



PARKWAY CONSTRUCTION STANDARDS CITY OF FORT WORTH

(Spanish version available upon request.)

SCHEDULING INSPECTIONS

To schedule inspections call: (817) 392-2607 (for locations North of I-30 & East of I-35).
(817) 392-6526 (for locations North of I-30 & West of I-35).
(817) 392-7922 (for locations South of I-30).

All inspection requests received by **5:00 AM** will be put on that day's inspection list, and every effort will be made to get to your inspection as quickly as possible. All inspection requests received after **5:00 AM** will be put on the following day's inspection list.

Inspection requests will not be accepted on the inspector's cell phone. If inclement weather, i.e. rain, sleet, or storms, occur prior to your inspection, **YOU MUST** call back and reschedule your inspection after the weather has improved and you have verified your setup remains in good condition.

DEFINITION OF PARKWAY

The Parkway is the area from the curb to the property line along a road or street. The parkway width is the horizontal distance from the curb face to the property line. All work within this area requires a **STREET USE PERMIT**. **NO WORK** of any kind may be performed within the parkway or City Right Of Way until a valid **STREET USE PERMIT** has been obtained. This includes but is not limited to curb cuts, excavation for approaches, sidewalks, and pedestrian ramps.

STREET USE PERMITS

Street Use Permits are issued at the City of Fort Worth Street Management Office, 311 West 10th Street, Fort Worth, Texas. Associated permit fees must be paid and a Traffic Control Plan (TCP) approved by the City Traffic Engineer is required in order to obtain a Street Use Permit.

Residential Street Use Permits are issued for 30 calendar days. All work within the Parkway must be completed and pass final inspection within the 30 day time period.

Commercial Street Use Permits are issued for 90 calendar days. All work within the Parkway must be completed and pass final inspection within the 90 day time period.

Permits are not extended. A new permit will be issued and associated fees paid if work has not been completed and passed final inspection by the expiration date on the Permit. Work within the Parkway without a Valid Street Use Permit may result in a \$200 fine.

All fines and fees must be paid before a Street Use Permit will be issued.

INSPECTION TAGS

At the time of inspection, a tag indicating the findings of the inspection will be attached to the steel mat. The three types of tags are as follows:

YELLOW TAG

An inspection has been performed and the parts of the work approved are listed on the tag. Proceed with the construction of the listed items. Concrete must be placed for the approved setup within (2) two working days after the inspection. Approved concrete setups that sit idle longer than (2) two working days must be re-inspected before being poured.

RED TAG

An inspection has been performed and the concrete setup does not meet City Specifications. A Red Tag is a Failure of the inspection to meet City Standards. Corrective action is needed. The corrections needed for the setup to pass are listed on the Red Tag. Questions about the needed corrections should be made to the inspector listed on the Tag. A RE-INSPECTION FEE may be marked on the Red Tag. If the RE-INSPECTION FEE is marked (YES), the FEE must be paid before a re-inspection can be performed.

CORRECTIONS MUST BE MADE BEFORE CALLING FOR A RE-INSPECTION.

ALL RE-INSPECTION FEES MUST BE PAID BEFORE ANOTHER INSPECTION CAN BE PERFORMED.

DO NOT POUR CONCRETE WITH A RED TAG

GREEN TAG

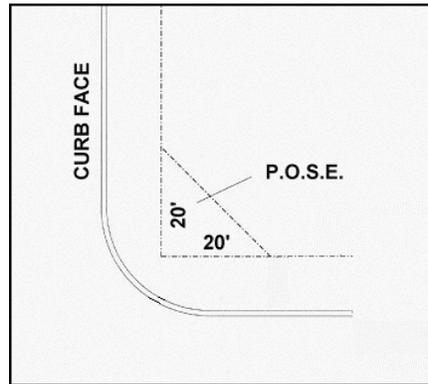
A Green Tag is issued upon Final Inspection and acceptance of permitted work. The Tag will be placed on or near the front door of the residence or building. The date on the tag establishes the beginning of the (2) two-year maintenance period.

It is very important that you retain the Green Tag for the Building Inspector. The Building Inspector will require the Green Tag upon Final Inspection of the Building.

APPROACH CONSTRUCTION

PUBLIC OPEN SPACE EASEMENT (P.O.S.E.)

No approach shall be placed within this easement. For residential approaches, the curb cut must begin at least 30' from the side street curb line.



CURB CUTS

Horizontal curb cuts or the removal of the entire curb is required on asphalt streets. A full depth saw cut is required at each end of the section to be removed.

Make one cut in the asphalt parallel to the curb a minimum of 12" into the street from the lip of gutter. Set a form board for the lip of the new gutter. After the concrete has cured, it shall be the responsibility of the contractor to replace the asphalt with hot mixed asphalt concrete (HMAC). The HMAC shall be installed in no more than 2" lifts and thoroughly compacted by an approved mechanical means. Cold mix asphalt is not allowed. Horizontal cuts will only be allowed if the existing gutter section is in good condition as determined by the City Inspector.

Curb cuts on concrete streets shall be a minimum of 18" into the street from back of curb. If the cut falls within 5' of an existing joint, the cut shall be extended to that joint. Saw cuts must be full depth with a minimum of oversaw.

After the curb has been cut and removed and/or excavation for the approach has been completed, it is the responsibility of the Permit Holder to maintain this area in a **WATER FREE CONDITION**.

Water is not allowed to stand in open excavated curb cuts. The Permit Holder will be held responsible for the repair of any street failures that may occur adjacent to curb cuts left holding water.

All sawed joints shall be sealed with a silicone sealant or hot poured rubber.

APPROACH RADII

All residential approaches shall have 5' radii.

All commercial approaches shall have a minimum of 15' radii to a maximum of 30' radii.

Approaches within industrial districts may have up to 50' radii with approval of the City Traffic Engineer. No radius may extend past the property line.

APPROACH WIDTHS

A single residential approach shall have a minimum width of 11' to a maximum width of 15'.

A double residential approach shall have a minimum width of 18' to a maximum width of 24'.

A commercial approach shall have a minimum width of 25' to a maximum width of 48' with approval of the City Traffic Engineer.

An industrial approach may have up to a maximum width of 48'. An industrial approach wider than 48' must be approved by the City Traffic Engineer.

EXPANSION JOINTS – CONCRETE STREETS

Expansion joints shall be required at the back of the approach and at the sides of the approach where the sidewalk ties into the approach.

The expansion joint shall be a ½" inch thick redwood free of knotholes and extend the full depth and width of the concrete

Number #4 slick dowels 24" in length and 24" on center shall be placed through the center of the redwood expansion joint across the back width of the approach. The half of the slick dowel on the City side of the redwood shall be greased and a slip cap placed on the end of the dowel. The slip caps should not be installed past the stops inside the cap. Three dowel bars are to be placed in the redwood expansion joints at the sidewalk section of the approach.

All dowel bars placed into existing concrete are to be drilled a minimum of six inches (6") deep. The dowels must be tight and not moveable. Epoxy will be required if the dowel bar is not secure inside the existing concrete.

Oversized dowel holes through the redwood will not be allowed. All slick dowels must be installed square to the redwood.

If wooden stakes are used to hold the redwood in place, the stakes must be tall enough and attached in such a manner that they can be easily removed after placing concrete

EXPANSION JOINTS – ASPHALT STREETS WITH CURB AND GUTTER

Redwood expansion joints are required at the back of the approach and at the sidewalk section of the approach as described for concrete streets. Expansion joints are required at each end of approach radius. The expansion joint shall consist of pre-molded expansion material that conforms to the shape of the curb and gutter.

Two #4 x 24" slick dowels shall be installed a minimum of 6" deep into the gutter and secured with epoxy. The exposed end of the dowel is to be greased and a slip cap installed on the end of the dowel.

CONCRETE THICKNESS

The entire approach area, including the sidewalk section of the approach, must have a 6" minimum thickness.

SEALED JOINTS

All sawed joints shall be sealed with a silicone joint sealer or hot poured rubber in accordance with manufacturers instructions.

DOWELING TO CONCRETE STREETS

Install 18 inch # 4 deformed rebar drilled a minimum of 6" deep into the street and secured with epoxy. Rebar must be installed on maximum 12" centers or less and must be centered vertically in the concrete. Slick dowels for street tie-ins are not acceptable.

STEEL REINFORCING

Steel shall be # 3 deformed rebar set on maximum 18" centers both ways. All steel shall be clean and free of dirt, mud, and loose rust. The steel shall be tied at every crossing and supported in the center of the concrete by means of 3" to 3 1/2" rebar chairs. Bent steel will not be accepted.

SUBGRADE

The sub grade must conform to the line and grade of the approach. A 2" layer of cushion sand shall be placed and the sub grade, including the cushion sand, must be at optimum moisture (plus or minus 2%) and thoroughly compacted to 95 % of standard proctor. Muddy or uneven subgrade will not be accepted.

Excessive excavation (more than 2" below required grade) will require compaction of approved material into the excavated area. The permit holder will then obtain the services of a private soils laboratory and have density and moisture content tests performed. The fill shall have a

density of 95% of standard proctor and moisture content within 2% (plus or minus) of optimum moisture. The test results shall be furnished to the City's inspector.

LINE AND GRADE

STANDARD APPROACH (Figure 1)- The back of the approach (redwood) shall be set according to the parkway width as shown below.

PARKWAY WIDTH	DISTANCE FROM BACK OF CURB TO REDWOOD	HEIGHT ABOVE TOP OF CURB
10' to 14'	8.5'	2 1/4"
15' to 19'	11.5'	3 "
20' to 22'	15'	3 3/4"

The line and grade also applies for all sidewalks.

HIGH VOLUME APPROACH (Figure 2) - The back of the approach (redwood) shall be set according to the parkway width as shown below.

PARKWAY WIDTH	DISTANCE FROM BACK OF CURB TO REDWOOD	HEIGHT ABOVE FLOWLINE
10' to 14'	8.5'	5"
15' to 19'	11.5'	5 3/4"
20' to 22'	14.5'	6 1/2"

FINISHING

The edges of all construction and expansion joints and the outer edges shall be finished to approximately a 1/2" radius with a suitable finishing tool. Concrete sidewalks and approaches shall be finished to a true even surface and brushed transversely to obtain a smooth uniform brush finish.

It shall be the contractor's responsibility to maintain the gutter flow line of the street through the approach. Failure to do so will result in the **removal and replacement of the approach** by the permit holder.

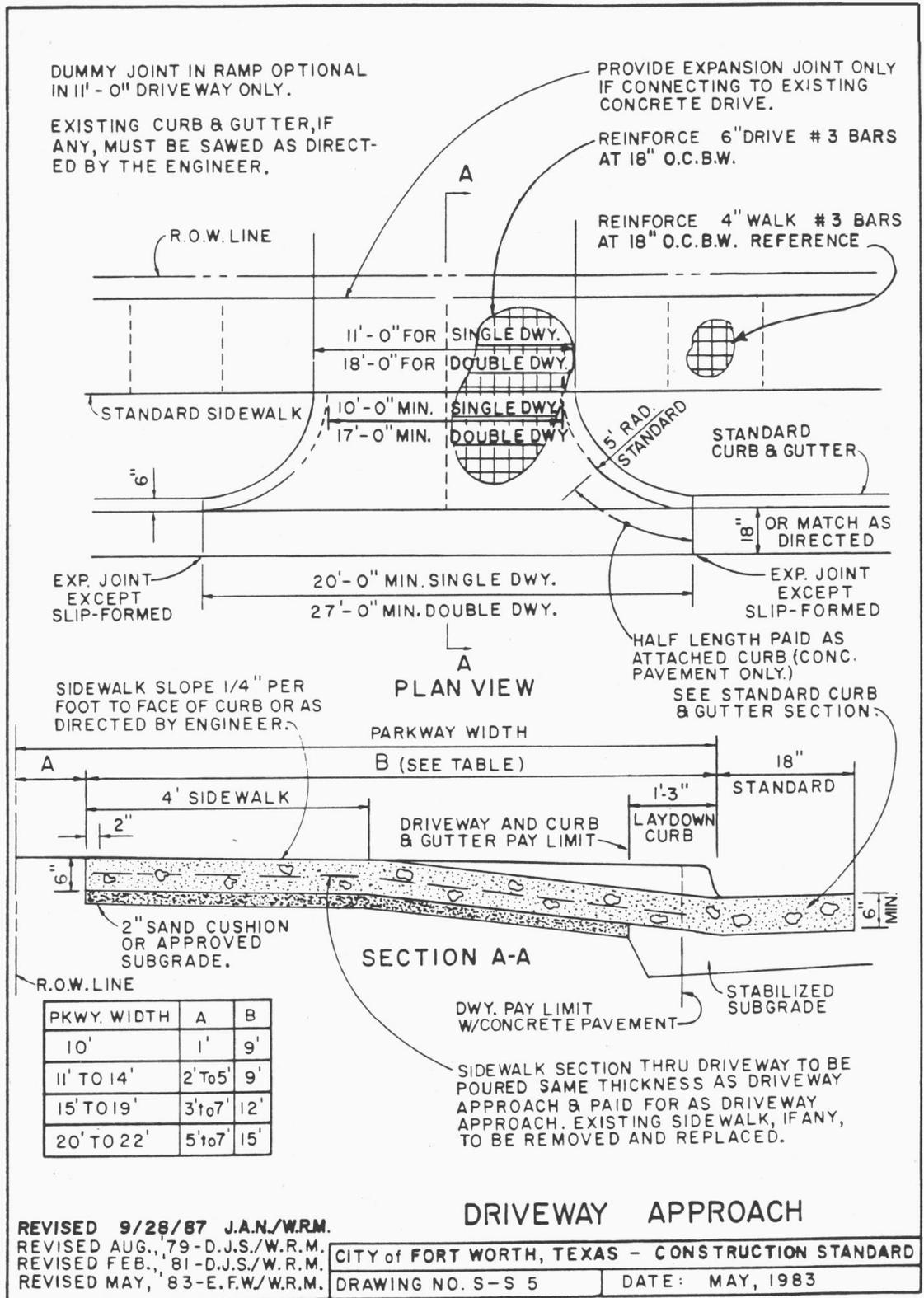
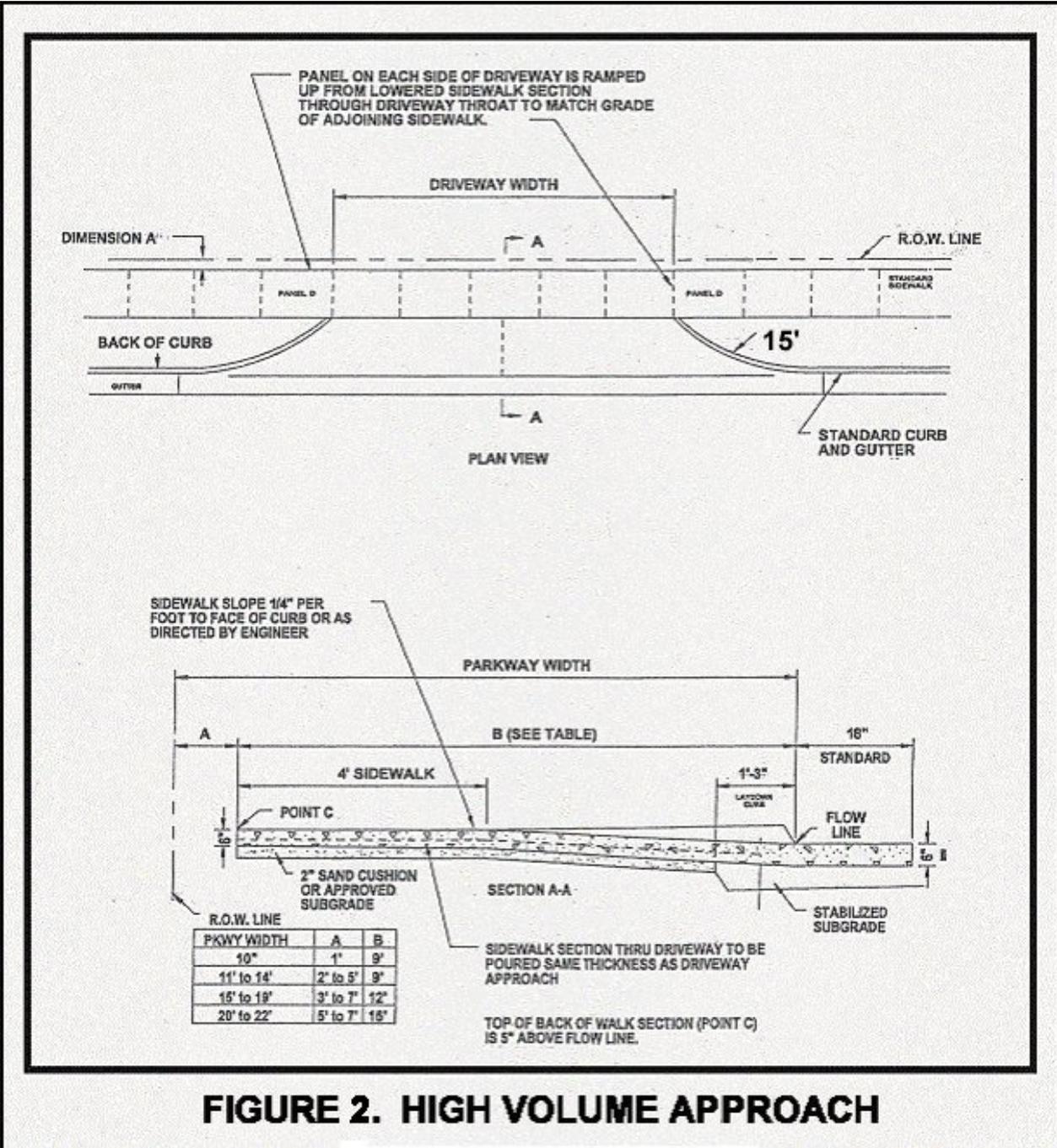


FIGURE 1. STANDARD APPROACH



SIDEWALK CONSTRUCTION

CONCRETE THICKNESS

All sidewalks shall have a minimum concrete thickness of 4”.

EXPANSION JOINTS

Expansion joints shall be installed at all points of sidewalk curvature. Expansion joints shall be installed and at all intersections of sidewalk with an approach, pedestrian ramp or building. In no case shall the expansion joint placement exceed 200 feet between joints. The joints shall extend the full width and depth of the concrete. The joints shall have # 4 x 24" slick dowels greased and capped on one end (except buildings).

STEEL

The steel reinforcement shall be # 3 deformed rebar set on a maximum of 18" centers both ways and shall be supported vertically in the center of the concrete by rebar chairs.

SUBGRADE

A 2" layer of cushion sand shall be placed over existing undisturbed or thoroughly compacted subgrade, then wetted and tamped.

FINISHING

Placement of tooled dummy joints shall be controlled by the width of the sidewalk. Sidewalk 4' wide will have joints on 4' centers. Sidewalk 5' wide will have joints on 5' centers, etc...

The edges of all construction and expansion joints and the outer edges shall be finished to approximately a 1/2" radius with a suitable finishing tool. Concrete sidewalks shall be finished to a true even surface and brushed transversely to obtain smooth uniformed brush finish.

LINE AND GRADE

Line and grade for the walk shall be the same as listed for residential approaches (see APPROACH CONSTRUCTION-LINE AND GRADE-STANDARD APPROACH).

SIDEWALK RAMPS

The preferred method of sidewalk ramp construction for residential streets is shown in Figure 3. The construction detail will handle the majority of sidewalk ramps built with parkway permits. Additional approved ramp layouts and construction methods are shown in Sidewalk Ramp Details, City of Fort Worth, approved 02/19/07 and is available upon request.

Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with Section 4.29 of the Texas Accessibility Standards (TAS).

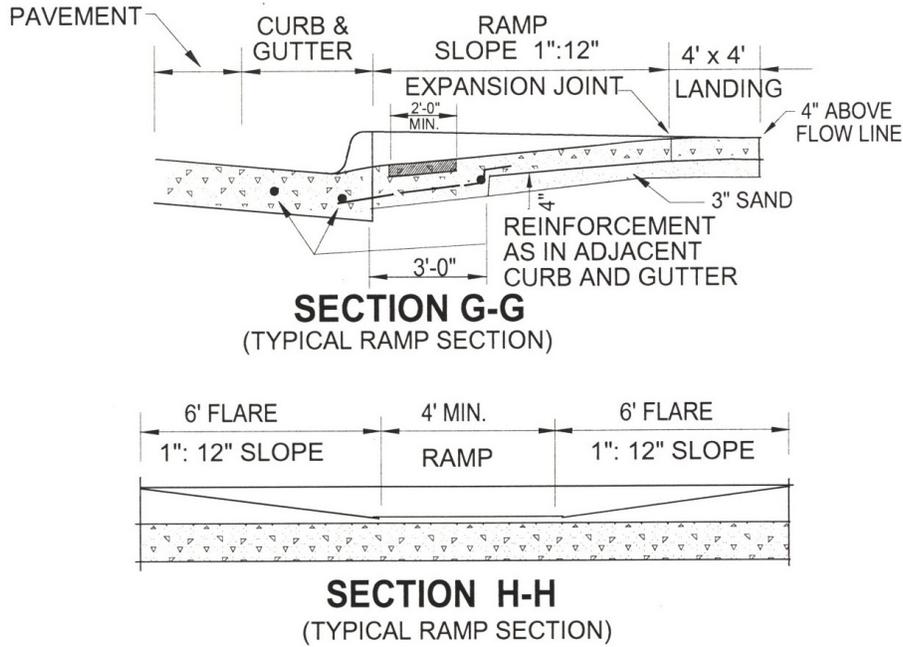
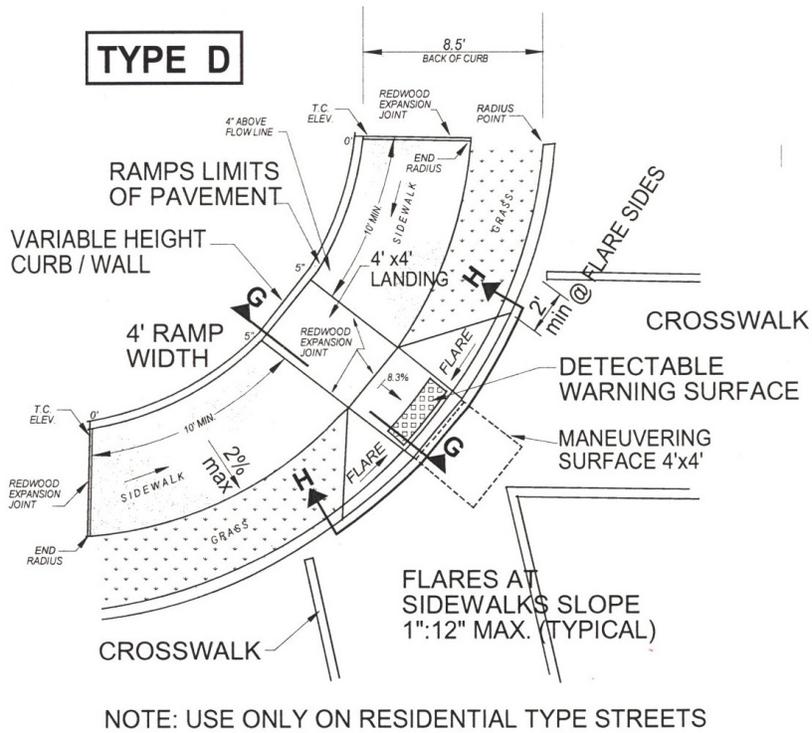


FIGURE 3
DIAGONAL CURB RAMP (FLARED SIDES)

CURB AND GUTTER CONSTRUCTION

STEEL

The steel shall be # 3 deformed rebar (see Figure 4). Two longitudinal bars shall be used in the gutter section with transverse bars on 18" centers. The transverse bars shall be tied to the longitudinal bars at every crossing. The rebar shall be supported by means of rebar chairs.

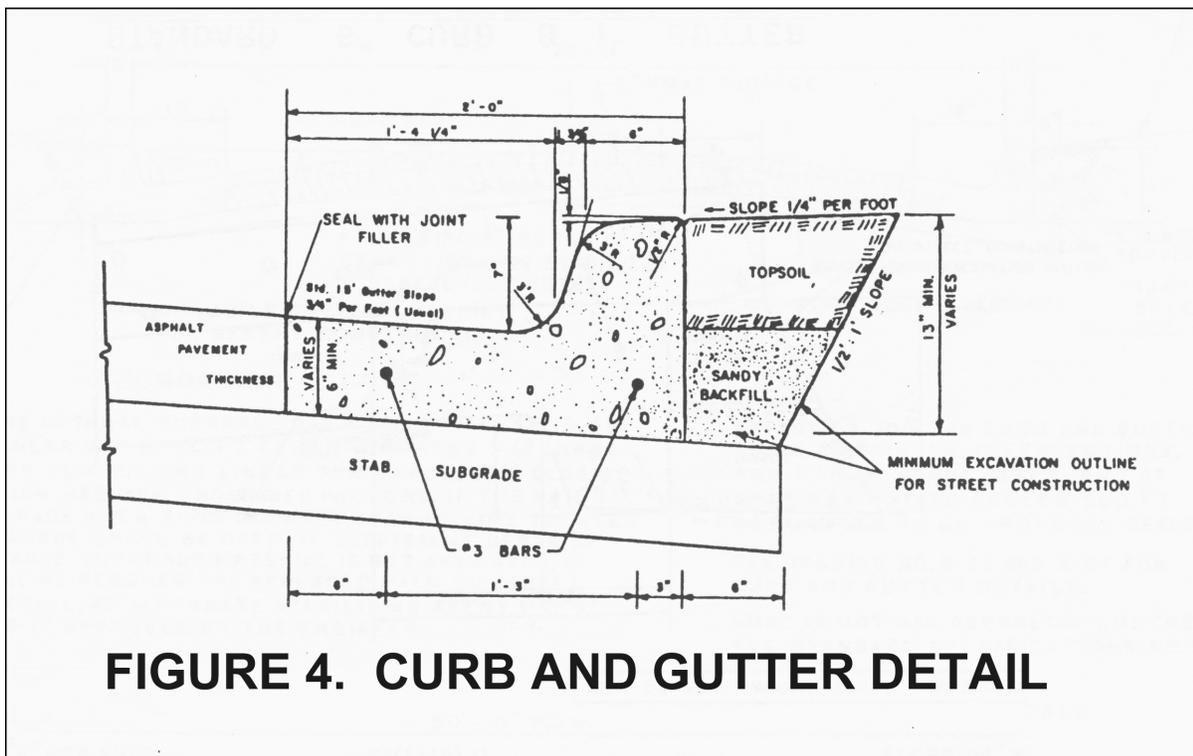
JOINTS

In addition to the requirements for concrete streets, expansion joints are required at each end of radius of an approach and at spacing not to exceed 200'. The joint shall consist of pre-molded expansion material that conforms to the shape of the curb and gutter, two (2)-# 4 x 24" slick dowels installed a minimum of 6" deep into the gutter and secured by means of epoxy, and slip caps installed on the greased half of the dowel. Tooled joints shall be required at 6' spacing.

FINISHING

The edges of all construction and expansion joints and the outer edges shall be finished to approximately a 1/2 radius with a suitable finishing tool.

Concrete curb and gutter shall be finished to a true even surface and brushed transversely to obtain a smooth uniformed brush finish.



HORIZONTAL CURB CUTS FOR SIDEWALK RAMPS AND DRIVEWAYS

DESCRIPTION

This item governs horizontal curb saw cuts for the construction of residential drive approaches and handicap ramps.

The curb cut shall be conducted from the street side of the existing or newly placed curb.

Horizontal curb cuts are not permitted for commercial drives. All commercial drive approaches shall be constructed by removing the entire curb with a vertical cut 18" from the back of the curb.

MATERIALS

A diamond blade shall be used for all saw cuts. The saw shall be capable of cutting existing or newly placed curb material to a smooth accurate top face. The saw shall be specifically designed for this purpose. A diamond grinding wheel shall be used for rounding the sawed concrete edges.

CONSTRUCTION METHODS

The cut shall be made along neat lines and shall result in smooth edges and top faces. The length of curb face which must be removed shall be sawn full depth horizontally using a diamond saw blade.

The saw cut shall be initiated at an elevation 1/2 inch above the existing gutter flow line and extended at a slope of 3/4 inch per foot upwards and away from the gutter pan (see Figure 5).

Special care shall be taken to insure that there is no disturbance or damage to the existing roadway pavement, sidewalk or curb scheduled to remain. Any damage to remaining pavement, sidewalk and /or curb due to the Contractor's operations shall be repaired at the Contractor's expense.

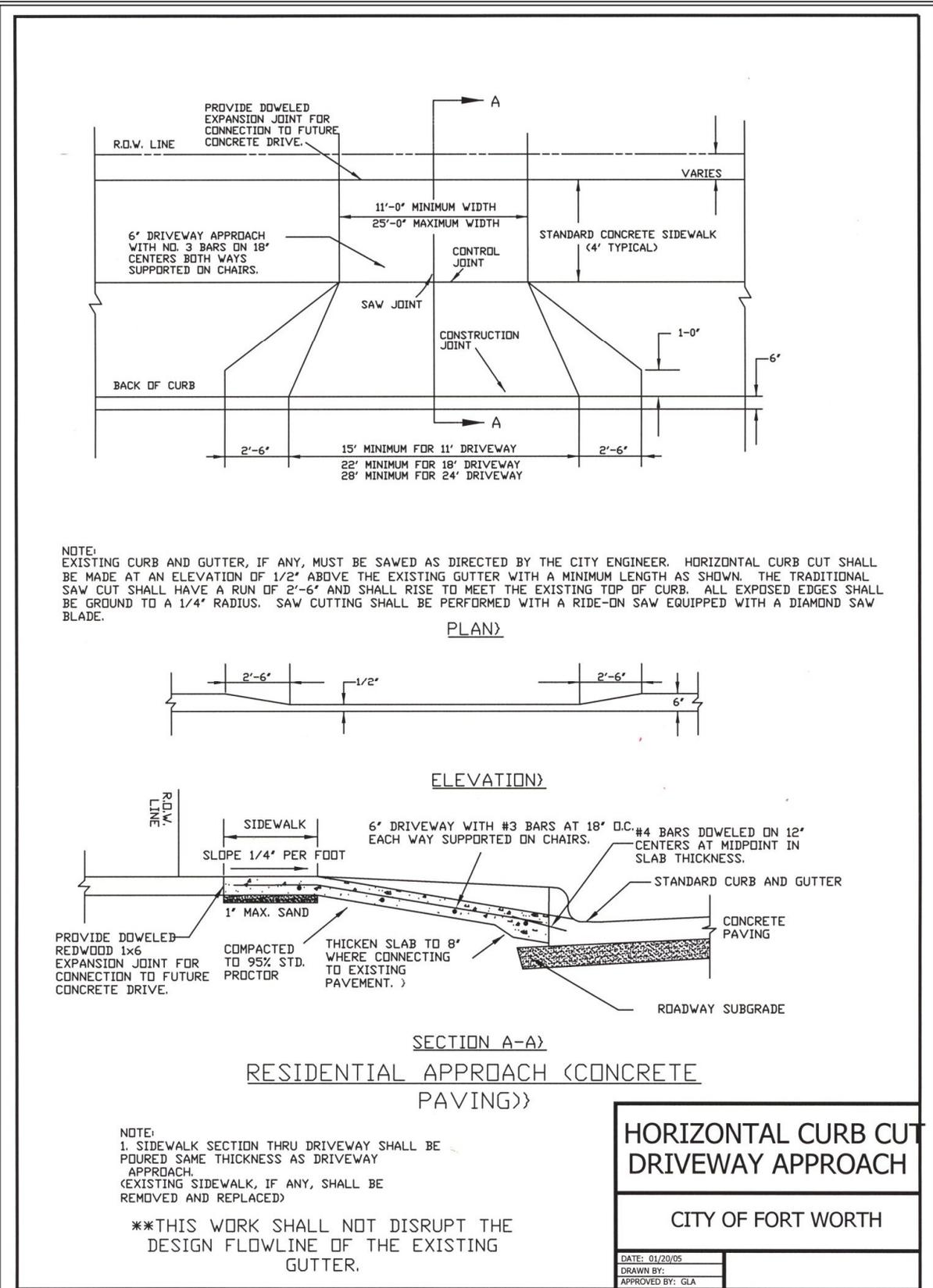


FIGURE 5 - HORIZONTAL CURB CUT DETAIL

EXCAVATION PROTECTION

In New Subdivisions, after the curb has been cut and removed, vertical panels shall be set up and maintained by the Permit Holder. The traffic control shall remain until such time the concrete has been placed and reached sufficient cure time. Vertical Panels shall be set at each end of the curb cut and an advance “**ROAD WORK AHEAD**” warning sign shall be displayed prior to the first curb cut. A minimum 10’ wide driving lane adjacent to the work area must be maintained at all times.

In older subdivisions, set up the barricades or vertical panels as shown on the approved traffic control plan issued with your permit.

Vertical panels shall be 8” to 12” in width and at least 24” in height.

Vertical panels shall be mounted with the top a minimum of 36” above the roadway.

Markings for vertical panels shall be alternating orange and white retro-reflective stripes, sloping downward at an angle of 45 degrees in direction motor vehicle traffic is to pass. Vertical panels used on expressways, freeways, and other high-speed roadways shall have a minimum of 270 square inches of retro-reflective area facing motor vehicle traffic.

