

NOTES:

1. MATCH THICKNESS OF PAVEMENT WHEN ABUTTING CONCRETE PAVEMENT.
2. DOES NOT APPLY WHEN ABUTTING CONCRETE PAVEMENT. INSTEAD A LONGITUDINAL JOINT WITH TIE BARS OR TIE BOLT ASSEMBLIES SHALL BE CONSTRUCTED AT THIS LOCATION.
3. ALL CURB JOINTS SHALL BE MADE BY ACCEPTABLE FORMING METHODS.

NOT TO SCALE



**COMBINATION CURB AND GUTTER
POSTED SPEED ≤ 25 MPH**

CITY OF RANSON, WEST VIRGINIA

DETAIL
NO.

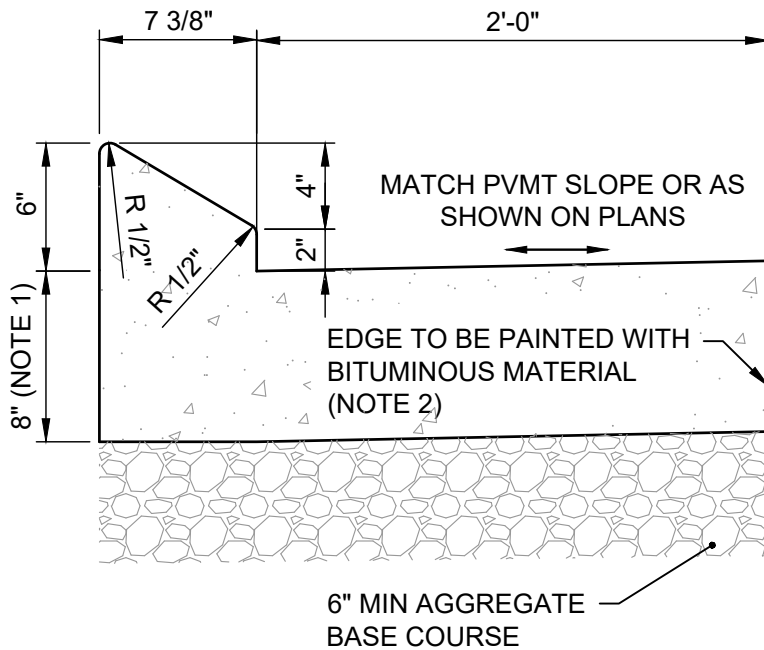
CG-01

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NOTES:

1. MATCH THICKNESS OF PAVEMENT WHEN ABUTTING CONCRETE PAVEMENT.
2. DOES NOT APPLY WHEN ABUTTING CONCRETE PAVEMENT. INSTEAD A LONGITUDINAL JOINT WITH TIE BARS OR TIE BOLT ASSEMBLIES SHALL BE CONSTRUCTED AT THIS LOCATION.
3. ALL CURB JOINTS SHALL BE MADE BY ACCEPTABLE FORMING METHODS.

NOT TO SCALE



**COMBINATION CURB AND GUTTER
POSTED SPEED > 25 MPH AND ≤ 45 MPH**

CITY OF RANSON, WEST VIRGINIA

DETAIL
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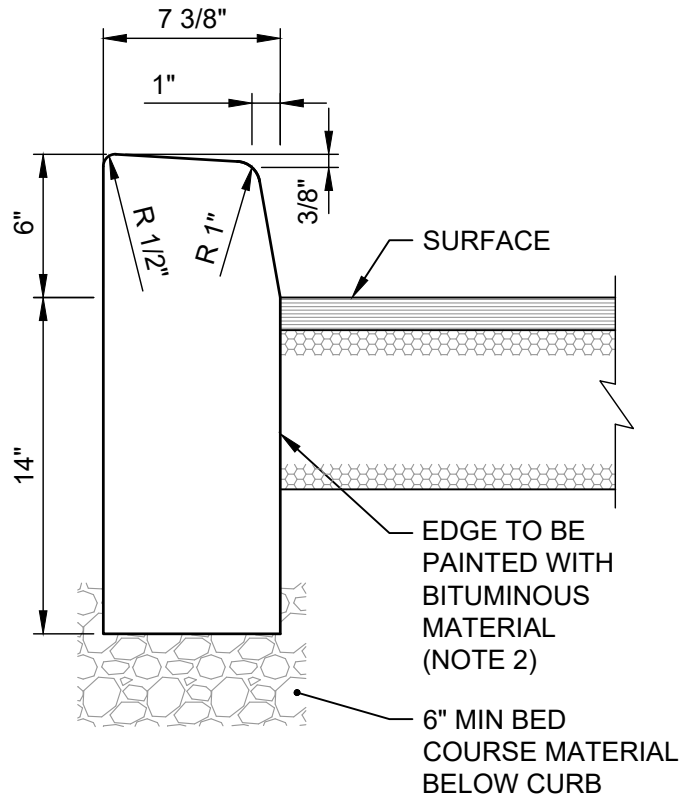
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NOTES:

1. ALL CURB JOINTS SHALL BE MADE BY ACCEPTABLE FORMING METHODS.
2. DOES NOT APPLY WHEN ABUTTING CONCRETE PAVEMENT. INSTEAD A LONGITUDINAL JOINT WITH TIE BARS OR TIE BOLT ASSEMBLIES SHALL BE CONSTRUCTED AT THIS LOCATION. BARS OR BOLTS SHALL EXTEND THROUGH 1/2 THE WIDTH OF THE CONCRETE CURB.

NOT TO SCALE



**CONCRETE CURB
POSTED SPEED ≤ 25 MPH**

CITY OF RANSON, WEST VIRGINIA

DETAIL
NO.

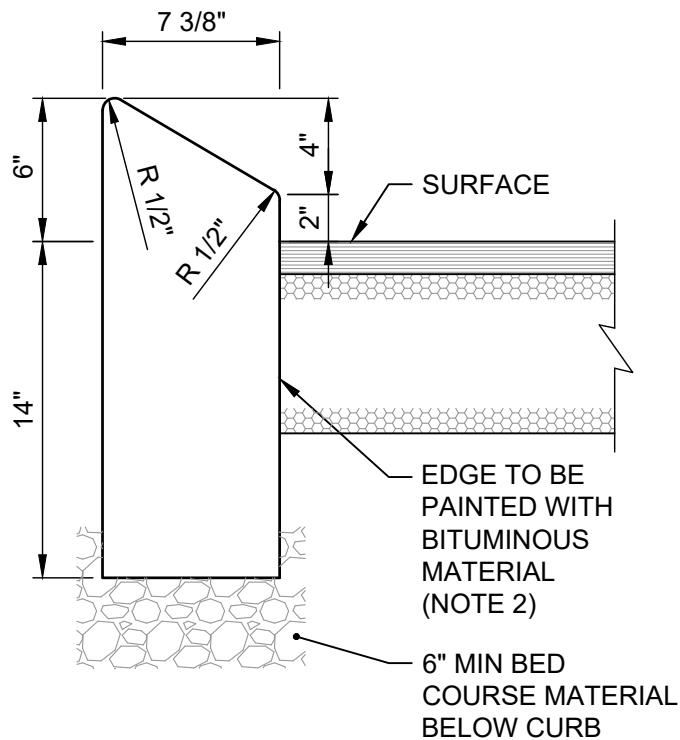
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NOTES:

1. ALL CURB JOINTS SHALL BE MADE BY ACCEPTABLE FORMING METHODS.
2. DOES NOT APPLY WHEN ABUTTING CONCRETE PAVEMENT. INSTEAD A LONGITUDINAL JOINT WITH TIE BARS OR TIE BOLT ASSEMBLIES SHALL BE CONSTRUCTED AT THIS LOCATION. BARS OR BOLTS SHALL EXTEND THROUGH 1/2 THE WIDTH OF THE CONCRETE CURB.

NOT TO SCALE



CONCRETE CURB
POSTED SPEED >25 MPH AND ≤ 45 MPH
 CITY OF RANSON, WEST VIRGINIA

DETAIL
NO.

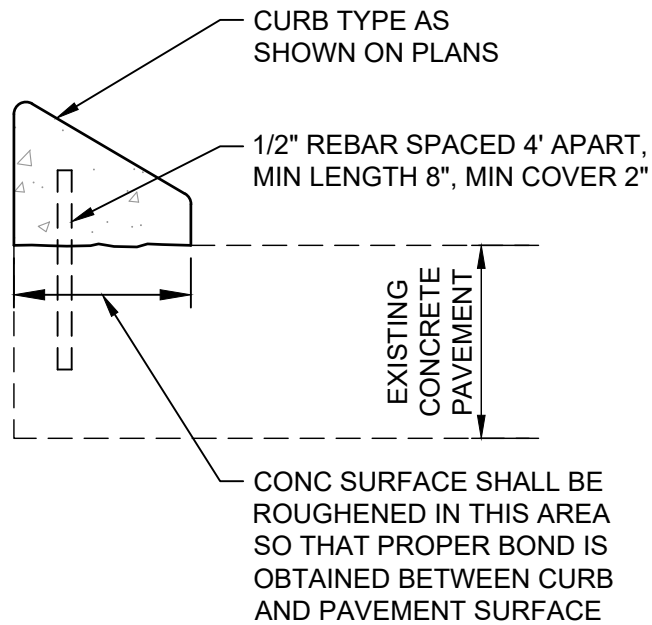
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NOTES:

1. ALL CURB JOINTS SHALL BE MADE BY ACCEPTABLE FORMING METHODS.

NOT TO SCALE



PLACEMENT OF CONCRETE CURB BY SEPARATE METHODS

CITY OF RANSON, WEST VIRGINIA

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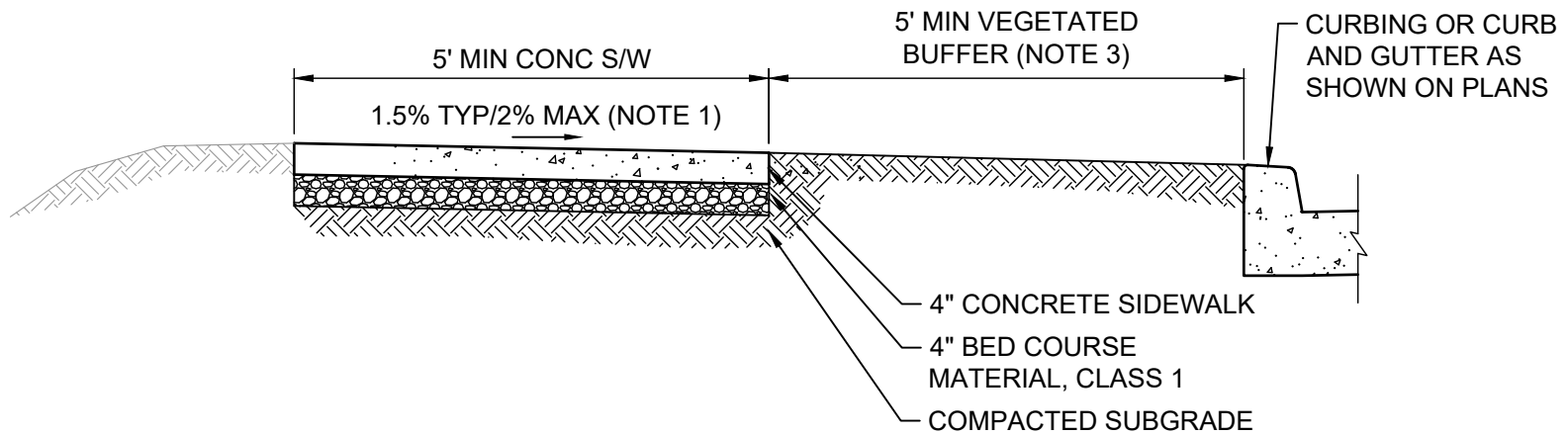
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NOTES:

1. SIDEWALK CROSS SLOPE OF 2% IS ABSOLUTE MAX. THERE IS NO CONSTRUCTION TOLERANCE FOR INCREASED CROSS-SLOPE IN EXCESS OF 2%.
2. MAXIMUM ALLOWABLE LONGITUDINAL SLOPE IS 5% OR SLOPE OF ADJACENT ROADWAY, WHICHEVER IS GREATER.
3. SUBJECT TO APPROVAL BY THE CITY, VEGETATED BUFFER MAY BE OMITTED WHERE SIDEWALK IS ADJACENT TO A PARKING LANE OR A BIKE LANE.

NOT TO SCALE

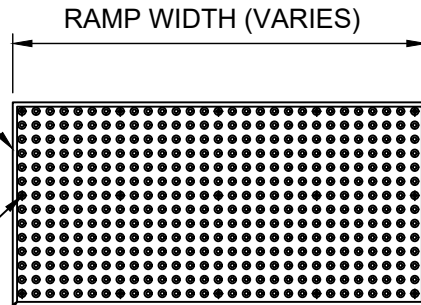


**CONCRETE SIDEWALK
WITH BUFFER**

CITY OF RANSON, WEST VIRGINIA

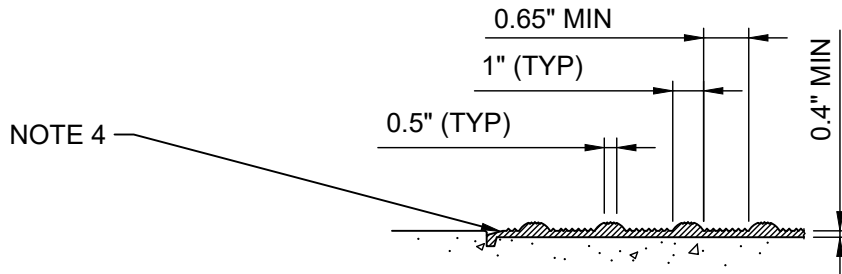
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YELLOW SINGLE PANEL
DETECTABLE
WARNING SURFACE
0.4" MIN THICKNESS

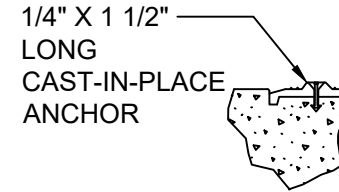


ANCHOR AT ALL 4
CORNERS AND
THROUGHOUT
DETECTABLE WARNING
SURFACE PER
MANUFACTURER
RECOMMENDATIONS
12" MAX OC
15 ANCHORS MIN

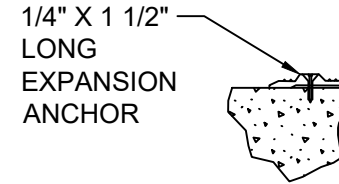
PLAN



TYPICAL
SECTION



CAST-IN-PLACE ANCHOR DETAIL



SURFACE ANCHOR DETAIL

NOTES:

1. PROPOSED DETECTABLE WARNING SURFACE AND PANEL ANCHORING PLAN SHALL BE SUBMITTED TO THE CITY FOR APPROVAL PRIOR TO INSTALLATION.
2. CAST-IN-PLACE DETECTABLE WARNING PANELS ARE PREFERRED FOR NEW CONSTRUCTION. SURFACE ANCHOR PANELS MAY BE USED WHEN RETROFITTING EXISTING CURB RAMPS.
3. INSTALL DETECTABLE WARNING SURFACE PER MANUFACTURER'S INSTRUCTIONS.
4. FOR NEW CONSTRUCTION, DEPRESS CONCRETE UNDER DETECTABLE WARNING PANEL SO PANEL IS FLUSH WITH SURROUNDING CONCRETE. FOR RETROFIT INSTALLATIONS, PROVIDE DETECTABLE WARNING SURFACE WITH BEVELED EDGES TO ENSURE SURFACE DISCONTINUITY IS LESS THAN 0.25"

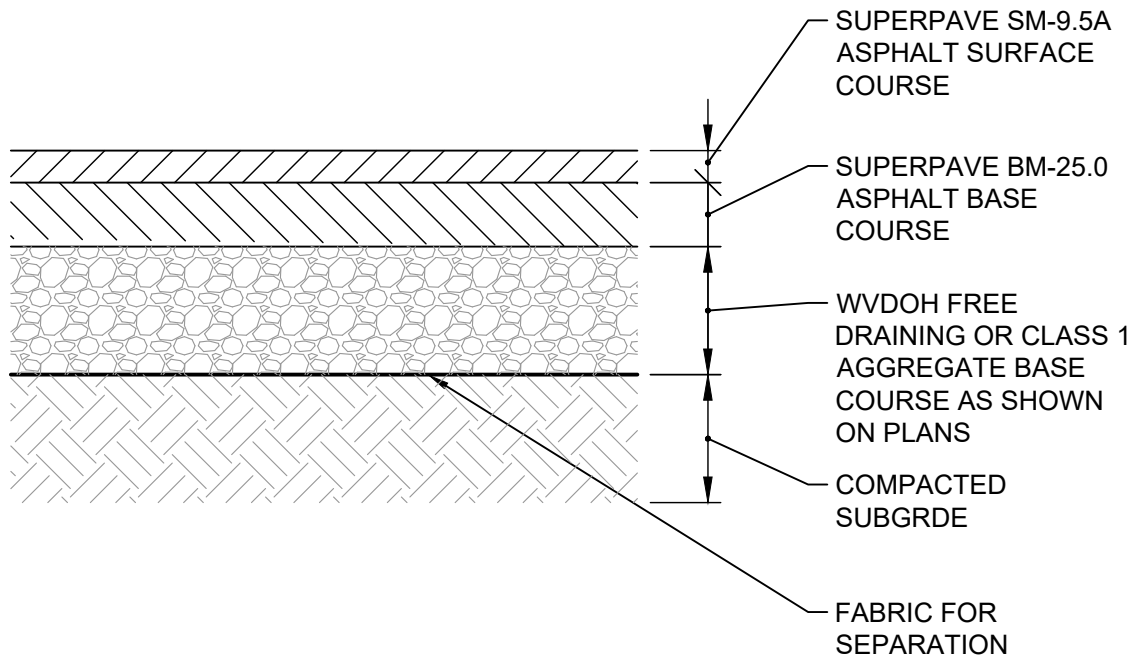
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**DETECTABLE
WARNING SURFACE**

CITY OF RANSON, WEST VIRGINIA

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MINIMUM PAVEMENT THICKNESS (NOTE 1)			
SURFACE COURSE	BASE COURSE	AGGREGATE BASE COURSE	SUBGRADE
1 1/2"	3"	6" CLASS 1 OR 4" FREE DRAINING	6"

NOTES:

1. PAVEMENT SHALL BE DESIGNED IN ACCORDANCE WITH WVDOH DESIGN DIRECTIVES DD-644 AND DD-646 BASED ON ANTICIPATED TRAFFIC LOADING AND EVALUATION OF UNDERLYING SOILS BY A LICENSED GEOTECHNICAL ENGINEER.
2. THE PRESENCE OF FAULT LINES AND SOLUTION CHANNELS ASSOCIATED WITH KARST GEOLOGY MAY REQUIRE ADDITIONAL THICKENING OF PAVEMENT ELEMENTS OR OTHER MEASURES TO REINFORCE THE UNDERLYING SOILS PRIOR TO PAVEMENT CONSTRUCTION.

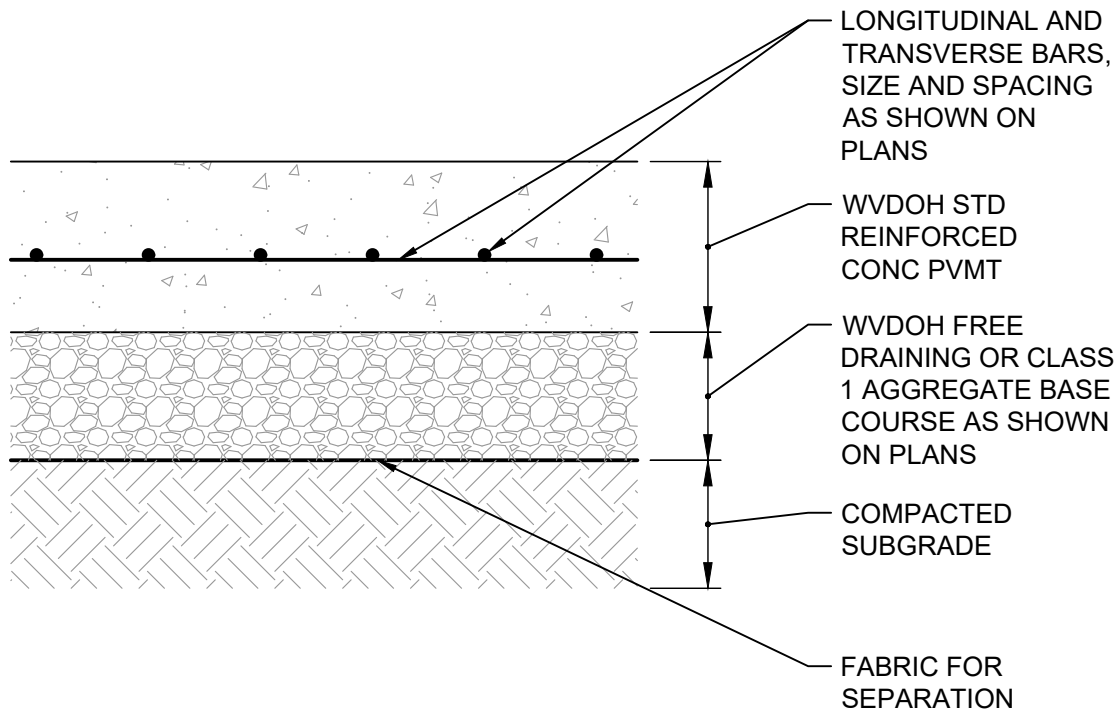
NOT TO SCALE



ASPHALT PAVEMENT

CITY OF RANSON, WEST VIRGINIA

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**MINIMUM PAVEMENT THICKNESS
(NOTE 2)**

REINFORCED CONCRETE	AGGREGATE BASE COURSE	SUBGRADE
8"	GREATER OF EXISTING THICKNESS OR 6" CLASS 1 OR 4" FREE DRAINING	6"

NOTES:

1. THIS DETAIL APPLIES TO REPLACEMENT AND REHABILITATION OF EXISTING CONCRETE AND ASPHALT/CONCRETE COMPOSITE PAVEMENTS ONLY.
2. PAVEMENT SHALL BE DESIGNED IN ACCORDANCE WITH WVDOT DESIGN DIRECTIVE DD-646 BASED ON ANTICIPATED TRAFFIC LOADING AND EVALUATION OF UNDERLYING SOILS BY A LICENSED GEOTECHNICAL ENGINEER.
3. THE PRESENCE OF FAULT LINES AND SOLUTION CHANNELS ASSOCIATED WITH KARST GEOLOGY MAY REQUIRE ADDITIONAL THICKENING OF PAVEMENT ELEMENTS OR OTHER MEASURES TO REINFORCE THE UNDERLYING SOILS PRIOR TO PAVEMENT CONSTRUCTION.
4. PROVIDE DOWELED LOAD TRANSFER JOINTS AT INTERFACE BETWEEN EXISTING AND NEW CONCRETE PAVEMENTS.

NOT TO SCALE



CONCRETE PAVEMENT

CITY OF RANSON, WEST VIRGINIA

DETAIL NO.

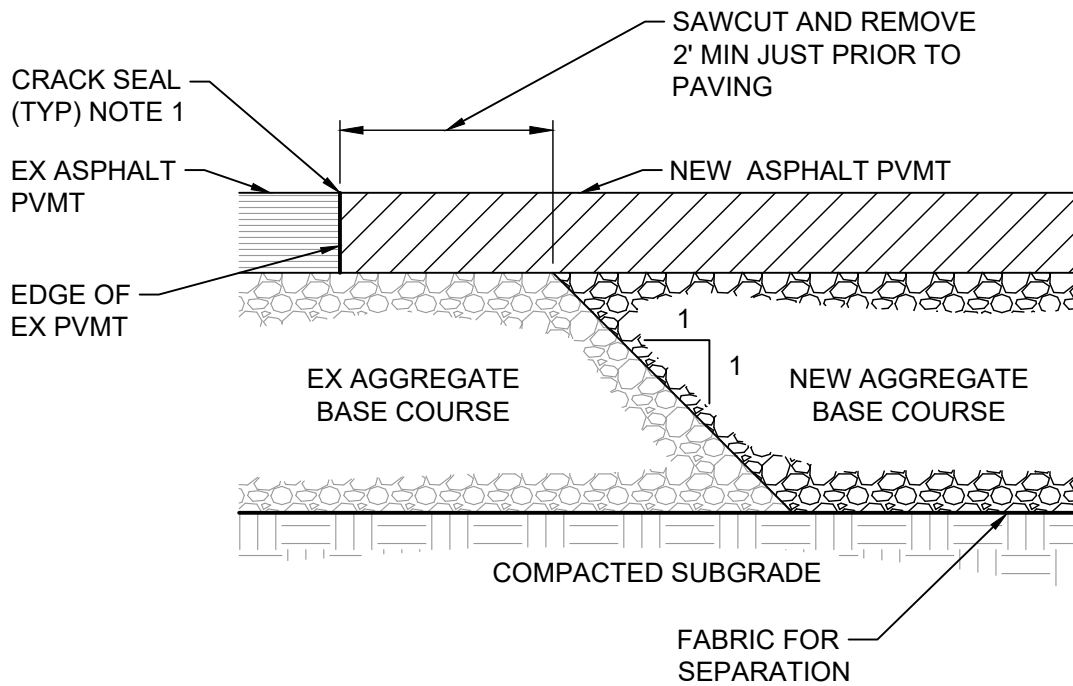
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NOTES:

1. PAINT EDGE OF EX ASPHALT WITH TACK COAT PRIOR TO PAVING. CRACK SEAL JOINT AFTER PAVING OPERATION HAS BEEN COMPLETED.

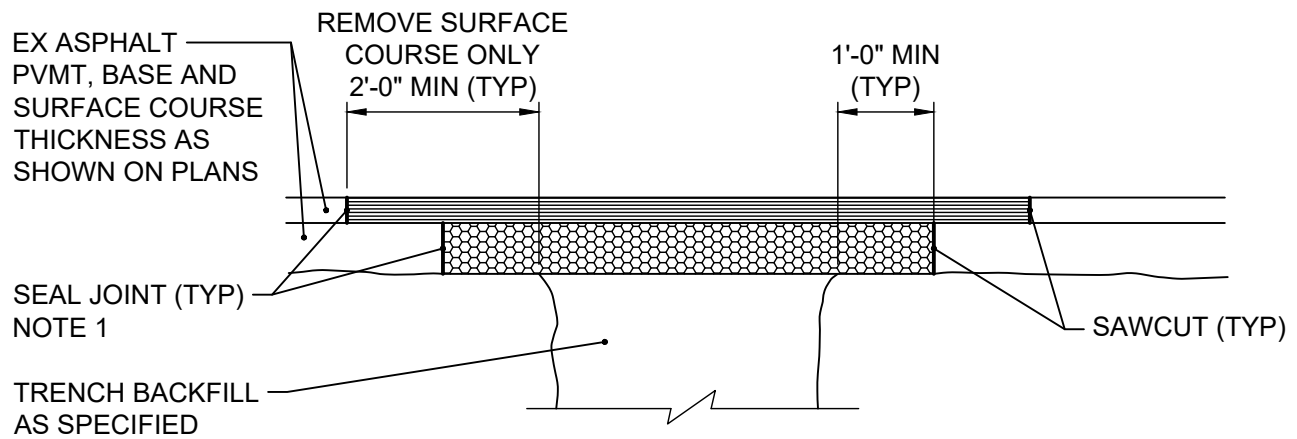
NOT TO SCALE



ASPHALT PAVEMENT CONNECTION

CITY OF RANSON, WEST VIRGINIA

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NOTES:

1. PAINT EDGE OF EX ASPHALT WITH TACK COAT PRIOR TO PAVING. CRACK SEAL SURFACE OF JOINT AFTER PAVING OPERATION HAS BEEN COMPLETED.

NOT TO SCALE



**ASPHALT PAVEMENT
RESTORATION**

CITY OF RANSON, WEST VIRGINIA

DETAIL
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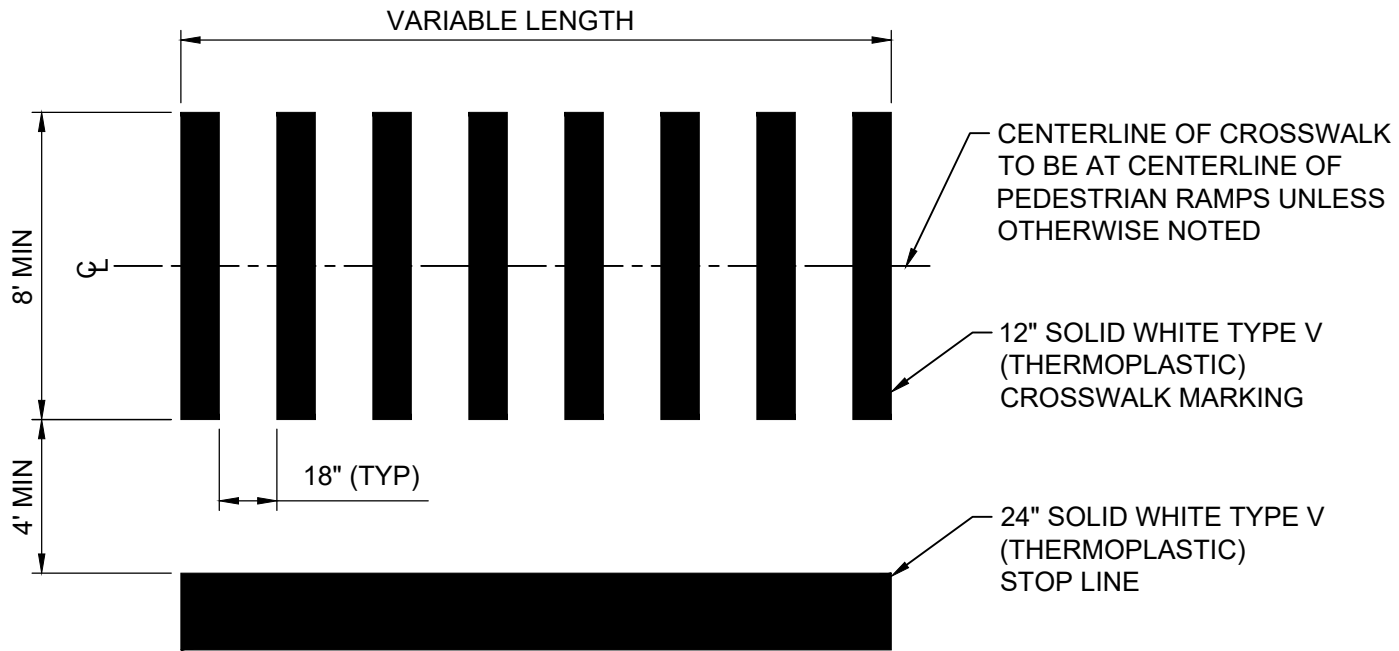
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NOTES:

1. PEDESTRIAN CROSSWALK - EIGHT FEET WIDE, UNLESS OTHERWISE NOTED.
2. MAKE STRIPES PARALLEL TO CURB LINE OF STREET.
3. ALL CURB RAMPS (EXCLUDING ANY FLARED SIDES) MUST BE CONTAINED FULLY WITHIN THE CROSSWALK SERVED. ONE SIDE FLARE MUST ALIGN WITH BACK EDGE OF CROSSWALK IF CROSSWALK WIDTH IS GREATER THAN FIFTEEN FEET.
4. CROSSWALK MARKINGS SHALL BE INSTALLED WITH PREFORMED HEAT APPLIED THERMOPLASTIC OR LIQUID THERMOPLASTIC.

NOT TO SCALE



HIGH VISIBILITY CROSSWALK

CITY OF RANSON, WEST VIRGINIA

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CONTINUOUS ROW OF PERIMETER SHRUBS- MINIMUM HEIGHT 3' AT INSTALLATION; MAXIMUM SPACING 6' ON CENTER

10' MIN WIDTH PERIMETER PLANTING AREA WHEN NO SIDEWALK IS PRESENT

LARGE STREET TREE

MASONRY WALL 3' IN HEIGHT

SIDEWALK MIN 5' WIDE

9' MIN WIDTH, 162 SQ FT MIN INTERIOR PLANTING AREA, (NOTE 6)

ACCESSIBLE PARKING AS REQUIRED

STREET

BUILDING

5' MIN WIDTH PERIMETER PLANTING AREA WHEN SIDEWALK IS PRESENT

STREET

NOTES:

1. SIDEYARD PARKING ON CORNER LOTS SHALL BE LIMITED TO THE INTERIOR SIDEYARD.
2. LARGE STREET TREES SHALL BE PLANTED A MAXIMUM OF 40' ON CENTER.
3. SMALL AND MEDIUM STREET TREES PERMITTED ONLY WHERE UTILITY LINES PREVENT LARGE STREET TREES. SMALL STREET TREES SHALL BE PLANTED A MAXIMUM OF 30' ON CENTER. MEDIUM STREET TREES SHALL BE PLANTED A MAXIMUM OF 40' ON CENTER.
4. MINIMUM TREE SIZE AT TIME OF PLANTING SHALL BE 2½" OR MORE IN DIAMETER MEASURED AT BREAST HEIGHT. THE MINIMUM HEIGHTS SHALL BE 8' TO 10'.
5. LANDSCAPE SCREEN MAY BE ELIMINATED IN PART FOR SHARED PARKING ACCESS AND CONNECTED PARKING LOTS.
6. PROVIDE INTERIOR PARKING LOT LANDSCAPING EQUIVALENT TO A MINIMUM OF 5% OF PARKING SPACES LOST, EXCLUDING PERIMETER LANDSCAPING, LANDSCAPING WITHIN 6' OF ANY BUILDING, AND REQUIRED SCREENING AND BUFFERING. A MAXIMUM OF 19 SPACES UNINTERRUPTED BY LANDSCAPING IS PERMITTED.

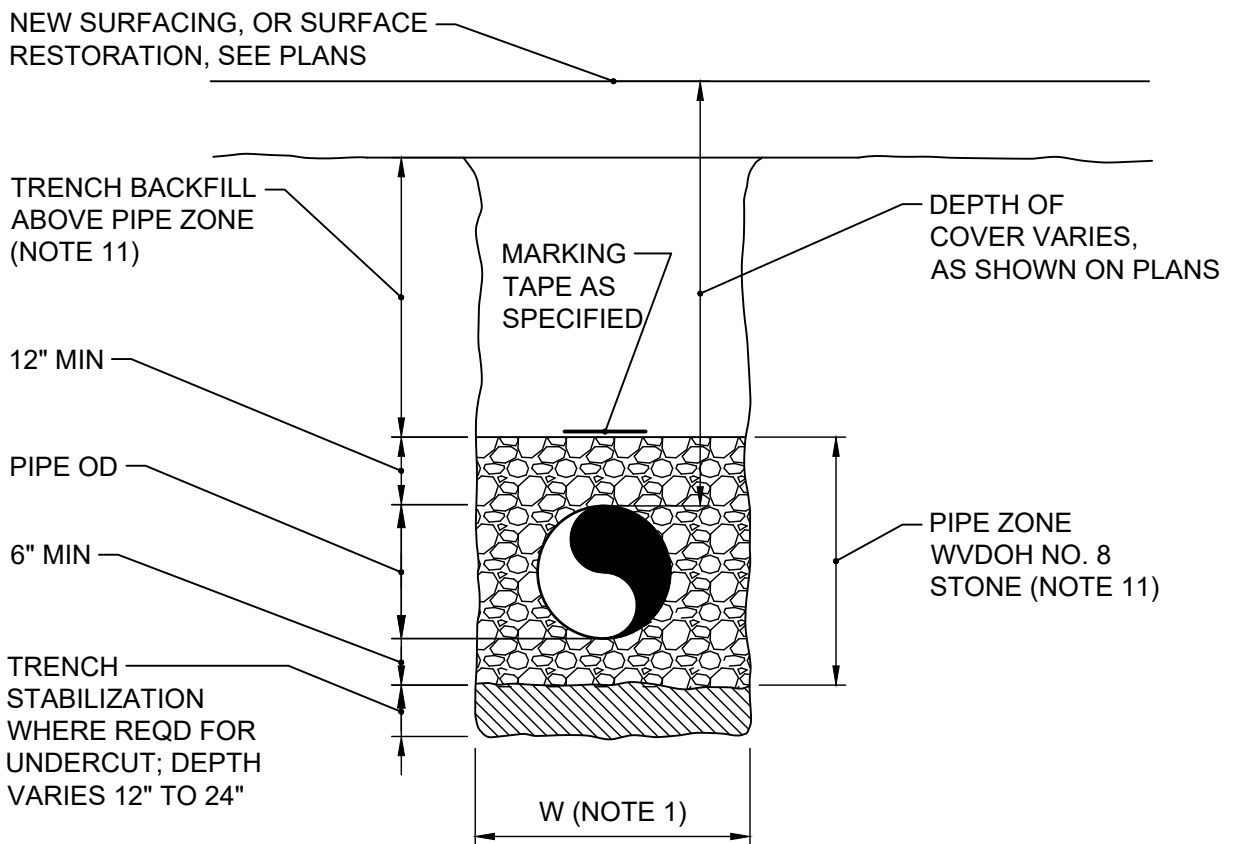
NOT TO SCALE



TYPICAL CONDITION - CORNER LOT

CITY OF RANSON, WEST VIRGINIA

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NOTES:

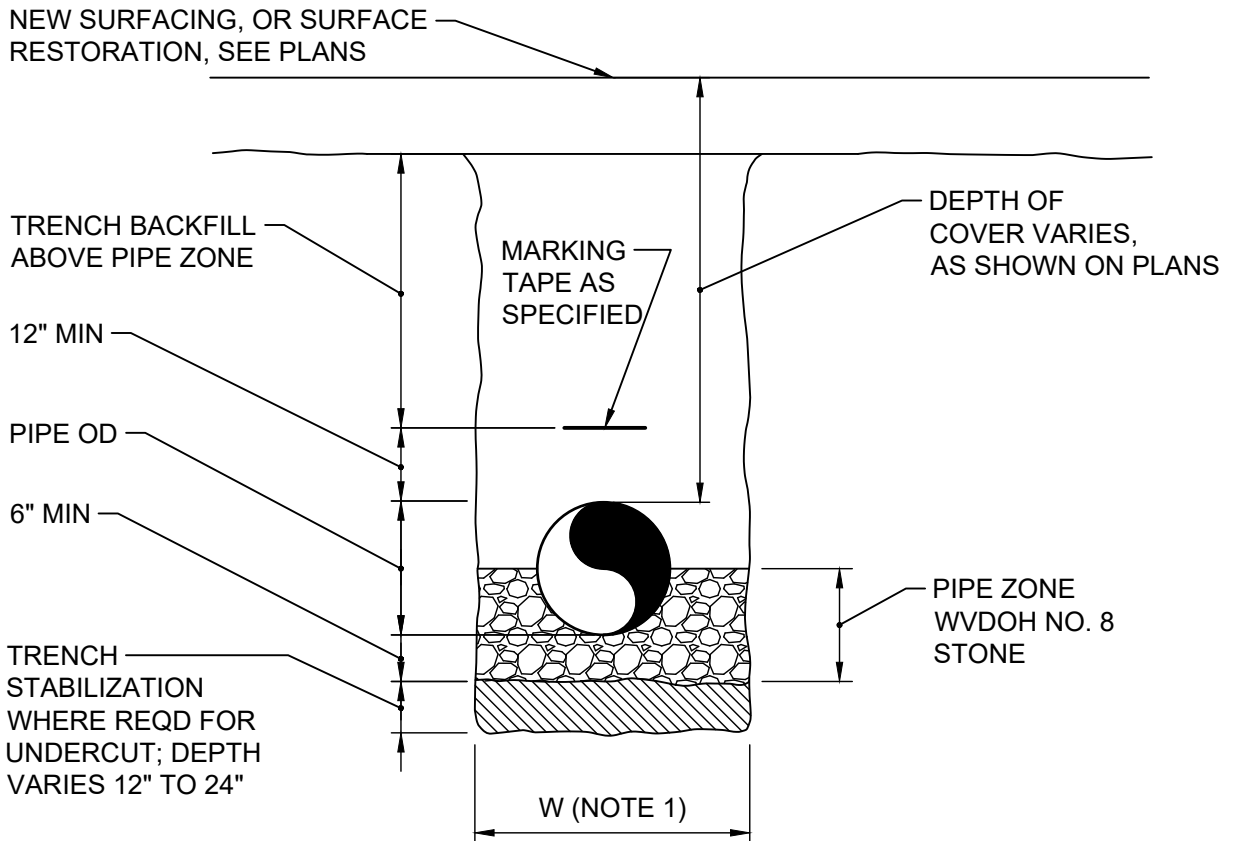
1. W = MAXIMUM PERMISSIBLE TRENCH WIDTH, BASED UPON $W = OD + 24"$, UNLESS APPROVED BY THE ENGINEER.
2. TRENCHES TO BE SHEETED AND BRACED AS REQUIRED.
3. PROVIDE BEARING FOR FULL LENGTH OF BARREL. DIG HOLES FOR THE BELL.
4. BACKFILL ON SIDES TO $1/2$ OD OF PIPE TO HOLD PIPE IN PLACE PRIOR TO PLACING ADDITIONAL BACKFILL.
5. BACKFILL TO BE COMPACTED IN 6" LAYERS TO 95% OF MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT (+2%) IN ROADS AND STREETS. COMPACT TO MATCH EXISTING GROUND IN OTHER AREAS.
6. BACKFILL TO BE WVDOH NO. 8 STONE IN PAVED OR SHOULDER AREAS. BACKFILL TO BE NATIVE MATERIAL IN OTHER AREAS.
7. MAINTAIN A MINIMUM OF 3' OF COVER TO THE TOP OF PIPE FOR STORM DRAINS. MAINTAIN A MINIMUM OF 4' OF COVER OVER PIPE FOR SANITARY SEWERS. MAINTAIN A MINIMUM OF 3.5' OF COVER OVER PIPE FOR WATER LINES.
8. A CASING PIPE IS REQUIRED IN ROAD CROSSINGS WHERE SHOWN ON PLANS.
9. ALL WATER AND SEWER LINES REQUIRE APPROVAL FROM APPLICABLE UTILITY PROVIDERS.
10. SEE CITY OF RANSON PAVEMENT RESTORATION DETAIL PVT-04 FOR RESURFACING.
11. FULL DEPTH BELOW PAVEMENT SHALL BE BACKFILLED WITH CONTROLLED LOW STRENGTH MATERIAL WHERE HDPE DRAINAGE PIPE IS USED.

NOT TO SCALE



**PIPE TRENCH
FOR FLEXIBLE PIPE**
CITY OF RANSON, WEST VIRGINIA

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NOTES:

1. W = MAXIMUM PERMISSIBLE TRENCH WIDTH, BASED UPON $W = OD + 24"$, UNLESS APPROVED BY THE ENGINEER.
2. TRENCHES TO BE SHEETED AND BRACED AS REQUIRED.
3. PROVIDE BEARING FOR FULL LENGTH OF BARREL. DIG HOLES FOR THE BELL.
4. BACKFILL ON SIDES TO 1/2 OD OF PIPE TO HOLD PIPE IN PLACE PRIOR TO PLACING ADDITIONAL BACKFILL.
5. BACKFILL TO BE COMPACTED IN 6" LAYERS TO 95% OF MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT (+2%) IN ROADS AND STREETS. COMPACT TO MATCH EXISTING GROUND IN OTHER AREAS.
6. BACKFILL TO BE WVDOH NO. 8 STONE IN PAVED OR SHOULDER AREAS. BACKFILL TO BE NATIVE MATERIAL IN OTHER AREAS.
7. MAINTAIN A MINIMUM OF 3' OF COVER TO THE TOP OF PIPE FOR STORM DRAINS. MAINTAIN A MINIMUM OF 4' OF COVER OVER PIPE FOR SANITARY SEWERS. MAINTAIN A MINIMUM OF 3.5' OF COVER OVER PIPE FOR WATER LINES.
8. A CASING PIPE IS REQUIRED IN ROAD CROSSINGS WHERE SHOWN ON PLANS.
9. DESIGN OF ALL WATER AND SEWER LINES REQUIRES APPROVAL FROM APPLICABLE UTILITY PROVIDERS.
10. SEE CITY OF RANSON PAVEMENT RESTORATION DETAIL PVT-04 FOR RESURFACING.

NOT TO SCALE



**PIPE TRENCH
FOR RIGID PIPE**

CITY OF RANSON, WEST VIRGINIA

DETAIL
NO.

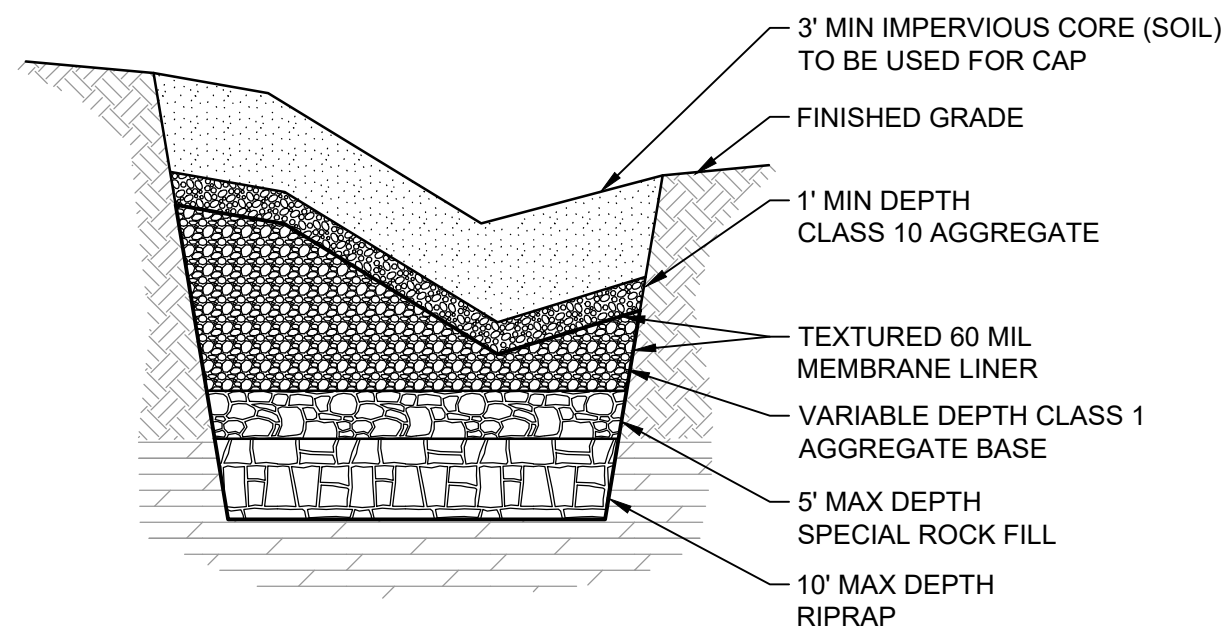
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NOTES:

1. PRIOR TO ANY SINKHOLE EXCAVATION OR WORK TO OR AROUND THE SINKHOLE THE CONTRACTOR SHALL CONTACT CITY OF RANSON PUBLIC WORKS A MINIMUM OF 72 HOURS PRIOR TO THE SCHEDULED WORK.
2. THE SINKHOLE SHALL BE TREATED BASED ON THE EXISTING FIELD CONDITIONS OF THE SITE AT THE TIME OF CONSTRUCTION.
3. CONSECUTIVE LAYERS OF AGGREGATE AS SHOWN IN THE DETAIL DRAWINGS SHALL BE PLACED IN SUCH A MANNER AS TO PREVENT MIGRATION OF SMALLER AGGREGATES INTO THE VOIDS IN THE LARGER AGGREGATES.
4. ALL EXCAVATION REQUIRED TO CONSTRUCT THE FILTER IN THE SINKHOLE, AS PER THE DETAIL DRAWINGS, SHALL BE INCIDENTAL TO THE IMPERVIOUS CORE PAID PER SQ FOOT.
5. THE BOTTOM LAYER OF RIPRAP, AS SPECIFIED IN THE DETAIL DRAWINGS, SHALL BE TO THE SIZE AND DIMENSIONS AS DETERMINED BY THE ENGINEER UPON REVIEW OF THE EXISTING FIELD CONDITIONS OF THE SINKHOLE TO BE REPAIRED.
6. ALL EROSION AND SEDIMENT CONTROL AROUND THE AREA OF THE SINKHOLE SHALL CONFORM TO THE WEST VIRGINIA DEPARTMENT OF ENVIRONMENTAL PROTECTION'S EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES MANUAL LATEST EDITION. SEED AND MULCH THE AREA UPON COMPLETION AND ACCEPTANCE OF THE WORK.
7. THE IMPERVIOUS CORE SHALL OVERLAP A MINIMUM OF 3' BETWEEN THE CLASS I AGGREGATE AND THE CLASS 10 AGGREGATE BASE COURSE LAYER.
8. ALL WORK CONCERNING SINKHOLES SHALL BE CONSTRUCTED TO THE SATISFACTION OF THE CITY ENGINEER OR RANSON PUBLIC WORKS DEPARTMENT PERSONNEL.

NOT TO SCALE



SINKHOLE REPAIR - WVDOH RIGHT-OF-WAY

CITY OF RANSON, WEST VIRGINIA

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