

GENERAL CONSTRUCTION NOTES FOR PUBLIC STREETS AND RIGHT-OF-WAY

REVISED 08-2018

1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF WEATHERFORD STANDARD SPECIFICATIONS AND THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG) STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 5TH EDITION. HEADWALLS AND WING WALLS SHALL BE CONSTRUCTED PER TXDOT DETAILS AND SPECIFICATIONS UNLESS SHOWN OTHERWISE ON THE APPROVED PLANS. IN THE EVENT OF DISCREPANCIES BETWEEN DETAILS, THE CITY OF WEATHERFORD SPECIFICATIONS WILL GOVERN.
2. ALL CONSTRUCTION WITHIN THE CITY OF WEATHERFORD RIGHT-OF-WAY (R.O.W.) SHALL BE IN ACCORDANCE WITH CITY'S RIGHT-OF-WAY MANAGEMENT ORDINANCE 857-2017-41 UPDATED AUGUST 22, 2017. A R.O.W. CONSTRUCTION PERMIT SHALL BE OBTAINED PRIOR TO ANY CONSTRUCTION WORK ON EXISTING AND FUTURE CITY R.O.W.
3. ALL TRENCH BACKFILL UNDER PROPOSED AND FUTURE PAVING AREAS SHALL BE GRANULAR MATERIAL HAVING A PLASTICITY INDEX NOT GREATER THAN 12 (SEE NCTCOG ITEM 504.2.2.2). TRENCH BACKFILL OUTSIDE PAVING AREAS SHALL BE TYPE "B" BACKFILL (SEE NCTCOG ITEM 504.2.3.3). ALL TRENCH BACKFILL WITHIN R.O.W. SHALL BE PLACED IN 8" LOOSE LIFTS AND MECHANICALLY COMPAKTED TO 95% STANDARD PROCTOR DENSITY. COMPAKCTION DENSITY TESTS SHALL BE TAKEN EVERY 200 LINEAR FEET OF TRENCH PER LIFT AND AT CROSSINGS DESIGNATED BY CONSTRUCTION INSPECTOR. BACKFILL MATERIAL PROCTORS MAY BE REQUIRED BY CONSTRUCTION INSPECTOR PRIOR TO BACKFILLING TRENCH FOR COMPLIANCE WITH SPECIFICATION. A COPY OF TRENCH COMPAKCTION TEST REPORTS SHALL BE SUBMITTED TO CITY PRIOR TO FINAL ACCEPTANCE OF PROJECT OR DEVELOPMENT.
4. TRENCH EXCAVATIONS WITH A DEPTH OF 5 FEET OR MORE SHALL HAVE APPROPRIATE SHEETING, SHORING, AND BRACING PER OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) STANDARDS. THE CONTRACTOR SHALL ABIDE BY ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS GOVERNING EXCAVATION. TRENCH SIDE SLOPES SHALL MEET (OSHA) STANDARDS THAT ARE IN EFFECT AT THE TIME OF CONSTRUCTION.
5. A PRE PAVING MEETING SHALL BE CONDUCTED PRIOR TO ANY STREET CONSTRUCTION. PLEASE CONTACT TRANSPORTATION AND PUBLIC WORKS DEPARTMENT TO SCHEDULE MEETING. PAVING SPECIFICATIONS AND DETAILS FOR ASPHALT OR CONCRETE PLACEMENT SHALL BE COORDINATED WITH CITY CONSTRUCTION INSPECTOR OR DIRECTOR OF TRANSPORTATION AND PUBLIC WORKS.
6. A GEOTECHNICAL STUDY AND REPORT SHALL BE PERFORMED AND SUBMITTED TO THE CITY OF WEATHERFORD FOR REVIEW AND APPROVAL. PLEASE REFER TO CITY OF WEATHERFORD TPW TRANSPORTATION MANUAL SECTION 6 FOR GEOTECHNICAL CONSIDERATIONS AND PAVEMENT DESIGN REQUIREMENTS. THE PAVEMENT DESIGN

AND SUBGRADE SHALL BE CONSTRUCTED PER GEOTECHNICAL STUDY RECOMMENDATIONS SO LONG AS IT MEETS CITY'S MINIMUM STANDARDS. THE DIRECTOR OF TRANSPORTATION AND PUBLIC WORKS MAY REQUIRE A PAVEMENT AND SUBGRADE DESIGN THAT EXCEEDS THE CITY'S MINIMUM REQUIREMENTS OR THE GEOTECHNICAL REPORT RECOMMENDATIONS BASED ON EXISTING FIELD CONDITIONS.

7. FINAL STREET SUBBASE AND SUBGRADE IS TO BE COMPACTED TO A 95% STANDARD PROCTOR DENSITY. OWNER/DEVELOPER IS REQUIRED TO APPOINT AN APPROVED LAB FOR SOIL TESTING. ONE COMPACTION TEST IS REQUIRED FOR EVERY 200 LINEAR FEET ON STREET LOCATIONS DESIGNATED BY CONSTRUCTION INSPECTOR. THE LABORATORY AGENCY SHALL SEND COPIES OF ALL COMPACTION REPORTS TO THE CITY FOR VERIFICATION AND COMPLIANCE WITH CITY OF WEATHERFORD STANDARDS AND SPECIFICATIONS. NO STREET PAVING SHALL COMMENCE UNTIL FINAL STREET SUBBASE OR SUBGRADE HAS PASSED COMPACTION TEST AND APPROVED BY CONSTRUCTION INSPECTOR.

8. CONCRETE COMPRESSIVE STRENGTH REPORTS ARE REQUIRED FOR EVERY 150 CUBIC YARDS OF CONCRETE PLACED. FOR CONCRETE POURS EXTENDING OVER MULTIPLE DAYS, EACH DAY WILL BE CONSIDERED A SEPARATE POUR. CONTRACTOR/OWNER SHALL SUBMIT BATCH DESIGNS FOR CONCRETE FOR REVIEW AND APPROVAL BY THE CITY PRIOR TO ANY PLACEMENT FOR ANY PUBLICLY DEDICATED INFRASTRUCTURE. CONTRACTOR SHALL HAVE AN APPROVED CONCRETE MIX DESIGN FOR CONCRETE PLACEMENT ON PROJECT/DEVELOPMENT. ALL TESTING SHALL BE IN ACCORDANCE WITH NCTCOG SPECIFICATIONS AND AMERICAN CONCRETE INSTITUTE (ACI).

9. WHEN ADDING FILL TO AN AREA, THE GROUND SURFACE SHALL BE PREPARED TO RECEIVE FILL BY REMOVING VEGETATION, TOPSOIL AND OTHER UNSUITABLE MATERIAL, AND SCARIFYING THE GROUND TO PROVIDE A BOND WITH THE FILL MATERIAL. WHERE EXISTING GRADE IS AT A SLOPE STEEPER THAN 5 HORIZONTAL TO 1 VERTICAL (20 PERCENT) AND THE DEPTH OF FILL EXCEEDS 5 FEET, BENCHING SHALL BE PROVIDED IN ACCORDANCE WITH FIGURE J107.3 OF THE 2003 INTERNATIONAL BUILDING CODE. A KEY SHALL BE PROVIDED WHICH IS AT LEAST 10 FEET IN WIDTH AND 2 FEET IN DEPTH. FILL MATERIAL SHALL NOT INCLUDE ORGANIC, FROZEN OR OTHER DELETERIOUS MATERIALS. NO ROCK OR SIMILAR IRREDUCIBLE MATERIAL GREATER THAN 6 INCHES IN ANY DIMENSION SHALL BE INCLUDED IN FILLS. ALL FILL MATERIAL SHALL BE COMPACTED TO 95 PERCENT OF MAXIMUM DENSITY AS DETERMINED BY ASTM D1557, MODIFIED PROCTOR, IN LIFTS NOT EXCEEDING 12 INCHES IN DEPTH. THE FILL MATERIAL SHALL HAVE A PLASTICITY INDEX OF 15 OR LESS. COMPACTION TEST AT EVERY 200 LINEAR FEET AT LOCATIONS DIRECTED BY CONSTRUCTION INSPECTOR. THE SLOPE OF FILL SURFACES SHALL BE NO STEEPER THAN IS SAFE FOR INTENDED USE. FILL SLOPES STEEPER THAN 3 HORIZONTAL TO 1 VERTICAL (33 PERCENT) SHALL BE JUSTIFIED BY SOILS REPORTS OR ENGINEERING DATA.

10. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR/OWNER TO PROVIDE CONSTRUCTION STAKING OF PUBLIC IMPROVEMENTS CONSTRUCTED WITHIN THE

R.O.W. OR CITY EASEMENT. CONSTRUCTION STAKING SHALL BE PLACED AT NO GREATER THAN 50 FOOT SPACING INTERVALS AND AT ALL PIs, PCs, PTs, PCCs, AND PRCs WITH APPROPRIATE OFFSETS AND REFERENCE POINTS (HUB OR NAIL). LATH STAKES SHALL BE 4 FEET IN HEIGHT LABELED WITH STATION, TOP OF CURB OR FLOW LINE ELEVATION, CUT OR FILL, AND OFFSET WITH APPROPRIATE FLAGGING. NO PUBLIC IMPROVEMENTS WILL BE INSPECTED WITHOUT CONSTRUCTION STAKING. STAKING SHALL BE PERFORMED BY OR UNDER THE DIRECTION OF A SURVEYOR LICENSED IN THE STATE OF TEXAS.

11. CONSTRUCTION FIELD CHANGES, IF ANY, SHALL BE NOTIFIED TO THE CONSTRUCTION INSPECTOR IN WRITING PRIOR TO ANY CHANGES. MAJOR FIELD CHANGES WILL BE ADDRESSED BY THE DIRECTOR OF TRANSPORTATION AND PUBLIC WORKS OR CITY ENGINEER OR REPRESENTATIVE. REVISED CONSTRUCTION PLANS MAY BE REQUIRED. ANY CONSTRUCTION WORK THAT IS NOT IN ACCORDANCE WITH THE APPROVED CONSTRUCTION PLANS IS SUBJECT TO NON-ACCEPTANCE BY CITY OF WEATHERFORD.

12. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM THE FOLLOWING:

- A. PREVENT ANY PROPERTY DAMAGE TO ADJACENT PROPERTY OWNER'S POLES, FENCES, SHRUBS, MAILBOXES, ETC. ANY REPAIRS OF DAMAGES TO ADJACENT PROPERTY CAUSED BY THE CONTRACTOR SHALL BE AT THE CONTRACTOR'S SOLE EXPENSE.
- B. PROVIDE ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
- C. NOTIFY ALL UTILITY COMPANIES AND VERIFY LOCATION OF ALL UTILITIES PRIOR TO THE START OF CONSTRUCTION.
- D. ANY TREES, SHRUBS, OR GRASSED AREAS DAMAGED BY THE CONTRACTOR WORK SHALL BE REPLACED AT CONTRACTOR'S EXPENSE TO EXISTING OR BETTER CONDITION.

13. TRAFFIC CONTROL PLANS SHALL BE SUBMITTED WITH THE R.O.W. CONSTRUCTION PERMIT TO THE CITY OF WEATHERFORD TRANSPORTATION AND PUBLIC WORKS (TPW) DEPARTMENT. THE TRAFFIC CONTROL PLAN SHALL BE IN ACCORDANCE WITH THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TXMUTCD) AND/OR TXDOT TRAFFIC CONTROL PLAN TYPICAL SHEETS. TRAFFIC CONTROL PLANS SHALL BE SUBMITTED A MINIMUM OF TWO WEEKS IN ADVANCE OF THE WORK COMMENCING.

14. ALL COMMUNICATION BETWEEN THE CITY AND THE CONTRACTOR/DEVELOPER SHALL BE THROUGH THE CITY CONSTRUCTION INSPECTOR. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE APPROPRIATE DEPARTMENT FOR INSPECTIONS OF THE WORK BEING PERFORMED. CONTRACTOR SHALL NOTIFY CONSTRUCTION INSPECTOR AT LEAST 48 HOURS TO SCHEDULE INSPECTION.

15. THESE GENERAL NOTES SHALL BE INCLUDED WITHIN EACH APPROVED CONSTRUCTION PLANS AND SHALL BE SEALED AND SIGNED BY THE ENGINEER OF RECORD; THEREFORE, CERTIFYING THAT THESE NOTES HAVE NOT BEEN ALTERED AS RECEIVED FROM THE CITY OF WEATHERFORD.