

STORMWATER DRAINAGE - GENERAL NOTES

- 1. REINFORCED CONCRETE PIPE SHALL BE ASTM DESIGNATION C76 CLASS III.
- PRE-CAST INLETS AND MANHOLES SHALL BE PER TXDOT GUIDE TO THE STANDARD INLET AND MANHOLE PROGRAM STANDARDS. 2. CAST-IN-PLACE INLETS AND MANHOLES SHALL BE PER COW STANDARDS.
- SEE PLAN-PROFILE SHEETS FOR INLET SIZE, LOCATION AND ELEVATIONS. 3.
- WHERE GROUNDWATER IS ENCOUNTERED, ALL LOOSE AND SPONGY MATERIAL WILL BE REMOVED AND 6 IN. MINIMUM DEPTH OF 4. AGGREGATE MEETING ASTM 57 SPECIFICATIONS SHALL BE INSTALLED FOR BASE.
- AGGREGATE MEETING ASTM 57 SPECIFICATIONS INCLUDING GRADATION AS SHOWN IN THE TABLE BELOW SHALL BE COMPACTED BY 5. MECHANICAL/VIBRATORY COMPACTION METHODS.

ASTM 57 GRADATION SPECIFICATIONS						
SIEVE SIZE	PERCENTAGE PASSING					
1 1/2 IN.	100					
1 IN.	95-100					
1/2 IN.	25-60					
#4	0-10					
#8	0-5					

- THE SIZE AND SPACING OF INLETS MUST COMPLY WITH CURRENT CITY DRAINAGE POLICIES. 6
- MANHOLE INLET RING AND COVER FOR PRE-CAST AND CAST-IN-PLACE STRUCTURES SHALL BE IN ACCORDANCE WITH STANDARD 7. DETAIL SD-9.
- TOP OF INLET SLOPE SHALL CONFORM TO ADJACENT PARKWAY GRADES AND NOT EXCEED 1/2 IN. PER FOOT SLOPE. 8.
- 9. CONCRETE FOR INVERTS ON ALL MANHOLES AND INLETS SHALL BE PLACED AND SHAPED WITH THE MINIMUM CONCRETE THICKNESS RANGING FROM 8 IN. TO THE THICKNESS OF THE RCP.

CAST-IN-PLACE GENERAL NOTES:

- CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 POUNDS PER SQUARE INCH AT 28 DAYS UNLESS OTHERWISE 10 NOTED. DESIGN MIX FOR 3000 POUND CONCRETE SHALL CONTAIN A MINIMUM OF 5 SACKS OF CEMENT PER CUBIC YARD.
- REINFORCING STEEL COVER SHALL BE MINIMUM 2 IN. FORMED AND 3 IN. AGAINST EARTH IF UNFORMED FROM OUTSIDE LAYER OF 11. STEEL TO FACE OF CONCRETE.
- REINFORCED STEEL SHALL BE NEW BILLETED CONFORMING TO ASTM SPECS A615 GRADE 60 OR LATEST REVISIONS. 12.
- 13 CONSTRUCTION JOINTS WILL BE PERMITTED AS SHOWN ON PLANS.
- DIMENSIONS RELATING TO REINFORCING STEEL SHALL BE TO OUTSIDE OF BAR NEAREST TO FACE OF CONCRETE. 14
- 15. CITY OF WACO INLET SIZES NOTED ON PLAN & PROFILE SHEETS REFER TO DIMENSION "A". DIMENSION "A" MINIMUM IS 10 FEET.
- PLACE MANHOLE RING & COVER ADJACENT TO OUTLET PIPE SOFFIT AT BACK WALL. 16.
- 17 BARS SHALL BE SUPPORTED. SPACED AND ACCURATELY SECURED IN PLACE IN ACCORDANCE WITH SPECIFICATIONS FOR PLACING REINFORCEMENT AND FOR PLACING ACCESSORIES MEETING THE REQUIREMENTS OF THE CURRENT ACI MANUAL OF STANDARD PRACTICE FOR DETAILS AND DETAILING REINFORCED CONCRETE STRUCTURES (ACI 315) WITH LATEST REVISIONS.
- 18. ALL INTERSECTING WALLS, TOPS, FLOORS, SHALL HAVE "L" BARS IN CORNERS LAPPED 40 BAR DIAMETERS.
- 19. ALL EXPOSED CORNERS SHALL BE TOOLED OR CHAMFERED TO A 1/2 IN. RADIUS.

PRE-CAST GENERAL NOTES:

- PRE-CAST INLET SIZES NOTED ON PLAN & PROFILE SHEETS REFER TO DIMENSION "A". DIMENSION "A" MINIMUM IS 10 FEET. 20.
- PRECAST INLETS, MANHOLES, AND JUNCTION BOXES SHALL BE BEDDED WITH MIN. 6 IN. DEPTH OF AGGREGATE MEETING ASTM 57 21. SPECIFICATIONS TO A MINIMUM DISTANCE OF 12 IN. OUTSIDE PERIMETER.

FOR PRE-CAST AREA ZONE DRAIN (PAZD) CAST-IN-PLACE REINFORCED CONCRETE APRON IS REQUIRED. THE MINIMUM WIDTH OF THE 22. CONCRETE APRON SHALL BE 3 FT. WITH 4 IN. VERTICAL CHANGE IN GRADE AND HAVE A PERIMETER TOEWALL OF 24 IN. DEPTH AND 9 IN. WIDTH, REINFORCING SHALL BE #4 BARS AT 12 IN. OCEW. AT THE CONSTRUCTION JOINT WITH PAZD SHALL BE PLACED 2 #4 DEFORMED TIE BARS 24 IN. LONG AT EACH CORNER PERPENDICULAR TO ONE ANOTHER AND PENETRATING WALLS 12 IN.



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- USE SAME STEEL CONFIGURATION IN ALL WALLS. SET MANHOLE RISER SO THAT IT BEARS ON THE WALL CENTERED OVER OUTLET
 IN ACCORDANCE WITH <u>G-7</u> NOTE 6. SUBGRADE SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY AT ± 2% OPTIMAL MOISTURE CONTENT.
- 3. IN ACCORDANCE WITH <u>SD-1</u> NOTE 21 PRECAST INLETS SHALL BE BEDDED WITH MIN. 6 IN. DEPTH OF AGGREGATE MEETING ASTM 57 SPECIFICATIONS TO A MINIMUM DISTANCE OF 12 IN. OUTSIDE PERIMETER.

DEEP STORMWATER DRAIN MANHOLE SECTION VIEW

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GENERAL

STREET - GENERAL NOTES

- 1. ALL CONCRETE, REINFORCEMENT, AND PLACEMENT MUST COMPLY WITH SECTION 5.1 OF THE CITY OF WACO STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- 2. PLEASE REFER TO CITY OF WACO MANUAL OF STANDARD DETAILS, GENERAL DETAILS, GENERAL CONCRETE AND REINFORCEMENT NOTES G-7.

STREETS

3. SAW JOINTS AS SOON AS IT IS POSSIBLE TO DO SO WITHOUT DAMAGING THE PAVEMENT AND LESS THAN 24 HOURS AFTER CONCRETE PLACEMENT. THE EXACT TIME IS SUBJECT TO APPROVAL BY THE CITY ENGINEER.

CURB AND GUTTER

- 4. NOTES UNDER THIS HEADING SHALL APPLY TO ALL THE TYPES OF CURBS AND GUTTERS.
- 5. ALL EXISTING CURBS AND GUTTERS SHALL BE REMOVED BY FULL DEPTH SAWCUT PERPENDICULAR AND PARALLEL TO THE STREET.
- 6. 2 INCH MINIMUM CLEAR DISTANCE SHALL BE USED FOR ALL REBAR.
- 7. EXPANSION JOINTS, PER STANDARD DETAILS, SHALL BE CONSTRUCTED AT EACH SIDE OF STRUCTURES, AT EACH SIDE OF DRIVEWAYS, CURB RETURNS, AND AT LOCATIONS NECESSARY TO LIMIT SPACING TO 50 FT. EXPANSION JOINTS SHALL BE CONSTRUCTED TO MATCH EXISTING EXPANSION JOINTS IN PAVEMENT OR CURB AND GUTTER ADJACENT TO JOINTED CONCRETE PAVEMENT
- 8. AT ALL EXPANSION JOINTS FOR CURBS AND GUTTERS, THE FOLLOWING SHALL APPLY:
 - 8.1. JOINTS SHALL BE 1/2 IN. WIDE
 - 8.2. MATERIALS USED SHALL BE IN ACCORDANCE WITH CITY STANDARD SPECIFICATIONS FOR EXPANSION JOINTS
 - 8.3. USE TWO 24 IN. LONG 3/4 IN. DIAMETER SMOOTH BARS FOR DOWELS
 - 8.4. USE 3/4 IN. P.V.C PIPE SLEEVE WITH CAPPED END PLACED LEVEL AND PERPENDICULAR TO THE FACE
- 9. CONTRACTION JOINTS SHALL BE PLACED ON 10' SPACING. JOINTS SHALL BE CUT OR TOOLED AT LEAST 2 INCHES THROUGH THE FACE, TOP, AND GUTTER.
- 10. 1/2 IN. EXPANSION JOINTS ARE REQUIRED WHERE BACK OF CURBS OR CURB CUTS ARE ADJACENT TO CONCRETE FLATWORK (I.E. SIDEWALKS OR RIPRAP).
- 11. THE LIP OF GUTTER SHALL BE THE SAME ELEVATION AS TOP OF SURFACE COURSE.
- 12. CONCRETE FOR CURB AND GUTTER SHALL BE PLACED AND FINISHED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR CONSTRUCTION SECTION 5.3 CONCRETE CURB AND GUTTER.
- 13. FOR CONVENTIONALLY FORMED CONCRETE CURB AND GUTTER, FORMS SHALL BE "TAPPED" TO MINIMIZE VOIDS. WITHIN 24 HOURS OF REMOVAL OF THE FORMS, ANY VOIDS SHALL BE PATCHED WITH PORTLAND CEMENT MORTAR.
- 14. CURB AND GUTTER SHALL CURE A MINIMUM OF 7 DAYS PRIOR TO INSTALLATION OF STREET BASE COURSE. IF CYLINDER BREAK SHOW A COMPRESSIVE STRENGTH OF 3000 PSI, THE CITY ENGINEER MAY APPROVE INSTALLATION OF BASE COURSE PRIOR TO 7 DAYS.

PARKWAY

- 15. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CODE OF ORDINANCES SEC. 22-73. DIMENSIONS—PARKWAY.
 - A. THE PARKWAY SHALL BE THAT SPACE BETWEEN THE FACE OF THE STREET CURB AND THE PROPERTY LINE. THIS PARKWAY SHALL HAVE A MINIMUM SLOPE OF ONE-QUARTER OF AN INCH PER ONE FOOT AND A MAXIMUM SLOPE OF ONE-HALF OF AN INCH PER ONE FOOT TOWARD THE STREET.

B. IF THIS SLOPE HAS BEEN ESTABLISHED BY PRIOR WORK, THE CEMENT CONTRACTOR SHALL ADHERE TO THAT SLOPE, EXCEPT THAT SUCH SLOPE SHALL NEVER EXCEED THAT ALLOWED IN SUBSECTION (A) OF THIS SECTION.

METAL BEAM GUARD FENCE

16. METAL BEAM GUARD FENCE SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST TEXAS DEPARTMENT OF TRANSPORTATION ROADWAY STANDARDS AND STANDARD SPECIFICATIONS. MOW STRIP IS REQUIRED.

WATER VALVES UNDER PAVEMENT

17. ALL VALVES UNDER PAVEMENT SHALL BE BACKFILLED WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM). FOR NEW INSTALLATION OF VALVES CLSM SHALL BE PLACED IN TWO OR MORE LIFTS WITH THE SECOND TO FINAL LIFT PLACED 1 FT. ABOVE THE BOTTOM OF THE BOX AND ALLOWED TO SET. THE FINAL LIFT OF CLSM SHALL BE PLACED TO THE GRADE OF THE UNDERNEATH SIDE OF PROPOSED CONCRETE DIAMOND. PRIOR TO PLACEMENT OF CLSM THE VALVE BOX THREADED SECTIONS SHALL BE COVERED WITH APPROPRIATE TAPE TO PREVENT THE ENTRY OF CLSM.

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- 1. MINIMUM BASE REPAIR DIMENSIONS (EXTENTS OF SAW CUT) SHALL BE <mark>5</mark> FT. BY 10 FT., WITH THE 10 FOOT DIMENSION IN THE DIRECTION OF TRAVEL. EXISTING PAVEMENT SHOULD BE REMOVED TO CLEAN, STRAIGHT LINES PARALLEL AND PERPENDICULAR TO THE FLOW OF TRAFFIC. DO NOT CONSTRUCT PATCHES WITH ANGLED SIDES AND IRREGULAR SHAPES.
- 2. SAW CUT EDGE OF EXISTING PAVEMENT ON ALL SIDES OF REPAIR TO PRODUCE A SMOOTH AND EVEN EDGE FOR SURFACE REPLACEMENT. SAW CUTS SHALL BE ON LANE LINES OR BE BETWEEN WHEEL PATHS. IF ORIGINAL BASE FAILURE PAYMENT LIMITS IS WITHIN 3 FT. OF PAVEMENT EDGE OR APPURTENANCE (CURB AND GUTTER, VALLEY GUTTER, ETC.), LIMITS OF REMOVAL SHALL EXTEND TO PAVEMENT EDGE OR APPURTENANCE.

3. CONCRETE - MINIMUM 2,000 PSI. CLASS A INDUSTRIAL COLLECTOR & ARTERIAL = 12 IN. CLASS B RESIDENTIAL COLLECTOR & COMMERCIAL COLLECTOR = 10 IN. CLASS C LOCAL STREET = 8 IN.

4. HMAC AND BONDING COURSE SHALL BE PLACED FOLLOWING COMPLETION AND CURE OF BASE REPAIR. BONDING COURSE SHALL BE APPLIED TO CLEAN SURFACE AND ALLOWED TO CURE. SEE SPECIAL PROJECT PROVISIONS FOR MATERIAL REQUIREMENTS.

BASE FAILURE REPAIR WITH CONCRETE AFTER MILLING (MILL & OVERLAY PROJECTS)

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- MINIMUM BASE REPAIR DIMENSIONS (EXTENTS OF SAW CUT) SHALL BE 5 FT. BY 10 FT., WITH THE 10 FOOT DIMENSION IN THE DIRECTION OF TRAVEL. EXISTING PAVEMENT SHOULD BE REMOVED TO CLEAN, STRAIGHT LINES PARALLEL AND PERPENDICULAR TO THE FLOW OF TRAFFIC. DO NOT CONSTRUCT PATCHES WITH ANGLED SIDES AND IRREGULAR SHAPES.
- 2. SAW CUT EDGE OF EXISTING PAVEMENT ON ALL SIDES OF REPAIR TO PRODUCE A SMOOTH AND EVEN EDGE FOR SURFACE REPLACEMENT. SAW CUTS SHALL BE ON LANE LINES OR BE BETWEEN WHEEL PATHS. IF ORIGINAL BASE FAILURE PAYMENT LIMITS IS WITHIN 3 FT. OF PAVEMENT EDGE OR APPURTENANCE (CURB AND GUTTER, VALLEY GUTTER, ETC.), LIMITS OF REMOVAL SHALL EXTEND TO PAVEMENT EDGE OR APPURTENANCE.
- 3. CONTROLLED LOW STRENGTH MATERIAL (CLSM):
 - CLASS A INDUSTRIAL COLLECTOR & ARTERIAL = 14 IN. CLASS B RESIDENTIAL COLLECTOR & COMMERCIAL COLLECTOR = 12 IN. CLASS C LOCAL STREET = 10 IN.
- 4. PRIME OF RC-2 OR AE-P OR PRE-APPROVED EQUAL SHALL BE APPLIED TO SWEPT SURFACE AND ALLOWED TO CURE.
- 5. HMAC AND BONDING COURSE SHALL BE PLACED FOLLOWING COMPLETION AND CURE OF BASE REPAIR. BONDING COURSE SHALL BE APPLIED TO CLEAN SURFACE AND ALLOWED TO CURE. SEE SPECIAL PROJECT PROVISIONS FOR MATERIAL REQUIREMENTS.

BASE FAILURE REPAIR WITH CONTROLLED LOW STRENGTH MATERIAL

(MILL & OVERLAY PROJECTS)



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RIBBON CURB RESIDENTIAL DRIVE APPROACH GENERAL NOTES

NOTES:

- NUMBER AND SIZE OF REINFORCED CONCRETE PIPES CLASS III SHALL BE DESIGNED AND SUBMITTED TO THE CITY FOR REVIEW AND 1 APPROVAL*. THE MINIMUM PIPE DIAMETER SHALL BE 18 IN. THE LONGITUDINAL SLOPE OF THE PIPE SHALL MATCH THE CHANNEL SLOPE WITH A MINIMUM SLOPE OF 0.5%.
- DRAINAGE PIPE SHALL BE PLACED IN THE DITCH AS FAR FROM THE OUTSIDE EDGE OF THE RIBBON CURB AS PRACTICAL AND THIS DIMENSION FROM OUTSIDE EDGE OF RIBBON CURB TO THE CENTER OF PIPE(S) SHOWN ON THE PLANS. FOR SINGLE PIPE INSTALLATION THE MINIMUM DISTANCE IS 11 FT.
- THE PIPE SHALL HAVE MINIMUM COVER OF 9 IN. MEASURED FROM BOTTOM OF CONCRETE DRIVE TO TOP OF PIPE. 3.
- 4 APPROPRIATE SAFETY END TREATMENTS OF 6:1 SLOPE ARE REQUIRED. PROVIDE PRECAST TYPE II SET'S PSET-SP OR PSET-RP, AND CAST-IN-PLACE CONCRETE RIPRAP APRONS PSET-RR. TOEWALL DEPTH OF 24 IN. IS REQUIRED UPSTREAM AND DOWNSTREAM. CAST-IN-PLACE TOEWALL WIDTH SHALL BE 9 INCHES. SYNTHETIC FIBERS MAY NOT BE USED IN LIEU OF STEEL REINFORCING IN RIPRAP CONCRETE.
- 5 LENGTH OF PIPE SHALL BE DETERMINED THROUGH 6:1 SLOPE INTERCEPT PROJECTED FROM EDGE OF DRIVE APRON TO TOP OF PIPE AT SAFETY END TREATMENT ON UPSTREAM AND DOWNSTREAM SIDES WITH MINIMUM DIMENSION FROM EDGE OF DRIVE APRON TO INSIDE OF SET HEADWALL 10 FT. OR GREATER.
- DRIVE APPROACH TRANSVERSE SLOPE SHALL MATCH THE LONGITUDINAL SLOPE OF THE STREET AT THE OUTSIDE EDGE OF THE 6. RIBBON CURB AND THEN TRANSITION TO 2% SLOPE IN THE DIRECTION OF DRAINAGE OF THE DITCH AT THE DRIVE APRON 4 FT. SECTION AND CONTINUE AT THIS CROSS SLOPE TO THE PROPERTY LINE.
- 4 IN. TYPE "A" MATERIAL PER STANDARD SPECIFICATIONS FOR CONSTRUCTION SECTION 4.2 EXCAVATION AND BACKFILL PART 2: PRODUCT A. MATERIALS 3. TRENCH BACKFILL A. TYPE "A" OR 4 IN. RECYCLED CRUSHED CONCRETE (TXDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION ITEM 247 FLEXIBLE BASE TYPE D, GRADE 1-2 EXCLUDING TYPE A MATERIALS, WITH A MINIMUM P.I. OF FOUR) OR 4 IN. PORTLAND CEMENT TREATED BASE (AFTER COMPACTION COVERED BY 10 MIL POLYETHELENE BOND BREAKER) MECHANICALLY COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY.
- REQUIRED DRIVE APPROACH AND DRIVE APRON SLOPES SHALL BE ADHERED TO. ANY GRADING NECESSARY TO MATCH THE 8 PROPOSED DRIVEWAY ELEVATION AT THE RIGHT-OF-WAY LINE SHALL BE DONE ON THE PRIVATE SIDE.
- EXPANSION JOINT WITH 3/4 IN. Ø X 24 IN. LONG SMOOTH DOWEL BARS WITH 3/4 IN. Ø PVC PIPE SLEEVE WITH CAPPED END AT 36 IN. OC. 9. (REF ST-9)
- 10. 6 IN. REINFORCED CONCRETE WITH #4 BARS AT 18 IN. OCEW (CONCRETE CHAIRS REQUIRED). CONTINUOUS THROUGH DRIVE APPROACH AND DRIVE APRON.
- 11. CONTRACTION JOINT MAY BE TOOLED. SEE ST-9 FOR DETAILS.
- 12. A LONGITUDINAL CONTRACTION JOINT SHALL BE PLACED AT CENTERLINE OF ALL DRIVEWAYS. FOR DRIVEWAYS WIDER THAN 20 FEET ADDITIONAL LONGITUDINAL CONTRACTION JOINTS SHALL BE PLACED, SPACED EQUALLY AT 10 FT. MAXIMUM SPACING.
- 13. IF DISTANCE BETWEEN INITIALLY REQUIRED TRANSVERSE JOINTS EXCEEDS 10 FT. THEN ADDITIONAL CONTRACTION JOINT(S) SHALL BE PLACED TO ENSURE DISTANCE BETWEEN TRANSVERSE JOINTS DOES NOT EXCEED 10 FEET. THESE ADDITIONALLY REQUIRED CONTRACTION JOINTS SHALL BE PLACED TO PROVIDE EQUAL SPACING BETWEEN TRANSVERSE JOINTS TO THE EXTENT PRACTICAL.
- 14. SLOPE FROM EDGE OF DRIVE APPROACH AND DRIVE APRON SHALL BE 6:1 TO THE BOTTOM OF THE CHANNEL OR ADJACENT GRADED TERRAIN.
- IF THE DRIVEWAY IS LOCATED AT A CREST GRADE BREAK AS REVIEWED AND APPROVED BY THE CITY, THEN NO PIPE SHALL BE PLACED, AND THE DRIVE APRON AND DRIVE APPROACH SHALL BE CROWNED WITH TRANSVERSE SLOPE OF 2% TRANSITIONING BACK TO THE LONGITUDINAL SLOPE AT THE OUTSIDE EDGE OF THE RIBBON CURB. THE LONGITUDINAL SLOPE SHALL BE FROM 2% TO 4% SLOPING TOWARDS THE RIBBON CURB. DRAINAGE OF PRIVATE PROPERTY VIA THIS DRIVEWAY SHALL NOT BE PERMITTED.

RIBBON CURB RESIDENTIAL DRIVEWAY STANDARDS							
	"W"	"F"					
	DRIVEWAY WIDTH	BACK OF CURB FLARE					
SINGLE	10 FT MIN ~ 12 FT MAX	10 FT MIN ~ 15 FT MAX					
DOUBLE	18 FT MIN ~ 24 FT MAX	10 FT MIN ~ 15 FT MAX					
SEE CITY OF WACO DEVELOPMENT GUIDE FOR MORE DETAILS							





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ADDITIONAL DETAILS





- 1. MINIMUM BASE REPAIR DIMENSIONS (EXTENTS OF SAW CUT) SHALL BE 5 FT. BY 10 FT., WITH THE 10 FOOT DIMENSION IN THE DIRECTION OF TRAVEL. EXISTING PAVEMENT SHOULD BE REMOVED TO CLEAN, STRAIGHT LINES PARALLEL AND PERPENDICULAR TO THE FLOW OF TRAFFIC. DO NOT CONSTRUCT PATCHES WITH ANGLED SIDES AND IRREGULAR SHAPES.
- 2. SAW CUT EDGE OF EXISTING PAVEMENT ON ALL SIDES OF REPAIR TO PRODUCE A SMOOTH AND EVEN EDGE FOR SURFACE REPLACEMENT. SAW CUTS SHALL BE ON LANE LINES OR BE BETWEEN WHEEL PATHS. IF ORIGINAL BASE FAILURE PAYMENT LIMITS IS WITHIN 3 FT. OF PAVEMENT EDGE OR APPURTENANCE (CURB AND GUTTER, VALLEY GUTTER, ETC.), LIMITS OF REMOVAL SHALL EXTEND TO PAVEMENT EDGE OR APPURTENANCE.
- 3. CONCRETE MINIMUM 2,000 PSI:
 - CLASS A INDUSTRIAL COLLECTOR & ARTERIAL = 12 IN. CLASS B RESIDENTIAL COLLECTOR & COMMERCIAL COLLECTOR = 10 IN. CLASS C LOCAL STREET = 8 IN.
- 4. HMAC AND BONDING COURSE SHALL BE PLACED FOLLOWING COMPLETION AND CURE OF BASE REPAIR. BONDING COURSE SHALL BE APPLIED TO CLEAN SURFACE AND ALLOWED TO CURE. SEE SPECIAL PROJECT PROVISIONS FOR MATERIAL REQUIREMENTS.

BASE FAILURE REPAIR WITH CONCRETE PRIOR TO MILLING (MILL & OVERLAY PROJECTS)

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- MINIMUM BASE REPAIR DIMENSIONS (EXTENTS OF SAW CUT) SHALL BE 5 FT. BY 10 FT., WITH THE 10 FOOT DIMENSION IN THE DIRECTION OF TRAVEL. EXISTING PAVEMENT SHOULD BE REMOVED TO CLEAN, STRAIGHT LINES PARALLEL AND PERPENDICULAR TO THE FLOW OF TRAFFIC. DO NOT CONSTRUCT PATCHES WITH ANGLED SIDES AND IRREGULAR SHAPES.
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- 3. CONTROLLED LOW STRENGTH MATERIAL (CLSM): CLASS A INDUSTRIAL COLLECTOR & ARTERIAL = 16 IN. CLASS B RESIDENTIAL COLLECTOR & COMMERCIAL COLLECTOR = 14 IN. CLASS C LOCAL STREET = 12 IN.
- 4. CLSM SHALL BE PLACED TO MATCH EXISTING HMAC SURFACE. PRIME OF AE-P OR PRE-APPROVED EQUAL SHALL BE APPLIED TO SWEPT SURFACE AND ALLOWED TO CURE
- HMAC AND BONDING COURSE SHALL BE PLACED FOLLOWING COMPLETION AND CURE OF BASE REPAIR. BONDING COURSE SHALL BE APPLIED TO CLEAN SURFACE AND ALLOWED TO CURE. SEE SPECIAL PROJECT PROVISIONS FOR MATERIAL REQUIREMENTS.

BASE FAILURE REPAIR WITH CONTROLLED LOW STRENGTH MATERIAL PRIOR TO MILLING (MILL & OVERLAY PROJECTS)

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NACO	TO OTHER FORMATS OR FOR INCORRECT RESULTS OR DAMAGES					JI-42
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- 1. MINIMUM BASE REPAIR DIMENSIONS (EXTENTS OF SAW CUT) SHALL BE 10 FT. BY 20 FT., WITH THE 20 FOOT DIMENSION IN THE DIRECTION OF TRAVEL. EXISTING PAVEMENT SHOULD BE REMOVED TO CLEAN, STRAIGHT LINES PARALLEL AND PERPENDICULAR TO THE FLOW OF TRAFFIC. DO NOT CONSTRUCT PATCHES WITH ANGLED SIDES AND IRREGULAR SHAPES.
- 2. SAW CUT EDGE OF EXISTING PAVEMENT ON ALL SIDES OF REPAIR TO PRODUCE A SMOOTH AND EVEN EDGE FOR SURFACE REPLACEMENT. SAW CUTS SHALL BE ON LANE LINES OR BE BETWEEN WHEEL PATHS. IF ORIGINAL BASE FAILURE PAYMENT LIMITS IS WITHIN 3 FT. OF PAVEMENT EDGE OR APPURTENANCE (CURB AND GUTTER, VALLEY GUTTER, ETC.), LIMITS OF REMOVAL SHALL EXTEND TO PAVEMENT EDGE OR APPURTENANCE.
- HMAC TYPE B CLASS A INDUSTRIAL COLLECTOR & ARTERIAL = 16 IN. CLASS B RESIDENTIAL COLLECTOR & COMMERCIAL COLLECTOR = 14 IN. CLASS C LOCAL STREET = 12 IN.
- 4. HMAC SHALL BE PLACED TO MATCH EXISTING HMAC SURFACE AND SHALL BE PLACED IN EQUAL LIFTS NOT TO EXCEED 5 IN. BONDING COURSE SHALL BE APPLIED TO ALL SURFACES PRIOR TO PLACEMENT OF EACH LIFT AND ALLOWED TO CURE. SEE SPECIAL PROJECT PROVISIONS FOR MATERIAL REQUIREMENTS.

BASE FAILURE REPAIR WITH HMAC TYPE B (FULL DEPTH) PRIOR TO MILLING (MILL & OVERLAY PROJECTS)

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WATER GENERAL NOTES

- 1. PVC WATER MAIN COLOR SHALL BE BLUE.
- 2. ALL WATER LINES SHALL BE COMPLETE IN PLACE INCLUDING ALL BENDS, BLOCKS, FITTINGS, SERVICES AND APPURTENANCES BEFORE PRESSURE TESTING.
- 3. SURFACE REPLACEMENT SHALL BE INCLUDED IN THE UNIT PRICE FOR WATER SERVICES.
- 4. PLACE METALLIC TRACER WIRE ON TOP OF TRENCH EXCAVATION PRIOR TO PLACEMENT OF EMBEDMENT AND WATER LINE AND CONNECT TO EACH SERVICE, VALVE AND FIRE HYDRANT. SEE DETAIL W-34
- 5. METALLIC TRACER WIRE SHALL BE #12 AWG SOLID WIRE WITH A BLUE COATING. LOCATOR WIRE MUST TERMINATE IN AN APPROVED TRACER WIRE BOX. SEE DETAIL <u>W-34</u>
- 6. ALL DUCTILE IRON WATER PIPE AND FITTINGS MUST BE POLY-WRAPPED PER CITY SPECIFICATIONS.
- 7. A STAMPED "W" OF 4 IN. IN HEIGHT AND 3/8 IN. IN DEPTH SHALL BE PLACED IN THE CENTER OF FACE OF CURB AT EACH NEW SERVICE LOCATION AND IN ANY NEW CURB AT EXISTING SERVICES.
- 8. ALL COPPER SERVICE PIPE MUST BE TYPE K-SOFT.
- 9. ALL POLYETHELINE SERVICE PIPE SHALL BE SDR-9 WITH EXTERIOR BLUE COLOR. CONTRACTOR SHALL USE 1 IN. OR 2 IN. CTS TUBING WITH STAINLESS STEEL INSERTS. ALL PIPE MUST MEET NSF 61, AWWA C901, ASTM D3350 AND ASTM D2737 STANDARD SPECIFICATIONS.
- 10. 3/4 IN. WASHED ROCK SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATIONS FOR CONSTRUCTION ITEM A.2.a, CRUSHED STONE EMBEDMENT, OF SECTION 4.2 PART 2, EXCEPT THE GRADATION SHALL BE:

3/4 IN. WASHED ROCK							
SIEVE PERCENTAGE RETAINED							
1 1/2 IN.	0%						
3/4 IN.	100%						

- 11. ALL SUBSTITUTIONS FOR USE AS A PRE-APPROVED EQUAL MUST BE SUBMITTED IN WRITING, AND APPROVED BY CITY ENGINEER, IN ADVANCE, IN ACCORDANCE WITH THE CURRENT VERSION OF THE CITY OF WACO STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- 12. ANY DEVIATION FROM STANDARD DETAILS MUST BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER AND APPROVED IN WRITING BY CITY ENGINEER.
- 13. WHERE BACKFILL AROUND A WATER VALVE WILL BE DISTURBED FOR THE PLACEMENT OF A CONCRETE DIAMOND, INSTALL ¾ IN. WASHED ROCK AS SPECIFIED IN NOTE 10 OF THIS STANDARD DETAIL W-1 UP TO THE BOTTOM OF THE NEW CONCRETE DIAMOND. A POLY WRAP OR COVERING SHALL BE PLACED BETWEEN THE WASHED ROCK AND CONCRETE.

WATER SERVICE TAP NOTES

- 14. WHERE NEW WATER SERVICES ARE INSTALLED UNDER EXISTING CURB AND GUTTER, THE CONTRACTOR WILL HAVE THE FOLLOWING OPTIONS:
 - A. REMOVE AND REPLACE CURB AND GUTTER SECTION FROM JOINT TO JOINT, TYPICALLY 10 FT.
 - B. CONSTRUCT MINIMUM SIZE TUNNEL NECESSARY TO INSTALL NEW WATER SERVICE AND THEN PLACE CONTROLLED LOW STRENGTH MATERIAL BENEATH THE EXISTING CURB AND GUTTER.
 - C. INSTALL SERVICE THROUGH A HOLE AT THE SAME LOCATION AS THE EXISTING PIPE, AND APPROXIMATELY THE SAME DIAMETER AS THE EXISTING PIPE.
- **15.** ALL SERVICE TAPS MUST BE MADE UNDER PRESSURE AND FLUSHED, OR TAPPED DRY AND THEN HAVE A SWAB PULLED THROUGH THE PIPE BEFORE CONNECTING THE TAPPED PIPE TO THE MAIN.
- 16. 1-1/2 IN. AND 2 IN. METERS MUST BE BROUGHT TO THE WATER OFFICE TO BE TESTED. 3 IN. AND LARGER ARE TESTED IN THE FIELD BEFORE SERVICE IS APPROVED.
- 17. ALL 1-1/2 IN. AND LARGER METERS SHALL BE SENSUS OMNI METERS WITH ITRON CONNECTORS.
- **18.** ALL EXTERNAL NUTS, BOLTS AND WASHERS SHALL BE STAINLESS STEEL.
- **19.** ALL SERVICE TAPS MUST BE APPROVED IN ADVANCE BY THE CITY OF WACO AND MUST BE PERFORMED UNDER THE DIRECT SUPERVISION OF A DESIGNATED CITY OF WACO UTILITY INSPECTOR. A MINIMUM OF 24 HOURS NOTICE MUST BE GIVEN.

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	1	ADD NOTE 13; RENUMBER 14-19	MZ	04/09/2024	
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DESCRIPTION:

INLET PROTECTION CONSISTS OF A VARIETY OF METHODS TO INTERCEPT SEDIMENT AT LOW POINT INLETS THROUGH THE USE OF DEPRESSED GRADING, FILTER STONE, FILTER FABRIC, INLET INSERTS, AND OTHER MATERIALS. THE PROTECTION DEVICES ARE PLACED AROUND OR ACROSS THE INLET OPENINGS TO PROVIDE LOCALIZED DETENTION OR FILTRATION OF SEDIMENT AND FLOATABLE MATERIALS IN STORMWATER. PROTECTION DEVICES MAY BE ASSEMBLED ONSITE OR PURCHASED AS MANUFACTURED ASSEMBLIES. CURB INLET PROTECTION SHALL BE IN ACCORDANCE WITH <u>WP-7B</u>.

GENERAL NOTES:

- 1. DRAINAGE PATTERNS SHALL BE EVALUATED TO ENSURE INLET PROTECTION WILL NOT DIVERT FLOW OR FLOOD THE ROADWAY OR ADJACENT PROPERTIES AND STRUCTURES.
- 2. INLET PROTECTION MEASURES OR DEVICES THAT COMPLETELY BLOCK THE INLET ARE PROHIBITED. THEY MUST ALSO INCLUDE A BYPASS CAPABILITY IN CASE THE PROTECTION MEASURES ARE CLOGGED.
- 3. INLET PROTECTION MUST BE DESIGNED TO PASS THE CONVEYANCE STORM (25-YEAR, 24-HOUR) WITHOUT CREATING A ROAD HAZARD OR DAMAGING ADJACENT PROPERTY. THIS MAY BE ACCOMPLISHED BY ANY OF THE FOLLOWING MEASURES:
 - A. AN OVERFLOW WEIR ON THE PROTECTION MEASURE.
 - B. AN EXISTING POSITIVE OVERFLOW SWALE ON THE INLET.
 - C. SUFFICIENT STORAGE VOLUME AROUND THE INLET TO HOLD THE PONDED WATER UNTIL IT CAN ALL FILTER INTO THE INLET.
 - D. OTHER ENGINEERED METHOD.
- 4. POSITIVE OVERFLOW DRAINAGE IS CRITICAL IN THE DESIGN OF INLET PROTECTION. IF OVERFLOW IS NOT PROVIDED FOR AT THE INLET, TEMPORARY MEANS SHALL BE PROVIDED TO ROUTE EXCESS FLOWS THROUGH ESTABLISHED SWALES, STREETS, OR OTHER WATERCOURSES TO MINIMIZE DAMAGE DUE TO FLOODING.
- 5. FILTER FABRIC AND WIRE MESH USED FOR INLET PROTECTION SHALL MEET THE MATERIAL REQUIREMENTS SPECIFIED IN CITY OF WACO STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- BLOCK AND GRAVEL (CRUSHED STONE OR RECYCLED CONCRETE) PROTECTION IS USED WHEN FLOWS EXCEED 0.5 CUBIC FEET PER SECOND AND IT IS NECESSARY TO ALLOW FOR OVERTOPPING TO PREVENT FLOODING.
- 7. BAGS USED TO SECURE INLET PROTECTION DEVICES ON TOP OF CURB INLET SHALL BE FILLED WITH AGGREGATE, FILTER STONE, OR CRUSHED ROCK THAT IS LESS LIKELY THAN SAND TO BE WASHED INTO AN INLET IF THE BAG IS BROKEN. FILLED BAGS SHALL BE 24 TO 30 INCHES LONG, 16 TO 18 INCHES WIDE, AND 6 TO 8 INCHES THICK. BAGS SHALL BE POLYPROPYLENE, POLYETHYLENE, OR POLYAMIDE WOVEN FABRIC WITH A MINIMUM UNIT WEIGHT OF 4 OUNCES PER SQUARE YARD AND MEET THE FOLLOWING CRITERIA:
 - A. GREATER THAN 300 PSI MULLEN BURST STRENGTH USING ASTM D3786 STANDARD TEST METHOD FOR HYDRAULIC BURSTING STRENGTH OF TEXTILE FABRICS-DIAPHRAGM BURSTING STRENGTH TESTER METHOD.
 - B. GREATER THAN 70 PERCENT UV STABILITY USING ASTM D4355 STANDARD TEST METHOD FOR DETERIORATION OF GEOTEXTILES BY EXPOSURE TO LIGHT, MOISTURE, AND HEAT IN A XENON ARC TYPE APPARATUS.
- 8. INLET PROTECTION SHALL BE MAINTAINED AS FOLLOWS:
 - A. INSPECT EVERY 14 DAYS
 - B. CHECK FOR AND REMOVE BLOCKAGE OF INLET AFTER EVERY STORM EVENT WITHIN 24 HOURS
 - C. REMOVE SEDIMENT BEFORE IT REACHES HALF THE DESIGN HEIGHT OR VOLUME OF THE INLET PROTECTION, MORE FREQUENTLY FOR CURB INLETS
 - D. REPAIR OR REPLACE DAMAGED MATERIALS
 - E. CLEAN OR REPLACE FILTER STONE WHEN CLOGGED WITH SEDIMENT
- 9. FOR NON-CITY PROJECTS, REMOVAL OR TRANSFER (SEE FORM <u>WSP-0001</u>) OF ALL INLET PROTECTION AT SUBMISSION OF NOTICE OF TERMINATION.
- **10.** PLEASE REFER TO THE CITY OF WACO STANDARD SPECIFICATIONS FOR CONSTRUCTION, SECTION 1.10, PART 2, A 4 AND PART 3, B 3 FOR INLET PROTECTION MATERIAL AND INSTALLATION SPECIFICATIONS.

INLET PROTECTION GENERAL NOTES

SEE <u>WP-7B</u> FOR ADDITIONAL DETAILS

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