

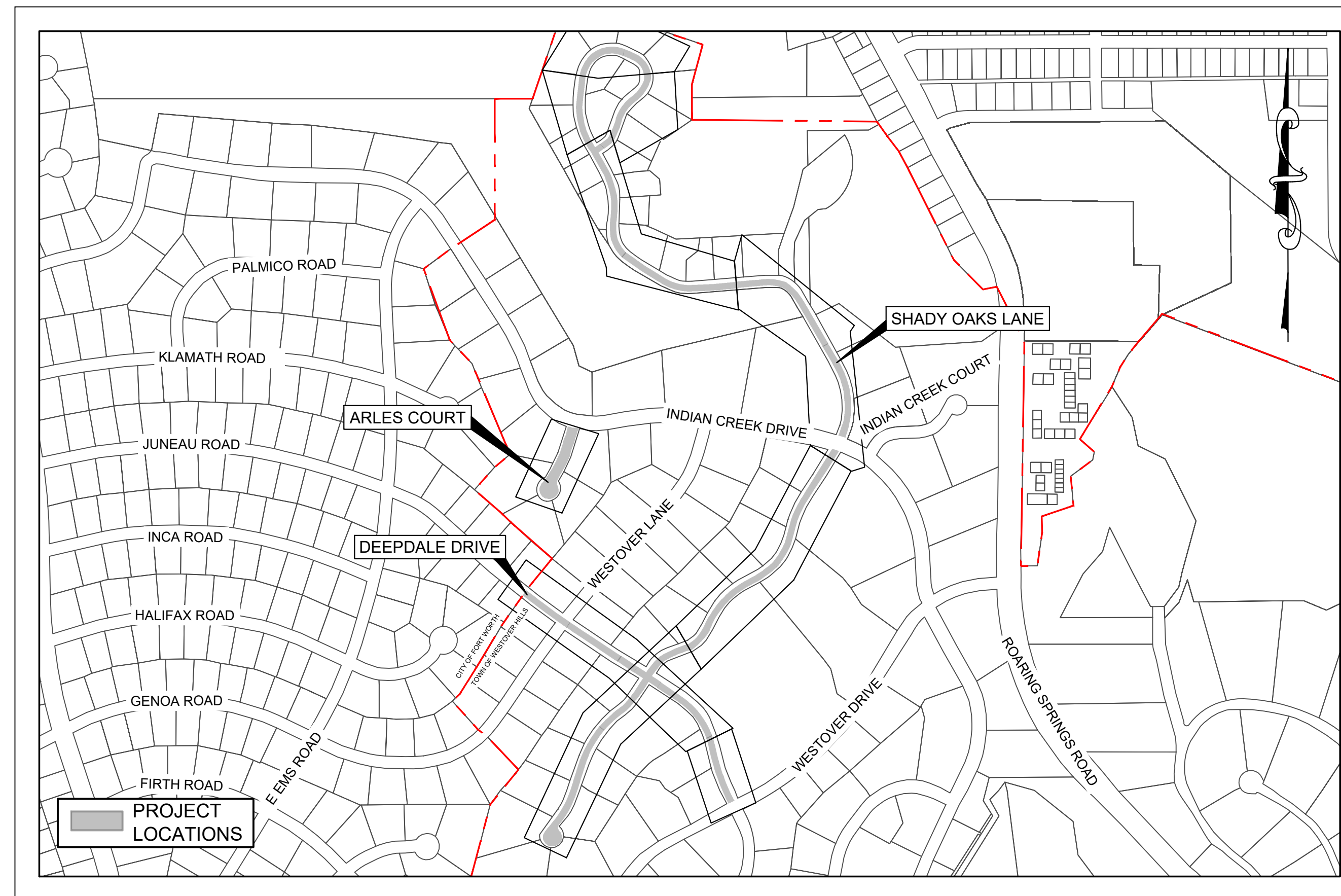


SHADY OAKS LANE, DEEPPDALE DRIVE & ARLES COURT IMPROVEMENTS

CITY COUNCIL

KELLY THOMPSON
 ELLIOT GOLDMAN
 MARCUS SNYDER
 JOHN THOMPSON III
 STEPHEN TATUM
 PHILIP WILLIAMSON

MAYOR
 MAYOR PRO TEM
 COUNCILMAN
 COUNCILMAN
 COUNCILMAN
 COUNCILMAN



VICINITY MAP
 1" = 400'

SHEET INDEX

SHEET NO.	TITLE
GENERAL SHEETS:	
01	COVER SHEET
02	GENERAL NOTES AND LEGEND
03	QUANTITY SUMMARY
04	PROJECT CONTROL AND LAYOUT
05	TYPICAL SECTIONS
SHADY OAKS LN.	
06	STA 0+00 TO STA 10+00
07	STA 10+00 TO STA 20+00
08	STA 20+00 TO STA 30+00
09	STA 30+00 TO STA 40+00
10	STA 40+00 TO STA 50+28
11	STA 0+00 TO STA 3+52 DETAILS
12	STA 43+72 TO STA 46+69 DETAILS
DEEPPDALE DR.	
13	STA 0+00 TO STA 10+00
14	STA 10+00 TO END
INTERSECTION PLANS WITHIN SURVEY LIMITS	
15	INTERSECTION AT SHADY OAKS LN AND DEEPPDALE DR
16	INTERSECTION AT SHADY OAKS LN AND INDIAN CREEK DR
ARLES COURT	
17	STA 0+00 TO END (DESIGNED BY OTHERS)
STANDARD DETAILS	
18	STANDARD DETAILS - 1
19	STANDARD DETAILS - 2
20	STANDARD DETAILS - 3
21	STANDARD DETAILS - 4
22	STANDARD DETAILS - 5
23	STANDARD DETAILS - 6
24	STANDARD DETAILS - 7
25	TRAFFIC CONTROL DETAILS - 1

DECEMBER 2023

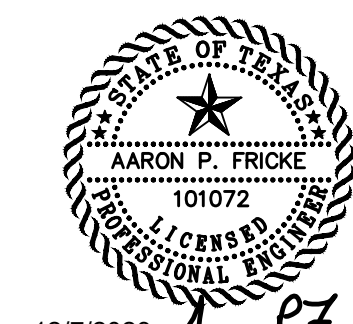


TBPELS Firm Registration No. 274
 Land Survey Firm Registration No. 10194167

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 Fort Worth, Texas 76116

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PROJECT NUMBER : 2312-004-01



12/7/2023 Aaron P. Fricke

2312-004-01 *TOWN OF WESTOVER HILLS * SHADY OAKS LANE & DEEPPDALE DRIVE IMPROVEMENTS *

DESCRIPTION	QUANTITY	UNIT	Sheet-6	Sheet-7	Sheet-8	Sheet-9	Sheet-10	Sheet-11	Sheet-12	Sheet-13	Sheet-14	Sheet-15	Sheet-16	Sheet-17
REMOVE ASPHALT PAVEMENT AND SUBGRADE (6")	7,880	SY	1,662	2,958	245	142	328	1,449	18	668	-	198	49	163
REMOVE AND REPLACE CONC VALLEY GUTTER	164	SY	-	-	-	-	-	-	-	-	-	80	84	-
REMOVE AND REPLACE CONC (CURB & GUTTER)	284	LF	-	-	-	-	-	54	4	-	-	-	41	185
REMOVE AND REPLACE MANHOLE COLLAR	3	EACH	-	-	-	1	1	1	-	-	-	-	-	-
REMOVE AND REPLACE VALVE COLLAR	5	EACH	-	-	1	2	-	-	-	-	-	2	-	-
2" SURFACE MILLING/OVERLAY	12,095	SY	-	-	2,712	3,108	2,263	-	891	1,975	804	342	-	-
ASPHALT (TY-D) (2")	7,880	SY	1,662	2,958	245	142	328	1,449	18	668	-	198	49	163
ASPHALT (TY-B) (4")	7,880	SY	1,662	2,958	245	142	328	1,449	18	668	-	198	49	163
PRIME COAT (CSS - 1H)	1,576	GAL	332	592	49	28	66	290	4	134	-	40	10	33
LIME TRT (EXST MATL) (6")	7,880	SY	1,662	2,958	245	142	328	1,449	18	668	-	198	49	163
6" THICK REINFORCED CONCRETE DRIVEWAY (3000PSI)	26	SY	-	-	-	-	-	-	26	-	-	-	-	-

MILL AND OVERLAY QUANTITIES	
SHADY OAKS LANE	80,766 SF
DEEPPDALE DRIVE	28,089 SF
TOTAL FULL MILL	108,855 SF
TOTAL SF OVERLAY	108,855 SF

ASPHALT REMOVAL AND REPLACEMENT			
STREET	REMOVAL	REPLACEMENT – ASPHALT (TY-D) 2"	REPLACEMENT – ASPHALT (TY-B) 4"
SHADY OAKS LANE	63,441 SF	63,441 SF	63,441 SF
DEEPPDALE DRIVE	6,012 SF	6,012 SF	6,012 SF
ARLES COURT	1,467 SF	1,467 SF	1,467 SF
TOTAL	70,920 SF	70,920 SF	70,920 SF

Dwg Info: W:\Projects\20231204_WestoverHills_ShadyOaks400_CAD412_Muni02_Plan_SHEET\23120401_GENRL.dwg - Plotter: 4/18/2024

NO.	DATE	COMMENT
1	04/18/2024	REVISION 1



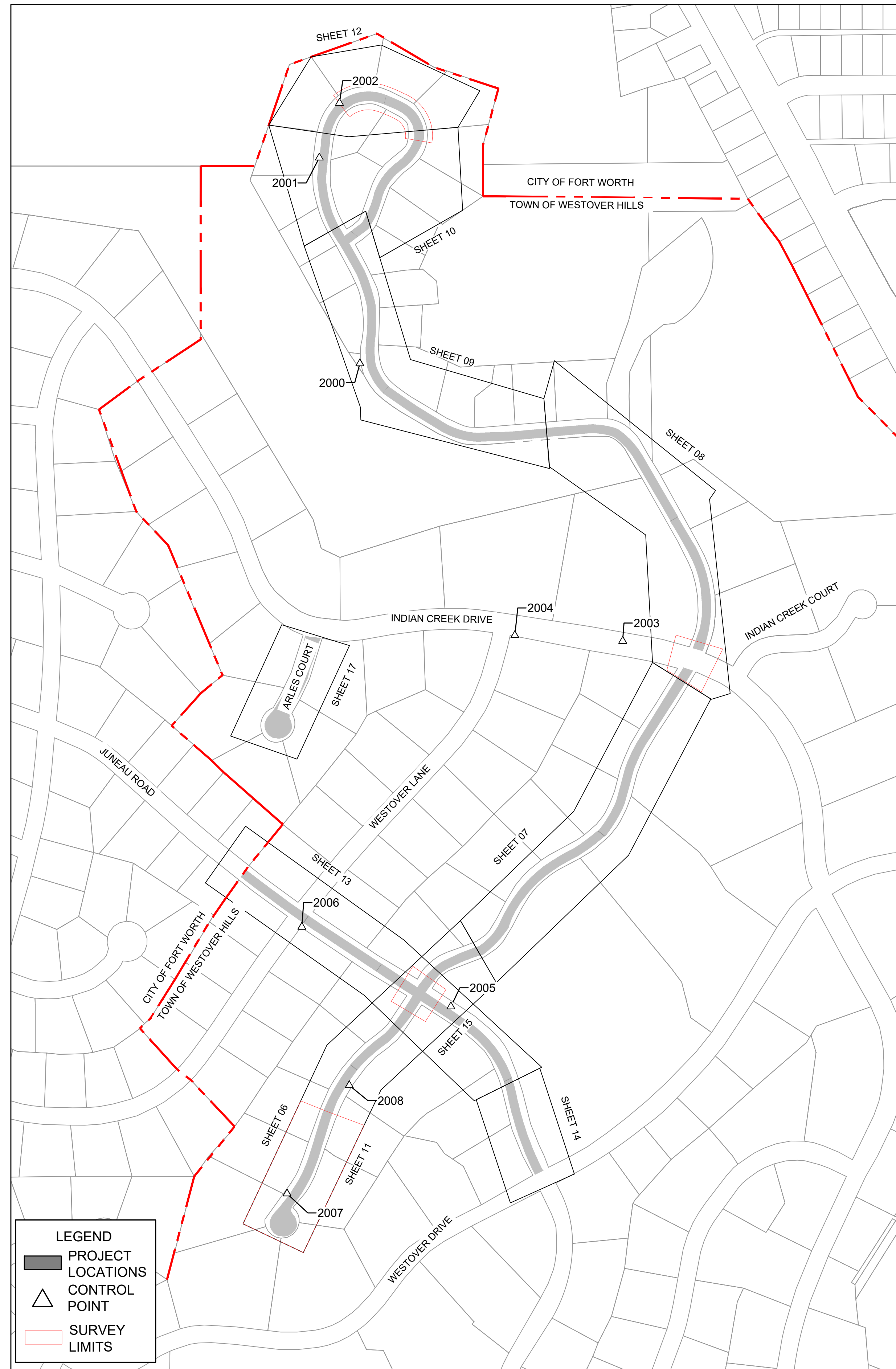
SHADY OAKS LANE & DEEPPDALE DRIVE IMPROVEMENTS QUANTITY SUMMARY



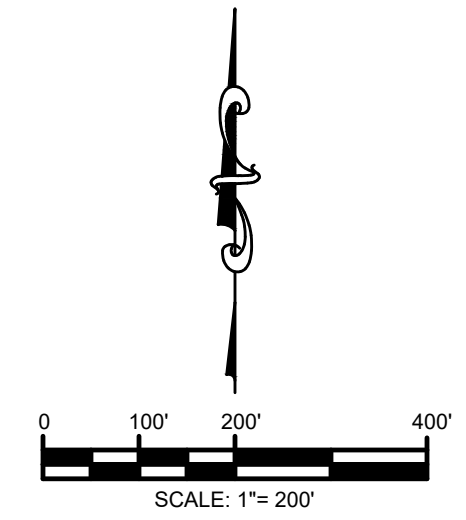
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DESIGN BY: NS
 DATE: April 24
 SHEET: 2312-004-01

Dwg Info: W:\Projects\2023\2004_Westover_Hills\01_WestoverHills_ShadyOaks400_CAD\412_Munio2_PLAN_SHEET\231200401_GENRL.dwg - Plotter: 4/18/2024

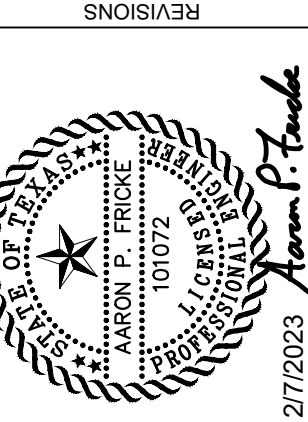


CONTROL POINTS				
CP #	NORTHING	EASTING	ELEVATION	POINT DESCRIPTION
2007	6955726.9519	2301233.4198	685.620	5/8 in REBAR W/ CAP
2008	6956037.7791	2301412.1322	682.688	5/8 in REBAR W/ CAP
2005	6956263.8153	2301703.8852	643.500	5/8 in REBAR W/ CAP
2006	6956492.2837	2301275.9379	691.850	5/8 in REBAR W/ CAP
2003	6957312.9562	2302196.9334	644.613	1/2 in PK
2004	6957329.1911	2301887.3893	680.841	5/8 in REBAR W/ CAP
2000	6958109.4107	2301442.5449	693.704	5/8 in REBAR W/ CAP
2001	6958700.0236	2301326.1319	666.993	1/2 in PK
2002	6958856.8784	2301383.9959	655.937	1/2 in PK



1. BASIS OF BEARING IS GRID NORTH, REFERENCED TO THE TEXAS COORDINATE SYSTEM OF 1983, NORTH CENTRAL ZONE (4202), AND BASED UPON THE NORTH AMERICAN DATUM OF 1983 (NAD83), 2011 ADJUSTMENT, EPOCH 2010. Coordinates are surface coordinates using a scale factor of 1.00012 (from coordinates 0,0). Distances are surface distances and may be converted to grid distances by dividing the surface distance by the scale factor.
2. Elevations shown hereon are referenced to the North American Vertical Datum of 1988 (NAVD88) and were calculated by applying vertical shifts derived from Geoid Model 2012B (or the newly released Geoid 2018) to ellipsoid heights calculated from GPS/GNSS observations referenced to the North American Datum of 1983, 2011 Adjustment (NAD83 2011).

NO.	DATE	COMMENT

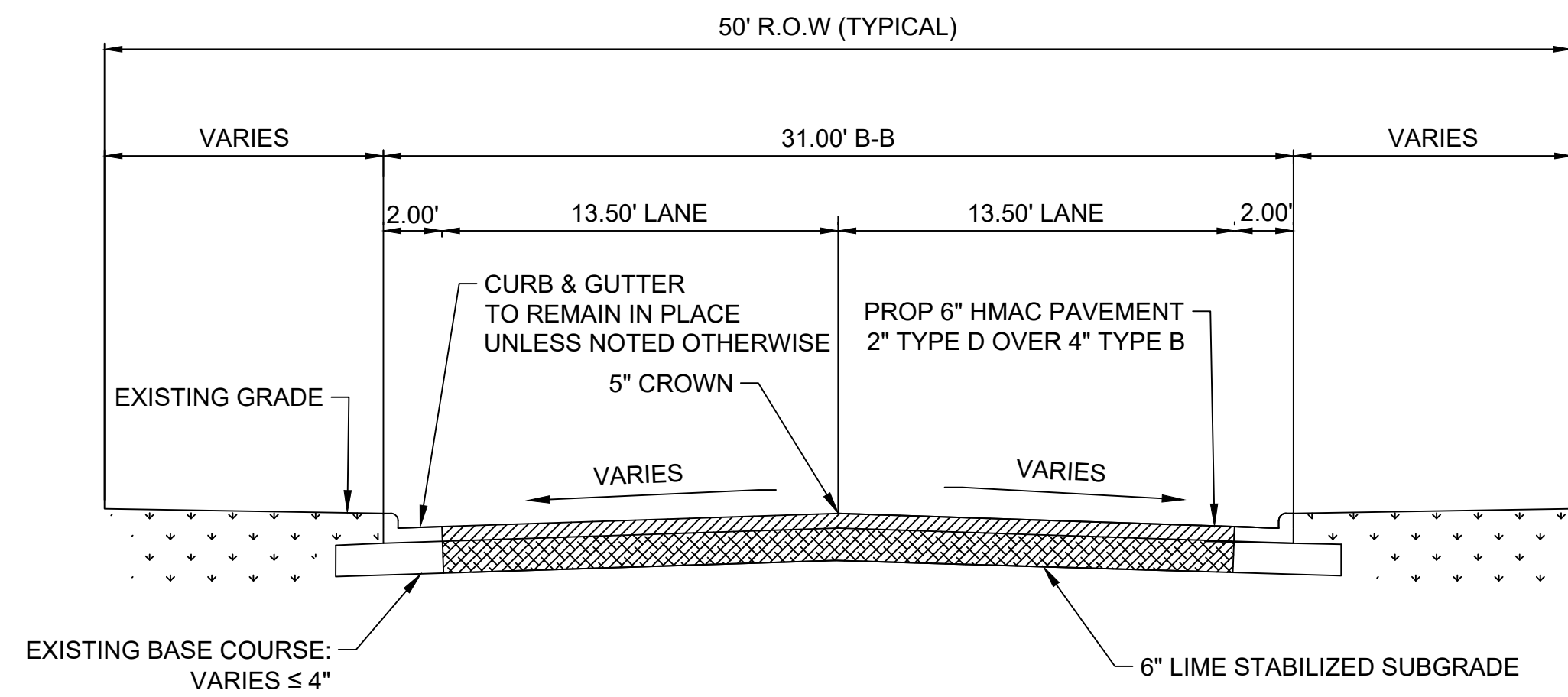


**SHADY OAKS LANE &
DEEPDALE DRIVE
IMPROVEMENTS
PROJECT CONTROL AND
LAYOUT**

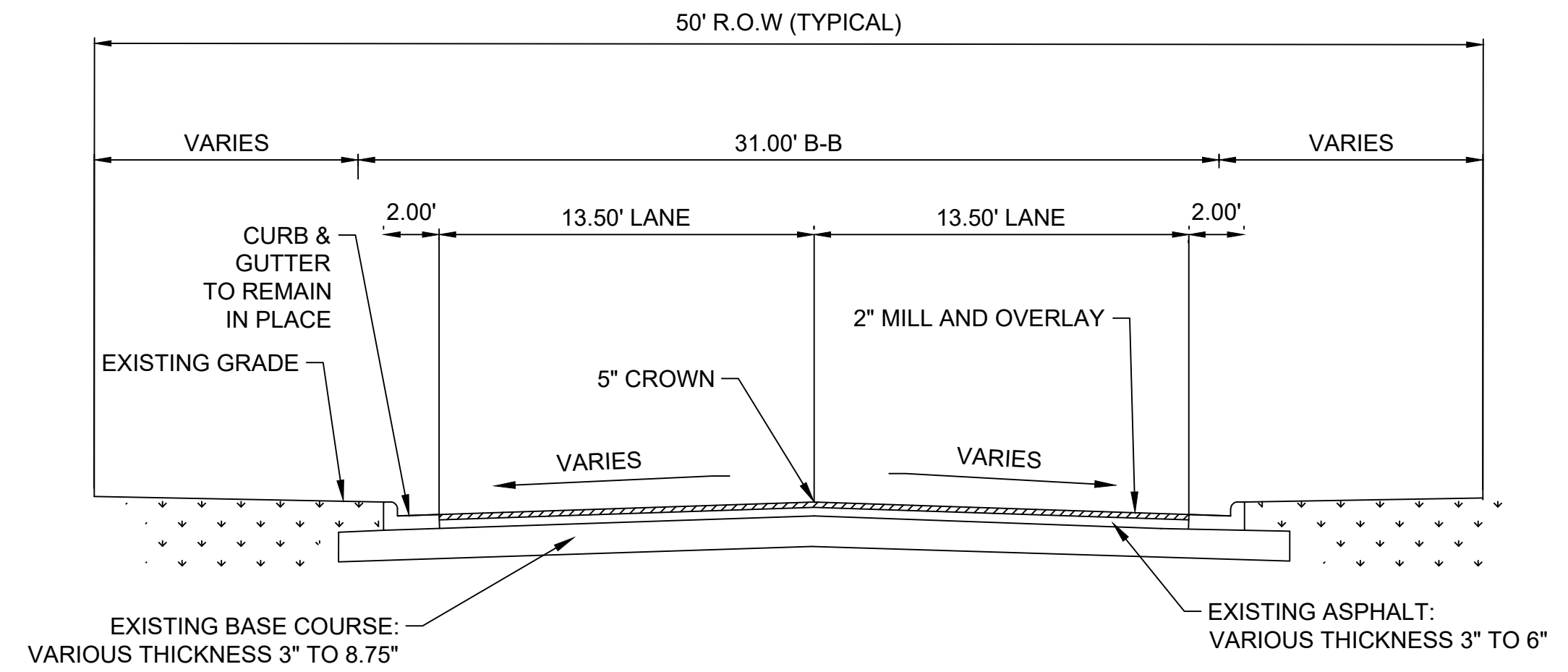


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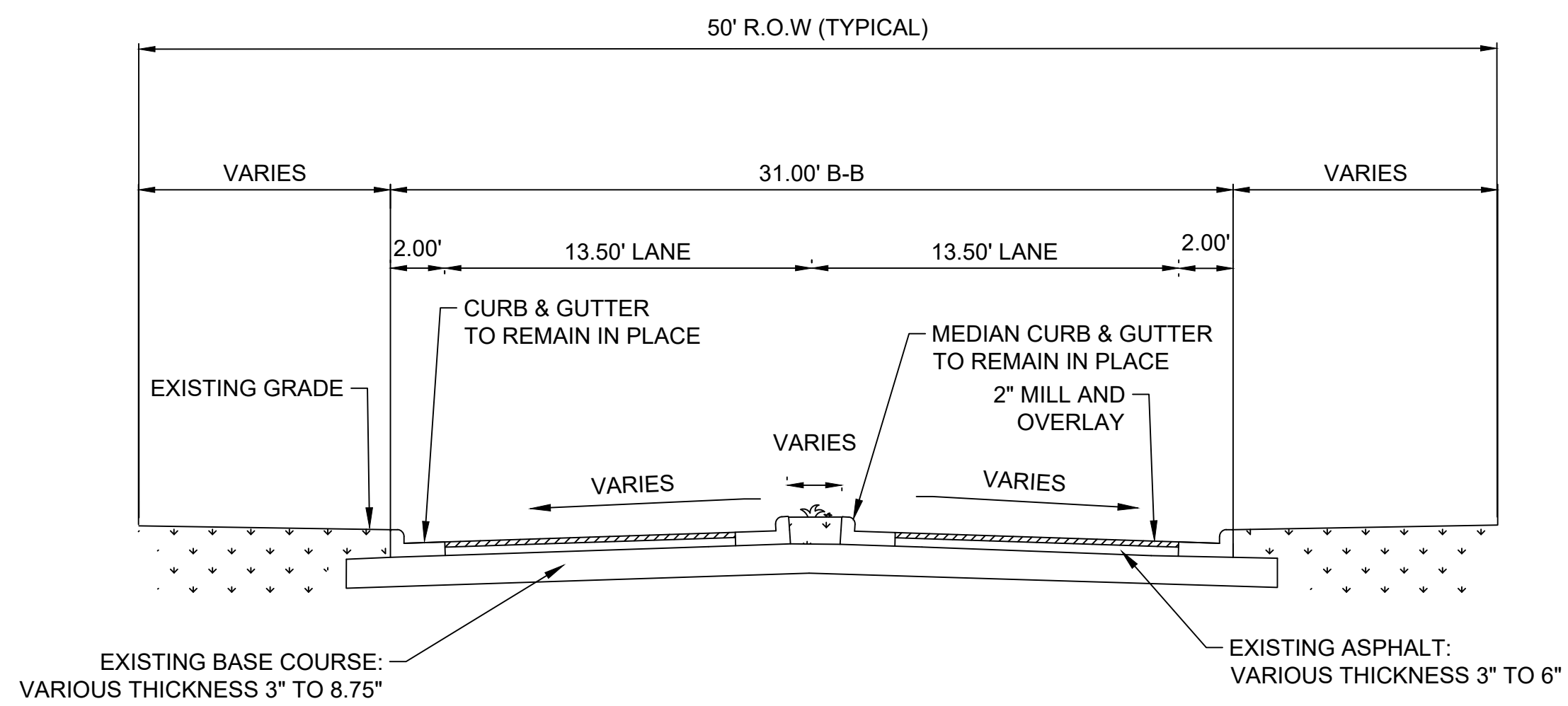
DESIGN BY: AF	DRAWN BY: NS
DATE: April 24	JOB NUMBER: 2312-004-01
SHEET	



TYPICAL SECTION A
FULL DEPTH PAVEMENT REPLACEMENT
 SHADY OAKS LN - STA 0+00 TO STA 20+04
 DEEPDALE DR - STA 0+00 TO STA 2+26



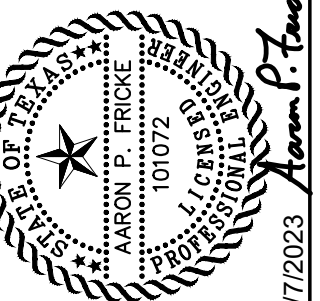
TYPICAL SECTION B
MILL AND OVERLAY
 SHADY OAKS LN - STA 21+24 TO STA 35+30
 SHADY OAKS LN - STA 35+60 TO STA 50+28
 DEEPDALE DR - STA 2+26 TO STA 12+45



TYPICAL SECTION C
MILL AND OVERLAY
 SHADY OAKS LN - STA 35+30 TO STA 35+60

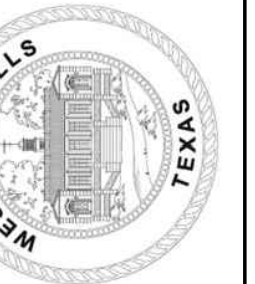
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NO.	DATE	COMMENT



Know what's below.
Call before you dig.

SHADY OAKS LANE &
 DEEPDALE DRIVE
 IMPROVEMENTS
 TYPICAL SECTIONS

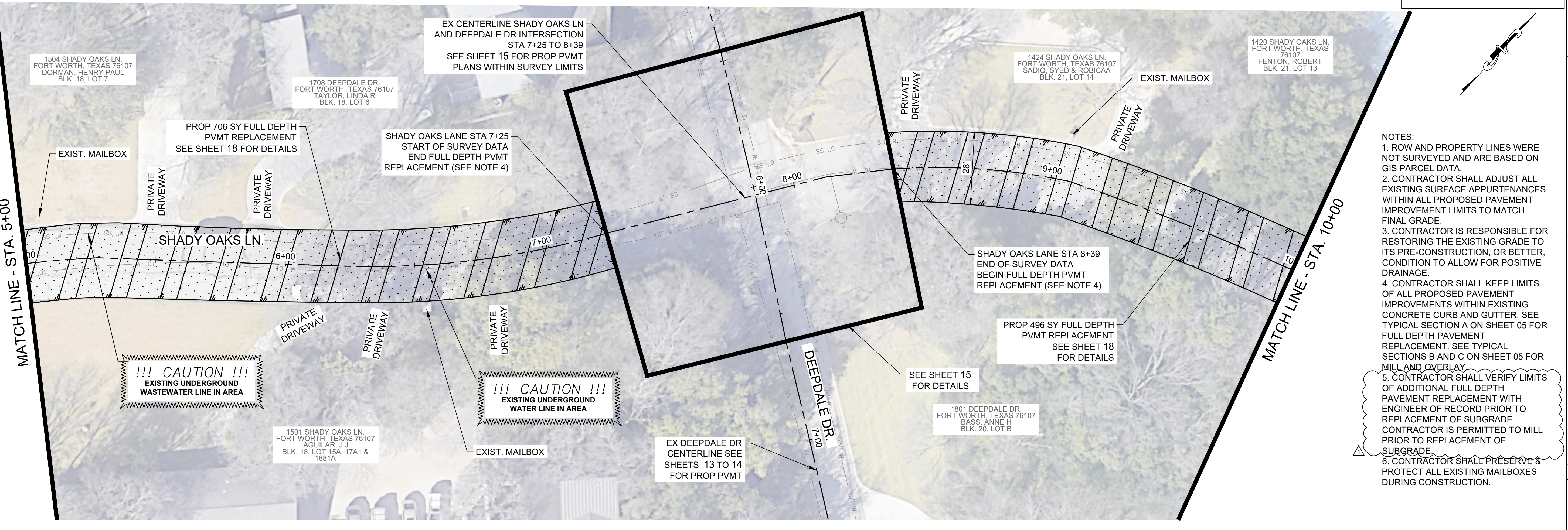
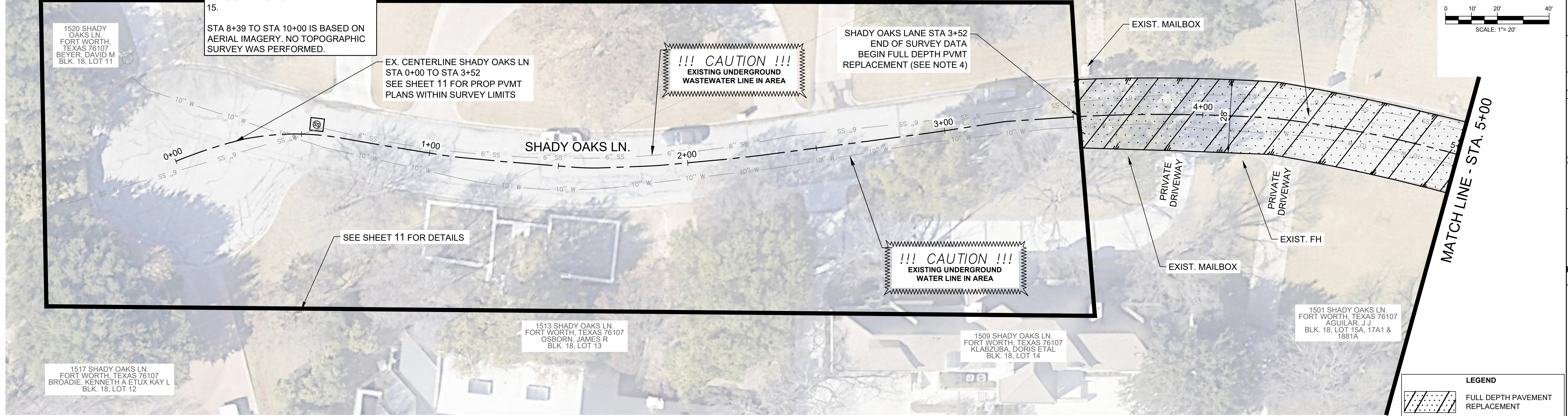


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DATE: April 24	JOB NUMBER: 2312-004-01

!!! WARNING !!!
 EXISTING UTILITIES IN THE AREA. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE PROVIDER PRIOR TO START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY RELOCATION WHERE NECESSARY AND PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN). IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT THEIR OWN EXPENSE.

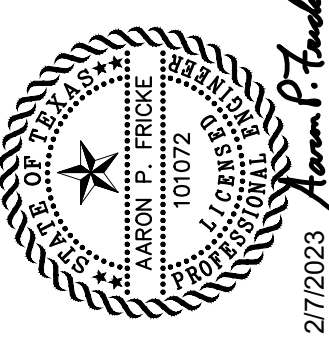
STA 0+00 TO 3+52 IS BASED ON TOPOGRAPHIC SURVEY SEE SHEET 11.
 STA 3+52 TO STA 7+25 IS BASED ON AERIAL IMAGERY. NO TOPOGRAPHIC SURVEY WAS PERFORMED.
 STA 7+25 TO STA 8+39 IS BASED ON TOPOGRAPHIC SURVEY SEE SHEET 15.
 STA 8+39 TO STA 10+00 IS BASED ON AERIAL IMAGERY. NO TOPOGRAPHIC SURVEY WAS PERFORMED.



NOTES:

1. ROW AND PROPERTY LINES WERE NOT SURVEYED AND ARE BASED ON GIS PARCEL DATA.
2. CONTRACTOR SHALL ADJUST ALL EXISTING SURFACE APPURTENANCES WITHIN ALL PROPOSED PAVEMENT IMPROVEMENT LIMITS TO MATCH FINAL GRADE.
3. CONTRACTOR IS RESPONSIBLE FOR RESTORING THE EXISTING GRADE TO ITS PRE-CONSTRUCTION, OR BETTER, CONDITION TO ALLOW FOR POSITIVE DRAINAGE.
4. CONTRACTOR SHALL KEEP LIMITS OF ALL PROPOSED PAVEMENT IMPROVEMENTS WITHIN EXISTING CONCRETE CURB AND GUTTER. SEE TYPICAL SECTION A ON SHEET 05 FOR FULL DEPTH PAVEMENT REPLACEMENT. SEE TYPICAL SECTIONS B AND C ON SHEET 05 FOR MILL AND OVERLAY.
5. CONTRACTOR SHALL VERIFY LIMITS OF ADDITIONAL FULL DEPTH PAVEMENT REPLACEMENT WITH ENGINEER OF RECORD PRIOR TO REPLACEMENT OF SUBGRADE. CONTRACTOR IS PERMITTED TO MILL PRIOR TO REPLACEMENT OF SURGRADE.
6. CONTRACTOR SHALL PRESERVE & PROTECT ALL EXISTING MAILBOXES DURING CONSTRUCTION.

NO.	DATE	COMMENT



SHADY OAKS LANE & DEEPPDALE DRIVE IMPROVEMENTS
 SHADY OAKS LN.
 STA 0+00 TO STA 10+00



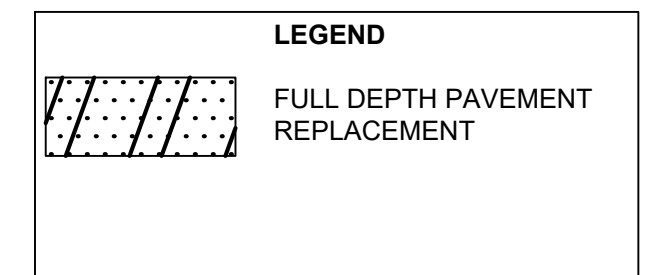
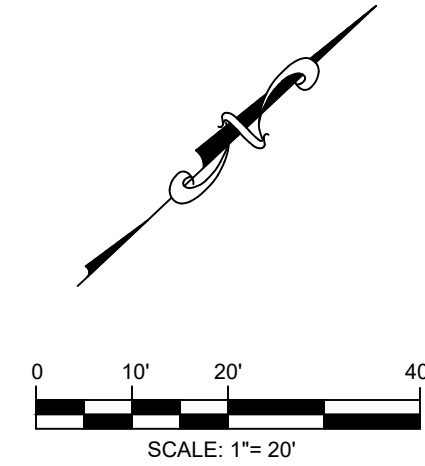
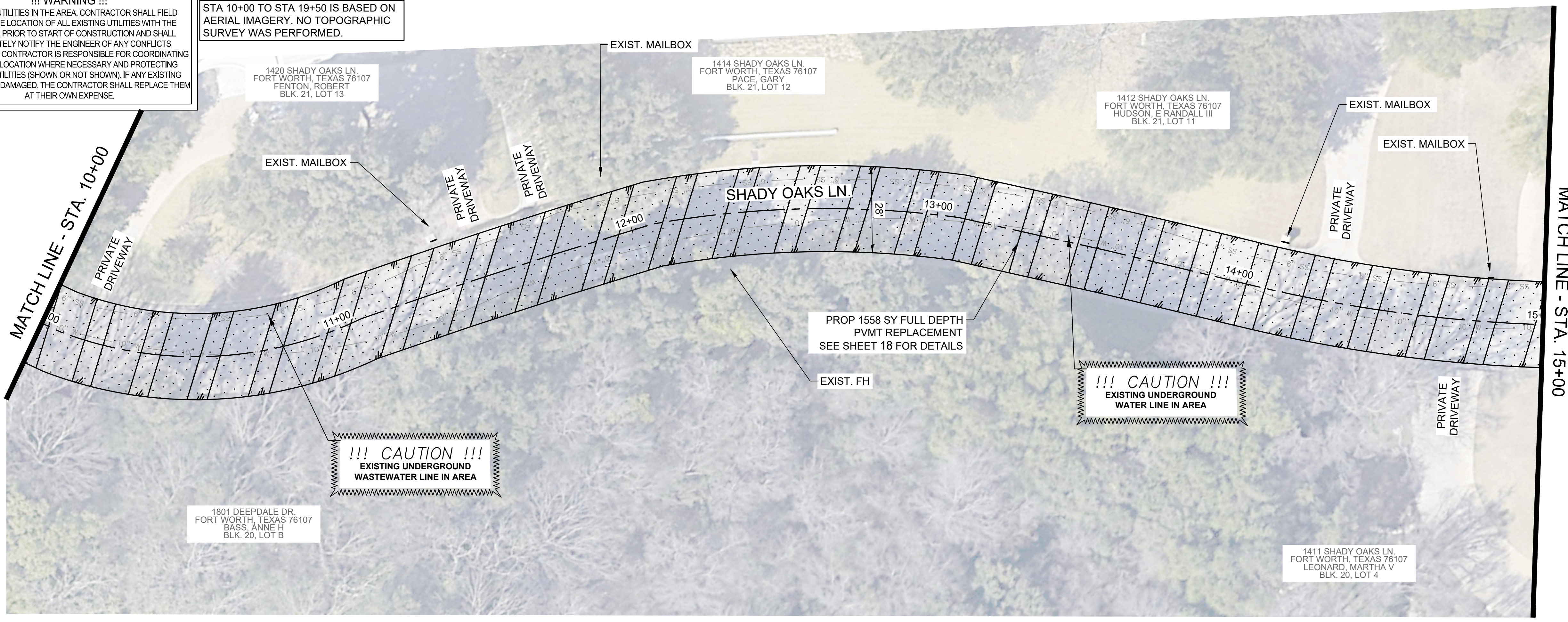
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DATE: April 2024	JOB NUMBER: 2312-004-01
SHEET	

Dwg Info: W:\Projects\202312004_WestoverHills_ShadyOaks400_CAD\412_Multi02_Plan_SHEET1231200401_RDWY_SHADYOAKS.dwg - Plotter: 4/18/2024

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STA 10+00 TO STA 19+50 IS BASED ON AERIAL IMAGERY. NO TOPOGRAPHIC SURVEY WAS PERFORMED.



NO.	DATE	COMMENT



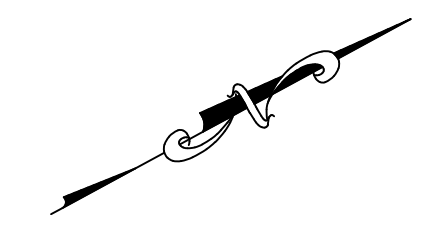
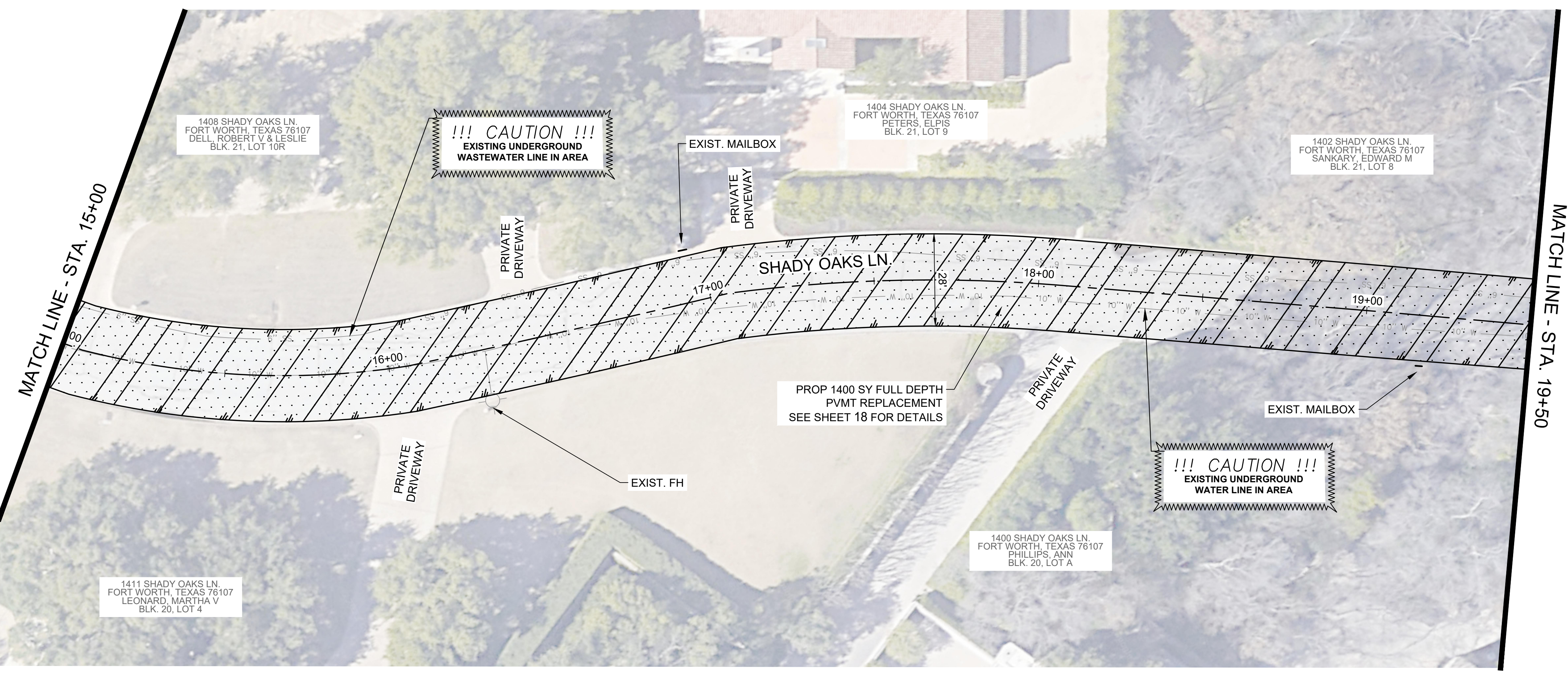
SHADY OAKS LANE & DEEPPDALE DRIVE IMPROVEMENTS
 SHADY OAKS LN.
 STA 10+00 TO STA 20+00

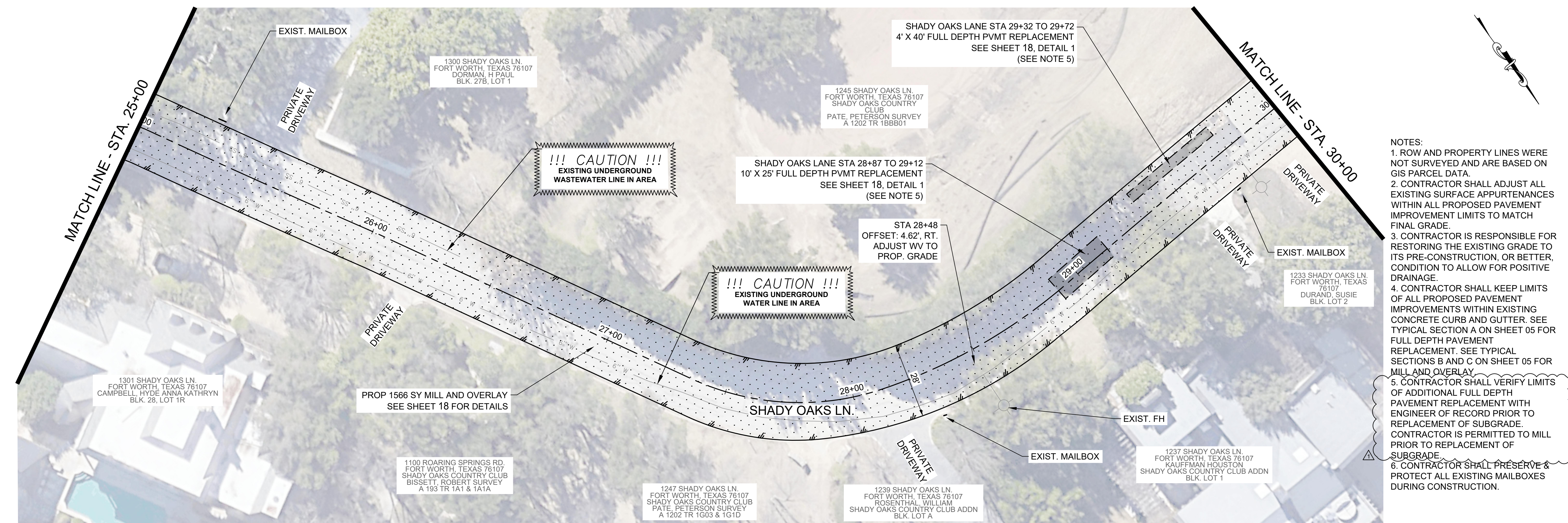
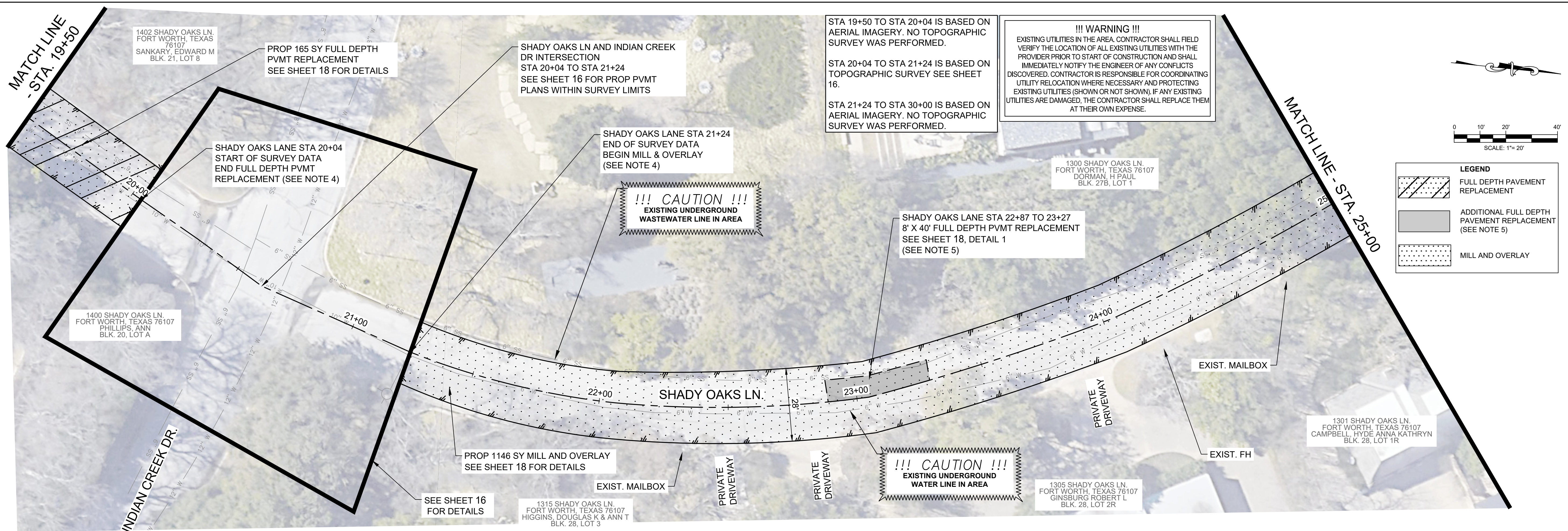


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- NOTES:**
1. ROW AND PROPERTY LINES WERE NOT SURVEYED AND ARE BASED ON GIS PARCEL DATA.
 2. CONTRACTOR SHALL ADJUST ALL EXISTING SURFACE APPURTENANCES WITHIN ALL PROPOSED PAVEMENT IMPROVEMENT LIMITS TO MATCH FINAL GRADE.
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 5. CONTRACTOR SHALL VERIFY LIMITS OF ADDITIONAL FULL DEPTH PAVEMENT REPLACEMENT WITH ENGINEER OF RECORD PRIOR TO REPLACEMENT OF SUBGRADE. CONTRACTOR IS PERMITTED TO MILL PRIOR TO REPLACEMENT OF SUBGRADE.
 6. CONTRACTOR SHALL PRESERVE & PROTECT ALL EXISTING MAILBOXES DURING CONSTRUCTION.

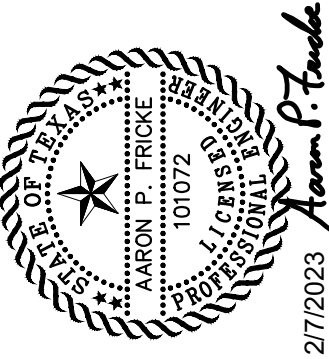
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- NOTES:
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SHADY OAKS LANE & DEEPDALE DRIVE IMPROVEMENTS
SHADY OAKS LN.
STA 20+00 TO STA 30+00



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DATE: April 2024	JOB NUMBER: 2312-004-01
SHEET	08

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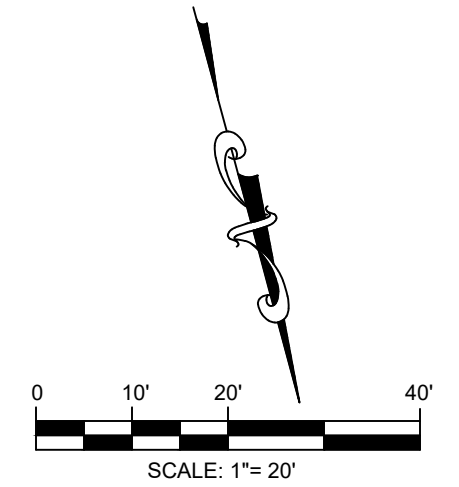
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STA 30+00 TO STA 40+50 IS BASED ON AERIAL IMAGERY. NO TOPOGRAPHIC SURVEY WAS PERFORMED.

SHADY OAKS LANE STA 31+89 TO 32+08
 4' X 19' FULL DEPTH PVTM REPLACEMENT
 TREE ROOT TO BE CUT & REMOVED FROM
 GUTTER LINE TO CURB INLET
 SEE SHEET 18, DETAIL 1
 (SEE NOTE 5)

!!! CAUTION !!!
 EXISTING UNDERGROUND
 WATER LINE IN AREA

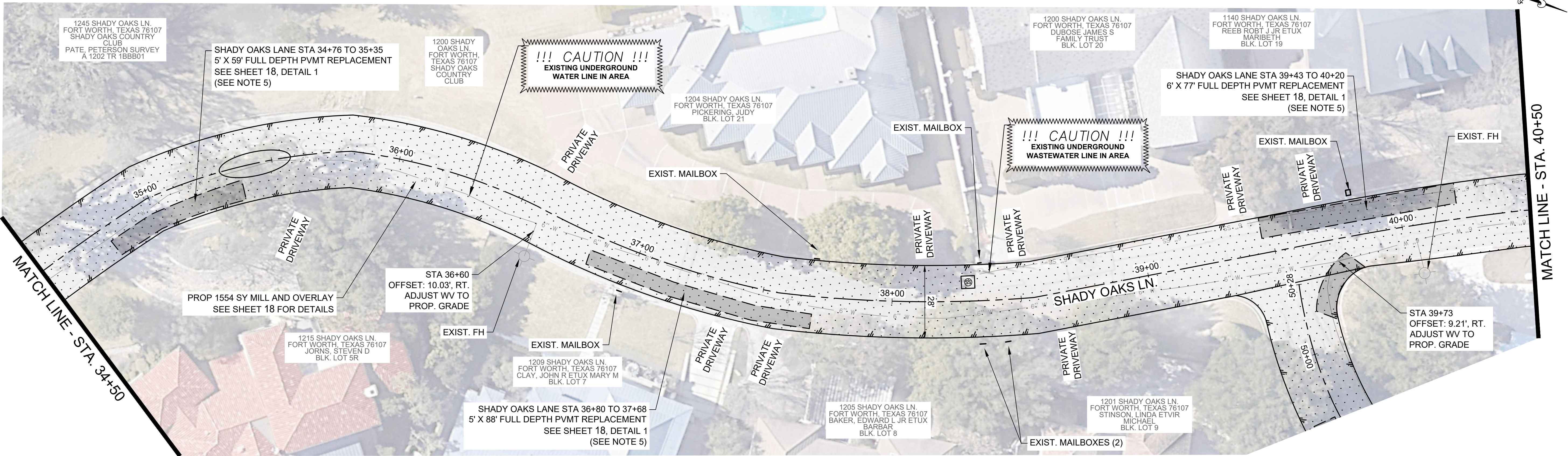
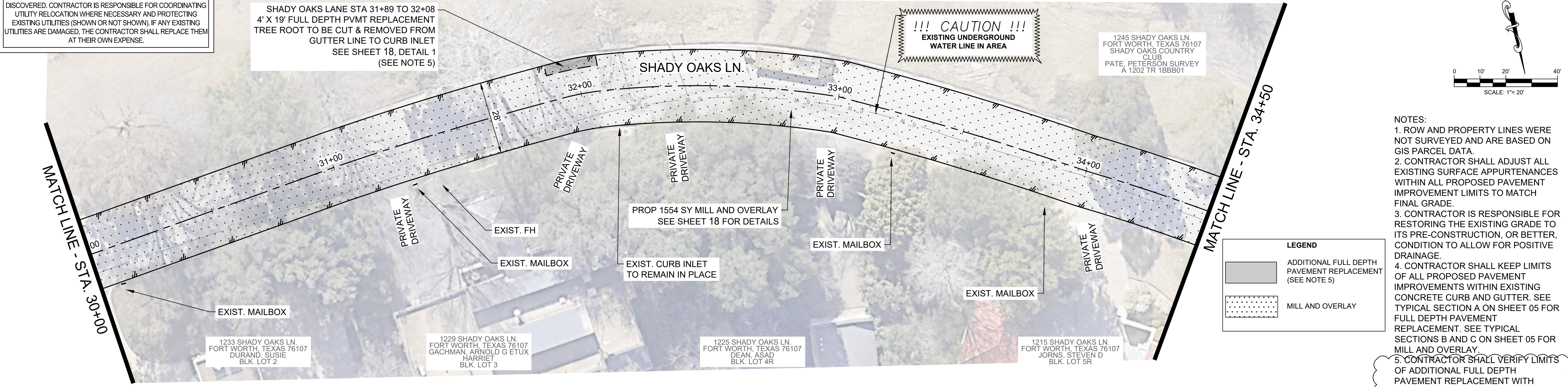
1245 SHADY OAKS LN.
 FORT WORTH, TEXAS 76107
 SHADY OAKS COUNTRY CLUB
 PATE, PETERSON SURVEY
 A 1202 TR 1BBB01



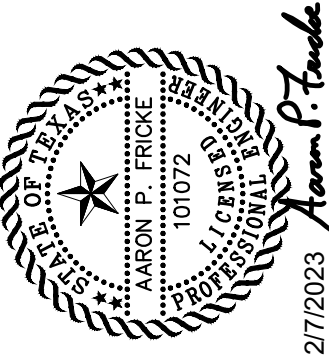
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LEGEND

- [Solid grey box] ADDITIONAL FULL DEPTH PAVEMENT REPLACEMENT (SEE NOTE 5)
- [Dotted box] MILL AND OVERLAY



NO.	DATE	COMMENT



SHADY OAKS LANE & DEEPPDALE
 DRIVE IMPROVEMENTS
 SHADY OAKS LN.
 STA 30+00 TO STA 40+00



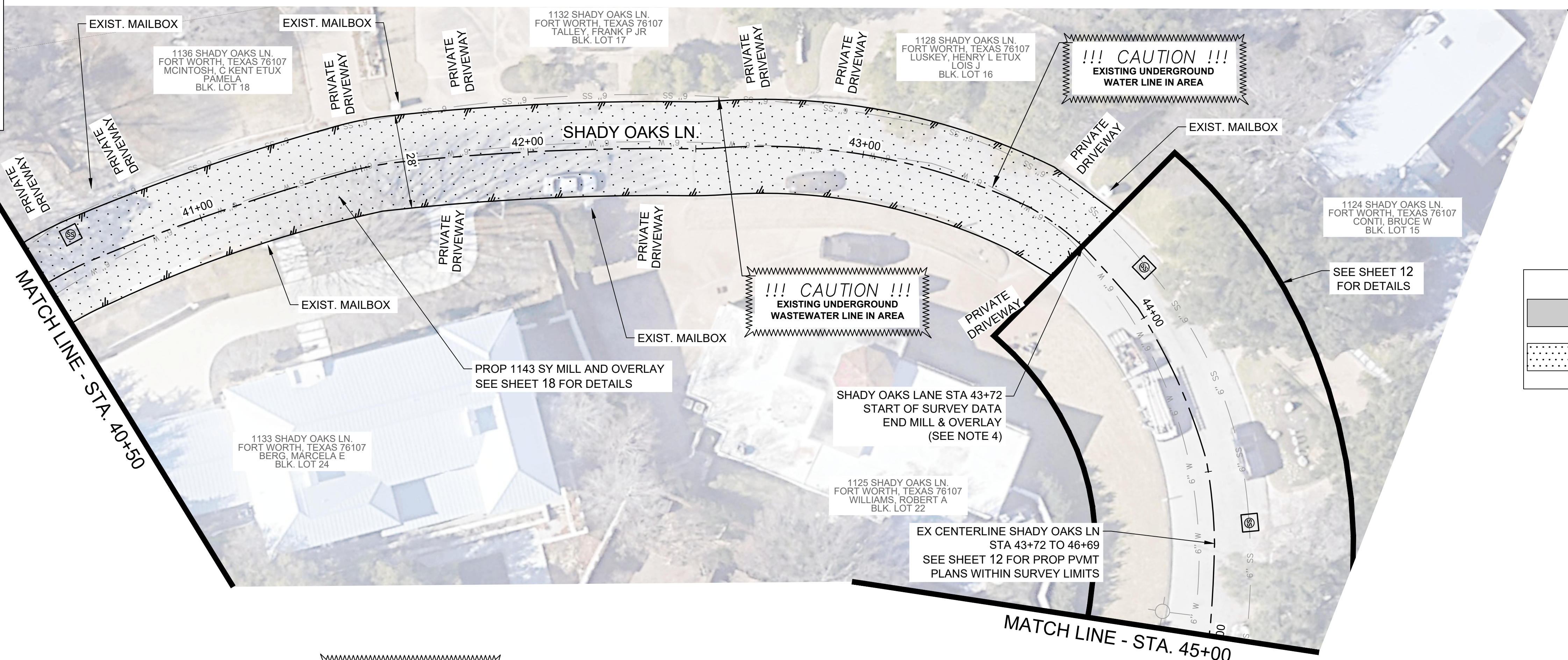
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SHEET	

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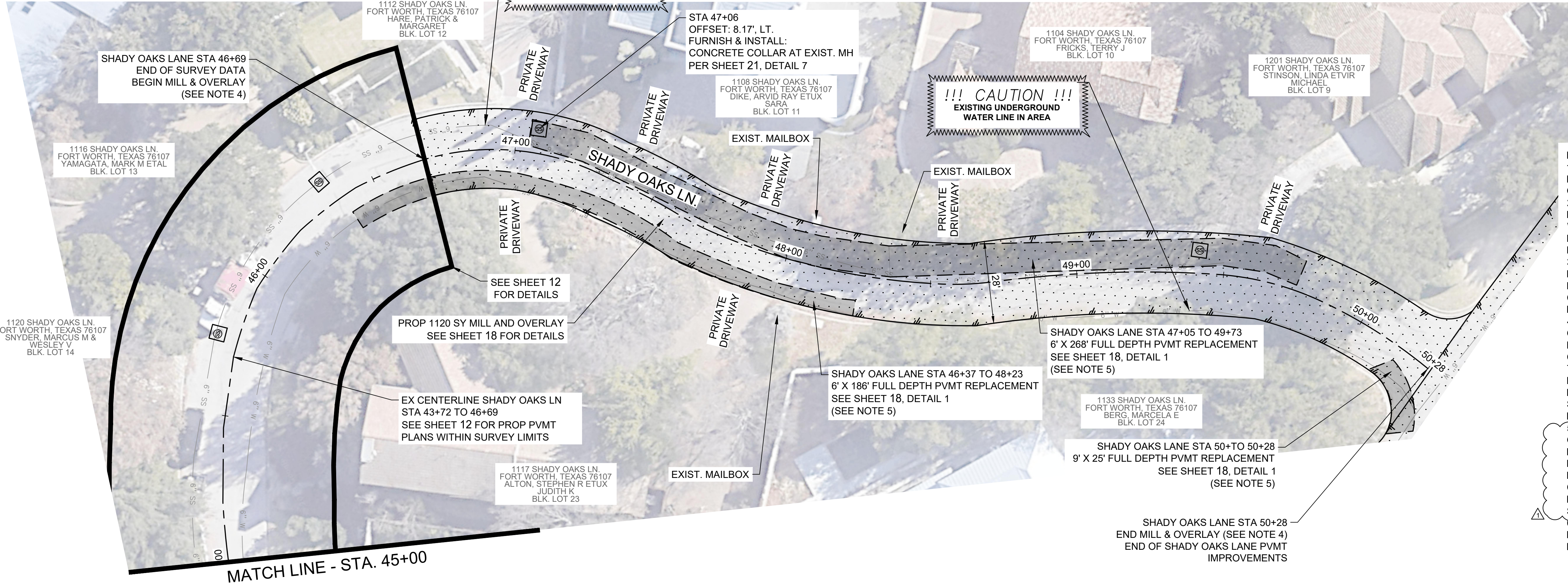
!!! WARNING !!!
 EXISTING UTILITIES IN THE AREA. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL EXISTING UTILITIES WITH THE PROVIDER PRIOR TO START OF CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY CONFLICTS DISCOVERED. CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY RELOCATION WHERE NECESSARY AND PROTECTING EXISTING UTILITIES (SHOWN OR NOT SHOWN). IF ANY EXISTING UTILITIES ARE DAMAGED, THE CONTRACTOR SHALL REPLACE THEM AT THEIR OWN EXPENSE.

STA 40+50 TO STA 43+72 IS BASED ON AERIAL IMAGERY. NO TOPOGRAPHIC SURVEY WAS PERFORMED.
 STA 43+72 TO STA 46+69 IS BASED ON TOPOGRAPHIC SURVEY SEE SHEET 12.
 STA 46+69 TO STA 50+28 IS BASED ON AERIAL IMAGERY. NO TOPOGRAPHIC SURVEY WAS PERFORMED.



LEGEND

- ADDITIONAL FULL DEPTH PAVEMENT REPLACEMENT (SEE NOTE 5)
- MILL AND OVERLAY

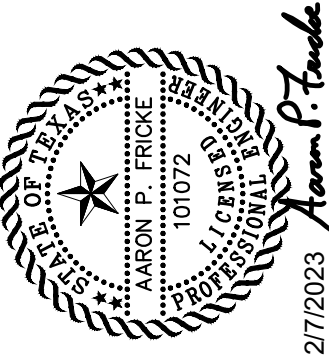


NOTES:

1. ROW AND PROPERTY LINES WERE NOT SURVEYED AND ARE BASED ON GIS PARCEL DATA.
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4. CONTRACTOR SHALL KEEP LIMITS OF ALL PROPOSED PAVEMENT IMPROVEMENTS WITHIN EXISTING CONCRETE CURB AND GUTTER. SEE TYPICAL SECTION A ON SHEET 05 FOR FULL DEPTH PAVEMENT REPLACEMENT. SEE TYPICAL SECTIONS B AND C ON SHEET 05 FOR MILL AND OVERLAY.
5. CONTRACTOR SHALL VERIFY LIMITS OF ADDITIONAL FULL DEPTH PAVEMENT REPLACEMENT WITH ENGINEER OF RECORD PRIOR TO REPLACEMENT OF SUBGRADE. CONTRACTOR IS PERMITTED TO MILL PRIOR TO REPLACEMENT OF SUBGRADE.
6. CONTRACTOR SHALL PRESERVE & PROTECT ALL EXISTING MAILBOXES DURING CONSTRUCTION.

Dwg Info: W:\Projects\202312004_VestoverHills\ShadyOaks\400_CAD\412_Mun02_PLAN_SHEET\231200401_RDVY_SHADYOAKS.dwg - Plotter: 4/18/2024

NO.	DATE	COMMENT



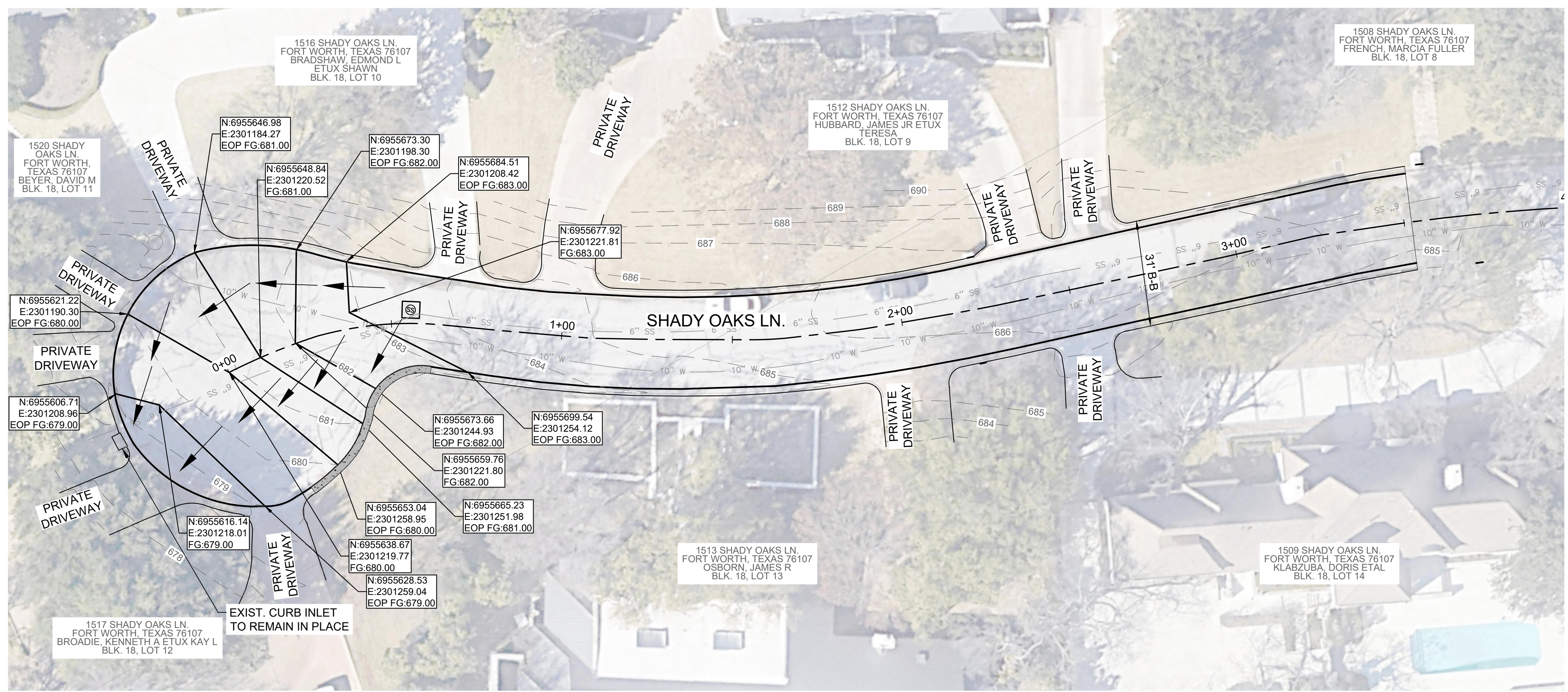
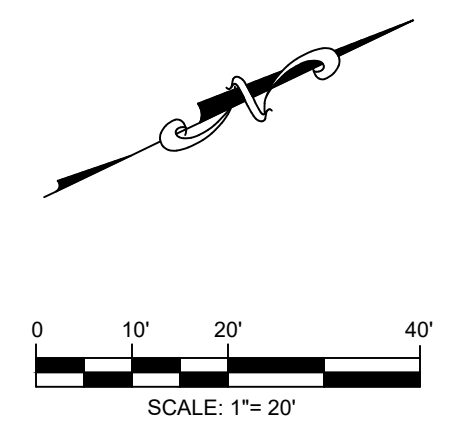
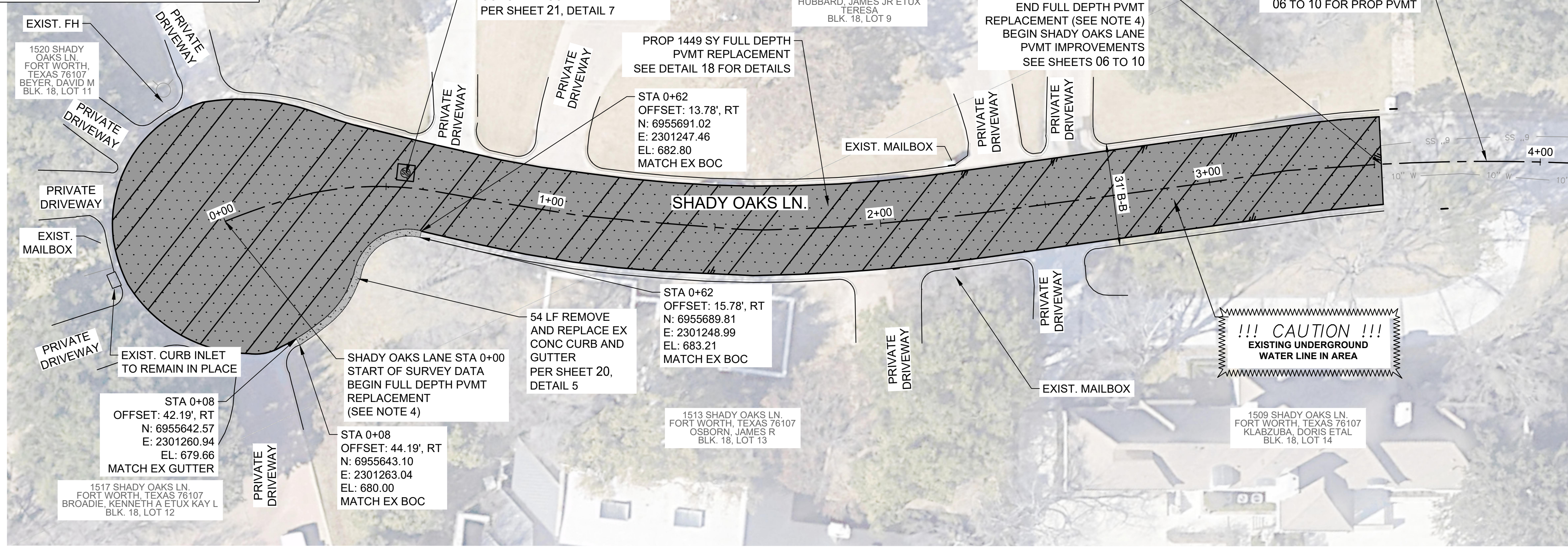
SHADY OAKS LANE & DEEPDALE DRIVE IMPROVEMENTS
 SHADY OAKS LN.
 STA 40+00 TO STA 50+28



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DESIGN BY: AF	DRAWN BY: NLS
DATE: April 2024	JOB NUMBER: 2312-004-01
SHEET	

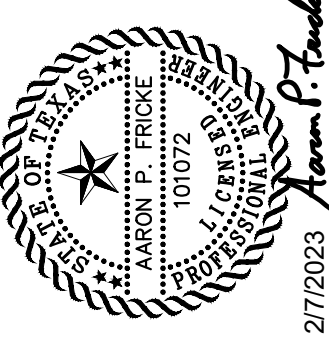
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NO.	DATE	COMMENT
1	04/18/2024	REVISION 1



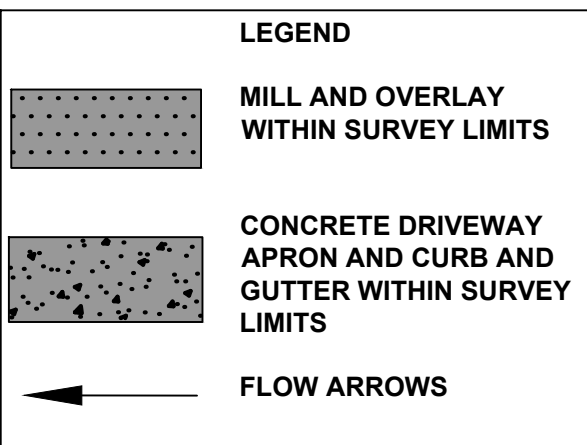
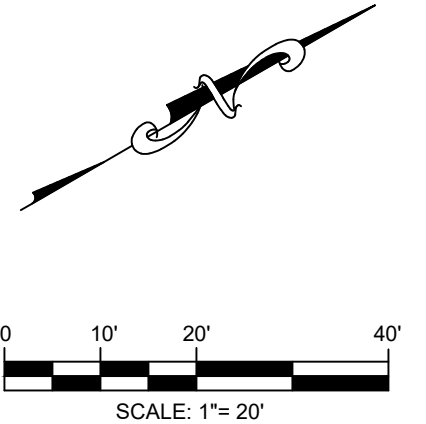
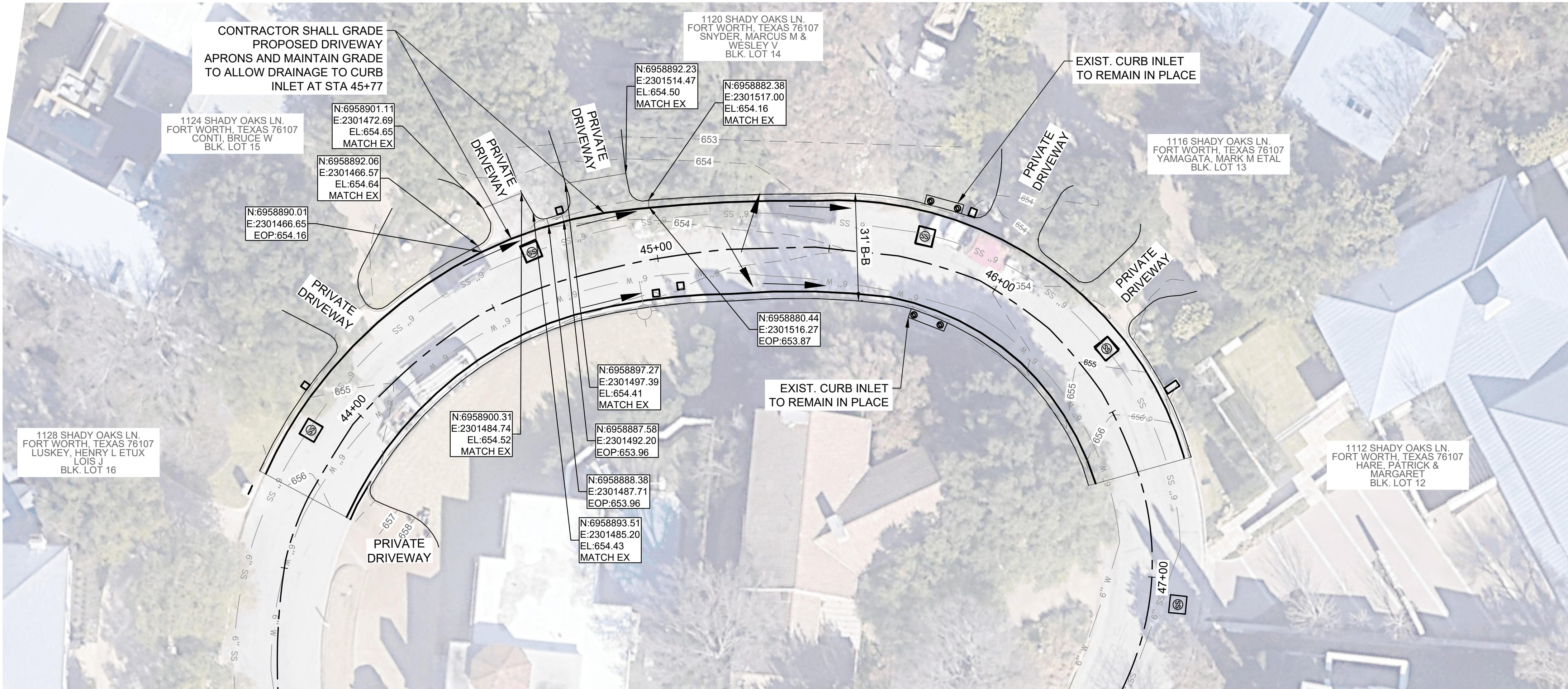
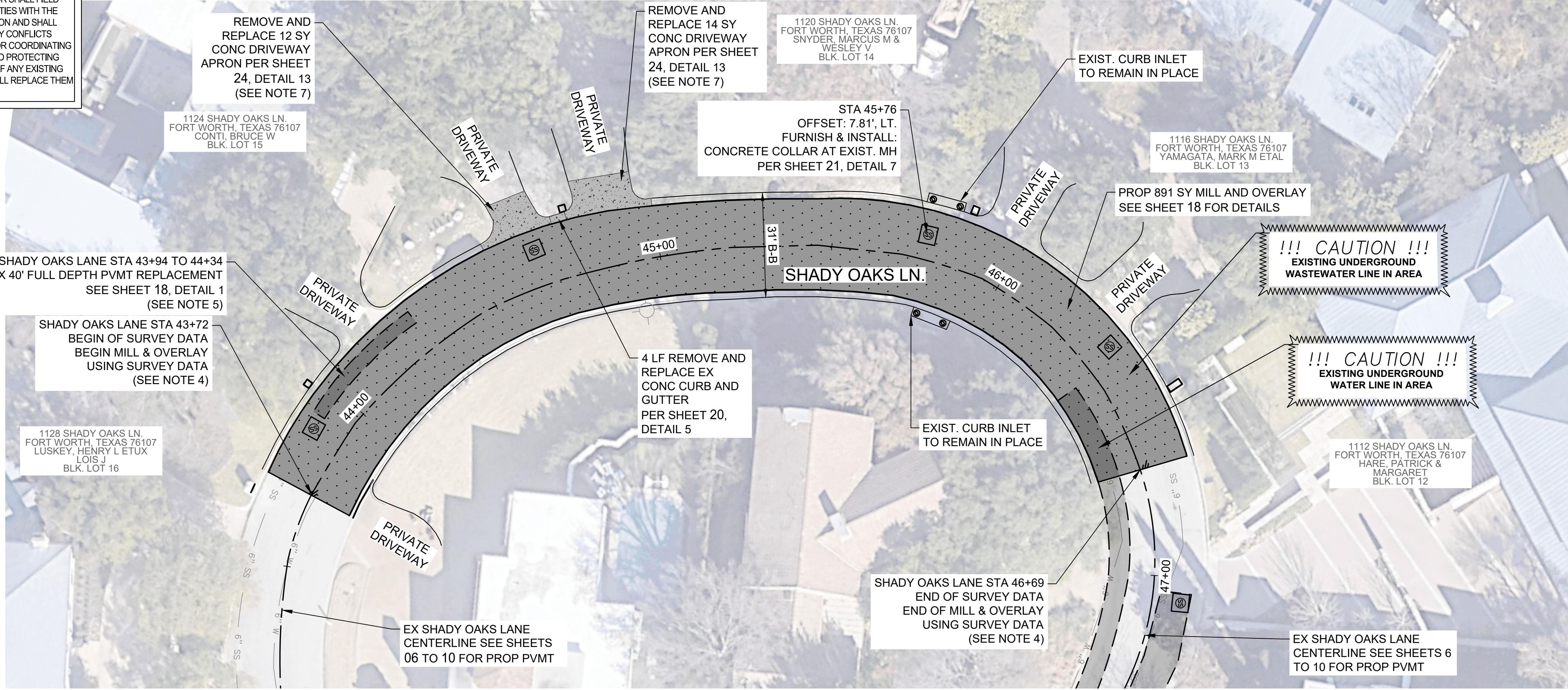
SHADY OAKS LANE & DEEPPDALE DRIVE IMPROVEMENTS
 SHADY OAKS LN.
 STA 0+00 TO STA 3+52 DETAILS



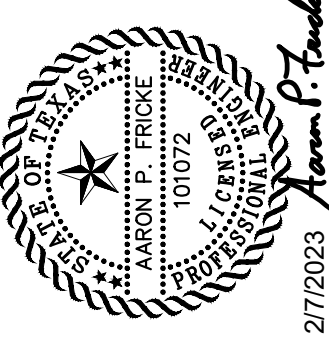
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DATE: April 2024	JOB NUMBER: 2312-004-01
SHEET	

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NO.	DATE	COMMENT
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SHADY OAKS LANE & DEEPALE DRIVE IMPROVEMENTS
 SHADY OAKS LN.
 STA 43+72 TO STA 46+69 DETAILS



- NOTES:**
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 - CONTRACTOR SHALL VERIFY LIMITS OF DRIVEWAY APRON REPLACEMENT WITH ENGINEER OF RECORD PRIOR TO CONSTRUCTION.

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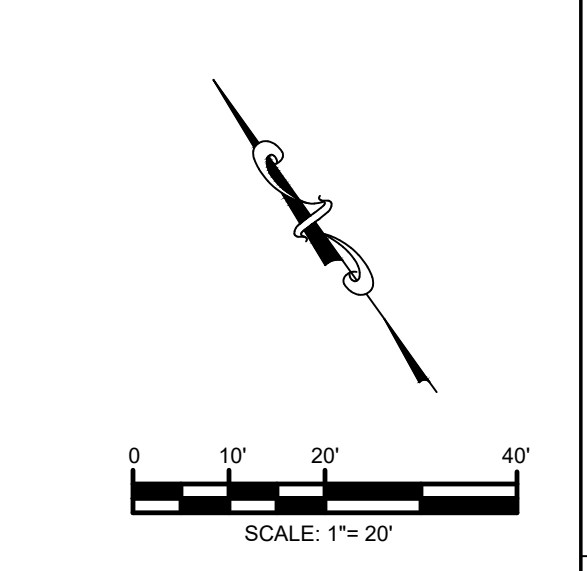
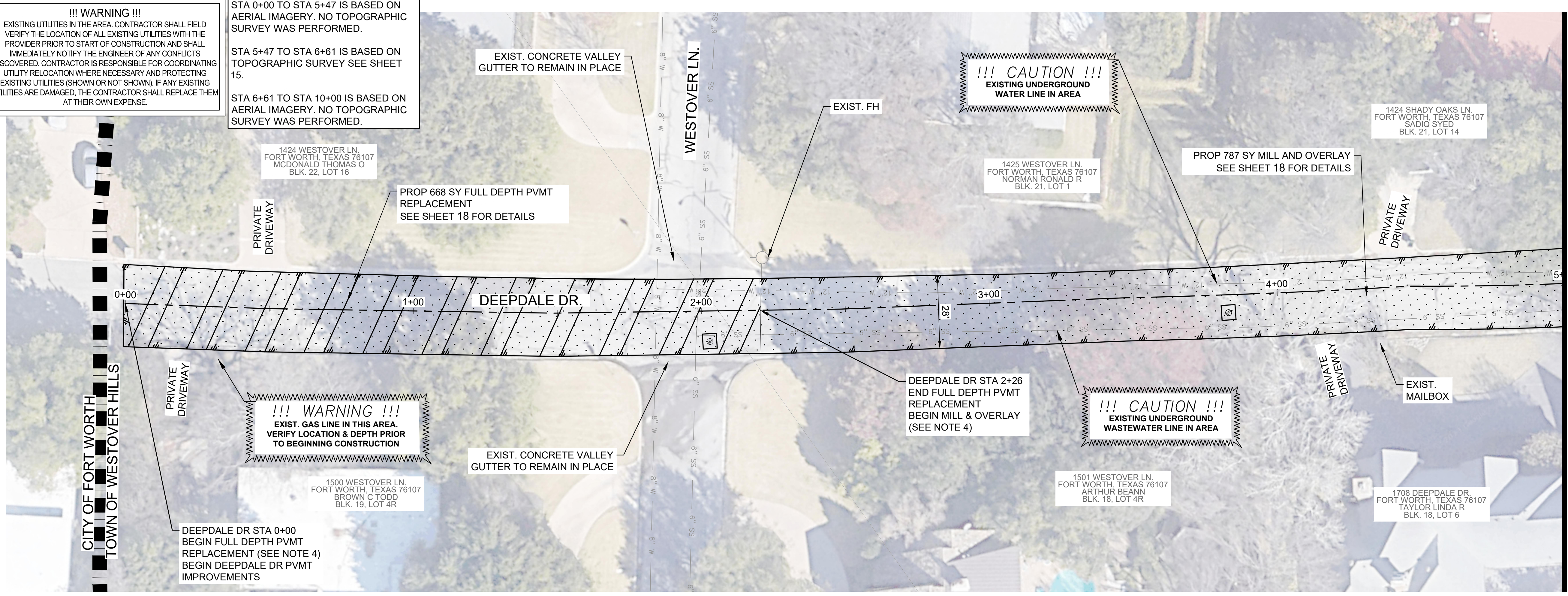
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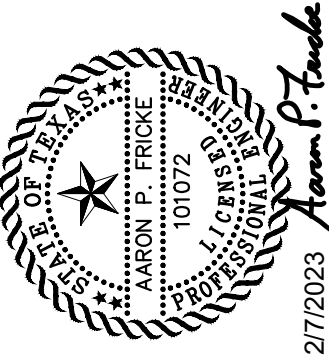
STA 0+00 TO STA 5+47 IS BASED ON AERIAL IMAGERY. NO TOPOGRAPHIC SURVEY WAS PERFORMED.

STA 5+47 TO STA 6+61 IS BASED ON TOPOGRAPHIC SURVEY SEE SHEET 15.

STA 6+61 TO STA 10+00 IS BASED ON AERIAL IMAGERY. NO TOPOGRAPHIC SURVEY WAS PERFORMED.



NO.	DATE	COMMENT
1	04/18/2024	REVISION 1



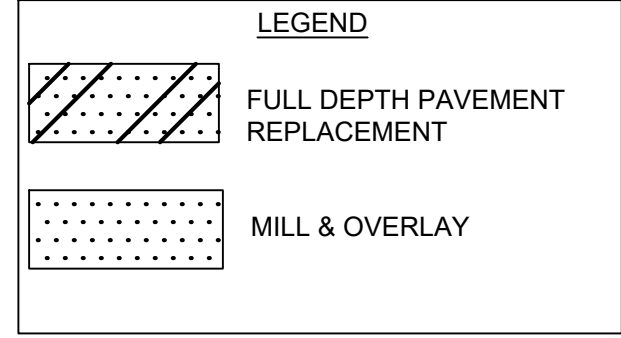
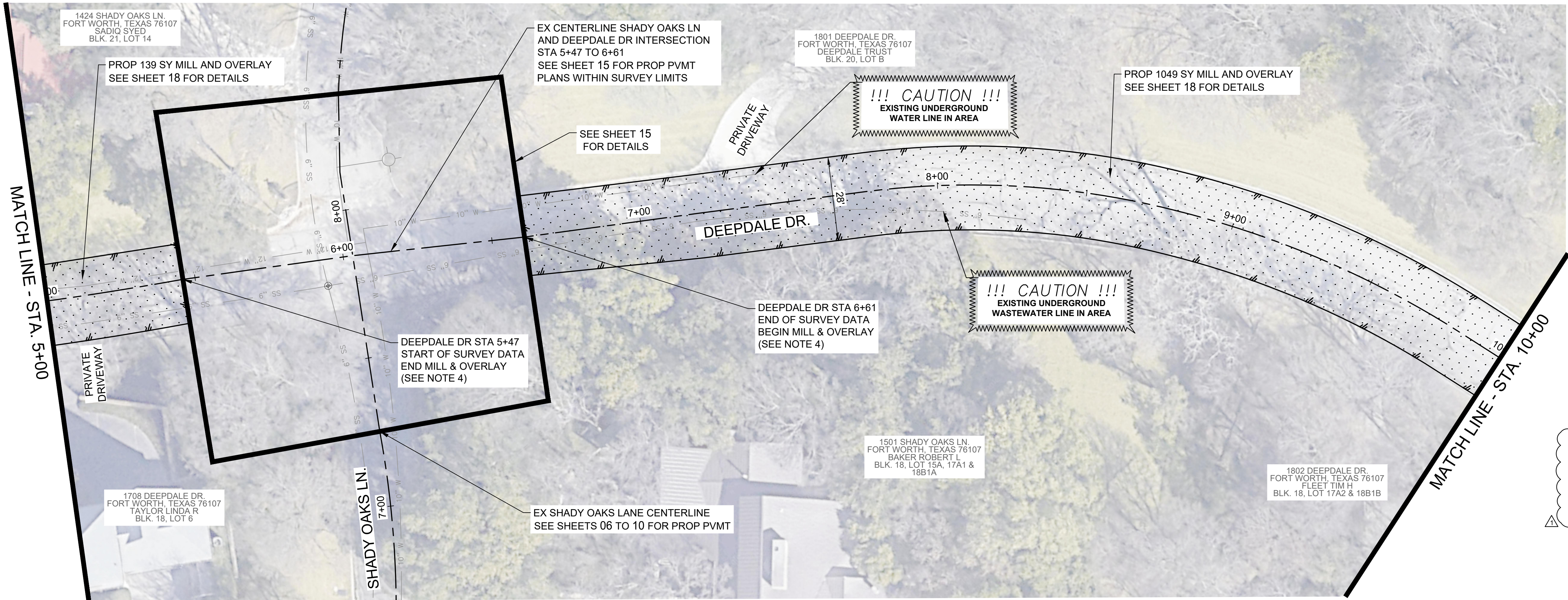
SHADY OAKS LANE & DEEPPDALE DRIVE IMPROVEMENTS
 DEEPPDALE DR.
 STA 0+00 TO STA 10+00



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DESIGN BY: AF	DRAWN BY: NLS
DATE: April 24	JOB NUMBER: 2312-004-01
SHEET	

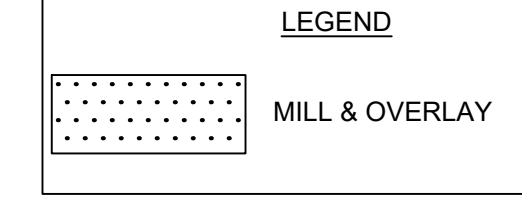
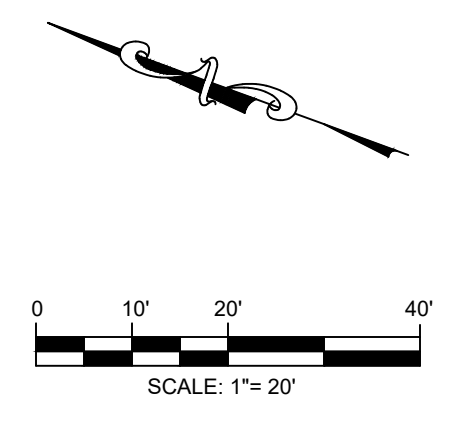
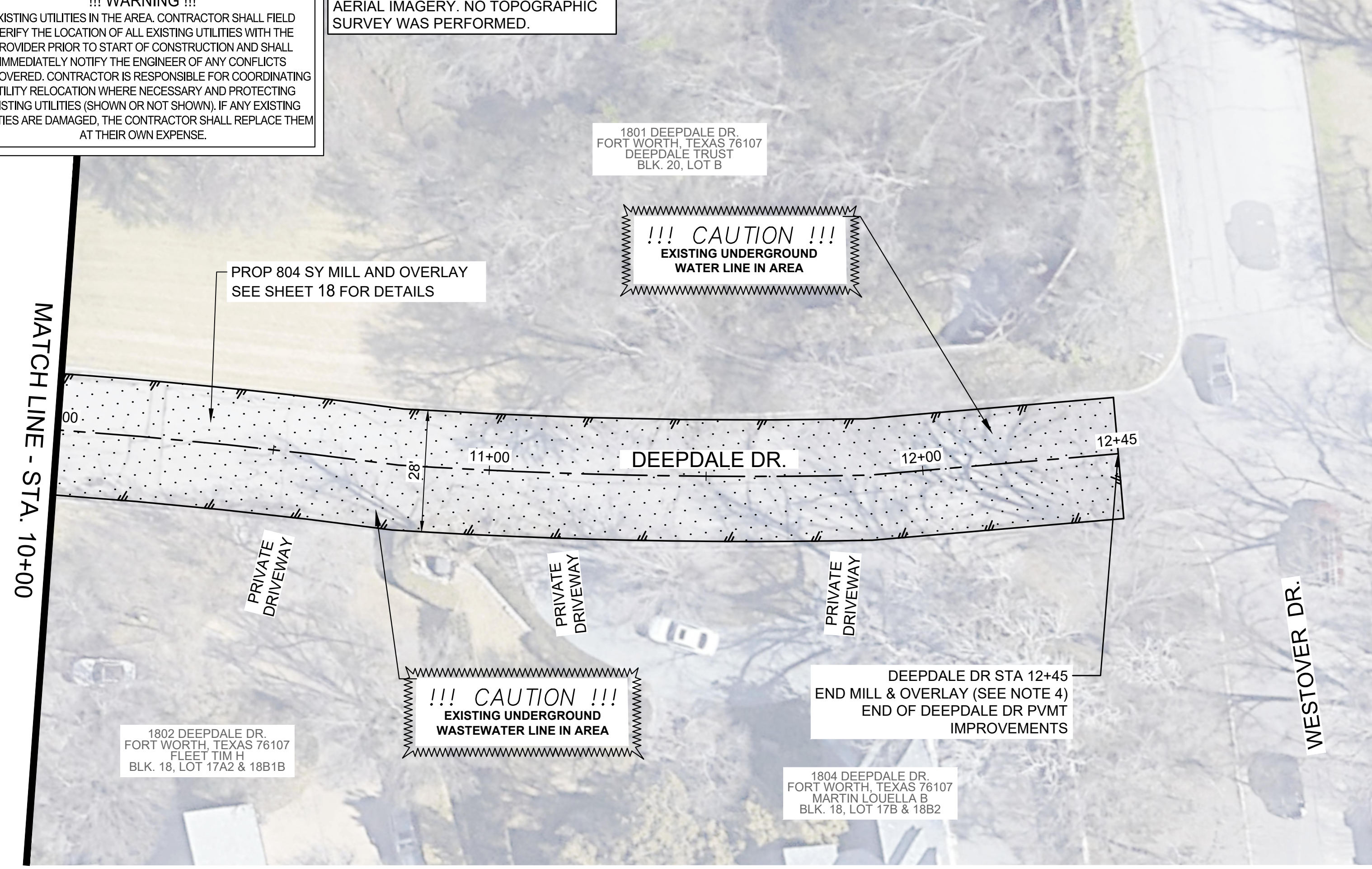
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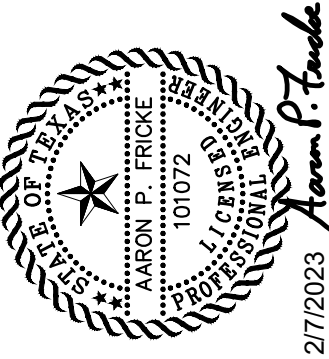
- NOTES:
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STA 10+00 TO STA 12+45 IS BASED ON AERIAL IMAGERY. NO TOPOGRAPHIC SURVEY WAS PERFORMED.



NO.	DATE	COMMENT
1	04/18/2024	REVISION 1



SHADY OAKS LANE & DEEPDALE DRIVE IMPROVEMENTS
 DEEPDALE DR.
 STA 10+00 TO END



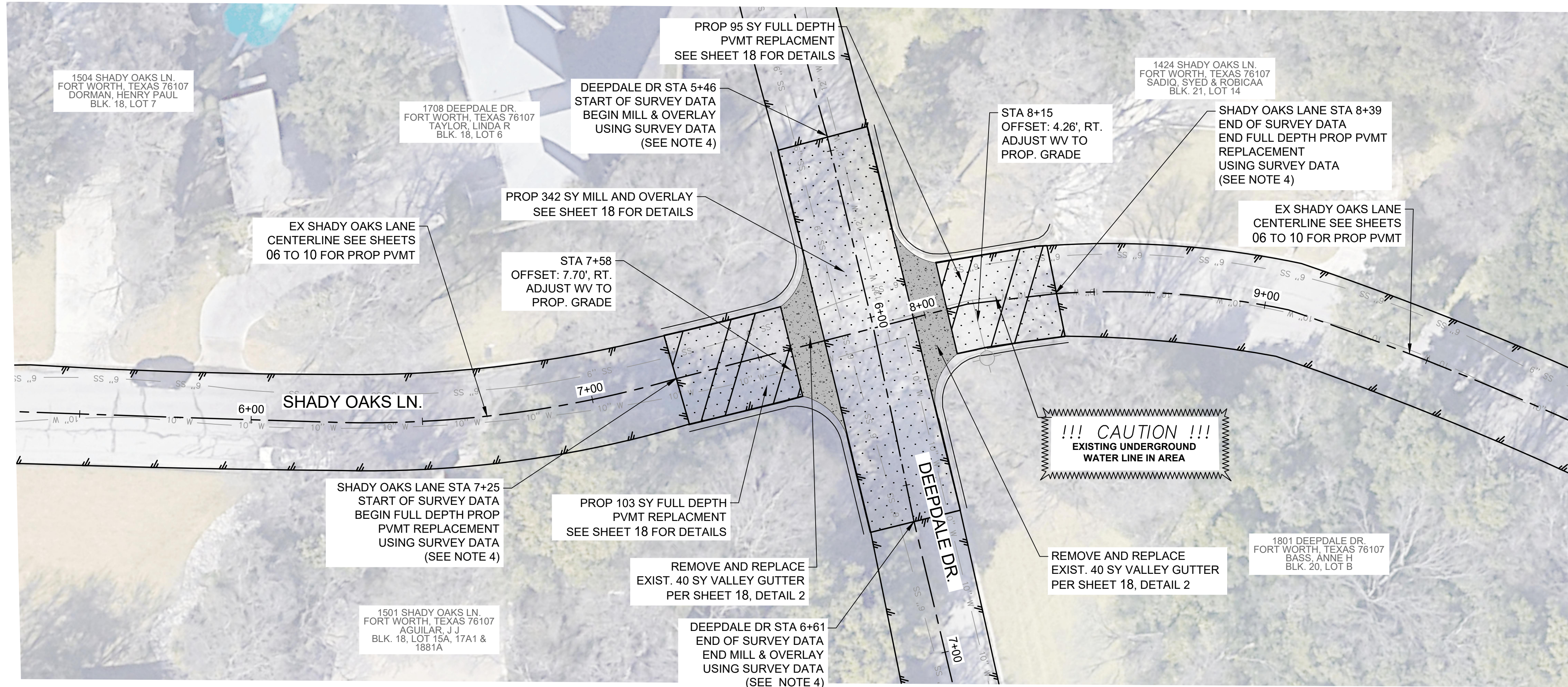
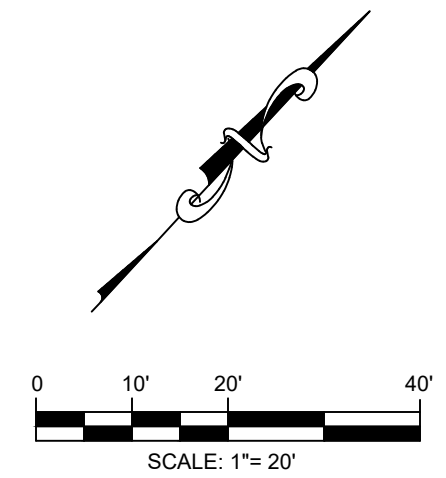
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DESIGN BY: AF	DRAWN BY: NLS
DATE: April 24	JOB NUMBER: 2312-004-01

Dwg Info: W:\Projects\202312004_Westover_Hills\01_Westover_Hills\01_WestoverHills_ShadyOaks\400_CADD\412_Munil02_PLAN_SHEET\231200401_RDWY_DEEPDALE.dwg - Plotter: 4/18/2024

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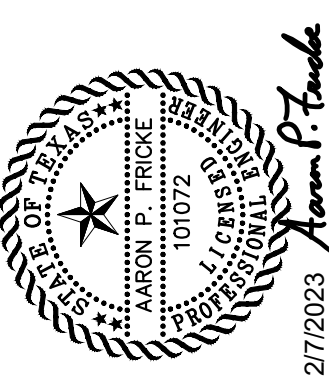


LEGEND

	FULL DEPTH PAVEMENT REPLACEMENT WITHIN SURVEY LIMITS
	MILL AND OVERLAY WITHIN SURVEY LIMITS
	CONCRETE VALLEY WITHIN SURVEY LIMITS

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NO.	DATE	COMMENT



SHADY OAKS LANE & DEEPDALE DRIVE IMPROVEMENTS INTERSECTION PLANS WITHIN SURVEY LIMITS INTERSECTION AT SHADY OAKS LN AND DEEPDALE DR

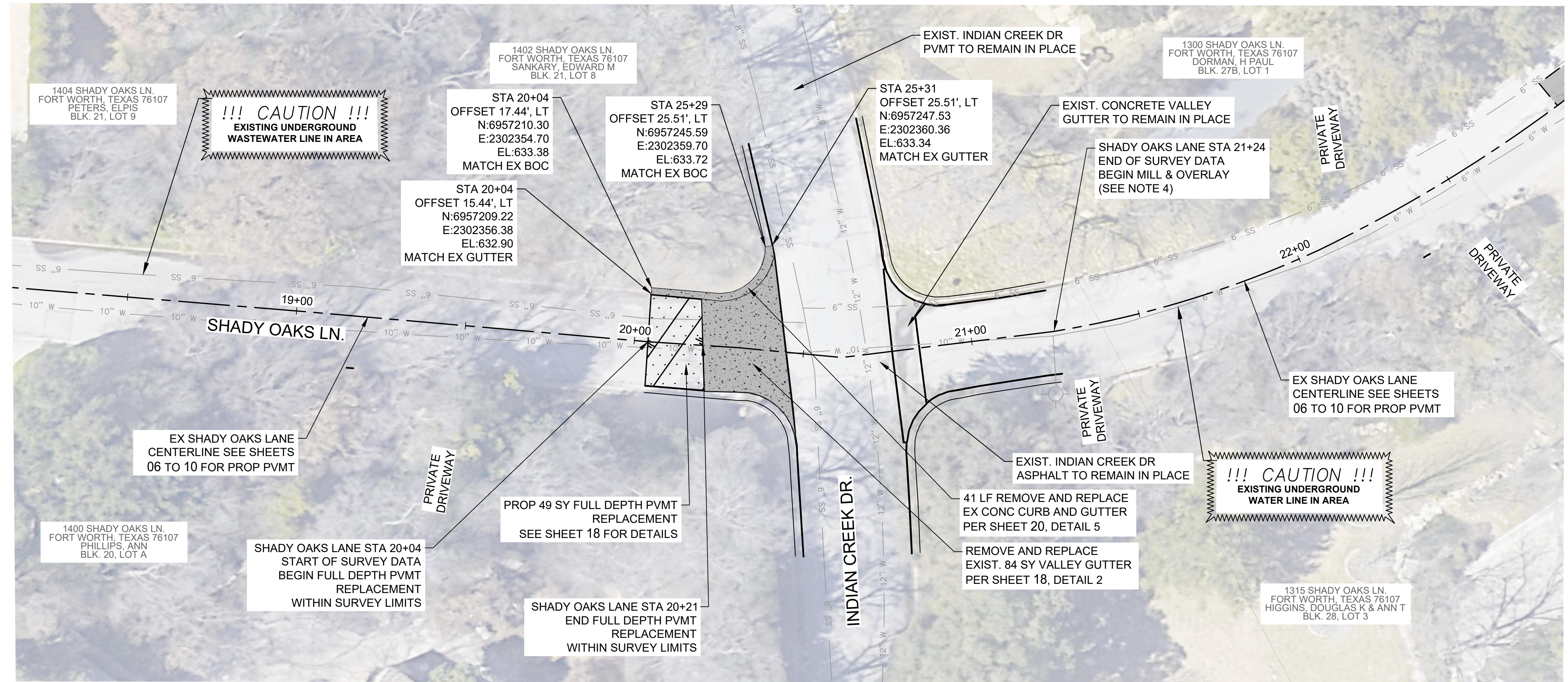
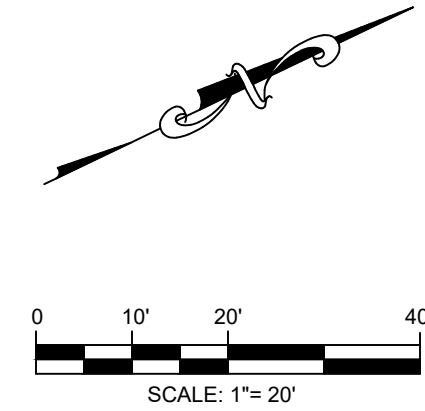


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DESIGN BY: AF	DRAWN BY: NLS
DATE: April 2024	JOB NUMBER: 2312-004-01

Dwg Info: W:\Projects\202312004_WestoverHills_ShadyOaks\400_CAD\412_Mun02_Plan_SHEET\231200401_RDVY_SHADYOAKS.dwg - Plotter: 4/18/2024

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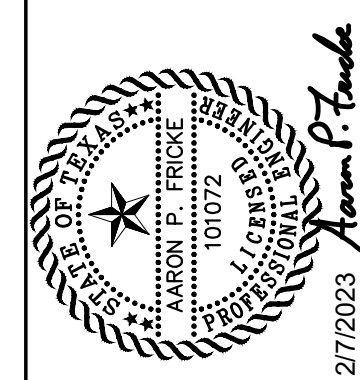


LEGEND

	FULL DEPTH PAVEMENT REPLACEMENT WITHIN SURVEY LIMITS
	CONCRETE VALLEY AND CURB AND GUTTER WITHIN SURVEY LIMITS

- NOTES:**
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NO.	DATE	COMMENT
1	04/18/2024	REVISION 1



SHADY OAKS LANE & DEEPDALE DRIVE IMPROVEMENTS INTERSECTION PLANS WITHIN SURVEY LIMITS INTERSECTION AT SHADY OAKS LN AND INDIAN CREEK DR

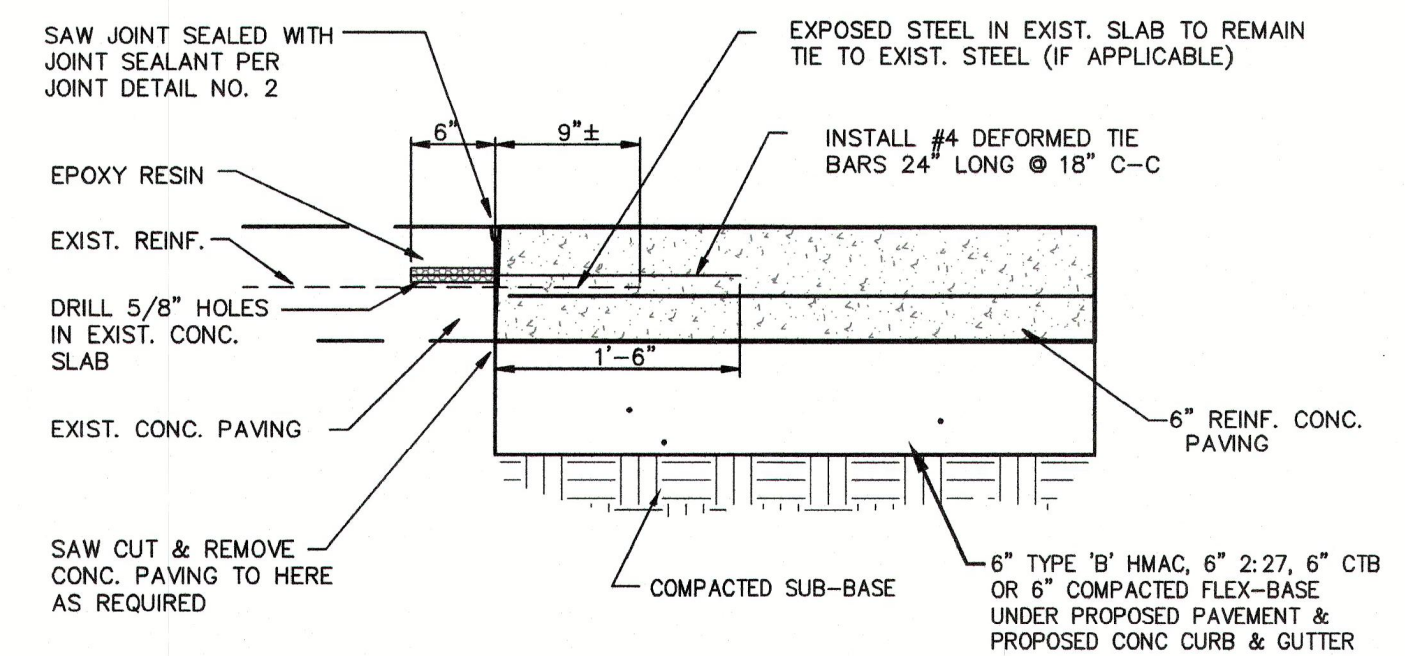
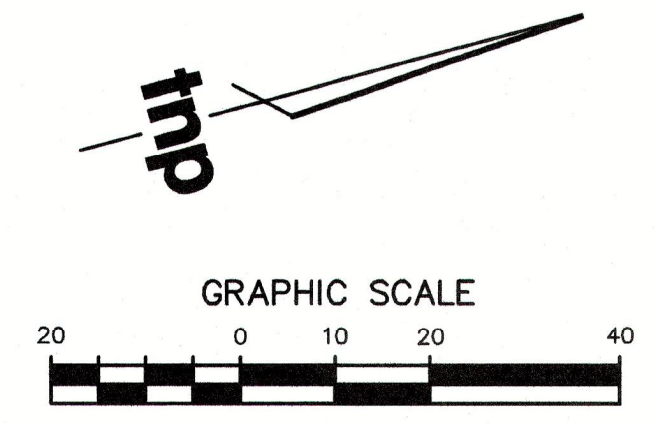
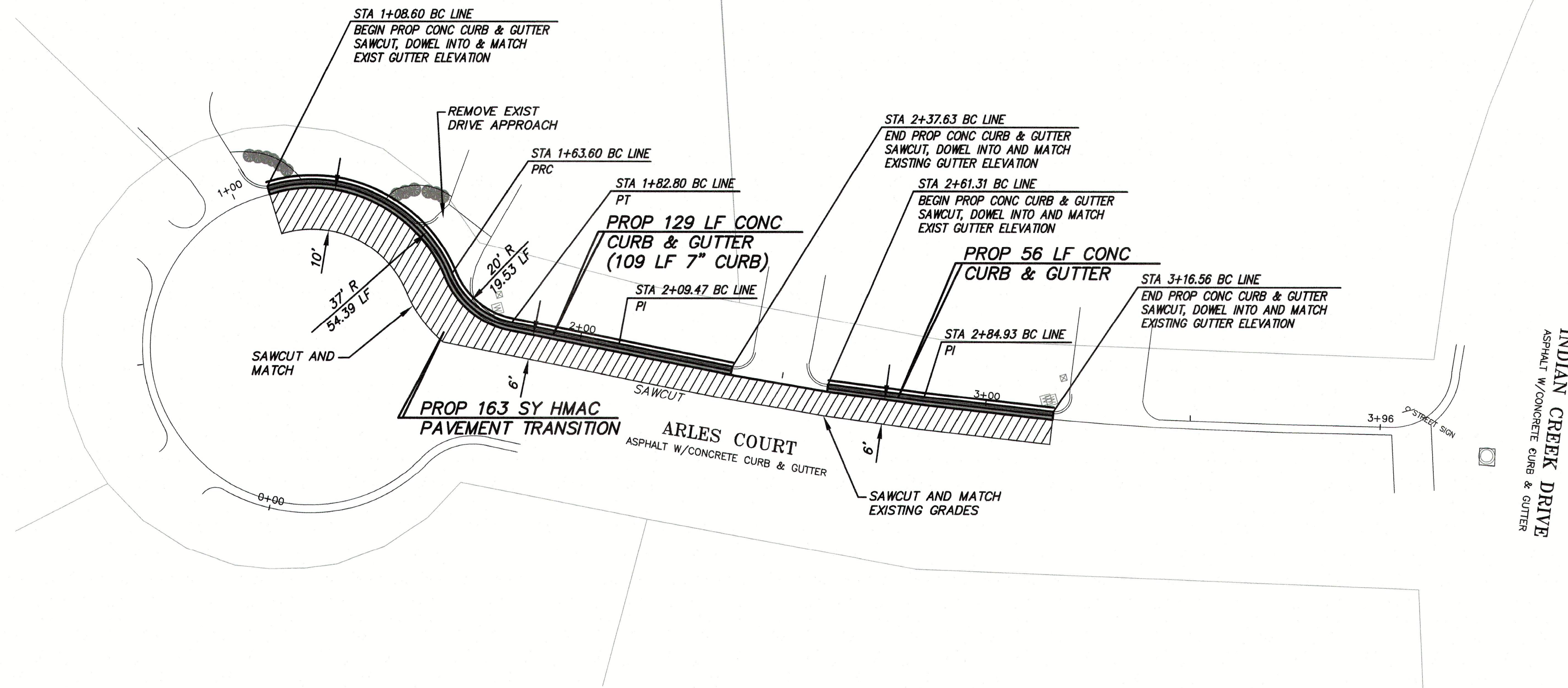


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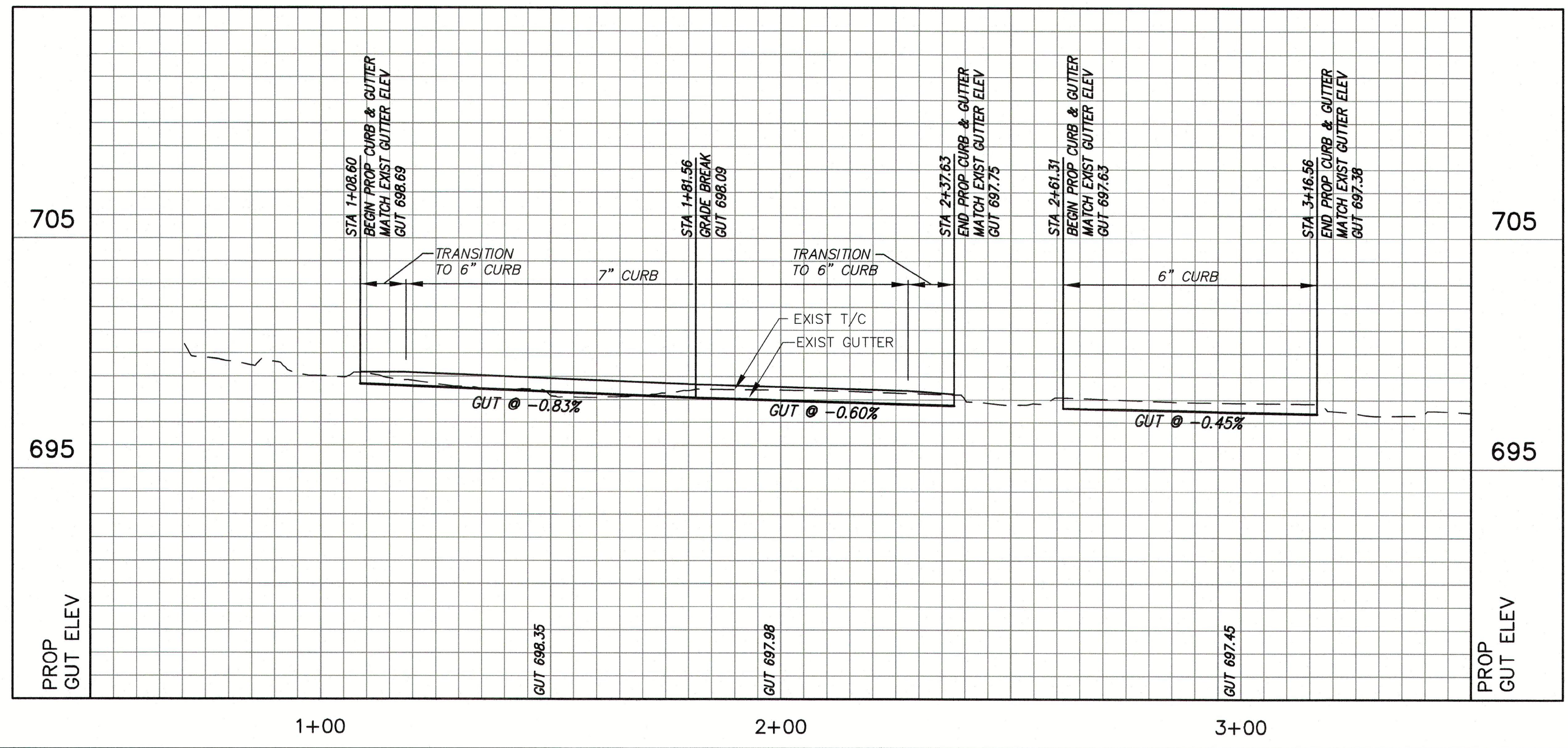
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DATE: April 2024	JOB NUMBER: 2312-004-01

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DESIGNED BY OTHERS



DETAIL FOR CONNECTIONS TO EXISTING CONCRETE PAVING

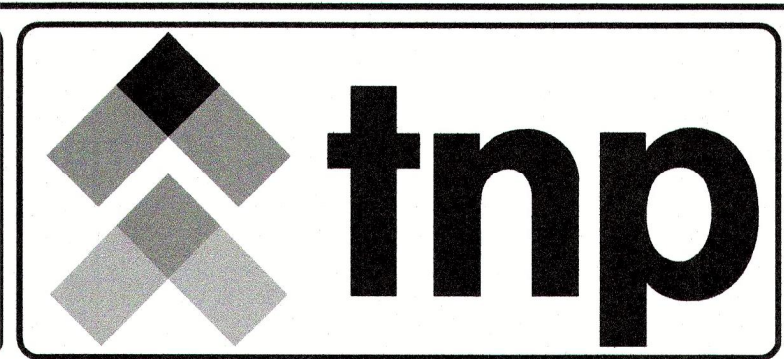


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no.	revision	by	date

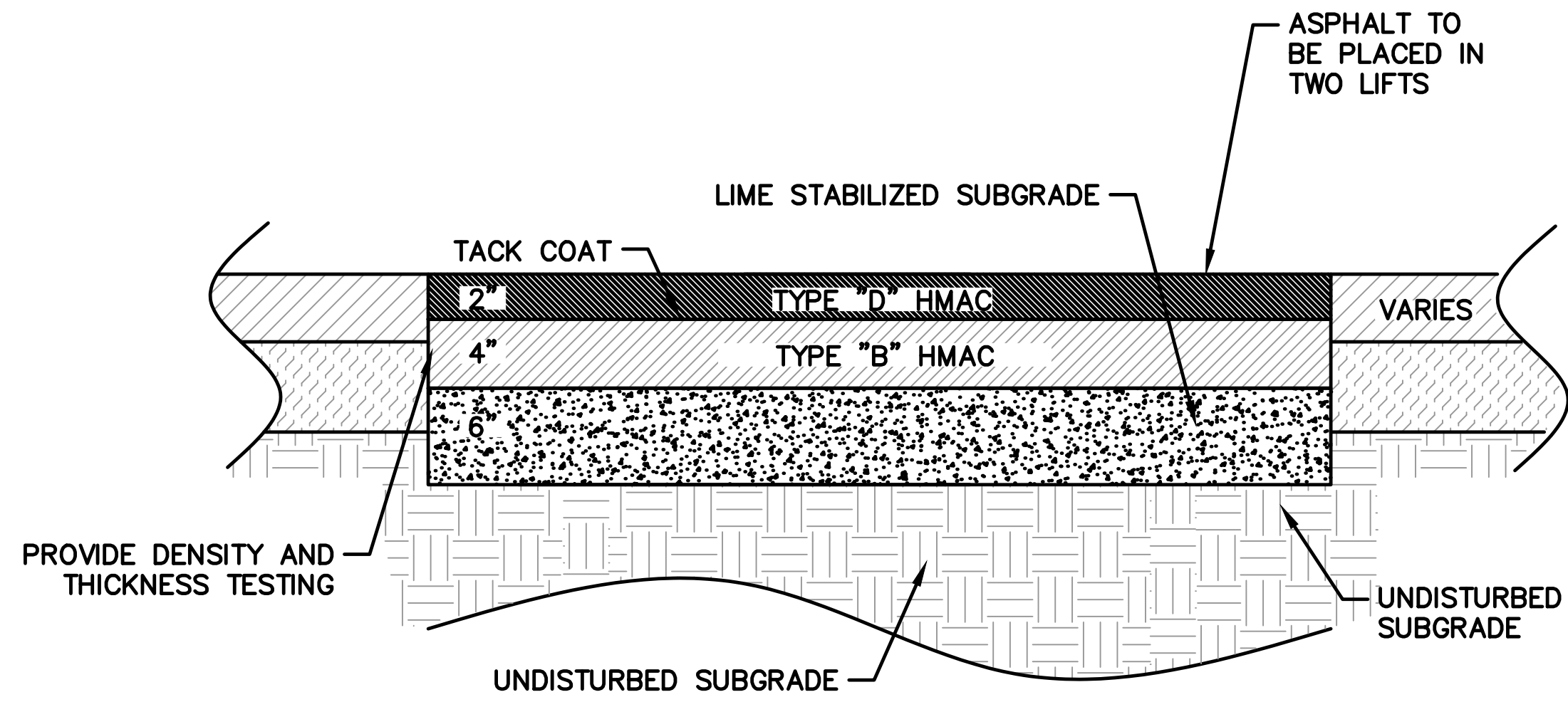
teague nall and perkins, inc
5237 N. Riverside Drive, Suite 100
Fort Worth, Texas 76137
817.336.5773 ph 817.336.2813 fx
www.tnppinc.com
TBPES: ENGR F-230; SURV 1001 1600, 1001 1601, 1019438
GBPE: PEF007431; TBAE: BR 2673

scale
horiz
1" = 20'
vert
1" = 4'
date
MAY 2021



Town of Westover Hills, Texas
Capital Improvement Plan - Paving
Deepdale Dr-Westover Ln-Shady Oaks Ln-Arles Ct
Arles Court

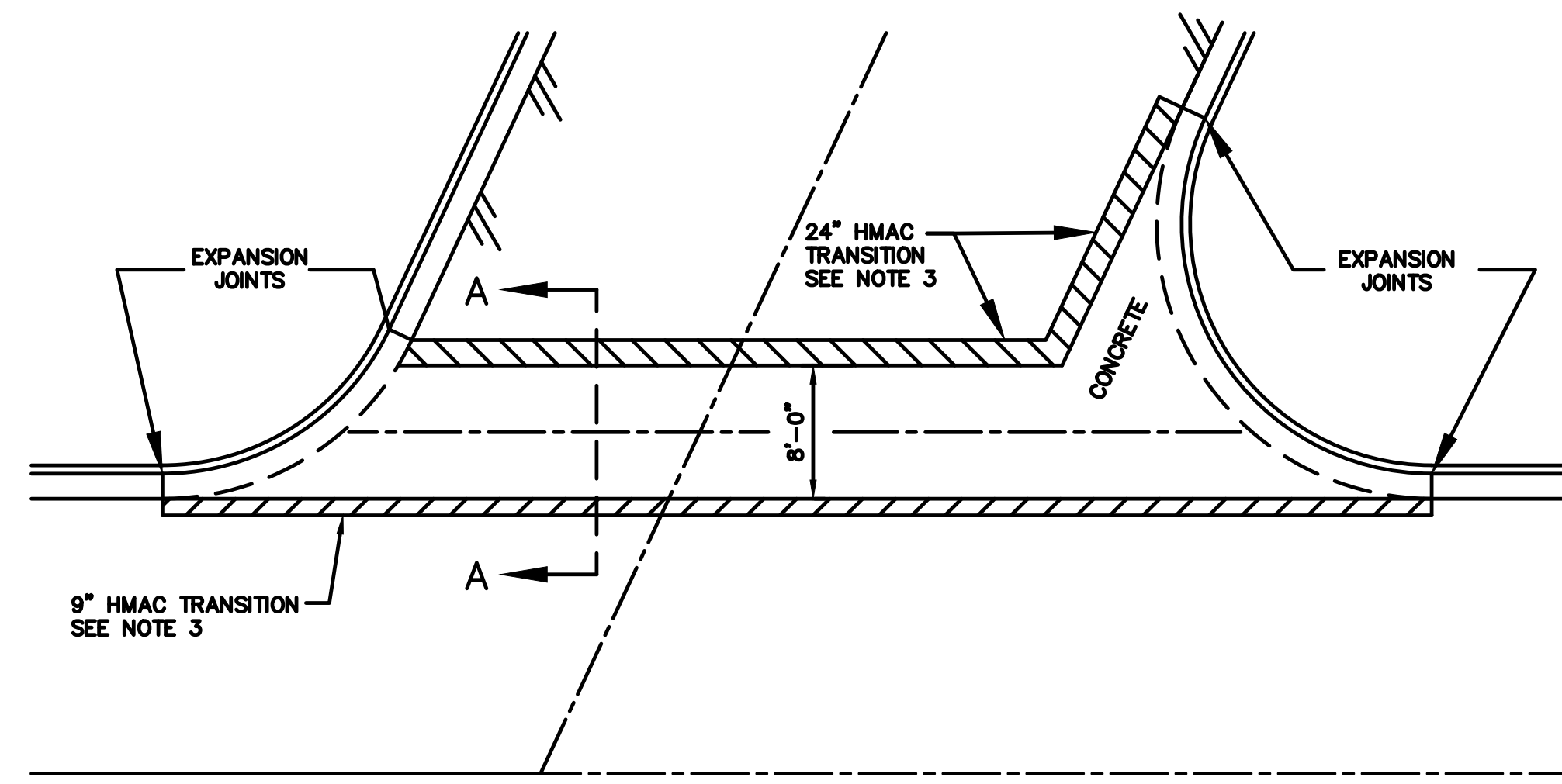
tnp project
WRH 20016
sheet
17



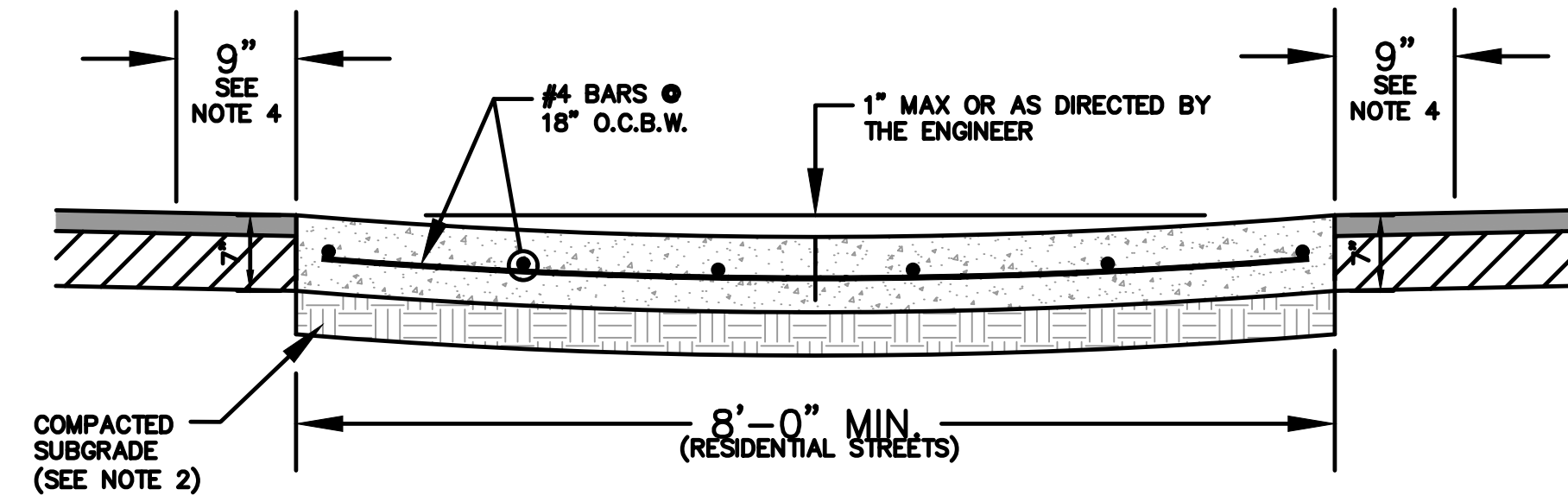
NOTES:

1. STABILIZED SUBGRADE TO BE UNIFORMLY COMPACTED TO A MINIMUM OF 95 PERCENT OF ASTM D698, (-2,4) PERCENT POINTS OF THE OPTIMUM MOISTURE CONTENT
2. HYDRATED LIME TO MEET REQUIREMENTS OF ITEM 260 (TYPE A) IN TXDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS, STREETS, AND BRIDGES, 2014 EDITION
3. CLEAN SAND PROHIBITED BENEATH PAVEMENT AREAS
4. ALL CONSTRUCTION MUST BE IN ACCORDANCE WITH CITY OF WESTOVER HILLS (OR NCTCOG) STANDARD SPECIFICATIONS.

1 ASPHALT PAVEMENT TYPICAL SECTION N.T.S.



PLAN VIEW



SECTION A-A

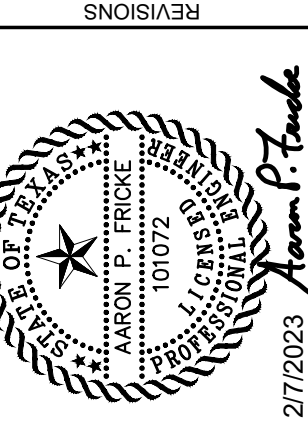
NOTES:

1. THE 7" REINFORCED CONCRETE VALLEY SHALL REPLACE THE TOP 7" OF THE PAVEMENT WITH THE REMAINING PORTION OF PAVEMENT TO BE CONSTRUCTED INCLUDING SUBGRADE TREATMENT, IN ACCORDANCE WITH THE TYPICAL PAVING SECTION.
2. MATCH THE PREPARED SUBGRADE REQUIREMENTS FOR THE PAVEMENT SECTION.
3. 9" AND 24" HMAC TRANSITION SUBSIDIARY TO CONCRETE VALLEY GUTTER.
4. GUTTER TO BE SHAPED TO CONFORM WITH CONCRETE VALLEY (OR PAVEMENT).

2 CONCRETE VALLEY GUTTER N.T.S.

Dwg Info: W:\Projects\202312004_Westover_Hills01_Westover_Hills01_WestoverHills_ShadyOaks400_CAD412_Mun02_Plan_SHEET231200401_STD_DETAILS.dwg - Plotter: 4/18/2024

NO.	DATE	COMMENT



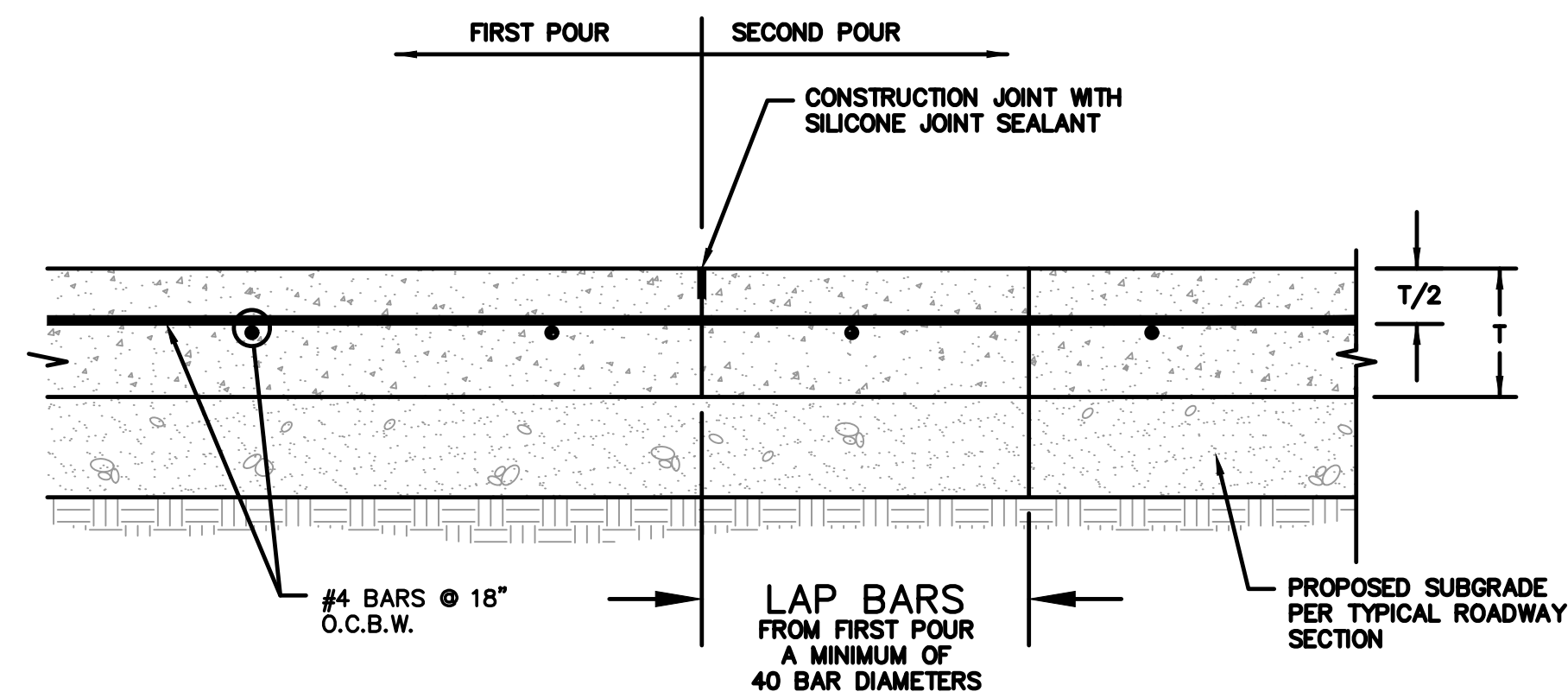
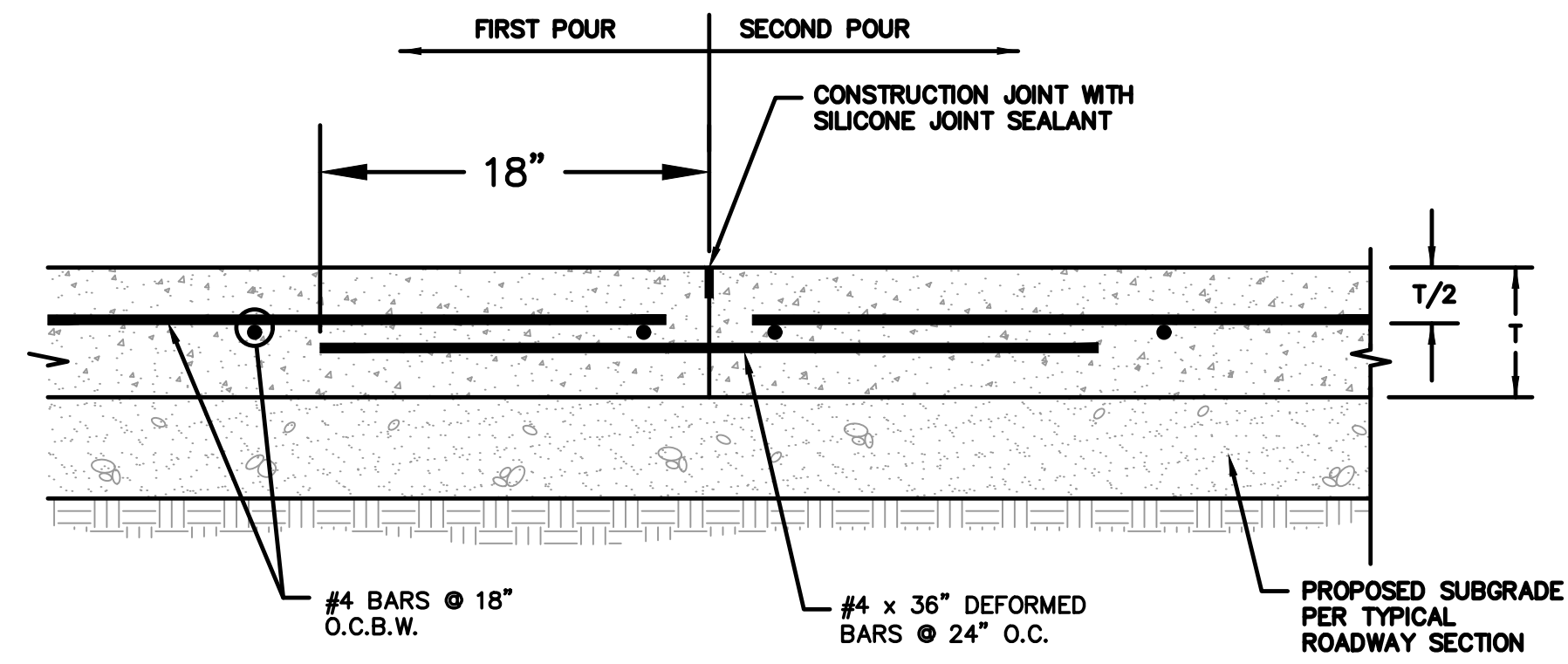
SHADY OAKS LANE & DEEPDALE DRIVE IMPROVEMENTS STANDARD DETAILS - 1



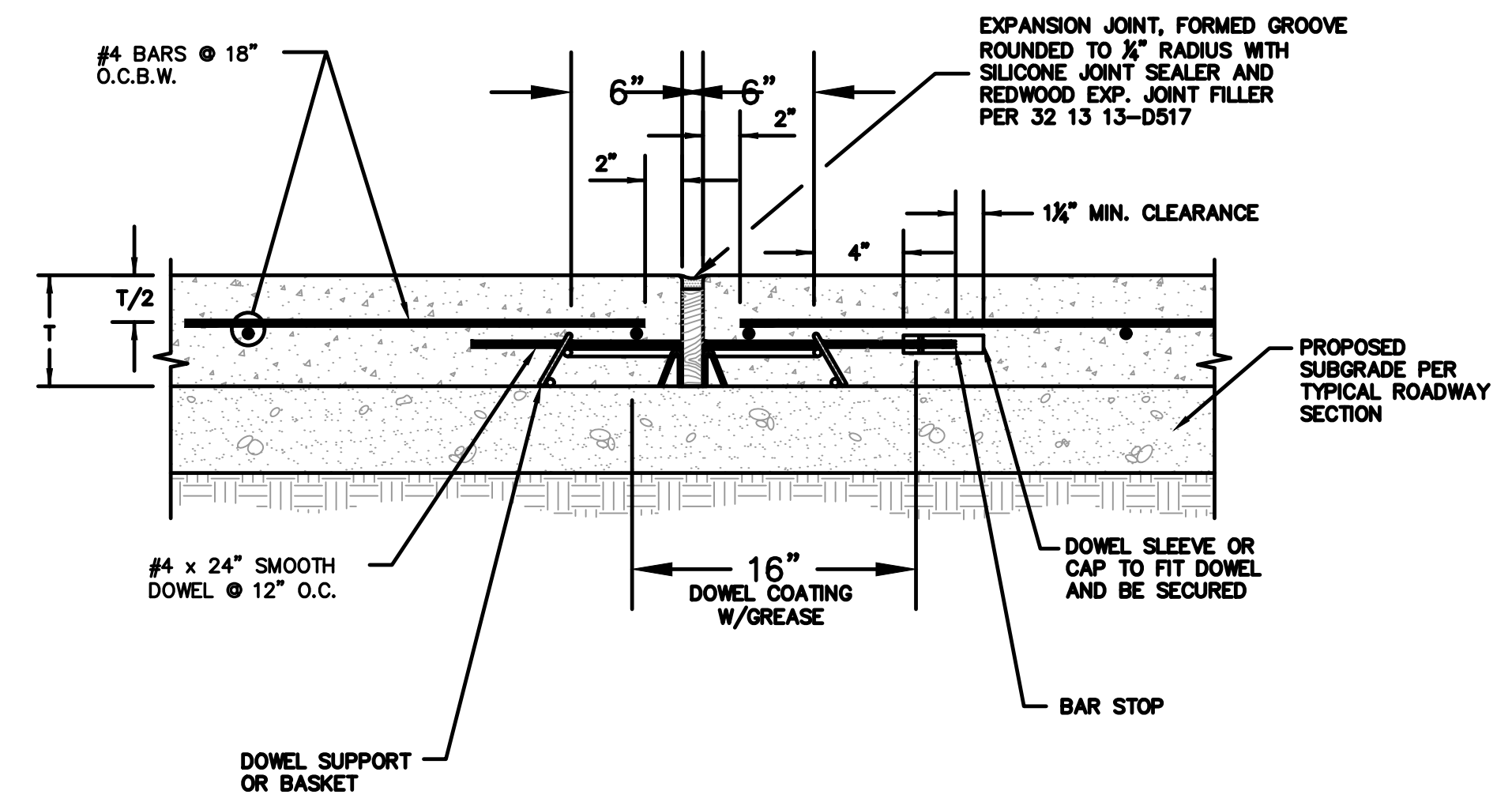
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DESIGN BY: AF	DRAWN BY: NS
DATE: April 24	JOB NUMBER: 2312-004-01

Dwg Info: W:\Projects\202312004_Westover_Hills01_WestoverHills_ShadyOaks400_CAD412_Muni02_Plan_SHEET\231200401_STD_DETAILS.dwg - Plotter: 4/18/2024



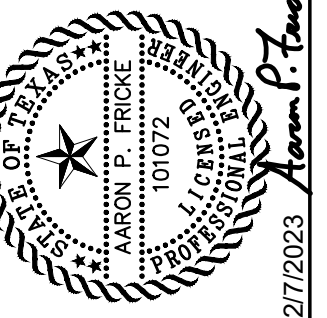
3 CONSTRUCTION JOINT N.T.S.



4 EXPANSION JOINT N.T.S.

NO.	DATE	COMMENT

REVISIONS



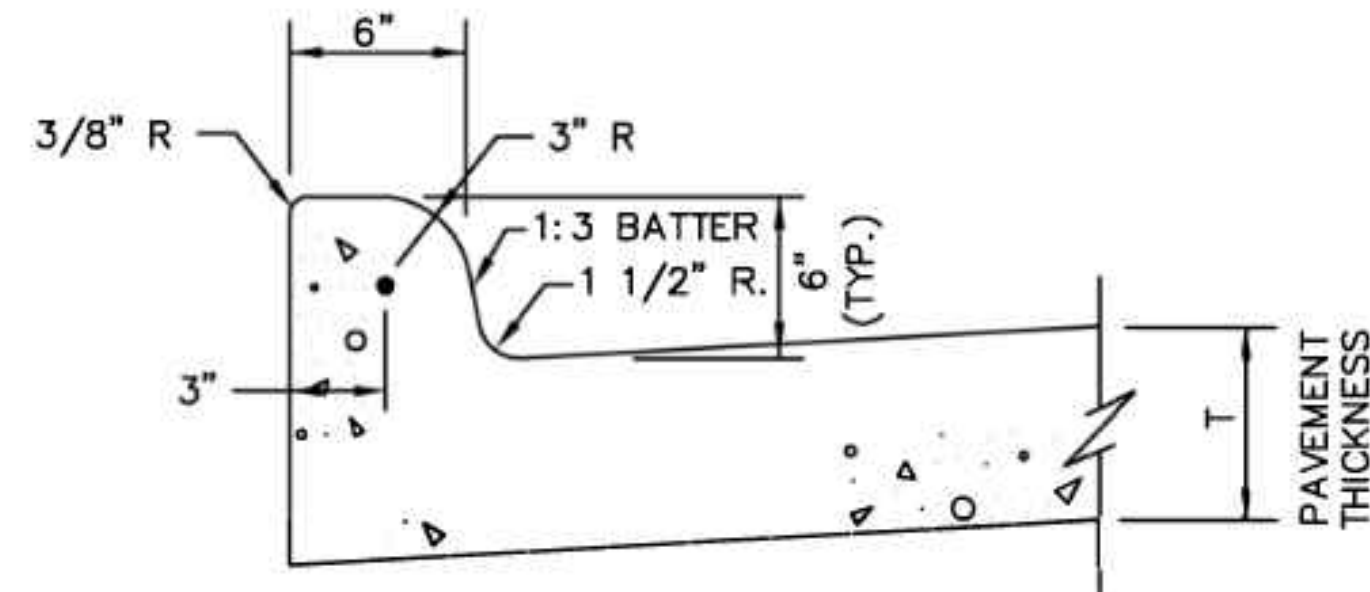
Know what's below.
Call before you dig.

SHADY OAKS LANE & DEEPPDALE
DRIVE IMPROVEMENTS
STANDARD DETAILS - 1

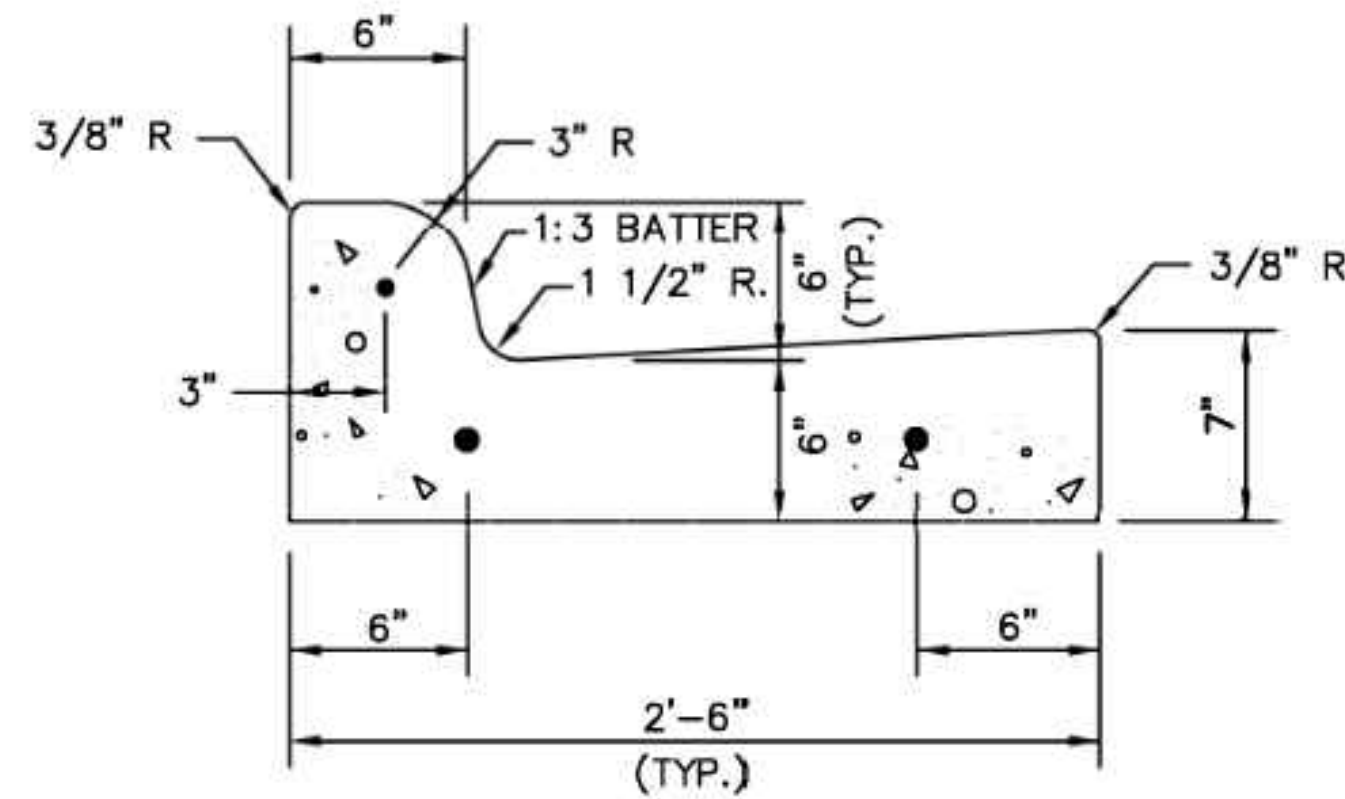


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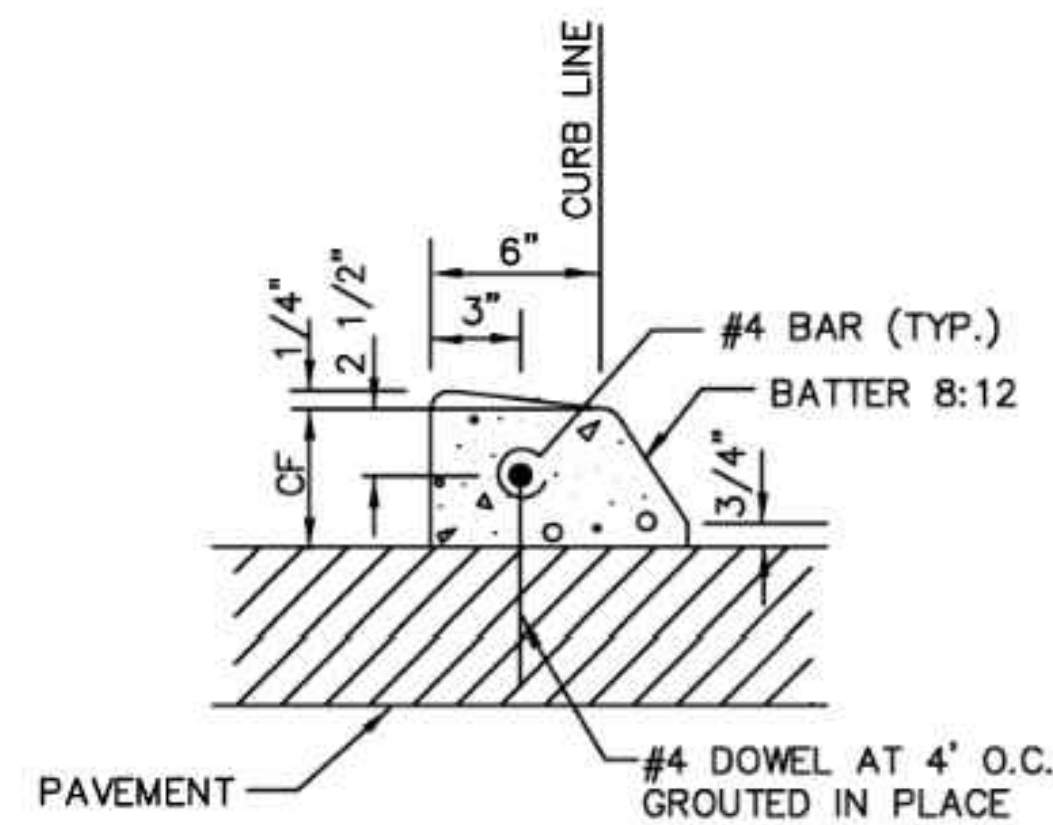
DESIGN BY: AF	DRAWN BY: NS
DATE: April 24	JOB NUMBER: 2312-004-01
SHEET	



INTEGRAL CURB & GUTTER
N.T.S.



SEPARATE CURB & GUTTER
N.T.S.

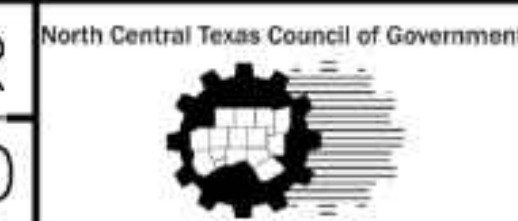


DOWELED CURB
N.T.S.

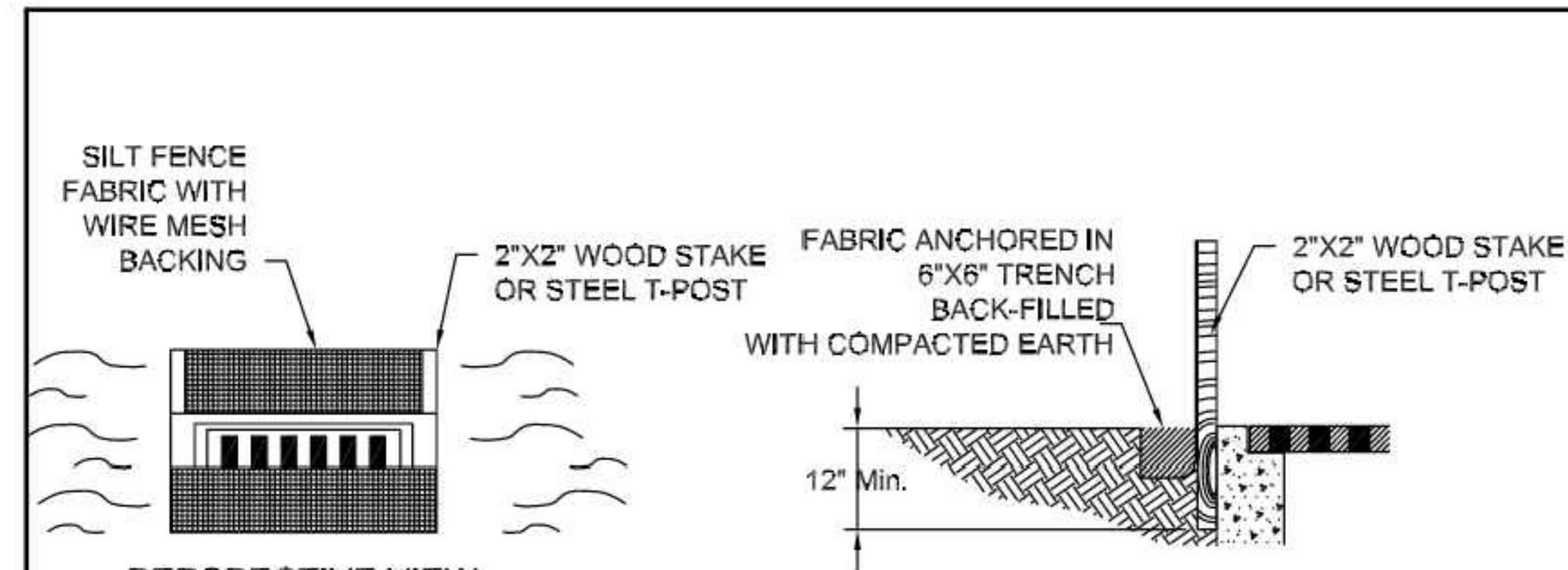
NOTES:

1. REINFORCEMENT SHALL BE NO. 4 BARS, UNLESS OTHERWISE SPECIFIED.
2. CONCRETE SHALL BE CLASS "C" OR "PC".
3. "CF" IS 6" UNLESS OTHERWISE SPECIFIED.
4. ALL CURBS ARE CONSTRUCTED OF PORTLAND CEMENT CONCRETE UNLESS OTHERWISE SHOWN.
5. GRADE SHALL BE MEASURED AT BACK OF CURB.

CONCRETE CURB & GUTTER
INTEGRAL, SEPARATE, & DOWELED

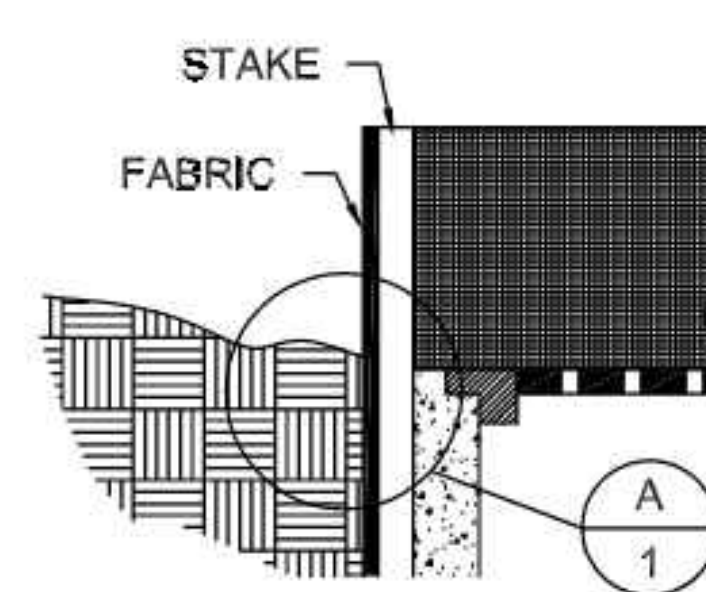


STANDARD SPECIFICATION REFERENCE 305.1	
DATE OCT. '04	STANDARD DRAWING NO. 2120

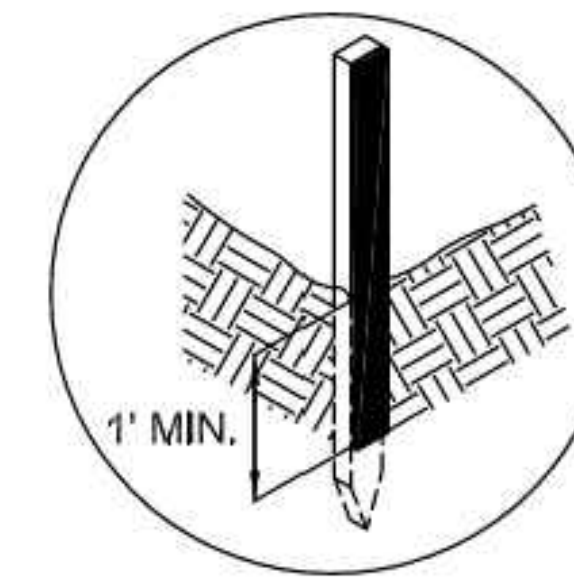


PERSPECTIVE VIEW

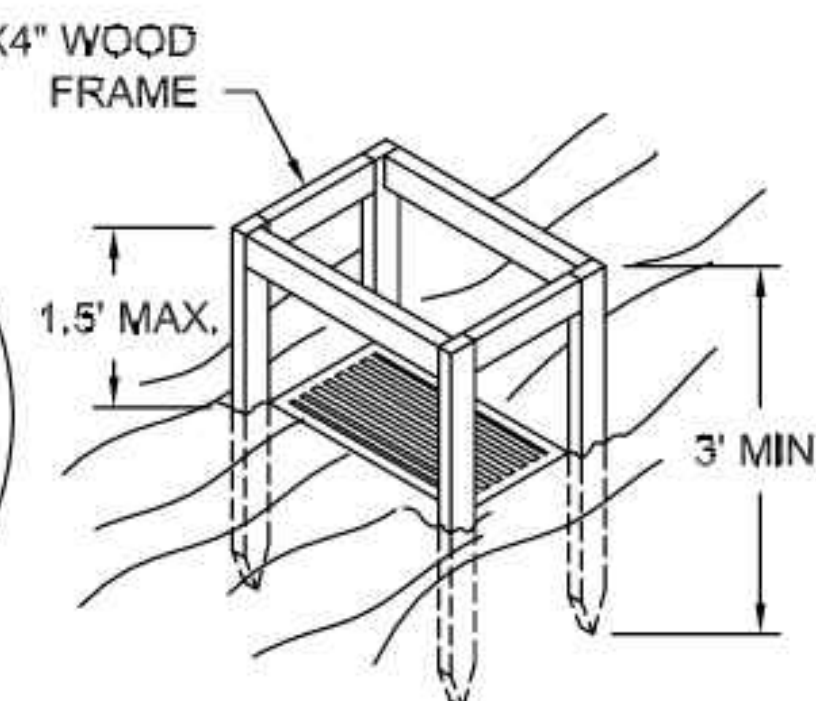
I. STANDARD INSTALLATION



ELEVATION OF STAKE AND FABRIC ORIENTATION

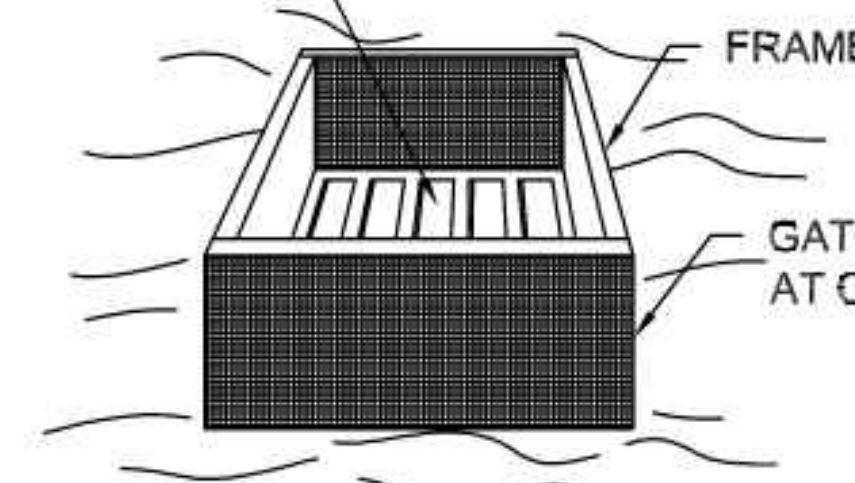


DETAIL A



PERSPECTIVE VIEW

DROP INLET WITH GRATE

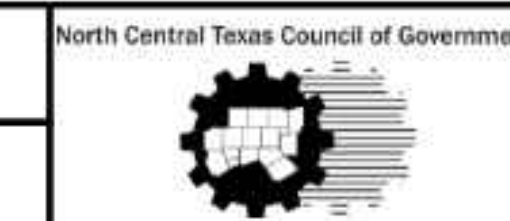


PERSPECTIVE VIEW

II. ALTERNATE INSTALLATION

SPECIFIC APPLICATION:
THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE THE INLET DRAINS A RELATIVELY FLAT AREA (SLOPE NO GREATER THAN 5%) WHERE THE INLET SHEET OR OVER-LAND FLOWS (NOT TO EXCEED 1 C.F.S.) ARE TYPICAL. THE METHOD SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS SUCH AS IN STREETS OR HIGHWAY MEDIANS.

INLET PROTECTION
FILTER BARRIER



STANDARD SPECIFICATION REFERENCE 202.14 *	
DATE OCT. '04	STANDARD DRAWING NO. 1120

*Section II Standard Drawings as of October 2004. Reference number only has been updated for Fifth Edition Specifications. Public Works Construction Standards North Central Texas, Fifth Edition.

NO.	DATE	COMMENT

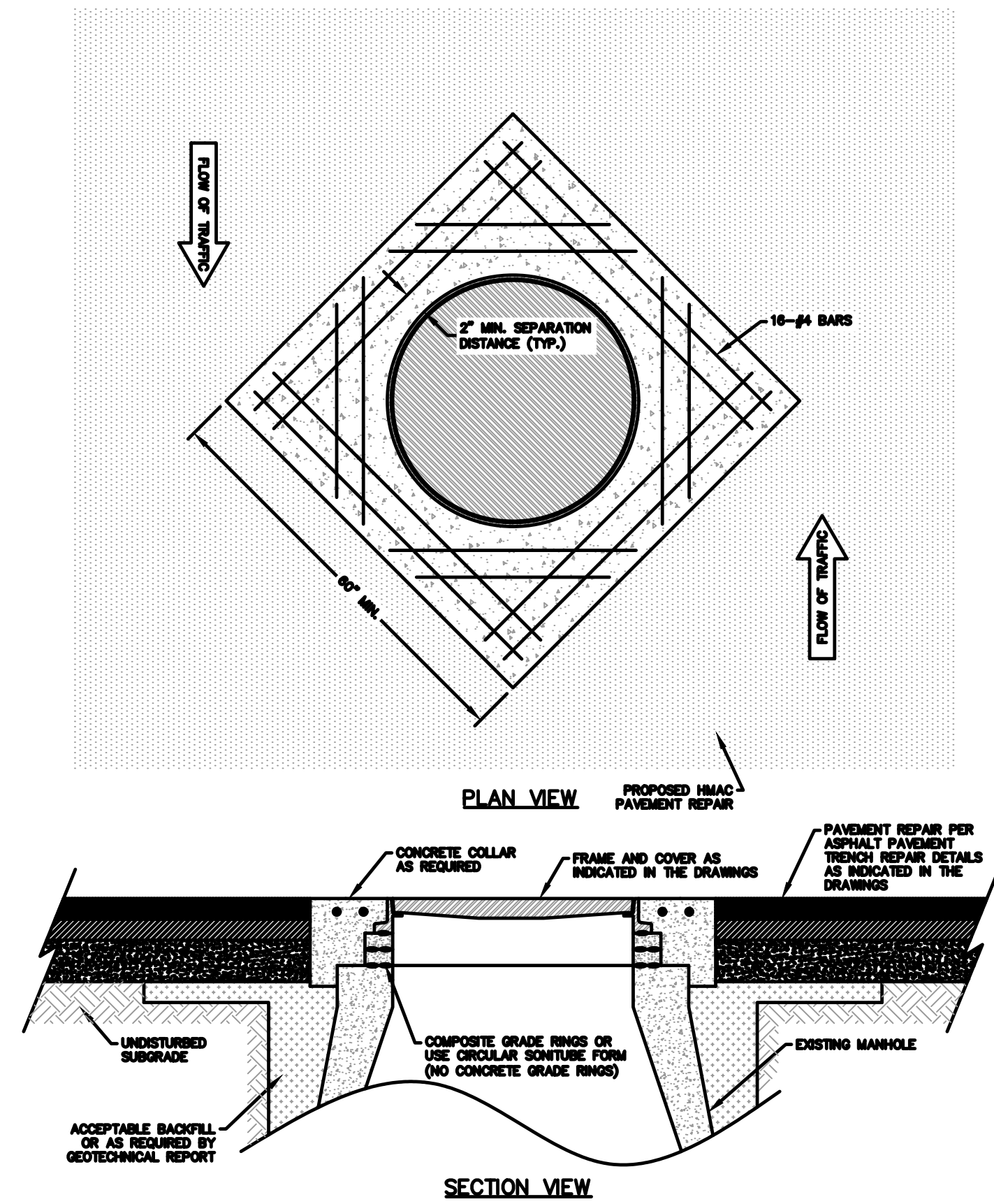


SHADY OAKS LANE & DEEPALE
DRIVE IMPROVEMENTS
STANDARD DETAILS - 1

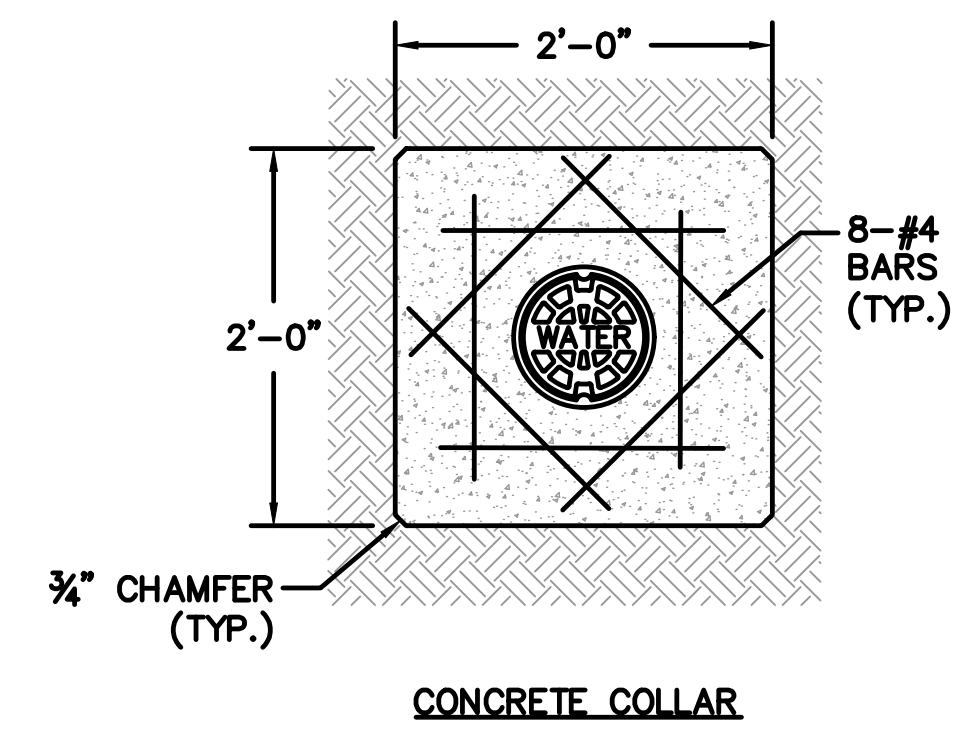


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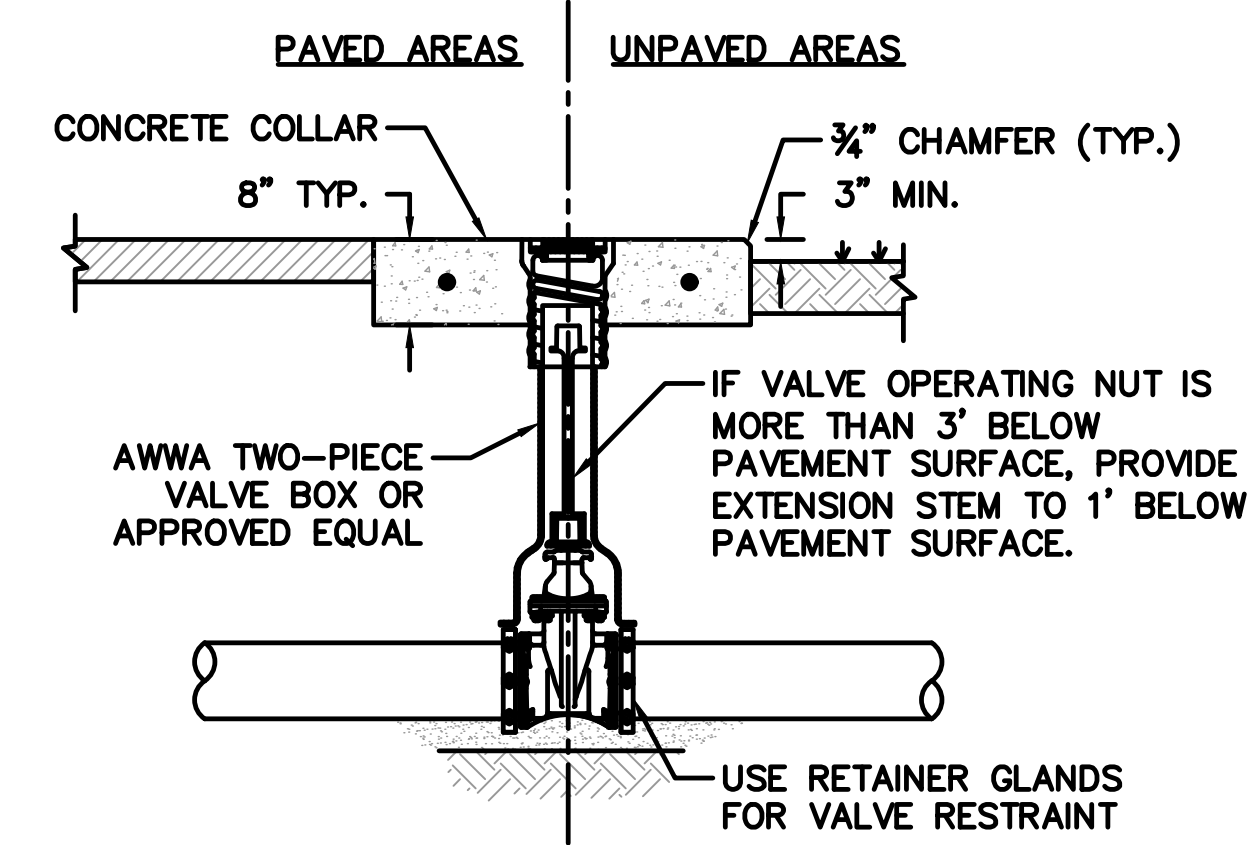
DESIGN BY: AF	DRAWN BY: NS
DATE: April 24	JOB NUMBER: 2312-004-01
SHEET	



7 MANHOLE CONCRETE COLLAR
N.T.S.



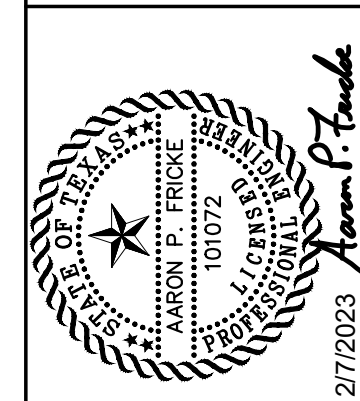
- NOTE:
1. GATE VALVES SHALL BE RESILIENT SEATED.
 2. PROVIDE 3" MIN. OF COVER OVER REINFORCEMENT IN ALL DIRECTIONS.
 3. COLLARS SHALL BE 4,000 PSI CONCRETE PER SECTION 03 30 00.



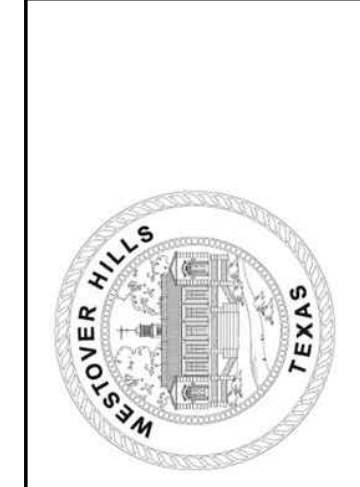
8 WATER VALVE CONCRETE COLLAR
N.T.S.

Dwg Info: W:\Projects\202312004_WestoverHills\ShadyOaks\400_CAD\412_Manul02_PLAN_SHEET\231200401_STD_DETAILS.dwg - Plotter: 4/16/2024

NO.	DATE	COMMENT



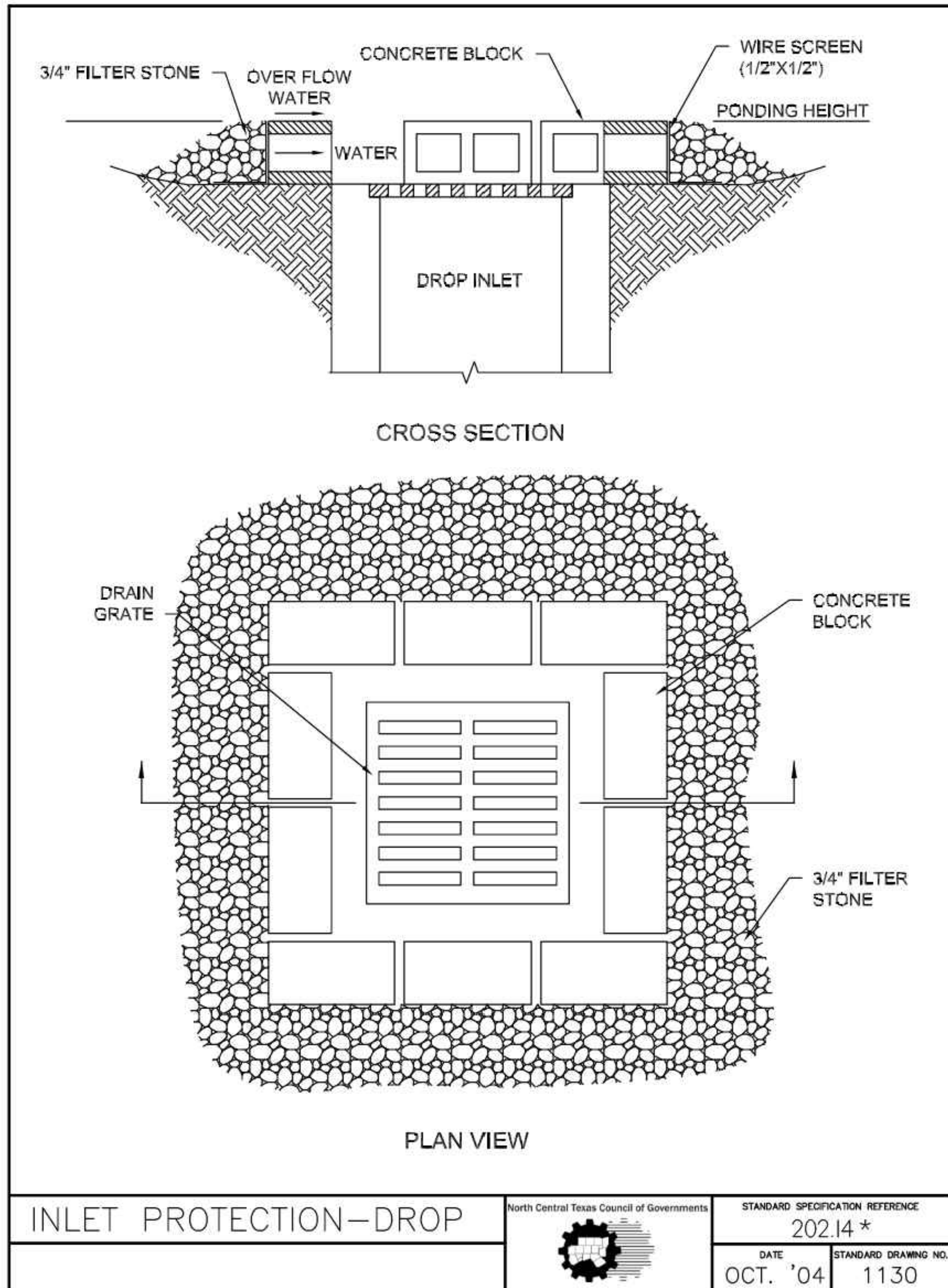
SHADY OAKS LANE & DEEPDALE
DRIVE IMPROVEMENTS
STANDARD DETAILS - 4



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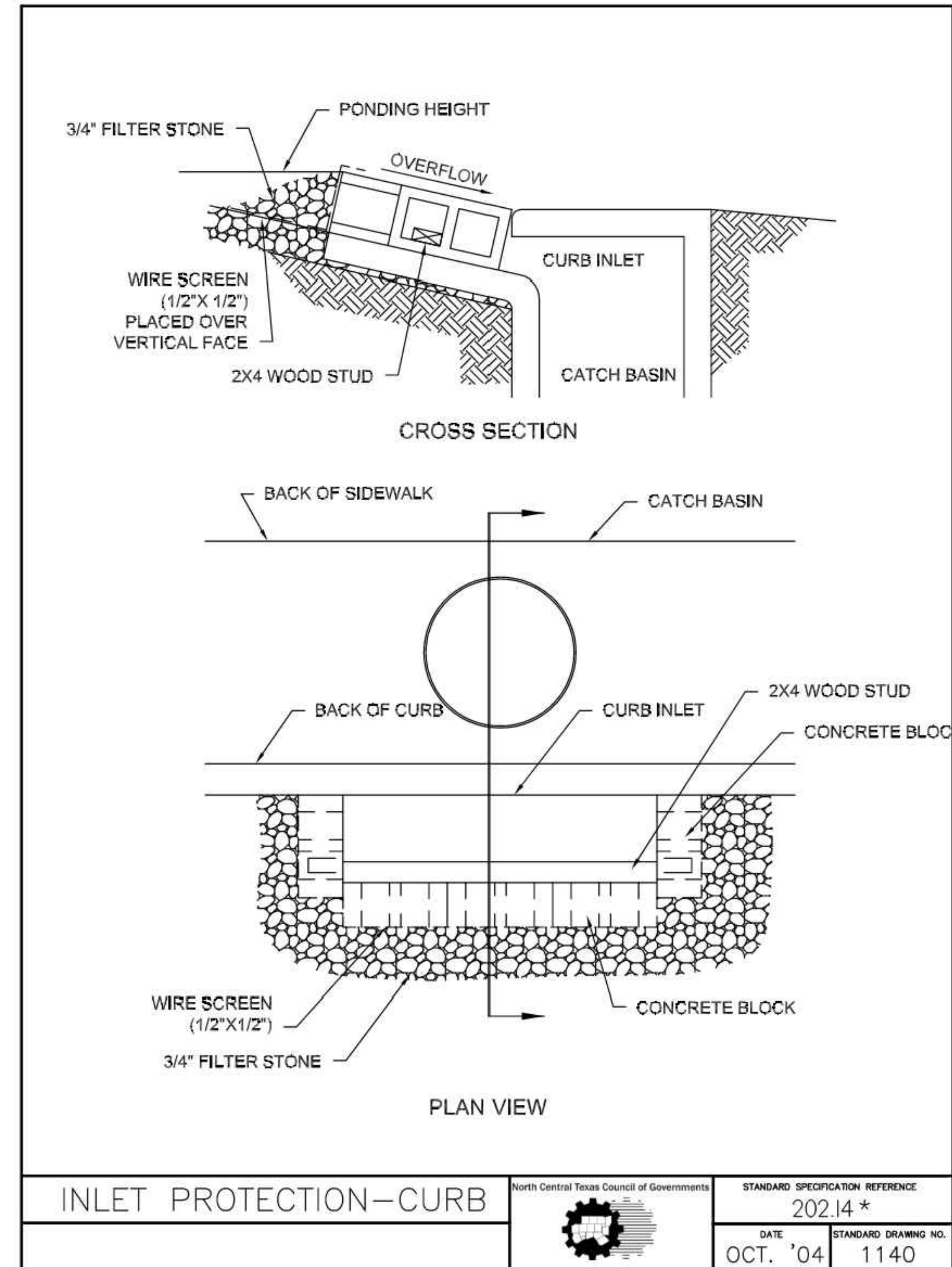
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INLET PROTECTION-DROP		STANDARD SPECIFICATION REFERENCE	
		202.14 *	
		DATE	STANDARD DRAWING NO.
		OCT. '04	1130

*Section II Standard Drawings as of October 2004. Reference number only has been updated for Fifth Edition Specifications. *Public Works Construction Standards North Central Texas, Fifth Edition.*

9 INLET PROTECTION - DROP N.T.S.



INLET PROTECTION-CURB		STANDARD SPECIFICATION REFERENCE	
		202.14 *	
		DATE	STANDARD DRAWING NO.
		OCT. '04	1140

*Section II Standard Drawings as of October 2004. Reference number only has been updated for Fifth Edition Specifications. *Public Works Construction Standards North Central Texas, Fifth Edition.*

10 INLET PROTECTION - CURB N.T.S.

NO.	DATE	COMMENT

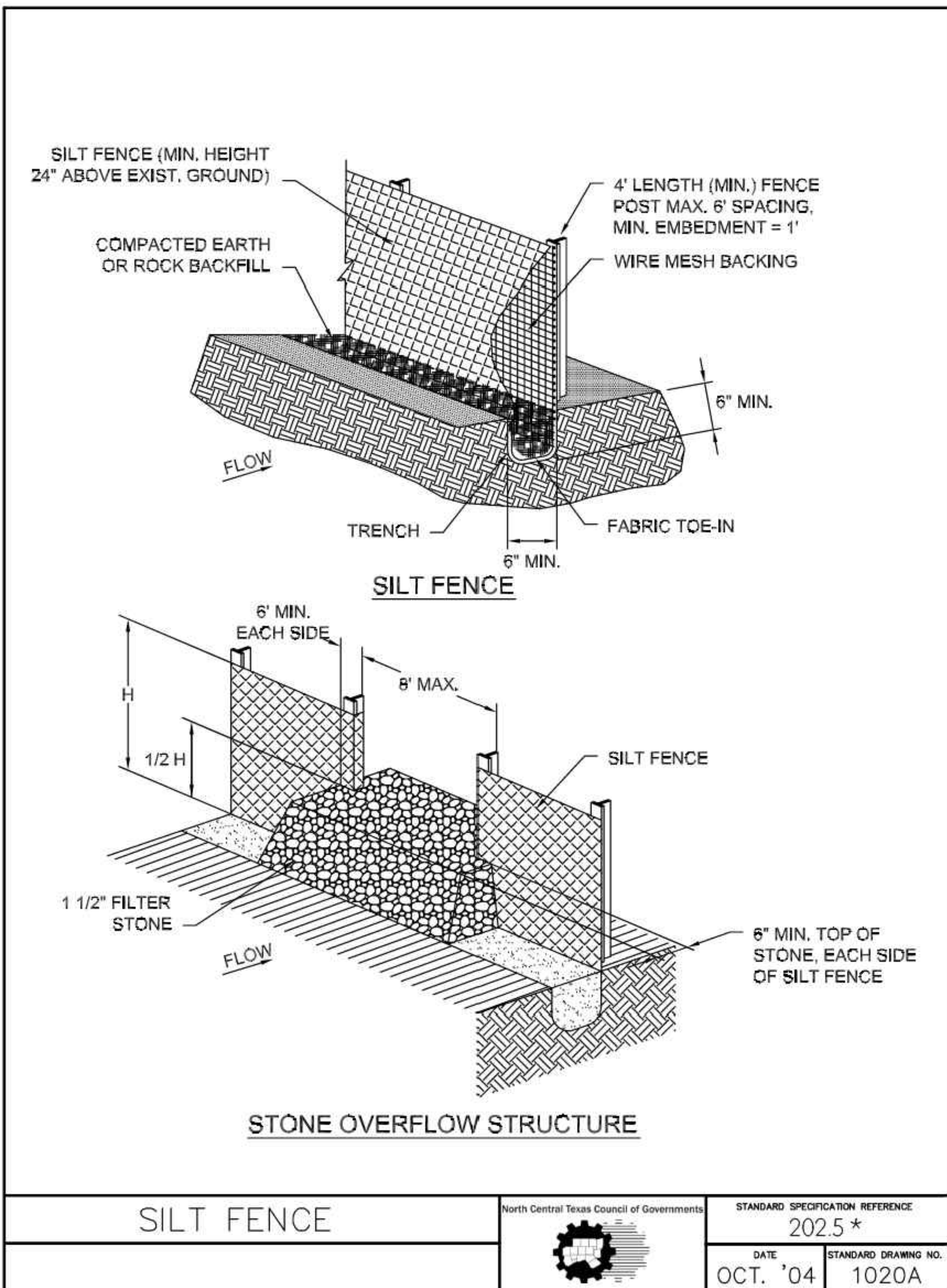


SHADY OAKS LANE & DEEPDALE DRIVE IMPROVEMENTS
STANDARD DETAILS - 5



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AF	NS
DATE:	JOB NUMBER:
April 24	2312-004-01
SHEET	



SILT FENCE	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE	
		202.5 *	
		DATE	STANDARD DRAWING NO.
		OCT. '04	1020A

*Section II Standard Drawings as of October 2004. Reference number only has been updated for Fifth Edition Specifications. *Public Works Construction Standards North Central Texas, Fifth Edition.*

11 SILT FENCE N.T.S.

SILT FENCE GENERAL NOTES:

1. POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF ONE FOOT.
2. THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER, SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. WHERE FENCE CANNOT BE TRENCHED IN (e.g. PAVEMENT), WEIGHT FABRIC FLAP WITH ROCK ON UPHILL SIDE TO PREVENT FLOW FROM SEEPING UNDER FENCE.
3. THE TRENCH MUST BE A MINIMUM OF 6 INCHES DEEP AND 6 INCHES WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
4. SILT FENCE SHOULD BE SECURELY FASTENED TO EACH SUPPORT POST OR TO WIRE BACKING, WHICH IN TURN IS ATTACHED TO THE FENCE POST. THERE SHALL BE A 3 FOOT OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
5. INSPECTION SHALL BE AS SPECIFIED IN THE SWPPP. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
6. SILT FENCE SHALL BE REMOVED WHEN FINAL STABILIZATION IS ACHIEVED OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED.
7. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF HALF THE HEIGHT OF THE FENCE. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

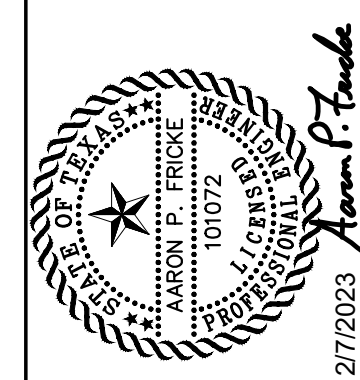
SILT FENCE	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE	
		202.5 *	
		DATE	STANDARD DRAWING NO.
		OCT. '04	1020B

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12 SILT FENCE N.T.S.

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NO.	DATE	COMMENT

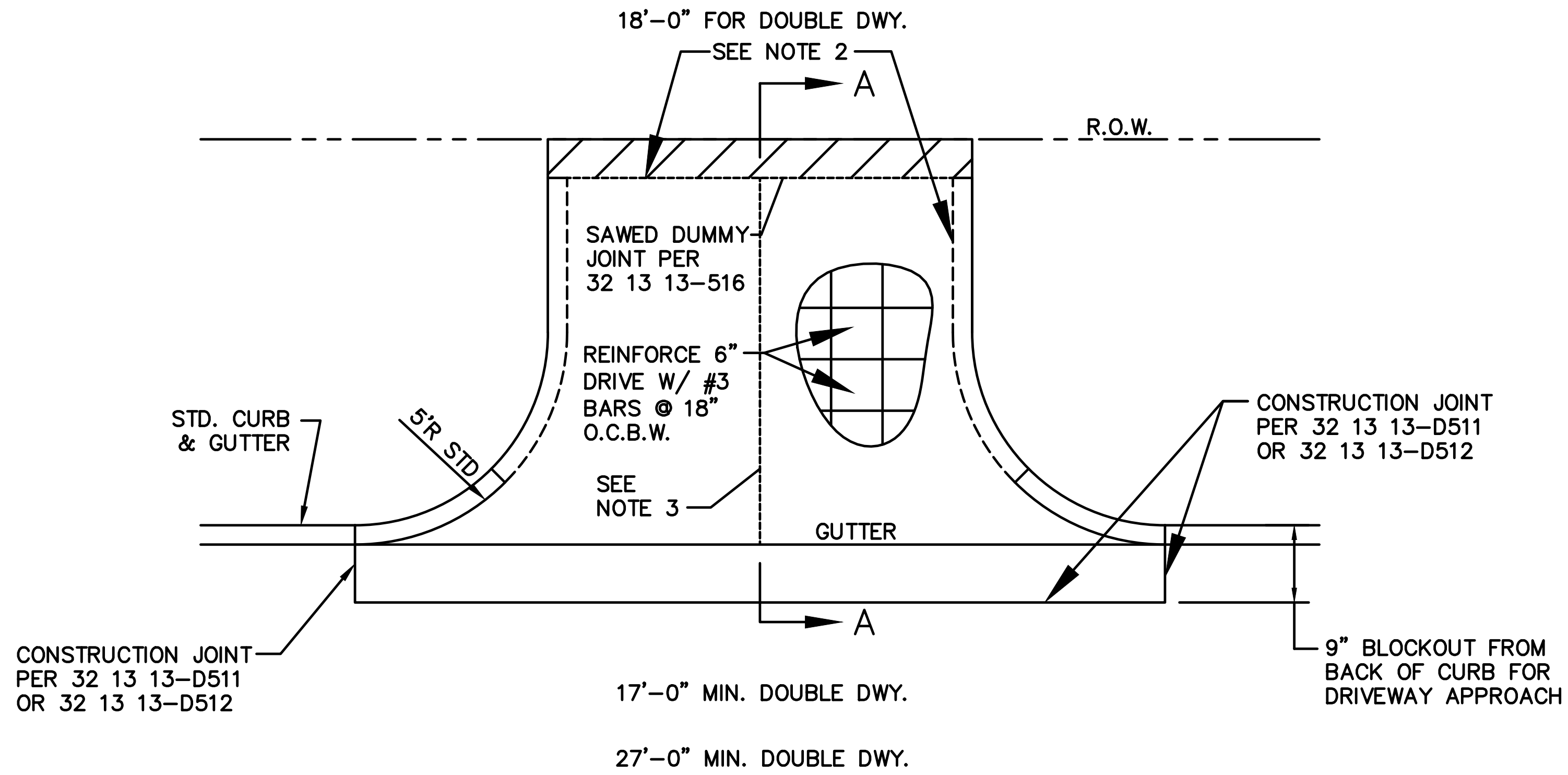


SHADY OAKS LANE & DEEPPDALE
DRIVE IMPROVEMENTS
STANDARD DETAILS - 6



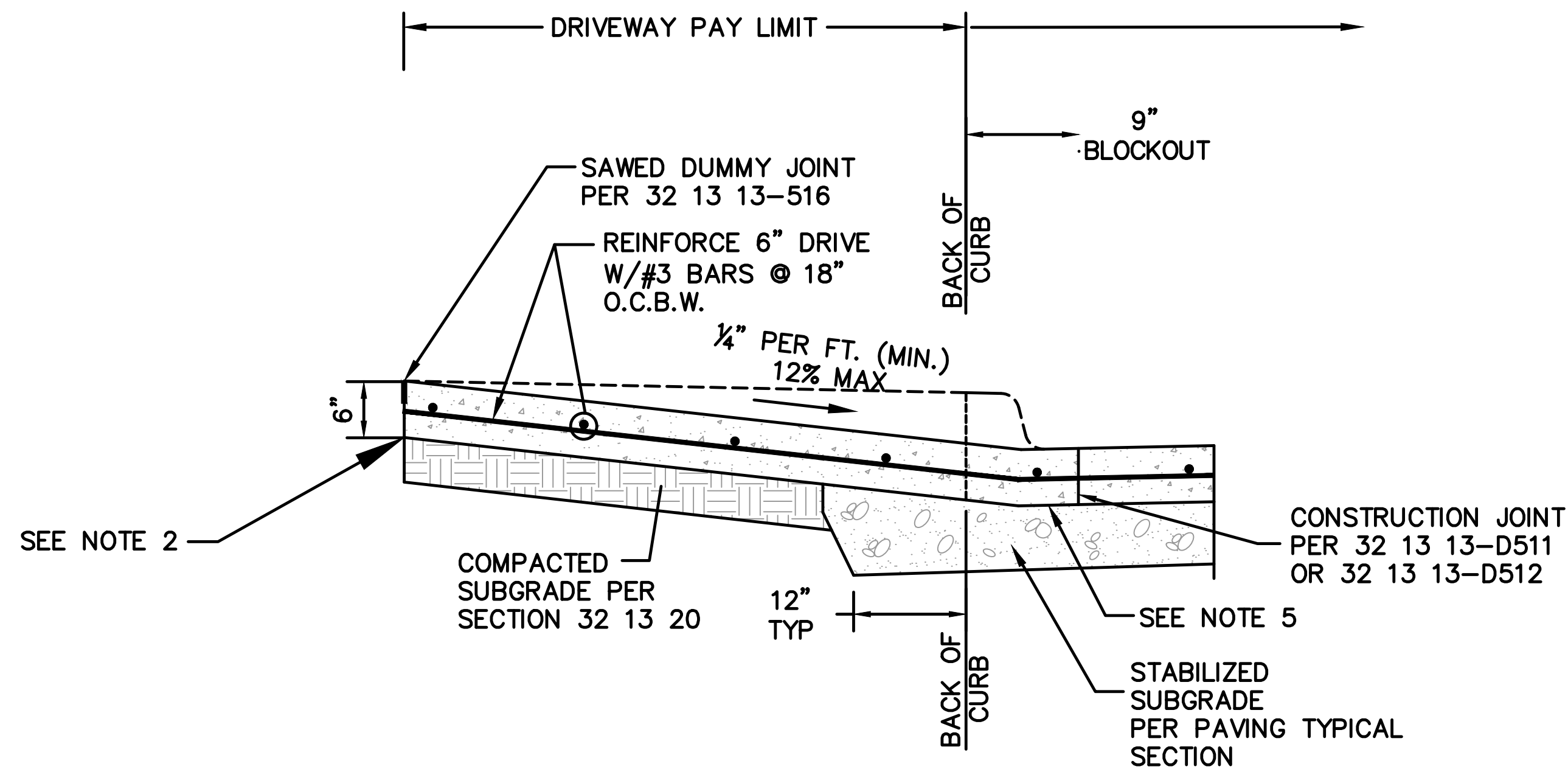
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DATE:	JOB NUMBER:
April 24	2312-004-01
SHEET	



DRIVEWAY NOTES:

1. DRIVEWAY PAY LIMIT WILL BE MEASURED FROM BACK OF THE PROJECTED CURB, INCLUDING THE AREA OF THE CURB RADII AND WILL EXTEND TO THE LIMITS SPECIFIED IN THE DRAWINGS.
2. INSTALL CONSTRUCTION JOINT PER 32 13 13-D512 AT CONNECTION WITH EXISTING DRIVE.
3. DUMMY JOINT IN DRIVEWAY RAMP IS OPTIONAL IN 11'-0" DRIVEWAY ONLY. DUMMY JOINT(S) IN DRIVE REQUIRED TO CORRESPOND WITH JOINT(S) IN CONCRETE PAVING.
4. MATCH CONCRETE PAVING THICKNESS FROM BACK OF CURB TO CONSTRUCTION JOINT TIE IN TO CONCRETE PAVING.
5. THE GRADE BREAK AT THE GUTTER LINE AND AT ANY POINT WITHIN 10 FEET OF GUTTER LINE MUST NOT EXCEED 12 PERCENT.
6. ALL CONCRETE SHALL BE CLASS "A" PER SECTION 32 13 20.



13 CONCRETE DRIVEWAY N.T.S.

Dwg Info: W:\Projects\202312004_Westover_Hills\01_Westover_Hills\01_Sheet\231200401_STD_DETAILS.dwg - Plotter: 4/18/2024

NO.	DATE	COMMENT



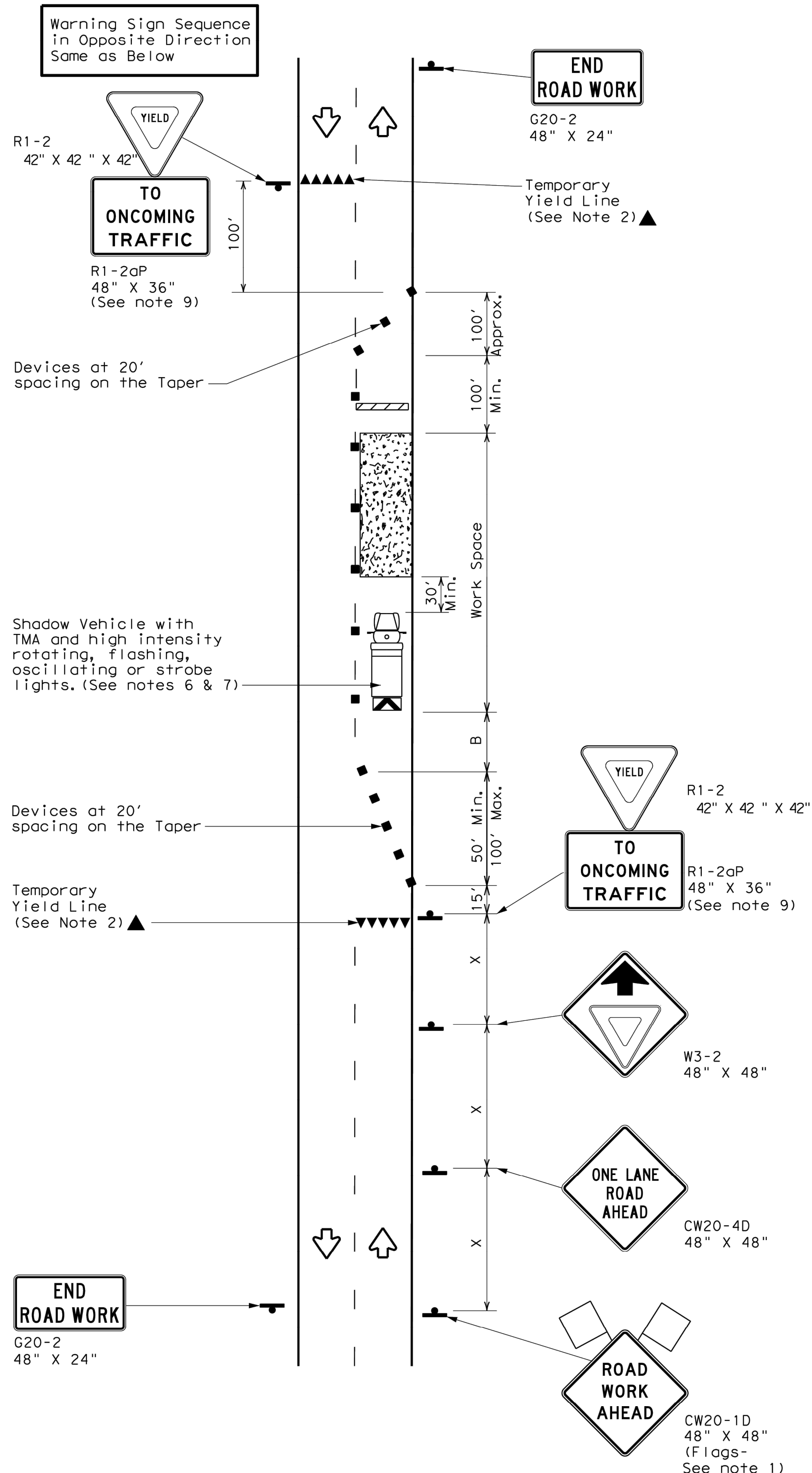
SHADY OAKS LANE & DEEPPDALE
DRIVE IMPROVEMENTS
STANDARD DETAILS - 7



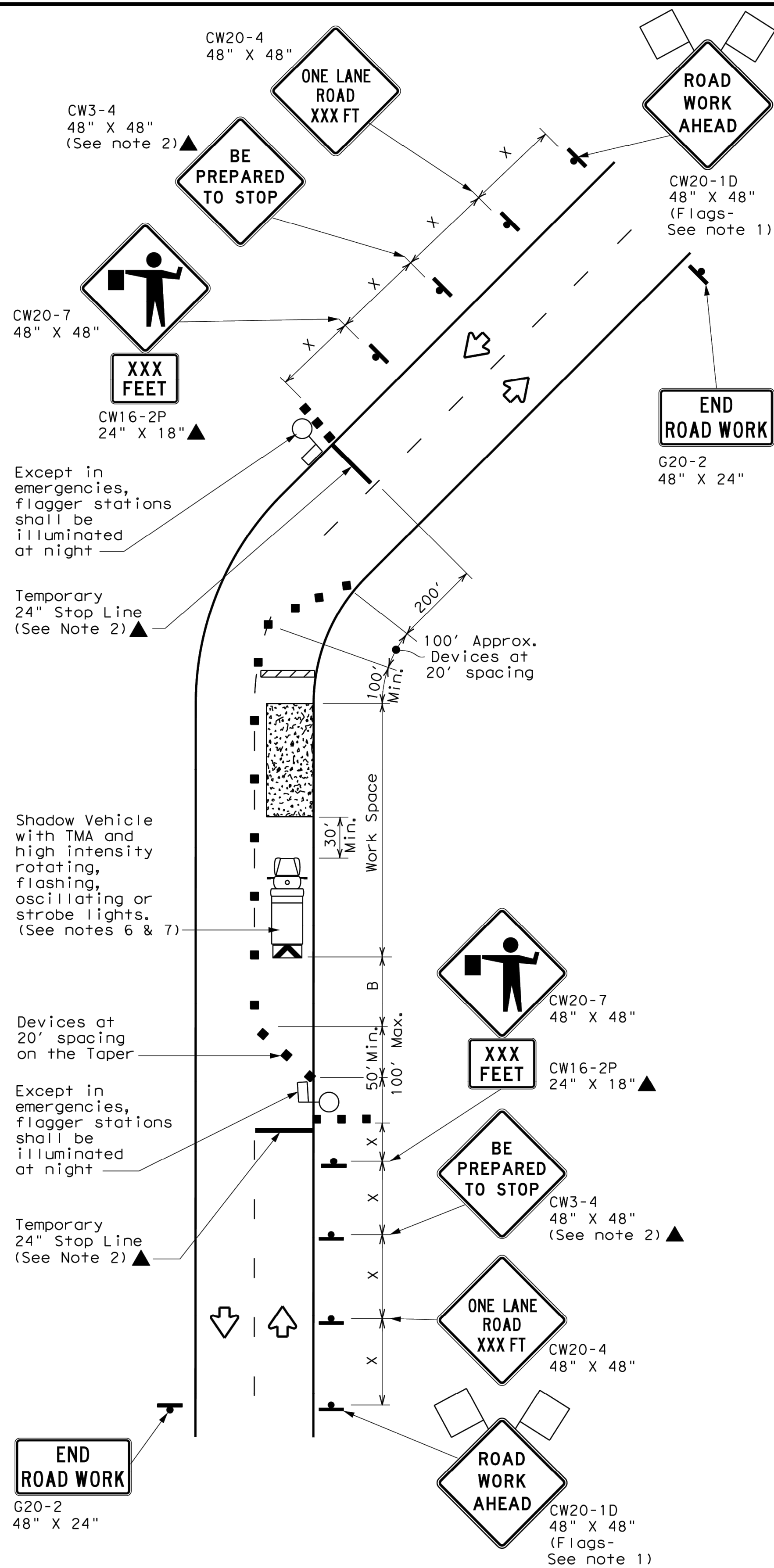
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DATE: April 24	JOB NUMBER: 2312-004-01

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TCP (2-2a)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH YIELD SIGNS
 (Less than 2000 ADT - See Note 9)



TCP (2-2b)
2-LANE ROADWAY WITHOUT PAVED SHOULDERS
ONE LANE TWO-WAY
CONTROL WITH FLAGGERS

LEGEND

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

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

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

TYPICAL USAGE

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

GENERAL NOTES

- Flags attached to signs where shown, are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4 "ONE LANE ROAD XXX FT" sign, but proper sign spacing shall be maintained.
 - Flaggers should use two-way radios or other methods of communication to control traffic.
 - Length of work space should be based on the ability of flaggers to communicate.
 - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
 - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect a wider work space.
- TCP (2-2a)**
- The R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work space should be no longer than one half city block. In rural areas, roadways with less than 2000 ADT, work space should be no longer than 400 feet.
 - The R1-2aP "YIELD TO ONCOMING TRAFFIC" sign shall be placed on a support at a 7 foot minimum mounting height.
- TCP (2-2b)**
- Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
 - If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the flagger and a queue of stopped vehicles. (See table above).
 - Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

Texas Department of Transportation
 Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

TCP (2-2) - 18

FILE: tcp2-2-18.dgn	DN:	CK:	DW:	CK:
© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS				
8-95 3-03				
1-97 2-12				
4-98 2-18				
DIST	COUNTY			SHEET NO.
				25