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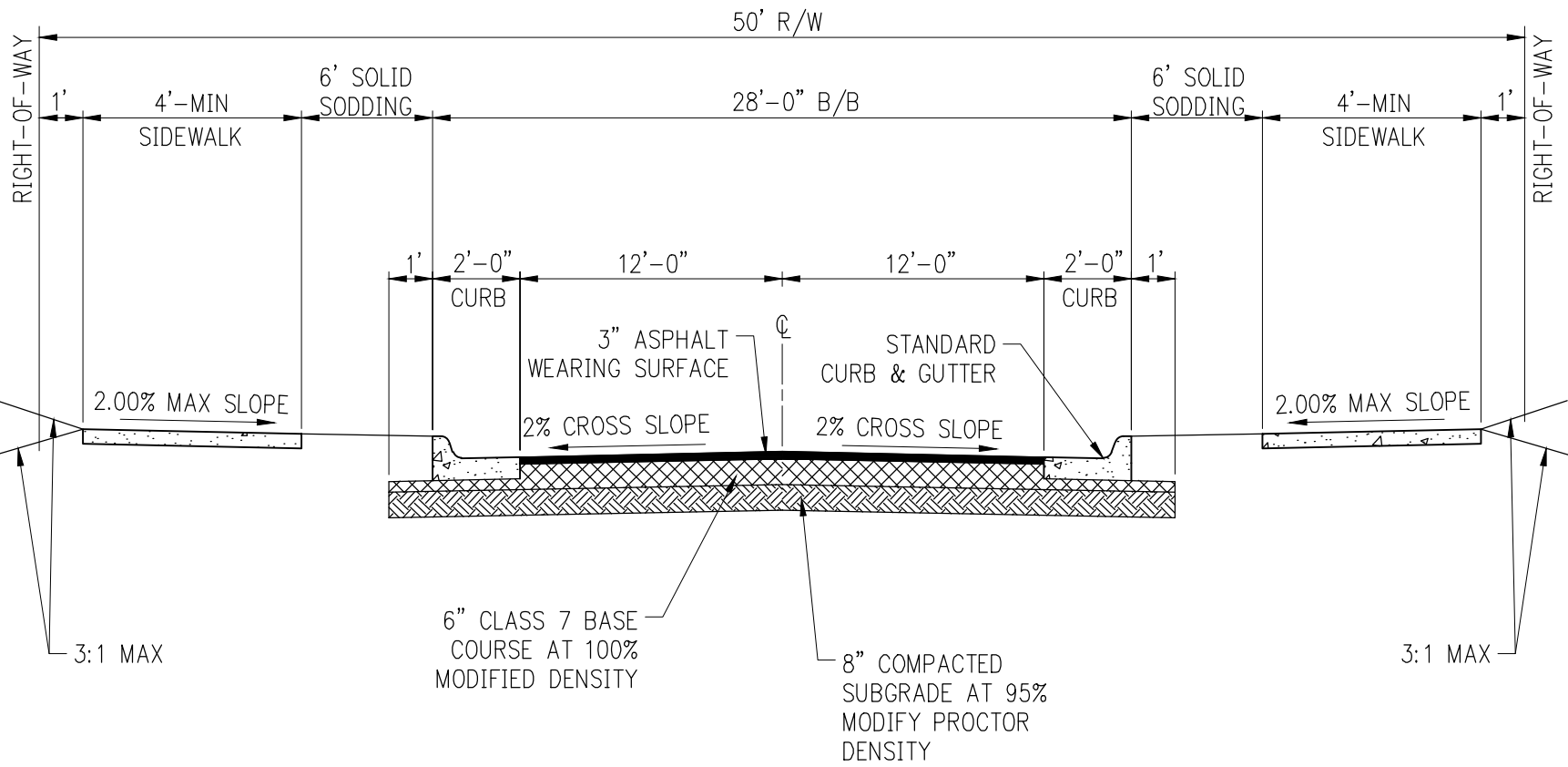
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SHEET INDEX



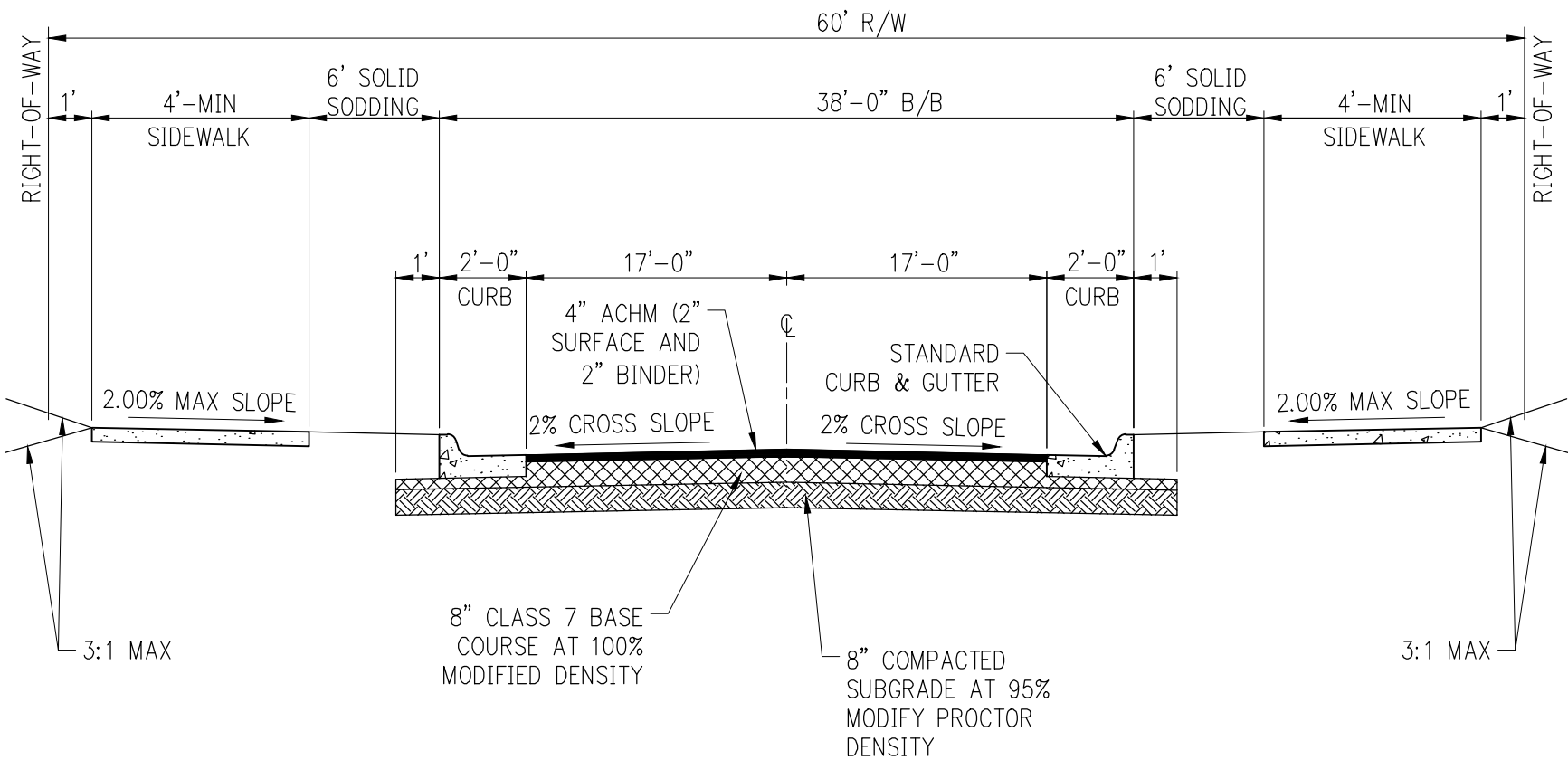
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TYPICAL RESIDENTIAL STREET SECTION



NOTE: REFERENCE MASTER STREET PLAN FOR LANE GEOMETRY.

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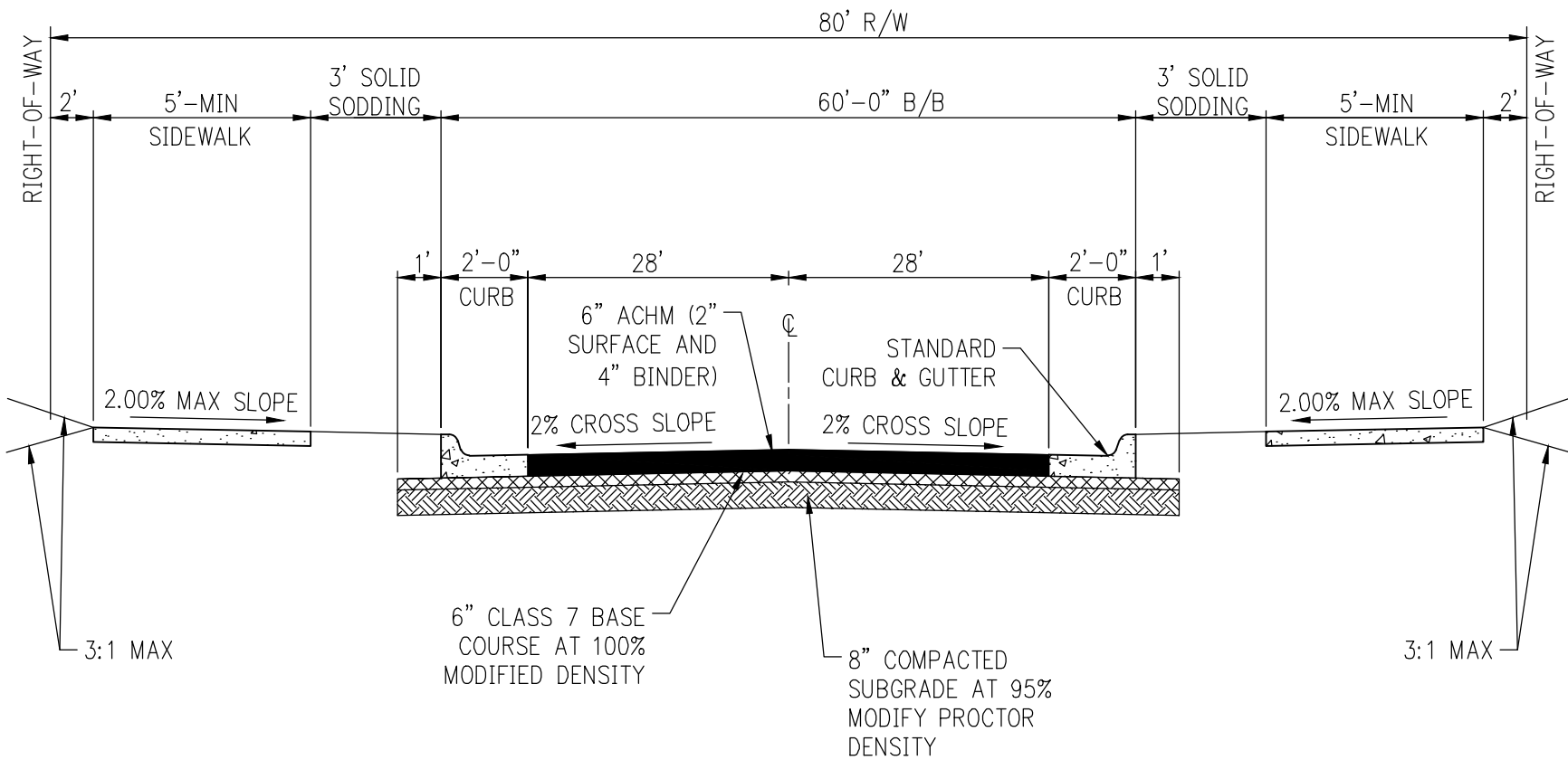
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TYPICAL COLLECTOR STREET SECTION



NOTE: REFERENCE MASTER STREET PLAN FOR LANE GEOMETRY AND OPTIONAL BOULEVARDS.

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TYPICAL ARTERIAL STREET SECTION

CONCRETE CHARACTERISTICS	CLASS A	CLASS B
MIN. COMPRESSION STRENGTH (PSI AT 28 DAYS)	3000	3500
MIN. CEMENT CONTENT (BAGS PER CUBIC YARD)	5.5	6.0
MAX. NET WATER / 94LB. BAG (GALLONS)	6.5	5.5
SLUMP RANGE (INCHES)	1-4*	1-4*
AIR CONTENT RANGE (%)	4-7	4-7
MAX. FLY ASH CONTENT (%)	20	20

* MAX. SLUMP SHALL BE 2" WHEN SLIP FORM PAVEMENT METHODS ARE USED.

INLET INSIDE DIAMETER SCHEDULE		
DIAMETER OF LARGEST PIPE ENTERING INLET	INSIDE INLET DIAMETER	MINIMUM INLET WALL THICKNESS
12" TO 27"	4'-0" DIA.	6"
30" TO 42"	5'-0" DIA.	8"
48" TO 54"	6'-0" DIA.	
PIPES ARE LIMITED TO 60 DEGREES. IF GREATER, USE NEXT LARGER-DIAMETER INLET BARREL.		

****REBAR CLEARANCE NOTE**
 SINGLE MAT: 2-1/2" CLEAR
 DOUBLE MAT: 1-1/2" CLEAR

NON-TRAFFIC TOP SLAB REINFORCEMENT SCHEDULE	
INSIDE DIAMETER OF INLET BARREL	TOP SLAB BARS
4'-0"	#4s @ 8" O.C. EACH WAY CENTERED
5'-0"	#4s @ 7" O.C. EACH WAY CENTERED
6'-0"	#5s @ 9" O.C. EACH WAY CENTERED

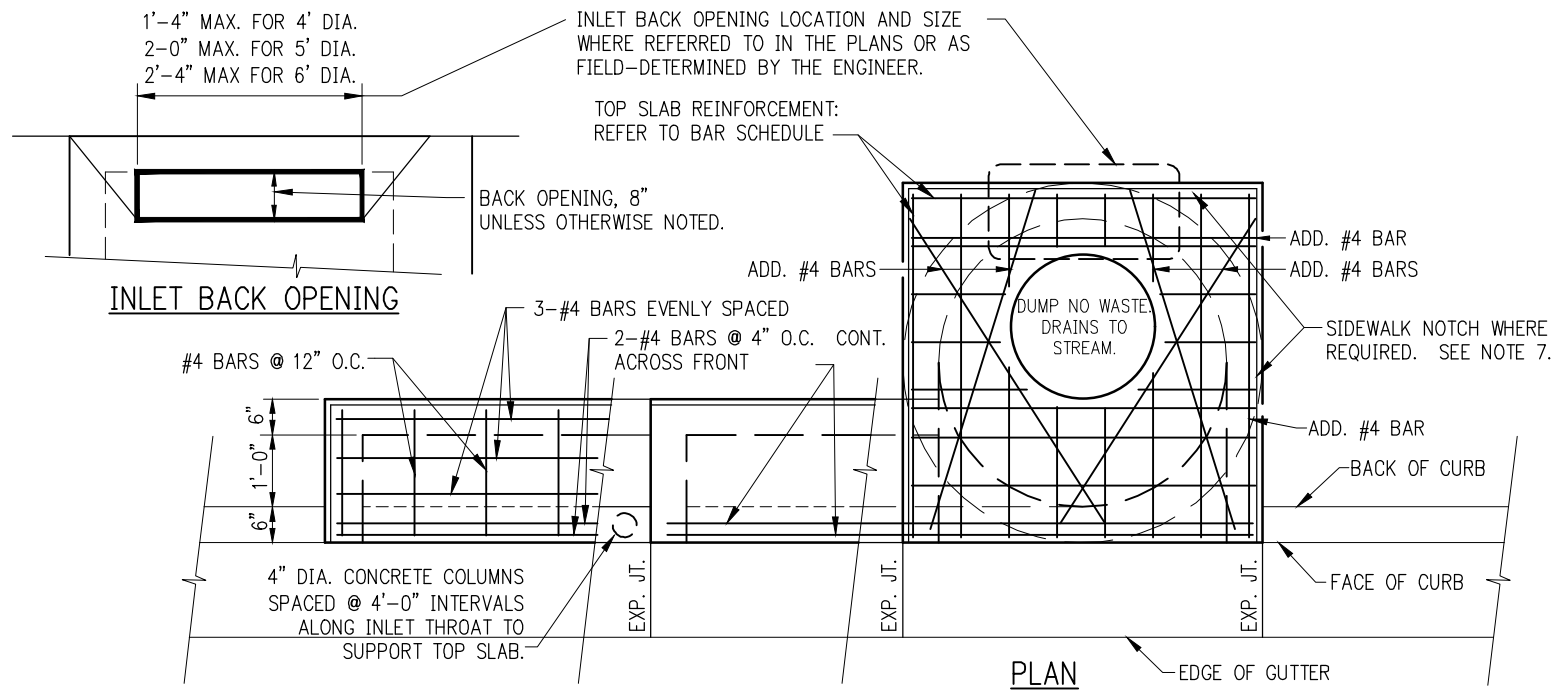
INLET NOTES:

1. PIPES MAY ENTER BOX FROM ANY ANGLE OR ELEVATION AS APPROVED BY ENGINEER.
2. REINFORCING BARS SHALL BE CUT TO CLEAR PIPE O.D. BY 1-1/2".
3. PROVIDE 3/4" CHAMFER ON ALL EXPOSED EDGES.
4. ALL REINFORCING BARS SHALL HAVE 1-1/2" MINIMUM COVER
5. FOR STRUCTURES OVER 5 FEET IN HEIGHT, PROVIDE NEENAH R-1980-E OR EQUAL CAST IRON MANHOLE STEPS @ 16" O.C.
6. FOR GRATED INLET, USE SIMILAR TO EAST JORDAN 1020M1 GRATE WITH APPROPRIATE RING.
7. IN LIEU OF SIDEWALK NOTCH, CONTRACTOR MAY INSTALL 12" LONG #4 SMOOTH DOWEL BARS WITH EXP. CAPS @ 12" O.C. BETWEEN INLET TOP AND ADJACENT SIDEWALK.
8. PROVIDE 6" MINIMUM CLEARANCE BETWEEN PIPE O.D. AND INLET SIDES, TOP, EXTENSIONS, DEPRESSIONS, AND OPENINGS.
9. CONCRETE TO BE CLASS B, 3500#, WITH 4%-7% A.E.



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CURB INLET NOTES

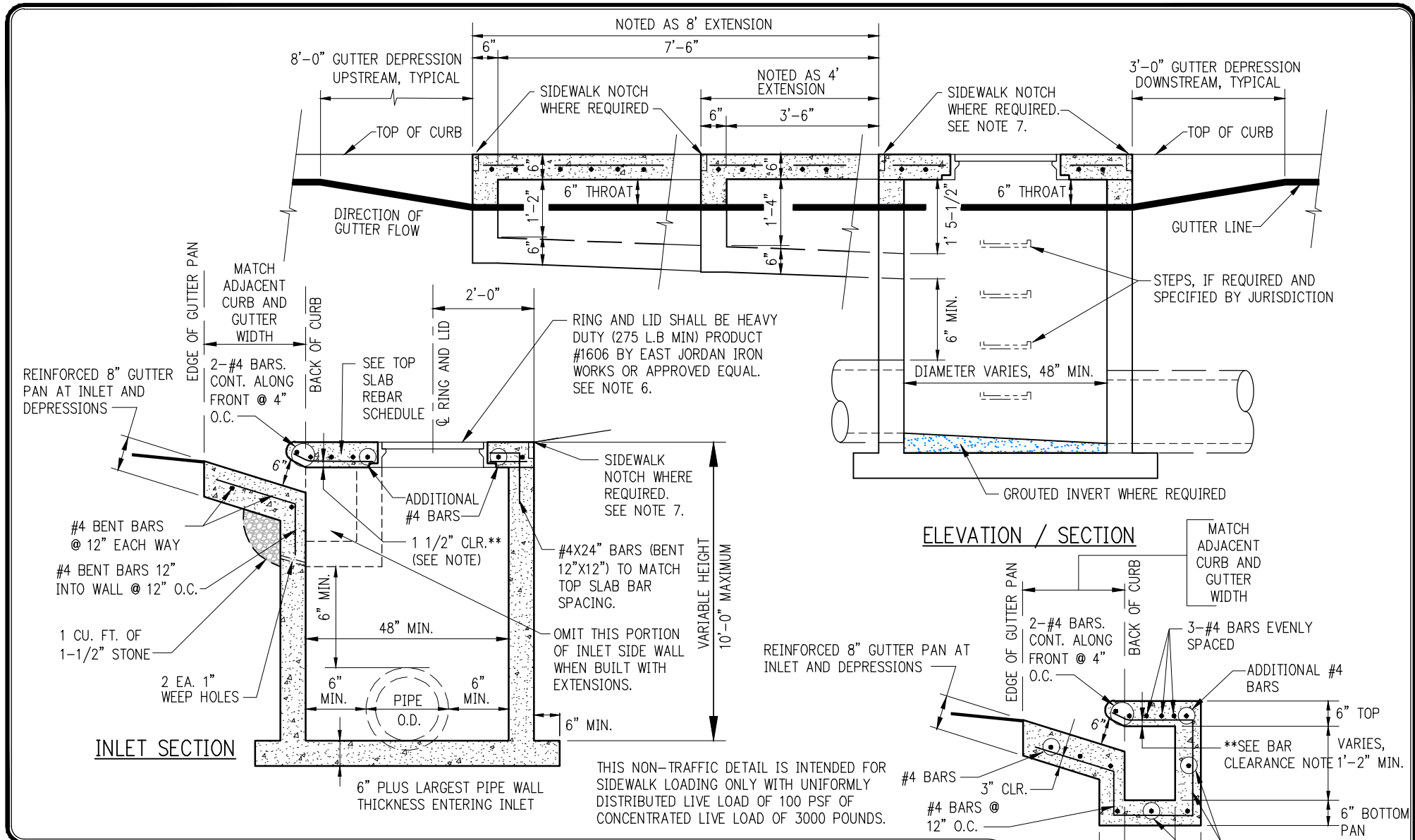


THIS NON-TRAFFIC DETAIL IS INTENDED FOR SIDEWALK LOADING ONLY WITH UNIFORMLY DISTRIBUTED LIVE LOAD OF 100 PSF OF CONCENTRATED LIVE LOAD OF 3000 POUNDS.



DETAIL NO.: PW-4
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TYPICAL CURB INLET - PLAN



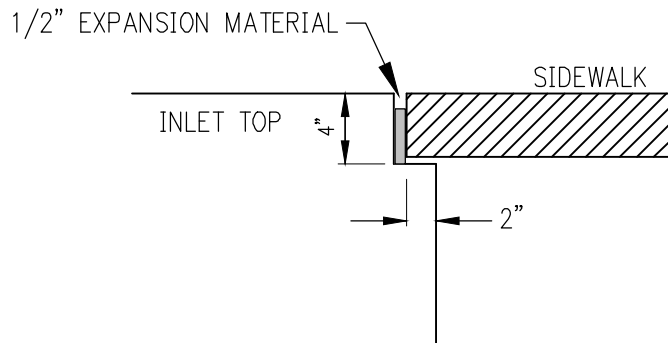
THIS NON-TRAFFIC DETAIL IS INTENDED FOR SIDEWALK LOADING ONLY WITH UNIFORMLY DISTRIBUTED LIVE LOAD OF 100 PSF OF CONCENTRATED LIVE LOAD OF 3000 POUNDS.



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TYPICAL CURB INLET - SECTIONS

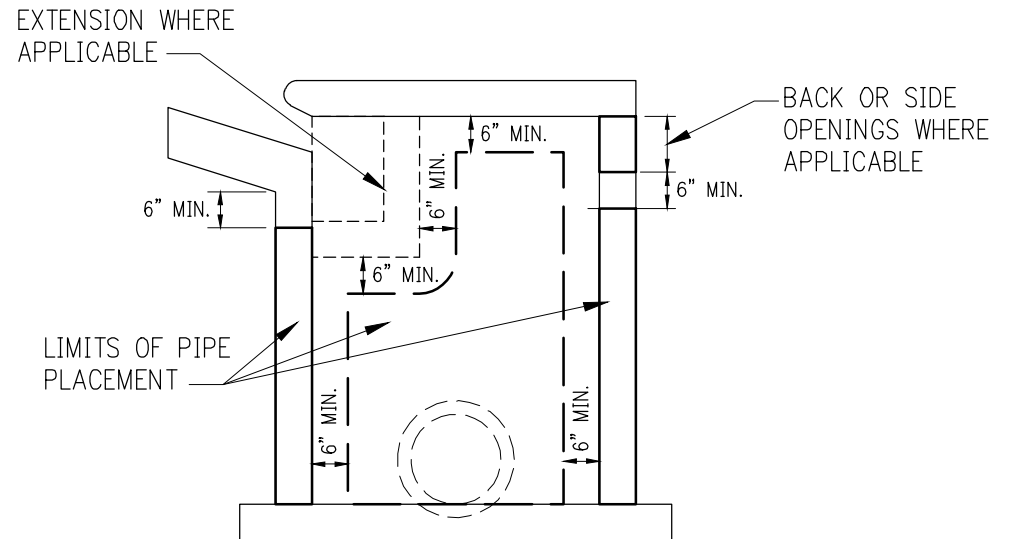
TYPICAL NON-TRAFFIC EXTENSION SECTION



NOTE:
 CONTRACTOR HAS THE OPTION TO INSTALL 12" LONG #4 SMOOTH DOWEL BARS WITH EXP. CAPS AT 18" O.C. BETWEEN INLET AND ADJACENT SIDEWALK IN LIEU OF CONSTRUCTING SIDEWALK NOTCH.

DETAIL OF NOTCH FOR SIDEWALK SUPPORTS

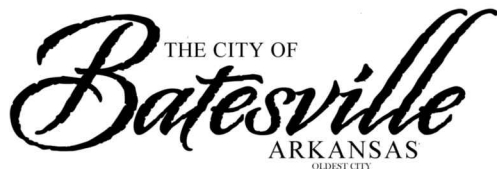
SEE PLANS FOR SIDEWALK LOCATIONS



PIPE CLEARANCE PLACEMENT LIMITS

MAINTAIN 6" MINIMUM CLEARANCE BETWEEN PIPE O.D. AND INLET SIDES, TOP, EXTENSIONS, DEPRESSIONS, AND OPENINGS.

THIS NON-TRAFFIC DETAIL IS INTENDED FOR SIDEWALK LOADING ONLY WITH UNIFORMLY DISTRIBUTED LIVE LOAD OF 100 PSF OF CONCENTRATED LIVE LOAD OF 3000 POUNDS.



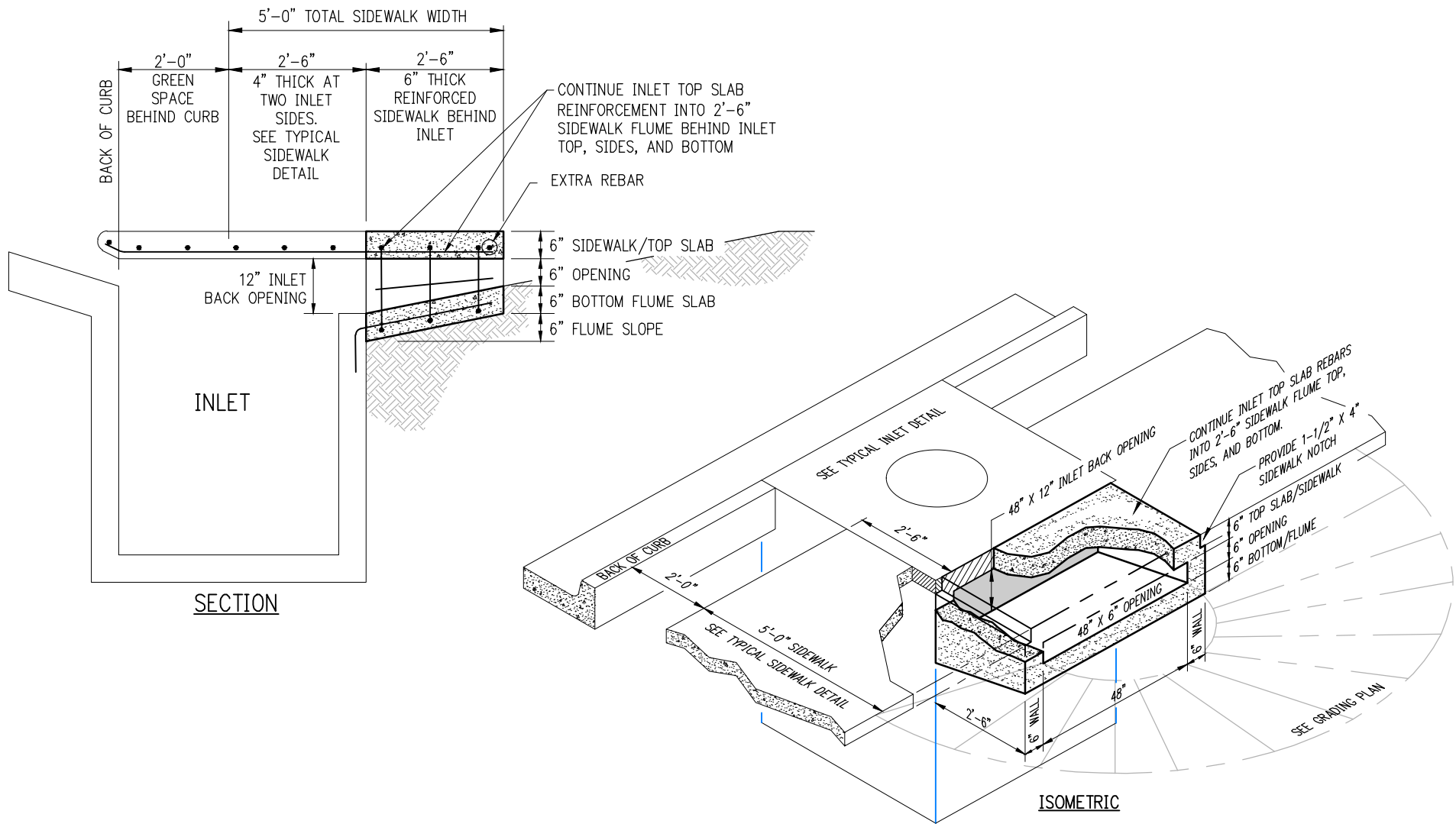
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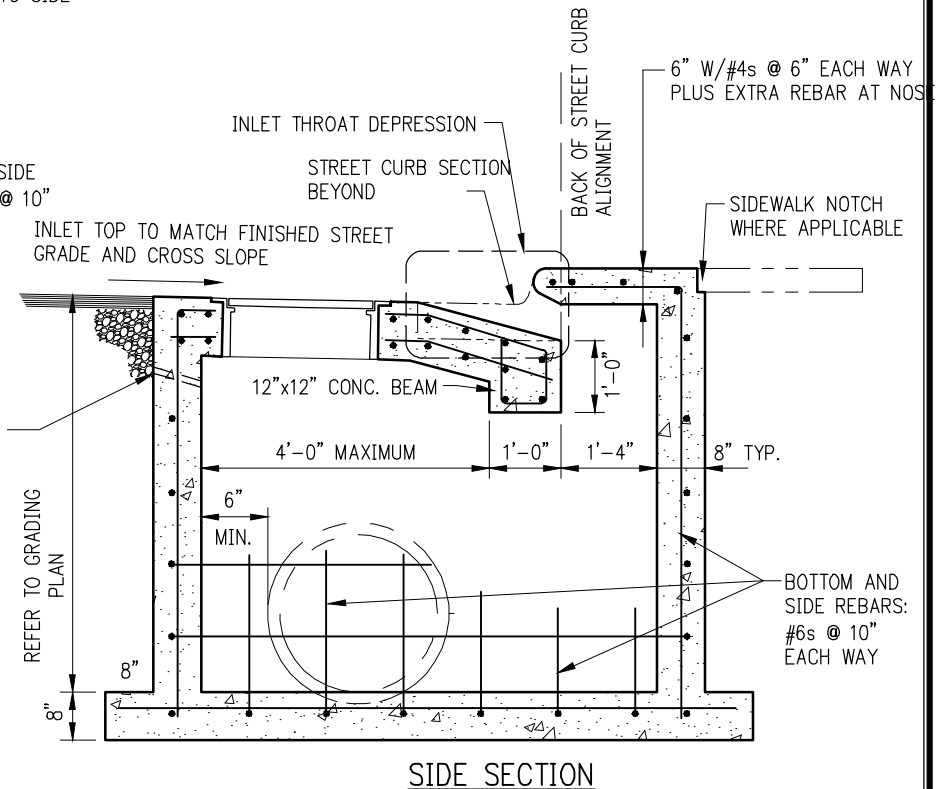
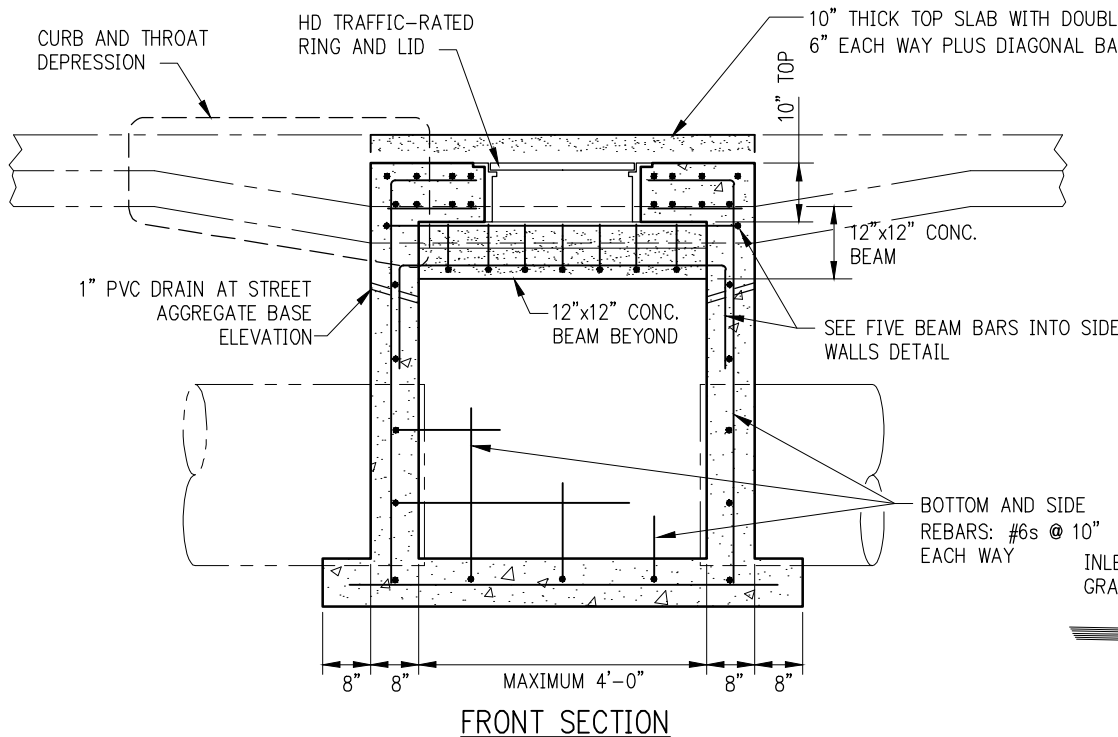
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TYPICAL CURB INLET -
 CLEARANCE AND SIDEWALK NOTCH



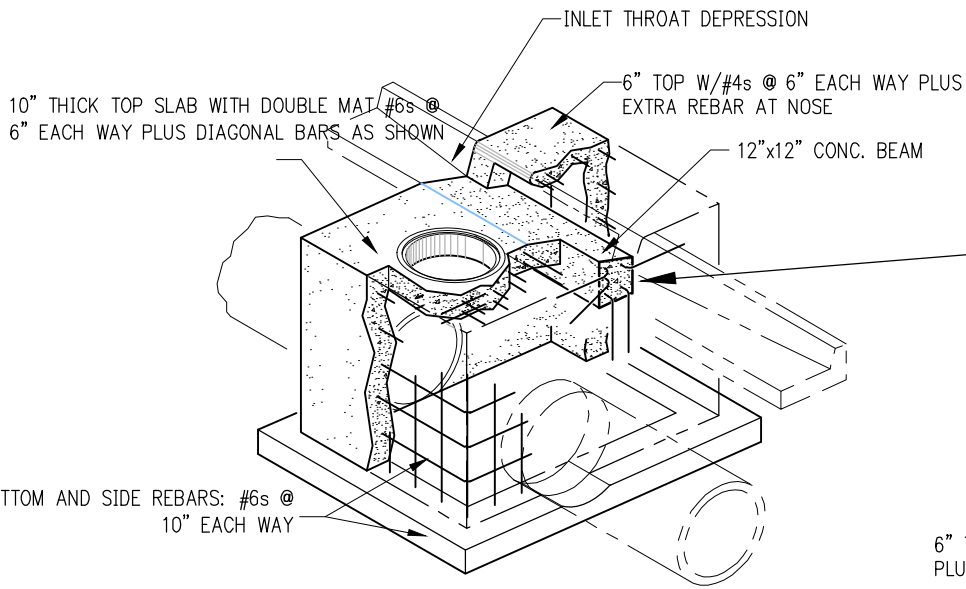


- MIN. 3500 PSI CONC. WITH 4-7 A.E.
- 2" MIN. REBAR COVER WITH CONCRETE.
- BEAM TO BE POURED MONOLITHICALLY WITH TOP AND WALLS.

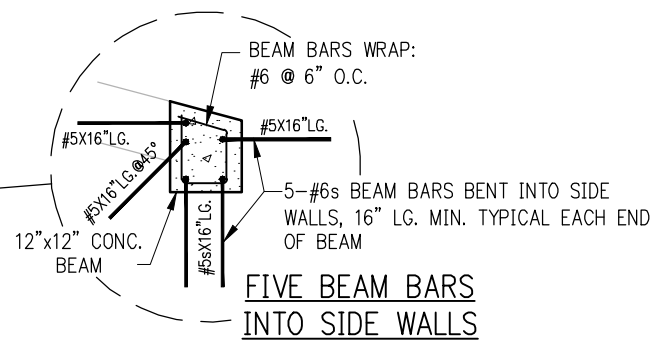
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REVERSE-BOX CURB INLET - SECTIONS



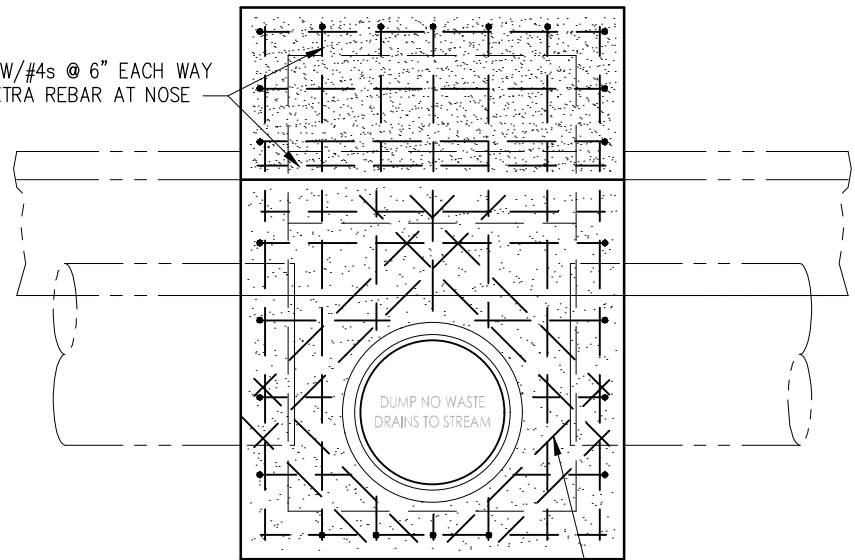


ISOMETRIC



- MIN. 3500 PSI CONC. WITH 4-7 A.E.
- 2" MIN. REBAR COVER WITH CONCRETE.
- BEAM TO BE POURED MONOLITHICALLY WITH TOP AND WALLS.

6" TOP W/#4s @ 6" EACH WAY PLUS EXTRA REBAR AT NOSE



PLAN

10" THICK TOP SLAB WITH DOUBLE MAT #6s @ 6" EACH WAY PLUS DIAGONAL BARS AS SHOWN

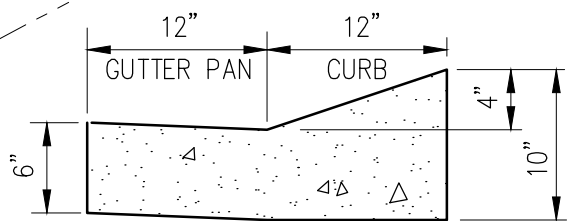
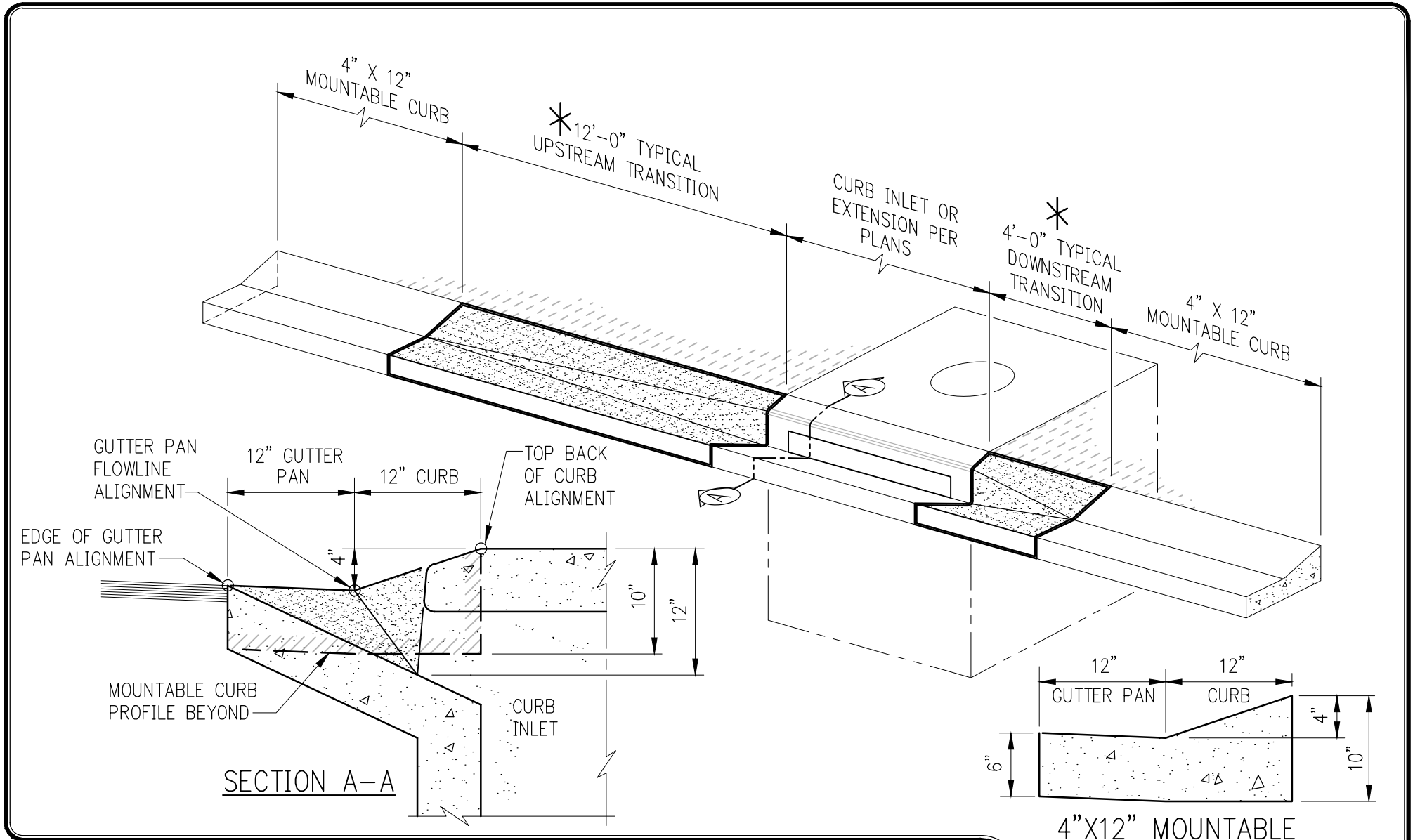


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REVERSE-BOX CURB INLET
- PLAN AND ISOMETRIC



4"X12" MOUNTABLE CURB PROFILE



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MOUNTABLE CURB TRANSITION

* TRANSITIONS MAY BE SHORTENED WHERE CONFLICTS WITH ADA RAMPS AND STREET INTERSECTIONS OCCUR.

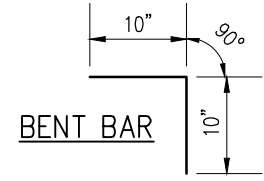
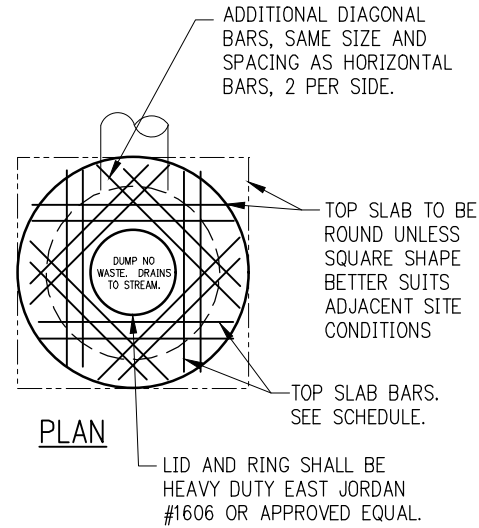
"W" BARREL DIAMETER TO BE DETERMINED BY CONSIDERING DEPTH OF BURY, PIPE SIZES AND PIPE ARRANGEMENT REQUIREMENTS.	"W" INLET INSIDE DIAMETER SCHEDULE	
	DIAMETER OF LARGEST PIPE ENTERING INLET	"W" MINIMUM INLET DIAMETER
	12" TO 27"	4'-0" DIA.
	30" TO 42"	5'-0" DIA.
	48" TO 54"	6'-0" DIA.
PIPES ARE LIMITED TO 60 DEGREES. IF GREATER, USE NEXT LARGER-DIAMETER INLET BARREL.		

CONCRETE CHARACTERISTICS	CLASS A	CLASS B
MIN. COMPRESSION STRENGTH (PSI AT 28 DAYS)	3000	3500
MIN. CEMENT CONTENT (BAGS PER CUBIC YARD)	5.5	6.0
MAX. NET WATER / 94LB. BAG (GALLONS)	6.5	5.5
SLUMP RANGE (INCHES)	1-4*	1-4*
AIR CONTENT RANGE (%)	4-7	4-7
MAX. FLY ASH CONTENT (%)	20	20

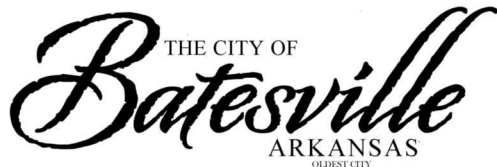
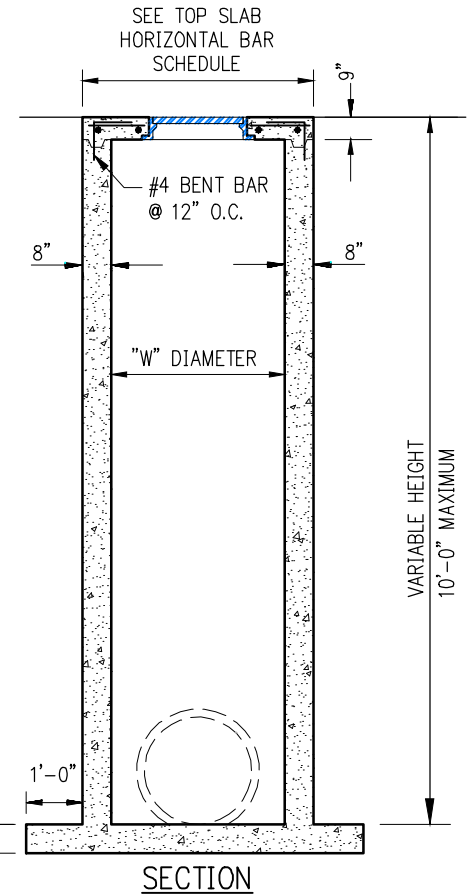
* MAX. SLUMP SHALL BE 2" WHEN SLIP FORM PAVEMENT METHODS ARE USED.

NOTES:

1. PROVIDE 3/4" CHAMFER ON ALL EXPOSED EDGES UNLESS ADJACENT TO SIDEWALKS OR OTHER CONCRETE SURFACES.
2. BASE AND INLET WALLS TO BE POURED MONOLITHICALLY.
3. PIPES MAY ENTER BOX FROM ANY ANGLE OR ELEVATION APPROVED BY THE ENGINEER.
4. ALL #4 & #5 REINFORCING BARS TO BE GRADE 60 AND HAVE 1-1/2" MINIMUM COVER. >#5, 2" COVER.
5. PROVIDE DOUBLE MAT FOR SQUARE-TOP SLAB.
6. TOP SLAB, CLASS B, 3500#, 4%-7% A.E.



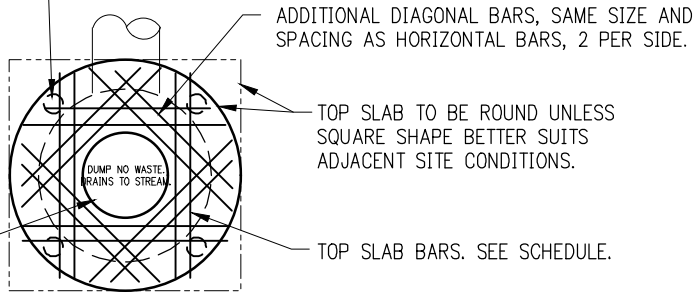
TOP SLAB HORIZONTAL REINFORCEMENT SCHEDULE		
TOP SLAB THICKNESS	"W" INSIDE DIAMETER OF INLET BARREL	TOP SLAB BARS, VEHICLE LOADS
VEHICLE LOADS, 9"	6'-0" MAXIMUM	#5s @ 6" O.C. EACH WAY, DOUBLE MAT



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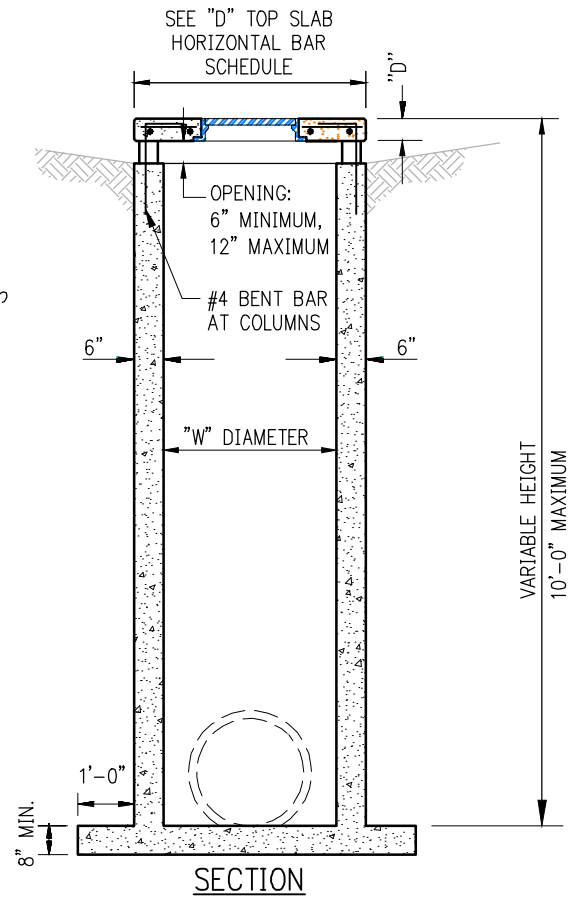
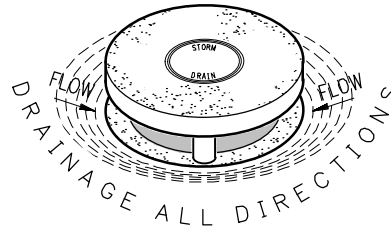
JUNCTION BOX

EQUALLY-SPACED COLUMNS:
 48" I.D. = 4 COLUMNS, MIN.
 60" I.D. = 5 COLUMNS, MIN.
 72" I.D. = 6 COLUMNS, MIN.



LID AND RING SHALL BE HEAVY DUTY EAST JORDAN #1606 OR APPROVED EQUAL.

PLAN



SECTION

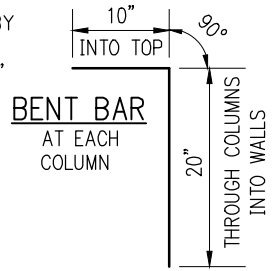
"W" BARREL DIAMETER TO BE DETERMINED BY CONSIDERING DEPTH OF BURY, PIPE SIZES AND PIPE ARRANGEMENT REQUIREMENTS.	"W" INLET INSIDE DIAMETER SCHEDULE	
	DIAMETER OF LARGEST PIPE ENTERING INLET	"W" MINIMUM INLET DIAMETER
	12" TO 27"	4'-0" DIA.
	30" TO 42"	5'-0" DIA.
48" TO 54"	6'-0" DIA.	
PIPES ARE LIMITED TO 60 DEGREES. IF GREATER, USE NEXT LARGER-DIAMETER INLET BARREL.		

"D" TOP SLAB THICKNESS	"D" TOP SLAB HORIZONTAL REINFORCEMENT SCHEDULE		
	"W" INSIDE DIAMETER OF INLET BARREL	"D" TOP SLAB BARS, NON-VEHICLE	
	NON-VEHICLE LOADS, 6"	4'-0"	#4s @ 8" O.C. EACH WAY SEE NOTE 5
		5'-0"	#4s @ 7" O.C. EACH WAY SEE NOTE 5
	6'-0"	#5s @ 6" O.C. EACH WAY SEE NOTE 5	

CONCRETE CHARACTERISTICS	CLASS A	CLASS B
MIN. COMPRESSION STRENGTH (PSI AT 28 DAYS)	3000	3500
MIN. CEMENT CONTENT (BAGS PER CUBIC YARD)	5.5	6.0
MAX. NET WATER / 94LB. BAG (GALLONS)	6.5	5.5
SLUMP RANGE (INCHES)	1-4*	1-4*
AIR CONTENT RANGE (%)	4-7	4-7
MAX. FLY ASH CONTENT (%)	20	20

* MAX. SLUMP SHALL BE 2" WHEN SLIP FORM PAVEMENT METHODS ARE USED.

1. PROVIDE 3/4" CHAMFER ON ALL EXPOSED EDGES UNLESS ADJACENT TO SIDEWALKS OR OTHER CONCRETE SURFACES.
2. BASE AND INLET WALLS TO BE POURED MONOLITHICALLY.
3. PIPES MAY ENTER BOX FROM ANY ANGLE OR ELEVATION APPROVED BY THE ENGINEER.
4. ALL #4 & #5 REINFORCING BARS TO BE GRADE 60 AND HAVE 1-1/2" MINIMUM COVER. >#5, 2" COVER.
5. TOP SLAB, CLASS B, 3500#, 4%-7% A.E



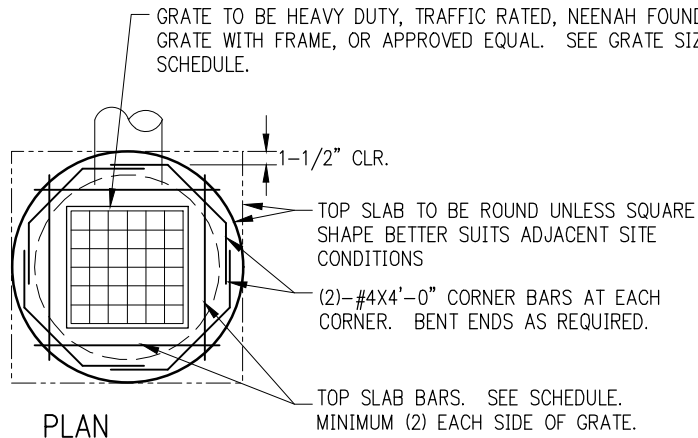
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AREA INLET

GRATE SIZE SCHEDULE			
INSIDE BARREL DIAMETER	GRATE SIZE	NEENAH GRATE	FRAME
4'-0"	30" X 30"	R-4880-C	NEENAH PROVIDED
5'-0"	36" X 36"	R-4884-A	
6'-0"	36" X 66"	R-4895-2	CONTRACTOR PROVIDED

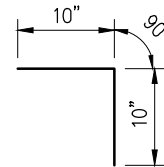
TOP SLAB HORIZONTAL REINFORCEMENT SCHEDULE		
TOP SLAB THICKNESS	"W" INSIDE DIAMETER OF INLET BARREL	TOP SLAB BARS, VEHICLE LOADS
VEHICLE LOADS, 9"	6'-0" MAXIMUM	#5s @ 6" O.C. EACH WAY, DOUBLE MAT

"W" BARREL DIAMETER TO BE DETERMINED BY CONSIDERING DEPTH OF BURY, PIPE SIZES AND PIPE ARRANGEMENT REQUIREMENTS.	"W" INLET INSIDE DIAMETER SCHEDULE	
	DIAMETER OF LARGEST PIPE ENTERING INLET	"W" MINIMUM INLET DIAMETER
	12" TO 27"	4'-0" DIA.
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PIPES ARE LIMITED TO 60 DEGREES. IF GREATER, USE NEXT LARGER-DIAMETER INLET BARREL.		

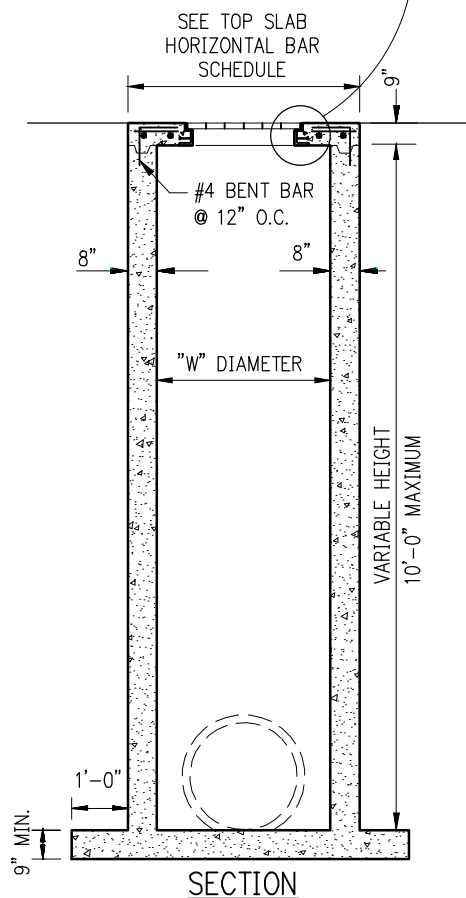
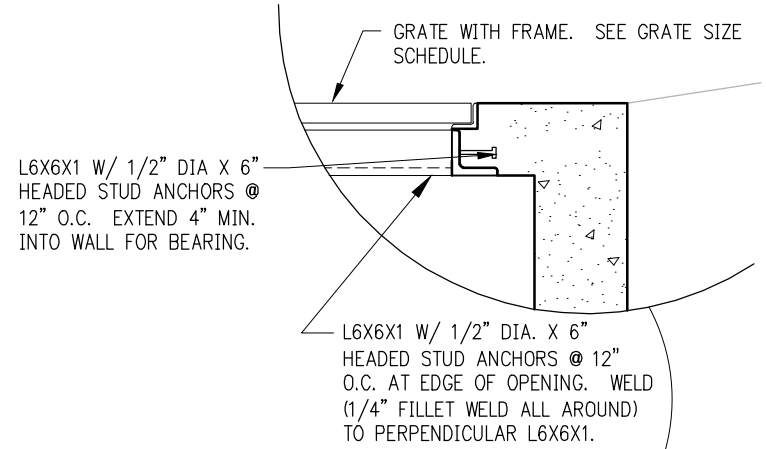


PLAN

- NOTES:
1. PROVIDE 3/4" CHAMFER ON ALL EXPOSED EDGES UNLESS ADJACENT TO SIDEWALKS OR OTHER CONCRETE SURFACES.
 2. BASE AND INLET WALLS TO BE POURED MONOLITHICALLY.
 3. PIPES MAY ENTER BOX FROM ANY ANGLE OR ELEVATION APPROVED BY THE ENGINEER.
 4. ALL #4 & #5 REINFORCING BARS TO BE GRADE 60 AND HAVE 1-1/2" MINIMUM COVER. >#5, 2" COVER.
 5. PROVIDE DOUBLE MAT FOR SQUARE-TOP SLAB.
 6. TOP SLAB, CLASS B, 3500#, 4%-7% A.E



#4 BENT BAR

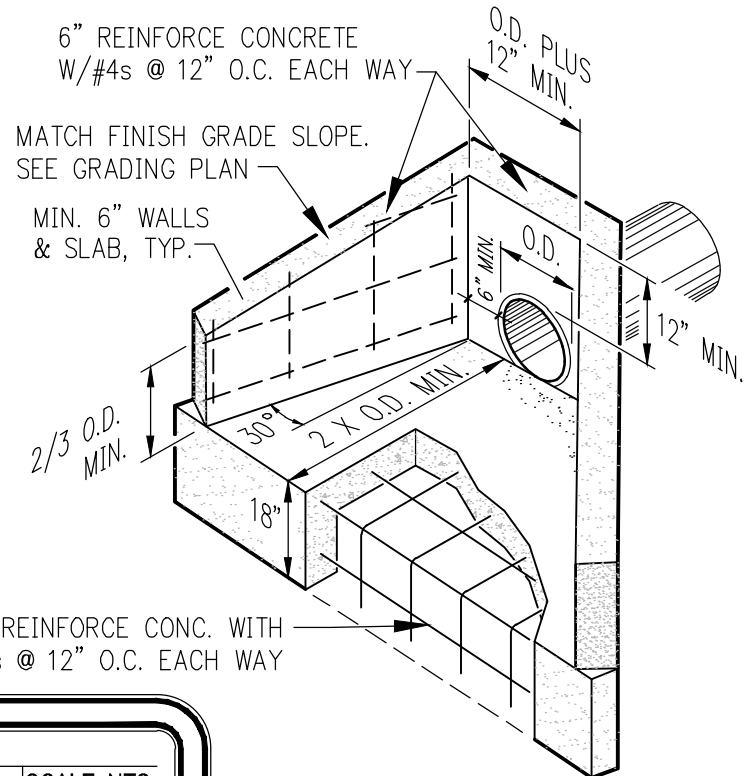


SECTION

CONCRETE CHARACTERISTICS	CLASS A	CLASS B
MIN. COMPRESSION STRENGTH (PSI AT 28 DAYS)	3000	3500
MIN. CEMENT CONTENT (BAGS PER CUBIC YARD)	5.5	6.0
MAX. NET WATER / 94LB. BAG (GALLONS)	6.5	5.5
SLUMP RANGE (INCHES)	1-4*	1-4*
AIR CONTENT RANGE (%)	4-7	4-7
MAX. FLY ASH CONTENT (%)	20	20

* MAX. SLUMP SHALL BE 2" WHEN SLIP FORM PAVEMENT METHODS ARE USED.

1. PROVIDE 3/4" CHAMFER ON ALL EXPOSED EDGES UNLESS ADJACENT TO SIDEWALKS OR OTHER CONCRETE SURFACES.
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4. ALL #4 & #5 REINFORCING BARS TO BE GRADE 60 AND HAVE 1-1/2" MINIMUM COVER. >#5, 2" COVER.
5. CONCRETE SHALL BE CLASS B, 3500#, 4%-7% A.E.
6. CONTRACTOR SHALL PROVIDE APPROVED PEDESTRIAN SAFETY RAILS AND VEHICULAR GUARD RAILS WHERE NECESSARY OR REQUIRED BY LOCAL, STATE AND FEDERAL CODES.



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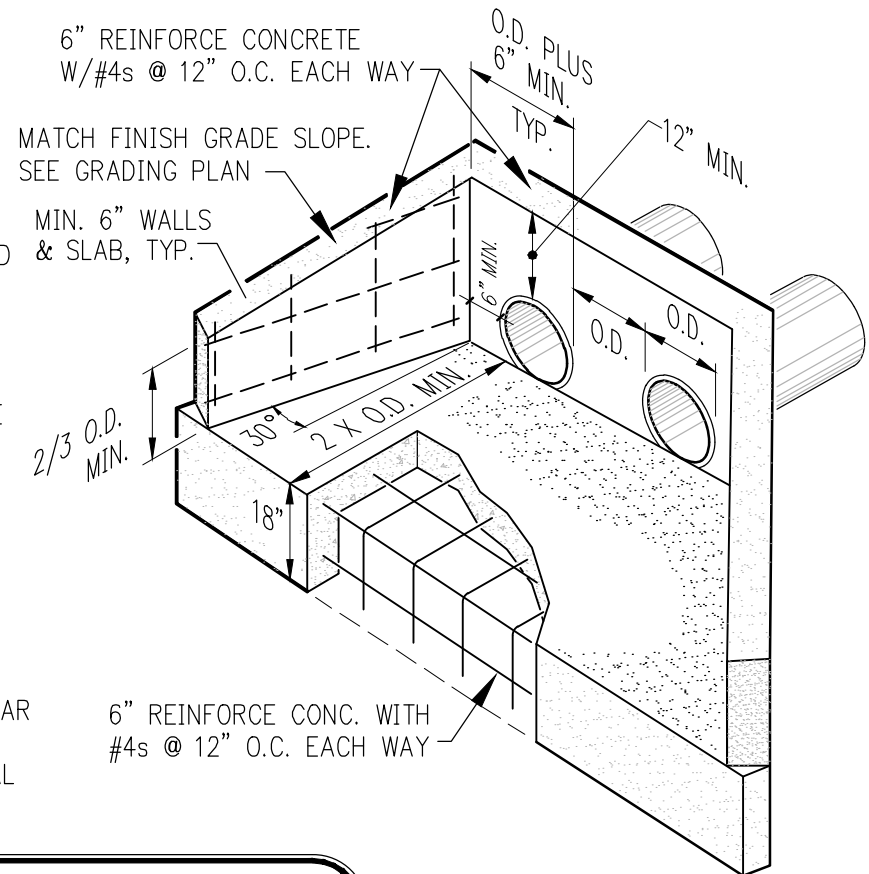
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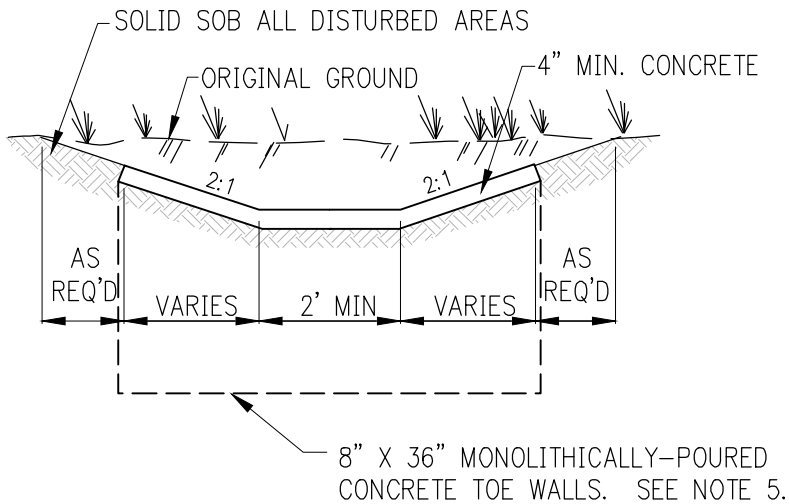
SINGLE PIPE HEADWALL-WINGWALL

CONCRETE CHARACTERISTICS	CLASS A	CLASS B
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AIR CONTENT RANGE (%)	4-7	4-7
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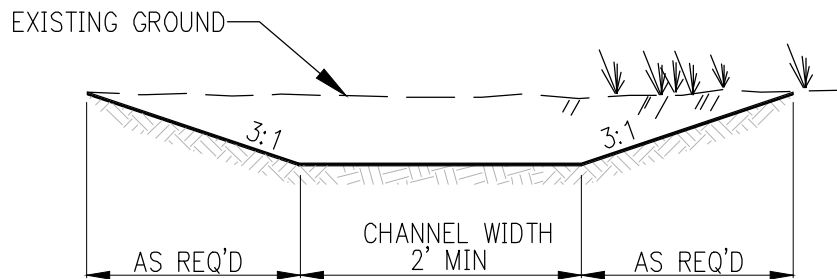
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4. ALL #4 & #5 REINFORCING BARS TO BE GRADE 60 AND HAVE 1-1/2" MINIMUM COVER. >#5, 2" COVER.
5. CONCRETE SHALL BE CLASS B, 3500#, 4%-7% A.E.
6. CONTRACTOR SHALL PROVIDE APPROVED PEDESTRIAN SAFETY RAILS AND VEHICULAR GUARD RAILS WHERE NECESSARY OR REQUIRED BY LOCAL, STATE AND FEDERAL CODES.





CONCRETE LINED CHANNEL

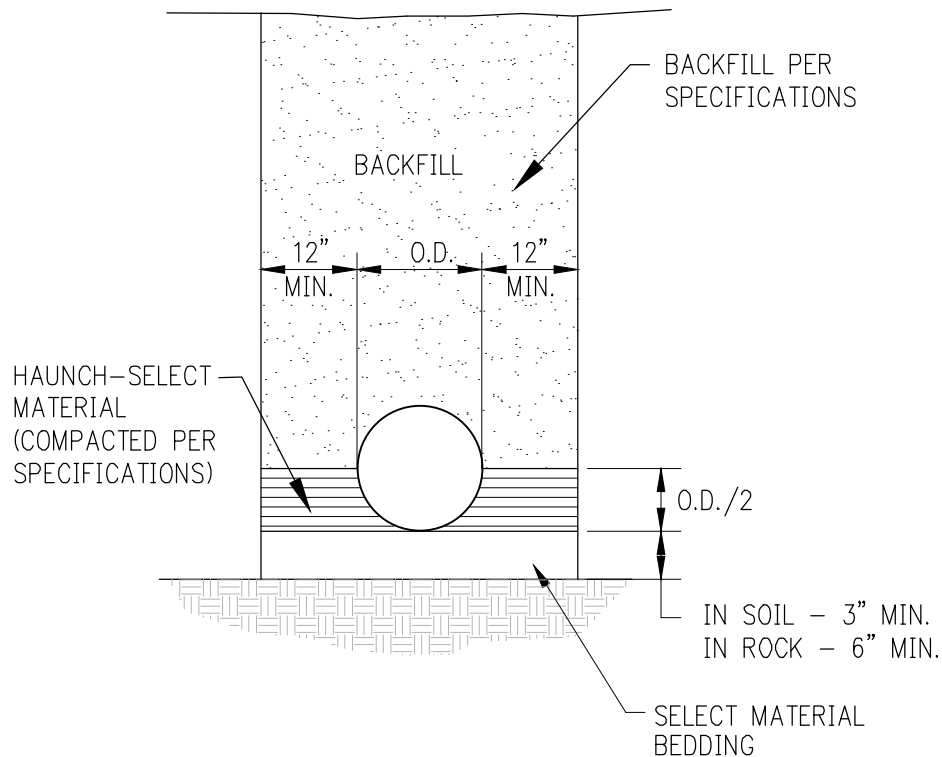


SEE PLAN FOR CHANNEL WIDTHS, DEPTHS, AND SLOPES.

SOD LINED CHANNEL

NOTES:

1. UNLESS OTHERWISE SPECIFIED, REINFORCEMENT SHALL BE 6X6 W2.9 X W2.9 WWF (SHEETS).
2. CONTROL JOINTS TO BE 15' O.C. TRANSVERSE TO CHANNEL CENTERLINE AXIS. FILL JOINTS WITH SEALANT.
3. SEE SITE AND GRADING PLANS FOR SPECIFIC APPLICATIONS.
4. CONCRETE SHALL BE CLASS B, 3500#, 4%-7% A.E.
5. 8" THICK X 36" DEEP MONOLITHICALLY-POURED CONCRETE TOE WALLS SHALL BE CONSTRUCTED AT THE ENDS OF PAVED CHANNELS WHERE CHANNELS DO NOT TERMINATE AT A CONCRETE STRUCTURE.



NOTES:

1. UNDER PAVEMENT, BACKFILL ENTIRE EXCAVATION WITH AGGREGATE BASE MATERIAL COMPACTED IN 8" LIFTS TO A MINIMUM OF 95% STANDARD PROCTOR DENSITY.

CONSTRUCTION SEQUENCE

1. PLACE SELECT BEDDING MATERIAL TO GRADE.
2. COMPACT SELECT BEDDING BELOW THE PIPE.
3. INSTALL PIPE TO GRADE.
4. PLACE AND COMPACT THE HAUNCH AREA UP TO THE MIDDLE OF THE PIPE.
5. COMPLETE BACKFILL ACCORDING TO SPECIFICATIONS.



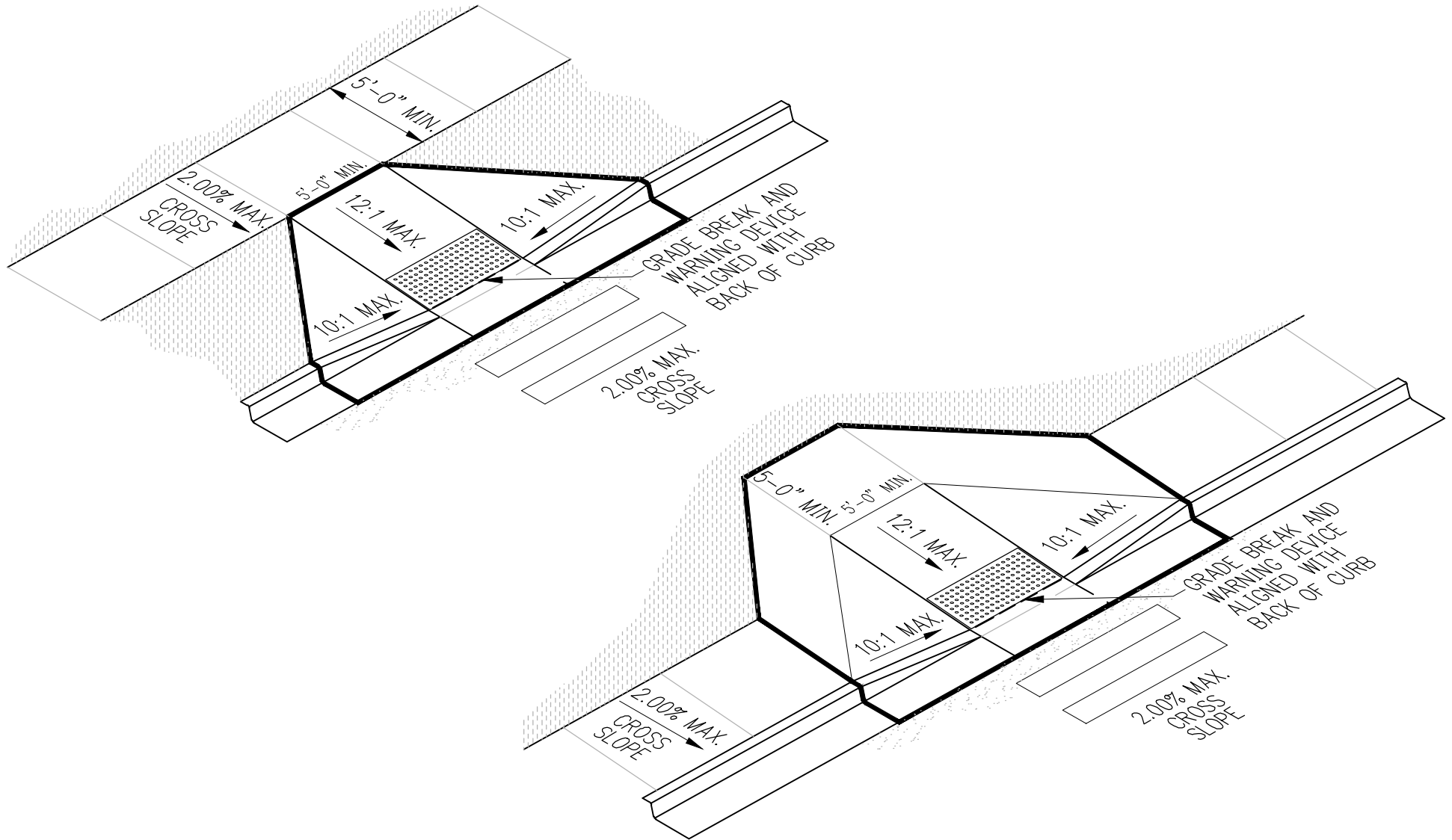
DETAIL NO.: PW-17

ISSUE DATE:

SCALE: NTS

REVISION DATE:

CONCRETE PIPE INSTALLATION



DETAIL NO.: PW-18

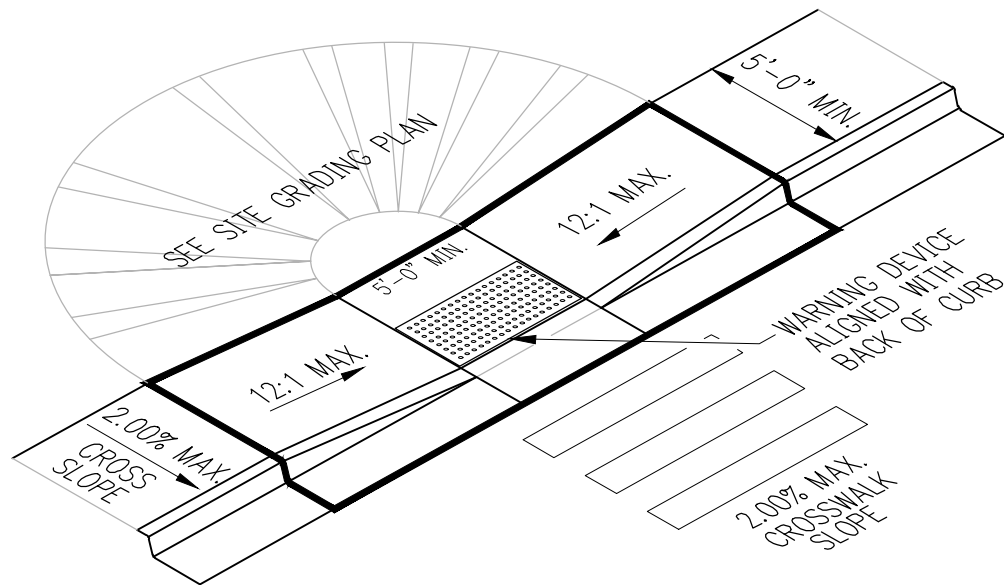
ISSUE DATE:

SCALE: NTS

REVISION DATE:

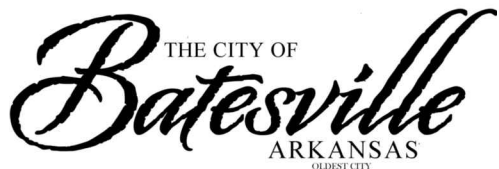
SINGLE ACCESSIBLE RAMP
WITH FLARED SIDES

THESE DETAILS ARE BASED ON
THE 2010 ADA STANDARDS FOR
ACCESSIBLE DESIGN, DEPARTMENT
OF JUSTICE, SEPTEMBER 15, 2010.
WWW.ADA.GOV



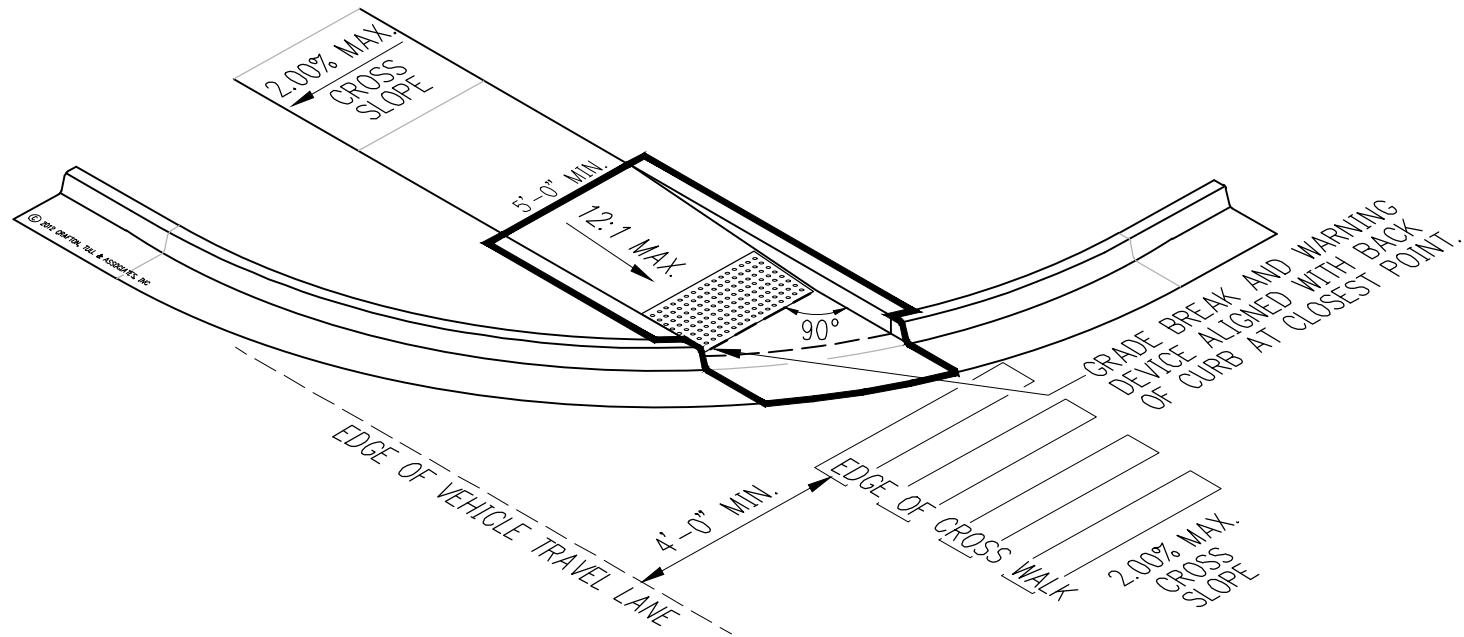
THESE DETAILS ARE BASED ON THE 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN, DEPARTMENT OF JUSTICE, SEPTEMBER 15, 2010. WWW.ADA.GOV

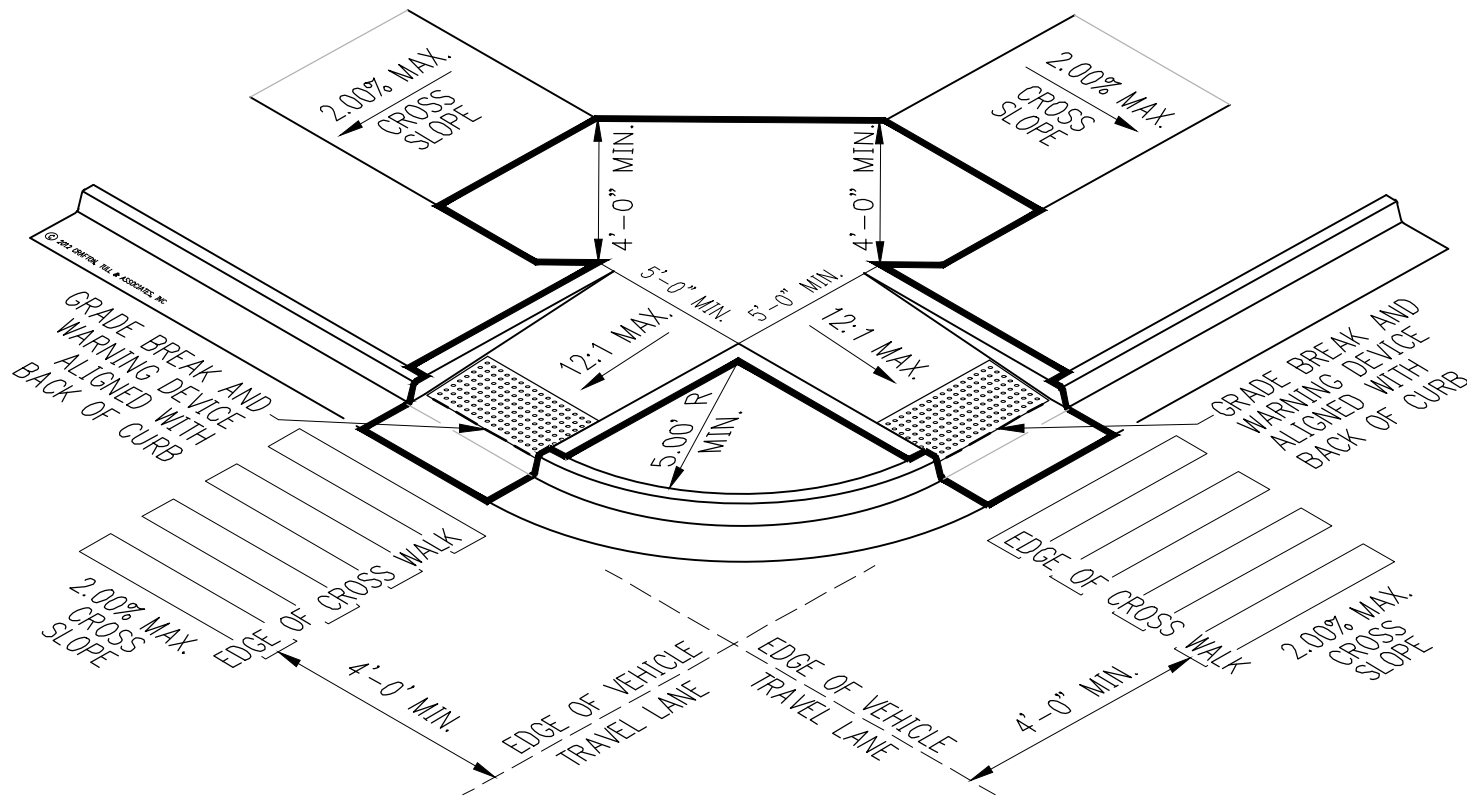
WITH DRAINAGE PROVISION



DETAIL NO.: PW-19	SCALE: NTS
ISSUE DATE:	
REVISION DATE:	

DEPRESSED SIDEWALK AND ACCESSIBLE RAMP AT CROSSWALK





* TYPICALLY USED IN LOCATIONS WHERE AN ADJACENT VERTICAL DROP TO FINISHED GRADE IS 30 INCHES OR GREATER.

1/2"x1/2" (SQUARE OR ROUND STOCK)
HOT DIP GALV. STANDARDS @ 4" O.C.

1-1/2" Ø HOT DIP GALV. STEEL GUARD RAIL
HOT DIP GALV.

1-1/2" DIA. HOT DIP GALV. STEEL HANDRAIL WHERE REQUIRED AT WALLS, RAMPS AND STAIRS.

10 1/4" EACH END

3'-9" C TO C

4" O.C. (MAX) TYPICAL

34" TO 38" HANDRAIL HEIGHT WHERE ADA REQUIRED
42" MINIMUM SAFETY RAIL HEIGHT

1/2"

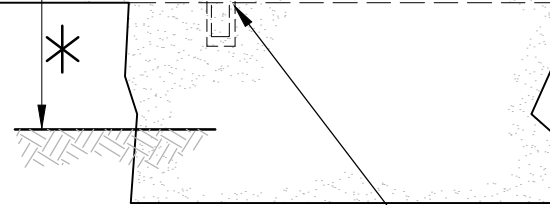
4" (MAX.)

ELEVATION

SEE NOTE 2.

NOTES:

1. RAILS AND EXTENSIONS TO BE PARALLEL TO RAMP AND APPROACH SURFACE. STANDARDS TO BE VERTICAL AND PLUMB.
2. IF APPLICABLE, ALL ANCHOR BOLTS AND HARDWARE SHALL BE STAINLESS STEEL.



CORE AND GROUT STANDARDS INTO THICKENED CONCRETE EDGE. THICKENED EDGE DEPTH TO SUIT SITE AND FROST CONDITIONS.

THE CITY OF
Batesville
ARKANSAS
OLDEST CITY

DETAIL NO.: PW-22

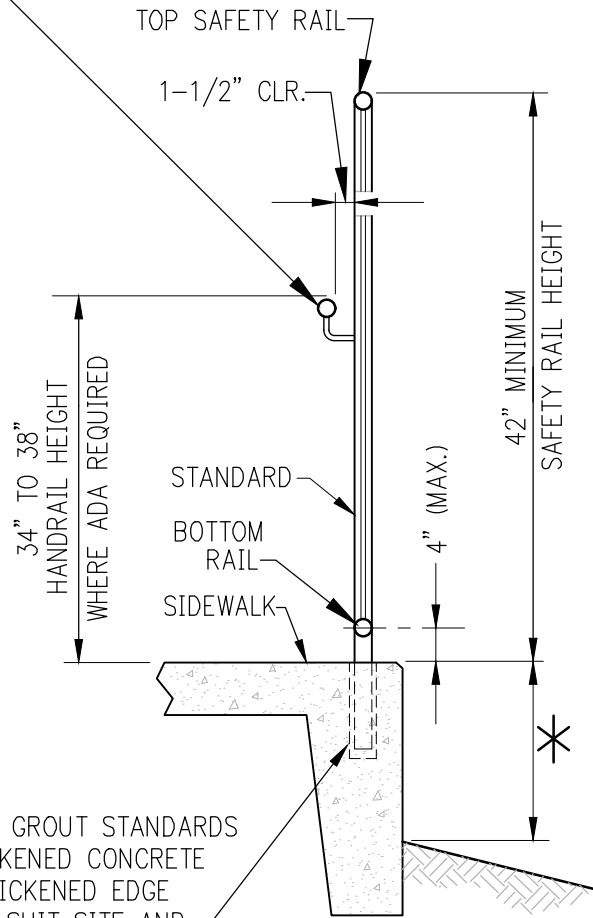
ISSUE DATE:

SCALE: NTS

REVISION DATE:

SAFETY RAIL - ELEVATION

1-1/2" DIA. HOT DIP GALV. STEEL HANDRAIL WHERE REQUIRED AT WALLS, RAMPS AND STAIRS.



CORE AND GROUT STANDARDS INTO THICKENED CONCRETE EDGE. THICKENED EDGE DEPTH TO SUIT SITE AND FROST CONDITIONS.

* TYPICALLY USED IN LOCATIONS WHERE AN ADJACENT VERTICAL DROP TO FINISHED GRADE IS 30 INCHES OR GREATER.

SECTION

NOTES:

1. RAILS AND EXTENSIONS TO BE PARALLEL TO RAMP AND APPROACH SURFACE. STANDARDS TO BE VERTICAL AND PLUMB.
2. IF APPLICABLE, ALL ANCHOR BOLTS AND HARDWARE SHALL BE STAINLESS STEEL.



DETAIL NO.: PW-23

ISSUE DATE:

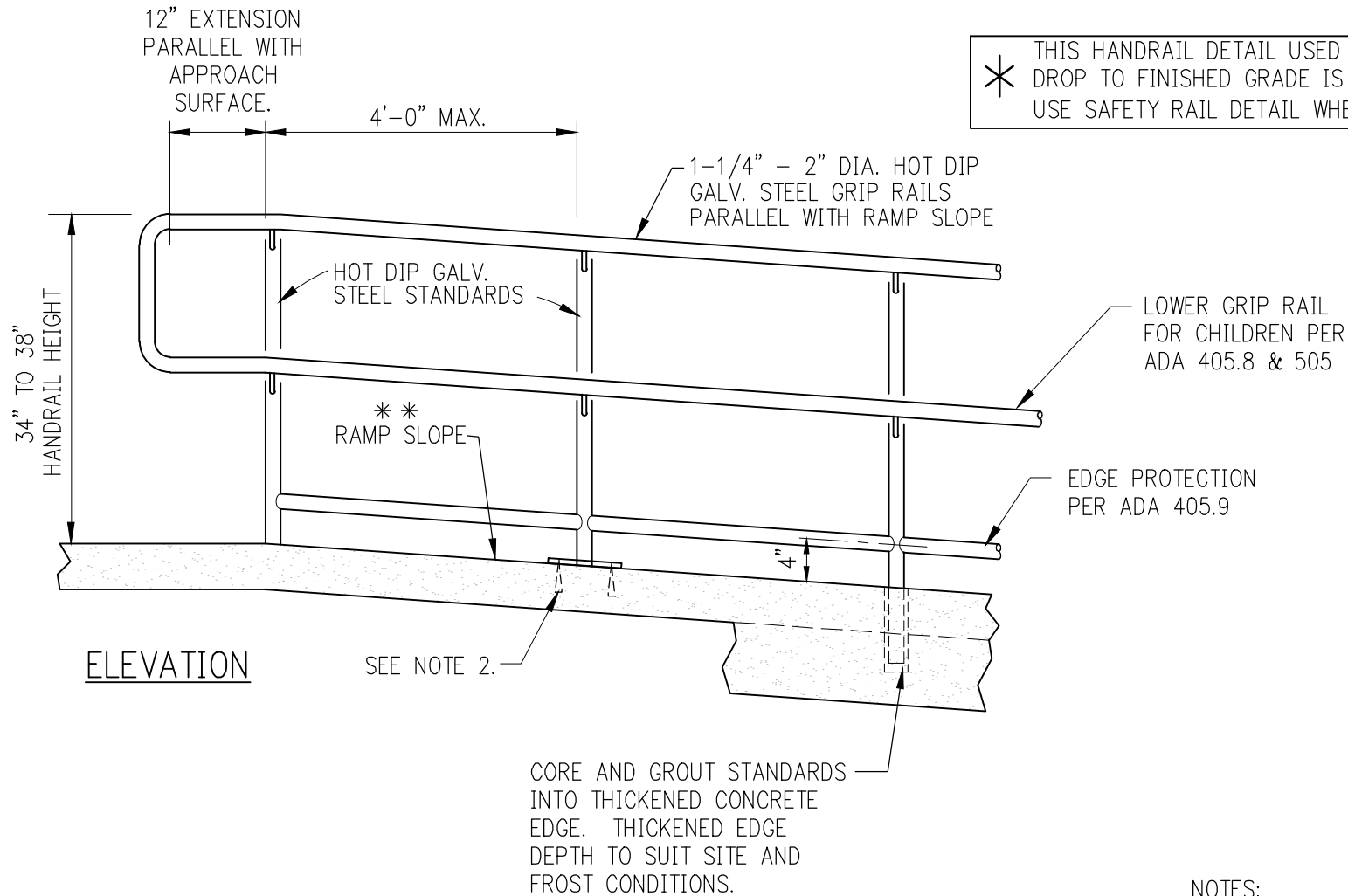
SCALE: NTS

REVISION DATE:

SAFETY RAIL - SECTION

** THIS HANDRAIL SHALL BE USED FOR CURB RAMPS WITH A RISE GREATER THAN SIX INCHES OR A HORIZONTAL PROJECTION GREATER THAN SIX FEET. HANDRAILS FOR RAMPS SHALL HAVE THE FOLLOWING FEATURES:

* THIS HANDRAIL DETAIL USED WHERE VERTICAL SIDE DROP TO FINISHED GRADE IS LESS THAN 30 INCHES. USE SAFETY RAIL DETAIL WHERE 30" OR GREATER.



NOTES:

1. RAILS AND EXTENSIONS TO BE PARALLEL TO RAMP AND APPROACH SURFACE. STANDARDS TO BE VERTICAL AND PLUMB.
2. IF APPLICABLE, ALL ANCHOR BOLTS AND HARDWARE SHALL BE STAINLESS STEEL.



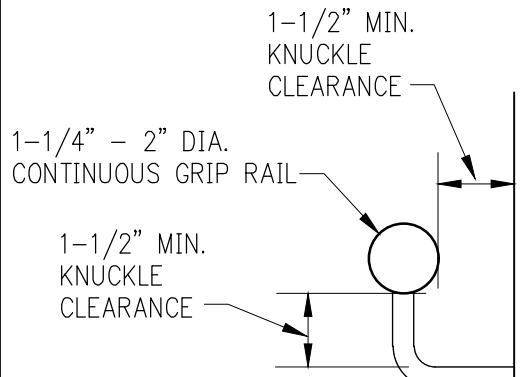
DETAIL NO.: PW-24

ISSUE DATE:

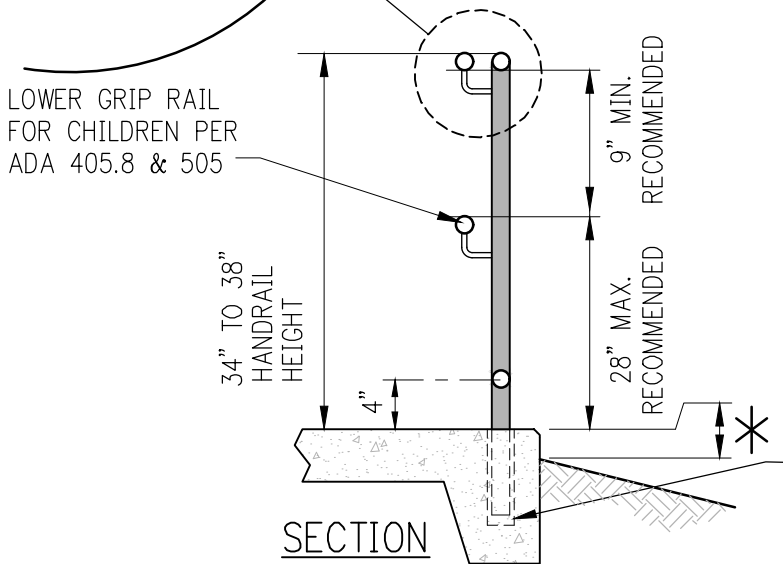
SCALE: NTS

REVISION DATE:

RAMP HANDRAIL, NO GRADE DROP
EITHER SIDE - ELEVATION



TYP. GRIP RAIL DETAIL



SECTION

CORE AND GROUT STANDARDS INTO THICKENED CONCRETE EDGE. THICKENED EDGE DEPTH TO SUIT SITE AND FROST CONDITIONS.

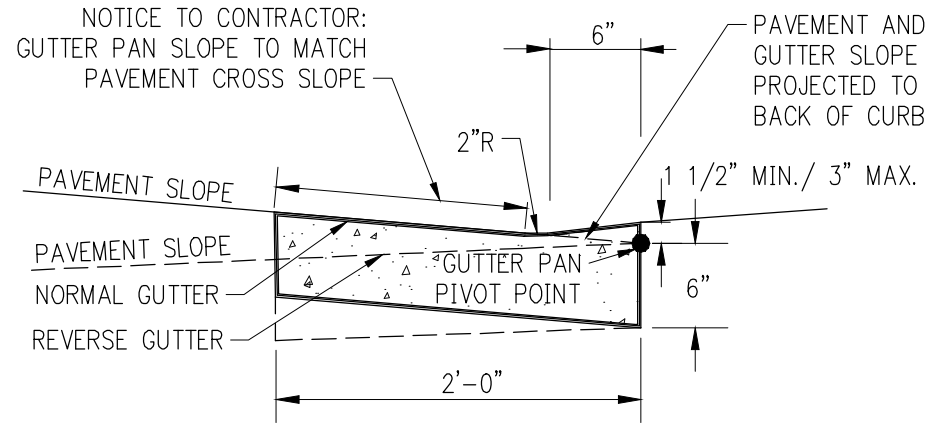
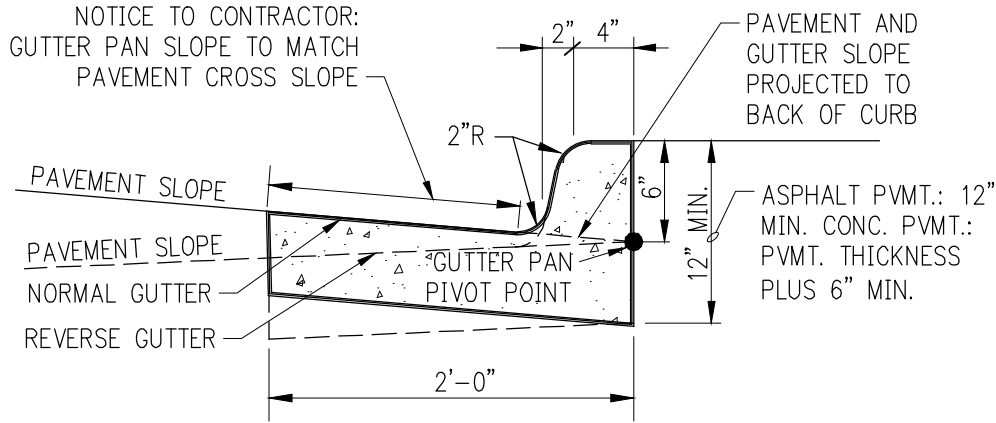
** THIS HANDRAIL SHALL BE USED FOR RAMPS WITH A RISE GREATER THAN SIX INCHES OR A HORIZONTAL PROJECTION GREATER THAN SIX FEET. HANDRAILS FOR RAMPS SHALL HAVE THE FOLLOWING FEATURES:

* THIS HANDRAIL DETAIL USED WHERE VERTICAL SIDE DROP TO FINISHED GRADE IS LESS THAN 30 INCHES. USE SAFETY RAIL DETAIL WHERE 30" OR GREATER.

1. HANDRAILS SHALL BE PROVIDED ALONG BOTH SIDES OF RAMP SEGMENTS. THE INSIDE HANDRAIL ON SWITCHBACK OR DOGLEG RAMPS SHALL ALWAYS BE CONTINUOUS.
2. WHERE HANDRAILS ARE NOT CONTINUOUS, THEY SHALL EXTEND AT LEAST 12" BEYOND AT THE TOP AND BOTTOM OF THE RAMP SEGMENT AND SHALL BE PARALLEL WITH THE GROUND SURFACE.
3. THE CLEAR SPACE BETWEEN THE HANDRAIL AND A WALL OR RAIL STANDARD SHALL BE 1-1/2".
4. GRIPPING SURFACES (HANDRAILS) SHALL BE CONTINUOUS.
5. TOP OF GRIPPING HANDRAIL SHALL BE MOUNTED 34" TO 38" ABOVE RAMP SURFACES.
6. TERMINAL ENDS OF HANDRAILS SHALL BE EITHER ROUNDED OR RETURNED SMOOTHLY TO FLOOR, WALL, OR POST.
7. HANDRAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS OR CONNECTIONS.

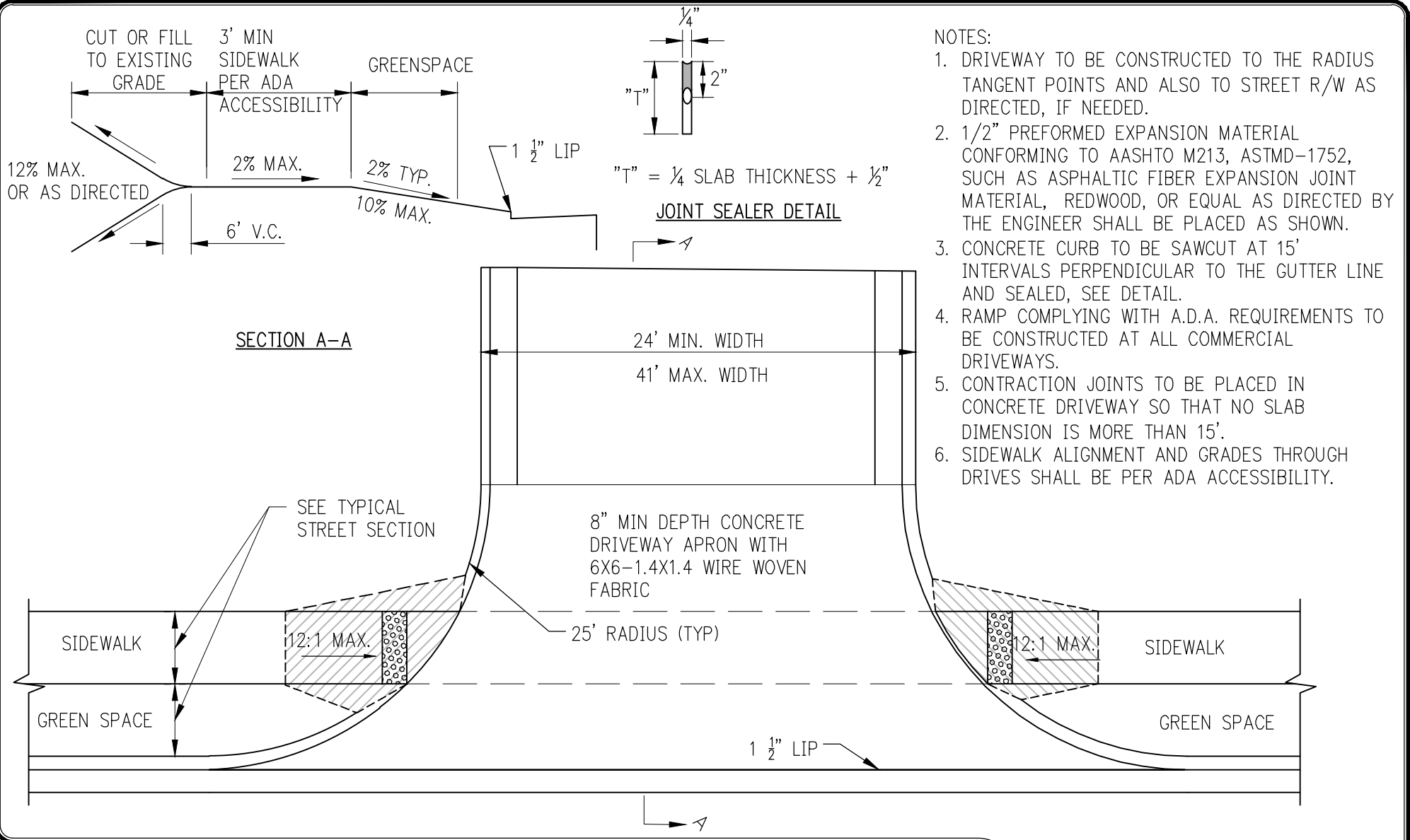


DETAIL NO.: PW-25
 ISSUE DATE: _____ SCALE: NTS
 REVISION DATE: _____
RAMP HANDRAIL, NO GRADE DROP
EITHER SIDE - SECTION



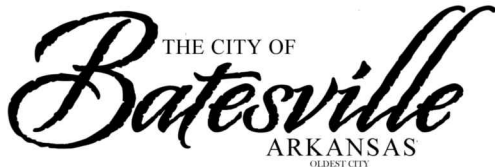
NOTES:

1. CONTRACTOR IS ADVISED TO BE CONSCIOUS OF VARIOUS PAVEMENT CROSS SLOPES, ESPECIALLY AT INTERSECTIONS.
2. THE CONTRACTOR SHALL APPLY A TACK COAT TO THE FACE OF THE CONCRETE GUTTER WHERE THE GUTTER CONTACTS ASPHALT.
3. CONCRETE FOR CURB AND GUTTER TO BE CLASS A, 3500 PSI, 5.5 BAG MIX WITH 5-8% AIR ENTRAINMENT.
4. ALL CURB AND GUTTER SHALL HAVE A BROOMED FINISH UNLESS OTHERWISE SPECIFIED.
5. SAW CUT JOINTS AT 15' O.C. SEAL WITH ONE PART COLD APPLIED SILICONE JOINT SEALER OR OTHER APPROVED SEALANT. ALL JOINTS TO BE SEALED PRIOR TO FINAL ASPHALT PLACEMENT.
6. PROVIDE 1/2" PREFORMED EXPANSION JOINT MATERIAL (ASPHALT IMPREGNATED FIBERBOARD OR OTHER APPROVED MATERIAL) AT STATIONARY STRUCTURES, (DROP INLETS, END OF CURBS, DRIVEWAYS - SEE DETAIL) OR AS DIRECTED.



NOTES:

1. DRIVEWAY TO BE CONSTRUCTED TO THE RADIUS TANGENT POINTS AND ALSO TO STREET R/W AS DIRECTED, IF NEEDED.
2. 1/2" PREFORMED EXPANSION MATERIAL CONFORMING TO AASHTO M213, ASTM D-1752, SUCH AS ASPHALTIC FIBER EXPANSION JOINT MATERIAL, REDWOOD, OR EQUAL AS DIRECTED BY THE ENGINEER SHALL BE PLACED AS SHOWN.
3. CONCRETE CURB TO BE SAWCUT AT 15' INTERVALS PERPENDICULAR TO THE GUTTER LINE AND SEALED, SEE DETAIL.
4. RAMP COMPLYING WITH A.D.A. REQUIREMENTS TO BE CONSTRUCTED AT ALL COMMERCIAL DRIVEWAYS.
5. CONTRACTION JOINTS TO BE PLACED IN CONCRETE DRIVEWAY SO THAT NO SLAB DIMENSION IS MORE THAN 15'.
6. SIDEWALK ALIGNMENT AND GRADES THROUGH DRIVES SHALL BE PER ADA ACCESSIBILITY.



DETAIL NO.: PW-27

ISSUE DATE:

SCALE: NTS

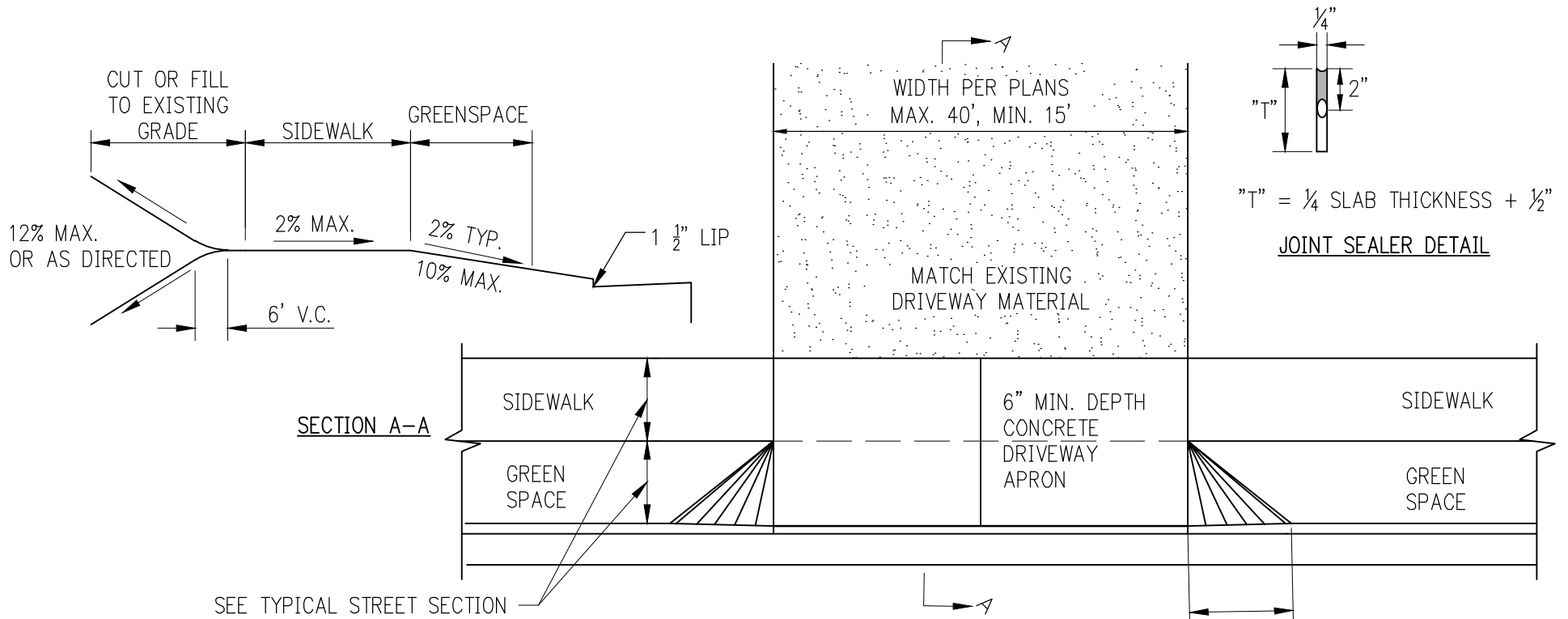
REVISION DATE:

COMMERCIAL DRIVEWAY

CONTRACTOR TO COMPLY WITH ADA ACCESSIBILITY

NOTES:

1. 1/2" PREFORMED EXPANSION MATERIAL CONFORMING TO AASHTO M213, ASTM D-1752, SUCH AS ASPHALTIC FIBER EXPANSION JOINT MATERIAL, REDWOOD, OR EQUAL AS DIRECTED BY THE ENGINEER SHALL BE PLACED AS SHOWN.
2. CONCRETE DRIVEWAY APRON TO BE SAWCUT AT 15' INTERVALS AS SHOWN, AND FILLED WITH APPROVED JOINT SEALER (SEE DETAIL).
3. SIDEWALK ALIGNMENT AND GRADES THROUGH DRIVES SHALL BE PER ADA ACCESSIBILITY.



DETAIL NO.: PW-28

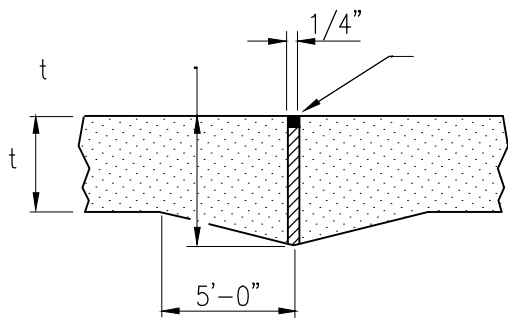
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SCALE: NTS

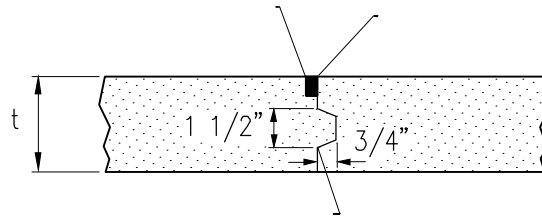
REVISION DATE:

RESIDENTIAL DRIVEWAY

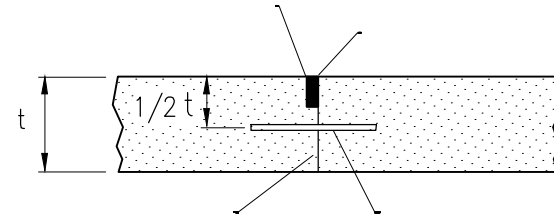
CONTRACTOR TO COMPLY WITH ADA ACCESSIBILITY



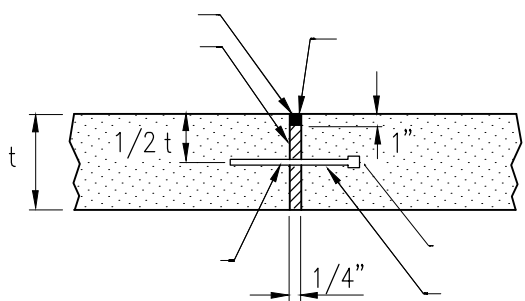
TYPE A
EXPANSION JOINT



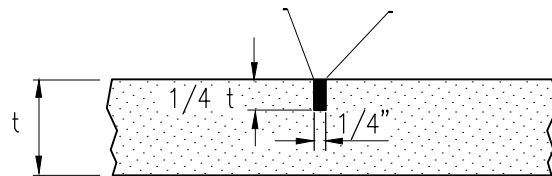
TYPE B
LONGITUDINAL CONSTRUCTION JOINT



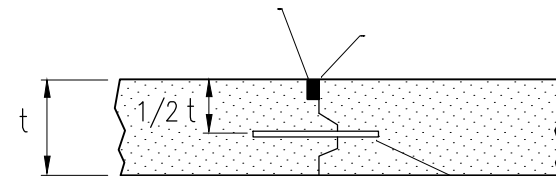
TYPE D
TRANSVERSE CONSTRUCTION JOINT



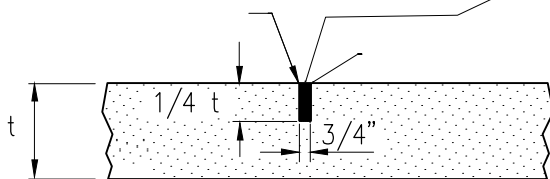
TYPE A
ALTERNATE EXPANSION JOINT



TYPE S
LONG. OR TRANS. SAWED
CONTRACTION JOINT



TYPE C
TIED TRANSVERSE
CONSTRUCTION JOINT



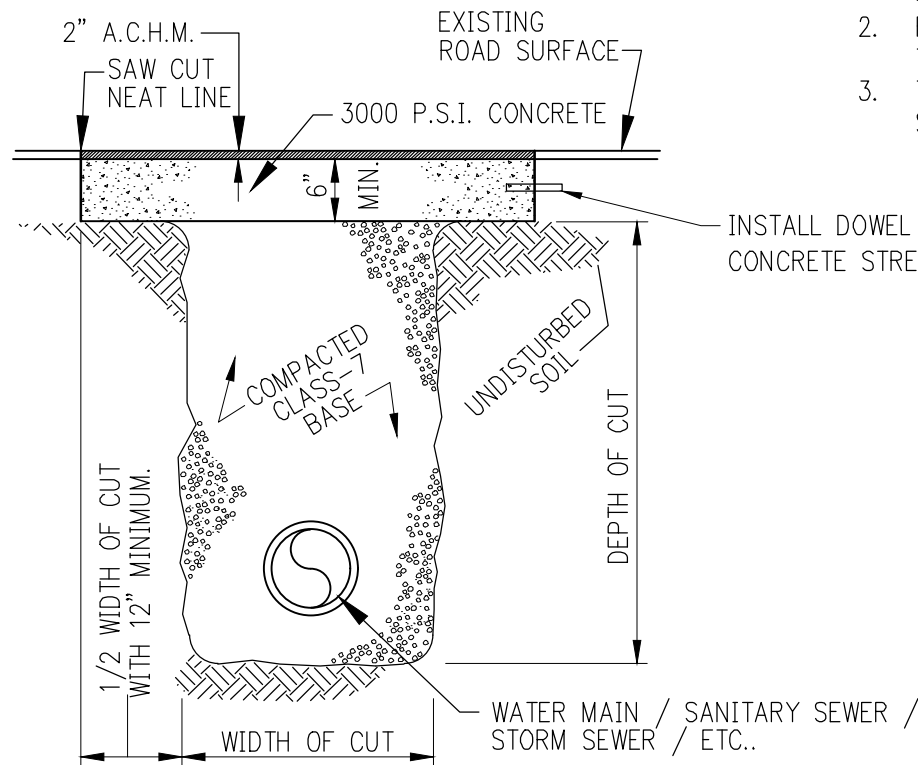
HAND FORMED JOINT TO BE PLACED EVERY 90 FT. WHILE CONCRETE IS BEING PLACED IN A PLASTIC STATE IN LIEU OF SAWING "S" JOINT.

TYPE SH

t = SPECIFIED PAVEMENT THICKNESS

NOTES:

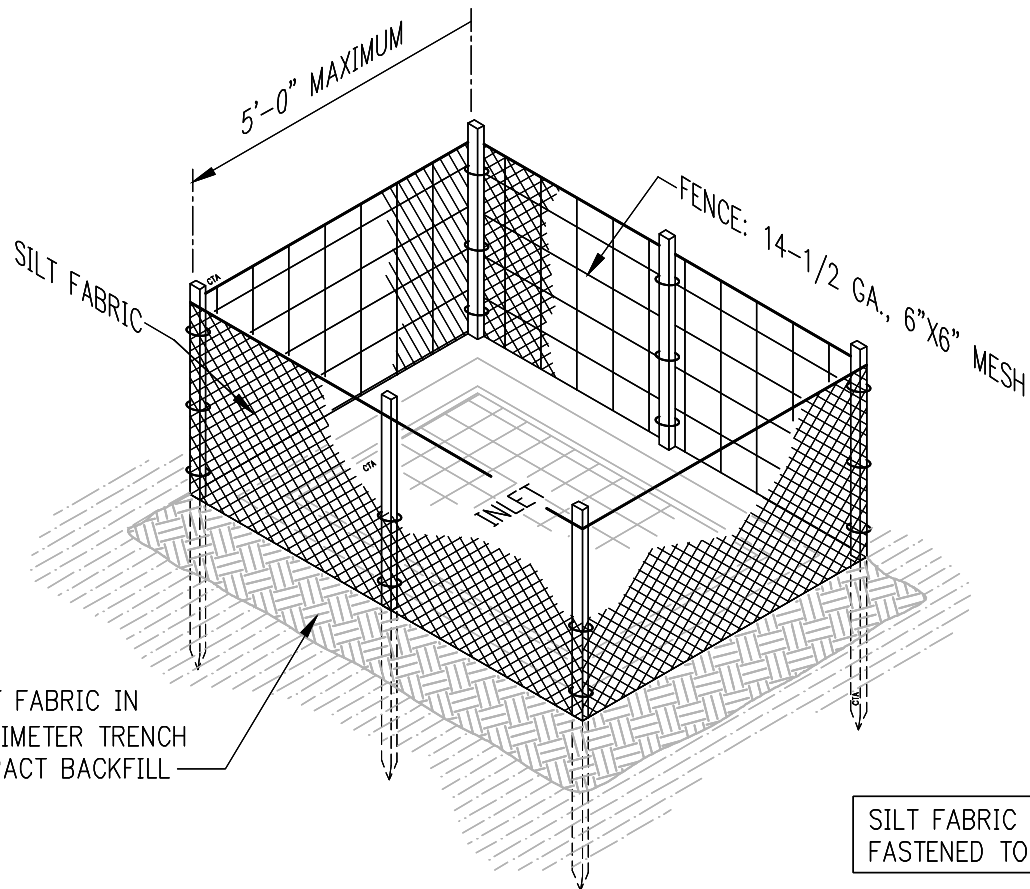
1. ALL JOINTS SPACING NOT TO EXCEED 15'-0" INTERVALS.
2. SAWED JOINTS SHALL BE CUT AS SOON AS POSSIBLE AFTER FINISH WORK IS COMPLETE & CONCRETE HAS CURED TO ACCEPT TYPE OF SAW EQUIPMENT.
3. ASSURE SAW JOINTS ARE CLEAN AND DRY PRIOR TO THE APPLICATION OF THE JOINT SEALANT.
4. SPECIFIED JOINT SEALANT APPLIED IN ACCORDANCE WITH SEALANT MANUFACTURER'S REQUIREMENTS SEALANT TOOLED 1/8" BELOW PAVEMENT SURFACE.
5. DRILLING BY HAND OR PUSHING DOWEL BARS INTO GREEN CONCRETE IS NOT ACCEPTABLE.
6. COMPLETELY FILL HOLE WITH EPOXY GROUT AND INSERT DOWEL WITH EXPANSION CAPS.
7. DOWELS SHALL BE ALIGNED PERPENDICULAR TO THE JOINT.

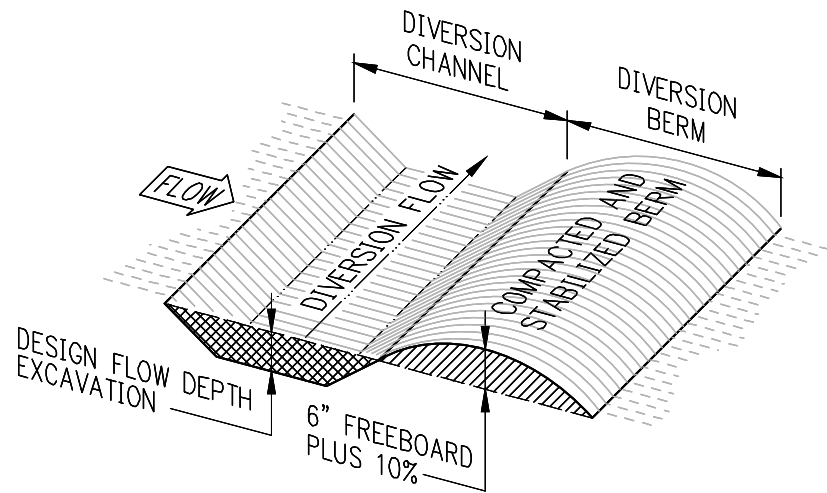


NOTES:

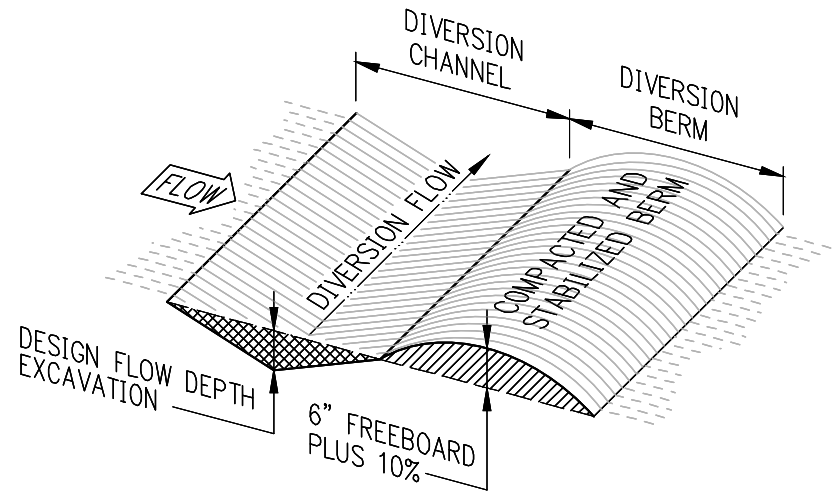
1. BACKFILL ENTIRE EXCAVATION WITH CLASS 7 BASE COMPACTED IN 6" LIFTS TO 95% STANDARD PROCTOR DENSITY MINIMUM.
2. FOR "CONCRETE STREETS" REPAIR SECTION SHALL BE 8" THICK 3000 PSI CONCRETE.
3. THIS REPAIR IS REQUIRED FOR ANY OPEN CUTS ON PUBLIC STREETS.

INSTALL DOWEL BARS EACH SIDE FOR CONCRETE STREETS ONLY (12" BARS @18" O.C.)





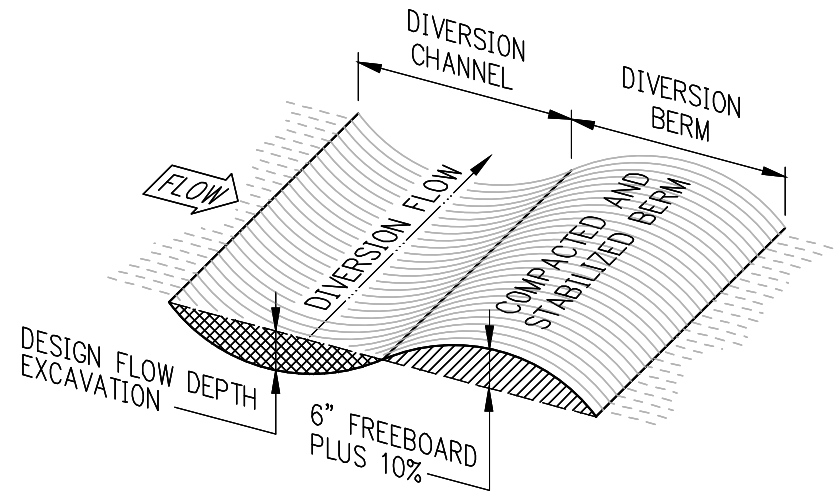
TYPICAL TRAPEZOIDAL DIVERSION



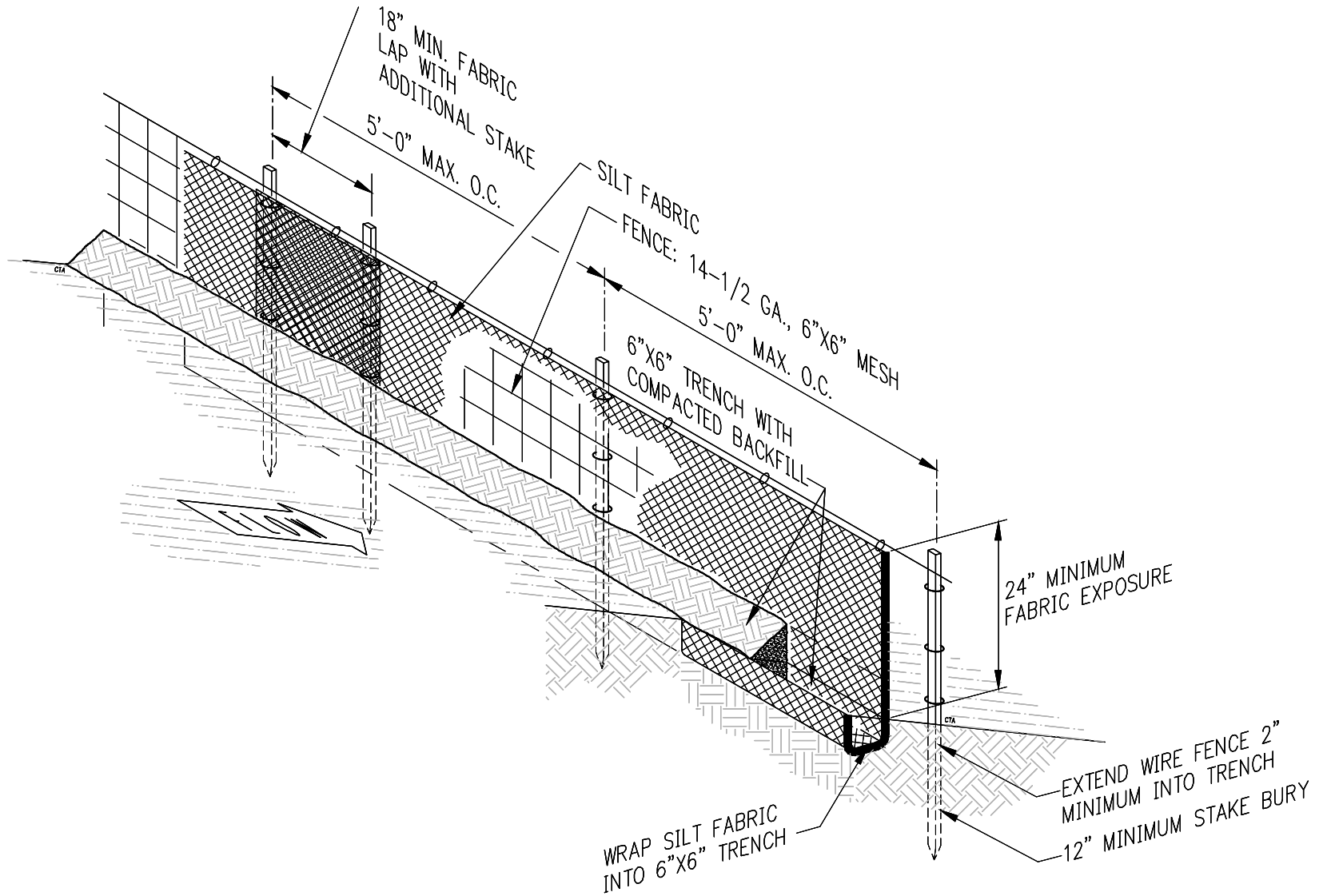
TYPICAL VEE-SHAPED DIVERSION

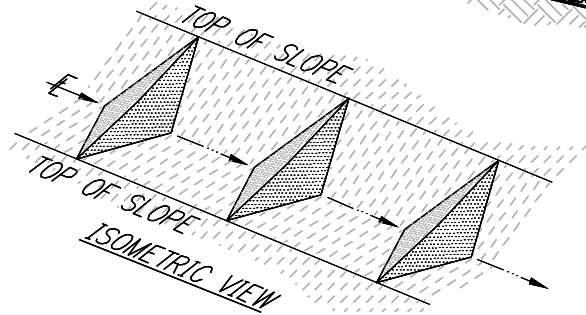
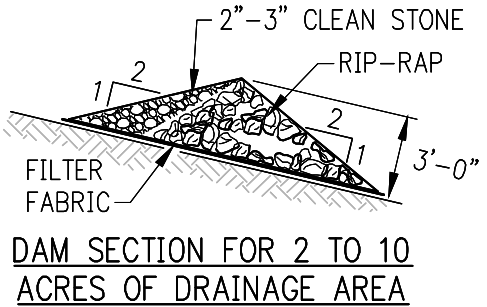
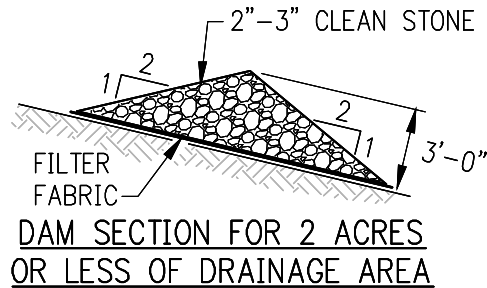
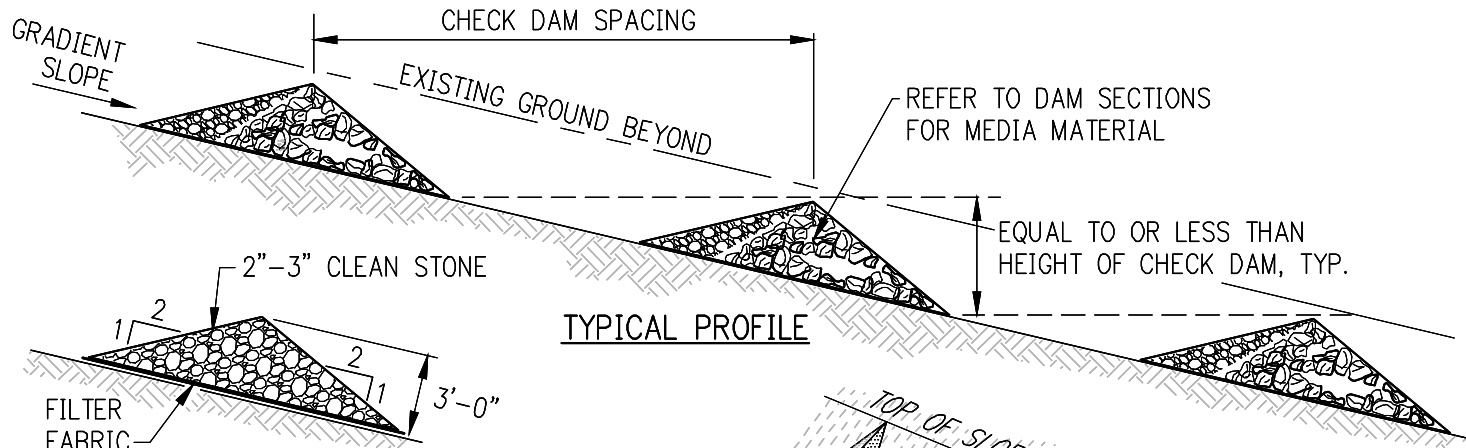
NOTES:

1. REMOVE ANY VEGETATION AND SCARIFY OR BENCH ADJACENT SOILS PRIOR TO PLACING BERM.
2. BERM MATERIALS MUST BE ADEQUATELY COMPACTED AND STABILIZED.



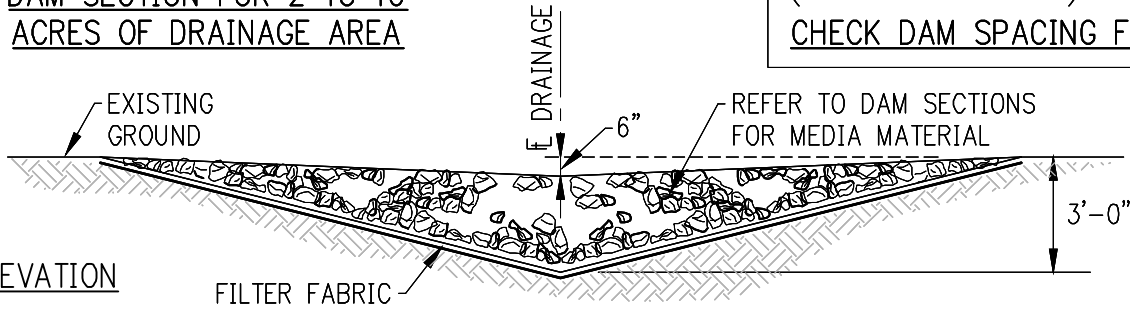
TYPICAL PARABOLIC DIVERSION





$$\left(\frac{\text{HEIGHT OF CHECK DAM IN DECIMAL FEET}}{\text{PERCENT GRADIENT}} \right) (100) = \text{MAXIMUM DISTANCE}$$

CHECK DAM SPACING FORMULA

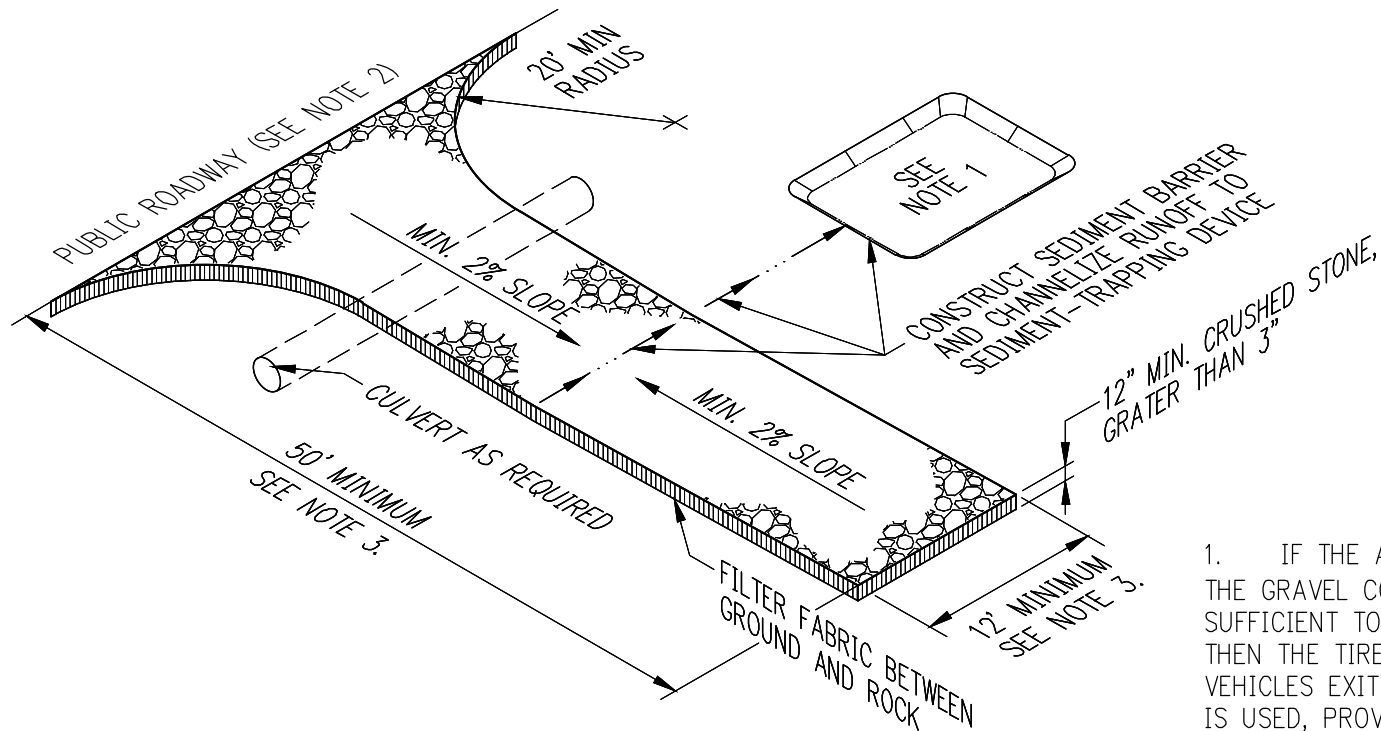


TYPICAL DAM ELEVATION



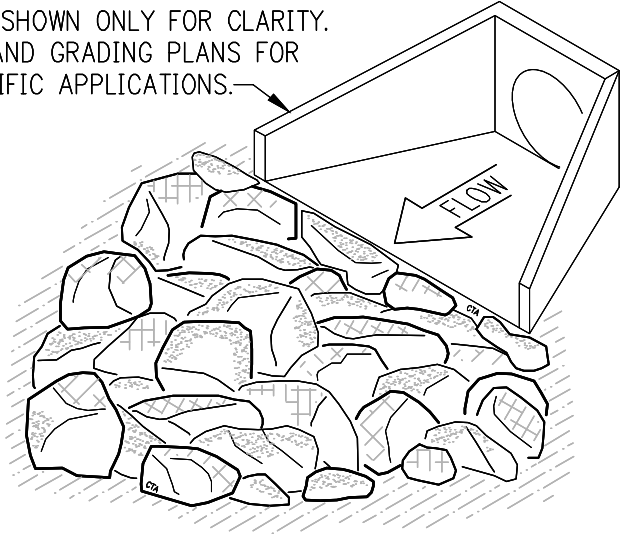
DETAIL NO.: PW-34
 ISSUE DATE: _____ SCALE: NTS
 REVISION DATE: _____

ROCK CHECK DAM



1. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCE/EXIT IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES EXIT ONTO THE PUBLIC ROADS. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF SITE.
2. ALL MATERIALS SPILLED, DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.
3. LENGTH AND WIDTH TO SUIT SITE, CONSTRUCTION TRAFFIC AND EFFECTIVENESS.

HEADWALL SHOWN ONLY FOR CLARITY.
SEE SITE AND GRADING PLANS FOR
SITE-SPECIFIC APPLICATIONS.



SEE SITE PLAN FOR DIMENSIONS
AND LIMITS OF RIP-PAP.

PERMANENT RIP-RAP SHALL BE
GROUTED AS SPECIFIED.

STONES SHALL CONSIST OF FIELD STONE OR ROUGH, UNHEWN QUARRY STONE AS
NEARLY UNIFORM IN SIZE AS PRACTICAL. STONES SHALL BE DENSE, RESISTANT
TO THE ACTION OF WIND AND WATER, AND SUITABLE IN ALL ASPECTS FOR THE
INTENDED USE. ALL STONES SHALL WEIGH BETWEEN 50-150 POUNDS EACH AND
AT LEAST 60% OF THE STONES SHALL WEIGH MORE THAN 100 POUNDS EACH.



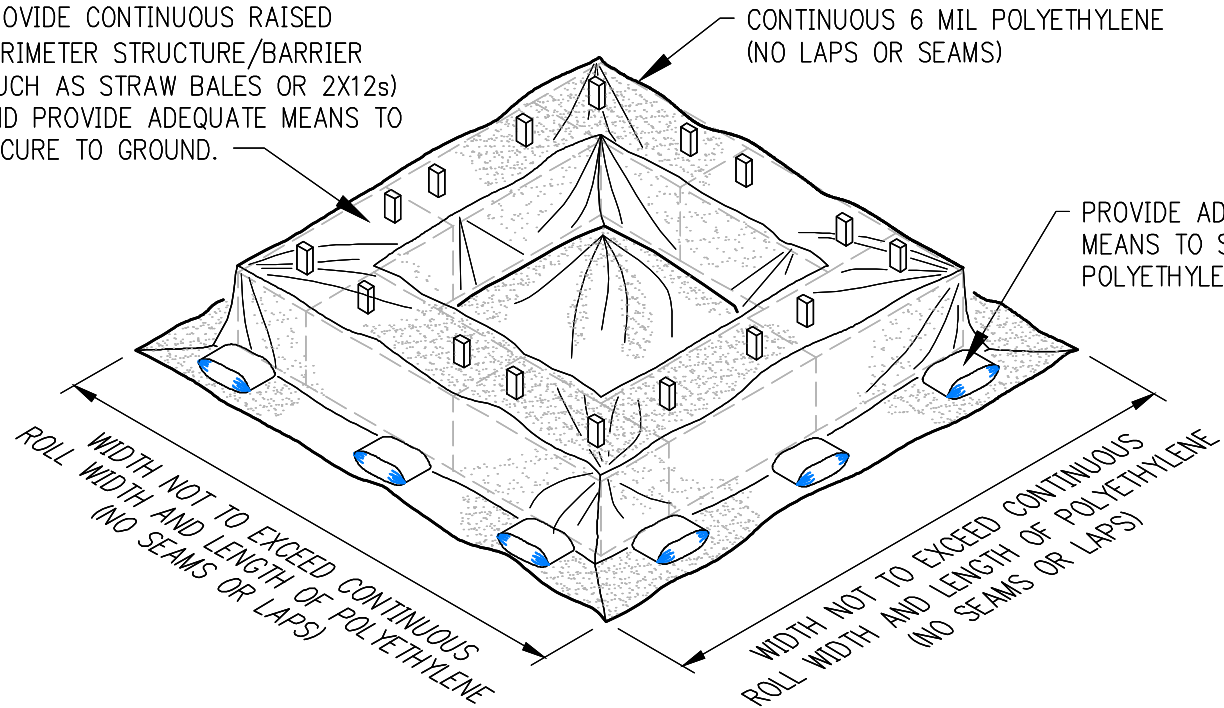
DETAIL NO.: PW-36
ISSUE DATE: _____ SCALE: NTS
REVISION DATE: _____

RIP-RAP SLOPE PROTECTION

PROVIDE CONTINUOUS RAISED PERIMETER STRUCTURE/BARRIER (SUCH AS STRAW BALES OR 2X12s) AND PROVIDE ADEQUATE MEANS TO SECURE TO GROUND.

CONTINUOUS 6 MIL POLYETHYLENE (NO LAPS OR SEAMS)

PROVIDE ADEQUATE MEANS TO SECURE POLYETHYLENE



THE CITY OF
Batesville
ARKANSAS
OLDEST CITY

DETAIL NO.:

ISSUE DATE: PW-37

SCALE: NTS

REVISION DATE:

CONCRETE WASH-OUT BASIN