall be presented in a Geotechnical Report for Roadways (“Report”). The Report and any subsequent re-evaluations or supplemental reports shall be signed and sealed by a Licensed Professional Engineer in the State of Texas trained and qualified to provide geotechnical engineering analysis and pavement and subgrade design recommendations.
- D. The Report shall address all items listed in the *Geotechnical Report for Roadways Checklist* (“Checklist”). The Checklist shall be filled out completely and submitted with the Report. Any “N/A” response on the Checklist shall include a written explanation and adequate justification as deemed necessary by the City Engineer.
- E. The *Summary of Geotechnical Recommendations Form* (“Form”) shall be filled out completely and submitted with the Report.
- F. City review of the Report will be conducted as a means to verify if the pavement and subgrade design has been performed in general conformance to the City’s requirements and shall not be considered a detailed technical review of the pavement and subgrade design for adequacy, accuracy, or completeness. The Geotechnical Engineer performing the pavement and subgrade

design shall remain responsible for the technical adequacy, accuracy, and completeness of the pavement and subgrade design and shall not be relieved of any responsibility for such as a result of the City's review.

- G. The information and recommendations contained in the Report and any subsequent re-evaluation and/or supplement reports shall be accepted by the City Engineer in writing prior to Release of Construction.
- H. Fire lane paving shall be designed in accordance with the Standard Details or Letter of Recommendation from the Owner.
- I. The Engineer shall prepare a site-specific jointing plan for any roundabout. This includes, but is not necessarily limited to, expansion and contraction/sawed joints. Refer to Section 2 – Thoroughfare Design Requirements and Standard Details for more information on Roundabouts.
- J. Refer to the Standard Details and Technical Specifications for additional specific requirements related to pavement and subgrade.

### **3.02 Existing Surface/Subsurface Investigation**

A. Field Investigation elements include:

- 1. Borings shall be drilled on center of roadway at 250' spacing (or less), alternating between each roadway direction or on a 200' grid throughout a subdivision to a depth of at least 20' below finished subgrade.
- 2. Borings shall be sampled at 3' intervals or less to a depth of 10', and at 5' intervals or less thereafter.
- 3. Bulk samples of each soil type encountered in the upper 5' shall be taken for Laboratory Investigation.

B. Laboratory Investigation elements include:

- 1. Moisture Content Tests (ASTM D 2216) shall be performed. When the samples are wetter than normally expected due to seasonal variability, the samples shall be air dried such that the samples represent the drier portion of the year. Average all swell test results to determine the mean maximum swell percentage and the standard deviation.
  - a. For samples taken during the months of June through September, use the mean swell percentage.
  - b. For samples taken during the months of October through May, use the mean plus one standard deviation to determine the design swell percentage.
- 2. Soil types in each boring shall be classified as follows:
  - a. Atterberg limits (ASTM D 4318)
  - b. Percent Passing the No. 200 sieve (ASTM D 1140)

- c. Moisture/Density
- C. Weathered Eagle Ford shale (classified as either shale, shaley clay, or clayey shale and not rock) encountered within 8' below finished subgrade shall be excavated to a depth of at least the depth of required moisture treatment and replaced with on-site light brown or dark brown clays or other approved material. Weathered Eagle Ford shale is not suitable for stabilization without appropriate detailed design and acceptance by the City.
- D. A geotechnical re-evaluation will be required if more than two (2) months occur between the end of moisture conditioning and beginning of liming operations; when conditions have changed significantly between moisture conditioning and liming operations; when Contractor and/or Owner have not properly maintained moisture content; or as deemed necessary by the City. The re-evaluation shall include additional field and laboratory testing to confirm moisture conditioning is still acceptable, or how to rectify the substandard condition prior to liming operations as necessary. Borings for the re-evaluation will be required on center of roadway at 500' spacing (or less) or on a 400' grid throughout a subdivision to a depth of at least 20- below finished grade.

### **3.03 Subsurface Design**

- A. Laboratory investigation elements should include determining swell characteristics and movement potential using the Swell Test.
  - 1. Swell Test: Test for swell potential using swell test (ASTM D 4546) at 200 psf stress at least two samples per boring at varying depths from 0' to 10' to determine the average swell potential of the subgrade.
- B. The Geotechnical Engineer shall address transitions between zones of varying depths of moisture treatment. Zones shall remain at the most conservative depth 150-feet from the location of the boring resulting in the greatest depth, prior to transitioning to a zone with less moisture conditioning depth. In no case shall the transitions be greater than 1H:1V.
- C. If street trees are proposed and within the limits of the moisture treated subgrade and moisture barriers, the Geotechnical Engineer shall address this condition in the Report and propose an alternate moisture barrier for the City's review.
- D. All subsurface improvements shall be in accordance with the Technical Specifications unless otherwise approved by the City Engineer.

### **3.04 Subgrade Design**

- A. Laboratory Investigation elements include:
  - 1. Lime stabilization series for each soil type expected to be in the upper 12" of the subgrade. The Eades-Grimm method of pH testing shall be used to obtain a beginning point. Additional testing shall be performed for each soil type to determine lime content. Minimum design criteria are:

pH = 12.4 (or maximum pH) after mellowing (ASTM D 2976)

Swell potential <1.0 percent under 200 psf stress test (ASTM D 4546)

The minimum lime content shall be the percentage, by weight, of hydrated lime as determined by lime stabilization series plus 1.0%, and in no case be less than the City's minimum requirements as listed in Table 3.1.

2. Test for sulfates in the upper 3' of the subgrade in each boring using EPA 9038 or EPA 375.4 with 10:1 dilution ratio. Provide testing to determine the levels of sulfate present in all soil types in the upper 3'.
  - B. Formations having high sulfates (over 6,000 ppm (0.6%) sulfates) shall be lime stabilized using a double application method. Refer to Technical Specifications for lime application methods.
  - C. Alternative subgrade options may be proposed by the Geotechnical Engineer, and may be approved by the City Engineer in writing.
  - D. Flexible base, if proposed as an alternative subgrade, shall have a minimum depth of 12-inches and shall extend a minimum of 2-feet behind the back of curb. Flexible base shall meet TxDOT Specifications, Item 247, Type D, Grade 1 or 2 with Triax TX 140 Geogrid (or approved equal) under the flexible base.
  - E. All subgrade improvements shall be in accordance with the Technical Specifications unless otherwise approved by the City Engineer.

### **3.05 Pavement Design**

- A. All concrete pavement shall be in accordance with Technical Specification 321313 unless otherwise approved by the City Engineer.
- B. The minimum pavement sections listed in Table 3.1 are based on the Pavement Design Input Values contained in Table 3.2. It is the Geotechnical Engineer's responsibility to ensure those input values are applicable. A pavement design shall be based on the American Association of State Highway and Transportation Officials (AASHTO) Guide for Design of Pavement Structures, current edition, utilizing WinPAS, Pavement Analysis Software. A printout from the software program will be required.

**TABLE 3.2: Pavement Design Input Values**

Input	Thoroughfare Classification			
	Major Arterial	Minor Arterial	Collector	Local
Design Period	20 years	20 years	20 years	20 years
Initial Serviceability	4.5	4.5	4.5	4.5
Terminal Serviceability	2.5	2.3	2.3	2.0
Concrete MOR @ 28 days	620 psi	620 psi	620 psi	620 psi
Concrete E @ 28 days	5,000,000 psi	5,000,000 psi	5,000,000 psi	5,000,000 psi
Modulus of Subgrade Reaction (Eagle Ford Shale Formation)	300 psi/in	300 psi/in	300 psi/in	300 psi/in
Modulus of Subgrade Reaction (Austin Chalk Formation)	420 psi/in	420 psi/in	420 psi/in	420 psi/in
Reliability	90%	90%	85%	85%
Standard Deviation	0.35	0.35	0.35	0.35
Load Transfer Coefficient	2.9	2.9	2.9	2.9
Drainage Coefficient	1.0	1.0	1.0	1.0
Design Average Daily Traffic (ADT)	60,000 or Traffic Count	30,000 or Traffic Count	20,000 or Traffic Count	10,000 or Traffic Count
Traffic Growth Rate	0%	0%	0%	0%
Percent Trucks	2%	2%	1%	1%
Lanes	6	4	2	2
Lane Distribution Factor	0.7	1	1	1



Geotechnical Report for Roadways Checklist

Project Name: \_\_\_\_\_

Geotechnical Engineer/Firm: \_\_\_\_\_

Report Date: \_\_\_\_\_

Date Received: \_\_\_\_\_

Note: Any N/A response shall include a written explanation with adequate justification, as deemed necessary by the City Engineer.

- |                          |                          |   |
|--------------------------|--------------------------|---|
| <b>COMPLETE</b>          | <b>N/A</b>               | <b>1. SECTION 3.01 GENERAL</b>  |
| <input type="checkbox"/> | <input type="checkbox"/> | A. Include the <i>Summary of Recommendations Form</i>   |
| <input type="checkbox"/> | <input type="checkbox"/> | B. Description of Project   |
| <input type="checkbox"/> | <input type="checkbox"/> | C. Location of Project  |
| <input type="checkbox"/> | <input type="checkbox"/> | D. Roadway type and classification  |
| <input type="checkbox"/> | <input type="checkbox"/> | E. Grading plan and summary   |
| <input type="checkbox"/> | <input type="checkbox"/> | F. Discussion of underground utilities within the Project limits  |
| <b>COMPLETE</b>          | <b>N/A</b>               | <b>2. SECTION 3.02 EXISTING SURFACE/SUBSURFACE</b>  |
| <input type="checkbox"/> | <input type="checkbox"/> | A. Discussion of existing surface/subsurface conditions that may affect subgrade and pavement design or performance (i.e. vegetation, terrain, existing structures, existing pavement, etc.)  |
| <input type="checkbox"/> | <input type="checkbox"/> | B. Discussion of geological conditions that may impact subgrade and pavement design or performance. Specify formation.  |
| <input type="checkbox"/> | <input type="checkbox"/> | C. Surface/subsurface conditions with logs <ul style="list-style-type: none"> <li>- Sampling techniques</li> <li>- Description of soil and rock encountered, including lab test details</li> <li>- Discussion of water and groundwater conditions</li> <li>- Discussion of seasonal variations in moisture content</li> <li>- Atterberg limits (ASTM D 4318)</li> <li>- Percent Passing the No. 200 sieve (ASTM D 1140)</li> </ul>  |
| <input type="checkbox"/> | <input type="checkbox"/> | D. All standards used in field and laboratory testing shall be identified. Any deviations to standard procedures shall be discussed.  |
| <b>COMPLETE</b>          | <b>N/A</b>               | <b>3. SECTION 3.03 SUBSURFACE RECOMMENDATIONS</b>   |
| <input type="checkbox"/> | <input type="checkbox"/> | A. Expansive Soils Evaluation <ul style="list-style-type: none"> <li>- Percent swell calculation and test results</li> <li>- Effect of cut/fills (i.e. long-term soil uplift in cut areas; settlement overburden pressure effects in fill areas)</li> <li>- Identify soil movement estimates at each boring location</li> <li>- Explanation of anomalous variations within the soil profile and between borings (i.e Atterberg limits, PI, sulfates, clay to rock, etc.)</li> </ul> |
| <input type="checkbox"/> | <input type="checkbox"/> | B. Soil Moisture Conditioning <ul style="list-style-type: none"> <li>- Discussion of swell test results summary</li> <li>- Recommended depth of moisture conditioning</li> <li>- Address transition between zones of varying depth</li> <li>- Discussion of possible variations during construction and mitigation thereof</li> <li>- Discussion of techniques to maintain moisture in soil</li> </ul>  |



- Discussion of methods to test soil moisture conditioning during construction (i.e. a second geotechnical investigation/re-evaluation may be required to specifically address soil moisture prior to lime operations)
- Address street trees

**COMPLETE**      **N/A**  
           

**4. SECTION 3.04 SUBGRADE RECOMMENDATIONS**

**A. Subgrade Stabilization**

- Typical subgrade type
- Explanation of anomalous soil conditions anticipated and discussion of potential variations to consider
- Construction techniques to implement
- Effects of rock/rock fragments encountered during construction and recommendations to abate

**B. Soluble Sulfates**

- Identify soluble sulfate test results; summarize results and discuss variations
- Discussion of techniques during construction to mitigate sulfate-induced heaving
- Sulfate retesting during construction

**COMPLETE**      **N/A**  
              
              
           

**5. SECTION 3.05 PAVEMENT RECOMMENDATIONS**

- A. Identify roadway type(s) and classifications(s)
- B. Identify deviations from Pavement Design Input Values (re: Table 3.2)
- C. Identify recommended pavement section

**COMPLETE**      **N/A**  
              
              
              
              
              
              
           

**6. APPENDIX**

- A. Geological Map
- B. Boring Locations
- C. Boring Logs
- D. Grading Plan (for non-linear projects)
- E. Cut vs. fill by station number (for linear projects)
- F. Printout from WinPAS pavement design software program
- G. Proposed typical section with dimensions showing pavement thickness, subgrade type and thickness, moisture conditioning depth, and location of moisture barrier. If applicable, location of proposed trees and root barriers shall be shown.





## **SECTION 4 – DRAINAGE DESIGN REQUIREMENTS**

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## Section 4 – Drainage Design Requirements

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### 4.01 General

- A. This section contains the minimum storm drainage design criteria to be followed in the design of storm drainage facilities and demonstrates the design procedures to be used on drainage projects in the City of Lake Dallas.
- B. The design factors, formulas, graphs and procedures described are intended to serve as guidelines. Responsibility for the actual design remains with the Engineer. Deviation from the requirements of these standards shall be approved by the City Engineer.
- C. The Engineer shall prepare the design plans in accordance with the standard design checklist.
- D. It is the responsibility of the Engineer to provide all necessary calculations and designs described herein. The Engineer shall provide the City the data, calculations, and designs necessary to demonstrate the design does not adversely impact the surrounding or downstream property and meet local, state, and federal rules, regulations, and requirements.
- E. The Engineer shall use the city's base models for development along floodplain areas. If a model is not available, the Engineer shall be required to provide a floodplain model in accordance with city standards and guidelines.
- F. The applicant will be responsible for implementing any improvements required by the downstream assessment.

### 4.02 Determining Design Discharge

The Rational Method may be used to determine the runoff generated from a property when a contributing drainage area is less than 100 acres. A unit hydrograph method shall be used to determine the runoff generated from a property with a contributing drainage area greater than 100 acres. The City Engineer may require developments with contributing drainage areas less than 100 acres to use a unit hydrograph method if the hydrologic results of the contributing drainage area or components within the drainage area more accurately reflect a unit hydrograph.

There are a number of empirical hydrologic methods available to estimate runoff characteristics for a site or drainage subbasin; however, the following methods have been selected to support hydrologic site analysis for the design methods and procedures included in this Manual:

- Rational Method
- SCS Unit Hydrograph Method
- Snyder's Unit Hydrograph Method
- USGS & TXDOT Regression Equations

These methods were selected based upon a verification of their accuracy in duplicating local hydrologic estimates for a range of design storms throughout the state and the availability of equations, nomographs, and computer programs to support the methods.

Table 4.1 provides limitations on the use of several methods.

<b>TABLE 4.1: Constraints on Using Recommended Hydrologic Methods</b>		
<b>Method</b>	<b>Size Limitations<sup>1</sup></b>	<b>Comments</b>
Rational <sup>2</sup>	0 – 100 acres	Method can be used for estimating peak flows and the design of small site or subdivision storm sewer systems.
Unit Hydrograph (SCS) <sup>3</sup>	<b>Any Size</b>	Method can be used for estimating peak flows and hydrographs for all design applications.
Unit Hydrograph (Snyder's) <sup>4</sup>	> 100 acres	Method can be used for estimating peak flows and hydrographs for all design applications. <b>This method can only be used with approval of the CITY ENGINEER.</b>
TXDOT Regression Equations	10 to 100 mi <sup>2</sup>	Method can be used for estimating peak flows for rural design applications <b>for comparison purposes only. This method can only be used with approval of the CITY ENGINEER.</b>
USGS Regression Equations	3 – 40 mi <sup>2</sup>	Method can be used for estimating peak flows for urban design applications <b>for comparison purposes only. This method can only be used with approval of the CITY ENGINEER.</b>
<sup>1</sup> Size limitations refer to the drainage basin for the storm water management facility (e.g., culvert, inlet). <b>These do not necessarily apply to master drainage plans.</b> <sup>2</sup> The version of the Rational Method described in Section 4.5.4.2 may be used to calculate detention storage volumes for drainage areas of 10 acres or less and preliminary estimates for drainage areas of less than 100 acres. The engineer is cautioned that the method could underestimate the storage volume. <sup>3</sup> This refers to SCS routing methodology included in many readily available programs (such as HEC-HMS or HEC-1) that utilize this methodology. The Simplified SCS Method described in Section 2.1.5.7 may be used only with the approval of the TOWN ENGINEER. <sup>4</sup> This refers to the Snyder's routing methodology included in many readily available programs (such as HEC-HMS or HEC-1) that utilize this methodology.		

A. Rational Formula (Drainage Areas < 100 acres)

The Rational Formula for computing peak runoff rates is as follows:

$$Q = C * I * A$$

- Q = runoff rate (cfs)
- C = runoff coefficient (dimensionless)
- I = rainfall intensity (in/hr)
- A = drainage area (ac)

B. Runoff Coefficient (C)

1. Runoff coefficients shall be based on the future land use plan, which is included in the City's Comprehensive Plan. Runoff coefficients reflecting other conditions may be used based on the guidelines set forth in Section 4.02.F.

2. Table 4.1 provides guidelines for runoff coefficients for typical land use within the city; however, a weighted runoff coefficient may be used for the design if it is more representative of the site conditions.
3. A lower runoff coefficient may be used if sustainable elements are included in the design. The Engineer shall notify Engineering Services of the design intent and provide the necessary data, calculations and design to support the desired runoff coefficient. All sustainable designs are subject to approval by Engineering Services (refer to Section 4.18 for sustainable design options).

**TABLE 4.2: Runoff Coefficients and Inlet Time Guidelines**

Land Use	Runoff Coefficient “C”	Inlet Time (Minutes)
Single Family Residential	0.55	15
Two Family, Patio Home, Town Home	0.70	10
Multiple Family	0.80	10
Non-Residential Uses	0.90	10
Park Area	0.35	20
School	0.70	15
Church	0.80	10
Undeveloped	0.30	20
Hospital	0.90	10
Streets	0.90	10

C. Time of Concentration (T<sub>c</sub>)

SCS methodology shall be used to determine the time of concentration (T<sub>c</sub>). This method separates the flow through the drainage area into sheet flow, shallow concentrated flow, and open channel flow. The T<sub>c</sub> is the sum of travel times for sheet flow, shallow flow and open channel flow. The time of concentration flow path and sheet flow path shall be made available to the City upon request.

1. Sheet Flow: The maximum allowable length for sheet flow is 300’ for undeveloped drainage areas and 100’ for developed areas. When selecting n for sheet flow, consider cover to a height of about 0.1’. This is the only part of the plant cover that will obstruct sheet flow. The T<sub>t</sub> in minutes for sheet flow is determined using the following equation:

$$T_t = \frac{0.007(nL)^{0.8}}{(P_2)^{0.5}S^{0.4}}$$

- T<sub>t</sub> = travel time (hr)
- n = Manning’s roughness coefficient (Table 4.3)
- L = flow length (ft)
- P<sub>2</sub> = 2-year, 24-hour rainfall, 3.6in
- S = slope of hydraulic grade line (land slope, ft/ft)

**TABLE 4.3: Sheet Flow ‘n’ Values**

Surface Description	n
Smooth surfaces (concrete, asphalt, gravel, or bare soil)	<b>0.011</b>
Fallow (no residue)	<b>0.05</b>
Cultivated soils	
Residue cover less than 20%	<b>0.06</b>
Residue cover greater than 20%	<b>0.17</b>
Grass:	
Short Prairie Grass	<b>0.15</b>
Dense grasses	<b>0.24</b>
Range (natural)	<b>0.13</b>
Woods:	
Light underbrush	<b>0.40</b>
Dense underbrush	<b>0.80</b>

## 2. Shallow Concentrated Flow

Shallow concentrated flow begins where sheet flow ends. A projected slope should be established along the flow line for the shallow concentrated flow length. The  $T_t$  in minutes for shallow concentrated flow is determined by the following equation:

$$T_t = \frac{L}{3600V}$$

- $T_t$  = travel time (hr)  
 $L$  = flow length (ft)  
 $V$  = velocity (fps)  
 Unpaved =  $16.1345*(S)^{0.5}$   
 Paved =  $20.3282*(S)^{0.5}$

## 3. Open Channel Flow

Open Channel Flow is where the runoff is located within a defined channel or in some cases, closed storm systems. The  $T_t$  for open channel flow is determined using the following equation:

$$T_t = \frac{L}{3600V}$$

$$V = \frac{1.49r^{\frac{2}{3}}s^{\frac{1}{2}}}{n}$$

- $T_t$  = travel time (hr)  
 $V$  = average velocity (ft/s)  
 $r$  = hydraulic radius (ft)  
 $A$  = cross sectional flow (ft<sup>2</sup>)  
 $P$  = wetted perimeter (ft)  
 $s$  = slope of the hydraulic grade line (channel slope, ft/ft)



$n$  = Manning's roughness coefficient

The Engineer shall compare the calculated time to the time listed in Table 4.2. If the calculated  $T_c$  differs from the value in Table 4.2, the Engineer shall provide information to justify the  $T_c$  calculations.

D. Rainfall Intensity (I)

The rainfall intensity (I), shall be based on the rainfall intensity-duration for Denton County. The intensity for a particular duration can be obtained using the coefficients from Table 4.4. Rainfall intensities for the 16 counties which participate in the NCTCOG area and should be used for all hydrologic analysis within the given county. The values in these tables were derived in the following way: New IDF values for the 1-year through 500-year storm return periods were determined for the NCTCOG area on a county by county basis. All values were plotted and smoothed to ensure continuity. If the calculated inlet time differs from the value in Table 4.2, the Engineer shall provide information to justify the inlet time calculations. The equation used to determine the intensity values for various storm events and durations is provided below.

$$I = \frac{b}{(T_c + d)^e} \quad (1.1)$$

Refer to the following table for b, d, and e.

TABLE 4.4: Intensity Coefficients

		Table 2.1.3-1 Rainfall Intensity-Duration for Denton County							
Coefficients		Return Period (Years)							
		1	2	5	10	25	50	100	
e		0.82089	0.80553	0.79891	0.78388	0.76912	0.76817	0.7566	
b		43.381	50.455	65.467	70.683	78.538	89.853	95.776	
d		T8	9	11	11	11	12	12	
Hours	Minutes	Rainfall Intensity (inches per hour)							
0.083	5	5.28	6.02	7.15	8.04	9.31	10.19	11.23	
	6	4.97	5.7	6.81	7.67	8.89	9.76	10.75	
	7	4.7	5.41	6.5	7.33	8.5	9.36	10.32	
	8	4.46	5.15	6.23	7.03	8.16	9	9.93	
	9	4.24	4.92	5.98	6.75	7.84	8.67	9.57	
	10	4.04	4.71	5.75	6.5	7.55	8.36	9.24	
	11	3.87	4.52	5.54	6.27	7.29	8.08	8.93	
	12	3.71	4.34	5.35	6.05	7.04	7.82	8.65	
	13	3.56	4.18	5.17	5.85	6.82	7.58	8.39	
0.250	14	3.43	4.04	5	5.67	6.61	7.36	8.14	
	15	3.31	3.9	4.85	5.5	6.41	7.14	7.91	
	16	3.19	3.77	4.7	5.34	6.23	6.95	7.7	
	17	3.09	3.66	4.57	5.19	6.05	6.76	7.5	
	18	2.99	3.55	4.44	5.05	5.89	6.59	7.31	
	19	2.9	3.44	4.32	4.91	5.74	6.43	7.13	
	20	2.81	3.35	4.21	4.79	5.6	6.27	6.96	
	21	2.73	3.26	4.11	4.67	5.46	6.12	6.8	
	22	2.66	3.17	4.01	4.56	5.34	5.99	6.65	
	23	2.59	3.09	3.91	4.45	5.21	5.85	6.5	
	24	2.52	3.02	3.82	4.35	5.1	5.73	6.36	
	25	2.46	2.95	3.74	4.26	4.99	5.61	6.23	
	26	2.4	2.88	3.66	4.17	4.89	5.5	6.11	
	27	2.34	2.81	3.58	4.08	4.79	5.39	5.99	
	28	2.29	2.75	3.51	4	4.69	5.28	5.88	
0.500	29	2.24	2.69	3.44	3.92	4.6	5.18	5.77	
	30	2.19	2.64	3.37	3.85	4.51	5.09	5.66	
	31	2.14	2.58	3.31	3.77	4.43	5	5.56	
	32	2.1	2.53	3.24	3.71	4.35	4.91	5.47	
	33	2.06	2.49	3.18	3.64	4.28	4.83	5.38	
	34	2.02	2.44	3.13	3.58	4.2	4.75	5.29	
	35	1.98	2.39	3.07	3.51	4.13	4.67	5.2	
	36	1.94	2.35	3.02	3.46	4.06	4.59	5.12	
	37	1.91	2.31	2.97	3.4	4	4.52	5.04	
	38	1.87	2.27	2.92	3.35	3.94	4.45	4.96	
	39	1.84	2.23	2.88	3.29	3.88	4.38	4.89	
	40	1.81	2.19	2.83	3.24	3.82	4.32	4.82	
	41	1.78	2.16	2.79	3.19	3.76	4.26	4.75	
	42	1.75	2.13	2.74	3.15	3.71	4.2	4.68	
	43	1.72	2.09	2.7	3.1	3.65	4.14	4.62	
0.750	44	1.69	2.06	2.66	3.06	3.6	4.08	4.56	
	45	1.67	2.03	2.63	3.01	3.55	4.02	4.5	
	46	1.64	2	2.59	2.97	3.5	3.97	4.44	
	47	1.62	1.97	2.55	2.93	3.46	3.92	4.38	
	48	1.59	1.94	2.52	2.89	3.41	3.87	4.32	
	49	1.57	1.92	2.49	2.85	3.37	3.82	4.27	
	50	1.55	1.89	2.45	2.82	3.33	3.77	4.22	
	51	1.53	1.86	2.42	2.78	3.28	3.73	4.17	
	52	1.51	1.84	2.39	2.75	3.24	3.68	4.12	
	53	1.49	1.82	2.36	2.71	3.21	3.64	4.07	
	54	1.47	1.79	2.33	2.68	3.17	3.6	4.02	
	55	1.45	1.77	2.3	2.65	3.13	3.55	3.98	
	56	1.43	1.75	2.28	2.62	3.09	3.51	3.93	
	57	1.41	1.73	2.25	2.59	3.06	3.48	3.89	
	58	1.39	1.71	2.22	2.56	3.03	3.44	3.85	
	59	1.37	1.69	2.2	2.53	2.99	3.4	3.81	
	1	60	1.36	1.67	2.17	2.5	2.96	3.36	3.77
	2	120	0.81	1.01	1.33	1.55	1.85	2.11	2.38
3	180	0.59	0.74	0.99	1.15	1.38	1.58	1.79	
6	360	0.34	0.43	0.58	0.68	0.83	0.95	1.09	
12	720	0.19	0.25	0.34	0.4	0.49	0.57	0.65	
24	1440	0.11	0.14	0.2	0.23	0.29	0.33	0.39	



E. Unit Hydrograph Method (Drainage Areas > 100 acres)

1. The use of a unit hydrograph method shall be based upon standard and accepted engineering principles normally used in the profession subject to the approval Engineering Services. Acceptable methods include the Soil Conservation Services (SCS) Technical Release Number 55 (TR-55) for drainage areas 100 acres to 2,000 acres and SCS's Technical Release Number 20 (TR-20), or the United States Army Corps of Engineers HEC-HMS models for drainage areas 100 acres or more.
2. The post development unit hydrograph method shall be based upon fully developed on-site watershed conditions assuming no effects from upstream or on-site detention facilities, unless the requirements set forth in Section 4.03.b are met, or as directed by Engineering Services. The Engineer should discuss the approach method with Engineering Services prior to design.
3. Circumstances that may require the use of a unit hydrograph method include open channels, reclaiming floodplains, creating lakes, regional detention/retention facilities or building other types of drainage related facilities on major drainage courses. The city requires fully developed watershed conditions be used for all modeling. FEMA's flows shall not be used as the flows are generally based upon existing watershed conditions.

4. Coincident peak flows can also be considered using Table 4.5.

**TABLE 4.5: Frequencies for Coincidental Occurrences**

Area Ratio	100 year design	
	Main Stream	Tributary
10000:1	2	100
	100	2
1000:1	10	100
	100	10
100:1	25	100
	100	25
10:1	50	100
	100	50
1:1	100	100
	100	100

5. Modeling Requirements

HEC-HMS shall be used in developing all hydrologic models. Other hydrologic models may be used upon approval from Engineering Services. The following criteria should be used:

- a. 24-hour storm duration using an SCS Type II distribution.
- b. Rainfall values calculated using coefficients provided in Table 4.4.
- c. The SCS Curve Number (CN) method shall be used to determine the loss rate. CN values shall be taken from TR-55.
- d. Tc values shall be calculated as shown in Section 4.02.C.
- e. Muskingum Cunge method shall be used for routing of the Unit Hydrograph through the drainage system. Engineering Services may request for other routing methods, such as the Modified Puls Routing Method, to be used in the design if the method is more characteristic of the hydrologic and hydraulic conditions of the watershed.

F. Runoff from Off-Site Developments

1. Off-site Flows for Developed Upstream Watershed

The Engineer may take the effects of upstream detention into account if the hydrologic and hydraulic information for the existing upstream ponds are shown on the construction plans and the information can be verified by record drawings or a record survey. An emergency overflow path between the existing detention ponds and the proposed site shall be identified and clearly indicated on the construction plans. The Engineer shall confirm the hydrologic and hydraulic effects of upstream facilities in accordance with Section 4.09.

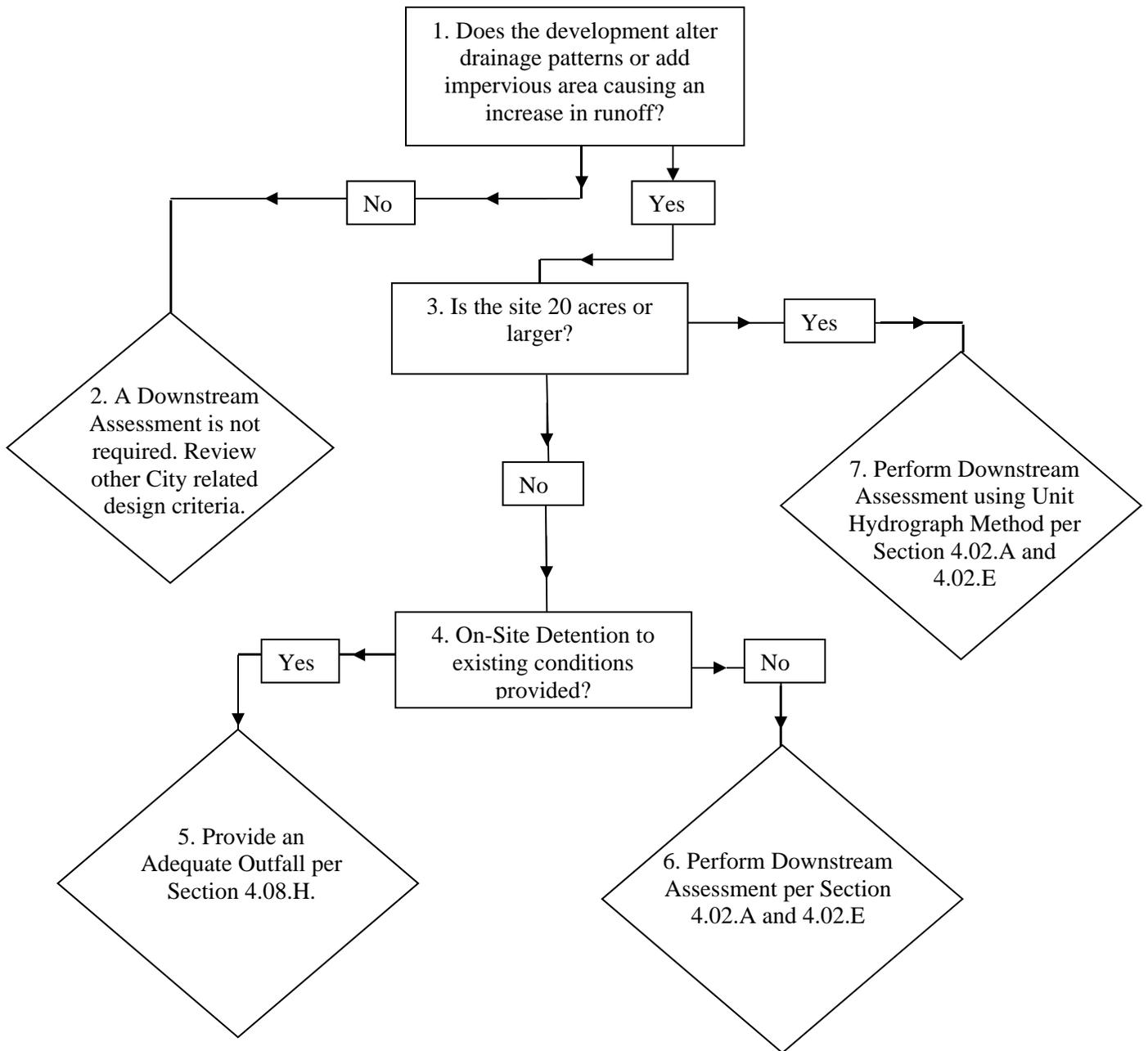
## 2. Off-site Flows for Undeveloped Upstream Watershed

If an undeveloped upstream property exists, the Engineer shall assume fully developed conditions without detention for the off-site area unless a Downstream Assessment shows the downstream facilities convey the fully developed peak flows.

### **4.03 Downstream Assessment**

The design of a storm drain facility must account for the offsite flows that are routed through the development, flows generated by the development, and the impacts of the development and the drainage system on downstream facilities. The storm water discharge from the development shall not cause adverse impacts to adjacent or downstream properties or facilities. In order to determine the impacts to the downstream properties or facilities, a Downstream Assessment may be required. Figure 4.1 summarizes the process for a Downstream Assessment.

**FIGURE 4.1: Downstream Assessment Flow Chart**



Downstream Assessments shall be prepared and submitted to the City with the construction plans. The study shall demonstrate the development will produce no adverse impacts. No adverse impacts may include, but are not limited to:

- a. No new or increased flooding of existing insurable (FEMA) structures (habitable buildings).
- b. No significant increases (more than 0.1') in water surface elevations for the 1, 5, 25, and 100 year storm events unless contained in existing channel (with freeboard), roadway, drainage easement and ROW. Dry lane and gutter capacity requirements set forth in Section 4.04.A shall also be met.
- c. Post-development channel velocities shall not be increased by more than 5% above pre-development velocities. Exceptions to these criteria require a certified geotechnical/geomorphologic study that provides documentation that a higher velocity will not increase erosion.
- d. No increases in downstream discharges caused by the proposed development that, in combination with existing discharges, exceeds the existing capacity of the downstream storm drainage system.
- e. The Downstream Assessment shall extend to a point downstream where the proposed development creates no adverse impacts. The downstream point is known as the Zone of Influence. The Engineer shall determine how far downstream the analysis for the Downstream Assessment shall extend. For properties less than 20 acres, the Downstream Assessment may use the 10% rule to determine the Zone of Influence. For all other properties, the Zone of Influence will be defined by a detailed hydrologic and hydraulic modeling analysis.
- f. The 10% rule states the Zone of Influence can be considered to be the point where the drainage area controlled by the drainage facility comprises 10% of the total drainage area. As an example, if a structural control drains 10 acres, the Zone of Influence ends at a point where the total drainage area is at least 100 acres.

#### **4.04 Street Capacity**

##### **A. Straight Crown Streets:**

1. All straight crown street capacities shall be hydraulically designed using Manning's equation:

$$Q = \left( \frac{1.486}{n} \right) A \left( R^{2/3} \right) \left( S^{1/2} \right)$$

- Q = Gutter flow (cfs)  
n = Manning's roughness coefficient, (0.0175 for concrete street)  
A = Cross section flow area (ft<sup>2</sup>)  
R = Hydraulic radius of the conduit in feet, which is the area of the flow divided by the wetted perimeter (R=A/P)  
P = Wetted perimeter (ft)  
S = Slope of the hydraulic gradient (ft/ft)

2. The City requires a minimum of one dry lane of pavement (9' wide) in each direction during the 100-year event for Major or Minor Arterial thoroughfares.
3. The dry lane criteria shall be met in both the interim and future conditions.

**B. Parabolic Crown Streets**

1. All parabolic crown street capacities shall be hydraulically designed using Manning's equation.
2. During a 100 year storm event, the gutter depth on Collector or Local thoroughfares are required by the City not to exceed 6" or top of curb, whichever is less.
3. During a 100-year storm event, the City requires a minimum of 9' of pavement in each direction for Collector thoroughfares.

**4.05 Alley Capacity**

- A. All alley capacities shall be hydraulically designed using Manning's equation.
- B. The 100-year storm event shall be contained within the edge of pavement.
- C. In residential areas where the standard alley section capacity is exceeded, storm sewer systems with inlets shall be provided.
- D. Grate combination inlets shall be located in alleys upstream from an intersection and where necessary to prevent water from entering intersections in amounts exceeding allowed street capacity.

**4.06 Valley Gutters**

- A. The use of valley gutters to convey storm water across a street intersection is subject to the following criteria:
  1. Valley gutters shall not cross Major Arterials, Minor Arterials, and Collectors thoroughfares.
  2. At any intersection, valley gutters perpendicular to the main street will not be permitted; and valley gutters parallel to the main street may only cross a lower classified street.

**4.07 Inlet Location and Capacity****A. Gutter Flow**

Curb inlets shall be placed to ensure that the 100 year flow in a street does not exceed the dry lane requirements for straight crown streets and top-of-curb elevation for parabolic crown streets as per Sections 4.04. The following form of the Manning's equation should be used to evaluate gutter flow hydraulics:

$$Q = \left[ \frac{0.56}{n} \right] Sx^{5/3} S^{1/2} T^{8/3}$$

- Q = Gutter flow rate (cfs)  
 S<sub>x</sub> = Pavement cross slope (ft/ft)  
 S = Longitudinal slope (ft/ft)  
 T = Width of flow in roadway (ft)  
 n = Manning's roughness coefficient

Depth of flow in the gutter can be calculated using the following modified form of the equation above:

$$y_o = z \left( \frac{QnS_x}{S^{1/2}} \right)^{3/8}$$

- y<sub>o</sub> = depth of water in the curb and gutter cross section (ft or m)  
 Z = 1.24

If the flow in the gutter is still excessive, the storm sewer shall be extended to a point where the gutter flow can be effectively intercepted by curb inlets.

#### B. Capacity of Curb Inlet on Grade

To determine the capacity of a curb inlet on grade, first determine the ratio of the flow in the locally depressed gutter section to the total flow in the road.

$$E_0 = 1 / \left\{ 1 + \frac{S_w}{S_x} \left[ \left( 1 + \frac{S_w/S_x}{(T/W) - 1} \right)^{2.67} - 1 \right]^{-1} \right\}$$

- E<sub>0</sub> = Ratio of flow in the depressed gutter to the total flow  
 S<sub>w</sub> = Gutter cross slope (ft/ft)  
 S<sub>x</sub> = Roadway cross slope (ft/ft)  
 T = Width of flow in roadway (ft)  
 W = Width of depressed gutter section (ft)

Then calculate the equivalent cross slope at the depressed curb inlet opening.

$$S_e = S_x + \frac{a}{W} E_0$$

- S<sub>e</sub> = Equivalent cross slope (ft/ft)  
 S<sub>x</sub> = Roadway cross slope (ft/ft)  
 a = Gutter Depression Depth (ft)  
 W = Width of depressed gutter section (ft)  
 E<sub>0</sub> = Ratio of flow in the depressed gutter to the total flow

Then calculate the inlet length required to capture 100% of the gutter flow.

$$L_T = 0.60Q^{0.42}S^{0.3} \left( \frac{1}{nS_e} \right)^{0.6}$$

- $L_T$  = Required length of inlet (ft)
- $Q$  = Total flow in the roadway (cfs)
- $S$  = Roadway longitudinal slope (ft/ft)
- $n$  = Manning's roughness coefficient
- $S_e$  = Equivalent cross slope (ft/ft)

The efficiency of a curb inlet opening shorter than  $L_T$  is:

$$E = 1 - \left( 1 - \frac{L}{L_T} \right)^{1.8}$$

- $E$  = Inlet efficiency
- $L$  = Length of the curb inlet opening (ft)
- $L_T$  = Required length of inlet to capture 100% of the roadway flow (ft)

The total flow captured by the curb inlet is:

$$Q_i = EQ$$

- $Q_i$  = Flow capture by inlet (cfs)
- $E$  = Inlet efficiency
- $Q$  = Total flow in the roadway (cfs)

### C. Capacity of Curb Inlets in Sag

The capacity of a curb inlet in sag depends on the water depth at the curb opening and the height of the curb opening. The inlet operates as a weir to a depth equal to the curb opening height and as an orifice at depths greater than 1.4 times the opening height. At depths between 1.0 and 1.4 times the opening height, flow is in a transition stage and the capacity should be based on the lesser of the computed weir and orifice capacities.

1. If the depth of flow in the gutter ( $d$ ) is less than or equal to 1.4 times the inlet opening height ( $h$ ), ( $d \leq 1.4H$ ), determine the length of inlet required considering weir control. Calculate the capacity of the inlet when operating under weir conditions with the following equation:

$$Q = C_w(L + 1.8W)d^{1.5}$$

2. Rearrange above equation to produce the following relation for curb inlet length required:

$$L = \left( \frac{Q}{C_w y_o^{1.5}} \right) - 1.8W$$

- $Q$  = total flow reaching inlet (cfs)
- $C_w$  = weir coefficient (3.0)
- $y_o$  = head at inlet opening (ft)
- $L$  = length of curb inlet opening (ft)

W = lateral width of depression (ft)

$$y_o = z \left( \frac{QnS_x}{S^{1/2}} \right)^{3/8}$$

$y_o$  = depth of water in the curb and gutter cross section (ft or m)  
 Q = gutter flow rate (cfs)  
 n = Manning's roughness coefficient  
 S = longitudinal slope (ft/ft)  
 $S_x$  = pavement cross slope (ft/ft)  
 Z = 1.24

- If the depth of flow in the gutter is greater than the inlet opening height ( $d > h$ ), determine the length of inlet required considering orifice control. The equation for interception capacity of a curb opening as an orifice follows:

$$Q = C_o h L \sqrt{2g d_e}$$

Q = total flow reaching inlet (cfs)  
 $C_o$  = orifice coefficient = 0.70  
 h = depth of opening (ft) (this depth will vary slightly with the inlet detail used)  
 L = length of curb opening inlet (ft.)  
 g = acceleration due to gravity = 32.2 ft/s<sup>2</sup>  
 $d_e$  = effective head at the centroid of the orifice (ft)  $d_e = d - h/2$

Rearranging equation allows a direct solution for required length:

$$L = \frac{Q}{C_o h \sqrt{2g d_e}}$$

- If both steps 1 and 2 were performed (i.e.,  $h < d \leq 1.4h$ ), choose the larger of the two computed lengths as being the required length.
- Select a standard inlet length that is greater than the required length.

#### D. Slotted Drains

- Slotted drains are not allowed except by approval by the City Engineer.

#### E. Capacity of Wye Inlets

$$\frac{Q}{P} = 3.1y^{3/2}$$

Q = flow (cfs)  
 P = perimeter of opening (ft)  
 y = head/depth (ft)

Wye (drop) inlets shall be located to collect water on non-paved areas where it is not practical to use a headwall. No double Wye inlets shall be allowed.

**F. Curb Inlet Placement**

1. Placing several curb inlets at a single location is only permitted in areas with steep grades (4% or greater) when necessary to prevent flooding and avoid exceeding street capacity in flatter reaches downstream.
2. No more than 20' of inlet shall be constructed at one location along one curb line.
3. Curb inlets shall be placed upstream from right angle turns and street intersections.
4. An emergency overflow path shall be provided on the plans for sag locations. An emergency overflow path is the path the storm water will take if the drainage facility becomes clogged or ceases to function as designed. The emergency overflow path must be located within public right-of-way or within a drainage easement.
5. Curb inlet depth shall not be less than 4.5' from top of curb for all public improvements.
6. Inlets are required at the low point of a superelevation to prevent flow across the roadway.
7. Multiple sag inlets shall be located no closer than 300'

**G. The Inlet Spreadsheet shall be provided with the construction plans for review by the City. A description of each of the columns shown in the inlet spreadsheet is provided below:**

- Column 1: Design Point for Inlet
- Column 2: Inlet number
- Column 3: Location of inlet by storm drain station number
- Column 4: Drainage area designation for incremental area
- Column 5: Drainage area size (acres)
- Column 6: Runoff coefficient (C)
- Column 7: Time of concentration (minutes)
- Column 8: 100-year intensity (in/hr)
- Column 9: 100-year runoff,  $Q=CIA$  (cfs)
- Column 10: 100-year carryover flow from upstream inlet (cfs)
- Column 11: 100-year total gutter flow (Column 9 + Column 10) (cfs)
- Column 12: Percentage of flow traveling from lower station side of sag inlet based on percentage of drainage area and carryover flow from that side (cfs)

- Column 13: Percentage of flow traveling from higher station side of sag inlet based on percentage of drainage area and carryover flow from that side (cfs)
- Column 14: 100-year total gutter flow reaching the lower station side of the sag inlet (Column 11 times Column 12) (cfs)
- Column 15: 100-year total gutter flow reaching the higher station side of the sag inlet (Column 11 times Column 13) (cfs)
- Column 16: Longitudinal slope of the approach gutter. For sag inlets, half the longitudinal slope of the approach gutter on the lower station side of the inlet ( $S_0$ ) (ft/ft)
- Column 17: Not used for on-grade inlets. For sag inlets, half the longitudinal slope of the approach gutter on the higher station side of the inlet ( $S_0$ ) (ft/ft)
- Column 18: Street crown section type (straight crown [“rooftop”] or parabolic)
- Column 19: Roadway cross slope “Sx” (%)
- Column 20: Manning’s roughness coefficient (n) for pavement (0.0175 for concrete pavement)
- Column 21: Street capacity based on Manning’s equation. For sag inlets calculate the street capacity for both the lower and higher station sides of the inlet and use the greater of the two. (cfs)
- Column 22: Total right-of-way capacity as a function of the cross-sectional area of the right-of-way at the inlet. For sag inlets, the total right of way capacity on the lower station side of the inlet. (cfs)
- Column 23: Not used for on-grade inlets. For sag inlets, the total right of way capacity on the higher station side of the inlet. (cfs)
- Column 24: Depth of gutter flow “yo” in approach gutter from spread of water or from direct solution of Manning’s equation for gutter capacity. For sag inlets, the depth of gutter flow on the lower station side of the inlet. (ft)
- Column 25: Not used for on-grade inlets. Depth of gutter flow “yo” in approach gutter from spread of water or from direct solution of Manning’s equation for gutter capacity. For sag inlets, the depth of gutter flow on the higher station side of the inlet. (ft)
- Column 26: Spread of water (T) or width of ponding in the gutter measured from the face of curb. Column 19 times column 24, or the distance from the gutter to the crown, if the crown height is exceeded. For sag inlets, the spread of flow on the lower station side of the inlet. (ft)
- Column 27: Not used for on-grade inlets. Spread of water (T) or width of ponding in the gutter measured from the face of curb. Column 19 times column 25, or the distance from the gutter to the crown, if the crown height is exceeded. For sag inlets, the spread of flow on the higher station side of the inlet. (ft)



- Column 28: Gutter cross slope ( $S_w$ ) (%)
- Column 29: Width of depressed gutter section (ft)
- Column 30: 100-year ratio of flow in the depressed gutter to the total flow ( $E_0$ )
- Column 31: Gutter depression depth ( $a$ ) (ft)
- Column 32: Equivalent cross slope ( $S_e$ ) (%)
- Column 33: 100-year inlet length required to capture 100% of the gutter flow ( $L_T$ ) (ft)
- Column 34: Actual length ( $L$ ) in feet of inlet which is to be provided (10', 15' or 20'). For wye inlets the length provided is equal to the perimeter of the opening intercepting flow. The length for wye inlets may be less than the total perimeter if the wye is not located in a sag location.
- Column 35: Efficiency of a curb inlet where the length provided is shorter than the length required. ( $E$ )
- Column 36: Discharge ( $Q$ ) in cubic feet per second which the inlet in question actually intercepts.
- Column 37: Discharge capacity of the inlet ( $Q$ ) (cfs)
- Column 38: Carryover flow ( $q$ ) is the amount of water which passes the inlet in a 100-year storm. A substantial portion of the 100-year flow should be picked up by the inlet. The carry-over flow should be accounted for in further downstream inlets and should be reflected in the inlet bypass flow in the Storm Drain Hydraulics Table (minor variances may occur due to travel time routing in the Hydraulics Table).
- Column 39: Downstream inlet that carryover flow travels to
- Column 40: Important comments relating to inlet

## **4.08 Design of Enclosed Storm Sewer System**

### **A. Design Flow**

All enclosed systems shall be hydraulically designed and all required calculations shall be provided on the construction plans. The hydraulic gradient and full-flow velocity shall be calculated using the design flow, appropriate pipe size, and Manning's equation:

$$Q = \left( \frac{1.486}{n} \right) A \left( R^{2/3} \right) \left( S^{1/2} \right)$$

- Q = Runoff rate (cfs)
- A = Cross sectional area of the conduit (ft<sup>2</sup>)
- n = Manning's roughness coefficient (0.013 for concrete)
- R = Hydraulic radius (ft) (Area of conduit divided by wetted perimeter (R=A/P))
- S = Slope of the hydraulic gradient (ft/ft)

### **B. Hydraulic Gradient**

1. The City requires that all hydraulic gradient calculations begin at the outfall of the system.
2. The starting hydraulic grade line (HGL) shall be based upon the results of the Downstream Assessment per Section 4.03.B. if a downstream assessment is conducted. The results of the Downstream Assessment will provide the Engineer with the capacity and resulting design storm of the downstream facilities.
3. The starting HGL at an outfall into a creek or channel shall be the 100-year fully developed water surface unless an approved flood hydrograph is available to provide a coincident flow elevation for the system's peak.
4. When a proposed storm sewer is to connect to an undersized existing storm sewer system, calculation of the hydraulic gradient for the proposed storm sewer shall start at the outfall of the existing storm sewer system.

### **C. Hydraulic Design**

1. The hydraulic grade line (HGL) must be calculated for all storm drain mains and laterals using appropriate head loss equations. In all cases, the storm drain HGL must at least 1' below top of curb at each inlet.
2. In partial flow conditions, the HGL represents the actual water surface within the pipe. The velocity of the flow should be calculated based on actual area of flow, not the full flow area of the pipe or box.
3. Unless partial flow conditions exist, the beginning hydraulic gradient shall begin at either the top of pipe or at the hydraulic gradient of the receiving stream at the coincident frequency, whichever is higher.

**D. Lateral Design**

1. The HGL shall be calculated for all proposed laterals and inlets, and for the existing laterals being connected into a proposed drainage system.
2. Laterals shall intersect the storm drain at standard angles.

**E. Velocity Head Losses ( $H_L$ )**

1. Adjustments are made in the HGL whenever the velocity in the main changes due to conduit size changes or discharge changes. Laterals in partial flow must be designed appropriately and the partial flow velocity shall be used in the calculations.
2. In determining the HGL for the lateral, begin with the hydraulic grade of the trunk line at the junction plus the HL due to the velocity change. Where the lateral is in full flow, the hydraulic grade is projected along the friction slope calculated using Manning's Equation.
3. HL losses or gains for wyes, pipe size changes, and other velocity changes will be calculated by the following formulas:

$$H_L = \left[ \frac{(V_2)^2}{2g} \right] - \left[ \frac{(V_1)^2}{2g} \right]$$

- $H_L$  = Head loss or gain (ft)
- $v_1$  = Upstream velocity (fps)
- $v_2$  = Downstream velocity (fps)
- $g$  = Gravity constant (32.2 ft/s<sup>2</sup>)

4.  $H_L$  for pipe in full flow at manholes, bends, and inlets, where the flow quantity remains the same, shall be calculated as follows:

$$H_L = K_j \left[ \frac{V^2}{2g} \right]$$

- $H_L$  = Head loss or gain (ft)
- $v$  = Velocity in the lateral (fps)
- $g$  = Gravity constant (32.2 ft/s<sup>2</sup>)
- $K_j$  = Coefficient of loss per Table 4.6

5. Head losses or gains at manholes and junction boxes where there is an increase in flow quantity shall be calculated as follows:

$$H_L = \left[ \frac{(V_2)^2}{2g} \right] - K_j \left[ \frac{(V_1)^2}{2g} \right]$$

- $H_L$  = Head loss or gain (ft)
- $v_1$  = Upstream velocity (fps)
- $v_2$  = Downstream velocity (fps)

g = Gravity constant (32.2 ft/s<sup>2</sup>)  
 K<sub>j</sub> = Coefficient of loss per Table 4.6

**TABLE 4.6: Velocity Head Loss in Closed Conduits**

Inlet		
Schematic		K <sub>j</sub>
		1.25
Manhole at Change in Pipe Direction		
Schematic	Angle	K <sub>j</sub>
	90°	0.55
	60°	0.48
	45°	0.42
	30°	0.30
	0°	0.05
Bend in Pipe		
Schematic	Angle	K <sub>j</sub>
	45°	0.35
	30°	0.20
Manhole		
Schematic	Angle	K <sub>j</sub>
	0°	1.00
	22 1/2°	0.75
	45°	0.50
	60°	0.35
	90°	0.25

The Engineer shall include a completed Storm Drain Calculations Spreadsheet in the construction plans. A description of the runoff calculations is provided below followed by a description of the hydraulic design calculations:

- Column 1: Enter the downstream storm drain station number.
- Column 2: Enter the upstream storm drain station number. This is the design point. Design should start at the farthest upstream point.
- Column 3: Enter the distance (in feet) between the storm drain stations.
- Column 4: Enter the designation of the drainage area(s) at the design point in Column 2 corresponding to the designations shown on the drainage area map.
- Column 5: Enter the area in acres for the drainage area identified in Column 4.
- Column 6: Enter the total drainage area in acres within the system corresponding to storm drain station shown in Column 2.
- Column 7: Enter the runoff coefficient “C” for the drainage area shown in Column 5.
- Column 8: Multiply Column 5 by Column 7 for each area.
- Column 9: Determine the total “CA” for the drainage system corresponding to the inlet or manhole shown in Column 2.
- Column 10: Determine inlet time of concentration.
- Column 11: Determine flow time in the storm drain in minutes. The flow time is equal to the distance in Column 3 divided by 60 times the velocity of flow through the storm drain in ft/sec.
- Column 12: Total time of concentration in minutes. Column 10 plus Column 11. Note that time of concentration only changes at a downstream junction with another drainage area(s). It remains the same from an inlet or junction to the next inlet or junction picking up additional drainage areas. The junction of two paired inlets with each other is not a downstream junction.
- Column 13: The intensity of rainfall in inches per hour for the 100-year storm frequency.
- Column 14: The 100-year storm runoff in cfs. Column 9 times Column 13.
- Column 15: The proposed inlet carryover from upstream inlets during a 100-year storm. This should generally correspond to the carryover flow in Column 10 of the Inlet Spreadsheet (minor variances may occur due to travel time routing in the Hydraulics Table).
- Column 16: The proposed inlet carryover during a 100-year storm. This should generally correspond to the carryover flow “q” in Column 38 of the Inlet Spreadsheet (minor variances may occur due to travel time routing in the Hydraulics Table).



- Column 17: Design Discharge for the storm drain system (“Qpipe”) in cfs
- Column 18: Enter the selected pipe size for circular pipe.
- Column 19: Enter the selected width for box pipe.
- Column 20: Enter the selected height for box pipe.
- Column 21: Enter the appropriate Manning’s roughness coefficient “n” (0.013 for concrete pipe and box culverts).
- Column 22: Enter the slope of the frictional gradient (hydraulic gradient) determined by Manning’s equation. In a partial flow condition, the friction slope is the slope of the water surface and should follow the slope of the pipe.
- Column 23: This is the upstream HGL before the structure and is calculated as Column 24 plus the friction loss (Column 3 times Column 22).
- Column 24: This is the beginning hydraulic gradient of the line. It is equal to the Design HGL (Column 32) for the next downstream segment, or the beginning HGL of the system as described above.
- Column 25: Velocity of flow in incoming pipe at the junction, inlet or manhole at the design point identified in Column 2. If in partial flow, use partial flow velocity.
- Column 26: Velocity of flow in outgoing pipe (i.e. the pipe segment being analyzed) at junction, inlet or manhole at design point identified in Column 2.
- Column 27: Velocity head of the velocity in Column 25.
- Column 28: Velocity head of the velocity in Column 26.
- Column 29: Head loss coefficient “K<sub>j</sub>”, at junction, inlet or manhole at design point from Table 4.6.
- Column 30: Multiply Column 27 by Column 29.
- Column 31: Head Loss at Structure. At a junction or change in pipe size, this is Column 28 minus Column 30. At a bend or inlet, this is Column 26 times Column 29. In all cases this is 0.10’ minimum.
- Column 32: Design HGL at the design point identified in Column 2. Column 24 plus Column 31. This is the beginning HGL (Column 24) for any upstream pipe discharging into that junction.
- Column 33: Invert elevation for the pipe being analyzed at the downstream storm drain station in Column 1.
- Column 34: Invert elevation for the pipe being analyzed at the design point (upstream storm drain station) in Column 2.

- Column 35: Top of curb elevation at the design point in Column 2.
- Column 36: Comments regarding pipe being analyzed.

#### F. Storm Drain

1. Alignments of proposed storm drain systems shall use existing easements and rights-of-way. If located within an easement, the storm sewer shall be centered within the easement. If located within rights-of-way, the centerline of the storm sewer shall be located under paving 7' from the back of curb.
2. Horizontal and vertical curve design for storm sewers shall take into account joint closure.
3. A minimum full flow velocity of 2.5 fps and a minimum slope of 0.5% shall be maintained in the pipe unless otherwise approved by the City Engineer.
4. Only standard sizes shall be used. The minimum allowable pipe size is 18". Pipe sizes shall not be decreased in the downstream direction, unless otherwise approved by the City Engineer.
5. In situations where only the lower portion of an enclosed storm sewer system is being built, stub-outs for future connections must be included.
6. The required storm drain capacity to meet existing and future needs, if applicable, shall be provided.

#### G. Manhole Placement

The following is a list of guidelines governing the placement of storm sewer manholes to ensure adequate accessibility of storm drainage system:

1. Storm sewer lines shall have points of access no more than 500' apart. A manhole shall be provided where this condition is not met.
2. A manhole shall be required where two or more pipes connect into a main at the same joint.
3. A manhole shall be located where pipe sizes or slopes change unless otherwise approved by the City Engineer.

#### H. Outfall Design

The Engineer shall demonstrate the drainage from the site is conveyed to an adequate outfall. An adequate outfall is a structure or location that is adequately designed as to not cause adverse flooding conditions, erosion, or any other adverse impacts. An adequate outfall shall also have capacity to convey the increased runoff.

**4.09 Detention Facility Design**

- A. Detention facilities shall be designed based upon the following minimum criteria:
1. Detention shall be provided for the 1, 5, 25, and 100 year design storms based on the results of a downstream assessment. Sites without a downstream assessment will be required to provide detention to undeveloped runoff rates.
  2. Concrete pilot channels may be required for detention facilities for maintenance purposes if the bottom slope is less than 1%. The Engineer shall provide a maintenance plan for the detention facility as part of the design. The maintenance plan shall indicate the ingress and egress locations to enter and maintain the pond, maintenance roles and responsibilities, contact information for the party responsible for the maintenance, and a maintenance schedule.
  3. Criteria established by the State of Texas for dam safety (TAC Title 30, Part 1, Chapter 299) and impoundment of state waters (Texas Water Code Chapter 11) shall apply where required by the state, and where, in the Engineer's judgment, the potential hazard requires these more stringent criteria.
  4. Wet detention ponds are allowed if the pond is a water feature that includes aeration.
  5. Property owner shall maintain detention pond. Maintenance includes, but is not limited, to removing silt, vegetation, slope failures, perimeter fence (if present), access and other features of the original pond design.
  6. Detention facilities shall:
    - a. Detain the difference between existing conditions in the watershed and the proposed site improvements, and
    - b. Detain based on the capacity of the existing downstream facilities.
- B. All detention facilities shall demonstrate and provide an adequate outfall in accordance with City Requirements.
- C. Detention Storage Calculation
1. Detention facilities without upstream detention areas and with drainage areas of 20 acres or less can be designed using the Modified Rational Method otherwise the Unit Hydrograph Method shall be used.
  2. If the Unit Hydrograph Method is used, the model shall extend through the Zone of Influence (see Section 4.03) and include existing detention facilities within the Zone of Influence watershed.
  3. No required parking space or fire lane may be located within a surface drainage pond. A maximum depth of 6" of ponded water is allowed in the parking lot.

**D. Pond and Spillway Geometry**

1. Detention structures shall have a minimum of 1' of freeboard above the 100-year water surface elevation.
2. Where embankments are used to temporarily impound detention, the effective crest of the embankment will be a minimum of 2' above the 100-year water surface elevation.
3. The steepest side slope permitted for a vegetated embankment is 4:1.
4. Earth embankments used to temporarily or permanently impound surface water must be constructed according to specifications as required based on geotechnical investigations of the site and all regulatory requirements.
5. Detention facilities shall be designed with an emergency spillway in case the primary outfall ceases to function as designed. The spillway shall be designed to pass a minimum of the 100-year flood event, considering fully developed conditions and assuming outlet blockage, with 6 inches of freeboard. A minimum 10' crest width is required for spillway.
6. The detention facility bottom must be designed to provide positive drainage.
7. Access shall be provided to the banks and bottom of a detention facility for maintenance.
  - a. Engineer shall provide an operations and maintenance plan that will detail access.
  - b. Facilities with permanent pools shall address dewatering procedures.
8. Engineer shall provide an operations and maintenance plan for the detention facility.
9. It is the responsibility of the Engineer to consider pedestrian and vehicular safety in the design of detention facilities. Perimeter rails or fencing may be required.
10. Underground detention facilities shall be designed with reinforced concrete if located under fire lane or within city right of way.

**E. Texas Commission Environmental Quality Requirements for Dams**

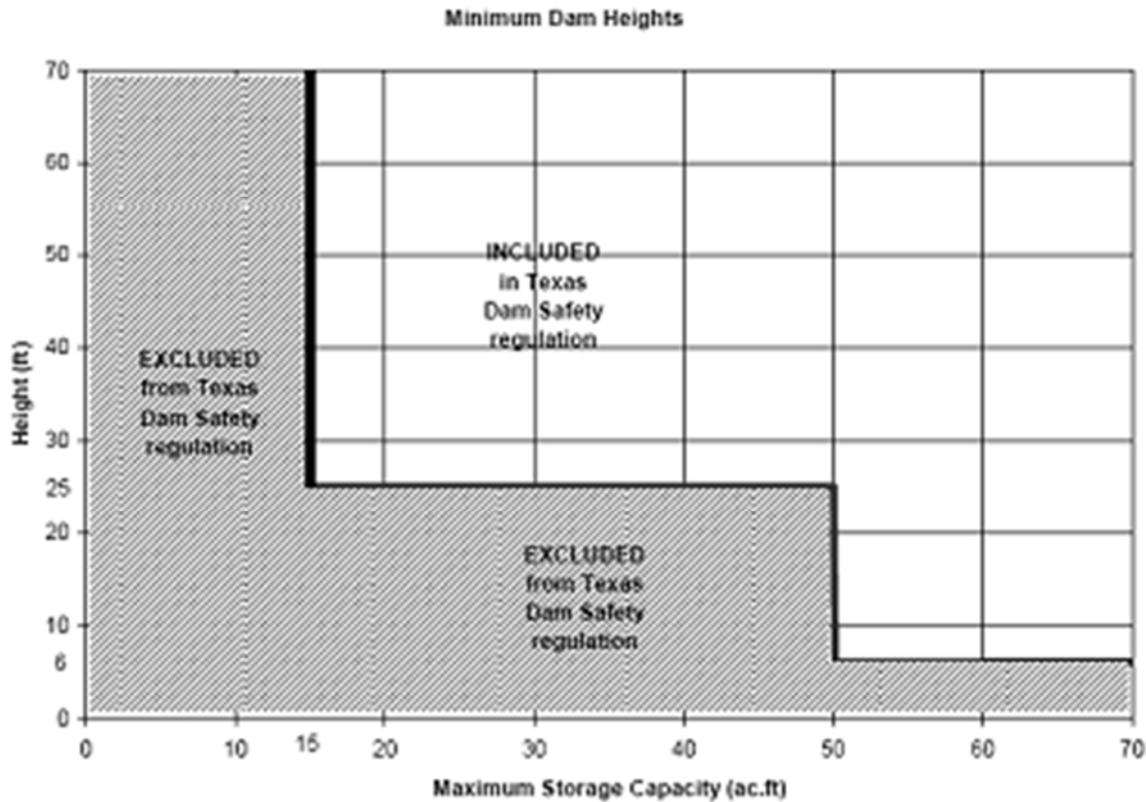
The Texas Commission on Environmental Quality (TCEQ) provides design and review criteria for construction plans and specifications, construction, operation and maintenance, inspection, repair, removal, emergency management, site security, and enforcement of dams. As of the date of these design standards, dams that fall under TCEQ dam safety regulations meet the following criteria:

- Have a height greater than or equal to 25', and a maximum storage capacity greater than or equal to 15 acre-feet
- Have a height greater than 6', and a maximum storage capacity greater than or equal to 50 acre-feet

**F. “Wet” Detention Basins and Amenity Ponds**

1. Wet detention basins maintain a permanent pool with additional storage capacity to detain storm water. Amenity ponds may or may not include this additional storage. The depth of a wet or amenity pond is generally seven (7) to ten (10) feet to prevent algal growth, although greater depths are possible with artificial mixing. The objective is to avoid thermal stratification that could result in odor problems or recycling of nutrients. Gentle artificial mixing may be needed in small ponds because they are effectively sheltered from the wind. If properly designed, constructed, and maintained, wet ponds will not only reduce peak storm water flows, but also improve water quality and can be an attractive feature of a development.
2. Below are guidelines for wet detention basins in addition to those presented under “Dry” Detention Basins:
  - a. Must be appropriately aerated according to normal pool size unless specifically approved by City Engineer.
  - b. Provisions shall be made to ensure that normal water surface elevation is maintained through the use of ground wells or the Domestic water supply unless surface water supply can be justified based on drainage area to pond. (general requirement is 5 acres of drainage area for every acre-foot of normal pool storage).
  - c. Ten-foot (10’) wide maintenance access shall be provided with a slope of 6:1 or flatter.
  - d. Fence must be installed around the perimeter of the pond.
  - e. A debris filter must be provided for all outlet structures.
  - f. Design shall provide adequate capacity for trapped sediment for five (5) years.
  - g. To minimize short-circuiting, the inlet and outlet should be placed at opposite ends of the pond or baffling shall be installed to direct the water to the opposite end before returning to the outlet. Dead space should be avoided.
  - h. To limit water loss by infiltration through the bottom of the pond either an artificial liner or a clay liner may be used. Natural material may be used if a geotechnical report is provided to assure it will not leach out the bottom or sides of the pond.
  - i. Reference North Central Texas Council of Governments (NCTCOG) Integrated Storm Water Manual (iSWM) for additional guidance on the design of Wet Ponds. The water quality criteria described the iSWM section are not currently required by the City.

Figure: 30 TAC §299.1(a)(2)



The design engineer shall refer to the [Texas Administrative Code, Title 30, Part 1, Chapter 299](#) Dams and Reservoirs for current dam safety criteria. All proposed construction or modification of dams are required to adhere to TCEQ dam safety criteria. Should the design engineer desire to utilize an existing facility that would qualify under this criteria and the use of the facility changes from an agricultural use to another use, the existing facility may need to be brought into compliance with the TCEQ dam safety criteria. If dams that fall under the TCEQ dam safety criteria, the City will require review and approval from TCEQ prior to authorizing construction.

Water features and detention facilities with permanent pools must obtain a TCEQ water rights permit if applicable. [Refer to TCEQ for water rights regulations.](#)

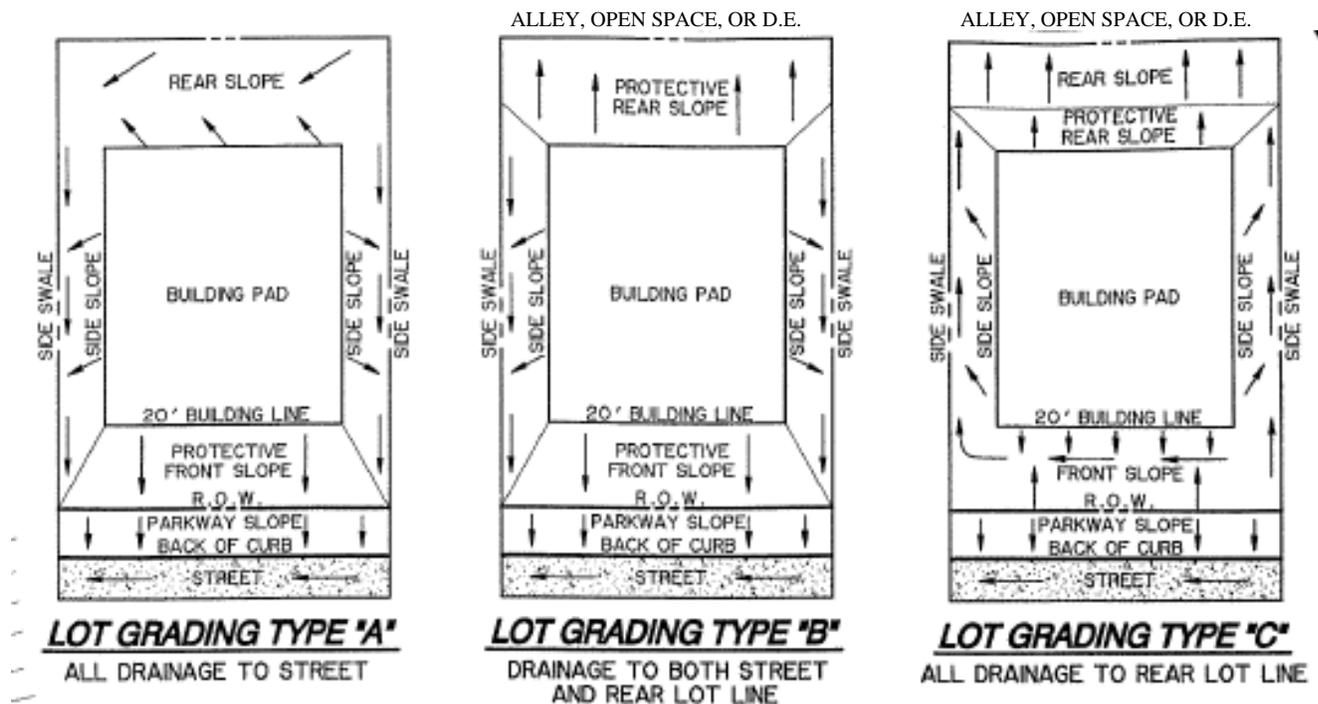
For permanent pool ponds without a water rights permit, the Engineer shall provide a signed statement to the City stating the water rights permit is not required.

**4.10 Miscellaneous Drainage Requirements**

- A. Lot Drainage - Lot to lot surface drainage is prohibited. Pad elevations shall be no less than 12” above curb elevation. Figure 4.4 is provided below for reference when performing lot grading designs. Lot grading type and finished floor elevations shall be shown on the construction plans. Type B and Type C Lot Grading must back to alleys, open space, or drainage easement. Type C

Lot Grading may only be used with approval of Engineering Service. Refer to the International Residential Building Code (IRC) Section 401.3 (latest version) for additional requirements.

**FIGURE 4.4: Typical Lot Grading Patterns**



**B. Storm Drain Materials**

1. All public storm sewers shall be reinforced concrete.
2. All storm sewers under a fire lane or roadway and within a drainage easement shall be reinforced concrete. Any structure under a fire lane must be designed to withstand applicable loadings, including loading of a fire apparatus.
3. Thermoplastic pipe (i.e. PVC, HDPE, PE, PP pipe) is not suitable for use in a storm sewer system and shall not be considered as an alternative to reinforced concrete pipe.

C. The minimum finished floor elevation for any lot adjacent to a drainage feature shall be 2' above the adjacent 100 year fully developed water surface elevation and shall be shown on the final plat.

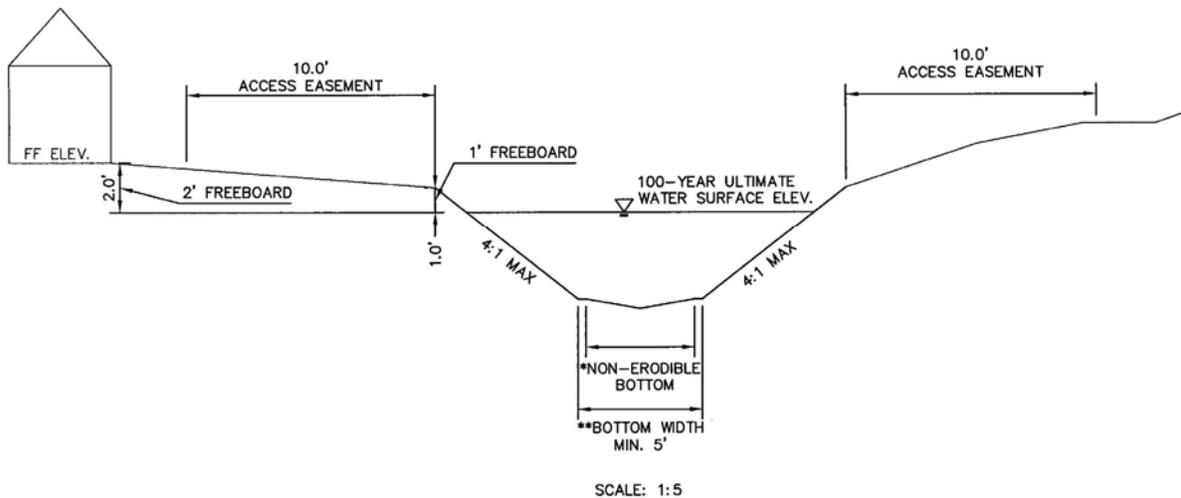
D. Should mitigation be required under Section 404 of the Clean Water Act, the areas shall be identified on the engineering construction plans.

E. Refer to Section 4.15 for floodplain reclamation requirements.

### 4.11 Open Channel Design

- A. Excavated open channels may be used to convey the fully developed 100-year discharge with 1 foot of freeboard to top of bank.
- B. The final design of artificial open channels should be consistent with the velocity limitations for the selected channel lining. Recommended maximum velocity values for selected lining categories are presented in Table 4.7. Seeding and mulch should only be used when the design value does not exceed the allowable value for bare soil. Velocity limitations for vegetative linings are reported in Table 4.8.
- C. Typically, local design limits the velocity to 15 fps in concrete lined channels. For gabions typical design velocities range from 10 fps for 6-inch mattresses up to 15 fps for 1-foot mattresses. Some manufacturers indicate that velocities of 20 fps are allowable for basket installations. No specific velocity limit is appropriate for rock riprap. The design of stable riprap lining depends upon the intersection of the velocity (local boundary shear) and the size and gradation of the riprap material. In general, velocity limitations should be set by the local jurisdiction.
- D. The allowable excavated channel cross section is shown on Figure 4.5. maximum velocities do not apply for drainage facilities discharging off-site. A downstream assessment in accordance with Section 4.03.B shall be performed to determine maximum discharge velocities.

**FIGURE 4.5: Open Channels – Excavated**



\*NON-ERODIBLE BOTTOM SHALL BE DESIGNED BY THE ENGINEER AND DOCUMENTATION AND CALCULATIONS SHALL BE PROVIDED TO CITY STAFF FOR REVIEW. GRADES SHALL ENSURE POSITIVE DRAINAGE THROUGHOUT THE CHANNEL.

\*\*MINIMUM BOTTOM WIDTH SHALL BE BASED UPON PROJECT SPECIFIC CHANNEL MAINTENANCE NEEDS. BOTTOM WIDTHS SMALLER THAN WHAT IS SHOWN SHALL BE APPROVED BY THE DIRECTOR OF ENGINEERING SERVICES.

THE DIRECTOR OF ENGINEERING SERVICES MAY REQUIRE HYDRAULIC MODELING OF THE CONSTRUCTED CHANNEL TO CONSIDER A MANNINGS VALUE THAT REFLECTS A "MAINTAINED CHANNEL (0.25-0.35)" AND A "NON-MAINTAINED CHANNEL (0.35-0.055)".



- E. Unlined unvegetated excavated channels are not allowed. Construction of excavated channels will not be considered complete until the channel banks are stabilized.
- F. Supercritical flow shall not be allowed in channels except at drop structures and other energy dissipators.
- G. At transitions in channel characteristics, velocities must be reduced to the maximum velocity per the downstream assessment in accordance with Section 4.03.B. Velocities must be reduced before the flow reaches the natural channel using either energy dissipators and/or wider less steep channel.
- H. Channel armoring for erosion control shall be provided where deemed necessary by the City Engineer.
- I. If the channel cannot be maintained from the top of the bank, a maintenance access ramp shall be provided and included within the drainage easement.
- J. Minimum channel bottom widths are recommended to be equal to twice the depth of the channel. Any permanent open channel shall have a minimum bottom width of 5'.
- K. All open channels require a minimum freeboard of 1' freeboard.
- L. The minimum slope for an excavated improved channel is 1% unless a pilot channel is constructed, or otherwise approved by the City Engineer.
- M. Table 4.7 provides allowable ranges for roughness coefficients and allowable velocities of open channels.



**TABLE 4.7: Channel Roughness Coefficients and Allowable Velocities**

<u>Channel Description</u>	<u>Manning's n</u>	<u>Maximum Permissible Channel Velocity (ft/s)</u>
<b>MINOR NATURAL STREAMS</b>		
Fairly regular section		
1. Some grass and weeds; little or no brush	0.030	3 to 6
2. Dense growth of weeds, depth of flow materially greater than weed height	0.035	3 to 6
3. Some weeds, light brush on banks	0.035	3 to 6
4. Some weeds, heavy brush on banks	0.050	3 to 6
5. Some weeds, dense willows on banks	0.060	3 to 6
For trees within channels with branches submerged at high stage, increase above values by	0.010	
Irregular section with pools, slight channel meander, increase above values by	0.010	
Floodplain – Pasture		
1. Short grass	0.030	3 to 6
2. Tall grass	0.035	3 to 6
Floodplain – Cultivated Areas		
1. No crop	0.030	3 to 6
2. Mature row crops	0.035	3 to 6
3. Mature field crops	0.040	3 to 6
Floodplain – Uncleared		
1. Heavy weeds scattered brush	0.050	3 to 6
2. Wooded	0.120	3 to 6
<b>UNLINED VEGETATED CHANNELS</b>		
Clays (Bermuda Grass)	0.035	5 to 6
Sandy and Silty Soils (Bermuda Grass)	0.035	3 to 5
<b>UNLINED NON-VEGETATED CHANNELS</b>		
Sandy Soils	0.030	1.5 to 2.5
Silts	0.030	0.7 to 1.5
Sandy Silts	0.030	2.5 to 3.0
Clays	0.030	3.0 to 5.0
Coarse Gravels	0.030	5.0 to 6.0
Shale	0.030	6.0 to 10.0
Rock	0.025	15

<b>Table 4.8: Maximum Velocities for Vegetative Channel Linings</b>		
<b><u>Vegetation Type</u></b>	<b><u>Slope Range (%)<sup>1</sup></u></b>	<b><u>Maximum Velocity<sup>2</sup> (ft/s)</u></b>
Bermuda grass	0-5	6
Bahia		4
Tall fescue grass mixtures <sup>3</sup>	0-10	4
Kentucky bluegrass	0-5	6
Buffalo grass	5-10	5
	>10	4
Grass mixture	0-5 <sup>1</sup>	4
	5-10	3
Sericea lespedeza, Weeping lovegrass, Alfalfa	0-5 <sup>4</sup>	3
Annuals <sup>5</sup>	0-5	3
Sod		4
Lapped sod		5
<sup>1</sup> Do not use on slopes steeper than 10% except for side-slope in combination channel. <sup>2</sup> Use velocities exceeding 5 ft/s only where good stands can be maintained. <sup>3</sup> Mixtures of Tall Fescue, Bahia, and/or Bermuda <sup>4</sup> Do not use on slopes steeper than 5% except for side-slope in combination channel. <sup>5</sup> Annuals - used on mild slopes or as temporary protection until permanent covers are established.		

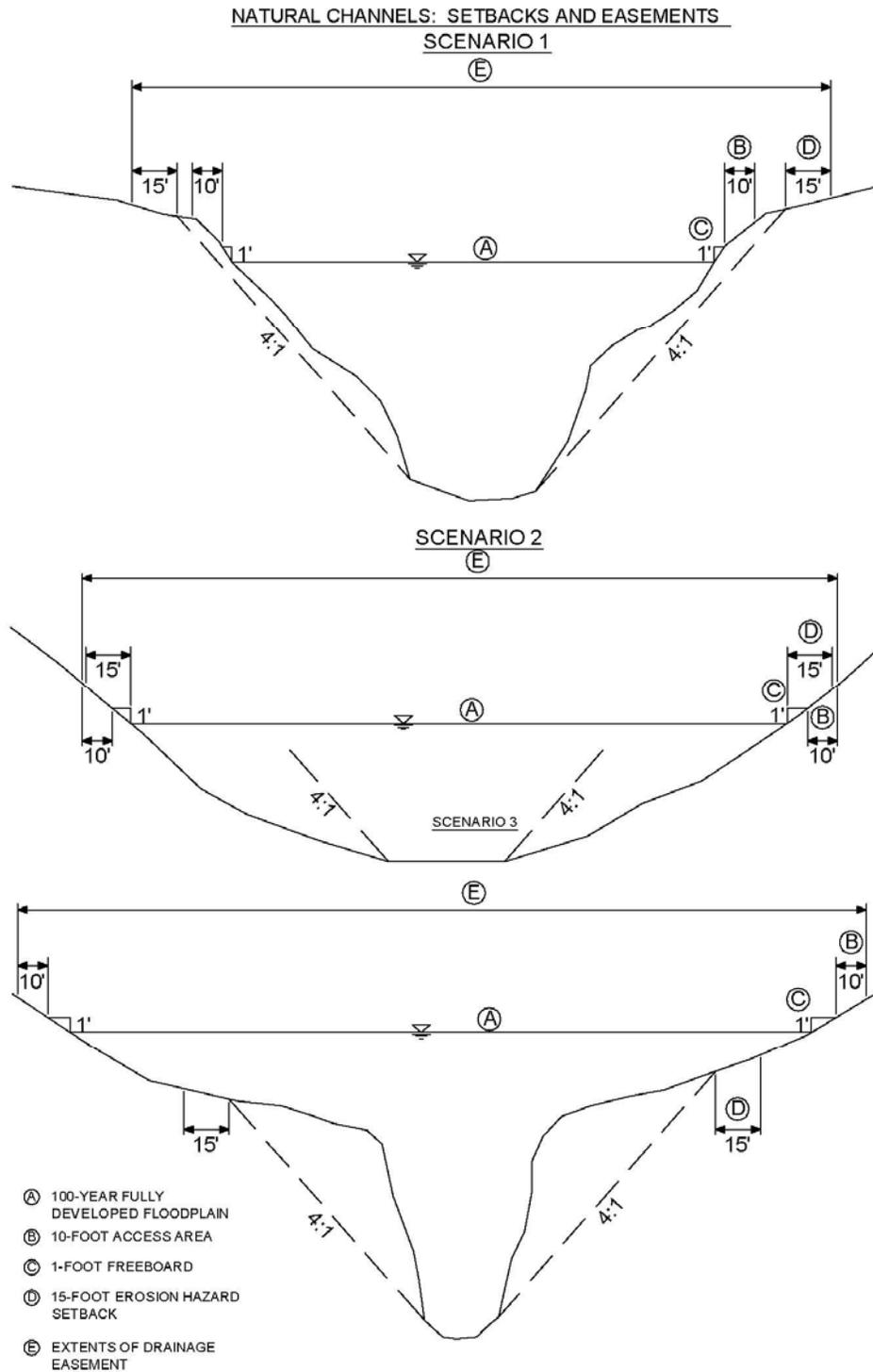
Source: Manual for Erosion and Sediment Control in Georgia, 1996

- N. Water surface elevations and flow velocities in channels are impacted by the maintenance condition in the channel. Calculations shall be performed assuming maintained and unmaintained vegetative conditions. Lower (maintained) Manning’s values shall be used to determine maximum velocities, while higher (unmaintained) Manning’s values shall be used to determine water surface elevations per Figure 4.5.
- O. Any channel modification must meet the applicable requirements of all Local, State and Federal Regulatory Agencies.
- P. An erosion hazard setback shall be included within the Drainage Easement for the channel. The purpose of this setback is to reduce the potential for any damage to a private lot or street right-of-way caused by the erosion of the bank. The erosion hazard setback shall be determined as follows, and is provided in Figure 4.6:
  - 1. For stream banks composed of material other than rock, locate the toe of the natural stream bank. Project a 4:1 line sloping away from the bank until it intersects finished grade. From



- this intersection add 15' away from the bank. This shall be the limit of the erosion hazard setback.
2. Figure 4.6 is intended to illustrate various scenarios under which the erosion hazard setback can be applied and how it interacts with the floodplain access easement. Scenario 1 shows a situation where the setback may be located outside the 100-year floodplain and access easement boundaries. Scenarios 2 and 3 show locations where the erosion hazard setback will be located inside the 100-year floodplain and access easement boundaries.
- Q. Any modifications within the area designated as erosion hazard setback, will require a geotechnical and geomorphological stability analysis, and a grading permit (two separate items).

**FIGURE 4.6: Natural Open Channels**



**4.12 Roadside Ditches****A. Design Considerations:**

1. The design storm for the roadside ditches shall be the 10-year storm. The 100-year flow shall not exceed the right-of-way capacity defined as the natural ground at the right-of-way line or top of roadside ditch.
2. For grass lined sections, the maximum design velocity shall be 6.0 feet per second during the 100-year design storm (Higher velocities justified by a sealed geotechnical study).
3. Minimum grades for roadside ditches shall be 0.0040 foot/foot (0.40%).
4. Manning's roughness coefficient for analysis and design of roadside ditches are presented in Table 4.7.
5. Erosion protection will be provided at the upstream and downstream ends of all culverts.
6. Maximum depth will not exceed 4 feet from center-line of pavement except as specifically approved by CITY ENGINEER.
7. If the ditch extends beyond the right-of-way line, an additional drainage easement shall be dedicated extending at least 2 feet beyond the top of bank. Utility easements must be separate and beyond any drainage easements.
8. Hydraulic analysis of roadside ditches will require a HEC-RAS analysis.

**4.13 Culverts in Roadside Ditches**

- A. Culverts will be placed at all driveway and roadway crossings and other locations where appropriate.
- B. Roadside culverts are to be sized based on drainage area, assuming inlet control. Calculations are to be provided for each block based on drainage calculations. The size of culvert used shall not create a head loss of more than 0.20 feet greater than the normal water surface profile without the culvert.
- C. Roadside ditch culverts will be no smaller than 24 inches inside diameter or equivalent for roadway crossings and 18 inches for driveway culverts.
- D. A driveway culvert schedule shall be included on the face of the plat. It shall include for each lot approximate culvert flowline depth below top of pavement, number and size of pipe required, and horizontal distance from edge of pavement to center of culvert (based on horizontal control requirements above).
- E. All driveway culverts shall have a cast-in-place or pre-cast concrete headwall. See city standard details for headwalls. If a pre-cast concrete headwall is used, then concrete riprap (mow strip) shall be poured around the headwall. See TxDOT Standard Detail (PSET-RR) for concrete riprap detail.

**4.14 Hydraulic Design of Culverts**

- A. All culverts, headwalls, wingwalls, and aprons shall be designed in conformance with the City Standard Details. All culverts shall be reinforced concrete pipe (RCP) with concrete headwalls unless otherwise approved by City Engineer. The Engineer is responsible for selecting the applicable detail.
- B. Culvert calculations shall be provided to the City for review. Calculations may include, but are not limited to, headwall, tailwater, and flowline elevations, lowest adjacent grade and structure elevations, inlet and outlet control calculations and velocity calculations.
- C. Culvert crossings shall have a 1' freeboard above the fully developed 100-year. An emergency overflow path shall be identified and provided on the construction plans. An emergency overflow path is the path the storm water will take when the drainage facilities becomes clogged or does not function in the manner as to which it was designed. The emergency overflow path shall be limited to public right-of-way or drainage easements.
- D. Culverts should always be aligned to follow the natural stream channel. The engineer is shall provide sufficient information to analyze the upstream and downstream impacts of the culvert and illustrate the interaction of the channel and culvert alignment.
- E. Headwalls and Entrance Conditions:
  - 1. The Engineer shall be responsible for the headwall and wingwall designs. Headwalls and endwalls refer to the entrances and exits of structures, respectively, and are usually formed of cast-in-place concrete and located at either end of the drainage system. Wingwalls are vertical walls, which project out from the sides of a headwall or endwall.
  - 2. The culvert entrance losses are provided in Table 4.9. The values of the entrance coefficient  $K_e$  represent a combination of the effects of entrance and approach conditions. Losses shall be completed using the following formula:

$$H_e = K_e \left[ \frac{V^2}{2g} \right]$$

- $H_e$  = Entrance head loss (ft)
- $K_e$  = Entrance loss coefficient
- $v$  = Velocity (fps)
- $g$  = Gravity constant (32.2 ft/s<sup>2</sup>)

- F. Concrete culvert headwalls and wingwalls shall use form-liner surface finish unless otherwise approved by City Engineer.

**TABLE 4.9: Culvert Entrance Losses**

Type of Structure	$K_e$
<b>Pipe, Concrete</b>	
-projecting from fill, socket and (groove end)	0.2
-projecting from fill, square cut end	0.5
-headwall or headwall and wingwalls: socket end of pipe (groove end)	0.2
-headwall or headwall and wingwalls: square edge	0.5
-headwall or headwall and wingwalls: rounded (radius = 0.0933D)	0.2
-mitered to conform to fill slope	0.7
-beveled edges, 33.7° or 45°	0.2
-side or sloped tapered inlet	0.2
<b>Pipe, or Pipe-Arch</b>	
-projecting from fill (no headwall)	0.9
-headwall or headwall and wingwalls: square edge	0.5
-mitered to conform to fill slope, paved / unpaved slope	0.7
-beveled edges, 33.7° or 45°	0.2
-side or sloped tapered inlet	0.2
<b>Box, Reinforced Concrete</b>	
-headwall parallel to embankment (no wingwalls): squared on three sides	0.5
-headwall parallel to embankment (no wingwalls): rounded on three sides to radius 1/12 barrel dimension on three sides	0.2
-wingwalls at 30° to 75° to barrel: square edged at crown	0.4
-wingwalls at 30° to 75° to barrel: crown edge rounded to radius of 2/12 barrel dimension, or beveled top edge.	0.2

#### 4.15 Bridge Design Hydraulics

A. The City requires that head losses and depth of flow through bridges be determined with a HEC-RAS program or other approved program. The following guidelines pertain to the hydraulic design of bridges:

1. Fully developed 100 year water surface must not be increased upstream of the bridge.
2. Excavation of the natural channel is not allowed as compensation for loss of conveyance.
3. Channelization upstream or downstream of the proposed bridge will normally only be permitted when necessary to realign the flow to a more efficient angle of approach.
4. Side swales may be used to provide additional conveyance downstream of and through bridges.
5. Bridges are to be designed with the lowest point (low beam) low chord at least 2' above the water surface elevation of the full developed 100-year design storm.
6. A scour analysis shall be submitted with design plans.

**4.16 Energy Dissipators**

- A. The Engineer shall be responsible for all energy dissipation designs.
- B. A Downstream Assessment shall be performed to ensure modifications to the storm drainage system, through development or construction of storm drainage facilities, do not have an adverse impact on downstream conditions.
- C. Grouted rock rip-rap or gabion baskets or mattresses are required for energy dissipation. Other designs may be considered.
- D. All energy dissipation designs shall include supporting calculations showing the design is adequate. The City may require the Engineer to provide a hydraulic model as supporting documentation.
- E. All energy dissipators should be designed to facilitate future maintenance. The design of outlet structures in or near parks or residential areas shall give special consideration to appearance and shall be approved by the City Engineer.

**4.17 Floodplain Alterations**

- A. No new construction is allowed in floodplain areas, but construction is allowed in those areas that have been reclaimed from the floodplain.
- B. Floodplain alteration shall be allowed only if all the following criteria are met:
  - 1. Flood studies shall include flows generated for existing conditions and fully-developed conditions for the 2, 5, 10, 25, and 100 year storm events.
  - 2. Alterations of the floodplain shall not increase the water surface elevation of the design flood of the creek on other properties.
  - 3. Alterations shall be in compliance with FEMA guidelines.
  - 4. Alterations of the floodplain shall meet the requirements of Section 4.03.
  - 5. Alterations shall result in no loss of valley storage for a Major Creek, as defined by the Subdivision Ordinance, and a 15% maximum loss of valley storage for any other tributary for any reach, except at bridge and culvert crossings where it can be proven that there are no detrimental effects downstream.
  - 6. Any alteration of floodplain areas shall not cause any additional expense in any current or projected public improvements, including maintenance.
  - 7. The floodplain shall be altered only to the extent permitted by equal conveyance on both sides of the natural channel, as defined by the United States Army Corps of Engineers in a HEC-RAS analysis. The right of equal conveyance applies to all owners and uses, including greenbelt, park areas, and recreational areas. Owners may relinquish their right to equal conveyance by providing a written agreement to the City Engineer.
  - 8. A grading permit shall be required to perform any grading activities on site.

9. The toe of any fill shall parallel the natural direction of the flow.
  10. Grading activities in the floodplain shall incorporate and consider other City planning documents and ordinances such as the Tree Ordinance and the Floodplain Ordinance.
- C. The above criteria shall be met before any floodplain alteration may occur. Typical projects requiring a floodplain alteration include placing fill (whether or not it actually raises the property out of the floodplain) constructing a dam, straightening channel sections, making improvements, (substantial or otherwise), to existing structures in a floodplain in which the existing outside dimensions of the structure are increased, and temporary storage of fill materials, supplies and equipment.
- D. In general, the information needed for the application shall be performing by running a backwater model, such as HEC-2 or HEC-RAS, and a flood routing model, such as TR-20, HEC-1, or HEC-HMS. Unless a pre-existing model is in place, HEC-HMS and HEC-RAS shall be used. The backwater information shall be used to determine that upstream water surface elevations and erosive velocities have not increased. Flood routing information shall be used to insure that the cumulative effects of the reduction in floodplain storage of floodwater will not cause downstream increases in water surface elevations and erosive velocities.
- E. The Engineer is responsible for providing documentation of the relevant USACE approved permits prior to beginning modification to the floodplain, or for providing a signed and sealed statement detailing why such permits are unnecessary.
- F. Verification of Floodplain Alterations:
1. Prior to final acceptance by the City for a certified statement shall be prepared by a Licensed Professional Engineer showing that all lot elevations, as developed within the subject project, meet the required minimum finished floor elevations shown on the construction plans. This certification shall be filed with the City Engineer.
  2. In addition, at any time in the future when a building permit is desired for existing platted property which is subject to flooding or carries a specified or recorded minimum finished floor elevation, a Registered Professional Land Surveyor shall survey the property prior to obtaining a building permit. The certified survey data showing the property to be at or above the specified elevation shall be furnished to the City Engineer for approval. Certification of compliance with the provisions of this ordinance pertaining to specified finished floor elevations shall be required.
  3. The owner/developer shall furnish, at his expense, to the City Engineer sufficient engineering information to confirm that the minimum finished floor elevations proposed are as required by this ordinance. Construction permits will not be issued until a Conditional Letter of Map Revision (CLOMR) or amendment has been accepted by the City Engineer for submittal to FEMA. The city can consider a flood study that is reviewed and approved by the city in lieu of a FEMA CLOMR. Letters of Map Revision (LOMR) shall be submitted to the City Engineer for submittal to FEMA prior to final acceptance of the project. The contractor shall supply to the City Engineer all necessary documentation and fees to be forwarded to FEMA for application for a Letter of Map Amendment (LOMA) if the Letter of Map Revision (LOMR) has not yet become effective.

4. All submittals to FEMA shall be made through the City Engineer. The owner/developer will provide the City with an additional copy of the CLOMR or LOMR submittal as well as the required FEMA submittal and shipping fees. Upon City approval, receipt of the fees, and receipt of the FEMA review copy, the City will forward the submittal to FEMA.
5. All response to FEMA comments shall be submitted to the City prior to submittal to FEMA. The City will review the response to comments in a timely manner.

#### **4.18 Erosion and Sedimentation Control**

- A. See Section 8 for requirements for Stormwater Best Management Practices and Stormwater Management Plan.

#### **4.19 Drainage Easements**

- A. The following minimum width exclusive drainage easements are required when facilities are not located within public rights-of-way or easements:
  1. Storm sewers are to be located within the center of a 15' drainage easement or 1.5 times the depth plus the outside width of the structure rounded up to the nearest 5', whichever is greater. Depth is defined as finish grade – flowline of storm drain.
  2. Overflow flumes are to be located with the edge being a minimum of 1' off the property line within a 10' drainage easement.
- B. Storm drain lines are considered public if they cross property lines and collect runoff from adjacent properties. Drainage easements shall be dedicated to the City when a drainage system crosses a property line. For single-family residential developments, storm drain lines shall not cross residential lots unless approved by the City Engineer.
- C. Drainage Easements shall be dedicated for all floodplains and shall include an erosion hazard setback to reduce the potential for damage due to erosion of the bank.
- D. Drainage Easements shall be dedicated for all detention facilities. However, property owner shall maintain the detention pond.

#### **4.20 Sustainable Development**

The City encourages developments to implement sustainable designs, concepts, and practices on site. The Engineer shall notify the City of the design intent and provide the necessary information, data, and calculations on the construction plans. The following items are potential concepts and designs that may be considered in a sustainable design. Concepts and designs not included on this list may be proposed by the Engineer.

- Rainwater Harvesting
- Green Roofs
- Modular Porous Paver Systems
- Porous Concrete



- Extended Detention
- Bio Retention
- Reduction of impervious surfaces
- Preservation of natural drainage paths

The Engineer shall refer to published technical resources on the design of these sustainable designs, concepts, and practices. Such technical resources may be found on the North Central Texas Council of Governments' (NCTCOG) storm water website or the [Environmental Protection Agency's \(EPA\) website for Low Impact Development](#).



**Detention/Retention Pond Example**

EXAMPLE

GIVEN: A 10 acre site is currently undeveloped and will be developed as a non-residential use. The entire site is the drainage area for the proposed detention basin.

DETERMINE: Maximum release rate and required detention storage.

SOLUTION:

1.) Determine 100-year peak runoff rate for undeveloped runoff ( $Q=C*I*A$ ). This is the maximum release rate from the site after development. (Any area within the drainage area not being conveyed to the detention basin shall be accounted for in the calculation for the maximum release rate.)

Existing Conditions:	C	=	0.3
	T <sub>c</sub>	=	20 minutes
	I <sub>100</sub>	=	6.88" / hour
	A	=	10 acres
	Q <sub>100</sub>	=	(0.3)(6.88)10=20.64 cfs

2.) Determine inflow Hydrograph for storms of various durations in order to determine maximum volume required with maximum release rate calculated in step 1. (Incrementally increase durations by 10 minutes until the duration of peak inflow is less than the maximum release rate or where the required storage is less than the storage for the prior duration. The prior duration storage shall be used for the required detention storage.)

Proposed Conditions:	C	=	0.90
	T <sub>c</sub>	=	10 minutes
	I <sub>100</sub>	=	8.74" / hour
	A	=	10 acres
	Q <sub>100</sub>	=	(0.90)(8.74)10 = 78.66 cfs

Check various duration storms:

10 minutes	I=8.74;	Q=0.9(8.74)10 =	78.66 cfs
20 minutes	I=6.88;	Q=0.9(6.88)10 =	61.96 cfs
30 minutes	I=5.74;	Q=0.9(5.74)10 =	51.65 cfs
40 minutes	I=4.95;	Q=0.9(4.95)10 =	45.59 cfs
50 minutes	I=4.38;	Q=0.9(4.38)10 =	39.41 cfs
60 minutes	I=3.94;	Q=0.9(3.94)10 =	35.43 cfs
70 minutes	I=3.59;	Q=0.9(3.59)10 =	32.27 cfs
80 minutes	I=3.30;	Q=0.9(3.30)10 =	29.68 cfs
90 minutes	I=3.06;	Q=0.9(3.06)10 =	27.53 cfs

Maximum Detention Storage Volume is determined by deducting the volume of runoff released during the time of inflow from the total inflow for each storm duration:

10 minute storm  
 INFLOW = 10(78.66)60 sec/min = 47,196 cf



OUTFLOW	=	(0.5)20(20.64)60 sec/min	=	<u>12,392</u> cf
STORAGE	=	INFLOW - OUTFLOW	=	34,804 cf
20 minute storm				
INFLOW	=	20(61.96)60 sec/min	=	74,354 cf
OUTFLOW	=	(0.5)30(20.64)60 sec/min	=	<u>18,588</u> cf
STORAGE	=	INFLOW - OUTFLOW	=	55,765 cf
30 minute storm				
INFLOW	=	30(51.65)60 sec/min	=	92,975 cf
OUTFLOW	=	(0.5)40(20.64)60 sec/min	=	<u>24,785</u> cf
STORAGE	=	INFLOW - OUTFLOW	=	68,190 cf
40 minute storm				
INFLOW	=	40(44.59)60 sec/min	=	107,006 cf
OUTFLOW	=	(0.5)50(20.64)60 sec/min	=	<u>30,981</u> cf
STORAGE	=	INFLOW - OUTFLOW	=	76,026 cf
50 minute storm				
INFLOW	=	50(39.41)60 sec/min	=	118,219 cf
OUTFLOW	=	(0.5)60(20.64)60 sec/min	=	<u>37,177</u> cf
STORAGE	=	INFLOW - OUTFLOW	=	81,042 cf
60 minute storm				
INFLOW	=	60(35.43)60 sec/min	=	127,541 cf
OUTFLOW	=	(0.5)70(20.64)60 sec/min	=	<u>43,373</u> cf
STORAGE	=	INFLOW - OUTFLOW	=	84,168 cf
70 minute storm				
INFLOW	=	70(32.27)60 sec/min	=	135,516 cf
OUTFLOW	=	(0.5)80(20.64)60 sec/min	=	<u>49,569</u> cf
STORAGE	=	INFLOW - OUTFLOW	=	85,947 cf
80 minute storm				
INFLOW	=	80(29.68)60 sec/min	=	142,485 cf
OUTFLOW	=	(0.5)90(20.64)60 sec/min	=	<u>55,765</u> cf
STORAGE	=	INFLOW - OUTFLOW	=	86,720 cf
90 minute storm				
INFLOW	=	90(27.53)60 sec/min	=	148,679 cf
OUTFLOW	=	(0.5)100 (20.64)60 sec/min	=	<u>61,961</u> cf
STORAGE	=	INFLOW - OUTFLOW	=	86,717 cf

Required detention storage is 86,720 cf at the 80 minute storm duration.



## **SECTION 5 – WATER & WASTEWATER DESIGN REQUIREMENTS**

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## Section 5 – Water & Wastewater Design Requirements

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### 5.01 Water System – General

- A. The water system in Lake Dallas is owned and operated by the Lake Cities Municipal Utility Authority (LCMUA) located at 501 N. Shady Shores Drive, Lake Dallas, Texas 75065. Refer to LCMUA for design requirements and standards. LCMUA’s website is [www.lcmua.org](http://www.lcmua.org).
- B. The City of Lake Dallas requirements for the water system within the city’s right-of-way and easements is listed in this section. Requirements include water main location, horizontal and vertical alignment, separation distance between water and wastewater mains, water service location and protection, and fire hydrant guidelines. All other requirements for water system are to be referred to the Lake Cities Municipal Utility Authority (LCMUA).
- C. Design criteria for all water systems shall comply with Texas Commission on Environmental Quality (TCEQ) Chapter 290, Subchapter D (Rules and Regulations for Public Water Systems), latest revision. Chapter 290 is included in Part I of Title 30 of the Texas Administrative Code.

#### 5.01.1 Water Main Location

- A. Water mains 12” and smaller shall be installed at least 2’ from the back of the curb, as measured to the centerline of pipe. Refer to LCMUA for additional placement guidelines.
- B. Water mains larger than 12” shall be installed at least 3’ from the back of curb as measured to the centerline of pipe. Refer to LCMUA for additional placement guidelines.
- C. Water mains shall not be located in alleys.
- D. Water mains shall not be located inside a storm sewer.
- E. Water mains shall be designed to minimize bends and fittings and follow right-of-way or centerline alignment curves at a uniform distance from the right-of-way or centerline.
- F. Dead end water mains shall extend a minimum of 5’ beyond the edge of the pavement. If adjacent to a fitting, extend a minimum of 20’ or one pipe joint beyond fitting.

#### 5.01.2 Horizontal and Vertical Alignment

- A. Water mains shall be designed as straight as possible following the existing or proposed grade at the minimum depth of cover. Bends shall be provided where vertical slope changes exceed 80% of the manufacturer’s recommended joint deflection.
- B. Refer to LCMUA for minimum cover requirements.
- C. A minimum clearance of 18” shall be required when crossing storm drain systems.
- D. Excessive high points that trap air and restrict water flow should be avoided.

**5.01.3 Separation Distance between Water and Wastewater Mains**

- A. The separation distance between water mains and wastewater mains, manholes or other appurtenances is governed by Title 30 of the Texas Administrative Code, Part 1, Chapter 290, Subchapter D, Rule 290.44(e) and Chapter 217, Subchapter C, Rule 217.53(d).
- B. Water mains shall have a minimum separation distance of 9' in all directions from wastewater collection facilities. Separation distances shall be measured from the outside surface of each of the respective facilities.
- C. If the minimum separation distances cannot be achieved for parallel water and wastewater mains, the separation distances may be reduced if the wastewater main has a pressure rating of 150 psi. In these cases, the water main shall be placed above the wastewater main with minimum separation distances of 4' horizontally and 2' vertically.
- D. For a water main crossing above a wastewater main less than 9 feet vertically, the wastewater main material depends on the separation distance of the water main and wastewater main as required by the Texas Administrative Code.
- E. When a water main crosses below the wastewater main, a vertical separation of 2 foot must be maintained as required by the Texas Administrative Code:
- F. When water mains are designed to be closer than 9 feet to wastewater manholes or cleanouts, the manhole must be encased in 1 foot of cement stabilized sand or the water main is to be encased in 18 feet of SDR 26 pressure pipe with each end sealed.

**5.01.4 Water Services**

Minimum requirements for water services are as follows:

- A. Meter boxes shall be placed within the right-of-way or in a dedicated water easement.
- B. Meter boxes and vaults shall be placed in landscaped areas or shall be protected from vehicular traffic with bollards. If not protected by bollards, either a traffic-rated vault or curb is required.

**5.01.5 Pavement Cut and Repair**

- A. Water improvements shall be designed to minimize the impact to existing pavement, where feasible.
- B. No pavement shall be cut unless approved in writing by the Public Works Department. Existing pavement cut, excavation and repair shall be in accordance with City Standard Details.
- C. If pavement cut and repair is permitted, full panel concrete pavement replacement will be required.

**5.01.6 Fire Hydrants**

Fire hydrants shall be provided as recommended by the "GUIDE FOR DETERMINATION OF REQUIRED FIRE FLOW" published by the Insurance Service Office (ISO) and the Lake Cities Fire Department. The following minimum guidelines shall be met:



- A. Fire hydrants shall be installed at a minimum of 10' from the curb return on Thoroughfare Types A, B, and C.
- B. Fire hydrants shall be installed at a minimum of 2' and a maximum of 6' from the edge of pavement on Thoroughfare Types D, E, and F and fire lanes.
- C. Fire hydrants shall be located at all main entrances and intersecting streets and fire lanes.
- D. Fire hydrants shall be provided every 500' within residential developments, as measured along the route that a fire hose is laid by a fire apparatus.
- E. Fire hydrants shall be provided within commercial development areas such that every structure is within 250' of the hydrant, as measured along the route that a fire hose is laid by a fire apparatus.
- F. Fire hydrants shall not be located in the sidewalk.
- G. Fire hydrant valves shall be positioned to one side of the fire hydrant pumper nozzle.
- H. Fire hydrants on private property shall be located within easements and protected by curb stops and bollards, the maintenance of which shall be the responsibility of the property owner. The property owner is responsible for keeping the curb stops or bollards in place.
- I. Fire hydrants on private property shall be accessible to the Fire Department at all times.
- J. The location of all fire hydrants is subject to approval of the Fire Department.

## 5.02 Wastewater System – General

- A. The water system in Lake Dallas is owned and operated by the Lake Cities Municipal Utility Authority (LCMUA) located at 501 N. Shady Shores Drive, Lake Dallas, Texas 75065. Refer to LCMUA for design requirements and standards. LCMUA’s website is [www.lcmua.org](http://www.lcmua.org).
- B. The City of Lake Dallas requirements for the wastewater system within the city’s right-of-way and easements is listed in this section. Requirements include water main location, horizontal and vertical alignment, separation distance between Water and Wastewater Mains, wastewater service laterals, wastewater lift stations, dumpster enclosure drains, easements, pavement cut and repair, trenchless construction, and crossings. All other requirements for water system are to be referred to the Lake Cities Municipal Utility Authority (LCMUA).
- C. Design criteria for all wastewater systems shall comply with TCEQ Chapter 217 (Design Criteria for Domestic Wastewater Systems), latest revision. Chapter 217 is included in Part 1 of Title 30 of the Texas Administrative Code.

### 5.02.1 Wastewater Main Location

- A. Wastewater mains serving residential and commercial developments shall be located under street paving along the center of the street.
- B. Wastewater mains shall not be located in alleys.
- C. Wastewater mains located near open waterways shall follow the alignment of the waterway along the high bank and be located a minimum of 15’ beyond the top of bank.
- D. Wastewater manholes shall not be located in the flow line of an existing waterway and shall be located a minimum of 15 feet beyond the top of bank.
- E. Wastewater mains shall not be located inside the storm sewer system.

### 5.02.2 Horizontal and Vertical Alignment

- A. Wastewater mains shall be designed as straight as possible between manholes.
- B. Wastewater mains running parallel with public rights-of-way shall match changes in street direction. When streets have horizontal curvature, curved sewers are acceptable to maintain parallel alignment.
- C. Refer to LCMUA for minimum cover requirements for wastewater mains.

### 5.02.3 Separation Distance between Wastewater and Water Mains

Refer to Section 5.01.3 for separation of wastewater and water mains.

### 5.02.4 Wastewater Service Laterals

The sizes and locations of laterals shall be designated as follows:

- A. All wastewater service laterals crossing water mains shall conform to the requirements of the TCEQ Chapter 217, Subchapter C, Rule 217.53(d), latest revision, or Section 5.02.3 of this standard.

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**5.02.5 Wastewater Lift Stations**

- Any proposed use of a wastewater lift station must be approved by LCMUA.
- A. Lift stations shall be designed in accordance with TCEQ Chapter 217, Subchapter C.
  - B. The Design Engineer shall prepare an engineering design report for the lift station for review by the city of Lake Dallas and LCMUA.
  - C. Lift stations shall be a minimum of 150' from residential structures.
  - D. Lift stations shall include a landscaping and irrigation plan approved by the City.
  - E. The perimeter of lift station sites shall have an 8' tall welded tubular steel fence with a 16' slide gate.

**5.02.6 Dumpster Enclosure Drains**

- A. Dumpster enclosures serving commercial sites requiring the enclosure to be washed out may provide a connection to the sanitary sewer system.
- B. The connection shall provide a water-tight sealed cover that can be removed to drain enclosure during periodic cleaning.
- C. The dumpster enclosure shall be constructed to prevent parking lot stormwater runoff from entering enclosure area.

**5.03 Easements**

- A. Refer to Lake Cities Municipal Utility Authority (LCMUA) for easements.
- B. All easements required by the City shall be dedicated by plat if within the platted boundary. If outside the platted boundary, easements shall be dedicated by separate instrument.
- C. Site paving, such as, parking, fire lanes and access drives are allowed over utility easements with an easement use agreement.

**5.04 Pavement Cut and Repair**

- D. Water and wastewater main improvements shall be designed to minimize the impact to existing pavement, where feasible.
- E. No pavement shall be cut unless approved in writing by the Public Works Department. Existing pavement cut, excavation and repair shall be in accordance with City Standard Details.
- F. If pavement cut and repair is permitted, full panel concrete pavement replacement will be required.

**5.05 Trenchless Construction**

- A. Launching and receiving pits for trenchless construction shall be a minimum of 5' from the edge of pavement.

- B. The location, size and depth of the launching and receiving pits for trenchless construction shall be evaluated during construction plan review.
- C. Approved Methods
  - 1. Horizontal Boring - Horizontal boring shall require a steel casing pipe with a minimum yield strength of 35,000 psi and minimum wall thickness of (1/4"). Actual wall thickness shall be designed based on a highway loading of HL-20, a maximum deflection of 5% and a minimum factor of safety of 2.0.
  - 2. Pipe Jacking - Pipe shall be designed to withstand all jacking forces with a factor of safety of 2.0 during construction.
  - 3. Tunneling – Engineer shall submit a plan for approval by the City and LCMUA.

## **5.06 Crossings**

- A. Highway Crossings
  - 1. The design of water and wastewater mains within a state highway must be in compliance with all applicable requirements of the Texas Department of Transportation (TXDOT), unless a variance is approved by TXDOT. The following reference applies: Title 43 of the Texas Administrative Code, Part 1, Chapter 21, Subchapter C – Utilities Accommodation
- B. Railroad Crossings
  - 1. The design of water and wastewater mains within railroad right-of-way must be in compliance with the requirements of the appropriate railroad authority. The designer should determine which railroad company right-of-way is being crossed and obtain their utility accommodation policies prior to beginning the design.
- C. Creek Crossings
  - 1. Refer to LCMUA for requirements of water and wastewater mains crossing under a flowing stream or semi-permanent body of water such as a marsh or pond.
- D. Stormwater Crossings
  - 1. Steel encasement of wastewater mains is required when crossing reinforced concrete box storm sewers for a distance of 5' each side. The steel encasement shall have a minimum vertical clearance of 2' from the bottom of the culvert.
- E. Aerial Crossings
  - 1. Aerial crossings within City rights-of-way for water and wastewater mains are only permitted with written approval of the City Engineer.



## **SECTION 6 – LANDSCAPING DESIGN REQUIREMENTS**

## Section 6 – Landscaping Design Requirements

### 6.01 General

- A. The purpose of this section is to provide additional requirements and standards to address landscaping requirements only **within the medians of major and minor thoroughfares**. Refer to the following ordinances and documents:
  1. Zoning Ordinance, Division 4 – Tree Preservation
  2. Zoning Ordinance, Division 4 – Landscaping
- B. Landscape construction plans shall be prepared and sealed by a Landscape Architect licensed to practice Landscape Architecture within the State of Texas.

### 6.02 Landscape Requirements within the Median

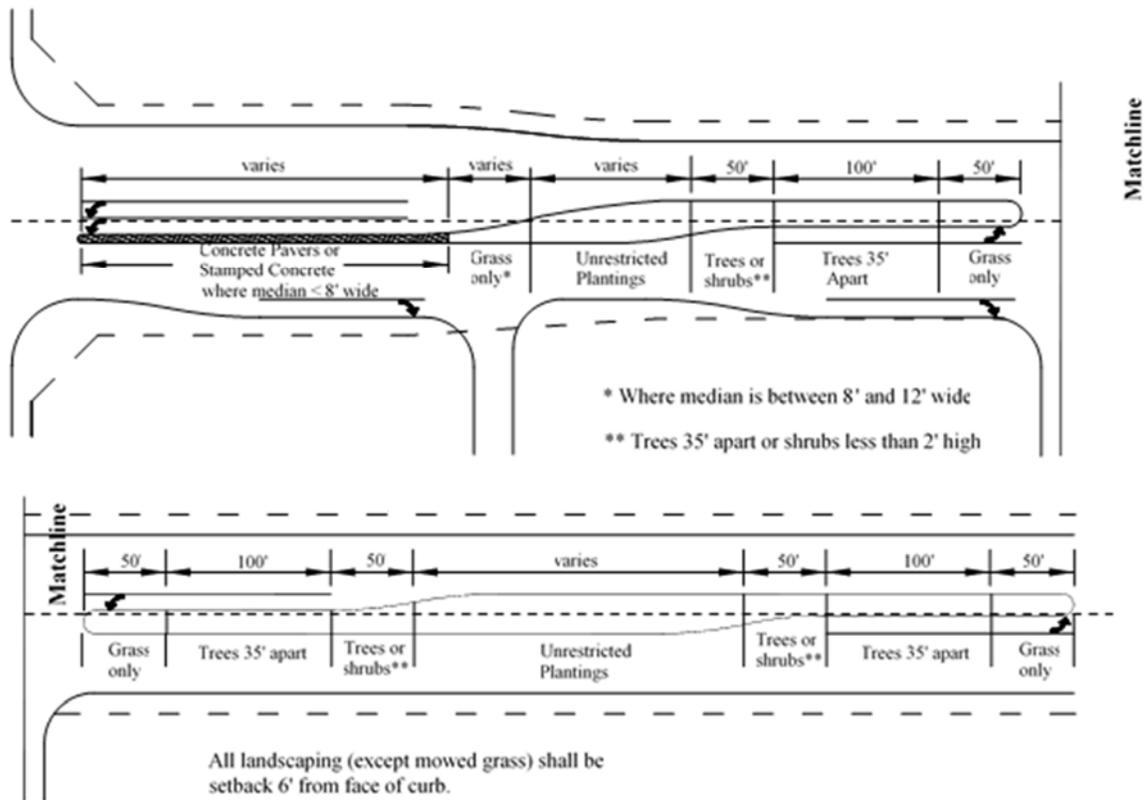
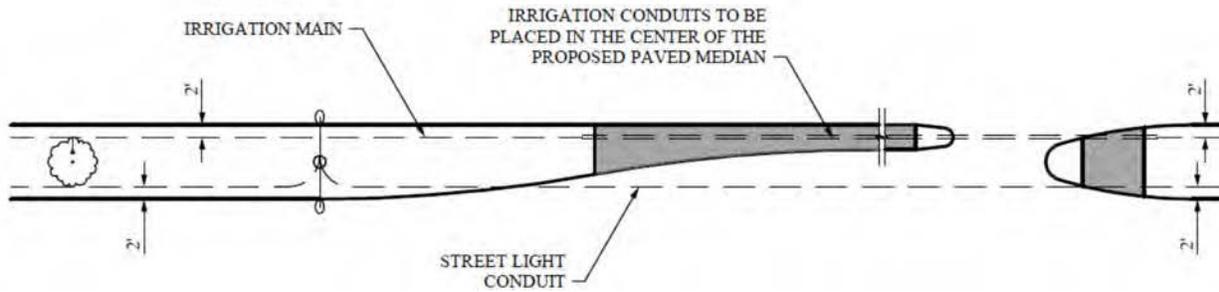


FIGURE 6.1: Typical Median Landscaping

- A. Landscaping that is located within the median of a thoroughfare shall meet the requirements shown in Figure 6.1.
- B. Refer to Section 2.07 (Thoroughfare Design Requirements) for corner visibility and sight line triangles with regards to landscaping and other obstructions.
- C. A minimum of 4" (or 6" in rock) suitable loam topsoil shall be furnished and installed in the areas behind the curbs.
- D. Only mowed grasses are permitted within 6' of the existing or future face of curb unless approved by the City Engineer and Development Services.
- E. Irrigation shall be provided in accordance with the Irrigation Design Standards (Section 7 of the Engineering Standards).
- F. Median tree spacing shall be 35' (typical) apart center-to-center of tree trunk generally located in the center of the ultimate median.
- G. Trees shall not be planted within 25' of an existing street light.
- H. Trees shall be planted at least 4' from the outside edge of any pipelines.
- I. The City has final approval for all tree placements.
- J. Trees overhanging walks and parking shall have a minimum clear trunk height of 7'. Trees overhanging public street pavement drive aisles and fire lanes shall have a minimum clear trunk height of 14'.
- K. Trees and planting areas shall not be installed on slopes steeper than 3:1.
- L. Landscaping shall be located so that pedestrians can walk along the parkway whether a paved sidewalk is provided or not.
- M. Sod shall be placed to cover median areas and a minimum of 2' behind the curb along the parkway along all public roadways in accordance with the City Technical Specifications.
- N. Areas not required to be sodded must be approved by the Parks and Recreation Department and shall be seeded after properly preparing the ground as designated on the plans and in accordance with City Technical Specifications.
- O. Conduit for street lighting and irrigation shall be generally located as shown in Figure 6.2 to accommodate trees, street lights and irrigation within the roadway median.



**FIGURE 6.2: Conduit for Street Lighting and Irrigation**

- P. Trees within 200' from the nose of a median shall have foliage trimmed to at least 10' above the ground.
- Q. Beyond a point 200' from the nose of the median, tree foliage should be trimmed to at least 7' from ground.
- R. Landscaping within a Roundabout:
  1. Landscaping is an important component of the design and operation of a roundabout. Landscaping within the central island is encouraged in order to prevent the driver from looking beyond the roundabout and instead draw attention to the shape and function of the roundabout.
  2. Landscaping within the splitter islands or central island of a roundabout shall be limited so that the minimum sight distances described in Section 2.02.F.12 are provided at the roundabout.
  3. Regardless of the landscaping to be installed, the central island of a multi-lane roundabout shall contain a mound of earth that is between three and a half feet (3.5') and six feet (6') high, measured at its center. The mound shall have a maximum slope of six to one (6:1), which shall flatten as it approaches the curb.
  4. The design for a roundabout shall include landscape design sheets identifying the dimensions of the central mound, plant locations, plant types, height of the mature plant measured from the roadway surface, the minimum pruning height for the lower branches of any trees to be planted, and the sight distance lines required in Section 2.02.F.12.
  5. Landscaping designs for a roundabout shall be approved by the City Engineer
- S. A 18" concrete mow strip adjacent to the back of curb is required.

**6.03 Approved Plant Materials**

- A. Plant materials for median planting shall be approved by the City's Development Services. Artificial plants are prohibited.



## **SECTION 7 – IRRIGATION DESIGN REQUIREMENTS**

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## Section 7 – Irrigation Design Requirements

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### 7.01 General

- A. The purpose of this section is to provide additional requirements and standards to address irrigation requirements **within the medians of major and minor thoroughfares.**

### 7.02 Roadway Irrigation Requirements

- A. Irrigation system shall be designed and installed to minimize runoff onto paved surfaces. Overspray on streets and walks are prohibited.
- B. All Irrigation plans shall be submitted to the Public Works Department for review.
- C. Private irrigation system mainlines, valves, or control wires located within the City's right-of-way shall be maintained by the adjacent property owner.
- D. The bore depth under streets, drive aisles, and fire lanes shall allow 2' minimum from the bottom of paving to the top of the sleeve, or greater if required to clear other utilities
- E. Only irrigation piping and boxes connected to the Reclaimed Water system shall be purple in color.
- F. A separate water meter is required for irrigation.
- G. Controllers shall be installed on AC power and/or solar power as directed by the Public Works Department.
- H. A ball valve is required on the upstream side of control valves, attached to the control valve with a Schedule 80 nipple, and then leaving the control valve with a Schedule 80 nipple to downstream side. The ball valve shall be located in a standard irrigation valve box.
- I. Backflow prevention devices are required for all irrigation systems. They shall have a gate valve and WYE strainer upstream, in that order, and followed with an flow meter/master valve on the downstream side of the backflow device. All parts of this assembly shall be connected with Schedule 80 nipples with gate valve and WYE strainer located in a single standard irrigation valve box, backflow device in a jumbo irrigation valve box and flow meter/master valve in a standard valve box.
- J. Provide a section valve to regulate pressure in the irrigation system.
- K. Check valves are required where elevation differences will cause low-head drainage.
- L. PVC water lines shall be Pressure Rated Class 200, DR 21.
- M. Minimum main line pipe size shall be 1-1/4".
- N. Minimum lateral line pipe size shall be 3/4".
- O. System shall deliver a minimum residual pressure of 30 psi at the spray head and 50 psi for rotors.

- P. Each valve shall irrigate a landscape zone containing plant materials with similar water requirements and similar site, slope and soil conditions.
- Q. Where drip systems are to be used, they shall be designed to provide water uniformly from sub-grade PVC piping.
- R. Trees shall be irrigated with one, one gpm bubbler each with a separate valve
- S. Irrigation heads shall comply with the following:
  - 1. Multi-stream multi-trajectory rotor heads.
  - 2. Low precipitation with 0.7DU or greater.
  - 3. Selected and spaced for 100% coverage.
  - 4. Matched precipitation rates on each zone.
  - 5. Have spring retracted pop-up operation.
  - 6. Installed on green 6" cut off riser.
  - 7. Adjust heads to ensure uniform coverage and to prevent overspray.
  - 8. Shall be installed a minimum of 6" from back of curb and in accordance with current TCEQ regulations.
- T. Feeder laterals and mainlines shall be located as close to the center of median as feasible.
- U. Median right-of-way irrigation equipment shall be approved by the City's Development Services.

### **7.03 Additional Irrigation Design Requirements within Roadway**

- A. Two 4" PVC conduits shall run from 2' behind the back of curb from median nose to median nose, extending beyond the limits of hardscape (concrete median nose, pavers, etc.). Two 4" PVC conduits shall also run from median to parkway as needed to provide water and power to the median. The end of the conduits shall be clearly marked with a sawcut.
- B. No swing pipe or flex pipe will be allowed on rotors or pop-up spray heads. Swing pipe or flex pipe may be used on tree bubblers as long as they are no longer than 3' from PVC fitting to tree well.
- C. Wiring shall include six 14 gauge (minimum) wires including two blue, two yellow and two other colors (not red or white) from the master valve back to controller.
- D. Refer to Section 6.02, Landscape Requirements within the Median for additional information on location of conduits for street lighting and irrigation in relation to tree planting.



## **SECTION 8 – ENVIRONMENTAL REQUIREMENTS**

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## Section 8 – Environmental Requirements

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### 8.01 General

The Owner must provide proof of compliance with applicable local, state, and federal environmental regulations upon request by the City.

### 8.02 Storm Water Management Plan (SWMP) – Permanent Controls

#### A. General Requirements

A Storm Water Management Plan (SWMP) shall be prepared for all developments in accordance with the Subdivision Ordinance for the preliminary and final submittals. The SWMP shall be developed and coordinated with the site drainage plan and may be shown on the same sheet. The SWMP shall identify permanent site features and controls that will be constructed with the project to minimize and mitigate the project's long-term effects on storm water quality and quantity.

The SWMP should also be coordinated with the landscaping plan to prevent conflicts and ensure compatible land use. The SWMP should be separate and not confused with the SW3P discussed in Section 8.03.

#### B. Site Development Controls (Permanent)

**It is the responsibility of the engineer to design permanent controls that address site specific conditions using appropriate design criteria for the North Central Texas region. Refer to NCTCOG [iSWM Technical Manual](#) for current recommended practices. Some of the factors to be considered when evaluating and selecting controls for a development are as follows:**

- Effect of the development on runoff volumes and rates
- Potential pollutants from the development
- Percent of site treated by the control
- On-site natural resources
- Configuration of site (existing waterways, topography, etc.)

The following are some examples of permanent controls:

- Preservation of natural creeks
- Site specific stormwater controls
- Vegetated swales
- Preservation of the 100-year floodplain
- Detention ponds
- Retention ponds
- Bio-Swales
- Rain water harvesting
- Water resource zones
- Other green infrastructure

### 8.03 Texas Construction General Permit (CGP)

Construction activities that discharge storm water runoff into or adjacent to any surface water of the state are regulated by the state of Texas under the Construction General Permit (CGP) (TXR150000). The governing agency is the Texas Commission on Environmental Quality (TCEQ). Construction activities are regulated according to the area of land disturbed.

#### **Large construction activities**

For sites that disturb five or more acres, or are part of a larger common plan of development that will disturb five or more acres, and meet the definition of an operator, the following applies:

- Prepare and implement a Storm Water Pollution Prevention Plan (SW3P)
- Post a Site Notice
- Submit a copy of the Site Notice to the MS4 Operator

For sites that disturb five or more acres, and meet the definition of a primary operator, the following applies:

- Prepare and implement a SW3P
- Submit a Notice of Intent (NOI) to TCEQ
- Post the NOI and Site Notice
- Submit a copy of the NOI to MS4 Operator

#### **Small construction activities**

For sites that disturb at least one but less than five acres, or are part of a larger common plan of development that will disturb at least one, but less than five acres and meet the definition of an operator, the following applies:

- Prepare and implement a SW3P
- Post a Site Notice
- Submit a copy of the Site Notice to the MS4 Operator

Sites that disturb less than one acre and that are not part of a larger common plan of development that would disturb one or more acres, are not required to have coverage under the general permit.

Refer to the General Permit definitions for Operator and Primary Operator. Additional information on the Texas Construction General Permit can be found at the following link:

<http://www.tceq.texas.gov/permitting/stormwater/>

### 8.04 Storm Water Pollution Prevention Plan (SW3P)

One of the requirements of the Construction General Permit is to develop an SW3P in accordance with CGP and the SW3P Guidance Policy for the City of Lake Dallas. The purpose of the SW3P is to provide guidelines for minimizing sediment and other pollutants that may originate on the site, from flowing into municipal storm systems, or jurisdictional waters during construction. The plan must also address the principal activities known to disturb significant amounts of ground surface during construction.

The storm water management controls included in the SW3P should focus on providing control of pollutant discharges with practical approaches that use readily available techniques, expertise, materials, and equipment. The SW3P must be implemented prior to the start of construction activity.

#### A. Construction Controls

Structural and non-structural controls may be used for controlling pollutants for storm water discharges from small and large sites. Structural controls shall comply with details and specifications in the latest edition of the NCTCOG [iSWM Technical Manual](#) and these standards. When the NCTCOG Manual and these standards are in conflict, these standards shall govern.

The following are acceptable temporary controls for use during construction:

##### Non-Structural

- Minimizing the area of disturbance
- Preserving existing vegetation

##### Structural

- Silt fence
- Inlet protection
- Rock check dams
- Stabilized construction entrances
- Sediment traps
- Vegetated buffer strips
- Temporary detention structure
- Rock check dams
- Hydro-mulch

Suggested construction controls can be found on the [NCTCOG iSWM](#) website.

It is the responsibility of the design engineer to select and design appropriate construction controls for each site. If the most appropriate control is not shown in the iSWM Technical Manual, the design engineer shall submit calculations and references for design of the control to the City Engineer for review and approval.

#### B. Waste and Hazardous Material Controls

Covered containers shall be provided for waste construction materials and daily trash. Hazardous materials shall be stored in a manner that prevents contact with rainfall and runoff. Onsite fuel tanks and other containers of motor vehicle fluids shall be placed in a bermed area with a liquid-tight liner or be provided with other secondary containment and spill prevention controls.

The SW3P shall require federal, state and local reporting of any spills and releases of hazardous materials greater than the regulated Reportable Quantity (RQ) and reporting to the Public Works Department of all spills and releases to the storm drainage system.

**C. Temporary Stabilization**

Portions of a site that have been disturbed, but where no work will occur for more than 21 days shall be temporarily stabilized as soon as practicable, and no later than 14 days, except when precluded by seasonal arid conditions, or prolonged drought.

Temporary stabilization shall consist of providing a protective cover, designed to reduce erosion on disturbed areas. Temporary stabilization may be achieved using temporary seeding, soil retention blankets, hydro-mulches and other techniques that cover 100 percent of the disturbed areas until either final stabilization can be achieved or until further construction activities take place.

Perimeter controls such as silt fence, vegetated buffer strips or other similar perimeter controls are intended to act as controls when stabilization has not occurred. Perimeter controls may remain in place during temporary stabilization.

**D. Final Stabilization**

Final stabilization consists of soil cover such as vegetation, geo-textiles, mulch, rock, or placement of pavement. For stabilizing vegetated drainage ways, sod or seeded soil retention blankets shall be used. Hydro-mulch will not be allowed in vegetated swales, channels or other drainage ways.

The plan for final stabilization shall be coordinated with permanent controls in the SWMP and with the landscaping plan, if applicable.

**E. Notice of Intent (NOI)**

If applicable, copies of the NOI shall be sent to the Public Works Department at least 2 days prior to construction.

**F. TCEQ Site Notice**

A signed copy of the Construction Site Notice shall be posted at the construction site in a location where it is readily viewed by the general public during all construction activity.

**G. Notice of Termination (NOT)**

All parties that submitted a NOI shall submit a NOT within 30 days after final stabilization is established. When the owner of a residential subdivision transfers ownership of individual lots to builders before final stabilization is achieved, the SW3P shall include controls for each individual lot in lieu of final stabilization. These controls shall consist of stabilization of the right-of-way and placement of structural controls at the low point of each individual lot or equivalent measures to retain soil on each lot during construction. All temporary controls must be removed prior to submitting the NOT. Additionally, the builder must submit a valid NOI before an NOT can be submitted by the owner.

#### H. Inspection and Maintenance during Construction

The owner shall construct all controls required by the SW3P. The owner shall have qualified personnel inspect the controls every 7 days with no additional inspections after rain events. An alternative method may be used as long as it is in accordance with the CGP.

Certified inspection reports shall be retained as part of the SW3P. Within seven days of the inspection, controls identified as damaged or deteriorated shall be repaired or replaced, as appropriate. Controls shall also be routinely cleaned to maintain adequate capacity.

Changes or additions shall be made to the controls within 7 days to prevent discharges from the site. The owner shall implement procedures to remove discharged soil from all portions of the storm drainage system including streets, gutters, inlets, storm drain, channels, creeks, ponds, etc.

Notes requiring the inspection and maintenance shall be placed on SW3P drawings. The SW3P shall identify the responsible party for inspecting and maintaining each control. If no party is identified, each owner and operator that submitted a NOI for the site shall be fully responsible for implementing all requirements of the SW3P.

#### I. Construction and Maintenance

The owner shall submit an erosion control plan and site layout for each major phase of the project. These phases, at a minimum, shall include:

- Initial grading and utility construction
- Street and other pavement construction
- Post pavement construction
- Final acceptance to stabilization

The owner shall construct all permanent controls and is responsible for maintenance of the controls. When the control falls within a drainage easement, the plat or separate instrument dedicating the easement shall include a statement of the owner's responsibility for maintenance.



## **SECTION 9 – STRUCTURAL DESIGN REQUIREMENTS**

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## Section 9 – Structural Design Requirements

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### 9.01 General

- A. The Design Engineer of record shall bear the sole responsibility for meeting the engineering standard of care for all aspects of the design and providing a design that's required by the site-specific conditions and intended use of the facilities.
- B. For the purposes of this section of the Engineering Standards, the following items shall be considered structures: bridges, foundations, retaining walls (structural and gravity), headwalls and wingwalls, culverts, slopes and embankments, and screening walls.
- C. The City's review of any structural design is limited to determining whether the construction plans are in general compliance with the City's Master Plans and Engineering Standards. The City's review and release of the construction plans does not represent that the City has re-engineered or verified the engineering of the proposed improvements.
- D. The structural design must be signed and sealed by a structural engineer or civil engineer competent in structural engineering licensed in the State of Texas. The Design Engineer is responsible for all engineering and recognizes that specific site circumstances or conditions may require improvements constructed to exceed minimum standards contained in the City's Engineering Standards. The Design Engineer is responsible for the applicability and accuracy of the construction plans and specifications.
- E. Retaining and Screening Walls shall be permitted and constructed in accordance with all requirements of these Engineering Standards. Third-party inspections shall be performed during construction, and reports provided to the City. A third-party shall certify wall was constructed in general compliance with the City-approved plans and specifications, and a certification shall be provided to the City. The Engineer of Record is permitted to act as the third-party inspector to perform inspections and certify construction.

### 9.02 Code Requirements

- A. All structural design shall comply with the City's currently adopted version of the *International Building Code*.
- B. The design and construction of structural concrete for buildings and where applicable in non-building structures shall be provided in accordance with the requirements of the current version of "Building Code Requirements for Structural Concrete (ACI 318)" as published by the American Concrete Institute.
- C. Placing reinforcing steel in reinforced concrete structures shall be provided in accordance with the requirements of the current version of the "ACI Detailing Manual (ACI 315)" as published by the American Concrete Institute.
- D. The design and construction of concrete tanks, reservoirs, and other structures commonly used in water and wastewater treatment works where dense, impermeable concrete with high resistance to chemical attack is required shall be provided in accordance with the requirements of the current version of "Environmental Engineering Concrete Structures (ACI 350)" as published by the American Concrete Institute. This code places special emphasis on structural design that

minimizes the possibility of cracking and accommodates vibrating equipment and other special loads. ACI 350's minimum requirements for proportioning of concrete, placement, curing, and protection against chemicals shall be met or exceeded. The design and spacing of joints shall also meet or exceed the minimum requirements of ACI 350.

- E. The design and construction of roadway bridges shall be provided in accordance with the requirements of the current version of the "LRFD Bridge Design Specifications" as published by the American Association of State and Highway Transportation Officials (AASHTO).
- F. Concrete exposed to sulfate-containing solutions or soils shall be made with sulfate-resisting cement. The concrete shall be provided in accordance with the requirements of ACI 318 Section 4.3. Table 4.3.1 lists the appropriate types of cement, the maximum water-cementitious material ratios, and the minimum specified compressive strengths for various exposure conditions.

**TABLE 4.3.1: ACI 318 Section 4.3**

Sulfate exposure	Water soluble sulfate (SO <sub>4</sub> ) in soil, percent by weight	Sulfate (SO <sub>4</sub> ) in water, ppm	Cement Type	Maximum water-cementitious materials ratio, by weight, normal weight aggregate concrete*	Minimum <i>f<sub>c</sub></i> , normal weight and lightweight aggregate concrete, psi*
Negligible	0.00 ≤ SO <sub>4</sub> < 0.10	0 ≤ SO <sub>4</sub> < 150	—	—	—
Moderate <sup>†</sup>	0.10 ≤ SO <sub>4</sub> < 0.20	150 ≤ SO <sub>4</sub> < 1500	II, IP(MS), P(MS), I(PM)(MS), I(SM)(MS)	0.50	4000
Severe	0.20 ≤ SO <sub>4</sub> ≤ 2.00	1500 ≤ SO <sub>4</sub> ≤ 10,000	V	0.45	4500
Very severe	SO <sub>4</sub> > 2.00	SO <sub>4</sub> > 10,000	V plus pozzolan <sup>‡</sup>	0.45	4500

\*When both Table 4.3.1 and Table 4.3.2 are considered, the lowest applicable maximum w/cm and highest applicable minimum *f<sub>c</sub>* shall be used.

<sup>†</sup>Seawater

<sup>‡</sup>Pozzolan that has been determined by test or service record to improve sulfate resistance when used in concrete Type V cement.

- G. ASTM test method C 1012 can be used to evaluate the sulfate resistance of mixtures using combinations of cementitious materials.
  - 1. In addition to the proper selection of cement, other requirements for durable concrete exposed to concentrations of sulfate are essential, such as, low water-cementitious material ratio, strength, adequate air entrainment, low slump, adequate consolidation, uniformity, adequate cover of reinforcement, and sufficient moist curing to develop the potential properties of the concrete.
- H. More stringent requirements may be required for unusual designs or specific site conditions. The codes cannot replace sound engineering knowledge, experience, and judgment.
- I. For any structure, the City or the structural engineer may require the quality of materials and construction to be higher than the minimum requirements as stated in the codes.

### 9.03 Geotechnical Performance Specifications

- A. Field investigation, geotechnical testing, and geotechnical engineering shall be performed in accordance with the standard of care taking into account local experience and conditions. The geotechnical recommendations shall establish the minimum design criteria based on the Design

Engineer's experience and engineering judgment. The Design Engineer may use more conservative geotechnical design criteria for the structural design. In no case shall the Design Engineer use geotechnical design criteria less conservative than the geotechnical engineer's recommendations.

- B. A ROW Permit must be obtained prior to performing any boring within the City's right-of-way.
- C. The complexity of geological conditions and the type, length, and width of structure will determine the number and locations of test holes required. The following should be considered by the Design Engineer in coordination with the geotechnical engineer: Depth of test hole, location of proposed grade relative to existing grade, channel relocations and/or channel widening, scour, foundation loads, foundation types.
- D. Locate the test holes in an accessible area, avoiding overhead power lines and underground utilities where possible, and avoiding steep slopes and standing or flowing water. Identify test hole locations on the plans.
- E. Provide a complete soil and bedrock classification and log record for each test hole, including all pertinent information to complete the standard log. Location and surface elevation shall be shown on the boring logs.
- F. Perform the appropriate field and laboratory tests necessary to determine the soil shear strength for proper soil evaluation and geotechnical design criteria. The geotechnical engineer shall consider the short-term and long-term conditions. In addition, special attention is required when testing highly plastic clays. Tests of these soil types shall be performed at a slow enough rate such that any excess pore water pressure is dissipated, or in a manner that measures pore water pressure.
- G. Ground water elevations shall be included as part of the data acquisition. Site conditions may require the installation of piezometers to establish a true groundwater surface elevation and method of monitoring water surface fluctuations
- H. Minimum boring requirements are as follows:
  - 1. **Slopes and Embankments including Bridge Approaches.** Obtain soil borings for cuts greater than 10' or embankments taller than 10'. The exploration shall include the following:
    - a. The soil under future embankments. Advance borings to a depth at least equal to the embankment height or 20', whichever is greater, unless a greater depth is recommended by the geotechnical engineer.
    - b. Soil in proposed cuts. Advance borings to a depth of at least 15' below the bottom of the proposed cut, unless a greater depth is recommended by the geotechnical engineer.
  - 2. **Bridges**
    - a. In general, drill test holes 10' to 15' deeper than the probable top elevation of the bridge foundation.
    - b. Test holes near each abutment of the proposed structure plus a sufficient number of intermediate holes to determine depth and location of all significant soil and rock strata.

- c. Major stream crossings (over channels more than 200' wide) require borings in the channel. A site inspection by the driller or logger is necessary to evaluate site accessibility and special equipment needs.
  - d. Minor stream crossings over channels less than 200' wide shall provide a boring on each bank as close to the water's edge as possible. If boring information varies significantly from one side of the channel to the other, a boring in the channel may be required by the City Engineer.
  - e. Grade Separations. If the borings indicate soft surface soils (fewer than 10 blows per foot), additional borings and testing shall be required for the design of the bridge approach embankments.
3. Retaining Walls Obtain soil borings for walls taller than 3-ft.
- a. Obtain soil borings at 200' spacing unless site conditions or the design engineer requires closer spacing. A greater spacing may be allowed by the City Engineer only if recommended in writing by the geotechnical engineer of record.
  - b. Fill Walls. For spread footing walls and MSE walls, the depth of the boring shall be a minimum of as deep as the wall height depending on the wall type and existing and proposed ground lines. The minimum boring depth is 10' below the bottom of the proposed wall unless rock is encountered (see Section 9.03.H.4). Extend borings at least 5' into rock for fill walls unless additional depth is recommended by the geotechnical engineer.
  - c. Cut Walls. For drilled shaft walls, tied-back walls, and soil and rock nail walls, the depth of the boring is based on the proposed ground line. Cantilever drilled shaft walls require the depth of boring to extend the anticipated depth of the shaft below the cut, which is typically between one and two times the wall height unless additional depth is recommended by the geotechnical engineer of record. Borings for soil nail and rock nailed walls need to be advanced through the material that is to be nailed. The minimum boring depth is 15' below the bottom of the proposed wall. Borings for proposed cut walls may need to penetrate rock significant distances depending on the depth of the cut and wall height.
  - d. Provide additional testing for taller walls, walls on slopes, or walls on soft founding strata as necessary, or recommended by the geotechnical engineer of record, to completely evaluate wall stability.
4. **Borings Encountering Rock**
- a. Based on the geotechnical engineer's experience and engineering judgment, if rock is encountered the minimum boring depths specified above may be reduced but only at the direction of the geotechnical engineer.

#### **9.04 Bridge Design**

- A. The structural engineer shall be responsible for selecting the appropriate bridge foundation. The engineer shall consider the following factors in that selection:

1. Design load.
  2. Geotechnical engineering recommendations. The strength and depth of subsurface formations determine the type of foundation chosen. In general, drilled shafts are well suited to areas with competent soil and rock, and is the preferred foundation type subject to concurrence of the geotechnical and structural engineers' concurrence. Alternative foundation types require approval in writing by the City Engineer.
  3. Corrosive conditions. Salts, chlorides, and sulfates are detrimental to foundations. Where these conditions exist, the Design Engineer shall take preventative measures. Use sulfate-resistant concrete as defined in these Engineering Standards as required.
- B. The structural engineer shall use the geotechnical investigation recommendations as minimum design criteria. If in the structural engineer's judgment, the structural design needs to be based upon more conservative geotechnical design criteria, the structural engineer shall provide the more conservative design.
- C. Disregard surface soil in the design of drilled shaft foundations. The disregarded depth is the amount of surface soil that is not included in the design of the foundation due to potential erosion from scour, future excavation, seasonal moisture variation (shrinkage and swelling), lateral migration of waterways, and recommendations of the geotechnical investigation.
- D. Drilled shaft capacity relies upon penetrating a specific stratum a specified depth. The plans shall provide a note instructing the contractor and field personnel of the penetration requirement. The plans shall identify the specific type of material to be penetrated and the minimum penetration depth. The plan may allow for the drilled shaft to be shortened if the founding stratum is encountered at a shallower depth, and it requires the shaft to be lengthened if the founding stratum is not encountered at the expected elevation.
- E. When the founding stratum is present at or near the surface, the structural engineer shall consider the load-carrying capacity along with the stability of the superstructure on the foundation. For these conditions, a minimum drilled shaft length shall be specified on the plans and the drilled shaft shall not be allowed to be shortened from plan length, but it may be lengthened if the founding stratum is not encountered at the expected elevation.
- F. Bridge foundations for bridges over waterways require a scour analysis. A scour analysis shall be conducted in accordance with the following:
1. TxDOT guidelines in "Evaluating Scour at Bridges" (HEC-18).
  2. Abutment scour does not need to be calculated. However, abutments shall be protected against potential scour through use of flexible revetment, where possible or hard armoring.
  3. Design bridge foundations to withstand the scour depths for either the 100-year flood or smaller flood if it will cause scour depths deeper than the 100-year flood.
  4. Check the bridge foundations against the scour depth associated with the 500-year flood. This flood event is considered an extreme event and the factor of safety on the bridge foundations shall be greater than or equal to 1.

**9.05 Retaining Wall Design**

- A. The Design Engineer is responsible for ensuring that the retaining wall selected for a given location is appropriate. The retaining wall selection process shall consider the following:
1. Height. Any retaining wall which retains in excess of 3-ft. shall be engineered. The structural design shall be provided in accordance with the geotechnical recommendations and minimum design criteria provided in Section 9.03.
  2. Geometry. Determine applicability of wall type – cut, cut/fill, or fill – based on geometry, site constraints, existing and proposed topography, and wall alignment and location. Identify available ROW and any necessary ROW or easements to accommodate the proposed improvements and the access necessary to accommodate access for maintenance. Identify location and type of existing and proposed utilities and drainage structures.
  3. Economics. Evaluate the total installed cost of the wall and consider long-term maintenance requirements. Identify necessary excavation requirements (including shoring), required utility adjustments and costs, project schedule, construction phasing requirements, and these effects on the wall design and construction.
  4. Stability. The Design Engineer is responsible for the global stability of the wall. Evaluate all walls to ensure that the minimum applicable factors of safety are a least met (see Section 9.05.C), if not exceeded depending on the Design Engineer’s judgment. When possible, avoid placing walls on slopes. A slope in front of the wall dramatically reduces the passive earth pressure (resistance), increasing the chance for wall failure. Additionally, a slope in front of the wall will have a significant effect on global stability of the wall and embankment in which it resides. For situations where the walls above a slope cannot be avoided, a rigorous slope stability analysis shall be required in accordance with these Engineering Standards.
  5. Constructability. Determine whether walls are near water or subject to inundation or groundwater. Identify access limitations for equipment both during and after construction. Ensure adequate horizontal and vertical clearances are provided.
  6. Drainage. Design the wall to prevent the build-up of hydrostatic pressure behind the wall. If conditions warrant, the City may require the wall design to withstand full hydrostatic pressure load. The wall design shall consider potential deleterious short and long term effects of water inundation including scour and rapid draw down.
  7. Aesthetics. Ensure that aesthetic treatments of walls complement the retaining wall and does not interfere with the functionality of the wall. Detailed consideration shall be given to aesthetic treatments of retaining walls that involve landscaping. Additionally, the wall’s drainage system design shall avoid potential compromise of the wall aesthetics because of water related damages.
  8. Loading. Design loads shall be in accordance with these Engineering Standards (for building code references, see Section 9.02), including construction loads and surcharge loads from slopes, structures, and vehicles.
- B. Analyze and design walls following accepted geotechnical engineering industry standards for the City of Frisco area and in accordance with these Engineering Standards. In analysis, use earth

pressures that follow the requirements of the project's geotechnical investigation specifically addressing the retaining wall design requirements for the project's specific location.

- C. The Design Engineer must ensure that the retaining wall system is appropriate for its location and application. The Design Engineer shall design for all potential modes of wall system failure; including, sliding, overturning, bearing pressure, global stability, and structural capacity of the wall itself. The design of the retaining wall shall meet the following minimum factors of safety:
- a. Sliding: 1.5
  - b. Overturning: 2.0
  - c. Bearing Pressure: 3.0
  - d. Global Stability: 1.5
- D. Avoid perching wall on slopes steeper than 8H:1V. When walls must be placed on slopes steeper than 5H:1V, or the retaining wall height or the combined wall and slope heights exceed 8-ft., the geotechnical engineer shall conduct a short-term and long-term global stability analysis using applicable soil strength characteristics, geometry, and loading conditions (including load surcharge, hydrostatic, etc.). The Design Engineer is responsible for the design of the wall system, including its global stability.
- E. A series of two or more walls built in tiers shall be considered a single wall in height for the purposes of conforming to these Engineering Standards when the base of the upper tier is set back from the base of the lower tier less than two times the height of the lower tier wall.
- F. If TxDOT standard sheets pertaining to cast-in-place spread footing structural retaining walls are utilized, the Design Engineer shall ensure that the actual wall geometry and loading conditions are applicable to the standard wall design selected. The Design Engineer shall ensure that interruptions to the wall stem or footing reinforcement by openings, utilities, geometric changes or curved sections of the wall do not compromise the design and performance of the wall. No TxDOT standard wall design shall be modified unless the Design Engineer designs, draws, and seals the modified standard.
- G. TxDOT standard sheets pertaining to cast-in-place spread footing walls provide a choice between high pressure (HP) and low pressure (LP) footings. Selection by the Design Engineer is a function of the loading, geometry, and allowable soil pressures. **TxDOT standard sheets pertaining to cast-in-place spread footing walls are developed based on the wall being drained, and the design parameters for foundation and retained soils of a cohesion factor of zero, a friction factor of 30 degrees, and a unit weight of 120 pounds/cubic foot.** Give special consideration to the site-specific geotechnical requirements and whether a TxDOT standard wall design is applicable. Also give special consideration to walls subject to potential inundation.

### **9.06 Slope Stability Design Criteria**

- A. All slopes exceeding 8-ft. in height with a steepness of 4H:1V or greater, regardless of soil type, cut, or fill, shall be evaluated for global stability for both the short-term and the long-term conditions. Additionally, any known areas of existing fill, deleterious material, or soft soils which have a height over 4 feet or slope angle greater than 6H:1V shall be evaluated for global stability for both the short-term and the long-term conditions. Specific site conditions may require

evaluation for additional types of slope failure, such as bearing capacity, settlement, shear, and undercutting. Calculations pertinent to the analysis shall be submitted with the construction drawings when required by the City.

- B. Use the following data to analyze global stability of a slope:
  - 1. Geometry (cross section and loading conditions);
  - 2. Location of the water table;
  - 3. Soil/rock stratigraphy; and
  - 4. Soil/rock properties (unit weight, Atterberg Limits, undrained and drained shear strength).
- C. For global stability of a slope, the minimum factor of safety of 1.5 is required unless the geotechnical engineer recommends a higher value.

### **9.07 Screening Wall Design Criteria**

- A. Screening Walls shall meet the minimum requirements included in the Zoning Ordinance.
- B. An opening designed to allow for storm water drainage shall be provided unless it has been determined by the City Engineer that no drainage problems are anticipated. The opening shall be a uniform 2” high the full length between columns.
- C. All screening walls shall be designed by a Professional Engineer licensed in the State of Texas. Signed, sealed and dated plans shall be submitted to the City for review and permitting.

### **9.08 Excavation Support**

- A. Trench excavation protection shall be used for the installation of linear drainage or utility facilities that result in trenches deeper than 5’. Such trench protection includes vertical or sloped cuts, benches, shields, support systems, or other systems providing the necessary protection in accordance with Occupational Safety Health Administration (OSHA) Standards and Interpretations, 29 CFR 1926, Subpart P, “Excavations.”
- B. Temporary special shoring is used for installations of walls, footings, and other structures that require excavations deeper than 5’. Temporary special shoring is designed and constructed to hold the surrounding earth, water, or both out of the work area. It provides vertical or sloped cuts, benches, shields support systems, or other systems to provide the necessary protection in accordance with the approved design. Unless a complete design for temporary special shoring systems are included in the plans, the contractor is responsible for the design of the temporary special shoring system. The Contractor must submit to the City, for informational purposes only, the design calculations and details sealed by a Professional Engineer licensed in the State of Texas before constructing the shoring. The design of the shoring must provide protection in accordance with Occupational Safety Health Administration (OSHA) Standards and Interpretations, 29 CFR 1926, Subpart P, “Excavations.”

**9.09 Construction Plans**

- A. Constructions drawings and technical specifications for **all structural** construction shall include the following:
1. Design engineer's seal, date, signature, and Texas Board of Professional Engineers (TBPE) firm registration number;
  2. Name and date of issue of the codes and supplements to which the design conforms;
  3. Name and date of the project-specific geotechnical engineering report upon which the Design Engineer relied;
  4. Live load and other loads used in the design, including surcharge loads and potential exposure to storm water inundation. Specifically identify the applicable loads and their load factors;
  5. Identification of geotechnical investigation and report to which the design conforms (including report name and number (if applicable), date of issuance, engineering firm name and address, firm TBPE firm registration number, and name of geotechnical engineer of record).
  6. Where plans indicate compacted soil, provide compaction specification.
  7. Specified compressive strength of concrete at stated ages or stages of construction for which each part of the structure is designed.
  8. The design shall specifically address construction loading and sequencing. Service loads shall not be applied until the concrete has reached its minimum specified compressive strength or the structure is adequately shored to withstand the service loads;
  9. Drainage system (if applicable), including material specification, diameter, daylight point, and outfall connection detail (if applicable), granular material (if applicable) specification, filter fabric material specification and installation requirements, and weep holes (if applicable), including material type, diameter, and spacing;
  10. Size and location of all structural elements, reinforcement, and anchors;
  11. Identification of shop drawing requirements for fabrication, bending, and placement of concrete reinforcement. Provide bar schedules, stirrup and tie spacing, diagrams of bent bars, and arrangement of concrete reinforcement. Provide additional details for reinforcement of openings in concrete walls and slabs. Shop drawings shall be provided in accordance with the requirements of the technical specifications and submitted to the City for review and approval.
  12. Provisions for dimensional changes resulting from creep, shrinkage, and temperature;
  13. Details of all contraction, isolation joints, or expansion joints and the appropriate spacing specified;
  14. Anchorage length of reinforcement and location and length of lap splices (if applicable);

15. Type and location of mechanical splices of reinforcement (if applicable). Welding of reinforcement shall not be permitted unless approved by the Design Engineer and the City Engineer;
16. The technical specifications for concrete mixtures shall be provided in accordance with the following:
  - a. Concrete for roadway pavement and related facilities (i.e. driveways, sidewalks, ramps, etc.) shall be in accordance with the City's technical specification 321313-Concrete Pavement;
  - b. Cast-in-place concrete applicable to TxDOT standard designs for storm drainage culverts and related structures, retaining walls, manholes, vaults, as well as bridges, shall be in accordance with the City's technical specification 033105-Concrete Structures-Cast-in-Place (TxDOT). Otherwise, concrete for cast-in-place structures shall be in accordance with the City's technical specification 033100-Concrete Structures Cast-in-Place (City); and
  - c. Precast concrete applicable to precast pipes, TxDOT standard designs for storm drainage culverts and related structures, manholes, vaults, as well as bridges, shall be in accordance with the City's technical specification 034105-Concrete Structures-Precast (TxDOT). Otherwise, concrete for precast structures shall be in accordance with the City's technical specification 034100-Concrete Structures-Precast (City);
17. Responsibility for maintenance of the structure shall be clearly noted on the plans. The plans shall clearly reference a structure maintenance plan and schedule. The maintenance plan shall clearly identify any drainage system required to relieve hydrostatic pressure on the structural system and ensure that it remains fully functional throughout the life of the structure; and
18. Sight visibility triangles (where applicable).

**B. Retaining wall plans shall also include the following information:**

1. Plan view. The plan view shall include location of soil borings, surface and subsurface drainage structures and utilities that could be affected by wall construction.
2. Elevation view. The elevation view shall include a profile of the existing ground line along the wall alignment, proposed finished grade at face of wall, limits of wall payment (if applicable), top of wall profile, soil boring log shown at the correct elevation and scale, wall rail if applicable, drainage structures and utilities as noted above. Unless noted otherwise and approved by the City Engineer, wall quantities shall be based upon the surface area of the wall from the top of wall to the bottom of wall. The bottom of wall is defined as the proposed finished grade at the face of the wall. The bottom of wall shall not be measured from the top of footing unless the top of footing is the proposed finished grade at the face of the wall.
3. Estimated quantity table. Include the estimated quantity table for each retaining wall type. The table should contain the area of wall (for payment) and linear footage of railing (if applicable).
4. Typical section. The typical section shall include a cross section with wall dimensions and showing the relationship of the wall to the roadway, property line, or controlling adjacency,

control point(s) for horizontal and vertical alignment (typically the top outermost corner of the wall), indication of maximum slope on top of and in front of the wall, location of proposed finished grade, railing type, flume, and mow strip, etc. if applicable.

5. General notes. The general notes shall include a note stating the required minimum embedment depth of the footing (minimum typically 1'), a note stating that the wall quantity shall be measured for payment between the top of wall and "x" ft. below finished grade, railing shop drawing requirements (if applicable), references to all standard sheets (if applicable) for pertinent information, and any other pertinent information regarding wall design and construction.

C. **Spread Footing Retaining Wall** plans shall also include the following:

1. If TxDOT retaining wall standards are used, provide the panel design designation (for example, LC-10-32) for each wall panel corresponding to the appropriate cast-in-place spread footing wall standard sheet. The designation includes a reference to the controlling standard drawing, design height, and panel width.
2. Location of expansion and allowable construction joints (assuming 32' panels, every third joint is typically designated as an expansion joint).
3. Set bottom of wall (top of footing) horizontal and stepped to meet minimum embedment depth criteria. Distance from one step to the next is typically greater than 12". Provide bottom of wall elevations for all panels.
4. Include the appropriate TxDOT standard sheets pertaining to cast-in-place spread footing walls if applicable. Otherwise provide typical section details including a cross section with dimensions and reinforcement layout and callouts.
5. If TxDOT standard sheets pertaining to cast-in-place spread footing walls are not applicable to the design, a custom structural wall design shall be provided. The general notes shall specifically identify the applicable concrete specification, the requirement that no service loads shall be imposed until after the concrete has reached its specified minimum compressive strength, and that shop drawing submittals shall be required for fabrication, bending, and placement of concrete reinforcement.

D. **Screening Wall** plans shall include the following information (in addition to the information included under Section 9.09.A):

1. The title shall include the legal name of the property on which the wall is being constructed;
2. A plan view of the wall showing its location, limits, and stationing;
3. Wall material specification;
4. Mortar specification (if applicable).
5. A profile of the wall including grades for the top of the concrete mow strip, adjacent top of curb, sidewalk and finished floor of proposed and/or existing adjacent slabs;
6. Elevation view of a typical column;

7. Elevation view of the wall;
8. Mow-strip detail;
9. Drainage clearance under wall (uniform 2”);
10. Steel tensile strength;
11. Concrete compressive strength; and
12. Wind load calculations

E. **Gravity Retaining Walls** plans shall also include the following:

1. Wall height, including batter requirements;
2. Wall material specification;
3. Base embedment depth and width requirements, including key depth if applicable;
4. Wall thickness at bottom and top of wall;
5. Mortared zone requirements (if applicable), including zone thickness and the specification to mortar on all sides and no voids;
6. Non-mortared zone requirements (if applicable), including zone thickness and the specification that stones must fit tightly; and
7. Clay cap, including material specification and dimension requirements.

F. **Calculations** pertinent to the design of any and all walls shall be submitted with the construction drawings when required by the City.

G. All wall construction plans and specifications submitted to the City for review must include a permit application submittal.

### **9.10 Construction Inspection and Certification**

- A. A permit is required for the construction of any wall as defined in these Engineering Standards.
- B. A third-party, or the Engineer of Record, shall certify wall construction inspections were performed at periodic stages sufficient to determine conformance with the design.
- C. The final certificate of compliance shall be submitted to the City and include a certification letter, signed and sealed by a licensed professional engineer in the State of Texas, that includes a statement that the wall system was constructed in general compliance with the geotechnical design criteria identified in the plans and specifications and the City-approved construction plans and specifications. The letter shall reference the following:
  - a. Specific reference to the City-approved plans and specifications for the wall;



- b. Specific reference to the address and/or legal description for the wall construction location;
- c. Specific reference to the name and date of the project-specific geotechnical engineering report.



## **SECTION 10 – SURVEY REQUIREMENTS**

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**Section 10 – Survey Requirements**

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**10.01 General**

- A. In the interpretation and application of the provisions in these survey requirements, it is the intention of the City that the principals, standards and requirements provided herein shall be minimum standards for the projects involving survey, and where other Ordinances of the City are more restrictive, such Ordinances shall control, as they exist or may be amended.

**10.02 Survey Markers and Monumentation****A. Markers**

Markers consisting of minimum 3/8" diameter steel rods at least 24" long with caps identifying responsible surveying firm or RPLS number shall be placed at all:

1. Lot and block corners (wherever a lot line bearing changes);
2. Intersection points of alley and block lines;
3. Curve and tangent points along block, lot and right-of-way lines within the subdivision; and
4. Right-of-way dedications.

**B. Monuments**

1. Three dimensional coordinates, reported as State Plane Coordinates, shall be established using a Scale Factor. The coordinates shall be noted on the Plat.
2. Monuments shall be Markers and installed at locations shown on the Plat.

**C. Subdivision Monumentation**

At least two Markers shall be placed at property corners in addition to at least two Monuments at opposing ends of the property.

**D. Electronic Submittal Requirements**

The City requires the submittal of CAD or GIS Shape files for all plats within the City of Lake Dallas for incorporation into the City's GIS system. The Engineer must provide Grid Coordinates (State Plane) or Surface Coordinates with Scale Factor. The electronic files shall include the following:

1. Two Monuments (with three-dimensional coordinates);
2. Markers at a minimum of two property corners (with three-dimensional coordinates);
3. Parcel boundaries; and
4. Right-of-way and easement dedications.



### 10.03 Final Plat Acceptance

- A. Prior to Final Plat Acceptance, all required monuments must be found and re-set if damaged during construction.
  - 1. The Surveyor will provide two monuments acceptable to the City and establish grid coordinates for the monuments.
  - 2. Elevations will be established on the two monuments on the vertical datum established for the project.
  - 3. The three dimensional coordinates in grid coordinates established for these monuments will be clearly shown on the face of the plat. A note shall be added to the plat specifying the grid coordinates are not for design purposes.
  - 4. The plat shall hold grid bearings and shall not be from an assumed north.
  - 5. All distances shown on the plat will be surface distances.
  - 6. Refer to subdivision regulations and Denton County Clerk's Office for required language on plats.



## **PART B – CONSTRUCTION STANDARDS**

**GN**

**GENERAL NOTES**



## **GN – General Notes**

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### **Overview**

The following General Notes shall apply to all construction projects, public or private. The Owner's Engineer may supplement the General Notes with project-specific notes with City approval.

### **General Notes for All Construction Activities**

1. All construction, testing, and materials shall be in accordance with the City's current standards, details, and specifications.
2. Testing and inspection of materials shall be performed by a commercial testing laboratory approved by the City. Contractor shall furnish materials or specimens for testing, and shall furnish suitable evidence that the materials proposed to be incorporated into the work are in accordance with the specifications.
3. Contractor shall notify the City at least 48 hours prior to beginning construction.
4. Contractor is responsible for obtaining all necessary permits and approvals prior to beginning any construction. Contact Development Services at 940-497-2226 for a permit to work within City ROW.
5. Contractors are allowed to make connections to the Lake Cities Municipal Utility Authority (LCMUA) water system by opening an account and renting a fire hydrant meter from LCMUA. The company or individual is solely responsible for the cost of the rental equipment and its proper use within the LCMUA water system. The company or individual is also responsible for the cost of the water used.
6. Contractor must keep available onsite, at all times, approved construction plans and copies of any required permits along with the appropriate versions of the following references: City of Lake Dallas Engineering Standards, NCTCOG specifications, TxDOT specifications, TxDOT standard drawings.
7. All shop drawings, working drawings or other documents which require review by the City, shall be submitted by the Contractor sufficiently in advance of scheduled construction to allow no less than 14 calendar days for review and response by the City.
8. Contractor shall be responsible for all required construction surveying and staking and shall notify the City of any discrepancies prior to proceeding with any work.
9. Contractor shall be responsible for protecting all survey markers including iron rods, property corners, or survey monuments within the limits of construction and outside ROW during construction. Any survey markers disturbed during construction shall be replaced by the Contractor at no cost to the City.
10. Contractor shall provide a construction schedule and weekly progress reports.
11. Contractor is responsible for keeping streets and driveways adjacent to the project free of mud and debris at all times. Contractor shall clean up and remove all loose material resulting from construction operations. The Contractor shall take all available precautions to control dust.

12. The existence and locations of the public and franchise utilities shown on the drawings were obtained from available records and are approximate. The Contractor shall determine the depth and location of existing underground utilities prior to excavating, trenching, or drilling and shall be required to take any precautionary measures to protect all lines shown and / or any other underground utilities not of record or not shown on the plans. The Contractor shall be responsible for contacting all public agencies and franchise utilities 48 hours prior to construction. (Texas811 1-800-344-8377) The Contractor may be required expose these facilities at no cost to the City. The Contractor will be responsible for damages to utilities if the damage is caused by negligence or failure to have locates performed.
13. Contractor shall be responsible for any damage to existing facilities or adjacent properties during construction. Any removal or damage to existing facilities shall be replaced or repaired to equal or better condition by the Contractor.
14. Contractor shall not store materials, equipment or other construction items on adjacent properties or right-of-way without the prior written consent of the property owner and the City.
15. Temporary fencing shall be installed prior to the removal of existing fencing. Temporary fencing shall be removed after proposed fencing is approved by the City. All temporary and proposed fencing locations shall be subject to field revisions as directed by the City.
16. Unusable excavated material, or construction debris shall be removed and disposed of offsite at an approved disposal facility by the Contractor at his expense.
17. It is the Contractor's responsibility to maintain a neat and accurate record of construction for the City's records.

**General Notes for Traffic Control**

1. Contractor shall be responsible for furnishing and installing all temporary and permanent traffic control in accordance with the minimum requirements of the latest revision of the Texas Manual on Uniform Traffic Control Devices (TMUTCD) and TxDOT Barricade and Construction Standards.
2. Contractor shall not impede traffic on existing streets, driveways, alleys, or fire lanes open to the public. In the event the construction work requires the closure of an existing street, alley, or fire lane, the Contractor shall request the road closure through the Public Works Department 940-497-4484 a minimum of 48 hours in advance of the requested closure. Closures will not be allowed prior to 9:00 a.m. or after 3:30 p.m., Monday through Friday unless otherwise approved by the City.

**General Notes for Paving**

1. All paving construction, testing, and materials, including concrete, reinforcement, jointing, and subgrade preparation and treatment shall be in accordance with the City's current standards, details, and specifications unless otherwise noted.
2. No earthwork, lime application, or other preparation of the subgrade for paving of streets, alleys, or fire lanes shall be initiated without authorization from the City. The City will authorize the subgrade work in preparation for paving after utility trench backfill testing has been completed and verified to meet the City requirements.

3. Placing of Concrete Pavement:
  - A. Machine Finished: A Slip-form paving machine shall be used for all public streets and alleys unless otherwise approved by the City Engineer.
  - B. Hand Finished: Hand finished pavement is permitted for turn lanes, deceleration lanes, driveway approaches, or panel replacement of public streets or alleys.
4. Contractor is responsible for ensuring all pedestrian work meets or exceeds the current American with Disabilities Act Accessibility Guidelines (ADAAG) and the Texas Accessibility Standards (TAS). The Contractor shall remove and replace any constructed or installed items not meeting the current ADAAG and TAS requirements at no additional cost to the City.

### **General Notes for Traffic Signals and Street Lighting**

1. The City of Lake Dallas has an agreement with the City of Lewisville, Texas to maintain traffic signals within the city. All traffic signal and street lighting construction, testing, and materials shall be in accordance with the City's current standards, details, and specifications unless otherwise noted. All electrical work shall be in accordance with the most current National Electrical Code, City and TxDOT specifications and standards.
2. Contractor shall notify the Public Works Department at least 7 business days prior to any work, provide a construction schedule and weekly progress reports to the Public Works Department, and notify at least 48 hours prior to signal turn-on.
3. Contractor shall coordinate electrical services with the City and either ONCOR or COSERV representatives (according to their respective area).
4. Contractor shall coordinate with the electric company to de-energize any overhead or underground power lines. Any cost associated with de-energizing the power line and/or any other protective measures required shall be at no cost to City.
5. The Contractor shall coordinate with the appropriate utility company and TxDOT/NTTA (if within TxDOT/NTTA ROW) prior to beginning erection of poles, luminaries and structures located near any overhead or underground utilities.
6. Proposed concrete foundation and conduit alignment shall be staked by the Contractor and approved by the City prior to installation.
7. Contractor shall contact the Public Works Department (between 8 am – 5pm) for inspection prior to pouring any concrete foundation and digging for conduit runs at least 48 hours in advance.
8. Contractor shall have a qualified IMSA Level II or a TRF453 certified technician on the project site to place the traffic signals in operation.
9. Electrical work shall be performed by certified persons in accordance with the requirements of the contract and may be rejected as unsuitable for use due to poor workmanship. The required electrical certification course is available and is scheduled periodically by TEEX. Alternatively, the Contractor may purchase an entire course for their personnel to be held at a time and location of their choice as negotiated through TEEX. For more information, contact: TEXAS ENGINEERING EXTENSION SERVICE (TEEX), TxDOT ELECTRICAL SYSTEM COURSE, (979) 845-6563.

10. The Contractor shall not place pedestrian crosswalk and stop bar pavement markings until signal is operational.
11. All lighting poles, fixtures, and arms which are removed shall be delivered to the City Public Works facility (351 Betchan Street, Lake Dallas, Texas 75065) by the Contractor and will remain the property of the City. Contact the Public Works Department at least 24 hours in advance of delivery.
12. During the 30-day traffic signal test period, Contractor shall respond to and diagnose all trouble calls with qualified personnel within a reasonable travel time, but not more than two (2) hours maximum. Contractor shall repair any malfunctions of signal equipment supplied by Contractor on the project. A local telephone number (not subject to frequent changes) where trouble calls are to be received on a 24-hour basis shall be provided to the City by the Contractor. Appropriate repairs shall be made within 24 hours. The Contractor shall keep a record of each trouble call reported in the logbook provided by the City and shall notify the City of each trouble call. The error log in the malfunction management unit (MMU) shall not be cleared during the 30-day test period without the approval of the City.
13. Texas State Law, Article 1436C, makes it unlawful to operate equipment or machines within 10-feet of any overhead electrical lines unless danger against contact with high voltage overhead lines has been effectively guarded against pursuant to the provisions of this Article. When construction operations require working near an overhead electrical line, the Contractor shall contact the owner/operator of the overhead electrical line to make adequate arrangements and to take necessary safety precautions to ensure that all laws, electrical line owner/operator requirements and standard safety practices are met.

**General Notes for Storm Drain**

1. All storm drain construction, testing, and materials shall be in accordance with the City's current standards, details, and specifications unless otherwise noted.
2. Contractor shall submit a Trench Safety Plan prior to the Pre-Construction Meeting.
3. Two weeks prior to connecting to existing storm drain lines, the contractor should inspect the existing line and contact the Public Works Department should the line need to be cleaned.
4. Contractor should inspect all storm drain outfalls no earlier than two weeks prior to final inspection and remove all silt and debris.

**General Notes for Water and Wastewater**

1. All water and wastewater construction, testing, and materials shall be in accordance with the City's current standards, details, and specifications unless otherwise noted.
2. Contractor shall submit a Trench Safety Plan prior to the Pre-Construction Meeting.
3. Contractor shall not operate existing valves. Contact the Lake Cities Municipal Utility Authority (LCMUA) to request valve changes.

**General Notes for Landscaping**

1. All landscaping construction, installation, testing, and materials shall be in accordance with the City's current standards, details, and specifications unless otherwise noted.
2. Contractor shall avoid damage to existing trees. When necessary, trees and shrub trimming for construction shall be performed under the direction of a registered landscape architect or certified arborist.
3. Contractor shall locate and protect all existing landscape irrigation systems. Damage to existing irrigation systems and landscape materials shall be restored to equal or better condition at no cost to City.
4. Prior to obtaining a grading permit or scheduling a pre-construction meeting:
  - A. Where transplanting or tree removal is required, Contractor must apply for a Tree Permit. Contact Development Services Landscape Architect for Tree Permit.
  - B. All tree markings and protective fencing must be installed by the Contractor and be inspected by the City's Landscape Architect.
5. All trees which are to remain on site shall be protected with a 4' tall brightly colored plastic fence placed at the drip line of the trees.
6. Trees to be removed may be chipped and used for mulch on site or hauled off-site. Burning of removed trees, stumps, or foliage requires written approval by the Fire Department.
7. Plant materials shall not impede or obstruct vision or route of travel for vehicular, pedestrian, or bicycle traffic along City right-of-way, visibility easements, sidewalks or other easements.
8. No signs, wires, or other attachments other than those of a protective nature shall be attached to any tree to remain on site.

**General Notes for Irrigation**

1. All irrigation construction, installation, testing, and materials shall be in accordance with the City's current standards, details, and specifications unless otherwise noted.
2. A permit from the Building Inspection Division is required for each irrigation system.
3. Contractor shall notify the Public Works Department prior to any modifications to the existing irrigation system.
4. Contractor shall contact the Public Works Department to coordinate work prior to commencing work on any existing irrigation and prior to any installation of new irrigation.
5. Contractor shall locate and protect all existing landscape irrigation systems. Damage to existing irrigation systems and landscape materials shall be restored to equal or better condition at no cost to City.



6. Contractor shall program each controller zone based on sprinkler type, plant variety, soil characteristic, slope and solar orientation as designated on the plans. The Contractor shall coordinate with the Public Works Department for approval of the controller settings.
7. Contractor shall be responsible for coordinating with franchise utility provider to provide power to each irrigation controller. Contractor shall have underground power lines installed from power source up to the controller. Contractor shall meet controller specifications for power requirements.
8. Contractor shall set a temporary controller to establish landscape. Once landscape is established, Contractor shall contact the City's Public Works Department for assistance on installation of the controller.

**General Notes for Erosion Control & Stormwater**

1. Erosion control devices shall be installed on all projects prior to beginning construction and shall be maintained throughout the project in a condition acceptable to the City.
2. Steel posts shall not be used to install erosion control measures within City ROW.
3. Wire reinforcement shall be used on all silt fence used for erosion control.
4. Asphalt bags shall be placed at construction entrances to prevent curb damage.
5. Geotextile fabric shall be placed on subgrade prior to stone placement for construction entrances.
6. No equipment shall be cleaned on-site, or other liquids deposited and allowed to flow overland or subterranean within the limits of the critical root zone of trees that remain on site. This includes paint, oil, solvents, asphalt, concrete, concrete equipment wash water, mortar of similar materials.



**TS**  
**TECHNICAL SPECIFICATIONS**



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DIVISION 33 – Utilities

330510	Trenching, Backfilling and Compaction	September 2019
330523	Trenchless Utility Installation	September 2019
331219	Fire Hydrants	September 2019
334113	Reinforced Concrete Pipe	September 2019
334200	Reinforced Box Culvert	September 2019
334913	Storm Sewer Manhole	September 2019
334914	Headwalls and Wingwalls	September 2019
334915	Safety End Treatment	September 2019
334920	Standard and Recessed Curb Inlets and Other Inlets	September 2019

DIVISION 34 – Transportation

344113	Installation of Highway Traffic Signal	September 2019
344125	Vehicle and Pedestrian Signal Heads	September 2019
344130	Traffic Signal Cable	September 2019
344135	Ground Box	September 2019
344140	Temporary Traffic Signal	September 2019
344150	Small Roadside Sign Supports and Assemblies	September 2019
347113	Barricades, Signs, and Traffic Handling	September 2019

## **SECTION 015813**

### **PROJECT SIGN**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish, install, and maintain Project Sign.

##### 1.02 REFERENCES

- A. City of Lake Dallas Standard Detail for Project Sign.

#### **PART 2 - PRODUCTS**

Not Used

#### **PART 3 - EXECUTION**

##### 3.01 INSTALLATION

- A. The Contractor shall coordinate with the City regarding the location prior to installation. The City shall provide on-site inspection of the installation.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. This Item will be measured on a per Each (EA) basis.

##### 4.02 PAYMENT

- A. All work performed and materials furnished in accordance with this Item and measured as provided under MEASUREMENT will be paid for at the unit bid price for "Project Sign" in accordance with the City of Lake Dallas's Standard Detail for Project Sign. This price is full compensation for all material, labor, equipment, tools and superintendence necessary to furnish and install Project Sign.

END OF SECTION

## **SECTION 017113**

### **MOBILIZATION**

#### **PART 1 - GENERAL**

##### **1.01 DESCRIPTION**

The work under this section of the specification shall include the establishment of offices and other facilities on the project site and the movement of personnel, construction equipment, and supplies to the project site or to the vicinity of the project site to enable the Contractor to begin work on the other contract items that will be performed by the Contractor. This Item also includes all costs associated with bonding and insurance.

#### **PART 2 - PRODUCTS**

Not used.

#### **PART 3 - EXECUTION**

Not used.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### **4.01 MEASUREMENT**

- A. This Item will be measured on a Lump Sum (LS) basis as the work progresses.
- B. The maximum bid amount for this Item shall be 5% of the total amount bid \$500,000 and over and 10% of the total amount bid less than \$500,000.

##### **4.02 PAYMENT**

Partial payments of the bid for Mobilization will be as follows. The adjusted contract amount for construction items as used below is defined as the total contract amount less the bid for Mobilization.

- A. When 5% of the adjusted contract amount for construction items is earned, 50% of the mobilization lump sum bid will be paid. Previous payments under this Item will be deducted from this amount.
- B. When 10% of the adjusted contract amount for construction items is earned, 75% of the mobilization lump sum bid will be paid. Previous payments under this Item will be deducted from this amount.
- C. When 50% of the adjusted contract amount for construction items is earned, 100% of the mobilization lump sum bid will be paid. Previous payments under this Item will be deducted from this amount.

END OF SECTION

## **SECTION 017416**

### **DUST CONTROL**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary for Dust Control in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.6.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.6

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.6.

#### **PART 3 - EXECUTION**

##### 3.01 INSTALLATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.6.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. This Item shall not be measured as a separate contract Item.

##### 4.02 PAYMENT

- A. The work performed and materials furnished in accordance with this Item will not be paid for directly but will be subsidiary to pertinent Items.

END OF SECTION

## SECTION 024100

### GENERAL SITE PREPARATION

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All materials, labor, equipment, tools and superintendence necessary for the preparation of the project site not covered elsewhere in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.
- B. This Section also includes:
  - 1. Protecting existing vegetation to remain.
  - 2. Removing existing vegetation.
  - 3. Clearing and grubbing.
  - 4. Demolition.
  - 5. Removal of all items within the limits of construction not specifically noted to remain.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 203.1, 203.2, and 203.3.

##### 1.03 PROJECT CONDITIONS

- A. Traffic: Minimize interference with adjoining roads, streets, walks, and other adjacent occupied or used facilities during site-clearing operations.
  - 1. Do not close or obstruct streets, walks, or other adjacent occupied or used facilities without permission from City and authorities having jurisdiction.
  - 2. Provide alternate routes around closed or obstructed traffic ways if required by Owner or authorities having jurisdiction.
- B. Salvaged materials: Carefully remove items indicated to be salvaged and store as directed by the City.
- C. Utility Locator Service: Notify utility locator service for area where Project is located before site clearing.
  - 1. Call Texas811 at 1-800-344-8377
  - 2. Contact Lake Cities Municipal Utility Authority (LCMUA) Public Works for water and wastewater locates.
- D. Do not commence site clearing operations until temporary erosion and sedimentation control measures are in place.

## **PART 2 - PRODUCTS**

Not used.

## **PART 3 - EXECUTION**

### **3.01 PREPARATION**

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.1, 203.2 and 203.3.

## **PART 4 - MEASUREMENT AND PAYMENT**

### **4.01 MEASUREMENT**

- A. This Item shall be measured on a Lump Sum (LS) basis, unless indicated otherwise and shall include the removal of all items within the limits of construction not specifically called out to remain.
- B. Removal of existing pavement will be measured separately and paid for by the square yard (SY), regardless of thickness and type. Concrete curb and gutter removal will not be measured separately and is considered subsidiary to this item.
- C. Removal of existing pipe, inlets, headwalls, manholes, etc. will not be measured separately and is considered subsidiary to this item.

### **4.02 PAYMENT**

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price. This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work.

END OF SECTION

## SECTION 032100

### REINFORCING STEEL

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Reinforcing Steel in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.2.9.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.2.9 and 303.2.11.

##### 1.03 RELATED SECTIONS

- A. Section 321313 – Concrete Pavement

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.2.9 and 303.2.11.
- B. Specified reinforcing steel (#4 bars and larger) shall conform to the requirements of ASTM A615, Grade 60.
- C. Grade 40 reinforcing steel (#3 bars) will only be allowed in sidewalks or with approval of the Public Works Department.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.2.9 and 303.2.11.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. This Item will not be measured separately.

##### 4.02 PAYMENT

- A. This Item will not be paid separately, but considered subsidiary to pertinent Items.

END OF SECTION

## SECTION 032200

### WELDED WIRE FABRIC

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Welded Wire Fabric in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.2.10.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.2.10.

##### 1.03 RELATED SECTIONS

- A. Section 313700 – Riprap

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.2.10.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.2.10.
- B. Welded Wire Fabric is acceptable as reinforcement for concrete riprap of bridge abutments only.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. This Item will not be measured separately.

##### 4.02 PAYMENT

- A. This Item will not be paid separately, but considered subsidiary to pertinent Items.

END OF SECTION

## SECTION 033100

### CONCRETE STRUCTURES – CAST-IN-PLACE (CITY)

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Concrete Structures – Cast-in-Place (City) in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 702.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 701.2 and 702

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303.2 and 303.3.
- B. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 701.2 and 702.
- C. All concrete shall be sulfate resistant mixes. Mix Design must be submitted and approved by the City at least 7 days prior to scheduled pour. The Contractor will be required to provide tickets for all concrete drivers.
- D. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303.2.2 is hereby modified to allow only Type I/II Portland Cement.
- E. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303.2.4 is hereby modified to allow only Class F flyash.
- F. Provide Class F or Class M concrete.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 701.2 and 702.

#### PART 4 –MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT AND PAYMENT

- A. Measurement and Payment shall be specified in the Contract Documents.

END OF SECTION

## **SECTION 033101**

### **DRILLED SHAFT FOUNDATION**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Drilled Shaft Foundations (including Traffic Signal Poles or Street Light Poles).

##### 1.02 REFERENCES

- A. TxDOT Items 416, 420, 421, 440, and 448
- B. TxDOT Standard Details included in the plans.
- C. Traffic Signal and/or Street Lighting Plans.

##### 1.03 RELATED SECTIONS

- A. Section 344113 – Installation of Highway Traffic Signal.
- B. Section 265619 – Luminaire Pole

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to TxDOT Item 416.
- B. Type A concrete shall be used for non-reinforced foundations. Type C concrete shall be used for reinforced foundations.
- C. All concrete shall be sulfate resistant mixes. Mix design must be submitted and approved by the City at least 7 days prior to scheduled pour. The Contractor will be required to provide tickets for all concrete deliveries.

#### **PART 3 - EXECUTION**

##### 3.01 INSTALLATION

- A. Refer to TxDOT Item 416.
- B. A 3/4 inch chamfer (beveled) shall be formed on the top edge of each pole foundation.
- C. The Contractor shall probe before drilling foundations to determine the location of utilities and structures. Foundations shall be paid for once regardless of extra work caused by obstructions. Foundations shall not be placed within 3-feet of a water line or fire hydrant and must be a minimum of 25-feet from all tree trunks unless otherwise directed by the City. If any City or any other water utility is near a proposed pole foundation (within 3 feet), then the Contractor will hand dig to uncover the water line and verify that the proposed pole foundation location is satisfactory. The Contractor shall be liable for all damages done, and restoration to utilities as a result of their operations.

- D. Contractor shall contact the City for inspection prior to pouring any concrete foundation and digging for conduit runs at least 48 hours in advance (between 8 am – 5pm).
- E. No poles shall be placed on foundations prior to 7 days following pouring of concrete.
- F. Contractor shall clean up and remove all loose material resulting from construction operations.
- G. Top of foundation shall be 3 inches above the finished grade unless otherwise shown on the plans and shall be formed or provided a smooth finish satisfactory to the City. Foundation piers shall be drilled plum, the top of foundation poured level, and the top 3 inches of the exposed foundation above finished grade shall have the sonotube removed.
- H. Anchor bolts shall extend above the top of the foundation concrete as shown on anchor bolt detail. Refer to manufacturer’s specifications for bolt circle dimensions and anchor bolt specifications.
- I. Anchor bolts, ground rod, all reinforcing and conduit shall be in place before pouring concrete pier foundations. Foundations shall have one continuous concrete pour.
- J. Contractor shall keep a record set of plans and mark any differences between the locations shown in the plans and the as-built locations. This record set shall be provided to the City time of acceptance of the work.

**PART 4 - MEASUREMENT AND PAYMENT**

4.01 MEASUREMENT

- A. Refer to TxDOT Item 416.

4.02 PAYMENT

- A. Refer to TxDOT Item 416.
- B. Foundations shall be paid for once regardless of extra work caused by obstructions.

END OF SECTION

## SECTION 033105

### CONCRETE STRUCTURES – CAST-IN-PLACE (TxDOT)

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Concrete Structures - Cast-In-Place (TxDOT) in accordance with Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges* Item 420.

##### 1.02 REFERENCES

- A. TxDOT Item 420
- B. TxDOT and City Standard details, included in the plans.

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT 420.2.
- B. All concrete shall be sulfate resistant mixes. Mix design must be submitted and approved by the City at least 7 days prior to scheduled pour. The Contractor will be required to provide tickets for all concrete deliveries.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to TxDOT 420.3 and 420.4.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to TxDOT 420.5 or as indicated in the Contract Documents.

##### 4.02 PAYMENT

- A. Refer to TxDOT 420.6 or as indicated in the Contract Documents.

END OF SECTION

## SECTION 033106

### CONCRETE RETAINING WALLS (TxDOT)

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Concrete Retaining Walls (TxDOT) in accordance with Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges* Item 423.

##### 1.02 REFERENCES

- A. TxDOT Item 423
- B. TxDOT Standard Details included in the plans.

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT 423.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to TxDOT 423.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to TxDOT 423 or as indicated in the Contract Documents.

##### 4.02 PAYMENT

- A. Refer to TxDOT 423 or as indicated in the Contract Documents.

END OF SECTION

## SECTION 034100

### CONCRETE STRUCTURES – PRECAST (CITY)

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Concrete Structures – Precast (City) in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 702.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 701.2 and 702

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 701.2 and 702.
- B. All concrete shall be sulfate resistant.
- C. Provide Class F or Class M concrete.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 701.2 and 702.

#### PART 4 –MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT AND PAYMENT

- A. Measurement and Payment shall be specified in the Contract Documents.

END OF SECTION

## SECTION 034105

### CONCRETE STRUCTURES – PRECAST (TxDOT)

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Concrete Structures – Precast (TxDOT) in accordance with Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges* Item 424.

##### 1.02 REFERENCES

- A. TxDOT Item 424
- B. TxDOT Item 425
- C. TxDOT Standard Details included in the plans.

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT Item 424.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to TxDOT Item 424.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to TxDOT Item 424 or as indicated in the Contract Documents.

##### 4.02 PAYMENT

- A. Refer to TxDOT Item 424 or as indicated in the Contract Documents.

END OF SECTION

## SECTION 260500

### ELECTRIC CONDUCTOR

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Electric Conductors for Traffic Signals and/or Street Lighting.

##### 1.02 REFERENCES

- A. TxDOT Item 620
- B. TxDOT Standard Details included in the plans.
- C. Traffic Signal Plans and/or Street Lighting Plans.

##### 1.03 RELATED SECTIONS

- A. Section 344113 – Installation of Highway Traffic Signal
- B. Section 270500 – Conduit

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT Item 620.
- B. All electrical connectors for breakaway poles shall be breakaway (BUSSMAN HEBW, LITTLEFUSE LEB, FERRAZ-SHAWMUT FEB, HMC FLOOD-SEAL SLK-MD or approved equal) in accordance with the latest TxDOT RID standards. All electrical connections for neutrals shall be breakaway and shall have a white colored marking and a permanently installed solid neutral (BUSSMAN HET, LITTLEFUSE LET, FERRAZ-SHAWMUT FEBN, HMC FLOOD-SEAL SDK-MD or approved equal).
- C. A continuous bare or green insulated copper wire No.6 or larger shall be installed in every conduit throughout the electrical and the traffic signals system in accordance with TxDOT Item 680, the electrical details, and the current edition of the National Electrical Code. This bare or green insulated copper wire shall be stranded for this project.

#### PART 3 - EXECUTION

##### 3.01 INSTALLATION

- A. Refer to TxDOT Item 620.
- B. Where two or more conductors are present in one conduit or enclosure, the conductors shall be identified as shown in the electrical details. If the identification tag with two plastic straps is too large for the referenced conductors, a tag with a single plastic strap may be used if approved by the city. In any case, each tag shall indicate circuit number, letter, or other identification as shown in the plans.

- C. Grounding conductors that share the same conduit, junction box, ground box or structure shall be bonded together at every accessible point in accordance with the current edition of the National Electric Code.
- D. Electrical work performed by non-certified persons is not in accordance with the requirements of the contract and may be rejected as unsuitable for use due to poor workmanship. The required electrical certification course is available and is scheduled periodically by TEEEX. Alternatively, the Contractor may purchase an entire course for their personnel to be held at a time and location of their choice as negotiated through TEEEX. For more information, contact: TEXAS ENGINEERING EXTENSION SERVICE (TEEX), TxDOT ELECTRICAL SYSTEM COURSE, (979) 845-6563

## **PART 4 - MEASUREMENT AND PAYMENT**

### **4.01 MEASUREMENT**

- A. This Item shall be measured on a Linear Foot (LF) basis for each single conductor, complete in place. The length is the straight line distance between the ground boxes, foundations, or pads.

### **4.02 PAYMENT**

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "Electric Conductor." This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work.
- B. This is a plans quantity measurement Item. The quantity to be paid is the quantity shown in the Bid Form.

END OF SECTION

## **SECTION 260501**

### **ELECTRICAL SERVICE**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All electrical service conductors, labor, equipment, tools and superintendence necessary to furnish and install Electric Service.

##### 1.02 REFERENCES

- A. TxDOT Items 620 and 628
- B. TxDOT Standard Details included in the plans.
- C. Traffic Signal Plans and/or Street Lighting Plans.
- D. Irrigation Plans.

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to TxDOT Items 620 and 628.
- B. The electrical service enclosure shall have a powder-coated paint finish of RAL9017 (TRAFFIC BLACK) or City approved equal to match the color of the traffic signal pole assemblies.
- C. Electrical Service for Traffic Signals will be provided by the City. Contractor shall provide and install electrical services for Street Lighting and Irrigation.

#### **PART 3 - EXECUTION**

##### 3.01 INSTALLATION

- A. All enclosure-mounted components shall be installed in the main service enclosure including all lighting components and the main disconnect as required by the plans. The main disconnect shall not be accessible from outside the main service enclosure.
- B. All neutral wire shall be white insulated wire only.
- C. The address for electrical service shall be obtained from the City of Lake Dallas. The electrical service for this project shall be billed in the name of City of Lake Dallas.
- D. If the Contractor is required to provide the service, the Contractor shall submit for approval four (4) copies of catalog cut sheets for each of the following items: Electrical Service Enclosure, Breakers, Lighting Contractor, Fuses, Terminal Blocks, Photocell and Socket, and Lighting Arrestor.
- E. The service enclosure shall be manufactured in a UL listed shop. It shall have a continuous piano hinge with stainless steel pin along the side. An enclosure with the hinge along the top

of the box will not be acceptable. Service enclosures shall have no more than two (2) pieces of dead front trim. All conduits entering the service enclosure shall be through the bottom of the services enclosure.

F. For traffic signal installations with luminaries and illuminated street name signs (ILSN), separate photocell and lighting contactor will be required for luminaries and ILSN (Total two photocells and two lighting contactor).

G. Install in line fuses at all service connections.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### **4.01 MEASUREMENT**

A. This Item shall be measured on a per Each (EA) electrical service installed or removed.

##### **4.02 PAYMENT**

A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for as provided under measurement for "Electrical Service" in accordance with TxDOT Item 628. This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work.

END OF SECTION

## **SECTION 265619**

### **LUMINAIRE POLE**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Luminaire Poles for City of Lake Dallas standard street lighting.

##### 1.02 REFERENCES

- A. Manufacturer's Standard Details and Specifications for Luminaire Pole.

##### 1.03 RELATED SECTIONS

- A. Section 033101 – Drilled Shaft Foundation
- B. Section 265620 – Luminaire Fixture
- C. Section 260500 – Electric Conductor
- D. Section 260501 – Electrical Service
- E. Section 344135 – Ground Box
- F. Section 347113– Barricades, Signs, and Traffic Handling

##### 1.04 SUBMITTALS

- A. Manufacturer's Standard Details and Specifications.
- B. The Contractor shall furnish four (4) sets of submittals of the carbon steel pole to the City. These submittals shall be approved by the City before the Contractor begins work.
- C. Prior to beginning fabrication, two (2) copies of the completed material identification form shall be furnished to the City.

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. All materials furnished by the Contractor shall be new, UL-listed, meet NEMA, NEC, AASHTO, and the Electrical Detail standard sheet requirements.
- B. Poles shall include breakaway coupling system with associated hardware and a two piece aluminum skirt with attachment hardware. The aluminum skirt finish shall match color and type of finish specified for the light pole. The breakaway coupling system shall conform to current AASHTO standards and shall be approved by FHWA for breakaway characteristics at impact speeds for 20 to 60 mph.

- C. All Luminaire Poles shall have a powder-coated paint finish of RAL9017 (TRAFFIC BLACK) unless otherwise directed by the City. All assemblies shall be hot dipped galvanized to ASTM 123 and 153 specifications. Once galvanizing is completed, all exposed surfaces shall be mechanically etched by blast cleaning to remove mill scale, impurities and non-metallic foreign materials. All surfaces visually exposed are to be coated with a Urethane or Triglycidyl (TGIC) Polyester Powder to a minimum film thickness of 2.0 mils. The coating shall be electrostatically applied and cured in a gas fired convention oven by heating the steel substrate between 350 and 400 degrees Fahrenheit.

## **PART 3 - EXECUTION**

### **3.01 PREPARATION**

- A. The Contractor shall notify the Public Works Department at least 7 business days prior to any work on this project and provide a construction schedule with weekly progress reports.
- B. The Contractor shall clean up and remove all loose material resulting from construction operations.
- C. All electrical work shall be in accordance with the most current National Electrical Code, City and TxDOT specifications and standards.
- D. The Contractor shall coordinate electrical services with the City of Lake Dallas and either ONCOR or COSERV representatives (according to their respective area).
- E. Proposed street light pole foundations shall be staked by the Contractor and approved by the City prior to installation.
- F. Erection of poles, luminaries and structures located near any overhead or underground utilities shall be accomplished using established industry and utility safety practices. The Contractor shall consult with the appropriate utility company and TxDOT prior to beginning such work.
- G. All shop drawings, working drawings or other documents which require review by the City and shall be submitted by the Contractor sufficiently in advance of scheduled construction to allow no less than 14 calendar days for review and response by the City.
- H. If any overhead or underground power lines need to be de-energized, the Contractor shall call the electric company to do this work. Any cost associated with de-energizing the power line and/or any other protective measures required shall be at the Contractor's expense.
- I. All lighting poles, fixtures, and arms which are removed with this project shall be delivered to the City of Lake Dallas Public Works facility by the Contractor and will remain the property of the City of Lake Dallas.
- J. Texas State Law, Article 1436C, makes unlawful the operation of equipment or machines within 10-feet of any overhead electrical lines under danger against contact with high voltage overhead lines has been effectively guarded against pursuant to the provisions of the article. When construction operations require working near an overhead electrical line, the Contractor shall contact the owner/operator of the overhead electrical line to make adequate arrangements and to take necessary safety precautions to ensure that all laws, electrical line owner/operator requirements and standard industry safety practices are met.

- K. All materials and construction methods shall be in accordance with the details shown on the plans, the requirements of this Item and the pertinent requirements of the following items:
  - a. TxDOT Item 616 “Performance Testing of Lighting Systems”
  - b. TxDOT Item 620 “Electrical Conductors”

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. This Item shall be measured on a per Each (EA) basis, complete in place.

##### 4.02 PAYMENT

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for “Luminaire Pole.” This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work.
- B. Foundations shall be paid for once regardless of extra work caused by obstructions.

END OF SECTION

## **SECTION 265620**

### **LUMINAIRE FIXTURE**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install or install City-supplied Luminaire Fixtures for City of Lake Dallas standard street lighting.

##### 1.02 REFERENCES

- A. Manufacturer's Standard Details and Specifications for Luminaire Fixture.

##### 1.03 RELATED SECTIONS

- A. Section 265619 – Luminaire Pole
- B. Section 033101 – Drilled Shaft Foundation
- C. Section 347113 – Barricades, Signs, and Traffic Handling
- D. Section 260500 – Electric Conductor
- E. Section 344135 – Ground Box
- F. Section 260501 – Electrical Service

##### 1.04 SUBMITTALS

- A. Manufacturer's Standard Details and Specifications.
- B. If the Luminaire Fixtures are to be supplied by the Contractor, the Contractor shall furnish four (4) sets of submittals of the fixture to the City. These submittals shall be approved by the City before the Contractor begins work. Prior to beginning fabrication, two (2) copies of the completed material identification form shall be furnished to the City.

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. All materials furnished by the Contractor shall be new, UL-listed, meet NEMA, NEC, AASHTO, and the Electrical Detail standard sheet requirements.
- B. If specified, the Contractor shall provide the Luminaire Fixtures. Finish shall be electrostatically applied thermoset polyester powder coat color Traffic Black (RAL9017).

#### **PART 3 - EXECUTION**

##### 3.01 PREPARATION

- A. Refer to City of Lake Dallas's General Notes for Traffic Signals and Street Lighting.

- B. All materials and construction methods shall be in accordance with the details shown on the plans, the requirements of this Item and the pertinent requirements of the following items:
  - a. TxDOT Item 616 “Performance Testing of Lighting Systems”
  - b. TxDOT Item 620 “Electrical Conductors”

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. This Item shall be measured on a per Each (EA) basis, complete in place.

##### 4.02 PAYMENT

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for “Luminaire Fixture (install City-supplied)” or “Luminaire Fixture (furnish and install).” This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work.

END OF SECTION

## **SECTION 270500**

### **CONDUIT**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Conduit for Traffic Signals, Street Lighting, or Irrigation.

##### 1.02 REFERENCES

- A. TxDOT Item 618
- B. TxDOT Standard Details included in the plans.
- C. Traffic Signal Plans and/or Street Lighting Plans.
- D. Irrigation Plans.

##### 1.03 RELATED SECTIONS

- A. Section 344113 – Installation of Highway Traffic Signals
- B. Section 260500 – Electric Conductor

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to TxDOT Item 618.
- B. All conduit underground for signals and street lighting shall be Schedule 40 white PVC unless indicated otherwise. Conduit size shall be as shown in the plans.
- C. Conduit above ground shall be 2 inch rigid metal, unless otherwise directed by the City. Conduit size shall be as shown in the plans.

#### **PART 3 - EXECUTION**

##### 3.01 INSTALLATION

- A. Contractor shall secure permission from the proper authority and the approval of the City prior to cutting into or removing any sidewalks or curbs, which may be required for installation.
- B. The locations of conduit and ground boxes are diagrammatic only and may be shifted with City approval to accommodate field conditions.
- C. A colored cleaner primer shall be used on all PVC to PVC joints before application of PVC cement.

- D. Conduit shall be placed under existing pavement by an approved boring method unless otherwise directed by the City. Pits for boring shall not be closer than 2 feet from the edge of the pavement unless otherwise directed by the City.
- E. Water jetting will not be permitted.
- F. When boring is used under pavement conduit installations, the maximum allowable over-cut shall be 1 inch in diameter.
- G. When conduits are bored, the vertical and horizontal tolerances shall not exceed 18” as measured from the intended target point.
- H. All conduit shall be installed at a minimum depth of 36” below grade measured from the bottom of the concrete slab.
- I. The use of pneumatically driven device for punching holes beneath the pavement (commonly known as a “missile”) will not be permitted.
- J. The Contractor shall install a non-metallic pull rope in conduit runs in excess of 50 feet.
- K. When rigid metal conduit is exposed at any point and where rigid metal conduit extends into ground boxes, the metal conduit shall be bonded to the grounding conductor with grounding type bushings or by other UL listed grounding connectors approved by the City.
- L. PVC conduit systems that snap or lock together without glue that are designed and UL listed to be used for bored PVC electrical conduit applications will be allowed for bored PVC schedule 40. No additional compensation will be paid to the Contractor when these specific purpose conduit systems are substituted for this purpose.
- M. Liquid-tight flexible metal (LTFM) conduit shall be used where the plans refer to flexible metal conduit. Flexible metal shall not be permitted.
- N. Contractor shall place duct seal at the ends of all conduits where conductors and/or cables are present with a permanently soft, non-toxic duct seal that does not adversely affect other plastic materials or corrode metals.
- O. The conduit shall be installed in a trench free of rocks that would damage the conduit and first 2 inches of backfill shall be free of rock.
- P. All conduit shall start and end in a ground box, foundation, or at a transformer pad along with a 1/4 inch polyline (pullstring) with a break strength of 500 pounds or greater.
- Q. Each change of direction in the conduit run requires a ground box (pull box) unless it is less than 20 feet to the end of the run or unless otherwise directed by the City.
- R. Conduit shall be placed within an easement or street ROW. When placed in easements, the location of the conduit shall be 30 inches off the lot lines to avoid being damaged by fence post placement.

## **PART 4 - MEASUREMENT AND PAYMENT**

### **4.01 MEASUREMENT**

- A. This Item shall be measured on a Linear Foot (LF) basis for each Conduit type and size, complete in place. The length is the straight line distance between the ground boxes, foundations, or pads.
- B. The plan quantity will be determined through calculations and will be used for determining final quantity amounts for payment purposes. Contract adjustments may be made if the actual measured quantity varies by more or less than 5% of the total estimated plan quantity amount. Either the City or the Contractor may initiate this adjustment. If the adjustment is requested by the Contractor, the Contractor must obtain field measurements and calculations justifying the revised quantity. If the adjustment is made by the City, the revised quantity will constitute the final quantity which payment will be made.

### **4.02 PAYMENT**

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "Conduit," of the size and type specified. This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work.
- B. Flexible conduit will not be paid for directly but will be subsidiary to pertinent Items.
- C. Rigid metallic conduit elbows 1" and larger that are required to be installed on conduit systems will not be paid for directly but will be subsidiary to pertinent Items.
- D. This is a plans quantity measurement Item. The quantity to be paid is the quantity shown in the Bid Form.

END OF SECTION

## SECTION 312316

### UNCLASSIFIED EXCAVATION

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Unclassified Excavation in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.2.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.2.
- B. All excavation shall be unclassified, and shall include the removal of all materials encountered, regardless of their nature or the manner in which they are removed.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.2.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 203.2.
- B. The plan quantity will be determined through calculations and will be used for determining final quantity amounts for payment purposes. Contract adjustments may be made if the actual measured quantity varies by more or less than 5% of the total estimated plan quantity amount. Either the City or the Contractor may initiate this adjustment. If the adjustment is requested by the Contractor, the Contractor must obtain field measurements and calculations justifying the revised quantity. If the adjustment is made by the City, the revised quantity will constitute the final quantity for which payment will be made.

##### 4.02 PAYMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.2.

END OF SECTION

## **SECTION 312323**

### **SELECT FILL**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to install Select Fill in accordance with Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges* Item 132.

##### 1.02 REFERENCES

- A. TxDOT Item 132.

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to TxDOT Item 132.2 Type A.

#### **PART 3 - EXECUTION**

##### 3.01 INSTALLATION

- A. Refer to TxDOT Item 132.3.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. Refer to TxDOT Item 132.4.

##### 4.02 PAYMENT

- A. Refer to TxDOT Item 132.5.

END OF SECTION

## SECTION 312413

### EMBANKMENT

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Embankment in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.5.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 203.2 and 203.4, and as specified in the Contract Documents.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 203.5.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. This item shall not be measured as a separate contract item.

##### 4.02 PAYMENT

- A. Embankment shall not be measured or paid for as a separate contract pay item, but the cost of construction of the embankment complete in place shall be included in contract pay items for Unclassified Excavation or Borrow & Spoil. The contract pay items provided shall be full compensation for the furnishing of all labor, material, tools, equipment and incidentals necessary to complete the embankment, including cost of water, sprinkling or wetting, rolling, compaction, etc., in accordance with the plans and specifications.

END OF SECTION

## SECTION 312500

### TEMPORARY EROSION, SEDIMENTATION, AND WATER POLLUTION PREVENTION AND CONTROL

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish, install, maintain and remove Temporary Erosion, Sedimentation, and Water Pollution Prevention and Control in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 202.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 202

##### 1.03 SUBMITTALS

- A. The Contractor must provide a separate Storm Water Pollution Prevention Plan (SW3P) before the Notice to Proceed will be issued. The Erosion Control Plans included in the plans will not be considered a SW3P. The SW3P shall comply with the regulations established by the Texas Commission on Environmental Quality (TCEQ).
- B. The Contractor is required to submit all appropriate forms and pay all fees, including the NOI and NOT, as well as producing and submitting all inspection reports through the duration, as required, to the TCEQ and the City. The Contractor will be responsible for submitting all required forms and fees on behalf of the City, and shall submit two (2) copies of all NOIs and proof of payment to the City prior to Notice to Proceed is issued.

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 202.

##### 2.02 EQUIPMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 202.

#### PART 3 - EXECUTION

##### 3.01 INSTALLATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 202.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 202.

##### 4.02 PAYMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 202.
- B. Payment for the preparation of a Storm Water Pollution Prevention Plan shall be paid under the line item – “Storm Water Pollution Prevention Plan.”

END OF SECTION

## **SECTION 313419**

### **GEOTEXTILE**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to install Geotextile in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 301.6

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 301.6

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 301.6.

#### **PART 3 - EXECUTION**

##### 3.01 INSTALLATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 301.6.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. This Item shall not be measured as a separate contract Item.

##### 4.02 PAYMENT

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "Geotextile". This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work.

END OF SECTION

## SECTION 313600

### GABIONS AND GABION MATTRESSES

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Gabions and Gabion Mattresses in accordance with Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges-Item 459.*

##### 1.02 REFERENCES

- A. TxDOT Item 459

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT 459.2.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to TxDOT 459.3.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to TxDOT 459.4.

##### 4.02 PAYMENT

- A. Refer to TxDOT 459.5.

END OF SECTION

## **SECTION 313700**

### **RIPRAP**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Riprap in accordance with Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges*-Item 432.

##### 1.02 REFERENCES

- A. TxDOT Items 247, 420, 421, 431, 432, and 440.
- B. City of Lake Dallas's Standard Details for Curbed Flume.
- C. TxDOT Standard Details included in the plans.

##### 1.03 RELATED SECTIONS

- A. Section 312316 – Unclassified Excavation

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to TxDOT 432.2. Riprap type (dry, grout, mortar) shall be specified in the plans.

#### **PART 3 - EXECUTION**

##### 3.01 PREPARATION

- A. Refer to TxDOT 432.3.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. Refer to TxDOT 432.4. Replace the first sentence of TxDOT 432.4 with the following: "This Item shall be measured by the square yard (SY) of material complete in place."

##### 4.02 PAYMENT

- A. Refer to TxDOT 432.5.

END OF SECTION

## SECTION 321113

### LIME TREATMENT

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. This Item shall govern stabilization of the new or existing subgrade and shall consist of all labor, equipment and material necessary to pulverize the subgrade clays or existing pavements, add the specified percentage of hydrated lime, mix, mellow, remix and compact the mixture as specified in this Item. The Contractor shall be responsible for making allowances for subgrade bulking during stabilization to achieve design finished subgrade elevation and meeting specified thickness. The finished Item shall be a compacted and finished subgrade meeting the grades, thicknesses, lines and typical cross sections shown on the plans and specifications.

##### 1.02 REFERENCES

- A. Project's Geotechnical Report

##### 1.03 RELATED SECTIONS

- A. Section 312316 – Unclassified Excavation

##### 1.04 SUBMITTALS

- A. At least 30 days prior to beginning lime stabilization work, the Contractor shall furnish the City the following:
  - 1. The proposed source and supplier of lime.
  - 2. Description of the proposed construction equipment, construction methods, expected production rates and planned sequence of lime stabilization of subgrade.
  - 3. A lime/on-site soil mix design in accordance with Eades-Grim Method. Design shall comply with the following requirements:
    - a. pH = 12.4 (or maximum pH) after mellowing (ASTM D 2976)
    - b. Swell Potential: < 1.0 percent under 200 psf stress test (ASTM D 4546)
- B. The approval of the lime-soil mix design shall be at the discretion of the City. Once the design is approved in writing, the mix design shall be incorporated into these specifications by reference.
- C. During lime stabilization work, the Contractor shall furnish the following information to the City at the end of each day:

1. Certified truck weight tickets of lime, delivered to or used at the site.
2. A summary of the amount of lime used each day, areas stabilized with lime and first mixed, areas second mixed, completed, and areas with curing completed

## **PART 2 - PRODUCTS**

### **2.01 MATERIALS**

All materials used in the construction shall meet the following requirements. In the event the Contractor wishes to use materials not listed in this section, the Contractor shall submit to the City a mix design data and proof of performance data as required by the City who shall review the submittal and determine whether the materials will meet the design intent. No other materials shall be used without the written permission of the City.

- A. Lime - The lime shall meet the requirements of ASTM C977 / AASHTO M 216; contain at least 92 percent calcium and magnesium oxide, and the rate of slaking test for moderate reactivity per ASTM C110 / AASHTO T 232. All lime shall come from a single source, shall be the same source as used in the design, and shall be subject to periodic testing to confirm properties. Each shipment of lime shall be accompanied by a Certificate of Compliance stating the conformance of the product to these specifications. Certificates shall be provided to the City. In the event the Contractor changes lime sources, no work shall be done until the City accepts, in writing, a new lime-soil mix design using the new lime source.
- B. Water - Water used for slaking, mixing or curing shall be free of oil, salts, acid, alkali, sugar, vegetable, or other deleterious substances which may cause damage to the finished product. All water shall meet the material requirements AASHTO T 26. Known potable water may be used without testing.
- C. Soil - Subgrade soils used in the stabilization shall be of the same AASHTO or ASTM classification and Plasticity Index range as used in the approved mix design. All organics, roots and deleterious materials shall be removed from the area to be stabilized and shall be wasted. The condition of the subgrade soils must be approved by the City prior to beginning work.
- D. Asphalt - Asphalt used to seal the surface of the lime stabilized subgrade shall be CSS1h or other approved asphalt as approved by the City and shall conform to the requirements of TxDOT Item 300, "Asphalts, Oils and Emulsions". Each shipment shall be accompanied by a Certificate of Compliance stating the conformance of the product to these specifications which shall be provided to the City.

## **PART 3 - EXECUTION**

### **3.01 EQUIPMENT**

The machinery, tools and equipment necessary for proper prosecution of the work on this Item shall be on the project and approved by the City prior to beginning this Item. All machinery, tools and equipment used shall be maintained in a satisfactory working condition.

- A. Lime Storage - Lime shall be suitably stored in closed, weatherproof containers until immediately before use. Storage bins, when used, shall be completely enclosed.
- B. Lime Weight Verification - When lime is furnished in trucks, the weight of lime shall be determined on certified scales or the Contractor shall provide a set of standard platform truck scales at a location approved by the City. Scales shall conform to the requirements of TxDOT Item 520, "Weighing and Measuring Equipment".
- C. Slurry Equipment - Quick lime used to manufacture slurry on the project, or other location approved by the City shall be slurried in agitated slurry tanks. The slurrying of Quick lime must be handled in such a way as to not generate any dust hazardous to job personnel or to the public or be potentially damaging to any adjacent property.
- D. Distributor Trucks - The distributor truck used for slurry placing shall be equipped with an agitator and a calibrated measuring device or as approved by the City and shall be in good working order. The Contractor shall provide to the City the spread rate calibration (or other acceptable means to calculate the spread rate) prior to use of the equipment.
- E. Mixers - Mixers shall be of appropriate size and capacity so as not to delay the project and shall be capable of pulverization to these specifications and mixing of the product.
- F. Compaction Equipment - Finishing equipment shall consist of smooth steel wheel vibratory compactors or pneumatic tired roller compactors having a minimum tire pressure of 90 psi. Other types of compaction equipment may be approved at the sole discretion of the City.

### **3.02 CONSTRUCTION**

The completed course shall be uniformly stabilized, free from cracks, loose or segregated areas, of uniform density and moisture content, well bound for its full depth and shall have a smooth surface.

- A. Preparation of Subgrade - Prior to stabilization the subgrade shall be compacted and shaped to conform to the typical sections, as shown on the plans with allowances made for bulking of the subgrade. The subgrade shall be moisture treated to the lines and grades shown on the plans and as provided for in the pavement design report. The minimum moisture content shall be 3 percentage points above standard Proctor optimum (ASTM D698) with compaction to at least 95%. If the Contractor elects to use a cutting and pulverizing machine that will process the material to the plan depth, the Contractor will not be required to excavate to the secondary grade or windrow the material. This method will be permitted only if a machine is provided which will insure that the material is cut uniformly to the proper depth and which has cutters that will plane the secondary grade to a uniform surface over the entire width of the cut. The machine shall provide a visible indication of the depth of cut at all times.

- B. In lieu of using the cutting and pulverizing machine, the Contractor shall excavate and windrow the material to expose the secondary grade to the typical sections, lines and grades as shown on the plans and as established by the City.
- C. Pulverization - The existing pavement or base material shall be pulverized or scarified so that 100 percent shall pass the one (1) inch sieve.
- D. Application - The design percentage by weight or pounds per square yard of lime to be added will be as shown on the plans and may be varied by the City if conditions warrant. Only two application methods are acceptable; dry application of pebble quick lime or slurried hydrate or quick lime. The rate of application shall be verified using the methods provided in ASTM D 3155.
- E. Dry quick lime shall be spread only on that area where the mixing operations can be completed during the same working day. Slurried quick lime shall be spread and mixed within 1 hour. Slurry exposed to the air for over 1 hour shall not be accepted.
- F. Unless otherwise approved by the City, the lime operation shall not be started when the air temperature is below 40° F and falling, but may be started when the air temperature is above 35° F and rising. The temperature will be taken in the shade and away from artificial heat. Lime shall not be placed during periods of rain or when weather conditions in the opinion of the City are not suitable. **CAUTION:** Use of quick lime can be dangerous. Users should be informed of the recommended precautions in handling, storage and use of quick lime.
- G. Double Application Method - When required, lime shall be applied using the double application method. All other requirements and methods shall remain in force except as follows. One-half the specified quantity of lime shall be applied, mixed and mellowed for at least 3 days or longer as required by the approved mix design. The remaining lime shall be applied, mixed, and mellowed for at least 3 days or longer as required by the approved mix design.
- H. Dry Placement - Pebble quick lime shall be distributed by a spreader approved by the City. The lime shall be distributed at a uniform rate to achieve the mix design lime content and in such a manner as to reduce the scattering of lime by wind. Lime shall not be applied when wind conditions, in the opinion of the City, are such that blowing lime becomes objectionable to adjacent property owners or dangerous to traffic. The material shall be sprinkled as approved by the City.
- I. Slurry Placement - Lime Slurry shall be delivered to the project in slurry form at or above the minimum lime concentration as listed in the approved mix design. The residue or "stones" remaining in the tank from the slurry procedure shall be spread uniformly over the length of the roadway currently being processed, or wasted, unless otherwise approved by the City. Slurry shall be of such consistency that it can be applied uniformly without difficulty.
- J. Initial Mixing - The mixing procedure shall be the same for "Dry Placement" or "Slurry Placement" as herein described. The soil and lime shall be thoroughly mixed by equipment approved by the City. A minimum of 4 passes of the mixer is required. The soil and lime mixture shall be brought to a moisture content at least four (4) percentage points above the design optimum moisture content and shall be left to mellow for three (3) days or longer as required by the approved mix design. The mixing shall continue until a homogeneous friable mixture of material and lime is obtained. The mixture shall have a minimum pH 12.4 (additional lime shall be required to meet this specification).

Minimum passing 3/4" sieve:	100 percent
Minimum passing No. 4 sieve:	60 percent

The mixture shall be sprinkled and mixed during the mellowing process as required to assist in the chemical reaction. Moisture contents shall remain above optimum for the entire mellowing period.

Where measured sulfate level exceeds 0.6 percent (6000 ppm) a double lime application is required. The mellowing period shall be extended for at least 5 days or as indicated in the mix design, whichever is longer.

- K. Final Lime Mixing - After the required mellowing period the second lime application, if required, shall be made. Upon approval by City, the material shall be uniformly mixed by the approved methods. If the mixture contains clods, they shall be reduced in size by approved pulverizing methods so that the remainder of the clods shall meet the following requirements (visual observation, not testing, required):

Minimum passing 1" sieve:	100 percent
Minimum passing No. 4 sieve:	60 percent

At final mixing, the lime, water content and pH for each course of subgrade stabilization shall conform to the following:

Lime:	+1 percent above design percentage based on dry unit weight of soil
Water:	+2 percentage points above optimum moisture content
pH:	12.4

Samples shall be taken at random locations by a qualified geotechnical testing laboratory selected by the Contractor and approved by the City per the City-required testing schedule.

- L. Compaction Methods - Compaction of the mixture shall begin immediately after the requirements listed above are met. NOTE: Where double mixing is required by the mix design, the required additional lime shall be added and the mixture shall be moisture conditioned and pulverized.

Compaction shall continue until the entire depth of the mixture is uniformly compacted to a minimum of 95 percent of standard Proctor density (ASTM D698) at a minimum of 2 percentage points above optimum moisture content.

All irregularities, depressions, or weak spots which develop as determined by the City shall be corrected immediately by scarifying the areas affected, adding or removing materials as required, and reshaping and recompacting by moisture conditioning and rolling. The surface of the course shall be maintained in a moist, smooth condition, free from undulations, ruts and cracking, until other work is placed thereon or the work is accepted.

In addition to the requirements specified for density, the full depth of the material shown on the drawings shall be compacted to the extent necessary to remain firm and stable under construction equipment. After each section is completed, tests will be made by the geotechnical testing laboratory and submitted to the City. If the material fails to meet the density requirements, it shall be reworked to meet the requirements. Throughout this entire operation, the shape of the course shall be maintained by blading, and the surface upon completion shall be smooth and shall conform with the typical section shown on the drawings and to the established lines and grades. Should the material, due to any reason or cause, lose the required stability, density, and finish before the next course or pavement is placed, it shall be recompact and refinished at the entire expense of the Contractor. When shown on the plans or approved by the City, multiple lifts will be permitted.

- M. Finishing and Curing - After the final layer or course of lime-stabilized subgrade has been compacted, it shall be brought to the required lines and grades in accordance with the typical sections. The completed section shall then be finished by rolling with a pneumatic or other suitable roller sufficiently light to prevent hair line cracking. The finished surface shall not deviate by more than 0.04 feet (0.5 inch) from the actual finish grade. Any variations in excess of this tolerance shall be corrected by the Contractor, at the Contractor's entire expense immediately prior to placement of the next paving course, in a manner satisfactory to the City.

The completed section shall be moist-cured until a non-yielding surface is obtained to support construction traffic and the next layer of the pavement is constructed, as approved by the City.

In the event the surface cannot be covered by the next layer of pavement or be kept moist, an asphalt membrane shall be applied at the rate of 0.25 gallons per square yard. The Contractor shall protect the membrane from traffic and contamination until the next layer of the pavement system is placed. Additional testing may be required to verify moisture content as determined by the City.

- N. Reworking a Section - When a section is reworked within 72 hours after completion of compaction, the Contractor shall rework the section to provide the required compaction. When a section is reworked more than 72 hours after completion of compaction, the Contractor shall add 25 percent of the specified percentage of lime.
- O. Stormwater Control- Lime (concentrated or diluted) shall not be allowed to enter a storm drain system or natural waterway. The lime shall be applied in a manner that prevents puddling or runoff. Runoff will be considered a spill. Spills shall be immediately reported to The City of Lake Dallas Inspector during City working hours or to the Fire Department dispatcher during evenings and weekends. The spill site shall be neutralized, cleaned up, and removed from the site. Washing down the spill is not allowed. This is subsidiary to the Lime Treatment item, and no additional payment shall be made.

### 3.03 TOLERANCES

The following requirements shall apply to the finished lime stabilized subgrade:

- A. Tolerance in Thickness - One measurement shall be taken at random locations by the geotechnical testing laboratory on center of roadway at 300 feet spacing along each roadway direction. When the measurement is not deficient by more than 0.5 inch from the plan thickness, full payment will be made. When such measurement is deficient more than 0.5 inch and not more than 1.0 inch from the plan thickness, two additional measurements shall be taken at random (typically, 25 feet either side of the deficient measurement) and used in

determining the average thickness. When the average of the 3 measurements is not deficient by more than 0.5 inch from the plan thickness, full payment will be made. When the average thickness is deficient by more than 0.5 inch, the entire area shall be reprocessed at the Contractor's entire expense.

### 3.04 QUALITY CONTROL

- A. The City may periodically require tests by the geotechnical testing laboratory to assist him or her in evaluating the quality of work and Contractor performance. The Contractor shall assist the City by excavating and backfilling shallow areas as necessary to take density tests.
- B. Any constructed course which does not meet specification requirements shall be reworked, at the Contractor's entire expense, to bring that work within specification requirements. The City's test shall be used in evaluating whether project meets specification requirements. The following table provides minimum testing requirements:

TEST TYPE	TEST STANDARD	MINIMUM FREQUENCY OF TESTS
In-Place Soil Density and Moisture Content	ASTM D 698 ASTM D 1556 ASTM D 2167 ASTM D 2922 ASTM D 2216 ASTM D 3017	One test for every 300 feet spacing or less along each roadway direction, but no less than one test per day for each roadway subgrade
pH	Eades and Grim procedures ASTM D 2976	One test per 600 feet spacing or less along each roadway direction, but no less than test per day for each roadway subgrade
Thickness		One test for 300 feet spacing or less along each roadway direction, but no less than one test per day for each roadway subgrade
Compressive Strength	ASTM D 558 ASTM D 1633 ASTM D 2166	(a) One test for 900 feet spacing or less along each roadway direction, but no less than one test per day for each roadway subgrade, sealed and cured at 100 degrees F for 5 days (b) Strength not corrected for length/diameter.
Pulverization Testing	Tex-101-E, Part III	One test for every 600 feet spacing or less along each roadway direction, but no less than one test per day for each roadway subgrade
Swell Potential	ASTM D 4546	One test for every 900 feet spacing or less along each roadway direction, but no less than one test per day for each roadway subgrade

Note: The City may test any other property of the materials or lime-soil mixture in this Item at intervals or occasions of his/her choosing.

## **PART 4 - MEASUREMENT AND PAYMENT**

### **4.01 MEASUREMENT**

- A. The Lime Stabilized Subgrade shall be measured by the Square Yard (SY) complete in place and accepted for the thickness shown in the Contract Documents.
- B. The Lime shall be measured by the Ton (TN) complete in place at rate shown in the Contract Documents.

### **4.02 PAYMENT**

- A. The Lime Stabilized Subgrade shall be paid for at the unit contract price and shall be total compensation for preparing the roadbed, for loosening, pulverizing, application of lime, water content in the slurry mixture and mixing water; mixing, shaping, sprinkling, compacting, finishing, curing and maintaining; for manipulations required; and for all labor, equipment, fuels, tool, and incidentals necessary to complete the work, all in accordance with the plans and specifications.
- B. The Lime material shall be paid for at the unit contract price bid for Lime which price shall be full compensation for furnishing the material; for all freight involved; for all unloading, storing and handling; and for all labor, equipment, fuels, tools, and incidentals necessary to complete the work.

END OF SECTION

## **SECTION 321116**

### **FLEXIBLE BASE**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Flexible Base in accordance with Texas Department of Transportation (TxDOT) *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges* Item 247.

##### 1.02 REFERENCES

- A. TxDOT Item 427
- B. TxDOT Special Specification 5001
- C. Project's Geotechnical Report

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to TxDOT Item 427.2
- B. All flexible base shall be Type D, Grade 1 or 2.
- C. Geogrid Base Reinforcement shall be placed under flexible base (Triax TX 140 or approved equal).

#### **PART 3 - EXECUTION**

##### 3.01 PREPARATION

- A. Refer to TxDOT Item 427.3 and 427.4
- B. All flexible base shall be compacted per recommendations in Geotechnical Report.
- C. Geogrid shall be installed per manufacturers specifications and requirements.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. Flexible base will be measured Complete in Place by either the Square Yard or Ton in accordance with TxDOT Item 247.5 or as indicated in the Contract Documents.

##### 4.02 PAYMENT

- A. Flexible base will be paid Complete in Place in accordance with TxDOT Item 247.6 or as indicated in the Contract Documents.

- B. Geogrid Base Reinforcement will be measured and paid in accordance with TxDOT Special Specification 5001.

END OF SECTION

## **SECTION 321123**

### **SAND BEDDING**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to install Sand Bedding in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 504.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 504

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 504.

#### **PART 3 - EXECUTION**

##### 3.01 INSTALLATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 504.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. This Item shall not be measured as a separate contract Item unless otherwise noted.

##### 4.02 PAYMENT

- A. The work performed and materials furnished in accordance with this Item will not be paid for directly but will be subsidiary to pertinent Items.

END OF SECTION

## SECTION 321126

### ASPHALT BASE COURSE

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Asphalt Base Course in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 302.8.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 302.3, 302.7, 302.8, 302.9, and 302.10

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 302.8.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 302.8.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 302.10.

##### 4.02 PAYMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 302.10.

END OF SECTION

## SECTION 321133

### PORTLAND CEMENT TREATMENT

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Portland Cement Treatment in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 301.1 and 301.3.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 301.1 and 301.3

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 301.1 and 301.3.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 301.1 and 301.3.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 301.1 and 301.3.

##### 4.02 PAYMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 301.1 and 301.3.

END OF SECTION

## SECTION 321216

### HOT MIX ASPHALT PAVEMENT

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Hot Mix Asphalt Pavement in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 302.9.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 302.2, 302.3, 302.7, and 302.10

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 302.9.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 302.9.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 302.10.

##### 4.02 PAYMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 302.10.

END OF SECTION

## SECTION 321313

### CONCRETE PAVEMENT

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Concrete Pavement in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303
- B. City of Lake Dallas Standard Details for Concrete Pavement
- C. TxDOT Item 545

##### 1.03 SUBMITTALS

- A. Submit mix design for each class of concrete.

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303.2 and 303.3.
- B. All concrete shall be sulfate resistant mix design.
- C. Specified reinforcing steel (#4 bars and larger) shall be of domestic manufacture and shall conform to the requirements of ASTM A615, Grade 60.
- D. Grade 40 reinforcing steel (#3 bars) will only be allowed in sidewalks or with approval of the City Engineer.
- E. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303.2.2 is hereby modified to allow only Type I/II Portland Cement.
- F. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303.2.4 is hereby modified to allow only Class F fly ash.
- G. Expansion joints in paving shall be redwood boards only.

##### 2.02 EQUIPMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.4.
- B. Refer to TxDOT Item 585.2.

## **PART 3 - EXECUTION**

### **3.01 INSTALLATION**

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303.5. and 303.8. Samples of all materials for testing shall be solely the responsibility and expense of the Contractor.
- B. Conform to City of Lake Dallas' Standard Details for Concrete Pavement.
- C. Slip form pavement method shall be used for all public streets and alleys unless otherwise approved by the Public Works Department. Hand formed pavement method may be used for turn lanes, deceleration lanes, driveway approach, or replacing a panel of public street or alley pavement.
- D. Curb shall be cast integral with paving unless otherwise approved by the City.
- D. Pavement shall be tested and shall conform to the tolerance limits as described by *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.5.6. Corrective action shall be in accordance with the provisions of *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.5.6 or TxDOT Item 585.3.

## **PART 4 - MEASUREMENT AND PAYMENT**

### **4.01 MEASUREMENT**

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.9.

### **4.02 PAYMENT**

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.9.
- B. Monolithic curb shall be considered incidental to the work performed and materials furnished in accordance with this Item, and will not be paid for directly but will be subsidiary to Concrete Pavement unless otherwise specified in the plans and in the bid proposal.
- C. The work performed, materials furnished, certification and recertification, traffic control for all testing, materials and work needed for corrective action, equipment, labor, tools, and incidentals will not be measured or paid for directly but will be subsidiary to pertinent Items.

END OF SECTION

## SECTION 321314

### ROLLING

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary for Rolling in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 301.1.2.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 301.1.2

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

###### A. TAMPING ROLLER

1. Tamping rollers shall consist of two (2) metal rollers, drums or shells of not less than forty inches (40") in diameter, each not less than forty-two inches (42") in length and unit mounted in a rigid frame in such a manner that each roller may oscillate independently of another. Each roller, drum or shell shall be surmounted by metal studs with tamping feet projecting not less than seven inches (7") from the surface and spaced not less than six inches (6") nor more than 10 inches (10") measured diagonally center to center; and the cross-sectional area of each tamping foot measured perpendicular to the axis of the stud, shall be not less than five square inches (5") nor more than eight square inches (8"). The roller shall be of the type that by ballast loading, the load on each tamping foot may be varied uniformly from 125 p.s.i. of cross-sectional area. The load per tamping foot will be determined by dividing the total weight of the roller by the number of tamping feet in one row parallel to or approximately parallel to the axis of the roller.
2. The tamping roller shall be drawn by approved equipment of adequate tractive effort. Power equipment used in embankment construction shall be the crawler type tractor. Two (2) tamping rollers conforming to the above requirements, drawn by approved equipment, shall be considered a roller unit.

###### B. TIRE ROLLER

1. Tire rollers shall consist of not less than nine (9) pneumatic-tired wheels, running on axles in such a manner that the rear group of tires will not follow in the tracks of the forward group of wheels, and mounted in a rigid frame, and shall be of a type suitable for ballast loading. The distance between the front and rear axles shall be not less than five feet (5') no more than 10 feet (10').
2. The front axle shall be attached to the frame in such a manner that the roller may be turned in a minimum circle. The pneumatic tire roller shall have an effective rolling width of approximately sixty inches (60"), and shall be ballast loaded so that the load may be varied uniformly from not less than 100 p.s.i. of width of tire tread to 325 pounds per inch of tire tread. The roller, under working conditions, shall provide a uniform compression under all wheels. The total combined width of effective tire tread shall be not less than eighty-five percent (85%) of the effective rolling width. The pneumatic tire roller shall be drawn by either an approved crawler type, a pneumatic tread tractor, or a truck of adequate tractive effort; and the roller when drawn by either type of equipment

shall be considered a pneumatic tire roller unit. Power equipment for rolling on asphalt shall be equipped with pneumatic tires.

### **PART 3 - EXECUTION**

#### **3.01 PREPARATION**

- A. The embankment or base course shall start longitudinally at the sides and proceed toward the center, overlapping on successive trips at least one-half (1/2) of the width of the pneumatic tire roller unit. Alternate trips of the roller unit shall begin at the low sides and progress toward the high sides.
- B. The speed of the power roller and the tamping roller unit, unless otherwise directed by the City, shall be between two (2) and three (3) miles per hour. The speed of the pneumatic tire unit, unless otherwise directed by the City, shall be between four (4) and twelve (12) miles per hour for asphalt surfacing work and between two (2) and six (6) miles per hour for all other compaction work.

### **PART 4 - MEASUREMENT AND PAYMENT**

#### **4.01 MEASUREMENT**

- A. This Item shall not be measured as a separate contract Item.

#### **4.02 PAYMENT**

- A. The work performed and materials furnished in accordance with this Item will not be paid for directly but will be subsidiary to pertinent Items.

END OF SECTION

## SECTION 321373

### JOINT SEALANT

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary for Joint Sealant in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.2.14

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.2 and 303.5
- B. *DMS-6310, Joint Sealants and Seals*, TxDOT Department Material Specifications

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Hot Poured Polymer - CRAFCO RoadSaver 221 or approved equal.
- B. Silicone – CRAFCO RoadSaver Silicone 34902 or approved equal.
- C. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.2.14.1.1. Hot Poured Polymer
- D. Refer to *DMS-6310, Joint Sealants and Seals*, TxDOT Department Material Specifications, Class 4. Low Modulus Silicone, Non-sag or Class 5. Low Modulus Silicone or Polyurethane, Self-Leveling.

#### PART 3 - EXECUTION

##### 3.01 INSTALLATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.5.2 and manufacturers' recommendations.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. This Item shall not be measured as a separate contract Item.

##### 4.02 PAYMENT

- A. The work performed and materials furnished in accordance with this Item will not be paid for directly but will be subsidiary to pertinent Items.

END OF SECTION

**SECTION 321400**  
**CONCRETE PAVERS**

**PART 1 - GENERAL**

1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary for Paving Units in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 304.

1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 304

**PART 2 - PRODUCTS**

2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 304.
- B. Colors for use are typically dark red or approved equivalent. See plans or specifications for more color details.

**PART 3 - EXECUTION**

3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 304.

**PART 4 - MEASUREMENT AND PAYMENT**

4.01 MEASUREMENT

- A. Item shall be measured complete in place per square-foot (SF) and in accordance with the Contract Documents.

4.02 PAYMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 304.

END OF SECTION

## SECTION 321613

### CONCRETE CURB AND GUTTER

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Concrete Curb and Gutter in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 305.1.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 203.4, 303 and 305.1
- B. City of Lake Dallas' Standard Detail for Concrete Curb and Gutter.

##### 1.03 RELATED SECTIONS

- A. Section 321313 – Concrete Pavement

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 203.4 and 305.1.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Concrete Curb and Gutter will not be measured separately unless indicated otherwise.

##### 4.02 PAYMENT

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "Concrete Curb and Gutter". This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work.

END OF SECTION

## SECTION 321645

### DRIVEWAY APPROACH

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Driveway Approach in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 305.2.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items, 303, 305.1 and 305.2
- B. City of Lake Dallas' Standard Details for Driveway Approaches

##### 1.03 RELATED SECTIONS

- A. Section 032100 – Reinforcing Steel
- B. Section 321313 – Concrete Pavement

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303 and 305.1.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items and 305.2.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. This Item shall be measured on a per Square Yard (SY) basis, specified by type (Commercial, Residential), complete in place. Measurement shall start at the back of the curb and shall include the area of the curb radii as indicated in the Standard Details. Curbs on driveways shall not be measured separately but shall be included as a part of the driveway concrete.

##### 4.02 PAYMENT

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "Driveway Approach." This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work.

END OF SECTION

## SECTION 321650

### REINFORCED CONCRETE SIDEWALK

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Reinforced Concrete Sidewalk in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 305.2.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303, 305.1 and 305.2
- B. TxDOT current Standard Details for Pedestrian Facilities
- C. Current Texas Department of Licensing and Regulation (TDLR) and Americans with Disabilities Act (ADA) requirements.

##### 1.03 RELATED SECTIONS

- A. Section 032100 – Reinforcing Steel
- B. Section 321313 – Concrete Pavement
- C. Section 321655 – Barrier Free Ramp

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303 and 305.1.
- B. Welded Wire Fabric is not acceptable as reinforcement.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items and 305.2.
- B. All Reinforced Concrete Sidewalk must be approved by TDLR prior to acceptance.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. This Item shall be measured on a Square Yard (SY) basis complete in place.

#### 4.02 PAYMENT

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for “Reinforced Concrete Sidewalk.” This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work.
- B. Barrier Free Ramps shall be measured and paid for separately in accordance with Section 321655 – Barrier Free Ramp.

END OF SECTION

## SECTION 321655

### BARRIER FREE RAMP

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Barrier Free Ramps in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 305.2.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303, 305.1 and 305.2.
- B. TxDOT and City Standard Details for Pedestrian Facilities.
- C. Current Texas Department of Licensing and Regulation (TDLR) and Americans with Disabilities Act (ADA) requirements.

##### 1.03 RELATED SECTIONS

- A. Section 032100 – Reinforcing Steel
- B. Section 311313 – Portland Cement Concrete
- C. Section 321650 – Reinforced Concrete Sidewalk

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303 and 305.1.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 305.2.
- B. All Barrier Free Ramps must be approved by TDLR prior to acceptance.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. This Item shall be measured on a per Each (EA) basis, specified by type, complete in place.

#### 4.02 PAYMENT

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for “Barrier Free Ramp.” This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work.

END OF SECTION

## SECTION 321660

### CONCRETE MEDIAN NOSE

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Concrete Median Noses in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 305.3.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 305.1, and 305.3.
- B. City of Lake Dallas' Standard Detail for Monolithic Median Nose

##### 1.03 RELATED SECTIONS

- A. Section 032100 – Reinforcing Steel
- B. Section 311313 – Concrete Pavement

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 305.3.
- B. All median noses shall be monolithic in accordance with the City of Lake Dallas' Standard Detail for Concrete Median Nose.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 305.3.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. This Item shall be measured on a per Each (EA) basis, specified by Type, complete in place.

#### 4.02 PAYMENT

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "Concrete Median Nose." This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work. Concrete Pavers within the medians shall be paid for separately.

END OF SECTION

## SECTION 321665

### REINFORCED CONCRETE HEADER

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Reinforced Concrete Headers in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 305.4.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 303 and 305.4.
- B. City of Lake Dallas' Standard Detail for Concrete Header

##### 1.03 RELATED SECTIONS

- A. Section 032100 – Reinforcing Steel
- B. Section 321313 –Concrete Pavement

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 303.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. This Item shall be measured on a Linear Foot (LF) basis complete in place.

##### 4.02 PAYMENT

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "Reinforced Concrete Header." This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work.

END OF SECTION

## SECTION 321723

### PAVEMENT MARKERS AND MARKINGS

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Pavement Markers and Markings.

##### 1.02 REFERENCES

- A. TxDOT Items 666, 672, 677, and 678
- B. City of Lake Dallas' Standard Details for Pavement Markers and Markings.
- C. TxDOT Standard Details included in the plans.

##### 1.03 RELATED SECTIONS

- A. Section 347113 – Barricades, Signs, and Traffic Handling

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT Item 666, 672, 677, and 678.
- B. Refer to the City of Lake Dallas' Standard Details for Pavement Markers and Markings.

#### PART 3 - EXECUTION

##### 3.01 INSTALLATION

- A. Refer to TxDOT Item 666, 672, 677, and 678.
- B. Each class of raised pavement marker shall be from the same manufacturer.
- C. Contact City for approval of pavement marking layouts prior to installation.
- D. Surface to which markers are to be attached by an adhesive shall be prepared by any method approved by the City to ensure that the surface is free of dirt, curing compound, grease, oil, moisture, loose or unsound pavement markings and any other material which would adversely affect the adhesive bond.
- E. All pavement markings shall be thermoplastic (Type I) markings with a Type II marking as the sealer unless otherwise noted in the plans.
- F. Guides to mark the lateral location of pavement markings shall be established as shown on the plans. The Contractor shall establish the pavement marking guides and the City will verify the location of the guides.

- G. The pavement markers shall be placed in proper alignment with the guides. The deviation rate in alignment shall not exceed one (1) inch per 200 feet of roadway. The maximum deviation shall not exceed two (2) inches nor shall any deviation be abrupt.
- H. Markers placed that are not in alignment of sequence, as shown on the plans or as stated in this specification, shall be removed by the Contractor at the Contractor's expense. Removal shall be in accordance with TxDOT Item 677 "Eliminating Existing Pavement Markings and Marker", except for measurement and payment. Guides placed on the roadway for alignment purposes shall not establish a permanent marking on the roadway.
- I. Unless otherwise shown on the plans, the Contractor shall use the following adhesive materials for placement of markers:
  - 1. Epoxy adhesive for Class E markers.
  - 2. Bituminous adhesive for Classes A, B, C, and D markers on bituminous pavements.
  - 3. Epoxy adhesive for Class A, B, C, and D markers on Portland cement concrete pavements.
- J. Adhesive shall be applied in sufficient quantity to ensure that 100 percent of the bonding area of the raised pavement markers shall be in contact with the adhesive.
- K. Raised pavement markers, except Class E, shall be in contact with the pavement surface but shall be seated on a continuous layer of adhesive.
- L. Unless otherwise noted, adhesives shall be applied in accordance with the manufacturer's recommendations.
- M. When bituminous adhesive is used, pavement and raised pavement marker temperature shall be at least 40 degree F. The bituminous adhesive shall not be heated above 400 degree F. The bituminous adhesive shall be agitated intermittently to ensure even heat distribution.
- N. Epoxy adhesive shall be machine mixed.
- O. Raised pavement markers shall be free of rust, scale, dirt, oil, grease, moisture, or contaminants which may adversely affect the adhesive bond.
- P. Raised pavement markers shall be placed immediately after the adhesive is applied and shall be firmly bonded to the pavement. Adhesive or any other material that impairs functional reflectivity will not be acceptable.
- Q. The roadway to be marked will remain open to traffic and the Contractor shall provide all necessary warning and barricading to insure the safety of the workmen and traffic, and the Contractor must insure proper maintenance of all warning and barricading devices at all times. Construction, signing, channelizing devices, and markings shall conform to the current *Texas Manual on Uniform Traffic Control Devices (TMUTCD)* at all times.
- R. A minimum of one lane in each direction shall remain open to through traffic at all times.
- S. The Contractor shall conduct the installation so as to minimize the duration of restricted traffic movements.
- T. The Contractor shall apply pavement markers and markings during off-peak traffic hours (9:00 am – 3:30 pm) or as directed by the City.

## **PART 4 - MEASUREMENT AND PAYMENT**

### **4.01 MEASUREMENT**

- A. This Item shall be measured on a Lump Sum (LS) basis complete in place or by Each (EA) and Linear Foot (LF) as indicated in the plans.
- B. The plan quantity will be determined through calculations and will be used for determining final quantity amounts for payment purposes. Contract adjustments may be made if the actual measured quantity varies by more or less than 5% of the total estimated plan quantity amount. Either the City or the Contractor may initiate this adjustment. If the adjustment is requested by the Contractor, the Contractor must obtain field measurements and calculations justifying the revised quantity. If the adjustment is made by the City, the revised quantity will constitute the final quantity which payment will be made.

### **4.02 PAYMENT**

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for "Pavement Markers and Markings." This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work. Surface Preparation and Type II marking sealer will not be paid for directly, but considered subsidiary to this Item.

END OF SECTION

## SECTION 321725

### PREFABRICATED PAVEMENT MARKINGS (WITH WARRANTY)

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Prefabricated Pavement Markings as indicated in the plans with a manufacturer's warranty bond for a 6 year period. The City will allow a Contractor provided warranty bond in lieu of the manufacturer's bond if all conditions of the manufacturer's warranty including the requirements of this Item are met. In such case, the Contractor is responsible for meeting the warranty requirements. Use the form provided by the City. The City will allow substitution of a contractor's bond with a manufacturer's bond after execution of the Contract prior to final acceptance.

##### 1.02 REFERENCES

- A. City of Lake Dallas' Standard Details for Pavement Markers and Markings.

##### 1.03 RELATED SECTIONS

- A. Section 347113 – Barricades, Signs, and Traffic Handling.

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Contractor shall use 3M 270 Tape (or approved equal) for all directional arrows and messages, and 3M 380 Tape for all longitudinal pavement markings and 12" channelization lines as indicated in the plan. Approved equal pavement markings must meet the TxDOT requirements of Type B markings in DMS-8240.

##### 2.02 EQUIPMENT

- A. Provide equipment as required or directed according to the following (The provider of the warranty bond is responsible for providing equipment during the warranty period unless otherwise shown on the plans.):
  1. Preparation and Application. Use equipment designed for the pavement preparation and application of the type of pavement marking material selected.
  2. Colorimeter. Provide a colorimeter using 45°/0° geometry CIE, D65 Illuminant, 2° standard observation angle meeting the requirements of ASTM E 1347, E 1348, or E 1349.
  3. Retroreflectometer. Unless otherwise shown on the plans, provide a portable or mobile retroreflectometer meeting the following requirements.
    - a. Portable Retroreflectometer. Provide a portable retroreflectometer that meets the requirements of ASTM E 1710
    - b. Mobile Retroreflectometer. Provide a mobile retroreflectometer that:

- (1) is approved by the City and certified by the Texas Transportation Institute Mobile Retroreflectometer Certification Program for project evaluation of retroreflectivity
- (2) is calibrated daily, before measuring retroreflectivity on any pavement stripe, with a portable retroreflectometer meeting the following requirements: ASTM E 1710, entrance angle of 88.76°, observation angle of 1.05°, and an accuracy of ±15%;
- (3) requires no traffic control when retroreflectivity measurements are taken and is capable of taking continuous readings at or near posted speed.

## **PART 3 - EXECUTION**

### **3.01 INSTALLATION**

- A. Contractor to ensure a manufacturer's representative is present during installation of all pavement markings.
- B. Prepare the pavement surface using controlled techniques that minimize pavement damage and hazards to the traveling public. Apply the materials, according to the manufacturer's recommendations, using widths, colors, shapes, and at locations as shown on the plans.
- C. Obtain approval for the sequence of work and estimated daily production. Use traffic control as shown on the plans or as approved. Establish guides to mark the lateral location of pavement markings as shown on the plans or as directed, and have guide locations verified. Use material for guides that will not leave a permanent mark on the roadway. Apply markings in alignment with the guides and without deviating for the alignment more than 1 in. per 200 ft. of roadway or more than 2 in. maximum.
- D. Remove all applied markings that are not in alignment or sequence as stated in the plans or as stated in the specifications at the Contractor's expense and in accordance with TxDOT Item 677, "Eliminating Existing Pavement Markings and Markers," except for measurement and payment.
- E. The City will conduct visual performance evaluations of the markings. For markings that do not meet the City's visual performance evaluation, the Contractor may present test results for color (using a colorimeter), retroreflectivity (using a retroreflectometer), and durability (in accordance with ASTM D 913) for the City's use in making acceptance or rejection decisions. For pavement markings not meeting performance requirements, repair or replace until reevaluation shows the Pavement Markers and Markings meet the performance requirements as approved by the City.
- F. Written Acceptance. The City will provide written acceptance after the Contractor meets the initial performance requirements. This written acceptance (see attached sample form) will include the date, location, length, and type of pavement markings.

### **3.02 PERFORMANCE REQUIREMENTS**

- A. Color. Provide pavement markings consisting of pigments blended to provide color conforming to highway colors as shown in Table 1.

Table 1  
Color Requirements

Federal 595 Color		Chromaticity Coordinates								Brightnes s (Y)
		1		2		3		4		
		x	y	x	y	X	y	x	y	
White	17855	.290	.315	.310	.295	.350	.340	.330	.360	60 min
Yellow	33538	.470	.455	.510	.489	.490	.432	.537	.462	30 min
Black										5 max

- B. Retroreflectivity. Provide pavement markings for longitudinal markings meeting the minimum retroreflectivity values listed in Table 2.

Table 2  
Minimum Retroreflectivity Requirements

Color	Retroreflectivity, mcd/m <sup>2</sup> /lx, Min
White	120
Yellow	120

- C. Durability. Provide pavement markings that do not lose more than 5% of the striping material in a 1,000- ft. section of continuous stripe or broken stripe (25 broken stripes). Pavement markings must remain in the proper alignment and location.
- D. Performance Evaluation Procedures. Provide traffic control and conduct evaluations of color, retroreflectivity, and durability as required or directed by the City.

1. Color. Measure color using 45°/0° geometry CIE, D65 Illuminant, 2° standard observation angle in accordance with ASTM E 1347, E 1348, or E 1349.
2. Retroreflectivity. Unless otherwise shown on the plans, conduct retroreflectivity evaluations of pavement markings with either a portable or mobile retroreflectometer. Make all measurements in the direction of traffic flow, except for broken centerline on 2-way roadways, where measurements will be made in both directions.

If using a portable retroreflectometer, take a minimum of 1 measurement every mile on each series of markings (i.e., edgeline, center skipline, each line of a double line, etc.), at locations approved by the City. If more than 1 measurement is taken, average the measurements. For all markings measured in both directions, take a minimum of 1 measurement in each direction. If the measurement taken on a specific series of markings within each mile segment falls below the minimum retroreflectivity values, take a minimum of 5 more measurements at locations determined by the City within that mile segment for that series of marking. If the average of these 5 measurements falls below the minimum retroreflectivity requirements, that mile segment of the applied markings does not meet the performance requirement.

If using a mobile retroreflectometer, review the results to determine deficient sections and deficient areas of interest. These areas do not meet the performance requirements.

3. Durability. Measure durability in accordance with ASTM D 913 for marking material loss and visual inspection for alignment and location. Conduct evaluations at locations approved by the City.

### 3.03 WARRANTY REQUIREMENTS

- A. Each warranty period is for 6 yr. and starts the day after written acceptance.
- B. The marking warrantor is responsible for meeting the Performance Requirements for the duration of the warranty period.
- C. During the warranty period, the City will conduct periodic visual performance evaluations of the pavement markings. For retroreflectivity the City will use Tex-828-B, "Determining Functional Characteristics of Pavement Markings." The warrantor may be present during these evaluations. For areas, which, in the opinion of the City have a questionable visual evaluation, the warrantor may replace the pavement markings or may conduct a performance evaluation for the performance requirement in question, conduct retroreflectivity evaluations using either portable or mobile retroreflectometer unless otherwise indicated in the Contract Documents. The warrantor is responsible for traffic control when conducting performance evaluations.
- D. The warrantor will replace pavement markings that fail to meet the color, retroreflectivity, or durability performance requirements during the warranty period, and must replace the pavement markings that fail to meet the performance requirements within 30 days of notification.
- E. All replacement pavement markings must meet the materials and performance requirements of this specification.
- F. The end of the warranty period does not relieve the warrantor from the performance deficiencies requiring corrective action identified during the warranty period.
- G. The City may exclude pavement markings from the replacement provisions of the warranty period, provided the City determines that the failure is a result of outside causes rather than defective material. Examples of outside causes are extreme wear at intersections, damage by snow or ice removal, and premature pavement failure.
- H. Provide a contact person, address and telephone number for notification of needed pavement markings replacement.
- I. Each class of raised pavement marker shall be from the same manufacturer.
- J. The pavement markers shall be placed in proper alignment with the guides. The deviation rate in alignment shall not exceed one (1) inch per 200 feet of roadway. The maximum deviation shall not exceed two (2) inches nor shall any deviation be abrupt.
- K. Unless otherwise noted, adhesives shall be applied in accordance with the manufacturer's recommendations.
- L. The roadway to be marked will remain open to traffic and the Contractor shall provide all necessary warning and barricading to insure the safety of the workmen and traffic, and the Contractor must insure proper maintenance of all warning and barricading devices at all times. Construction, signing, channelizing devices, and markings shall conform to the current Texas Manual on Uniform Traffic Control Devices (TMUTCD) at all times.
- M. A minimum of one lane in each direction shall remain open to through traffic at all times.

- N. The Contractor shall conduct the installation so as to minimize the duration of restricted traffic movements.
- O. The Contractor shall apply pavement markers and markings during off-peak traffic hours (9:00 am – 3:30 pm) or as directed by the City.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### **4.01 MEASUREMENT**

- A. This Item shall be measured on a Lump Sum (LS) basis complete in place or by Each (EA) and Linear Foot (LF) as indicated in the plans.
- B. The plan quantity will be determined through calculations and will be used for determining final quantity amounts for payment purposes. Contract adjustments may be made if the actual measured quantity varies by more or less than 5% of the total estimated plan quantity amount. Either the City or the Contractor may initiate this adjustment. If the adjustment is requested by the Contractor, the Contractor must obtain field measurements and calculations justifying the revised quantity. If the adjustment is made by the City, the revised quantity will constitute the final quantity which payment will be made.

##### **4.02 PAYMENT**

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for “Prefabricated Pavement Marking” of the color, shape, and width. This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work. Surface Preparation will not be paid for directly, but considered subsidiary to this Item.

END OF SECTION

## SECTION 328000

### IRRIGATION SYSTEM

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

A. Provide complete Irrigation System as shown on plans as described herein.

##### 1.02 RELATED SECTIONS

A. Section 329223 - Turfgrass Planting

B. Section 329300 - Tree, Shrub, and Groundcover Planting

##### 1.03 QUALITY ASSURANCE

###### A. Substitutions:

1. Time: Submit substitution request in writing seven (7) days prior to bid opening.
2. Required Submittal Material:
  - a. Sample proposed substitute sprinkler.
  - b. Manufacturer's data of sprinkler, discharge rates (GPM), minimum allowable operating pressure, maximum allowable spacing and distance of throw.
  - c. Detailed pressure loss computations if proposed differ from those specified.
  - d. If proposed substitute require a change in head and piping layout as designed, submit detailed drawings showing design changes and proposed layout.
3. Approval: Approval of proposed substitute will not relieve responsibility for providing a system that will operate according to intent of originally designed system.

###### B. Installer:

1. Irrigator licensed in State with 5 years minimum continuous experience installing systems of this size and complexity must supervise installation.
2. Complete mainline installation with personnel that have successfully installed equipment and materials as specified on at least three other projects equal in scope.

C. Testing: Perform required testing under observations of Owner. Give 48 hours notice that such tests are to be conducted.

###### D. Assembly Procedures:

1. Do not alter design hydraulics by installing additional tees or elbows unless approved by Owner.
2. Prior to start of construction; confirm the static water pressure in writing to Owner. If static pressure differs from pressure shown on drawings, do not start work until notified to do so, in writing, by the Owner.

##### 1.04 REFERENCES: The following ASTM designations apply:

A536     Ductile Iron Fittings  
D2241     Poly (Vinyl Chloride) (PVC) Plastic Pipe (SDR-PR)  
D2672     Bell-End Poly (Vinyl Chloride) (PVC) Pipe

D2464	Poly (Vinyl Chloride) (PVC) Plastic Pipe Fittings, Threaded, Schedule 80
D2466	Poly (Vinyl Chloride) (PVC) Plastic Pipe Fittings, Socket Type, Schedule 40
D2467	Poly (Vinyl Chloride) (PVC) Plastic Pipe Fittings, Socket Type, Schedule 80
D2564	Solvent Cements for Poly (Vinyl Chloride) (PVC) Plastic Pipe and Fittings
D2287	Flexible Poly Vinyl Chloride (PVC) Plastic Pipe
F656	Poly Vinyl Chloride (PVC) Solvent Weld Primer
C213	AWWA Dual Compression Gasket Seal Fittings
D2855	Making Solvent - Cemented Joints with Poly (Vinyl Chloride) (PVC) Pipe and Fittings
F477	Ductile Iron Fitting Gaskets

#### 1.05 SUBMITTALS

- A. Product Data: Submit seven (7) copies of manufacturer's specifications and literature for all specified materials.
- B. Project Record Documents:
  - 1. Comply with Contract Documents and requirements.
  - 2. Locate by written dimension, routing of mainline piping, remote control valves and quick coupling valves. Locate mainlines by single dimensions from permanent site features provided they run parallel to these elements. Locate valves, intermediate electrical connections, and quick couplers by two dimensions at approximately 70 degrees to each other provided they are within 50 feet of a permanent site feature. Valves, electrical connections and quick couplers beyond 50 feet must be located by triangulation using three dimensions from building corners, walk intersections or similar junctures.
  - 3. When dimensioning is complete, transpose work to mylar reproducible tracings. Owner will provide tracings.
  - 4. Submit completed tracings prior to final acceptance. Mark tracings "Record Prints Showing Significant Changes". Date and sign plans.
  - 5. Provide three complete operation manuals and equipment brochures neatly bound in a hard back three-ring binder. Include any warranties and guarantees extended to the Contractor by the manufacturer of all equipment. Include seven (7) executed copies of "Guarantee for Landscape Irrigation System".

**GUARANTEE FOR LANDSCAPE IRRIGATION SYSTEM**

We hereby guarantee that the landscape irrigation system we have furnished and installed is free from defects in materials and workmanship, and the work has been completed in accordance with the plans and specifications, ordinary wear and tear and unusual abuse or neglect expected. We agree to repair or replace any defects in material or workmanship, which may develop, and to repair or replace any damage resulting from the repairing or replacing of such defects at no additional cost to the Owner. We shall make such repairs or replacements within a reasonable time, as determined by the Owner, after receipt of written notice. In the event of our failure to make such repairs or replacements within a reasonable time after receipt of written notice from the Owner, we authorize the Owner to proceed to have said repairs or replacements made at our expense. We will pay the costs and charges therefore upon demand. This guarantee shall remain in effect for a period of two (2) years from the date of Final Completion, as determined by the Owner or the Owner's Representative.

PROJECT: \_\_\_\_\_

LOCATION: \_\_\_\_\_

SIGNED: \_\_\_\_\_

COMPANY: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PHONE: (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_

DATE OF ACCEPTANCE: \_\_\_\_ / \_\_\_\_ / \_\_\_\_\_

## 1.06 COORDINATION

- A. Complete sleeve installation (not otherwise provided) in coordination with paving and other concrete pours.
- B. Coordinate to ensure that electrical power source is in place.
- C. Coordinate system installation with work specified in other Sections and coordinate with landscape installer to ensure plant material is uniformly watered in accordance with intent shown on Plans.

## 1.07 WARRANTY AND MAINTENANCE

- A. Extend to Owner any warranties and guarantees provided by manufacturer of equipment used.
- B. Warranty materials and workmanship for a minimum of two years after final acceptance.
- C. Include repair of backfill settlement, packing the earth firmly around the heads, quick couplers, and valve boxes.
- D. Limit warranty to repair and replacement of defective materials or workmanship, including repair of backfill settlement.

## 1.08 CONNECTION TO DOMESTIC WATER SUPPLY

- A. Complete connection to water supply in accordance with governing codes and regulations.
- B. Provide and pay for any required permits.

## **PART 2 - PRODUCTS**

### 2.01 DEFINITIONS

- A. Sprinkler Mains: Piping from water source to operating valves. Hydrant lines and quick coupling valves (QCV) are considered sprinkler mains.
- B. Lateral Piping: Piping from operating valves to sprinkler heads.

### 2.02 POLYVINYL CHLORIDE PIPE

- A. Polyvinyl Chloride Pipe (hereinafter referred to as PVC pipe) shall be manufactured in accordance with the product standards as follows:
  - 1. Mainline Piping-PVC, Schedule 40 - solvent weld joints
  - 2. Lateral Piping-PS-22-70, SDR-21, Class 200 - solvent-weld joints
  - 3. Marking and Identification: Permanently marked with the following information: manufacturer's name, pipe size, type of pipe and material, SDR Number, Commercial Standard Number, and NSF (National Sanitation Foundation) Seal.
  - 4. Purple pipe required for all irrigation maintained by the City (medians, etc).

### 2.03 PIPE FITTINGS:

- A. PVC Sch. 40, as manufactured by the Lasco Company, or approved equal.
  - B. All PVC fittings shall be of the same material as the PVC pipe specified and be compatible with the PVC pipe furnished.
  - C. Use only solvent recommended by the manufacturer of the PVC pipe and the manufacturer of the PVC fittings.
- 2.04 COPPER PIPE AND FITTINGS:
- A. Pipe: Type "M", hard, straight lengths, of standard size and dimensions.
  - B. Fittings: Cast brass or wrought copper sweat-solder type.
- 2.05 VALVE WIRING:
- A. Single conductor copper type UF wire with 4/64 in. vinyl insulation U.L. approved for direct underground burial in 30 volt AC or less service.
  - B. Valve wiring to controllers: Fourteen- (14) minimum (heavier if required based on length of run).
  - C. Ground wiring from electric valves to controllers: Fourteen- (14) gauge minimum (heavier if required based on length of run)
- 2.06 FLEXIBLE PVC NIPPLES: Lawn heads: Nominal ½" x 12" long flexible PVC.
- 2.07 SWING JOINT ASSEMBLY: Swing joints are not allowed.
- 2.08 PVC NIPPLES:
- A. High-Pop Shrub Head: ½" dia. Unitized O-Ring Assembly. Lasco #T5-32-212
  - B. Rotary Spray Head: ¾" dia. Unitized O-Ring Assembly. Lasco #T7-32-212
- 2.09 MATERIALS LIST: Refer to plans.
- 2.10 MAINLINE SHUT-OFF VALVES:
- A. Four inch (4") and larger: Cast iron bodied, bronze fitted gate valves with gasket type pipe connections and a 200 W.O.G. rating. Valve stems shall be fit with square operating nuts of standard size. Manufacturer - Kennedy #597X or approved equal.
  - B. Three inch (3") and smaller: Plastic bodied, ball valves with threaded connections and an ASTM standard F-1970 pressure rating. Manufacturer – Colonial TUBV or approved equal.
- 2.11 DRAIN VALVES:
- A. Bronze bodied globe valves with rubber seats and threaded IPS pipe connections with a 125 W.O.G. rating. Valve stems shall be equipped with a round wheel handle.
  - B. Manufacturer: Nibco or approved equal.
- 2.12 QUICK COUPLER VALVES AND KEYS:

- A. Valves: One-inch (1") bronze bodied valves with a rubber seat and locking vinyl cover.
  - B. Keys: Bronze construction with 1" MIP x 3/4" FIP threads.
  - C. Manufacturer: RAINBIRD 44LRC or approved equal.
- 2.13 REINFORCEMENT STAKES: Galvanized steel pipe 1-inch diameter, Sch. 40. Secure to QCV with stainless steel worm gear clamps.
- 2.14 ROTARY HEADS: At the discretion of the City of Lake Dallas, multi-stream multi-trajectory rotary nozzles, oscillating stream nozzles, bubbler systems, drip systems and rotor heads shall be installed on all irrigation systems. The city reserves the right to require efficient irrigation products where suitable.
- A. High impact plastic gear driven rotary heads with a 3/4" IPS connection. Head shall have interchangeable nozzles. Nozzle as specified on plans.
  - B. Manufacturer: Hunter PGP or approved equal.
- 2.15 SPRAY HEADS:
- A. Pop-up spray heads, 4" or 12" pop-up assembly as shown with a poly carbonate body. Nozzles shall be efficient technology nozzles such as multi-stream multi-trajectory rotary nozzles, oscillating stream nozzles or other nozzles with a minimum precipitation rate of 1inch per hour and .7 minimum distribution uniformity Refer to plans for size.
  - B. Manufacturer: Hunter MP Rotator, Toro Precision Series, and RAINBIRD Rotary nozzles. Series or approved equal.
- 2.16 ELECTRIC VALVES:
- A. Normally closed glass filled nylon body valve with a Buna N reinforced diaphragm fitted with a 24 volt, 1/4 amp solenoid in a waterproof housing and pressure regulating module.
  - B. Manufacturer: RAINBIRD PEB-PRS-B. Refer to plan for size or approved equal.
- 2.17 VALVE BOXES:
- A. Electric Valves:
    1. 12 in. x 17 in. x 12 in. deep plastic valve box with locking lid and extensions as required.
    2. Manufacturer: Ametek or approved equal.
  - B. Quick Coupling Valves:
    1. 10 in dia. x 12 in. deep plastic valve box with extensions as required.
    2. Manufacturer: Ametek or approved equal.
  - C. Backflow Preventer:
    1. Jumbo plastic valve box with locking lid and extensions as required.
    2. Manufacturer: Ametek or approved equal.

D. Meter Boxes for Reclaimed Water:

1. Regular Box: 17" x 30" x 18" Purple Box w/ Purple Locking AMR Lid
  - a. Top: D1730-18-PBody, Series D1730, 17" x 30"
  - b. Base: D1730-18-PKSPSM, Series D1730, 17" x 30"
  - c. Lid: D1730-KSPSM-LID, Series D1730, 17" x 29 ½"
2. Jumbo Box: 26" x 15" x 14" Purple Locking AMR Lid
  - a. Top: DFW65C-14 PBody, Series 65C, 26" x 15" x 14"
  - b. Base: DFW65C-14-PKSPSM, Series 65C, 26" x 15" x 14"
  - c. Lid: DFW65C-PKSPSM-Lid, Series 65C, 26 7/8" x 15 ¼"
3. Manufacturer: DFW Plastics or approved equal.
4. Purple Plastic Locking Lid:
  - a. Plastic lid shall be purple solid through and have a key locking mechanism.
  - b. Lid shall be spring loaded with brass locking mechanism with standard brass key. Manufactured by Midland Mfg. Co. or Approved Equal.
  - c. Lid shall have "RECLAIM WATER" and manufacturer's name and logo molded into the lid. Font: Standard Fadal CNC Font with 1" characters x .150" deep.
  - d. Lid shall seat securely and evenly inside the box and shall not overlap the top edge of the box. Tread Dimensions: .188" x .938" x .150".
  - e. Lid shall be molded with grid pattern in an effort to provide skid resistance.
  - f. Lid shall have an AMR Slide Mount molded into the lid. Mount to be molded on underside of lid and off center for placements of an AMR transponder.
5. Purple Plastic Body
  - a. Body of box shall be purple and have crush resistant ribbing along outside of box.
  - b. Body shall have a flange around the lid opening to prevent settling and aide in adjustment to grade.
  - c. Body shall have one pipe slot on each end of the body measuring 4"x9".

2.18 WIRE SPLICES:

- A. Valve Wiring: Waterproof type connectors with plastic housing and non-settling sealant.
- B. DBY by 3M Company, King One Step wire connector, or approved equal.

2.19 RAIN/FREEZE SENSOR:

- A. Wireless Rain/Freeze Sensor with transmitter and receiver.
- B. Attach to top of 2" galvanized pipe 10 foot above grade and 2 feet below grade set in concrete.
- C. Paint pipe semi gloss black.
- D. Manufacturer: RAINBIRD or approved equal.

## **PART 3 - EXECUTION**

### **3.01 INSPECTION:**

- A. Examine areas and conditions under which irrigation sprinkler system is to be installed.
- B. Verify that interfacing work specified elsewhere is complete.
- C. Notify Owner in writing of conditions detrimental to proper and timely completion of Work.
- D. Do not proceed until conditions are satisfactory.

### **3.02 INSTALLATION:**

#### **A. General:**

- 1. Compliance: Complete installation in strict accordance with manufacturer's recommendation, which shall be considered a part of these specifications.
  - 2. Stake location of each sprinkler for approval of Owner before proceeding. Do not exceed manufacturer's maximum spacing limits.
  - 3. Piping Layout: Piping layout is diagrammatic. Route piping around trees and shrubs to avoid damage to plantings. Do not dig within balls of newly planted trees and shrubs.
  - 4. Discrepancies:
    - a. Point out any discrepancy between the plans and the field conditions that may affect uniform coverage. Do not proceed until any design change made necessary by such discrepancy is approved by Owner.
    - b. Should such changes create extra cost, approval for extra compensation shall be obtained in writing by Owner before commencing work.
    - c. Should such changes create savings in cost, a written reduction in the contract price shall be approved in writing by Owner before commencing work.
- B. Excavations: Excavations are unclassified and include earth, loose rock, or combinations, in wet or dry state. Backfill trenches with material removed except if rock is encountered haul this material off site, and backfill to ensure a minimum of 3 inches of rock free soil surrounding pipe.
- C. Water Meter and Backflow Prevention: Refer to plans.

### **3.03 PIPE INSTALLATION:**

- A. General: Width of trenches to be approximately twice as large as the pipe diameter.
- B. Mainline and Lateral Piping: Install with 12 inches of soil cover over laterals and 24" coverage over 8" mainline and 18" coverage over 6" and small mainline.
- C. Trenching: Provide firm, uniform bearing for entire length of pipe to prevent uneven settlement. Wedging or blocking of pipe is not permitted. Remove foreign matter from inside of pipes before assembly. Keep inside of piping clean during and after layout of pipes.
- D. Backfill: Water jet and compact to 90% to prevent after-settling. Hand rake trenches and adjoining areas to leave grade in condition equal to before installation.

3.04 PVC PIPE AND FITTINGS ASSEMBLY:

- A. Solvent: Use solvent and procedures recommended by manufacturer to make solvent-welded joints. Thoroughly clean pipe and fittings before applying solvent.
- B. PVC to Metal Connections: Use Teflon tape.
- C. Threaded PVC Connections: Use threaded PVC adapters into which pipe may be welded. Use Teflon tape on threads.

3.05 ELECTRICAL VALVES:

- A. Provide valves in accordance with materials list and size according to plans.
- B. Install valves in a level position in accordance with manufacturer's specifications.
- C. Provide plastic valve box, centered over valve, flush with finish grade. Provide valve box extensions as required.
- D. Install 0.5 cubic feet washed pea gravel in bottom of valve box.

3.06 SPRINKLERS:

- A. General: Provide in accordance with materials list with nozzle in accordance with plans. Change nozzle degree and trajectory if wind conditions affect coverage. Receive approval from the Owner prior to any change. Install heads adjacent to walks and curbs 2 inches clear of paving.
- B. High-Pop Shrub Heads: Provide nozzles as indicated in 2.15 twelve (12") inch pop-up body. Attach to lateral piping with 1/2". Firmly tamp soil around base plate and leave head plumb. Underside of flange shall be set flush to 1" above finish grade.
- C. Lawn Heads: Attach sprinklers to lateral piping with flex PVC pipe. Firmly tamp soil around base plate and leave head plumb. Underside of flange shall be set flush to 1/4" above finish grade in hydro seeded areas and 1" above finish grade in solid sodded areas.
- D. Rotary Heads: Install as detailed on the plans on swing joints. Follow manufacturer's assembly and installation procedure. Set heads flush with finish grade or sod.

3.07 QUICK COUPLING VALVES (QCV): Provide in accordance with materials list and as detailed on plans. Stake with a 1" galvanized pipe.

3.08 WIRING:

A. Sprinkler Controls to Valves:

1. Conduit is not required for U.F. wire unless otherwise noted on plans. Tuck wire under piping.
2. Make wire connections with waterproof connectors according to manufacturer's recommendations.
3. Provide a separate wire from controller to each electric valve. Provide a common neutral wire from controller to valves served by a particular controller.
4. Provide a 24 inch long wire coils at valves.

5. An expansion coil shall be provided every 200 feet, which consists of 10 wraps around a 1" PVC pipe or some other method approved by the Owner.
6. All valve wires from the same controller shall be bundled together every 10 feet with plastic electrical tape.

B. Wire Testing:

1. Before any backfills are placed over the communication cable, test the wires with a megger for wire installation resistance. Minimum insulation resistance to ground shall be 100K OHMS to ground. Any conductor not meeting this requirement shall be replaced and retested.
2. After backfill is completed, retest the wires with a megger. The minimum acceptable insulation resistance to ground on this test shall be 100K OHMS to ground. Replace and retest any conductor not meeting this requirement.

3.09 TESTING:

- A. Notify Owner to review work 48 hours prior to testing pipe and fittings for leaks.
- B. Test mains for a period of four hours under static pressure. If leaks (or pressure drops) occur, correct defect and repeat test.

3.10 FINAL ADJUSTMENT:

- A. Make final adjustments of sprinkler system prior to Owner's final inspection.
- B. Flush system by removing nozzles from heads on ends of lines and operating system.
- C. Adjust sprinklers for proper operation and proper alignment for direction of throw.
- D. Adjust each section for operating pressure and balance to other sections by use of flow adjustment on top of each valve. Correct operating pressure at last head of each section - 50 psi for rotary heads and 20 to 25 psi for spray heads.
- E. Adjust nuzzling for proper coverage. Prevailing wind conditions or slopes may indicate that arc of angle or trajectory of spray should be other than as shown on plans. Change nozzles to provide correct coverage.

3.11 CLEANUP: Keep premises clean and neat.

**PART 4 - MEASUREMENT AND PAYMENT**

4.01 MEASUREMENT AND PAYMENT

- A. Measurement and Payment shall be specified in the Contract Documents.

END OF SECTION

## **SECTION 329113**

### **FERTILIZER**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Fertilizer in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.4.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.4

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.4.

#### **PART 3 - EXECUTION**

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.4.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT AND PAYMENT

- A. The work performed and materials furnished in accordance with this Item will not be paid for directly but will be subsidiary to pertinent Items.

END OF SECTION

## SECTION 329119

### TOPSOIL

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Topsoil in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.2.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.2

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.2.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.2.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.2 unless otherwise specified in the Contract Documents.

##### 4.02 PAYMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.2 unless otherwise specified in the Contract Documents.

END OF SECTION

## SECTION 329223

### TURFGRASS PLANTING

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. This work includes all labor, materials, and equipment for soil preparation, fertilization, planting, and other requirements regarding Turfgrass Planting areas shown on the plans.

##### 1.02 RELATED SECTIONS

- A. Section 024100 - General Site Preparation
- B. Section 328000 - Irrigation System
- C. Section 329113 – Fertilizer
- D. Section 329119 - Topsoil

##### 1.03 SUBMITTALS

- A. Delivery Receipts and Invoices: All delivery receipts and copies of invoices for materials used for this work shall be subject to checking by the Owner and shall be subsequently delivered to the office of the Owner.
- B. Samples and Producers' Specifications: Various samples, certificates, and specifications of seed, fertilizer, sand, compost, other soil amendments, and other materials shall be submitted for approval as required by subsequent sections of this specification.

#### PART 2 - PRODUCTS

##### 2.01 TURFGRASS

- A. Bermudagrass Seed: Turfgrass seed shall be “Cynodon dactylon” (Common Bermudagrass). The seed shall be harvested within one (1) year prior to planting, free of Johnsongrass, field bind weed, dodder seed, and free of other weed seed to the limits allowable under the Federal Seed Act and applicable seed laws. The seed shall not be a mixture. The seed shall be hulled, extra fancy grade, treated with fungicide, and have a germination and purity that will produce, after allowance for Federal Seed Act tolerances, a pure live seed content of not less than 85% using the formula: purity % times (germination % times plus hard or sound seed %). Seed shall be labeled in accordance with U.S. Department of Agriculture rules and regulations.
  - 1. Certificate Submittal: Prior to planting, provide the Owner or his representative with the State Certificate stating analysis of purity and germination of seed.
- B. Sod: Turfgrass sod shall be “Cynodon dactylon” (Common Bermudagrass). Sod shall consist of stolons, leaf blades, rhizomes, and roots with a healthy, virile system of dense, thickly matted roots throughout the soil of the sod for a thickness not less than three-quarters (3/4”) inch. Sod shall be alive, healthy, vigorous, free of insects, disease, stones, and undesirable foreign materials and grasses. The grass shall have been mowed prior to sod cutting so that the height of the grass shall not exceed two (2”) inches. Sod shall have been produced on

growing beds of clay or clay-loam topsoil. Sod shall not be harvested or planted when its moisture condition is so excessively wet or dry that its survival will be affected. All sod is to be harvested, delivered, and planted within a thirty-six (36) hour period of time. Sod shall be protected from exposure to wind, sun, and freezing. If sod is stacked, it shall be kept moist and shall be stacked roots-to-roots and grass-to-grass.

1. Dimensions: All sod shall have been machine cut to uniform soil thickness of one (1") inch plus or minus one-quarter (1/4") inch. All sod shall be of the same thickness. Rectangular sections of sod may vary in length, but all shall be of equal width and of a size that permits the sod to be lifted, handled, and rolled without breaking. Broken pads and torn, uneven ends will be unacceptable.

## 2.02 FERTILIZER

- A. General: Fertilizer shall be a commercial product, uniform in composition, free flowing, and suitable for application with approved equipment, Fertilizer shall be delivered to the site in fully labeled original containers. Fertilizer which has been exposed to high humidity and moisture has become caked or otherwise damaged making it unsuitable for use will not be acceptable.
- B. Initial Planting Application: Fertilizer for the initial planting application shall be of an organic base containing by weight the following (or other approved) percentages of nutrients: 15-15-15 (N-P-K), also containing 10-15% sulphate and traces of iron and zinc as required and approved by the Owner. At least 50% of the nitrogen component must be of a slow-release formulation such as area-based and plastic resin-coated fertilizers.
  1. Specification Submittal: Submit a sample label or specification of the fertilizer proposed to be used for the Owner's approval.
- C. Post Planting Application: Fertilizer for the post planting application will be a chemical base fertilizer containing by weight the following percentages of nutrients: 21-0-0 (N-P-K) ammonium sulphate or the nitrogen equivalent of 33-0-0 ammonium nitrate.
  1. Specification Submittal: Submit a sample label or specification of the fertilizer proposed to be used for the Owner's approval.

## 2.03 HYDRAULIC-MULCH MATERIALS

- A. Refer to the Public Works Construction Standards, NCTCOG 5th Edition, Item 204.6.4.4.
- B. Public Works Construction Standards, NCTCOG 5th Edition, Item 204.6.4.4 is hereby modified by excluding the compliance with NCTCOG Item 204.4 Fertilizer.
- C. Fertilizer for hydraulic mulching will comply with requirements of this specification.

## 2.04 SOIL AMENDMENTS (Not required.)

## **PART 3 - EXECUTION**

### **3.01 GENERAL**

- A. All turfing operations are to be executed across the slope, parallel to finished grade contours.

### **3.02 SOIL PREPARATION**

- A. Contractor shall kill all vegetation prior to soil preparation.
- B. Tillage: Tillage shall be accomplished to loosen the soil, destroy existing vegetation, and prepare an acceptable seed/sprig/sod bed. All areas shall be tilled with a heavy duty disc or a chisel-type breaking plow, chisels set not more than ten (10") inches apart. Initial tillage shall be done in a crossing pattern for double coverage, followed by a disc harrow. Depth of tillage shall be five (5") inches. A heavy duty rototiller may be used for areas to be planted with sod.
- C. Cleaning: Soil shall be further prepared by the removal of debris, building materials, rubbish, weeds, and stones larger than three-quarters inch ( 3/4") diameter.
- D. Fine Grading: After tillage and cleaning, all areas to be planted shall be leveled, fine graded, and drug with a weighted spike harrow or float drag. The required result shall be the elimination of ruts, depressions, humps, and objectionable soil clods. This shall be the final soil preparation step to be completed before the commencement of fertilizing and planting.
- E. Rock Removal: During the soil preparation process, a "Rock Pick" or other approved piece of machinery shall be used to gather surface stones as small as three-quarter (3/4") inch in diameter. The Contractor shall be responsible for the disposal of collected materials as waste per "Clean Up" Paragraph 3.10.

### **3.03 FERTILIZING**

- A. Initial Planting Application: The specified fertilizer shall applied at the rate of (18) pounds per one thousand (1,000) square feet (800 pounds per acre).
  - 1. Timing: The initial planting application of fertilizer for seeded/sprigged areas shall be applied after the soil preparation, but not more than two (2) days prior to turfgrass planting. (Fertilizer shall be applied over sodded areas after planting, but not more than two (2) days later.)
- B. Post Planting Application: Thirty (30) days after planting, turfgrass areas shall receive an application of 21-0-0 or 33-0-0 fertilizer at the rate of nine (9) pounds per one thousand (1,000) square feet (400 pounds per acre).
  - 1. Timing: The Owner or his representative will determine if it is too late in the growing season for the post planting application. In the event that it is, the application shall be made in the spring of the next year, or the cost of the application may become a credit due to the Owner.
  - 2. Post Planting Maintenance: See Paragraph 3.07. Areas without a uniform stand (complete coverage) that must be maintained later than thirty (30) days after the initial planting shall receive subsequent applications of fertilizer, as described above, every thirty (30) days until a uniform stand is achieved.

3.04 PLANTING:

- A. Seeding: Following soil preparation and initial fertilizing, apply Bermudagrass seed at the rate of two (2) / three (3) pounds per one thousand (1,000) square feet (90/130 pounds per acre) or ryegrass seed at the rate of eight (8) pounds per one thousand (1,000) square feet (350 pounds per acre). Seed shall be uniformly placed with a Brillion seeder-cultipacker, or the seed shall be broadcast uniformly, followed by rolling with a weighted lawn roller.
1. Timing: Bermudagrass shall not be seeded in planting periods other than the following unless special permission is granted by the Owner: April 15 to June 15, and August 15 to September 15.
  2. Hydraulic Mulch (where required): Refer to Public Works Construction Standards, NCTCOG 5<sup>th</sup> Edition, Item 204.6.4.4.
- B. Solid Sodding: Prior to laying the sod, the planting bed shall be raked smooth to true grade and moistened to a depth of four (4") inches, but not to the extent causing puddling. The sod shall be laid smoothly, tightly butted edge to edge, and with staggered joints. The sod shall be pressed firmly into contact with the sod bed by rolling or by hand tamping with an approved tamper so as to eliminate all air pockets, provide a true and even surface, and insure knitting without displacement of the sod or deformation of the surfaces of sodded areas. Following compaction, fine screened soil of good quality shall be used to fill all cracks between sods. Excess soil shall be worked into the grass with suitable equipment and shall be well watered. The quantity of fill soil shall be such that it will cause no smothering of the grass.

3.05 PROTECTION: No heavy equipment shall be moved over the planted lawn area unless the soil is again prepared, graded, leveled, and replanted. It will be the responsibility of this Contractor to protect all paving surfaces, curbs, utilities, plant materials, and any other existing improvements from damage. Any damages shall be repaired or replaced at no cost to the Owner. This Contractor will also locate and stake all irrigation heads, valve risers, etc., prior to beginning any soil preparation work.

3.06 ESTABLISHMENT AND ACCEPTANCE: Regardless of unseasonable climatic conditions or other adverse conditions affecting planting operations and the growth of the turfgrass, it shall be the sole responsibility of the Contractor to establish a uniform stand of turfgrass as herein specified. When adverse conditions such as drought, cold weather, high winds, excessive precipitation, or other factors prevail to such an extent that satisfactory results are unlikely, the Owner may, at his own discretion, stop any phase of the work until conditions change to favor the establishment of turfgrass.

3.07 POST-PLANTING MAINTENANCE: Contractor shall begin maintenance immediately after each portion of grass area is planted. All planted areas will be protected and maintained by watering, weed control, and replanting as necessary for at least thirty (30) days after initial planting and for as much longer as necessary to establish a UNIFORM STAND WITH COMPLETE COVERAGE OF THE SPECIFIED GRASS. It is anticipated that a minimum of one (1) mowing will occur before the grass areas are acceptable to the Owner. Only those areas which are not completely covered with the specified grass at the end of thirty (30) days will continue to be replanted and maintained by the Contractor until complete coverage and acceptable results are achieved. The automatic irrigation system will be available for the Contractor's use. Any other water equipment deemed necessary by the Contractor will be provided by the Contractor at his expense.

- A. Watering: Use the automatic irrigation system to apply at least one-half (1/2") inch of water over the entire planted area every three (3) days. Contractor shall water thoroughly and infrequently once grass is established to encourage deep root growth.
  - B. Mowing: Once grass is established the planted area shall be mowed at least once a week during the growing season. Grass shall be mowed to a height of one (1") inch and shall not exceed four inches (4") in height. Mowing during dormant season will be done as necessary.
  - C. Weed Control: No sooner than 45 days after grass has germinated any weed growth shall be arrested by applying MSMA broadcasted over the entire planted area. Additional applications of MSMA will be required to eliminate weed growth that continues to grow after the initial application. MSMA will only be used during the growing season. All weed growth during the dormant season will be controlled with spot applications of "Round-Up." "Round- Up" will not be used until the grass is totally dormant.
- 3.08 GRADING: All grading and placing of topsoil on any given area will be done prior to the beginning of this work. It will be the Contractor's responsibility to maintain the existing grades and leave them in a true and even condition after planting turfgrass. Finish condition of turfgrass will be such that sod sits flush with paving (topsoil 1" below paving) and such that drainage grades and swales function and to not trap drainage on the paving.
- 3.09 EROSION CONTROL: Throughout the project and the maintenance period for turfgrass, it is the Contractor's responsibility to maintain the topsoil in place at specified grades. Topsoil and turfgrass losses due to erosion will be replaced by the Contractor until establishment and acceptance is achieved.
- 3.10 CLEAN UP: This Contractor shall remove any excess material or debris brought onto the site or unearthed as a result of his turfgrass operations.
- 3.11 GUARANTEE: This Contractor shall guarantee all materials used for this work to be the type, quality, and quantity specified.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### **4.01 MEASUREMENT AND PAYMENT**

- A. Measurement and Payment shall be specified in the Contract Documents.

END OF SECTION

## SECTION 329300

### TREE, SHRUB, AND GROUNDCOVER PLANTING

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. This work includes all final fine grading and minor leveling of planting areas, soil preparation, and planting. Furnish all labor, materials, equipment and services required as herein specified and indicated on the drawings. Refer to planting details on plans. NOTE: Plant beds to be left 1" below adjacent paving and slabs after settling.

##### 1.02 RELATED SECTIONS

- A. Section 024100 - General Site Preparation
- B. Section 328000 - Irrigation System
- C. Section 329113 - Fertilizer

#### PART 2 - PRODUCTS

##### 2.01 TOPSOIL

- A. All planting bed topsoil shall be soil/compost mix as produced by the Living Earth Company, Dallas, TX or approved equal.
- B. Submittal: Submit 1 gallon samples to Owner for Approval.
- C. Existing topsoil may be used or amended if it meets the requirements for imported soil and is approved by the landscape architect. Provide a minimum of one soil sample with accompanying soil test report for each topsoil type found on the site.

##### 2.02 COMMERCIAL FERTILIZER

- A. Shall be organic base fertilizer containing the following minimum percentages of available plant nourishment, by weight 5-10-5 (N-P-K), mixed nitrogen, not less than fifty (50%) percent from an organic source and trace elements, Wacco brand or approved equal. Any fertilizer which becomes caked or otherwise damaged, making it unsuitable for use, will not be accepted.
- B. Commercial fertilizer shall be a complete organic fertilizer, part of the element of which is derived from organic sources. It shall be the type percentages and applied at the rate specified in the soil analysis. Fertilizer shall be delivered mixed as specified in standard size bags, showing weight, analysis, and name of manufacturer, and shall be stored in a weatherproof storage place, and in such a manner that it will be kept dry and its effectiveness will not be impaired.
- C. Submittal: Submit labels to Owner for Approval.

##### 2.03 SOIL AMENDMENTS (None required.)

## 2.04 MULCH

- A. Shall be shredded cypress bark mulch.
- B. Submittal: Submit a one (1) quart sample of proposed mulch for Owner approval.

## 2.05 ROOT ACTIVATOR (Not required.)

2.06 WATER: Water shall be available at the site via irrigation system. Water required in connection with planting will be furnished and paid for by the Owner provided it is not used in a wasteful manner. Any hose or other watering equipment shall be provided by the Landscape Contractor to water planting areas until the job is accepted by the Owner.

## 2.07 PLANT MATERIALS

- A. Plant Name and Location: The names and locations of all plants are noted on the drawings. The nomenclature of all plant materials is per Standardized Plant Names, 1942 edition and Manual of Cultivated Plants by L. H. Bailey. Plant materials not conforming to these two references will be rejected by the Owner.
- B. Quality and Size: All plant materials shall be first class representatives of their normal species or variety unless otherwise specified. They shall have a habit of growth that is normal for the species and shall be healthy, shapely, well-rooted, and vigorous. All plant materials shall be free from insect pests, plant diseases, and injuries. The containers and balls of all plants delivered to the site shall be free from any weeds or grasses which could be considered noxious or objectionable; i.e., nutgrass or Johnsongrass. ALL PLANT MATERIALS SHALL BE EQUAL TO OR EXCEED THE MEASUREMENTS SPECIFIED ON THE PLANTING PLAN WHICH ARE THE MINIMUM ACCEPTABLE SIZES. They shall be measured after pruning with the branches in normal position. The requirements for measurement, branching, grading, quality, balling and burlapping of plants specified generally follow the code of the standards currently recommended by the American Nursery and Landscape Association, in the American Standards for Nursery Stock.
  - a. Trees shall not be headed back in the nursery or on site. Trees with multiple leaders, unless specified, will be rejected. Trees with damaged or crooked leader, bark abrasions, sunscald, disfiguring knots, insect damage, or cuts of limbs over 20 mm (3/4 in.) in diameter that are not completely closed will be rejected. The root flare shall be visible. Trees with girdling roots will be rejected.
- C. Packaging:
  - 1. Container Grown Plants: Plants designated as “container grown” on the plans shall be full or heavy grade and shall have been growing in the specified size container for one full season prior to delivery to the site.
  - 2. Balled and Burlapped Plants (B&B): Plants designated “B&B” on the plans shall be balled and burlapped. They shall be dug with firm, natural balls of earth of sufficient diameter and depth to encompass the fibrous and feeding root system necessary for full recovery of the plant. Balls shall be firmly wrapped with burlap or similar materials and bound with twine, cord, or wire mesh. Where necessary, to prevent breaking or cracking of the ball during the process of planting, the ball may be secured to a platform.

3. Alternate to B&B: Plants grown in containers may be accepted as B&B provided that the plant has been growing in the container for one full growing season prior to delivery. Alternate must be approved by Owner.
- D. Substitutions: Substitutions will be permitted only upon submission of proof that any plant is not obtainable and authorization by the Owner or his representative by a Change Order providing for the use of the nearest equivalent obtainable size or variety of plant having the same essential characteristics with an equitable adjustment of contract price.
  - E. Biostimulants: shall contain soil conditioners, VAM, and endomycorrhizal and etomycorrhizal fungi spores and soil bacteria appropriate for existing soil conditions. Submit manufacturer literature for approval.
- 2.08 SOIL STERILANT: (Not required.)
- 2.09 WEED CONTROLLER: Shall be "Round-Up" as manufactured by Monsanto, Inc or approved equal.

### **PART 3 - EXECUTION**

#### 3.01 LAYOUT

Location and spacing for plants and outline of areas to be planted shall be as denoted by stem location or by notations on the plan. All tree and shrub planting locations shall be staked by the Landscape Contractor and shall be approved by the Owner prior to digging the planting pits.

#### 3.02 SCARIFICATION

- A. All bed areas to receive planting shall be scarified to a depth of twelve (12") inches and all debris, stone, rubbish, and weeds shall be removed from the site.
- B. Weed Control: Prior to scarification the Contractor shall apply "Round-Up" herbicide to all bed areas. Follow manufacturer's directions as to timing requirements for effective weed control.

#### 3.03 BED PREPARATION

- A. Planting areas shall be dug and soil fully prepared, graded, and made ready to receive the plants before delivery of plant materials. After planting, all beds shall be one (1") inch above finished grade to allow for settling.
- B. Groundcover and Vine Planting Areas:
  1. Commercial Soil Mix: All planting beds shall be excavated to twelve (12") inches below finished grade by Landscape/General Contractor, and all debris, stone, rubbish, weeds, and topsoil shall be removed from the site. The subgrade shall then be tilled to a depth of six (6") inches and the planting bed shall be backfilled with soil compost mix as available from Living Earth Company, Dallas, Texas, or approved equal. Upon replacement of topsoil with mix and after watering in, the bed should be at the specified level.
- C. Tree and Shrub Planting Pits:
  1. Planting Pits: After scarifying, the planting pits shall be excavated. All shrub pits shall be a minimum of six (6") inches larger in diameter and three (3") inches deeper than the

shrub ball or root spread. All tree pits shall be a minimum of twelve (12") inches larger in diameter and 2-3 inches less deep than the rootball. All tree pits shall be tested for percolation. If water does not drain within 24 hours, drainage or a more suitable species or location shall be provided. sp.

2. Soil Mix: Soil mix for backfilling the tree and shrub planting pits shall be soil/compost mix as specified for Groundcover and Vine Planting Areas.

D. Raised Planters:

1. Backfilling: Planters shall be backfilled with specified commercial soil mix.

### 3.04 DELIVERY OF PLANT MATERIALS

Plants shall be packed and protected during delivery and after arrival at the site, against climatic, seasonal, wind damage, or other injuries, and at no time shall be allowed to dry out.

### 3.05 PROTECTION OF PLANT MATERIALS

All plants shall be handled so that roots are adequately protected at all times from drying out and from other injury. The balls of balled plants which cannot be planted immediately on delivery shall be "heeled in" for protection with soil mulch, straw, or other acceptable material.

### 3.06 SETTING THE PLANTS

All plants shall be planted in pits, centered, and set to touch such depth that the finished grade level at the plant after settlement will be the same as that at which the plant was grown. Each plant shall be planted upright and faced to give the best appearance or relationship to adjacent plants or structures. No burlap shall be pulled out from under balls or balls broken when taken from containers. All broken or frayed roots shall be cut off cleanly. Prepared soil shall be placed and compacted carefully to avoid injury to roots and to fill all voids. When the hole is nearly filled, add water and root activator, mixed per manufacturer's recommendations, and allow it to soak away. Fill the hole to finished grade and form a shallow saucer around each tree or shrub by placing a ridge of topsoil around the edge of each pit after planting.

### 3.07 MULCHING

All plants will be mulched after planting with a three inch (3") deep layer of mulch material entirely covering the area around each plant except as noted. The root flare of trees shall not be covered with mulch. In the groundcover and massed shrub areas, the entire area between the plants is to be so treated, regardless of plant spacing.

### 3.08 GRADING

The surface of all planting areas shall slope as shown on the plans. Unless otherwise shown, slope one-quarter (1/4") inch per foot (two (2%) percent gradient) away from foundations and walk.

### 3.09 CLEANUP

All excess soil, soil preparation materials, fertilizer, or plant containers shall be removed from the site upon completion of the work.

### 3.10 PRUNING AND SPRAYING

Each tree will be pruned to preserve the natural shape and character of the plant. All pruning will be done after delivery to the site, under supervision of the Owner. All soft wood or sucker growth and all broken or badly bruised branches shall be removed. All pruning diameter will be painted with tree surgery paint, applied on all cambium and other living tissues immediately after cuts are made. Immediately after planting and staking, all plant material except coniferous evergreens must be sprayed with an antidesiccant, if required, using an approved power sprayer for applying an adequate film over trunks, branches, and foliage. Antidesiccants and surgery paint shall be delivered in manufacturer's sealed containers and used in accordance with their recommendations.

### 3.11 MAINTENANCE

The Landscape Contractor is responsible for watering, cultivating, and other necessary maintenance (including regular mowing) until the completion and acceptance of the project.

### 3.12 INSPECTION FOR ACCEPTANCE

- A. Inspections: Inspection of work and planting to determine completion of the work, exclusive of possible warranty plant replacement, will be made by the Owner upon notice by the Landscape Contractor. The Owner needs not less than two (2) days notice prior to the anticipated date, enabling him to schedule the inspection.
- B. Acceptance: Acceptance of all work and planting, exclusive of possible plant replacements subject to guarantee, will be granted to the Landscape Contractor, provided there are no deficiencies at inspection time. After inspection, the Landscape Contractor will be notified by a letter of acceptance of work by the Owner. All plants must be healthy (not dry or wilted) to be accepted.

### 3.13 GUARANTEE

- A. Terms: All shrubs and groundcover shall be guaranteed for a minimum of one (1) year and all trees for one (1) year or in accordance with the Contract Documents, whichever is greater. Guarantee begins upon Final Acceptance of project by City.
- B. Plant Replacement: At the end of each guarantee period, inspection will be made by the Owner and the Landscape Contractor. Any plant material required under this contract that is dead or not in satisfactory growth condition shall be removed and replaced with the same size and kind of plant specified, at no cost to the Owner.

### 3.14 MAINTENANCE GUIDE

The Landscape Contractor, upon delivery of the plant materials, shall deliver to the Owner a brief, written maintenance guide. This guide should describe recommended planting maintenance procedures, methods, products, quantities, timing, etc.

## **PART 4 - MEASUREMENT AND PAYMENT**

### 4.01 MEASUREMENT AND PAYMENT

- A. Measurement and Payment shall be specified in the Contract Documents.

END OF SECTION

## SECTION 329600

### REMOVAL, PROTECTION AND REPLACEMENT OF TREES, SHRUBBERY, PLANTS, SOD, AND OTHER VEGETATION

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary for removal, protection and replacement of trees, shrubbery, plants, sod and other vegetation in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.1.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.1
- B. ANSI A300, Pruning Standards
- C. City of Lake Dallas Preservation Ordinance
- D. City of Lake Dallas Tree Protection Standard Details

##### 1.03 RELATED SECTIONS

- A. Section 024100 - General Site Preparation

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.1.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.1.
- B. Unless otherwise specified on the plans, trees and shrubs with calipers greater than three (3") inches shall not be cleared (removed) provided that both of the following conditions are met:
  - 1. The vegetation exists in an area that is not proposed for pavement, a structure, or the playing bounds of an athletic field.
  - 2. The vegetation is in an area where the cut or fill does not exceed six inches (6").

- C. The Owner will assist the Contractor in identifying trees that are to be saved from clearing if not specified in the plans. The Contractor will protect such trees from construction damage such as trunk impacts and scrapes, limb breakage, compaction of soil within the drip line, and other injurious construction activities. If necessary, the Owner may direct the Contractor, at the Contractor's expense, to erect protective stockades along the drip lines of trees that the Owner considers vulnerable to damage. Such stockades shall be of eight foot (8') long x six inch (6") diameter posts vertically buried three feet (3') deep at six foot (6') intervals along the drip line.
- D. Where grading or clearing and grubbing operations are to occur between trees that are to be preserved and protected, the Contractor will prune the lower branches of these trees as necessary to prevent their breakage and to permit access by construction machinery. Branches will be cut off to the trunk or major limb pursuant to ANSI A300. The Owner may direct that the Contractor remove additional branches in such a manner that the tree presents a balanced appearance. Scars will be treated with a heavy coat of an approved tree sealant.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.1 unless otherwise specified in the Contract Documents.

##### 4.02 PAYMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 204.1 unless otherwise specified in the Contract Documents.

END OF SECTION

## SECTION 330510

### TRENCHING, BACKFILLING AND COMPACTION

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to perform Trenching, Backfilling and Compaction operations for utility construction in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 107.20.3, 203 and 504.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 107.20.3, 203 and 504

##### 1.03 SUBMITTALS

- A. Trench safety plan in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 107.20.3.3.

#### PART 2 - PRODUCTS

Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 504.2.

#### PART 3 - EXECUTION

##### 3.01 CONSTRUCTION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 107.20.3, 203 and 504.
- B. Trenches shall be excavated by a trenching machine, backhoe or dragline, except in locations where hand trenching is required. The banks of trenches shall be vertical, to a point one foot (1') above the top of pipe.
- C. The excavation shall not advance more than three hundred feet (300') ahead of the completed and backfilled line. Pipe shall be laid in all trenches that have been opened before the end of each day's work, unless the Contractor secures written permission to do otherwise from the Inspector.
- D. The final backfill shall be moisture treated to a minimum of 3 percentage points above optimum moisture content at a minimum of 95 percent standard Proctor (ASTM D 698).

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 504.7 for measurement of backfill.
- B. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 107.20.3.6 for measurement of trench safety.

4.02 PAYMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 504.7 for payment of backfill.
- B. Refer to *Public Works Construction Standards*, NCTCOG, 4<sup>th</sup> Edition, Item 107.20.3.6 for payment of trench safety.
- C. All excavation for utility installation shall be considered subsidiary to the utility bid item. No separate pay item for excavation, backfill and/or trenching, unless otherwise noted.

END OF SECTION

## SECTION 330523

### TRENCHLESS UTILITY INSTALLATION

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install utility lines using trenchless installation methods in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 503.

##### 1.02 REFERENCES

- A. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 503
- B. City of Lake Dallas' Standard Details included in the plans.

##### 1.03 QUALITY ASSURANCE

###### A. DESIGN CRITERIA

The pipe casing (or carrier pipe on uncased bores) shall be designed by a Licensed Professional Engineer for the following loading conditions and applicable combinations thereof:

1. Cooper's E-80 Railway loading or AASHTO HL93 loading as applicable
2. Earth loading with the height of fill above the casing as shown on the plans
3. Loads applied during jacking, including axial load from jacking
4. All other applicable loading conditions, including loads applied during transportation and handling.

###### B. INSTALLER'S QUALIFICATIONS

Installation shall be by a competent, experienced contractor or sub-contractor. The installation contractor shall have a satisfactory experience record of at least three (3) years engaged in similar work of equal scope.

All welding shall be performed by a certified welder in the state of Texas.

###### C. PERFORMANCE REQUIREMENTS

Lateral or vertical variation in the final position of the pipe casing (or carrier pipe on uncased bores) from the line and grade established by the ENGINEER shall be permitted only to the extent of 1" in 10' feet, provided that such variation shall be regular and only in the direction that will not detrimentally affect the function of the carrier pipe.

##### 1.04 SUBMITTALS

Submittals shall include:

- A. Shop drawings of the casing pipe (or carrier pipe for uncased bores) from the manufacturer. Shop drawings shall include calculations for the design of the casing pipe (or carrier pipe for uncased bores) by a Licensed Professional Engineer.

- B. Provide Certificate of Adequacy of Design of casing and/or carrier pipe.
- C. Provide record data of casing insulators including sketches of insulators with material components and dimensions and proposed locations of insulators.
- D. Provide Pressure Grout material and method.

## **PART 2 - PRODUCTS**

### **2.01 MATERIALS**

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 503.2.
- B. High Density Polyethylene casing spacers are required unless otherwise specified.
- C. Steel casing pipe shall be new (or used if approved by the OWNER) and suitable for the purpose intended and shall have a minimum yield strength of 35,000 psi. Casing shall meet ASTM A-36, ASTM A-570, ASTM A-135, ASTM A-139, or approved equal.
- D. Casing pipe shall be coated and lined with coal tar epoxy (15 mils min.) in accordance with AWWA C-210. Pipe joints shall be welded in accordance with AWWA C-206. After pipe is welded, coating shall be repaired.

## **PART 3 - EXECUTION**

### **3.01 GENERAL**

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 503.3.
- B. All casing pipe joints shall be watertight with no water entering the casing from any sources prior to carrier pipe installation.
- C. The carrier pipe shall be installed within the casing between the limits indicated on the Plans to the specified lines and grades, and utilizing methods which include due regard for safety of workers, adjacent structures and improvements, utilities, and the public.
- D. Furnish all necessary equipment, power, water, and utilities for carrier pipe installation, insulator runner lubricant, grouting, and other associated Work required for the Contractor's methods of construction.
- E. Conduct all operations such that trucks and other vehicles do not interfere with traffic or create a dust or noise nuisance in the streets and to adjacent properties. Promptly clean up, remove, and dispose of spoils and slurry spillage and any slurry discharges.
- F. All Work shall be done so as not to disturb roadways, adjacent structures, landscaped areas, or existing utilities. Any damage shall be immediately repaired to original or better condition and to the satisfaction of Engineer.

### **3.02 INSTALLATION OF CARRIER PIPE**

- A. Pipe Installation: Carrier pipe shall meet the requirements of the applicable Specification section. Remove all loose soil from casing. Grind smooth all rough welds at casing joints.

Provide casing spacers, or insulators, or other approved devices, as required, to prevent flotation, movement, or damage to the pipe during installation and annular space grout placement. Every individual pipe section should be supported by spacers as shown in the City's Standard Details. Carrier pipe shall be installed without sliding or dragging it on the ground or in the casing in a manner that could damage the pipe. Coat the casing spacer runners with a non-corrosive/environmentally safe lubricant to minimize friction when installing the carrier pipe.

- B. Testing of Carrier Pipe: Testing of the carrier pipe joints shall be completed prior to the filling of the annular space between the casing and carrier pipe with grout. Pressure testing shall be performed in accordance with the specification for the selected pipe material. Any leakage found during this inspection shall be corrected.
- C. Backfill Annular Space with Grout: After the installation of the carrier pipe, the annular space (all voids) between the casing and the carrier shall be filled with grout so all remaining surfaces of the exterior carrier pipe wall and casing interior are in contact with the grout. Furnish the necessary grout, equipment, hoses, valves, and fittings for the backfilling operation. Grout shall be pumped through a pipe or hose. Use grout pipes, or other appropriate materials to avoid damage to carrier pipe during grouting. The grout shall be proportioned to flow and to completely fill all voids between the carrier pipe and the casing. The Contractor shall provide end seals, as approved by the Engineer at each end of the casing to contain the grout backfill. The end seals shall be designed to withstand the anticipated grouting pressure and be watertight to prevent groundwater from entering the casing. Block the carrier pipe during grouting to prevent flotation during grout installation. The Contractor shall also protect and preserve the interior surfaces of the casing from damage. It is the responsibility of the Contractor to submit to the Engineer sufficient information indicating all proposed equipment, materials, and the method for filling this void.

### 3.03 SAFETY

- A. The Contractor is responsible for safety on the job site. Perform all Work in accordance with the current applicable regulations of the Federal, State, and local agencies. In the event of conflict, comply with the more restrictive applicable requirement.
- B. No gasoline powered equipment shall be permitted in jacking shafts and receiving shafts/pits. Diesel, electrical, hydraulic, and air powered equipment is acceptable, subject to applicable local, state, and federal regulations.
- C. Methods of construction shall be such as to ensure the safety of the Work, Contractor's and other employees on site, and the public.
- D. Furnish and operate a temporary ventilation system in accordance with applicable safety requirements when personnel are underground. Perform all required air and gas monitoring. Ventilation system shall provide a sufficient supply of fresh air and maintain an atmosphere free of toxic or flammable gasses in all underground work areas.
- E. Perform all Work in accordance with all current applicable regulations and safety requirements of the Federal, State, and local agencies. Comply with all applicable provisions of 29 CFR Part 1926, Subpart S, Underground Construction and Subpart P, Excavations, by OSHA. In the event of conflict, comply with the more stringent requirements.

- F. The Contractor shall develop an emergency response plan for rescuing personnel trapped underground in a shaft excavation or pipe. Keep on-site all equipment required for emergency response in accordance with the agency having jurisdiction.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 503.4.

##### 4.02 PAYMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 503.4.

END OF SECTION

## SECTION 331219

### FIRE HYDRANTS

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Fire Hydrants in accordance with *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 502.3.

##### 1.02 REFERENCES

- A. AWWA C502, AWWA Standard for Dry-Barrel Fire Hydrants, Latest Revision
- B. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 502.3
- C. City of Lake Dallas' Standard Details for Fire Hydrants.
- D. Lake Cities Fire Department requirements.

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 502.3.
- B. Hydrant barrel inside diameter shall not be less than 7 ¼".
- C. All hydrants shall be equipped with two (2) hose nozzles and one (1) steamer nozzle. The hose nozzles shall be two and one-half inches (2 ½") nominal I.D. National Standard Thread. Pumper nozzle shall be four inches (4") nominal I.D. National Standard Thread. All nozzles shall be mechanically attached.
- D. All fire hydrants shall open by turning to the left (counter-clockwise).
- E. All hydrants shall be of the breakable type.
- F. All hydrants shall have a 4 mil epoxy coating on the interior of the shoe.

#### PART 3 - EXECUTION

##### 3.01 INSTALLATION

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 502.3.2.
- B. Fire hydrants shall be installed so the breakaway point will be no less than four inches (4") and no greater than eight inches (8") above the final grade elevation. If grade adjustments are made during residential or commercial construction, the fire hydrant shall be adjusted by builder to meet breakaway requirements listed previously before obtaining certificate of occupancy.

- C. Fire hydrants shall be located a minimum of two feet (2') and a maximum of six feet (6') from the fire lane or public roadway, based on the location of the sidewalk. The fire hydrant shall not be located in the sidewalk.
- D. All fire hydrants shall be installed so that the steamer connection will face the fire lane or public roadway.
- E. Fire hydrants shall be located no closer than ten feet (10') from the curb return at street or fire lane intersections.
- F. A blue reflector shall be placed just off center of the street or fire lane opposite fire hydrants. At intersections, reflectors shall be placed on both roadways opposite fire hydrant.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 502.3.3.

##### 4.02 PAYMENT

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 502.3.3.

END OF SECTION

## SECTION 334113

### REINFORCED CONCRETE PIPE

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Reinforced Concrete Pipe in accordance Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges* Item 464.

##### 1.02 REFERENCES

- A. TxDOT Items 400, 402, 403, 420, 464, 467, and 473
- B. Section 330510 Trenching, Backfilling and Compaction
- C. City of Lake Dallas' Standard Detail for Storm Drain Embedment and Backfill.
- D. TxDOT standard details included in the plans.

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT Item 464.2.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION AND INSTALLATION

- A. Refer to TxDOT Item 464.3. The *Excavation, Shaping, Bedding, and Backfill* section references TxDOT Item 400. The City of Lake Dallas' Standard Detail for Standard Storm Drain Embedment and Backfill detail shall replace Figure 1 in TxDOT Item 400.

##### 3.02 INSPECTION

- A. After compaction and subgrade preparation but prior to paving, television inspections tests are required on all storm sewer mains laterals and culverts as identified on the construction plans. The minimum information to be provided to the Owner and City's inspectors, in both text and video form, are line designation, length, slope, and joints. Any line or lines found to be defective will be corrected and another television inspection shall be performed at the contractor's expense

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to TxDOT 464.4.

4.02 PAYMENT

A. Refer to TxDOT 464.5.

END OF SECTION

## SECTION 334114

### THERMOPLASTIC STORM WATER PIPE

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Thermoplastic Storm Water Pipe and Fittings in accordance Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges* Special Specification 4122 and *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 501.23.

##### 1.02 REFERENCES

- A. TxDOT Special Specification 4122
- B. *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Item 501.23

#### PART 2 - PRODUCTS

##### 2.01 PIPE

- A. Refer to *Public Works Construction Standards*, NCTCOG, 5<sup>th</sup> Edition, Items 501.23.2 Materials, 501.23.3 Stiffness, and 501.23.4 Joints.

##### 2.02 END SECTIONS

- A. Refer to TxDOT Special Specification 4122.3.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION AND INSTALLATION

- A. Refer to TxDOT Special Specification 4122.4. For installation of thermoplastic storm water pipe, requirements of this section take precedence over requirements of the City of Lake Dallas' Technical Specification 330510 and Standard Detail on Embedment "B" (Storm).
- B. For pipe installations beneath and adjacent to roadways, provide safety end treatments in accordance with TxDOT Special Specification 4122.3.

##### 3.02 INSPECTION

- A. After compaction and subgrade preparation but prior to paving, television inspections tests are required on all storm sewer mains, laterals and culverts as identified on the construction plans. The minimum information to be provided to the Owner and City's inspectors, in both text and video form, are line designation, length, slope, and joints. Any line or lines found to be defective will be corrected and another television inspection shall be performed at the contractor's expense.

**PART 4 - MEASUREMENT AND PAYMENT**

4.01 MEASUREMENT

A. Refer to TxDOT Special Specification 4122.5.

4.02 PAYMENT

A. Refer to TxDOT Special Specification 4122.6.

END OF SECTION

## SECTION 334200

### REINFORCED BOX CULVERT

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Reinforced Box Culverts in accordance with Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges* Item 462.

##### 1.02 REFERENCES

- A. TxDOT Items 400, 402, 403, 420, 421, 440, 462, 464, 466, 467 and 473
- B. TxDOT Standard Details included in the plans.

##### 1.03 RELATED SECTIONS

- A. Section 033105 – Concrete Structures – Cast-in-Place (TxDOT)

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT 462.2

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to TxDOT 462.3.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to TxDOT 462.4.

##### 4.02 PAYMENT

- A. Refer to TxDOT 462.5.

END OF SECTION

## SECTION 334913

### STORM SEWER MANHOLES

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Storm Sewer Manholes in accordance with Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges*-Item 465.

##### 1.02 REFERENCES

- A. TxDOT Items 421, 440, 465, and 471
- B. TxDOT Standard Details included in the plans.

##### 1.03 RELATED SECTIONS

- A. Section 033105 – Concrete Structures – Cast-in-Place (TxDOT)
- B. Section 034105 – Concrete Structures – Precast (TxDOT)

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT 465.2.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to TxDOT 465.3.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to TxDOT 465.4.

##### 4.02 PAYMENT

- A. Refer to TxDOT 465.5.

END OF SECTION

## SECTION 334914

### HEADWALLS AND WINGWALLS

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Headwalls and Wingwalls in accordance with Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges*-TxDOT Item 466.

##### 1.02 REFERENCES

- A. TxDOT Items 420, 421, 430, 432, 440, 464, and 466
- B. TxDOT Standard Details included in the plans.

##### 1.03 RELATED SECTIONS

- A. Section 033105 – Concrete Structures – Cast-in-Place (TxDOT)

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT 466.2.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to TxDOT 466.3.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to TxDOT 466.4.

##### 4.02 PAYMENT

- A. Refer to TxDOT 466.5.

END OF SECTION

## SECTION 334915

### SAFETY END TREATMENT

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Safety End Treatment in accordance with Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges* -Item 467.

##### 1.02 REFERENCES

- A. TxDOT 400, 420, 421, 432, 440, 442, 445, 460, 464, and 467
- B. TxDOT Standard Details included in the plans.

##### 1.03 RELATED SECTIONS

- A. Section 033105 – Concrete Structures – Cast-in-Place (TxDOT)

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT 467.2.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to TxDOT 467.3.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to TxDOT 467.4.

##### 4.02 PAYMENT

- A. Refer to TxDOT 467.5.

END OF SECTION

## SECTION 334920

### STANDARD AND RECESSED CURB INLETS AND OTHER INLETS

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Standard and Recessed Curb Inlets and Other Inlets in accordance with Texas Department of Transportation *Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges* Item 465.

##### 1.02 REFERENCES

- A. TxDOT Items 400, 402, 420, 424, 464, 467, and 467
- B. City of Lake Dallas' Standard Detail for Standard Storm Drain Embedment and Backfill.
- C. TxDOT standard details included in the plans.

##### 1.03 RELATED SECTIONS

- A. Section 034105 – Concrete Structures – Precast (TxDOT)
- B. Section 033100 – Concrete Structures – Cast-In-Place (City)

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT 465.2.

#### PART 3 - EXECUTION

##### 3.01 PREPARATION

- A. Refer to TxDOT 465.3.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to TxDOT 465.4.

##### 4.02 PAYMENT

- A. Refer to TxDOT 465.5.

END OF SECTION

## **SECTION 344113**

### **INSTALLATION OF HIGHWAY TRAFFIC SIGNAL**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install a Traffic Signal in accordance with TxDOT Item 680.

##### 1.02 REFERENCES

- A. TxDOT Items 502, 610, 636, 656, 680, 684, 686, 687, 688, 6006, and 6266
- B. TxDOT's Standard Details included in the plans.
- C. City of Lewisville Standards and Specifications
- D. Traffic Signal Plans

##### 1.03 RELATED SECTIONS

- A. Section 260500 – Electric Conductor
- B. Section 260501 – Electric Service
- C. Section 270500 – Conduit
- D. Section 033101 – Drilled Shaft Foundation
- E. Section 344125 – Vehicle and Pedestrian Signal Heads
- F. Section 344130 – Traffic Signal Cable
- G. Section 344135 – Ground Box
- H. Section 347113 – Barricade, Signs, and Traffic Handling

##### 1.04 SUBMITTALS

- A. Shop Drawings for all traffic signal equipment as required by the City (5 copies).
- B. Shop Drawings for street signs (except illuminated signage) (5 copies).

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to TxDOT Items 502, 610, 636, 656, 680, 684, 686, 687, 688, 6006, and 6266.
- B. The Contractor shall furnish and install the pedestal pole and push button station pole assemblies.

- C. The contractor shall furnish and install the APS push button assemblies and signs.
- D. All traffic signal mast arm poles, pedestal poles, push button station poles, and APS push button assemblies shall be powder coated. The powder coat paint shall be RAL9017 (TRAFFIC BLACK) or City approved equal.
  - 1. All assemblies that are to be powder coated shall be hot dipped galvanized to ASTM 123 and 153 specifications. Once galvanizing is completed, all exposed surfaces shall be mechanically etched by blast cleaning to remove mill scale, impurities and non-metallic foreign materials. All surfaces visually exposed are to be coated with a urethane or Triglycidyl (TGIC) Polyester Powder to a minimum film thickness of 2.0 mils. The coating shall be electrostatically applied and cured in a gas fired convention oven by heating the steel substrate to between 350 and 400 degrees Fahrenheit.
- E. Roadway Illumination Assemblies (TxDOT Item 610):
  - 1. Luminaire ballasts shall be rated for operation at 240 volts.
  - 2. Luminaire lamps for this project shall be LED. The luminaire housings shall be powder coated using RAL 9017 (traffic black) paint or City approved equal. The covers for the luminaries shall be a clear flat-glass insert.
  - 3. When luminaires are to be installed on steel mast arm poles, a separate terminal strip in the signal pole access compartment shall be provided. The terminal strip shall be 4 circuit Buchanan Type 104SN or Kulka Type 985-GP-4 CU or equivalent.
  - 4. Sections of TxDOT standards RID (LUM1) and RID (LUM2) that pertain to High-Pressure Sodium (HPS) specifications are not applicable to this project.
  - 5. The conductors from the service pole to the terminal strip shall be No. 8 XHHW wires. The conductors from the terminal strip to the luminaire shall be No. 12 XHHW wires.
- F. City Furnished Material
  - 1. Install NEMA Controller Cabinet Assembly
  - 2. Install Illuminated Street Name Signs
  - 3. Install all Detection and Video Monitoring Equipment
  - 4. Install Opticom Cable
  - 5. Install Opticom Detector
  - 6. Install Opticom Discriminator Module
  - 7. Install count-down ped displays
  - 8. Install signal heads and LEDs
  - 9. Install electrical service pedestal panel
  - 10. Install traffic signal poles
  - 11. Install Ethernet cable for communications equipment
  - 12. Install Ethernet cable for PTZ camera
  - 13. Install LED luminaires

## **PART 3 - EXECUTION**

### **3.01 INSTALLATION**

- A. Refer to TxDOT Items 502, 610, 636, 656, 680, 684, 686, 687, 688, 6006, and 6266.
- B. This project shall consist of furnishing and installing all materials and equipment necessary for a complete signal system at the proposed location. In addition to these Items, the contractor shall be responsible for the following:

1. Furnishing and installing all signs for mounting on signal mast arms, pedestal poles, push button station poles, and existing sign posts. These signs shall be furnished in accordance with TxDOT Item 636 (subsidiary). Signs shall be mounted with ASTRO-SIGN BRAC or SIGNFIX Aluminum Channel or City approved equal. The standard street name signs shall have 12” upper case and 12” lower case lettering with clearview hwy 3w font (unless otherwise shown on the plans). Illuminated street name signs (ILSN) and mounting hardware will be provided by the City. The Contractor shall be responsible for installation of ILSN.
2. During the 30-day test period, the Contractor shall utilize qualified personnel to respond to and diagnose all trouble calls. The Contractor shall repair any malfunctions to signal equipment supplied on the project. A local telephone number (not subject to frequent changes) where trouble calls are to be received on a 24-hour basis shall be provided to the City by the Contractor. The Contractor's response time to reported calls shall be within a reasonable travel time from a Dallas address, but not more than two (2) hours maximum. Appropriate repairs shall be made within 24 hours. The contractor shall keep a record of each trouble call reported in the log book provided by the City. The Contractor shall notify the City of each trouble call. The error log in the malfunction management unit (MMU) shall not be cleared during the 30-day test period without the approval of the City.
3. The existing “stop” signs, shall be removed after the traffic signals are in operation and returned to the City of Lake Dallas as noted.
4. All Opticom Cable, opticom detectors with mounting brackets, and opticom discriminator module will be provided by the City of Lake Dallas. The contractor shall be responsible for installing and making the opticom system operational.
5. The City will furnish the traffic signal controller and cabinet. The contractor shall connect all field wiring to the controller assembly. The City will assist in determining how the detector loop lead-in cables are to be connected (i.e., series or parallel). The City will program the controller for operation, hook up the conflict monitor, detector units, and other equipment in the controller cabinet and turn on the controller. When using City supplied controllers, the contractor shall have a qualified technician on the project site to place the traffic signals in operation.
6. All detection equipment including cameras, processor system, set-up system, and detection cable will be provided by the City. The contractor shall be responsible for installing and making the detection operational. The City will set-up detection zones with Contractor’s assistance in aiming cameras and radar units.
7. The Contractor shall provide at least 48 hours of notice to the City for pick-up of the City supplied equipment.
8. All nuts installed on the anchor bolts for traffic signal pole assemblies need to be installed using an air impact wrench followed by two impacts from a striker wrench.
9. The Contractor shall install the traffic signal pole and mast arm assemblies furnished by the City.
10. Erection of poles, luminaries and structures located near any overhead or underground utilities shall be accomplished using established industry and utility safety practices. The Contractor shall consult with the appropriate utility company and the City prior to beginning such work.
11. No extra compensation will be allowed for fulfilling the requirements stated above.

## **PART 4 - MEASUREMENT AND PAYMENT**

### **4.01 MEASUREMENT**

- A. This Item will be measured on a Lump Sum (LS) basis.
- B. Contractor shall submit a Schedule of Values prior to beginning any work on this project.

### **4.02 PAYMENT**

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit price for "Installation of Highway Traffic Signal." This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete this work.

END OF SECTION

## SECTION 344125

### VEHICLE AND PEDESTRIAN SIGNAL HEADS

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All labor, equipment, tools and superintendence necessary to furnish and install Vehicle and Pedestrian Signal Heads.

##### 1.02 REFERENCES

- A. TxDOT Item 682
- B. TxDOT's Standard Details included in the plans.
- C. City of Lewisville Standards and Specifications
- D. Traffic Signal Plans

##### 1.03 RELATED SECTIONS

- A. Section 344113 – Installation of Highway Traffic Signals

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT Item 682.
- B. City furnished vehicle and pedestrian signal heads, LEDs and backplates. Contractor shall supply the mounting hardware.

#### PART 3 - EXECUTION

##### 3.01 INSTALLATION

- A. Refer to TxDOT Item 682.
- B. The Contractor shall install all vehicle and pedestrian signal heads, LEDs, and backplates.
- C. No exposed cable or wiring will be permitted.
- D. Signal heads mounted on poles and mast arms shall be level and plumb and aimed as directed by the City.
- E. The signal head to mast arm connection must allow for adjustment about the horizontal and vertical axis
- F. All mast arm mounted signal heads shall be turned down and all other signal heads shall be covered with burlap or other material approved by the City until placed into operation.

## **PART 4 - MEASUREMENT AND PAYMENT**

### 4.01 MEASUREMENT

- A. Refer to TxDOT Item 682.

### 4.02 PAYMENT

- A. All work performed in accordance with this Item will be paid for at the unit bid price for “Vehicle And Pedestrian Signal Heads,” at the size and type specified. This price is full compensation for all labor, equipment, tools, and superintendence necessary to complete the work.

END OF SECTION

## **SECTION 344130**

### **TRAFFIC SIGNAL CABLE**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install a Traffic Signal Cable.

##### 1.02 REFERENCES

- A. TxDOT Item 684
- B. TxDOT's Standard Details included in the plans.
- C. City of Lewisville Standards and Specifications
- D. Traffic Signal Plans

##### 1.03 RELATED SECTIONS

- A. Section 344113 – Installation of Highway Traffic Signal

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to TxDOT Item 684.
- B. Individual conductors shall be No. 14 AWG.

#### **PART 3 - EXECUTION**

##### 3.01 INSTALLATION

- A. Refer to TxDOT Item 684.
- B. The conductors in the Traffic Signal Cable shall be stranded.
- C. Each cable shall be identified as shown on the plans (CABLE 1, etc.) With permanent marking labels (PANDUIT TYPE PLM STANDARD SINGLE MARKER TIE, THOMAS & BETTS TYPE 5512M or equivalent) at each ground box and controller

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. Refer to TxDOT Item 684.

4.02 PAYMENT

A. Refer to TxDOT Item 684.

END OF SECTION

## **SECTION 344135**

### **GROUND BOX**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Ground Boxes for Traffic Signals and/or Street Lighting.

##### 1.02 REFERENCES

- A. TxDOT Items 421, 440 and 624
- B. TxDOT's Standard Details included in the plans.
- C. City of Lewisville Standards and Specifications
- D. Traffic Signal Plans and/or Street Lighting Plans.

##### 1.03 RELATED SECTIONS

- A. Section 344113 – Installation of Highway Traffic Signal

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to TxDOT Item 624.
- B. All ground boxes used for lighting shall have "LIGHTING" and "DANGER-HIGH VOLTAGE" imprinted on the cover.
- C. All ground boxes used for signals shall have "SIGNALS" and "DANGER-HIGH VOLTAGE" imprinted on the cover.

#### **PART 3 - EXECUTION**

##### 3.01 INSTALLATION

- A. Refer to TxDOT Item 624.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. This Item shall be measured on a per Each (EA) basis for each Ground Box, complete in place.

#### 4.02 PAYMENT

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for “Ground Box,” of the size and type specified. This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete the work, including installing the ground box and concrete apron.

END OF SECTION

## **SECTION 344140**

### **TEMPORARY TRAFFIC SIGNAL**

#### **PART 1 - GENERAL**

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish, install, operate, maintain, reconfigure, and remove a Temporary Traffic Signal.

##### 1.02 REFERENCES

- A. TxDOT Items 625, 627, and 681
- B. TxDOT's Standard Details included in the plans.
- C. Traffic Signal Plans

#### **PART 2 - PRODUCTS**

##### 2.01 MATERIALS

- A. Refer to TxDOT Items 625, 627, and 681.

#### **PART 3 - EXECUTION**

##### 3.01 INSTALLATION

- A. Refer to TxDOT Item 625, 627, and 681.

#### **PART 4 - MEASUREMENT AND PAYMENT**

##### 4.01 MEASUREMENT

- A. Refer to TxDOT Item 681.

##### 4.02 PAYMENT

- A. Refer to TxDOT Item 681.

END OF SECTION

## SECTION 344150

### SMALL ROADSIDE SIGN SUPPORTS AND ASSEMBLIES

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Small Roadside Sign Supports and Assemblies.

##### 1.02 REFERENCES

- A. TxDOT Items 421, 440, 441, 442, 445, 634, 636, 643, 644, and 656
- B. City of Lake Dallas and TxDOT's Standard Details included in the plans.
- C. Signing Plans

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. Refer to TxDOT Item 644.
- B. The Contractor shall provide field galvanizing and metalizing equipment, per TxDOT Item 445, at all times and shall make repairs to galvanized surfaces according to these specifications at intervals as directed by the City.
- C. Any signs required that on not detailed on the plan sheets shall be in conformance with the most recent Texas MUTCD and the "Standard Highway Sign Designs for Texas."
- D. All small sign assemblies shall be installed as shown in the City of Frisco Standard Detail: "Sign Posts, Stop Signs, and Street Name Signs"
- E. Individual units requiring cleaning shall be washed with an approved cleaning solution to remove all grease, oil, dirt, smears, streaks, debris, and other foreign particles.

#### PART 3 - EXECUTION

##### 3.01 INSTALLATION

- A. Refer to TxDOT Item 644.

#### PART 4 - MEASUREMENT AND PAYMENT

##### 4.01 MEASUREMENT

- A. Refer to TxDOT Item 644 and as indicated in the Contract Documents.

4.02 PAYMENT

A. Refer to TxDOT Item 644 and as indicated in the Contract Documents.

END OF SECTION

## SECTION 347113

### BARRICADES, SIGNS, AND TRAFFIC HANDLING

#### PART 1 - GENERAL

##### 1.01 DESCRIPTION

- A. All material, labor, equipment, tools and superintendence necessary to furnish and install Barricades, Signs, and Traffic Handling in accordance with the Contract Documents.

##### 1.02 REFERENCES

- A. TxDOT Item 502
- B. TxDOT's Standard Details included in the plans.
- C. City of Lake Dallas General Notes

#### PART 2 - PRODUCTS

##### 2.01 MATERIALS

- A. All traffic control devices requiring reflective sheeting shall have Type C -high specific intensity sheeting for signs with white backgrounds and Type E -fluorescent prismatic sheeting for signs with orange backgrounds.

#### PART 3 - EXECUTION

##### 3.01 IMPLEMENTATION

- A. Refer to TxDOT Item 502.
- B. The Traffic Control Plan (TCP) shall be in accordance with the standard plan sheets WZ(BTS-1) & WZ(BTS-2) for signals, and as provided for in the latest edition of *Texas Manual on Uniform Traffic Control Devices for Streets and Highways* (TMUTCD).
- C. Barricades and warning signs, as appropriate, shall be placed at stockpiles to adequately warn motorists. At all stockpile sites that are less than 30 feet from the edge of any traveled lane, a Type III barricade shall be erected immediately in front of or at each end if required by the City. When a stockpile site equals or exceeds 100 feet in length, one object marker (OM-2HP) per 100 feet shall be placed alongside the stockpile.
- D. All traffic control signs shall be clean and legible, and maintained clean and legible throughout the construction phases.
- E. The Contractor shall plan his or her work sequence in a manner that will cause the minimum interference with traffic during construction operations. Before beginning work, the Contractor shall submit, for approval by the City, a plan of construction operations outlining in detail a sequence of work to be followed, setting out the method of handling traffic along, across, and adjacent to work.

- F. If, at any time during construction, the Contractor's proposed plan of operation for handling traffic does not provide for safe, comfortable movement, the Contractor shall immediately change its operations to correct the unsatisfactory condition.
- G. Subject to the approval of the City and in accordance with the plans, portions of this project, which are not affected by or in conflict with the proposed method of handling traffic or utility adjustments, can be constructed during any phase.
- H. During construction, the Contractor shall furnish, place, and maintain vertical panels or drums as indicated in the plans along the edge of pavements and fills in accordance with the latest edition of TMUTCD. The vertical panels shall be supplemented with lights as directed by City.
- I. Barricades and signs shall be placed in such a manner as to not interfere with the sight distance of drivers entering the highway from driveways or side streets. To facilitate shifting, barricades and signs used in lane closures or traffic staging may be erected and mounted on portable supports. The designs of these supports shall be in compliance with current TxDOT and Texas MUTCD standards and are subject to the approval of the City.
- J. The Contractor shall provide and maintain flaggers at such points and for such periods of time as may be required to provide for the safety and convenience of public travel and contractor's personnel, and as shown on the plans or as directed by the city. These flaggers shall be located at each end of the lane closure and shall be properly attired. The two flaggers shall be in two-way radio contact with each other at all times.
- K. The Contractor will not be permitted to commence work on the road before sunrise and shall arrange his work so that no machinery or equipment shall be closer than 30 feet to the traveled roadway after sunset except as authorized by the City. The Contractor must comply with the City's Noise Ordinance at all times.
- L. The Contractor shall keep traveled surfaces used in his hauling operation clear and free of dirt or other material.
- M. The use of rubber-tired equipment, licensed for operation on public highways, will be required for moving dirt and other materials along or across paved surfaces.
- N. Where the Contractor desires to move any equipment not licensed for operation on public highways on or across any pavement, the Contractor shall protect the pavement from all damage as directed by the City.
- O. No lane closures will be allowed prior to 9:00 a.m. or after 3:30 p.m., Monday through Friday unless otherwise directed by the City.

## **PART 4 - MEASUREMENT AND PAYMENT**

### **4.01 MEASUREMENT**

- A. This Item shall be measured on a Lump Sum (LS) basis or on a Monthly (MO) basis as indicated in the Contract Documents.

#### 4.02 PAYMENT

- A. All work performed and materials furnished in accordance with this Item will be paid for at the unit bid price for “Barricades, Signs, and Traffic Handling.” This price is full compensation for all material, labor, equipment, tools and superintendence necessary to complete all work including, but not limited to, signage, barricades, flagmen, temporary pavement markers and markings, detours, and temporary pavement.

END OF SECTION



**SD**

**STANDARD CONSTRUCTION DETAILS**



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P03	Mountable Curbs	March 2020
P04	Existing Concrete Pavement Widening	March 2020
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P06	Concrete Pavement – Multi-Lane Roundabout Jointing Layout	March 2020
P07	Concrete Pavement – Roundabout Steel Reinforcement Layout	March 2020
P08	Concrete Pavement – Construction Joint	March 2020
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P11	Monolithic Median Nose – Type 1	March 2020
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T03	Sign Post and Mounting Details	March 2020
T04	Sign Installation Details	March 2020
T05	Road Closed Barricade	March 2020
T06	Stop Signs and Stop Bars	March 2020
T07	Street Name Blade	March 2020
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D01	Curbed Flume	March 2020
D02	Standard Curb Inlet – Sheet 1 of 2	March 2020
D03	Standard Curb Inlet – Sheet 2 of 2	March 2020
D04	Recessed Curb Inlet – Sheet 1 of 2	March 2020
D05	Recessed Curb Inlet – Sheet 2 of 2	March 2020



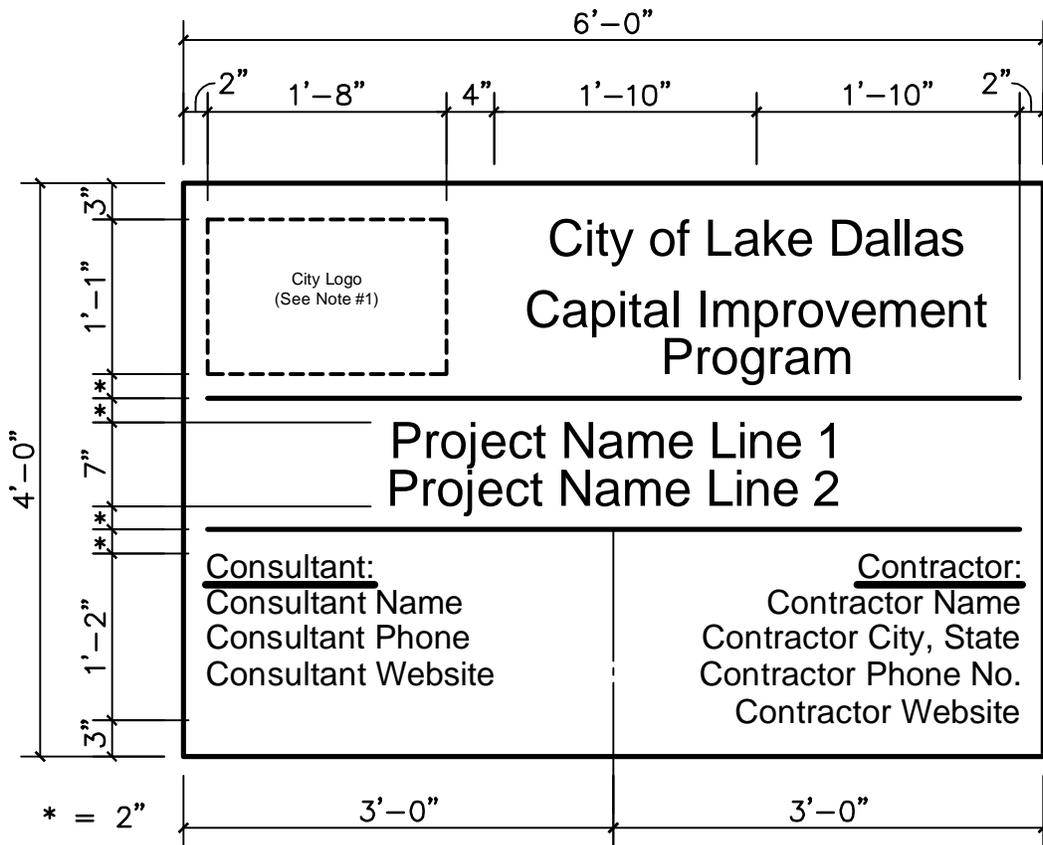
D06	Center Support Beam & Inlet Section for Recessed and Std Inlets	March 2020
D07	Storm Sewer Manhole General Notes	March 2020
D08	TxDOT Headwall Details; Includes following sheets:	March 2020
	<ul style="list-style-type: none"><li>▪ Cast-In-Place Safety End Treatment for Cross Drainage (SETEP-CD) (2 Sheets)</li><li>▪ Cast-In-Place Safety End Treatment for Parallel Drainage (SETEP-CD) (1 Sheet)</li><li>▪ Precast Safety End Treatment for Cross Drainage (PSET-SC) (1 Sheet)</li><li>▪ Precast Safety End Treatment for Parallel Drainage (PSET-SC) (1 Sheet)</li><li>▪ Precast Safety End Treatment Riprap Details (PSET-RR) (1 Sheet)</li></ul>	

UTILITY

U01	<i>Embedment "A" – RESERVED</i>	<i>TBD</i>
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U03	Infiltration Protection – Conduit Under Channel	March 2020

LANDSCAPING

L01	Tree Planting (Single Trunk)	March 2020
L02	Tree Planting (Multi-Trunk)	March 2020
L03	Shrub Planting	March 2020
L04	Groundcover Planting	March 2020
L05	Tree Protection	March 2020
L06	Concrete Mow Strip	March 2020
L07	Steel Edging	March 2020



**NOTES:**

1. LOGO AVAILABLE FROM CITY OF LAKE DALLAS BY REQUEST.
2. SIGN SHALL HAVE A WHITE BACKGROUND WITH BLACK LETTERING. LETTERING (EXCEPT LOGO) SHALL BE ARIAL FONT.
3. SIGN LAYOUT SHALL BE APPROVED BY CITY PRIOR TO FABRICATION.
4. SIGN MAY BE SKID MOUNTED OR POST MOUNTED. CONTRACTOR IS RESPONSIBLE FOR REMOVING SIGN STRUCTURE AND RESTORING GROUND PRIOR TO FINAL ACCEPTANCE.
5. REFER TO TECHNICAL SPECIFICATION 015813.



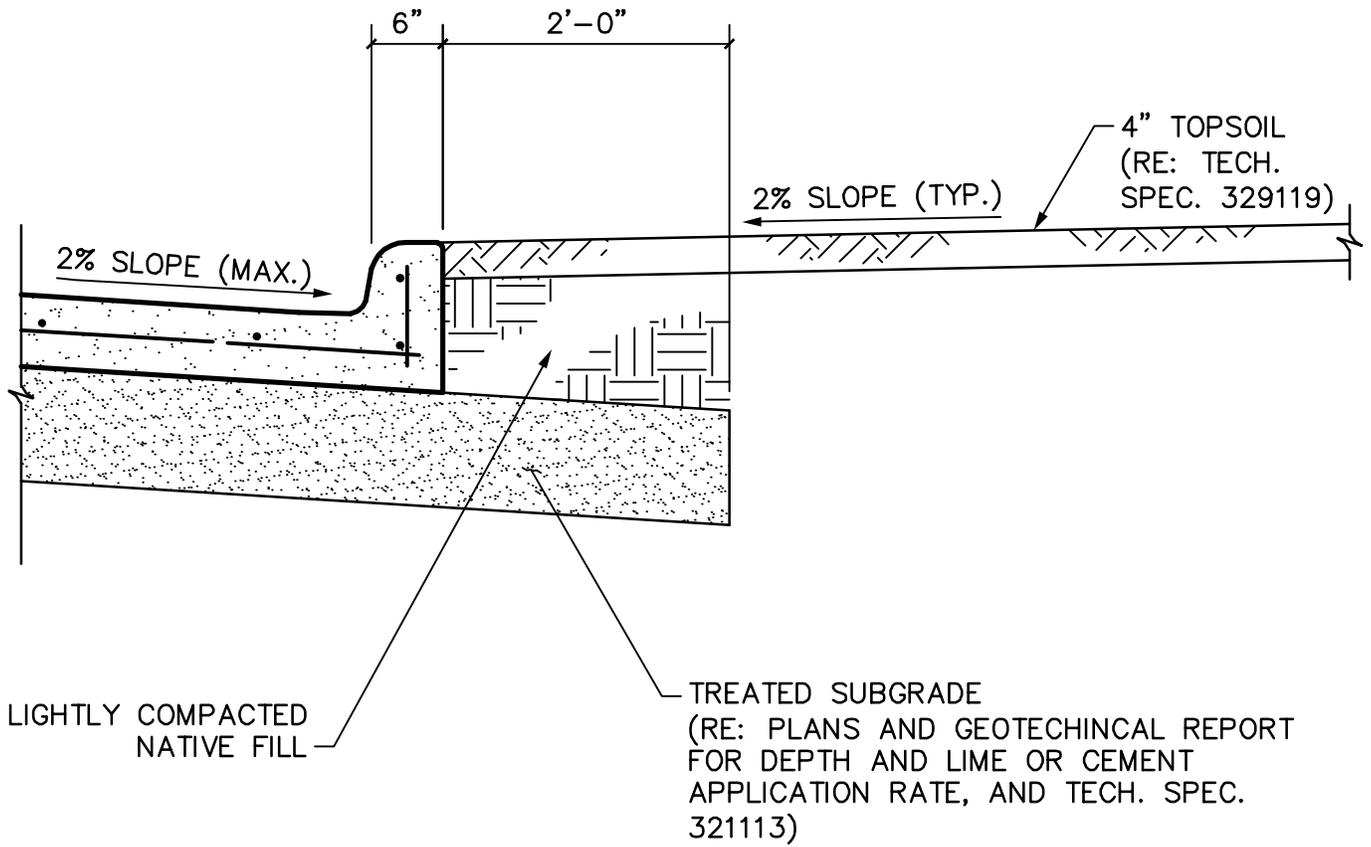
**STANDARD CONSTRUCTION DETAIL**

**PROJECT SIGN**

SCALE: 3/4"=1'-0"

REVISED: MARCH  
2020

G01



**NOTES:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT.
2. REFER TO DETAIL P07 FOR CONCRETE PAVEMENT REINFORCEMENT.

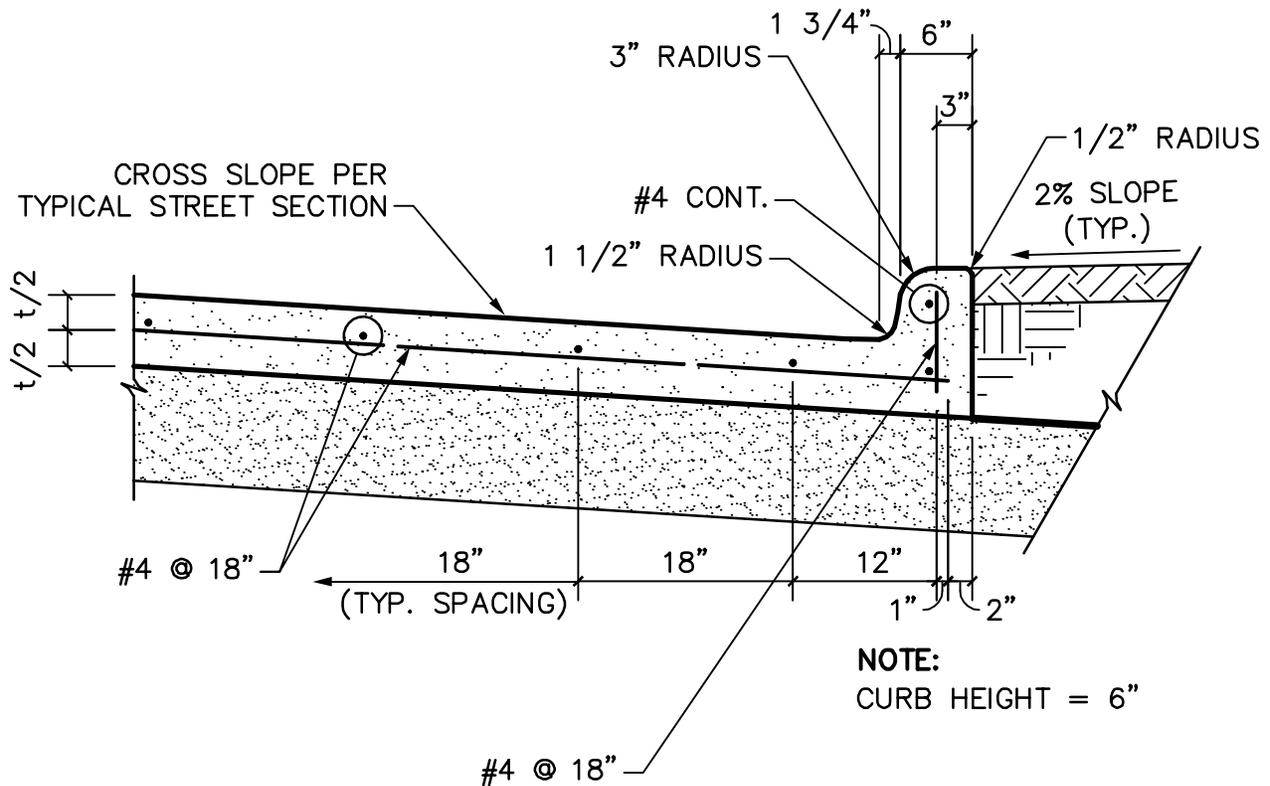


**STANDARD CONSTRUCTION DETAIL  
TYPICAL SECTION (SUB-GRADE TREATMENT)**

SCALE: 3/4"=1'-0"

REVISED: MARCH  
2020

P01



**NOTES:**

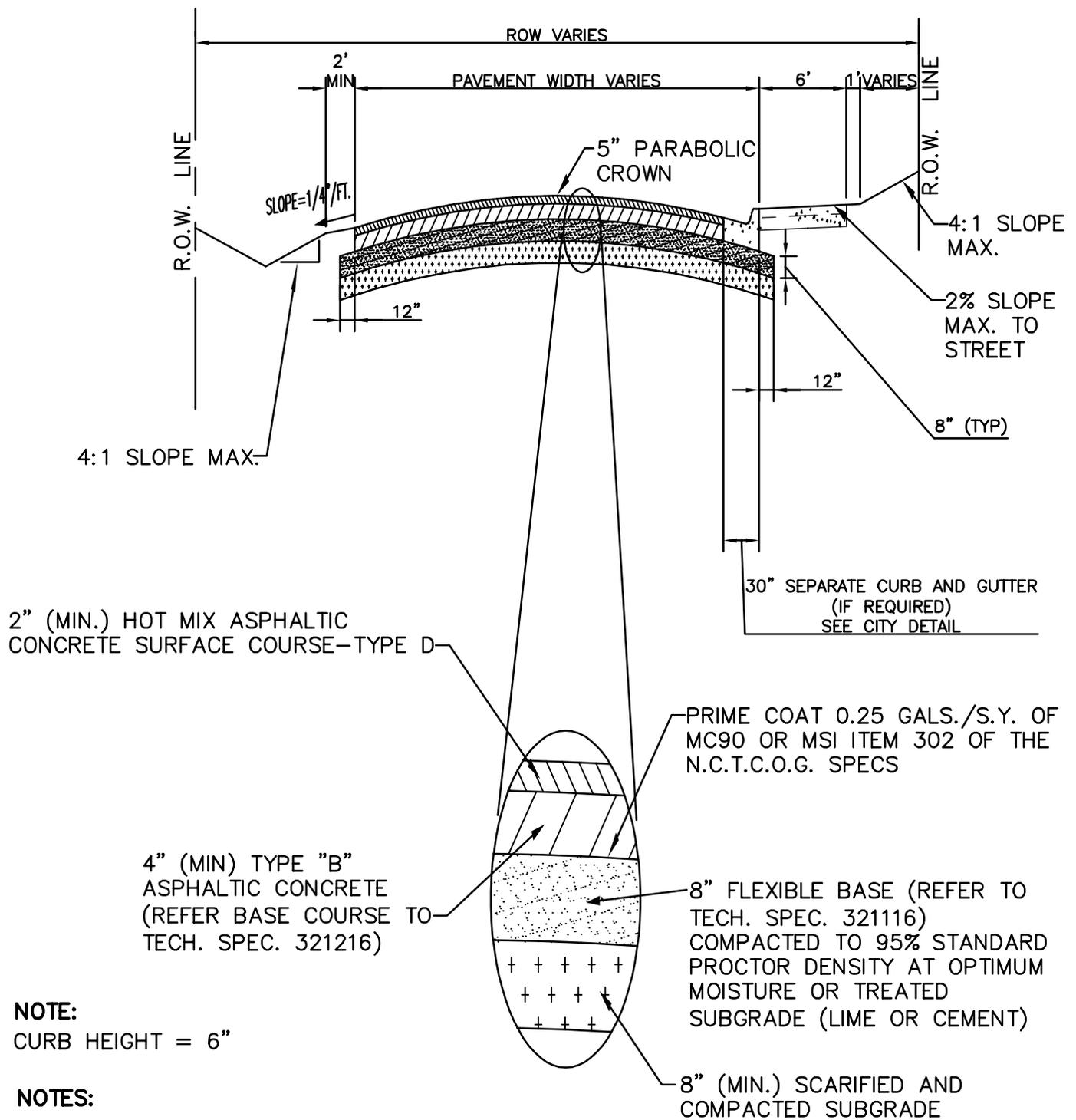
1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS P1 (4,000 PSI) FOR MACHINE POURS AND CLASS P2 (4,500 PSI) FOR HAND POURS)
2. ALL REINFORCING STEEL SHALL BE #4 DEFORMED STEEL BARS CONFORMING TO ASTM A615 (GRADE 60) IN ACCORDANCE WITH TECHNICAL SPECIFICATION 032100.
3. INITIAL TRANSVERSE REINFORCING STEEL SPACING SHALL BE 12".
4. INITIAL LONGITUDINAL REINFORCING STEEL SPACING SHALL BE 12" AS SHOWN ABOVE.

**STANDARD CONSTRUCTION DETAIL  
TYPICAL PAVEMENT REINFORCEMENT  
AND MONOLITHIC CONCRETE CURB**

SCALE: 3/4"=1'-0"

REVISED: MAY 2017

P02



**NOTE:**  
CURB HEIGHT = 6"

**NOTES:**

1. REFER TO TECHNICAL SPECIFICATION 321216 FOR HOT MIX ASPHALT PAVEMENT AND TECHNICAL SPECIFICATION 321126 FOR ASPHALT BASE COURSE.
2. ALL NEW STREETS SHALL BE CONCRETE EXCEPT ASPHALT REHAB, TEMPORARY DETOURS, AND TRANSITIONS.
3. CONTRACTOR SHALL PROVIDE PROPER DRAINAGE FOR ALL ASPHALT DETOURS AND TRANSITIONS AND SHALL MAINTAIN THEM UNTIL REMOVAL.

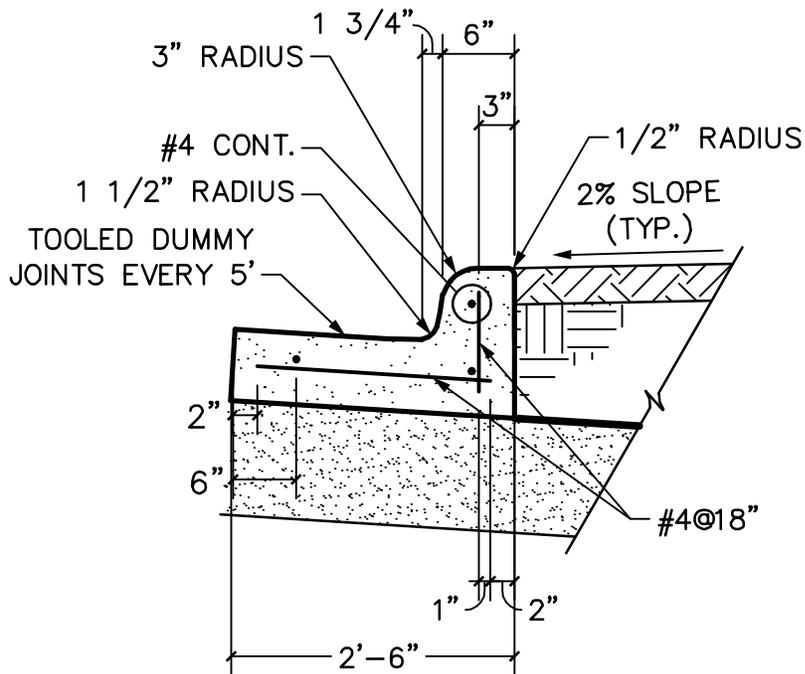


**STANDARD CONSTRUCTION DETAIL**  
**TYPICAL ASPHALT PAVEMENT**

SCALE: 3/4"=1'-0"

REVISED: MARCH  
2020

P03



**NOTE:**  
CURB HEIGHT = 6"

**NOTES:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS A (3,000 PSI)
2. ALL REINFORCING STEEL SHALL BE #4 DEFORMED STEEL BARS CONFORMING TO ASTM A615 (GRADE 60) IN ACCORDANCE WITH TECHNICAL SPECIFICATION 032100.
3. TRANSVERSE REINFORCING STEEL SPACING SHALL BE 18".
4. TOOLED DUMMY JOINTS SHALL BE PLACED EVERY 5'.

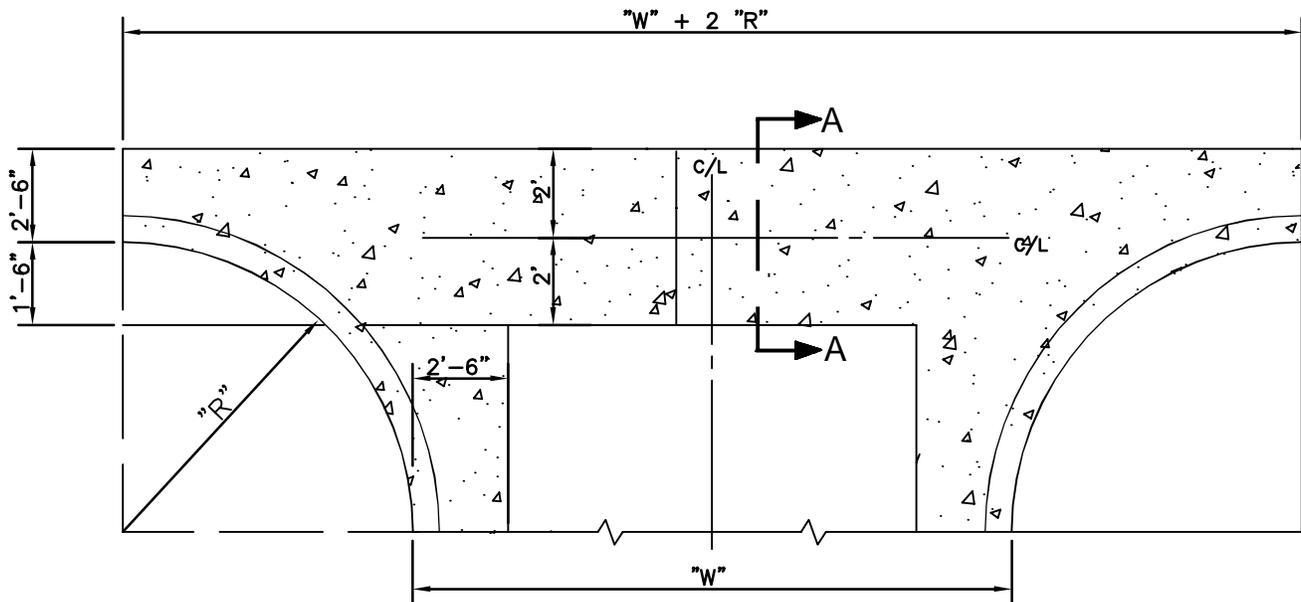


**STANDARD CONSTRUCTION DETAIL**  
**SEPARATE CONCRETE CURB AND GUTTER**

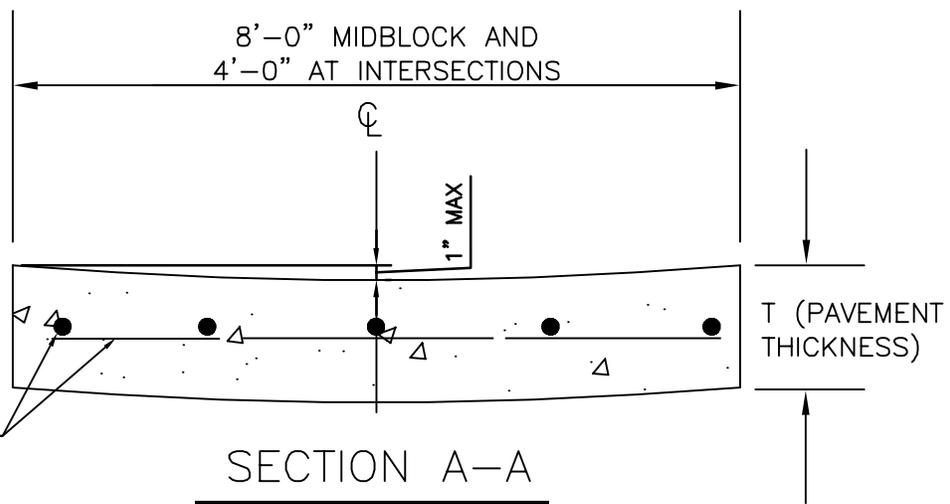
SCALE: 3/4"=1'-0"

REVISED: MARCH  
2020

P04



**VALLEY GUTTER PLAN**  
NOT TO SCALE



#4 @ 12" EACH WAY

**SECTION A-A**  
NTS

**NOTES:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS A (3,000 PSI).
2. ALL REINFORCING STEEL SHALL BE #4 DEFORMED STEEL BARS CONFORMING TO ASTM A615 (GRADE 60) IN ACCORDANCE WITH TECHNICAL SPECIFICATION 032100.
3. TRANSVERSE AND LONGITUDINAL REINFORCING STEEL SPACING SHALL BE 12"



**STANDARD CONSTRUCTION DETAIL**  
**TYPICAL CONCRETE VALLEY GUTTER**

SCALE: 3/4"=1'-0"

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TABLE OF CROWN HEIGHTS AND ORDINATES FOR VARIOUS PARABOLIC STREET							
Street Width, BC to BC (ft)	Street Crown (In)	Street Half Quarter Point		Street Half Mid Point		Street Half 3/4 Point	
		Offset from Centerline (ft)	Offset Down (in)	Offset from Centerline (ft)	Offset Down (in)	Offset from Centerline (ft)	Offset Down (in)
27	5	3.25	5/16	6.50	1 1/4	9.75	2 13/16
31	5	3.75	5/16	7.50	1 1/4	11.25	2 13/16
37	6	4.50	3/8	9.00	1 1/2	13.50	3 3/8
45	6	5.50	3/8	11.00	1 1/2	16.50	3 3/8
61	8	7.50	1/2	15.00	2	22.50	4 1/2

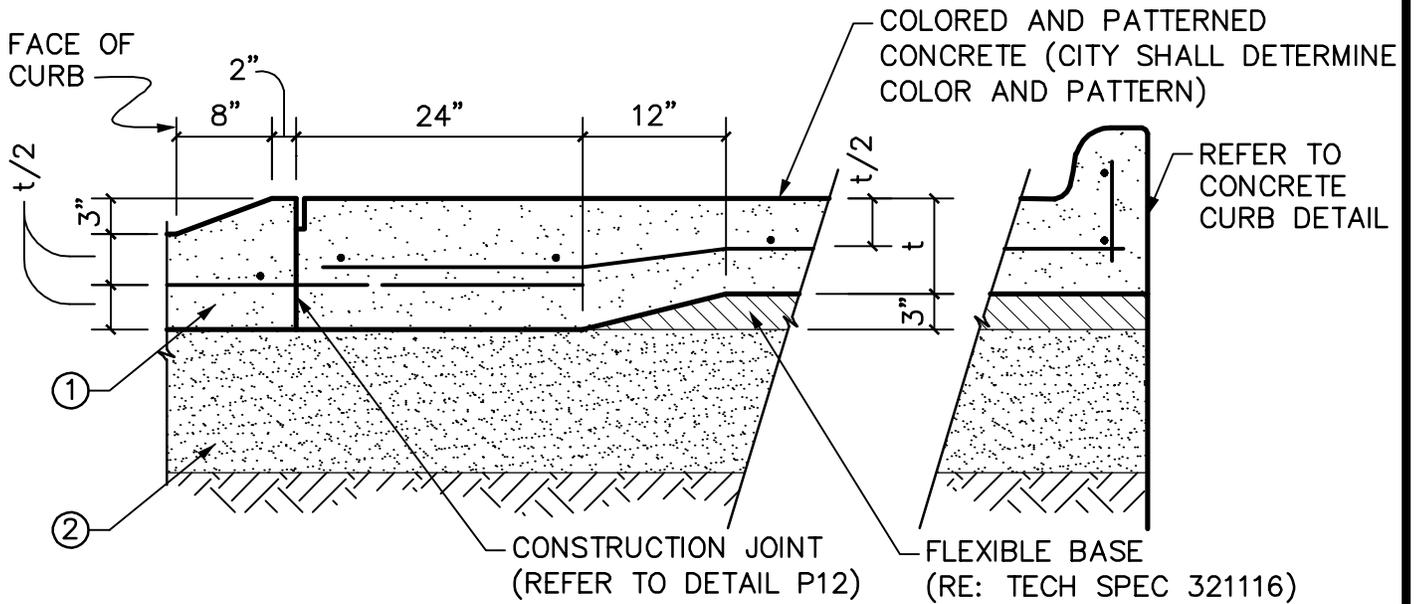


STANDARD CONSTRUCTION DETAIL  
**PARABOLIC SECTION CROWN HEIGHTS**

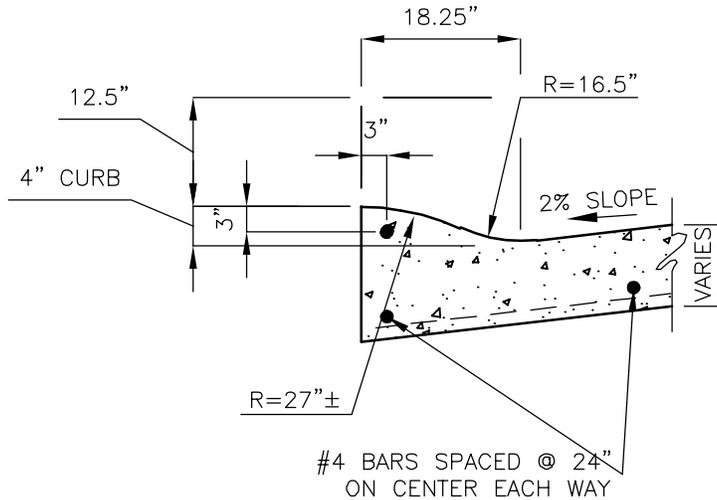
SCALE: 3/4"=1'-0"

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### 3" MOUNTABLE TRUCK APRON CURB



### 4" ROLLED CURB MONOLITHIC WITH PAVING

**LEGEND:**

- ① REINFORCED CONCRETE PAVEMENT MONOLITHIC CURB. CONCRETE SHALL BE CLASS P1 (4,000 PSI) FOR MACHINE POURS AND CLASS P2 (4,500 PSI) FOR HAND POURS, (REFER TO ROUNDABOUT STEEL REINFORCEMENT DETAIL.)
- ② REFER TO PLANS FOR SUBGRADE REQUIREMENTS (EITHER LIME, CEMENT, OR FLEX BASE).



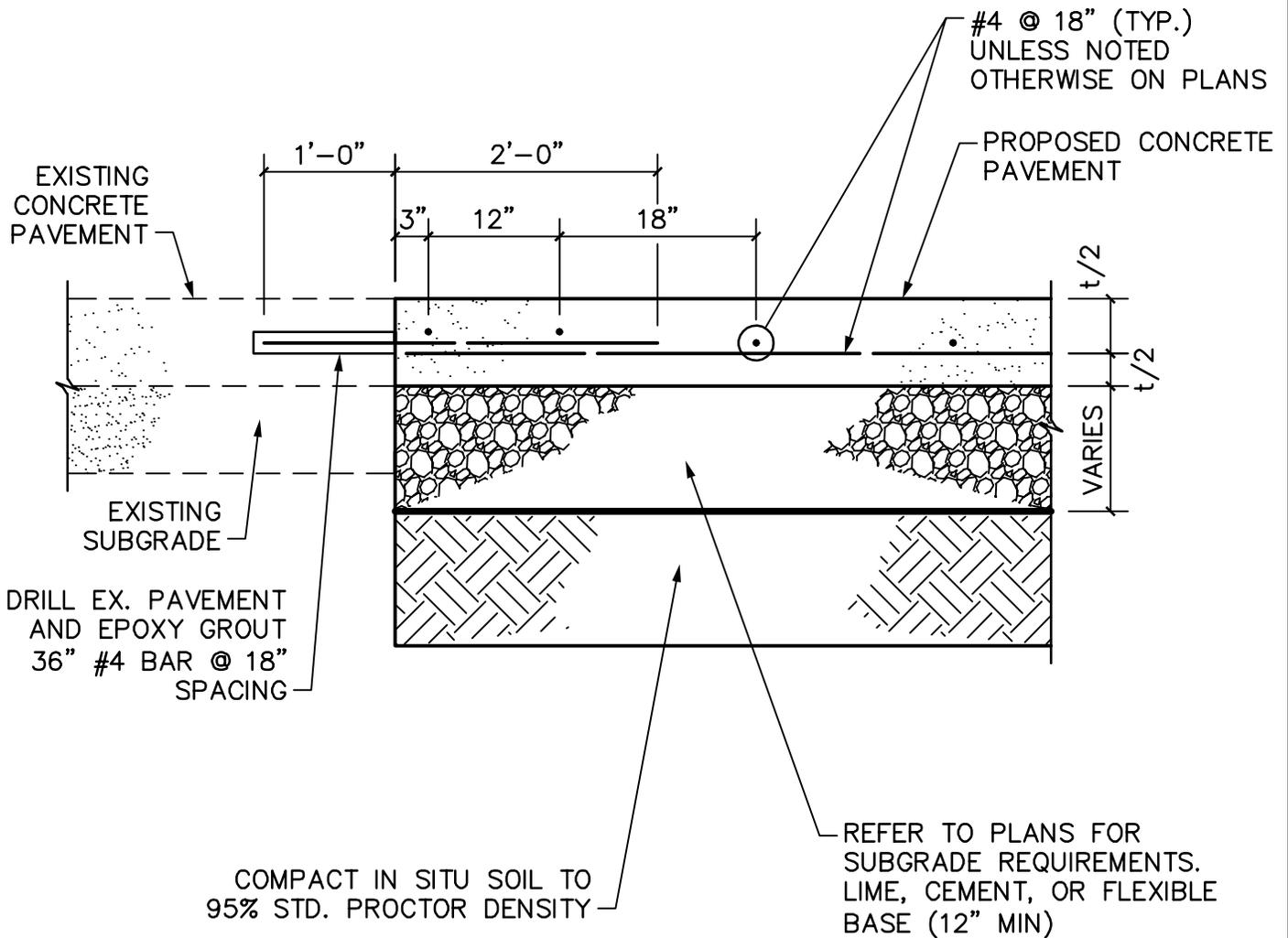
STANDARD CONSTRUCTION DETAIL

**MOUNTABLE CURBS**

SCALE: 3/4"=1'-0"

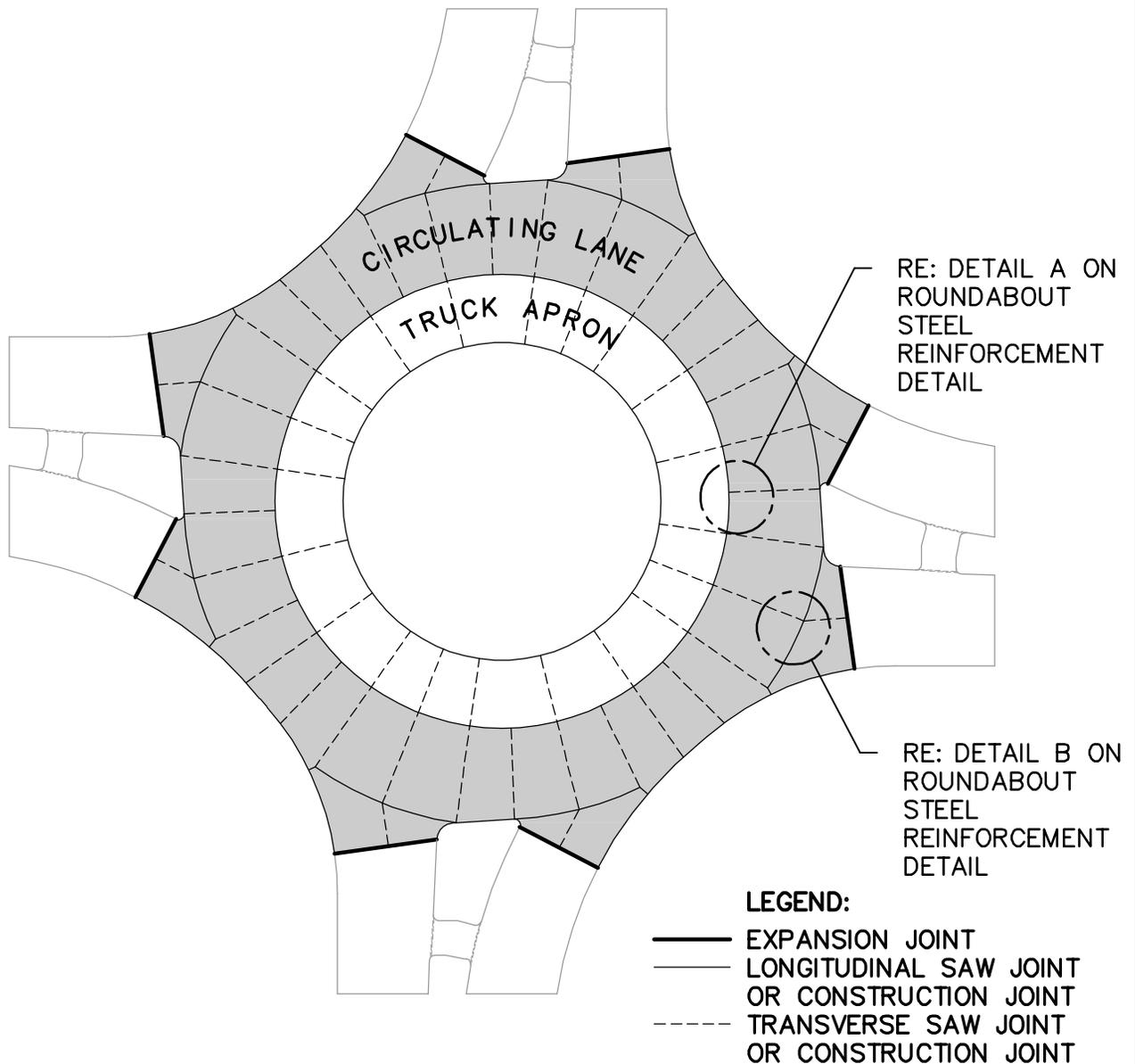
REVISED: MARCH  
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P07



**NOTE:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS P1 (4,000 PSI) FOR MACHINE POURS AND CLASS P2 (4,500 PSI) FOR HAND POURS.



**NOTES:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT.
2. ALL PAVEMENT JOINTS ARE EITHER SAWED CONTRACTION OR CONSTRUCTION JOINTS UNLESS NOTED OTHERWISE.
3. TRANSVERSE JOINT SPACING: DESIRABLE: 15', MAXIMUM: 18', MINIMUM: 4'.
4. LONGITUDINAL JOINT SPACING SHALL MATCH LANE LINES UNLESS NOTED OTHERWISE.
5. ALL SAWCUTS SHALL BE 1/8" TO 1/4" WIDE AND ONE-FOURTH THE DEPTH OF THE PAVEMENT THICKNESS.
6. ALL PAVEMENT JOINTS SHALL BE SEALED. JOINT SEALANT SHALL BE PROVIDED IN ACCORDANCE TECHNICAL SPECIFICATION 321373.
7. ROUNDABOUT REINFORCING SHALL BE PLACED RADIALLY IN ACCORDANCE WITH ROUNDABOUT STEEL REINFORCEMENT DETAIL.
8. ROUNDABOUT JOINTING PLAN SHALL BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

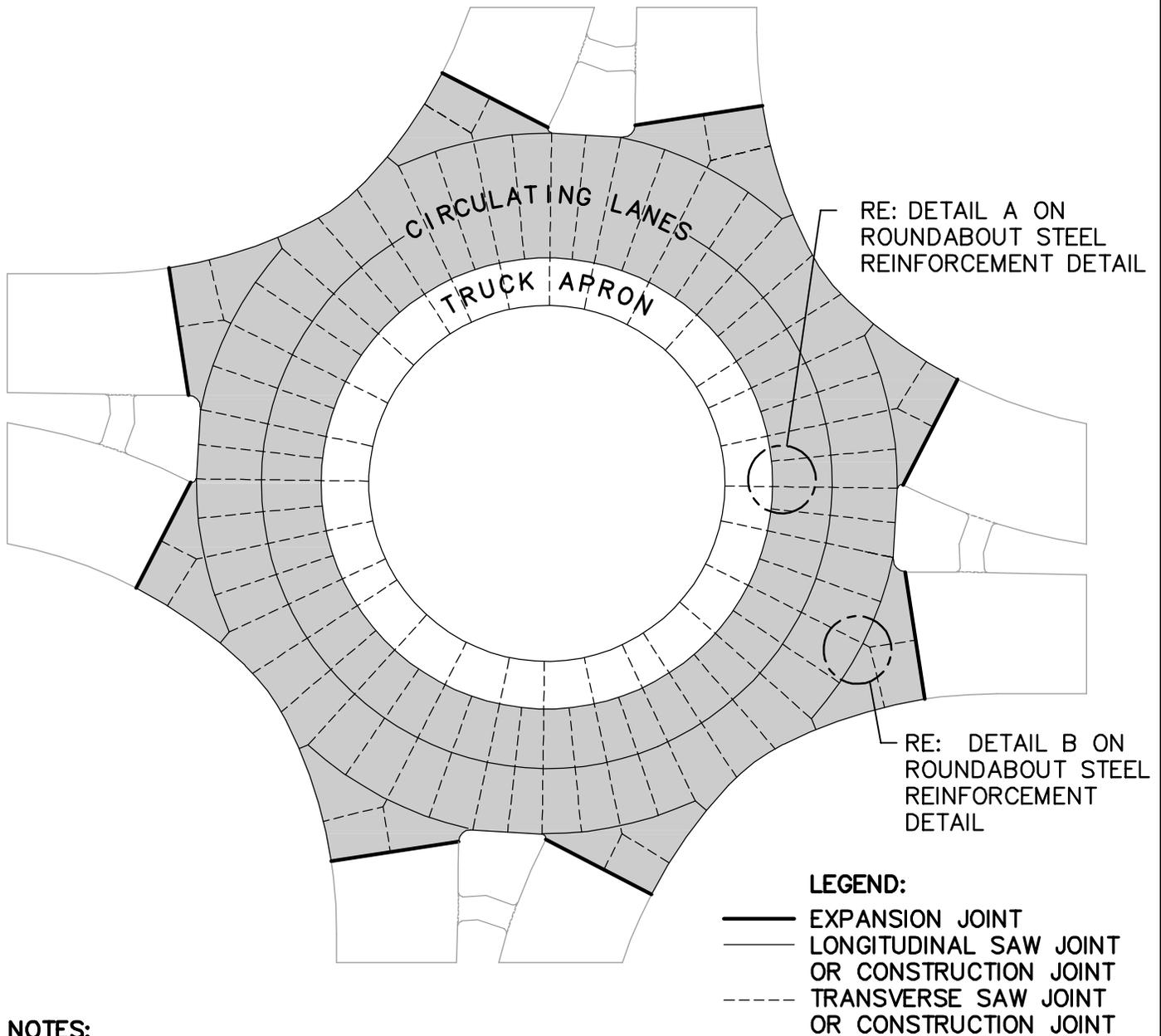


**STANDARD CONSTRUCTION DETAIL**  
**CONCRETE PAVEMENT**  
**SINGLE LANE ROUNDABOUT JOINTING LAYOUT**

SCALE: 1"=30'

REVISED: MARCH  
2020

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**NOTES:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT.
2. ALL PAVEMENT JOINTS ARE EITHER SAWED CONTRACTION OR CONSTRUCTION JOINTS UNLESS NOTED OTHERWISE.
3. TRANSVERSE JOINT SPACING: DESIRABLE: 15', MAXIMUM: 18', MINIMUM: 4'.
4. LONGITUDINAL JOINT SPACING SHALL MATCH LANE LINES UNLESS NOTED OTHERWISE.
5. ALL SAWCUTS SHALL BE 1/8" TO 1/4" WIDE AND ONE-FOURTH THE DEPTH OF THE PAVEMENT THICKNESS.
6. ALL PAVEMENT JOINTS SHALL BE SEALED. JOINT SEALANT SHALL BE PROVIDED IN ACCORDANCE TECHNICAL SPECIFICATION 321373.
7. REINFORCING SHALL BE PLACED RADIALLY IN ACCORDANCE WITH ROUNDABOUT STEEL REINFORCEMENT DETAIL.
8. ROUNDABOUT JOINTING PLAN SHALL BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.



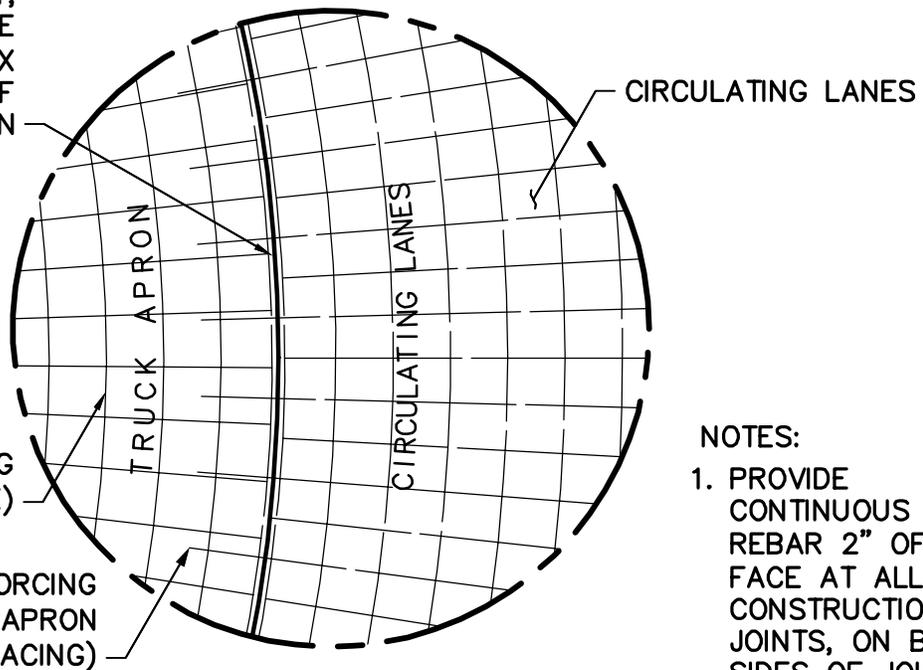
**STANDARD CONSTRUCTION DETAIL  
CONCRETE PAVEMENT  
MULTI-LANE ROUNDABOUT JOINTING LAYOUT**

SCALE: 1"=40'

REVISED: MARCH  
2020

P10

TRUCK APRON  
REINFORCEMENT SHALL  
BE PLACED RADIALLY,  
SPACING OF TRANSVERSE  
STEEL SHALL BE 18" MAX  
AT EXTERIOR EDGE OF  
TRUCK APRON



#4 AT EQUAL SPACING  
(18" MAX)

EXTEND REINFORCING  
24" INTO TRUCK APRON  
(18" MAX SPACING)

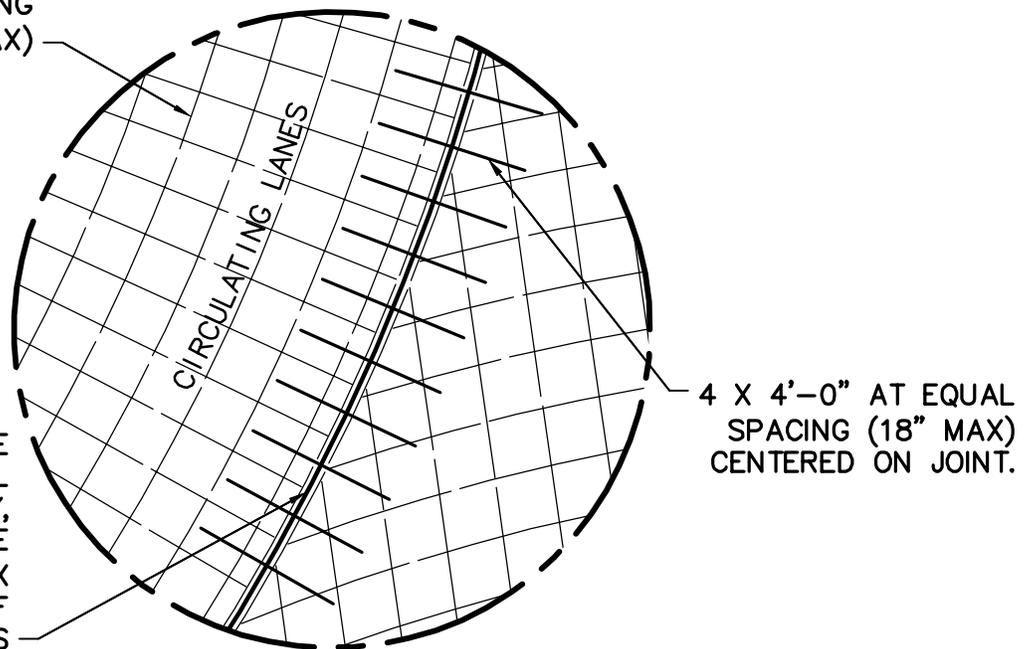
CIRCULATING LANES

**STEEL REINFORCEMENT DETAIL A**

**NOTES:**

1. PROVIDE CONTINUOUS NO. 4 REBAR 2" OFF FACE AT ALL CONSTRUCTION JOINTS, ON BOTH SIDES OF JOINT.
2. ALL REBAR 18" MAXIMUM SPACING

#4 AT EQUAL SPACING  
(18" MAX)



CIRCULATING LANE  
REINFORCEMENT SHALL  
BE PLACED RADIALLY,  
SPACING OF TRANSVERSE  
STEEL SHALL BE 18" MAX  
AT EXTERIOR EDGE OF  
CIRCULATING LANES

4 X 4'-0" AT EQUAL  
SPACING (18" MAX)  
CENTERED ON JOINT.

**STEEL REINFORCEMENT DETAIL B**

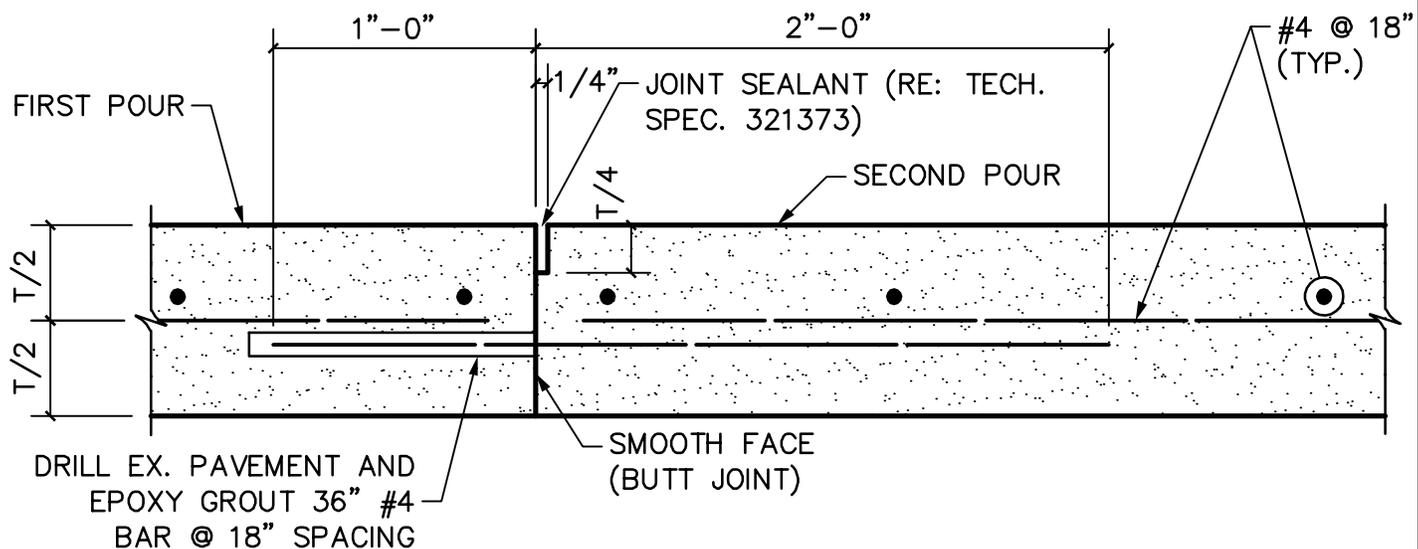


STANDARD CONSTRUCTION DETAIL  
CONCRETE PAVEMENT  
ROUNDAABOUT STEEL REINFORCEMENT LAYOUT

SCALE: 1"=5'

REVISED: MARCH  
2020

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**NOTES:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS P1 (4,000 PSI) FOR MACHINE POURS AND CLASS P2 (4,500 PSI) FOR HAND POURS.
2. DOWELS MUST BE INSTALLED IN THE PAVEMENT PARALLEL TO THE PAVEMENT SURFACE.
3. DOWELS IN TRANSVERSE JOINTS MUST BE INSTALLED IN THE PAVEMENT PARALLEL TO THE PAVEMENT CENTERLINE.
4. DOWELS IN LONGITUDINAL JOINTS MUST BE INSTALLED IN THE PAVEMENT NORMAL TO THE PAVEMENT CENTERLINE.

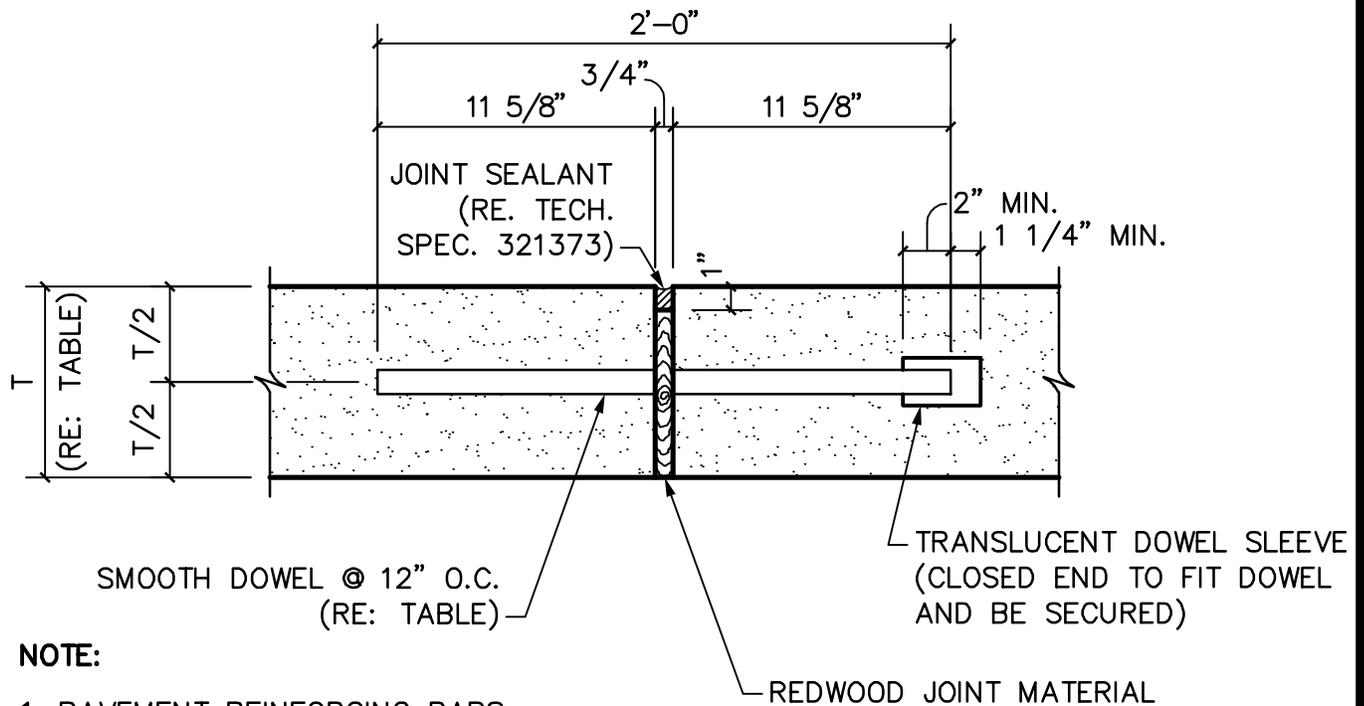


**STANDARD CONSTRUCTION DETAIL  
CONCRETE PAVEMENT  
CONSTRUCTION JOINT**

SCALE: 1 1/2" = 1'-0"

REVISED: MARCH  
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P12



**NOTE:**

1. PAVEMENT REINFORCING BARS NOT SHOWN FOR CLARITY.

TABLE			
STREET CLASS	T (IN.)	DOWEL SIZE (IN.)	DOWEL LENGTH (L) (IN.)
A	9	1.0	24
B	8	1.0	24
C	7	0.75	24
D	6	0.75	24
E	6	0.75	24
F	6	0.75	24
G	6	0.75	24

**NOTES:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS P1 (4,000 PSI) FOR MACHINE POURS AND CLASS P2 (4,500 PSI) FOR HAND POURS.
2. CAPPED AND UNCAPPED ENDS SHALL ALTERNATE.
3. DOWEL SUPPORT MATERIALS AND LAYOUT SHALL BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO ORDERING MATERIALS AND CONSTRUCTION.
4. CAPPED END OF THE DOWEL SHALL BE LUBRICATED.
5. DOWELS MUST BE INSTALLED IN THE PAVEMENT PARALLEL TO THE PAVEMENT SURFACE AND TO THE CENTERLINE.

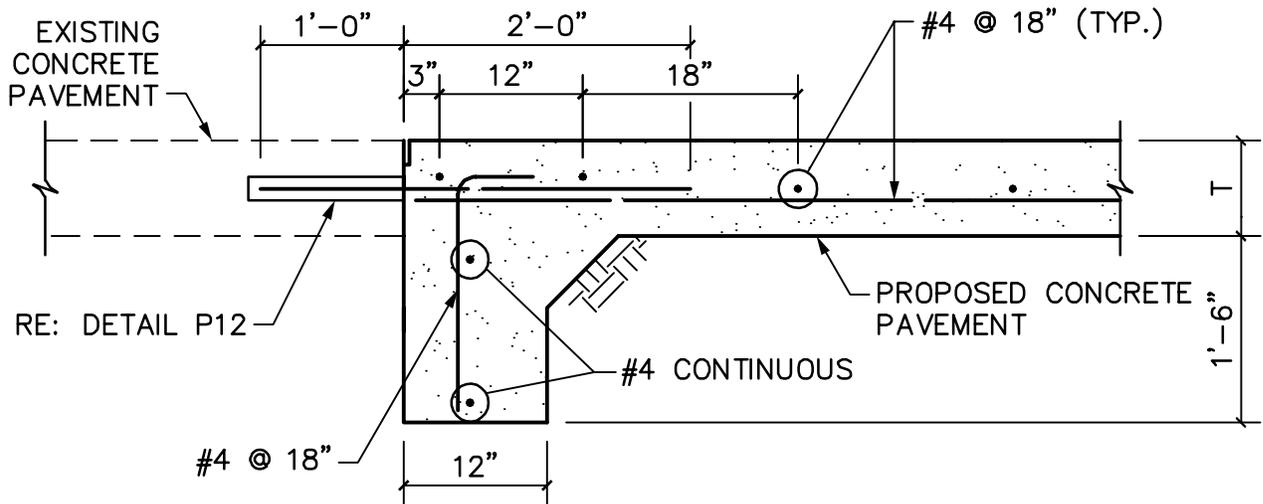


**STANDARD CONSTRUCTION DETAIL  
CONCRETE PAVEMENT  
EXPANSION JOINT**

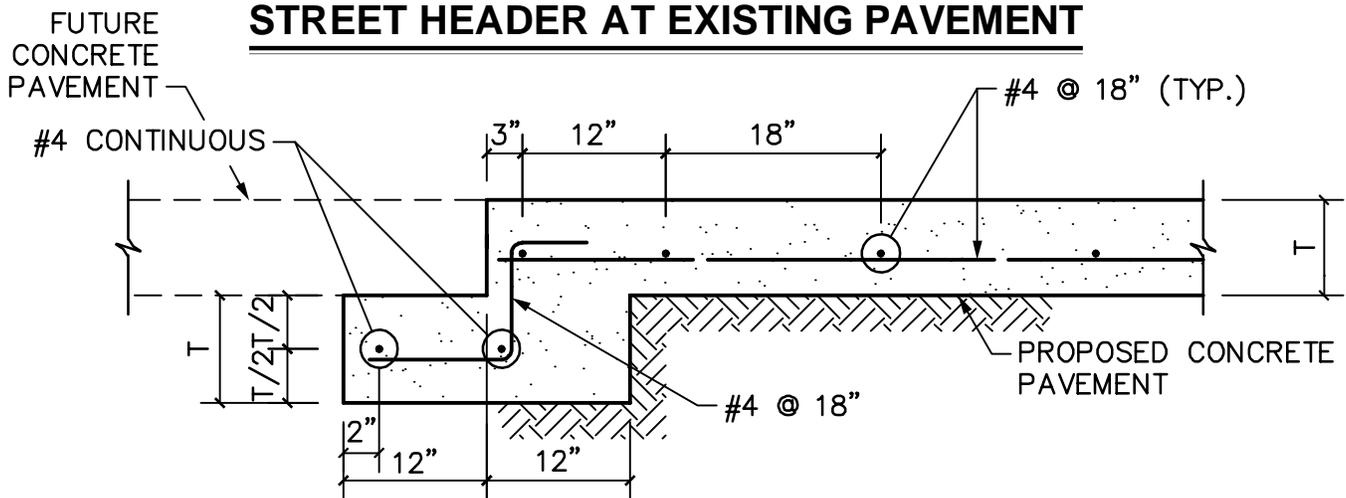
SCALE: 1 1/2" = 1'-0"

REVISED: MARCH  
2020

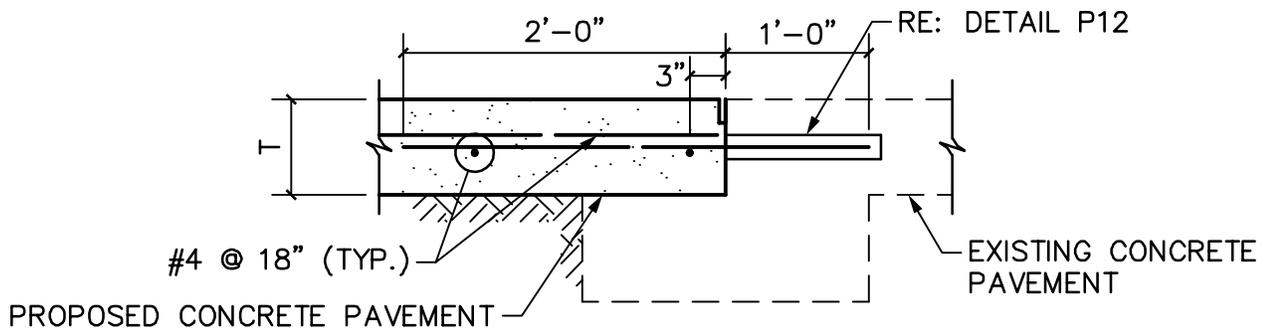
P13



**STREET HEADER AT EXISTING PAVEMENT**



**STREET HEADER FOR FUTURE CONCRETE PAVEMENT**



**CONCRETE PAVEMENT AT STREET HEADER**

**NOTES:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS P1 (4,000 PSI) FOR MACHINE POURS AND CLASS P2 (4,500 PSI) FOR HAND POURS.
2. REFERENCE TYPICAL SECTIONS FOR PROPOSED CONCRETE PAVEMENT THICKNESS AND SUBGRADE TREATMENT.



STANDARD CONSTRUCTION DETAIL

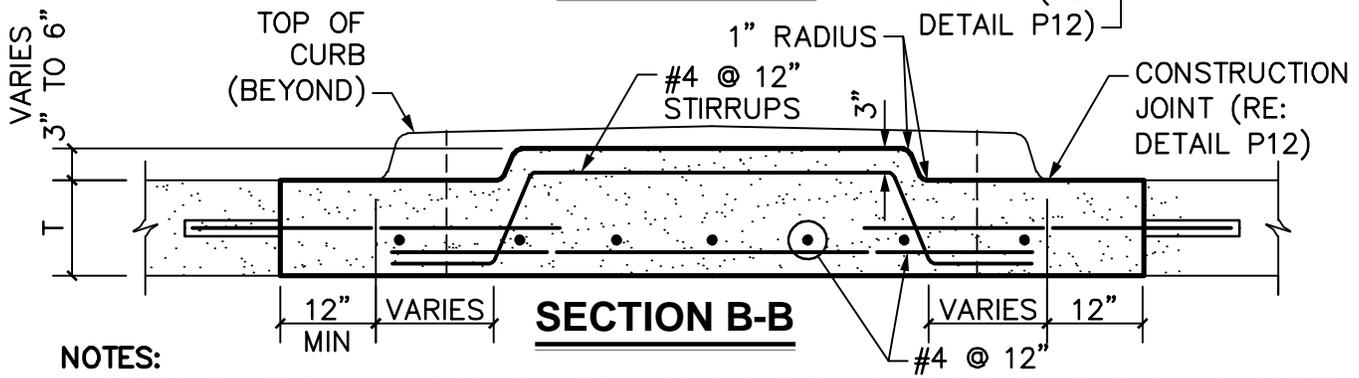
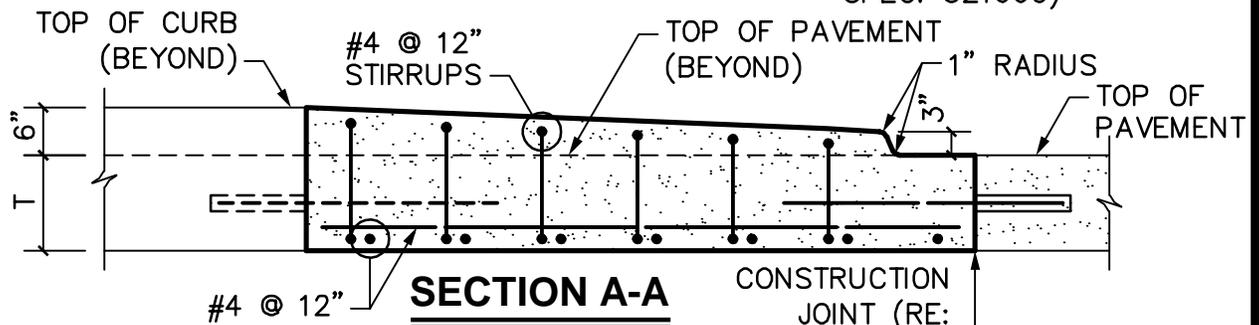
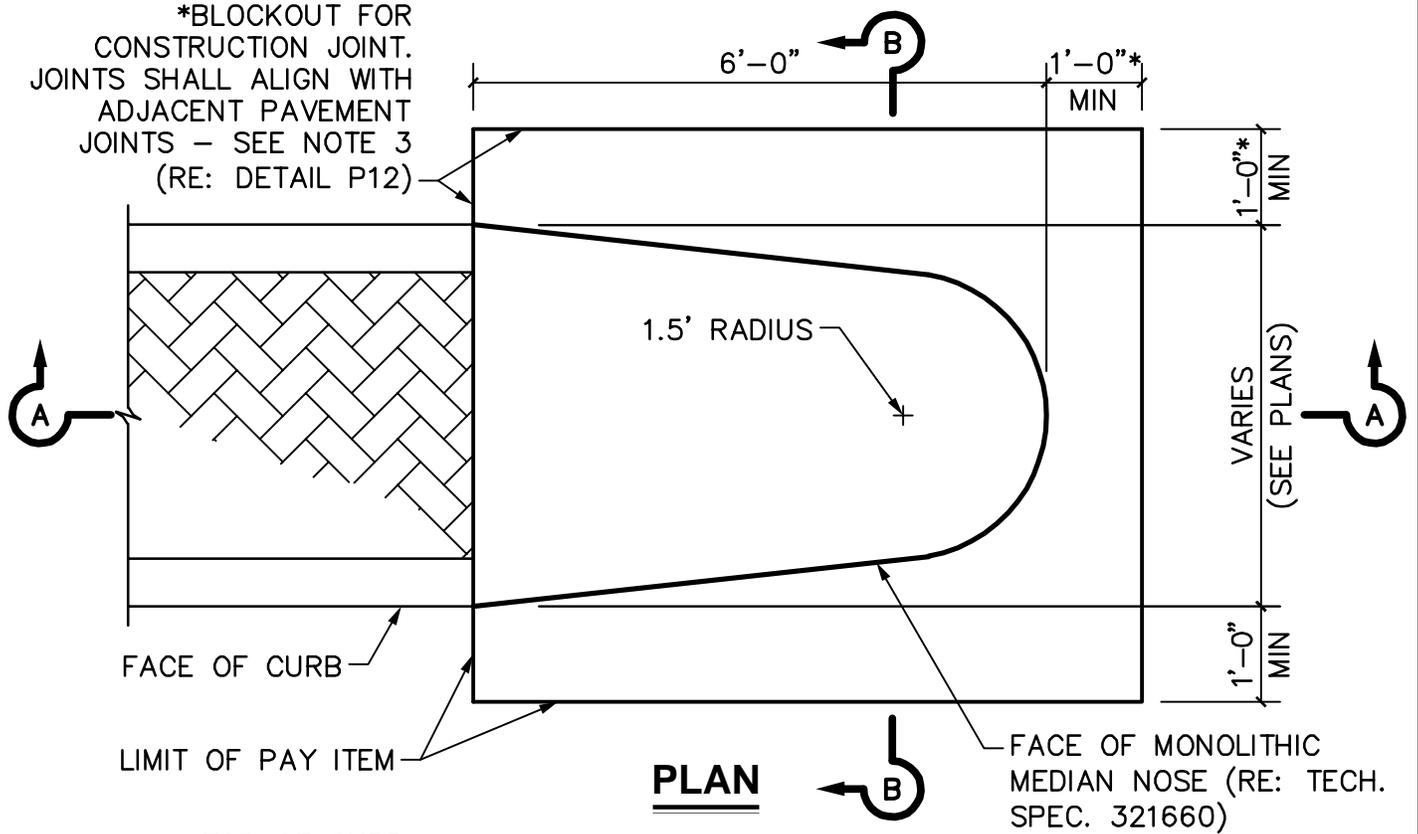
CONCRETE STREET HEADERS

SCALE: 3/4"=1'-0"

REVISED: MARCH 2020

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\*BLOCKOUT FOR CONSTRUCTION JOINT. JOINTS SHALL ALIGN WITH ADJACENT PAVEMENT JOINTS - SEE NOTE 3 (RE: DETAIL P12)

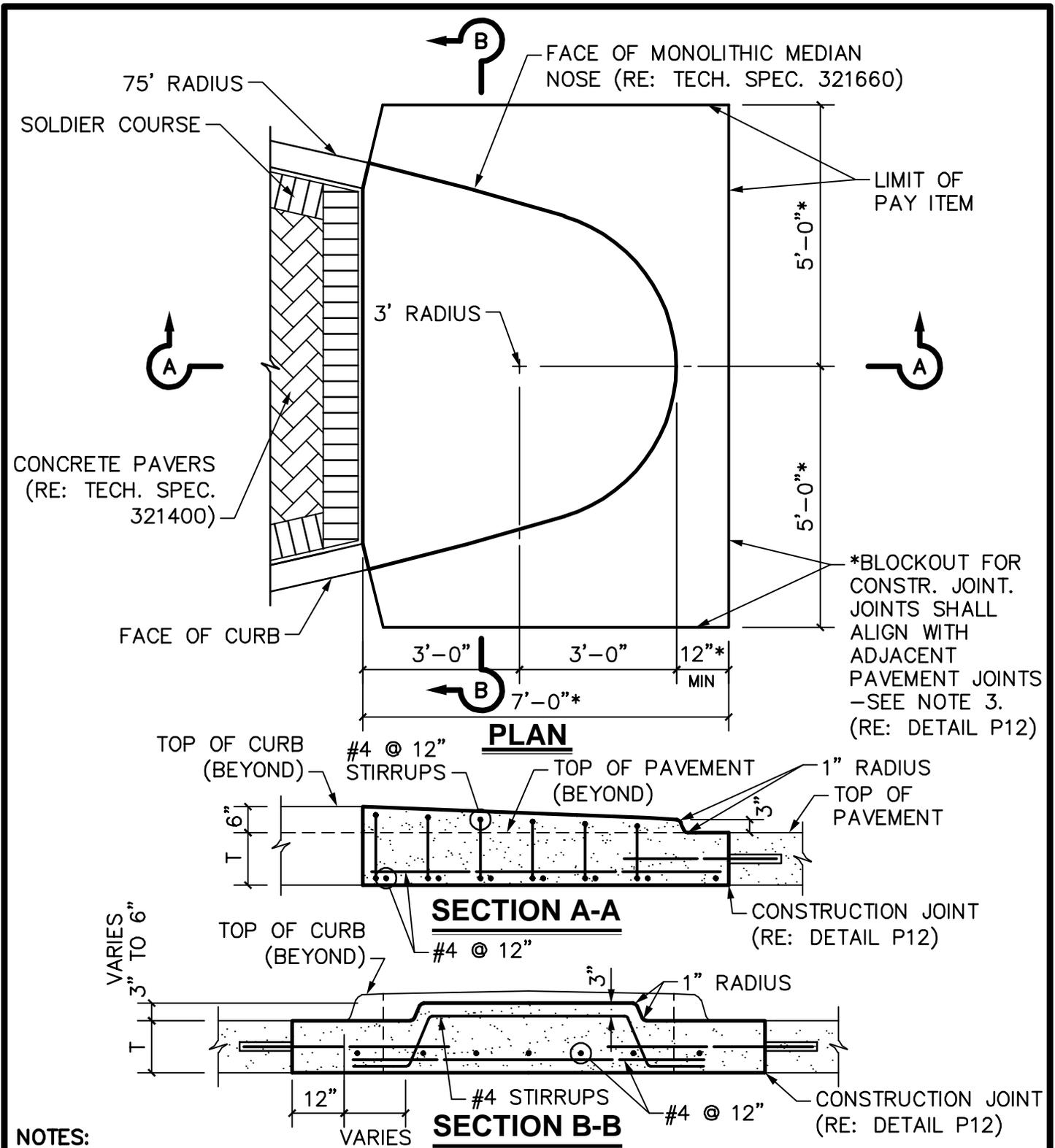


- NOTES:**
1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS P2 (4,500 PSI) FOR HAND POURS.
  2. PROVIDE TYPE 1 MONOLITHIC MEDIAN NOSE AT ALL MEDIANS 8' WIDE OR LESS.
  3. CONSTRUCTION JOINT MAY BE AN EXPANSION JOINT WHEN INSTALLING MONOLITHIC MEDIAN NOSE ADJACENT TO EXISTING PAVEMENT AT DISCRETION OF ENGINEER.



**STANDARD CONSTRUCTION DETAIL  
MONOLITHIC MEDIAN NOSE  
TYPE 1**

SCALE: 1/2"=1'-0"
REVISED: MARCH 2020
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**NOTES:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS P2 (4,500 PSI) FOR HAND POURS.
2. PROVIDE TYPE 2 MONOLITHIC MEDIAN NOSE AT ALL MEDIANS GREATER THAN 8' WIDE.
3. CONSTRUCTION JOINT MAY BE AN EXPANSION JOINT WHEN INSTALLING MONOLITHIC MEDIAN NOSE ADJACENT TO EXISTING PAVEMENT AT DISCRETION OF ENGINEER.

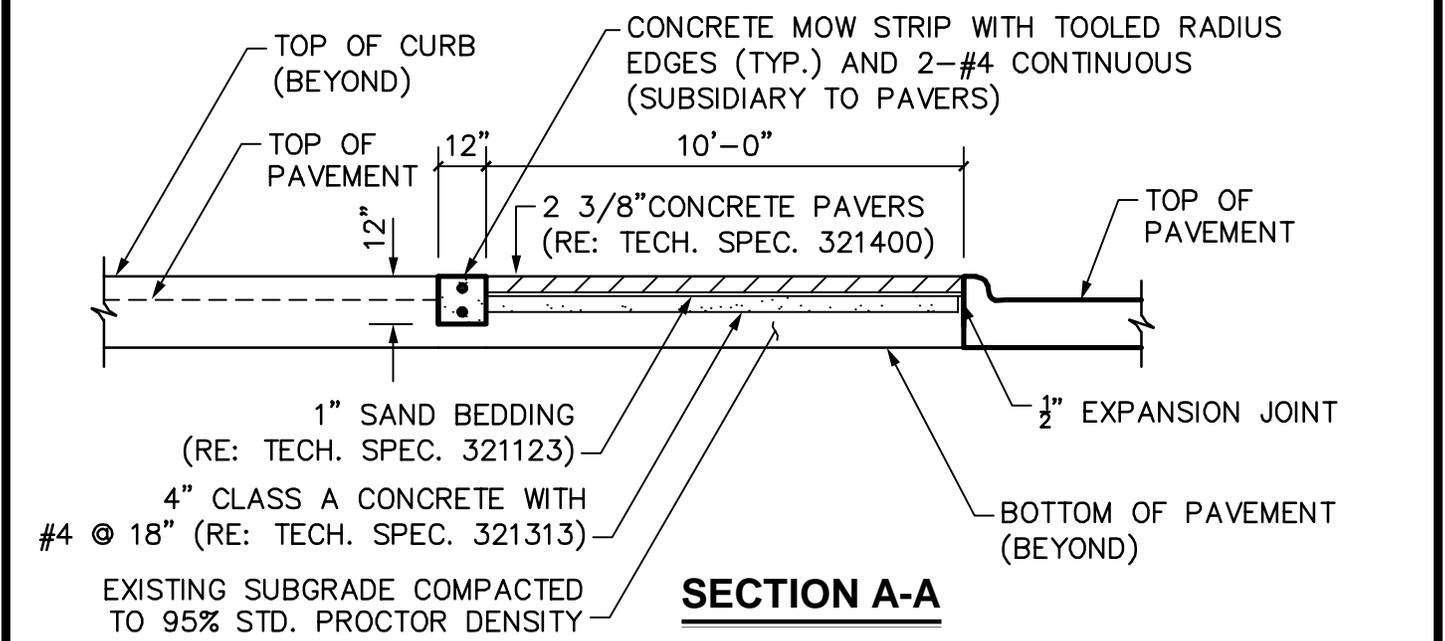
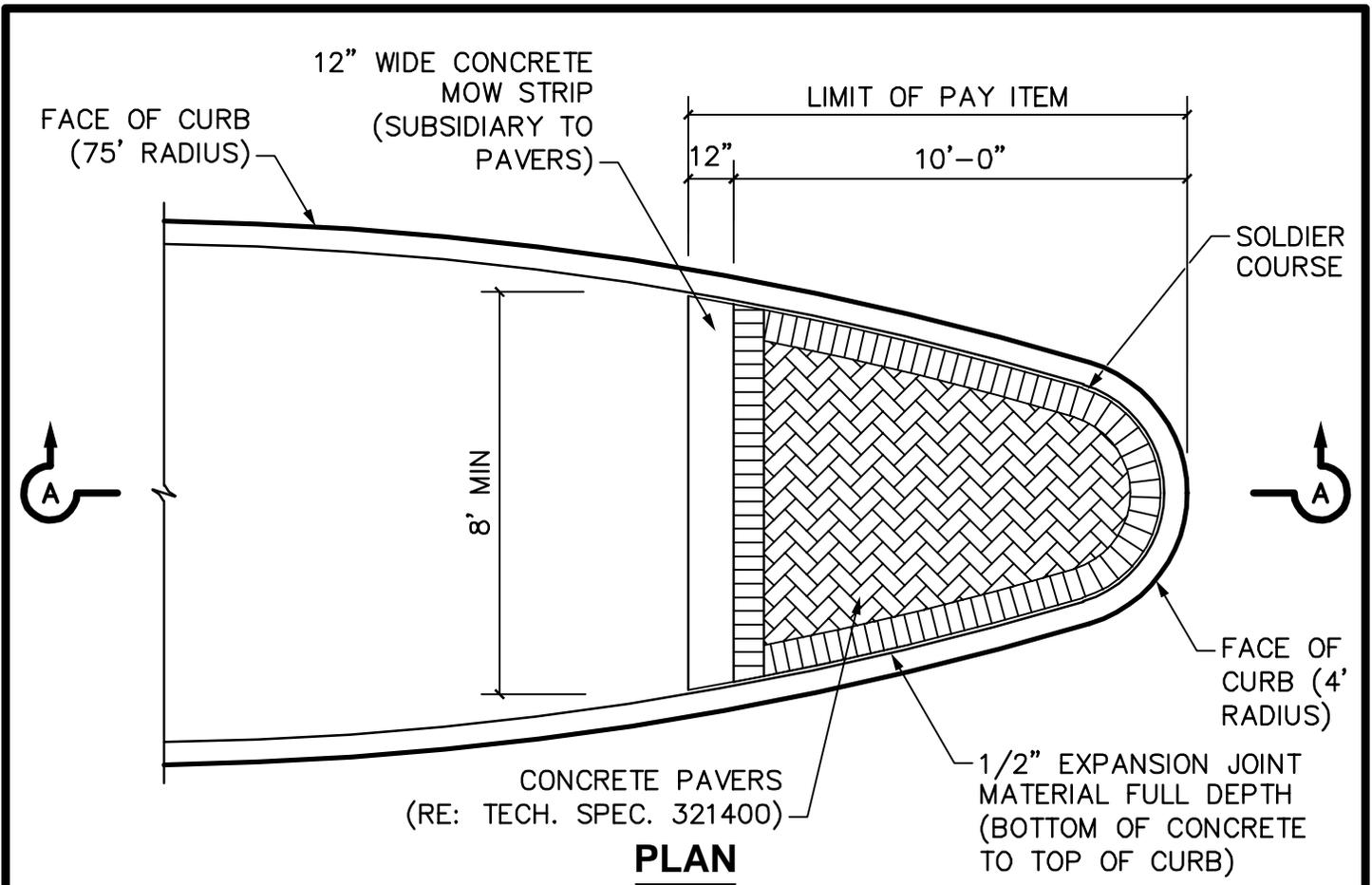


**STANDARD CONSTRUCTION DETAIL  
MONOLITHIC MEDIAN NOSE  
TYPE 2**

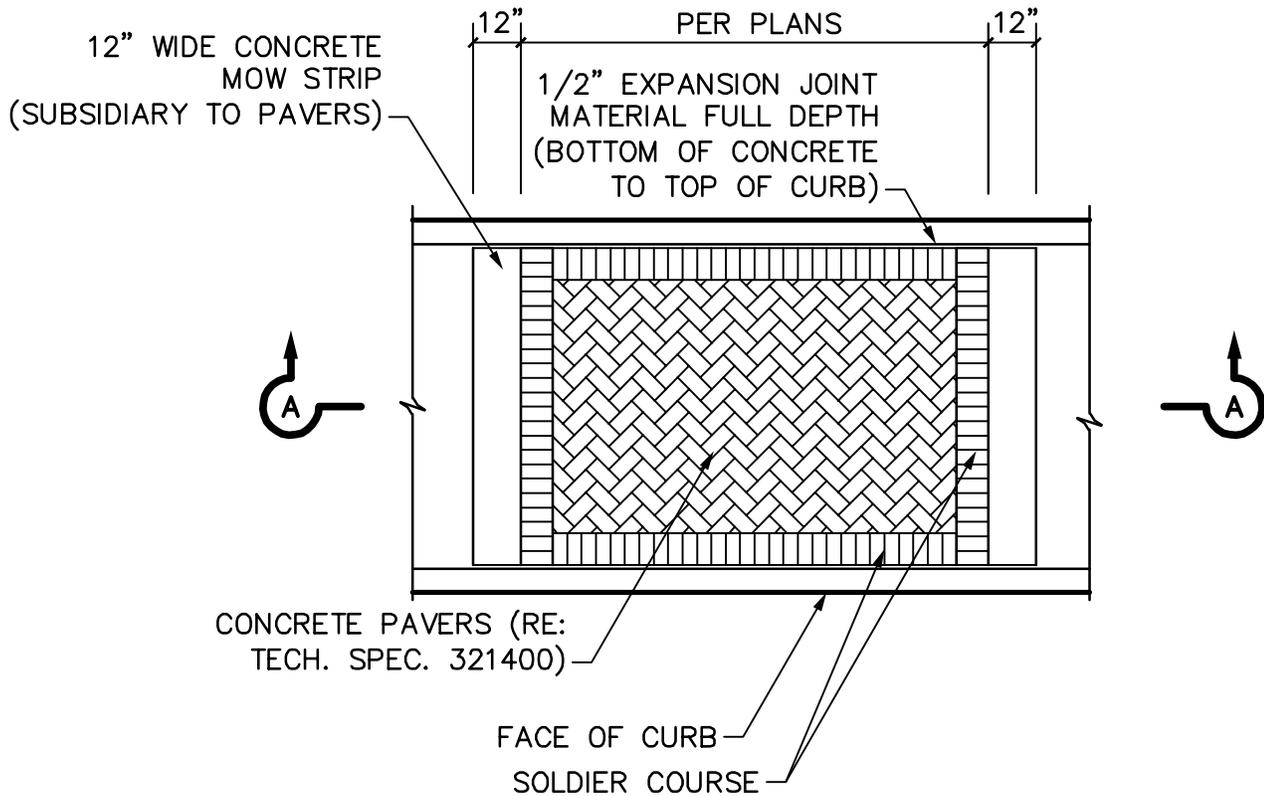
SCALE: 3/8"=1'-0"

REVISED: MARCH  
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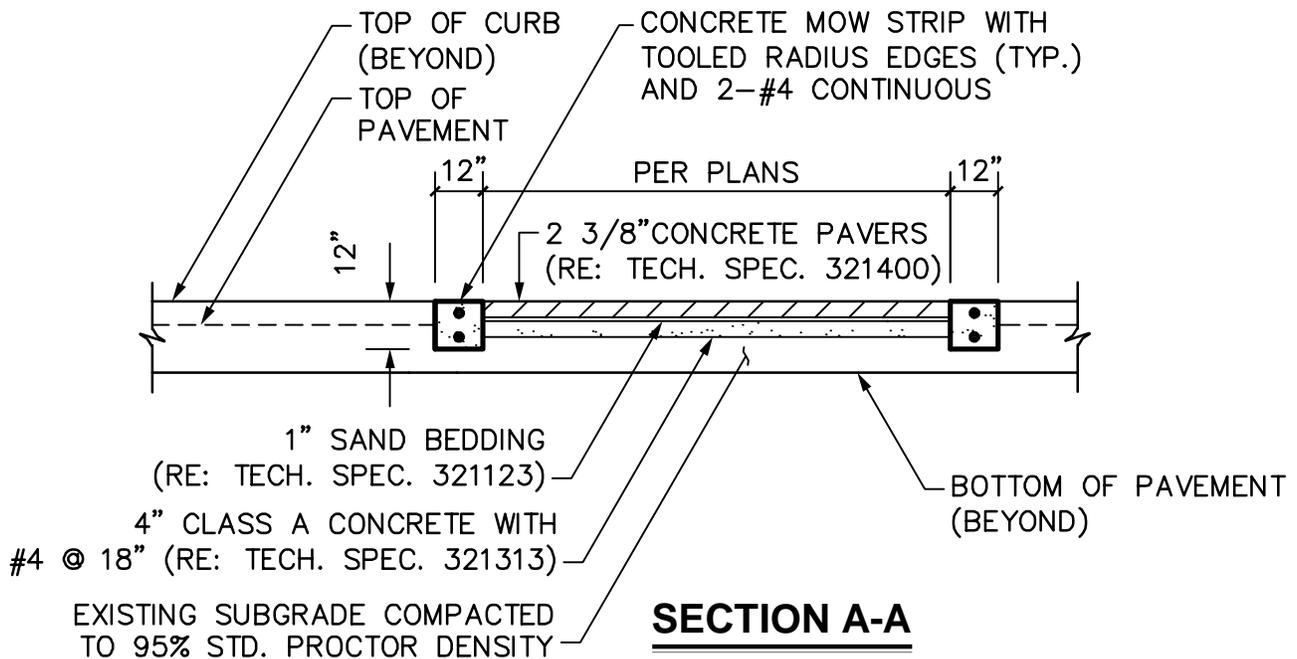
P16



**NOTE:**  
 1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS A (3,000 PSI)



**PLAN**



**SECTION A-A**

**NOTE:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS A (3,000 PSI).



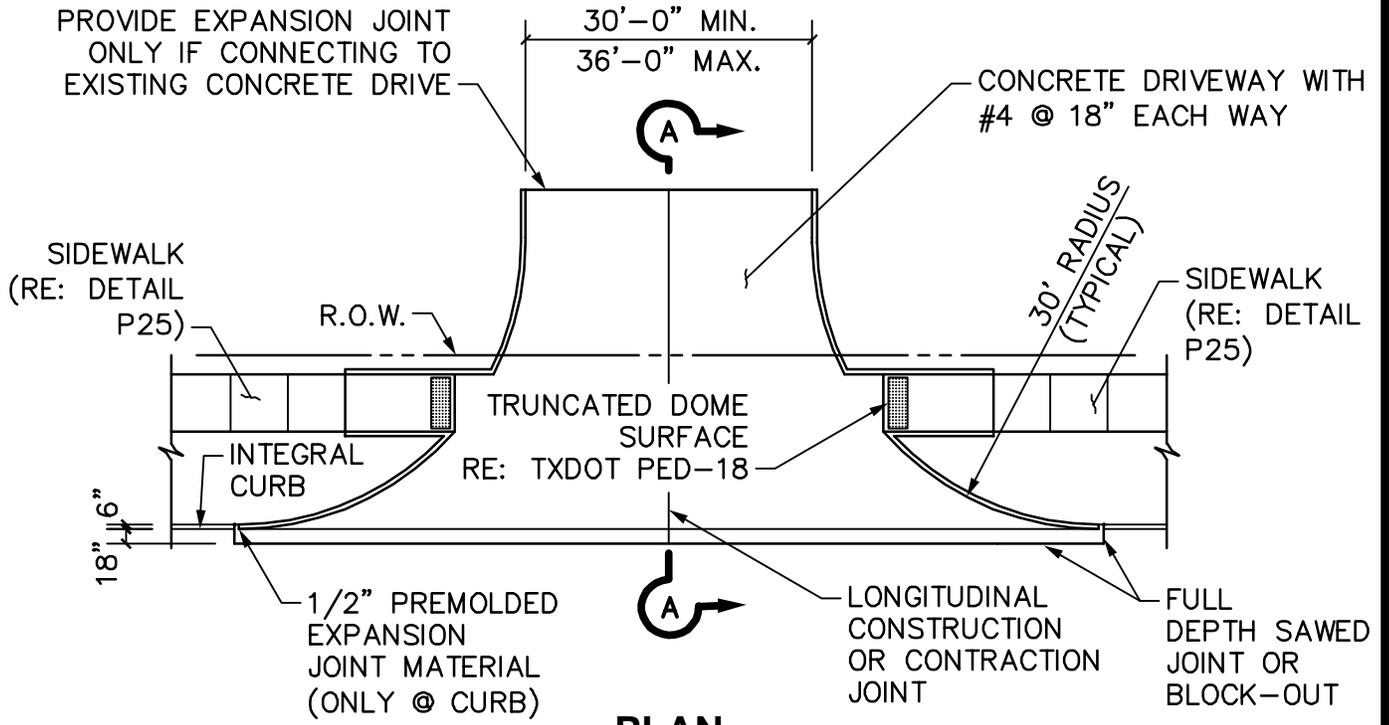
**STANDARD CONSTRUCTION DETAIL**

**MEDIAN PAVERS**

SCALE: 1/4"=1'-0"

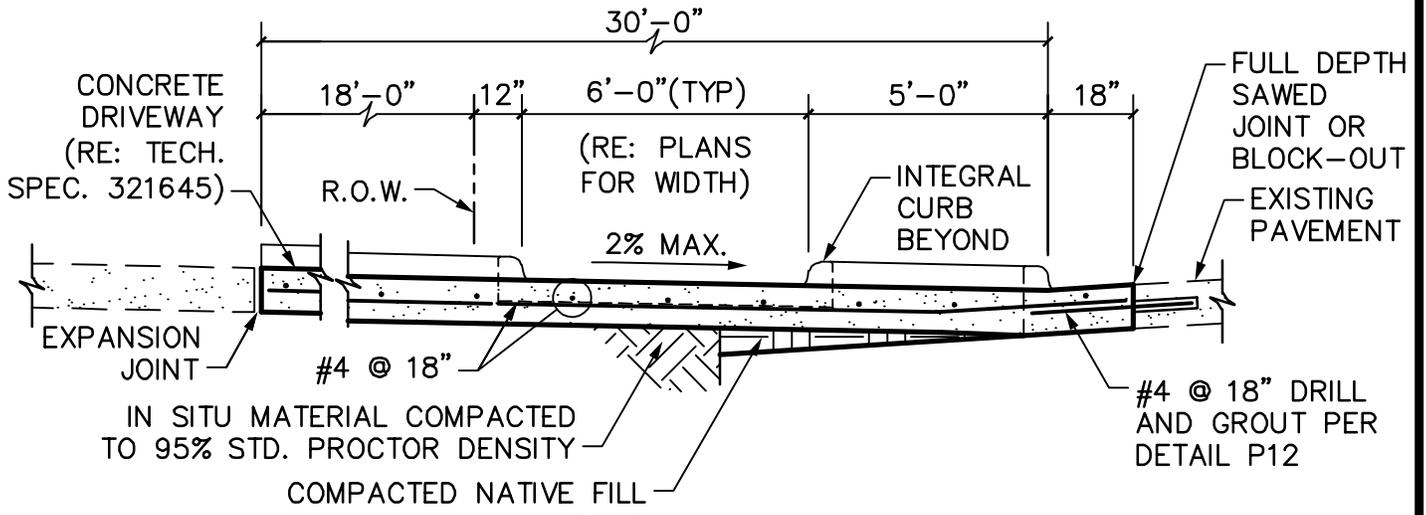
REVISED: MARCH 2020

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**PLAN**

SCALE: 1"=20'



**SECTION A-A**

SCALE: 1/4"=1'-0"

**NOTES:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS A (3,000 PSI).
2. EXISTING CURB AND GUTTER SHALL BE VERTICALLY SAWCUT. HORIZONTAL SAWCUTTING OF CURB NOT ALLOWED.
3. SIDEWALK SECTION THROUGH DRIVEWAY SHALL BE POURED SAME THICKNESS AS DRIVEWAY APPROACH (EXISTING SIDEWALK, IF ANY, SHALL BE REMOVED).
4. DRIVEWAY THICKNESS TO MATCH STREET PAVEMENT THICKNESS (6" MINIMUM).

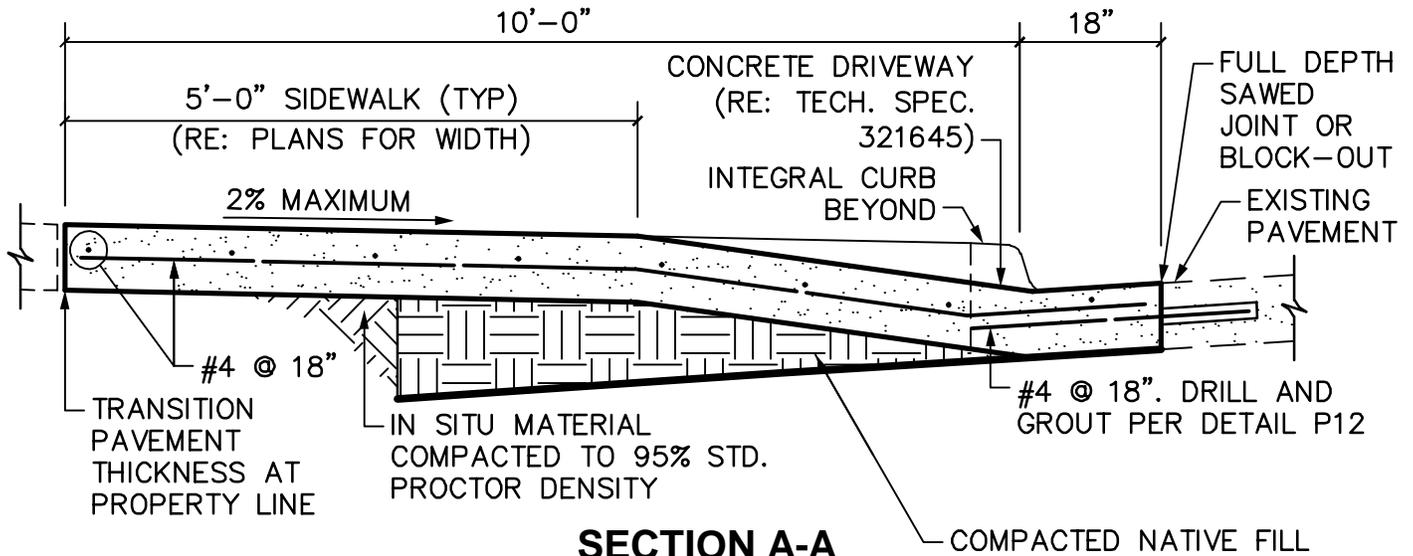
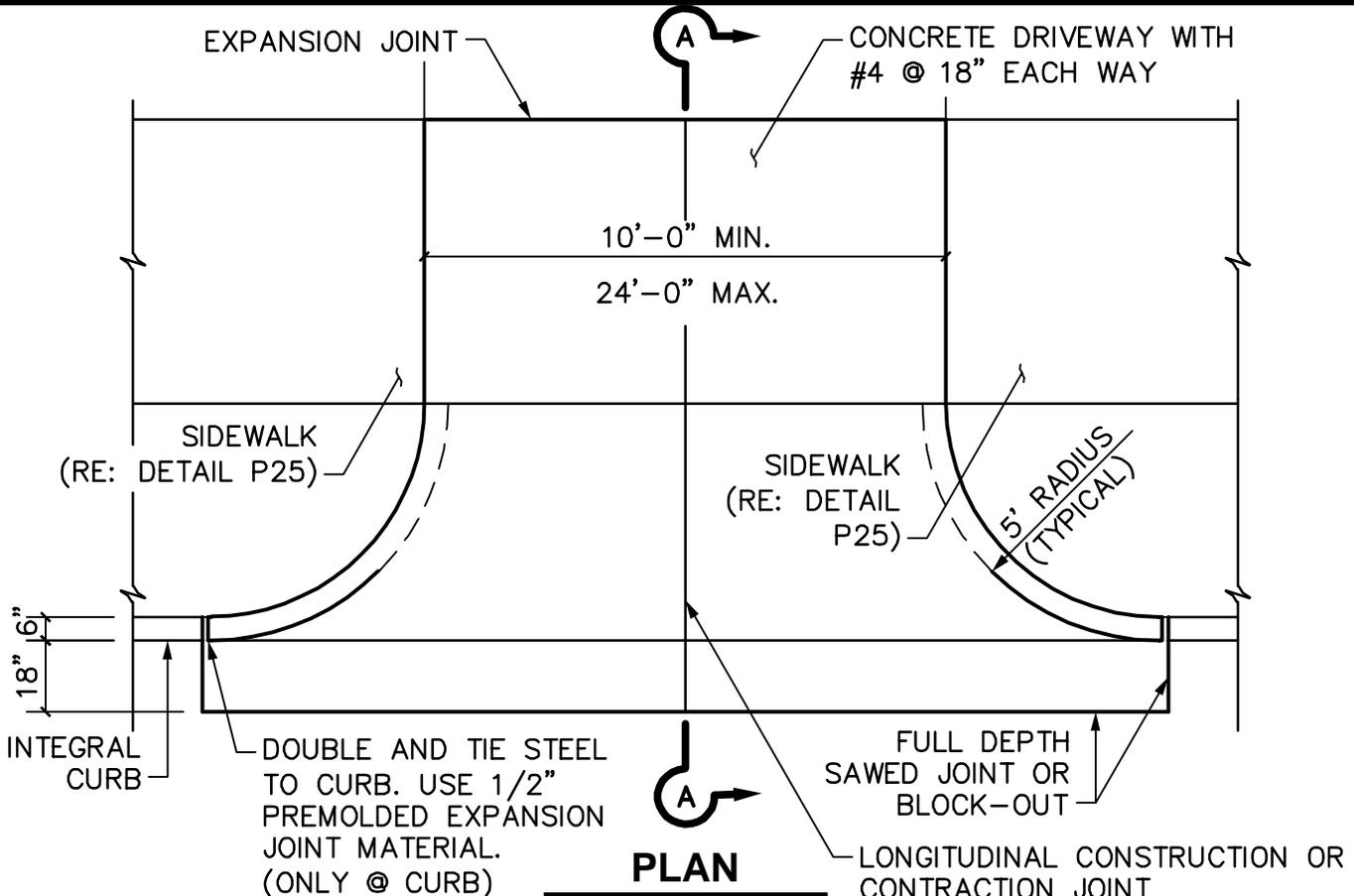


**STANDARD CONSTRUCTION DETAIL  
COMMERCIAL DRIVEWAY APPROACH**

SCALE: AS MARKED

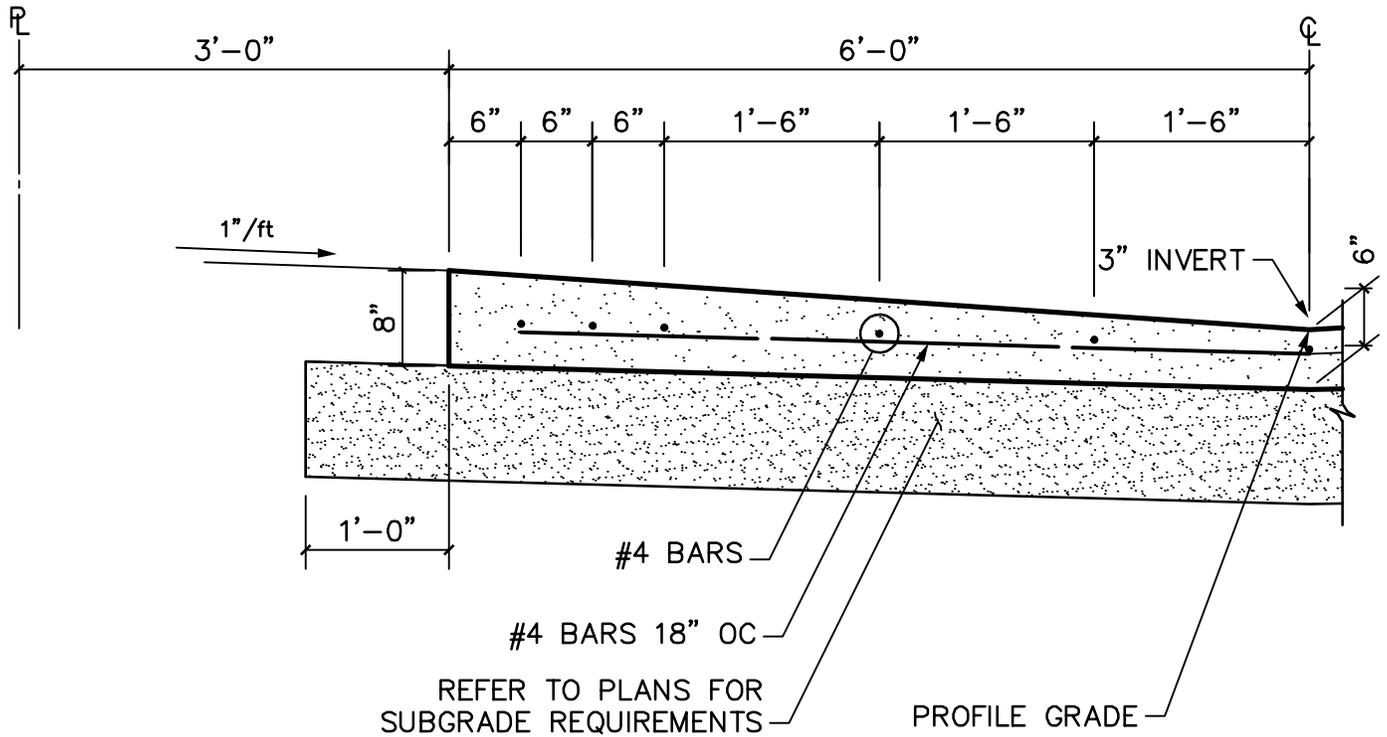
REVISED: MARCH  
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- NOTES:**
1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS A (3,000 PSI).
  2. SIDEWALK SECTION THROUGH DRIVEWAY SHALL BE POURED SAME THICKNESS AS DRIVEWAY APPROACH (EXISTING SIDEWALK, IF ANY, SHALL BE REMOVED).
  3. DRIVEWAY THICKNESS TO MATCH STREET PAVEMENT THICKNESS (6" MINIMUM).
  4. DRIVEWAYS CONSTRUCTED ON PRIVATE PROPERTY SHALL TAPER AT 1:1 RATIO TO INTERSECT AT PROPERTY LINE NO GREATER THAN 24' WIDTH.





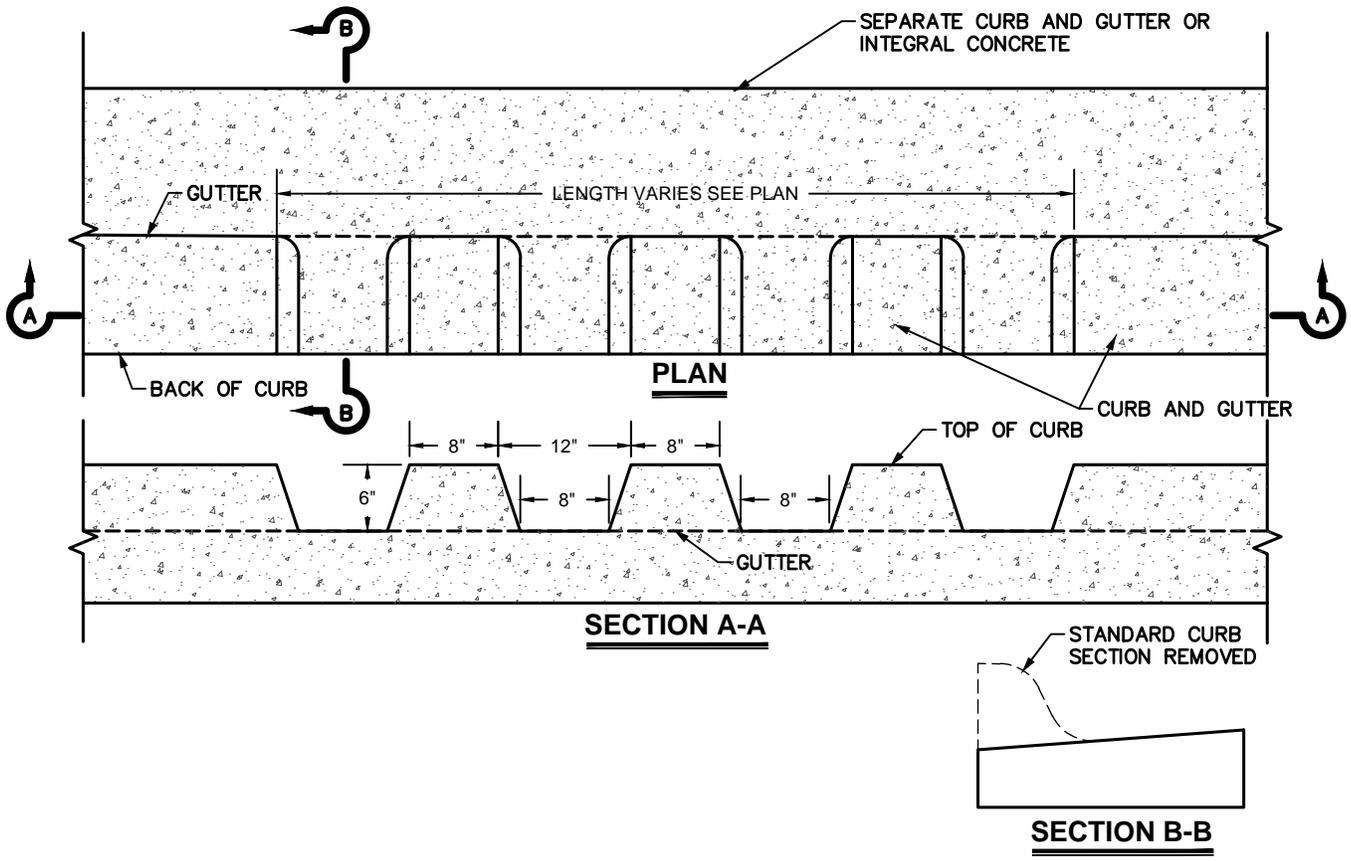
**NOTES:**

1. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS P1 (4,000 PSI) FOR MACHINE POURS AND CLASS P2 (4,500 PSI) FOR HAND POURS.
2. ALL REINFORCING STEEL SHALL BE #4 BARS CONFORMING TO ASTM A615 (GRADE 60) IN ACCORDANCE WITH TECHNICAL SPECIFICATION 032100.



**STANDARD CONSTRUCTION DETAIL  
TYPICAL ALLEY SECTION**

SCALE: 3/4"=1'-0"
REVISED: MARCH 2020
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**NOTE:**

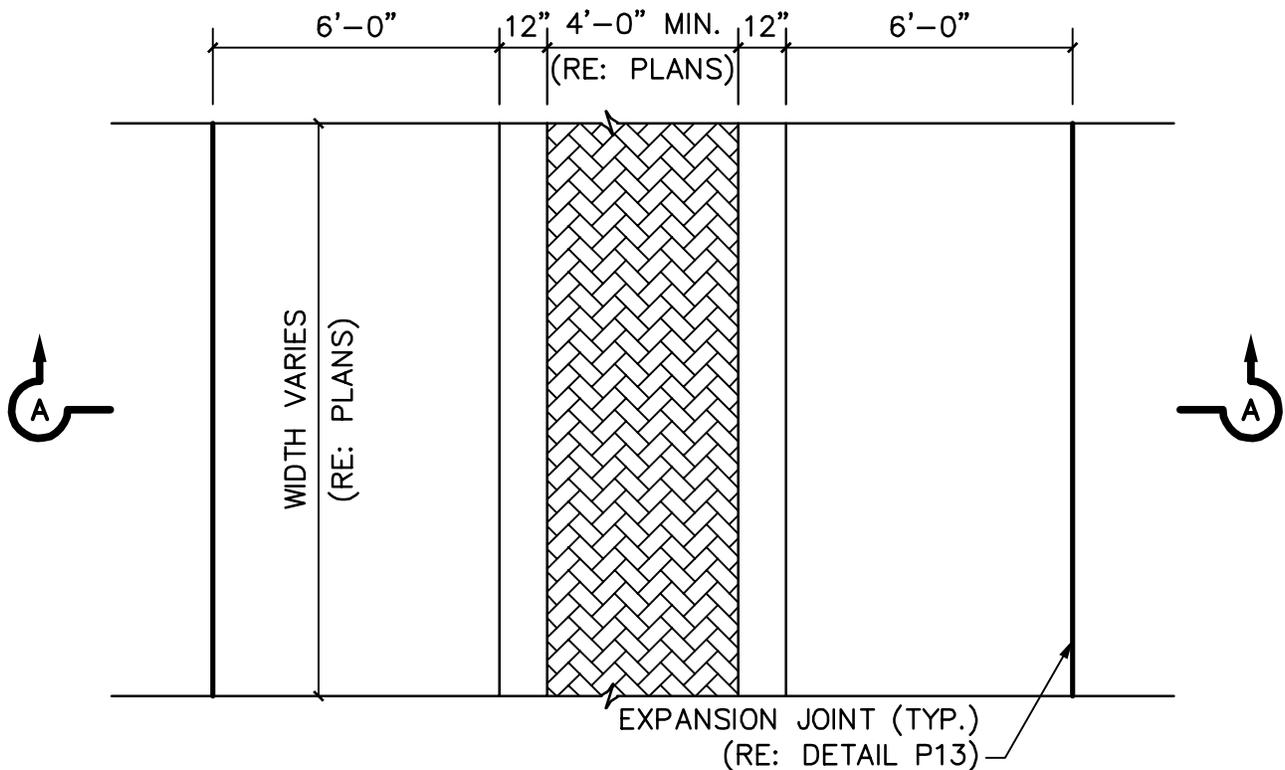
1. CONCRETE TO BE THE CITY OF MIDLAND CLASS P1 (MACHINE FINISH) OR CLASS P2 (HAND POUR). REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT.
2. SEAL CONCRETE JOINT AT FACE OF CURB WHEN ADJACENT TO CONCRETE PAVEMENT AND NOT INTEGRAL WITH THAT PAVEMENT.
3. MATERIALS AND CONSTRUCTION METHODS TO CONFORM TO THE CITY OF LAKE DALLAS STANDARDS AND SPECIFICATIONS.



STANDARD CONSTRUCTION DETAIL

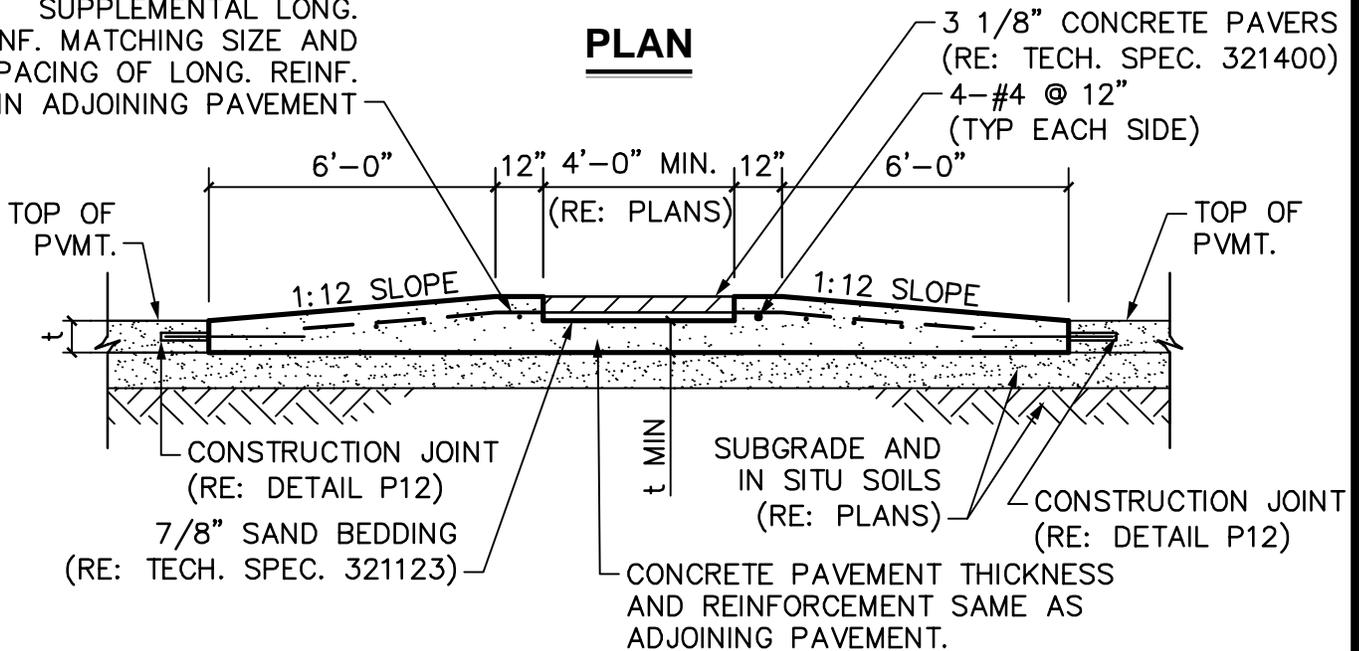
**SAW-TOOTH CURB AND GUTTER**

SCALE: 1/4"=1'-0"
REVISED: MARCH 2020
P23



**PLAN**

SUPPLEMENTAL LONG. REINF. MATCHING SIZE AND SPACING OF LONG. REINF. IN ADJOINING PAVEMENT



**SECTION A-A**

**NOTE:**

- REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE PAVEMENT. CONCRETE SHALL BE CLASS P1 (4,000 PSI) FOR MACHINE POURS AND CLASS P2 (4,500 PSI) FOR HAND POURS.
- WIDTH OF PAVERS SHALL AT A MINIMUM MATCH THE WIDTH OF THE CONNECTING SIDEWALK.



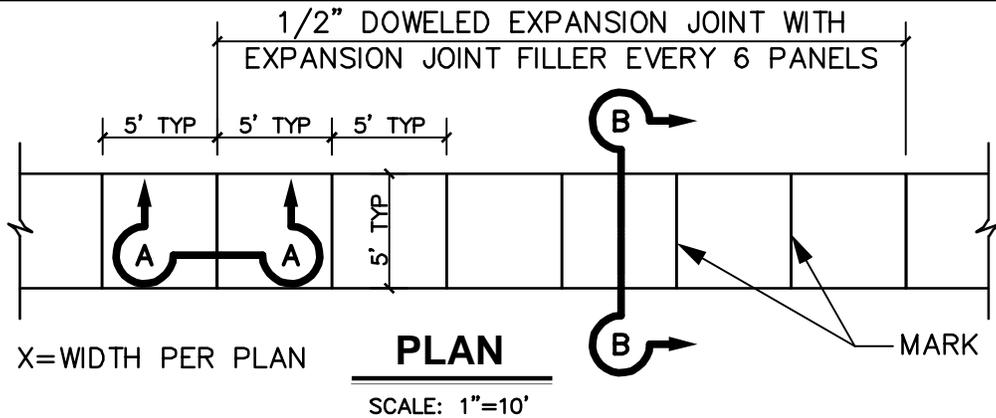
**STANDARD CONSTRUCTION DETAIL**

**SPEED TABLE**

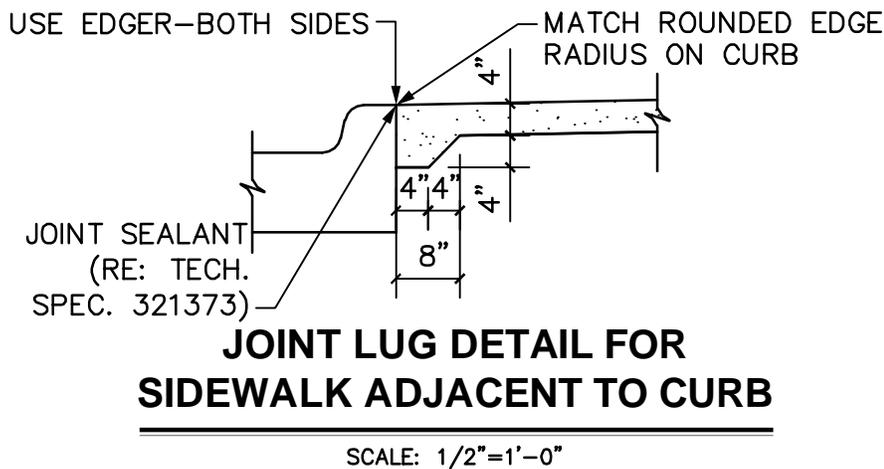
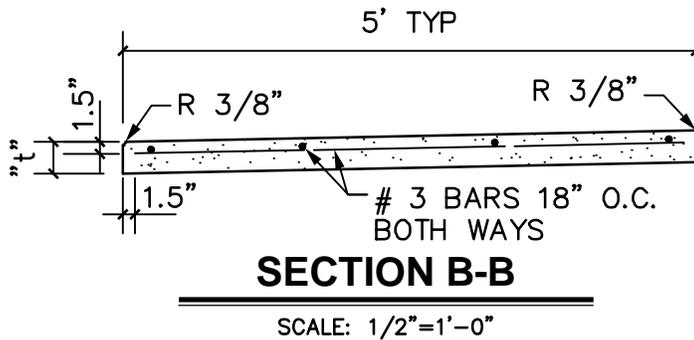
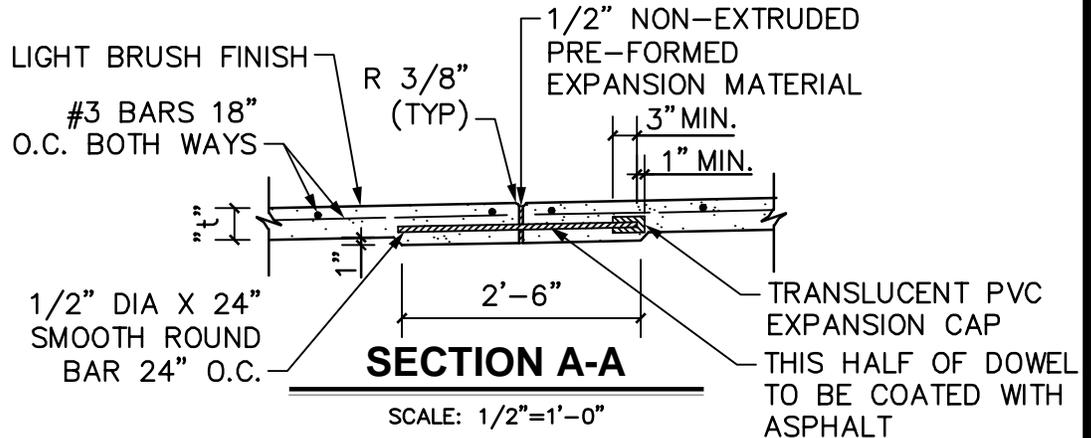
SCALE: 1/4"=1'-0"

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SIDEWALK	
WIDTH	"t"
UP TO 6'	4"
6'1" TO 7'11"	5"
8'+	6"



**NOTES:**

1. MAXIMUM LONGITUDINAL GRADE OF THE SIDEWALK SHALL BE FIVE PERCENT (5%) OR THE GRADE OF THE ADJACENT STREET.
2. CROSS SLOPE OF SIDEWALK SHALL BE TWO PERCENT (2%) MAX PER A.D.A.
3. OTHER THAN 5' SIDEWALK WIDTH MAY BE SPECIFIED BY OWNER. 6' SIDEWALK WIDTH REQUIRED ADJACENT TO CURB.
4. ALL SIDEWALK SHALL BE CLASS A CONCRETE (RE: TECH SPEC 321650).
5. ALL HONEYCOMB IN BACK OF CURB TO BE TROWEL-PLASTERED BEFORE POURING SIDEWALK.
6. LUG MAY BE FORMED BY SHAPING SUBGRADE TO APPROXIMATE DIMENSIONS SHOWN.
7. SUBGRADE SHALL BE COMPACTED TO ATLEAST 90% OF MAXIMUM DENSITY (RE: TECH SPEC 321650).
8. REFER TO TECH. SPEC. 321650 FOR CONCRETE SIDEWALK. CONCRETE SHALL BE CLASS A (3,000 PSI).

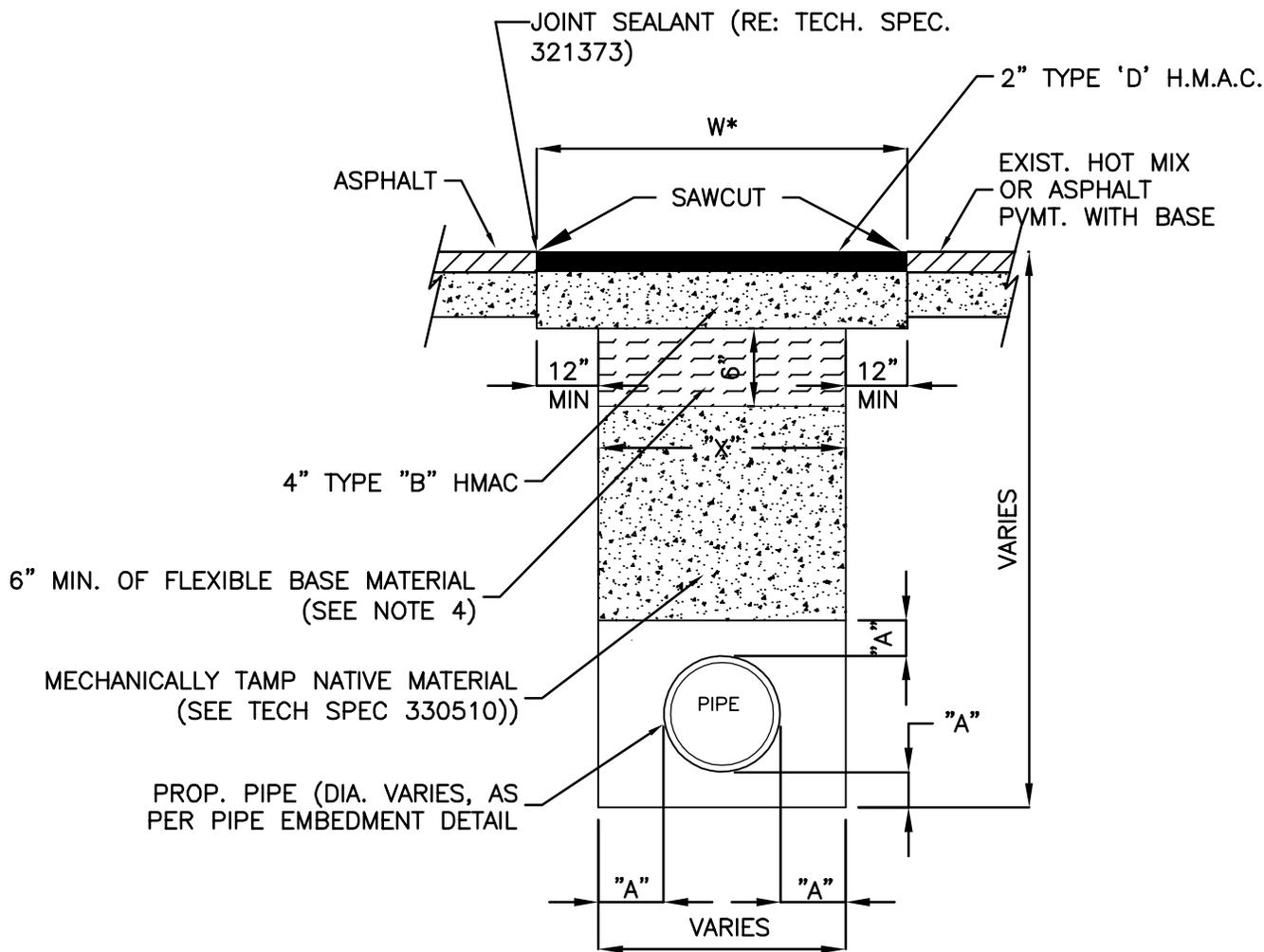


STANDARD CONSTRUCTION DETAIL  
REINFORCED CONCRETE SIDEWALK

SCALE: AS MARKED

REVISED: MARCH  
2020

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ASPHALT PAVEMENT REPAIR  
OVER PIPE

NOTES:

1. WIDTH (W\*) = "X" + 24". MINIMUM ASPHALT REPAIR AREA IS 6' X 6'.
2. MATCH EXISTING ASPHALT THICKNESS (MINIMUM THICKNESS 6")
3. REFER TO TECHNICAL SPEC 321216 FOR ASPHALT PAVEMENT SPECIFICATIONS.
4. FLEXIBLE BASE MATERIAL SHALL BE PLACED TO A MINIMUM DEPTH OF 6" OR UNTIL CONTRACTOR HAS REACHED A FIRM COMPACTED MATERIAL.

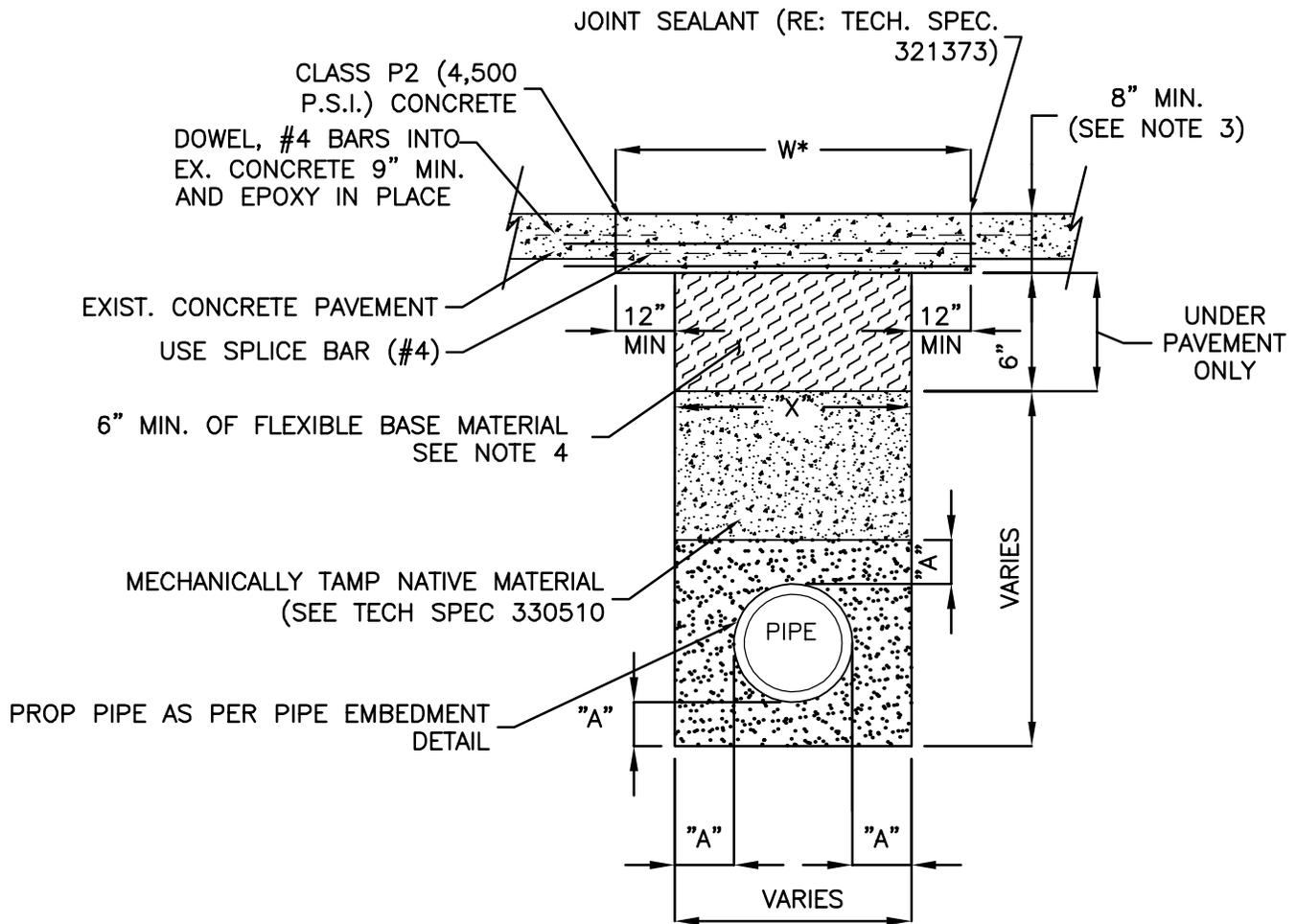


**STANDARD CONSTRUCTION DETAIL  
ASPHALT PAVEMENT REPAIR OVER PIPE**

SCALE: 3/4"=1'-0"

REVISED: MARCH  
2020

P26



CONCRETE PAVEMENT  
REPAIR OVER PIPE

**NOTES:**

1. WIDTH (W\*) = "X" + 24". CONCRETE REPAIRS SHALL BE MADE TO THE NEAREST PAVEMENT JOINT.
2. MATCH EXISTING CONCRETE PAVEMENT THICKNESS (MINIMUM THICKNESS 6")
3. REFER TO TECHNICAL SPEC. 321313 FOR CONCRETE PAVEMENT SPECIFICATIONS. CONCRETE SHALL BE CLASS P2 (4,500 PSI).
4. FLEXIBLE BASE MATERIAL SHALL BE PLACED TO A MINIMUM DEPTH OF 6" OR UNTIL CONTRACTOR HAS REACHED A FIRM COMPACTED MATERIAL.

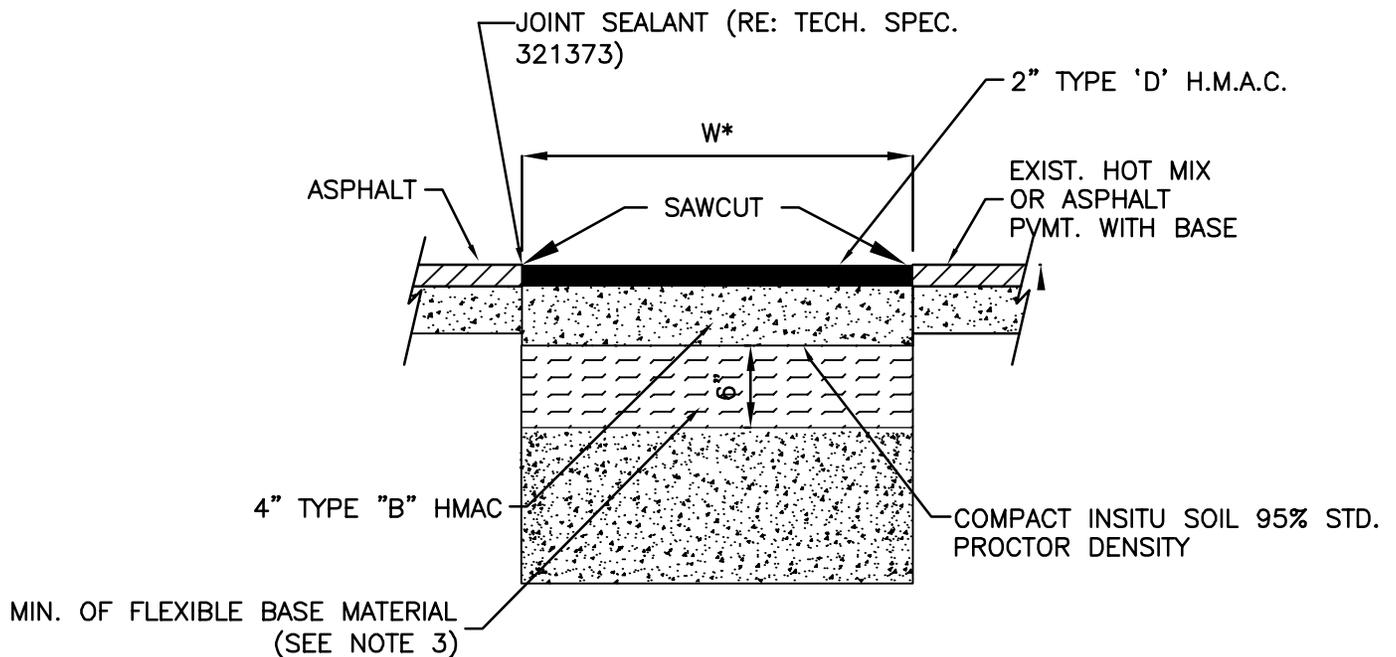


**STANDARD CONSTRUCTION DETAIL  
CONCRETE PAVEMENT REPAIR OVER PIPE**

SCALE: 3/4"=1'-0"

REVISED: MARCH  
2020

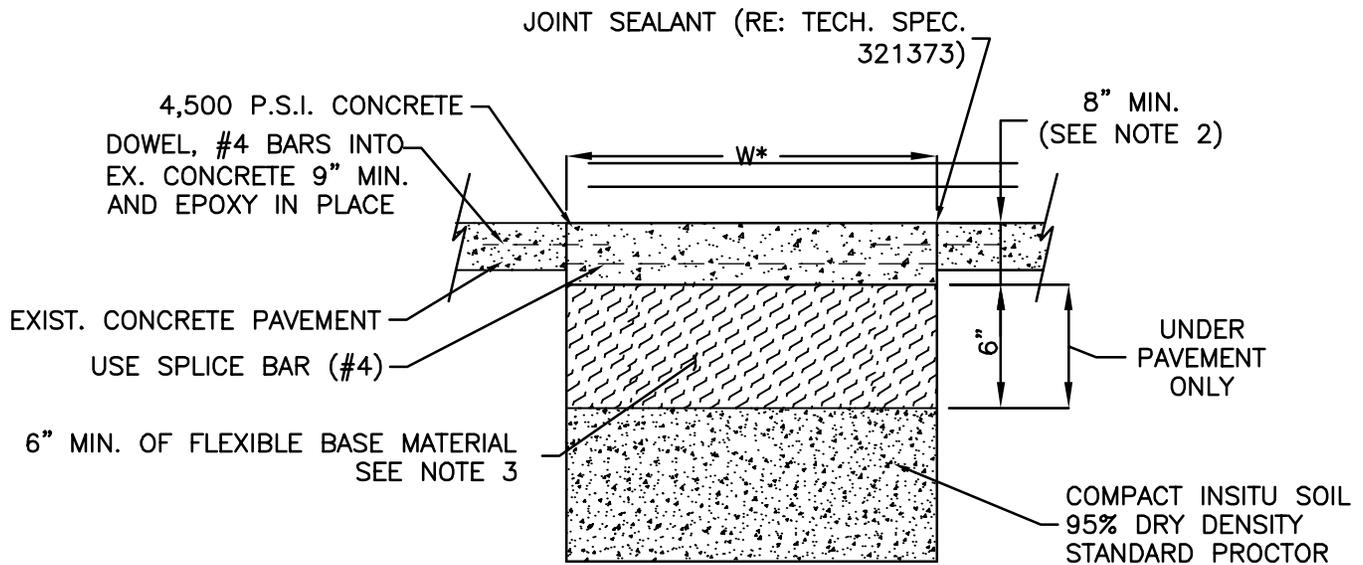
P27



## ASPHALT PAVEMENT REPAIR

### NOTES:

1. MATCH EXISTING ASPHALT THICKNESS (MINIMUM THICKNESS 6")
2. REFER TO TECHNICAL SPEC 321216 FOR ASPHALT PAVEMENT SPECIFICATIONS.
3. FLEXIBLE BASE MATERIAL SHALL BE PLACED TO A MINIMUM DEPTH OF 6" OR UNTIL CONTRACTOR HAS REACHED A FIRM COMPACTED MATERIAL.



CONCRETE PAVEMENT

NOTES:

1. MATCH EXISTING CONCRETE PAVEMENT THICKNESS (MINIMUM THICKNESS 6")
2. REFER TO TECHNICAL SPEC. 321313 FOR CONCRETE PAVEMENT SPECIFICATIONS.
3. FLEXIBLE BASE MATERIAL SHALL BE PLACED TO A MINIMUM DEPTH OF 6" OR UNTIL CONTRACTOR HAS REACHED A FIRM COMPACTED MATERIAL.

REFER TO LATEST TxDOT  
PEDESTRIAN FACILITIES  
CURB RAMP DETAILS  
FOR CURB RAMPS,  
DETECTABLE WARNING  
MATERIALS, AND  
SIDEWALK INFORMATION



STANDARD CONSTRUCTION DETAIL  
**CURB RAMPS**

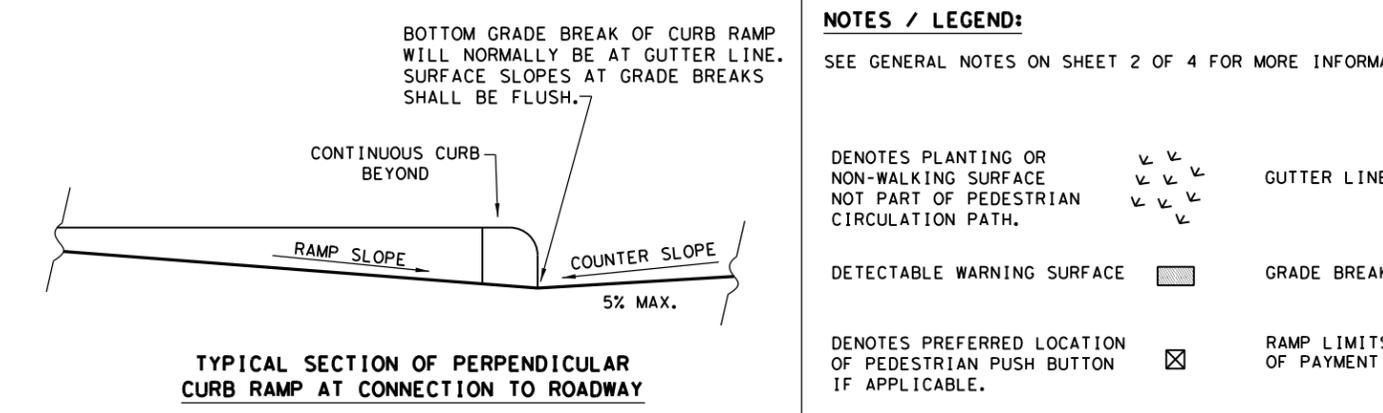
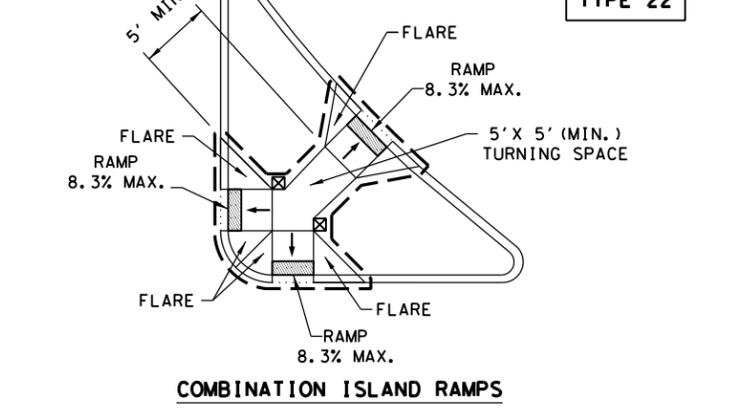
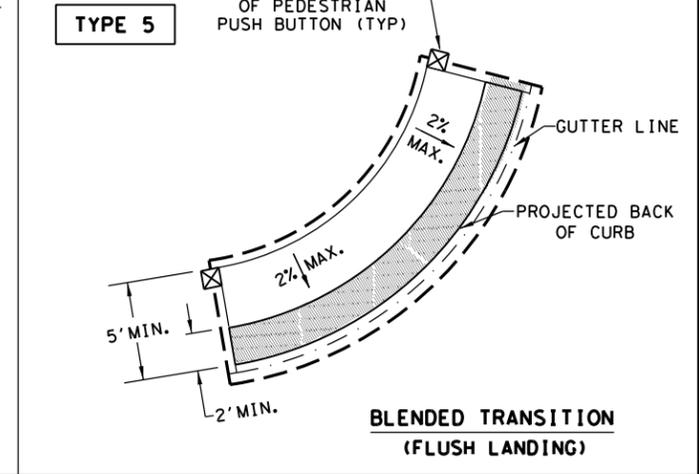
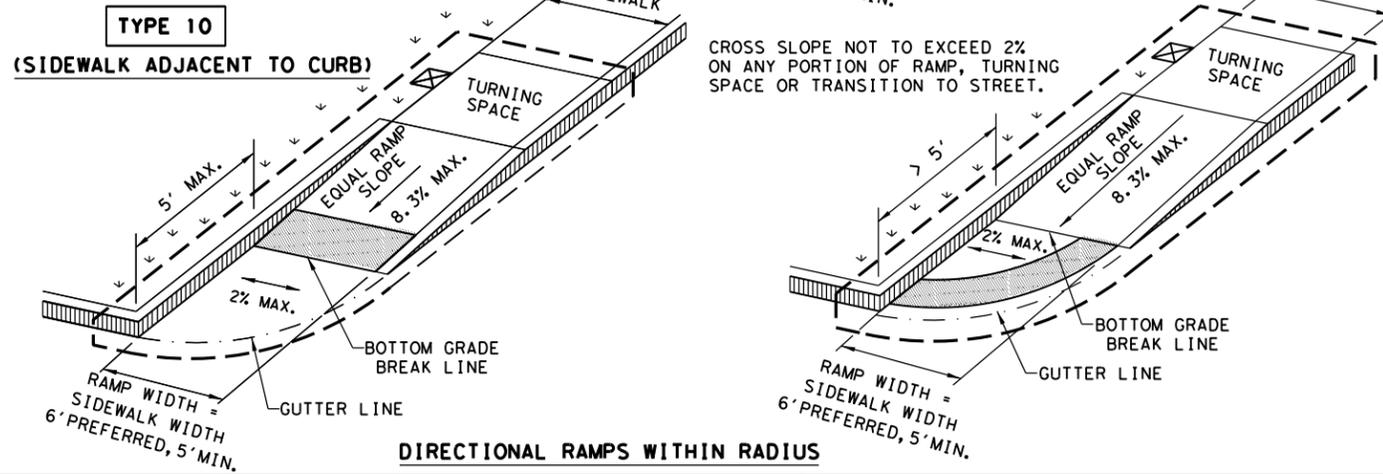
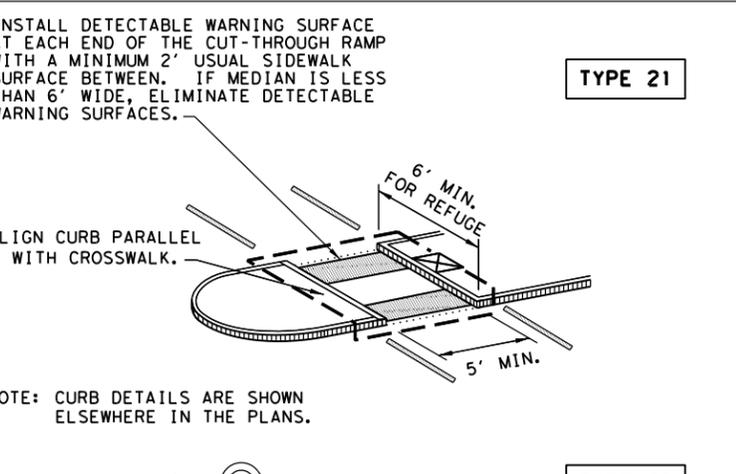
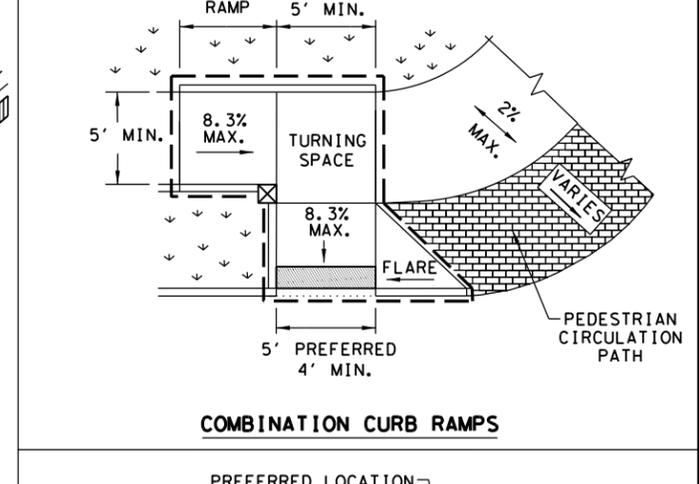
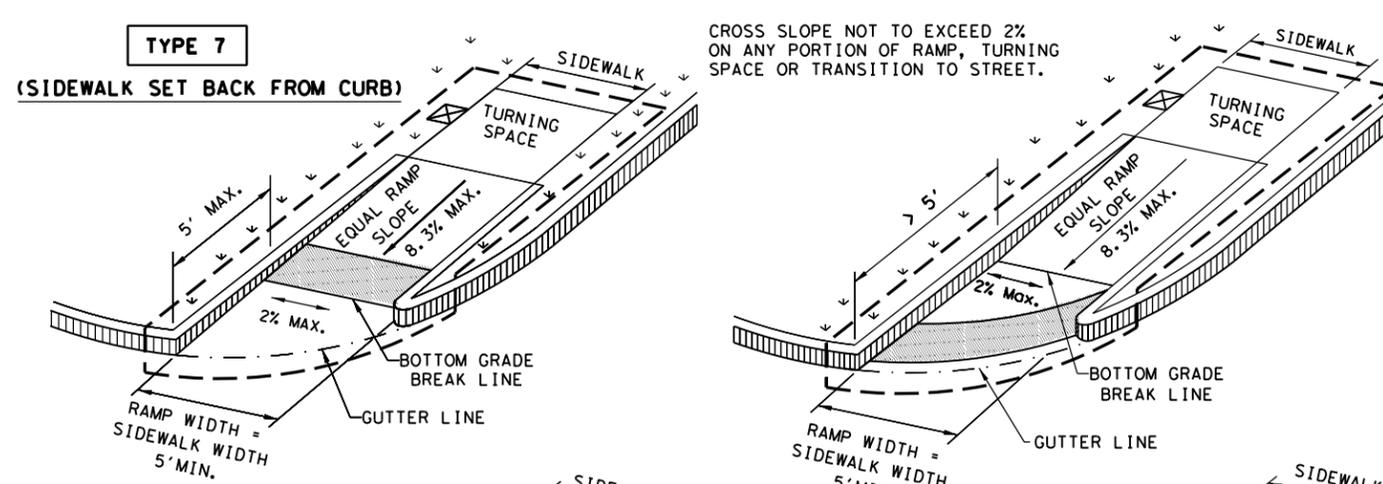
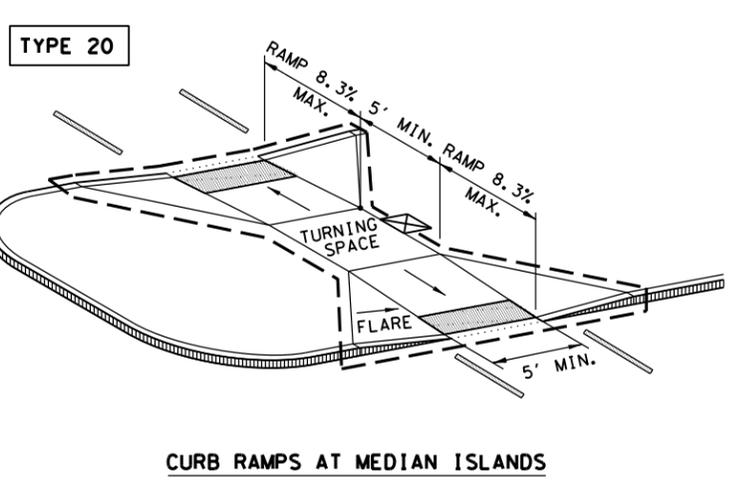
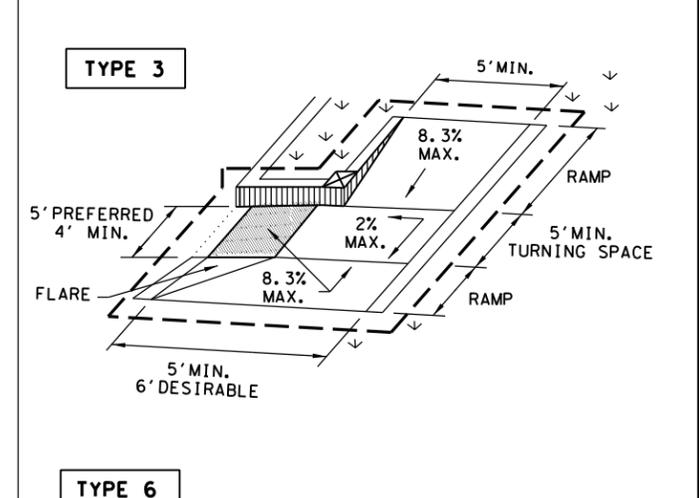
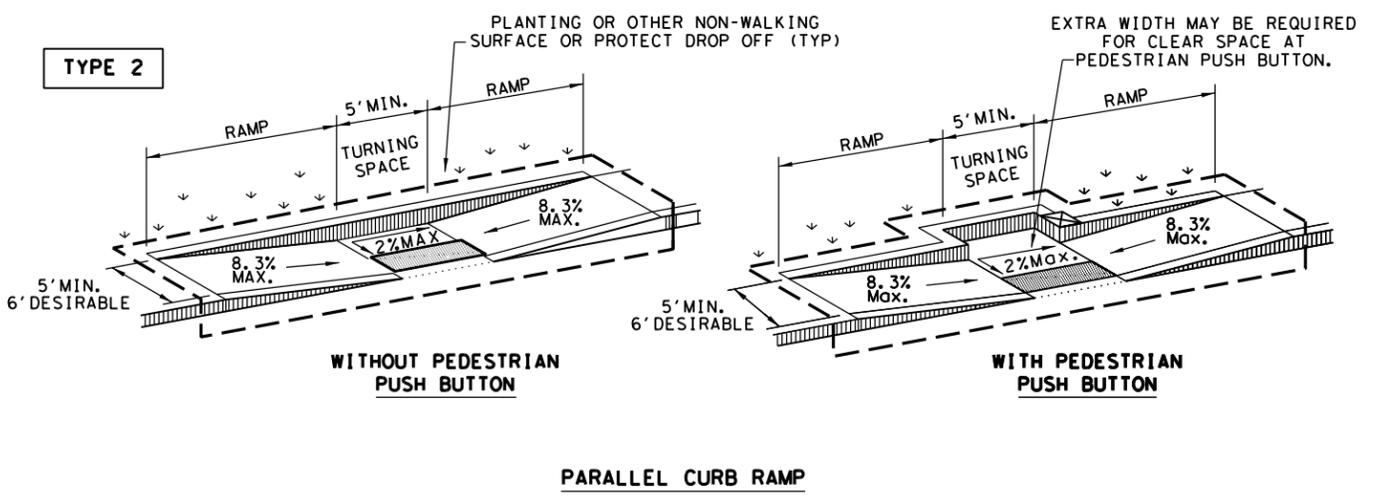
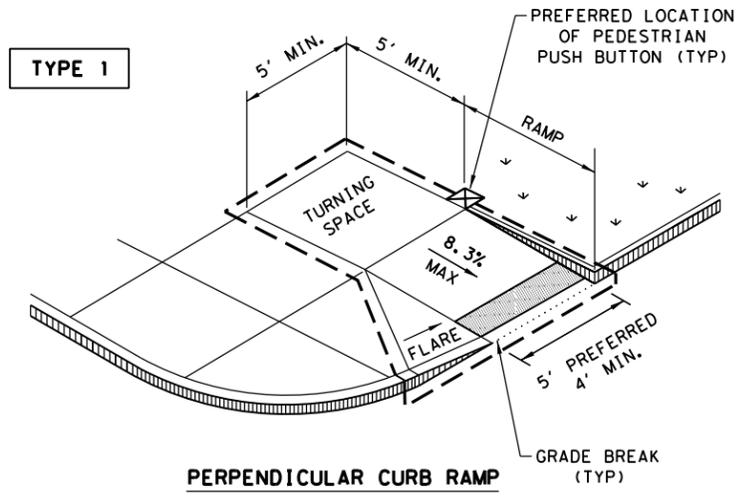
SCALE: 3/4"=1'-0"

REVISED: MARCH  
2020

P30

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DATE: FILE:



SHEET 1 OF 4

Texas Department of Transportation  
Design Division Standard

## PEDESTRIAN FACILITIES CURB RAMPS

### PED-18

FILE: ped18    DN: TxDOT    DW: VP    CK: KM    CK: PK & JG  
 © TxDOT: MARCH, 2002    CONT    SECT    JOB    HIGHWAY  
 REVISIONS  
 REVISED 08, 2005  
 REVISED 06, 2012  
 REVISED 01, 2018

DATE: FILE:

**NOTES / LEGEND:**

SEE GENERAL NOTES ON SHEET 2 OF 4 FOR MORE INFORMATION.

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE.

Detectable Warning Surface: [Symbol]

Grade Break: [Symbol]

Ramp Limits of Payment: [Symbol]

Gutter Line: [Symbol]

Continuous Curb Beyond: [Symbol]

Ramp Slope: [Symbol]

Counter Slope: [Symbol]

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DATE: FILE:

## GENERAL NOTES

### CURB RAMPS

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Cross slopes of 1.5% and lesser running should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
4. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5' x 5' passing areas at intervals not to exceed 200' are required.
5. Turning Spaces shall be 5' x 5' minimum. Cross slope shall be maximum 2%.
6. Clear space at the bottom of curb ramps shall be a minimum of 4' x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the latest draft of the Proposed Guidelines for Pedestrian Facilities in the Public Right of Way (PROWAG) as published by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board).
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5' x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
12. Provide curb ramps to connect the pedestrian access route at each pedestrian street crossing. Handrails are not required on curb ramps.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Furnish and install No. 3 reinforcing steel bars at 18" o.c. both ways, unless otherwise directed.
16. Provide a smooth transition where the curb ramps connect to the street.
17. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
18. Existing features that comply with applicable standards may remain in place unless otherwise shown on the plans.

### DETECTABLE WARNING MATERIAL

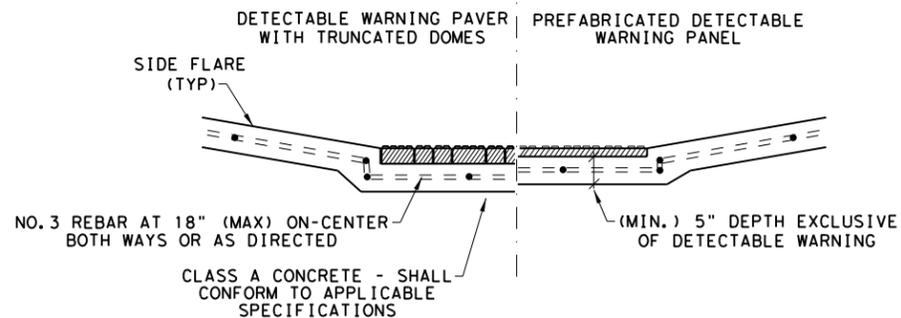
19. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with PROWAG. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
20. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
21. Detectable warning surfaces must be firm, stable and slip resistant.
22. Detectable warning surfaces shall be a minimum of 24 inches in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
23. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb and neither end of that edge is greater than 5 feet from the back of curb. Detectable warning surfaces may be curved along the corner radius.
24. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

### DETECTABLE WARNING PAVERS (IF USED)

25. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
26. Lay full-size units first followed by closure units consisting of at least 25 percent (25%) of a full unit. Cut detectable warning paver units using a power saw.

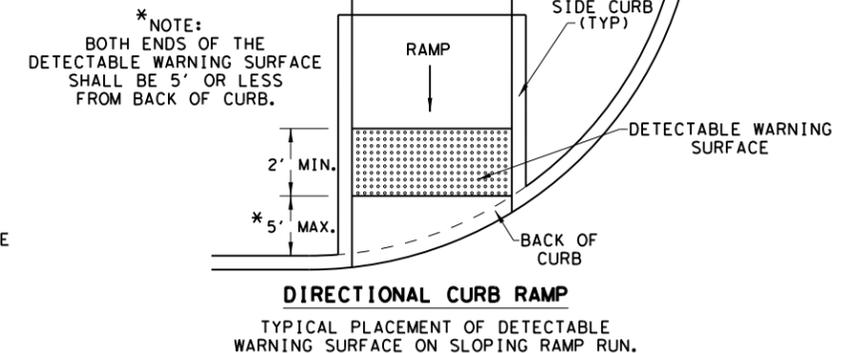
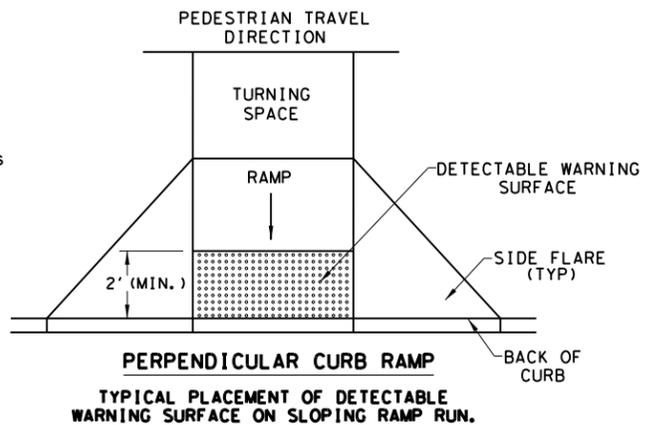
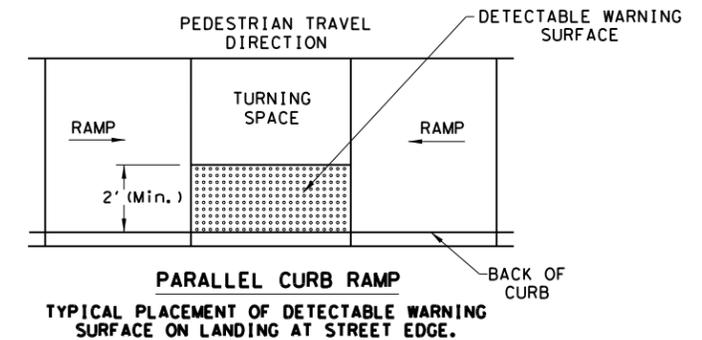
### SIDEWALKS

27. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within unobstructed reach range specified in PROWAG section R406.
28. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground space.
29. Street grades and cross slopes shall be as shown elsewhere in the plans.
30. Changes in level greater than 1/4 inch are not permitted.
31. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than five percent (5%) must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with PROWAG R409.
32. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
33. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
34. Sidewalk details are shown elsewhere in the plans.



**SECTION VIEW DETAIL**  
**CURB RAMP AT DETECTIBLE WARNINGS**

### DETECTABLE WARNING SURFACE DETAILS



SHEET 2 OF 4



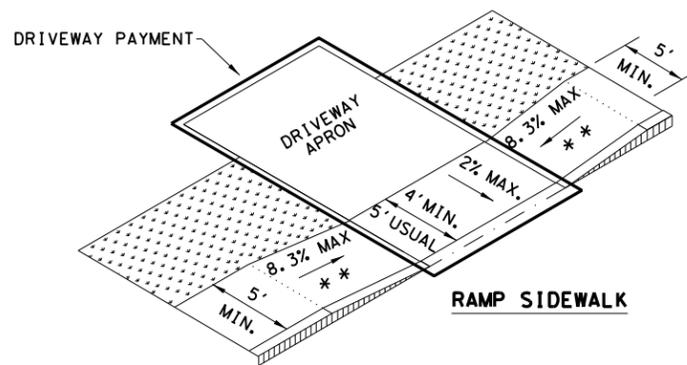
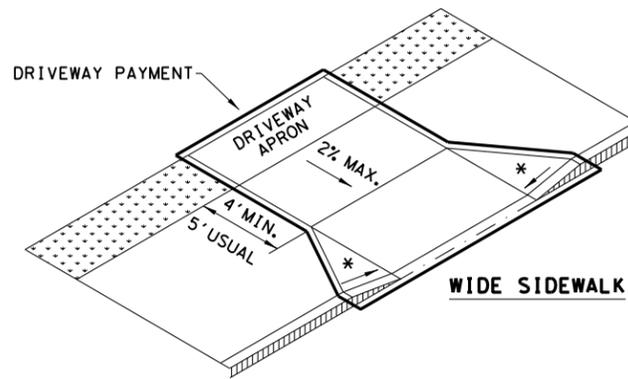
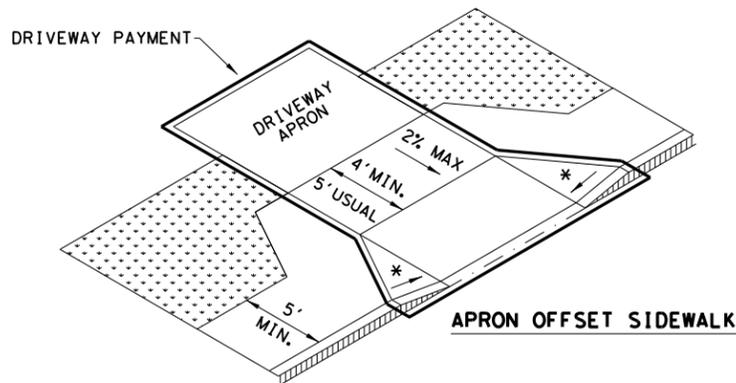
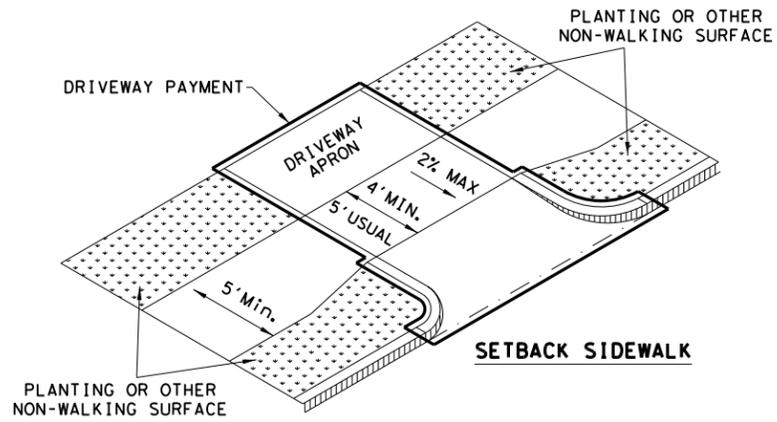
## PEDESTRIAN FACILITIES CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
REVISED 08, 2005				
REVISED 06, 2012				
REVISED 01, 2018				
DIST	COUNTY		SHEET NO.	

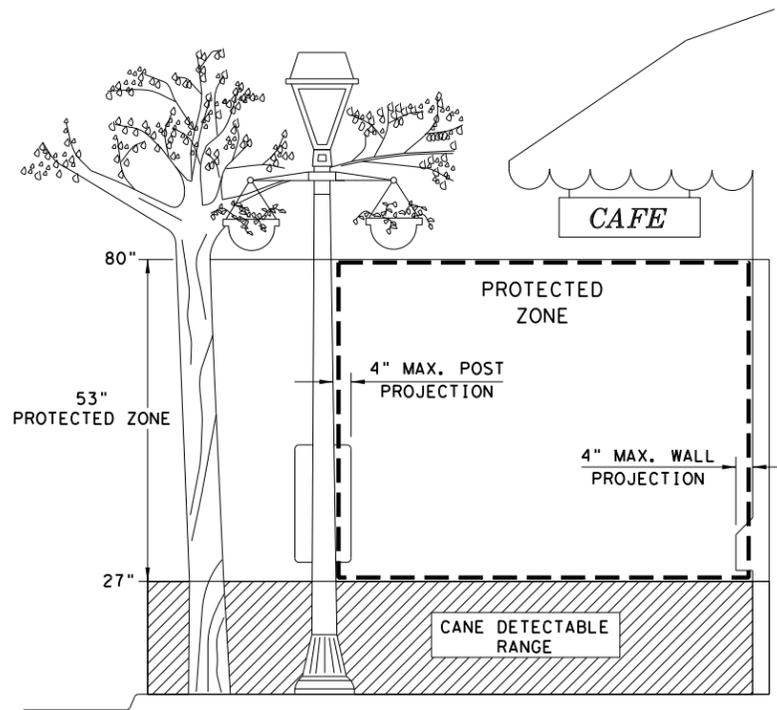
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**SIDEWALK TREATMENT AT DRIVEWAYS**



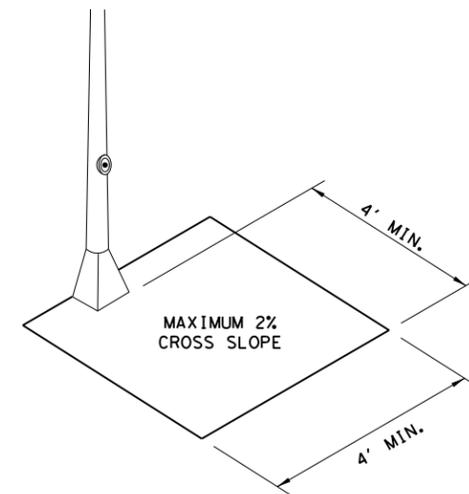
**NOTES:**

- \* WHERE DRIVEWAYS CROSS THE PEDESTRIAN ROUTE, SIDES SHALL BE FLARED AT 10% MAX SLOPE.
- \*\* IF CURB HEIGHT IS GREATER THAN 6 INCHES, USE GRADE LESS THAN OR EQUAL TO 5%. HANDRAIL AND DETECTABLE WARNING ARE NOT REQUIRED.

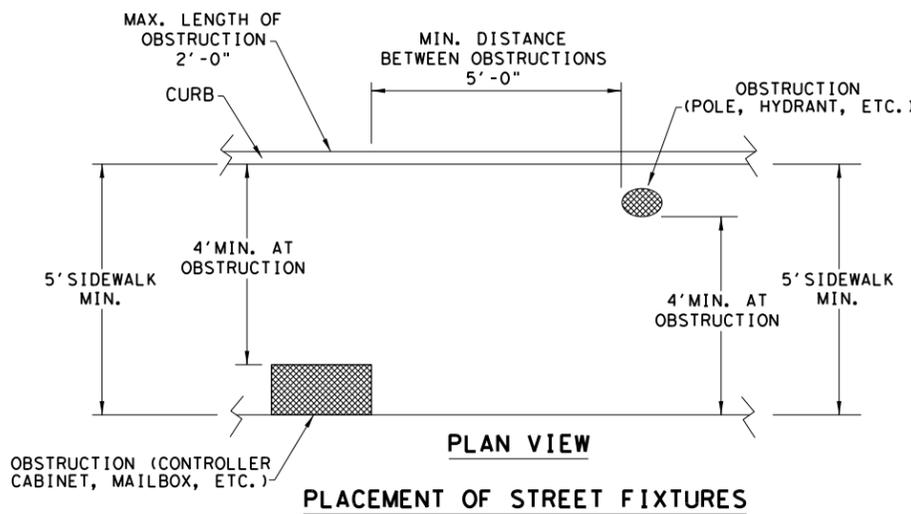


**PROTECTED ZONE**

NOTE: IN PEDESTRIAN CIRCULATION AREA, MAXIMUM 4" PROJECTION FOR POST OR WALL MOUNTED OBJECTS BETWEEN 27" AND 80" ABOVE THE SURFACE.

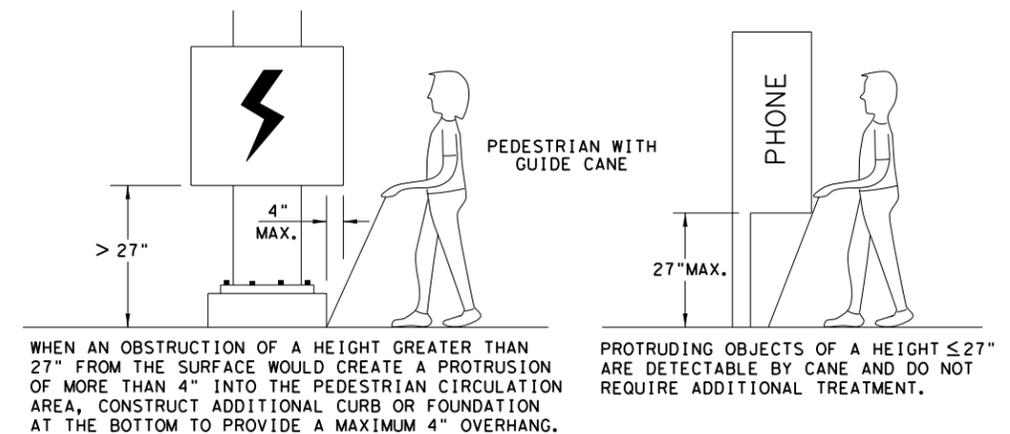


**CLEAR SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON**



**PLACEMENT OF STREET FIXTURES**

NOTE: ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' X 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.



**DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"**

SHEET 3 OF 4

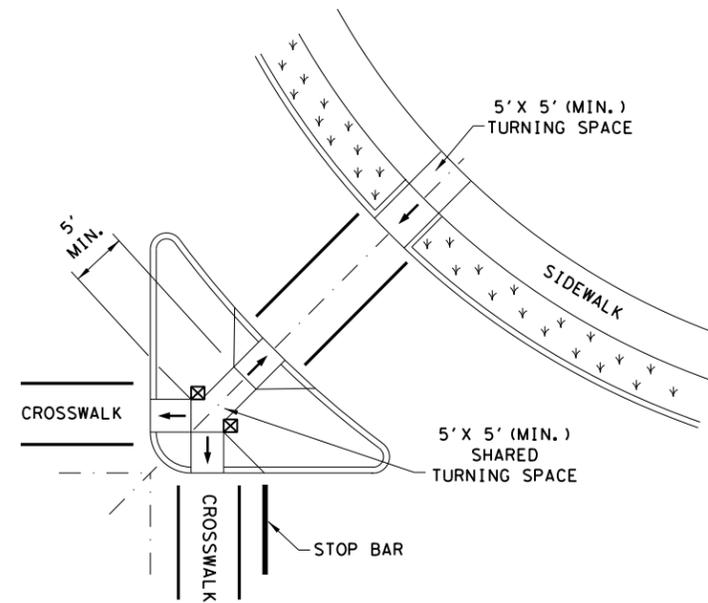
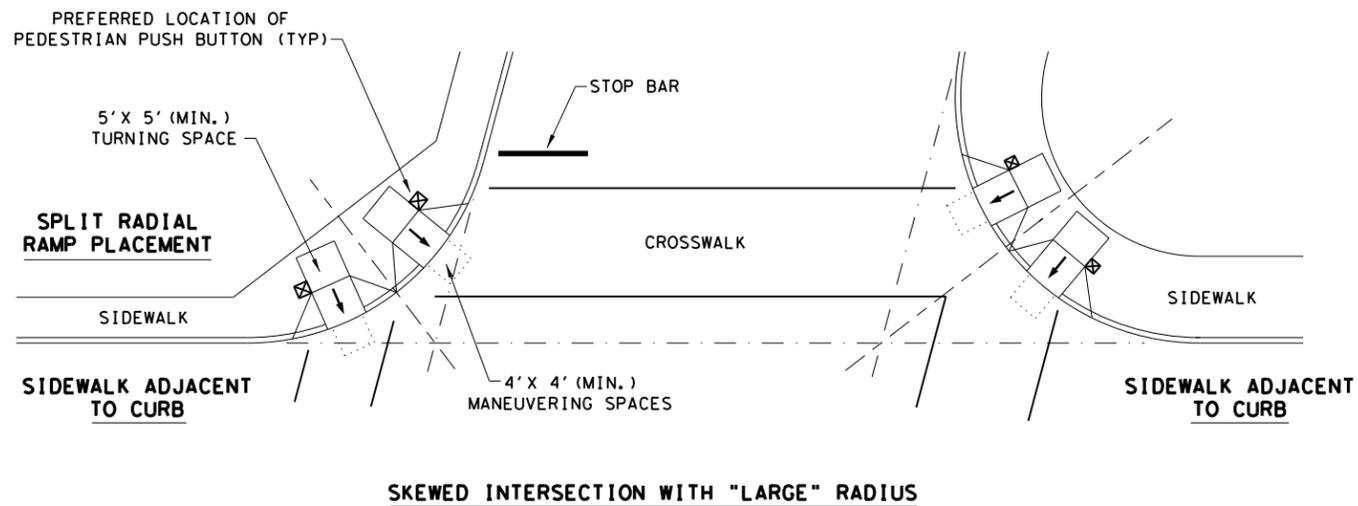
Texas Department of Transportation  
**PEDESTRIAN FACILITIES CURB RAMPS**  
**PED-18**

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© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
REVISED 08, 2005				
REVISED 06, 2012				
REVISED 01, 2018				
DIST	COUNTY	SHEET NO.		

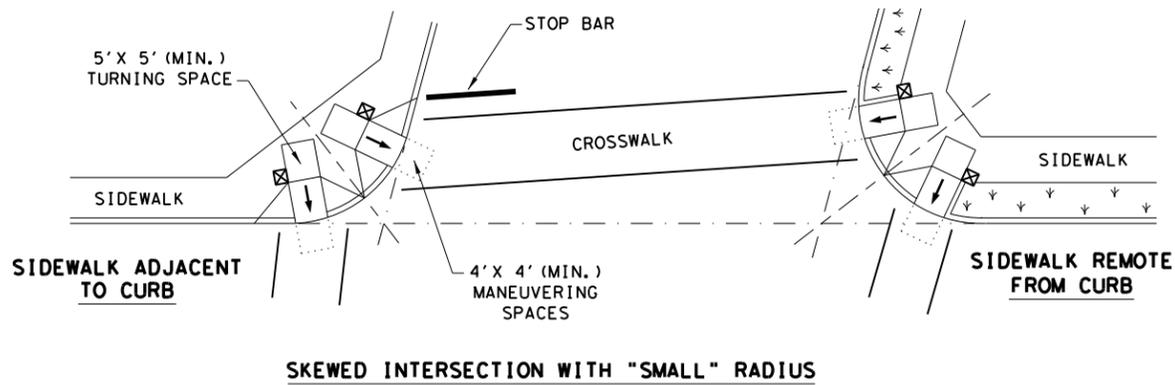
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FILE:

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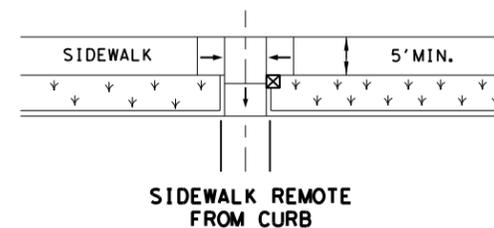
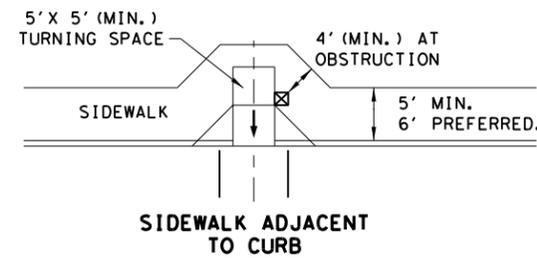
TYPICAL CROSSING LAYOUTS  
SEE SHEET 1 OF 4 FOR DETAILS AND DIMENSIONS



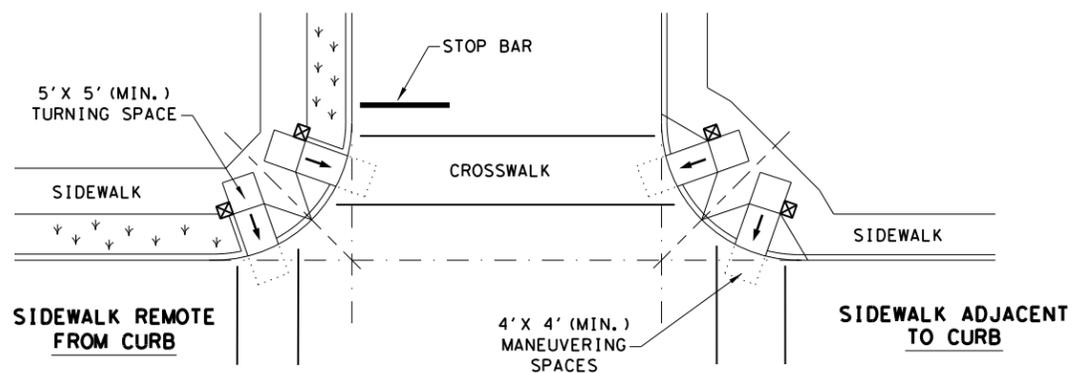
AT INTERSECTION  
W/FREE RIGHT TURN & ISLAND



SKewed INTERSECTION WITH "SMALL" RADIUS



MID-BLOCK PLACEMENT  
PERPENDICULAR RAMPS



NORMAL INTERSECTION WITH "SMALL" RADIUS

LEGEND:

SHOWS DOWNWARD SLOPE. →

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON (IF APPLICABLE). ☒

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH. ↙ ↘ ↗ ↖



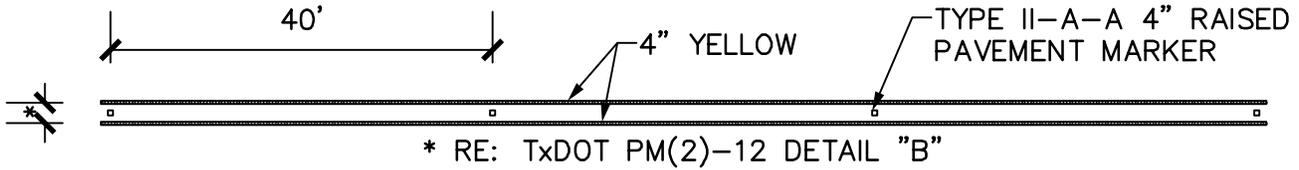
Design  
Division  
Standard

PEDESTRIAN FACILITIES  
CURB RAMPS

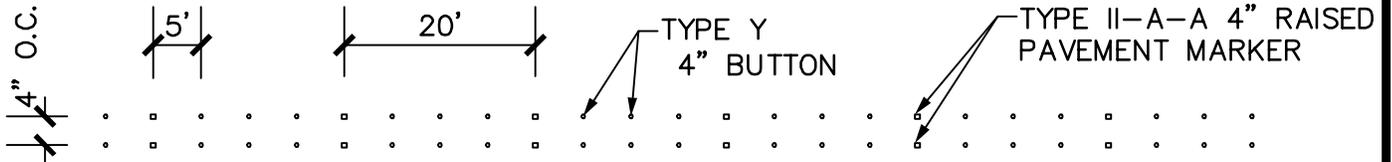
PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
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REVISED 06, 2012				
REVISED 01, 2018				

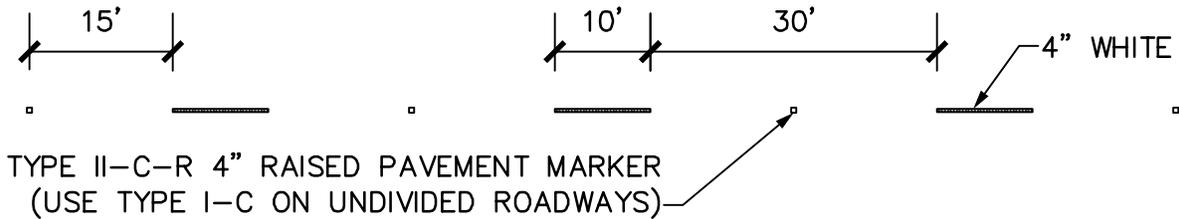
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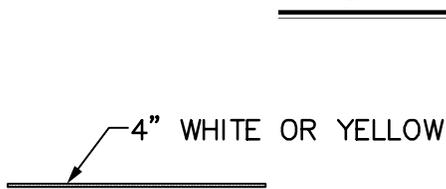
**DOUBLE YELLOW LINE (PAVEMENT MARKINGS)**



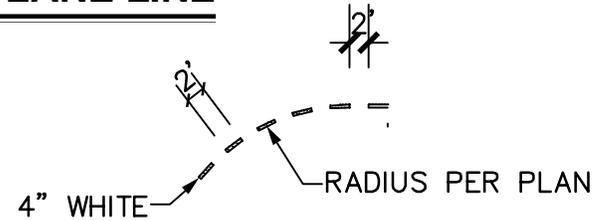
**DOUBLE YELLOW LINE (BUTTONS, RAISED PAVEMENT MARKERS)**



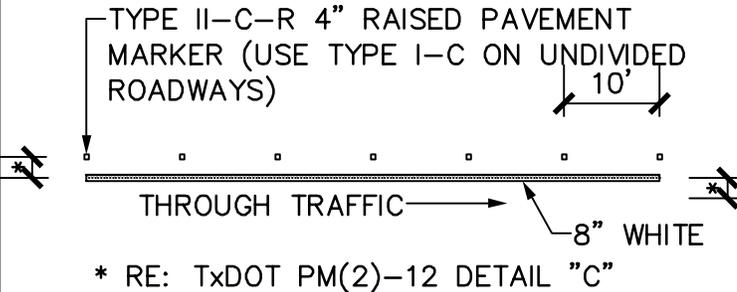
**BROKEN WHITE LANE LINE**



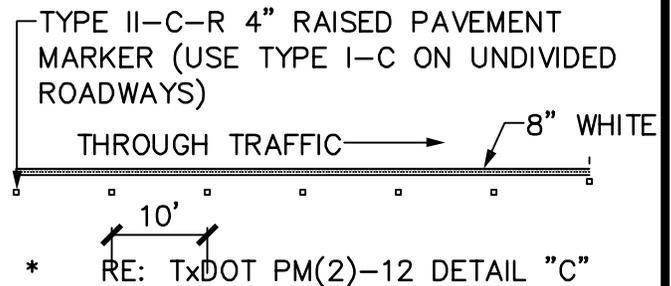
**WHITE OR YELLOW EDGE LINE**



**LEFT TURN "PUPPY TRACKS"**



**LEFT TURN BAY LINE**

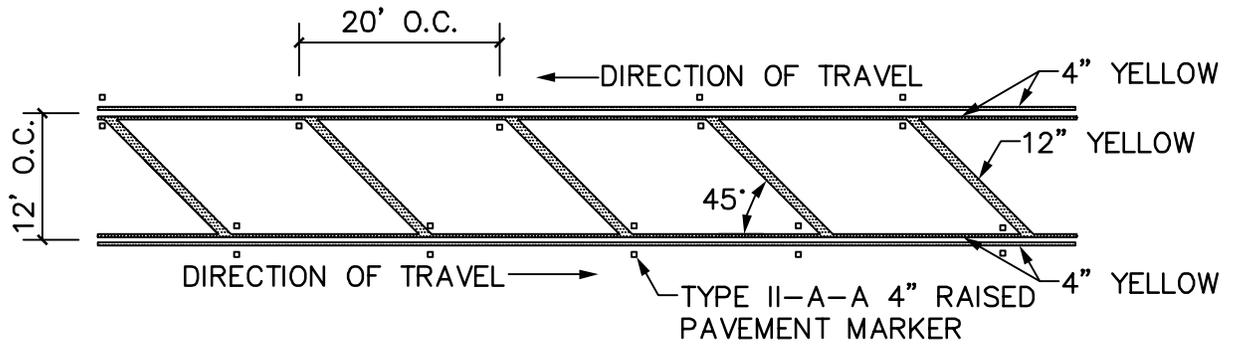


**RIGHT TURN BAY LINE**

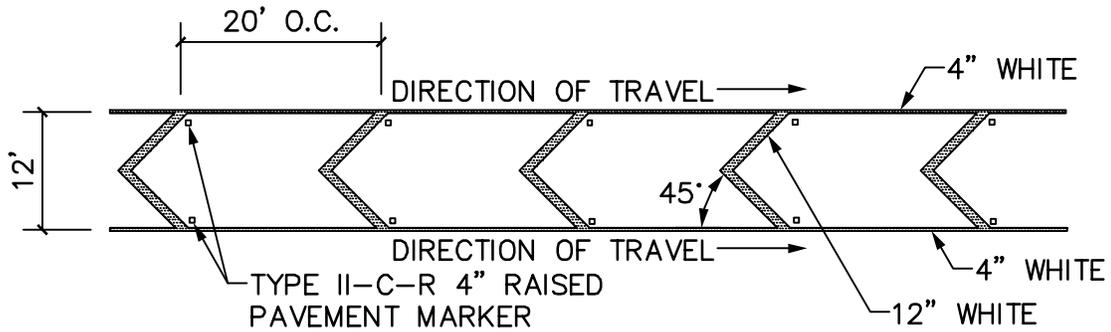
**NOTES:**

1. ALL STRIPING, ARROWS AND WORDS ON PAVEMENT SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED IN PLANS.
2. REFER TO TECHNICAL SPECIFICATION 321723.

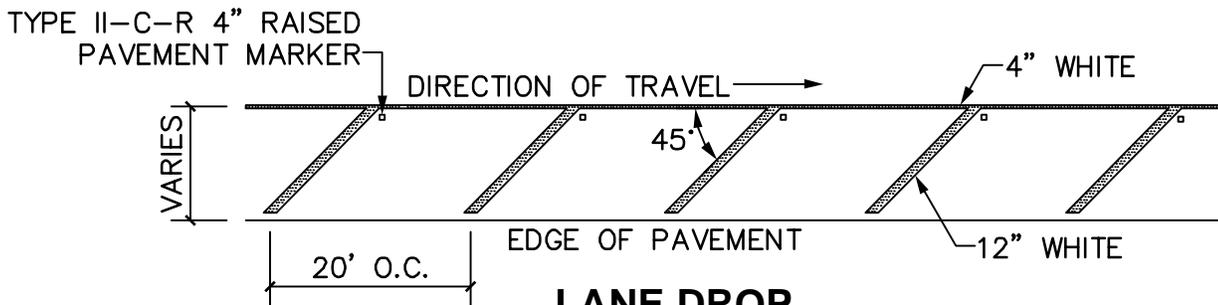




**OPPOSING TRAFFIC GORE DETAIL**



**NEUTRAL AREA CHANNELIZATION**



**LANE DROP**

**NOTES:**

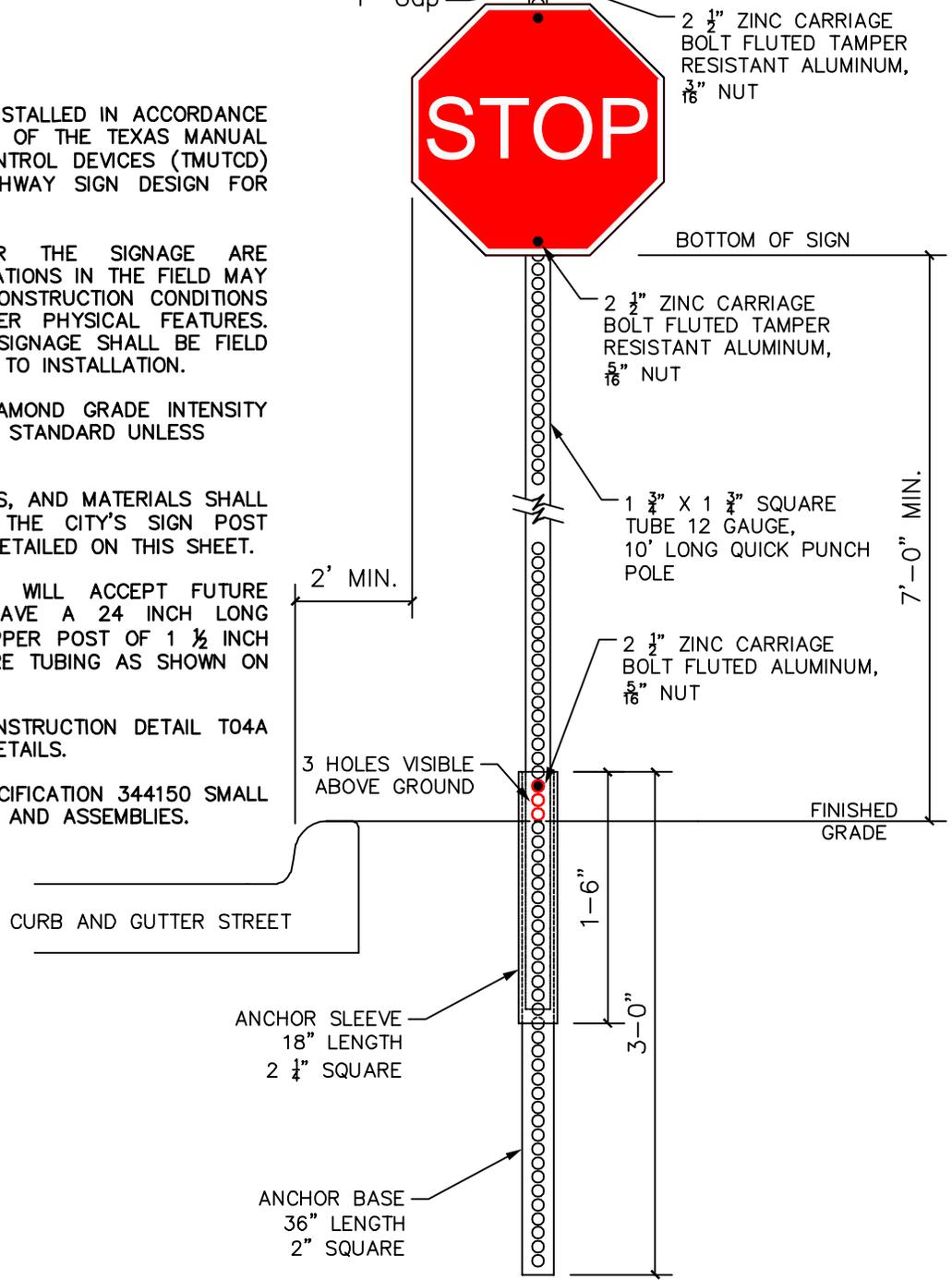
1. REFER TO TxDOT PM(2)-12 DETAIL "A" FOR DIMENSION BETWEEN PAVEMENT MARKINGS AND MARKERS.
2. REFER TO TECHNICAL SPECIFICATION 321723.





**NOTES:**

1. ALL SIGNAGE SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD) AND THE STANDARD HIGHWAY SIGN DESIGN FOR TEXAS (SHSD).
2. LOCATIONS SHOWN FOR THE SIGNAGE ARE APPROXIMATE; FINAL LOCATIONS IN THE FIELD MAY CHANGE DUE TO POST CONSTRUCTION CONDITIONS AND PRESENCE OF OTHER PHYSICAL FEATURES. FINAL LOCATION OF ALL SIGNAGE SHALL BE FIELD VERIFIED WITH CITY PRIOR TO INSTALLATION.
3. ALL SIGNS SHALL BE DIAMOND GRADE INTENSITY AND THE SIZES SHALL BE STANDARD UNLESS OTHERWISE NOTED.
4. ALL TRAFFIC SIGNS, POSTS, AND MATERIALS SHALL BE INSTALLED AS PER THE CITY'S SIGN POST SPECIFICATIONS AND AS DETAILED ON THIS SHEET.
5. FOR STOP SIGNS THAT WILL ACCEPT FUTURE STREET SIGNS SHALL HAVE A 24 INCH LONG STREET NAME BLADE TOPPER POST OF 1 1/2 INCH BY 1 1/2 INCH O.D. SQUARE TUBING AS SHOWN ON THIS DETAIL.
6. REFER TO STANDARD CONSTRUCTION DETAIL T04A FOR SIGN INSTALLATION DETAILS.
7. REFER TO TECHNICAL SPECIFICATION 344150 SMALL ROADSIDE SIGN SUPPORTS AND ASSEMBLIES.



**STANDARD CONSTRUCTION DETAIL  
SIGN POST AND MOUNTING DETAILS**

SCALE: N.T.S.  
 REVISED: MARCH 2020  
 T03

**INSTALLATION NOTES:**

1. REMOVE PROTECTIVE COATING FROM ALL THE SIGNS PRIOR TO INSTALLATION.
2. INSTALL ALL STREET NAME SIGNS ON STREET NAME BLADE EXTENSION TOPPER POST USING PRE DRILLED HOLES ON SIGNS AND BOLTS AS SHOWN ON DETAIL T04.
3. ATTACH END OF STREET NAME SIGNS TOGETHER AS SHOWN ON THE DETAIL T04.
4. INSERT TOPPER POST ON TO THE SIGN POST AND ATTACH AS SHOWN ON THIS DETAIL. INSTALL ADDITIONAL SIGN (GENERALLY STOP SIGN) AS SHOWN ON DETAIL T04.
5. ENSURE A MINIMUM OF 7 FEET CLEARANCE BETWEEN FINISHED GROUND AND THE BOTTOM ON THE LOWEST SIGN.
6. DRIVE ANCHOR SLEEVE AND ANCHOR BASE ASSEMBLY ON TO THE GROUND USING A POST HOLE DIGGER UNTIL 3 HOLES ARE VISIBLE ABOVE GROUND.
7. ENSURE THE ANCHOR SLEEVE AND ANCHOR BASE IS VERTICALLY UPRIGHT USING A LEVEL DURING DRIVING THESE IN THE GROUND.
8. ENSURE A MINIMUM OF 2 FEET OF HORIZONTAL CLEARANCE IS MAINTAINED BETWEEN CURB FACE AND CLOSEST SIGN EDGE.
9. UTILIZE COMMERCIAL GRADE FOAM FOR SIGN POST THAT ARE MAXIMUM LENGTH OF 12 FEET AND INCLUDES ONLY ONE SIGN ON IT. CONCRETE BASE SHALL BE REQUIRED IN SANDY LOAM SOIL CONDITION OR ROCKY CONDITION WHERE POST HOLE DIGGER IS NOT ABLE TO DRIVE THE POST.
10. INSERT SIGN POST AND SIGN ASSEMBLY ON TO THE ANCHOR SLEEVE AND BASE ASSEMBLY. CONNECT BOTH ASSEMBLIES USING A FLUTED CARRIAGE BOLT AS SHOWN ON THE DETAIL T04.
11. INSTALL A STICKER AT THE BACK OF SIGN INDICATING MONTH AND THE YEAR OF THE INSTALLATION.
12. REFER TO CITY OF FRISCO SIGN POST SPECIFICATION FOR ADDITIONAL DETAILS.

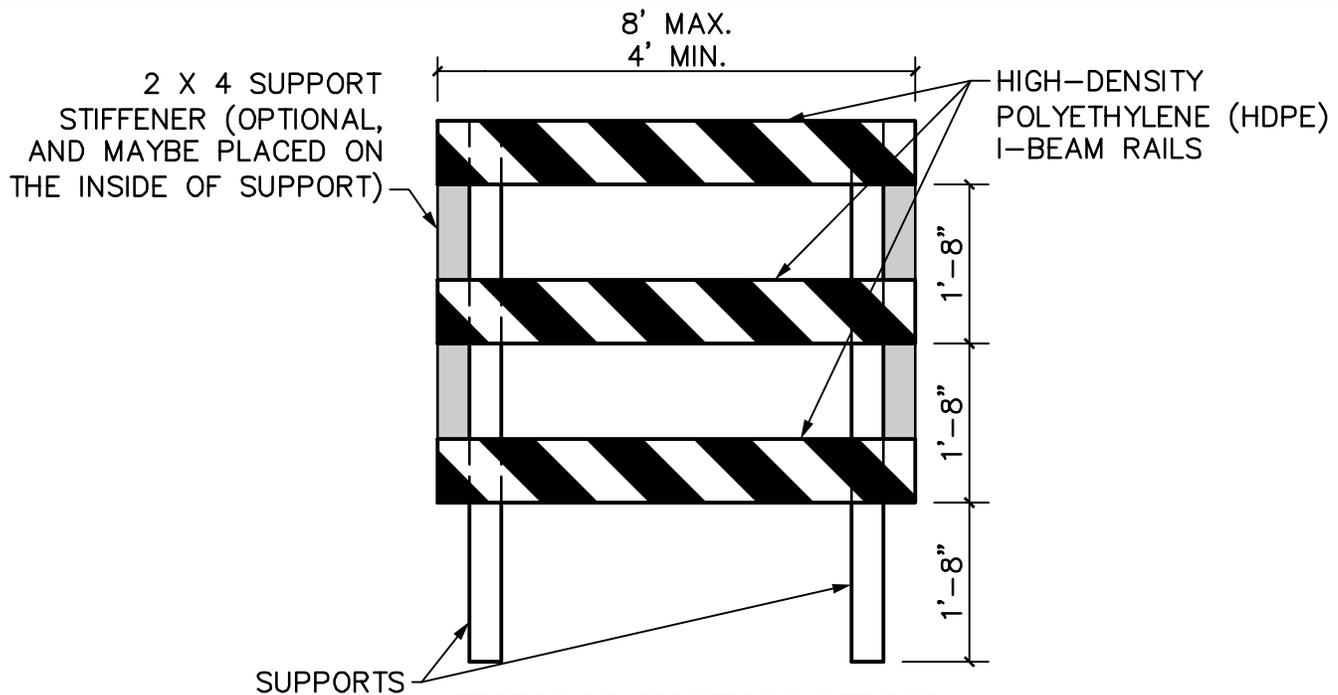


**STANDARD CONSTRUCTION DETAIL**  
**SIGN INSTALLATION DETAILS**

SCALE: N.T.S.

REVISED: MARCH  
2020

T04



### TYPICAL INSTALLATION

#### NOTES:

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 RAILS TO BE HIGH-DENSITY POLYETHYLENE (HDPE), I-BEAM, 0.7 LB/FT MAXIMUM, 8-INCH SINGLE THICKNESS WEB, AND HOLLOW CORE FLANGES..
4. ALL SUPPORTS TO BE EITHER FIBERGLASS REINFORCED PLASTIC (FRP) PIPE, HIGH-DENSITY POLYETHYLENE (HDPE) PIPE, HOLLOW-PROFILE PLASTIC LUMBER (HPPL) OR X-TUBES AS PER MUTCD TYPE-III BARRICADE SPECIFICATIONS.
5. SUPPORT STIFFENERS ARE OPTIONAL AND MAY BE PLACED ON INSIDE OF SUPPORT. STIFFENERS, IF USED, ARE TO BE HOLLOW-PROFILE PLASTIC LUMBER (HPPL), 2 X 4 RECTANGULAR OR 4 X 4 SQUARE, 0.6 LB/FT MAXIMUM.
6. POSTS CAN BE OF FIBERGLASS REINFORCED PLASTIC (FRP) PIPE THAT MAY BE DIRECTLY EMBEDDED OR ANCHORED WITH THE UNIVERSAL ANCHOR SYSTEM. REFER MUTCD TYPE-III BARRICADE SPECIFICATIONS FOR MORE DETAIL.
7. BARRICADES SHALL BE DESIGNED AND CONSTRUCTED TO THE STANDARDS OF THE COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICE LIST.
8. DIAGONAL STRIPING SHALL BE PLACED IN A MANNER THAT DIRECTS TRAFFIC IN THE APPROPRIATE DIRECTION OF TRAVEL.
9. PROPOSED BARRICADE STRIPING SHALL BE APPROVED BY THE CITY PRIOR TO PLACEMENT OF BARRICADE.



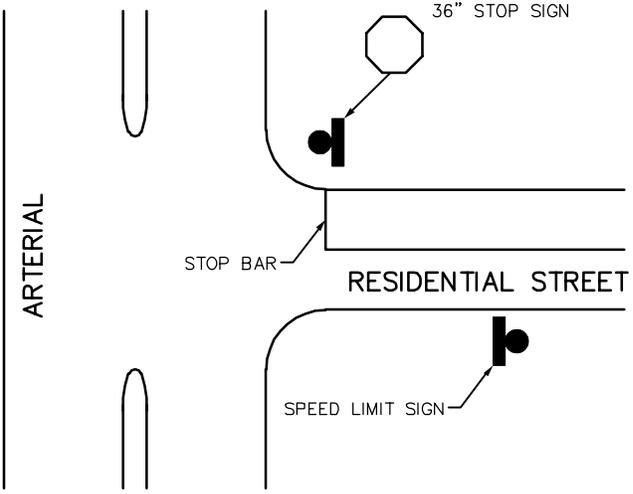
STANDARD CONSTRUCTION DETAIL

ROAD CLOSED BARRICADE

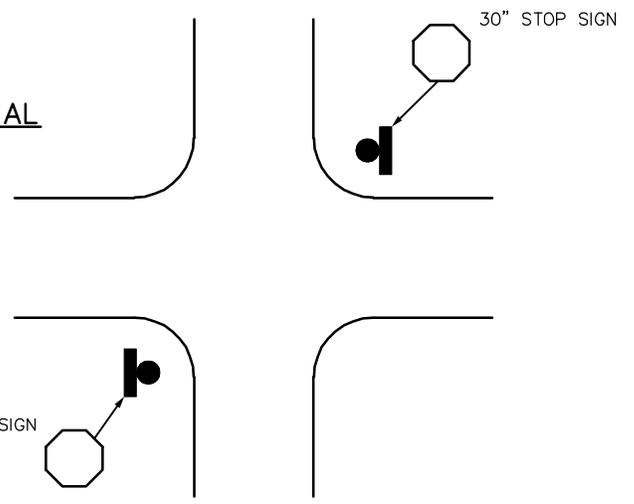
SCALE: 1/2"=1'

REVISED: MARCH  
2020

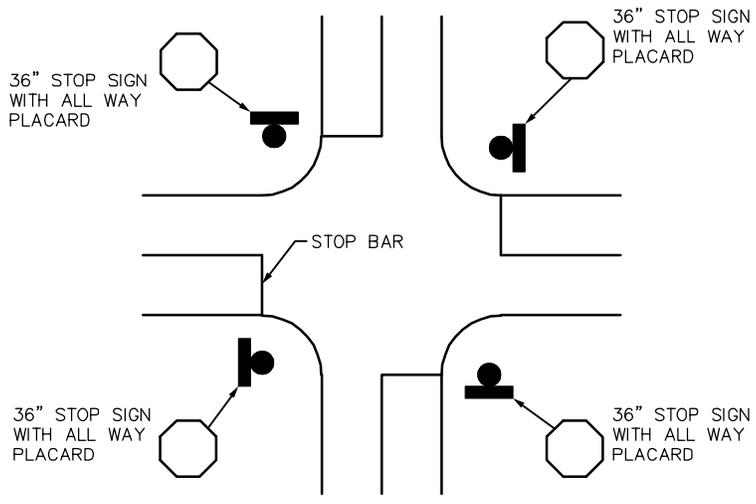
T05



RESIDENTIAL STREET INTERSECTING ARTERIAL



RESIDENTIAL 2-WAY STOP



RESIDENTIAL ALL WAY STOP

NOTE:

1. SEE DETAIL PLANS FOR EXACT PLACEMENT OF STOP SIGNS. STOP BARS SHALL BE INSTALLED IN LINE WITH THE STOP SIGN.



STANDARD CONSTRUCTION DETAIL

**STOP SIGNS AND STOP BARS**

SCALE: 1/2"=1'
REVISED: MARCH 2020
T06



LOCATION:

- 9" FLAT BLADE SHALL BE USED AT ALL INTERSECTIONS.

BLADE REQUIREMENTS:

- 9" FLAT BLADE SHALL BE 0.08 INCH THICK ALUMINUM.
- MAX BLADE LENGTH SHALL BE 60".
- CITY OF LAKE DALLAS LOGO SHALL BE USED ON BLADE.

LETTERING ALIGNMENT:

- STREET NAME SHALL BE LEFT JUSTIFIED.
- BLOCK NUMBERS SHALL BE LOCATED IN UPPER RIGHT HAND CORNER.
- ABBREVIATED STREET DESIGNATIONS SHALL BE LOCATED IN THE LOWER RIGHT HAND CORNER AND RIGHT JUSTIFIED.

LETTERING FOR 9" BLADES:

- FONT SHALL BE CLEAR VIEW 2W.
- LETTERS AND NUMBERS IN STREET NAME SHALL BE 6" TALL AND UPPER/LOWER CASE.
- LETTERS IN ABBREVIATED STREET DESIGNATIONS SHALL BE 3" TALL AND ALL UPPERCASE (I.E. LN, PKWY, DR, CT, ETC.)
- BLOCK NUMBERS SHALL BE 3" TALL.

SIGN SHEETING AND COLOR:

- SHEETING SHALL BE 3M TYPE 11-77.
- BACKGROUND COLOR SHALL BE GREEN ON PUBLIC STREETS
- BACKGROUND COLOR SHALL BE BLUE ON PUBLIC WAYS AND FIRE LANES.
- LEGEND SHALL BE WHITE.
- BACKGROUND COLOR SHALL BE WHITE BEHIND LOGO.

NO OUTLET STREETS:

- A STREET WITH A CUL-DE-SAC END WILL REQUIRE A YELLOW "NO OUTLET" LOGO TO BE INSTALLED ON THE END OF THE BLADE CLOSEST TO THE CUL-DE-SAC.
- LOGO SHOULD BE MINIMUM SIZE OF 9"X9"

BLOCK NUMBER:

- BLOCK NUMBERS ARE REQUIRED ON ALL STREET NAME BLADES, EVEN IF NO HOUSE/BUILDINGS FRONT ONTO THE STREET. (EXCEPTION: NAMED FIRE LANES DO NOT HAVE BLOCK NUMBERS.)



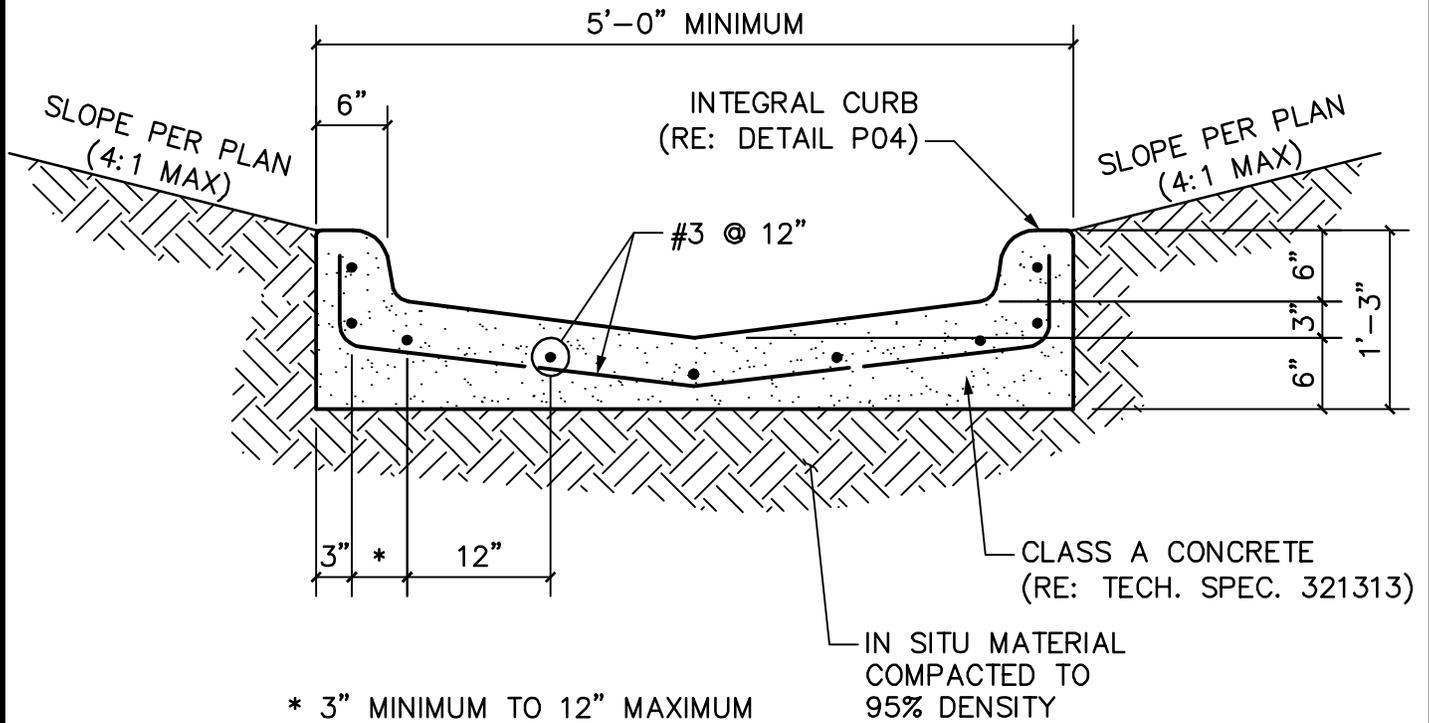
STANDARD CONSTRUCTION DETAIL

STREET NAME BLADE

SCALE: N.T.S.

REVISED: MARCH  
2020

T07



**NOTES:**

1. IF FLUME IS 7' OR WIDER, INSTALL 7' X 6" DIAMETER STEEL BOLLARDS (FILLED WITH CONCRETE) BURIED TO 4' DEPTH AT BOTH START AND END OF FLUME.
2. SLOPES SHALL BE STABILIZED WITH VEGETATION OR OTHER APPROVED METHODS.
3. REFER TO TECHNICAL SPECIFICATION 321313 FOR CONCRETE. CONCRETE SHALL BE CLASS A (3,000 PSI).



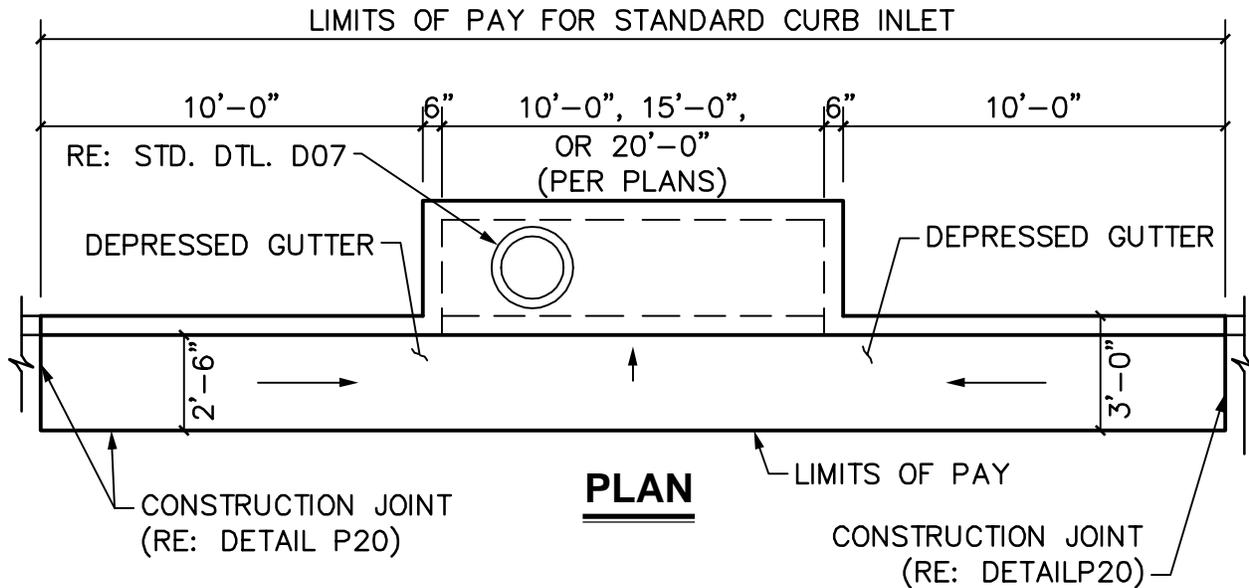
**STANDARD CONSTRUCTION DETAIL**

**CURBED FLUME**

SCALE: 3/4"=1'-0"

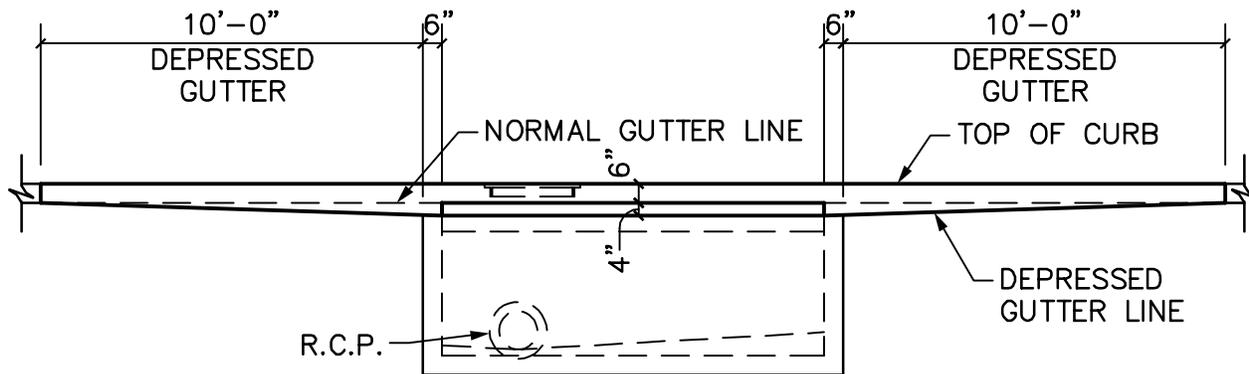
REVISED: MARCH 2020

D01



**NOTES:**

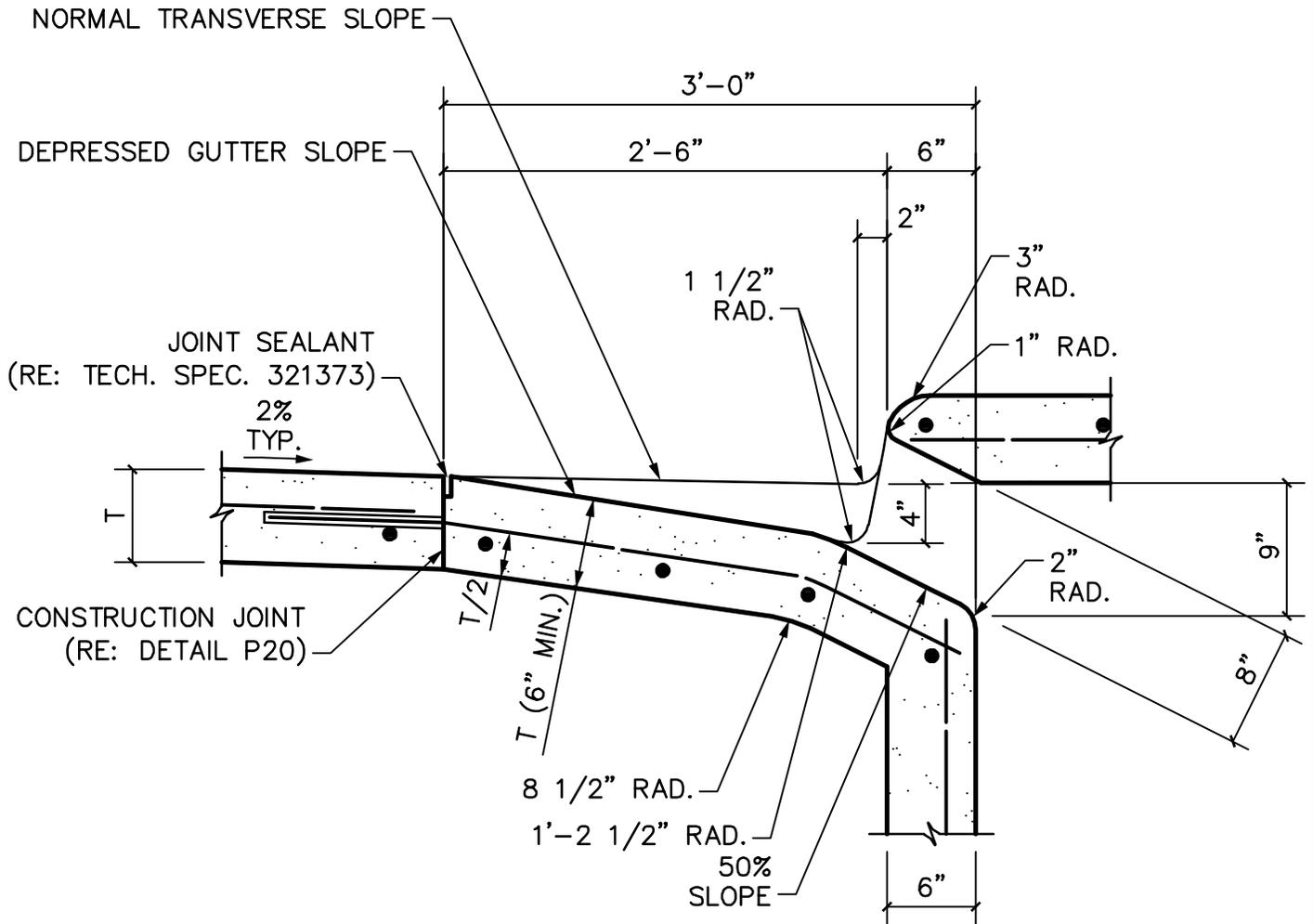
1. TOP OF INLET TO SLOPE 2% TOWARDS STREET OR PER PLAN.
2. CENTER SUPPORT BEAM REQUIRED FOR 15' AND 20' STANDARD CURB INLETS.
3. ADDITIONAL REINFORCING STEEL TO BE PLACED AROUND MANHOLE OPENING.



**PROFILE**

**NOTE:**

1. MANHOLE TO BE PLACED AT LOW END OF INLET. TWO MANHOLES ARE REQUIRED ON 15' AND 20' INLETS ONLY IF THE INSIDE HEIGHT OF THE INLET IS LESS THAN 4 FEET.



**THROAT SECTION**

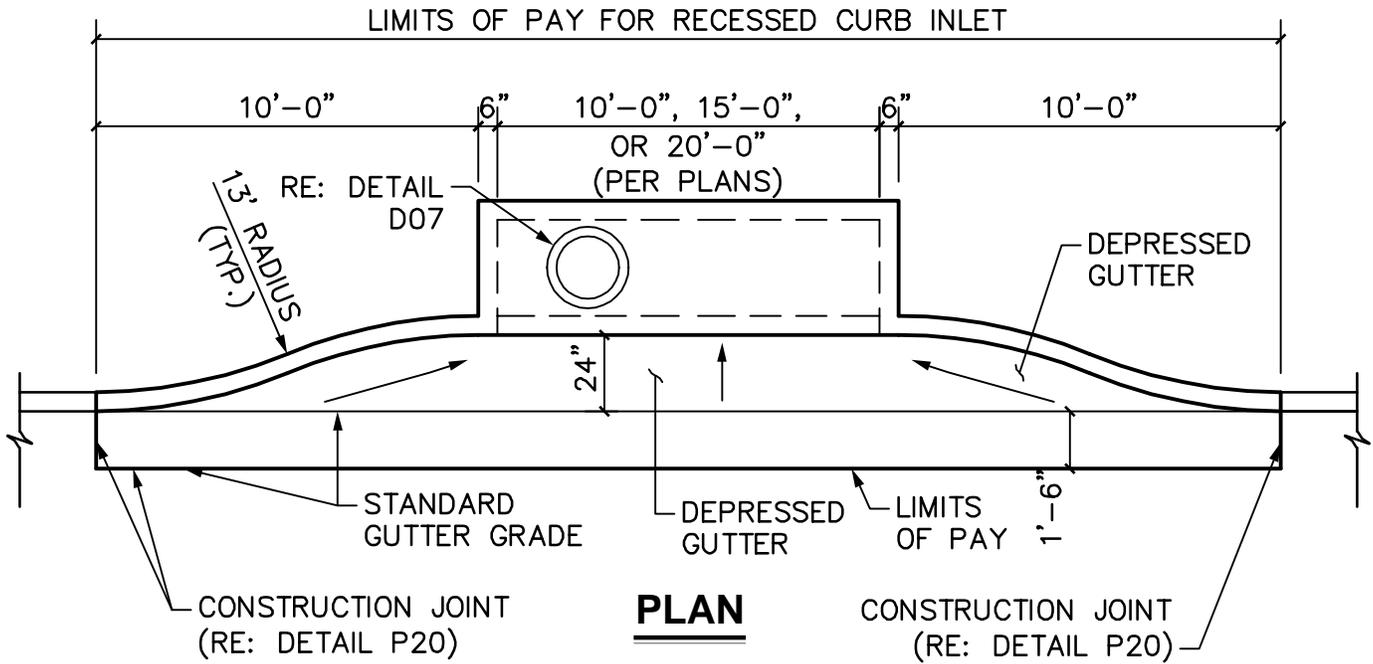


STANDARD CONSTRUCTION DETAIL  
**STANDARD CURB INLET**  
 SHEET 2 OF 2

SCALE: 1"=1'-0"

REVISED: MARCH  
 2020

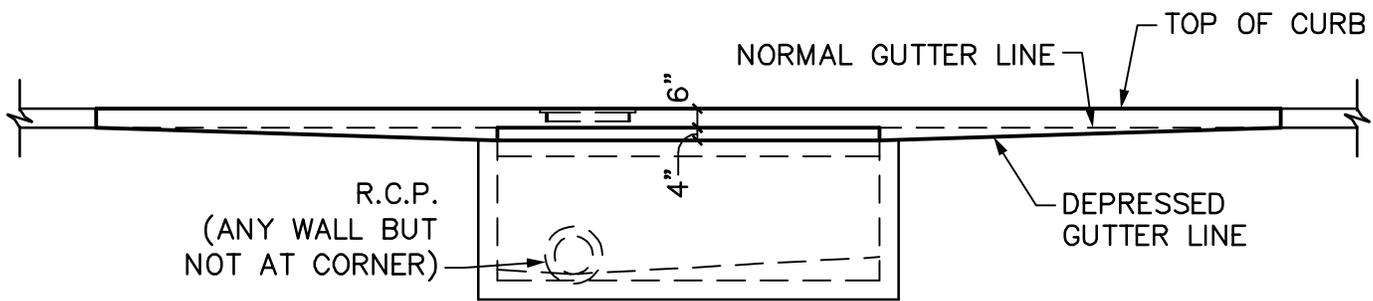
D03



**PLAN**

**NOTES:**

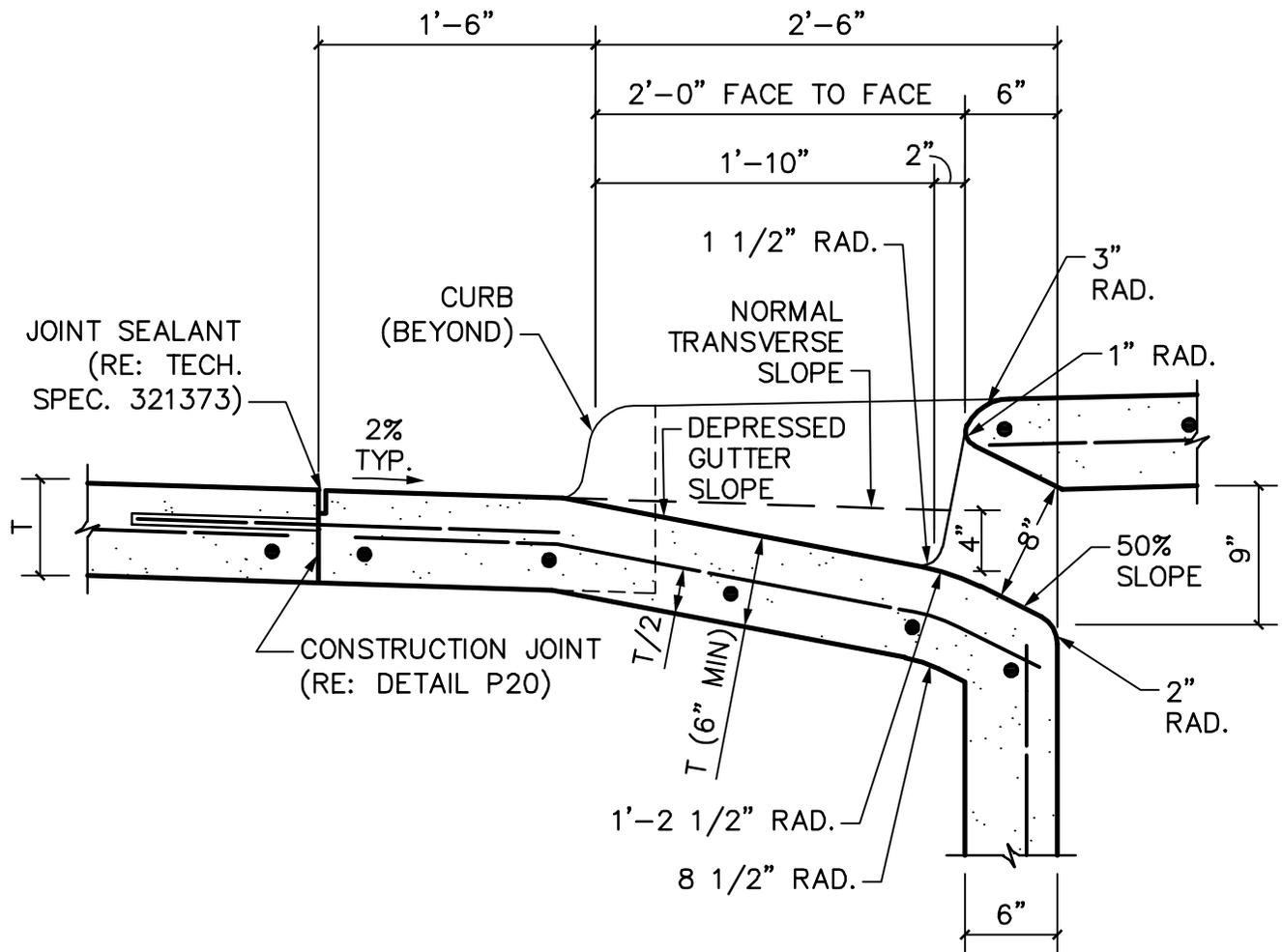
1. TOP OF INLET TO SLOPE 2% TOWARDS STREET OR PER PLAN.
2. CENTER SUPPORT BEAM REQUIRED FOR 15' AND 20' STANDARD CURB INLETS.
3. ADDITIONAL REINFORCING STEEL TO BE PLACED AROUND MANHOLE OPENING.



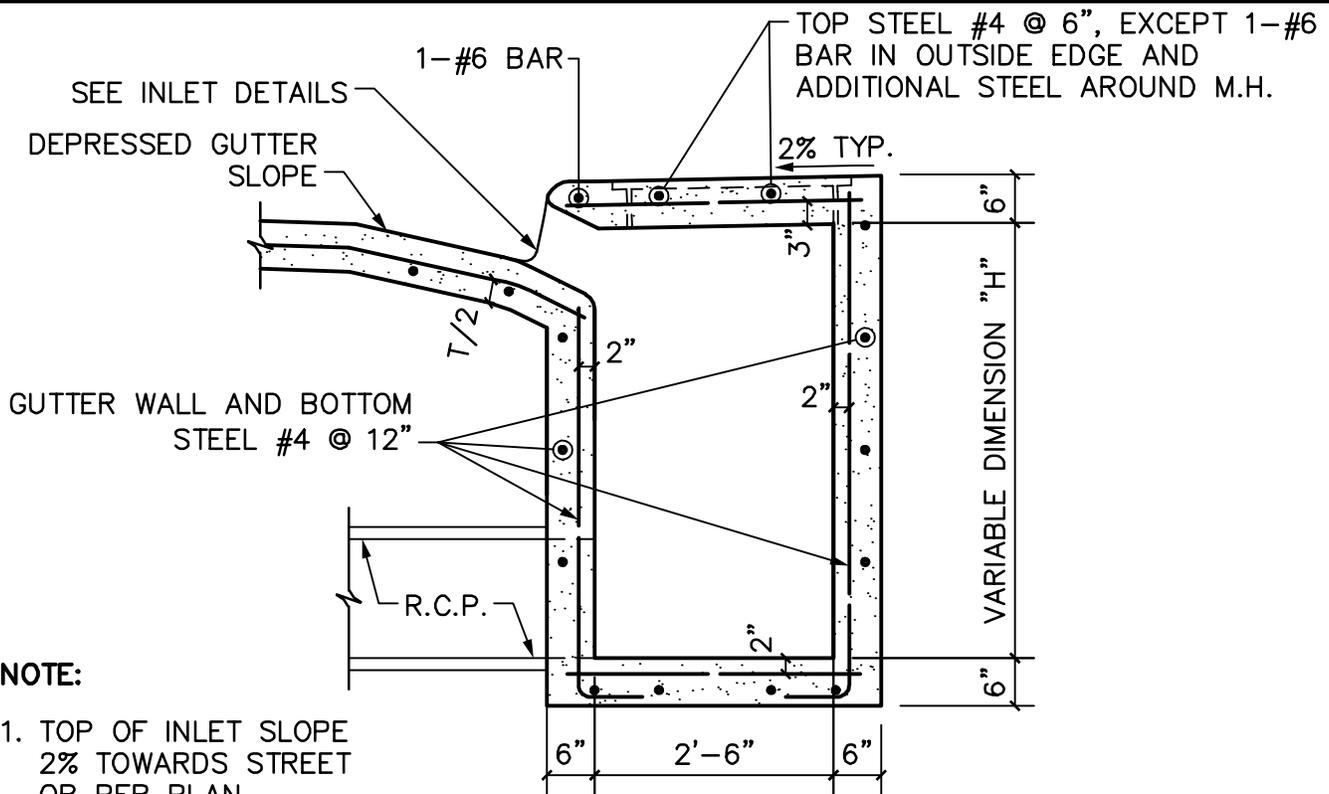
**PROFILE**

**NOTE:**

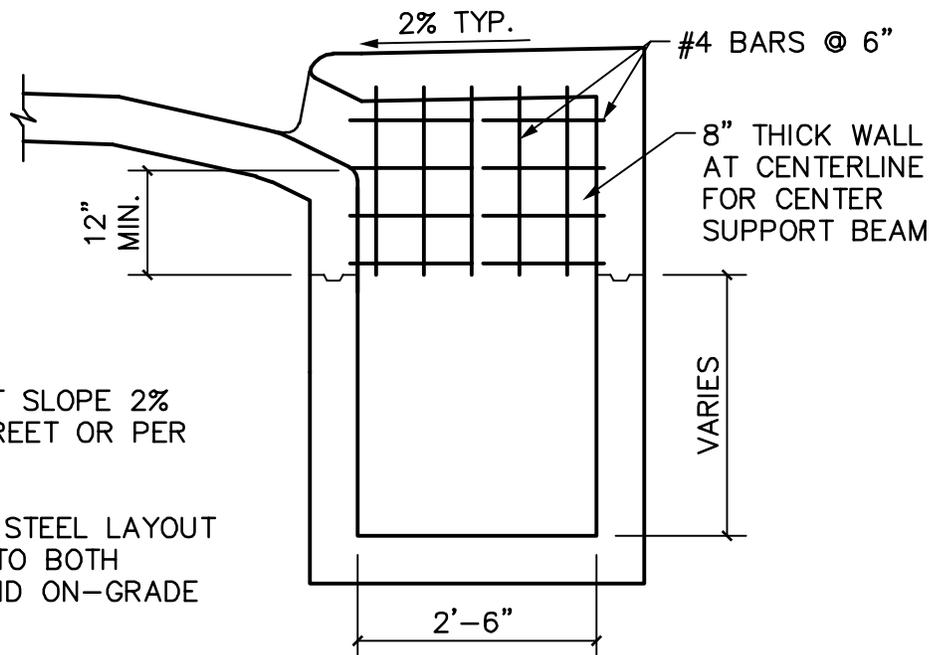
1. MANHOLE TO BE PLACED AT LOW END OF INLET. TWO MANHOLES ARE REQUIRED ON 15' AND 20' INLETS ONLY IF THE INSIDE HEIGHT OF THE INLET IS LESS THAN 4 FEET.



**THROAT SECTION**



### INLET SECTION FOR RECESSED AND STANDARD INLETS



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

**GENERAL NOTES:**

1. STRUCTURES, MANHOLES, INLETS, JUNCTION BOXES, RETAINING WALLS, HEADWALLS AND WINGWALLS SHALL BE CLASS C (3,600 PSI) CONCRETE. FLUMES SHALL BE CLASS A (3,000 PSI) CONCRETE. CONCRETE RIPRAP SHALL BE CLASS B (2,000 PSI) CONCRETE.
2. ALL REINFORCING STEEL SHALL BE NEW BILLET STEEL CONFORMING TO ASTM A-615.
3. CHAMFER ALL EXPOSED CORNERS 3/4" EXCEPT WHERE OTHERWISE NOTED.
4. DIMENSIONS RELATING TO REINFORCING STEEL ARE TO CENTERS 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. RECESSED CURB INLETS SHALL BE REQUIRED ON ALL ARTERIAL AND COLLECTOR STREETS. STANDARD INLETS WILL BE PERMITTED ON LOCAL STREETS.
8. 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.
9. STANDARD CURB INLET SIZES ARE 10', 15', OR 20'. NO OTHER SIZES WILL BE ALLOWED WITHOUT APPROVAL FROM CITY ENGINEER OR PUBLIC WORKS DIRECTOR.



**STANDARD CONSTRUCTION DETAIL**  
**STORM SEWER MANHOLE GENERAL NOTES**

SCALE: 1"=1'-0"  
REVISED: MARCH  
2020  
D07

REFER TO LATEST TxDOT  
HEADWALL DETAILS



**STANDARD CONSTRUCTION DETAIL  
TxDOT HEADWALL DETAILS**

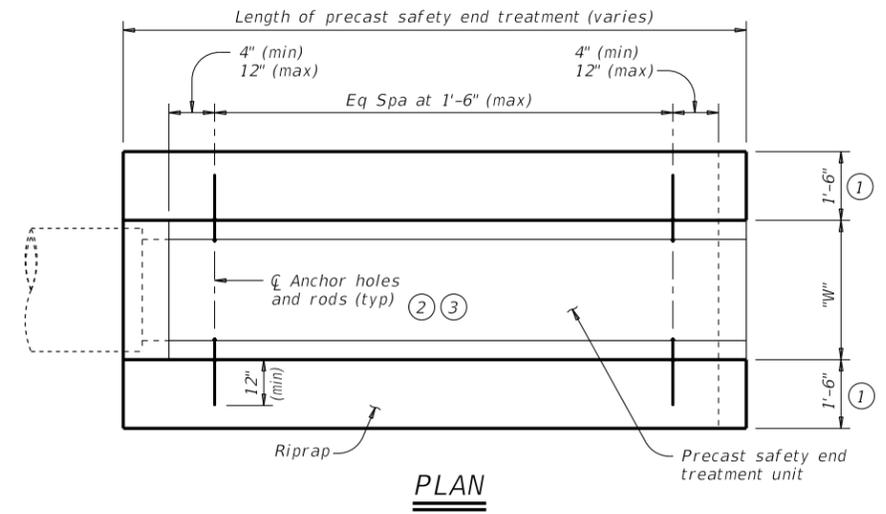
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REVISED: MARCH  
2020

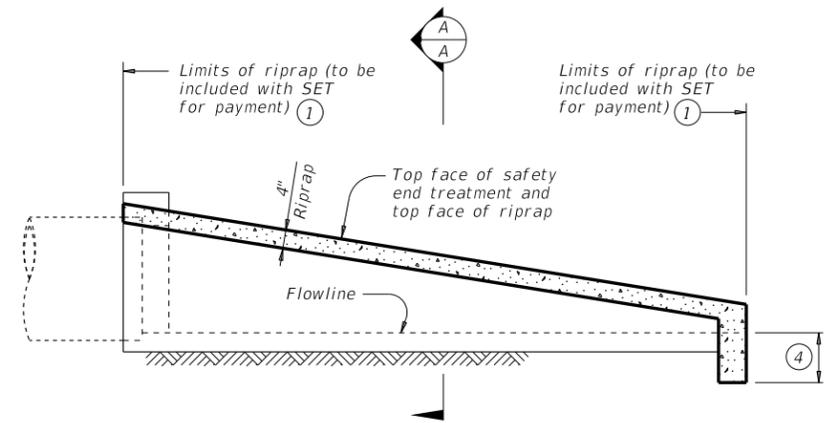
D08

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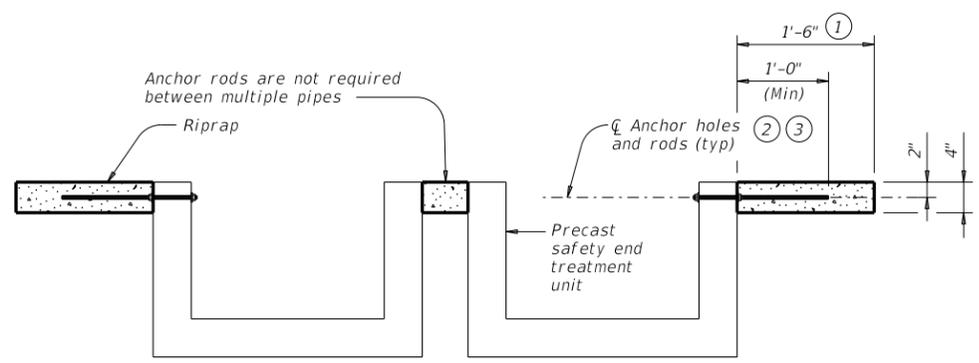
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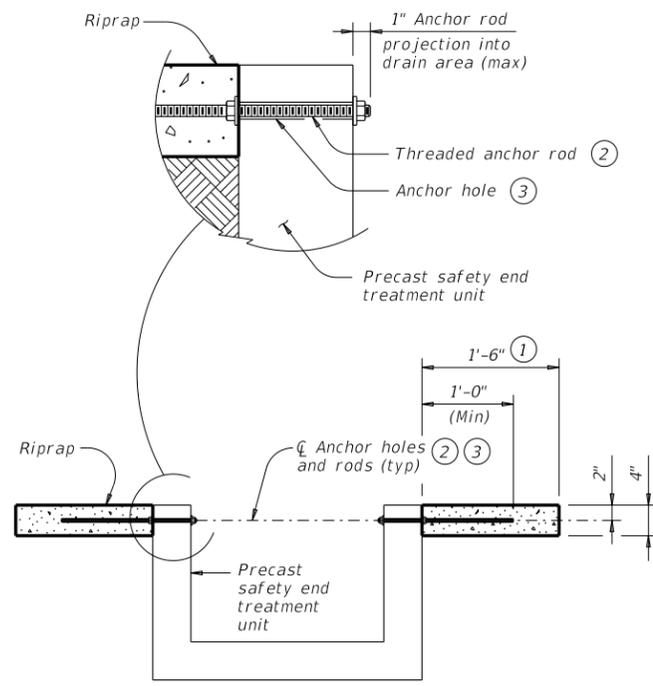
**PLAN**



**LONGITUDINAL ELEVATION**



**MULTIPLE PIPE INSTALLATION**



**SINGLE PIPE INSTALLATION**

**SECTION A-A**

**ESTIMATED CONCRETE RIPRAP QUANTITIES (CY)** ⑤

Nominal Culvert (Pipe) I.D.	PSET-SC and PSET-SP Standards					PSET-RC and PSET-RP Standards		
	Unit Width "W"	Side Slope			Unit Width "W"	Side Slope		
		3:1	4:1	6:1		3:1	4:1	6:1
12"	23.0"	0.1	0.2	0.2	16.0"	0.1	0.1	0.2
15"	26.5"	0.2	0.2	0.3	19.5"	0.1	0.2	0.2
18"	30.0"	0.2	0.2	0.3	23.0"	0.2	0.2	0.3
24"	37.0"	0.3	0.3	0.5	30.0"	0.2	0.3	0.4
30"	44.5"	0.3	0.4	0.6	37.0"	0.3	0.3	0.5
36"	51.5"	0.4	0.5	0.7	44.0"	0.3	0.4	0.6
42"	58.5"	0.5	0.6	0.8	51.0"	0.4	0.5	0.7

- ① Riprap placed beyond the limits shown will be paid as concrete riprap in accordance with Item 432, "Riprap". When riprap is cast integrally with the precast safety end treatment, this dimension is 1'-0" minimum.
- ② 1#2" Dia ASTM A307 Gr A threaded anchor rod with 2 nuts and 2 washers. Galvanize all components in accordance with Item 445, "Galvanizing". Repair galvanizing that is damaged during transport or construction in accordance with the specifications.
- ③ 3#4" through holes in walls of safety end treatment for riprap anchor rods may be drilled with rotary (coring or masonry) type drilling equipment or may be formed. Do not use percussive (star) type drilling equipment. If holes are drilled, patch spalls in the inside face of the wall exceeding 1#2" from the holes.
- ④ Provide riprap toe wall when dimension is shown elsewhere in the plans or when field conditions require a toe wall.
- ⑤ Quantities shown are for one end of one reinforced concrete pipe culvert. For multiple pipe culverts, quantities will need to be adjusted. Riprap quantities are for Contractor's information only. Quantities are based on the minimum unit lengths shown on the Precast Safety End Treatment (SET) standard sheets.

**MATERIAL NOTES:**

Provide Class "B" riprap in accordance with Item 432, "Riprap". Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise. The anchor rods shown are always required.

**GENERAL NOTES:**

Precast safety end treatment for reinforced concrete pipe may be used for TYPE II end treatment as specified in Item 467, "Safety End Treatment". Refer to PSET-SC or PSET-SP standard sheets for details of square safety end treatments not shown. Refer to PSET-RC or PSET-RP standard sheets for details of round safety end treatments not shown. For precast units with integrally cast riprap, substitute reinforcing steel in the amount on 0.26 in./ft. minimum for the threaded anchor rods shown. When requested, submit sealed engineering drawings for approval prior to construction. Shop drawings will not be required. Note that a proprietary precast unit with integral riprap is available from L&R Precast Concrete Works, Inc. (956) 583-6293 or www.lrpccast.com. Payment for riprap and toewalls is included in the price bid for each safety end treatment.

These riprap details are only applicable when notes that require placement of riprap with precast safety end treatments are shown elsewhere in the plans.  
Precast units with integrally cast riprap are permitted unless noted otherwise on the plans.

**Texas Department of Transportation** Bridge Division Standard

**PRECAST SAFETY END TREATMENT TYPE II RIPRAP DETAILS PSET-RR**

FILE: psetrrse-20.dgn	DN: GAF	CK: TxDOT	DW: JRP	CK: GAF
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
DIST	COUNTY			SHEET NO.

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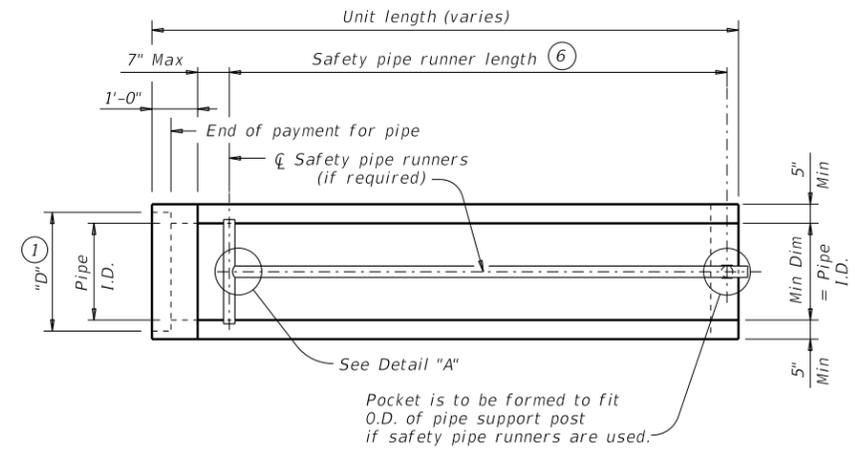
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### REQUIREMENTS FOR CULVERT PIPES AND SAFETY PIPE RUNNERS

Pipe I.D.	RCP Wall "B" Thickness	TP Wall Thickness (8)	"D" (1)	Slope	Min Length of Unit	Single Pipe		Multiple Pipes	
						Skew	Pipe Runners Required	Skew	Pipe Runners Required
12"	2"	1.15"	17.00"	3:1	2' - 11"	≤ 45°	No	≤ 45°	No
					3' - 6"				
					4' - 9"				
15"	2 1/4"	1.30"	20.50"	3:1	3' - 8"	≤ 45°	No	≤ 45°	No
					4' - 7"				
					6' - 5"				
18"	2 1/2"	1.60"	24.00"	3:1	4' - 6"	≤ 45°	No	≤ 45°	No
					5' - 8"				
					8' - 0"				
24"	3"	1.95"	31.00"	3:1	6' - 2"	≤ 45°	No	= 30°	No
					7' - 10"				
					11' - 3"				
30"	3 1/2"	2.65"	38.50"	3:1	7' - 10"	= 15°	No	= 15°	No
					10' - 1"				
					14' - 8"				
36"	4"	2.75"	45.50"	3:1	9' - 5"	= 0°	No	≥ 0°	Yes
					12' - 3"				
					17' - 11"				
42"	4 1/2"	N/A	52.50"	3:1	11' - 1"	≥ 0°	Yes	≥ 0°	Yes
					14' - 5"				
					21' - 2"				

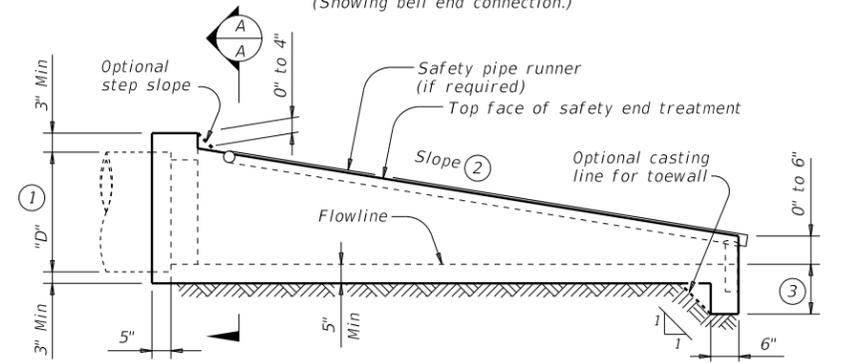
### SAFETY PIPE RUNNER DIMENSIONS

Max Safety Pipe Runner Length	Required Pipe Runner Size		
	Pipe Size	Pipe O.D.	Pipe I.D.
11' - 2"	3" STD	3.500"	3.068"
15' - 6"	3 1/2" STD	4.000"	3.548"
20' - 10"	4" STD	4.500"	4.026"
35' - 4"	5" STD	5.563"	5.047"



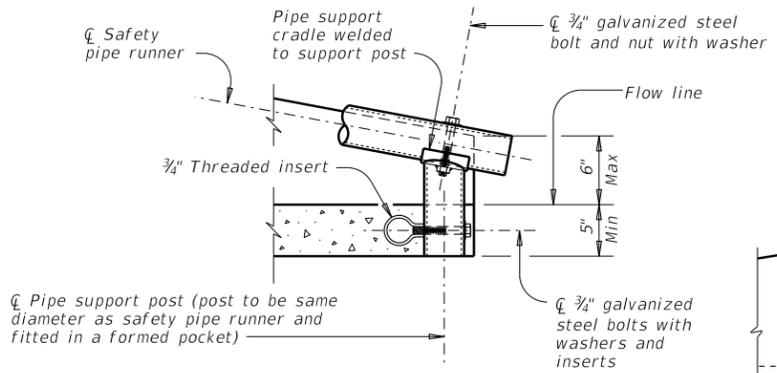
#### PLAN

(Showing bell end connection.)



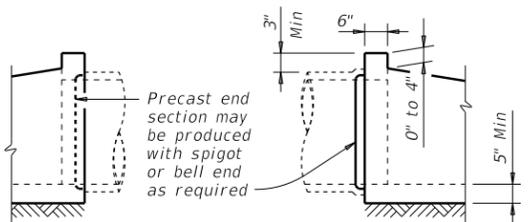
#### LONGITUDINAL ELEVATION

(Showing bell end connection.)



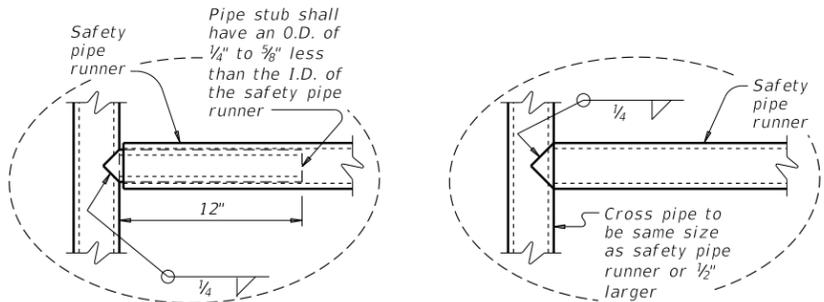
#### END DETAIL FOR INSTALLATION OF SAFETY PIPE RUNNERS

(If required)



#### OPTIONAL JOINT FOR RCP

(Showing joint between RCP and precast safety end treatment)

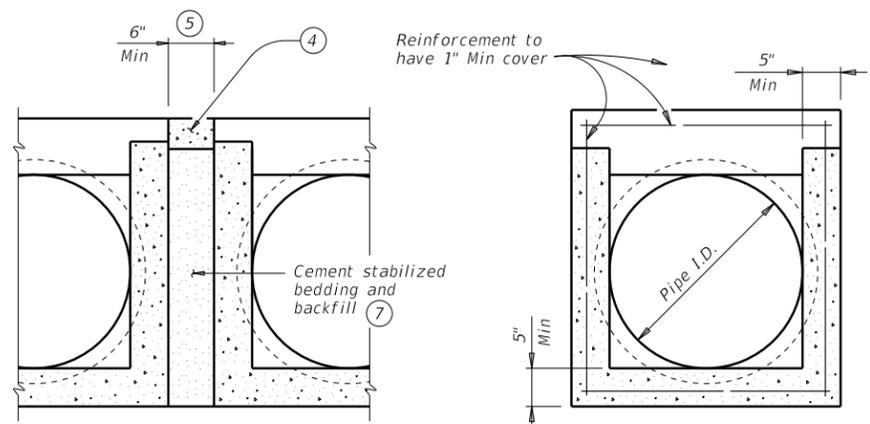


#### OPTION A

#### DETAIL A

(If required)

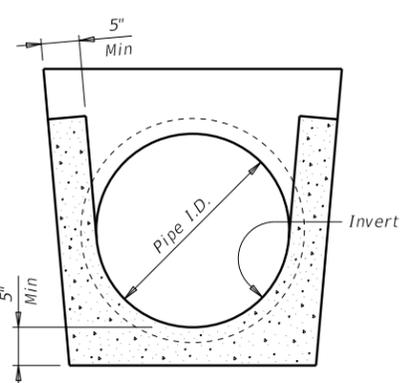
#### OPTION B



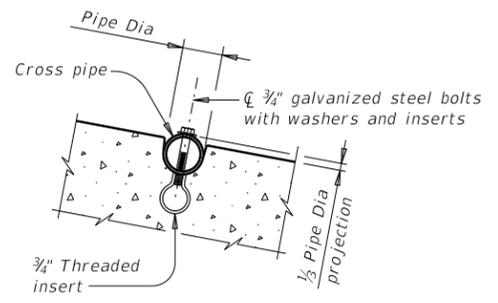
#### MULTIPLE PIPE INSTALLATION

#### OPTION WITH SQUARE BOTTOM

#### SECTION A-A



#### OPTION WITH INVERT BOTTOM



#### INSTALLATION DETAIL FOR SAFETY PIPE RUNNERS

(If required)

- Dimension "D" is based on reinforced concrete pipe (RCP) meeting the requirements of ASTM C-76, Class III, (RCP Wall "B" thickness). Adjust "D" for any other wall thickness used. For thermoplastic pipe (TP) take into account the annular space requirements for grouted connections.
- Slope as shown elsewhere in plans. Slope of 3:1 or flatter is required for vehicle safety.
- Toewall to be used only when dimension is shown elsewhere in the plans.
- Fill the top 4" of void between precast end treatments with concrete riprap. Concrete riprap is considered subsidiary to the Item 467, "Safety End Treatment".
- Adjust clear distance between pipes to provide for the minimum distance between safety end treatments.
- Measured along slope.
- Provide cement stabilized bedding and backfill in accordance with the Item 400, "Excavation and Backfill for Structures". Bedding and backfill is considered subsidiary to the Item 467, "Safety End Treatment". When concrete riprap is specified around the safety end treatment, backfill as directed by Engineer.
- Thermoplastic pipe wall thickness may vary. Adjust accordingly. Thermoplastic pipe requires the safety end treatments to have a bell end for grouted connections.

#### GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe (RCP), and thermoplastic pipe (TP) may be used for TYPE II end treatment as specified in Item "Safety End Treatment".

When precast safety end treatment is used as a Contractor's alternate to mitered RCP, riprap will not be required unless noted otherwise on the plans.

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Manufacture this product in accordance with Item 467, "Safety End Treatment" except as noted below:

- Provide minimum reinforcing of #4 at 6" (Grade 40) or #4 at 9" (Grade 60) each way or 6"x6" - D12 x D12 or 5"x5" - D10 x D10 welded wire reinforcement (WWR).
- For precast (steel formed) sections, provide Class "C" concrete (f'c = 3,600 psi).

At the option and expense of the Contractor, the next larger size of safety end treatment may be furnished as long as the "D" dimension cast is that of the required size of pipe.

Pipe runners are designed for a traversing load of 1,800 Lbs at yield as recommended by Research Report 280-1, "Safety Treatment of Roadside Cross-Drainage Structures", Texas Transportation Institute, March 1981.

Provide safety pipe runners, cross pipes, pipe support posts, and pipe stubs meeting the requirements of ASTM A53 (Type E or S, Grade B), ASTM A500 (Grade B), or API 5LX52.

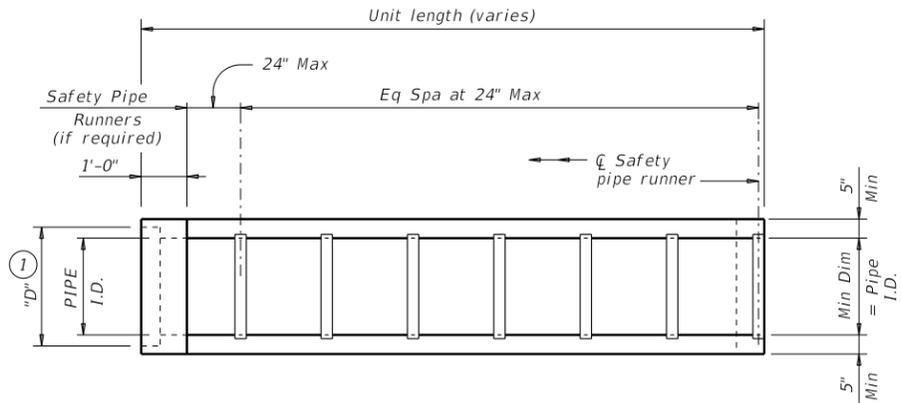
Galvanize all steel components except reinforcing steel after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

Connect RCP using the Optional Joint for RCP detail shown or in accordance with Item 464 "Reinforced Concrete Pipe". Connect TP by grouting. See PBGC standard for grouted connections with TP and precast safety end treatment.

		<b>Bridge Division Standard</b>	
<h2>PRECAST SAFETY END TREATMENT</h2> <h3>TYPE II ~ CROSS DRAINAGE</h3>			
<h2>PSET-SC</h2>			
FILE: psetscss-20.dgn	DN: RLW	CK: KLR	DW: JTR
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REVISIONS			HIGHWAY
	DIST	COUNTY	SHEET NO.

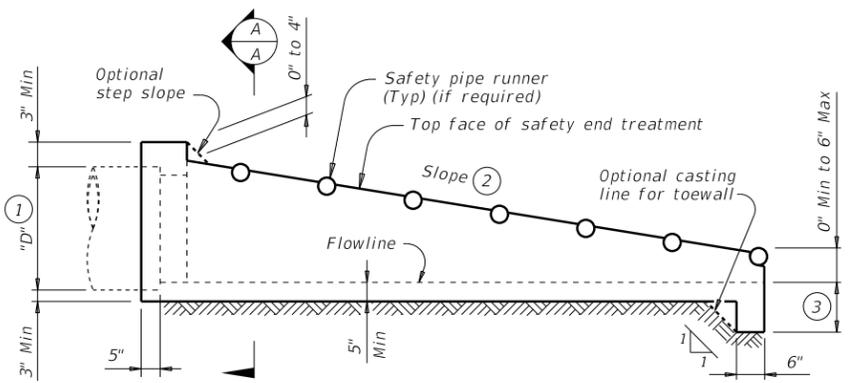
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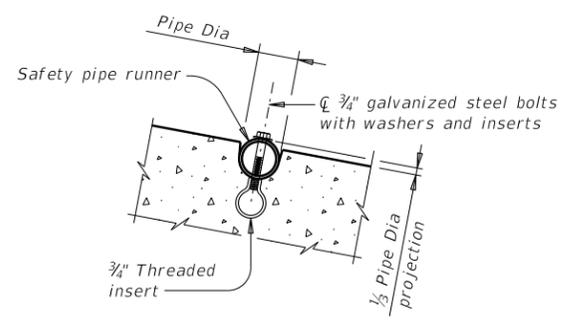
**PLAN**

(Showing bell end connection.)



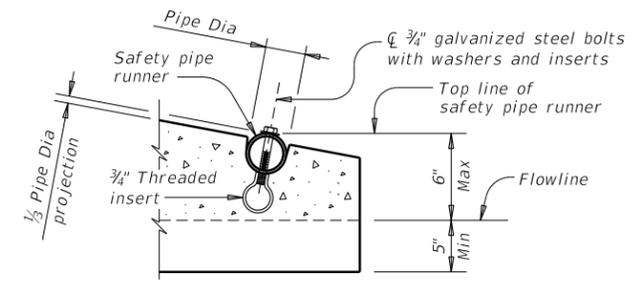
**LONGITUDINAL ELEVATION**

(Showing bell end connection.)

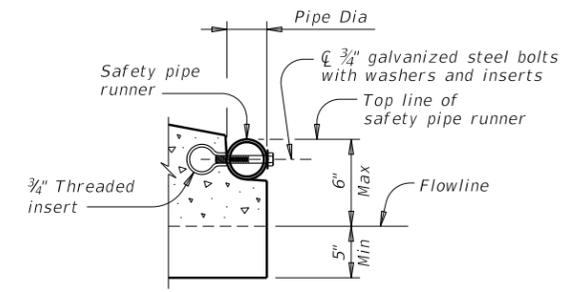


**INSTALLATION DETAIL FOR SAFETY PIPE RUNNERS**

(If required)



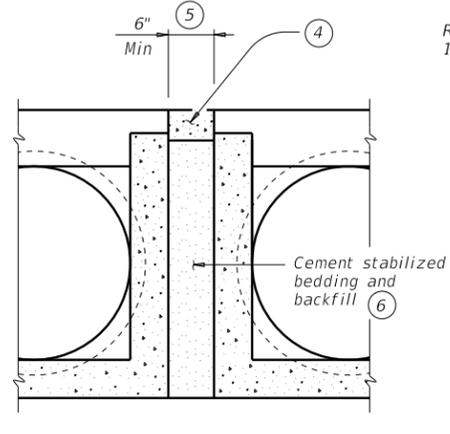
**OPTION A**



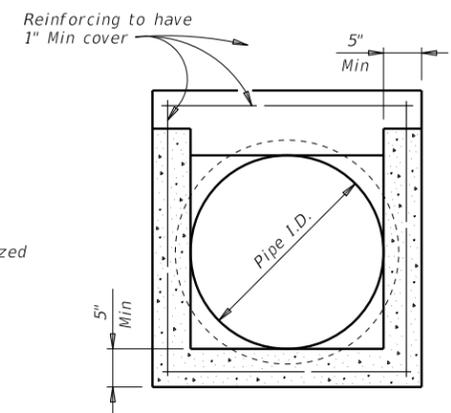
**OPTION B**

**END DETAILS FOR INSTALLATION OF SAFETY PIPE RUNNERS**

(If required)

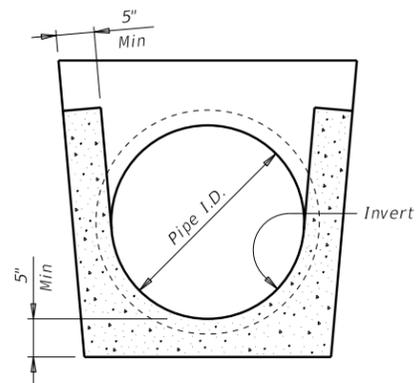


**MULTIPLE PIPE INSTALLATION**

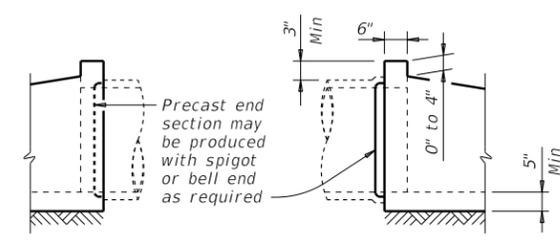


**OPTION WITH SQUARE BOTTOM**

**SECTION A-A**



**OPTION WITH INVERT BOTTOM**



**OPTIONAL JOINT FOR RCP**

(Showing joint between RCP and precast safety end treatment.)

**REQUIREMENTS FOR CULVERT PIPES AND SAFETY PIPE RUNNERS**

Pipe I.D.	RCP Wall "B" Thickness	TP Wall Thickness (7)	"D" (1)	Slope	Length	Pipe Runners Required		Required Pipe Runner Size		
						Single Pipe	Multiple Pipe	Nominal Dia.	O.D.	I.D.
12"	2"	1.15"	17.00"	6:1	4' - 9"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
15"	2 1/4"	1.30"	20.50"	6:1	6' - 5"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
18"	2 1/2"	1.60"	24.00"	6:1	8' - 0"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
24"	3"	1.95"	31.00"	6:1	11' - 3"	No	Yes, for > 2 pipes	3" STD	3.500"	3.068"
30"	3 1/2"	2.65"	38.50"	6:1	14' - 8"	No	Yes	4" STD	4.500"	4.026"
36"	4"	2.75"	45.50"	6:1	17' - 11"	Yes	Yes	4" STD	4.500"	4.026"
42"	4 1/2"	N/A	52.50"	6:1	21' - 2"	Yes	Yes	4" STD	4.500"	4.026"

- Dimension "D" is based on reinforced concrete pipe (RCP) meeting the requirements of ASTM C-76, Class III, (RCP Wall "B" thickness). Adjust "D" for any other wall thickness used. For thermoplastic pipe (TP) take into account the annular space requirements for grouted connections.
- Slope as shown elsewhere in the plans. Slope of 6:1 or flatter is required for vehicle safety.
- Toewall to be used only when dimension is shown elsewhere in the plans.
- Fill the top 4" of void between precast end treatments with concrete riprap. Concrete riprap is considered subsidiary to the Item 467, "Safety End Treatment".
- Adjust clear distance between pipes to provide for the minimum distance between safety end treatments.
- Provide cement stabilized bedding and backfill in accordance with the Item 400, "Excavation and Backfill for Structures". Bedding and backfill is considered subsidiary to the Item 467, "Safety End Treatment". When concrete riprap is specified around the safety end treatment, backfill as directed by Engineer.
- Thermoplastic pipe wall thickness may vary. Adjust accordingly. Thermoplastic pipe requires the safety end treatments to have a bell end for grouted connections.

**GENERAL NOTES:**

Precast safety end treatment for reinforced concrete pipe (RCP), and thermoplastic pipe (TP) may be used for TYPE II end treatment as specified in Item "Safety End Treatment".

When precast safety end treatment is used as a Contractor's alternate to mitered RCP, riprap will not be required unless noted otherwise on the plans.

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Manufacture this product in accordance with Item 467, "Safety End Treatment" except as noted below:

A. Provide minimum reinforcing of #4 at 6" (Grade 40) or #4 at 9" (Grade 60) each way or 6"x6" - D12 x D12 or 5"x5" - D10 x D10 welded wire reinforcement (WWR).

B. For precast (steel formed) sections, provide Class "C" concrete (f'c = 3,600 psi).

At the option and expense of the Contractor the next larger size of safety end treatment may be furnished; as long as the "D" dimension cast is that of the required size of pipe.

Pipe runners are designed for a traversing load of 10,000 Lbs at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981.

Provide pipe runners meeting the requirements of ASTM A53 (Type E or S, Grade B), ASTM A500 (Grade B), or API 5LX52.

Galvanize all steel components except reinforcing steel after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

Connect RCP using the Optional Joint for RCP detail shown or in accordance with Item 464, "Reinforced Concrete Pipe". Connect TP by grouting. See PBGC standard for grouted connections with TP and precast safety end treatment.

Texas Department of Transportation  
 Bridge Division Standard

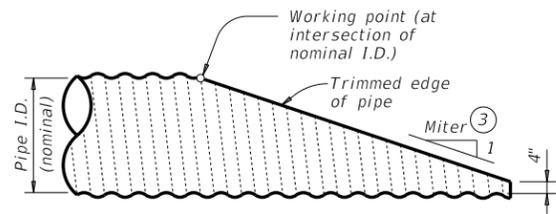
**PRECAST SAFETY END TREATMENT TYPE II ~ PARALLEL DRAINAGE**

**PSET-SP**

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	DIST	COUNTY		SHEET NO.

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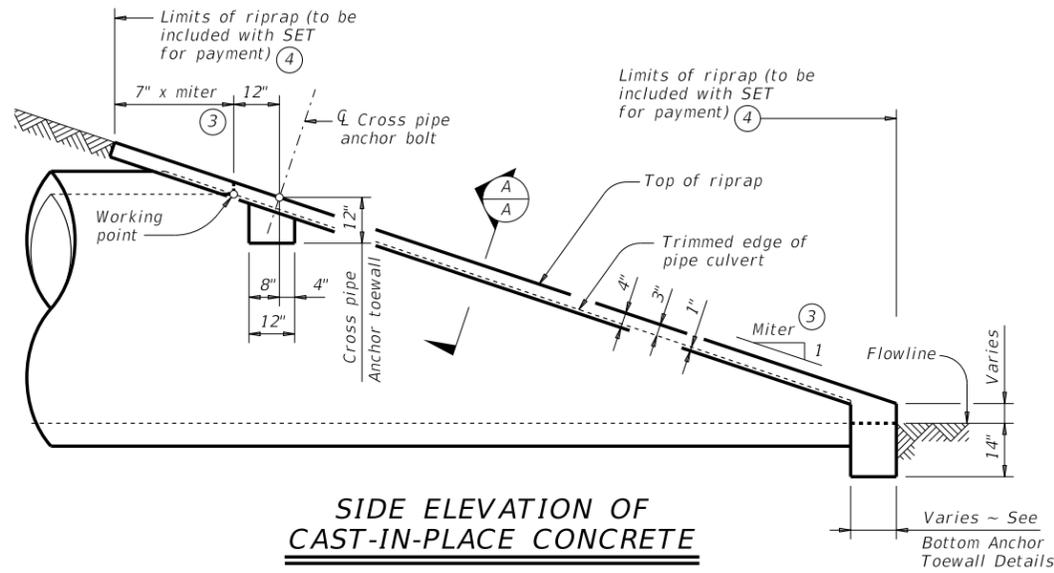
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NOTE: All pipe runners, calculations, and dimensions are based on the pipe culverts mitered as shown in this detail. Alternate styles of mitered ends will require that appropriate adjustments be made to the values presented on this standard.

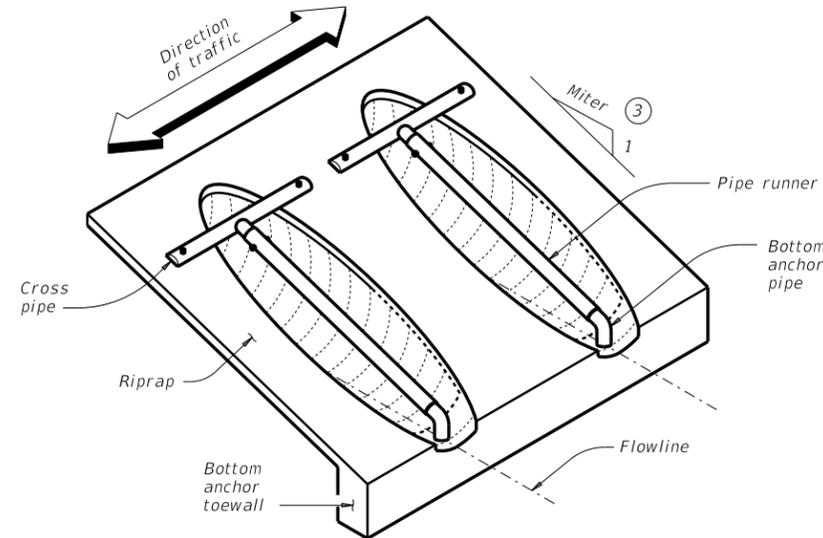
### SIDE ELEVATION OF TYPICAL PIPE CULVERT MITER

(Showing corrugated metal pipe (CMP) culvert. Details of reinforced concrete pipe (RCP) culvert are similar.)



### SIDE ELEVATION OF CAST-IN-PLACE CONCRETE

(Showing reinforced concrete pipe (RCP) culvert. Details of corrugated metal pipe (CMP) culvert are similar. Pipe runners not shown for clarity)



### ISOMETRIC VIEW OF TYPICAL INSTALLATION

(Showing installation with no skew.)

## CROSS PIPE LENGTHS AND PIPE RUNNER LENGTHS ① ②

Nominal Culvert I.D.	Pipe Culvert Spa ~ G	Cross Pipe Length	Pipe Runner Length											
			3:1 Side Slope				4:1 Side Slope				6:1 Side Slope			
			0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew
24"	1' - 7"	3' - 5"	N/A	N/A	N/A	5' - 10"	N/A	N/A	N/A	8' - 1"	N/A	N/A	N/A	12' - 9"
27"	1' - 8"	3' - 8"	N/A	N/A	5' - 5"	6' - 11"	N/A	N/A	7' - 7"	N/A	N/A	11' - 11"	14' - 11"	
30"	1' - 10"	3' - 11"	N/A	N/A	6' - 4"	8' - 0"	N/A	N/A	8' - 9"	11' - 0"	N/A	13' - 8"	17' - 0"	
33"	1' - 11"	4' - 2"	6' - 2"	6' - 5"	7' - 3"	9' - 1"	8' - 6"	8' - 10"	10' - 0"	12' - 5"	13' - 3"	13' - 9"	15' - 5"	19' - 2"
36"	2' - 1"	4' - 5"	6' - 11"	7' - 3"	8' - 2"	10' - 2"	9' - 6"	9' - 11"	11' - 2"	13' - 10"	14' - 9"	15' - 3"	17' - 2"	21' - 3"
42"	2' - 4"	4' - 11"	8' - 6"	8' - 10"	9' - 11"	12' - 4"	11' - 7"	12' - 0"	13' - 6"	16' - 8"	17' - 9"	18' - 5"	20' - 8"	25' - 7"
48"	2' - 7"	5' - 5"	10' - 1"	10' - 5"	11' - 9"	N/A	13' - 7"	14' - 2"	15' - 10"	N/A	20' - 9"	21' - 6"	24' - 2"	N/A
54"	3' - 0"	5' - 11"	11' - 8"	12' - 1"	N/A	N/A	15' - 8"	16' - 3"	N/A	N/A	23' - 10"	24' - 8"	N/A	N/A
60"	3' - 3"	6' - 5"	13' - 3"	N/A	N/A	N/A	17' - 9"	N/A	N/A	N/A	26' - 10"	N/A	N/A	N/A

### TYPICAL PIPE CULVERT MITERS ③

Side Slope	0° Skew	15° Skew	30° Skew	45° Skew
3:1	3:1	3.106:1	3.464:1	4.243:1
4:1	4:1	4.141:1	4.619:1	5.657:1
6:1	6:1	6.212:1	6.928:1	8.485:1

### CONDITIONS WHERE PIPE RUNNERS ARE NOT REQUIRED ②

Nominal Culvert I.D.	Single Pipe Culvert	Multiple Pipe Culverts
12" thru 21"	Skews thru 45°	Skews thru 45°
24"	Skews thru 45°	Skews thru 30°
27"	Skews thru 30°	Skews thru 15°
30"	Skews thru 15°	Skews thru 15°
33"	Skews thru 15°	Always required
36"	Normal (no skew)	Always required
42" thru 60"	Always required	Always required

### STANDARD PIPE SIZES AND MAX PIPE RUNNER LENGTHS ①

Pipe Size	Pipe O.D.	Pipe I.D.	Max Pipe Runner Length
2" STD	2.375"	2.067"	N/A
3" STD	3.500"	3.068"	10' - 0"
4" STD	4.500"	4.026"	19' - 8"
5" STD	5.563"	5.047"	34' - 2"

### ESTIMATED CONCRETE RIPRAP QUANTITIES (CY) ⑤

Nominal Culvert I.D.	3:1 Side Slope				4:1 Side Slope				6:1 Side Slope			
	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew	0° Skew	15° Skew	30° Skew	45° Skew
12"	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.6	0.7	0.7	0.7	0.8
15"	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.9
18"	0.5	0.5	0.6	0.6	0.6	0.7	0.7	0.8	0.8	0.8	0.9	1.0
21"	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.9	0.9	0.9	1.0	1.2
24"	0.6	0.7	0.7	0.8	0.8	0.8	0.8	1.0	1.0	1.0	1.1	1.3
27"	0.7	0.7	0.8	0.9	0.8	0.9	0.9	1.1	1.1	1.1	1.2	1.4
30"	0.8	0.8	0.8	0.9	0.9	0.9	1.0	1.2	1.2	1.2	1.3	1.6
33"	0.8	0.8	0.9	1.0	1.0	1.0	1.1	1.3	1.3	1.4	1.5	1.7
36"	0.9	0.9	0.9	1.1	1.1	1.1	1.2	1.4	1.4	1.5	1.6	1.8
42"	1.0	1.0	1.1	1.3	1.2	1.3	1.3	1.6	1.6	1.7	1.8	2.1
48"	1.1	1.1	1.2	N/A	1.4	1.4	1.5	N/A	1.9	1.9	2.1	N/A
54"	1.3	1.3	N/A	N/A	1.6	1.6	N/A	N/A	2.1	2.1	N/A	N/A
60"	1.4	N/A	N/A	N/A	1.7	N/A	N/A	N/A	2.3	N/A	N/A	N/A

① Provide pipe runner of the size shown in the tables. Provide cross pipe of the same size as the pipe runner. Provide cross pipe stub out and bottom anchor pipe of the next smaller size pipe as shown in the Standard Pipe Sizes and Max Pipe Runner Lengths table.

② This standard allows for the placement of only one pipe runner across each culvert pipe opening. In order to limit the clear opening to be traversed by an errant vehicle, the following conditions must be met:

For 60" culvert pipes, the skew must not exceed 0°.  
 For 54" culvert pipes, the skew must not exceed 15°.  
 For 48" culvert pipes, the skew must not exceed 30°.  
 For all culvert pipe sizes 42" and less, the skew must not exceed 45°.

If the above conditions cannot be met, the designer should consider using a safety end treatment with flared wings. For further information, refer to the TxDOT Roadway Design Manual.

③ Miter = slope of mitered end of pipe culvert.

④ Riprap placed beyond the limits shown will be paid for as concrete riprap in accordance with Item 432, "Riprap".

⑤ Quantities shown are for one end of one reinforced concrete pipe (RCP) culvert. For multiple pipe culverts or for corrugated metal pipe (CMP) culverts, quantities will need to be adjusted. Riprap quantities are for Contractor's information only.

SHEET 1 OF 2

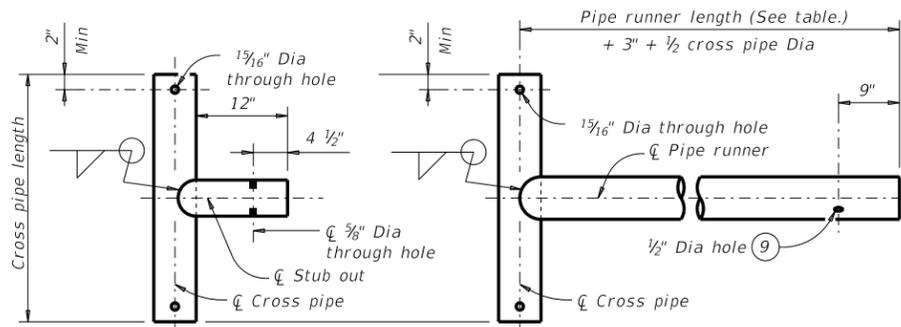


## SAFETY END TREATMENT FOR 12" DIA TO 60" DIA PIPE CULVERTS TYPE II ~ CROSS DRAINAGE

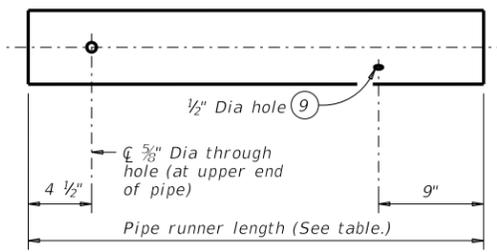
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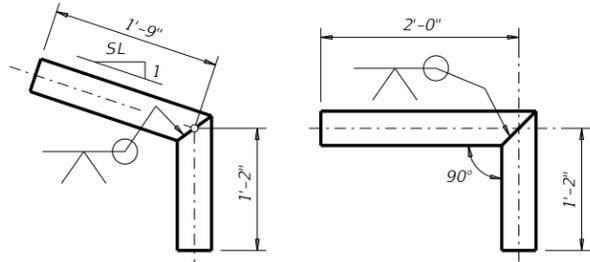


**OPTION A1** **OPTION A2**  
**CROSS PIPE AND CONNECTIONS DETAILS**

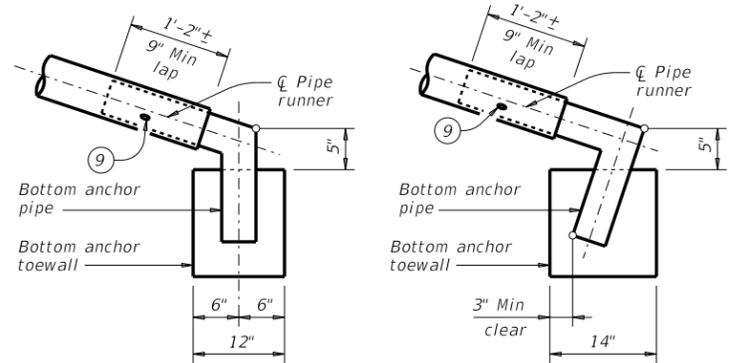


NOTE: The separate pipe runner shown is required when Cross Pipe Connection Option A1 is used.

**PIPE RUNNER DETAILS**



**OPTION B1** **OPTION B2**  
**BOTTOM ANCHOR PIPE DETAILS (10)**



**OPTION B1** **OPTION B2**  
**BOTTOM ANCHOR TOEWALL DETAILS**

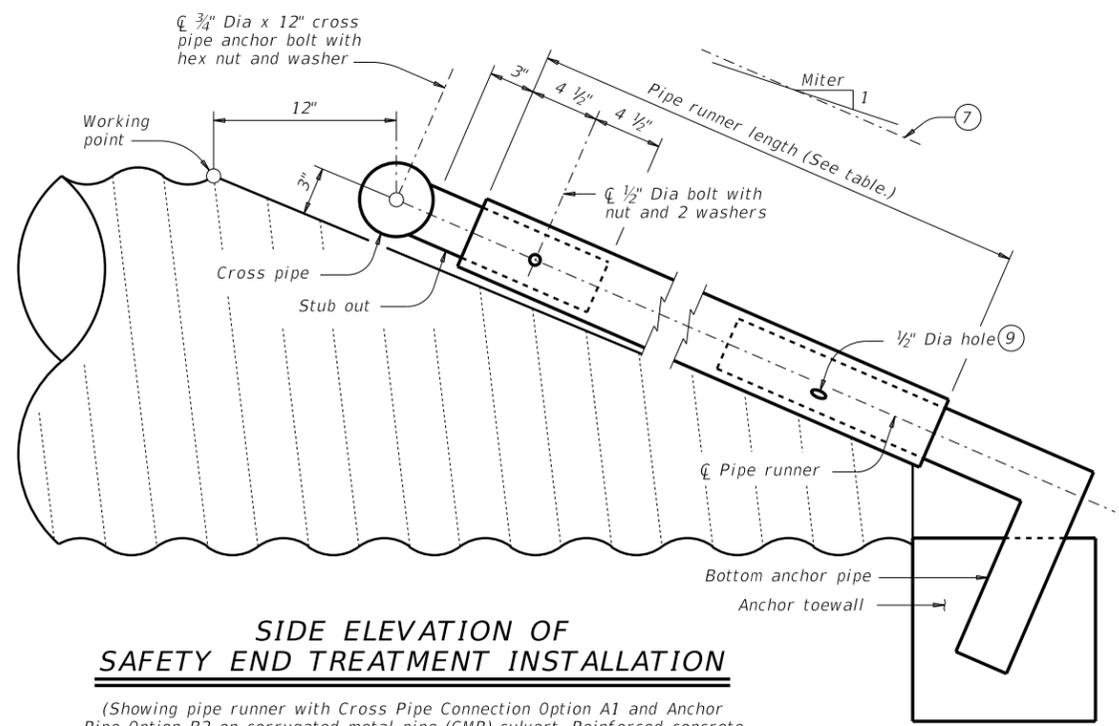
(Culvert and riprap not shown for clarity.)

**MATERIAL NOTES:**

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.  
Provide pipe runners, cross pipes, and anchor pipes conforming to the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.  
Provide ASTM A307 bolts and nuts.  
Galvanize all steel components, except concrete reinforcing, after fabrication.  
Repair galvanizing damaged during transport or construction in accordance with the specifications.

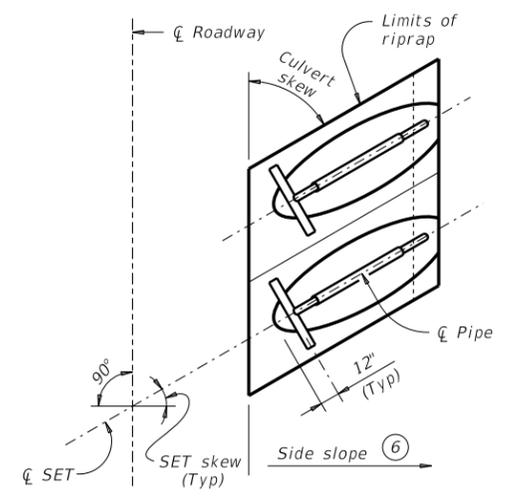
**GENERAL NOTES:**

Pipe runners are designed for a traversing load of 1,800 pounds at yield as recommended by Research Report 280-1, "Safety Treatment of Roadside Cross-Drainage Structures", Texas Transportation Institute, March 1981.  
Safety end treatments (SET) shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the pipe runners.  
Payment for riprap and toewall is included in the price bid for each safety end treatment.  
Construct concrete riprap and all necessary inverts in accordance with the requirements of Item 432, "Riprap".

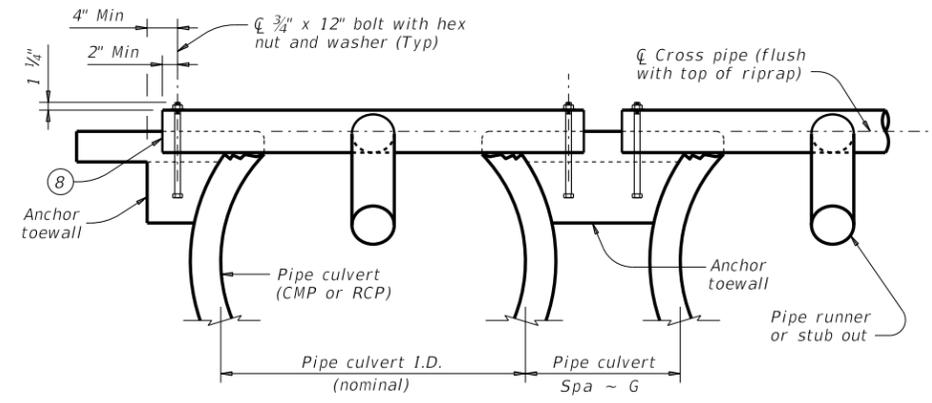


**SIDE ELEVATION OF SAFETY END TREATMENT INSTALLATION**

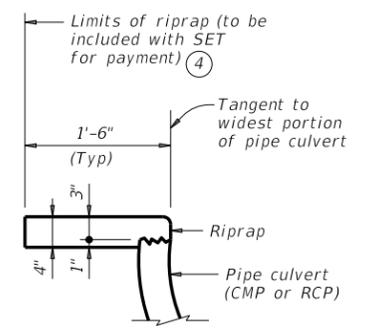
(Showing pipe runner with Cross Pipe Connection Option A1 and Anchor Pipe Option B2 on corrugated metal pipe (CMP) culvert. Reinforced concrete pipe culvert (RCP) details are similar. Riprap not shown for clarity)



**PLAN OF SKEWED INSTALLATION**



**SECTION A-A**  
**SHOWING CROSS PIPE AND ANCHOR TOEWALL**



**SHOWING TYPICAL PIPE CULVERT AND RIPRAP**

- (4) Riprap placed beyond the limits shown will be paid for as concrete riprap in accordance with Item 432, "Riprap".
- (6) Recommended values of side slope are 3:1, 4:1, and 6:1. All quantities, calculations, and dimensions shown herein are based on these recommended values. Slope of 3:1 or flatter is required for vehicle safety.
- (7) Note that actual slope of pipe runner may vary slightly from side slope of riprap and trimmed culvert pipe edge.
- (8) Ensure that riprap concrete does not flow into the cross pipe so as to permit disassembly of the bolted connection to allow cleanout access.
- (9) After installation, inspect the 1/2 inch hole to ensure that the lap of the pipe runner with the bottom anchor pipe is adequate.
- (10) At fabricator's option, a heat bend to a smooth 5 inch radius or a manufactured elbow (of the same material as the runner) may be substituted for the mitered and welded joint in the bottom anchor pipe.

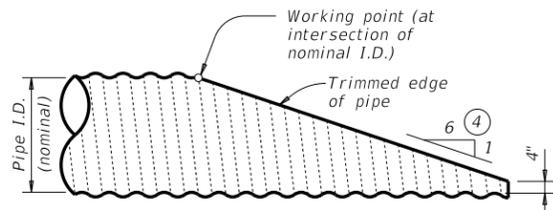
**SECTION A-A**

		<b>Bridge Division Standard</b>	
<b>SAFETY END TREATMENT</b> FOR 12" DIA TO 60" DIA PIPE CULVERTS TYPE II ~ CROSS DRAINAGE			
<b>SETP-CD</b>			
FILE: setpcdse-20.dgn	DN: GAF	CK: CAT	DW: JRP
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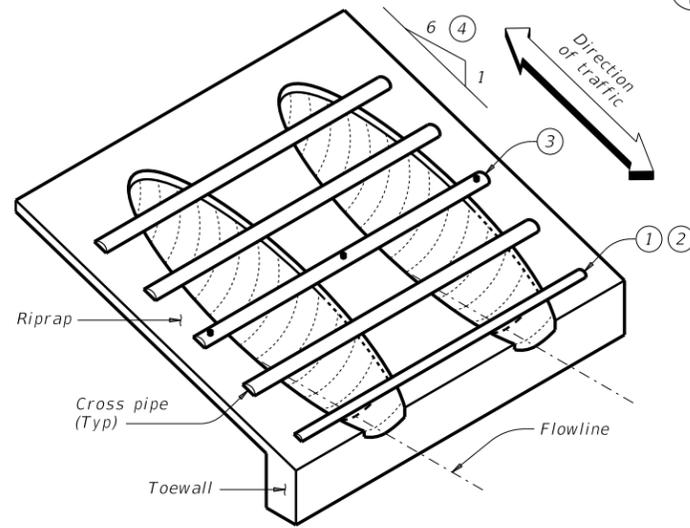
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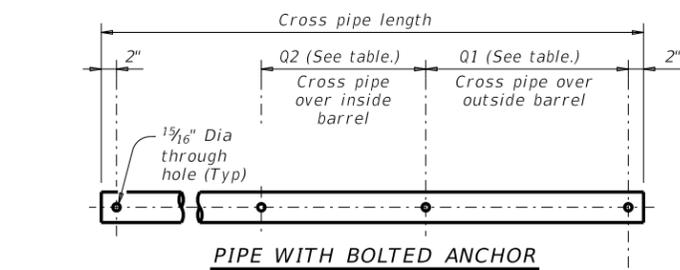
NOTE: All cross pipes, calculations, and dimensions are based on the pipe culverts mitered as shown in this detail. Alternate styles of mitered ends will require that appropriate adjustments be made to the values presented on this standard.

### SIDE ELEVATION OF TYPICAL PIPE CULVERT MITER

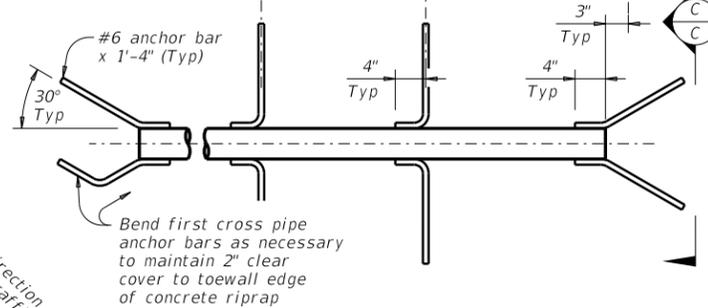
(Showing corrugated metal pipe (CMP) culvert. Details at reinforced concrete pipe (RCP) culvert are similar.)



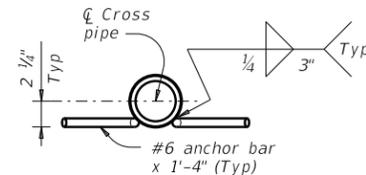
### ISOMETRIC VIEW OF TYPICAL INSTALLATION



### PIPE WITH BOLTED ANCHOR

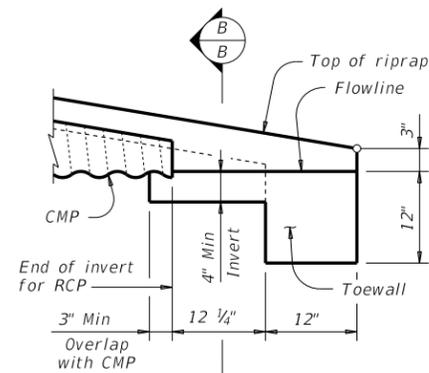


### PIPE WITH ANCHOR BARS



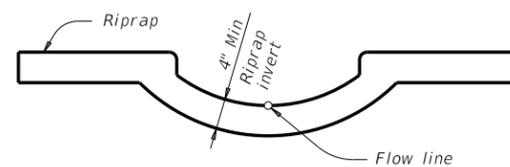
### SECTION C-C

### CROSS PIPE DETAILS



### DETAIL "A"

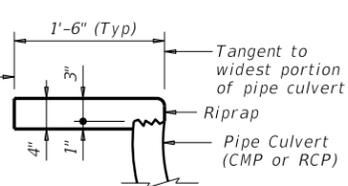
(Showing invert with corrugated metal pipe (CMP) culvert. Reinforced concrete pipe (RCP) culvert details are similar. Cross pipes not shown for clarity.)



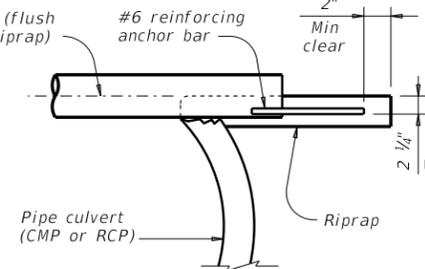
### SECTION B-B

(Cross pipes not shown for clarity.)

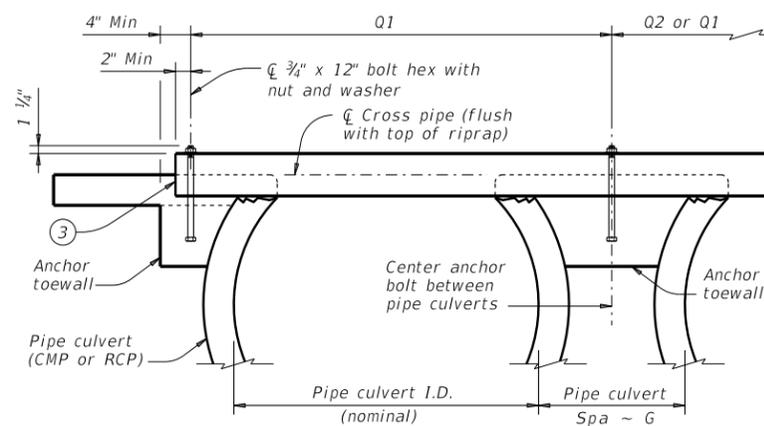
Limits of riprap (to be included with SET for payment) ⑤



### SHOWING TYPICAL PIPE CULVERT AND RIPRAP



### SHOWING CROSS PIPE WITH ANCHOR BAR



### SHOWING CROSS PIPE WITH BOLTED ANCHOR

### SECTION A-A

## CROSS PIPE LENGTHS, REQUIRED PIPE SIZES, AND RIPRAP QUANTITIES

Nominal Culvert I.D.	Conc Riprap (CY) ⑥	Pipe Culvert Spa ~ G	Single Barrel ~ Q1	Multi-Barrel ~ Q1	Q2	Conditions for Use of Cross Pipes	Cross Pipe Sizes
12"	0.6	0' - 9"	N/A	2' - 1"	1' - 9"	3 or more pipe culverts	3" Std (3.500" O.D.)
15"	0.7	0' - 11"	N/A	2' - 5"	2' - 2"		
18"	0.8	1' - 2"	N/A	2' - 10"	2' - 8"		
21"	0.9	1' - 4"	N/A	3' - 2"	3' - 1"		
24"	0.9	1' - 7"	N/A	3' - 6"	3' - 7"	3 or more pipe culverts	3 1/2" Std (4.000" O.D.)
27"	1.0	1' - 8"	N/A	3' - 10"	3' - 11"	2 or more pipe culverts	
30"	1.1	1' - 10"	N/A	4' - 2"	4' - 4"	All pipe culverts	4" Std (4.500" O.D.)
33"	1.2	1' - 11"	4' - 2"	4' - 5"	4' - 8"	All pipe culverts	
36"	1.3	2' - 1"	4' - 5"	4' - 9"	5' - 1"	All pipe culverts	4" Std (4.500" O.D.)
42"	1.5	2' - 4"	4' - 11"	5' - 5"	5' - 10"		
48"	1.7	2' - 7"	5' - 5"	6' - 0"	6' - 7"	All pipe culverts	5" Std (5.563" O.D.)
54"	2.0	3' - 0"	5' - 11"	6' - 9"	7' - 6"		
60"	2.2	3' - 3"	6' - 5"	7' - 4"	8' - 3"		
66"	2.4	3' - 3"	6' - 11"	7' - 10"	8' - 9"		
72"	2.7	3' - 4"	7' - 5"	8' - 5"	9' - 4"		

- The proper installation of the first cross pipe is critical for vehicle safety. Place the top of the first cross pipe no more than 6" above the flow line.
- Provide cross pipes, except the first bottom pipe, of the size shown in the table. Provide a 3 1/2" standard pipe (4" O.D.) for the first bottom pipe.
- Install the third cross pipe from the bottom of the culvert using a bolted connection. Ensure that riprap concrete does not flow into the cross pipe so as to permit disassembly of the bolted connection to allow cleanout access. At the Contractor's option, install all other cross pipes using the bolted connection details.
- Match cross slope as shown elsewhere in the plans. Cross slope of 6:1 or flatter is required for vehicle safety.
- Riprap placed beyond the limits shown will be paid for as concrete riprap in accordance with Item 432, "Riprap".
- Quantities shown are for one end of one reinforced concrete pipe (RCP) culvert. For multiple pipe culverts or for corrugated metal pipe (CMP) culverts, quantities will need to be adjusted. Riprap quantities are for contractor's information only.

#### MATERIAL NOTES:

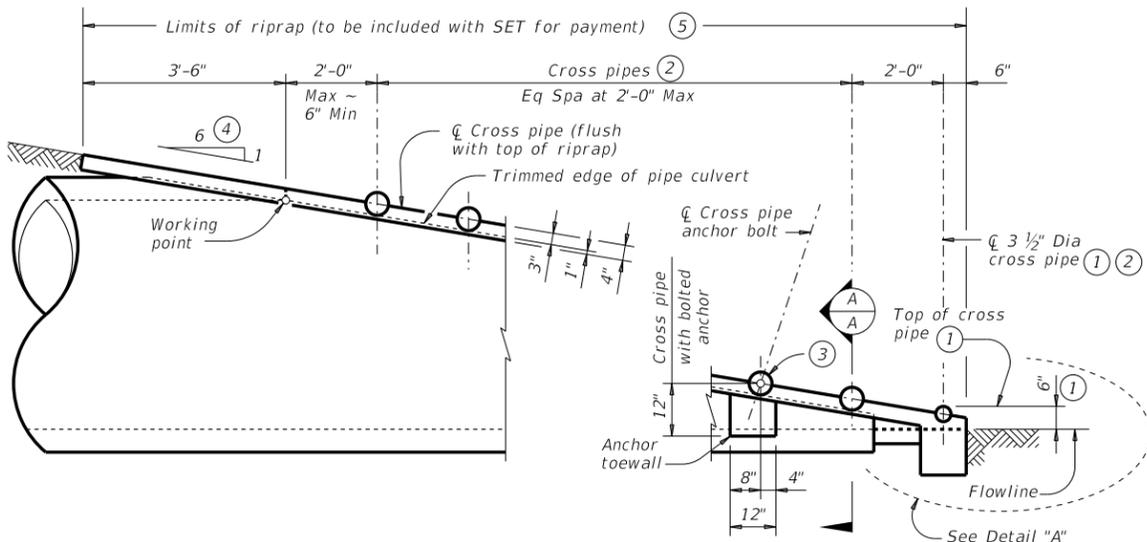
Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise. Provide cross pipes that meet the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 (Gr B), or API 5LX52. Provide ASTM A307 bolts and nuts. Galvanize all steel components, except concrete reinforcing, after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

#### GENERAL NOTES:

Cross pipes are designed for a traversing load of 10,000 pounds at yield as recommended by Research Report 280-2F, "Safety Treatment of Roadside Parallel-Drainage Structures", Texas Transportation Institute, March 1981. Safety end treatments (SET) shown herein are intended for use in those installations where out of control vehicles are likely to traverse the openings approximately perpendicular to the cross pipes. Construct concrete riprap and all necessary inverts in accordance with the requirements of Item 432, "Riprap". Payment for riprap and toewall is included in the Price Bid for each Safety End Treatment.

### SIDE ELEVATION OF CAST-IN-PLACE CONCRETE

(Showing reinforced concrete pipe (RCP) culvert. Details at corrugated metal pipe (CMP) culvert are similar.)



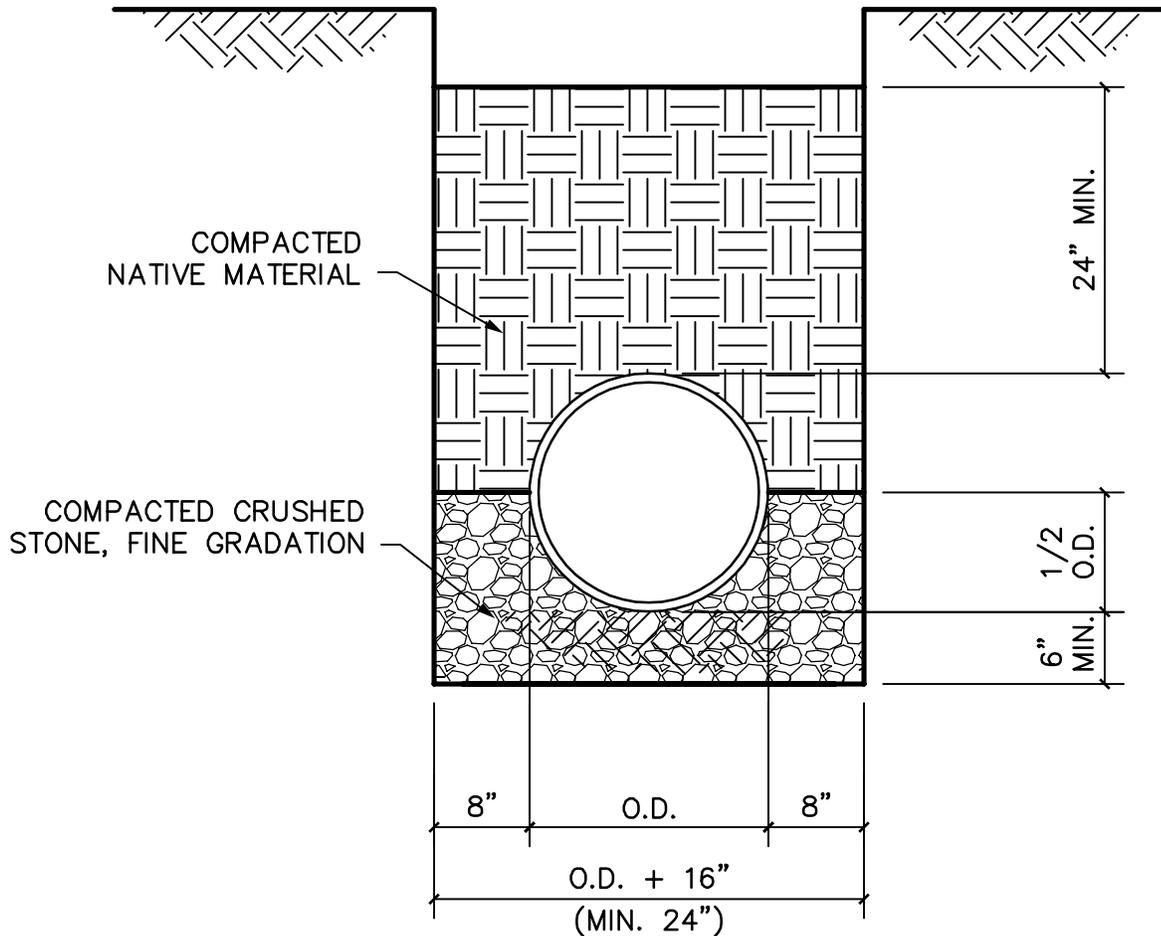
Bridge Division Standard

## SAFETY END TREATMENT

FOR 12" DIA TO 72" DIA  
 PIPE CULVERTS  
 TYPE II ~ PARALLEL DRAINAGE

### SETP-PD

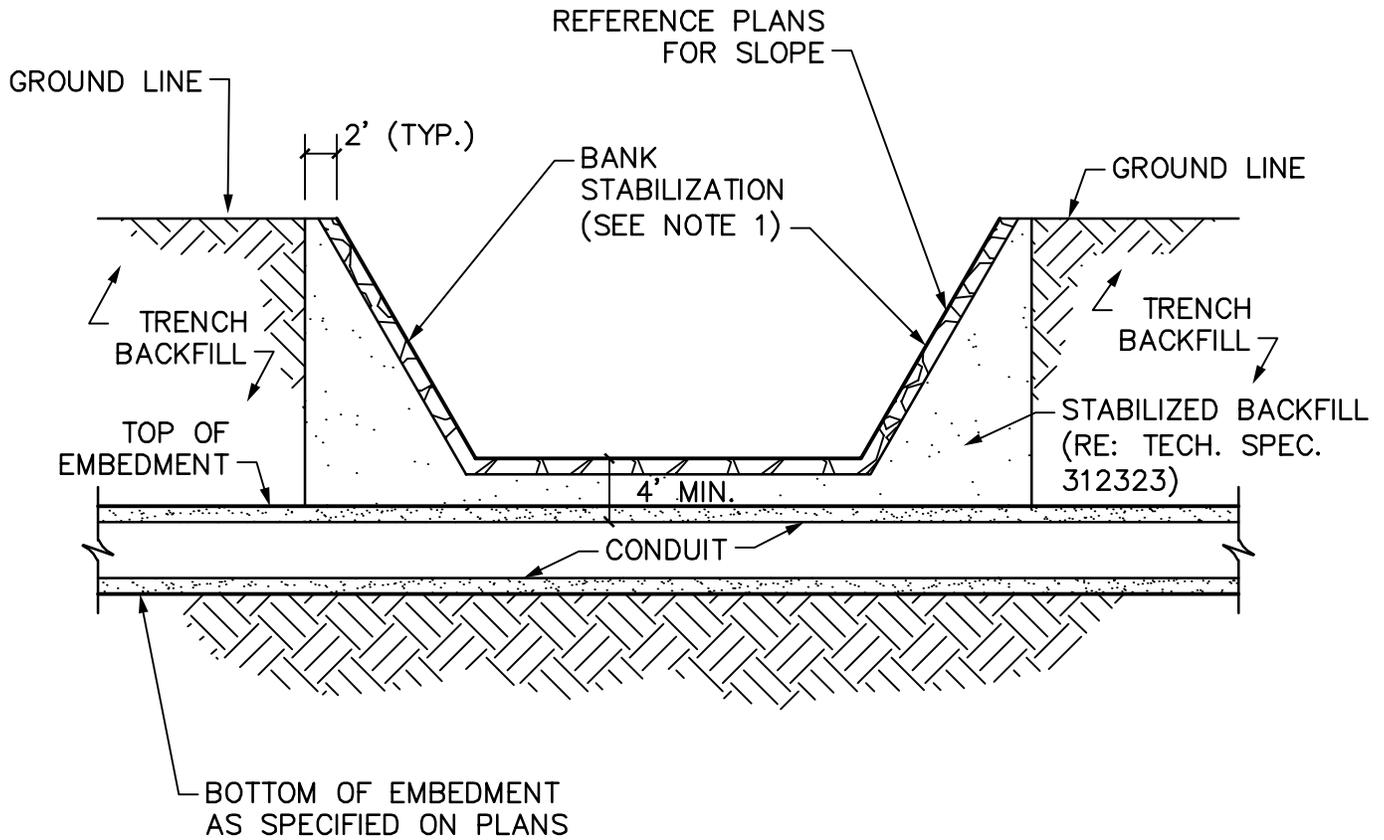
FILE: setppdse-20.dgn	DN: GAF	CK: CAT	DW: JRP	CK: GAF
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.



**CLASS "B"**

**NOTES:**

1. UTILIZE CLASS "B" EMBEDMENT FOR RCP STORM DRAIN INSTALLATIONS.
2. REFER TO TECHNICAL SPECIFICATION 330510 TRENCHING, BACKFILLING AND COMPACTION.
3. BEDDING DEPTH MEASURED FROM OUTSIDE THE PIPE BELL.



**NOTE:**

1. BANK STABILIZATION SHALL BE DESIGNED AND SPECIFIED ON THE PLANS IN ACCORDANCE WITH NCTCOG ISWM DESIGN MANUAL.

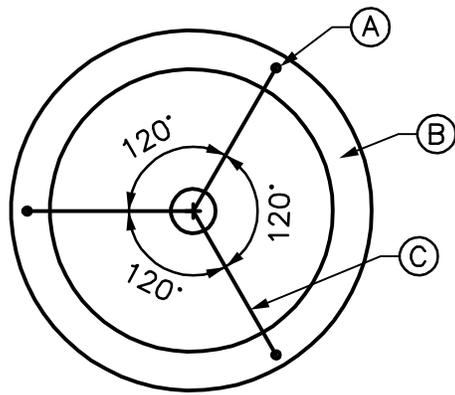


**STANDARD CONSTRUCTION DETAIL  
INFILTRATION PROTECTION  
CONDUIT UNDER CHANNEL**

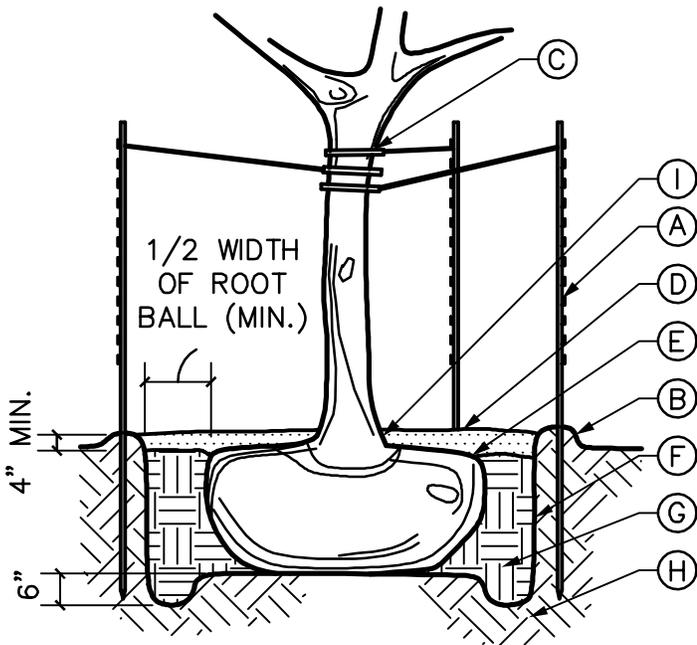
SCALE: 1/12"=1'

REVISED: MARCH  
2020

U03



**PLAN**



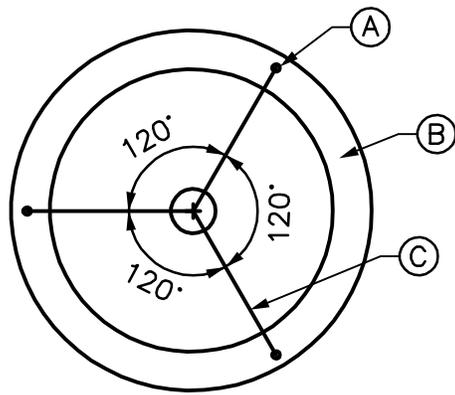
**SECTION**

**LEGEND:**

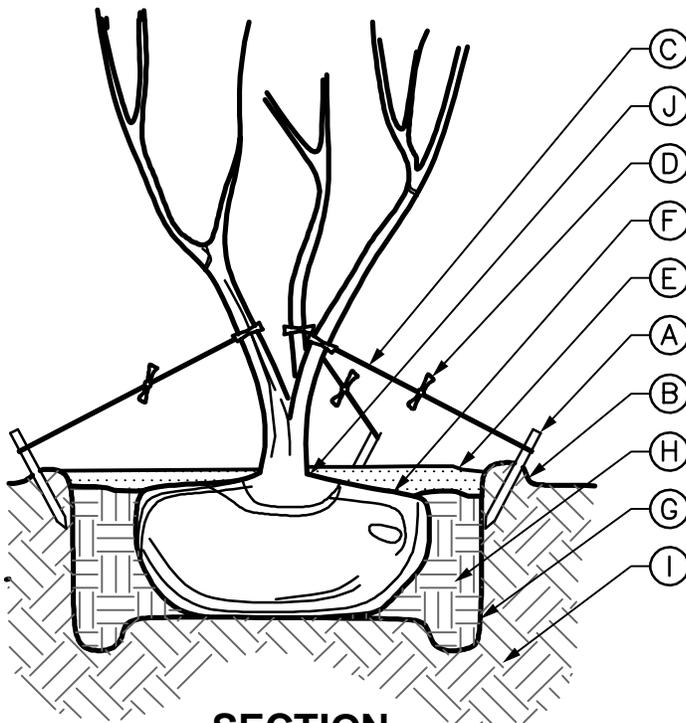
- (A) 2"x2"x8' STEEL POST APPROVED STAKES, 3 PER TREE, SPACED EQUALLY, DRIVEN 2' INTO GROUND
- (B) 4" EARTH SAUCER (12" WIDE)
- (C) ArborTie PRODUCT BY DEEP ROOT PARTNERS, L.P. OR APPROVED EQUAL INSTALLED PER CITY-APPROVED MANUFACTURER'S SPECIFICATIONS
- (D) 1" COMPOST & 3" CYPRESS MULCH, KEEP 3-4" BACK FROM ROOT FLARE. (RE: TECH. SPEC. 329301)
- (E) ROOT BALL: REMOVE BURLAP, BURLAP TIES, AND WIRE BASKET FROM TOP 1/3 OF ROOT BALL. REMOVE ALL NYLON STRINGS, PLASTIC LINERS, AND OTHER SYNTHETIC MATERIALS FROM THE ENTIRE ROOT BALL.
- (F) PLANTING PIT SHALL BE EXCAVATED TWO TIMES WIDTH OF ROOT BALL. PIT DEPTH SHALL BE AS NEEDED TO SET ROOT BALL COLLAR AT PROPOSED FINISHED GRADE. PLACE ROOT BALL ON SOLID SOIL AND NOT LOOSE BACKFILL.
- (G) PIT BACKFILL SOIL (RE: TECH. SPEC. 329301)
- (H) UNDISTURBED EARTH
- (I) EXPOSE ROOT FLARE

**NOTES:**

1. EDGE OF ROOT BALL SHOULD BE 4' MIN. FROM WATER METER.
2. PLANT TREES AT LEAST 4' FROM OUTSIDE EDGE OF PIPELINE.
3. REFER TO TECHNICAL SPECIFICATION 329300.



**PLAN**



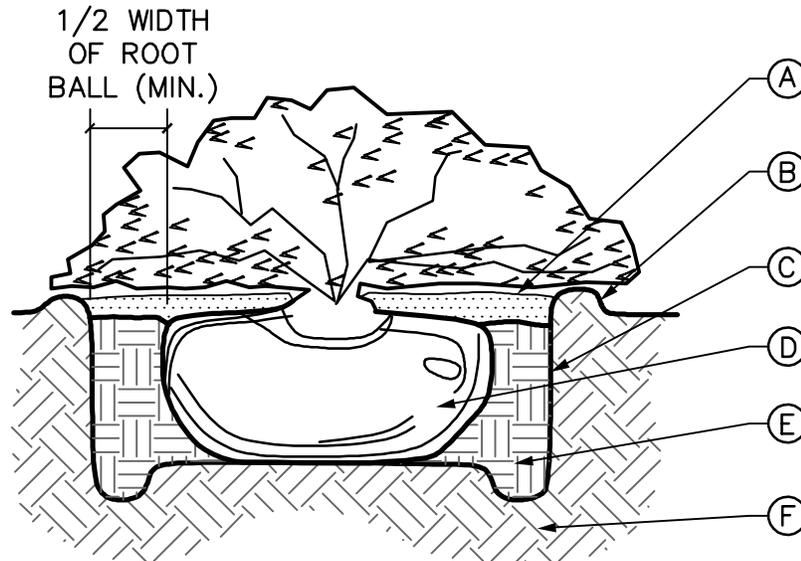
**SECTION**

**LEGEND:**

- (A) 2"x2"x24" WOOD STAKE, 3 PER TREE, SPACED EQUALLY
- (B) 4" EARTH SAUCER (12" WIDE)
- (C) ArborTie PRODUCT BY DEEP ROOT PARTNERS, L.P. OR APPROVED EQUAL INSTALLED PER CITY-APPROVED MANUFACTURER'S SPECIFICATIONS
- (D) WARNING FLAGS
- (E) 1" COMPOST & 3" CYPRESS MULCH, KEEP 3-4" BACK FROM ROOT.  
(RE: TECH. SPEC. 329301)
- (F) ROOT BALL: REMOVE BURLAP, BURLAP TIES, AND WIRE BASKET FROM TOP 1/3 OF ROOT BALL. REMOVE ALL NYLON STRINGS, PLASTIC LINERS, AND OTHER SYNTHETIC MATERIALS FROM THE ENTIRE ROOT BALL.
- (G) PLANTING PIT SHALL BE EXCAVATED TWO TIMES WIDTH OF ROOT BALL. PIT DEPTH SHALL BE AS NEEDED TO SET ROOT BALL COLLAR AT PROPOSED FINISHED GRADE. PLACE ROOT BALL ON SOLID SOIL AND NOT LOOSE BACKFILL.
- (H) PIT BACKFILL SOIL (RE: TECH. SPEC. 329301)
- (I) UNDISTURBED EARTH
- (J) EXPOSE ROOT FLARE

**NOTES:**

1. EDGE OF ROOT BALL SHOULD BE 4' MIN. FROM WATER METER.
2. PLANT TREES AT LEAST 4' FROM OUTSIDE EDGE OF PIPELINE.
3. REFER TO TECHNICAL SPECIFICATION 329300.

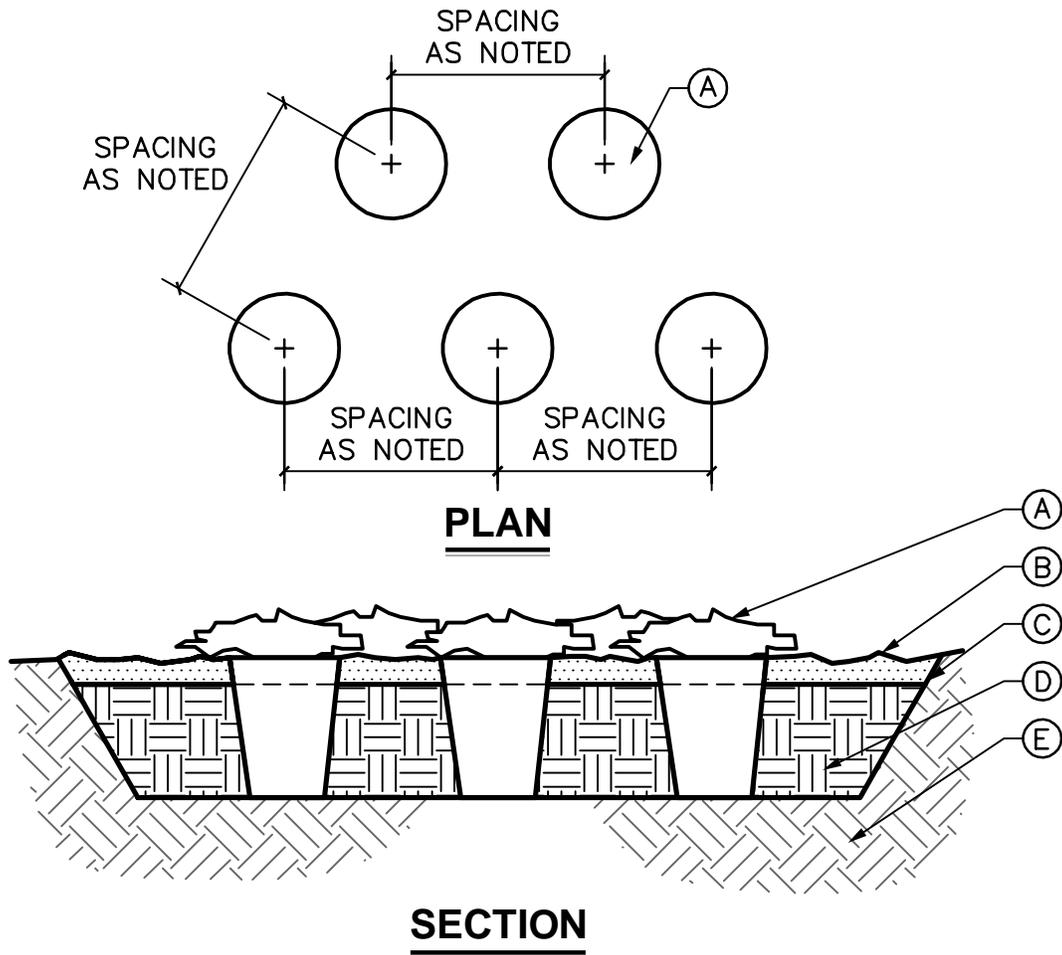


**LEGEND:**

- (A) 1" COMPOST & 3" CYPRESS (RE: TECHNICAL SPECIFICATION 329301)
- (B) 4" EARTH SAUCER (12" WIDE)
- (C) PLANTING PIT SHALL BE EXCAVATED TWO TIMES WIDTH OF ROOT BALL. PIT DEPTH SHALL BE AS NEEDED TO SET ROOT BALL COLLAR AT PROPOSED FINISHED GRADE. PLACE ROOT BALL ON SOLID SOIL AND NOT LOOSE BACKFILL. SCARIFY SIDES OF PIT. PROVIDE CONTINUOUS PIT FOR MASS BED PLANTINGS.
- (D) ROOT BALL: REMOVE BURLAP, BURLAP TIES, AND WIRE BASKET FROM TOP 1/3 OF ROOT BALL. REMOVE ALL NYLON STRINGS, PLASTIC LINERS, AND OTHER SYNTHETIC MATERIALS FROM THE ENTIRE ROOT BALL.
- (E) PIT BACKFILL SOIL (RE: TECHNICAL SPECIFICATION 329301)
- (F) UNDISTURBED EARTH

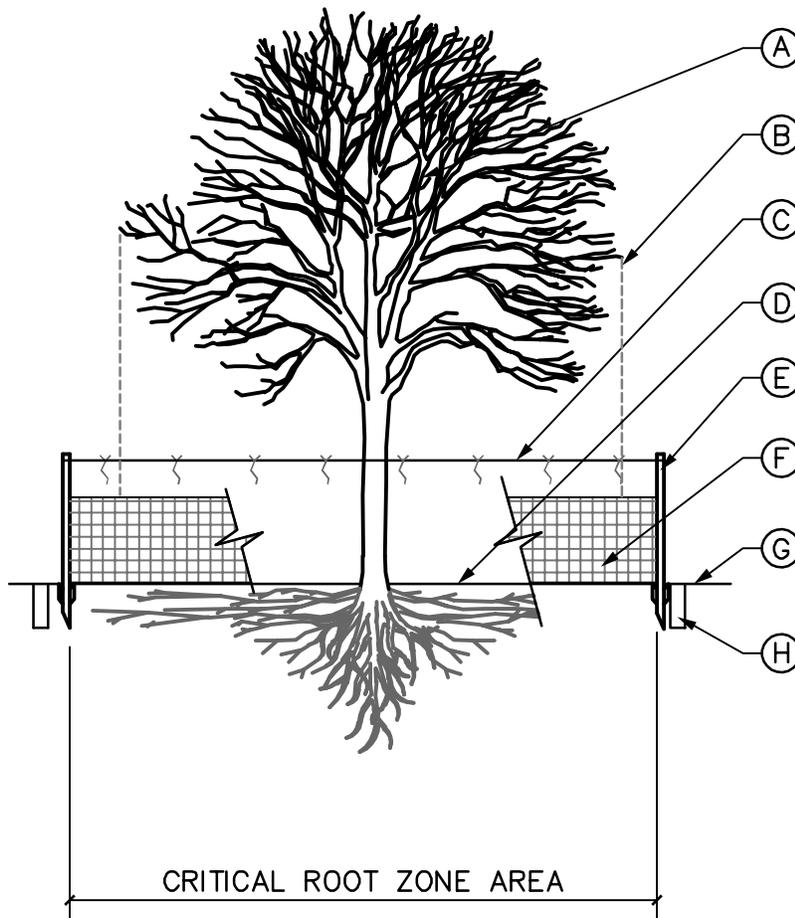
**NOTES:**

1. PROVIDE STEEL EDGING WHERE BED MEETS LAWN (RE: DETAIL P07).
2. REFER TO TECHNICAL SPECIFICATION 329300.



**LEGEND:**

- (A) GROUNDCOVER PER PLAN (RE: TECHNICAL SPECIFICATION 329300)
- (B) 1" COMPOST & 3" CYPRESS MULCH (RE: TECHNICAL SPECIFICATION 329301)
- (C) STEEL EDGING WHERE BEDS MEET LAWN (RE: DETAIL L07)
- (D) PIT BACKFILL SOIL (RE: TECHNICAL SPECIFICATION 329301)
- (E) UNDISTURBED EARTH

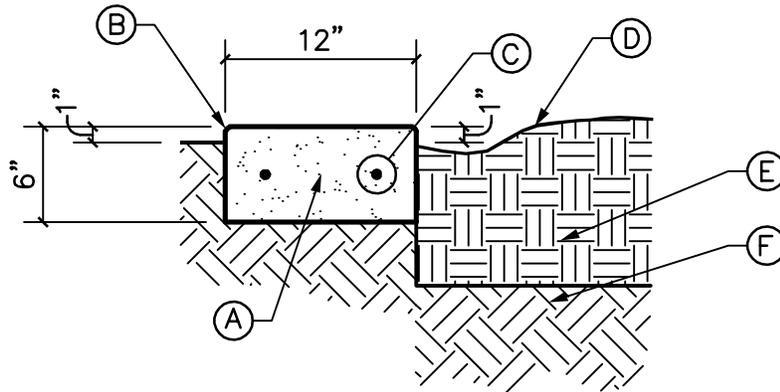


**LEGEND:**

- (A) EXISTING TREE(S) TO REMAIN
- (B) DRIP LINE OF EXISTING TREE (TYP.)
- (C) CONTINUOUS NYLON TIE STRING TIED TO STAKE TOPS W/ 2' TUNDRA WEIGHT ORANGE STREAMERS AT 3' O.C.
- (D) EXISTING GRADE TO REMAIN
- (E) 2"x2"x8' STEEL POST T-STAKES, 8' O.C. MIN., DRIVEN 2' INTO GROUND AT (OR OUTSIDE) TREE DRIP LINE
- (F) 4' MIN HEIGHT ORANGE PLASTIC FENCING INSTALLED PER CITY-APPROVED MANUFACTURER'S SPECIFICATIONS
- (G) EXISTING GRADE TO BE DISTURBED
- (H) ROOT PRUNING TRENCH 12" OUTSIDE FENCE

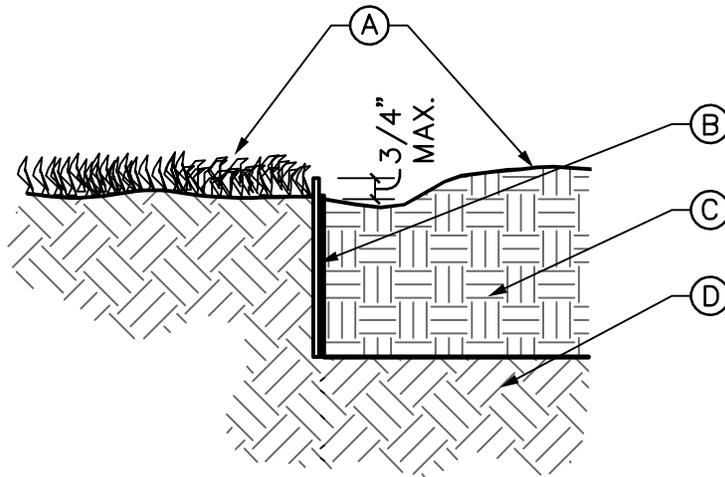
**NOTES:**

1. PERFORM ROOT PRUNING ON ALL EXISTING TREES TO REMAIN WHERE CONSTRUCTION ACTIVITY FALLS WITHIN DRIP LINE OF EXISTING TREES.
2. NO GRADING, PARKING, STORAGE OR ANY OTHER CONSTRUCTION ACTIVITY WITHIN FENCED AREA.
3. REFER TO TECHNICAL SPECIFICATION 329600.
4. TREE PRUNING BY CERTIFIED TREE TRIMMER OR ARBORIST.



**LEGEND:**

- (A) CLASS A CONCRETE (RE: TECHNICAL SPECIFICATION 321313) WITH SAWCUTS 1/8" TO 3/16" WIDE AND ONE-THIRD THE DEPTH OF THE ACTUAL THICKNESS AT 6' O.C. (MAXIMUM)
- (B) 1/2 " TOOLED RADIUS EDGE (TYP.)
- (C) 2 - #4 BAR CONTINUOUS
- (D) PLANTING BED OR SOD
- (E) PIT BACKFILL SOIL (RE: TECHNICAL SPECIFICATION 329301)
- (F) UNDISTURBED EARTH



**LEGEND:**

- (A) DIFFERENT PLANTING TREATMENTS
- (B) STEEL EDGING WHERE BEDS MEET LAWN PER CITY-APPROVED MANUFACTURER'S INSTRUCTIONS
- (C) PIT BACKFILL SOIL (RE: TECHNICAL SPECIFICATION 329301)
- (D) UNDISTURBED EARTH



**APPENDIX A**  
**DEFINITIONS AND ABBREVIATIONS**

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## Definitions

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The definitions within this Section are intended to provide descriptions for words and terms used within the Engineering Standards. When words and terms are defined herein, and are also defined in other ordinance(s) of the City, they shall be read in harmony unless there exists an irreconcilable conflict, in which case the definition contained in this Section shall control for the Engineering Standards. Where no definition appears, then the term should be interpreted according to their customary usage in the practice of municipal planning and engineering. The City has the final determination of interpretation.

Words used in the present tense include the future; words in the singular number include the plural number, and words used in the plural number include the singular number. The word shall is mandatory and not directory. The word may is directory and not mandatory.

**Approved, Accepted, Directed, Required, and Words of Like Import:** Whenever they apply to the work or its performance, the words "directed," "accepted," "required," "permitted," "ordered," "designated," "established," "prescribed" and words of like shall imply the direction, requirement, permission, order, designation or prescription of the City; and "approved," "acceptable," "satisfactory" and words of like import shall mean approved by, acceptable to or satisfactory to the City.

**Backfill:** The term means the following (1) the placement of new dirt, fill, or other material to refill an Excavation; or (2) the return of excavated dirt, fill or other material to an Excavation.

**City:** The term City means the City of Lake Dallas or its authorized representative(s).

**Compaction:** The term refers to consolidating material to prevent future settlement

**Contract or Contract Documents:** Contract documents are all of the written, printed, typed, drawn instruments, plans, and specifications that comprise and govern the performance of the contract between the Owner and the Contractor.

**Contractor:** The person, persons, partnership, firm, corporation, association or organization, or any combination thereof, as an independent contractor entering into the contract for the execution of the work, acting directly or through a duly authorized representative. Contractor does not refer to the City.

**Development:** Refers to the project being designed or constructed.

**City Engineer:** The City Engineer or their authorized representative.

**Easement:** A property right giving an entity other than the owner permission to use a property for a specific purpose stated in the easement document. (see also Subdivision Ordinance)

**Emergency Operations:** Those operations and repairs necessary to prevent damage or injury and to protect the health or safety of the public or any person and the work necessary to address or prevent an immediate service interruption. Upgrading of facilities, new service installation and neighborhood improvement projects are not emergency operations.

**Engineer, Owner's Engineer, Design Engineer:** The Engineer or its duly authorized representative means the Engineer of the Owner, who is the Engineer of Record of the Contract Documents.

**Equal:** Materials, articles or methods that are of equal or higher quality than those specified or shown on the drawings, as determined by the City's sole discretion.

**Excavation:** Excavation means any activity that removes or otherwise disturbs soil, pavement, driveways, curbs, or sidewalks in the right-of-way or an easement.

**100-Year Floodplain:** The flood having a one percent (1%) chance of being equaled or exceeded in any given year, based upon a fully developed watershed and the City's criteria to accommodate a 100-year storm in a Major Creek.

**Owner:** For the purposes of this manual, the term Owner refers to the entity that is financially responsible for developing and maintaining a particular site or project, either the City for public projects or the developer for private projects.

**Plan or Plans:** The plans are the drawings or reproductions therefrom made by or approved by the Owner showing in detail the location, dimension and position of the various elements of the project, including such profiles, typical cross-sections, layout diagrams, working drawings, preliminary drawings and such supplemental drawings as the Owner's Engineer may issue to clarify other drawings or for the purpose of showing changes in the work hereinafter authorized by the Owner.

**Private Facilities or Improvements:** Any improvements on private property where a public entity (i.e. the City) is not considered the Owner.

**Public Facilities or Improvements:** Public facilities and/or improvements include streets (including streetlights, street signs, signals and pavement markings), storm drainage systems, water lines, sanitary sewer lines, pedestrian improvements, or other similar improvements constructed within public right-of-way or easements. Typically, the City maintains public improvements after expiration of any applicable maintenance bonds.

**Private Fire Service Main:** Pipe and its appurtenances on private property beyond the meter supplying water for fire protection facilities such as automatic sprinkler systems

**Private Water Line:** Pipe and its appurtenances beyond the meter supplying potable water on private property.

**Right of Way or Public Right of Way (ROW):** A use of land dedicated by plat or metes and bounds to and for use by the public, which is separate and distinct from the lots and parcel abutting it, and which is not included within the dimensions or areas of such lots or parcels. Generally describes an area used for the provision of streets and utilities. Unless otherwise specified, the term right-of-way shall refer to a public right-of-way.

**Specifications or Technical Specifications:** Document giving a detailed description of the quantitative and qualitative requirements for products, materials, and workmanship

**Utility Easement:** A water or wastewater easement granted to the Lake Cities Municipal Utility Authority (LCMUA).



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## Abbreviations and Acronyms

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Wherever the abbreviations defined herein occur in the Engineering Standards, the intent and meaning shall be as follows:

%	Percent
'	Foot or Feet
“	Inch or Inches
#, lbs	Pound or pounds
AASHTO	American Association of State Highway and Transportation Officials
ACI	American Concrete Institute
am, a.m.	Before noon
ANSI	American National Standards Institute
Asph.	Asphalt
ASME	American Society of Mechanical Engineers
ASTM	American Society for Testing and Materials
APWA	American Public Works Association
AWS	American Welding Society
AWWA	American Water Works Association
B/L	Base Line
cc	Cubic Centimeter
CFR	Code of Federal Regulations
cfs	Cubic feet per second
CI	Cast Iron
C/L	Center Line
cm	Centimeter
CO	Cleanout
Conc	Concrete
Cond	Conduit
Corr	Corrugated
Cu	Cubic
cy, CY,C.Y.	Cubic Yard
DI	Ductile Iron
Dia	Diameter
Elev	Elevation
F	Fahrenheit
fps	Feet per second
ft	Foot or Feet
Gal	Gallon
g, gm	Gram
HDPE	High Density Polyethylene
HP	Horsepower
hr	Hour
ID	Inside Diameter
in	Inch or Inches
Kg or kg	Kilogram
kPa	Kilopascals
L	Liter
LDPE	Low Density Polyethylene



LF	Linear foot or feet
LL	Liquid Limit
LLDPE	Linear Low Density Polyethylene
LMDPE	Linear Medium Density Polyethylene
m	Meter
Max	Maximum
MH	Manhole
Min	Minimum or Minute
MJ	Mechanical Joint
mm	Millimeter
Mono	Monolithic
mph	Miles per hour
MSS	Manufacturers Standardization Society of the Valve and Fittings Industry
MPa	Megapascal
NACE	National Association of Corrosion Engineers
Nat'l	National
NCTCOG	North Central Texas Council of Governments
NEMA	National Electrical Manufacturers Association
No.	Number
NPT	National Pipe Thread
NRMCA	National Ready-mixed Concrete
NTTA	North Texas Tollway Authority
o.d., OD	Outside Diameter
OSHA	Occupational Safety and Health Administration
oz	Ounce
PCC	Portland Cement Concrete
PE	Polyethylene
PI, P.I.	Plasticity Index
pm, p.m.	Afternoon
PP	Polypropylene
psi	Pounds per Square Inch
PVC	Polyvinyl Chloride
R	Radius
RAP	Recycled/Reclaimed Asphalt Pavement
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act
Reinf	Reinforced or reinforcing
ROW	Right-of-Way
SS	Sanitary Sewer
Sec	Second
S.F. or sf	Square Foot
Sq	Square
SSPC	The Society for Protective Coatings [formerly Steel Structures Painting Council]
Std	Standard
Str	Strength
SWPPP, SW3P	Storm Water Pollution Prevention Plan
SY	Square Yard
TAC	Texas Administrative Code
Tex-###-X	Refer to TxDOT <i>Manual of Testing Procedures</i>



TCEQ	Texas Commission on Environmental Quality [formerly Texas Natural Resource Conservation Commission (TNRCC)]
TMUTCD	Texas Manual on Uniform Traffic Control Devices
TxDOT	Texas Department of Transportation
TxDOT Item #	Refer to current TxDOT <i>Standard Specifications for Construction of Highways, Streets and Bridges</i>
UL	Underwriter's Laboratory
um, $\mu\text{m}$	Micrometers
US, U.S.	United States
USACE	United States Army Corps of Engineering
U.S.C.	United States Code
USEPA	United States Environmental Protection Agency
Vert	Vertical
Vol	Volume
Wt	Weight
WW	Wastewater
Yd	Yard



**APPENDIX B**  
**CHECKLISTS**



**CITY OF LAKE DALLAS  
ENGINEERING DESIGN MANUAL**

**CHECKLISTS**

Please make sure the plans you are submitting are in accordance with this checklist. The following checklist will be used during the Plan Review.

**Plat Application:**             Preliminary Plat     Preliminary Replat  
    Final Plat             Final Replat

**Engineering Plan:**             Preliminary     Final

**Site Construction Plan:**     Preliminary     Final     Post Construction

**Storm Water Management:**     Conceptual     Preliminary     Final

**Project Information**

A. Name of Development: \_\_\_\_\_ B. Date: \_\_\_\_\_

C. Location of Development: \_\_\_\_\_

D. Type of Development: \_\_\_\_\_

E. Total area (acres): \_\_\_\_\_

F. Proposed Land Uses (zoning designations): \_\_\_\_\_

G. Anticipated project schedule: \_\_\_\_\_

H. Name of Owner: \_\_\_\_\_

I. Owner Telephone No.: \_\_\_\_\_ J. FAX No.: \_\_\_\_\_

K. Owner Contact Name: \_\_\_\_\_

L. Owner Address: \_\_\_\_\_

M. Owner Email Address: \_\_\_\_\_

N. Engineer/Surveyor's Name: \_\_\_\_\_

O. Engineer/Surveyor's Email Address: \_\_\_\_\_

P. Engineer/Surveyor Firm: \_\_\_\_\_

Q. Telephone No.: \_\_\_\_\_

**PRELIMINARY PLAT CHECKLIST:**

- 1. Ten (10) Sets of Final Plats submitted to the City Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 2. Preliminary plats shall be placed on maximum 24" x 36" sheets and drawn to a scale of 1" = 100' or 1" = 50' unless approved in advance by the City. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 3. Title or name of the subdivision preceded by the words: "Preliminary Plat" Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 4. Name, address and telephone number of the owner, applicant, survey, and/or engineer. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 5. Volume and page, or deed record number of the ownership deed from Denton County Deed Records. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 6. Vicinity map and key map, if multiple sheets are needed. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 7. Date of preparation, written and graphic scale, and north arrow. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 8. Boundary line of the proposed subdivision drawn with a heavy line. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 9. Computed gross acreage of the subdivision Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 10. Metes and bounds description of the proposed subdivision. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 11. Location of the subdivision with respect to a corner of the survey or tract or an original corner of the survey of which it is a part. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 12. Names of adjoining subdivisions with lots and blocks shown with dashed lines and/or property owners of record for all contiguous unplatted properties. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 13. City limits (if applicable). Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 14. Location, dimension, and description and recording information for all existing rights-of-way, railroad rights-of-way, easements or other public ways on or adjacent to the property being developed. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 15. Show permanent structures or uses that will remain. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 16. Sizes and flowlines of existing drainage structures, 100-year floodplain and floodway as defined by FEMA. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 17. Location, size and type of all existing utilities within or adjacent lot the site. Yes \_\_\_ No \_\_\_ N/A \_\_\_

- 18. Number each proposed lot and block. Provide the proposed number of lots. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 19. Existing two (2) foot interval contours referenced to NAD. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 20. Proposed streets, alleys, drainage ways, parks, open spaces, easements, other public areas and other rights-of-way within the subdivision. Dimensions of all easements and rights-of-way. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 21. Dimensions for all lots. Gross acreage for all non-residential lots. Approximate acreage for areas in residential use. Approximate acreage of streets, parks, and other non-residential uses. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 22. Front building setback lines, side and rear building setback lines. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 23. Preliminary Storm Water Management Plan meeting the requirements of the Engineering Design Manual shall be submitted with the Preliminary Plat. (Checklist in App. C) Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 24. Preliminary Plat approval block as described by the Subdivision Regulation Ordinance. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 25. Where the Preliminary Plat is part of a larger area owned by the Applicant that will be subsequently subdivided, provide a layout of the larger area showing the tentative layout of streets, blocks, drainage, water, sewerage, and other improvements for the larger area. Yes \_\_\_ No \_\_\_ N/A \_\_\_

**FINAL PLAT CHECKLIST**

- 1. Ten (10) Sets of Final Plats submitted to the City Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 2. Final plats shall be placed on maximum 24" x 36" sheets and drawn to a scale of 1" = 100' or 1" = 50' unless approved in advance by the City. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 3. Title or name of the subdivision preceded by the words "Final Plat" Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 4. Name address and telephone number of the owner, applicant, survey, and/or engineer. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 5. Vicinity map and key map if multiple sheets are needed. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 6. Date, written and graphic scale, and north arrow. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 7. Boundary line of subdivision drawn with a heavy line and with bearings, dimensions and curve data. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 8. Names of adjoining subdivisions with lots and blocks shown with dashed lines and/or property owners of record for all contiguous unplatted properties. Yes \_\_\_ No \_\_\_ N/A \_\_\_

9. City limits, if applicable. Yes \_\_\_ No \_\_\_ N/A \_\_\_
10. Proposed streets, alleys, drainageways, parks, open spaces, easements, other public areas and other rights-of-way within the subdivision including dimensions, bearings and curve data. Yes \_\_\_ No \_\_\_ N/A \_\_\_
11. Location, dimension, description and recording information for all existing rights-of-way, railroad rights-of-way, easements or other public ways on or adjacent to the property being platted. Yes \_\_\_ No \_\_\_ N/A \_\_\_
12. Location and description of all permanent monuments and control points Yes \_\_\_ No \_\_\_ N/A \_\_\_
13. Final Storm Water Management Plan meeting the requirements of the Engineering Design Manual shall be submitted with the Preliminary Plat. (Checklist in App. C) Yes \_\_\_ No \_\_\_ N/A \_\_\_
14. Floodways / Floodplains (FEMA):
- a. Show the ultimate 100-year water surface elevation. Yes \_\_\_ No \_\_\_ N/A \_\_\_
  - b. Show floodplain and floodway boundaries. Yes \_\_\_ No \_\_\_ N/A \_\_\_
  - c. Drainage Floodway easement limits Yes \_\_\_ No \_\_\_ N/A \_\_\_
  - d. Minimum fill and floor elevations specified. Yes \_\_\_ No \_\_\_ N/A \_\_\_
15. Minimum building setback lines. Yes \_\_\_ No \_\_\_ N/A \_\_\_
16. Lot and block numbers. Yes \_\_\_ No \_\_\_ N/A \_\_\_
17. Approval block in the form prescribed by the Subdivision Regulations Ordinance. Yes \_\_\_ No \_\_\_ N/A \_\_\_
18. Abutting property owner names and recording information. Yes \_\_\_ No \_\_\_ N/A \_\_\_
19. Gross acreage of the land being subdivided Yes \_\_\_ No \_\_\_ N/A \_\_\_
26. Added the note for buildings within 1,000 feet from existing oil or gas well as described by the Subdivision Regulation Ordinance. Yes \_\_\_ No \_\_\_ N/A \_\_\_
20. Owner's certificate of deed or dedication with the following: Yes \_\_\_ No \_\_\_ N/A \_\_\_
- a. Metes and bounds description. Yes \_\_\_ No \_\_\_ N/A \_\_\_
  - b. Representation that dedicators own the property. Yes \_\_\_ No \_\_\_ N/A \_\_\_
  - c. Dedication statement. Yes \_\_\_ No \_\_\_ N/A \_\_\_
  - d. Reference and identification or name of final plat. Yes \_\_\_ No \_\_\_ N/A \_\_\_

e. Surveyor certification in the form prescribed by the Subdivision Regulation Ordinance. Yes \_\_\_ No \_\_\_ N/A \_\_\_

21. Certificate showing all taxes have been paid. Yes \_\_\_ No \_\_\_ N/A \_\_\_

22. A letter fully outlining and alterations from the approved Preliminary Plat. Yes \_\_\_ No \_\_\_ N/A \_\_\_

**ENGINEERING SITE PLAN** – Each Engineering Site Plan shall include:

1. Engineering Site plans shall be placed on maximum 22" x 34" sheets and drawn to a scale of 1" = 100' or 1" = 50' unless approved in advance by the City. Yes \_\_\_ No \_\_\_ N/A \_\_\_

2. Title block in lower right hand corner including:

a. Subdivision name with lot and block number. Yes \_\_\_ No \_\_\_ N/A \_\_\_

b. Area in acres. Yes \_\_\_ No \_\_\_ N/A \_\_\_

c. Metes and bounds description including survey name and abstract number. Yes \_\_\_ No \_\_\_ N/A \_\_\_

d. City and County. Yes \_\_\_ No \_\_\_ N/A \_\_\_

e. Preparation Date. Yes \_\_\_ No \_\_\_ N/A \_\_\_

3. Name, address and telephone number of the owner, applicant, and surveyor/engineer. Yes \_\_\_ No \_\_\_ N/A \_\_\_

4. Vicinity map and key map, if multiple sheets are needed. Yes \_\_\_ No \_\_\_ N/A \_\_\_

5. Written scale, graphic scale and north arrow. Yes \_\_\_ No \_\_\_ N/A \_\_\_

6. Approximate distance to the nearest street. Yes \_\_\_ No \_\_\_ N/A \_\_\_

7. Site boundaries, dimensions, lot lines and lot areas. Yes \_\_\_ No \_\_\_ N/A \_\_\_

8. Legend. Yes \_\_\_ No \_\_\_ N/A \_\_\_

9. Site data summary table including:

a. Zoning. Yes \_\_\_ No \_\_\_ N/A \_\_\_

b. Proposed use. Yes \_\_\_ No \_\_\_ N/A \_\_\_

c. Building area (gross square footage). Yes \_\_\_ No \_\_\_ N/A \_\_\_

d. Building height (feet and inches). Yes \_\_\_ No \_\_\_ N/A \_\_\_

e. Area of impervious surface. Yes \_\_\_ No \_\_\_ N/A \_\_\_

f. Total Parking: Required and provided. Yes \_\_\_ No \_\_\_ N/A \_\_\_

g. Number of handicap parking spaces. Yes \_\_\_ No \_\_\_ N/A \_\_\_

- h. Number of dwelling units and number of bedrooms (multifamily). Yes \_\_\_ No \_\_\_ N/A \_\_\_
10. Existing improvements within 75' of the subject property. Yes \_\_\_ No \_\_\_ N/A \_\_\_
11. Land use, zoning, subdivision name, recording information and adjacent owners. Yes \_\_\_ No \_\_\_ N/A \_\_\_
12. Building locations, sizes, and dimensions. Yes \_\_\_ No \_\_\_ N/A \_\_\_
13. Distance between buildings on the same lot. Yes \_\_\_ No \_\_\_ N/A \_\_\_
14. Building lines and setbacks. Yes \_\_\_ No \_\_\_ N/A \_\_\_
15. Dimensions of all drive lanes and traffic flow arrows. Yes \_\_\_ No \_\_\_ N/A \_\_\_
16. FEMA floodplains with elevations, and minimum finished floor elevations (include the floodplain note shown on the final plat). Yes \_\_\_ No \_\_\_ N/A \_\_\_
17. Public streets, private drives, and fire lanes with pavement widths and including rights-of-way, median openings, turn lanes, existing driveways, adjacent existing driveways with dimensions, radii, and surface. Yes \_\_\_ No \_\_\_ N/A \_\_\_
18. Distances between existing and proposed driveways. Yes \_\_\_ No \_\_\_ N/A \_\_\_
19. Loading and unloading areas. Yes \_\_\_ No \_\_\_ N/A \_\_\_
20. Ramps, crosswalks, sidewalks and barrier-free ramps with dimensions. Yes \_\_\_ No \_\_\_ N/A \_\_\_
21. Locations of dumpsters and trash compactors with height and material of screening. Yes \_\_\_ No \_\_\_ N/A \_\_\_
22. Size, location, dimensions and details of all signs and exterior lighting of signs, including type of standards, locations and radius of light and intensity of foot-candles. All signage are subject to approval by the Building Inspections Department. Yes \_\_\_ No \_\_\_ N/A \_\_\_
23. Location and sizes of existing and proposed water and sewer mains. Yes \_\_\_ No \_\_\_ N/A \_\_\_
24. Location of fire hydrants. Yes \_\_\_ No \_\_\_ N/A \_\_\_
25. Location and sizes of storm drains, culverts, inlets and other drainage features on or adjacent to the site. Yes \_\_\_ No \_\_\_ N/A \_\_\_
26. Locations, widths, and types of existing and proposed easements. Yes \_\_\_ No \_\_\_ N/A \_\_\_
27. Provide an elevation of all four sides of the building including materials, colors and dimensions at an architectural scale of 1"=20'. Yes \_\_\_ No \_\_\_ N/A \_\_\_
28. Landscape plan provided on separate sheet to show the following: Yes \_\_\_ No \_\_\_ N/A \_\_\_
- a. Natural features including tree masses and anticipated tree loss. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- b. Floodplains, drainageways and creeks. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- c. Screening walls and fences, retaining walls, headlight screens, and service area screens including height and type of Yes \_\_\_ No \_\_\_ N/A \_\_\_

construction.

- d. Existing and preserved trees including location, size, and species. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- e. Landscaping materials including location and size. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- f. Proposed plant materials. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- g. Note to indicate type and placement of irrigation system. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 29. 2" x 3" blank box in lower right corner for City use. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 30. Additional information as requested to clarify the proposed development. Yes \_\_\_ No \_\_\_ N/A \_\_\_

**SITE CONSTRUCTION PLAN** – Site Construction Plan shall include:

**COVER SHEET** \* - The cover sheet shall include:

- 1. Project title and type of project. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 2. Location map. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 3. Disposal site for excess excavation. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 4. Index of Sheets (if not included on its own sheet). Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 5. Approval blocks for City including City Engineer and Director of Public Works. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 6. Professional Engineer’s seal, signature and date. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 7. “Release for Construction” note. Yes \_\_\_ No \_\_\_ N/A \_\_\_

\* NOTE: If the Cover Sheet is not furnished, information should appear on other sheets.

**GENERAL**

- 1. North arrow clearly shown on each plan sheet. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 2. Bench marks shown on each sheet; located on permanent structure outside of construction limits and conveniently spaced (500’ +). Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 3. Title blocks, title, sheet number and scales shown. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 4. Each sheet must bear the seal of a Licensed Professional Engineer, signature, and date. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 5. Street names on each sheet. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 6. Property owners and property lines shown. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 7. Submit four (4) sets of plans for review on 22” x 34” sheets. Yes \_\_\_ No \_\_\_ N/A \_\_\_

- 8. Prepare plans on 22" x 34" sheets allowing for half size reduction to 11" x 17". Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 9. Text shall be legible on the half size 11" x 17" plans. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 10. Place standard general notes on plans. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 11. Existing, proposed and future facilities must clearly be defined. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 12. Project name on right end of plan sheets. Yes \_\_\_ No \_\_\_ N/A \_\_\_

**GRADING** \* – Each grading plan shall include:

- 1. Horizontal scale for grading plans shall be at 1" = 20' on full size drawings. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 2. Existing one-foot contours based on an on-the-ground survey or controlled aerial topographic map (dashed lines and labeled) to extend 20 feet from property line onto adjacent property. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 3. Proposed one-foot contours – solid lines and labeled. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 4. Show top of curb elevation every 50 feet on streets, alleys, existing and proposed parking lots. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 5. Slope:
  - a. Back of street curb to property line: ¼" per foot. Yes \_\_\_ No \_\_\_ N/A \_\_\_
  - b. Parking lot top of curb to property line: Maximum 4 (horizontal) to 1 (vertical). Yes \_\_\_ No \_\_\_ N/A \_\_\_
  - c. Any unpaved area to property line: Maximum slope of 4:1. Yes \_\_\_ No \_\_\_ N/A \_\_\_
  - d. Show driveways with ¼" per foot + 6" from street gutter up to property line. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 6. Letter of approval if grading is proposed on adjacent property. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 7. Utility easement from abutting property owners. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 8. Proposed inlets, label and size. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 9. Proposed pipes, label and size. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 10. Existing inlets and pipes. Yes \_\_\_ No \_\_\_ N/A \_\_\_

\* NOTE: Add statement that grading only is being submitted with these plans.

**PAVING PLAN** – Each Paving Plan shall include:

- 1. Horizontal scale for paving plans shall be at 1" = 20' on full size drawings. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 2. Right-of-way, street, alley, drives and sidewalks dimensioned. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 3. Centerline stations shown. Yes \_\_\_ No \_\_\_ N/A \_\_\_

- |   |                        |
|---|------------------------|
| 4. Limits of work defined.  | Yes ___ No ___ N/A ___ |
| 5. Barrier free ramps at all intersections.   | Yes ___ No ___ N/A ___ |
| 6. Pavement transitions.  | Yes ___ No ___ N/A ___ |
| 7. Traffic control items; striping, traffic buttons, sign.  | Yes ___ No ___ N/A ___ |
| 8. Street lighting.   | Yes ___ No ___ N/A ___ |
| 9. Concrete pavement thickness.   | Yes ___ No ___ N/A ___ |
| 10. Minimum 3,600 psi in 28 days concrete compressive strength.                                       | Yes ___ No ___ N/A ___ |
| 11. 6" curbs.   | Yes ___ No ___ N/A ___ |
| 12. Minimum reinforcement with No. 4 bars 24" o.c. both ways.   | Yes ___ No ___ N/A ___ |
| 13. Sidewalks to be 4" thick, 3,600 psi in 28 days, reinforced with No. 3 bars 14" O.C.E.W.           | Yes ___ No ___ N/A ___ |
| 14. Expansion joints at intersection and at minimum 600 foot intervals for pavement.                  | Yes ___ No ___ N/A ___ |
| 15. Saw cut at 15-, 17.5- and 20-foot intervals for 6-inch, 7-inch and 8-inch pavements respectively. | Yes ___ No ___ N/A ___ |
| 16. Radius at corners conform to Table II-2.  | Yes ___ No ___ N/A ___ |
| 17. Gutter flow arrows.   | Yes ___ No ___ N/A ___ |
| 18. Roadways comply with thoroughfare plan.   | Yes ___ No ___ N/A ___ |
| 19. Geometrics meet design speed criteria.  | Yes ___ No ___ N/A ___ |
| 20. Is Superelevation required?   | Yes ___ No ___ N/A ___ |
| 21. Retaining Walls:  |                        |
| a. Type, beginning and ending locations and wall elevations.  | Yes ___ No ___ N/A ___ |
| b. Provide design if non-standard or modified.  | Yes ___ No ___ N/A ___ |
| c. Drainage behind walls shown.   | Yes ___ No ___ N/A ___ |
| 22. Driveway grades shown.  | Yes ___ No ___ N/A ___ |
| 23. Prepare plans and necessary forms for TDLR plans review and field inspection.                     | Yes ___ No ___ N/A ___ |
| 24. Developer to pay for all review and inspection fees.  | Yes ___ No ___ N/A ___ |

**PAVING PROFILES AND GRADES** – Plans shall include:

- |  |                        |
|--|------------------------|
| 1. Vertical scale for paving profiles shall be at 1" = 4' on full size drawings. | Yes ___ No ___ N/A ___ |
|--|------------------------|

- |  |                        |
|--|------------------------|
| 2. Profiles plotted showing ground at proposed property line.  | Yes ___ No ___ N/A ___ |
| 3. Top of curb profiles must meet minimum and maximum grade requirements.  | Yes ___ No ___ N/A ___ |
| 4. Driveway profile grades.  | Yes ___ No ___ N/A ___ |
| 5. Vertical curves must be designed in accordance with Table II-5.   | Yes ___ No ___ N/A ___ |
| 6. Contour grading plans for major intersections.  | Yes ___ No ___ N/A ___ |
| 7. Spot top of curb elevations in plan view on proposed left turn lanes.   | Yes ___ No ___ N/A ___ |
| 8. Check carefully for any place water might pond. Are inlets located at sag points or vertical curves?                  | Yes ___ No ___ N/A ___ |
| 9. Are grades, crossfall, slopes, etc., consistent with information shown on typical section?                            | Yes ___ No ___ N/A ___ |
| 10. Check ends of project for drainage. If gutters drain to ditches or field type inlets, are grades and profiles shown? | Yes ___ No ___ N/A ___ |
| 11. Minimum grades maintained to assure complete drainage.   | Yes ___ No ___ N/A ___ |

**WATER** – All water distribution and transmission facilities shall include:

- |   |                        |
|---|------------------------|
| 1. Approval letter to connect to the waste line from Bartonville Water Supply Corporation                   | Yes ___ No ___ N/A ___ |
| 2. Horizontal scale for plan views shall be at 1" = 20' on full size drawings.                              | Yes ___ No ___ N/A ___ |
| 3. Vertical scale for profile views shall be at 1" = 4' on full size drawings.                              | Yes ___ No ___ N/A ___ |
| 4. Loop water mains.  | Yes ___ No ___ N/A ___ |
| 5. Valves on fire hydrant leads.  | Yes ___ No ___ N/A ___ |
| 6. Valves on main lines between each fire hydrant.  | Yes ___ No ___ N/A ___ |
| 7. Maximum distance between each fire hydrant.  |                        |
| a. Residential – 500' c-c on street.  | Yes ___ No ___ N/A ___ |
| b. Multifamily – 400' c-c on street.  | Yes ___ No ___ N/A ___ |
| c. Office, retail, commercial, industrial 300' c-c on street.   | Yes ___ No ___ N/A ___ |
| 8. All portions of building within 300' radius of a fire hydrant in commercial.                             | Yes ___ No ___ N/A ___ |
| 9. All portions of building within 400' radius of a fire hydrant in multifamily.                            | Yes ___ No ___ N/A ___ |
| 10. All portions of buildings within 500' radius of a fire hydrant in single family and duplex residential. | Yes ___ No ___ N/A ___ |
| 11. Maximum length non-looped line serving a fire hydrant is 150 feet.                                      | Yes ___ No ___ N/A ___ |

- |   |                        |
|---|------------------------|
| 12. Lateral service (min. 1" copper) from main line to two feet from ROW.                               | Yes ___ No ___ N/A ___ |
| 13. Water main extended to opposite property line or tied to existing main.                             | Yes ___ No ___ N/A ___ |
| 14. Profile mains 12" and larger.   | Yes ___ No ___ N/A ___ |
| 15. Show other utility lines crossing wastewater lines.   | Yes ___ No ___ N/A ___ |
| 16. Show location of water meters:  |                        |
| a. Domestic.  | Yes ___ No ___ N/A ___ |
| b. Irrigation.  | Yes ___ No ___ N/A ___ |
| c. Fire line.   | Yes ___ No ___ N/A ___ |
| 17. Show size of water meters.  | Yes ___ No ___ N/A ___ |
| 18. Note minimum pipe covers (attach water and standard details and general notes).                     | Yes ___ No ___ N/A ___ |
| 19. Dedicate water line easements up to and including fire hydrants and water meters for lines off ROW. | Yes ___ No ___ N/A ___ |

**WASTEWATER** – All wastewater plans shall include:

- |  |                        |
|--|------------------------|
| 1. Approval letter to connect to the wastewater collection agency (i.e. Flower Mound, Highland Village, Upper Trinity, Private)        | Yes ___ No ___ N/A ___ |
| 2. Horizontal scale for plan views shall be at 1" = 20' on full size drawings.   | Yes ___ No ___ N/A ___ |
| 3. Vertical scale for profile views shall be at 1" = 4' on full size drawings.   | Yes ___ No ___ N/A ___ |
| 4. 8" minimum, PVC SDR-35 (unless 6-inch approved by City).  | Yes ___ No ___ N/A ___ |
| 5. Manhole at end of all lines.  | Yes ___ No ___ N/A ___ |
| 6. Manholes at change of pipe size, tees and bends.  | Yes ___ No ___ N/A ___ |
| 7. 500' maximum distance between manholes on lines 21" and smaller.<br>800' maximum distance between manholes on lines 24" and larger. | Yes ___ No ___ N/A ___ |
| 8. Minimum slopes:   |                        |
| a. 6" – 0.50% (Pipe size as approved by City).   | Yes ___ No ___ N/A ___ |
| b. 8" – 0.33%.   | Yes ___ No ___ N/A ___ |
| c. 10" – 0.25%.  | Yes ___ No ___ N/A ___ |
| d. 12" – 0.20%.  | Yes ___ No ___ N/A ___ |
| e. 15" – 0.14%.  | Yes ___ No ___ N/A ___ |
| f. 18" – 0.12%.  | Yes ___ No ___ N/A ___ |

- |   |                        |
|---|------------------------|
| 9. Maximum slope such that velocity is less than 10 fps.                                      | Yes ___ No ___ N/A ___ |
| 10. Sewer laterals 10' downstream from water service or to center of lot.                     | Yes ___ No ___ N/A ___ |
| 11. Minimum lateral size:   |                        |
| a. Residential, 4".   | Yes ___ No ___ N/A ___ |
| b. Apartment, retail or commercial – 6".  | Yes ___ No ___ N/A ___ |
| c. Manufacturing or industrial – 8".  | Yes ___ No ___ N/A ___ |
| 12. Profile all sewer lines except laterals.  | Yes ___ No ___ N/A ___ |
| 13. Show other utility lines crossing wastewater lines.                                       | Yes ___ No ___ N/A ___ |
| 14. Label lines to correspond to profile.   | Yes ___ No ___ N/A ___ |
| 15. Concrete encasement at creek crossing.  | Yes ___ No ___ N/A ___ |
| 16. Provide stub outs to adjacent property. Add services for Planned Development Communities. | Yes ___ No ___ N/A ___ |
| 17. Note benchmark on all sheets.   | Yes ___ No ___ N/A ___ |
| 18. 10' utility easement provided for lines not in ROW.                                       | Yes ___ No ___ N/A ___ |

**UTILITIES** – All plans shall show the following:

- |   |                        |
|---|------------------------|
| 1. Existing and proposed facilities shown in plan and profiles views.   | Yes ___ No ___ N/A ___ |
| 2. Underground facilities close to or in conflict with proposed construction located by actual ties and elevations.                       | Yes ___ No ___ N/A ___ |
| 3. Caution notes shown when construction operations come close to existing utilities. Telephone number of utility contact shall be shown. | Yes ___ No ___ N/A ___ |

**EROSION CONTROL** – All plans shall show the following:

- |  |                        |
|--|------------------------|
| 1. The scale for Erosion Control Plans may vary however shall be prepared on sheets no smaller than 1" = 100' on full size drawings. | Yes ___ No ___ N/A ___ |
| 2. Existing and Proposed Grading.  | Yes ___ No ___ N/A ___ |
| 3. Existing and Proposed Drainage Features.  | Yes ___ No ___ N/A ___ |
| 4. Erosion features including temporary construction entrance, silt fence, inlet protection, rock berms, seeding, etc.               | Yes ___ No ___ N/A ___ |
| 5. Erosion control standard details.   | Yes ___ No ___ N/A ___ |

**PAVEMENT MARKINGS AND SIGNAGE**

- 1. The scale for Pavement Marking Plans may vary however shall be prepared on sheets no smaller than 1" = 100' on full size drawings. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 2. Pavement Markings and Signage Plan in accordance with MUTCD. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 3. Pavement Markings Standard Details. Yes \_\_\_ No \_\_\_ N/A \_\_\_

**TRAFFIC CONTROL PLAN**

- 1. The scale for Traffic Control Plans may vary however shall be prepared on sheets no smaller than 1" = 200' on full size drawings. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 2. Traffic Control Plan in accordance with MUTCD. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 3. Traffic Control Standard Details. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 4. Traffic Control Phasing as necessary. Yes \_\_\_ No \_\_\_ N/A \_\_\_

**LANDSCAPE AND IRRIGATION PLANS**

- 1. The scale for Landscape and Irrigation Plans may vary however shall be prepared on sheets no smaller than 1" = 100' on full size drawings. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 2. Landscape Plan showing rights-of-way and proposed back of curbs, sidewalk, existing; and proposed utilities and other features pertinent to the plan. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 3. Planting details. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 4. Irrigation Plans including metering, back flow prevention, and provision for electrical service and controllers. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 5. Irrigation details. Yes \_\_\_ No \_\_\_ N/A \_\_\_

**STREET LIGHTING**

- 1. The scale for Street Lighting Plans may vary however shall be prepared on sheets no smaller than 1" = 100' on full size drawings. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 1. Lighting and Conduit Layout Plan. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 2. Lighting Standard Details. Yes \_\_\_ No \_\_\_ N/A \_\_\_

**POST CONSTRUCTION**

- 1. Temporary Erosion Control Devices removed. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 2. Contractor completed Punchlist items Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 3. Notice of Termination (NOT) submitted to TCEQ and copy of executed NOT submitted to City. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 4. Texas Accessibility Standards (TAS) Inspection approved by TDLR and copy of approved inspection submitted to City. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 5. Contractor submitted As-Built drawings to the City (Public Projects). Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 6. Engineer submitted Record Drawings to the City. Yes \_\_\_ No \_\_\_ N/A \_\_\_  
(Both Public and Private Projects)
  - a. One (1) Full Size Bond Record Drawing Set
  - b. Two (2) Half Size Bond Record Drawing Set
  - c. Two (2) Compact Disk with the Digital Record Drawing Set
    - One (1) Digital CAD files with reference files merged
    - One (1) PDF Set (300 dpi)
- 7. Contractor submitted Affidavit of payment to sub-contractor, vendors, and suppliers. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 8. Contractor submitted Surety consent for final payment to City. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 9. Contractor submitted an acceptance letter from water and sewer provider to the City. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- 10. Certificate of Completion signed by Contractor and City. Yes \_\_\_ No \_\_\_ N/A \_\_\_



## ENGINEER'S CHECKLIST FOR CONCEPTUAL STORM WATER MANAGEMENT PLAN

*Please attach additional sheets as necessary for comments and descriptions.*

### 1. Planning Concerns

- A. Have any previous drainage or watershed plans been completed in the watershed? (If yes, describe) Yes \_\_\_ No \_\_\_ N/A \_\_\_
- B. Is there any known history of flooding downstream? (If yes, describe conditions and locations) Yes \_\_\_ No \_\_\_ N/A \_\_\_
- C. Is there any known history of excessive erosion downstream? (If yes, describe conditions and locations) Yes \_\_\_ No \_\_\_ N/A \_\_\_
- D. Are there any known downstream drainage constrictions such as undersized culverts or channels? Size? Yes \_\_\_ No \_\_\_ N/A \_\_\_
- E. Are there any FEMA 100-year floodplains which will need flood studies, CLOMRs, LOMRs, etc., for this project? Yes \_\_\_ No \_\_\_ N/A \_\_\_
- F. Are there any known or suspected wetlands areas, mitigation areas, 404 permit areas, or other natural habitat features which require special consideration? Yes \_\_\_ No \_\_\_ N/A \_\_\_
- G. Are there any existing dams over six feet in height which are or will be subject to TCEQ regulations? Yes \_\_\_ No \_\_\_ N/A \_\_\_
- H. Are there any existing impoundments subject to TCEQ water rights permitting? (Livestock ponds are not exempt when converted to other uses.) Yes \_\_\_ No \_\_\_ N/A \_\_\_
- I. Are there any existing environmental concerns on the site requiring special treatment or design consideration (i.e. fuel stations, vehicle maintenance, auto recycling, illegal dump sites, outdoor material storage, loading and transfer areas, landfills, industrial facilities, etc.)? Yes \_\_\_ No \_\_\_ N/A \_\_\_

### 2. Existing Conditions Map(s) showing the following information on or adjacent to the development site:

- A. Digital ortho-photography showing project boundaries Yes \_\_\_ No \_\_\_ N/A \_\_\_
- B. Existing topography (normally 2-foot contours) Yes \_\_\_ No \_\_\_ N/A \_\_\_
- C. Soil types from USDA soil surveys and/or soil borings Yes \_\_\_ No \_\_\_ N/A \_\_\_
- D. Perennial or intermittent streams Yes \_\_\_ No \_\_\_ N/A \_\_\_
- E. Boundaries of existing predominant vegetation Yes \_\_\_ No \_\_\_ N/A \_\_\_
- F. Delineation of current FEMA floodplains and floodways Yes \_\_\_ No \_\_\_ N/A \_\_\_
- G. Locations of steep slopes (>15%) Yes \_\_\_ No \_\_\_ N/A \_\_\_
- H. Locations of wetlands and natural habitat areas if known. Yes \_\_\_ No \_\_\_ N/A \_\_\_

- I. Locations of all dams and impoundments Yes \_\_\_ No \_\_\_ N/A \_\_\_
- J. Existing paved roads, buildings, and other impervious areas Yes \_\_\_ No \_\_\_ N/A \_\_\_
- K. Environmental concerns identified in (2.H) above Yes \_\_\_ No \_\_\_ N/A \_\_\_
- L. Existing major utilities, pipelines, and easements Yes \_\_\_ No \_\_\_ N/A \_\_\_

**3. Does this development provide opportunities for Low-Impact Design?**

- A. Preserve floodplains and natural valley storage? Yes \_\_\_ No \_\_\_ N/A \_\_\_
- B. Preserve natural streams and drainage patterns? Yes \_\_\_ No \_\_\_ N/A \_\_\_
- C. Preserve steep slopes? Yes \_\_\_ No \_\_\_ N/A \_\_\_
- D. Preserve trees and undisturbed natural vegetation? Yes \_\_\_ No \_\_\_ N/A \_\_\_
- E. Preserve wetlands and other natural features? Yes \_\_\_ No \_\_\_ N/A \_\_\_
- F. Drain runoff to pervious areas? Yes \_\_\_ No \_\_\_ N/A \_\_\_
- G. Utilize natural drainage vs. storm drain systems? Yes \_\_\_ No \_\_\_ N/A \_\_\_
- H. Reduce pavement and other impervious covers? Yes \_\_\_ No \_\_\_ N/A \_\_\_

**4. Conceptual analysis of hydrologic and hydraulic impacts of the proposed development:**

- A. Hydrologic analysis to determine conceptual rates of runoff, volumes, and velocities to support decisions related to flood control and erosion protection downstream. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- B. Conceptual estimates of the three (3) storm design approach requirements. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- C. Conceptual selection, location, and size of proposed storm water structural controls. Yes \_\_\_ No \_\_\_ N/A \_\_\_
- D. Conceptual limits of proposed clearing and grading. Yes \_\_\_ No \_\_\_ N/A \_\_\_

**5. Conceptual Drainage Area Map(s) showing the following information for the development site:**

- A. Conceptual street layout (scale 1"=200') Yes \_\_\_ No \_\_\_ N/A \_\_\_
- B. All off-site drainage areas with topography (reduced scale) Yes \_\_\_ No \_\_\_ N/A \_\_\_
- C. Delineation of watershed boundaries with flow arrows Yes \_\_\_ No \_\_\_ N/A \_\_\_
- D. Reference info (file number, etc.) for previous drainage studies or existing developments & drainage facilities Yes \_\_\_ No \_\_\_ N/A \_\_\_
- E. Approximate zone of influence for all outfalls Yes \_\_\_ No \_\_\_ N/A \_\_\_
- F. Downstream constrictions, flooding, or erosion locations Yes \_\_\_ No \_\_\_ N/A \_\_\_
- G. Location of proposed structural storm water controls, if any Yes \_\_\_ No \_\_\_ N/A \_\_\_

	<p>I certify that this Conceptual Storm Water Management Plan, including this checklist, required attachments, and additional comments, was prepared under my responsible supervision and that the information presented on this checklist and attachments is correct to the best of my knowledge. I also understand that an acceptance of this plan by the City does not waive any City standards or requirements unless a specific</p>
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(seal)	waiver request has been submitted and approved.  Signed _____ Date _____ Print Name: _____ PE No _____
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# ENGINEER'S CHECKLIST FOR PRELIMINARY STORM WATER MANAGEMENT PLAN

Please attach additional sheets as necessary for comments and descriptions.

**1. Changes or Modifications to Conceptual Site Plan** (May be reprinted with changes tracked or highlighted)

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**2. Preliminary Project Layout Map(s) shows the following information on or adjacent to the development site:**

- A. Digital ortho-photography showing project boundaries Yes \_\_\_ No \_\_\_ N/A \_\_\_
- B. Existing topography (normally 2-foot contours) Yes \_\_\_ No \_\_\_ N/A \_\_\_
- C. Preliminary street and lot layout Yes \_\_\_ No \_\_\_ N/A \_\_\_
- D. Benchmarks used for site control Yes \_\_\_ No \_\_\_ N/A \_\_\_
- E. Construction phasing plan, if applicable Yes \_\_\_ No \_\_\_ N/A \_\_\_
- F. Limits of proposed clearing and grading Yes \_\_\_ No \_\_\_ N/A \_\_\_
- G. Proposed dams > 6' high (attach Dam Safety Checklist) Yes \_\_\_ No \_\_\_ N/A \_\_\_
- H. Proposed FEMA floodplains with flood study reference info Yes \_\_\_ No \_\_\_ N/A \_\_\_
- I. Proposed ponds subject to TCEQ water rights permits Yes \_\_\_ No \_\_\_ N/A \_\_\_
- J. If yes, has water rights permit been applied for? Yes \_\_\_ No \_\_\_ N/A \_\_\_

**3. Preliminary Drainage Area Map(s) shows the following information for the development site:**

- A. Preliminary street and lot layout (scale 1"=200') Yes \_\_\_ No \_\_\_ N/A \_\_\_
- B. All off-site drainage areas with topography (reduced scale) Yes \_\_\_ No \_\_\_ N/A \_\_\_
- C. Delineation of watershed boundaries with flow arrows Yes \_\_\_ No \_\_\_ N/A \_\_\_
- D. Proposed modifications to watershed boundaries Yes \_\_\_ No \_\_\_ N/A \_\_\_
- E. File numbers for existing developments & drainage facilities Yes \_\_\_ No \_\_\_ N/A \_\_\_
- F. Zoning or Comp Plan info to document off-site land use Yes \_\_\_ No \_\_\_ N/A \_\_\_

- G. Preliminary hydrology with supporting data & calculations for on-site existing & proposed, & off-site ultimate conditions Yes \_\_\_ No \_\_\_ N/A \_\_\_
- H. Proposed detention ponds or other storm water controls, with summary hydrology for all applicable design storms Yes \_\_\_ No \_\_\_ N/A \_\_\_
- I. Delineate entire zone of influence for all outfalls Yes \_\_\_ No \_\_\_ N/A \_\_\_
- J. Downstream constrictions, flooding, or erosion locations Yes \_\_\_ No \_\_\_ N/A \_\_\_
- K. Proposed facilities with private maintenance (Maintenance Agreement and Maintenance Plan required for final) Yes \_\_\_ No \_\_\_ N/A \_\_\_

**4. Determination of Adequate Outfalls and Zones of Influence:** Describe these and provide supporting methodology:

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**5. Description of Any Proposed Waiver Requests:** (for informational purposes only; all Waiver Requests must follow published procedures)

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**6. Other Comments:**

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	<p>I certify that this Preliminary Storm Water Management Plan, including this checklist, required attachments, and additional comments, was prepared under my responsible supervision and that the information presented on this checklist and attachments is correct to the best of my knowledge. I also understand that an acceptance of this plan by the City does not waive any City standards or requirements unless a specific waiver request has been submitted and approved.</p>
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(seal)	Signed _____	Date _____
	Print Name: _____	PE No _____



## ENGINEER'S CHECKLIST FOR FINAL STORM WATER MANAGEMENT PLAN

*Please attach additional sheets as necessary for comments and descriptions.*

1. **Changes or Modifications to Preliminary Storm Water Management Plan** (May be reprinted with changes tracked or highlighted)

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2. **Additional Study Attachments (include if applicable)**

- A. Dam Safety Checklist Yes \_\_\_ No \_\_\_ N/A  
\_\_\_\_\_
- B. Storm Water Pollution Prevention Plan (SWPPP) Yes \_\_\_ No \_\_\_ N/A  
\_\_\_\_\_
- C. Executed Maintenance Agreement (with Maintenance Plan) Yes \_\_\_ No \_\_\_ N/A  
\_\_\_\_\_
- D. Landscaping Plan (for Storm Water controls) Yes \_\_\_ No \_\_\_ N/A  
\_\_\_\_\_
- E. Copy of approved Waiver Request Yes \_\_\_ No \_\_\_ N/A  
\_\_\_\_\_

3. **Applicable Local, State and Federal Permits** (Indicate acquired or application pending)

- A. CLOMR, LOMR or LOMA Yes \_\_\_ No \_\_\_ N/A  
\_\_\_\_\_
- B. TCEQ water rights permit Yes \_\_\_ No \_\_\_ N/A  
\_\_\_\_\_
- C. 404 permit Yes \_\_\_ No \_\_\_ N/A  
\_\_\_\_\_

D. Other: \_\_\_\_\_ Yes \_\_\_\_ No \_\_\_\_ N/A  
 \_\_\_\_\_

E. Other: \_\_\_\_\_ Yes \_\_\_\_ No \_\_\_\_ N/A  
 \_\_\_\_\_

**4. Hydrologic Analysis and Storm Water Management Design Plan** (separate Attachment, either A or B and C)

A. Approved Infrastructure Plans.  
 Attach a copy of the signed cover sheet. Yes \_\_\_\_ No \_\_\_\_ N/A  
 \_\_\_\_\_

Plan File No.:

B. Site SWM Plan showing final hydrology, Identification of all storm water controls with summary calculations, delineation of adequate outfalls, zones of influence, required mitigation, and structural details and specifications as required Yes \_\_\_\_ No \_\_\_\_ N/A  
 \_\_\_\_\_

C. Digital Copy of final hydrologic and hydraulic models Yes \_\_\_\_ No \_\_\_\_ N/A  
 \_\_\_\_\_

(seal)	<p>I certify that this Final Storm Water Management Plan, including this checklist, required attachments, and additional comments, was prepared under my responsible supervision and that the information presented on this checklist and attachments is correct to the best of my knowledge. I also understand that an acceptance of this plan by the City does not waive any City standards or requirements unless a specific waiver request has been submitted and approved.</p> <p>Signed _____ Date _____          Print Name: _____ PE No _____</p>
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# Variance Procedure – City of Lake Dallas Storm Water Management Design Manual

Good engineering practice and practical considerations are necessary when developing storm water management plans and preparing construction drawings for specific projects. The criteria in this manual cannot cover every possibility.

The closer the criteria are followed, the more likely the plan or drawing will be approved and the construction accepted. For those situations where varying from the criteria is warranted, a variance process is described below.

Submit variance request in writing on the Request for Variance from City of Lake Dallas – Storm Water Form (CT-7) as early as possible. The variance request must include the following:

- The specific criteria that you want to vary.
- Why the criteria needs to be varied.
- How the basis for the criteria will still be satisfied or why the criteria is not applicable.
- Indicate if there are no criteria for the proposed analysis, design, or feature in this manual.
- Appropriate technical information supporting the variance request, such as calculations, excerpts from the drainage or design plan, and/or construction drawings.

Note: Submittals with insufficient technical information to support the variance request will be returned without review.

The City will either approve or reject the variance in writing on the variance request form. If it is rejected, a written explanation will be provided.

# REQUEST FOR VARIANCE FROM CITY OF LAKE DALLAS – STORM WATER – FORM CT-7

Submitted by: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Company: \_\_\_\_\_ Date: \_\_\_\_\_

## Proposed Project Description

Name: \_\_\_\_\_

Type: \_\_\_\_\_

Location: \_\_\_\_\_ (include map)

## Existing Condition (show information on map or drawing)

Existing Site: \_\_\_\_\_

Existing Right-of-Way: \_\_\_\_\_

Topography: \_\_\_\_\_

Other Pertinent Data Related to Variance Request:

\_\_\_\_\_  
\_\_\_\_\_

## Variance Request

Specific criteria you want to vary: \_\_\_\_\_

\_\_\_\_\_

Explain why the criteria needs to be varied or is not applicable: \_\_\_\_\_

\_\_\_\_\_

Explain how the basis for the criteria will be satisfied: \_\_\_\_\_

\_\_\_\_\_

List attachments supporting variance request (preliminary design report excerpt, construction drawings, calculations, photographs, map, etc.):

*City of Lake Dallas fills in this area*

Date	Reviewer	Dept./Section	Action Taken

Justification of Decision: \_\_\_\_\_

\_\_\_\_\_

Approval of Final Decision: \_\_\_\_\_ Date: \_\_\_\_\_

\_\_\_\_\_



**Record of Revisions**

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**SEPTEMBER 2019**    Engineering Standards adopted by Council as Appendix to Subdivision Ordinance