

PARKWAY

PARKWAY PERMITS:

There are three ways to apply for parkway permits

OVER THE PHONE:

Please contact 817-392-2222 option number 9 and give them permit number PK##-##### to make payment over the phone.

EMAIL:

Email: devcustomerservice@fortworthtexas.gov please place **parkway** in subject line of all emails

IN PERSON:

In person: City Hall- Downtown-Lower level- Planning and Development Department, 200 Texas St, Fort Worth, TX 76102.

Do not call, fax, or email your inspector. They don't issue permits or schedule inspections.

Residential Permits

RESIDENTIAL PERMITS FOR NEW SUBDIVISIONS:

Approaches in new subdivisions do not require site plan review, unless they have alley or side entry. Approach and 5' sidewalk is required on all lots in new subdivisions.

Set back of approach and sidewalk on the property line.

Approaches may be either horizontally or vertically cut.

If ADA ramps are not existing on corner lots they will be required.

Approaches on corner lots must be at least 30' from the intersecting streets curb face.

RESIDENTIAL PERMITS FOR ALL OTHER AREAS:

Approaches in all other areas require site plan review.

Please be aware that Plan review may take between 7-10 business days for approval.

This includes, infill lots, redeveloping lots, and request for additional approaches.

All new construction will require an approach and sidewalk.

Back of approach and sidewalk will be consistent with existing approaches and sidewalk on that block.

Width of sidewalk will be consistent with existing walk or approach walk sections on that block.

If ADA ramps are not existing on corner lots they will be required.

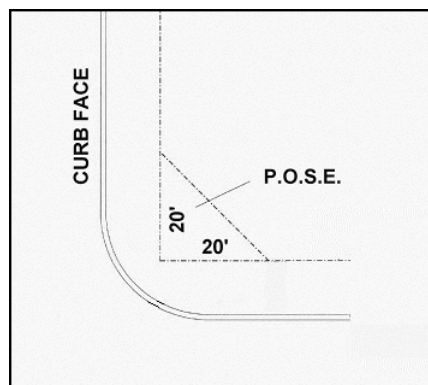
Approaches on corner lots must be at least 30' from the intersecting streets curb face.

Homes with alley access will be required to pave the alley from the farthest property line to the nearest street or existing alley paving. (See alley paving)

RESIDENTIAL STANDARDS:

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 9" 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 9" 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 WIDTHS:

No garage and one car garage approaches shall be 11' minimum to 15' maximum.

Two car garages range from 18' minimum to 24' maximum.

Three car and greater will have a maximum width of 28'.

APPROACH RADII AND WINGS:

Residential approaches with vertical cuts require 5' radii.

Radii may not cross property lines.

Residential approaches with horizontal cuts require 4 ½' wings.

Wings are measured from end of wing to sidewalk tie in.

Wings may not cross property lines.

EXCEPTIONS:

Homes in Historic districts and Urban Villages will be subject to the rules of that district and will require written approval from the Historic Society.

DRIVEWAY SPACING:

Sec. 22-176. Curb cuts and laid-down curb permit procedures.

The location of ingress and egress driveways shall be subject to approval of the city traffic engineer under curb cut or laid-down curb permit procedures. Driveways shall not exceed sixty-five (65) per cent of the property frontage. There shall be a minimum of twenty (20) feet of curb along the street between driveways where there is more than one driveway on property under unified ownership or control and used as one premise. The decision of the city traffic engineer may be appealed to the city council.

(Code 1964, § 26-102.3; Ord. No. 8288, § 1, 3-10-81)

EXPANSION JOINTS:

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 smooth 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 shall 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.

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.

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 manufacturer's instructions.

DOWELING INTO CONCRETE STREETS VERTICLE CUT:

Install # 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.

DOWELING INTO BACK OF CURB HORIZONTAL CUT:

Horizontal cuts require an 8" deep x 12" wide beam at curb tie in. Install #4 deformed rebar drilled 6" minimum into back of paving 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.

DOWELING INTO ASPHALT STREETS WITH CURB AND GUTTER:

Expansion joints (curb boots) 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.

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 ½" rebar chairs. Bent steel will not be accepted.

SUBGRADE:

The subgrade must conform to the line and grade of the approach. The sub grade 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.

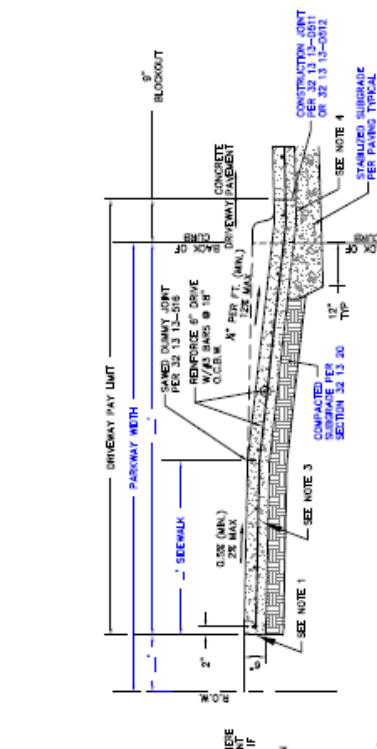
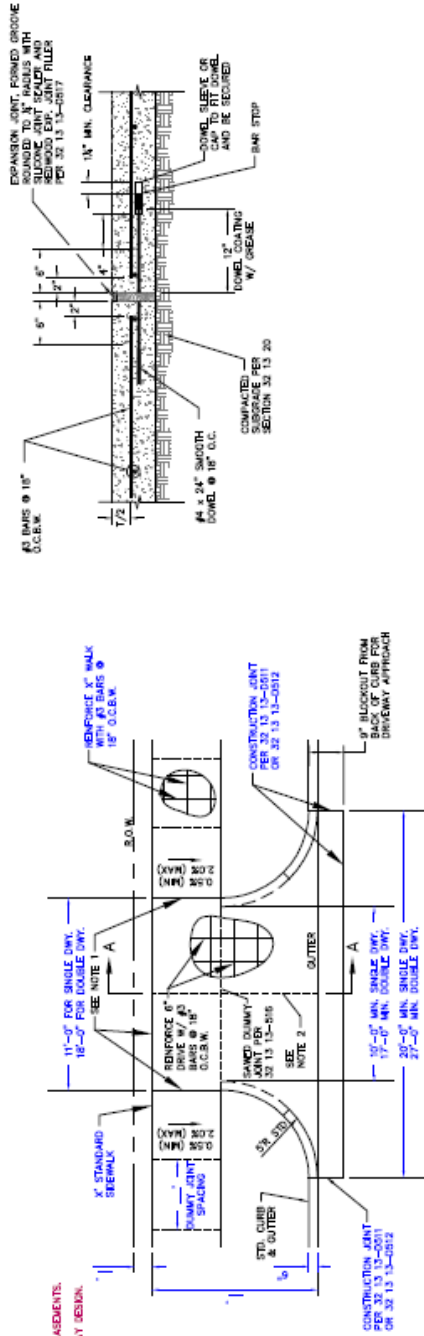
Excessive excavation (more than 2" below required grade) will require compaction of approved material into the excavated area. The permit holder will then obtain the services of a private soils laboratory and have density and moisture content tests performed. The fill shall have a density of 95% of standard proctor and moisture content within 2% (plus or minus) of optimum moisture. The test results shall be furnished to the City's inspector.

FINISHING:

The edges of all construction and expansion joints and the outer edges shall be finished to approximately a ½" radius with a suitable finishing tool. Concrete sidewalks and approach walk sections shall not exceed 2% cross slope. Concrete sidewalks and approaches shall be finished to a true even surface and brushed transversely to obtain a smooth uniform brush finish. It is the contractor's responsibility to maintain the gutter flow line of the street through the approach. Failure to meet these standards will result in the ***removal and replacement of the sidewalk or approach*** by the permit holder.

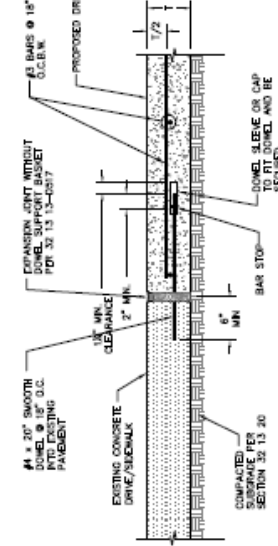
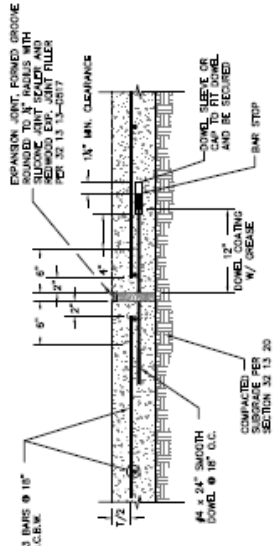
NOTES TO DESIGNER:

1. FILL IN BLANKS AND/ OR VERIFY ALL TEXT IN BLUE.
2. SET GRIDES TO MATCH STORMWATER WITHIN R.O.W. OR EASEMENTS.
3. REVISE DETAIL AS NECESSARY TO MATCH ACTUAL ROADWAY DESIGN.
4. MODIFY DETAIL TO MEET SPECIFIC CONDITIONS.
5. DUMMY JOINT SPACING SAME AS SIDEWALK WIDTH.



DRIVEWAY NOTES:

1. INITIAL EXPANSION JOINT (SEE DETAIL - THIS RAMP) WHERE DRIVEWAY CONNECTS TO SIDEWALK - PLACE EXPANSION JOINT FOR CONNECTION TO EXIST DRIVE AT BACK OF SIDEWALK. IF SIDEWALK IS TO BE PAVED, PLACE EXPANSION JOINT AT BACK OF SIDEWALK THEN PLACE CONSTRUCTION JOINT PER 32.13.13-0512 AT CONNECTION WITH EXISTING DRIVE.
2. DUMMY JOINT IN DRIVEWAY RAMP IS OPTIONAL IN 11'-0\"/>

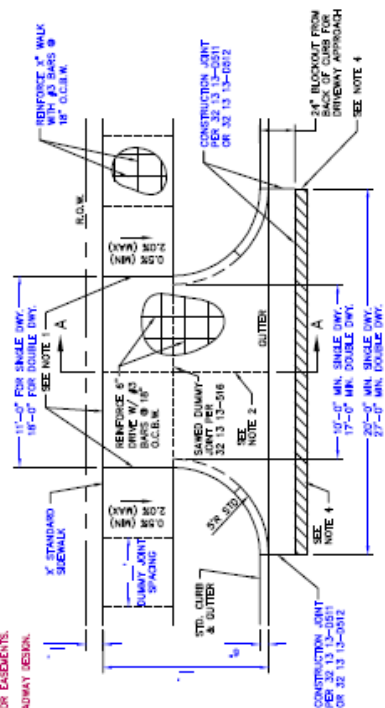


CITY OF FORT WORTH, TEXAS
**CONCRETE RESIDENTIAL
 DRIVEWAY APPROACH WITH
 RADIUS - CONCRETE PAVING**

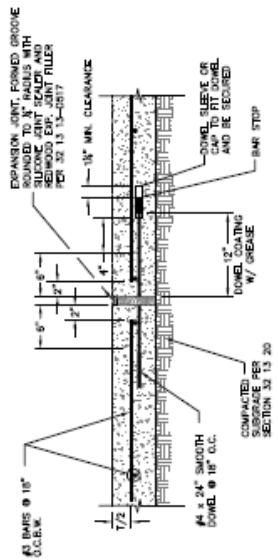
REVISED: 02-12-2014
32 16 13-D527

NOTES TO REVISIONS:

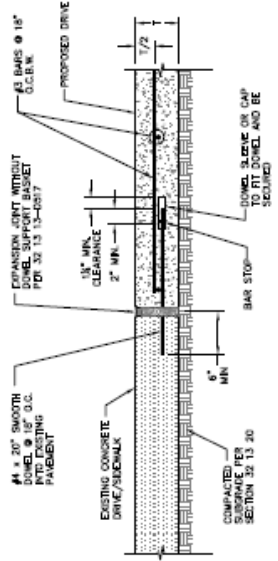
1. FILL IN BLANKS AND/ OR VERIFY ALL TEXT IN BLUE.
2. SET DRIVES TO CONVEY STORMWATER WITHIN R.O.W. OR EASEMENTS.
3. REVERSE DETAIL AS NECESSARY TO MATCH ACTUAL ROADWAY GEOM.
4. MODIFY DETAIL TO MEET SPECIFIC CONDITIONS.
5. DUMMY JOINT SPACING SAME AS SIDEWALK WIDTH.



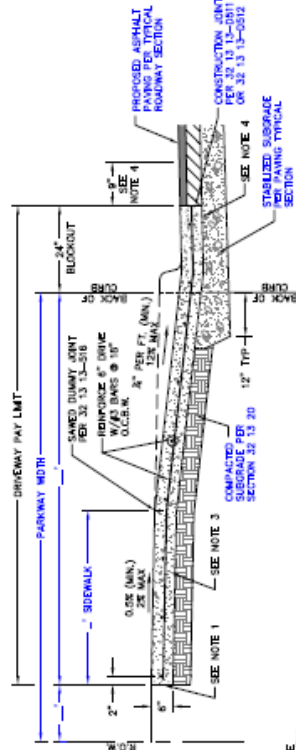
PLAN VIEW



DRIVEWAY EXPANSION JOINT



DRIVEWAY EXPANSION CONSTRUCTION JOINT (BETWEEN EXIST & PROP)



SECTION A-A

DRIVEWAY NOTES:

1. INSTALL EXPANSION JOINT (SEE DETAIL - THIS SHEET) WHERE SIDEWALK MEETS DRIVEWAY. THE JOINT SHALL BE LOCATED FOR CONSTRUCTION TO EXIST DRIVE AT BACK OF SIDEWALK. IF DRIVE CONSTRUCTION EXTENDS BEYOND WORK, PLACE EXPANSION JOINT AT DRIVEWAY TO EXIST DRIVE. THE JOINT SHALL BE LOCATED PER 32.13.13-0517 AT CONSTRUCTION JOINT LOCATION.
2. DUMMY JOINT IN DRIVEWAY SHALL BE ORIGNAL 12\"/>

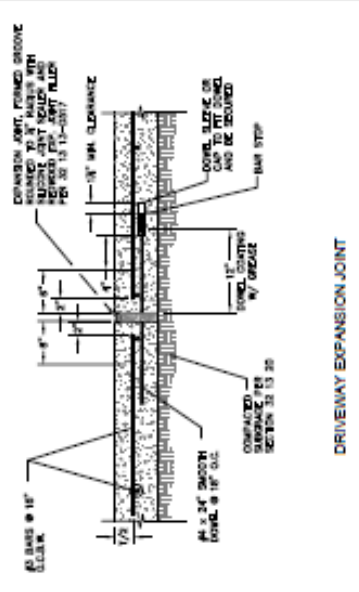
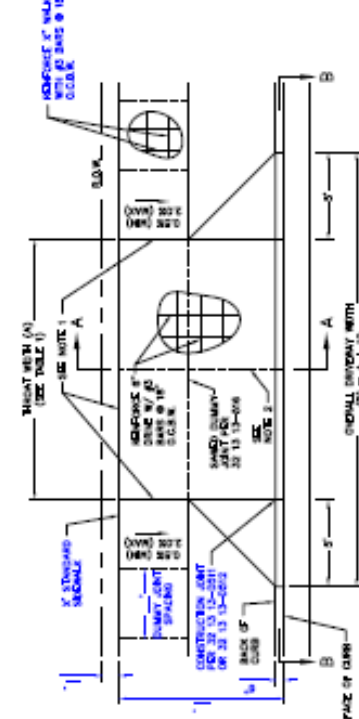


CITY OF FORT WORTH, TEXAS
**CONCRETE RESIDENTIAL DRIVEWAY
 APPROACH WITH RADIUS
 - ASPHALT PAVING**

REVISED: 02-12-2014

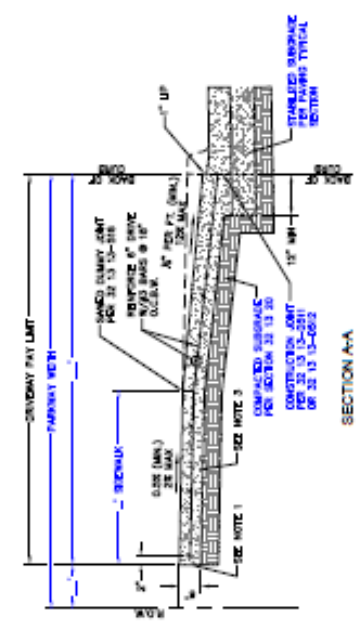
32 16 13-D528

- NOTES TO DESIGNER:**
1. FOR USE IN NEW DEVELOPMENT ONLY. NOT TO BE USED IN EXISTING RESIDENTIAL UNLESS MATCHES EXISTING.
 2. FILL IN BLANKS AND/OR VERIFY ALL TEXT IN BLUE.
 3. SET GRADES TO CORRECT STORMWATER WHEAR SLOPE OR CHARACTER.
 4. REVIEW DETAIL AS NECESSARY TO MATCH ACTUAL ROADWAY DESIGN.
 5. VERIFY DETAIL TO MEET SPECIFIC CONDITIONS.
 6. DUMMY JOINT SPACING SHALL BE SEVERAL FEET.

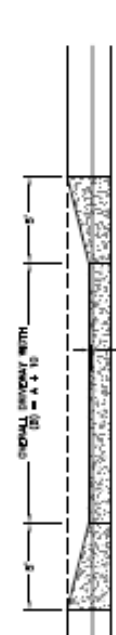


DRIVEWAY EXPANSION JOINT

PLAN VIEW



SECTION A-A



SECTION B-B

- GENERAL NOTES:**
1. INITIAL EXPANSION JOINT (SEE DETAIL) - THIS JOINT SHOULD BE CONCRETE TO CONCRETE. PLACE EXPANSION JOINT BETWEEN EXISTING DRIVEWAY AND PROPOSED DRIVEWAY. IF DRIVEWAY CONSTRUCTION EXTENDS BEYOND THIS JOINT, PLACE EXPANSION JOINT AT END OF DRIVEWAY. THEN PLACE EXPANSION JOINT AT END OF DRIVEWAY WITH EXISTING DRIVEWAY.
 2. DUMMY JOINT IS SEVERAL FEET (SEE DETAIL). IT IS NOT DRIVEWAY JOINT (DUMMY JOINT) IS DRIVE REQUIRED TO CONFORM WITH SPECIFICATIONS IN CONCRETE PAVING.
 3. SEVERAL SECTIONS THROUGH DRIVEWAY TO BE FORMED SAME THEREAS AS DRIVEWAY APPROACH AND PAVED FOR AS DRIVEWAY AND APPROACH EXISTING SEVERAL FEET. SHALL BE FORMED AND PAVED.
 4. THE SPALLS AT THE OUTER FACE AND AT ANY POINT BEYOND THE FACE OF THE JOINT SHALL NOT EXCEED 1% PERCENT.
 5. ALL CONCRETE SHALL BE CLASS "A" FOR SECTION 32.13.20.
 6. CURB CUT OUT FOR DRIVEWAY SHALL BE SUBMIT TO DRIVEWAY CONSTRUCTION.

TABLE 1

STREET CLASSIFICATION	A (MIN. WIDTH, FT)	B (MIN. WIDTH, FT)
RESIDENTIAL (SINGLE)	11	20
RESIDENTIAL (DOUBLE)	16	28



CITY OF FORT WORTH, TEXAS
**CONCRETE RESIDENTIAL
 DRIVEWAY APPROACH - PAN**

REVISED: 02-12-2014
32 16 13-D529

EXCAVATION PROTECTION:

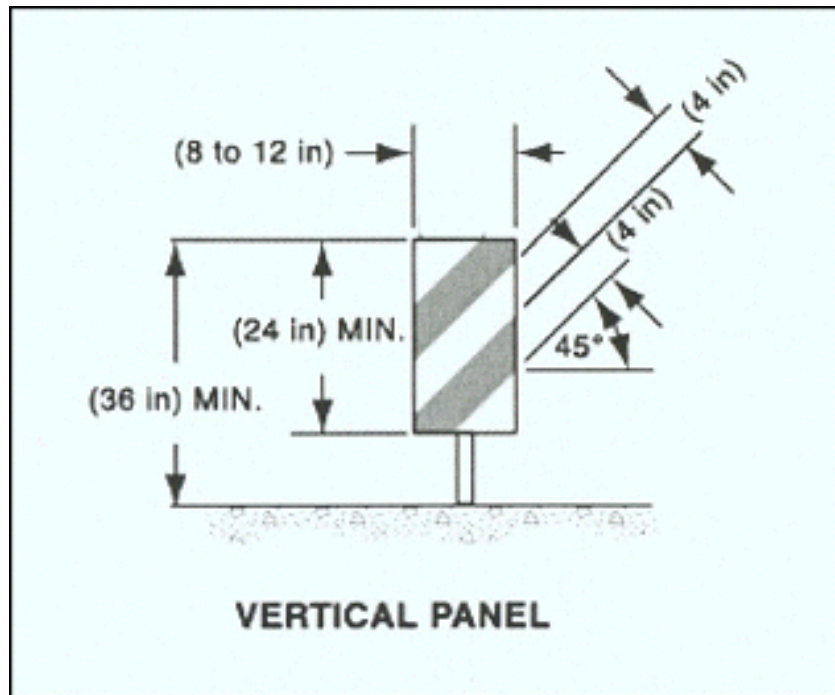
Once the curb has been cut and removed, vertical panels shall be set up and maintained by the Permit Holder. The traffic control shall remain until such time the concrete has been placed and reached sufficient cure time. Vertical Panels shall be set at each end of the curb cut and an advance **“ROAD 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.

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.



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. Expansion joint placement shall not exceed 40 feet between joints on 4' sidewalk and 50' on 5' sidewalk. 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:

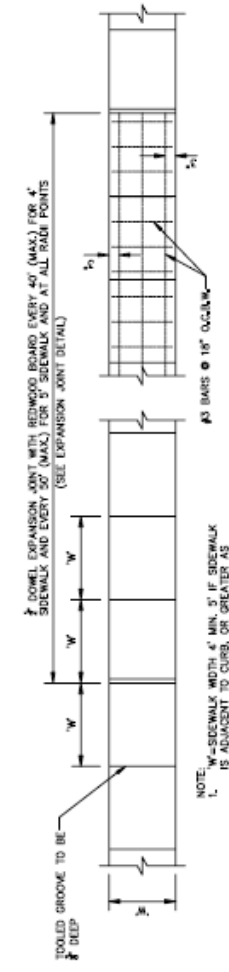
The subgrade must conform to the line and grade of the street. The sub grade must be at optimum moisture (plus or minus 2%) and thoroughly compacted to 95 % of standard proctor. Muddy or uneven subgrade will not be accepted.

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.

FINISHING:

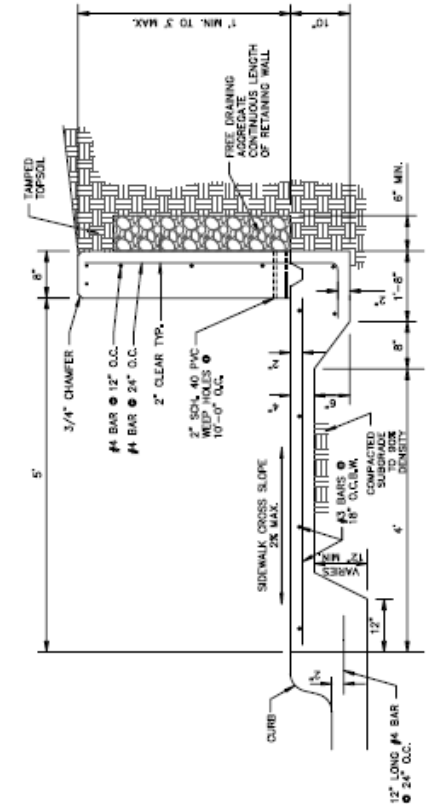
Placement of tooled dummy joints shall be controlled by the width of the sidewalk. Sidewalk 4' wide will have joints on 4' centers. Sidewalk 5' wide will have joints on 5' centers, etc....

The edges of all construction and expansion joints and the outer edges shall be finished to approximately a ½" radius with a suitable finishing tool. Concrete sidewalks and approach walk sections shall not exceed 2% cross slope. Concrete sidewalks shall be finished to a true even surface and brushed transversely to obtain a smooth uniform brush finish. Failure to meet these standards will result in the **removal and replacement of the sidewalk** by the permit holder.

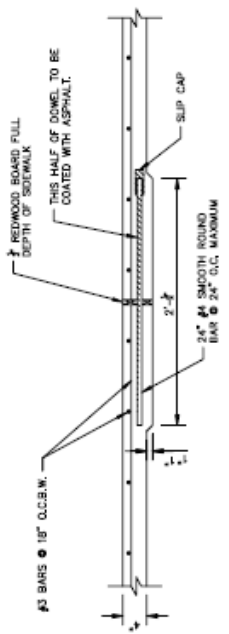


NOTE:
1. "W"-SIDEWALK WIDTH 4' MIN. 5' IF SIDEWALK IS ADJACENT TO CURB OR GREATER AS INDICATED ON THE PLANS.

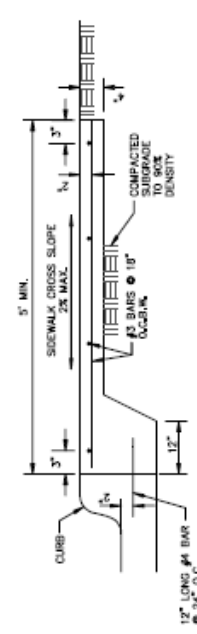
PLAN
REINFORCED CONCRETE SIDEWALK



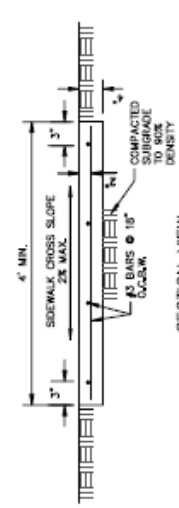
SECTION VIEW
SIDEWALK ADJACENT TO CURB WITH RETAINING WALL



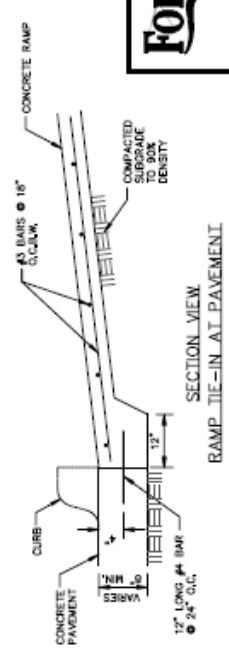
EXPANSION JOINT DETAIL



SECTION VIEW
SIDEWALK ADJACENT TO CURB



SECTION VIEW
SIDEWALK



SECTION VIEW
RAMP TIE-IN AT PAVEMENT



CITY OF FORT WORTH, TEXAS
SIDEWALK DETAILS

REVISED: 01-06-2014
32 13 20-D546

Curb and Gutter

STEEL:

The steel shall be #3 deformed rebar. 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 ½ radius with a suitable finishing tool.

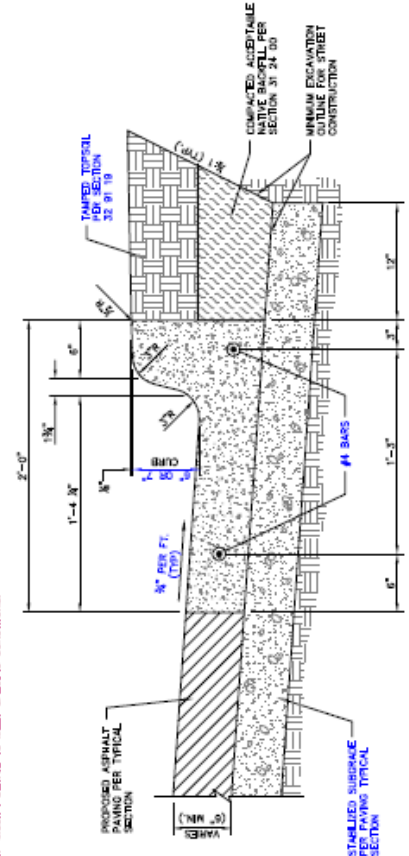
Concrete curb and gutter shall be finished to a true even surface and brushed transversely to obtain a smooth uniformed brush finish

NOTES TO DESIGNER:

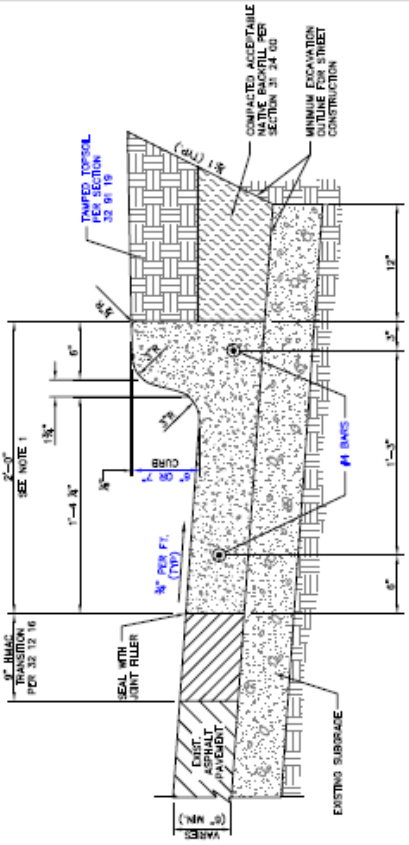
1. FILL IN BLANKS AND/ OR VERIFY ALL TEXT IN BLUE.
2. SET GRADES TO CORNET STORMWATER WITHIN R.O.W. OR EXHIBENTS.
3. REVISE DETAIL AS NECESSARY TO MATCH ACTUAL ROADWAY DESIGN.
4. MODIFY DETAIL TO MEET SPECIFIC CONDITIONS.

NOTE:

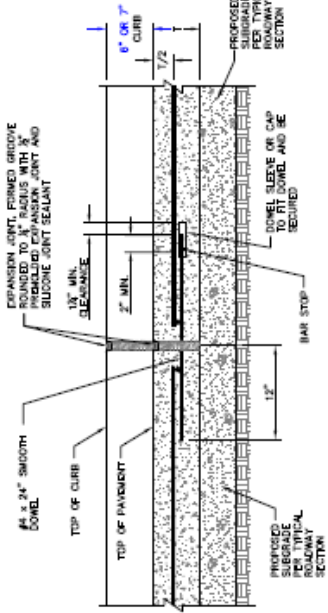
1. MINIMUM WIDTH IS 2'-0".
2. MATCH EXISTING WIDTH UP TO 2'-6"



NEW CONSTRUCTION



EXISTING STREET



NOTE:

1. 200' MAXIMUM SPACING BETWEEN CURB AND GUTTER EXPANSION JOINTS.

CURB AND GUTTER EXPANSION JOINT



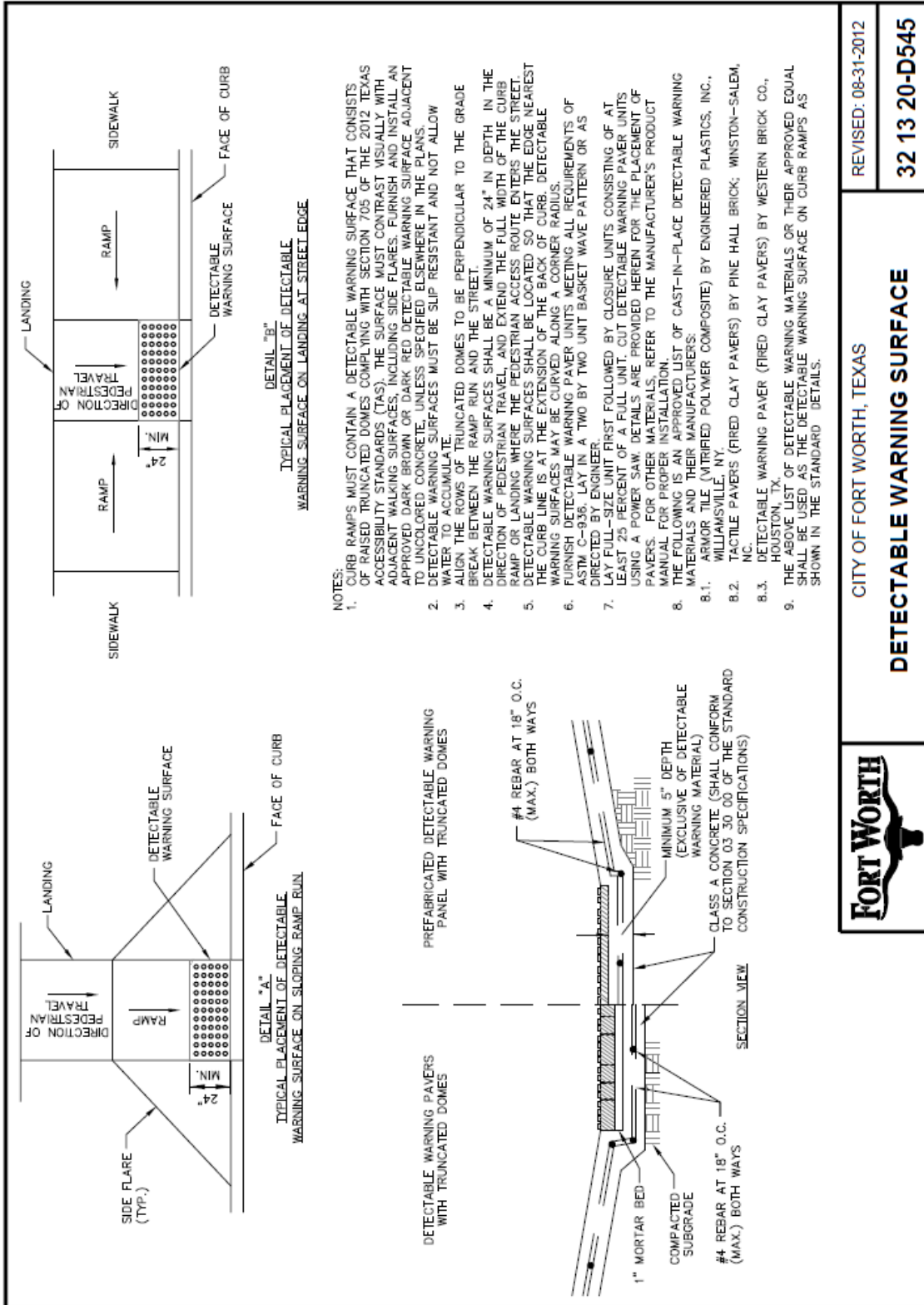
CITY OF FORT WORTH, TEXAS

STANDARD CURB AND GUTTER

REVISED: 08-31-2012

32 16 13-D534

ADA Ramps



CITY OF FORT WORTH, TEXAS

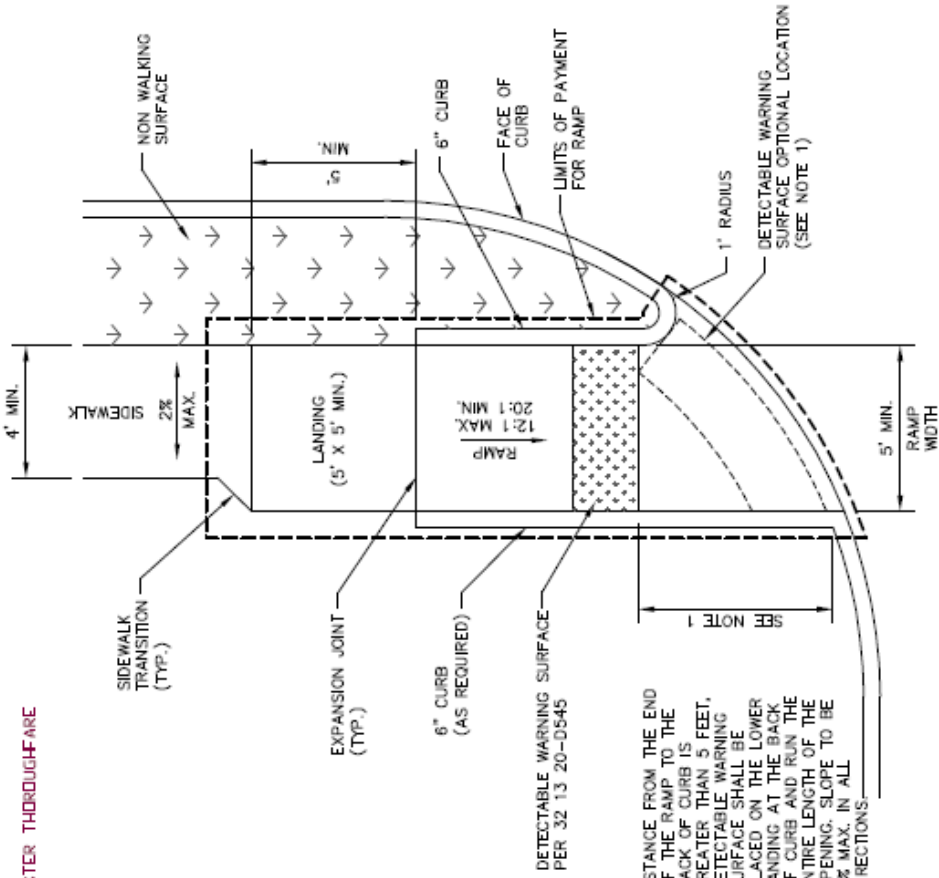
DETECTABLE WARNING SURFACE

REVISED: 08-31-2012

32 13 20-D545

NOTES TO DESIGNER:

- DESIGNER TO COMPLY WITH THE MASTER THOROUGHFARE PLAN ADOPTED MAY 2016.



NOTE:
 1. IF THE DISTANCE FROM THE END OF THE RAMP TO THE BACK OF CURB IS GREATER THAN 5 FEET, DETECTABLE WARNING SURFACE SHALL BE PLACED ON THE LOWER LANDING AT THE BACK OF CURB AND RUN THE ENTIRE LENGTH OF THE OPENING. SLOPE TO BE 2% MAX. IN ALL DIRECTIONS.

DETECTABLE WARNING SURFACE PER 32.13.20-0545

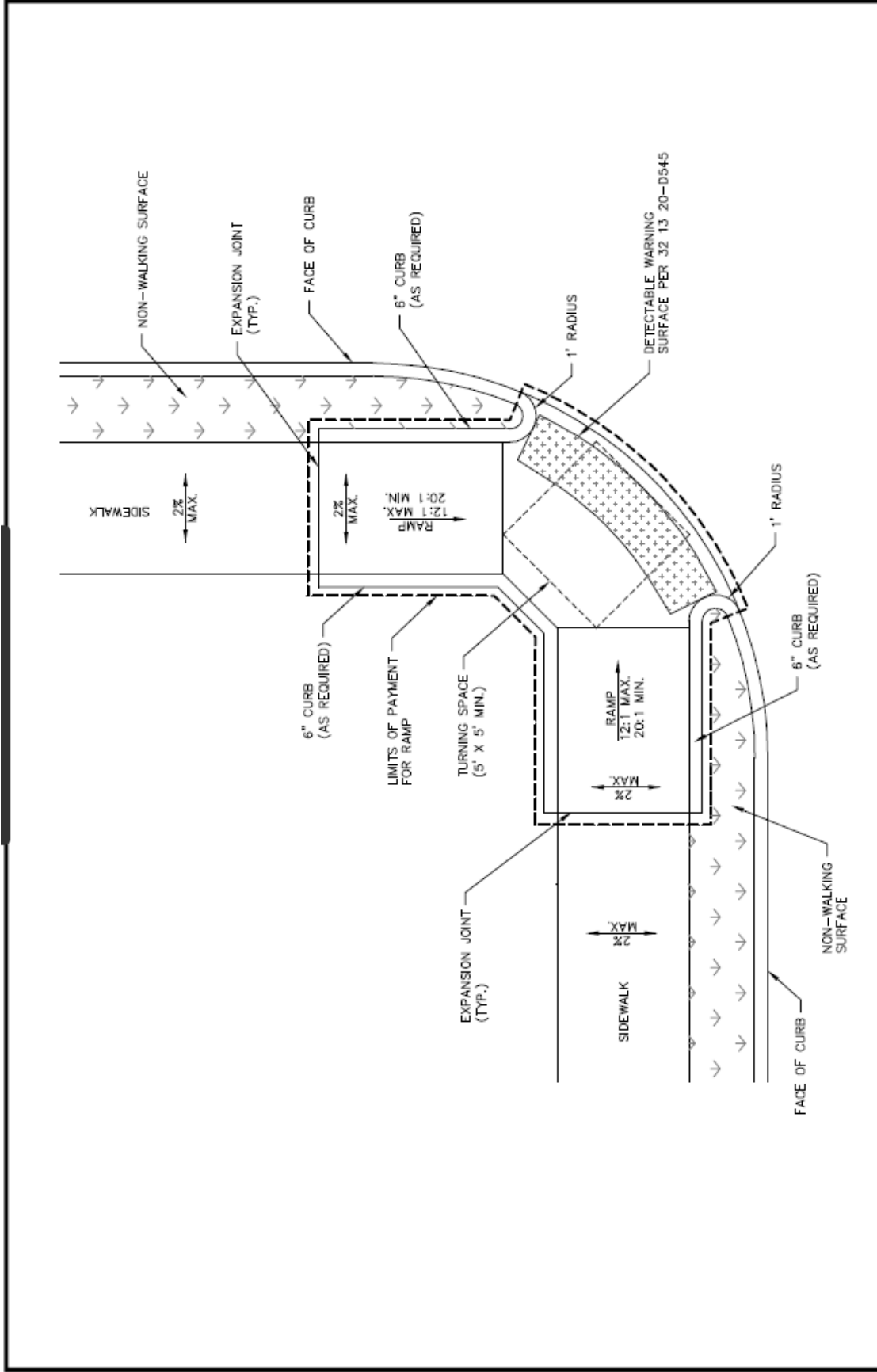


CITY OF FORT WORTH, TEXAS

TYPE P-1 PERPENDICULAR CURB RAMP

REVISED: 07-28-2016

32 13 20-D540



REVISED: 08-31-2012

32 13 20-D535

CITY OF FORT WORTH, TEXAS

TYPE R-1 RESIDENTIAL INTERSECTION



Alley Paving

Alley paving requires a stamped engineered plan profile of the alley. Plans will be reviewed and approved by Water Department and Atmos before a permit will be issued. It is the responsibility of the owner/contractor to get this approval and submit to Parkway department before a permit will be issued.

ALLEY POLICY

3. **Paving.** Alleys shall be paved with concrete in accordance with the City of Fort Worth Design Standards and Specifications. All paving shall have a minimum grade of 0.5% and a maximum grade of 10.0%.

3.1 **New development-** is defined as installation of a new subdivision and/or re-development of an entire existing block.

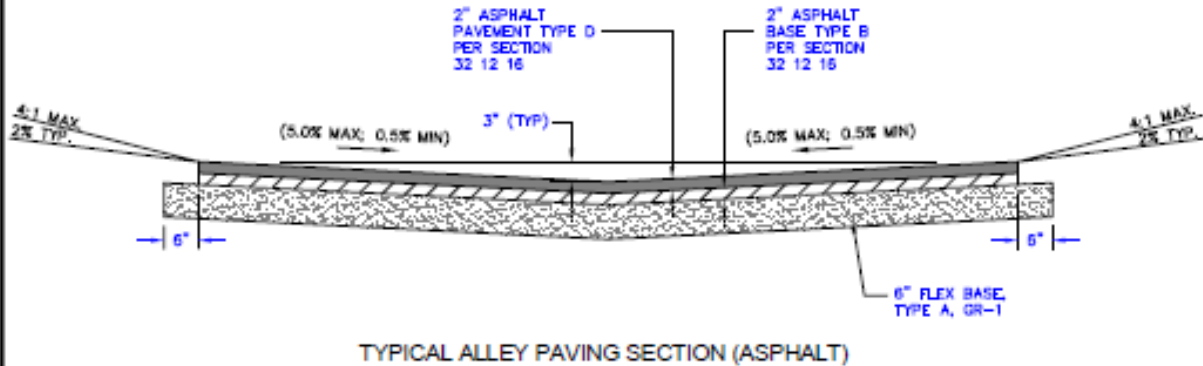
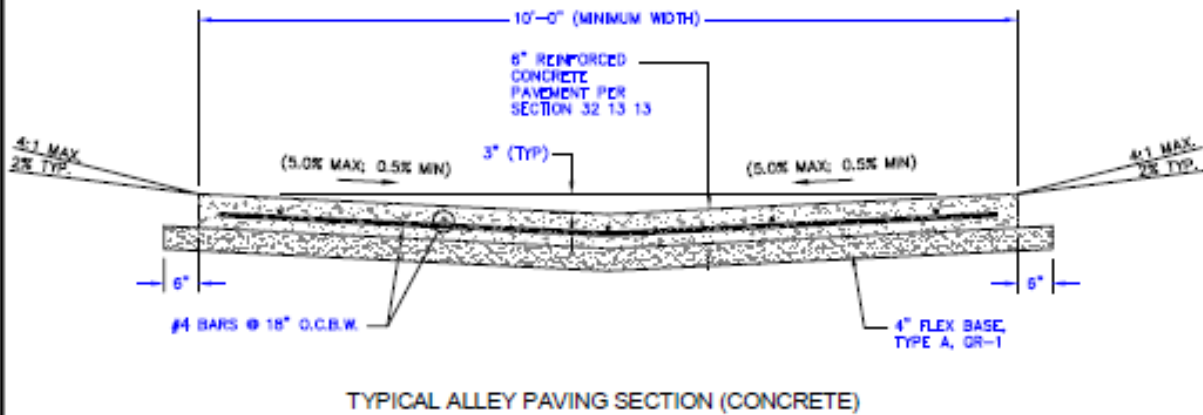
- Alleys must be paved with concrete per the City of Fort Worth Pavement Design Standards and Specifications.

3.2 **Infield development/Re-development-** is defined as development of less than one block in which the developer or property owner must pave the alley from the lot or lots to nearest street using one of the following options.

- Pave the alley with 6" concrete over 4" of compacted flex base. City will maintain the pavement when the warranty period has expired.
- Pave the alley with 4" HMA (2" Type B and 2" Type D) over 6" of compacted flex base. City will maintain the pavement when the warranty period has expired.
- The property owner may chose to pave the alley with an approved all-weather surface and accept the maintenance responsibility of the pavement. A maintenance agreement document must be executes and remain on file in deed record. Examples of approved all weather surface is 6" gravel paving over compacted sub grade, Pave stone over compacted sub grade and other pavement options as submitted by the property owners and review and approved by the City.

NOTES TO DESIGNER:

1. FILL IN BLANKS AND/ OR VERIFY ALL TEXT IN BLUE.
2. SET GRADES TO CONVEY STORMWATER WITHIN R.O.W. OR EASEMENTS (LONGITUDINAL - MIN GRADE -0.5% MAX GRADE 10%).
3. REVISE DETAIL AS NECESSARY TO MATCH ACTUAL ROADWAY DESIGN INCLUDING ADDING MONOLITHIC CURB TO TIE INTO EXIST GRADE.
4. PROVIDE ITEMS THAT ARE PART OF THIS SECTION.
5. MODIFY DETAIL TO MEET SPECIFIC CONDITIONS.
6. WHERE FLEX BASE IS IMPRACTICAL, DESIGNER TO SPECIFY APPROPRIATE SUBGRADE MATERIAL (LIME PER SECTION 32 11 29 OR CEMENT TREATED PER SECTION 32 11 33)



NOTES:

1. MAXIMUM NOT PAVED ON EACH SIDE IS 1'-0".
2. USE 12" DRIVEWAY APPROACH AT STREET CONNECTION.
3. CONSTRUCT MONOLITHIC CURB AS NEEDED PER 32 13 13-0525. STANDARD MONOLITHIC CURB NECESSARY TO TIE IN GRADE SUBSIDIARY TO ALLEY CONSTRUCTION.



CITY OF FORT WORTH, TEXAS

ALLEY SECTION

REVISED: 08-31-2012

32 13 13-D509

