CITY OF SAN ANTONIO

DEPARTMENT OF PUBLIC WORKS
PLANNING AND ENGINEERING DIVISION

2013 ASPHALT OVERLAY (PKG 3)

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2–6	GENERAL NOTES
7–8B	ESTIMATE OF QUANTITIES
9–12	TREE PROTECTION STANDARDS
13–14	MISCELLANEOUS CONSTRUCTION STANDARDS
15	WHEELCHAIR RAMP
16	CONCRETE DRIVEWAY
17	CONCRETE BUS STOP PAD
18	DETAIL SHEET
19–20	SPEED HUMP TYPE II
21–36	STANDARD PAVEMENT MARKINGS
37–40	BARRICADE AND CONSTRUCTION STANDARDS
41–48	TRAFFIC CONTROL PLAN STANDARDS
49–60	BARRICADE AND CONSTRUCTION GENERAL NOTES

STATE OF TEXAS
DALE M. KELLER
88924
LICENSED
PROFESSIONAL ENGINEER
10-1-12

Dale M. Keller 10-2-12
Dale M. Keller, PE — DATE
Project Manager

10-3-12
Roberto Reyna, PE — DATE
Design Manager

NOTE:
CITY SIGNATURE VOID IF CONSTRUCTION IS NOT COMMENCED WITHIN ONE YEAR OF SIGNATURE.

CITY OF SAN ANTONIO
DEPARTMENT OF PUBLIC WORKS

SHEET 1 OF 60

08-18

10.02.2012

N:\ DESIGN SECTION \ Projects \ 2013 AO \ AO pkg 3 \ PLANS

City General Notes

1. ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF SAN ANTONIO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.

2. THE CONTRACTOR SHALL PROVIDE ACCESS FOR RESIDENTS, BUSINESSES, AND FOR THE DELIVERY OF MAIL BY THE U.S. POSTAL SERVICE AT ALL TIMES. THE CONTRACTOR SHALL COORDINATE WITH THE INSPECTOR FOR SOLID WASTE COLLECTION.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING TO ITS ORIGINAL OR BETTER CONDITION IF ANY DAMAGE DONE TO EXISTING FENCES, CONCRETE ISLANDS, STREET PAVING, CURBS, SHRUBS, BUSHES, DRIVEWAYS, OR ANY OTHER EXISTING ITEM. (NO SEPARATE PAY ITEM).

4. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES, MARKS, ETC. IF ANY ARE DESTROYED OR REMOVED BY THE CONTRACTOR OR HIS EMPLOYEES, THEY SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

5. DO NOT PLACE ANY WASTE MATERIAL IN THE 100-YEAR FLOOD PLAIN WITHOUT FIRST OBTAINING AN APPROVED FLOOD PLAIN DEVELOPMENT PERMIT. ALL WASTE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND IT SHALL BE HIS SOLE RESPONSIBILITY TO DISPOSE OF THESE MATERIALS OFF THE LIMITS OF THE PROJECT AND RIGHT-OF-WAY. NO WASTE MATERIALS SHALL BE PLACED IN DESIGNATED FLOOD PLAINS OR IN LOW AREAS THAT WILL BLOCK OR ALTER FLOW OF EXISTING NATURAL OR ENGINEERED DRAINAGE.

6. IF THE CONTRACTOR ENCOUNTERS ANY ARCHAEOLOGICAL DEPOSITS DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR MUST STOP EXCAVATION IMMEDIATELY, CONTACT THE CITY INSPECTOR, AND CALL THE CITY HISTORIC PRESERVATION OFFICE AT 207-7306 FOR AN ARCHAEOLOGICAL INVESTIGATION. THE CONTRACTOR CANNOT BEGIN EXCAVATION AGAIN WITHOUT WRITTEN PERMISSION FROM THE CITY.

   IF MORE THAN THREE (3) DAYS ARE REQUIRED FOR INVESTIGATION (NOT INCLUDING HOLIDAY AND WEEKENDS) AND IF THE CONTRACTOR IS UNABLE TO WORK IN OTHER AREAS, THEN THE CONTRACTOR WILL BE ALLOWED TO NEGOTIATE FOR ADDITIONAL CONSTRUCTION TIME UPON WRITTEN REQUEST WITHIN TEN (10) DAYS AFTER THE FIRST NOTICE TO THE CITY ARCHAEOLOGICAL INVESTIGATION FOR EACH EVENT.

   IF THE TIME REQUIRED FOR INVESTIGATION IS LESS THAN OR EQUAL TO THREE (3) DAYS FOR EACH EVENT, CONTRACT DURATION WILL BE EXTENDED.

7. PROJECT LOCATIONS AND LIMITS HAVE BEEN IDENTIFIED IN THE PLANS, HOWEVER, ADDITIONS, DELETIONS AND MODIFICATIONS TO THE LOCATIONS AND LIMITS MAY OCCUR,

8. AS DIRECTED BY THE ENGINEER, THE STREET PAVEMENT, ADJACENT DRIVEWAYS, SIDEWALKS, AND WALKWAYS SHALL BE SWEPT AND ALL DEBRIS REMOVED FROM THE WORK AREA.

   - SUBSEQUENT TO MILLING OPERATIONS
   - PRIOR TO LAYING A SURFACE COURSE
   - AS OFTEN AS NECESSARY TO REMOVE LOOSE MATERIAL
   - AT THE END OF EACH WORKDAY

9. THE CONTRACTOR SHALL PROVIDE THE CITY AN EMERGENCY TELEPHONE NUMBER FOR EVENINGS, WEEKENDS AND HOLIDAYS BY THE FIRST WORKING DAY FOR THE PROJECT. THIS TELEPHONE NUMBER MUST BE A COMMERCIAL ANSWERING SERVICE. THE ANSWERING SERVICE MUST BE ABLE TO CONTACT THE CONTRACTOR AND HAVE THE CONTRACTOR RESPOND TO THE CITY STAFF WITHIN TWO (2) HOURS OF THE INTITIAL CONTACT.

10. IF THE CONTRACTOR WISHES TO WORK WEEKENDS, HE SHALL SUBMIT A REQUEST TO THE ENGINEER AND CITY INSPECTOR FOR APPROVAL SEVENTY TWO (72) HOURS PRIOR TO WORKING THE WEEKEND THEY WISH TO WORK.

11. WHEN PERFORMING WORK OPERATIONS AT NIGHT. THE CONTRACTOR SHALL PROVIDE ADEQUATE LIGHTING TO PERFORM THE NECESSARY OPERATIONS. IN ADDITION, ALL VEHICLES MUST BE EQUIPPED WITH ONE OR MORE HIGH INTENSITY YELLOW FLASHING LIGHTS. (NO SEPARATE PAY ITEM).

12. UPON COMPLETION OF ALL WORK PROVIDED FOR IN THE CONTRACT FOR ANY INDIVIDUAL STREET, THE ENGINEER WILL MAKE AN INSPECTION. AND, IF THE WORK IS FOUND TO BE SATISFACTORY, THE CONTRACTOR WILL BE RELEASED FROM FURTHER MAINTENANCE OF THAT STREET AND WILL BE CONSIDERED A "PARTIAL ACCEPTANCE" OF THE WORK. SAID ACCEPTANCE WILL BE MADE IN WRITING AND SHALL IN NO WAY VOID OR ALTER ANY TERMS OF THE CONTRACT.

13. THE CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR AND Q.A. DEPARTMENT TWENTY FOUR (24) HOURS IN ADVANCE OF EACH DAY'S WORK. THIS NOTIFICATION SHALL INCLUDE THE MAERIAL SOURCE LOCATION AND THE LOCATION AT WHICH THE MATERIAL WILL BE PLACED. PHONE NUMBERS WILL BE PROVIDED AT THE PRECONSTRUCTION MEETING.

14. ALL COSTS ASSOCIATED WITH THE FOLLOWING ITEMS SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS, AND SHALL NOT BE SEPARATELY COMPENSATED.

100	"MOBILIZATION"
100.1	"INSURANCE AND BOND"
100	"PREPARE RIGHT OF WAY"
530	"BARRICADES, SIGNS & TRAFFIC HANDLING"

15. PROVIDE NEXT CONSTRUCTION SCHEDULE EVERY FRIDAY BY CLOSE OF BUSINESS, VIA E-MAIL FOR THE DURATION OF THE CONTRACT USING SMP TEMPLATE. THE CITY RESERVES THE RIGHT TO DIRECT THE CONTRACTOR WHERE TO WORK WHEN NECESSARY.

16. PLAN QUANTITIES ARE FOR ESTIMATING PURPOSES ONLY AND ARE SUBJECT TO CHANGE PENDING APPROVAL OF THE ENGINEER.

17. THE CONTRACTOR IS RESPONSIBLE FOR OBEYING ALL FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS.

18. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING CITY RIGHT OF WAY PERMITS FOR CONSTRUCTION. ALL RIGHT OF WAY PERMIT FEES WILL BE RELATED TO THIS PROJECT WILL BE WAIVED

19. THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS IN A MANNER SUCH THAT TRUCKS AND OTHER VEHICLES DO NOT CREATE A DIRT NUISANCE OR SAFETY HAZARD IN ANY STREETS, PUBLIC OR PRIVATE. CLEAN UP OF STREETS SHALL BE DONE DAILY AT A MINIMUM.

20. CONSTRUCTION ON MORE THAN ONE STREET AT A TIME WILL NOT BE PERMITTED IF SATISFACTOY CONFORMANCE TO PLANS AND SPECIFICATIONS ARE NOT MAINTAINED.

21. THE CONTRACTOR IS MADE AWARE THAT THE BID QUANTITIES SHOWN IN THE BID PROPOSAL ARE APPROXIMATE AND MAY CHANGE. THE CITY RESERVES THE RIGHT TO MAKE ADJUSTMENTS IN THE FIELD. PAYMENT FOR PERFORMING THE WORK SHALL BE MADE AT THE ESTABLISHED BID UNIT PRICE IN THE CONTRACT.

22. THE CITY WILL PROVIDE A TEMPLATE/VERBAGE FOR THE DOOR HANGER. CONTRACTOR SHALL PLACE HANGERS ON EVERY BUSINESS OR RESIDENCE WITHIN EACH SEGEMENT LIMITS AND ANY OTHER LOCATIONS AS SPECIFIED BY THE INSPECTOR. AN ADDITIONAL DOOR HANGER SHALL BE PLACED AT ALL CORNER LOTS THAT WILL BE RECEIVING CURB RAMPS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE A REVIEW COPY OF THE DOOR HANGER TO THE CITY SEVEN (7) DAYS PRIOR TO DISTIRIBUTION. PAY ITEM SP100.

23. INCLUDE A MAILBOX POST BLOCKOUT FOR VACANT LOTS AND ALL RESIDENCES WHICH DO NOT HAVE MAILBOXES AT THE CURB. BLOCKOUTS ARE PROVIDED FOR FUTURE USE BY THE POST OFFICE.

24. THE CONTRACTOR SHALL NOT MILL OR OVERLAY A STREET BEYOND THE LONGITUDINAL LIMITS OF WHICH HE CANNOT MILL OR OVERLAY FOR ITS FULL WIDTH THAT SAME DAY UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

25. SHOULD EXISTING BASE MATERIALS BECOME EXPOSED DUE TO MILLING, THE CONTRACTOR SHALL PROTECT AND MAINTAIN THE EXISTING COMPACTED BASE UNTIL WHICH TIME IT CAN BE OVERLAID (WITHIN 14 DAYS MAX). EXPOSED FLEX BASE SHALL BE ROLLED AND PRIME COATED AS DIRECTED BY THE ENGINEER. (NO SEPARATE PAY ITEM)

26. AS DIRECTED BY THE ENGINEER, "FEATHER" H.M.A.C. INTO DRIVEWAYS TO PREVENT SURFACE PONDING. (NO SEPARATE PAY ITEM)

27. ALL AGGREGATE FOR SEAL COAT SHALL BE DELIVERED TO THE JOB SITE AT ATMOSPHERIC TEMPERATURES AND SHALL BE ADEQUATELY DRIED TO THE SATISFACTION OF THE ENGINEER.

    SEAL COAT MATERIAL DATA:

ASPHALT – TYPE/GRADE	BINDER OIL: AC5 OR AC10
ASPHALT – RATE	0.28 – 0.32 GAL/SY
AGGREGATE – TYPE/GRADE	CRUSHED LIMESTONE, GRADE 4, TYPE B NON-PRECOAT
AGGREGATE – RATE	18 – 20 LBS/SY

    IT IS THE INTENT THAT ASPHALT CEMENT BINDER OIL BE USED FOR ALL SEAL COATING; HOWEVER, IF WEATHER CONDITIONS ARE NOT CONDUCIVE FOR ITS APPLICATION, THEN AN EMULSION MAY BE USED AT NO EXTRA PAY.

28. THE PERCENT WEAR OF THE SEAL COAT AGGREGATE (TEST METHOD TEX-410-A) SHALL NOT EXCEED 25%.

29. THE CONTRACTOR SHALL MAINTAIN SEAL COAT (NO SEPARATE PAY ITEM)

30. OVERLAYING OF STREET SURFACES MAY COMMENCE AFTER AN ACCEPTABLE APPLICATION OF SEAL COAT HAS BEEN APPLIED AS DETERMINED BY THE ENGINEER.

31. COARSE AGGREGATE FOR ALL STREETS SHALL BE CLASS (B) UNLESS OTHERWISE NOTED WITHIN THESE PLANS.

Dale M Keller 10-1-12

Revisions		
Date	No	Description

CITY OF SAN ANTONIO
Department of Public Works

2013 Asphalt Overlay (Pkg 3)

General Notes (1 of 5)

PROJ. NO.:	SHEET NO. 2
DATE: October 2013	

32. ALL CONCRETE SURFACES AND CONSTRUCTION JOINTS THAT WILL CONTACT THE PROPOSED H.M.A.C. SHALL BE PAINTED WITH A THIN UNIFORM COAT OF SS-1H TACK COAT. TACK COAT SHALL MEET THE REQUIREMENTS OF ITEM 203 AND SHALL BE AT NO DIRECT PAY.

33. AT INTERSECTIONS WITH SIDEWALKS, THE FOLLOWING GUIDELINES WILL BE USED FOR THE PLACEMENT OF CURB RAMPS;

- ALL CURB RAMPS SHALL HAVE TRUNCATED DOMES INSTALLED.
- DESIGN DECISIONS ON CURB RAMPS WILL BE MADE IN THE FIELD WITH THE CITY INSPECTOR.
- TYPE I (1) SHALL BE PAID AS TWO (2) RAMPS
- TYPE II, III, IV, &V (2, 3, 4, &5) SHALL BE PAID AS ONE (1) RAMP AS PER CITY OF SAN ANTONIO STANDARD DETAILS. EACH CURB RAMP SHALL INCLUDE THE LANDING PLUS WINGS UP TO TWENTY-FOUR (24) FEET TOTAL LENGTH.
- THE BID PRICE FOR THE CURB RAMPS SHALL INCLUDE ALL NECESSARY SUBSIDIARY WORK TO CONSTRUCT AND COMPLETE THE FOLLOWING:
- SIDEWALK AND CURB DEMOLITION AND REMOVAL.
- WHEN CURB RAMP LANDINGS PLUS WINGS TOTAL LENGTH EXCEEDS TWENTY-FOUR (24) L.F., ANY ADDITIONAL LENGTH OF WINGS REQUIRED TO ACHIEVE MINIMUM SLOPE SHALL BE PAID AS SIDEWALK ITEM 502.1.
- DETECTABLE ADA APPROVED WARNINGS, SHALL BE CAST IN PLACE 24"X 60" MANUFACTURED BY ARMOR-TILE MODEL NUMBER 465C2460RD UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- NEW CURB INSTALLATION UP TO 24 L.F. THE ADDITIONAL CURB LENGTH ABOVE 24 FEET SHALL BE PAID AS CURB ITEM 500.
- CONCRETE RETAINING WALL UP TO 6" HIGH AS NECESSARY. RETAINING WALLS EXCEEDING 6" WILL BE PAID AS SIDEWALK.
- SIGN ADJUSTMENT.
- IRRIGATION RELOCATION AS NECESSARY.
- LANDSCAPE RELOCATION AS NECESSARY.

34. SOME STREETS MAY HAVE EXISTING SPEED HUMPS. ALL EXISTING SPEED HUMPS SHALL BE REPLACED IN ACCORDANCE WITH THE DETAILS IN THE PLANS.

35. UNLESS OTHERWISE NOTED, CONTRACTOR SHALL USE 64-22 ASPHALT MIX ON ALL PROJECTS AS NOTED IN REVISED SPECIFICATIONS 205.

36. USE VACUUM OR REGENERATIVE AIR SWEEPERS ONLY WHEN SWEEPING WORK AREA.

37. ALL ASPHALT CUTTINGS AND AGGREGATE SHALL BE CONFINED TO THE STREET SURFACE WHERE THEY SHALL BE SWEPT UP AND REMOVED FROM THE RIGHT-OF-WAY BY THE END OF EACH WORK DAY.

38. ALL BASE FAILURE REPLACEMENTS SHALL BE MARKED AND APPROVED BY THE ENGINEER.

39. PAVEMENT CUTS SHALL BE PERFORMED BY EQUIPMENT APPROVED BY THE ENGINEER. IT SHALL NOT PRESENT A HAZARD TO TRAFFIC. ALL SAW CUTS SHALL BE FULL DEPTH SAWCUTS.

40. THE DEPTH OF PAVEMENT FOR ITEM 230 (BASE AND PAVEMENT) SHALL BE TO THE SPECIFIED DEPTH UNLESS DIRECTED OTHERWISE BY THE ENGINEER. PRIOR TO EXCAVATION, DESIGNATED BASE FAILURES SHALL BE CUT VERTICALLY FOR THE FULL DEPTH SPECIFIED WITH A ROCK SAW OR OTHER APPROVED EQUALLY CAPABLE EQUIPMENT. THE EDGES OF THE EXISTING ASPHALT WHICH ARE CUT BY THE ROCK SAW MUST BE VERTICAL, STRAIGHT, AND UNIFORM TO ENSURE THAT THE NEW ASPHALT ABUTS TO A SOLID, CLEAN VERTICAL SURFACE. ASPHALT TREATED BASE SHALL BE PLACED IN FOUR (4) INCH MAXIMUM LIFTS – COMPACT EACH LIFT AND DOCUMENT DENSITY READING. TOP MAT REQUIRES APPROVAL/ACCEPTANCE OF THE ENGINEER.

41. ALL DAILY BASE REPLACEMENTS SHALL BE PROPERLY EXCAVATED, BARRICADED, AND OPEN TO TRAFFIC THE SAME DAY. DO NOT EXCAVATE FOR BASE REPAIRS IF THE WORK CAN NOT BE COMPLETED THAT DAY.

42. PLACE FLEXIBLE BASE AS DIRECTED BY THE ENGINEER WHERE BASE FAILURE EXCAVATION NECESSITATES EXCEEDING THE SPECIFIED DEPTH FOR ITEM 230 (BASE AND PAVEMENT). (NO SEPARATE PAY ITEM)

43. ASPHALT TREATED "BASE AND PAVEMENT" MIXTURES SHALL BE AT A TEMPERATURE BETWEEN 225° F AND 350° F WHEN PLACED IN EXCAVATED CUTS. WHEN THE ASPHALT TEMPERATURES FALL BELOW 225° F, THE ASPHALT MUST BE DISCARDED AND PAYMENT WILL NOT BE MADE FOR THE DISCARDED MATERIAL.

44. FOR STREETS WITHOUT CURB AND GUTTER, THE CONTRACTOR SHALL INSTALL SHOULDER BACKING PER "SHOULDER BACKING DETAIL" PROVIDED ON MILLING DETAIL SHEET. (NO SEPARATE PAY ITEM)

City General Notes

45. MILLING OF ASPHALTIC PAVEMENT SHALL BE PERFORMED THROUGHOUT TURNOUTS AND CUL DE SACS WHICH ARE ADJACENT TO STREETS WHICH HAVE BEEN IDENTIFIED IN THE PLANS TO BE MILLED.

46. ACTUAL DEPTHS OF MILLING ALONG CURB LINES AND ON BRIDGE DECKS SHALL BE AS DIRECTED BY THE ENGINEER. CONCRETE BRIDGE DECKS SHALL NOT BE MILLED.

47. EACH STREET SHALL BE SEAL COATED IN ITS ENTIRETY, INCLUDING ADJACENT TURNOUTS AND CUL DE SACS, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

48. TYPE "D" H.M.A.C. SHALL BE APPLIED AT AN AVERAGE RATE OF 190 LBS./S.Y. WITH A MINIMUM RATE OF 165 LBS./S.Y. A LEVEL UP H.M.A.C. COURSE MATERIAL MAY ALSO BE REQUIRED TO BE PLACED ON STREETS AT LOCATIONS AND DEPTHS AS DIRECTED BY THE ENGINEER TO REMOVE LOW SPOTS. THIS WORK WILL BE PAID BY THE S.Y. UNDER ITEM 205.4

49. TO DETERMINE THE S.Y. TO BE PAID ON EACH STREET. THE TICKET FOR THAT STREET SHOWING THE TONNAGE PLACED WILL BE CONVERTED TO A S.Y. AMOUNT BASED ON THE 190 LBS./S.Y. APPLICATION RATE WITH THE FOLLOWING EQUATION: (___TONS x 2000/190). FOR EXAMPLE, IF 200 TONS WERE PLACED ON A STREET, THE PAY WOULD BE (200 TONS)(2000 LBS/TONS)(SY/190 LBS) = 2,105.3 S.Y.

50. ALL QUANTITIES SHALL BE PRE-APPROVED BY THE ENGINEER.

51. CARE SHOULD BE TAKEN TO PREVENT MILLINGS FROM ENTERING INLETS AND STORM SEWERS. ALL MATERIAL ENTERING INLETS AND STORM SEWERS SHALL BE REMOVED BY THE CONTRACTOR AT NO ADDITIONAL COST.

52. WHEN THE CONTRACTOR PLACES A STOCKPILE OF HMAC MATERIAL ON SITE, THE MATERIAL SHALL BE USED PRIOR TO THE END OF THE WORK DAY. IF THE MATERIAL IS NOT USED, IT SHALL NOT BE USED ON ANY STREET.

53. ALL TRUCK TICKETS SHALL HAVE THE NAME OF THE STREET THE MATERIAL WAS PLACED ON.

54. WHEN A RUBBER ADDITIVE IS REQUIRED, THE ASPHALT BINDER SHALL MEET THE REQUIREMENTS OF PG 64-22 G.T.R. 10 AS SPECIFIED IN THE SPECIAL PROVISIONS OF THE SPECIFICATIONS.

55. THE CONTRACTOR SHALL VIDEO TAPE ALL PROJECTS PRIOR TO ANY CONSTRUCTION. A BACK UP COPY WILL BE SUBMITTED TO THE CITY OF SAN ANTONIO PAVEMENT ENGINEERING DIVISION BEFORE PROJECTS COMMENCE. ITEMS TO BE VIDEOTAPED NEED TO BE IDENTIFIED BY ADDRESS:
    - FENCES
    - MAILBOX FROM ALL SIDES
    - DRIVEWAY ENTRIES
    - CURBS, SIDEWALK, AND PEDESTRIAN WALKWAYS
    - ANY FORM OF LANDSCAPING ON RIGHT OF WAY (TREES, PLANTS, ETC.)

56. THE CONTRACTOR SHALL PROVIDE A SCHEDULE OF WORK FOR THE ENTIRE PROJECT WITHIN FOURTEEN (14) DAYS OF THE NOTICE TO PROCEED. THE CONTRACTOR SHALL NOT SCHEDULE MORE THAN A ONE WEEK GAP IN Base

57. THE CONTRACTOR SHALL UTILIZE AND MAINTAIN ITEM 1000-WEB PORTAL. PAYMENT IS SUBSIDIARY TO OTHER ITEMS.

58. ALL WORK TO BE PERFORMED ON THE DOWNTOWN STREETS SHALL BE PERFORMED BETWEEN THE HOURS OF 8:00 PM AND 6:00 AM.

59. WHEN DIRECTED BY THE ENGINEER, FOG SEAL (TRMSS) SHALL BE APPLIED AT A RATE OF 0.08 TO 0.15 GAL/SY.

Revisions		
Date	No	Description

CITY OF SAN ANTONIO

Department of Public Works

2013 Asphalt Overlay (Pkg 3)

General Notes (2 of 5)

PROJ. NO.:	SHEET NO. 3
DATE: October 2013	

UTILITY GENERAL NOTES

1. DUE TO FEDERAL REGULATIONS TITLE 49, PART 192.181. THIS REQUIRES THAT C.P.S. MUST MAINTAIN ACCESS TO GAS VALVES AT ALL TIMES. THEO DIRECT PAY. THE CONTRACTOR MUST WORK AROUND ANY GAS VALVES THAT ARE IN THE PROJECT AREA.

SAN ANTONIO WATER SYSTEM	233-2010/2009
COSA DRAINAGE	207-8048
COSA SIGNAL OPERATIONS	207-7720
TEXAS STATE WIDE ONE CALL LOCATOR	1-800-545-6005

   - CITY PUBLIC SERVICE
   - TIME WARNER
   - SOUTHWESTERN BELL TELEPHONE
   - SBC
   - AT&T
   - MCI

2. CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO EXCAVATION TO DETERMINE THE LOCATION OF EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY THE FOLLOWING AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO EXCAVATION OPERATION.

3. THE CONTRACTOR SHALL PROTECT TELEPHONE COMPANY EQUIPMENT AND OPERATIONS DURING CONSTRUCTION.

4. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES INDICATED ON THE PLANS ARE TAKEN FROM AVAILABLE RECORDS AND ARE NOT GUARANTEED. CONTRACTOR SHALL INVESTIGATE AND VERIFY BEFORE STARTING WORK. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE TO AND FOR THE MAINTENANCE OF THE EXISTING UTILITIES, EVEN IF THEY ARE NOT SHOWN ON THE PLANS. LOCATION AND DEPTH OF UTILITIES SHOWN HERE ARE APPROXIMATE ONLY. ACTUAL LOCATIONS AND DEPTHS MUST BE VERIFIED PRIOR TO CONSTRUCTION AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE SAME DURING CONSTRUCTION.

5. IF SPLIT CONSTRUCTION IS SHOWN. THEN THE SANITARY SEWER SHALL BE COMPLETED PRIOR TO BEGINNING STREET AND DRAINAGE CONSTRUCTION, AND TRAFFIC SHALL BE MAINTAINED OR DETOURED AS DIRECTED BY THE TRAFFIC ENGINEER. THERE WILL BE NO ADDITIONAL PAYMENT FOR THE MAINTAINING OF TRAFFIC OR DETOURS.

6. ALL AT&T MANHOLE ADJUSTMENTS WILL BE PAID FOR UNDER ITEM 512.1B. ALL MATERIALS INCLUDING RING RISERS SHALL BE PROVIDED BY AT&T.

7. IF ANY WORK IS REQUIRED WITHIN THE RAILROAD RIGHT-OF-WAY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE REQUIRED INSURANCE. (LUMP SUM) PAY ITEM: SP2000

8. ALL MANHOLES AND OTHER UTILITY STRUCTURES IN THE CONSTRUCTION AREA SHALL BE ADJUSTED TO THE FINISHED GRADE. THIS ADJUSTMENT SHALL BE COMPLETED WITHIN ONE (1) WEEK AFTER PLACEMENT OF ASPHALT. ALL PAY ITEMS INCLUDED IN BID PROPOSAL SHALL BE ADJUSTED WITHI SEVEN (7) DAYS.

9. BUILDING PAPER SHALL BE PLACED OVER ALL MANHOLES, VALVE BOXES, GRATES, ETC., SO AS TO PROTECT THE SURFACES FROM ASPHALTIC MATERIALS DURING APPLICATION OF SEAL COAT OR TACK COAT. ASPHALT MATERIALS SHALL NOT BE PLACED, LAPPED, OR SPLASHED ONTO ADJACENT STRUCTURES OR SURFACES. FOR STREETS THAT RECEIVE A FULL MILL APPLICATION, STREET SURFACES ADJACENT TO MANHOLES, WATER/GAS VALVES, DRAIN GATES, BRIDGE JOINTS, CURBS, ETC., SHALL BE COMPLETELY MILLED TO DEPTH AS SPECIFIED FOR THE STREET UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ALL MANHOLES AND VALVES SHALL BE ADJUSTED SO THAT THE RING AND COVER ARE WITHIN ½" MAXIMUM OF THE FINISHED GRADE OF THE NEW PAVEMENT. A SINGLE PAYMENT AT THE CONTRACTOR'S UNIT BID PRICE SHALL BE MADE FOR EACH MANHOLE ADJUSTED TO THE FINISHED GRADE OF NEW PAVEMENT. ALL UTILITY ADJUSTMENTS SHALL BE PERFORMED WITHIN 24 HOURS OF PAVING. ALL ADJUSTMENTS SHALL CONFORM TO THE "MANHOLE AND VALVE ADJUSTMENT" STANDARD DETAIL INCLUDED IN THE UTILITY EXCAVATION MANUAL GENERAL REQUIREMENTS AND PROCEDURES FOR EXCAVATION IN CITY OF SAN ANTONIO PUBLIC RIGHTS OF WAY, LATEST EDITION. DETAIL IS REVISED TO INSTALL A CIRCULAR CONCRETE COLLAR IN PLACE OF SQUARE CONCRETE COLLAR. CIRCULAR CONCRETE COLLAR TO BE 8-INCHES THICK CENTERED ON VALVE OR MANHOLE WITH FOUR RADIAL ½-INCH SCORE MARKS. COLLAR DIAMETER TO BE O.D. OF RING PLUS 12".

EROSION CONTROL AND SEDIMENTATION / STORM WATER POLLUTION PREVENTION PLAN GENERAL NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR DEVELOPING, IMPLEMENTING AND MAINTAINING A STORM WATER POLLUTION PREVENTION PLAN (SW3P) FOR THE DURATION OF THE CONSTRUCTION AS DESCRIBED IN ITEM NO. 553. COST OF PREPARING SW3P PLAN AND ALL COSTS FOR FURNISHING, IMPLEMENTING AND MAINTAINING ANY ON SITE POLLUTION CONTROL MEASURES REQUIRED BY THE SW3P (EG. SILT FENCING, CONSTRUCTION EXITS, GRAVEL FILTERS, ETC.) SHALL BE AT NO DIRECT PAY.

2. CONTRACTOR WILL BE RESPONSIBLE FOR COMPLETING WITH TCEQ'S TPDES PROGRAM FOR CONTROL OF SILT AND EROSION. CONTRACTOR SHALL PREPARE A SW3P AND SHALL UPDATE THE SW3P AS NECESSARY BASED ON FIELD CONDITIONS.

3. ALL EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITIES. THE EROSION CONTROL MEASURES SHALL REMAIN IN PLACE AND FUNCTIONAL UNTIL AFTER THE PROPOSED IMPROVEMENTS ARE IN PLACE.

4. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS AND SIDEWALKS ADJACENT TO THE PROJECT FREE OF MUD AND DEBRIS FROM CONSTRUCTION AT ALL TIMES.

5. SEDIMENT CONTROL DEVICES SHALL BE INSTALLED PRIOR TO ANY EMBANKMENT OR EXCAVATION WORK BEING DONE. WHEN THE PROJECT IS COMPLETE AND THE ENTIRE SITE IS COMPLETELY STABILIZED, THE SEDIMENT CONTROL DEVICES AND ACCUMULATED SEDIMENT SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED MANNER. THE CONTRACTOR HAS THE ULTIMATE RESPONSIBILITY FOR THE EFFECTIVE CONTROL OF EROSION AND SEDIMENTATION.

6. THE CONTRACTOR SHALL SEED OR SOD A COMPLETED EMBANKMENT AS SOON AS PRACTICABLE, BUT NO LATER THAN 14 DAYS AFTER AN EMBANKMENT IS COMPLETE. ALL SODDING SHALL BE PAID FOR UNDER ITEM NO. 516.1, "BERMUDA SODDING" AND AT THE SINGLE UNIT PRICE AS BID PER THE CONTRACT.

7. THE SITE SHALL BE REVIEWED WEEKLY AND AFTER ANY MAJOR STORM EVENTS. ADJUSTMENTS AND REPAIRS TO THE EROSION CONTROL DEVICES SHALL BE MADE AS NEEDED.

8. PROVIDE A COPY OF ANY REQUIRED SW3P TO THE CITY PRIOR TO BEGINNING CONSTRUCTION.

TREE PROTECTION AND PRESERVATION NOTES

1. NO UTILITY OR STREET EXCAVATION WORK SHALL BEGIN IN AREAS WHERE TREE PRESERVATION AND TREATMENT MEASURES HAVE NOT BEEN COMPLETED AND APPROVED.

2. TREE PROTECTION FENCING SHALL BE REQUIRED AND TREE PROTECTION FENCING SHALL BE INSTALLED, MAINTAINED AND REPAIRED BY THE CONTRACTOR DURING SITE CONSTRUCTION (NO SEPARATE PAY ITEM).

3. EXPOSED ROOTS SHALL BE COVERED AT THE END OF THE DAY USING TECHNIQUES SUCH AS COVERING WITH SOIL, MULCH OR WET BURLAP.

4. NO EQUIPMENT, VEHICLES OR MATERIALS SHALL OPERATE OR BE STORED WITHIN THE ROOT PROTECTION ZONE OF ANY TREE NEAR THE PROJECT. ROOT PROTECTION ZONE IS ONE (1) FOOT PER DIAMETER INCH OF THE TREE RADIUS. A 10-INCH DIAMETER TREE WOULD HAVE A 10-FOOT RADIUS ROOT PROTECTION ZONE AROUND THE TREE. ROOTS OR BARRICADES IN CONFLICT WITH THE CONSTRUCTION SHALL BE CUT CLEANLY ACCORDING TO PROPER PRUNING METHODS. ALL OAK WOUNDS SHALL BE PAINTED OVER WITHIN 30 MINUTES TO PREVENT OAK WILT.

5. THE CITY ARBORIST SHALL APPROVE ANY TREE REMOVAL, 207-0278.

6. TREES, WHICH ARE DAMAGED OR LOST DUE TO THE CONTRACTOR'S NEGLIGENCE DURING CONSTRUCTION, SHALL BE MITIGATED TO THE CITY'S SATISFACTION.

7. TREES, TREE LIMBS, BUSHES AND SHRUBS LOCATED IN THE CITY STREET OR ALLEY RIGHT OF WAY OR PERMANENT EASEMENTS WHICH INTERFERE WITH PROPOSED CONSTRUCTION ACTIVITIES MAY BE NEATLY TRIMMED BY THE CONTRACTOR ONLY AFTER APPROVAL FROM THE PAVEMENT ENGINEERING MANAGEMENT THROUGH THE INSPECTOR.

8. NO EXCESSIVE TREE TRIMMING WILL BE PERMITTED.

9. SAPLINGS, SHRUBS OR BUSHES TO BE CLEARED FROM THE PROTECTED ROOT ZONE AREA OF A LARGE TREE SHALL BE REMOVED BY HAND AS DESIGNATED BY THE INSPECTOR.

10. ALL DEBRIS GENERATED BY THE PRUNING AND TRIMMING OF THE TREES AND/OR BUSHES SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF PROPERLY (NO SEPARATE PAY ITEM)

STATE OF TEXAS
DALE M. KELLER
86924
LICENSED
PROFESSIONAL ENGINEER
10-11-12

Revisions		
Date	No	Description

CITY OF SAN ANTONIO
Department of Public Works

2013 Asphalt Overly (Pkg 3)

General Notes (3 of 5)

PROJ. NO.:	SHEET NO. 4
DATE: October 2013	

TRAFFIC NOTES AND SPECIAL CONDITIONS

1. WORK AROUND SCHOOLS SHALL BE SCHEDULED TO ELIMINATE IMPACTS TO THE SCHOOL. LANES SHALL NOT BE CLOSED DURING THE TIME STUDENTS ARE BEING DROPPED OFF AND PICKED UP FROM SCHOOL. WORK WITHIN A SCHOOL ZONE CAN ONLY OCCUR BETWEEN THE HOURS OF 9 AM AND 2 PM.

2. IT IS THE CONTRACTORS RESPONSIBILITY TO SEE THAT ALL SIGNS AND BARRICADES ARE PROPERLY INSTALLED AND MAINTAINED. ALL LOCATIONS AND DISTANCES WILL BE DECIDED UPON IN THE FIELD BY THE CONTRACTOR, USING THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
   - MULTI LANE USE TXDOT TOP'S
   - LOCAL STREET CLOSURES USE CITY STANDARDS
   - UNIQUE SITUATIONS USE TMUTCD, NEED PRIOR APPROVAL

   THE CITY'S CONSTRUCTION INSPECTOR AND TRAFFIC ENGINEERING REPRESENTATIVE WILL ONLY BE RESPONSIBLE TO INSPECT BARRICADES AND SIGNS. IF, IN THE OPINION OF THE TRAFFIC ENGINEERING REPRESENTATIVE AND THE CONSTRUCTION INSPECTOR, THE BARRICADES AND SIGNS DO NOT CONFORM TO ESTABLISH STANDARDS OR ARE INCORRECTLY PLACED OR ARE INSUFFICIENT IN QUANTITY TO PROTECT THE GENERAL PUBLIC, THE CONSTRUCTION INSPECTOR SHALL HAVE THE OPINION TO STOP OPERATIONS UNTIL SUCH TIME AS THE CONDITIONS ARE CORRECTED. IF THE NEED ARISES, ADDITIONAL BARRICADES AND DIRECTIONAL DEVICES MAY BE ORDERED BY THE TRAFFIC ENGINEERING REPRESENTATIVE AT THE CONTRACTORS EXPENCE.

3. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO SEE THAT ALL TRAFFIC CONTROL DEVICES ARE PROPERLY INSTALLED AND MAINTAINED AT THE JOB SITE IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND RELATED INDUSTRY STANDARDS AND REGULATIONS. THESE NOTES, DO NOT, IN AND OF THEMSELVES CONSTITUTE A TRAFFIC CONTROL PLAN. IN THE EVENT THAT THESE PLANS DO NOT INCLUDE TRAFFIC CONTROL, OR THAT THE CONTRACTOR WISHES TO VARY FROM TRAFFIC CONTROL INCLUDED WITH THESE PLANS, HE SHALL SUBMIT FOR REVIEW A TRAFFIC CONTROL PLAN SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF TEXAS, INCLUDING A SIGN AND BARRICADE PLAN CONFORMING TO THE REQUIREMENTS OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. THE CITY'S CONSTRUCTION OBSERVER/INSPECTOR (COI) AND THE TRAFFIC ENGINEERING REPRESENTATIVE WILL ONLY BE RESPONSIBLE TO INSPECT THE TRAFFIC CONTROL DEVICES BEING DEPLOYED. IF, IN THE OPINION OF THE TRAFFIC ENGINEERING REPRESENTATIVE AND THE COI, THE TRAFFIC CONTROL DEVICES DO NOT CONFORM TO ESTABLISHED STANDARDS OR ARE INCORRECTLY PLACED OR ARE INSUFFICIENT IN QUANTITY TO PROTECT THE GENERAL PUBLIC, THE COI SHALL HAVE THE OPTION TO STOP CONSTRUCTION OPERATIONS AT NO EXPENSE TO THE CITY UNTIL SUCH TIME AS THE CONDITIONS ARE CORRECTED BY THE CONTRACTOR.

4. FOR STREETS LISTED ON THE CITY OF SAN ANTONIO'S MAJOR THOROUGHFARE PLAN, THE CONTRACTOR SHALL SUBMIT AN ENGINEERED TRAFFIC CONTROL PLAN TO THE CITY OF SAN ANTONIO TWO WEEKS PRIOR TO COMMENCING WORK.

5. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL CONTACT THE CITY OF SAN ANTONIO TRAFFIC OPERATIONS SECTION AT 207-7765 FOR A TRAFFIC SIGN AND TRAFFIC SIGNAL INVENTORY, PRIOR TO COMPLETION OF THE CONTRACT AND REMOVAL OF THE BARRICADES, THE CONTRACTOR SHALL AGAIN CONTACT THE TRAFFIC OPERATIONS SECTION. THE BARRICADES SHALL NOT BE REMOVED UNTIL ALL APPLICABLE PERMANENT TRAFFIC SIGNS AND SIGNALS ARE IN PLACE.

6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN AND MAINTAIN TEMPORARY STOP SIGNS AND ALL OTHER TRAFFIC CONTROL DEVICES REQUIRED PROTECTING THE GENERAL PUBLIC. IF THE CITY OF SAN ANTONIO HAS REMOVED PERMANENT STOP SIGNS, THE CONTRACTOR SHALL REQUEST THAT THE SIGNS BE RETURNED TO THE CONSTRUCTION SITE TO BE REINSTALLED BY THE CONTRACTOR. ALL PERMANENT SIGNS OR TRAFFIC CONTROL DEVICES MISSING OR DAMAGED UPON COMPLETION OF CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

7. THE CONTRACTOR SHALL MAINTAIN TRAFFIC ON THE PROJECT STREETS THROUGHOUT CONSTRUCTION. IN THE EVENT THE CONTRACTORMUST CLOSE A STREET TO TRAFFIC, HE SHALL OBTAIN PERMISION FROM THE PUBLIC WORKS DEPARTMENT AND SHALL PROVIDE A MINIMUM FORTY EIGHT (48) HOURS NOTICE TO THE FIRE DEPARTMENT AND POLICE DEPARTMENT.

8. AS WORK PROGRESSES, LOCATION OF TEMPORARY TRAFFIC CONTROL DEVICES WILL BE ADJUSTED AND MODIFIED, AS NECESSARY BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL SUPPLY TWO CARRIABLE MESSAGE SIGN BOARDS FOR USE THROUGHOUT THE CONTRACT.

9. IF THE NEED ARISES, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES, SPECIAL DIRECTIONAL DEVICES, AND/OR BUSINESS NAME SIGNS MAY BE ORDERED BY THE TRAFFIC ENGINEERING REPRESENTATIVE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL SUPPLY TWO VARIABLE MESSAGE SIGN BOARDS FOR USE THROUGHOUT THE DURATION OF THE CONTRACT.

10. THE CONTRACTOR MUST MAINTAIN ALL STREETS WITHIN PROJECT LIMITS OPEN TO THROUGH TRAFFIC BY REPAIRING TRENCHES, POTHOLES, LEVELING UP WITH ASPHALT, ETC. AT NO DIRECT PAYMENT, WITH THE COST TO BE INCLUDED IN OTHER ITEMS.

11. WHEN CONSTRUCTION WORK NECESSITATES THE UTILIZATION OF VEHICLE PATHS OTHER THAN THE LANES NORMALLY USED, TRAFFIC CONTROL MARKINGS NO LONGER APPLICABLE SHALL BE REMOVED AND APPROVED TEMPORARY PAVEMENT MARKINGS AND SIGNS INSTALLED IN ACCORDANCE WITH PART VI-D OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

12. PERMANENT PAVEMENT MARKINGS SHALL BE APPLIED PRIOR TO THE OPENING OF THE COMPLETED STREET TO TRAFFIC. TEMPORARY ADDITIONAL SHORT-TERM EXPENDABLE PAVEMENT MARKINGS MAY BE PROVIDED PRIOR TO THE APPLICATION OF PERMANENT MARKINGS IN MINIMUM LENGTHS OF 36", OR RAISED PAVEMENT MARKINGS TO DELINEATE CONTINUITY UNTIL SUCH TIME AS STANDARD PAVEMENT MARKINGS IN NORMAL LENGTHS CAN BE PLACED AT NO DIRECT PAYMENT.

13. ALL TEMPORARY TRAFFIC CONTROL DEVICES, ECT. SHALL BE PROVIDED BY TH CONTRACTOR WITHOUT DIRECT PAYMENT, UNLESS OTHERWISE NOTED OR STATED. TEMPORARY TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE CITY'S "TYPICAL SIGN AND BARRICADE STANDARDS" SHEETS AND TO THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

14. THE COI WILL MONITOR THE CONTRACTOR'S TRAFFIC CONTROL DEVICES AND WILL BE RESPONSIBLE TO FURNISH ALL RESIDENTS AND BUSINESSES WITH AN INFORMATION FLYER ON ALL JOBS DURING CONSTRUCTION.

15. ANY DAMAGE TO PERMANENT TRAFFIC SIGNALS, THE CONTROLLER BOX, LOOPS OR CONDUITS DURING OR UPON COMPLETION OF THE PROJECT SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE. THE DECISION TO REPAIR, AS OPPOSED TO REPLACE, THE DAMAGED EQUIPMENT SHALL BE MADE BY THE CITY'S TRAFFIC ENGINEER.

16. CONTRACTOR SHALL MAINTAIN AT LEAST ONE LANE OPEN TO TRAFFIC AT ALL TIMES. UNIFORMED OFF-DUTY POLICE OFFICER SHALL BE ON SITE IF ONE LANE CANNOT REMAIN OPEN.

17. OFF-DUTY POLICE OFFICERS WILL BE REQUIRED AS DIRECTED BY THE TRAFFIC ENGINEER AT NO DIRECT PAYMENT, COST TO BE INCLUDED IN OTHER BID ITEMS. THIS WILL BE A REQUIREMENT WHERE TWO-WAY TRAFFIC IS TO BE MAINTAINED. ALL OFF DUTY OFFICERS AND CONTRACTOR CREWS HANDLING TRAFFIC MUST BE LISTED AS CERTIFIED OR QUALIFIED FLAGGERS BY CONTRACTOR.

18. CONTRACTOR SHALL SCHEDULE HIS WORK SUCH THAT EACH STREET WILL BE SUBSTANTIALLY COMPLETE PRIOR TO MOVING HIS CONSTRUCTION OPERATION TO ANOTHER STREET. MORE THAN ONE STREET CAN BE UNDER CONSTRUCTION WITH THE PRIOR APPROVAL FROM THE CITY AND EACH STREET HAS CONTINUOUS, ACTIVE AND UNINTERUPTED CONSTRUCTION OPERATION ON THAT STREET.

19. CONTACT THE CITY TRAFFIC OPERATIONS AT 210-207-7765 PRIOR TO ANY MILLING.

20. ALL EXISTING PAVEMENT MARKERS SHALL BE REMOVED BY THE CONTRACTOR ONLY AS THE WORK PROGRESSES AND AS APPROVED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS. MATERIALS REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

21. THE CONTRACTOR SHALL NOT COMENCE WORK ON A STREET PRIOR TO 8 AM. THE PLACEMENT AND MOVEMENT OF SIGNS AND BARRICADES CONSTITUTES WORK AND SHALL NOT BE STARTED UNTIL AFTER THE 8 AM TIME FRAME.

22. THE CONTRACTOR SHALL MAINTAIN CONTINUOUS ACCESS TO ALL INTERSECTING STREETS UNLESS OTHERWISE SHOWN ON THESE PLANS. WHEN CONTINUOUS ACCESS IS SCHEDULED TO BE BLOCKED, THE CONTRACTOR SHALL CONTACT THE DISPATCHERS FOR THE FIRE DEPT AND EMS AT (210) 227-8341 AND THE POLICE DEPT AT (210) 207-2257, TO APPRISE THEM OF THE PENDING STREET CLOSURE AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE. IF THE CLOSURE FALLS ALONG A BUS ROUTE, THE CONTRACTOR SHALL ALSO CONTACT VIA AT (210) 362-5220 THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SUITABLE ACCESS ACCOMMODATIONS FOR SCHOOL CHILDREN AND PEDESTRIANS.

    THE CONTRACTOR SHALL MAINTAIN EITHER THE EXISTING OR TEMPORARY STREET NAME SIGN AT EACH INTERSECTION ONSITE THROUGHOUT CONSTRUCTION. IF THE EXISTING STREET NAME SIGNS ARE USED, THEY MUST BE MAINTAINED IN THE CONDITION ENCOUNTERED PRIOR TO THE BEGINNING OF CONSTRUCTION, AND THEN BE TURNED IN TO THE CITY INSPECTOR AT THE END OF THE PROJECT. IF TEMPORARY SIGNS ARE USED DURING CONSTRUCTION, THEY SHALL HAVE A MINIMUM OF 4-INCH LETTERS, AND MAY BE FABRICATED WITH CONSTRUCTION ZONE MATERIAL (BLACK LEGEND ON ORANGE BKGRD, USING PLYWOOD SUBSTRATE, ETC.).

24. AFTER UTILITIES HAVE MADE THEIR REQUIRED MANHOLE AND VALVE ADJUSTMENTS, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROPERLY BARRICADE AND MAINTAIN THE BARRICADES TO ENSURE THAT THE PUBLIC IS SAFEGUARDED WHILE TRAVELING WITHIN THE CONSTRUCTION AREA. THE CONTRACTOR SHALL CONTACT THE TRAFFIC ENGINEER FOR A REVIEW OF THE ADEQUACY OF THE BARRICADES. THERE WILL BE NO SEPARATE PAYMENT FOR THIS ITEM.

Revisions		
Date	No	Description

CITY OF SAN ANTONIO

Department of Public Works

2013 Asphalt Overlay (Pkg 3)

General Notes (4 of 5)

PROJ. NO.:	SHEET NO. 5
DATE: October 2013	

TRAFFIC NOTES AND SPECIAL CONDITIONS

25. ALL TRAFFIC CONTROL DEVICES, PLACEMENT AND ACTIVITIES SHALL BE AS PER THE LATEST EDITION OF THE TEXAS MANUAL OF UNIFORM TRAFIC CONTROL DEVICES (TXMUTCD). IF THERE IS ANY CONFLICT BETWEEN THE TXMUTCD AND TRAFFIC CONTROLREQUIREMENTS WITHIN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATLEY.

27. FOR STREETS, WHICH ACCOMMODATE FOUR (4) OR MORE TRAFFIC LANES, THE FOLLOWING RESTRICTIONS WILL APPLY:
    A. TWO-WAY TRAFFIC SHALL BE MAINTAINED.
    B. A MINIMUM OF TWO LANES SHALL REMAIN OPEN FOR TRAFFIC.
    C. NO MORE THAN 1,000 LINEAR FEET OF A ROADWAY LANE MAY BE CLOSED DURING CONSTRUCTION OPERATION.
    D. A MINIMUM OF ONE (1) OFF DUTY POLICE OFFICER SHALL BE REQUIRED ON SITE DURING BASE FAILURE REPAIR, SLURRY SEALING, MILLING, AND H.M.A.C. OVERLAY OPERATIONS

28. FLASHING WARNING LIGHTS AND/OR FLAGS SHALL BE USED TO CALL ATTENTION TO ALL ADVANCE WARNING SIGNS.

29. SIGNS WHICH READ "FRESH OIL" SHALL BE PLACED AT EACH END OF WORK AREA AND ALL TURNOUTS ADJACENT TO WORK AREAS WHERE SLURRY SEALING IS BEING PERFORMED UNTIL SUCH TIME THAT THE ENGINEER GIVES PERMISSION TO THEIR REMOVAL

30. SIGNS, WHICH READ "CONSTRUCTION AHEAD. TRAFFIC DELAYS TO BE EXPECTED" SHALL BE PLACED AT EACH END OF WORK AREA. SAID SIGNS SHALL BE 60" X 30" AND SHALL BE ORANGE WITH BLACK LETTERING.

31. ALL TRAFFIC MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE CITY TRAFFIC ENGINEER. HE SHALL BE GIVEN A MINIMUM OF SEVENTY-TWO (72) HOURS NOTICE PRIOR TO THE APPLICATION OF ANY MARKINGS.

32. THE CONTRACTOR SHALL NOTIFY THE TEXAS DEPARTMENT OF TRANSPORTATION PRIOR TO WORKING AT THEINTERSECTION OF ANY STATE OWNED OR MAINTAINED ROADWAY.

33. ALL STREETS, FOR THEIR FULL WIDTH, SHALL BE OPENED TO TRAFFIC AT THE END OF EACH WORK PERIOD.

34. AT NO DIRECT PAYMENT, APPROVED TEMPORARY SHORT-TERM EXPENDABLE PAVEMENT MARKINGS SHALL BE PROVIDED TO DELINEATE LANE CONTINUITY PRIOR TO THE APPLICATION OF STANDARD MARKINGS BY THE USE OF FLEXIBLE REFLECTIVE ROAD MARKER TABS/. ONCE THE EXISTING STANDARD PAVEMENT MARKINGS HAVE BEEN OBLITERATED, SUCH TABS SHALL REMAIN IN PLACE FOR A MAXIMUM OF FOURTEEN (14) DAYS AFTER WHICH TIME STANDARD THERMOPLASTIC PAVEMENT MARKINGS MUST BE APPLIED. AT THE CONTRACTOR'S OPTION, THE CONTRACTOR MAY APPLY STANDARD PAINTED MARKINGS PRIOR TO THE APPLICATION OF THE THERMOPLASTIC MARKINGS FOR AN INTERIM PERIOD OF TIME. SUBSEQUENT TO AN INITIAL APPLICATION OF STANDARD PAINTED MARKING, REPEATED APPLICATIONS OF SUCH MAY BECOME NECESSARY UNTIL STANDARD THERMOPLASTIC TRAFFIC MARKINGS ARE IN PLACE. AS A FUNCTION OF THE MARKING'S EFFECTIVE VISIBILITY, THE ENGINEER WILL DETERMINE WHEN RE-APPLICATION OF THE PAINTED MARKING ARE NECESSARY. PAINTED MARKINGS SHALL BE APPLIED TO DELINEATE FULL CENTERLINES AND LANE LINES AND WILL REQUIRE GLASS BEADS, PAVEMENT OF INITIAL PAINTED MARKING APPLICATION WILL BE MADE UNDER PAY ITEM NOS. 532 AND 534. ALL REPEATED APPLICATIONS OF PAINTED MARKINGS SHALL BE AT NO DIRECT PAYMENT.

35. CONTRACTOR TO CONTACT THE CITY TRAFFIC ENGINEER OFFICE AT 207-7758 48 HOURS PRIOR TO SIDEWALK AND CURB CONSTRUCTION WHERE CITY OWNED TRAFFIC FACILITIES EXIST. CONTRACTOR SHALL SECURE APPROVAL FOR ENGINEER PRIOR TO SUCH CONSTRUCTION. NO WIRE SPLICES SHALL BE MADE OUTSIDE THE PULL BOX. IF WIRES SHOULD BE CUT OUTSIDE THEN PULL BOX BY THE CONTRACTOR, SAID CONTRACTOR SHALL THEN REPLACE THE ENTIRE WIRE AT NO EXTRA PAY.

36. LOCATION AND LAYOUTS OF DETECTOR LOOP REPLACEMENTS SHALL BE VERIFIED BY THE CITY ENGINEER PRIOR TO THEIR REMOVAL AND INSTALLATION

37. PAVEMENT MARKINGS ARE TO BE COMPLETED NO LATER THAN SEVEN (7) DAYS AFTER MAINTENANCE APPLICATION IS PLACED. PERMANENT PAVEMENT MARKINGS SHALL BE APPLIED PRIOR TO THE OPENING OF THE COMPLETED STREET TO TRAFFIC. TEMPORARY ADDITIONAL SHORT-TERM EXPENDABLE PAVEMENT MARKINGS MAY BE PROVIDED PRIOR TO THE APPLICATION OF PERMANENT MARKINGS IN MINIMUM LENGTHS OF 36", OR RAISED PAVEMENT MARKINGS TO DELINEATE CONTINUITY UNTIL SUCH TIME AS STANDARD PAVEMENT MARKINGS IN NORMAL LENGTHS CAN BE PLACED AT NO DIRECT PAYMENT.

38. CONTRACTOR TO CONTACT CITY TRAFFIC ENGINEER SEVEN (7) DAYS PRIOR TO COMMENCING WORK ON STREETS WITH BIKE LANES. BIKE LANE MARKING LAYOUT SHALL BE PROVIDED TO THE CONTRACTOR BY THE CITY TRAFFIC ENGINEER.

38. DURING ASPHALT OVERLAY, THE CONTRACTOR SHALL ALLOW RESIDENTS TRAFFIC ACCESS TO THE STREET WITH PROPER GUIDENCE, DIRECTION, FLAGMEN AND TRAFFIC CONTROL. AND ONLY AT SUCH TIME THAT DAMAGE WILL NOT OCCUR TO THE NEW ASPHALT OVERLLAY OR TO THE VEHICLES. THIS INCLUDES BU IS NOT LIMITED TO DAMAGE RESULTING FROM TACK COAT ON THE VEHICLES PAINTED SURFACES.

39. IN SO FAR AS POSSIBLE, THE CONTRACTOR SHALL SCHEDULE AND CONDUCT STREET OPERATIONS IN THE INTERSECTIONS AS RAPIDLY AS POSSIBLE TO MINIMIZE THE LENGTH OF TIME THE INTERSECTIONS WILL BE CLOSED TO TRAFFIC.

40. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL STREETS OUTSIDE OF THE PROJECT LIMITS, WHICH ARE DAMAGED DUE TO CONSTRUCTION ACTIVITIES. THE CITY'S STREET ENGINEER MUST APPROVE THE REPLACED SECTION. THERE WILL BE NO DIRECT PAYMENT FOR THIS WORK. THE COST IS TO BE INCLUDED IN OTHER ITEMS.

41. IF REQUIRED, A BARRICADE COMPANY SHALL SUPPLY THE CONTRACTOR WITH A SUFFICIENT NUMBER OF QUALITY STANDARD BARRICADES AND OTHER TRAFFIC CONTROL DEVICES BY M.U.T.C.D. STANDARDS AS NEEDED. THE BARRICADE COMPANY SHALL ALSO SUPPLY THE CONTRACTOR WITH TWO (2) FULL TIME QUALIFIED PERSONNEL WHOLE SOLE RESPONSIBILITIES PERTAINING TO THIS PROJECT ARE TO ESTABLISH AND MAINTAIN PROPER CONSTRUCTION WORK ZONE TRAFFIC CONTROL AND RELATED DEVICES. THESE PERSONS SHALL PROVIDE DOCUMENTED EVIDENCE THEY HAVE RECEIVED SPECIALIZED TRAINING IN CONSTRUCTION WORK ZONE TRAFFIC CONTROL WITHIN TWO YEARS ON THE CONTRACT DATE. ANY AND ALL TRAFFIC CONTROL DEVICES NEEDED AND NECESSARY PERSONNEL WILL BE AT THE CONTRACTOR'S EXPENSE.

42. THE CONTRACTOR MUST CONTACT THE CITY'S COI 48 HOURS IN ADVANCE (NOT INCLUDING WEEKENDS) OF ANY MINOR STREET CLOSURE. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ADVISE THE COI TEN (10) DAYS IN ADVANCE OF ARTERIAL TOTAL STREET CLOSURE. THIS MUCH TIME IS NECESSARY TO INSTALL ADVISORY SIGNS AND GIVE THE MOTORISTS A MINIMUM OF SEVEN (7) DAYS NOTICE OF THE STREET CLOSURE. THE COI AFTER BEING NOTIFIED WILL CONTACT THE TRAFFIC ENGINEERING OFFICE TO MAKE THE NECESSARY ARRANGEMENTS.

STATE OF TEXAS
DALE M. KELLER
68824
LICENSED
PROFESSIONAL ENGINEER
10-1-12

Revisions		
Date	No	Description

CITY OF SAN ANTONIO
Department of Public Works

2013 Asphalt Overlay (Pkg 3)

General Notes (5 of 5)

PROJ. NO.:	SHEET NO. 6
DATE: October 2013	

2013 ASPHALT OVERLAY (PKG 3)
SUMMARY OF QUANTITIES

				CD 1				CD 1 & 8	CD 3		
				17297	17367	17098		26959	18379	17369	26966
Item	Description	Unit	Total Project Quantity	**E. Woodlawn** from McCullough to W. Woodlawn/N. Main	**Lexington Ave.** from N. St. Marys to 4th St.	**W. Woodlawn** from Fredericksburg to RR tracks	**Dresden** Scotland @ Blanco	**Callaghan Rd** from Briarfield Dr. to Pinebrook Dr.	**Clark Ave.** from Goliad @ Bill Miller to Hot Wells	**E. Southcross Blvd** from S. Flores to Pleasanton Rd.	**Goliad Rd.** from Archimedes Dr. to Hot Wells
103.1	Remove Concrete Curb	LF	1,914	18	12	66	0	66	60	60	48
103.3	Remove Sidewalks and Driveways	SY	1,519	14	9	66	0	66	47	47	37
203	Tack Coat	GAL	3,840	27	24	124	0	148	112	116	104
205.4	Hot Mix Asphaltic Pavement Type D (GTR Modified)	SY	383,883	2,733	2,394	12,360	0	14,766	11,161	11,555	10,392
205.4B	Hot Mix Asphaltic Pavement Type D (GTR Modified) (level-up)*	SY	38,392	273	239	1,236	0	1,477	1,116	1,156	1,039
208.2	Salvaging, Hauling & Stockpiling Reclaimable Asph. Pvm't (Loose Vehicle Msm't)	CY	7,320	67	46	277	0	277	232	246	203
209.1	Concrete Pavement	SY	3,663	0	0	1,332	333	333	0	0	0
230.3	Replacing Base & Pvmt With Type A Pvmt (6" Compacted Depth)	SY	91,290	633	552	2,934	0	3,509	2,647	2,742	2,464
230.3	Replacing Base & Pvmt With Type A Pvmt (8" Compacted Depth)	SY	230	10	10	10	0	10	10	10	10
230.3	Replacing Base & Pvmt With Type A Pvmt (12" Compacted Depth)	SY	230	10	10	10	0	10	10	10	10
241	Emulsion Aggregate Slurry Seal Mix	SY	4,025	175	175	175	0	175	175	175	175
250	Seal Coat	SY	383,883	2,733	2,394	12,360	0	14,766	11,161	11,555	10,392
315	Fog Seal (TRMSS)	SY	4,025	175	175	175	0	175	175	175	175
500	Concrete Curb, Gutter, and Concrete Curb and Gutter	LF	1,915	18	12	66	0	66	60	60	48
502.1	Concrete Sidewalks	SY	835	3	5	29	0	29	27	27	21
502.1A	Handicamp Ramps (Types 1 thru 5)	EA	319	3	2	11	0	11	10	10	8
503.1	Portland Cement Concrete Driveways	SY	638	6	4	22	0	22	20	20	16
512.1	Adjusting Existing Manholes (Storm Sewer)	EA	57	2	2	1	0	1	1	2	1
512.1B	Adjusting Existing Manholes (AT&T)	EA	12	0	1	0	0	0	0	1	0
515.1	Top Soil	CY	234	2	1	8	0	8	7	7	6
516.1	Sodding	SY	2,127	20	13	73	0	73	67	67	53
535.1	4" Wide Yellow Line	LF	98,562	0	1,000	2,600	0	6,600	5,448	5,800	4,400
535.2	4" Wide White Line	LF	42,110	0	300	1,500	0	1,500	1,370	1,400	1,100
535.4	8" Solid White Line	LF	22,222	0	0	140	0	100	427	150	0
535.5	12" Wide White Line	LF	5,500	0	0	0	0	0	0	0	0
535.6	16" Wide White Line	LF	50	0	0	0	0	0	0	0	0
535.7	24" Wide White Line	LF	8,733	0	20	950	0	150	637	400	0
535.8	Right White Arrow	EA	19	0	0	2	0	0	0	0	0
535.9	Left White Arrow	EA	96	0	0	0	0	0	0	1	0
535.12	Word "ONLY"	EA	49	0	0	0	0	0	0	1	0
539.13	Straight White Arrow	EA	2	0	0	0	0	0	0	0	0
539.14	Railroad Crossing Symbol	EA	3	0	0	3	0	0	0	0	0
535.17	Bicycle Rider Symbol	EA	10	0	0	0	0	0	0	0	0
535.22	24" Wide Yellow Line	LF	1,728	0	0	0	0	0	108	70	0
537.6	Traffic Button (Type I-C)	EA	5,931	0	50	160	0	200	15	150	120
537.8	Traffic Button (Type II A-A)	EA	2,784	0	50	180	0	200	10	200	120
537.9	Pavement Marker (Type II C-R)	EA	50	0	0	0	0	0	0	0	0
537.10	Traffic Button (Type II C-C)	EA	1,200	0	0	0	0	0	0	0	0
537.1	Traffic Button (Type W)	EA	100	0	0	0	0	0	0	0	0
537.2	Traffic Button (Type Y)	EA	100	0	0	0	0	0	0	0	0
826	Valve Box Adjustment (SAWS)	EA	169	1	2	12	0	16	0	0	9
826 A	Valve Box Locate and Adjustment (SAWS)	EA	16	0	0	1	0	2	0	0	1
851	Adjusting Existing Manholes (SAWS)	EA	128	5	4	0	0	15	0	0	5
851 A	Locating and Adjusting Existing Manholes (SAWS)	EA	7	0	0	0	0	1	0	0	0
SP100	Door Hangers	LS	1	0	0	0	0	0	0	0	0
SP2000	Railroad Insurance and Permit	LS	1	0	0	0	0	0	0	0	0

* THE QUANTITIES FOR ITEM 205.4B, HMAP TYPE D (GTR MODIFIED)(LEVEL UP) ARE APPROXIMATE AND ITS BID PRICE SHALL NOT EXCEED THE BID PRICE OF ITEM 205.4, HMAP, TYPE D (GTR MODIFIED), BY MORE THAN 10%.

STATE OF TEXAS
DALE M. KELLER
88924
LICENSED
PROFESSIONAL ENGINEER
11-1-12

MK.	DESCRIPTION	DATE	DWN.	CHK.

City of San Antonio
Dept of Public Works
2013 Asphalt Overlay, Pkg 3
Estimated Quantities
JOB NO.:
DATE:
SHEET 7

2013 ASPHALT OVERLAY (PKG 3)
SUMMARY OF QUANTITIES

			CD 3			CD 5		CD 7 & 8	CD 8		
			26965	17053	26951	27121	26163	27172	26955	26977	18429
Item	Description	Unit	**Goliad Rd.** from Pecan Valley Dr. to Hot Wells	**Probandt St.** from E. Theo Ave. to W. Mitchell St.	**S. Flores** from E. Edmonds to E. Harland Ave.	**N. Zarzamora** from Camada to W. Martin St.	**W. Southcross** from Quintana Rd. to Somerset Rd.	**Wurzbach Rd** from Merkens to Newcombe Dr.	**Babcock Rd.** from Wurzbach Rd. to Louis Pasteur	**Callaghan Rd.** from Briarfield Dr. to Vance Jackson	**De Zavala Rd.** from Lockhill- Selma to Parksite Woods
103.1	Remove Concrete Curb	LF	42	54	36	42	144	84	60	72	126
103.3	Remove Sidewalks and Driveways	SY	33	42	28	33	112	65	47	56	98
203	Tack Coat	GAL	82	124	71	87	269	65	119	175	156
205.4	Hot Mix Asphaltic Pavement Type D (GTR Modified)	SY	8,245	12,405	7,062	8,732	26,876	6,455	11,858	17,527	15,612
205.4B	Hot Mix Asphaltic Pavement Type D (GTR Modified) (level-up)*	SY	825	1,241	706	873	2,688	646	1,186	1,753	1,561
208.2	Salvaging, Hauling & Stockpiling Reclaimable Asph. Pvm't (Loose Vehicle Msm't)	CY	165	222	147	171	568	96	236	328	349
209.1	Concrete Pavement	SY	333	0	0	1,332	0	0	0	0	0
230.3	Replacing Base & Pvmt With Type A Pvmt (6" Compacted Depth)	SY	1,951	2,945	1,668	2,067	6,403	1,523	2,814	4,169	3,711
230.3	Replacing Base & Pvmt With Type A Pvmt (8" Compacted Depth)	SY	10	10	10	10	10	10	10	10	10
230.3	Replacing Base & Pvmt With Type A Pvmt (12" Compacted Depth)	SY	10	10	10	10	10	10	10	10	10
241	Emulsion Aggregate Slurry Seal Mix	SY	175	175	175	175	175	175	175	175	175
250	Seal Coat	SY	8,245	12,405	7,062	8,732	26,876	6,455	11,858	17,527	15,612
315	Fog Seal (TRMSS)	SY	175	175	175	175	175	175	175	175	175
500	Concrete Curb, Gutter, and Concrete Curb and Gutter	LF	42	54	36	42	144	84	60	73	126
502.1	Concrete Sidewalks	SY	19	24	16	19	64	37	27	21	56
502.1A	Handicamp Ramps (Types 1 thru 5)	EA	7	9	6	7	24	14	10	12	21
503.1	Portland Cement Concrete Driveways	SY	14	18	12	14	48	28	20	24	42
512.1	Adjusting Existing Manholes (Storm Sewer)	EA	3	1	1	5	1	2	2	2	2
512.1B	Adjusting Existing Manholes (AT&T)	EA	0	0	0	0	0	1	1	1	1
515.1	Top Soil	CY	5	7	4	5	18	10	7	9	16
516.1	Sodding	SY	47	60	40	47	160	93	67	80	140
535.1	4" Wide Yellow Line	LF	3,500	4,700	3,500	3,600	12,200	2,147	0	7,200	7,500
535.2	4" Wide White Line	LF	700	1,300	800	1,000	3,400	540	2,600	1,300	7,500
535.4	8" Solid White Line	LF	100	100	0	0	1,051	169	500	225	300
535.5	12" Wide White Line	LF	0	0	0	0	0	0	0	0	0
535.6	16" Wide White Line	LF	0	0	0	0	0	0	0	0	0
535.7	24" Wide White Line	LF	150	200	400	300	550	251	400	300	500
535.8	Right White Arrow	EA	1	0	0	0	3	1	0	0	0
535.9	Left White Arrow	EA	0	2	0	0	0	2	1	3	6
535.12	Word "ONLY"	EA	1	1	0	0	0	4	1	3	4
539.13	Straight White Arrow	EA	0	0	0	0	0	0	0	0	0
539.14	Railroad Crossing Symbol	EA	0	0	0	0	0	0	0	0	0
535.17	Bicycle Rider Symbol	EA	0	0	0	0	0	0	0	0	0
535.22	24" Wide Yellow Line	LF	0	0	0	0	0	43	0	75	350
537.6	Traffic Button (Type I-C)	EA	100	150	100	100	350	6	2,600	150	30
537.8	Traffic Button (Type II A-A)	EA	100	150	100	100	350	4	0	200	200
537.9	Pavement Marker (Type II C-R)	EA	0	0	0	0	0	0	0	0	0
537.10	Traffic Button (Type II C-C)	EA	0	0	0	0	0	0	0	0	0
537.1	Traffic Button (Type W)	EA	0	0	0	0	0	0	0	0	0
537.2	Traffic Button (Type Y)	EA	0	0	0	0	0	0	0	0	0
826	Valve Box Adjustment (SAWS)	EA	8	0	0	15	0	8	14	12	13
826 A	Valve Box Locate and Adjustment (SAWS)	EA	1	0	0	1	0	0	1	1	2
851	Adjusting Existing Manholes (SAWS)	EA	5	0	0	7	0	0	10	8	2
851 A	Locating and Adjusting Existing Manholes (SAWS)	EA	0	0	0	0	0	0	1	0	0
SP100	Door Hangers	LS	0	0	0	0	0	0	0	0	0
SP2000	Railroad Insurance and Permit	LS	0	0	0	0	0	0	0	0	0

* THE QUANTITIES FOR ITEM 205.4B, HMAP TYPE D (GTR MODIFIED)(LEVEL UP) ARE APPROXIMATE AND ITS BID PRICE SHALL NOT EXCEED THE BID PRICE OF ITEM 205.4, HMAP, TYPE D (GTR MODIFIED), BY MORE THAN 10%.

MK.	DESCRIPTION	DATE	DWN.	CHK.

City of San Antonio
Dept of Public Works
2013 Asphalt Overlay, Pkg 3
Estimated Quantities
JOB NO.:
DATE:
SHEET 8A

2013 ASPHALT OVERLAY (PKG 3)
SUMMARY OF QUANTITIES

			CD 9				CD 10		
			25812	15059	26093	17555	25845	26978	26979
Item	Description	Unit	**Stone Oak Pkwy.** from Estate Hill Dr. to US Hwy 281 N.	**Stone Oak Pkwy.** from N. Lp 1604 Access Rd. to Sonterra & E. Sonterra Blvd	**Stone Oak Pkwy.** from Canyon Golf Rd. to Estate Hill Dr.	**West Ave.** Mt. Tipton W. Silver Sands	**Bitters Rd.** from Wetmore to Mayfair	**Broadway** from NE Lp 410 Access to Danbury	**Broadway** from Bitters Rd. to Danbury
103.1	Remove Concrete Curb	LF	234	60	258	120	78	90	84
103.3	Remove Sidewalks and Driveways	SY	182	47	201	93	61	70	65
203	Tack Coat	GAL	527	125	505	227	152	249	252
205.4	Hot Mix Asphaltic Pavement Type D (GTR Modified)	SY	52,715	12,455	50,476	22,740	15,237	24,948	25,179
205.4B	Hot Mix Asphaltic Pavement Type D (GTR Modified) (level-up)*	SY	5,272	1,246	5,048	2,274	1,524	2,495	2,518
208.2	Salvaging, Hauling & Stockpiling Reclaimable Asph. Pvm't (Loose Vehicle Msm't)	CY	927	242	1,013	481	309	353	365
209.1	Concrete Pavement	SY	0	0	0	0	0	0	0
230.3	Replacing Base & Pvmt With Type A Pvmt (6" Compacted Depth)	SY	12,579	2,957	12,044	5,415	3,622	5,943	5,998
230.3	Replacing Base & Pvmt With Type A Pvmt (8" Compacted Depth)	SY	10	10	10	10	10	10	10
230.3	Replacing Base & Pvmt With Type A Pvmt (12" Compacted Depth)	SY	10	10	10	10	10	10	10
241	Emulsion Aggregate Slurry Seal Mix	SY	175	175	175	175	175	175	175
250	Seal Coat	SY	52,715	12,455	50,476	22,740	15,237	24,948	25,179
315	Fog Seal (TRMSS)	SY	175	175	175	175	175	175	175
500	Concrete Curb, Gutter, and Concrete Curb and Gutter	LF	234	60	258	120	78	90	84
502.1	Concrete Sidewalks	SY	104	27	115	53	35	40	37
502.1A	Handicamp Ramps (Types 1 thru 5)	EA	39	10	43	20	13	15	14
503.1	Portland Cement Concrete Driveways	SY	78	20	86	40	26	30	28
512.1	Adjusting Existing Manholes (Storm Sewer)	EA	2	1	1	2	14	4	4
512.1B	Adjusting Existing Manholes (AT&T)	EA	1	0	0	1	4	0	0
515.1	Top Soil	CY	29	7	32	15	10	11	10
516.1	Sodding	SY	260	67	287	133	87	100	93
535.1	4" Wide Yellow Line	LF	0	750	0	0	8,600	9,317	9,700
535.2	4" Wide White Line	LF	5,000	1,400	5,500	0	0	1,900	2,000
535.4	8" Solid White Line	LF	3,660	2,800	3,000	0	7,500	1,000	1,000
535.5	12" Wide White Line	LF	3,000	1,000	1,500	0	0	0	0
535.6	16" Wide White Line	LF	0	0	0	0	0	0	0
535.7	24" Wide White Line	LF	660	65	1,550	0	550	500	200
535.8	Right White Arrow	EA	6	3	0	0	3	0	0
535.9	Left White Arrow	EA	11	5	18	0	25	10	12
535.12	Word "ONLY"	EA	11	5	10	0	8	0	0
539.13	Straight White Arrow	EA	0	0	0	0	2	0	0
539.14	Railroad Crossing Symbol	EA	0	0	0	0	0	0	0
535.17	Bicycle Rider Symbol	EA	0	0	0	0	10	0	0
535.22	24" Wide Yellow Line	LF	112	120	0	0	750	100	0
537.6	Traffic Button (Type I-C)	EA	500	150	600	0	0	200	200
537.8	Traffic Button (Type II A-A)	EA	60	30	30	0	200	250	250
537.9	Pavement Marker (Type II C-R)	EA	0	0	0	0	0	0	0
537.10	Traffic Button (Type II C-C)	EA	600	300	300		0	0	0
537.1	Traffic Button (Type W)	EA	0	0	0	0	0	0	0
537.2	Traffic Button (Type Y)	EA	0	0	0	0	0	0	0
826	Valve Box Adjustment (SAWS)	EA	14	0	0	20	3	16	6
826 A	Valve Box Locate and Adjustment (SAWS)	EA	1	0	0	2	0	2	1
851	Adjusting Existing Manholes (SAWS)	EA	12	0	0	21	5	14	15
851 A	Locating and Adjusting Existing Manholes (SAWS)	EA	1	0	0	2	0	1	1
SP100	Door Hangers	LS	0	0	0	0	0	0	0
SP2000	Railroad Insurance and Permit	LS	0	0	0	0	0	0	0

* THE QUANTITIES FOR ITEM 205.4B, HMAP TYPE D (GTR MODIFIED)(LEVEL UP) ARE APPROXIMATE AND ITS BID PRICE SHALL NOT EXCEED THE BID PRICE OF ITEM 205.4, HMAP, TYPE D (GTR MODIFIED), BY MORE THAN 10%.

STATE OF TEXAS
DALE M. KELLER
88924
LICENSED
PROFESSIONAL ENGINEER
10-1-12

MK.	DESCRIPTION	DATE	DWN.	CHK.

City of San Antonio
Dept of Public Works
2013 Asphalt Overlay, Pkg 3
Estimated Quantities
JOB NO.:
DATE:
SHEET 8B