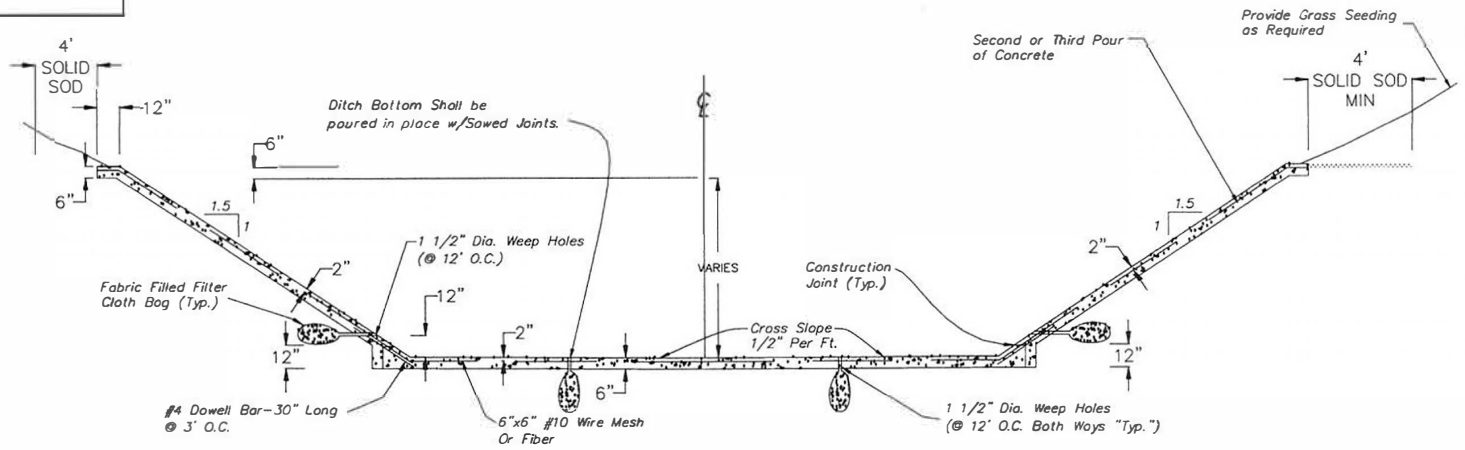
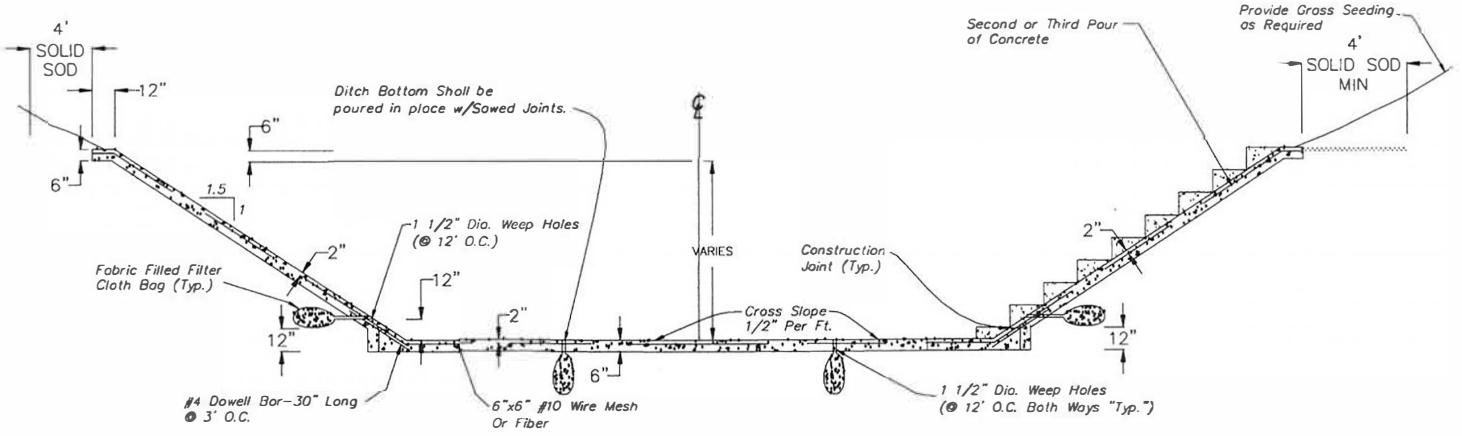
1



TYPICAL SECTION

CONCRETE DITCH LINING

(NO ACCESS STEPS)



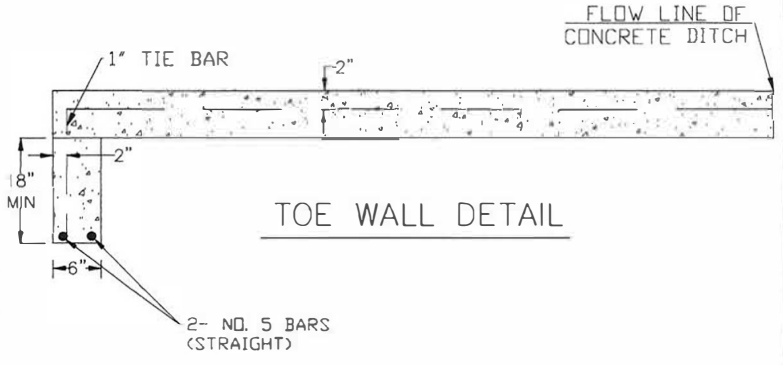
TYPICAL SECTION

CONCRETE DITCH LINING

(ACCESS STEPS)

NOTES:

1) All Joints Shall be Sawed 1 1/2" Deep, Within 24 Hours After Pouring Concrete. (Hand Forming is Optional)
2) Sawed Joints Shall be 12' Max. O.C. Each Way.
3) 6X6 Wire Mesh Shall be Located 2" Below Outer Surface of Concrete or the use Fiber shall be allowed.
4) Locate Weep Holes @ 12' O.C. Longitudinal at Locations Indicated.
5) Side slopes can vary to allow the matching of existing terrain as deemed necessary by a City of Montgomery Engineering Department inspector.
6) All concrete shall be 3000 psi. Class 2A.
7) Minimum of 1 test passing cylinder break per 200 cu.yd. or 1 per project.
8) Toe Wall shall be required at the beginning and ending of concrete lined ditch project.
9) Concrete access steps (24" Wide) shall be required for ditches wider than 6' at the bottom and shall be located every 1,000', and/or at each City Street Intersection, and/or as deemed necessary by a City of Montgomery Engineering Department official.
10) Vehicular access ramps (14' Wide) shall be located every 1,000', and/or at each City Street Intersection, and/or as deemed necessary by a City of Montgomery Engineering Department official.



TOE WALL DETAIL

CITY OF MONTGOMERY

CONCRETE DITCH LINING

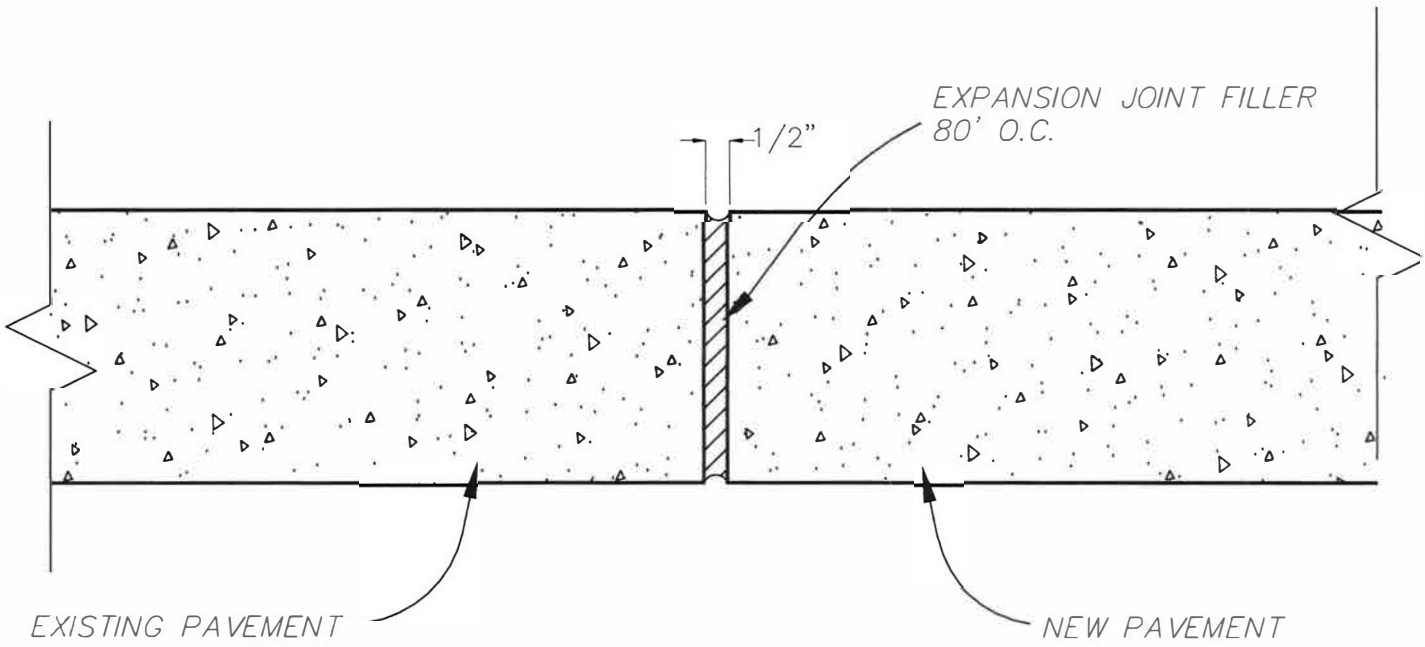
SCALE: N.T.S.

DATE 06/14/2024

~~PREPARED BY~~ J. Heath

APPROVED BY P. DUNSON

2



USE ONLY AT JUNCTION OF NEW AND EXISTING PAVEMENT.
THICKEN SLAB WHENEVER PRACTICAL.

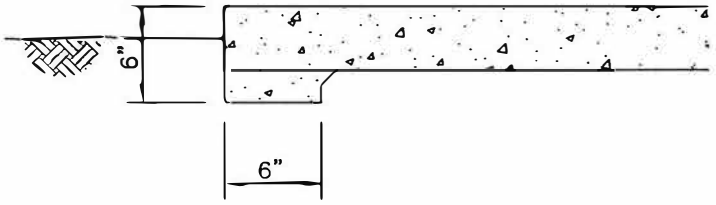
EXPANSION JOINT DETAIL

NO SCALE

NOTES:

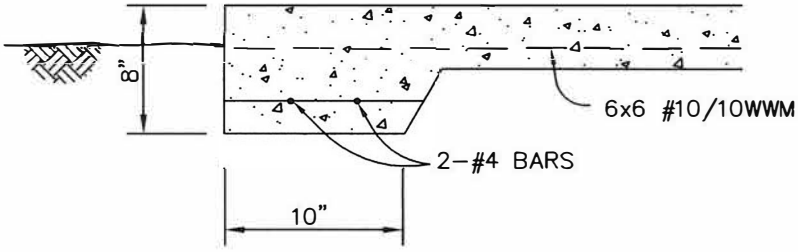
1) All control joints shall be sawed or hand formed.
2) Concrete shall be 3000 PSI minimum.
3) Integral curb and gutter shall be used.
4) Disturbed areas behind curb and gutter shall be resodded with grass of type to match existing.
5) Construction joints shall be formed immediately after pouring or saw cut within 48 hours of concrete placement.
6) Construction joints shall be a minimum of 1" in depth.
7) Expansion joint shall be required every 80' and every 5' shall be the standard construction joint.

CITY OF MONTGOMERY	DATE	06/14/2024
EXPANSION JOINT	PREPARED BY	J. Heath
SCALE: N.T.S.	APPROVED BY	P. DUNSON



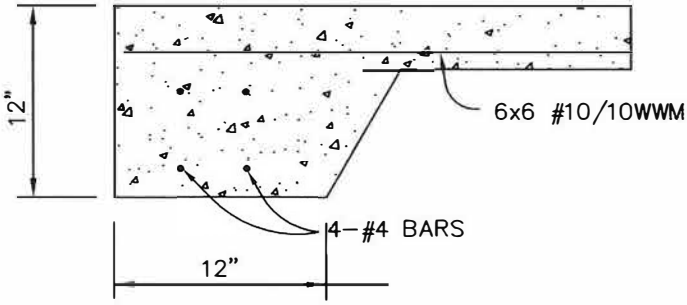
PATIO AND METAL
STORAGE BUILDING
SLAB DETAIL

NOT TO SCALE



FRAMED STORAGE BUILDING
SLAB DETAIL
(UNDER 400 Sq. Ft.)

NOT TO SCALE



FRAMED STORAGE BUILDING
SLAB DETAIL

NOT TO SCALE

3

PREPARED BY THE

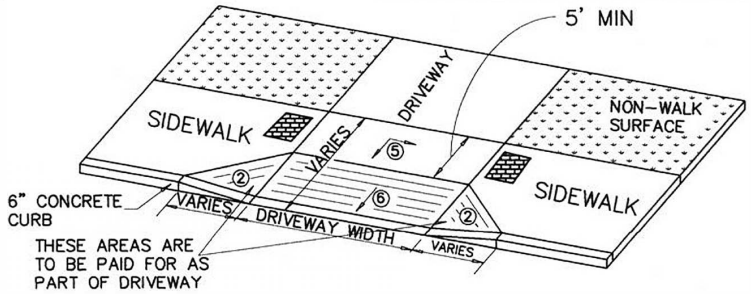
CITY OF MONTGOMERY

ENGINEERING DEPARTMENT

FOOTINGS DETAILS

11/10/99

4



TYPE 1: DRIVEWAY CROSSING

(NOTE: DRIVEWAY AND SIDEWALK SURFACES AT SAME ELEVATION)

DETAIL CALL-OUTS

① RAMPS
- 15'-0" MAX LENGTH
- 8.3% (12:1) MAX RUNNING SLOPE
- 5.0% (20:1) MIN RUNNING SLOPE
- 2.0% (50:1) MAX CROSS SLOPE

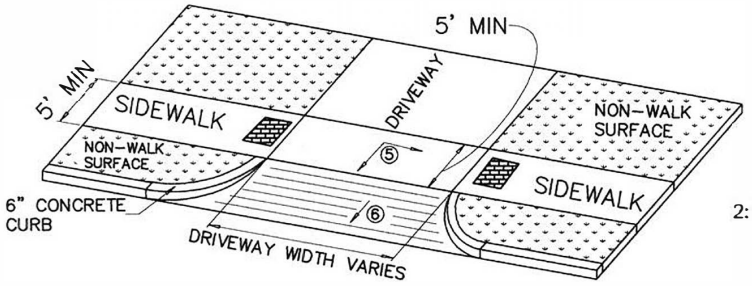
② FLARES
- 10.0% (10:1) MAX RUNNING SLOPE

③ LANDING OR TURNING SPACE
- 2.0% (50:1) MAX RUNNING SLOPE
- 2.0% (50:1) MAX CROSS SLOPE

④ OMIT

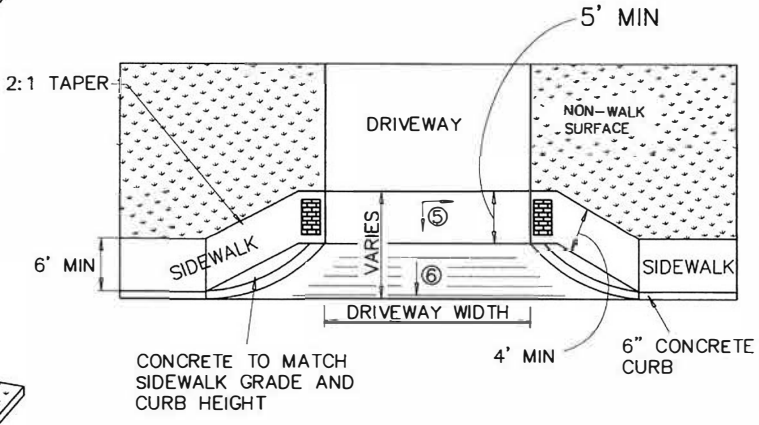
⑤ SIDEWALKS
- 5.0% (20:1) MAX RUNNING SLOPE
- 2.0% (50:1) MAX CROSS SLOPE

⑥ DRIVEWAYS
- 8.0% (12.5:1) MAX CHANGE IN GRADE BETWEEN ROAD SURFACES AND DRIVEWAY
- 8.0% (12.5:1) MAX CHANGE IN GRADE BETWEEN DRIVEWAY AND SIDEWALK



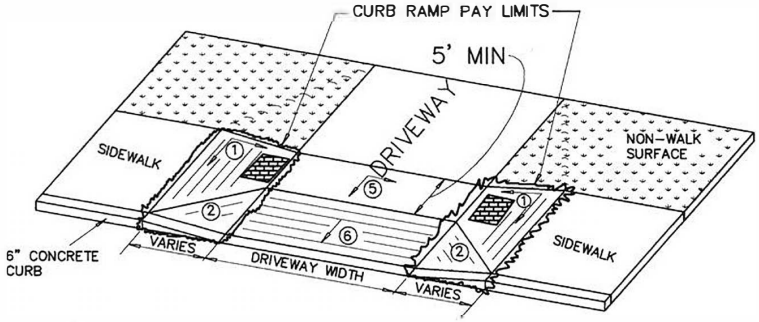
TYPE 2: DRIVEWAY CROSSING

(NOTE: DRIVEWAY AND SIDEWALK SURFACES AT SAME ELEVATION)



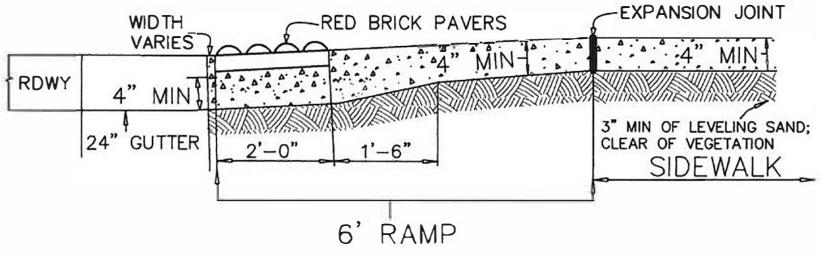
TYPE 4: DRIVEWAY CROSSING

(NOTE: DRIVEWAY AND SIDEWALK SURFACES AT SAME ELEVATION)

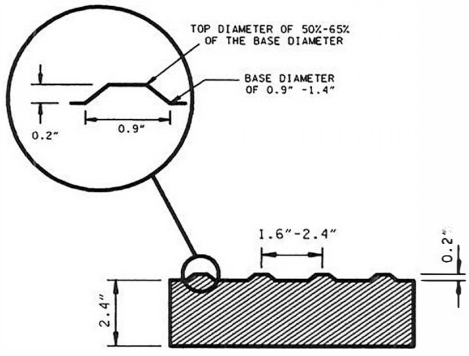


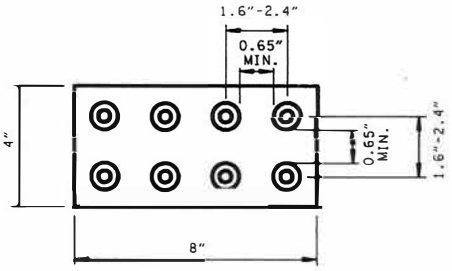
TYPE 3: DRIVEWAY CROSSING

(NOTE: DRIVEWAY SURFACES AT LOWER ELEVATION THAN SIDEWALK SURFACE)



HANDICAP RAMP WITH RED BRICK PAVER





RED BRICK TRUNCATED DOME PAVER

NOTES:

1) SIDEWALK AND HANDICAP RAMPS ARE REQUIRED TO BE ADA COMPLIANT AND BE PLACED AT ALL STREET, COMMERCIAL, AND SIDEWALK INTERSECTIONS.
2) HANDICAP RAMP SECTION SHALL BE POURED WITH A 4 INCH MONOLITHIC CONCRETE BASE LAYER ALLOWING FOR A SAND LAYER THAT SHALL SEAT THE BRICKS AND FINISHED WITH A POLYMER GROUT.
3) HANDICAP RED TRUNCATED DOME BRICK PAVER RETAINING BOX SHALL BE A MONOLITHICALLY POURED 2'X4' BOX FOR STANDARD 5' SIDEWALK.
4) IF SIDEWALK IS LARGER THAN 5' IN WIDTH, THE RETAINING BOX SHALL BE DESIGNED TO COVER THE WIDTH OF THE SIDEWALK WHILE LEAVING A 6" SPACE ON EITHER SIDE OF THE RETAINING BOX.
5) THE SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 95%
6) WHERE NEW SIDEWALK OR RAMP WILL BE TRANSITIONING FROM AN EXISTING SIDEWALK OR RAMP, EXPANSION JOINT MATERIAL WILL BE REQUIRED.
7) THE SUBGRADE SHALL BE FREE OF ALL ROOTS AND OTHER UNDESIRABLE MATERIALS WITH THE ROOTS CUT BACK ONE (1) FOOT FROM FACE OF SIDEWALK.

CITY OF MONTGOMERY

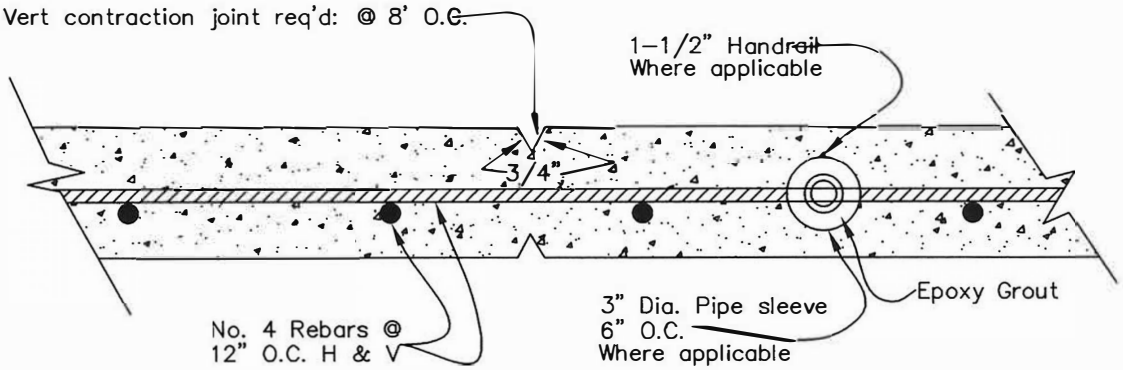
Handicap Ramp

SCALE: N.T.S.

DATE 06/14/2024

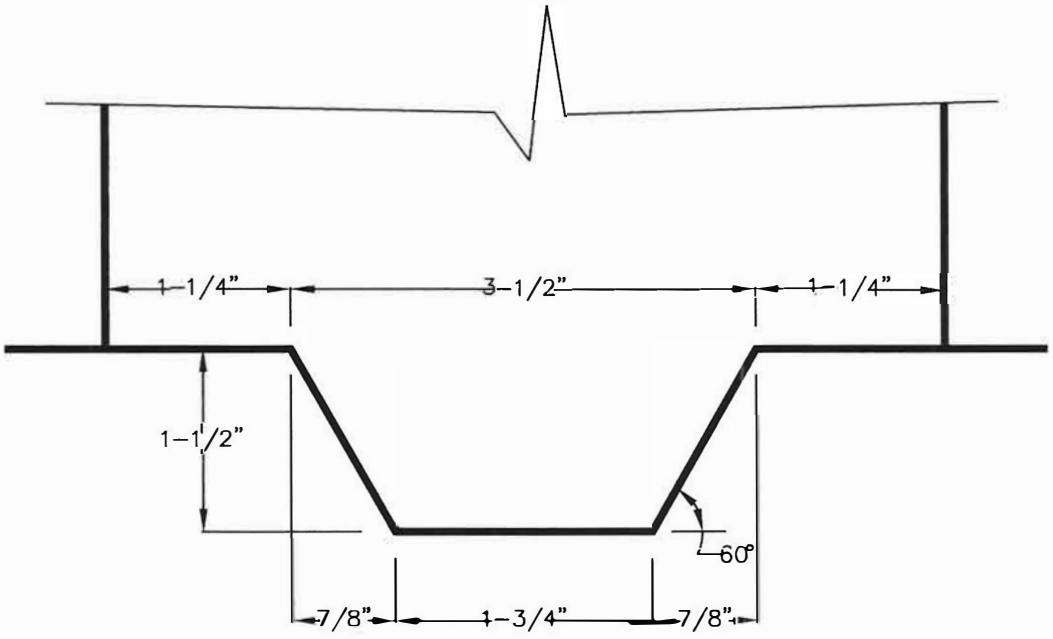
~~PREPARED BY~~ J. Heath

APPROVED BY P. DUNSON



TYPICAL CONCRETE RETAINING WALL TOP VIEW SECTION

NO SCALE



CONCRETE RETAINING WALL FOOTING KEYWAY DETAIL

Minimum unless otherwise specified by design engineer
No Scale

5

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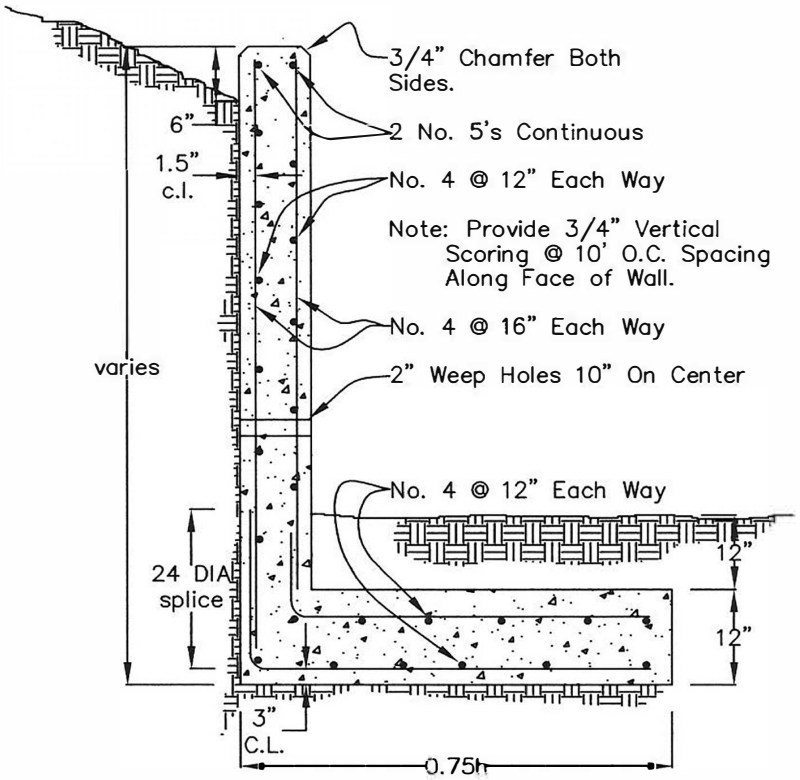
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

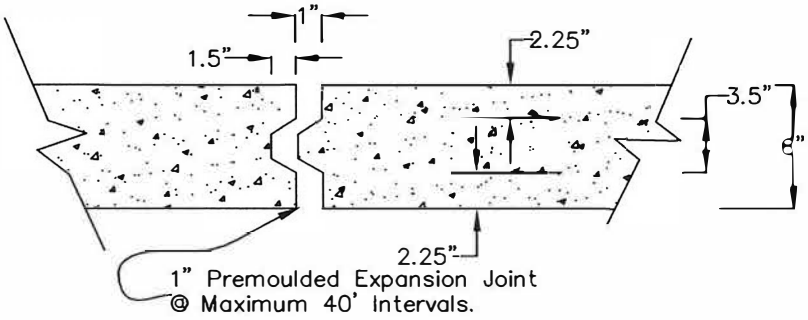
CONCRETE RETAINING WALL

11/29/99



RETAINING WALL DETAIL

NO SCALE



RETAINING WALL EXPANSION JOINT

NO SCALE

6

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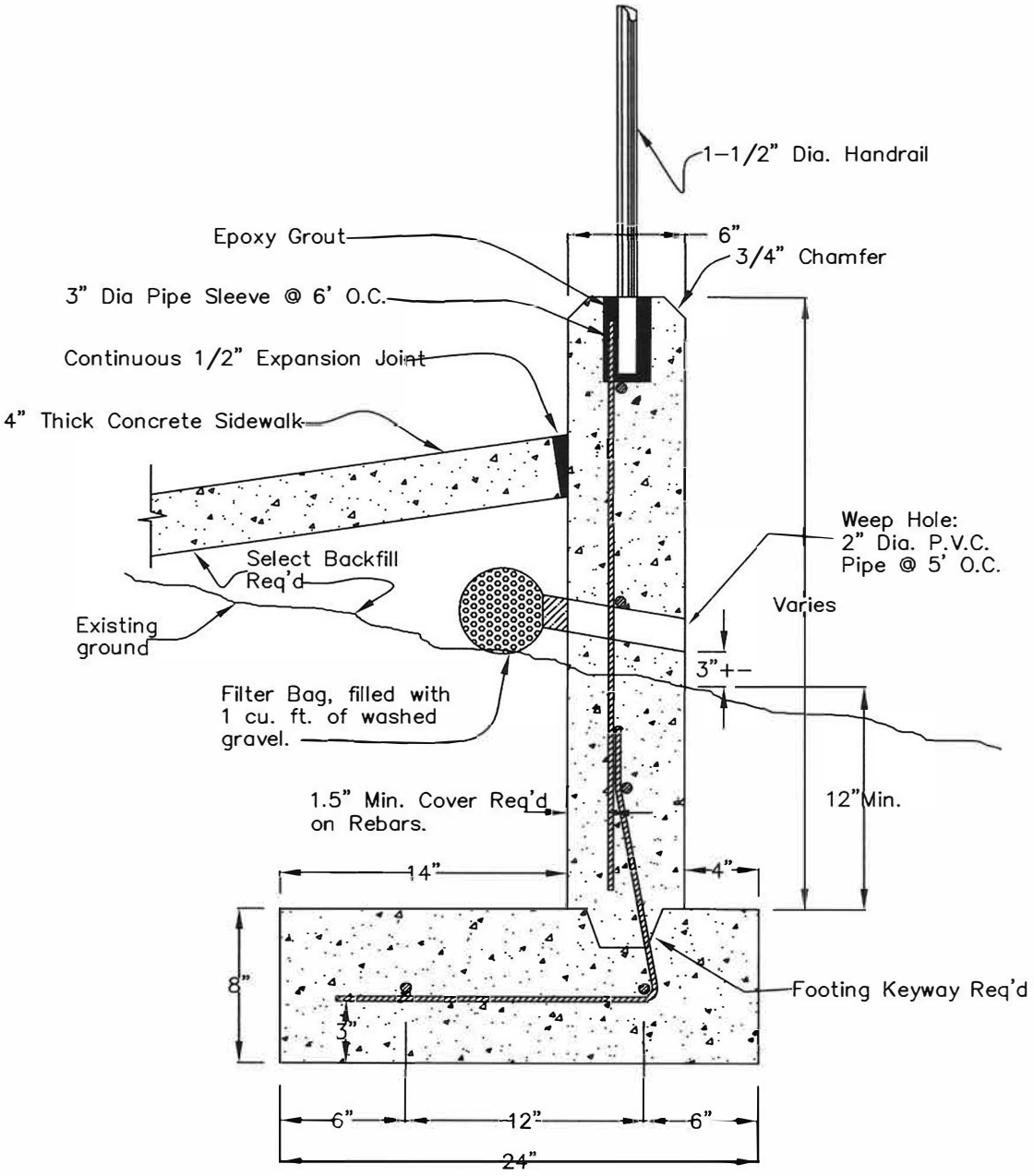
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

RETAINING WALL DETAILS

12/01/99



CONCRETE RETAINING WALL SECTION

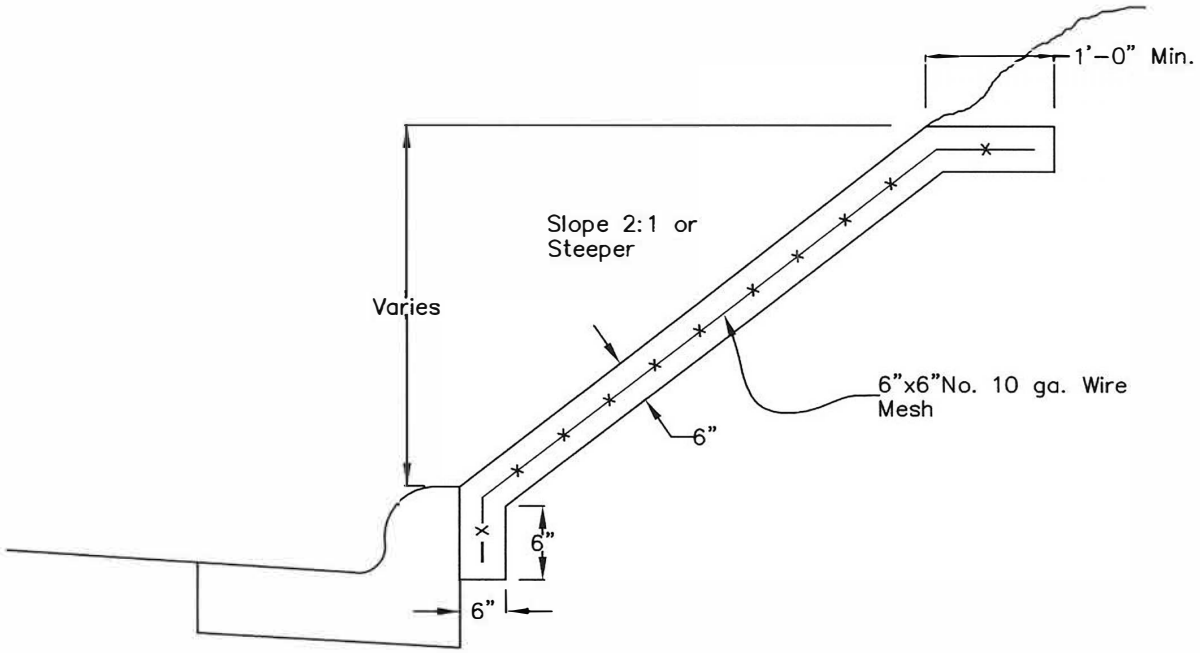
NO SCALE

7

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

RETAINING WALL DETAIL

12/01/99



TYPICAL SLOPE PAVING SECTION

NO SCALE

8

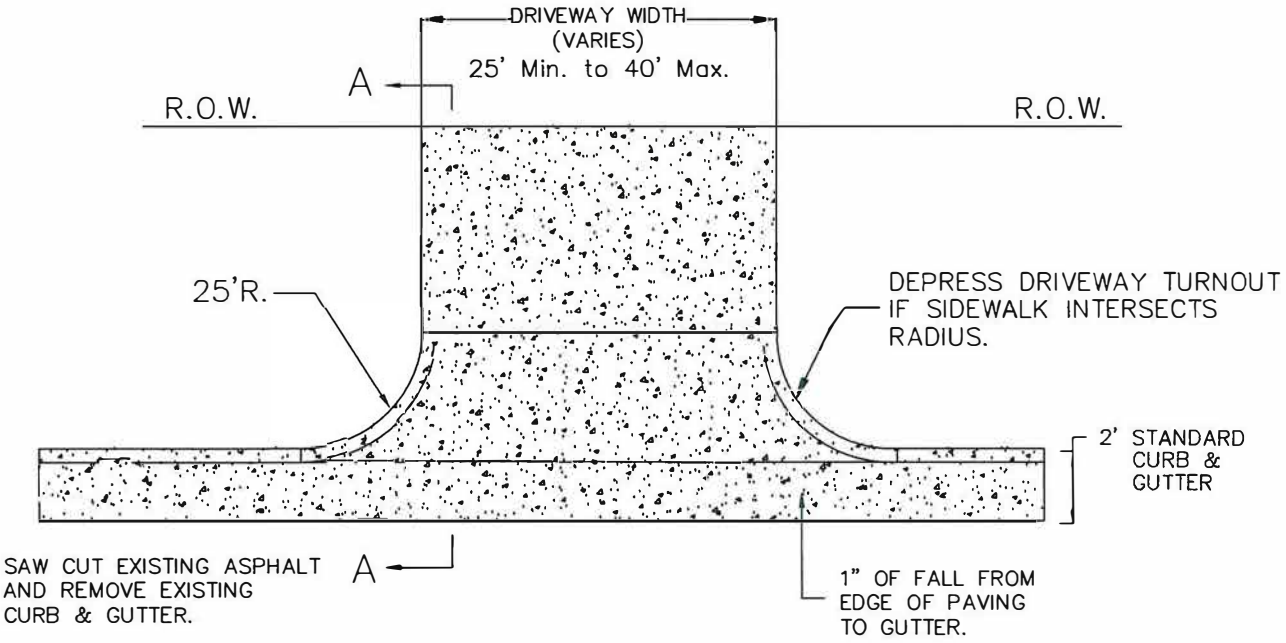
PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

SLOPE PAVING SECTION

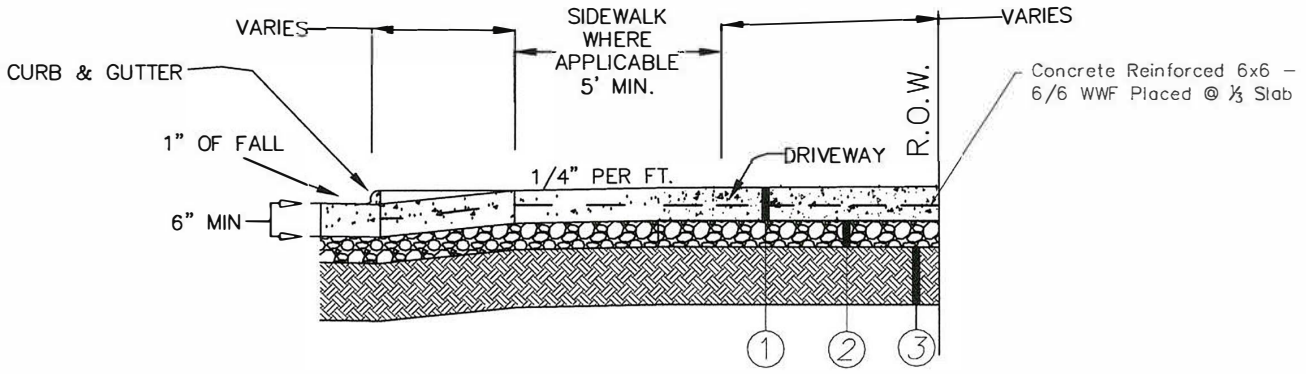
11/29/99

9

PLAN VIEW
NO SCALE



SECTION A–A



STANDARD DUTY CONCRETE PAVING SECTION
N.T.S.

① 6" 4000psi COMPRESSIVE STRENGTH CONCRETE.

② 8.00" MIN. CRUSHED STONE BASE, ALDOT SECTION 825, TYPE B (COMPACTED TO 98% STANDARD PROCTOR MAXIMUM DRY DENSITY.

③ COMPACTED EARTH TO 95%

NOTES:

1) WIRE MESH, FIBER, OR REBAR MAY BE USED AS REINFORCEMENT.

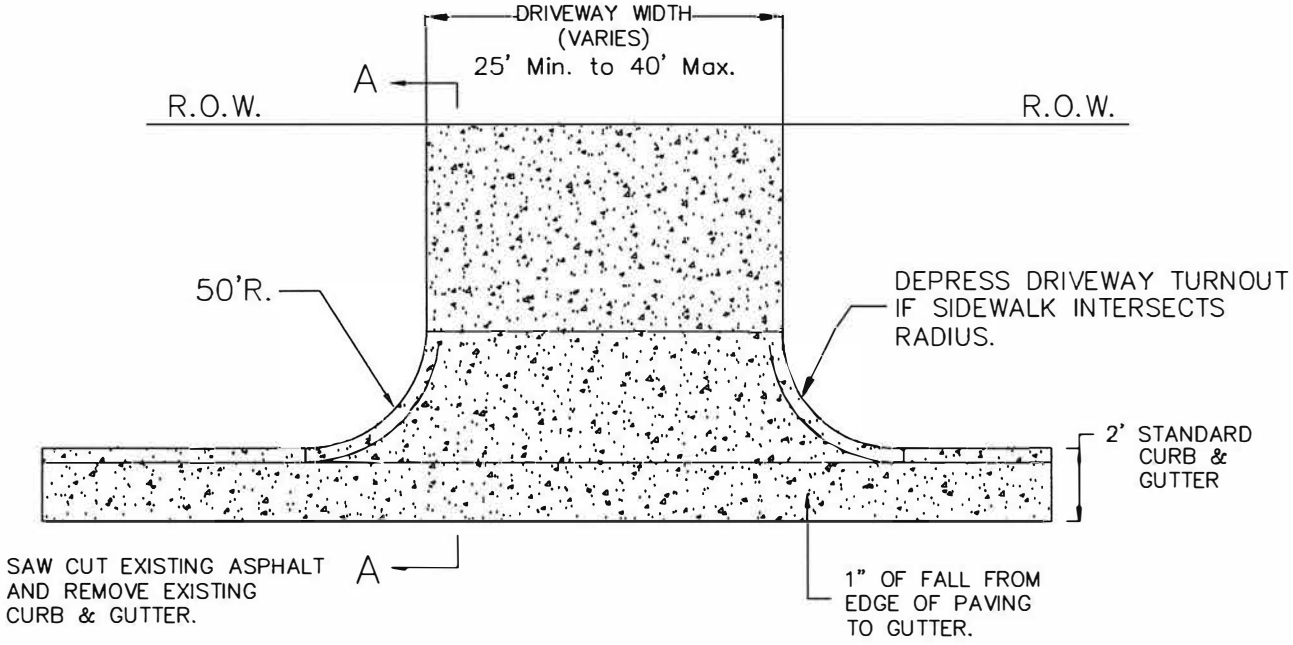
CITY OF MONTGOMERY
STANDARD DUTY COMMERCIAL TURNOUT
SCALE: N.T.S.

DATE 06/25/2024
PREPARED BY J. Heath
APPROVED BY P. DUNSON

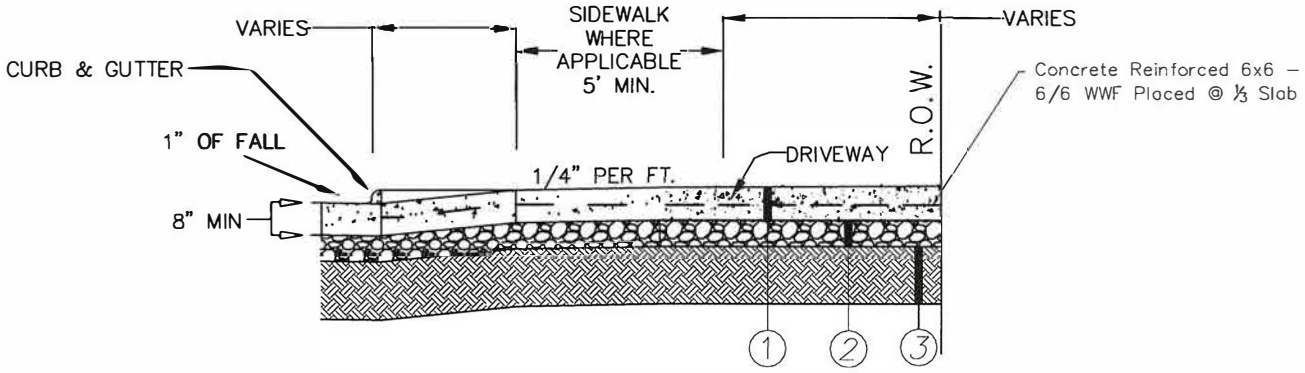
9.1

PLAN VIEW

NO SCALE



SECTION A–A



HEAVY DUTY CONCRETE PAVING SECTION

N.T.S.

① 8.0" 4000psi COMPRESSIVE STRENGTH CONCRETE

② 8.00" MIN. CRUSHED STONE BASE, ALDOT SECTION 825, TYPE B (COMPACTED TO 98% MODIFIED PROCTOR MAXIMUM DRY DENSITY.

③ COMPACTED EARTH TO 95%

NOTES:

1) WIRE MESH AND FIBER, OR REBAR MAY BE USED AS REINFORCEMENT.

CITY OF MONTGOMERY

HEAVY DUTY COMMERCIAL TURNOUT

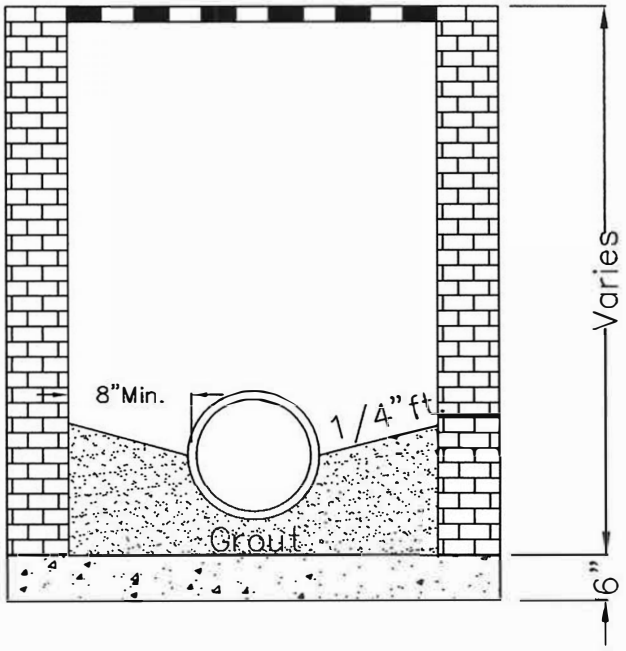
SCALE: N.T.S.

DATE 08/23/2024

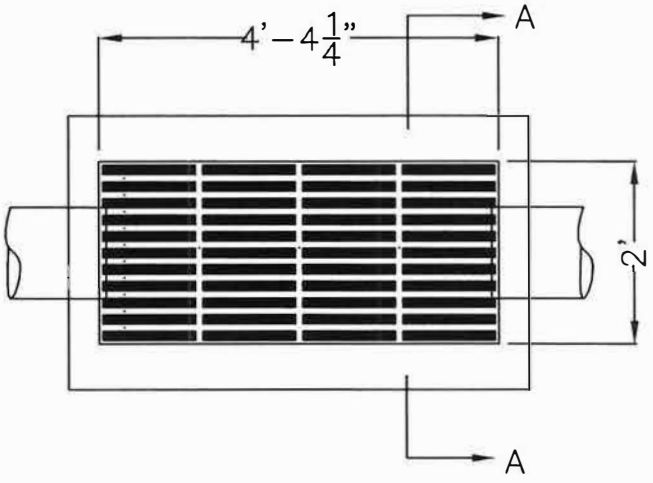
PREPARED BY J. Heath

APPROVED BY P. DUNSON

Standard Casting



Section



Plan View

Note:
Place grate so that long ribs are parallel w/direction of water flow.

FLAT GRATE INLET DETAIL

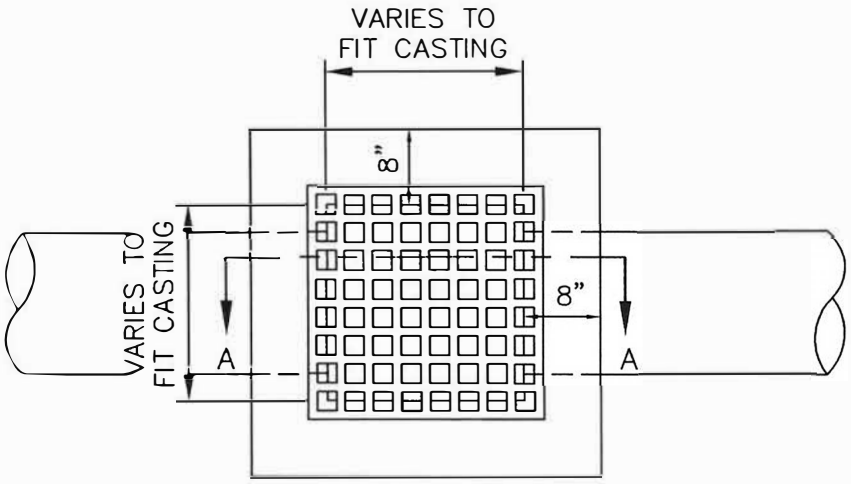
NO SCALE

10

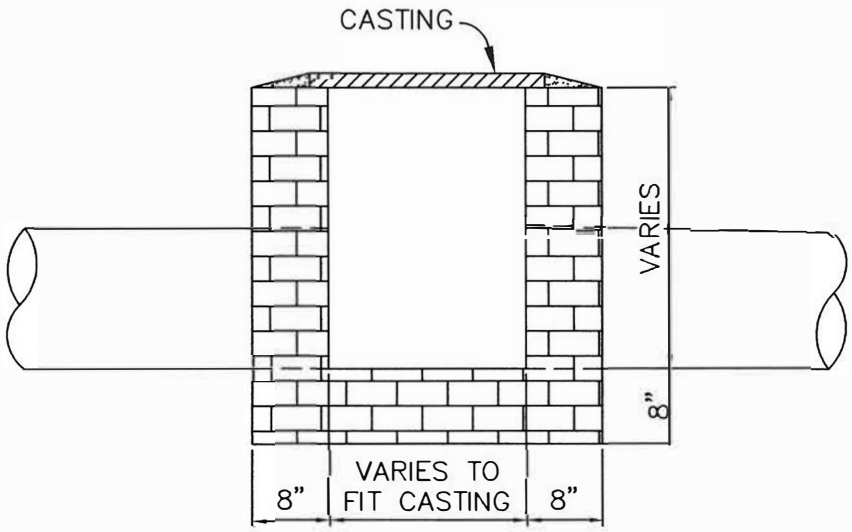
PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

FLAT GRATE INLET DETAIL

01/14/00



PLAN



SECTION A–A

STANDARD
FLAT GRATE INLET DETAIL

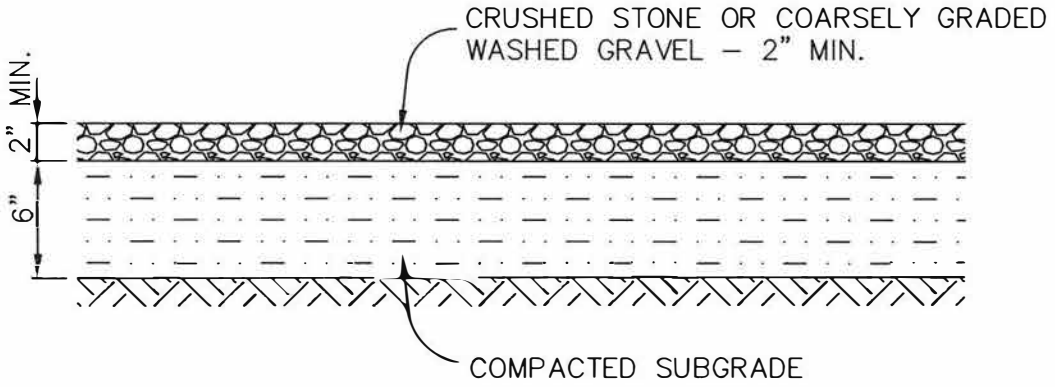
NO SCALE

11

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

FLAT GRATE INLET DETAIL

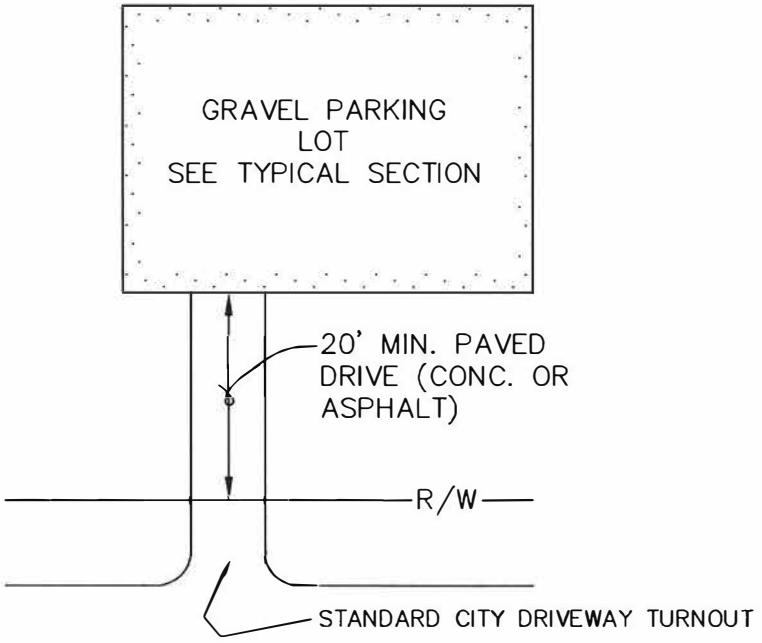
11/10/99



PARKING AREA

TYPICAL SECTION

NO SCALE



PLAN VIEW

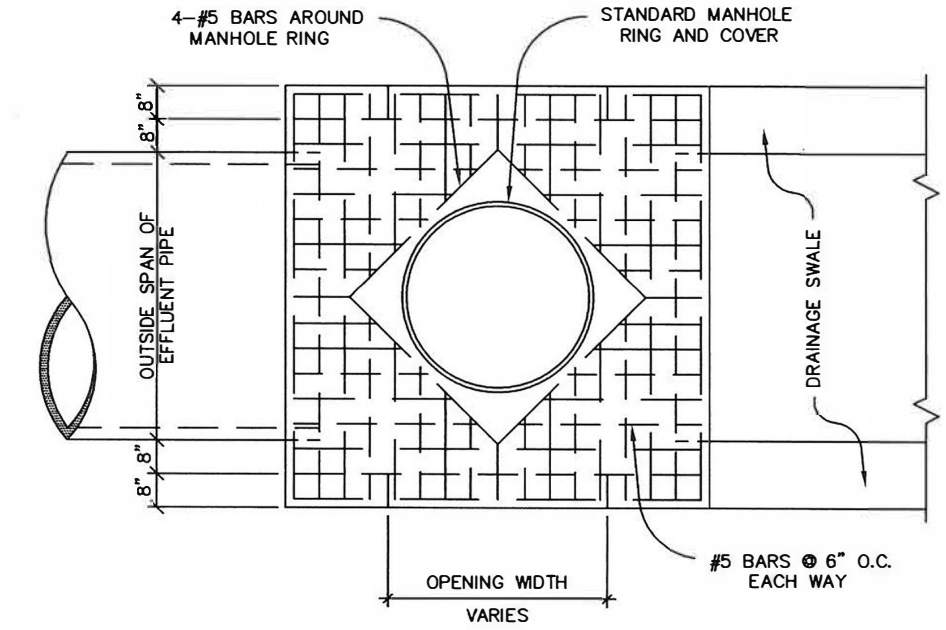
NO SCALE

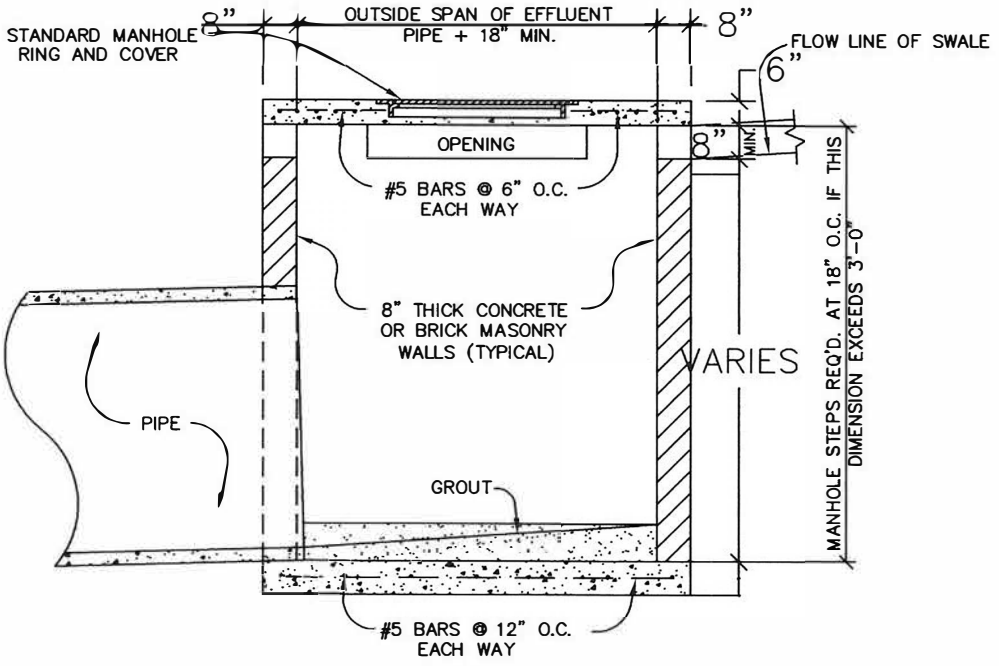
12

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

GRAVEL PARKING DETAIL

11/5/99





DETAIL OF
STANDARD OPEN THROAT INLET

NO SCALE

13

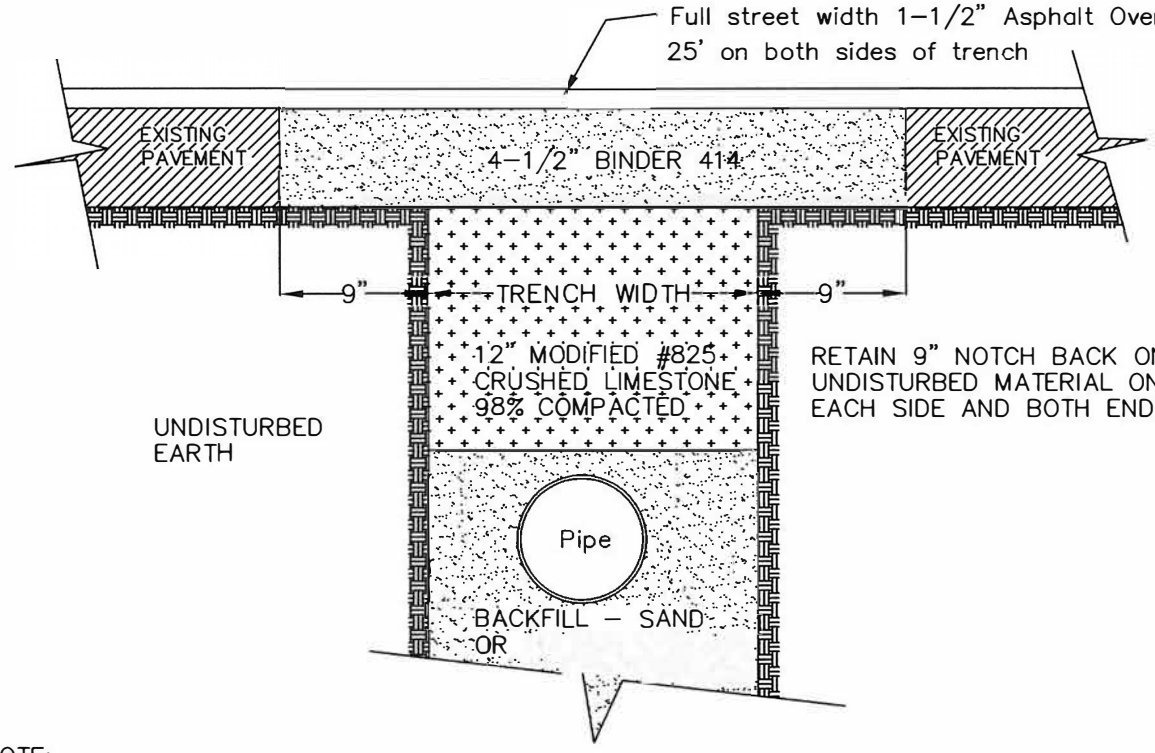
PREPARED BY THE

CITY OF MONTGOMERY

ENGINEERING DEPARTMENT

OPEN THROAT INLET

11/10/99



NOTE:
THE BACKFILL SHALL BE PLACED IN LAYERS OF NOT MORE THAN 8" AND EACH LAYER THOROUGHLY COMPACTED TO 95% OF STANDARD PROCTOR DENSITY.

NOTE:
FOR TRENCH WIDTHS AND DEPTHS EXCEEDING 8', MODIFIED #825 CRUSHED LIMESTONE OR FLOWABLE FILL MAY BE USED FOR BACKFILL.

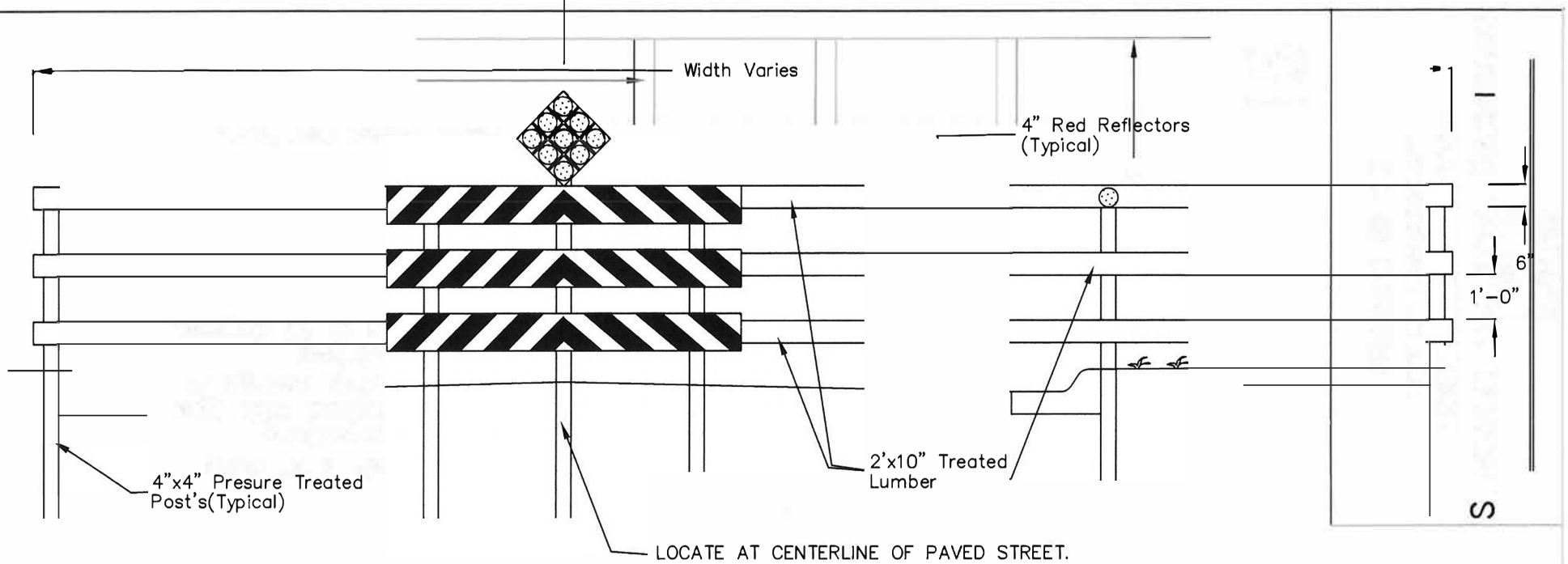
DETAIL of STANDARD PAVEMENT PATCH

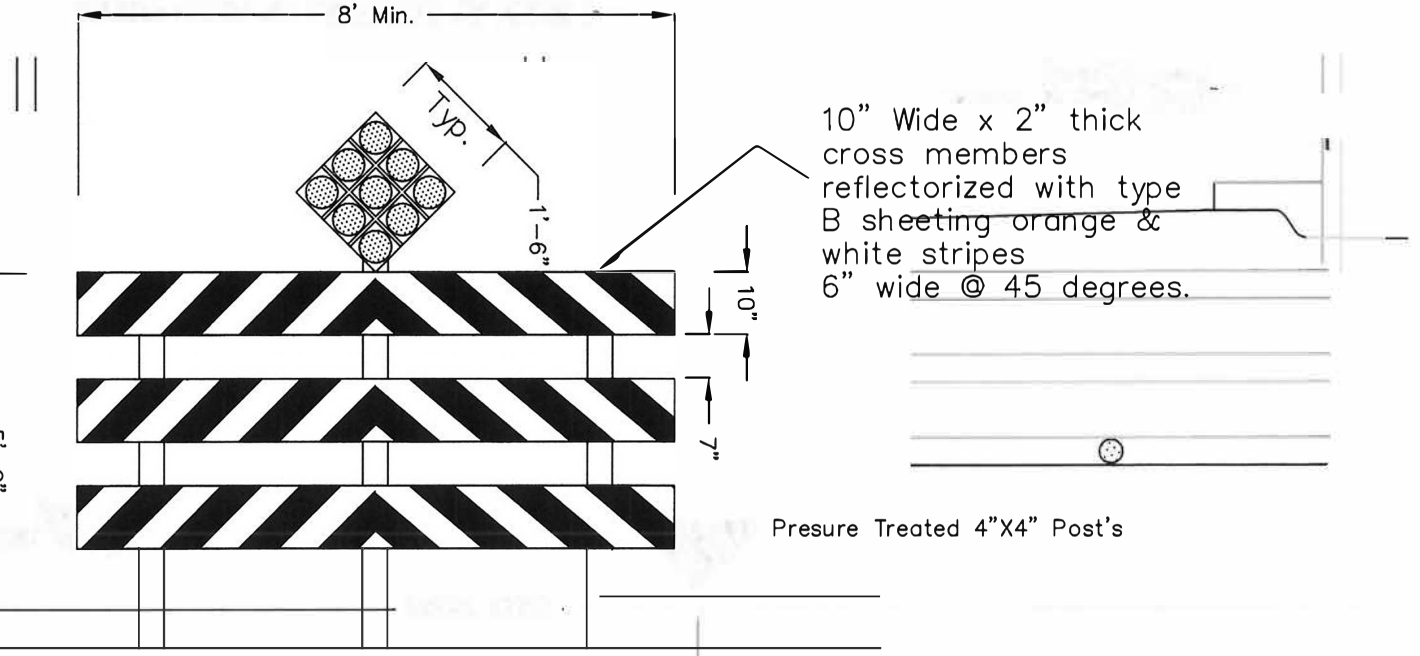
NO SCALE

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

STANDARD PAVEMENT PATCH

08/12/01



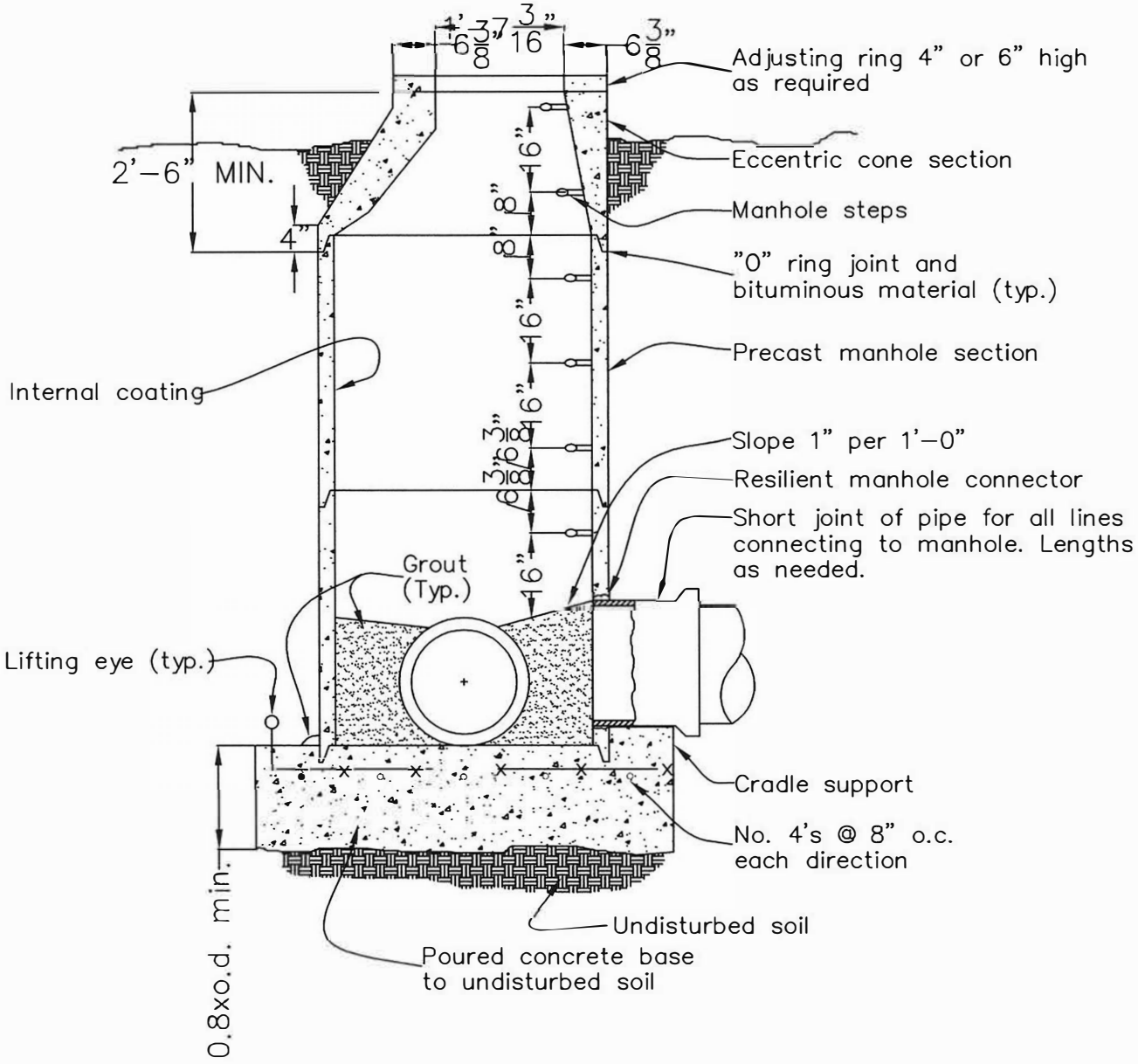


TANDARD PERMANENT BARR CADE TYPE III

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

01/21/00

15



PRECAST CONCRETE MANHOLE

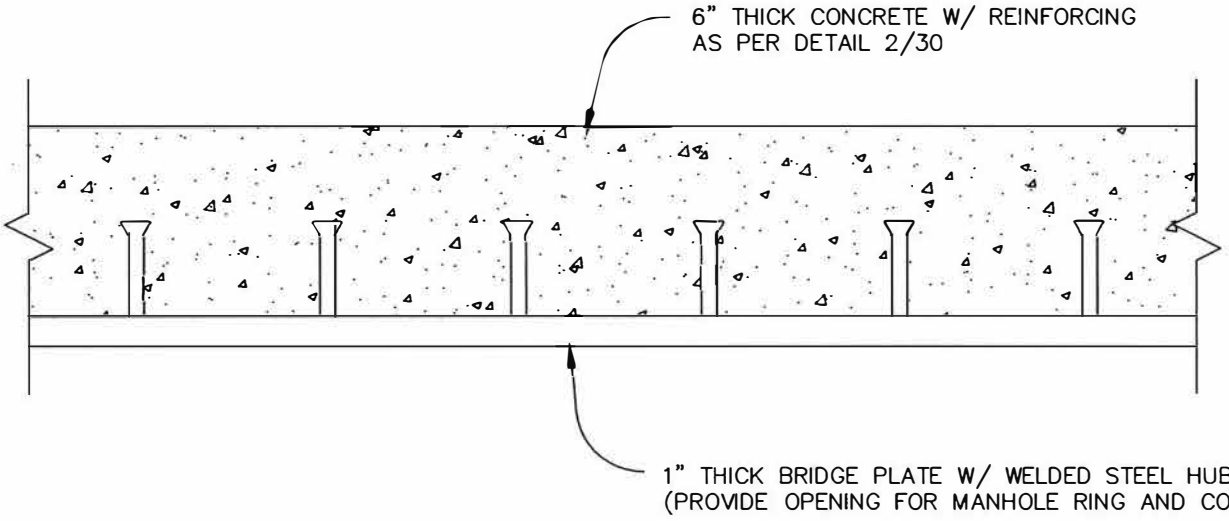
NO SCALE

16

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

PRECAST CONCRETE MANHOLE

01/14/00



NOTE :
BRIDGE PLATE TO FORM ENTIRE
TOP OF INLET STRUCTURE.
(INCLUDING WINGS)

"S" INLET TOP CONSTRUCTION

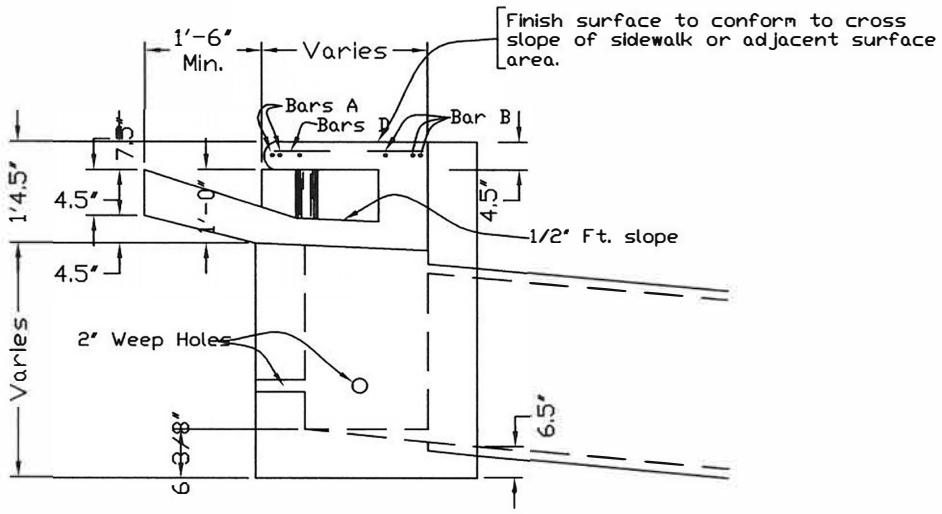
NO SCALE

17

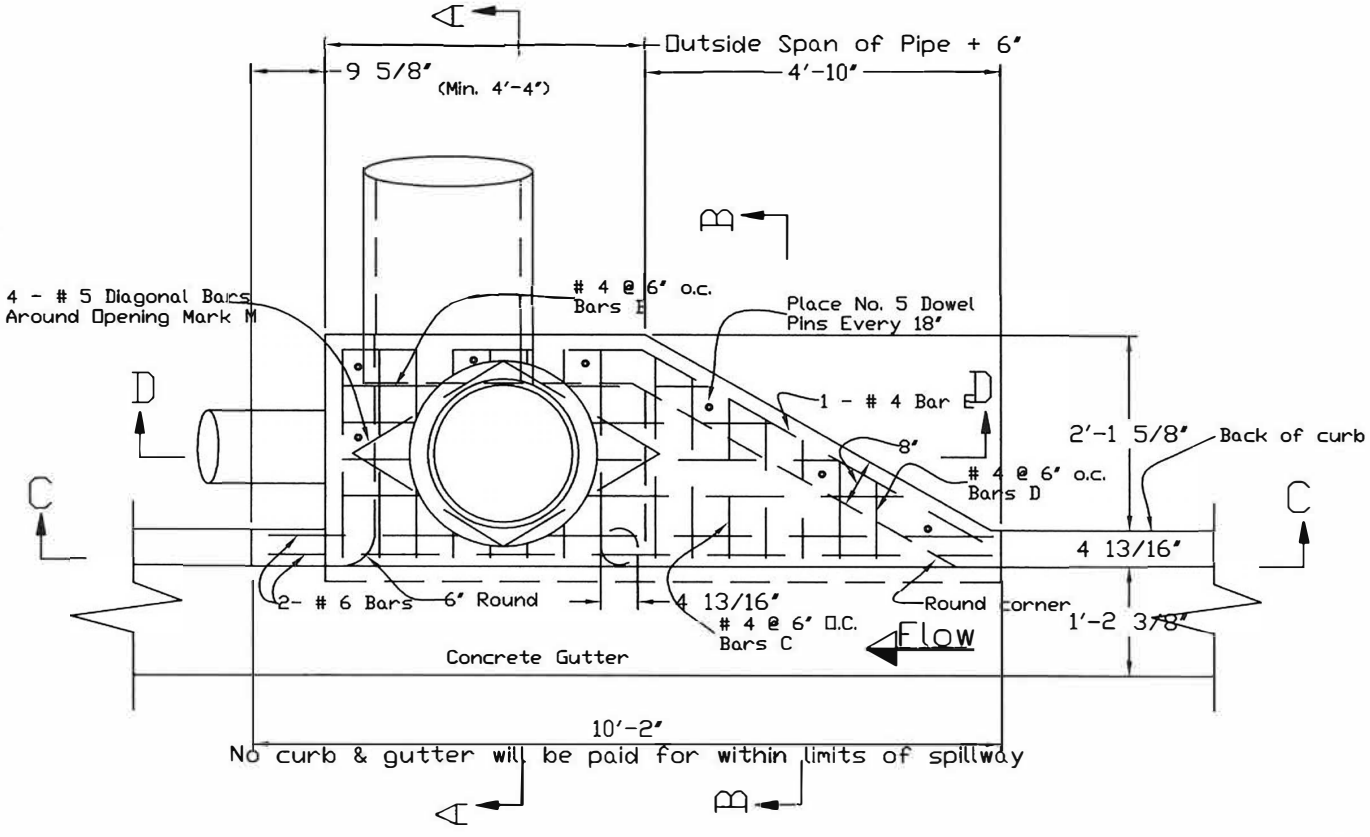
PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

"S" INLET TOP DETAIL

11/10/99



Section "B-B" Type A and B



18

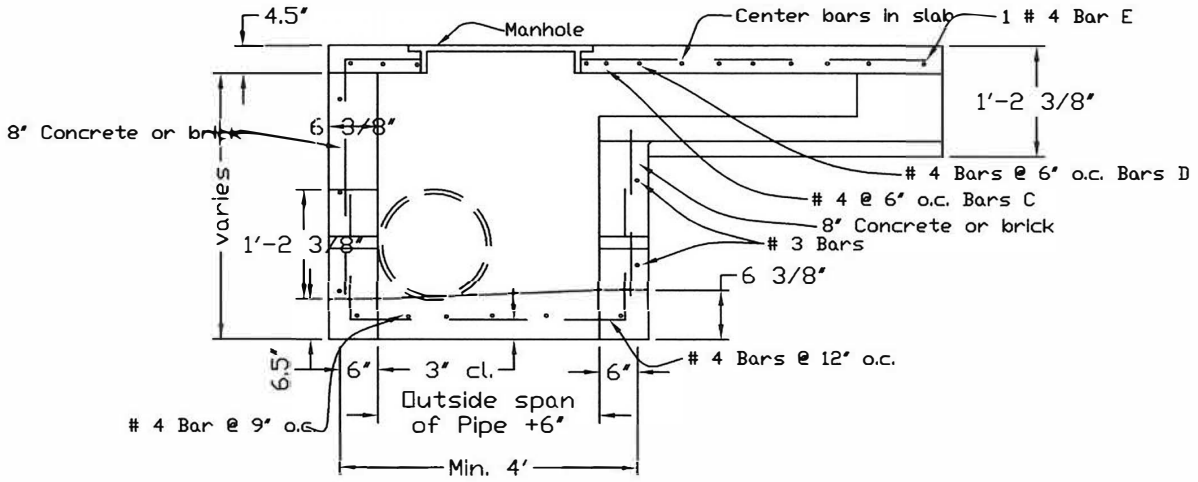
S-INLET TYPE "A"

NO SCALE

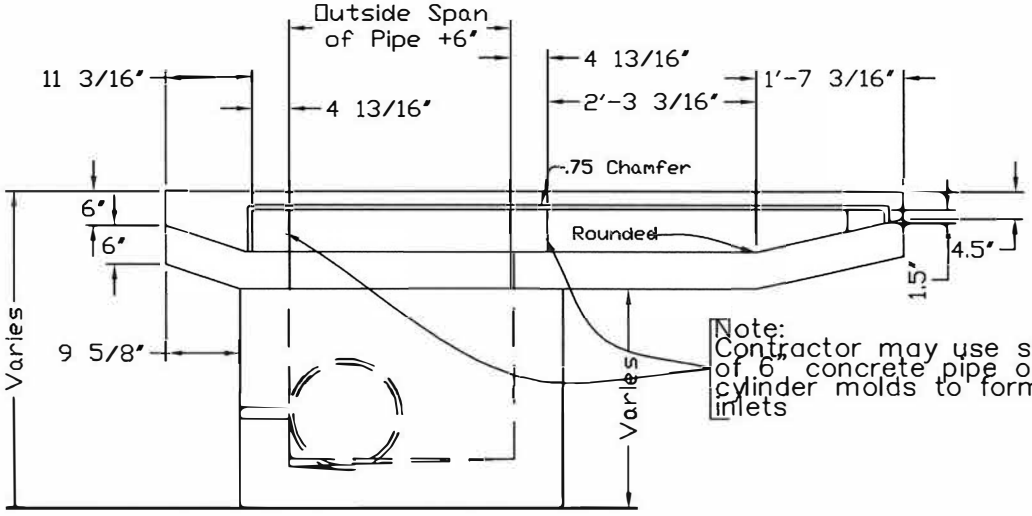
PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

S-INLET TYPE "A"

01/14/00



Section "D-D" Type A



Section "C-C" Type A

19

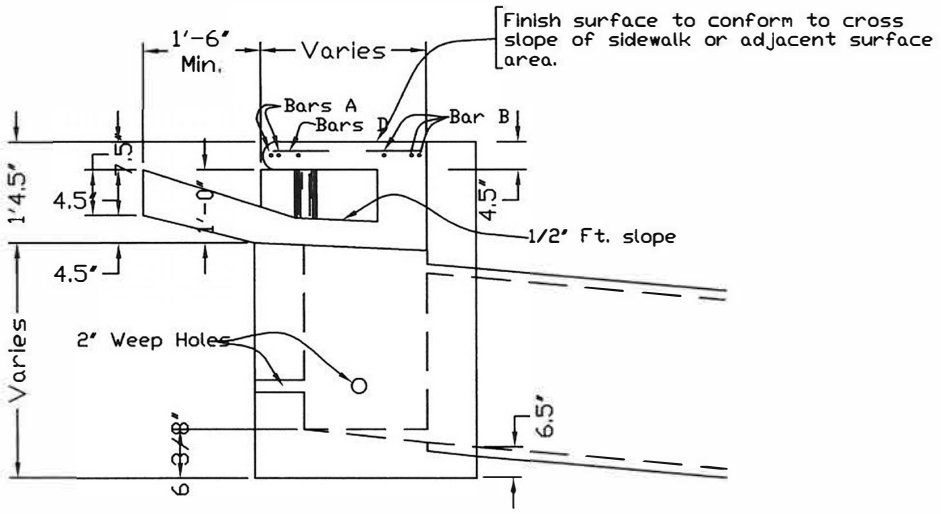
S-INLET TYPE "A"

NO SCALE

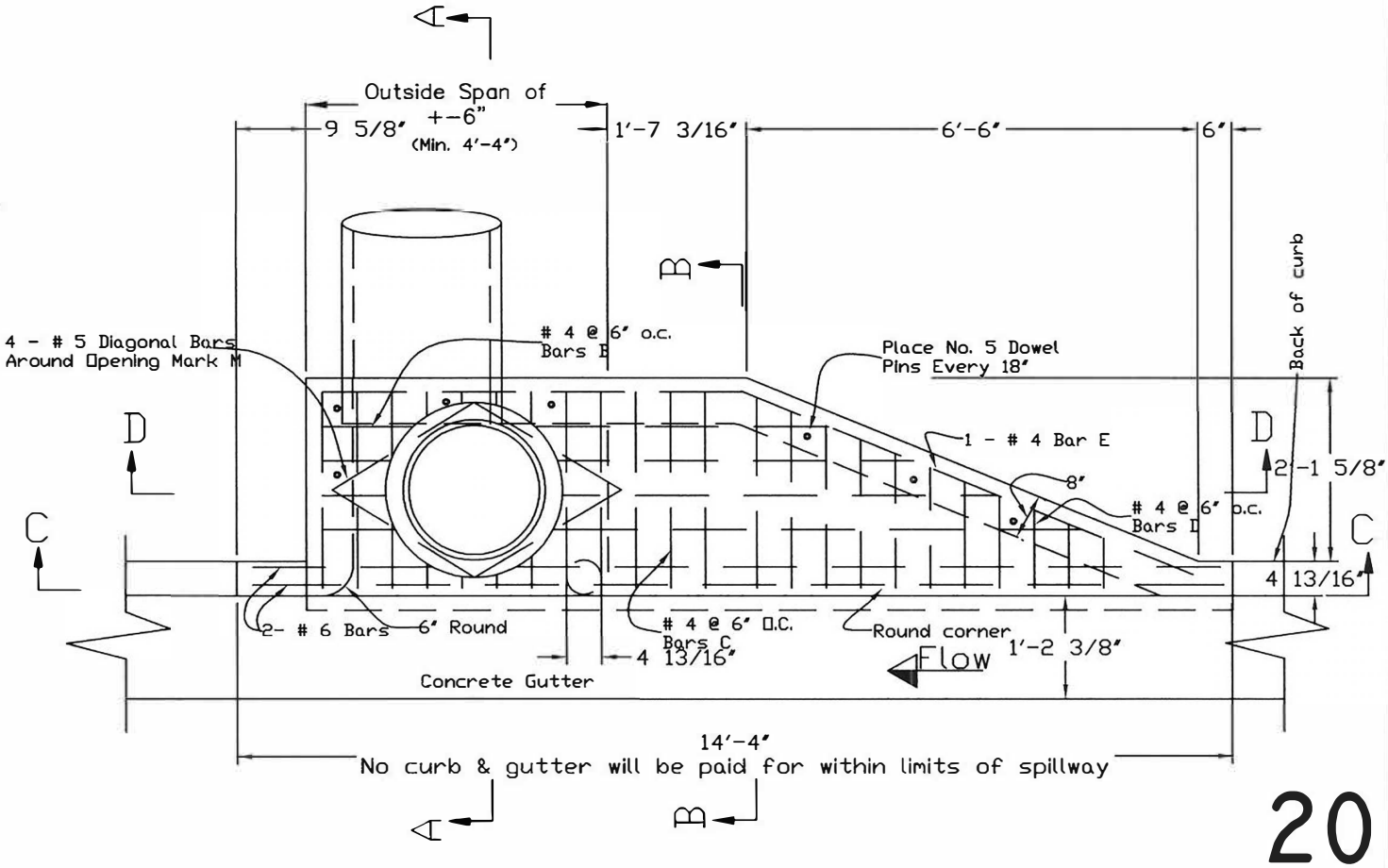
PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

S-INLET TYPE "A"

01/14/00



Section "B-B" Type A and B



20

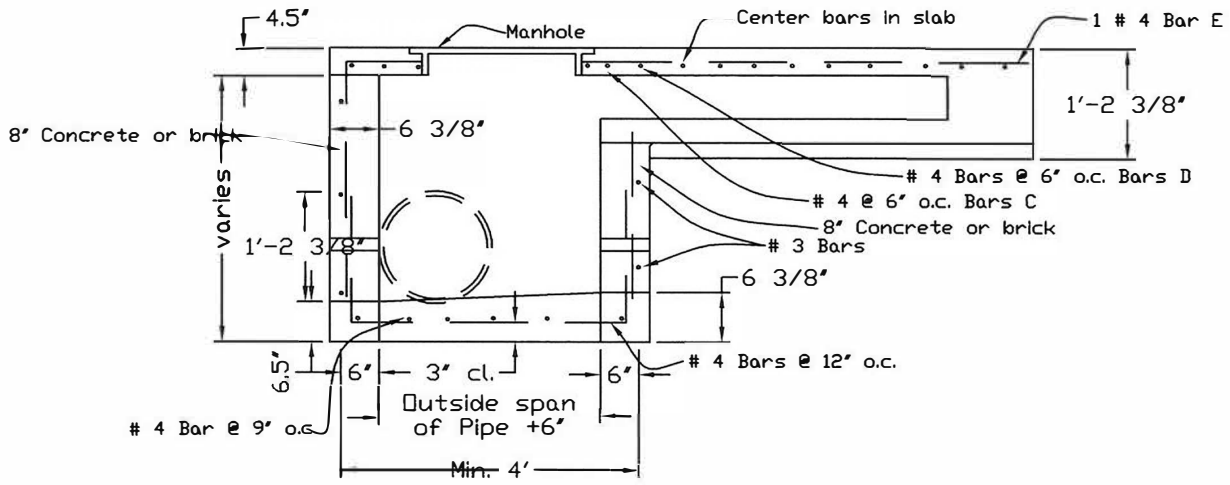
S-INLET TYPE "B"

NO SCALE

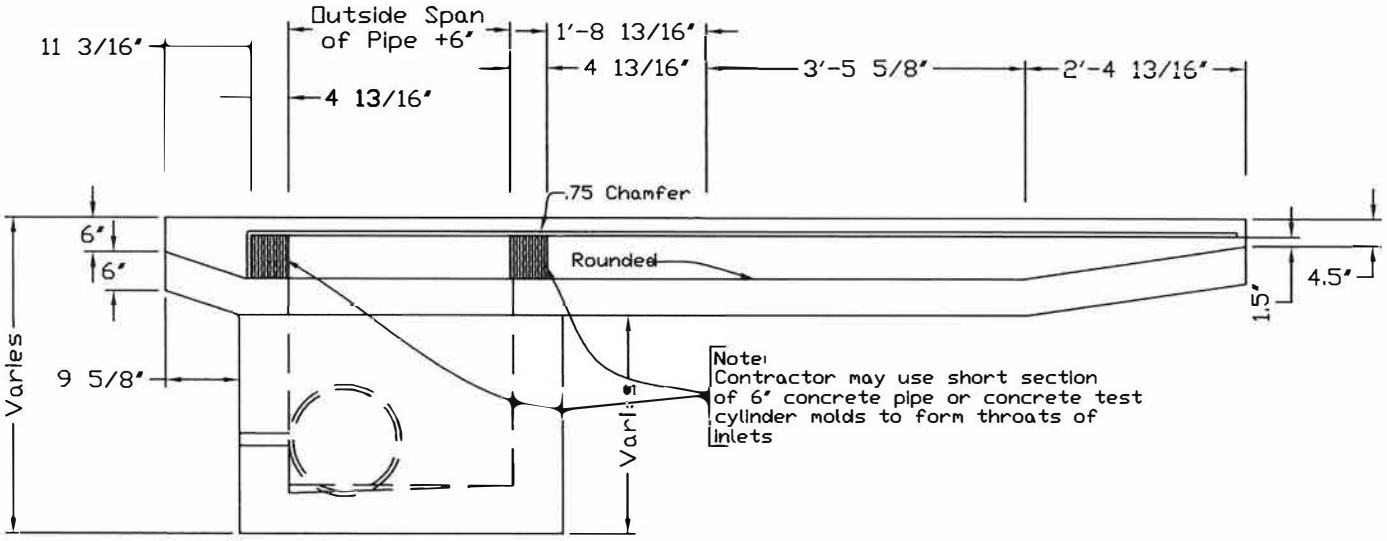
PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

S-INLET TYPE - "B"

01/14/00



Section "D-D" Type B



21

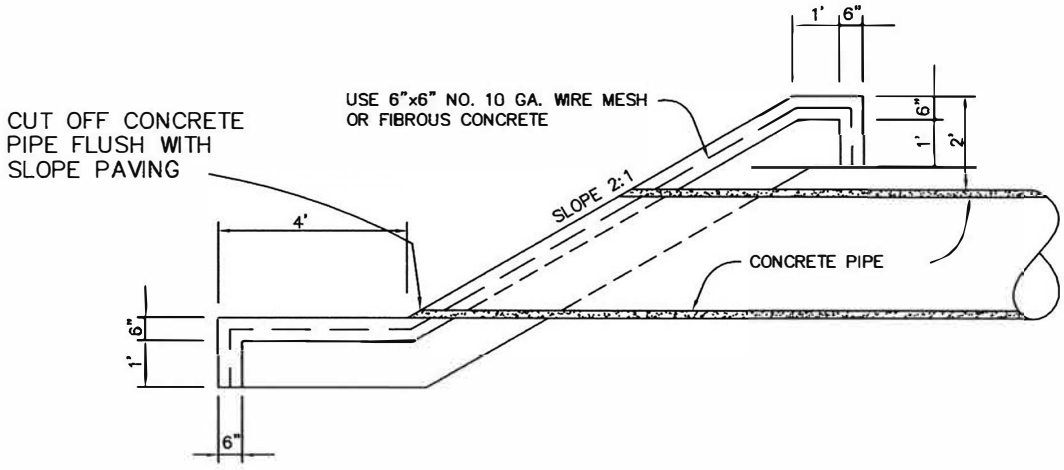
S-INLET TYPE "B"

NO SCALE

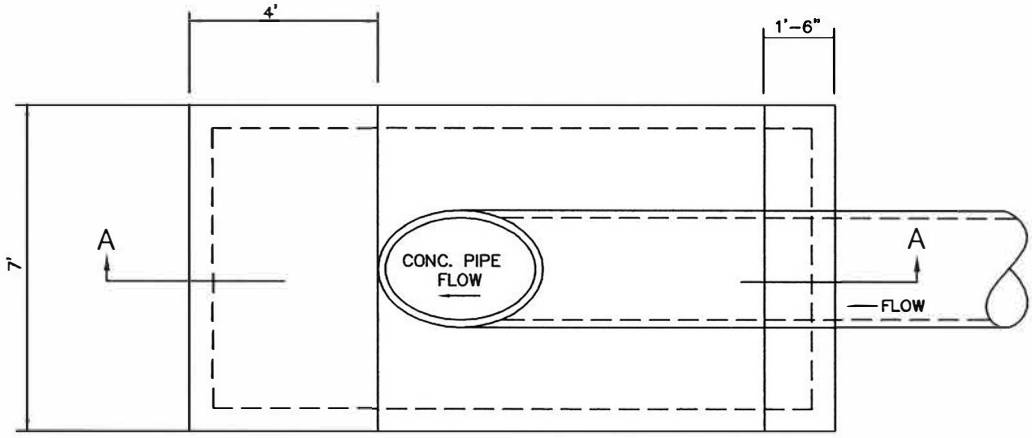
PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

S-INLET TYPE "B"

01/14/00



SECTION A-A

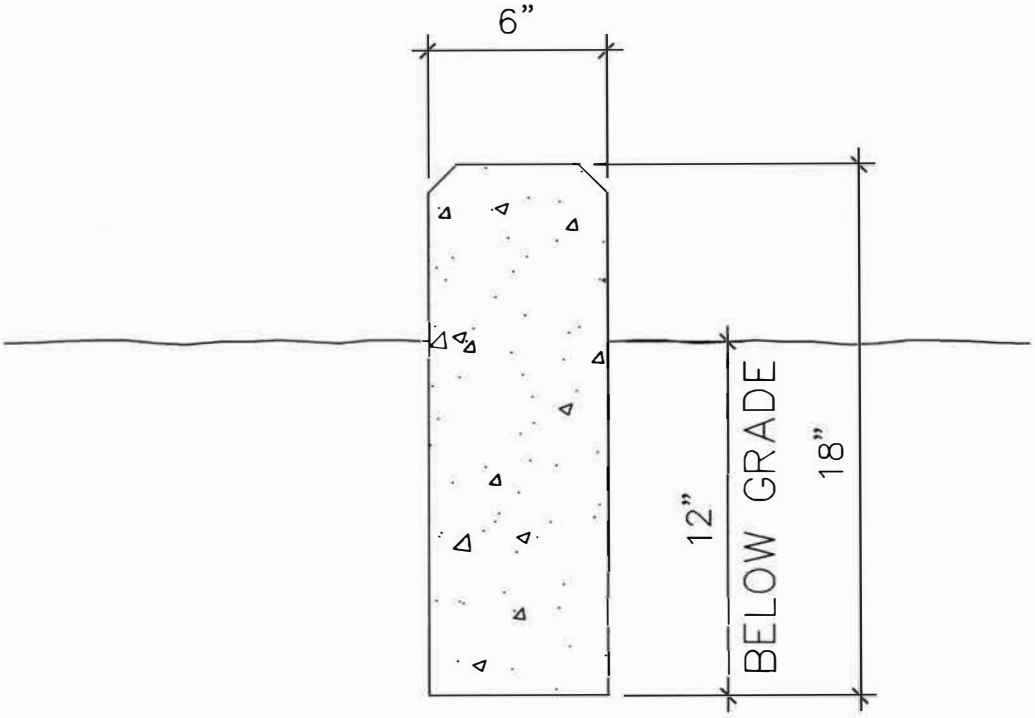


CONCRETE SLOPED PAVED HEADWALL
HEADWALL FOR PIPE
PLAN VIEW

NOT TO SCALE

22

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT
SLOPED PAVED HEADWALL DETAIL
11/10/99



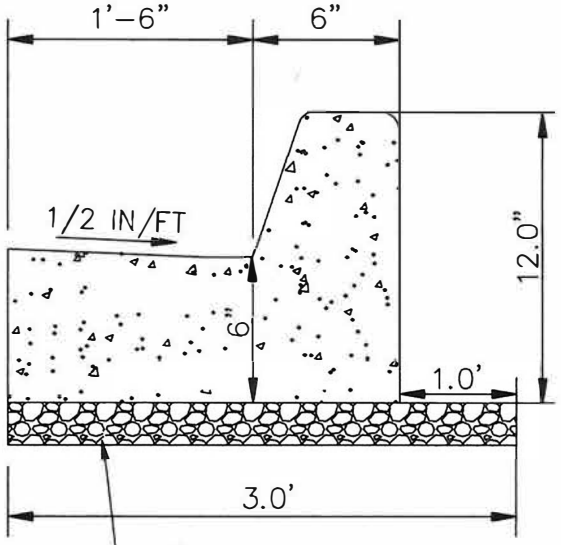
STAND-UP CURB

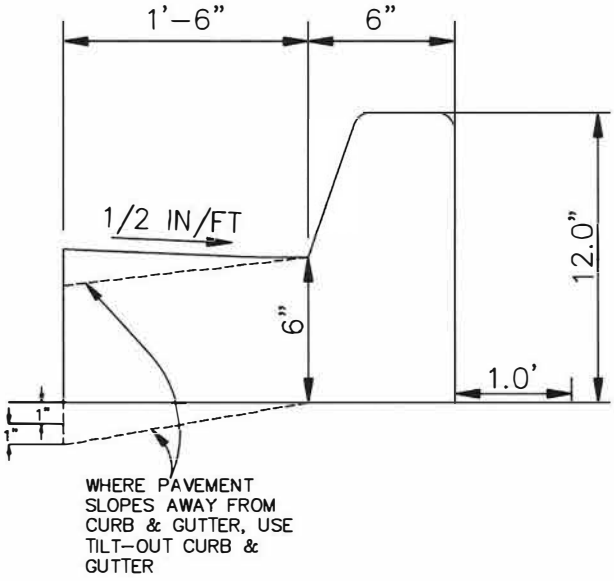
NOT TO SCALE

23

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT
STAND-UP CURB DETAIL
11/10/99

24





NOTES:
1.) ONE-HALF-INCH (½") PREFORMED (NON-EXTRUDING TYPE) EXPANSION JOINT STRIPS TO BE INSTALLED AT ALL CURB RETURNS AND AT 100-FT. MAXIMUM INTERVALS. CURB IS TO BE SCORED AT 20-FT. MAXIMUM INTERVALS.

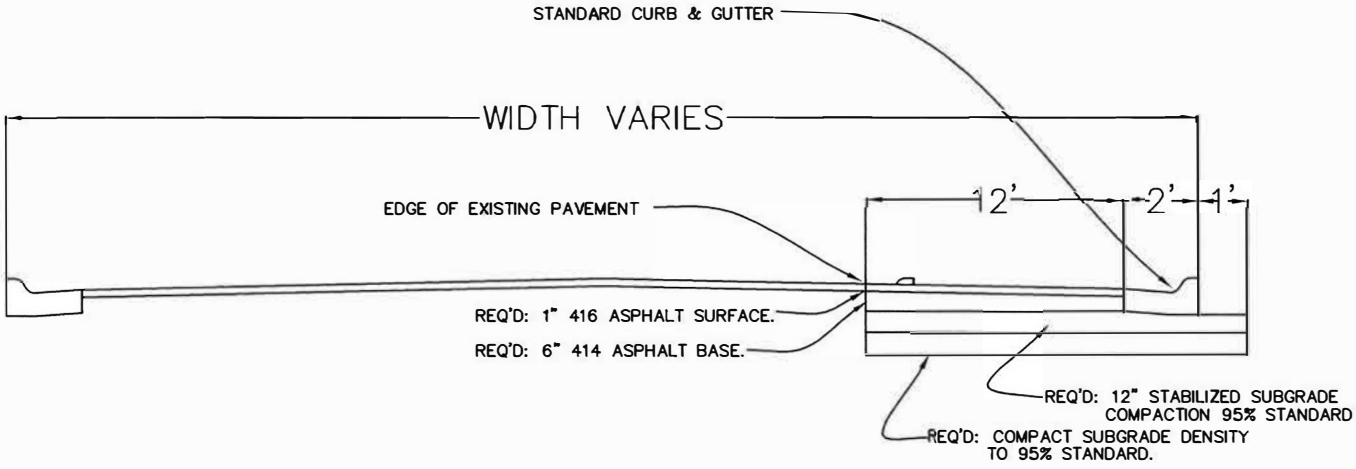
2.) SUB-GRADE SHALL BE COMPACTED UNDER ALL CURBS.

3.) SUB-GRADE SHALL EXTENDED A MINIMUM OF 1' BEHIND THE BACK OF CURB.

4.) SUB-GRADE UNDER AND BEHIND CURBING CARRIES THE SAME COMPACTION AND PROOF ROLL REQUIREMENTS AS THE ROADWAY.

CITY OF MONTGOMERY
24" CONCRETE CURB & GUTTER
SCALE: N.T.S.

DATE 09/15/2023
PREPARED BY J. Heath
APPROVED BY P. DUNSON



TYPICAL TURN LANE SECTION

NO SCALE

25

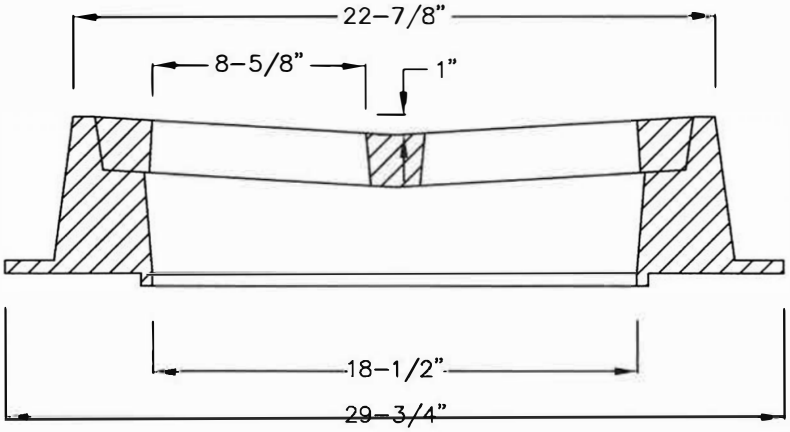
PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

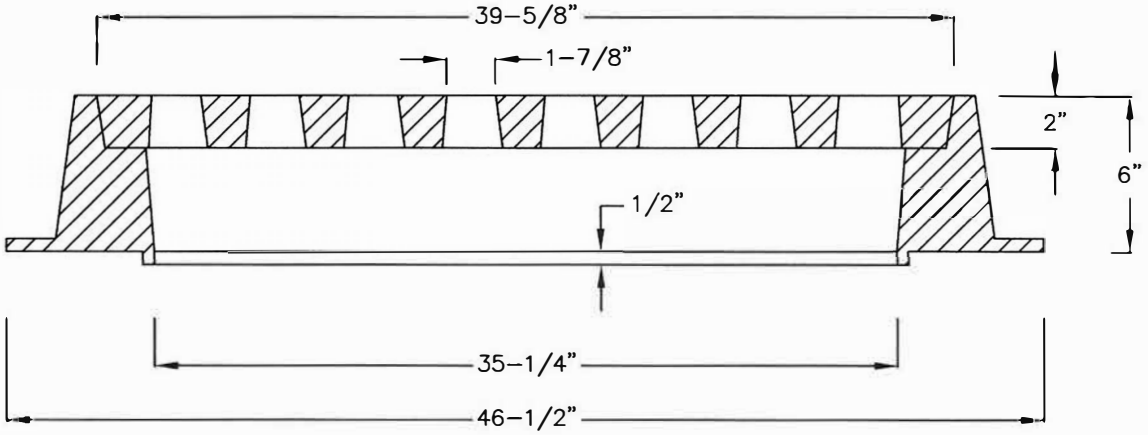
TURN LANE DETAIL

01/14/00

Grate Number	Load Rating	Flow Area	Grate Weight	Total Weight
6143	Heavy Duty	325	300	800

USF 5112 VALLEY GUTTER INLET FRAME AND 6143 GRATE





* THIS DETAIL IS FROM THE U.S. FOUNDRY & MANUFACTURING CORPORATION

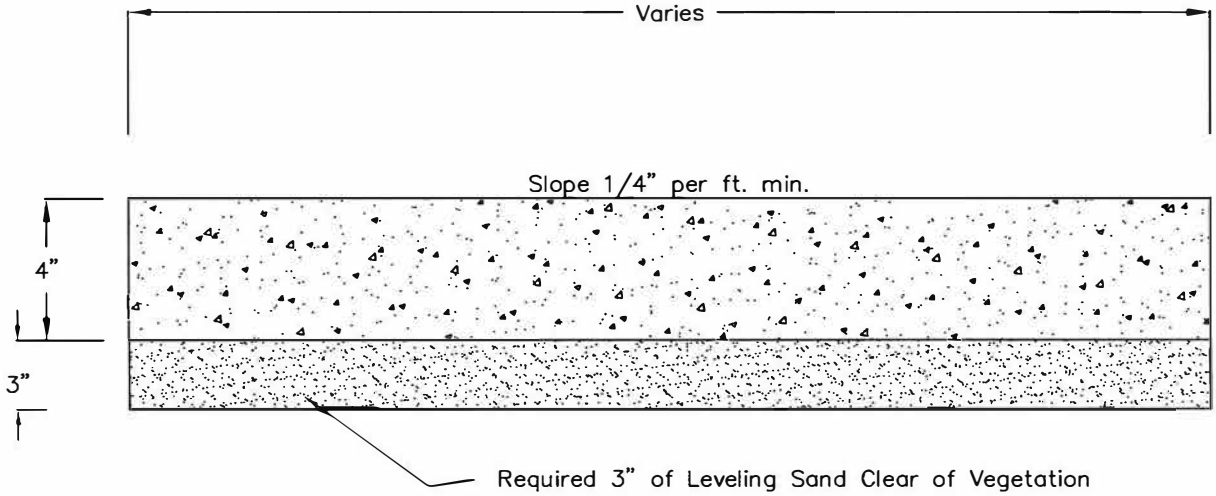
VALLEY GUTTER INLET FRAME & GRATE TO BE USED WHEN REPLACING S-INLET IN DRIVEWAY TURNOUT.

26

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

VALLEY GUTTER INLET

01/21/00



TYPICAL SIDEWALK SECTION

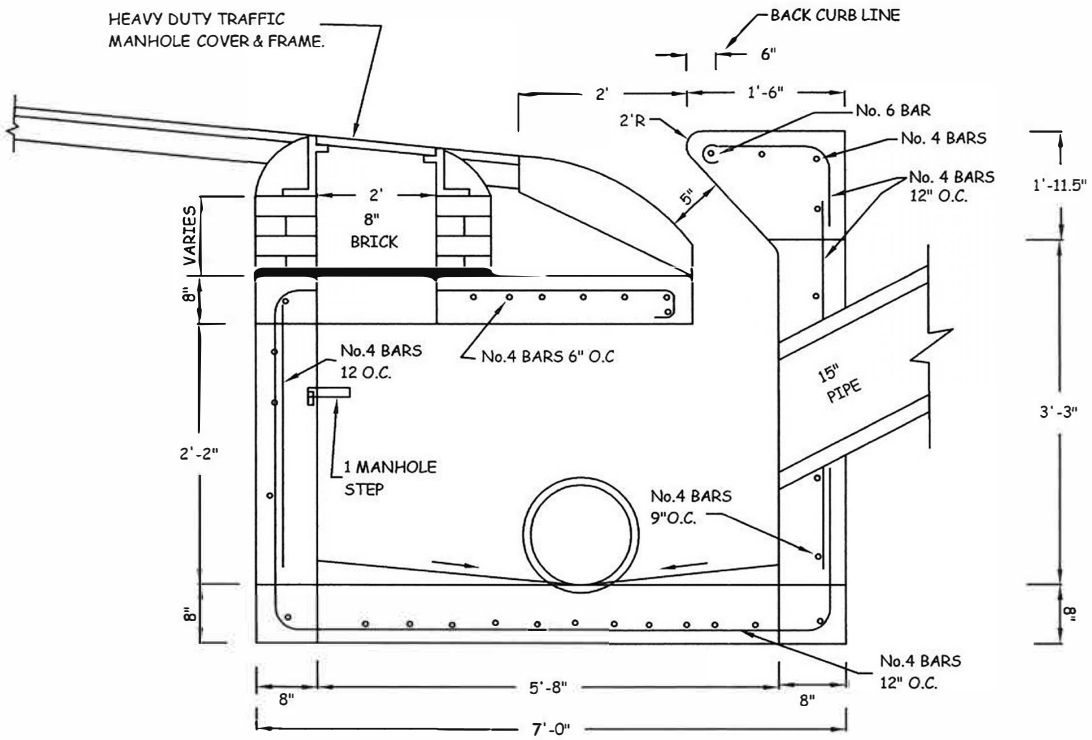
NO SCALE

27

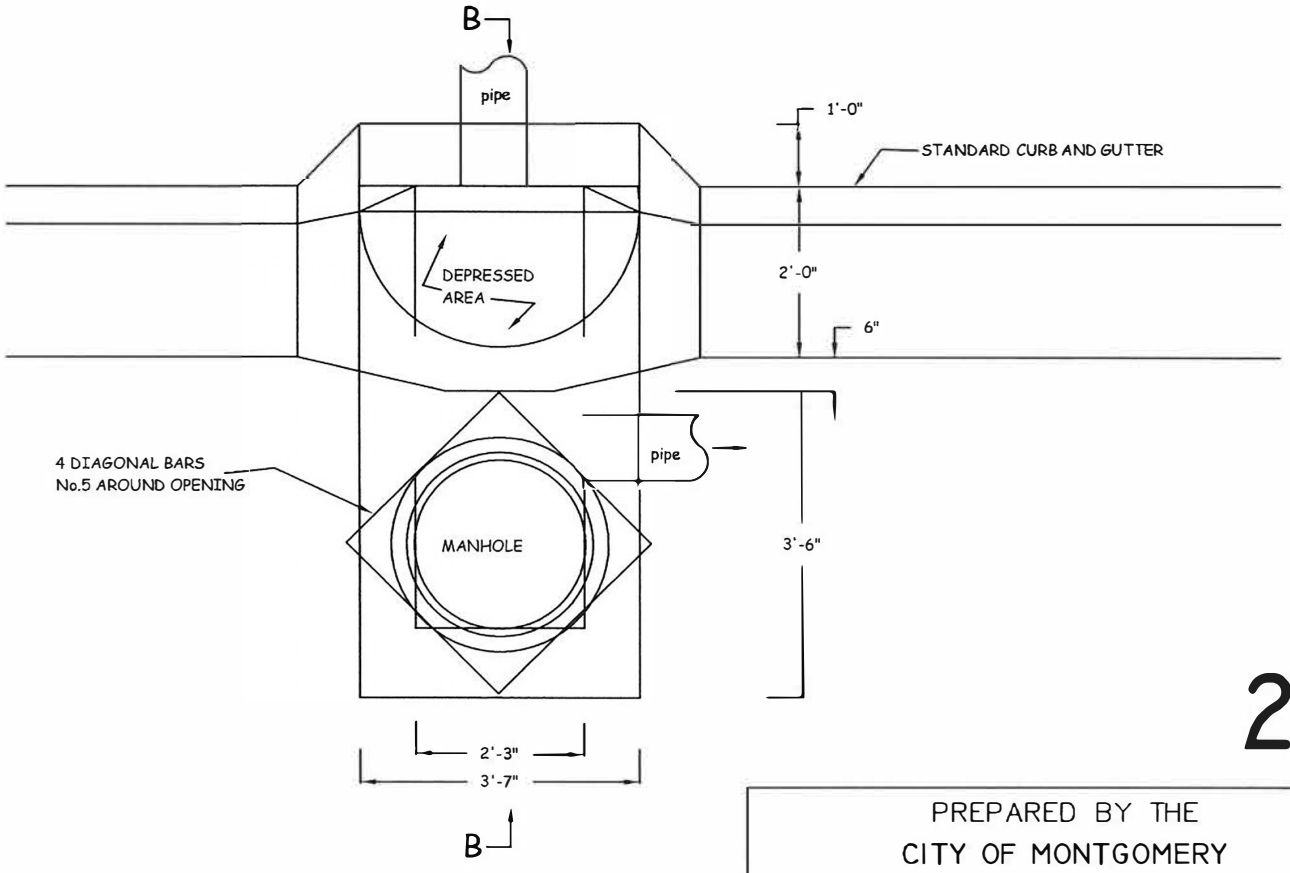
PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

TYPICAL SIDEWALK SECTION

02/04/00



SECTION "B-B"



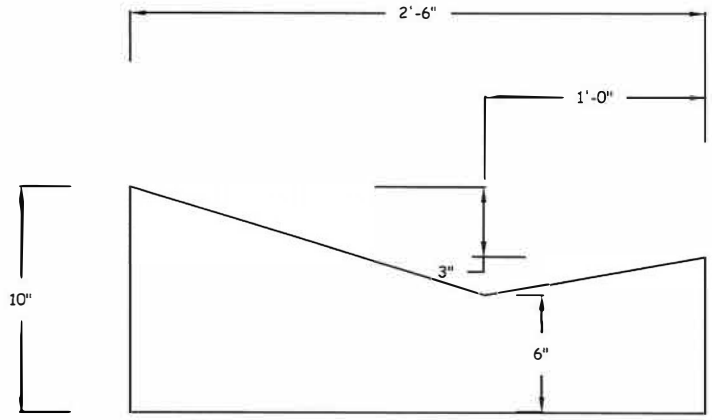
PLAN

28

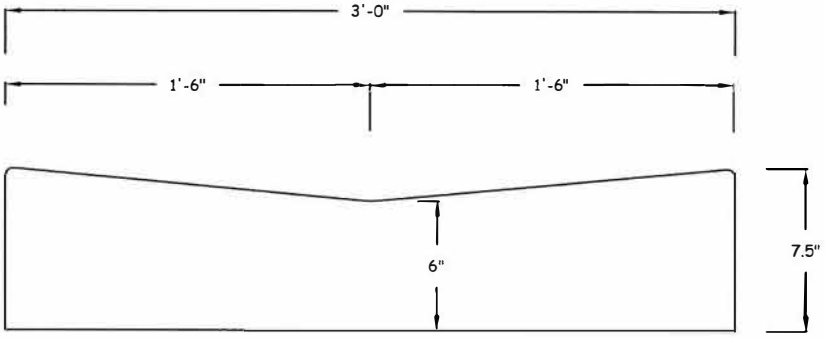
PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

SPECIAL CURB INLET FOR STD. CURB & GUTTER

10/23/02



ROLL OVER CURB

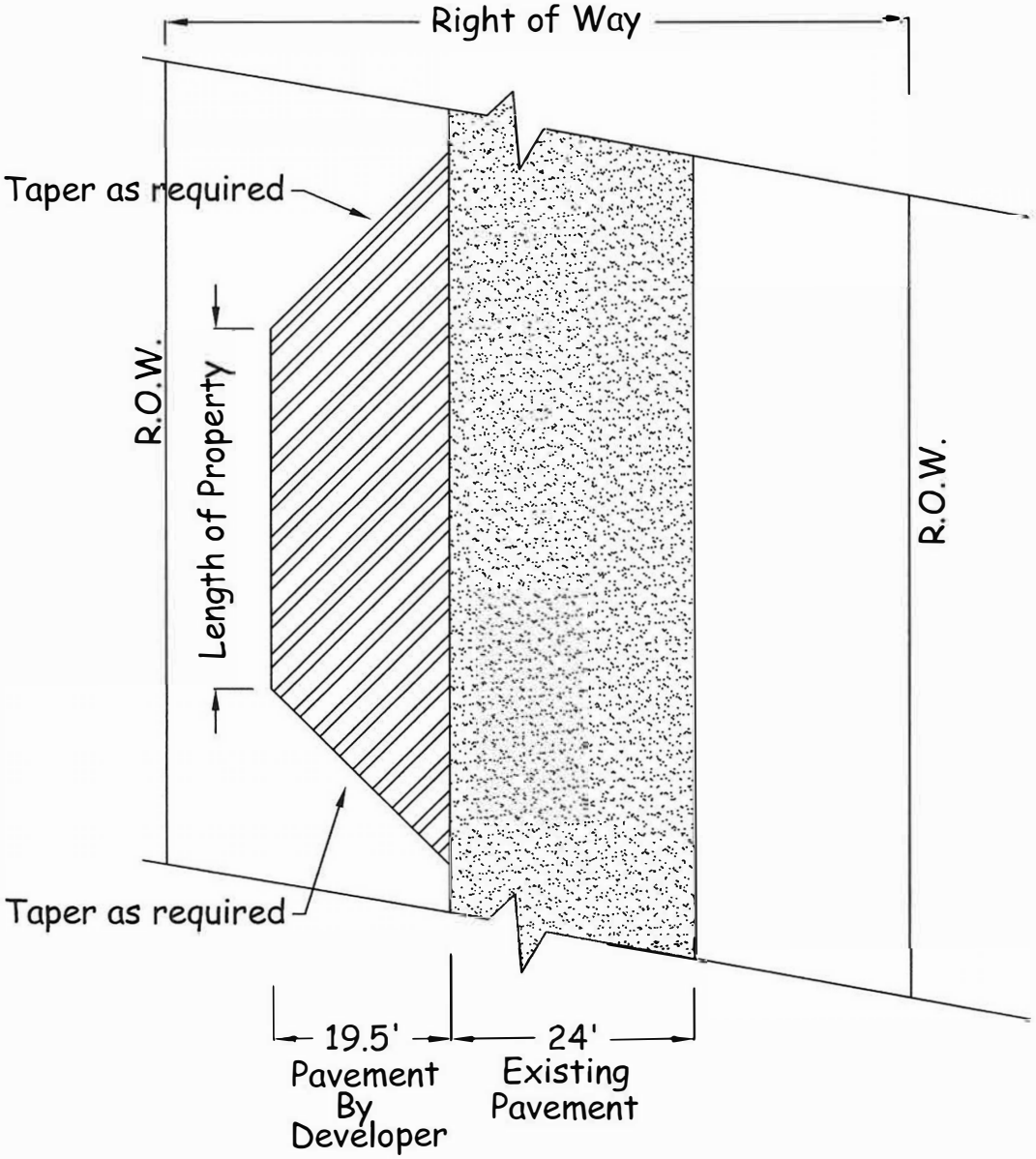


CONCRETE VALLEY GUTTER

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

ROLL OVER CURB
CONCRETE VALLEY GUTTER

10/23/02

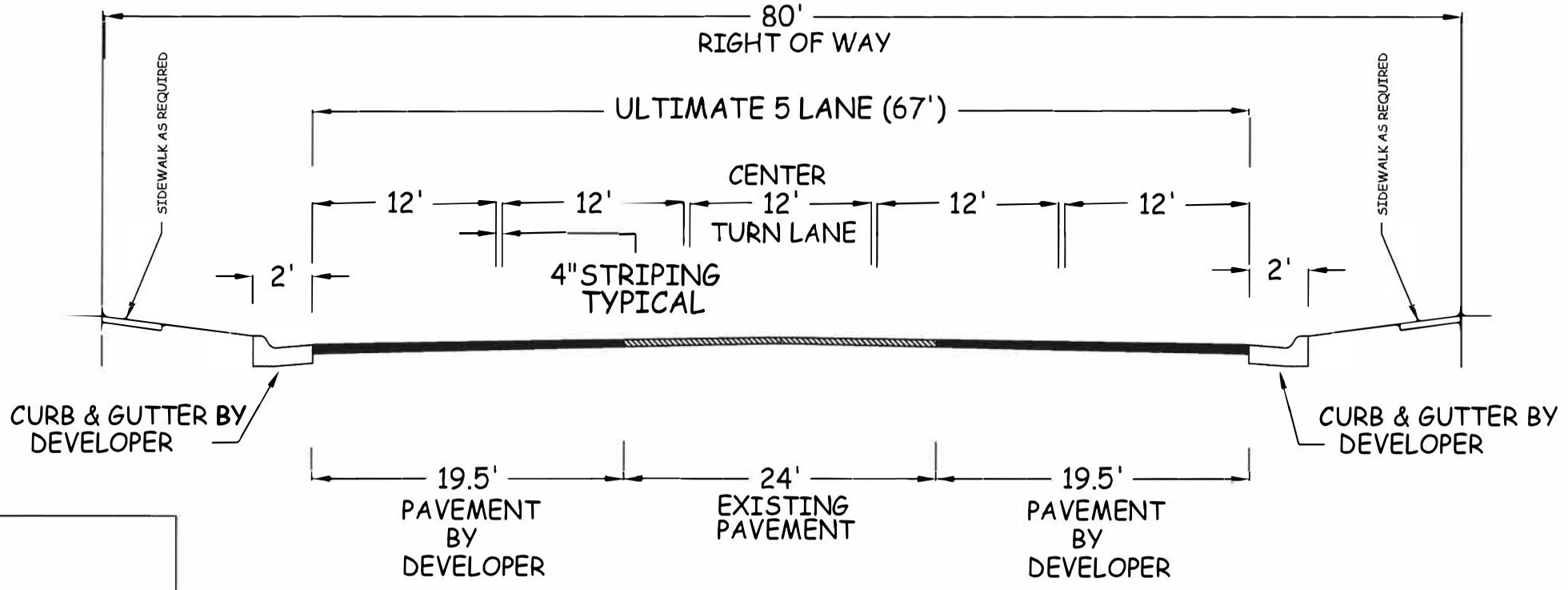


BELL ROAD TYPICAL PLAN

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

TYPICAL
BELL ROAD PLAN

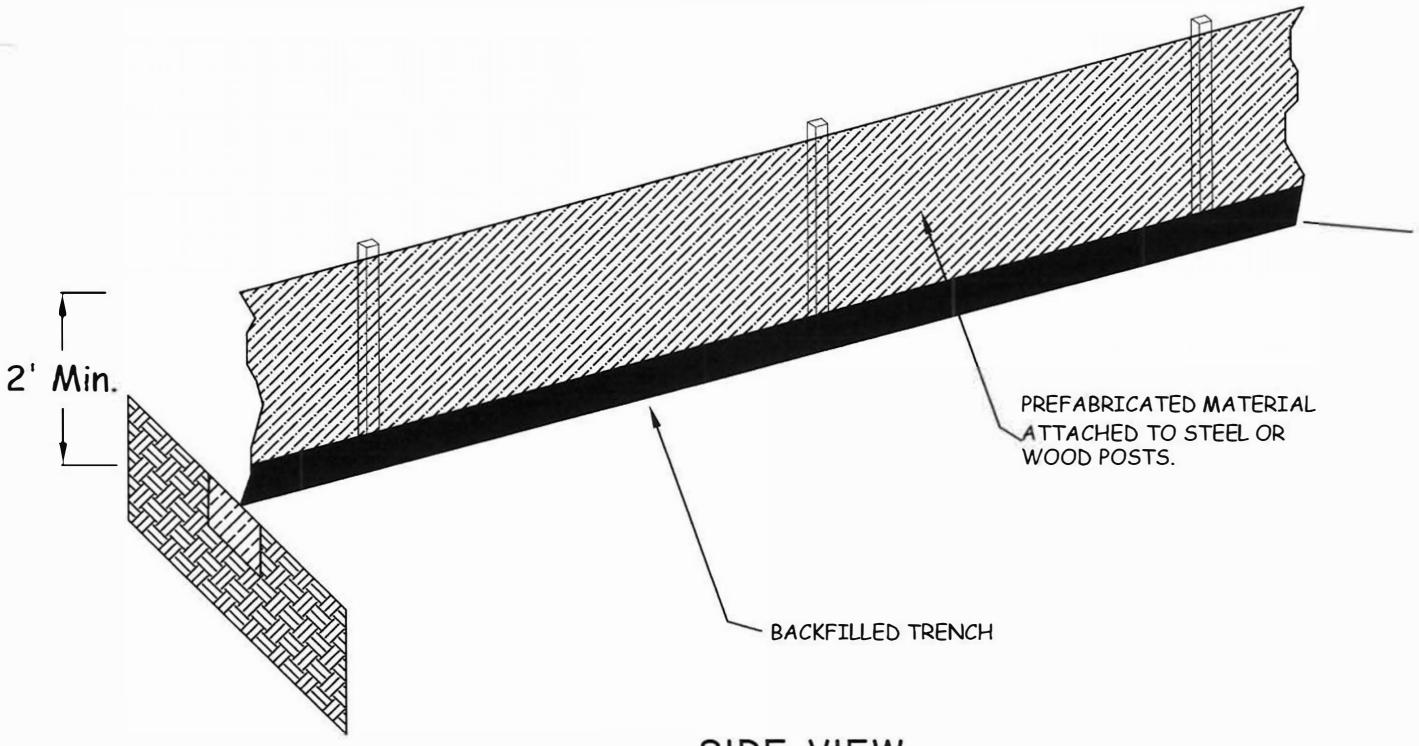
01/17/03



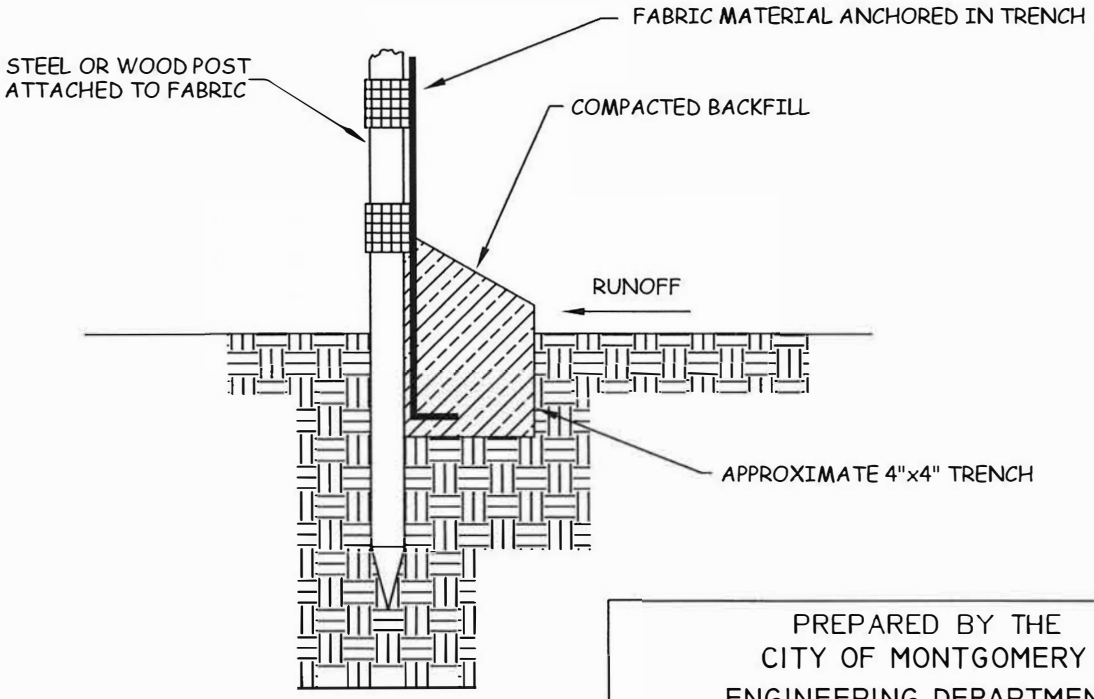
TYPICAL BELL ROAD SECTION

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

TYPICAL
BELL ROAD SECTION
01/17/03



SIDE VIEW



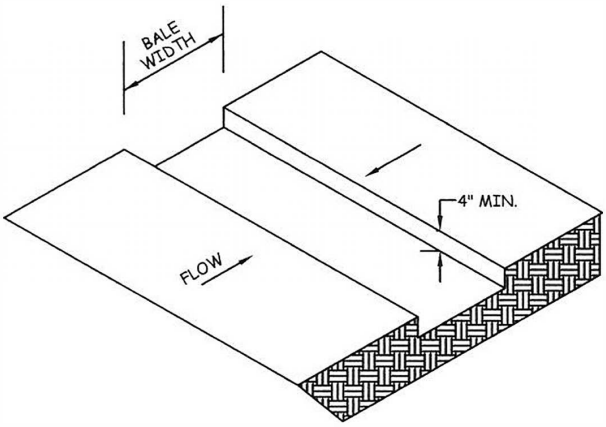
SECTION

32

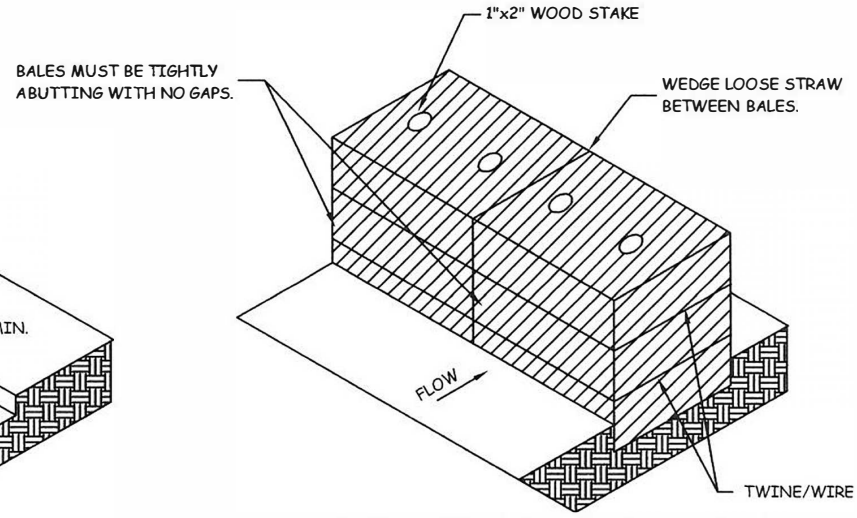
PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

PREFABRICATED SILT FENCE

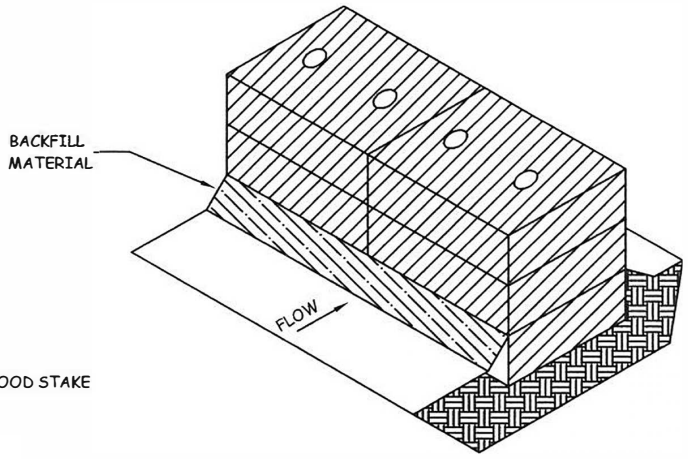
01/17/03



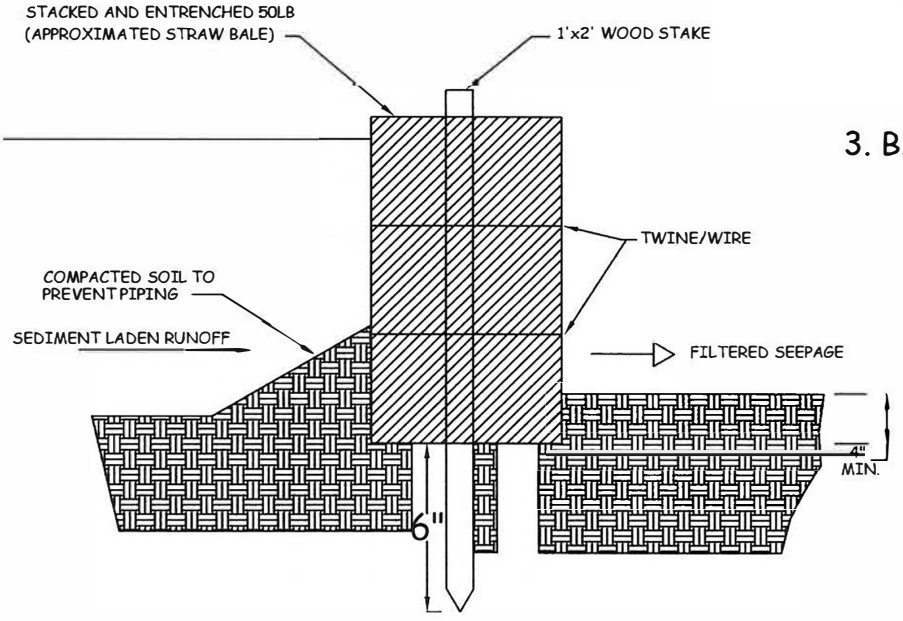
1. EXCAVATE THE TRENCH.



2. PLACE AND STAKE STRAW BALES



3. BACKFILL AND COMPACT EXCAVATED SOIL

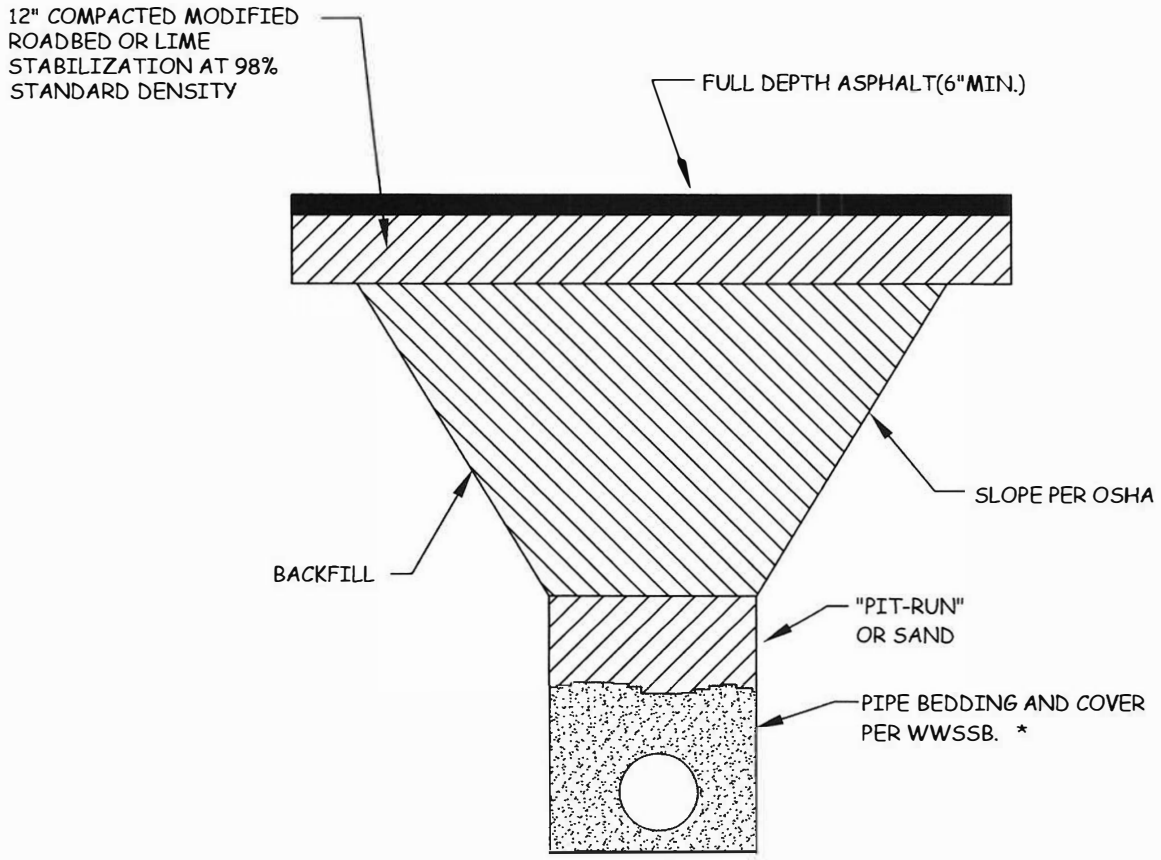


CROSS-SECTION OF A PROPERLY INSTALLED STRAW BALE

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

TYPICAL INSTALLATION OF STRAW BALES

03/11/03



BACKFILL PLACEMENT

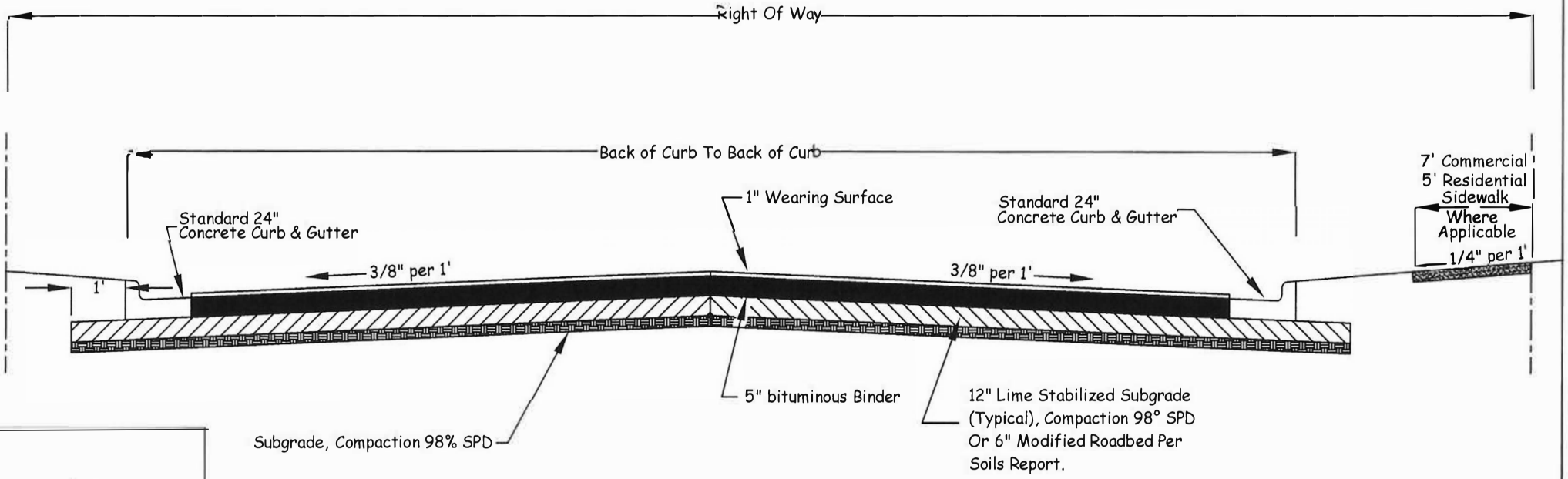
"PIT-RUN", SAND OR NATIVE MATERIAL MAY BE USED FOR BACKFILL. USE OF NATIVE SOIL WILL REQUIRE UNIFORM PLACEMENT OF MAXIMUM 8" LOOSE LIFTS WITH EACH LIFT APPROPRIATELY COMPACTED TO A MINIMUM 95% STANDARD DENSITY. REPRESENTATIVE DENSITY TESTING MUST BE COMPLETED FOR EACH 2' VERTICAL THICKNESS OF NATIVE SOIL FILL AT MAXIMUM 200' INTERVALS. MORE FREQUENT TESTING MAY BE WARRANTED IF INITIAL TESTING INDICATES POOR RESULTS.

WWSSB * = WATER WORKS & SANITARY SEWER BOARD

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

UTILITY TRENCH DETAIL

03/11/03



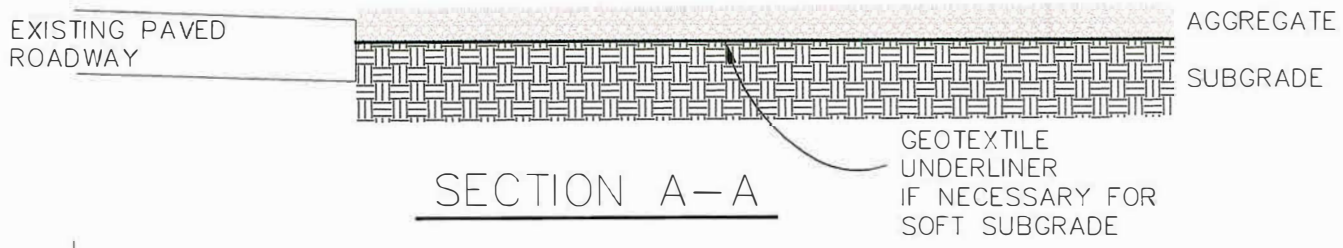
Street Type	Right of Way (in Feet)	Number of Lanes Parking	Travel	Street Width Back of Curb To Back of Curb
Arterial	80Min.	0	4-12 Ft.	49 Ft.
Collector	60Min.	2-8 Ft.	2-12 Ft.	41 Ft.
Minor Collector	54Min.	2-8 Ft.	2-9 Ft.	35 Ft.
Minor	40Min.	2-7.6 Ft.	1-12 Ft.	28 Ft.

PREPARED BY THE
CITY OF MONTGOMERY
ENGINEERING DEPARTMENT

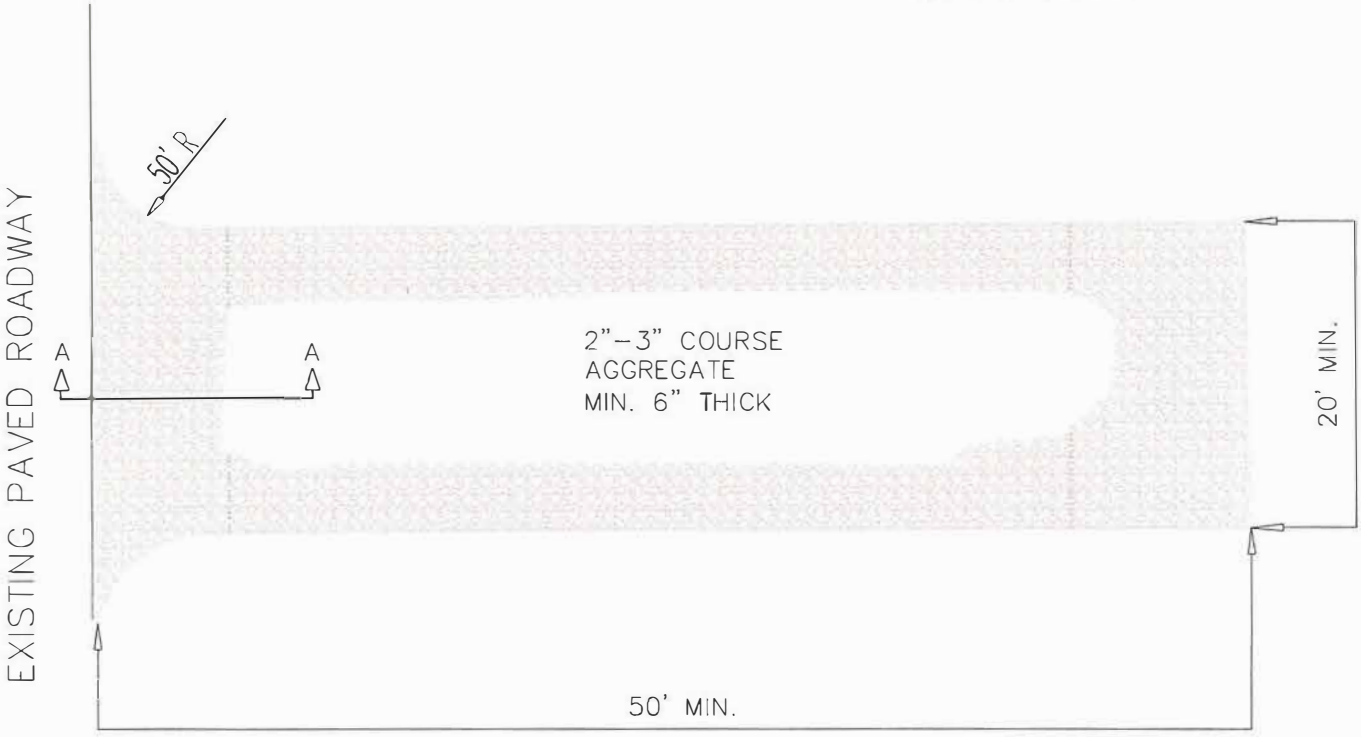
TYPICAL STREET SECTION
DETAIL

10/14/03

35



SECTION A–A



PLAN

NOTES:

1) THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT–OF –WAY. THIS MAY REQUIRE TOP DRESSING WITH CLEAN GRAVEL, REPAIRING RUTS, AND/OR REMOVAL OF CAKED SOIL AND DIRT CLODS.
2) AN ALDOT COARSE AGGREGATE NO. 1 OR AN EQUIVALENT IS THE MINIMUM SIZE AGGREGATE RECOMMENDED.
3) IF SOILS UNDER EXIT PAD ARE SOFT AND /OR WILL NOT SUPPORT TRAFFIC WHEN WET, AN UNDERLINER OF CLASS IV NON–WOVEN GEOTEXTILE IS REQUIRED.
4) ENTRANCE SHALL BE EXTENDED UPON REQUEST OF A CITY OF MONTGOMERY INSPECTOR TO A SATISFYING LENGTH.
5) UPON PROJECT COMPLETION THE DRIVE WILL BE REMOVED AND THE SITE SHALL BE STABILIZED WITH GRASS SEED AND MULCH OR SOD, WHICHEVER THE CITY OF MONTGOMERY INSPECTOR REQUIRES.

CITY OF MONTGOMERY

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE

SCALE: N.T.S.

DATE	08/23/2024
PREPARED BY	J. Heath
APPROVED BY	P. DUNSON

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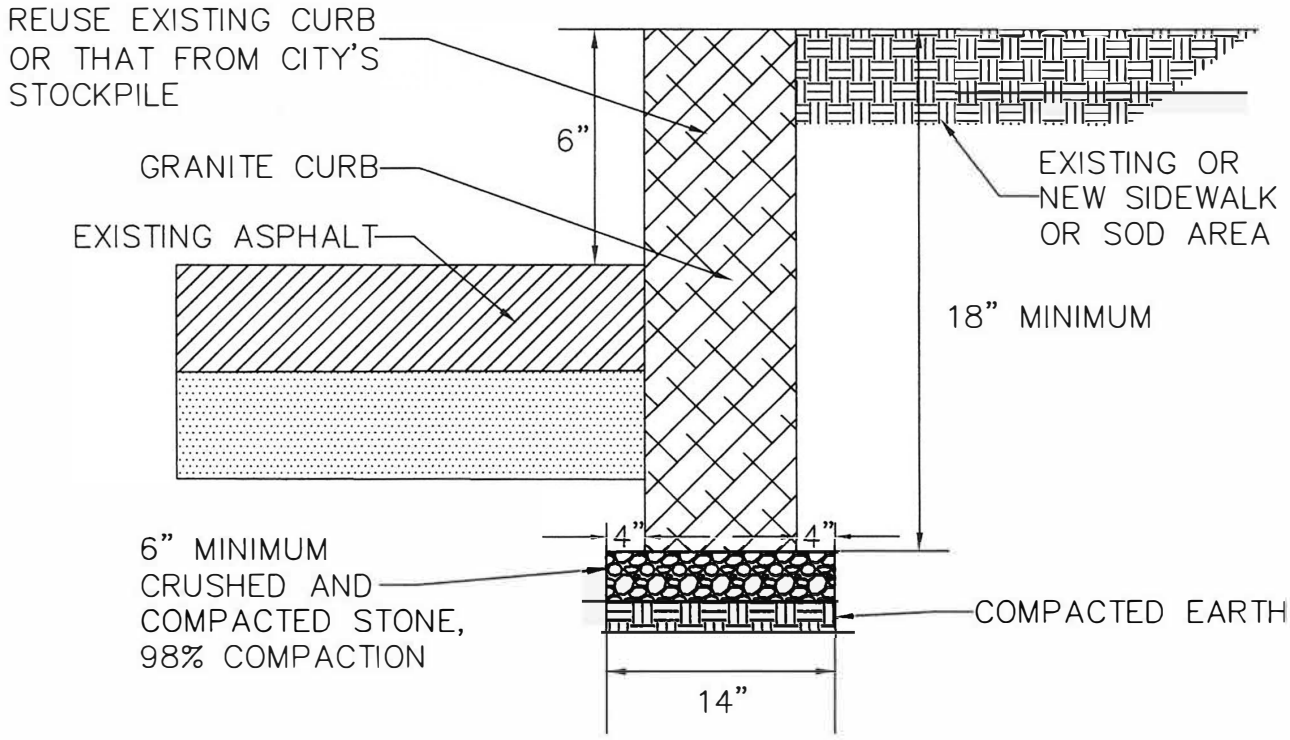

GRANITE CURB DETAIL

NOT TO SCALE

NOTES:

1) SUB-GRADE SHALL BE COMPACTED UNDER ALL CURBS.
2) SUB-GRADE SHALL EXTENDED A MINIMUM OF 1' BEHIND THE BACK OF CURB.
3) SUB-GRADE UNDER AND BEHIND CURBING CARRIES THE SAME COMPACTION AND PROOF ROLL REQUIREMENTS AS THE ROADWAY.

CITY OF MONTGOMERY GRANITE CURB SCALE: N.T.S.	DATE 09/15/2023	
	PREPARED BY J. Heath	
	APPROVED BY P. DUNSON	