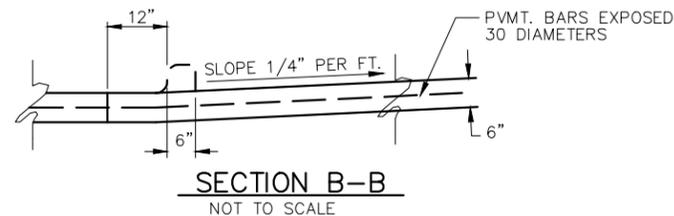
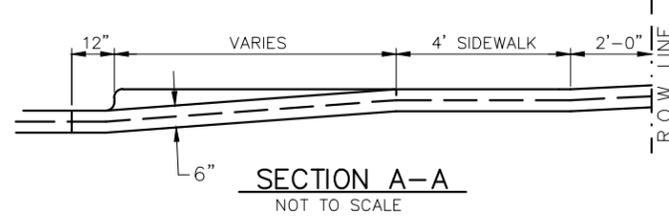


NOTES:

- DRIVEWAYS SHALL BE 12 FOOT WIDE OR SHALL MATCH EXISTING.(9' WIDE MINIMUM) NEW DRIVES WILL BE CONSTRUCTED TO 5 FOOT B.O.C., IN REPLACING EXISTING DRIVES, THE EXISTING DRIVE WILL BE SAWED AND REMOVED AT A DISTANCE WHICH WILL ASSURE A SMOOTH GRADE, (TO BE SPECIFIED BY THE ENGINEER) AND WILL BE REPLACED TO THAT POINT. GRADE NOT TO EXCEED 1/10 TO THE FOOT RISE.
- CONCRETE SHOULD BE POURED WITHIN 72 HOURS OF THE TIME INITIAL EXCAVATION ACTIVITIES ARE STARTED BY THE CONTRACTOR.

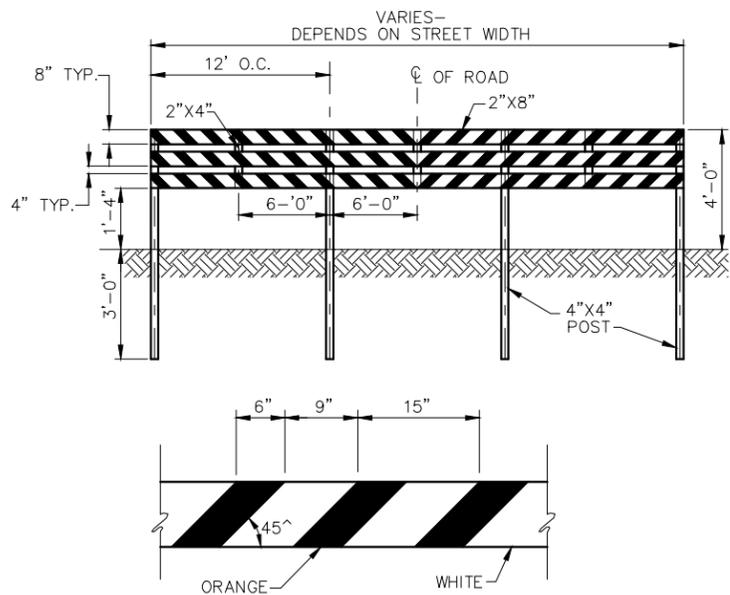


NOTE:

CURB, GUTTER, PAVEMENT, AND VALLEY TO BE POURED MONOLITHIC THE REINFORCED CONCRETE VALLEY SHALL REPLACE THE CONCRETE PAVING WITH THE SUBGRADE AND BASE TREATMENT REMAINING THE SAME IN ACCORDANCE WITH THE TYPICAL PAVING SECTION. THE CONCRETE VALLEY WILL BE CONSTRUCTED ACCORDING TO THE CITY OF THE COLONY PAVING STANDARDS.

DRIVEWAY DETAIL

NOT TO SCALE

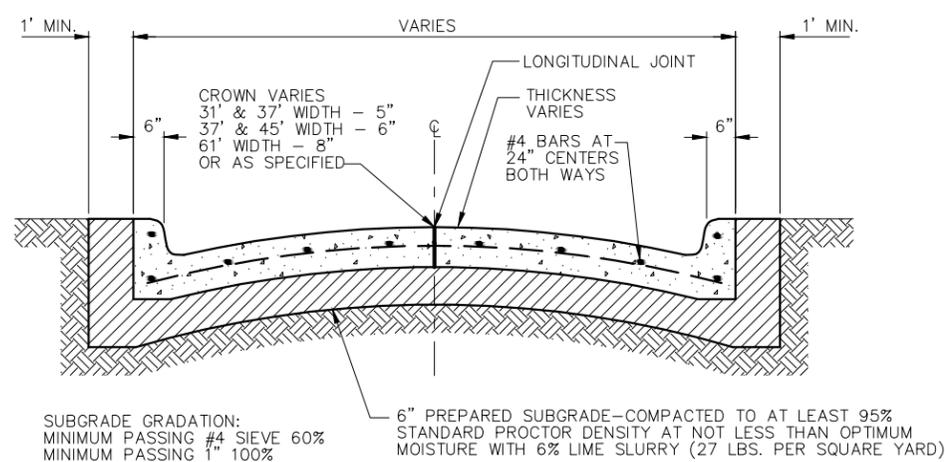


END OF ROAD BARRICADE DETAIL

NOT TO SCALE

NOTES:

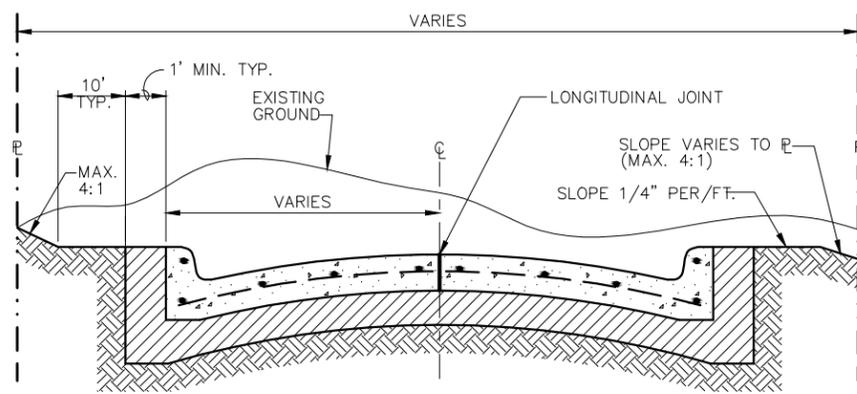
- REFLECTIVE SHEETING FOR ALL TRAFFIC CONTROL DEVICES SHALL BE OF HIGH SPECIFIC INTENSITY (TYPE IIIA OR IIIB) ALL CHANNELIZATION DEVICES SHALL USE TYPE IIIA REBOUNDABLE SHEETING.
- ATTACH 2"X 8" BOARDS TO 4"X 4" POST WITH LAG BOLTS.
- ATTACH 2"X 4" BRACES TO 2"X 8" BOARDS WITH 10d-NAILS.
- BARRICADE TO BE FULL WIDTH OF STREET BACK OF CURB TO BACK OF CURB.
- IF BARRICADE IS USED TO DENOTE END OF ROADWAY, DIAGONAL STRIPES USED SHALL BE RED AND WHITE.



P.C. CONCRETE STANDARDS

RESIDENTIAL, COLLECTOR & MINOR ARTERIAL STREETS

NOT TO SCALE



LIMITS OF EXCAVATION

NOT TO SCALE

P.C. CONCRETE STANDARD RESIDENTIAL, COMMERCIAL & INDUSTRIAL STREETS

GENERAL:

- All construction shall be in accordance with the standard specifications of the City of The Colony, which has also adopted the Fourth Edition of the "Standard Specifications For Public Works Construction - North Central Texas" herein referred to as "COG" specifications. Copies may be obtained from the North Central Texas Council of Governments, 616 Six Flags Drive, Suite 200, Arlington, Texas 76005-5888. (817)640-3300.
- Refer to COG Division 300 specifications.

SUBGRADE PREPERATION: Refer to COG Item 301 specifications.

LIME STABILIZED SUBGRADE:

- Refer to COG Item 301.2 specifications.
- Lime shall be placed using the slurry method, to be mixed on-site and not trucked in. Refer to COG Item 301.2.1 specifications.

FORMS: Refer to COG Item 303.4.4 specifications.

REINFORCEMENT BARS: Only steel rods shall be used. Refer to COG Item 303.2.9 specifications.

REINFORCEMENT BAR CHAIRS:

- The Contractor shall install supporting chairs for reinforcing steel on a one square yard spacing in all concrete pavements. The chairs are to be plastic and installed as per COG Item 303.2.11 specifications.

CONCRETE:

- Portland Cement shall be as per COG Item 303 specifications.
- Up-to 20% (by weight) of the cement content may be replaced with Type C fly ash. Refer to COG Item 303.2.4 specifications.
- Aggregates shall be as per COG Item 303.2 specifications.
- Concrete for all paving and curbs within the Right-of-Way shall have a minimum strength of 4,000 PSI when tested at 28 days.
- The Design Engineer and City Engineer shall approve the concrete mix design in writing prior to use.
- Slump requirements for Slip Form Paving shall be an average of three inches with a maximum of four inches; for Hand Formed Paving, alleys, sidewalks, and driveways slump shall be an average of four inches with a maximum of five inches. Refer to COG Item 303.3.4.4 specifications.
- Pavement curbs shall be poured monolithically. Refer to COG Item 303.5.9 specifications.

CURING:

- Refer to COG Item 303.2.13 specifications.
- The Contractor shall use a liquid membrane-forming compound as per COG Item 303.2.13.1.1 specifications.

JOINTS:

- Construction joints shall be used in all Block-outs for driveways, inlets, Etc.
- Transverse joints shall be sawed on 15 foot centers. The concrete saw must be stationed on the job-site prior to placing the pavements. All joints shall be sawed within an eighteen (18) hour period from the time of the pour.
- Longitudinal joints shall be sawed based on the following:
25 feet width (Blvd.) Saw joint three inches from the center, 31 feet width (Blvd.) Saw joint along the center, 37 feet width (Blvd.) Two evenly spaced joints, Over 37 feet Width Minimum Two joints - outside joints sawed at 12 feet-6 inches max.
- Saw joints to be 1/4 inch for each inch of pavement thickness.
6 inch pavement = 1 1/2 inch, 7 inch pavement = 1 3/4 inch, 8 inch pavement = 2 inches, Etc...
- Transverse sawed joints shall be spaced at the following maximum intervals.
6 inch thick pavement = 15 feet, 7 inch thick pavement = 17 feet - 6 inches, 8 inch thick pavement = 20 feet
- The Contractor shall submit a Joining Plan, for review by the City, prior to placing.
- All sawed joints shall be sealed including curbs.

SODDING AND SEEDING:

- Parkway and adjacent disturbed areas for paving of roadways in undeveloped areas shall be seeded with Bermuda grass.
- Parkway and adjacent disturbed areas for paving of roadways in developed areas shall be block sodded with either Bermuda or St. Augustine to match the adjacent private property.
- Medians shall be seeded with Bermuda grass with the placement of straw mats (the mats must not have synthetics to avoid any damage to mowing equipment).
- Bermuda must be seeded from April 15 to Sept 15. From Sept 15 to April 15 rye grass will be planted. Rye grass will be killed between the dates of April 15 and May 15. Bermuda grass will then be planted.
- All sodding and seeding will be placed on four-inches of topsoil.
- The Contractor is responsible for maintenance, including mowing and watering until vegetation is established at not less than 20 plants per square foot area, and until accepted by the City.

TESTING:

- The Contractor is responsible for all testing, unless specified otherwise. All reports shall be turned in to the Inspector within 48 hours.
- The minimum specified strength shall be achieved for the early use of the pavement. The contractor shall cast test cylinders to check the compressive strength of the concrete for early use of the pavement. Refer to COG Item 303.8.3 specifications.
- When required by the City and at the Contractor's expense the Contractor shall core the pavement for thickness and compressive strength. Refer to COG Item 303.8.2 specifications. The following shall be used as a general guide:
*Cored every 175 feet. *31' Wide pavement : Cored every 150 feet. *37' Wide pavement : Cored every 125 feet. *45' and greater width pavement : Cored every 100 feet.

PAVEMENT STANDARD DETAILS

**CONCRETE PAVING
(SHEET 1 OF 2)**



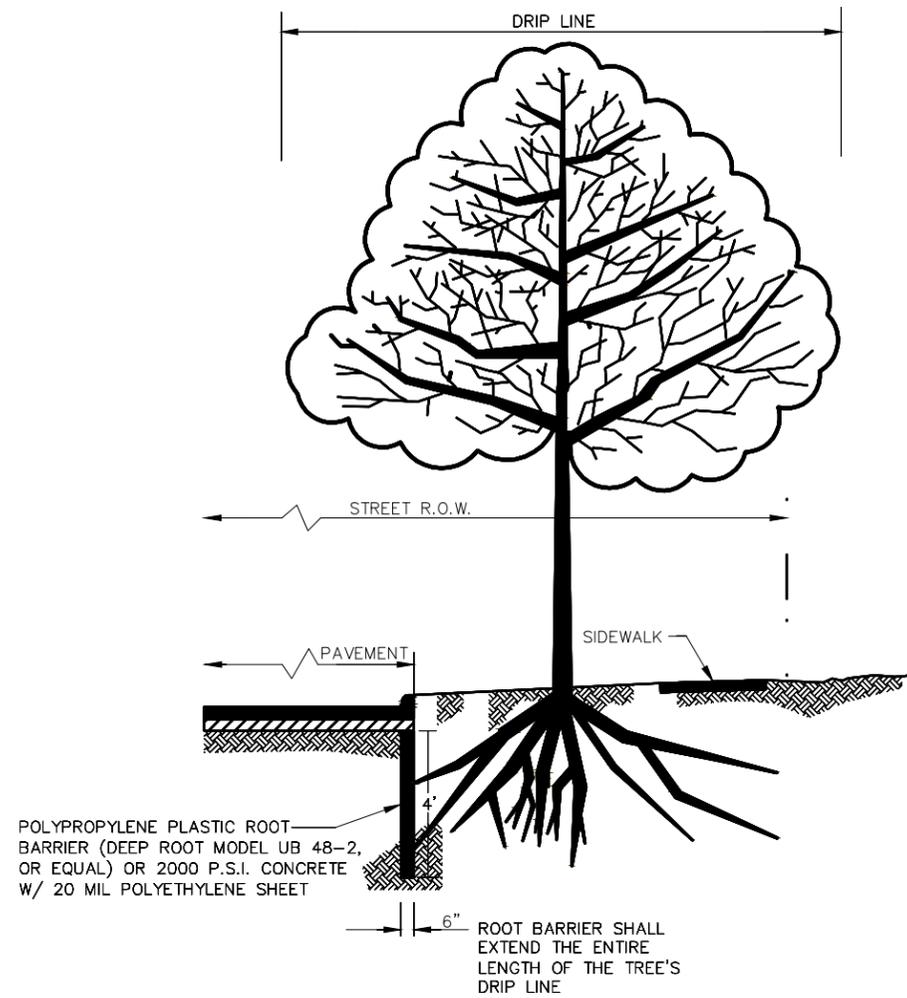
THE CITY OF THE COLONY
TEXAS

ENGINEERING DEPARTMENT

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CERTIFICATION:

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TREE ROOT BARRIER
NOT TO SCALE

NOTES:

1. ROOT BARRIERS ARE REQUIRED FOR TREES WITHIN 10' OF PAVEMENT.
2. LENGTHS OF ROOT BARRIERS SHALL BE APPROVED BY CITY INSPECTORS. FOR BIDDING PURPOSES A LENGTH OF 25 FEET WAS ASSUMED FOR EACH TREE. ACTUAL LENGTHS IN THE FIELD MAY VARY.

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PAVEMENT STANDARD DETAILS

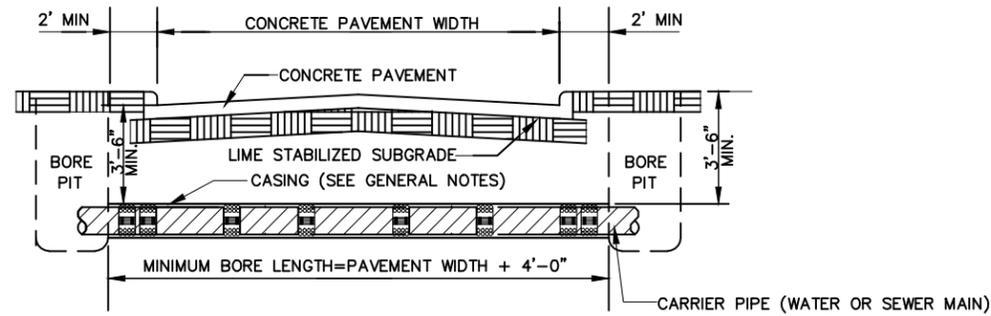
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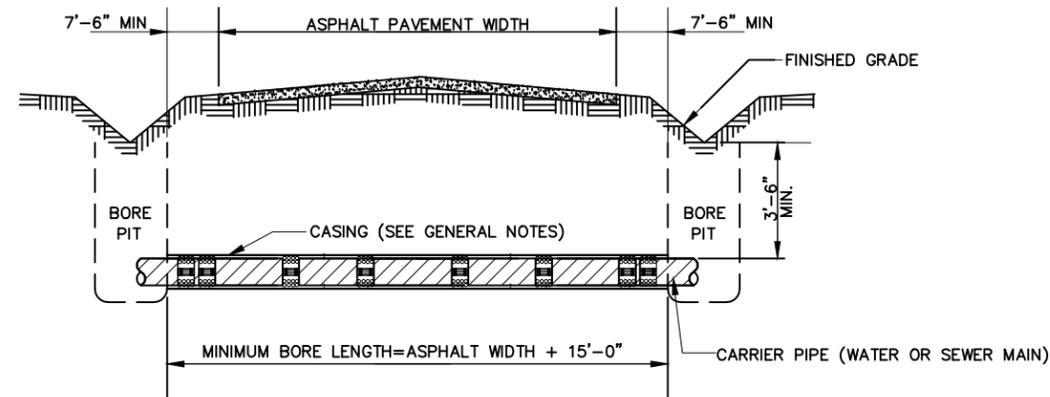
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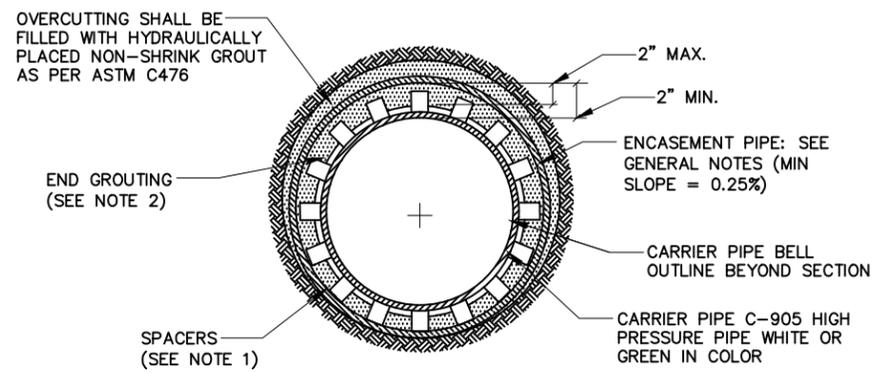
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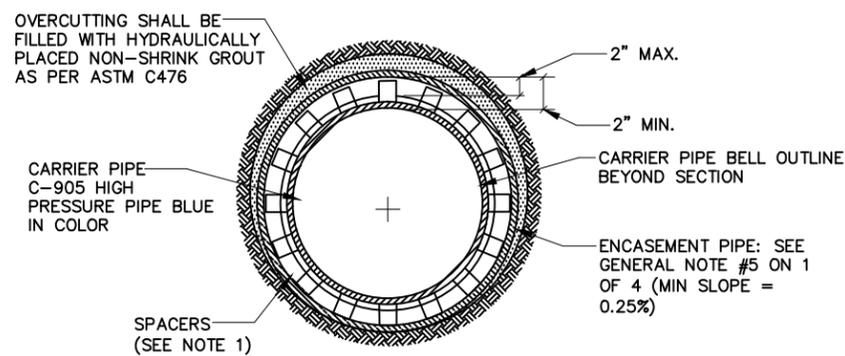
EXISTING CONCRETE PAVEMENT UTILITY INSTALLATION BORE



EXISTING ASPHALT PAVEMENT UTILITY INSTALLATION BORE



SEWER MAIN ENCASEMENT



WATER MAIN ENCASEMENT

GENERAL NOTES:

1. THE USE OF A CASING PIPE WILL BE BASED UPON THE SPECIFIC PROJECT AND SOIL CONDITIONS. THE APPROVED PLANS WILL SHOW THE CASING PIPE WHERE REQUIRED AND THE REQUIRED MATERIALS AS SHOWN IN THE CITY OF CARROLLTON STANDARD DETAILS. IN ALL CASES THE INSTALLATION SHALL CONFORM WITH THE GOVERNING AUTHORITY'S STANDARDS.
2. WHERE A BORE PIT EXCEEDS (5) FIVE FEET IN DEPTH THE CONTRACTOR SHALL INSTALL SHORING OF THE PIT WALLS AS REQUIRED BY TEXAS STATE LAW (HB 662 AND HB 665) REGARDING THE SAFETY SYSTEMS TO BE USED DURING TRENCH EXCAVATION (AS STATED IN THE OCCUPATION SAFETY AND HEALTH ADMINISTRATION STANDARDS).
3. ALL BORE PITS SHALL BE BACKFILLED WITHIN FORTY EIGHT (48) HOURS OF UTILITY INSTALLATION. NO BORE PIT SHALL REMAIN OPEN IN EXCESS OF SEVENTY TWO (72) HOURS WITHOUT SHORING TO PREVENT CAVING OF PIT WALLS.
4. WHERE A BORE IS TO BE PARTIALLY OR COMPLETELY ABANDONED, SAID BORE SHALL BE COMPLETELY FILLED WITH HYDRAULICALLY PLACED CEMENT GROUT.
5. CORRUGATED METAL PIPE SHALL NOT BE ACCEPTED AS AN ENCASEMENT PIPE. ONLY DUCTILE IRON PIPE, REINFORCED CONCRETE PIPE, OR HIGH DENSITY STEEL PIPE DESIGNED TO SUIT THE EXISTING SOIL CONDITIONS SHALL BE USED.
6. HIGH DENSITY POLYETHYLENE SPACERS, RACI OR EQUAL, SHALL BE USED. WHERE NO CASING PIPE IS REQUIRED OVERCUTTING AROUND UTILITY SHALL BE FILLED WITH HYDRAULICALLY PLACED NON-SHRINK GROUT AS PER ASTM C476.
7. END GROUTING FOR ALL ENCASEMENTS SHALL BE AS PER ASTM STANDARD C476 (1:7 GROUT WITH 5% TO 40% AIR ENTRAINMENT). GROUT SHALL BE PLACED BY HYDRAULIC PUMP FROM THE LOWER END OF THE ENCASEMENT PIPE, THEREBY INSURING COMPLETE FILLING OF ENCASEMENT PIPE.

OVERCUTTING SHALL BE FILLED WITH HYDRAULICALLY PLACED NON-SHRINK GROUT AS PER ASTM C476

END GROUTING (SEE NOTE 2)

SPACERS (SEE NOTE 1)

2" MAX.
2" MIN.

ENCASEMENT PIPE: SEE GENERAL NOTES (MIN SLOPE = 0.25%)

CARRIER PIPE BELL OUTLINE BEYOND SECTION

CARRIER PIPE C-905 HIGH PRESSURE PIPE WHITE OR GREEN IN COLOR

OVERCUTTING SHALL BE FILLED WITH HYDRAULICALLY PLACED NON-SHRINK GROUT AS PER ASTM C476

CARRIER PIPE C-905 HIGH PRESSURE PIPE BLUE IN COLOR

SPACERS (SEE NOTE 1)

2" MAX.
2" MIN.

CARRIER PIPE BELL OUTLINE BEYOND SECTION

ENCASEMENT PIPE: SEE GENERAL NOTE #5 ON 1 OF 4 (MIN SLOPE = 0.25%)

CERTIFICATION:

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PAVEMENT STANDARD DETAILS

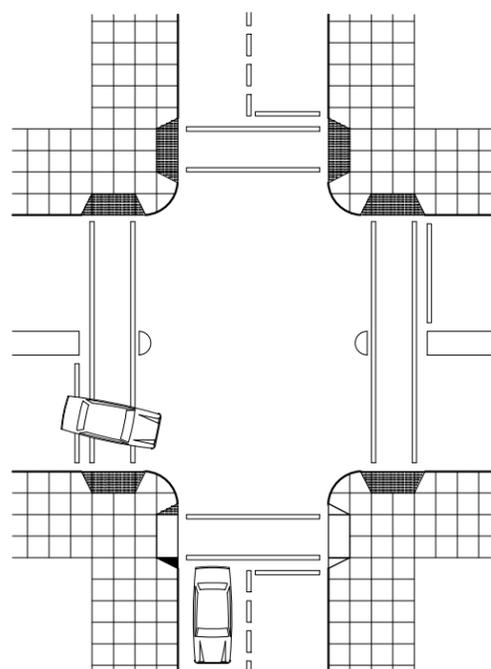
UTILITY INSTALLATION BORE DETAILS



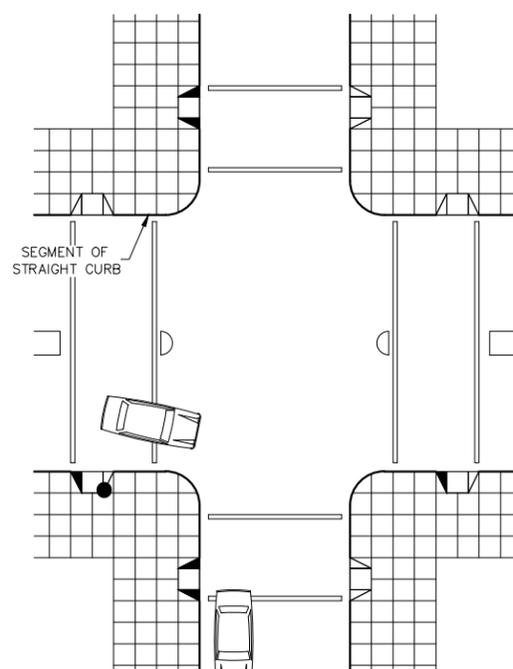
THE CITY OF THE COLONY TEXAS

ENGINEERING DEPARTMENT

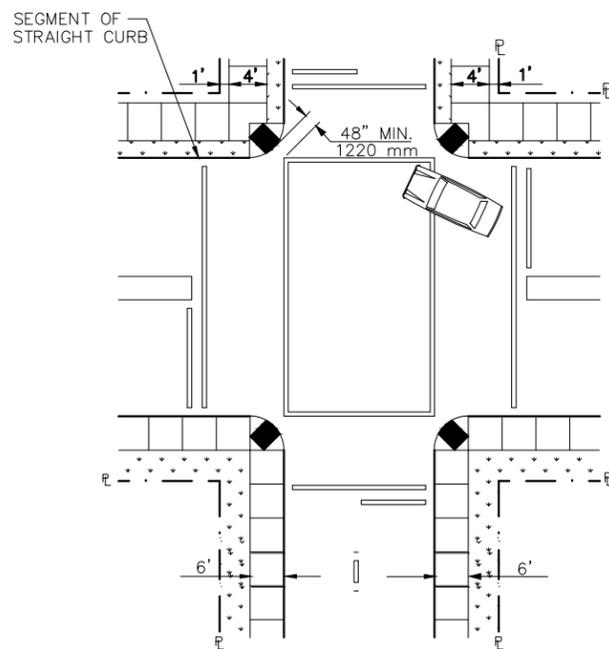
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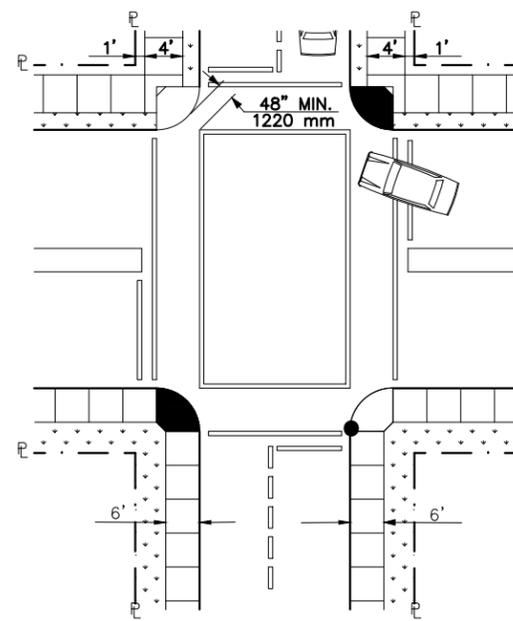
(A)



(B)



(C)



(D)

FIGURE 4
CURB RAMPS AT MARKED CROSSINGS

SIDE WALK AND HANDICAP/CURB RAMPS NOTES:

GENERAL REQUIREMENTS:
REQUIREMENTS AND SPECIFICATIONS OF THE TEXAS ACCESSABILITY STANDARDS AND THE AMERICAN DISABILITIES ACT.

LOCATION:
CURB RAMPS UNDER THESE PROVISIONS, SHALL BE WHEREVER AN ACCESSIBLE ROUTE CROSSES A CURB.

SLOPE:
SLOPES ON CURB RAMPS SHALL BE AS FOLLOWS:

- A) THE SLOPE SHALL BE MEASURED AS SHOWN IN FIG. 1
- B) TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES.
- C) MAXIMUM SLOPES OF ADJOINING GUTTERS, ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP, OR ACCESSIBLE ROUTE SHALL NOT EXCEED 1:20.
- D) THE LEAST POSSIBLE SLOPE SHALL BE USED FOR ANY RAMP. THE MAXIMUM SLOPE OF A RAMP IN NEW CONSTRUCTION SHALL BE 1:12. THE MAXIMUM RISE FOR ANY RUN SHALL BE 30-INCHES (760 MM). CURB RAMPS AND RAMPS TO BE CONSTRUCTED ON EXISTING SITES OR IN EXISTING BUILDING OR FACILITIES MAY HAVE SLOPES AND RISES IF SPACE LIMITATIONS PROHIBIT THE USE OF A 1:12 SLOPE OR LESS, AS FOLLOWS:
 - 1. A SLOPE BETWEEN 1:10 AND 1:12 IS ALLOWED FOR A MAXIMUM RISE OF 6-INCHES.
 - 2. A SLOPE BETWEEN 1:8 AND 1:10 IS ALLOWED FOR A MAXIMUM OF 3-INCHES A SLOPE STEEPER THAN 1:8 IS NOT ALLOWED.

RAMP WIDTH:
THE MINIMUM WIDTH OF A CURB RAMP SHALL BE 36-INCHES EXCLUSIVE OF FLARED SIDES.

SIDEWALK WIDTH:
1. THE MINIMUM WIDTH OF ALL SIDEWALKS SHALL BE 4- FEET, ALONG FRONTAGE WITH RESIDENTIAL PROPERTIES AND 5- FEET ALONG COMMERCIAL FRONTAGE, AND TO BE CONSTRUCTED AS PER THE "SIDEWALK LOCATION DETAIL" ON THIS SHEET.
2. MINIMUM 6- FOOT SIDEWALK IS REQUIRED ADJACENT TO THE CURB, WITH THE APPROVAL OF THE TRAFFIC ENGINEER.

SURFACE:
SURFACES OF CURB RAMPS, ALONG ACCESSIBLE ROUTES AND IN ACCESSIBLE ROOMS AND SPACES INCLUDING FLOORS, WALKS, RAMPS, STAIRS, AND CURB RAMPS, SHALL BE STABLE, FIRM, AND SLIP RESISTANT.

SIDES OF CURB RAMPS:
IF A CURB RAMP IS LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP, OR WHERE IT IS NOT PROTECTED BY HANDRAILS OR GUARDRAILS, IT SHALL HAVE FLARED SIDES.

THE MAXIMUM SLOPE OF THE FLARE SHALL BE 1:10 (SEE FIG. 2 (A)) CURB RAMPS WITH RETURNED CURBS MAY BE USED WHERE PEDESTRIANS WOULD NOT WALK ACROSS THE RAMP (SEE FIG. 2 (B)) PROVIDE 1/8-INCH TOOLED 1/4-INCH TO 3/4-INCH WIDE GROOVES AT 2-INCH CENTERS.

BUILT-UP RAMPS:
BUILT-UP CURB RAMPS SHALL BE LOCATED SO THEY DO NOT PROJECT INTO VEHICULAR TRAFFIC LANES (SEE FIG. 3) PROVIDE 1/8-INCH TOOLED 1/4-INCH TO 3/4-INCH WIDE GROOVES AT 2-INCH CENTERS.

OBSTRUCTIONS:
CURB RAMPS SHALL BE LOCATED OR PROTECTED TO PREVENT THEIR OBSTRUCTION BY PARKED VEHICLES.

LOCATION AT MARKED CROSSINGS:
CURB RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS, EXCLUDING ANY FLARED SIDES (SEE FIG. 4).

DIAGONAL CURB RAMPS:
IF DIAGONAL (OR CORNER TYPE) CURB RAMPS HAVE RETURNED CURBS OR OTHER WELL DEFINED EDGES, SUCH EDGES SHALL BE PARALLEL TO THE DIRECTION OF PEDESTRIAN FLOW. THE BOTTOM OF DIAGONAL CURB RAMPS SHALL HAVE 48-INCHES (1220 MM) MINIMUM. IF DIAGONAL CURB RAMPS ARE PROVIDED AT MARKED CROSSINGS, THE 48-INCH (1220 MM) CLEAR SPACE SHALL BE WITHIN THE MARKINGS (SEE FIG. 4 (C) AND (D)). IF DIAGONAL CURB RAMPS HAVE FLARED SIDES, THEY SHALL ALSO HAVE AT LEAST A 24-INCH (610 MM) LONG SEGMENT OF STRAIGHT CURB LOCATED ON EACH SIDE OF THE CURB RAMP AND WITHIN THE MARKED CROSSING (SEE FIG. (C)) ISLANDS.

ANY RAISED ISLANDS IN CROSSINGS SHALL BE CUT THROUGH LEVEL WITH THE STREET OR HAVE CURB RAMPS AT BOTH SIDES AND A LEVEL AREA AT LEAST 48-INCHES (1220 MM) LONG BETWEEN THE CURB RAMPS IN THE PART OF THE ISLAND INTERSECTED BY THE CROSSINGS (SEE FIG. 4 (A) AND (B)).

- CONSTRUCTION:**
- (A.) THE CONTRACTOR SHALL SAWCUT, REMOVE AND DISPOSE OFF-SITE THE REQUIRED EXISTING CONCRETE SIDEWALK, CURB AND GUTTER, TO CONSTRUCT THE PROPOSED RAMPS.
 - (B.) CONCRETE SIDEWALKS AND RAMPS SHALL BE MINIMUM 4-INCH THICK, 4,000 PSI, 6 SACK CONCRETE, REINFORCED WITH #3 BARS AT 14-INCH CENTERS BOTHWAYS, PLACED OVER A 2-INCH THICK SAND CUSHION EMBEDMENT.
 - (C.) THE CONTRACTOR SHALL USE 1-INCH PREMOLDED EXPANSION JOINT MATERIAL BETWEEN THE PROPOSED SIDEWALKS AND RAMPS AND AT THE BACK OF CURBS AT NO EXTRA PAY, REDWOOD JOINTS SHALL BE PLACED EVERY 20 FEET FOR 4-FOOT WIDE SIDEWALKS AND EVERY 25 FEET FOR 5 AND 6-FOOT WIDE SIDEWALKS.
 - (D.) DUMMY JOINT REQUIRED EVERY 4- FEET IN 4-FOOT WIDE SIDEWALKS AND EVERY 5- FEET IN 6-FOOT WIDE SIDEWALK.

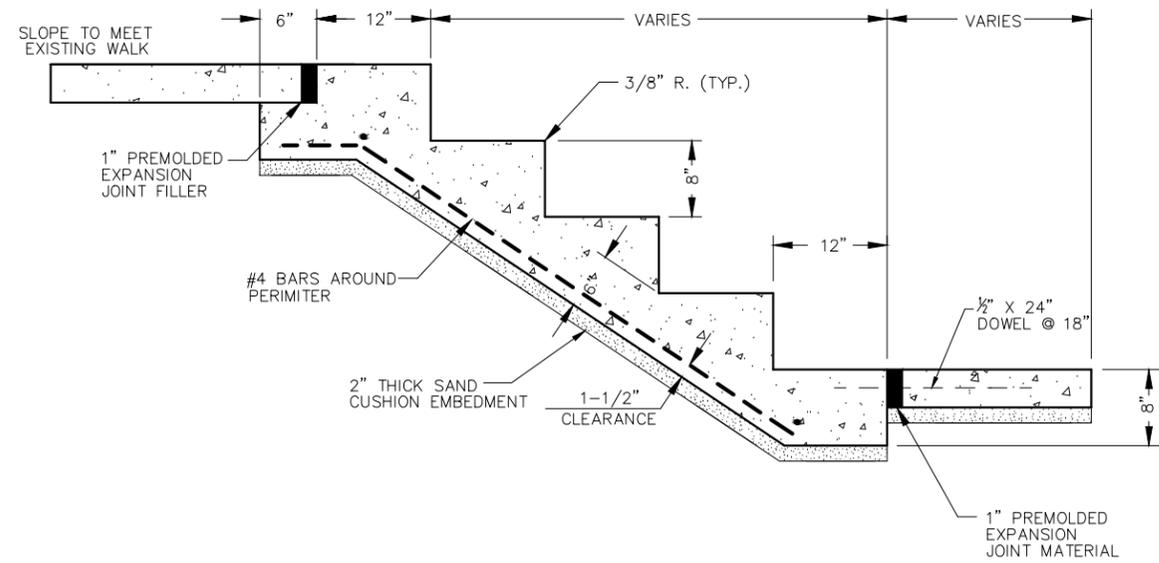
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PAVEMENT STANDARD DETAILS
SIDEWALK AND HANDICAP / CURB RAMPS
(SHEET 1 OF 3)

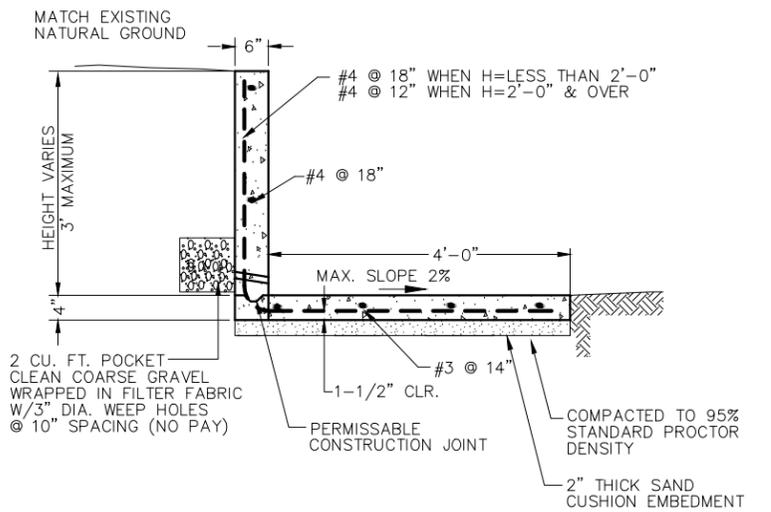
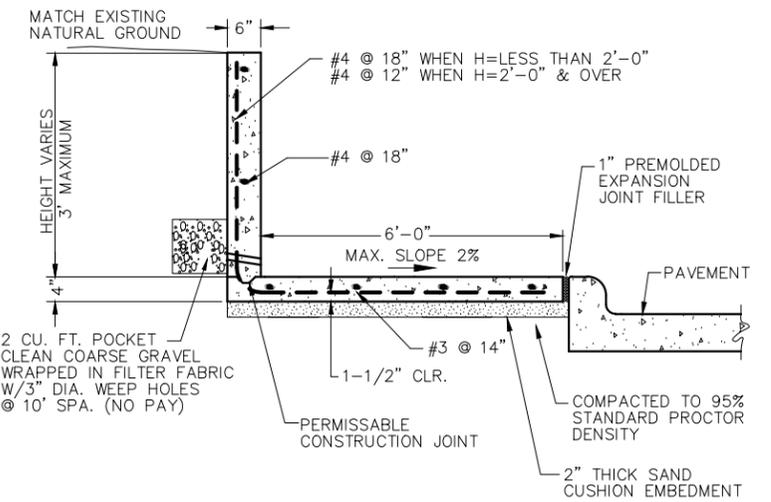


THE CITY OF THE COLONY
TEXAS
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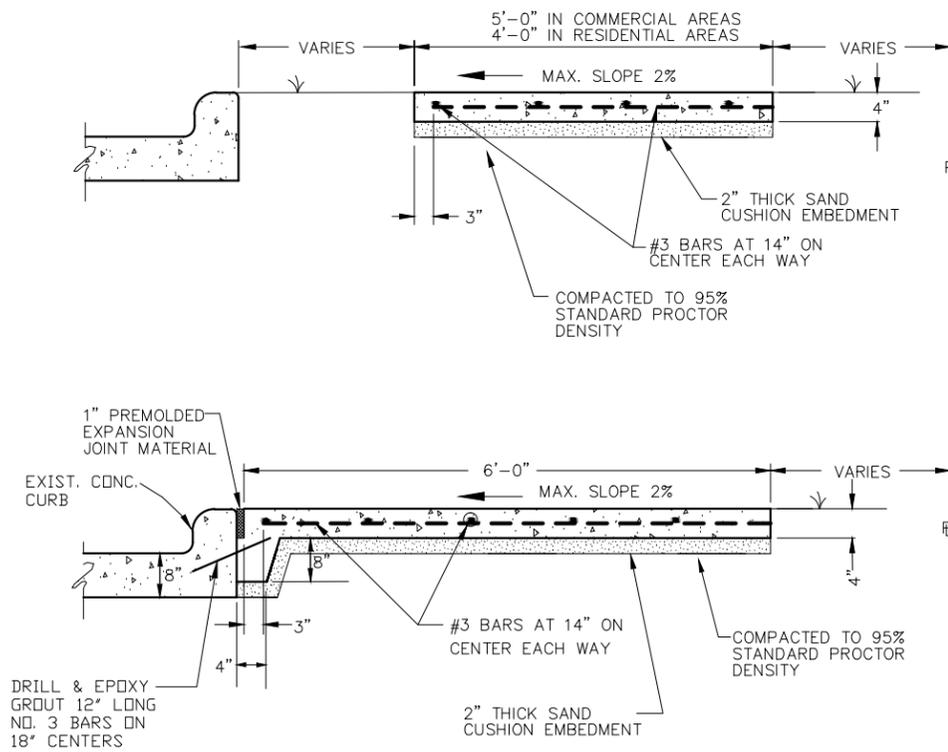


SIDEWALK STEPS
NOT TO SCALE



RETAINING WALL PLAN
NOT TO SCALE

NOTE: USE 2" SAND CUSHION UNDER ALL SIDEWALKS.



SIDEWALK LOCATION DETAIL
NOT TO SCALE

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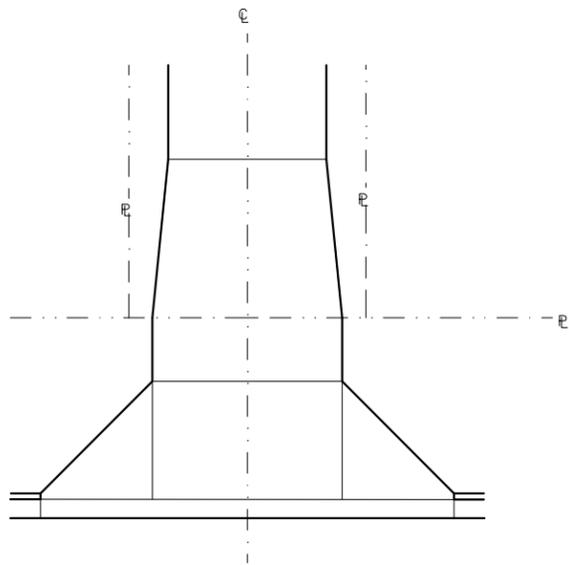
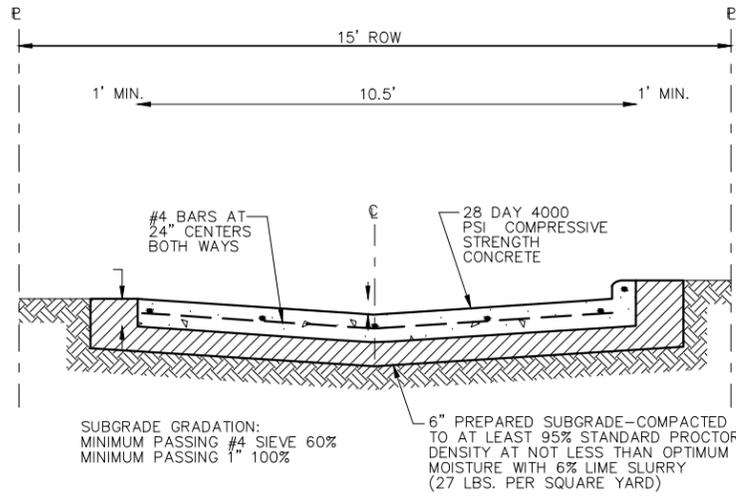
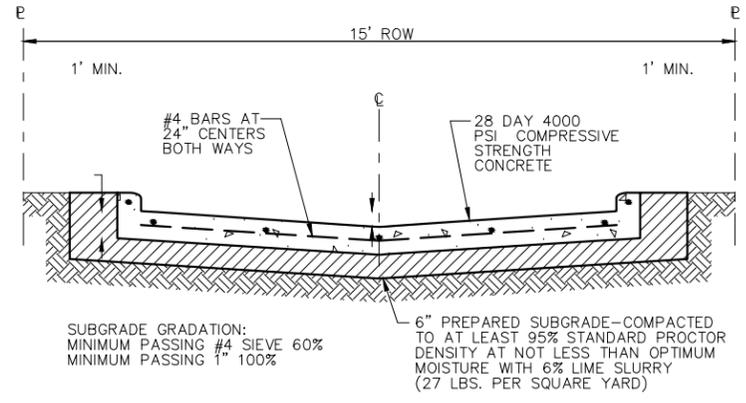
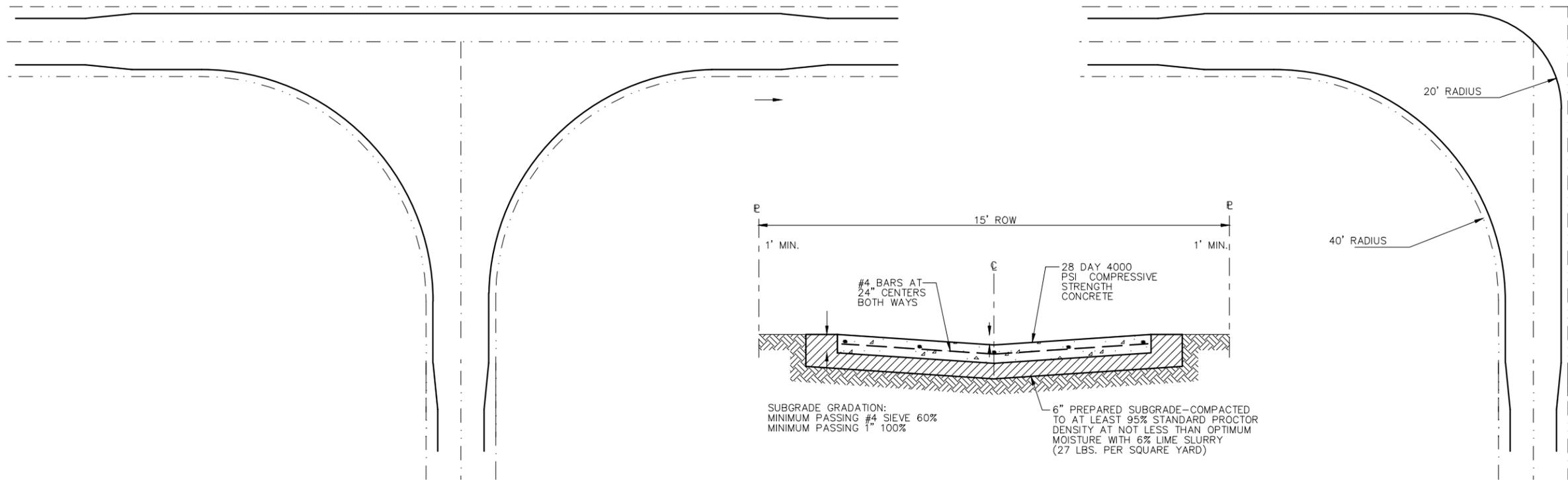
PAVEMENT STANDARD DETAILS
SIDEWALK AND HANDICAP / CURB RAMPS
(SHEET 2 OF 3)



THE CITY OF THE COLONY
TEXAS

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PAVEMENT STANDARD DETAILS

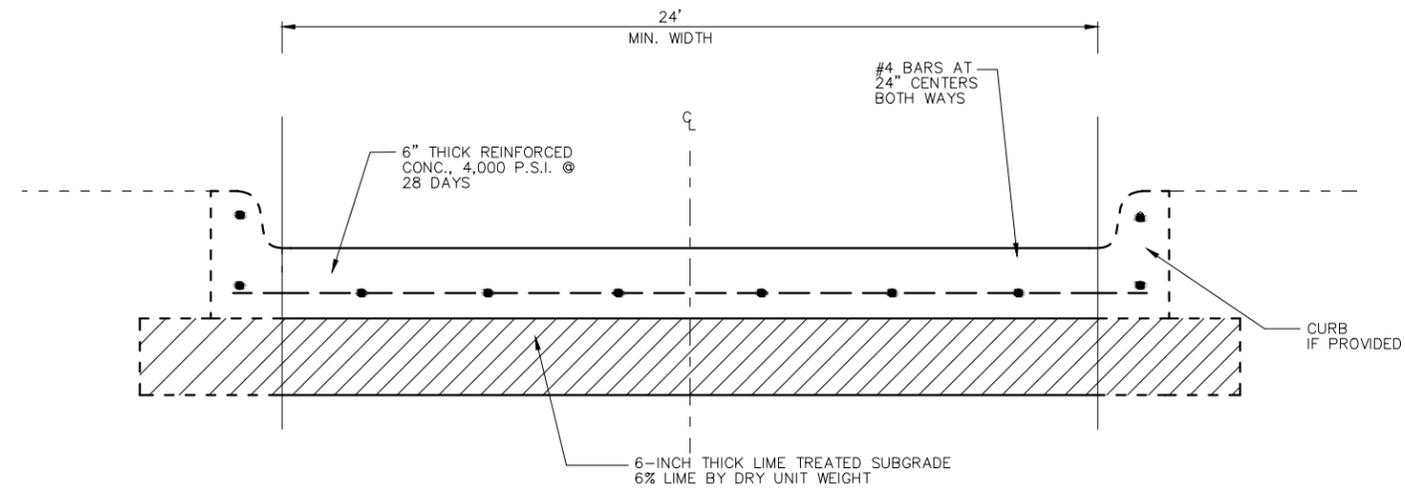
ALLEY DETAILS



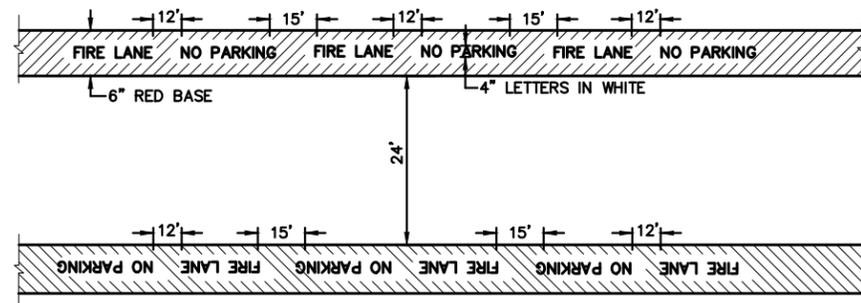
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FIRE LANE
NOT TO SCALE



FIRE LANE DIAGRAM AND MEASUREMENTS
NOT TO SCALE

FIRE LANE GENERAL NOTES:

1. FIRE LANES SHALL BE CONCRETE PAVED AND HAVE THE CAPABILITY TO SUPPORT A 60,000 LB VEHICLE. AS A MINIMUM, FIRE LANES CONSIST OF 6-INCH THICK REINFORCED CONCRETE ON A 6-INCH THICK LIME TREATED SUBGRADE (6% LIME BY DRY UNIT WEIGHT). THE DEVELOPER SHALL HAVE THE OPTION OF SUBSTITUTING 2 ADDITIONAL INCHES OF CONCRETE (FOR A TOTAL OF 8 INCHES THICK) IN LIEU OF LIME SUBGRADE. IN THIS CASE, THE SUBGRADE MUST BE SCARIFIED AND COMPACTED TO 95% STANDARD PROCTOR DENSITY. CONCRETE FOR FIRE LANE PAVING MUST BE 4,000 PSI AT 28 DAYS.
2. ALL FIRE LANES MUST BE 24 FEET WIDE. IF CURBED, THE WIDTH FROM FACE OF CURB TO FACE OF CURB MUST BE AT LEAST 24 FEET.
3. A MINIMUM OF 14 FEET OF CLEAR HEIGHT MUST BE MAINTAINED ABOVE THE FIRE LANE.
4. WHEN IT IS NOT POSSIBLE TO CONNECT BOTH ENDS OF THE FIRE LANE TO A DEDICATED STREET, APPROVED TURN-AROUNDS MUST BE PROVIDED. DEAD END FIRE LANES WITHOUT APPROVED TURN-AROUNDS MUST NOT EXCEED 150 FEET IN LENGTH.
5. ALL FIRE LANES SHOULD HAVE A MINIMUM 26 FOOT INSIDE RADIUS AND A MINIMUM 50 FOOT OUTSIDE RADIUS.
6. ALL FIRE LANES MUST RUN IN FRONT OF THE STRUCTURE AND BE NO MORE THAN 35 FEET FROM THE STRUCTURE.
7. ALL FIRE LANES SHALL BE MARKED IN ACCORDANCE WITH THE DIAGRAM AND AS APPROVED BY THE FIRE MARSHALL AND BUILDING OFFICIAL.
8. "FIRE LANE NO PARKING" TO BE PAINTED THE ENTIRE LENGTH OF THE FIRE LANE.
9. WHERE PRACTICAL ALL FIRE LANE MARKINGS ARE REQUIRED TO BE PLACED ON THE CURB.
10. WHEN RE-STRIPING ADDITIONS TO OR RECONFIGURATIONS OFFIRE LANES IS NOT PERMISSIBLE UNLESS PREVIOUSLY APPROVED.

CERTIFICATION:
THIS CITY OF THE COLONY STANDARD DETAIL SHEET IS AUTHORIZED FOR USE IN THIS PROJECT BY THE ENGINEER WHOSE SEAL APPEARS ON THIS SHEET. THIS ENGINEER IS ALSO CERTIFYING THAT THE CONTENT OF THE DETAILS AND NOTES ON THIS SHEET HAVE NOT BEEN ALTERED FROM THAT RECEIVED FROM THE CITY OF THE COLONY.

PAVEMENT STANDARD DETAILS

FIRE LANES



THE CITY OF THE COLONY
TEXAS

ENGINEERING DEPARTMENT

DESIGN	DRAWN	CHECK	REV. DATE	SCALE	FILE	NO.
	M.S.		JULY 7 2009	N.T.S.	P-9	