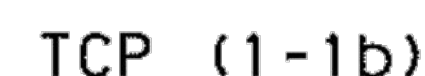
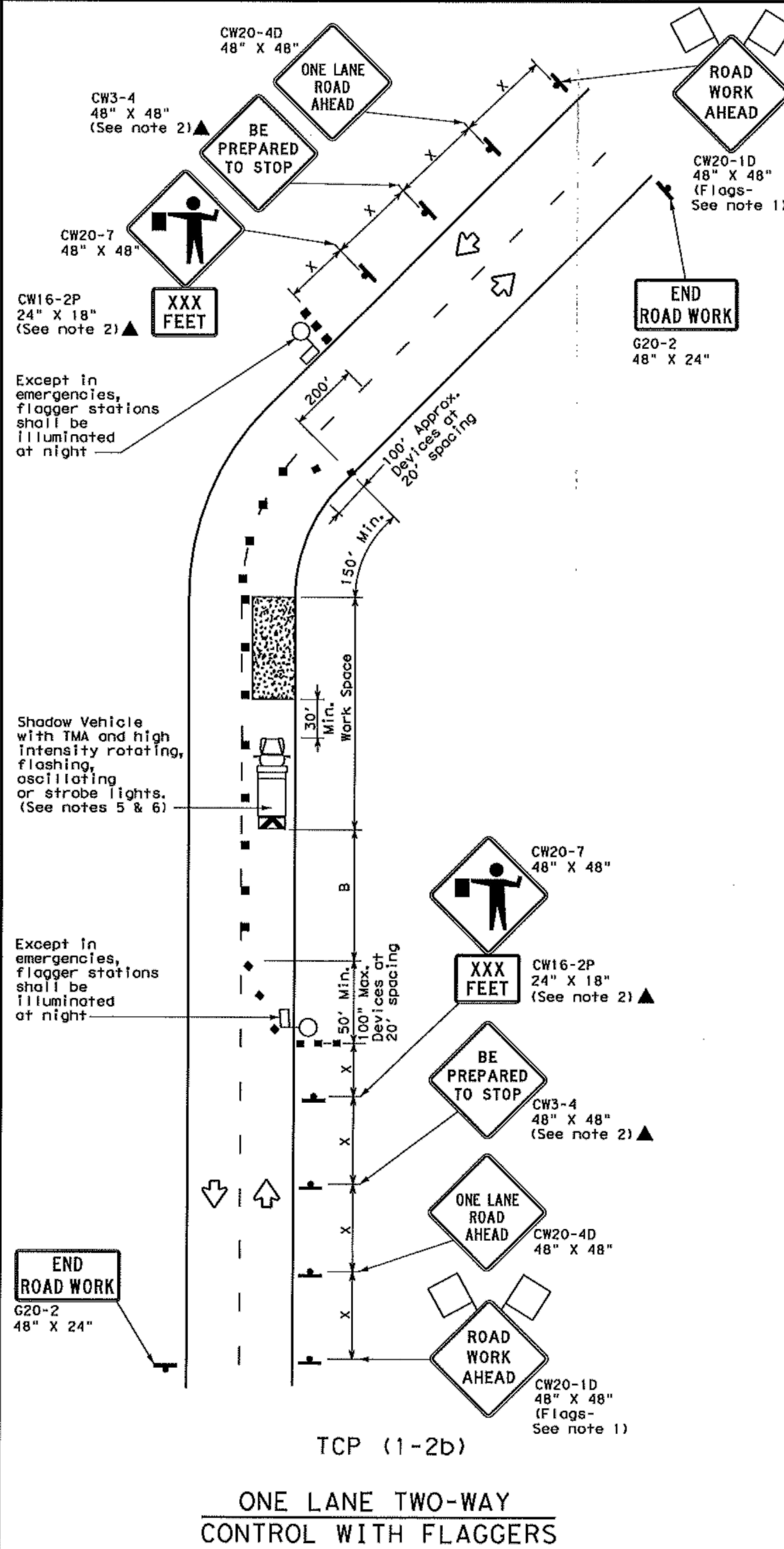
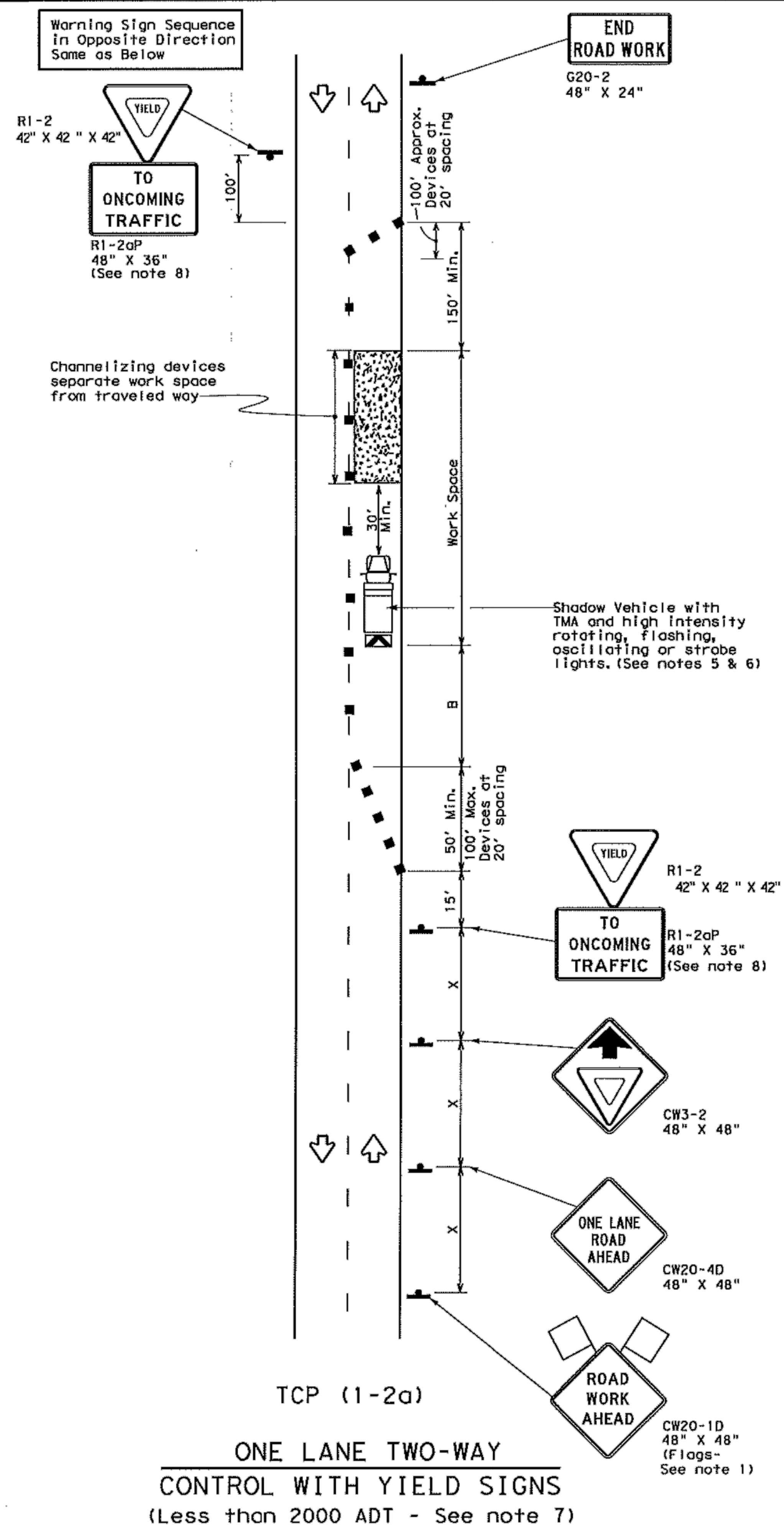












DATE: 6/8/2020 2:32:11 PM



DISCLAIMER:



	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths *'			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "B" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	L = $\frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45		450'	495'	540'	45'	90'	320'	195'	360'
50	L = WS	500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

* Conventional Roads Only
 ** Taper lengths have been rounded off.
 L=Length of Taper (FT) W=Width of Offset (FT) S=Posted Speed (MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES

1. Flags attached to signs where shown are REQUIRED.
2. All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
3. The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4D "ONE LANE ROAD AHEAD" sign, but proper sign spacing shall be maintained.
4. Sign spacing may be increased or an additional CW20-1D "ROAD WORK AHEAD" sign may be used if advance warning ahead of the flagger or R1-2 "YIELD" sign is less than 1500 feet.
5. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
6. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

TCP (1-2σ)

7. R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work spaces should be no longer than one half city block. In rural areas on roadways with less than 2000 ADT, work spaces should be no longer than 400 feet.
8. R1-2 "YIELD" sign with R1-2aP "TO ONCOMING TRAFFIC" plaque shall be placed on a support at a 7 foot minimum mounting height.

TCP (1-2b)

9. Flaggers should use two-way radios or other methods of communication to control traffic.
10. Length of work space should be based on the ability of flaggers to communicate.
11. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
12. Channelizing devices on the center-line may be omitted when a pilot car is leading traffic and approved by the Engineer.
13. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.



Texas Department of Transportation

**Traffic
Operations
Division
Standard**

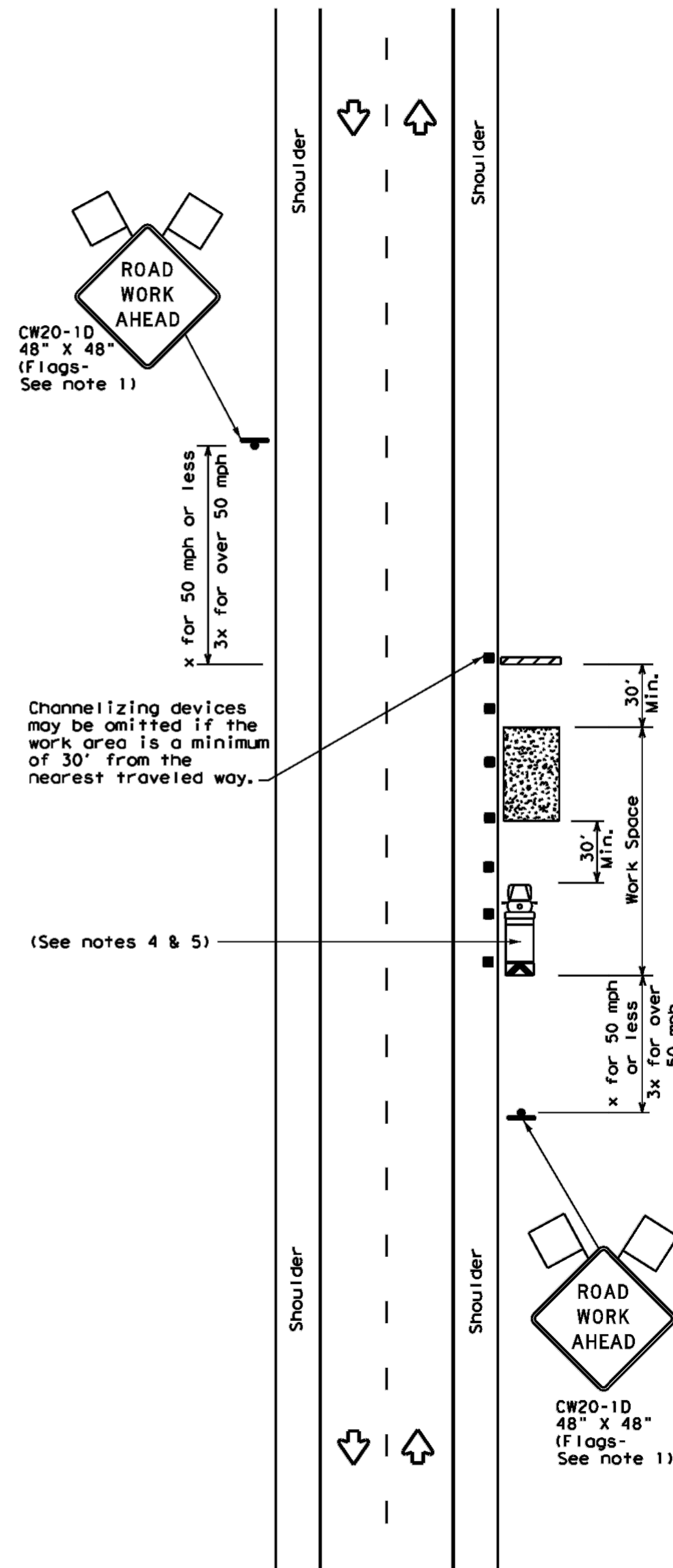
TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

TCP (1-2) - 18

FILE#	tcpl-2-18.dgn	DN#	CK#	DN#	CK#
© TxDOT	December 1985	CONT	SECT	JOB	HIGHWAY
REVISONS					
4-90	4-98				
2-94	2-12				
1-97	2-18	DIST	COUNTY		SHEET NO.
					22 OF 49

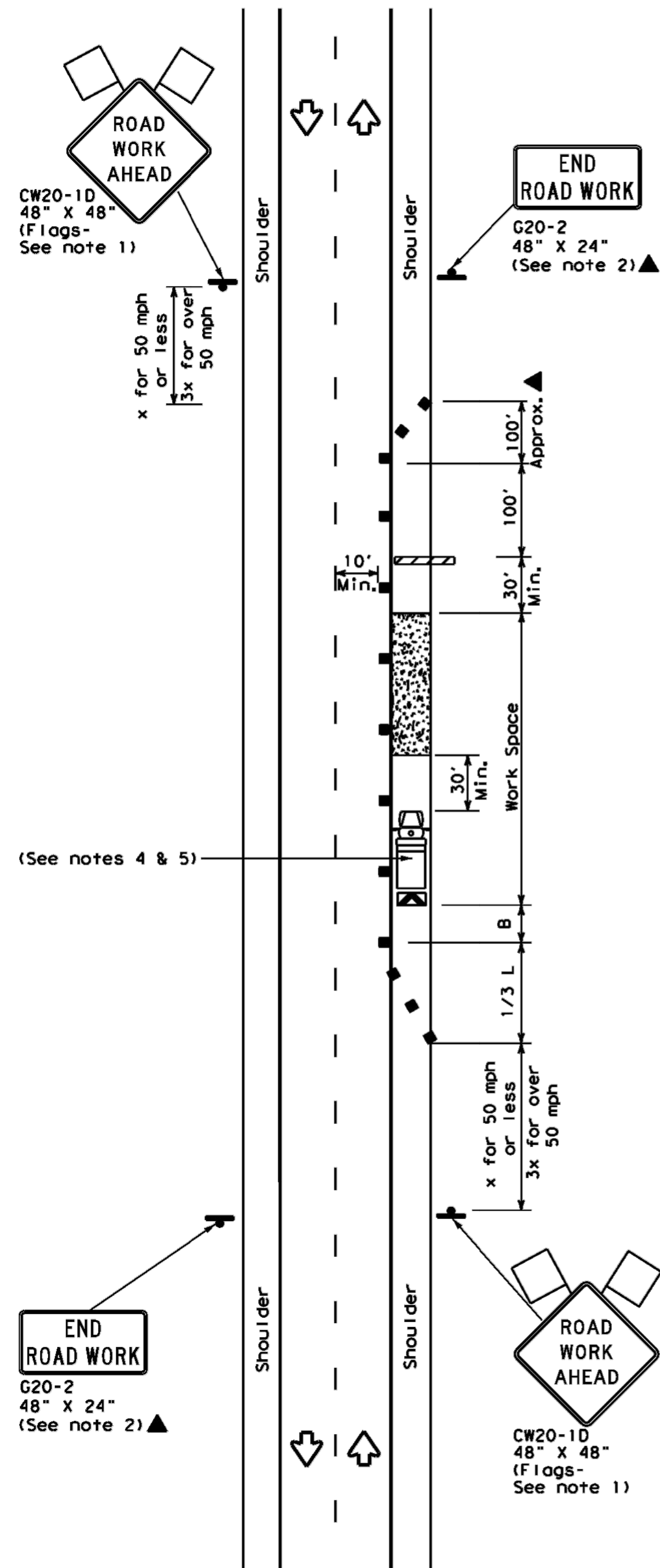
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

DATE: FILE:



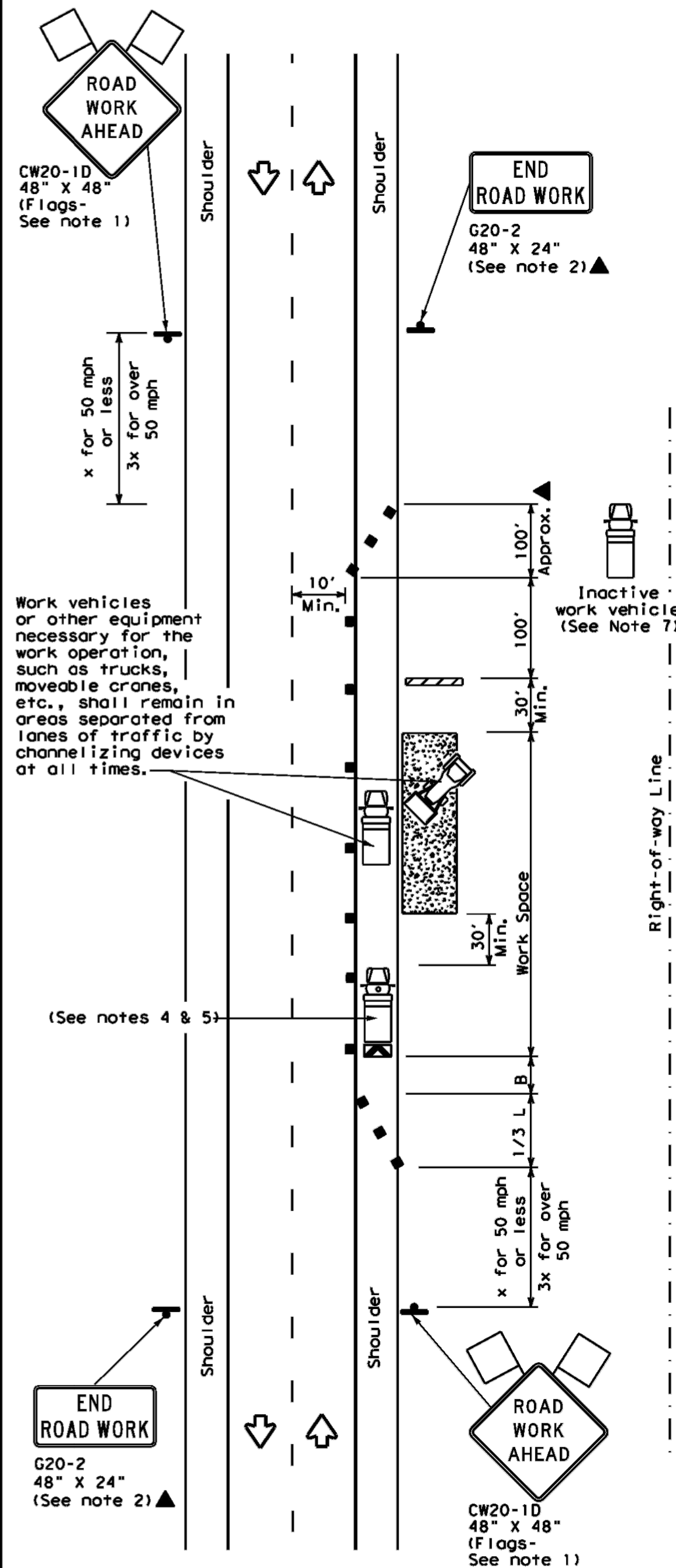
TCP (2-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (2-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (2-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L = WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70		700'	770'	840'	70'	140'	800'	475'
75		750'	825'	900'	75'	150'	900'	540'

* Conventional Roads Only

** Taper lengths have been rounded off.

L=Length of Taper (FT) W=Width of Offset (FT) S=Posted Speed (MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	✓

GENERAL NOTES

- Flags attached to signs where shown, are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated in the plans, or for routine maintenance work, when approved by the Engineer.
- Stockpiled material should be placed a minimum of 30 feet from nearest traveled way.
- Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
- See TCP(5-1) for shoulder work on divided highways, expressways and freeways.
- Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
- CW21-5 "SHOULDER WORK" signs may be used in place of CW20-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

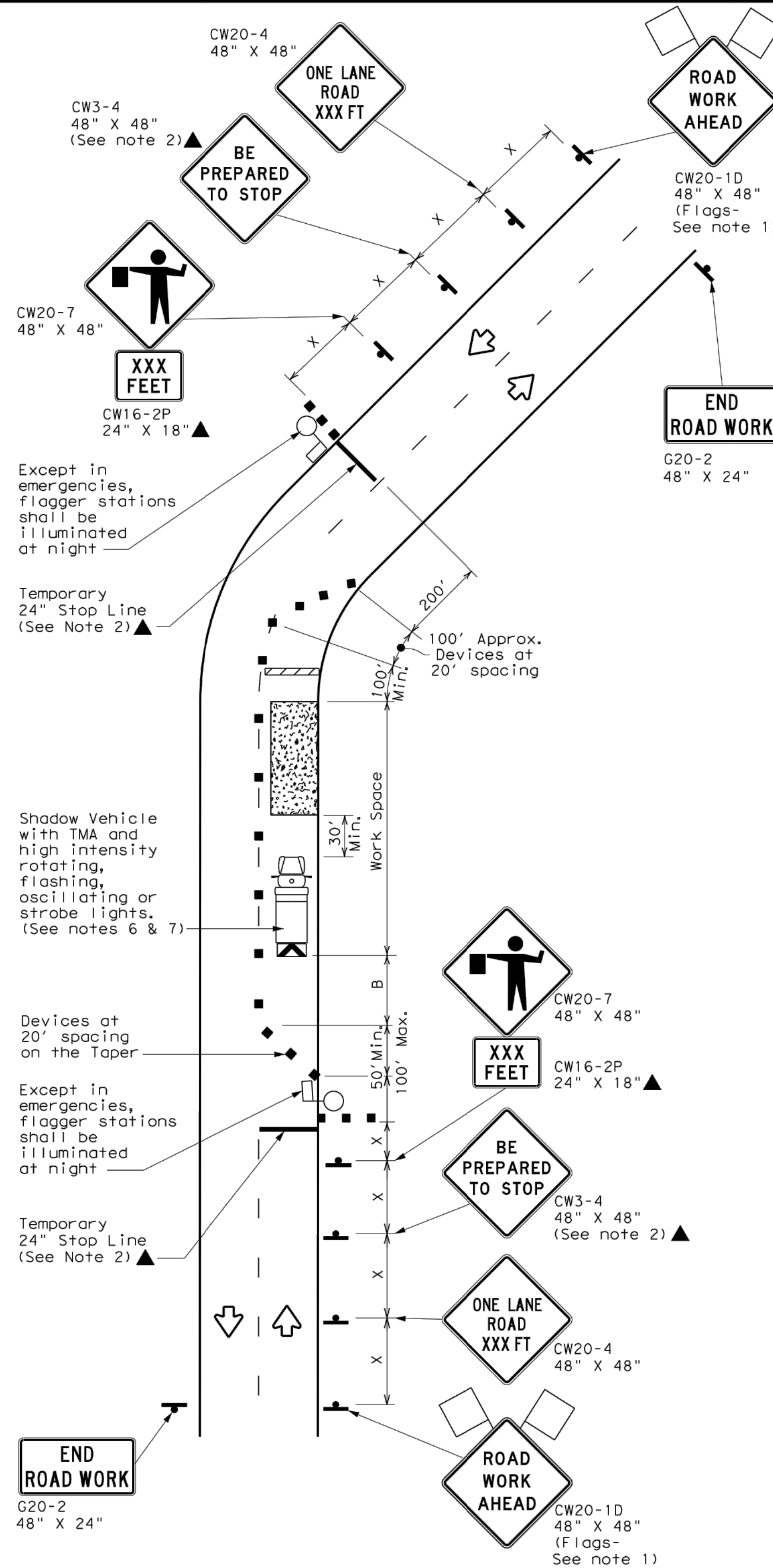
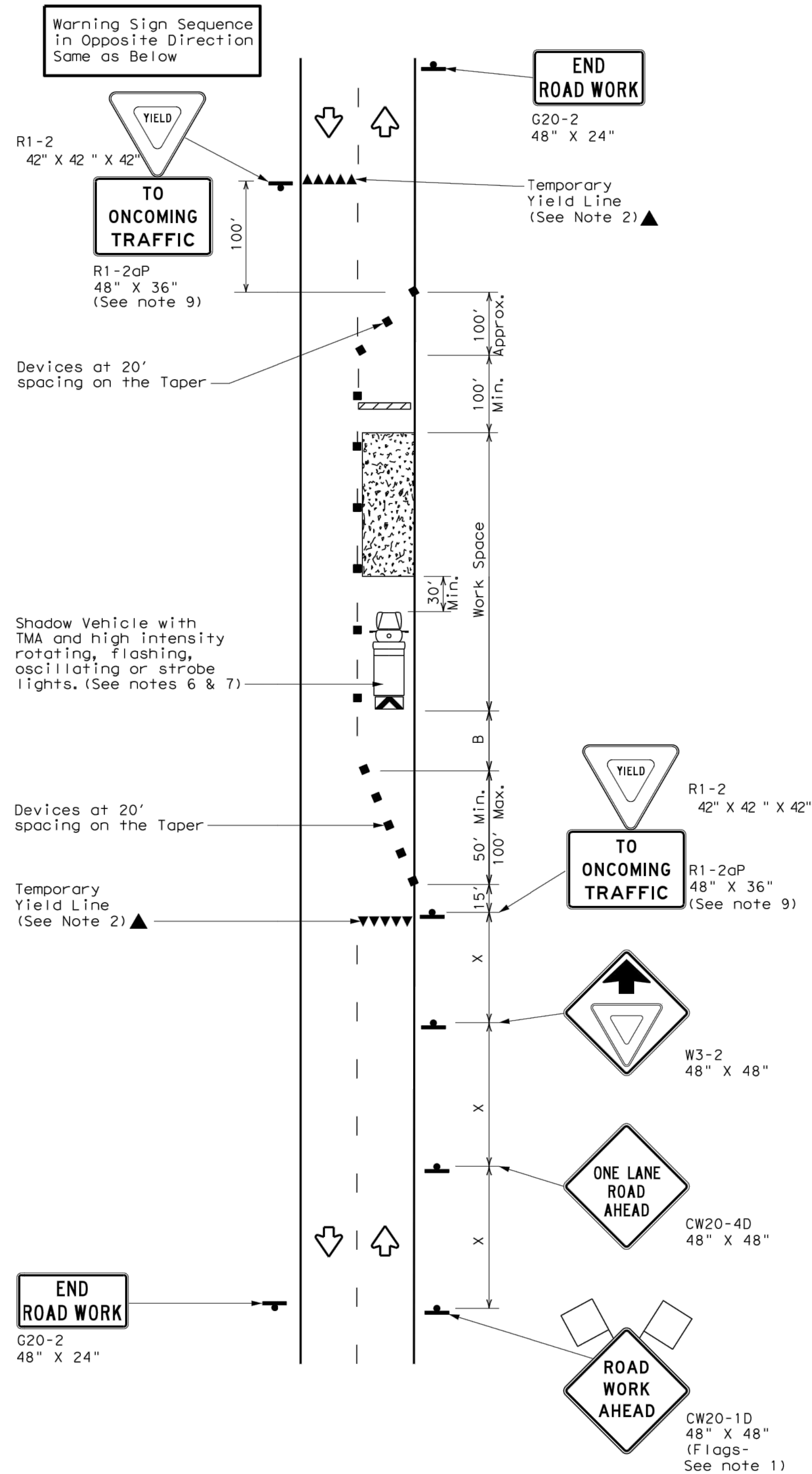
**TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK**

TCP (2-1) - 18

FILE: tcp2-1-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS				
2-94 4-98				
8-95 2-12				
1-97 2-18				
	DIST	COUNTY		SHEET NO.
				23 OF 49

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DATE: FILE:



LEGEND					
	Type 3 Barricade		Channelizing Devices		
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)		
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)		
	Sign		Traffic Flow		
	Flag		Flagger		

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

* Conventional Roads Only

** Taper lengths have been rounded off.

L=Length of Taper (FT) W=Width of Offset (FT) S=Posted Speed (MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓	✓	

GENERAL NOTES

- Flags attached to signs where shown, are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
- The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4 "ONE LANE ROAD XXX FT" sign, but proper sign spacing shall be maintained.
- Flaggers should use two-way radios or other methods of communication to control traffic.
- Length of work space should be based on the ability of flaggers to communicate.
- A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.

TCP (2-2a)

- The R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work space should be no longer than one half city block. In rural areas, roadways with less than 2000 ADT, work space should be no longer than 400 feet.
- The R1-2aP "YIELD TO ONCOMING TRAFFIC" sign shall be placed on a support at a 7 foot minimum mounting height.

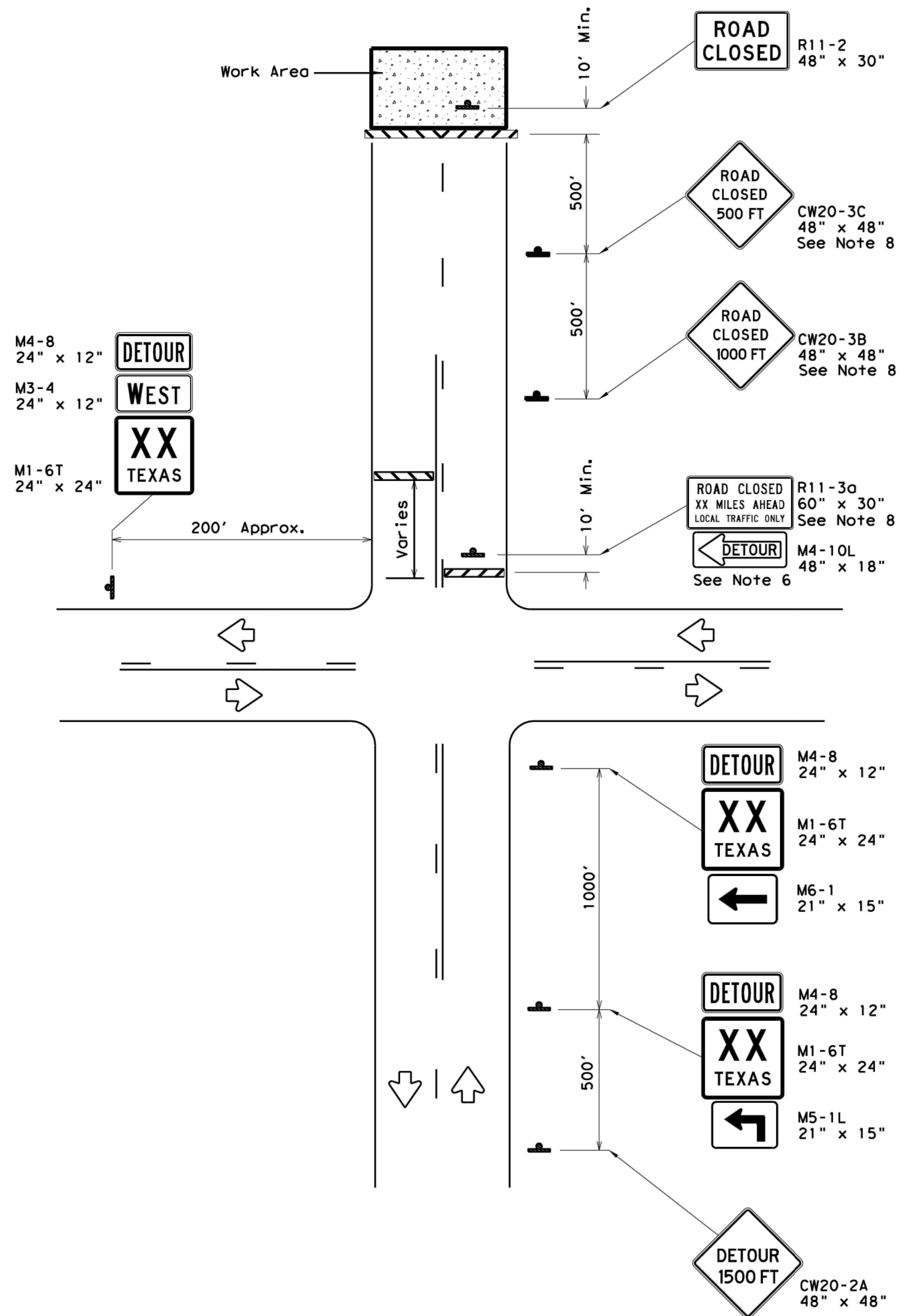
TCP (2-2b)

- Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
- If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the flagger and a queue of stopped vehicles. (See table above).
- Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

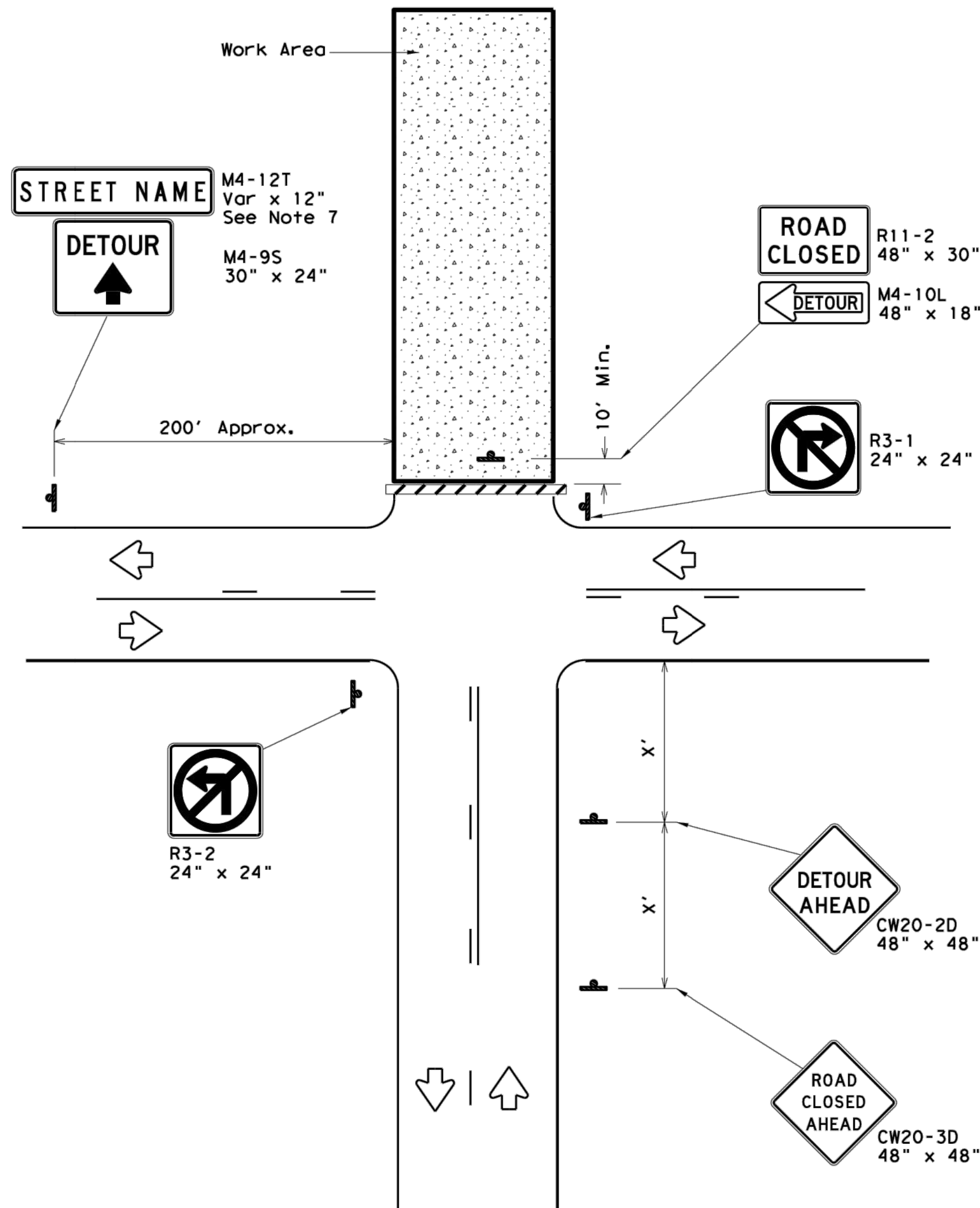
		Traffic Operations Division Standard							
TRAFFIC CONTROL PLAN ONE-LANE TWO-WAY TRAFFIC CONTROL									
TCP (2-2) - 18									
FILE: tcp2-2-18.dgn	DN: December 1985	CK: CONT	DW: SECT	CK: JOB	CK: HIGHWAY				
REVISIONS		DIST		COUNTY					
8-95	3-03								
1-97	2-12								
4-98	2-18								
					SHEET NO. 24 OF 49				

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DATE:
FILE:



ROAD CLOSURE BEYOND THE INTERSECTION
Signing for a Numbered Route with an Off-Site Detour



ROAD CLOSURE AT THE INTERSECTION
Signing for an Un-numbered Route with an Off-Site Detour

LEGEND	
	Type 3 Barricade
	Sign

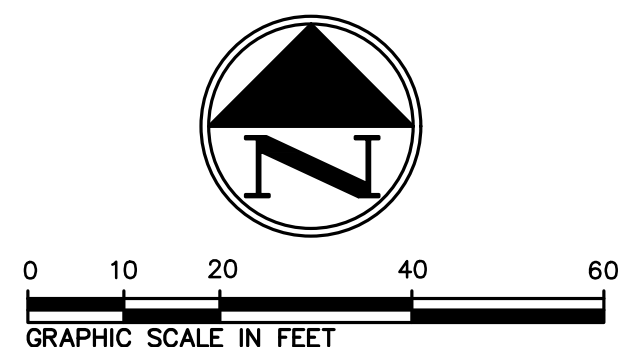
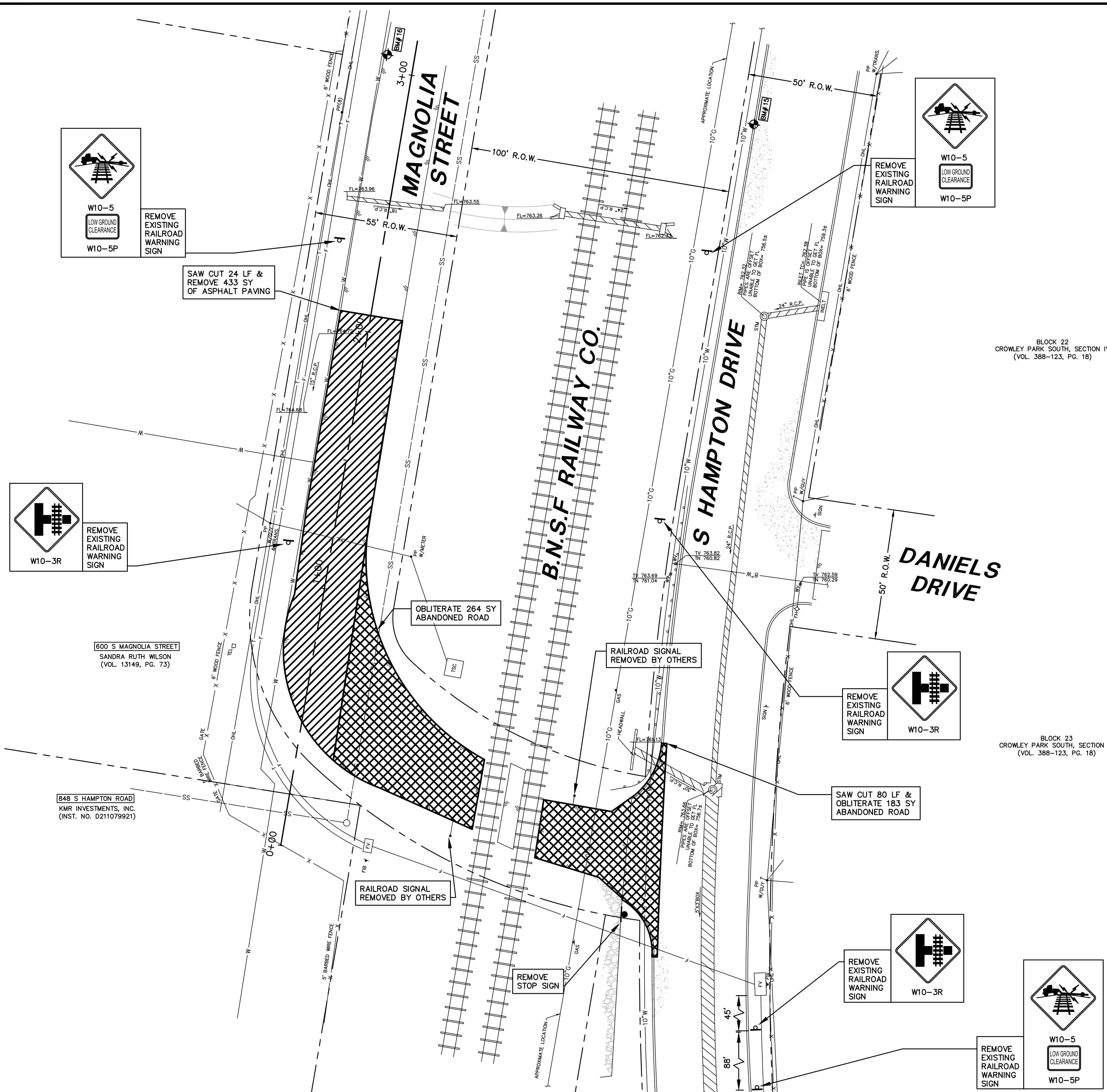
Posted Speed *	Minimum Sign Spacing "x" Distance
30	120'
35	160'
40	240'
45	320'
50	400'
55	500'
60	600'
65	700'
70	800'
75	900'

* Conventional Roads Only

GENERAL NOTES





- This sheet is intended to provide details for temporary work zone road closures. For permanent road closure details see the D&OM standards.
- Barricades used shall meet the requirements shown on Barricade and Construction Standard BC(10) and listed on the Compliant Work Zone Traffic Control Devices List (CWZTCD).
- Stockpiled materials shall not be placed on the traffic side of barricades.
- Barricades at the road closure should extend from pavement edge to pavement edge.
- Detour signing shown is intended to illustrate the type of signing that is appropriate for numbered routes or un-numbered routes as labeled. It does not indicate the full extent of detour signing required. Detour routes should be signed as shown elsewhere in the plans.
- If the road is open for a significant distance beyond the intersection or there are significant origin/destination points beyond the intersection, the signs and barricades at this location should be located at the edge of the traveled way.
- The Street Name (M4-12T) sign is to be placed above the DETOUR (M4-9S) sign.
- For urban areas where there is a shorter distance between the intersection and the actual closure location, the ROAD CLOSED XX MILES AHEAD (R11-3a) sign may be replaced with a ROAD CLOSED TO THRU TRAFFIC (R11-4) sign. If adequate space does not exist between the intersection and the closure a single ROAD CLOSED AHEAD (CW20-3D) sign spaced as per the table above may replace the ROAD CLOSED 1000 FT (CW20-3B) and ROAD CLOSED 500 FT (CW20-3C) signs.
- Signs and barricades shown shall be subsidiary to Item 502. Locations where these details will be required shall be as shown elsewhere in the plans.

		Traffic Operations Division Standard	
WORK ZONE ROAD CLOSURE DETAILS			
WZ (RCD) - 13			
FILE:	wzrcd-13.dgn	DN:	TxDOT
© TxDOT	August 1995	CONT:	SECT:
REVISIONS		JOB:	HIGHWAY:
1-97 4-98 7-13		DIST:	COUNTY:
2-98 3-03			SHEET NO. 25 OF 49



LEGEND

B- BOLLARD	STW- STORM SEWER MANHOLE
CBT- UG CABLE MARKER	TEL- TELEPHONE MANHOLE
CO- CLEANOUT	WTR- UG WATER MARKER
ELEC- ELECTRIC BOX	WMO- WATER METER
EMD- ELECTRIC METER	WVS- WATER VALVE
ENC- ELECTRIC VAULT	WV- WATER VAULT
ELEC- UG ELECTRIC MARKER	FL- PIN FLAG YELLOW
FL- FIRE HYDRANT	OR- PIN MARK ORANGE
FIB- UG FIB. OPTIC MARKER	Y- PIN FLAG YELLOW
FP- FLAG POLE	--- - - - - PROPERTY LINE
FL- FLOOD LIGHT	--- - - - - EASEMENT LINE
GAS- UG GAS MARKER	--- - - - - SURVEY LINE
GAS- GAS MANHOLE	--- - - - - SETBACK LINE
GMG- GAS METER	--- - - - - TRACK ABSTRACT LINE
OTS- GAS TEST STATION	--- - - - - FENCE
--- - - - - GUY ANCHOR	--- - - - - OVERHEAD UTILITY LINE
--- - - - - S-X LIGHT STANDARD	--- - - - - GUARD RAIL
WED- MAILBOX	--- - - - - UNDERGROUND ELECTRIC LINE
WM- MONITORING WELL	--- - - - - UNDERGROUND TELEPHONE LINE
PSB- PULL BOX ELECTRIC	--- - - - - UNDERGROUND CABLE LINE
PSB- PULL BOX TELEPHONE	--- - - - - UNDERGROUND GAS LINE
--- - - - - POWER POLE	--- - - - - STORM DRAIN LINE
--- - - - - PP W/ LIGHT	--- - - - - WATER LINE
★- PP W/ GUY	--- - - - - WATER LINE SIZE UNKNOWN
PP W- PP W/ W/ ANCHOR	--- - - - - SANITARY SEWER LINE
PP W/ CROSS	--- - - - - EXIST CONTOUR
PP(1)- ARM (LENGTH IN FEET)	61.3- EXIST SPOT ELEV.
RD- ROOF DRAIN	TO 61.39 EXIST TOP OF CURB ELEV.
SIG- TRAFFIC SIGN	BR 61.19 EXIST GUTTER ELEV.
SS- SAN. SEWER MANHOLE	TEL 61.23 EXIST TOP OF RAMP ELEV.
TEL- TELEPHONE BOX	BR 61.12 EXIST BOTTOM OF RAMP ELEV.
TEL- UG TELEPHONE MARKER	SS 61.39 EXIST TOP OF STEP ELEV.
TSC- TRAFFIC SIGNAL CONTROL	TW 61.12 EXIST BOTTOM OF WALL ELEV.
TSP- TRAFFIC SIGNAL POLE	BR 61.12 EXIST BOTTOM OF WALL ELEV.

	ASPHALT PAVEMENT TO BE REMOVED
	OBLITERATE ABANDONED ROAD
	PROPOSED CONCRETE PAVEMENT
	PROPOSED CURB AND GUTTER



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NO.	DATE	REVISION

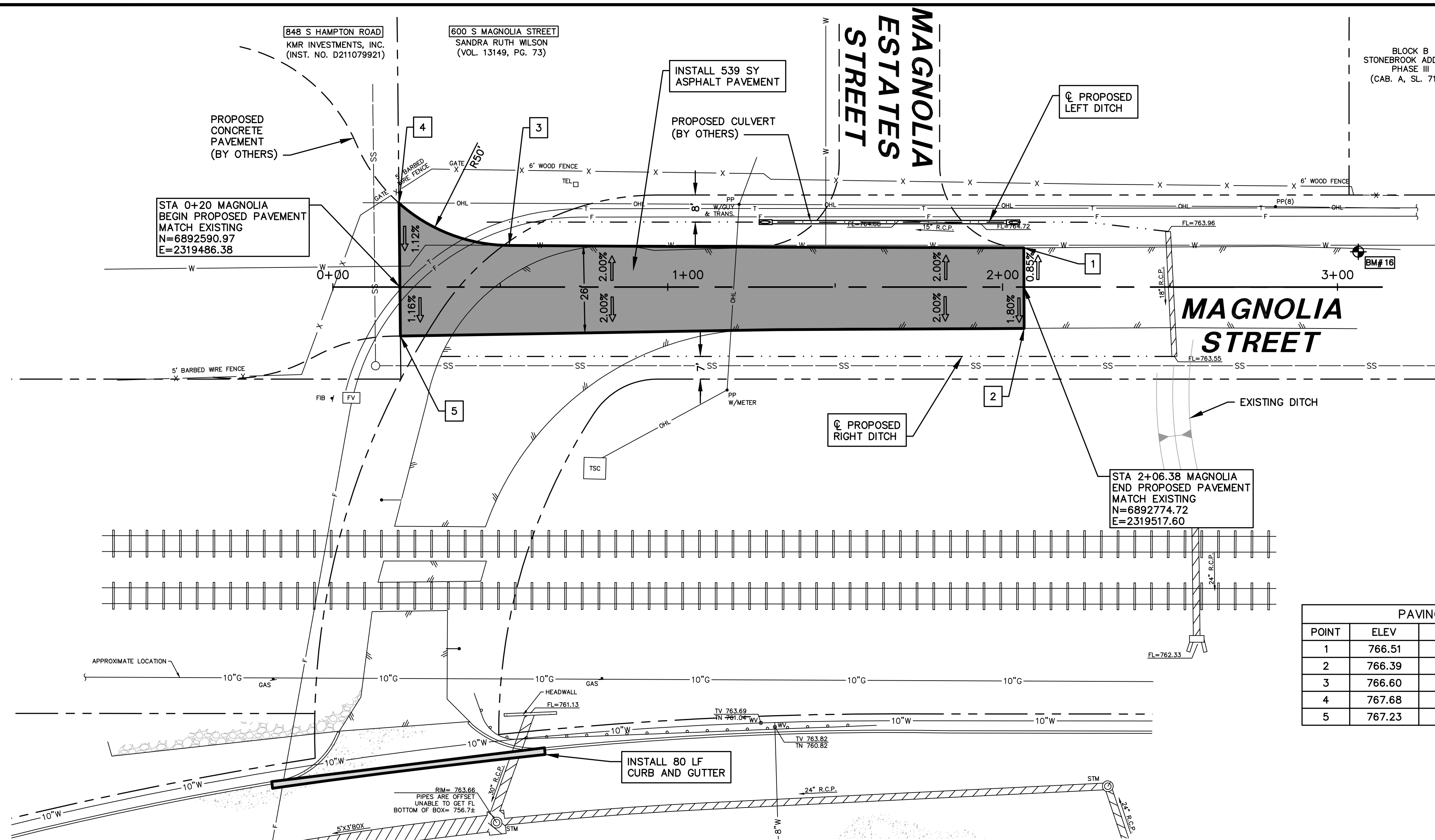
 **Pacheco Koch** 4060 BRYANT IRVIN ROAD
FORT WORTH, TX 76109 817.412.7155
TX REG. ENGINEERING FIRM F-469
TX REG. SURVEYING FIRM LS-10008001

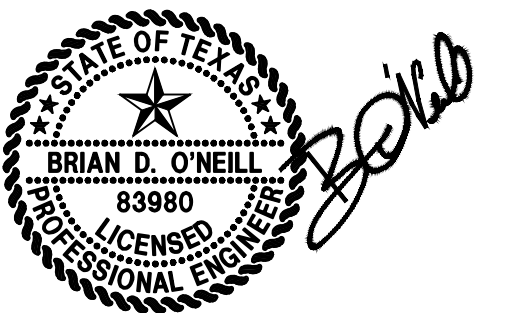
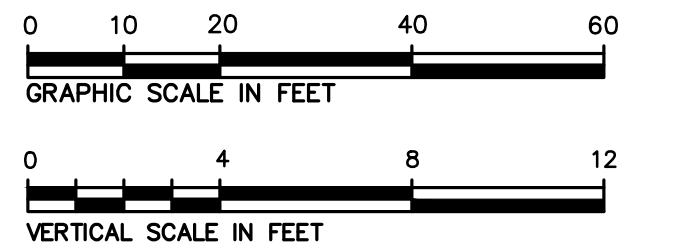
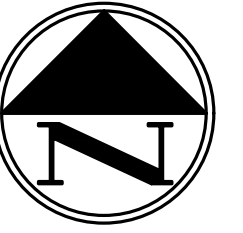
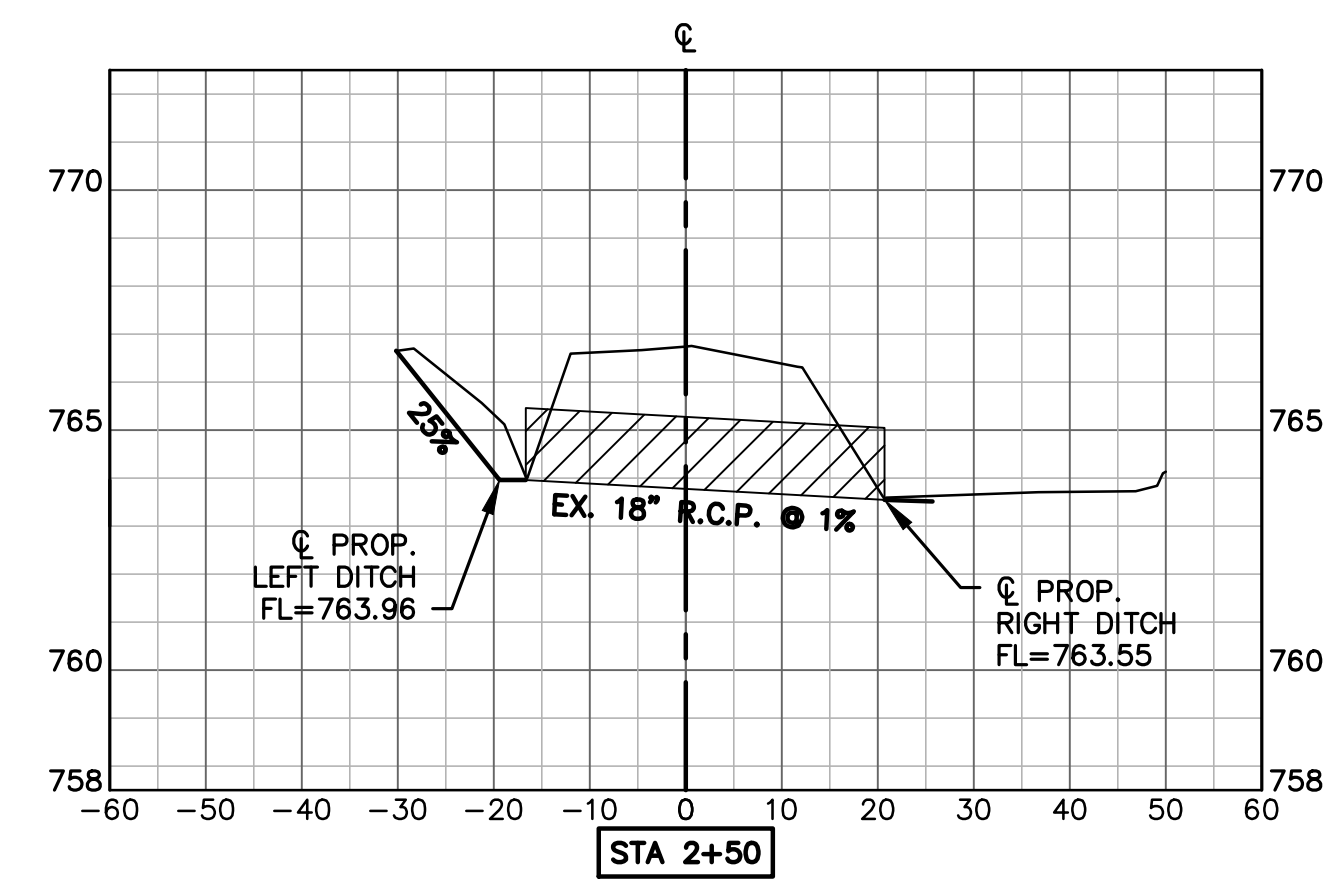
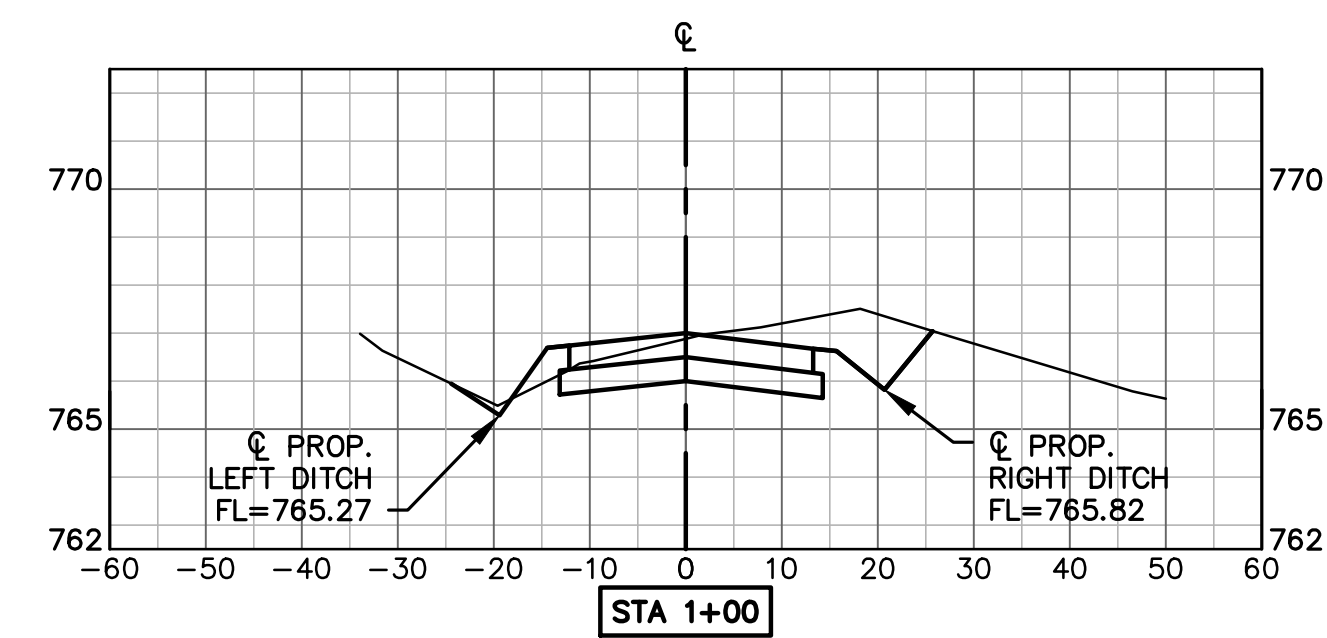
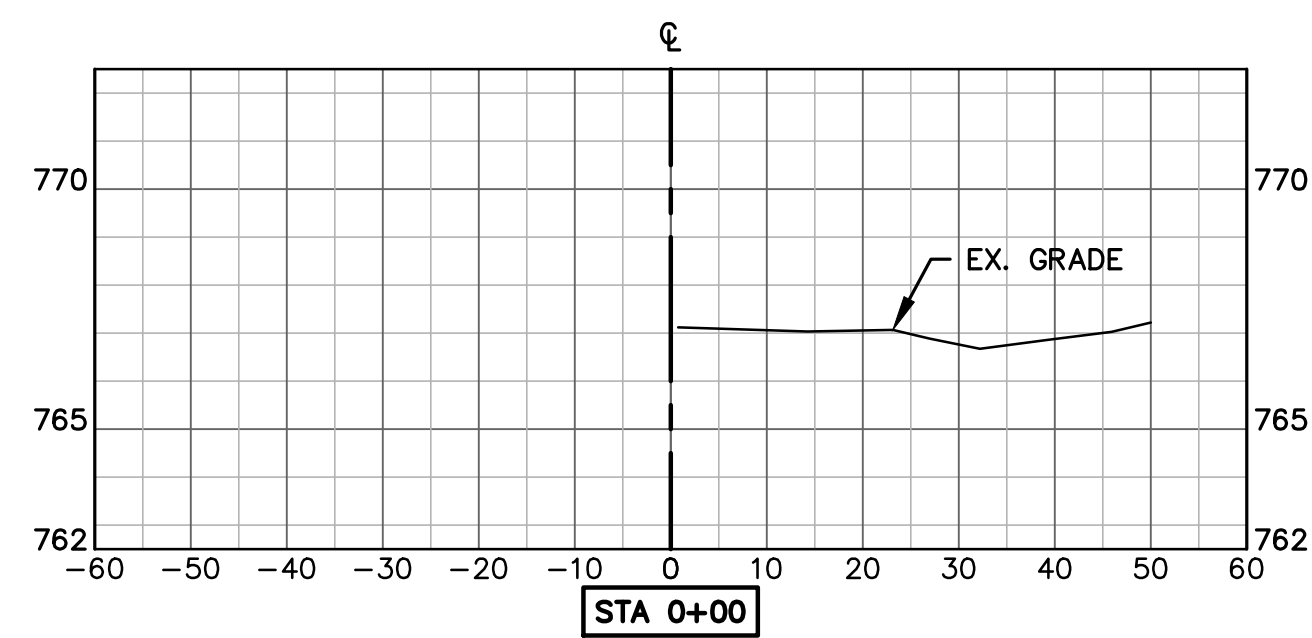
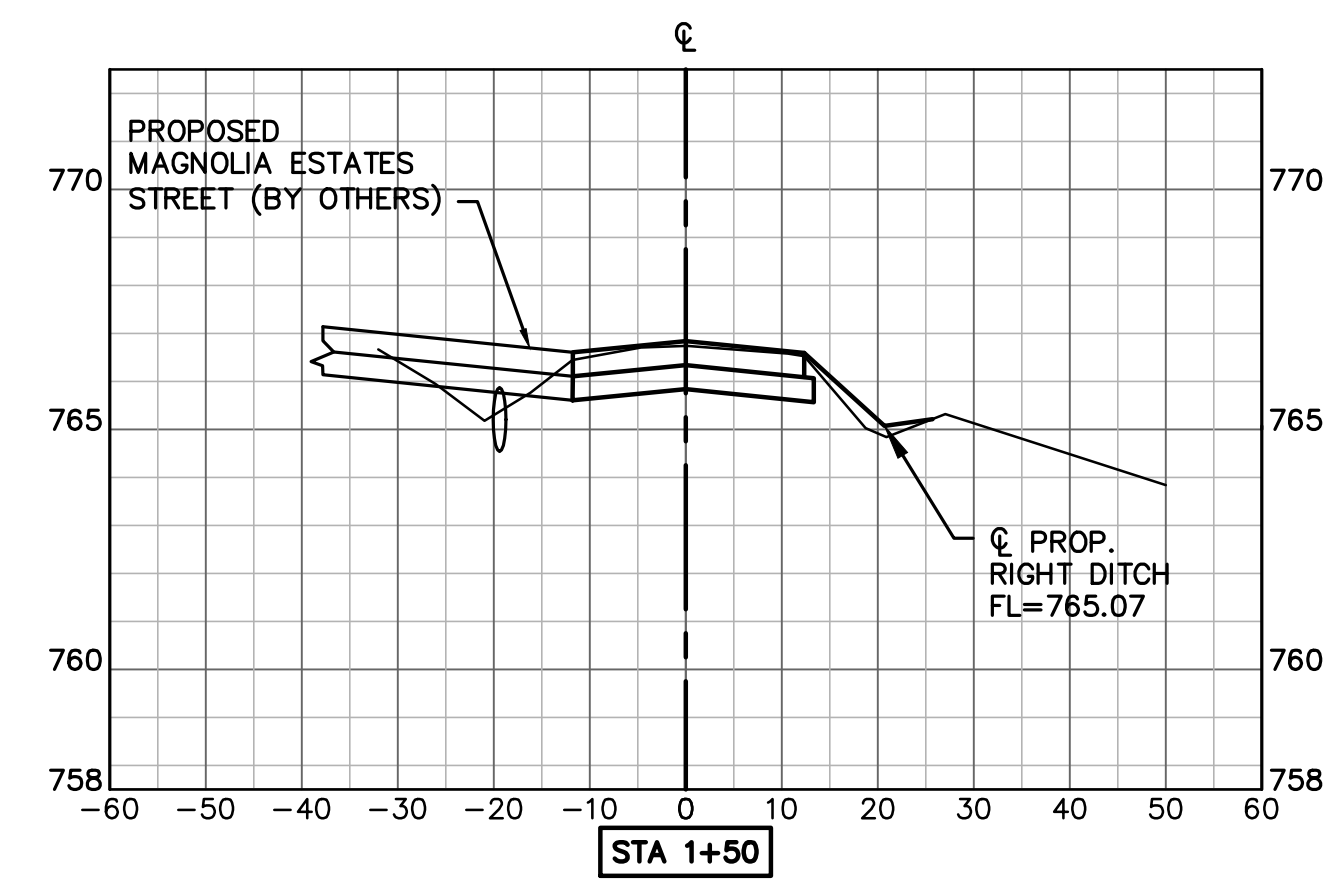
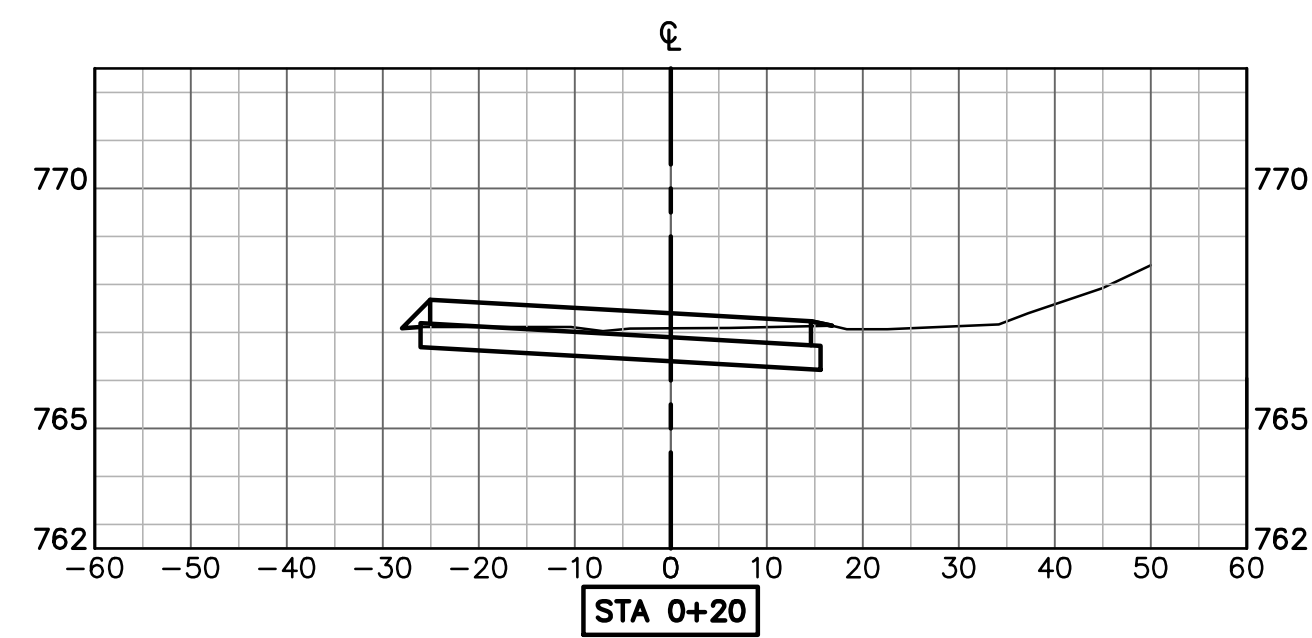
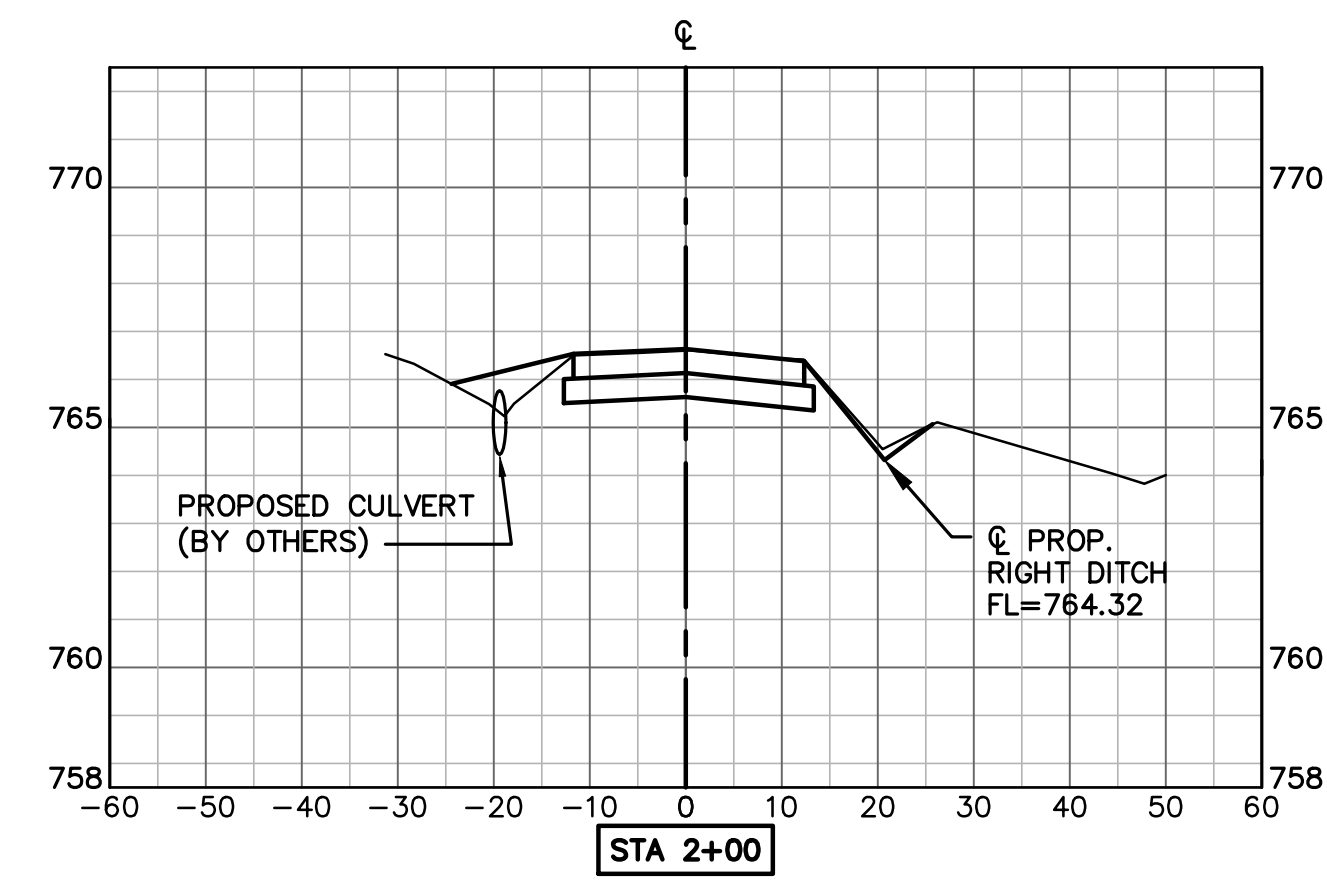
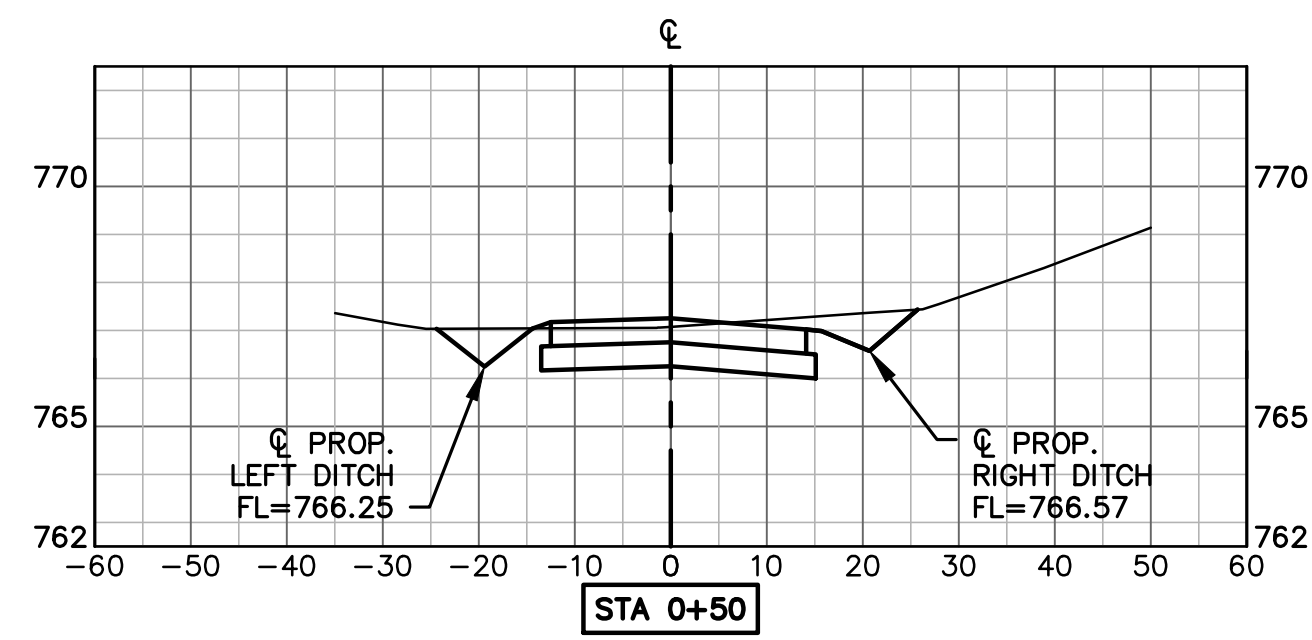
S MAGNOLIA REMOVAL PLAN

QUIET ZONE IMPROVEMENT PROJECT
(MAGNOLIA AND MUSTANG)

CITY OF CROWLEY, TARRANT COUNTY, TX

DESIGN	DRAWN	DATE	JOB NO.	SHEET NO.
CKT/ECW	CKT/ECW	OCTOBER 2022	3696-16.289	26 OF 49





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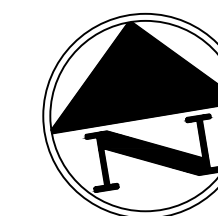
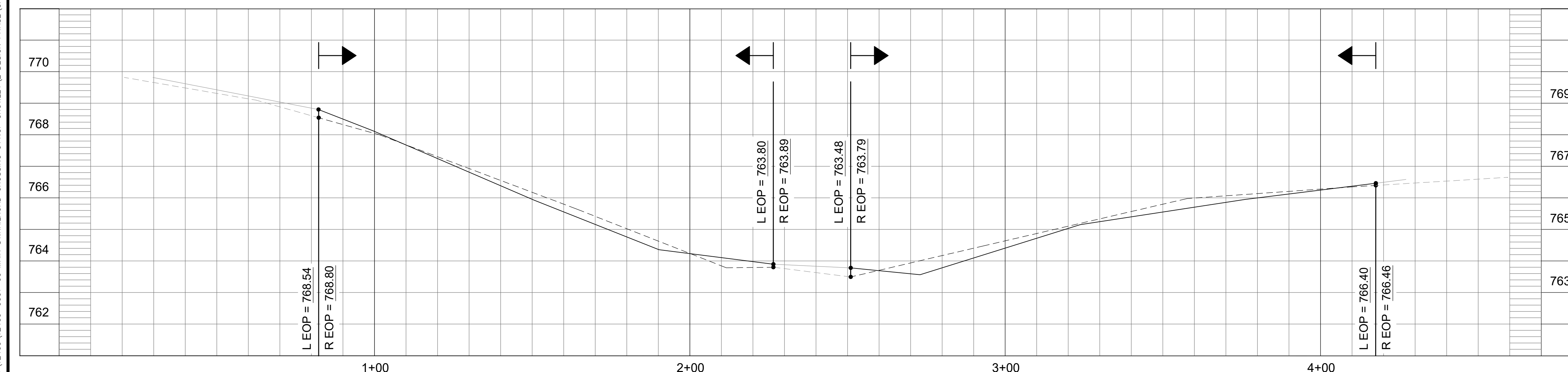
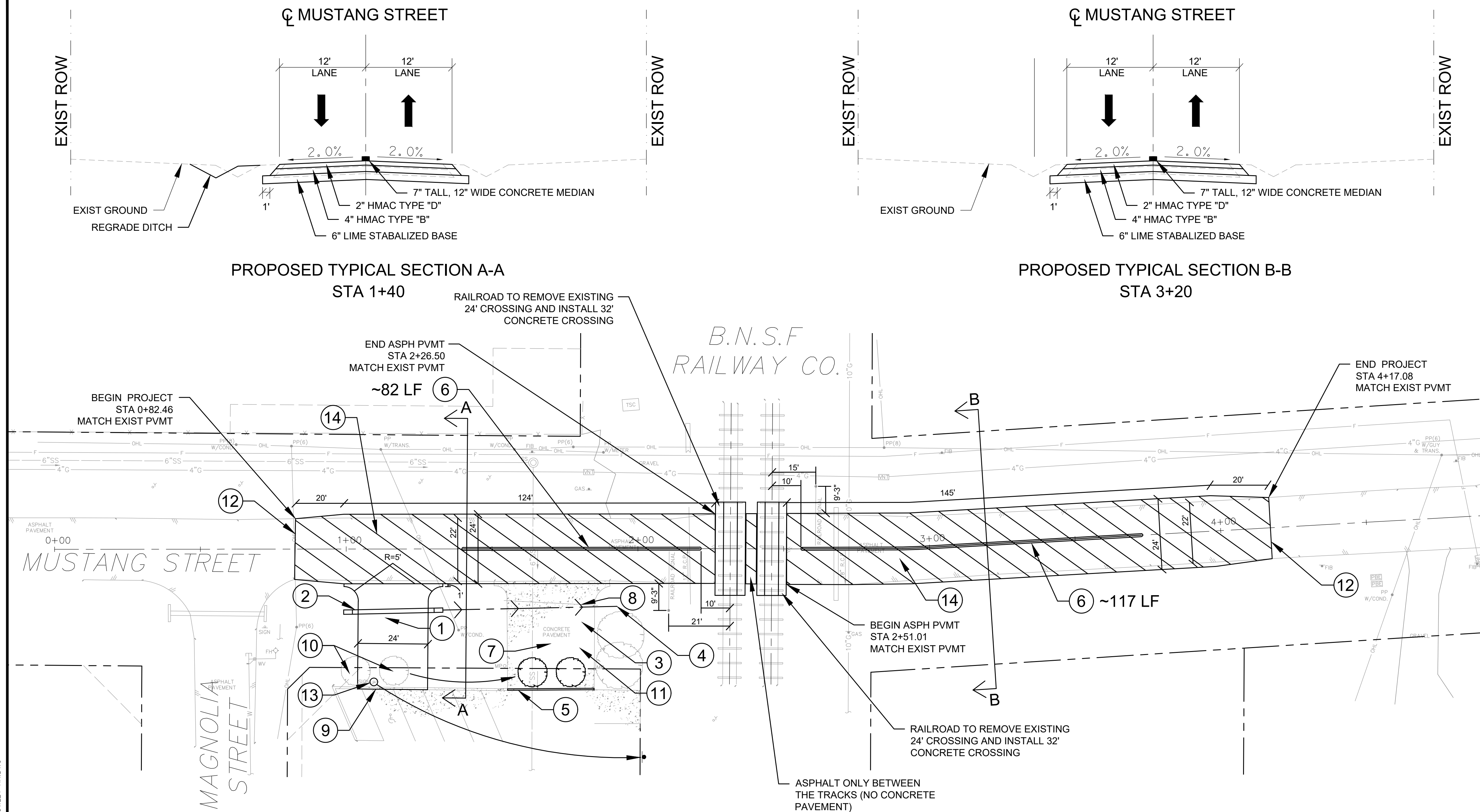
NO.	DATE	REVISION


Pacheco Koch 4060 BRYANT IRVIN ROAD
FORT WORTH, TX 76109 817.412.7155
TX REG. ENGINEERING FIRM F-469
TX REG. SURVEYING FIRM LS-10008001

S MAGNOLIA PAVING CROSS SECTIONS

QUIET ZONE IMPROVEMENT PROJECT (MAGNOLIA AND MUSTANG)

DESIGN	DRAWN	DATE	JOB NO.	SHEET NO.
CKT/ECW	CKT/ECW	OCTOBER 2022	3696-16.289	28 OF 49




- ① PROPOSED CONCRETE DRIVEWAY
 - ② PROPOSED 18" RCP W/ 2 SET'S
 - ③ PROPOSED SELECT BACKFILL
 - ④ PROPOSED REGRADE DITCH
 - ⑤ PROPOSED 6" CONCRETE CURB (DOWELLED IN CONCRETE)
 - ⑥ PROPOSED 7" TALL, 12" WIDE CONCRETE MEDIAN (DOWELLED IN ASPHALT)
 - ⑦ REMOVE EXIST CONCRETE DRIVEWAY
 - ⑧ REMOVE EXIST CMP
 - ⑨ REMOVE EXIST CONCRETE CURB
 - ⑩ RELOCATE EXIST BUSH/SHRUBS
 - ⑪ PROPOSED BLOCK SOD
 - ⑫ PROPOSED SAWCUT
 - ⑬ RELOCATE EXISTING SIGN/POLE TO NEW LOCATION
 - ⑭ REMOVE EXISTING PAVEMENT AND BASE, EXCAVATE AND INSTALL NEW 6" LIME STABILIZED BASE, 4" HMAC TYPE "B" AND 2" HMAC TYPE "D" PER THE TYPICAL SECTION
- 

PROFILE LEGEND

----- LEFT EDGE OF PAVEMENT (NORTH)

————— RIGHT EDGE OF PAVEMENT (SOUTH)



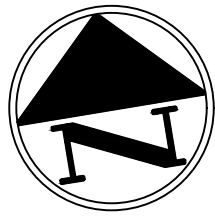
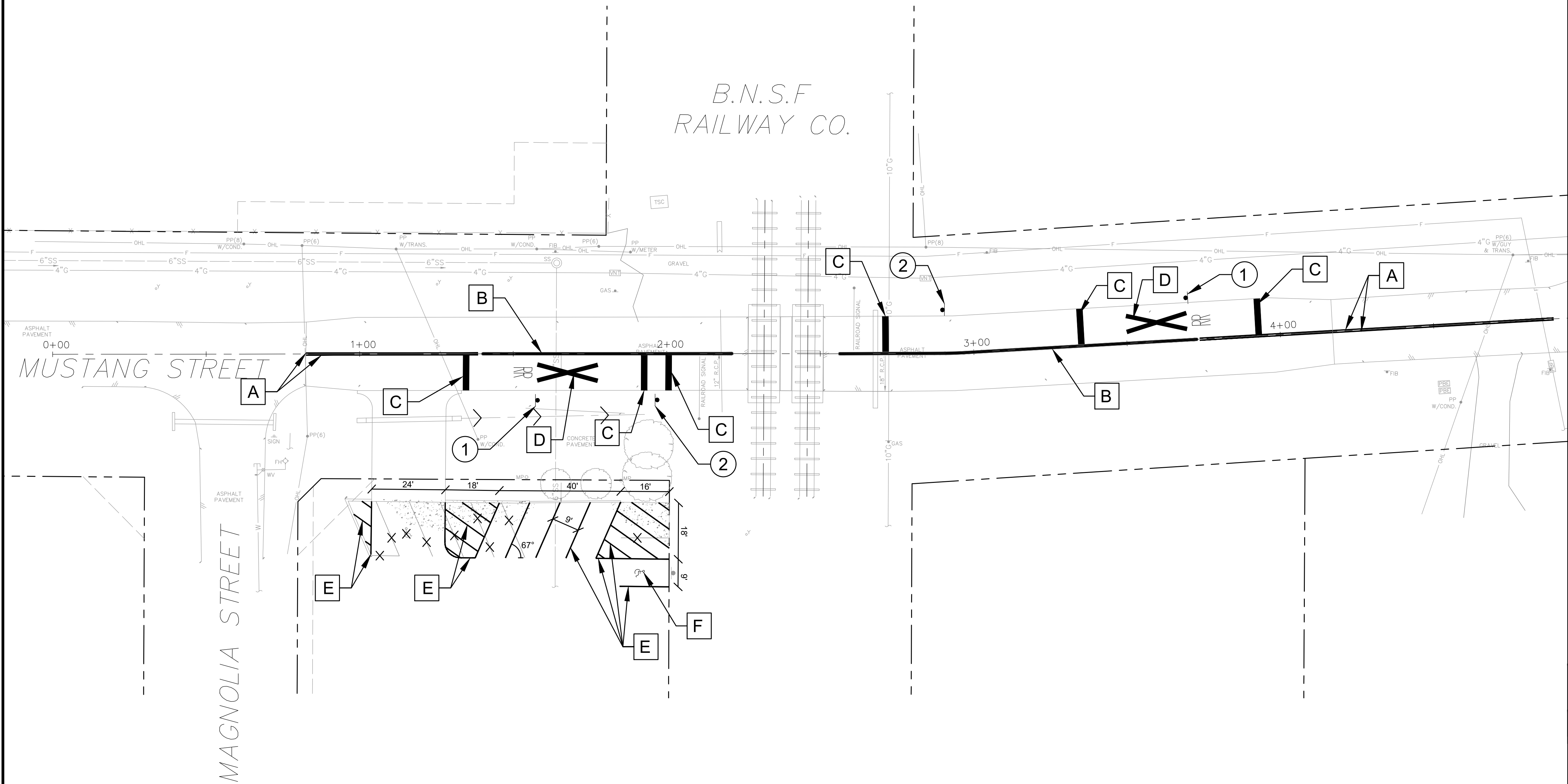
NO.	DATE	REVISION
 Pacheco Koch		4060 BRYANT IRVIN ROAD FORT WORTH, TX 76109 817.412.7155 TX REG. ENGINEERING FIRM F-469 TX REG. SURVEYING FIRM LS-1000800



<p>MUSTANG STREET PAVING PLAN</p> <p>QUIET ZONE IMPROVEMENT PROJECT (MAGNOLIA AND MUSTANG)</p> <p><i>CITY OF CROWLEY, TARRANT COUNTY, TX</i></p>
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DESIGN	DRAWN	DATE	JOB NO.	SHEET NO.
CWW	THC	AUGUST 2021	3696-16.289	29 OF 49

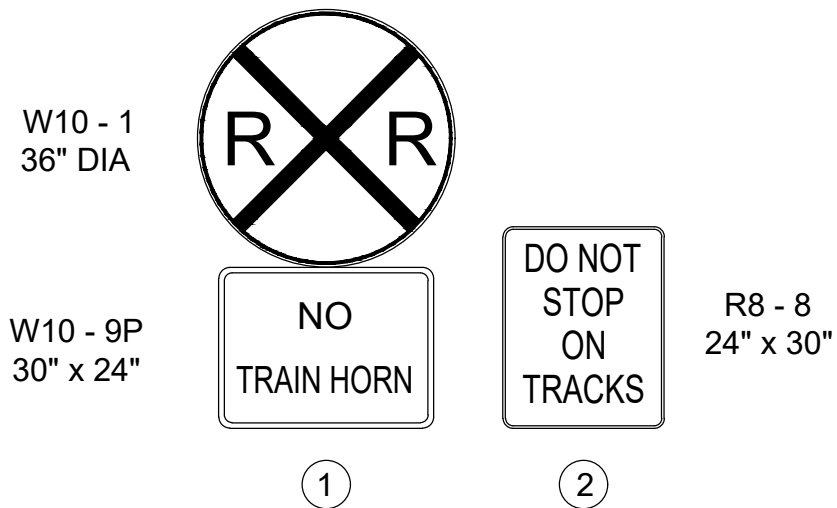
THC
10/19/2022 -- 11:48AM
K:\2409\12409-0001-00 MAIN STRAILROAD CROSSING CITY OF CROWLEY\CAD\0 CROWLEY-RR.DWG





LEGEND

- PROPOSED SIGN/POLE
- EXIST PAVEMENT MARKINGS (TO BE REMOVED)
- 4" YELLOW THERMOPLASTIC
- PAINT CURB YELLOW
- 24" WHITE THERMOPLASTIC
- WHITE RR CROSSING THERMOPLASTIC
- 4" WHITE PAINT (5' C-C CROSS HATCH)
- HANDICAP SYMBOL

PROPOSED SIGNS



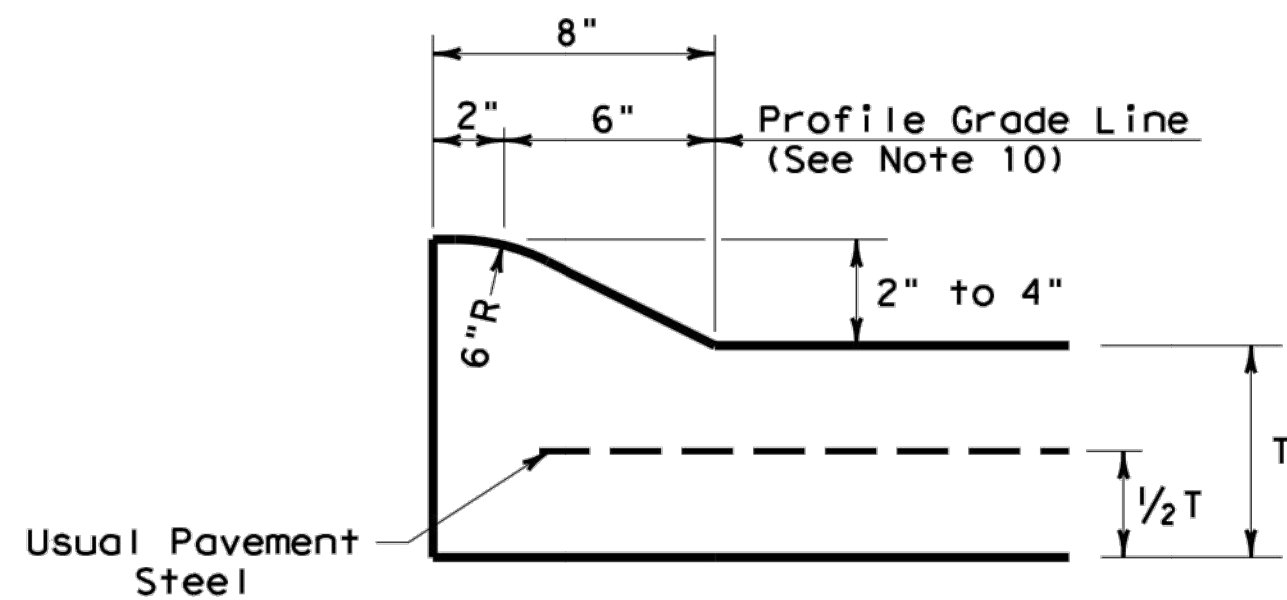
NO.	DATE	REVISION		
		4060 BRYANT IRVIN ROAD FORT WORTH, TX 76109 817.412.7155 TX REG. ENGINEERING FIRM F-469 TX REG. SURVEYING FIRM LS-10008001		
		JONES CARTER Texas Board of Professional Engineers Registration No. F-439 6330 West Loop South, Suite 150 • Bellaire, Texas 77401 • 713.777.5337		
MUSTANG STREET SIGNING AND PAVEMENT MARKING PLAN				
QUIET ZONE IMPROVEMENT PROJECT (MAGNOLIA AND MUSTANG)				
CITY OF CROWLEY, TARRANT COUNTY, TX				
DESIGN	DRAWN	DATE	JOB NO.	SHEET NO.
CWW	THC	AUGUST 2021	3696-16.289	30 OF 49

CITY OF CROWLEY QUIET ZONE

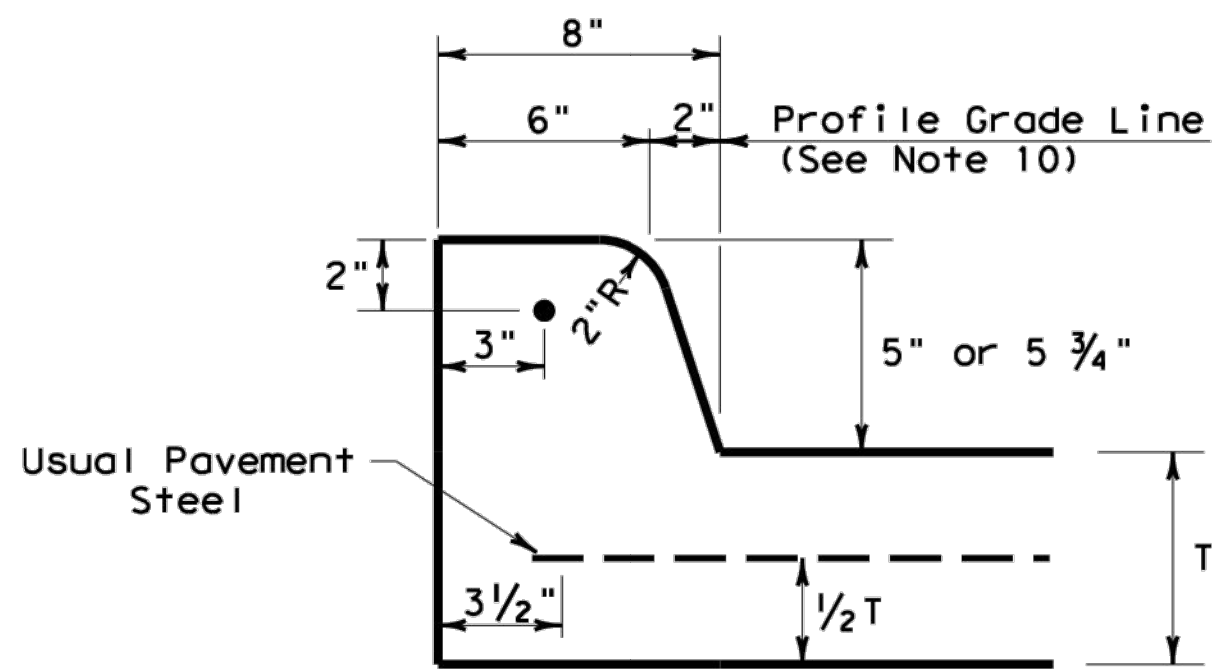
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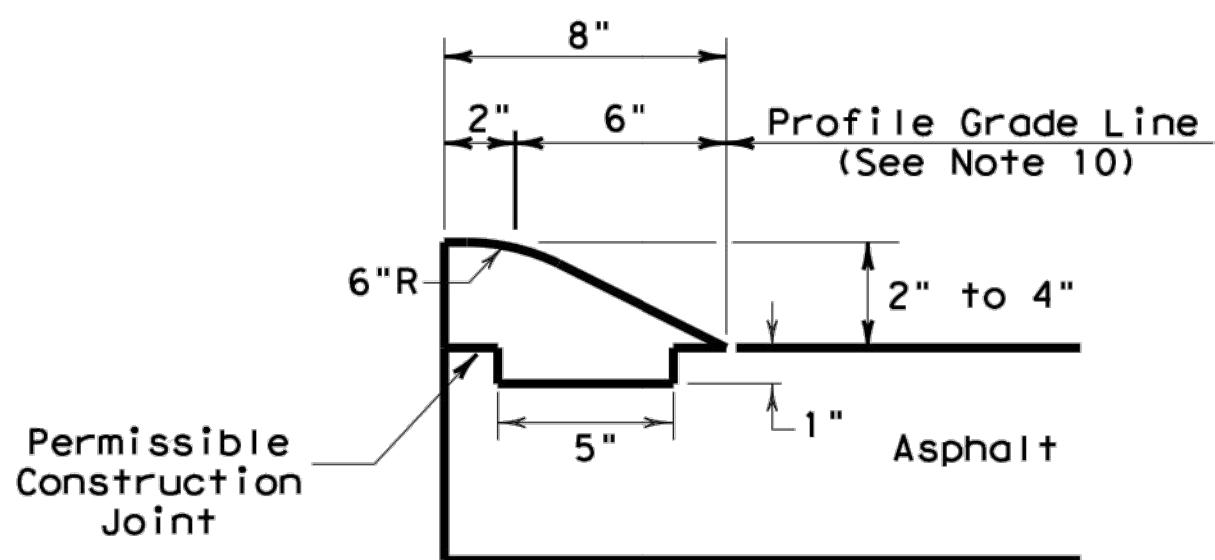
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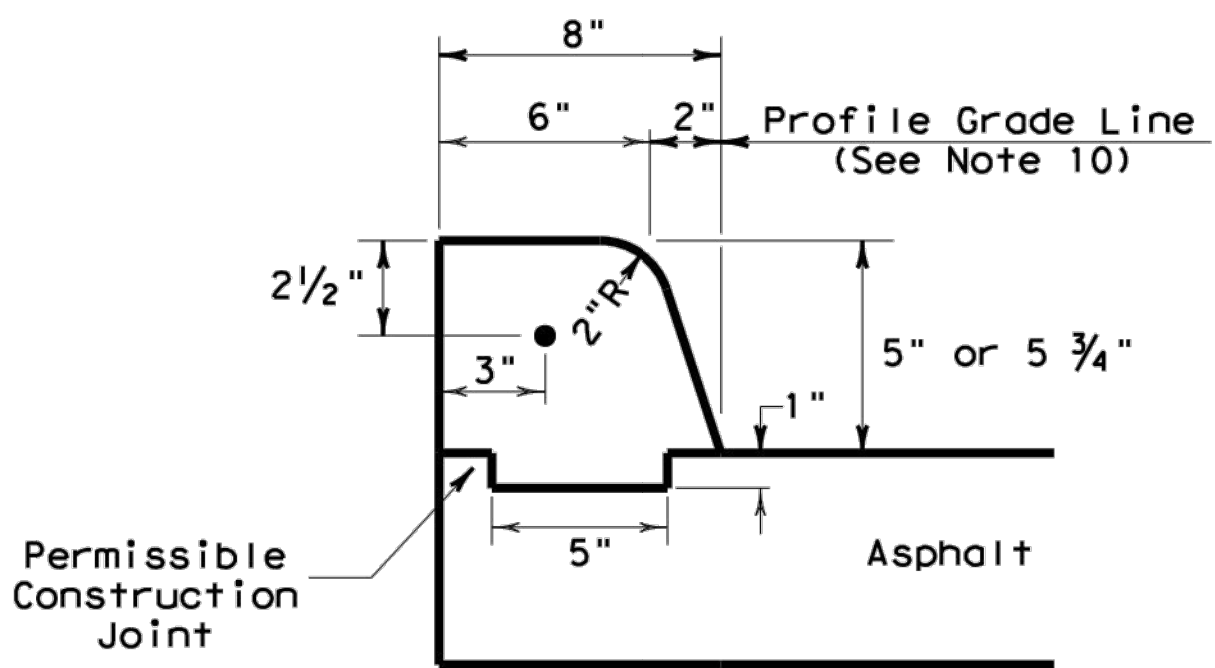
TYPE I CURB (MONOLITHIC)
2" - 4" HEIGHT



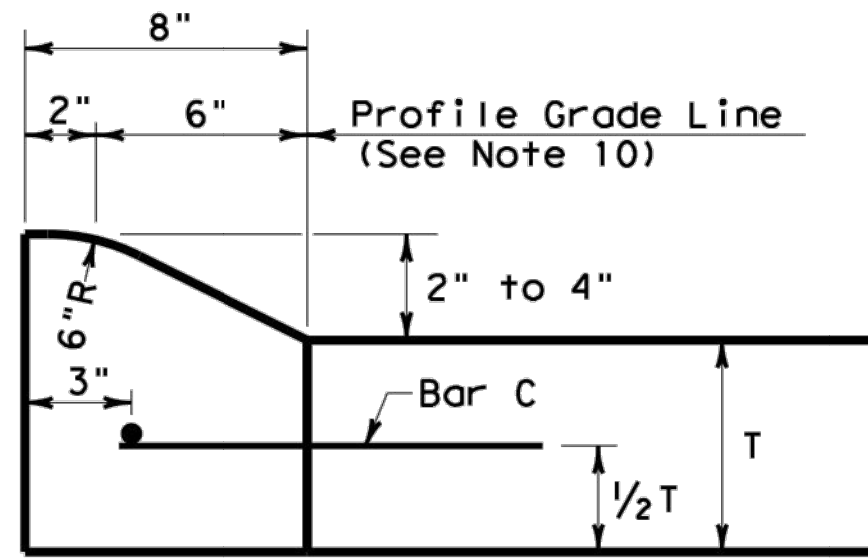
TYPE II CURB (MONOLITHIC)
5" - 5 3/4" HEIGHT



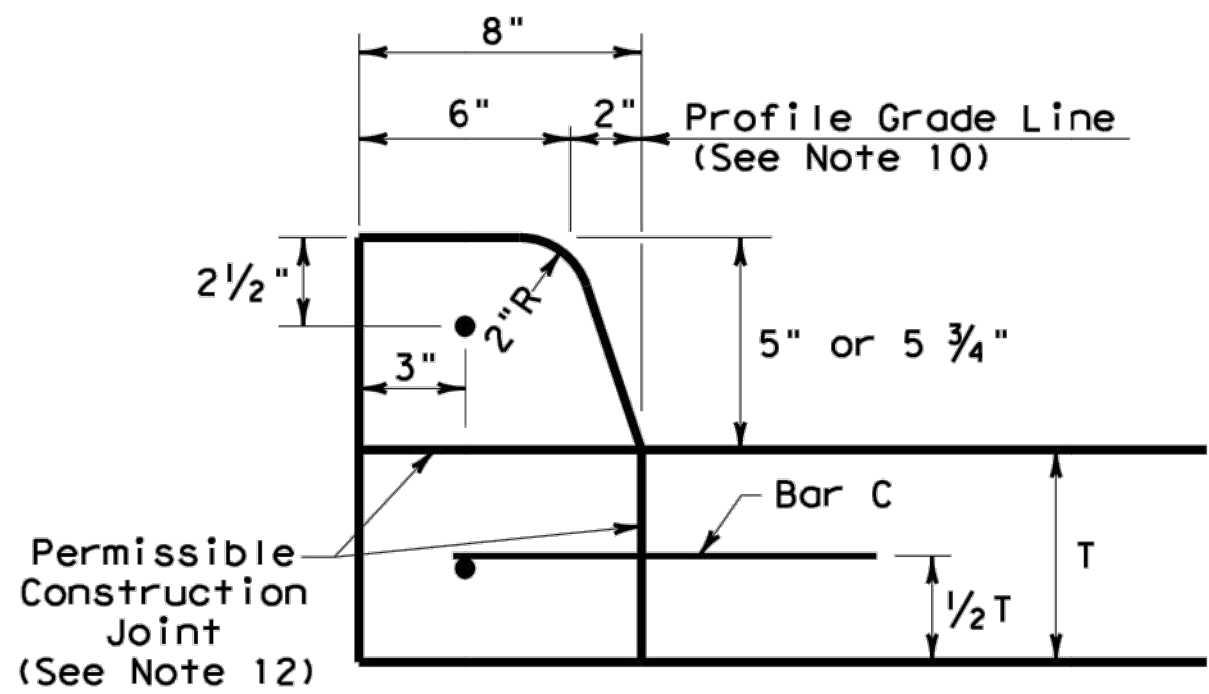
TYPE III CURB (KEYED)
2" - 4" HEIGHT



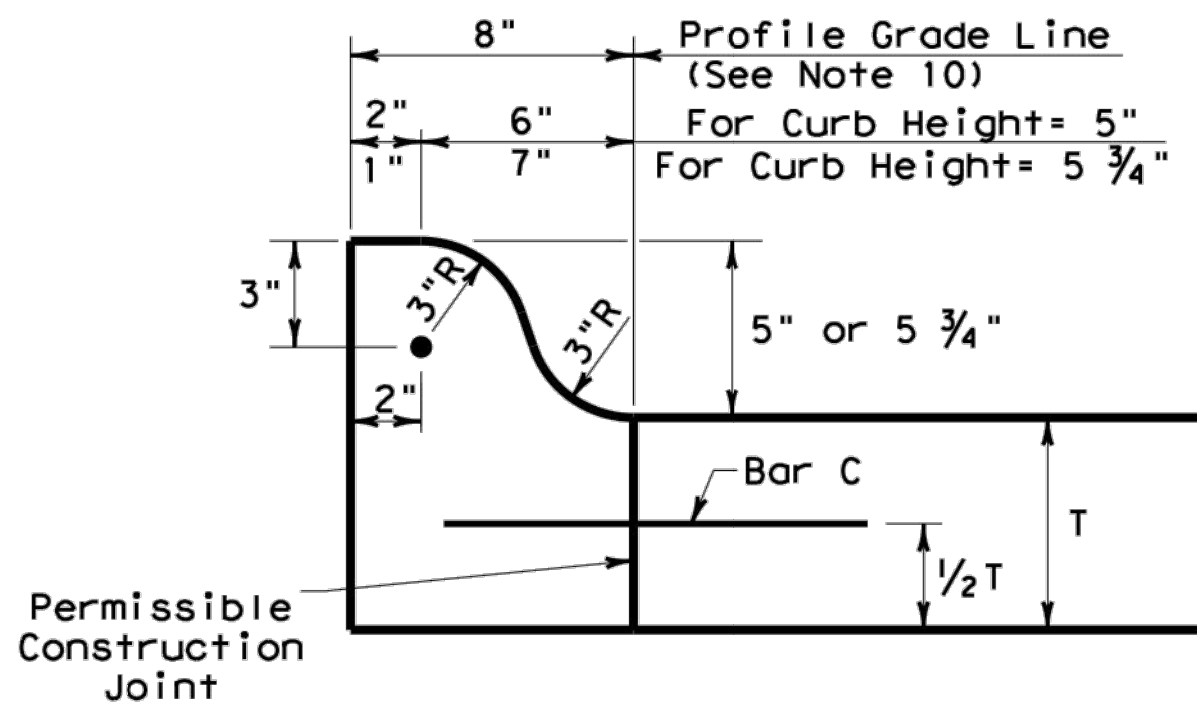
TYPE IV CURB (KEYED)
5" - 5 3/4" HEIGHT



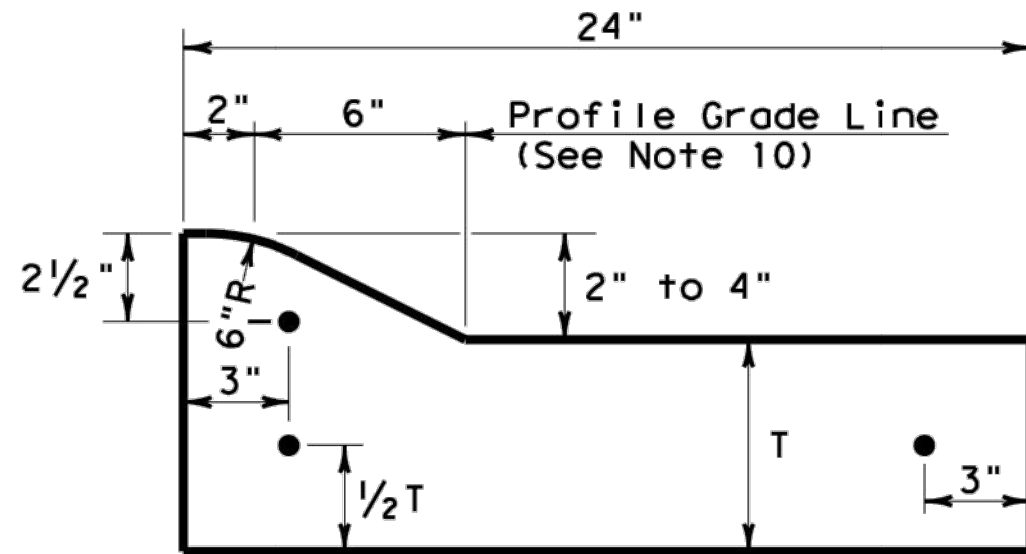
TYPE I CURB
2" - 4" HEIGHT



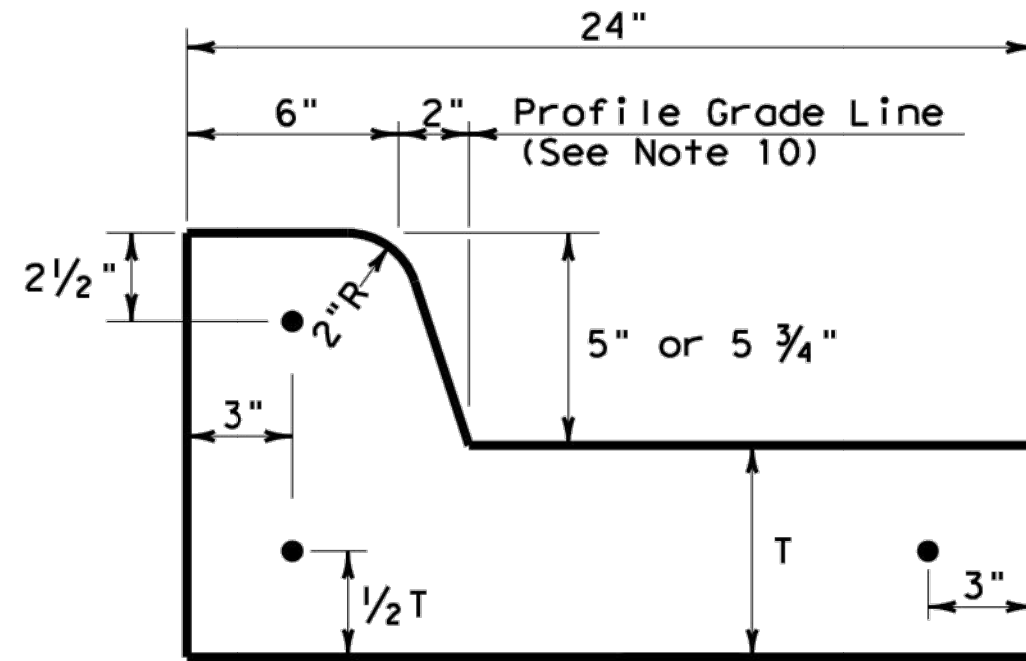
TYPE II CURB
5" - 5 3/4" HEIGHT



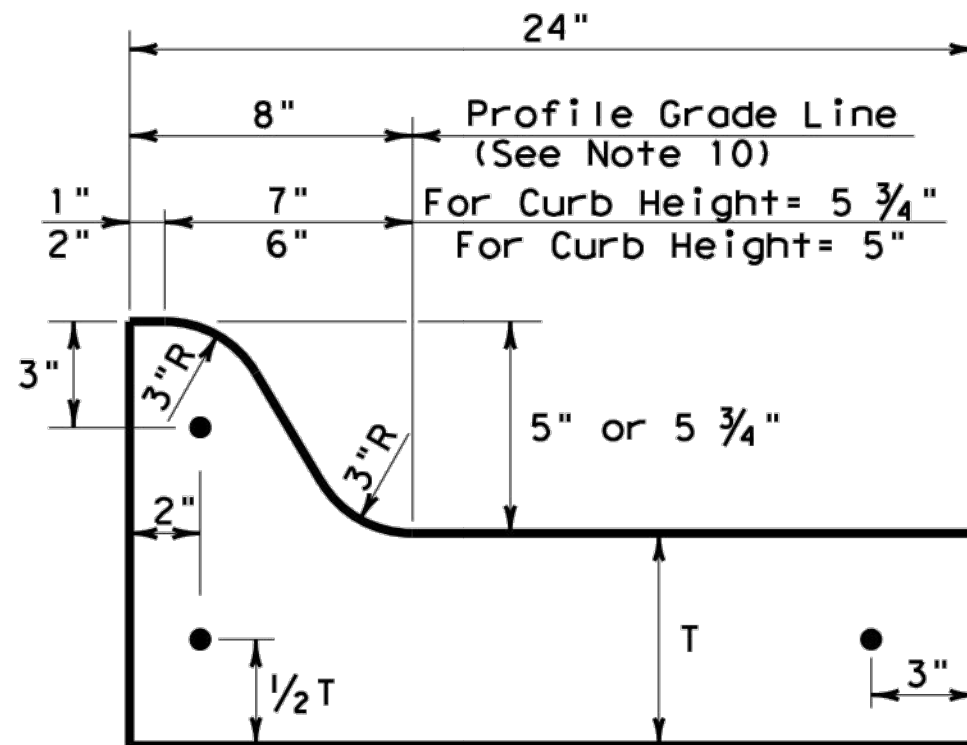
TYPE IIa CURB
5" - 5 3/4" HEIGHT



TYPE I CURB AND GUTTER
2" - 4" HEIGHT

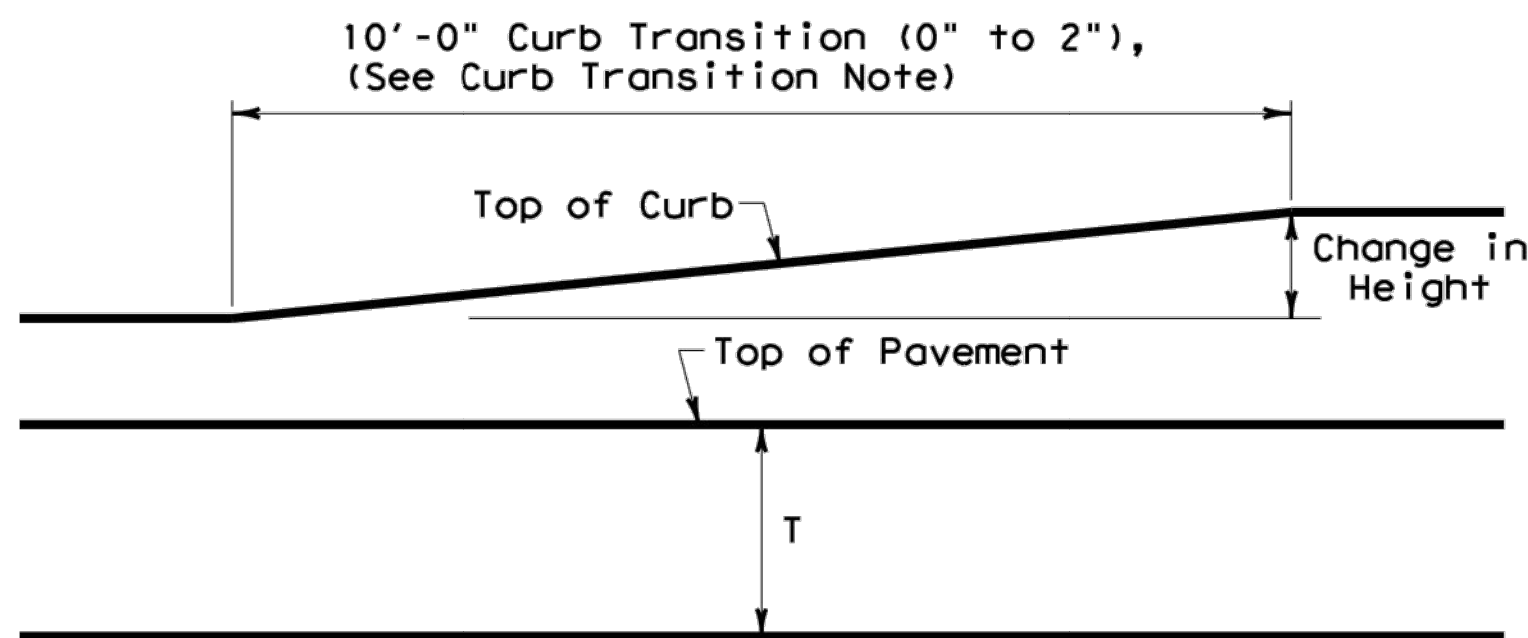


TYPE II CURB AND GUTTER
5" - 5 3/4" HEIGHT



TYPE IIa CURB AND GUTTER
5" - 5 3/4" HEIGHT

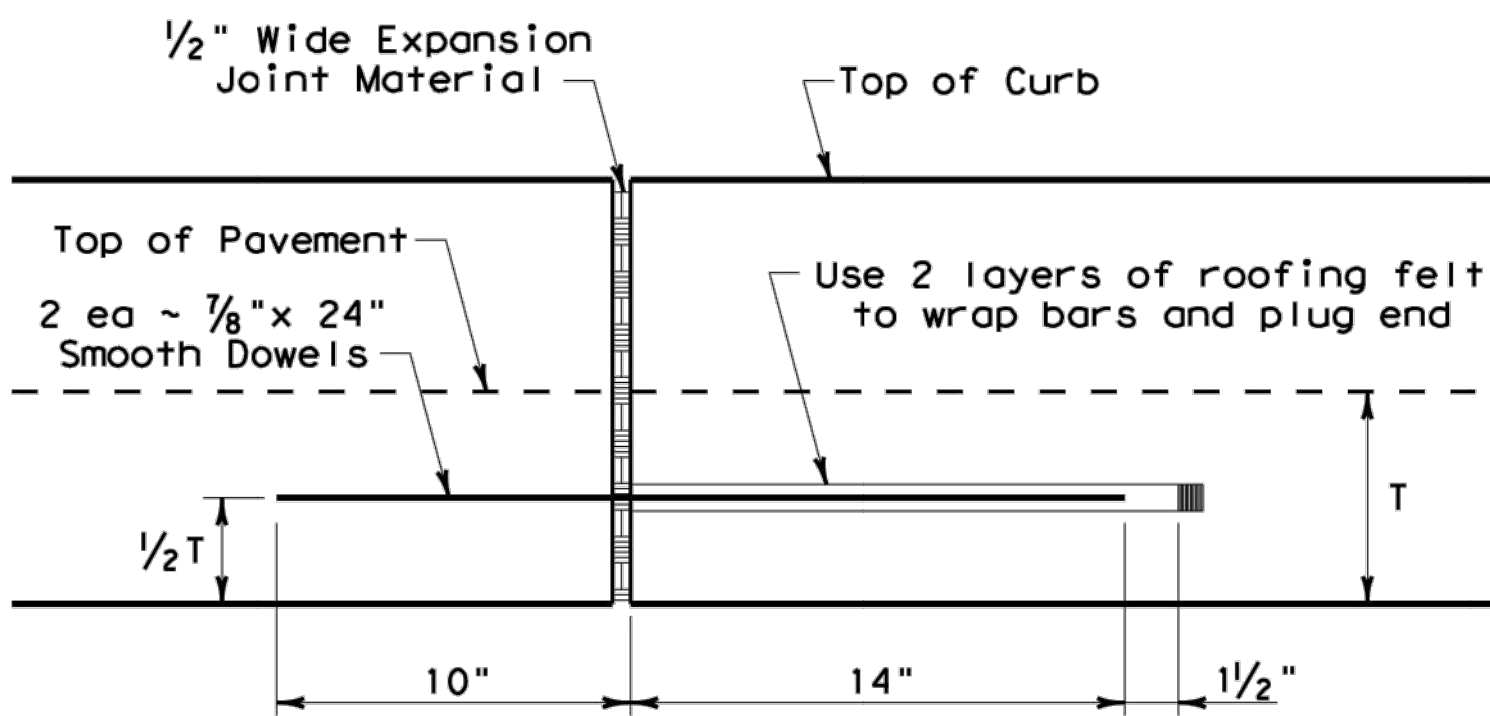
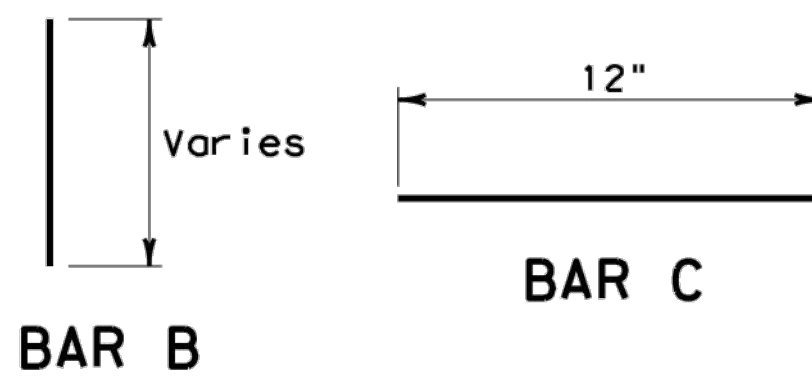
CURB TRANSITION NOTE:
Field conditions may require a longer or shorter transition, and shall be shown elsewhere in the plans, or as directed by the Engineer.




CURB TRANSITION
Note: To be paid for as Highest Curb

GENERAL NOTES

- All materials and construction shall be in accordance with Item 529, "Concrete Curb, Gutter, and Combined Curb and Gutter."
- Concrete shall be Class A.
- When reinforcing bars are used, they shall be No.4 unless otherwise shown. The use of fiber reinforced concrete in lieu of reinforcing steel is acceptable. Use fibers meeting the requirements of DMS 4550, "Fibers for Concrete," and dose fibers in accordance with Material Producers List (MPL) "Fibers for Class A and B Concrete Applications."
- Round exposed sharp edges with a rounding tool, to a minimum radius of 1/4 inch.
- All existing curbs and driveways to be removed shall be sawed or removed at existing joints.
- Where concrete curb is to be placed on existing concrete pavement, Bar B may be drilled and the grouted in place, or may be inserted into fresh concrete.
- Expansion and contraction joints shall be constructed to match pavement joints in all curbs and curb and gutter adjacent to jointed concrete pavement. Where placement of curb or curb and gutter is not adjacent to concrete pavement, expansion joints shall be provided at structures, curb returns at streets, and at locations directed by The Engineer.
- Vertical and horizontal dowel bars and transverse reinforcing bars shall be placed at four feet C-C.
- Dimension 'T' shown is the thickness of concrete pavement. When curb is installed adjacent to flexible pavement dimension 'T' is 8" maximum.
- Usual profile grade line. Refer to typical sections and plan-profile sheets for exact locations.
- One-half inch expansion joint material shall be provided where curb or curb and gutter is adjacent to sidewalk or riprap.
- When horizontal permissible construction joints are used, the longitudinal pavement steel shall be placed in accordance with pavement details shown elsewhere in the plans. Reinforcing steel for curb section shall then conform to that required for concrete curb.
- Bar B used as needed to support curb reinforcing steel during concrete placement.

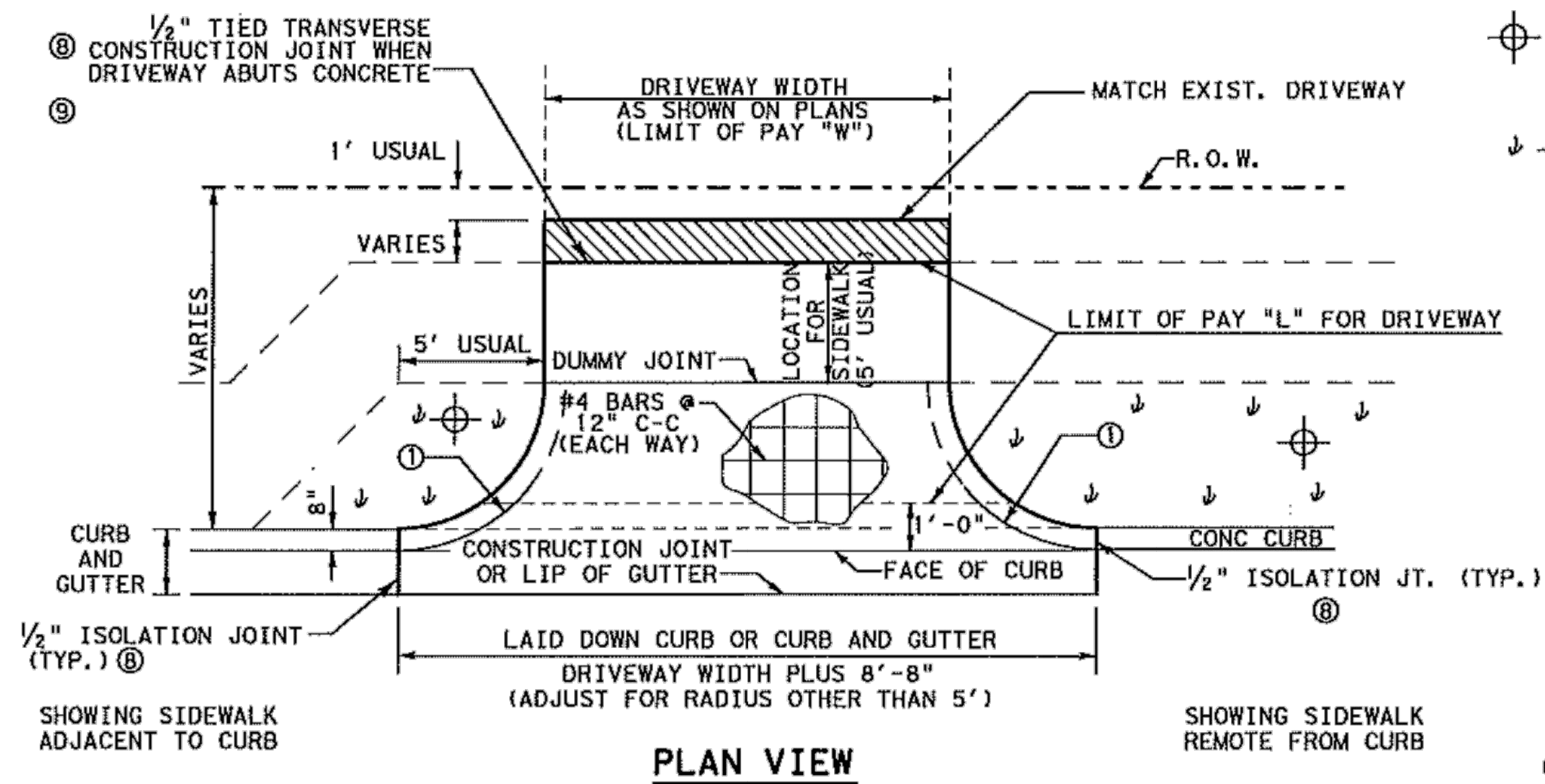


EXPANSION JOINT DETAIL

 Texas Department of Transportation				Design Division Standard	
<div>CONCRETE CURB AND CURB AND GUTTER</div>					
CCCCG-21					
FILE: cccg21.dgn		DN: TXDOT	CK: AN	DW: SS	CK: KM
© TXDOT: FEBRUARY 2021		CONT	SECT	JOB	HIGHWAY
REVISIONS		DIST	COUNTY		SHEET NO.
				31	
				OF 49	

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http://www.dot.state.tx.us/ftw/specinfo/standard.htm
11/10/2020 10:09:34 AM
P:\PROJECTS\TXDOT\16121\5 FTW Standards Revision\CADD\Modifications in Progress\cdd-ftw.dgn

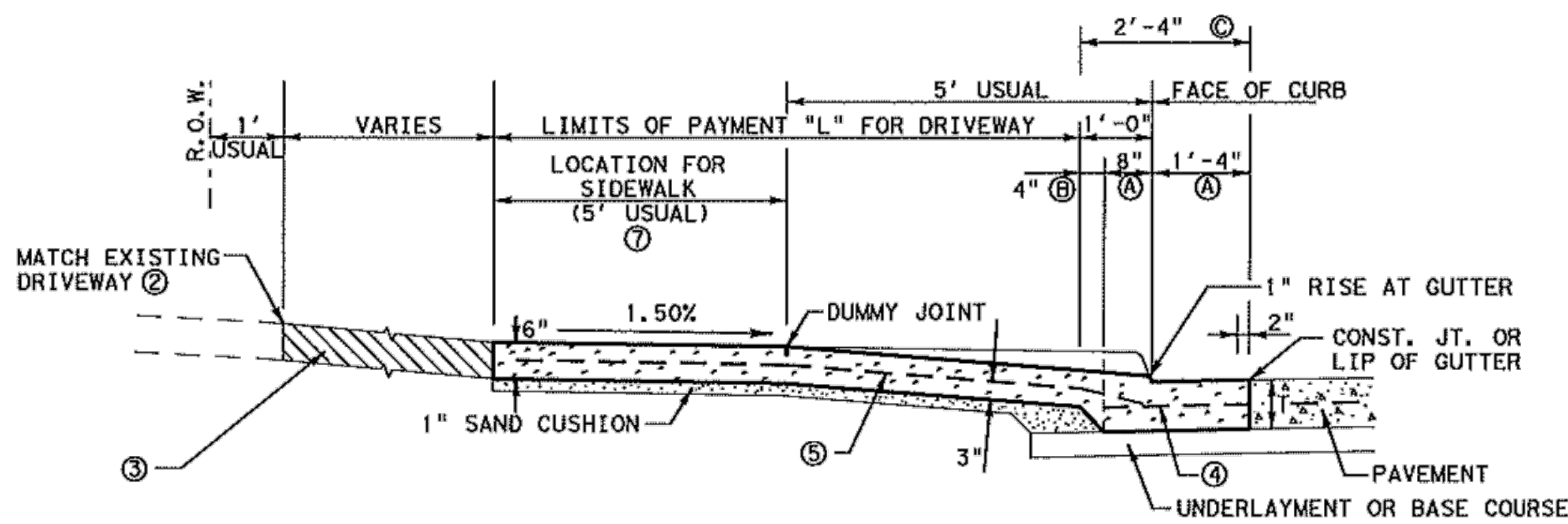
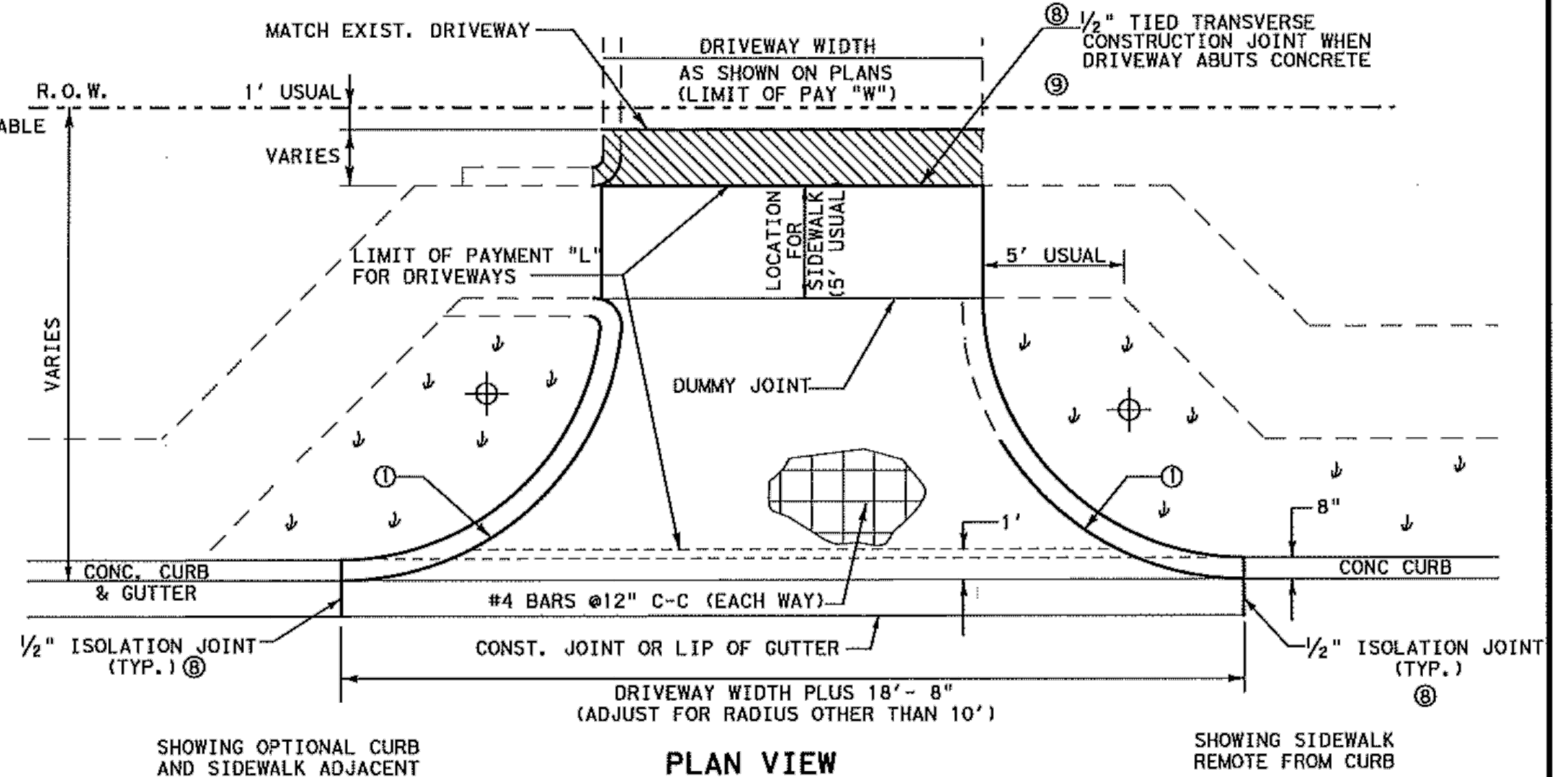


DO NOT PAVE AREA BETWEEN SIDEWALK AND DRIVEWAY CURB. SEED, SOD, OR LANDSCAPE AS DIRECTED.
SEEDING OR OTHER SURFACE NOT SUITABLE AS PEDESTRIAN WALKWAY.

PAY AREA FOR DRIVEWAY SHALL BE THE PRODUCT OF "L" X "W"

S.Y. NON-PAY CONCRETE IN DRIVEWAY RADIUS	
RADIUS (FT)	NON-PAY CONC. (S.Y.)
2-90°	
5	0.42
10	3.04
15	10.73
20	15.36
25	29.81
30	37.19

- ① RADII AS SHOWN ON PLANS
SEE ROADWAY DESIGN MANUAL, APPENDIX C FOR RECOMMENDED RADII.
- ② FULL DEPTH SAW CUT IF CONCRETE



SECTION VIEW CONCRETE RESIDENTIAL DRIVEWAY

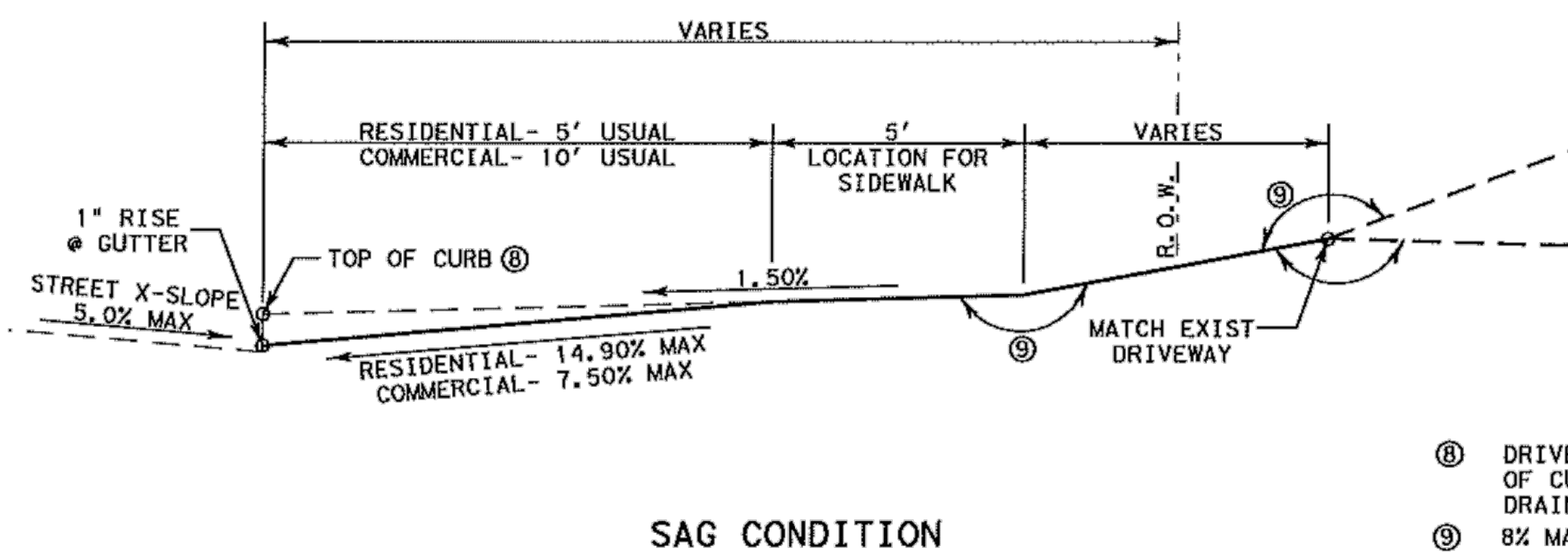
- ③ REPLACE EXISTING DRIVEWAY WITH EQUAL OR BETTER MATERIAL:
IF CONCRETE, PAY FOR AS CONCRETE DRIVEWAY.
IF HOT MIX OR OTHER MATERIAL, PAY FOR IN ACCORDANCE WITH APPROPRIATE BID ITEMS.

- ④ WHERE DRIVEWAY IS ADJACENT TO CONCRETE PAVEMENT, 36" - #4 TIE BAR, 12" EMBEDMENT INTO PAVEMENT (CAST-IN-PLACE OR DRILLED AND GROUTED). SPACING TO MATCH TRANSVERSE STEEL IN CONCRETE PAVEMENT.
MULTIPLE-PIECE TIE BARS OR 24" EXTENSION OF TRANSVERSE PAVING STEEL MAY BE USED IN LIEU OF TIE BARS.
LONGITUDINAL STEEL IN GUTTER PORTION TO MATCH CONCRETE PAVEMENT OR CONCRETE CURB AND GUTTER DETAILS.

- ⑤ #4 BARS @ 12" C-C EACH WAY (EXTEND TO FACE OF CURB) BEND AS REQ'D TO TIE TO PAVING STEEL OR TIE BARS.

- ⑥ IF ADJACENT TO CONCRETE PAVEMENT:
A PAID FOR AS CONCRETE PAVEMENT,
B PAID FOR AS CONCRETE CURB.
IF ADJACENT TO HOT MIX OR FLEXIBLE PAVEMENT:
C PAID FOR AS CONCRETE CURB AND GUTTER.
T = THICKNESS OF CONCRETE PAVEMENT OR CONCRETE CURB AND GUTTER

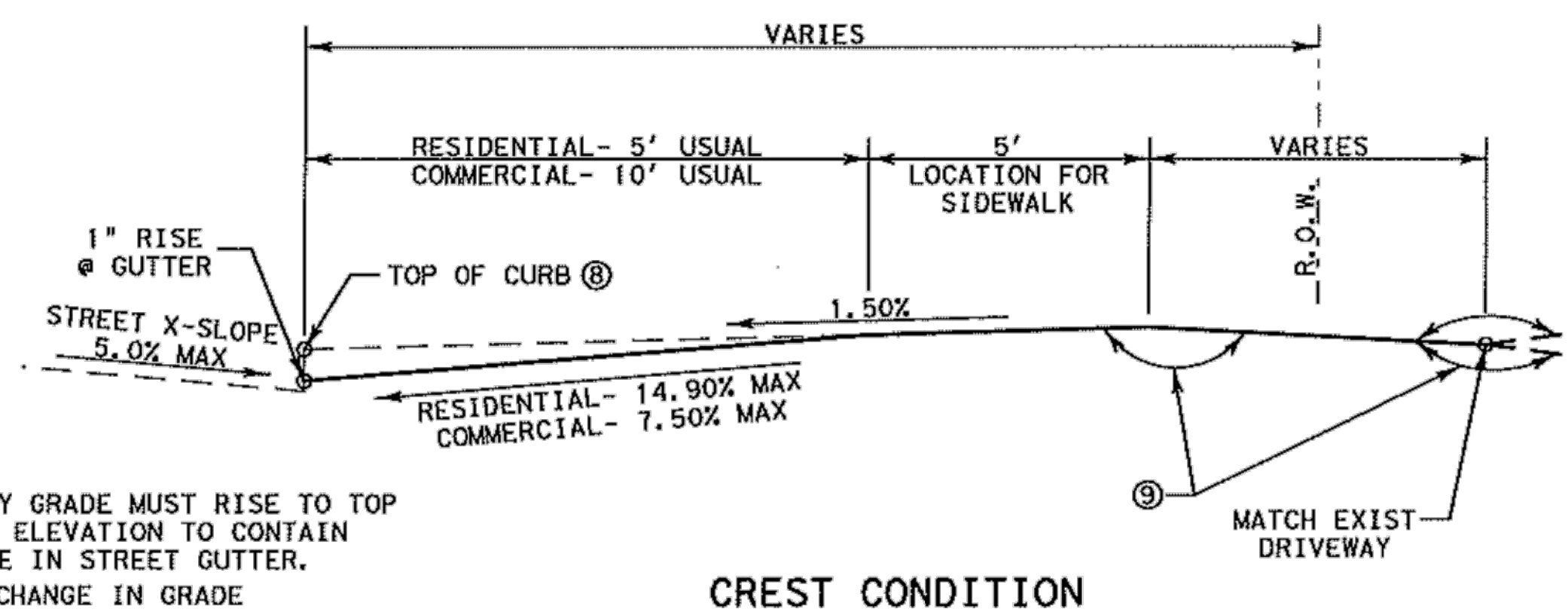
- ⑦ LOCATION FOR SIDEWALK TO BE PROVIDED ON ALL DRIVEWAYS
FOR SIDEWALK DETAILS, SEE STANDARD CSWD (FTW)
- ⑧ SEE STANDARD JS (FTW) FOR JOINT DETAILS.
- ⑨ IF, IN THE OPINION OF THE ENGINEER, ADJACENT CONCRETE IS NOT SOUND, 1/2" ISOLATION JOINT MAY BE USED IN LIEU OF TIED JOINT.



SAG CONDITION

- ⑧ DRIVEWAY GRADE MUST RISE TO TOP OF CURB ELEVATION TO CONTAIN DRAINAGE IN STREET GUTTER.
- ⑨ 8% MAX CHANGE IN GRADE

ALLOWABLE DRIVEWAY GRADES



CREST CONDITION

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		Fort Worth District Standard	
CONCRETE DRIVEWAY DETAILS CDD (FTW)			
ORIGINAL DRAWING: 05/2019	cdd-ftw.dgn	PROJECT NO.	HIGHWAY
DATE	REVISIONS	STATE	STATE DIST. NO.
05/2019	NEW STANDARD	TEXAS	FTW
11/2020	REVISED JOINT NOMENCLATURE REVISED NOTE 4 ADD NOTE 9	CONT.	SECT.
		JOB	SHEET NO.
		32 OF 49	