

CONSTRUCTION PLANS FOR
 TRANSIT BUILDING
 PARKING AND DRAINAGE
 TO SERVE
 CITY OF PORT ARTHUR
 JEFFERSON COUNTY, TEXAS



Arthur



INDEX OF DRAWINGS

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APPROVED FOR CONSTRUCTION

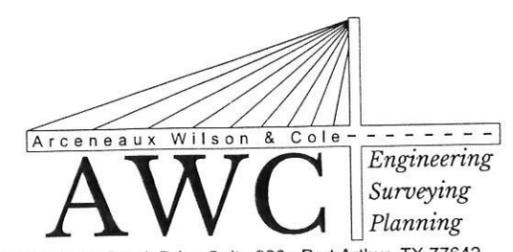
CITY OF PORT ARTHUR

JOB NO.: CPA-920

VICINITY MAP

DATE: SEPTEMBER 2015

BY: _____ DATE: _____
 MR. HASSIN SHOMALZADEH, P.E.
 CITY ENGINEER



2901 Turtle Creek Drive Suite 320 • Port Arthur, TX 77642
 Office: 409-724-7888 • Fax: 409-724-1447 • www.awceng.com



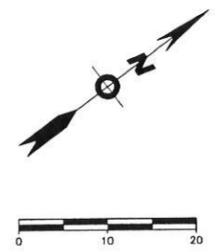
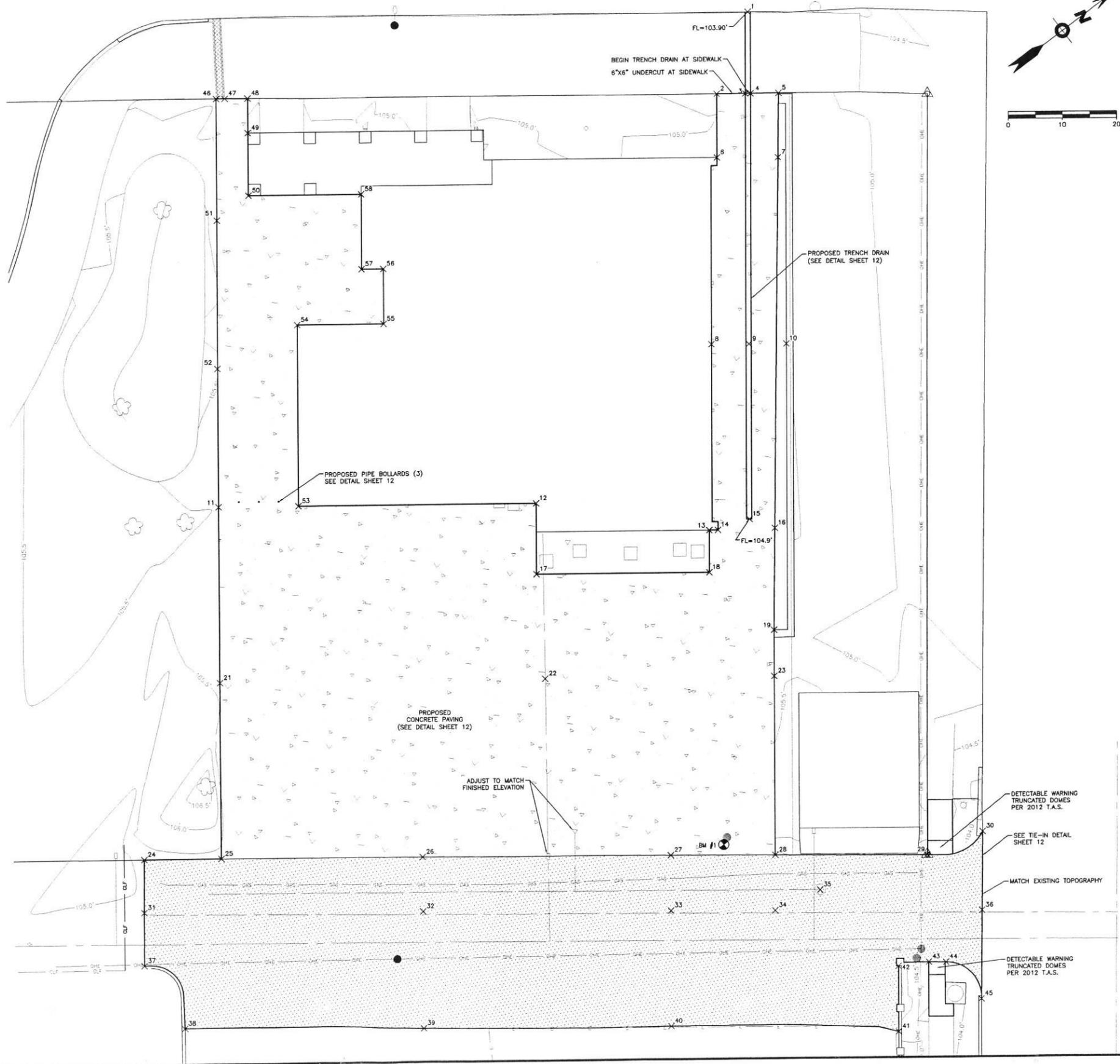
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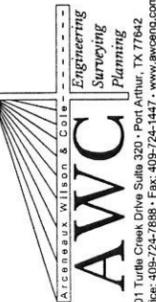
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TOP OF PAVEMENT			
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1	13898814.12	3573047.81	104.40'
2	13898800.56	3573056.44	104.85'
3	13898804.80	3573059.54	104.88'
4	13898805.58	3573060.12	104.88'
5	13898809.72	3573063.15	104.92'
6	13898793.60	3573065.83	105.47'
7	13898802.61	3573072.56	105.14'
8	13898772.35	3573092.68	105.52'
9	13898777.92	3573096.80	105.06'
10	13898783.44	3573100.90	105.52'
11	13898682.46	3573062.14	105.47'
12	13898729.11	3573096.72	105.47'
13	13898751.56	3573119.86	105.57'
14	13898752.86	3573120.83	105.57'
15	13898758.71	3573122.73	105.40'
16	13898761.46	3573126.86	105.57'
17	13898721.36	3573107.18	105.42'
18	13898746.92	3573126.12	105.57'
19	13898750.10	3573141.83	105.49'
21	13898663.16	3573088.15	105.36'
22	13898711.05	3573123.55	105.36'
23	13898745.05	3573148.67	105.37'

TOP OF PAVEMENT			
POINT #	NORTHING	EASTING	ELEVATION
24	13898632.40	3573105.65	105.27'
25	13898643.84	3573114.14	105.25'
26	13898673.37	3573136.15	105.12'
27	13898710.04	3573163.55	104.96'
28	13898725.47	3573175.16	104.89'
29	13898747.95	3573192.07	104.50'
30	13898758.74	3573194.78	103.74'
31	13898626.52	3573113.43	105.15'
32	13898667.40	3573144.19	104.67'
33	13898703.97	3573171.71	104.24'
34	13898719.36	3573183.30	104.06'
35	13898728.25	3573185.26	104.26'
36	13898749.97	3573206.33	103.70'
37	13898620.65	3573121.22	105.39'
38	13898619.72	3573134.97	105.43'
39	13898654.55	3573161.41	105.40'
40	13898691.29	3573188.71	105.22'
41	13898724.30	3573214.86	104.78'
42	13898731.44	3573205.21	104.00'
43	13898736.41	3573208.00	103.88'
44	13898738.97	3573209.95	103.82'
45	13898740.14	3573219.27	103.57'

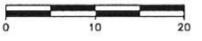
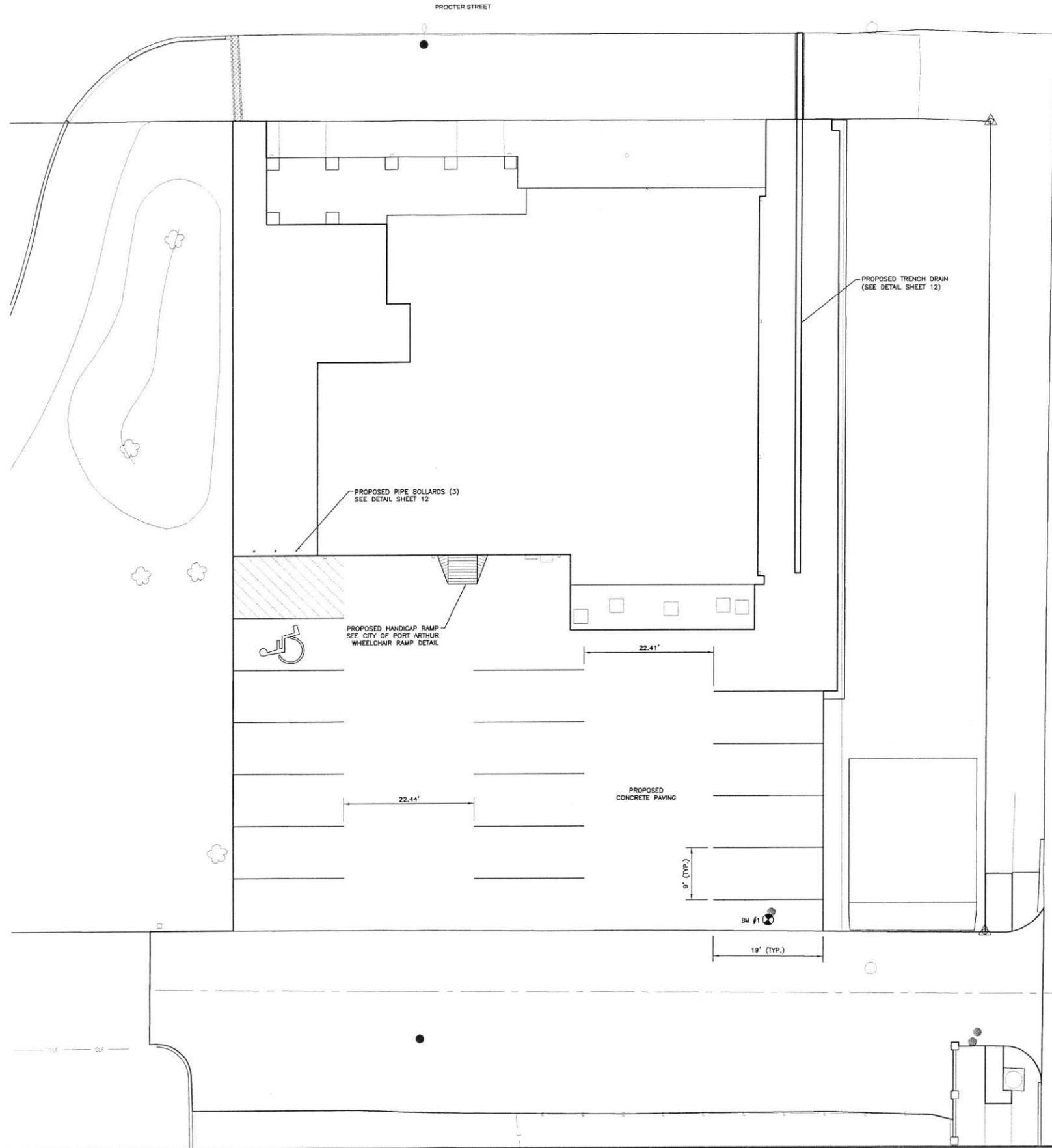
TOP OF PAVEMENT			
POINT #	NORTHING	EASTING	ELEVATION
46	13898727.20	3573001.91	104.50'
47	13898728.42	3573002.81	104.50'
48	13898731.69	3573005.25	104.93'
49	13898727.90	3573010.34	104.93'
50	13898721.10	3573019.62	105.39'
51	13898713.88	3573019.84	105.14'
52	13898697.64	3573041.83	105.18'
53	13898694.08	3573070.77	105.47'
54	13898713.94	3573043.95	105.47'
55	13898726.69	3573053.39	105.47'
56	13898732.69	3573045.29	105.47'
57	13898729.48	3573042.91	105.47'
58	13898737.65	3573031.88	105.47'



SHEET 7	
TRANSIT BUILDING CITY OF PORT ARTHUR PAVING PLAN	PORT ARTHUR, JEFFERSON COUNTY, TEXAS  TEXAS REGISTERED ENGINEERING FIRM F-16194 TEXAS REGISTERED SURVEYING FIRM 10194049
 2901 Turtle Creek Drive Suite 200, Port Arthur, TX 77642 Office: 409-724-7888 • Fax: 409-724-1447 • www.awceng.com	

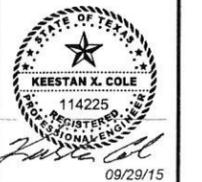
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Benchmark Table				
Point #	Raw Description	Northing	Easting	Elevation
1	BM 60DPP	13898718.9900	3573157.8840	106.38



SHEET	
9	
NO.	DATE
4	
3	
2	
1	

TRANSIT BUILDING
CITY OF PORT ARTHUR
STRIPING PLAN
 PORT ARTHUR, JEFFERSON COUNTY, TEXAS



09/29/15
 TEXAS REGISTERED
 ENGINEERING FIRM
 F-16194
 TEXAS REGISTERED
 SURVEYING FIRM
 10194049

AWC

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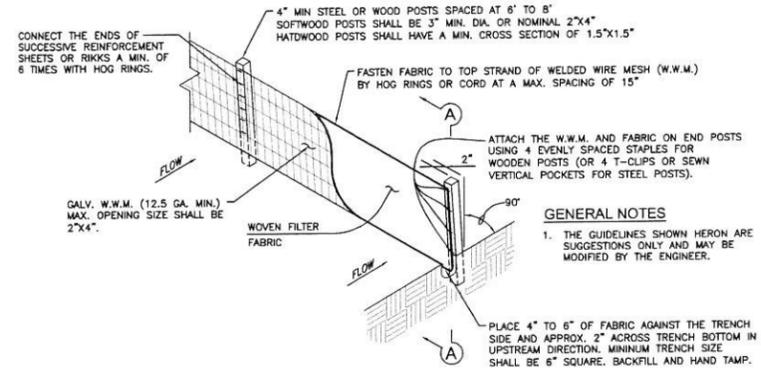
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LAST PRINTED: Tuesday, June 23, 2008 11:27 AM FILED: Z:\adg\engineering\adg\projects\041008\041008.dwg PLOT: 27/06/08 PLOT: 0

SEDIMENT CONTROL FENCE USAGE GUIDELINES

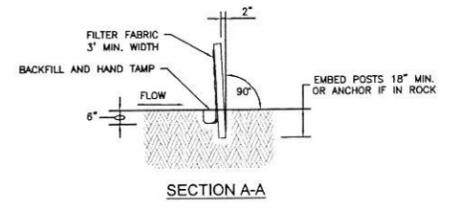
A SEDIMENT CONTROL FENCE MAY BE CONSTRUCTED NEAR THE DOWNSTREAM PERIMETER OF A DISTURBED AREA ALONG A CONTOUR TO INTERCEPT SEDIMENT FROM OVERLAND RUNOFF. A 2 YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE TO BE FILTERED.

SEDIMENT CONTROL FENCE SHOULD BE SIZED TO FILTER A MAX. FLOW THROUGH RATE OF 100 GPM/FT. SEDIMENT CONTROL FENCE IS NOT RECOMMENDED TO CONTROL EROSION FROM A DRAINAGE AREA LARGER THAN 2 ACRES.

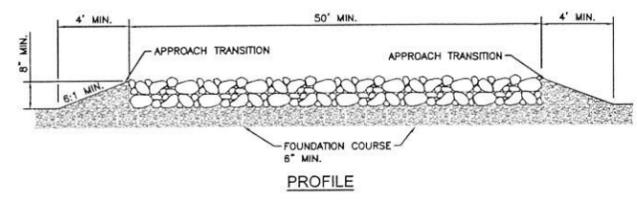
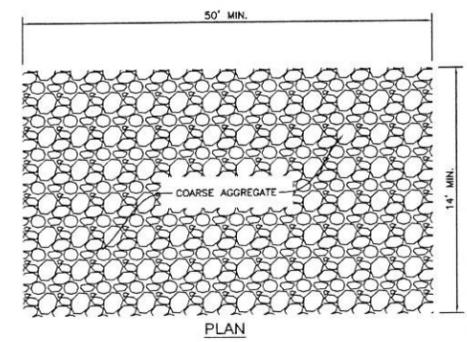


GENERAL NOTES

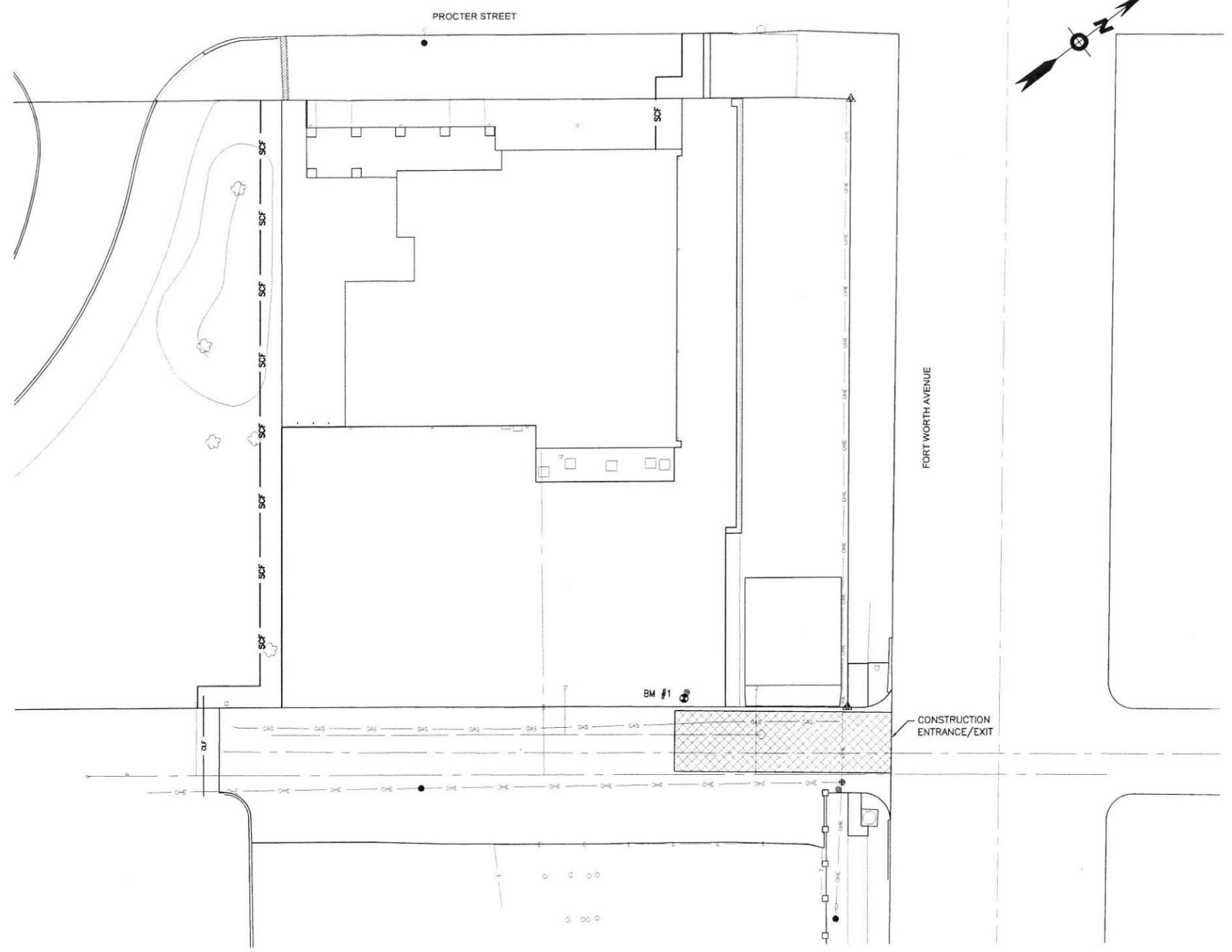
1. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.



TEMPORARY SEDIMENT CONTROL FENCE



CONSTRUCTION ENTRANCE/EXIT



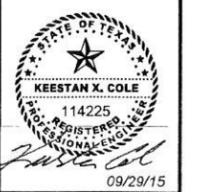
- GENERAL NOTES:**
1. THE LENGTH OF THE TYPE 1 CONSTRUCTION ENTRANCE/EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
 2. THE COARSE AGGREGATE SHOULD BE OPEN GRADED WITH A SIZE OF 4\"/>
 - 3. THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6:1 AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
 - 4. THE CONSTRUCTION ENTRANCE/EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
 - 5. THE CONSTRUCTION ENTRANCE/EXIT SHALL BE GRADED TO ALLOW DRAINAGE TO A SEDIMENT TRAPPING DEVICE.
 - 6. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

SHEET
10

NO.	DATE	REVISION	APPROV.
4			
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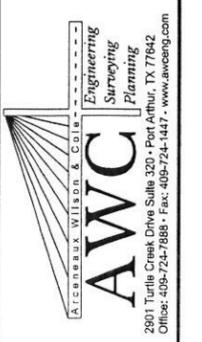
DATE: September 17, 2015
SCALE: AS SHOWN
DESIGNED BY: KJC
CHECKED BY: KJC
DRAWN BY: DAL

TRANSIT BUILDING
CITY OF PORT ARTHUR
STORM WATER PREVENTION PLAN
PORT ARTHUR, JEFFERSON COUNTY, TEXAS



TEXAS REGISTERED
ENGINEERING FIRM
F-16194

TEXAS REGISTERED
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10194049



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NO.	DATE	REVISION
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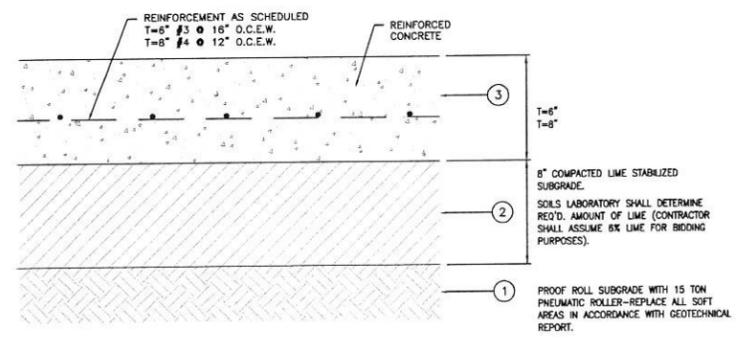
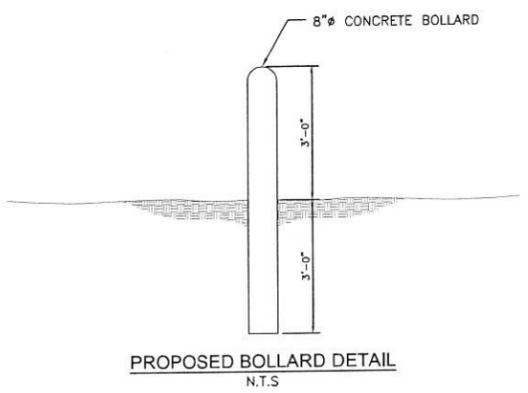
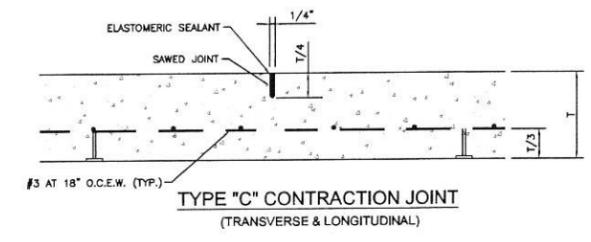
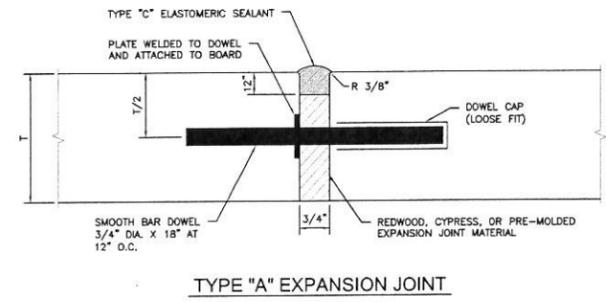
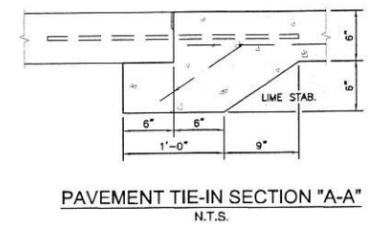
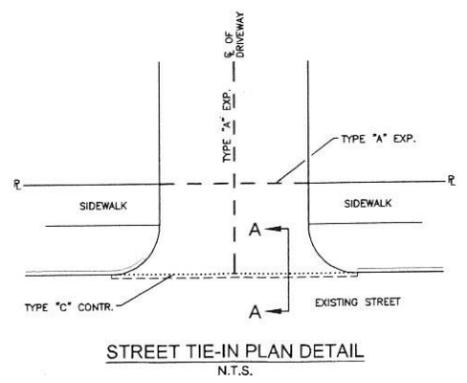
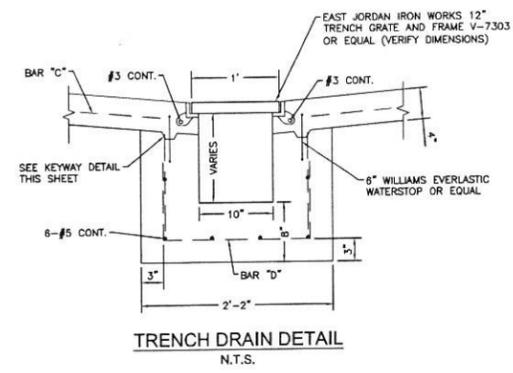
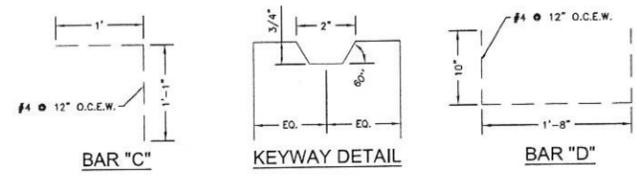
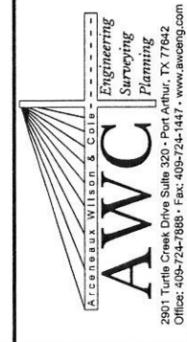
DATE: September 17, 2015
 JOB NO.: 075-920
 SCALE: AS SHOWN
 DESIGNED BY: KAC
 DRAWN BY: EML
 APPROVED BY: KAC

TRANSIT BUILDING
 CITY OF PORT ARTHUR
 DETAILS

PORT ARTHUR, JEFFERSON COUNTY, TEXAS

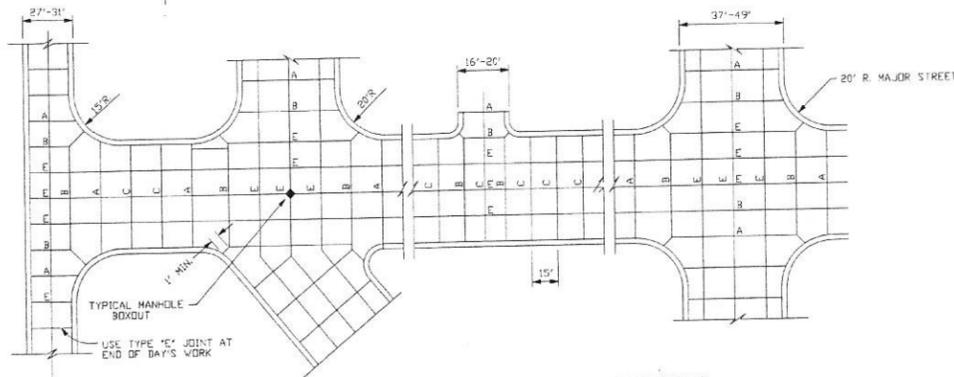


09/29/15
 TEXAS REGISTERED
 ENGINEERING FIRM
 F-16194
 TEXAS REGISTERED
 SURVEYING FIRM
 10194049

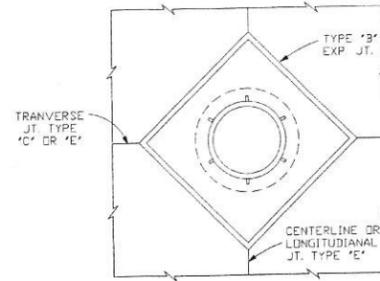


- SUBGRADE PREPARATION NOTES
- THE TOP 3-6 INCHES OF SOIL, VEGETATION AND ROOTS IN THE PROPOSED PAVEMENT AREAS SHALL BE STRIPPED FROM THE SITE AND EITHER WASTED OR STOCKPILED FOR LATER USE.
 - AFTER STRIPPING AND EXCAVATING TO THE DESIRED SUBGRADE ELEVATION, THE EXPOSED SUBGRADE SOILS SHALL BE PROOF ROLLED WITH AT LEAST A 15 TON PNEUMATIC ROLLER TO DETECT WEAK AREAS. SUCH AREAS SHALL BE REMOVED AND REPLACED WITH SOILS EXHIBITING SIMILAR CLASSIFICATION, MOISTURE CONTENT AND DENSITY AS THE ADJACENT IN SITU SOILS. SUBSEQUENT TO PROOF ROLLING, THE EXPOSED SUBGRADE SHALL BE COMPACTED TO AT LEAST 95 PERCENT OF STANDARD PROCTOR (ASTM D 698) MAXIMUM DRY DENSITY AT OPTIMUM TO +3% ABOVE OPTIMUM MOISTURE CONTENT.
 - ANY FILL REQUIRED FOR GRADING PURPOSES, SHALL BE PLACED IN MAXIMUM LOOSE LIFTS OF 8 INCHES. IF WATER MUST BE ADDED, IT SHALL BE UNIFORMLY APPLIED AND THOROUGHLY MIXED INTO THE SOIL BY DISKING OR SCARIFYING. THE EDGES OF COMPACTED FILL SHALL EXTEND A MINIMUM OF 1 FOOT BEYOND THE EDGES OF THE PAVEMENT PRIOR TO SLOPING.
 - SELECT FILL, IF REQUIRED, SHALL BE FREE OF ORGANIC OR OTHER DELETERIOUS MATERIALS, HAVE A MAXIMUM PARTICLE SIZE LESS THAN 3 INCHES, HAVE A LIQUID LIMIT LESS THAN 35% AND A PLASTICITY INDEX BETWEEN 8 AND 18%. STRUCTURAL SELECT FILL SHALL BE COMPACTED TO AT LEAST 95% OF STANDARD PROCTOR (ASTM D 698) MAXIMUM DRY DENSITY, AT -2% TO +3% OF OPTIMUM MOISTURE.
 - STABILIZE THE UPPER 8 INCHES OF SOIL WITH LIME WHEN IN SITU SOILS HAVE A PI GREATER THAN 20.

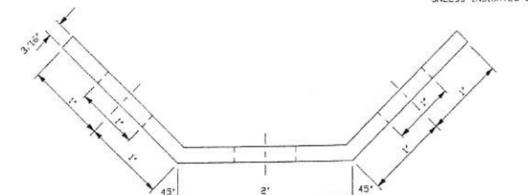
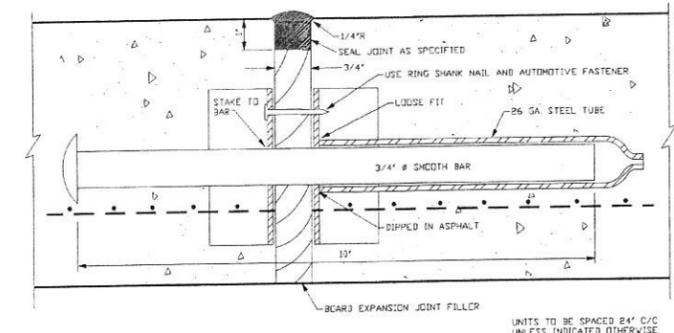
CONCRETE PAVING SECTION



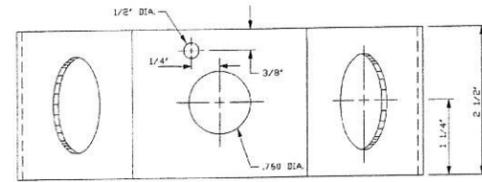
TYPICAL JOINT LAYOUT - 37', 41', 45' & 49' PAVING SECTIONS



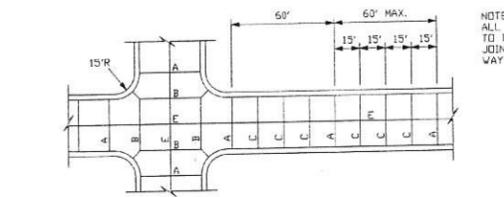
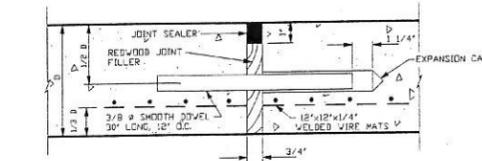
MANHOLE BOXOUT



TYPE "A" EXPANSION JOINT

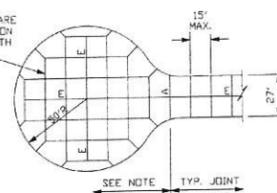


TYPE "B" EXPANSION JOINT

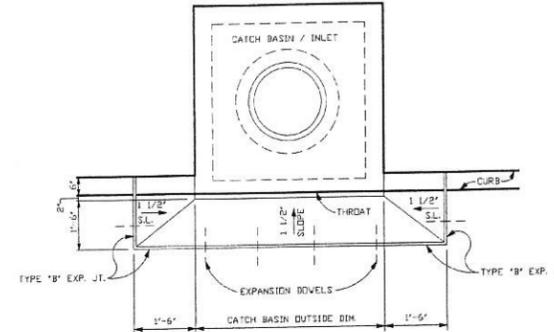


TYPICAL JOINT LAYOUT - 27' & 31' PAVING SECTIONS

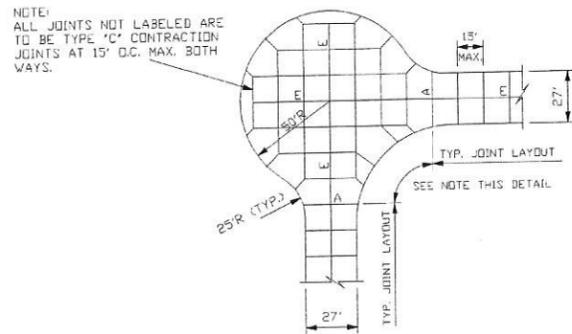
NOTE: ALL JOINTS NOT LABELED ARE TO BE TYPE "C" CONTRACTION JOINTS AT 15' O.C. MAX. BOTH WAYS.



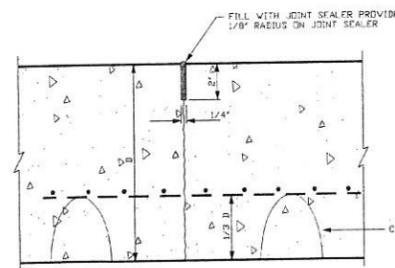
JOINT LAYOUT FOR CUL-DE-SAC SECTION



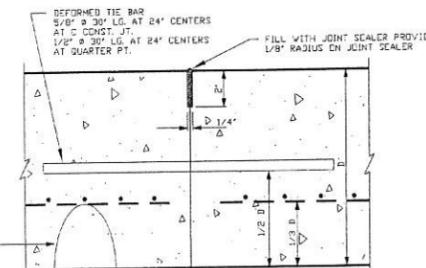
CATCH BASIN / INLET BOXOUT DETAIL



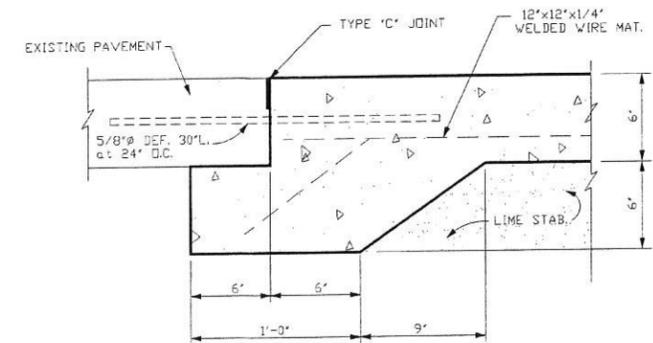
JOINT LAYOUT FOR BLISTER SECTIONS



TYPE "C" CONTRACTION JOINT



TYPE "E" CONSTRUCTION JOINT

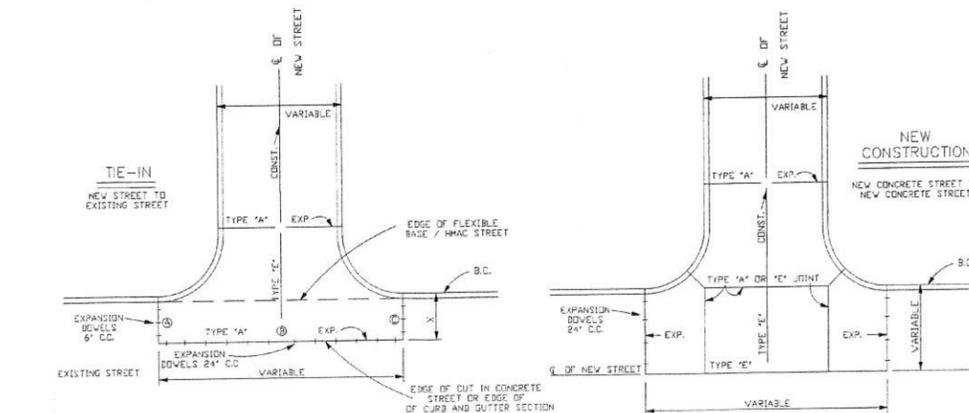


PAVEMENT TIE-IN DETAIL

USE LONGITUDINALLY ALONG EXISTING PAVEMENT, AS TIE-IN TO END OF EXISTING STREET OR AS A HEADER AT END OF STREET CONSTRUCTION WHERE FUTURE STREET WILL TIE-IN.

- GENERAL NOTES**
- ALL JOINTS, EXCEPT EXPANSION JOINTS AND LONGITUDINAL CONSTRUCTION JOINTS IN CONCRETE STREET PAVEMENT SHALL BE SAWED AND SEALED. EXPANSION JOINTS TO BE SEALED AFTER REMOVAL OF CAP STRIP.
 - EXPANSION JOINT TO BE PLACED AT END OF EACH CURB RADIUS AND AT INTERVALS NOT TO EXCEED 60' ON STRAIGHT SECTIONS (AS SHOWN ON PLANS). EXPANSION JOINT FILLER BOARDS SHALL CONFORM TO PARABOLIC CURVE.
 - USE 1" x 3/4" CONSTRUCTION JOINT CAP STRIP AND REMOVE AFTER NOT LESS THAN 7 DAYS. JOINT SEALANT MATERIAL TO HAVE A MELTING POINT WITH A MIN. 190° F. AND MAX. 205° F. (TYPE "A" AND TYPE "B" JOINTS ONLY).
 - ALL CATCH BASINS SHALL BE SEPARATED FROM THE PAVEMENT AND CURB BY BOXING OUT AROUND BASINS AS SHOWN. EXPANSION JOINT MATERIAL SHALL EXTEND COMPLETELY THROUGH CURB AND SLAB. MANHOLE CASTINGS WITHIN THE PAVEMENT LIMITS SHALL BE BOXED IN LIKE MANNER EXCEPT WHEN TELESCOPING-TYPE CASTINGS ARE USED.
 - WHEN A JOINT FALLS WITHIN 5' OF OR CONTACTS BASINS, MANHOLES, OR OTHER STRUCTURES, SHORTEN ONE OR MORE PANELS EITHER SIDE OF OPENING TO PERMIT JOINT TO FALL ON ROUND STRUCTURES AND AT CORNERS BETWEEN CORNERS OF RECTANGULAR STRUCTURES.
 - REINFORCING STEEL TO BE PLACED 2/3 FROM BOTTOM OF SLAB AND SUPPORTED ON CHAIRS WHICH WILL ADEQUATELY SUPPORT IT DURING CONSTRUCTION. TIED STEEL 5/8" Ø AT 24" C-C, OR WELDED WIRE MATS, 12" x 12" x 1/4" MAY BE USED. ROLL WIRE IS NOT ALLOWED.
 - ALL DOVELS USED FOR EXPANSION JOINTS AND CONSTRUCTION JOINTS MUST BE SUPPORTED ADEQUATELY SO THAT THEIR POSITION WILL BE MAINTAINED DURING CONSTRUCTION.
 - FILLER BOARDS SHALL BE OF SELECTED STOCK, FREE OF ANY DEFECTS AND OF DENSITY AND OF TYPE OF WOOD AS INDICATED BELOW.

TYPE OF WOOD	MAX. WEIGHT PER CU. FT. WHEN DRY TO A CONSTANT WEIGHT
1. CLEAR, ALL HEART CYPRESS	40 LBS
2. CLEAR, ALL HEART REDWOOD	30 LBS

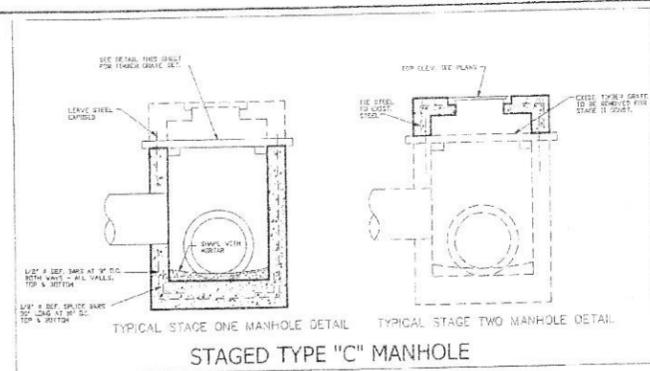


STREET TIE-IN DETAILS

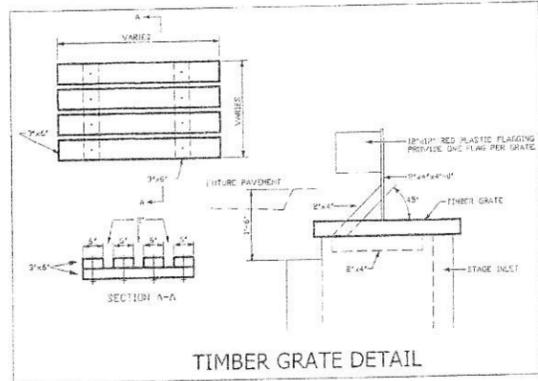
- X = 18" FOR NEW CONCRETE STREET TIED INTO EXISTING CONCRETE STREET. (JOINTS A, B, AND C REQUIRED.)
- X = WIDTH OF CONCRETE CURB AND GUTTER SECTION WHERE NEW CONCRETE STREET TIES INTO EXISTING CURB AND GUTTER STREET WITH FLEXIBLE BASE / HMAC. (JOINTS A AND C REQUIRED THROUGH CURB AND GUTTER SECTION; JOINT B NOT REQUIRED.) PATCH FLEXIBLE BASE / HMAC AS REQUIRED.
- X = 10" FOR NEW CONCRETE STREET TIED INTO EXISTING FLEXIBLE BASE / HMAC STREET. (JOINTS A, B, AND C NOT REQUIRED.) PATCH FLEXIBLE BASE / HMAC AS REQUIRED.

SEAL OF TEXAS
LESLIE E. MCMAHON
41982
PROFESSIONAL ENGINEER
8/13/2014

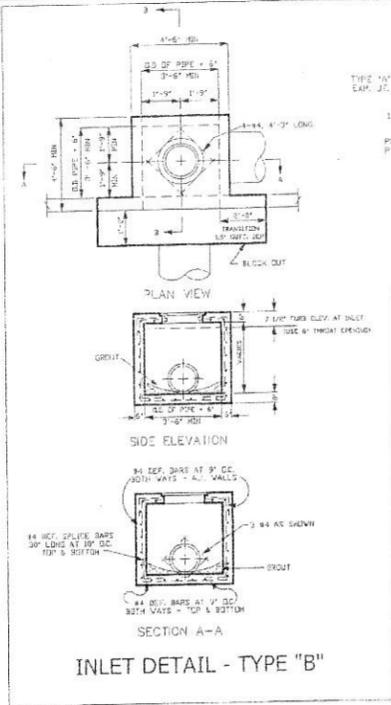
REV.	DATE	DESCRIPTION	DWG.	APPR.
PAVING DETAILS				
JOINTS AND JOINT DETAILS				
CITY OF PORT ARTHUR, TEXAS				
ENGINEERING DIVISION				
DRAWN: A. ALFRED	SCALE: NONE			
CHECKED: L. MCMAHON	APPROVED: L. MCMAHON			
DATE: 8/5/14	DWG.			



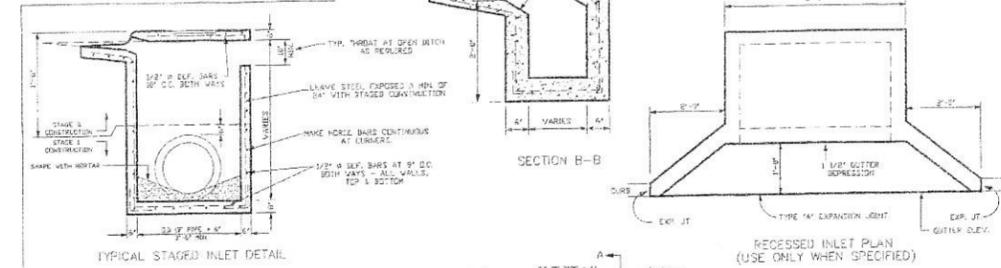
STAGED TYPE "C" MANHOLE



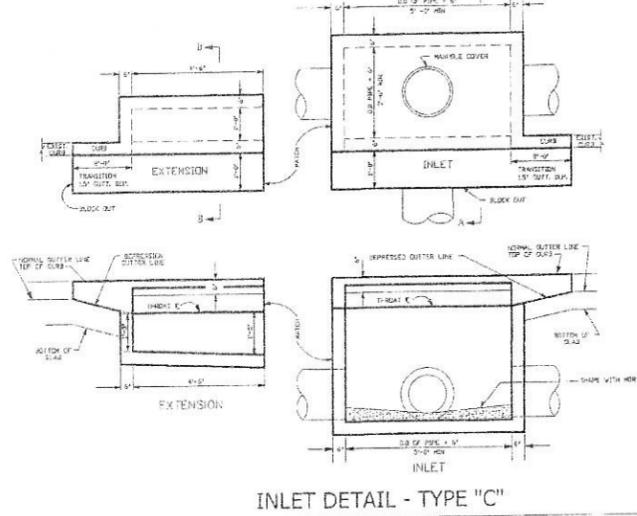
TIMBER GRATE DETAIL



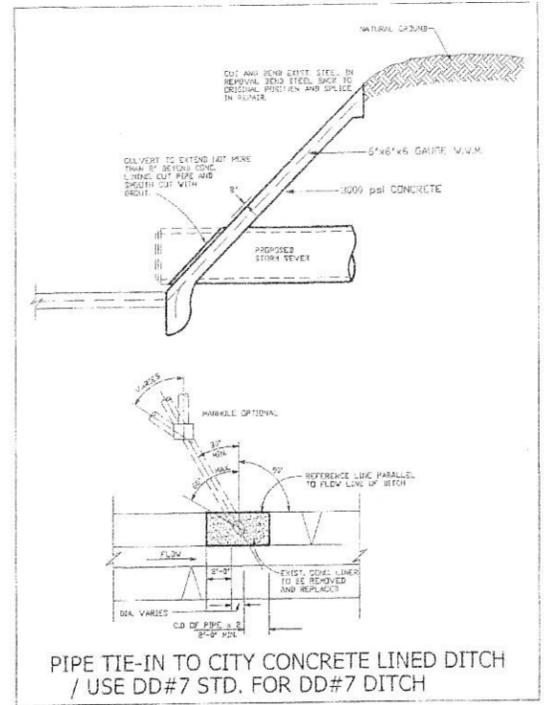
INLET DETAIL - TYPE "B"



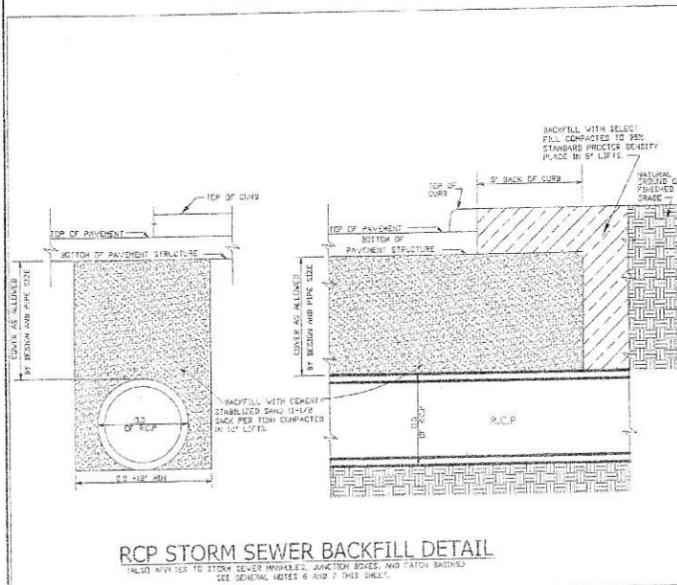
TYPICAL STAGED INLET DETAIL



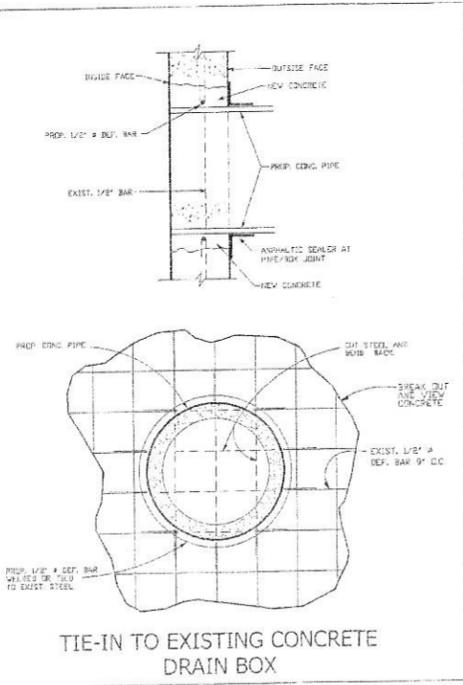
INLET DETAIL - TYPE "C"



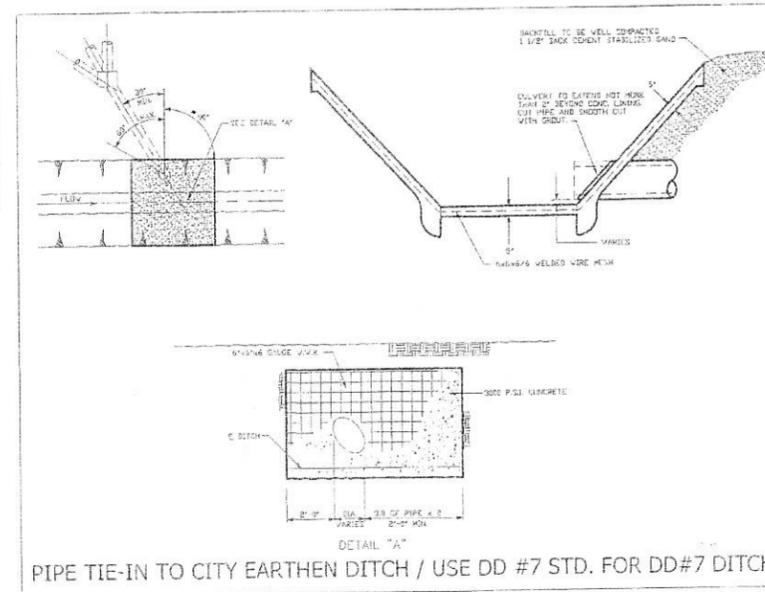
PIPE TIE-IN TO CITY CONCRETE LINED DITCH / USE DD#7 STD. FOR DD#7 DITCH



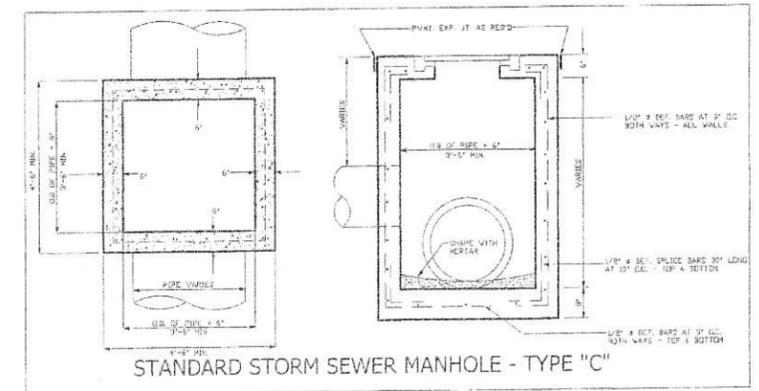
RCP STORM SEWER BACKFILL DETAIL



TIE-IN TO EXISTING CONCRETE DRAIN BOX



PIPE TIE-IN TO CITY EARTHEN DITCH / USE DD #7 STD. FOR DD#7 DITCH



STANDARD STORM SEWER MANHOLE - TYPE "C"

- GENERAL NOTES**
1. ALL STORM SEWER AND LEADS TO BE A.S.T.M. C-76 CLASS III REINFORCED CONCRETE PIPE UNLESS SHOWN OTHERWISE.
 2. ALL STORM SEWER MANHOLES AND INLETS SHALL BE CITY OF PORT ARTHUR STANDARD UNLESS OTHERWISE NOTED, AND ARE TO BE CONSTRUCTED ENTIRELY IN CONCRETE.
 3. MINIMUM THROAT DEPTH ON OPEN DITCH STREETS TO BE 9" THROAT DEPTH OF 16 INCHES OR GREATER SHALL HAVE HORIZONTAL STEEL BAR GRILLS WITH A MINIMUM SPACING OF 8 INCHES.
 4. ALL STORM SEWER LEADS SHALL NOT BE LESS THAN 24 INCHES DIAMETER UNLESS OTHERWISE APPROVED.
 5. ELEVATION DROP ON LEADS BETWEEN INLETS AND MANHOLES TO BE A MINIMUM OF 0.20 FEET UNLESS OTHERWISE NOTED.
 6. ALL STORM SEWER TRENCHES ON UNDER FUTURE OR PROPOSED PAVEMENT, AND 25 TO A POINT FIVE (5) FEET BACK OF CURBS, SHALL BE BACKFILLED COMPLETELY WITH 1 1/2" SAND/CENT STABILIZED SAND TO THE BOTTOM OF THE PAVEMENT STRUCTURE FOR (1) AND (2). TRENCHES FOR (2) MAY THEN BE FINISHED WITH COMPACTED BACKFILL TO NATURAL GROUND LEVEL.
 7. ALL MANHOLES AND INLETS UNDER OR WITHIN FIVE (5) FEET OF EXISTING, PROPOSED, OR FUTURE PAVEMENT SHALL BE BACKFILLED WITH 1 1/2" SAND/CENT STABILIZED SAND TO THE BOTTOM OF PAVEMENT STRUCTURE.
 8. ALL PIPE STUB OUTS FROM MANHOLES OR INLETS TO BE PLUGGED WITH MORTARED BRICK PLUGS UNLESS OTHERWISE NOTED.
 9. INLETS TO BE CONSTRUCTED AT END OF CURB RETURNS UNLESS OTHERWISE NOTED.
 10. CONCRETE FOR ALL STRUCTURES SHALL BE CLASS "A" FIVE SACK / CUBIC YARD WITH A COMPRESSIVE STRENGTH OF 3000 PSI AFTER 28 DAYS.
 11. ALL EXPOSED CORNERS OF INLETS SHALL BE CHAMFERED ONE HALF INCH.
 12. CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF EXISTING FACILITIES PRIOR TO CONSTRUCTION OF PROPOSED FACILITIES. CONTRACTOR TO REPAIR DAMAGE TO ANY EXISTING FACILITY CAUSED BY HIS ACTIONS.

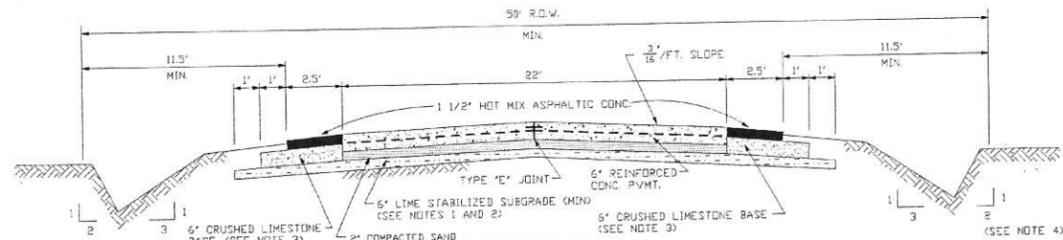
MANHOLES / CATCH BASINS CASTINGS STANDARDS	
EAST JORDAN IRON WORKS V1400A 30" COVER WITH CITY OF PORT ARTHUR TEXT AND LOGO	FOR ALL MANHOLES AND FOR ALL CATCH BASINS
EAST JORDAN IRON WORKS V1610T FRAME WITH 30" ACCESS OPENING	FOR ALL MANHOLES AND FOR ALL CATCH BASINS



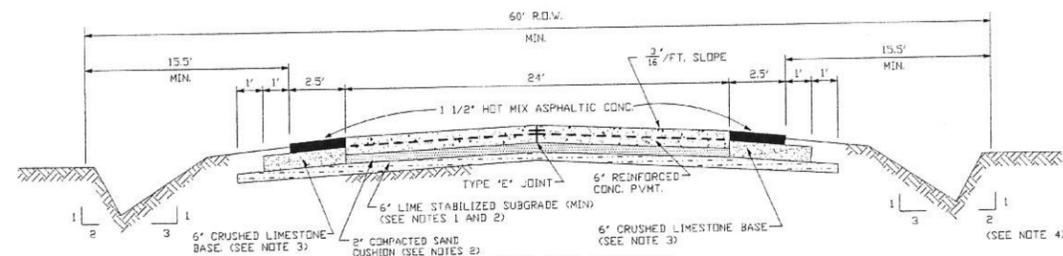
REV.	DATE	DESCRIPTION	DWG.	APPR.
STORM SEWER DETAILS				
STRUCTURES PLAN AND CROSS-SECTION				
CITY OF PORT ARTHUR, TEXAS				
ENGINEERING DIVISION				
DRAWN	A. ALPHED	SCALE	NOT TO SCALE	
CHECKED	L. TRIVANER	APPROVED	I. MORAN	
DATE	5/29/14	DWG.	1 OF 1	

RESIDENTIAL RURAL CONCRETE PAVING SECTIONS

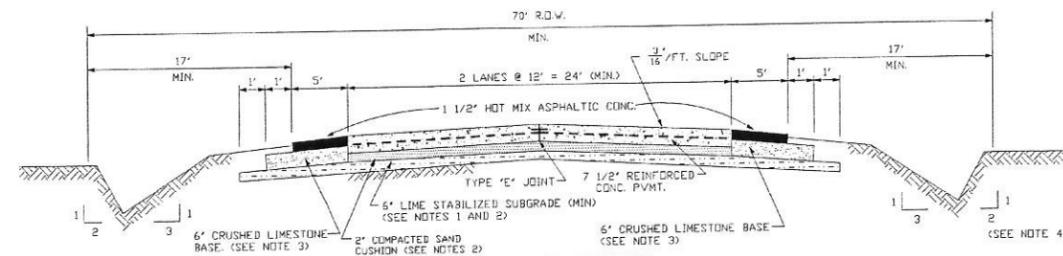
N.T.S.



RESIDENTIAL



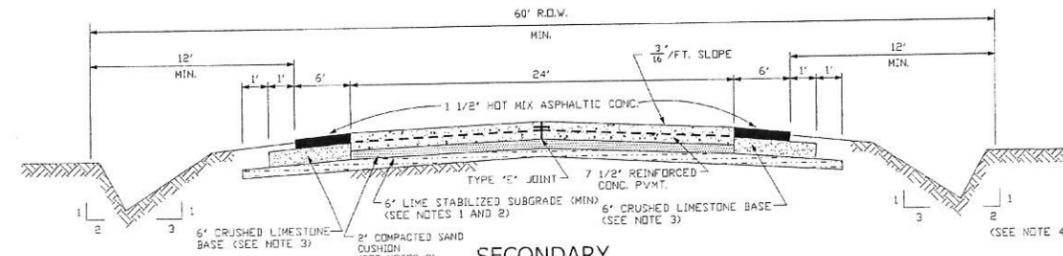
SECONDARY COLLECTOR



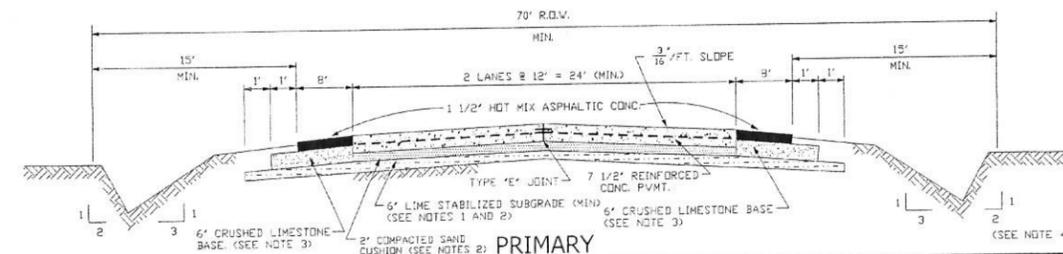
PRIMARY COLLECTOR

INDUSTRIAL RURAL CONCRETE PAVING SECTIONS

N.T.S.



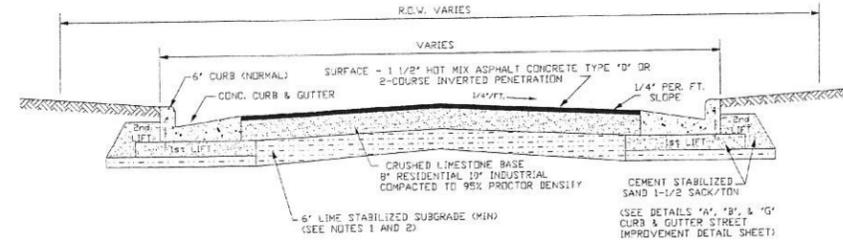
SECONDARY



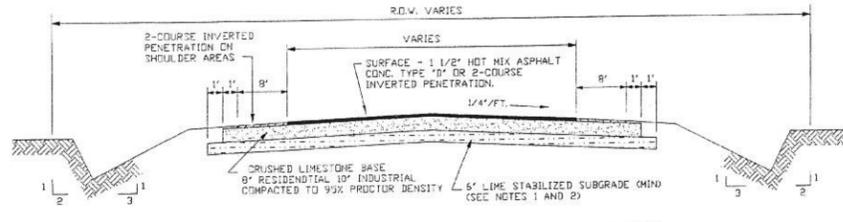
PRIMARY

NOTES

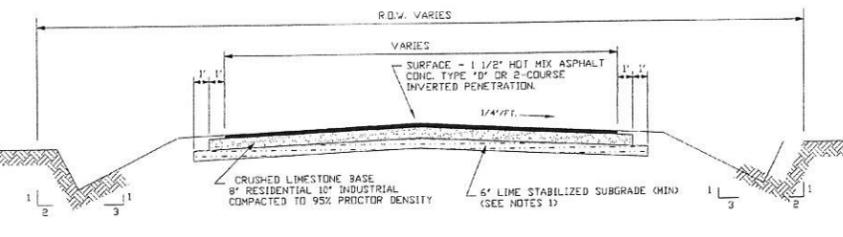
- NOTE 1. PERCENT OF LIME REQUIRED TO STABILIZE SUB-GRADE TO A PROCTOR DENSITY OF 95% SHALL BE AS SPECIFIED BY TESTING LABORATORY WHEN P.I. OF SOIL IS GREATER THAN 20, AS SHALL DEPTH OF LIME STABILIZATION.
- NOTE 2. WHEN P.I. OF SOIL IS 20 OR LESS, LIME STABILIZATION OF SUB-GRADE IS NOT REQUIRED SUB-GRADE SHALL BE COMPACTED TO A DEPTH OF 6' AND TO A PROCTOR DENSITY OF 95%. THE SAME TREATMENT SHALL APPLY UNDER SHOULDERS. A COMPACTED 2' SAND CUSHION WILL BE PLACED ON COMPACTED SOIL UNDER CONCRETE PAVING, BUT NOT UNDER SHOULDERS.
- NOTE 3. ROAD SHOULDERS SHALL HAVE A 6' FLEXIBLE BASE COMPACTED TO A 95% PROCTOR DENSITY.
- NOTE 4. WIDTH AND SIDE SLOPE OF DITCH VARIES DEPENDING ON DEPTH OF DITCH AND R.O.W. LIMITATIONS.



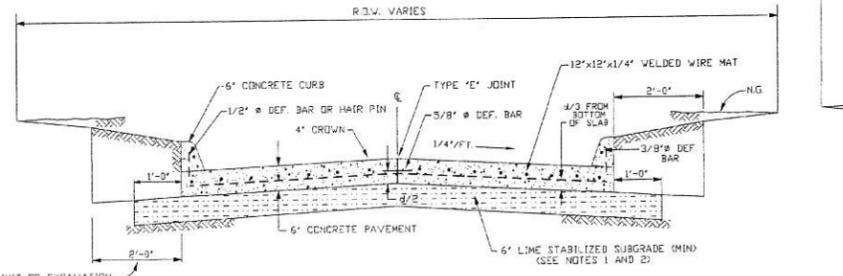
FLEXIBLE BASE W/ CURB & GUTTER



FLEXIBLE BASE W/ OPEN DITCH & SHOULDERS

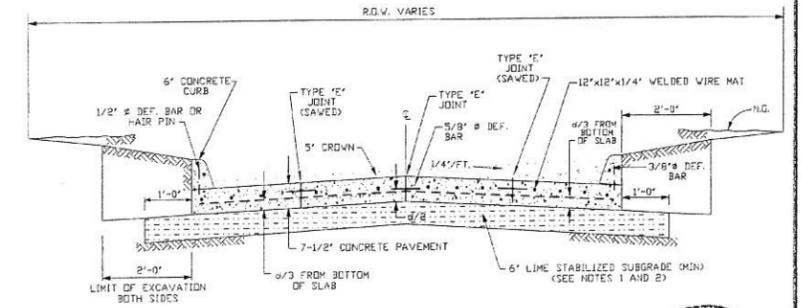


FLEXIBLE BASE W/ OPEN DITCH

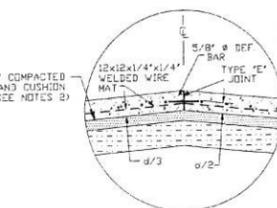


TYPICAL CONCRETE PAVING SECTION FOR RESIDENTIAL OR MINOR STREETS 31' B-B & 27' B-B SECTIONS

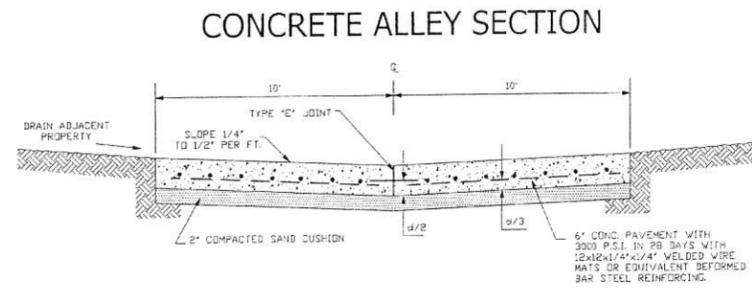
(SEE DETAILS "C", "D", & "F" CURB & GUTTER STREET IMPROVEMENT DETAIL SHEET.)



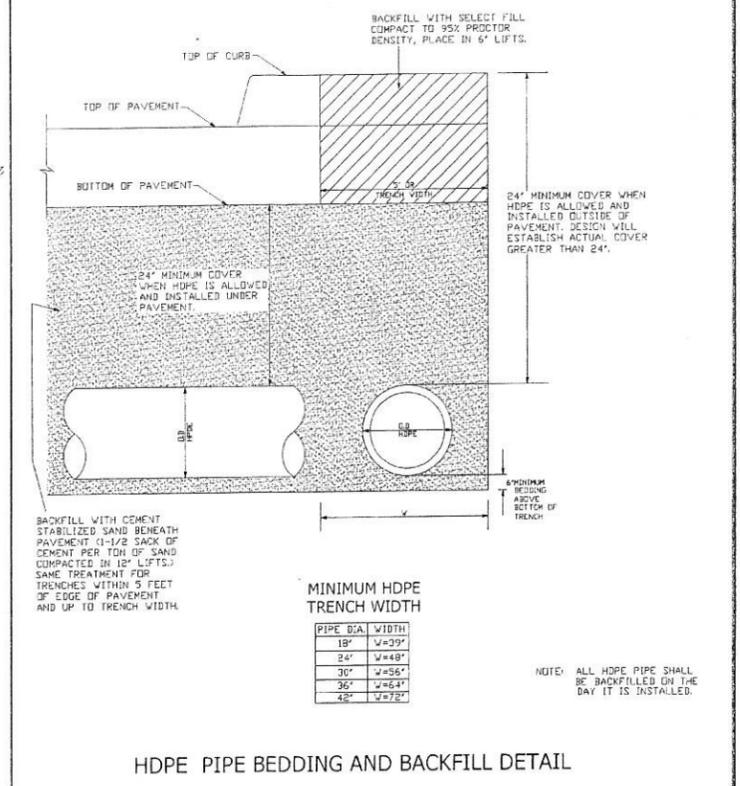
TYPICAL CONCRETE PAVING SECTION FOR MAJOR OR INDUSTRIAL STREETS 37', 41', 45', 49' B-B SECTIONS



TYPICAL STEEL DET. RURAL SECTIONS



TYPICAL ALLEY SECTION



HDPE PIPE BEDDING AND BACKFILL DETAIL

MINIMUM HDPE TRENCH WIDTH

PIPE DIA.	WIDTH
18"	1'-3"
24"	1'-4"
30"	1'-6"
36"	1'-8"
42"	1'-7"

NOTE: ALL HDPE PIPE SHALL BE BACKFILLED ON THE DAY IT IS INSTALLED.

LESIE E. MOHAMMED
41052
5/27/2014

NOTE:
RENEW ALL UTILITIES PRIOR TO PAVING.
PLACE EXPANSION JOINT WHERE A RIGID OBJECT IS ENCOUNTERED.

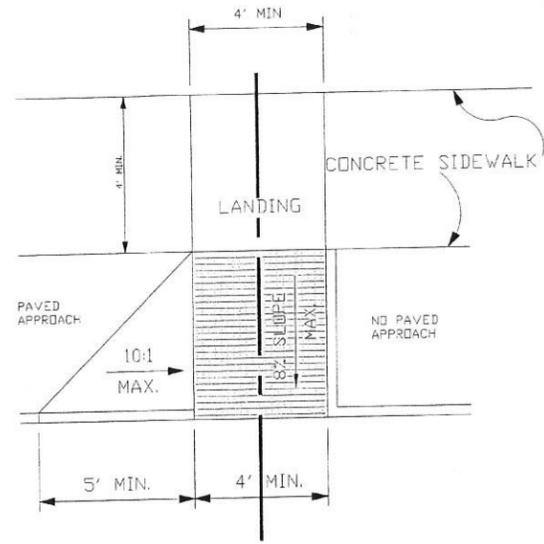
REV.	DATE	DESCRIPTION	DWG.	APPR.

STREET CONSTRUCTION DETAILS

TYPICAL CROSS-SECTIONS CONCRETE / FLEXIBLE BASE

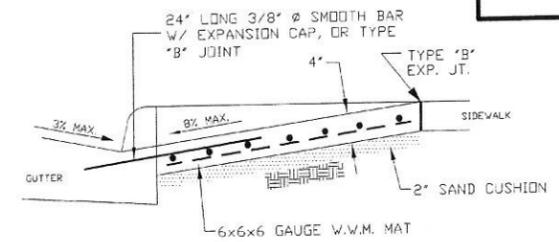
CITY OF PORT ARTHUR, TEXAS

ENGINEERING DIVISION
SCALE: NOT TO SCALE
APPROVED: L. MOHAMMED
DATE: 5/27/14

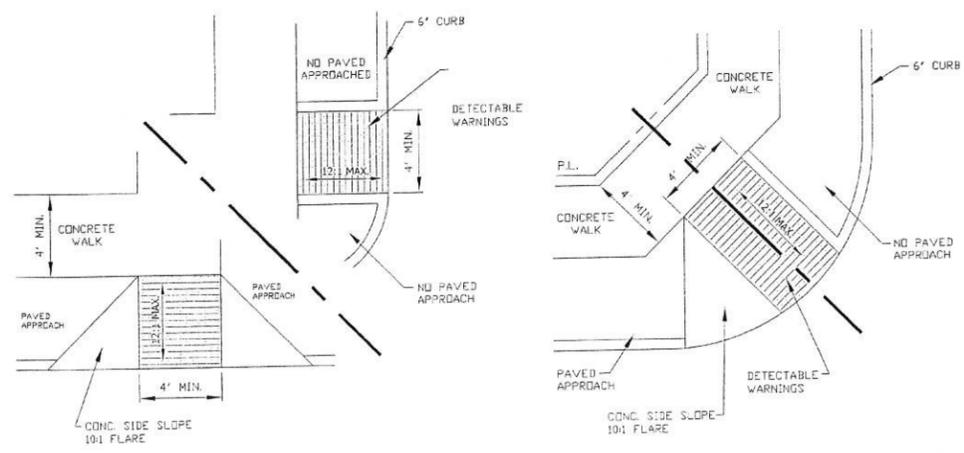


PLAN VIEW

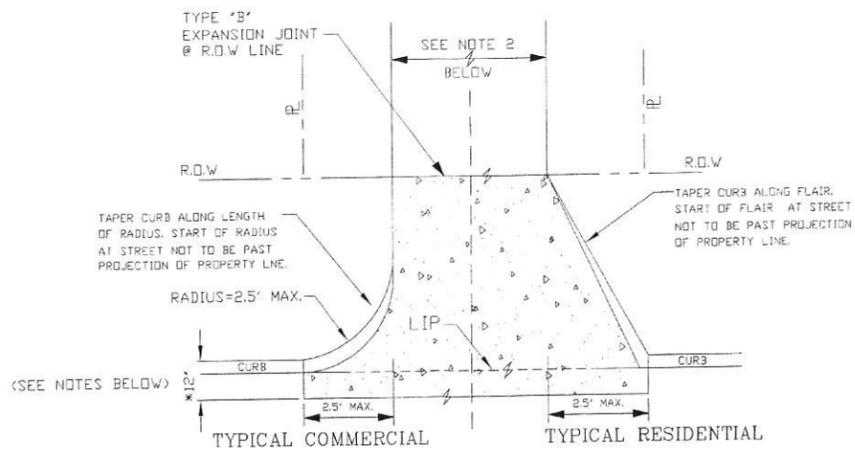
- NOTES:**
1. WHEELCHAIR RAMPS REQUIRED ON NEW SIDEWALK CONSTRUCTION AND ON MODIFICATIONS TO SIDEWALK.
 2. CURB RAMPS SHALL BE A COLOR CONTRASTING WITH THE ADJACENT SIDEWALK.
 3. RAMPS SHALL BE Laterally GROOVED TO A DEPTH OF 1/8" MIN. WITH 6" MAX. SPACING BETWEEN GROOVES OR HAVE TRUNCATED DOMES.
 4. ALL ACCESSIBLE ROUTES MUST COMPLY WITH A.D.A. REQUIREMENTS.
 5. MAXIMUM CHANGE OF GRADE BETWEEN STREET APPROACH AND RAMP IS 11%.



CROSS SECTION

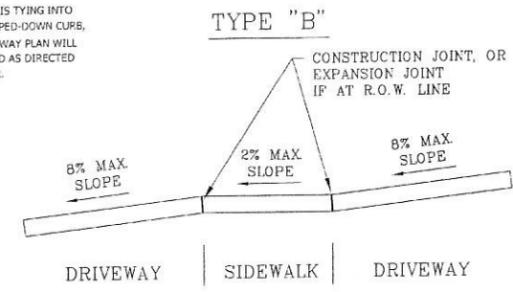


WHEELCHAIR RAMP DETAILS



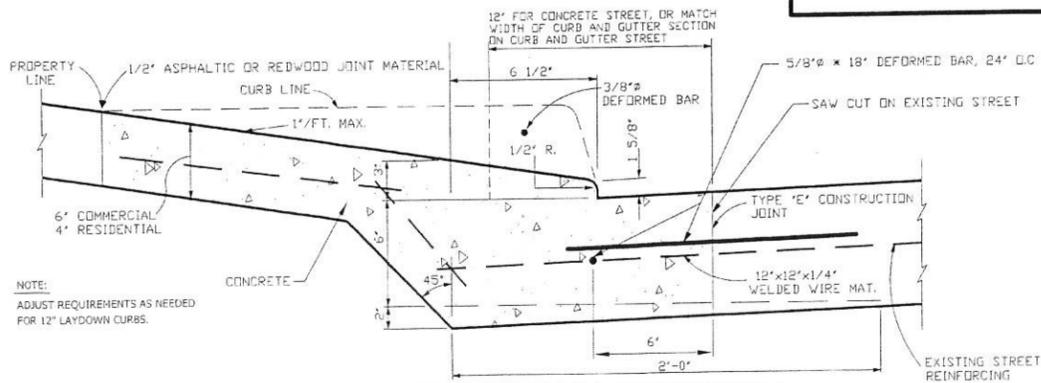
TYPICAL DRIVEWAY PLAN

NOTE:
WHERE DRIVEWAY IS TYING INTO A SECTION OF WARPED-DOWN CURB, THE TYPICAL DRIVEWAY PLAN WILL BE USED, OR PLACED AS DIRECTED THE CITY ENGINEER.



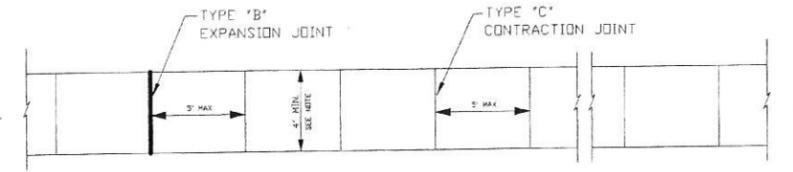
DRIVEWAY | SIDEWALK | DRIVEWAY

- NOTES:**
1. CONC. SHALL BE NO LESS THAN 3000 p.s.i. SIDEWALKS TO BE REMOVED AND REPOURED TO MEET ELEVATION OF DRIVEWAY.
 2. MAXIMUM DRIVEWAY WIDTHS ARE 24 FT. FOR RESIDENTIAL AND 40 FT. FOR COMMERCIAL, MEASURED AT THE RIGHT-OF-WAY LINE.
 3. DRIVEWAY GRADES ARE NOT TO EXCEED 8% AND SHALL NOT EXCEED 2% AT SIDEWALK CROSSINGS. THE 2% GRADE SHALL BE THE FULL WIDTH OF THE SIDEWALK. THIS PAVEMENT SHALL BE SEPARATED FROM THE REMAINDER OF THE DRIVEWAY APRON BY A TYPE "B" EXPANSION JOINT



TYPICAL DRIVEWAY SECTION

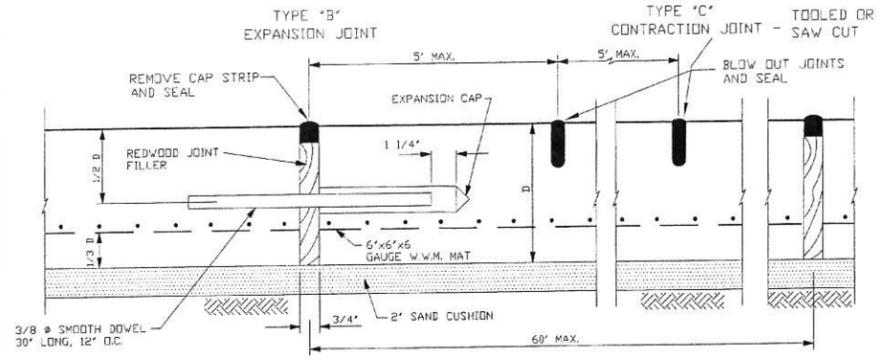
NOTE:
ADJUST REQUIREMENTS AS NEEDED FOR 12" LAYDOWN CURBS.



PLAN VIEW

NO SCALE

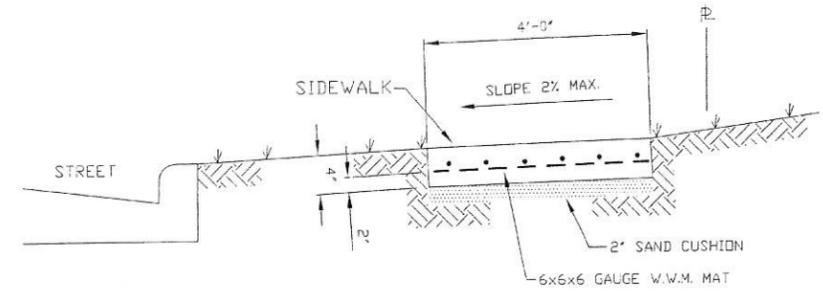
NOTE:
SIDEWALKS FOR RESIDENTIAL PROPERTIES SHALL BE A MINIMUM OF 4 FT. WIDE. COMMERCIAL SIDEWALKS ARE TO BE MINIMUM OF 5 FT. WIDE, WITH A TRANSITION WHEN CONNECTING TO AN EXISTING SIDEWALK OF LESSER OR GREATER WIDTH.



LONGITUDINAL SECTION

NO SCALE

NOTE:
CONC. SHALL BE NO LESS THAN 3000 p.s.i.
D=4" MIN., 6" FOR COMMERCIAL WALKS AT DRIVEWAYS



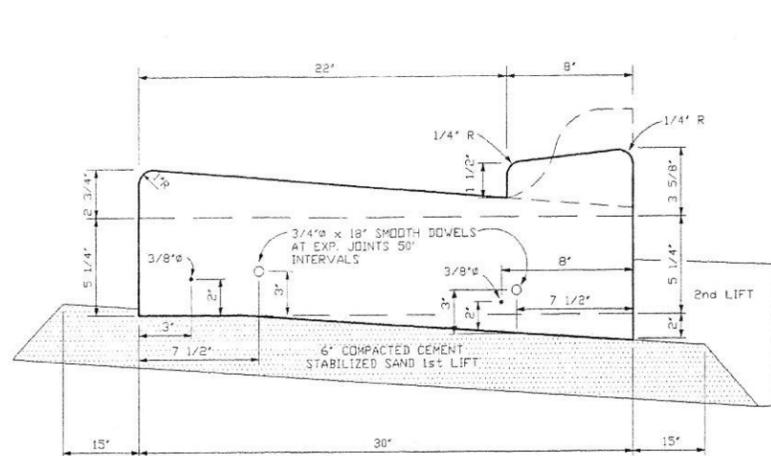
CROSS SECTION

NO SCALE

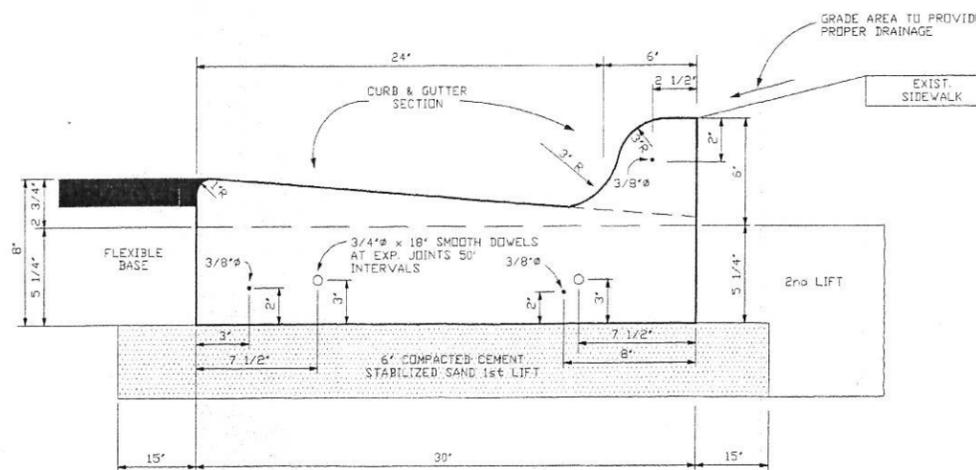
SIDEWALK DETAILS



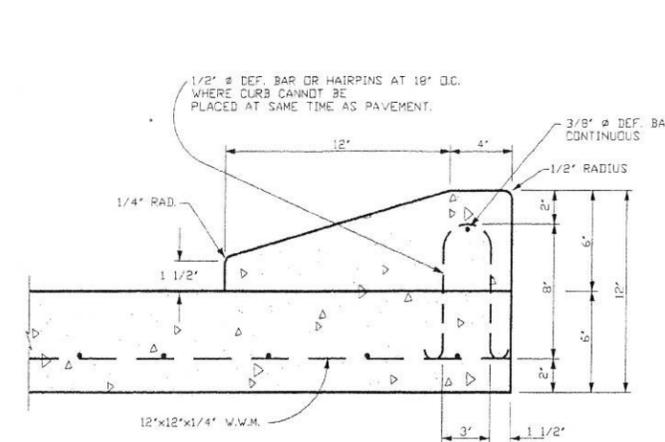
REV.	DATE	DESCRIPTION	DWG.	APPR.
SIDEWALK & DRIVEWAY				
DETAIL SHEET				
CITY OF PORT ARTHUR, TEXAS				
ENGINEERING DIVISION				
DRAWN	A. ALFRED	SCALE	AS NOTED TO SCALE	
CHECKED	L. MCMAHEN	APPROVED	L. MCMAHEN	
DATE	8/8/2014	DWG.	1 OF 1	



A CURB AND GUTTER DETAIL
LAYDOWN

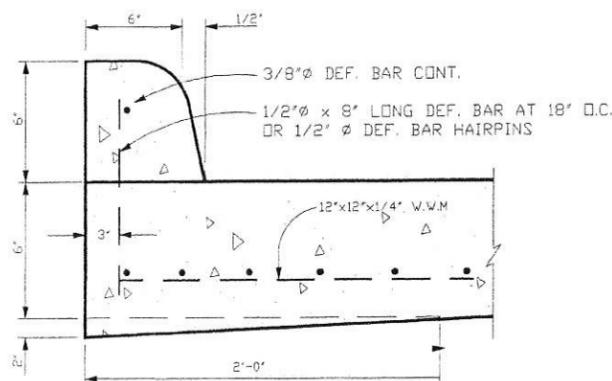


B CURB AND GUTTER DETAIL
UPRIGHT

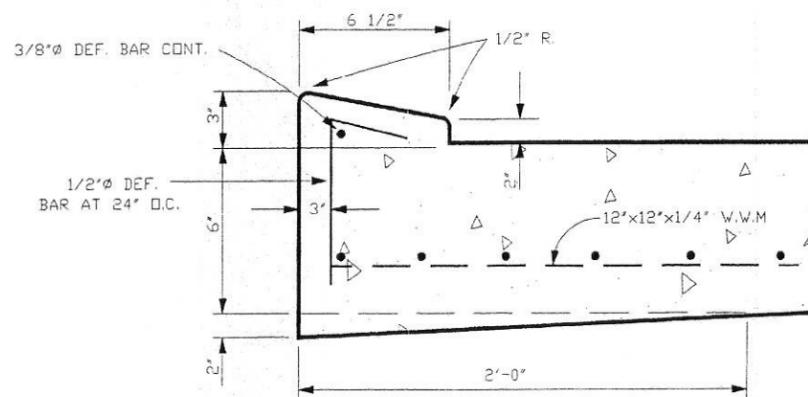


C TYP. MOUNTABLE CURB DETAIL

WHERE NECESSARY TO FIT EXISTING CONSTRUCTION AND/OR PROVIDE PROPER DRAINAGE, THE HEIGHT OF THE TOP OF CURB ABOVE THE GUTTER MAY BE VARIED BY THE ENGINEER.

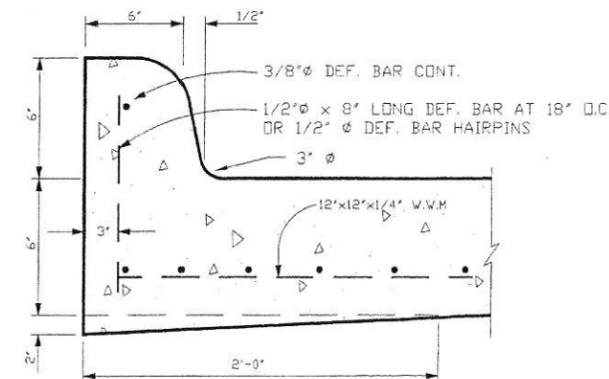


D UPRIGHT CONCRETE CURB

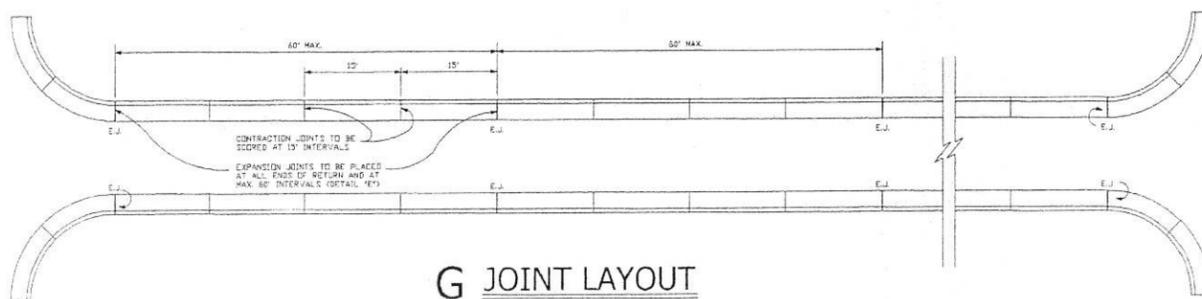


E MONOLITHIC LAYDOWN CONCRETE CURB

FOR DRIVEWAYS AND ENTRANCES WHEN NO CONCRETE APPROACH IS CONSTRUCTED.



F MONOLITHIC UPRIGHT CONCRETE CURB



G JOINT LAYOUT
TYPICAL

NOTES:

- EXCAVATE BENEATH PROPOSED CURB & GUTTER SECTION TO STABILIZE SOIL. (MIN. 18" BELOW TOP OF CURB GRADE)
- FIRST AND SECOND LIFT CONSIST OF CEMENT STABILIZED SAND. (1-1/2 SK. PER C.Y.). FIRST LIFT COULD BE COMPACTED BASE MATERIAL.
- PROVIDE A TYPE 'A' JOINT AT ALL TRANSITION POINTS AND EQUALLY SPACED BETWEEN TRANSITION POINTS, NOT EXCEEDING 60' INTERVALS (REDWOOD BOARD IS TO EXTEND ENTIRELY THROUGH GUTTER SECTION. PROVIDE ASPHALTIC BOARD THROUGH CURB SECTION.)
- PROVIDE CAP STRIP ON EXPANSION JOINT. AFTER 3 DAYS & NOT MORE THAN 7 DAYS, SEAL WITH APPROVED SEALANT.
- PROVIDE CONTRACTION JOINTS EQUALLY SPACED, NOT TO EXCEED 15' O.C. BETWEEN EXP. JOINTS. (SAW AND SEAL OR TOOL JOINT) TOOL JOINT IS TO BE 1/4" WIDE, 1/2" DEEP, SEAL ONLY THAT PORTION IN THE GUTTER.
- PROVIDE 3/4" ASPHALTIC BOARD BETWEEN CURB & GUTTER SECTION AND SIDEWALKS, DRIVEWAYS, OR OTHER FIXED OBJECTS.



Ronald Blacketter
15 February 2013

REV.	DATE	DESCRIPTION	DWG. APPR.
CURB & GUTTER STREET IMPROVEMENTS			
DETAIL SHEET			
CITY OF PORT ARTHUR, TEXAS			
ENGINEERING DIVISION	SCALE	NOT TO SCALE	
DRAWN: D. HOLLAND	CHECKED: R. BLACKETTER	APPROVED: R. BLACKETTER	DWG. 1 OF 1
DATE: 4/23/04			