

SET CURBING ON
RECOMPACTED SUBGRADE - 95%
STANDARD PROCTOR.

- BROOM FINISH EXPOSED SURFACES.
- PRE-CUT EXP. JOINT MATERIAL TO BE USED
IN ALL EXPANSION JOINTS.
- DUMMY JOINTS 10' O.C.
- EXP. JOINTS 40' O.C. MAX., AT ENDS OF RADIUS
AND AT 5' FROM INLET STRUCTURES.
- 4,000 psi CONCRETE (LIMESTONE MIX), 5% AIR ENTRAINMENT

6-18 CURB AND GUTTER

N.T.S.

DRAWN		
ENGR.		
REV.	DATE	APPROVED

TOWN OF ARLINGTON
Public Works Standard Details

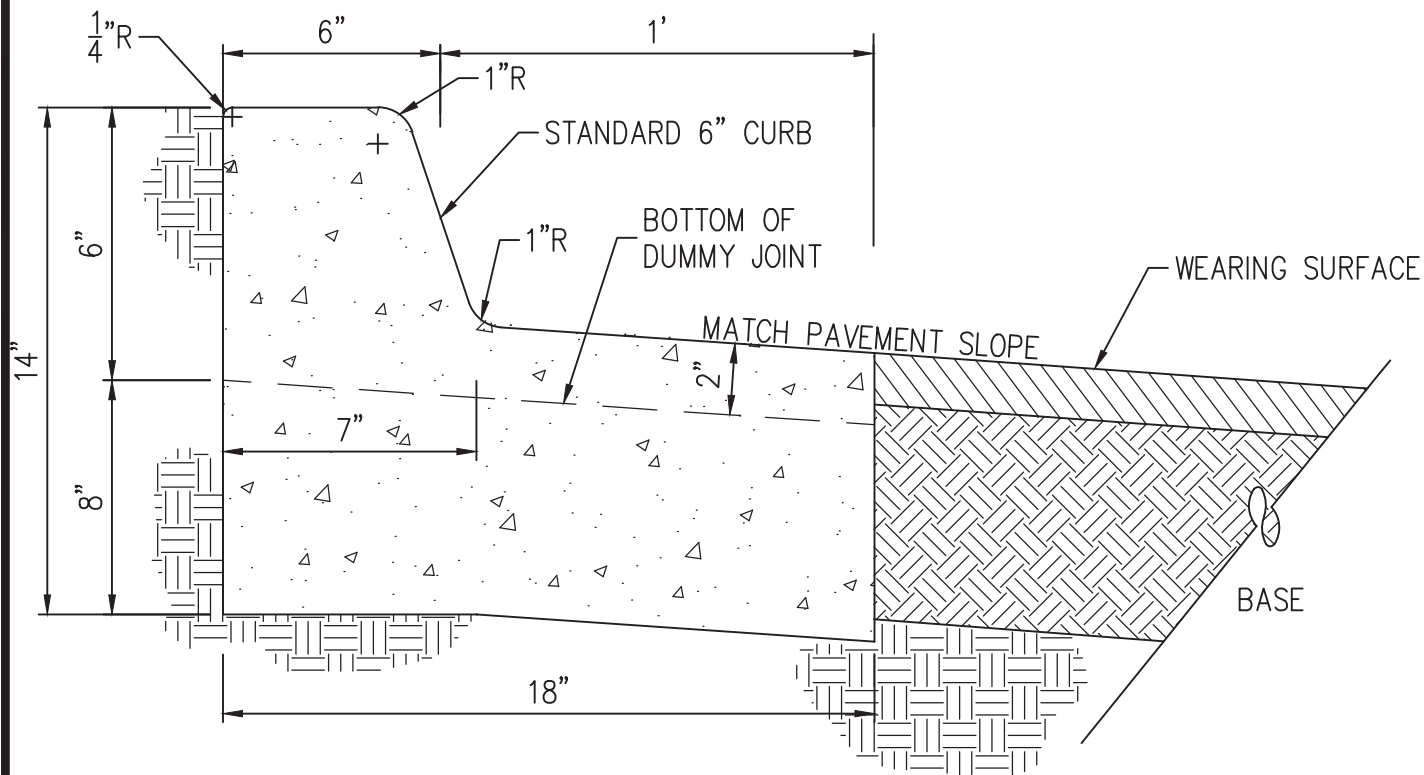
6-18 CURB & GUTTER
STANDARD DETAIL



DATE

APPR.

DWG. NO.



SET CURBING ON
RECOMPACTED SUBGRADE - 95%
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INVERTED 6-18 CURB AND GUTTER

N.T.S.

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TOWN OF ARLINGTON
Public Works Standard Details

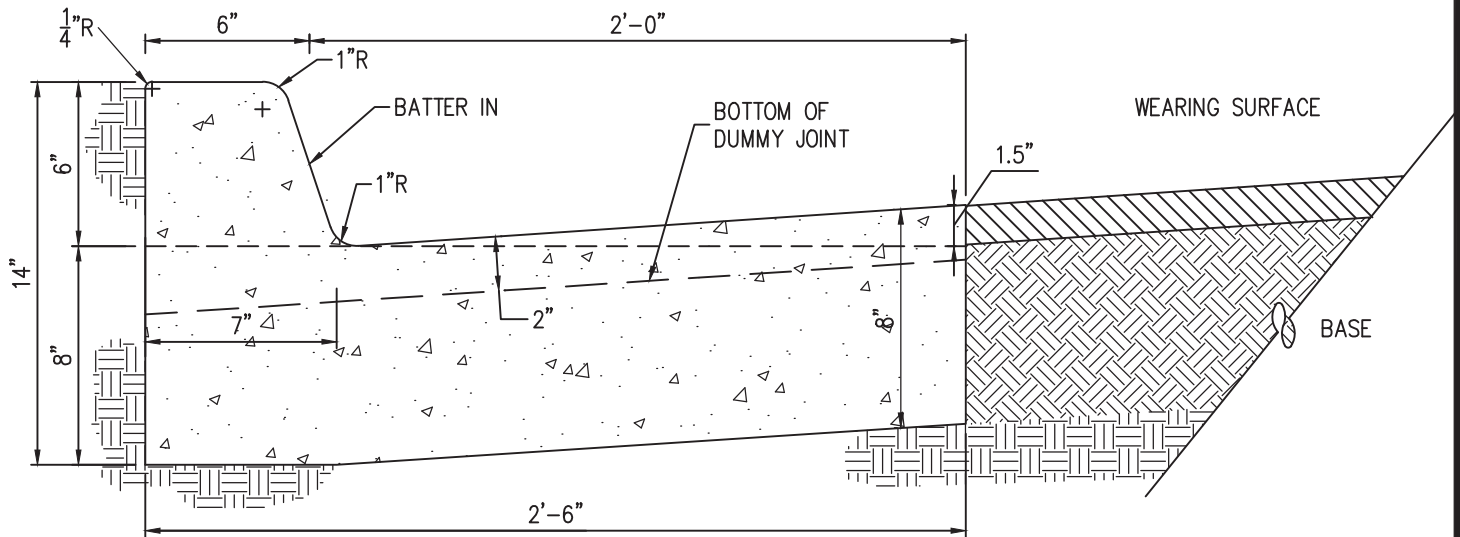
INVERTED 6-18 CURB & GUTTER
STANDARD DETAIL



DATE

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SET CURBING ON
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6-30 CURB AND GUTTER

N.T.S.

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Public Works Standard Details

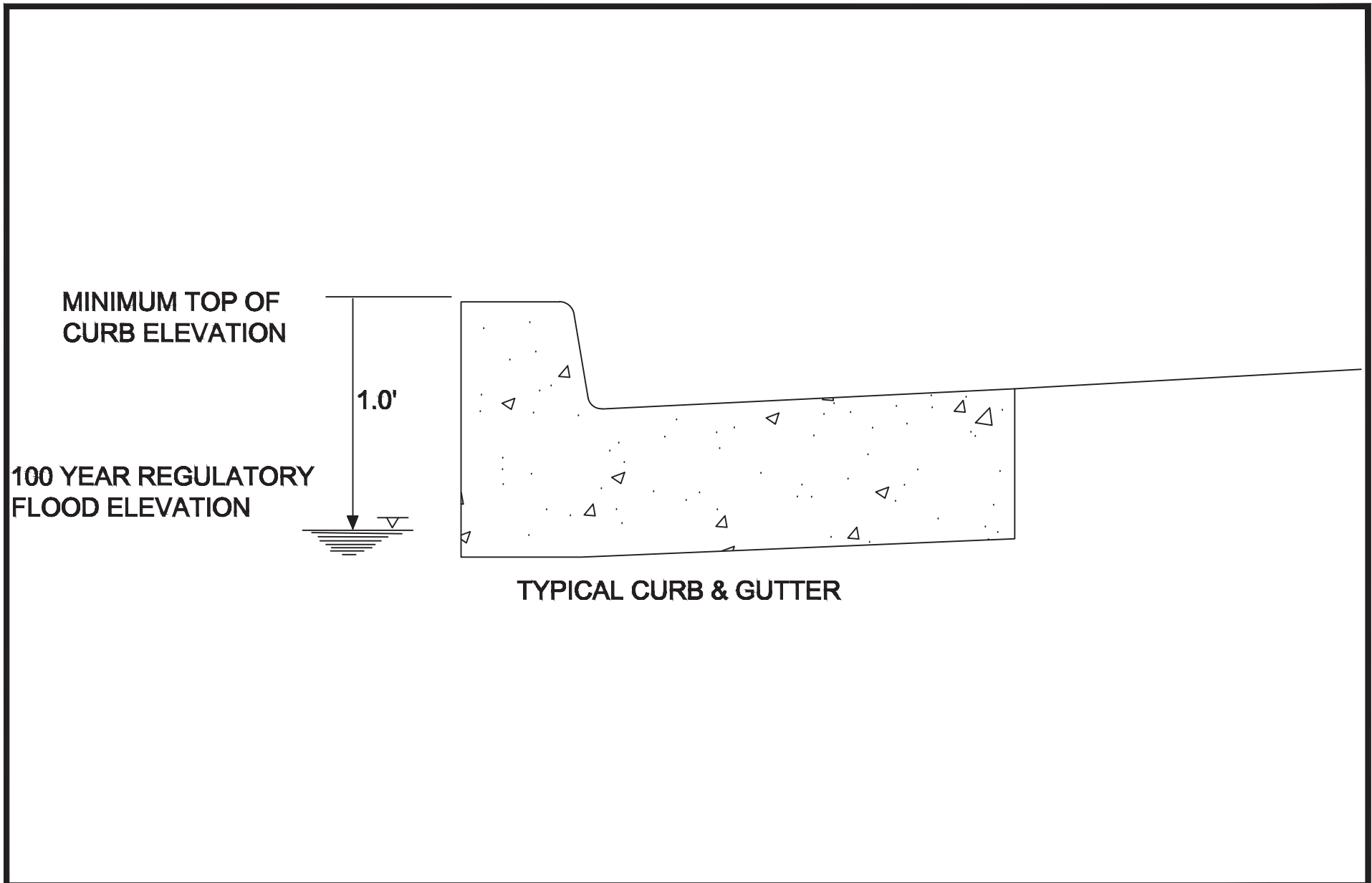
6-30 CURB & GUTTER
STANDARD DETAIL



DATE

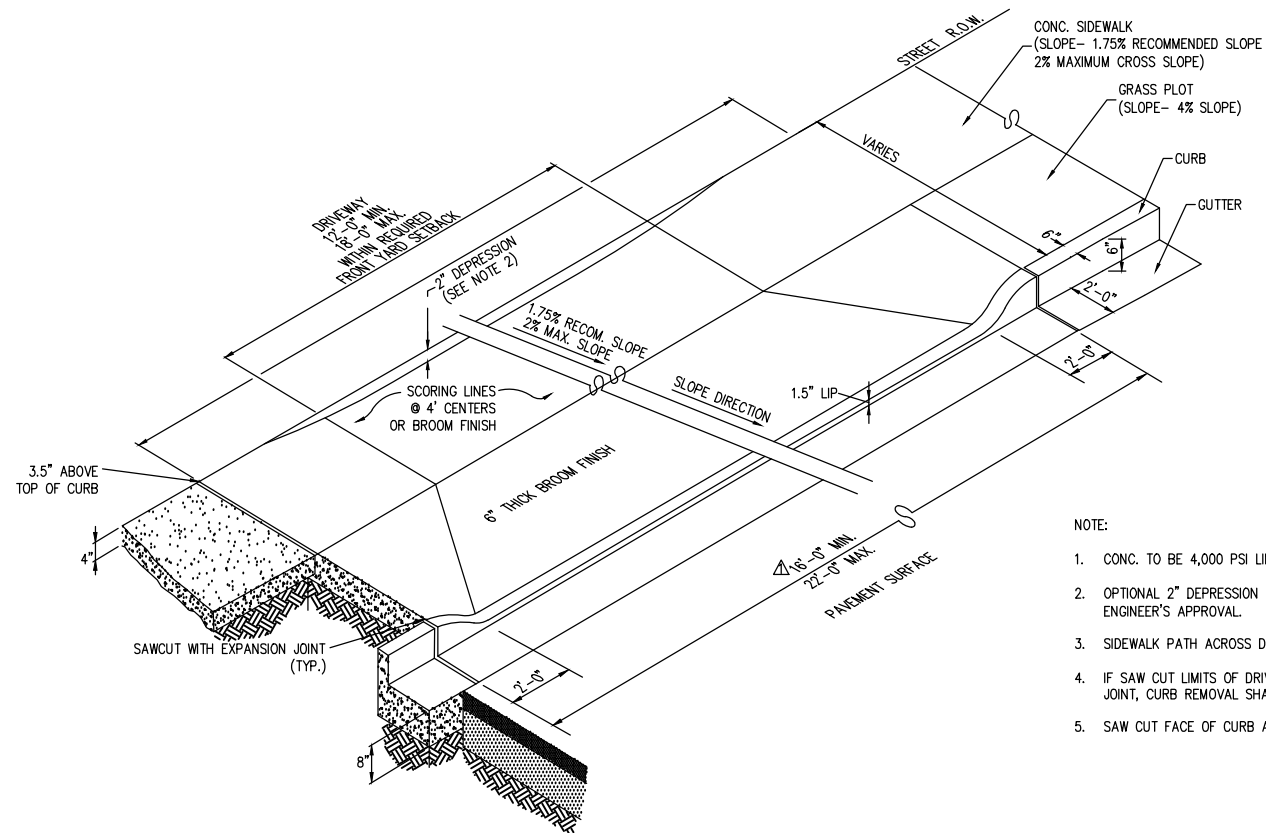
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ENGR.					APPR.
REV.	DATE	APPROVED	DWG. NO.		

REV. 1: REDUCED MINIMUM DRIVEWAY OPENING
AT STREET FROM 20' MIN. TO 16' MIN.
REV. 2: ADDED NOTE 5



- NOTE:
1. CONC. TO BE 4,000 PSI LIMESTONE MIX, 5% AIR ENTRAINED, 6" THICK.
 2. OPTIONAL 2" DEPRESSION FOR STEEP, DOWNHILL DRIVEWAYS, WITH TOWN ENGINEER'S APPROVAL.
 3. SIDEWALK PATH ACROSS DRIVE APRON SHALL BE ADA COMPLIANT.
 4. IF SAW CUT LIMITS OF DRIVEWAY ARE 2' OR CLOSER TO AN EXISTING CONCRETE JOINT, CURB REMOVAL SHALL BE TAKEN TO THE JOINT.
 5. SAW CUT FACE OF CURB AND ADD EXPANSION JOINT AT EACH END OF CURB CUT.

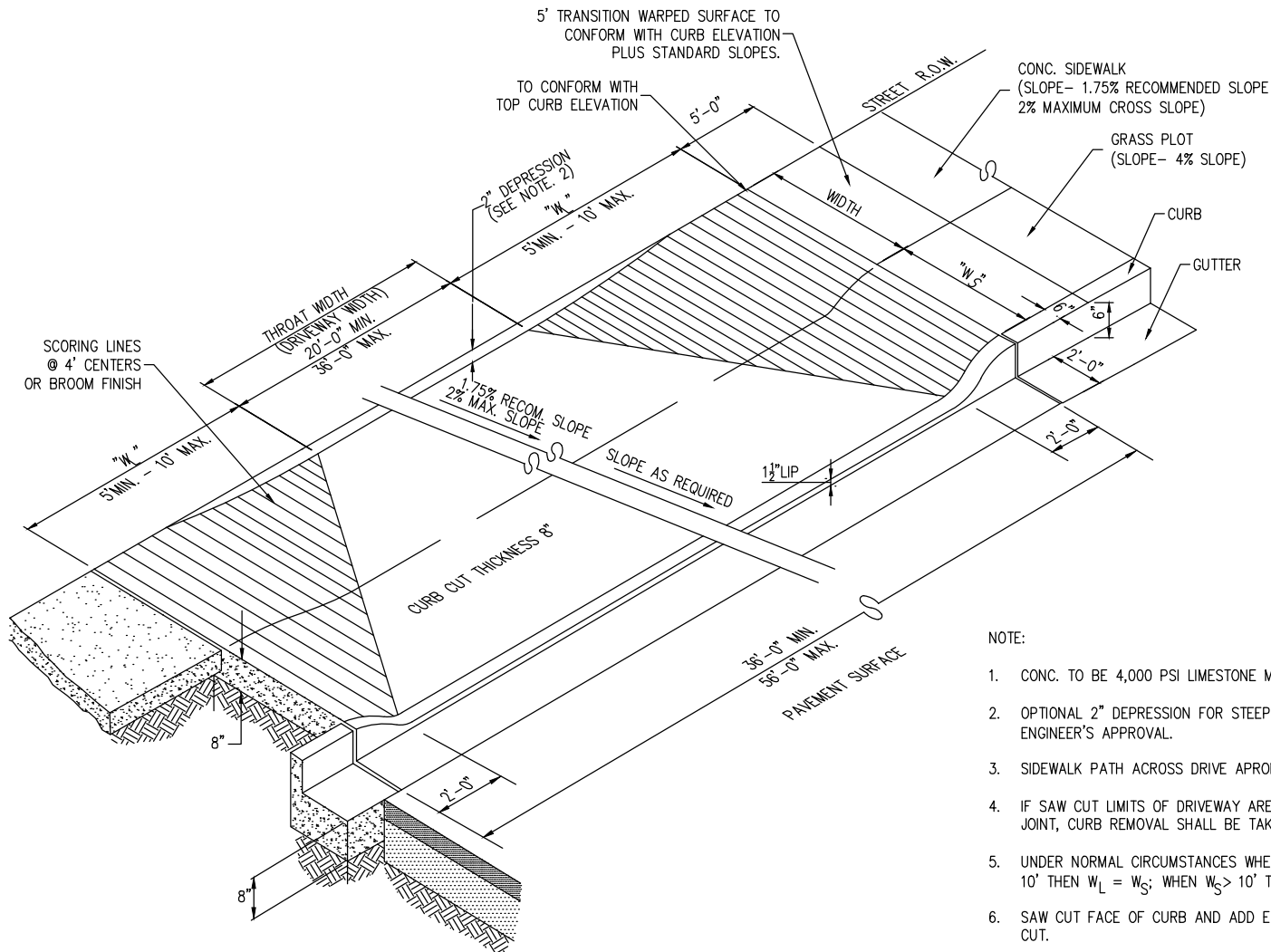
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REV.	DATE	APPROVED
1	04/17/18	TOA
2	12/03/19	TOA

TOWN OF ARLINGTON
Public Works Standard Details

RESIDENTIAL DRIVEWAY
TYPICAL SECTION



DATE	
APPR.	
DWG. NO.	



NOTE:

1. CONC. TO BE 4,000 PSI LESTONE MIX, 5% AIR ENTRAINED, 6" THICK.
2. OPTIONAL 2" DEPRESSION FOR STEEP, DOWNHILL DRIVEWAYS, WITH TOWN ENGINEER'S APPROVAL.
3. SIDEWALK PATH ACROSS DRIVE APRON SHALL BE ADA COMPLIANT.
4. IF SAW CUT LIMITS OF DRIVEWAY ARE 2' OR CLOSER TO AN EXISTING CONCRETE JOINT, CURB REMOVAL SHALL BE TAKEN TO THE JOINT.
5. UNDER NORMAL CIRCUMSTANCES WHEN $W_S \leq 5'$ THEN $W_L = 5'$; WHEN $5' < W_S \leq 10'$ THEN $W_L = W_S$; WHEN $W_S > 10'$ THEN $W_L = 10'$
6. SAW CUT FACE OF CURB AND ADD EXPANSION JOINT AT EACH END OF CURB CUT.

COMMERCIAL/INDUSTRIAL/MULTI FAMILY DRIVEWAY
N.T.S.

DRAWN		
ENGR.		
REV.	DATE	APPROVED
1	12/03/19	TOA

TOWN OF ARLINGTON
Public Works Standard Details

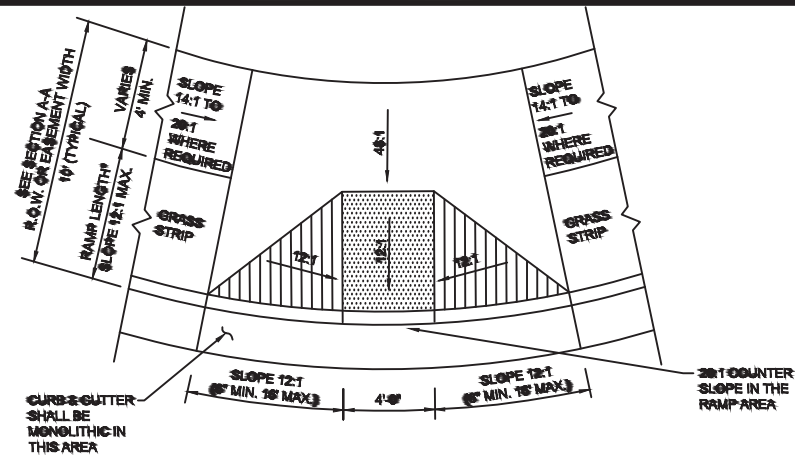
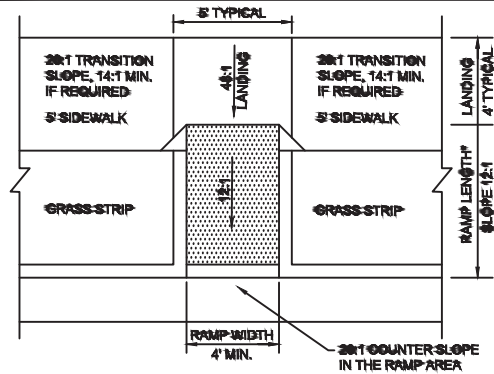
COMMERCIAL/INDUSTRIAL/MULTI-FAMILY DRIVEWAY TYPICAL SECTION



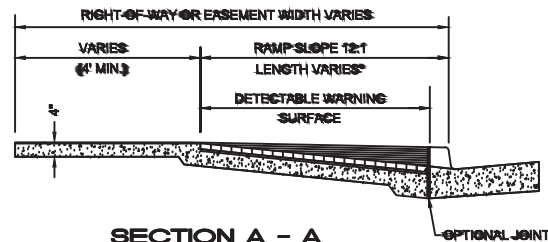
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APPR.

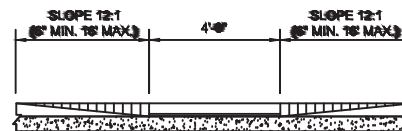
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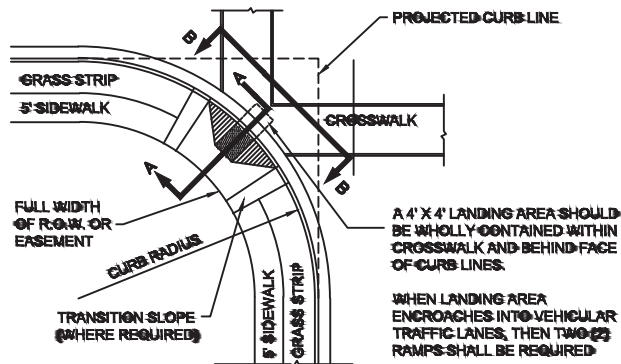
*VARIES FROM 6" TO 2.5' MINIMUM, DEPENDING ON EASEMENT OR R.O.W. WIDTH.
A RAMP SLOPE OF 14:1 OR FLATTER IS PREFERABLE.
THE DETECTABLE WARNING SURFACE STOPS AT THE BACK OF THE CURB.
THE NORMAL RAMP LANDING IS 4' IN DEPTH AND 4' MINIMUM WIDTH.



SECTION A - A



SECTION B - B



NOTES:

1. CURB RAMP ARE TO BE LOCATED AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
2. SURFACE TEXTURE OF THE RAMP SHALL TRUNCATED DOMES CONFORMING TO 28-CFR PART 36, APP. A, 4.292 AND ANSI A 117.1, 305 DETECTABLE WARNING.
3. SURFACE COLOR OF THE RAMP SHALL CONTRAST WITH THE ADJACENT WALKWAY AND SLOPED AREAS AS DARK RAMP COLOR WITH LIGHT COLOR ON THE SIDE FLARES AND WALKWAYS PER ANSI A117.1-06, SECT. 305. YELLOW TRUNCATED DOMES SHALL BE USED.
4. CARE SHALL BE TAKEN TO ASSURE A UNIFORM GRADE ON THE RAMP, FREE OF SAGS AND SHORT GRADE CHANGES.
5. THE LENGTH OF THE SIDE FLARES SHALL BE DETERMINED BY THE 12:1 SLOPE AND THE HEIGHT OF THE CURB WITH A MINIMUM LENGTH OF 6' AND A MAXIMUM LENGTH OF 16'. SIDEWALK BEHIND THE RAMP SHALL HAVE A CROSS SLOPE OF 4:1.
6. DRAINAGE STRUCTURES SHALL NOT BE PLACED IN LINE WITH RAMP NOR HINDER PEDESTRIAN TRAFFIC AT INTERSECTIONS.
7. THE CURB RAMP SHALL CONFORM WITH THE TOWN OF ARLINGTON STANDARD CONSTRUCTION SPECIFICATIONS. ANY VARIATION FROM THIS STANDARD SHALL BE IN WRITING FROM THE ENGINEER OR HIS DESIGNEE. THIS STANDARD CONFORMS TO ADA REGULATIONS.
8. THE LANDING AREA AT THE FOOT OF THE RAMP MUST BE WHOLLY CONTAINED BEHIND THE PROJECTED CURB LINES. IF LANDING AREA ENCLOSED INTO VEHICULAR TRAFFIC LANES, THEN TWO RAMP SHALL BE REQUIRED.
9. THROUGH THE AREA OF THE RAMP, THE COUNTER SLOPE OF THE CUTTER SHALL BE 20:1 AND TRANSITIONED TO MATCH THE NORMAL CUTTER LINE PROFILE ON BOTH SIDES OF THE RAMP.
10. CONCRETE SHALL BE 4000 PSI.

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TOWN OF ARLINGTON Public Works Standard Details

CURB RAMP WITH DETECTABLE WARNING SURFACE



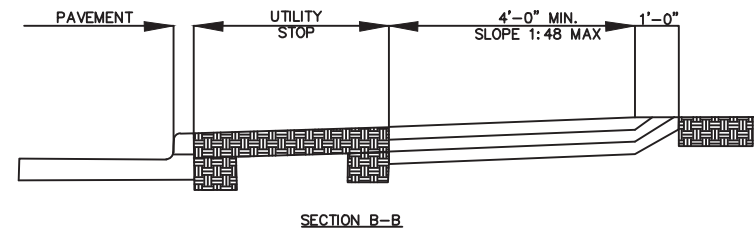
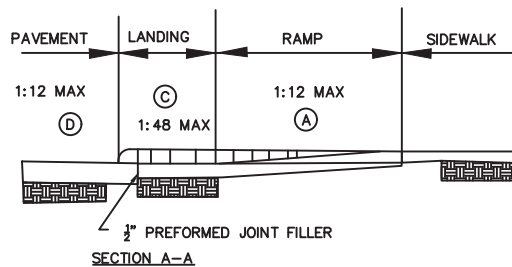
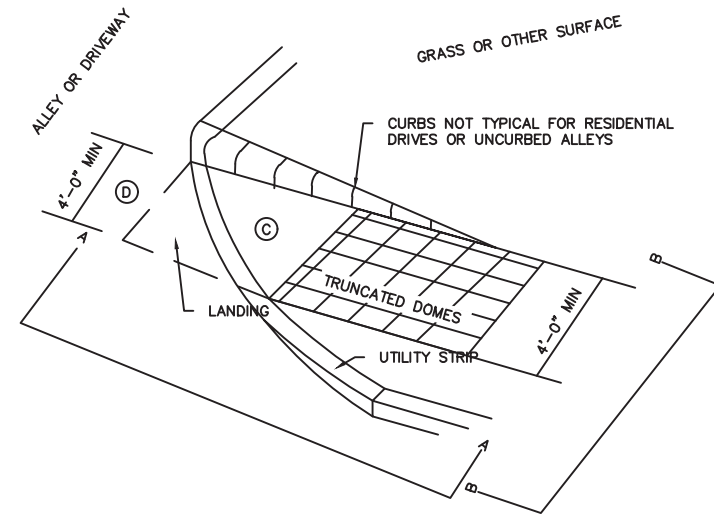
DATE

APPR.

DWG. NO.

NOTES:

1. CURB RAMPS ARE TO BE LOCATED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. SURFACE TEXTURE OF THE RAMP SHALL BE TRUNCATED DOMES CONFORMING TO 28.CFR PART 36, APP. A.4.29.2 AND ANSI A 117.1, 705 DETECTABLE WARNING.
3. SURFACE COLOR OF THE RAMP SHALL CONTRAST WITH THE ADJACENT WALKWAY AND SLOPED AREAS AS DARK RAMP COLORS. TRUNCATED DOMES SHALL BE YELLOW.



SUPPLEMENTAL NOTES - NEW CONSTRUCTION

- A. THE BOTTOM EDGES OF THE RAMP SHALL CHANGE PLANES PERPENDICULAR TO THE LANDING.
- B. THE EDGE OF THE CURB SHALL BE FLUSH WITH THE EDGE OF THE ADJACENT PAVEMENT AND GUTTER.
- C. THE LANDING AT THE BOTTOM OF THE RAMP SHALL BE A MINIMUM OF 4' X 4' WITH A MAXIMUM CROSS-SLOPE OF 1:48 OR 2%.
- D. THE PEDESTRIAN WALK WAY BETWEEN THE TWO RAMPS SHALL HAVE A MAXIMUM OF 1:48 OR 2% CROSS-SLOPE WITH A 1:12 MAXIMUM RUNNING SLOPE.

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TOWN OF ARLINGTON
Public Works Standard Details

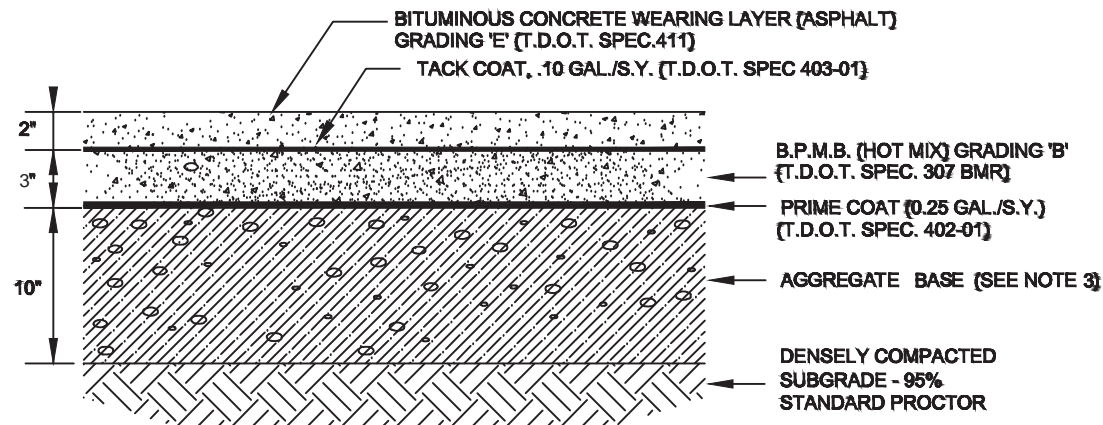
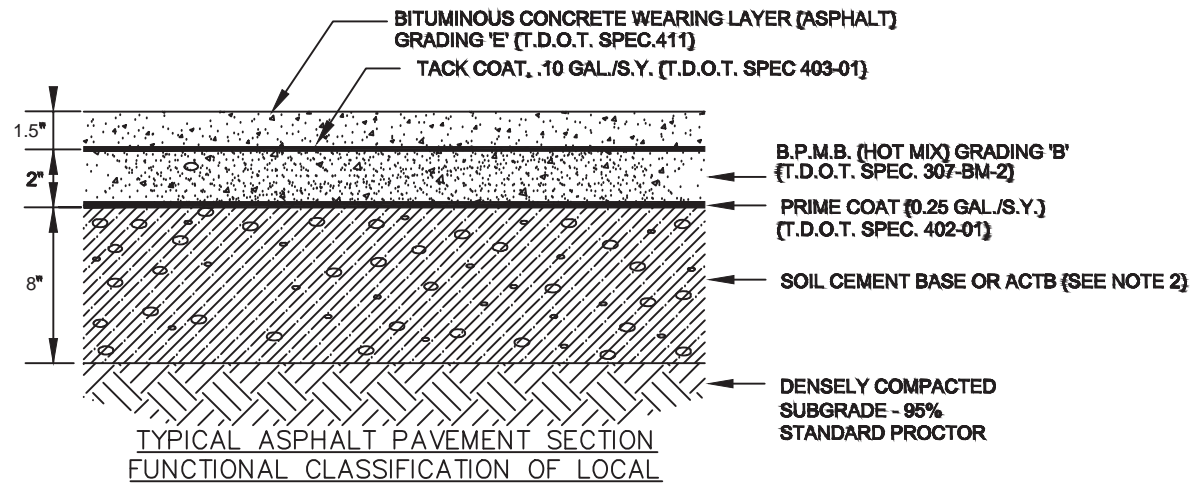
PERPENDICULAR CURB RAMP



DATE

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NOTES:

1. SHALL CONFORM WITH THE TOWN OF ARLINGTON STANDARD CONSTRUCTION SPECIFICATIONS.
2. SOIL CEMENT OR AGGREGATE CEMENT TREATED BASE (ACTB) MIX DESIGN PRODUCED BY A GEOTECHNICAL ENGINEERING FIRM SHALL BE PROVIDED TO THE TOWN ENGINEER FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT.
3. AGGREGATE BASE SHALL BE CR-610, CRUSHED LIMESTONE.
4. FOR ALL ARTERIAL STREETS, AGGREGATE BASE SHALL EXTEND UNDER AND 1' BEYOND THE BACK OF CURB. AGGREGATE BASE UNDER AND BEYOND CURB SHALL BE PLACED UNIFORMLY WITH ROADWAY BASE.

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TOWN OF ARLINGTON
Public Works Standard Details

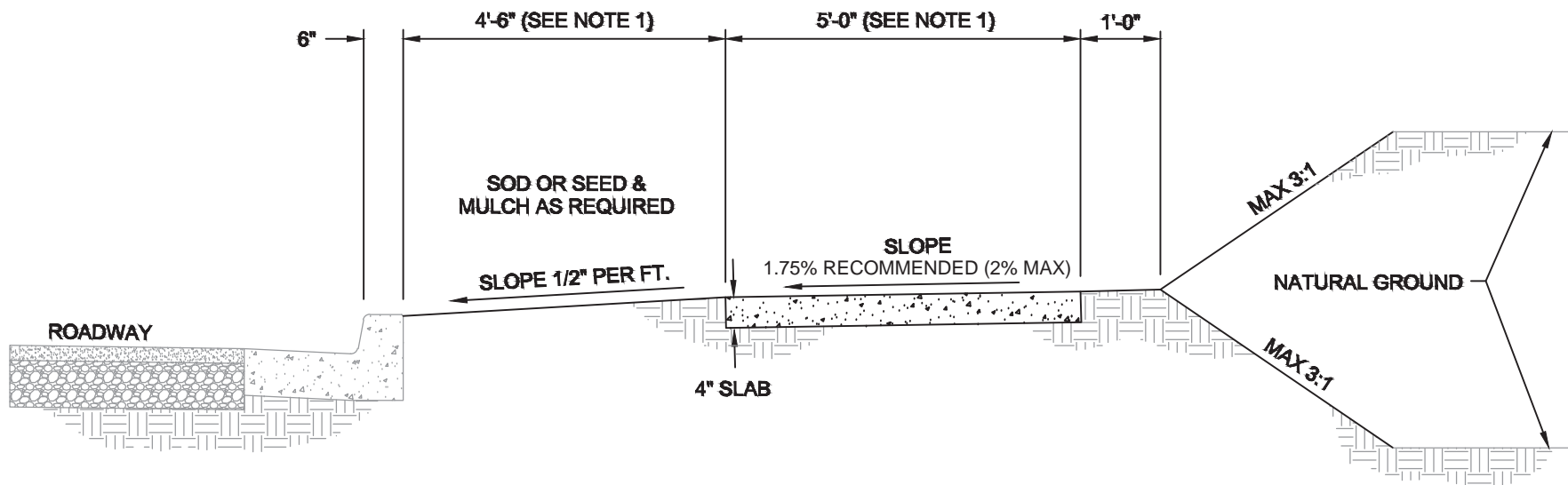
ASPHALT PAVEMENT SECTION



DATE

APPR.

DWG. NO.



NOTES:

1. DIMENSIONS MAY VARY. CONSULT PLANS TO VERIFY WIDTH OF R.O.W.
2. USE 4,000 PSI CONCRETE, LIMESTONE MIX, 5% AIR-ENTRAINED
3. ALL MATERIALS AND WORKMANSHIP ARE TO COMPLY WITH THE SPECIFICATIONS AS SET FORTH IN THE SIDEWALK ORDINANCE AND THE TOWN OF ARLINGTON STANDARD CONSTRUCTION SPECIFICATIONS.

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TOWN OF ARLINGTON
Public Works Standard Details

RESIDENTIAL SIDEWALK
TYPICAL SECTION



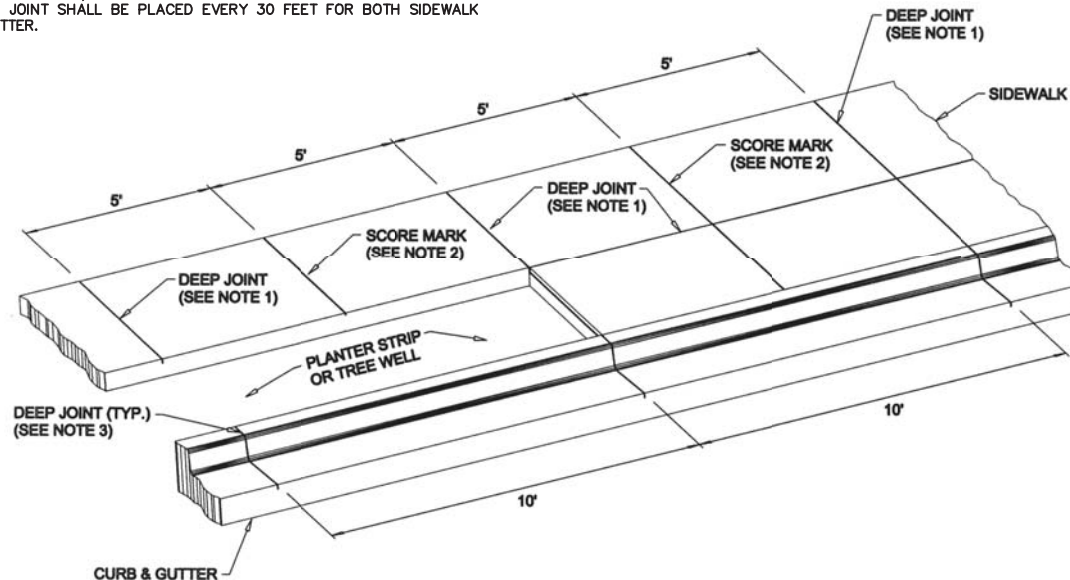
DATE

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DWG. NO.

NOTES:

1. DEPTH OF DEEP JOINT SHALL BE A MINIMUM OF 1/4 SLAB THICKNESS. FINISH WIDTH AT THE TOP SHALL BE A MAXIMUM OF 1/2 INCH.
2. TYPICAL SPACING FOR SCORE MARKS SHALL BE 5 FEET.
3. DEPTH OF CURB & GUTTER DEEP JOINT SHALL BE A MINIMUM OF 1/4 SIDEWALK SLAB THICKNESS OR 1 INCH, WHICHEVER IS GREATER. FINISH WIDTH AT THE TOP SHALL BE A MAXIMUM OF 1/2 INCH.
4. A CONSTRUCTION JOINT SHALL BE PLACED EVERY 30 FEET FOR BOTH SIDEWALK AND CURB & GUTTER.



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TOWN OF ARLINGTON
Public Works Standard Details

SCORE MARK DETAIL
FOR CURB AND SIDEWALK



DATE

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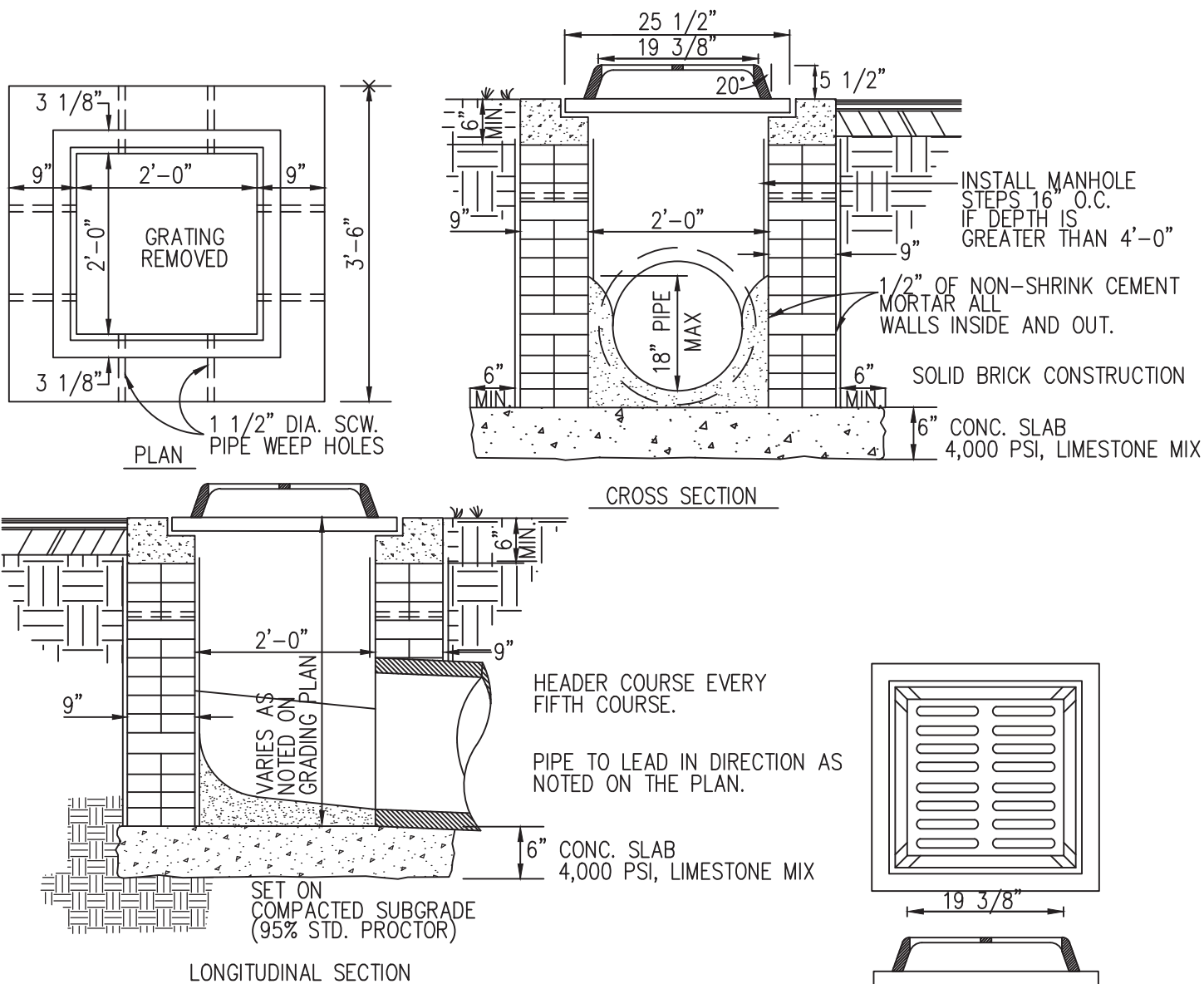
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No.10 INLET STANDARD DETAIL



DWG. NO.



No. 3070 INLET

N.T.S.

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REV.	DATE	APPROVED

TOWN OF ARLINGTON
Public Works Standard Details

No. 3070 INLET
STANDARD DETAIL



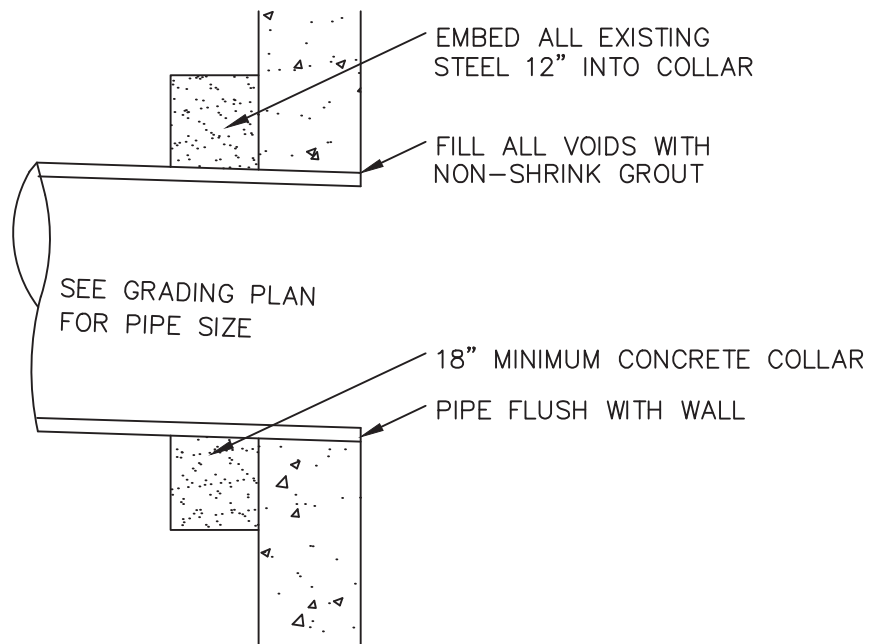
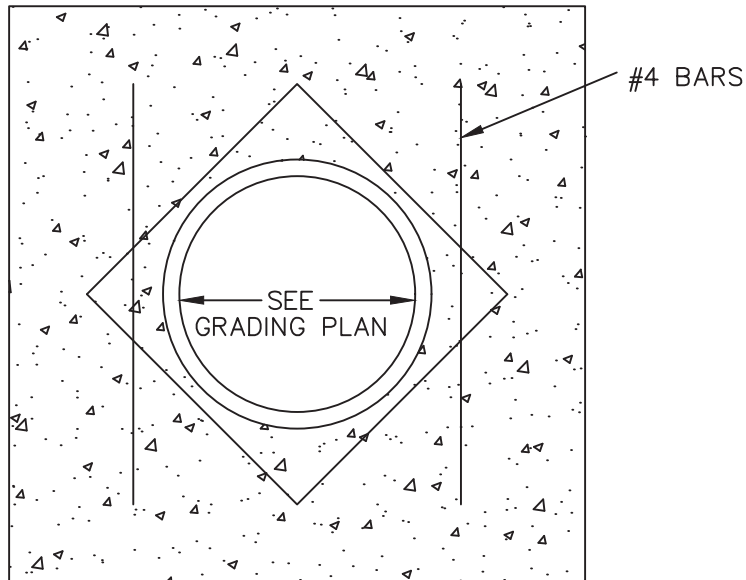
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FILL ALL VOIDS WITH
NON-SHRINK GROUT

EX. WALL STEEL
TO REMAIN EXCEPT
WHERE NECESSARY
FOR PIPE INSTALLATION.



PENETRATION DETAIL

N.T.S.

DRAWN		
ENGR.		
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TOWN OF ARLINGTON
Public Works Standard Details

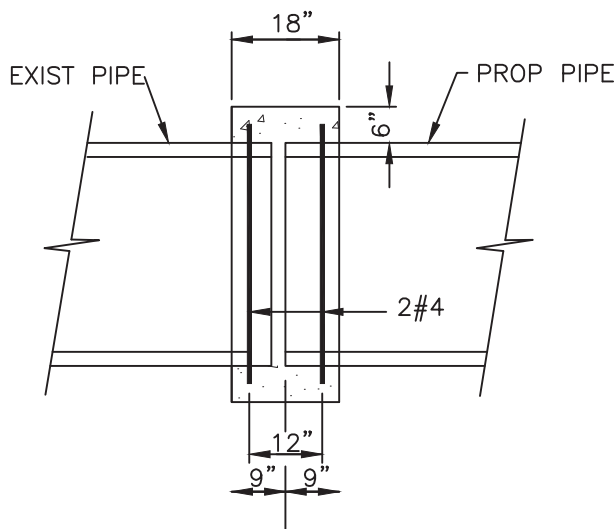
PENETRATION
STANDARD DETAIL



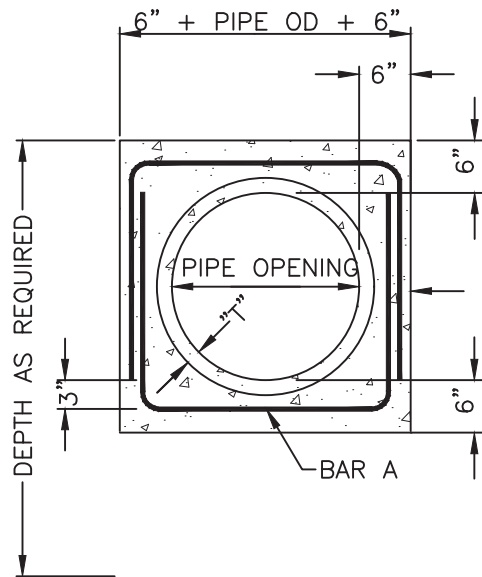
DATE

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SIDE VIEW



FRONT SECTION

CONC. COLLAR
4,000 psi
LIMESTONE MIX
5% AIR

CONCRETE COLLAR DETAIL

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ENGR.		
REV.	DATE	APPROVED

TOWN OF ARLINGTON
Public Works Standard Details

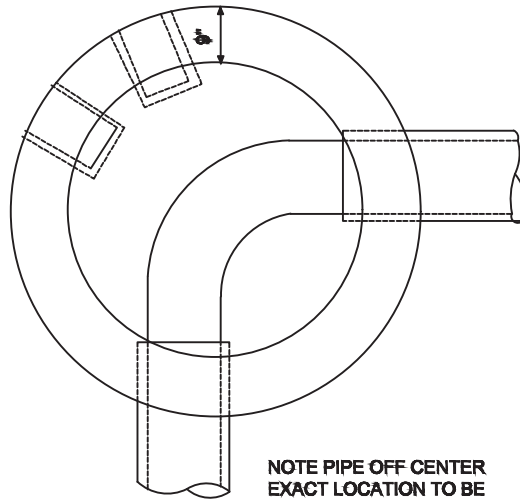
CONCRETE COLLAR
STANDARD DETAIL



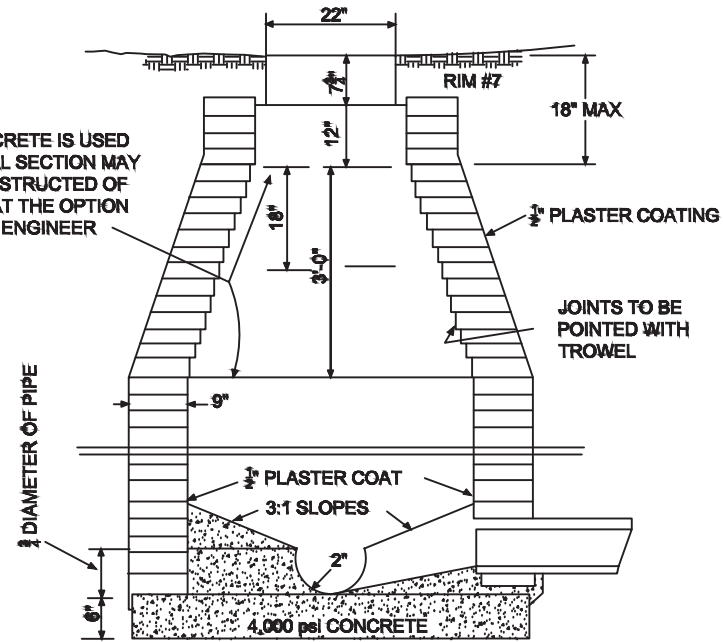
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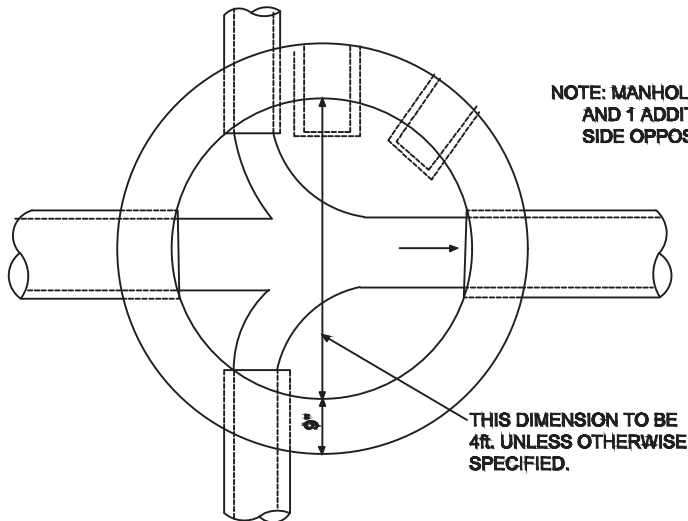
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IF CONCRETE IS USED
CONICAL SECTION MAY
BE CONSTRUCTED OF
BRICK AT THE OPTION
OF THE ENGINEER



SECTION



NOTES:

1. PRECAST CONCRETE MANHOLES MAY BE SUBSTITUTED FOR BRICK.
2. IF THE MANHOLE IS WITHIN A ROADWAY THAT IS A FUNCTIONALLY CLASSIFIED ROADWAY, MEANING IT IS ELIGIBLE FOR TDOT FUNDING, THE MANHOLE SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE ACCORDING TO THE MOST CURRENT TDOT STANDARD DETAIL. BRICK DRAINAGE STRUCTURES WILL NOT BE ALLOWED.

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TOWN OF ARLINGTON
Public Works Standard Details

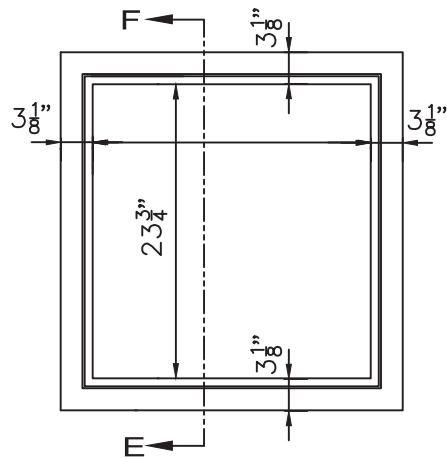
DRAIN MANHOLE
STANDARD DETAIL



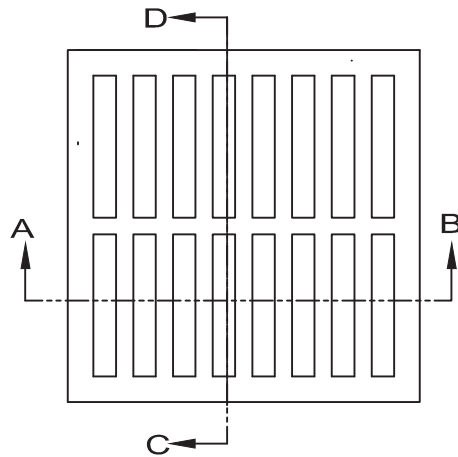
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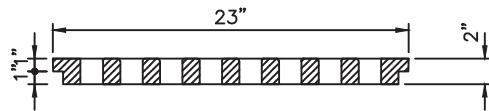
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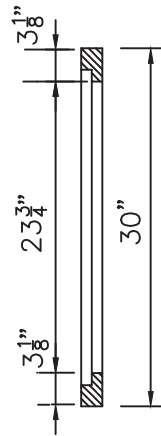
PLAN OF RIM



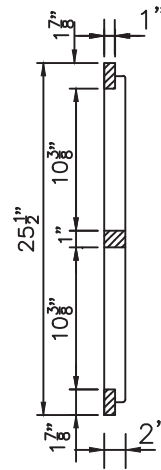
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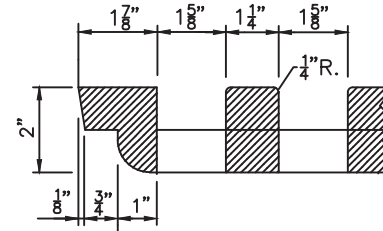
SECTION A-B



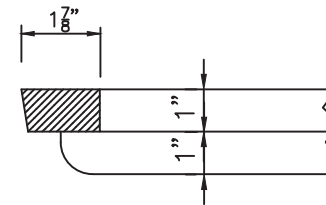
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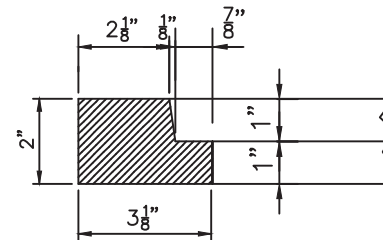
SECTION C-D



SECTION A-B



SECTION C-D



SECTION E-F

DRAWN		
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TOWN OF ARLINGTON
Public Works Standard Details

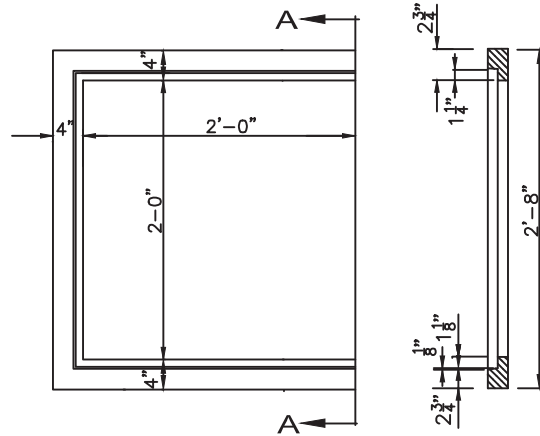
STANDARD RIM & GRATING #10



DATE

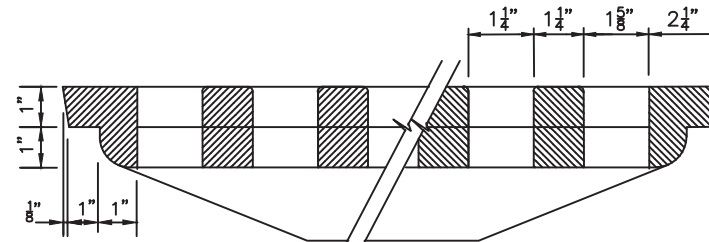
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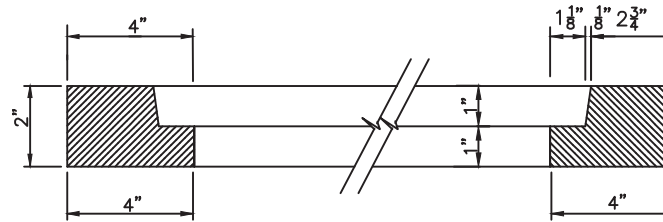


HALF RIM PLAN

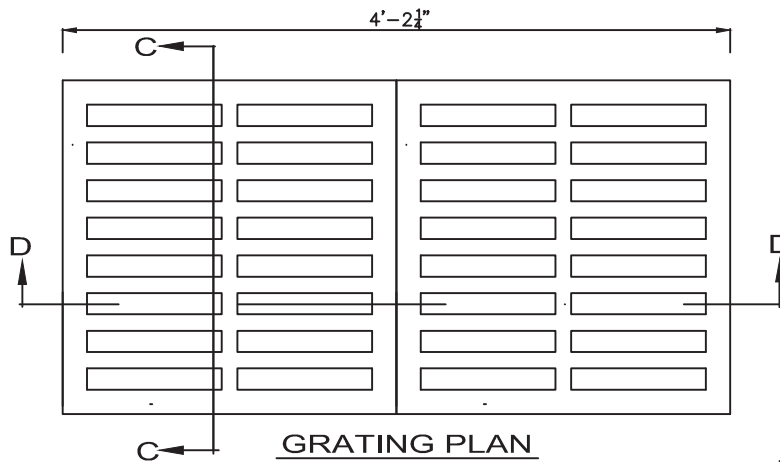
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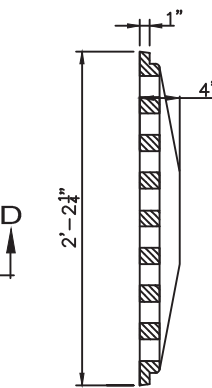
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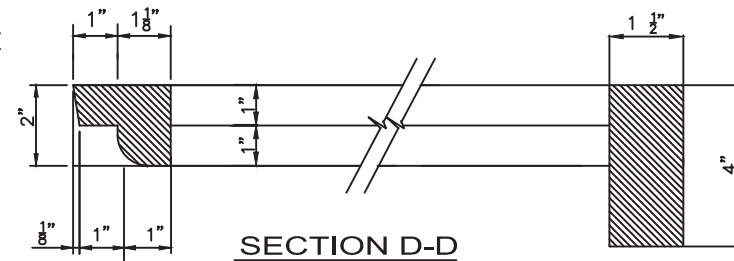
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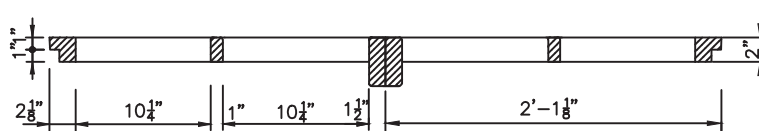
GRATING PLAN



SECTION C-C



SECTION D-D



SECTION D-D

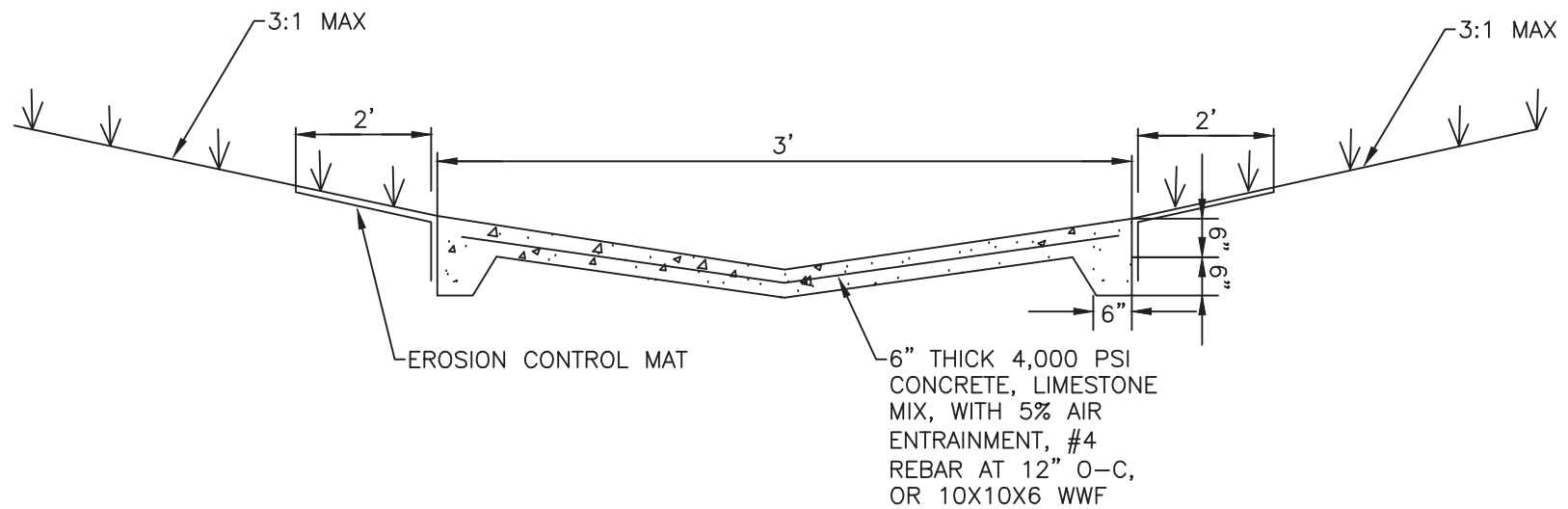
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TOWN OF ARLINGTON
Public Works Standard Details

STANDARD RIM & GRATING #11



DATE
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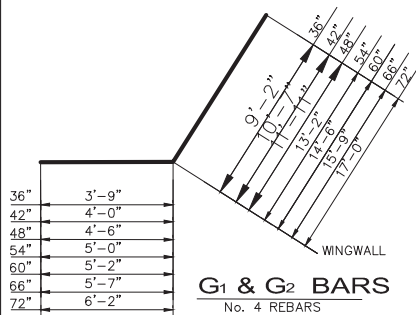
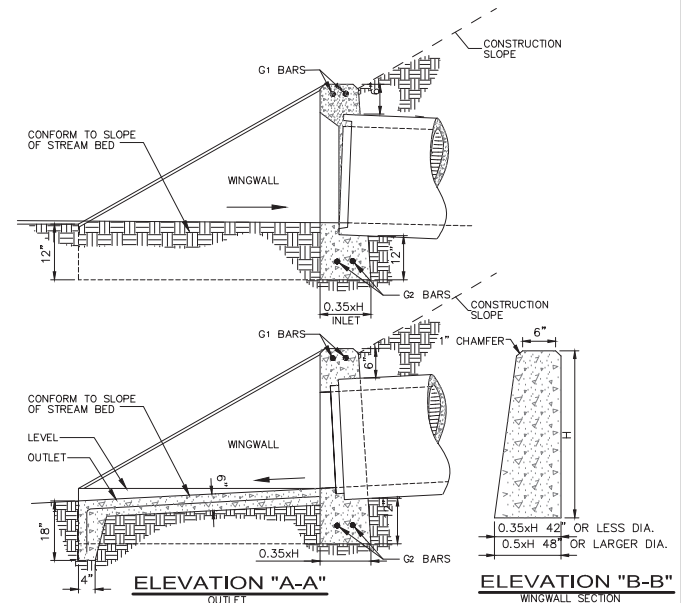
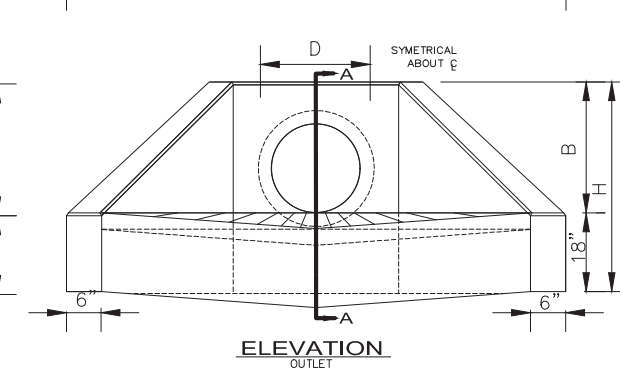
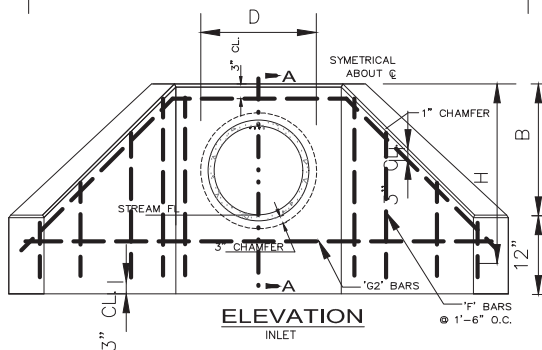
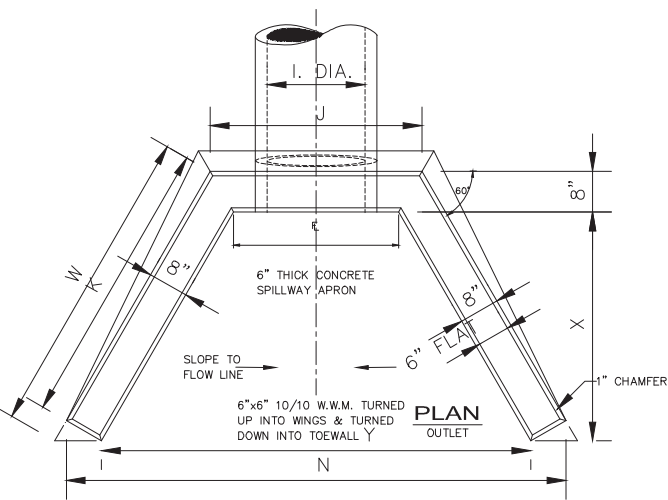
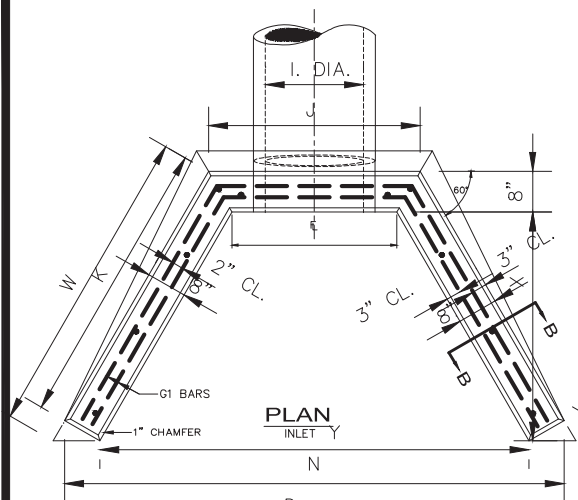
4,000 PSI CONCRETE SWALE
STANDARD DETAIL



DATE

APPR.

DWG. NO.



DIA.	15"	18"	21"	24"	30"	36"	42"	48"	54"	60"	66"	72"
B	1'-11 1/2"	2'-2 1/4"	2'-5 1/4"	2'-8 1/2"	3'-3"	2'-9 1/2"	4'-4"	4'-10 1/2"	5'-5"	6'-0"	6'-6 1/2"	7'-1"
D	1'-7 1/4"	1'-10 1/2"	2'-1 1/2"	2'-5"	3'-0"	3'-7"	4'-2"	4'-9"	5'-4"	6'-0"	6'-7"	7'-2"
E	1'-9 1/4"	2'-0 1/2"	2'-3 1/2"	2'-7"	3'-2"	3'-9"	4'-4"	4'-10"	5'-6"	6'-2"	6'-9"	7'-4"
H	3'-1 1/4"	3'-4 1/2"	3'-7 1/2"	3'-11"	4'-6"	5'-1"	5'-8"	6'-3"	6'-10"	7'-6"	8'-1"	8'-8"
J	2'-7 3/8"	2'-10 1/8"	3'-1 7/8"	3'-5 3/8"	4'-0 3/8"	4'-10 3/8"	5'-2 3/8"	5'-9 3/8"	6'-4 3/8"	7'-0 3/8"	7'-7 3/8"	8'-2 3/8"
K	4'-10 3/8"	5'-5 3/4"	6'-0 5/8"	6'-8 1/4"	7'-11 1/4"	9'-2 1/4"	10'-5 1/4"	11'-8 1/4"	12'-11 1/4"	14'-3 1/2"	15'-6 1/2"	16'-9 1/2"
N	7'-11 1/2"	8'-9 1/8"	9'-7 1/8"	10'-6 3/8"	12'-4 7/8"	14'-2 7/8"	16'-0 7/8"	17'-10 7/8"	19'-8 7/8"	21'-9 1/8"	23'-7 1/8"	25'-5 1/8"
W	5'-3 3/4"	5'-11"	6'-5 7/8"	7'-1 1/2"	8'-4 1/2"	9'-7 1/2"	10'-10 1/2"	12'-1 1/2"	13'-4 1/2"	14'-8 5/8"	15'-11 5/8"	17'-2 5/8"
X	3'-10 1/4"	4'-4 1/2"	4'-10 1/2"	5'-5"	6'-6"	7'-7"	8'-8"	9'-9"	10'-10"	12'-0"	13'-1"	14'-2"
Y	3'-2 3/8"	7'-1 1/8"	7'-1"	8'-10 1/8"	10'-8 1/8"	12'-6 1/8"	14'-4 1/8"	16'-2 1/8"	18'-0 1/8"	20'-0 1/4"	21'-10 1/4"	23'-8 1/4"

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TOWN OF ARLINGTON
Public Works Standard Details

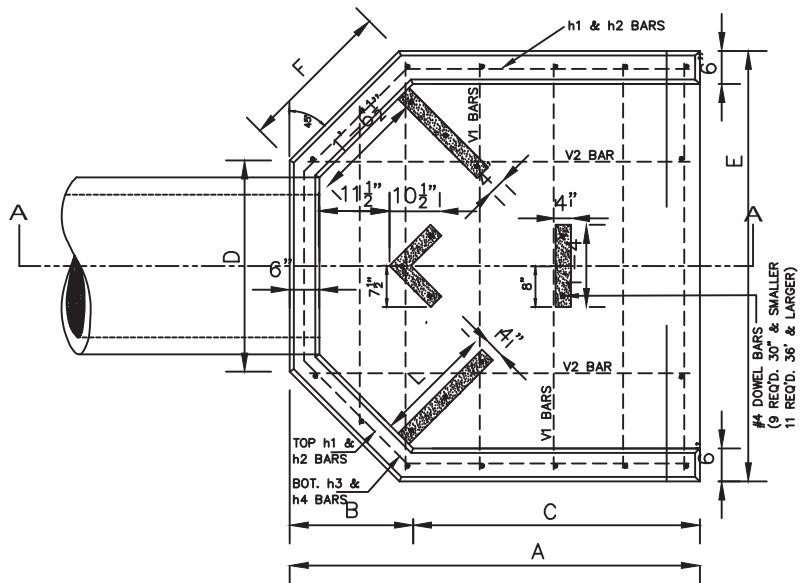
TYPE "D" HEADWALL
STANDARD DETAIL



DATE

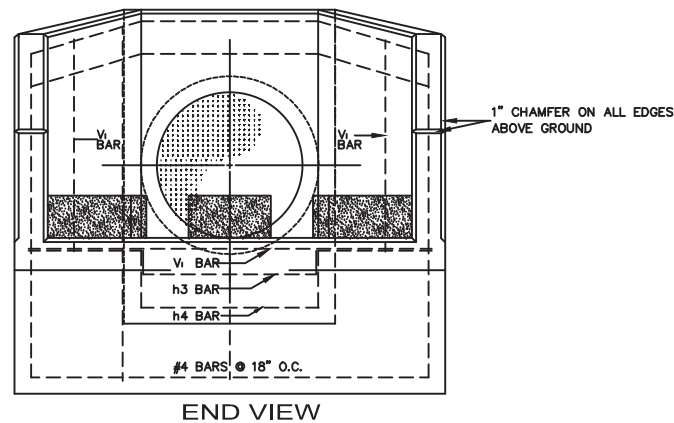
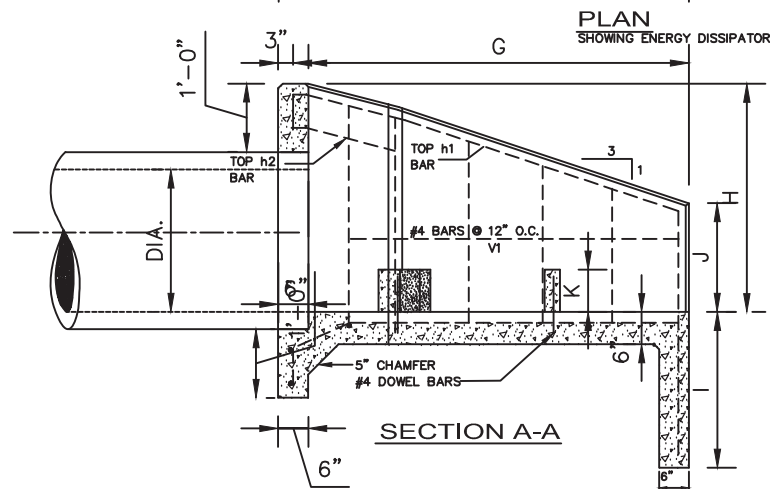
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DWG. NO.



DIA.	15"	18"	21"	24"	30"	36"	42"	48"	54"	60"	72"
A	5'-3 $\frac{3}{4}$ "	5'-6 $\frac{3}{4}$ "	5'-6 $\frac{3}{4}$ "	5'-7 $\frac{1}{2}$ "	5'-9"	7'-4 $\frac{1}{2}$ "	9'-0"	9'-1 $\frac{1}{2}$ "	10'-9"	12'-6"	15'-6"
B	1'-8 $\frac{1}{2}$ "	1'-8 $\frac{1}{2}$ "	1'-8 $\frac{1}{2}$ "	1'-8 $\frac{1}{2}$ "	1'-9"	1'-9"	1'-9"	1'-9"	1'-9"	1'-9"	1'-9"
C	3'-0 $\frac{7}{8}$ "	3'-4 $\frac{1}{4}$ "	3'-10 $\frac{1}{2}$ "	3'-11"	4'-0"	5'-7 $\frac{1}{2}$ "	7'-3"	7'-4 $\frac{1}{2}$ "	9'-0"	10'-9"	13'-9"
D	2'-0 $\frac{1}{4}$ "	2'-3 $\frac{1}{2}$ "	2'-6 $\frac{1}{2}$ "	2'-10"	3'-5"	4'-0"	4'-7"	5'-2"	5'-9"	6'-5"	7'-9"
E	5'-5 $\frac{1}{4}$ "	5'-8 $\frac{1}{2}$ "	5'-11 $\frac{1}{2}$ "	6'-3"	6'-11 $\frac{1}{4}$ "	7'-6"	8'-1"	8'-8"	9'-3"	9'-11"	11'-3"
F	2'-4 $\frac{1}{4}$ "	2'-4 $\frac{1}{4}$ "	2'-4 $\frac{1}{4}$ "	2'-4 $\frac{1}{4}$ "	2'-5 $\frac{1}{16}$ "	2'-5 $\frac{1}{16}$ "	2'-5 $\frac{1}{16}$ "	2'-5 $\frac{1}{16}$ "	2'-5 $\frac{1}{16}$ "	2'-5 $\frac{1}{16}$ "	2'-5 $\frac{1}{4}$ "
G	4'-9 $\frac{3}{4}$ "	5'-0 $\frac{3}{4}$ "	5'-0 $\frac{3}{4}$ "	5'-11 $\frac{1}{2}$ "	5'-3"	6'-10 $\frac{1}{2}$ "	8'-6"	8'-7 $\frac{1}{2}$ "	10'-3"	12'-0"	15'-0"
H	2'-5 $\frac{1}{8}$ "	2'-8 $\frac{1}{4}$ "	2'-11 $\frac{1}{2}$ "	3'-2 $\frac{1}{2}$ "	3'-9"	4'-3 $\frac{1}{2}$ "	4'-10"	5'-4 $\frac{1}{2}$ "	5'-11"	6'-6"	7'-6"
I	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"	3'-0"
J	0'-10"	1'-0"	1'-3"	1'-6"	2'-0"	2'-0"	2'-0"	2'-6"	2'-6"	2'-6"	2'-6"
K	0'-8"	0'-8"	0'-8"	0'-8"	1'-0"	1'-0"	1'-0"	1'-0"	1'-3"	1'-3"	1'-6"
L	1'-5"	1'-6"	1'-7"	1'-9"	1'-11"	2'-2"	2'-5"	2'-6"	2'-9"	3'-0"	3'-6"

NOTE: FOR 72" HEADWALL ONLY VERTICAL BARS V1 SHOWN IN SECTION A-A AS #4 BARS AT 12" O/C SHALL BE #5 BARS AT 12" O/C



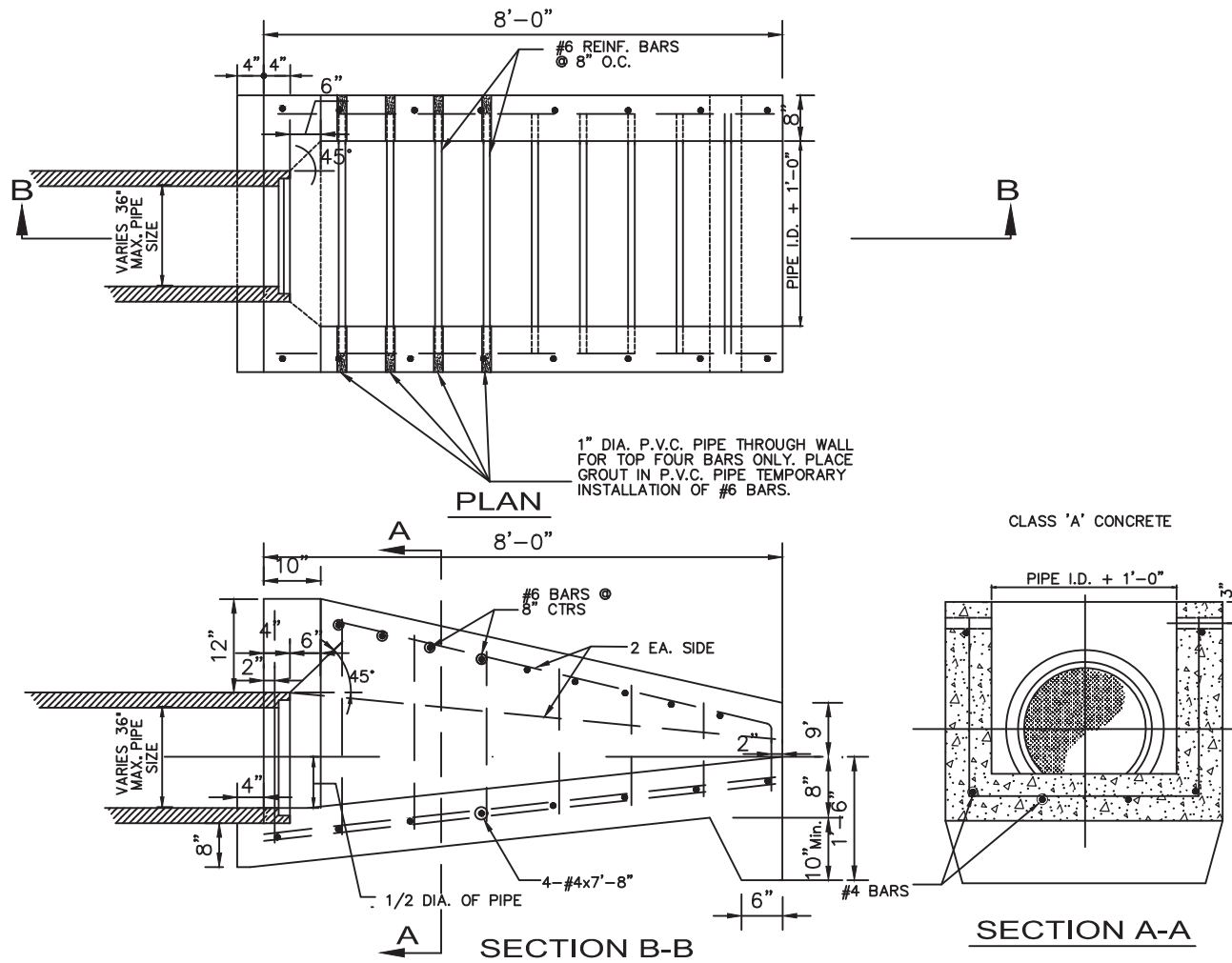
DRAWN		
ENGR.		
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TOWN OF ARLINGTON
Public Works Standard Details

TYPE E HEADWALL
STANDARD DETAIL



DATE
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DWG. NO.



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REV.	DATE	APPROVED

TOWN OF ARLINGTON
Public Works Standard Details

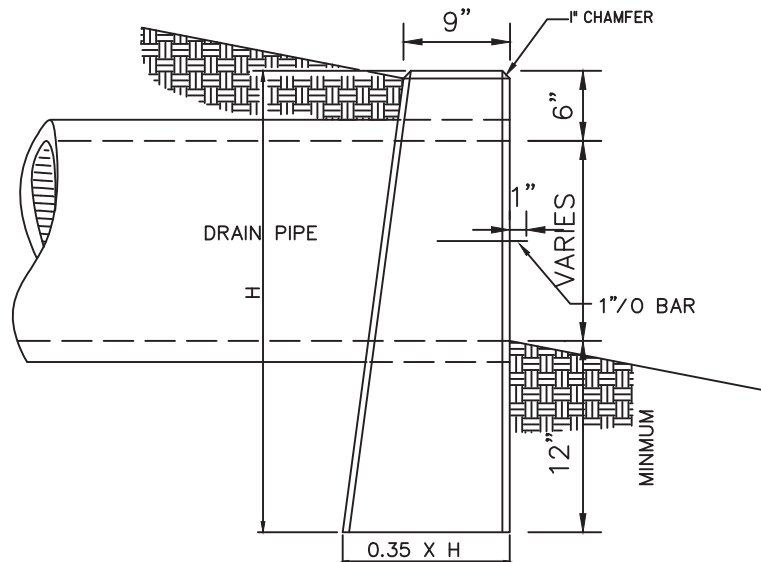
TYPE A HEADWALL
STANDARD DETAIL



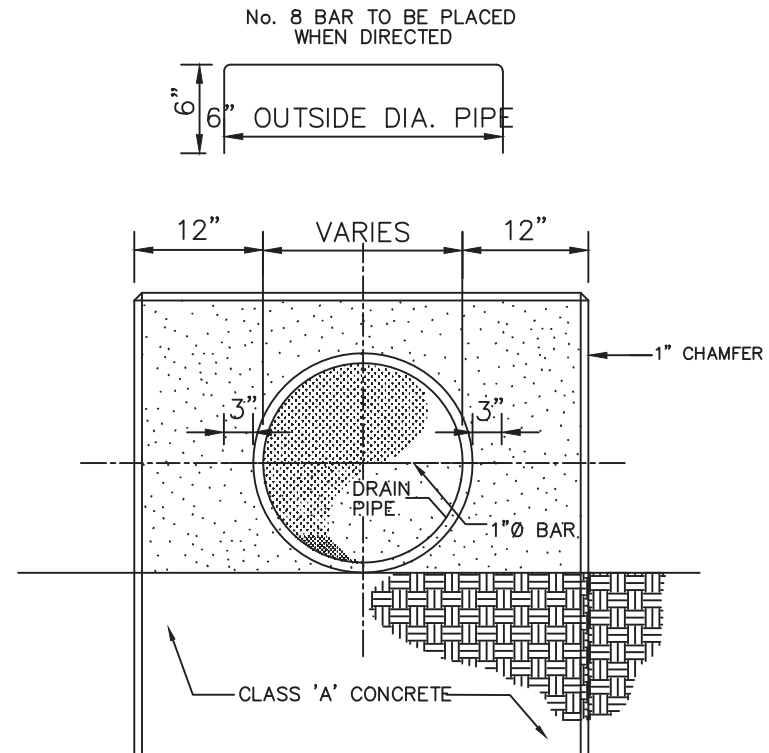
DATE

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DWG. NO.



SIDE ELEVATION



FRONT ELEVATION

SIZE	H	0.35xH	WIDTH	C.Y. CONC.
15"	2'-9"	11 1/2"	3'-3"	0.22
18"	3'-0"	1'-0"	3'-6"	0.30
24"	3'-6"	1'-3"	4'-0"	0.34
27"	3'-9"	1'-3"	4'-3"	0.39
30"	4'-0"	1'-5"	4'-6"	0.44
36"	4'-6"	1'-7"	5'-0"	0.53
42"	5'-0"	1'-9"	5'-6"	0.64
48"	5'-6"	1'-11"	6'-0"	0.76
54"	6'-0"	2'-3"	6'-6"	0.88
60"	6'-6"	2'-5"	7'-0"	0.96

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TOWN OF ARLINGTON
Public Works Standard Details

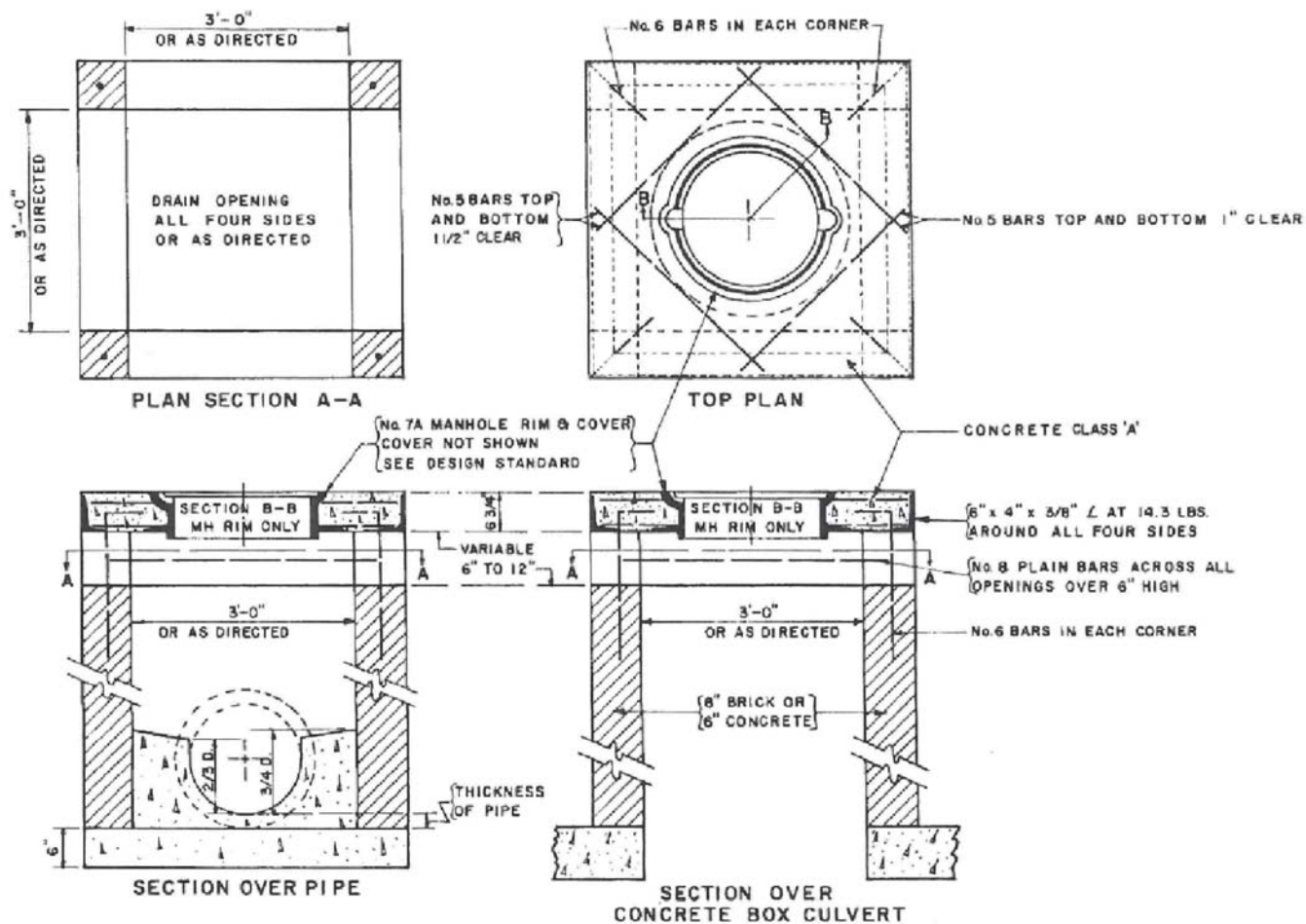
TYPE B HEADWALL
STANDARD DETAIL



DATE

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DWG. NO.



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REV.	DATE	APPROVED

TOWN OF ARLINGTON
Public Works Standard Details

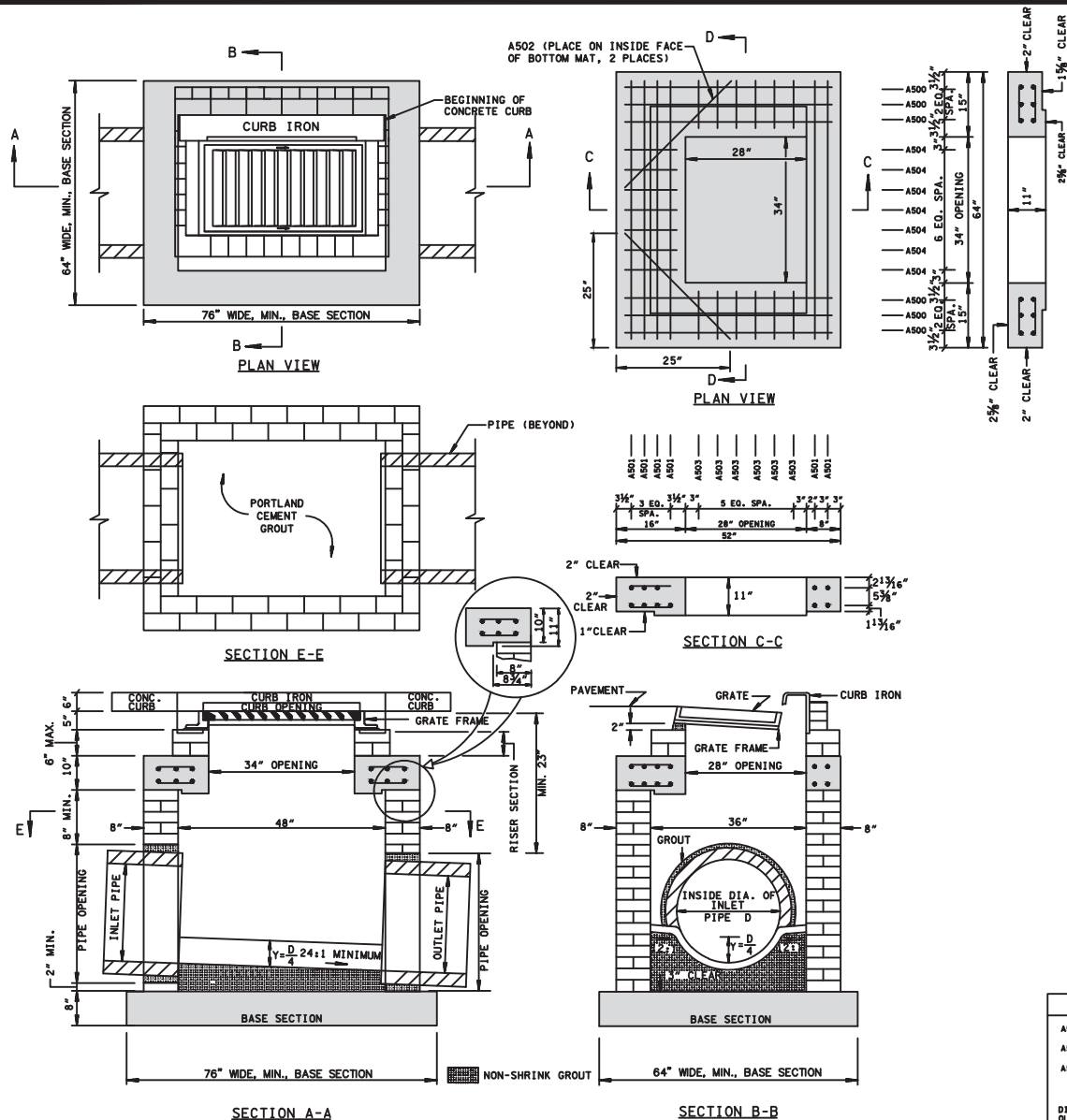
SPECIAL 3' X 3' INLET



DATE

APPR.

DWG. NO.



NOTES:

1. INSIDE AND OUTSIDE WALLS SHALL BE WIPED WITH A MINIMUM $\frac{1}{2}$ " THICK NON-SHRINK GROUT.
2. WALLS SHALL BE PLUMB.
3. A HEADER COURSE SHALL BE INSTALLED EVERY FIFTH COURSE.
4. COURSES SHALL BE CONSTRUCTED LEVEL, ALTERNATING JOINTS IN THE PRECEDING COURSE.
5. HORIZONTAL AND VERTICAL JOINTS SHALL AVERAGE $\frac{3}{8}$ " GROUT, BUT SHALL NOT BE LESS THAN $\frac{1}{4}$ " NOR MORE THAN $\frac{1}{2}$ " IN THICKNESS.
6. RACKING OR STAGGERING OF BRICKS SHALL NOT BE ALLOWED.
7. THE TRANSITION SLAB MAY BE OMITTED WHEN WALLS CAN BE BUILT PLUMB TO RECEIVE THE INLET FRAME AND GRATE. SEE DETAIL NO. 12 INLET WITHOUT TRANSITION SLAB FOR ALLOWABLE PIPE SIZES FOR THIS SCENARIO.
8. THE TRANSITION SLAB SHALL BE REQUIRED WHEN WALLS CANNOT BE BUILT PLUMB TO RECEIVE THE INLET FRAME AND GRATE.
9. TRANSITION SLAB MAY BE CAST-IN-PLACE OR PRECAST CONCRETE.
10. ALL CONCRETE SHALL BE 4,000 PSI CONCRETE, LIMESTONE MIX, WITH 5% AIR.
11. ALL STEEL SHALL BE #4 REBAR, GRADE 60.
12. PRECAST NO. 12 INLETS MAY BE SUBSTITUTED FOR BRICK.
13. WHEN THE OUTLET PIPE AND INLET PIPES ARE DIFFERENT SIZES, THE TOP OF PIPES SHALL ALIGN WITH EACH OTHER.

NOTE:

1. IF THE INLET IS WITHIN A ROADWAY THAT IS A FUNCTIONALLY CLASSIFIED ROADWAY, MEANING IT IS ELIGIBLE FOR TDOT FUNDING, THE INLET SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE ACCORDING TO THE MOST CURRENT TDOT STANDARD DETAIL. BRICK DRAINAGE STRUCTURES WILL NOT BE ALLOWED.

REINFORCING STEEL LEGEND

A500	48"	A503	11"
A501	60"	A504	12"
A502	33"		

DIMENSIONS SHOWN ON THIS LEGEND ARE OUTSIDE TO OUTSIDE OF BAR. STANDARD C.R.S.I. HOOK AND TIE DETAILS SHALL APPLY, EXCEPT AS NOTED.

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TOWN OF ARLINGTON Public Works Standard Details

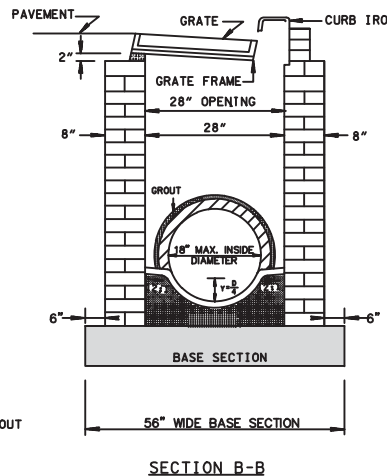
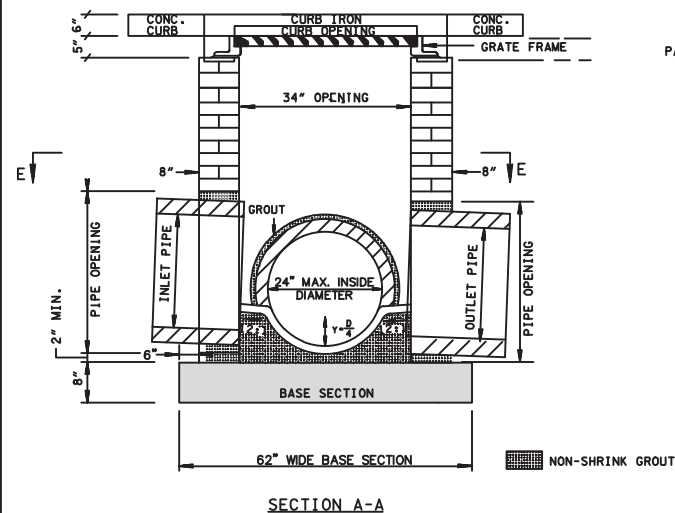
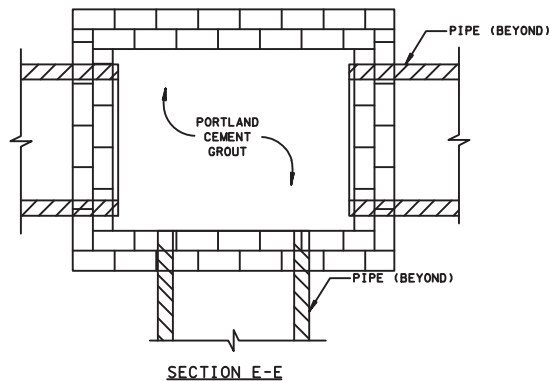
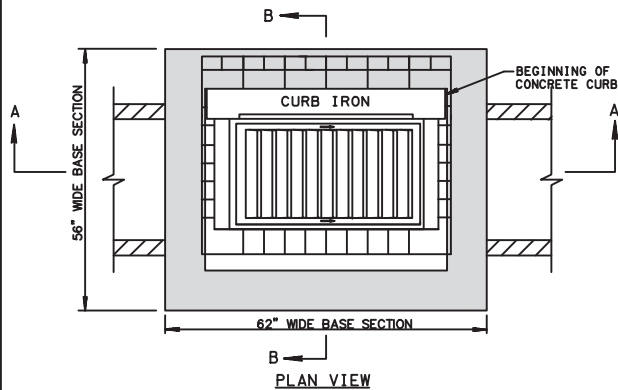
No.12 INLET WITH TRANSITION SLAB STANDARD DETAIL



DATE

APPR.

DWG. NO.



NOTES:

1. INSIDE AND OUTSIDE WALLS SHALL BE WIPED WITH A MINIMUM $\frac{1}{2}$ " THICK NON-SHRINK GROUT.
2. WALLS SHALL BE BUILT PLUMB.
3. A HEADER COURSE SHALL BE INSTALLED EVERY FIFTH COURSE.
4. COURSES SHALL BE CONSTRUCTED LEVEL, ALTERNATING JOINTS IN THE PRECEDING COURSE.
5. HORIZONTAL AND VERTICAL JOINTS SHALL AVERAGE $\frac{3}{8}$ " GROUT, BUT SHALL NOT BE LESS THAN $\frac{1}{4}$ " NOR MORE THAN $\frac{1}{2}$ " IN THICKNESS.
6. RACKING OR STAGGERING OF BRICKS SHALL NOT BE ALLOWED.
7. THE TRANSITION SLAB MAY BE OMITTED WHEN WALLS CAN BE BUILT PLUMB TO RECEIVE THE INLET FRAME AND GRATE.
8. THIS DETAIL OUTLINES THE MAXIMUM ALLOWABLE PIPE SIZE FOR RESPECTIVE INLET WALLS WHEN A TRANSITION SLAB MAY BE OMITTED.
9. THE TRANSITION SLAB SHALL BE REQUIRED WHEN WALLS CANNOT BE BUILT PLUMB TO RECEIVE THE INLET FRAME AND GRATE.
10. TRANSITION SLAB MAY BE CAST-IN-PLACE OR PRECAST CONCRETE.
11. ALL CONCRETE SHALL BE 4,000 PSI CONCRETE, LIMESTONE MIX, WITH 5% AIR.
12. PRECAST NO. 12 INLETS MAY BE SUBSTITUTED FOR BRICK.
13. WHEN THE OUTLET PIPE AND INLET PIPES ARE DIFFERENT SIZES, THE TOP OF PIPES SHALL ALIGN WITH EACH OTHER.

NOTE:

1. IF THE INLET IS WITHIN A ROADWAY THAT IS A FUNCTIONALLY CLASSIFIED ROADWAY, MEANING IT IS ELIGIBLE FOR TDOT FUNDING, THE INLET SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE ACCORDING TO THE MOST CURRENT TDOT STANDARD DETAIL. BRICK DRAINAGE STRUCTURES WILL NOT BE ALLOWED.

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TOWN OF ARLINGTON

Public Works Standard Details

No.12 INLET WITHOUT TRANSITION SLAB

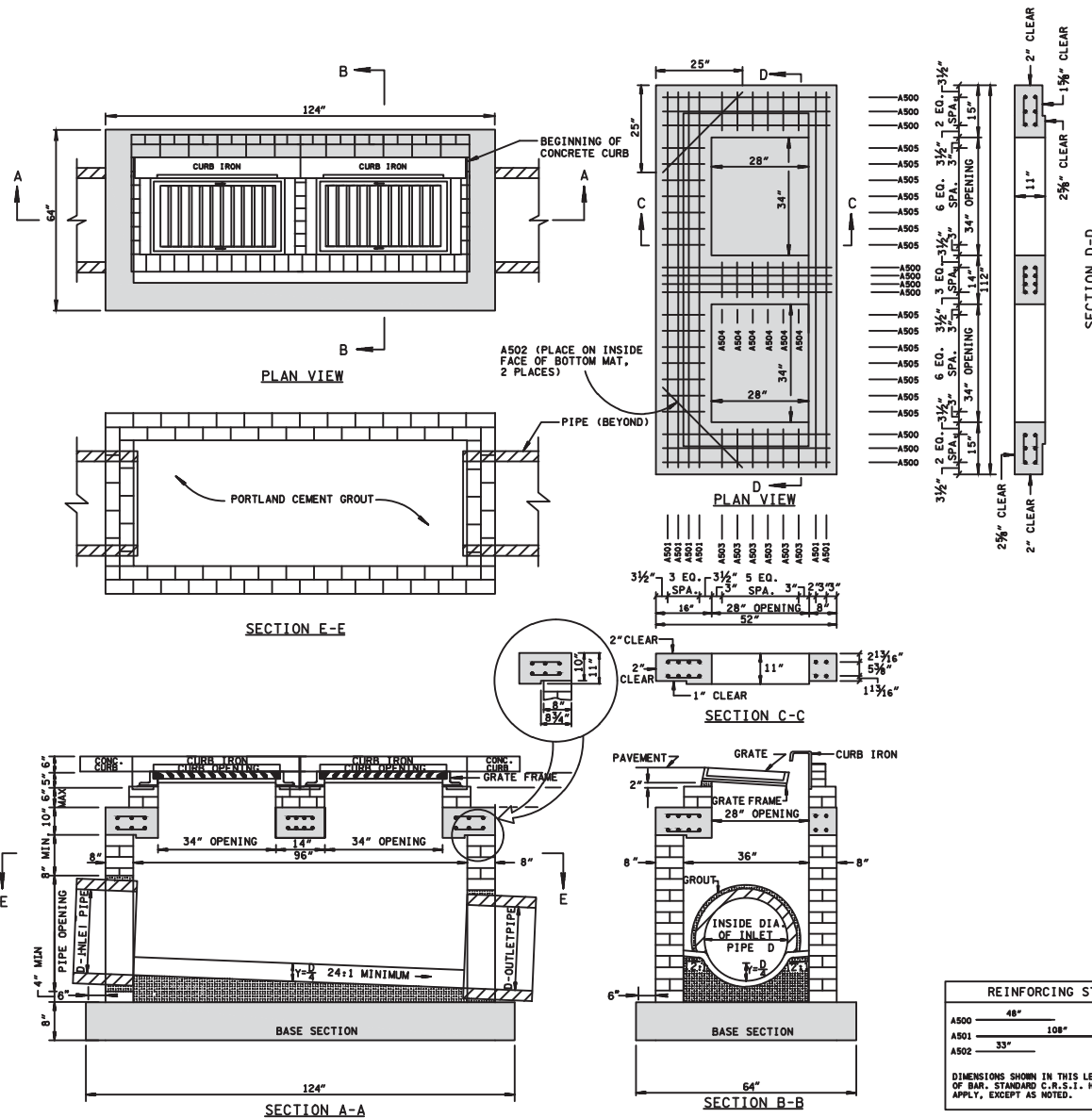
STANDARD DETAIL



DATE

APPR.

DWG. NO.



NOTES:

1. INSIDE AND OUTSIDE WALLS SHALL BE WIPED WITH A MINIMUM $\frac{1}{2}$ " THICK NON-SHRINK GROUT.
2. WALLS SHALL BE PLUMB.
3. A HEADER COURSE SHALL BE INSTALLED EVERY FIFTH COURSE.
4. COURSES SHALL BE CONSTRUCTED LEVEL, ALTERNATING JOINTS IN THE PRECEDING COURSE.
5. HORIZONTAL AND VERTICAL JOINTS SHALL AVERAGE $\frac{3}{8}$ " GROUT, BUT SHALL NOT BE LESS THAN $\frac{1}{4}$ " NOR MORE THAN $\frac{1}{2}$ " IN THICKNESS.
6. RACKING OR STAGGERING OF BRICKS SHALL NOT BE ALLOWED.
7. TRANSITION SLAB MAY BE CAST-IN-PLACE OR PRECAST CONCRETE.
8. ALL CONCRETE SHALL BE 4,000 PSI CONCRETE, LIMESTONE MIX, WITH 5% AIR.
9. ALL STEEL SHALL BE #4 REBAR, GRADE 60.
10. PRECAST NO. 14 INLETS MAY BE SUBSTITUTED FOR BRICK.
11. WHEN THE OUTLET PIPE AND INLET PIPES ARE DIFFERENT SIZES, THE TOP OF PIPES SHALL ALIGN WITH EACH OTHER.

NOTE:

1. IF THE INLET IS WITHIN A ROADWAY THAT IS A FUNCTIONALLY CLASSIFIED ROADWAY, MEANING IT IS ELIGIBLE FOR TDOT FUNDING, THE INLET SHALL BE PRECAST OR CAST-IN-PLACE CONCRETE ACCORDING TO THE MOST CURRENT TDOT STANDARD DETAIL. BRICK DRAINAGE STRUCTURES WILL NOT BE ALLOWED.

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TOWN OF ARLINGTON

Public Works Standard Details

No.14 INLET WITH TRANSITION SLAB

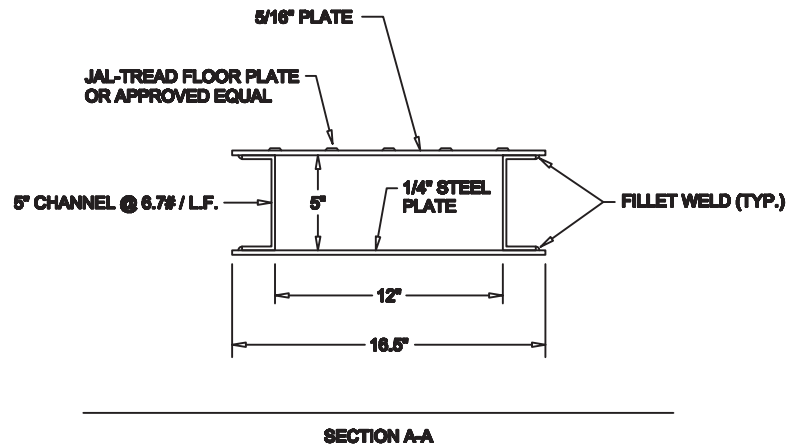
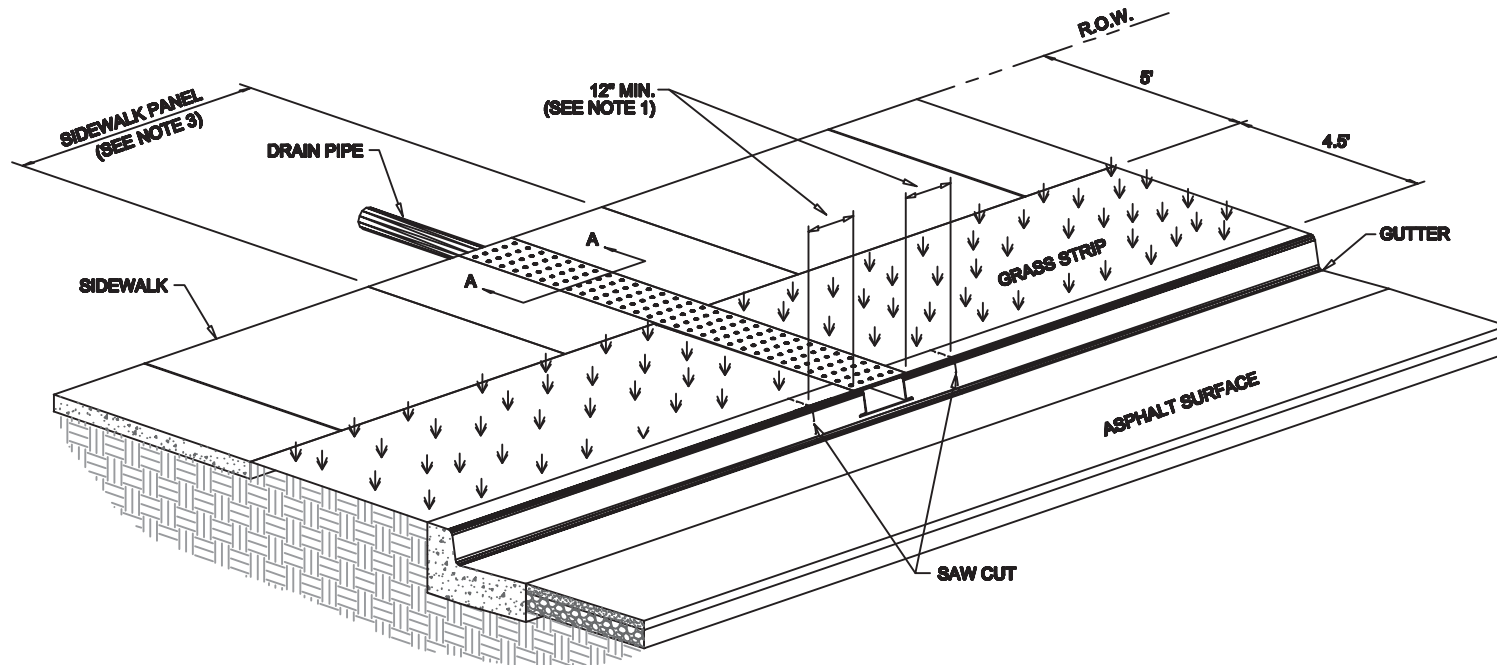
STANDARD DETAIL



DATE

APPR.

DWG. NO.



NOTES:

1. CURB IS TO BE REMOVED AND REPLACED A MINIMUM OF 12\"/>

NOT TO SCALE

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TOWN OF ARLINGTON
Public Works Standard Details

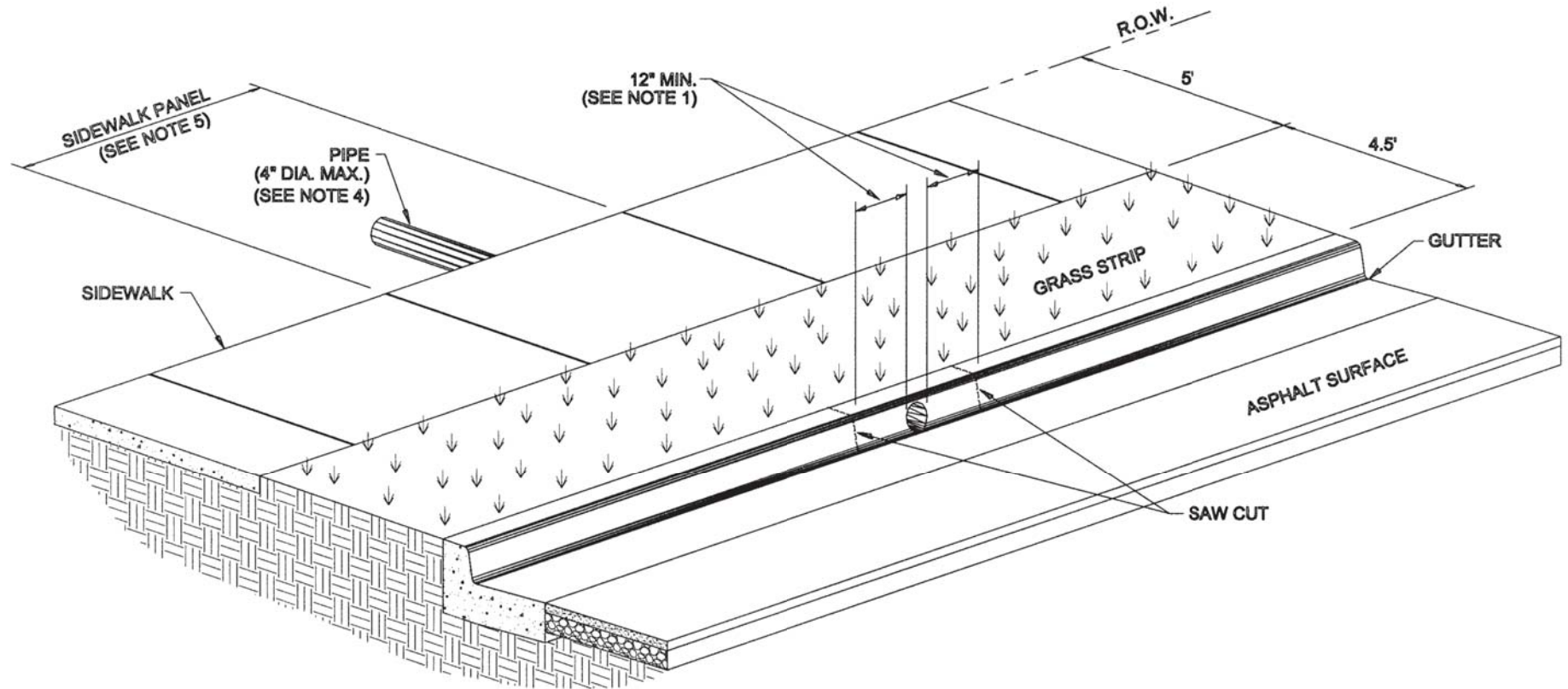
SIDEWALK DRAIN DETAIL



DATE

APPR.

DWG. NO.



NOTES:

1. CURB IS TO BE REMOVED AND REPLACED A MINIMUM OF 12" EACH SIDE OF DRAIN OPENING.
2. WHEN AN OPENING GREATER THAN A SINGLE 4" DIAMETER PIPE IS REQUIRED, A SIDEWALK DRAIN SHALL BE USED.
3. CONCRETE SHALL BE 4,000 PSI LIMESTONE
4. DRAIN PIPE SHALL BE SCHEDULE 80 PVC WITHIN R.O.W.
5. REPLACE FULL SIDEWALK PANEL.

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TOWN OF ARLINGTON
Public Works Standard Details

TYPICAL CURB CUT
FOR DRAIN PIPE

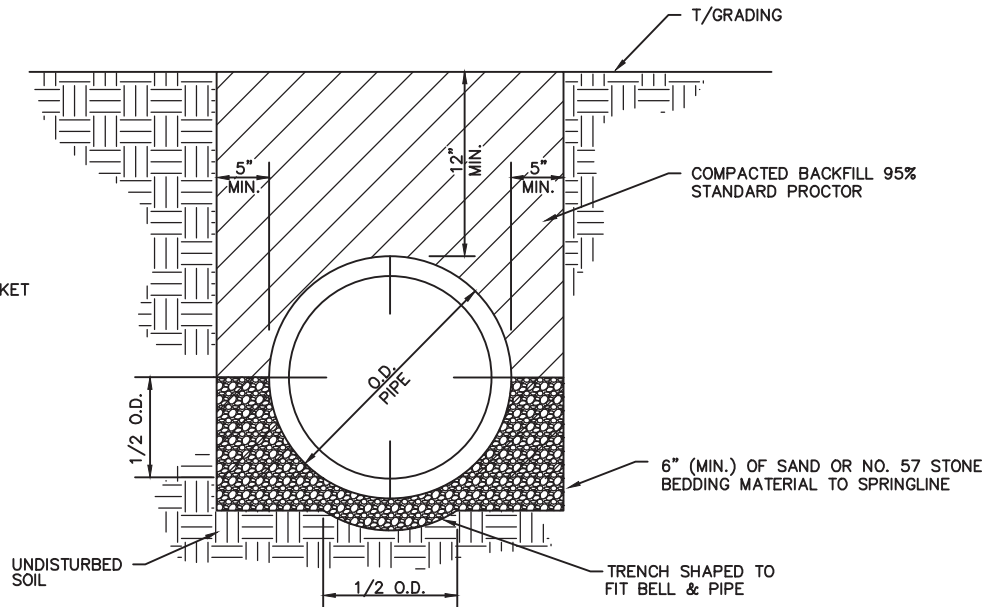


DATE

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DWG. NO.

NOTE: ALL PIPE SHALL HAVE GASKET JOINTS.



PIPE BEDDING DETAIL FOR CONC. DRAINAGE PIPES—NOT UNDER ROADWAY
N.T.S

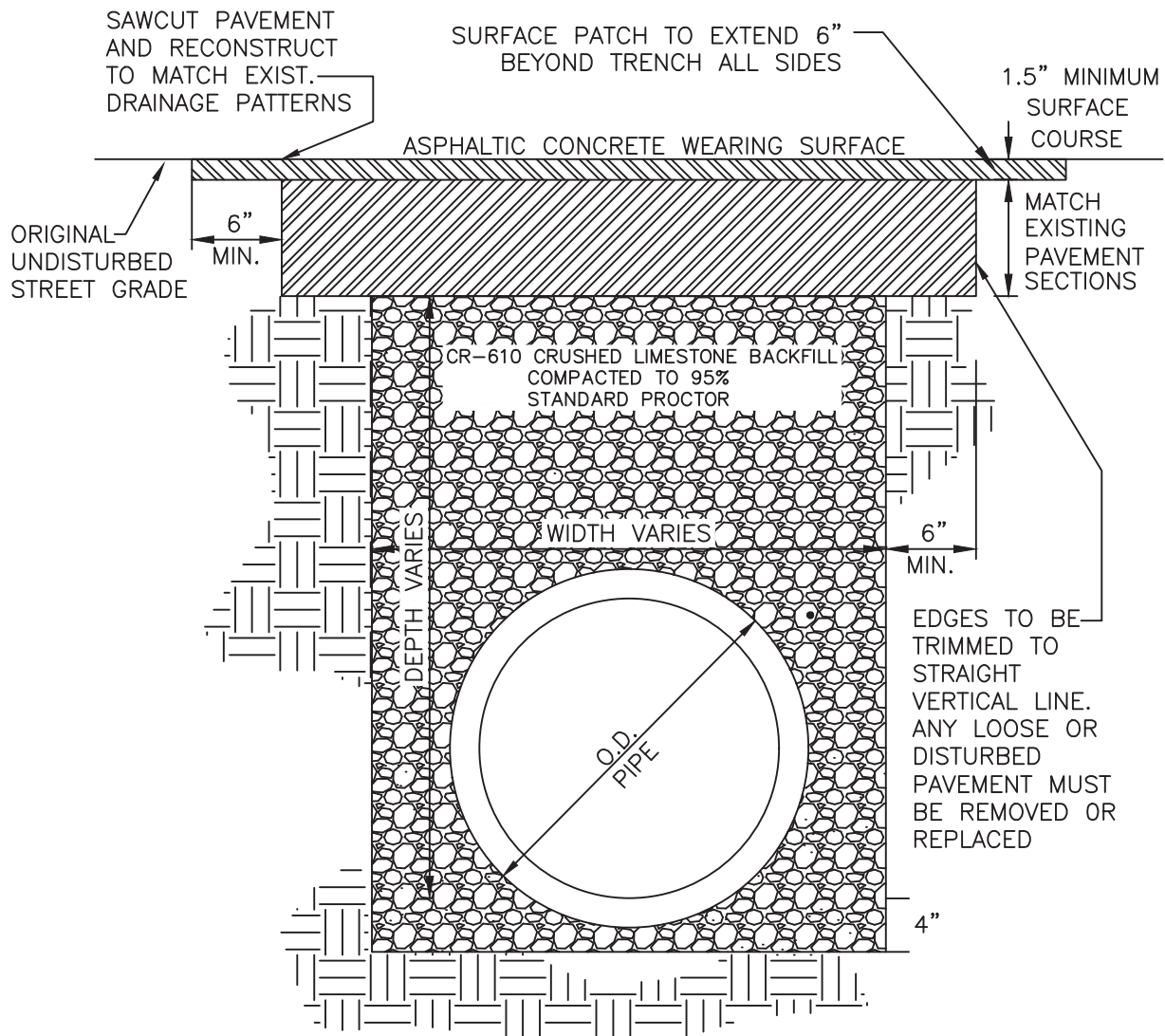
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TOWN OF ARLINGTON
Public Works Standard Details

CONCRETE PIPE BEDDING
STANDARD DETAIL



DATE
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DWG. NO.



PATCH FOR ASPHALTIC
CONCRETE OR SURFACE TREATED
STREETS ON ALL TYPES OF BASE

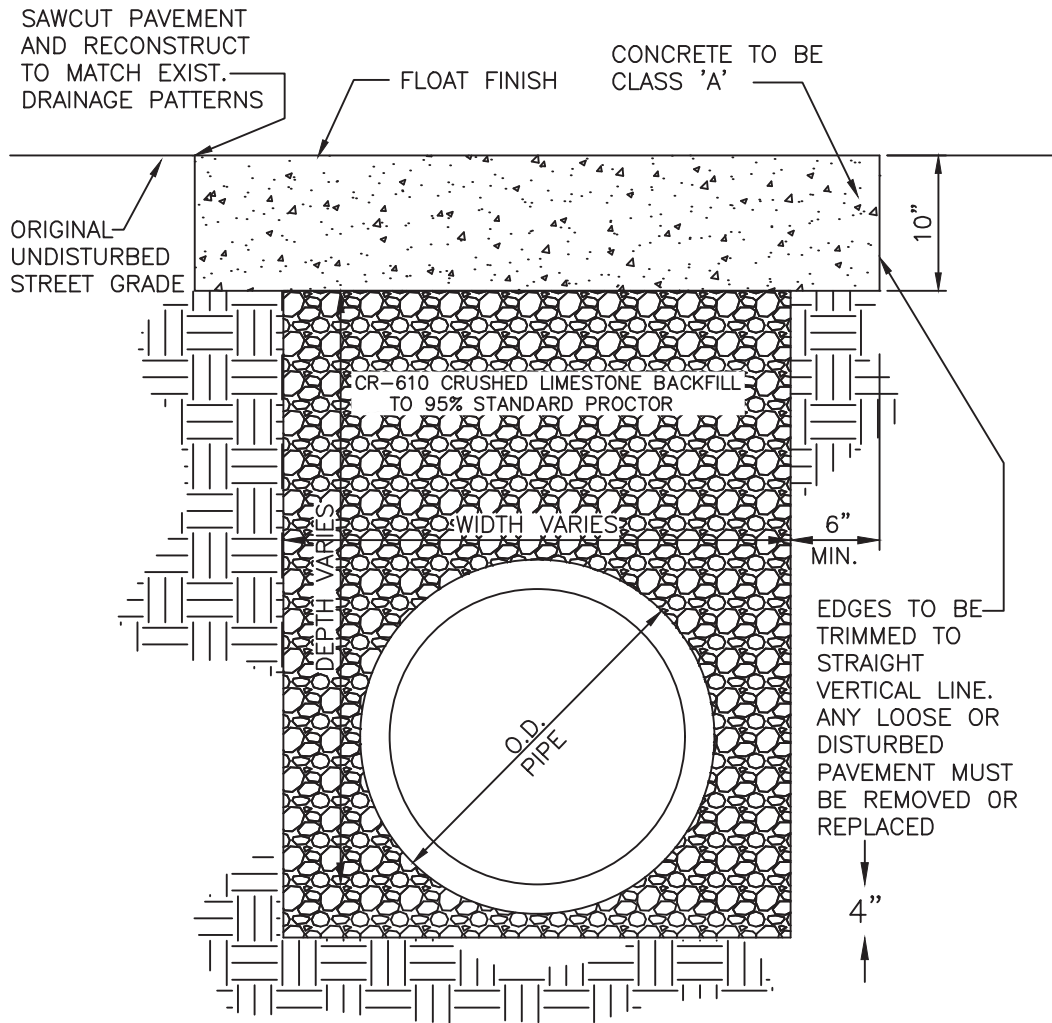
N.T.S

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TOWN OF ARLINGTON	
Public Works Standard Details	
ASPHALTIC CONCRETE PIPE	
TRENCH PATCH	



DATE
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DWG. NO.



CONCRETE PAVEMENT PATCH

N.T.S

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TOWN OF ARLINGTON
Public Works Standard Details

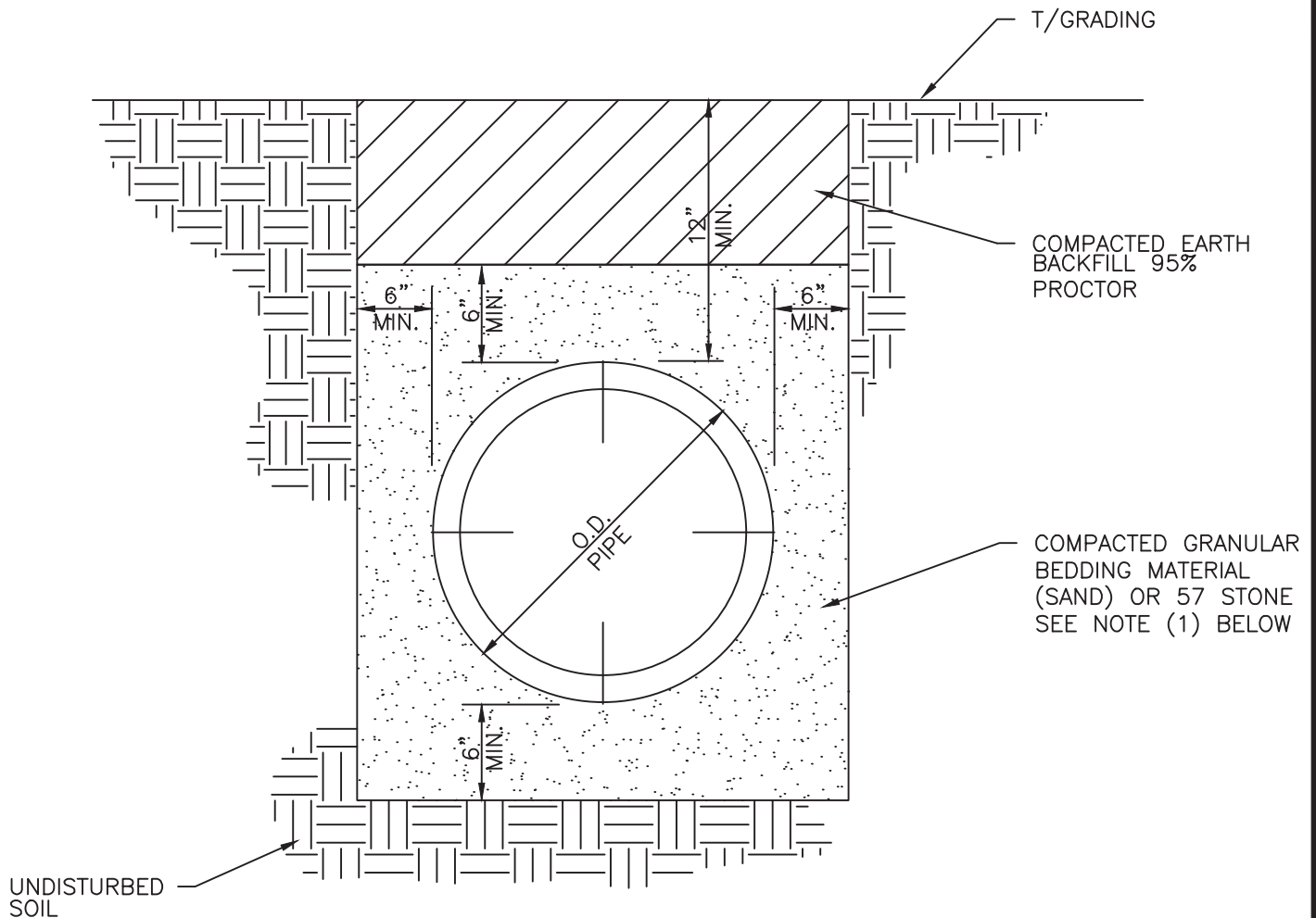
CONCRETE PAVEMENT
PATCH STANDARD



DATE

APPR.

DWG. NO.



PIPE BEDDING DETAIL FLEXIBLE PIPE (PVC S.D.R. 26 SANITARY SEWER PIPES)

N.T.S

(1) WHEN GROUND WATER IS PRESENT, 57 STONE WITH A GEOFABRIC FILTER CLOTH ENVELOPE SHALL BE USED IN LIEU OF SAND.

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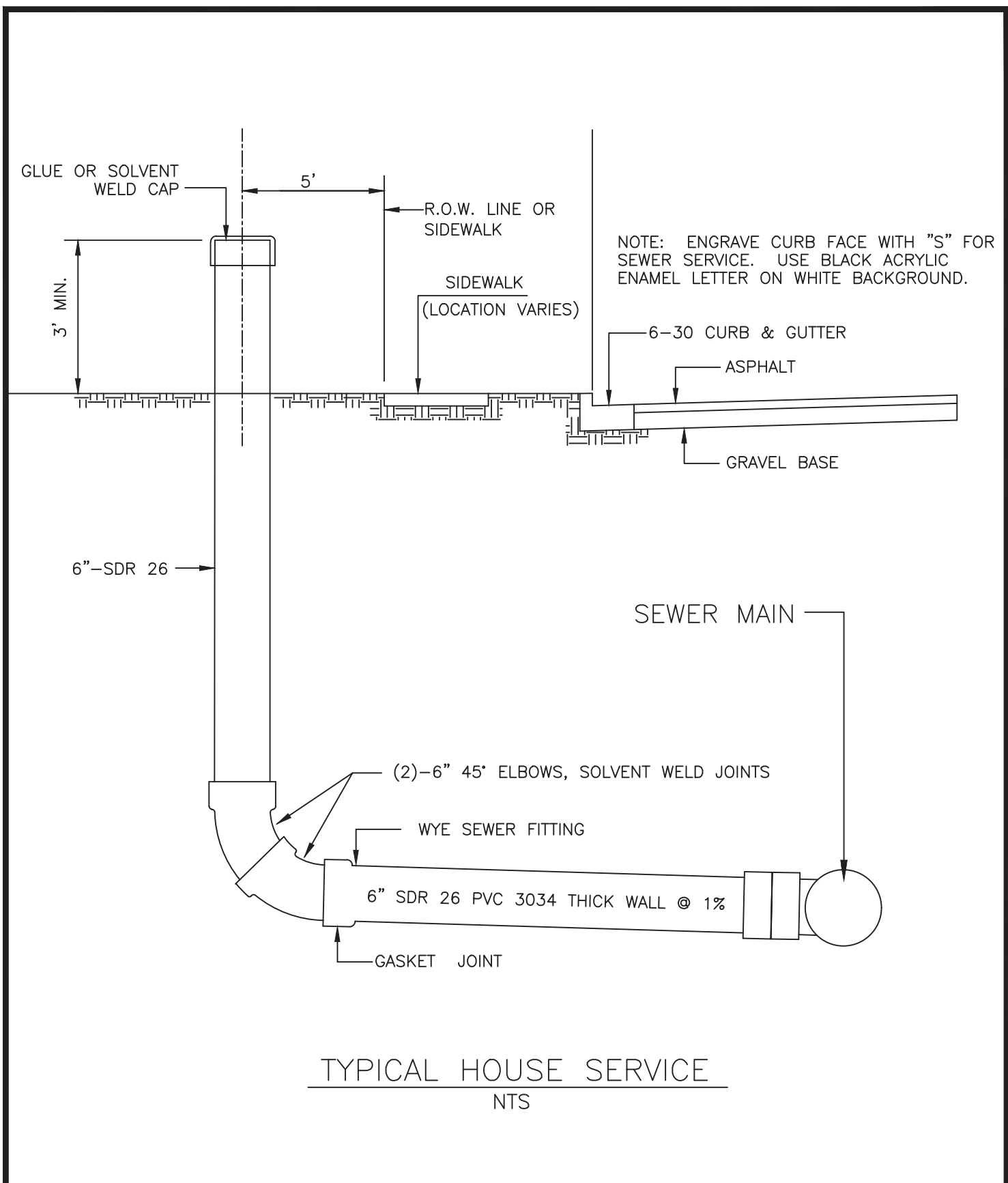
FLEXIBLE PIPE BEDDING
STANDARD DETAIL



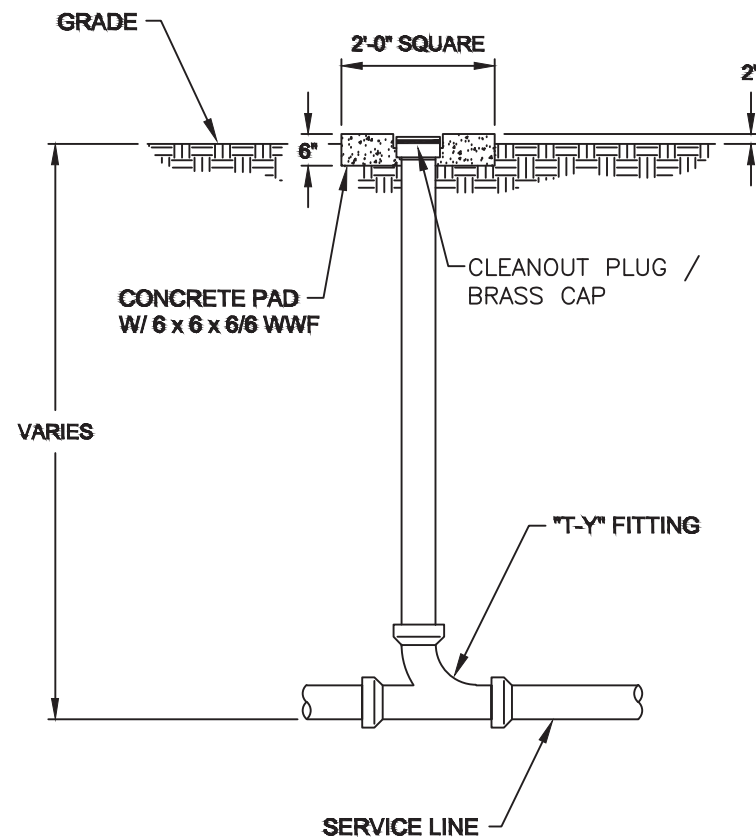
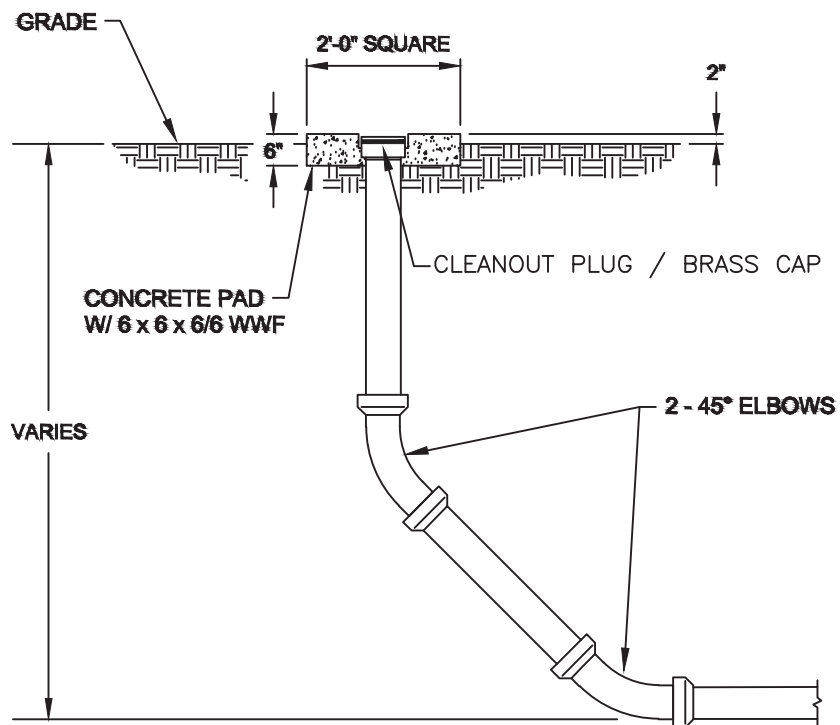
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DWG. NO.



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ENGR.					DATE
REV.	DATE	APPROVED	TYPICAL HOUSE SERVICE STANDARD		APPR.
			DWG. NO.		



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REV.	DATE	APPROVED

TOWN OF ARLINGTON
Public Works Standard Details

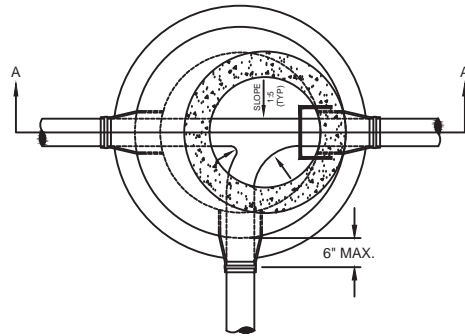
COMMERCIAL CLEAN-OUT DETAIL



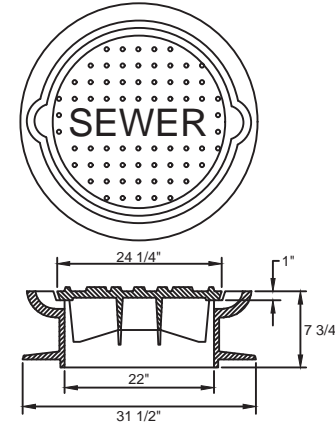
DATE

APPR.

DWG. NO.

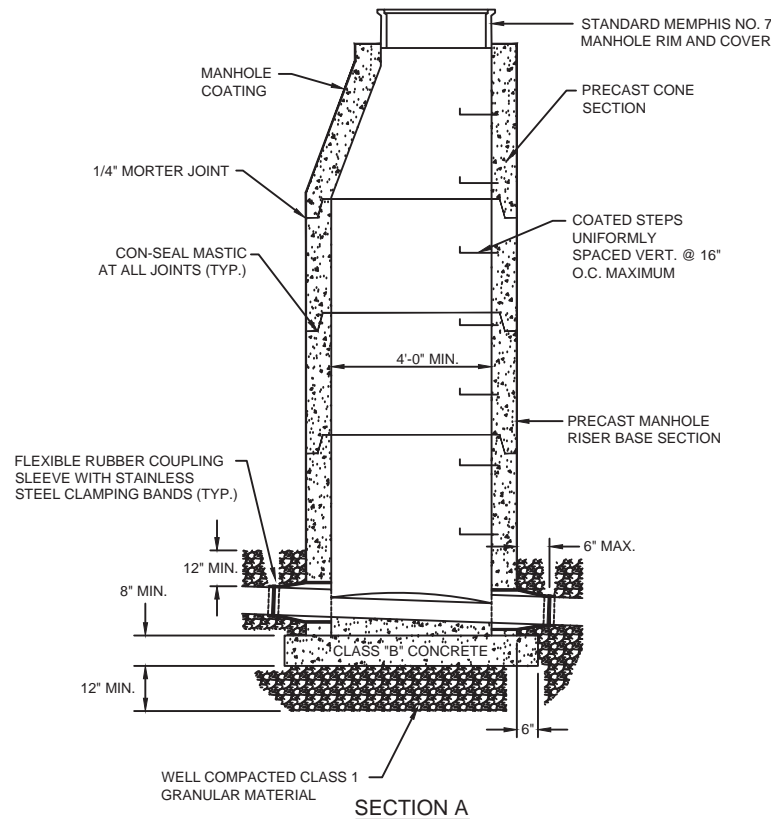


MEMPHIS NO. 7 MANHOLE RIM AND COVER, TENNESSEE NO. 3 MANHOLE CASTING WITH TYPE 'B' COVER.



STANDARD MEMPHIS NO. 7
MANHOLE RIM AND COVER

N.T.S.



SECTION A

NOTES:

1. VACUUM TESTING FOR SEWER MANHOLES IS REQUIRED IN ACCORDANCE WITH ASTM C1244-93 ON ALL NEW MANHOLES, AND ANY MANHOLES WITH NEW CONNECTION.
2. ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE CORE DRILLED.
3. RIM AND COVER SEATS MACHINED TO PREVENT ROCKING.
4. COVER CAN BE SEATED WITH STAINLESS STEEL BOLTS AND NEOPRENE GASKETS.
5. MANHOLES LOCATED IN A YARD SHALL BE SET SUCH THAT THE RIM ELEVATION IS 0.5' ABOVE THE HIGHEST ADJACENT GRADE.
6. MANHOLES LOCATED IN A COMMON OPEN SPACE SHALL BE SET SUCH THAT THE RIM ELEVATION IS AT LEAST 1' ABOVE THE HIGHEST ADJACENT GRADE.
7. MANHOLES LOCATED WITHIN A FEMA SPECIAL FLOOD HAZARD AREA SHALL SET SUCH THAT THE RIM ELEVATION IS AT LEAST 1.5' ABOVE THE NEAREST BASE FLOOD ELEVATION INDICATED ON THE MOST CURRENT FEMA FIRM.

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TOWN OF ARLINGTON
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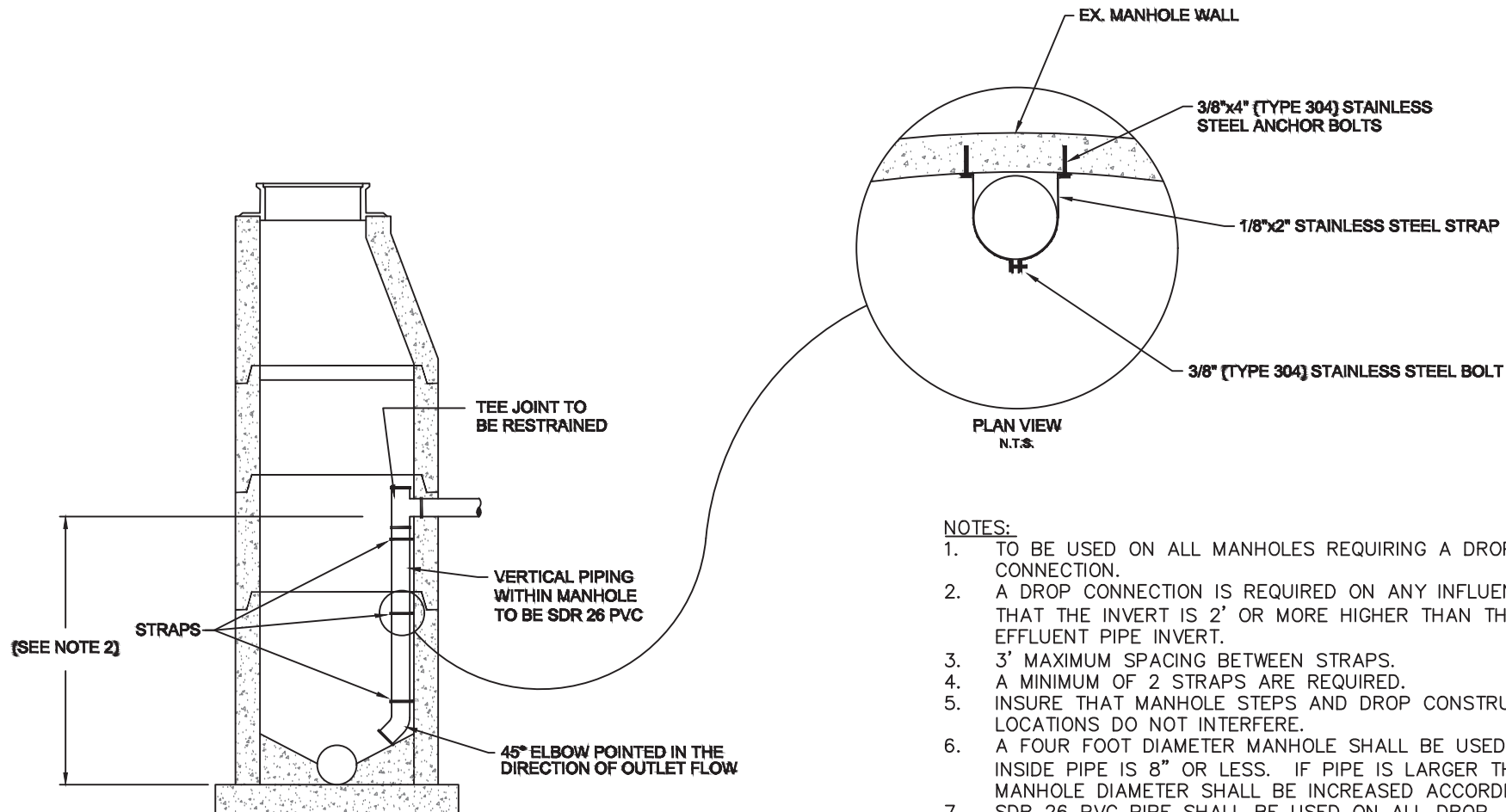
PRECAST SANITARY SEWER MANHOLE DETAIL



DATE

APPR.

DWG. NO.



NOTES:

1. TO BE USED ON ALL MANHOLES REQUIRING A DROP CONNECTION.
2. A DROP CONNECTION IS REQUIRED ON ANY INFLUENT PIPE THAT THE INVERT IS 2' OR MORE HIGHER THAN THE EFFLUENT PIPE INVERT.
3. 3' MAXIMUM SPACING BETWEEN STRAPS.
4. A MINIMUM OF 2 STRAPS ARE REQUIRED.
5. INSURE THAT MANHOLE STEPS AND DROP CONSTRUCTION LOCATIONS DO NOT INTERFERE.
6. A FOUR FOOT DIAMETER MANHOLE SHALL BE USED WHEN INSIDE PIPE IS 8" OR LESS. IF PIPE IS LARGER THAN 8", MANHOLE DIAMETER SHALL BE INCREASED ACCORDINGLY.
7. SDR 26 PVC PIPE SHALL BE USED ON ALL DROP CONNECTIONS.
8. OPENING IN MANHOLE TO BE GROUTED WITH HIGH STRENGTH, QUICK SETTING, NON-SHRINK CEMENT GROUT.
9. CONCRETE MAY NEED TO BE POURED INSIDE THE MANHOLE IN ORDER TO PROVIDE A SMOOTH TRANSITION BETWEEN THE FLOWLINE OF THE INFLUENT PIPE AND THE FLOWLINE OF THE EFFLUENT PIPE.

DRAWN		
ENGR.		
REV.	DATE	APPROVED

TOWN OF ARLINGTON
Public Works Standard Details

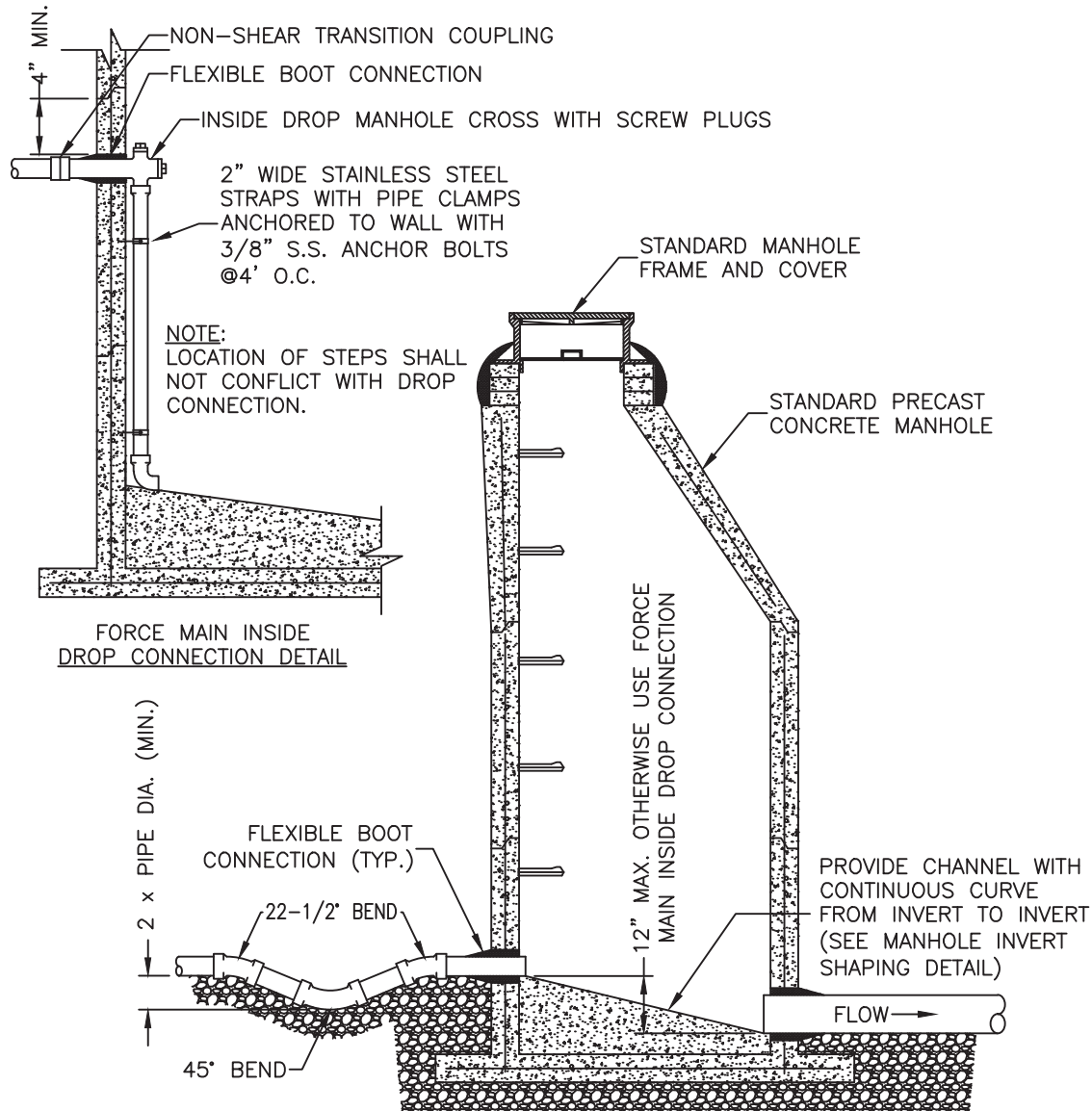
SANITARY SEWER MANHOLE—INSIDE
DROP CONSTRUCTION



DATE

APPR.

DWG. NO.



FORCE MAIN TO MANHOLE CONNECTION N.T.S.

NOTES:

1. THE RECEIVING MANHOLE AND ALL DOWNSTREAM MANHOLES WITHIN 1000 FEET SHALL BE COATED WITH A 10 MIL THICKNESS OF AN ACID RESISTANT COATING.
2. ALL PIPING AND FITTINGS INSIDE THE MANHOLE SHALL BE SCHEDULE 80 PVC WITH SOLVENT WELD JOINTS WHICH CONFORMS TO ASTM D-1784 AND D-1785.

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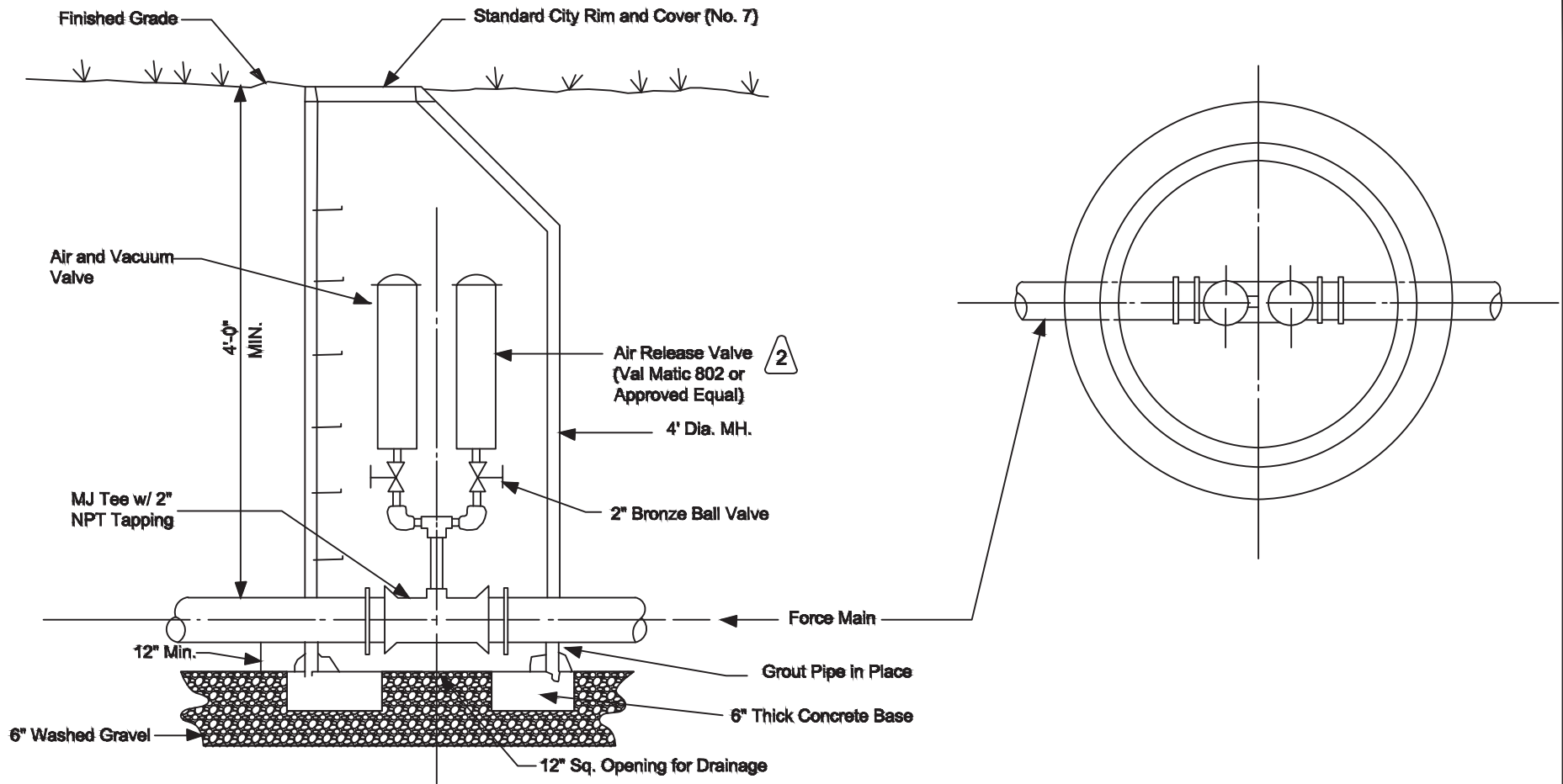
TOWN OF ARLINGTON
Public Works Standard Details
MANHOLE CONNECTION
STANDARD



DATE

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DWG. NO.



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REV.	DATE	APPROVED

TOWN OF ARLINGTON
Public Works Standard Details

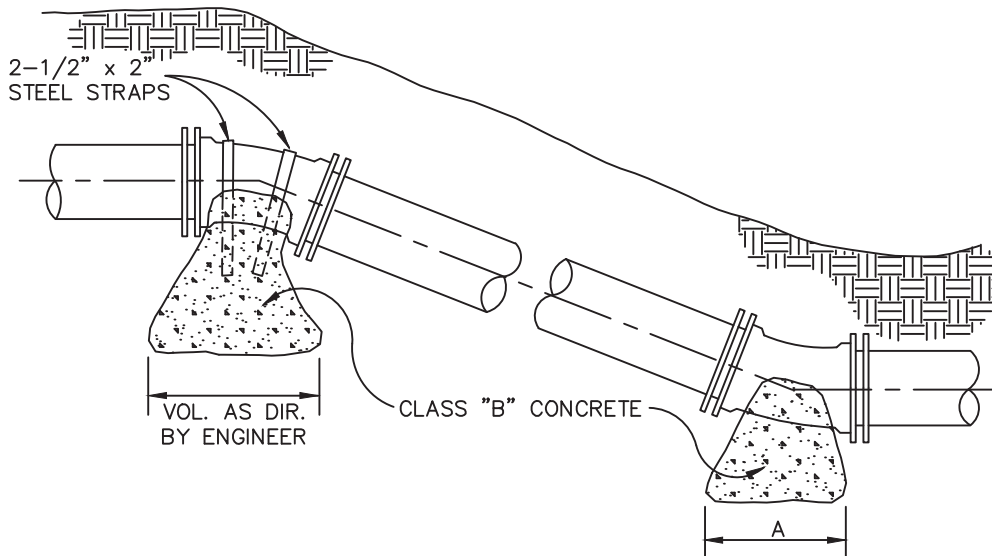
COMBINATION AIR RELEASE VALVE



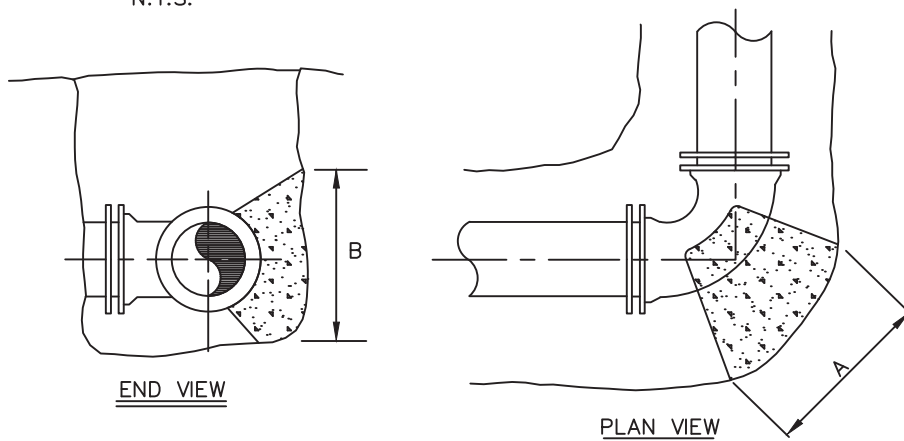
DATE

APPR.

DWG. NO.



VERTICAL THRUST BLOCK DETAIL
N.T.S.



THRUST BLOCK & BRACE DETAIL
N.T.S.

PIPE SIZE		12"	10"	8"	6" & 4"
90° BEND	A	4'-0"	4'-0"	3'-0"	2'-0"
	B	4'-0"	3'-0"	2'-6"	2'-0"
TEE	A	4'-0"	3'-0"	2'-6"	2'-0"
	B	3'-0"	3'-0"	2'-0"	1'-6"
45° BEND	A	3'-0"	3'-0"	2'-0"	1'-6"
	B	3'-0"	3'-0"	2'-0"	1'-6"
22 1/2° BEND	A	2'-6"	2'-0"	2'-0"	1'-6"
	B	3'-0"	1'-6"	1'-6"	1'-6"
11 1/4° BEND	A	2'-0"	1'-6"	1'-6"	1'-6"
	B	2'-0"	1'-6"	1'-6"	1'-6"
DEAD END MAIN	A	4'-0"	3'-0"	3'-0"	3'-0"
	B	3'-0"	3'-0"	2'-0"	1'-0"

NOTE: ALL FITTINGS SHALL BE WRAPPED WITH VISQUEEN PRIOR TO PLACING CONCRETE.

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TOWN OF ARLINGTON
Public Works Standard Details

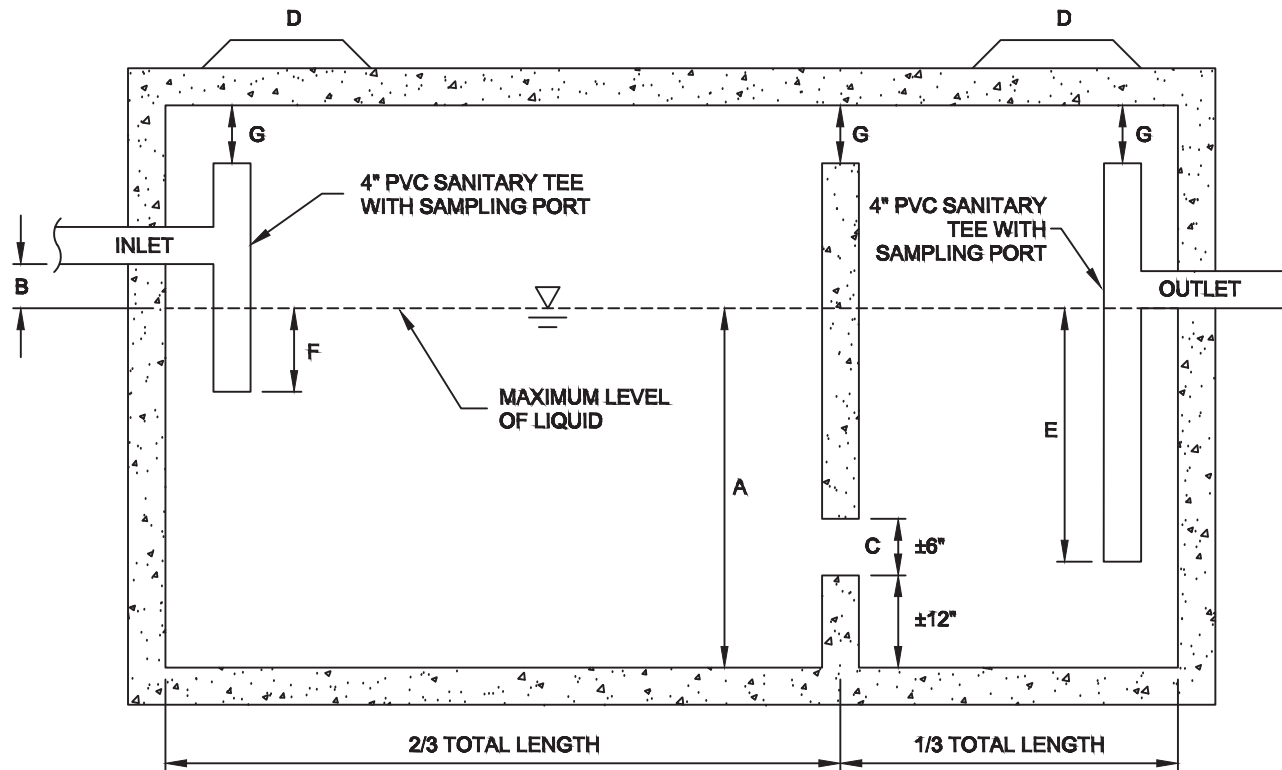
THRUST BLOCK
STANDARD DETAIL



DATE

APPR.

DWG. NO.



- A. MAXIMUM DEPTH OF LIQUID, TYPICALLY A MINIMUM OF 42".
- B. INLET INVERT TO BE A MAXIMUM DEPTH.
- C. BAFFLE WALL FLOW-THROUGH SLOT TO BE APPROXIMATELY 6" AND IN LOWER THIRD OF BAFFLE WALL (APPROXIMATELY 12" ABOVE THE INTERIOR FLOOR).
- D. ACCESS PORTS TO BE TRAFFIC RATED SEWER MANHOLE LID AND RIM ASSEMBLIES PER ARLINGTON STANDARD DETAIL TOA-XXX.
- E. LOWER END OF OUTLET TEE TO BE GREATER THAN 2/3 DIMENSION 'A'.
- F. LOWER END OF INLET TEE TO BE A MINIMUM OF 12" BELOW MAXIMUM DEPTH OF LIQUID.
- G. TOP OF SANITARY TEE AND BAFFLE WALL NOT TO EXCEED 6" BELOW THE INTERIOR ROOF.
- H. SPECIFICATIONS TO BE SUBMITTED TO THE TOWN OF ARLINGTON WASTEWATER DEPARTMENT PRIOR TO CONSTRUCTION.

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TOWN OF ARLINGTON
Public Works Standard Details

IN-GROUND GREASE
INTERCEPTOR DETAIL



DATE

APPR.

DWG. NO.