INSTRUCTIONS FOR USE OF CITY OF SHREVEPORT STANDARD DETAILS

Standard Details are provided by the City of Shreveport for use on City projects.

Engineers shall confirm applicability of City’s details with the specific project or situation. If any changes and/or alternative documents to the City’s standards are proposed, then they shall be submitted to the City for review. Submittals shall clearly indicate the City document being submitted for review with electronic redlines (markings in red) identifying the proposed changes and/or alternative documents.

The use of City details requires the Engineer of Record to review, update (if necessary) and stamp in accordance with LAPELS requirements. The City is not responsible for misuse of details, errors and omissions.
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TYPICAL MINIMUM SECTION

LEGEND

A. ASPHALT CONCRETE- THICKNESS SHALL BE DETERMINED BY GEOTECHNICAL TESTING, EVALUATION, AND REPORT, 3" MINIMUM.
B. CRUSHED AGGREGATE BASE COURSE- THICKNESS SHALL BE DETERMINED BY GEOTECHNICAL TESTING, EVALUATION, AND REPORT, 8" MINIMUM. COMPACTED TO AT LEAST 95% DENSITY (STANDARD EFFORT).
C. SUBGRADE SOIL PREPARATION SHALL BE DETERMINED BY GEOTECHNICAL TESTING, EVALUATION, AND REPORT, COMPACTED TO AT LEAST 95% DENSITY (STANDARD EFFORT).
D. 3" CONCRETE CURB AND GUTTER
E. 6" CONCRETE SIDEWALK ADJACENT TO PAVEMENT (4" THICK)
F. GEOTEXTILE FABRIC (EXTEND FULL WIDTH OF BASE)
G. 4" THICK SANDBASE
H. 4" THICK PORTLAND CEMENT CONCRETE SIDEWALK
GENERAL NOTES

1. PAVEMENT EDGES SHALL BE SLIGHTLY ROUNDED
   (1/4 IN. APPROX.)

2. UNLESS OTHERWISE SPECIFIED, REASONABLE TOLERANCES
   TO ALL DIMENSIONS WILL BE ALLOWED.

3. T = THICKNESS OF PAVEMENT.

4. ALL JOINTS TO BE USED WHERE SHOWN ON THESE DETAILS
   OR AS SHOWN ELSEWHERE IN THIS PLAN OR AS OTHERWISE
   DIRECTED BY THE PROJECT ENGINEER. ALL JOINTS SHALL BE
   SANDBLASTED. ALL JOINTS REQUIRING SAWING SHALL BE
   SAWED AS SOON AS CONCRETE PLANTS WITHOUT STANDING OR RAVELING.

5. ON TYPE E JOINTS, SPOT WELD ALTERNATE ENDS OF
   DOWEL BARS TO DOWEL BASKET.

6. TYPE E JOINTS SHALL BE SEALED WITH SILICONE JOINT
   SEALER. A NEOPRENE JOINT SEALER OR APPROVED
   SEALER WHICH HAS A NORMAL WIDTH OF 2 INCHES
   COMPRESSION AND OF A CONFIGURATION AS APPROVED
   BY THE CITY ENGINEER MAY BE USED.

7. TYPE I JOINTS SHALL BE SAWED, SANDBLASTED AND
   SEALED WITH SILICONE JOINT SEALER AS SHOWN AS
   DETAIL "A" ON SHEET AN APPROVED PREPARED Joint Filler
   NOT REQUIRING SEALING MAY BE USED.

8. TYPE T JOINTS SHALL BE SAWED, SANDBLASTED
   AND SEALED AS SHOWN IN DETAIL "B" ON SHEET 07.
   JOINTS SHALL BE SEALED WITH SILICONE A NEOPRENE
   JOINT SEALER WHICH HAS A NORMAL WIDTH OF 2 INCHES
   COMPRESSION AND OF A CONFIGURATION AS
   APPROVED BY THE ENGINEER MAY BE USED. BALLOON
   TUBE SEALANT MAY BE USED OR THE SAWED AT THE
   OPTION OF THE CONTRACTOR.

9. WHERE AN ARMSROLL MECHANICAL PLACEMENT IS NOT
   USED, DOWEL BARS AND TIE BARS SHALL BE
   SUPPORTED IN PLACE BY SUPPORTS SIMILAR TO THE
   OTHER SHOWN OR APPROVED RODS. WHEN APPROVED
   DOWEL BAR ASSEMBLIES ARE USED, SPACER RODS
   THAT SPAN ACROSS THE JOINT SHALL BE CUT IN
   THE FIELD AFTER ASSEMBLY IN PLACE.

10. WHERE SPLIT SLAB CONSTRUCTION IS REQUIRED, TYPE T
    AND E JOINTS MAY BE SEALED WITH A PRE-
    APPROVED INDUSTRIAL JOINT SEALER THAT IS WORTHING MATERIAL. ALL
    JOINTS MUST BE SANDBLASTED.

11. ALL LOAD TRANSFER DOWEL BARS SHALL BE SAW CUT
    AND COATED WITH PLASTIC OR PAINTED AND GREASED.

12. DIAMETER OF LOAD TRANSFER DOWEL BARS SHALL BE
    3/8 IN. EXCEPT TO 1/2" THICK PAVEMENT = 1/2" X 1/4"
    DIA. BARS.
LEG CHAIRS WELDED TO TOP AND BOTTOM SPACER BAR

SURFACE OF PAVEMENT

TOP SPACER BAR

BOTTOM SPACER BAR

DOWEL BAR

EXPANSION TUBE

T

SUBGRADE

PIN BASKET TO BASE COURSE

SECTION E - E

TOP TIE BAR WELDED TO TOP SPACER BAR TO BE TRIMMED PRIOR TO PLACING CONCRETE

DOWEL BAR SPACING FOR TRANSVERSE JOINTS

CITY OF SHREVEPORT
STANDARD PLANS

TRANSVERSE EXPANSION JOINT DETAIL

OCTOBER 2021

PRELIMINARY - NOT FOR CONSTRUCTION
PATRICK FURLONG LA LICENSE NUMBER 35185
TRANSVERSE DUMMY JOINT OR CONSTRUCTION JOINT (TYPE T)

SECTION F - F

DETAIL "B"

PRELIMINARY - NOT FOR CONSTRUCTION

CITY OF SHREVEPORT
STANDARD PLANS

TRANVERSE DUMMY JOINT OR CONSTRUCTION JOINT (TYPE T)

OCTOBER 2021
LONGITUDINAL JOINT
TYPE L 2

DETAIL "A"

CITY OF SHREVEPORT
STANDARD PLANS
LONGITUDINAL JOINT TYPE L-2

OCTOBER 2021
LONGITUDINAL CONSTRUCTION JOINT
(TYPE L 1)

KEYWAY DETAIL
NOT TO SCALE
NOTES:

1. CONCRETE FINISH SHALL MATCH EXISTING PAVEMENT FINISH.

2. LONGITUDINAL CONSTRUCTION JOINTS SHALL CONSIST OF A KEYED JOINT WITH 30" LONG #4 TIE BARS ON 24" CENTERS. IF KEYED JOINT IS NOT USED TIE BARS SHALL BE PLACED ON 12" O.C.
NOT TO SCALE

NOTES:
1. DOWEL BARS AND LONGITUDINAL TIE BARS SHALL TO C.O.S STANDARD PLANS
2. TRANSVERSE TIE BARS SPACED 12" CENTER TO CENTER, NO. 8 BAR SHALL BE USED FOR TIE BAR
3. RESAW TRANSVERSE JOINTS ON EITHER SIDE OF MID-PANEL PATCH TO A DEPTH TO NEAR THE TOP OF THE DOWELS PRIOR TO PLACING CONCRETE.
4. EXISTING TRANSVERSE VERTICAL FACES TO BE COATED WITH NEAT CEMENT JUST PRIOR TO PLACING CONCRETE.
CITY OF SHREVEPORT
STANDARD PLANS

3 FT. CURB AND GUTTER
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GENERAL NOTES

1. ALL CORNERS TO BE CHAMFERED 34°.
2. RUBBED FINISH REQUIRED ON EXPOSED SURFACES.
4. STEEL IN FRAME AND COVER TO CONFORM TO A.S.T.M. DESIGNATION A-36 AS AMENDED TO DATE, AND SHALL BE GALVANIZED AFTER FABRICATION. GALVANIZING TO CONFORM TO A.S.T.M. A-123.
5. STEEL MESH TO CONFORM TO A.S.T.M. A-165.
6. BACKFILL TO BE COMPACTED AT LEAST 95% DENSITY (STANDARD EFFORT).
7. INLET MAY BE CONSTRUCTED AS SINGLE UNIT OR IN MULTIPLES OF 2 AND 3 UNITS USING THE CONNECTING BEAM AS SHOWN IN DETAIL ON SHEET ST-03.
8. THE MINIMUM DISTANCE FROM THE TOP OF A PIPE ENTERING OR LEAVING THE INLET BOX SHALL BE 2'-6" FOR PIPE UNDER PAVEMENT (FRONT OF INLET BOX) AND 2'-0" FOR SIDES AND BACK OF THE INLET BOX.
9. STORM SEWER PIPE SHOULD BE INSTALLED BEFORE INTAKE SIDEWALL CONSTRUCTION IS STARTED. SIDEWALLS SHOULD BE CONSTRUCTED AS INDICATED WITH OPENINGS FOR STORM SEWER SMOOTHLY SHAPED AND NO INLET PIPES PROJECTING UNNECESSARILY INTO WALL. OUTLET PIPE SHALL NOT PROJECT BEYOND INSIDE FACE OF SIDEWALL.
10. ALL REINFORCING STEEL SHALL BE 1'-0" CLEAR OF CONCRETE SURFACE UNLESS OTHERWISE NOTED.
11. REINFORCING STEEL SHALL BE BENT AROUND PIPE OPENING WHEN POSSIBLE. IF STEEL IS CUT, A DIAGONAL BAR SHALL BE USED TO TIE THE CUTS TOGETHER.
12. EXPANSION Joint DETAIL AND DOWEL PLACEMENT SAME AS THAT SHOWN ON APPROPRIATE PAVEMENT AND CURB STANDARD PLANS.
13. A CONCRETE FILLET SHALL BE PLACED IN THE BOTTOM OF THE INTAKE APPROXIMATELY AS INDICATED OR DIRECTED BY THE CITY ENGINEER. SPECIAL SHAPING OF THIS FILLET IS REQUIRED TO PROVIDE A SMOOTH CHANNEL THROUGH THE INLET BOX. TOP SURFACE OF THE FILLET SHALL SLOPE APPROXIMATELY 1 INCH PER FOOT TOWARD THE CHANNEL.
14. NO SCALE, FOLLOW DIMENSIONS.
FRAME DETAIL - PLAN

FRAME DETAIL - ELEVATION

FRAME DETAIL - SECTION

SKewed INLET DETAIL

CITY OF SHREVEPORT
STANDARD PLANS

CATCH BASIN AND
48" STANDARD INLET

OCTOBER 2021
NOTE: GRATE INLETS TYPE "A" AND TYPE "B" TO ACCOMMODATE ONE (1) TO FOUR (4) STORM DRAINAGE PIPES. (SEE DETAIL SECTION "A - A" ON SHEET ST-07).

PLAN
GRATE INLET TYPE "A"
SECTION "A - A"

NOTES:
1. 16" splice where required
PLAN

GRATE INLET TYPE "B"

(CITY OF SHREVEPORT
STANDARD PLANS
GRATE INLET TYPE B
(OFF ROADWAY USE ONLY)

OCTOBER 2021

NOTE: SEE DETAIL SECTION "B - B" ON SHEET ST-09
SECTION "B - B"

NOTES:

1. ALL CORNERS TO BE CHAMFERED 3/4".

2. RUBBED FINISH REQUIRED ON EXPOSED SURFACES.


4. 24" ROUND C.I. FRAME AND LID UNCOATED.

5. WELDED WIRE REINFORCEMENT TO CONFORM TO A.S.T.M. A-185.

6. GRATES TO BE CENTERED.

7. BACKFILL TO BE COMPACTED TO AT LEAST 95% OF MAX. DRY DENSITY. (STANDARD EFFORT)
14" CHANNEL IRON GALV.
4 X 6-6'
1/2" PENCIL RODS WELDED TO
4" CHANNEL IRON @ 12" O.C.
NO. 4 BARS AT 6" ALT. CTBS. BOTHWAYS
15" SPlice WHERE REQUIRED

USE 3'-6" BLOCK OUT

INLINE WITH FRONT OF CURB

INLINE WITH BACK OF CURB

PAVING SLAB

NO. 4 BARS @ 6" O.C. BOTHWAYS
15" SPlice WHERE REQUIRED

PIPE SIZE VARIES
FLV SHOWN ON PLAN

8" PIPE O.D. PLUS 6" MIN.

3'-6"

* NOTE: CONCRETE (CLASS A) TO BE VIBRATED

SECTION "A - A"

NOT TO SCALE

CITY OF SHREVEPORT
STANDARD PLANS
SPECIAL INLET
CANTILEVER THROAT

PRELIMINARY - NOT FOR CONSTRUCTION
PATRICK FURLONG OR LICENSE NUMBER 35185
JUNCTION BOX PLAN
NOT TO SCALE

JUNCTION BOX SECTION "A - A"
NOT TO SCALE

CITY OF SHREVEPORT
STANDARD PLANS

TYPICAL JUNCTION BOX WITH SOLID OR GRATE COVER

OCTOBER 2021
PLAN OF REINFORCING IN TOP
NOT TO SCALE

\[ \text{MACHINED BEARING SURFACE} \]

FRAME TOP VIEW

FRAME SECTION "X - X"
DETAILS OF C.I. COVER SEAT
VULCAN V-1886 FRAME OR APPROVED EQUAL
NOT TO SCALE

CITY OF SHREVEPORT
STANDARD PLANS

TYPICAL JUNCTION BOX WITH SOLID OR GRATE COVER

OCTOBER 2021
GRATE TOP VIEW

GRATE SECTION

L.D.H.-H20-44
C.I.GRATE TYPE COVER
NOTE: TO BE USED ONLY WHEN CALLED FOR ON PLANS

DETAILS OF C.I. GRATE
VULCAN V-3501 GRATE OR APPROVED EQUAL
NOT TO SCALE

NOTE:
CASTING SHALL BE UNCOATED

CITY OF SHREVEPORT
STANDARD PLANS
TYPICAL JUNCTION BOX WITH
SOLID OR GRATE COVER

OCTOBER 2021
GENERAL NOTES

● MATERIALS LIST :

1) PRIMARY MATERIAL TO BE CONCRETE, CAST IN PLACE 4" THICK, STRUCTURAL CLASS A 3600 P.S.I.

2) ALL PANEL JOINTS TO HAVE WOOD FILLER, DOWELLED WITH 1/2" SMOOTH, DOWELS PAINTED AND GREASED OR THICKENED EDGE. DOWELS TO BE 18" LONG, PLACED 24" O.C. ALL REPLACED SECTIONS (WALLS AND BOTTOM) TO BE MONOLITHIC WITH %4 MINIMUM DEFORMED BARS 3/8" LONG IN TOE. DOWELS TO BE PLACED 18" O.C. AND TIED TO WELDED WIRE FABRIC.

3) REINFORCING TO BE WELDED WIRE FABRIC 4X4 - W1.4 X W1.4 (MIN.)

4) WEEP HOLES TO BE PLACED 8' FROM JOINT AND 4" ABOVE THE TOE. MUST HAVE 1 CU.FT. GRAVEL BAGGED FILTER CLOTH AND VENTED THROUGH 2" P.V.C. PIPE. END OF PIPE TO BE COVERED WITH 1/4" MESH GALVANIZED WIRE FABRIC.

● SCOPE OF WORK :

1) REMOVE FAILED WALLS AND BOTTOM, CLEAN ACCUMULATED SOIL AND DEBRIS FROM WORK AREA, SQUARE SLIPPED AREA IF APPLICABLE. (SEE TYPICAL REPAIR DETAIL).

2) RESTORE GRADE USING LOCAL FILL WITH IMPORTED FILL AS REQUIRED, INSTALL IN 6" LIFTS AND COMPACT TO AT LEAST 95% OF MAXIMUM DRY DENSITY (STANDARD EFFORT).

3) CONCRETE (CAST IN PLACE).

4) DRESS AND SOD AREA, SOD ON SLOPES TO BE PEGGED WITH 12" WOOD STAKES (TWO EACH PER SOD PANEL).
TYPICAL PIPE BEDDING (SINGLE PIPE)

*USE EXCAVATED TRENCH MATERIAL IF TRENCH MATERIAL IS DEEMED UNSUITABLE BY PROJECT ENGINEER. THE CONTRACTOR WILL FURNISH SELECT MATERIAL FOR BACKFILL.

NOTE: ALL PIPE JOINTS SHALL BE WRAPPED WITH A STRIP OF GEOTEXTILE FILTER CLOTH TWO FOOT WIDE AT NO DIRECT PAY.

TYPICAL PIPE BEDDING (DOUBLE PIPE)

*USE EXCAVATED TRENCH MATERIAL IF TRENCH MATERIAL IS DEEMED UNSUITABLE BY PROJECT ENGINEER. THE CONTRACTOR WILL FURNISH SELECT MATERIAL FOR BACKFILL.

NOTE: CONSULT THE MANUFACTURER FOR RECOMMENDATIONS FOR OTHER PIPE TYPES.

NOTES:
1. PAY ITEM 1001 - PIPE LINE IN PLACE SHALL INCLUDE ALL NECESSARY TRENCH, EXCAVATION, REMOVAL, HANDLING, BACKFILLING, AND DISPOSAL OF ANY SURVEY OR SUBSURFACE MATERIAL ENCOUNTERED IN THE WORK AREA AND SHALL INCLUDE ALL FILLING, RAINING, DRAINAGE, AND SHEETING AND BRACING. IT SHALL ALSO INCLUDE SELECT PIPE BACKFILL IF NEEDED (SEE ).
PIPE TIE IN TO EXISTING BOX AND DITCH WALL

CITY OF SHREVEPORT
STANDARD PLANS

OCTOBER 2021
TO REPAIR EXISTING PIPE JOINT SEPARATION
AND/OR TO CONNECT EXISTING PIPE TO NEW PIPE

2' O" MIN. (FOR PIPES WITH A DIAMETER GREATER THAN 24" MINIMUM WIDTH OF COLLAR SHALL BE 4 FEET)

GEOTEXTILE FABRIC
(24" WIDE STRIP)

6" MIN.

EXISTING OR PROPOSED PIPE

EXIST. PIPE

CONCRETE COLLAR
(CLASS "R" CONCRETE)

NOTES:

1. NEW PIPE EXTENSION SHALL MATCH EXISTING PIPE IN MATERIAL TYPE AND SIZE BASED ON THE LATEST INDUSTRY STANDARDS.

2. WRAP PIPE JOINTS WITH GEOTEXTILE FABRIC (CLASS "A", "B", "C", OR "D"). SEE SECTION 211 OF CITY OF SHREVEPORT STANDARD SPECIFICATIONS.

3. INCLUDE COST OF COLLARS IN PIPE REPLACEMENT.

CITY OF SHREVEPORT
STANDARD PLANS

CONCRETE COLLAR DETAIL

OCTOBER 2021