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CHAPTER 1 - General

The purpose of this section is to establish design criteria for the design of water distribution mains, sanitary sewer collection mains, streets, storm drainage mains and traffic control signs in the City of Victoria and its ETJ. Any exceptions or deviations from these minimum requirements may be granted on a project-by-project basis by the Director of Public Works.

The following references refer to the other requirements and standards that may affect the design or construction:

- City of Victoria Standard Specifications; City of Victoria Subdivision and Development Ordinance, and all other applicable City Codes or Ordinances (Most Current)
- City of Victoria Water Master Plan; Sanitary Sewer Master Plan; Master Thoroughfare Plan; Master Drainage Plan and all other applicable Master Plans (Most Current)
- Texas Engineering Practice
- Texas Professional Land Surveying
- Texas Commission on Environmental Quality (TCEQ)
- Other Miscellaneous Organizations, including but not limited to; AWWA, NSF, ASTM, International Fire Code, International Building Code, and MUTCD
- Abbreviations:
  - AWWA – American Water Works Association
  - NSF – National Sanitary Foundation
  - ASTM – American Society for Testing & Materials
  - MUTCD – Manual of Uniform Traffic Control Devices

Submittal Requirements

The design engineer shall submit the following information with all designs:

- Plan and profile sheets containing all information necessary to review, construct and inspect the proposed improvements. This includes, but is not limited to, water mains and appurtenances, sanitary sewer mains and collection lines and appurtenances, service line locations, pavement, curb and gutter, storm sewer and appurtenances, pavement markings and signage. Topographical information outside the right-of-way should be provided where the information is available.
- Drainage calculations in accordance with the Drainage Criteria Manual and City of Victoria Storm Drainage Master Plan.
• Traffic control plans detailing the safe and efficient operation of traffic through the work zone during construction.
• A street lighting plan and layout.
• Certification that plans meet all requirements except where noted.

**Special Designs**

The Director of Public Works may approve an alternate design, a specific circumstance or construction methodology that differs from this manual on a case by case basis; if it is determined that the improvements are equivalent or superior and it ensures public health and safety.
CHAPTER 2 - Water

Pipe Selection:

Pipes shall be selected, sized and designed to provide safe, maintainable conveyance of domestic water.

Pipe Materials

The following pipe materials may be specified for water distribution mains:

- Polyvinyl chloride pipe (PVC) shall be pressure class 150 DR 18 (meeting AWWA C-900) for sizes six (6) through twelve (12) inches. PVC pipe will not be permitted for aerial crossings. DI fittings shall be used with PVC pipe. All fittings, including but not limited to bends, tees, spool pipe sections, reducers, etc., shall be restraint joints; EBBA Iron, Ford, Smith Blair or approved equal and wrapped with eight-mil poly-wrap and sealed on the edges with an approved tape.
- Ductile iron pipe (DIP) per ANSI/AWWA C151/A21.5 pressure class 350 for sizes six (6) through twelve (12) inches. Pipe shall be wrapped with 8-mil thick poly. Where excessive depths are encountered, greater than ten (10) feet, the design engineer shall specify an appropriate thickness class to be approved by the Director of Public Works.
- Cross-linked polyethylene (PEX) tubing or Type “K” copper tubing shall be used for all water services three-quarter (¾) inch to two (2) inches.

Changes in pipe material shall only occur at valves or fittings with the exception of short replacements of water mains needed to meet TCEQ separation requirements.

Fittings

Use mechanical joint fittings. Properly designed restraint joints, EBBA Iron, Ford, Smith Blair or approved equal shall be provided for each fitting; or stainless steel all thread. Fittings shall be SIP, Sigma or approved equal and shall be wrapped with 8-mil thick poly. In addition to joint restraints, concrete thrust blocks may also be utilized to properly restrain the joints.

Pipe Sizing

The minimum size water line shall be eight (8) inches in diameter.
Pipe with a six (6) inch diameter may be allowed on a case by case basis for the purpose of interconnecting eight (8) inch mains; for example, two cul-de-sacs that are interconnected via a six (6) inch main between subdivided lots.

Pipe greater than twelve (12) inches in diameter shall be determined and designed in accordance with the approved Water Master Plan and the Director of Public Works.

Fire hydrant leads shall be a minimum of six (6) inches in diameter and not exceed one hundred (100) linear feet.

Looping Requirements

Permanent dead end mains will not be allowed if looping alternatives are available. This may require extending the water mains beyond the limits of the project.

When it is not possible to meet the looping requirement, the maximum length of a water main, including a fire hydrant lead, shall not exceed eight hundred (800) linear feet and shall terminate with a fire hydrant or blow-off assembly.

Fire Suppression Service Line

Fire suppression service mains shall be private. A valve, in the open position, shall be installed on the fire suppression line and shall be maintained by the City. Fire suppression mains shall not be tapped for service. Only one connection from the City main to each individual building shall be permitted. No looping of fire suppression mains back to the City mains shall be allowed.

Pipe Alignment:

The design of the water distribution mains should be provided for economical access, maintenance and repair, future extension and minimum disruption to surrounding facilities during repair operations. Separation between sanitary sewer mains and water mains shall follow the most current TCEQ guidelines.

Horizontal Layout

The centerline of the mains shall be parallel to the right-of-way and behind the curb when possible. Avoid placing water fittings and connections under paved and fenced areas. Water mains shall not be placed along rear (back lot) easements. In residential areas, water mains shall be no closer than fifteen (15) feet to any building structure (size and depth may increase the distance). When a water line is
placed parallel to another utility line other than a sanitary sewer, the water line shall have a minimum of four (4) feet horizontal clearance from the outside wall of the water line to the outside wall of the existing utility.

**Vertical Layout**

Water mains should be laid to a straight as grade as possible between cross street connections. Vertical alignment should avoid high or low points between connections. The minimum depth of cover for both water mains and appurtenances (water services, valves, tees, etc.) shall be no less than thirty-six (36) inches from natural ground or proposed grade.

**Flushing Design**

Water mains shall be designed to allow adequate flushing capability. All dead end mains shall be provided with an approved means of flushing the dead end main.

**Deflections, Bends and Curves**

The maximum designed deflection of water main joints shall be one-half (1/2) of the manufacturer’s allowable deflection.

**Valves:**

All main line valves twelve (12) inches in diameter or less shall be resilient seat gate valves.

**Location and Spacing**

Spacing:

- The total number of valves at any water line intersection shall equal the total number of mains leading out from the intersection point minus one; three (3) valves for a cross and two (2) valves for a tee except when one lead is a dead end main, in which case, all leads must have valves.
- Every eight hundred (800) linear feet of water line
- Intermediate valves shall be installed to isolate a maximum of two (2) fire hydrants
- At the end of a public line that is to be extended for future development
Location:

- Where possible, place valves in green areas and avoid sidewalks or accessible ramps
- Locate valves at street intersections projected to the P.C. of the intersection right-of-way, except for tapping sleeves and valves.
- Valves shall not be located in the slope or flow line of a roadside ditch.
- Intermediate valves, not located at an intersection, shall be located on lot lines or next to fire hydrants, but not set in driveways.
- Valves shall have a minimum nine (9) foot horizontal clearance to a sanitary sewer main as dictated by TCEQ standards.

Fire Hydrants:

Fire hydrants are to be located at street intersections or as close to an intersection as possible. The fire hydrant shall not be located within the intersection curb return radius.

- Intermediate fire hydrants should be located near property line extension and no closer than five (5) feet to any service line or within three (3) feet from a curbed driveway.
- Fire hydrants shall not be placed closer than fifteen (15) feet from any building.
- Fire hydrants shall have a minimum horizontal and vertical clearance of nine (9) feet from any sanitary sewer main or appurtenance.
- If a fire hydrant is placed in a sidewalk, the sidewalk shall be widened or relocated to maintain a minimum three (3) foot sidewalk width.
- Fire hydrants located on the opposite side of an arterial thoroughfare, railroad, expressway, primary or secondary arterial section as defined in the City of Victoria Master Thoroughfare Plan shall not be considered when determining adequate fire hydrant coverage for the development.
- Fire loops and waterline looping shall be required where more than two (2) fire hydrants will be installed on a main.
- Locate fire hydrants primarily at street intersections.
- Locate fire hydrants at the street intersection for cul-de-sac streets a length of three hundred (300) feet or less. For cul-de-sacs longer than three hundred (300) feet, the fire hydrant can be located at the P.C. of the cul-de-sac.
- Locate fire hydrants a minimum of two (2) feet behind back of curb.
- On streets with roadside ditches, set the fire hydrants within five (5) feet of right-of-way lines. Fire hydrant lead valves shall not be located in the slopes or flow lines of ditches.
- Fire hydrants shall be designed to have a forty-two (42) inch bury depth where possible. As a normal policy, vertical offsets in fire hydrant leads will not be allowed.
**Fire Hydrants in Residential Developments**

Fire hydrants shall be placed within the right-of-way at the property lines. Public fire hydrants shall be spaced no greater than six hundred (600) feet between fire hydrants as measured along dedicated right-of-ways or utility easements.

**Fire Hydrants in Commercial and Industrial Developments**

Public fire hydrants shall be spaced no greater than three hundred (300) feet between fire hydrants as measured along dedicated right-of-ways or utility easements. Fire loops and waterline looping shall be required where more than two (2) fire hydrants will be installed on a main. Provide isolation valves at each end of fire loops requiring on-site fire hydrants. The City Fire Marshall shall approve the location of fire hydrants and blow-offs in all commercial and industrial developments, apartment complexes, platted private street developments and other multi-family developments. The fire hydrant or blow-off, if unable to be located inside the water line easement, shall be located in a separate ten (10) foot by ten (10) foot easement adjacent to the waterline easement.

**Backflow Preventers in Commercial and Industrial Developments**

Backflow preventers shall be required on all fire suppression lines in commercial and industrial developments.

**Meter Services:**

**Water Meters Two (2) Inches and Smaller**

Water services shall be designed in accordance with the City of Victoria Standard Specifications and Details. Minimum size water service line, including fittings, shall be one (1) inch for a double lot connection for lot sizes ten thousand (10,000) square feet and smaller. For lots greater than ten thousand (10,000) square feet, the minimum size water service line, including fittings, shall be a one (1) inch single service connection or one and one-half (1½) inch double service connection, servicing two lots. Services shall be buried no less than two (2) feet.

**Water Meters Three (3) Inches and Larger**

The meters shall be located in areas with easy access (not fenced), protection from traffic and adjacent to City right-of-ways. Services shall be buried no less than two (2) feet. The water meter shall be located in a ten (10) foot by twenty (20) foot easement adjacent to the City right-of-way.
Water Line Crossings and Auger Construction:

Crossings

Where a water line crosses another utility other than a sanitary sewer main or collection line, a minimum of twelve (12) inches of clearance shall be provided during design. When crossing an oil or gas transmission line, utilize non-metallic pipe and maintain a minimum clearance of eighteen (18) inches or as required by pipeline company. Creek crossings shall have a minimum cover of four (4) feet below the flow line. All creek crossings, from high bank to high bank, shall utilize steel casing with restraint joints and casing spacers. Wooden casing spacers will not be allowed.

Auger Construction

Auger or boring sections shall be shown on the design. The auger or bore shall require the use of restraint joints and/or steel encasement. When crossing a State facility or railroad facility, the design shall include steel encasement in addition to restraint joints as approved by both the City and the respective facility owner. All steel encased water lines shall include restraint joints (PVC with bell restraints, Certa-Lok pipe or approved equal, or HDPE), casing spacers and sealed end caps. Steel encasement pipe shall have a wall thickness one-half (½) inch thick.

Water Quality and Testing:

Water mains shall be designed to provide adequate circulation by looping water mains to prevent odor, taste and color problems associated with stagnant water. Bacteriological water tests and pressure tests shall be witnessed by the City at the time of the test. Bacteriological samples shall be submitted to the Health Department. The water main will remain out of service until the water mains have been tested and approved for public consumption. In general, bacteriological tests are performed first with passing results, followed by a pressure test. If the pressure test fails, it shall be up to the City to determine whether another bacteriological test is necessary.
CHAPTER 3 – Sanitary Sewer

Pipe Selection:

Pipes shall be selected, sized and designed to provide safe, efficient and maintainable conveyance for the collection of sanitary sewer from its various sources of generation to the existing collection system.

Pipe Materials

The following pipe materials may be specified for sanitary sewer mains:

- Polyvinyl chloride pipe (PVC) shall be SDR26, 115 psi, ASTM D3034 for sizes six (6) through twelve (12) inches. Above twelve (12) inches, pipe material shall be approved by the Director of Public Works. PVC pipe will not be permitted for aerial crossings.
- Ductile iron pipe (DIP) per ANSI/AWWA C151/A21.5 pressure class 350 for sizes six (6) through twelve (12) inches. The pipe shall be lined with 40 mils of Polybond, Polylone, Polyurethane (Corro-pipe II) or ceramic epoxy (Protecto 4-1). The pipe shall also be wrapped with 8-mil thick poly. Where excessive depths are encountered, greater than ten (10) feet, the design engineer shall specify an appropriate thickness class to be approved by the Director of Public Works.

Changes in pipe material shall occur at manholes with the exception of short replacements or repairs of sanitary sewer mains needing to meet TCEQ separation requirements.

Pipe Sizing

The minimum size sanitary sewer main or collection line shall be eight (8) inches in diameter or as calculated per TCEQ requirements.

- Pipe sizes shall be of standard size; eight (8) inch, ten (10), and twelve (12) and sufficient to meet the demands based on Peak Hourly Flow = (Average Daily Flow)x(4)
- Pipe greater than twelve (12) inches in diameter shall be determined in accordance with the approved Waste Water Master Plan and the Director of Public Works.
Pipe Alignment:

The design of the sanitary sewer mains and collection lines should provide for economical access for maintenance and repair, future extension and minimum disruption to surrounding facilities during repair operations. In all cases, sanitary sewer facilities shall comply with TCEQ requirements.

**Horizontal Layout**

The centerline of the collection mains shall be parallel to the right-of-way and behind the curb when possible. Sanitary sewer mains and collection lines should be laid straight between manholes. Sanitary sewer mains may be deflected up to one-half (1/2) of the manufacturer’s allowable deflection. The centerline of sanitary sewer mains and collection lines constructed in street right-of-ways shall be located on the opposite side of the street from the water main. Where possible, avoid placing sewer under paved areas, especially manholes. Collection lines shall not be placed along rear (back lot) easements and shall be no closer than fifteen (15) feet to any building structure (size and depth may increase the clearance requirement). Separation of public water and sanitary sewer mains shall be consistent with the current Rules and Regulations for Public Water Systems of the TCEQ. Intersecting sanitary sewer mains at manhole shall match top of pipe to top of pipe.

**Vertical Layout**

The desired depth for sanitary sewer mains shall have six (6) feet of cover to finished ground or pavement surface elevation. The minimum depth shall be three (3) feet. Maximum desired depth for a sanitary sewer mains and collection lines shall be no greater than fifteen (15) feet. Sanitary sewer mains and collection lines should be laid on a straight grade between manholes while avoiding excessive depths. Elevations must be shown on construction plans at one hundred (100) foot stations and at all manholes and match lines. Elevations are to be calculated to the nearest hundredth (0.01) foot. Construction of sanitary sewer mains and collection lines must be constructed to a depth which will ensure gravity flow in service connections to adjacent properties. In general, sewer services shall be set at a two percent (2%) grade from the collection main to the property line. The service lead must have a minimum cover of two (2) feet at its shallowest point when crossing roadside drainage ditches.

**Manholes:**

Manholes will be required at changes in horizontal alignment, changes in grade, changes in pipe size and junctions with other sanitary sewer mains or collection lines. Manholes will not be required where service leads (six (6) inch diameter or less) join mains; except
when the sanitary sewer main is greater than fifteen (15) inches in diameter. Manholes shall be either pre-cast concrete with an approved non-corrosive liner (sprayed or pre-cast) or one-half (1/2) inch thick fiberglass per standard details. Manholes located in the one hundred (100) year floodplain shall not have lids with pick-holes and shall be gasketed and bolted to the frame. A City Floodplain permit shall be obtained for installation of manholes located in the one hundred (100) year floodplain. When three manholes in sequence are bolted and gasketed, an alternate means of venting shall be provided at less than fifteen hundred (1,500) foot intervals.

**Spacing and Sizing**

**Spacing:**

- The maximum distance between manholes shall be five hundred (500) feet or as required by TCEQ, whichever is less.
- At the end of a sanitary sewer main or collection line (Clean-outs on the collection line or main will not be allowed).

**Sizing:**

- **Manhole Diameter** | **Main Size**
  - 4 foot | <18 inches
  - 5 foot | 18 inches to 30 inches
  - 6 foot | >30 inches

- A tenth (0.1) foot drop through the manhole is desired.
- Manhole shall be no shallower than three (3) feet in depth.
- External drops shall be required when the difference in elevation between two sanitary sewer mains or collection lines is two (2) feet or greater.

**Sanitary Sewer Services:**

**Size and Location**

**Residential:**

- The minimum size of a sanitary sewer service shall be four (4) inches for a single lot. Each lot shall be individually serviced from the sanitary sewer main to the property line; no double services.
- Locate the sanitary sewer service on the opposite side of the lot from the water service.
- All sanitary sewer services shall require the installation of a clean-out located at the property line by the developer.
Commercial or Industrial:

- Minimum size sanitary sewer service shall be a four (4) inch minimum for daily flows of five thousand (5,000) gallons per day or less. Flows larger than five thousand (5,000) gallons per day shall be a minimum of six (6) inches or larger as determined by the developer’s engineer.
- All sanitary sewer services shall require the installation of a clean-out located at the property line by the developer.
- Installation of a sample port located on private property may be required as determined by City staff.

Crossings and Auger Construction:

**Crossings**

Where the sanitary sewer line or collection line crosses another utility other than a water line, a minimum of twelve (12) inches of clearance shall be provided during design. When crossing an oil or gas transmission line, metallic pipe shall not be utilized with a clearance of eighteen (18) inches. Creek crossings shall be provided with piers on each side of the crossing and shall utilize steel casing with casing spacers (no wood) and sealed end caps. Maintain a three (3) foot minimum vertical depth to the top of pipe at a creek crossing or street crossing.

**Auger Construction**

Auger or boring sections shall be shown on the design. The auger or bore shall require the use of restraint joints and/or steel encasement. When crossing a TxDOT facility or railroad facility, the design shall include steel encasement in addition to restraint joints as provided by both the City and the respective facility owner. All steel encased sanitary sewer mains shall include restraint joints, casing spacers and sealed end caps. Steel encasement pipe shall have a wall thickness one-half (½) inch thick.

Force Mains:

Force mains shall be reviewed on a case by case basis. Size, location, material and design of a force main shall be provided to the City by the developer’s engineer and approved by the Director of Public Works. Force mains crossing State Highways and railroads shall be augered and encased.
Testing:

Sanitary sewer mains shall be tested by mandrels and pressure testing in accordance with the TCEQ requirements. Manholes shall be vacuum tested in accordance with the TCEQ requirements.
CHAPTER 4 - Streets

General:

The purpose of this section is to establish basic guidelines and certain minimum design criteria for the design of local streets. Arterial and collector designs shall be provided by the developer’s engineer and reviewed and approved by the City and the Director of Public Works. The minimum design criteria for pavement structure for local streets are intended to produce streets having a useful life expectancy of twenty (20) years with reasonable expenditures for maintenance and repair.

Submittal Requirements

The design engineer shall submit the following information with all street designs:

- Plan and profile sheets containing all information necessary to review, construct and inspect the proposed improvements. This includes, but is not limited to, pavement markings and signage. Topographical information outside of the right-of-way should be provided where the information is available.
- Drainage calculations in accordance with the Drainage Criteria Manual and City of Victoria Storm Drainage Master Plan.
- Traffic Control Plans detailing the safe and efficient operation of traffic through the work zone during construction.
- A street lighting plan and layout. Street lights should be placed at all intersections, at the end of cul-de-sacs and at a minimum spacing of three hundred (300) feet.

Special Designs

The City and/or Director of Public Works may, upon request, approve an alternate design, unusual circumstance, or construction methodology that differs from the requirements of City Standards, including, but not limited to, pavement structure (cross section), alignment, width, curbing, etc. on a case by case basis if it is determined that: (1) the alternate design or construction methodology is equivalent to approved standards and (2) the alternative design or construction methodology is sufficient to ensure public health and safety.
Geometrical Criteria:

*Horizontal and Vertical Alignment*

Horizontal and vertical alignment shall provide safe and comfortable vehicle operations at normal travel speeds, accommodate access to adjacent properties, and provide adequate operating sight distances. The minimum grade for streets and curbs and gutters is three-tenths percent (0.30%), desirable is five-tenths percent (0.50%). The minimum grade for curb returns and cul-de-sacs shall be five-tenths percent (0.50%). The design shall show flow lines and/or top of curb grades at all PC and PT of curves. At intersections, the grades of the intersecting streets should not be more than two percent (2%) within the first twenty-five (25) feet of the intersecting curb line to provide a safe approach sight distance and accessible routes per the Texas Accessibility Standards (TAS) and the Americans with Disabilities Act (ADA). When an algebraic difference in intersecting longitudinal street grades exceeds two percent (2%), a parabolic vertical curve is required.

Intersection Design:

Street intersections should normally be designed at right angles on centerline tangents. The minimum curb return radii for all right angle intersections shall be thirty (30) feet measured from the face of the curb. Storm drainage inlets shall be located outside of the intersection curb returns and should be designed to minimize the volume of storm water entering an intersection. Intersections shall also have adjacent visibility triangles, free of obstacles as outlined by the latest edition of AASHTO’s “A Policy on Geometric Design of Highways and Streets”. Obstacles prohibited include vegetation, entry signage, structures, buildings, fences, etc. Public use facilities required to be at intersections such as fire hydrants, traffic signage, utility structures, etc. are exempted.

Medians:

The use of medians will be determined either by the City or by the Developer. Medians shall be aesthetically pleasing with bricks, stamped concrete, or landscape. Medians that are less than ten (10) feet in width, measured from the back of curb, shall be hardscaped. Medians are considered a “special design” and plans addressing plant material, irrigation, drainage and impact on adjacent pavement must be submitted. Perpetual maintenance of landscaped medians will be determined on a case by case basis and approved by the Director of Public Works.
**Sidewalks:**

Sidewalks shall be a minimum of five (5) feet wide when located adjacent to the curb. Sidewalks not adjacent to the back of curb shall be a minimum of four (4) feet in width. If the distance between the back of curb and the edge of sidewalk would be less than four (4) feet, the sidewalk shall be placed adjacent to the back of curb. Locate sidewalk adjacent to curb and gutter on all arterial and collector streets. Designs for the construction of sidewalks, ramps and driveway crossings shall meet current TAS and ADA requirements, which include driveway crossings.

**Curbing:**

Arterial and collector streets shall have a six (6) inch raised curb. Local streets may have a six (6) inch raised curb or a four (4) inch roll type curb. All roll type curb designs must be accompanied with drainage design calculations. Sidewalks shall not be installed adjacent to street designs with roll curb.
CHAPTER 5 – Storm Water

GENERAL:

The purpose of this section is to establish basic guidelines and certain minimum design criteria for the design of storm drainage improvements. Design of all public storm water drainage shall conform to the most current Storm Drainage Criteria Manual and the Master Drainage Plan. The design of a storm water drainage system in existing developed areas shall meet the current standards, even if the point of connection is inadequate and/or does not meet current drainage standards. The developer’s engineer shall take into account current drainage flow of downstream or upstream properties during design and construction of the development.

Special Designs

The City and/or Director of Public Works recognizes that each site has unique differences that can enhance the opportunity to provide proper drainage, the intent of these criteria is to specify minimum requirements that can be modified provided that the objective for drainage standards is maintained. Lined or un-lined channels, creeks or large drainage-way improvements shall be approved on a case by case basis.

PIPE SELECTION:

Pipes shall be selected, sized and designed to provide safe, efficient and maintainable conveyance of storm water.

Pipe Materials

The following pipe materials may be specified for storm water drainage systems:

- Tongue and groove Class III Reinforced Concrete Pipe (RCP) thirty-six (36) inch diameter and less.
- Rubber gasketed Class III Reinforced Concrete Pipe (RCP) meeting the requirements of ANSI/ASTM C-443 for pipes larger than thirty-six (36) inch diameter.
- High Density Polyethylene Pipe (HDPE), smooth core, with a pressure rating of ten (10) psi, may be substituted for RCP provided the depth of cover is greater than two feet below the proposed ground or street elevation.

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• Storm sewer located along the side or rear of developed properties (not within or adjacent to the street right-of-way) or lots shall be HDPE or rubber gasketed Class III RCP.

**Pipe Sizing**

The minimum size pipe shall be eighteen (18) inch diameter. Pipe shall be in six (6) inch increments, for instance, eighteen (18) inches, twenty-four (24) inches, thirty (30) inches, etc. No odd diameter pipe sizes shall be accepted. Box culverts shall be no smaller than two (2) feet by two (2) feet.

**GEOMETRICAL CRITERIA:**

**Horizontal and Vertical Alignment**

Storm sewer shall be located behind the curb and run from inlet box to inlet box whenever possible. Storm sewer not located within the street right-of-way shall have a minimum twenty (20) foot drainage easement for pipe thirty-six (36) inches in diameter or smaller or a twenty five (25) drainage easement for storm sewer larger than thirty-six (36) inches in diameter.

**INLETS AND JUNCTION BOXES:**

Inlets or junction boxes shall be required at changes in horizontal alignment, changes in grade, changes in pipe size and junctions with other storm water mains.

**Spacing and Sizing**

Spacing:

• The maximum distance between inlets or junction boxes shall be six hundred (600) feet.

Sizing:

• The inside width or length of an Inlet or junction box will accommodate the outside diameter of the pipe plus six (6) inches as shown on detail.
• A one-tenth (0.1) foot drop through the junction box or inlet is desired.
• Junction boxes and inlets shall be no shallower than three (3) foot in depth.
GENERAL NOTES
1. GATE VALVES SHALL BE USED FOR WATER LINES 12" IN DIAMETER AND SMALLER.
2. VALVES LOCATED IN ROADS, DRIVEWAYS, OR WALKS: CONCRETE DISC AROUND TOP OF VALVE BOX SHALL BE 18" RADIUS CIRCLE (MEASURED FROM CENTER OF VALVE BOX). 6" - 10" THICK. CLASS "A" CONCRETE (MATCH ADJACENT CONCRETE PAVEMENT. IF ASPHALT USE 6"), REINFORCE WITH #4 REINFORCEMENT BARS AT 8" O.C.E.W. ONE LAYER.
3. EXTEND TRACER WIRE INSIDE VALVE BOX, WITH 3" OF SLACK IN WIRE.

CAST IRON VALVE BOX, SIGMA VB101, E.J.I.W. V-8452 OR APPROVED EQUAL (H-20 LOAD RATED REQUIRED IN PAVED AREAS)

EXIST. PAVEMENT

CEMENT STABILIZED SAND PER CDV SPEC 02252

VALVE STEM EXTENSION (REQUIRED IF VALVE OPERATING NUT EXCEEDS 60" DEPTH)

C-900 PVC/ BELL END OF PIPE

TRACER WIRE

42" COVER (MIN.)

RESILIENT WEDGE GATE VALVE

WEDGE ACTION, BOLTED, MECHANICAL JOINT RESTRAINT; EBBA IRON, FORD, SMITH BLAIR OR EQUAL ON EACH SIDE OF VALVE

PRECAST CONCRETE BLOCK OR 90LB BAGS OF PREMIX CONCRETE FOUNDATION
GENERAL NOTES
1. INSTALL WEDGE ACTION, BOLTED MECHANICAL
   JOINT RESTRAINT; EBBA IRON, FORD, SMITH BLAIR
   OR APPROVED EQUAL ON ALL PIPE JOINTS BETWEEN
   MAIN AND HYDRANT.
2. BLUE REFLECTORIZED MARKERS SHALL BE LOCATED
   ON THE CENTERLINE OF THE PAVEMENT ACROSS FROM
   ALL FIRE HYDRANTS. PAVEMENT MARKERS AT INTERSECTIONS
   SHALL BE FOUR-SIDED. MARKERS SHALL BE SUBSIDIARY
   TO THE FIRE HYDRANT.

FIRE HYDRANT AWWA C 502 WITH 5-1/4" MAIN
VALVE OPENING, (2) 2-1/2" HOSE NOZZLES
NATIONAL STANDARD NUT.

BREAKAWAY FLANGE TO BE SET BETWEEN
1" AND 4" ABOVE GROUND

3' L x 2' W x 4" THICK UNREINFORCED
CONCRETE SPLASH PAD

BURY LINE
TRACER WIRE

WEDGE ACTION, BOLTED,
MECHANICAL JOINT
RESTRAINT; EBBA IRON,
FORD, SMITH BLAIR
OR EQUAL ON EACH
SIDE OF VALVE

SEE GATE VALVE
DETAIL

TRACER WIRE

WEDGE ACTION, BOLTED,
MECHANICAL JOINT
RESTRAINT; EBBA IRON,
FORD, SMITH BLAIR
OR EQUAL ON EACH
SIDE OF VALVE

EXISTING OR
PROPOSED
WATER MAIN

PRECAST CONCRETE BLOCK OR 90LB BAGS OF
PREMIX CONCRETE FOUNDATION

THE CITY OF
VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

FIRE HYDRANT DETAIL

STANDARD CONSTRUCTION DETAILS
DATE:
4/2012 WTR - 2
GENERAL NOTES
1. CONCRETE THRUST COLLARS MAY BE USED IN LIEU OF JOINT RESTRAINT FOR REDUCERS AND VERTICAL BENDS
2. CONCRETE THRUST COLLARS MAY BE USED IN OTHER LOCATIONS, SUCH AS TIE-INS, WHERE THE DISTANCE REQUIRED FOR JOINT RESTRAINT WOULD REQUIRE RESTRAINING OF EXISTING PIPE BEYOND THE TIE-IN POINT

A. WEDGE ACTION, BOLTED, MECHANICAL RESTRAINT RING; EBBA, FORD, SMITH BLAIR OR APPROVED EQUAL
B. CLASS A 3000 PSI CONCRETE, PER SPEC 03305
C. #4 BARS @ 8" O.C.B.W. EACH FACE
D. UNDISTURBED EARTH

---

PLAN VIEW

ELEVATION

---

THE CITY OF
VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

CONCRETE THRUST COLLAR DETAIL

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012

WTR - 3
GENERAL NOTES

1. ALL JOINTS WITHIN DISTANCE "L" OF A HORIZONTAL BEND SHALL BE RESTRAINED USING A MECHANICAL RESTRAINT SYSTEM: EBBA, FORD, SMITH BLAIR OR APPROVED EQUAL.

<table>
<thead>
<tr>
<th>PIPE SIZE</th>
<th>BEND</th>
<th>&quot;L&quot; PVC PIPE</th>
<th>&quot;L&quot; D.I. PIPE W/ POLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>6&quot;</td>
<td>45 DEG</td>
<td>6'</td>
<td>7'</td>
</tr>
<tr>
<td>8&quot;</td>
<td>9'</td>
<td>10'</td>
<td></td>
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<tr>
<td>10&quot;</td>
<td>10'</td>
<td>12'</td>
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<tr>
<td>12&quot;</td>
<td>12'</td>
<td>14'</td>
<td></td>
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<tr>
<td>16&quot;</td>
<td>16'</td>
<td>18'</td>
<td></td>
</tr>
<tr>
<td>6&quot;</td>
<td>90 DEG</td>
<td>16'</td>
<td>18'</td>
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<td>8&quot;</td>
<td>21'</td>
<td>23'</td>
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<td>10&quot;</td>
<td>25'</td>
<td>28'</td>
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<tr>
<td>12&quot;</td>
<td>29'</td>
<td>33'</td>
<td></td>
</tr>
<tr>
<td>16&quot;</td>
<td>38'</td>
<td>43'</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: CALCULATIONS BASED ON A TEST PRESSURE OF 150 PSI, A SAFETY FACTOR OF 1.5 AND A BURY DEPTH OF 3.5'.

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

THRUST RESTRAINT DETAIL
(Vertical Offsets)

STANDARD CONSTRUCTION DETAILS
DATE: 4/2012
WTR - 4
**GENERAL NOTES**

1. CONCRETE THRUST BLOCKS MAY ONLY BE UTILIZED AT TIE-IN LOCATIONS WITH EXISTING MAINS. ALL OTHER LOCATIONS SHALL BE RESTRAINED USING A MECHANICAL JOINT RESTRAINING SYSTEM: EBBA, FORD, SMITH BLAIR OR APPROVED EQUAL.

---

**CONCRETE THRUST BLOCK DETAIL**

<table>
<thead>
<tr>
<th>PIPE SIZE</th>
<th>A (PLUGS &amp; TEES)</th>
<th>B (90° BENDS)</th>
<th>C (45° BENDS)</th>
<th>D (22 1/2° BENDS)</th>
<th>X</th>
</tr>
</thead>
<tbody>
<tr>
<td>4&quot; &amp; 6&quot;</td>
<td>1' - 0&quot;</td>
<td>1' - 2&quot;</td>
<td>----</td>
<td>----</td>
<td></td>
</tr>
<tr>
<td>8&quot;</td>
<td>1' - 3&quot;</td>
<td>1' - 6&quot;</td>
<td>1' - 3&quot;</td>
<td>1' - 0&quot;</td>
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</tr>
<tr>
<td>10&quot;</td>
<td>1' - 9&quot;</td>
<td>2' - 0&quot;</td>
<td>1' - 6&quot;</td>
<td>1' - 0&quot;</td>
<td></td>
</tr>
<tr>
<td>12&quot;</td>
<td>2' - 0&quot;</td>
<td>2' - 3&quot;</td>
<td>1' - 9&quot;</td>
<td>1' - 3&quot;</td>
<td></td>
</tr>
<tr>
<td>16&quot;</td>
<td>2' - 7&quot;</td>
<td>3' - 0&quot;</td>
<td>2' - 3&quot;</td>
<td>1' - 8&quot;</td>
<td></td>
</tr>
<tr>
<td>20&quot;</td>
<td>3' - 3&quot;</td>
<td>3' - 3&quot;</td>
<td>2' - 9&quot;</td>
<td>2' - 0&quot;</td>
<td></td>
</tr>
</tbody>
</table>

TO BE A MINIMUM OF 1' - 0" OR AS REQ'D.

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**THE CITY OF VICTORIA**

**ENGINEERING DIVISION**

**CITY OF VICTORIA**

**TEXAS**

**STANDARD CONSTRUCTION DETAILS**

**DATE:** 4/2012  
**WTR - 5**
GENERAL NOTES
1. All joints within distance "L" of a horizontal bend shall be restrained using a mechanical restraint system; EBBA, FORD, SMITH BLAIR or approved equal.

<table>
<thead>
<tr>
<th>PIPE SIZE</th>
<th>BEND</th>
<th>&quot;L&quot; PVC PIPE</th>
<th>&quot;L&quot; D.I. PIPE W/ POLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>6&quot;</td>
<td>11-1/4 DEG</td>
<td>2'</td>
<td>2'</td>
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<tr>
<td>8&quot;</td>
<td>2'</td>
<td>2'</td>
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<tr>
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<td>3'</td>
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<tr>
<td>16&quot;</td>
<td>4'</td>
<td>4'</td>
<td>4'</td>
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<tr>
<td>6&quot;</td>
<td>22-1/2 DEG</td>
<td>3'</td>
<td>3'</td>
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<tr>
<td>8&quot;</td>
<td>4'</td>
<td>5'</td>
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<td>10&quot;</td>
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<td>6'</td>
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<td>6'</td>
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<td>16&quot;</td>
<td>8'</td>
<td>9'</td>
<td>9'</td>
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<tr>
<td>6&quot;</td>
<td>45 DEG</td>
<td>6'</td>
<td>7'</td>
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<tr>
<td>8&quot;</td>
<td>9'</td>
<td>10'</td>
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<td>16&quot;</td>
<td>16'</td>
<td>18'</td>
<td>18'</td>
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<tr>
<td>6&quot;</td>
<td>90 DEG</td>
<td>16'</td>
<td>18'</td>
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<td>8&quot;</td>
<td>21'</td>
<td>23'</td>
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<td>33'</td>
<td>33'</td>
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<tr>
<td>16&quot;</td>
<td>38'</td>
<td>43'</td>
<td>43'</td>
</tr>
</tbody>
</table>

NOTE: Calculations based on a test pressure of 150 psi, a safety factor of 1.5 and a bury depth of 3.5'
GENERAL NOTES
1. THE VALUES IN THE TABLE WERE ESTABLISHED FOR DISTANCE "Lr" EQUAL TO "L". OTHER VALUES OF "L" MAY BE CALCULATED FOR VARYING DISTANCES OF "Lr".
2. ALL JOINTS WITHIN DISTANCE "L" OF A TEE SHALL BE RESTRAINED USING A MECHANICAL RESTRAINT SYSTEM; EBBA, FORD, SMITH BLAIR OR APPROVED EQUAL.
3. NO JOINTS, OTHER THAN RESTRAINED VALVES LOCATED ADJACENT TO THE TEE, ARE ALLOWED WITHIN DISTANCE "Lr" OF A TEE.

<table>
<thead>
<tr>
<th>TEES</th>
<th>MAIN SIZE</th>
<th>BRANCH SIZE</th>
<th>&quot;L&quot; AND &quot;Lr&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6&quot;</td>
<td>4&quot;</td>
<td>4'</td>
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<tr>
<td></td>
<td>6&quot;</td>
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<td>7'</td>
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<td>8&quot;</td>
<td>4&quot;</td>
<td>3'</td>
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<td>8&quot;</td>
<td>6&quot;</td>
<td>6'</td>
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<td>10&quot;</td>
<td>10&quot;</td>
<td>11'</td>
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<td>12&quot;</td>
<td>6&quot;</td>
<td>4'</td>
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<td>10'</td>
</tr>
<tr>
<td></td>
<td>16&quot;</td>
<td>16&quot;</td>
<td>17'</td>
</tr>
</tbody>
</table>

NOTE: CALCULATIONS BASED ON A TEST PRESSURE OF 150 PSI, A SAFETY FACTOR OF 1.5 AND A BURY DEPTH OF 3.5'
SERVICE SHUT-OFF BALL VALVE
MUELLER MODEL 107-824T OR
APPROVED EQUAL W/ VALVE
BOX. 6" CIRCULAR PLASTIC VALVE BOX —
ECONO 708-9-4 BY CARSON INDUSTRIES
FOR (NON-PAVED AREAS) OR
EJIW MODEL 1566Z FOR (PAVED AREAS)
REQUIRED FOR CITY FUNDED
PROJECTS

RIGHT-OF-WAY LINE

BRASS PIPING REQUIRED
FOR CITY FUNDED PROJECTS

PLASTIC METER BOX W/
CAST IRON LID W/2" DIA.
KNOCKOUT. EJIW 15P

CURB STOP
FORD B43-342WR OR
MUELLER P24350-3216

FUTURE 3/4" METER
BY CITY OF VICTORIA
UPON PAYMENT OF
PRE-STUB FEE

1" SERVICE LINE, GRADE "A"
CROSS LINKED PEX, OR
APPROVED EQUAL.

CORPORATION STOP
FORD FB 1100-4 OR
MUELLER P25028-250

MAIN

TAPPING SADDLE, EPOXY COATED
DUCTILE IRON, DOUBLE SS STRAP
SMITH-BLAIR 317, FORD FC 202
MUELLER DR2S OR APPROVED EQUAL
1. 1-1/2" SERVICE LINE FOR LOTS OVER 10,000 S.F.

SERVICE SHUT-OFF BALL VALVE, MUELLER MODEL 107-824T OR APPROVED EQUAL W/ VALVE BOX. 6" CIRCULAR PLASTIC VALVE BOX - ECONO 708-9-4 BY CARSON INDUSTRIES FOR (NON-PAVED AREAS) OR EJIW MODEL 15662 FOR (PAVED AREAS) REQUIRED FOR CITY FUNDED PROJECTS

LOT LINE

RIGHT-OF-WAY LINE

1.5'(MAX) 1.5'(MAX)

BRASS PIPING REQUIRED FOR CITY FUNDED PROJECTS

PLASTIC METER BOX W/ CAST IRON LID W/2" DIA. KNOCKOUT. EJIW 15P

CURB STOP
FORD 643-342WR OR MUELLER P24350-3216

FUTURE 3/4" METER BY CITY OF VICTORIA UPON PAYMENT OF PRE-STUB FEE

1" x 1" x 1" SERVICE TEE

1" SERVICE LINE, GRADE "A" CROSS LINKED PEX, OR APPROVED EQUAL.

1" SERVICE LINE, GRADE "A" CROSS LINKED PEX, OR APPROVED EQUAL.

CORPORATION STOP
FORD FB 1100-6 OR MUELLER P25028-500

TAPPING SADDLE, EPOXY COATED DUCTILE IRON, DOUBLE SS STRAP SMITH-BLAIR 317, FORD FC 202 MUELLER DR2S OR APPROVED EQUAL

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

WATER SERVICE DETAIL
(DOUBLE SERVICE)

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012

WTR - 9
<table>
<thead>
<tr>
<th>METER SIZE</th>
<th>METER BOX</th>
<th>CURB STOP</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4&quot;</td>
<td>EJIW 15P PLASTIC BOX w/CAST IRON LID</td>
<td>FORD B-43-342WR OR MUELLER P24350-3216</td>
</tr>
<tr>
<td>1&quot;</td>
<td>EJIW 1324C-12 PLASTIC BOX w/Cl LID</td>
<td>FORD B-43-444WR OR MUELLER P24350-3330</td>
</tr>
<tr>
<td>1-1/2&quot;</td>
<td>NDS - 124 BCDMB (17&quot;x 30&quot; JUMBO BOX)</td>
<td>FORD B-41-666WR OR MUELLER P25170-3500</td>
</tr>
<tr>
<td>2&quot;</td>
<td>NDS - 124 BCDMB (17&quot;x 30&quot; JUMBO BOX)</td>
<td>FORD B-41-777WR OR MUELLER P25170-3550</td>
</tr>
</tbody>
</table>

**GENERAL NOTES**

1. CITY TO FURNISH AND INSTALL "G" FOR PRIVATE DEVELOPMENT UPON PAYMENT OF PRE-STUB FEE.

**DIAGRAM**

- **A**: PLASTIC METER BOX W/ LID (2" DIA. KNOCKOUT IN LID)
- **B**: CURB STOP
- **C**: GRADE "A" CROSS LINKED PEX OR TYPE "K" COPPER OR APPROVED EQUAL
- **D**: CORPORATION STOP
- **E**: TAPPING SADDLE, EPOXY COATED DUCTILE IRON, DOUBLE STAINLESS STEEL STRAP, SMITH BLAIR 317, FORD FC 202, MUELLER D225 OR APPROVED EQUAL
- **G**: WATER METER - PROVIDED BY CONTRACTOR FOR CITY FUNDED PROJECTS
- **H**: SHUT-OFF VALVE - REQUIRED FOR CITY FUNDED PROJECTS
- **I**: VALVE BOX, ECONO 708-9-4 BY CARSON INDUSTRIES FOR (NON-PAVED AREAS) OR EJIW MODEL 1566Z FOR (PAVED AREAS) - REQUIRED FOR CITY FUNDED PROJECTS
- **J**: BRASS PIPING BETWEEN METER AND SHUT-OFF VALVE - REQUIRED FOR CITY FUNDED PROJECTS

**THE CITY OF VICTORIA ENGINEERING DIVISION CITY OF VICTORIA TEXAS**

**WATER SERVICE**

**STANDARD CONSTRUCTION DETAILS**

**DATE:** 4/2012  **WTR - 10**
GENERAL NOTES
1. MAINTAIN MINIMUM 6" CLEARANCE FROM WATER LINE AND CENTER ONE JOINT OF SEWER PIPE ON WATER LINE.
2. SEE SINGLE AND DOUBLE SERVICE DETAIL FOR TOP VIEW.
3. IF INSTALLED IN PAVED AREAS: DRIVEWAYS, SIDEWALKS, ETC; CAP AND BOOT TO BE CAST IRON.

FOR PAVED AREAS: 18" DIA.
CONCRETE RING, 6" THICK W/
#3 BARS @ 8" O.C.B.W.

FINISH GRADE AT TOPSOIL LEVEL

ROW LINE

FINISH GRADE AT TOPSOIL LEVEL

NATURAL GROUND

PVC CLEANOUT w/
4" GASKETED PVC PLUG

TRANSITION COUPLING IF
(CONNECTING TO EXISTING PIPE)

SANITARY SEWER TEE
(SWEEP)

BENDS MAY VARY
(11.25° - 45°) (MAX.)

1% MIN. SLOPE

SANITARY SEWER MAIN

ELEVATION

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

SANITARY SEWER SERVICE DETAIL

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012

SAN - 1
GENERAL NOTES
1. CONTRACTOR TO AVOID PLACING CLEANOUT CASTINGS IN SIDEWALKS AND DRIVEWAYS WHERE POSSIBLE.
2. REMOVAL OF EXISTING CLEANOUT AT PROPERTY LINE (IF PRESENT) SHALL BE SUBSIDIARY TO THE NEW CLEANOUT ITEM AND SHALL NOT BE PAID FOR SEPARATELY.
GENERAL NOTES
1. MAINTAIN MINIMUM 6" CLEARANCE FROM WATER LINE
   AND CENTER ONE JOINT OF SEWER PIPE ON WATER LINE.
2. SEE SINGLE AND DOUBLE SERVICE DETAIL FOR TOP VIEW.
3. STACKS IN THE 12 O'CLOCK POSITION ARE PROHIBITED.
4. STACKS ARE ONLY ALLOWED IF MAIN LINE IS A MINIMUM OF 8' DEEP.
5. IF INSTALLED IN PAVED AREAS: DRIVeways, SIDEWALKs, ETC;
   CAP AND BOOT TO BE CAST IRON.

FOR PAVED AREAS: 18" DIA. CONCRETE RING,
6" THICK W/ #3 BARS @ 8" D.C.B.W.

CONSTRUCTION IN ACCORDANCE
WITH APPLICABLE TRENCH
RESTORATION DETAIL OR
TYPICAL PAVEMENT SECTION
FOR PROJECT

NATURAL GROUND

FINISH GRADE AT
TOPSOIL LEVEL

TRANSITION
COUPLING IF
CONNECTING TO
EXISTING PIPE

SANITARY SEWER TEE
(SWEEP)

CEMENT SAND PER CDV SPEC 02252
PLACE IN MAXIMUM 9" LOOSE LIFTS,
COMPACT BY VIBRATORY EQUIPMENT
TO 95% STANDARD (ASTM D558)

BENDS MAY VARY
(11.25° - 45°) (MAX.)

45° MAX.

SANITARY SEWER
MAIN

TRENCH

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

SANITARY SEWER
SERVICE STACK DETAIL

STANDARD CONSTRUCTION DETAILS
DATE: 4/2012
SAN - 3
GENERAL NOTES
1. MANHOLE TOP SHALL BE SET 6" ABOVE GRADE IN OPEN FIELDS, 3" ABOVE GRADE FOR LARGE GRASSED; LANDSCAPED AREAS, AND FLUSH WITH THE FINISHED GRADE WHEN BETWEEN THE BACK OF CURB AND SIDEWALK.
2. THE CONTRACTOR SHALL PROVIDE SUFFICIENT QUANTITY OF CONCRETE OVER ANTI-FLOATATION RING TO RESIST FLOATATION.
3. MANHOLE TO BE VACUUM TESTED AFTER COMPLETION.
4. IF PREFABRICATED MANHOLE BASE IS USED, PROVIDE 12" OF COMPACTED CEMENT STABILIZED SAND SUBGRADE BENEATH MANHOLE BASE. SEAL MANHOLE TO BASE WITH MANUFACTURES GASKET OR APPROVED SEALANT.
5. EPOXY ALL EXPOSED CONCRETE IN MANHOLE w/JEFFCOAT 326 OR VERSA FLEX FE 100 w/VF30 PRIMER PER MANUFACTURES RECOMMENDATIONS.

MANHOLE LOCATED IN ROADS, DRIVEWAYS, OR WALKS: CONCRETE DISC AROUND TOP OF MANHOLE SHALL BE 32" RADIUS CIRCLE (MEASURED FROM CENTER OF MANHOLE), 6" - 10" THICK, CLASS "A" CONCRETE (MATCH ADJACENT CONCRETE PAVEMENT, IF ASPHALT USE 6"), REINFORCE WITH #4 REINFORCEMENT BARS AT 8" O.C.E.W. ONE LAYER.

FILL DIRT AROUND MANHOLE AT 10:1 SLOPE

MANHOLE DETAIL

DATE: 4/2012
REVISE DATE: 8/2012
FACTORY BONDED JOINT

WATER STOP GASKET WITH STAINLESS STEEL CLAMPS CONFORMING TO C-923

2 SACK CEMENT GROUT OR CEMENT SAND FULL DEPTH OF DROP STRUCTURE

DROP REQUIRED IF MORE THAN 2 FT.

WATER STOP GASKET WITH STAINLESS STEEL CLAMPS CONFORMING TO C-923

58" INSIDE DIAMETER OR AS INDICATED ON THE PLANS
GENERAL NOTES
1. PROVIDE 1" DEEP OR 1/4" THE THICKNESS OF THE CONCRETE, TOOLED CONTRACTION JOINTS AT SPACING EQUAL TO SIDEWALK WIDTH.
2. PROVIDE EXPANSION JOINTS PER DETAIL AT DRIVEWAY RAMPS, PEDESTRIAN RAMPS AND AT 40' INTERVALS.
3. FINISH EXPOSED EDGES WITH 1/4" RADIUS.
4. ALL REBAR TO BE SET ON BAR CHAIRS.
   PLASTIC OR METAL BAR CHAIRS ARE ACCEPTABLE;
   NO BRICKS, BROKEN CONCRETE, ROCKS, ETC.

EXPANSION JOINT

5' MIN.

12" 8"

4" CLASS A CONC (3000 PSI) PER COV SPEC 03305

SLOPE

2% MAX

#4 BARS @ 18" O.C. LONG:TUDINAL
#4 BARS @ 48" O.C. TRANSVERSE

COMPACT SUBGRADE TO 90% STD. (ASTM D698)

SAND BEDDING FOR GRADING (MAX 1")

12" THICKENED SECTION

5/8" X 18" LONG SMOOTH DOWELS @ 24" O.C.; DRILLED AND EPOXY ON ONE END; SLEEVE ON SIDEWALK END.
GENERAL NOTES

1. PROVIDE 1" DEEP OR 1/4" THE THICKNESS OF THE CONCRETE, TOOLED CONTRACTION JOINTS AT SPACING EQUAL TO SIDEWALK WIDTH.
2. PROVIDE EXPANSION JOINTS PER DETAIL AT DRIVEWAY RAMPS, PEDESTRIAN RAMPS AND AT 40' INTERVALS.
3. FINISH EXPOSED EDGES WITH 1/4" RADIUS.
4. ALL REBAR TO BE SET ON BAR CHAIRS. PLASTIC OR METAL BAR CHAIRS ARE ACCEPTABLE; NO BRICKS, BROKEN CONCRETE, ROCKS, ETC.

CONCRETE SIDEWALK
(ADJACENT TO ST. CURB)
(WITH ATTACHED CURB)

MATCH EXIST GRADE @ R.O.W.

HEIGHT VARIES ACCORDING TO R.O.W. ELEV. TOP OF RETAINING WALL TO ALWAYS BE BELOW R.O.W. ELEV. TO ALLOW FOR DRAINAGE

EXPANSION JOINT

12" 8"

4" CLASS A CDNC (3000 PSI) PER COV SPEC 03305

SLOPE
2% MAX

6" 6:1 MAX

12" THICKENED SECTION

#4 BARS @ 18" O.C. LONGITUDINAL
#4 BARS @ 48" O.C. TRANSVERSE

COMPACT SUBGRADE TO 90% STD. (ASTM D698)
SAND BEDDING FOR GRADING (MAX 1"

5/8" x 18" LONG SMOOTH DOWELS @ 24" O.C.; DRILLED AND EPOXY ON ONE END; SLEEVE ON SIDEWALK END.

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

CONCRETE SIDEWALK
(ADJACENT TO ST. CURB)
(WITH ATTACHED CURB)

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012

PAV - 2
GENERAL NOTES
1. PROVIDE 1” DEEP OR 1/4” THE THICKNESS OF THE CONCRETE. TOOLED CONTRACTION JOINTS AT SPACING EQUAL TO SIDEWALK WIDTH.
2. PROVIDE EXPANSION JOINTS PER DETAIL AT DRIVEWAY RAMPS, PEDESTRIAN RAMPS AND AT 40’ INTERVALS.
3. FINISH EXPOSED EDGES WITH 1/4” RADIUS.
4. ALL REBAR TO BE SET ON BAR CHAIRS. PLASTIC OR METAL BAR CHAIRS ARE ACCEPTABLE; NO BRICKS, BROKEN CONCRETE, ROCKS, ETC.

FINISHED GRADE

SLOPE 2% MAX

#4 BARS @ 18” O.C. LONGITUDINAL

#4 BARS @ 48” O.C. TRANSVERSE

4” CLASS A CONC (3000 PSI) PER CDV SPEC 03305

SAND BEDDING FOR GRADING (MAX 1”)

COMPACT SUBGRADE TO 90% STD. (ASTM D698)
1. PROVIDE 1" DEEP OR 1/4" THE THICKNESS OF THE CONCRETE, TOOLED CONTRACTION JOINTS AT SPACING EQUAL TO SIDEWALK WIDTH.
2. PROVIDE EXPANSION JOINTS PER DETAIL AT DRIVEWAY RAMPS, PEDESTRIAN RAMPS AND AT 40' INTERVALS.
3. FINISH EXPOSED EDGES WITH 1/4" RADIUS.
4. ALL REBAR TO BE SET ON BAR CHAIRS. PLASTIC OR METAL BAR CHAIRS ARE ACCEPTABLE; NO BRICKS, BROKEN CONCRETE, ROCKS, ETC.

**CONSTRUCTION DETAILS**

- **FINISHED GRADE**
- **SLOPE** 2% MAX
- **#4 BARS @ 18" D.C. LONGITUDINAL**
- **#4 BARS @ 48" D.C. TRANSVERSE**
- **4" CLASS A CONC (3000 PSI) PER COV SPEC 03305**
- **SAND BEDDING FOR GRADING (MAX 1")**
- **COMPACT SUBGRADE TO 90% STD. (ASTM D698)**

**THE CITY OF VICTORIA**
**ENGINEERING DIVISION**
**CITY OF VICTORIA**
**TEXAS**

**CONCRETE SIDEWALK**
(REMOTE FROM ST. CURB)
(WITH ATTACHED CURB)

**STANDARD CONSTRUCTION DETAILS**

**DATE:** 4/2012

**PAV - 4**
GENERAL NOTES

1. MAXIMUM LONGITUDINAL SLOPE FOR THE UPPER AND LOWER LANDING SHALL BE 1:20 (5%)
2. MAXIMUM LONGITUDINAL SLOPE FOR THE RAMP SHALL BE 1:12 (8.33%)
3. MAXIMUM LONGITUDINAL SLOPE FOR THE ACCESSIBLE ROUTE SHALL BE 1:20 (5%)
4. MAXIMUM CROSS SLOPE FOR THE LANDINGS, RAMP AND ACCESSIBLE ROUTE SHALL BE 1:50 (2%)
5. NO GROOVING OF RAMPS.

(A) TRUNCATED DOME DETECTABLE WARNINGS SHALL BE CAST IN PLACE PRODUCT BY ADA, INC. OR APPROVED EQUAL. www.adatile.com/castinplace.php.

(B) COLORING & TEXTURING OF THE REMAINING PORTION OF RAMP SURFACE IS NOT REQUIRED.
GENERAL NOTES
1. MAXIMUM LONGITUDINAL SLOPE FOR THE UPPER AND LOWER LANDING SHALL BE 1:20 (5%)  
2. MAXIMUM LONGITUDINAL SLOPE FOR THE RAMP SHALL BE 1:12 (8.33%)  
3. MAXIMUM LONGITUDINAL SLOPE FOR THE ACCESSIBLE ROUTE SHALL BE 1:20 (5%)  
4. MAXIMUM CROSS SLOPE FOR THE LANDINGS, RAMP AND ACCESSIBLE ROUTE SHALL BE 1:50 (2%)  
5. NO GROOVING OF RAMPS.

A. TRUNCATED DOME DETECTABLE WARNINGS SHALL BE CAST IN PLACE PRODUCT BY ADA, INC. OR APPROVED EQUAL. www.cdatile.com/cast inplace.php.

B. COLORING & TEXTURING OF THE REMAINING PORTION OF RAMP SURFACE IS NOT REQUIRED.

C. IF WING IS ATTACHED TO CONCRETE, SLOPE NOT TO EXCEED 10%.

D. EXPANSION JOINT REQUIRED.
GENERAL NOTES
1. Maximum longitudinal slope for the upper and lower landing shall be 1:20 (5%)
2. Maximum longitudinal slope for the ramp shall be 1:2 (8.33%)
3. Maximum longitudinal slope for the accessible route shall be 1:20 (5%)
4. Maximum cross slope for the landings, ramp and accessible route shall be 1:50 (2%)
5. No grooving of ramps.

A. Truncated dome detectable warnings shall be cast in place product by ADA, Inc. or approved equal. www.adatile.com/castinplace.php.

B. Coloring & texturing of the remaining portion of ramp surface is not required.

C. Expansion joint required

PARALLEL CURB RAMP WITHIN RADIUS

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

PARALLEL CURB RAMP WITHIN RADIUS

STANDARD CONSTRUCTION DETAILS
DATE: 4/2012
PAV - 7
PREMOLDED WATERSTOP
VINYLEX VX-SEAL MODEL VX-750,
#510 "G SEAL" BY GROUNDSTREAK
OR APPROVED EQUAL

3/4" REDWOOD EXPANSION JOINT
WITH PREMOLDED WATERSTOP

REINFORCING STEEL

5/8" X 24" LONG. SMOOTH
DOWELS AT 18" O.C.
SLEEVE ON ONE END.
GENERAL NOTES

1. TOOLED OR SAW CUT CONTRACTION JOINTS SHALL BE AT REGULAR INTERVALS THROUGHOUT THE PAVEMENT AT EVEN INTERVALS BETWEEN EXPANSION JOINTS AS INDICATED ON THE PLAN. FOR SIDEWALKS LESS THEN 6 FEET WIDE, THE JOINT SPACING SHALL EQUAL THE SIDEWALK WIDTH.

2. JOINTS SHALL BE SPACED SO THAT THE RESULTING PANELS ARE SQUARE. IN NO CASE SHOULD THE LENGTH OF A PANEL EXCEED 1.5 TIMES THE WIDTH.
GENERAL NOTES

1. USE CONSTRUCTION JOINT DETAIL IF JOINING TO EXISTING CONCRETE DRIVEWAY. USE EXPANSION JOINT DETAIL AT RIGHT OF WAY LINE.
2. ALL REBAR TO BE SET ON BAR CHAIRS. PLASTIC OR METAL BAR CHAIRS ARE ACCEPTABLE; NO BRICKS, BROKEN CONCRETE, ROCKS, ETC.

VARIABLE SLOPE TO MATCH EXIST. @ ROW

5% MAX
20:1

3', MIN.

2', MAX.
50:1

2', MAX.
50:1

5', SIDEWALK

20' TYPICAL CURB RADIUS
(TRANSITION CURB 6"- 0")

6" THICK, 3000 PSI, CLASS A CONC. PER COV SPEC 03305.

COMMERCIAL DRIVEWAY GRADING
(WITH SIDEWALK/RAMP AT APPROACH)

#4 BARS @ 12" O.C.B.W.

6" THICK, 3000 PSI, CLASS A CONC. PER COV SPEC 03305.

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

COMMERCIAL DRIVEWAY

STANDARD CONSTRUCTION DETAILS

DATE:
4/2012

PAV - 10
GENERAL NOTES

1. USE CONSTRUCTION JOINT DETAIL IF JOINING TO EXISTING CONCRETE DRIVEWAY. USE EXPANSION JOINT DETAIL AT RIGHT OF WAY LINE.
2. ALL REBAR TO BE SET ON BAR CHAIRS. PLASTIC OR METAL BAR CHAIRS ARE ACCEPTABLE; NO BRICKS, BROKEN CONCRETE, ROCKS, ETC.

REFER TO ALLOWABLE DRIVEWAY GRADE DETAIL

CURB OR NO CURB PER PLAN

VARIABLE SLOPE TO MATCH EXIST. @ ROW

ROW

2% MAX.

5% MAX

50:1

20:1

3' MIN.

VARIES

5' SIDEWALK

2' MAX.

3' MIN.

SIDEWALK

#4 BARS @

12" O.C.B.W.

VARIABLE SLOPE TO MATCH CUTTER

SEE SECTION THRU DRIVEWAY RAMP DETAIL FOR INFO

CURB RADIUS OR FLAIR

VARIES

4" THICK, 3000 PSI, CLASS A CONC. PER CDV SPEC 03305.

RESIDENTIAL DRIVEWAY GRADING (WITH SIDEWALK AT APPROACH)

#4 BARS @

12" O.C.B.W.

RESIDENTIAL DRIVEWAY

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012

PAV - 11
GENERAL NOTES

1. 5/8" x 18" LONG SMOOTH DOWELS @ 24" O.C.; DRILLED AND EPOXY ON ONE END; SLEEVE ON DRIVEWAY END.
2. REMOVE CURB BY SAW CUT, FULL DEPTH OR REMOVE CURB AND GUTTER SECTION, POUR DRIVEWAY MONOLITHIC TO NEW CURB AND GUTTER.
3. THICKENED SECTION OF 12" @ EDGE OF CURB/STREET.
4. ALL REBAR TO BE SET ON BAR CHAIRS. PLASTIC OR METAL BAR CHAIRS ARE ACCEPTABLE; NO BRICKS, BROKEN CONCRETE, ROCKS, ETC.

EXISTING CURB AND GUTTER

SEE COMMERCIAL OR RESIDENTIAL DRIVEWAY DETAILS

SECTION THRU DRIVEWAY RAMP
(COMMERCIAL/RESIDENTIAL)

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012
PAV - 12
GENERAL NOTES

1. Driveway grade must rise to top of curb elevation to control drainage in street gutter.

VARIES

RESIDENTIAL - 5' COMMERCIAL - 10'

3' LOCATION FOR SIDEWALK

VARIES

R.O.W.

TOP OF CURB

MATCH EXIST DRIVEWAY

RESIDENTIAL - 10.0% MAX COMMERCIAL - 10.0% MAX

(A) 8% MAX CHANGE IN GRADE (SAG PI)
(B) 12% MAX CHANGE IN GRADE (CREST PI)
1. Expansion joint material to be 3/4" premolded bituminous felt, or material meeting ASTM spec. D175-60T provided at 40' intervals. Use (3) 5/8" dowels with sleeves.
2. Contraction joints shall be scored at 10' intervals; 1.5" thick or 1/4" thickness of gutter.
3. Transverse bars may be omitted if curb and gutter is machine laid.
4. Minimum compressive strength of concrete to be 3,000 psi at 28 days.
5. Contractor to stamp the curb at the location of all sewer services, water services and water valves using a stamp approved by the engineer.
6. All rebar to be set on bar chairs. Plastic or metal bar chairs are acceptable; no bricks, broken concrete, rocks, etc.
7. When replacing curb and gutter: place 1-1/2 sack cement sand; 6" deep, 1' behind curb, 95% standard density, under curb.
8. Backfill curb and gutter with select fill; void of rock, concrete, etc.
GENERAL NOTES

1. EXPANSION JOINT MATERIAL TO BE 3/4" PREMOLDED BITUMINOUS FELT, OR MATERIAL MEETING ASTM SPEC. D175-60T PROVIDED AT 40' INTERVALS. USE (3) 5/8" DOWELS WITH SLEEVES.
2. CONTRACTION JOINTS SHALL BE SCORED AT 10' INTERVALS; 1.5" THICK OR 1/4" THICKNESS OF GUTTER.
3. TRANSVERSE BARS MAY BE OMITTED IF CURB AND GUTTER IS MACHINE LAID.
4. MINIMUM COMPRESSIVE STRENGTH OF CONCRETE TO BE 3,000 PSI AT 28 DAYS.
5. CONTRACTOR TO STAMP THE CURB AT THE LOCATION OF ALL SEWER SERVICES, WATER SERVICES AND WATER VALVES USING A STAMP APPROVED BY THE ENGINEER.
6. ALL REBAR TO BE SET ON BAR CHAIRS. PLASTIC OR METAL BAR CHAIRS ARE ACCEPTABLE; NO BRICKS, BROKEN CONCRETE, ROCKS, ETC.
7. WHEN REPLACING CURB AND GUTTER: PLACE 1-1/2 SACK CEMENT SAND; 6" DEEP, 1' BEHIND CURB, 95% STANDARD DENSITY, UNDER CURB.
8. BACKFILL CURB AND GUTTER WITH SELECT FILL; VOID OF ROCK, CONCRETE, ECT.

CONCRETE CURB & GUTTER DETAIL

DATE: 4/2012   PAV - 15
GENERAL NOTES

1. INSTALLATION OF PRECAST STRUCTURES SHALL BE PER MANUFACTURERS INSTRUCTIONS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF PRE-CAST STRUCTURES TO ENGINEER PRIOR TO ORDERING MATERIALS.
2. PRECAST STRUCTURE, RING, AND COVER SHALL BE DESIGNED FOR AASHTO HS-20 LOAD RATED.
3. PLACE RAMNEK OR EQUAL GASKET MATERIAL BETWEEN PRECAST STRUCTURES SECTIONS IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS.
4. BACKFILL AROUND BOX W/CEMENT STABILIZED SAND; 12" MINIMUM; TO WITHIN 6" TO FINISH GRADE.
5. BLOCK OUT AT THE STORM SEWER TIE-IN(S) SHALL BE FILLED w/3000 PSI, CLASS "A" CONCRETE, FLUSH WITH THE OUTSIDE WALL OF THE INLET.

HEAVY DUTY MANHOLE RING & COVER, 22" CLEAR OPENING. MARKED "STORM"

PLACE 9 SK NON-SHRINK GROUT TO FORM SMOOTH INVERT AND MAINTAIN POSITIVE FLOW

MINIMUM INSIDE DIMENSION TO MATCH LARGEST PIPE 0.D. (12'-6" x 5'-0" MINIMUM) PLUS 6"

CEMENT SAND BEDDING

5' CURB INLET DETAIL (PRECAST CONCRETE)

STANDARD CONSTRUCTION DETAILS

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

DATE: 4/2012

STM - 1
GENERAL NOTES

1. INSTALLATION OF PRECAST STRUCTURES SHALL BE PER MANUFACTURERS INSTRUCTIONS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF PRE-CAST STRUCTURES TO ENGINEER PRIOR TO ORDERING MATERIALS.
2. PRECAST STRUCTURE, RING, AND COVER SHALL BE DESIGNED FOR AASHTO HS-20 LOAD RATED.
3. PLACE RAMNEK OR EQUAL GASKET MATERIAL BETWEEN PRECAST STRUCTURES SECTIONS IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS.
4. BACKFILL AROUND BOX W/CEMENT STABILIZED SAND: 12" MINIMUM TO WITHIN 6" TO FINISH GRADE.
5. BLOCK OUT AT THE STORM SEWER TIE-IN(S) SHALL BE FILLED w/3000 PSI, CLASS "A" CONCRETE, FLUSH WITH THE OUTSIDE WALL OF THE INFIT.

HEAVY DUTY INLET FRAME AND GRATE SIZE AS SHOWN ON PLAN

RAMNEK OR APPROVED EQUAL (TYP)

MINIMUM INSIDE DIMENSION TO MATCH LARGEST PIPE O.D. PLUS 6" OR GRATE SIZE

PLACE 9 SK NON-SHRINK GROUT TO FORM SMOOTH INVERT AND MAINTAIN POSITIVE FLOW

CIMENT SAND BEDDING

GRAITED STORM SEWER CONNECTION SEE DETAIL

THE CITY OF VICTORIA ENGINEERING DIVISION CITY OF VICTORIA TEXAS

GRATE INLET DETAIL (PRECAST CONCRETE)

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012

STM - 2
**GENERAL NOTES**

1. INSTALLATION OF PRECAST STRUCTURES SHALL BE PER MANUFACTURERS INSTRUCTIONS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF PRE-CAST STRUCTURES TO ENGINEER PRIOR TO ORDERING MATERIALS.

2. PRECAST STRUCTURE, RING, AND COVER SHALL BE DESIGNED FOR AASHTO HS-20 LOAD RATED.

3. PLACE RAMNEK OR EQUAL GASKET MATERIAL BETWEEN PRECAST STRUCTURES SECTIONS IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS.

4. BACKFILL AROUND BOX W/CEMENT STABILIZED SAND; 12'' MINIMUM; TO WITHIN 6'' TO FINISH GRADE.

5. BLOCK OUT AT THE STORM SEWER TIE-IN(S) SHALL BE FILLED w/3000 PSI, CLASS "A" CONCRETE. FLUSH WITH THE OUTSIDE WALL OF THE INLET.

---

**STORM SEWER JUNCTION BOX DETAIL**

(PRECAST CONCRETE)

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**THE CITY OF VICTORIA**

ENGINEERING DIVISION

CITY OF VICTORIA

TEXAS

---

**STANDARD CONSTRUCTION DETAILS**

**DATE:** 4/2012

**STM - 3**
GENERAL NOTES

1. NEW PIPE TO BE SET FLUSH WITH INSIDE WALL OF EXIST STRUCTURE

---

PIPE D.D. + 12"
PIECE D.D. + 6"
EXIST. JUNCTION BOX OR INLET

FILL VOID AROUND PIPE WITH 9 SK NON-SHRINK GROUT

CUT HOLE INTO EXIST WALL

12"

EXPOSE STEEL FROM EXIST STRUCTURE

NEW STORM SEWER PIPE

CLASS "A", 3000 PSI CONCRETE PER COV SPEC 03305

#4 BARS AROUND CIRCUMFERENCE

---

THE CITY OF VICTORIA ENGINEERING DIVISION CITY OF VICTORIA TEXAS

GROUTED STORM SEWER CONNECTION DETAIL (NEW PIPE TO NEW/EXIST INLET OR JUNCTION BOX)

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012

STM - 4
GENERAL NOTES
1. ANGLE OF PIPE NOT TO EXCEED 22-1/2°.
   IF GREATER, INSTALL JUNCTION BOX.

EXIST STORM SEWER PIPE

PIPE O.D. + 12"

#4 BARS @ 24" D.C.

#4 BARS AROUND CIRCUMFERENCE

NEW STORM SEWER PIPE

CLASS "A", 3000 PSI CONCRETE PER COV SPEC 03305

GROUTED STORM SEWER CONNECTION DETAIL (CONCRETE COLLAR)

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

STANDARD CONSTRUCTION DETAILS
DATE: 4/2012
STM - 5
GUTTER DEPRESSION AT CURB INLET

*GUTTER DEPRESSION SHALL NOT BE LOCATED WITHIN THE AREA OF A CURB RAMP/LANDING OR DRIVEWAY.

18" #4 BARS @ 12" O.C. DOWELED AND EPOXIED

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

STANDARD CONSTRUCTION DETAILS
DATE: 4/2012
STM - 6
EXTENSION ELEVATION

SECTION B-B

BARS C

BARS D

BARS G

TYPE E EXTENSION
GENERAL NOTES

1. ALL REBAR TO BE SET ON BAR CHAIRS.
   PLASTIC OR METAL BAR CHAIRS ARE ACCEPTABLE;
   NO BRICKS, BROKEN CONCRETE, ROCKS, ETC.

4" CONCRETE w/ 6" THICK
COMPACTED SUBGRADE

1-1/2" HMAC OR 2 COURSE
SURFACE TREATMENT

6" COMPACTED
FLEXIBLE BASE

SECTION A-A

(DRIVEWAY WIDTH)

4" THICK REINFORCED CONCRETE
(#4 BARS @ 12" O.C.), TWO COURSE
SURFACE TREATMENT OR 1-1/2" HMAC
ON 6" COMPACTED BASE

EDGE OF PAVEMENT

SAW CUT AND/OR FORM

NOTE: SIZE OF PIPE AND FLOW TO BE SET BY CITY OF VICTORIA,
PIPE AND INSTALLATION BY DEVELOPER.

EXISTING ASPHALT
ROAD

ASPHALT SURFACE

6" COMPACTED BASE

EXISTING ASPHALT
ROAD

HOT MIX OR COLD LAY
ASPHALT IN JOINT

4" THICK CONCRETE

6" COMPACTED SUBGRADE

STREET TIE-IN

THE CITY OF
VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

RESIDENTIAL OPEN DITCH
DRIVEWAY DETAIL

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012  STM - 8
GENERAL NOTES
1. 30" PIPES AND GREATER REQUIRE CROSSPIPES.

END VIEW

SECTION A - A

PLAN VIEW

SLOPED END SECTIONS MAY BE PRE-CAST REINFORCED CONCRETE
TOE WALL FOOTING 9" X 1'-0"

MATCH SLOPE AS SHOWN IN PLANS (6:1 OR FLATTER)

PIPE REINFORCING MAY EXTEND PAST BREAK LINE AND BE FIELD BENT INTO RIPRAP

ROUND CORNERS AS DIRECTED BY ENGINEER (TYP)

1'-0"

A

1'-6" MIN

RIPRAP

D"
6" WIDE WARNING TAPE FOR WATER AND SANITARY SEWER LINES

SOD OR SEED PER PROJECT REQUIREMENTS
GROUND SURFACE

6" TOPSOIL PER COV SPEC 02920

RANDOM BACKFILL FROM EXCAVATION PER COV SPEC 02229.
PLACE IN MAXIMUM 9" LOOSE LIFTS FOR CLAYEY SOILS, MAXIMUM 12"
LOOSE LIFTS FOR SANDY SOILS.
COMPACT BY MECHANICAL EQUIPMENT TO A DENSITY EQUAL TO THE
SURROUNDING NATURAL GROUND

CONSTRUCTION IN ACCORDANCE WITH APPLICABLE UTILITY LINE
EMBEDMENT DETAIL.

D PIPE EMBEDMENT
E TRENCH ZONE
F SURFACE GRADING MATERIAL

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

TRENCH ZONE BACKFILL DETAIL
(NON-PAVED AREAS)

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012

BAC - 2
GENERAL NOTES
1. PAVED AREA DEFINED AS ANY PART OF TRENCH ZONE WITHIN 2' FROM OUTSIDE BACK OF CURB OR EDGE OF ROAD. PAVED AREAS INCLUDE STREETS, DRIVEWAYS AND PARKING LOTS.

6" WIDE WARNING TAPE FOR WATER AND SANITARY SEWER LINES

FUTURE PAVEMENT SURFACE

CONSTRUCTION IN ACCORDANCE WITH APPLICABLE TRENCH RESTORATION DETAIL OR TYPICAL PAVEMENT SECTION FOR PROJECT

CEMENT SAND PER COV SPEC 02252 PLACE IN MAXIMUM 9" LOOSE LIFTS, COMPACT BY VIBRATORY EQUIPMENT TO 95% STANDARD (ASTM D558)

CONSTRUCTION IN ACCORDANCE WITH APPLICABLE UTILITY LINE EMBEDMENT DETAIL

D PIPE EMBEDMENT
E TRENCH ZONE
F PAVEMENT SECTION

THE CITY OF VICTORIA ENGINEERING DIVISION CITY OF VICTORIA TEXAS

TRENCH ZONE BACKFILL DETAIL (FUTURE PAVED OR EXISTING PAVED AREAS)

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012  BAC - 3
TABLE

<table>
<thead>
<tr>
<th>NOMINAL PIPE SIZE (INCHES)</th>
<th>MINIMUM TRENCH WIDTH</th>
<th>MAXIMUM TRENCH WIDTH</th>
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</thead>
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<tr>
<td>Less than 24&quot;</td>
<td>O.D. + 12&quot;</td>
<td>O.D. + 36&quot;</td>
</tr>
<tr>
<td>24&quot; to 30&quot;</td>
<td>O.D. + 18&quot;</td>
<td>O.D. + 42&quot;</td>
</tr>
<tr>
<td>Greater than 30&quot;</td>
<td>O.D. + 24&quot;</td>
<td>O.D. + 48&quot;</td>
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CONSTRUCTION IN ACCORDANCE WITH APPLICABLE TRENCH ZONE BACK FILL DETAIL

14 GAUGE COPPER TRACER WIRE (TO EXTEND INTO VALVE BOX ON WATER LINES)

BANK RUN SAND PER COV SPEC 02229.
PLACE IN MAXIMUM 9" LOOSE LIFTS.
COMPACT BY VIBRATORY EQUIPMENT TO 90% STANDARD (ASTM D698)

PIECE O.D.

TRENCH WIDTH SEE TABLE

WATER
- TRACER WIRE TO BE ATTACHED TO PIPE (DUCT TAPE IS ACCEPTABLE).
- TRACER WIRE SPILOED W/DRYCON 63315 (DPSR)

SEWER
- 4" WIDE GREEN AND SILVER SANITARY SEWER CAUTION TAPE.

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

UTILITY LINE EMBEDMENT DETAIL
(FOR PUBLIC WATER & SANITARY SEWER LINES)

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012

BAC - 4
TRENCH WIDTH TABLE

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CONSTRUCTION IN ACCORDANCE WITH APPLICABLE TRENCH ZONE BACKFILL DETAIL

CEMENT STABILIZED SAND PER COV SPEC 02252. PLACE IN MAXIMUM 9" LOOSE LIFTS. COMPACT BY VIBRATORY EQUIPMENT TO 95% STANDARD (ASTM D558)

A. PIPE BEDDING
B. HAUNCHING 1/4" O.D.
C. INITIAL BACKFILL
D. PIPE EMBEDMENT
E. TRENCH ZONE

TRENCH WIDTH
SEE TABLE

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

UTILITY LINE EMBEDMENT DETAIL
(FOR STORM SEWER)

STANDARD CONSTRUCTION DETAILS

DATE: 4/2012

BAC - 5
BACKGROUND TO BE GREEN OR BLUE HI INTENSITY GRADE REFLECTIVE

STREET NAMES ARE TO BE WHITE 4" SERIES

9" MIN. COLLECTOR / ARTERIAL

BLOCK NUMBERS AND SUFFIXES ARE TO BE WHITE 2" SERIES NUMERALS AND LETTERS

SIGN PER LEGEND

2.0' (MIN)

7' MIN - 8' MAX

APPROVED STEEL POST

TENASX UNIVERAL TRIANGULAR SLIPBASE SYSTEM PER TXDOT SHT. SMD (SLIP - 1) - 02

NATURAL GROUND

SIDEWALK

36"

33"

12" DIA X 30" CONCRETE FOUNDATION

THE CITY OF VICTORIA
ENGINEERING DIVISION
CITY OF VICTORIA
TEXAS

TRAFFIC SIGN DETAIL

DATE: 4/2012

MISC - 1
GENERAL NOTES
1. MANHOLE TOP SHALL BE SET 6" ABOVE GRADE IN OPEN FIELDS, 3" ABOVE GRADE FOR LARGE GRASSED, LANDSCAPED AREAS, AND FLUSH WITH THE FINISHED GRADE WHEN BETWEEN THE BACK OF CURB AND SIDEWALK.
2. THE CONTRACTOR SHALL PROVIDE SUFFICIENT QUANTITY OF CONCRETE OVER ANTI-FLOATATION RING TO RESIST FLOATATION.
3. MANHOLE TO BE VACUUM TESTED AFTER COMPLETION.
4. IF PREFABRICATED MANHOLE BASE IS USED, PROVIDE 12" OF COMPACTED CEMENT STABILIZED SAND SUBGRADE BENEATH MANHOLE BASE. SEAL MANHOLE TO BASE WITH MANUFACTURES GASKET OR APPROVED SEALANT.
5. EPOXY ALL EXPOSED CONCRETE IN MANHOLE w/ JEFFCOAT 326 OR VERSA FLEX FE 100 w/VF30 PRIMER PER MANUFACTURES RECOMMENDATIONS

30" CLEAR OPENING MANHOLE FRAME AND COVER CONFORMING TO COV SPEC. 02603. FRAME AND COVER TO CONFORM TO ASTM A48, CLASS 30 AND BE AASHTO H-20 LOAD RATED.

FILL DIRT AROUND MANHOLE AT 10:1 SLOPE

CONCRETE THROAT RINGS

CEMENT STABILIZED SAND PER COV SPEC 02252. PLACE IN MAX. 8" LOOSE LIFTS. COMPACT BY VIBRATORY EQUIPMENT TO 95% STANDARD (ASTM D558)

WATER STOP GASKET WITH STAINLESS STEEL CLAMPS CONFORMING TO C-923

SEWER PIPE PER PLAN

#4 x 24" TIE BARS @ 18" O.C. REQUIRED FOR CONCRETE PAVED AREAS. OMIT FOR ASPHALT PAVED AREAS

ANCHORING OPTION 1: 18" LONG #3 BAR @ 18" O.C. THROUGH MANHOLE BASE. SEE OPPOSITE SIDE FOR OPTION 2

ANCHORING OPTION 2: PER MANUFACTURED LIP ON MANHOLE BASE EMBEDDED IN CONCRETE BASE. SEE OPPOSITE SIDE FOR OPTION 1.

CUT OUT MANHOLE TO SET OVER PIPE

BEGIN INVERT AT 3/4 PIPE DIA., SLOPE 1/2"/FT

SEAL RING

#4 BARS @ 12" O.C. BOTH WAYS

CONTRACTOR TO SEAL INSIDE JOINT w/FIBERGLASS CLOTH PATCH (TYPICAL)

1/2" (MIN) WALL

ANCHORING OPTION 1: 18" LONG #3 BAR @ 18" O.C. THROUGH MANHOLE BASE. SEE OPPOSITE SIDE FOR OPTION 2

#4 x 24" TIE BARS @ 18" D.C. REQUIRED FOR CONCRETE PAVED AREAS. OMIT FOR ASPHALT PAVED AREAS

ANCHORING OPTION 2: PER MANUFACTURED LIP ON MANHOLE BASE EMBEDDED IN CONCRETE BASE. SEE OPPOSITE SIDE FOR OPTION 1.

CUT OUT MANHOLE TO SET OVER PIPE

BEGIN INVERT AT 3/4 PIPE DIA., SLOPE 1/2"/FT

SEAL RING

#4 BARS @ 12" O.C. BOTH WAYS

CONTRACTOR TO SEAL INSIDE JOINT w/FIBERGLASS CLOTH PATCH (TYPICAL)

1/2" (MIN) WALL

ANCHORING OPTION 1: 18" LONG #3 BAR @ 18" O.C. THROUGH MANHOLE BASE. SEE OPPOSITE SIDE FOR OPTION 2

#4 x 24" TIE BARS @ 18" D.C. REQUIRED FOR CONCRETE PAVED AREAS. OMIT FOR ASPHALT PAVED AREAS

ANCHORING OPTION 2: PER MANUFACTURED LIP ON MANHOLE BASE EMBEDDED IN CONCRETE BASE. SEE OPPOSITE SIDE FOR OPTION 1.

CUT OUT MANHOLE TO SET OVER PIPE

BEGIN INVERT AT 3/4 PIPE DIA., SLOPE 1/2"/FT

SEAL RING

#4 BARS @ 12" O.C. BOTH WAYS

CONTRACTOR TO SEAL INSIDE JOINT w/FIBERGLASS CLOTH PATCH (TYPICAL)

1/2" (MIN) WALL

ANCHORING OPTION 1: 18" LONG #3 BAR @ 18" O.C. THROUGH MANHOLE BASE. SEE OPPOSITE SIDE FOR OPTION 2

#4 x 24" TIE BARS @ 18" D.C. REQUIRED FOR CONCRETE PAVED AREAS. OMIT FOR ASPHALT PAVED AREAS

ANCHORING OPTION 2: PER MANUFACTURED LIP ON MANHOLE BASE EMBEDDED IN CONCRETE BASE. SEE OPPOSITE SIDE FOR OPTION 1.

CUT OUT MANHOLE TO SET OVER PIPE

BEGIN INVERT AT 3/4 PIPE DIA., SLOPE 1/2"/FT

SEAL RING

#4 BARS @ 12" O.C. BOTH WAYS

CONTRACTOR TO SEAL INSIDE JOINT w/FIBERGLASS CLOTH PATCH (TYPICAL)

1/2" (MIN) WALL

ANCHORING OPTION 1: 18" LONG #3 BAR @ 18" O.C. THROUGH MANHOLE BASE. SEE OPPOSITE SIDE FOR OPTION 2

#4 x 24" TIE BARS @ 18" D.C. REQUIRED FOR CONCRETE PAVED AREAS. OMIT FOR ASPHALT PAVED AREAS

ANCHORING OPTION 2: PER MANUFACTURED LIP ON MANHOLE BASE EMBEDDED IN CONCRETE BASE. SEE OPPOSITE SIDE FOR OPTION 1.