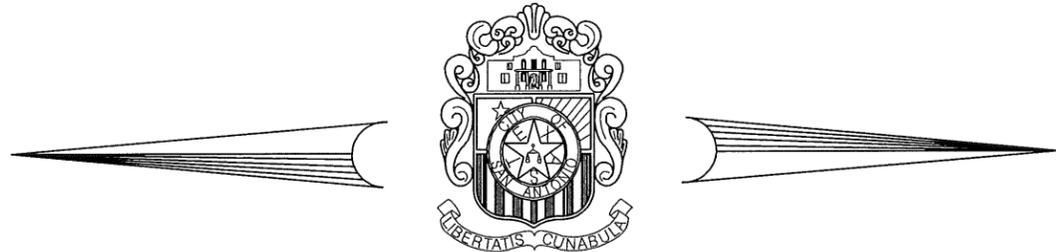


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# CITY OF SAN ANTONIO

DEPARTMENT OF PUBLIC WORKS  
PLANNING AND ENGINEERING DIVISION

## 2014-2015 RECLAMATION CONTRACT PACKAGE 6 (TASK ORDER)

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PROJECT MANAGER



5835 CALLAGHAN RD. SUITE 200  
SAN ANTONIO, TEXAS, 78228  
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TBPE REG. NO. F-483



CITY OF SAN ANTONIO  
DEPARTMENT OF PUBLIC WORKS

CITY GENERAL NOTES FOR STREET RECLAMATION PROJECTS

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1. ALL CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS, SPECIAL SPECIFICATIONS, AND SPECIAL PROVISIONS LISTED IN THE SPECIFICATIONS MANUAL OF THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR SHALL PROVIDE ACCESS FOR RESIDENTS, BUSINESSES, AND OR 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 THE ORIGINAL OR BETTER CONDITION FOR 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 MATERIAL 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 NOT BE EXTENDED.
7. IF SUSPECTED CONTAMINATION IS ENCOUNTERED DURING CONSTRUCTION OPERATIONS, COSA SHALL BE NOTIFIED IMMEDIATELY WHEN CONTAMINATED SOILS AND/OR GROUNDWATERS ARE ENCOUNTERED. THE NOTIFICATION SHOULD INCLUDE THE STATION NUMBER, TYPE OF CONTAMINATED MEDIA, EVIDENCE OF CONTAMINATION AND MEASURES TAKEN TO CONTAIN THE CONTAMINATED MEDIA AND PREVENT PUBLIC ACCESS. THE CONTAMINATED SOIL AND/OR GROUNDWATER SHALL NOT BE REMOVED FROM THE LOCATION WITHOUT PRIOR COSA APPROVAL. THE CONTRACTOR MUST STOP THE EXCAVATION IMMEDIATELY AND CONTACT THE COSA INSPECTOR. THE CONTRACTOR CANNOT BEGIN EXCAVATION ACTIVITIES WITHOUT WRITTEN PERMISSION FROM THE CITY.
8. CONTRACTOR SHALL NOT REMOVE OR ADJUST ANY VIA FACILITIES. THE CONTRACTOR MUST CONTACT VIA FOURTEEN DAYS PRIOR, FOR THE REMOVAL OF BENCHES, STOP POLES, OR ANY OTHER VIA FACILITIES THAT MAY BE PRESENT. PROVIDE THIRTY DAYS PRIOR NOTICE FOR SHELTER REMOVAL (TELEPHONE NOS: (210)362-2155 OR (210)362-2096.) THE CONTRACTOR WILL BE LIABLE FOR ANY DAMAGES TO VIA FACILITIES NOT REMOVED BY VIA. THE CONTRACTOR IS REQUIRED TO REPLACE ALL FLATWORK REMOVED OR DAMAGED IN THE COURSE OF EXECUTING THE CONTRACT UNLESS OTHERWISE NOTIFIED BY VIA. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING VIA FACILITIES ADJACENT TO THE WORK AREA.
9. AS DIRECTED BY THE ENGINEER, THE STREET PAVEMENT, ADJACENT DRIVEWAYS, SIDEWALKS, AND WALKWAYS SHALL BE SWEEPED AND ALL DEBRIS REMOVED FROM THE WORK AREA:  
  
 SUBSEQUENT TO RECLAMATION OPERATIONS,  
 PRIOR TO LAYING A SURFACE COURSE,  
 AS OFTEN AS NECESSARY TO REMOVE LOOSE MATERIAL,  
 AND AT THE END OF EACH WORKDAY.
10. 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 INITIAL CONTACT.
11. 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.
12. 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).
13. UPON COMPLETION OF ALL WORK PROVIDED FOR IN THE CONTACT 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.
14. 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 MATERIAL SOURCE LOCATION AND THE LOCATION AT WHICH THE MATERIAL WILL BE PLACED. PHONE NUMBERS WILL BE PROVIDED AT THE PRECONSTRUCTION MEETING.
15. CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR TWENTY-FOUR (24) HOURS PRIOR TO BACKFILL OF ANY TRENCH TO SCHEDULE FOR DENSITY TESTS AS REQUIRED.

16. ALL COST ASSOCIATED WITH THE FOLLOWING ITEMS SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS, AND SHALL NOT BE SEPARATELY COMPENSATED:
  - 100.1 "MOBILIZATION"
  - 100.2 "INSURANCE AND BOND"
  - 101.1 "PREPARING RIGHT OF WAY"
  - 530.1 "BARRICADES, SIGNS & TRAFFIC HANDLING"
17. 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.
18. PLAN QUANTITIES ARE FOR ESTIMATING PURPOSES ONLY AND SUBJECT TO CHANGE PENDING APPROVAL OF THE ENGINEER.
19. THE CONTRACTOR IS RESPONSIBLE FOR OBEYING ALL FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS.
20. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING CITY RIGHT OF WAY PERMITS FOR CONSTRUCTION. ALL RIGHT OF WAY PERMIT FEES RELATED TO THIS PROJECT WILL BE WAIVED.
21. 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.
22. CONSTRUCTION ON MORE THAN ONE STREET AT A TIME WILL NOT BE PERMITTED IF SATISFACTORY CONFORMANCE TO PLANS AND SPECIFICATIONS ARE NOT MAINTAINED.
23. THE CONTRACTOR IS MADE AWARE THAT THE BID QUANTITIES SHOWN IN THE BID PROPOSAL AND THE QUANTITIES SHOWN IN THE TASK ORDER 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.
24. THE CITY WILL PROVIDE A TEMPLATE/VERBAGE FOR THE DOOR HANGER. CONTRACTOR SHALL PLACE HANGERS ON EVERY BUSINESS OR RESIDENCE WITHIN EACH SEGMENT 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 DISTRIBUTION. PAY ITEM SP100
25. 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.
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.

NO	DATE	DESCRIPTION	DWG	CHK
		REVISIONS		

**FY 2014-2015 RECLAMATION PROJECTS**  
  
**GENERAL NOTES**  
  
 1 OF 5

DGN:				
CHR DGN:	FC			
DWG:		STATE	COUNTY	SHEET NO.
CHR DWG:	FC	TEXAS	BEXAR	2 OF 74

CITY GENERAL NOTES FOR STREET RECLAMATION PROJECTS (CONTINUED)

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- 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) AND TYPE III (3) SHALL BE PAID AS TWO (2) EACH ITEM 502.1A
  - TYPE II, IV, & V (2,4 & 5) SHALL BE PAID AS ONE (1) EACH ITEM 502.1A
  - 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.
    - CURB RAMP LANDINGS AND WINGS UP TO 13 SY IN AREA. WHEN CURB RAMP LANDINGS PLUS WINGS TOTAL AREA EXCEEDS 13 SY, ANY ADDITIONAL AREA 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. ANY ADDITIONAL CURB LENGTH OVER 24 FEET SHALL BE PAID AS CURB ITEM 500.
    - CONCRETE RETAINING WALL UP TO 6" HIGH AS NECESSARY. RETAINING WALLS EXCEEDING 6" IN HEIGHT 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 SWEEPED 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. NO DIRECT PAYMENT SHALL BE MADE FOR SAW CUTTING AND/OR TRENCHING FOR CONSTRUCTION OF CURB, ASPHALT REPAIR, ETC.
- 40. THE DEPTH OF PAVEMENT FOR ITEM 230 (REPLACING 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. PLACE ASPHALT TREATED BASE IN FOUR (4) INCH MAXIMUM LIFTS AND COMPACT EACH LIFT AND DOCUMENT THE DENSITY READING. TOP MAT REQUIRES APPROVAL/ACCEPTANCE OF THE ENGINEER.
- 41. DELIVER TRUCK TICKETS TO THE INSPECTOR FOR ALL ASPHALT TREATED BASE AND/OR HOT MIX ASPHALTIC PAVEMENT (TYPE A COARSE BASE) USED AS BASE MATERIAL. ALL TRUCK TICKETS SHALL HAVE THE NAME OF THE STREET THE MATERIAL WAS PLACED ON. THE YIELD FOR THE STREET WILL BE COMPUTED BY CONVERTING THE TONNAGE FOR THAT STREET TO SY AT THE RATE OF 110 LBS/SY PER INCH OF DEPTH. THE COMPUTATION OF THE YIELD WILL BE USED BY THE INSPECTOR TO CHECK THAT THE BASE REPAIR WAS COMPLETED TO THE SPECIFIED DEPTH FOR PAYMENT.
- 42. 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 CANNOT BE COMPLETED THAT DAY.
- 43. PLACE FLEXIBLE BASE AS DIRECTED BY THE ENGINEER WHERE BASE FAILURE EXCAVATION NECESSITATES EXCEEDING THE SPECIFIED DEPTH FOR ITEM 230 (REPLACING BASE AND PAVEMENT). (NO SEPARATE PAY ITEM)

- 44. 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.
- 45. ALL QUANTITIES SHALL BE PRE-APPROVED BY THE ENGINEER.
- 46. GRAVEL FILTER BAGS SHOULD BE PLACED AT INLET STRUCTURES TO PREVENT MATERIAL FROM ENTERING INLETS AND STORM SEWERS. ALL MATERIAL ENTERING INLETS AND STORM SEWERS SHALL BE REMOVED BY THE CONTRACTOR AT NO ADDITIONAL COST.
- 47. 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.
- 48. CONTRACTOR SHALL FURNISH ALL TRUCK TICKETS FOR ASPHALT AS PROVIDED BY THE MATERIAL SUPPLIER(S). THE FOLLOWING INFORMATION WILL BE PRINTED ON EACH TICKET BY THE SUPPLIER: DATE, TIME, AMOUNT (IN TONS), AND STREET NAME WHERE THE MATERIALS WILL BE USED. EACH TICKET MUST BE SUBMITTED TO CITY OFFICIALS.
- 49. 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.)
- 50. 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 ONE WEEK GAP IN THE WORK IN THE BASE SCHEDULE.
- 51. THE CONTRACTOR SHALL UTILIZE AND MAINTAIN ITEM 1000-WEB PORTAL. PAYMENT IS SUBSIDIARY TO OTHER ITEMS.
- 52. ALL WORK TO BE PERFORMED ON THE DOWNTOWN STREETS SHALL BE PERFORMED BETWEEN THE HOURS OF 8:00 PM AND 6:00 AM.
- 53. WHEN DIRECTED BY THE ENGINEER, FOG SEAL (TRSS) SHALL BE APPLIED AT A RATE OF 0.08 TO 0.15 GAL/SY.



NO	DATE	DESCRIPTION	DWG	CHK
		REVISIONS		

**FY 2014-2015 RECLAMATION PROJECTS**

**GENERAL NOTES**

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DGN:				
CHK DGN:	FC			
DWG:		STATE	COUNTY	SHEET NO.
CHK DWG:	FC	TEXAS	BEXAR	3 OF 74

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**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. AT NO DIRECT PAY. THE CONTRACTOR MUST WORK AROUND ANY GAS VALVES THAT ARE IN THE PROJECT AREA.
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.
  - SAN ANTONIO WATER SYSTEM 233-2010/2009
  - COSA DRAINAGE 207-8048
  - COSA SIGNAL OPERATIONS 207-7720
  - TEXAS STATE WIDE ONE CALL LOCATOR TEXAS 811 1-800-545-6005
  - CITY PUBLIC SERVICE
  - TIME WARNER
  - SOUTHWESTERN BELL TELEPHONE
  - SBC
  - AT&T
  - MCI
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 MAINTANCE 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 OR 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 WITHIN 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 1/2" 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 1/2-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. 540.
2. CONTRACTOR WILL BE RESPONSIBLE FOR COMPLYING 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 "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. THE CONTRACTOR SHALL AVOID CUTTING ROOTS LARGER THAN ONE INCH IN DIAMETER WHEN EXCAVATING NEAR EXISTING TREES. ROOTS OR BRANCHES IN CONFLICT WITH CONSTRUCTION SHALL BE CUT CLEANLY ACCORDING TO PROPER PRUNING METHODS, NOT BY AN EXCAVATOR OR OTHER ROAD CONSTRUCTION EQUIPMENT. PAINT OVER OAK WOUNDS WITHIN 20 MINUTES TO PREVENT OAK WILT. EXPOSED ROOTS SHALL BE COVERED AT THE END OF THE DAY USING TECHNIQUES SUCH AS COVERING WITH SOIL, MULCH OR WET BURLAP.
4. ALL DEBRIS GENERATED BY THE PRUNING AND TRIMMING OF TREES AND/OR BUSHES SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF PROPERLY (NO SEPARATE PAY ITEM.)
5. 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 OF RADIUS PER INCH OF DIAMETER OF THE TREE TRUNK. A 10-INCH DIAMETER TREE WOULD HAVE A 10-FOOT RADIUS PROTECTION ZONE AROUND THE TREE. ROOTS OR BRANCHES 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.
6. THE CITY ARBORIST SHALL APPROVE ANY TREE REMOVAL, 207-0278.
7. TREES, WHICH ARE DAMAGED OR LOST DUE TO THE CONTRACTOR'S NEGLIGENCE DURING CONSTRUCTION, SHALL BE MITIGATED TO THE CITY'S SATISFACTION.
8. 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.
9. NO EXCESSIVE TREE TRIMMING WILL BE PERMITTED.
10. 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.
11. 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)
12. THE CONTRACTOR SHALL NOTIFY RESIDENTS PRIOR TO REMOVAL OF ANY SHRUBBERY LOCATED IN THE CONSTRUCTION AREA. CONTRACTOR SHALL SALVAGE REMOVED SHRUBBERY AT RESIDENT'S REQUEST AND PLACE JUST INSIDE THE RIGHT OF WAY ON THE RESIDENT'S PROPERTY.



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		REVISIONS		

FY 2014-2015 RECLAMATION PROJECTS

**GENERAL NOTES**

CHK	FC	STATE	COUNTY	SHEET NO.
CHK	FC	TEXAS	BEXAR	4 OF 74

**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 STADARDS  
 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 ESTABLISHED STANDARDS OR ARE INCORRECTLY PLACED OR ARE INSUFFICIENT IN QUANTITY TO PROTECT THE GENERAL PUBLIC, THE CONSTRUCTION INSPECTOR SHALL HAVE THE OPTION 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 EXPENSE.

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 A 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 OF 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 CONTRACTOR MUST CLOSE A STREET TO TRAFFIC, HE SHALL OBTAIN PERMISSION 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 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. ALL TEMPORARY TRAFFIC CONTROL DEVICES, ETC. SHALL BE PROVIDED BY THE 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.
13. 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.
14. 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.
15. CONTRACTOR SHALL MAINTAIN A LEAST ONE LANE OPEN TO TRAFFIC AT ALL TIMES. UNIFORMED OFF-DUTY POLICE OFFICER SHALL BE ON SITE IF ONE LANE CANNOT REMAIN OPEN.
16. OFF DUTY POLICE OFFICERS WILL BE REQUIRED AS DIRECTED BY THE TAFFIC ENGINEER. PAYMENT WIL BE MADE UNDER ITEM SP500. 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.
17. 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 UNINTERRUPTED CONSTRUCTION OPERATION ON THAT STREET.
18. CONTACT THE CITY TRAFFIC OPERATIONS AT 210-207-7765 PRIOR TO ANY MILLING.
19. 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.
20. THE CONTRACTOR SHALL NOT COMMENCE 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.
21. 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.
22. 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 BE TURNED IN TO THE CITY INSPECTOR AT THE END OF THE PROJECT. IF TEMPORARY SIGNS ARE USED DURING THE CONSTRUCTION, THEY SHALL HAVE A MINIMUM OF 4-INCH LETTERS, AND MAY BE FABRICATED WITH CONSTRUCTION ZONE MATERIAL (BLACK LEGEND ON ORANGE BACKGROUND, USING PLYWOOD SUBSTRATE, ETC.)
23. AFTER ALL 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.

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FY 2014-2015 RECLAMATION PROJECTS

**GENERAL NOTES**

4 OF 5



5835 CALLAGHAN RD, SUITE 200  
 SAN ANTONIO, TEXAS, 78228  
 (210) 349-3273 (210) 349-4395 (FAX) http://www.pozcam.com/

CHK	FC	STATE	COUNTY	SHEET NO.
CHK	FC	TEXAS	BEXAR	5 OF 74

TRAFFIC NOTES AND SPECIAL CONDITIONS (CONTINUED):

- 24. ALL TRAFFIC CONTROL DEVICES, PLACEMENT AND ACTIVITIES SHALL BE AS PER THE LATEST EDITION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TXMUTCD). IF THERE IS ANY CONFLICT BETWEEN THE TXMUTCD AND TRAFFIC CONTROL REQUIREMENTS WITHIN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY.
- 25. 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.
- 26. FLASHING WARNING LIGHTS AND/OR FLAGS SHALL BE USED TO CALL ATTENTION TO ALL ADVANCE WARNING SIGNS.
- 27. 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 FOR THEIR REMOVAL.
- 28. SIGNS WHICH READ "CONSTRUCTION AHEAD, TRAFFIC DELAYS TO BE EXPECTED" SHALL BE PLACED AT EACH END OF WORK AREA. SAID SIGNS SHALL BE 60"x30" AND SHALL BE ORANGE WITH BLACK LETTERING.
- 29. 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.
- 30. THE CONTRACTOR SHALL NOTIFY THE TEXAS DEPARTMENT OF TRANSPORTATION PRIOR TO WORKING AT THE INTERSECTION OF ANY STATE OWNED OR MAINTAINED ROADWAY.
- 31. ALL STREETS, FOR THEIR FULL WIDTH, SHALL BE OPENED TO TRAFFIC AT THE END OF EACH WORK PERIOD.
- 32. 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 RELECTIVE 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 MARKINGS EFFECTIVE VISIBILITY, THE ENGINEER WILL DETERMINE WHEN RE-APPLICATION OF THE PAINTED MARKINGS IS NECESSARY, PAINTED MARKINGS SHALL BE APPLIED TO DELINEATE FULL CENTERLINES AND LANE LINES AND WILL REQUIRE GLASS BEADS. PAVEMENT OF INITIAL PAINTED MARKING APPLICATION AND ALL REPEATED APPLICATIONS OF PAINTED MAKINGS SHALL BE AT NO DIRECT PAYMENT.
- 33. 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 THE PULL BOX BY THE CONTRACTOR, SAID CONTRACTOR SHALL THEN REPLACE THE ENTIRE WIRE AT NO EXTRA PAY.
- 34. LOCATION AND LAYOUTS OF DETECTOR LOOP REPLACEMENTS SHALL BE VERIFIED BY THE CITY ENGINEER PRIOR TO THEIR REMOVAL AND INSTALLATION.
- 35. 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.
- 36. 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.
- 37. DURING ASPHALT OVERLAY, THE CONTRACTOR SHALL ALLOW RESIDENTS TRAFFIC ACCESS TO THE STREET WITH PROPER GUIDANCE, DIRECTION, FLAGMEN AND TRAFFIC CONTROL, AND ONLY AT SUCH TIME THAT DAMAGE WILL NOT OCCUR TO THE NEW ASPHALT OVERLAY OR TO THE VEHICLES. THIS INCLUDES BUT IS NOT LIMITED TO DAMAGE RESULTING FROM TACK COAT ON THE VEHICLES PAINTED SUFACES.
- 38. 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.
- 39. 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.
- 40. 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 WHOSE 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 OF THE CONTRACT DATE. ANY AND ALL TRAFFIC CONTROL DEVICES NEEDED AND NECESSARY PERSONNEL WILL BE THE CONTRACTOR'S EXPENSE.
- 41. 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 TO ARTERIAL TOTAL STREET CLOSURE. THIS MUCH TIME IS NECESSARY TO INSTALL ADVISORY SIGNS AND GIVE THE MOTORIST 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.

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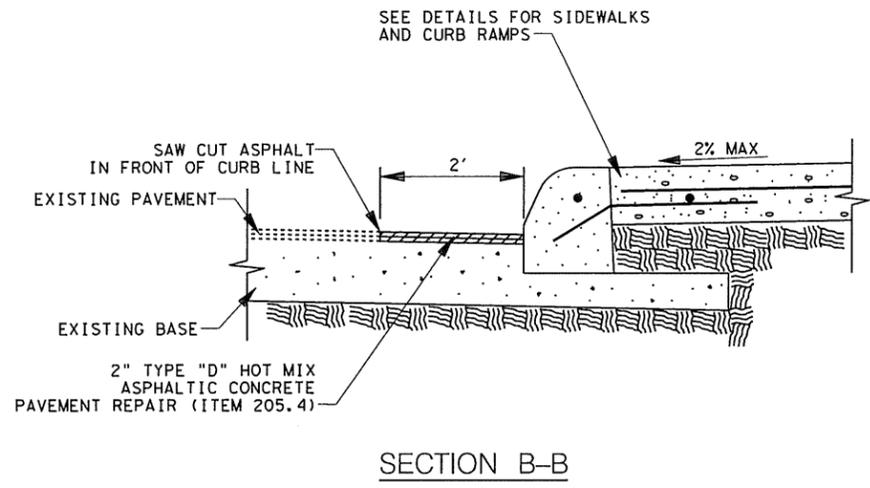
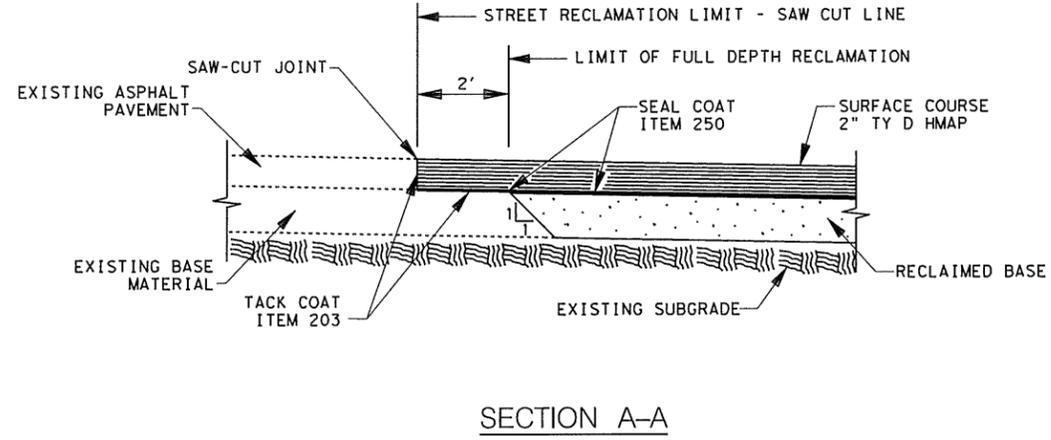
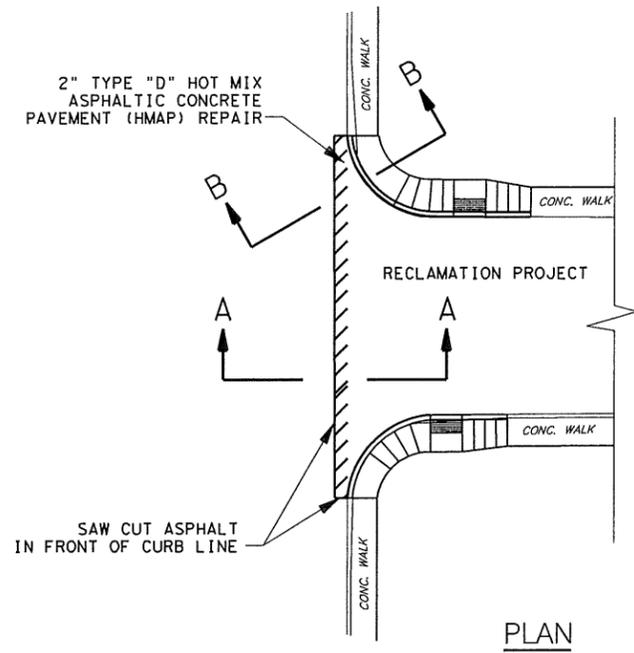
FY 2014-2015 RECLAMATION PROJECTS

GENERAL NOTES

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DWG:		STATE	COUNTY	SHEET NO.
CHK DWG:	FC	TEXAS	BEXAR	6 OF 74

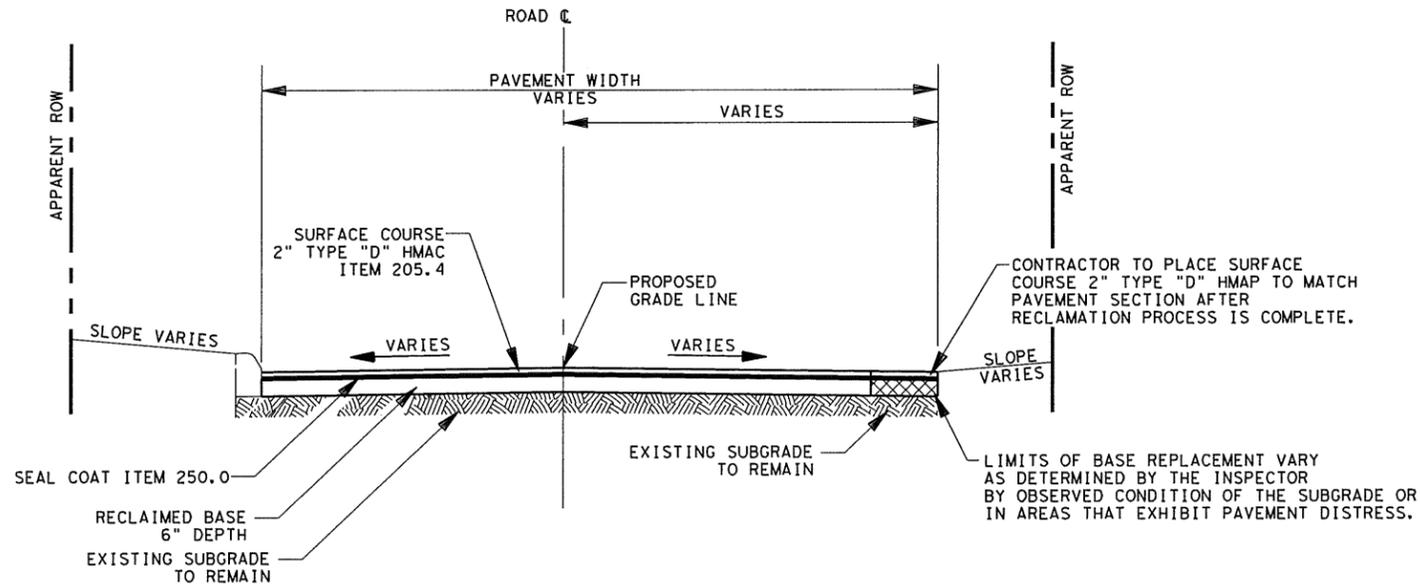
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PAVEMENT JUNCTION DETAIL

NOT TO SCALE



NOT TO SCALE

NOTES:  
 SECTIONS SHOWN ON THIS SHEET ARE NOT TYPICAL AND DO NOT REPRESENT ALL STREET LOCATIONS. SOME STREETS MAY HAVE CURB ON BOTH SIDES OR NO CURB PRESENT AT ALL. ADDITIONALLY, SOME SECTIONS MAY BE CROWNED OR HAVE STRAIGHT CROSS SLOPES.

STATE OF TEXAS  
 CRYSTAL BENAVIDES  
 86197  
 LICENSED PROFESSIONAL ENGINEER  
*Crystal Ben PE*  
 10/31/2013  
 CRYSTAL BENAVIDES, P. E. DATE

CITY OF SAN ANTONIO  
 DEPARTMENT OF PUBLIC WORKS

NO	DATE	DESCRIPTION REVISIONS	DWG	CHK

FY 2014-2015 RECLAMATION PROJECTS

DETAIL SHEET

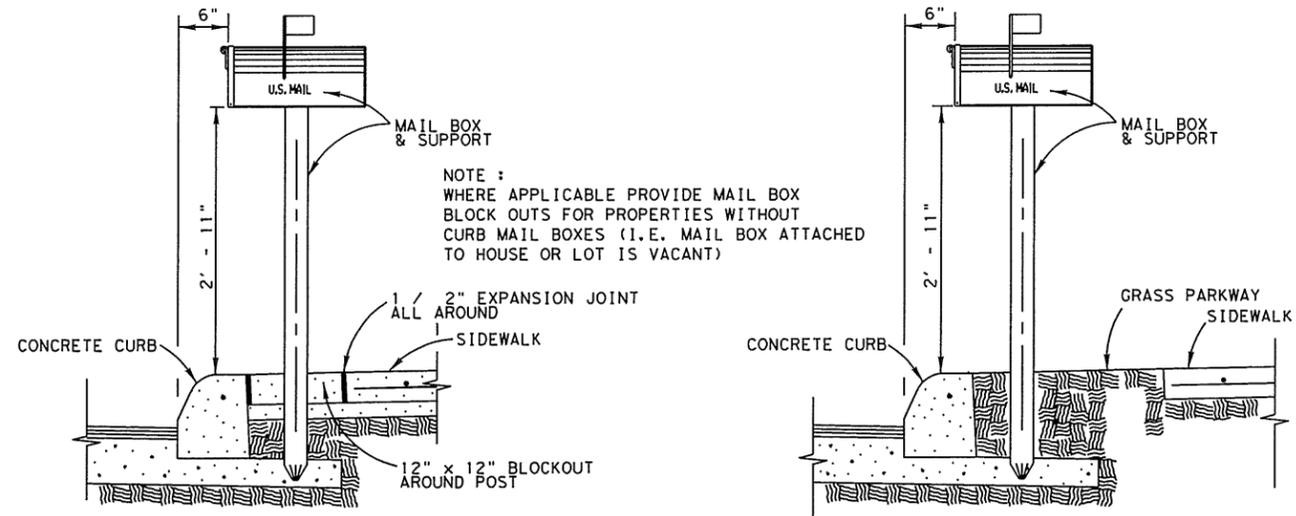
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**POZNECKI**  
**AMARILLO**  
 INC  
 5835 CALLAGHAN RD, SUITE 200  
 SAN ANTONIO, TEXAS, 78228  
 (210) 349-3273 (210) 349-4395 (FAX) http://www.pozcam.com/

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CHK DGN:	FC			
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CHK DWG:	FC	TEXAS	BEXAR	7 OF 74

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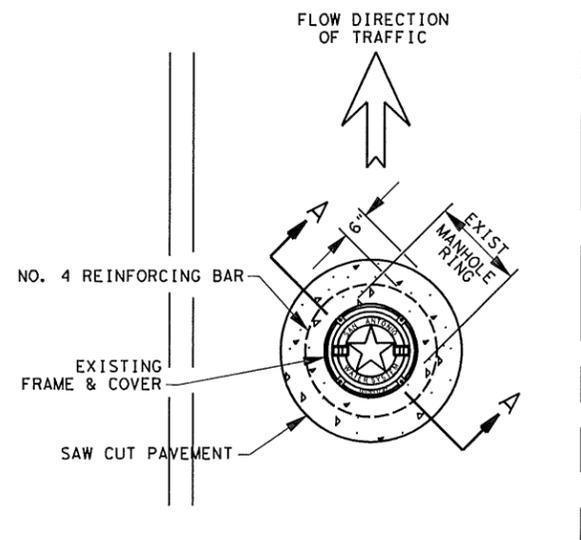
NOTE :  
WHERE APPLICABLE PROVIDE MAIL BOX  
BLOCK OUTS FOR PROPERTIES WITHOUT  
CURB MAIL BOXES (I.E. MAIL BOX ATTACHED  
TO HOUSE OR LOT IS VACANT)

WHEN SIDEWALK ABUTS CURB

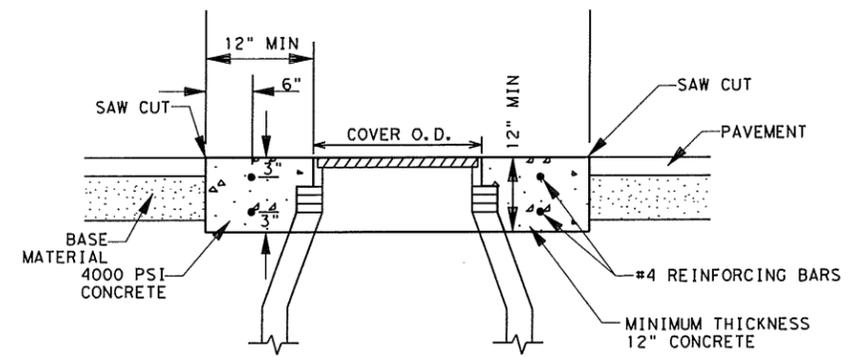
WHEN SIDEWALK IS SEPARATED FROM CURB

MAIL BOX RELOCATION DETAILS

NOT TO SCALE



PLAN



SECTION A-A

MANHOLE / VALVE BOX ADJUSTMENT DETAIL

NOT TO SCALE

- NOTE:
1. THE CONCRETE SHALL BE 4000 PSI, MIN, AND REINFORCED WITH # 4 BARS AS SHOWN.
  2. THE CONCRETE SHALL EXTEND TO THE EDGE OF SAW CUT PAVEMENT.
  3. MANHOLE RING ENCASEMENT IS REQUIRED ON ALL NEW OR ADJUSTED MANHOLES.

STATE OF TEXAS  
CRYSTAL BENAVIDES  
86197  
LICENSED PROFESSIONAL ENGINEER  
*Crystal Ben PE*  
10/31/2013  
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DEPARTMENT OF PUBLIC WORKS

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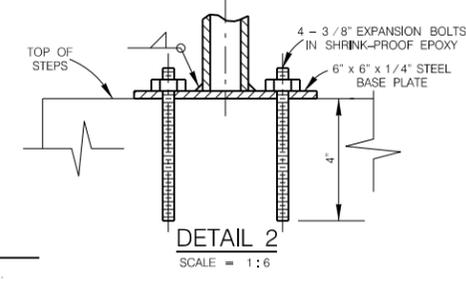
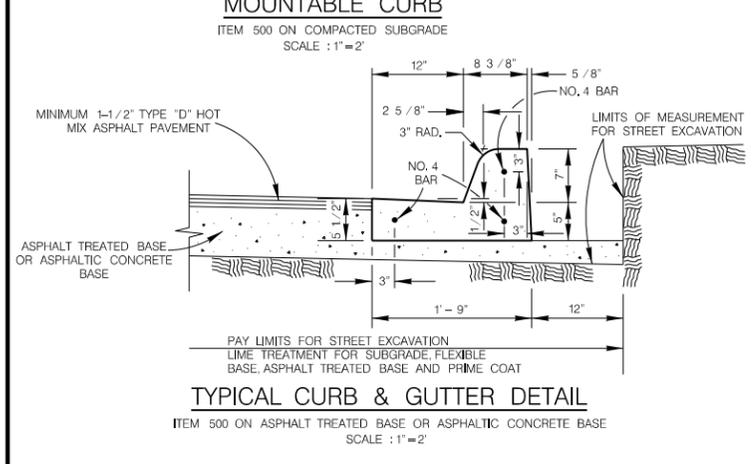
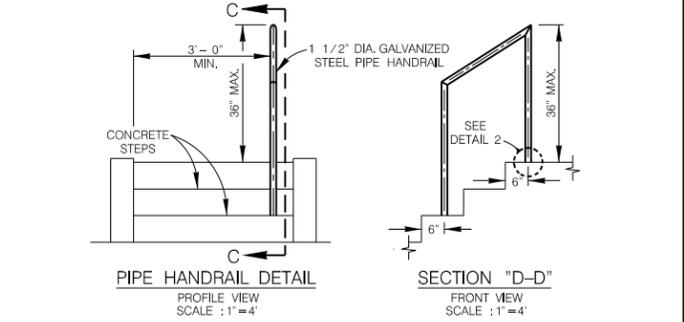
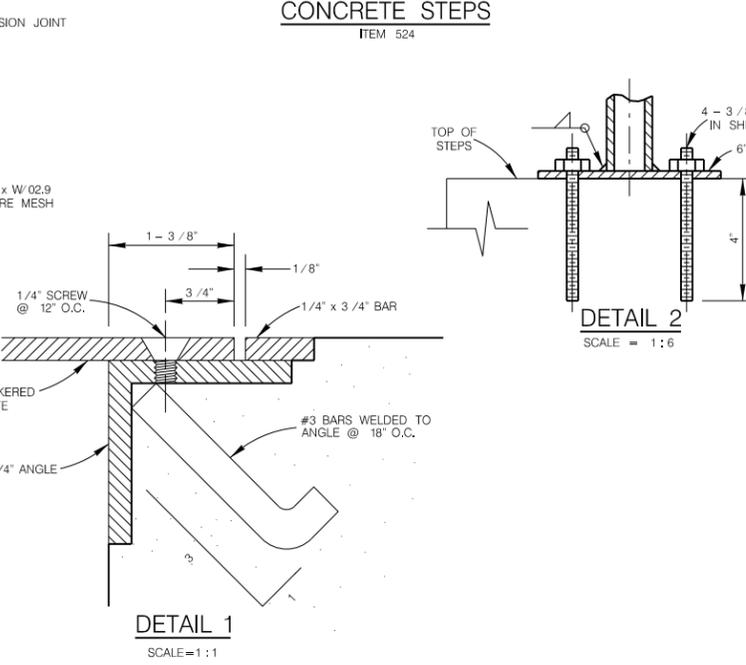
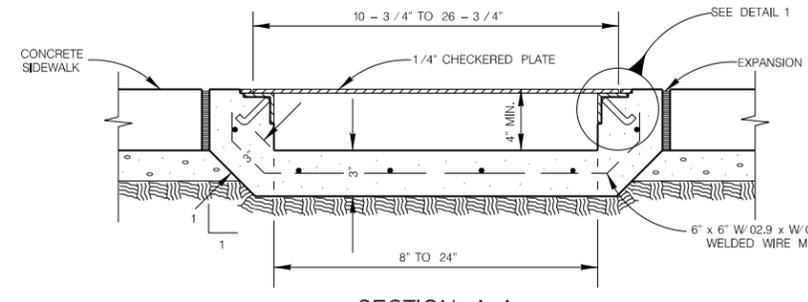
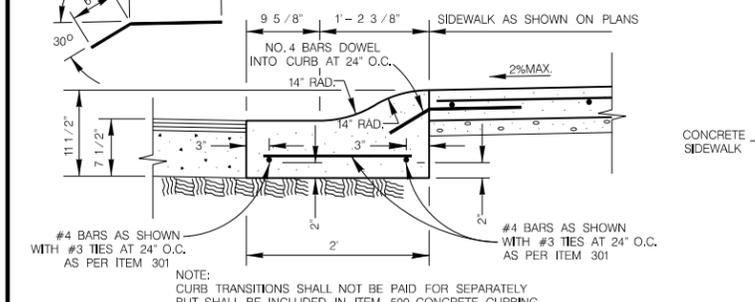
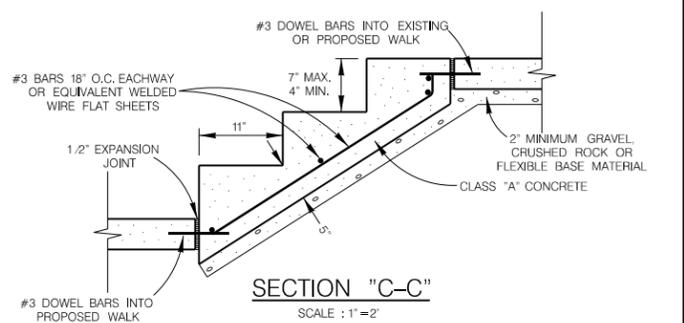
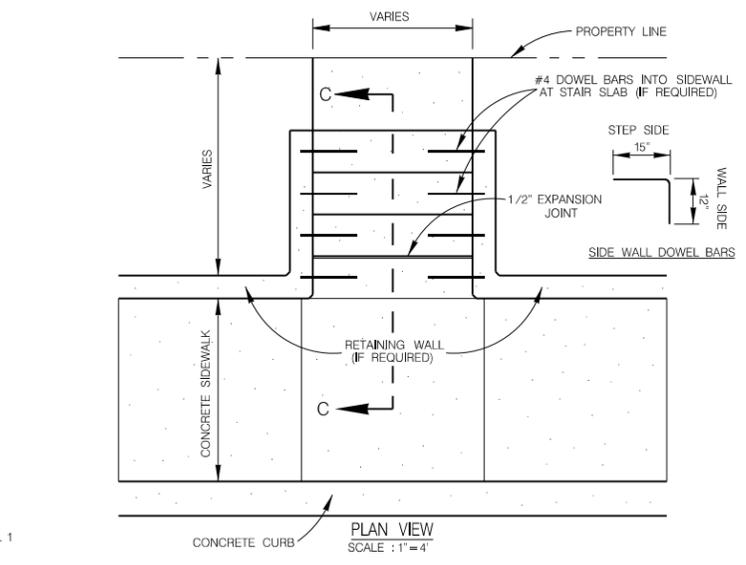
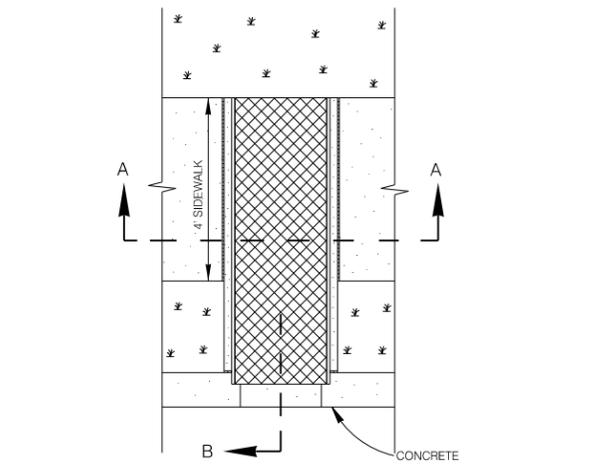
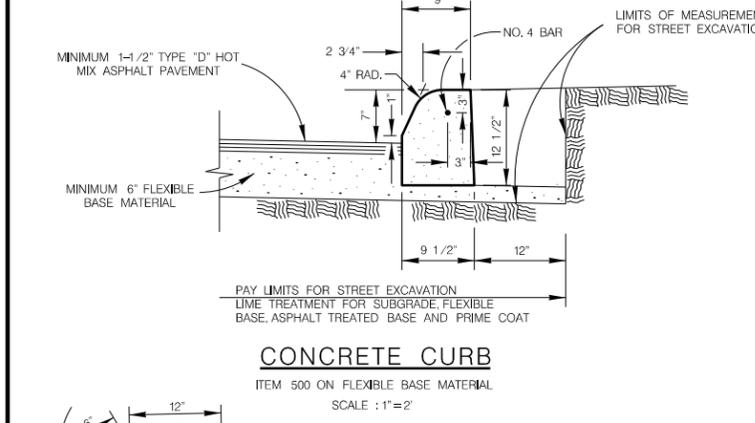
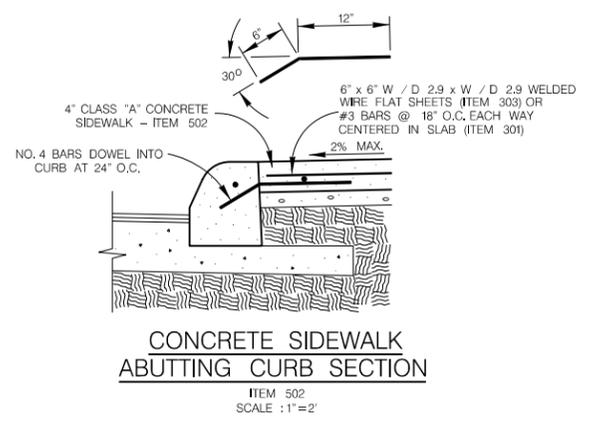
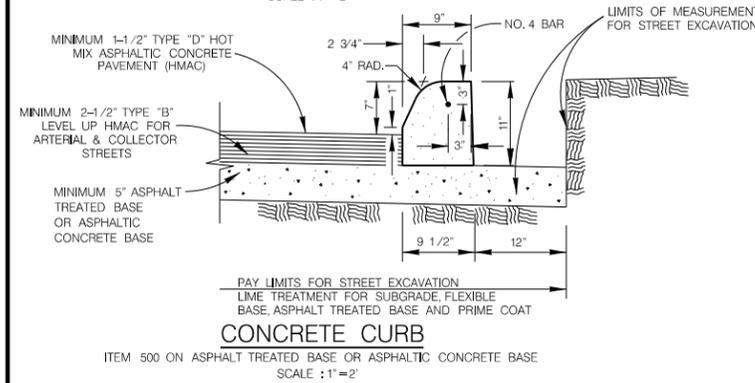
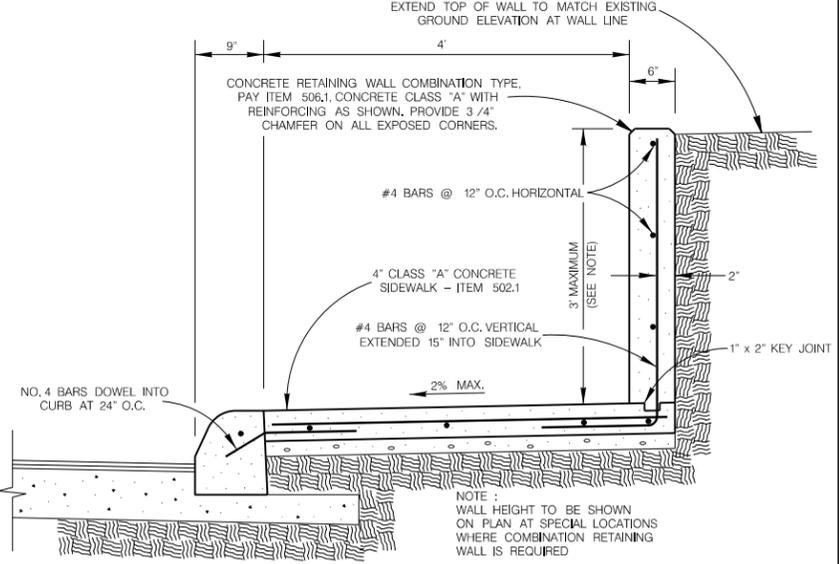
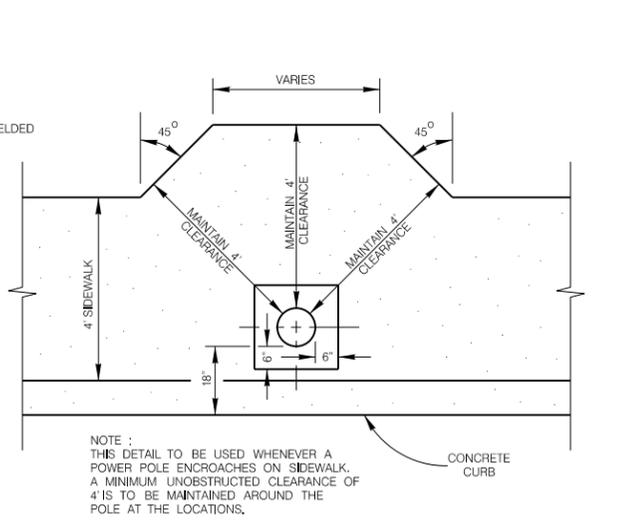
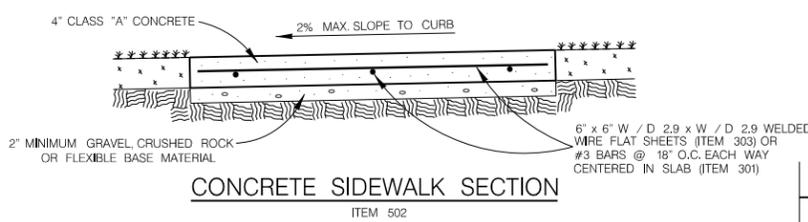
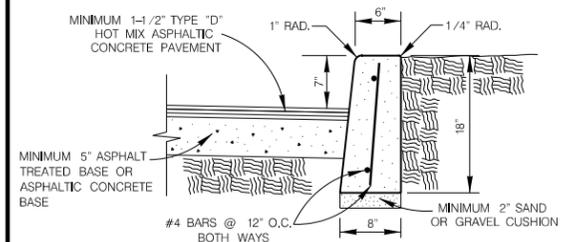
FY 2014-2015 RECLAMATION PROJECTS

DETAIL SHEET

2 OF 2

**POZNECKI**  
**CAMARILLO** INC.  
5835 CALLAGHAN RD, SUITE 200  
SAN ANTONIO, TEXAS, 78228  
(210) 349-3273 (210) 349-4395 (FAX) http://www.pozzam.com/

DGN:	FC	STATE	COUNTY	SHEET NO.
CHK:	FC	TEXAS	BEXAR	8 OF 74



- NOTES :  
 1. PLACE STEPS TO CONFORM WITH PROPOSED PARKWAY GRADING  
 2. 1-1/2" DIA. GALVANIZED STEEL PIPE HANDRAIL REQUIRED ON ONE SIDE OF THE STEPS WHEN 3 OR MORE RISERS ARE USED, OR AS DESIGNED BY ENGINEER, TO BE PAID UNDER ITEM 522

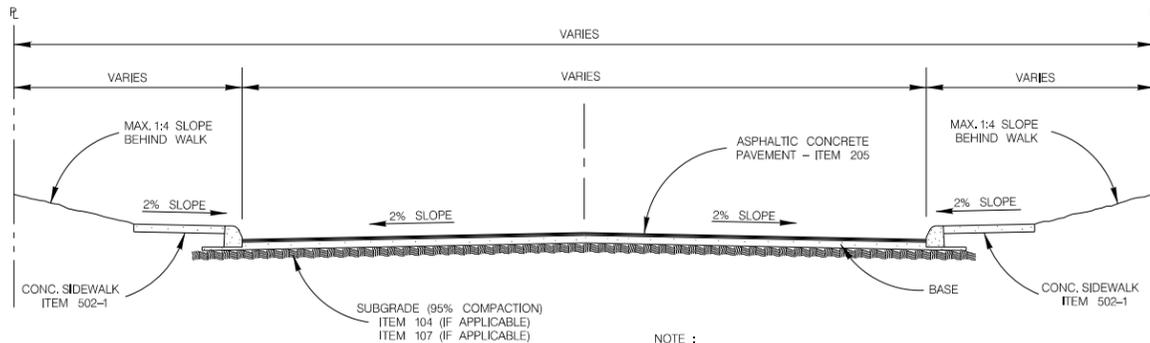
**HANDRAIL FOR CONCRETE STEPS**  
 ITEM 522

MAY 2009

CITY OF SAN ANTONIO  
 CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

MISCELLANEOUS  
 CONSTRUCTION STANDARDS I

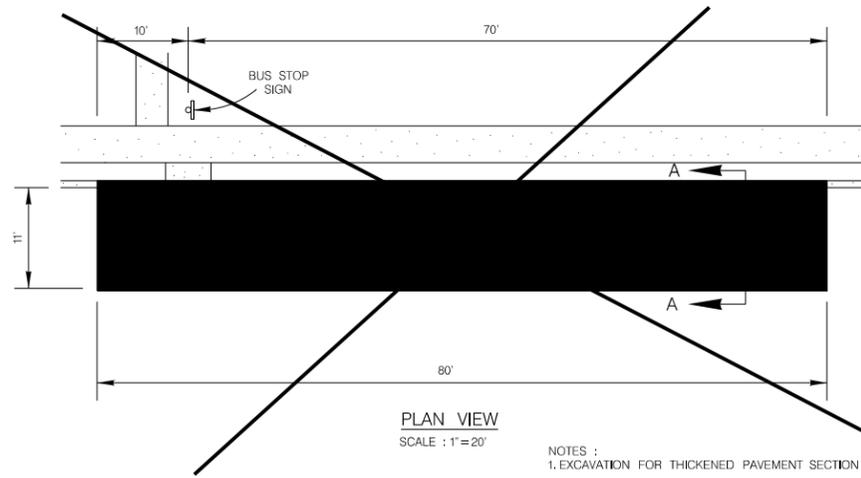
PROJECT NO.:	2014 SMP	DATE:	10/31/2013
DRWN. BY:	V. VASQUEZ	DSGN. BY:	CHKD. BY: R.S. HOSSEINI, P.E.
		SHEET:	9 OF 74



**TYPICAL STREET SECTION**

SCALE : 1"=8'

NOTE :  
FOR STREETS OTHER THAN LOCAL TYPE "A" STREETS,  
THE EDGE OF THE SIDEWALK MUST BE LOCATED A  
MINIMUM OF TWO FEET AWAY FROM THE BACK OF  
THE CURB.



**PLAN VIEW**

SCALE : 1"=20'

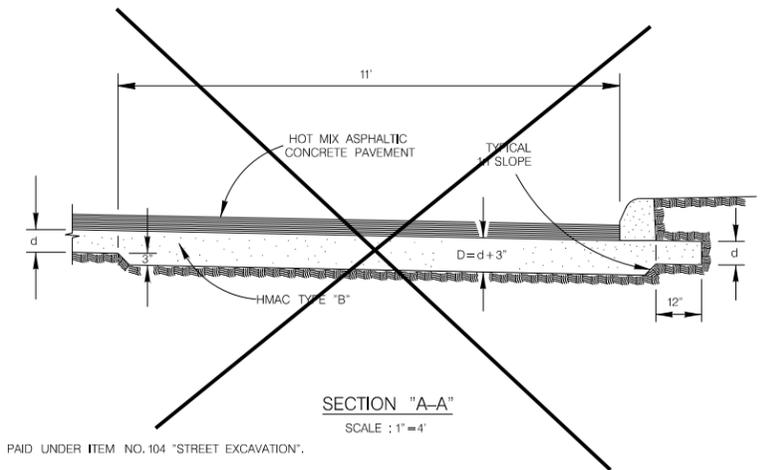
NOTES :

1. EXCAVATION FOR THICKENED PAVEMENT SECTION WILL BE PAID UNDER ITEM NO. 104 "STREET EXCAVATION".

2. BASE MATERIALS :

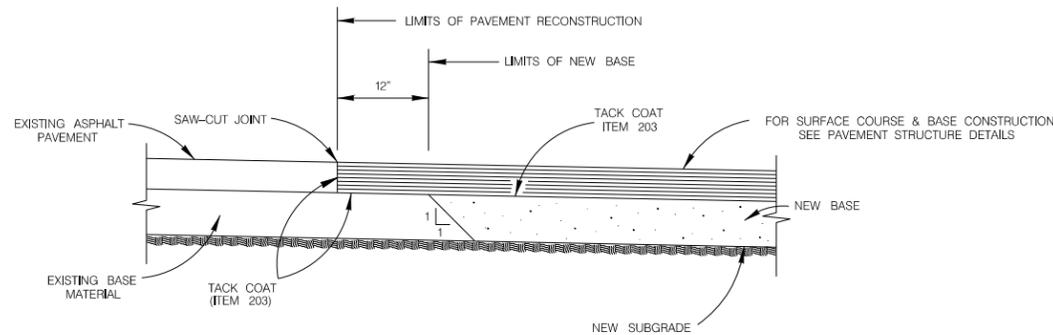
A.) IF THE MEASUREMENT FOR THE HMAC MATERIAL IS PER TON, THICKENED PAVEMENT SECTION WILL BE PAID FOR UNDER ITEM NO. 205, TYPE "B" - PER TON.

B.) IF THE MEASUREMENT FOR THE HMAC MATERIAL IS PER SQUARE YARD, NO EXTRA PAYMENT WILL BE MADE FOR THE THICKENED PAVEMENT.



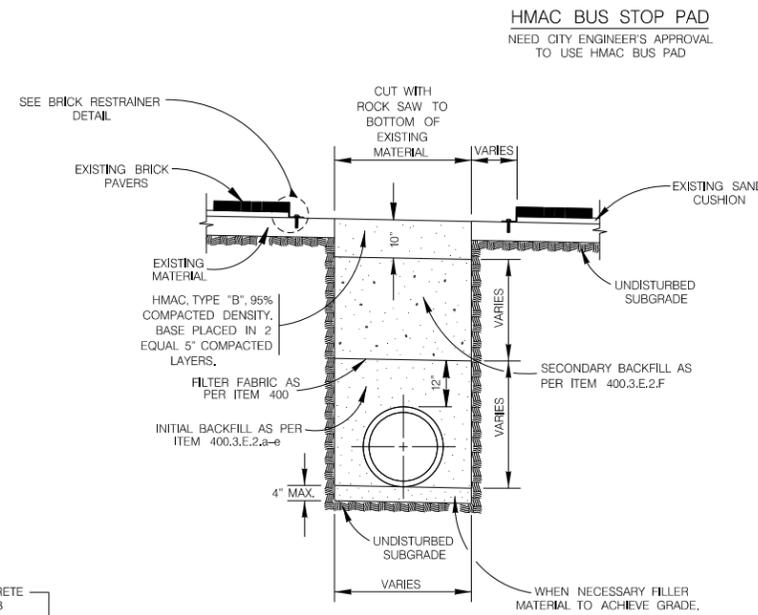
**SECTION "A-A"**

SCALE : 1"=4'



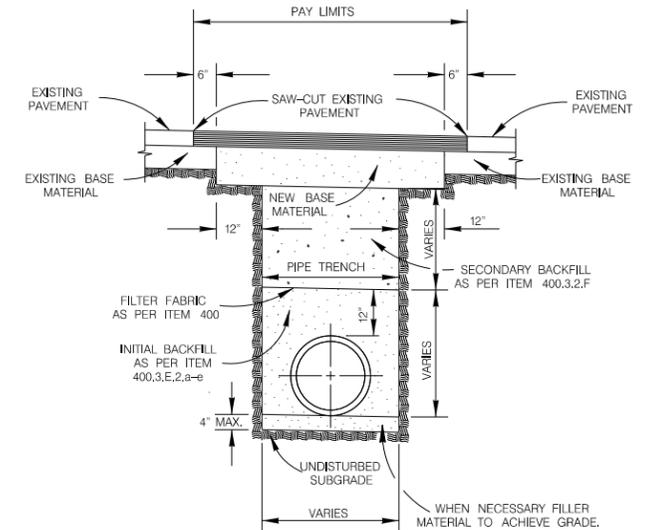
**PAVEMENT JUNCTION DETAILS**

SCALE : 1"=2'



**TYPICAL BASE REPLACEMENT FOR BRICK SURFACED STREET SECTION**

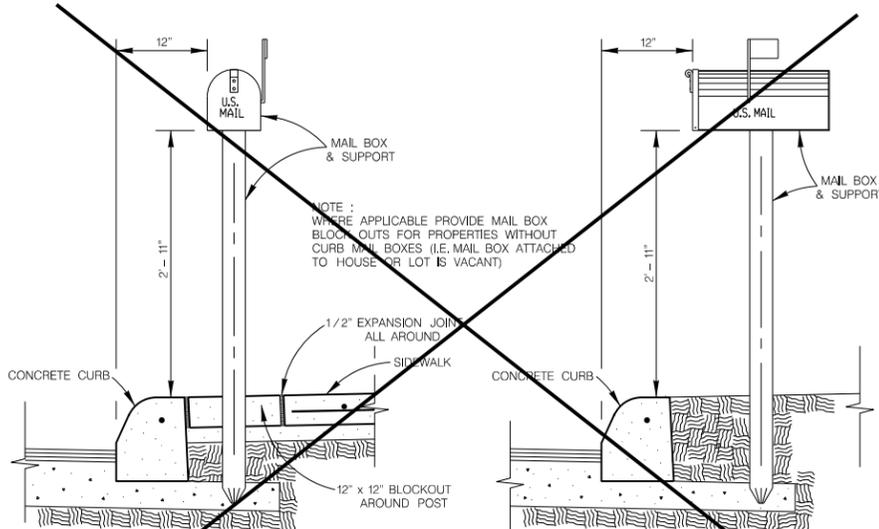
ITEM 511.3  
SCALE : 1"=4'



**TYPICAL PAVEMENT REPLACEMENT**

ITEM 511  
SCALE : 1"=4'

NOTES :  
1. FOR LOCAL TYPE "A" & "B" STREETS (RESIDENTIAL) USE 6" ASPHALT CONCRETE "BASE" TYPE "B" WITH 1-1/2" TYPE "D" HOT MIX ASPHALTIC CONCRETE PAVEMENT.  
2. FOR ARTERIAL & SECONDARY STREETS (COMMERCIAL) USE 12.5" TYPE "B" HOT MIX ASPHALTIC CONCRETE PAVEMENT LEVELING-UP COURSE & 1-1/2" TYPE "D" HOT MIX ASPHALTIC CONCRETE PAVEMENT SURFACE COURSE.



**MAIL BOX PARALLEL TO CURB**

WHEN SIDEWALK ABUTS CURB

**MAIL BOX LOCATION**

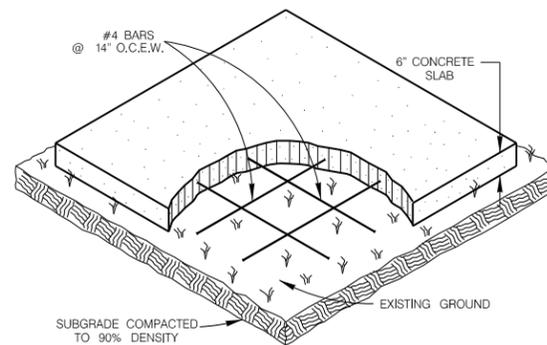
ITEM 513.1

**MAIL BOX PERPENDICULAR TO CURB**

WHEN SIDEWALK IS SEPARATED FROM CURB

**MAIL BOX LOCATION**

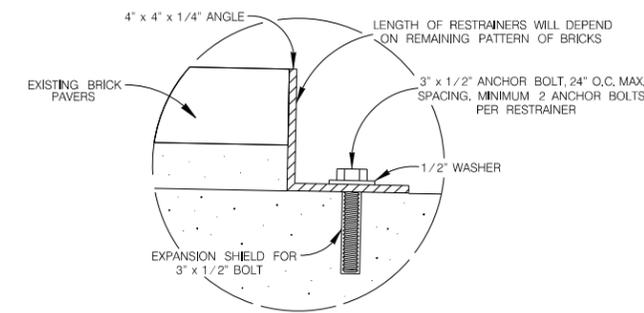
SCALE : 1"=2'



**COMMUNITY MAIL BOX SLAB**

ITEM 513.2  
SCALE : 1"=4'

MAIL BOX PAD NOTES :  
1. THE CONTRACTOR WILL CONSTRUCT SLABS FOR "TEMPORARY MAIL BOX COLLECTION PAD" FOR THE UNITED STATES POSTAL SERVICE WITH LOCATIONS AND SIZES SPECIFIED BY THE CITY ENGINEER DURING CONSTRUCTION.  
2. THE CONSTRUCTION OF SLABS SHALL CONFORM TO ITEM 513 "REMOVING AND RELOCATING MAILBOXES".  
3. PAYMENT WILL BE MADE UNDER ITEM 513.2 "COMMUNITY MAILBOX SLAB - PER SQUARE YARD".  
4. UNIT PRICE WILL INCLUDE REMOVAL OF "TEMPORARY MAIL BOX COLLECTION PAD" SLABS AT THE END OF THE PROJECT. NO SEPARATE PAY ITEM.



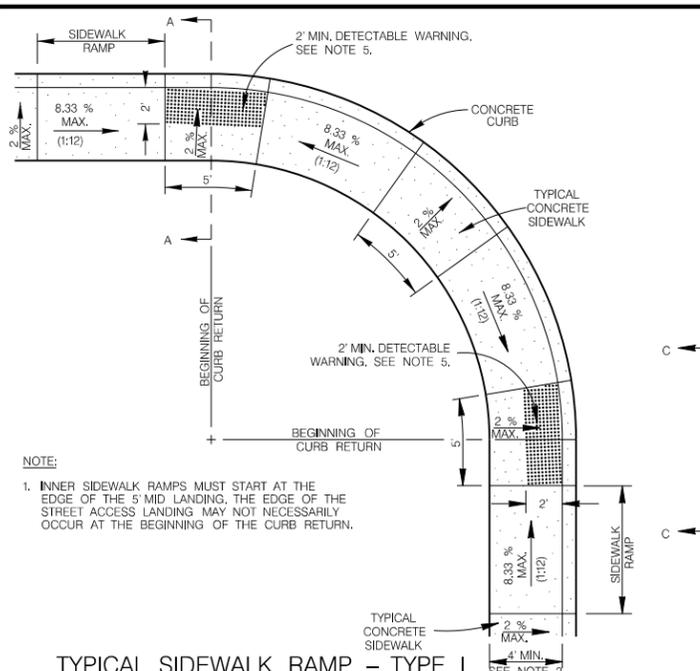
**BRICK RESTRAINER DETAIL**

SCALE : 1 : 6

MAY 2009

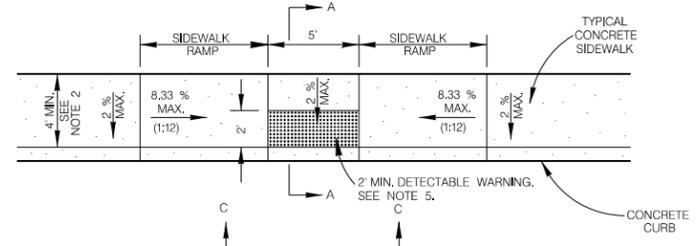
CITY OF SAN ANTONIO  
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

MISCELLANEOUS  
CONSTRUCTION STANDARDS II



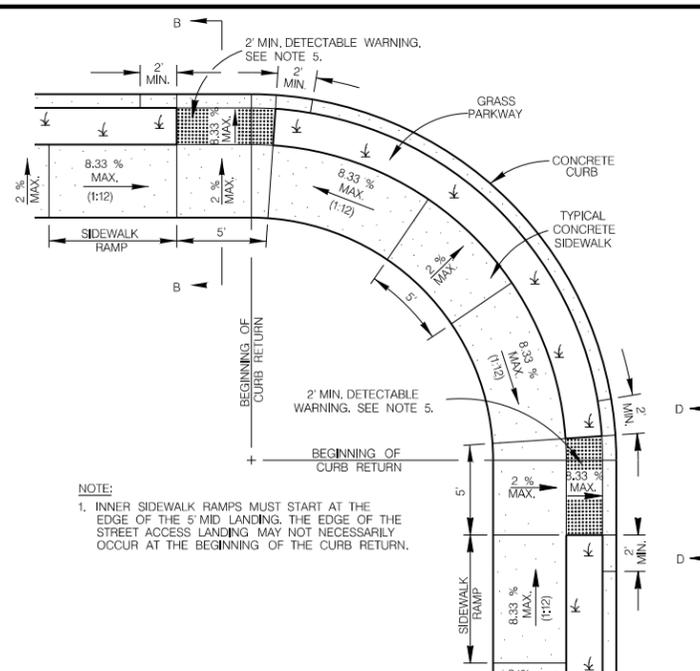
**TYPICAL SIDEWALK RAMP - TYPE I**

SCALE : 1"=10'



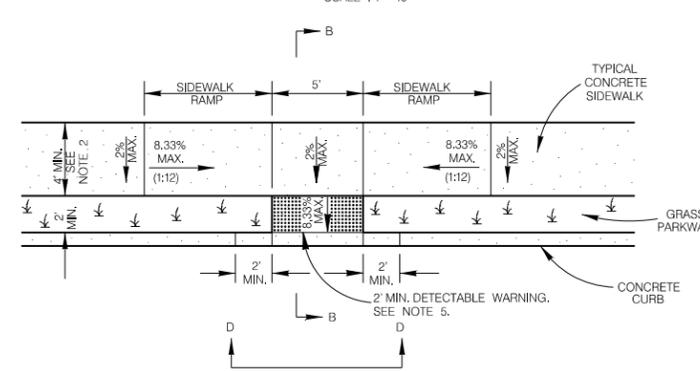
**TYPICAL SIDEWALK RAMP - TYPE II**

SCALE : 1"=10'



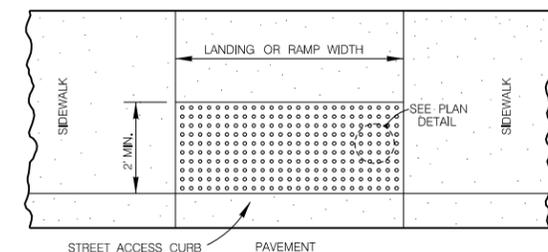
**TYPICAL SIDEWALK RAMP - TYPE III**

SCALE : 1"=10'



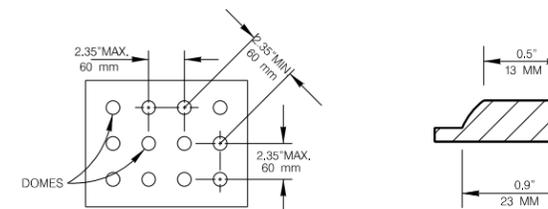
**TYPICAL SIDEWALK RAMP - TYPE IV**

SCALE : 1"=10'



**DETECTABLE WARNING SURFACE**

SCALE : 1"=4'

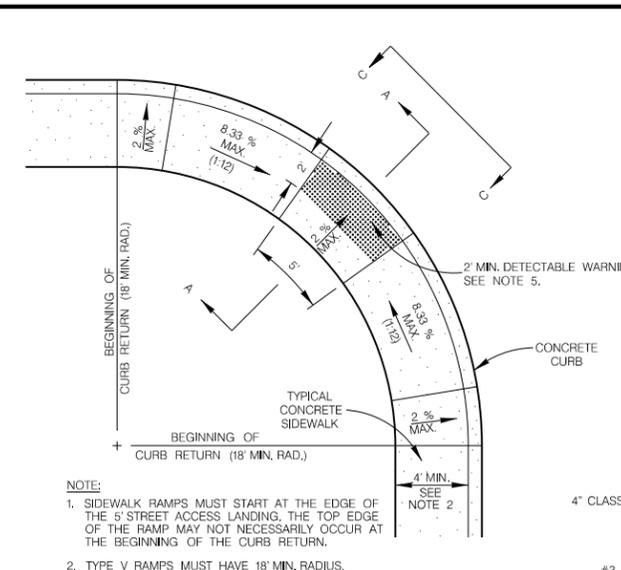


**PLAN DETAIL**

NO SCALE

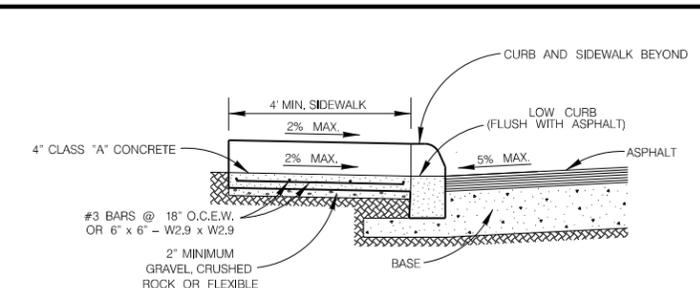
**DOMES SECTION**

NO SCALE



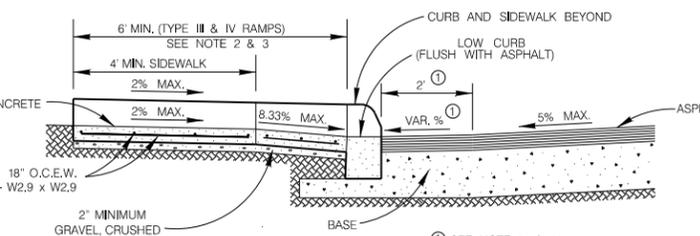
**TYPICAL SIDEWALK RAMP - TYPE V**

SCALE : 1"=10'



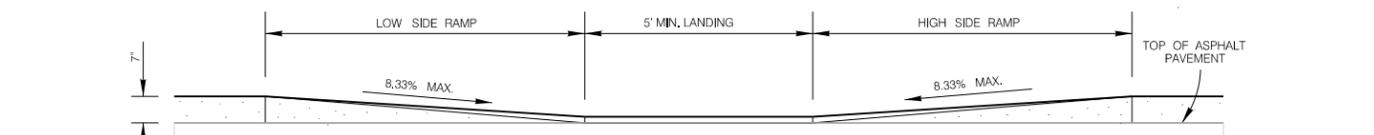
**SECTION A-A**

SCALE : 1"=4'



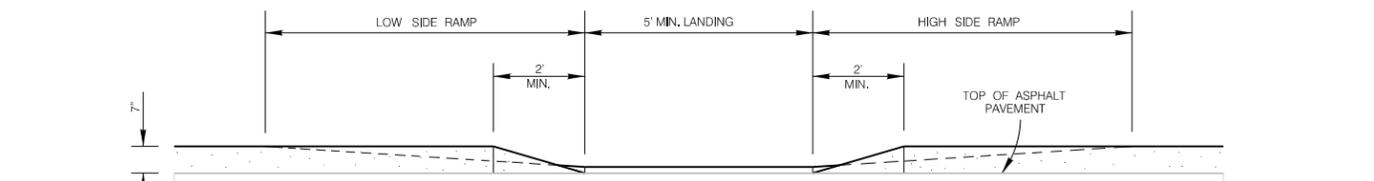
**SECTION B-B**

SCALE : 1"=4'



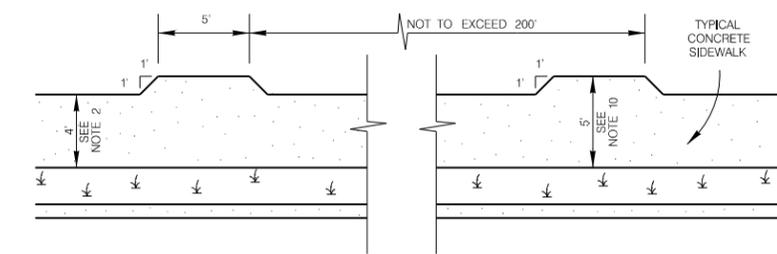
**SECTION C-C**

SCALE : 1"=4'



**SECTION D-D**

SCALE : 1"=4'



**SIDEWALK PASSING SPACE**

SCALE : 1"=10'

TABLE 1  
(SEE NOTE 4)

GUTTER SLOPE	SIDEWALK RAMP LENGTH (1:12)	
	LOW SIDE	HIGH SIDE
1%	5'-6"	7'-2"
2%	5'-0"	8'-4"
3%	4'-6"	10'-0"
4%	4'-2"	12'-6"
5%	3'-10"	16'-8"

- NOTE:**
- INNER SIDEWALK RAMP MUST START AT THE EDGE OF THE 5' MID LANDING. THE EDGE OF THE STREET ACCESS LANDING MAY NOT NECESSARILY OCCUR AT THE BEGINNING OF THE CURB RETURN.
  - TYPE V RAMP MUST HAVE 18' MIN. RADIUS.
- GENERAL NOTES**
- WHEN POSSIBLE SIDEWALKS SHOULD BE PLACED NEXT TO THE PROPERTY LINE, ALLOWING A MINIMUM OF 1 FOOT BUFFER. DEVIATION OF THE PATHWAY FROM A STRAIGHT LINE IS ENCOURAGED TO AVOID TREES OR OTHER OBSTRUCTIONS.
  - FOR LOCAL TYPE "A" STREETS, SIDEWALKS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4' AND IF SEPARATED FROM THE CURB, THE SIDEWALK SHALL BE LOCATED A MINIMUM OF 2' FROM THE BACK OF CURB.
  - FOR OTHER THAN LOCAL TYPE "A" STREETS, SIDEWALKS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4' AND SEPARATED A MINIMUM OF 2' FROM THE BACK OF CURB OR AS AN OPTION, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 6' WHEN LOCATED AT THE BACK OF CURB.
  - SIDEWALK RAMP LENGTHS PRESENTED IN TABLE 1 ARE GUIDELINES ONLY. SIDEWALK RAMP LENGTHS SHALL BE OF SUFFICIENT LENGTH TO MAINTAIN 8.33% (1:12) MAXIMUM SLOPE.
  - ALL CURB-RAMPS OR LANDINGS ABUTTING THE CROSSWALK SHALL HAVE A DETECTABLE WARNING 24 INCHES DEEP (IN THE DIRECTION OF PEDESTRIAN TRAVEL) AND EXTENDING THE FULL WIDTH OF THE CURB RAMP OR LANDING. THE DETECTABLE WARNING SHALL CONSIST OF RAISED TRUNCATED DOMES, ALIGNED IN A GRID PATTERN WITH A DIAMETER OF A NOMINAL 0.9 INCHES (23 MM) A HEIGHT OF NOMINAL 0.2 INCHES (5 MM) AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 INCHES (60 MM). THE DETECTABLE WARNING SURFACE SHALL BE A CAST-IN-PLACE TILE CONFORMING TO THE CITY OF SAN ANTONIO STANDARD SPECIFICATIONS OR PAVERS CONFORMING TO TXDOT STANDARD PED-05, PEDESTRIAN FACILITIES.
  - DETECTABLE WARNINGS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
  - SIDEWALK RAMP TYPE V SHALL BE USED ONLY WHERE THERE IS SIGNIFICANT RESTRICTION WITHIN THE PARKWAY TO CONSTRUCT TYPE I OR TYPE III RAMP.
  - CONSTRUCTION OF ALL WHEELCHAIR RAMPS TO BE INCLUDED UNDER ITEMS "500 - CONCRETE CURB, GUTTER, AND CONCRETE CURB AND GUTTER" AND "/OR "502 - CONCRETE SIDEWALKS". RAMP SURFACE SHALL BE BRUSH FINISHED.
  - THESE DETAILS ARE FOR REFERENCE ONLY. ACTUAL LOCATIONS OF WHEELCHAIR RAMPS TO BE SHOWN ON CONSTRUCTION PLANS. CITY CONSTRUCTION INSPECTOR CAN ADJUST LOCATIONS FOR SAFETY OR UTILITY CLEARANCE.
  - SIDEWALKS LESS THAN 5 FEET IN WIDTH SHALL BE PROVIDED WITH A PASSING SPACE AT A MAXIMUM SPACING OF 200 FEET.
  - WHEELCHAIR RAMP SHALL BE CONSTRUCTED WITH 4" CLASS "A" CONCRETE AND 2" MINIMUM GRAVEL, CRUSHED ROCK OR FLEXIBLE BASE MATERIAL.
  - REINFORCING STEEL SHALL BE #3 BARS AT 18" O.C.E.W. OR 6" x 6" - W2.9 x W2.9 WIRE MESH.
  - SIDEWALK GRADES SHALL NOT EXCEED THE GRADE ESTABLISHED FOR THE ADJACENT ROADWAY. ANY SIDEWALK CONSTRUCTION THAT DEVIATES FROM THE NATURAL GRADE OF THE ROADWAY TO CREATE A GRADE STEEPER THAN THE EXISTING ROADWAY WILL REQUIRE RAMPS, HANDRAILS AND RESTING PLATFORMS TO BE CONSTRUCTED IN ACCORDANCE WITH ADA AND TAS STANDARDS.
  - SIDEWALK CROSS GRADE SHALL HAVE A MAXIMUM SLOPE OF 2%. LANDINGS SHALL HAVE A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
  - THE CHANGE OF GRADE BETWEEN ADJACENT SURFACES SHALL BE LESS THAN 11%. THE CHANGE OF GRADE SHALL BE DEFINED AS THE ALGEBRAIC DIFFERENCE OF THE ADJACENT SURFACE SLOPES. IN THE CASE OF A STREET ACCESS RAMP DESIGNED AT THE 8.33% MAXIMUM SLOPE, THE ADJACENT PAVEMENT CROSS SLOPE SHALL BE LESS THAN 2.67% (I.E. 8.33-2.67=11). IN ADDITION, THE ADJACENT PAVEMENT CROSS SLOPE SHALL BE LESS THAN OR EQUAL TO 5%.
  - IF THE CHANGE OF GRADE BETWEEN ADJACENT SURFACES IS GREATER THAN OR EQUAL TO 11%, A LEVELING STRIP, 2 FEET IN LENGTH, SHALL BE PROVIDED TO TRANSITION THE ADJACENT SURFACES.
  - ADA COMPLIANCE IN ALTERATIONS INCLUDE ONLY THAT WORK WITHIN THE LIMITS, BOUNDARIES OR SCOPE OF A PLANNED PROJECT.

**NOTE:**  
STAMPED CONCRETE TRUNCATED DOMES WILL NOT BE ALLOWED TO BE USED FOR DETECTABLE WARNING ON WHEELCHAIR RAMPS. CONTRACTOR MUST SUBMIT TRUNCATED DOME INFORMATION THAT IS TO BE USED ON WHEELCHAIR RAMPS TO THE PROJECT MANAGER FOR APPROVAL AT LEAST 30 DAYS PRIOR TO INSTALLATION.

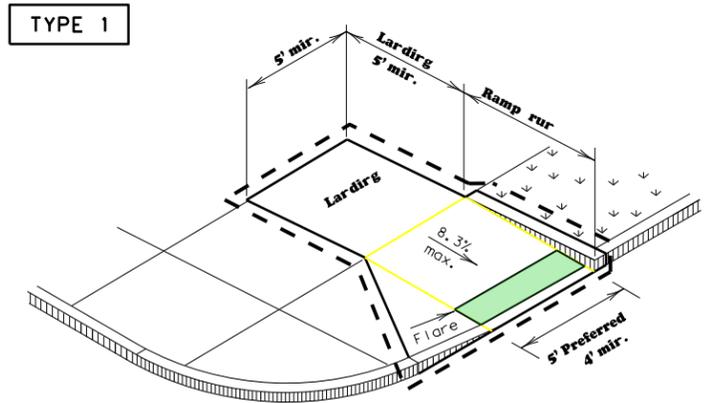
MAY 2009

CITY OF SAN ANTONIO  
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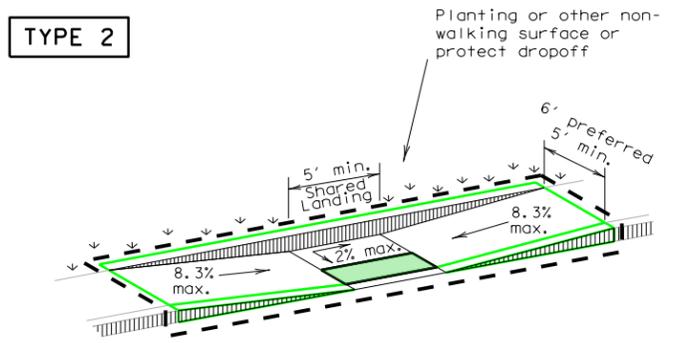
**WHEELCHAIR RAMP STANDARDS**

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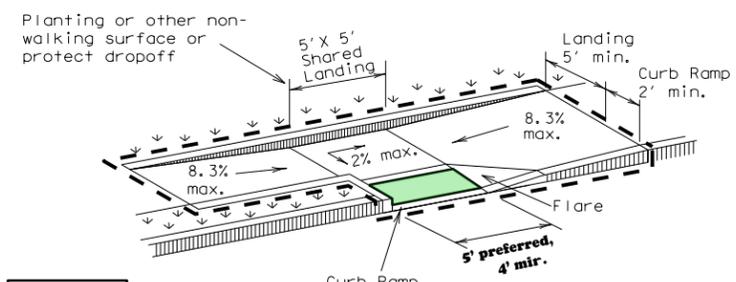
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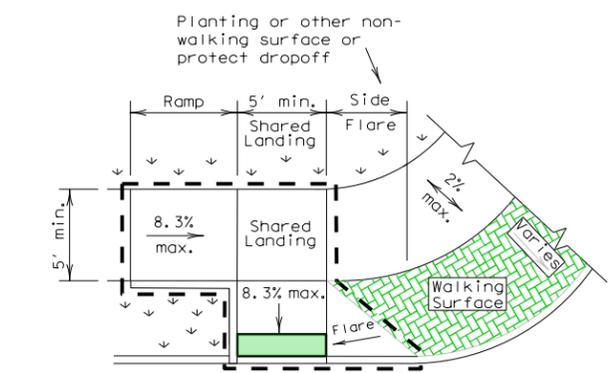
PERPENDICULAR CURB RAMP



PARALLEL CURB RAMP  
(Use only where water will not pond in the landing.)

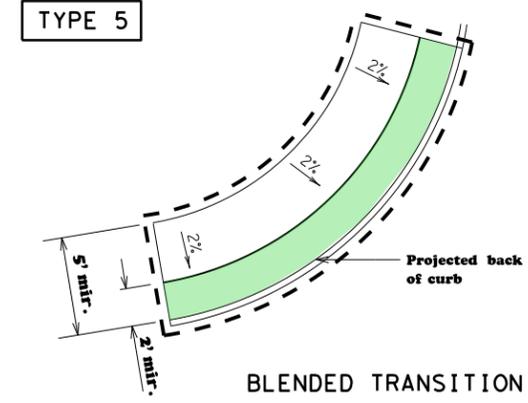


TYPE 3

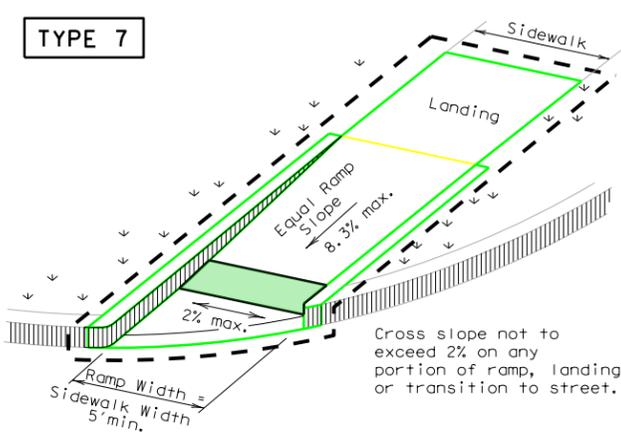


TYPE 6

COMBINATION CURB RAMPS

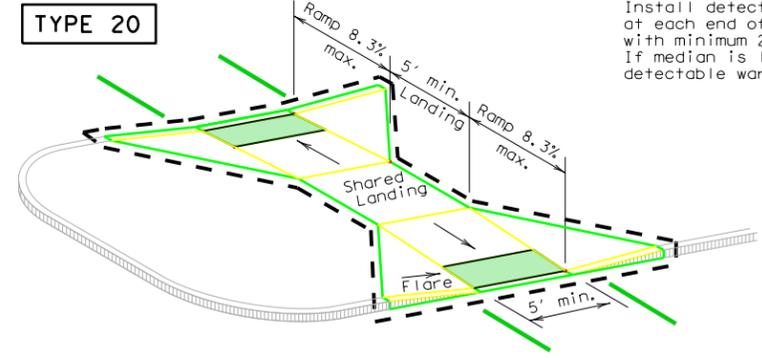


BLENDED TRANSITION

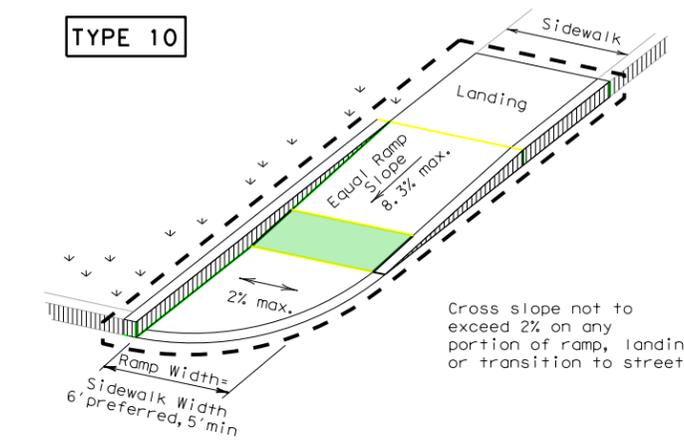


(Sidewalk set back from curb)

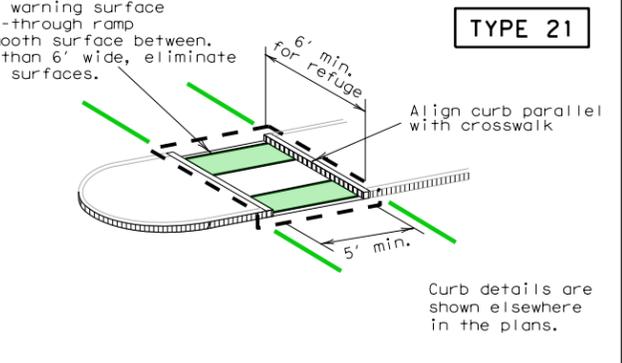
DIRECTIONAL RAMPS WITHIN RADIUS



CURB RAMPS AT MEDIAN ISLANDS

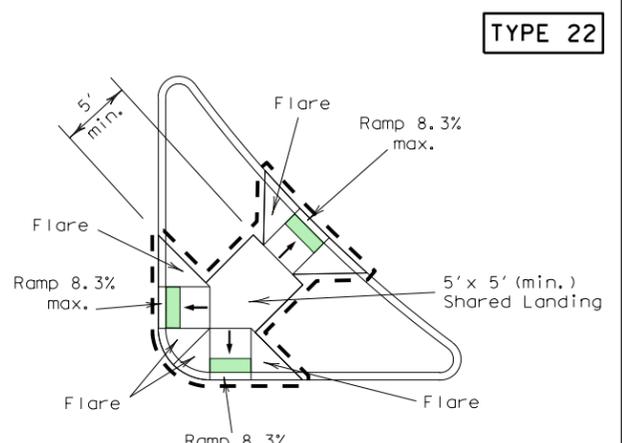


(Sidewalk adjacent to curb)



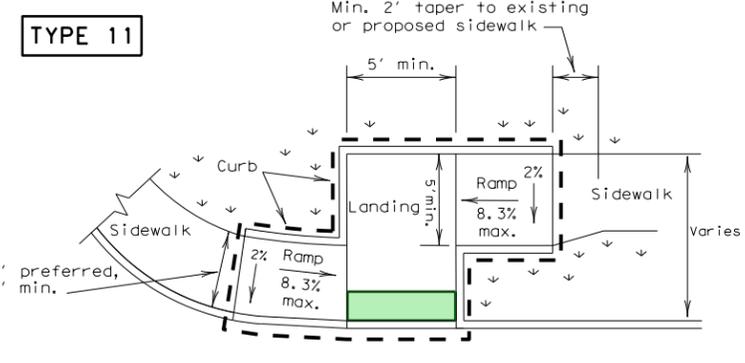
TYPE 21

Curb details are shown elsewhere in the plans.



TYPE 22

COMBINATION ISLAND RAMPS



OFFSET PARALLEL CURB RAMP

NOTES / LEGEND:

See General Notes on sheet 2 of 4 for more information.

Denotes planting or non-walking surface not part of pedestrian circulation path.

--- Ramp Limits of Payment

Detectable Warning Surface

PEDESTRIAN FACILITIES  
CURB RAMPS

PED-12A

FILE: ped12a.dgn	DN: TxDOT	CK: PK	DW: TxDOT	CK: HD
© TxDOT March 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
VP June 13, 2012	DIST	COUNTY	SHEET NO.	
			12 OF 74	

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DATE:  
FILE:

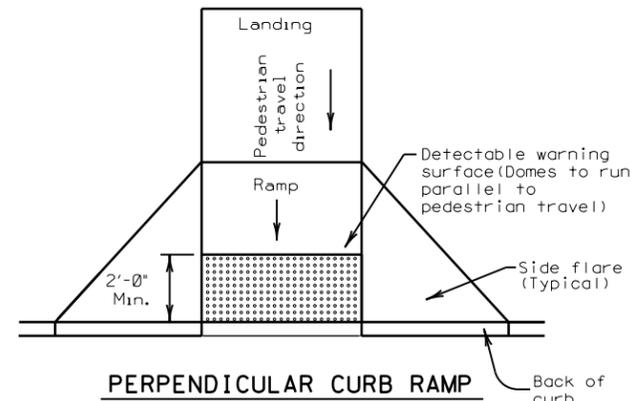
## General Notes

### Curb Ramps

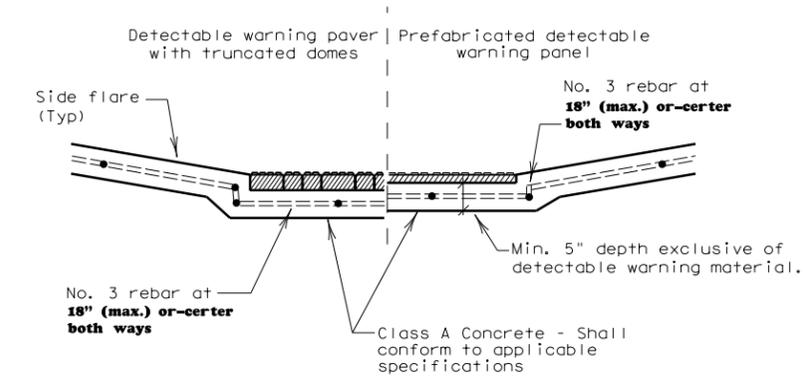
1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Lesser slopes that will still drain properly should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6' sidewalk width is desirable. Where a 5' sidewalk cannot be provided due to site constraints, sidewalk width may be reduced to 4' for short distances. 5' x 5' passing areas at intervals not to exceed 200' are required.
4. Landings shall be 5' x 5' minimum with a maximum 2% slope in any direction.
5. Maneuvering space at the bottom of curb ramps shall be a minimum of 4' x 4' wholly contained within the crosswalk and wholly outside the parallel vehicular travel path.
6. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the current edition of the Texas Accessibility Standards (TAS) and 16 TAC 68.102.
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5' x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
12. Handrails are not required on curb ramps. Provide curb ramps wherever on accessible route crosses (penetrates) a curb.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete at a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Provide a smooth transition where the curb ramps connect to the street.
16. Curbs shown on sheet 1 within the limits of payment are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
17. Existing features that comply with TAS may remain in place unless otherwise shown on the plans.

### Detectable Warning Material

18. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with Section 705 of the TAS. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to uncolored concrete, unless specified elsewhere in the plans.
19. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
20. Detectable warning surfaces must be slip resistant and not allow water to accumulate.
21. Detectable warning surfaces shall be a minimum of 24" in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
22. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb. Align the rows of domes to be perpendicular to the grade break between the ramp run and the street. Detectable warning surfaces may be curved along the corner radius.
23. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.



PERPENDICULAR CURB RAMP  
Typical placement of detectable warning surface on sloping ramp run.



SECTION: CURB RAMP AT DETECTABLE WARNING

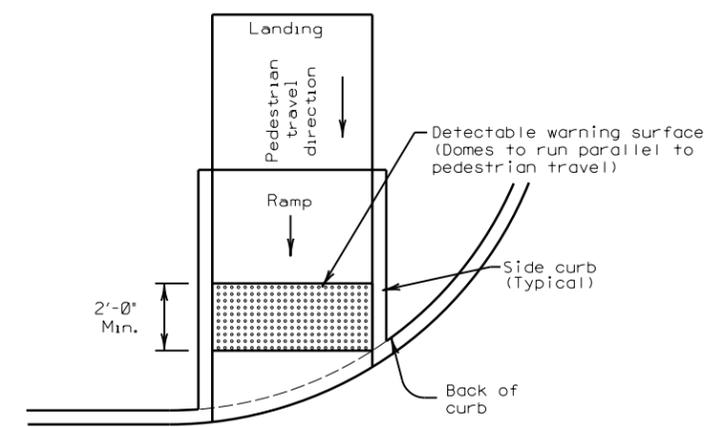
### DETECTABLE WARNINGS

#### Detectable Warning Pavers

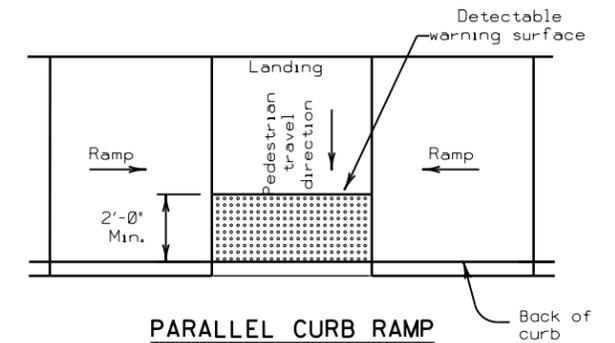
24. Furnish detectable warning paver units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
25. Lay full-size units first followed by closure units consisting of at least 25 percent of a full unit. Cut detectable warning paver units using a power saw.

#### Sidewalks

26. Provide clear ground space at operable parts, including pedestrian push buttons. Operable parts shall be placed within one or more reach ranges specified in TAS 308.
27. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground space.
28. Street grades and cross slopes shall be as shown elsewhere in the plans.
29. Changes in level greater than 1/4 inch are not permitted.
30. The least possible grade should be used to maximize accessibility. The running slope of sidewalks and crosswalks within the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than 5% must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions. If provided, handrails shall comply with TAS 505.
31. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
32. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
33. Sidewalk details are shown elsewhere in the plans.



DIRECTIONAL CURB RAMP  
Typical placement of detectable warning surface on sloping ramp run.



PARALLEL CURB RAMP  
Typical placement of detectable warning surface on landing at street edge.

SHEET 2 OF 4

**Texas Department of Transportation**  
 Design Division Standard

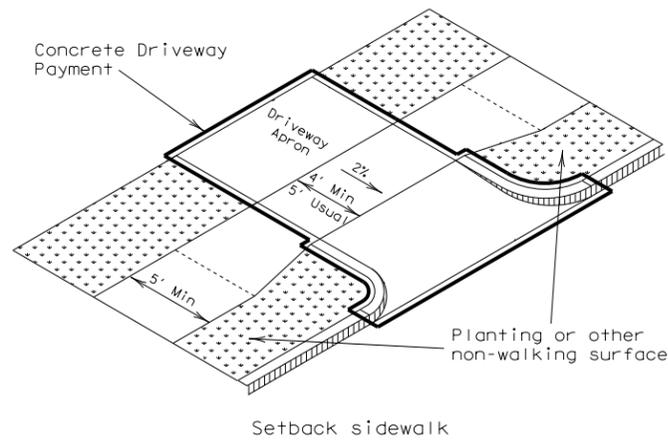
## PEDESTRIAN FACILITIES CURB RAMPS

PED-12A

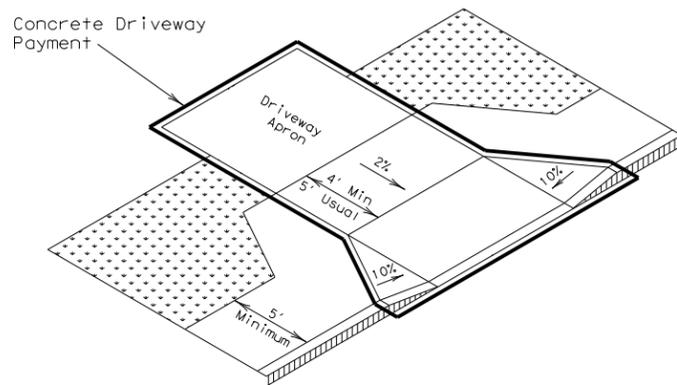
FILE: ped12a.dgn	DN: TxDOT	CK: PK	DW: TxDOT	CK: HD
© TxDOT March 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
VP June 13, 2012	DIST	COUNTY	SHEET NO.	
			13 OF 74	

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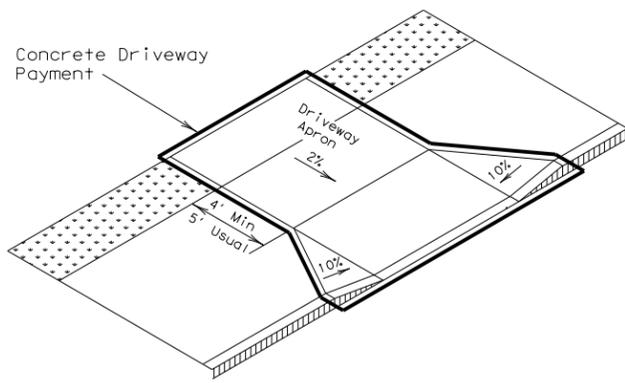
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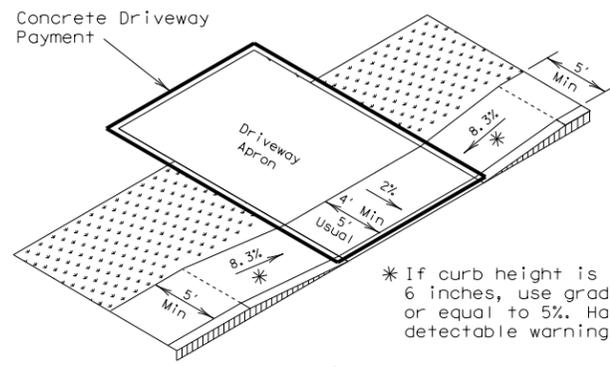
Setback sidewalk



Apron offset sidewalk



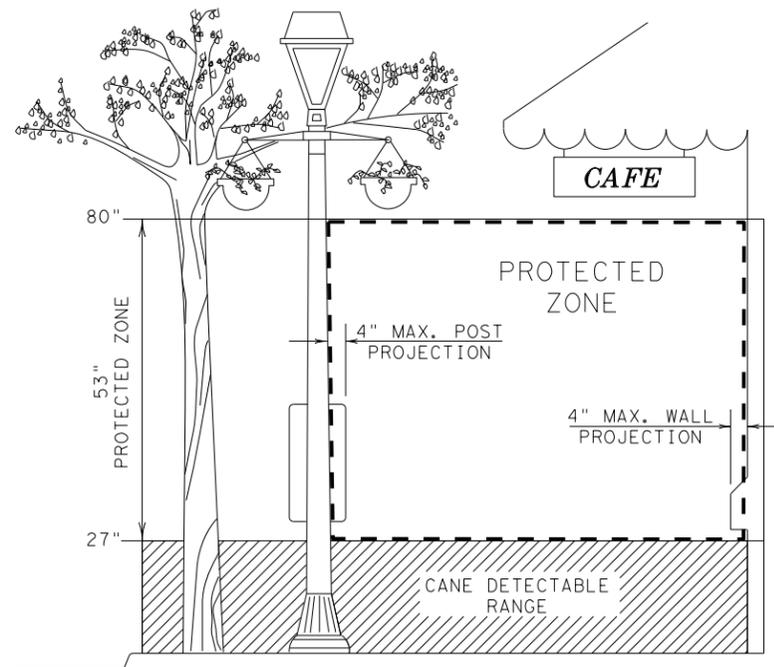
Wide sidewalk



Ramp sidewalk

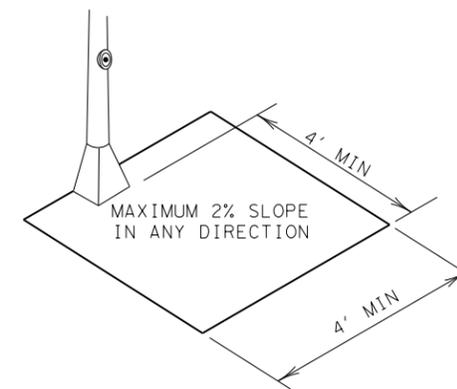
**SIDEWALK TREATMENT AT DRIVEWAYS**

\* If curb height is greater than 6 inches, use grade less than or equal to 5%. Handrail and detectable warning not required.

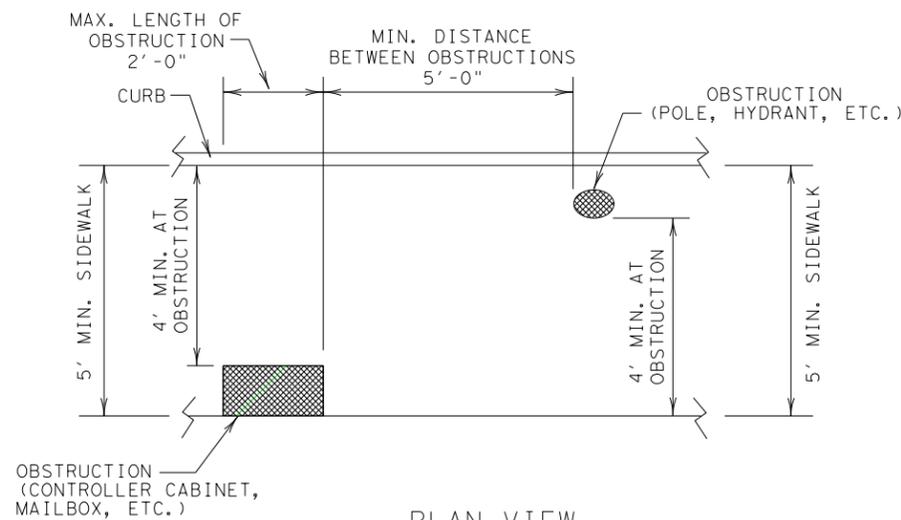


**PROTECTED ZONE**

In pedestrian circulation area, maximum 4" projection for post or wall mounted objects between 27" and 80" above the surface.

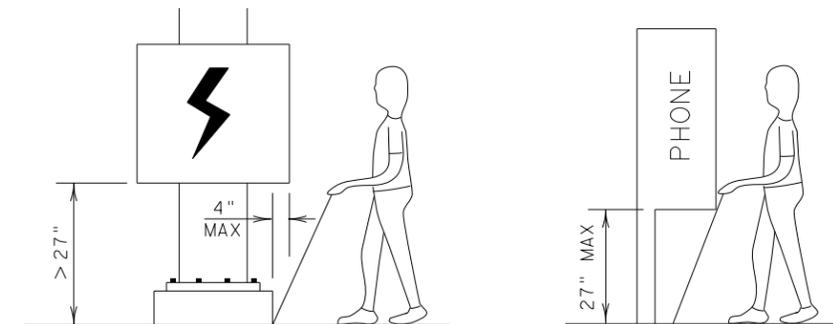


**CLEAR GROUND SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON**



**PLAN VIEW  
PLACEMENT OF STREET FIXTURES**

(ITEMS NOT INTENDED FOR PUBLIC USE. MINIMUM 4' x 4' CLEAR GROUND SPACE REQUIRED AT PUBLIC USE FIXTURES.)



When an obstruction of a height greater than 27" from the surface would create a protrusion of more than 4" into the pedestrian circulation area, construct additional curb or foundation at the bottom to provide a maximum 4" overhang.

Protruding objects of a height  $\leq 27"$  are detectable by cane and do not require additional treatment.

**DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"**

SHEET 3 OF 4

Texas Department of Transportation  
Design Division Standard

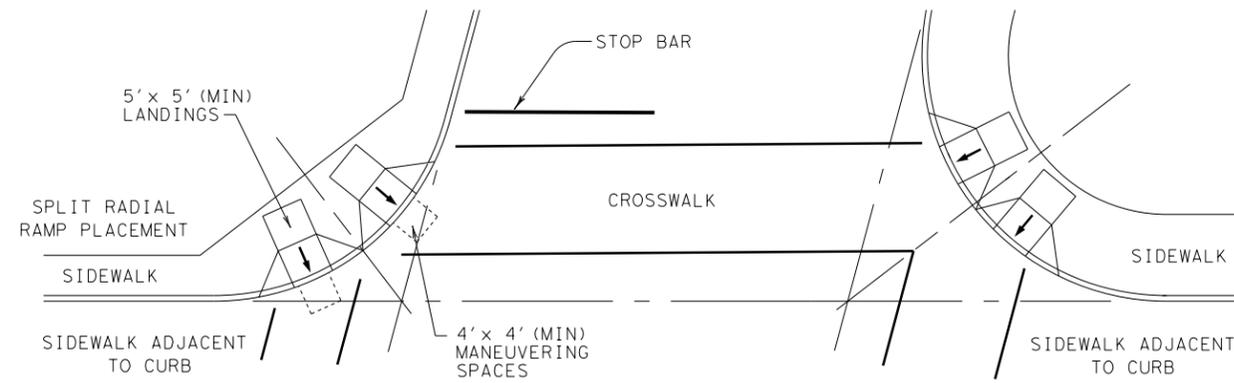
**PEDESTRIAN FACILITIES  
CURB RAMPS**

**PED-12A**

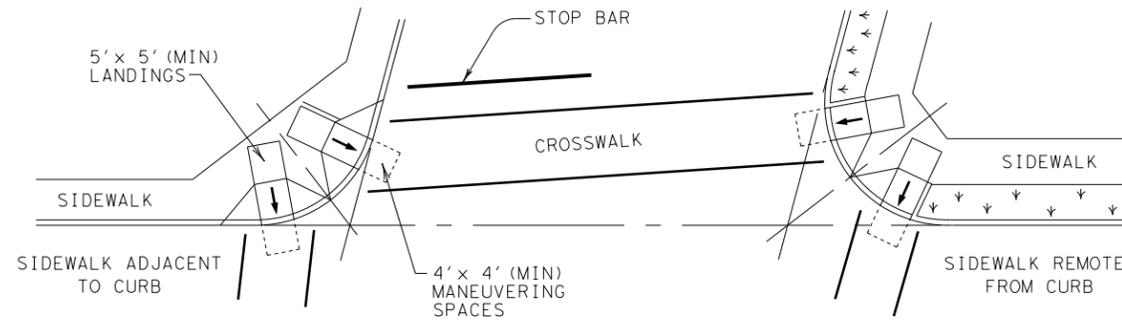
FILE: ped12a.dgn	DN: TxDOT	CK: PK	DW: TxDOT	CK: HD
© TxDOT March 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
VP June 13, 2012	DIST	COUNTY	SHEET NO.	
			14 OF 74	

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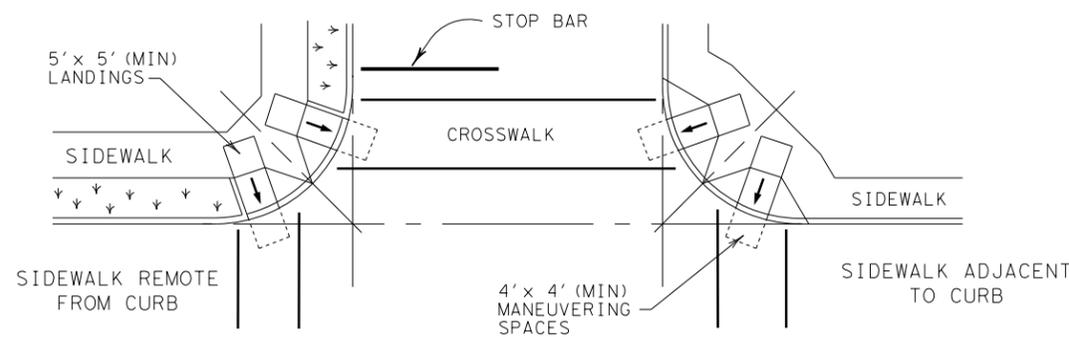
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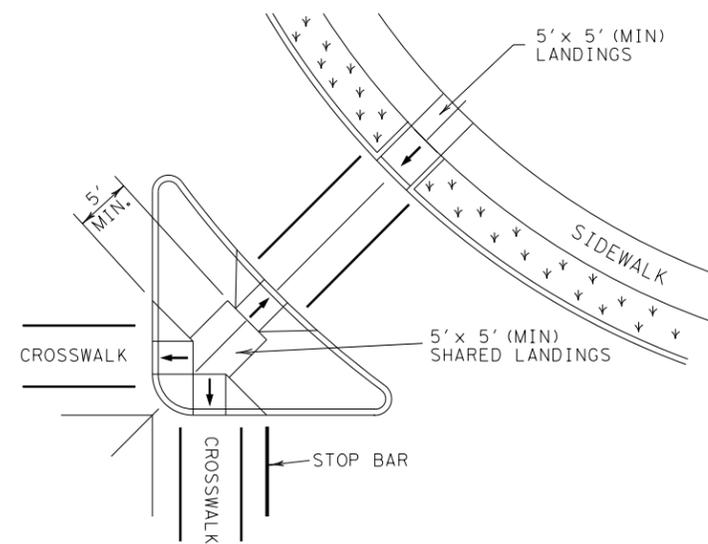
SKewed INTERSECTION WITH "LARGE" RADIUS



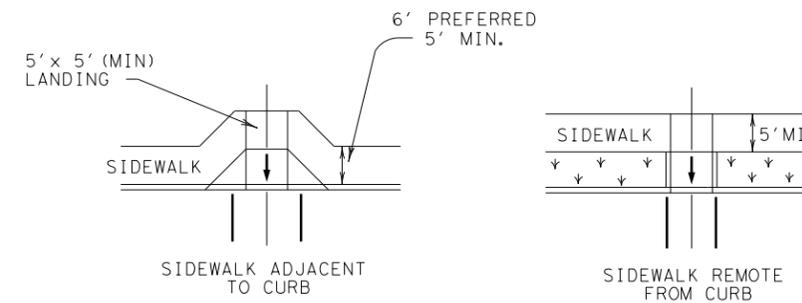
SKewed INTERSECTION WITH "SMALL" RADIUS



NORMAL INTERSECTION WITH "SMALL" RADIUS



AT INTERSECTION  
W/FREE RIGHT TURN & ISLAND



MID-BLOCK PLACEMENT  
PERPENDICULAR RAMPS

TYPICAL CROSSING LAYOUTS

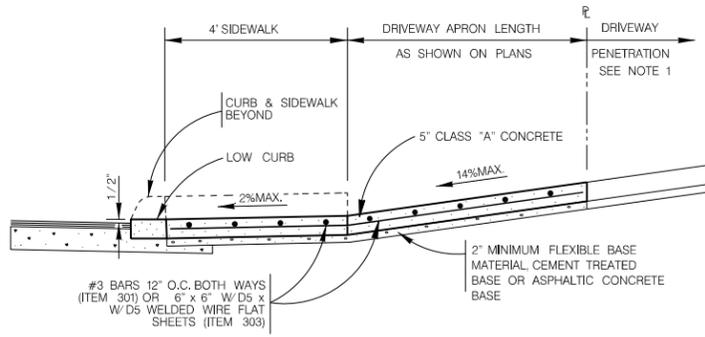
SHEET 4 OF 4

Texas Department of Transportation  
Design Division Standard

PEDESTRIAN FACILITIES  
CURB RAMPS

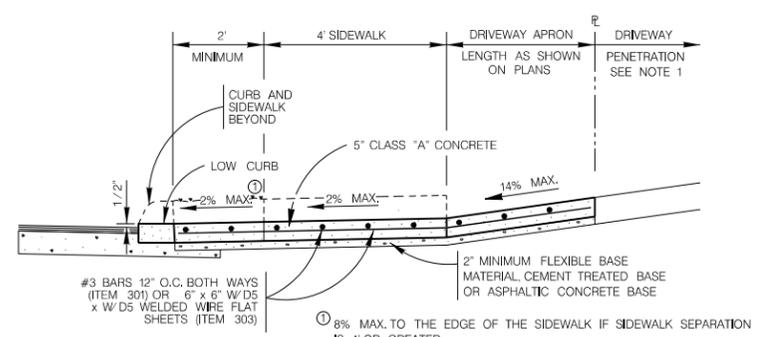
PED-12A

FILE: ped12a.dgn	DN: TxDOT	CK: PK	DW: TxDOT	CK: HD
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VP June 13, 2012	REVISIONS		DIST	COUNTY
				SHEET NO. 15 OF 74



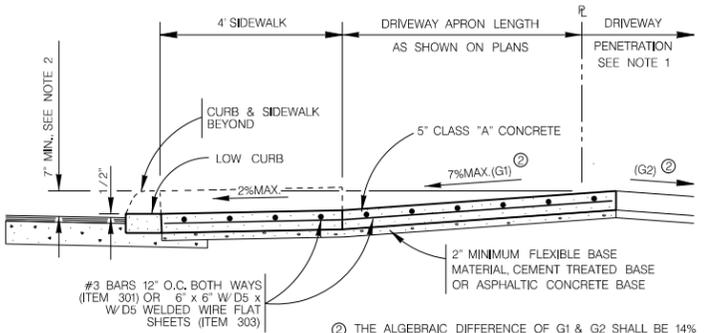
**TYPICAL RESIDENTIAL DRIVEWAY SECTION**

WITH SIDEWALK ABUTTING CURB  
ITEM 503.1



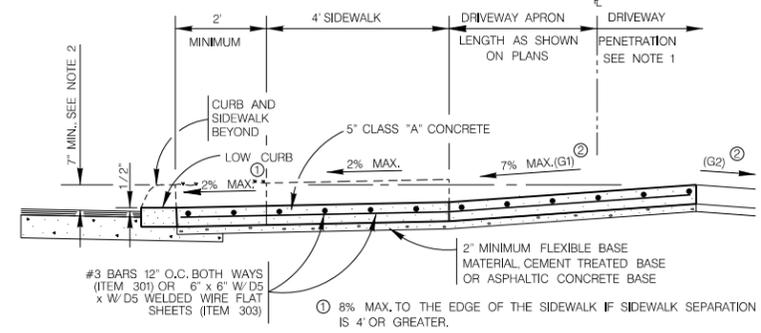
**TYPICAL RESIDENTIAL DRIVEWAY SECTION**

WITH SIDEWALK SEPARATED FROM CURB  
ITEM 503.1



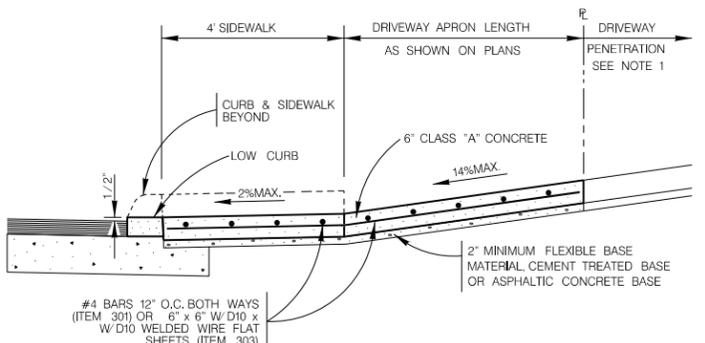
**TYPICAL RESIDENTIAL DRIVEWAY SECTION**

WHERE PROPERTY IS LOWER THAN STREET & SIDEWALK IS ABUTTING CURB  
ITEM 503.1



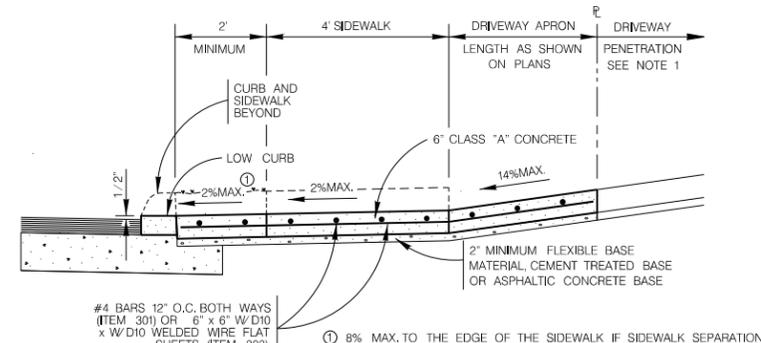
**TYPICAL RESIDENTIAL DRIVEWAY SECTION**

WHERE PROPERTY IS LOWER THAN STREET & SIDEWALK IS SEPARATED FROM CURB  
ITEM 503.1



**TYPICAL COMMERCIAL DRIVEWAY SECTION**

WITH SIDEWALK ABUTTING CURB  
ITEM 503.2



**TYPICAL COMMERCIAL DRIVEWAY SECTION**

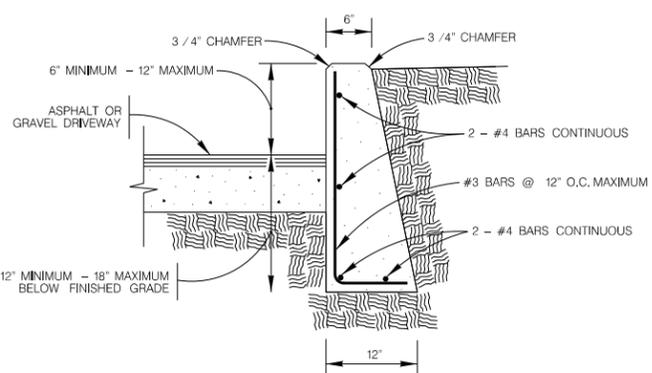
WITH SIDEWALK SEPARATED FROM CURB  
ITEM 503.2

**CONCRETE DRIVEWAY NOTES**

- DRIVEWAY PENETRATION REFERS TO A PORTION OF THE DRIVEWAY THAT MAY BE NECESSARY TO RECONSTRUCT WITHIN PRIVATE PROPERTY TO COMPLY WITH A MAXIMUM DRIVEWAY SLOPE. THIS PORTION OF THE DRIVEWAY SHALL BE PAID FOR UNDER THE FOLLOWING ITEMS AS MAY APPLY:  
A.) CONCRETE DRIVEWAY PAID FOR UNDER ITEM NO. 503.1 OR 503.2.  
B.) ASPHALTIC CONCRETE DRIVEWAY PAID FOR UNDER ITEM NO. 503.4 AND SHALL INCLUDE A MINIMUM OF 1" ASPHALT TYPE 'D' & 6" FLEXIBLE BASE  
C.) GRAVEL DRIVEWAY PAID FOR UNDER ITEM NO. 503.5 AND SHALL INCLUDE A MINIMUM OF 6" FLEXIBLE BASE
- 7" MINIMUM HEIGHT WILL NOT NECESSARILY OCCUR AT THE PROPERTY LINE. IT MAY OCCUR WITHIN THE RIGHT OF WAY OR WITHIN THE DRIVEWAY PENETRATION ON PRIVATE PROPERTY.
- THE PROPOSED DRIVEWAY SHOULD MATCH THE EXISTING WIDTH AT THE PROPERTY LINE BUT UNLESS AUTHORIZED BY THE CITY TRAFFIC ENGINEER, THE WIDTH SHALL BE WITHIN THE FOLLOWING VALUES:

TYPE	MINIMUM	MAXIMUM
RESIDENTIAL	10'	20'
COMMERCIAL - ONE WAY	12'	20'
COMMERCIAL - TWO WAY	24'	30'

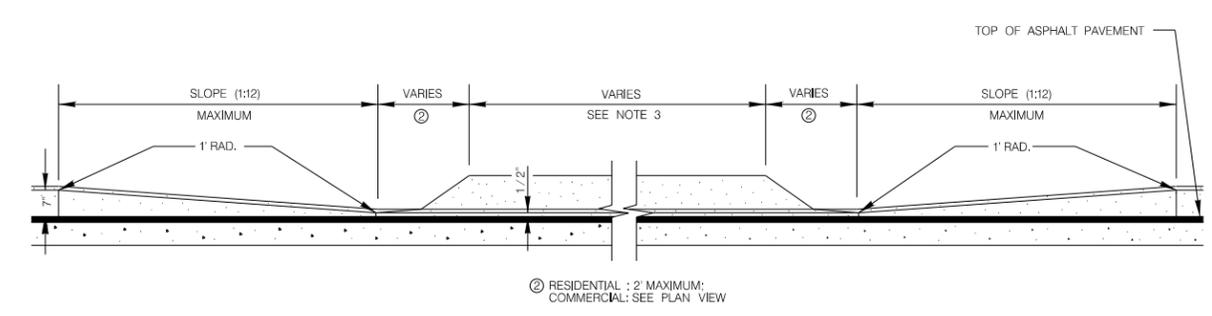
- FOR LOCAL TYPE "A" STREETS, SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND IF SEPARATED FROM THE CURB, THE SIDEWALK SHALL BE LOCATED A MINIMUM OF 2' FROM THE BACK OF CURB.
- FOR OTHER THAN LOCAL TYPE "A" STREETS, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND SEPARATED A MINIMUM OF 2' FROM THE BACK OF CURB OR, AS AN OPTION, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 6' WHEN LOCATED AT THE BACK OF CURB.
- DUMMY JOINTS PARALLEL TO THE CURB SHALL BE PLACED WHERE THE SIDEWALK MEETS THE DRIVEWAY. DUMMY JOINTS PERPENDICULAR TO THE CURB AND WITHIN THE BOUNDARIES OF THE PARALLEL DUMMY JOINTS, SHALL BE PLACED AT INTERVALS EQUAL TO THE WIDTH OF THE SIDEWALK.
- A MINIMUM OF TWO ROUND AND SMOOTH DOWEL BARS 3/8" IN DIAMETER AND 18" IN LENGTH SHALL BE SPACED 18" APART AT EACH EXPANSION JOINT.
- SIDEWALK RAMP LENGTHS SHALL BE OF SUFFICIENT LENGTH TO MAINTAIN 8.33% (1:12) MAXIMUM SLOPE, WHERE SIDEWALKS CROSS DRIVEWAYS. SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- SIDEWALK RAMP SURFACE SHALL BE BRUSH FINISHED.



- NOTE:
- COST OF REINFORCEMENT TO BE INCLUDED IN UNIT COST OF ITEM 307.1.
  - CONCRETE RETAINING WALL COMBINATION TYPE SHALL BE USED FOR CONCRETE DRIVEWAYS.

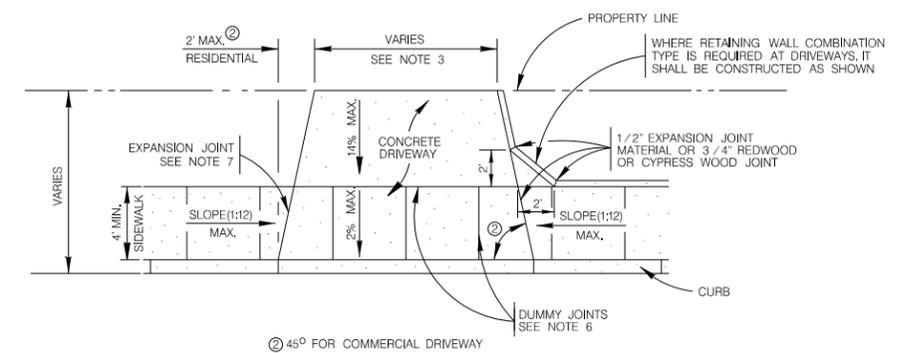
**DRIVEWAY - CONCRETE RETAINING WALL**

ON COMPACTED SUBGRADE  
ITEM 307.1



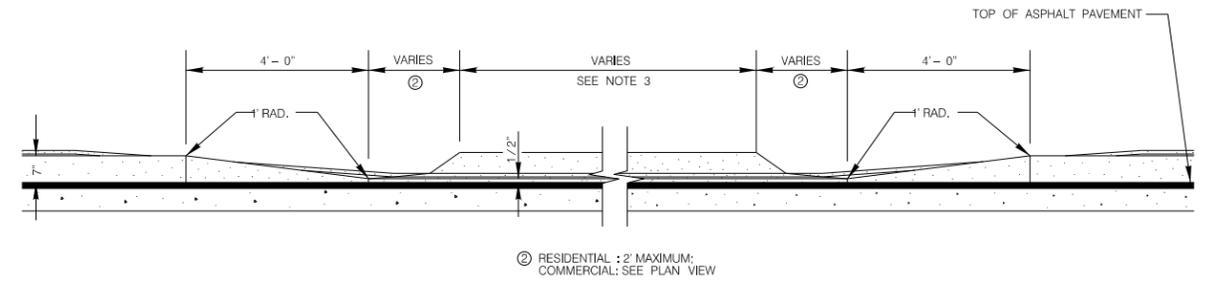
**CURB PROFILE AT DRIVEWAY**

WITH SIDEWALK ABUTTING CURB



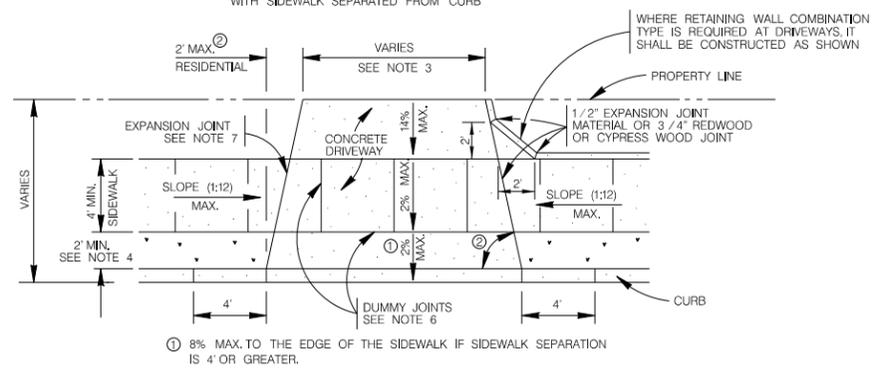
**TYPICAL DRIVEWAY PLAN VIEW**

WITH SIDEWALK ABUTTING CURB



**CURB PROFILE AT DRIVEWAY**

WITH SIDEWALK SEPARATED FROM CURB



**TYPICAL DRIVEWAY PLAN VIEW**

WITH SIDEWALK SEPARATED FROM CURB

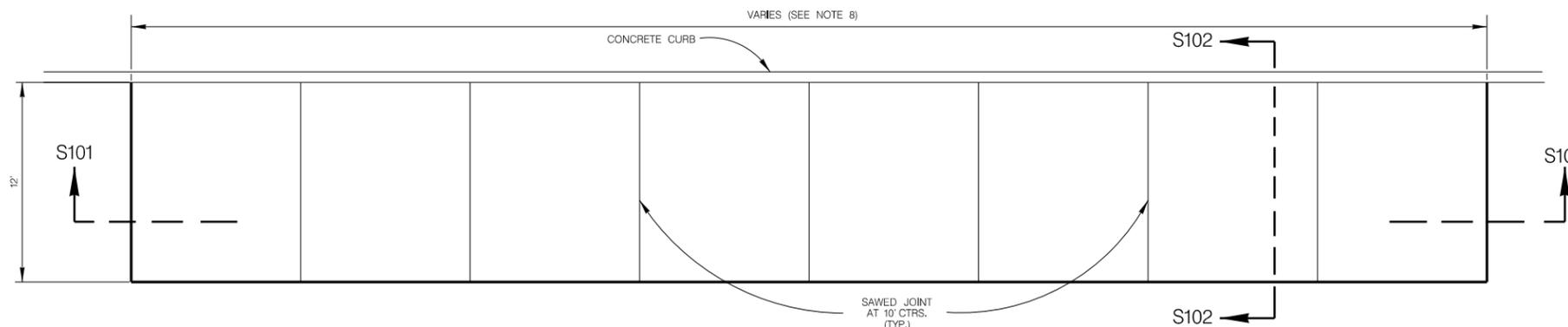
MAY 2009

CITY OF SAN ANTONIO  
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

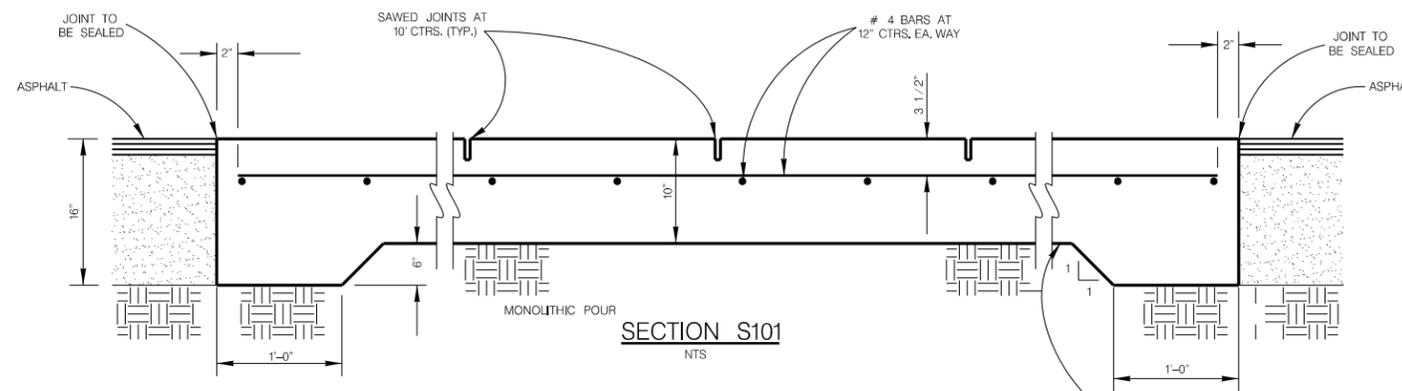
**CONCRETE DRIVEWAY STANDARDS**

**GENERAL NOTES**

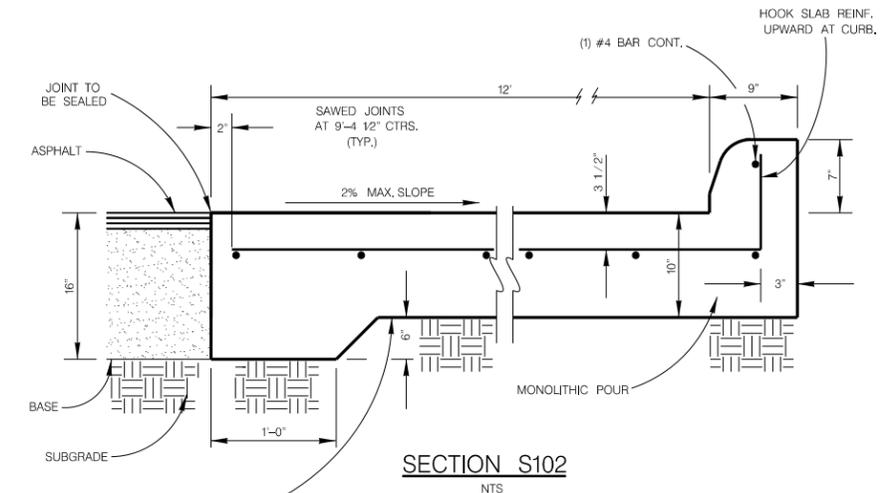
1. ALL CONCRETE SHALL TEST 4,000 P.S.I. AT 28 DAYS.
2. BUS STOP CONCRETE PAD CONSTRUCTION SHALL BE PAID UNDER ITEM 209 AT THE UNIT PRICE BID, WHICH PRICE SHALL BE FULL COMPENSATION FOR ALL DEMOLITION, REMOVAL OF EXISTING CURB, EXCAVATION HAULING, CRUSHED LESTONE, REINFORCING STEEL, CONCRETE, CONCRETE CURB, JOINTS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.
3. BUS PAD AND CURB SHALL BE MONOLITHICALLY POURED, ALL EXISTING CURBING SHALL BE REMOVED AND REPLACED AS PER STANDARD DETAILS.
4. THE CONTRACTOR SHALL CONSTRUCT AN EXPANSION JOINT MIDWAY IF THE "CONCRETE BUS STOP PAD" IS LONGER THAN 150 FEET. NO DIRECT PAYMENT SHALL BE MADE FOR CONSTRUCTION OF AN EXPANSION JOINT.
5. ACTUAL BUS PAD LENGTH AND WIDTH TO BE FIELD DETERMINED BY CITY ENGINEER OR HIS DESIGNATED REPRESENTATIVE.
6. DO NOT DRIVE ON PAD UNTIL CONCRETE HAS REACHED A STRENGTH OF 2,800 P.S.I.
7. BREAK TEST CYLINDERS AS FOLLOWS:
  - 2 AT 3 DAYS
  - 2 AT 7 DAYS
  - 2 AT 28 DAYS
8. CONCRETE BUS PAD LENGTH (OR AS SHOWN ON THE PLANS):
  - 30 M.P.H. - 100'
  - 35 M.P.H. - 160'
  - 40 M.P.H. - 160'
  - 45 M.P.H. - 200'



**PLAN VIEW**  
NTS



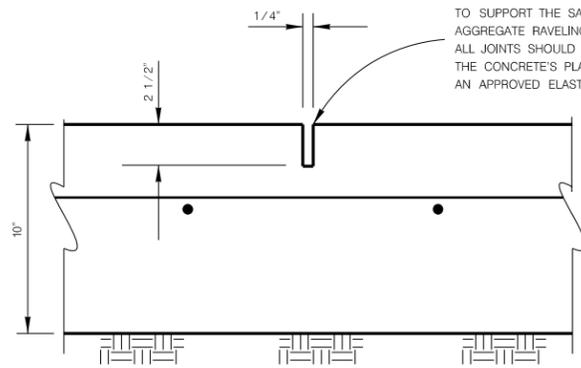
**SECTION S101**  
NTS



**SECTION S102**  
NTS

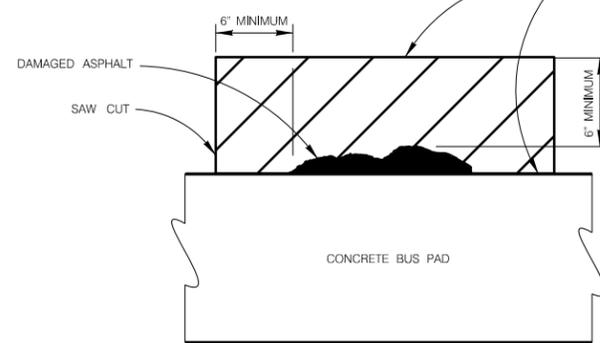
PROOFROLL EXISTING SUBGRADE WITH BACKHOE OR SIMILAR EQUIPMENT TO LOCATE POTENTIAL SOFT REGIONS OF SUBGRADE. REPLACE SOFT AREAS WITH 12" OF SUITABLE MATERIAL.

SAWCUT AS SOON AS THE CONCRETE IS STRONG ENOUGH TO SUPPORT THE SAWING EQUIPMENT AND TO PREVENT AGGREGATE RAVELING DURING THE SAWING OPERATION. ALL JOINTS SHOULD BE SAW CUT WITHIN 12 HOURS OF THE CONCRETE'S PLACEMENT. JOINTS SHALL BE FILLED WITH AN APPROVED ELASTIC TYPE MATERIAL AFTER SAW CUTTING.

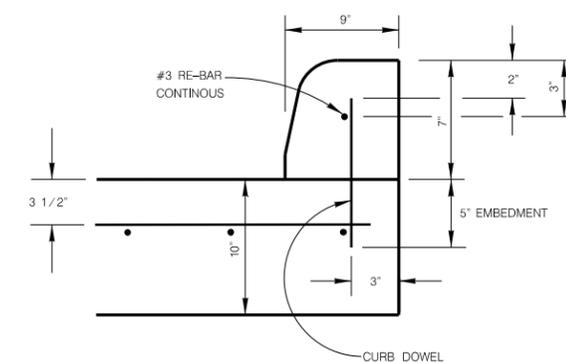


**SAWED JOINT DETAIL**  
NTS

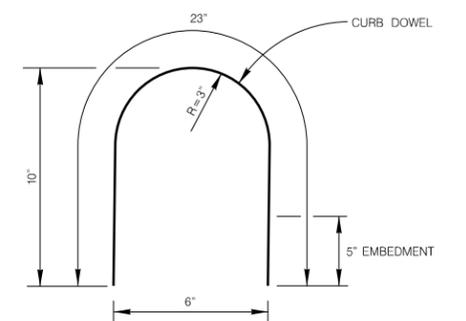
REMOVE AND REPLACE EXISTING ASPHALT PAVEMENT WITH 1 1/2" TYPE D HMAP. NO DIRECT PAYMENT WILL BE MADE FOR SUCH REPAIRS.



**REPAIR OF DAMAGED ASPHALT**  
NTS



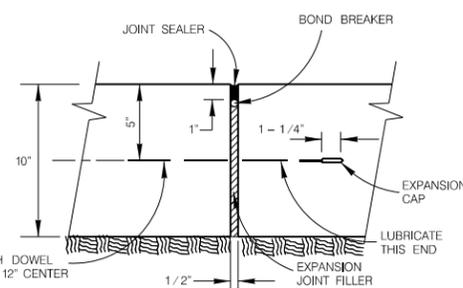
**CONCRETE CURB OPTION**  
NEED CITY ENGINEER'S APPROVAL  
NTS



**CURB DOWEL**  
NO. 3 RE-BAR @ 30" C-C  
NTS

NOTE:  
THE CONTRACTOR SHALL CONSTRUCT AN EXPANSION JOINT MIDWAY IF THE "CONCRETE BUS STOP PAD" IS LONGER THAN 150 FEET. NO DIRECT PAYMENT SHALL BE MADE FOR CONSTRUCTION OF AN EXPANSION JOINT.

**EXPANSION JOINT DETAIL**  
SCALE : 1" = 1'



MAY 2009

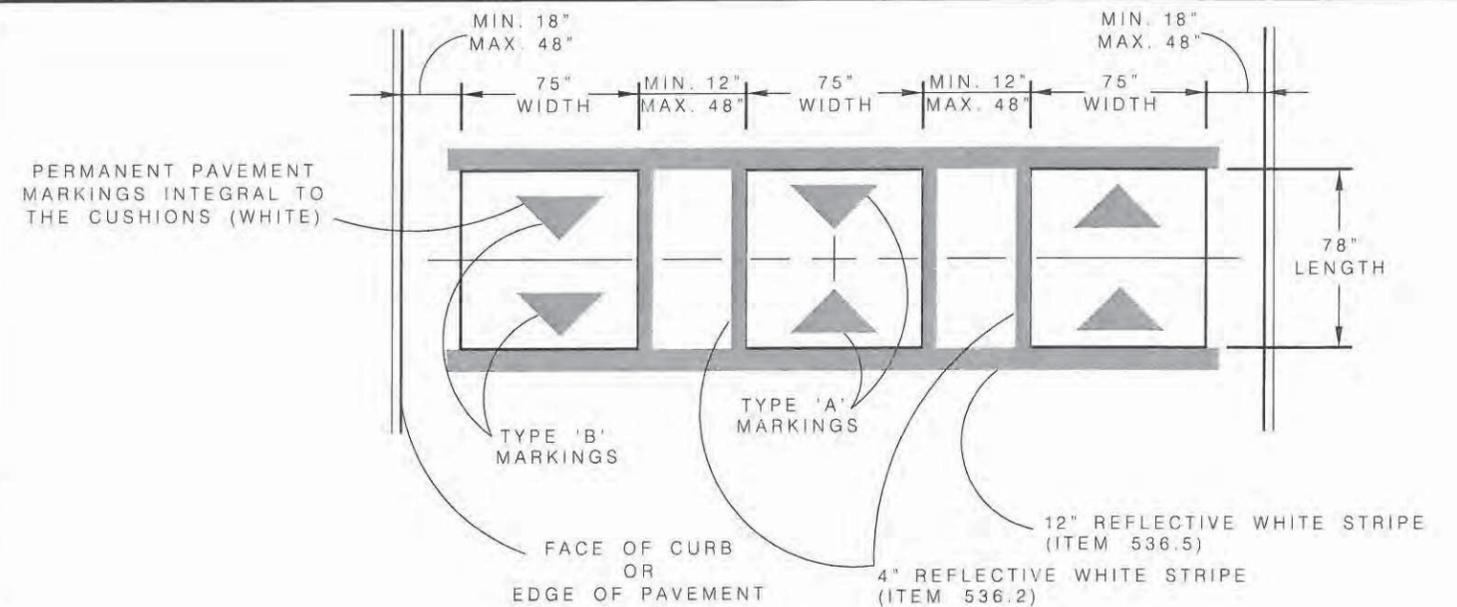
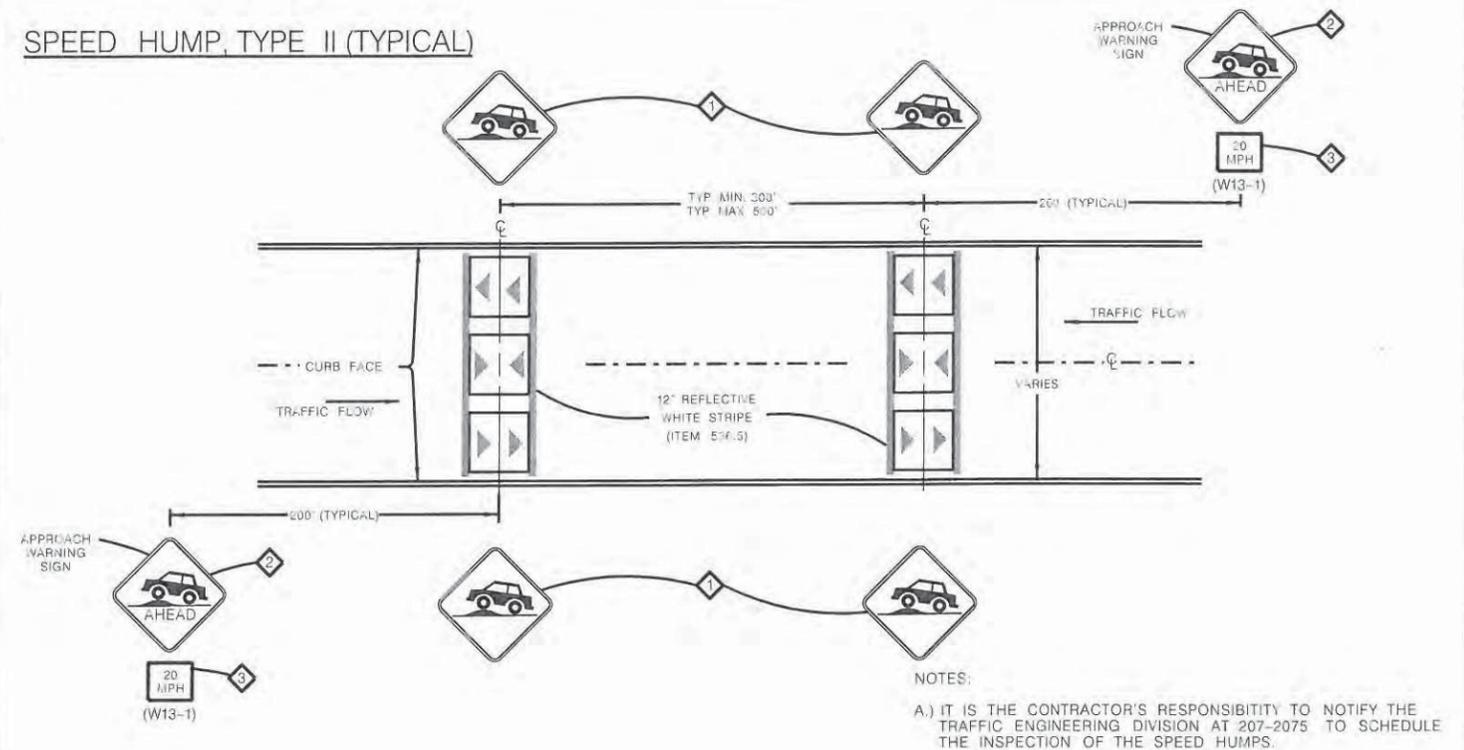
CITY OF SAN ANTONIO  
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

**CONCRETE  
BUS STOP PAD**

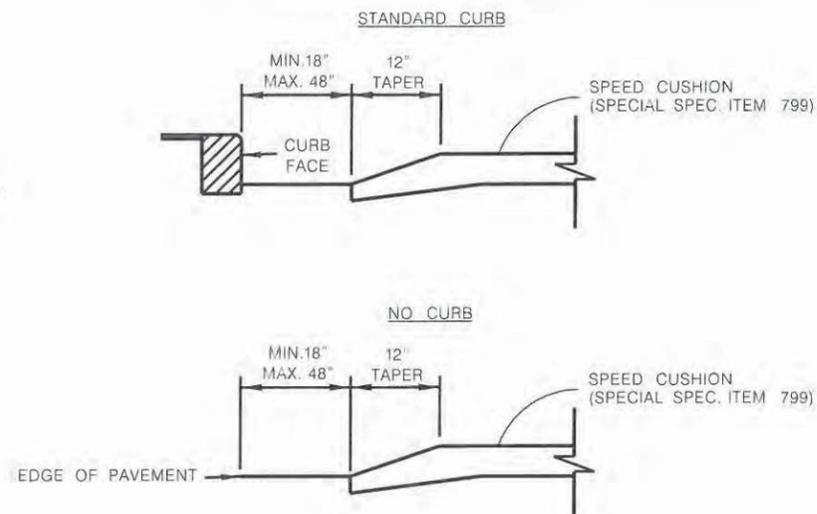
**GENERAL NOTES**

1. SPEED HUMPS WILL BE CONSTRUCTED AT LOCATIONS DESIGNATED BY THE TRAFFIC ENGINEERING DIVISION.
2. SPEED HUMPS, TYPE II SHALL BE COMPRISED OF MODULAR RUBBER CUSHIONS AS OUTLINED IN SPECIAL SPECIFICATION ITEM 799.
3. CONTRACTOR SHALL CONTACT THE CONSTRUCTION COORDINATOR AT 207-2075 BEFORE ANY STREET IS TEMPORARILY CLOSED FOR CONSTRUCTION.
4. THE DISTANCE BETWEEN SPEED HUMPS WILL BE DETERMINED BY THE TRAFFIC ENGINEERING DIVISION.
5. TRAFFIC ENGINEERING DIVISION WILL IDENTIFY THE LOCATIONS OF ALL SIGNS RELATED TO THE SPEED HUMPS.
6. NO PART OF A SPEED HUMP SHALL BE LOCATED IN FRONT OF A DRIVEWAY APPROACH, RATHER THEY SHOULD BE A MINIMUM OF 6 FEET FROM THE EDGE OF DRIVEWAY, WHEN PRACTICAL.
7. SEE TRAFFIC SIGN DETAILS FOR INFORMATION ON   
8. SPEED HUMPS SHOULD BE PLACED AS CLOSE AS POSSIBLE TO PROPERTY LINES INSTEAD OF MID-LOT, WHERE PRACTICAL.
9. SPEED HUMPS SHOULD BE INSTALLED AT A RIGHT ANGLE TO THE CENTERLINE TANGENT OF THE ROADWAY.
10. TRAFFIC CONTROL CONSISTING OF SIGNS AND MARKINGS SHALL BE PROVIDED TO ADVISE ROADWAY USERS OF A SPEED HUMP'S PRESENCE AND TO GUIDE THERE SUBSEQUENT ACTIONS. TRAFFIC SIGNS AND PAVEMENT MARKINGS SHALL CONFORM TO THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES(TMUTCD).
11. ALL SIGNS AND MARKINGS WILL BE PROVIDED AND INSTALLED BY THE CONTRACTOR AS PER ITEM 531, 533, 536.2, 536.5.
12. CONTRACTOR SHALL NOT OPEN SPEED HUMP TO TRAFFIC UNTIL ALL REQUIRED WARNING SIGNS AND MARKINGS ARE COMPLETE.
13. CONTRACTOR WILL MAINTAIN TEMPORARY MARKINGS UNTIL PERMANENT MARKINGS ARE INSTALLED.
14. CONTRACTOR WILL CHECK WITH TRAFFIC OPERATIONS FOR THE SPECIFICATIONS ON THE SIGN EMBLEM AND THE SPEED HUMP MARKINGS AT 207-3951.
15. CONTRACTOR SHALL COMPLETE THE CUSHION INSTALLATION TO FORM ONE COMPLETE HUMP BEFORE LEAVING THE JOBSITE.
16. CONTRACTOR SHALL WORK ONE HALF OF THE STREET AT A TIME AND MAINTAIN TWO-WAY TRAFFIC WITH CERTIFIED FLAGGERS.
17. ROADWAYS 36' WIDE OR WIDER, MINIMUM CURB TO CUSHION EDGE SHALL BE 48"

**SPEED HUMP, TYPE II (TYPICAL)**



**EDGE DETAIL**



PAVEMENT WIDTH (FT)	NO. OF CUSHIONS	GAP (IN)	CUSHION (IN)	GAP (IN)								
30	3	33.5	75	34	75	34	75	33.5	-	-	-	-
36	4	48	75	12	75	12	75	12	75	48	-	-
40	4	48	75	28	75	28	75	28	75	48	-	-
44	4	48	75	44	75	44	75	44	75	48	-	-

\* REFER TO SHEET 2 OF 2 FOR ADDITIONAL STREET WIDTHS

<b>CITY OF SAN ANTONIO, TEXAS</b> DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION <b>SPEED HUMP, TYPE II</b>				1 of 2
No: 1 DATE: 12.5.02 REVISION: MARKINGS DRAWN: JB CHECKED: KB APPR: KB	No: 2 DATE: 2.21.03 REVISION: LOCATION DETAIL DRAWN: JB CHECKED: KB APPR: KB	No: 3 DATE: 8.26.03 REVISION: GENERAL NOTES DRAWN: JB CHECKED: KB APPR: KB	No: 4 DATE: 6.30.05 REVISION: DETAIL DRAWN: OH CHECKED: KB APPR: KB	No: 5 DATE: 3.22.11 REVISION: SPACING CHARTS DRAWN: BT CHECKED: BT APPR: KB
UPDATE BY: W. THORPE MAR 2011 APPR. BY: K. M. BUCKALEW JAN 2002 OSCHLBY: K. M. BUCKALEW JAN 2002 CHD. BY: K. BUCKALEW MAR 2011				REF. NO: SCALE: NTS PLAN NO. 18 of 74

TYPICAL INSTALLATION PROCEDURE FOR MODULAR RUBBER CUSHION

1. LAY OUT PIECES FOR THE CUSHION (REFER TO MODULAR RUBBER CUSHION SPEED HUMP MARKINGS SHEETS AND TO SPEED HUMP CUSHION SPACING CHART). PLACE THE ANGLE IRONS IN THE INDENTATION/GROOVE OF THE CUSHION. ALL JOINTS BETWEEN PIECES SHOULD BE TIGHTLY JOINED. THE ARROW MARKINGS ON THE RAMP PIECES SHOULD FACE THE CORRECT DIRECTION ON THE STREET (ARROWS POINT IN THE DIRECTION OF TRAFFIC)
2. SLIDE THE CORNER AND THE TWO CENTER RAMP PIECES OUT TO EXPOSE THE HOLES IN THE ANGLE IRONS.
3. DRILL THROUGH THE ANGLE IRON HOLES TO A DEPTH OF 4 INCHES INTO THE PAVEMENT.
4. BLOW ALL DEBRIS OUT OF HOLES.
5. INSERT TWO (2) PUMPS OF RESIN INTO EACH HOLE FOLLOWED BY A FLAT, TORQUE HEAD BOLT AND PLASTIC ANCHOR (ASSEMBLE THE BOLT AND ANCHOR AND HAMMER IN IMMEDIATELY AFTER PLACING RESIN BECAUSE THE RESIN WILL SET QUICKLY IN BOTH THE HOLE AND RESIN GUN - APPROX. 2-4 MINUTES)
6. USE IMPACT WRENCH TO DRILL BOLTS INTO THE ANGLE IRON. DO NOT OVER IMPACT BOLTS BECAUSE STRIPPING WILL OCCUR.
7. REPLACE CORNER PIECES AND TWO CENTER RAMP PIECES.
8. DRILL THE PAVEMENT APPROX. 7 INCHES THROUGH EACH OF THE HOLES IN THE CUSHION PIECES (4 INCHES INTO PAVEMENT).
9. BLOW ALL DEBRIS OUT OF HOLES.
10. INSERT TWO (2) PUMPS OF RESIN INTO EACH HOLE FOLLOWED BY A HEX HEAD BOLT, WASHER AND PLASTIC ANCHOR (ASSEMBLE THE WASHER, BOLT, AND ANCHOR THEN HAMMER IN THE HOLE IMMEDIATELY AFTER PLACING RESIN BECAUSE THE RESIN WILL SET QUICKLY IN BOTH THE HOLE AND RESIN GUN - APPROX. 2-4 MINUTES)
11. USE IMPACT WRENCH TO DRILL BOLTS INTO THE CUSHION PIECES. DO NOT OVER TIGHTEN BOLTS BECAUSE STRIPPING WILL OCCUR.
12. INSERT RUBBER PLUGS.
13. BOLT INSTALLATIONS SHALL BE VERIFIED BY THE INSPECTOR BEFORE THE RUBBER PLUGS ARE INSTALLED.

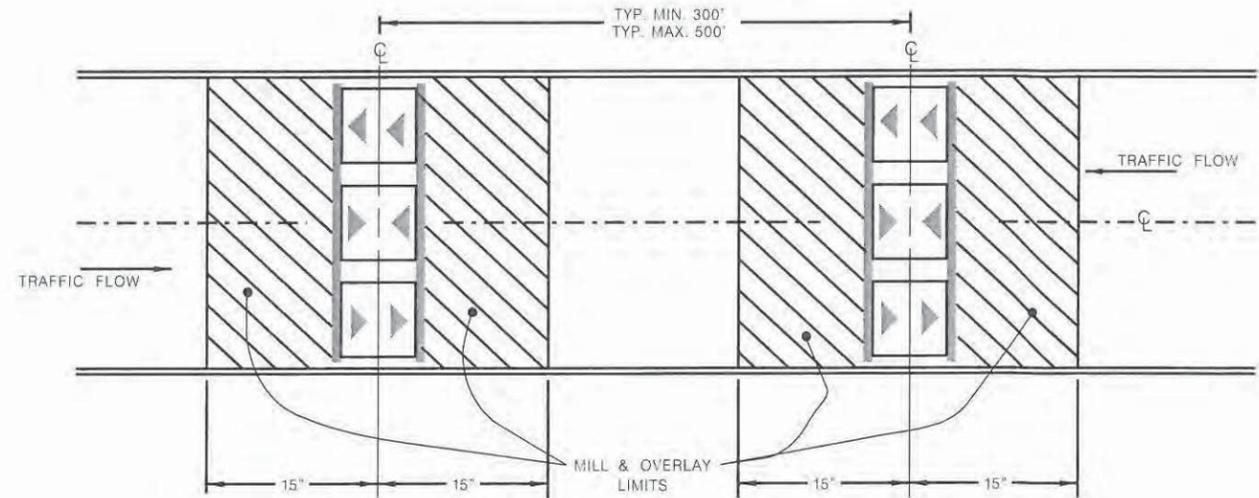
SPEED CUSHION SPACING

Pavement Width (ft)	Pavement Width (in)	No. of Cushions	Gap (in)	Cushion (in)	Gap (in)								
20	240	2	30	75	30	75	30						
21	252	2	34	75	34	75	34						
22	264	2	39	75	36	75	39						
23	276	2	45	75	36	75	45						
24	288	2	48	75	42	75	48						
25	300	2	51	75	48	75	51						
26	312	3	21.5	75	22	75	22	75	21.5				
27	324	3	24	75	25.5	75	25.5	75	24				
28	336	3	27.5	75	28	75	28	75	27.5				
29	348	3	30.5	75	31	75	31	75	30.5				
30	360	3	33.5	75	34	75	34	75	33.5				
31	372	3	37.5	75	36	75	36	75	37.5				
32	384	3	40.5	75	39	75	39	75	40.5				
33	396	3	42.5	75	43	75	43	75	42.5				
34	408	3	45.5	75	46	75	46	75	45.5				
35	420	3	48	75	49.5*	75	49.5*	75	48				
36	432	4	48	75	12	75	12	75	48				
37	444	4	48	75	16	75	16	75	48				
38	456	4	48	75	20	75	20	75	48				
39	468	4	48	75	24	75	24	75	48				
40	480	4	48	75	28	75	28	75	48				
41	492	4	48	75	32	75	32	75	48				
42	504	4	48	75	36	75	36	75	48				
43	516	4	48	75	40	75	40	75	48				
44	528	4	48	75	44	75	44	75	48				

\* INDICATES THAT MEASUREMENTS ARE ABOVE MAX. SPACING

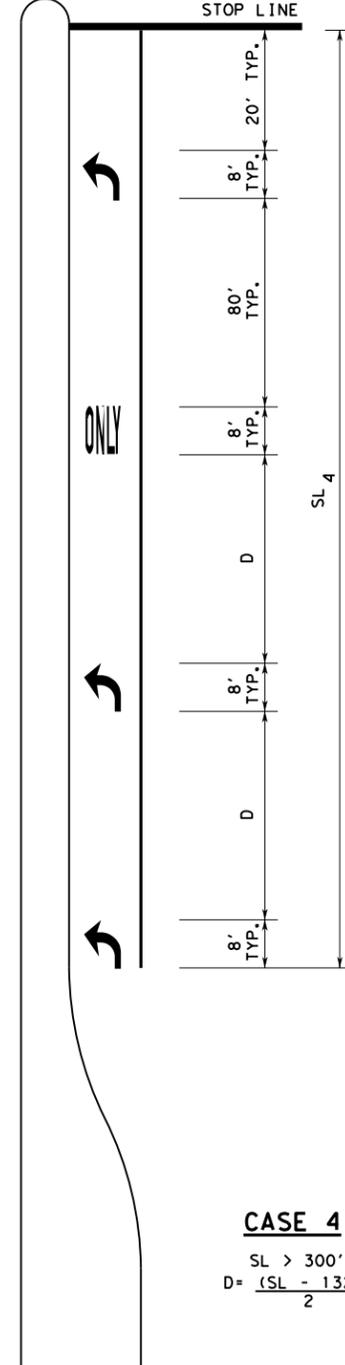
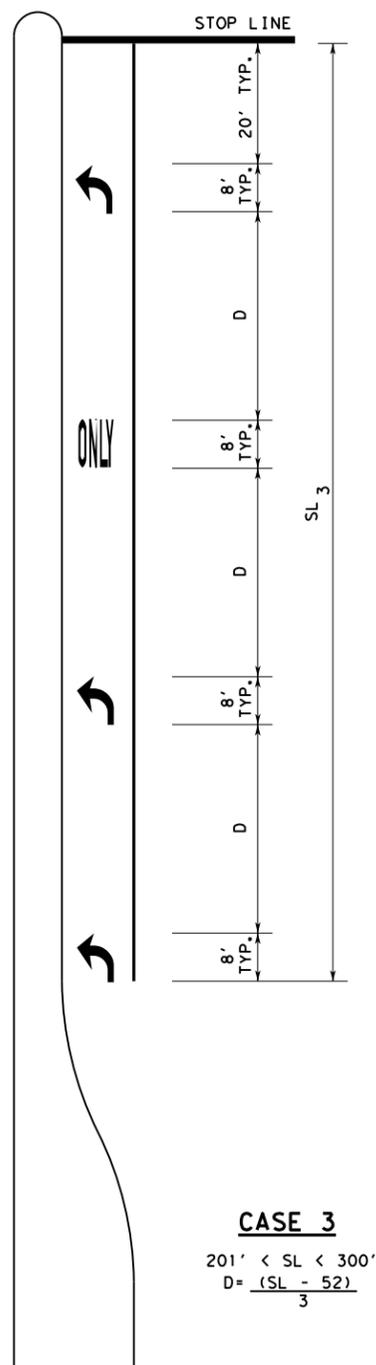
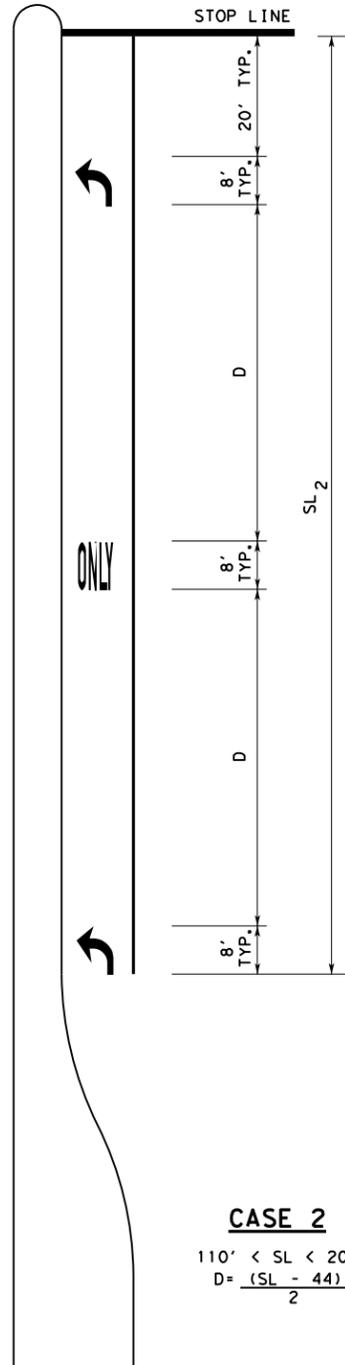
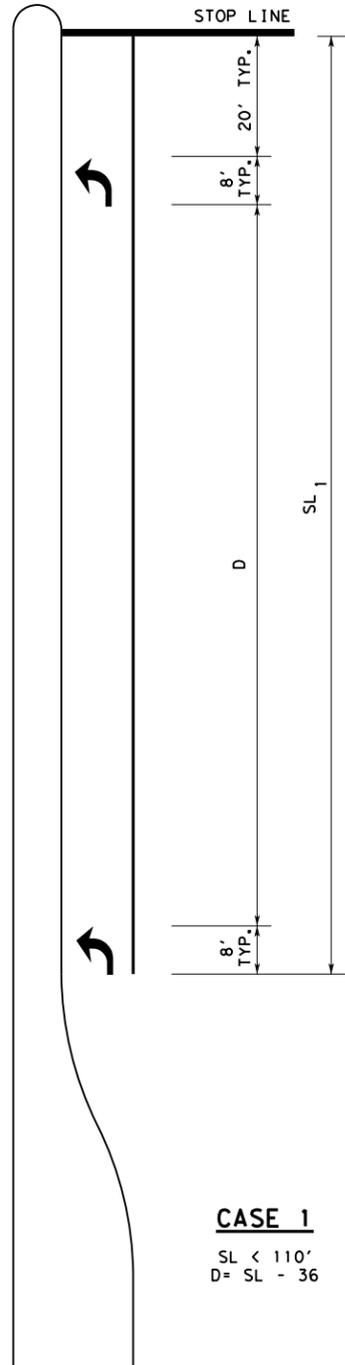
PROCEDURE FOR PICKING UP SPEED HUMP MATERIAL AT COSA FACILITY

1. THE SPEED HUMP MATERIAL WILL BE STORED AT THE TRAFFIC OPERATIONS FACILITY AT 223 S. CHERRY ST., SAN ANTONIO, TX 78203.
2. SPEED HUMP MATERIAL MAY ONLY BE COLLECTED DURING THE WEEKDAY BETWEEN THE HOURS OF 7:30AM AND 4:30PM.
3. CONTRACTOR WILL CONTACT SPEED HUMP COORDINATOR, RENNARD GIVENS AT 215-5127 AT LEAST 24 HOURS IN ADVANCE TO SCHEDULE A TIME TO PICK UP THE MATERIAL.
4. INSPECTOR MUST BE PRESENT WHEN MATERIAL IS COLLECTED.



MILL AND OVERLAY LIMITS

CITY OF SAN ANTONIO, TEXAS DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION SPEED HUMP, TYPE II				2 of 2
DESIGNED BY: RC CHECKED BY:	MAY 2004 DATE:	APPLIED BY: TRAFFIC DESIGN ENGINEER APPROVED BY:	REF. NO.: SCALE: NTS	PLAN NO. 19 of 74



KEY:  
 SL - STORAGE LENGTH (FEET)  
 D - DISTANCE BETWEEN ARROWS AND LEGENDS (FEET)

- GENERAL NOTES:
1. THESE DETAILS ALSO APPLY TO RIGHT-TURN LANES.
  2. FOR DUAL-TURN LANES, DIMENSIONS SHALL BE THE SAME FOR EACH LANE.
  3. SL DIMENSION IS FROM STOP LINE TO END OF TURN LANE, WHICH DOES NOT INCLUDE TAPER LENGTH.
  4. PAVEMENT ARROWS AND "ONLY" LEGEND MARKINGS ARE TYPICALLY USED AT SIGNALIZED INTERSECTIONS AND AT UNSIGNALIZED INTERSECTIONS WHERE A DEMONSTRATED NEED EXISTS.
  5. MINIMUM SL = 110'. SL MAY BE LESS THAN 110 FEET AS DIRECTED BY THE CITY TRAFFIC ENGINEER.

TRUCKS NEXT YIELD MERGE EXIT STOP ONLY

9.5' (+.5) 4" 7.5' (+.5) 4" 7.0' (+.5) 4" 8.0' (+.5) 4" 6.5' (+.5) 4" 6.5' (+.5) 4" 6.0' (+.5) 4"

8" 8" 8" 8" 8" 8" 8"

8.0' (+.5')

SCHOOL SIGNAL TURN LANE ENDS PED

9.5' (+.5) 4" 8.5' (+.5) 4" 6.5' (+.5) 4" 6.5' (+.5) 4" 7.5' (+.5) 4" 5.5' (+.5) 4"

8" 8" 8" 8" 8" 8"

8.0' (+.5')

ZONE AHEAD RIGHT LEFT ROUTE X-ING

6.5' (+.5) 4" 8.0' (+.5) 4" 8.5' (+.5) 4" 6.5' (+.5) 4" 8.0' (+.5) 4" 8.0' (+.5) 4"

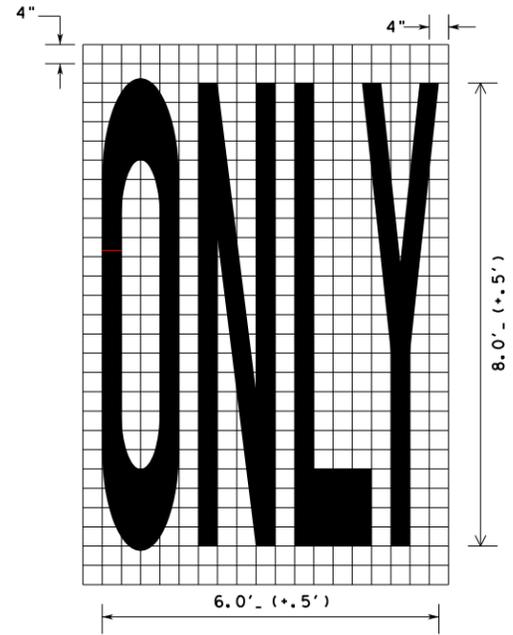
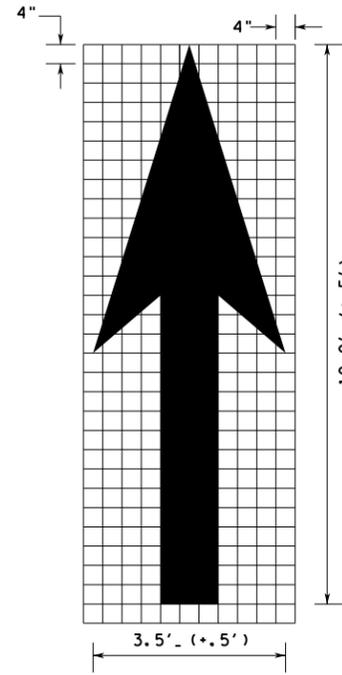
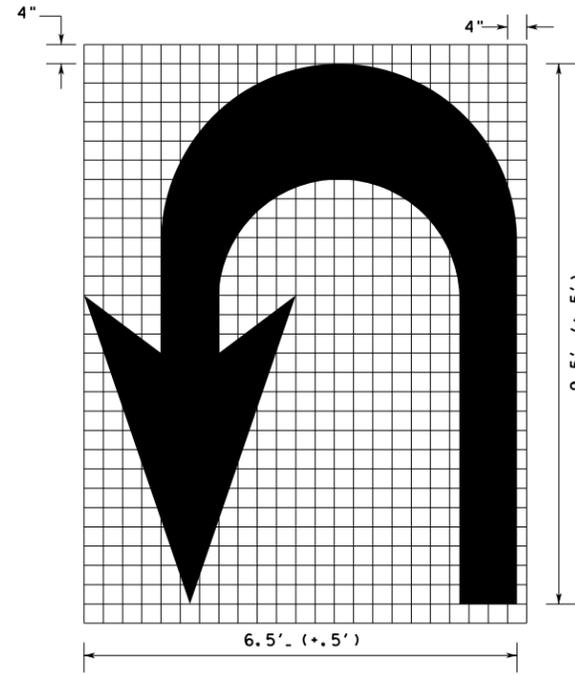
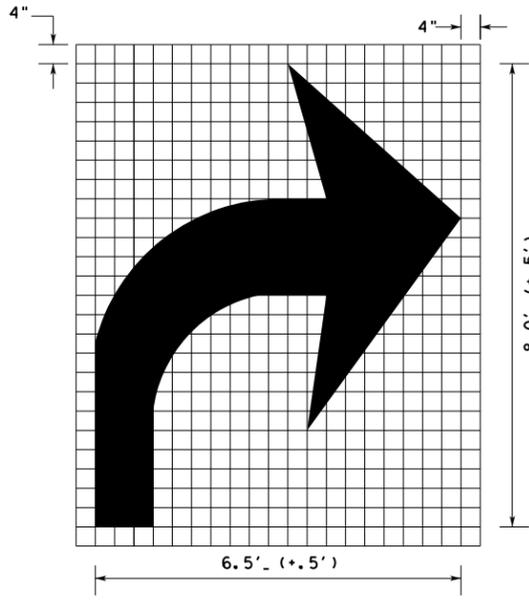
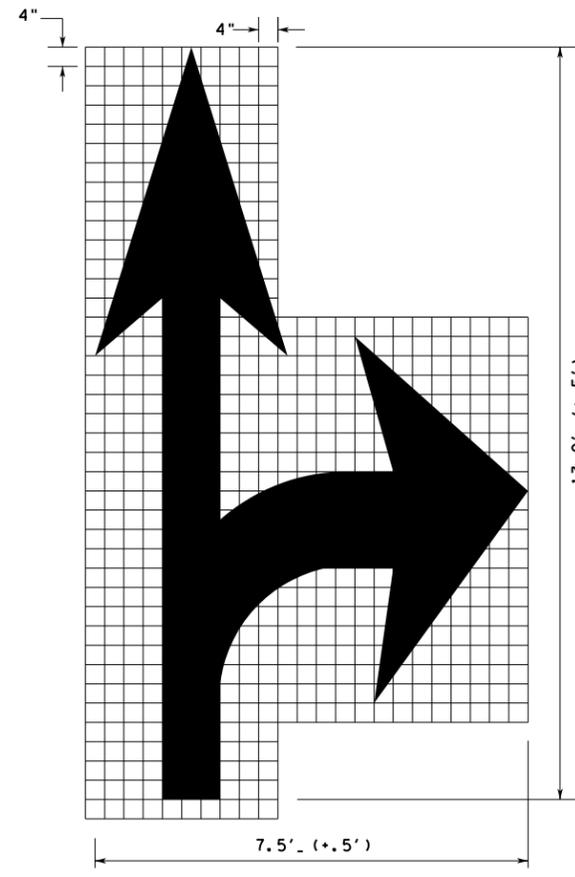
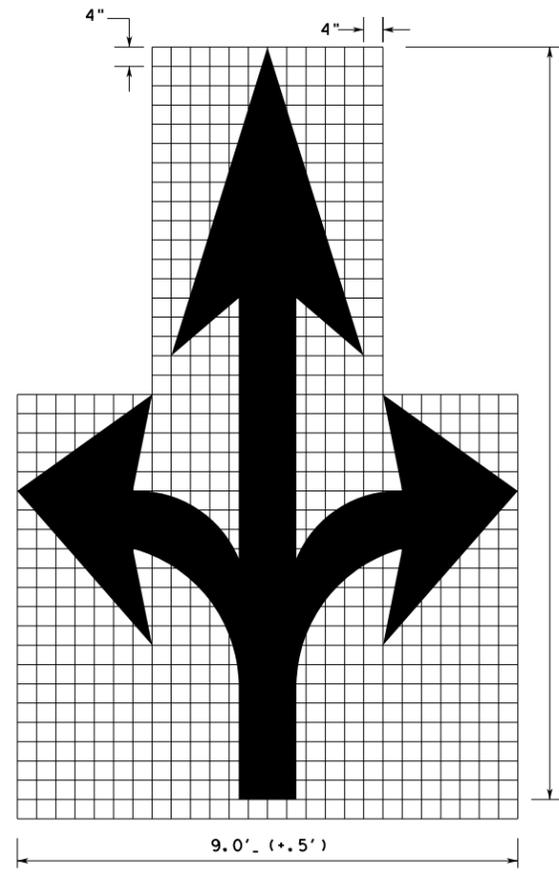
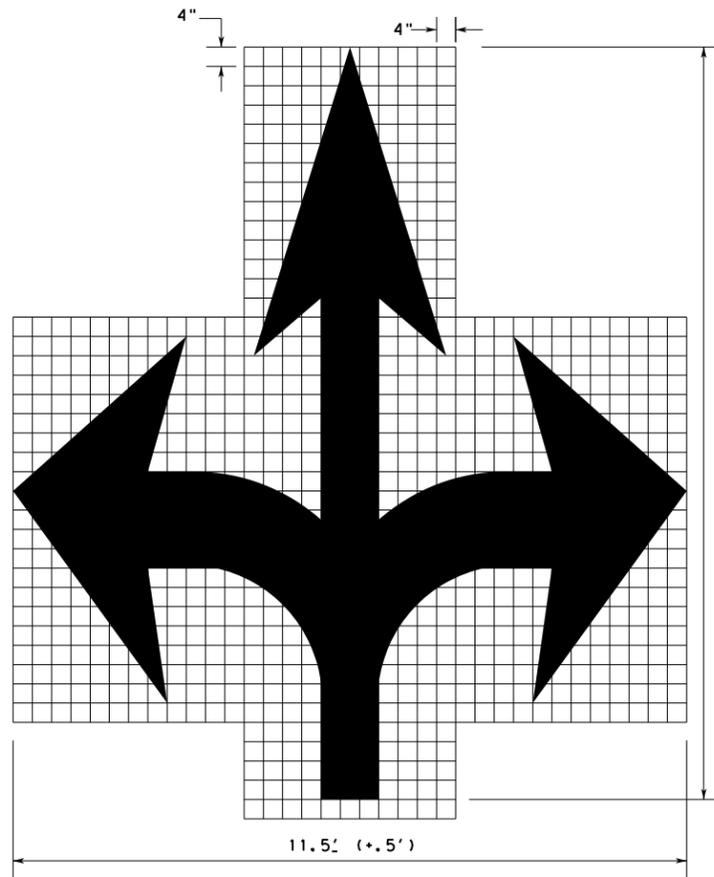
8" 8" 8" 8" 8" 8"

8.0' (+.5')

1234567890 MPH BUS

6.0' (+.5') 4" 6.0' (+.5') 4"

8" 8" 8"

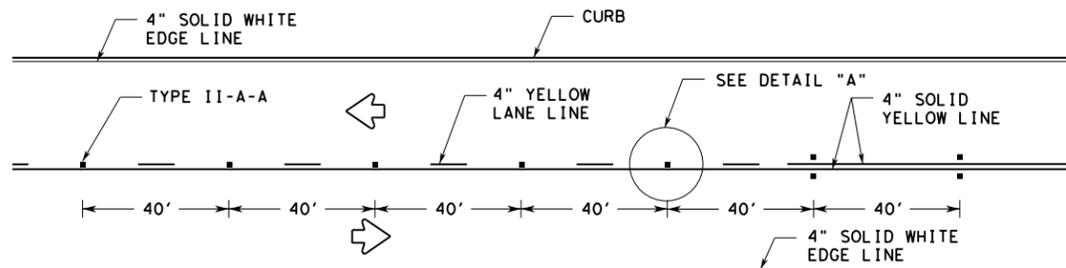


- NOTES:
1. MINIMUM 8 FOOT WHITE MARKINGS SHALL BE USED, UNLESS OTHERWISE NOTED. IF MESSAGE CONSISTS OF MORE THAN ONE WORD, IT SHOULD BE PLACED WITH FIRST WORD NEAREST THE DRIVER.
  2. THESE DETAILS ARE STANDARD SIZE FOR NORMAL INSTALLATION; SIZES MAY BE REDUCED APPROXIMATELY ONE-THIRD DEPENDING ON CONDITIONS.
  3. THE LONGITUDINAL SPACE BETWEEN MARKINGS SHOULD BE 30 FEET.
  4. MARKINGS CONSIDERED APPROPRIATE FOR USE WHEN WARRANTED INCLUDE THE FOLLOWING:
    - A. REGULATORY
      - STOP
      - RIGHT (LEFT) TURN ONLY
      - 25 MPH
      - SYMBOL ARROWS
    - B. WARNING
      - STOP AHEAD
      - SIGNAL AHEAD
      - SCHOOL
      - SCHOOL X-ING
      - PED X-ING
      - R X R (SEE RCPM DETAIL)
  5. UNCONTROLLED USE OF PAVEMENT MARKINGS CAN RESULT IN DRIVER CONFUSION. WORD AND SYMBOL MARKINGS SHOULD BE NO MORE THAN THREE LINES.
  6. THE WORD "STOP" SHALL NOT BE USED ON THE PAVEMENT UNLESS ACCOMPANIED BY A STOP LINE AND STOP SIGN. THE WORD "STOP" SHALL NOT BE PLACED ON THE PAVEMENT IN ADVANCE TO A STOP LINE, UNLESS EVERY VEHICLE IS REQUIRED TO STOP AT ALL TIMES.
  7. PAVEMENT MARKINGS SHOULD GENERALLY BE NO MORE THAN ONE LANE IN WIDTH, WITH SCHOOL MESSAGES BEING THE EXCEPTION. FOR DETAILS OF SCHOOL AND SCHOOL CROSSING PAVEMENT MARKINGS, REFER TO PART VII OF THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
  8. SPACING BETWEEN LETTERS SHOULD BE APPROXIMATELY 4 INCHES. THE WIDTH OF LETTERS MAY VARY DEPENDING ON THE WIDTH OF THE TRAVEL LANES.
  9. LANE-USE ARROW MARKINGS MAY BE USED TO CONVEY EITHER GUIDANCE OR MANDATORY MESSAGES. ARROWS USED TO CONVEY A MANDATORY MOVEMENT MUST BE ACCOMPANIED BY STANDARD SIGNS AND THE PAVEMENT MARKING WORD "ONLY".
  10. PAVEMENT MARKINGS ARE TO BE LOCATED AS SPECIFIED ELSEWHERE IN THE PLANS.

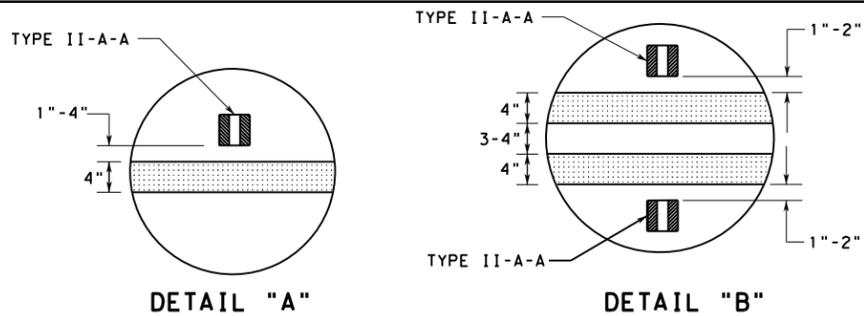
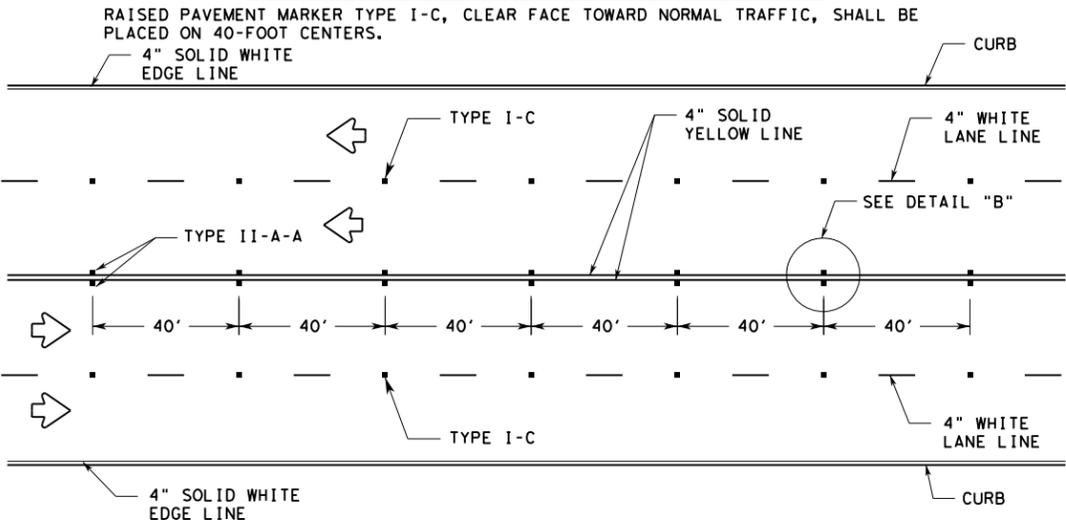
SEPTEMBER 2009  
 CITY OF SAN ANTONIO  
 DEPARTMENT OF PUBLIC WORKS  
 TRAFFIC ENGINEERING STANDARDS  
**STANDARD PAVEMENT MARKINGS  
 (ARROWS)**  
 SHEET 3 OF 16

% SUBMITTAL	PROJECT NO.:	DATE:	
DRWN. BY: LAN	DSGN. BY: C.B.V.	CHKD. BY: M.E.	SHEET NO.: 22 OF 74

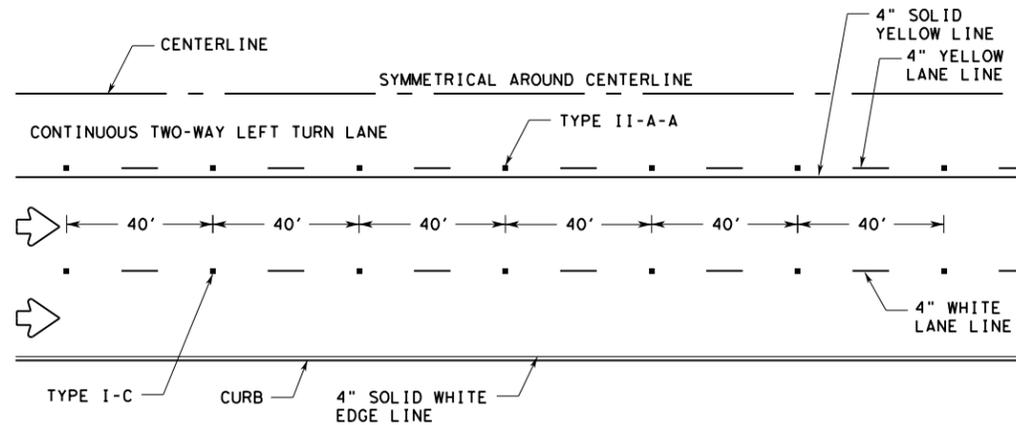
**CENTERLINE & EDGE FOR ALL TWO LANE STREETS WITH PASSING ZONE**



**CENTERLINE, LANE LINES & EDGE LINES FOR FOUR LANE TWO-WAY STREETS**

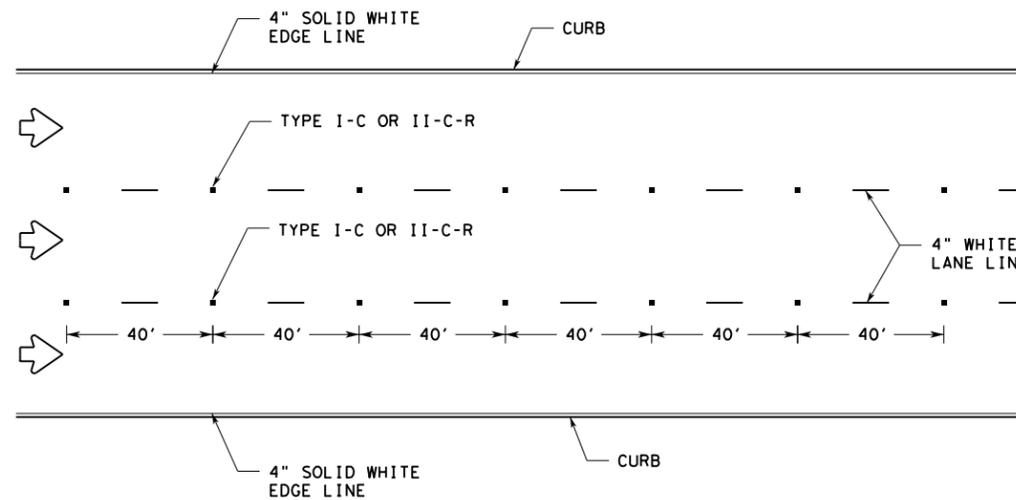


**CENTERLINE, LANE LINES, & EDGE LINES FOR TWO-WAY LEFT TURN LANE**



**LANE LINES & EDGE LINES FOR ONE-WAY MULTILANE STREET**

RAISED PAVEMENT MARKERS TYPE II-C-R SHALL HAVE CLEAR FACE TOWARD NORMAL TRAFFIC AND RED FACE TOWARD WRONG-WAY TRAFFIC.



**TABLE 1 - TYPICAL LENGTH (L)**

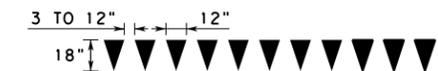
* POSTED SPEED	FORMULA
45 >	$L = \frac{WS^2}{60}$
≥ 45	$L = WS$

\* 85TH PERCENTILE SPEED MAY BE USED ON ROADS WHERE TRAFFIC SPEEDS NORMALLY EXCEED THE POSTED SPEED LIMIT. CROSSHATCHING LENGTH SHOULD BE ROUNDED UP TO NEAREST 5 FOOT INCREMENT.

L = LENGTH OF CROSSHATCHING (FT)  
W = WIDTH OF OFFSET (FT)  
S = POSTED SPEED (MPH)

EXAMPLES:  
AN 8 FOOT SHOULDER IN ADVANCE OF A BRIDGE REDUCES TO 4 FEET ON A 70 MPH ROADWAY. THE LENGTH OF THE CROSSHATCHING SHOULD BE:  
 $L = 8 \times 70 = 560$  FT  
A 4 FOOT SHOULDER IN ADVANCE OF A BRIDGE REDUCES TO 2 FEET ON A 40 MPH ROADWAY. THE LENGTH OF THE CROSSHATCHING SHOULD BE:  
 $L = 4(40) / 60 = 106.67$  FT ROUNDED TO 110 FT

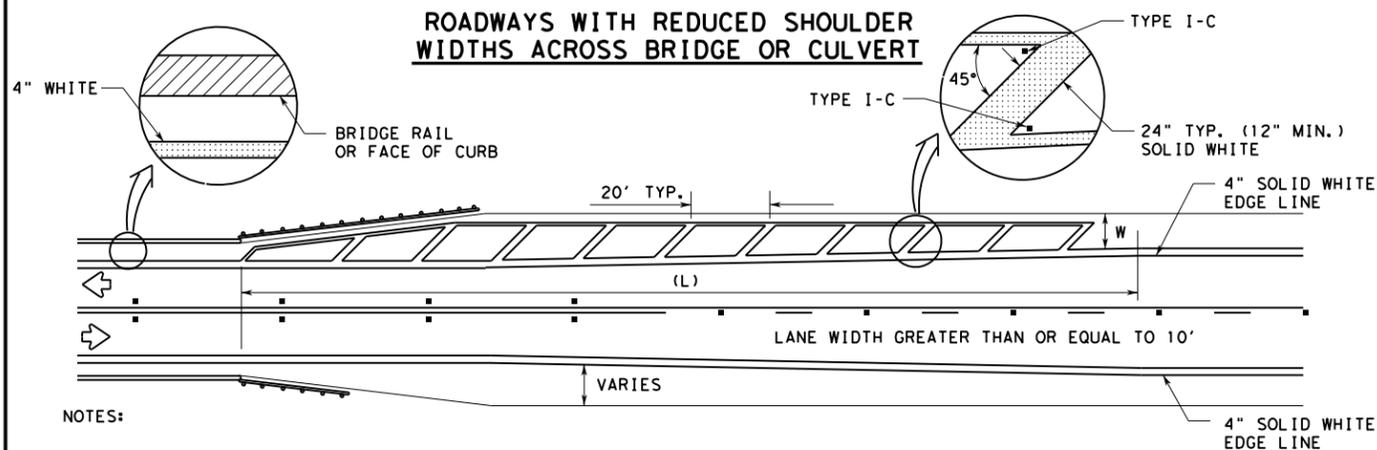
**YIELD LINES**



**GENERAL NOTES:**

1. EDGELINE ADJACENT TO CURB AND GUTTER IS NOT REQUIRED IN ALL CASES, HOWEVER SHALL BE PLACED AS DIRECTED BY CITY TRAFFIC ENGINEER.
2. THE TRAVELED WAY INCLUDES ONLY THAT PORTION OF THE ROADWAY USED FOR VEHICULAR TRAVEL AND NOT THE PARKING LANES, SIDEWALKS, BERMS AND SHOULDERS. THE TRAVELED WAYS SHALL BE MEASURED FROM THE INSIDE OF EDGELINE TO INSIDE OF EDGELINE OF A TWO LANE ROADWAY.
3. ALL RAISED PAVEMENT MARKERS PLACED IN BROKEN LINES SHALL BE PLACED IN LINE WITH AND MIDWAY BETWEEN THE STRIPES.
4. ON CONCRETE PAVEMENTS THE RAISED PAVEMENT MARKERS SHOULD BE PLACED TO ONE SIDE OF THE LONGITUDINAL JOINTS.
5. ALL PAVEMENT MARKING MATERIAL SHALL MEET THE REQUIRED MATERIAL SPECIFICATIONS AS SPECIFIED BY CITY OF SAN ANTONIO STANDARD SPECIFICATIONS.
6. 4" SOLID WHITE EDGE LINES ARE OPTIONAL AS DIRECTED BY THE CITY TRAFFIC ENGINEER.

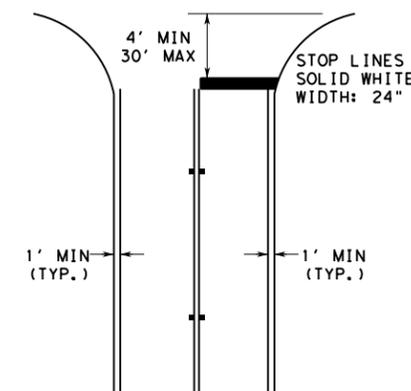
**ROADWAYS WITH REDUCED SHOULDER WIDTHS ACROSS BRIDGE OR CULVERT**



**NOTES:**

1. NO-PASSING ZONE ON BRIDGE APPROACH IS OPTIONAL BUT IF USED, IT SHALL BE A MINIMUM 500 FEET LONG.
2. FOR CROSSHATCHING LENGTH (L) SEE TABLE 1.
3. THE WIDTH OF THE OFFSET (W) AND THE REQUIRED CROSSHATCHING WIDTH IS THE FULL SHOULDER WIDTH IN ADVANCE OF THE BRIDGE.
4. THE CROSSHATCHING SHOULD BE REQUIRED IF THE SHOULDER WIDTH IN ADVANCE OF THE BRIDGE IS 4 FOOT OR WIDER AND ANY REDUCTION IN SHOULDER WIDTH ACROSS THE BRIDGE OCCURS.

**GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE**



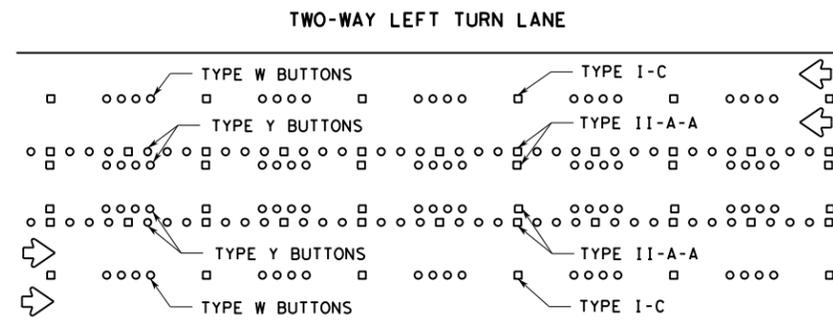
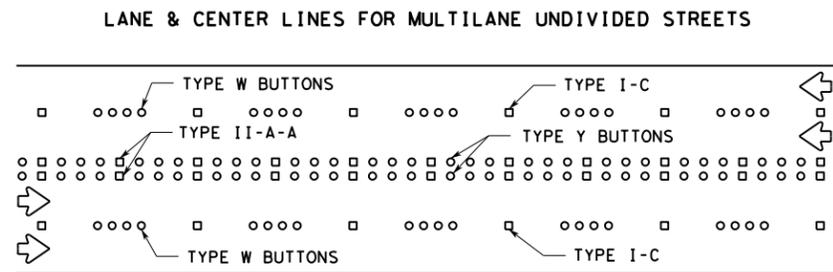
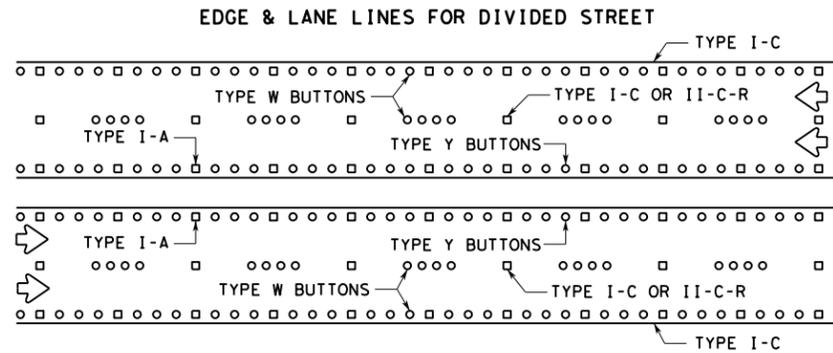
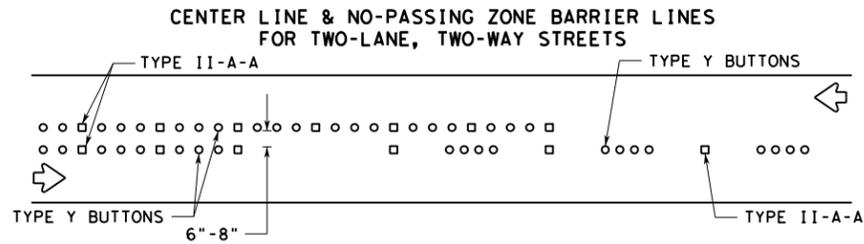
SEPTEMBER 2009

CITY OF SAN ANTONIO

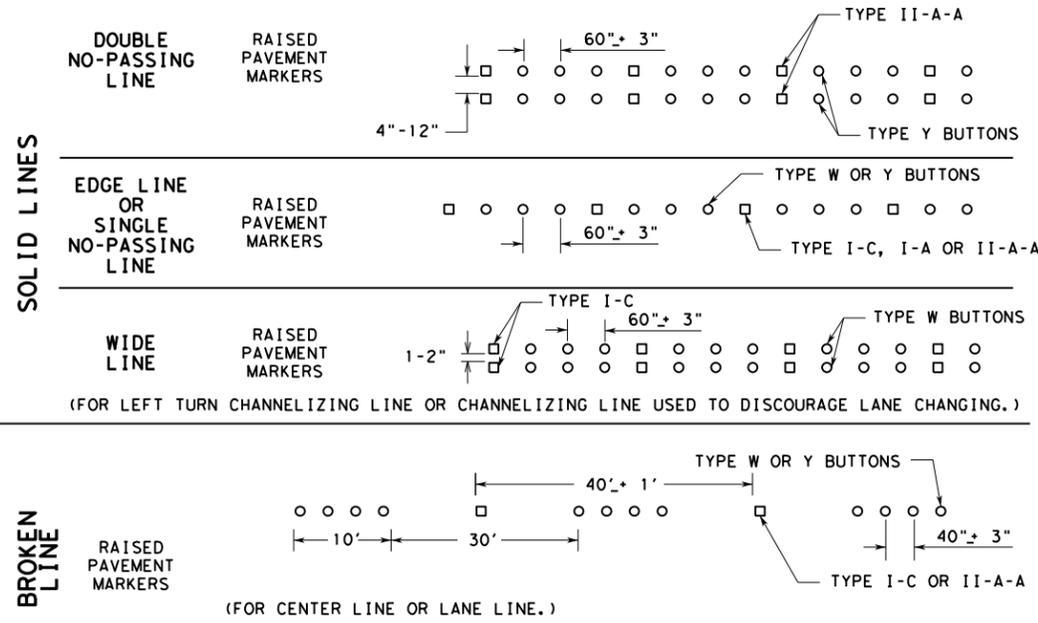
DEPARTMENT OF PUBLIC WORKS

TRAFFIC ENGINEERING STANDARDS  
STANDARD PAVEMENT MARKINGS WITH REFLECTIVE RAISED PAVEMENT MARKERS FOR POSITION GUIDANCE 1  
SHEET 4 OF 16

**RAISED PAVEMENT MARKING PLACEMENT PATTERNS**  
PLACED W/ REFLECTION PAVEMENT MARKERS (OPTIONAL)

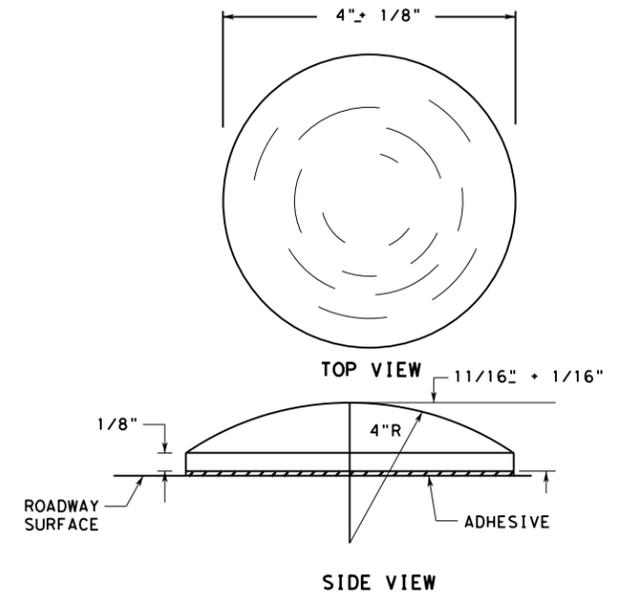


**RAISED PAVEMENT MARKINGS PLACEMENT DETAILS**  
PLACED W/ REFLECTION PAVEMENT MARKERS (OPTIONAL)

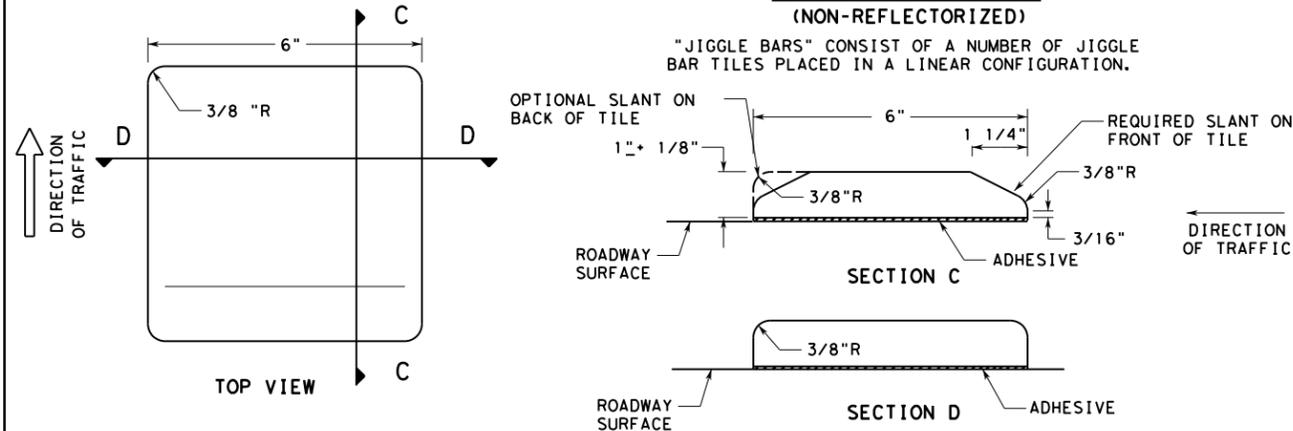


**TRAFFIC BUTTONS (NON-REFLECTORIZED)**

NOTE: MINIMUM AREA OF MARKERS SHALL BE NOT LESS THAN 12.5 SQUARE INCHES.



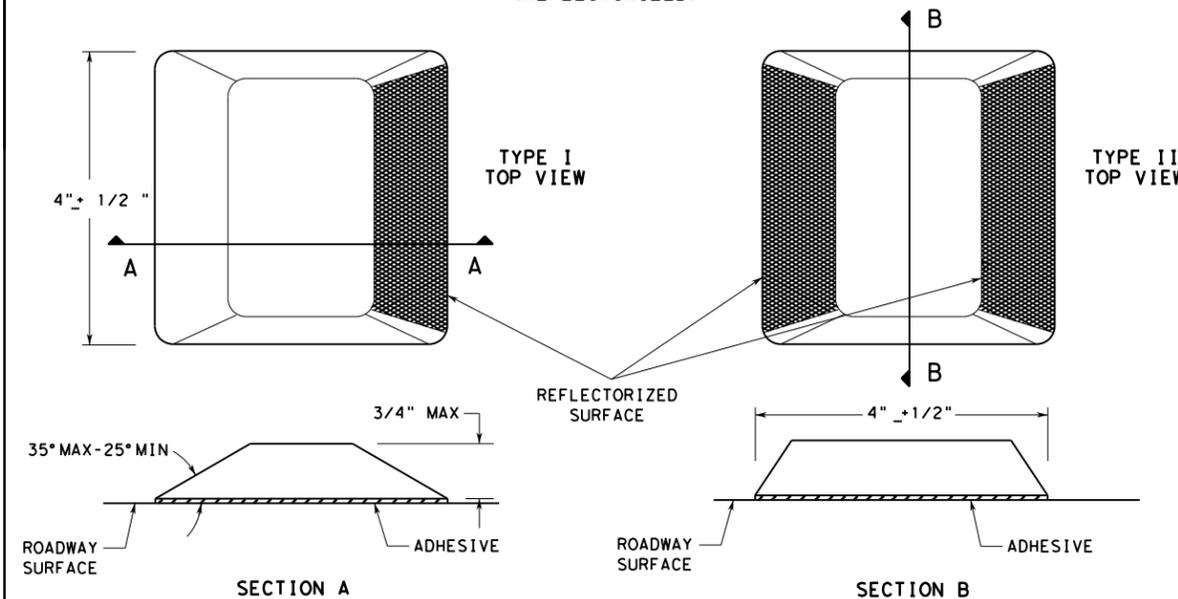
**JIGGLE BAR TILES (NON-REFLECTORIZED)**



NOTES:

1. RAISED PAVEMENT MARKERS (RPMs) MAY CONSIST OF TRAFFIC BUTTONS, PAVEMENT MARKERS AND/OR JIGGLE BAR TILES. PAVEMENT SURFACE SHALL BE PREPARED AND CLEANED SUBJECT TO APPROVAL OF THE CITY TRAFFIC ENGINEER BEFORE ADHESIVE AND RPMs ARE PLACED.
2. JIGGLE BARS SHALL BE ORIENTED PERPENDICULAR TO ROADWAY. JIGGLE BARS SHALL ALSO BE PLACED AT SUCH OTHER LOCATIONS AS SHOWN IN PLANS OR AS DIRECTED BY THE CITY TRAFFIC ENGINEER.
3. MARKERS, BUTTONS AND JIGGLE BAR TILES SHOWN ARE FOR ILLUSTRATION PURPOSES ONLY AND NOT INTENDED TO SPECIFY ANY PARTICULAR PRODUCT. ALL PAVEMENT MARKERS PROVIDED SHALL BE OF THE SAME MANUFACTURER.
4. ALL DIMENSIONS ARE +/- 1/8" UNLESS OTHERWISE NOTED.
5. ALL PAVEMENT MARKING MATERIALS SHALL MEET MATERIAL SPECIFICATIONS AS SPECIFIED BY CITY OF SAN ANTONIO STANDARD SPECIFICATIONS.
6. TRAFFIC BUTTONS AND JIGGLE BAR TILES ARE TO BE USED ONLY FOR TEMPORARY TRAFFIC CONTROL OR AS DIRECTED BY THE CITY TRAFFIC ENGINEER.

**RAISED PAVEMENT MARKERS (REFLECTORIZED)**



SEPTEMBER 2009

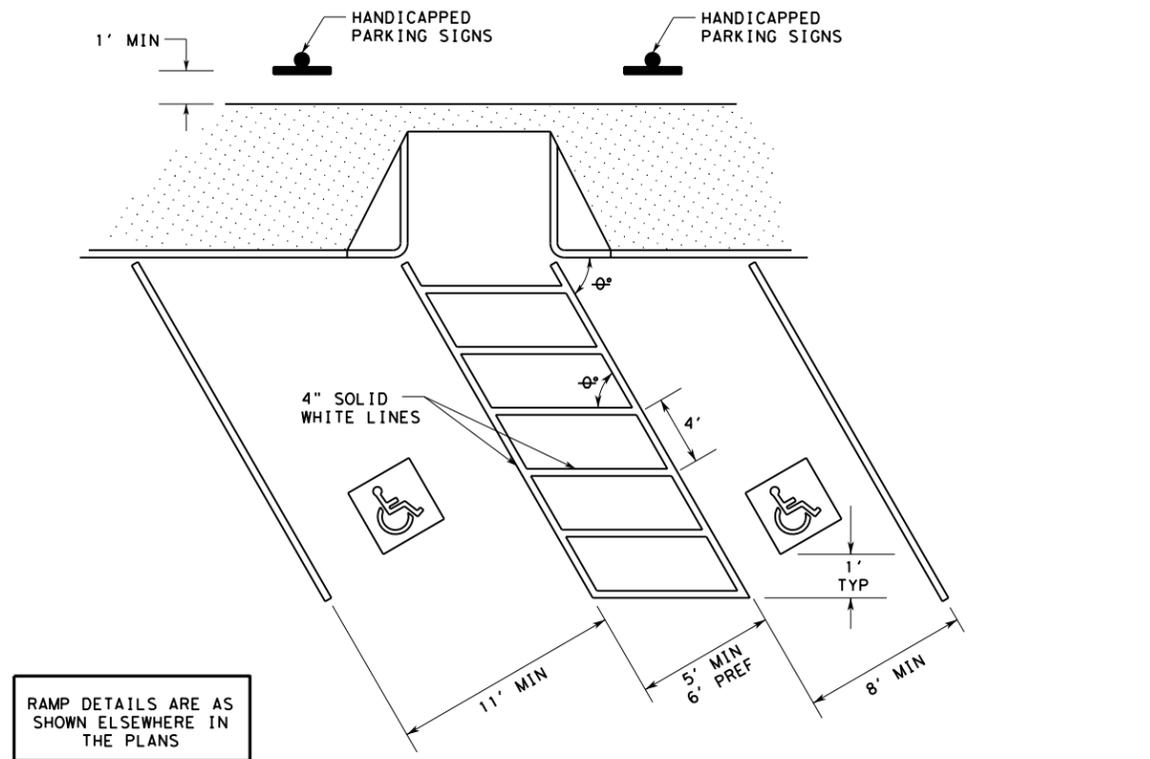
CITY OF SAN ANTONIO

DEPARTMENT OF PUBLIC WORKS

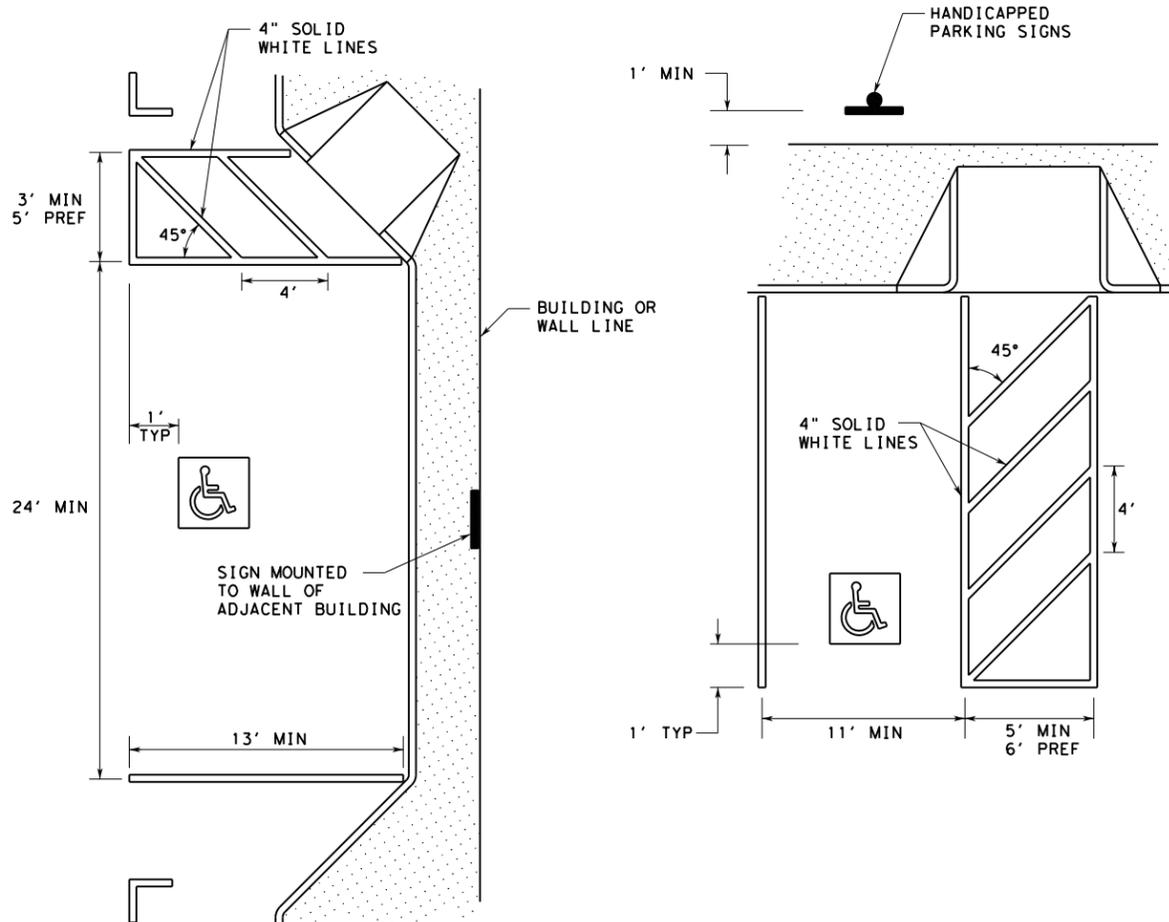
TRAFFIC ENGINEERING STANDARDS  
RAISED PAVEMENT MARKERS, REFLECTIVE PAVEMENT MARKERS, TRAFFIC BUTTONS & JIGGLE BAR TILES 2  
SHEET 5 OF 16

% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY: LAN	DSGN. BY: C.B.V.	CHKD. BY: M.E.
		SHEET NO.: 24 OF 74

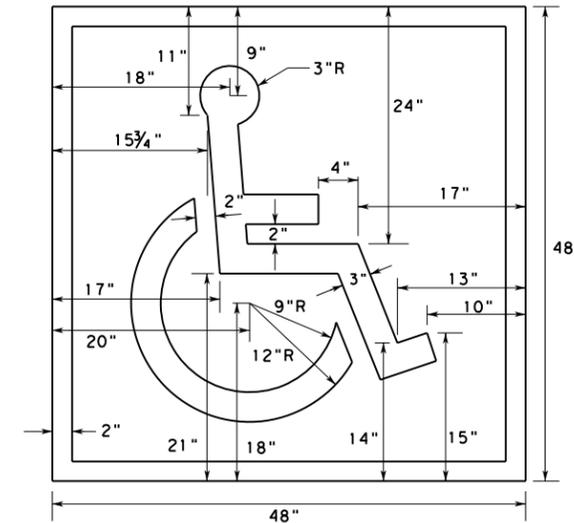
**TYPICAL ACCESSIBLE PARKING SPACE DIMENSIONS**



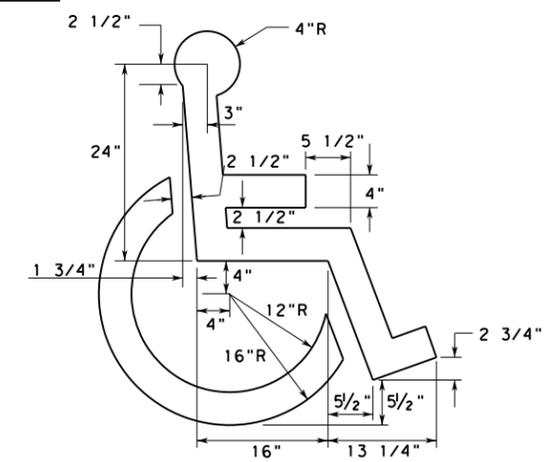
RAMP DETAILS ARE AS SHOWN ELSEWHERE IN THE PLANS



**PAVEMENT MARKINGS**



WITH  
BACKGROUND  
SYMBOL & BORDER: WHITE  
BACKGROUND: BLUE



SYMBOL ONLY  
SYMBOL: BLUE OR WHITE

**NOTES:**

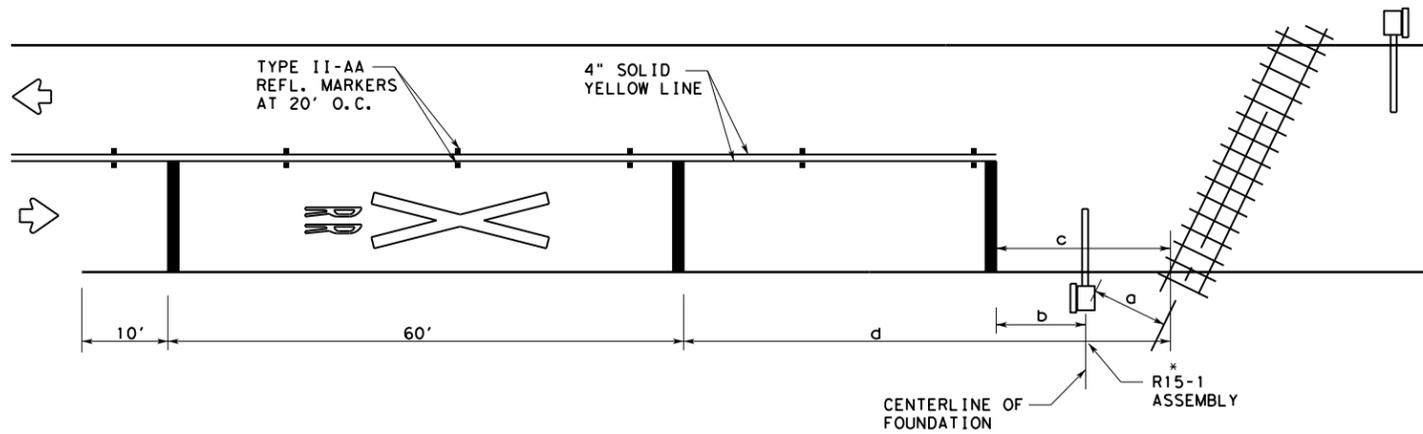
1. ALL PARKING SPACE LIMIT LINES SHALL BE 4" SOLID WHITE LINES.
2. AISLE MARKINGS SHOWN ARE EXAMPLES ONLY. OTHER METHODS TO INDICATE A NO PARKING AREA ARE ACCEPTABLE. AISLE MARKINGS SHALL BE WHITE.
3. DIMENSIONS OF LIMIT LINES, AISLE MARKINGS, AND SYMBOL (WITH OR WITHOUT BACKGROUND) MAY VARY + 10%.
4. PAVEMENT MARKING SYMBOLS (WITH BACKGROUND):
  - A) ARE REQUIRED UNLESS STATED ELSEWHERE IN THE PLANS,
  - B) SHOULD BE PLACED TOWARD THE FAR END OF THE PARKING SPACES SO AS TO BE VISIBLE TO MOTORISTS IN THE TRAVEL LANE,
  - C) MAY BE PAINTED OR PREFABRICATED MATERIAL, AND
  - D) SHALL BE 30"x30" MINIMUM.
5. WITH APPROVAL OF THE CITY TRAFFIC ENGINEER, PREFABRICATED PAVEMENT MARKING SYMBOLS WITH BACKGROUND OF OTHER DIMENSIONS EXCEEDING THE 30"x30" MINIMUM MAY BE USED. ALTERNATIVE DESIGNS SHALL INCLUDE A PROPORTION SIZED SYMBOL OF ACCESSIBILITY, AND SHALL CONFORM TO THE ILLUSTRATED COLORS FOR BACKGROUND, SYMBOL AND BORDER.
6. ALL SLOPE IN AND AROUND EXPECTED WHEEL CHAIR PATH SHALL NOT EXCEED 2% X-SLOPES.

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TRAFFIC ENGINEERING STANDARDS  
**PAVEMENT MARKINGS FOR  
ACCESSIBLE PARKING**  
SHEET 6 OF 16

% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY: LAN	DSGN. BY: C.B.V.	CHKD. BY: M.E.
		SHEET NO.: 25 OF 74

**TWO LANE, TWO-WAY**



a = 12 FEET MINIMUM, 15 FEET USUAL, IF ACTIVE WARNING DEVICES ARE PRESENT. DISTANCE "a" SHOULD BE MEASURED FROM THE CENTERLINE OF \* R15-1 ASSEMBLY TO THE CENTERLINE OF NEAREST TRACK.

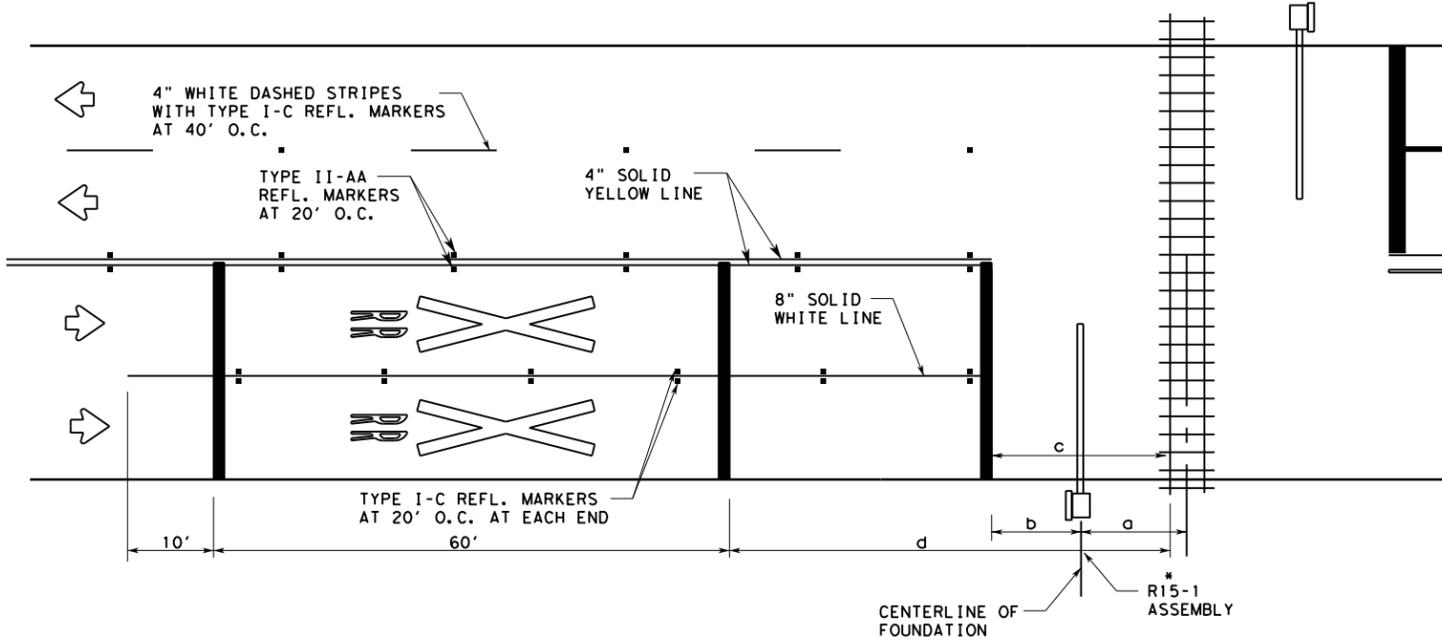
b = STOP LINES SHOULD BE APPROXIMATELY 8 FEET IN ADVANCE OF ACTIVE WARNING DEVICES (TYPE A, E OR F). STOP LINE SHOULD BE APPROXIMATELY 15 FEET FROM NEAR RAIL IF ONLY PASSIVE DEVICES (R15-1, PLUS R15-2 WHEN APPLICABLE) ARE PRESENT.

c = 15 FEET DESIRABLE MINIMUM IF NO GATE OR SIGNAL IS PRESENT. R15-1 SHOULD BE PLACED BETWEEN STOP LINE AND RAILS WITH ADEQUATE DISTANCE PROVIDED FOR "a".

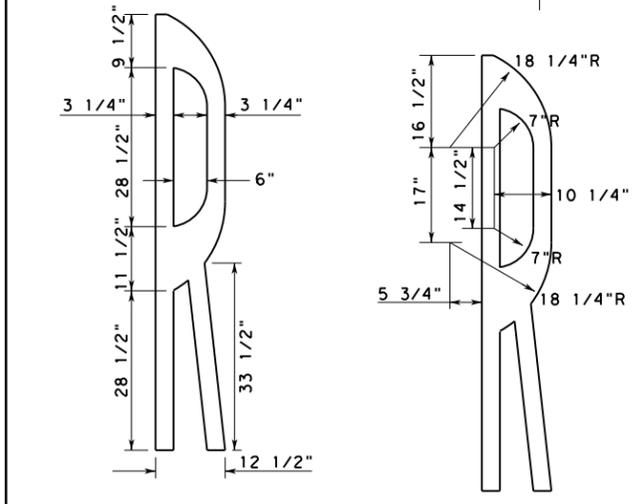
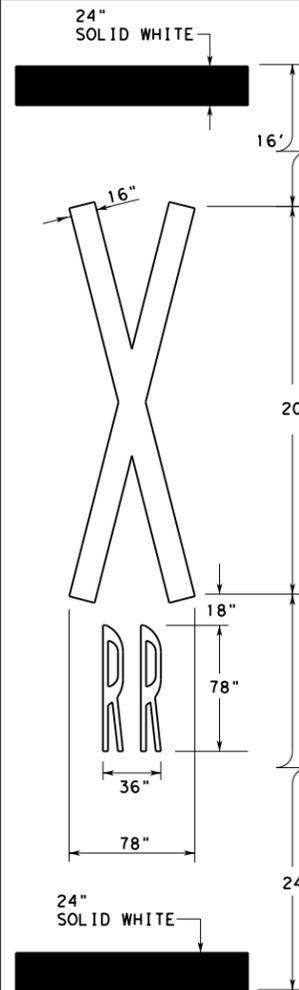
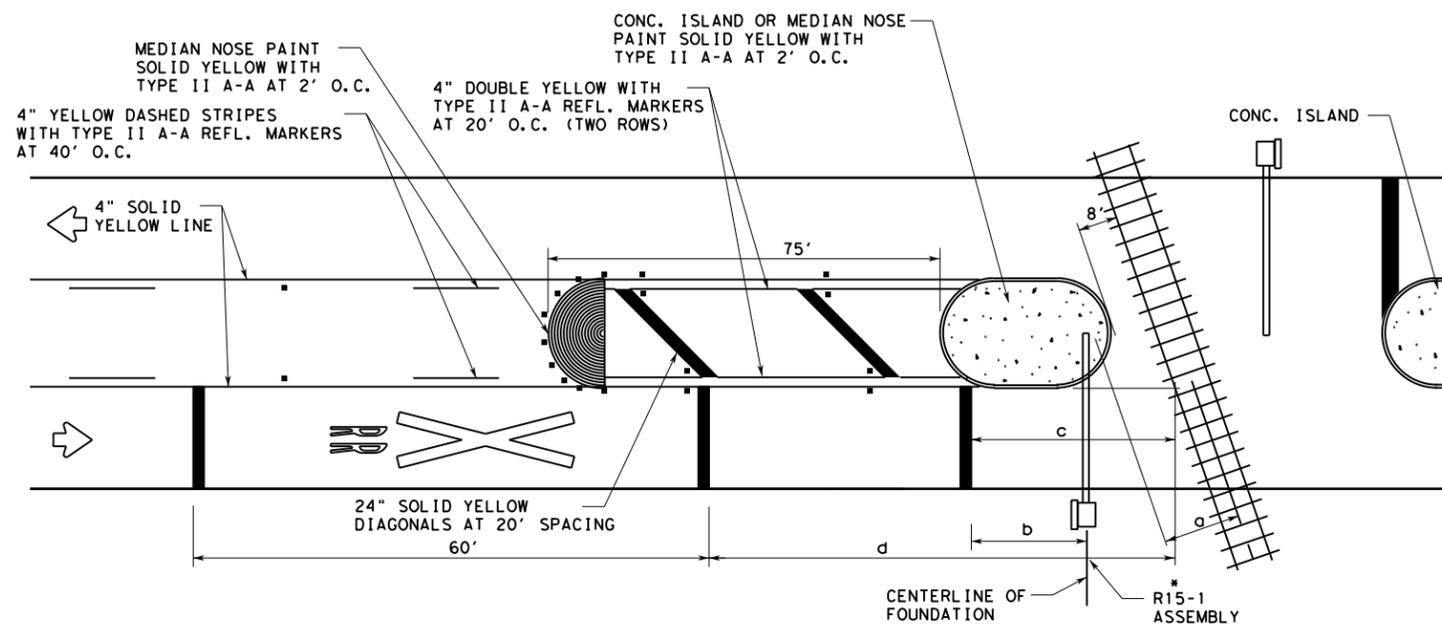
d** = APPROACH SPEED (MPH)	DESIRABLE PLACEMENT (FEET)
20	145
25	220
30	295
35	370
40	445
45	520
50	595
55	670
60	745
65	820
70	900

\* LOCAL CONDITIONS MAY REQUIRE ALTERNATE PLACEMENT LOCATIONS.

**UNDIVIDED MULTILANE ROADWAY**



**TWO-WAY LEFT-TURN LANE (TWLTL)**



\* R15-1 ASSEMBLY

MAY CONSIST OF ONE OR MORE OF THE FOLLOWING:

- R15-1 CROSSBUCK SIGN
- R15-2 MULTIPLE TRACK SIGN
- TYPE A MAST FLASHERS
- TYPE E CANTILEVERS
- TYPE F GATES

NOTES:

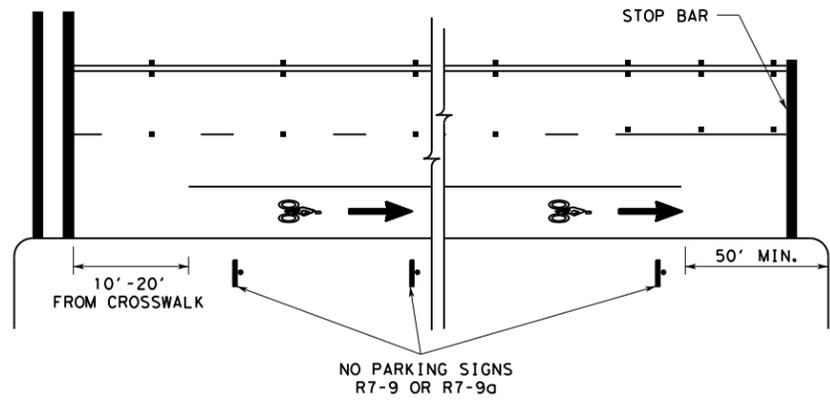
1. THE PAVEMENT MARKINGS ON AN APPROACH TO A RAILROAD GRADE CROSSING SHALL CONSIST OF:
  - A) THE RR X-ING SYMBOL,
  - B) THREE TRANSVERSE 24" LINES, AND
  - C) LANE LINES: A SOLID NO PASSING LINE FOR TWO-WAY TRAFFIC APPROACHES, OR SOLID LANE LINES FOR MULTILANE APPROACHES.
2. FOR BIDDING PURPOSES, THE RR X-ING SYMBOL WILL BE MEASURED AND PAID FOR AS FOR EACH LANE IN PLACE. THE TRANSVERSE MARKINGS AND LANE LINES WILL BE MEASURED AND PAID FOR BY THE LINEAL FOOT.
3. CENTERLINES SHALL BE YELLOW, OTHER MARKINGS SHALL BE WHITE.
4. APPROACH LANES LESS THAN 8 FOOT WIDTH SHALL NOT HAVE MARKINGS.
5. MARKINGS SHOULD NOT BE PLACED WHERE LESS THAN 110 FEET OF APPROACH ROADWAY IS AVAILABLE FOR PLACEMENT UNLESS DIRECTED BY CITY TRAFFIC ENGINEER.
6. RR X-ING SYMBOLS SHOULD BE PLACED APPROXIMATELY IN THE CENTER OF THE APPROACH LANE.
7. ALL TRANSVERSE MARKINGS, INCLUDING STOP LINES, SHALL BE PLACED AT RIGHT ANGLES TO THE CENTERLINE AND ACROSS ALL APPROACH LANES.
8. EXISTING NON-STANDARD MARKINGS SHALL BE REMOVED TO THE FULLEST EXTENT POSSIBLE SO AS NOT TO LEAVE A DISCERNABLE MARKING, BY ANY METHOD APPROVED BY THE CITY TRAFFIC ENGINEER. OVERPAINTING WILL NOT BE ALLOWED.
9. ADDITIONAL MARKINGS AND PLACEMENT DETAILS MAY BE FOUND IN THE TMUTCD, APPENDIX H.
10. THE CITY TRAFFIC ENGINEER MAY REQUIRE ADDITIONAL LONGITUDINAL MARKINGS IF THE DISTANCE BETWEEN THE STOP LINES IS GREATER THAN 80 FEET. MARKINGS ARE NOT REQUIRED ACROSS OR BETWEEN THE RAILS UNLESS SPECIFIED ELSEWHERE IN THE PLANS.

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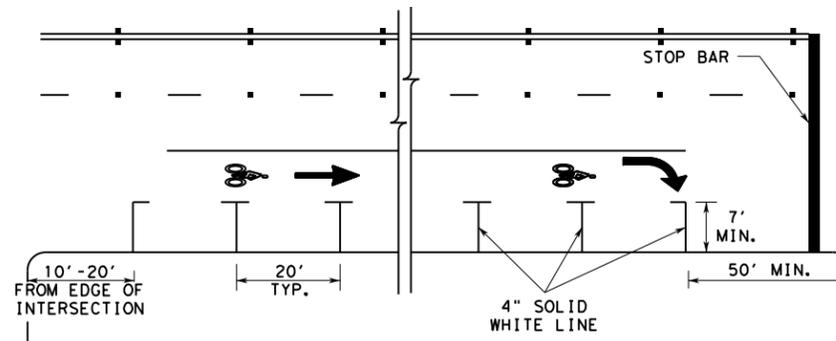
CITY OF SAN ANTONIO  
DEPARTMENT OF PUBLIC WORKS

TRAFFIC ENGINEERING STANDARDS  
RAILROAD CROSSING PAVEMENT  
MARKING (RCPM) DETAILS  
SHEET 7 OF 16

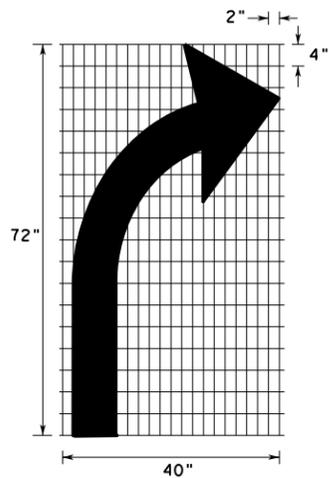
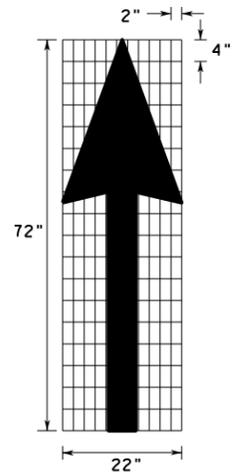
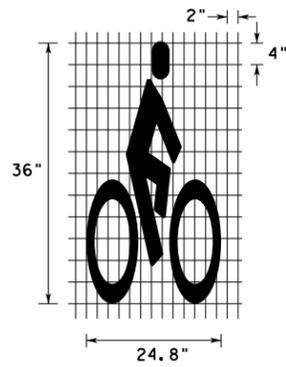
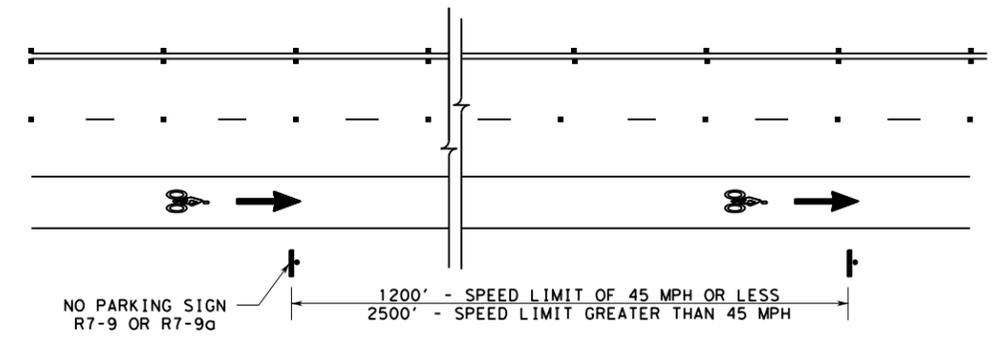
**NO PARKING ALONG BICYCLE LANE**



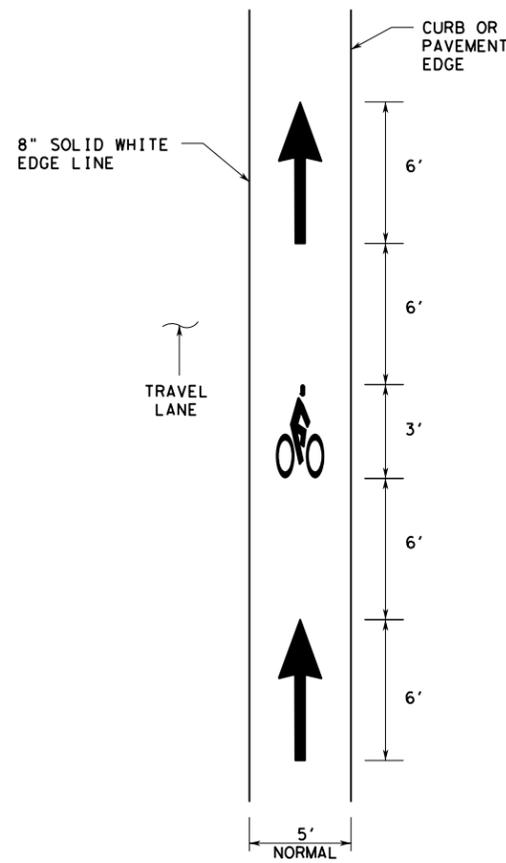
**PARKING ALONG BICYCLE LANE**



**ROADWAYS WITH FEW INTERSECTIONS**

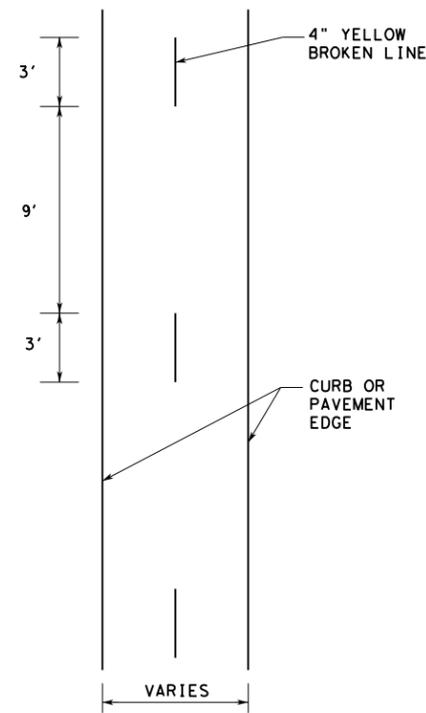


**ADJACENT TO TRAVEL LANE**

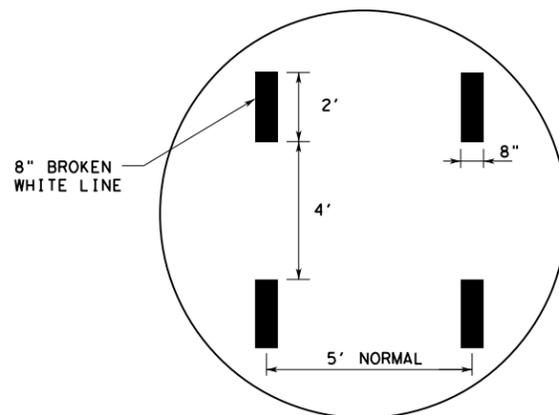


**SHARED USE PATH**

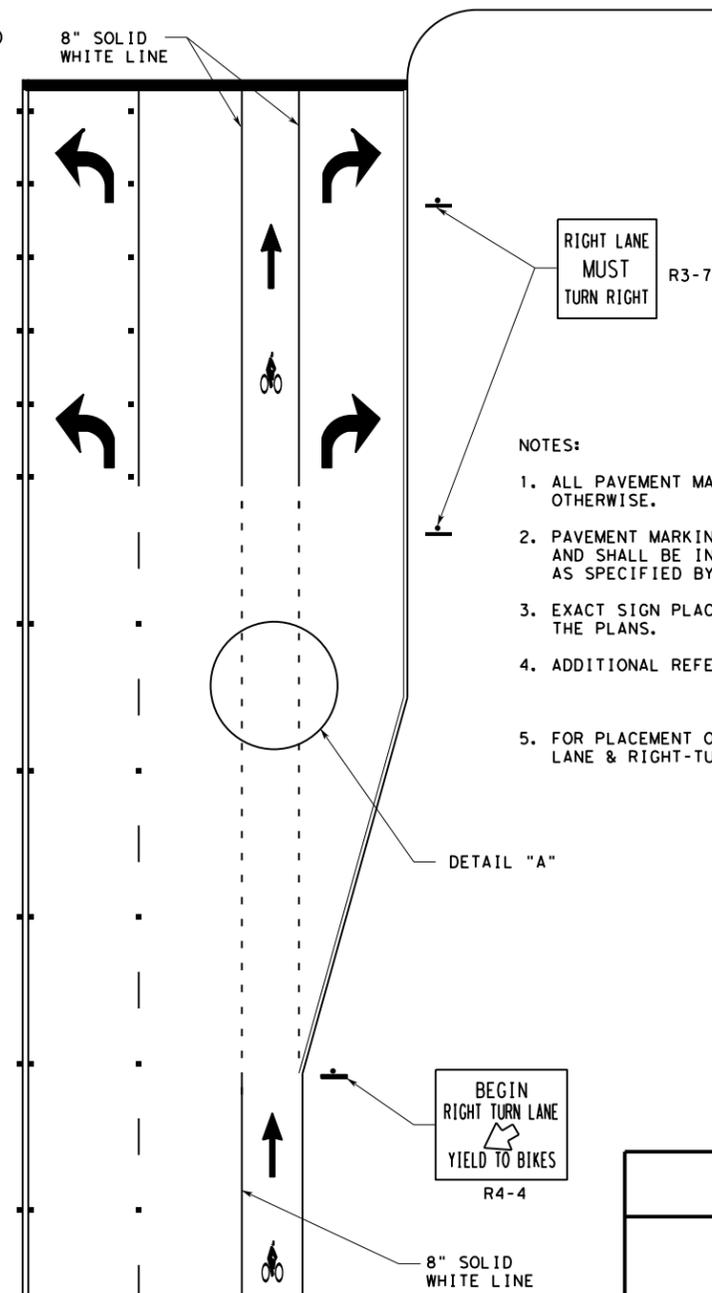
(SEPERATE FROM ROADWAY WITH NO MOTORIZED TRAFFIC)



**DETAIL "A"**



**RIGHT-TURN LANE AT INTERSECTION**



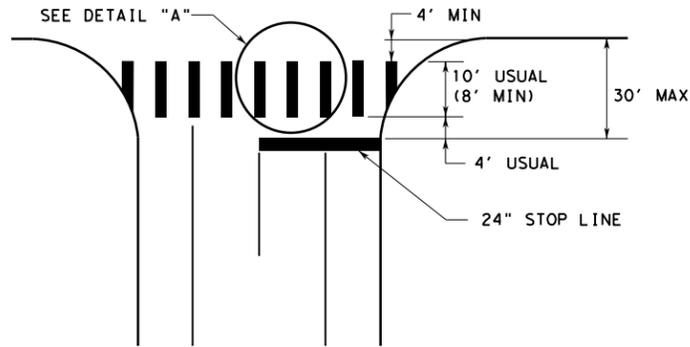
**NOTES:**

1. ALL PAVEMENT MARKINGS SHALL BE WHITE EXCEPT WHEN NOTED OTHERWISE.
2. PAVEMENT MARKINGS SHALL BE OF THE MATERIALS SPECIFIED AND SHALL BE IN CONFORMANCE WITH MATERIAL SPECIFICATIONS AS SPECIFIED BY CITY OF SAN ANTONIO STANDARD SPECIFICATIONS.
3. EXACT SIGN PLACEMENT AND DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.
4. ADDITIONAL REFERENCES: TMUTCD GUIDE FOR THE DEVELOPMENT OF BICYCLES FACILITIES, AASHTO, 1991.
5. FOR PLACEMENT OF PAVEMENT ARROWS AND WORDS SEE LEFT-TURN LANE & RIGHT-TURN LANE DESIGN WORKSHEET.

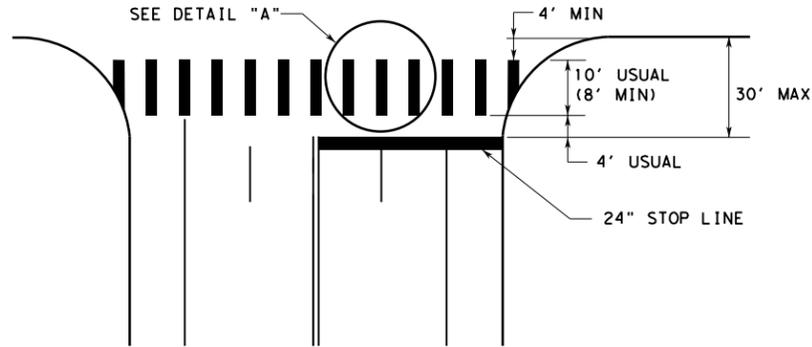
SEPTEMBER 2009  
 CITY OF SAN ANTONIO  
 DEPARTMENT OF PUBLIC WORKS  
 TRAFFIC ENGINEERING STANDARDS  
**BICYCLE LANE PAVEMENT MARKINGS**  
 SHEET 8 OF 16

% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY: LAN	DSGN. BY: C.B.V.	CHKD. BY: M.E.
		SHEET NO.: 27 OF 74

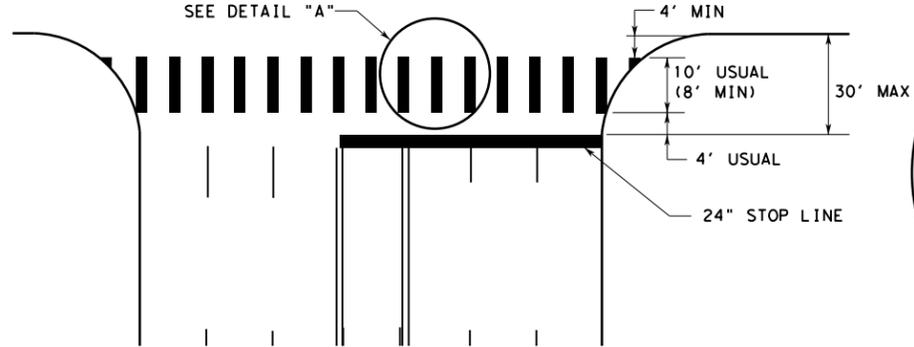
**TWO LANES WITH SHOULDERS**



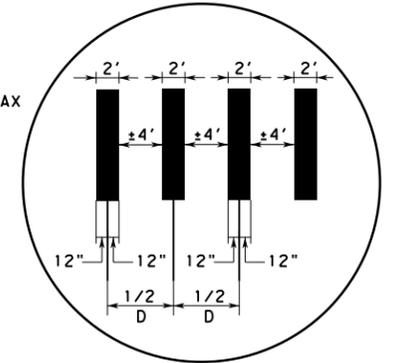
**FOUR LANES WITH SHOULDERS**



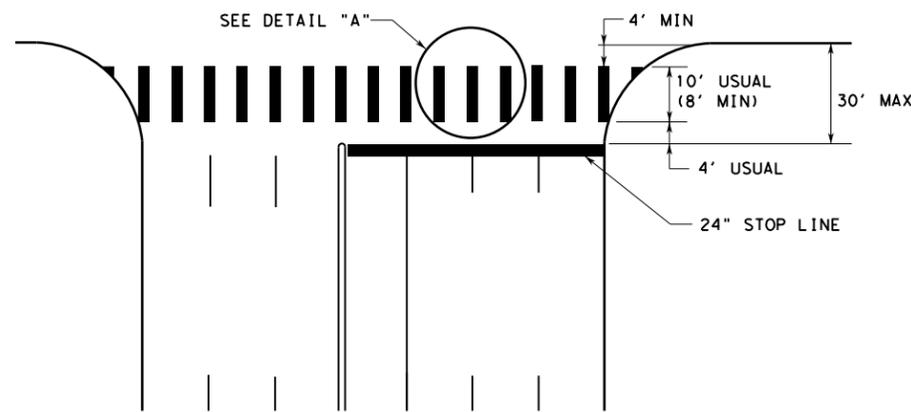
**MULTI - LANES**



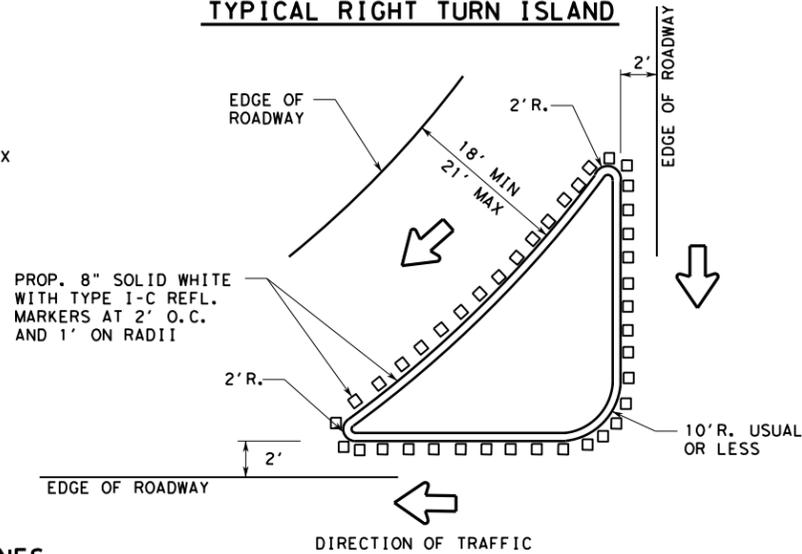
**DETAIL "A"**



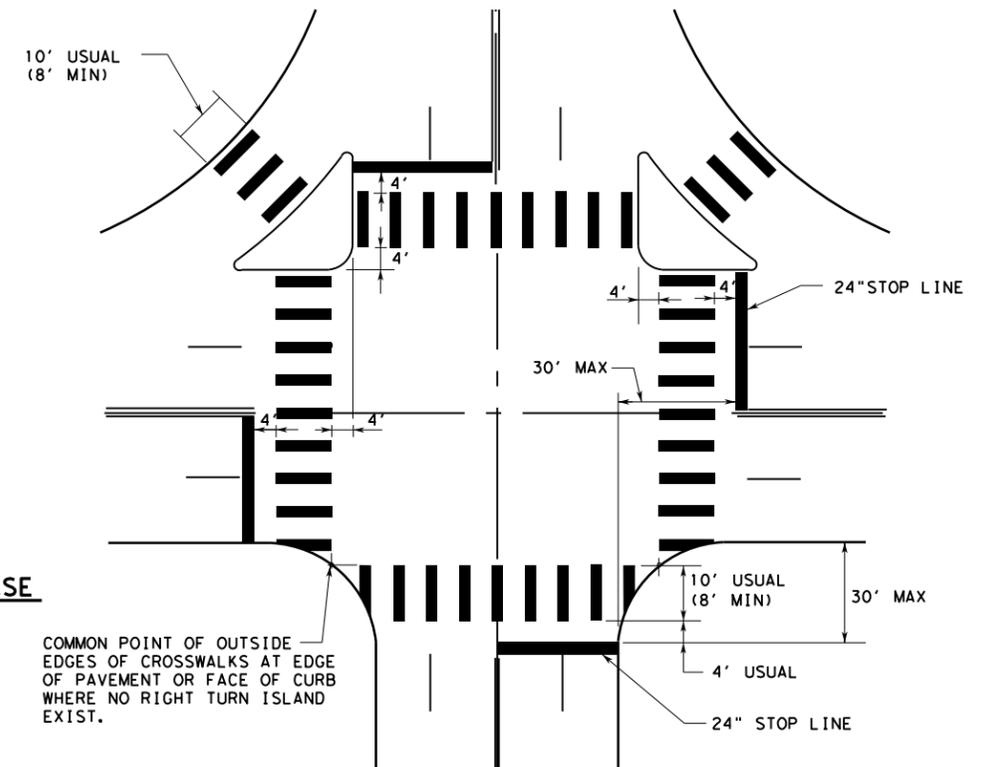
**MULTI - LANE WITH MEDIAN**



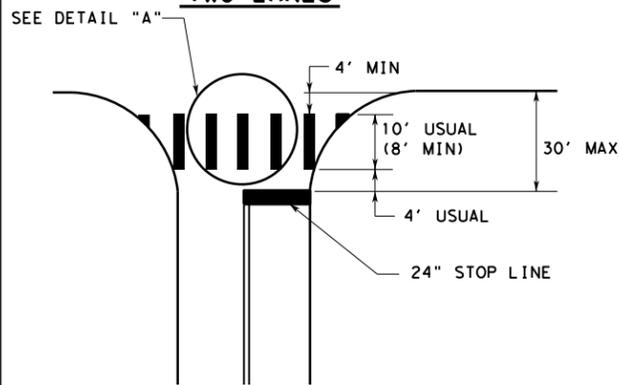
**TYPICAL RIGHT TURN ISLAND**



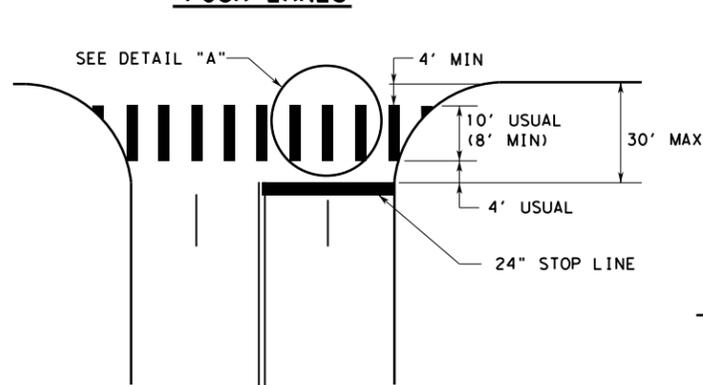
**INTERSECTION WITH RIGHT - TURN ISLANDS**



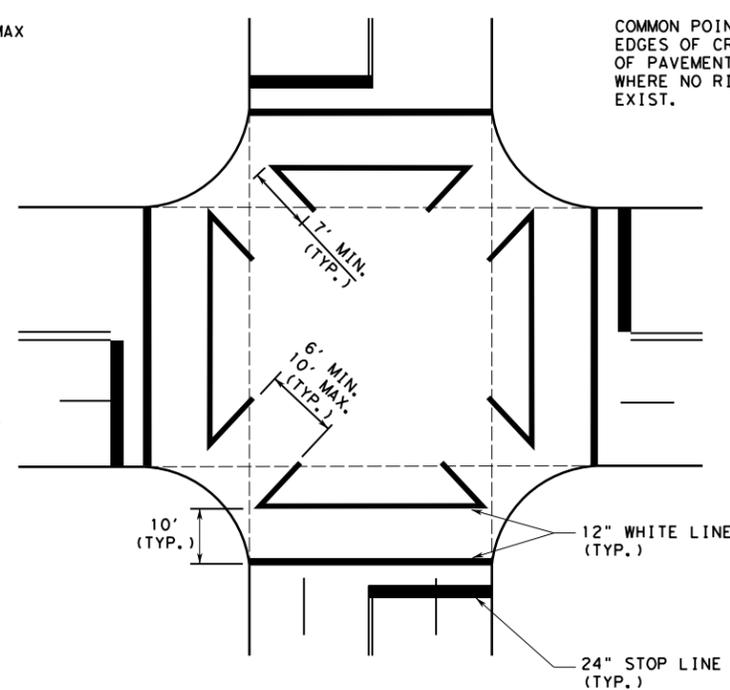
**TWO LANES**



**FOUR LANES**

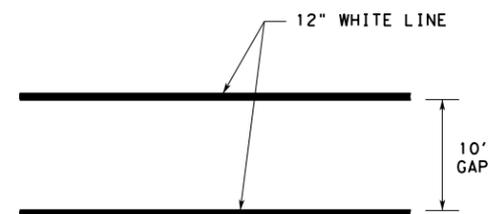


**EXCLUSIVE PEDESTRIAN PHASE**



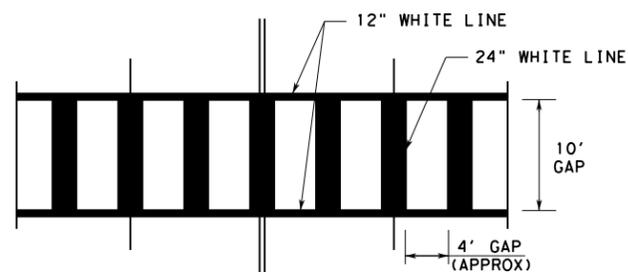
COMMON POINT OF OUTSIDE EDGES OF CROSSWALKS AT EDGE OF PAVEMENT OR FACE OF CURB WHERE NO RIGHT TURN ISLAND EXISTS.

**CENTRAL BUSINESS DISTRICT CROSSWALK DETAIL**



**HIGH VISIBILITY CROSSWALK DETAIL**

TYPICALLY USED AT SIGNALIZED AND NON-SIGNALIZED MID-BLOCK CROSSINGS FOR COLLECTOR AND ARTERIAL ROADWAYS AND AT LOCATIONS REQUIRING EXTRA EMPHASIS.



- NOTES:
- CROSSWALKS AND STOP LINES SHALL BE WHITE.
  - "D" IS EQUAL TO ONE HALF THE WIDTH OF TRAVEL LANE.

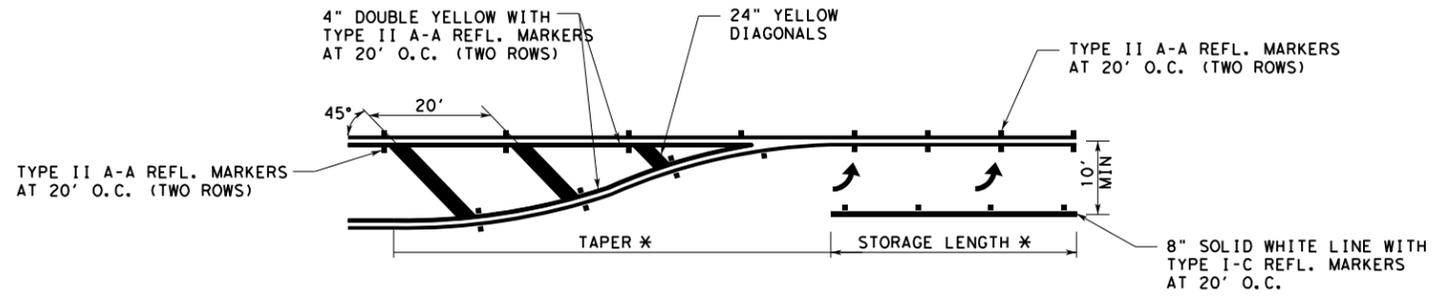
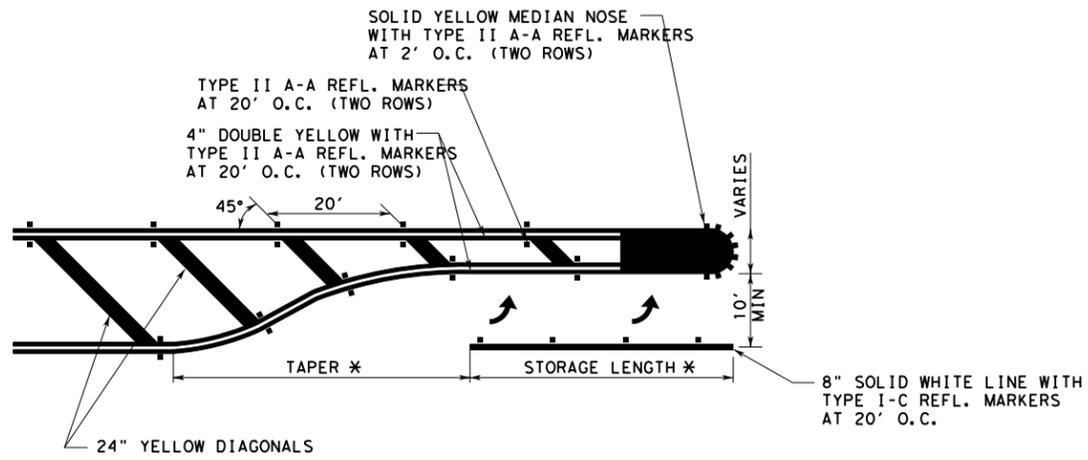
SEPTEMBER 2009  
 CITY OF SAN ANTONIO  
 DEPARTMENT OF PUBLIC WORKS  
 TRAFFIC ENGINEERING STANDARDS  
 TYPICAL CROSSWALK  
 DETAILS  
 SHEET 9 OF 16

% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY: LAN	DSGN. BY: C.B.V.	CHKD. BY: M.E.
		SHEET NO.: 28 OF 74

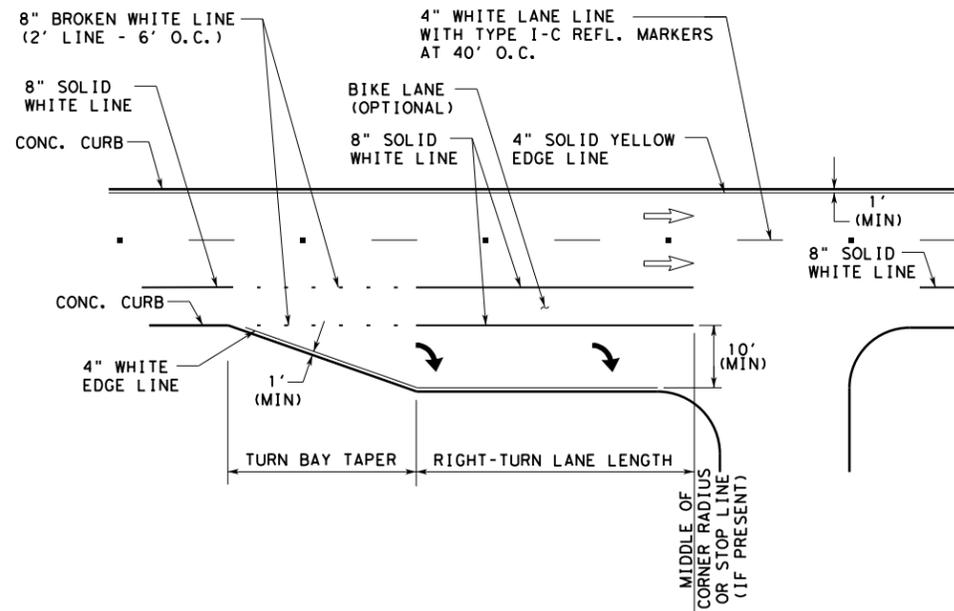


**PAINTED MEDIAN LEFT TURN BAY DETAILS**

\* - USE MINIMUM TURN BAY REVERSE CURVE TAPER LENGTH AND MINIMUM STORAGE LENGTH TABLES FOR "LEFT-TURN LANE (RAISED MEDIAN)" ON SHEET 10 OF 16.



**UNSIGNALIZED RIGHT-TURN LANE**



MINIMUM TURN BAY TAPER LENGTH		MINIMUM RIGHT-TURN LANE LENGTH	
POSTED SPEED (MPH)	LENGTH (FT)	POSTED SPEED (MPH)	LENGTH (FT)
30 OR LESS	90'	40 OR LESS	110'
35 OR MORE	120'	45 OR MORE	150'

**NOTES:**

1. THE POSTED SPEED LIMIT IS TYPICALLY EQUAL TO THE DESIGN SPEED MINUS 5 MPH.
2. THE DIMENSIONS GIVEN FOR DUAL LEFT (RAISED MEDIAN) IN THE MINIMUM LENGTH TABLES ON THIS SHEET ARE ALSO APPLICABLE FOR DUAL RIGHT-TURN LANES.
3. STORAGE LENGTHS LONGER THAN THE MINIMUMS LISTED ON THIS DRAWING MAY BE DETERMINED USING TRAFFIC ENGINEERING ANALYSIS OR APPROXIMATE CALCULATIONS.
4. FOR THE PLACEMENT OF PAVEMENT ARROWS AND WORDS SEE LEFT-TURN "ONLY" AND ARROW SPACING WORKSHEET.
5. REFER TO APPLICABLE STANDARD PAVEMENT MARKINGS WITH REFLECTIVE RAISED PAVEMENT MARKERS FOR POSITION GUIDANCE AND LEFT-TURN & RIGHT-TURN LANE STANDARD PAVEMENT MARKINGS WITH REFLECTIVE RAISED PAVEMENT MARKINGS.
6. REFER TO BICYCLE LANE PAVEMENT MARKINGS STANDARD FOR TYPE AND PLACEMENT.
7. 4" SOLID WHITE AND YELLOW EDGE LINES ARE OPTIONAL AS DIRECTED BY THE CITY TRAFFIC ENGINEER.

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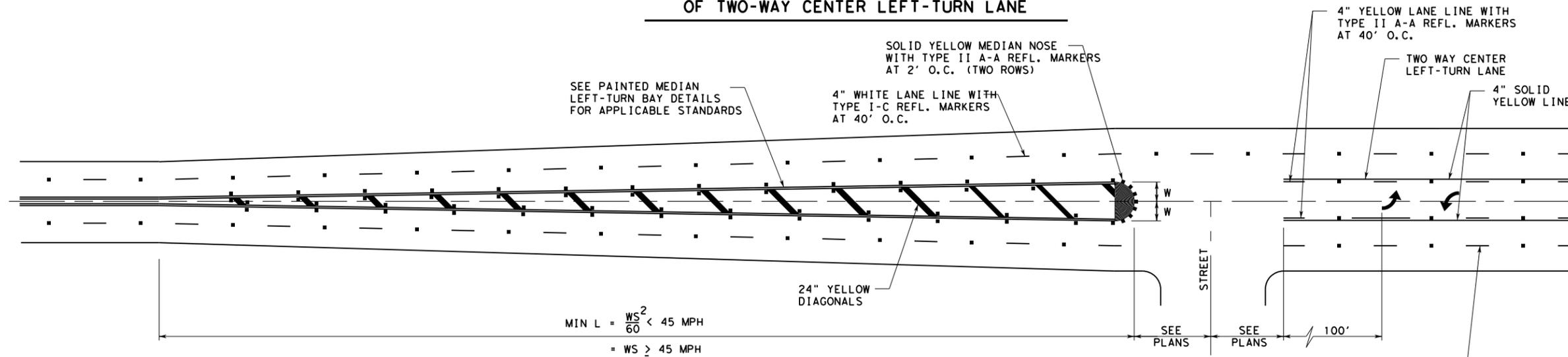
TRAFFIC ENGINEERING STANDARDS

LEFT-TURN LANE & RIGHT-TURN LANE  
DESIGN WORKSHEET 2

SHEET 11 OF 16

PROJECT NO.: \_\_\_\_\_ DATE: \_\_\_\_\_  
DRWN. BY: LAN DSGN. BY: C.B.V. CHKD. BY: M.E. SHEET NO.: 30 OF 74

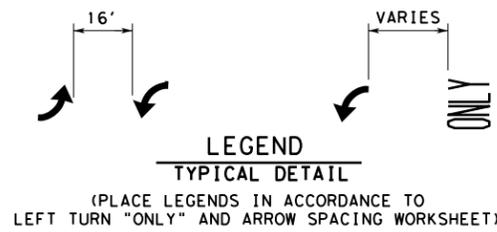
**TYPICAL TRANSITION AT BEGINNING AND END OF TWO-WAY CENTER LEFT-TURN LANE**



$$\text{MIN } L = \frac{WS^2}{60} < 45 \text{ MPH}$$

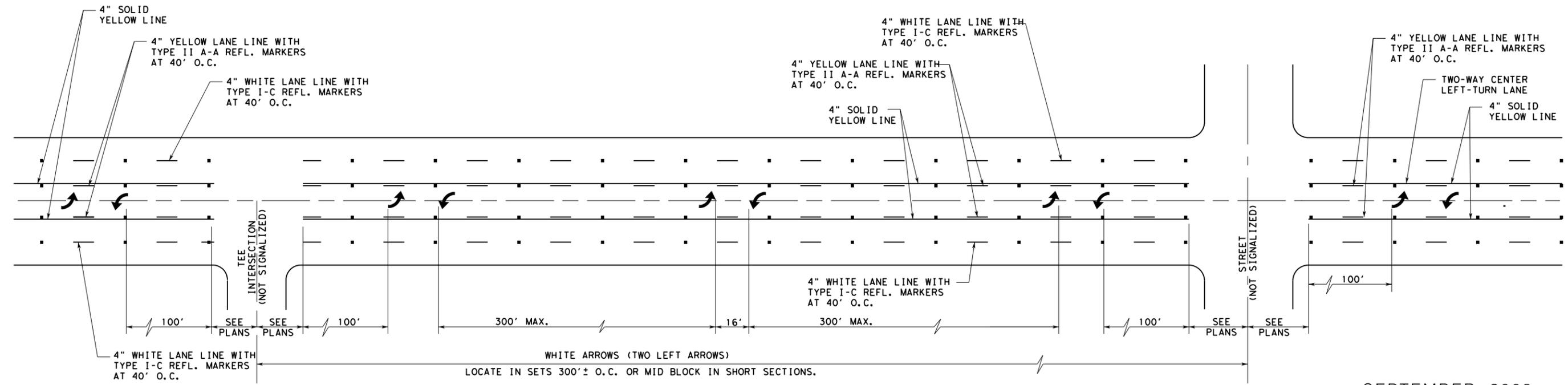
$$= WS \geq 45 \text{ MPH}$$

W = WIDTH OF OFFSET (FT)  
 S = POSTED SPEED (MPH)  
 L = LENGTH OF CROSSHATCHING (FT)



- NOTE:
1. REFLECTIVE RAISED PAVEMENT MARKERS SHOULD BE IN ACCORDANCE WITH STANDARD PAVEMENT MARKINGS WITH REFLECTIVE RAISED PAVEMENT MARKERS FOR POSITION GUIDANCE AND LEFT-TURN & RIGHT-TURN LANE STANDARD PAVEMENT MARKINGS WITH REFLECTIVE RAISED PAVEMENT MARKERS.
  2. SEE LEFT-TURN & RIGHT-TURN LANE DESIGN WORKSHEET FOR APPLICABLE INFORMATION.
  3. SEE LEFT-TURN "ONLY" AND ARROW SPACING WORKSHEET.

**TWO-WAY LEFT-TURN LANE DETAILS NON-SIGNALIZED INTERSECTIONS**



WHITE ARROWS (TWO LEFT ARROWS)  
 LOCATE IN SETS 300' ± O.C. OR MID BLOCK IN SHORT SECTIONS.

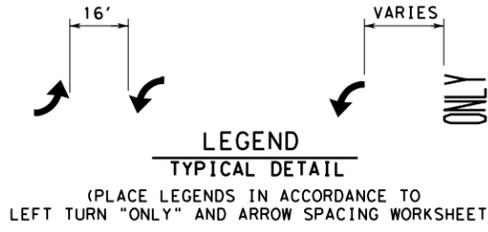
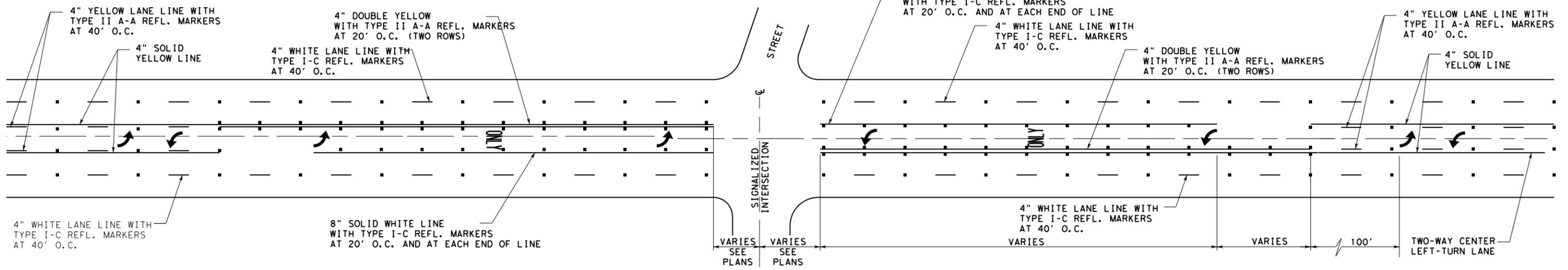
SEPTEMBER 2009  
 CITY OF SAN ANTONIO  
 DEPARTMENT OF PUBLIC WORKS

TRAFFIC ENGINEERING STANDARDS  
 TWO-WAY LEFT-TURN  
 LANE DETAILS 1  
 SHEET 12 OF 16

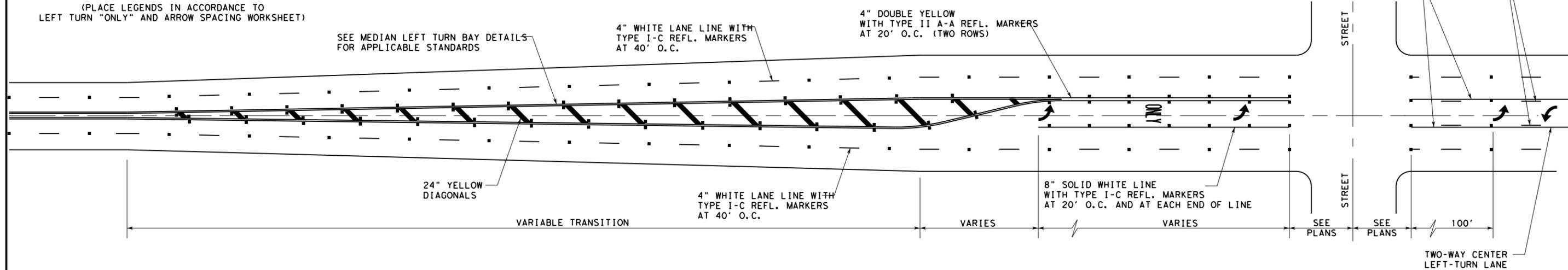
% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY: LAN	DSGN. BY: C.B.V.	CHKD. BY: M.E.
		SHEET NO.: 31 OF 74

**TYPICAL TWO-WAY LEFT-TURN LANE DETAILS**

SIGNALIZED INTERSECTION

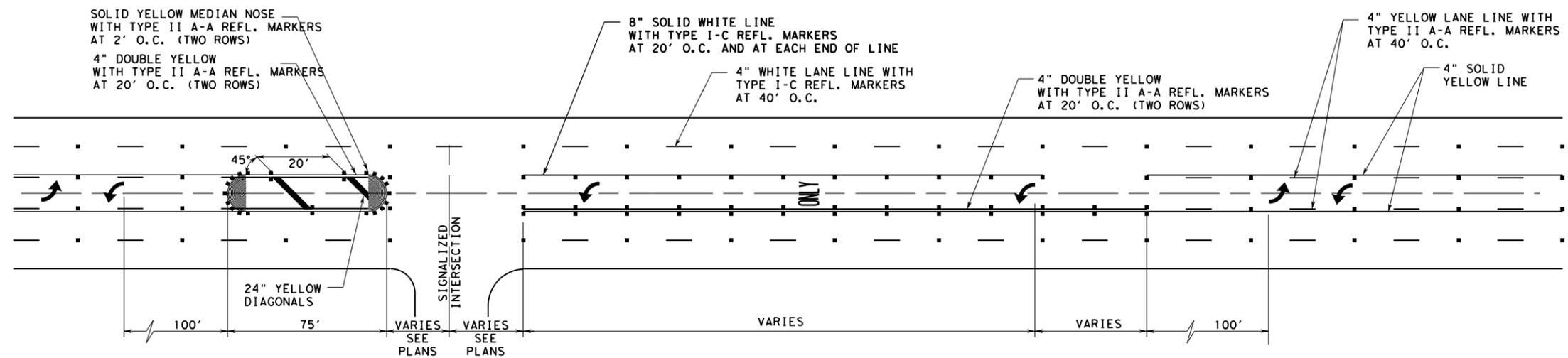


**TYPICAL MEDIAN LEFT TURN BAY**  
SIGNALIZED AND NON-SIGNALIZED CROSS STREETS  
AT BEGINNING AND END OF TWO-WAY CENTER LEFT-TURN LANE



**TYPICAL TWO-WAY LEFT-TURN LANE DETAILS**

SIGNALIZED TEE INTERSECTION

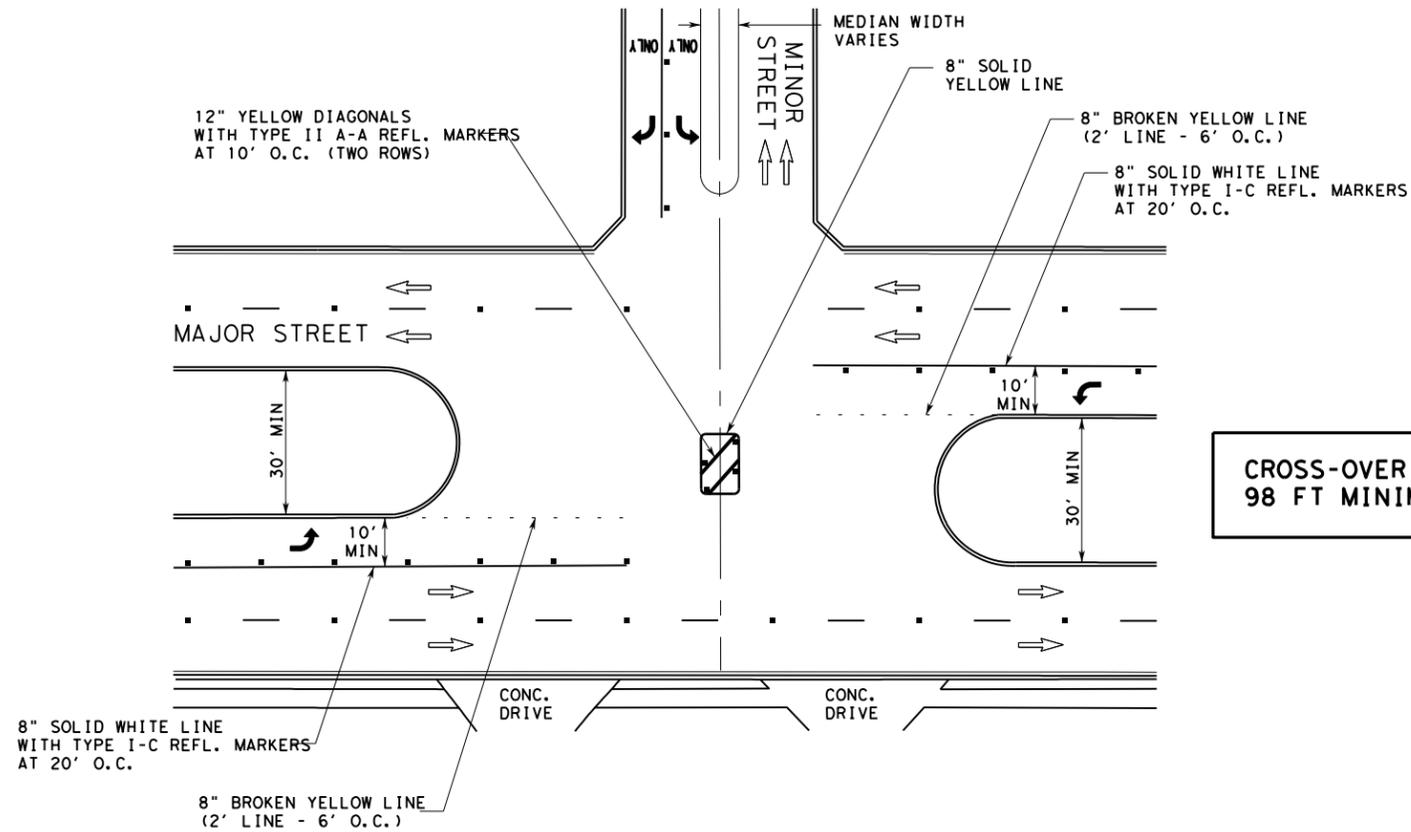


- NOTE:
1. REFLECTIVE RAISED PAVEMENT MARKERS SHOULD BE IN ACCORDANCE WITH STANDARD PAVEMENT MARKINGS WITH REFLECTIVE RAISED PAVEMENT MARKERS FOR POSITION GUIDANCE AND LEFT-TURN & RIGHT-TURN LANE STANDARD PAVEMENT MARKINGS WITH REFLECTIVE RAISED PAVEMENT MARKERS.
  2. SEE LEFT-TURN & RIGHT-TURN LANE DESIGN WORKSHEET FOR APPLICABLE INFORMATION.
  3. SEE LEFT-TURN "ONLY" AND ARROW SPACING WORKSHEET.

SEPTEMBER 2009  
CITY OF SAN ANTONIO  
DEPARTMENT OF PUBLIC WORKS  
TRAFFIC ENGINEERING STANDARDS  
**TWO-WAY LEFT-TURN  
LANE DETAILS 2**  
SHEET 13 OF 16

% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY: LAN	DSGN. BY: C.B.V.	CHKD. BY: M.E.
		SHEET NO.: 32 OF 74

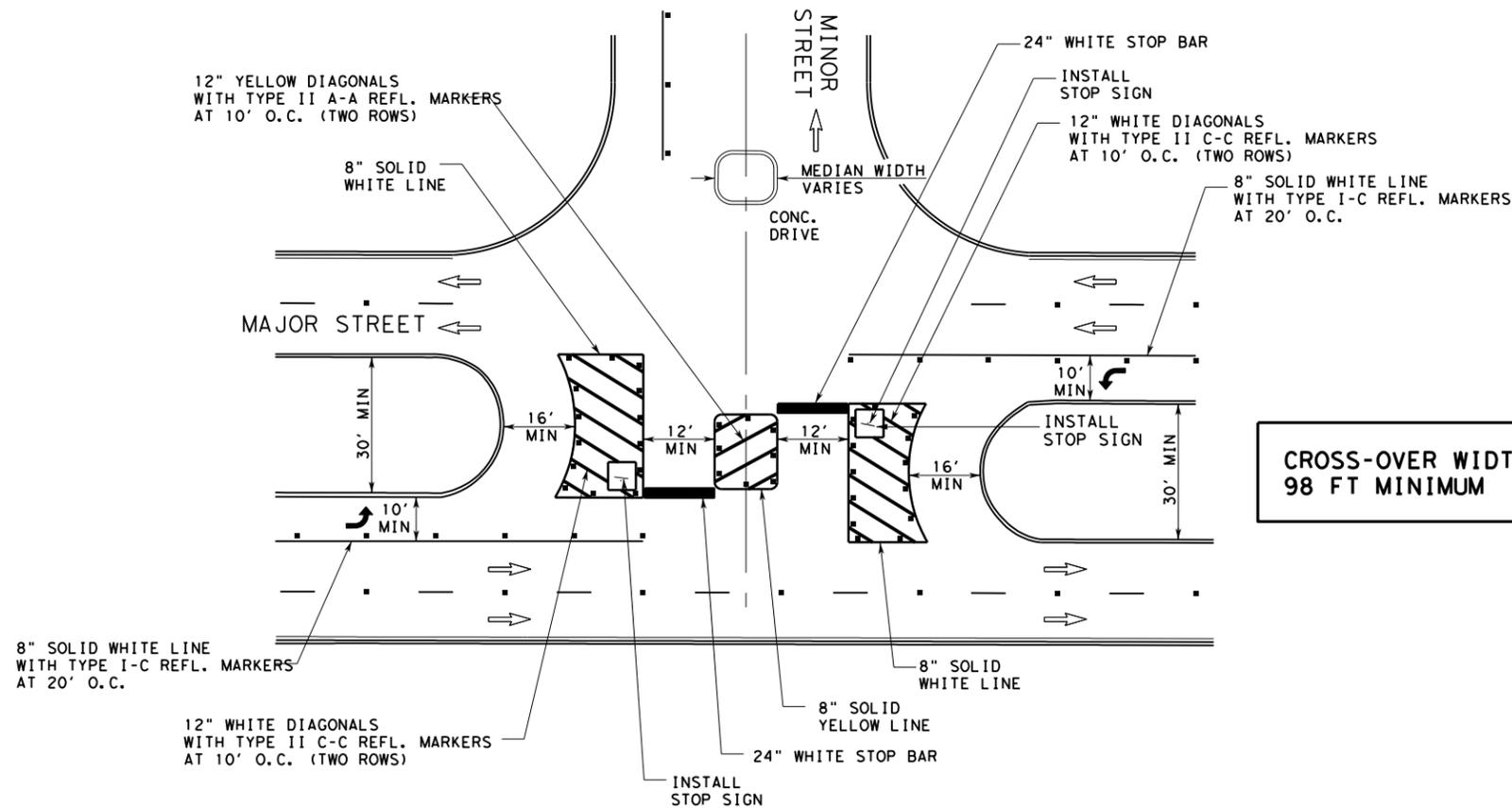
**CROSS-OVER MEDIAN OPENING WITHOUT  
TURN AROUND STRIPING "TEE" INTERSECTION**



**NOTE:**

1. REFER TO LEFT TURN "ONLY" AND ARROW SPACING WORKSHEET.
2. SEE MISC. CROSS-OVER DETAIL FOR APPLICABLE INFORMATION.
3. ALL MEDIANS SHALL BE FIELD MEASURED TO DETERMINE THE LOCATION OF NECESSARY STRIPING. STOP BARS AND CENTERLINES SHALL BE PLACED WHEN THE MEDIAN WIDTH IS GREATER THAN 30 FT.
4. THE MEDIAN WIDTH IS DEFINED AS THE AREA BETWEEN TWO ROADWAYS OF A DIVIDED HIGHWAY MEASURED FROM EDGE OF TRAVELED WAY TO EDGE OF TRAVELED WAY. THE MEDIAN EXCLUDES TURN LANES.
5. THE MEDIAN WIDTH MIGHT BE DIFFERENT BETWEEN INTERSECTIONS, INTERCHANGES AND OF OPPOSITE APPROACHES OF THE SAME INTERSECTION.
6. THE NARROW MEDIAN WIDTH WILL BE THE CONTROLLING WIDTH TO DETERMINE IF MARKINGS ARE REQUIRED.

**CROSS-OVER MEDIAN OPENING WITH  
TURN AROUND STRIPING "TEE" INTERSECTION**



SEPTEMBER 2009

CITY OF SAN ANTONIO

DEPARTMENT OF PUBLIC WORKS

TRAFFIC ENGINEERING STANDARDS

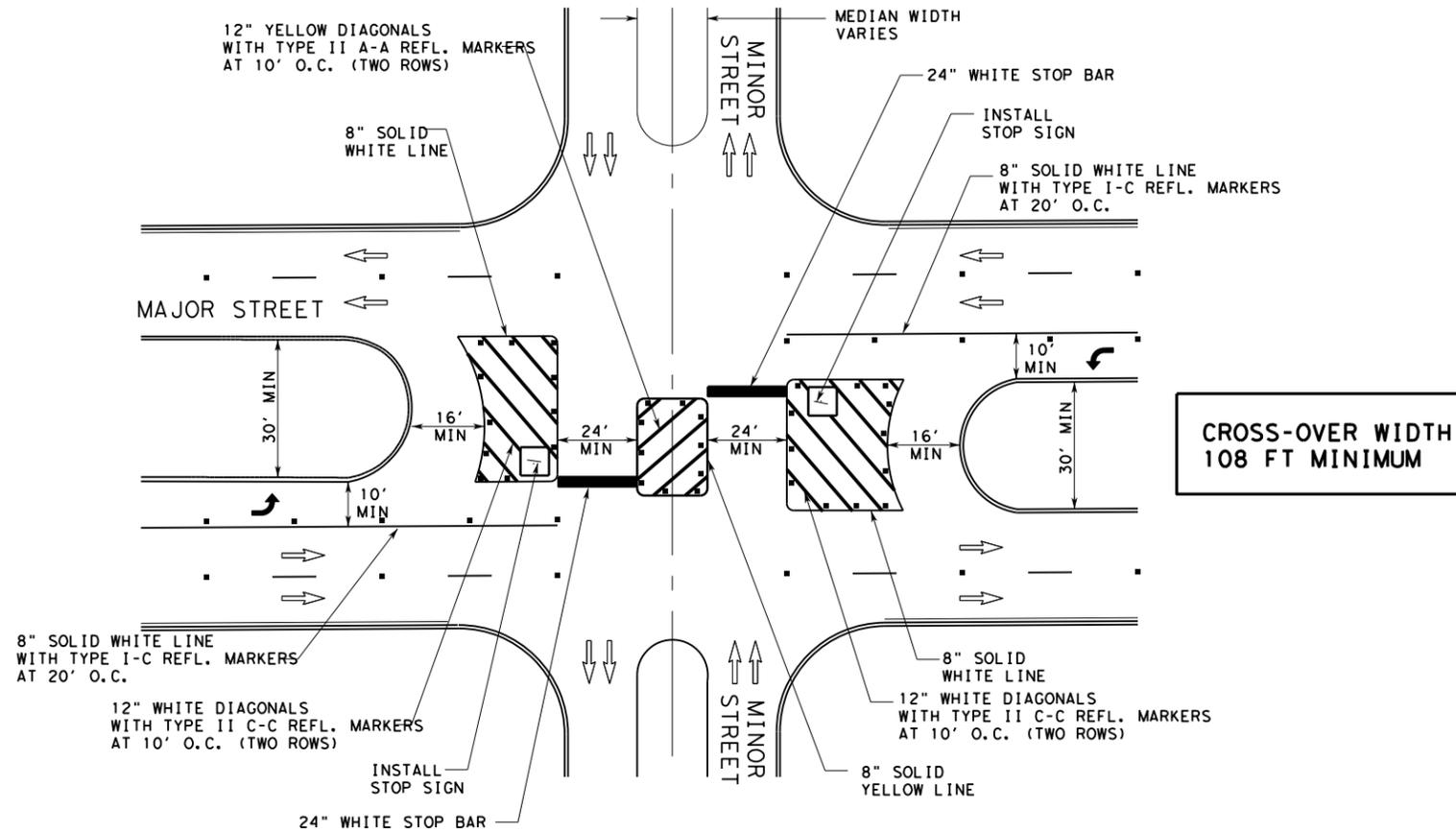
STANDARD CROSS-OVER

MEDIAN OPENING 1

SHEET 14 OF 16

% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY: LAN	DSGN. BY: C.B.V.	CHKD. BY: M.E.
		SHEET NO.: 33 OF 74

**CROSS-OVER MEDIAN OPENING WITH  
TURN AROUND STRIPING FOUR-WAY INTERSECTION**

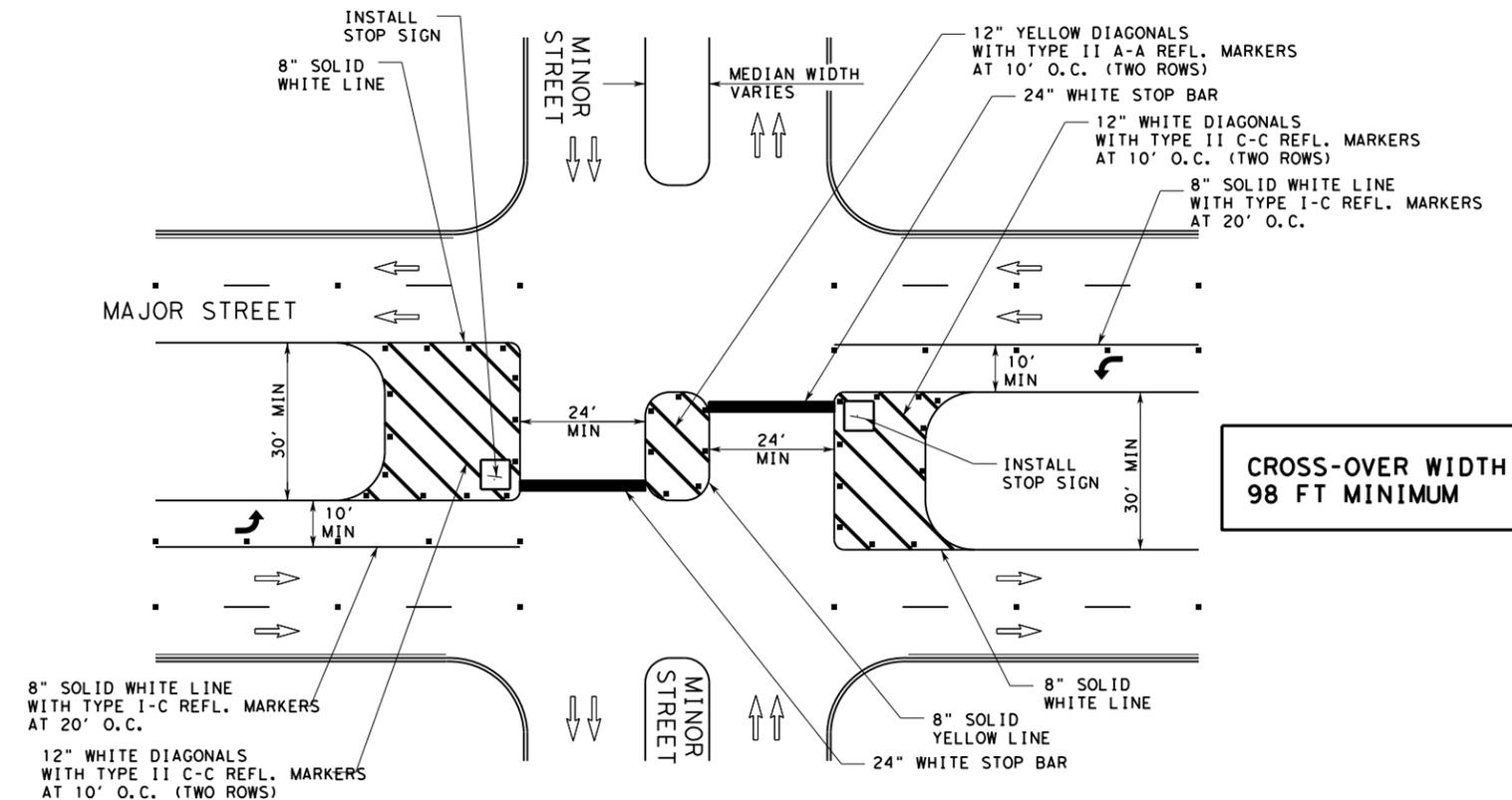


**NOTE:**

1. REFER TO LEFT TURN "ONLY" AND ARROW SPACING WORKSHEET.
2. SEE MISC. CROSS-OVER DETAIL FOR APPLICABLE INFORMATION.
3. ALL MEDIANS SHALL BE FIELD MEASURED TO DETERMINE THE LOCATION OF NECESSARY STRIPING. STOP BARS AND CENTERLINES SHALL BE PLACED WHEN THE MEDIAN WIDTH IS GREATER THAN 30 FT.
4. THE MEDIAN WIDTH IS DEFINED AS THE AREA BETWEEN TWO ROADWAYS OF A DIVIDED HIGHWAY MEASURED FROM EDGE OF TRAVELED WAY TO EDGE OF TRAVELED WAY. THE MEDIAN EXCLUDES TURN LANES.
5. THE MEDIAN WIDTH MIGHT BE DIFFERENT BETWEEN INTERSECTIONS, INTERCHANGES AND OF OPPOSITE APPROACHES OF THE SAME INTERSECTION.
6. THE NARROW MEDIAN WIDTH WILL BE THE CONTROLLING WIDTH TO DETERMINE IF MARKINGS ARE REQUIRED.

**CROSS-OVER WIDTH  
108 FT MINIMUM**

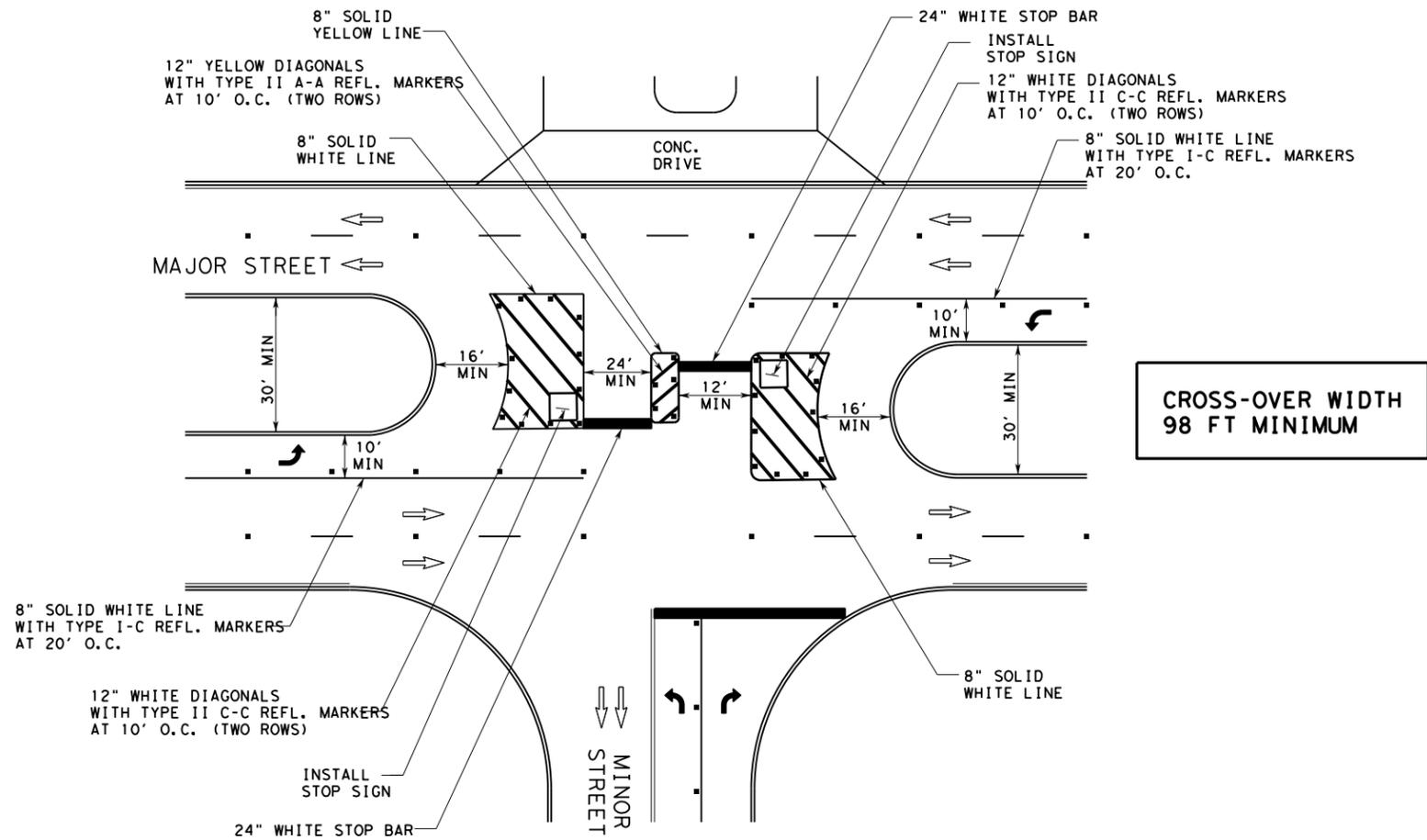
**CROSS-OVER MEDIAN OPENING WITHOUT  
TURN AROUND STRIPING FOUR-WAY INTERSECTION**



**CROSS-OVER WIDTH  
98 FT MINIMUM**

SEPTEMBER 2009			
CITY OF SAN ANTONIO			
DEPARTMENT OF PUBLIC WORKS			
TRAFFIC ENGINEERING STANDARDS			
<b>STANDARD CROSS-OVER</b>			
<b>MEDIAN OPENING 2</b>			
SHEET 15 OF 16			
% SUBMITTAL	PROJECT NO.:	DATE:	
DRWN. BY: LAN	DSGN. BY: C.B.V.	CHKD. BY: M.E.	SHEET NO.: 34 OF 74

**CROSS-OVER MEDIAN OPENING WITH  
TURN AROUND STRIPING "TEE" INTERSECTION**



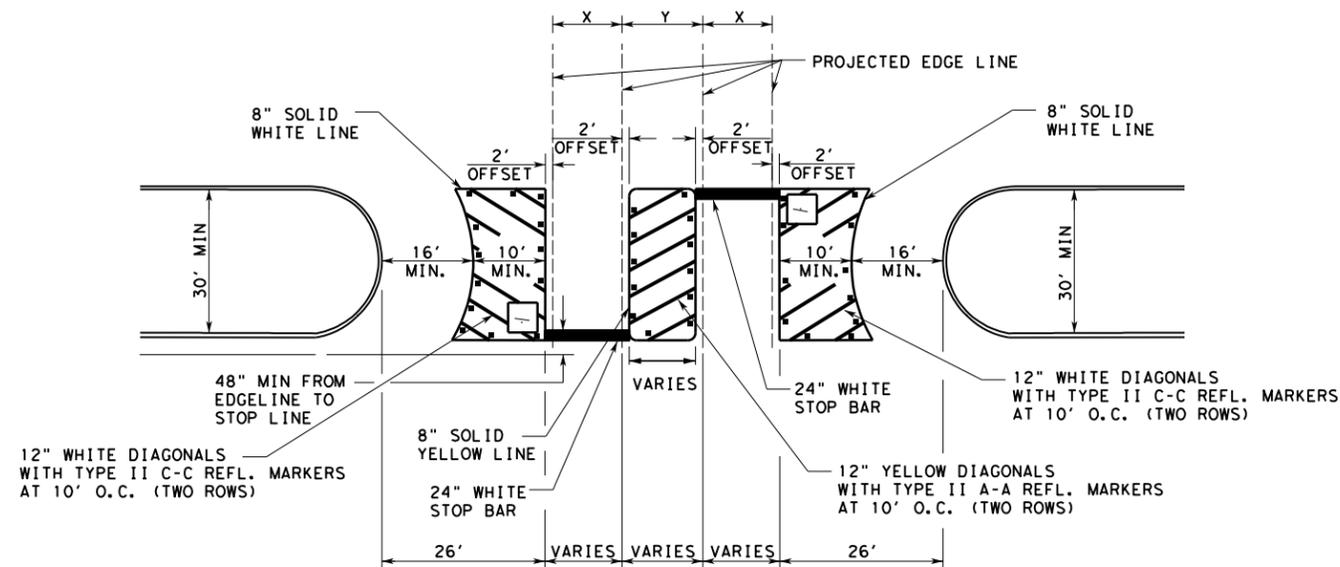
**NOTE:**

1. REFER TO LEFT TURN "ONLY" AND ARROW SPACING WORKSHEET.
2. SEE MISC. CROSS-OVER DETAIL FOR APPLICABLE INFORMATION.
3. ALL MEDIANS SHALL BE FIELD MEASURED TO DETERMINE THE LOCATION OF NECESSARY STRIPING. STOP BARS AND CENTERLINES SHALL BE PLACED WHEN THE MEDIAN WIDTH IS GREATER THAN 30 FT.
4. THE MEDIAN WIDTH IS DEFINED AS THE AREA BETWEEN TWO ROADWAYS OF A DIVIDED HIGHWAY MEASURED FROM EDGE OF TRAVELED WAY TO EDGE OF TRAVELED WAY. THE MEDIAN EXCLUDES TURN LANES.
5. THE MEDIAN WIDTH MIGHT BE DIFFERENT BETWEEN INTERSECTIONS, INTERCHANGES AND OF OPPOSITE APPROACHES OF THE SAME INTERSECTION.
6. THE NARROW MEDIAN WIDTH WILL BE THE CONTROLLING WIDTH TO DETERMINE IF MARKINGS ARE REQUIRED.

**MISCELLANEOUS CROSS-OVER DETAIL WITH  
TURN AROUND STRIPING**

**NOTE:**

1. X - ROADWAY WIDTH AND NUMBER OF LANES VARIES
2. Y - MEDIAN WIDTH VARIES



SEPTEMBER 2009

CITY OF SAN ANTONIO

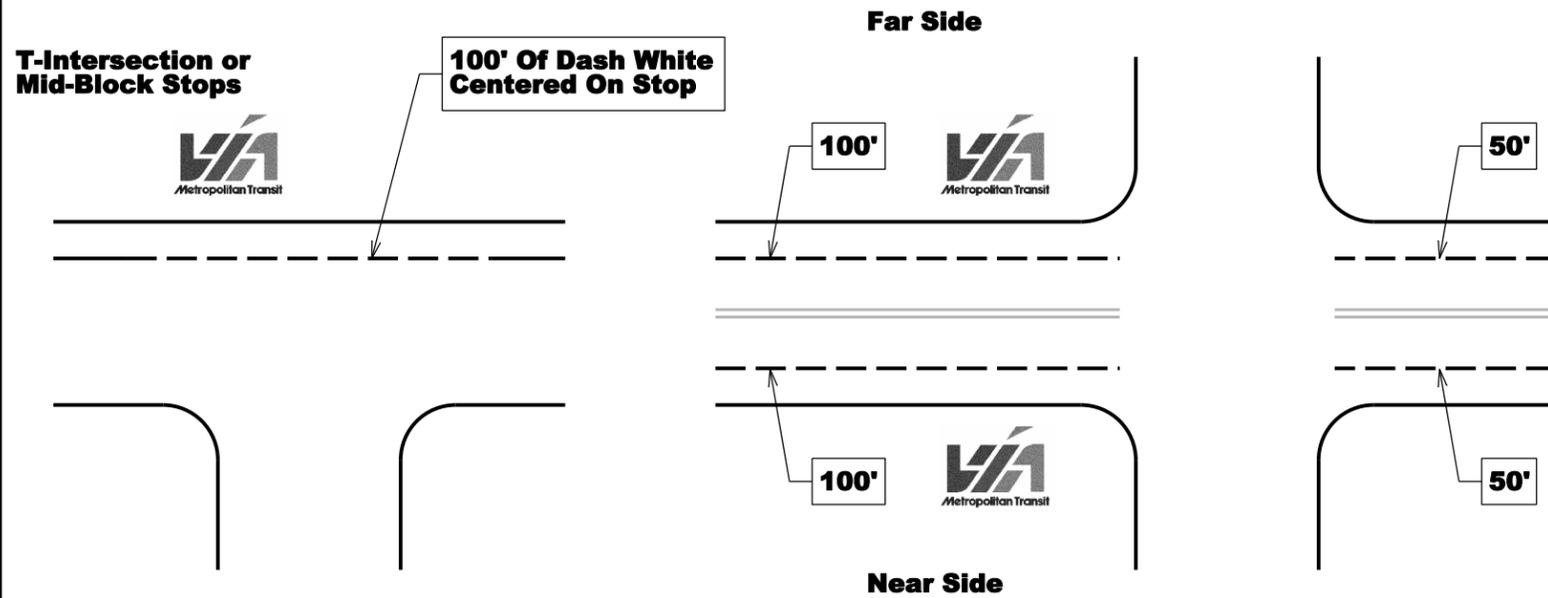
DEPARTMENT OF PUBLIC WORKS

TRAFFIC ENGINEERING STANDARDS  
**STANDARD CROSS-OVER  
MEDIAN OPENING 3**

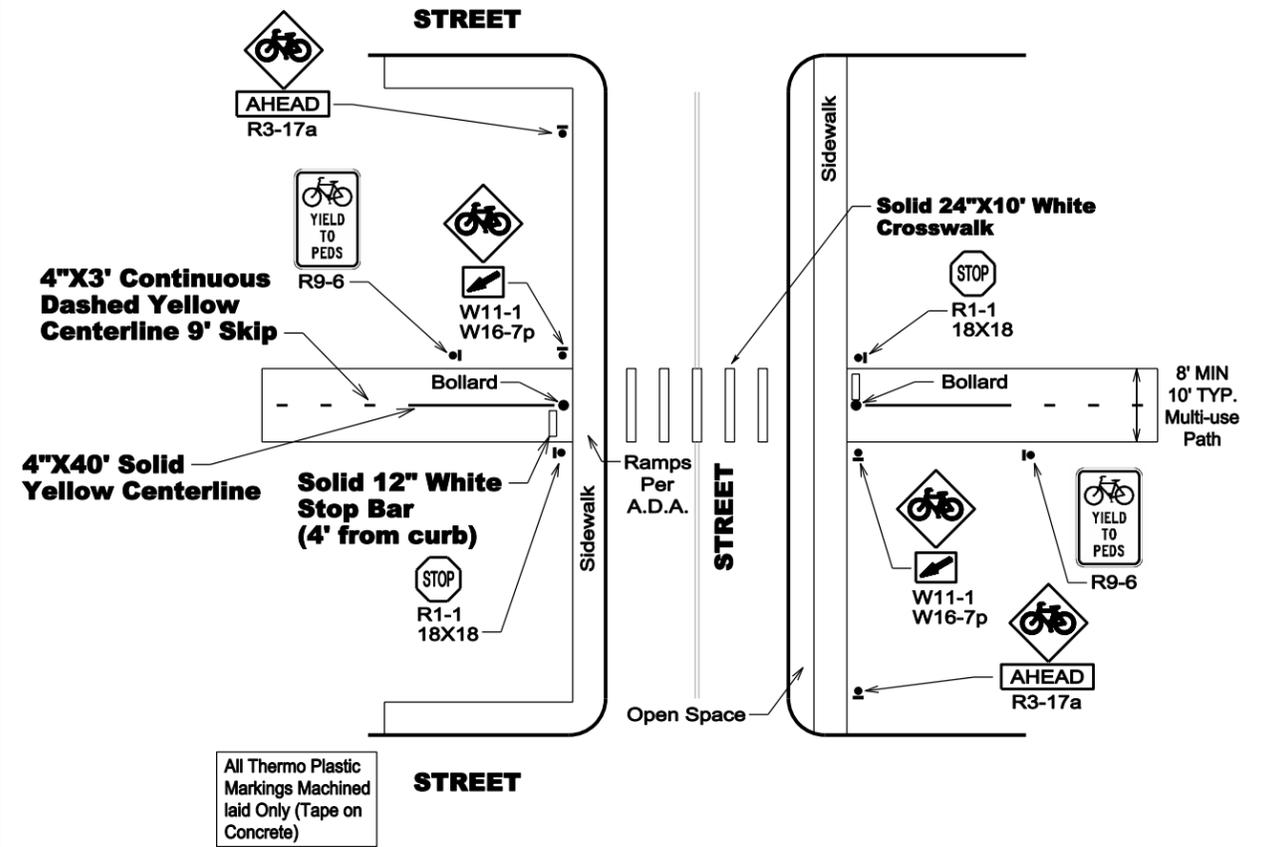
SHEET 16 OF 16

DRWN. BY: LAN	PROJECT NO.:	DATE:
DSGN. BY: C.B.V.	CHKD. BY: M.E.	SHEET NO.: 35 OF 74

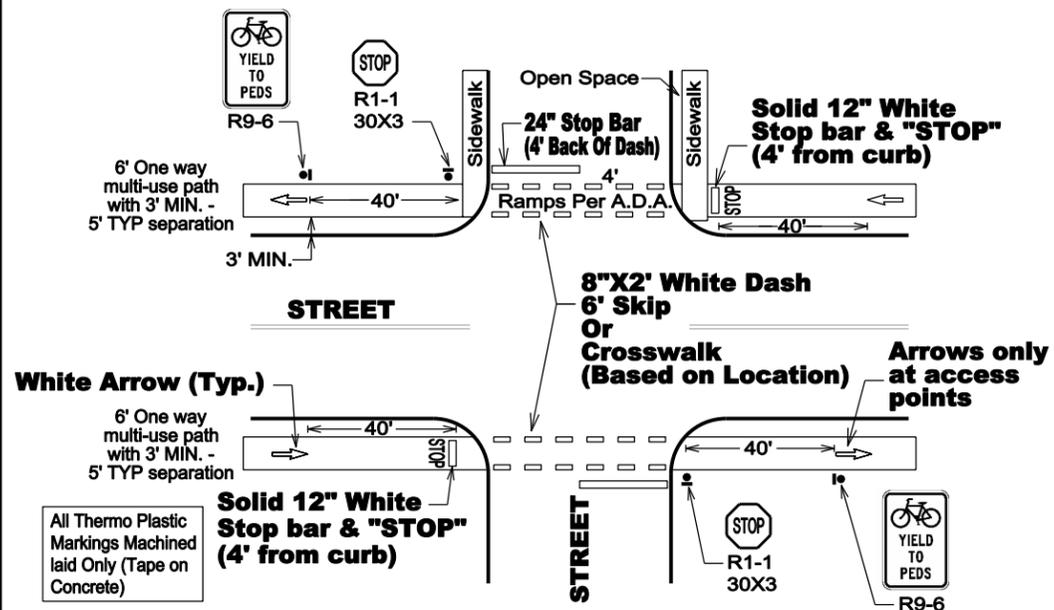
### Intersection Approach Standards With/Without VIA



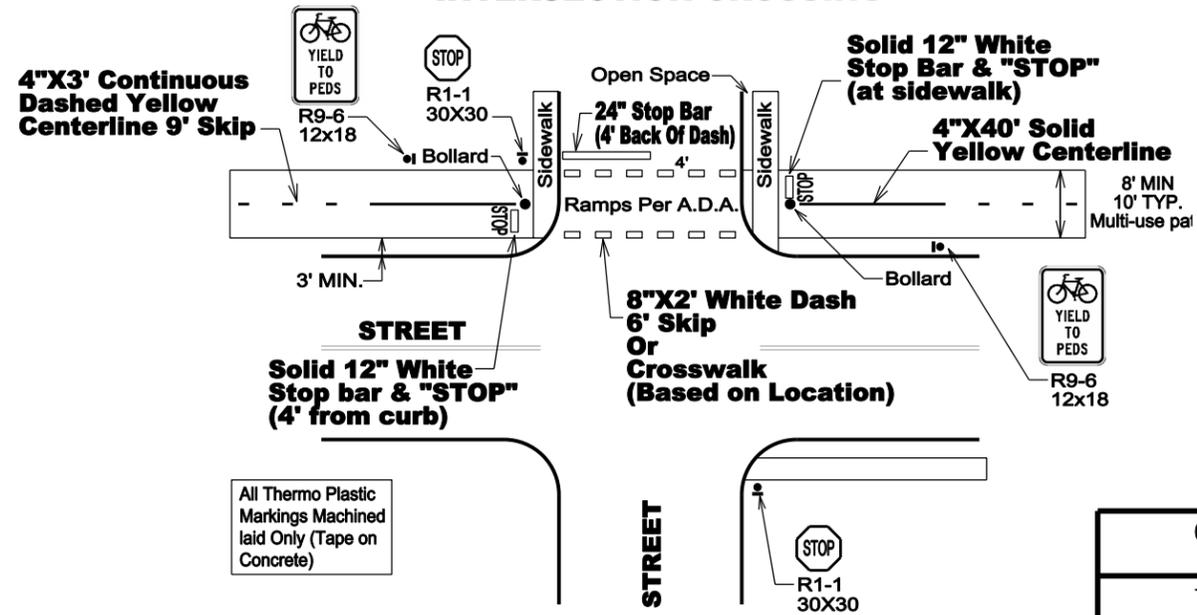
### TWO-WAY MULTI-USE PATH MID BLOCK CROSSING



### ONE-WAY MULTI-USE PATH AT INTERSECTION CROSSING



### TWO-WAY MULTI-USE PATH AT INTERSECTION CROSSING



FEBRUARY 2012

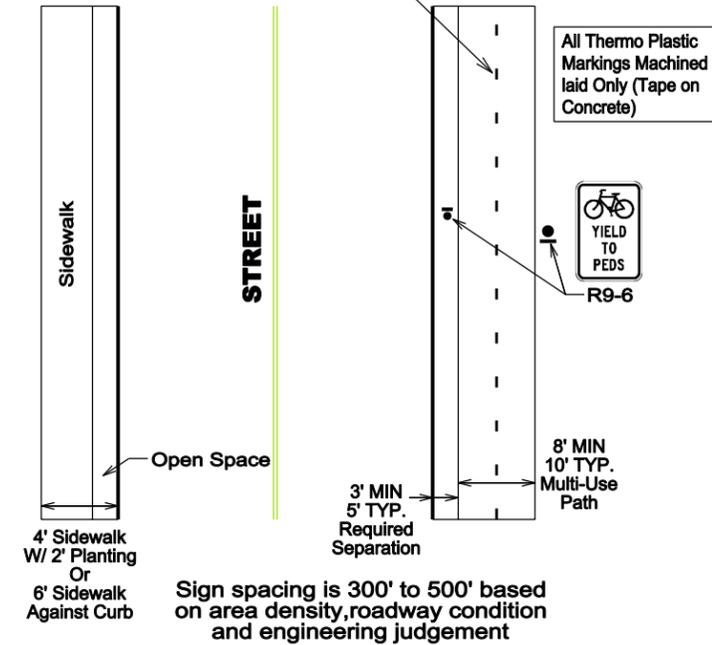
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DEPARTMENT OF PUBLIC WORKS

TRAFFIC ENGINEERING BICYCLE STANDARDS  
PAVEMENT MARKING  
PLACEMENT STANDARDS

% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY: B.C.	DSGN. BY: W.T.	CHKD. BY: J.S.W.T.
		SHEET NO.: OF

### TWO-WAY MULTI-USE PATH ON A COLLECTOR OR ARTERIAL

4"X3' Continuous Dashed Yellow Centerline 9' Skip

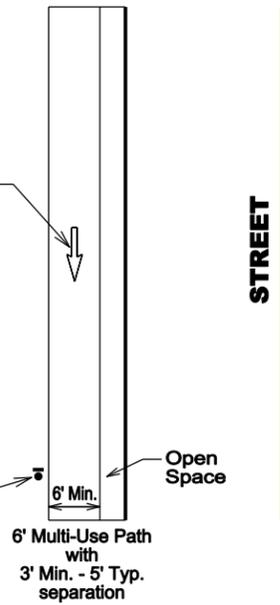


### ONE-WAY MULTI-USE PATH

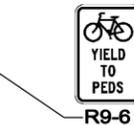
6' Solid White Arrow Only at Access Points



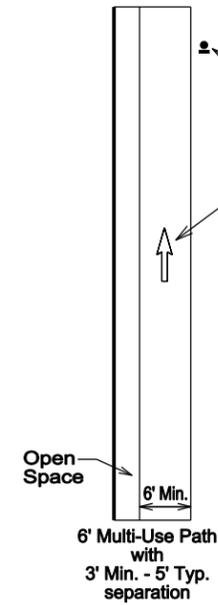
All Thermo Plastic Markings Machined laid Only (Tape on Concrete)



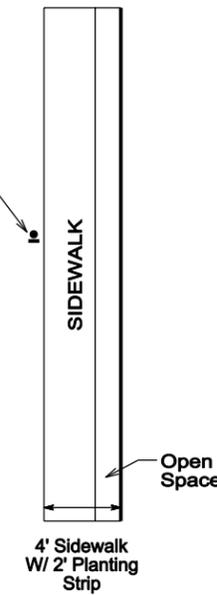
Sign spacing is 300' to 500' based on area density, roadway condition and engineering judgement



6' Solid White Arrow Only at Access Points



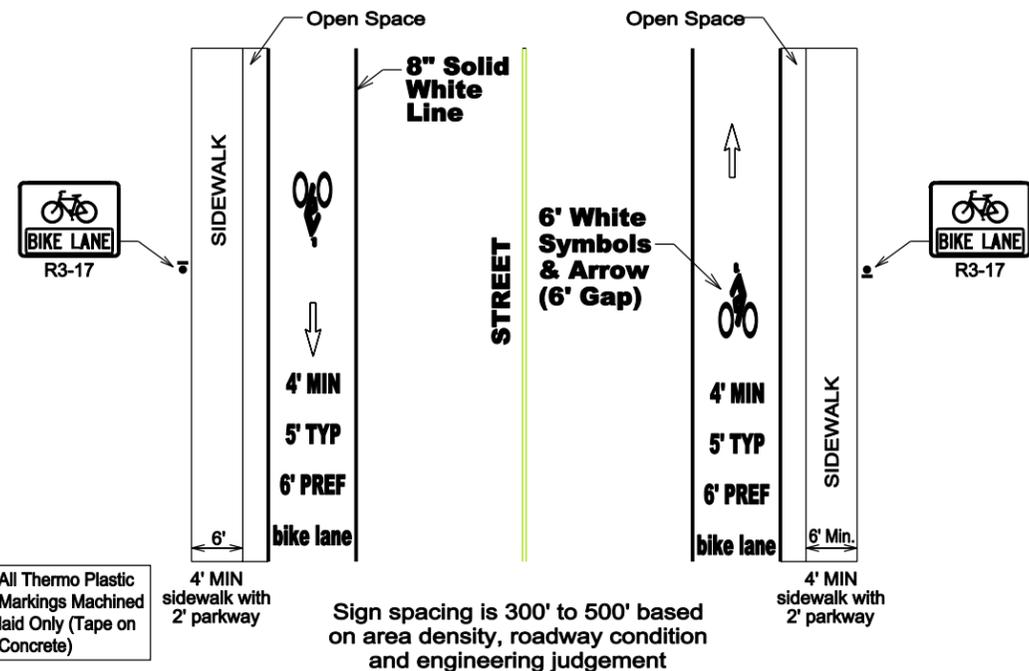
### BICYCLE ROUTE ON A COLLECTOR OR ARTERIAL



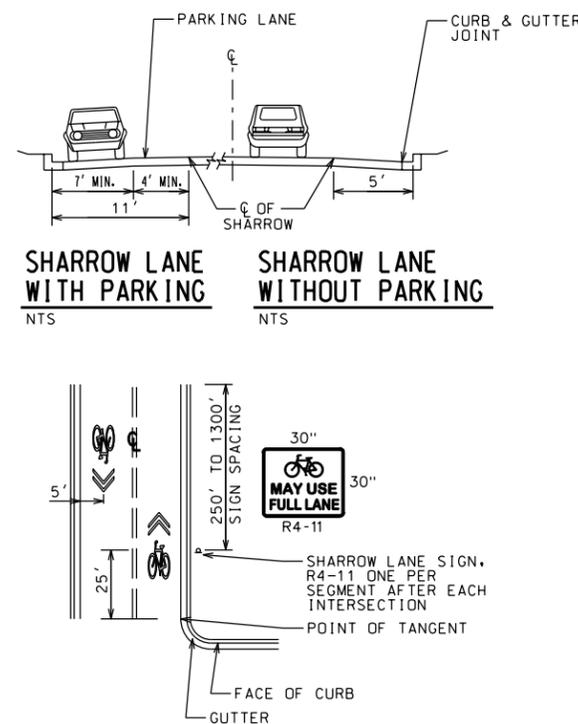
Sign spacing is 300' to 500' based on area density, roadway condition and engineering judgement



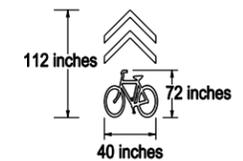
### ONE-WAY BICYCLE LANE



### TYPICAL SHARROW LAYOUT



### SHARROW DETAIL Figure 9C-9. Shared Lane Marking



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TRAFFIC ENGINEERING BICYCLE STANDARDS  
PAVEMENT MARKING  
PLACEMENT STANDARDS

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	SHEET NO.:	OF