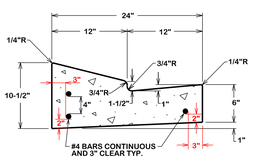
NOTE:
TYPE "G" EXPANSION JOINTS IN CURB & GUTTER SHALL BE SPACED AT A MAXIMUM DISTANCE OF 40' APART AND AT ALL RADIUS POINTS, P.T.'S AND P.C.'S. TYPE "B" CONTRACTION JOINTS IN CURB & GUTTER SHALL BE SPACED AT A MAXIMUM DISTANCE OF 10' APART.

28-DAY CONCRETE STRENGTH=3500 psi.

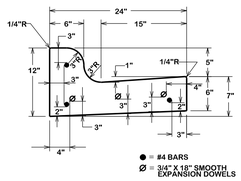


24" LAY DOWN GUTTER SECTION

ST1-00

NOTE:
TYPE "G" EXPANSION JOINTS IN CURB & GUTTER SHALL BE SPACED AT A MAXIMUM DISTANCE OF 40' APART AND AT ALL RADIUS POINTS, P.T.'s, AND P.C.'s. TYPE "B" CONTRACTION JOINTS IN CURB & GUTTER SHALL BE SPACED AT A MAXIMUM DISTANCE OF 10' APART.

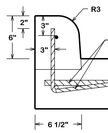
28-DAY CONCRETE STRENGTH=3500 psi.



TYPICAL COMBINED CURB & GUTTER SECTION

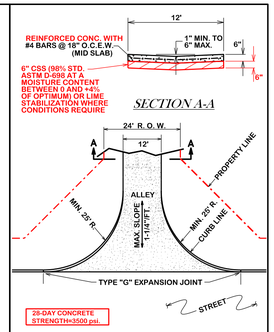
ST1-01

28-DAY CONCRETE STRENGTH=3500 psi.



DOWELLED IN CURBS DETAIL

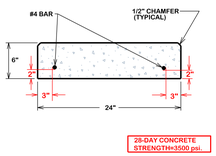
ST1-02



ALLEY PAVING

ST1-06

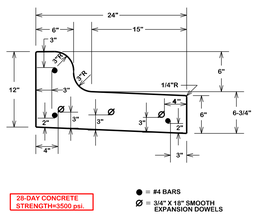
NOTE:
TYPE "G" EXPANSION JOINTS IN CURB & GUTTER SHALL BE SPACED AT A MAXIMUM DISTANCE OF 40' APART AND AT ALL RADIUS POINTS, P.T.'s, AND P.C.'s. TYPE "B" CONTRACTION JOINTS IN CURB & GUTTER SHALL BE SPACED AT A MAXIMUM DISTANCE OF 10' APART



TYPICAL RIBBON CURB

ST1-03

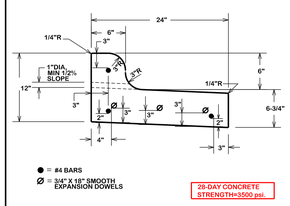
NOTE:
TYPE "G" EXPANSION JOINTS IN CURB & GUTTER SHALL BE SPACED AT A MAXIMUM DISTANCE OF 40' APART AND AT ALL RADIUS POINTS, P.T.'s, AND P.C.'s. TYPE "B" CONTRACTION JOINTS IN CURB & GUTTER SHALL BE SPACED AT A MAXIMUM DISTANCE OF 10' APART



TYPICAL COMBINED SPILL CURB

ST1-04

NOTE:
1. TYPE "G" EXPANSION JOINTS IN CURB & GUTTER SHALL BE SPACED AT A MAXIMUM DISTANCE OF 40' APART AND AT ALL RADIUS POINTS, P.T.'s, AND P.C.'s. TYPE "B" CONTRACTION JOINTS IN CURB & GUTTER SHALL BE SPACED AT A MAXIMUM DISTANCE OF 10' APART
2. PIPE EXTENDED 1"-2" FROM BOC TO BE COVERED WITH FABRIC AND TIED IN PLACE

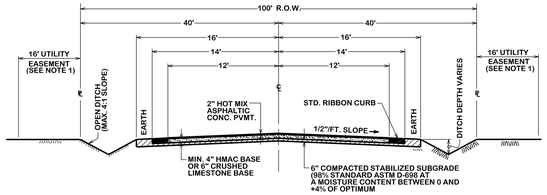


TYPICAL WEEPHOLE CURB

ST1-05

NOTES:
1. RURAL SECTIONS WILL NOT REQUIRE 16' EASEMENTS PARALLEL TO R.O.W. WITHIN CITY LIMITS.
2. WITHIN ETJ AREA, RURAL SECTIONS SHALL FOLLOW COUNTY SPECS AND STANDARDS

	RESIDENTIAL SECTION	COLLECTOR SECTION
PAVEMENT WIDTH	24	30
R.O.W. WIDTH	70	100

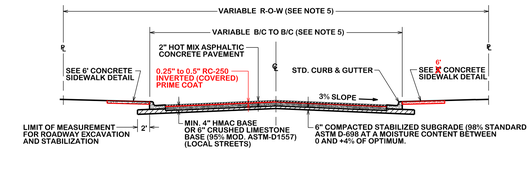


TYPICAL RURAL ROAD RIBBON CURB SECTION

ST2-02

NOTES:
1. ALL SUBGRADES SHALL BE STABILIZED.
2. FOR SUBGRADES WITH PI > ~~40~~ 18 AND % PASSING THE #200 SIEVE ≥ 35%, USE LIME STABILIZATION.
3. FOR SUBGRADES WITH PI BETWEEN 7 AND 18 AND % PASSING THE #200 SIEVE ≥ 35%, USE LIME/FLY ASH STABILIZATION.
4. FOR SUBGRADES WITH PI < ~~40~~ 18 AND % PASSING THE #200 SIEVE < 35%, USE PORTLAND CEMENT STABILIZATION.
5. SIDEWALK PLACEMENT VARIES WITH EACH LOCATION AND WILL BE DETERMINED BY THE ENGINEER.
6. REFER TO B/CS UNIFIED DESIGN GUIDELINE MANUAL FOR ACCEPTED RIGHT OF WAY AND PAVEMENT WIDTH.
7. COLLECTOR STREETS WILL BE REQUIRED TO USE 5" HMAC BASE OR 8" CRUSHED LIMESTONE BASE AND STABILIZED SUBGRADE IN ACCORDANCE WITH THE B/CS UNIFIED DESIGN GUIDELINE MANUAL OR AS DIRECTED BY CITY ENGINEER.

THIS PAVEMENT TYPE IS NOT ACCEPTED IN COLLEGE STATION

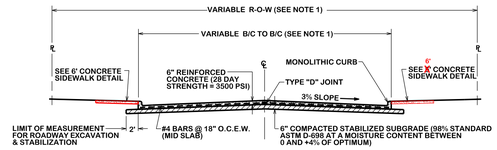


TYPICAL STREET SECTION

ASPHALTIC CONCRETE PAVEMENT

ST2-00

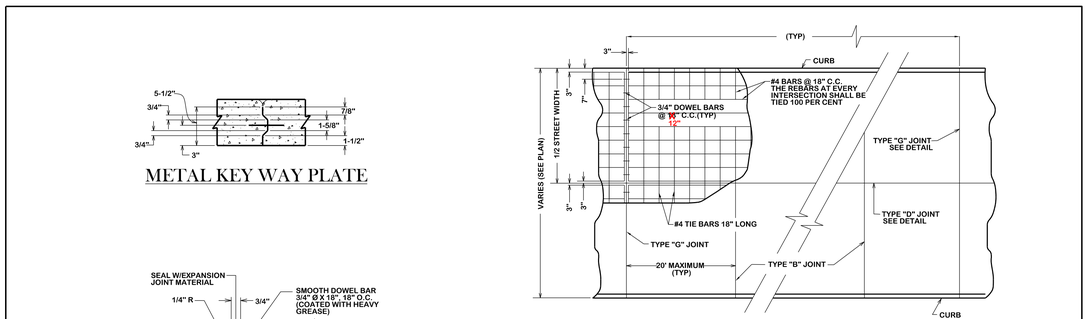
NOTES:
1. REFER TO B/CS UNIFIED DESIGN GUIDELINE MANUAL FOR ACCEPTED RIGHT OF WAY AND PAVEMENT WIDTH.
2. COLLECTOR STREETS WILL BE REQUIRED TO USE 8" REINFORCED CONCRETE (28 DAY STRENGTH = 3500 PSI)



TYPICAL STREET SECTION

REINFORCED CONCRETE PAVEMENT

ST2-01



METAL KEY WAY PLATE

TYPICAL JOINT & REINFORCEMENT LAYOUT FOR CONCRETE PAVEMENT

TYPE "G" EXPANSION & CONSTRUCTION JOINT

TYPE "D" LONGITUDINAL JOINT

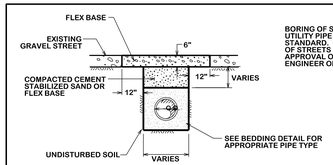
LONGITUDINAL JOINTS SHALL BE REQUIRED ONLY ON THE CENTERLINE OF THE PAVEMENT & IN INTERSECTIONS AS DETAILED

TYPE "B" CONTRACTION JOINT

NOTE:
EXPANSION JOINTS AS SHOWN AND AT EACH RADIUS POINT. CURB EXPANSION JOINTS SHALL BE AT 60' CENTERS. CURB CONTROL JOINTS SHALL BE AT 10' CENTERS.

TYPICAL JOINT LAYOUT AT CONCRETE INTERSECTION

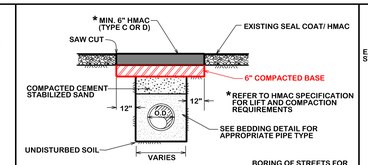
ST3-00



BORING OF STREETS FOR UTILITY PIPE IS THE CITY STANDARD. OPEN CUTTING OF STREETS SHALL BE BY APPROVAL OF THE CITY ENGINEER ONLY.

OPEN CUT GRAVEL STREET

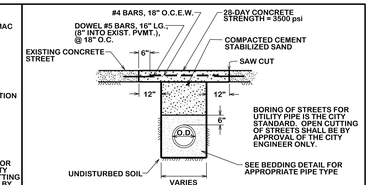
ST4-00



BORING OF STREETS FOR UTILITY PIPE IS THE CITY STANDARD. OPEN CUTTING OF STREETS SHALL BE BY APPROVAL OF THE CITY ENGINEER ONLY.

OPEN CUT SEAL COAT/ OVERLAY STREET

ST4-01



OPEN CUT CONCRETE STREET

ST4-02

GENERAL NOTES:

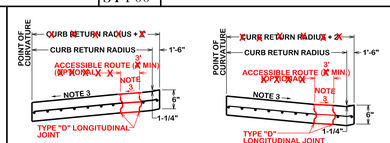
ALL AREAS WHERE EXISTING VEGETATION AND GRASS COVER HAVE BEEN BARED BY CONSTRUCTION SHALL BE ADEQUATELY BLOCK SODDED OR HYDROMULCHED AND WATERED UNTIL GROWTH IS ESTABLISHED. IN DEVELOPED AREAS WHERE GRASS IS PRESENT, BLOCK SOD WILL BE REQUIRED. BARED AREAS SHALL BE SEEDED OR SODDED WITHIN 14 CALENDAR DAYS OF LAST DISTURBANCE.

APPROVED EROSION CONTROL MEASURES MUST BE INSTALLED DURING THE ENTIRE TIME THAT EARTH HAS BEEN BARED BY CONSTRUCTION AND SHALL STAY IN PLACE UNTIL ACCEPTABLE VEGETATIVE GROWTH IS ESTABLISHED AFTER CONSTRUCTION IS COMPLETE AND THEN REMOVED BY CONTRACTOR.

ALL EROSION CONTROL MEASURES SHOULD BE CLEANED OF SILT AFTER EVERY RAIN.

ALL TRAFFIC SIGNALS AND APPURTENANCES, AND ALL PAVEMENT MARKINGS AND MARKERS SHALL BE IN ACCORDANCE WITH TXDOT STANDARDS

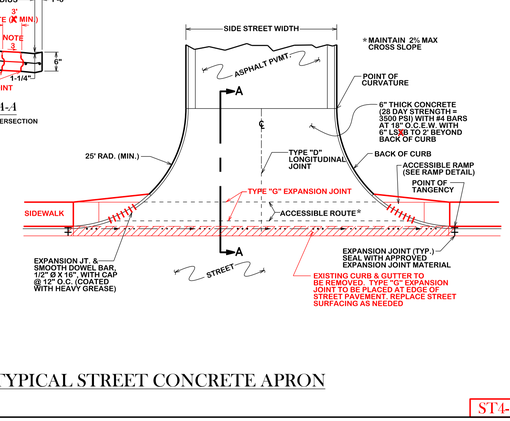
REFER TO SPEC 31 17 23.23 (PAVEMENT MARKINGS) FOR ADDITIONAL LOCAL REQUIREMENTS.



SECTION A-A
SLOPING AWAY FROM INTERSECTION

SECTION A-A
SLOPING TOWARD INTERSECTION

NOTES:
1. IF THERE IS A VALLEY GUTTER, THEN TRANSITION CROWN AT VALLEY GUTTER TO FULL CROWN IN 50'.
2. TYPE "G" EXPANSION JOINTS IN CURB & GUTTER SHALL BE SPACED AT A MAX. DISTANCE OF 40' APART AND AT ALL RADIUS POINTS, P.T.'S & P.C.'S. TYPE "B" CONTRACTION JOINTS IN CURB & GUTTER SHALL BE SPACED AT A MAX. DISTANCE OF 10' APART.
3. 2% MAX SLOPE.
4. 5' MIN TRANSITION TO LAY DOWN CURB BEGIN AT P.T.



TYPICAL STREET CONCRETE APRON

ST4-03

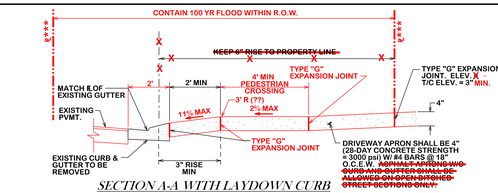
REVISIONS:

BRYAN - COLLEGE STATION STANDARD STREET DETAILS

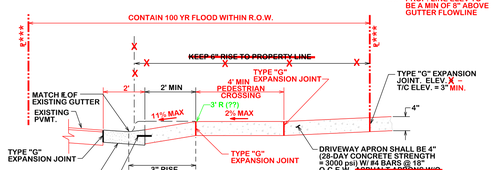
CITY OF COLLEGE STATION

CITY OF BRYAN
The Good Life, Texas Style.

DRAWN BY: C.L.M.
DATE: 08-01-12
SCALE: N T S
APPROVED: W.P.K.
FIGURE: ST
SHEET 1 OF 2

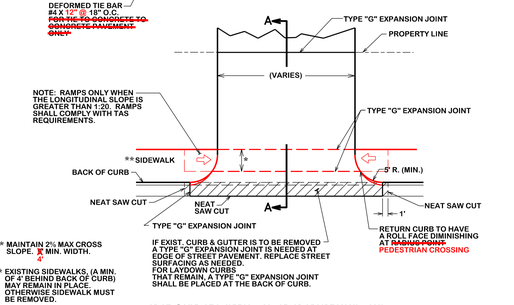


SECTION A-A WITH LAYDOWN CURB



*** PROP. LINE ELEV TO BE A MIN OF 8" ABOVE GUTTER FLOWLINE

SECTION A-A

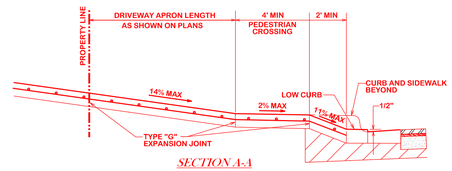


RESIDENTIAL DRIVEWAY

ST5-00

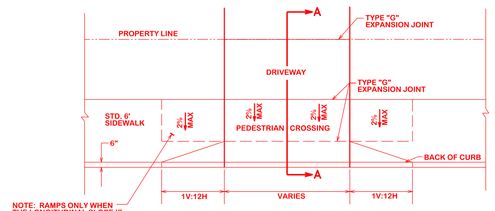
NOTE:

1. EXISTING CURB AND GUTTER MUST BE SAVED AS DIRECTED BY THE CITY ENGINEER. HORIZONTAL CURB CUT SHALL BE MADE AT AN ELEVATION OF 1/2" ABOVE THE EXISTING GUTTER WITH A MINIMUM LENGTH AS SHOWN. THE TRADITIONAL SAW CUT SHALL HAVE A RUN OF 6' AND SHALL RISE TO MEET THE EXISTING TOP OF CURB. ALL EXPOSED EDGES SHALL BE GROUND TO A 1/4" RADIUS. SAW CUTTING SHALL BE PERFORMED WITH A RIDE-ON SAW EQUIPPED WITH A DIAMOND SAW BLADE.
2. EXISTING SIDEWALK, IF ANY, SHALL BE REMOVED AND REPLACED.
3. SIDEWALK SECTION THRU DRIVEWAY SHALL BE POURED SAME THICKNESS AS DRIVEWAY APPROACH.
4. THIS WORK SHALL NOT DISRUPT THE DESIGN OF THE EXISTING GUTTER.



SECTION A-A

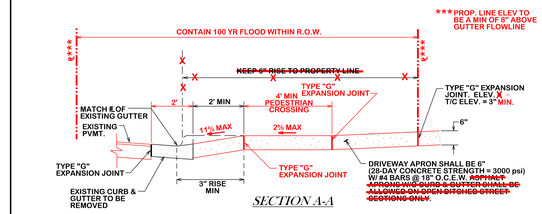
ELEVATION



PLAN

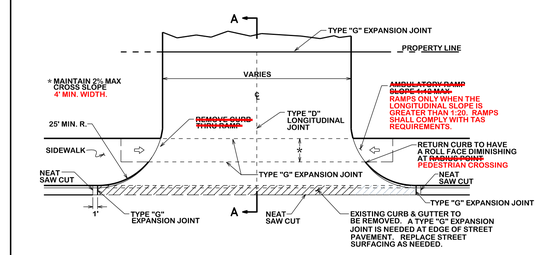
HORIZONTAL CURB CUT

ST5-01



*** PROP. LINE ELEV TO BE A MIN OF 8" ABOVE GUTTER FLOWLINE

SECTION A-A

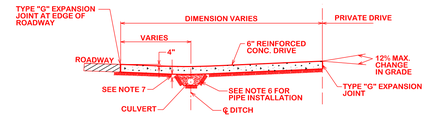


COMMERCIAL DRIVEWAY

ST6-00

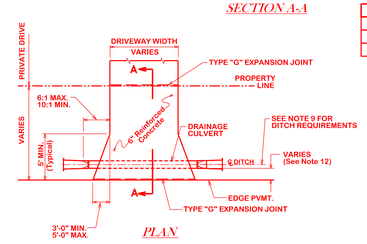
NOTE:

1. LENGTH OF DRAINAGE PIPE FOR RESIDENTIAL DRIVES IS 36' MAX & 20' MIN.
2. ALL DRIVEWAY PIPES WITHIN ROW MUST HAVE CONCRETE SLOPED END SECTIONS (6:1 SLOPE) OR APPROVED EQUAL.
3. CULVERT DIAMETER TO BE APPROVED BY THE CITY ENGINEER. THE SIZE OF THE DRIVE CULVERT SHALL BE A MINIMUM OF 12" DIAMETER AND DESIGNED FOR AT LEAST A 10-YR STORM EVENT. THE SLOPE OF THE PIPE SHALL BE A MINIMUM OF 0.5%.
4. CULVERT SHALL BE RCP OR HDPE, MEETING THE CITY'S SPECIFICATIONS FOR STORM PIPE. CMP IS NOT ALLOWED.
5. BELL AND SPIGOT GASKETED JOINTS OR MANUFACTURED COUPLING BANDS ARE REQUIRED WITH HDPE.
6. CEMENT STABILIZED SAND IS REQUIRED WITH HDPE.
7. THERE SHALL BE A MINIMUM OF 12" COVER FOR HDPE PIPE AND 6" COVER FOR RCP PIPE.
8. TOP OF CONCRETE DRIVE TO BE LEVEL WITH ROAD SURFACE.
9. DITCH NEEDS TO BE CLEANED BOTH UPSTREAMAND DOWNSTREAM. OBTAIN 2.5% MINIMUM SLOPE IN THE DITCH.
10. SLOPES TRANSVERSE TO THE PUBLIC STREET (e.g.: DRIVEWAY SIDE SLOPES) SHOULD BE AS FLAT AS PRACTICAL. WHERE PRACTICAL, A SLOPE OF 1 VERTICAL TO 6 HORIZONTAL (1V:6H) OR FLATTER SHALLBE CONSTRUCTED WITH A MINIMUM SLOPE OF 2.5% BEING ALLOWED. IN NO INSTANCE SHALL THE SLOPE EXCEED 1V:4H WITHOUT SPECIFIC CITY APPROVAL.
11. DRIVEWAY CULVERTS:
    A. CHAIL BE AS FAR AWAY FROM THE PUBLIC ROADWAY AS PRACTICAL.
    B. SHALL BE CUT TO MATCH THE DRIVEWAY SLOPE.
    C. SHALL HAVE DELINEATORS PLACED AT EACH END FOR HAZARD INDENTIFICATION.
12. REFER TO THE CURRENT ADDITION OF THE AASHTO ROADSIDE DESIGN GUIDE FOR ADDITIONAL INFORMATION ON THE CONSTRUCTION OF THE DRIVEWAY AND THE PLACEMENT OF THE DRIVEWAY CULVERT TO ALLOW SUFFICIENT CLEAR ZONE AND FLARE RATES.



SECTION A-A

SPEED	SLOPE
≤ 40 MPH	3:1
45-50 MPH	4:1
≥ 55 MPH	6:1



PLAN

TYPICAL DRIVEWAY ENTRANCE WITH CULVERT

ST6-01

REVISIONS:

BRYAN - COLLEGE STATION STANDARD STREET DETAILS

CITY OF COLLEGE STATION

CITY OF BRYAN
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DRAWN BY: C.L.M.
DATE: 08-01-12
SCALE: N T S
APPROVED: W. P. K.

FIGURE:
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SHEET 2 OF 2