

CITY OF MESQUITE, TEXAS

STREET REPAIRS FOR 2025 ALLEY RECONSTRUCTION

CITY CONTRACT NO. 2025-106



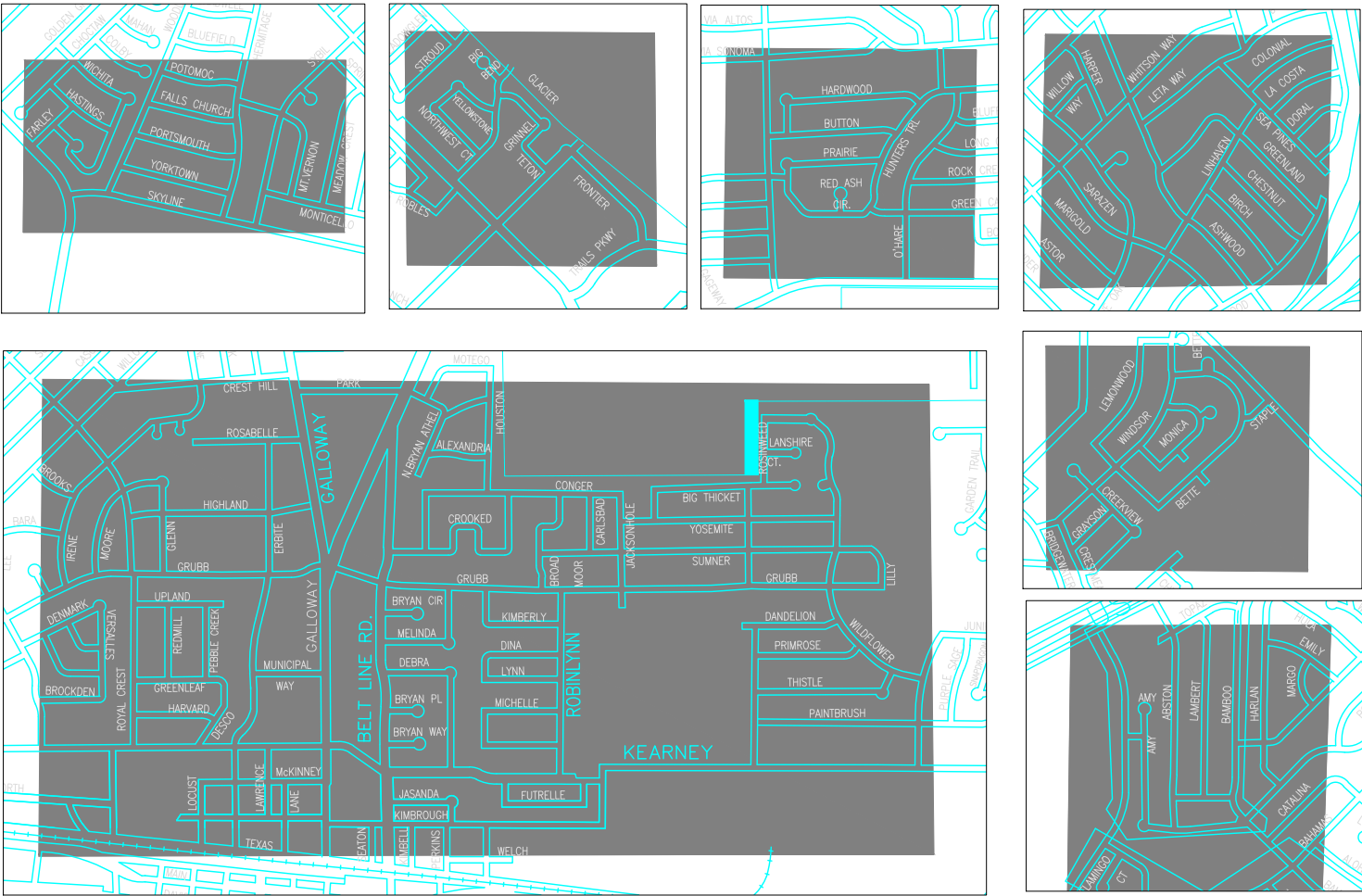
CITY OFFICIALS

DANIEL ALEMAN, JR.
JEFF CASPER
KENNY GREEN
ELIZABETH RODRIGUEZ-ROSS
TANDY BOROUGHS
B.W. SMITH
BRANDON MURDEN

MAYOR
DISTRICT 1
DISTRICT 2
DISTRICT 3
DISTRICT 4
DISTRICT 5
DISTRICT 6

CLIFF KEHELEY
ERIC GALLT P.E.

CITY MANAGER
PUBLIC WORKS DIRECTOR



PROJECT AREA

LOCATION MAP

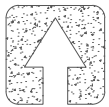
CITY OF MESQUITE

Public Works Department - Engineering Division
1515 N. Galloway Ave.
P.O. Box 850137
Mesquite, TX 75149
Ph: 972-216-6955

May 2025

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04/11/2025

ITEM	DESCRIPTION	UNIT	SHEET																				PLAN QTY
			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
1	MOBILIZATION	LS																					1
2	TRAFFIC CONTROL IMPLEMENTATION AND MAINTENANCE	LS																					1
3	REMOVE EXISTING CONCRETE, ASPHALT, SUBGRADE OR SUBBASE, (14")	SY	760	930	715	690	980	240	1150	960	590	600	650	1900	600	610	860	1650	275	675	500	365	15700
4	CONSTRUCT 8" THICK REINFORCED CONCRETE PAVEMENT, ALLEY, COMPLETE IN PLACE	SY	760	930	715	690	980	240	1150	960	590	600	650	1900	600	610	860	1650	275	675	500	365	15700
5	FURNISH AND INSTALL FLEXIBLE BASE, TXDOT ITEM 247, GRADE 1, TYPE D, CRUSHED RECYCLED CONCRETE, 6" THICK, COMPLETE IN PLACE	SY	760	930	715	690	980	240	1150	960	590	600	650	1900	600	610	860	1650	275	675	500	365	15700
6	REMOVE AND REPLACE 6" THICK, 4000 PSI REINFORCED CONCRETE PAVEMENT, DRIVE APPROACH (AS IDENTIFIED BY THE CITY), COMPLETE IN PLACE	SY																					350
7	REMOVE AND REPLACE 4" THICK REINFORCED CONCRETE SIDEWALK (AS IDENTIFIED BY CITY), COMPLETE IN PLACE)	SY																					100
8	6" MONOLITHIC CURB, COMPLETE IN PLACE	LF											450	50			30	25					555
9	RECONSTRUCT 5' CURB INLET TOP	EA												1				1					2
10	REMOVE AND REPLACE GRATE INLET	EA												1			1	1					3
11	FURNISH AND INSTALL SOD, MATCH EXISTING	SY	185	225	175	170	210	55	340	250	150	150	175	500	170	160	150	400	55	115	115	80	3830
12	OWNER'S RISK MITIGATION ALLOWANCE	ALW																					1



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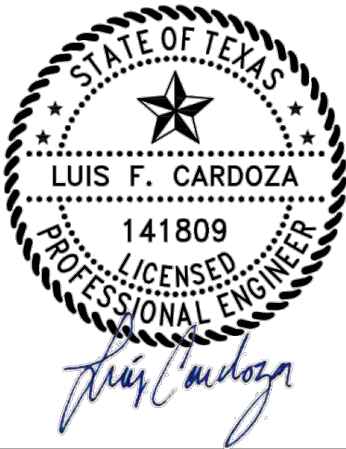
PUBLIC WORKS DEPARTMENT
STREET REPAIRS FOR 2025 ALLEY RECONSTRUCTION
CITY CONTRACT # 2025–106

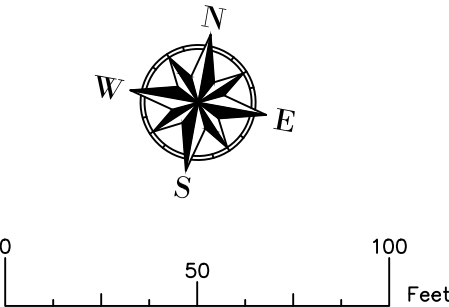
QUANTITY SHEET



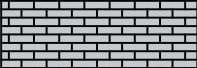
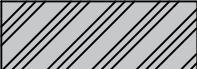


SHEET NO: 3 OF 23

DRAWN BY: LC

DATE: 4/11/2025



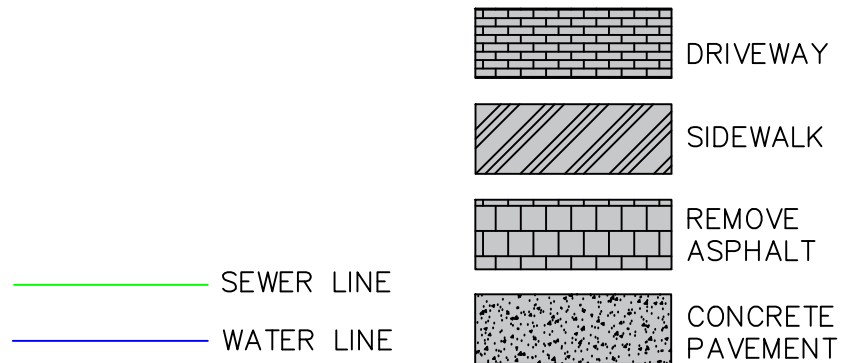
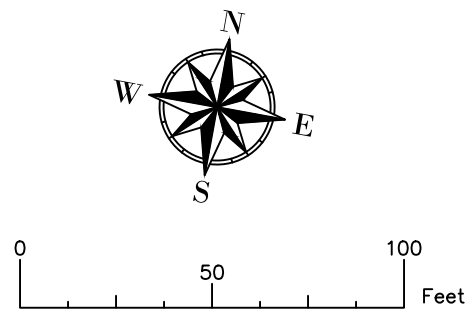
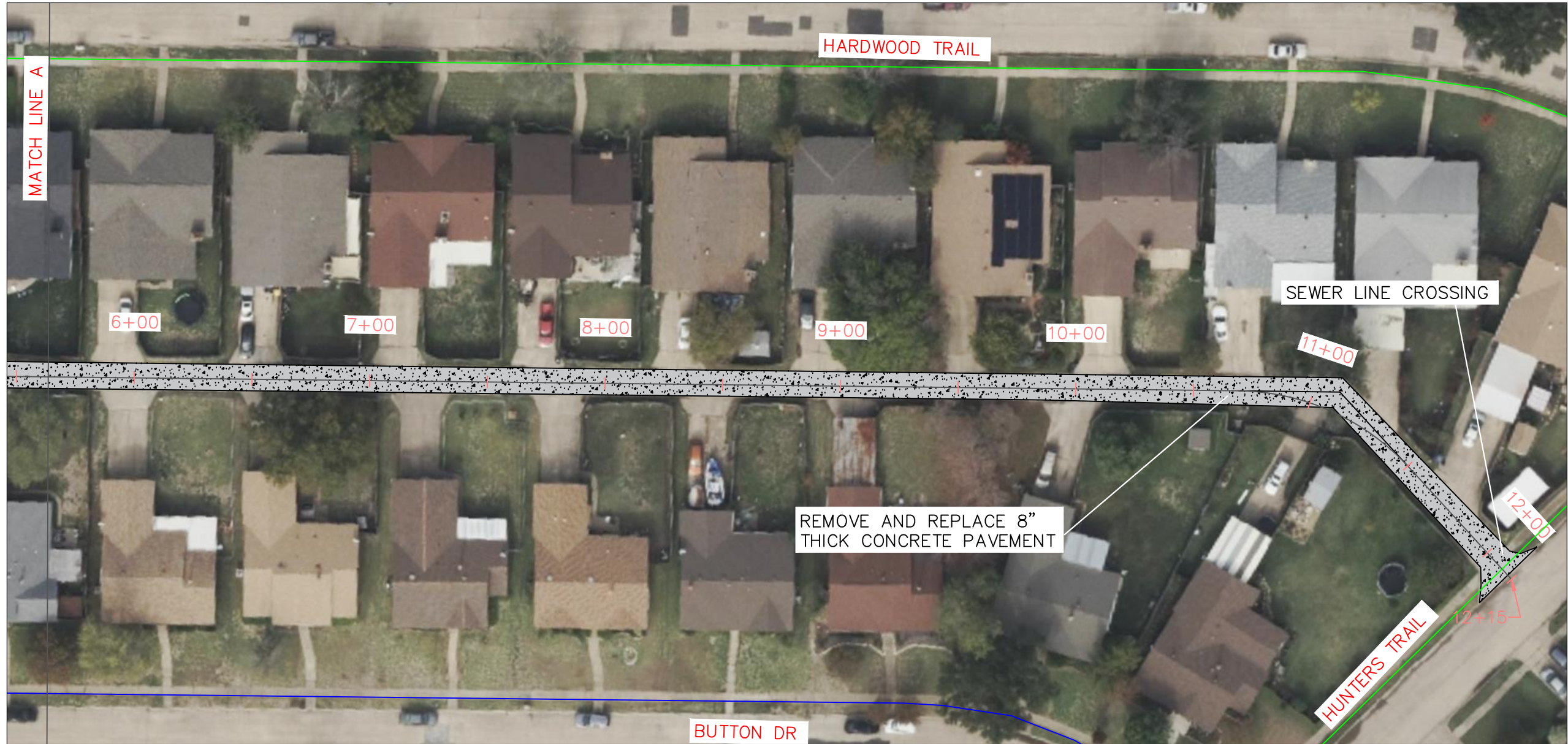


-  SEWER LINE
-  WATER LINE
-  DRIVEWAY
-  SIDEWALK
-  REMOVE ASPHALT
-  CONCRETE PAVEMENT

1. ALL LOCATIONS AND LIMITS SHOWN ARE APPROXIMATE. THE CITY OF MESQUITE CONSTRUCTION INSPECTOR WILL MARK REMOVAL LIMITS IN FIELD WHEN REQUESTED BY CONTRACTOR. CONTRACTOR SHALL FOLLOW MARKINGS IN THE FIELD ON EXACT LOCATIONS AND LIMITS.
2. ALL WORK SHALL COMPLY WITH CITY OF MESQUITE GENERAL DESIGN STANDARDS.
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				DRAWN BY: LC
				SCALE: 1"=50'
				DATE: 4/11/2025





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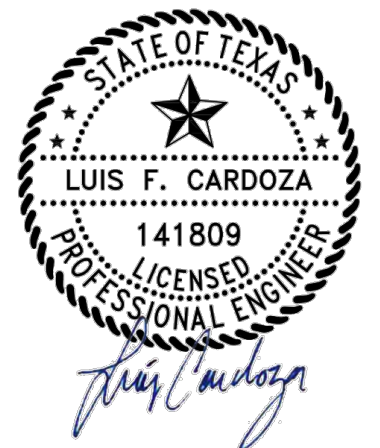
HARDWOOD TRAIL – BUTTON DR (2)

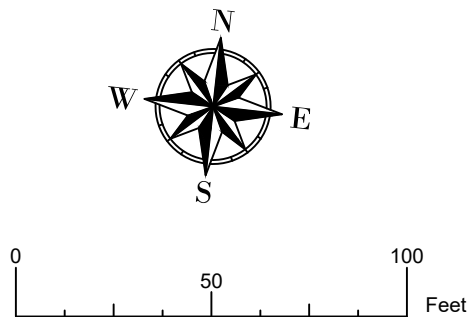
SHEET NO: 5 OF 23

DRAWN BY: LC

SCALE: 1"=50'

DATE: 4/11/2025

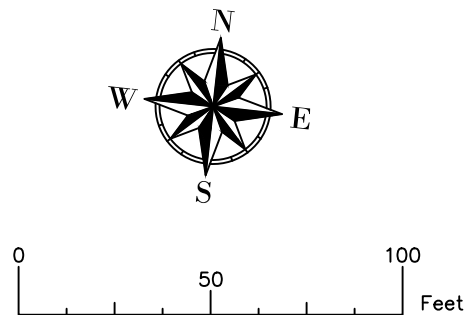




- SEWER LINE
- WATER LINE
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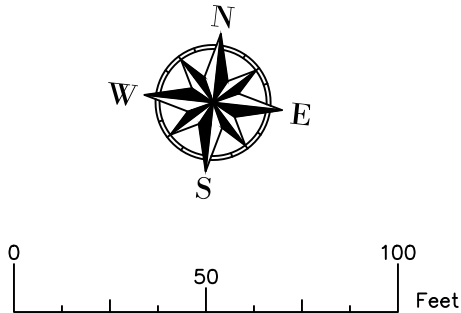
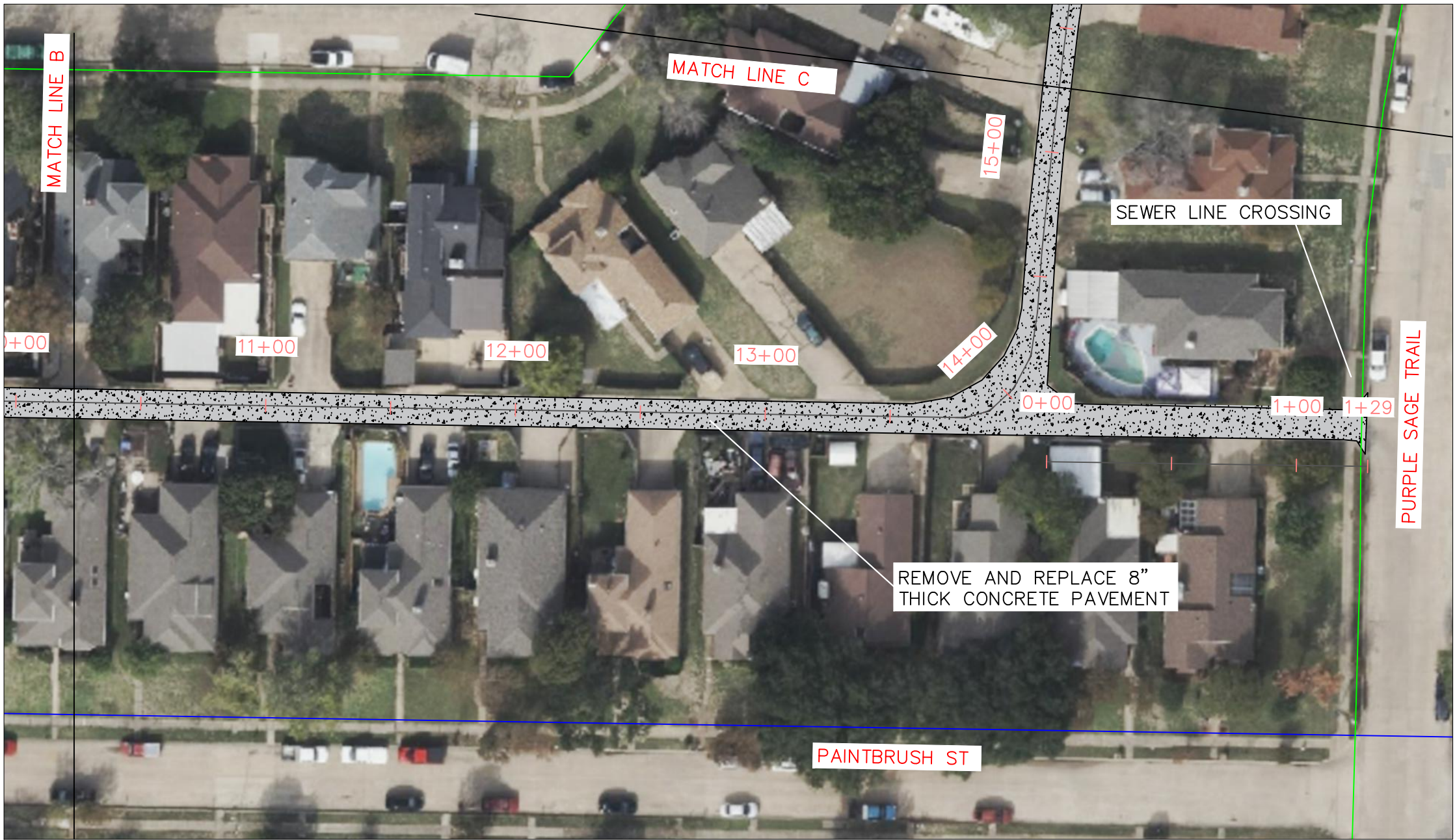
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				DRAWN BY: LC
				SCALE: 1"=50'
				DATE: 4/11/2025



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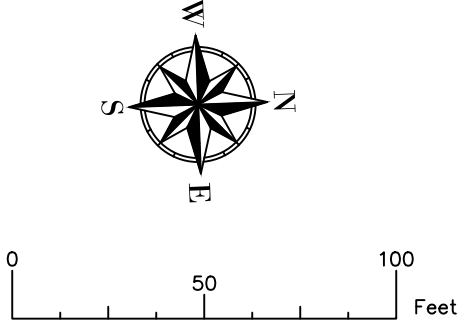
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				DRAWN BY: LC
				SCALE: 1"=50'
				DATE: 4/11/2025



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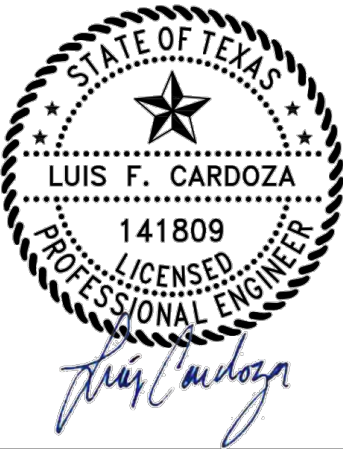
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				DRAWN BY: LC
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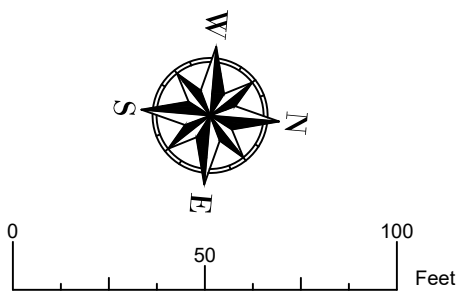
THRISTLE DR – PAINTBRUSH ST (4)

SHEET NO: 9 OF 23

DRAWN BY: LC

SCALE: 1"=50'

DATE: 4/11/2025



- MANHOLE
- CLEANOUT
- SEWER LINE
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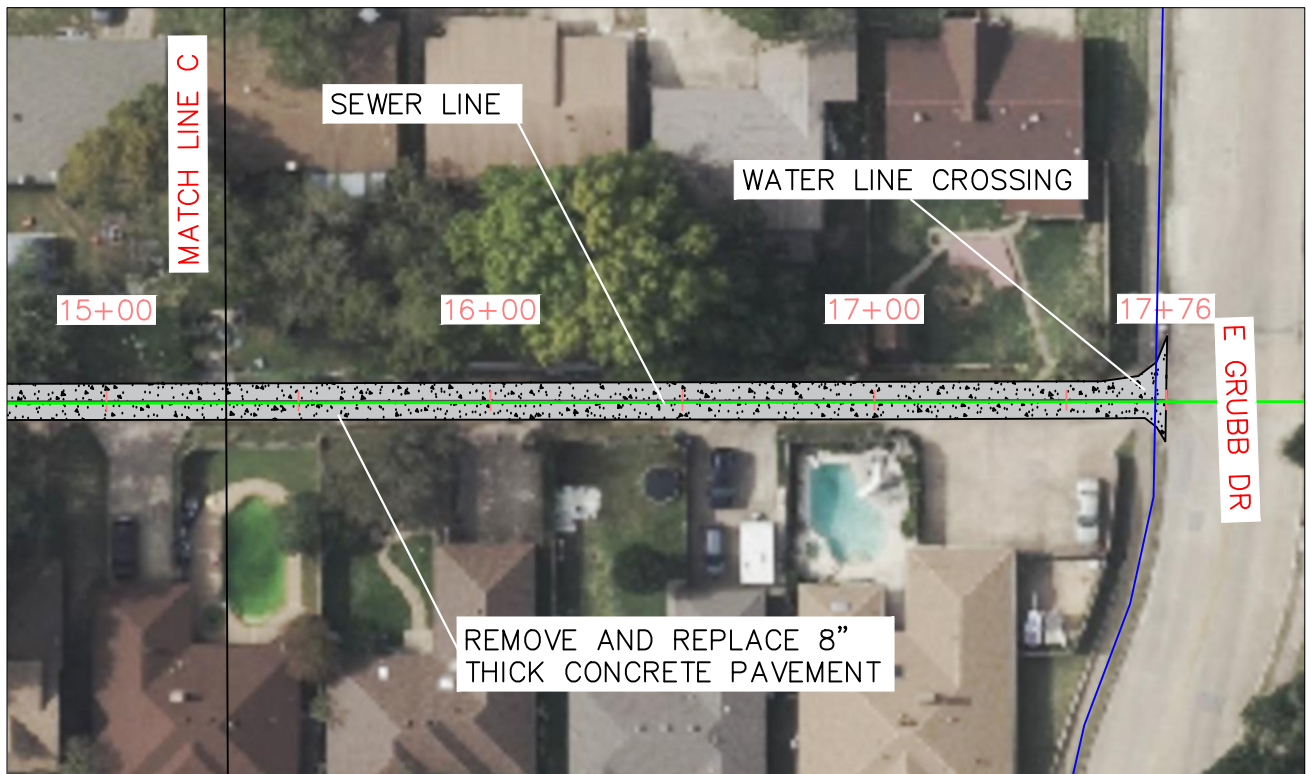
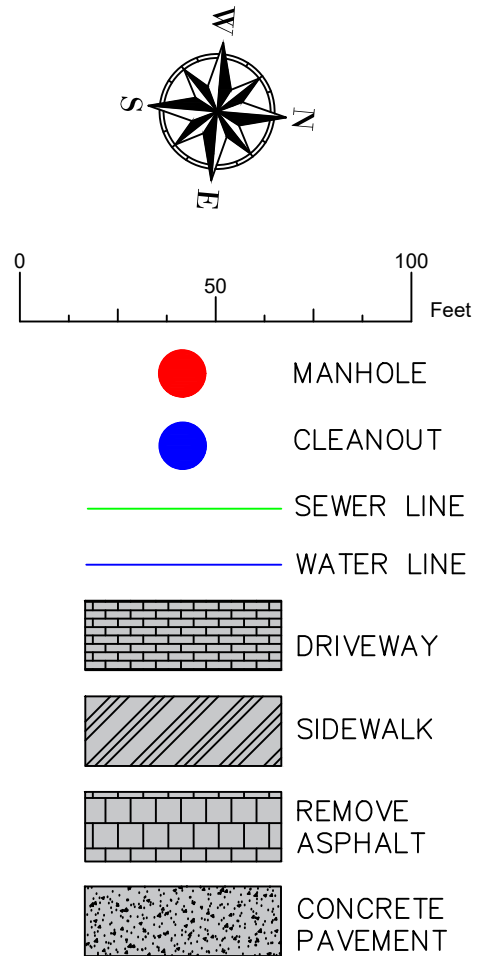
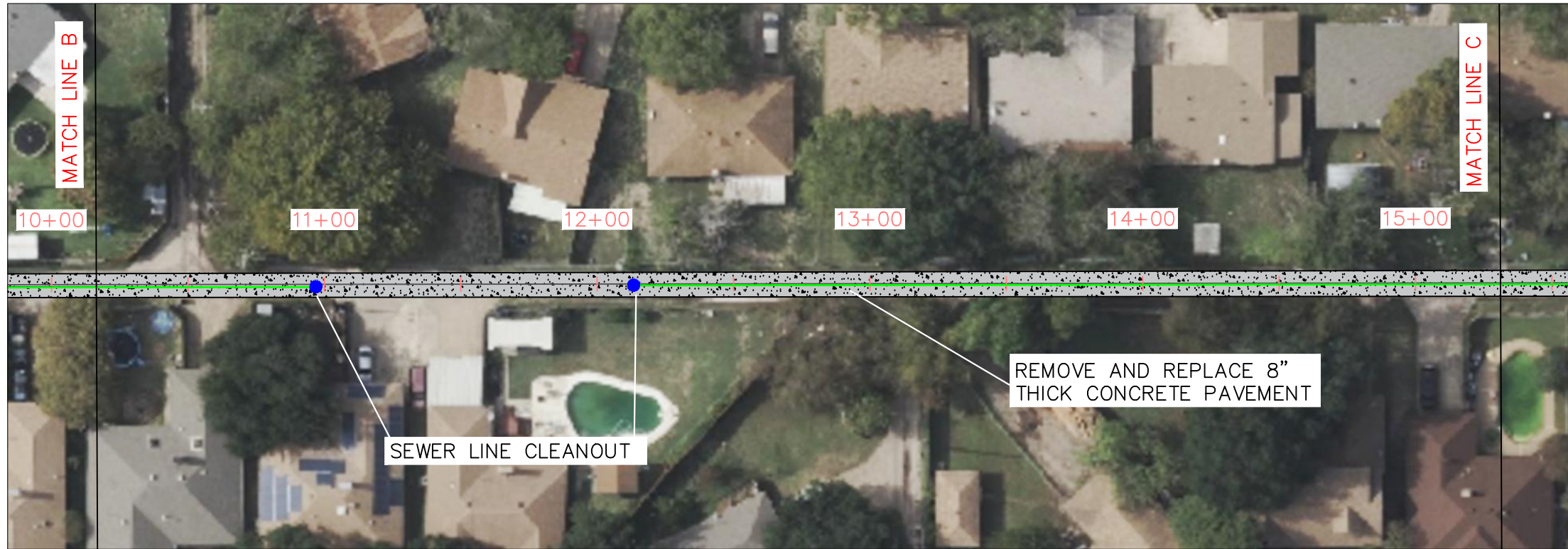
DEBRA DR – MICHELLE WAY (1)
(KEARNEY ST TO GRUBB DR)

SHEET NO: 10 OF 23

DRAWN BY: LC

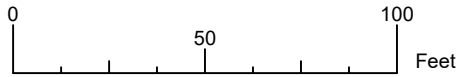
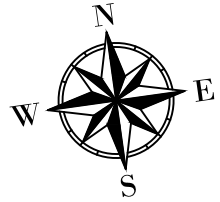
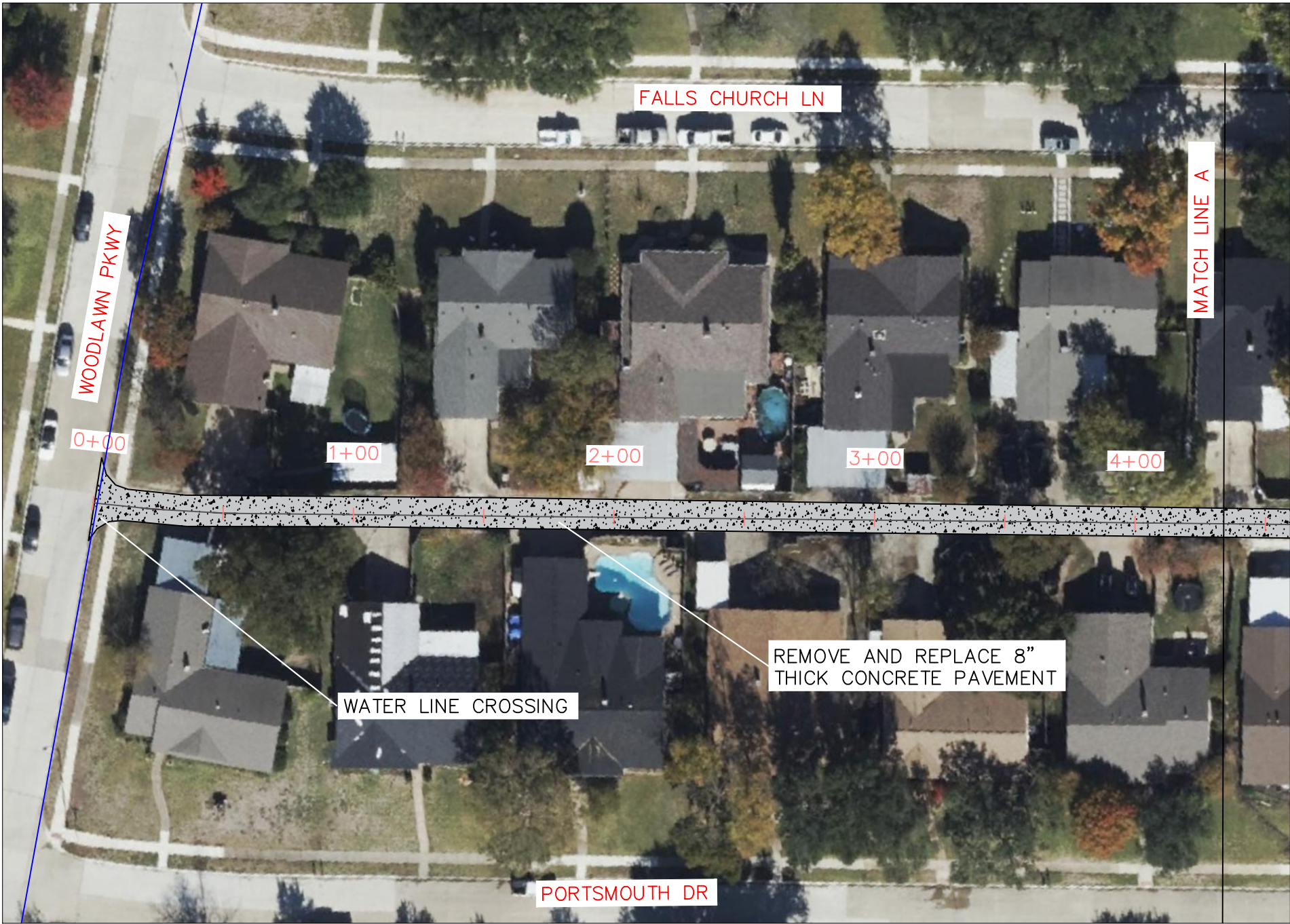
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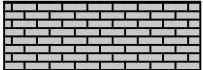
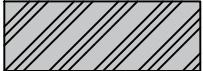
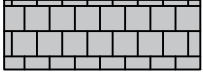

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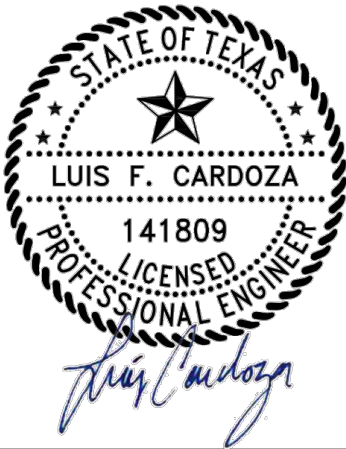
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		DEBRA DR – MICHELLE WAY (2) (KEARNEY ST TO GRUBB DR)			
				DRAWN BY: LC	
				SCALE: 1"=50'	
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CITY CONTRACT # 2025-106

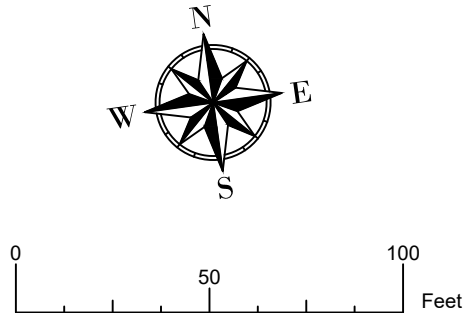
FALLS CHURCH LN – PORTSMOUTH DR (1)

SHEET NO: 12 OF 23

DRAWN BY: LC

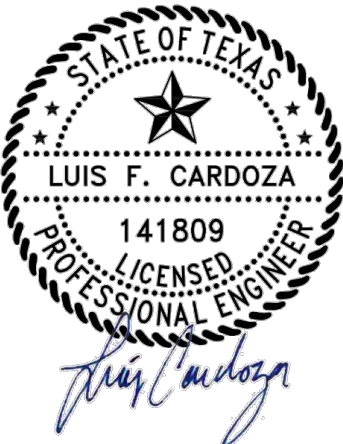
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DATE: 4/11/2025

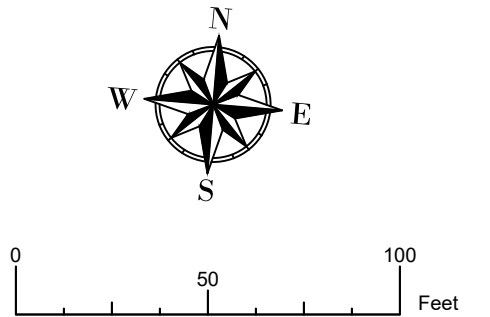


- SEWER LINE
- WATER LINE
- DRIVEWAY
- SIDEWALK
- REMOVE ASPHALT
- CONCRETE PAVEMENT

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				DRAWN BY: LC
				SCALE: 1"=50'
				DATE: 4/11/2025



- MANHOLE
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- WATER LINE
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PUBLIC WORKS DEPARTMENT
STREET REPAIRS FOR 2025 ALLEY RECONSTRUCTION
CITY CONTRACT # 2025-106

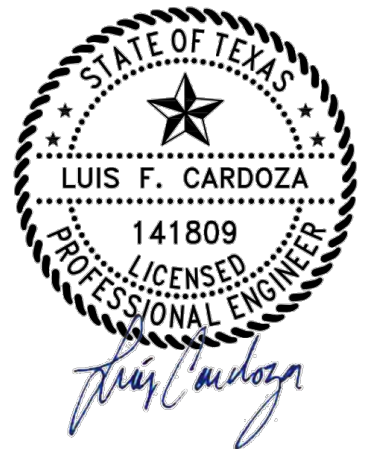
JADE DR – EMERALD DR (1)

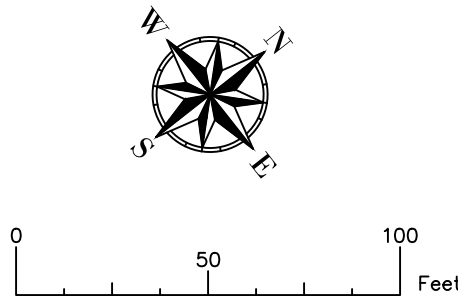
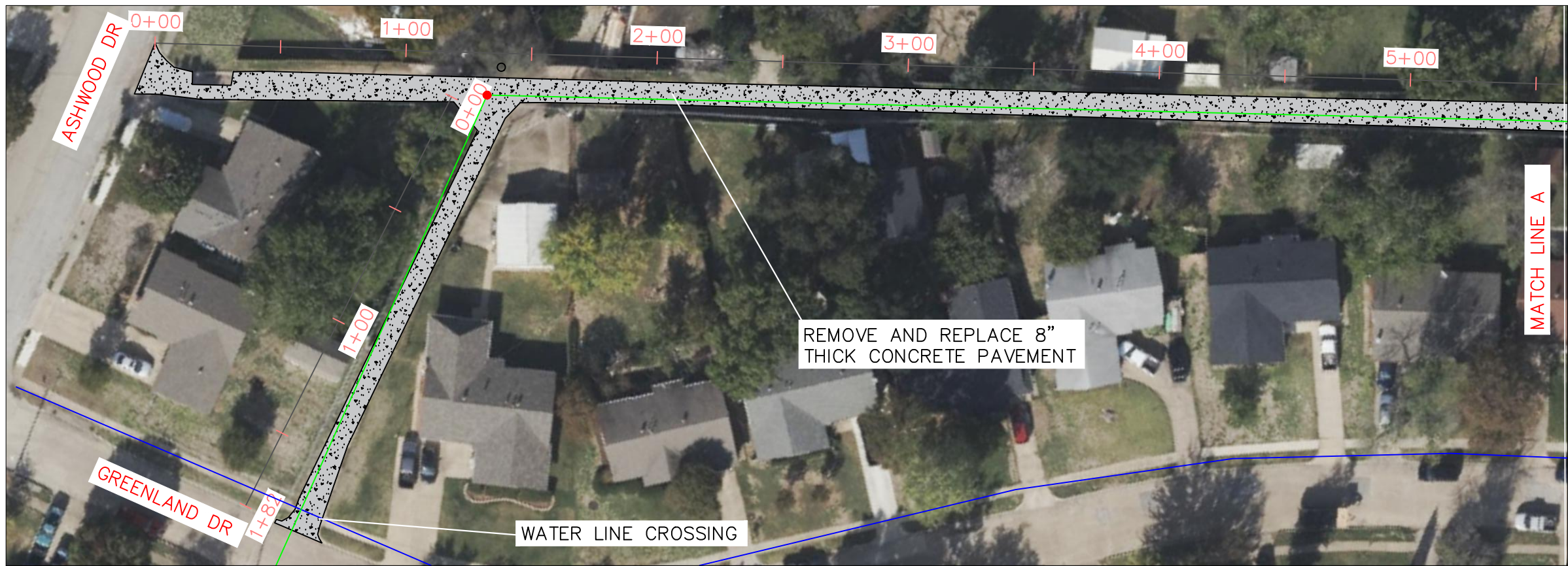
SHEET NO: 14 OF 23

DRAWN BY: LC

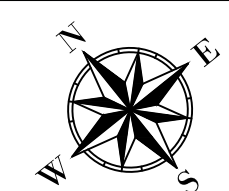
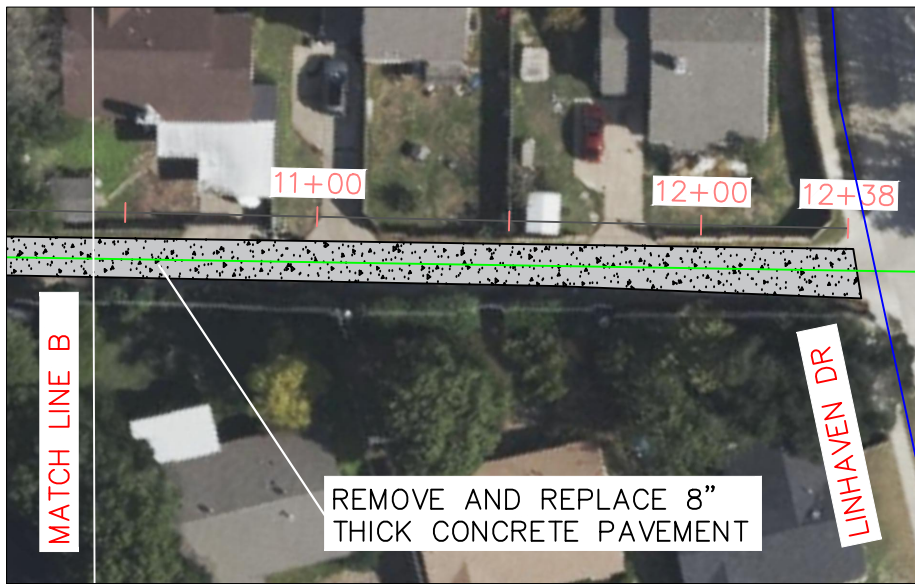
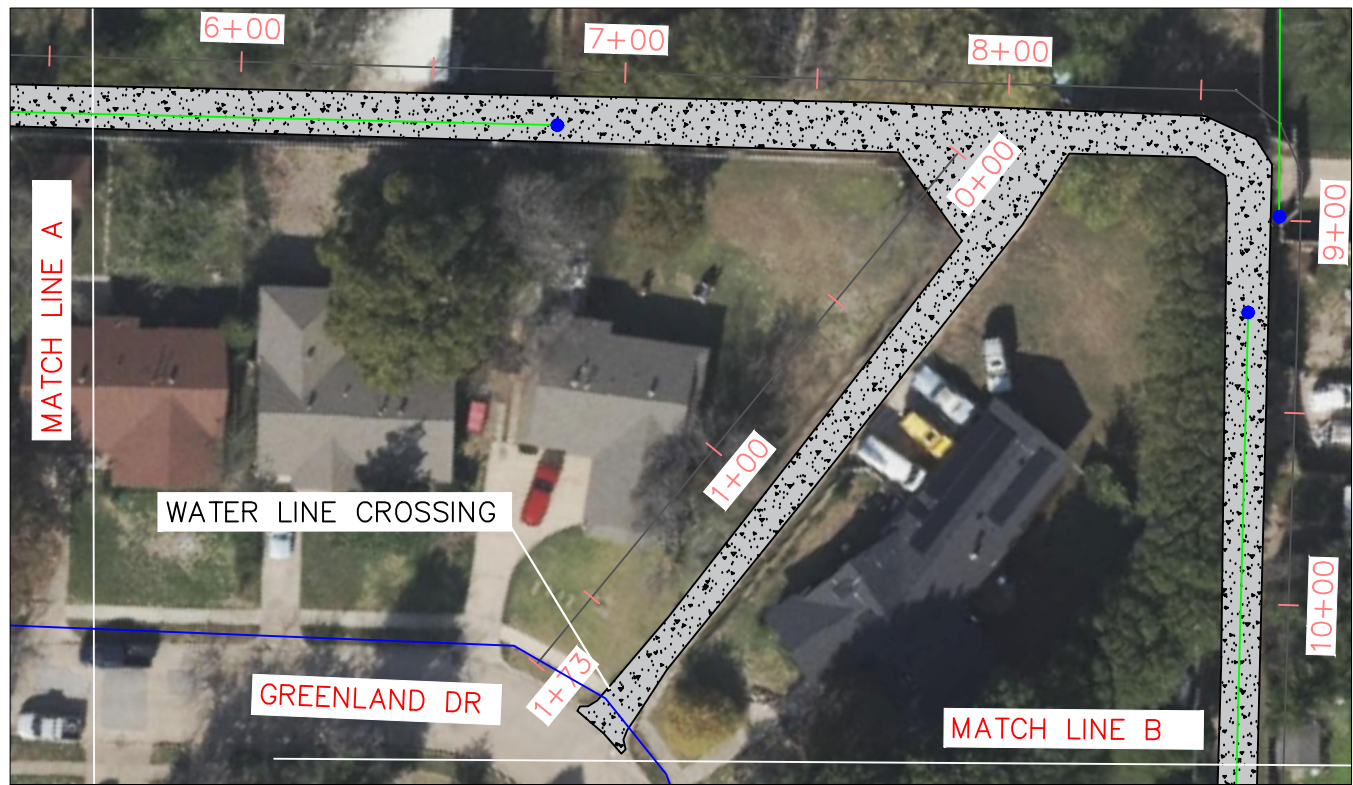
SCALE: 1"=50'

DATE: 4/11/2025





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- CLEANOUT
- SEWER LINE
- WATER LINE
- DRIVEWAY
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PUBLIC WORKS DEPARTMENT
STREET REPAIRS FOR 2025 ALLEY RECONSTRUCTION
CITY CONTRACT # 2025-106

LETA WAY – GREENLAND DR

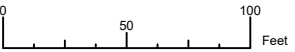
SHEET NO: 15 OF 23

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SCALE: 1"=50'

DATE: 4/11/2025





MANHOLE



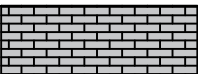
CLEANOUT



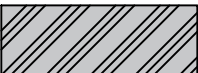
SEWER LINE



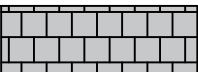
WATER LINE



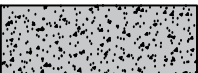
DRIVEWAY



SIDEWALK



REMOVE
ASPHALT



CONCRETE
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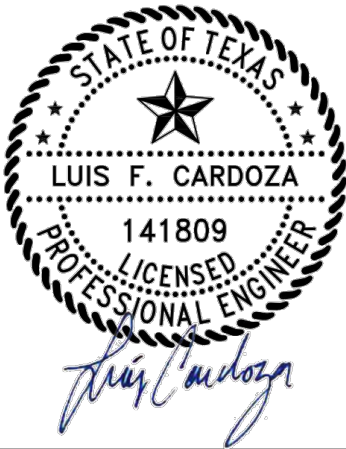
SEA PINES – GREENLAND DR (1)

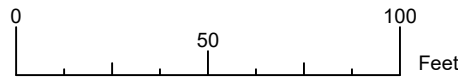
SHEET NO: 16 OF 23

DRAWN BY: LC

SCALE: 1"=50'

DATE: 4/11/2025

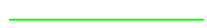




MANHOLE



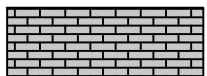
CLEANOUT



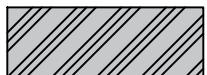
SEWER LINE



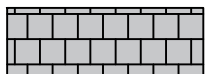
WATER LINE



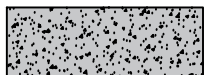
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SIDEWALK



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STREET REPAIRS FOR 2025 ALLEY RECONSTRUCTION
CITY CONTRACT # 2025-106

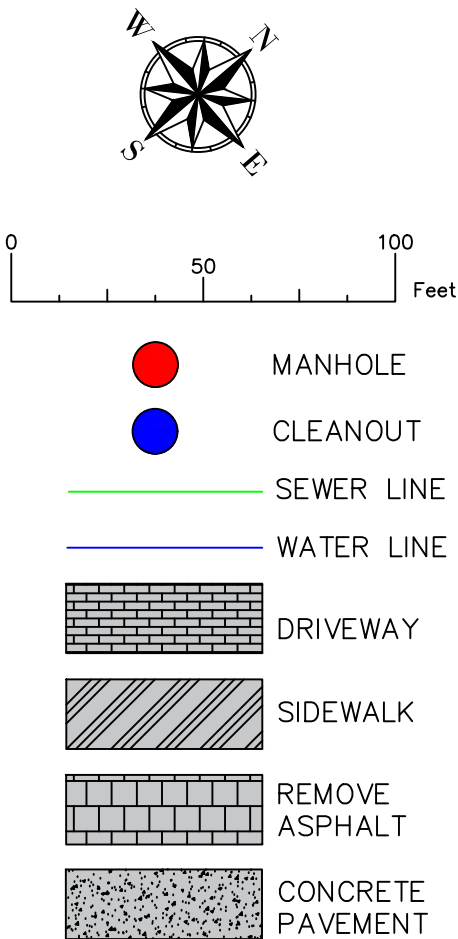
SEA PINES – GREENLAND DR (2)

SHEET NO: 17 OF 23

DRAWN BY: LC

SCALE: 1"=50'

DATE: 4/11/2025



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STREET REPAIRS FOR 2025 ALLEY RECONSTRUCTION
CITY CONTRACT # 2025-106

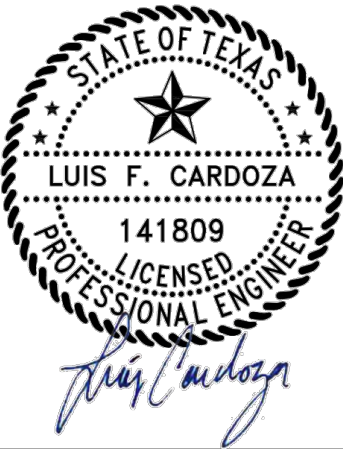
APOLLO WAY – GUS THOMASSON RD

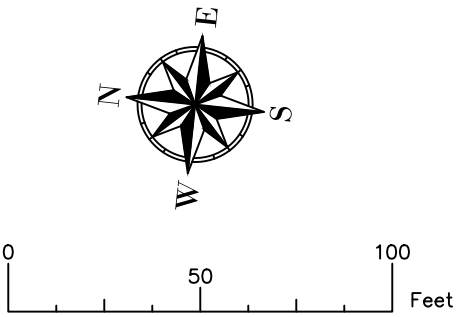
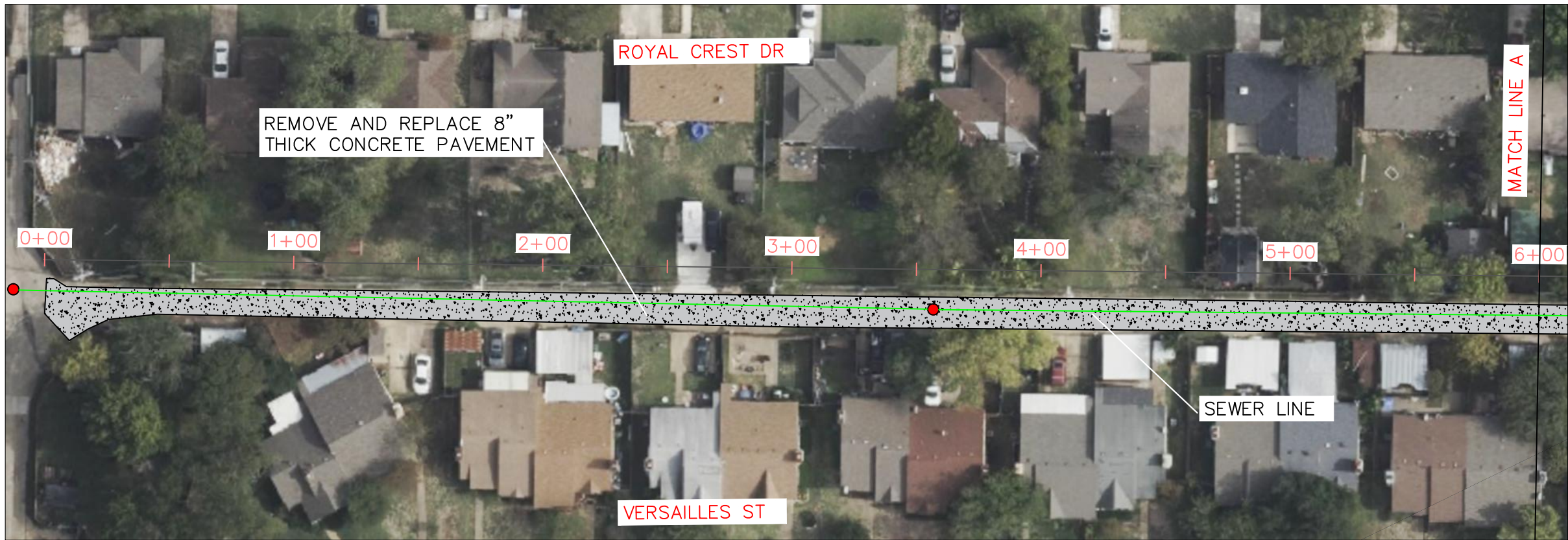
SHEET NO: 18 OF 23

DRAWN BY: LC

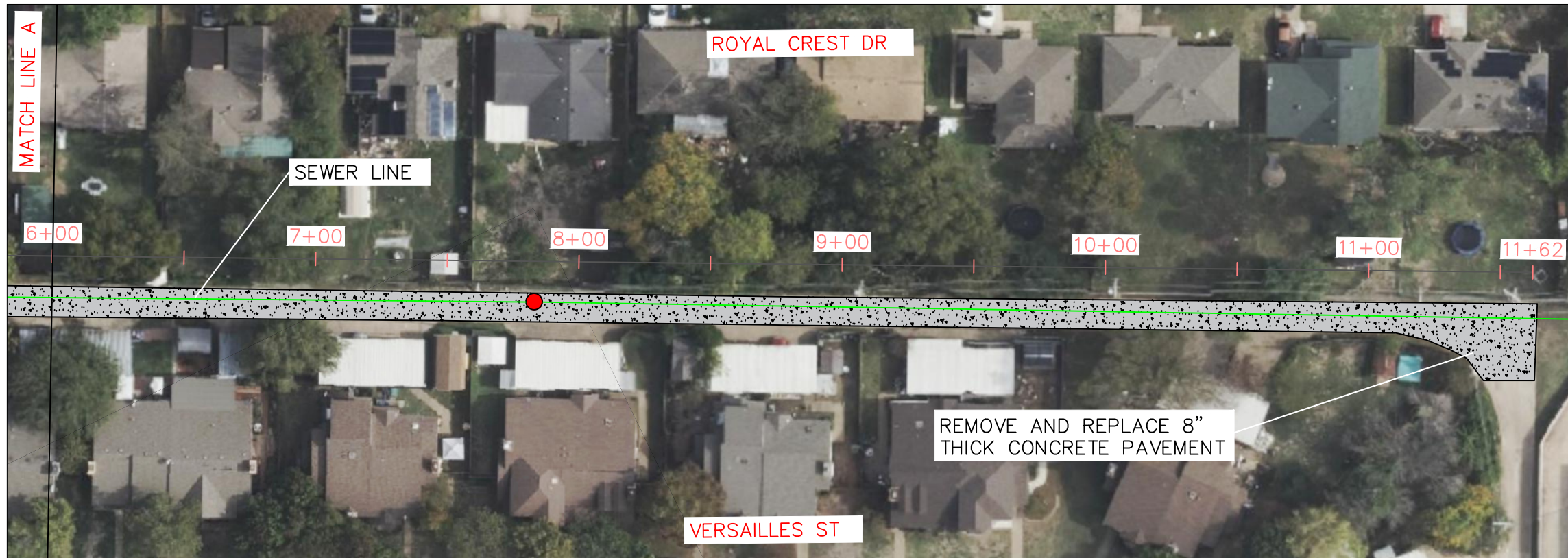
SCALE: 1"=50'

DATE: 4/11/2025



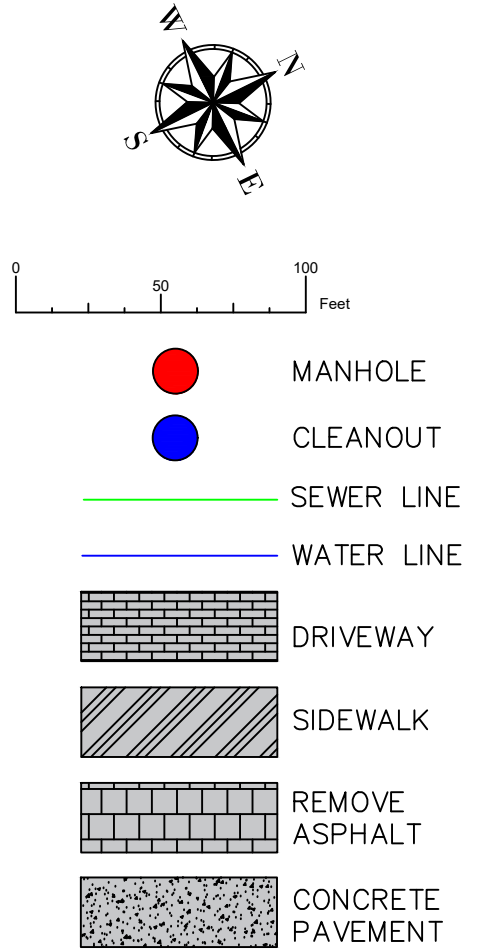


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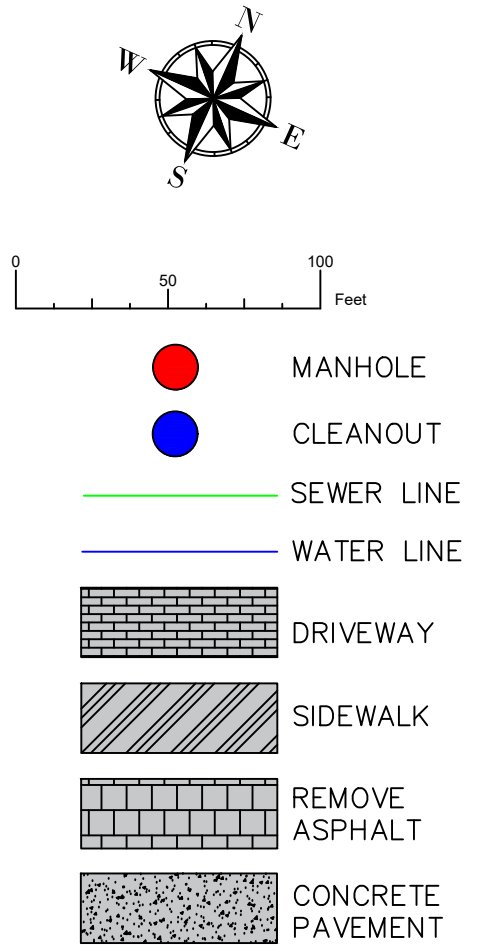
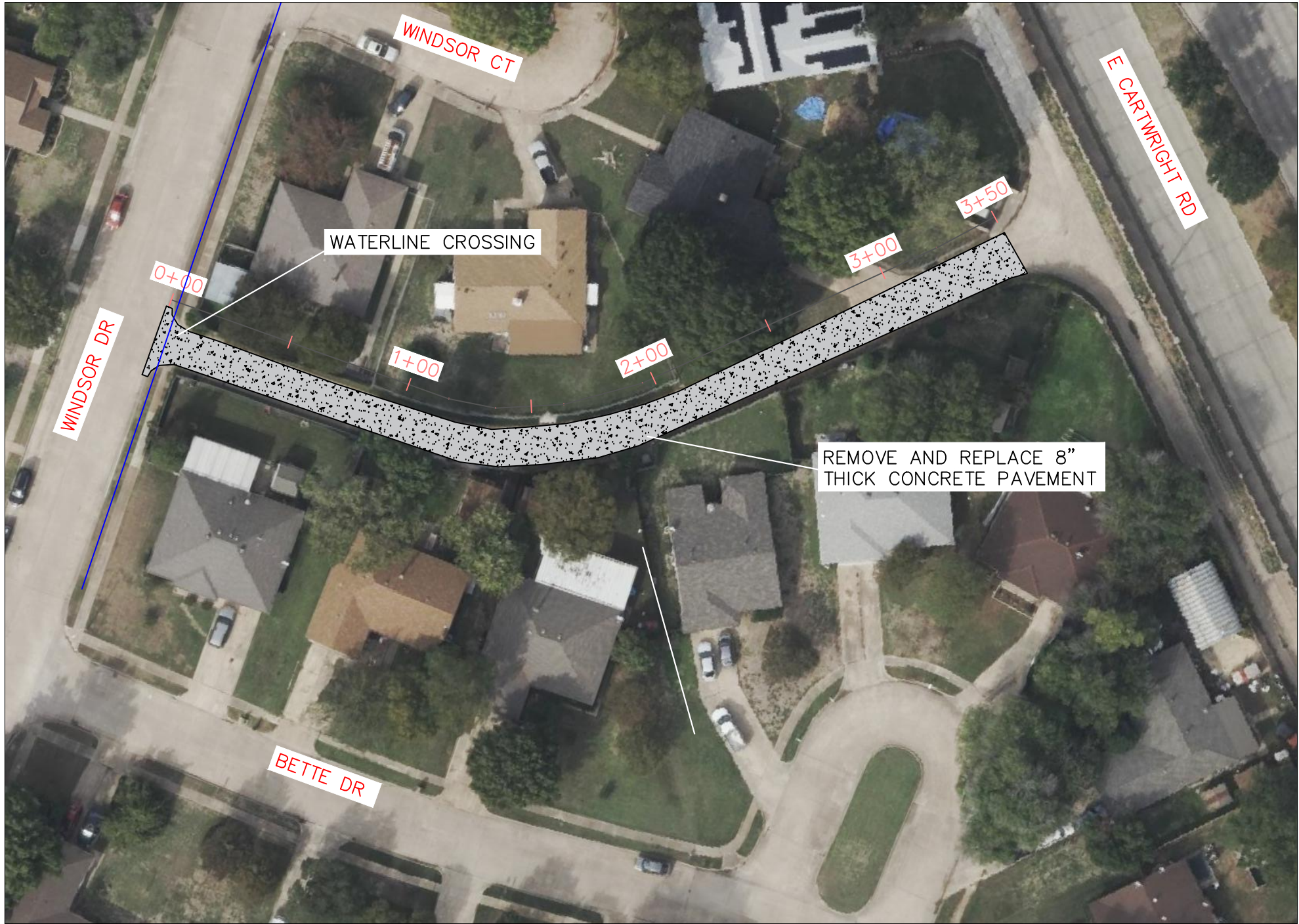


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				DRAWN BY: LC
				SCALE: 1"=50'
				DATE: 4/11/2025

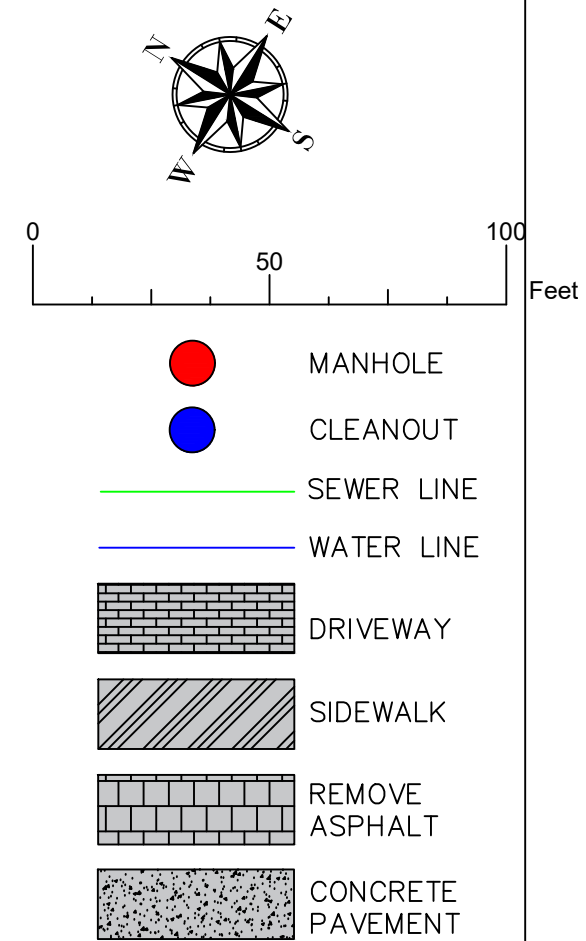
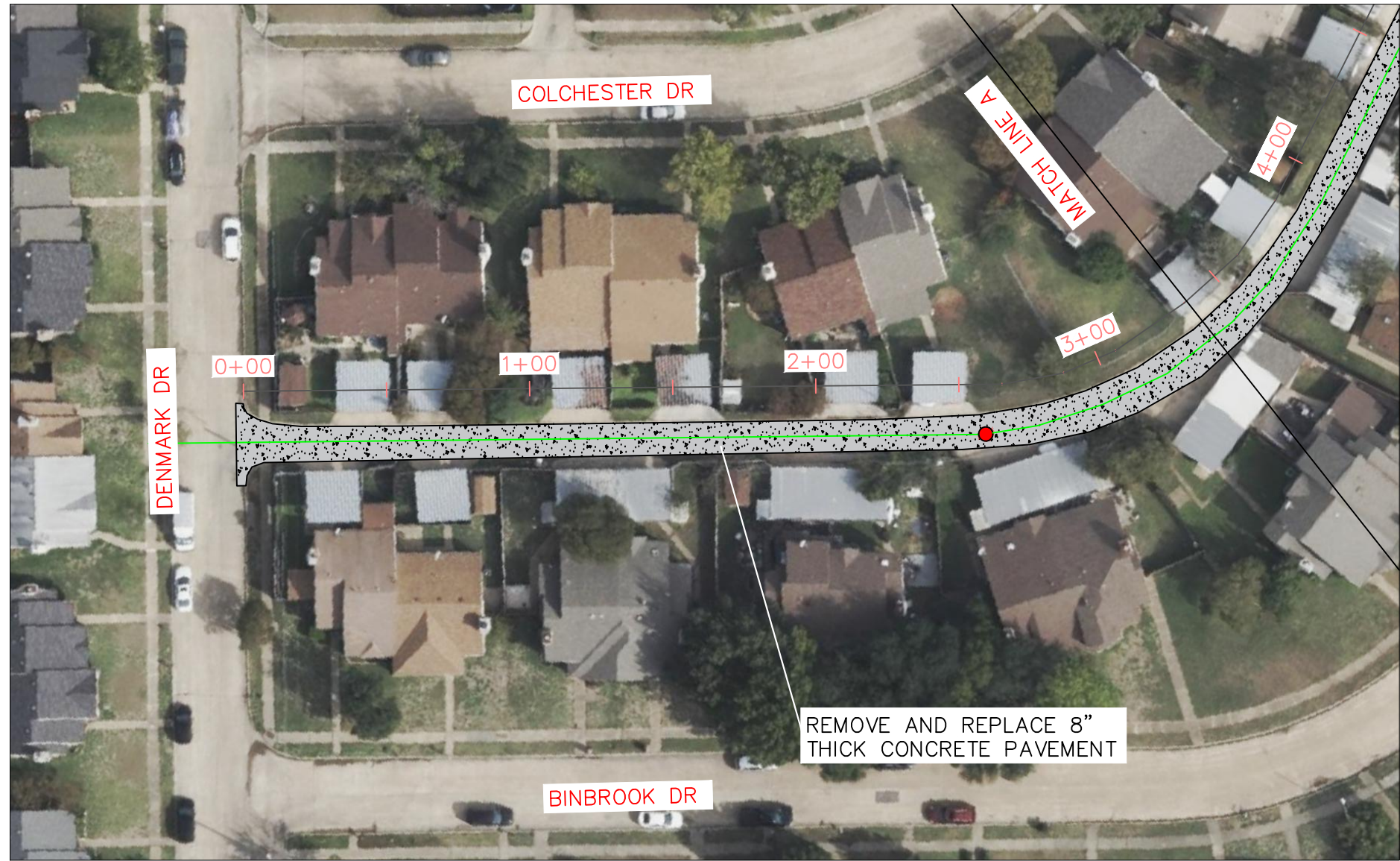


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		BETTE DR – WINDSOR CT			
				DRAWN BY: LC	
				SCALE: 1"=50'	
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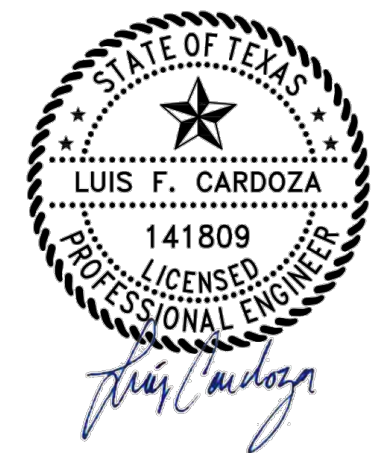
BINBROOK DR – COLCHESTER DR

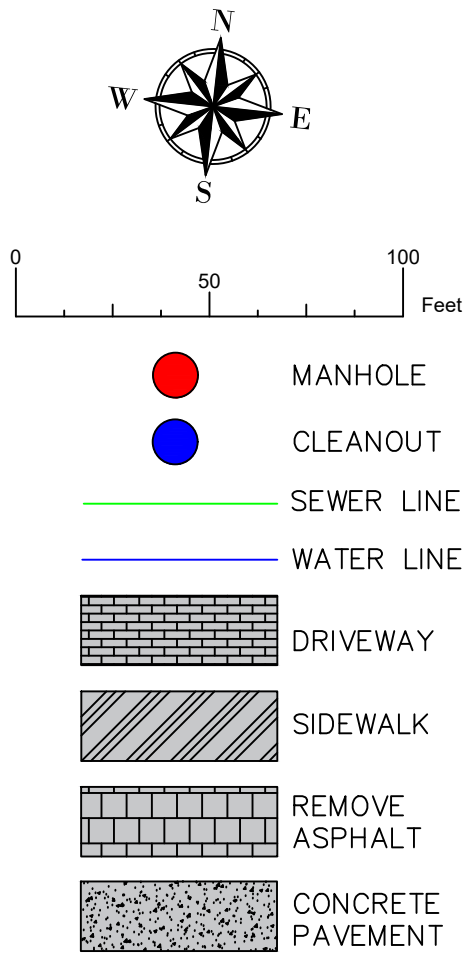
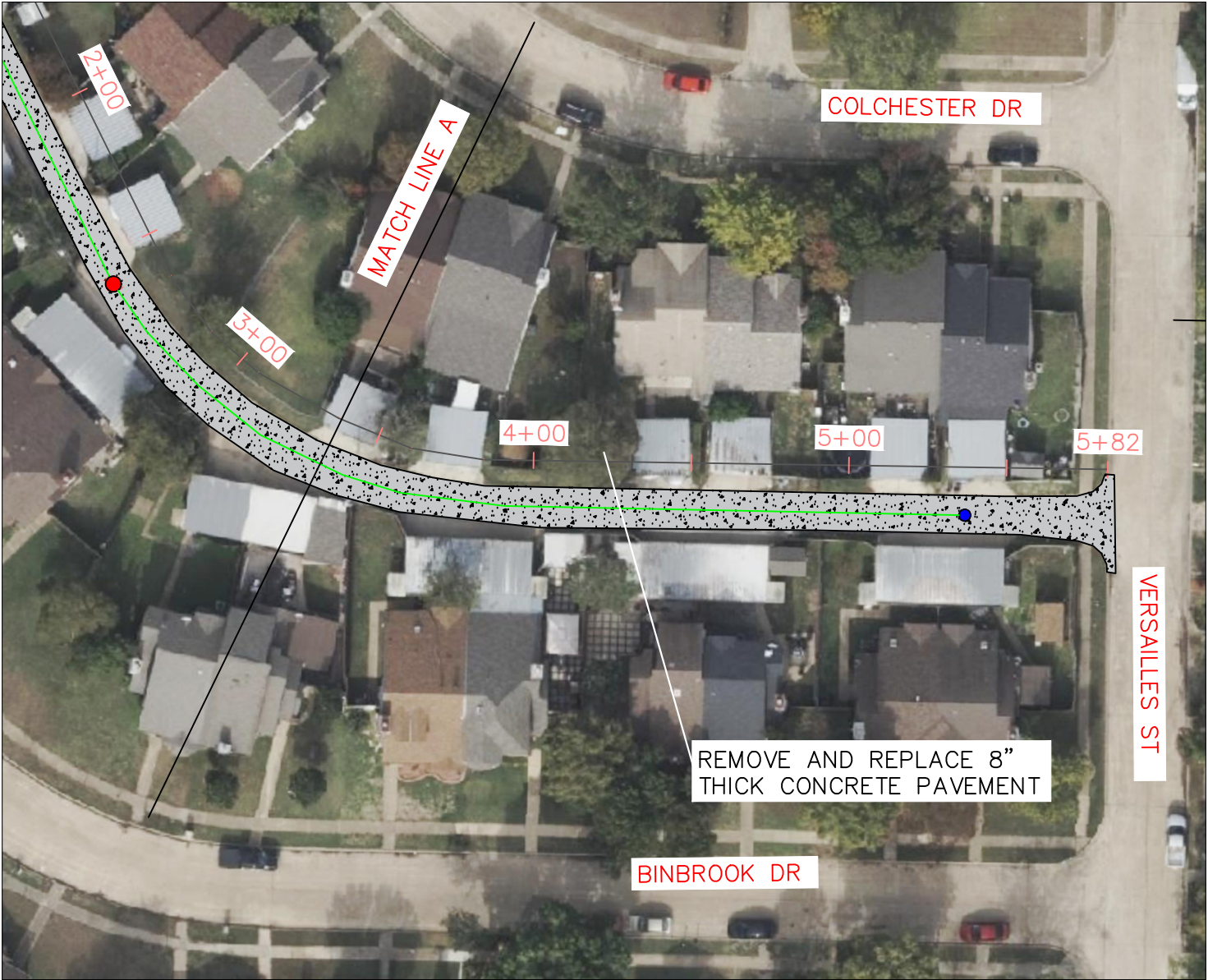
SHEET NO: 22 OF 23

DRAWN BY: LC



SCALE: 1"=50'

DATE: 4/11/2025





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				DRAWN BY: LC	
				SCALE: 1"=50'	
				DATE: 4/11/2025	

Per Table

Coat Half Dowel Length

Refer to Table for Thickness

Hot Poured Rubber Joint Sealing Compound (1/2" Min. Depth)

Extra #4 Bars to Align Dowels

Dowel Basket Must Be Used In Street, Alley and Firelane Paving

Expansion Material, Redwood, No Gap Is Allowed Between Material And Ground

Expansion Cap

T/2

EXPANSION JOINT

SMOOTH DOWEL BARS				
COMMERCIAL DRIVEWAY, STREET, ALLEY & FIRE LANE PAVING THICKNESS (IN.)	DIAMETER (IN.)	LENGTH (IN.)	SPACING (IN.)	EXPANSION JOINT THICKNESS (IN.)
< 6"	#4 (1/2")	24	12	1/2"
6" TO < 8"	#5 (5/8")	30	18	3/4"
8" TO < 10"	#6 (3/4")	30	18	3/4"
> 10"	#8 (1")	30	18	3/4"

SIDEWALK, RESIDENTIAL DRIVEWAY AND TRAIL THICKNESS (IN.)					
DIAMETER (IN.)	LENGTH (IN.)	SPACING (IN.)	EXPANSION JOINT THICKNESS (IN.)		
4" TO 6"	#4 (1/2")	24	12	1/2"	

NOTES:

- EXPANSION CAP FOR DOWELS SHALL HAVE AN INSIDE DIAMETER OF 1/16" GREATER THAN THAT OF THE DOWEL AND BE DESIGNED TO PROVIDE FREE MOVEMENT OF THE DOWEL BAR.
- EXPANSION CAP TO FIT DOWEL MIN. 2" EMBEDMENT AND MIN. 1-1/4" CLEARANCE FROM THE CLOSED END OF THE SLEEVE TO THE DOWEL.
- EXPANSION JOINTS SHALL BE INSTALLED AT A MAXIMUM DISTANCE OF 600 FEET, AND AT STREET INTERSECTIONS, RADI, PCS AND PTS OR AS OTHERWISE DIRECTED. NO EXPANSION JOINT SHALL FALL IN A DRIVEWAY APPROACH OR INLET.
- EXPANSION MATERIAL SHALL BE REDWOOD MATERIAL UNLESS OTHERWISE APPROVED.
- DOWEL BARS TO BE PLACED PARALLEL TO PAVEMENT AT SPACING AND LENGTHS PER TABLE. CENTERED ON EXPANSION MATERIAL. ONE SIDE OF DOWEL BAR SHALL BE COATED IN THIN FILM OF GREASE OR OTHER APPROVED DE-BONDING MATERIAL. WHERE DRILLING OF DOWEL BARS IS REQUIRED, IT SHALL BE DONE BY AN APPROVED MECHANICAL RIG.
- EXPANSION JOINTS SHALL NOT BE PLACED AT PAVEMENT GRADE BREAKS.

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EXPANSION JOINTS

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S. REVISION DATE: 05/17/2022 SHEET: P-1

Keyway Required for Handpour (Optional for Slipform Paving)

Vertical Saw-cut 1/4" Wide (Min.), Filled w/Hot Poured Rubber Joint Sealing Compound

T/4 or 2" Whichever Is Less

Proposed Concrete (First Pour)

Proposed Concrete (Second Pour)

Overlap Steel Reinforcing 30 Bar Diameters & Tie

LONGITUDINAL CONSTRUCTION JOINT

See Table

Vertical Saw-cut 1/4" Wide (Min.), Filled w/Hot Poured Rubber Joint Sealing Compound

T/4 or 2" Whichever Is Less

Proposed Paving

Existing Pavement

or Proposed Pavement (Second Pour)

Deformed Reinforcing Bar

Epoxy if Drilled Into Existing Pavement L/2

T = Pavement Thickness

L = Dowel Length

TRANSVERSE CONSTRUCTION JOINT

DEFORMED REINFORCING BARS			
COMMERCIAL DRIVEWAY, STREET, ALLEY & FIRE LANE PAVING THICKNESS (IN.)	DIAMETER (IN.)	LENGTH (IN.)	SPACING (IN.)
< 6"	#4 (1/2")	24	12
6" TO < 8"	#5 (5/8")	30	18
8" TO < 10"	#6 (3/4")	30	18
> 10"	#8 (1")	30	18

SIDEWALK, RESIDENTIAL DRIVEWAY AND TRAIL THICKNESS (IN.)			
DIAMETER (IN.)	LENGTH (IN.)	SPACING (IN.)	
4" TO 6"	#4 (1/2")	12	

NOTES:

- DOWEL BARS TO BE PLACED PARALLEL TO PAVEMENT AT SPACING AND LENGTHS PER TABLE. WHERE DRILLING OF DOWEL BARS IS REQUIRED, IT SHALL BE DONE BY AN APPROVED MECHANICAL RIG.
- TRANSVERSE CONSTRUCTION JOINT CAN BE USED AS LONGITUDINAL CONSTRUCTION JOINT IN APPLICATIONS WHERE NEW PAVEMENT IS TO BE CONSTRUCTED OR RECONSTRUCTED NEXT TO OLD PAVEMENT.
- IF DOWELING INTO EXISTING PAVEMENT THAT IS 8" OR LESS IN THICKNESS, USE TRANSVERSE CONSTRUCTION JOINT DETAIL.

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CONSTRUCTION JOINTS

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S. REVISION DATE: 05/17/2022 SHEET: P-2

Sidewalk & Trails:
Vertical Saw-Cut 1/8" wide (Min.). No Joint Filling Required.

Streets & Alley Pavement:
Vertical Sawcut-1/4" Wide (Min.). Hot poured Rubber Joint sealing compound*

Backer Rod*

T/4 or 2" Whichever Is Less

T/2

SAWED CONTRACTION JOINT

3/4"

Hot Poured Rubber Joint Sealing Compound* (1/2" Min.)

T/2

Expansion Material, Redwood (No Gap Between Expansion Material and Ground)

ISOLATION JOINT

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SAWED CONTRACTION & ISOLATION JOINT

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S. REVISION DATE: 05/20/2019 SHEET: P-3

Contraction Joint, Typ.

Sawn Contraction Joints Max. Spacing 20' O.C., Typ.

Back of Curb

Expansion Joint, Typ.

Back of Curb

TYPICAL STREET JOINTING

NOTE:

- ALL CONCRETE PLACEMENT SHALL END IN A JOINT, AN EXPANSION JOINT OR A CONCRETE HEADER
- SAWED CONTRACTION JOINTS ARE REQUIRED AT CENTER LINE AND LANE LINE IN ANY STREET PAVEMENT WIDTH GREATER THAN 22.5 FEET (BACK TO BACK OF CURB)
- EXPANSION JOINTS SHALL BE AT A MAXIMUM DISTANCE OF 600 FEET AND STREET INTERSECTION, PCS AND PTS OR AS OTHERWISE DIRECTED. NO EXPANSION JOINT SHALL FALL IN AN APPROACH OR INLET.

Expansion Joint @ End of Radius

Isolation Joint Through Curb

Radius per Intersection Details

Full Depth Sawcut

Back of Curb

Install Undercut Concrete Header

18"

EXISTING CONCRETE STREET TO NEW CONCRETE STREET TEE INTERSECTION

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STREET JOINTING

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S. REVISION DATE: 05/20/2019 SHEET: P-4

Isolation Joints

#4 @ 18" Center; Longitudinally Bent Down

For Undercut Header, Contractor shall hand-dig to expose underside of pavement

9"

16"

3 ~ #4 Bars, Lap 15"

T/2

CONCRETE HEADER

T = Pavement Thickness, Not Less than Street Pavement Depth or 8", whichever is greater

Sawcut Asphalt to Undamaged Clean Edge (Min 18" from Concrete)

18"

4" or Existing Pavment Thickness, Whichever Is Greater HMAc Type D; Apply Tack Coat Prior to HMAc

Full Depth Sawcut

T/2

Min 6" Thick, Compacted Recycled Concrete Flexible Base

Thickened Edge, Refer to Detail

CONCRETE TO ASPHALT HEADER

NOTES:

- CONCRETE HEADERS SHALL BE CONTINUOUS ALONG EXISTING OR PHASED PAVEMENT WHEN ADJACENT TO THE NEW PAVEMENT. ADDITIONAL LOCATIONS CAN BE SHOWN ON THE PLANS OR AT THE DISCRETION OF THE CITY ENGINEER.

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TYPICAL HEADERS

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S. REVISION DATE: 05/20/2019 SHEET: P-5

#4 Bar, Typ.

Pavement Reinforcement

Bent #4 at 18" OC

14"

T

T = PAVEMENT THICKNESS, NOT LESS THAN STREET PAVEMENT DEPTH OR 8", WHICHEVER IS GREATER.

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THICKENED CONCRETE EDGE

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S. REVISION DATE: 05/20/2019 SHEET: P-6

6"

3" R

1:3 Batter

1.5" R

#4 @ 18" OC

T = Pavement Thickness, Not Less than Street Pavement Depth or 8", whichever is greater

#4 Longitudinal Bar

#4 L Bar @ 18" OC

CURB AND GUTTER (HMAC PAVEMENT)

6"

3" R

1:3 Batter

1.5" R

#4 @ 18" OC

#4 Longitudinal Bar

#4 L Bar @ 18" OC

18" Long, #8 Bar @ 18" OC; Dowel 9" into Exist Pavement, set in Epoxy

CURB AND GUTTER (CONCRETE PAVEMENT - FOR RECONSTRUCTION)

6"

3" R

1:3 Batter

1.5" R

#4 @ 18" OC

#4 Longitudinal Bar

#4 L Bar @ 18" OC

Reinforcement shall match Street Paving

INTEGRAL CURB

11.5"

1"

#4 Longitudinal Bar

6" High Curb

#4 L Bar @ 18" OC

Reinforcement shall match Street Paving

LAYDOWN CURB

NOTES:

- INTEGRAL CURB SHALL BE USED ON ALL NEW STREETS.
- ANY HONEYCOMB PRESENT ON BACKSIDE OF CURB SHALL BE FILLED IN.

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TYPICAL CURB & GUTTER

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S. REVISION DATE: 07/22/2019 SHEET: P-7

4:1 Max

1' Typ.

Typ. 1.5% Slope, Max 2%

#4 @ 12" OCEW

5' Min

Min 50:1

Max 4:1

TYPICAL SECTION (OFFSET FROM CURB) PREFERRED OPTION

Match Exist Grade

4:1 Max

1' Typ.

Typ. 1.5% Slope, Max 2%

#4 @ 12" OCEW

6' Min

8"

Drill and Epoxy in Place 8" Long Deformed #3 @ 24" OC

TYPICAL SECTION (ADJACENT TO CURB) - ONLY WITH PERMISSION OF CITY ENGINEER

Per Table (A)

Contraction Joint

Expansion Joint

Per Table (B)

PLAN VIEW

Type	Width	Thickness	Contraction Joint (A)	Expansion Joint (B)
Sidewalk	Min. 5' < 8'	4"	10' Spacing Tooled Joint	120' Max.
Trail - Hike & Bike	≥ 8'	6"	15' Spacing Sawcut	300' Max

NOTES:

- EXPANSION JOINTS SHALL BE PLACED AT MAXIMUM INTERVALS PER TABLE AND SHALL ALSO BE PLACED AT EACH LOT LINE.
- EXPANSION JOINTS REQUIRED BETWEEN AND ABUTTING CONCRETE PAVEMENT. NO EXPANSION JOINT IS REQUIRED BETWEEN SIDEWALK AND ADJACENT STREET CURB. FOR EXPANSION JOINTS ON DRIVEWAYS, REFER TO P-26 THROUGH P-29.
- ALL SIDEWALKS SHALL HAVE POSITIVE DRAINAGE.

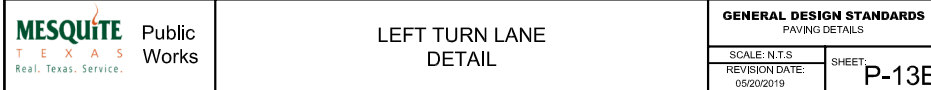
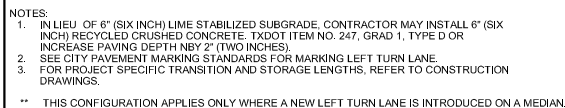
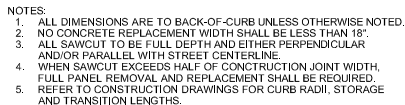
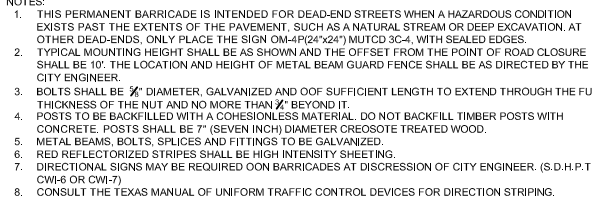
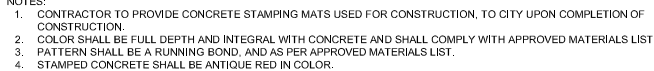
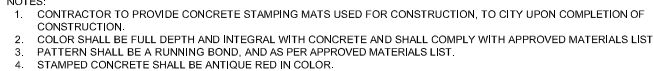
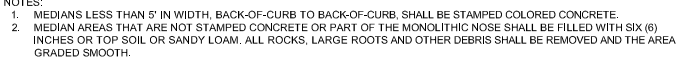
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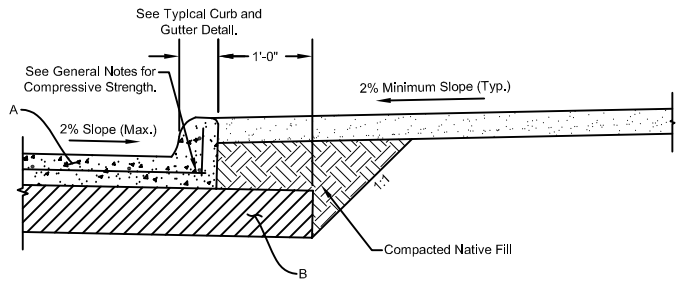
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PEDESTRIAN FACILITIES

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S. REVISION DATE: 05/17/2022 SHEET: P-8





Classification	Minimum Pavement Thickness (A)	Minimum Subgrade Thickness (B)	Minimum Bar; Maximum Spacing Reinforcing Steel
Local	6"	6" Lime Stabilized at 8% (Or 6" Crushed Concrete)	#4 @ 18" C.C.
Collector	8"	8" Lime Stabilized at 8% (Or 8" Crushed Concrete)	#4 @ 18" C.C.
Fire Lane	Per Fire Lane Detail		
Alleys	Per Typical Alley Detail		
Arterials	Per Engineering Design Manual Section 2.11		#4 @ 18" C.C.

NOTE:
CRUSHED CONCRETE SHALL MEET TXDOT SPECIFICATIONS, ITEM 247, TYPE D, GRADE 1 OR 2 WITH TRIAX TX 140 GEOGRID (OR APPROVED EQUAL).

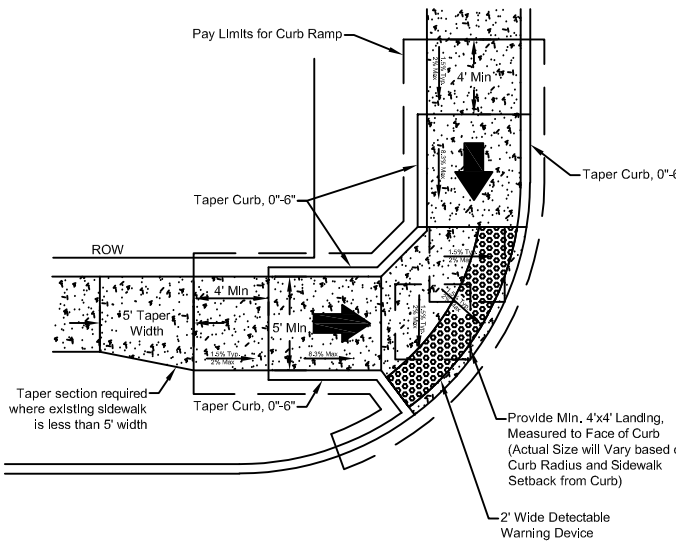
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**CONCRETE PAVEMENT
DETAIL
TYPICAL SECTION**

GENERAL DESIGN STANDARDS
STANDARD DETAILS

SCALE: N.T.S.	SHEET: P-14
REVISION DATE: 05/20/2019	



- NOTES:
- ALL PEDESTRIAN ELEMENTS, INCLUDING CURB RAMPS, SHALL COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), PUBLISHED BY THE ARCHITECTURAL AND TRANSPORTATION COMPLIANCE BOARD ON JULY 16, 2011, 36 CFR PART 1190 OR ITS FINAL ADOPTED GUIDELINES.
 - ALL PEDESTRIAN PATHS SHALL HAVE TYPICAL 1.5% (PERCENT), MAXIMUM 2% (PERCENT) CROSS SLOPE.
 - DETAILS ARE REPRESENTATION OF INFORMATION FROM PROWAG AND ARE INTENDED TO PROVIDE GUIDANCE. IT IS THE RESPONSIBILITY OF THE DESIGN PROFESSIONAL AND THE CONTRACTOR TO ENSURE THAT ALL RAMPS CONSTRUCTED MEET THE REQUIREMENTS OF PROWAG.

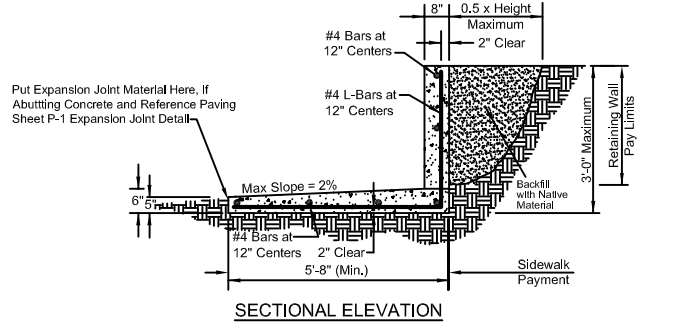
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**CURB RAMP
TYPE C**

GENERAL DESIGN STANDARDS
STANDARD DETAILS

SCALE: N.T.S.	SHEET: P-18
REVISION DATE: 09/08/2020	



- NOTES:
- EXPOSED FACE OR WALL SHALL HAVE FORM LINER SIKKA GREENSTREAK #439, SIERRA DRYSTACK OR SYMONS #F3170575, #3170503 STANDARD DRY STACK OR AS DIRECTED BY THE CITY ENGINEER. FORM LINER IS REQUIRED FOR WALL 6" (SIX INCHES) IN HEIGHT AND OVER.
 - MINIMUM COMPRESSIVE DESIG STRENGTH OF THE CONCRETE SHALL BE 4,000 PSI AT 28 DAYS, 6 SACK MINIMUM CEMENT CONTENT.
 - MINIMUM GRADE OF REINFORCING STEEL IS TO BE ASTM A-615, GRADE 60.
 - ALL DISTANCES TO REINFORCING STEEL REFER TO CLEAR CONCRETE COVER OVER REINFORCING STEEL UNLESS NOTED OTHERWISE.
 - MAXIMUM REINFORCING STEEL LAP IS TO BE THIRTY (30) BAR DIAMETERS.
 - MAXIMUM SPACING OF EXPANSION JOINTS SHALL BE 120' FEET. AN EXPANSION JOINT SHALL BE PLACED AT EACH PROPERTY LINE. EXPANSION JOINTS SHALL BE CONTINUOUS THROUGH WALL AND ASSOCIATED SIDEWALK.
 - ALL EXPOSED EDGES SHALL HAVE A 1/4" INCH CHAMFER.
 - SIDEWALK WIDTH SHOWN IS MINIMUM WIDTH. CONSULT PAVING PLANS FOR THE CLEAR SIDEWALK WIDTH.

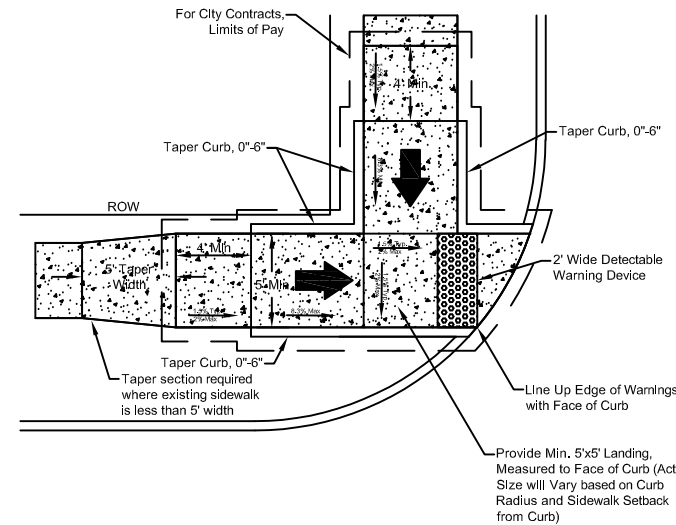
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**CONCRETE SIDEWALK
WITH RETAINING WALL**

GENERAL DESIGN STANDARDS
STANDARD DETAILS

SCALE: N.T.S.	SHEET: P-15
REVISION DATE: 05/20/2019	



- NOTES:
- ALL PEDESTRIAN ELEMENTS, INCLUDING CURB RAMPS, SHALL COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), PUBLISHED BY THE ARCHITECTURAL AND TRANSPORTATION COMPLIANCE BOARD ON JULY 16, 2011, 36 CFR PART 1190 OR ITS FINAL ADOPTED GUIDELINES.
 - ALL PEDESTRIAN PATHS SHALL HAVE TYPICAL 1.5% (PERCENT), MAXIMUM 2% (PERCENT) CROSS SLOPE.
 - DETAILS ARE REPRESENTATION OF INFORMATION FROM PROWAG AND ARE INTENDED TO PROVIDE GUIDANCE. IT IS THE RESPONSIBILITY OF THE DESIGN PROFESSIONAL AND THE CONTRACTOR TO ENSURE THAT ALL RAMPS CONSTRUCTED MEET THE REQUIREMENTS OF PROWAG.

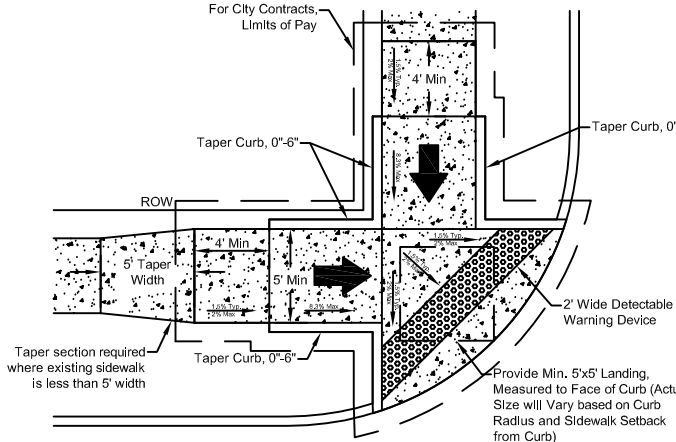
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**CURB RAMP
TYPE D**

GENERAL DESIGN STANDARDS
STANDARD DETAILS

SCALE: N.T.S.	SHEET: P-19
REVISION DATE: 09/08/2020	



- NOTES:
- ALL PEDESTRIAN ELEMENTS, INCLUDING CURB RAMPS, SHALL COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), PUBLISHED BY THE ARCHITECTURAL AND TRANSPORTATION COMPLIANCE BOARD ON JULY 16, 2011, 36 CFR PART 1190 OR ITS FINAL ADOPTED GUIDELINES.
 - ALL PEDESTRIAN PATHS SHALL HAVE TYPICAL 1.5% (PERCENT), MAXIMUM 2% (PERCENT) CROSS SLOPE.
 - DETAILS ARE REPRESENTATION OF INFORMATION FROM PROWAG AND ARE INTENDED TO PROVIDE GUIDANCE. IT IS THE RESPONSIBILITY OF THE DESIGN PROFESSIONAL AND THE CONTRACTOR TO ENSURE THAT ALL RAMPS CONSTRUCTED MEET THE REQUIREMENTS OF PROWAG.

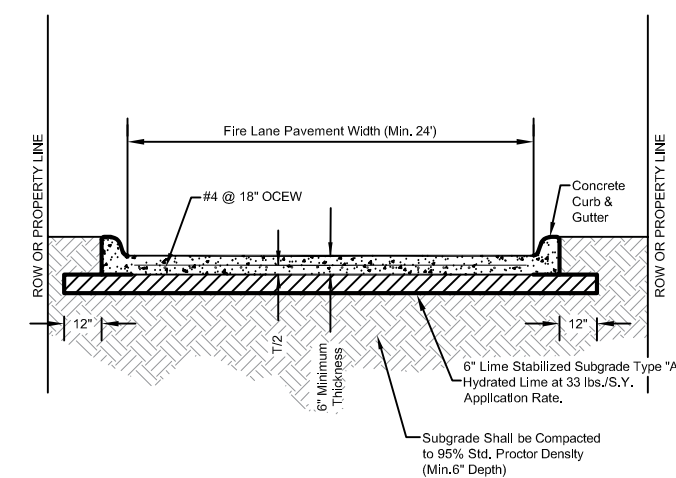
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**CURB RAMP
TYPE A**

GENERAL DESIGN STANDARDS
STANDARD DETAILS

SCALE: N.T.S.	SHEET: P-16
REVISION DATE: 09/08/2020	



- NOTES:
- REFER TO DETAIL FOR EXPANSION JOINT AND CONTRACTION JOINT, FOR SPACING, ETC. OF JOINTS.
 - WHERE A CURB IS USED, THE REQUIRED CLEARANCE SHALL BE MEASURED FROM THE CURB FACE TO ANY PERMANENT TRAFFIC OBSTACLE.
 - CONCRETE SHALL BE 4,000 PSI AT 28 DAYS, 6 (SIX) SACK MIX MINIMUM. REFER TO PAVING GENERAL NOTES FOR ADDITIONAL REQUIREMENTS.
 - 6" (SIX INCH) LIME STABILIZED SUBGRADE MAY BE SUBSTITUTED BY EITHER ADDITIONAL 2" (TWO INCHES) OF CONCRETE PAVING OR 6" (SIX INCHES) RECYCLED CONCRETE FLEXIBLE BASE (PER TXDOT ITEM NO. 247, TYPE 1, GRADE D).
 - ALL DIMENSIONS ARE FACE TO FACE OF CURB, WHERE A FIRE LANE DEAD ENDS AND EXCEEDS 150' (FEET) LENGTH, A HAMMERHEAD OR CUL-DE-SAC PER DETAIL P14-B MUST BE PROVIDED FOR THE FIRE TRUCK TO TURN AROUND.
 - FOR FIRE LANE PAVEMENT WIDTH, REFER TO 2015 INTERNATIONAL FIRE CODE APPENDIX D 103 AND CITY ORDINANCES 4486 AND 4490 FOR AMENDMENTS.

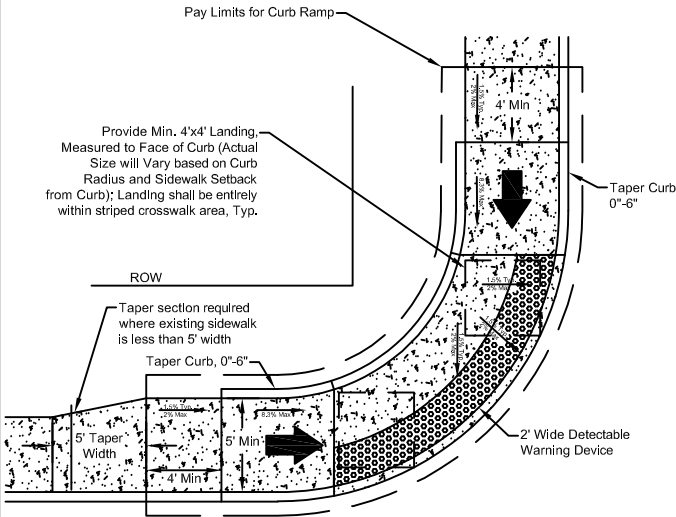
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**FIRE LANE
PAVING**

GENERAL DESIGN STANDARDS
STANDARD DETAILS

SCALE: N.T.S.	SHEET: P-20
REVISION DATE: 05/20/2019	



- NOTES:
- ALL PEDESTRIAN ELEMENTS, INCLUDING CURB RAMPS, SHALL COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY (PROWAG), PUBLISHED BY THE ARCHITECTURAL AND TRANSPORTATION COMPLIANCE BOARD ON JULY 16, 2011, 36 CFR PART 1190 OR ITS FINAL ADOPTED GUIDELINES.
 - ALL PEDESTRIAN PATHS SHALL HAVE TYPICAL 1.5% (PERCENT), MAXIMUM 2% (PERCENT) CROSS SLOPE.
 - DETAILS ARE REPRESENTATION OF INFORMATION FROM PROWAG AND ARE INTENDED TO PROVIDE GUIDANCE. IT IS THE RESPONSIBILITY OF THE DESIGN PROFESSIONAL AND THE CONTRACTOR TO ENSURE THAT ALL RAMPS CONSTRUCTED MEET THE REQUIREMENTS OF PROWAG.

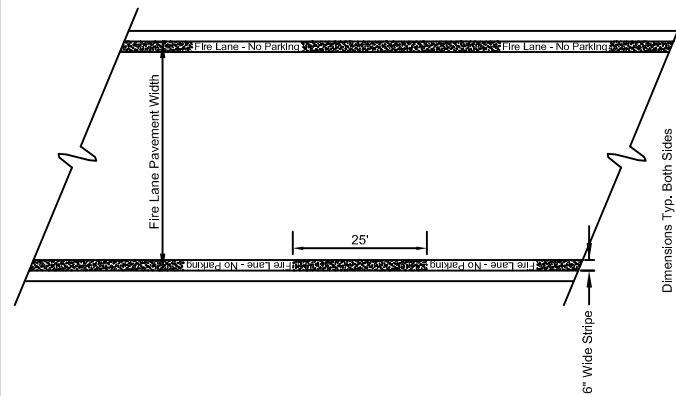
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**CURB RAMP
TYPE B**

GENERAL DESIGN STANDARDS
STANDARD DETAILS

SCALE: N.T.S.	SHEET: P-17
REVISION DATE: 09/08/2020	



- NOTES:
- LETTERING SHALL BE "FIRE LANE - NO PARKING" OR "NO PARKING - FIRE LANE" WITH 4" (FOUR INCH) WHITE LETTERS.
 - WHERE CURB IS AVAILABLE, THE STRIPING SHALL BE ON THE VERTICAL FACE OF CURB.

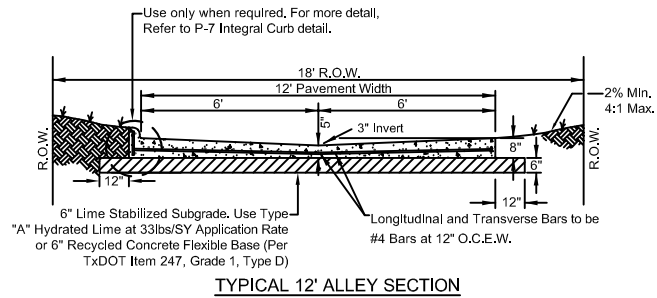
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**FIRE LANE
STRIPING**

GENERAL DESIGN STANDARDS
STANDARD DETAILS

SCALE: N.T.S.	SHEET: P-21
REVISION DATE: 05/20/2019	



Public Works

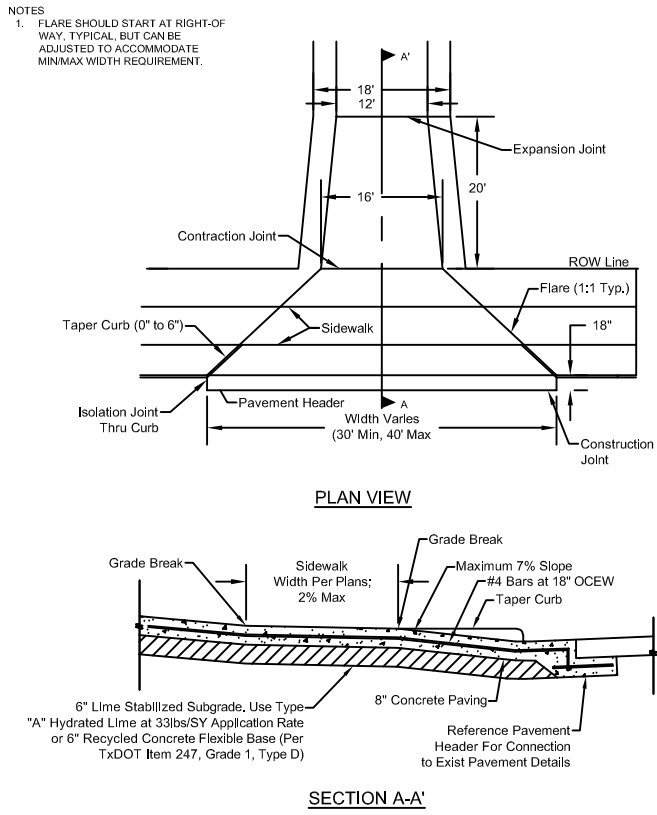
ALLEY PAVING

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S.

REVISION DATE: 05/20/2019

SHEET: P-22



Public Works

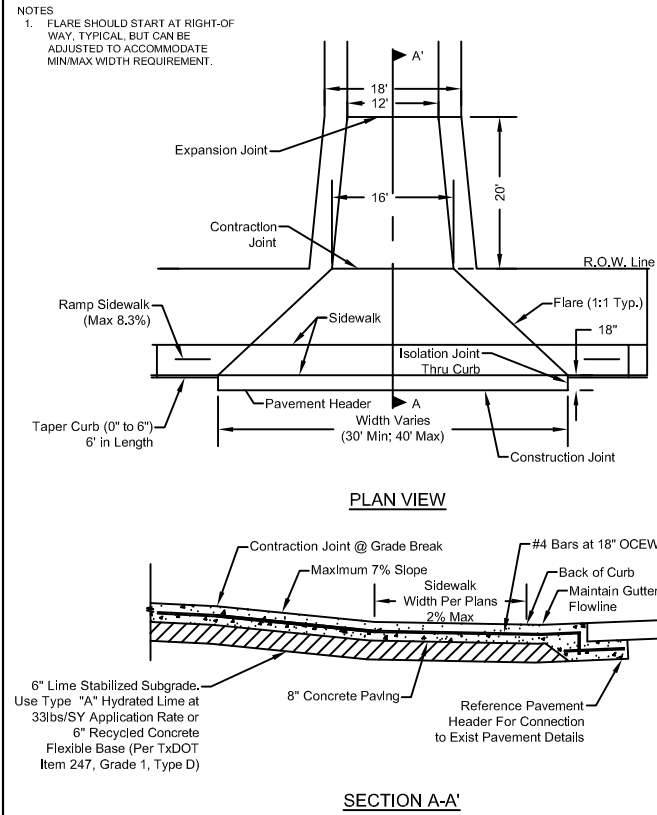
ALLEY/STREET INTERSECTION OFFSET SIDEWALK

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S.

REVISION DATE: 05/20/2019

SHEET: P-23



Public Works

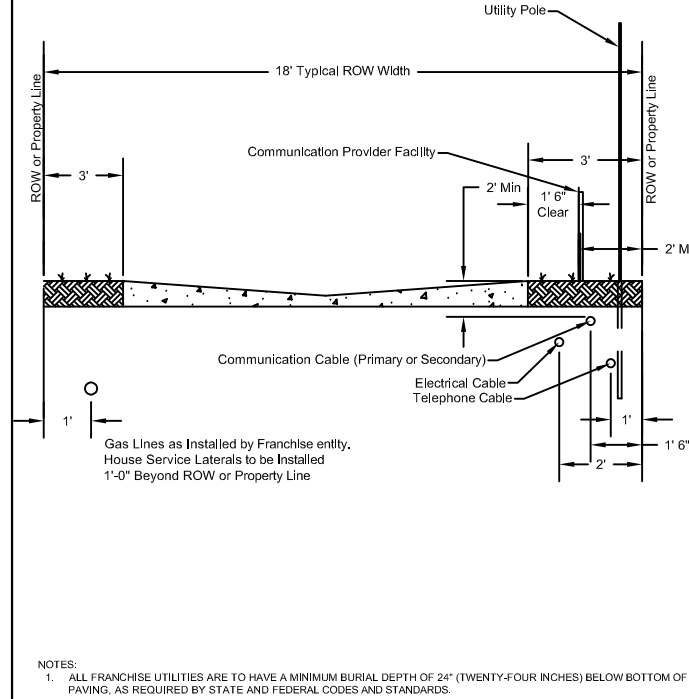
ALLEY/STREET INTERSECTION ADJACENT SIDEWALK

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S.

REVISION DATE: 05/20/2019

SHEET: P-24



Public Works

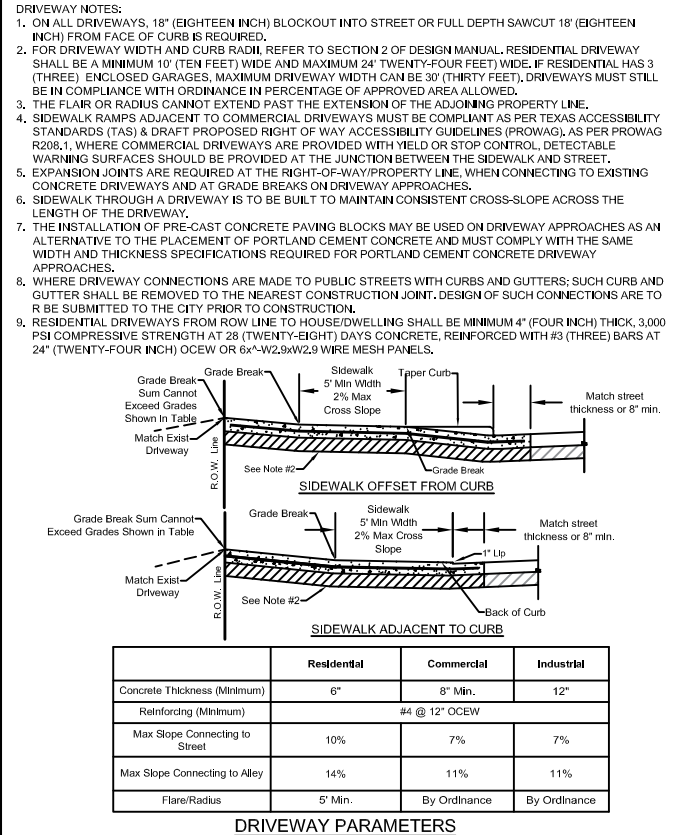
ALLEY UTILITY LOCATION

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S.

REVISION DATE: 05/20/2019

SHEET: P-25



Public Works

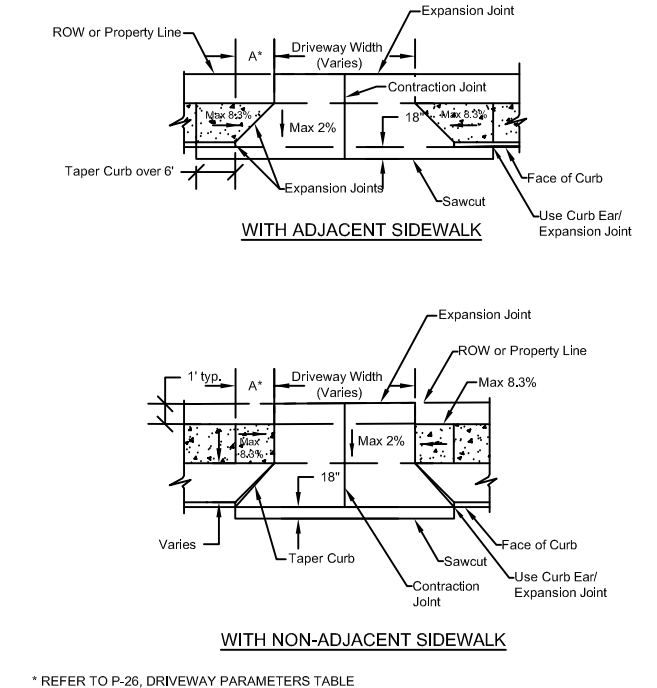
DRIVEWAY

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S.

REVISION DATE: 07/24/2019

SHEET: P-26



Public Works

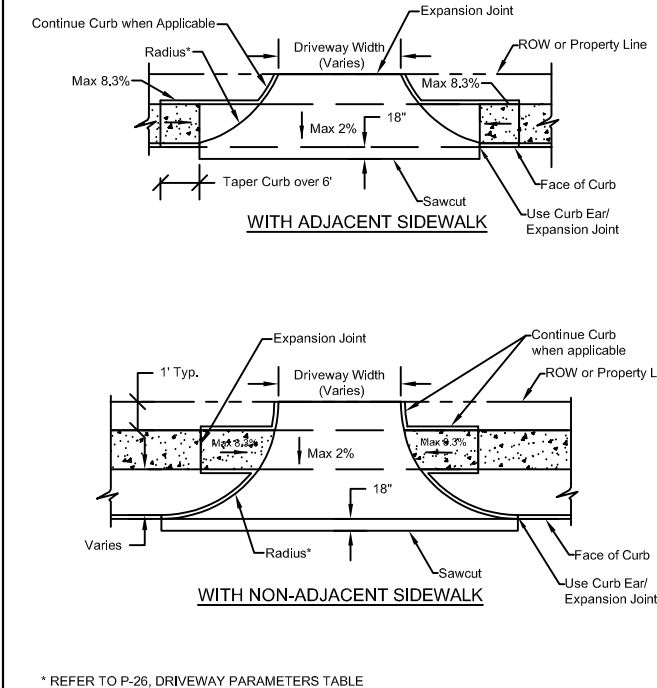
DRIVEWAY FLARED

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S.

REVISION DATE: 05/20/2019

SHEET: P-27



Public Works

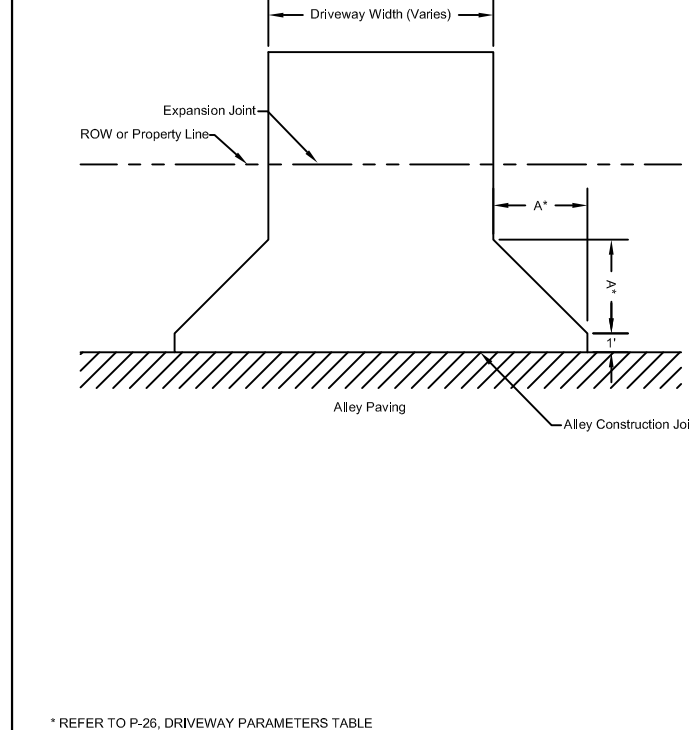
DRIVEWAY RADIAL

GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S.

REVISION DATE: 05/20/2019

SHEET: P-28



Public Works

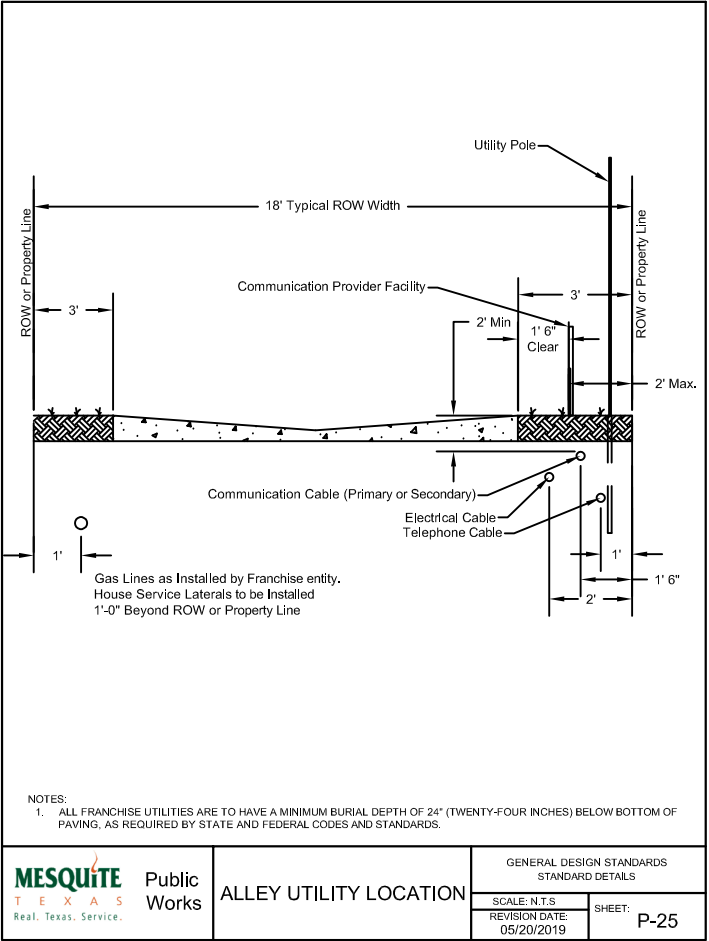
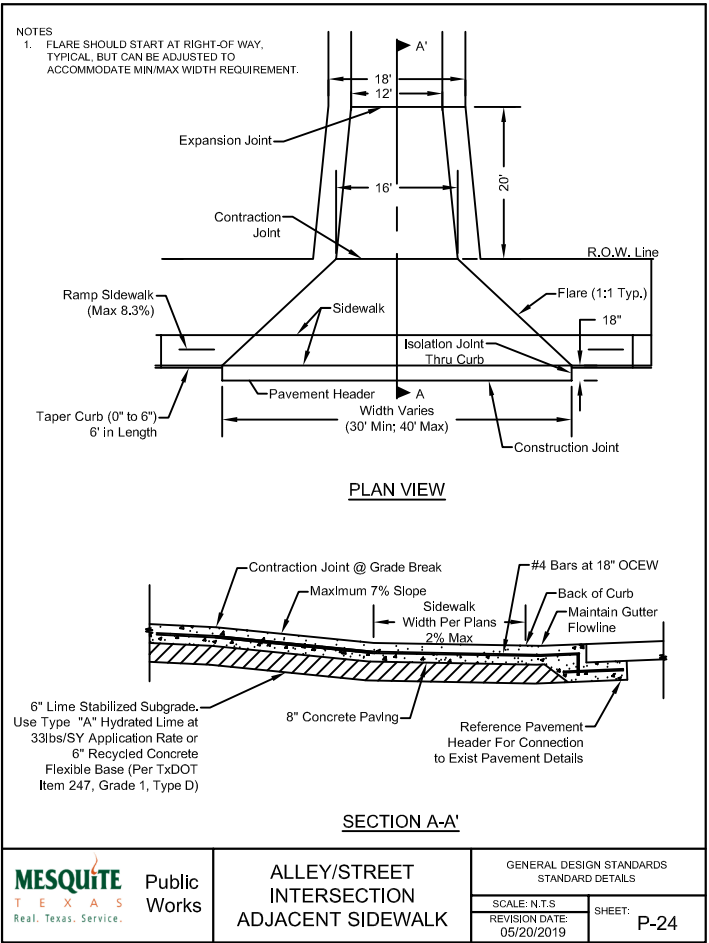
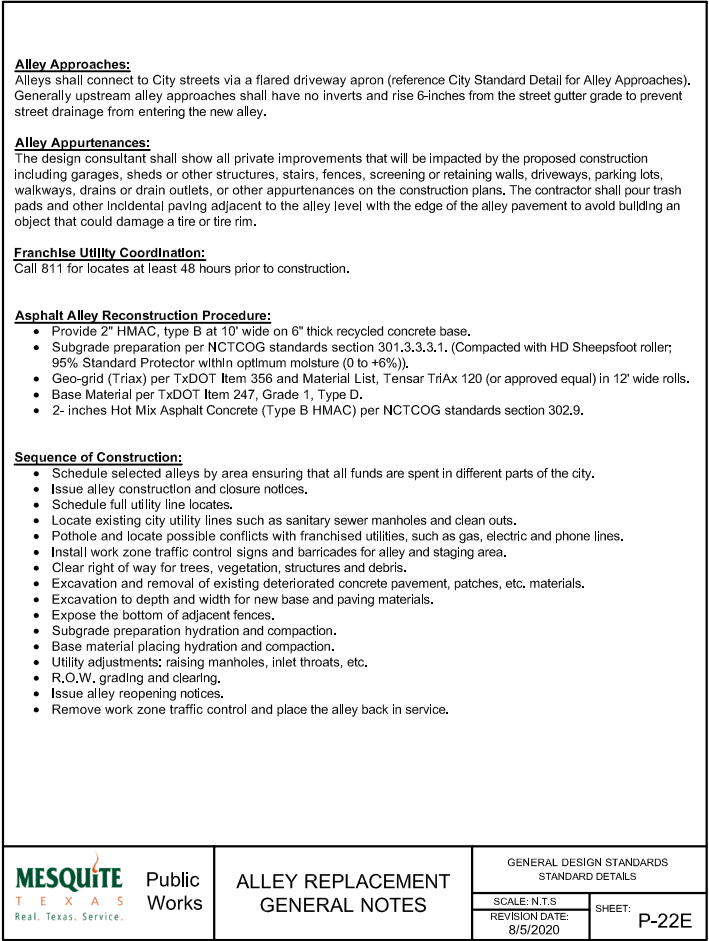
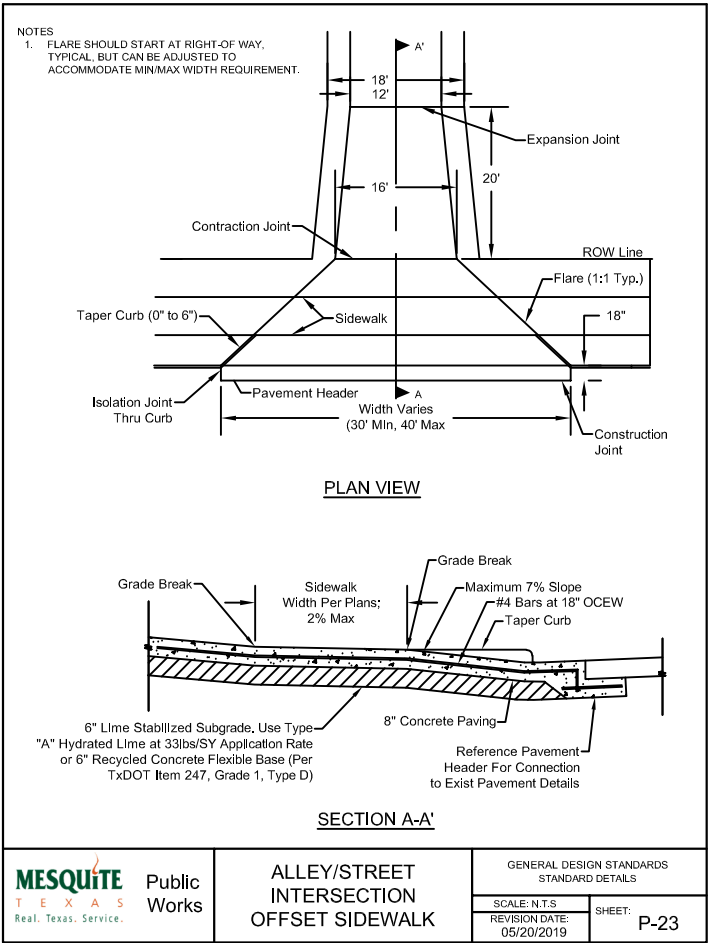
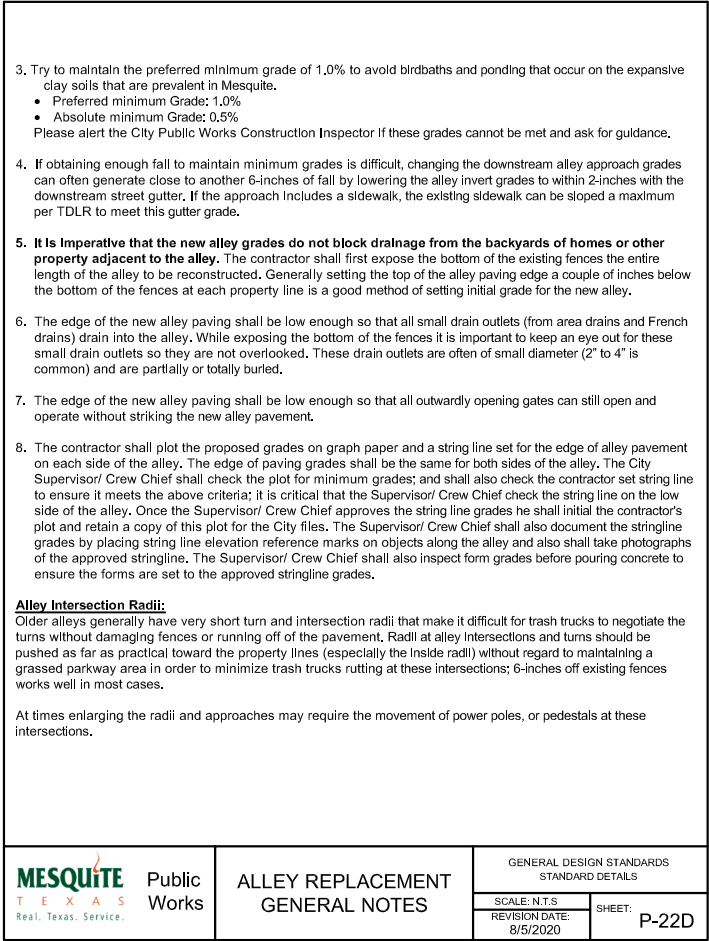
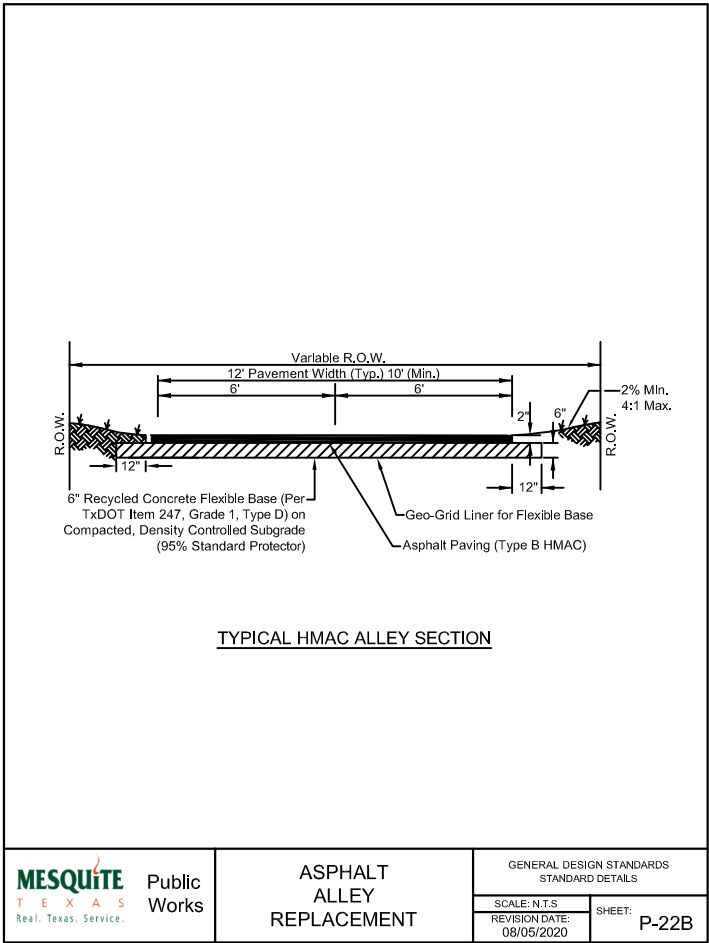
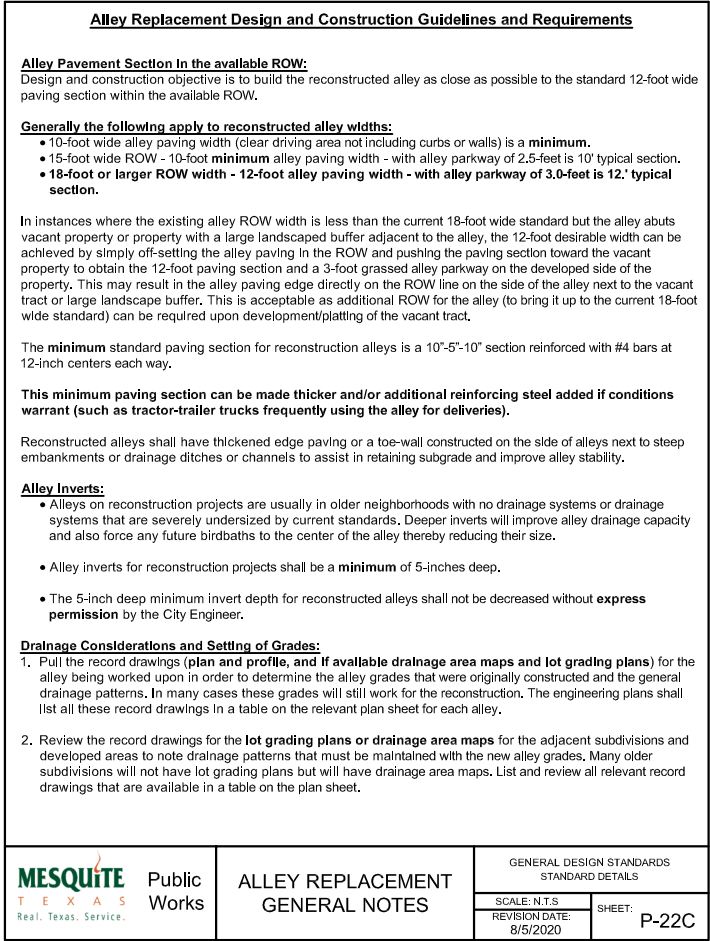
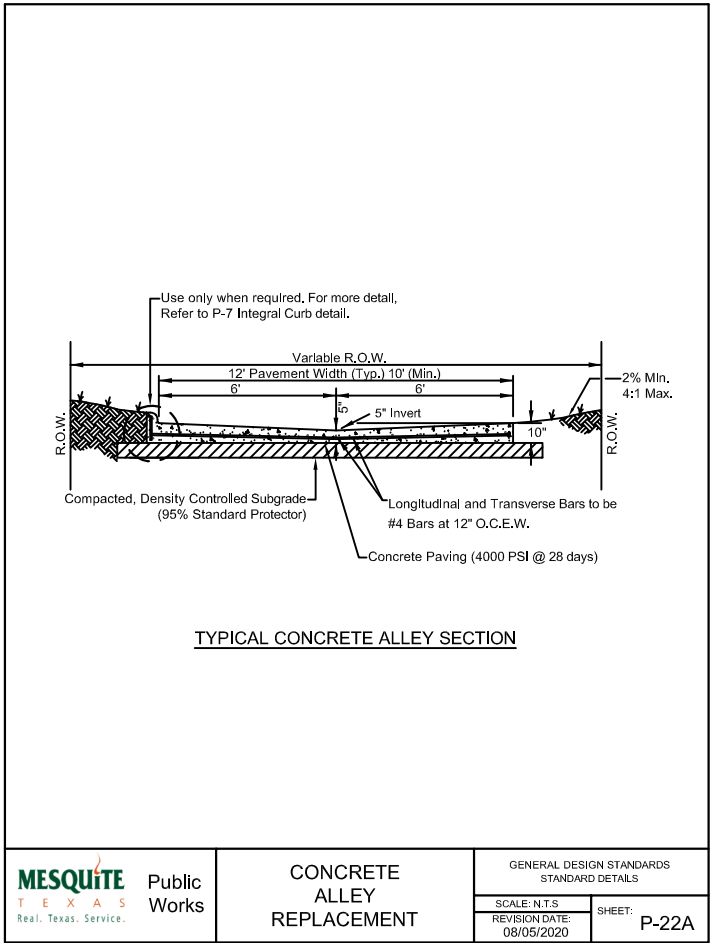
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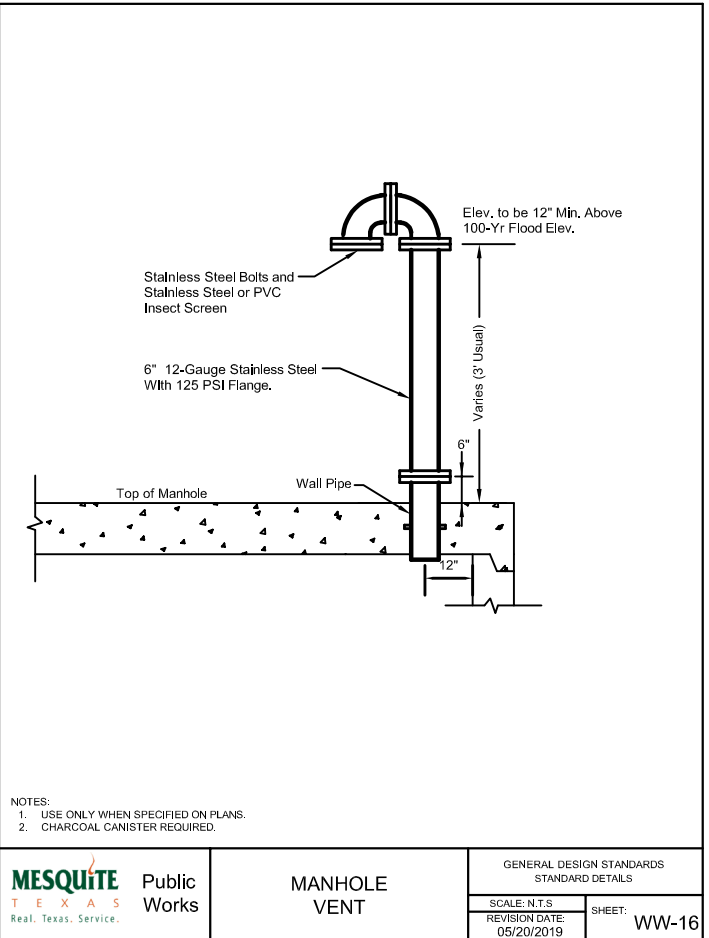
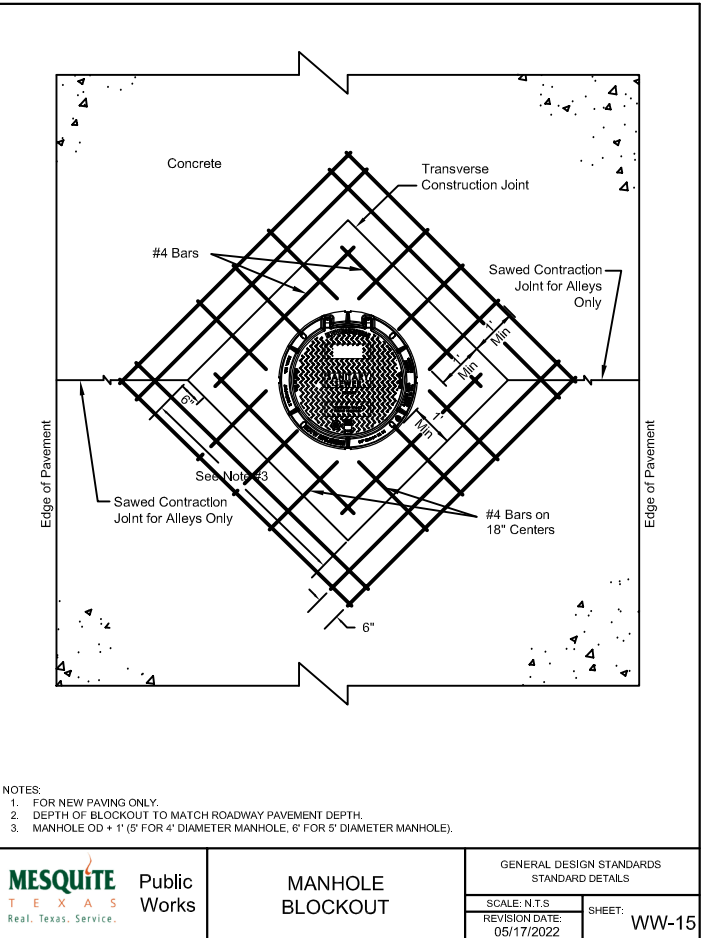
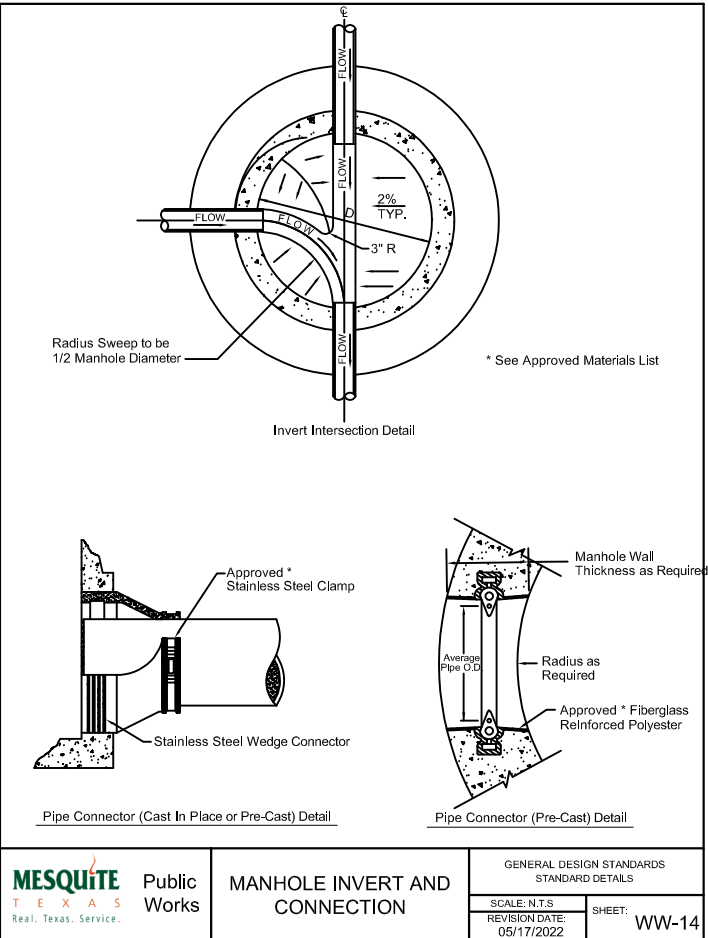
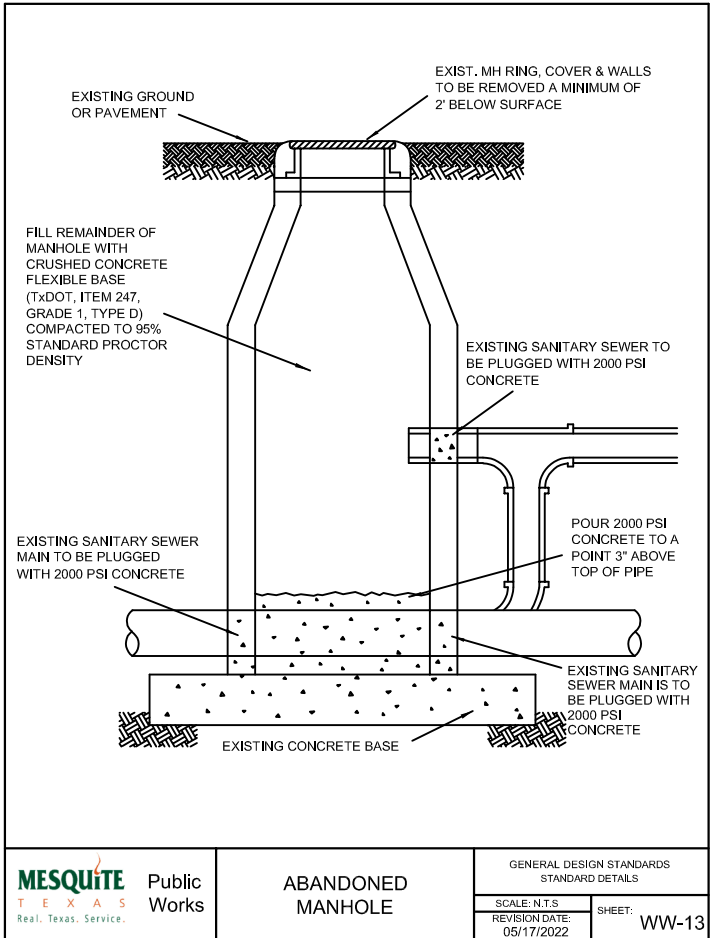
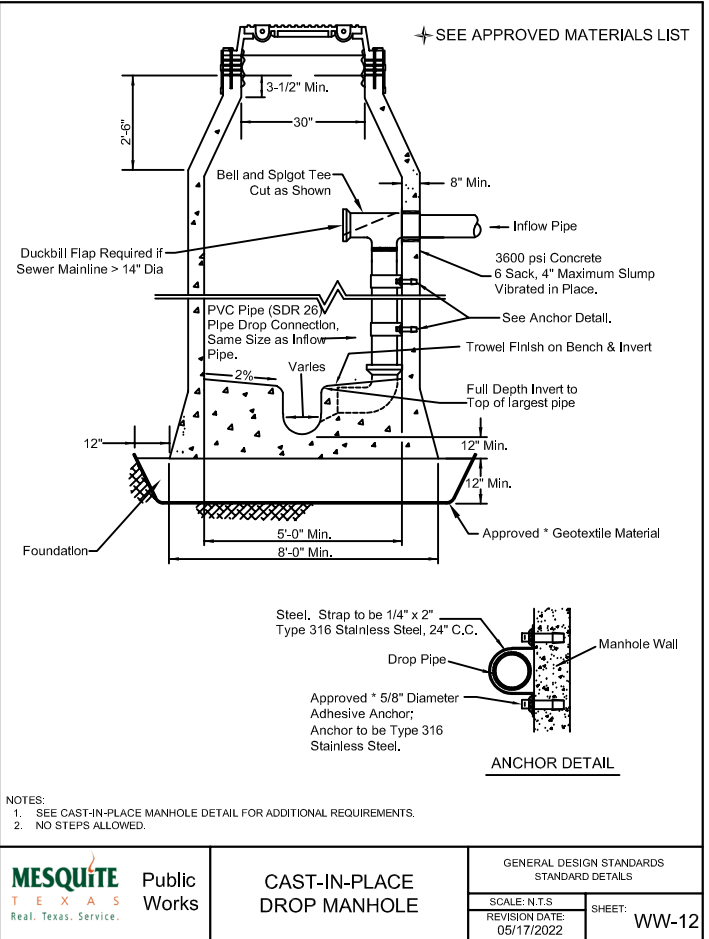
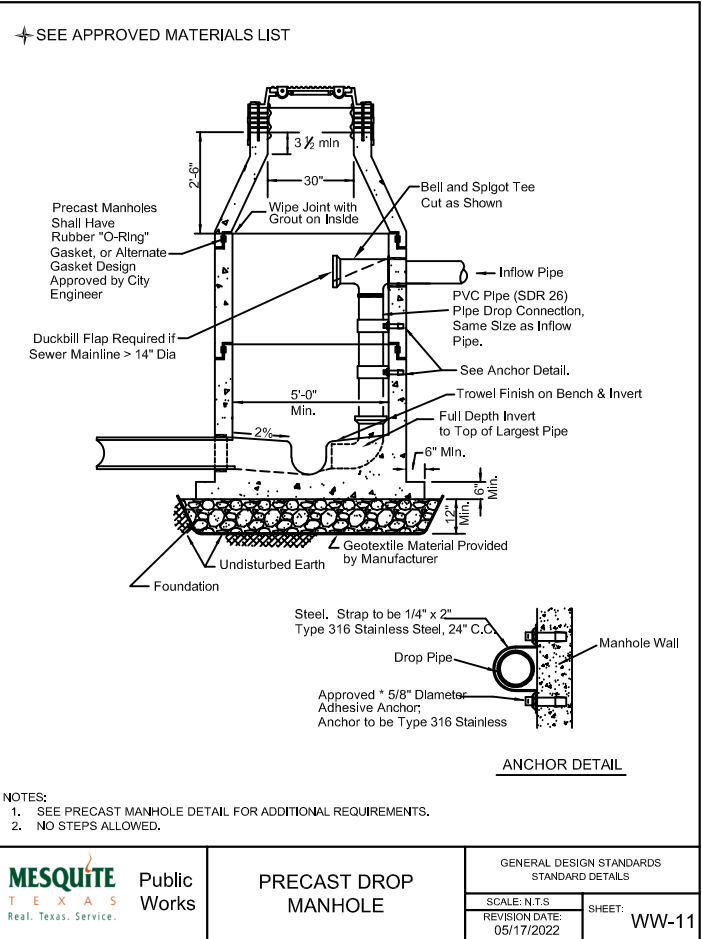
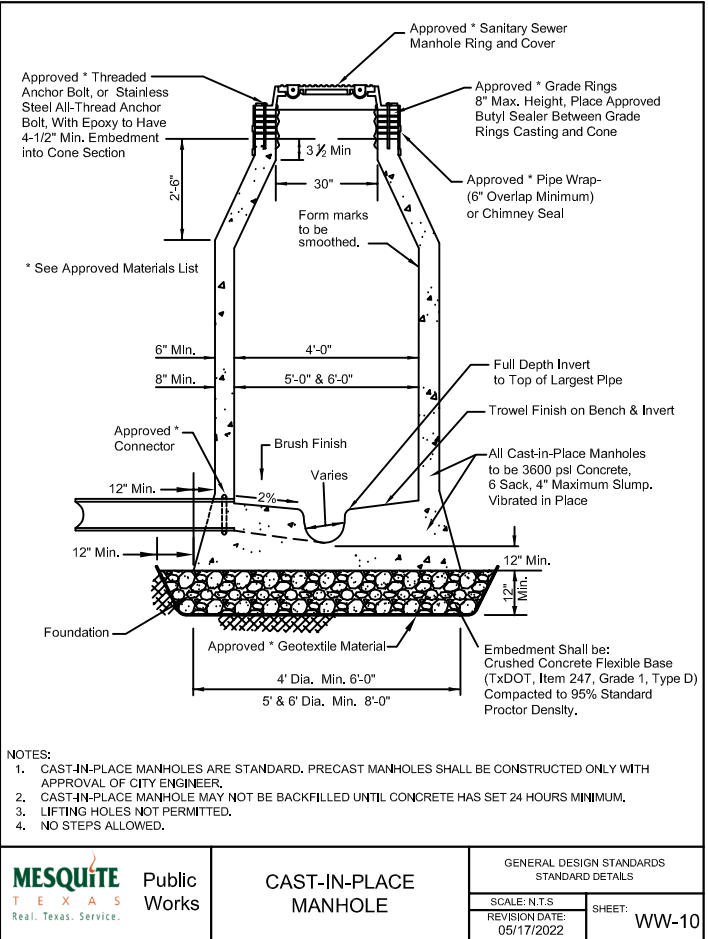
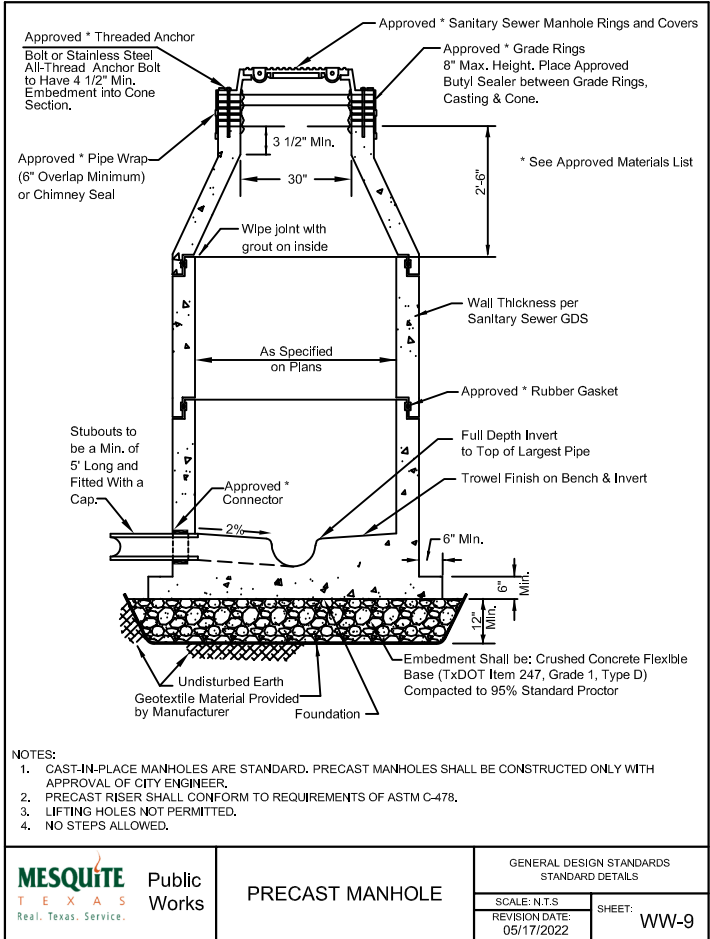
GENERAL DESIGN STANDARDS STANDARD DETAILS

SCALE: N.T.S.

REVISION DATE: 05/20/2019


SHEET: P-29






5 AND 10 FOOT RECESSED INLETS - PLAN VIEW

SECTION C-C - 5 AND 10 FOOT RECESSED INLETS

 MESQUITE TEXAS <i>Real. Texas. Service.</i>	Public Works	5' AND 10' SINGLE RECESSED CURB INLET (1 OF 2)	GENERAL DESIGN STANDARDS STANDARD DETAILS	
			SCALE: N.T.S. REVISION DATE: 05/20/2019	SHEET: D-1A

SECTION A-A - 5 AND 10 FOOT RECESSED INLETS


SECTION B-B - 5 AND 10 FOOT RECESSED INLETS

 <p>MESQUITE TEXAS Real. Texas. Service.</p>	<p>Public Works</p>	<p>5' AND 10' SINGLE RECESSED CURB INLET (2 OF 2)</p>	<p>GENERAL DESIGN STANDARDS STANDARD DETAILS</p>	
			<p>SCALE: N.T.S.</p>	<p>SHEET: D-1E</p>
		<p>REVISION DATE: 05/20/2019</p>		

15 AND 20 FOOT STANDARD INLETS - PLAN VIEW

- NOTE:
1. REINFORCEMENT SHOWN IS ADDITIONAL FOR PIPE OPENINGS. SEE SECTIONS FOR OTHER REINFORCING.
 2. BARS X SHALL BE CUT AT OPENING TO MAINTAIN 2" (TWO INCH) MINIMUM CLEAR COVER. ADDITIONAL #5 (FIVE) BARS X 3'-6" SHALL BE PROVIDED AT EACH SIDE OF OPENING.


SECTION A-A - 15 AND 20 FOOT STANDARD INLETS

 <p>MESQUITE TEXAS Real. Texas. Service.</p>	<p>Public Works</p>	<p>15' AND 20' DOUBLE STANDARD CURB INLET (1 OF 2)</p>	<p>GENERAL DESIGN STANDARDS STANDARD DETAILS</p>	
			<p>SCALE: N.T.S.</p>	<p>SHEET: D-2A</p>
			<p>REVISION DATE: 05/20/2019</p>	

SECTION B-B - 15 AND 20 FOOT STANDARD INLETS


SECTION C-C - 15 AND 20 FOOT STANDARD INLETS

- NOTE:
SEE CURB INLET DETAILS
AND NOTES AND CURB INLET
REINFORCING DETAIL FOR
ADDITIONAL INFORMATION

 <p>MESQUITE TEXAS Real. Texas. Service.</p>	<p>Public Works</p>	<p>15' AND 20' DOUBLE STANDARD CURB INLET (2 OF 2)</p>	<p>GENERAL DESIGN STANDARDS STANDARD DETAILS</p>	
			<p>SCALE: N.T.S.</p>	<p>SHEET: D-2B</p>
			<p>REVISION DATE: 05/20/2019</p>	


5' AND 10' STANDARD CURB INLET - PLAN VIEW

SECTION C-C - 5 AND 10 FOOT STANDARD INLETS

 <p>MESQUITE TEXAS Real. Texas. Service.</p>	<p>Public Works</p>	<p>5' AND 10' SINGLE STANDARD CURB INLET (1 OF 2)</p>	<p>GENERAL DESIGN STANDARDS STANDARD DETAILS</p>	
			<p>SCALE: N.T.S.</p>	<p>REVISION DATE: 05/20/2019</p>
			<p>SHEET: D-3A</p>	


SECTION A-A - 5 AND 10 FOOT STANDARD INLETS

SECTION B-B - 5 AND 10 FOOT STANDARD INLETS

 <p>MESQUITE TEXAS Real. Texas. Service.</p>	<p>Public Works</p>	<p>5' AND 10' SINGLE STANDARD CURB INLET (2 OF 2)</p>	<p>GENERAL DESIGN STANDARDS STANDARD DETAILS</p>	
			<p>SCALE: N.T.S.</p>	<p>SHEET:</p>
			<p>REVISION DATE: 05/20/2019</p>	<p>D-3B</p>

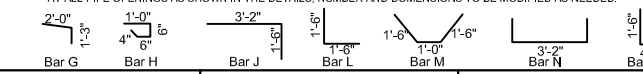
INSTALLATION DRAWING F


- NOTES (APPLICABLE TO ALL CURB INLETS):
1. PRECAST INLETS MUST BE APPROVED BY OWNER.
 2. THE EXCAVATION MUST PROVIDE A FIRM, LEVEL BED FOR THE BASE SECTION TO REST UPON.
 3. A MINIMUM OF 6" (SIX INCHES) OF 1" (ONE INCH) DIAMETER (MAXIMUM ROCK OR GRAVEL SHALL BE USED TO PREPARE THE BEDDING TO FINAL GRADE.
 4. CONCRETE TO BE 4,000 PSI.
 5. LOCKING DEVICE IS REQUIRED ON ALL STORM DRAIN LIDS.
 6. "NO OPENING" W/ALLS SHALL BE INSTALLED ON ALL STANDARD AND RECESSED INLETS.
 7. DESIGN SHOWN FOR INLETS UP TO 5'-0" (FIVE FEET) IN DEPTH.
 8. THROAT OPENING SHALL BE 6" (SIX INCHES).
 9. FOR ALL STANDARD CURB INLETS, SEE STANDARD 303" (THIRTY INCH) MANHOLE RING AND COVER DETAIL.
 10. BARS SHALL BE ADJUSTED OR CUT AS NECESSARY TO MAINTAIN A MINIMUM 2" (TWO INCH) CLEAR AT ALL OPENINGS.

 <p>MESQUITE TEXAS Real. Texas. Service.</p>	<p>Public Works</p>	<p>CURB INLET DETAILS AND NOTES</p>	<p>GENERAL DESIGN STANDARDS STANDARD DETAILS</p>	
			<p>SCALE: N.T.S. REVISION DATE: 05/20/2019</p>	<p>SHEET: D-4</p>

Double Inlets	Inlet Opening "L"	Bar	Bar Size	Bar Length	Bar Spacing	Inlet Opening "L"	Bar	Bar Size	Bar Length	Bar Spacing	
	7'-6"	A	#4	16'-4"	8" O.C. MAX.	10'-0"	A	#4	21'-4"	8" O.C. MAX.	
		B	#4	16'-4"	8" O.C. MAX.		B	#4	21'-4"	8" O.C. MAX.	
		C	#4	16'-4"	8" O.C. MAX.		C	#4	21'-4"	8" O.C. MAX.	
		C2	#4	3'-2"	8" O.C. MAX.		C2	#4	3'-2"	8" O.C. MAX.	
		D	#5	4'-6"	12" O.C. MAX.		D	#5	4'-6"	12" O.C. MAX.	
		F	#5	3'-3"	12" O.C. MAX.		F	#5	3'-3"	12" O.C. MAX.	
		G	#4	3'-6"	12" O.C. MAX.		G	#4	3'-6"	12" O.C. MAX.	
		H	#4	2'-6"	12" O.C. MAX.		H	#4	2'-6"	12" O.C. MAX.	
		I	#4	2'-0"	8" O.C. MAX.		I	#4	2'-0"	8" O.C. MAX.	
		J	#5	4'-8"	12" O.C. MAX.		J	#5	4'-8"	12" O.C. MAX.	
		K**	#4	3'-0"			K**	#4	3'-0"		
		L	#4	3'-0"	8" O.C. MAX.		L	#4	3'-0"	8" O.C. MAX.	
		M**	#4	4'-0"			M**	#4	4'-0"		
		N	#5	6'-2"	8" O.C. MAX.		N	#5	6'-2"	8" O.C. MAX.	
		U	#4	3'-4"	8" O.C. MAX.		U	#4	3'-4"	8" O.C. MAX.	
	Single Inlets	Inlet Opening "L"	Bar	Bar Size	Bar Length	Bar Spacing	Inlet Opening "L"	Bar	Bar Size	Bar Length	Bar Spacing
		5'-0"	A	#4	5'-0"	8" O.C. MAX.	10'-0"	A	#4	9'-0"	8" O.C. MAX.
			B	#4	5'-0"	8" O.C. MAX.		B	#4	9'-0"	8" O.C. MAX.
		C	#4	5'-0"	8" O.C. MAX.		C	#4	9'-0"	8" O.C. MAX.	
		C2	#4	3'-2"	8" O.C. MAX.		C2	#4	3'-2"	8" O.C. MAX.	
		D	#5	4'-6"	12" O.C. MAX.		D	#5	4'-6"	12" O.C. MAX.	
		F	#5	3'-3"	12" O.C. MAX.		F	#5	3'-3"	12" O.C. MAX.	
		G	#4	3'-6"	12" O.C. MAX.		G	#4	3'-6"	12" O.C. MAX.	
		H	#4	2'-6"	12" O.C. MAX.		H	#4	2'-6"	12" O.C. MAX.	
		J	#5	4'-8"	12" O.C. MAX.		J	#5	4'-8"	12" O.C. MAX.	
		K**	#4	3'-0"			K**	#4	3'-0"		
		L	#4	3'-0"	8" O.C. MAX.		L	#4	3'-0"	8" O.C. MAX.	
		M**	#4	4'-0"			M**	#4	4'-0"		
		N	#5	6'-2"	8" O.C. MAX.		N	#5	6'-2"	8" O.C. MAX.	

* BAR LENGTHS SHOWN ARE FOR MAX. HEIGHT INLETS. VALUES SHALL BE ADJUSTED FOR USUAL HEIGHT INLETS.
** DIMENSIONS SHOWN FOR TOP SLAB OPENINGS AS SHOWN IN THE DETAILS. ADDITIONAL BARS SHALL BE PROVIDED AT ALL PIPE OPENINGS AS SHOWN IN THE DETAILS. NUMBER AND DIMENSIONS TO BE MODIFIED AS NEEDED.



 <div style="display: inline-block; vertical-align: middle;"> <div style="text-align: center;">Public Works</div> </div>	<div style="text-align: center;">CURB INLET REINFORCING</div>		<div style="text-align: center;">GENERAL DESIGN STANDARDS STANDARD DETAILS</div>	
	<div style="text-align: center;">SCALE: N.T.S.</div>	<div style="text-align: center;">REVISION DATE: 05/20/2019</div>	<div style="text-align: center;">SHEET: D-5</div>	