



City of San Antonio
TRANSPORTATION AND CAPITAL IMPROVEMENTS

ADDENDUM No. 2

FORMAL INVITATION FOR BIDS (IFB)

PROJECT NAME: 2017-2018 Reconstruction/Reclamation Task Order Contract Package 12

TCI PROJECT NO.: 23-01474

DATE: August 23, 2016

This addendum is separated into sections for convenience; however, all contractors, subcontractors, material men, and other parties shall be responsible for reading the entire addendum. The failure to list an item or items in all affected sections of this addendum does not relieve any party affected from performing as per instructions, providing that the information is set forth one time any place in this addendum. These documents shall be attached to and become part of the Contract Documents for this project. The contractor shall be required to sign an acknowledgement of the receipt of this addendum and submit with their proposal package.

GENERAL:

1. The following changes and/or additions to the Contract Documents, via this addendum, shall apply to proposals made for and to the execution of the various parts of the work affected thereby.
2. Careful note of the Addendum shall be taken by all interested parties and all trades affected shall be fully advised in their performance of the work involved.

GENERAL COMMENTS (from Pre-Bid Meeting held on 8/17/16):

1. Project location for the 11 IMP projects (8 reclamation projects and 3 reconstruction projects) are listed in the project specification book and construction drawings of the 3 reconstruction projects will be included with this Addendum.
2. Contractor shall be aware of additional items for this contract which include but are not limited to tree removal, SUE potholes, fence/gate relocations, etc.
3. The estimate construction cost for the 11 IMP projects is 3 – 4 million dollars.
4. There is currently on-going water and sewer work at the project locations and it will be completed prior to the start of the street work.
5. The contract length is 540 calendar days however the 11 IMP projects will need to be completed within 180 calendar days. The first task order that will be issued for this contract will be the 11 IMP projects as listed in the specification book on page PD-1 and PD-2. The task order for these 11 IMP projects will have a duration of 180 calendar days. In the event the 11 IMP projects are not substantially completed in that time period liquidated damages will be assessed.
6. The Pre-Bid Sign In sheet, SBEDA Subcontracting Goal Waiver Request Booklet, Subcontracting Goal – Waiver Request Form, and the SBEDA PowerPoint presentation have all been posted to the “COSA Purchasing – Bidding and Contract Opportunities” website.
7. The Contractor will be required to have a minimum of two construction crews working on 2 of the 11 separate IMP projects at any given time until all 11 of the listed IMP projects have been completed.
8. The Davis Ct project will include sidewalks, driveways, and curb replacement as needed. Other IMP projects will include street work at a minimum and curbs, driveways, and sidewalks will be added if funds allow.
9. All reclamation work at intersections will include the replacement of sidewalks and curb ramps.
10. Contractor shall take notice of General Note 42 in the “City of San Antonio General Notes” section and assure compliance with the requested requirements.
11. The CPS - Large Commercial Services & Developments Electrical Gas Service Package has been included with this Addendum. This item will be used for new traffic signal services and the contractor will be required to obtain a permit through development services and CPS to get a new traffic signal service installed.

SPECIFICATION REVISIONS OR ADDITIONAL

1. "Project Description" Form
- PD-2 project number 10 has been revised to read "Olney – Pansy to Ginger".
2. Cast in place detectable warning surface tiles will be required per specification section 556.
3. For item 500 "Concrete Curb" in locations where the existing curb is square shaped the contractor will be expected to provide matching shaped curb.
4. Added the following specifications to the contract:

STANDARD SPECIFICATIONS

<u>ITEM</u>	<u>DESCRIPTION</u>
102	OBLITERATING ABANDONED STREET
308	DRILLED SHAFTS AND UNDER-REAMED FOUNDATIONS
618	CONDUIT
624	GROUND BOXES
628	ELECTRICAL SERVICES
682	VEHICLE AND PEDESTRIAN SIGNAL HEADS
684	TRAFFIC SIGNAL CABLES
686	TRAFFIC SIGNAL POLE ASSEMBLIES (STEEL)
687	PEDESTAL POLE ASSEMBLIES
688	PEDESTRIAN DETECTORS AND VEHICLE LOOP DETECTORS
694	VIDEO IMAGING DETECTION SYSTEM

SPECIAL PROVISION

<u>ITEM</u>	<u>DESCRIPTION</u>
804	NEW TREE & SHRUB PLANTING AND MAINTENANCE

PLANS

1. Plan set for Olney Dr. from Pansy Ln. to Ginger Ln. has been included with this Addendum.
2. Plan set for Pansy Ln. from Byrnes. to Dead End has been included with this Addendum.
3. Plan set for W. Lynwood from Capitol to Blanco has been included with this Addendum.

UNIT PRICE FORM CHANGES

1. Added the following line items and quantities:
102.1 - OBLITERATING ABANDONED STREET – 7,000 SY
308.1 - DRILLED SHAFTS (36") – 48 LF
208.1 - SALVAGING, HAULING & STOCKPILING RECLAIMABLE ASPHALTIC PAVEMENT (8" DEPTH) - 31,000 SY
503.1 - PORTLAND CEMENT CONCRETE DRIVEWAYS - RESIDENTIAL - 2500 SY
618.1 - CONDUIT (2 INCH PVC SCHEDULE 40 TRENCHED) – 500 LF
624.8 - GROUND BOX TYPE D (162922) W/ APRON – 8 EA
628.1 - ELECTRICAL SERVICES (PER INSTALLATION) 4 - EA
628.2 - REMOVE ELECTRICAL SERVICES (PER REMOVAL) 4 - EA
682.1 - INSTALL VEHICLE SIGNAL HEAD (3 SECTION) 16 - EA
682.2 - INSTALL VEHICLE SIGNAL HEAD (4 SECTION) 4 - EA
684 - TRAFFIC SIGNAL CABLES - 1,400 LF
686.1 - INSTALL TRAFFIC SIGNAL POLE ASSEMBLIES (48' NO LUM) 4 EA
687.1 - PEDESTAL POLE ASSEMBLY – 4 EA
688.2 - PEDESTRIAN DETECTORS [2" PUSH BUTTON] – 4 EA
694.1 - VIVDS PROCESSOR UNIT – 4 EA
694.2 - VIVDS CAMERA ASSEMBLY – 4 EA
804 - NEW TREE & SHRUB PLANTING & MAINTENANCE (3" CALIPER) - 10 EA



QUESTIONS FROM PROSPECTIVE BIDDERS:

1. Will the COSA be paying for the construction materials testing or will the Contractor?

Response: The construction material testing will be paid for by the contractor as per the "General Conditions for City of San Antonio Construction Contracts".

2. Will concrete curb be reconstructed on reclamation projects?

Response: It will be reconstructed as directed by the Engineer.

END OF ADDENDUM No. 2



City of San Antonio
TRANSPORTATION AND CAPITAL IMPROVEMENTS

RECEIPT OF ADDENDUM NUMBER(S) 2 IS HEREBY ACKNOWLEDGED FOR PLANS AND
SPECIFICATIONS FOR CONSTRUCTION OF THE 2017-2018 Reconstruction/Reclamation Task Order
Contract Package 12

FOR WHICH BIDS WILL BE OPENED ON August 30, 2016 at 2:00pm

THIS ACKNOWLEDGEMENT MUST BE SIGNED AND RETURNED WITH THE BID
PACKAGE.

Company Name: _____

Address: _____

City/State/Zip Code: _____

Date: _____

Signature

Print Name/Title

CITY OF SAN ANTONIO

025 UNIT PRICING FORM

PROJECT NAME: FY 2017 - 2018 RECONSTRUCTION/RECLAMATION

TASK ORDER PACKAGE 12

PROJECT NO. 23-01474

ALT. NO.	ITEM NO.	DESC. CODE	S.P. NO	BID ITEM DESCRIPTION	UNIT OF MEASURE	APPROX. QUANTITIES	UNIT BID PRICE	AMOUNT	ITEM SEQUENCE NO.
				The City only will accept bid pricing to the hundredths. Any pricing extended out to three decimal points will be truncated to two decimal points in the City's favor.					
CITY OF SAN ANTONIO BID ITEMS									
	102.1			OBLITERATING ABANDONED STREET	SY	7,000			
	103.1			REMOVE CONCRETE CURB	LF	38,430			
	103.3			REMOVE CONCRETE SIDEWALKS & DRIVEWAYS	SF	84,150			
	103.4			REMOVE MISCELLANEOUS CONCRETE	SF	1,500			
	104.1			STREET EXCAVATION	CY	9,500			
	107.1			EMBANKMENT (FINAL) (DENS CONT) (TY B)	CY	460			
	108.1			LIME TREATED SUBGRADE (6-INCH COMPACTED DEPTH)	SY	4,040			
	108.2			LIME SLURRY (25 LBS/SY)	TON	57			
	200.1			FLEXIBLE BASE (6" COMPACTED DEPTH)	SY	15,000			
	200.1			FLEXIBLE BASE (8" COMPACTED DEPTH)	SY	6,000			
	202			PRIME COAT	GAL	4,200			
	203.1			TACK COAT	GAL	6,200			
	205.2			HOT MIX ASPHALTIC PAVEMENT, TYPE B (6" COMP. DEPTH) (Max 20% RAP, Max 5% RAS, PG 64-22)	SY	34,600			
	205.4			HOT MIX ASPHALTIC PAVEMENT, TYPE D (2" COMP. DEPTH) (Max 20% RAP, No RAS, PG-64-22)	SY	31,000			
	205.4A			HOT MIX ASPHALTIC PAVEMENT, TYPE D (2" COMP. DEPTH)(No RAP, No RAS, PG-64-22)	SY	31,000			
	208.1			SALVAGING, HAULING & STOCKPILING RECLAIMABLE ASPHALTIC PAVEMENT(2" DEPTH)	SY	31,000			
	208.2			SALVAGING, HAULING & STOCKPILING RECLAIMABLE ASPHALTIC PAVEMENT(8" DEPTH)	SY	31,000			
	209			CONCRETE PAVEMENT	SY	2,630			
	230.3			REPLACING BASE & PAVEMENT WITH TYPE B PVMT (6 INCH COMPACTED DEPTH)	SY	5,000			
	234			BASE REINFORCEMENT (TRIAx TX-5)	SY	13,000			
	236.1			EMULSION (CSS-1H)	GAL	75,580			

CITY OF SAN ANTONIO

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025 UNIT PRICING FORM

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TASK ORDER PACKAGE 12

PROJECT NO. 23-01474

ALT. NO.	ITEM NO.	DESC. CODE	S.P. NO	BID ITEM DESCRIPTION	UNIT OF MEASURE	APPROX. QUANTITIES	UNIT BID PRICE	AMOUNT	ITEM SEQUENCE NO.
	236.2			EMULSION TREATMENT (EXISTING BASE) (6-INCH COMPACTED DEPTH)	SY	34,600			
	237.1			POTHOLE REPAIR	SY	1,000			
	307.1			CONCRETE STRUCTURES - DRIVEWAY RETAINING WALLS	CY	10			
	308.1			DRILLED SHAFTS (36")	LF	48			
	413.1			FLOWABLE FILL (LOW STRENGTH)	CY	530			
	500.1			CONCRETE FLUSH CURBING	LF	110			
	500.1			CONCRETE CURB	LF	38,890			
	502.1			CONCRETE SIDEWALKS	SY	10,000			
	503.1			PORTLAND CEMENT CONCRETE DRIVEWAYS - RESIDENTIAL	SY	2,500			
	503.2			PORTLAND CEMENT CONCRETE DRIVEWAYS - COMMERCIAL	SY	530			
	503.4			ASHPALTIC CONCRETE DRIVEWAY	SY	530			
	503.5			GRAVEL DRIVEWAY	SY	530			
	505.1			CONCRETE RIPRAP (5" THICK)	SY	530			
	506.1			CONCRETE RETAINING WALLS-COMB. TYPE	CY	500			
	507.1			CHAINK LINK WIRE FENCE - 4 FT HIGH	LF	1,050			
	507.2			CHAINK LINK WIRE FENCE - 6 FT HIGH	LF	1,050			
	507.4			GATES - PEDESTRIAN	EA	110			
	507.5			GATES - VEHICULAR	OPENING	110			
	507.6			WROUGHT IRON FENCE	LF	500			
	507.7			WROUGHT IRON GATE (VEHICULAR)	OPENING	20			
	507.8			WROUGHT IRON GATE (PEDESTRIAN)	OPENING	20			
	508.1			RELOCATE WIRE FENCE	LF	1,580			
	508.2			RELOCATE WROUGHT IRON FENCE	LF	1,580			
	509.1			METAL BEAM GUARD RAIL	LF	50			
	512.1			ADJUSTING EXISTING MANHOLES	EA	20			
	512.2			RECONSTRUCTING EXISTING MANHOLES	EA	20			
	512.3			VALVE BOX ADJUSTMENTS	EA	50			
	513.1			REMOVING AND RELOCATING MAIL BOXES	EA	50			
	513.1A			DECORATIVE MAILBOX (GIBRALTAR, #PED0000B)	EA	50			
	513.1B			REMOVE AND RELOCATE ROCK MASONRY MAILBOX	EA	50			
	513.2			COMMUNITY MAIL BOX SLAB	SY	50			
	515.1			TOPSOIL	CY	2,000			

CITY OF SAN ANTONIO

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	516.1			ST. AUGUSTIN SODDING	SY	8,160			
	516.2			BERMUDA SODDING	SY	8,160			
	520.1			HYDROMULCHING (RESIDENTIAL OR COMMERCIAL)	SY	530			
	522.1			SIDEWALK PIPE RAILING (GALVANIZED)	LF	110			
	523.1			ADJUSTING CHAIN LINK VEHICULAR GATES	OPENING	55			
	523.2			ADJUSTING CHAIN LINK VEHICULAR GATES - MOTORIZED	OPENING	10			
	523.3			ADJUSTING CHAIN LINK VEHICULAR GATES - ROLLING	OPENING	10			
	523.4			ADJUSTING CHAIN LINK PEDESTRIAN GATES	EA	25			
	523.5			ADJUSTING WROUGHT IRON VEHICULAR GATES	OPENING	55			
	523.6			ADJUSTING WROUGHT IRON VEHICULAR GATES - MOTORIZED	OPENING	10			
	523.7			ADJUSTING WROUGHT IRON VEHICULAR GATES - ROLLING	OPENING	10			
	523.8			ADJUSTING WROUGH IRON PEDESTRIAN GATES	EA	25			
	524			CONCRETE STEPS	CY	20			
	531.3			R1-1 STOP* (30")	EA	30			
	531.5			R1-14 ALL WAY plate* (18" x 6")	EA	30			
	531.57			9 INCH STREET NAME, BLOCK NUMBERS* (Varies x 9")	EA	30			
	531.59			W 17-3 SPECIAL SIGN (HUMP AHEAD SYMBOL SIGN)	EA	20			
	531.59			W 17-3 SPECIAL SIGN (HUMP SYMBOL SIGN)	EA	20			
	535.1			4 INCH WIDE YELLOW LINE	LF	530			
	535.2			4 INCH WIDE WHITE LINE	LF	530			
	535.3			8 INCH SOLID YELLOW LINE	LF	530			
	535.4			8 INCH SOLID WHITE LINE	LF	530			
	535.5			12 INCH WIDE WHITE LINE	LF	530			
	535.7			24 INCH WIDE WHITE LINE	LF	530			
	535.7B			24 INCH WIDE YELLOW LINE	LF	530			
	535.8			RIGHT WHITE ARROW	EA	50			
	535.9			LEFT WHITE ARROW	EA	50			
	535.1			COMBINATION THRU/RIGHT WHITE ARROW	EA	50			
	535.11			COMBINATION THRU/LEFT WHITE ARROW	EA	50			
	535.12			WORD "ONLY"	EA	50			
	535.13			STRAIGHT WHITE ARROW	EA	50			
	537.1			TRAFFIC BUTTON (TYPE W)	EA	50			
	537.2			TRAFFIC BUTTON (TYPE Y)	EA	50			

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	537.6			PAVEMENT MARKER (TYPE I-C)	EA	50			
	537.8			PAVEMENT MARKER (TYPE II A-A)	EA	50			
	537.9			PAVEMENT MARKER (TYPE II C-R)	EA	50			
	540.1			ROCK FILTER DAMS (INSTALL/REMOVE) TYPE 2	LF	530			
	540.1			ROCK FILTER DAMS (SACK GABIONS)(INSTALL/REMOVE) TYPE 4	LF	530			
	540.1			CURB INLET GRAVEL FILTERS	LF	530			
	540.8			SANDBAGS FOR EROSION CONTROL (6 INCH HIGH)	LF	100			
	540.9			TEMPORARY SEDIMENT CONTROL FENCE (SILT FENCE)	LF	830			
	618.1			CONDUIT (2 INCH PVC SCHEDULE 40 TRENCHED)	LF	500			
	624.8			GROUND BOX TYPE D (162922) W/ APRON	EA	8			
	628.1			ELECTRICAL SERVICES (PER INSTALLATION)	EA	4			
	628.2			REMOVE ELECTRICAL SERVICES (PER REMOVAL)	EA	4			
	682.1			INSTALL VEHICLE SIGNAL HEAD (3 SECTION)	EA	16			
	682.2			INSTALL VEHICLE SIGNAL HEAD (4 SECTION)	EA	4			
	684			TRAFFIC SIGNAL CABLES	LF	1,400			
	686.1			INSTALL TRAFFIC SIGNAL POLE ASSEMBLIES (48' NO LUM)	EA	4			
	687.1			PEDESTAL POLE ASSEMBLY	EA	4			
	688.2			PEDESTRIAN DETECTORS [2" PUSHBUTTON]	EA	4			
	694.1			VIVDS PROCESSOR UNIT	EA	4			
	694.2			VIVDS CAMERA ASSEMBLY	EA	4			
	798			ASPHALT CONCRETE SPEED HUMP	EA	50			
	801.2			LEVEL IIA PROTECTIVE FENCING TREE TRUNK PROTECTION	LF	200			
	801.3			LEVEL IIB PROTECTIVE FENCING TREE TRUNK PROTECTION	LF	1,050			
	802.1			LEVEL II PRUNING	EA	260			
	804			NEW TREE & SHRUB PLANTING & MAINTENANCE (3" CALIPER)	EA	10			
	SUP 1			REMOVE AND RELOCATE SIGN	EA	50			
	SUP 3			SIDEWALK DRAIN BOX (1/2 INCH THICK)	EA	30			
	SUP 4			REMOVAL & HAUL OFF OF EXISTING ROCK/MASONRY MAILBOX	EA	50			
	SUP 5A			TREE REMOVAL (6"-9.9" DIAMETER)	EA	30			
	SUP 5B			TREE REMOVAL (10"-13.9" DIAMETER)	EA	30			
	SUP 5C			TREE REMOVAL (14"-17.9" DIAMETER)	EA	30			
	SUP 5D			TREE REMOVAL (18"-21.9" DIAMETER)	EA	30			
	SUP 5E			TREE REMOVAL (22"-25.9" DIAMETER)	EA	30			

CITY OF SAN ANTONIO

025 UNIT PRICING FORM

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TASK ORDER PACKAGE 12

PROJECT NO. 23-01474

ALT. NO.	ITEM NO.	DESC. CODE	S.P. NO	BID ITEM DESCRIPTION	UNIT OF MEASURE	APPROX. QUANTITIES	UNIT BID PRICE	AMOUNT	ITEM SEQUENCE NO.
SAN ANTONIO WATER SYSTEM BID ITEMS									
	826			SAWS VALVE BOX ADJUSTEMENT	EA	125			
	826A			SAWS VALVE BOX LOCATE & ADJUSTMENT	EA	10			
	833			SAWS EXISTING METER AND METER BOX RELOCATION	EA	10			
	833A			SAWS ADJUSTING EXISTING METER BOX	EA	150			
	851			SAWS ADJUSTING EXISTING MANHOLE	EA	175			
	851A			SAWS LOCATING & ADJUSTING EXISTING MANHOLE	EA	10			
	854A			SAWS ADJUST EXISTING SEWER CLEANOUT	EA	10			
							SubTotal Bid Amount:		
							Total Bid Amount:		

_____ certifies that the unit prices shown on this complete computer print-out for all of the bid items and the alternates contained in this proposal are the unit prices intended and that its bid will be tabulated using these unit prices and no other information from this print-out.

_____ Acknowledged and agrees that the total bid amount shown will be read as its total bid and further agrees that the official total bid amount will be determined by multiplying the unit bid prices shown in this print-out by the respective estimated quantities shown in the proposal and then totaling all of the extended amounts. _____ agrees to the terms, conditions, and requirements of the bidder's bid proposal.

Signed: _____ Date: _____

Title: _____

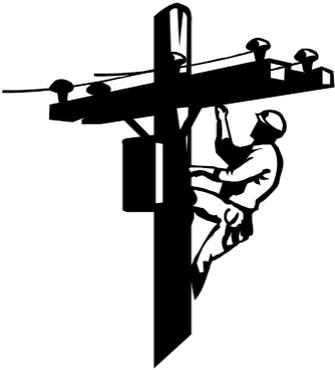
ADDENDUM 2

STANDARD SPECIFICATIONS

<u>ITEM</u>	-	<u>DESCRIPTION</u>
102		OBLITERATING ABANDONED STREET
308		DRILLED SHAFTS AND UNDER-REAMED FOUNDATIONS
618		CONDUIT
624		GROUND BOXES
628		ELECTRICAL SERVICES
682		VEHICLE AND PEDESTRIAN SIGNAL HEADS
684		TRAFFIC SIGNAL CABLES
686		TRAFFIC SIGNAL POLE ASSEMBLES (STEEL)
687		PEDESTAL POLE ASSEMBLIES
688		PEDESTRIAN DETECTORS AND VEHICLE LOOP DETECTORS
694		VIDEO IMAGING DETECTION SYSTEM

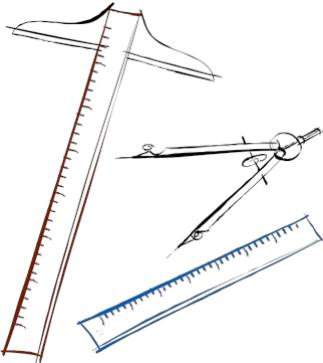
SPECIAL PROVISION

<u>ITEM</u>	-	<u>DESCRIPTION</u>
804		NEW TREE & SHRUB PLANTING AND MAINTENANCE



Large Commercial Services & Developments

Electric and Gas Service Package





Contents:

- **The 15-Week Large Commercial Electric Service Process**
- **Documents Required for Electrical Service**
- **Large Commercial Electric and Gas Service Application**
- **Electric and Gas Equipment and Load Templates**
- **Specification Drawings for:**
 - **Utility Site Requirements (Example)**
 - **3-Phase Ductbank (Riser To Pad)**
 - **3-Phase Transformer Pad**
 - **3-Phase Transformer Pad W/Tap Box**
 - **3-Phase Riser Pole And Conduit Encasement**
 - **4 Ft Removable Bollard**
 - **Easement Requirements**
 - **Temporary Meter Loop (Example)**



The 15-Week Large Commercial Electric Service Process

(For All Pad-Mounted Transformer Services)

Customer's Steps To get your service in the minimum time, please keep these steps on schedule.	Step	Typical Elapsed Time ^[c]	CPS Energy (CPSE) Steps
Deliver essential documents to CPS Energy^[b] <ul style="list-style-type: none"> Application Sealed site plan drawings, sealed loads, and sealed one line 	A	Clock is not started	<ul style="list-style-type: none"> Collect information from customer.
Attend a pre-design meeting^[b]	B	Clock is not started	<ul style="list-style-type: none"> Engineer discusses needs with customer and review drawings.
For new construction, please view the CPSE Web Portal to monitor the project schedule and the transactions between CPSE and you. (The Portal is not available for remodeling jobs.)	0	Clock Starts	<ul style="list-style-type: none"> Pre-design meeting has been completed. A complete customer package has been received: Application, sealed site drawings, sealed electric loads, sealed one-line.
Host a site visit^[b]	1	Week #1	<ul style="list-style-type: none"> Evaluate site layout, utility coordination, customer construction coordination, construction access.
Receive and comply with CPSE construction drawings^[b]	2	Week #2-5	<ul style="list-style-type: none"> Design electric service; coordinate with the electric system (circuit capacity, fuses). Create a cost estimate and bill the customer.
Expedite payment to CPSE ^{[a][b]} Provide third party easements ^{[b][d]}	3	Week #6-7	<ul style="list-style-type: none"> Receive customer payment.
Form up ductbanks and pads and schedule CPSE inspection. <ul style="list-style-type: none"> Call 353-3373. A 24-hr notice is required Pour concrete and schedule CPSE inspection. <ul style="list-style-type: none"> This might be delayed until early in the next step to coordinate with CPSE construction A 3-day cure is required to set pad mounted transformers on slabs 	4	Week #8	<ul style="list-style-type: none"> Prep for CPSE construction Check materials. Receive dig permits. Schedule crews. Inspect the forms for slabs and ductbank. Inspect concrete.
CPSE crews will leave the site if the following conditions are not satisfactory. <ul style="list-style-type: none"> Maintain stakes and visible street address. Remove debris and maintain construction access to site for CPSE crews. Notify CPSE^[b] that site is ready to install meter <ul style="list-style-type: none"> "Site ready" includes completed installation of meter loop, transformers, conduits, and power cables on the CPSE side of the meter. 	5	Week #9-13	<ul style="list-style-type: none"> Construct CPSE facilities. Install transformer.
	6	Week #14-15	<ul style="list-style-type: none"> Set meter, initiate electric service.

- a. If a Customer Step is late, the Clock stops. Please stay on top of payments and meter loop completion.
- b. Please view the web portal to determine your CPS Energy representative. You may also call Commercial Services with your **Work Request #** to identify your CPS Energy representative. (210.353.4639 Option 2)
- c. Elapsed times are not a guarantee. More than fifteen weeks will probably be needed for long ductbanks or upgrades to CPS Energy's infrastructure.
- d. Customer is required to provide CPS Energy with the required easements prior to being energized.



Documents Required for CPS Energy Pad-Mounted Transformer Service

*****Documents must be SEALED ENGINEERED DRAWINGS*****

Utility Site Plan – **Hard Copy/PDF and in AutoCAD 2000 format**

- Desired Route of Overhead Primary
- Riser Pole Location (inline risers typically not allowed)
- Desired Route of Underground Primary ductbank & manholes
- Detailed transformer location
 - Show Perimeter Clearance
 - Dimension from building/structures
 - Show side the transformer doors will open
- Meter Location (dimension if other than side of transformer)
- Location of main distribution switch and/or tap-box and secondary routes from transformer

Electrical One-line Diagram – **Hard Copy/PDF and in AutoCAD 2000 format**

- Secondary Cable
 - Size, Number per phase, Total Number of Secondary Cables, Type (Cu or Al), Neutral Size
- Secondary exiting transformer by:
- Conduit (number & size), number of spares
 - Wireway Size
 - Cable Tap-Box (Customer to provide cut sheet)
 - Auto Throwover Switch for Generator Installation (Customer to provide cut sheet)
 - Meter Location (If meter modules are used customer to provide cut sheet and voltage drop calculations from transformer to meter modules)

Electrical Load Summary – **Hard Copy/PDF and in AutoCAD 2000 format**

- Building Square Footage
- Hours and days of operation
- Customer's Service Voltage
- Connected Load in kVA (Reference Load Information Sheet for Break Down)
 - Existing Load if applicable, A/C & Heat, Lighting, Motor Load, Receptacles, Other, Total
 - Unusual loads require discussion

Electrical Load Panels – **Hard Copy/PDF and in AutoCAD 2000 format**

*****Documents must be SEALED ENGINEERED DRAWINGS*****



Please submit to:
 Commercial Services
 P.O. Box 1771
 Mail Drop # 410101
 San Antonio, TX 78296
 210-353-4639 Option 2

Commercial Electric/Gas Service Application

Application must be completed and accompanied by the following:
 Site Plan, Electric and Gas Load Information, Building Square Footage,
 Service Voltage, Meter Loop Diagram, Gas Pressure

(Please print or type)

* REQUIRED TO INITIATE WORK REQUEST

* Date	<input type="text"/>	* Project Name:	<input type="text"/>		
		* Project Address:	<input type="text"/>		
* Electrical Contractor	<input type="text"/>	* Phone #	<input type="text"/>		
* Email	<input type="text"/>				
* Developer Contact	<input type="text"/>	* Phone #	<input type="text"/>		
* Email	<input type="text"/>				
* General Contractor Contact	<input type="text"/>	* Phone #	<input type="text"/>		
* Email	<input type="text"/>				
* Engineer Contact	<input type="text"/>	* Phone #	<input type="text"/>		
* E-mail	<input type="text"/>				

Business Type	Bank	<input type="checkbox"/>	Hospital	<input type="checkbox"/>	Retail Center	<input type="checkbox"/>
	Church	<input type="checkbox"/>	Hotel	<input type="checkbox"/> # of rooms <input type="text"/>	Retirement Center	<input type="checkbox"/>
	Comm Office	<input type="checkbox"/>	Industrial/Manufacturing	<input type="checkbox"/>	School	<input type="checkbox"/>
	Department Store	<input type="checkbox"/>	(Specify Type) <input type="text"/>		Warehouse	<input type="checkbox"/>
	Grocery Store	<input type="checkbox"/>	Restaurant	<input type="checkbox"/>	Other <input type="checkbox"/> (Specify Type) <input type="text"/>	

Service Type	Overhead Service	<input type="checkbox"/>	Gas	<input type="checkbox"/>	* Service Required Date	<input type="text"/>
	Underground Service	<input type="checkbox"/>	Meter Only	<input type="checkbox"/>	* Building Square Footage	<input type="text"/>
	3ph Pad Mount Service	<input type="checkbox"/>	Remodel/Upgrade	<input type="checkbox"/>	* Remodel/Upgrade Meter Number	<input type="text"/>

(NOTE: 300kva demand load required to qualify for 3ph padmount transformer)

* REQUIRED TO INITIATE WORK REQUEST

Customer Information	* Customer of Record	<input type="text"/>	Open Charge	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	* Billing Address	<input type="text"/>	* Phone #	<input type="text"/>	
		<input type="text"/>	* Fax #	<input type="text"/>	
	* Tax ID#	<input type="text"/>			

Associated WR #'s (CPS Energy Use Only)		Engineer	<input type="text"/>	Phone	<input type="text"/>
IDS	<input type="text"/>	Designer	<input type="text"/>	Phone	<input type="text"/>
UG	<input type="text"/>	Gas	<input type="text"/>	Other	<input type="text"/>
OH	<input type="text"/>			Other	<input type="text"/>

Comments:

 Developer/Representative Signature

 CPS Energy Representative Signature

 Print Name



LOAD INFORMATION

*****LOAD INFORMATION MUST BE SIGNED/SEALED BY A PROFESSIONAL ENGINEER*****

Project\Business: _____

Address: _____

Power Requirements:

- Voltage: 120/240 1-Phase 120/208Y 3-Phase
 277/480Y 3-Phase Other: _____

ELECTRICAL EQUIPMENT

	kVA
A/C	
LIGHTING	
RECEPTACLES	
HEATING	
WATER HEATER	
COMPUTERS	
REFRIGERATION	
ELEVATORS	
MOTORS	
OTHER	
TOTAL	

GAS EQUIPMENT

<i>Pressure Required</i> _____	BTU
FURNACE	
BOILER	
COOKING	
WATER HEATER	
POOL\SPA HEATER	
GAS LIGHTING	
OTHER EQUIPMENT	
TOTAL	



CPS ENERGY

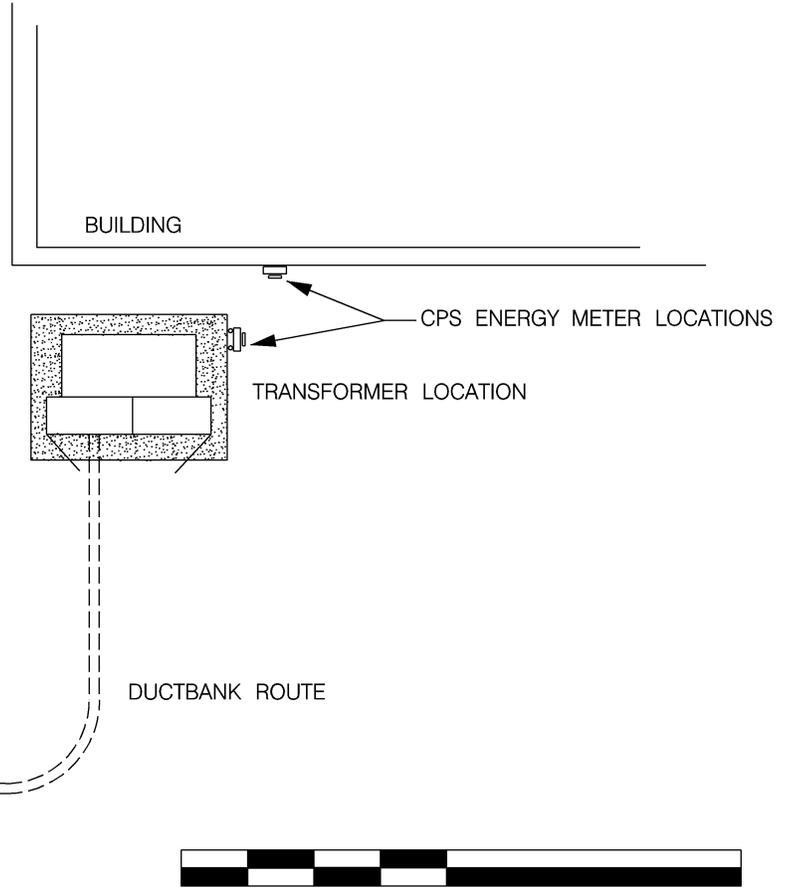
NOTE: FOR INFORMATION ONLY NOT FOR CONSTRUCTION

PADMOUNT TRANSFORMER INSTALLATION, UNDERGROUND SERVICE

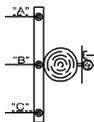


ITEMS NEEDED ON UTILITY SITE PLAN:

- * RISER POLE LOCATION
- * TRANSFORMER LOCATION
- * CPS ENERGY METER LOCATION
- * DUCTBANK ROUTE
- * EXISTING UTILITIES

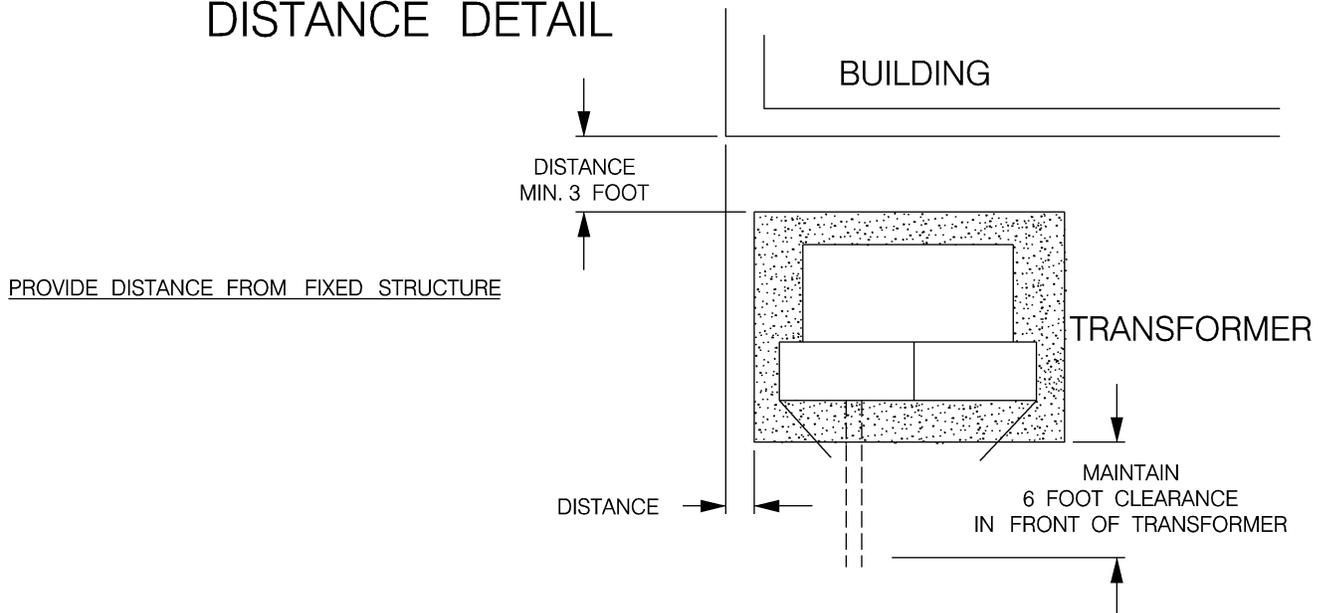


RISER POLE LOCATION



SCALE (Customer to provide documents to engineer scale)

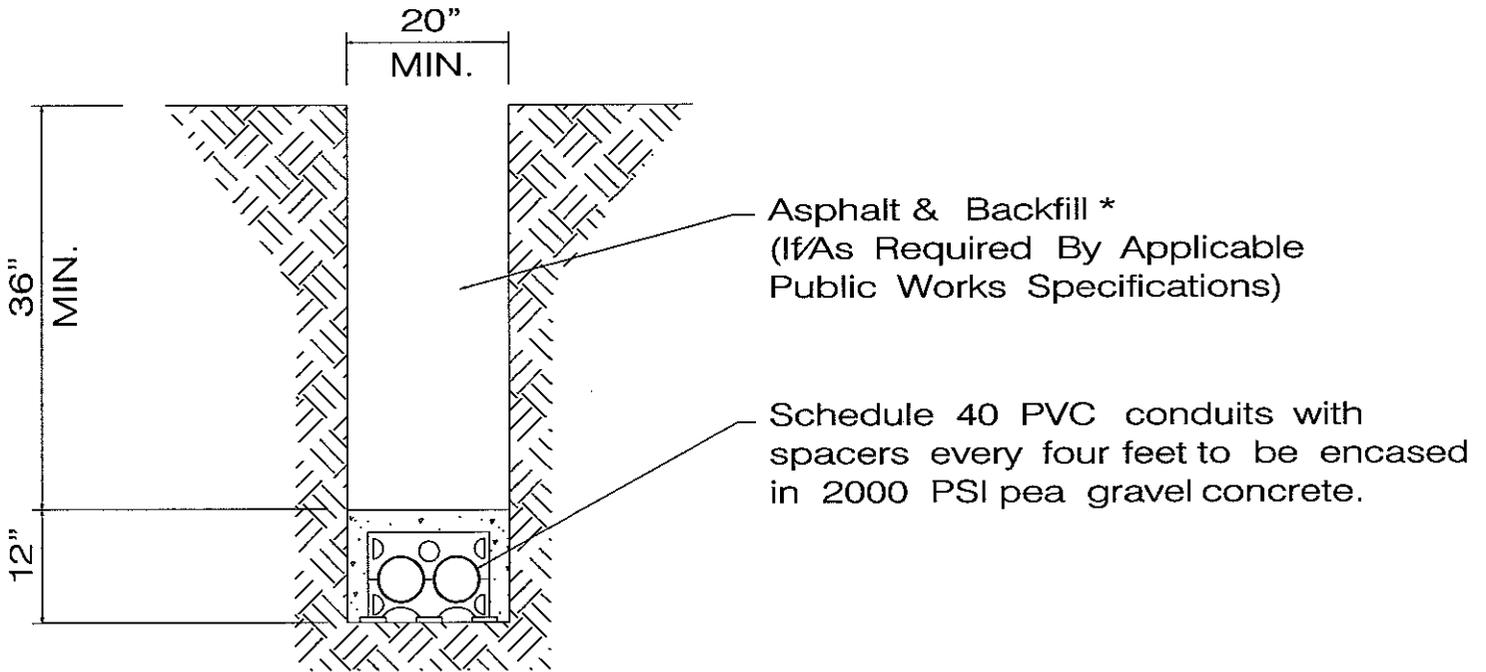
PADMOUNT TRANSFORMER INSTALLATION, DISTANCE DETAIL





NOTE:

FOR INFORMATION ONLY
NOT FOR CONSTRUCTION

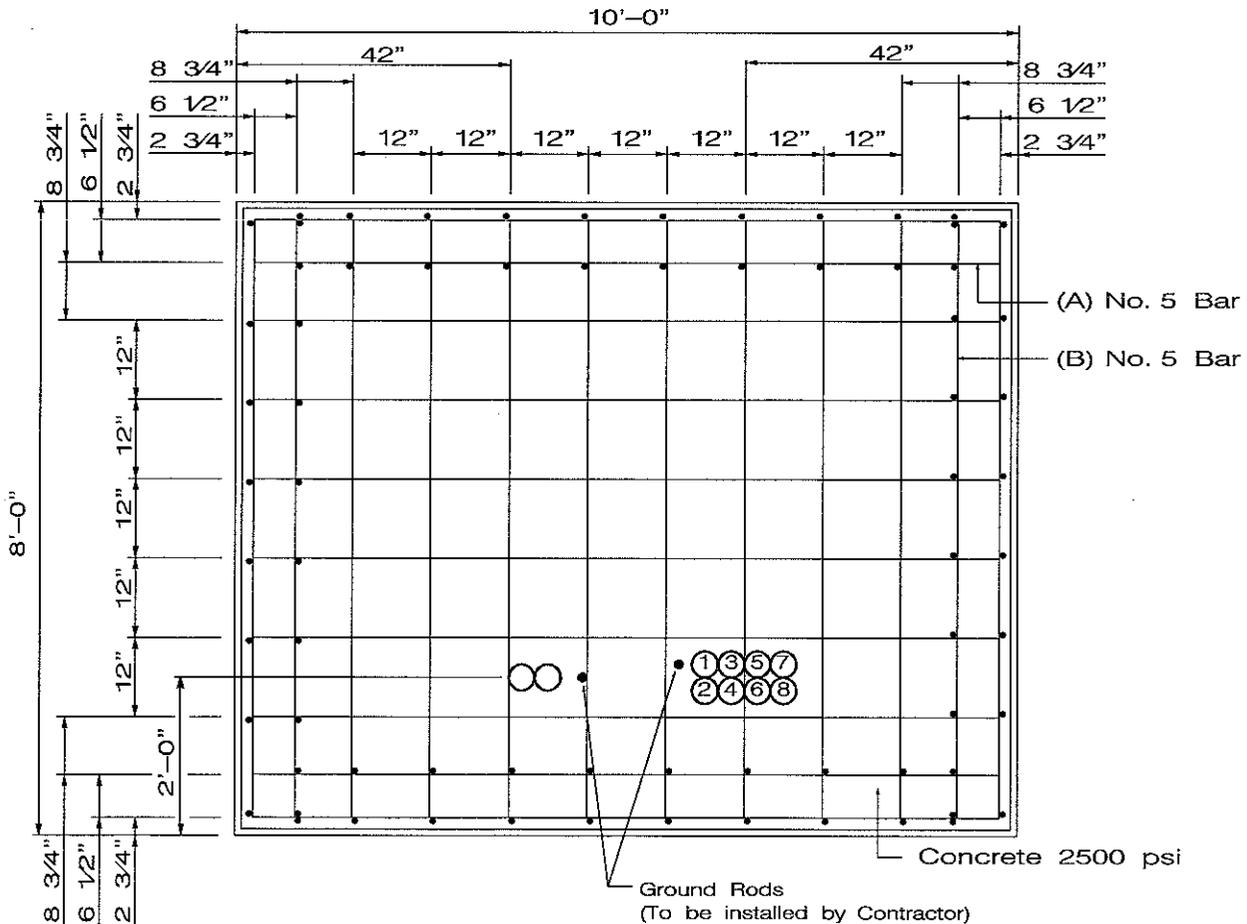
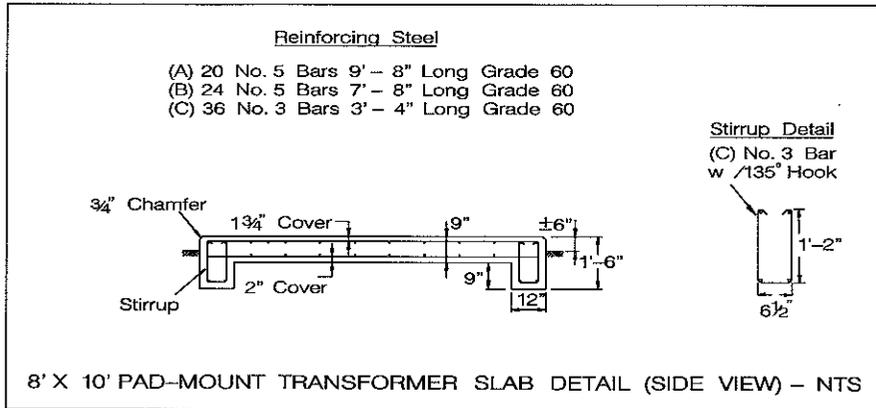


2-4" DUCTLINE DETAIL



NOTE:

FOR INFORMATION ONLY
NOT FOR CONSTRUCTION

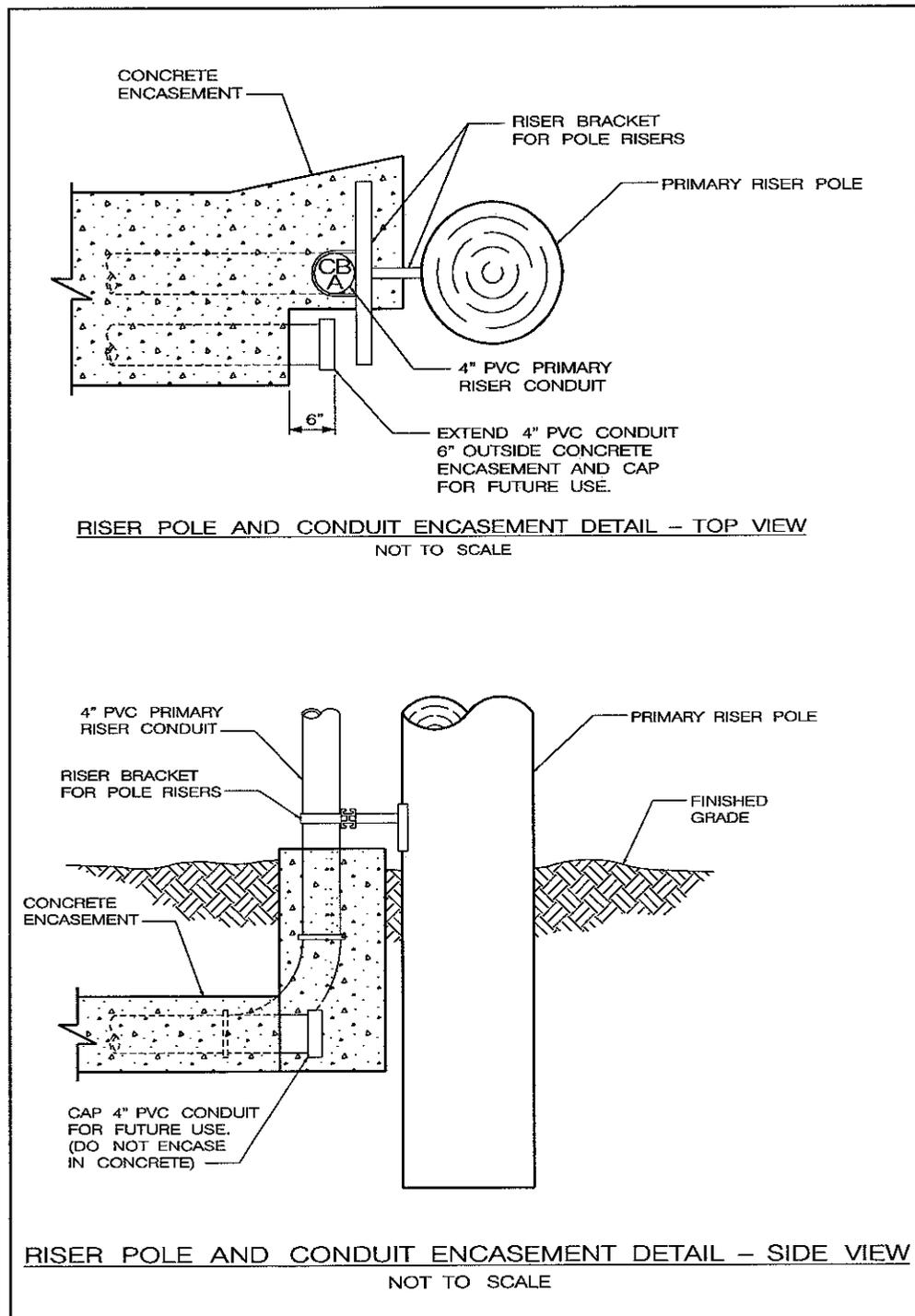


THERE SHALL BE NO PIPES, CONDUIT, ETC. UNDER THE SLAB EXCEPT THOSE NECESSARY TO SUPPLY PRIMARY TO THE TRANSFORMER AND THOSE TO SUPPLY THE ELECTRIC LOAD



NOTE:

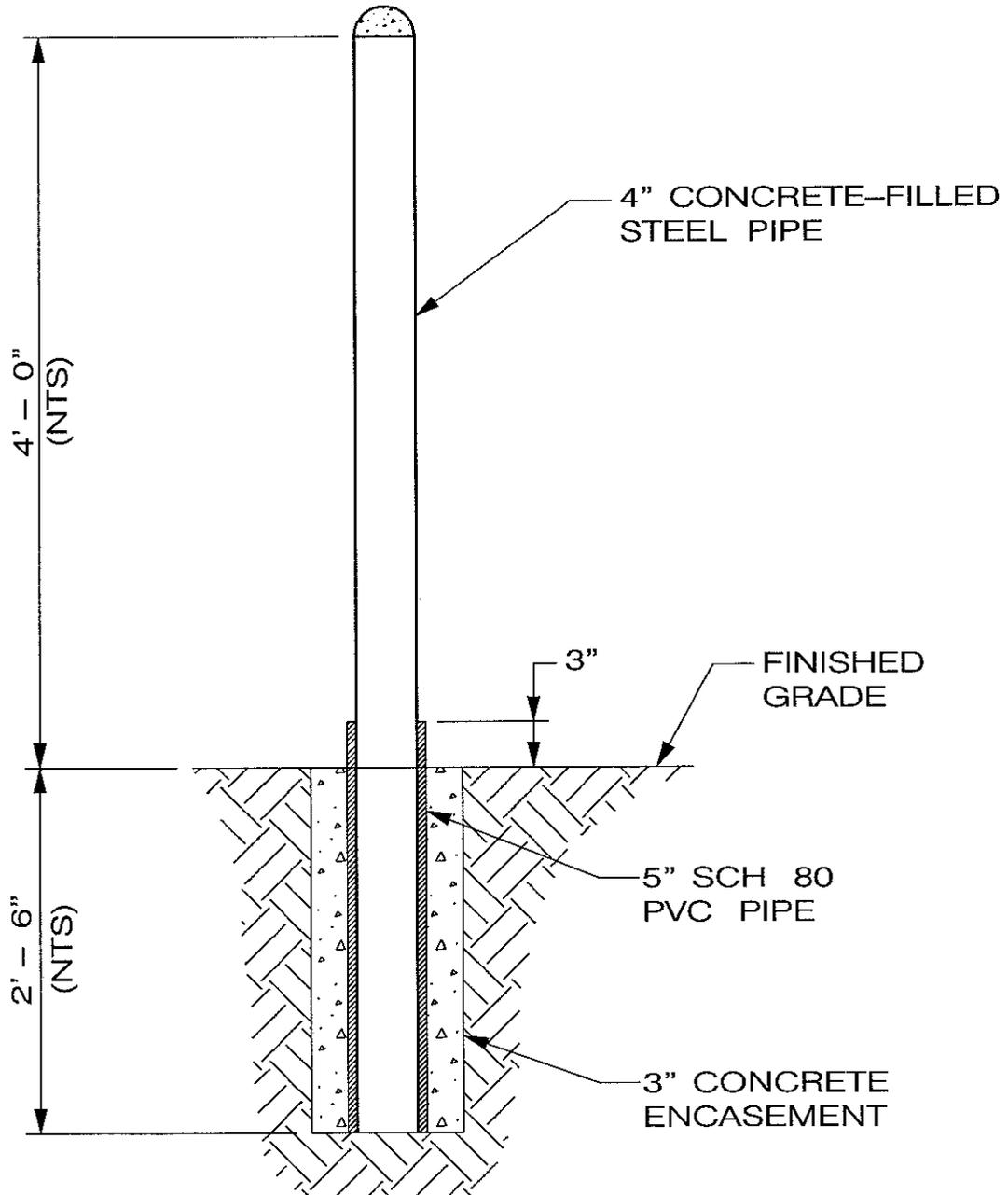
FOR INFORMATION ONLY
NOT FOR CONSTRUCTION





NOTE:

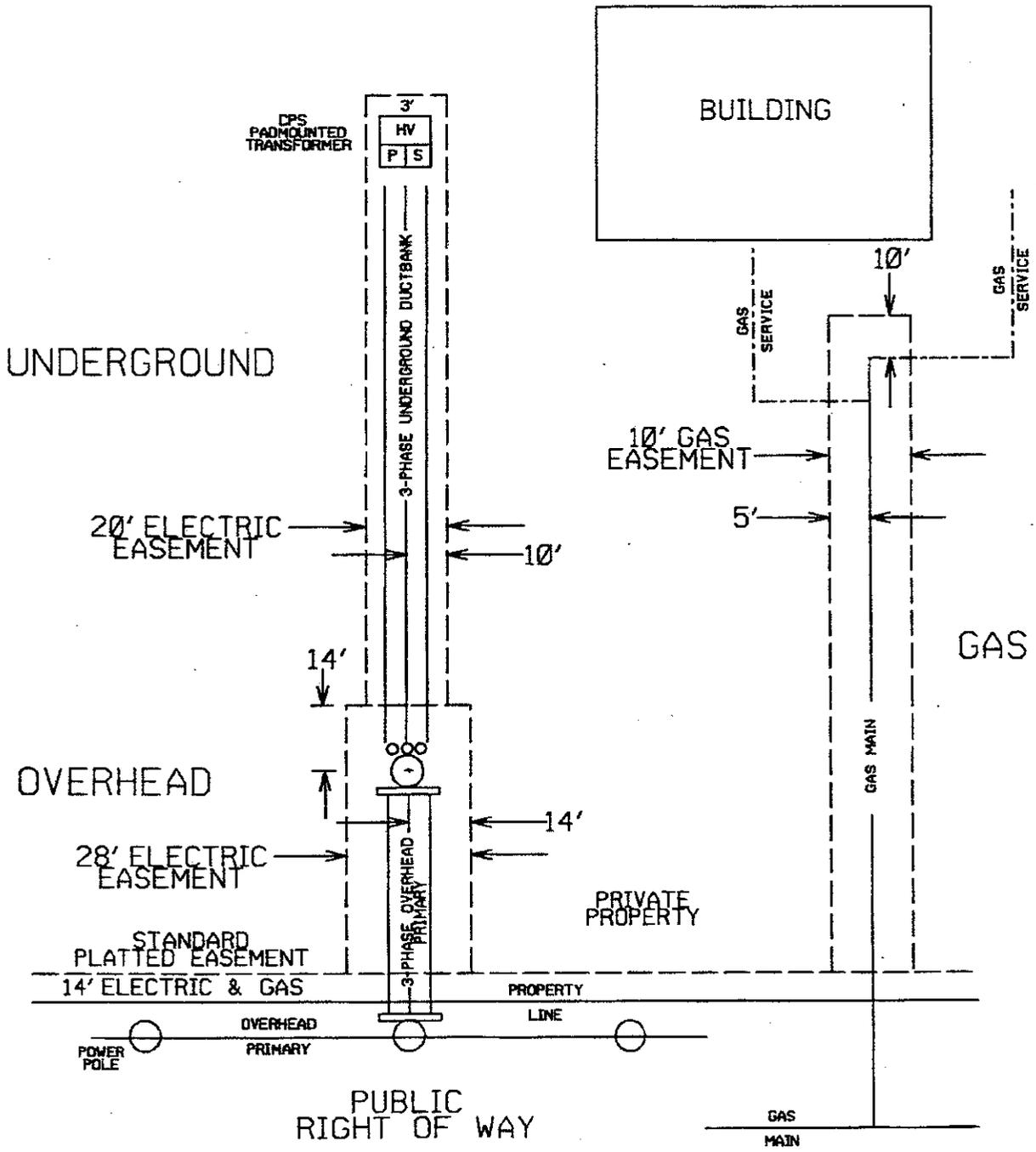
FOR INFORMATION ONLY
NOT FOR CONSTRUCTION



4" REMOVABLE BOLLARD SPECIFICATION

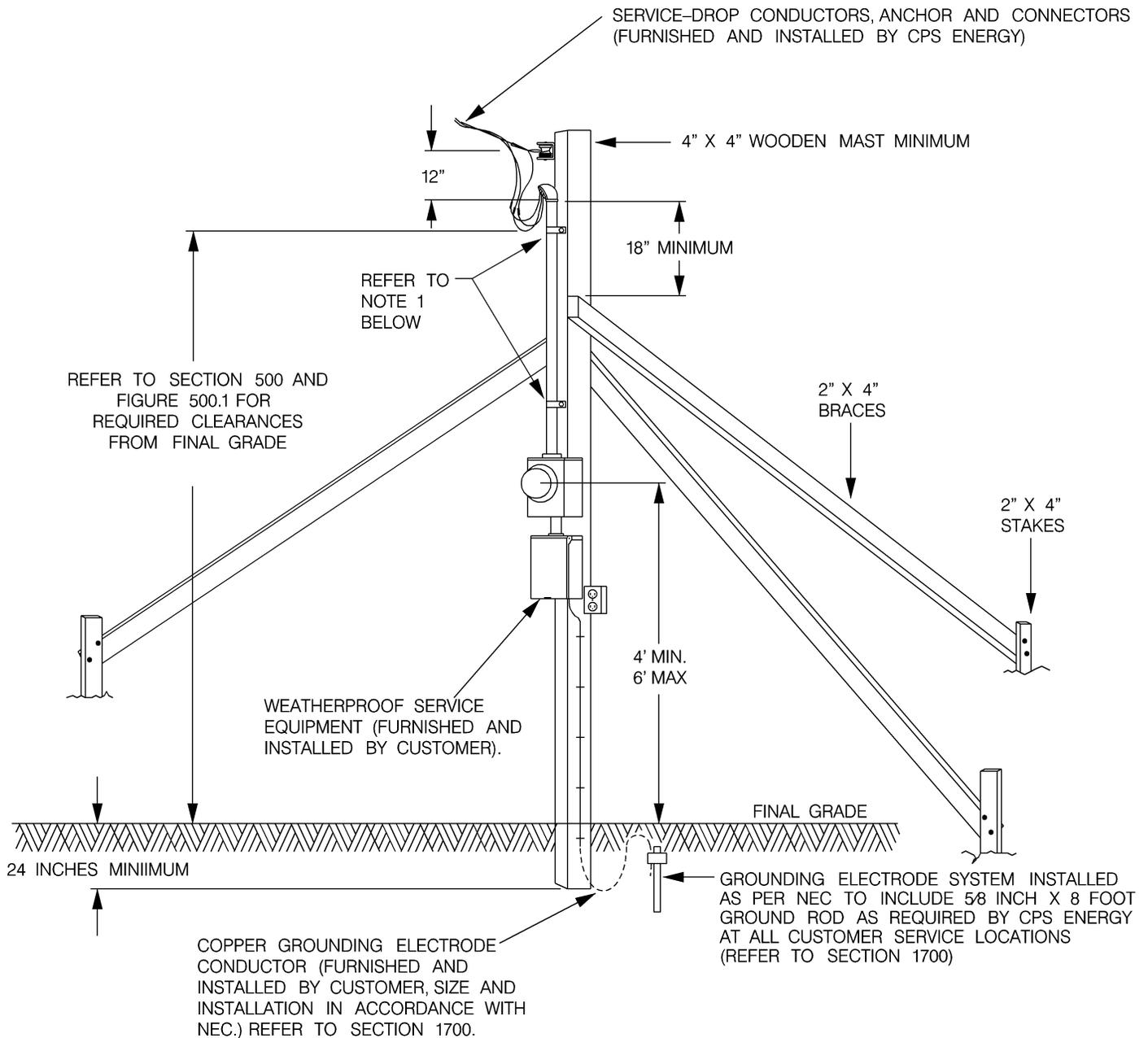
PROFILE VIEW - NOT TO SCALE

CITY PUBLIC SERVICE REQUIRED EASEMENTS (NOT TO SCALE)





TEMPORARY METER INSTALLATION, OVERHEAD SERVICE



NOTES: (SEE CPS ENERGY ELECTRIC SERVICE STANDARDS BOOK)

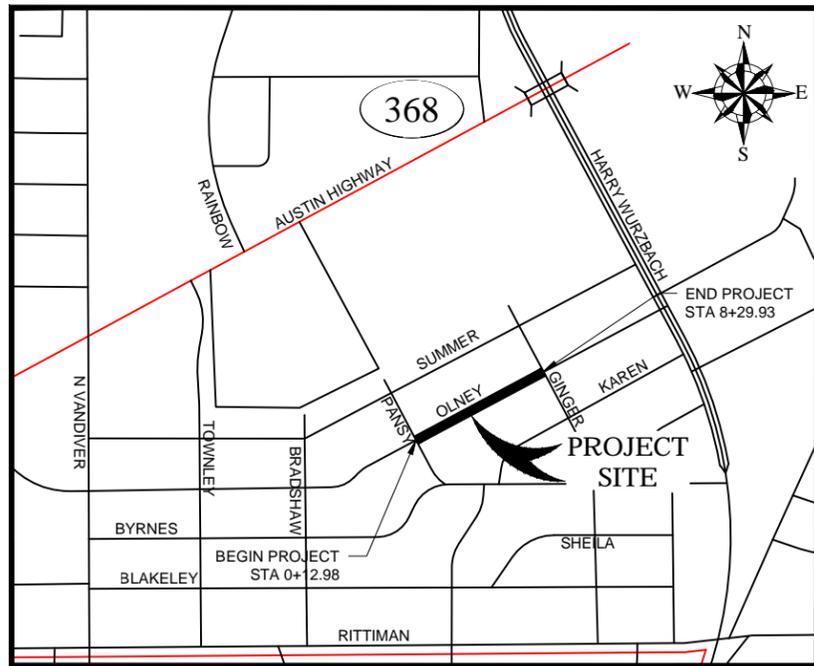
1. SERVICE RACEWAY SHALL BE SUPPORTED WITH 2- HOLE STRAPS ATTACHED WITH SCREWS AND INSTALLED WITHIN 6 - 12 INCHES OF SERVICE HEAD AND OF METER ENCLOSURE.
2. 125- AMPERE METER SOCKET WITH 1 1/4 INCH HUB FURNISHED, INSTALLED AND WIRED BY CUSTOMER. REFER TO FIGURE 1800.1.
3. SERVICE OUTLET SHALL BE FURNISHED AND INSTALLED BY CUSTOMER. RACEWAY SHALL BE EMT, RMC OR IMC. MINIMUM SIZE OF SERVICE RACEWAY IS 1 1/4 INCH.
4. CUSTOMER SHALL CONSTRUCT THE TEMPORARY SERVICE INSTALLATION AS SHOWN ABOVE AND MAINTAIN IT IN A SAFE CONDITION THROUGHOUT ITS PERIOD OF USE. CPS ENERGY RESERVES THE RIGHT TO DISCONNECT DAMAGED OR UNSAFE TML'S.
5. THE TEMPORARY SERVICE INSTALLATION MUST BE IDENTIFIED WITH A PROPER SERVICE ADDRESS BEFORE CPS WILL CONNECT AND INSTALL A METER.





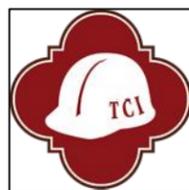
CITY OF SAN ANTONIO
DEPARTMENT OF
TRANSPORTATION & CAPITAL IMPROVEMENTS

OLNEY DR. RECONSTRUCTION
PANSY LN. TO GINGER LN.



LOCATION MAP
NOT TO SCALE

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
1	COVER
2	TYPICAL SECTIONS
3	GENERAL NOTES
4	TRAFFIC CONTROL GENERAL NOTES
5	ESTIMATED QUANTITIES
6	DRIVEWAY TABLE
7-9	TRAFFIC CONTROL PLAN
10-11	PLAN & PROFILE
12	STREET INTERSECTIONS
13-17	STREET SECTIONS
18-19	TREE PROTECTION PLAN
20-22	SWPPP
23-25	DETAILS



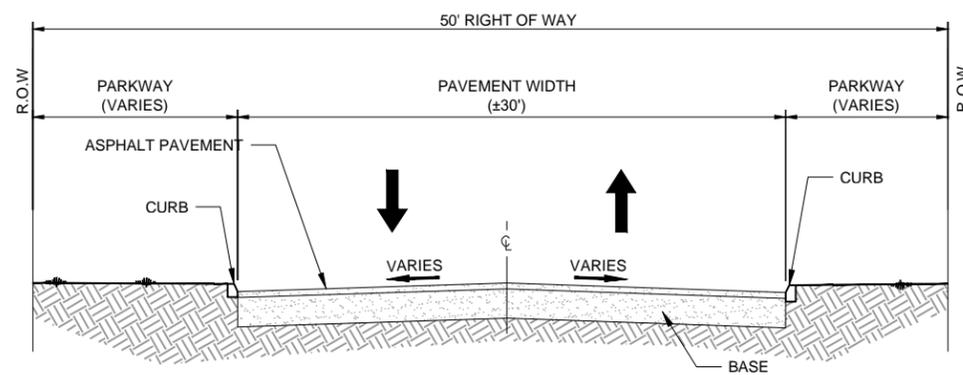
CITY OF SAN ANTONIO

TRANSPORTATION & CAPITAL IMPROVEMENTS

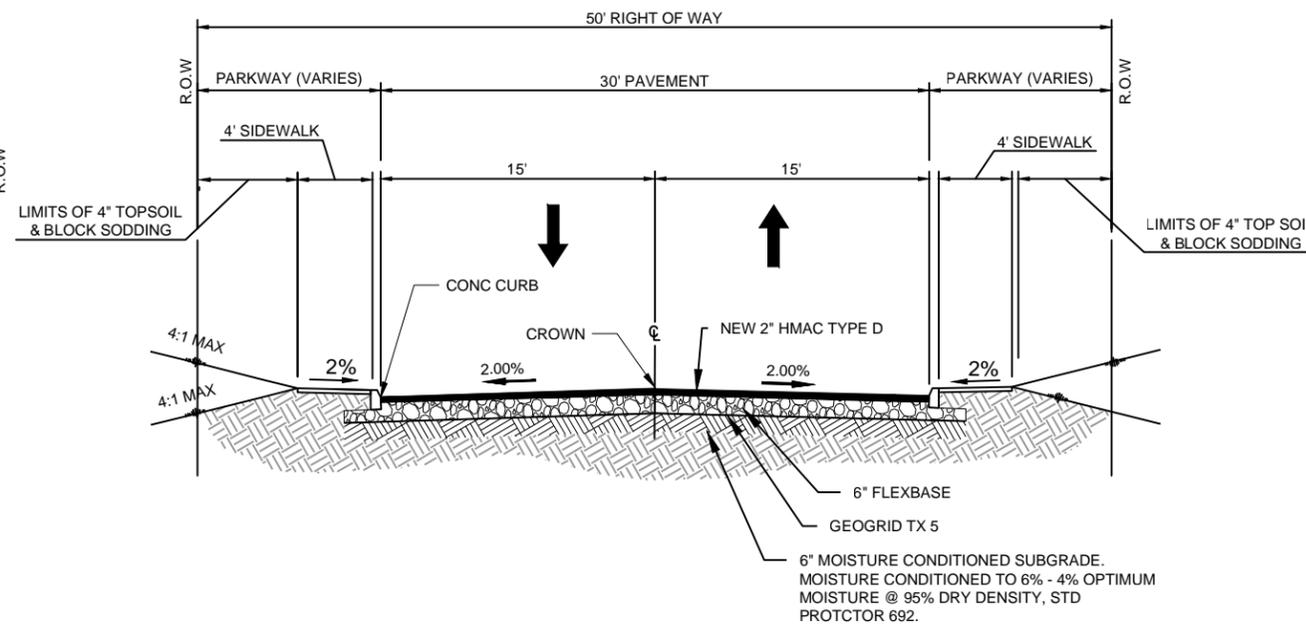
THROUGH INNOVATION AND DEDICATION, WE BUILD AND MAINTAIN SAN ANTONIO'S INFRASTRUCTURE



FORD ENGINEERING INC.
 ENGINEERING * SURVEYING * PLANNING
 10927 WYE DRIVE, SUITE 104, SAN ANTONIO, TEXAS 78217, (210) 590-4777
 www.fordengineering.com PROJECT NO. 1801.13 TBPE No. F-1162
 07/22/2016



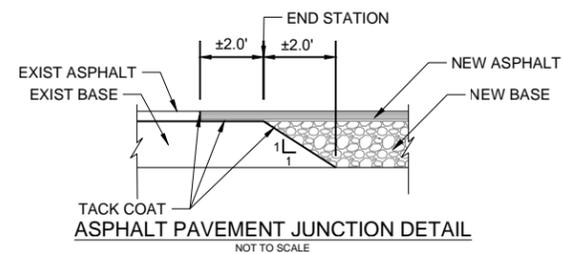
**EXISTING STREET SECTION
OLNEY DRIVE**
(STA 0+31.84 TO STA 8+09.28)



**PROPOSED STREET SECTION
OLNEY DRIVE**
(STA 0+13.09 TO STA 8+17.66)

NOTES:

1. **SITE PREPARATION**
 - 1.1. EXISTING TOPSOIL, EXISTING ASPHALT, CONCRETE, BASE, ORGANIC MATERIALS, VEGETATION, ROOTS, STUMPS AND LOOSE SOILS TO BE REMOVED FROM NEW PAVEMENT AREAS. IF ADDITIONAL DELETERIOUS MATERIALS ARE ENCOUNTERED, ADDITIONAL EXCAVATION MAY BE REQUIRED.
2. **ROADWAY FILL**
 - 2.1. GENERAL FILL SHOULD CONSIST OF ONSITE MATERIALS MEETING OR EXCEEDING THE EXISTING SUBGRADE CBR VALUE AND FREE OF ANY ORGANIC OR DELETERIOUS MATERIALS.
 - 2.2. ONSITE MATERIAL MAY BE USED PROVIDED ITS PLACED IN MAXIMUM 8-INCH LOOSE LIFTS AND COMPACTED TO AT LEAST 95 PERCENT OF MAXIMUM DRY DENSITY AS EVALUATED BY TEX-114-E TO WITHIN OPTIMUM TO PLUS FOUR (+4) PERCENT OF OPTIMUM MOISTURE (P_l>35).
3. BLOCK SODDING PAY ITEM 516.1 BERMUDA SODDING. 4" TOPSOIL FOR SOD.
4. EMBANKMENT, IF NEEDED, TO BE TYPE A, DENSITY CONTROL TEX-114E, SEE GEOTECH REPORT AND CITY OF SAN ANTONIO SPECIFICATION FOR CONSTRUCTION ITEM 107 "EMBANKMENT".
5. SEE GEOTECHNICAL REPORT FROM INTEGRATED TESTING AND ENGINEERING COMPANY OF SAN ANTONIO
6. **HOT MIX ASPHALTIC CONCRETE (HMAC)**
 - 6.1. PER CoSA STANDARD SPECIFICATIONS FOR CONSTRUCTION ITEM 205. BASE COURSE: TYPE B, TYPE C. SURFACE COURSE: TYPE D.
 - 6.2. BINDER TO BE PG 70-22
 - 6.3. TACK COAT SHOULD BE PLACED BETWEEN ASPHALTIC CONCRETE BASE AND/OR SURFACE LIFTS AND SHOULD BE A PG BINDER WITH A MINIMUM HIGH-TEMPERATURE GRADE OF PG 58, CONFORMING TO TxDOT STANDARD SPECIFICATIONS 2004, ITEM 300 - ASPHALTS, OILS OR EMULSIONS. TACK COAT APPLICATION RATE SHALL NOT EXCEED 0.1 PER SY.
 - 6.4. PRIME COAT SHOULD BE PLACED ON TOP OF FLEXIBLE BASE COURSE AND SHOULD CONFORM TO THE TxDOT STANDARD SPECIFICATIONS 2004, ITEM 300 - ASPHALTS, OILS OR EMULSIONS. PRIME COAT APPLICATIONS RATES ARE TYPICALLY BETWEEN 0.1 TO 0.3 GAL PER SY.
7. **FLEXIBLE BASE MATERIAL**
 - 7.1. PER CoSA STANDARD SEPCIFICATIONS FOR CONSTRUCTION, ITEM 200. "FLEXIBLE BASE", TYPE A, GRADE 1 OR 2.
 - 7.2. COMPACTION AND MOISTURE CRITERIA TO FOLLOW TEX-113-E 95% COMPACTION AT -2 TO +2 OPTIMUM.



<p style="font-size: small;">TYPE No. E-1112</p> <p>FORD ENGINEERING, INC.</p> <p style="font-size: x-small;">10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217</p> <p style="font-size: x-small;">TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com</p>		
<p>CITY OF SAN ANTONIO</p> <p style="font-size: x-small;">CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT</p>		
<p style="font-size: x-small;">OLNEY STREET RECONSTRUCTION</p> <p>TYPICAL SECTIONS</p>		
100% SUBMITTAL	PROJECT NO.: 1801.13	DATE: 07/22/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 2 OF 25

GENERAL NOTES

- ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF SAN ANTONIO STANDARD SPECIFICATIONS FOR CONSTRUCTION JUNE 2008, OR LATEST.
- NO EXTRA PAYMENT SHALL BE ALLOWED FOR WORK CALLED FOR ON THE PLANS, BUT NOT INCLUDED IN THE BID PROPOSAL. THIS INCIDENTAL WORK WILL BE REQUIRED AND SHALL BE INCLUDED IN THE PAY ITEM TO WHICH IT RELATES.
- THE CONTRACTOR SHALL PROVIDE ACCESS FOR THE DELIVERY OF MAIL BY THE U.S. POSTAL SERVICE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING TO ITS ORIGINAL OR BETTER CONDITION ANY DAMAGE DONE TO EXISTING FENCES, CONCRETE ISLANDS, STREET PAVING, CURBS, SHRUBS, BUSHES OR DRIVEWAYS. (NO SEPARATE PAY ITEM).
- IT IS THE CONTRACTOR'S 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". 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 CONTRACTOR'S EXPENSE.
- DUE TO FEDERAL REGULATIONS TITLE 49, PART 192.171 C.P.S. MUST MAINTAIN ACCESS TO GAS VALVES AT ALL TIMES. THE CONTRACTOR MUST PROTECT AND WORK AROUND ANY GAS VALVES THAT ARE IN THE PROJECT AREA.
- CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR TWENTY FOUR (24) HOURS PRIOR TO BACKFILL OF ANY UTILITY TRENCHES TO SCHEDULE FOR DENSITY TEST AS REQUIRED.
- 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.
- CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF EXISTING UTILITIES. CONTRACTOR SHALL NOTIFY THE FOLLOWING AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO EXCAVATION OPERATION:

SAN ANTONIO WATER SYSTEM (SAWS)	233-2010
BEXAR METROPOLITAN WATER DISTRICT (BEXAR MET)	354-6538 / 357-5741
COSA DRAINAGE	210-207-8052
COSA SIGNAL OPERATIONS	207-7720 / 207-7765
TEXAS STATE WIDE ONE CALL LOCATOR	1-800-344-8377
- CITY PUBLIC SERVICE ENERGY	
- TIME WARNER	
- AT&T	
- MCI	
- THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES INDICATED ON THE PLANS ARE TAKEN FROM AVAILABLE RECORDS AND ARE NOT GUARANTEED, BUT SHALL BE INVESTIGATED AND VERIFIED BY THE CONTRACTOR BEFORE STARTING WORK. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE TO AND FOR THE MAINTENANCE AND PROTECTION OF THE EXISTING UTILITIES EVEN IF THEY ARE NOT SHOWN ON THE PLANS. LOCATION AND DEPTH OF EXISTING UTILITIES SHOWN HERE ARE APPROXIMATE ONLY. ACTUAL LOCATIONS AND DEPTHS MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION AND HE SHALL BE RESPONSIBLE FOR PROTECTION OF SAME DURING CONSTRUCTION.
- ALL WASTE MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE HIS SOLE RESPONSIBILITY TO DISPOSE OF THIS MATERIAL OFF THE LIMITS OF THE PROJECT. NO WASTE MATERIAL SHALL BE PLACED IN EXISTING LOWS THAT WILL BLOCK OR ALTER FLOW LIMITS OF EXISTING ARTIFICIAL OR NATURAL DRAINAGE.
- THE CONTRACTOR SHALL NOT PLACE ANY WASTE MATERIAL IN THE 100-YEAR FLOOD PLAIN WITHOUT FIRST OBTAINING AN APPROVED FLOOD PLAIN DEVELOPMENT PERMIT.
- THE CONTRACTOR SHALL MAINTAIN ALL ADJOINING STREETS AND TRAVELED ROUTES FREE FROM SPILLED AND / OR TRACKED CONSTRUCTION MATERIALS AND / OR DEBRIS.
- 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 OR 207-3327 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 OF 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.
- IF SUSPECTED CONTAMINATION IS ENCOUNTERED DURING CONSTRUCTION OPERATIONS, C.O.S.A. SHALL BE NOTIFIED IMMEDIATELY WHEN CONTAMINATED SOILS AND / OR GROUNDWATER ARE ENCOUNTERED AT LOCATIONS NOT IDENTIFIED IN THE PLANS. 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 C.O.S.A. APPROVAL. THE CONTRACTOR MUST STOP THE EXCAVATION IMMEDIATELY AND CONTACT THE C.O.S.A. INSPECTOR. THE CONTRACTOR CANNOT BEGIN EXCAVATION ACTIVITIES WITHOUT WRITTEN PERMISSION FROM THE CITY.

- CONTRACTOR IS TO 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.
- 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. PLEASE 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 NOTED BY VIA. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING VIA FACILITIES IF ADJACENT TO WORK AREA.

TREE PROTECTION AND PRESERVATION GENERAL NOTES

- NO UTILITY OR STREET EXCAVATION WORK SHALL BEGIN IN AREAS WHERE TREE PRESERVATION AND TREATMENT MEASURES HAVE NOT BEEN COMPLETED AND APPROVED.
- TREE PROTECTION FENCING SHALL BE REQUIRED. TREE PROTECTION FENCING SHALL BE INSTALLED, MAINTAINED AND REPAIRED BY THE CONTRACTOR DURING SITE CONSTRUCTION. DURING CONSTRUCTION ACTIVITY, AT LEAST A SIX-INCH LAYER OF COARSE MULCH SHALL BE PLACED AND MAINTAINED OVER THE ROOT PROTECTION ZONE (NO SEPARATE PAY ITEM).
- THE CONTRACTOR SHALL AVOID CUTTING ROOTS LARGER THAN ONE INCH IN DIAMETER WHEN EXCAVATING NEAR EXISTING TREES. EXCAVATION IN THE VICINITY OF TREES SHALL PROCEED WITH CAUTION. THE CONTRACTOR SHALL CONTACT THE CITY INSPECTOR FOR GUIDANCE.
- ROOTS WILL BE CUT WITH A ROCK SAW OR BY HAND, NOT BY AN EXCAVATOR OR OTHER ROAD CONSTRUCTION EQUIPMENT.
- ALL CURB AND SIDEWALK WORK SHALL USE ALTERNATIVE CONSTRUCTION METHODS TO MINIMIZE EXTENSIVE ROOT DAMAGE TO TREES (REFER TO DETAILS).
- EXPOSED ROOTS SHALL BE COVERED AT THE END OF THE DAY USING TECHNIQUES SUCH AS COVERING WITH SOIL, MULCH, OR WET BURLAP.
- 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 1 FOOT OF RADIUS PER INCH OF TREE'S DIAMETER. A 10-INCH DIAMETER TREE WOULD HAVE A 10 FOOT RADIUS ROOT PROTECTION ZONE AROUND THE TREE. ROOTS OR BRANCHES IN CONFLICT WITH THE CONSTRUCTION SHALL BE CUT CLEANLY ACCORDING TO PROPER PRUNING METHODS. OAK WOUNDS SHALL BE PAINTED OVER WITHIN 30 MINUTES TO PREVENT OAK WILT.
- 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.
- NO WIRES, NAILS OR OTHER MATERIAL MAY BE ATTACHED TO PROTECTED TREES.
- 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 SHALL BE PROPERLY PRUNED FOLLOWING THE ANSI A-300 STANDARDS FOR PRUNING. ALL TREE PRUNING SHALL BE COMPLETED BY A CITY OF SAN ANTONIO TREE MAINTENANCE LICENSED CONTRACTOR (ARTICLE 21-171, CITY CODE) ONLY AFTER APPROVAL FROM THE CAPITAL PROJECTS MANAGEMENT THROUGH THE INSPECTOR.
- NO EXCESSIVE TREE TRIMMING WILL BE PERMITTED.
- 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).
- TREES MUST BE MAINTAINED IN GOOD HEALTH THROUGHOUT THE CONSTRUCTION PROCESS. MAINTENANCE MAY INCLUDE, BUT NOT LIMITED TO: WATERING THE ROOT PROTECTION ZONE, WASHING FOLIAGE, FERTILIZATION, PRUNING, ADDITIONAL MULCH APPLICATIONS AND OTHER MAINTENANCE AS NEEDED ON THE PROJECT.
- ANY TREE REMOVAL SHALL BE APPROVED BY THE CITY ARBORIST. (207-0278)
- TREES WHICH ARE DAMAGED OR LOST DUE TO THE CONTRACTOR'S NEGLIGENCE DURING CONSTRUCTION SHALL BE MITIGATED TO THE CITY'S SATISFACTION.
- TREE PLANTING FOR MITIGATION OR ENHANCEMENT: ALL PLANTED TREES SHALL BE MAINTAINED IN A HEALTHY CONDITION AT ALL TIMES. THIS INCLUDES IRRIGATION, FERTILIZING, PRUNING AND OTHER MAINTENANCE AS NEEDED ON THE PROJECT. TREES THAT DIE WITHIN TWELVE (12) MONTHS SHALL BE REPLACED WITH A TREE OF EQUAL SIZE AND SPECIES.

ACCESSIBILITY REQUIREMENTS

- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN VEHICULAR AND PEDESTRIAN ACCESS AT ALL TIMES TO LOCAL RESIDENCES AND BUSINESSES.
- WHEN THE WORK REQUIRES THE EXCAVATION OF THE STREET AND THE REMOVAL OF THE EXISTING DRIVEWAY APPROACHES AND SIDEWALKS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY ALL-WEATHER ACCESS TO THE BUSINESSES AND RESIDENCES. THE TEMPORARY DRIVEWAY APPROACHES SHALL BE CONSTRUCTED WITH FLEXIBLE BASE OR GRAVEL MATERIAL AT NO SEPARATE COST TO THE CITY.
- PRIOR TO INITIATING THE CONSTRUCTION OF NEW DRIVEWAY APPROACHES, THE CONTRACTOR SHALL GIVE ADVANCE WARNING IN PERSON, OR IN WRITING, OF AT LEAST 48 HOURS TO EACH RESIDENCE THAT WILL BE IMMEDIATELY AFFECTED, SO THAT ALTERNATE PLANS MAY BE MADE BY THE RESIDENTS.
- FOR BUSINESSES WITH MORE THAN ONE DRIVEWAY, AT LEAST ONE DRIVEWAY SHALL REMAIN OPEN WHILE THE OTHER NEW DRIVEWAY APPROACHES ARE CONSTRUCTED. FOR BUSINESSES WITH ONLY ONE DRIVEWAY, THE NEW DRIVEWAY APPROACH SHALL BE CONSTRUCTED IN HALF WIDTHS, UNLESS A TEMPORARY ASPHALT DRIVEWAY IS FIRST INSTALLED AT NO SEPARATE COST TO THE CITY.

DRAINAGE NOTES

- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN ALL REQUIRED STORM WATER PERMITS, FEES, AND APPROVALS. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PERMITS REQUIRED FOR CONSTRUCTION IN DRAINAGE EASEMENTS, RIGHT-OF-WAYS, AND FLOODPLAINS.
- THE CONTRACTOR SHALL NOTIFY STORM WATER ENGINEERING AT LEAST 24 HOURS PRIOR TO THE INSTALLATION OF ANY DRAINAGE FACILITY WITHIN A DRAINAGE EASEMENT OR STREET RIGHT-OF-WAY NOT INDICATED ON THE CONSTRUCTION PLANS.
- THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING DRAINAGE FACILITIES FROM DAMAGE. ANY DAMAGE TO EXISTING DRAINAGE SYSTEMS, WHETHER OR NOT SHOWN ON THE PLANS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR AT HIS EXPENSE. THE CONTRACTOR SHALL NOTIFY STORM WATER ENGINEERING AT 210-207-8052 AS SOON AS CONFLICTS WITH UTILITIES ARE ENCOUNTERED OR ANY DRAINAGE SYSTEM IS DAMAGED DURING CONSTRUCTION.
- CONSTRUCTION SPOILS WILL NOT BE ALLOWED TO BE DEPOSITED ANYWHERE WITHIN A DRAINAGE EASEMENT, RIGHT-OF-WAY OR FLOODPLAIN WITHIN THE LIMITS OF THE PROJECT AND SHALL BE DISPOSED OFFSITE IN COMPLIANCE WITH CURRENT APPLICABLE REGULATIONS.
- NO STRUCTURE, FENCES, WALLS, LANDSCAPING, OR OTHER OBSTRUCTIONS THAT IMPEDE DRAINAGE SHALL BE PLACED WITHIN THE LIMITS OF THE DRAINAGE EASEMENTS SHOWN ON THE CONSTRUCTION DOCUMENTS.
- UPON COMPLETION OF TRENCHING, THE AREA WILL BE BACKFILLED AND COMPACTED TO ITS ORIGINAL CONDITION. TRENCHES/BORE PITS TO BE OPEN AND UNATTENDED LONGER THAN 24 HOURS SHALL BE PROTECTED TO WITHSTAND ALL HYDRODYNAMIC AND HYDROSTATIC FORCES AND PREVENT DOWNSTREAM IMPACTS. TRENCHES/BORE PITS TO BE OPEN LONGER THAN 30 DAYS AFTER STARTING EXCAVATION SHALL BE BACKFILLED WITH SEMI-PERMANENT REPAIR BACKFILL.



<small>TYPE NO. F-1102</small> FORD ENGINEERING, INC. <small>10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217</small> <small>TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com</small>		
CITY OF SAN ANTONIO <small>CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT</small>		
<small>OLNEY STREET RECONSTRUCTION</small> GENERAL NOTES		
<small>100% SUBMITTAL</small>	<small>PROJECT NO.: 1801.13</small>	<small>DATE: 07/22/2016</small>
<small>DRWN. BY: DD</small>	<small>DSGN. BY: MH</small>	<small>CHKD. BY: MH</small>
<small>SHEET NO: 3 OF 25</small>		

TRAFFIC NOTES AND SPECIAL CONDITIONS

1. 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 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.
2. 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.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN AND MAINTAIN TEMPORARY STOP SIGNS AND ALL OTHER TRAFFIC CONTROL DEVICES REQUIRED TO PROTECT THE GENERAL PUBLIC. IT 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.
4. 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 10 DAYS IN ADVANCE OF AND ARTERIAL TOTAL STREET CLOSURE. THIS MUCH TIME IS NECESSARY TO INSTALL ADVISORY SIGNS AND GIVE THE MOTORISTS A MINIMUM OF 7 DAYS NOTICE OF THE STREET CLOSURE. THE COI AFTER BEING NOTIFIED WILL CONTACT THE TRAFFIC ENGINEERING OFFICE TO MAKE THE NECESSARY ARRANGEMENTS.
5. AS WORK PROGRESSES, LOCATION OF TEMPORARY TRAFFIC CONTROL DEVICES WILL BE ADJUSTED AND MODIFIED, AS NECESSARY BY THE CONTRACTOR AT CONTRACTOR'S EXPENSE.
6. 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.
7. 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.
8. 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.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SUITABLE ACCESS ACCOMMODATIONS FOR SCHOOL CHILDREN AND PEDESTRIANS.
10. THE CONTRACTOR SHALL PROVIDE ACCESS FOR DELIVERY OF MAIL BY THE U.S. POSTAL SERVICE.
11. THE CONTRACTOR SHALL PROVIDE FOR ACCESS TO RESIDENCES AND ALL BUSINESSES AT ALL TIMES WITHIN ALL THE PHASES OF THE WORK.
12. 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. AFTER CONSTRUCTION IS COMPLETED AND TRAFFIC IS REROUTED BACK TO THE ORIGINAL LAMES, THE TRAFFIC CONTROL MARKINGS AND/OR RAISED BUTTONS THAT WERE ORIGINALLY REMOVED FROM THE EXISTING PAVEMENT MUST BE REPLACED. IN ADDITION, TEMPORARY MARKINGS MUST BE REMOVED. ALL OF THIS IS TO BE DONE AT NO DIRECT PAYMENT, COST SHOULD BE INCLUDED IN OTHER ITEMS.
13. 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.
14. ALL TEMPORARY TRAFFIC CONTROL DEVICES, ETC. SHALL BE PROVIDED BY THE CONTRACTOR WITHOUT DIRECT PAYMENT, UNLESS OTHERWISE NOTED OR STATED.
15. 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.
16. 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.
17. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL STREETS OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED DUE TO CONSTRUCTION ACTIVITIES. THE REPLACED SECTION MUST BE APPROVED BY THE CITY'S STREET ENGINEER. THERE WILL BE NO DIRECT PAYMENT FOR THIS WORK. THE COST IS TO BE INCLUDED IN OTHER ITEMS.
18. OFF-DUTY POLICE OFFICERS WILL BE REQUIRED AS DIRECTED BY THE TRAFFIC ENGINEER AT NO DIRECT PAYMENT, COST TO BE INCLUDED IN OTHER BID ITEMS. THIS WILL BE A REQUIREMENT WHERE TWO-WAY TRAFFIC IS TO BE MAINTAINED.
19. 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.
20. THE CONTRACTOR SHALL PROVIDE THE CITY AN EMERGENCY TELEPHONE NUMBER FOR EVENINGS, WEEKENDS, AND HOLIDAYS BY THE FIRST WORKING DAY OF 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 HOURS OF THE INITIAL CONTACT.
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 DEPARTMENT AND EMS AT (210) 227-8341 AND THE POLICE DEPARTMENT AT (210) 207-2257, TO APPRISE THEM OF THE PENDING STREET CLOSURE AT LEAST FORTY-EIGHT HOURS IN ADVANCE.. IF THE CLOSURE FALLS ALONG A BUS ROUTE, THE CONTRACTOR SHALL ALSO CONTACT VIA AT (210) 362-5220.
22. THE CONTRACTOR SHALL MAINTAIN EITHER THE EXISTING OR TEMPORARY STREET NAME SIGNS AT EACH INTERSECTION ONSITE THROUGHOUT CONSTRUCTION. IF THE EXISTING STREET NAME SIGNS ARE USED, THEY MUST BE MAINTAINED IN THE CONDITION ENCOUNTERED PRIOR TO THE BEGINNING OF CONSTRUCTION, AND THEN BE TURNED IN TO THE CITY INSPECTOR AT THE END OF THE PROJECT. IF TEMPORARY SIGNS ARE USED DURING CONSTRUCTION, THEY SHALL HAVE A MINIMUM OF 4-INCH LETTERS, AND MAY BE FABRICATED WITH CONSTRUCTION ZONE MATERIAL (BLACK LEGEND ON ORANGE BACKGROUND, USING PLYWOOD SUBSTRATE, ETC.).

PHASING AND STAGING NOTES - STREET AND DRAINAGE CONSTRUCTION

1. ANY QUESTIONS REGARDING PHASING OR STAGING WILL BE STRICTLY HANDLED BY THE DEPARTMENT OF PUBLIC WORKS WHICH HAS COMPLETE AUTHORITY TO MAKE FINAL DECISIONS ON ANY CHANGES OR MODIFICATIONS. THE CONTRACTOR MUST CONTACT THE CITY'S CONSTRUCTION INSPECTOR 48 HOURS IN ADVANCE (NOT INCLUDING WEEKENDS OR HOLIDAYS) OF ANY MINOR STREET CLOSURE. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ADVISE CONSTRUCTION INSPECTIONS TEN (10) DAYS IN ADVANCE OF ANY ARTERIAL STREET CLOSURE. THIS MUCH TIME IS NECESSARY TO INSTALL ADVISORY SIGNS AND GIVE THE MOTORISTS A MINIMUM OF SEVEN (7) DAYS NOTICE BEFORE STREET CLOSURE. THE CONSTRUCTION INSPECTOR, AFTER HAVING BEEN NOTIFIED, WILL CONTACT THE ENGINEERING OFFICE IMMEDIATELY TO MAKE THE NECESSARY ARRANGEMENTS. THE TEMPORARY BARRICADES AND WARNING SIGNS SHALL BE LOCATED SO AS TO AFFORD THE MAXIMUM PROTECTION TO THE PUBLIC AS WELL AS CONSTRUCTION PERSONNEL AND EQUIPMENT AND TO FACILITATE AN EXPEDITIOUS FLOW OF TRAFFIC AT ALL TIMES DURING CONSTRUCTION.
2. IF THERE ARE TWO (2) OR MORE PHASES IN THE PROJECT, NO MORE THAN TWO (2) PHASES OF CONSTRUCTION MAY BE WORKED AT ONE TIME, UNLESS OTHERWISE INDICATED IN THE PLANS. PARTIAL CONSTRUCTION AT DIFFERENT SCATTERED LOCATIONS WITHIN THE PROJECT WILL NOT BE ALLOWED. PROJECTS THAT CONSIST OF DISTINCT AND SEPARATE AREAS MAYBE UNDER CONSTRUCTION AT THE SAME TIME WITH AN APPROVED FIELD ALTERATION. ALL REMAINING STREETS WITHIN THE PROJECT OR SEPARATE AREA SHALL REMAIN OPEN AT ALL TIMES.
3. UNLESS OTHERWISE INDICATED IN THE PLANS, TWO (2) PHASES IN SEQUENCE MAY BE WORKED AT THE SAME TIME, IN PROJECTS WHERE THERE ARE AT LEAST THREE (3) PHASES. SUCH AS PHASE 1 AND PHASE 2 AND BEFORE GOING TO PHASE 3, PHASE 1 MUST BE COMPLETED 100% WITH BASE MATERIAL AND APPROVED DENSITIES (PRIME COATED IF BASE MATERIAL IS ITEM NO. 200" FLEXIBLE BASE") BEFORE BEGINNING PHASE 3. IF THERE ARE ONLY TWO (2) PHASES IN THE PROJECT, PHASE 1 MUST BE COMPLETED 100% WITH BASE MATERIAL AND APPROVED DENSITIES (PRIME COATED IF BASE MATERIAL IS ITEM NO. 200 "FLEXIBLE BASE") BEFORE PROCEEDING TO PHASE 2.
4. IF THE PROJECT HAS MORE THAN SIXTEEN (16) PHASES, BEFORE THE CONTRACTOR CAN BEGIN PHASE 17, HE MUST COMPLETELY FINISH WITH TYPE "B" OR TYPE "D" ASPHALT AT LEAST 50% OF THE LOWER PHASES HE HAS WORKED ON. (EXAMPLE: IF THE PROJECT HAS 20 PHASES, BEFORE THE CONTRACTOR CAN START CONSTRUCTION OF PHASE 17, HE MUST FINISH TYPE "B" OR TYPE "D" ASPHALT UP TO PHASE 8.).
5. THE PLANS ARE PHASED FOR STREET, DRAINAGE AND UTILITY CONSTRUCTION. NO STORM SEWER CONSTRUCTION WILL TAKE PLACE OUTSIDE OF THE PHASING LIMITS UNDER CONSTRUCTION, UNLESS SPECIFICALLY NOTED ON THE PLANS OR AUTHORIZED IN WRITING BY THE TRAFFIC DIVISION.
6. ALL STORM DRAINAGE PIPES ARE NOT CONSIDERED UTILITIES, REGARDLESS OF SIZE. THIS WORK SHALL BE PART OF THE PHASE.
7. UNLESS OTHERWISE INDICATED IN THE PLANS, INTERSECTING STREETS SHALL BE CONSTRUCTED IN STAGES SO AS TO MAINTAIN ACCESS. INTERSECTION WORK SHALL BE DONE DURING WEEKEND HOURS OR AS DIRECTED BY THE ENGINEER. NO TWO ADJACENT INTERSECTIONS MAY BE CONSTRUCTED SIMULTANEOUSLY. WITH APPROVAL FROM THE ENGINEER, THE CONTRACTOR MAY CLOSE AN ENTIRE INTERSECTION. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A DETOUR PLAN FOR SUCH A CLOSURE TO THE ENGINEER FOR APPROVAL.



<small>TYPE NO. F-1112</small> FORD ENGINEERING, INC. <small>10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com</small>		
CITY OF SAN ANTONIO CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT		
OLNEY STREET RECONSTRUCTION		
TRAFFIC CONTROL GENERAL NOTES		
<small>100% SUBMITTAL</small>	<small>PROJECT NO.: 1801.13</small>	<small>DATE: 07/22/2016</small>
<small>DRWN. BY: DD</small>	<small>DSGN. BY: MH</small>	<small>CHKD. BY: MH</small>
		<small>SHEET NO: 4 OF 25</small>

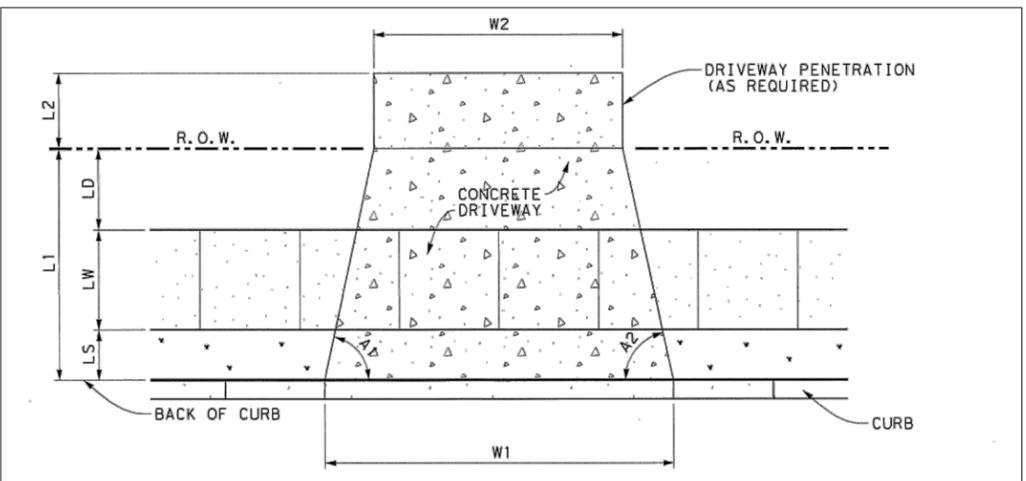
OLNEY DR. ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
103.10	REMOVE CONCRETE CURB	L.F.	1675.56
103.20	REMOVE CONCRETE SIDEWALKS & DRIVEWAYS	S.F.	2730.36
104.00	STREET EXCAVATION	C.Y.	800.34
200.10	FLEXIBLE BASE (6" COMPACTED DEPTH)	S.Y.	3068.89
202	PRIME COAT	GAL.	551.00
203	TACK COAT	GAL.	276.00
205.30	HOT MIX ASPHALTIC PAVEMENT, TYPE D (2" COMP. DEPTH)	S.Y.	2753.54
234.00	BASE REINFORCEMENT	S.Y.	3068.89
500.00	CONCRETE CURB	L.F.	1674.86
502.10	CONCRETE SIDEWALKS	S.Y.	640.73
503.10	PORTLAND CEMENT CONCRETE DRIVEWAYS- RESIDENTIAL (5" DEPTH)	S.Y.	297.62
515.00	TOPSOIL	C.Y.	81.55
516.10	BERMUDA SODDING	S.Y.	733.91
522.00	SIDEWALK PIPE RAILING	L.F.	28.00
524	CONCRETE STEPS	C.Y.	2.80
530.00	BARRICADES, SIGNS & TRAFFIC HANDLING	L.S.	1.00
542.00	TEMPORARY SEDIMENT CONTROL FENCE (SILT FENCE)	L.F.	795.00
801.20	LEVEL IIB PROTECTIVE FENCING TREE TRUNK PROTECTION	L.F.	24.00
SUP 1	REMOVE AND RELOCATE SIGN	EA	2.00

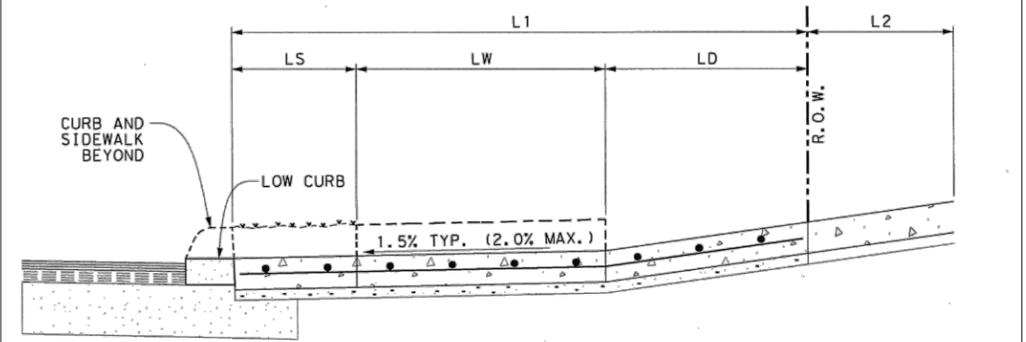


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CITY OF SAN ANTONIO		
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT		
OLNEY STREET RECONSTRUCTION		
ESTIMATED QUANTITIES		
100% SUBMITTAL	PROJECT NO.: 1801.13	DATE: 07/22/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
SHEET NO: 5 OF 25		

DRIVEWAY NO.	STATION	LT/RT	WIDTH		LENGTH					FLARE ANGLE		ITEM 503.1
			W1	W2	L1	LS	LW	LD	L2	A1	A2	DRIVEWAY (CONC PAV)
			FT	FT	FT	FT	FT	FT	FT	DEGREES	DEGREES	SY
OLNEY DRIVE												
1	1+02.52	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ -5.0%	0	77.86	77.86	12.4
2	1+02.16	LT	14	10	9.3	0	4 @ 2.0%	5.3 @ -4.0%	0	77.86	77.86	12.4
3	1+58.73	LT	14	10	9.3	0	4 @ 2.0%	5.3 @ -11.0%	0	77.86	77.86	12.4
4	1+61.73	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ -9.6%	0	77.86	77.86	12.4
5	2+22.04	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ -7.3%	0	77.86	77.86	12.4
6	2+23.82	LT	14	10	9.3	0	4 @ 2.0%	5.3 @ -6.4%	0	77.86	77.86	12.4
7	2+81.91	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ 3.4%	0	77.86	77.86	12.4
8	2+82.10	LT	14	10	9.3	0	4 @ 2.0%	5.3 @ 8.7%	0	77.86	77.86	12.4
9	3+41.79	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ 14.0%	0	77.86	77.86	12.4
10	3+42.01	LT	14	10	9.3	0	4 @ 2.0%	5.3 @ 9.5%	0	77.86	77.86	12.4
11	4+02.31	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ 7.4%	0	77.86	77.86	12.4
12	4+03.09	LT	14	10	9.3	0	4 @ 2.0%	5.3 @ 3.0%	0	77.86	77.86	12.4
13	4+63.26	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ 12.0%	0	77.86	77.86	12.4
14	4+63.41	LT	14	10	9.3	0	4 @ 2.0%	5.3 @ 7.4%	0	77.86	77.86	12.4
15	5+22.21	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ 11.0%	0	77.86	77.86	12.4
16	5+22.60	LT	14	10	9.3	0	4 @ 2.0%	5.3 @ 6.8%	0	77.86	77.86	12.4
17	5+82.33	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ 14.0%	0	77.86	77.86	12.4
18	5+81.71	LT	14	10	9.3	0	4 @ 2.0%	5.3 @ 5.5%	0	77.86	77.86	12.4
19	6+42.64	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ 10.5%	0	77.86	77.86	12.4
20	6+43.70	LT	14	10	9.3	0	4 @ 2.0%	5.3 @ 3.8%	0	77.86	77.86	12.4
21	7+02.68	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ 8.9%	0	77.86	77.86	12.4
22	7+03.52	LT	14	10	9.3	0	4 @ 2.0%	5.3 @ 4.6%	0	77.86	77.86	12.4
23	7+63.11	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ 14.0%	0	77.86	77.86	12.4
24	7+62.41	RT	14	10	9.3	0	4 @ 2.0%	5.3 @ 2.9%	0	77.86	77.86	12.4



TYPICAL DRIVEWAY PLAN VIEW
WITH SIDEWALK SEPARATED FROM CURB



TYPICAL DRIVEWAY SECTION
WITH SIDEWALK SEPARATED FROM CURB

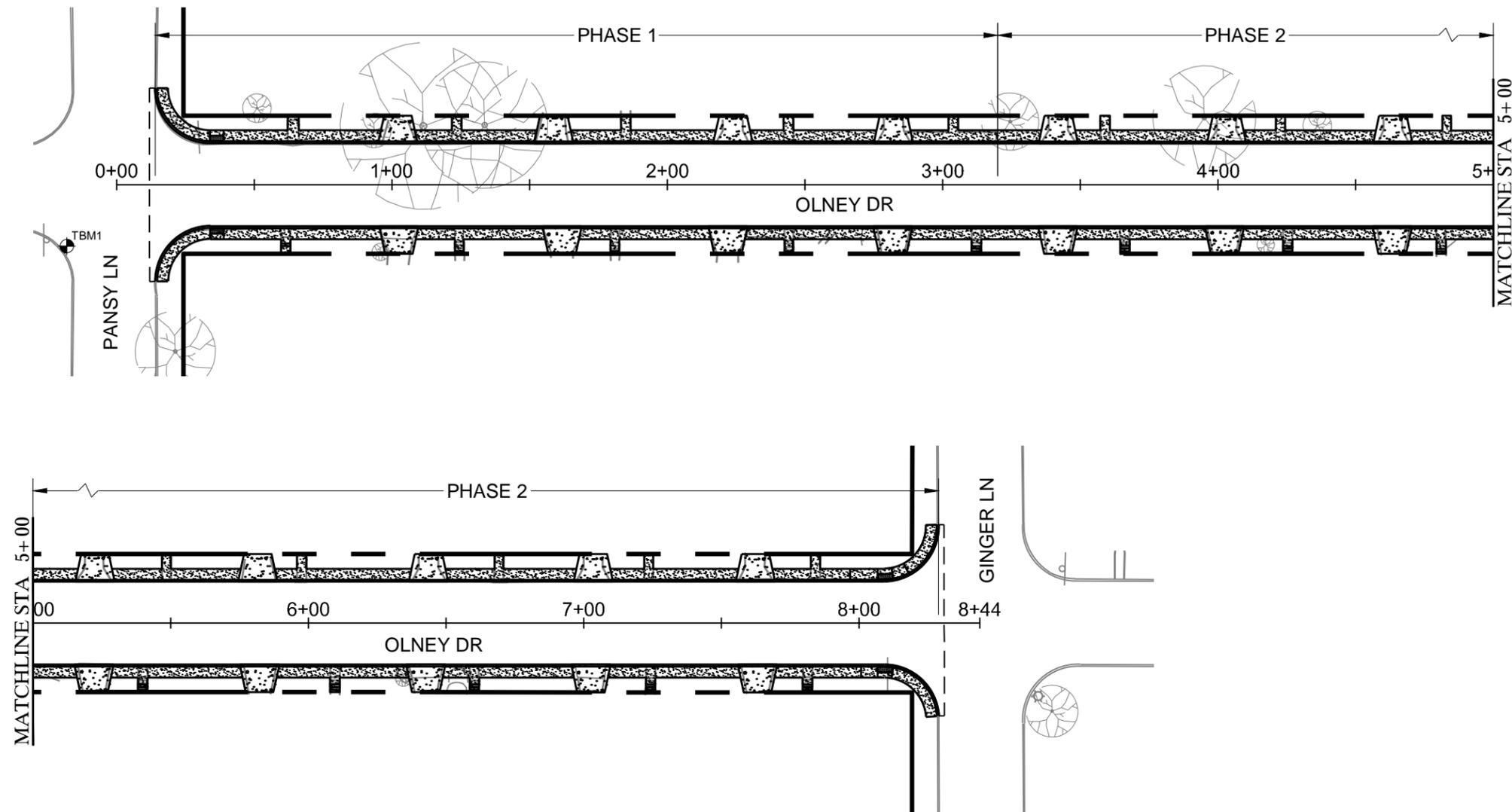
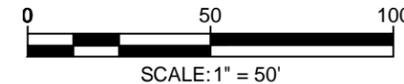


TYPE NO. F-1112
FORD ENGINEERING, INC.
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 SAN ANTONIO, TX 78217
 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com

CITY OF SAN ANTONIO
 CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

OLNEY STREET RECONSTRUCTION
DRIVEWAY TABLE

100% SUBMITTAL	PROJECT NO.: 1801.13	DATE: 07/22/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 6 OF 25



NOTE:

THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN CONSTRUCTION WILL CHANGE THE EFFECT ON THE TRAVELING PUBLIC. WITH THE NOTIFICATION, THE CONTRACTOR SHALL PROVIDE INFORMATION ABOUT PORTIONS OF CONSTRUCTION AS DIRECTED/APPROVED BY THE ENGINEER. THE INFORMATION SHALL BE PROVIDED WITH SUFFICIENT TIME SUCH THAT THE ENGINEER CAN FORWARD INFORMATION TO THE MEDIA TO INFORM THE PUBLIC, BEFORE THE CONSTRUCTION AFFECTS THE TRAVELING PUBLIC.

SIGN LOCATIONS ARE APPROXIMATE. ANY EXISTING SIGNS CONFLICTING WITH TEMPORARY TRAFFIC CONTROL OPERATION SHALL BE COVERED OR REMOVED. PAYMENT SHALL BE SUBSIDIARY TO ITEM 530.

REFER TO BC, TCP, AND WZ STANDARDS FOR SIGN TYPE AND SPACING.

#	NORTHING	EASTING	ELEV.	DESCRIPTION
TBM 1	13727740.77	2148291.03	761.19'	SET MAG NAIL

BENCHMARK NOTES:

1. BEARINGS ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983/93, SOUTH CENTRAL ZONE.
2. ELEVATIONS ARE BASED ON NAVD 88.
3. COORDINATES SHOWN HEREON ARE TEXAS STATE PLANE COORDINATES - SOUTH CENTRAL ZONE, COORDINATES EXPRESSED IN U.S. SURVEY FEET (NAD 83) WITH AN APPLIED SCALE FACTOR OF 1.00017.

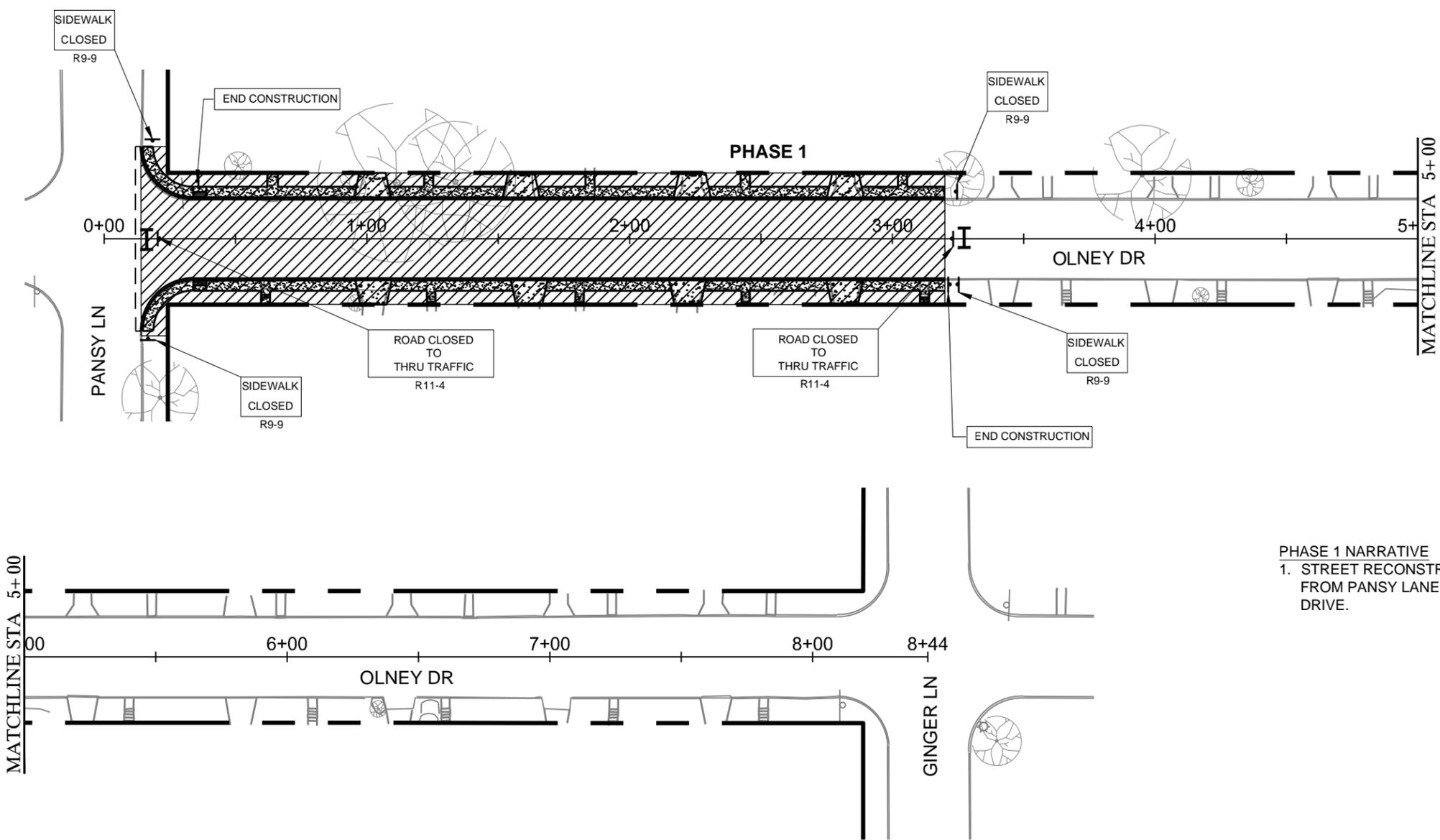


<small>TYPE NO. E-1112</small> FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT		
OLNEY STREET RECONSTRUCTION TRAFFIC CONTROL PLAN OVERALL		
100% SUBMITTAL	PROJECT NO.: 1801.13	DATE: 07/22/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 7 OF 25



LEGEND

- WORK ZONE
- TYPE III BARRICADE



PHASE 1 NARRATIVE
 1. STREET RECONSTRUCTION IN PHASE I WILL EXTEND FROM PANSY LANE TO THE TO STA 3+20 ON OLNEY DRIVE.

NOTE:
 THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN CONSTRUCTION WILL CHANGE THE EFFECT ON THE TRAVELING PUBLIC. WITH THE NOTIFICATION, THE CONTRACTOR SHALL PROVIDE INFORMATION ABOUT PORTIONS OF CONSTRUCTION AS DIRECTED/APPROVED BY THE ENGINEER. THE INFORMATION SHALL BE PROVIDED WITH SUFFICIENT TIME SUCH THAT THE ENGINEER CAN FORWARD INFORMATION TO THE MEDIA TO INFORM THE PUBLIC, BEFORE THE CONSTRUCTION AFFECTS THE TRAVELING PUBLIC.

SIGN LOCATIONS ARE APPROXIMATE. ANY EXISTING SIGNS CONFLICTING WITH TEMPORARY TRAFFIC CONTROL OPERATION SHALL BE COVERED OR REMOVED. PAYMENT SHALL BE SUBSIDIARY TO ITEM 530.

REFER TO BC, TCP, AND WZ STANDARDS FOR SIGN TYPE AND SPACING.

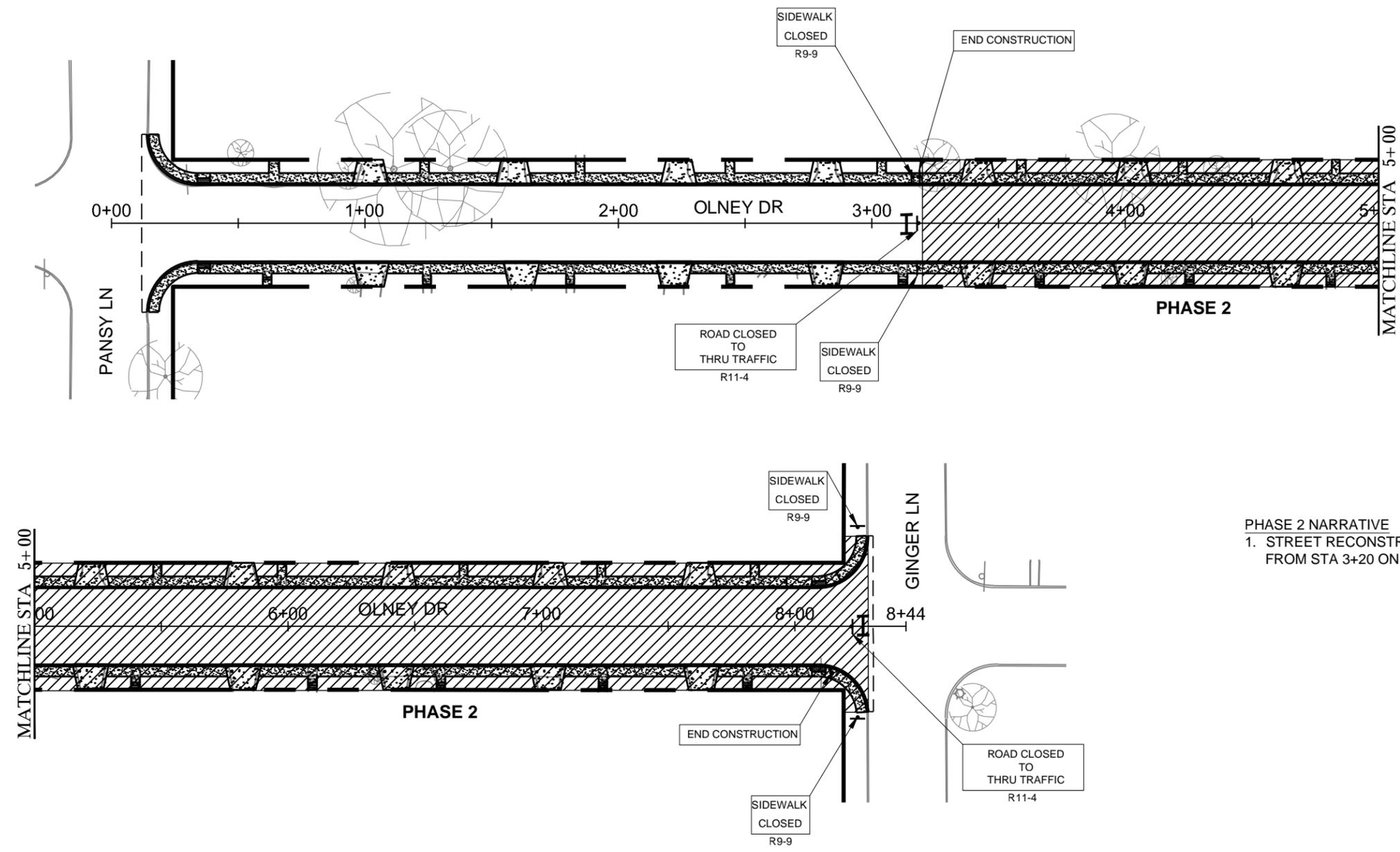


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CITY OF SAN ANTONIO <small>CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT</small>		
<small>OLNEY STREET RECONSTRUCTION</small> TRAFFIC CONTROL PLAN PHASE 1		
<small>100% SUBMITTAL</small>	<small>PROJECT NO.: 1801.13</small>	<small>DATE: 07/22/2016</small>
<small>DRWN. BY: DD</small>	<small>DSGN. BY: MH</small>	<small>CHKD. BY: MH</small>
<small>SHEET NO: 8 OF 25</small>		



LEGEND

- WORK ZONE
- TYPE III BARRICADE



PHASE 2 NARRATIVE
 1. STREET RECONSTRUCTION IN PHASE I WILL EXTEND FROM STA 3+20 ON OLNEY DRIVE TO GINGER LANE.

NOTE:
 FLAGGER REQUIRED TO PROVIDE TRAFFIC CONTROL FOR ONE-LANE TWO-WAY TRAFFIC.

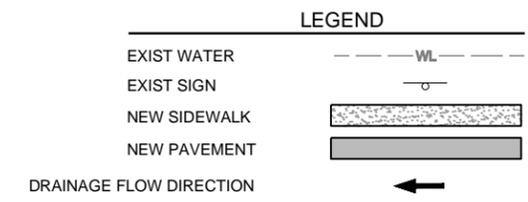
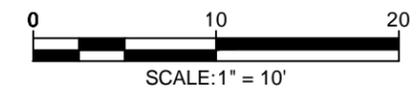
NOTE:
 THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN CONSTRUCTION WILL CHANGE THE EFFECT ON THE TRAVELING PUBLIC. WITH THE NOTIFICATION, THE CONTRACTOR SHALL PROVIDE INFORMATION ABOUT PORTIONS OF CONSTRUCTION AS DIRECTED/APPROVED BY THE ENGINEER. THE INFORMATION SHALL BE PROVIDED WITH SUFFICIENT TIME SUCH THAT THE ENGINEER CAN FORWARD INFORMATION TO THE MEDIA TO INFORM THE PUBLIC, BEFORE THE CONSTRUCTION AFFECTS THE TRAVELING PUBLIC.

SIGN LOCATIONS ARE APPROXIMATE. ANY EXISTING SIGNS CONFLICTING WITH TEMPORARY TRAFFIC CONTROL OPERATION SHALL BE COVERED OR REMOVED. PAYMENT SHALL BE SUBSIDIARY TO ITEM 530.

REFER TO BC, TCP, AND WZ STANDARDS FOR SIGN TYPE AND SPACING.



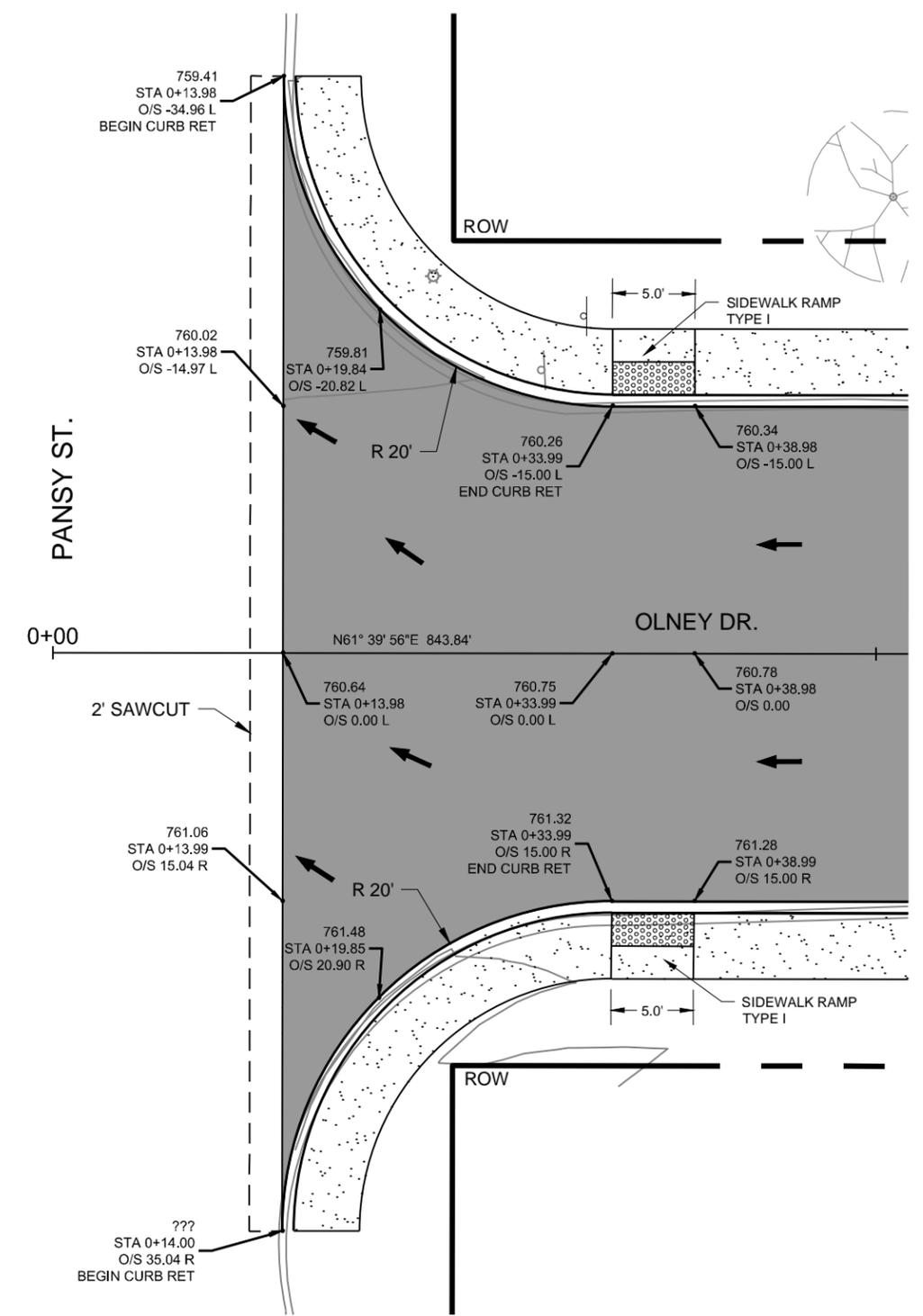
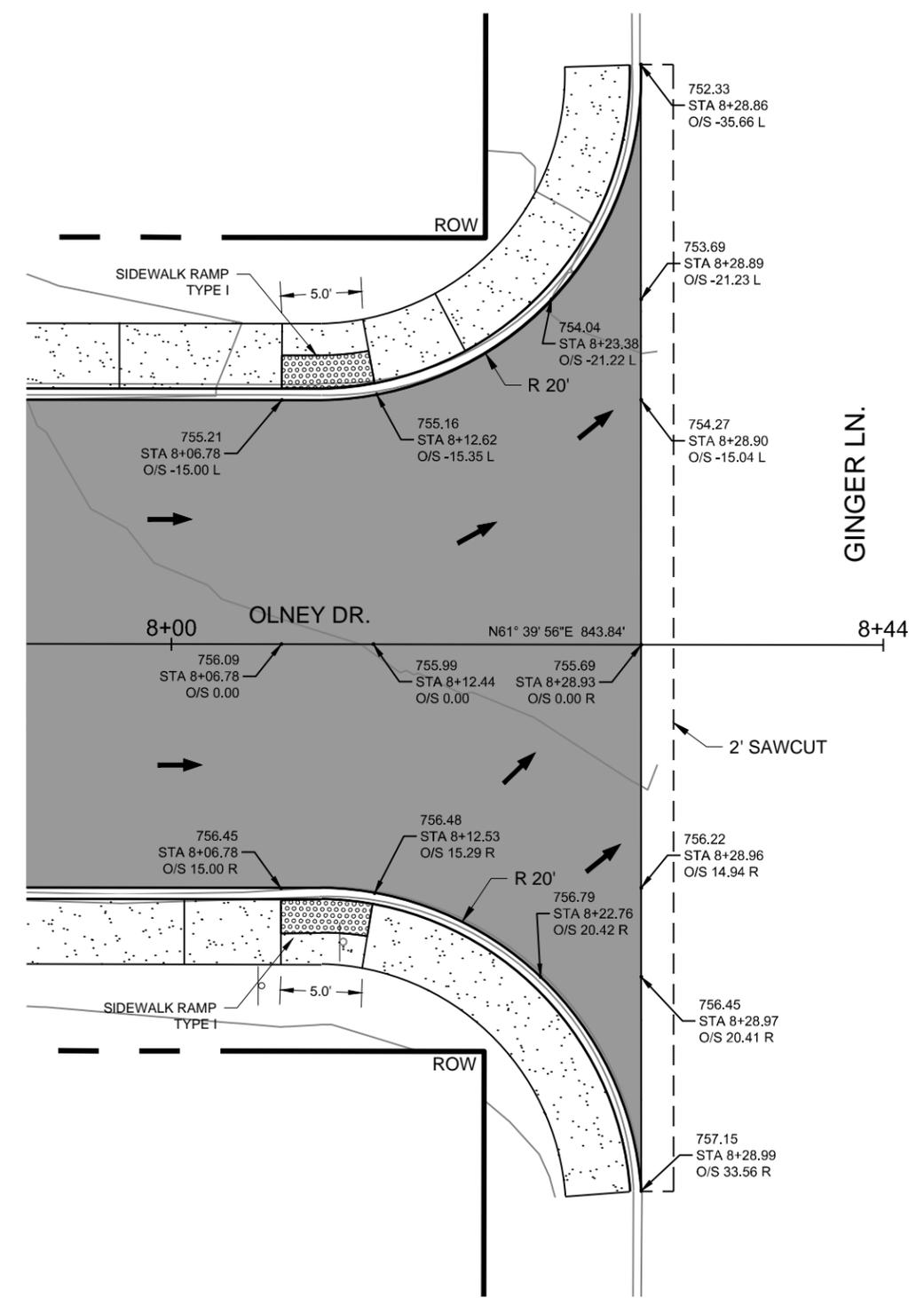
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OLNEY STREET RECONSTRUCTION		
TRAFFIC CONTROL PLAN		
PHASE 2		
100% SUBMITTAL	PROJECT NO.: 1801.13	DATE: 07/22/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 9 OF 25



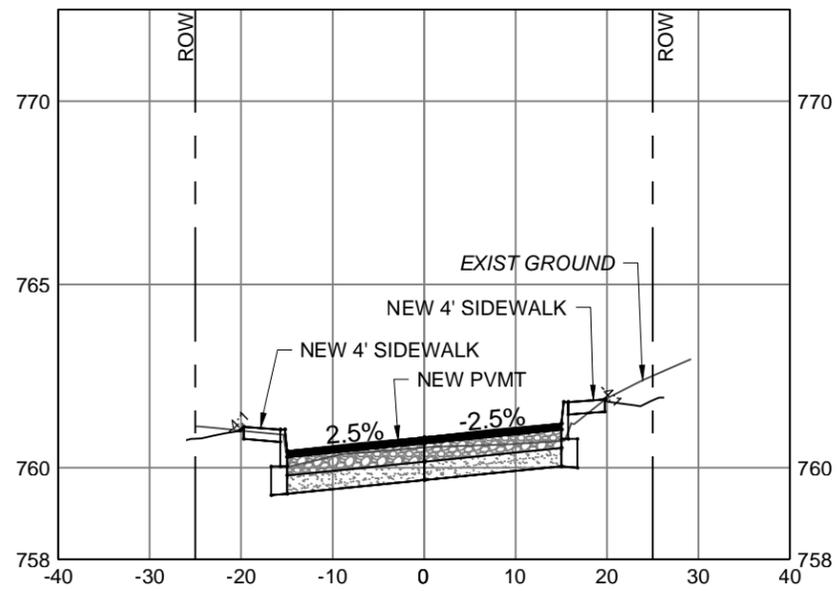
- GENERAL NOTES:**
1. LOCATION OF UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR TO VERIFY THE LOCATION OF ALL UTILITIES BEFORE BEGINNING CONSTRUCTION.
 2. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ALL TREES FLAGGED FOR PRESERVATION. SEE TREE PRESERVATION PLANS FOR TREE PROTECTION.



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<small>OLNEY STREET RECONSTRUCTION</small> STREET INTERSECTIONS		
<small>100% SUBMITTAL</small>	<small>PROJECT NO.: 1801.13</small>	<small>DATE: 07/22/2016</small>
<small>DRWN. BY: DD</small>	<small>DSGN. BY: MH</small>	<small>CHKD. BY: MH</small>
<small>SHEET NO: 12 OF 25</small>		



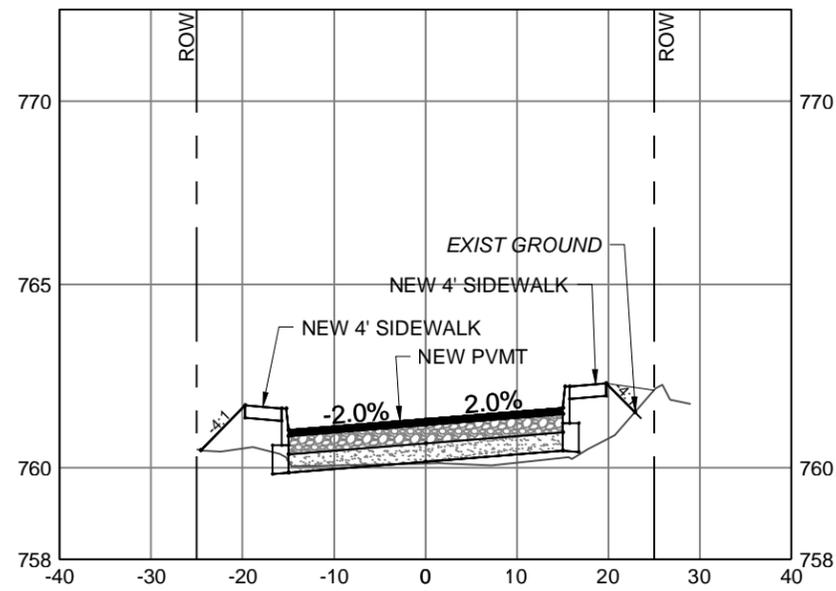
0+50



Exist
Prop

	761.0	760.3	760.6	760.7	761.9				
	761.02	760.32	760.55	760.65	761.90				

1+50



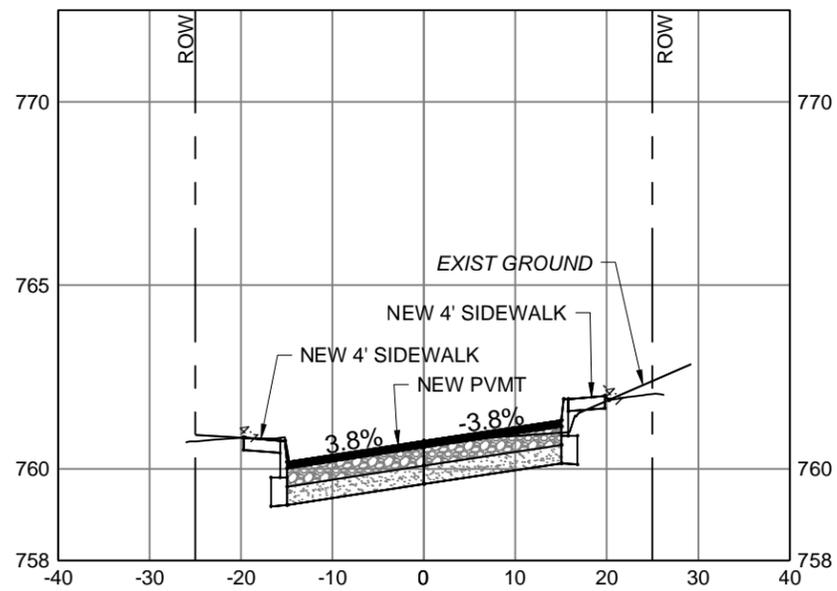
Exist
Prop

	760.5	760.1	760.1	760.1	760.8				
	760.53	760.06	760.12	760.14	760.80				

NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

SCALE:
1" = 20' HORZ
1" = 5' VERT

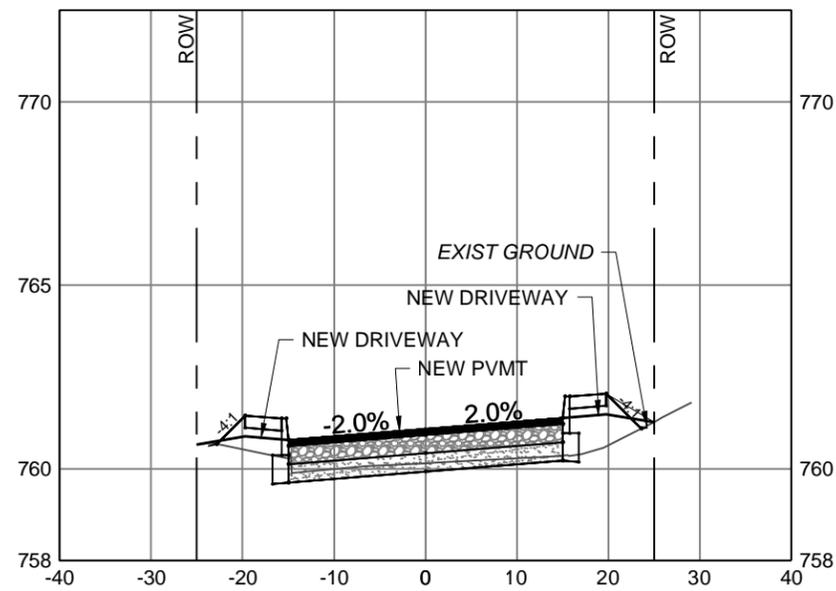
0+33.99



Exist
Prop

	760.9	760.2	760.7	760.9	761.8				
	760.85	760.23	760.69	760.90	761.85				

1+00



Exist
Prop

	760.5	760.0	760.1	760.3	760.6				
	760.53	759.99	760.15	760.28	760.63				



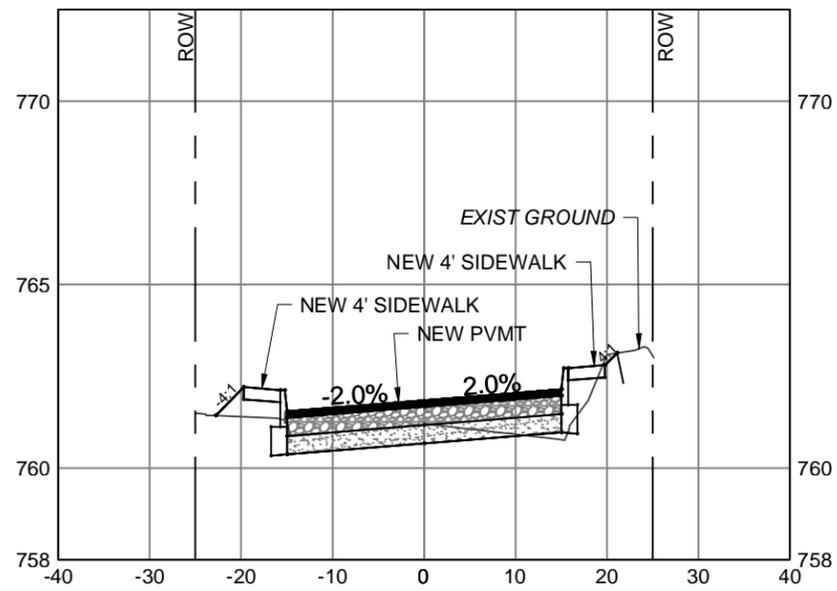
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CITY OF SAN ANTONIO
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OLNEY STREET RECONSTRUCTION
STREET SECTIONS
 BEGINNING TO STA 1+50

<small>100% SUBMITTAL</small>	<small>PROJECT NO.: 1801.13</small>	<small>DATE: 07/22/2016</small>	<small>SHEET NO: 13 OF 25</small>
<small>DRWN. BY: DD</small>	<small>DSGN. BY: MH</small>	<small>CHKD. BY: MH</small>	

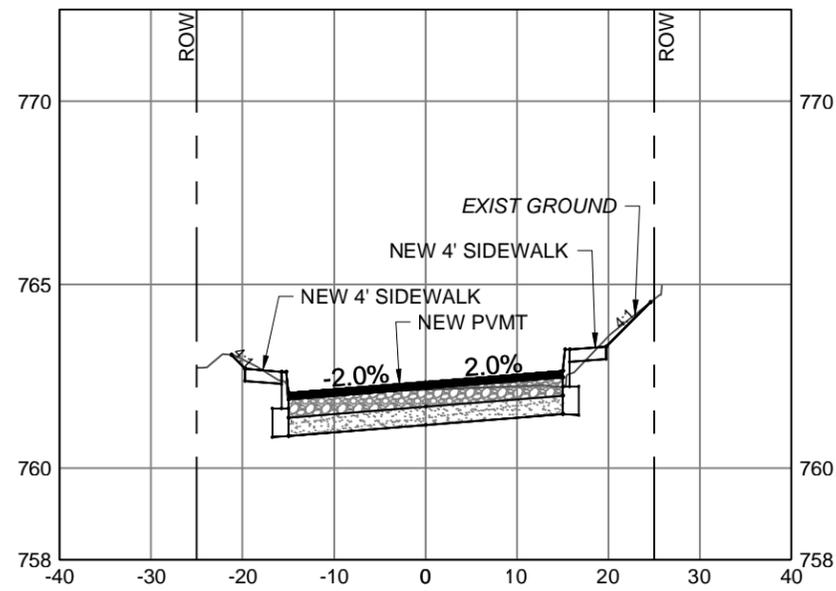
2+50



Exist
Prop

	761.4	761.0	761.2	760.9	763.1		
	761.40	760.96	761.18	760.91	763.07		

3+50



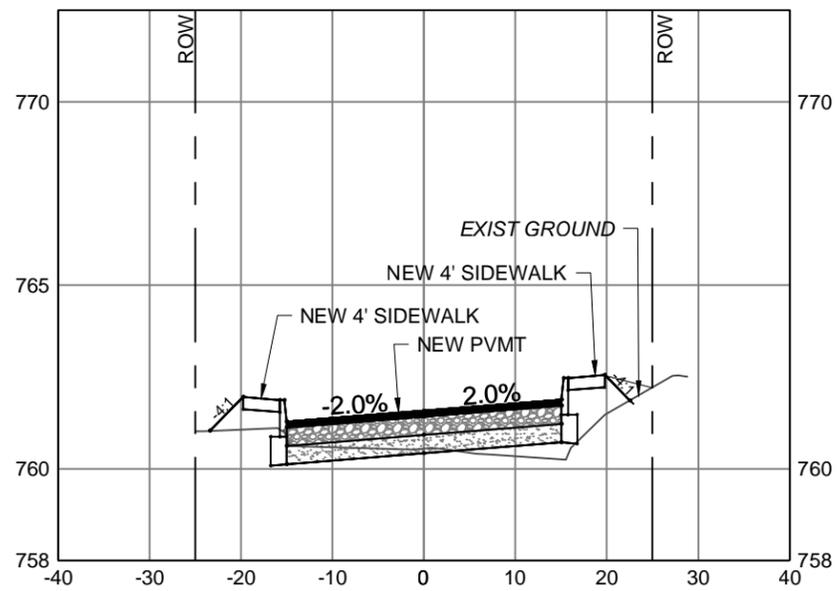
Exist
Prop

	763.0	762.0	762.1	762.2	763.6		
	762.96	761.99	762.13	762.23	763.59		

NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

SCALE:
1" = 20' HORZ
1" = 5' VERT

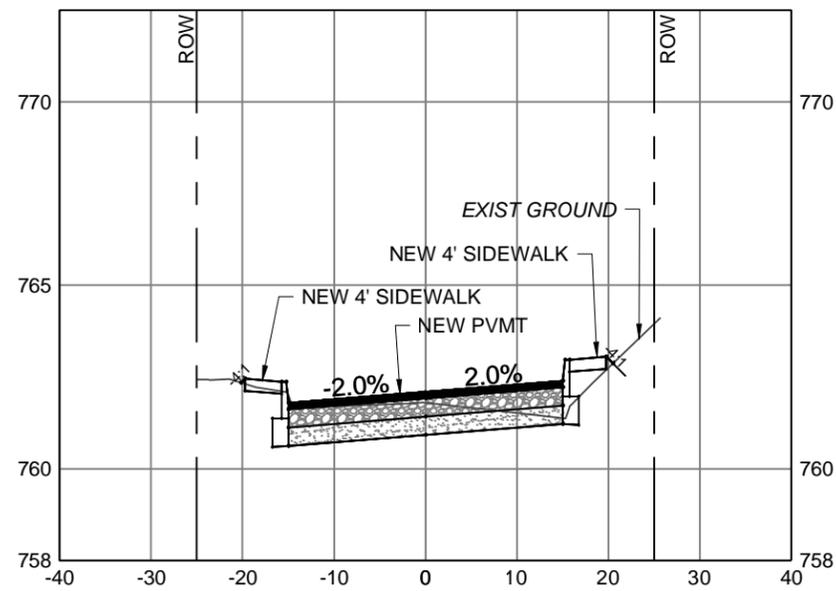
2+00



Exist
Prop

	761.1	760.6	760.5	760.3	761.5		
	761.06	760.59	760.55	760.34	761.49		

3+00



Exist
Prop

	762.3	761.7	761.8	761.5	762.7		
	762.33	761.70	761.80	761.52	762.74		



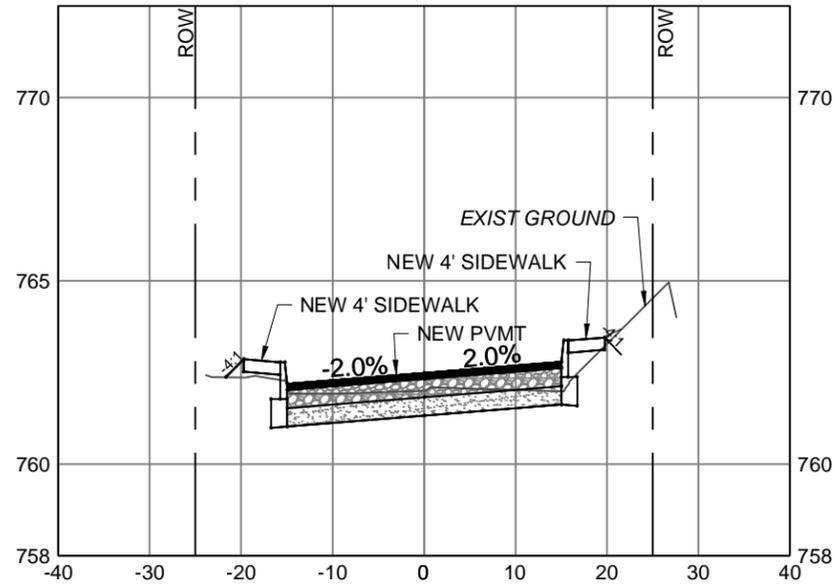
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CITY OF SAN ANTONIO
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OLNEY STREET RECONSTRUCTION
STREET SECTIONS
 STA 2+00 TO STA 3+50

<small>100% SUBMITTAL</small>	<small>PROJECT NO.: 1801.13</small>	<small>DATE: 07/22/2016</small>	
<small>DRWN. BY: DD</small>	<small>DSGN. BY: MH</small>	<small>CHKD. BY: MH</small>	<small>SHEET NO: 14 OF 25</small>

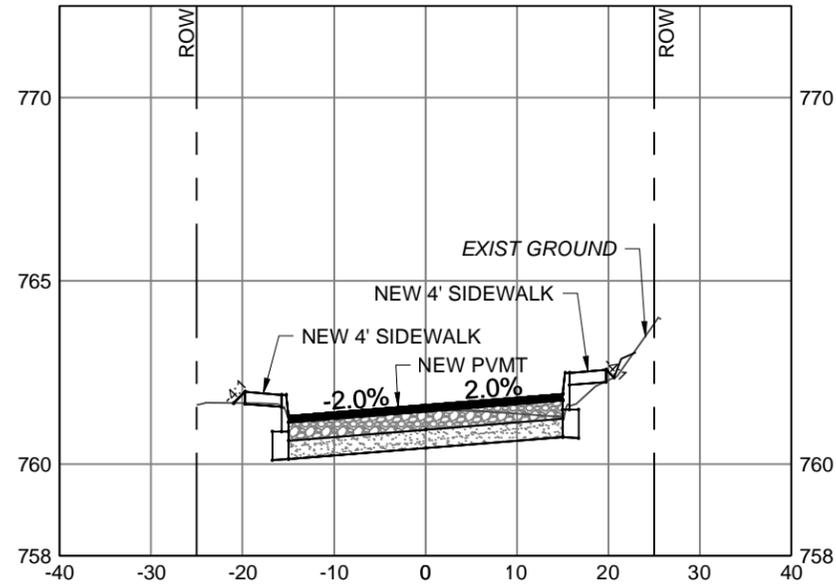
4+50



Exist
Prop

		762.4	761.9	762.0	762.0	763.3			
		762.36	761.92	762.00	762.03	763.27			

5+50



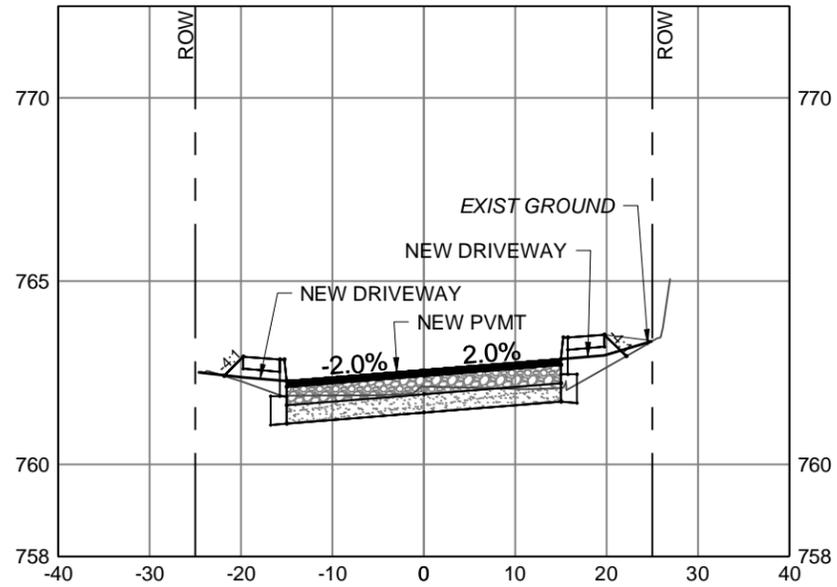
Exist
Prop

		761.7	761.3	761.5	761.4	762.3			
		761.66	761.32	761.50	761.38	762.28			

NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

SCALE:
1" = 20' HORZ
1" = 5' VERT

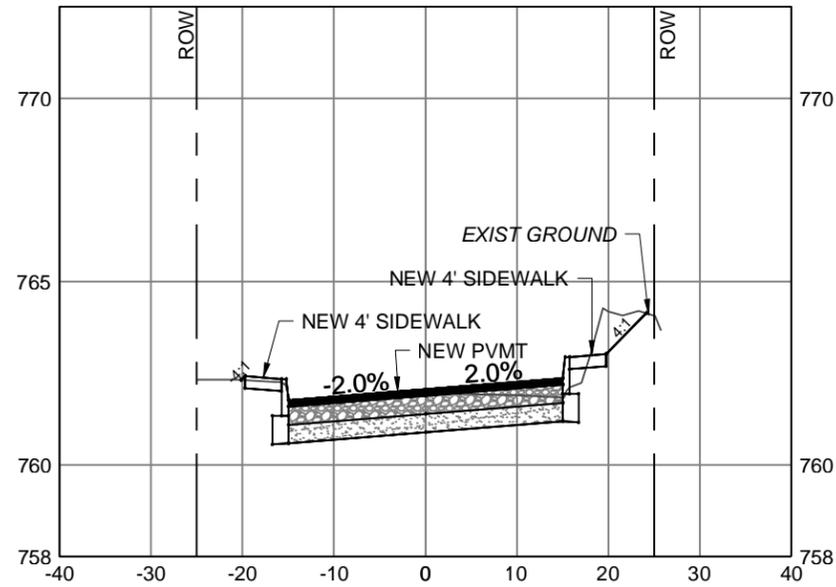
4+00



Exist
Prop

		762.3	761.9	762.1	762.1	762.7			
		762.28	761.88	762.14	762.06	762.65			

5+00



Exist
Prop

		762.3	761.8	762.0	761.9	764.2			
		762.31	761.84	761.95	761.90	764.18			



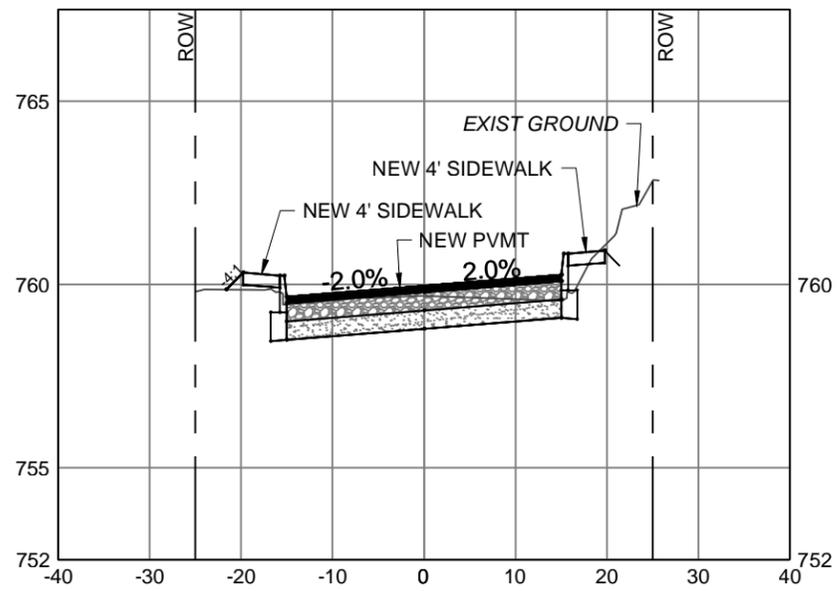
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CITY OF SAN ANTONIO
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OLNEY STREET RECONSTRUCTION
STREET SECTIONS
 STA 4+00 TO STA 5+50

<small>100% SUBMITTAL</small>	<small>PROJECT NO.: 1801.13</small>	<small>DATE: 07/22/2016</small>
<small>DRWN. BY: DD</small>	<small>DSGN. BY: MH</small>	<small>CHKD. BY: MH</small>
<small>SHEET NO: 15 OF 25</small>		

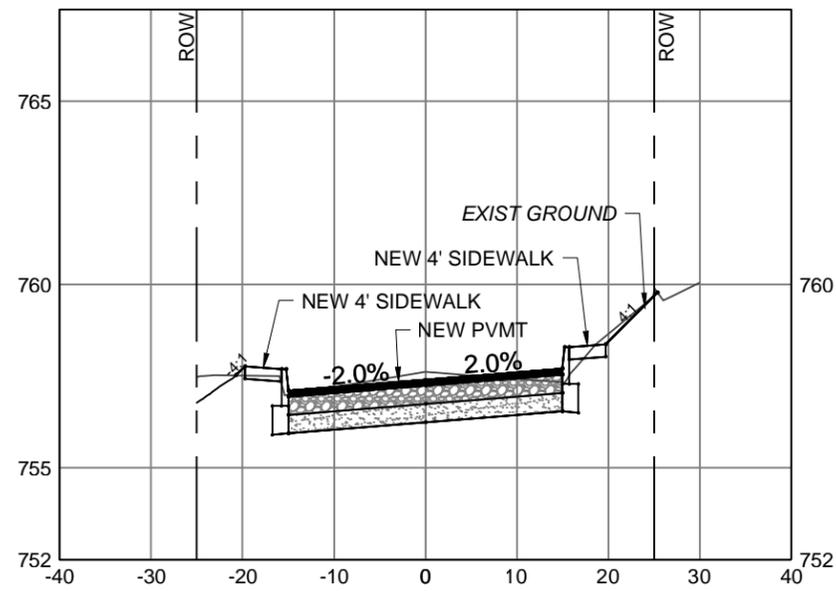
6+50



Exist
Prop

		759.9	759.86	759.6	759.57	759.7	759.69	759.6	759.60	761.1	761.13		

7+50



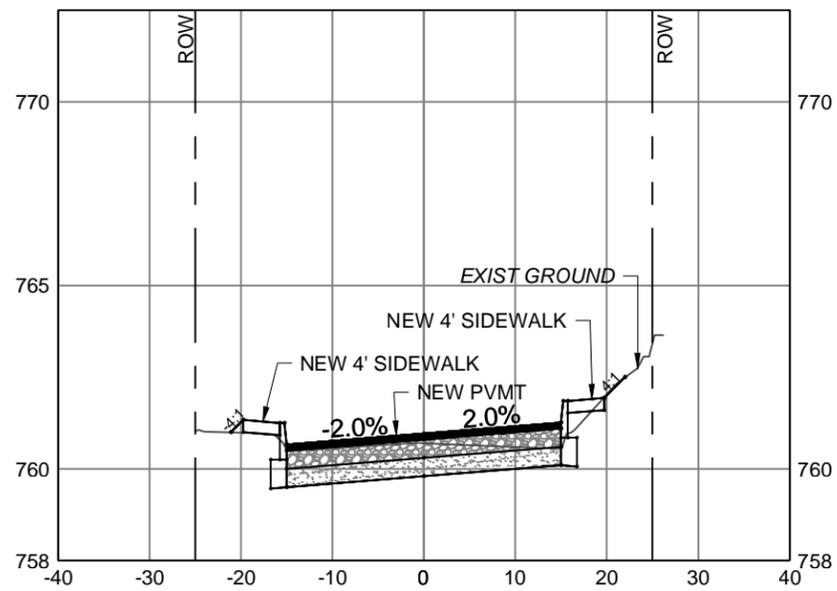
Exist
Prop

		757.5	757.52	757.2	757.21	757.6	757.62	757.4	757.43	758.6	758.65	760.1	760.06

NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

SCALE:
1" = 20' HORZ
1" = 5' VERT

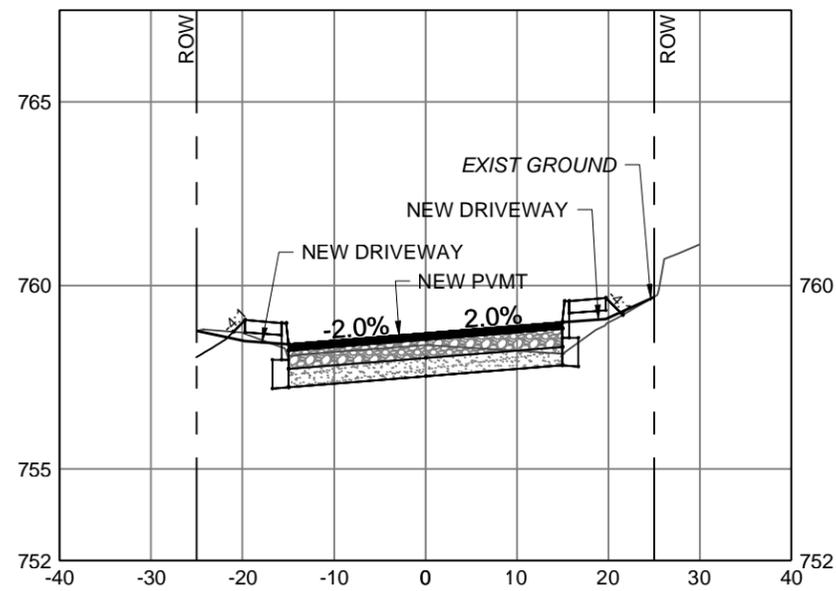
6+00



Exist
Prop

		761.0	760.99	760.6	760.56	760.7	760.70	760.6	760.59	762.0	762.02		

7+00



Exist
Prop

		758.7	758.70	758.2	758.19	758.4	758.37	758.2	758.22	759.0	758.99	761.1	761.12



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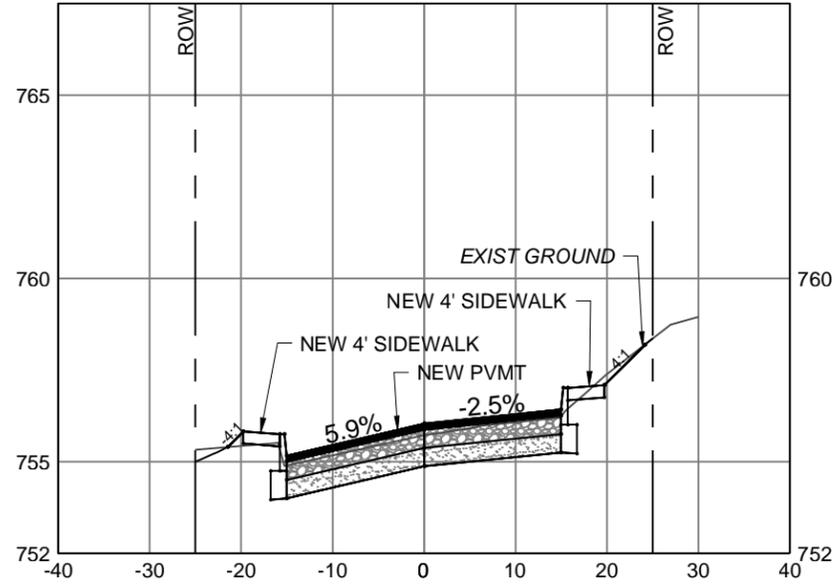
CITY OF SAN ANTONIO
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OLNEY STREET RECONSTRUCTION
STREET SECTIONS
STA 6+00 TO STA 7+50

<small>100% SUBMITTAL</small>	<small>PROJECT NO.: 1801.13</small>	<small>DATE: 07/22/2016</small>
<small>DRWN. BY: DD</small>	<small>DSGN. BY: MH</small>	<small>CHKD. BY: MH</small>

SHEET NO: 16 OF 25

8+09.13



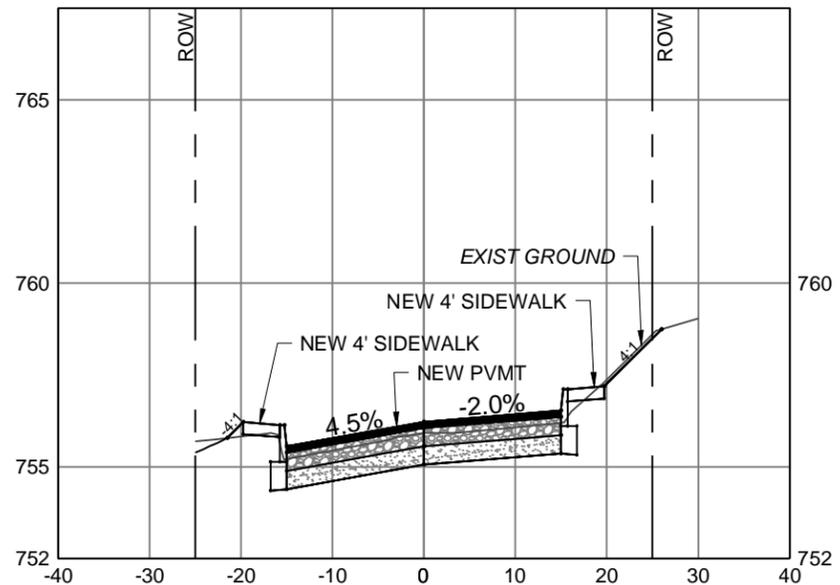
Exist
Prop

	755.4	755.43	755.2	755.18	755.7	755.73	756.1	756.08	757.4
									757.38
									759.0
									758.96

NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

SCALE:
1" = 20' HORZ
1" = 5' VERT

8+00

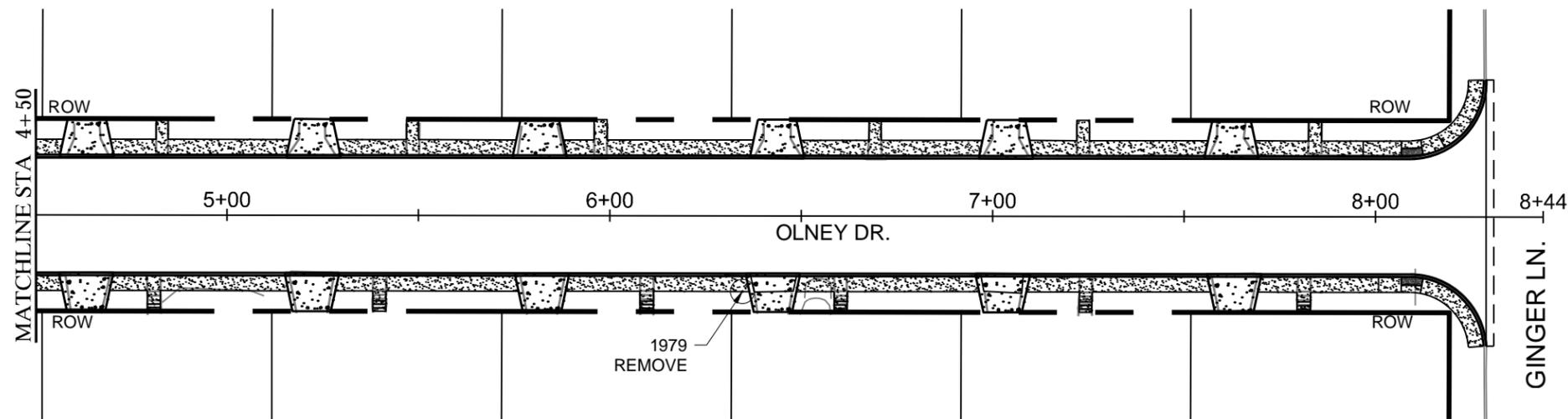
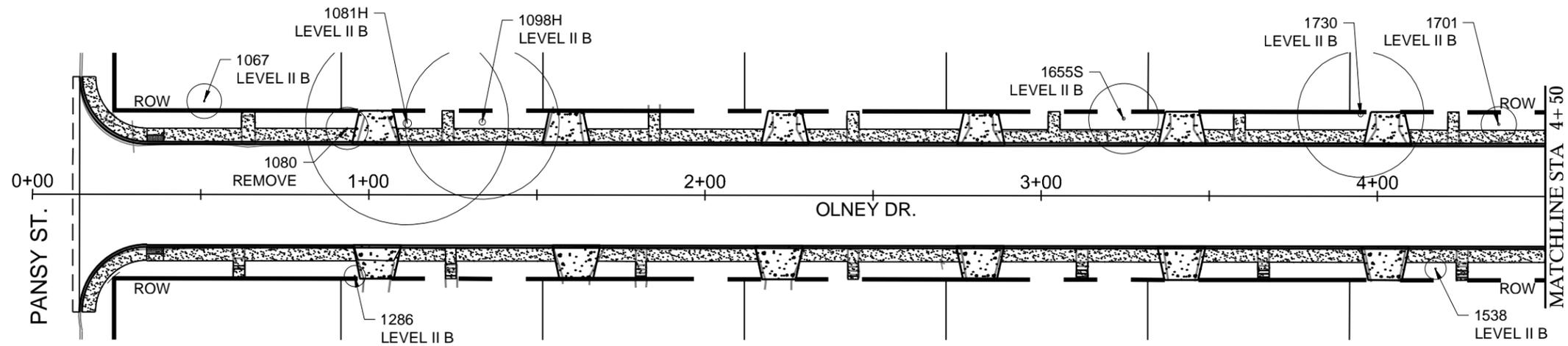
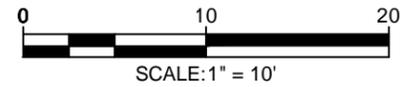
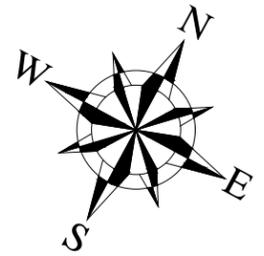


Exist
Prop

	755.8	755.82	755.4	755.45	755.9	755.92	756.1	756.07	757.4
									757.38
									759.0
									759.05



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OLNEY STREET RECONSTRUCTION STREET SECTIONS STA 8+00 TO END		
100% SUBMITTAL	PROJECT NO.: 1801.13	DATE: 07/22/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 17 OF 25



- NOTES:**
1. TREE NUMBERS PROCEEDED BY ASTERISK INDICATE REMOVAL.
 2. "S" INDICATES TREE TO BE SIGNIFICANT.
 3. "H" INDICATED TREE TO BE HERITAGE.

No.	Tree Type	DBH (inches)	STATION	REMOVE			Preserve
				Exempt	Mitigate	Replace	
1067	Oak	5	0+51.01				X
1080	Texas persimmon	6	0+93.48	X			
1081	Texas persimmon	29	1+11.40				X
1098	Texas persimmon	22	1+33.69				X
1286	Texas persimmon	3	0+95.85				X
1538	Oak	3	4+17.32				X
1655	Hackberry	10	3+24.50				X
1701	Oak	5	4+36.06				X
1730	Chinese Tallow	18	3+95.02				X
1979	Texas persimmon	3	6+34.69	X			

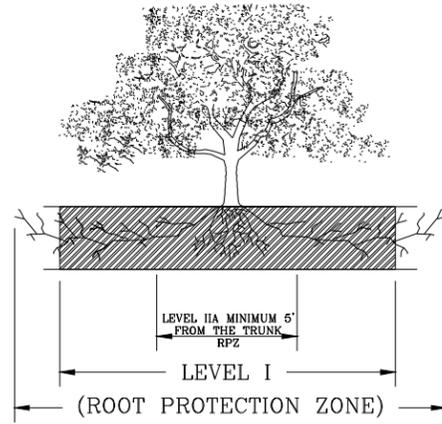


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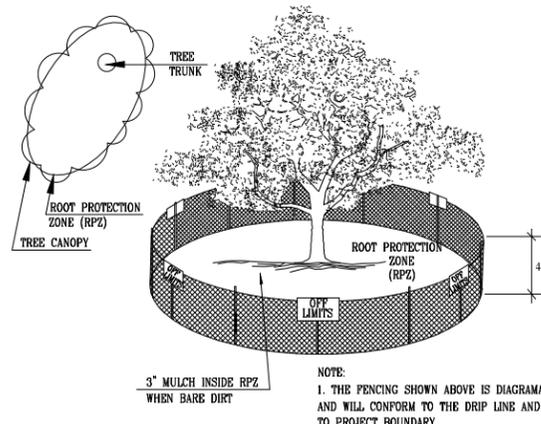
OLNEY STREET RECONSTRUCTION
TREE PROTECTION PLAN

100% SUBMITTAL	PROJECT NO.: 1801.13	DATE: 07/22/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH



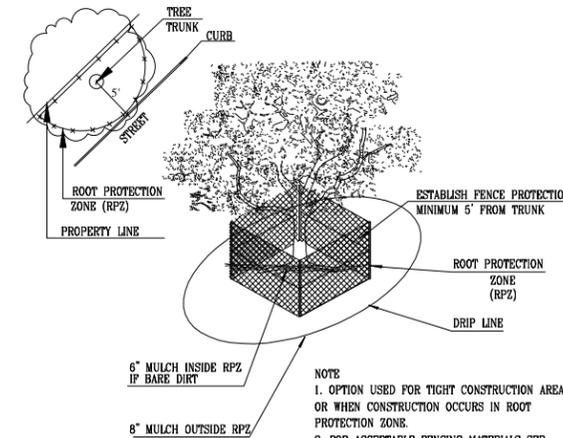
1.1.1 ELEVATION
N. T. S.

ROOT PROTECTION ZONE—THE ROOT PROTECTION ZONE IS A CIRCULAR AREA AROUND A TREE THAT IS BASED ON THE DIAMETER OF THE TREE. EACH 1 INCH DIAMETER OF THE TREE EQUALS 1 FOOT RADIUS FOR ROOT PROTECTION ZONE.



1.1.2 LEVEL I & FENCE PROTECTION
N. T. S.

NOTE:
1. THE FENCING SHOWN ABOVE IS DIAGRAMATIC ONLY AND WILL CONFORM TO THE DRIP LINE AND LIMITED TO PROJECT BOUNDARY.
2. FOR ACCEPTABLE FENCING MATERIALS SEE SPECIFICATIONS.

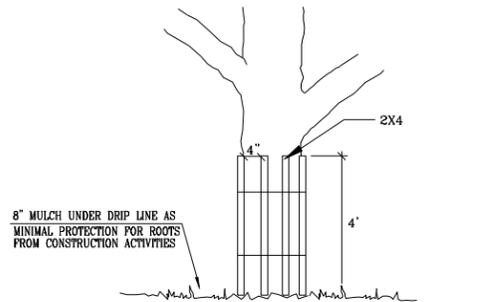


1.1.3 LEVEL II A FENCE PROTECTION
N. T. S.

NOTE:
1. OPTION USED FOR TIGHT CONSTRUCTION AREAS OR WHEN CONSTRUCTION OCCURS IN ROOT PROTECTION ZONE.
2. FOR ACCEPTABLE FENCING MATERIALS SEE SPECIFICATIONS.

GENERAL NOTES

- ALL THE TREES WITH A DIAMETER GREATER THAN 3 INCHES AFFECTED BY CONSTRUCTION SHALL HAVE THE LIMBS AND ROOTS TRIMMED AND PRUNED ACCORDING TO ITEM No. 802. TREE PRUNING, SOIL AMENDING AND FERTILIZATION, UNLESS SPECIFIED TREES SHALL RECEIVE LEVEL 2 PROTECTION AS PER ITEM No. 802. TREES TO RECEIVE LEVEL 1 PROTECTION AS PER ITEM No. 802 ARE SHOWN ON TREE PROTECTION TABLE ON THIS SHEET.
- ALL TREES SHALL REMAIN UNLESS NOTED ON THE PLANS.
- NO SITE PREPARATION WORK SHALL BEGIN IN AREAS WHERE TREE PRESERVATION AND TREATMENT MEASURES HAVE NOT BEEN COMPLETED AND APPROVED.
- TREE PROTECTION FENCING SHALL BE REQUIRED. TREE PROTECTION FENCING SHALL BE INSTALLED, MAINTAINED AND REPAIRED BY THE CONTRACTOR DURING SITE CONSTRUCTION.
- THE CONTRACTOR SHALL AVOID CUTTING ROOTS LARGER THAN THREE INCHES IN DIAMETER WHEN EXCAVATING NEAR EXISTING TREES. EXCAVATION IN THE VICINITY OF TREES SHALL PROCEED WITH CAUTION. THE CONTRACTOR SHALL CONTACT THE CITY INSPECTOR.
- THE ROOT PROTECTION ZONE IS THAT AREA SURROUNDING A TREE, AS MEASURED BY A RADIUS FROM THE TREE TRUNK, IN WHICH NO EQUIPMENT, VEHICLES OR MATERIALS MAY OPERATE OR BE STORED. THE REQUIRED RADIUS LENGTH IS 1 FOOT PER DIAMETER INCH OF THE TREE. FOR EXAMPLE, A 10-INCH DIAMETER TREE WOULD HAVE A 5-FOOT RADIUS ROOT PROTECTION ZONE AROUND THE TREE. ROOTS OR BRANCHES THAT ARE IN CONFLICT WITH THE CONSTRUCTION SHALL BE CUT CLEANLY ACCORDING TO PROPER PRUNING METHODS. LIVE OAK WOUNDS SHALL BE PAINTED OVER, WITHIN 20 MINUTES TO PREVENT OAK WILT.
- ACCESS TO FENCED AREAS WILL BE PERMITTED ONLY WITH THE APPROVAL OF THE ENGINEER OR CITY INSPECTOR.
- GRADING, IF REQUIRED, SHALL BE LIMITED TO A 3 INCH CUT OR FILL WITHIN THE FENCED ROOT ZONE AREAS.
- TREES, SHRUBS OR BUSHES TO BE CLEARED FROM PROTECTED ROOT ZONE AREAS SHALL BE REMOVED BY HAND AS DIRECTED BY THE PROJECT MANAGER OR CITY INSPECTOR.
- TREES DAMAGED OR LOST DUE TO CONTRACTOR'S NEGLIGENCE DURING CONSTRUCTION SHALL BE MITIGATED TO THE ENGINEER'S SATISFACTION.
- EXPOSED ROOTS SHALL BE COVERED AT THE END OF EACH DAY USING TECHNIQUES SUCH AS COVERING WITH SOIL, MULCH OR WET BURLAP.
- ANY TREE REMOVAL SHALL BE APPROVED BY THE CITY ARBORIST PRIOR TO ITS REMOVAL.

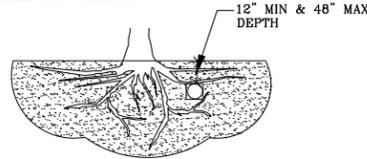


1.1.4 LEVEL II B FENCE PROTECTION
N. T. S.

NOTE:
WRAP TREE TRUNK WITH 2"x4" STUDS AND ROPE OR BAND IN PLACE AS NEEDED TO PROTECT TREES IN WORK AREAS.

TREES THAT ARE MARKED TO BE PRESERVED ON A SITE PLAN AND FOR WHICH UTILITIES MUST PASS THROUGH THEIR ROOT PROTECTION ZONES MAY REQUIRE TUNNELING AS OPPOSED TO OPEN TRENCHES. THE DECISION TO TUNNEL WILL BE DETERMINED ON A CASE BY CASE BASIS BY THE ENGINEER.

TUNNELS SHALL BE DUG THROUGH THE ROOT PROTECTION ZONE IN ORDER TO MINIMIZE ROOT DAMAGE.

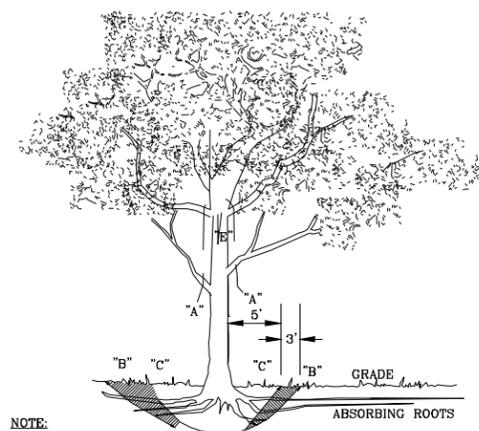


TUNNEL TO MINIMIZE ROOT DAMAGE (TOP) AS OPPOSED TO SURFACE-DUG TRENCHES IN ROOT PROTECTION ZONE WHEN THE 5' MINIMUM DISTANCE FROM TRUNK CAN NOT BE ACHIEVED.



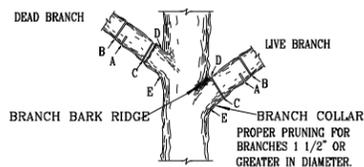
OPEN TRENCHING MAY BE USED IF EXPOSED TREE ROOTS DO NOT EXCEED 3" OR ROOTS CAN BE BENT BACK.

1.2 BORING THRU TREE ROOT ZONE
N. T. S.



NOTE:
"A" REMOVE BULKY TREE PARTS "SHRED" AND/OR HAUL SEPARATELY.
"B" BEGIN EXCAVATION APPROX. 8' FROM THE TRUNK - CUT THRU ANCHOR ROOTS AT AN ANGLE - 3' TO 4' DEEP
"C" USING TREE TRUNK AS A LEVER PUSH AT POINT "E" TO REMOVE TREE BOLE AND LARGE FEEDER ROOTS (4" TO 10" IN DIAM.)
"D" BACKFILL HOLE AND CLEAN UP.

1.3 TREE REMOVAL DIAGRAM
N. T. S.



NOTE: DO NOT CUT FROM D TO E.

- FIRST CUT - TO PREVENT THE BARK FROM BEING PEELED WHEN THE BRANCH FALLS.
- SECOND CUT - TO REDUCE THE WEIGHT OF BRANCH.
- FINAL CUT - ALLOW FOR HEALING COLLAR BUT NO STUBS
- BRANCH RIDGES - INDENT PROPERLY BRANCH RIDGES WHICH ARE SITE FOR DECAY.

FOR OAKS ONLY: PAINT ALL WOUNDS OR CUTS WITH PRUNING PAINT WITHIN 20 MIN TO PREVENT THE SPREAD OF OAK WILT.

1.4 BRANCH PRUNING DETAIL
N. T. S.

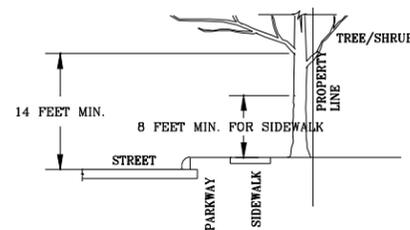
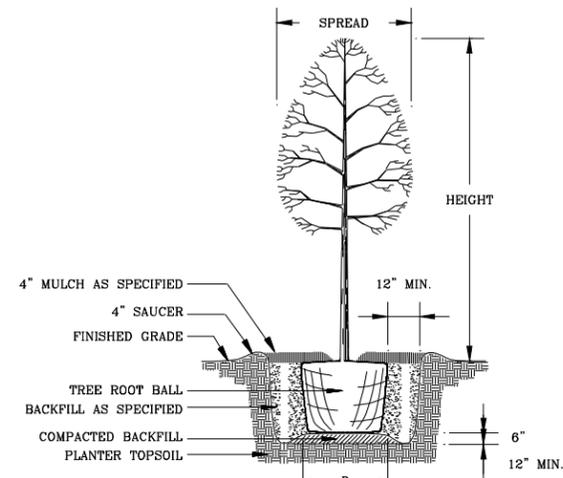


FIGURE No.2:

A MINIMUM BRANCH CLEARANCE OF 14 FEET ABOVE STREET ELEVATION MUST BE MAINTAINED FROM THE PROPERTY LINE TO THE CURB LINE AS PRESCRIBED BY PROJECT MANAGER.

1.5 BRANCH CLEARANCE DETAIL
N. T. S.



1.6 NEW TREE PLANTING DETAIL
N. T. S.

1.3 GENERAL NOTES

TREE INVENTORY SUMMARY (6" DIAMETER AND LARGER)	
TOTAL DIAMETER INCHES, R.O.W	99.0
TOTAL DIAMETER INCHES REMOVED	9
TOTAL DIAMETER INCHES PRESERVED	90.0
TOTAL PERCENTAGE INCHES PRESERVED	91
TOTAL INCHES TO BE MITIGATED	0

1.3 TREE INVENTORY SUMMARY

PREPARED BY: FERNANDEZ PRAZER WHITE & ASSOC. INC.
& C. F. ZAVALA GROUP

CITY OF SAN ANTONIO



DEPARTMENT OF PUBLIC WORKS

CITY OF SAN ANTONIO
TREE PROTECTION DETAILS
TREE PRESERVATION

DESIGNED:	FED. RD. DW. NO.	STATE		SHT. NO.
CHECKED:		TEXAS		19 OF 24
DRAWN:	STATE DIST. NO.	COUNTY	CONTROL NO.	SECT. NO.
CHECKED:		BEJAR		JOB NO. HIGHWAY NO.

DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

I. STORMWATER POLLUTION PREVENTION—CLEAN WATER ACT SECTION 402

Texas Pollutant Discharge Elimination System (TPDES) TXR 150000: Stormwater Discharge Permit or Construction General Permit (CGP) required for projects with 1 or more acres disturbed soil. Projects with any disturbed soil must protect for erosion and sedimentation in accordance with Item 540.

No Action Required Required Action

Action No.

1. Prevent stormwater pollution by controlling erosion and sedimentation in accordance with TPDES Permit TXR 150000.
2. Comply with the Storm Water Pollution Prevention Plan (SW3P) and revise when necessary to control pollution or required by the Engineer.
3. Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA) or other inspectors.
4. When Contractor project specific locations (PSL's) increase disturbed soil area to 5 acres or more, Contractor shall submit Notice of Intent (NOI) to TCEQ and the Engineer.
5. NOI required: Yes No

Note: If amount of soil disturbance changes, permit requirements may change.

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS CLEAN WATER ACT SECTIONS 401 AND 404

US Army Corps of Engineers (USACE) Permit required for filling, dredging, excavating or other work in any potential USACE jurisdictional water, such as, rivers, creeks, streams, or wetlands.

The Contractor shall adhere to all of the terms and conditions associated with the following permit(s):

- No Permit Required
- Nationwide Permit (NWP) 14 – Pre-construction Notice (PCN) not Required
- Nationwide Permit 14 – PCN Required
- Individual 404 Permit Required
- Other Nationwide Permit Required: NWP# _____

Required Actions: List waters of the US permit applies to, location in project and check Best Management Practices (BMPs) planned to control erosion, sedimentation and post-project total suspended solids (TSS).

- 1.
- 2.
- 3.
- 4.

401 Best Management Practices: (Not applicable if no USACE permit)

<p>Erosion</p> <p><input type="checkbox"/> Temporary Vegetation</p> <p><input type="checkbox"/> Blankets/Matting</p> <p><input type="checkbox"/> Mulch</p> <p><input type="checkbox"/> Sodding</p> <p><input type="checkbox"/> Interceptor Swale</p> <p><input type="checkbox"/> Diversion Dike</p> <p><input type="checkbox"/> Erosion Control Compost</p> <p><input type="checkbox"/> Mulch Filter Berm and Socks</p> <p><input type="checkbox"/> Compost Filter Berm and Socks</p>	<p>Sedimentation</p> <p><input type="checkbox"/> Silt Fence</p> <p><input type="checkbox"/> Rock Berm</p> <p><input type="checkbox"/> Triangular Filter Dike</p> <p><input type="checkbox"/> Sand Bag Berm</p> <p><input type="checkbox"/> Straw Bale Dike</p> <p><input type="checkbox"/> Brush Berms</p> <p><input type="checkbox"/> Erosion Control Compost</p> <p><input type="checkbox"/> Mulch Filter Berm and Socks</p> <p><input type="checkbox"/> Compost Filter Berm and Socks</p> <p><input type="checkbox"/> Stone Outlet Sediment Traps</p> <p><input type="checkbox"/> Sediment Basins</p>	<p>Post-Construction TSS</p> <p><input type="checkbox"/> Vegetative Filter Strips</p> <p><input type="checkbox"/> Retention/Irrigation Systems</p> <p><input type="checkbox"/> Extended Detention Basin</p> <p><input type="checkbox"/> Constructed Wetlands</p> <p><input type="checkbox"/> Wet Basin</p> <p><input type="checkbox"/> Erosion Control Compost</p> <p><input type="checkbox"/> Mulch Filter Berm and Socks</p> <p><input type="checkbox"/> Compost Filter Berm and Socks</p> <p><input type="checkbox"/> Vegetation Lined Ditches</p> <p><input type="checkbox"/> Sand Filter Systems</p> <p><input type="checkbox"/> Sedimentation Chambers</p> <p><input type="checkbox"/> Grassy Swales</p>
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III. CULTURAL RESOURCES

Cultural resources fall under the Antiquities Code of Texas and/or the National Historic Preservation Act, as amended in 1966. If a previously unidentified archeological site is encountered during construction work, activities should be immediately stopped in the vicinity and the City Archeologist (210-207-7306) notified and/or the SHPO.

No Action Required Required Action

Action No.

- 1.
- 2.
- 3.
- 4.

IV. VEGETATION RESOURCES

Preserve native vegetation to the extent practical. Contractor must adhere to Construction Specification Requirements Specs 162,164, 192, 193, 506, 730, 751, 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

No Action Required Required Action

Action No.

1. Ensure that a tree permit is in place for this project, if required.
2. Follow the tree preservation/mitigation plan provided in the design plan set. If there are any questions or concerns, please contact the City Arborist at 201-0278, before any work begins.

V. FEDERAL LISTED, PROPOSED THREATENED, ENDANGERED SPECIES, CRITICAL HABITAT, STATE LISTED SPECIES, CANDIDATE SPECIES AND MIGRATORY BIRDS.

No Action Required Required Action

Action No.

1. MIGRATORY BIRD NESTS: Schedule construction activities as needed to meet the following requirements:
 - A. Do not remove or destroy any active migratory bird nests (nests containing eggs and/or flightless birds) at any time of year. If there are any active nests, they shall not be removed until the nests become inactive.
 - B. On/in structures, if there are any active nests, they shall not be removed until all nests become inactive. After inactive nests are removed and/or before nest activity begins, deterrent materials may be applied to the structures to prevent future nest building.

If any of the listed species are observed, cease work in the immediate area, do not disturb species or habitat and contact the COSA Inspector immediately. The work may not remove active nests from bridges and other structures during nesting season of the birds associated with the nests. If caves or sinkholes are discovered, cease work in the immediated area, and contact the COSA Inspector immediately.

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):

Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropriate for any hazardous materials used.

Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for products which may be hazardous. Maintain product labelling as required by the Act.

Maintain an adequate supply of on-site spill response materials, as indicated in the MSDS. In the event of a spill, take actions to mitigate the spill as indicated in the MSDS, in accordance with safe work practices, and contact the COSA Inspector immediately. The Contractor shall be responsible for the proper containment and cleanup of all product spills.

Contact the COSA Inspector if any of the following are detected:

- * Dead or distressed vegetation (not identified as normal)
- * Trash piles, drums, canister, barrels, etc.
- * Undesirable smells or odors
- * Evidence of leaching or seepage of substances

Hazardous Materials or Contamination Issues Specific to this Project:

No Action Required Required Action

Action No.

- 1.
- 2.
- 3.

Does the project involve the demolition of a span bridge?

Yes No (No further action required)

If "Yes", a pre-demolition notification must be submitted to the Texas Department of State Health Services.

VII. OTHER ENVIRONMENTAL ISSUES

(includes regional issues such as Edwards Aquifer District, etc.)

No Action Required Required Action

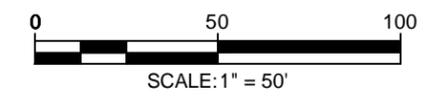
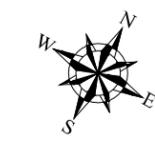
Action No.

- 1.
- 2.
- 3.

Woodward Place
April 2016
**ENVIRONMENTAL PERMITS,
ISSUES AND COMMITMENTS**

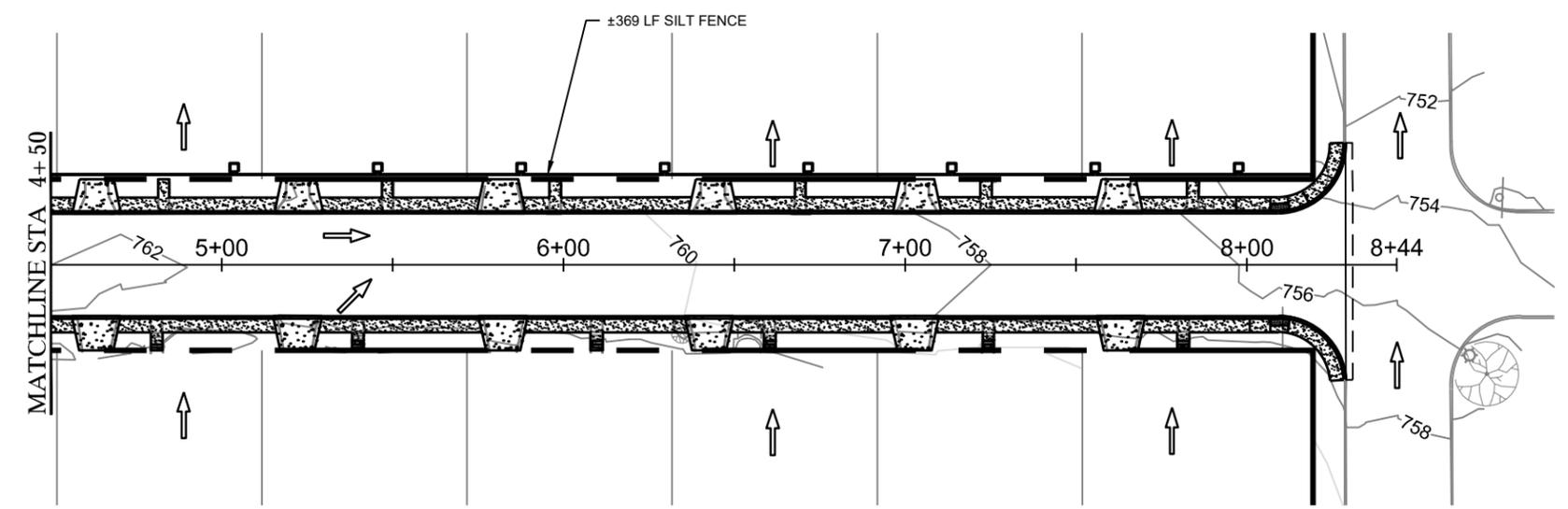
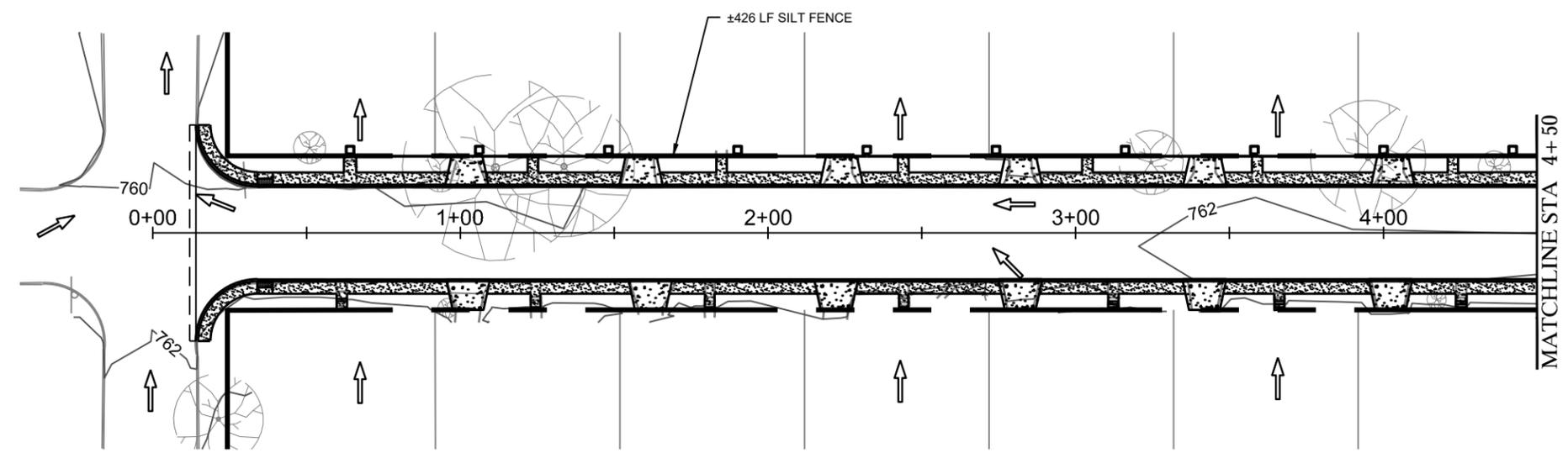
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REVISIONS				
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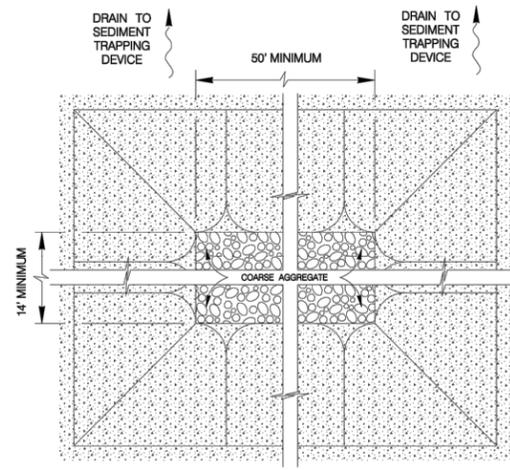


LEGEND

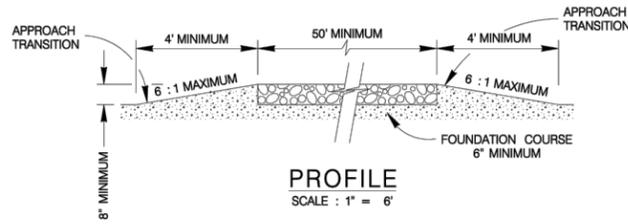
- DRAINAGE ARROW
- SILT FENCE



TYPE No. E-1112 FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT		
OLNEY STREET RECONSTRUCTION SWPPP		
100% SUBMITTAL	PROJECT NO.: 1801.13	DATE: 07/22/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 21 OF 25



PLAN
SCALE : 1" = 6'

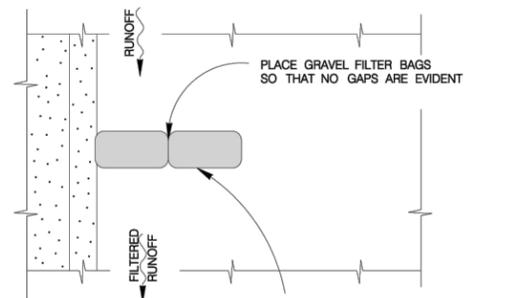


PROFILE
SCALE : 1" = 6'

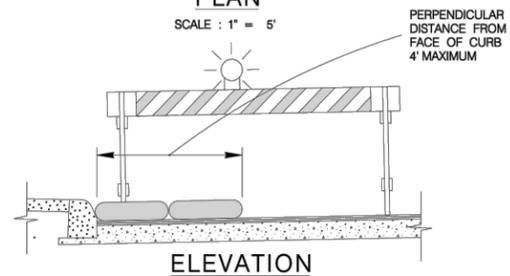
GENERAL NOTES

1. THE LENGTH OF THE TYPE 1 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
2. THE COARSE AGGREGATE SHOULD BE OPEN GRADED WITH A SIZE OF 4" TO 8".
3. THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6:1 AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
4. THE CONSTRUCTION EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
5. THE CONSTRUCTION EXIT SHALL BE GRADED TO ALLOW DRAINAGE TO A SEDIMENT TRAPPING DEVICE.
6. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

CONSTRUCTION EXIT - TYPE 1



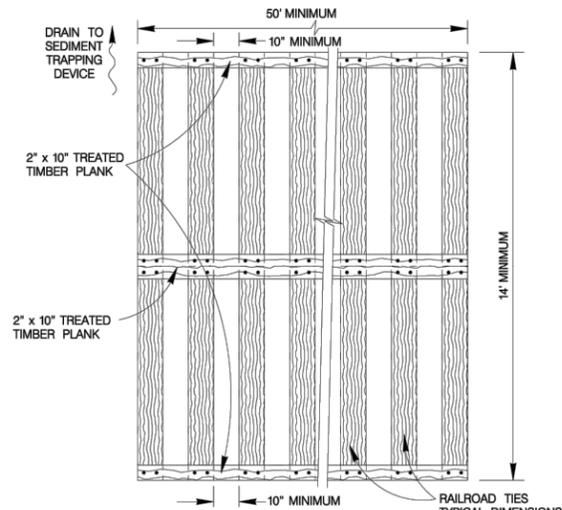
PLAN
SCALE : 1" = 5'



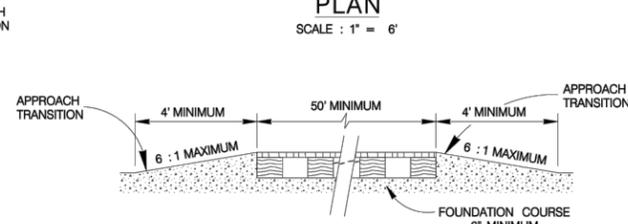
ELEVATION
SCALE : 1" = 5'

NOTE: STRADDLE GRAVEL FILTER BAGS WITH TYPE 1 BARRICADES MOUNTED WITH TYPE "A" FLASHING WARNING LIGHT. SEE BARRICADE CONSTRUCTION SIGN DETAILS. PLACE FLASHING LIGHTS AWAY FROM GUTTER, FLUSH WITH OUTSIDE EDGE OF BAG CONFIGURATION.

GRAVEL FILTER BAGS



PLAN
SCALE : 1" = 6'

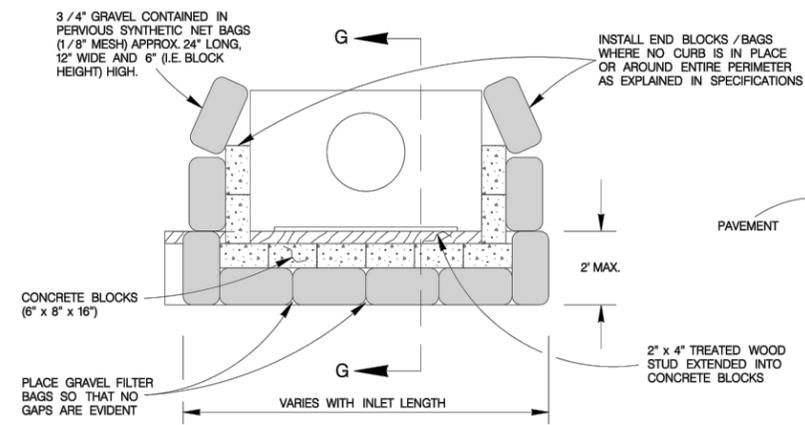


PROFILE
SCALE : 1" = 6'

GENERAL NOTES

1. THE LENGTH OF THE TYPE 2 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
2. THE TREATED TIMBER PLANKS SHALL BE ATTACHED TO THE RAILROAD TIES WITH 1/2" x 6" MIN. LAG BOLTS. OTHER FASTENERS MAY BE USED AS APPROVED BY THE ENGINEER.
3. THE TREATED TIMBER PLANKS SHALL BE #2 GRADE MIN, AND SHOULD BE FREE FROM LARGE AND LOOSE KNOTS.
4. THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6:1 AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
5. THE CONSTRUCTION EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
6. THE CONSTRUCTION EXIT SHOULD BE GRADED TO ALLOW DRAINAGE TO A SEDIMENT TRAPPING DEVICE.
7. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

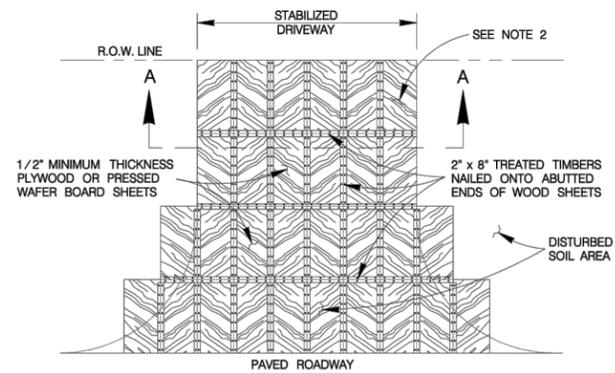
CONSTRUCTION EXIT - TYPE 2



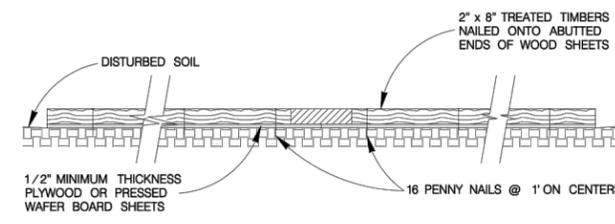
PLAN
SCALE : 1" = 5'

NOTE: GRAVEL FILTERS CAN BE USED ON PAVEMENT OR BARE GROUND.

CURB INLET GRAVEL FILTER



PLAN
SCALE : 1" = 20'

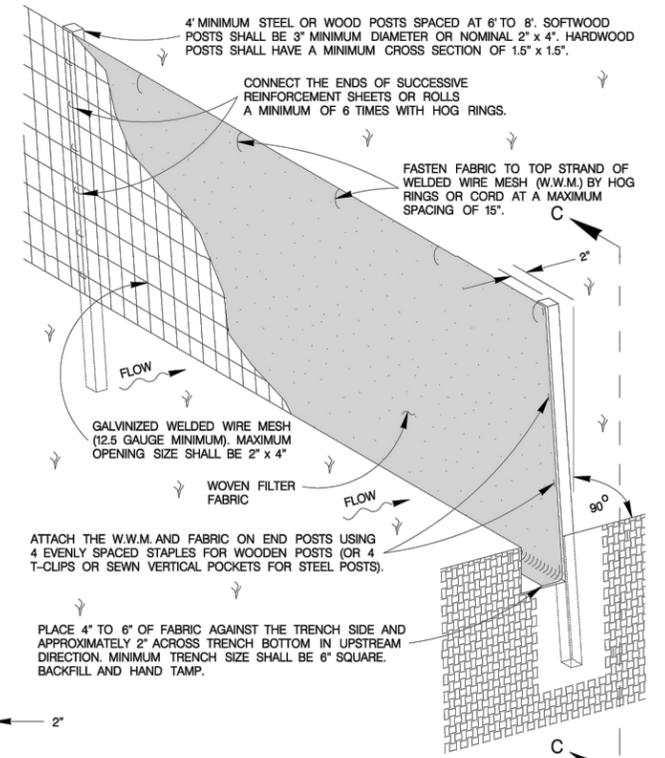


SECTION A-A
SCALE : 1" = 2'

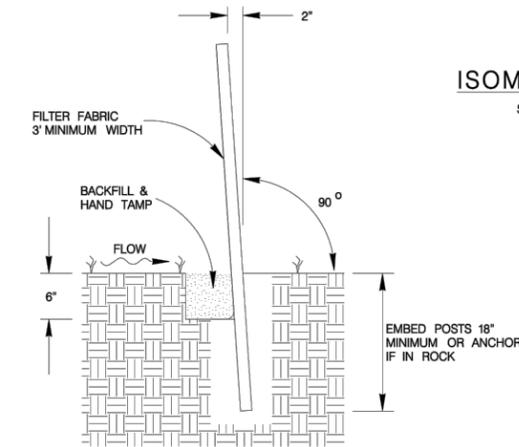
GENERAL NOTES

1. THE LENGTH OF THE TYPE 3 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
2. THE TYPE 3 CONSTRUCTION EXIT MAY BE CONSTRUCTED FROM OPEN GRADED CRUSHED STONE WITH A SIZE OF 2 TO 4 INCHES SPREAD A MINIMUM OF 4 INCHES THICK TO THE LIMITS SHOWN ON THE PLANS.
3. THE TREATED TIMBER PLANKS SHALL BE #2 GRADE MIN, AND SHOULD BE FREE FROM LARGE AND LOOSE KNOTS.
4. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

CONSTRUCTION EXIT - TYPE 3



ISOMETRIC VIEW
SCALE : 1" = 2'



SECTION C-C
SCALE : 1" = 2'

SEDIMENT CONTROL FENCE USAGE GUIDELINES

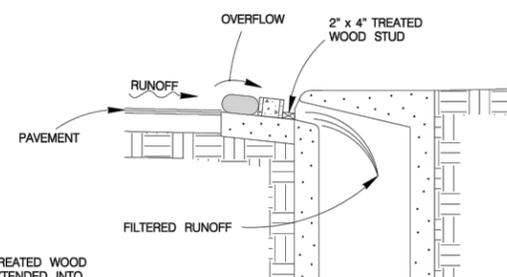
A SEDIMENT CONTROL FENCE MAY BE CONSTRUCTED NEAR THE DOWNSTREAM PERIMETER OF A DISTURBED AREA ALONG A CONTOUR TO INTERCEPT SEDIMENT FROM OVERLAND RUN-OFF. A 2 YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE TO BE FILTERED.

SEDIMENT CONTROL FENCE SHOULD BE SIZED TO FILTER A MAXIMUM FLOW THRU RATE OF 100 GPM / FT SQUARED. SEDIMENT CONTROL FENCE IS NOT RECOMMENDED TO CONTROL EROSION FROM A DRAINAGE AREA LARGER THAN 2 ACRES.

GENERAL NOTES

1. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

TEMPORARY SEDIMENT CONTROL FENCE

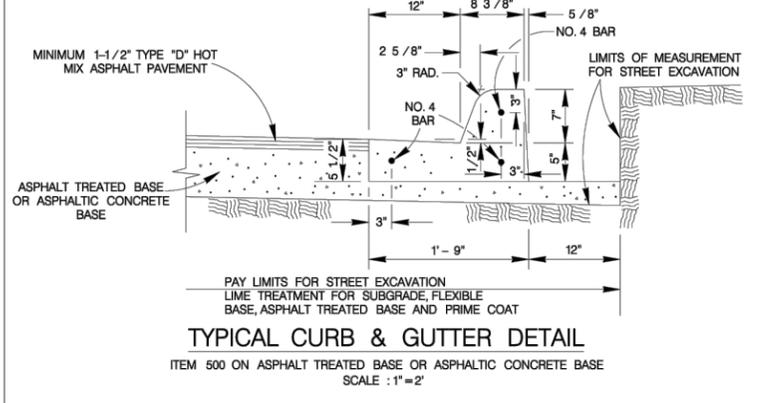
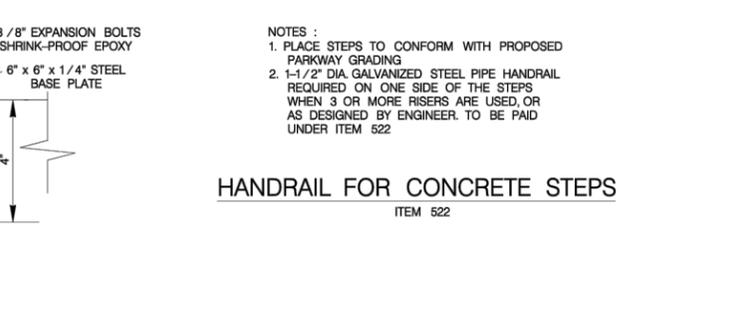
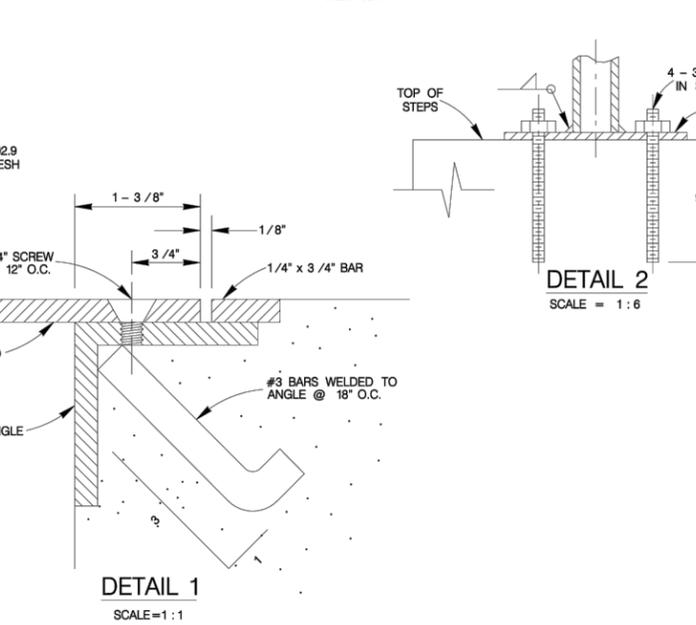
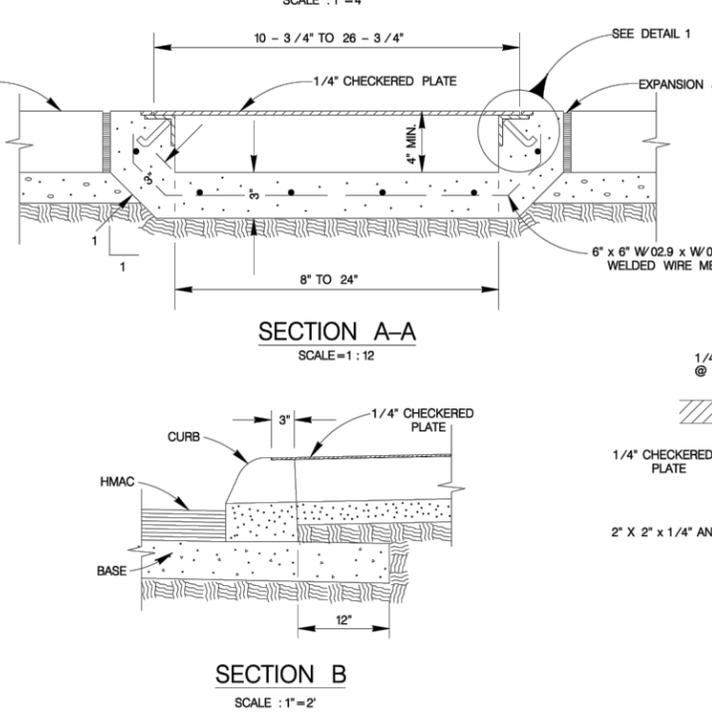
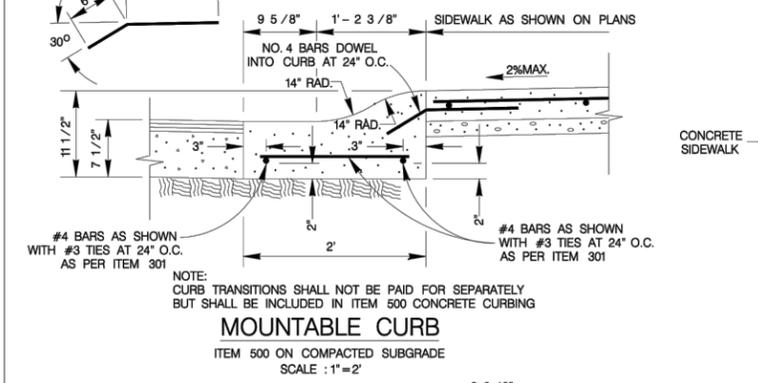
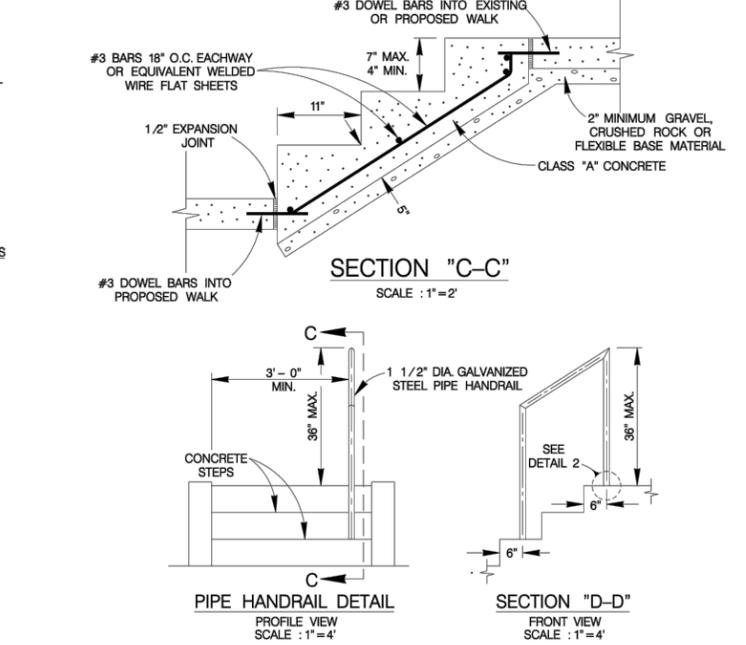
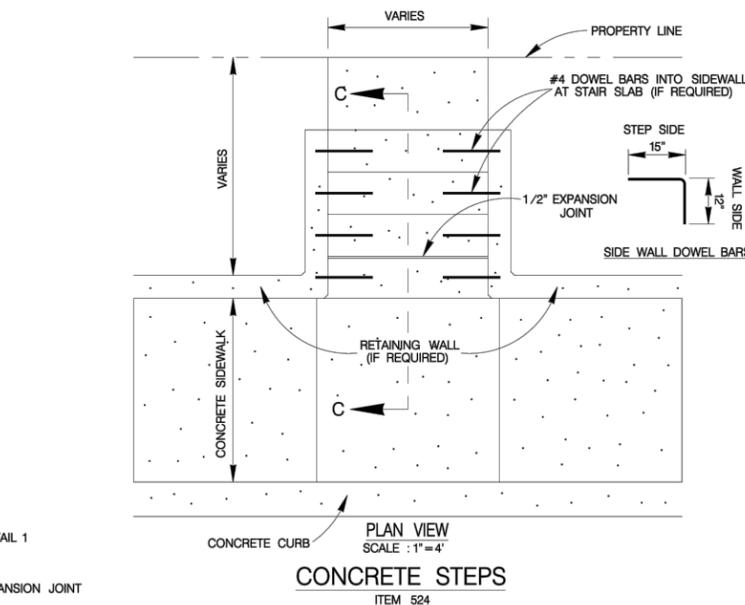
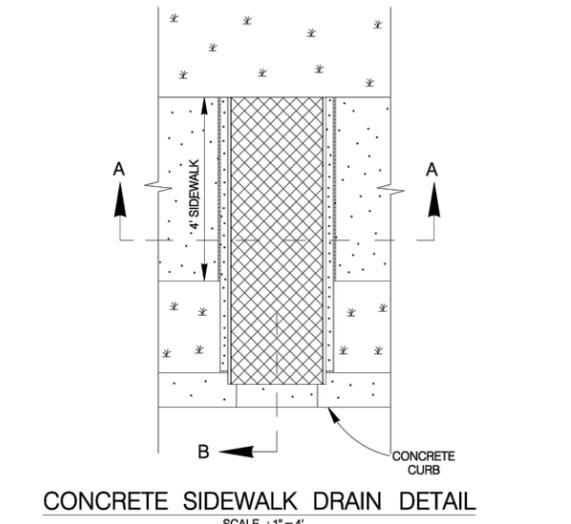
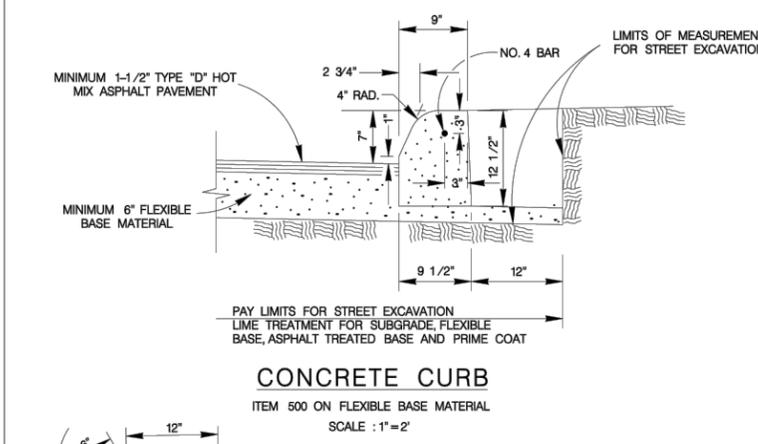
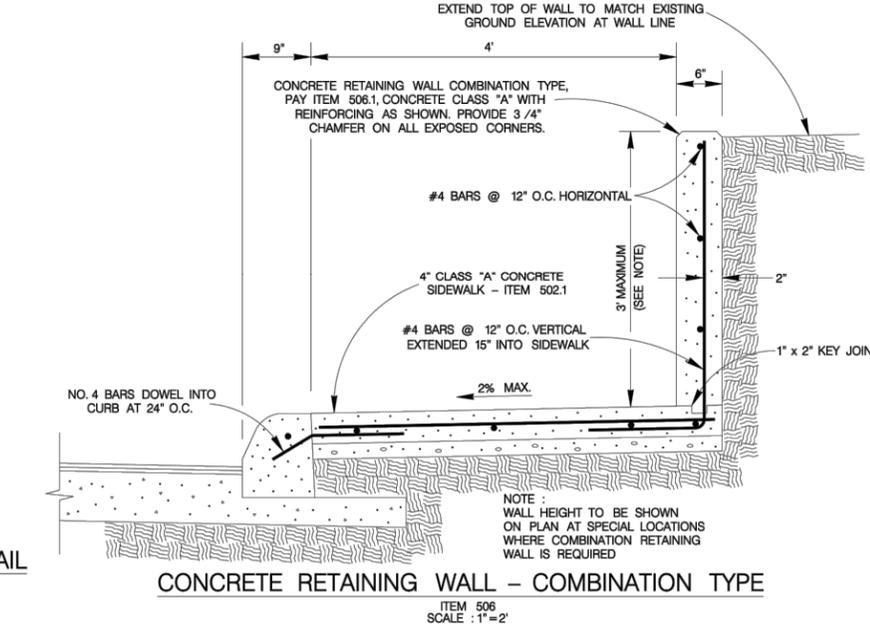
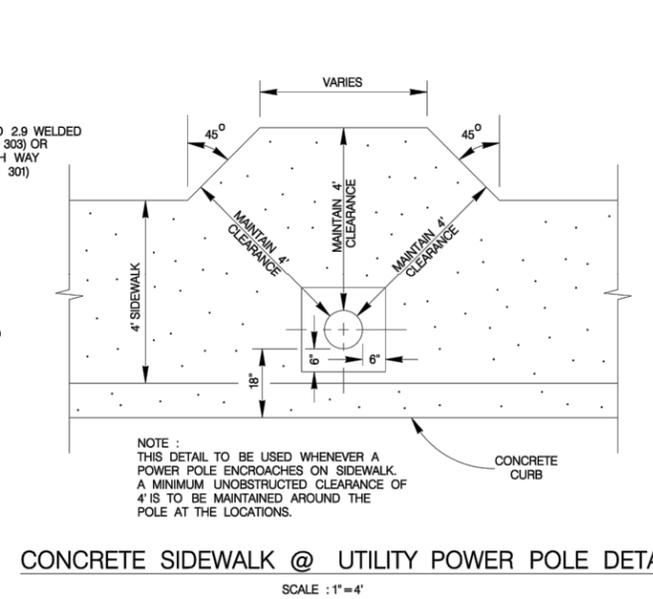
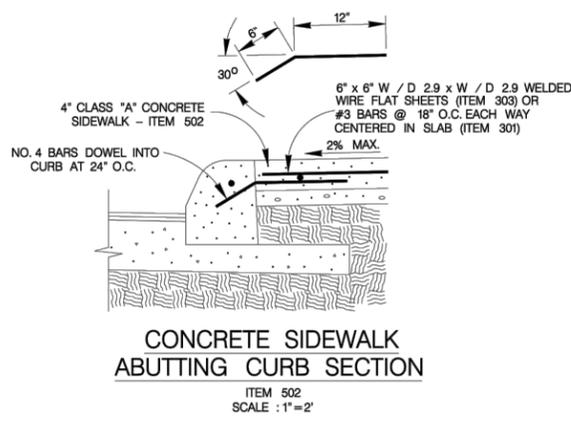
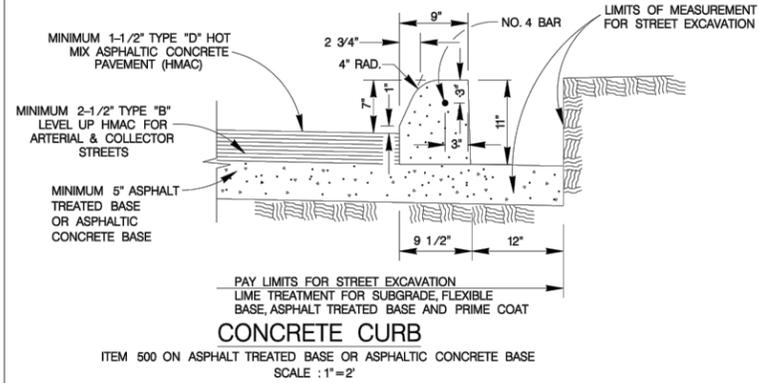
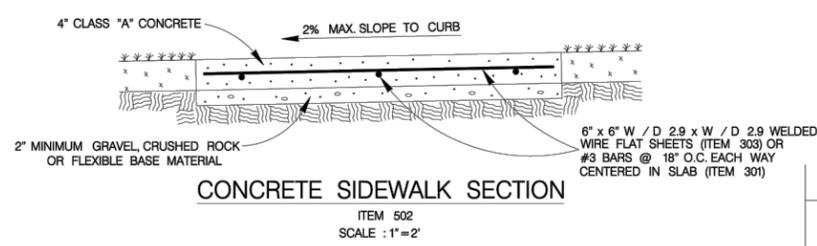
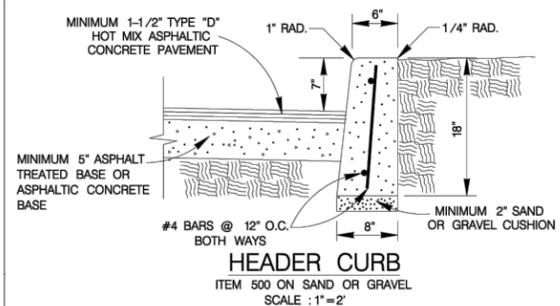


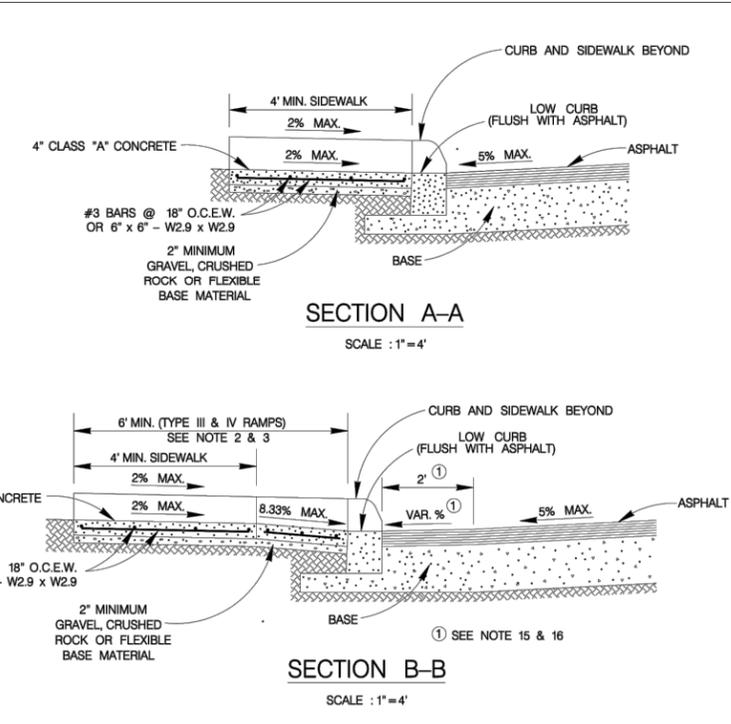
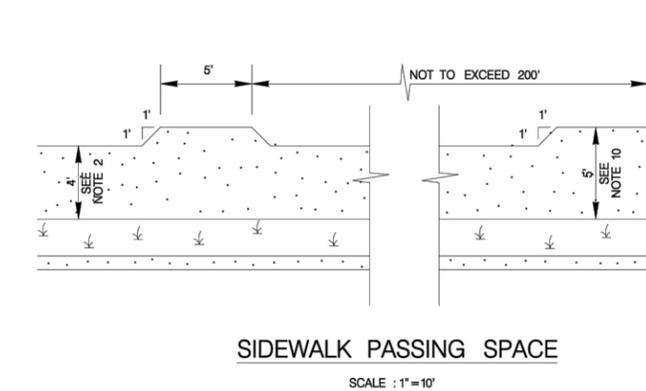
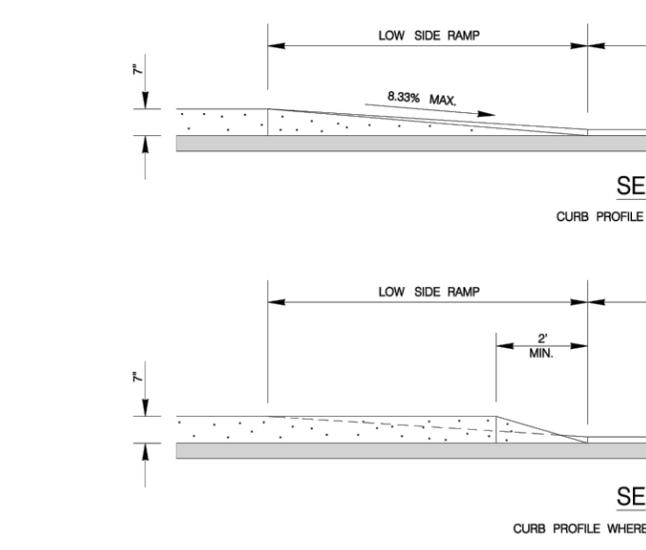
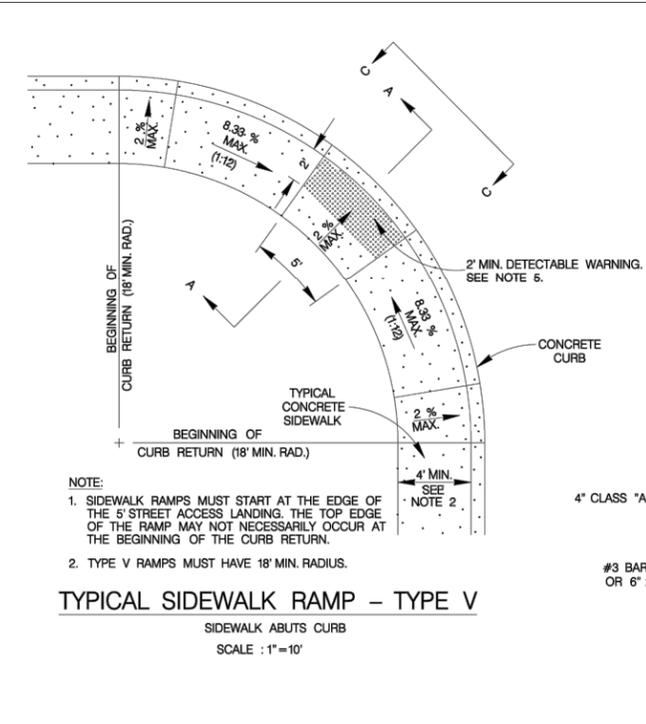
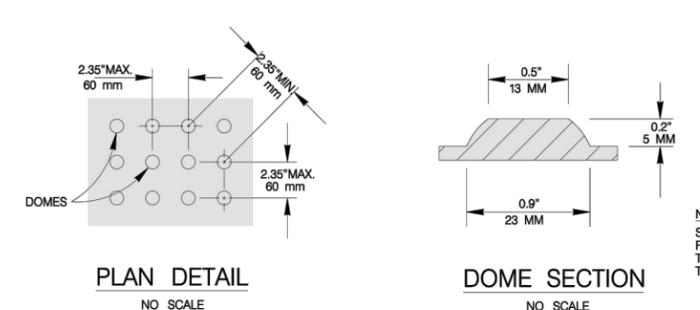
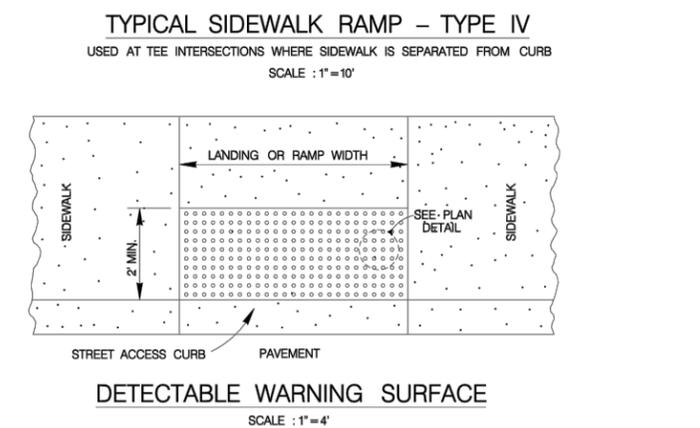
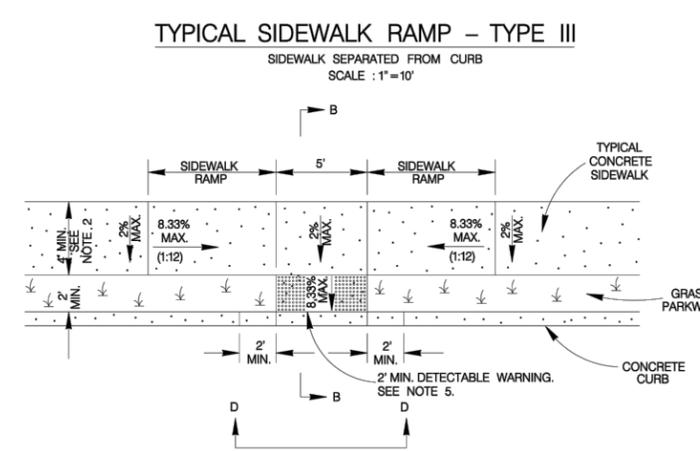
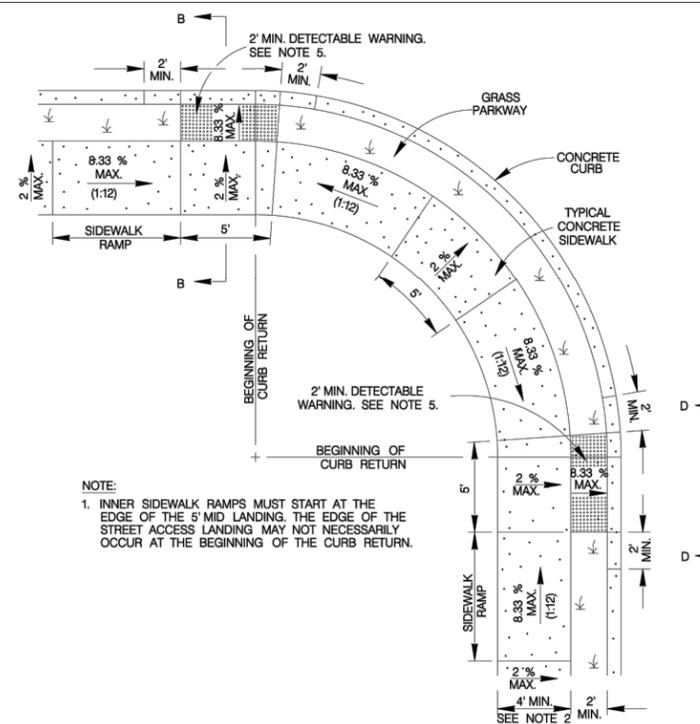
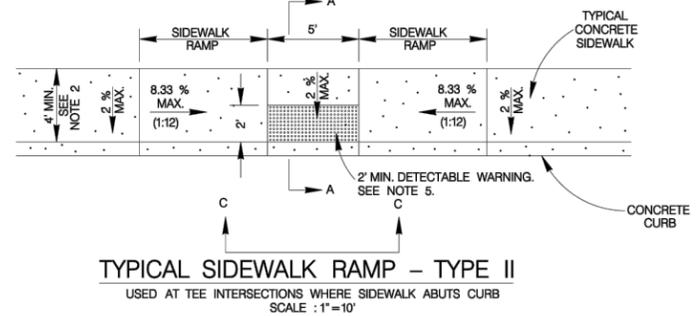
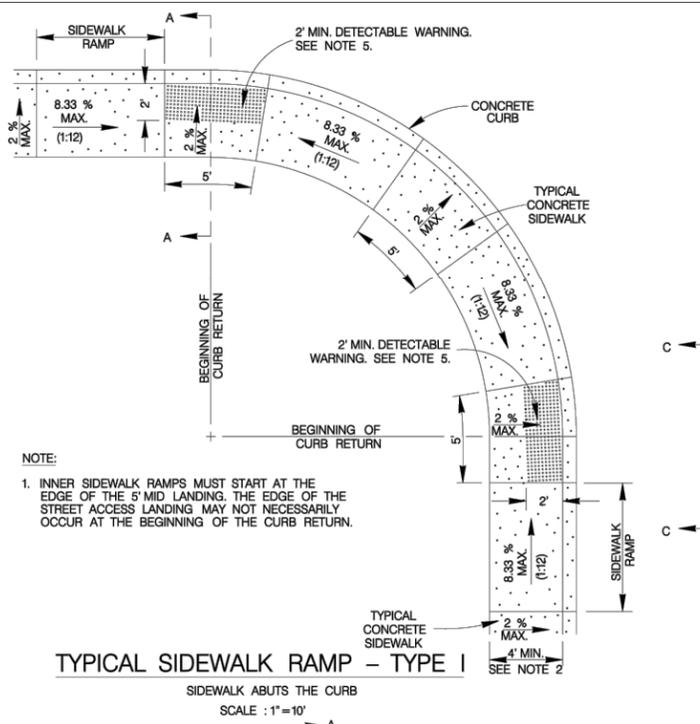
SECTION G-G
SCALE : 1" = 5'

JANUARY 2005

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

TEMPORARY EROSION, SEDIMENT & WATER POLLUTION CONTROL MEASURES STANDARDS 1

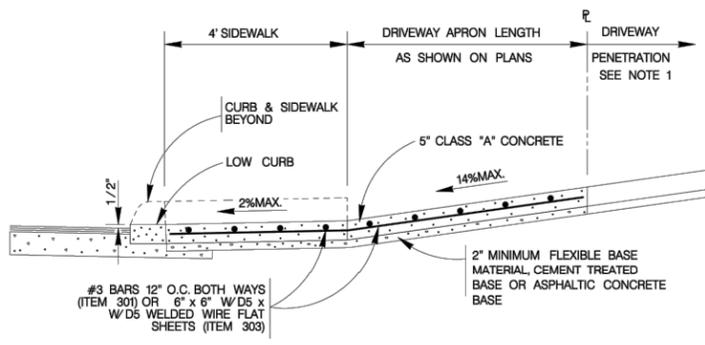




- GENERAL NOTES**
- WHEN POSSIBLE SIDEWALKS SHOULD BE PLACED NEXT TO THE PROPERTY LINE, ALLOWING A MINIMUM OF 1 FOOT BUFFER. DEVIATION OF THE PATHWAY FROM A STRAIGHT LINE IS ENCOURAGED TO AVOID TREES OR OTHER OBSTRUCTIONS.
 - FOR LOCAL TYPE "A" STREETS, SIDEWALKS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH 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 RAMPS.
 - 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) = 5.66). 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.

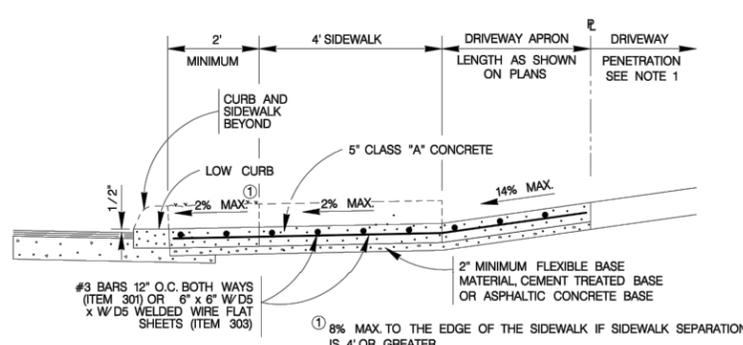
TABLE 1
(SEE NOTE 4)

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"



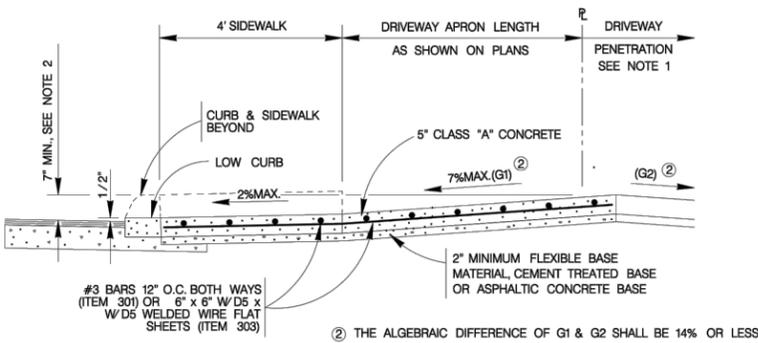
TYPICAL RESIDENTIAL DRIVEWAY SECTION

WITH SIDEWALK ABUTTING CURB
ITEM 503.1



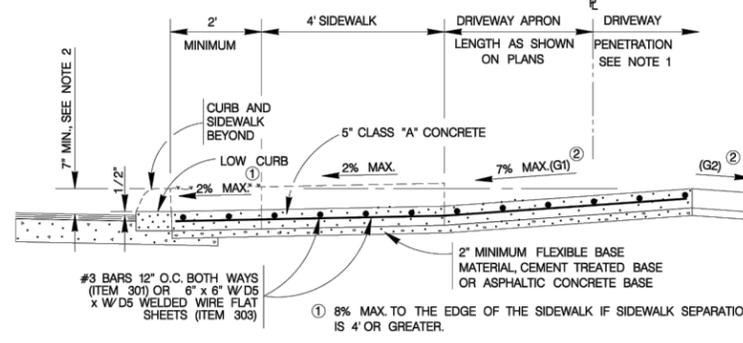
TYPICAL RESIDENTIAL DRIVEWAY SECTION

WITH SIDEWALK SEPARATED FROM CURB
ITEM 503.1



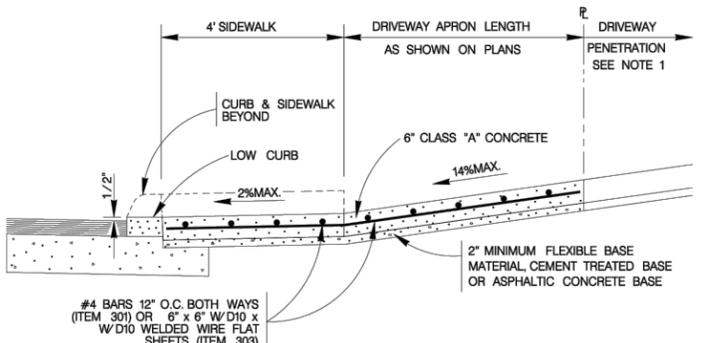
TYPICAL RESIDENTIAL DRIVEWAY SECTION

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



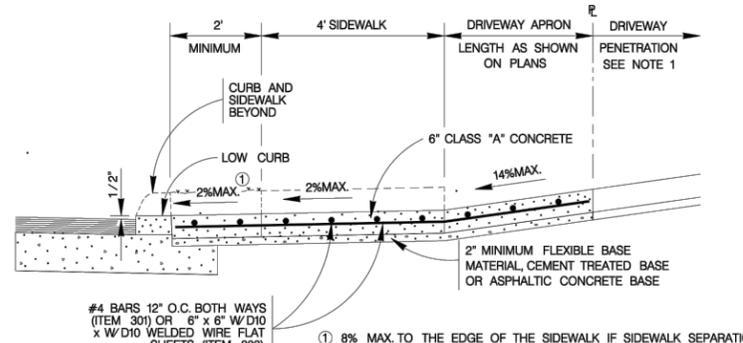
TYPICAL RESIDENTIAL DRIVEWAY SECTION

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.

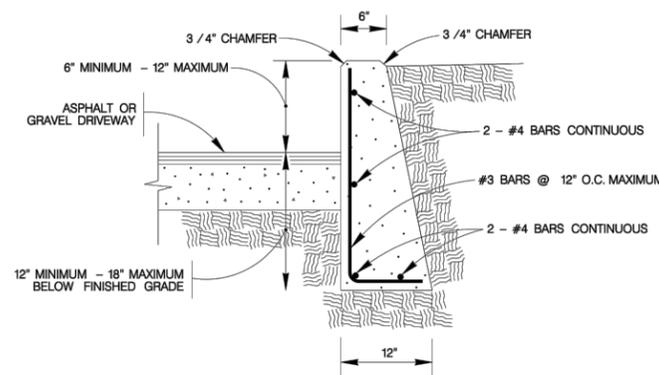
- FOR OTHER THAN LOCAL TYPE "A" STREETS, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND SEPARATED A MINIMUM OF 2' FROM THE BACK OF CURB OR, AS AN OPTION, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 6' WHEN LOCATED AT THE BACK OF CURB.

- 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%.

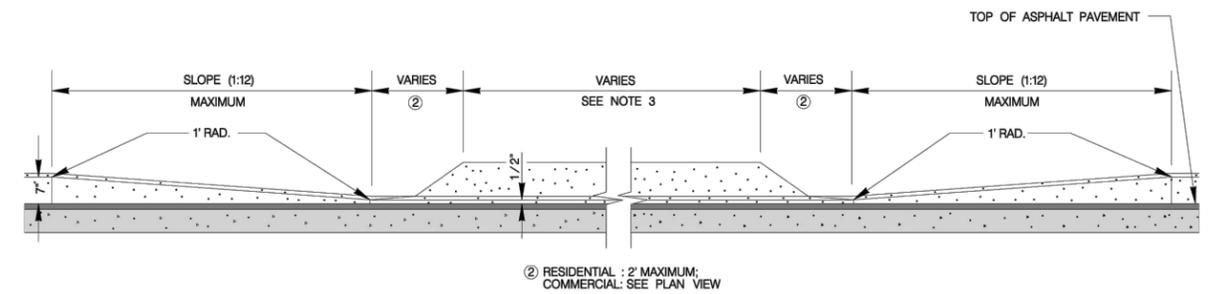
- SIDEWALK RAMP SURFACE SHALL BE BRUSH FINISHED.



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

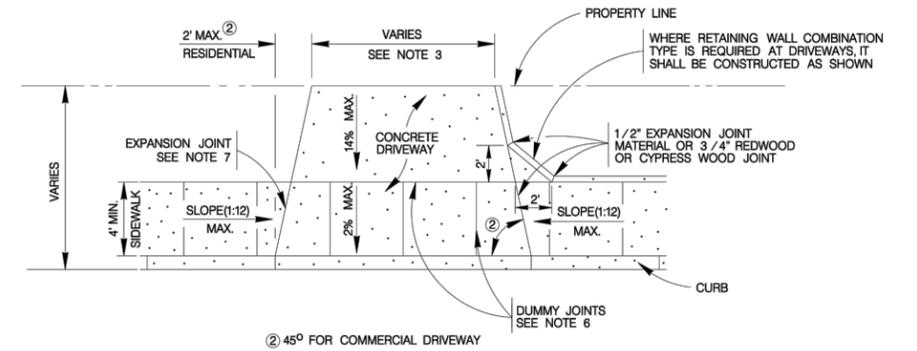
DRIVEWAY - CONCRETE RETAINING WALL

ON COMPACTED SUBGRADE
ITEM 307.1



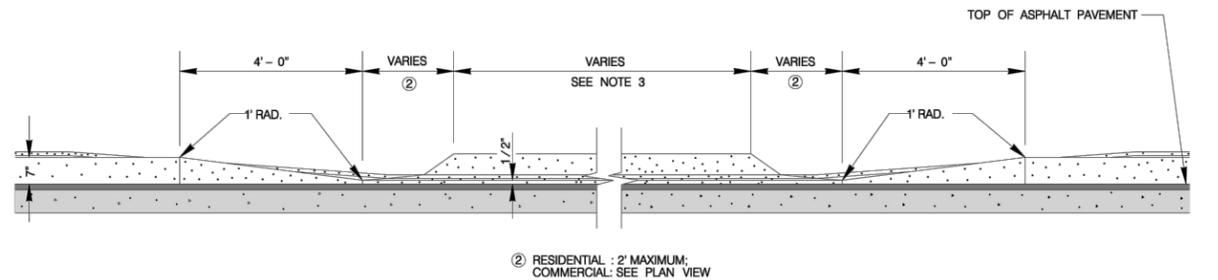
CURB PROFILE AT DRIVEWAY

WITH SIDEWALK ABUTTING CURB



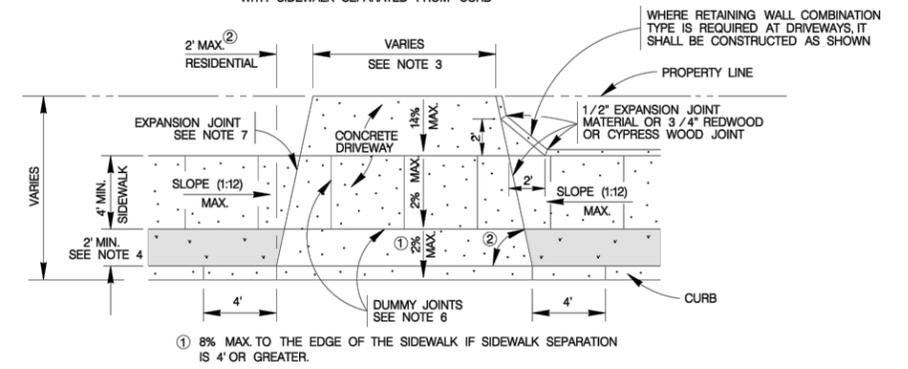
TYPICAL DRIVEWAY PLAN VIEW

WITH SIDEWALK ABUTTING CURB



CURB PROFILE AT DRIVEWAY

WITH SIDEWALK SEPARATED FROM CURB



TYPICAL DRIVEWAY PLAN VIEW

WITH SIDEWALK SEPARATED FROM CURB

MAY 2009

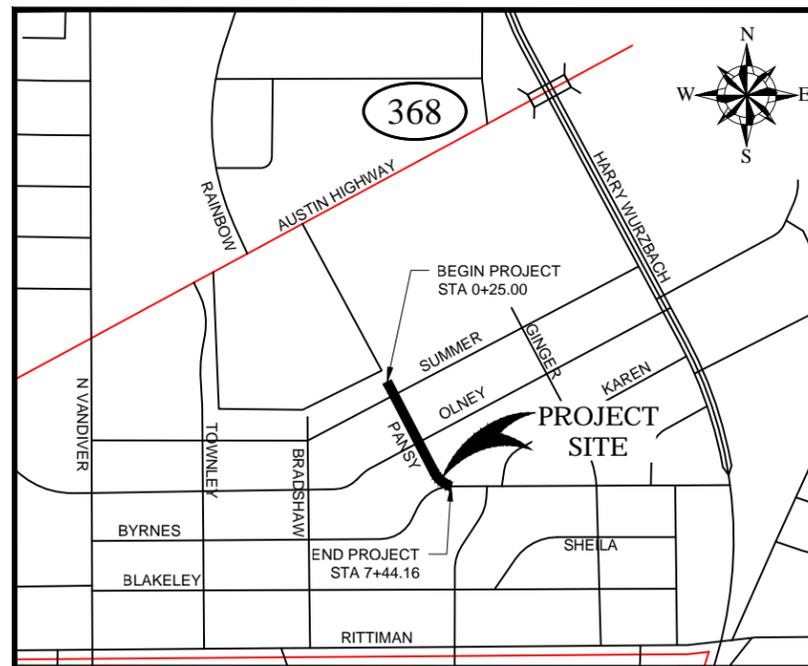
CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

CONCRETE DRIVEWAY STANDARDS



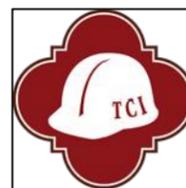
CITY OF SAN ANTONIO
DEPARTMENT OF
TRANSPORTATION & CAPITAL IMPROVEMENTS

PANSY LN. RECONSTRUCTION
BYRNES TO DEAD END



LOCATION MAP
 NOT TO SCALE

PLAN SHEETS	
Sheet Number	Sheet Title
1	COVER
2	TYPICAL SECTIONS
3	GENERAL NOTES
4	TRAFFIC CONTROL
5	ESTIMATED QUANTITIES
6	DRIVEWAY TABLE
7-8	PLAN & PROFILE
9	INTERSECTIONS
10-13	STREET SECTIONS
14-15	TREE PRESERVATION PLAN
16-18	SWPPP
19-21	DETAILS



CITY OF SAN ANTONIO

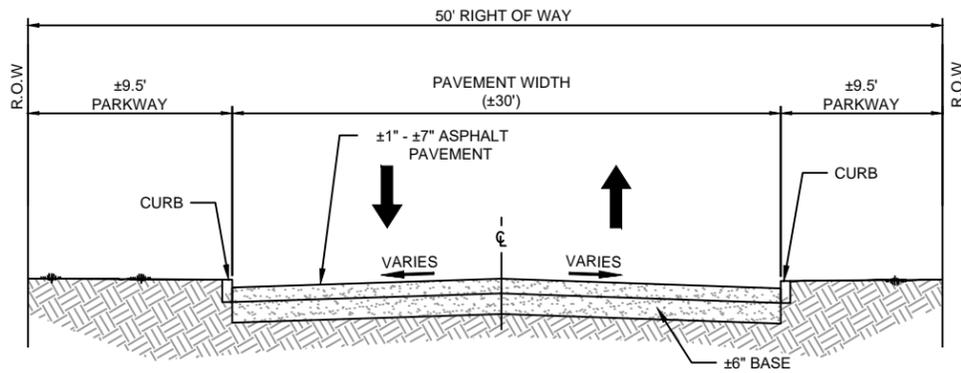
TRANSPORTATION & CAPITAL IMPROVEMENTS

THROUGH INNOVATION AND DEDICATION, WE BUILD AND MAINTAIN SAN ANTONIO'S INFRASTRUCTURE

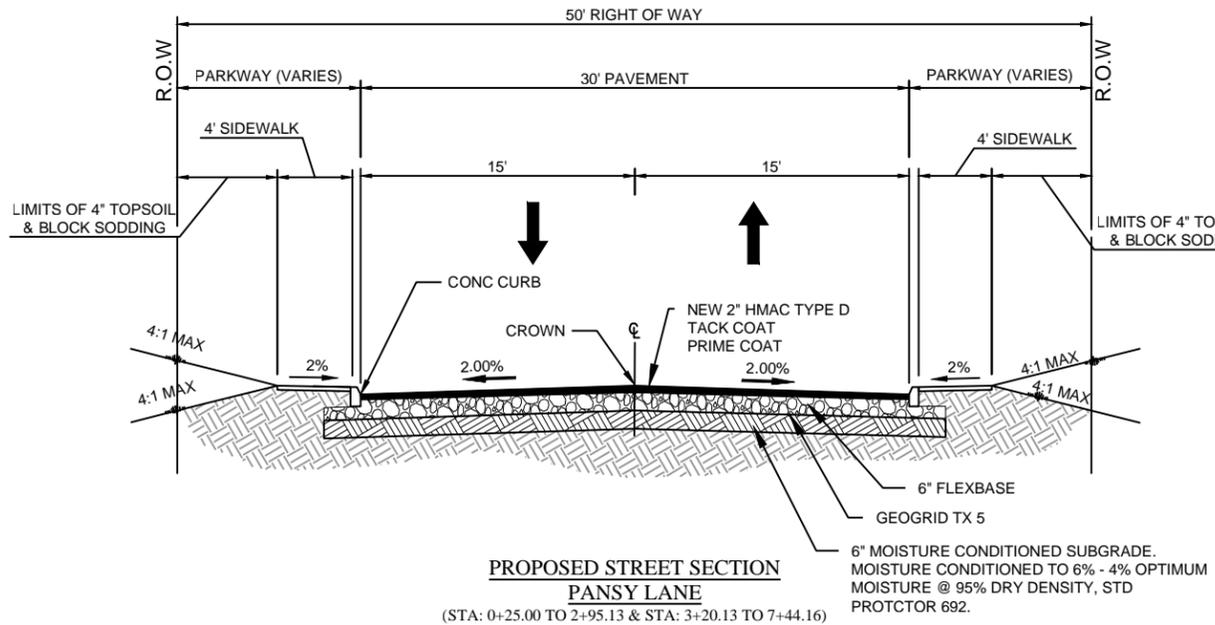


FORD ENGINEERING INC.

ENGINEERING * SURVEYING * PLANNING
 10927 WYE DRIVE, STE 104, SAN ANTONIO, TEXAS 78217 * P.(210) 590-4777 * F.(210-590-4940)
 TBPE No. 1162 * WWW.FORDENGINEERING.COM * TBPLS No. 10018400
 PROJECT NO. 1801.20 07/21/2016

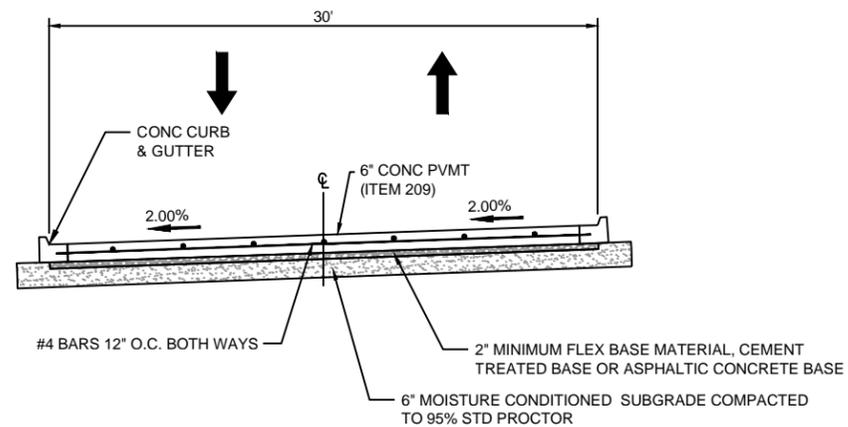
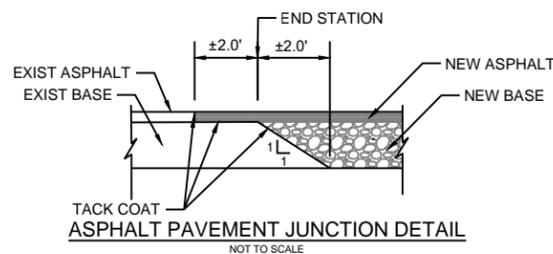


**EXISTING STREET SECTION
PANSY LANE
(STA 0+00 TO STA 5+00)**



**PROPOSED STREET SECTION
PANSY LANE
(STA: 0+25.00 TO 2+95.13 & STA: 3+20.13 TO 7+44.16)**

- NOTES:**
- SITE PREPARATION**
 - EXISTING TOPSOIL, EXISTING ASPHALT, CONCRETE, BASE, ORGANIC MATERIALS, VEGETATION, ROOTS, STUMPS AND LOOSE SOILS TO BE REMOVED FROM NEW PAVEMENT AREAS. IF ADDITIONAL DELETERIOUS MATERIALS ARE ENCOUNTERED, ADDITIONAL EXCAVATION MAY BE REQUIRED.
 - ROADWAY FILL**
 - GENERAL FILL SHOULD CONSIST OF ONSITE MATERIALS MEETING OR EXCEEDING THE EXISTING SUBGRADE CBR VALUE AND FREE OF ANY ORGANIC OR DELETERIOUS MATERIALS.
 - ONSITE MATERIAL MAY BE USED PROVIDED ITS PLACED IN MAXIMUM 8-INCH LOOSE LIFTS AND COMPACTED TO AT LEAST 95 PERCENT OF MAXIMUM DRY DENSITY AS EVALUATED BY TEX-114-E TO WITHIN OPTIMUM TO PLUS FOUR (+4) PERCENT OF OPTIMUM MOISTURE (P_l-35).
 - BLOCK SODDING PAY ITEM 516.1 BERMUDA SODDING. 4" TOPSOIL FOR SOD.
 - EMBANKMENT, IF NEEDED, TO BE TYPE A, DENSITY CONTROL TEX-114E, SEE GEOTECH REPORT AND CITY OF SAN ANTONIO SPECIFICATION FOR CONSTRUCTION ITEM 107 "EMBANKMENT".
 - SEE GEOTECHNICAL REPORT FROM INTEGRATED TESTING AND ENGINEERING COMPANY OF SAN ANTONIO DATED NOVEMBER 30, 2015
 - HOT MIX ASPHALTIC CONCRETE (HMAC)
 - PER CoSA STANDARD SPECIFICATIONS FOR CONSTRUCTION ITEM 205. SURFACE COURSE: TYPE D.
 - BINDER TO BE PG 70-22
 - TACK COAT SHOULD BE PLACED BETWEEN ASPHALTIC CONCRETE BASE AND/OR SURFACE LIFTS AND SHOULD BE A PG BINDER WITH A MINIMUM HIGH-TEMPERATURE GRADE OF PG 58, CONFORMING TO TxDOT STANDARD SPECIFICATIONS 2004, ITEM 300 - ASPHALTS, OILS OR EMULSIONS. TACK COAT APPLICATION RATE SHALL NOT EXCEED 0.1 PER SY.
 - PRIME COAT SHOULD BE PLACED ON TOP OF FLEXIBLE BASE COURSE AND SHOULD CONFORM TO THE TxDOT STANDARD SPECIFICATIONS 2004, ITEM 300 - ASPHALTS, OILS OR EMULSIONS. PRIME COAT APPLICATION RATES ARE TYPICALLY BETWEEN 0.1 TO 0.3 GAL PER SY.
 - FLEXIBLE BASE MATERIAL**
 - PER CoSA STANDARD SPECIFICATIONS FOR CONSTRUCTION, ITEM 200, "FLEXIBLE BASE", TYPE A, GRADE 1 OR 2.
 - COMPACTION AND MOISTURE CRITERIA TO FOLLOW TEX-113-E 95% COMPACTION AT -2 TO +2 OPTIMUM.
 - PORTLAND CEMENT CONCRETE SECTION**
 - CRCP - "CONTINUOUSLY REINFORCED CONCRETE PAVEMENT"
 - CONCRETE WILL HAVE MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS.(4000 PSI)
 - THE DESIRED SLUMP DURING PLACEMENT IS 5 ± 1 INCH.
 - CONSTRUCTION JOINT DOWELS WILL CONSIST OF #6 @ 12" OC WITH AN EMBEDMENT LENGTH OF AT LEAST 8".
 - EXPANSION JOINTS MAY BE ELIMINATED EXCEPT AT TIE-INS WITH EXISTING CONCRETE AND STRUCTURES.
 - TRANSVERSE AND LONGITUDINAL CONTRACTION JOINTS MUST MEET SPACING AND SAWING REQUIREMENTS OF CoSA CIMS DGM; MAXIMUM 15 FEET IN EITHER THE LONGITUDINAL OR TRANSVERSE DIRECTION.
 - SAWCUT CONTRACTION JOINTS 1/3 DEPTH SLAB
 - PLACEMENT MUST BE IN ACCORDANCE WITH CoSA CIMS DGM STANDARDS.
 - 6" CONCRETE PAVEMENT AND 2" BASE MATERIAL TO BE PAID FOR UNDER ITEM 503.2.
 - PROVIDE CONTRACTION JOINTS EVERY 15' OC. PROVIDE EXPANSION JOINTS @ DRIVEWAYS.



PROPOSED CONC. PVMT DETAIL



<small>TSPE No. F-1102</small> FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
PANSY LANE RECONSTRUCTION TYPICAL SECTIONS		
100% SUBMITTAL	PROJECT NO.: 1801.20	DATE: 07/21/2016
DRWN. BY: RG	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 2 OF 21

GENERAL NOTES

- ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF SAN ANTONIO STANDARD SPECIFICATIONS FOR CONSTRUCTION JUNE 2008, OR LATEST.
- NO EXTRA PAYMENT SHALL BE ALLOWED FOR WORK CALLED FOR ON THE PLANS, BUT NOT INCLUDED IN THE BID PROPOSAL. THIS INCIDENTAL WORK WILL BE REQUIRED AND SHALL BE INCLUDED IN THE PAY ITEM TO WHICH IT RELATES.
- THE CONTRACTOR SHALL PROVIDE ACCESS FOR THE DELIVERY OF MAIL BY THE U.S. POSTAL SERVICE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING TO ITS ORIGINAL OR BETTER CONDITION ANY DAMAGE DONE TO EXISTING FENCES, CONCRETE ISLANDS, STREET PAVING, CURBS, SHRUBS, BUSHES OR DRIVEWAYS. (NO SEPARATE PAY ITEM).
- IT IS THE CONTRACTOR'S 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". 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 CONTRACTOR'S EXPENSE.
- DUE TO FEDERAL REGULATIONS TITLE 49, PART 192.171 C.P.S. MUST MAINTAIN ACCESS TO GAS VALVES AT ALL TIMES. THE CONTRACTOR MUST PROTECT AND WORK AROUND ANY GAS VALVES THAT ARE IN THE PROJECT AREA.
- CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR TWENTY FOUR (24) HOURS PRIOR TO BACKFILL OF ANY UTILITY TRENCHES TO SCHEDULE FOR DENSITY TEST AS REQUIRED.
- 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.
- CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF EXISTING UTILITIES. CONTRACTOR SHALL NOTIFY THE FOLLOWING AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO EXCAVATION OPERATION:

SAN ANTONIO WATER SYSTEM (SAWS)	233-2010
BEXAR METROPOLITAN WATER DISTRICT (BEXAR MET)	354-6538 / 357-5741
COSA DRAINAGE	210-207-8052
COSA SIGNAL OPERATIONS	207-7720 / 207-7765
TEXAS STATE WIDE ONE CALL LOCATOR	1-800-344-8377
- CITY PUBLIC SERVICE ENERGY	
- TIME WARNER	
- AT&T	
- MCI	
- THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES INDICATED ON THE PLANS ARE TAKEN FROM AVAILABLE RECORDS AND ARE NOT GUARANTEED, BUT SHALL BE INVESTIGATED AND VERIFIED BY THE CONTRACTOR BEFORE STARTING WORK. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE TO AND FOR THE MAINTENANCE AND PROTECTION OF THE EXISTING UTILITIES EVEN IF THEY ARE NOT SHOWN ON THE PLANS. LOCATION AND DEPTH OF EXISTING UTILITIES SHOWN HERE ARE APPROXIMATE ONLY. ACTUAL LOCATIONS AND DEPTHS MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION AND HE SHALL BE RESPONSIBLE FOR PROTECTION OF SAME DURING CONSTRUCTION.
- ALL WASTE MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE HIS SOLE RESPONSIBILITY TO DISPOSE OF THIS MATERIAL OFF THE LIMITS OF THE PROJECT. NO WASTE MATERIAL SHALL BE PLACED IN EXISTING LOWS THAT WILL BLOCK OR ALTER FLOW LIMITS OF EXISTING ARTIFICIAL OR NATURAL DRAINAGE.
- THE CONTRACTOR SHALL NOT PLACE ANY WASTE MATERIAL IN THE 100-YEAR FLOOD PLAIN WITHOUT FIRST OBTAINING AN APPROVED FLOOD PLAIN DEVELOPMENT PERMIT.
- THE CONTRACTOR SHALL MAINTAIN ALL ADJOINING STREETS AND TRAVELED ROUTES FREE FROM SPILLED AND / OR TRACKED CONSTRUCTION MATERIALS AND / OR DEBRIS.
- 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 OR 207-3327 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 OF 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.
- IF SUSPECTED CONTAMINATION IS ENCOUNTERED DURING CONSTRUCTION OPERATIONS, C.O.S.A. SHALL BE NOTIFIED IMMEDIATELY WHEN CONTAMINATED SOILS AND / OR GROUNDWATER ARE ENCOUNTERED AT LOCATIONS NOT IDENTIFIED IN THE PLANS. 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 C.O.S.A. APPROVAL. THE CONTRACTOR MUST STOP THE EXCAVATION IMMEDIATELY AND CONTACT THE C.O.S.A. INSPECTOR. THE CONTRACTOR CANNOT BEGIN EXCAVATION ACTIVITIES WITHOUT WRITTEN PERMISSION FROM THE CITY.

- CONTRACTOR IS TO 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.
- 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. PLEASE 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 NOTED BY VIA. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING VIA FACILITIES IF ADJACENT TO WORK AREA.

TREE PROTECTION AND PRESERVATION GENERAL NOTES

- NO UTILITY OR STREET EXCAVATION WORK SHALL BEGIN IN AREAS WHERE TREE PRESERVATION AND TREATMENT MEASURES HAVE NOT BEEN COMPLETED AND APPROVED.
- TREE PROTECTION FENCING SHALL BE REQUIRED. TREE PROTECTION FENCING SHALL BE INSTALLED, MAINTAINED AND REPAIRED BY THE CONTRACTOR DURING SITE CONSTRUCTION. DURING CONSTRUCTION ACTIVITY, AT LEAST A SIX-INCH LAYER OF COARSE MULCH SHALL BE PLACED AND MAINTAINED OVER THE ROOT PROTECTION ZONE (NO SEPARATE PAY ITEM).
- THE CONTRACTOR SHALL AVOID CUTTING ROOTS LARGER THAN ONE INCH IN DIAMETER WHEN EXCAVATING NEAR EXISTING TREES. EXCAVATION IN THE VICINITY OF TREES SHALL PROCEED WITH CAUTION. THE CONTRACTOR SHALL CONTACT THE CITY INSPECTOR FOR GUIDANCE.
- ROOTS WILL BE CUT WITH A ROCK SAW OR BY HAND, NOT BY AN EXCAVATOR OR OTHER ROAD CONSTRUCTION EQUIPMENT.
- ALL CURB AND SIDEWALK WORK SHALL USE ALTERNATIVE CONSTRUCTION METHODS TO MINIMIZE EXTENSIVE ROOT DAMAGE TO TREES (REFER TO DETAILS).
- EXPOSED ROOTS SHALL BE COVERED AT THE END OF THE DAY USING TECHNIQUES SUCH AS COVERING WITH SOIL, MULCH, OR WET BURLAP.
- 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 1 FOOT OF RADIUS PER INCH OF TREE'S DIAMETER. A 10-INCH DIAMETER TREE WOULD HAVE A 10 FOOT RADIUS ROOT PROTECTION ZONE AROUND THE TREE. ROOTS OR BRANCHES IN CONFLICT WITH THE CONSTRUCTION SHALL BE CUT CLEANLY ACCORDING TO PROPER PRUNING METHODS. OAK WOUNDS SHALL BE PAINTED OVER WITHIN 30 MINUTES TO PREVENT OAK WILT.
- 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.
- NO WIRES, NAILS OR OTHER MATERIAL MAY BE ATTACHED TO PROTECTED TREES.
- 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 SHALL BE PROPERLY PRUNED FOLLOWING THE ANSI A-300 STANDARDS FOR PRUNING. ALL TREE PRUNING SHALL BE COMPLETED BY A CITY OF SAN ANTONIO TREE MAINTENANCE LICENSED CONTRACTOR (ARTICLE 21-171, CITY CODE) ONLY AFTER APPROVAL FROM THE CAPITAL PROJECTS MANAGEMENT THROUGH THE INSPECTOR.
- NO EXCESSIVE TREE TRIMMING WILL BE PERMITTED.
- 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).
- TREES MUST BE MAINTAINED IN GOOD HEALTH THROUGHOUT THE CONSTRUCTION PROCESS. MAINTENANCE MAY INCLUDE, BUT NOT LIMITED TO: WATERING THE ROOT PROTECTION ZONE, WASHING FOLIAGE, FERTILIZATION, PRUNING, ADDITIONAL MULCH APPLICATIONS AND OTHER MAINTENANCE AS NEEDED ON THE PROJECT.
- ANY TREE REMOVAL SHALL BE APPROVED BY THE CITY ARBORIST. (207-0278)
- TREES WHICH ARE DAMAGED OR LOST DUE TO THE CONTRACTOR'S NEGLIGENCE DURING CONSTRUCTION SHALL BE MITIGATED TO THE CITY'S SATISFACTION.
- TREE PLANTING FOR MITIGATION OR ENHANCEMENT: ALL PLANTED TREES SHALL BE MAINTAINED IN A HEALTHY CONDITION AT ALL TIMES. THIS INCLUDES IRRIGATION, FERTILIZING, PRUNING AND OTHER MAINTENANCE AS NEEDED ON THE PROJECT. TREES THAT DIE WITHIN TWELVE (12) MONTHS SHALL BE REPLACED WITH A TREE OF EQUAL SIZE AND SPECIES.

ACCESSIBILITY REQUIREMENTS

- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN VEHICULAR AND PEDESTRIAN ACCESS AT ALL TIMES TO LOCAL RESIDENCES AND BUSINESSES.
- WHEN THE WORK REQUIRES THE EXCAVATION OF THE STREET AND THE REMOVAL OF THE EXISTING DRIVEWAY APPROACHES AND SIDEWALKS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY ALL-WEATHER ACCESS TO THE BUSINESSES AND RESIDENCES. THE TEMPORARY DRIVEWAY APPROACHES SHALL BE CONSTRUCTED WITH FLEXIBLE BASE OR GRAVEL MATERIAL AT NO SEPARATE COST TO THE CITY.
- PRIOR TO INITIATING THE CONSTRUCTION OF NEW DRIVEWAY APPROACHES, THE CONTRACTOR SHALL GIVE ADVANCE WARNING IN PERSON, OR IN WRITING, OF AT LEAST 48 HOURS TO EACH RESIDENCE THAT WILL BE IMMEDIATELY AFFECTED, SO THAT ALTERNATE PLANS MAY BE MADE BY THE RESIDENTS.
- FOR BUSINESSES WITH MORE THAN ONE DRIVEWAY, AT LEAST ONE DRIVEWAY SHALL REMAIN OPEN WHILE THE OTHER NEW DRIVEWAY APPROACHES ARE CONSTRUCTED. FOR BUSINESSES WITH ONLY ONE DRIVEWAY, THE NEW DRIVEWAY APPROACH SHALL BE CONSTRUCTED IN HALF WIDTHS, UNLESS A TEMPORARY ASPHALT DRIVEWAY IS FIRST INSTALLED AT NO SEPARATE COST TO THE CITY.

DRAINAGE NOTES

- PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN ALL REQUIRED STORM WATER PERMITS, FEES, AND APPROVALS. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PERMITS REQUIRED FOR CONSTRUCTION IN DRAINAGE EASEMENTS, RIGHT-OF-WAYS, AND FLOODPLAINS.
- THE CONTRACTOR SHALL NOTIFY STORM WATER ENGINEERING AT LEAST 24 HOURS PRIOR TO THE INSTALLATION OF ANY DRAINAGE FACILITY WITHIN A DRAINAGE EASEMENT OR STREET RIGHT-OF-WAY NOT INDICATED ON THE CONSTRUCTION PLANS.
- THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING DRAINAGE FACILITIES FROM DAMAGE. ANY DAMAGE TO EXISTING DRAINAGE SYSTEMS, WHETHER OR NOT SHOWN ON THE PLANS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR AT HIS EXPENSE. THE CONTRACTOR SHALL NOTIFY STORM WATER ENGINEERING AT 210-207-8052 AS SOON AS CONFLICTS WITH UTILITIES ARE ENCOUNTERED OR ANY DRAINAGE SYSTEM IS DAMAGED DURING CONSTRUCTION.
- CONSTRUCTION SPOILS WILL NOT BE ALLOWED TO BE DEPOSITED ANYWHERE WITHIN A DRAINAGE EASEMENT, RIGHT-OF-WAY OR FLOODPLAIN WITHIN THE LIMITS OF THE PROJECT AND SHALL BE DISPOSED OFFSITE IN COMPLIANCE WITH CURRENT APPLICABLE REGULATIONS.
- NO STRUCTURE, FENCES, WALLS, LANDSCAPING, OR OTHER OBSTRUCTIONS THAT IMPEDE DRAINAGE SHALL BE PLACED WITHIN THE LIMITS OF THE DRAINAGE EASEMENTS SHOWN ON THE CONSTRUCTION DOCUMENTS.
- UPON COMPLETION OF TRENCHING, THE AREA WILL BE BACKFILLED AND COMPACTED TO ITS ORIGINAL CONDITION. TRENCHES/BORE PITS TO BE OPEN AND UNATTENDED LONGER THAN 24 HOURS SHALL BE PROTECTED TO WITHSTAND ALL HYDRODYNAMIC AND HYDROSTATIC FORCES AND PREVENT DOWNSTREAM IMPACTS. TRENCHES/BORE PITS TO BE OPEN LONGER THAN 30 DAYS AFTER STARTING EXCAVATION SHALL BE BACKFILLED WITH SEMI-PERMANENT REPAIR BACKFILL.



<small>TYPE No. F-1162</small> FORD ENGINEERING, INC. <small>10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217</small> <small>TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com</small>		
CITY OF SAN ANTONIO <small>TRANSPORTATION & CAPITAL IMPROVEMENTS</small>		
<small>PANSY LANE RECONSTRUCTION</small> GENERAL NOTES		
<small>100% SUBMITTAL</small>	<small>PROJECT NO.: 1801.20</small>	<small>DATE: 07/21/2016</small>
<small>DRWN. BY: RG</small>	<small>DSGN. BY: MH</small>	<small>CHKD. BY: MH</small>
<small>SHEET NO: 3 OF 21</small>		

TRAFFIC NOTES AND SPECIAL CONDITIONS

1. 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 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.
2. 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.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN AND MAINTAIN TEMPORARY STOP SIGNS AND ALL OTHER TRAFFIC CONTROL DEVICES REQUIRED TO PROTECT 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.
4. 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 10 DAYS IN ADVANCE OF AND ARTERIAL TOTAL STREET CLOSURE. THIS MUCH TIME IS NECESSARY TO INSTALL ADVISORY SIGNS AND GIVE THE MOTORISTS A MINIMUM OF 7 DAYS NOTICE OF THE STREET CLOSURE. THE COI AFTER BEING NOTIFIED WILL CONTACT THE TRAFFIC ENGINEERING OFFICE TO MAKE THE NECESSARY ARRANGEMENTS.
5. AS WORK PROGRESSES, LOCATION OF TEMPORARY TRAFFIC CONTROL DEVICES WILL BE ADJUSTED AND MODIFIED, AS NECESSARY BY THE CONTRACTOR AT CONTRACTOR'S EXPENSE.
6. 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.
7. 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.
8. 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.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SUITABLE ACCESS ACCOMMODATIONS FOR SCHOOL CHILDREN AND PEDESTRIANS.
10. THE CONTRACTOR SHALL PROVIDE ACCESS FOR DELIVERY OF MAIL BY THE U.S. POSTAL SERVICE.
11. THE CONTRACTOR SHALL PROVIDE FOR ACCESS TO RESIDENCES AND ALL BUSINESSES AT ALL TIMES WITHIN ALL THE PHASES OF THE WORK.
12. 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. AFTER CONSTRUCTION IS COMPLETED AND TRAFFIC IS REROUTED BACK TO THE ORIGINAL LAMES, THE TRAFFIC CONTROL MARKINGS AND/OR RAISED BUTTONS THAT WERE ORIGINALLY REMOVED FROM THE EXISTING PAVEMENT MUST BE REPLACED. IN ADDITION, TEMPORARY MARKINGS MUST BE REMOVED. ALL OF THIS IS TO BE DONE AT NO DIRECT PAYMENT, COST SHOULD BE INCLUDED IN OTHER ITEMS.
13. 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.
14. ALL TEMPORARY TRAFFIC CONTROL DEVICES, ETC. SHALL BE PROVIDED BY THE CONTRACTOR WITHOUT DIRECT PAYMENT, UNLESS OTHERWISE NOTED OR STATED.
15. 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.
16. 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.
17. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL STREETS OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED DUE TO CONSTRUCTION ACTIVITIES. THE REPLACED SECTION MUST BE APPROVED BY THE CITY'S STREET ENGINEER. THERE WILL BE NO DIRECT PAYMENT FOR THIS WORK. THE COST IS TO BE INCLUDED IN OTHER ITEMS.
18. OFF-DUTY POLICE OFFICERS WILL BE REQUIRED AS DIRECTED BY THE TRAFFIC ENGINEER AT NO DIRECT PAYMENT, COST TO BE INCLUDED IN OTHER BID ITEMS. THIS WILL BE A REQUIREMENT WHERE TWO-WAY TRAFFIC IS TO BE MAINTAINED.
19. 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.
20. THE CONTRACTOR SHALL PROVIDE THE CITY AN EMERGENCY TELEPHONE NUMBER FOR EVENINGS, WEEKENDS, AND HOLIDAYS BY THE FIRST WORKING DAY OF 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 HOURS OF THE INITIAL CONTACT.
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 DEPARTMENT AND EMS AT (210) 227-8341 AND THE POLICE DEPARTMENT AT (210) 207-2257, TO APPRISE THEM OF THE PENDING STREET CLOSURE AT LEAST FORTY-EIGHT HOURS IN ADVANCE.. IF THE CLOSURE FALLS ALONG A BUS ROUTE, THE CONTRACTOR SHALL ALSO CONTACT VIA AT (210) 362-5220.
22. THE CONTRACTOR SHALL MAINTAIN EITHER THE EXISTING OR TEMPORARY STREET NAME SIGNS AT EACH INTERSECTION ONSITE THROUGHOUT CONSTRUCTION. IF THE EXISTING STREET NAME SIGNS ARE USED, THEY MUST BE MAINTAINED IN THE CONDITION ENCOUNTERED PRIOR TO THE BEGINNING OF CONSTRUCTION, AND THEN BE TURNED IN TO THE CITY INSPECTOR AT THE END OF THE PROJECT. IF TEMPORARY SIGNS ARE USED DURING CONSTRUCTION, THEY SHALL HAVE A MINIMUM OF 4-INCH LETTERS, AND MAY BE FABRICATED WITH CONSTRUCTION ZONE MATERIAL (BLACK LEGEND ON ORANGE BACKGROUND, USING PLYWOOD SUBSTRATE, ETC.).

PHASING AND STAGING NOTES - STREET AND DRAINAGE CONSTRUCTION

1. ANY QUESTIONS REGARDING PHASING OR STAGING WILL BE STRICTLY HANDLED BY THE DEPARTMENT OF PUBLIC WORKS WHICH HAS COMPLETE AUTHORITY TO MAKE FINAL DECISIONS ON ANY CHANGES OR MODIFICATIONS. THE CONTRACTOR MUST CONTACT THE CITY'S CONSTRUCTION INSPECTOR 48 HOURS IN ADVANCE (NOT INCLUDING WEEKENDS OR HOLIDAYS) OF ANY MINOR STREET CLOSURE. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ADVISE CONSTRUCTION INSPECTIONS TEN (10) DAYS IN ADVANCE OF ANY ARTERIAL STREET CLOSURE. THIS MUCH TIME IS NECESSARY TO INSTALL ADVISORY SIGNS AND GIVE THE MOTORISTS A MINIMUM OF SEVEN (7) DAYS NOTICE BEFORE STREET CLOSURE. THE CONSTRUCTION INSPECTOR, AFTER HAVING BEEN NOTIFIED, WILL CONTACT THE ENGINEERING OFFICE IMMEDIATELY TO MAKE THE NECESSARY ARRANGEMENTS. THE TEMPORARY BARRICADES AND WARNING SIGNS SHALL BE LOCATED SO AS TO AFFORD THE MAXIMUM PROTECTION TO THE PUBLIC AS WELL AS CONSTRUCTION PERSONNEL AND EQUIPMENT AND TO FACILITATE AN EXPEDITIOUS FLOW OF TRAFFIC AT ALL TIMES DURING CONSTRUCTION.
2. IF THERE ARE TWO (2) OR MORE PHASES IN THE PROJECT, NO MORE THAN TWO (2) PHASES OF CONSTRUCTION MAY BE WORKED AT ONE TIME, UNLESS OTHERWISE INDICATED IN THE PLANS. PARTIAL CONSTRUCTION AT DIFFERENT SCATTERED LOCATIONS WITHIN THE PROJECT WILL NOT BE ALLOWED. PROJECTS THAT CONSIST OF DISTINCT AND SEPARATE AREAS MAYBE UNDER CONSTRUCTION AT THE SAME TIME WITH AN APPROVED FIELD ALTERATION. ALL REMAINING STREETS WITHIN THE PROJECT OR SEPARATE AREA SHALL REMAIN OPEN AT ALL TIMES.
3. UNLESS OTHERWISE INDICATED IN THE PLANS, TWO (2) PHASES IN SEQUENCE MAY BE WORKED AT THE SAME TIME, IN PROJECTS WHERE THERE ARE AT LEAST THREE (3) PHASES. SUCH AS PHASE 1 AND PHASE 2 AND BEFORE GOING TO PHASE 3, PHASE 1 MUST BE COMPLETED 100% WITH BASE MATERIAL AND APPROVED DENSITIES (PRIME COATED IF BASE MATERIAL IS ITEM NO. 200" FLEXIBLE BASE") BEFORE BEGINNING PHASE 3. IF THERE ARE ONLY TWO (2) PHASES IN THE PROJECT, PHASE 1 MUST BE COMPLETED 100% WITH BASE MATERIAL AND APPROVED DENSITIES (PRIME COATED IF BASE MATERIAL IS ITEM NO. 200 "FLEXIBLE BASE") BEFORE PROCEEDING TO PHASE 2.
4. IF THE PROJECT HAS MORE THAN SIXTEEN (16) PHASES, BEFORE THE CONTRACTOR CAN BEGIN PHASE 17, HE MUST COMPLETELY FINISH WITH TYPE "B" OR TYPE "D" ASPHALT AT LEAST 50% OF THE LOWER PHASES HE HAS WORKED ON. (EXAMPLE: IF THE PROJECT HAS 20 PHASES, BEFORE THE CONTRACTOR CAN START CONSTRUCTION OF PHASE 17, HE MUST FINISH TYPE "B" OR TYPE "D" ASPHALT UP TO PHASE 8.).
5. THE PLANS ARE PHASED FOR STREET, DRAINAGE AND UTILITY CONSTRUCTION. NO STORM SEWER CONSTRUCTION WILL TAKE PLACE OUTSIDE OF THE PHASING LIMITS UNDER CONSTRUCTION, UNLESS SPECIFICALLY NOTED ON THE PLANS OR AUTHORIZED IN WRITING BY THE TRAFFIC DIVISION.
6. ALL STORM DRAINAGE PIPES ARE NOT CONSIDERED UTILITIES, REGARDLESS OF SIZE. THIS WORK SHALL BE PART OF THE PHASE.
7. UNLESS OTHERWISE INDICATED IN THE PLANS, INTERSECTING STREETS SHALL BE CONSTRUCTED IN STAGES SO AS TO MAINTAIN ACCESS. INTERSECTION WORK SHALL BE DONE DURING WEEKEND HOURS OR AS DIRECTED BY THE ENGINEER. NO TWO ADJACENT INTERSECTIONS MAY BE CONSTRUCTED SIMULTANEOUSLY. WITH APPROVAL FROM THE ENGINEER, THE CONTRACTOR MAY CLOSE AN ENTIRE INTERSECTION. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A DETOUR PLAN FOR SUCH A CLOSURE TO THE ENGINEER FOR APPROVAL.



<small>TYPE NO. E-1182</small> FORD ENGINEERING, INC. <small>10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com</small>		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
PANSY LANE RECONSTRUCTION TRAFFIC CONTROL		
100% SUBMITTAL	PROJECT NO.: 1801.20	DATE: 07/21/2016
DRWN. BY: RG	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 4 OF 21

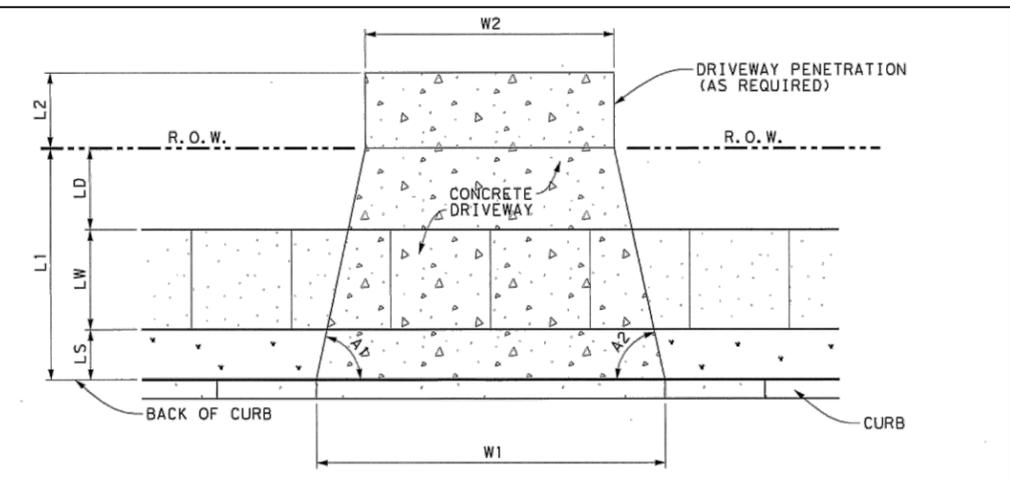
PANSY LN. ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
103.1	REMOVE CONCRETE CURB	L.F.	1369.18
103.2	REMOVE CONCRETE SIDEWALKS & DRIVEWAYS	S.F.	233.29
104	STREET EXCAVATION	C.Y.	759.99
107	EMBANKMENT	C.Y.	23.35
200.1	FLEXIBLE BASE (2" COMPACTED DEPTH)	S.Y.	88.89
200.2	FLEXIBLE BASE (6" COMPACTED DEPTH)	S.Y.	2481.11
202	PRIME COAT	GAL.	527.00
203	TACK COAT	GAL.	264.00
205.3	HOT MIX ASPHALTIC PAVEMENT, TYPE D (2" COMP. DEPTH)	S.Y.	2630.63
209	CONCRETE PAVEMENT (6" DEPTH)	S.Y.	83.33
234	BASE REINFORCEMENT	S.Y.	2864.43
500	CONCRETE FLUSH CURBING	L.F.	30.00
500	CONCRETE CURB & GUTTER	L.F.	1369.18
502.1	CONCRETE SIDEWALKS	S.Y.	471.97
503.1	PORTLAND CEMENT CONCRETE DRIVEWAYS- RESIDENTIAL (5" DEPTH)	S.Y.	183.00
515	TOPSOIL	C.Y.	87.14
516.1	BERMUDA SODDING	S.Y.	788.17
524	CONCRETE STEPS	C.Y.	0.24
530	BARRICADES, SIGNS & TRAFFIC HANDLING	L.S.	1
801.2	LEVEL IIB PROTCTIVE FENCING TREE TRUNK PROTECTION	L.F.	47.38
826	SAWS VALVE BOX ADJUSTMENT	EA.	2
851	SAWS ADJUSTING EXISTING MANHOLE	EA.	1
SUP 1	REMOVE AND RELOCATE SIGN	EA	5

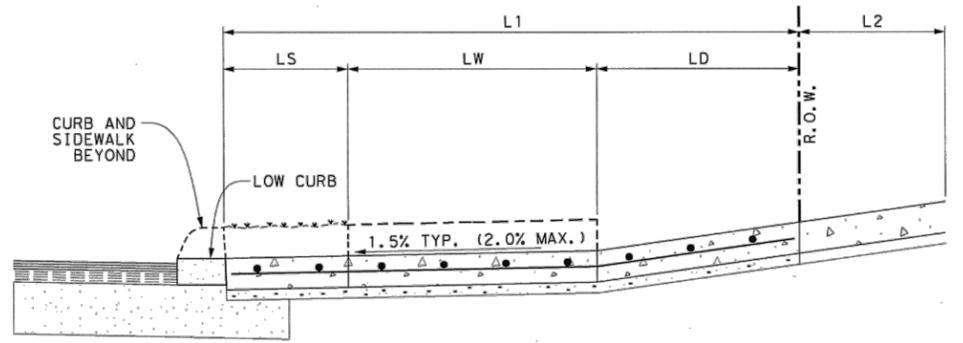


<small>TYPE No. F-1162</small> FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
PANSY LANE RECONSTRUCTION ESTIMATED QUANTITIES		
100% SUBMITTAL	PROJECT NO.: 1801.20	DATE: 07/21/2016
DRWN. BY: RG	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 5 OF 21

DRIVEWAY SUMMARY												
DRIVEWAY NO.	STATION	LT/RT	WIDTH		LENGTH					FLARE ANGLE		ITEM 503.1
			W1	W2	L1	LS	LW	LD	L2	A1	A2	DRIVEWAY (CONC PAV)
			FT	FT	FT	FT	FT	FT	FT	DEGREES	DEGREES	SY
PANSY LANE												
1	2+42.33	LT	14.00	10.00	9.30	0.00	4.00 @ 1.5%	5.30 @ -4.9%	0.00	77.9	77.9	12.4
2	2+91.43	RT	14.00	10.00	9.30	0.00	4.00 @ 1.5%	5.30 @ 1.0%	0.00	77.9	77.9	12.4
3	3+06.00	LT	16.00	12.00	9.30	0.00	4.00 @ 1.5%	5.30 @ -11.0%	0.00	77.9	77.9	14.5
4	3+07.50	RT	16.00	12.00	9.30	0.00	4.00 @ 1.5%	5.30 @ 3.0%	0.00	77.9	77.9	14.5
5	3+37.58	RT	14.00	10.00	9.30	0.00	4.00 @ 1.5%	5.30 @ 1.0%	0.00	77.9	77.9	12.4
6	3+56.68	LT	14.00	10.00	9.30	0.00	4.00 @ 1.5%	5.30 @ 5.1%	0.00	77.9	77.9	12.4
7	5+72.68	RT	14.00	10.00	9.30	0.00	4.00 @ 1.5%	5.30 @ 7.0%	0.00	77.9	77.9	12.4
8	5+78.25	LT	35.00	31.00	9.30	0.00	4.00 @ 1.5%	5.30 @ 14.0%	0.00	77.9	77.9	34.1
9	6+12.72	LT	30.60	12.00	9.30	0.00	4.00 @ 1.5%	5.30 @ 14.0%	0.00	77.9	77.9	22.0
10	6+12.72	RT	30.60	12.00	9.30	0.00	4.00 @ 1.5%	5.30 @ 1.0%	0.00	77.9	77.9	22.0
11	6+34.92	LT	14.00	10.00	9.30	0.00	4.00 @ 1.5%	5.30 @ 11.9%	0.00	77.9	77.9	12.4
12	6+49.95	RT	22.00	18.00	9.30	0.00	4.00 @ 1.5%	5.30 @ 7.4%	0.00	77.9	77.9	20.7
TOTAL											183.0	



TYPICAL DRIVEWAY PLAN VIEW
WITH SIDEWALK SEPARATED FROM CURB



TYPICAL DRIVEWAY SECTION
WITH SIDEWALK SEPARATED FROM CURB



• NEW DRIVEWAYS TO BE PORTLAND CEMENT CONCRETE DRIVEWAYS

<small>TYPE No. F-1162</small> FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
PANSY LANE RECONSTRUCTION DRIVEWAY TABLE		
100% SUBMITTAL	PROJECT NO.: 1801.20	DATE: 07/21/2016
DRWN. BY: RG	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 6 OF 21

ROBERTA T DEROSSETT
603 OLNEY DRIVE
SAN ANTONIO, TX 78209

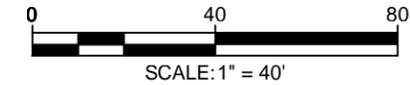
RICARDO W WILEY
602 OLNEY DRIVE
SAN ANTONIO, TX 78209

SARAH PEREZ RAMOS
567 BYRNES DRIVE
SAN ANTONIO, TX 78209

FERNANDO AGUILAR
551 OLNEY DRIVE
SAN ANTONIO, TX 78209

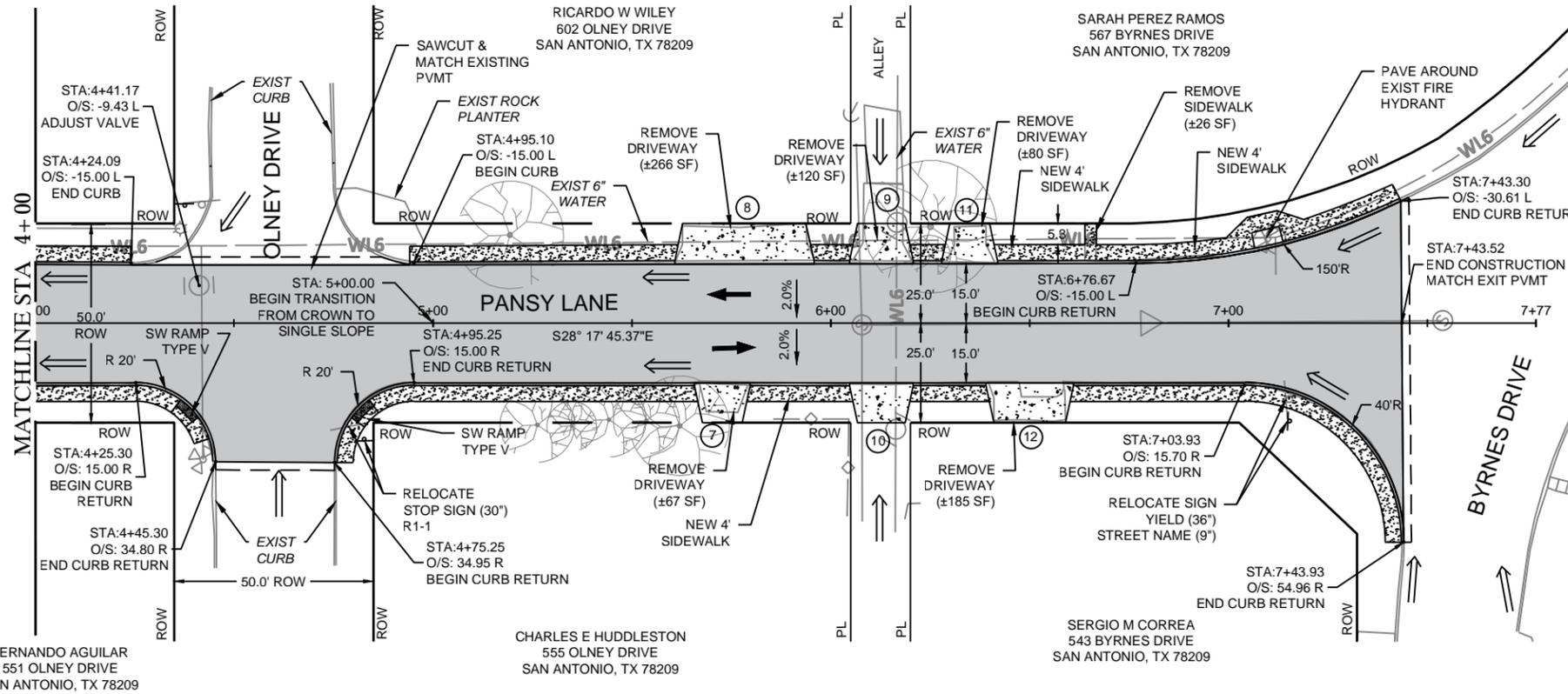
CHARLES E HUDDLESTON
555 OLNEY DRIVE
SAN ANTONIO, TX 78209

SERGIO M CORREA
543 BYRNES DRIVE
SAN ANTONIO, TX 78209

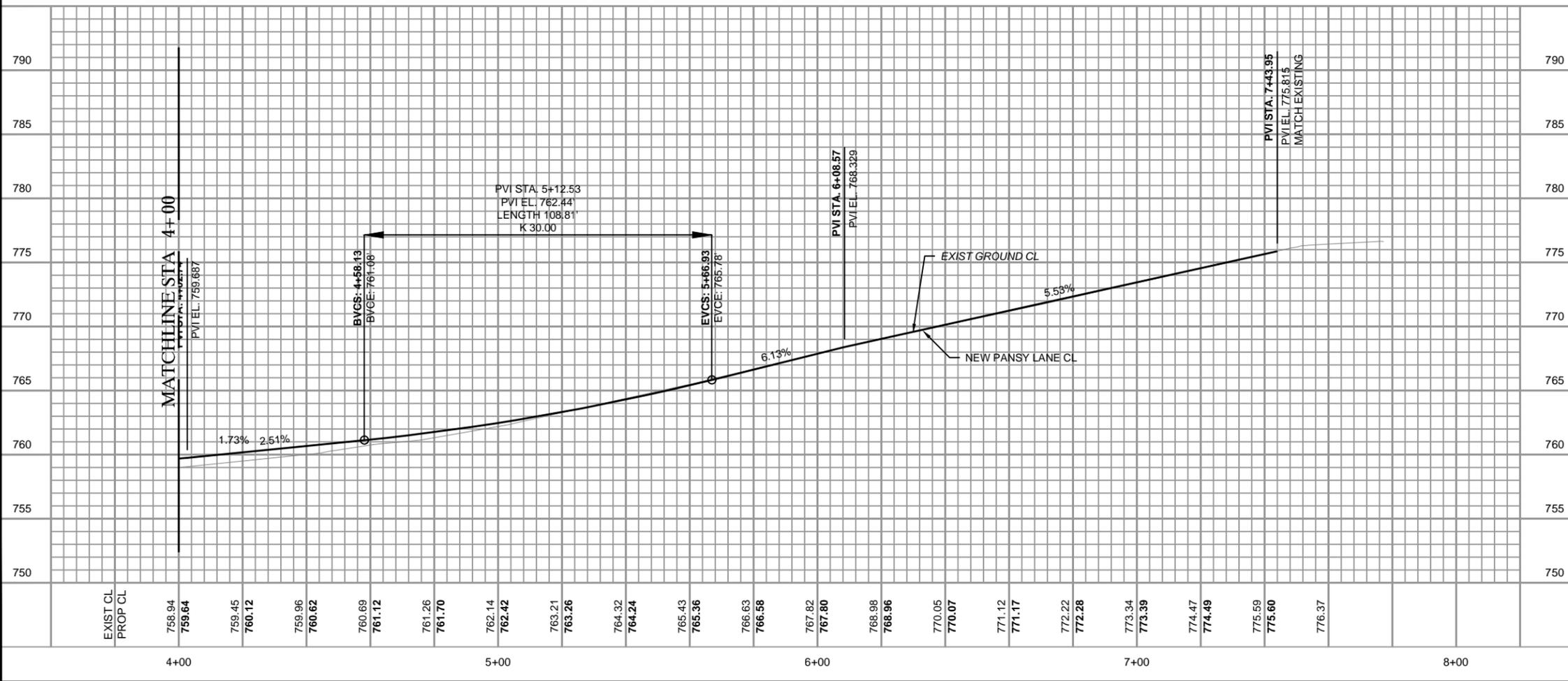


LEGEND

- EXIST PAVEMENT
- EXIST CHAIN LINK FENCE
- EXIST WIRE FENCE
- EXIST ELECTRIC
- EXIST TELEPHONE
- EXIST FIBER
- EXIST GAS
- EXIST WATER
- EXIST SEWER
- EXIST WOOD FENCE
- EXIST SEWER MANHOLE
- EXIST MAILBOX
- EXIST POWER POLE
- EXIST GATE
- EXIST WATER METER
- EXIST WATER VALVE
- EXIST FIRE HYDRANT
- NEW MAILBOX
- TRAFFIC FLOW
- DRAINAGE FLOW
- TBM
- DRIVEWAY NUMBER
- NEW ASPHALT PAVEMENT
- NEW CONC DRIVEWAY
- NEW CONC SIDEWALK



HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'



GENERAL NOTES:

1. LOCATION OF UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR TO VERIFY THE LOCATION OF ALL UTILITIES BEFORE BEGINNING CONSTRUCTION.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ALL TREES. SEE TREE PRESERVATION PLANS FOR TREE PROTECTION.
3. EXISTING CHAIN LINK FENCES AND GATES ARE TO REMAIN. PROVIDE CONCRETE WALK TO PEDESTRIAN GATES AS SHOWN.



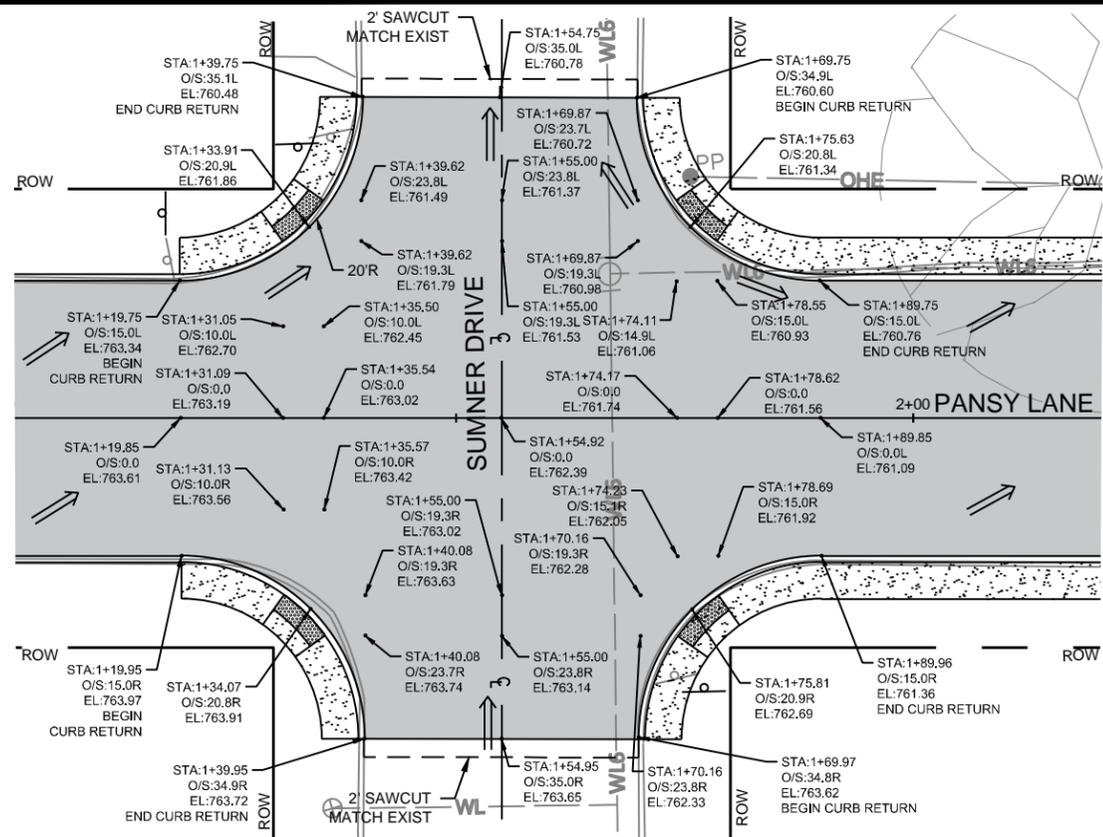
FORD ENGINEERING, INC.

10927 WYE DRIVE SUITE 104
SAN ANTONIO, TX 78217
TEL (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com

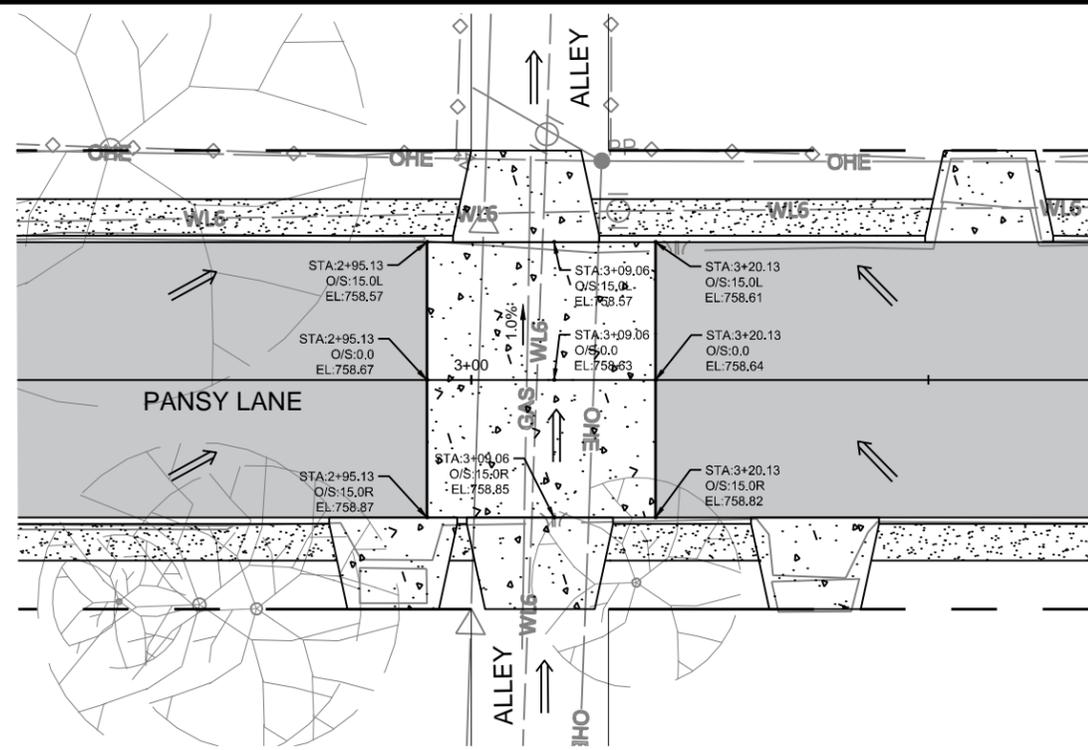
CITY OF SAN ANTONIO
TRANSPORTATION & CAPITAL IMPROVEMENTS

PANSY LANE RECONSTRUCTION
PLAN & PROFILE
BEGINNING TO STA 4+00

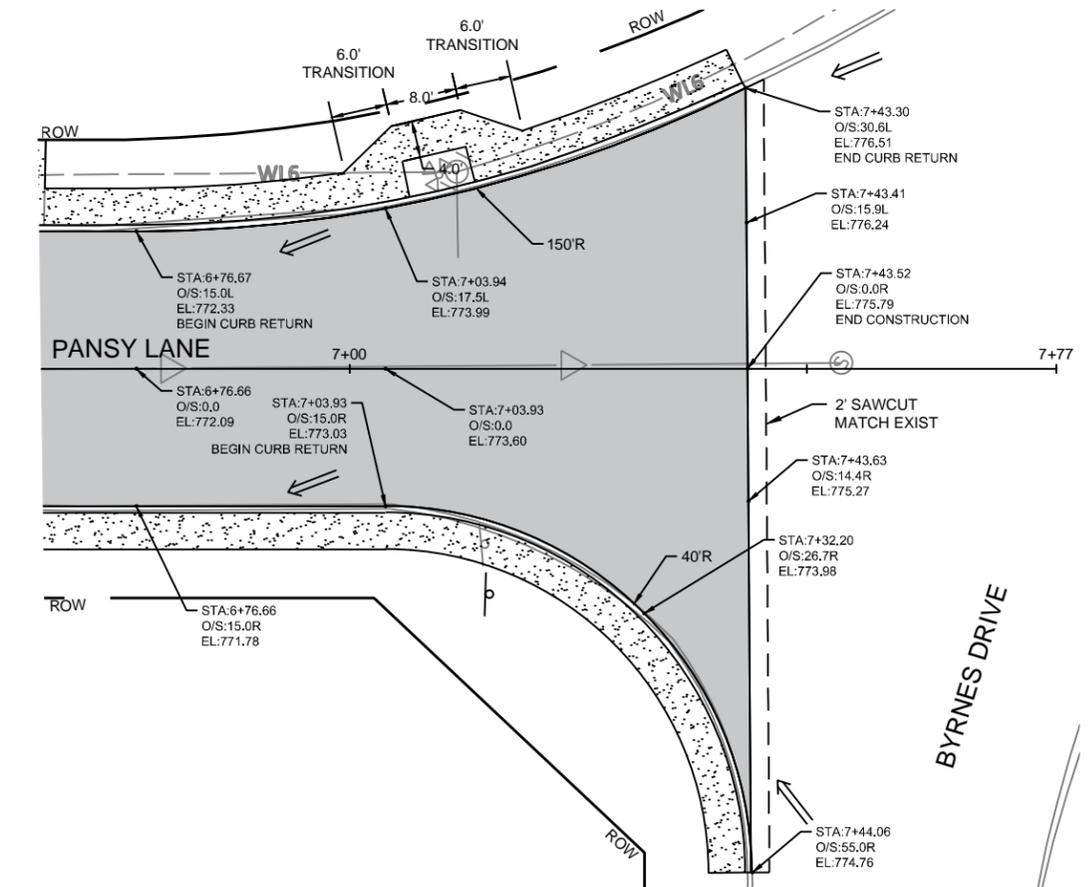
100% SUBMITTAL	PROJECT NO.: 1801.20	DATE: 07/21/2016
DRWN. BY: RG	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 7 OF 21



**PANSY LANE
& SUMNER DRIVE
INTERSECTION**

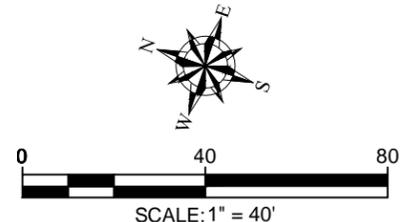


**CONCRETE PAVED
SECTION**



**PANSY LANE
& OLNEY DRIVE
INTERSECTION**

**PANSY LANE
& BYRNES DRIVE
INTERSECTION**



LEGEND

EXIST PAVEMENT	
EXIST CHAIN LINK FENCE	
EXIST WIRE FENCE	
EXIST ELECTRIC	
EXIST TELEPHONE	
EXIST FIBER	
EXIST GAS	
EXIST WATER	
EXIST SEWER	
EXIST WOOD FENCE	
EXIST SEWER MANHOLE	
EXIST MAILBOX	
EXIST POWER POLE	
EXIST GATE	
EXIST WATER METER	
EXIST WATER VALVE	
EXIST FIRE HYDRANT	
NEW MAILBOX	
TRAFFIC FLOW	
DRAINAGE FLOW	
NEW ASPHALT PAVEMENT	
NEW CONC DRIVEWAY	
NEW CONC SIDEWALK	

- GENERAL NOTES:**
1. LOCATION OF UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR TO VERIFY THE LOCATION OF ALL UTILITIES BEFORE BEGINNING CONSTRUCTION.
 2. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ALL TREES. SEE TREE PRESERVATION PLANS FOR TREE PROTECTION.
 3. EXISTING CHAIN LINK FENCES AND GATES ARE TO REMAIN. PROVIDE CONCRETE WALK TO PEDESTRIANS AS SHOWN.



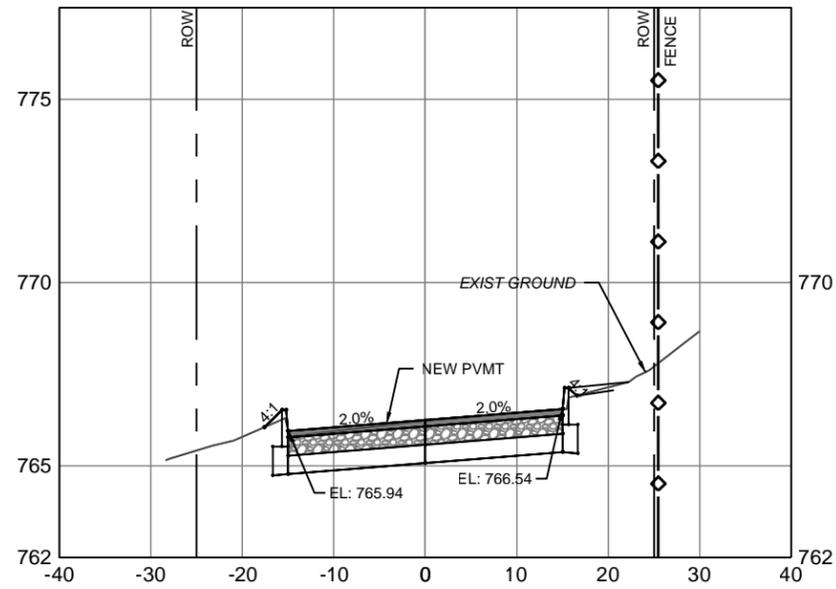
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CITY OF SAN ANTONIO
TRANSPORTATION & CAPITAL IMPROVEMENTS

PANSY LANE RECONSTRUCTION
INTERSECTIONS

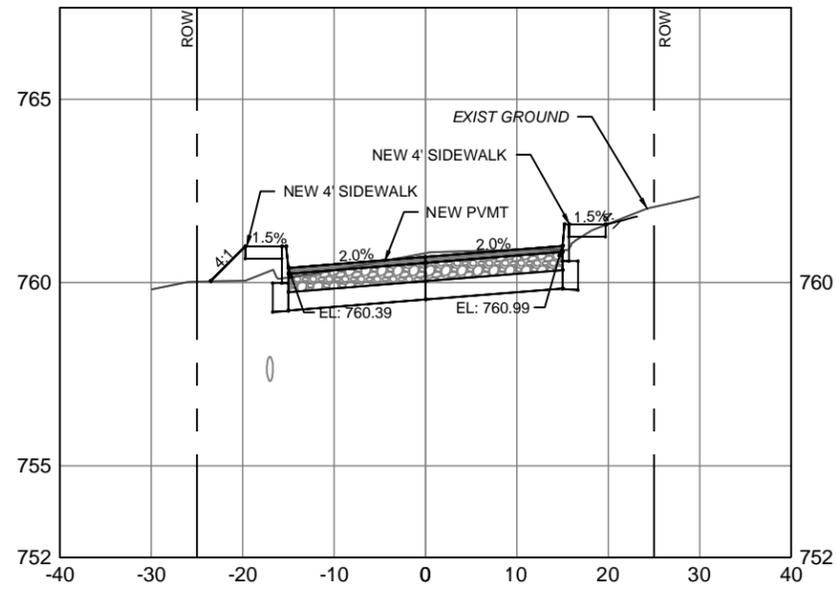
100% SUBMITTAL	PROJECT NO.: 1801.20	DATE: 07/21/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO.: 9 OF 21

0+50



Exist Prop										
		765.78	766.0	765.93	766.2	766.22	766.4	766.43	767.0	767.14

2+00

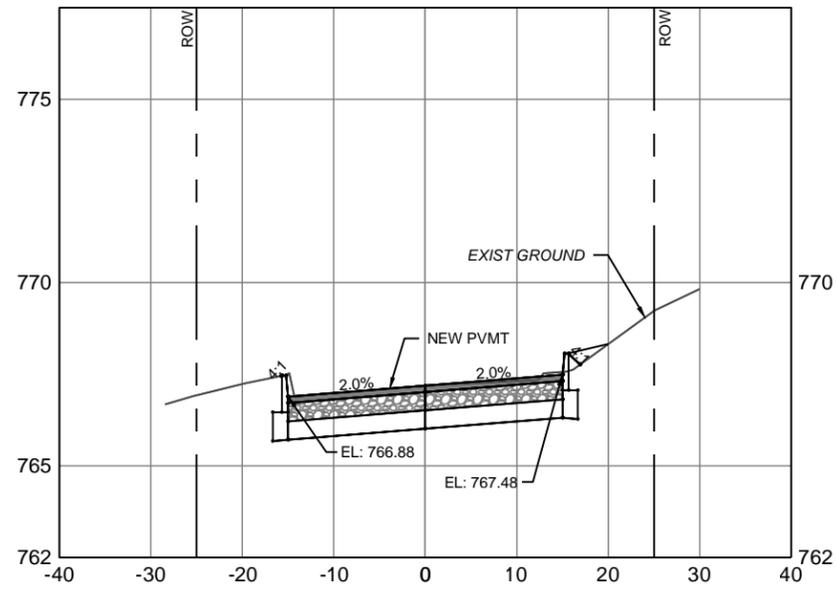


Exist Prop												
		759.80	760.9	760.04	760.5	760.33	760.7	760.79	760.9	760.89	761.6	761.60

NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

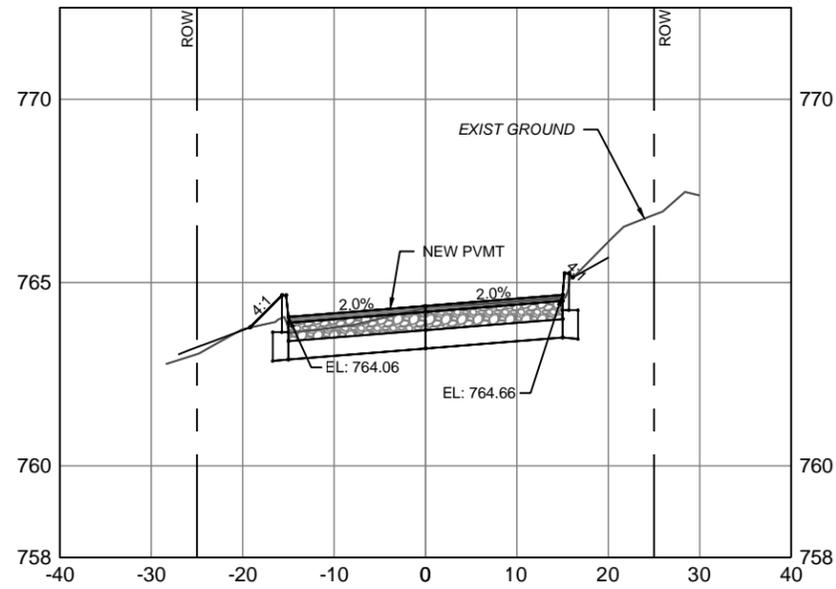
SCALE:
1" = 20' HORZ
1" = 5' VERT

0+25



Exist Prop									
		767.22	767.0	766.97	767.2	767.18	767.4	767.31	768.31

1+00

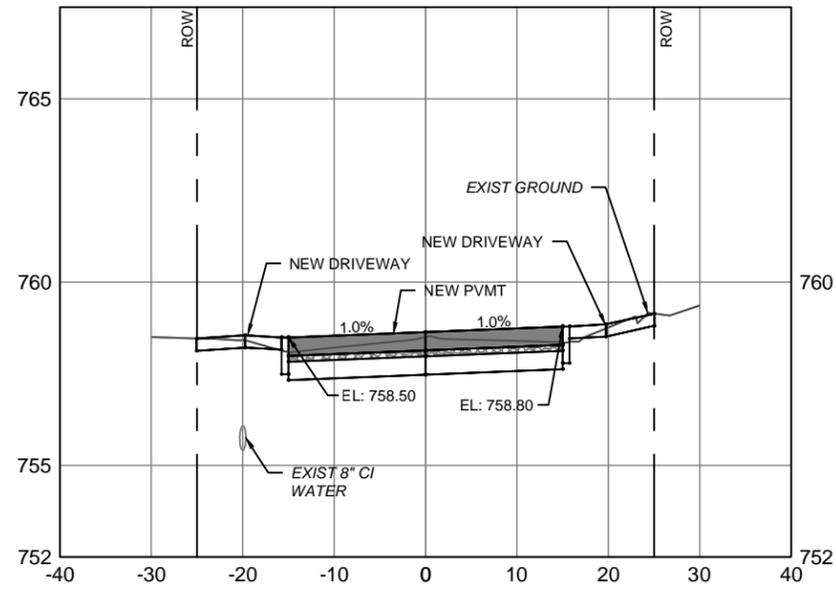


Exist Prop											
		763.7	763.73	764.2	763.77	764.4	764.30	764.6	764.48	765.7	766.11



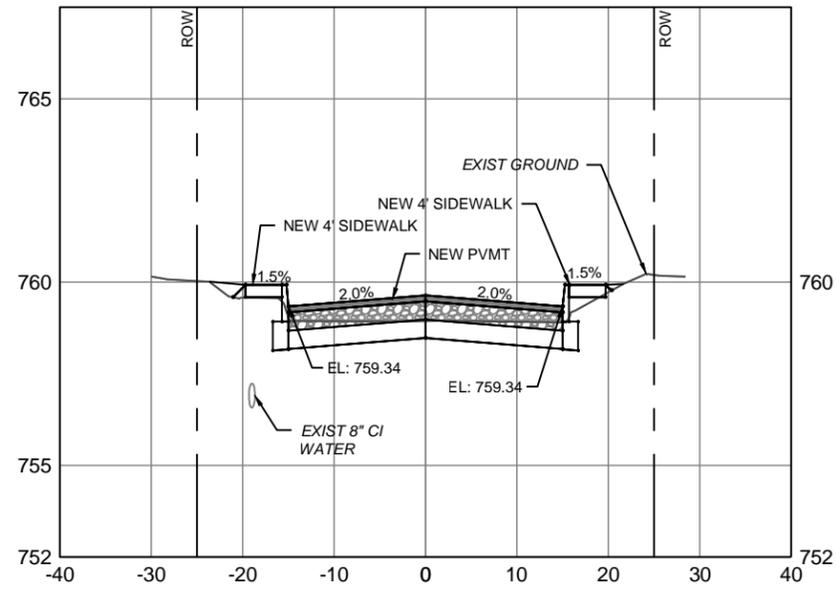
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CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
HILLBURN DRIVE RECONSTRUCTION STREET SECTIONS BEGINNING TO STA 2+00		
100% SUBMITTAL	PROJECT NO.: 1801.20	DATE: 07/21/2016
DRWN. BY: RG	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 10 OF 21

3+00



Exist	758.50	758.6	758.42	758.5	758.22	758.6	758.51	758.7	758.40	758.9	758.77	759.37
	Prop											

4+00

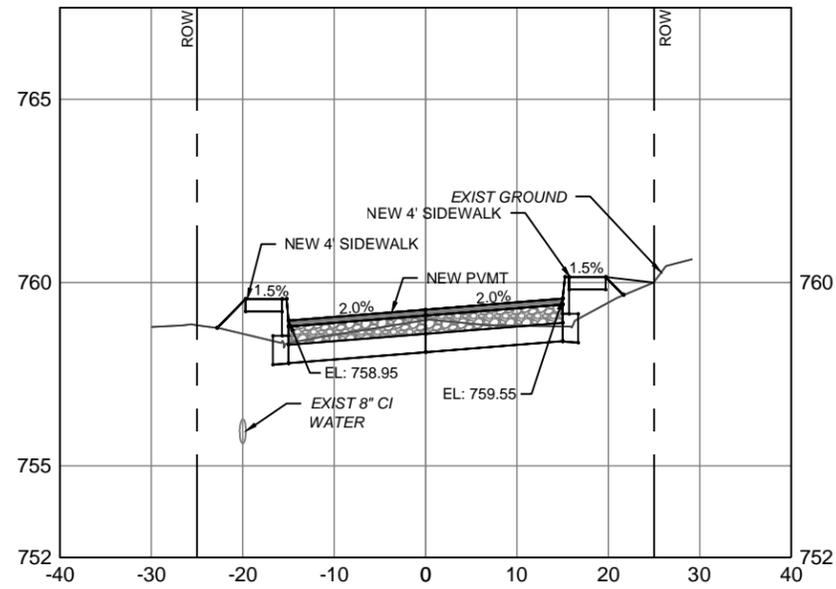


Exist	760.15	759.58	759.4	758.94	759.6	758.94	759.4	758.92	759.9	759.73
	Prop									

NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

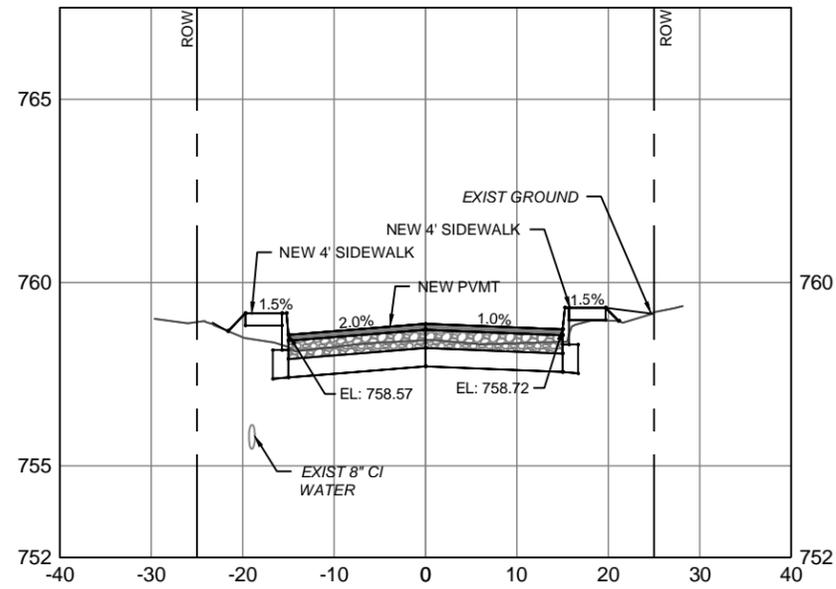
SCALE:
1" = 20' HORZ
1" = 5' VERT

2+50



Exist	758.78	759.5	758.60	759.1	758.57	759.3	758.97	759.5	758.82	760.1	759.45
	Prop										

3+50



Exist	759.1	758.50	758.7	758.23	758.9	758.42	758.8	758.34	759.2	758.96
	Prop									



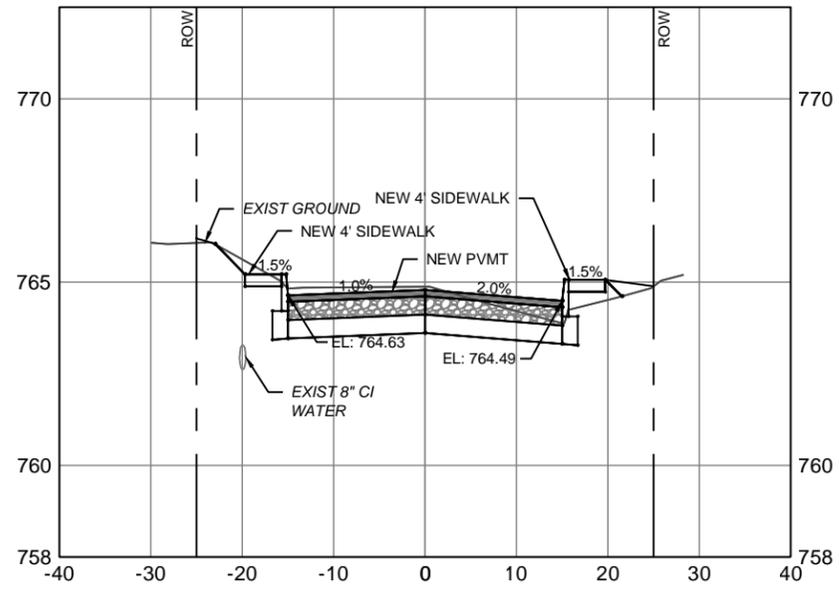
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CITY OF SAN ANTONIO
TRANSPORTATION & CAPITAL IMPROVEMENTS

HILLBURN DRIVE RECONSTRUCTION
STREET SECTIONS
STA 2+50 TO STA 4+00

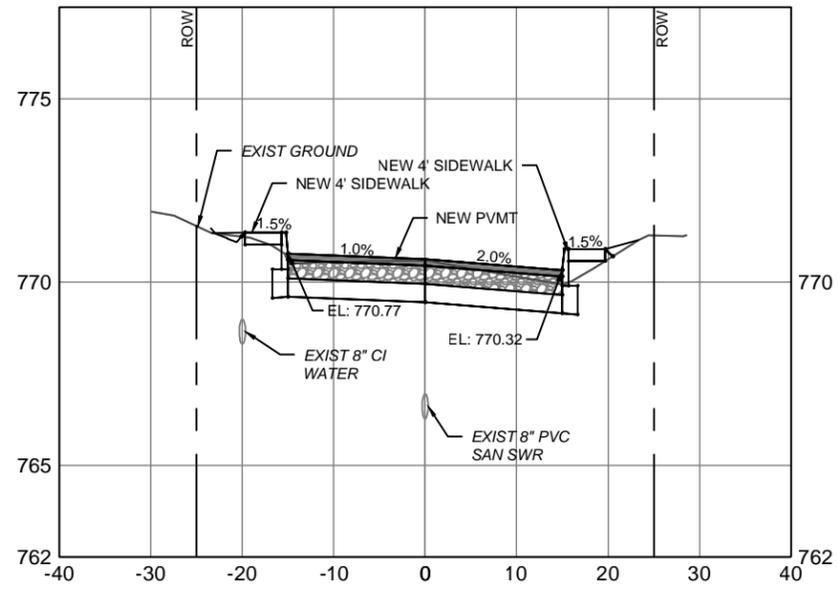
100% SUBMITTAL	PROJECT NO.: 1801.20	DATE: 07/21/2016
DRWN. BY: RG	DSGN. BY: MH	CHKD. BY: MH
SHEET NO: 11 OF 21		

5+50



Exist Prop	766.08	765.3	765.82	764.7	764.86	764.8	764.88	764.6	764.21	765.0	764.51

6+50

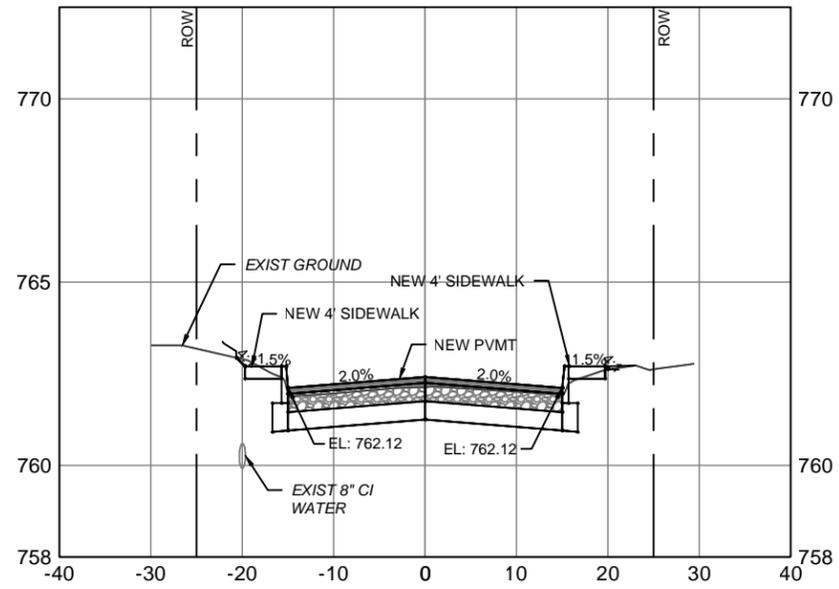


Exist Prop	771.92	771.3	771.24	770.7	770.56	770.6	770.59	770.4	770.14	770.8	770.82

NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

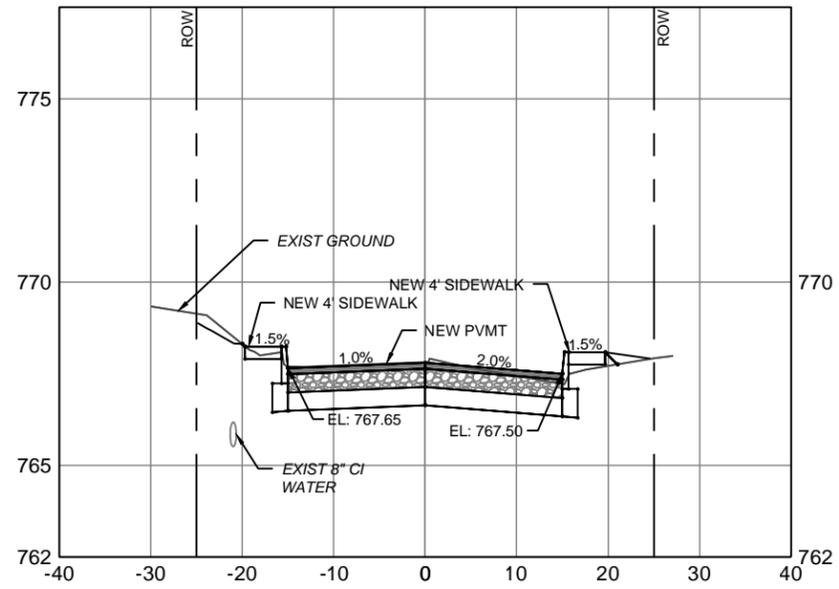
SCALE:
1" = 20' HORZ
1" = 5' VERT

5+00



Exist Prop	763.27	762.8	762.90	762.2	761.96	762.4	762.14	762.2	762.00	762.6	762.63

6+00



Exist Prop	769.34	768.3	768.31	767.7	767.72	767.8	767.82	767.6	767.44	768.0	767.71



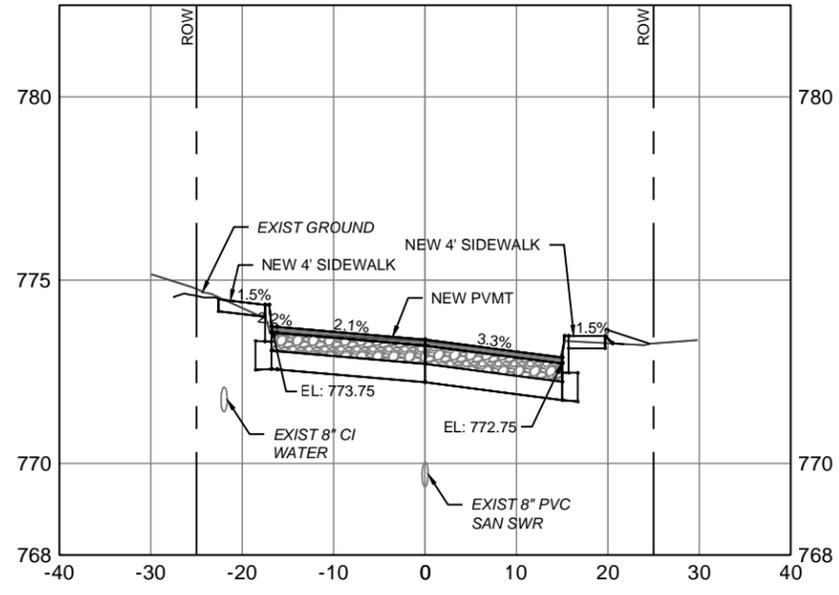
TYPE No. E-1182
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 10927 WYE DRIVE SUITE 104
 SAN ANTONIO, TX 78217
 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com

CITY OF SAN ANTONIO
 TRANSPORTATION & CAPITAL IMPROVEMENTS

HILLBURN DRIVE RECONSTRUCTION
STREET SECTIONS
 STA 5+00 TO STA 6+50

100% SUBMITTAL	PROJECT NO.: 1801.20	DATE: 07/21/2016
DRWN. BY: RG	DSGN. BY: MH	CHKD. BY: MH
SHEET NO: 12 OF 21		

7+00



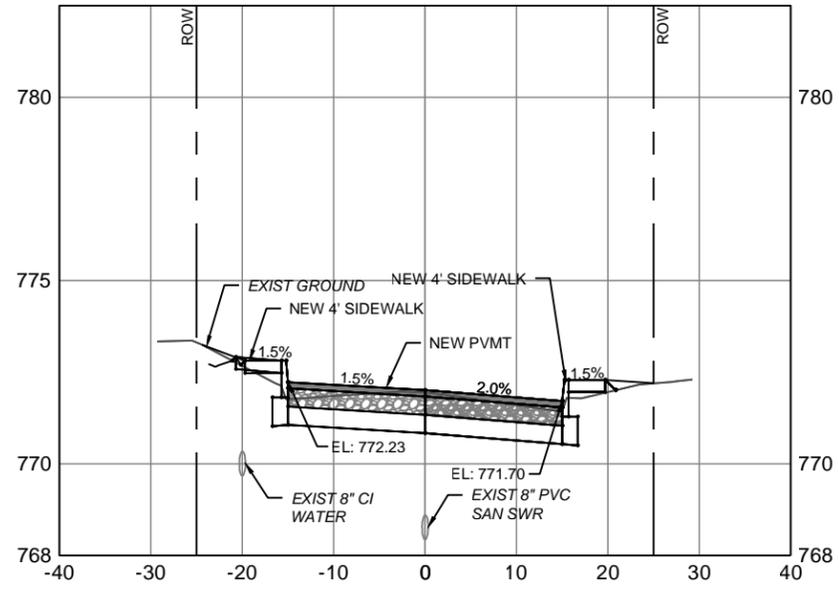
NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

SCALE:
1" = 20' HORZ
1" = 5' VERT

Exist
Prop

775.17	774.4	774.24	773.6	773.47	773.4	773.34	773.1	773.05	773.4	773.28
--------	-------	--------	-------	--------	-------	--------	-------	--------	-------	--------

6+75

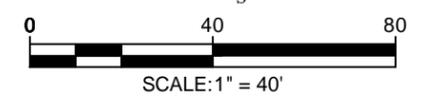


Exist
Prop

772.7	772.67	772.2	771.85	772.0	771.94	771.8	771.59	772.2	771.96
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<p>CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS</p>		
<p>HILLBURN DRIVE RECONSTRUCTION STREET SECTIONS STA 6+75 TO END</p>		
100% SUBMITTAL	PROJECT NO.: 1801.20	DATE: 07/21/2016
DRWN. BY: RG	DSGN. BY: MH	CHKD. BY: MH
SHEET NO: 13 OF 21		

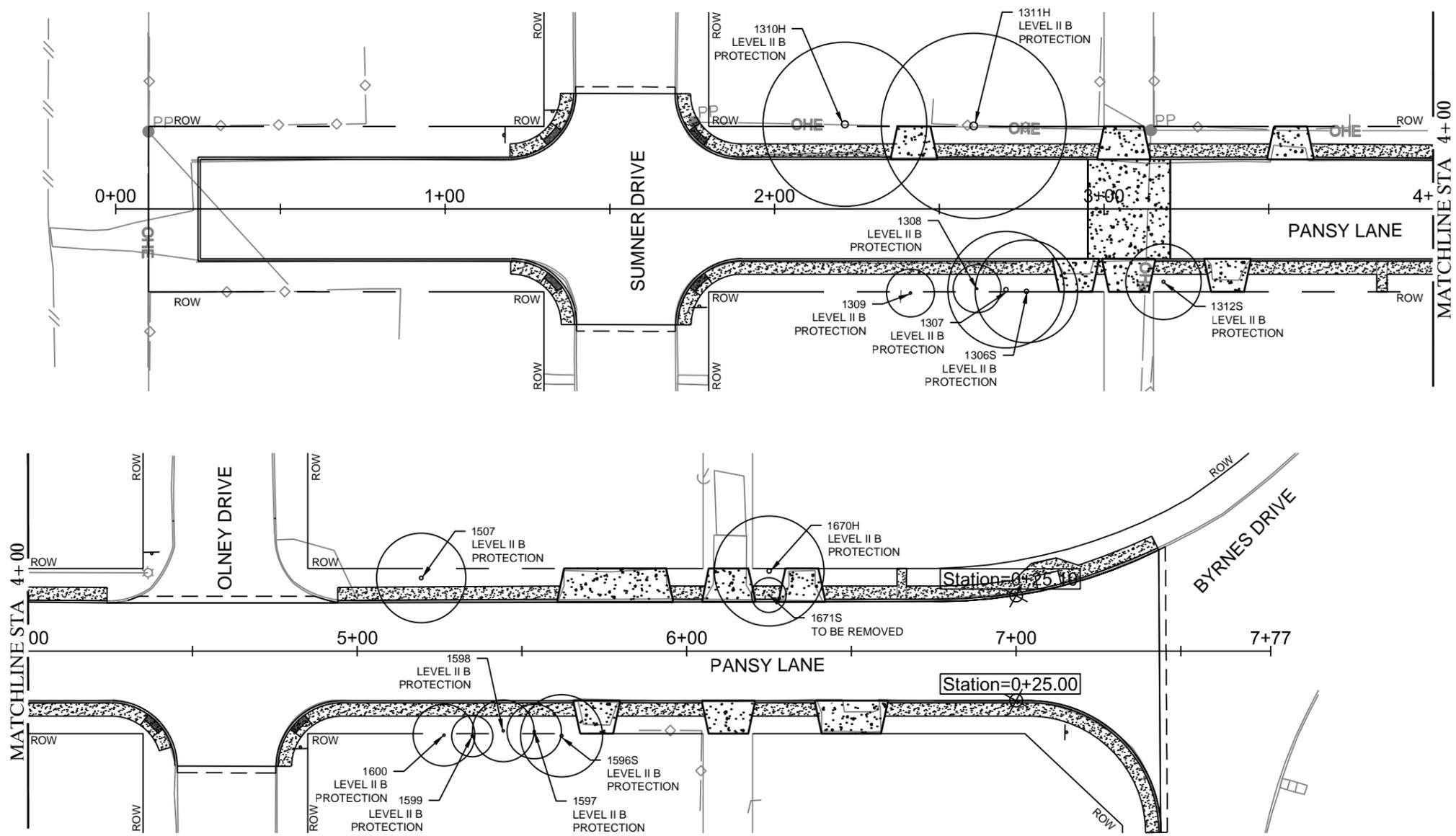


LEGEND

- EXIST PAVEMENT
- EXIST CHAIN LINK FENCE
- EXIST WIRE FENCE
- EXIST ELECTRIC
- EXIST TELEPHONE
- EXIST FIBER
- EXIST GAS
- EXIST WATER
- EXIST SEWER
- EXIST WOOD FENCE
- EXIST SEWER MANHOLE
- EXIST MAILBOX
- EXIST POWER POLE
- EXIST GATE
- EXIST WATER METER
- EXIST WATER VALVE
- EXIST FIRE HYDRANT
- NEW CONC DRIVEWAY
- NEW CONC SIDEWALK

NOTES:

1. "S" INDICATES TREE TO BE SIGNIFICANT.
2. "H" INDICATED TREE TO BE HERITAGE.
3. CONTRACTOR TO MAINTAIN NEW TREES WITH WATER PER CITY STANDARD 804.
4. BACKFILL STUMP HOLES WITH COMPACTED FILL TO WITHIN 12" OF FINISHED GRADE. FILL REMAINDER TO FINISHED GRADE W/ FLEXIBLE BASE TYPE A GR 1 OR 2.



No.	Tree Type	DBH (inches)	STATION	REMOVE			Preserve
				Exempt	Mitigate	Replace	
1306	Hackberry	15	2+76.50				X
1307	Chinaberry	17	2+70.25				X
1308	Hackberry	7	2+61.47				X
1309	Hackberry	7	2+41.29				X
1310	Oak	24	2+21.35				X
1311	Hackberry	27	2+60.51				X
1312	Hackberry	11	3+18.05				X
1507	Sycamore	13	5+19.32				X
1596	Hackberry	12	5+62.02				X
1597	Hackberry	8	5+53.64				X
1598	Hackberry	9	5+44.23				X
1599	Hackberry	6	5+34.86				X
1600	Hackberry	9	5+26.23				X
1670	Texas Persimmon	16	6+25.02				X
1671	Texas Persimmon	5	6+24.88	X			

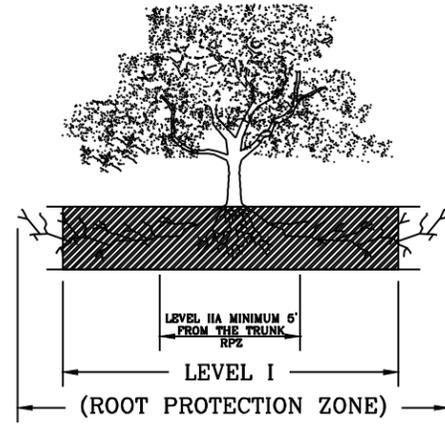


TYPE No. E-1112
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CITY OF SAN ANTONIO
 DEPARTMENT OF TRANSPORTATION AND CAPITAL IMPROVEMENTS

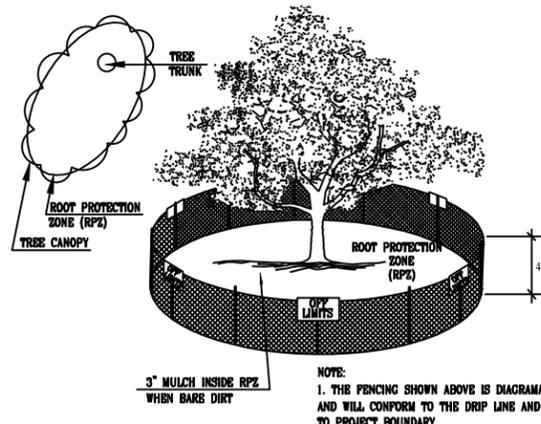
PANSY LANE RECONSTRUCTION
TREE PRESERVATION PLAN

100% SUBMITTAL	PROJECT NO.: 1801.20	DATE: 07/21/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH



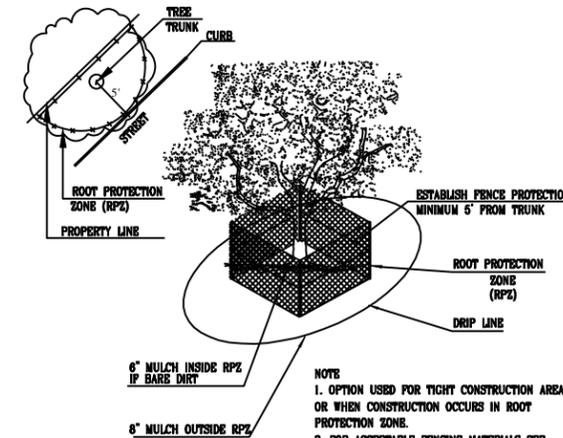
1.1.1 ELEVATION
N. T. S.

ROOT PROTECTION ZONE—THE ROOT PROTECTION ZONE IS A CIRCULAR AREA AROUND A TREE THAT IS BASED ON THE DIAMETER OF THE TREE. EACH 1 INCH DIAMETER OF THE TREE EQUALS 1 FOOT RADIUS FOR ROOT PROTECTION ZONE.



1.1.2 LEVEL I & FENCE PROTECTION
N. T. S.

NOTE:
1. THE FENCING SHOWN ABOVE IS DIAGRAMATIC ONLY AND WILL CONFORM TO THE DRIP LINE AND LIMITED TO PROJECT BOUNDARY.
2. FOR ACCEPTABLE FENCING MATERIALS SEE SPECIFICATIONS.

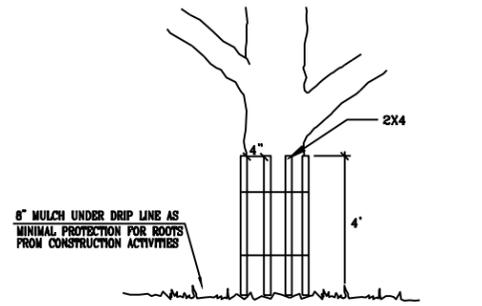


1.1.3 LEVEL II A FENCE PROTECTION
N. T. S.

NOTE:
1. OPTION USED FOR TIGHT CONSTRUCTION AREAS OR WHEN CONSTRUCTION OCCURS IN ROOT PROTECTION ZONE.
2. FOR ACCEPTABLE FENCING MATERIALS SEE SPECIFICATIONS.

GENERAL NOTES

- ALL THE TREES WITH A DIAMETER GREATER THAN 3 INCHES AFFECTED BY CONSTRUCTION SHALL HAVE THE LIMBS AND ROOTS TRIMMED AND PRUNED ACCORDING TO ITEM No. 802. TREE PRUNING, SOIL AMENDING AND FERTILIZATION, UNLESS SPECIFIED TREES SHALL RECEIVE LEVEL 2 PROTECTION AS PER ITEM No. 802. TREES TO RECEIVE LEVEL 1 PROTECTION AS PER ITEM No. 802 ARE SHOWN ON TREE PROTECTION TABLE ON THIS SHEET.
- ALL TREES SHALL REMAIN UNLESS NOTED ON THE PLANS.
- NO SITE PREPARATION WORK SHALL BEGIN IN AREAS WHERE TREE PRESERVATION AND TREATMENT MEASURES HAVE NOT BEEN COMPLETED AND APPROVED.
- TREE PROTECTION FENCING SHALL BE REQUIRED. TREE PROTECTION FENCING SHALL BE INSTALLED, MAINTAINED AND REPAIRED BY THE CONTRACTOR DURING SITE CONSTRUCTION.
- THE CONTRACTOR SHALL AVOID CUTTING ROOTS LARGER THAN THREE INCHES IN DIAMETER WHEN EXCAVATING NEAR EXISTING TREES. EXCAVATION IN THE VICINITY OF TREES SHALL PROCEED WITH CAUTION. THE CONTRACTOR SHALL CONTACT THE CITY INSPECTOR.
- THE ROOT PROTECTION ZONE IS THAT AREA SURROUNDING A TREE, AS MEASURED BY A RADIUS FROM THE TREE TRUNK, IN WHICH NO EQUIPMENT, VEHICLES OR MATERIALS MAY OPERATE OR BE STORED. THE REQUIRED RADIUS LENGTH IS 1 FOOT PER DIAMETER INCH OF THE TREE. FOR EXAMPLE, A 10-INCH DIAMETER TREE WOULD HAVE A 5-FOOT RADIUS ROOT PROTECTION ZONE AROUND THE TREE. ROOTS OR BRANCHES THAT ARE IN CONFLICT WITH THE CONSTRUCTION SHALL BE CUT CLEANLY ACCORDING TO PROPER PRUNING METHODS. LIVE OAK WOUNDS SHALL BE PAINTED OVER, WITHIN 20 MINUTES TO PREVENT OAK WILT.
- ACCESS TO FENCED AREAS WILL BE PERMITTED ONLY WITH THE APPROVAL OF THE ENGINEER OR CITY INSPECTOR.
- GRADING, IF REQUIRED, SHALL BE LIMITED TO A 3 INCH CUT OR FILL WITHIN THE FENCED ROOT ZONE AREAS.
- TREES, SHRUBS OR BUSHES TO BE CLEARED FROM PROTECTED ROOT ZONE AREAS SHALL BE REMOVED BY HAND AS DIRECTED BY THE PROJECT MANAGER OR CITY INSPECTOR.
- TREES DAMAGED OR LOST DUE TO CONTRACTOR'S NEGLIGENCE DURING CONSTRUCTION SHALL BE MITIGATED TO THE ENGINEER'S SATISFACTION.
- EXPOSED ROOTS SHALL BE COVERED AT THE END OF EACH DAY USING TECHNIQUES SUCH AS COVERING WITH SOIL, MULCH OR WET BURLAP.
- ANY TREE REMOVAL SHALL BE APPROVED BY THE CITY ARBORIST PRIOR TO ITS REMOVAL.

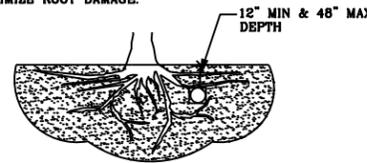


1.1.4 LEVEL II B FENCE PROTECTION
N. T. S.

NOTE:
WRAP TREE TRUNK WITH 2"x4" STUDS AND ROPE OR BAND IN PLACE AS NEEDED TO PROTECT TREES IN WORK AREAS.

TREES THAT ARE MARKED TO BE PRESERVED ON A SITE PLAN AND FOR WHICH UTILITIES MUST PASS THROUGH THEIR ROOT PROTECTION ZONES MAY REQUIRE TUNNELING AS OPPOSED TO OPEN TRENCHES. THE DECISION TO TUNNEL WILL BE DETERMINED ON A CASE BY CASE BASIS BY THE ENGINEER.

TUNNELS SHALL BE DUG THROUGH THE ROOT PROTECTION ZONE IN ORDER TO MINIMIZE ROOT DAMAGE.

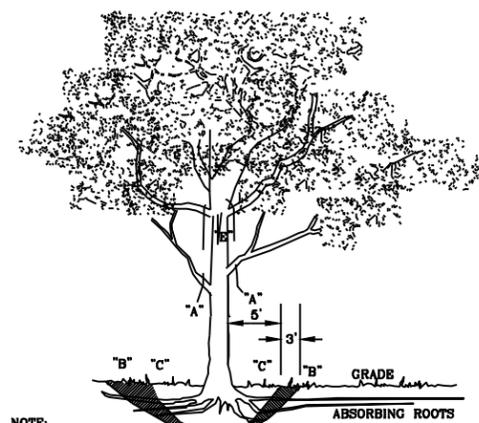


TUNNEL TO MINIMIZE ROOT DAMAGE (TOP) AS OPPOSED TO SURFACE-DUG TRENCHES IN ROOT PROTECTION ZONE WHEN THE 5' MINIMUM DISTANCE FROM TRUNK CAN NOT BE ACHIEVED.



OPEN TRENCHING MAY BE USED IF EXPOSED TREE ROOTS DO NOT EXCEED 3" OR ROOTS CAN BE BENT BACK.

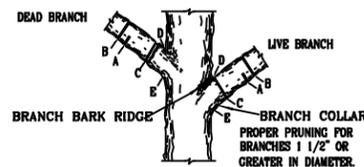
1.2 BORING THRU TREE ROOT ZONE
N. T. S.



NOTE:

- A" REMOVE BULKY TREE PARTS "SHRED" AND/OR HAUL SEPARATELY.
- B" BEGIN EXCAVATION APPROX. 8' FROM THE TRUNK - CUT THRU ANCHOR ROOTS AT AN ANGLE - 3' TO 4' DEEP
- C" USING TREE TRUNK AS A LEVER PUSH AT POINT "E" TO REMOVE TREE BOLE AND LARGE FEEDER ROOTS (4" TO 10" IN DIAM.)
- D" BACKFILL HOLE AND CLEAN UP.

1.3 TREE REMOVAL DIAGRAM
N. T. S.



NOTE: DO NOT CUT FROM D TO E.

- FIRST CUT - TO PREVENT THE BARK FROM BEING PEELED WHEN THE BRANCH FALLS.
- SECOND CUT - TO REDUCE THE WEIGHT OF BRANCH.
- FINAL CUT - ALLOW FOR HEALING COLLAR BUT NO STUBS
- BRANCH RIDGES - INDENT PROPERLY BRANCH RIDGES WHICH ARE SITE FOR DECAY.

FOR OAKS ONLY: PAINT ALL WOUNDS OR CUTS WITH PRUNING PAINT WITHIN 20 MIN TO PREVENT THE SPREAD OF OAK WILT.

1.4 BRANCH PRUNING DETAIL
N. T. S.

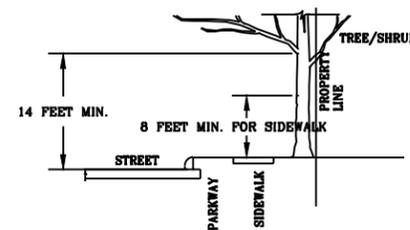
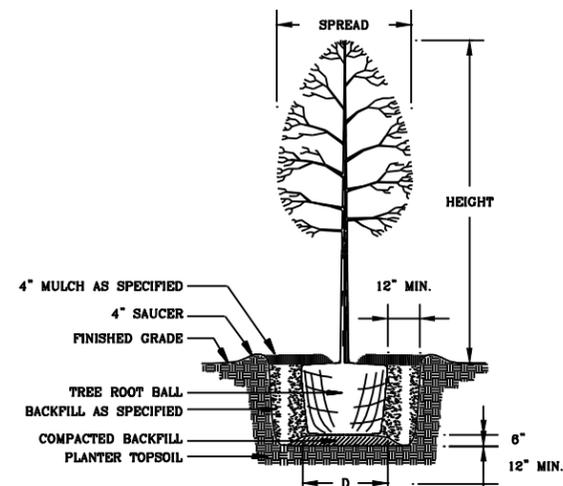


FIGURE No.2:

A MINIMUM BRANCH CLEARANCE OF 14 FEET ABOVE STREET ELEVATION MUST BE MAINTAINED FROM THE PROPERTY LINE TO THE CURB LINE AS PRESCRIBED BY PROJECT MANAGER.

1.5 BRANCH CLEARANCE DETAIL
N. T. S.



1.6 NEW TREE PLANTING DETAIL
N. T. S.

1.3 GENERAL NOTES

TREE INVENTORY SUMMARY (6" DIAMETER AND LARGER)	
TOTAL DIAMETER INCHES, R.O.W	186.0
TOTAL DIAMETER INCHES REMOVED	5
TOTAL DIAMETER INCHES PRESERVED	186.0
TOTAL PERCENTAGE INCHES PRESERVED	97
TOTAL INCHES TO BE MITIGATED	0

1.3 TREE INVENTORY SUMMARY

PREPARED BY: FERNANDEZ PRAZER WHITE & ASSOC. INC.
& C. F. ZAVALA GROUP

CITY OF SAN ANTONIO



DEPARTMENT OF PUBLIC WORKS

CITY OF SAN ANTONIO
TREE PROTECTION DETAILS
TREE PRESERVATION

DESIGNED:	FED. RD. DIST. NO.	STATE		SHT. NO.
CHECKED:		TEXAS		15 OF 27
DRAWN:	STATE DIST. NO.	COUNTY	CONTROL NO.	SECT. NO.
CHECKED:		BEAR		HIGHWAY NO.

DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

I. STORMWATER POLLUTION PREVENTION—CLEAN WATER ACT SECTION 402

Texas Pollutant Discharge Elimination System (TPDES) TXR 150000: Stormwater Discharge Permit or Construction General Permit (CGP) required for projects with 1 or more acres disturbed soil. Projects with any disturbed soil must protect for erosion and sedimentation in accordance with Item 540.

No Action Required Required Action

Action No.

- Prevent stormwater pollution by controlling erosion and sedimentation in accordance with TPDES Permit TXR 150000.
- Comply with the Storm Water Pollution Prevention Plan (SW3P) and revise when necessary to control pollution or required by the Engineer.
- Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA) or other inspectors.
- When Contractor project specific locations (PSL's) increase disturbed soil area to 5 acres or more, Contractor shall submit Notice of Intent (NOI) to TCEQ and the Engineer.
- NOI required: Yes No

Note: If amount of soil disturbance changes, permit requirements may change.

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS CLEAN WATER ACT SECTIONS 401 AND 404

US Army Corps of Engineers (USACE) Permit required for filling, dredging, excavating or other work in any potential USACE jurisdictional water, such as, rivers, creeks, streams, or wetlands.

The Contractor shall adhere to all of the terms and conditions associated with the following permit(s):

- No Permit Required
- Nationwide Permit (NWP) 14 – Pre-construction Notice (PCN) not Required
- Nationwide Permit 14 – PCN Required
- Individual 404 Permit Required
- Other Nationwide Permit Required: NWP# _____

Required Actions: List waters of the US permit applies to, location in project and check Best Management Practices (BMPs) planned to control erosion, sedimentation and post-project total suspended solids (TSS).

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401 Best Management Practices: (Not applicable if no USACE permit)

Erosion	Sedimentation	Post-Construction TSS
<input type="checkbox"/> Temporary Vegetation	<input type="checkbox"/> Silt Fence	<input type="checkbox"/> Vegetative Filter Strips
<input type="checkbox"/> Blankets/Matting	<input type="checkbox"/> Rock Berm	<input type="checkbox"/> Retention/Irrigation Systems
<input type="checkbox"/> Mulch	<input type="checkbox"/> Triangular Filter Dike	<input type="checkbox"/> Extended Detention Basin
<input type="checkbox"/> Sodding	<input type="checkbox"/> Sand Bag Berm	<input type="checkbox"/> Constructed Wetlands
<input type="checkbox"/> Interceptor Swale	<input type="checkbox"/> Straw Bale Dike	<input type="checkbox"/> Wet Basin
<input type="checkbox"/> Diversion Dike	<input type="checkbox"/> Brush Berms	<input type="checkbox"/> Erosion Control Compost
<input type="checkbox"/> Erosion Control Compost	<input type="checkbox"/> Erosion Control Compost	<input type="checkbox"/> Mulch Filter Berm and Socks
<input type="checkbox"/> Mulch Filter Berm and Socks	<input type="checkbox"/> Mulch Filter Berm and Socks	<input type="checkbox"/> Compost Filter Berm and Socks
<input type="checkbox"/> Compost Filter Berm and Socks	<input type="checkbox"/> Compost Filter Berm and Socks	<input type="checkbox"/> Vegetation Lined Ditches
	<input type="checkbox"/> Stone Outlet Sediment Traps	<input type="checkbox"/> Sand Filter Systems
	<input type="checkbox"/> Sediment Basins	<input type="checkbox"/> Sedimentation Chambers
		<input type="checkbox"/> Grassy Swales

III. CULTURAL RESOURCES

Cultural resources fall under the Antiquities Code of Texas and/or the National Historic Preservation Act, as amended in 1966. If a previously unidentified archeological site is encountered during construction work, activities should be immediately stopped in the vicinity and the City Archeologist (210-207-7306) notified and/or the SHPO.

No Action Required Required Action

Action No.

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-
-

IV. VEGETATION RESOURCES

Preserve native vegetation to the extent practical. Contractor must adhere to Construction Specification Requirements Specs 162,164, 192, 193, 506, 730, 751, 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

No Action Required Required Action

Action No.

- Ensure that a tree permit is in place for this project, if required.
- Follow the tree preservation/mitigation plan provided in the design plan set. If there are any questions or concerns, please contact the City Arborist at 201-0278, before any work begins.

V. FEDERAL LISTED, PROPOSED THREATENED, ENDANGERED SPECIES, CRITICAL HABITAT, STATE LISTED SPECIES, CANDIDATE SPECIES AND MIGRATORY BIRDS.

No Action Required Required Action

Action No.

- MIGRATORY BIRD NESTS: Schedule construction activities as needed to meet the following requirements:
 - Do not remove or destroy any active migratory bird nests (nests containing eggs and/or flightless birds) at any time of year. If there are any active nests, they shall not be removed until the nests become inactive.
 - On/in structures, if there are any active nests, they shall not be removed until all nests become inactive. After inactive nests are removed and/or before nest activity begins, deterrent materials may be applied to the structures to prevent future nest building.

If any of the listed species are observed, cease work in the immediate area, do not disturb species or habitat and contact the COSA Inspector immediately. The work may not remove active nests from bridges and other structures during nesting season of the birds associated with the nests. If caves or sinkholes are discovered, cease work in the immediated area, and contact the COSA Inspector immediately.

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):

Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropriate for any hazardous materials used.

Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for products which may be hazardous. Maintain product labelling as required by the Act.

Maintain an adequate supply of on-site spill response materials, as indicated in the MSDS. In the event of a spill, take actions to mitigate the spill as indicated in the MSDS, in accordance with safe work practices, and contact the COSA Inspector immediately. The Contractor shall be responsible for the proper containment and cleanup of all product spills.

Contact the COSA Inspector if any of the following are detected:

- * Dead or distressed vegetation (not identified as normal)
- * Trash piles, drums, canister, barrels, etc.
- * Undesirable smells or odors
- * Evidence of leaching or seepage of substances

Hazardous Materials or Contamination Issues Specific to this Project:

No Action Required Required Action

Action No.

-
-
-

Does the project involve the demolition of a span bridge?

Yes No (No further action required)

If "Yes", a pre-demolition notification must be submitted to the Texas Department of State Health Services.

VII. OTHER ENVIRONMENTAL ISSUES

(includes regional issues such as Edwards Aquifer District, etc.)

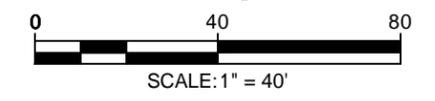
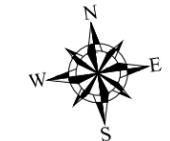
No Action Required Required Action

Action No.

-
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-

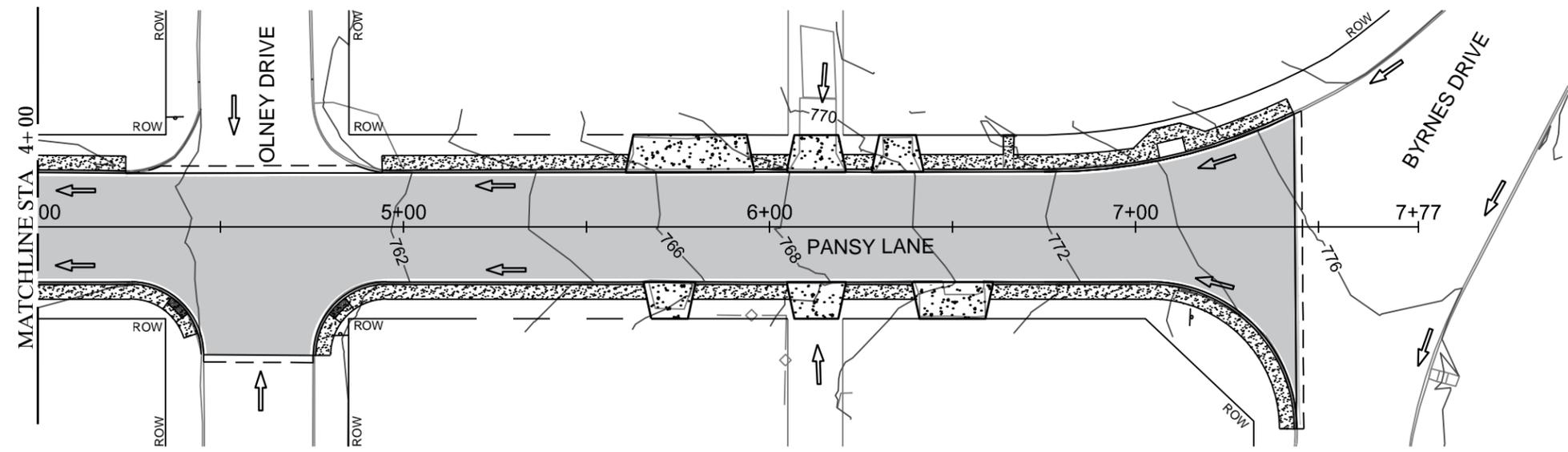
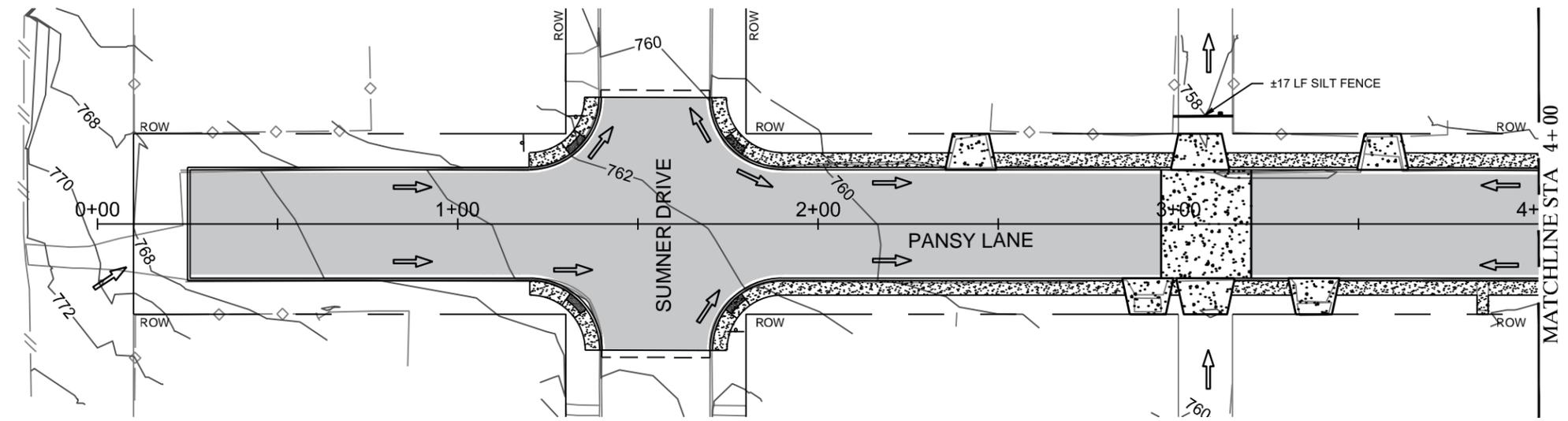
Woodward Place
April 2016
ENVIRONMENTAL PERMITS,
ISSUES AND COMMITMENTS
EPIC

FILE: epic_2015-10-09_SAT.dgn	DN: TxDOT	CK: TxDOT	DW: BW	CK: GAG
©TxDOT	OCTOBER 2015	CONT	SECT	JOB
REVISIONS				
		DIST	COUNTY	SHEET NO.

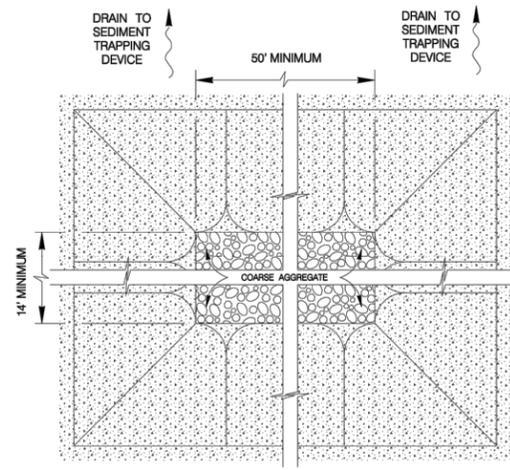


LEGEND

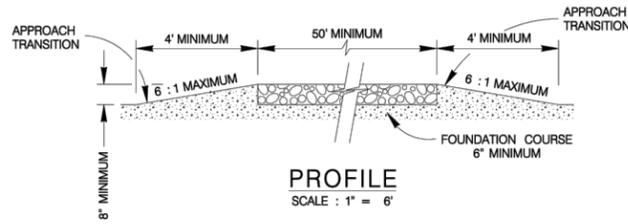
- DRAINAGE ARROW
- SILT FENCE



TYPE No. E-1162 FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
PANSY LANE RECONSTRUCTION SWPPP		
100% SUBMITTAL	PROJECT NO.: 1801.20	DATE: 07/21/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 17 OF 21



PLAN
SCALE : 1" = 6'

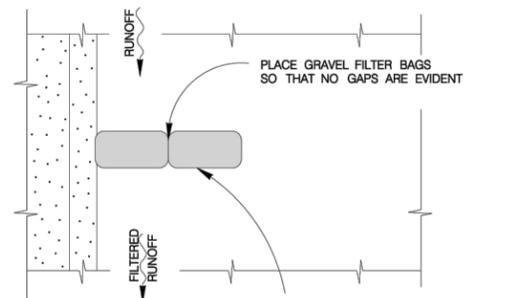


PROFILE
SCALE : 1" = 6'

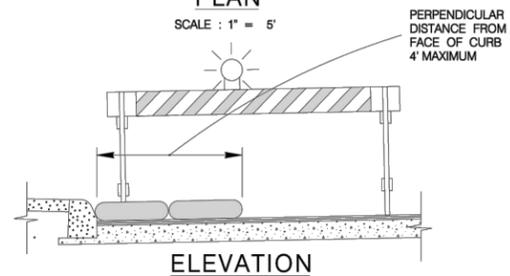
GENERAL NOTES

1. THE LENGTH OF THE TYPE 1 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
2. THE COARSE AGGREGATE SHOULD BE OPEN GRADED WITH A SIZE OF 4" TO 8".
3. THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6 : 1 AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
4. THE CONSTRUCTION EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
5. THE CONSTRUCTION EXIT SHALL BE GRADED TO ALLOW DRAINAGE TO A SEDIMENT TRAPPING DEVICE.
6. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

CONSTRUCTION EXIT - TYPE 1



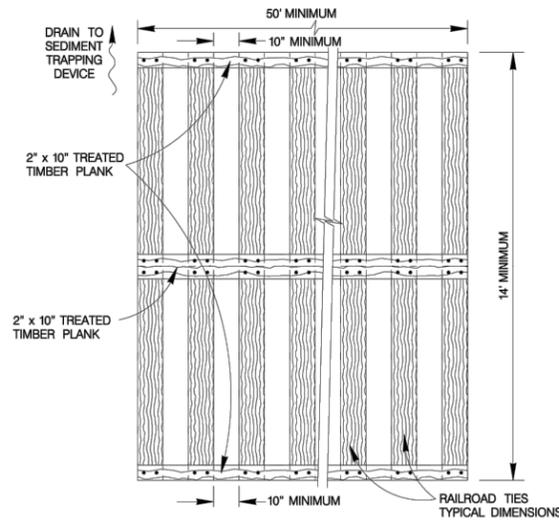
PLAN
SCALE : 1" = 5'



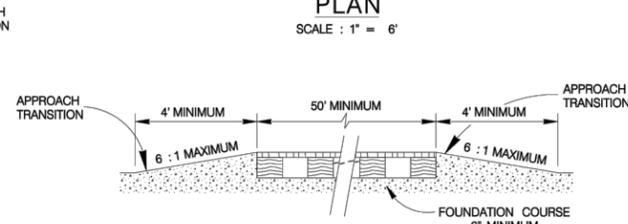
ELEVATION
SCALE : 1" = 5'

NOTE: STRADDLE GRAVEL FILTER BAGS WITH TYPE 1 BARRICADES MOUNTED WITH TYPE "A" FLASHING WARNING LIGHT. SEE BARRICADE CONSTRUCTION SIGN DETAILS. PLACE FLASHING LIGHTS AWAY FROM GUTTER, FLUSH WITH OUTSIDE EDGE OF BAG CONFIGURATION.

GRAVEL FILTER BAGS



PLAN
SCALE : 1" = 6'

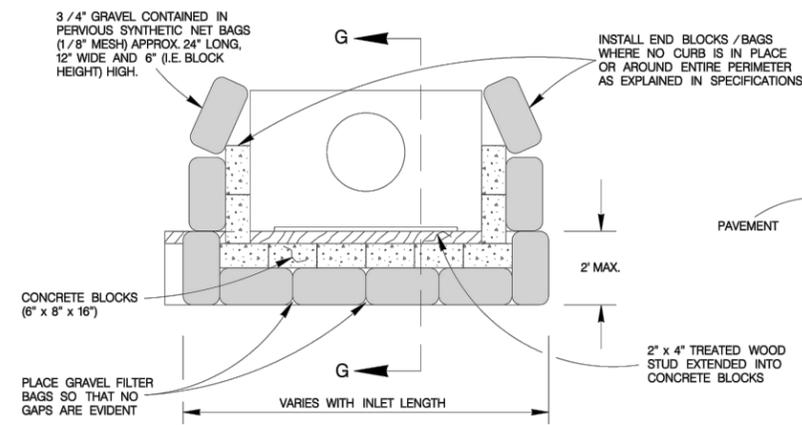


PROFILE
SCALE : 1" = 6'

GENERAL NOTES

1. THE LENGTH OF THE TYPE 2 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
2. THE TREATED TIMBER PLANKS SHALL BE ATTACHED TO THE RAILROAD TIES WITH 1/2" x 6" MIN. LAG BOLTS. OTHER FASTENERS MAY BE USED AS APPROVED BY THE ENGINEER.
3. THE TREATED TIMBER PLANKS SHALL BE #2 GRADE MIN, AND SHOULD BE FREE FROM LARGE AND LOOSE KNOTS.
4. THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6 : 1 AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
5. THE CONSTRUCTION EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
6. THE CONSTRUCTION EXIT SHOULD BE GRADED TO ALLOW DRAINAGE TO A SEDIMENT TRAPPING DEVICE.
7. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

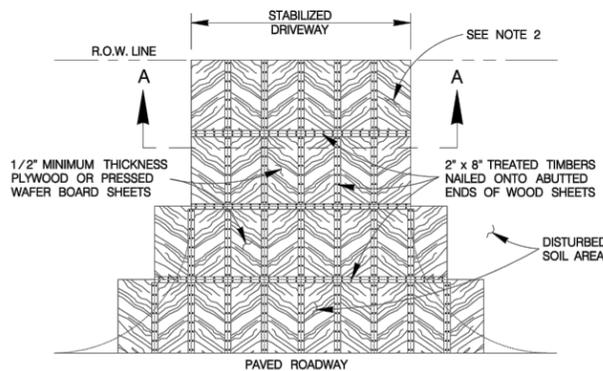
CONSTRUCTION EXIT - TYPE 2



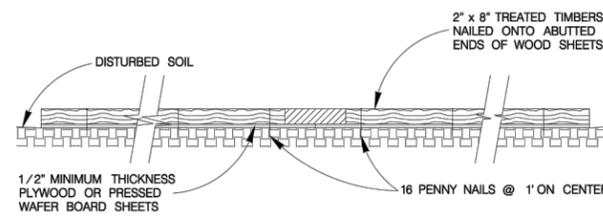
PLAN
SCALE : 1" = 5'

NOTE: GRAVEL FILTERS CAN BE USED ON PAVEMENT OR BARE GROUND.

CURB INLET GRAVEL FILTER



PLAN
SCALE : 1" = 20'

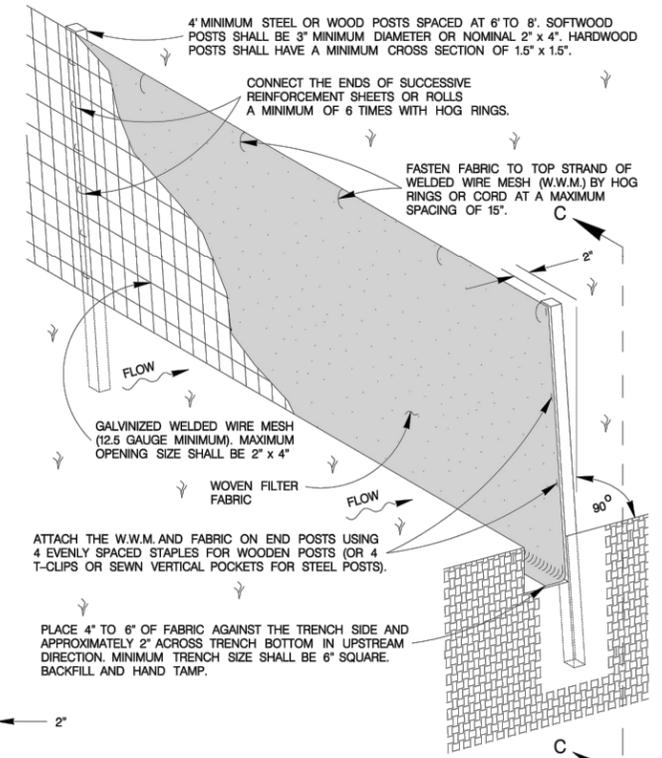


SECTION A-A
SCALE : 1" = 2'

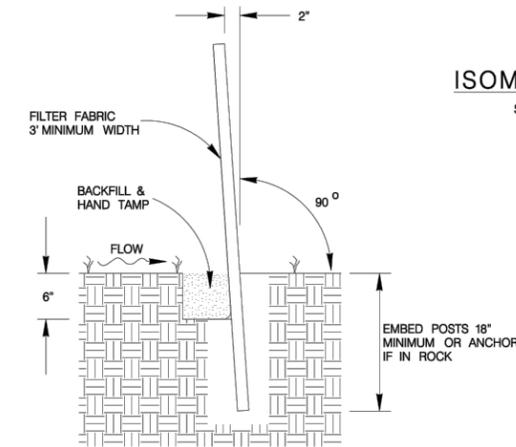
GENERAL NOTES

1. THE LENGTH OF THE TYPE 3 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
2. THE TYPE 3 CONSTRUCTION EXIT MAY BE CONSTRUCTED FROM OPEN GRADED CRUSHED STONE WITH A SIZE OF 2 TO 4 INCHES SPREAD A MINIMUM OF 4 INCHES THICK TO THE LIMITS SHOWN ON THE PLANS.
3. THE TREATED TIMBER PLANKS SHALL BE #2 GRADE MIN, AND SHOULD BE FREE FROM LARGE AND LOOSE KNOTS.
4. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

CONSTRUCTION EXIT - TYPE 3



ISOMETRIC VIEW
SCALE : 1" = 2'



SECTION C-C
SCALE : 1" = 2'

SEDIMENT CONTROL FENCE USAGE GUIDELINES

A SEDIMENT CONTROL FENCE MAY BE CONSTRUCTED NEAR THE DOWNSTREAM PERIMETER OF A DISTURBED AREA ALONG A CONTOUR TO INTERCEPT SEDIMENT FROM OVERLAND RUN-OFF. A 2 YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE TO BE FILTERED.

SEDIMENT CONTROL FENCE SHOULD BE SIZED TO FILTER A MAXIMUM FLOW THRU RATE OF 100 GPM / FT SQUARED. SEDIMENT CONTROL FENCE IS NOT RECOMMENDED TO CONTROL EROSION FROM A DRAINAGE AREA LARGER THAN 2 ACRES.

GENERAL NOTES

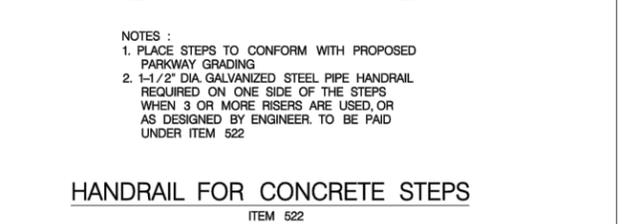
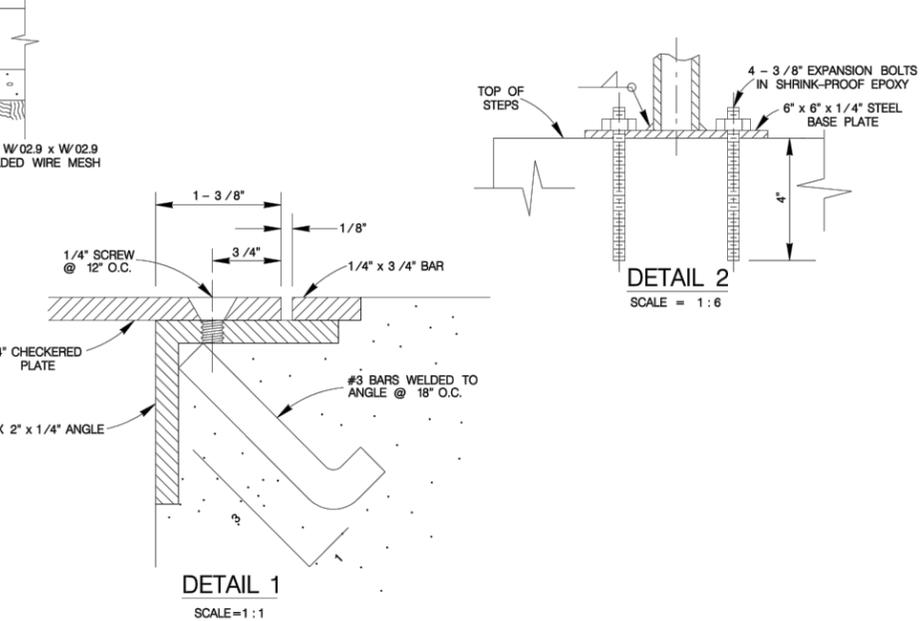
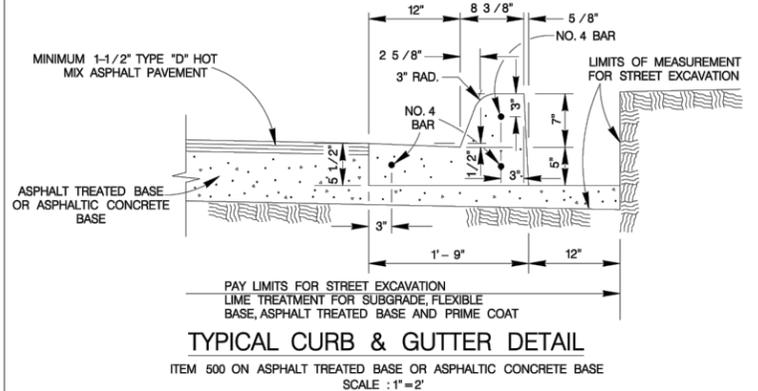
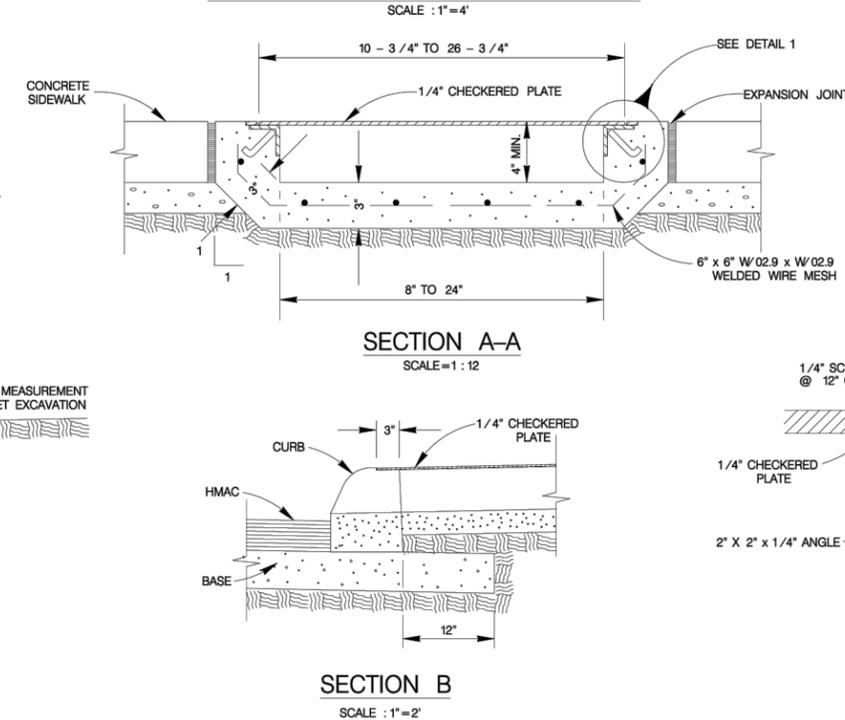
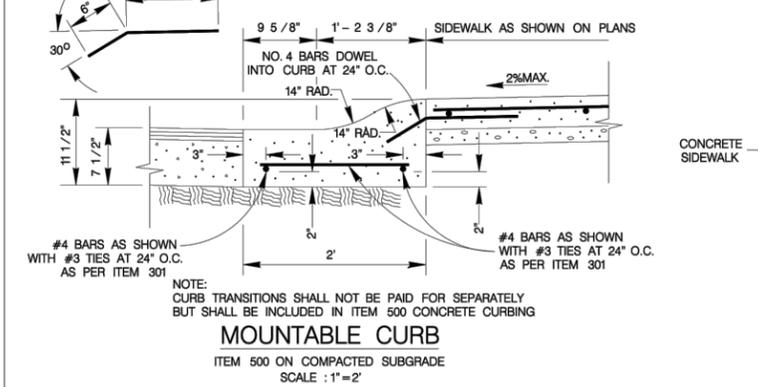
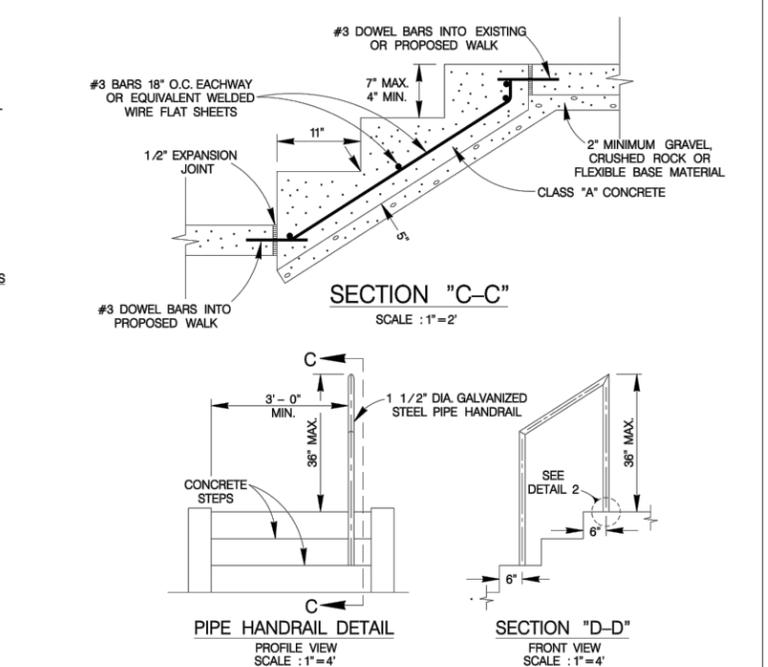
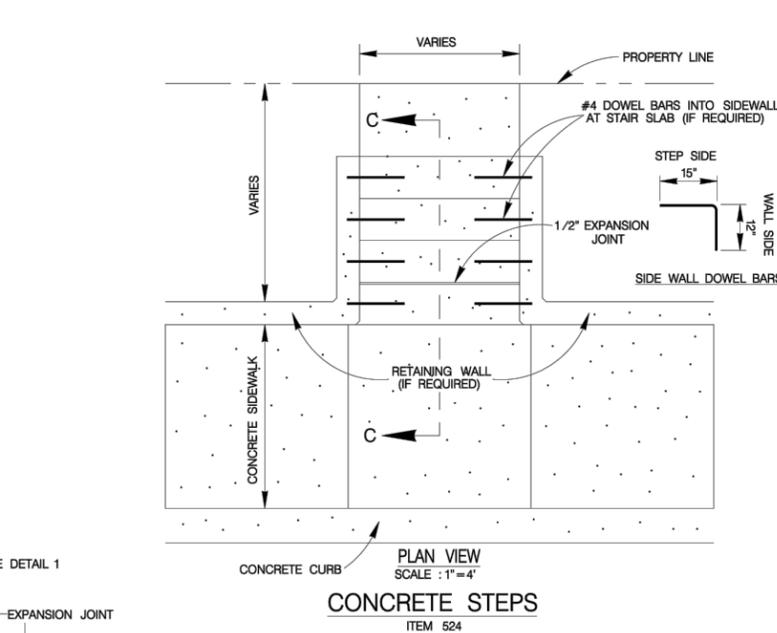
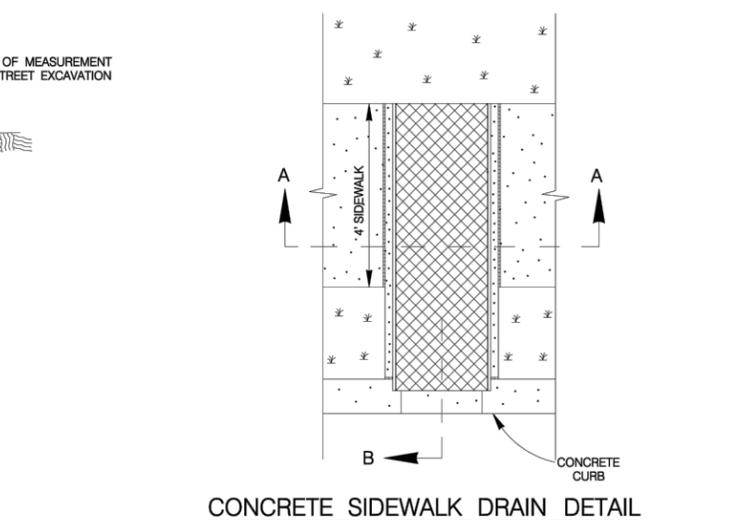
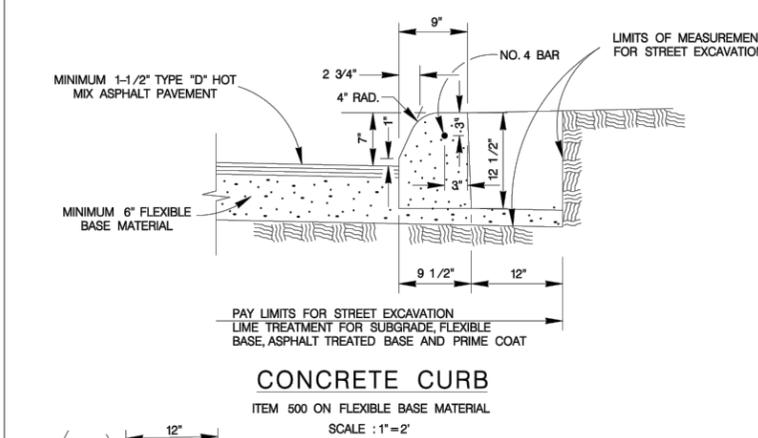
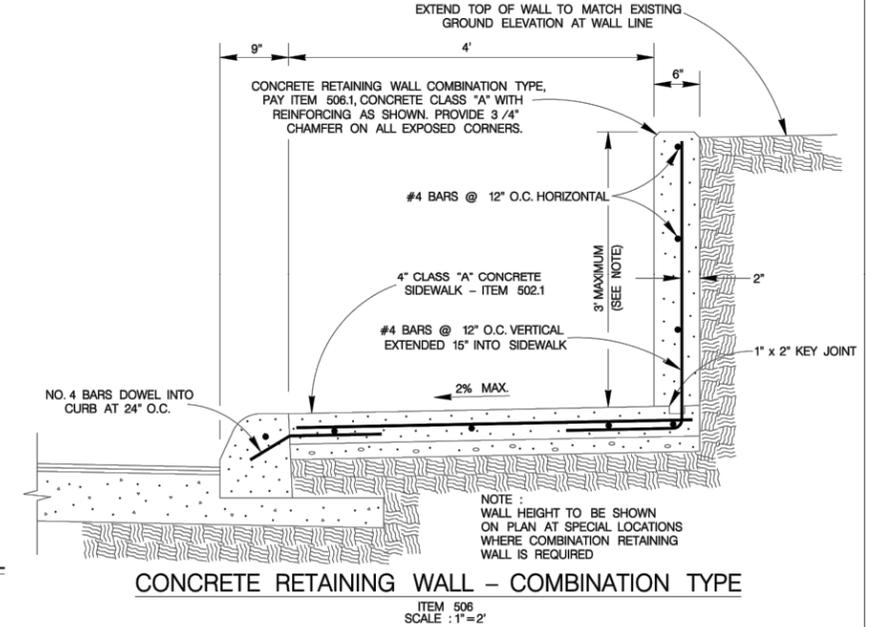
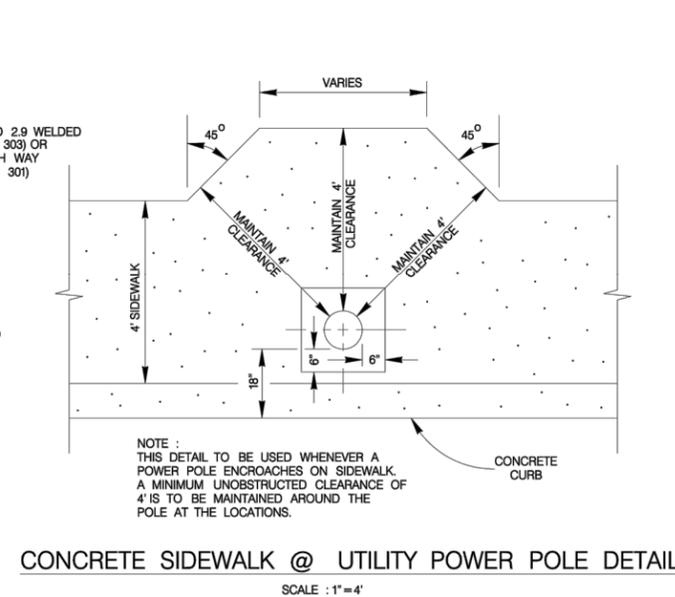
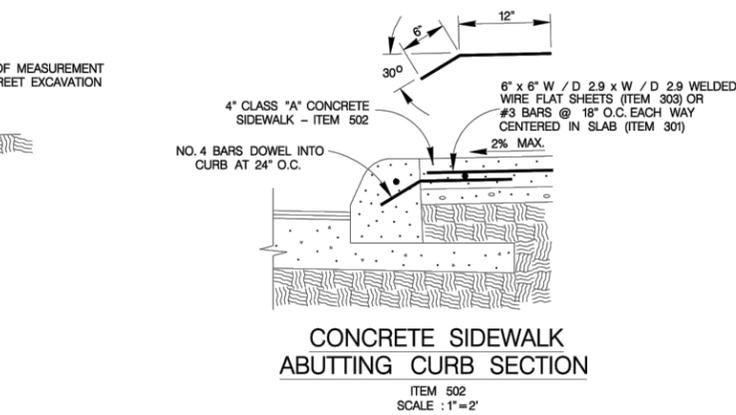
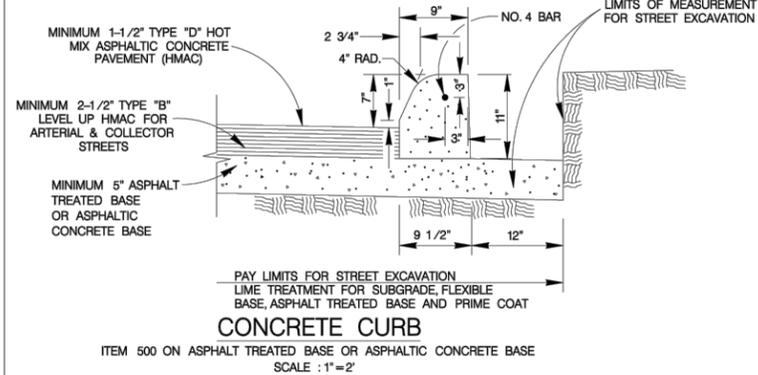
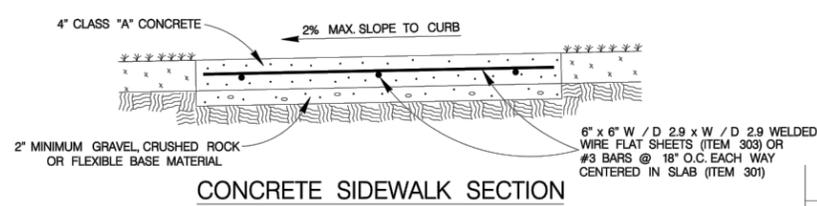
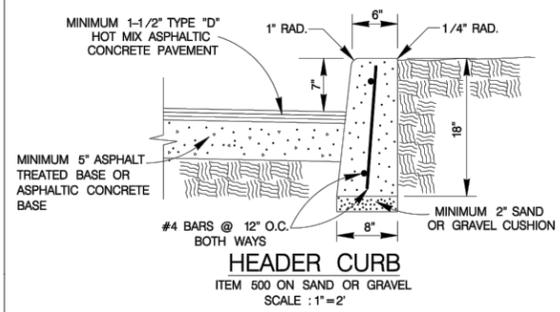
1. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

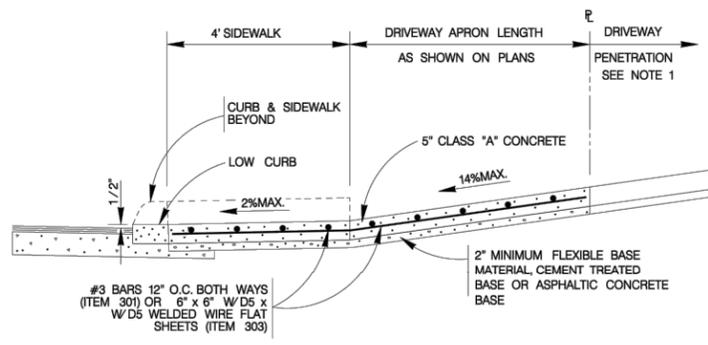
TEMPORARY SEDIMENT CONTROL FENCE

JANUARY 2005

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

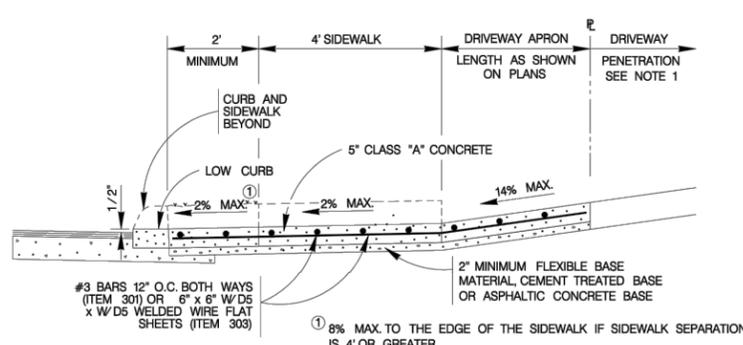
TEMPORARY EROSION, SEDIMENT & WATER POLLUTION CONTROL MEASURES STANDARDS 1





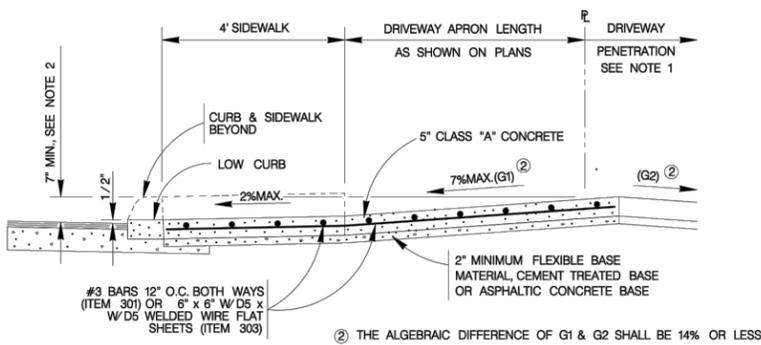
TYPICAL RESIDENTIAL DRIVEWAY SECTION

WITH SIDEWALK ABUTTING CURB
ITEM 503.1



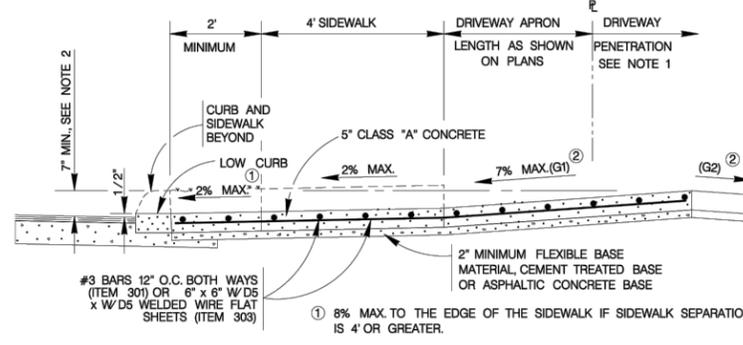
TYPICAL RESIDENTIAL DRIVEWAY SECTION

WITH SIDEWALK SEPARATED FROM CURB
ITEM 503.1



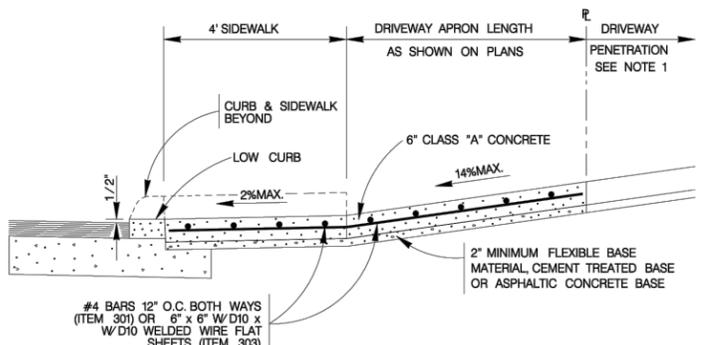
TYPICAL RESIDENTIAL DRIVEWAY SECTION

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



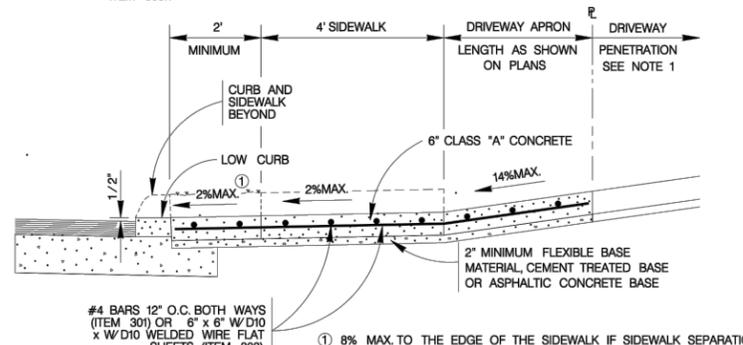
TYPICAL RESIDENTIAL DRIVEWAY SECTION

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.

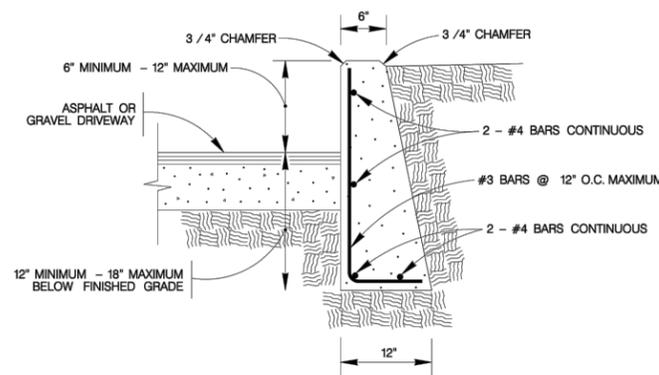
- FOR OTHER THAN LOCAL TYPE "A" STREETS, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND SEPARATED A MINIMUM OF 2' FROM THE BACK OF CURB OR, AS AN OPTION, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 6' WHEN LOCATED AT THE BACK OF CURB.

- 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%.

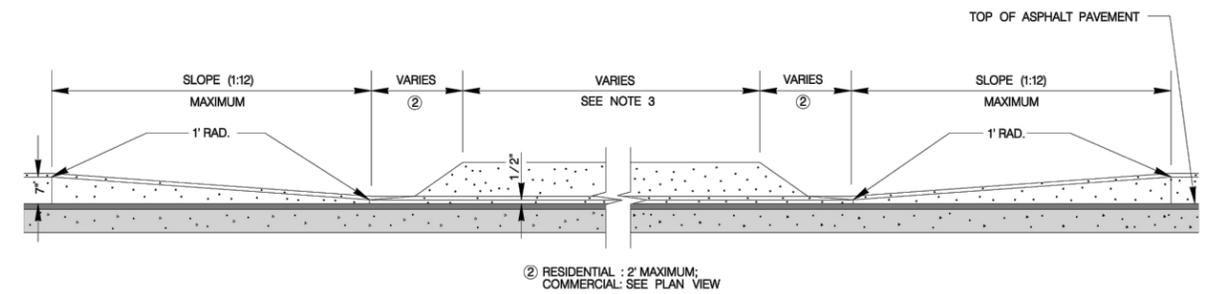
- SIDEWALK RAMP SURFACE SHALL BE BRUSH FINISHED.



- 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.

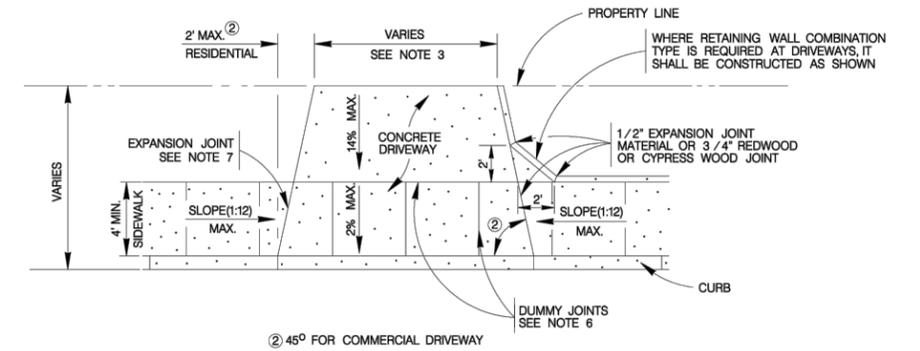
DRIVEWAY - CONCRETE RETAINING WALL

ON COMPACTED SUBGRADE
ITEM 307.1



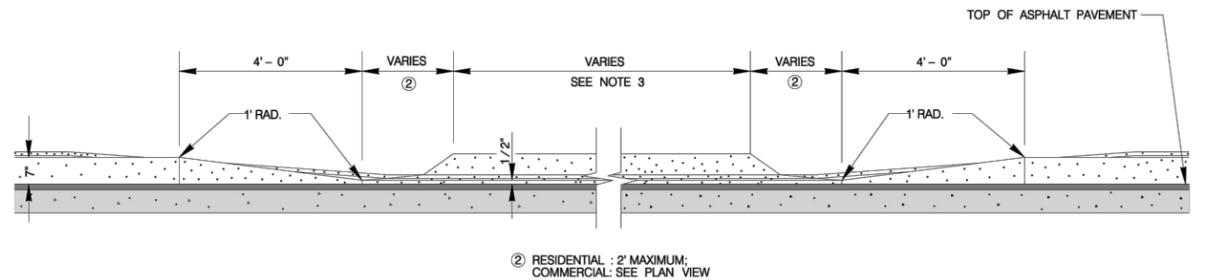
CURB PROFILE AT DRIVEWAY

WITH SIDEWALK ABUTTING CURB



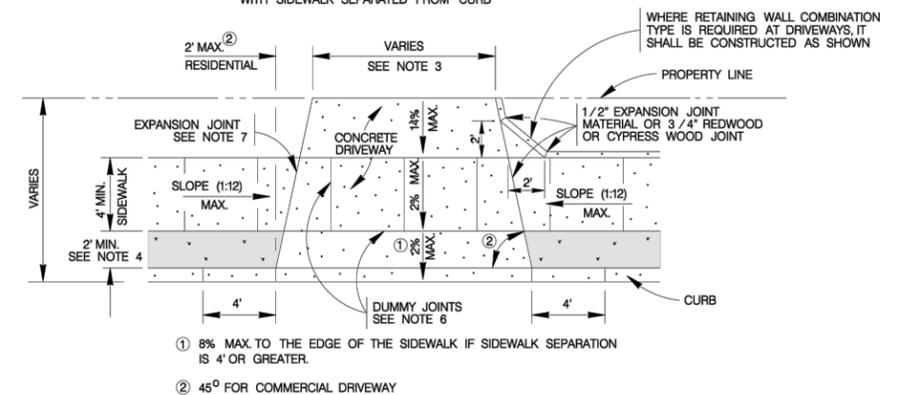
TYPICAL DRIVEWAY PLAN VIEW

WITH SIDEWALK ABUTTING CURB



CURB PROFILE AT DRIVEWAY

WITH SIDEWALK SEPARATED FROM CURB



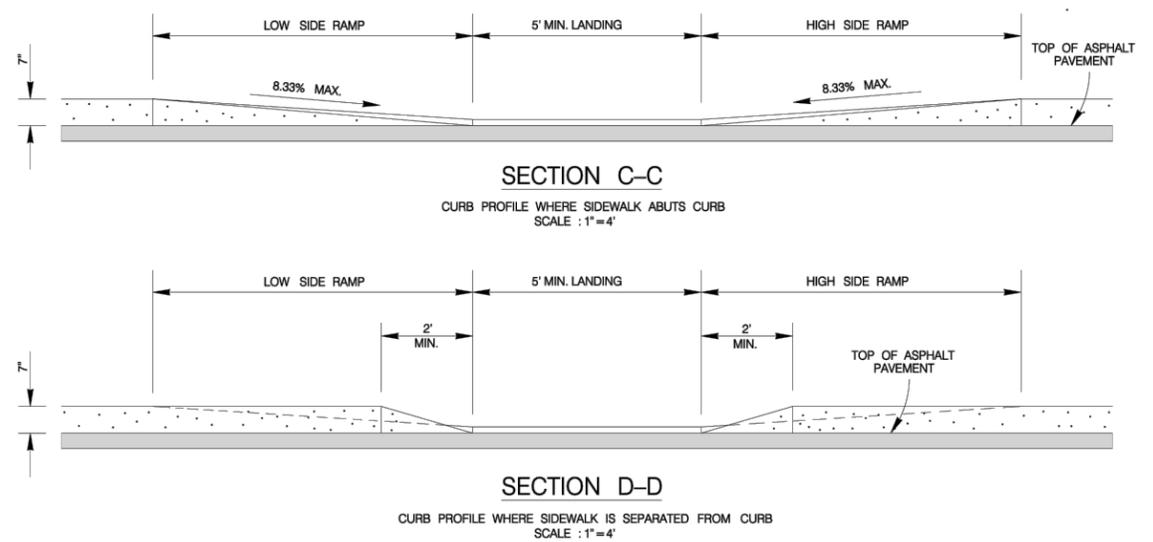
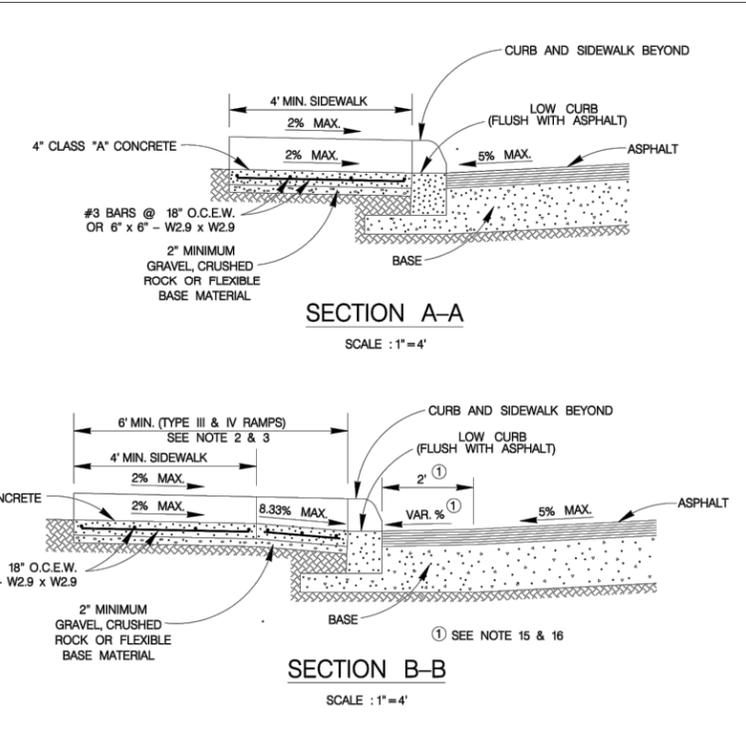
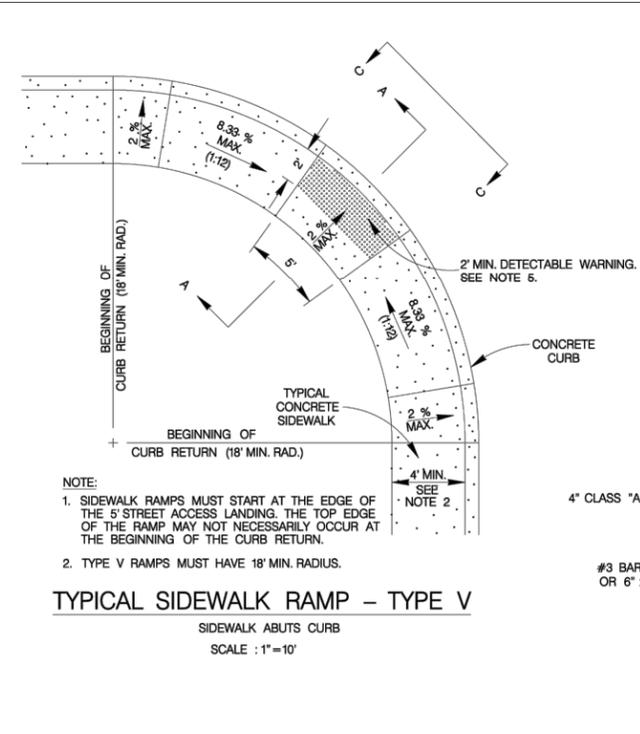
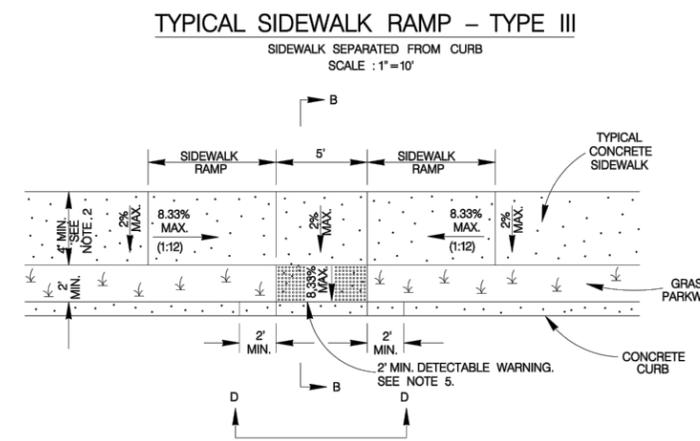
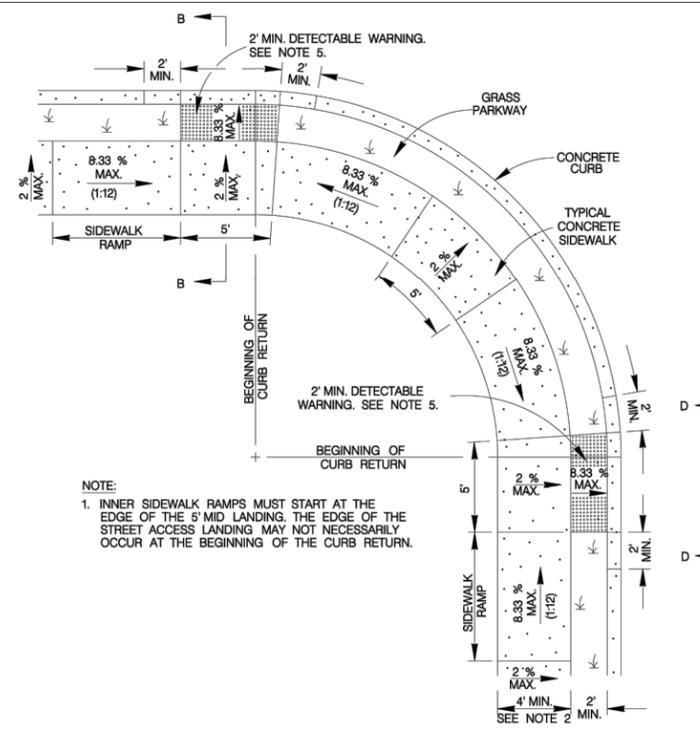
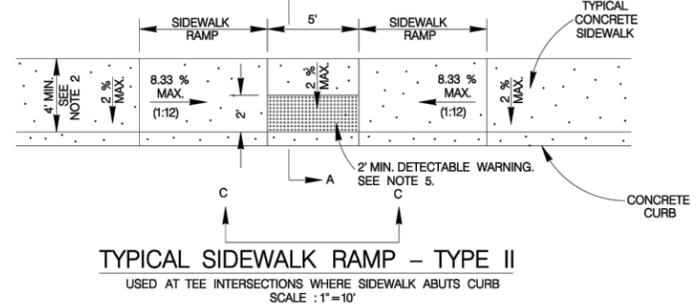
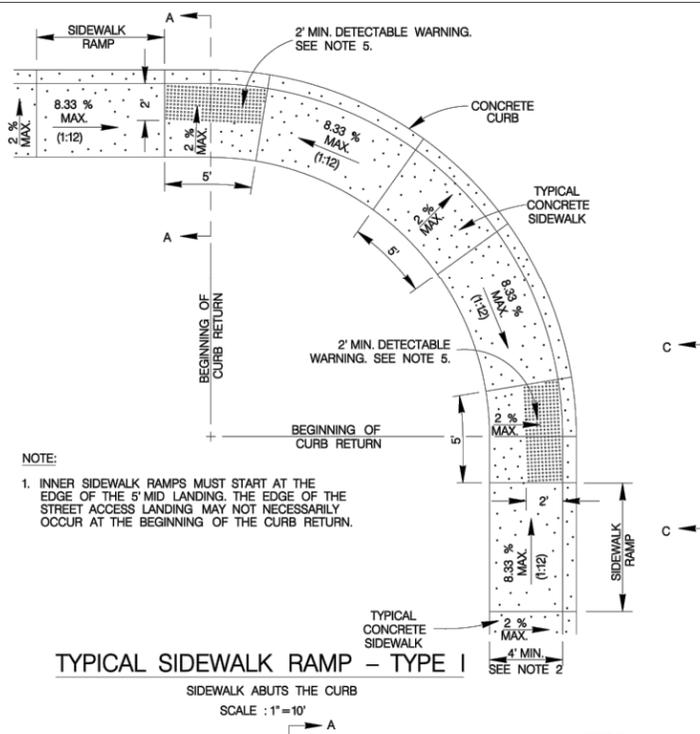
TYPICAL DRIVEWAY PLAN VIEW

WITH SIDEWALK SEPARATED FROM CURB

MAY 2009

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

CONCRETE DRIVEWAY STANDARDS



- GENERAL NOTES**
- 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 RAMPS.
 - 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) = 5.66). 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.

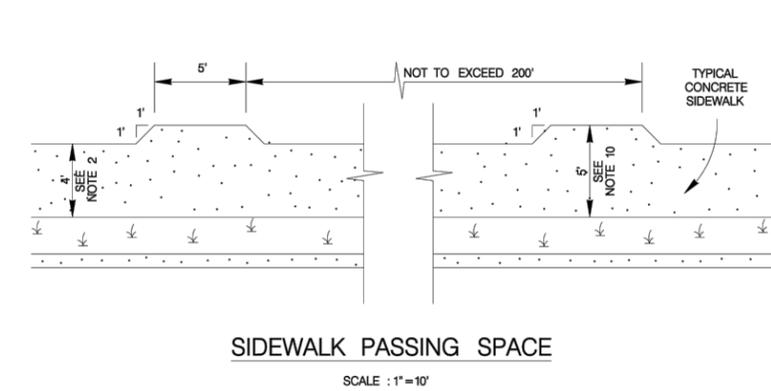
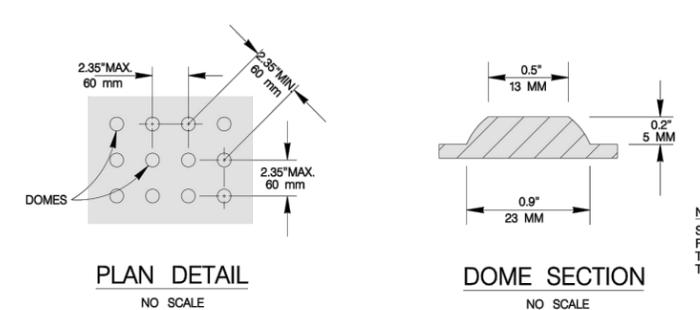
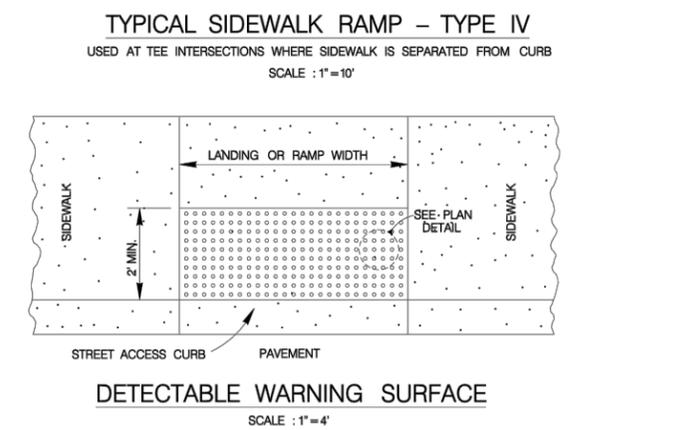


TABLE 1
(SEE NOTE 4)

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:
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
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT
WHEELCHAIR RAMP STANDARDS

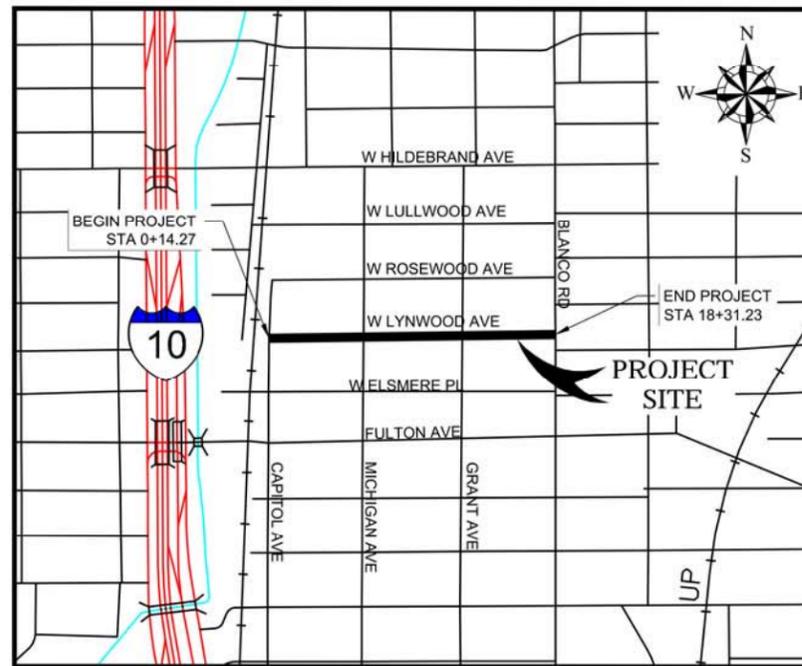
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CITY OF SAN ANTONIO

DEPARTMENT OF TRANSPORTATION & CAPITAL IMPROVEMENTS

W LYNWOOD AVE. RECONSTRUCTION CAPITOL TO BLANCO



LOCATION MAP
NOT TO SCALE

PLAN SHEETS	
Sheet Number	Sheet Title
1	COVER
2	TYPICAL SECTIONS
3	GENERAL NOTES
4	TRAFFIC CONTROL
5-8	PHASING
9	ESTIMATED QUANTITIES
10-11	DRIVEWAY TABLES
12-16	PLAN & PROFILE
17	INTERSECTIONS
18-26	SECTION VIEWS
27-30	TREE PROTECTION PLAN
31-33	SWPPP
34-39	DETAILS

TLDR NO. EABPRJB6821653



Mark B Hill
07-28-2016



CITY OF SAN ANTONIO

TRANSPORTATION & CAPITAL IMPROVEMENTS

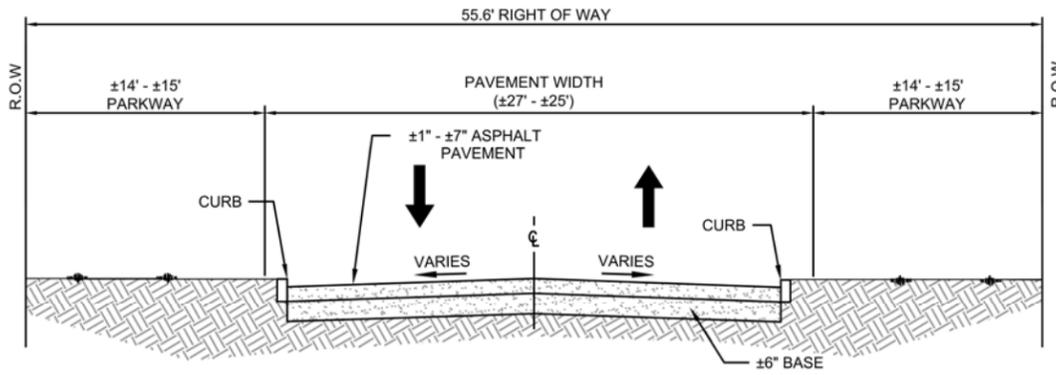
THROUGH INNOVATION AND DEDICATION, WE BUILD AND MAINTAIN SAN ANTONIO'S INFRASTRUCTURE



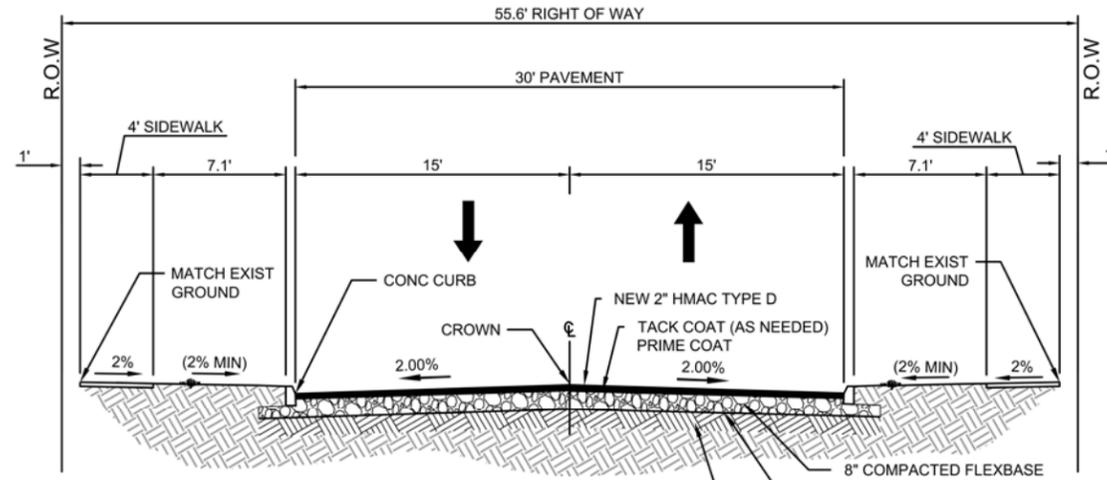
FORD ENGINEERING INC.

ENGINEERING * SURVEYING * PLANNING
10927 WYF DRIVE, STE 104, SAN ANTONIO, TEXAS 78217 * P (210) 590-4777 * F (210-590-4940)
TBPE No. 1162 * WWW.FORDENGINEERING.COM * TBPLS No. 10018400
PROJECT NO. 1801.21 7/28/2016

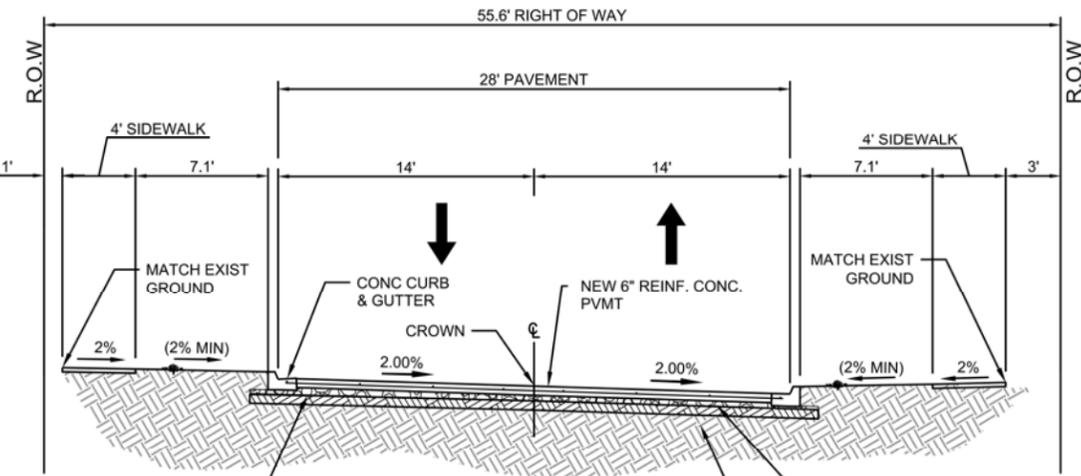
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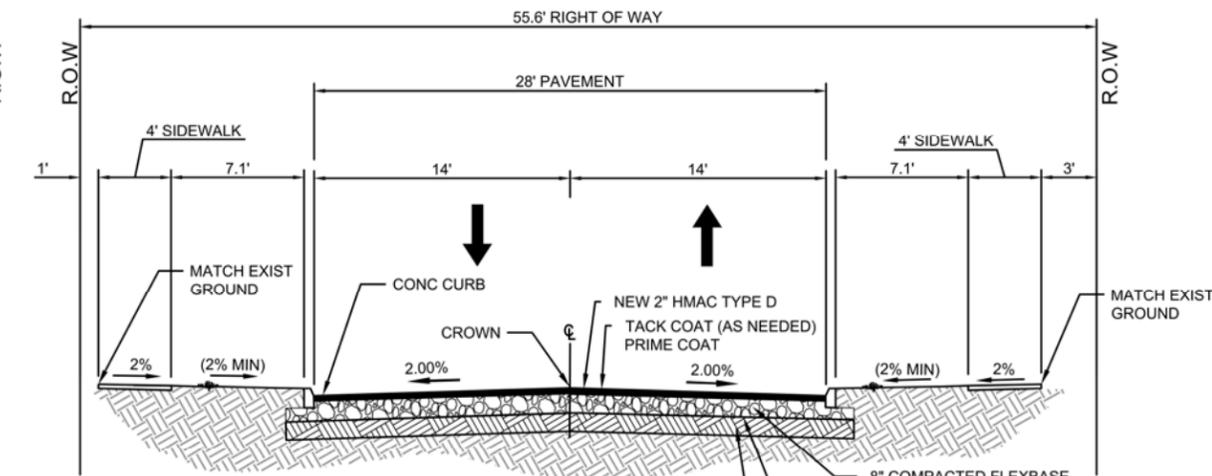
**EXISTING STREET SECTION
WEST LYNWOOD AVE
(STA 0+14.24 TO STA 18+50)**



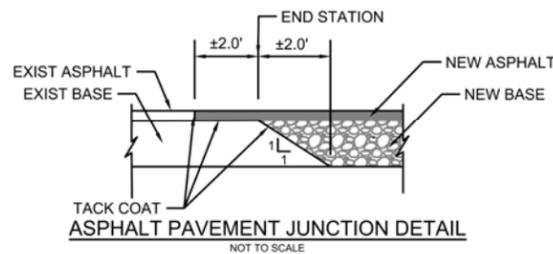
**PROPOSED STREET SECTION
WEST LYNWOOD AVE
(STA 0+13.27 TO STA 6+54.37)**



**PROPOSED STREET SECTION
WEST LYNWOOD AVE
(STA 7+66.50 TO STA 8+04.53)**



**PROPOSED STREET SECTION
WEST LYNWOOD AVE
(STA 6+54.37 TO STA 7+66.50 & STA 8+04.53 TO STA 7+66.50)**



**ASPHALT PAVEMENT JUNCTION DETAIL
NOT TO SCALE**

- NOTES:**
- SITE PREPARATION**
 - EXISTING TOPSOIL, EXISTING ASPHALT, CONCRETE, BASE, ORGANIC MATERIALS, VEGETATION, ROOTS, STUMPS AND LOOSE SOILS TO BE REMOVED FROM NEW PAVEMENT AREAS. IF ADDITIONAL DELETERIOUS MATERIALS ARE ENCOUNTERED, ADDITIONAL EXCAVATION MAY BE REQUIRED.
 - ROADWAY FILL**
 - GENERAL FILL SHOULD CONSIST OF ONSITE MATERIALS MEETING OR EXCEEDING THE EXISTING SUBGRADE CBR VALUE AND FREE OF ANY ORGANIC OR DELETERIOUS MATERIALS.
 - ONSITE MATERIAL MAY BE USED PROVIDED ITS PLACED IN MAXIMUM 8-INCH LOOSE LIFTS AND COMPACTED TO AT LEAST 95 PERCENT OF MAXIMUM DRY DENSITY AS EVALUATED BY TEX-114-E TO WITHIN OPTIMUM TO PLUS FOUR (+4) PERCENT OF OPTIMUM MOISTURE (P>35).
 - BLOCK SODDING PAY ITEM 516.1 BERMUDA SODDING. 4" TOPSOIL FOR SOD.
 - EMBANKMENT, IF NEEDED, TO BE TYPE A, DENSITY CONTROL TEX-114E, SEE GEOTECH REPORT AND CITY OF SAN ANTONIO SPECIFICATION FOR CONSTRUCTION ITEM 107 "EMBANKMENT".
 - SEE GEOTECHNICAL REPORT FROM INTEGRATED TESTING AND ENGINEERING COMPANY OF SAN ANTONIO DATED MARCH 7, 2016.
 - HOT MIX ASPHALTIC CONCRETE (HMAC)**
 - PER CoSA STANDARD SPECIFICATIONS FOR CONSTRUCTION ITEM 205. SURFACE COURSE: TYPE D.
 - BINDER TO BE PG 70-22
 - TACK COAT SHOULD BE PLACED BETWEEN ASPHALTIC CONCRETE BASE AND/OR SURFACE LIFTS, CONFORMING TO TxDOT STANDARD SPECIFICATIONS 2004, ITEM 300 - ASPHALTS, OILS OR EMULSIONS. TACK COAT APPLICATION RATE SHALL NOT EXCEED 0.1 PER SY.
 - PRIME COAT SHOULD BE PLACED ON TOP OF FLEXIBLE BASE COURSE AND SHOULD CONFORM TO THE TxDOT STANDARD SPECIFICATIONS 2004, ITEM 300 - ASPHALTS, OILS OR EMULSIONS. PRIME COAT APPLICATIONS RATES ARE TYPICALLY BETWEEN 0.1 TO 0.3 GAL PER SY.
 - FLEXIBLE BASE MATERIAL**
 - PER CoSA STANDARD SPECIFICATIONS FOR CONSTRUCTION, ITEM 200, "FLEXIBLE BASE", TYPE A, GRADE 1 OR 2.
 - COMPACTION AND MOISTURE CRITERIA TO FOLLOW TEX-113-E 95% COMPACTION AT -2 TO +2 OPTIMUM.



Mark B. Hill
07-28-2016

 FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION TYPICAL SECTIONS		
100% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: RG	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 2 OF 39

GENERAL NOTES

- 1. ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF SAN ANTONIO STANDARD SPECIFICATIONS FOR CONSTRUCTION JUNE 2008, OR LATEST.
2. NO EXTRA PAYMENT SHALL BE ALLOWED FOR WORK CALLED FOR ON THE PLANS, BUT NOT INCLUDED IN THE BID PROPOSAL. THIS INCIDENTAL WORK WILL BE REQUIRED AND SHALL BE INCLUDED IN THE PAY ITEM TO WHICH IT RELATES.
3. THE CONTRACTOR SHALL PROVIDE ACCESS FOR THE DELIVERY OF MAIL BY THE U.S. POSTAL SERVICE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING TO ITS ORIGINAL OR BETTER CONDITION ANY DAMAGE DONE TO EXISTING FENCES, CONCRETE ISLANDS, STREET PAVING, CURBS, SHRUBS, BUSHES OR DRIVEWAYS. (NO SEPARATE PAY ITEM).
5. IT IS THE CONTRACTOR'S 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". 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.
6. IF THE NEED ARISES, ADDITIONAL BARRICADES AND DIRECTIONAL DEVICES MAY BE ORDERED BY THE TRAFFIC ENGINEERING REPRESENTATIVE AT THE CONTRACTOR'S EXPENSE.
7. DUE TO FEDERAL REGULATIONS TITLE 49, PART 192.171 C.P.S. MUST MAINTAIN ACCESS TO GAS VALVES AT ALL TIMES. THE CONTRACTOR MUST PROTECT AND WORK AROUND ANY GAS VALVES THAT ARE IN THE PROJECT AREA.
8. CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR TWENTY FOUR (24) HOURS PRIOR TO BACKFILL OF ANY UTILITY TRENCHES TO SCHEDULE FOR DENSITY TEST AS REQUIRED.
9. 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.
10. CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF EXISTING UTILITIES. CONTRACTOR SHALL NOTIFY THE FOLLOWING AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO EXCAVATION OPERATION:
SAN ANTONIO WATER SYSTEM (SAWS) 233-2010
BEXAR METROPOLITAN WATER DISTRICT (BEXAR MET) 354-6538 / 357-5741
COSA DRAINAGE 210-207-8052
COSA SIGNAL OPERATIONS 207-7720 / 207-7765
TEXAS STATE WIDE ONE CALL LOCATOR 1-800-344-8377
- CITY PUBLIC SERVICE ENERGY
- TIME WARNER
- AT&T
- MCI
11. THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES INDICATED ON THE PLANS ARE TAKEN FROM AVAILABLE RECORDS AND ARE NOT GUARANTEED, BUT SHALL BE INVESTIGATED AND VERIFIED BY THE CONTRACTOR BEFORE STARTING WORK. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE TO AND FOR THE MAINTENANCE AND PROTECTION OF THE EXISTING UTILITIES EVEN IF THEY ARE NOT SHOWN ON THE PLANS. LOCATION AND DEPTH OF EXISTING UTILITIES SHOWN HERE ARE APPROXIMATE ONLY. ACTUAL LOCATIONS AND DEPTHS MUST BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION AND HE SHALL BE RESPONSIBLE FOR PROTECTION OF SAME DURING CONSTRUCTION.
12. ALL WASTE MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE HIS SOLE RESPONSIBILITY TO DISPOSE OF THIS MATERIAL OFF THE LIMITS OF THE PROJECT. NO WASTE MATERIAL SHALL BE PLACED IN EXISTING LOWS THAT WILL BLOCK OR ALTER FLOW LIMITS OF EXISTING ARTIFICIAL OR NATURAL DRAINAGE.
13. THE CONTRACTOR SHALL NOT PLACE ANY WASTE MATERIAL IN THE 100-YEAR FLOOD PLAIN WITHOUT FIRST OBTAINING AN APPROVED FLOOD PLAIN DEVELOPMENT PERMIT.
14. THE CONTRACTOR SHALL MAINTAIN ALL ADJOINING STREETS AND TRAVELED ROUTES FREE FROM SPILLED AND / OR TRACKED CONSTRUCTION MATERIALS AND / OR DEBRIS.
15. 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 OR 207-3327 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 OF 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.
16. IF SUSPECTED CONTAMINATION IS ENCOUNTERED DURING CONSTRUCTION OPERATIONS, C.O.S.A. SHALL BE NOTIFIED IMMEDIATELY WHEN CONTAMINATED SOILS AND / OR GROUNDWATER ARE ENCOUNTERED AT LOCATIONS NOT IDENTIFIED IN THE PLANS. 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 C.O.S.A. APPROVAL. THE CONTRACTOR MUST STOP THE EXCAVATION IMMEDIATELY AND CONTACT THE C.O.S.A. INSPECTOR. THE CONTRACTOR CANNOT BEGIN EXCAVATION ACTIVITIES WITHOUT WRITTEN PERMISSION FROM THE CITY.
17. CONTRACTOR IS TO 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.
18. 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. PLEASE 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 NOTED BY VIA. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING VIA FACILITIES IF ADJACENT TO WORK AREA.

TREE PROTECTION AND PRESERVATION GENERAL 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. TREE PROTECTION FENCING SHALL BE INSTALLED, MAINTAINED AND REPAIRED BY THE CONTRACTOR DURING SITE CONSTRUCTION. DURING CONSTRUCTION ACTIVITY, AT LEAST A SIX-INCH LAYER OF COARSE MULCH SHALL BE PLACED AND MAINTAINED OVER THE ROOT PROTECTION ZONE (NO SEPARATE PAY ITEM).
3. THE CONTRACTOR SHALL AVOID CUTTING ROOTS LARGER THAN ONE INCH IN DIAMETER WHEN EXCAVATING NEAR EXISTING TREES. EXCAVATION IN THE VICINITY OF TREES SHALL PROCEED WITH CAUTION. THE CONTRACTOR SHALL CONTACT THE CITY INSPECTOR FOR GUIDANCE.
4. ROOTS WILL BE CUT WITH A ROCK SAW OR BY HAND, NOT BY AN EXCAVATOR OR OTHER ROAD CONSTRUCTION EQUIPMENT.
5. ALL CURB AND SIDEWALK WORK SHALL USE ALTERNATIVE CONSTRUCTION METHODS TO MINIMIZE EXTENSIVE ROOT DAMAGE TO TREES (REFER TO DETAILS).
6. EXPOSED ROOTS SHALL BE COVERED AT THE END OF THE DAY USING TECHNIQUES SUCH AS COVERING WITH SOIL, MULCH, OR WET BURLAP.
7. 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 1 FOOT OF RADIUS PER INCH OF TREE'S DIAMETER. A 10-INCH DIAMETER TREE WOULD HAVE A 10 FOOT RADIUS ROOT PROTECTION ZONE AROUND THE TREE. ROOTS OR BRANCHES IN CONFLICT WITH THE CONSTRUCTION SHALL BE CUT CLEANLY ACCORDING TO PROPER PRUNING METHODS. OAK WOUNDS SHALL BE PAINTED OVER WITHIN 30 MINUTES TO PREVENT OAK WILT.
8. 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.
9. NO WIRES, NAILS OR OTHER MATERIAL MAY BE ATTACHED TO PROTECTED TREES.
10. 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 SHALL BE PROPERLY PRUNED FOLLOWING THE ANSI A-300 STANDARDS FOR PRUNING. ALL TREE PRUNING SHALL BE COMPLETED BY A CITY OF SAN ANTONIO TREE MAINTENANCE LICENSED CONTRACTOR (ARTICLE 21-171, CITY CODE) ONLY AFTER APPROVAL FROM THE CAPITAL PROJECTS MANAGEMENT THROUGH THE INSPECTOR.
11. NO EXCESSIVE TREE TRIMMING WILL BE PERMITTED.
12. 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).
13. TREES MUST BE MAINTAINED IN GOOD HEALTH THROUGHOUT THE CONSTRUCTION PROCESS. MAINTENANCE MAY INCLUDE, BUT NOT LIMITED TO: WATERING THE ROOT PROTECTION ZONE, WASHING FOLIAGE, FERTILIZATION, PRUNING, ADDITIONAL MULCH APPLICATIONS AND OTHER MAINTENANCE AS NEEDED ON THE PROJECT.
14. ANY TREE REMOVAL SHALL BE APPROVED BY THE CITY ARBORIST. (207-0278)
15. TREES WHICH ARE DAMAGED OR LOST DUE TO THE CONTRACTOR'S NEGLIGENCE DURING CONSTRUCTION SHALL BE MITIGATED TO THE CITY'S SATISFACTION.
16. TREE PLANTING FOR MITIGATION OR ENHANCEMENT: ALL PLANTED TREES SHALL BE MAINTAINED IN A HEALTHY CONDITION AT ALL TIMES. THIS INCLUDES IRRIGATION, FERTILIZING, PRUNING AND OTHER MAINTENANCE AS NEEDED ON THE PROJECT. TREES THAT DIE WITHIN TWELVE (12) MONTHS SHALL BE REPLACED WITH A TREE OF EQUAL SIZE AND SPECIES.

ACCESSIBILITY REQUIREMENTS

- 1. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN VEHICULAR AND PEDESTRIAN ACCESS AT ALL TIMES TO LOCAL RESIDENCES AND BUSINESSES.
2. WHEN THE WORK REQUIRES THE EXCAVATION OF THE STREET AND THE REMOVAL OF THE EXISTING DRIVEWAY APPROACHES AND SIDEWALKS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY ALL-WEATHER ACCESS TO THE BUSINESSES AND RESIDENCES. THE TEMPORARY DRIVEWAY APPROACHES SHALL BE CONSTRUCTED WITH FLEXIBLE BASE OR GRAVEL MATERIAL AT NO SEPARATE COST TO THE CITY.
3. PRIOR TO INITIATING THE CONSTRUCTION OF NEW DRIVEWAY APPROACHES, THE CONTRACTOR SHALL GIVE ADVANCE WARNING IN PERSON, OR IN WRITING, OF AT LEAST 48 HOURS TO EACH RESIDENCE THAT WILL BE IMMEDIATELY AFFECTED, SO THAT ALTERNATE PLANS MAY BE MADE BY THE RESIDENTS.
4. FOR BUSINESSES WITH MORE THAN ONE DRIVEWAY, AT LEAST ONE DRIVEWAY SHALL REMAIN OPEN WHILE THE OTHER NEW DRIVEWAY APPROACHES ARE CONSTRUCTED. FOR BUSINESSES WITH ONLY ONE DRIVEWAY, THE NEW DRIVEWAY APPROACH SHALL BE CONSTRUCTED IN HALF WIDTHS, UNLESS A TEMPORARY ASPHALT DRIVEWAY IS FIRST INSTALLED AT NO SEPARATE COST TO THE CITY.

DRAINAGE NOTES

- 1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL OBTAIN ALL REQUIRED STORM WATER PERMITS, FEES, AND APPROVALS. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PERMITS REQUIRED FOR CONSTRUCTION IN DRAINAGE EASEMENTS, RIGHT-OF-WAYS, AND FLOODPLAINS.
2. THE CONTRACTOR SHALL NOTIFY STORM WATER ENGINEERING AT LEAST 24 HOURS PRIOR TO THE INSTALLATION OF ANY DRAINAGE FACILITY WITHIN A DRAINAGE EASEMENT OR STREET RIGHT-OF-WAY NOT INDICATED ON THE CONSTRUCTION PLANS.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING DRAINAGE FACILITIES FROM DAMAGE. ANY DAMAGE TO EXISTING DRAINAGE SYSTEMS, WHETHER OR NOT SHOWN ON THE PLANS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR AT HIS EXPENSE. THE CONTRACTOR SHALL NOTIFY STORM WATER ENGINEERING AT 210-207-8052 AS SOON AS CONFLICTS WITH UTILITIES ARE ENCOUNTERED OR ANY DRAINAGE SYSTEM IS DAMAGED DURING CONSTRUCTION.
4. CONSTRUCTION SPOILS WILL NOT BE ALLOWED TO BE DEPOSITED ANYWHERE WITHIN A DRAINAGE EASEMENT, RIGHT-OF-WAY OR FLOODPLAIN WITHIN THE LIMITS OF THE PROJECT AND SHALL BE DISPOSED OFFSITE IN COMPLIANCE WITH CURRENT APPLICABLE REGULATIONS.
5. NO STRUCTURE, FENCES, WALLS, LANDSCAPING, OR OTHER OBSTRUCTIONS THAT IMPEDE DRAINAGE SHALL BE PLACED WITHIN THE LIMITS OF THE DRAINAGE EASEMENTS SHOWN ON THE CONSTRUCTION DOCUMENTS.
6. UPON COMPLETION OF TRENCHING, THE AREA WILL BE BACKFILLED AND COMPACTED TO ITS ORIGINAL CONDITION. TRENCHES/BORE PITS TO BE OPEN AND UNATTENDED LONGER THAN 24 HOURS SHALL BE PROTECTED TO WITHSTAND ALL HYDRODYNAMIC AND HYDROSTATIC FORCES AND PREVENT DOWNSTREAM IMPACTS. TRENCHES/BORE PITS TO BE OPEN LONGER THAN 30 DAYS AFTER STARTING EXCAVATION SHALL BE BACKFILLED WITH SEMI-PERMANENT REPAIR BACKFILL.
7. CONTRACTOR WILL NOT BE ALLOWED TO USE AREAS WITHIN FLOODPLAIN AS STAGING AREA.



Mark B Hill
07-28-2016

FORM WITH COMPANY AND PROJECT INFORMATION: FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL: (210) 590-4777 FAX: (210) 590-4940 www.fordengineering.com
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS
WEST LYNWOOD STREET RECONSTRUCTION
GENERAL NOTES
100% SUBMITTAL PROJECT NO.: 1801.21 DATE: 7/28/2016
DRWN. BY: DD DSGN. BY: MH CHKD. BY: MH SHEET NO: 3 OF 39

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TRAFFIC NOTES AND SPECIAL CONDITIONS

1. 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 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.
2. 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.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN AND MAINTAIN TEMPORARY STOP SIGNS AND ALL OTHER TRAFFIC CONTROL DEVICES REQUIRED TO PROTECT 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.
4. 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 10 DAYS IN ADVANCE OF AND ARTERIAL TOTAL STREET CLOSURE. THIS MUCH TIME IS NECESSARY TO INSTALL ADVISORY SIGNS AND GIVE THE MOTORISTS A MINIMUM OF 7 DAYS NOTICE OF THE STREET CLOSURE. THE COI AFTER BEING NOTIFIED WILL CONTACT THE TRAFFIC ENGINEERING OFFICE TO MAKE THE NECESSARY ARRANGEMENTS.
5. AS WORK PROGRESSES, LOCATION OF TEMPORARY TRAFFIC CONTROL DEVICES WILL BE ADJUSTED AND MODIFIED, AS NECESSARY BY THE CONTRACTOR AT CONTRACTOR'S EXPENSE.
6. 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.
7. 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.
8. 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.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING SUITABLE ACCESS ACCOMMODATIONS FOR SCHOOL CHILDREN AND PEDESTRIANS.
10. THE CONTRACTOR SHALL PROVIDE ACCESS FOR DELIVERY OF MAIL BY THE U.S. POSTAL SERVICE.
11. THE CONTRACTOR SHALL PROVIDE FOR ACCESS TO RESIDENCES AND ALL BUSINESSES AT ALL TIMES WITHIN ALL THE PHASES OF THE WORK.
12. 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. AFTER CONSTRUCTION IS COMPLETED AND TRAFFIC IS REROUTED BACK TO THE ORIGINAL LANES, THE TRAFFIC CONTROL MARKINGS AND/OR RAISED BUTTONS THAT WERE ORIGINALLY REMOVED FROM THE EXISTING PAVEMENT MUST BE REPLACED. IN ADDITION, TEMPORARY MARKINGS MUST BE REMOVED. ALL OF THIS IS TO BE DONE AT NO DIRECT PAYMENT, COST SHOULD BE INCLUDED IN OTHER ITEMS.
13. 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.
14. ALL TEMPORARY TRAFFIC CONTROL DEVICES, ETC. SHALL BE PROVIDED BY THE CONTRACTOR WITHOUT DIRECT PAYMENT, UNLESS OTHERWISE NOTED OR STATED.
15. 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.
16. 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.
17. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL STREETS OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED DUE TO CONSTRUCTION ACTIVITIES. THE REPLACED SECTION MUST BE APPROVED BY THE CITY'S STREET ENGINEER. THERE WILL BE NO DIRECT PAYMENT FOR THIS WORK. THE COST IS TO BE INCLUDED IN OTHER ITEMS.
18. OFF-DUTY POLICE OFFICERS WILL BE REQUIRED AS DIRECTED BY THE TRAFFIC ENGINEER AT NO DIRECT PAYMENT, COST TO BE INCLUDED IN OTHER BID ITEMS. THIS WILL BE A REQUIREMENT WHERE TWO-WAY TRAFFIC IS TO BE MAINTAINED.
19. 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.
20. THE CONTRACTOR SHALL PROVIDE THE CITY AN EMERGENCY TELEPHONE NUMBER FOR EVENINGS, WEEKENDS, AND HOLIDAYS BY THE FIRST WORKING DAY OF 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 HOURS OF THE INITIAL CONTACT.
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 DEPARTMENT AND EMS AT (210) 227-8341 AND THE POLICE DEPARTMENT AT (210) 207-2257, TO APPRISE THEM OF THE PENDING STREET CLOSURE AT LEAST FORTY-EIGHT HOURS IN ADVANCE.. IF THE CLOSURE FALLS ALONG A BUS ROUTE, THE CONTRACTOR SHALL ALSO CONTACT VIA AT (210) 362-5220.
22. THE CONTRACTOR SHALL MAINTAIN EITHER THE EXISTING OR TEMPORARY STREET NAME SIGNS AT EACH INTERSECTION ONSITE THROUGHOUT CONSTRUCTION. IF THE EXISTING STREET NAME SIGNS ARE USED, THEY MUST BE MAINTAINED IN THE CONDITION ENCOUNTERED PRIOR TO THE BEGINNING OF CONSTRUCTION, AND THEN BE TURNED IN TO THE CITY INSPECTOR AT THE END OF THE PROJECT. IF TEMPORARY SIGNS ARE USED DURING CONSTRUCTION, THEY SHALL HAVE A MINIMUM OF 4-INCH LETTERS, AND MAY BE FABRICATED WITH CONSTRUCTION ZONE MATERIAL (BLACK LEGEND ON ORANGE BACKGROUND, USING PLYWOOD SUBSTRATE, ETC.).

PHASING AND STAGING NOTES - STREET AND DRAINAGE CONSTRUCTION

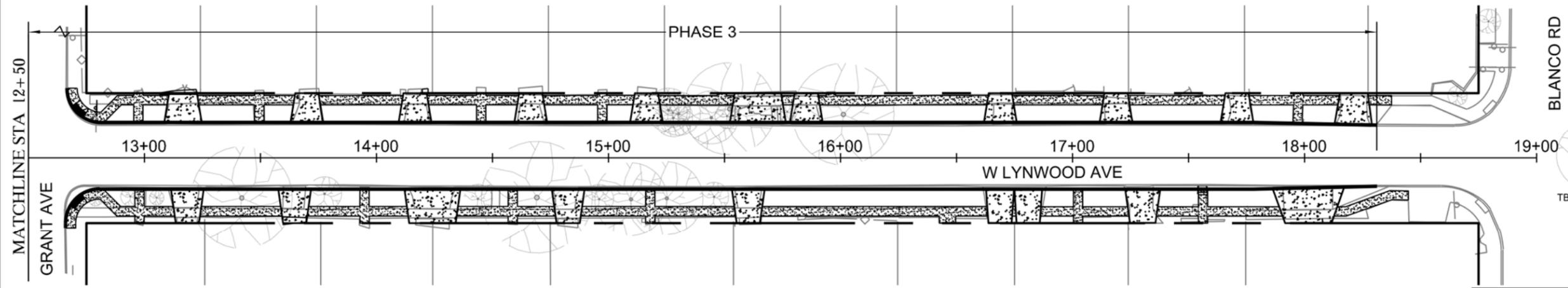
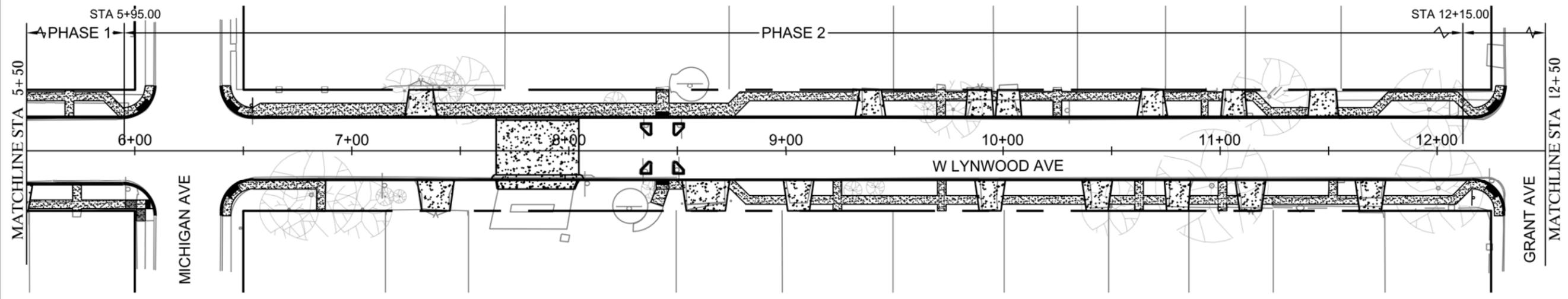
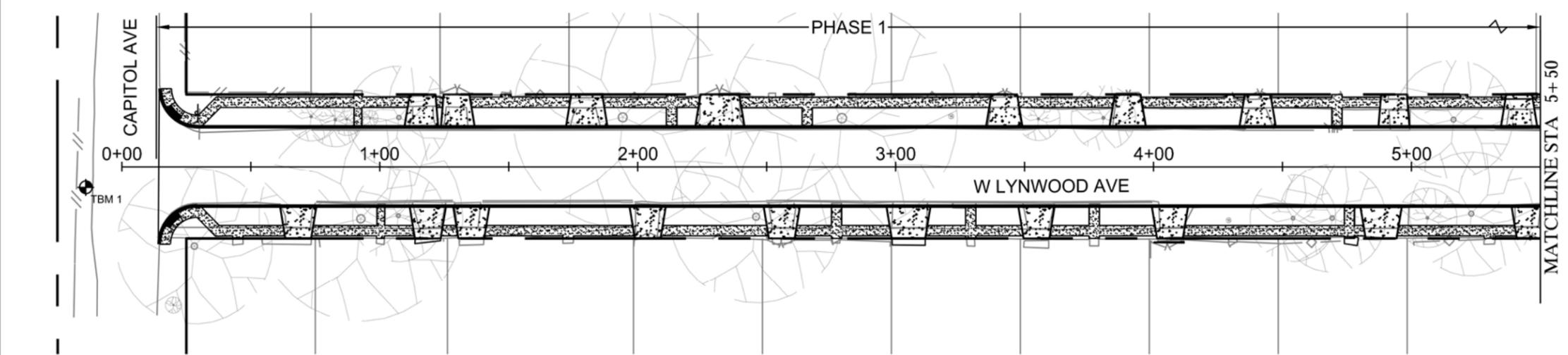
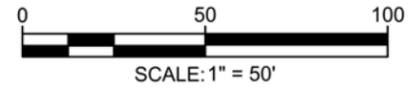
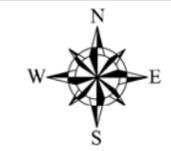
1. ANY QUESTIONS REGARDING PHASING OR STAGING WILL BE STRICTLY HANDLED BY THE DEPARTMENT OF PUBLIC WORKS WHICH HAS COMPLETE AUTHORITY TO MAKE FINAL DECISIONS ON ANY CHANGES OR MODIFICATIONS. THE CONTRACTOR MUST CONTACT THE CITY'S CONSTRUCTION INSPECTOR 48 HOURS IN ADVANCE (NOT INCLUDING WEEKENDS OR HOLIDAYS) OF ANY MINOR STREET CLOSURE. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO ADVISE CONSTRUCTION INSPECTIONS TEN (10) DAYS IN ADVANCE OF ANY ARTERIAL STREET CLOSURE. THIS MUCH TIME IS NECESSARY TO INSTALL ADVISORY SIGNS AND GIVE THE MOTORISTS A MINIMUM OF SEVEN (7) DAYS NOTICE BEFORE STREET CLOSURE. THE CONSTRUCTION INSPECTOR, AFTER HAVING BEEN NOTIFIED, WILL CONTACT THE ENGINEERING OFFICE IMMEDIATELY TO MAKE THE NECESSARY ARRANGEMENTS. THE TEMPORARY BARRICADES AND WARNING SIGNS SHALL BE LOCATED SO AS TO AFFORD THE MAXIMUM PROTECTION TO THE PUBLIC AS WELL AS CONSTRUCTION PERSONNEL AND EQUIPMENT AND TO FACILITATE AN EXPEDITIOUS FLOW OF TRAFFIC AT ALL TIMES DURING CONSTRUCTION.
2. IF THERE ARE TWO (2) OR MORE PHASES IN THE PROJECT, NO MORE THAN TWO (2) PHASES OF CONSTRUCTION MAY BE WORKED AT ONE TIME, UNLESS OTHERWISE INDICATED IN THE PLANS. PARTIAL CONSTRUCTION AT DIFFERENT SCATTERED LOCATIONS WITHIN THE PROJECT WILL NOT BE ALLOWED. PROJECTS THAT CONSIST OF DISTINCT AND SEPARATE AREAS MAYBE UNDER CONSTRUCTION AT THE SAME TIME WITH AN APPROVED FIELD ALTERATION. ALL REMAINING STREETS WITHIN THE PROJECT OR SEPARATE AREA SHALL REMAIN OPEN AT ALL TIMES.
3. UNLESS OTHERWISE INDICATED IN THE PLANS, TWO (2) PHASES IN SEQUENCE MAY BE WORKED AT THE SAME TIME, IN PROJECTS WHERE THERE ARE AT LEAST THREE (3) PHASES. SUCH AS PHASE 1 AND PHASE 2 AND BEFORE GOING TO PHASE 3, PHASE 1 MUST BE COMPLETED 100% WITH BASE MATERIAL AND APPROVED DENSITIES (PRIME COATED IF BASE MATERIAL IS ITEM NO. 200" FLEXIBLE BASE") BEFORE BEGINNING PHASE 3. IF THERE ARE ONLY TWO (2) PHASES IN THE PROJECT, PHASE 1 MUST BE COMPLETED 100% WITH BASE MATERIAL AND APPROVED DENSITIES (PRIME COATED IF BASE MATERIAL IS ITEM NO. 200 "FLEXIBLE BASE") BEFORE PROCEEDING TO PHASE 2.
4. IF THE PROJECT HAS MORE THAN SIXTEEN (16) PHASES, BEFORE THE CONTRACTOR CAN BEGIN PHASE 17, HE MUST COMPLETELY FINISH WITH TYPE "B" OR TYPE "D" ASPHALT AT LEAST 50% OF THE LOWER PHASES HE HAS WORKED ON. (EXAMPLE: IF THE PROJECT HAS 20 PHASES, BEFORE THE CONTRACTOR CAN START CONSTRUCTION OF PHASE 17, HE MUST FINISH TYPE "B" OR TYPE "D" ASPHALT UP TO PHASE 8.).
5. THE PLANS ARE PHASED FOR STREET, DRAINAGE AND UTILITY CONSTRUCTION. NO STORM SEWER CONSTRUCTION WILL TAKE PLACE OUTSIDE OF THE PHASING LIMITS UNDER CONSTRUCTION, UNLESS SPECIFICALLY NOTED ON THE PLANS OR AUTHORIZED IN WRITING BY THE TRAFFIC DIVISION.
6. ALL STORM DRAINAGE PIPES ARE NOT CONSIDERED UTILITIES, REGARDLESS OF SIZE. THIS WORK SHALL BE PART OF THE PHASE.
7. UNLESS OTHERWISE INDICATED IN THE PLANS, INTERSECTING STREETS SHALL BE CONSTRUCTED IN STAGES SO AS TO MAINTAIN ACCESS. INTERSECTION WORK SHALL BE DONE DURING WEEKEND HOURS OR AS DIRECTED BY THE ENGINEER. NO TWO ADJACENT INTERSECTIONS MAY BE CONSTRUCTED SIMULTANEOUSLY. WITH APPROVAL FROM THE ENGINEER, THE CONTRACTOR MAY CLOSE AN ENTIRE INTERSECTION. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A DETOUR PLAN FOR SUCH A CLOSURE TO THE ENGINEER FOR APPROVAL.



Mark B Hill
07-28-2016

<small>TYPE NO. E-1192</small> FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION TRAFFIC CONTROL		
100% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 4 OF 39

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Mark B. Hill
07-28-2016

NOTE:

THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN CONSTRUCTION WILL CHANGE THE EFFECT ON THE TRAVELING PUBLIC. WITH THE NOTIFICATION, THE CONTRACTOR SHALL PROVIDE INFORMATION ABOUT PORTIONS OF CONSTRUCTION AS DIRECTED/APPROVED BY THE ENGINEER. THE INFORMATION SHALL BE PROVIDED WITH SUFFICIENT TIME SUCH THAT THE ENGINEER CAN FORWARD INFORMATION TO THE MEDIA TO INFORM THE PUBLIC, BEFORE THE CONSTRUCTION AFFECTS THE TRAVELING PUBLIC.

SIGN LOCATIONS ARE APPROXIMATE. ANY EXISTING SIGNS CONFLICTING WITH TEMPORARY TRAFFIC CONTROL OPERATION SHALL BE COVERED OR REMOVED. PAYMENT SHALL BE SUBSIDIARY TO ITEM 530.

BENCHMARK NOTES:

1. BEARINGS ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983/93, SOUTH CENTRAL ZONE.
2. ELEVATIONS ARE BASED ON NAVD 88.
3. COORDINATES SHOWN HEREON ARE TEXAS STATE PLANE COORDINATES - SOUTH CENTRAL ZONE, COORDINATES EXPRESSED IN U.S. SURVEY FEET (NAD 83) WITH AN APPLIED SCALE FACTOR OF 1.00017.

#	NORTHING	EASTING	ELEV.	DESCRIPTION
TBM 1	13718705.59	2123539.18	700.87'	SET 3/4" IRON ROD WITH ORANGE FORD TRAVERSE CAP
TBM 2	13718704.53	2125476.23	706.86'	SET 3/4" IRON ROD WITH ORANGE FORD TRAVERSE CAP

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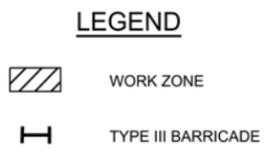
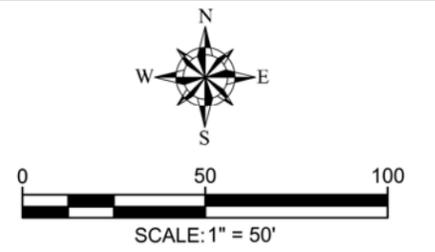
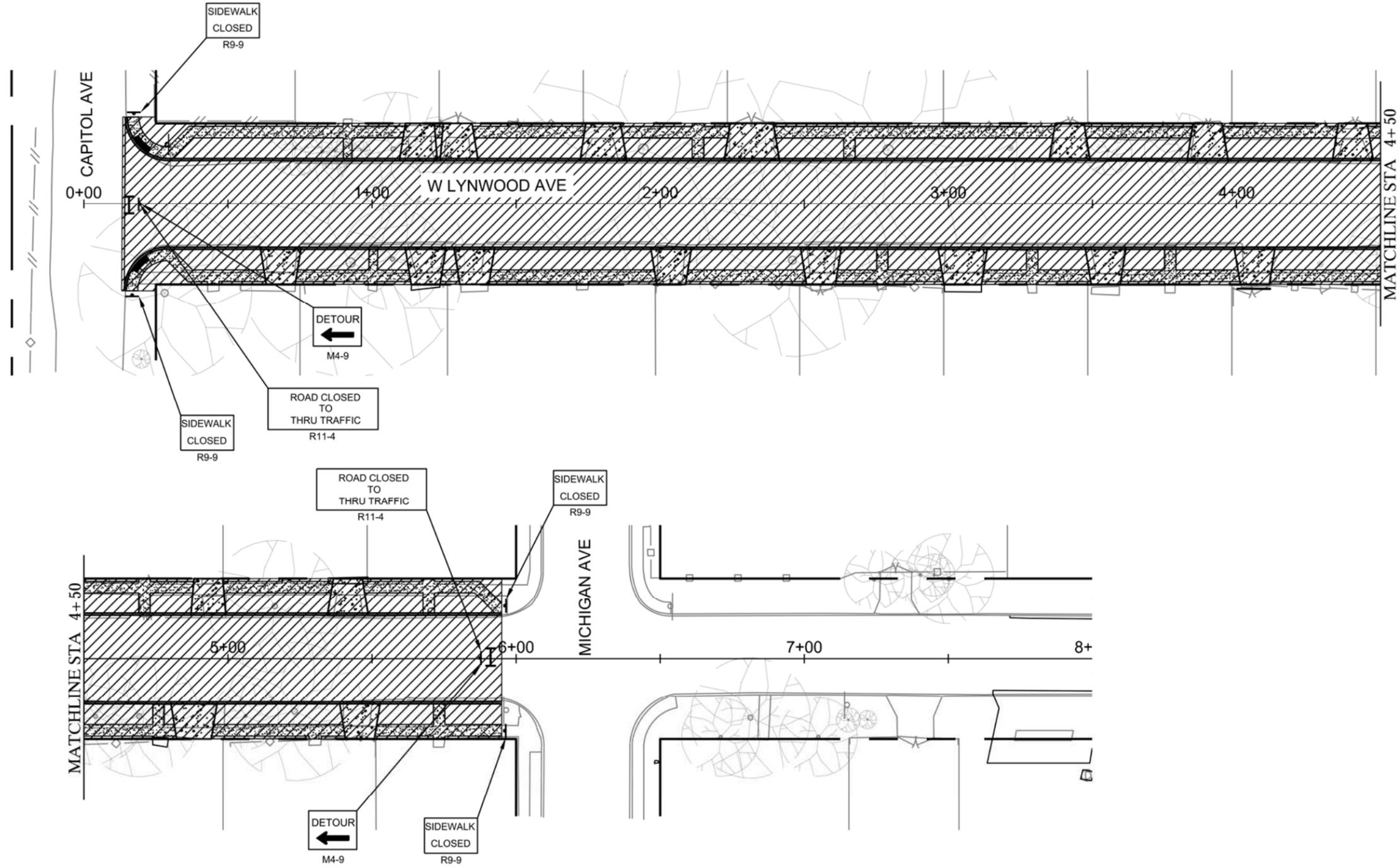
CITY OF SAN ANTONIO
TRANSPORTATION & CAPITAL IMPROVEMENTS

WEST LYNWOOD STREET RECONSTRUCTION

PHASING
OVERALL

100% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 5 OF 39

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NOTE:

THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN CONSTRUCTION WILL CHANGE THE EFFECT ON THE TRAVELING PUBLIC. WITH THE NOTIFICATION, THE CONTRACTOR SHALL PROVIDE INFORMATION ABOUT PORTIONS OF CONSTRUCTION AS DIRECTED/APPROVED BY THE ENGINEER. THE INFORMATION SHALL BE PROVIDED WITH SUFFICIENT TIME SUCH THAT THE ENGINEER CAN FORWARD INFORMATION TO THE MEDIA TO INFORM THE PUBLIC, BEFORE THE CONSTRUCTION AFFECTS THE TRAVELING PUBLIC.

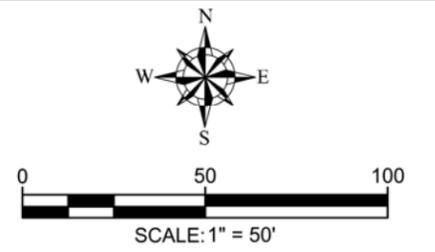
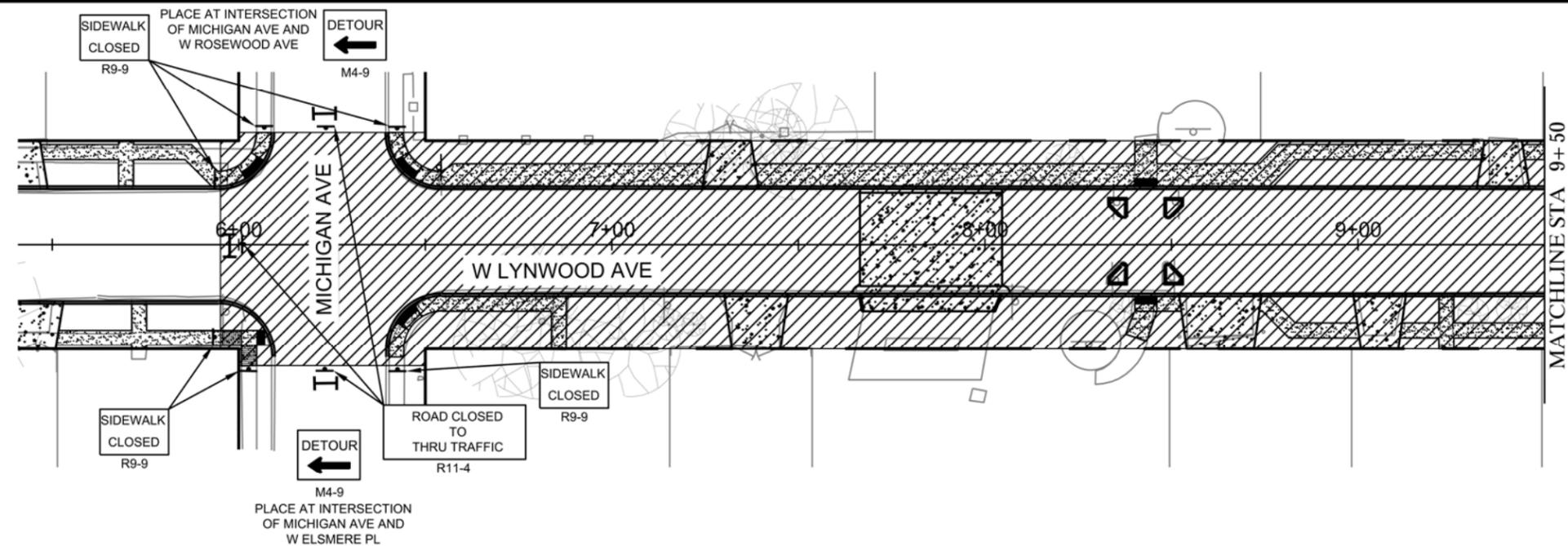
SIGN LOCATIONS ARE APPROXIMATE. ANY EXISTING SIGNS CONFLICTING WITH TEMPORARY TRAFFIC CONTROL OPERATION SHALL BE COVERED OR REMOVED. PAYMENT SHALL BE SUBSIDIARY TO ITEM 530.

PHASE 1 NARRATIVE
 1. STREET RECONSTRUCTION IN PHASE I WILL EXTEND FROM CAPITOL AVE TO STA 5+95.00 ON W LYNWOOD AVE.

Mark B. Hill
 07-28-2016

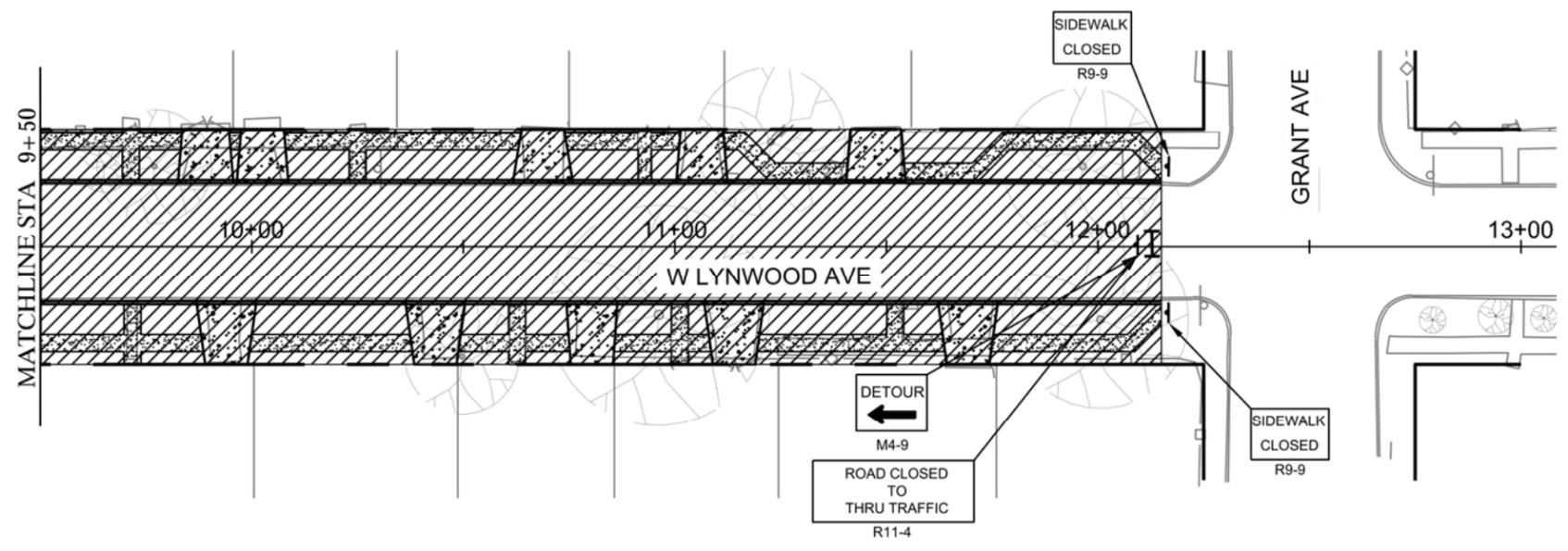
FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION PHASING PHASE 1		
100% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
SHEET NO.: 6 OF 39		

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LEGEND

- WORK ZONE
- TYPE III BARRICADE



NOTE:

THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN CONSTRUCTION WILL CHANGE THE EFFECT ON THE TRAVELING PUBLIC. WITH THE NOTIFICATION, THE CONTRACTOR SHALL PROVIDE INFORMATION ABOUT PORTIONS OF CONSTRUCTION AS DIRECTED/APPROVED BY THE ENGINEER. THE INFORMATION SHALL BE PROVIDED WITH SUFFICIENT TIME SUCH THAT THE ENGINEER CAN FORWARD INFORMATION TO THE MEDIA TO INFORM THE PUBLIC, BEFORE THE CONSTRUCTION AFFECTS THE TRAVELING PUBLIC.

SIGN LOCATIONS ARE APPROXIMATE. ANY EXISTING SIGNS CONFLICTING WITH TEMPORARY TRAFFIC CONTROL OPERATION SHALL BE COVERED OR REMOVED. PAYMENT SHALL BE SUBSIDIARY TO ITEM 530.

PHASE 2 NARRATIVE

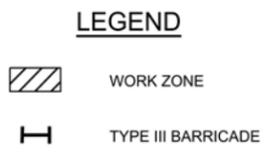
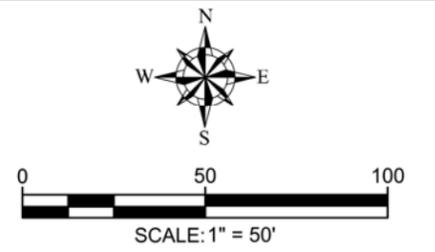
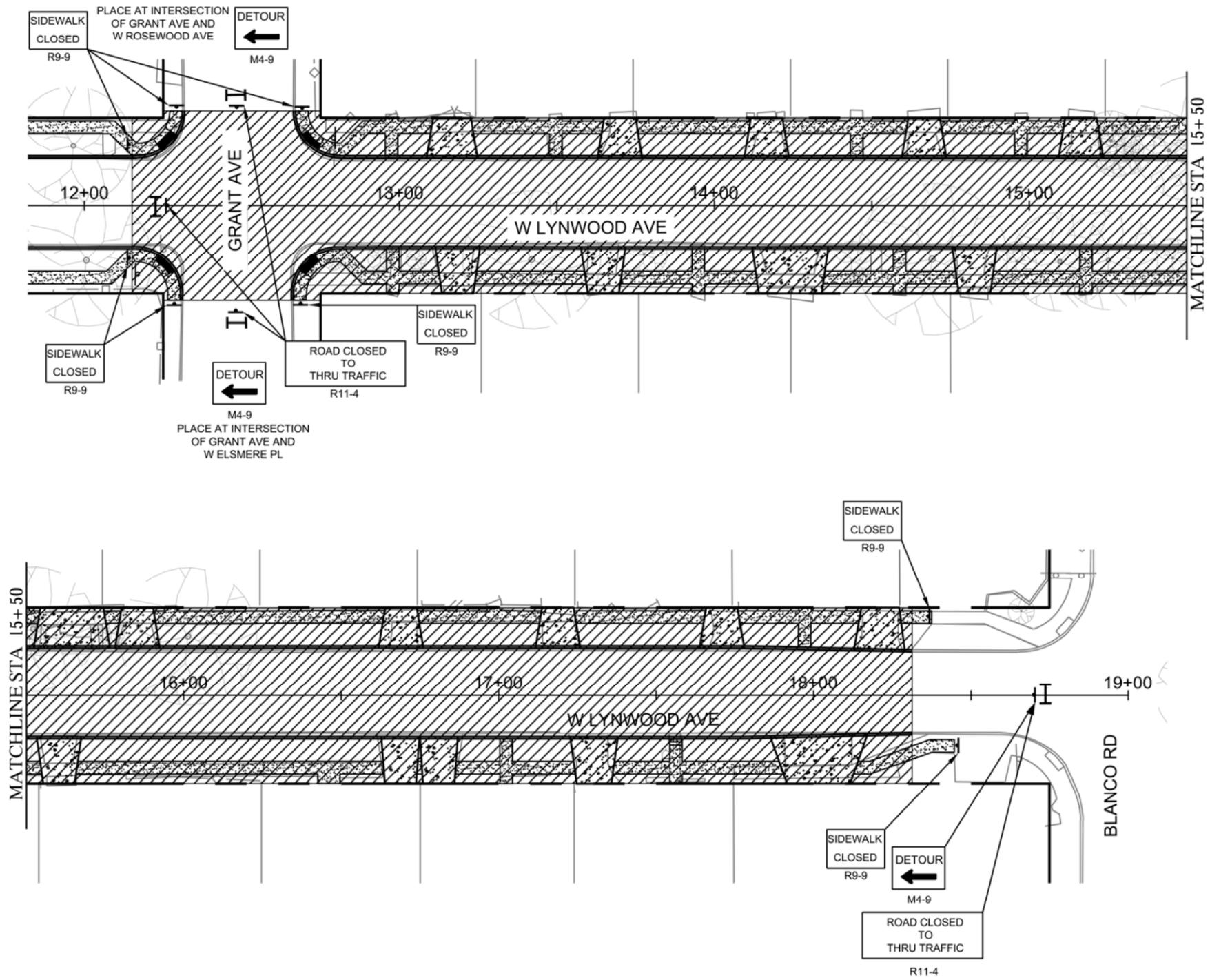
1. STREET RECONSTRUCTION IN PHASE 2 WILL EXTEND FROM STA 5+95.00 TO STA 12+15.00 ON W LYNWOOD AVE.



Mark B. Hill
07-28-2016

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CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION PHASING PHASE 2		
100% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
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NOTE:
 THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN CONSTRUCTION WILL CHANGE THE EFFECT ON THE TRAVELING PUBLIC. WITH THE NOTIFICATION, THE CONTRACTOR SHALL PROVIDE INFORMATION ABOUT PORTIONS OF CONSTRUCTION AS DIRECTED/APPROVED BY THE ENGINEER. THE INFORMATION SHALL BE PROVIDED WITH SUFFICIENT TIME SUCH THAT THE ENGINEER CAN FORWARD INFORMATION TO THE MEDIA TO INFORM THE PUBLIC, BEFORE THE CONSTRUCTION AFFECTS THE TRAVELING PUBLIC.
 SIGN LOCATIONS ARE APPROXIMATE. ANY EXISTING SIGNS CONFLICTING WITH TEMPORARY TRAFFIC CONTROL OPERATION SHALL BE COVERED OR REMOVED. PAYMENT SHALL BE SUBSIDIARY TO ITEM 530.

PHASE 3 NARRATIVE
 1. STREET RECONSTRUCTION IN PHASE 2 WILL EXTEND FROM STA 12+15.00 TO STA 18+56.00 ON W LYNWOOD AVE.


Mark B. Hill
 07-28-2016

FORD ENGINEERING, INC. <small>10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com</small>		
CITY OF SAN ANTONIO <small>TRANSPORTATION & CAPITAL IMPROVEMENTS</small>		
<small>WEST LYNWOOD STREET RECONSTRUCTION</small> PHASING PHASE 3		
100% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
SHEET NO: 8 OF 39		

W LYNWOOD AVE. ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
103.1	REMOVE CONCRETE CURB	L.F.	3122.86
103.2	REMOVE CONCRETE SIDEWALKS & DRIVEWAYS	S.F.	13438.61
103.2	REMOVE CONCRETE RIPRAP	S.F.	874.11
104	STREET EXCAVATION	C.Y.	2268.49
200.1	FLEXIBLE BASE (2" COMPACTED DEPTH)	S.Y.	934.86
200.2	FLEXIBLE BASE (8" COMPACTED DEPTH)	S.Y.	5805.47
202	PRIME COAT	GAL.	1180.00
203	TACK COAT	GAL.	592.00
205.3	HOT MIX ASPHALTIC PAVEMENT, TYPE D (2" COMP. DEPTH)	S.Y.	5893.68
209	CONCRETE PAVEMENT	S.Y.	114.70
234	BASE REINFORCEMENT	S.Y.	6609.30
500	CONCRETE CURB & GUTTER	L.F.	38.03
500.2	CONCRETE CURB	L.F.	3529.09
502.1	CONCRETE SIDEWALKS	S.Y.	1433.62
503.1	PORTLAND CEMENT CONCRETE DRIVEWAYS- RESIDENTIAL (5" DEPTH)	S.Y.	997.70
505.0	CONCRETE RIPRAP (6" THICK)	S.Y.	24.65
510.0	BOLLARDS	EA.	6.00
513.1	REMOVING AND RELOCATING MAIL BOXES	EA.	2.00
515	TOPSOIL	C.Y.	277.96
516.1	BERMUDA SODDING	S.Y.	2501.59
524	CONCRETE STEPS	C.Y.	0.67
530	BARRICADES, SIGNS, & TRAFFIC HANDLING	L.S.	1.00
541	CURB INLET GRAVEL FILTERS	L.F.	68.00
801	LEVEL IIB PROTECTIVE FENCING TREE TRUNK PROTECTION	L.F.	184.58
826	SAWS VALVE BOX ADJUSTMENT	EA.	4.00
851	SAWS ADJUSTING EXISTING MANHOLE	EA.	2.00
SUP 1	REMOVE AND RELOCATE SIGN	EA	12.00

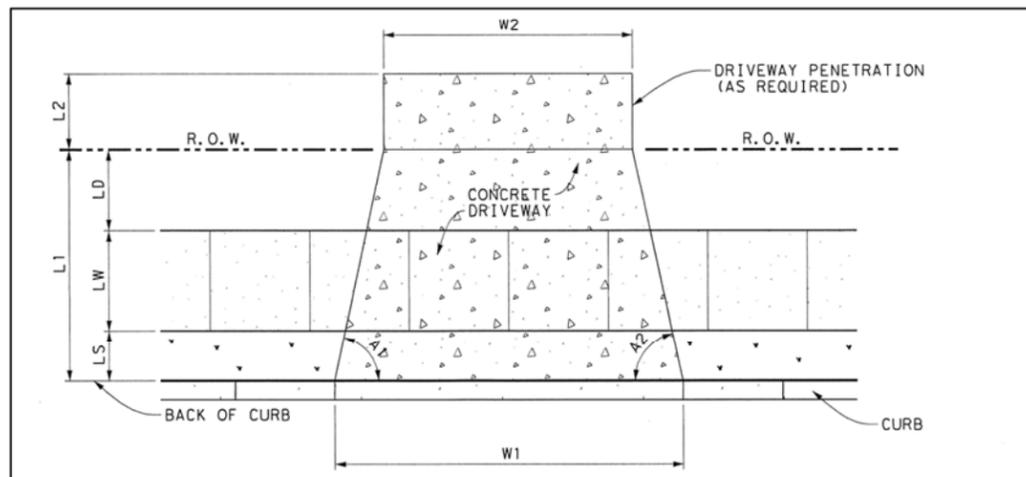


Mark B. Hill
07-28-2016

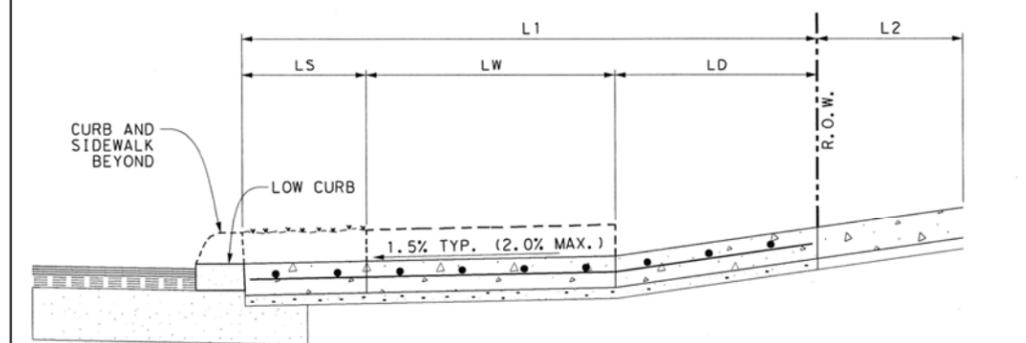
FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION ESTIMATED QUANTITIES		
100% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: RG	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 9 OF 39

H:\CIV_PROJ_San Antonio\180121 West Lynwood Ave\Drawings\180121_DRIVEWAY TABLE.dwg, DRIVEWAY TABLE 1 OF 2, 7/29/2016 9:19:07 AM, 1:1

DRIVEWAY SUMMARY												
DRIVEWAY NO.	STATION	LT/RT	WIDTH		LENGTH					FLARE ANGLE		ITEM 503.1
			W1	W2	L1	LS	LW	LD	L2	A1	A2	DRIVEWAY (CONC PAV)
			FT	FT	FT	FT	FT	FT	FT	DEGREES	DEGREES	SY
W LYNWOOD AVE												
1	0+68.33	RT	14	10	12.1	7.1 @ 8.5%	4.0 @ 2.0%	1.0 @ 8.0%	0.0	80.6	80.6	16.1
2	1+16.65	LT	13	10	12.1	7.1 @ 8.0%	4.0 @ 2.0%	1.0 @ 6.0%	0.0	80.7	85.3	15.5
3	1+18.63	RT	14	10	12.1	7.1 @ 10.0%	4.0 @ 2.0%	1.0 @ 14.0%	0.0	80.6	80.6	16.1
4	1+29.71	LT	13	10	12.1	7.1 @ 11.8%	4.0 @ 2.0%	1.0 @ 14.0%	0.0	85.3	80.6	15.5
5	1+35.50	RT	14	10	12.1	7.1 @ 6.3%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	16.1
6	1+80.25	LT	16	12	12.1	7.1 @ 6.8%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	18.8
7	2+03.80	RT	14	10	12.1	7.1 @ 3.1%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	16.1
8	2+31.81	LT	19	15	12.1	7.1 @ 6.8%	4.0 @ 2.0%	1.0 @ 9.0%	0.0	80.6	80.6	22.9
9	2+55.82	RT	14	10	12.1	7.1 @ 2.8%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	16.1
10	3+05.01	RT	13	17	12.1	7.1 @ 5.0%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	16.1
11	3+42.09	LT	14	10	14.1	7.1 @ 2.0%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	16.1
12	3+54.56	RT	14	10	14.1	7.1 @ 5.7%	4.0 @ 2.0%	1.0 @ 11.0%	0.0	80.6	80.6	16.1
13	3+89.91	LT	14	10	12.1	7.1 @ 6.7%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	16.1
14	4+06.31	RT	14	10	12.1	7.1 @ 6.4%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	16.1
15	4+40.30	LT	14	10	12.1	7.1 @ 8.0%	4.0 @ 2.0%	1.0 @ 8.0%	0.0	80.6	80.6	16.1
16	4+88.25	RT	16	12	12.1	7.1 @ 3.6%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	18.8
17	4+93.23	LT	12	10	12.1	7.1 @ 8.0%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	85.3	85.3	14.8
18	5+41.66	LT	14	10	12.1	7.1 @ 8.0%	4.0 @ 2.0%	1.0 @ 10.0%	0.0	80.6	80.6	16.1
19	5+45.86	RT	14	10	12.1	7.1 @ 13.0%	4.0 @ 2.0%	1.0 @ 14.0%	0.0	80.6	80.6	16.1
20	7+31.77	LT	15	11	12.1	0.0	6.0 @ 2.0%	6.1 @ 14.0%	0.0	80.6	80.6	17.5
21	7+38.63	RT	17	13	14.1	0.0	0.0	14.1 @ 13.0%	0.0	81.9	81.9	23.5
22	8+63.07	RT	22	18	14.1	0.0	4.0 @ 2.0%	10.1 @ 8.3%	0.0	81.9	81.9	31.3
23	9+05.78	RT	14	10	14.1	7.1 @ 6.8%	4.0 @ 2.0%	3.0 @ 11.0%	0.0	81.9	81.9	18.8
24	9+38.89	LT	14	10	12.1	7.1 @ 3.5%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	16.1
25	9+89.13	LT	13	11	12.1	7.1 @ 10.6%	4.0 @ 2.0%	1.0 @ 14.0%	0.0	85.3	85.3	16.1
26	9+94.02	RT	14	10	14.1	7.1 @ 5.4%	4.0 @ 2.0%	3.0 @ 8.0%	0.0	81.9	81.9	18.8



TYPICAL DRIVEWAY PLAN VIEW
WITH SIDEWALK SEPARATED FROM CURB



TYPICAL DRIVEWAY SECTION
WITH SIDEWALK SEPARATED FROM CURB

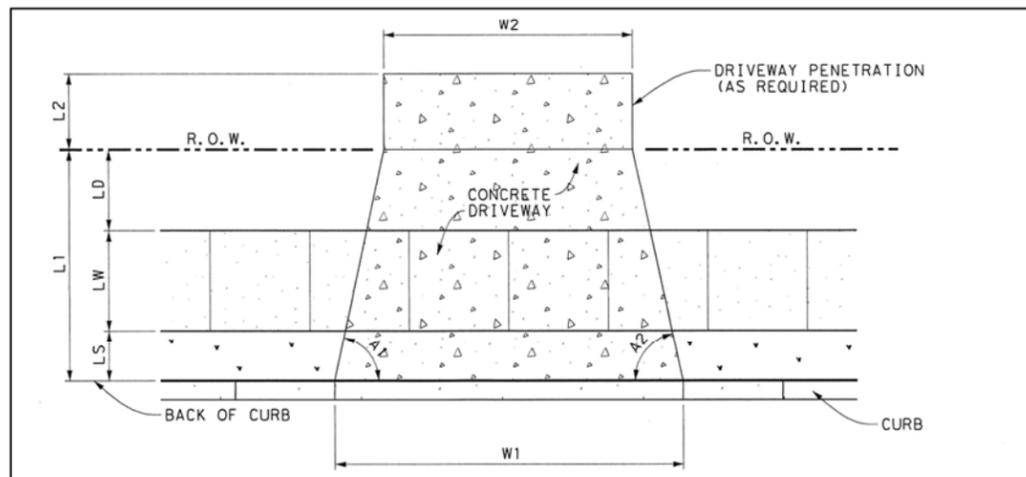


Mark B. Hill
07-28-2016

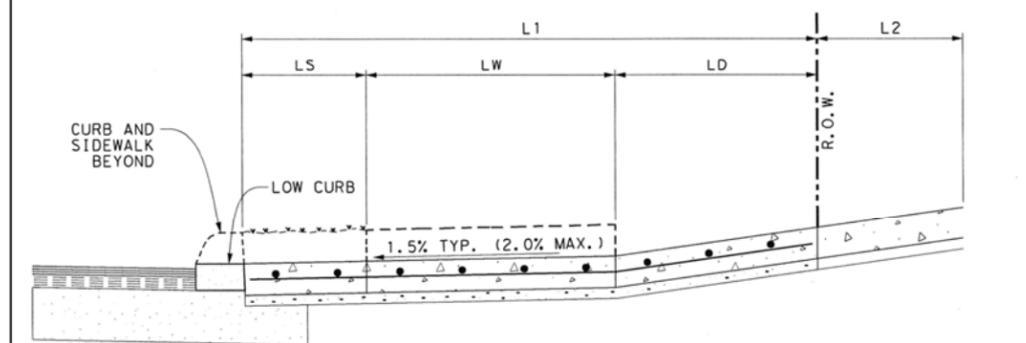
TYPE NO. E-1102 FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION DRIVEWAY TABLE 1 OF 2		
100% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 10 OF 39

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DRIVEWAY SUMMARY												
DRIVEWAY NO.	STATION	LT/RT	WIDTH		LENGTH					FLARE ANGLE		ITEM 503.1
			W1	W2	L1	LS	LW	LD	L2	A1	A2	DRIVEWAY (CONC PAV)
			FT	FT	FT	FT	FT	FT	FT	DEGREES	DEGREES	SY
W LYNWOOD AVE												
27	10+02.59	LT	12	10	12.1	7.1 @ 8.0%	4.0 @ 2.0%	1.0 @ 9.0%	0.0	85.3	85.3	14.8
28	10+43.45	RT	14	10	14.1	7.1 @ 6.7%	4.0 @ 2.0%	3.0 @ 2.0%	0.0	81.9	81.9	18.8
29	10+68.77	LT	14	10	12.1	7.1 @ 5.5%	4.0 @ 2.0%	1.0 @ 12.0%	0.0	80.6	80.6	16.1
30	10+80.46	RT	12	10	14.1	7.1 @ 8.0%	4.0 @ 2.0%	3.0 @ 2.0%	0.0	85.9	85.9	17.2
31	11+06.41	LT	12	10	14.1	7.1 @ 10.0%	4.0 @ 2.0%	1.0 @ 14.0%	0.0	85.3	85.3	14.8
32	11+14.04	RT	14	10	14.1	7.1 @ 8.0%	4.0 @ 2.0%	3.0 @ 13.0%	0.0	81.9	81.9	18.8
33	11+47.50	LT	14	12	12.1	0.0	4.0 @ 2.0%	8.1 @ 8.8%	0.0	85.3	85.3	17.5
34	11+69.28	RT	14	10	14.1	7.1 @ 8.0%	4.0 @ 2.0%	3.0 @ 14.0%	0.0	81.9	81.9	18.8
35	13+16.73	LT	16	12	14.1	7.1 @ 7.2%	4.0 @ 2.0%	1.0 @ 9.0%	0.0	80.6	80.6	18.8
36	13+18.53	RT	14	10	14.1	7.1 @ 7.2%	4.0 @ 2.0%	3.0 @ 2.0%	0.0	81.9	81.9	18.8
37	13+64.76	RT	14	10	14.1	7.1 @ 8.0%	4.0 @ 2.0%	3.0 @ 14.0%	0.0	81.9	81.9	18.8
38	13+70.00	LT	14	10	12.1	7.1 @ 6.5%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	16.1
39	14+16.65	LT	14	10	12.1	7.1 @ 2.0%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	16.1
40	14+24.14	RT	24	20	14.1	7.1 @ 7.7%	4.0 @ 2.0%	3.0 @ 14.0%	0.0	81.9	81.9	34.5
41	14+66.61	LT	14	10	12.1	7.1 @ 5.8%	4.0 @ 2.0%	1.0 @ 2.0%	0.0	80.6	80.6	16.1
42	14+82.65	RT	14	10	14.1	7.1 @ 10.0%	4.0 @ 2.0%	3.0 @ 14.0%	0.0	81.9	81.9	18.8
43	15+16.45	LT	14	10	12.1	7.1 @ 2.0%	4.0 @ 2.0%	1.0 @ 8.0%	0.0	80.6	80.6	16.1
44	15+60.32	RT	14	10	14.1	7.1 @ 8.0%	4.0 @ 2.0%	3.0 @ 4.0%	0.0	81.9	81.9	18.8
45	15+64.44	LT	24	20	12.1	7.1 @ 6.5%	4.0 @ 2.0%	1.0 @ 10.0%	0.0	80.6	80.6	29.6
46	15+85.28	LT	14	10	12.1	7.1 @ 7.6%	4.0 @ 2.0%	1.0 @ 8.5%	0.0	80.6	80.6	16.1
47	16+68.96	LT	14	10	12.1	7.1 @ 8.0%	4.0 @ 2.0%	1.0 @ 14.0%	0.0	80.6	80.6	16.1
48	16+68.84	RT	12	10	14.1	7.1 @ 14.0%	4.0 @ 2.0%	3.0 @ 14.0%	0.0	85.9	85.9	17.2
49	16+80.97	RT	12	10	14.1	7.1 @ 14.0%	4.0 @ 2.0%	3.0 @ 14.0%	0.0	85.9	85.9	17.2
50	17+18.84	LT	14	10	12.1	7.1 @ 14.0%	4.0 @ 2.0%	1.0 @ 14.0%	0.0	80.6	80.6	16.1
51	17+29.91	RT	15	11	14.1	7.1 @ 14.0%	4.0 @ 2.0%	3.0 @ 14.0%	0.0	81.9	81.9	20.4
52	17+70.87	LT	14	10	12.1	7.1 @ 14.0%	4.0 @ 2.0%	1.0 @ 14.0%	0.0	80.6	80.6	16.1
53	18+00.12	RT	31	20	14.2	7.2 @ 14.0%	4.0 @ 2.0%	3.0 @ 14.0%	0.0	68.6	71.4	41.3
53	18+21.25	LT	16	12	12.9	7.9 @ 14.0%	4.0 @ 2.0%	1.0 @ 14.0%	0.0	81.2	81.4	20.1



TYPICAL DRIVEWAY PLAN VIEW
WITH SIDEWALK SEPARATED FROM CURB



TYPICAL DRIVEWAY SECTION
WITH SIDEWALK SEPARATED FROM CURB



Mark B. Hill
07-28-2016

<p>10% SUBMITTAL</p>		
PROJECT NO.: 1801.21	DATE: 7/28/2016	
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
SHEET NO: 11 OF 39		

<p>FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com</p>
<p>CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS</p>
<p>WEST LYNWOOD STREET RECONSTRUCTION DRIVEWAY TABLE 2 OF 2</p>

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BENCHMARK NOTES:

1. BEARINGS ARE BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983/93, SOUTH CENTRAL ZONE.
2. ELEVATIONS ARE BASED ON NAVD 88.
3. COORDINATES SHOWN HEREON ARE TEXAS STATE PLANE COORDINATES - SOUTH CENTRAL ZONE, COORDINATES EXPRESSED IN U.S. SURVEY FEET (NAD 83) WITH AN APPLIED SCALE FACTOR OF 1.00017.

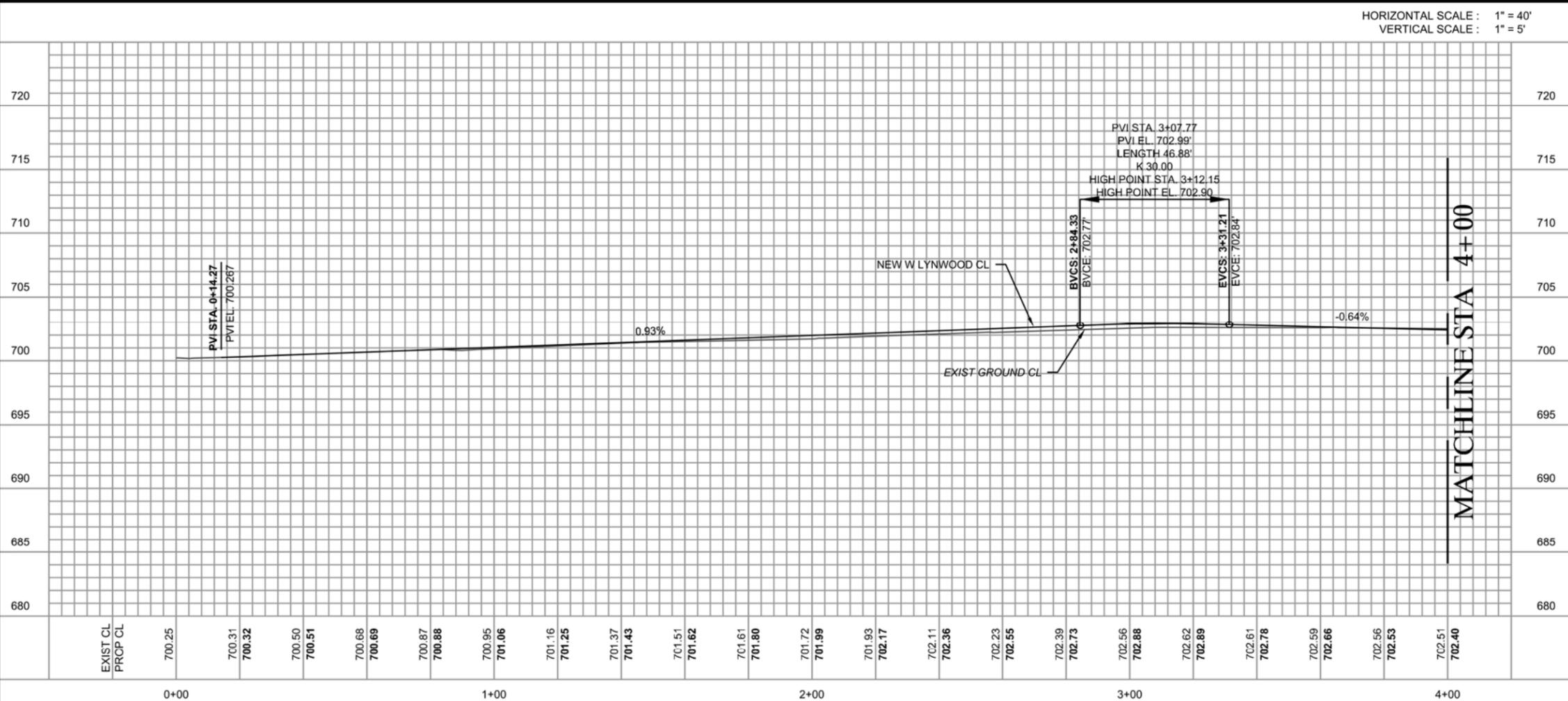
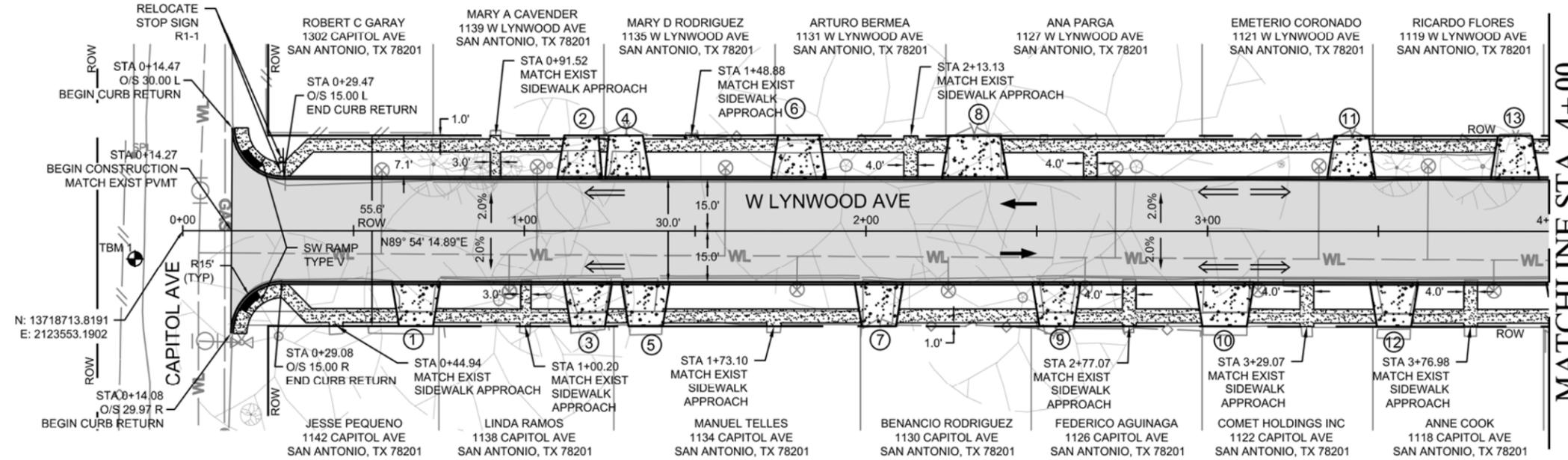
#	NORTHING	EASTING	ELEV.	DESCRIPTION
TBM 1	13718705.59	2123539.18	700.87'	SET 1/2" IRON ROD WITH ORANGE FORD TRAVERSE CAP



SCALE: 1" = 40'

LEGEND

- EXIST PAVEMENT
- EXIST CHAIN LINK FENCE
- EXIST WIRE FENCE
- EXIST ELECTRIC
- EXIST TELEPHONE
- EXIST FIBER
- EXIST GAS
- EXIST WATER
- EXIST SEWER
- EXIST WOOD FENCE
- EXIST SEWER MANHOLE
- EXIST MAILBOX
- EXIST POWER POLE
- EXIST GATE
- EXIST WATER METER
- EXIST WATER VALVE
- EXIST FIRE HYDRANT
- NEW MAILBOX
- TRAFFIC FLOW
- DRAINAGE FLOW
- TBM
- DRIVEWAY NUMBER
- NEW ASPHALT PAVEMENT
- NEW CONC DRIVEWAY
- NEW CONC SIDEWALK



HORIZONTAL SCALE: 1" = 40'
VERTICAL SCALE: 1" = 5'

GENERAL NOTES:

1. LOCATION OF UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR TO VERIFY THE LOCATION OF ALL UTILITIES BEFORE BEGINNING CONSTRUCTION.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ALL TREES. SEE TREE PRESERVATION PLANS FOR TREE PROTECTION.
3. EXISTING CHAIN LINK FENCES AND GATES ARE TO REMAIN. PROVIDE CONCRETE WALK TO PEDESTRIAN GATES AS SHOWN.



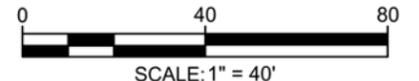
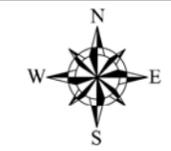
Mark Hill
07-28-2016

FORD ENGINEERING, INC.
10927 WYE DRIVE SUITE 104
SAN ANTONIO, TX 78217
TEL (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

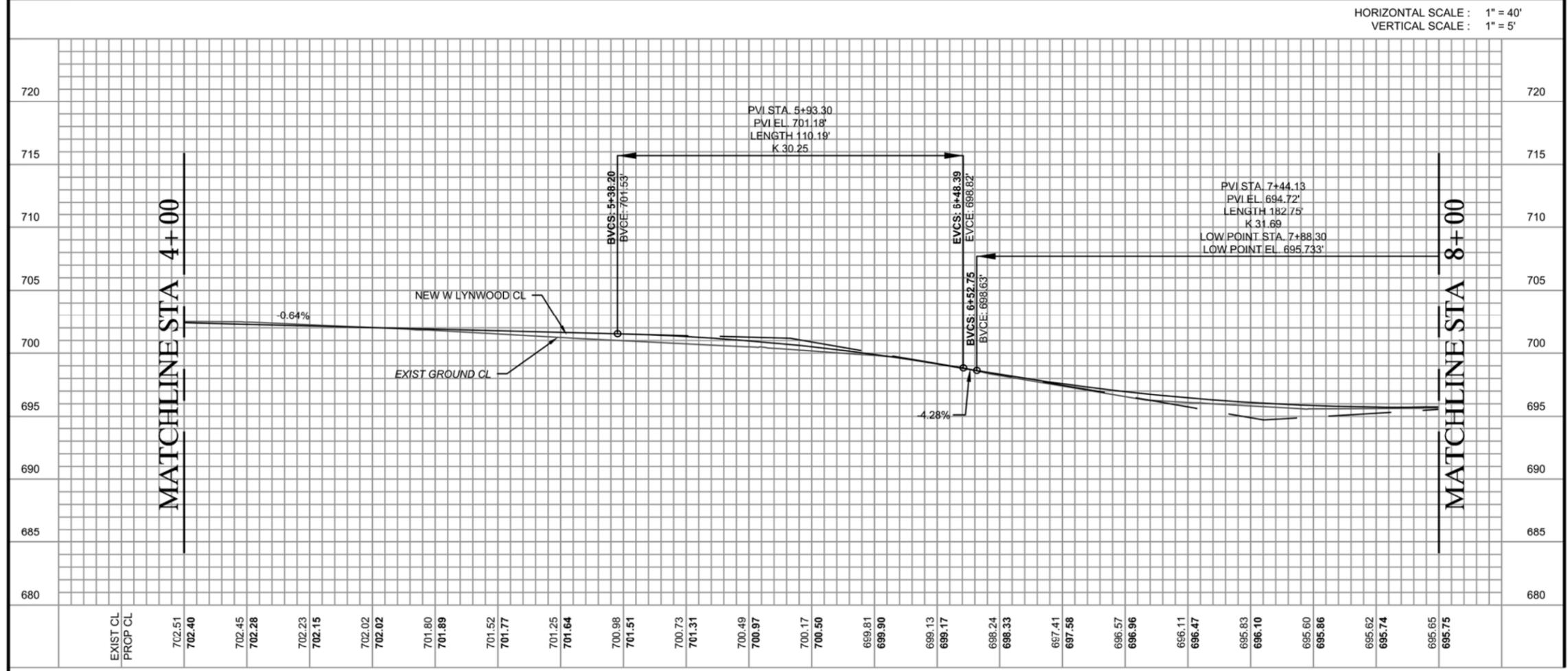
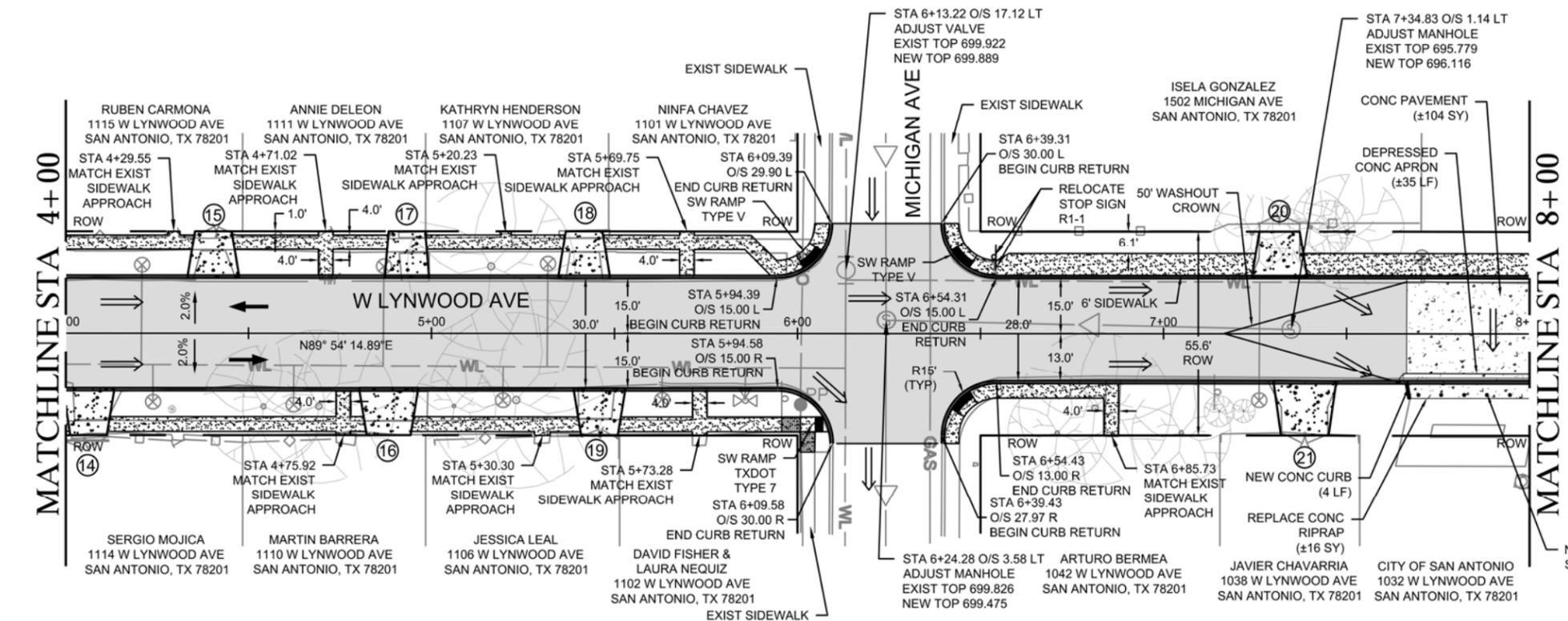
WEST LYNWOOD STREET RECONSTRUCTION
STA 0+00 TO STA 4+00
PLAN & PROFILE

10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 12 OF 39



LEGEND

- EXIST PAVEMENT
- EXIST CHAIN LINK FENCE
- EXIST WIRE FENCE
- EXIST ELECTRIC
- EXIST TELEPHONE
- EXIST FIBER
- EXIST GAS
- EXIST WATER
- EXIST SEWER
- EXIST WOOD FENCE
- EXIST SEWER MANHOLE
- EXIST MAILBOX
- EXIST POWER POLE
- EXIST GATE
- EXIST WATER METER
- EXIST WATER VALVE
- EXIST FIRE HYDRANT
- NEW MAILBOX
- TRAFFIC FLOW
- DRAINAGE FLOW
- TBM
- DRIVEWAY NUMBER
- NEW ASPHALT PAVEMENT
- NEW CONC DRIVEWAY
- NEW CONC SIDEWALK



HORIZONTAL SCALE : 1" = 40'
VERTICAL SCALE : 1" = 5'

- GENERAL NOTES:**
1. LOCATION OF UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR TO VERIFY THE LOCATION OF ALL UTILITIES BEFORE BEGINNING CONSTRUCTION.
 2. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ALL TREES. SEE TREE PRESERVATION PLANS FOR TREE PROTECTION.
 3. EXISTING CHAIN LINK FENCES AND GATES ARE TO REMAIN. PROVIDE CONCRETE WALK TO PEDESTRIAN GATES AS SHOWN.



Mark B Hill
07-28-2016

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10927 WYE DRIVE SUITE 104
SAN ANTONIO, TX 78217
TEL (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com

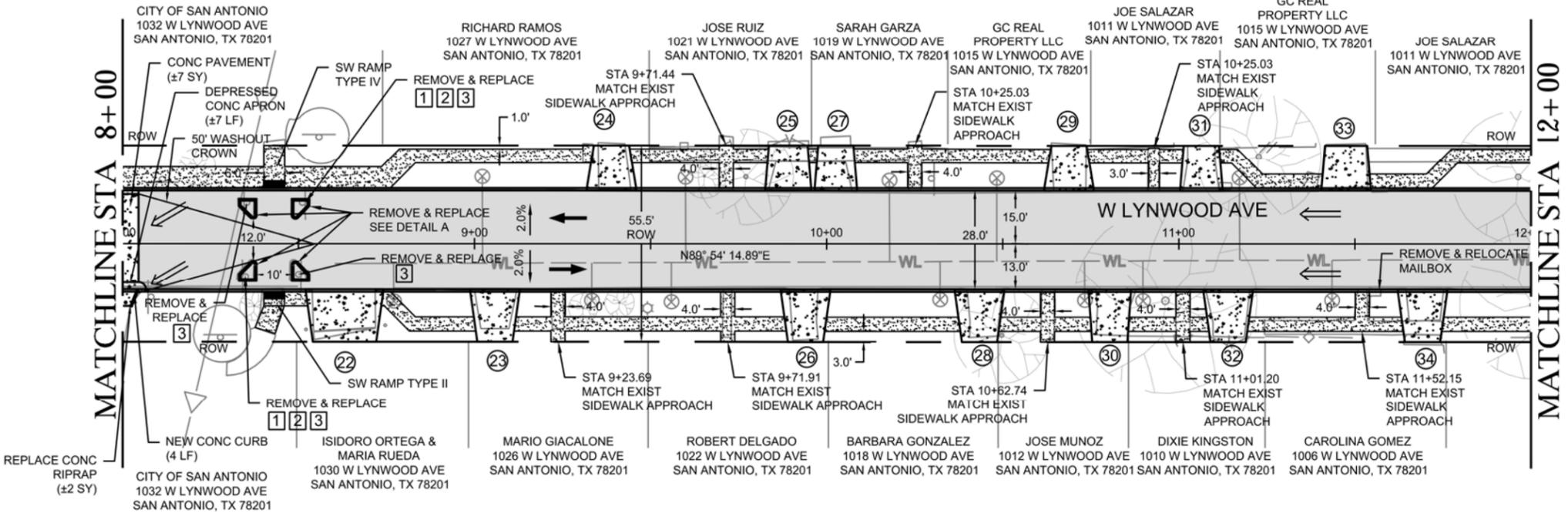
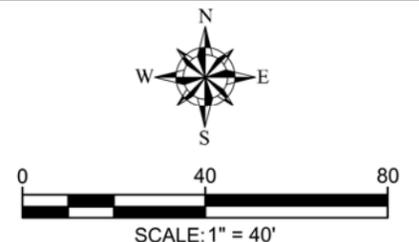
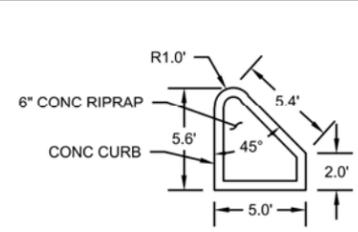
CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

WEST LYNWOOD STREET RECONSTRUCTION
STA 4+00 TO STA 8+00
PLAN & PROFILE

10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016	SHEET NO: 13 OF 39
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH	

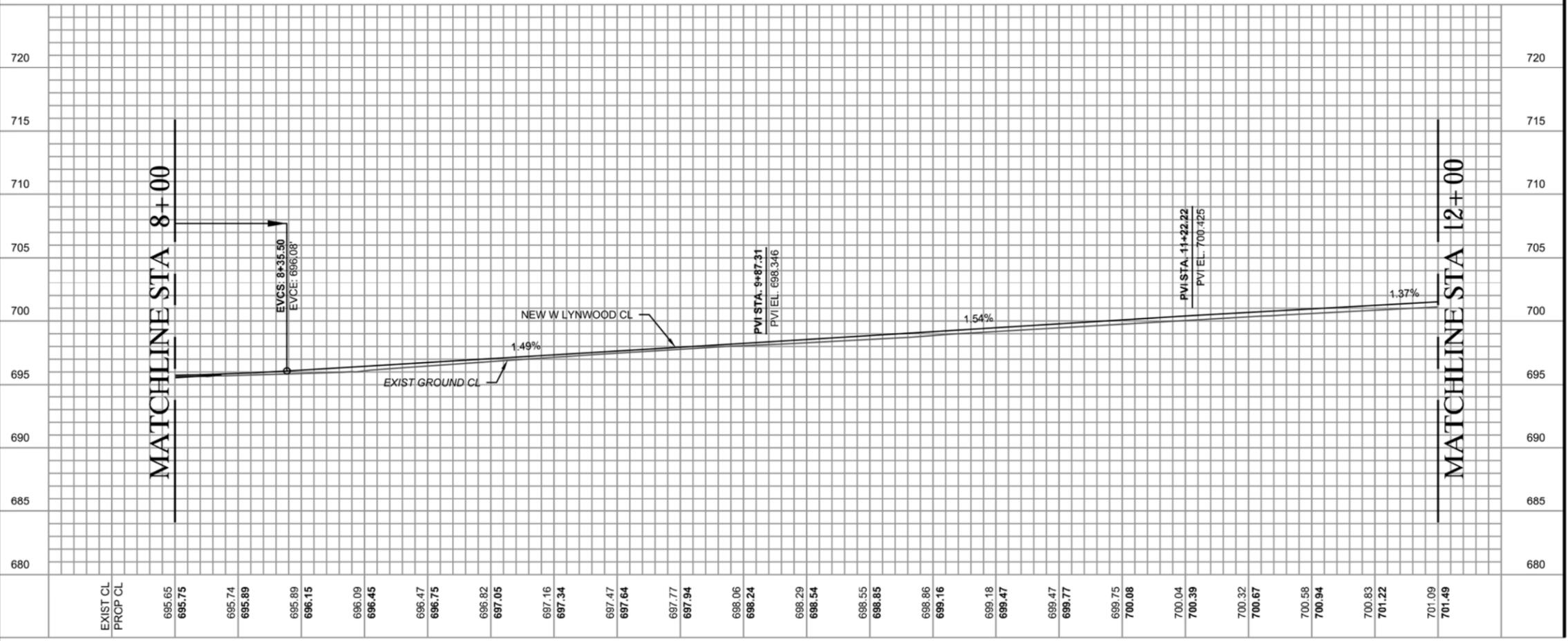
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- 1 W11-2 SIZE 24"x24"
- 2 W16-7P SIZE 24"x12"
- 3 OM-3R/L SIZE 6"x12"



- LEGEND**
- EXIST PAVEMENT
 - EXIST CHAIN LINK FENCE
 - EXIST WIRE FENCE
 - EXIST ELECTRIC
 - EXIST TELEPHONE
 - EXIST FIBER
 - EXIST GAS
 - EXIST WATER
 - EXIST SEWER
 - EXIST WOOD FENCE
 - EXIST SEWER MANHOLE
 - EXIST MAILBOX
 - EXIST POWER POLE
 - EXIST GATE
 - EXIST WATER METER
 - EXIST WATER VALVE
 - EXIST FIRE HYDRANT
 - NEW MAILBOX
 - TRAFFIC FLOW
 - DRAINAGE FLOW
 - TBM
 - DRIVEWAY NUMBER
 - NEW ASPHALT PAVEMENT
 - NEW CONC DRIVEWAY
 - NEW CONC SIDEWALK

HORIZONTAL SCALE : 1" = 40'
VERTICAL SCALE : 1" = 5'



- GENERAL NOTES:**
1. LOCATION OF UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR TO VERIFY THE LOCATION OF ALL UTILITIES BEFORE BEGINNING CONSTRUCTION.
 2. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ALL TREES. SEE TREE PRESERVATION PLANS FOR TREE PROTECTION.
 3. EXISTING CHAIN LINK FENCES AND GATES ARE TO REMAIN. PROVIDE CONCRETE WALK TO PEDESTRIAN GATES AS SHOWN.



Mark B Hill
07-28-2016

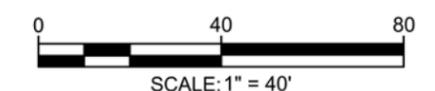
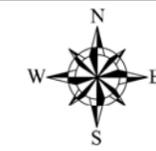
FORD ENGINEERING, INC.
10927 WYE DRIVE SUITE 104
SAN ANTONIO, TX 78217
TEL (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

WEST LYNWOOD STREET RECONSTRUCTION
STA 8+00 TO STA 12+00
PLAN & PROFILE

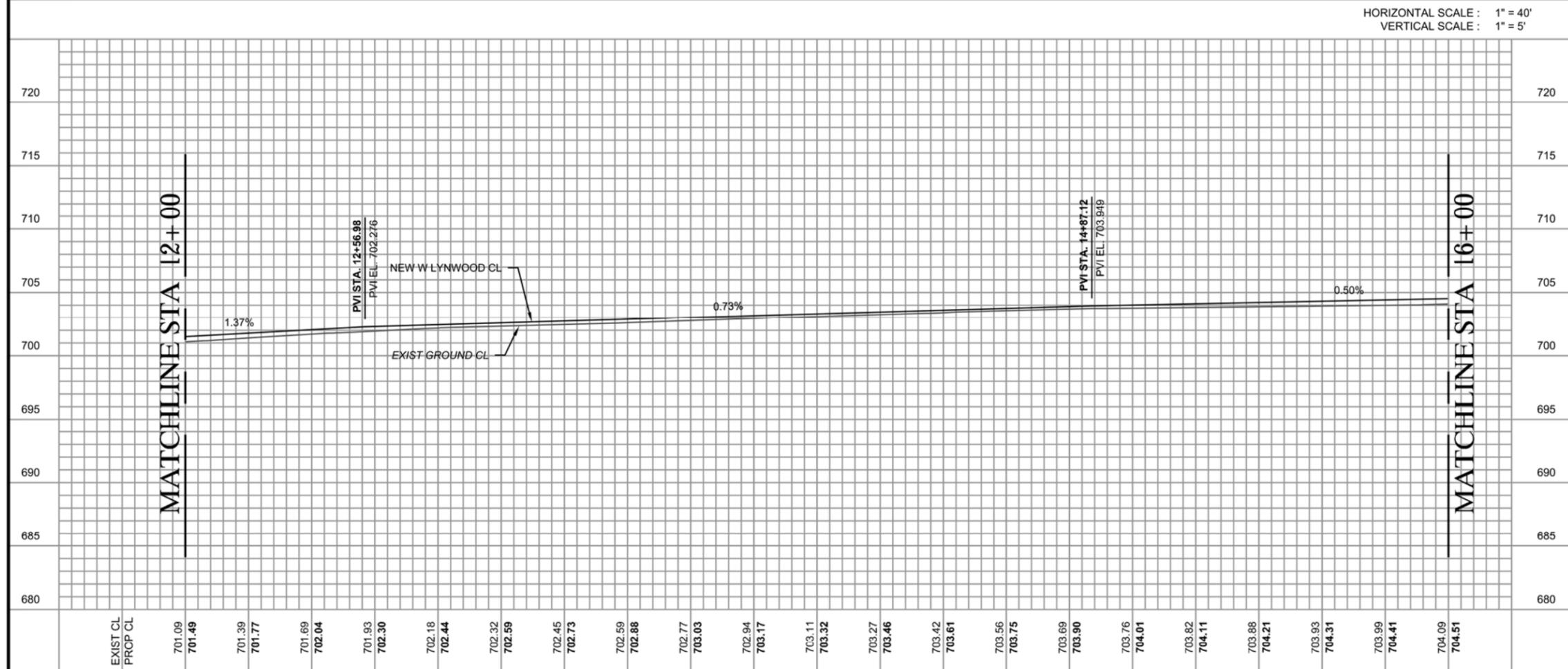
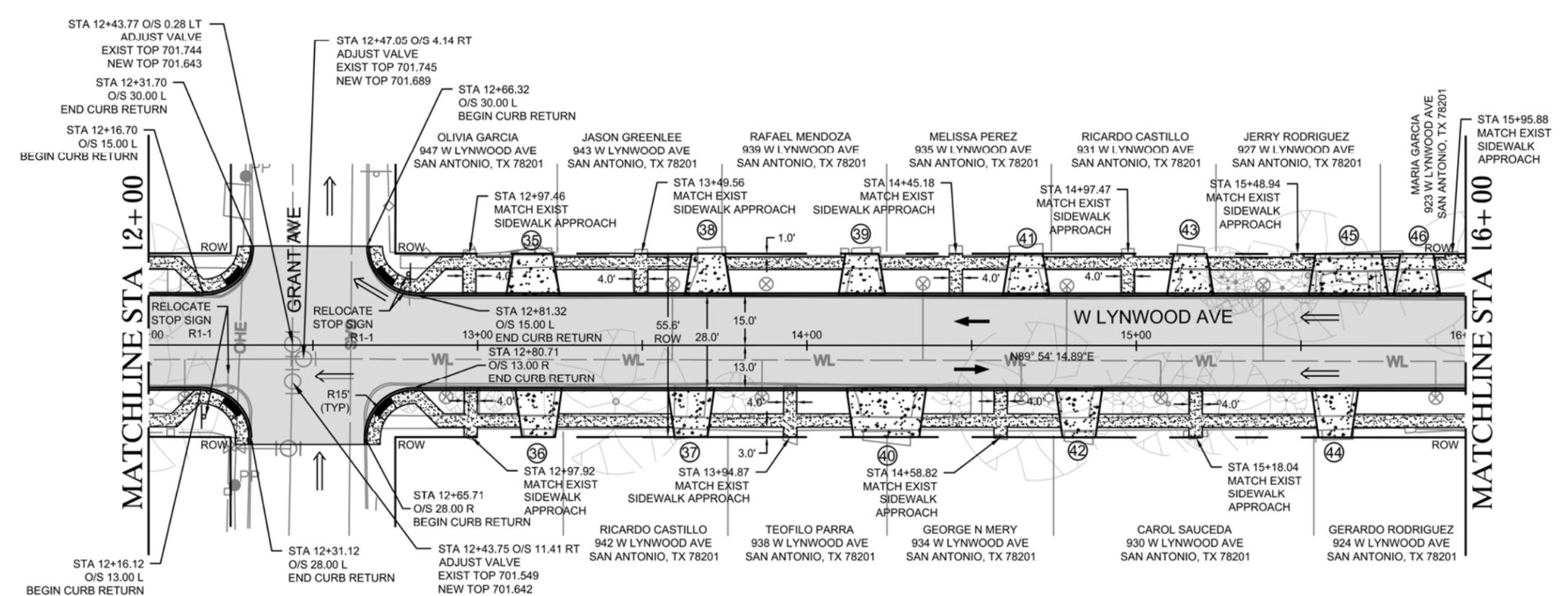
10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016	SHEET NO: 14 OF 39
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH	

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LEGEND

- EXIST PAVEMENT
- EXIST CHAIN LINK FENCE
- EXIST WIRE FENCE
- EXIST ELECTRIC
- EXIST TELEPHONE
- EXIST FIBER
- EXIST GAS
- EXIST WATER
- EXIST SEWER
- EXIST WOOD FENCE
- EXIST SEWER MANHOLE
- EXIST MAILBOX
- EXIST POWER POLE
- EXIST GATE
- EXIST WATER METER
- EXIST WATER VALVE
- EXIST FIRE HYDRANT
- NEW MAILBOX
- TRAFFIC FLOW
- DRAINAGE FLOW
- TBM
- DRIVEWAY NUMBER
- NEW ASPHALT PAVEMENT
- NEW CONC DRIVEWAY
- NEW CONC SIDEWALK



HORIZONTAL SCALE : 1" = 40'
VERTICAL SCALE : 1" = 5'

- GENERAL NOTES:**
1. LOCATION OF UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR TO VERIFY THE LOCATION OF ALL UTILITIES BEFORE BEGINNING CONSTRUCTION.
 2. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ALL TREES. SEE TREE PRESERVATION PLANS FOR TREE PROTECTION.
 3. EXISTING CHAIN LINK FENCES AND GATES ARE TO REMAIN. PROVIDE CONCRETE WALK TO PEDESTRIAN GATES AS SHOWN.



Mark B Hill
07-28-2016

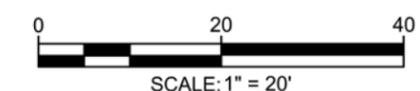
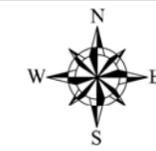
FORD ENGINEERING, INC.
10927 WYE DRIVE SUITE 104
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CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

WEST LYNWOOD STREET RECONSTRUCTION
STA 12+00 TO STA 16+00
PLAN & PROFILE

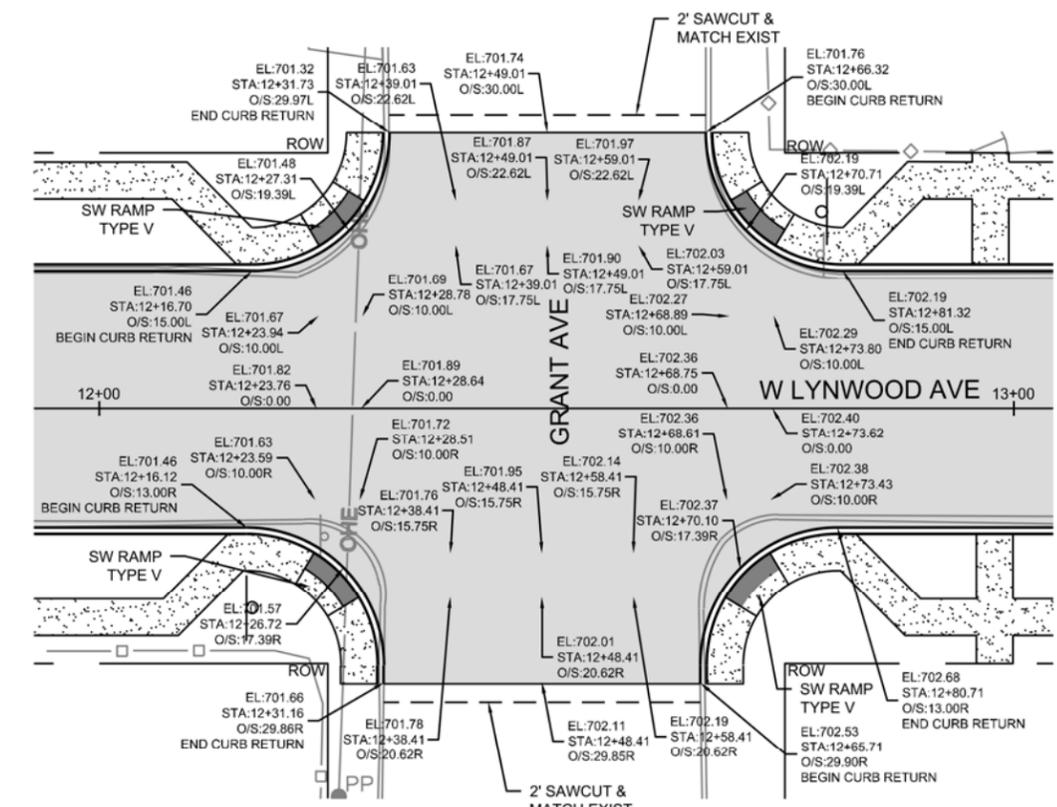
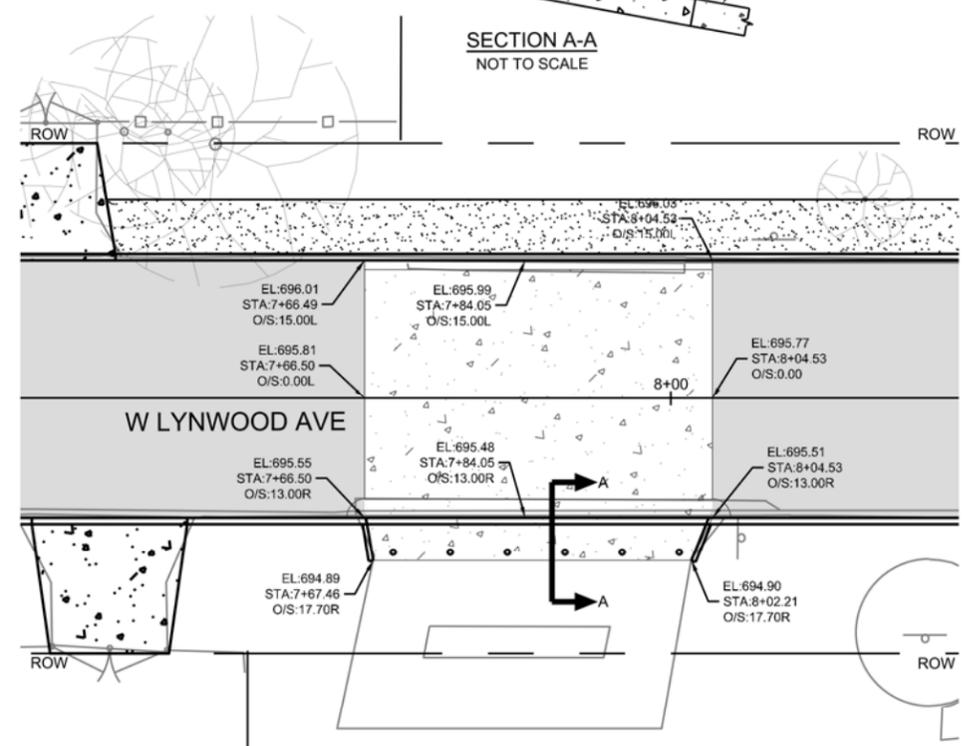
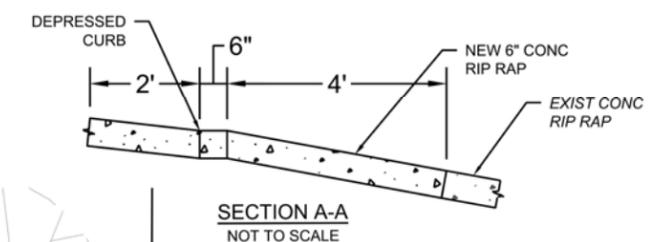
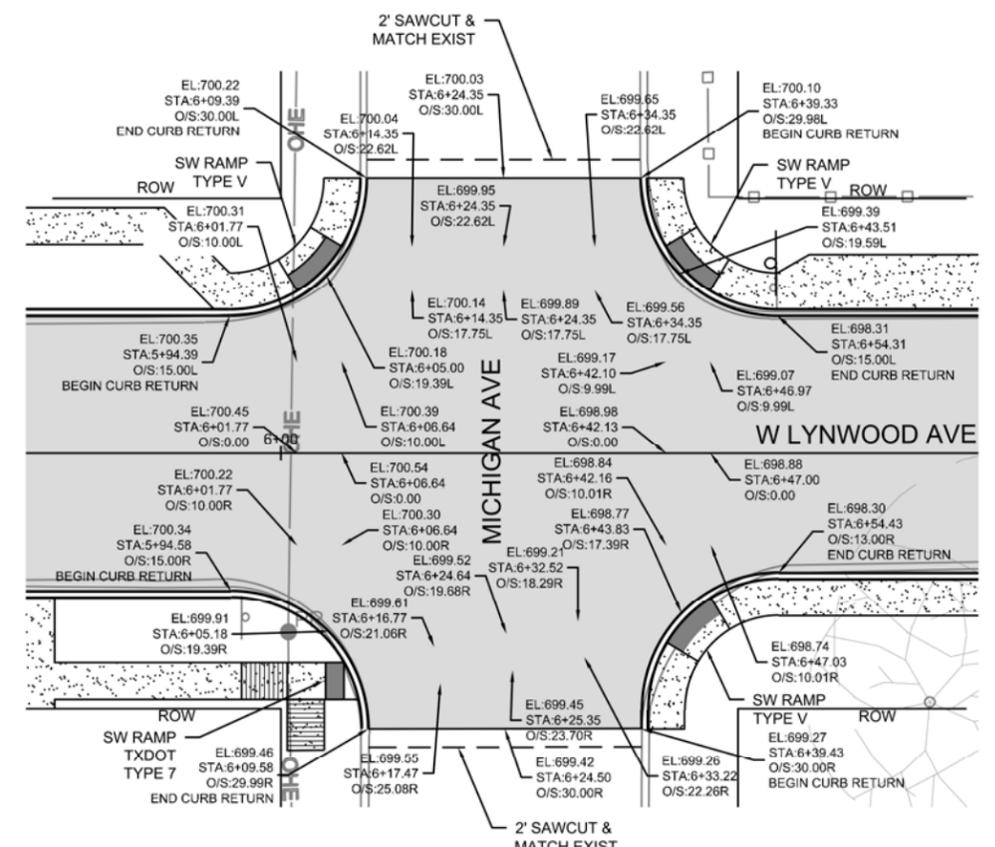
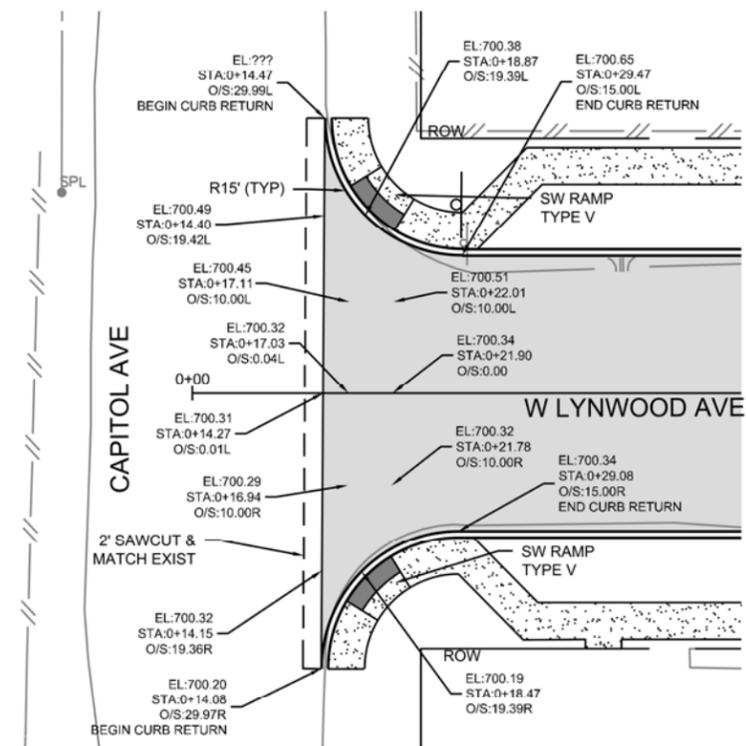
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DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 15 OF 39

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LEGEND

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EXIST CHAIN LINK FENCE	
EXIST WIRE FENCE	
EXIST ELECTRIC	
EXIST TELEPHONE	
EXIST FIBER	
EXIST GAS	
EXIST WATER	
EXIST SEWER	
EXIST WOOD FENCE	
EXIST SEWER MANHOLE	
EXIST MAILBOX	
EXIST POWER POLE	
EXIST GATE	
EXIST WATER METER	
EXIST WATER VALVE	
EXIST FIRE HYDRANT	
NEW MAILBOX	
RUNOFF FLOW	
NEW ASPHALT PAVEMENT	
NEW CONC DRIVEWAY	
NEW CONC SIDEWALK	



Mark B Hill
07-28-2016

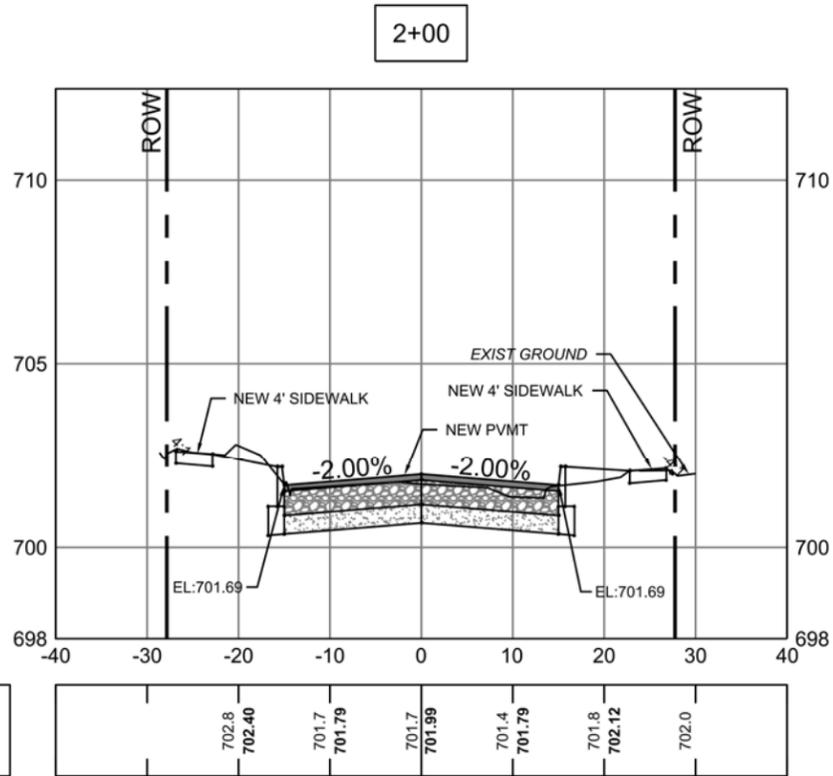
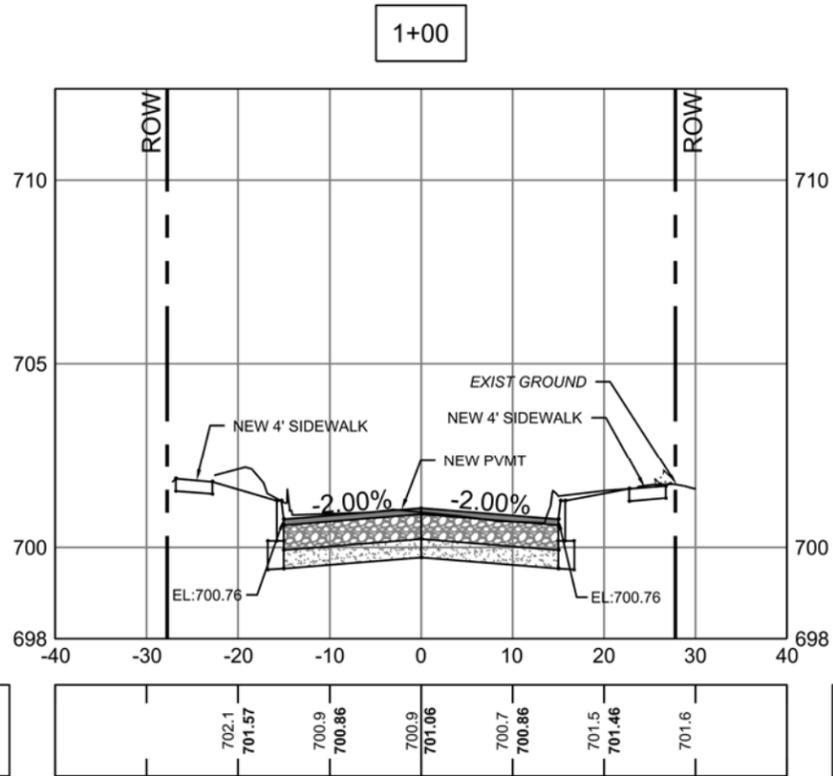
FORD ENGINEERING, INC.
10927 WYE DRIVE SUITE 104
SAN ANTONIO, TX 78217
TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com

CITY OF SAN ANTONIO
TRANSPORTATION & CAPITAL IMPROVEMENTS

WEST LYNWOOD STREET RECONSTRUCTION
INTERSECTIONS

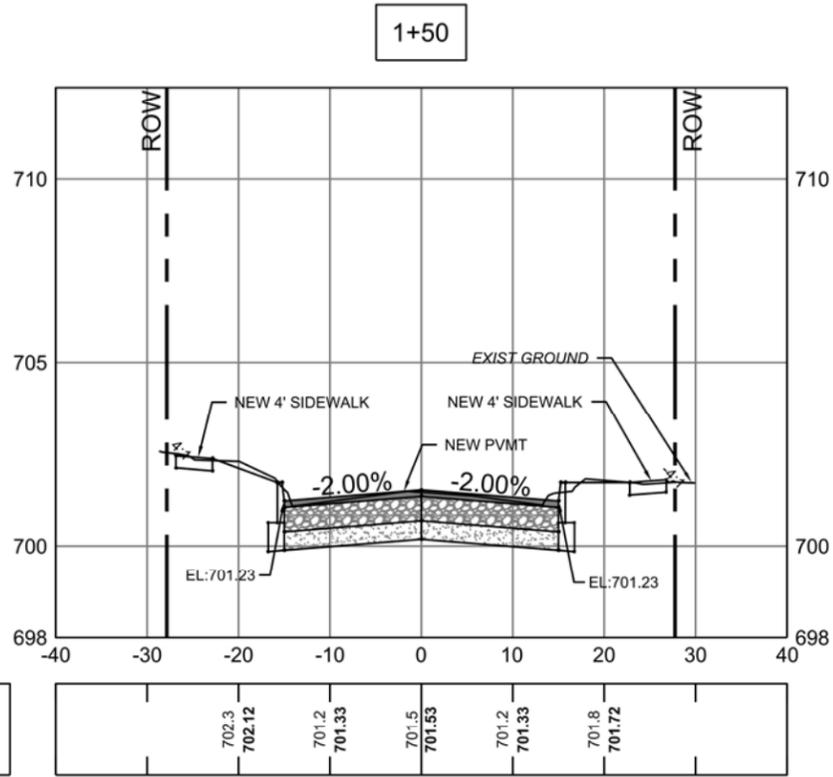
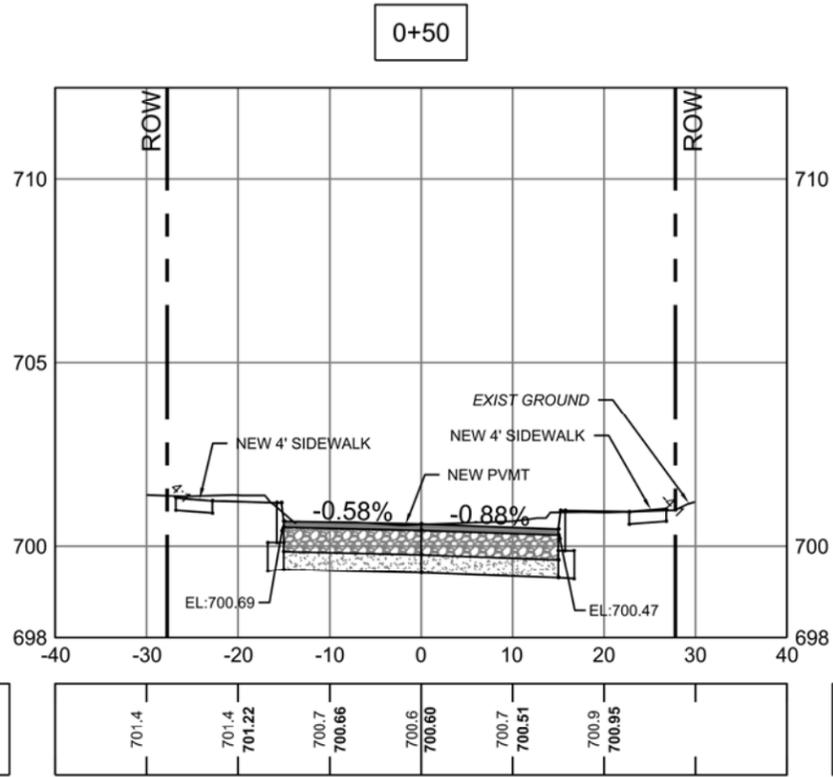
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DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
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NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

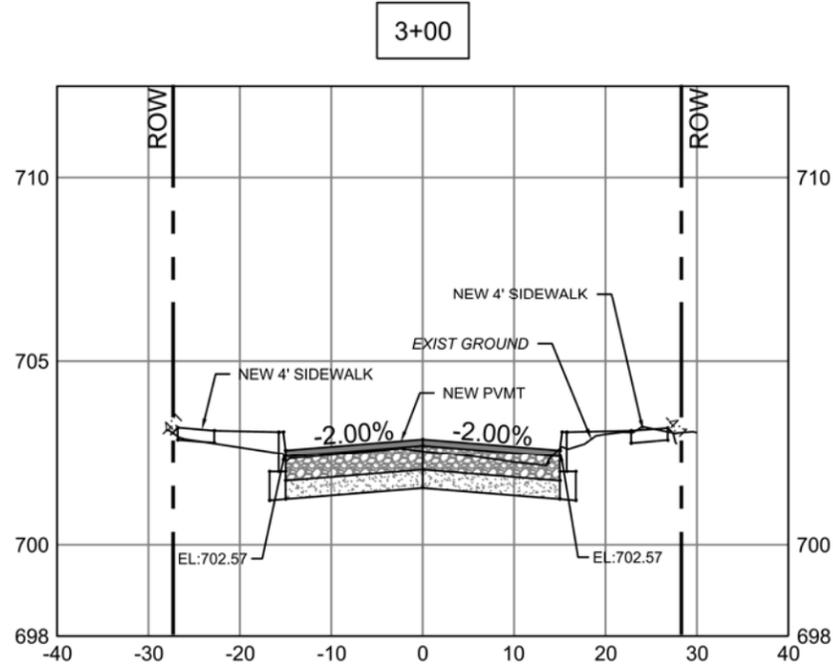
SCALE:
1" = 20' HORZ
1" = 5' VERT



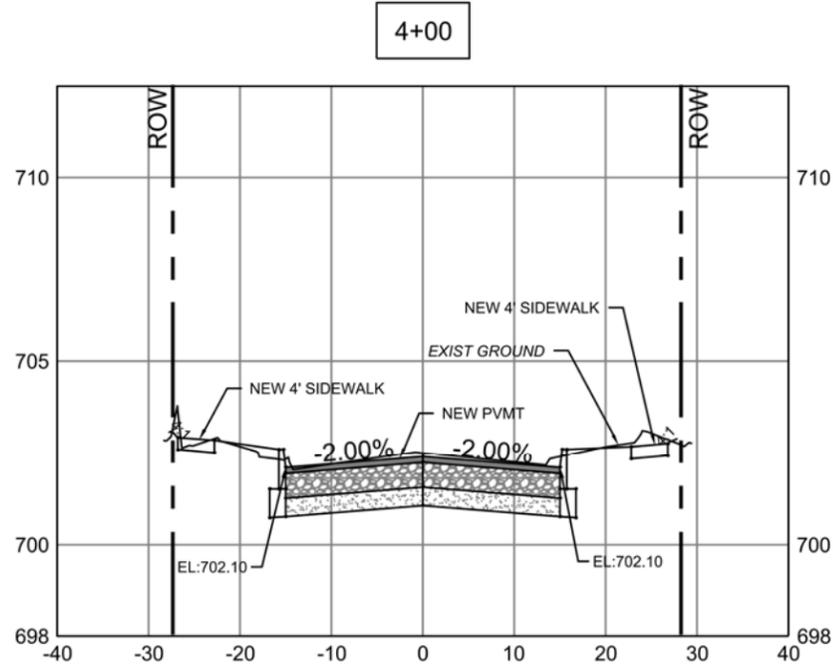
Mark B. Hill
07-28-2016

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CITY OF SAN ANTONIO		
TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION		
SECTION VIEWS		
STA 0+50 TO STA 2+00		
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DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 18 OF 39

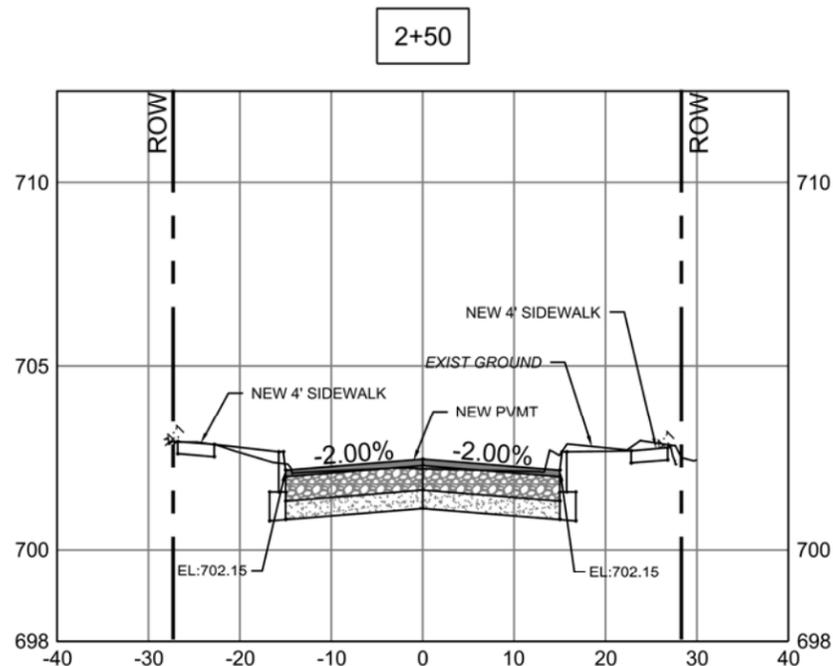
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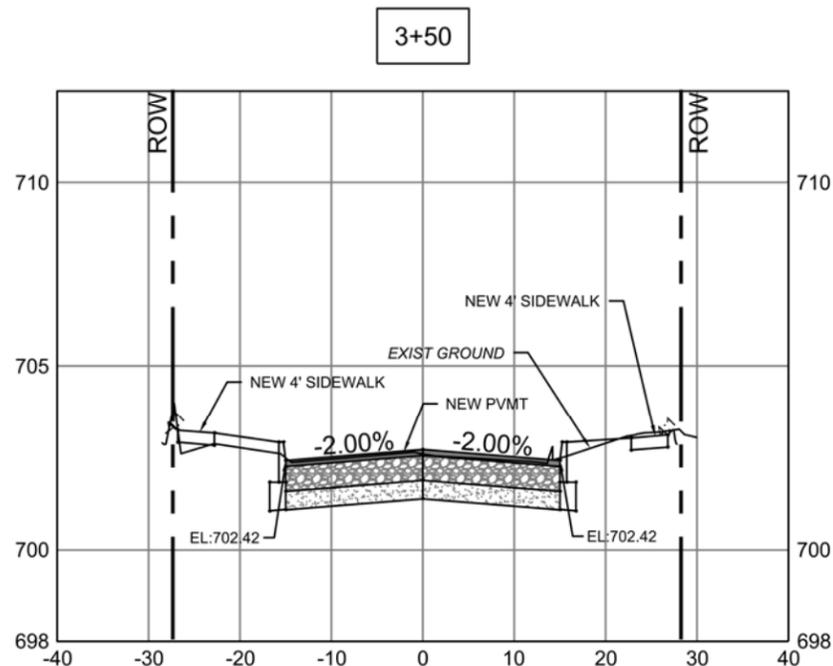
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Prop									



Exist									
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Prop									



Exist									
		702.6	702.77	702.1	702.25	702.2	702.45	702.1	702.25
Prop									



Exist									
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Prop									

NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

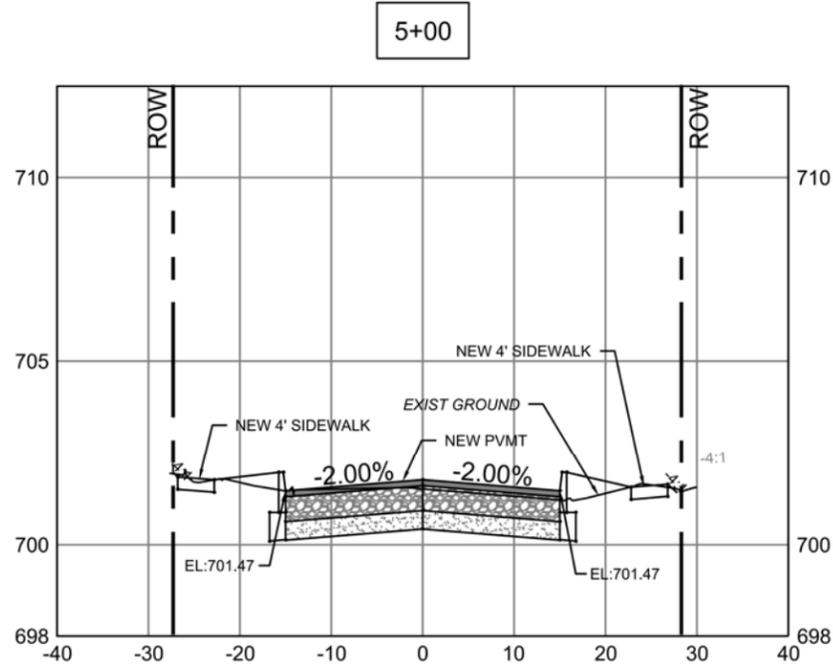
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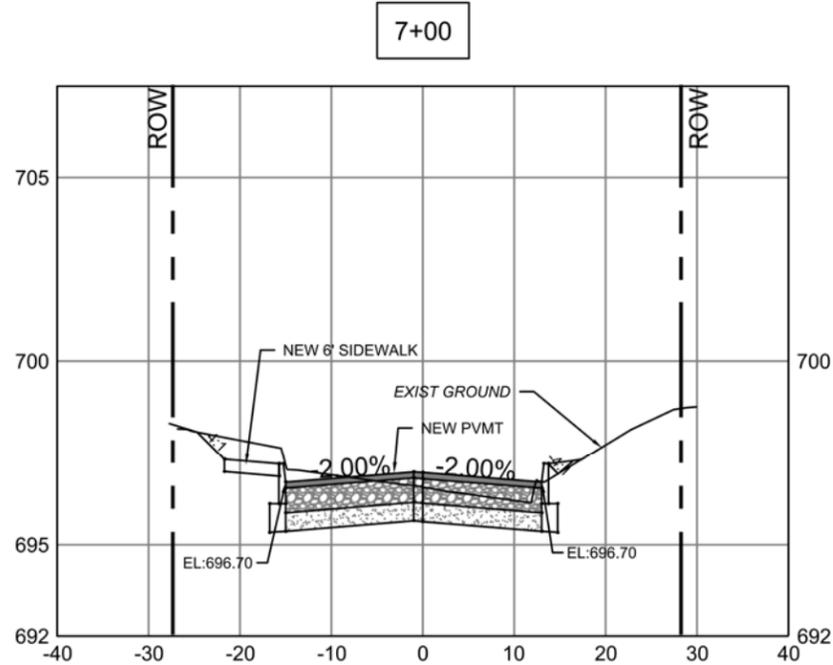
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07-28-2016

TYPE NO. E-1102 FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION SECTION VIEWS STA 2+50 TO STA 4+00		
10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 19 OF 39

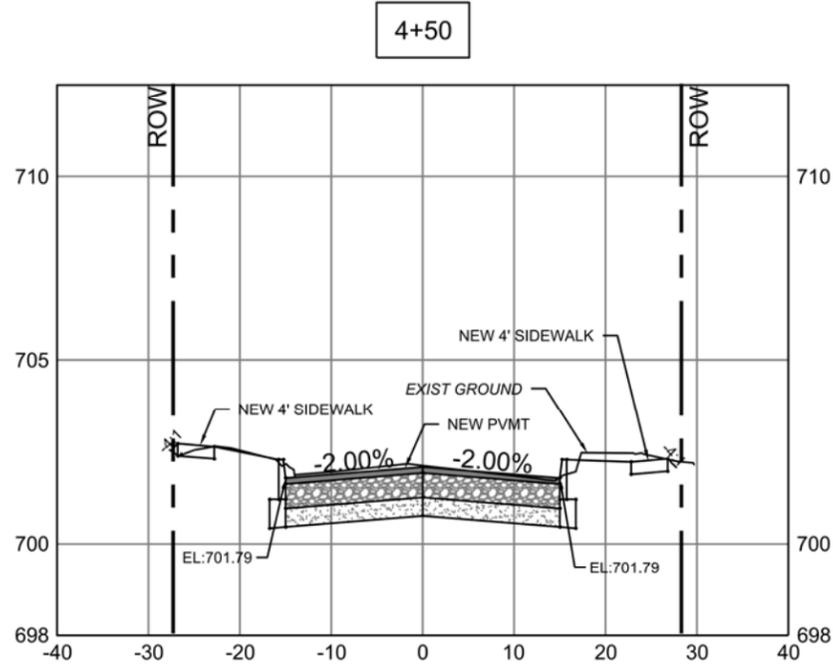
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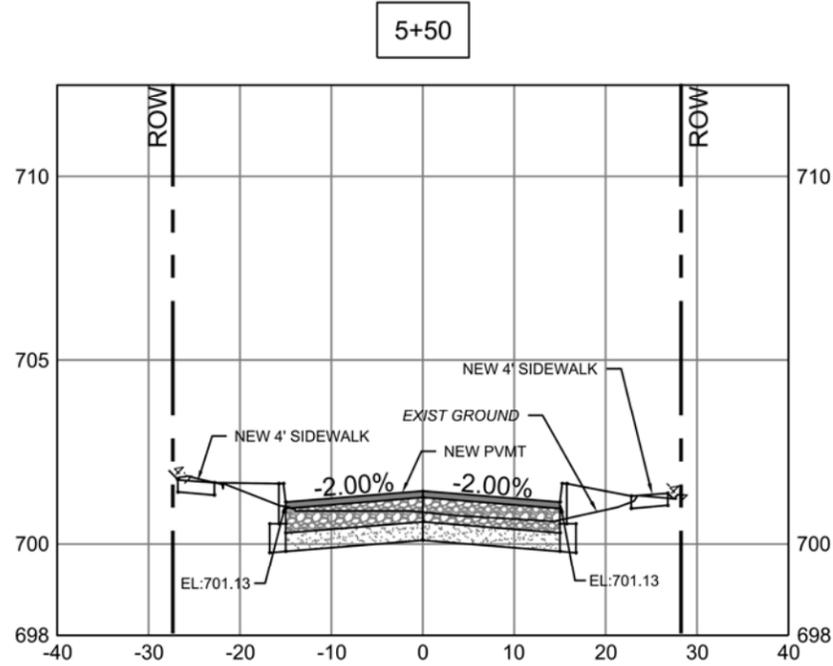
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Prop									



Exist									
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Prop									



Exist									
	702.5	702.90	702.0	701.89	702.1	702.09	701.8	701.89	702.5
Prop									



Exist									
	701.4	701.64	700.9	701.23	700.9	701.43	700.7	701.23	700.9
Prop									

NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

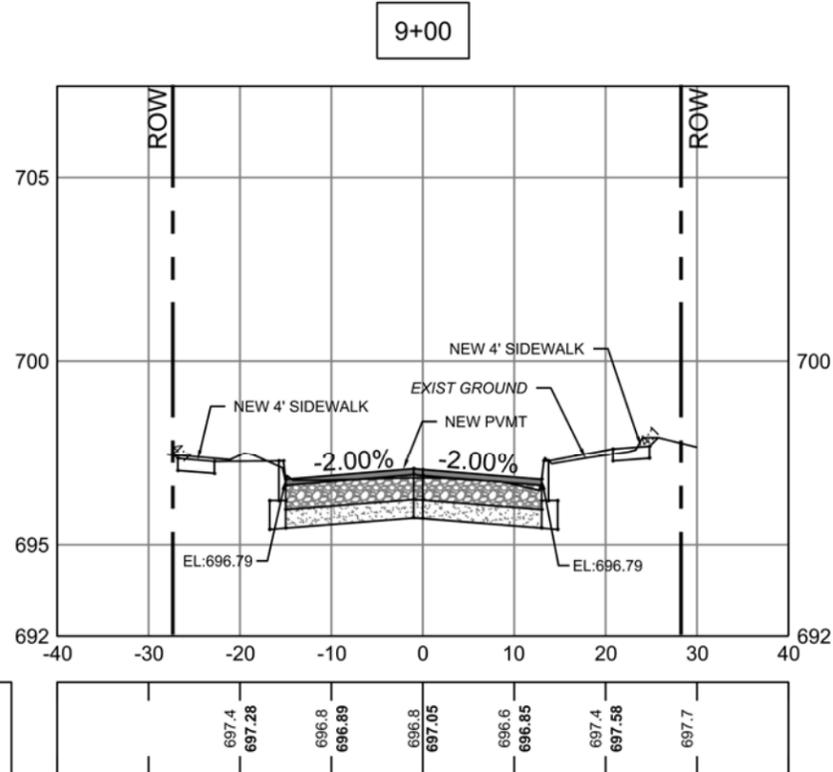
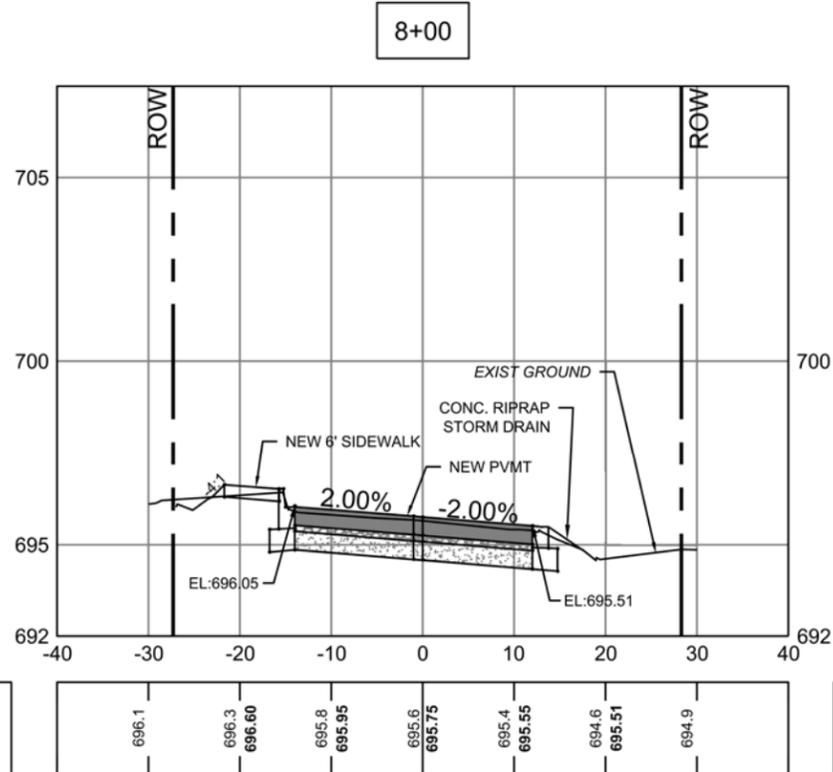
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1" = 5' VERT



Mark Hill
07-28-2016

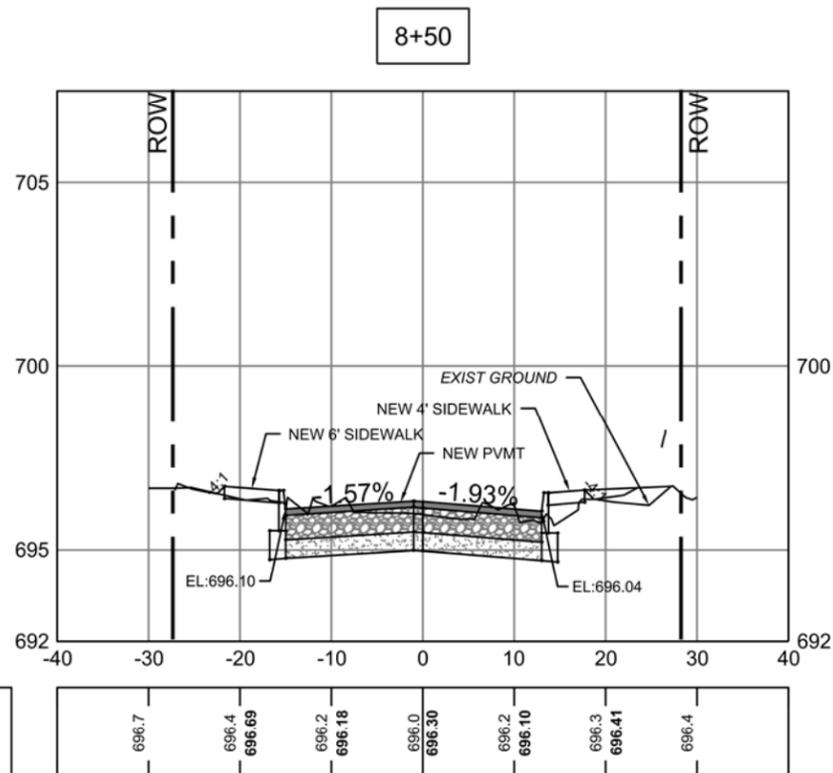
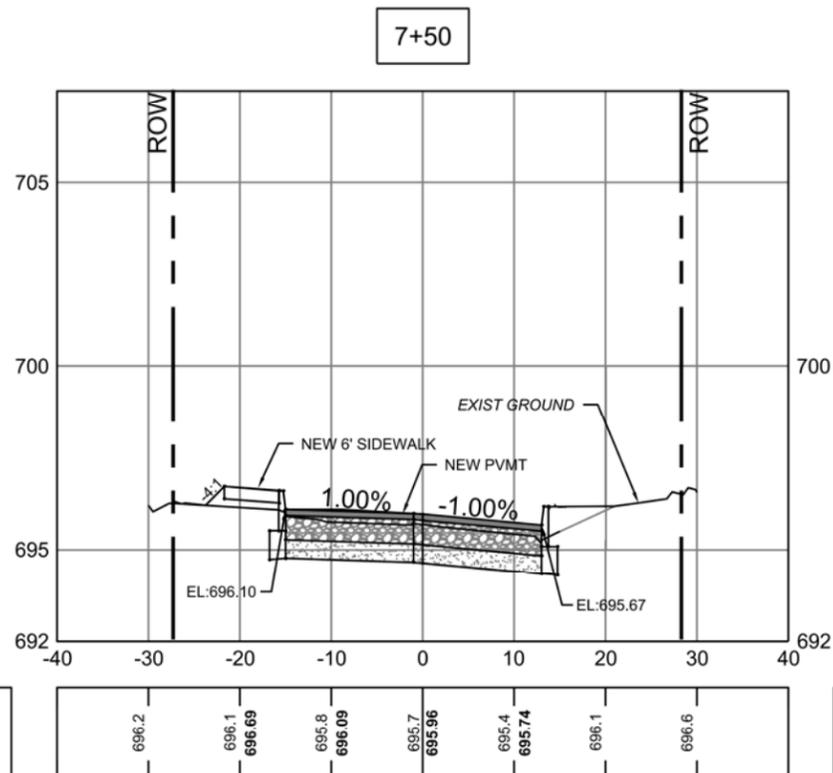
FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION SECTION VIEWS STA 4+50 TO STA 7+00		
10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
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NOTE:
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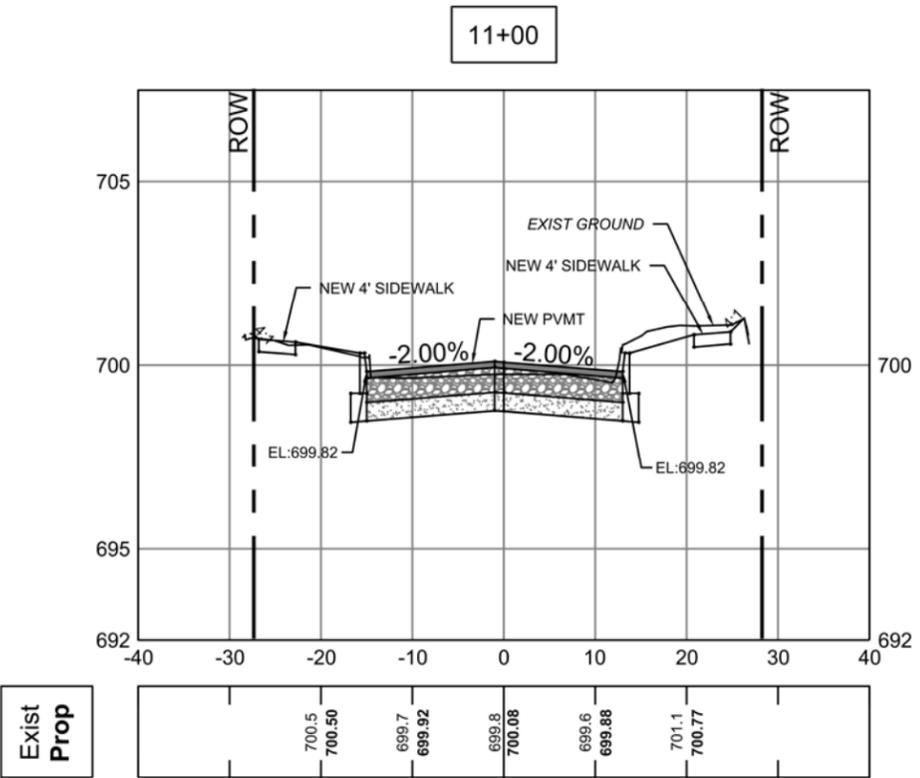
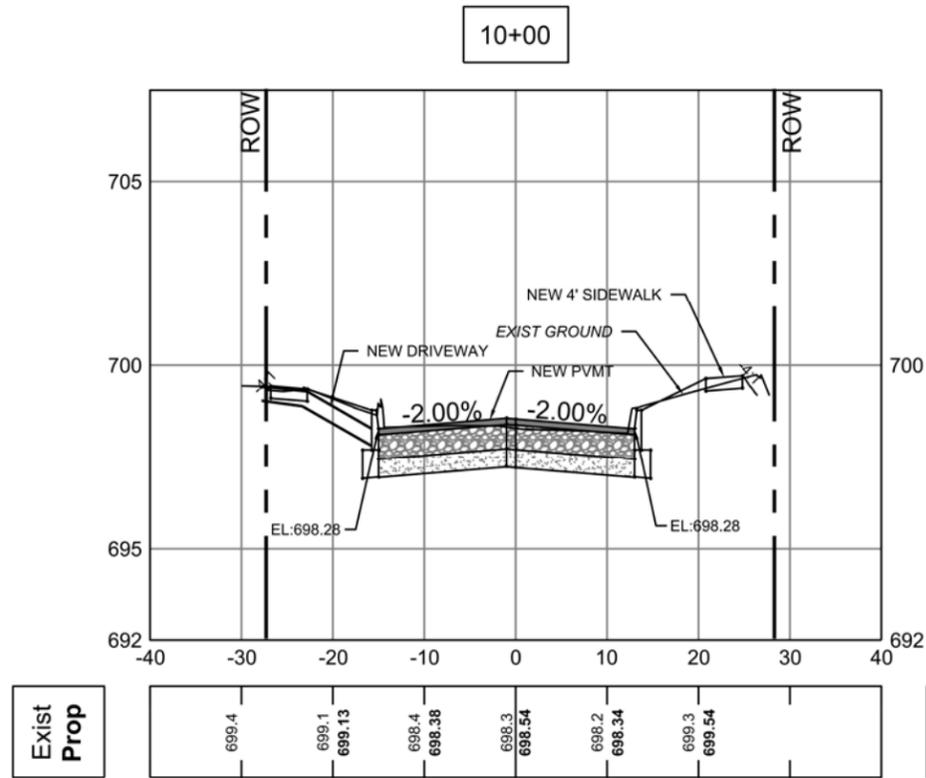
SCALE:
1" = 20' HORZ
1" = 5' VERT



Mark B. Hill
07-28-2016

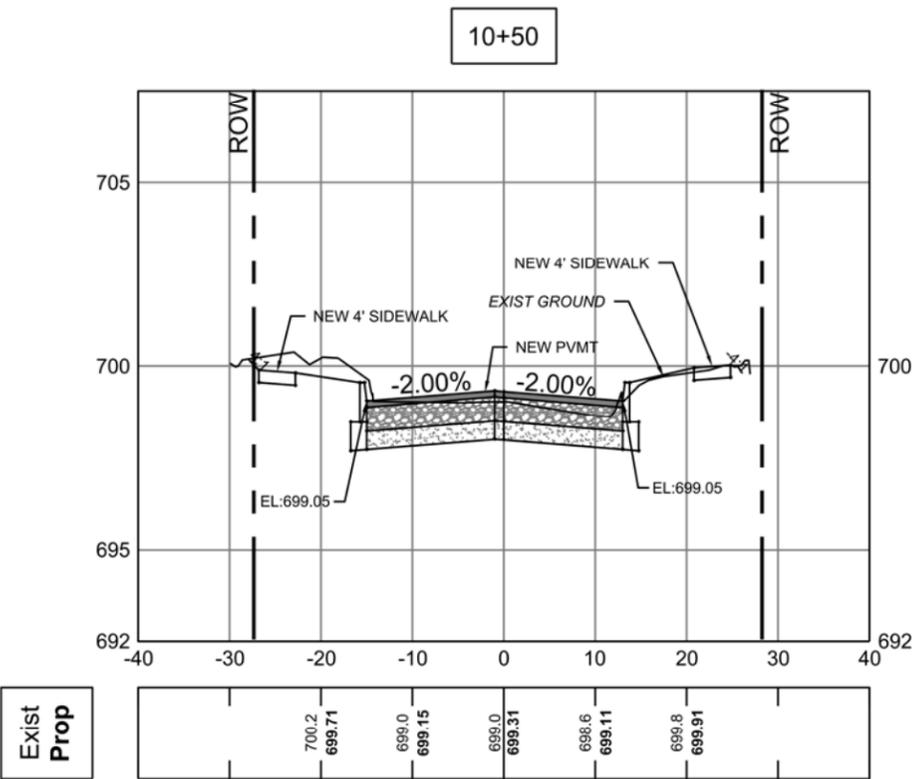
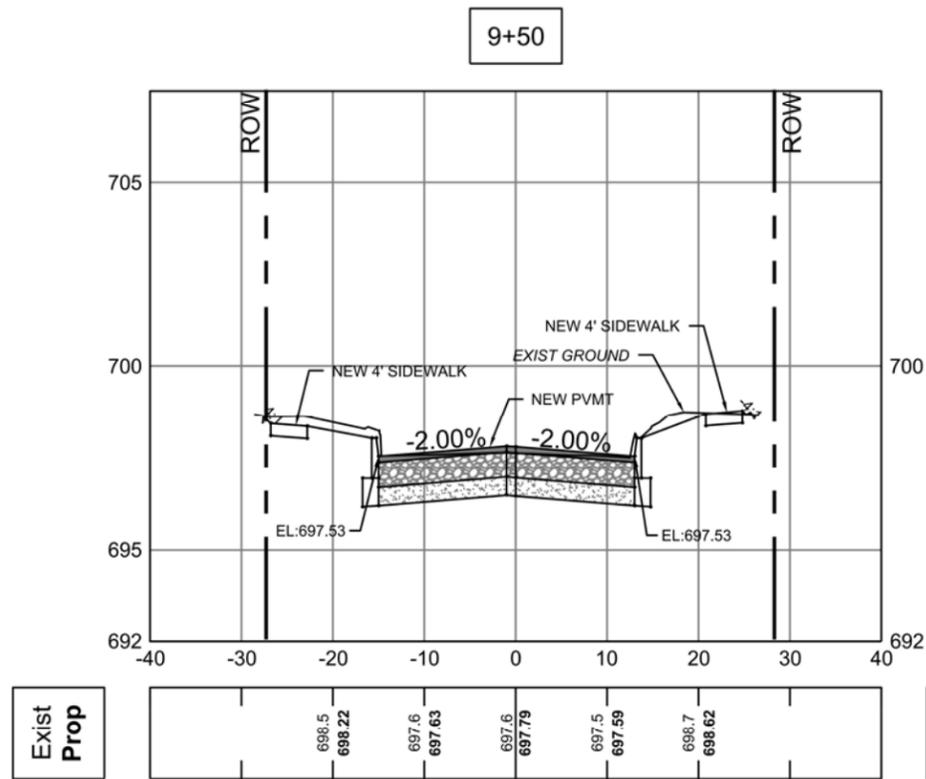
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10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO		
TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION		
SECTION VIEWS		
STA 7+50 TO STA 9+00		
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DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
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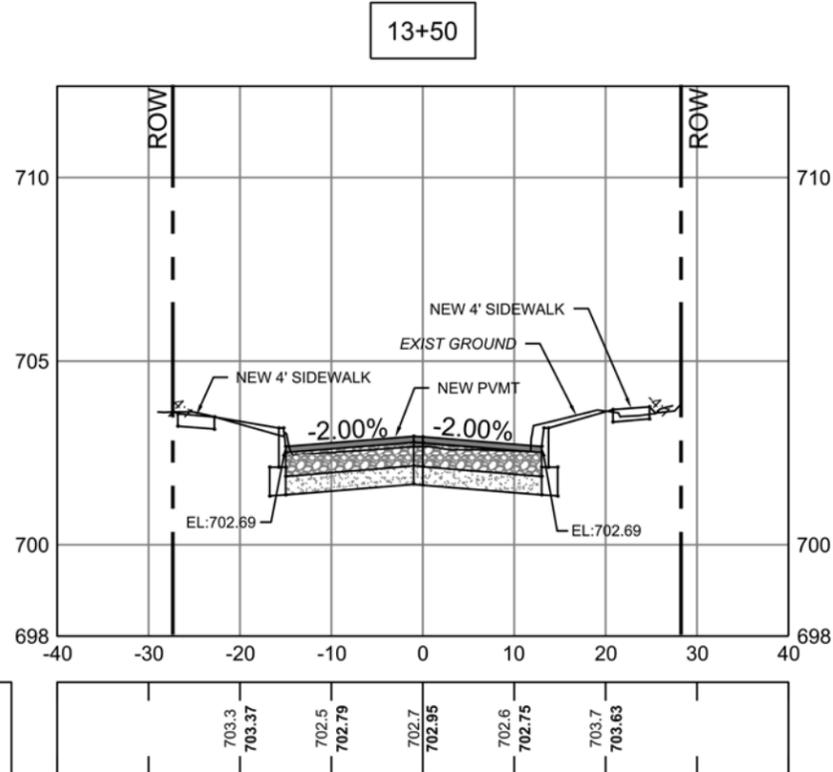
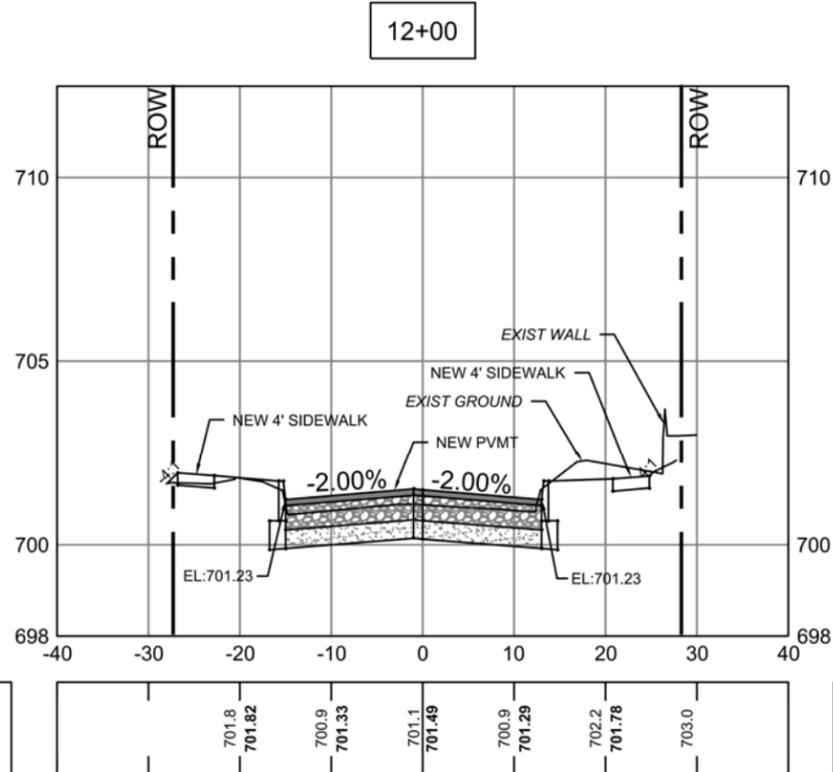
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SCALE:
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1" = 5' VERT



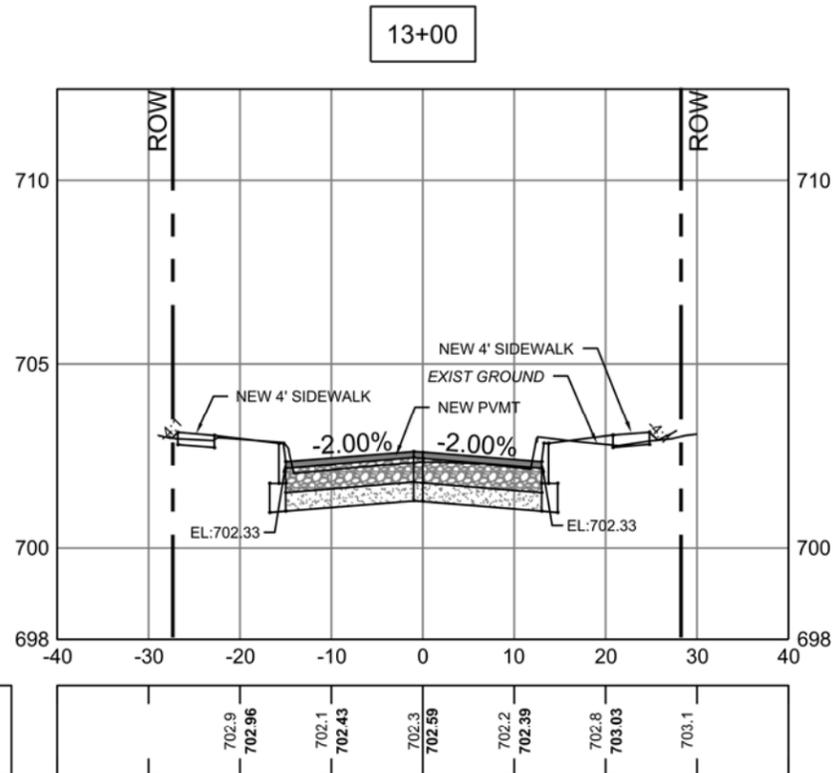
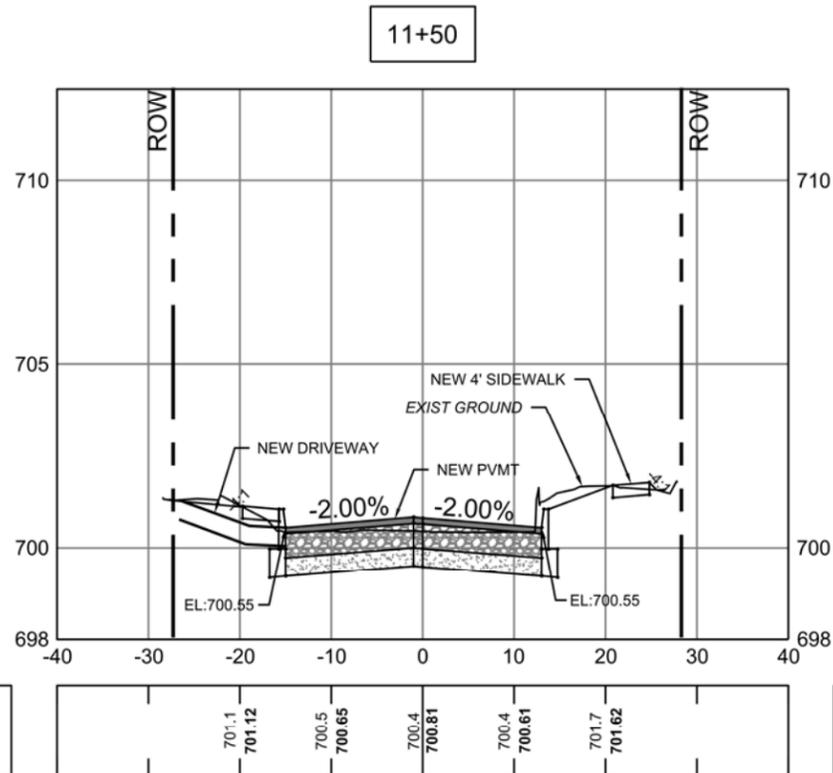
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CITY OF SAN ANTONIO		
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WEST LYNWOOD STREET RECONSTRUCTION		
SECTION VIEWS		
STA 9+50 TO STA 11+00		
10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
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		SHEET NO: 22 OF 39



NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

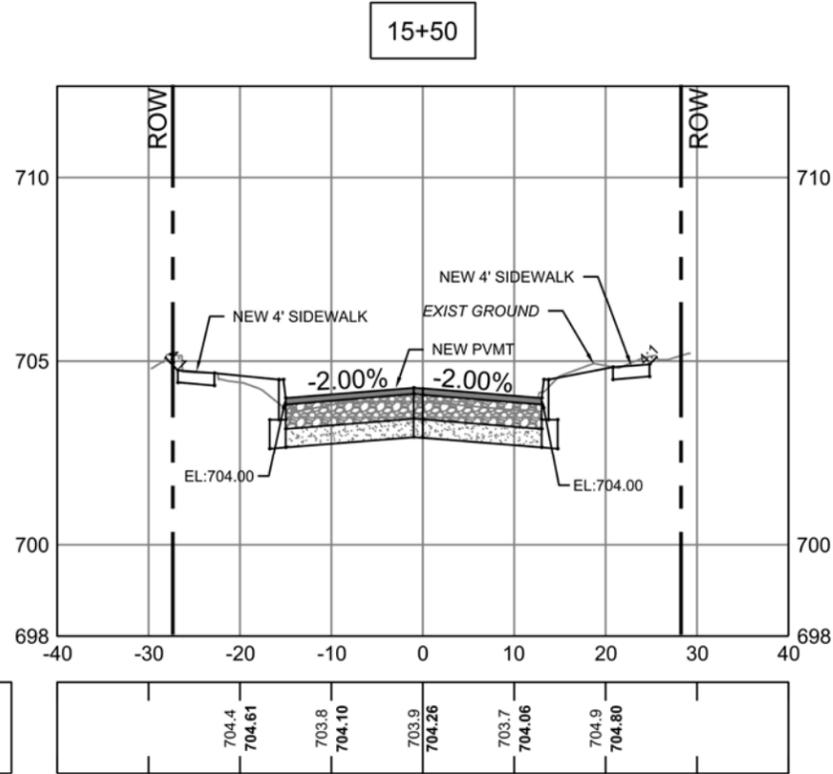
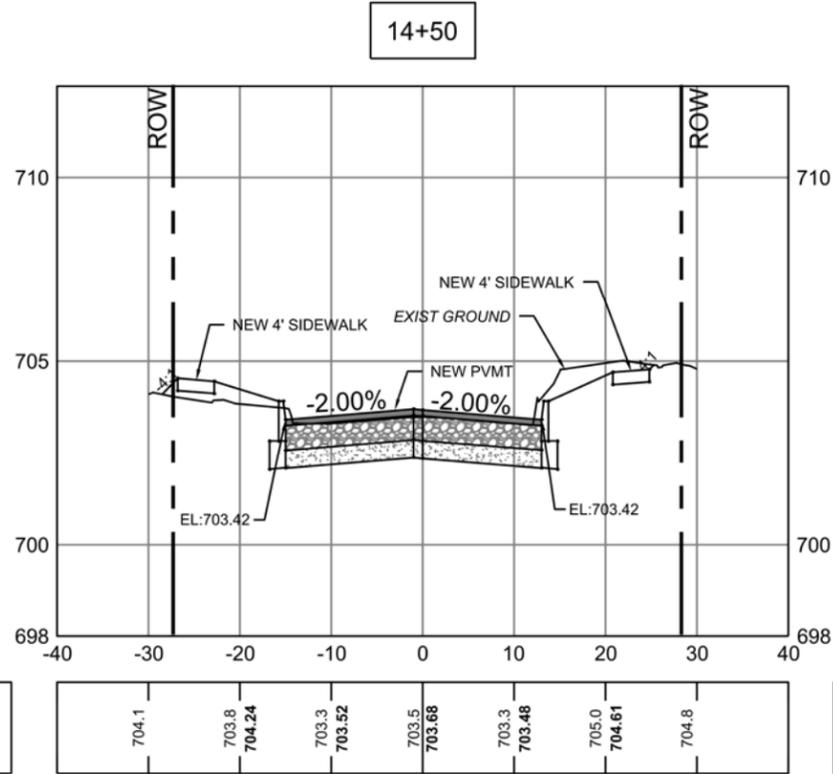
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1" = 5' VERT



Mark Hill
07-28-2016

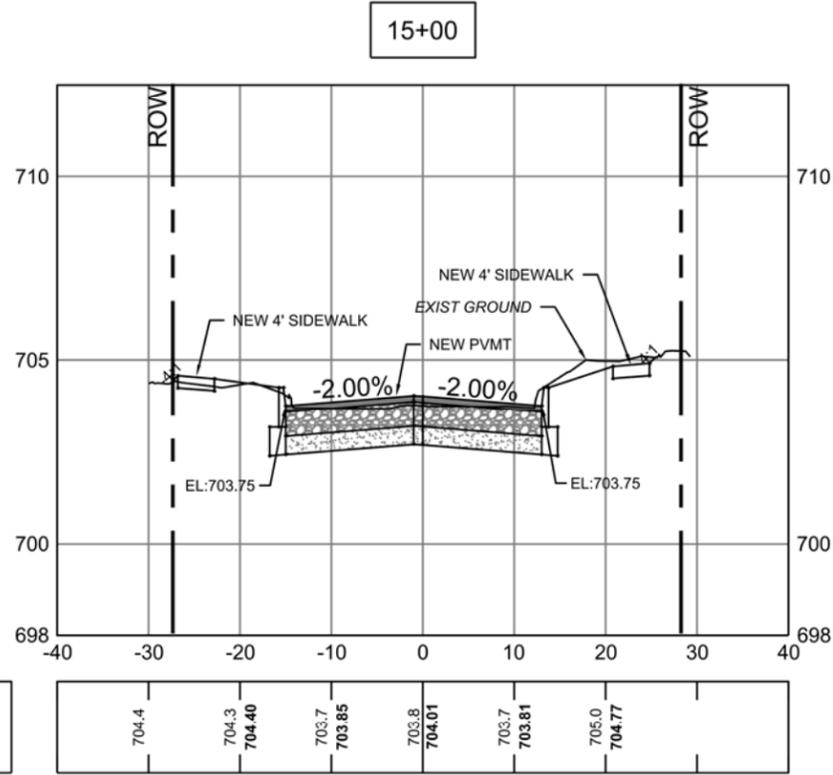
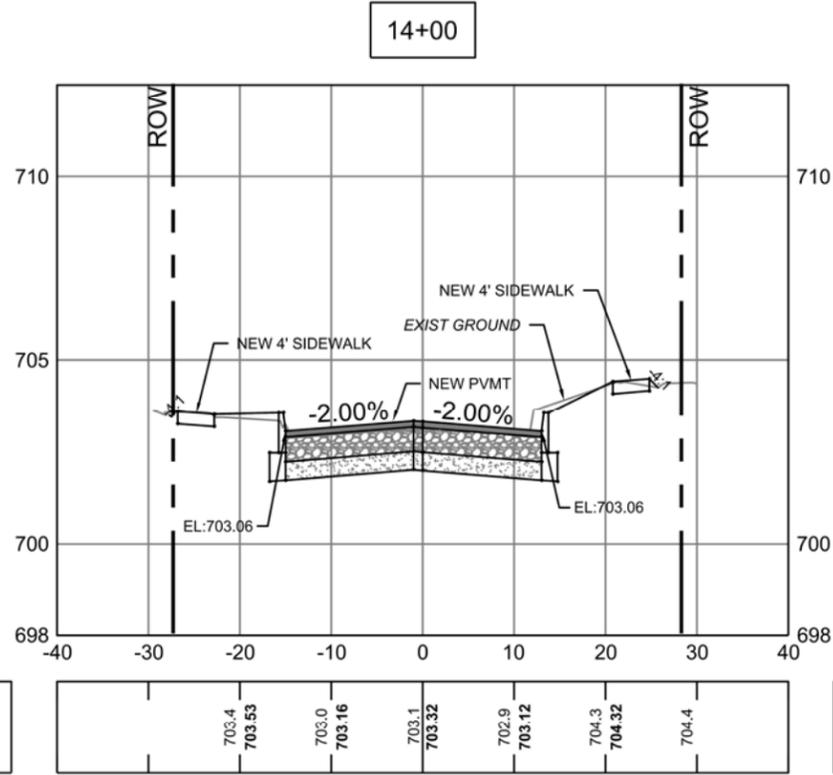
FORD ENGINEERING, INC. <small>10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com</small>		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION SECTION VIEWS STA 11+50 TO STA 13+50		
10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
SHEET NO: 23 OF 39		

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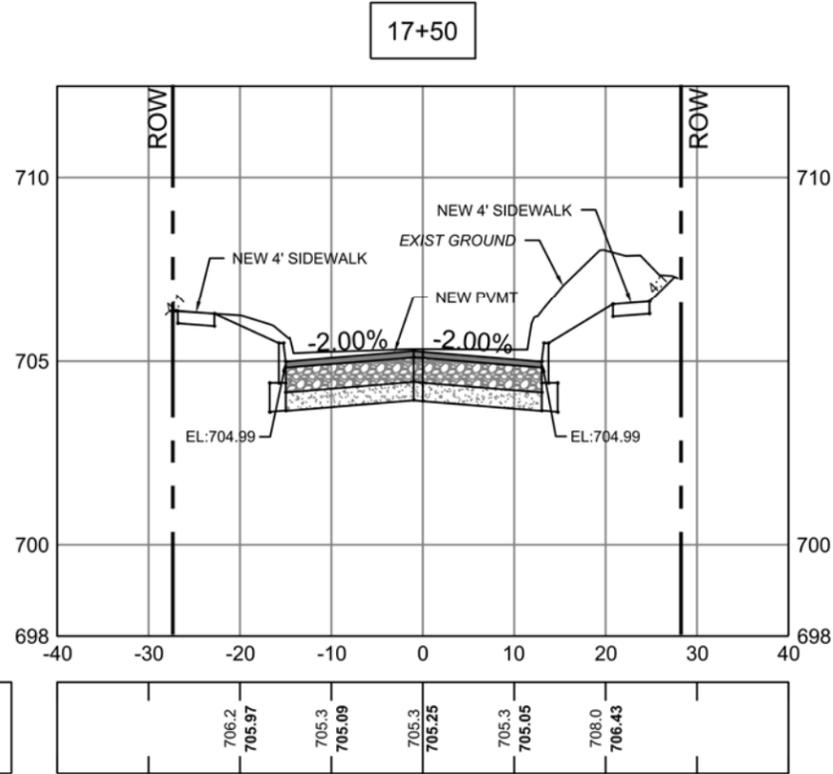
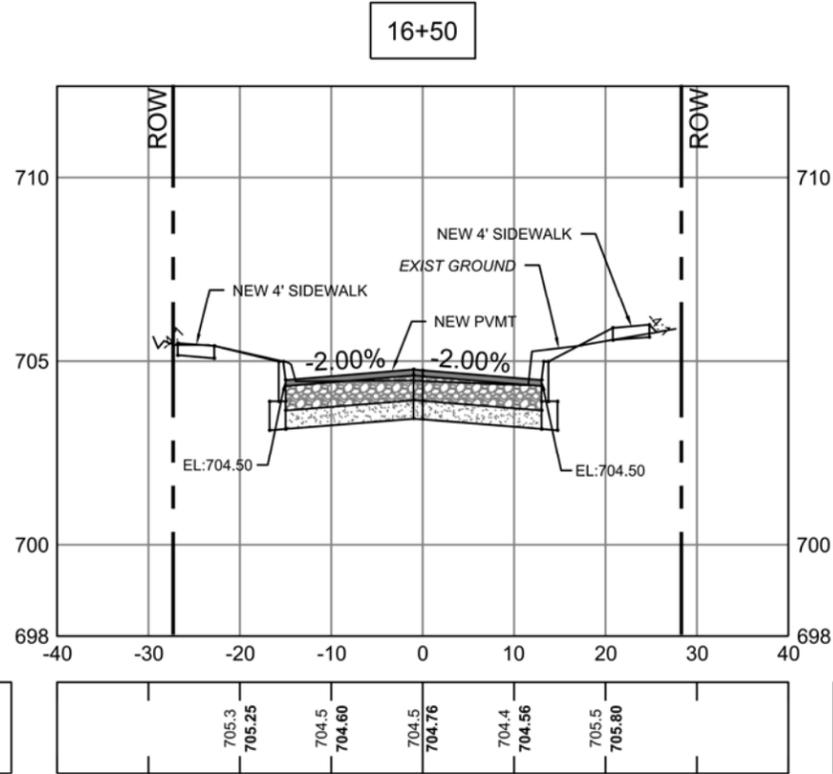
NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

SCALE:
1" = 20' HORZ
1" = 5' VERT



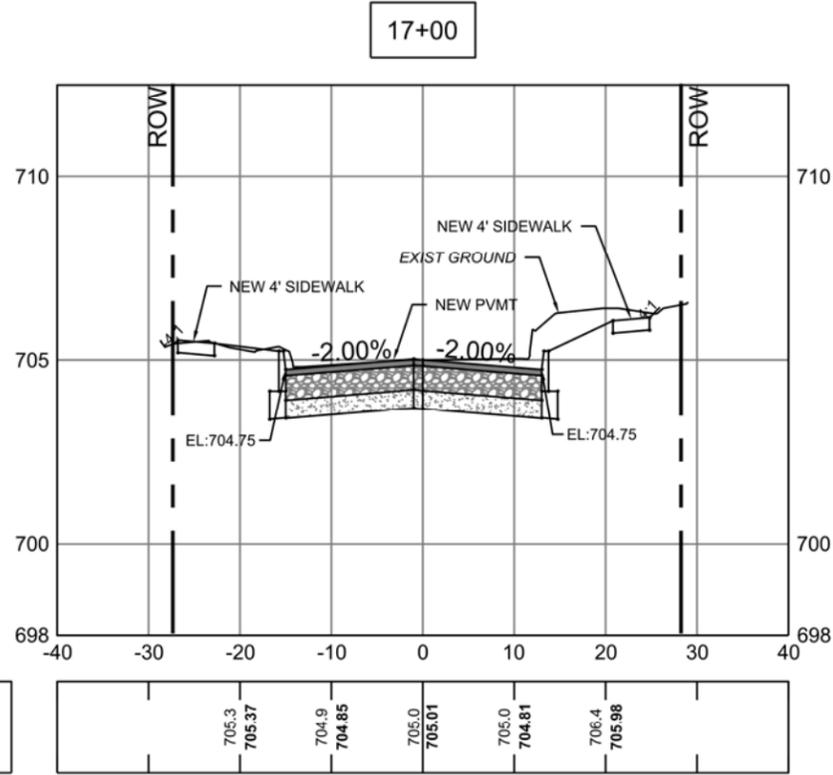
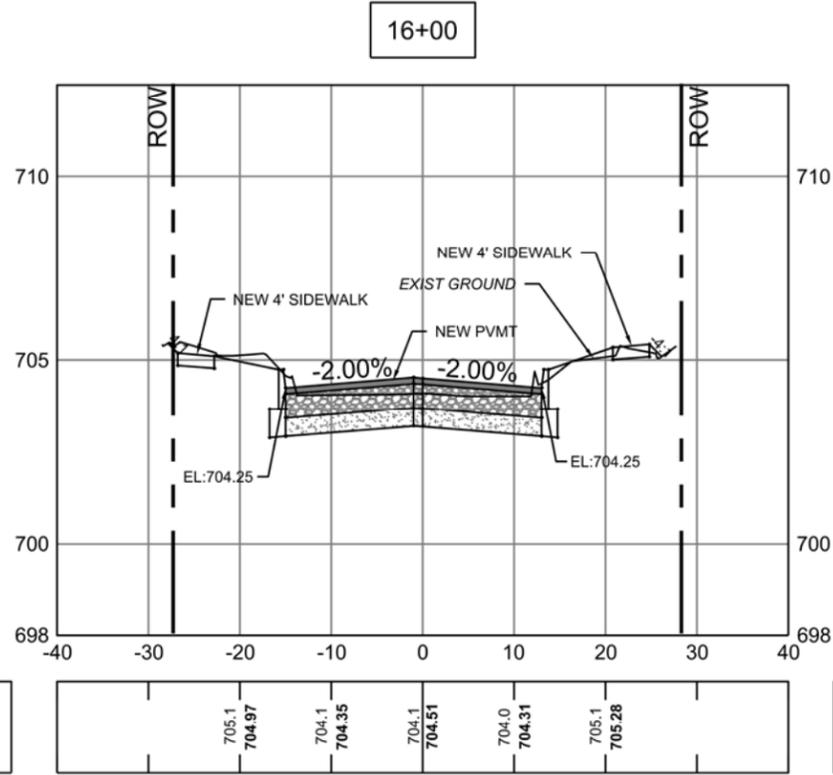
Mark B. Hill
07-28-2016

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CITY OF SAN ANTONIO <small>TRANSPORTATION & CAPITAL IMPROVEMENTS</small>		
<small>WEST LYNWOOD STREET RECONSTRUCTION</small> SECTION VIEWS STA 14+00 TO STA 15+50		
10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
SHEET NO: 24 OF 39		



NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

SCALE:
1" = 20' HORZ
1" = 5' VERT



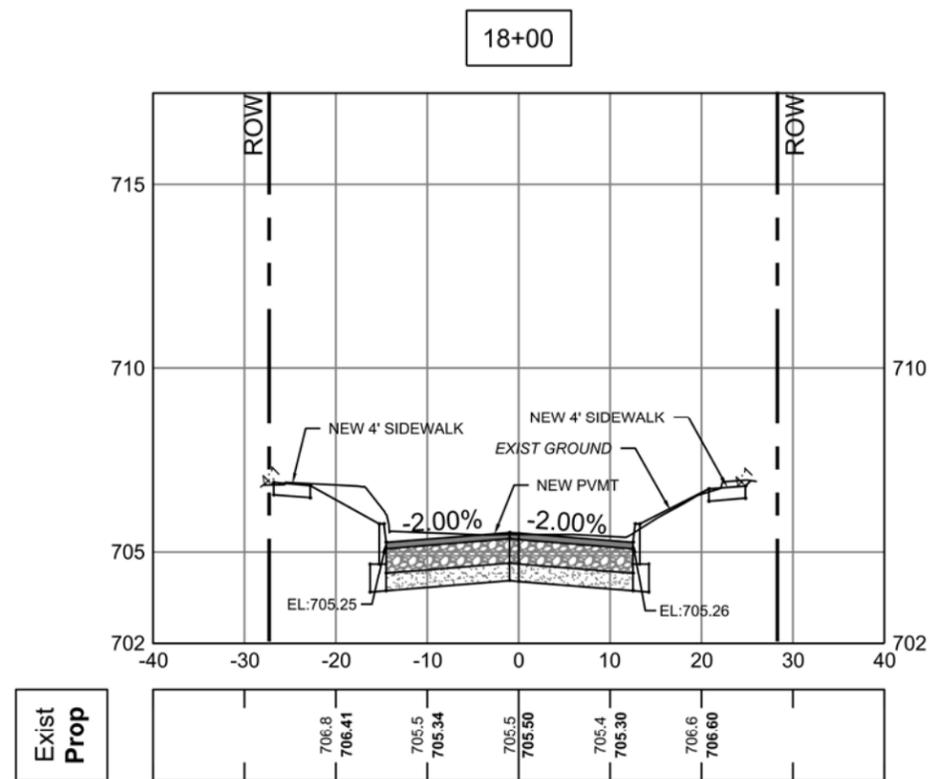
Mark Hill
07-28-2016

FORD ENGINEERING, INC. <small>10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com</small>		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION SECTION VIEWS STA 16+00 TO STA 17+50		
10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
SHEET NO: 25 OF 39		

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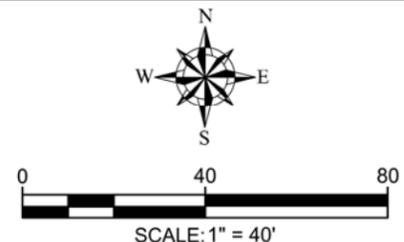
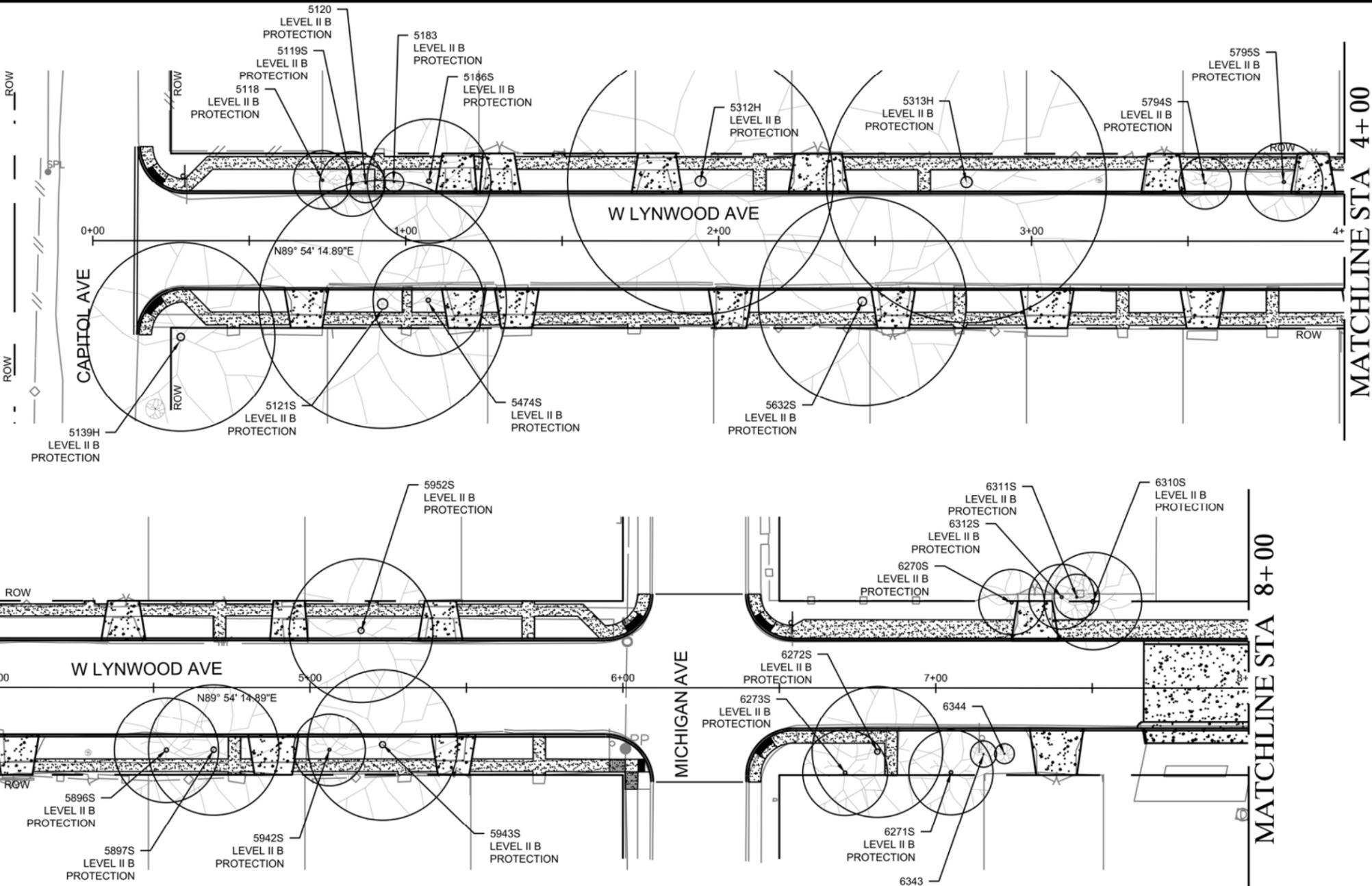
NOTE:
ALL SECTIONS ARE LOOKING
STATION DIRECTION.

SCALE:
1" = 20' HORZ
1" = 5' VERT



Mark B. Hill
07-28-2016

<small>TYPE NO. E-1182</small> FORD ENGINEERING, INC. <small>10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com</small>		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION SECTION VIEWS STA 18+00		
10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
SHEET NO: 26 OF 39		



LEGEND

EXIST PAVEMENT	
EXIST CHAIN LINK FENCE	
EXIST WIRE FENCE	
EXIST ELECTRIC	
EXIST TELEPHONE	
EXIST FIBER	
EXIST GAS	
EXIST WATER	
EXIST SEWER	
EXIST WOOD FENCE	
EXIST SEWER MANHOLE	
EXIST MAILBOX	
EXIST POWER POLE	
EXIST GATE	
EXIST WATER METER	
EXIST WATER VALVE	
EXIST FIRE HYDRANT	
NEW CONC DRIVEWAY	
NEW CONC SIDEWALK	

- NOTES:**
- "S" INDICATES TREE TO BE SIGNIFICANT.
 - "H" INDICATED TREE TO BE HERITAGE.
 - CONTRACTOR TO MAINTAIN NEW TREES WITH WATER PER CITY STANDARD 804.
 - BACKFILL STUMP HOLES WITH COMPACTED FILL TO WITHIN 12" OF FINISHED GRADE. FILL REMAINDER TO FINISHED GRADE W/ FLEXIBLE BASE TYPE A GR 1 OR 2.

No.	Tree Type	DBH (inches)	STATION	REMOVE			Preserve
				Exempt	Mitigate	Replace	
5118	Chinaberry	9	0+73.39				X
5119	Crepe Myrtle	6	0+82.74				X
5120	Crepe Myrtle	3	0+87.18				X
5121	Crepe Myrtle	6	0+92.61				X
5139	Oak	29	0+28.09				X
5183	Crepe Myrtle	3	0+96.81				X
5186	Crepe Myrtle	19	1+07.38				X
5312	Ash	41	1+94.17				X
5313	Ash	43	2+79.13				X
5632	Crepe Myrtle	9	2+45.88				X
5794	Oak	8	3+55.34				X
5795	Oak	12	3+80.52				X
5896	Mullberry	16	4+54.06				X
5897	Mullberry	20	4+69.22				X

No.	Tree Type	DBH (inches)	STATION	REMOVE			Preserve
				Exempt	Mitigate	Replace	
5942	Oak	11	5+06.14				X
5943	Crepe Myrtle	23	5+23.14				X
5952	Ash	22	5+16.27				X
6270	Mullberry	10	7+24.24				X
6271	Hackberry	13	7+04.89				X
6272	Ash	20	6+81.30				X
6273	Hackberry	13	6+70.99				X
6310	Hackberry	15	7+50.20				X
6311	Mullberry	7	7+45.01				X
6312	Hackberry	10	7+40.22				X
6343	Palm	4	7+15.26				X
6344	Crepe Myrtle	3	7+21.92				X



Mark B. Hill
07-28-2016

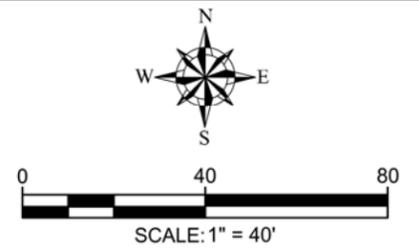
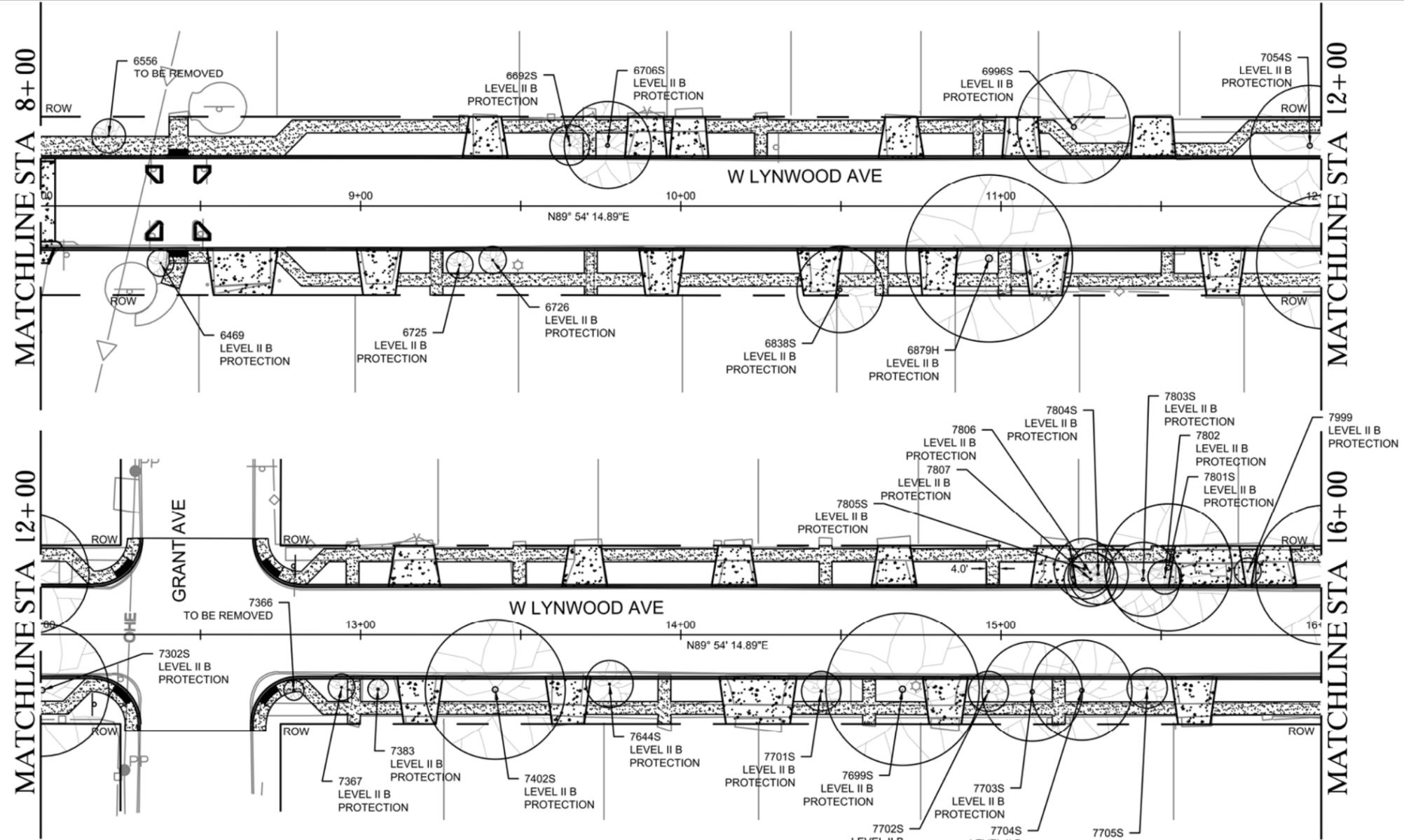
FORD ENGINEERING, INC.
10927 WYE DRIVE SUITE 104
SAN ANTONIO, TX 78217
TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

WEST LYNWOOD STREET RECONSTRUCTION
TREE PROTECTION PLAN
STA 0+00 TO STA 8+00

10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 27 OF 39

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LEGEND

EXIST PAVEMENT	
EXIST CHAIN LINK FENCE	
EXIST WIRE FENCE	
EXIST ELECTRIC	
EXIST TELEPHONE	
EXIST FIBER	
EXIST GAS	
EXIST WATER	
EXIST SEWER	
EXIST WOOD FENCE	
EXIST SEWER MANHOLE	
EXIST MAILBOX	
EXIST POWER POLE	
EXIST GATE	
EXIST WATER METER	
EXIST WATER VALVE	
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No.	Tree Type	DBH (inches)	STATION	REMOVE			Preserve
				Exempt	Mitigate	Replace	
6469	Elm	4	8+37.44				X
6556	Oak	5	8+21.20	X			
6692	Palm	6	9+65.28				X
6706	Palm	13	9+77.05				X
6725	Crepe Myrtle	4	9+30.85				X
6726	Crepe Myrtle	4	9+41.17				X
6838	Hackberry	13	10+49.74				X
6879	Ash	25	10+96.23				X
6996	Ash	17	11+22.70				X
7054	Oak	18	11+96.43				X
7302	Cedar	20	12+00.57				X
7366	Crepe Myrtle	3	12+79.05	X			
7367	Crepe Myrtle	4	12+94.00				X
7383	Crepe Myrtle	3	13+05.34				X
7402	Pecan	21	13+41.99				X
7644	Pecan	7	13+77.71				X
7699	Palm	23	14+69.18				X

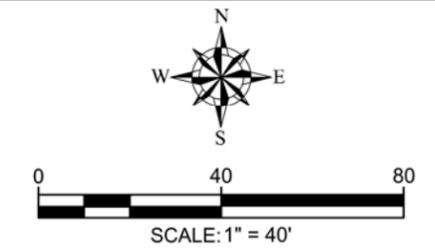
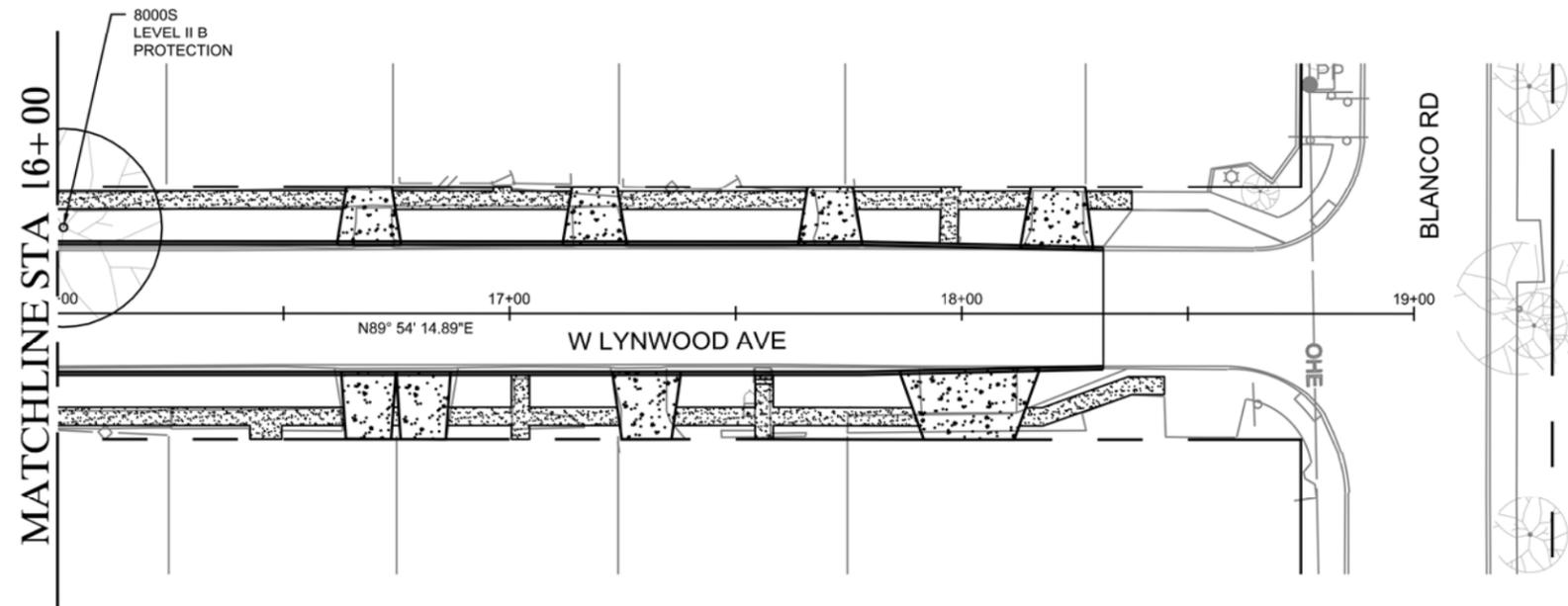
No.	Tree Type	DBH (inches)	STATION	REMOVE			Preserve
				Exempt	Mitigate	Replace	
7701	Crepe Myrtle	6	14+43.77				X
7702	Crepe Myrtle	6	14+96.05				X
7703	Palm	15	15+09.77				X
7704	Palm	15	15+25.20				X
7705	Crepe Myrtle	6	15+45.60				X
7801	Elm	19	15+52.18				X
7802	Elm	5	15+51.14				X
7803	Elm	11	15+44.36				X
7804	Elm	9	15+30.31				X
7805	Oak	9	15+25.96				X
7806	Plum	6	15+27.78				X
7807	Magnolia	8	15+27.99				X
7999	Crepe Myrtle	4	15+77.05				X



Mark B. Hill
07-28-2016

FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT		
WEST LYNWOOD STREET RECONSTRUCTION TREE PROTECTION PLAN STA 8+00 TO STA 16+00		
10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 28 OF 39

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LEGEND

EXIST PAVEMENT	
EXIST CHAIN LINK FENCE	
EXIST WIRE FENCE	
EXIST ELECTRIC	
EXIST TELEPHONE	
EXIST FIBER	
EXIST GAS	
EXIST WATER	
EXIST SEWER	
EXIST WOOD FENCE	
EXIST SEWER MANHOLE	
EXIST MAILBOX	
EXIST POWER POLE	
EXIST GATE	
EXIST WATER METER	
EXIST WATER VALVE	
EXIST FIRE HYDRANT	
NEW CONC DRIVEWAY	
NEW CONC SIDEWALK	

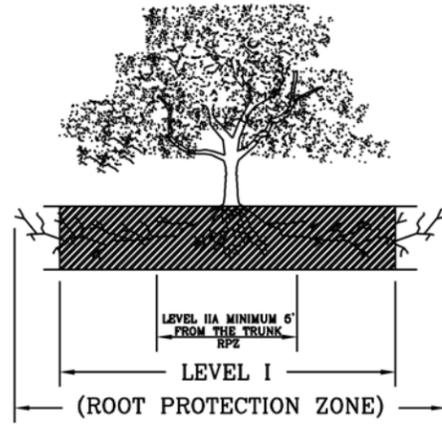
No.	Tree Type	DBH (inches)	STATION	REMOVE			Preserve
				Exempt	Mitigate	Replace	
8000	Oak	21	16+01.31				X

- NOTES:**
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 - "H" INDICATED TREE TO BE HERITAGE.
 - CONTRACTOR TO MAINTAIN NEW TREES WITH WATER PER CITY STANDARD 804.
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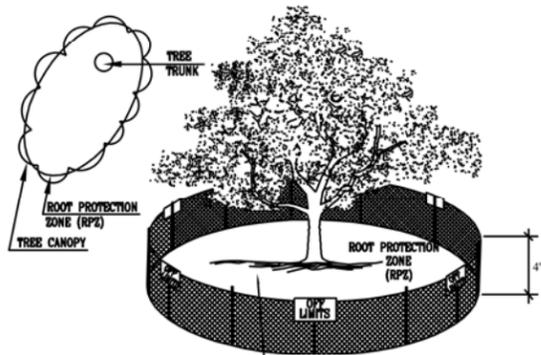


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07-28-2016

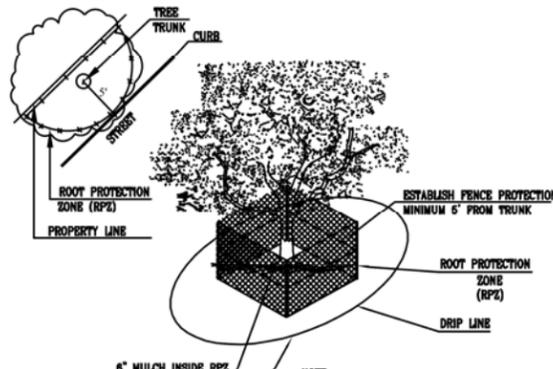
FORD ENGINEERING, INC. <small>10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com</small>		
CITY OF SAN ANTONIO <small>CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT</small>		
<small>WEST LYNWOOD STREET RECONSTRUCTION</small> TREE PROTECTION PLAN STA 16+00 TO END		
100% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 29 OF 39



1.1.1 ELEVATION
N. T. S.
ROOT PROTECTION ZONE—THE ROOT PROTECTION ZONE IS A CIRCULAR AREA AROUND A TREE THAT IS BASED ON THE DIAMETER OF THE TREE. EACH 1 INCH DIAMETER OF THE TREE EQUALS 1 FOOT RADIUS FOR ROOT PROTECTION ZONE.



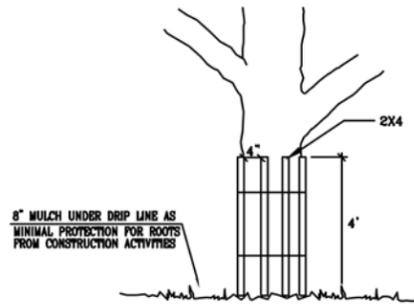
1.1.2 LEVEL I & FENCE PROTECTION
N. T. S.
NOTE:
1. THE FENCING SHOWN ABOVE IS DIAGRAMATIC ONLY AND WILL CONFORM TO THE DRIP LINE AND LIMITED TO PROJECT BOUNDARY.
2. FOR ACCEPTABLE FENCING MATERIALS SEE SPECIFICATIONS.



1.1.3 LEVEL II A FENCE PROTECTION
N. T. S.
NOTE:
1. OPTION USED FOR TIGHT CONSTRUCTION AREAS OR WHEN CONSTRUCTION OCCURS IN ROOT PROTECTION ZONE.
2. FOR ACCEPTABLE FENCING MATERIALS SEE SPECIFICATIONS.

GENERAL NOTES

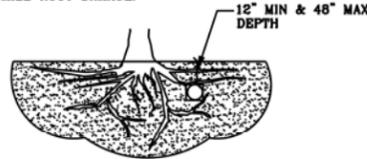
- ALL THE TREES WITH A DIAMETER GREATER THAN 3 INCHES AFFECTED BY CONSTRUCTION SHALL HAVE THE LIMBS AND ROOTS TRIMMED AND PRUNED ACCORDING TO ITEM No. 802. TREE PRUNING, SOIL AMENDING AND FERTILIZATION, UNLESS SPECIFIED TREES SHALL RECEIVE LEVEL 2 PROTECTION AS PER ITEM No. 802. TREES TO RECEIVE LEVEL 1 PROTECTION AS PER ITEM No. 802 ARE SHOWN ON TREE PROTECTION TABLE ON THIS SHEET.
- ALL TREES SHALL REMAIN UNLESS NOTED ON THE PLANS.
- NO SITE PREPARATION WORK SHALL BEGIN IN AREAS WHERE TREE PRESERVATION AND TREATMENT MEASURES HAVE NOT BEEN COMPLETED AND APPROVED.
- TREE PROTECTION FENCING SHALL BE REQUIRED. TREE PROTECTION FENCING SHALL BE INSTALLED, MAINTAINED AND REPAIRED BY THE CONTRACTOR DURING SITE CONSTRUCTION.
- THE CONTRACTOR SHALL AVOID CUTTING ROOTS LARGER THAN THREE INCHES IN DIAMETER WHEN EXCAVATING NEAR EXISTING TREES. EXCAVATION IN THE VICINITY OF TREES SHALL PROCEED WITH CAUTION. THE CONTRACTOR SHALL CONTACT THE CITY INSPECTOR.
- THE ROOT PROTECTION ZONE IS THAT AREA SURROUNDING A TREE, AS MEASURED BY A RADIUS FROM THE TREE TRUNK, IN WHICH NO EQUIPMENT, VEHICLES OR MATERIALS MAY OPERATE OR BE STORED. THE REQUIRED RADIUS LENGTH IS 1 FOOT PER DIAMETER INCH OF THE TREE. FOR EXAMPLE, A 10-INCH DIAMETER TREE WOULD HAVE A 5-FOOT RADIUS ROOT PROTECTION ZONE AROUND THE TREE. ROOTS OR BRANCHES THAT ARE IN CONFLICT WITH THE CONSTRUCTION SHALL BE CUT CLEANLY ACCORDING TO PROPER PRUNING METHODS. LIVE OAK WOUNDS SHALL BE PAINTED OVER, WITHIN 20 MINUTES TO PREVENT OAK WILT.
- ACCESS TO FENCED AREAS WILL BE PERMITTED ONLY WITH THE APPROVAL OF THE ENGINEER OR CITY INSPECTOR.
- GRADING, IF REQUIRED, SHALL BE LIMITED TO A 3 INCH CUT OR FILL WITHIN THE FENCED ROOT ZONE AREAS.
- TREES, SHRUBS OR BUSHES TO BE CLEARED FROM PROTECTED ROOT ZONE AREAS SHALL BE REMOVED BY HAND AS DIRECTED BY THE PROJECT MANAGER OR CITY INSPECTOR.
- TREES DAMAGED OR LOST DUE TO CONTRACTOR'S NEGLIGENCE DURING CONSTRUCTION SHALL BE MITIGATED TO THE ENGINEER'S SATISFACTION.
- EXPOSED ROOTS SHALL BE COVERED AT THE END OF EACH DAY USING TECHNIQUES SUCH AS COVERING WITH SOIL, MULCH OR WET BURLAP.
- ANY TREE REMOVAL SHALL BE APPROVED BY THE CITY ARBORIST PRIOR TO ITS REMOVAL.



1.1.4 LEVEL II B FENCE PROTECTION
N. T. S.

TREES THAT ARE MARKED TO BE PRESERVED ON A SITE PLAN AND FOR WHICH UTILITIES MUST PASS THROUGH THEIR ROOT PROTECTION ZONES MAY REQUIRE TUNNELING AS OPPOSED TO OPEN TRENCHES. THE DECISION TO TUNNEL WILL BE DETERMINED ON A CASE BY CASE BASIS BY THE ENGINEER.

TUNNELS SHALL BE DUG THROUGH THE ROOT PROTECTION ZONE IN ORDER TO MINIMIZE ROOT DAMAGE.

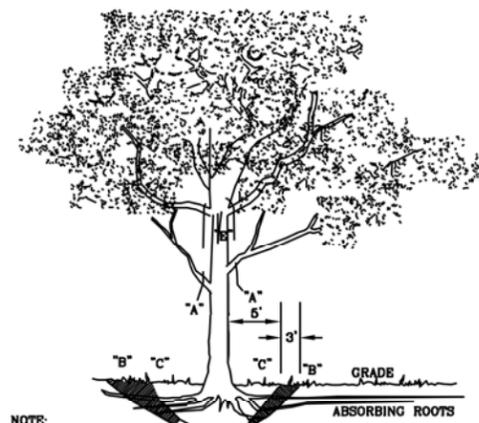


TUNNEL TO MINIMIZE ROOT DAMAGE (TOP) AS OPPOSED TO SURFACE-DUG TRENCHES IN ROOT PROTECTION ZONE WHEN THE 5' MINIMUM DISTANCE FROM TRUNK CAN NOT BE ACHIEVED.



OPEN TRENCHING MAY BE USED IF EXPOSED TREE ROOTS DO NOT EXCEED 3" OR ROOTS CAN BE BENT BACK.

1.2 BORING THRU TREE ROOT ZONE
N. T. S.



NOTE:

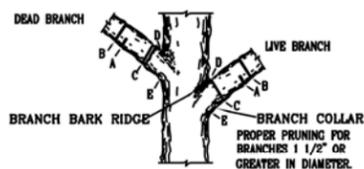
A* REMOVE BULKY TREE PARTS "SHRED" AND/OR HAUL SEPARATELY.

B* BEGIN EXCAVATION APPROX. 8' FROM THE TRUNK - CUT THRU ANCHOR ROOTS AT AN ANGLE - 3' TO 4' DEEP

C* USING TREE TRUNK AS A LEVER PUSH AT POINT "E" TO REMOVE TREE BOLE AND LARGE FEEDER ROOTS (4" TO 10" IN DIAM.)

D* BACKFILL HOLE AND CLEAN UP.

1.3 TREE REMOVAL DIAGRAM
N. T. S.



- FIRST CUT - TO PREVENT THE BARK FROM BEING PEELED WHEN THE BRANCH FALLS.
- SECOND CUT - TO REDUCE THE WEIGHT OF BRANCH.
- FINAL CUT - ALLOW FOR HEALING COLLAR BUT NO STUBS
- BRANCH RIDGES - INDENT PROPERLY BRANCH RIDGES WHICH ARE SITE FOR DECAY.

FOR OAKS ONLY: PAINT ALL WOUNDS OR CUTS WITH PRUNING PAINT WITHIN 20 MIN TO PREVENT THE SPREAD OF OAK WILT.

1.4 BRANCH PRUNING DETAIL
N. T. S.

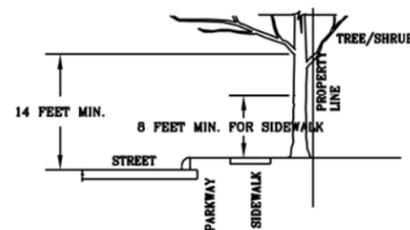
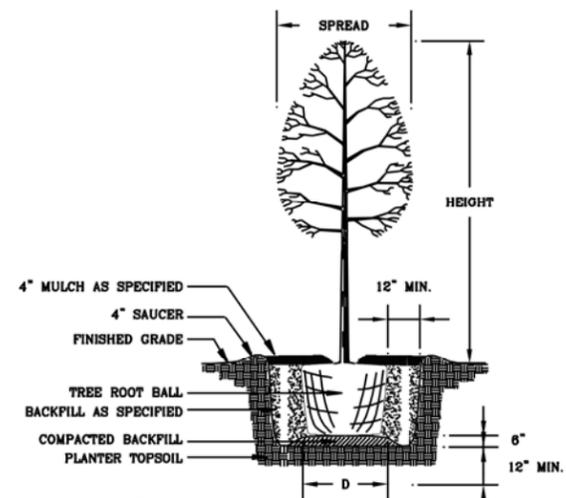


FIGURE No.2:

A MINIMUM BRANCH CLEARANCE OF 14 FEET ABOVE STREET ELEVATION MUST BE MAINTAINED FROM THE PROPERTY LINE TO THE CURB LINE AS PRESCRIBED BY PROJECT MANAGER.

1.5 BRANCH CLEARANCE DETAIL
N. T. S.



1.6 NEW TREE PLANTING DETAIL
N. T. S.

1.3 GENERAL NOTES

TREE INVENTORY SUMMARY (6" DIAMETER AND LARGER)	
TOTAL DIAMETER INCHES, R.O.W	705.0
TOTAL DIAMETER INCHES REMOVED	8
TOTAL DIAMETER INCHES PRESERVED	697
TOTAL PERCENTAGE INCHES PRESERVED	98.9
TOTAL INCHES TO BE MITIGATED	0

1.3 TREE INVENTORY SUMMARY

PREPARED BY: FERNANDEZ PRAZER WHITE & ASSOC. INC.
& C. F. ZAVALA GROUP

CITY OF SAN ANTONIO



DEPARTMENT OF PUBLIC WORKS

CITY OF SAN ANTONIO
TREE PROTECTION DETAILS
TREE PRESERVATION

DESIGNED:	FED. RD. DIST. NO.	STATE		SHT. NO.
CHECKED:		TEXAS		30 OF 39
DRAWN:	STATE DIST. NO.	COUNTY	CONTROL NO.	SECT. NO.
CHECKED:		BEAR		HIGHWAY NO.

DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

I. STORMWATER POLLUTION PREVENTION—CLEAN WATER ACT SECTION 402

Texas Pollutant Discharge Elimination System (TPDES) TXR 150000: Stormwater Discharge Permit or Construction General Permit (CGP) required for projects with 1 or more acres disturbed soil. Projects with any disturbed soil must protect for erosion and sedimentation in accordance with Item 540.

No Action Required Required Action

Action No.

- Prevent stormwater pollution by controlling erosion and sedimentation in accordance with TPDES Permit TXR 150000.
- Comply with the Storm Water Pollution Prevention Plan (SW3P) and revise when necessary to control pollution or required by the Engineer.
- Post Construction Site Notice (CSN) with SW3P information on or near the site, accessible to the public and Texas Commission on Environmental Quality (TCEQ), Environmental Protection Agency (EPA) or other inspectors.
- When Contractor project specific locations (PSL's) increase disturbed soil area to 5 acres or more, Contractor shall submit Notice of Intent (NOI) to TCEQ and the Engineer.
- NOI required: Yes No

Note: If amount of soil disturbance changes, permit requirements may change.

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS CLEAN WATER ACT SECTIONS 401 AND 404

US Army Corps of Engineers (USACE) Permit required for filling, dredging, excavating or other work in any potential USACE jurisdictional water, such as, rivers, creeks, streams, or wetlands.

The Contractor shall adhere to all of the terms and conditions associated with the following permit(s):

- No Permit Required
- Nationwide Permit (NWP) 14 – Pre-construction Notice (PCN) not Required
- Nationwide Permit 14 – PCN Required
- Individual 404 Permit Required
- Other Nationwide Permit Required: NWP# _____

Required Actions: List waters of the US permit applies to, location in project and check Best Management Practices (BMPs) planned to control erosion, sedimentation and post-project total suspended solids (TSS).

-
-
-
-

401 Best Management Practices: (Not applicable if no USACE permit)

Erosion	Sedimentation	Post-Construction TSS
<input type="checkbox"/> Temporary Vegetation	<input type="checkbox"/> Silt Fence	<input type="checkbox"/> Vegetative Filter Strips
<input type="checkbox"/> Blankets/Matting	<input type="checkbox"/> Rock Berm	<input type="checkbox"/> Retention/Irrigation Systems
<input type="checkbox"/> Mulch	<input type="checkbox"/> Triangular Filter Dike	<input type="checkbox"/> Extended Detention Basin
<input type="checkbox"/> Sodding	<input type="checkbox"/> Sand Bag Berm	<input type="checkbox"/> Constructed Wetlands
<input type="checkbox"/> Interceptor Swale	<input type="checkbox"/> Straw Bale Dike	<input type="checkbox"/> Wet Basin
<input type="checkbox"/> Diversion Dike	<input type="checkbox"/> Brush Berms	<input type="checkbox"/> Erosion Control Compost
<input type="checkbox"/> Erosion Control Compost	<input type="checkbox"/> Erosion Control Compost	<input type="checkbox"/> Mulch Filter Berm and Socks
<input type="checkbox"/> Mulch Filter Berm and Socks	<input type="checkbox"/> Mulch Filter Berm and Socks	<input type="checkbox"/> Compost Filter Berm and Socks
<input type="checkbox"/> Compost Filter Berm and Socks	<input type="checkbox"/> Compost Filter Berm and Socks	<input type="checkbox"/> Vegetation Lined Ditches
	<input type="checkbox"/> Stone Outlet Sediment Traps	<input type="checkbox"/> Sand Filter Systems
	<input type="checkbox"/> Sediment Basins	<input type="checkbox"/> Sedimentation Chambers
		<input type="checkbox"/> Grassy Swales

III. CULTURAL RESOURCES

Cultural resources fall under the Antiquities Code of Texas and/or the National Historic Preservation Act, as amended in 1966. If a previously unidentified archeological site is encountered during construction work, activities should be immediately stopped in the vicinity and the City Archeologist (210-207-7306) notified and/or the SHPO.

No Action Required Required Action

Action No.

-
-
-
-

IV. VEGETATION RESOURCES

Preserve native vegetation to the extent practical. Contractor must adhere to Construction Specification Requirements Specs 162,164, 192, 193, 506, 730, 751, 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

No Action Required Required Action

Action No.

- Ensure that a tree permit is in place for this project, if required.
- Follow the tree preservation/mitigation plan provided in the design plan set. If there are any questions or concerns, please contact the City Arborist at 201-0278, before any work begins.

V. FEDERAL LISTED, PROPOSED THREATENED, ENDANGERED SPECIES, CRITICAL HABITAT, STATE LISTED SPECIES, CANDIDATE SPECIES AND MIGRATORY BIRDS.

No Action Required Required Action

Action No.

- MIGRATORY BIRD NESTS: Schedule construction activities as needed to meet the following requirements:

- A. Do not remove or destroy any active migratory bird nests (nests containing eggs and/or fledgling birds) at any time of year. If there are any active nests, they shall not be removed until the nests become inactive.
- B. On/in structures, if there are any active nests, they shall not be removed until all nests become inactive. After inactive nests are removed and/or before nest activity begins, deterrent materials may be applied to the structures to prevent future nest building.

If any of the listed species are observed, cease work in the immediate area, do not disturb species or habitat and contact the COSA Inspector immediately. The work may not remove active nests from bridges and other structures during nesting season of the birds associated with the nests. If caves or sinkholes are discovered, cease work in the immediated area, and contact the COSA Inspector immediately.

VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

General (applies to all projects):

Comply with the Hazard Communication Act (the Act) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropriate for any hazardous materials used.

Obtain and keep on-site Material Safety Data Sheets (MSDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: Paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bare ground and covered, for products which may be hazardous. Maintain product labelling as required by the Act.

Maintain an adequate supply of on-site spill response materials, as indicated in the MSDS. In the event of a spill, take actions to mitigate the spill as indicated in the MSDS, in accordance with safe work practices, and contact the COSA Inspector immediately. The Contractor shall be responsible for the proper containment and cleanup of all product spills.

Contact the COSA Inspector if any of the following are detected:

- * Dead or distressed vegetation (not identified as normal)
- * Trash piles, drums, canister, barrels, etc.
- * Undesirable smells or odors
- * Evidence of leaching or seepage of substances

Hazardous Materials or Contamination Issues Specific to this Project:

No Action Required Required Action

Action No.

-
-
-

Does the project involve the demolition of a span bridge?

Yes No (No further action required)

If "Yes", a pre-demolition notification must be submitted to the Texas Department of State Health Services.

VII. OTHER ENVIRONMENTAL ISSUES

(includes regional issues such as Edwards Aquifer District, etc.)

No Action Required Required Action

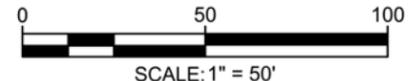
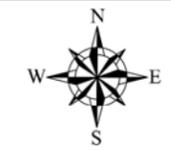
Action No.

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Woodward Place
April 2016
**ENVIRONMENTAL PERMITS,
ISSUES AND COMMITMENTS**
EPIC

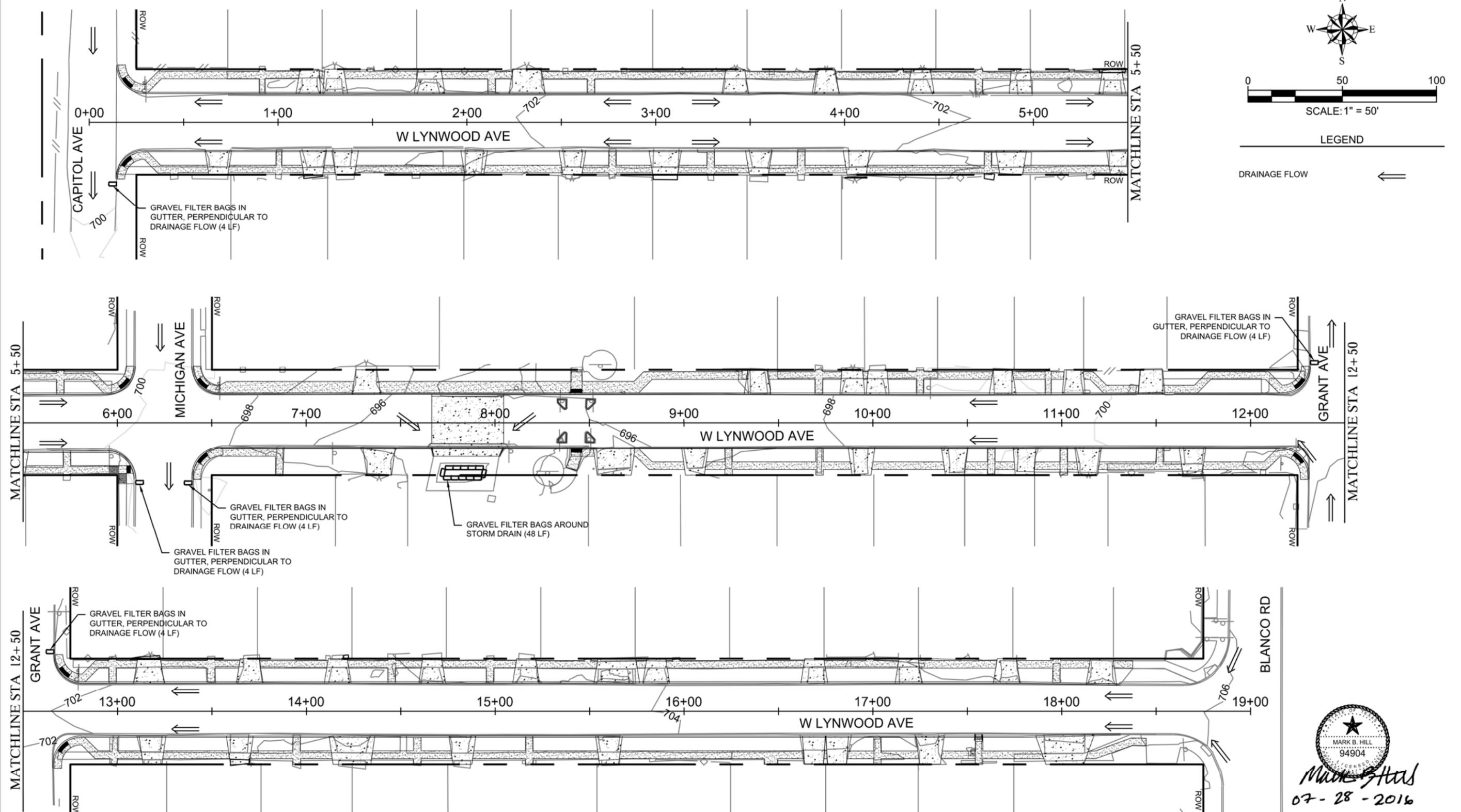
FILE: epic_2015-10-09_SAT.dgn	DN: TxDOT	CK: TxDOT	DW: BW	CK: GAG
©TxDOT	OCTOBER 2015	CONT	SECT	JOB
REVISIONS				
	DIST	COUNTY		SHEET NO.
				31 OF 39

H:\CIV_PROJ_San Antonio\180121 West Lynwood Ave\Drawings\180121_SWPPP.dwg, SWPPP, 7/29/2016 9:38:46 AM, 1-1



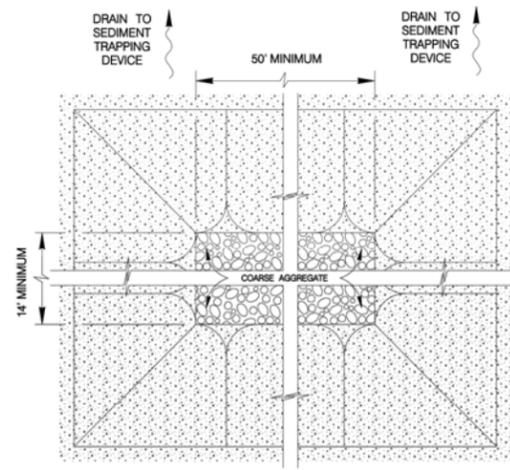
LEGEND

DRAINAGE FLOW ←

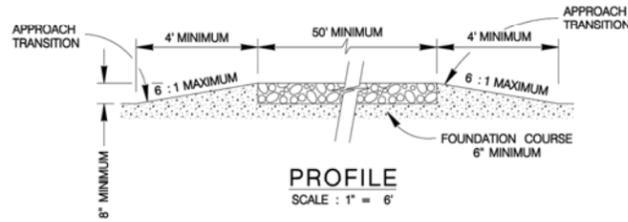


Mark Hill
07-28-2016

TYPE NO. E-1152 FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO TRANSPORTATION & CAPITAL IMPROVEMENTS		
WEST LYNWOOD STREET RECONSTRUCTION SWPPP SWPPP		
10% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH
		SHEET NO: 32 OF 39



PLAN
SCALE: 1" = 6'

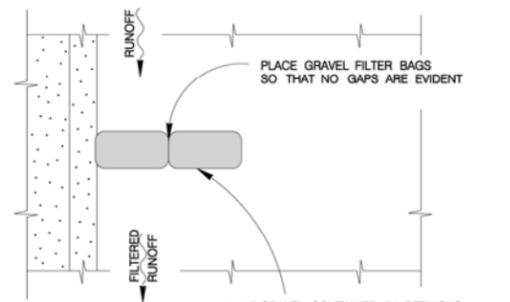


PROFILE
SCALE: 1" = 6'

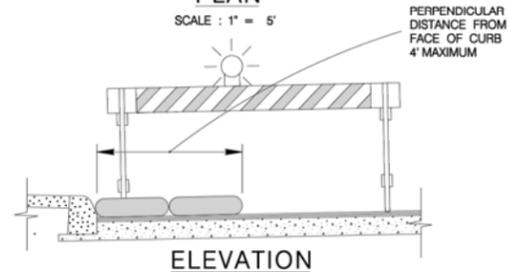
GENERAL NOTES

1. THE LENGTH OF THE TYPE 1 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
2. THE COARSE AGGREGATE SHOULD BE OPEN GRADED WITH A SIZE OF 4" TO 8".
3. THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6:1 AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
4. THE CONSTRUCTION EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
5. THE CONSTRUCTION EXIT SHALL BE GRADED TO ALLOW DRAINAGE TO A SEDIMENT TRAPPING DEVICE.
6. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

CONSTRUCTION EXIT - TYPE 1



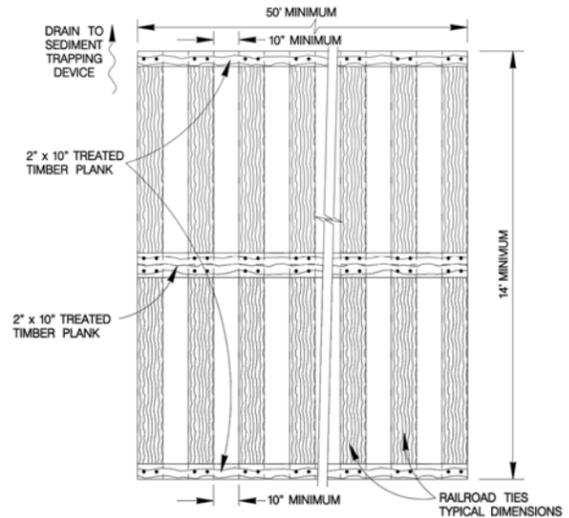
PLAN
SCALE: 1" = 5'



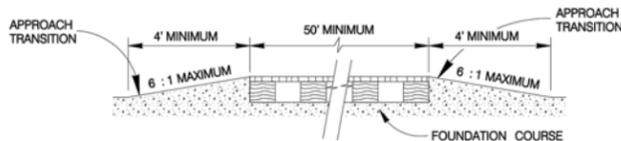
ELEVATION
SCALE: 1" = 5'

NOTE: STRADDLE GRAVEL FILTER BAGS WITH TYPE 1 BARRICADES MOUNTED WITH TYPE "A" FLASHING WARNING LIGHT. SEE BARRICADE CONSTRUCTION SIGN DETAILS. PLACE FLASHING LIGHTS AWAY FROM GUTTER, FLUSH WITH OUTSIDE EDGE OF BAG CONFIGURATION.

GRAVEL FILTER BAGS



PLAN
SCALE: 1" = 6'

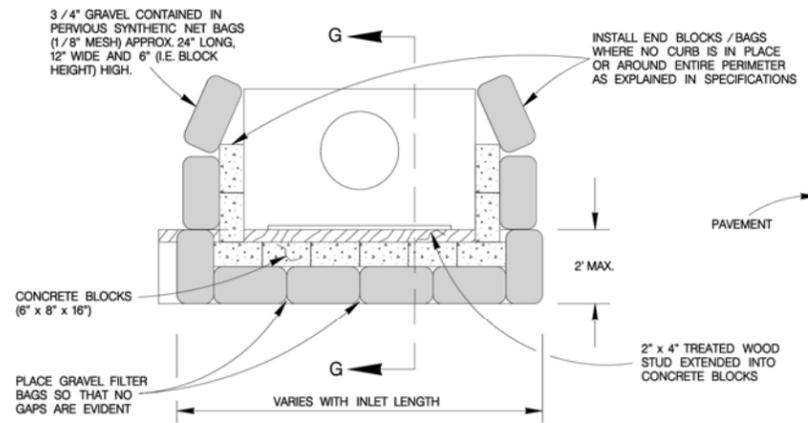


PROFILE
SCALE: 1" = 6'

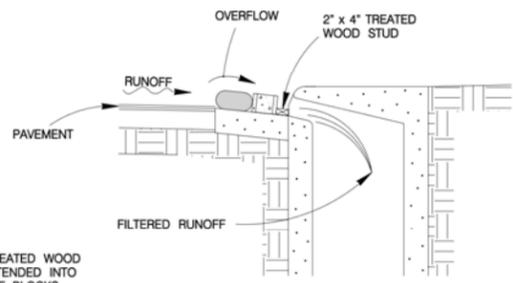
GENERAL NOTES

1. THE LENGTH OF THE TYPE 2 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, BUT NOT LESS THAN 50'.
2. THE TREATED TIMBER PLANKS SHALL BE ATTACHED TO THE RAILROAD TIES WITH 1/2" x 6" MIN. LAG BOLTS. OTHER FASTENERS MAY BE USED AS APPROVED BY THE ENGINEER.
3. THE TREATED TIMBER PLANKS SHALL BE #2 GRADE MIN. AND SHOULD BE FREE FROM LARGE AND LOOSE KNOTS.
4. THE APPROACH TRANSITIONS SHOULD BE NO STEEPER THAN 6:1 AND CONSTRUCTED AS DIRECTED BY THE ENGINEER.
5. THE CONSTRUCTION EXIT FOUNDATION COURSE SHALL BE FLEXIBLE BASE, BITUMINOUS CONCRETE, PORTLAND CEMENT CONCRETE OR OTHER MATERIAL AS APPROVED BY THE ENGINEER.
6. THE CONSTRUCTION EXIT SHOULD BE GRADED TO ALLOW DRAINAGE TO A SEDIMENT TRAPPING DEVICE.
7. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

CONSTRUCTION EXIT - TYPE 2



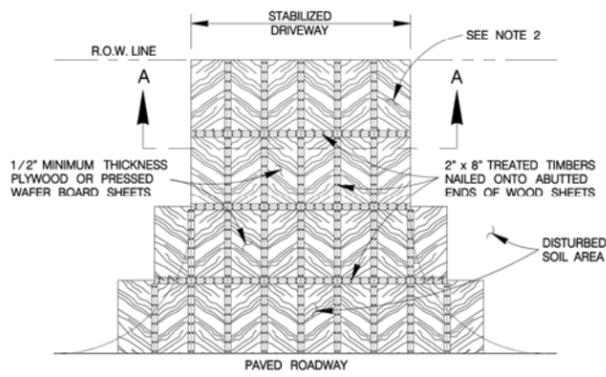
PLAN
SCALE: 1" = 5'



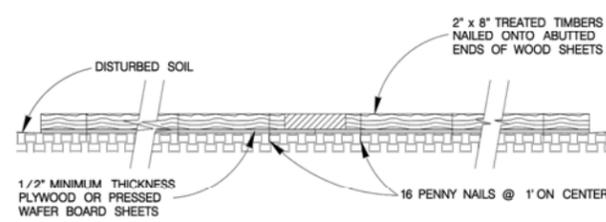
SECTION G-G
SCALE: 1" = 5'

NOTE: GRAVEL FILTERS CAN BE USED ON PAVEMENT OR BARE GROUND.

CURB INLET GRAVEL FILTER



PLAN
SCALE: 1" = 20'

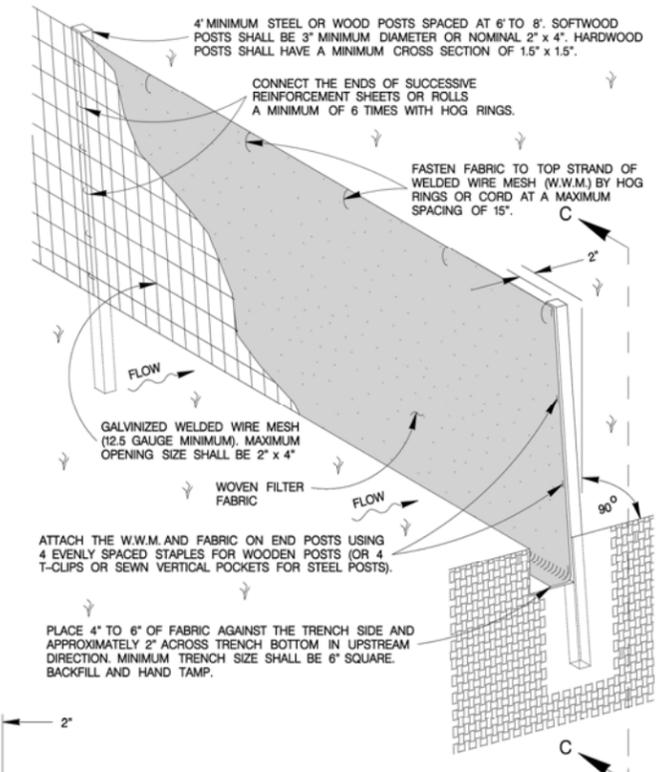


SECTION A-A
SCALE: 1" = 2'

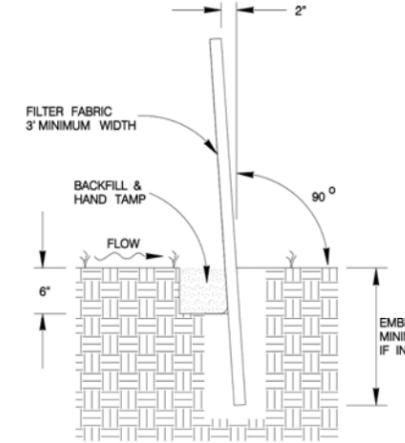
GENERAL NOTES

1. THE LENGTH OF THE TYPE 3 CONSTRUCTION EXIT SHALL BE AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
2. THE TYPE 3 CONSTRUCTION EXIT MAY BE CONSTRUCTED FROM OPEN GRADED CRUSHED STONE WITH A SIZE OF 2 TO 4 INCHES SPREAD A MINIMUM OF 4 INCHES THICK TO THE LIMITS SHOWN ON THE PLANS.
3. THE TREATED TIMBER PLANKS SHALL BE #2 GRADE MIN. AND SHOULD BE FREE FROM LARGE AND LOOSE KNOTS.
4. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

CONSTRUCTION EXIT - TYPE 3



ISOMETRIC VIEW
SCALE: 1" = 2'



SECTION C-C
SCALE: 1" = 2'

SEDIMENT CONTROL FENCE USAGE GUIDELINES

A SEDIMENT CONTROL FENCE MAY BE CONSTRUCTED NEAR THE DOWNSTREAM PERIMETER OF A DISTURBED AREA ALONG A CONTOUR TO INTERCEPT SEDIMENT FROM OVERLAND RUN-OFF. A 2 YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE TO BE FILTERED.

SEDIMENT CONTROL FENCE SHOULD BE SIZED TO FILTER A MAXIMUM FLOW THRU RATE OF 100 GPM / FT SQUARED. SEDIMENT CONTROL FENCE IS NOT RECOMMENDED TO CONTROL EROSION FROM A DRAINAGE AREA LARGER THAN 2 ACRES.

GENERAL NOTES

1. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

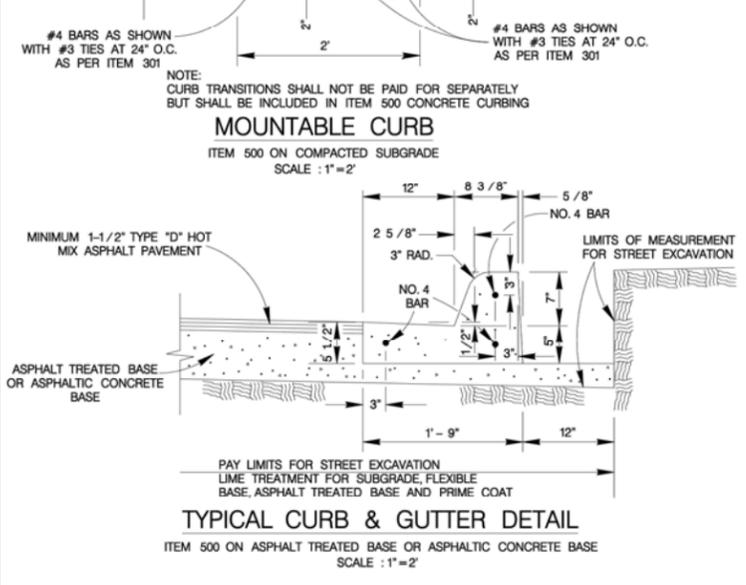
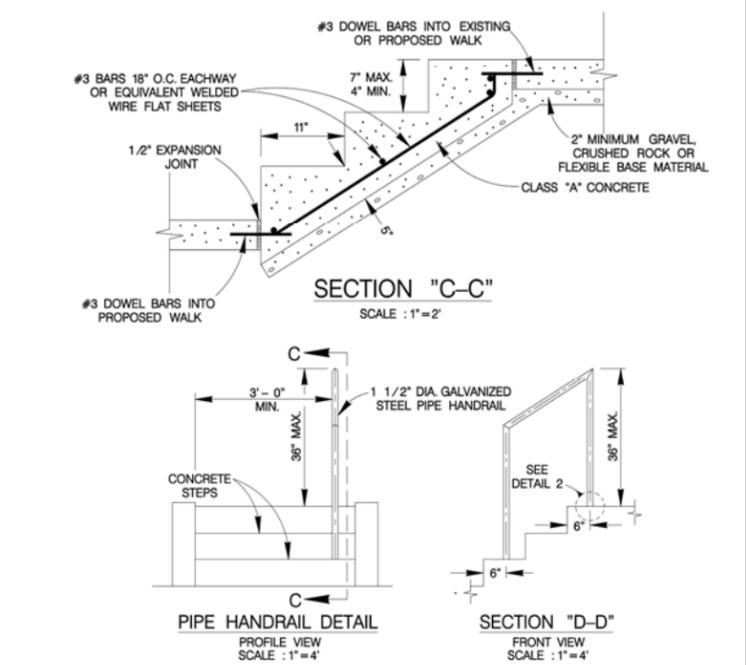
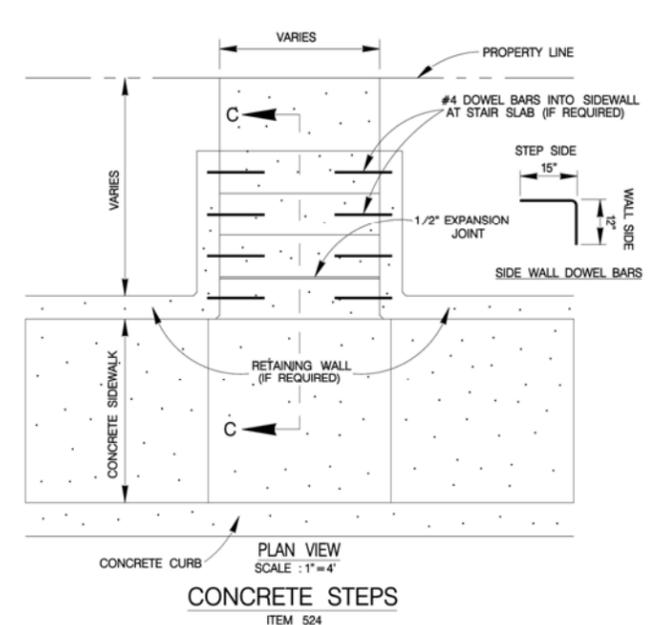
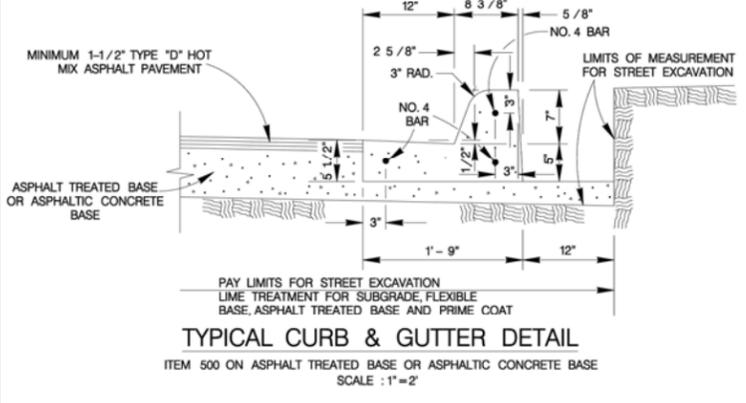
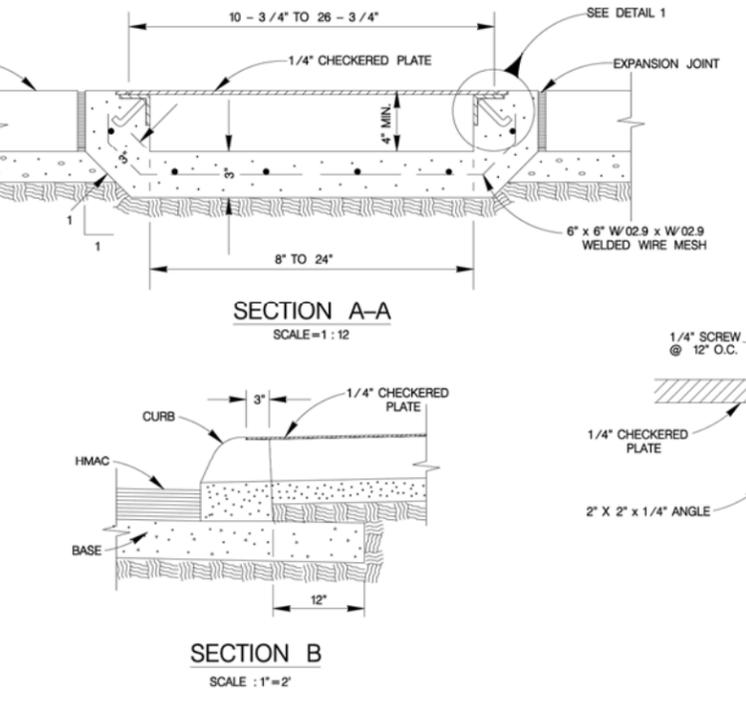
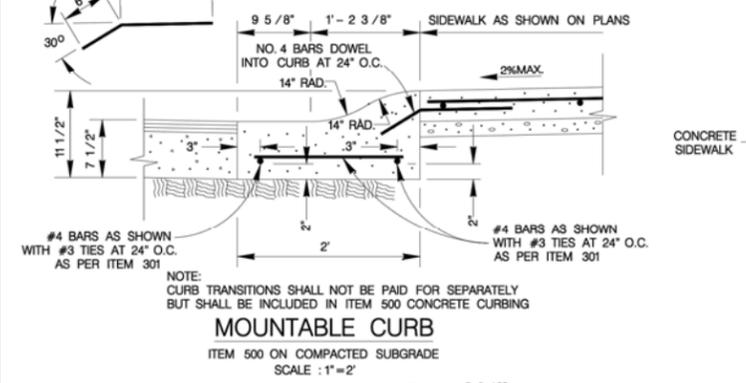
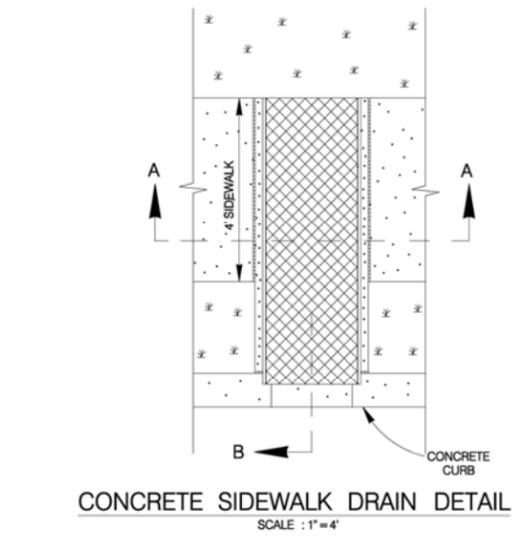
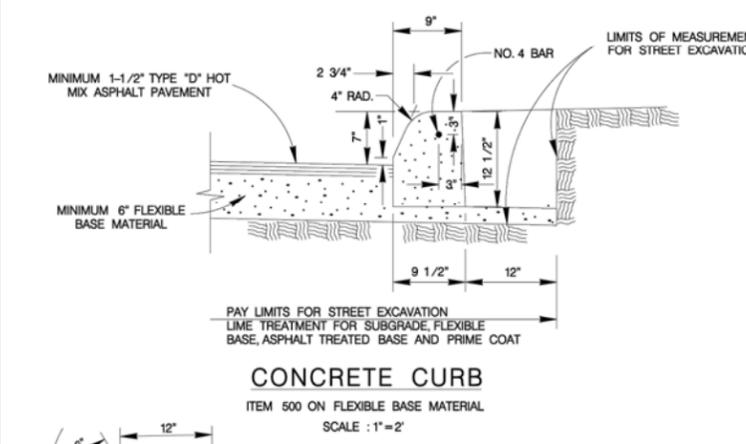
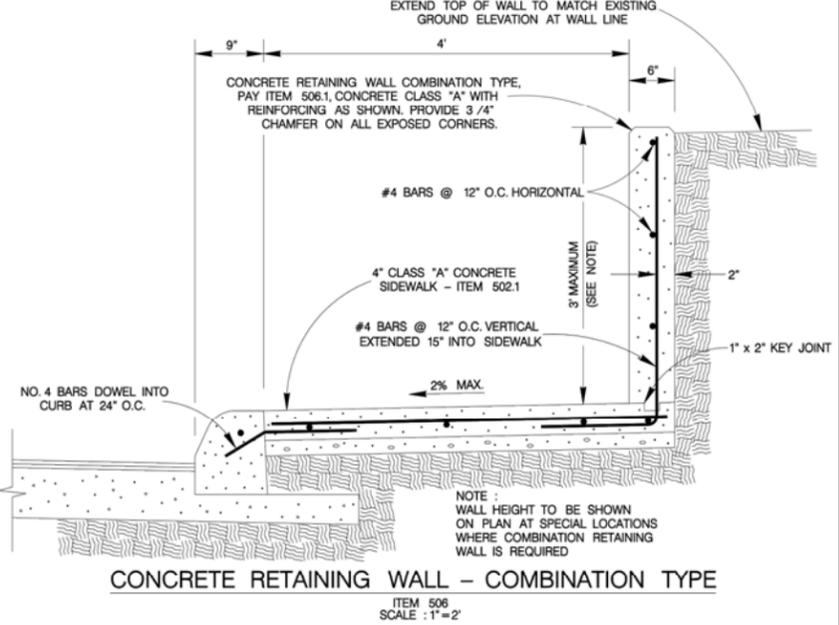
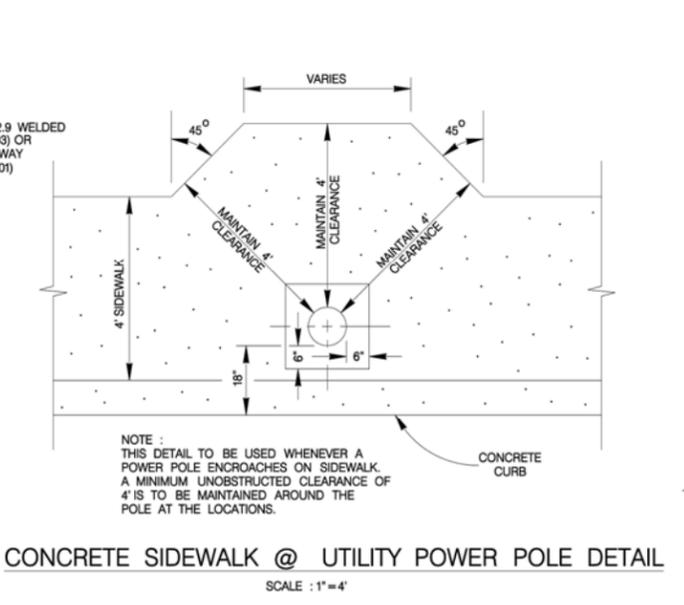
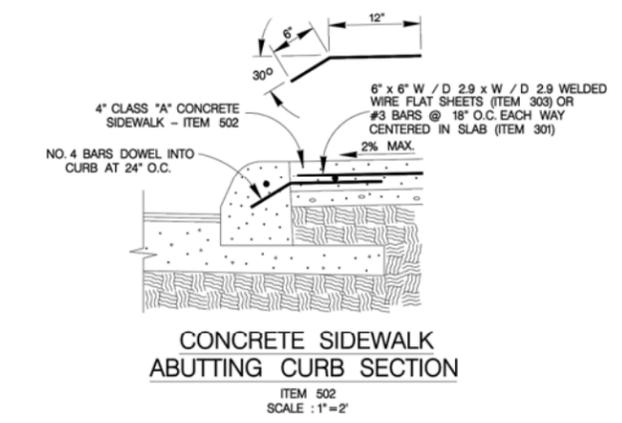
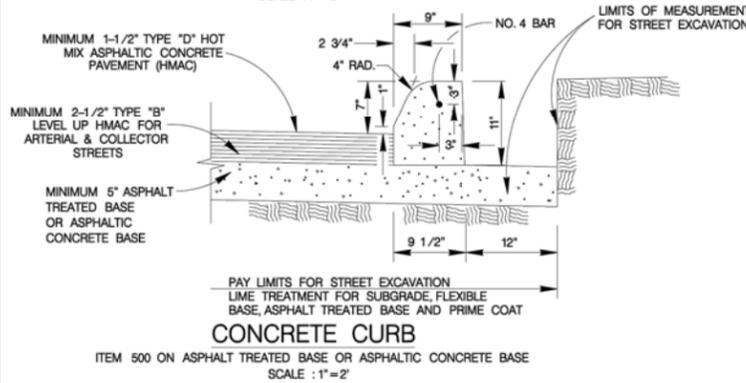
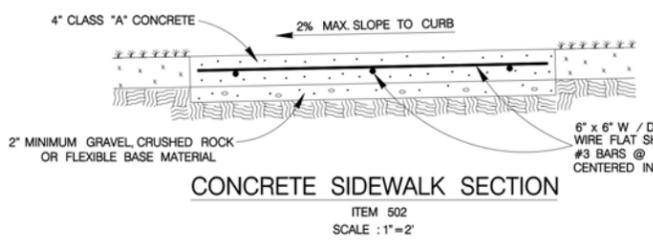
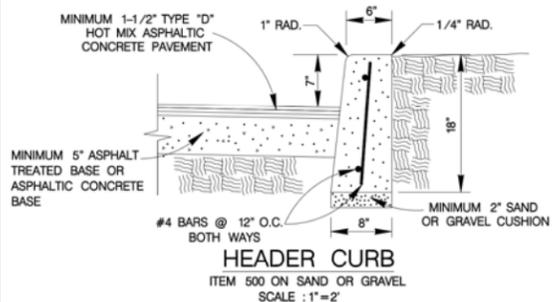
TEMPORARY SEDIMENT CONTROL FENCE

JANUARY 2005

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

TEMPORARY EROSION, SEDIMENT & WATER POLLUTION CONTROL MEASURES STANDARDS 1

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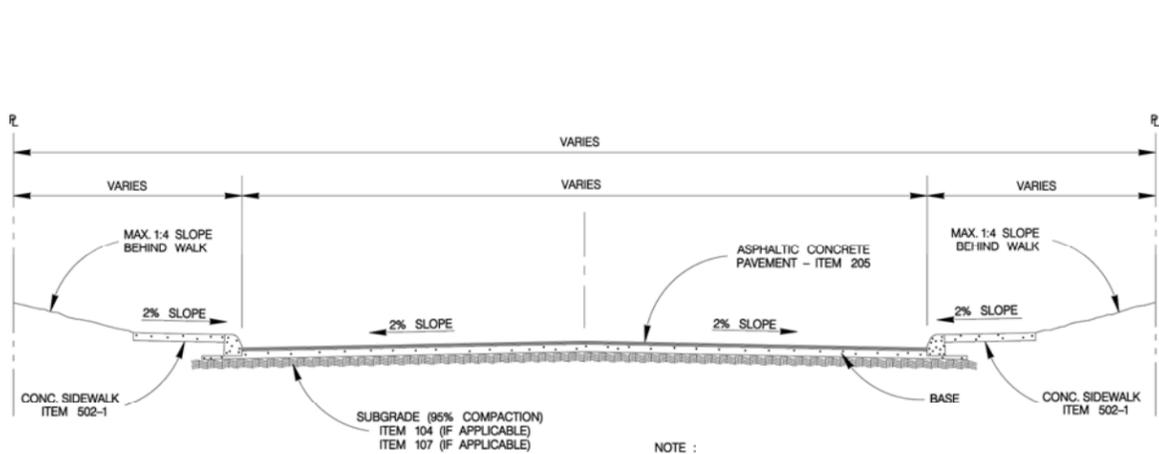
MAY 2009

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

MISCELLANEOUS
CONSTRUCTION STANDARDS I

100 % SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: V. VASQUEZ	DSGN. BY:	CHKD. BY: R.S. HOSSEINI, P.E.
		SHEET NO.: 34 OF 39

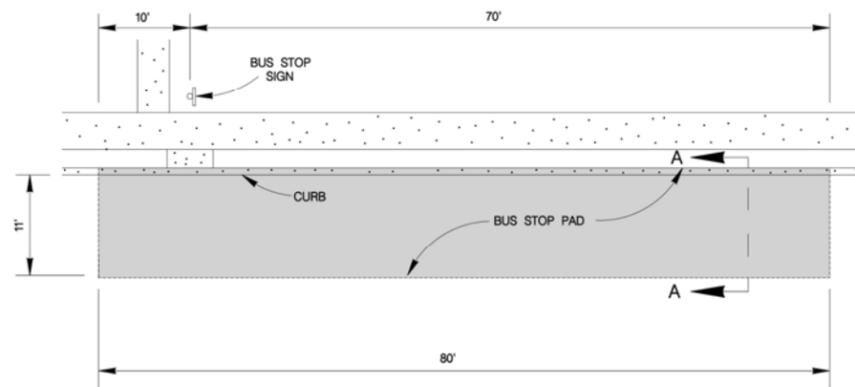
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TYPICAL STREET SECTION

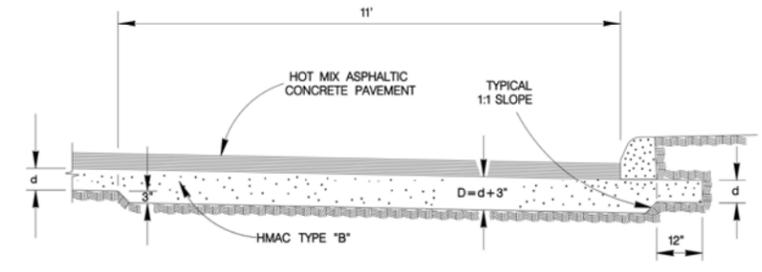
SCALE : 1"=8'

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

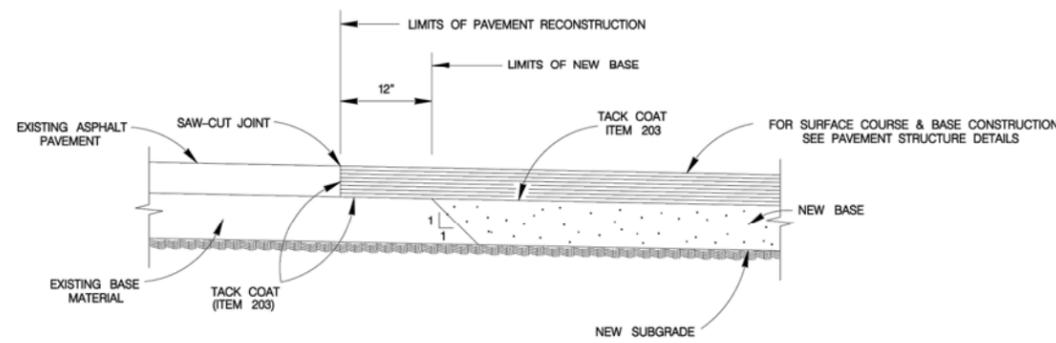
SCALE : 1"=20'



SECTION "A-A"

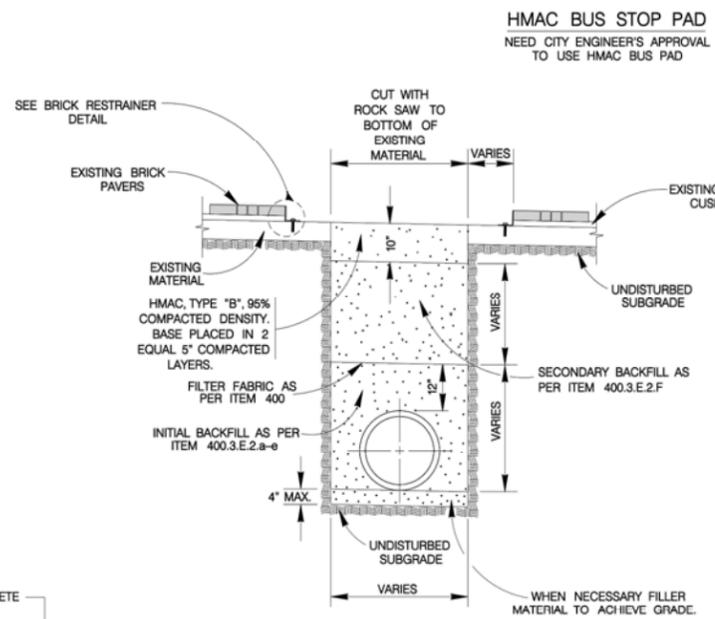
SCALE : 1"=4'

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.



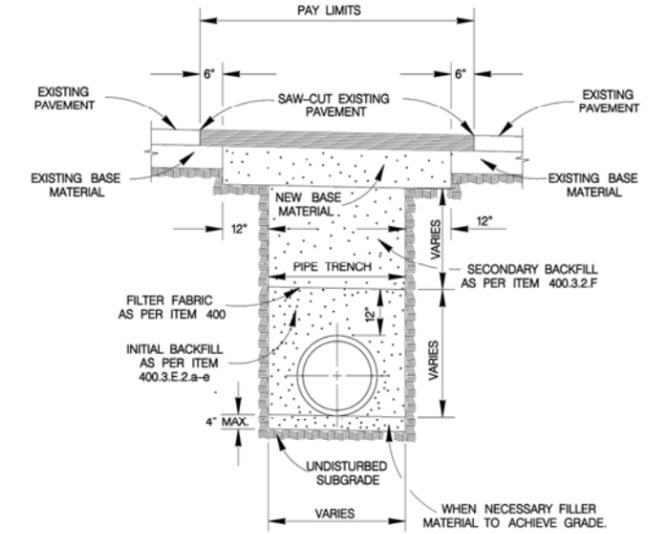
PAVEMENT JUNCTION DETAILS

SCALE : 1"=2'



TYPICAL BASE REPLACEMENT FOR BRICK SURFACED STREET SECTION

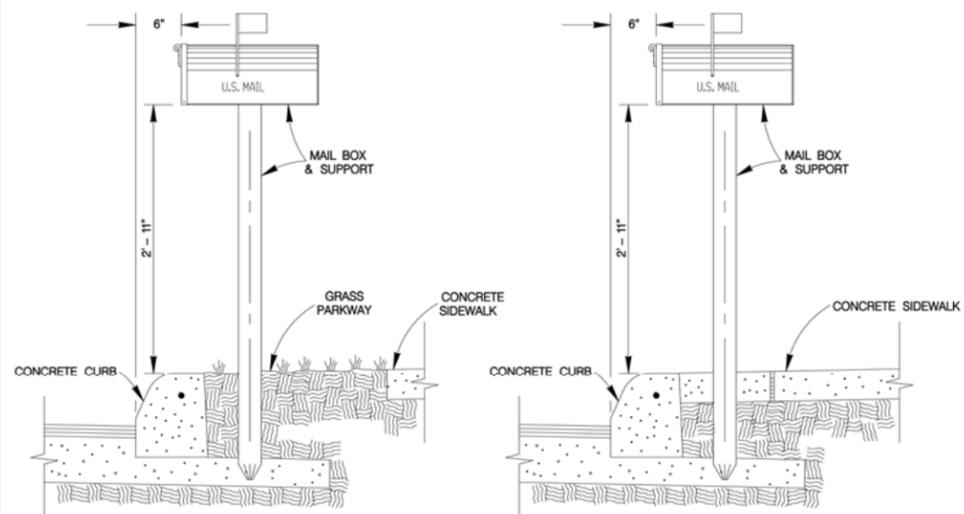
ITEM 511.3
SCALE : 1"=4'



TYPICAL PAVEMENT REPLACEMENT

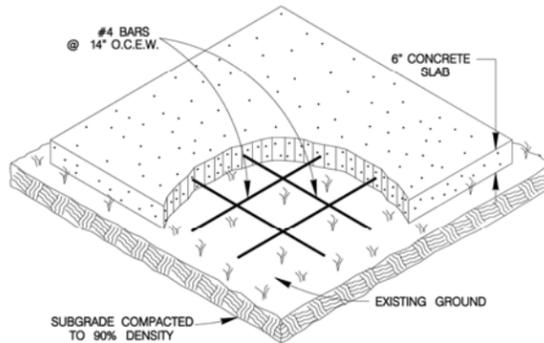
ITEM 511
SCALE : 1"=4'

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 LOCATION

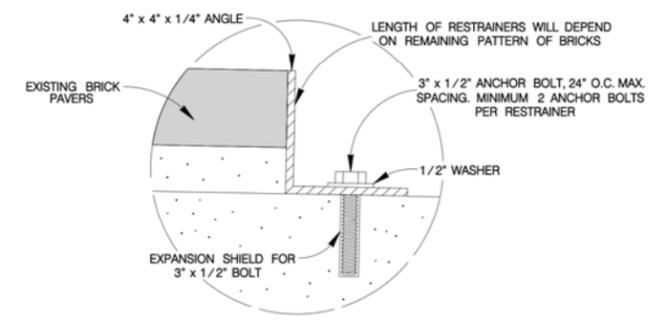
ITEM 513.1



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

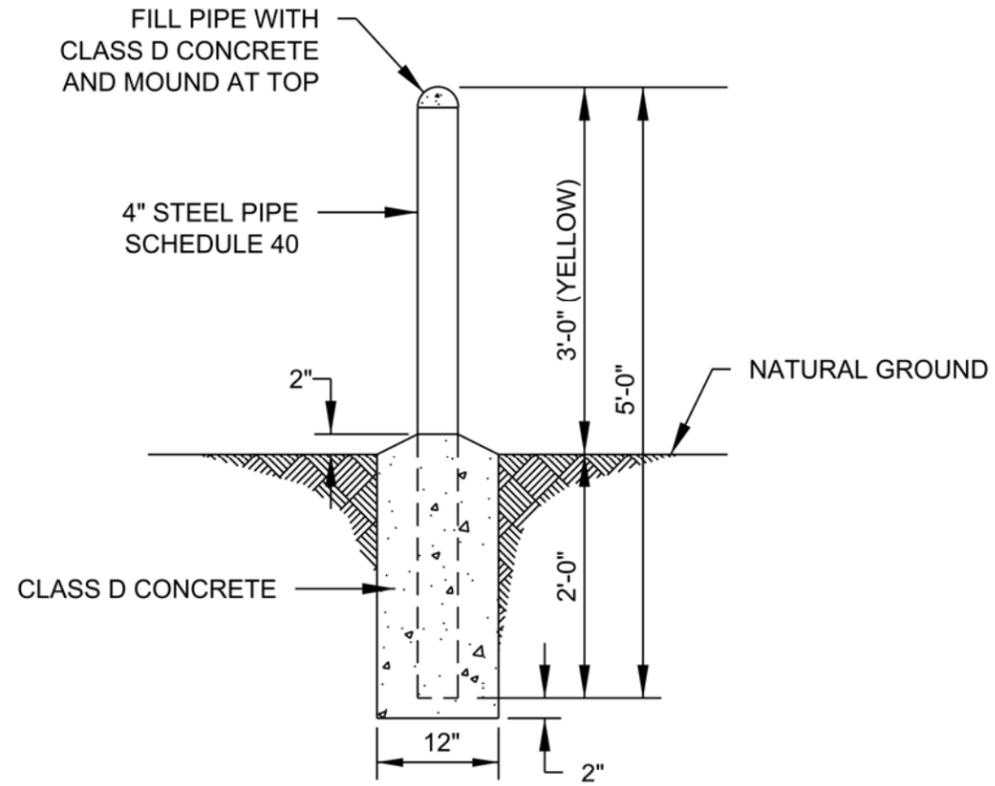
SCALE = 1:6

FEBRUARY 2010
CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

MISCELLANEOUS
CONSTRUCTION STANDARDS II

100 % SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: V. VASQUEZ	DSGN. BY:	CHKD. BY: R.S. HOSSEINI, P.E.
		SHEET NO.: 35 OF 39

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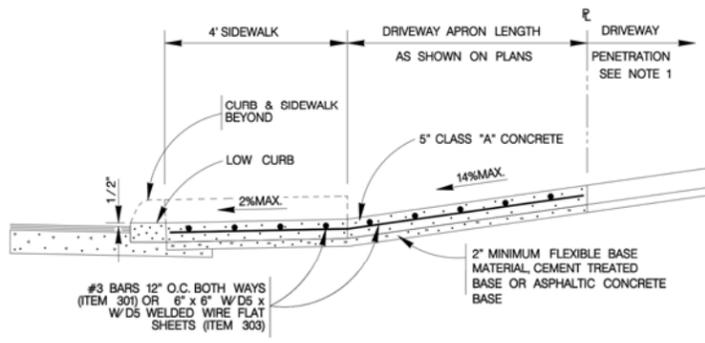
STANDARD BOLLARD DETAIL
NOT TO SCALE



Mark B. Hill
07-28-2016

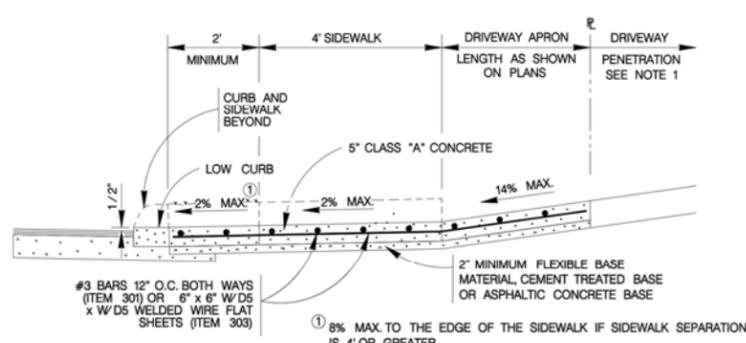
FORD ENGINEERING, INC. 10927 WYE DRIVE SUITE 104 SAN ANTONIO, TX 78217 TEL. (210) 590-4777 FAX (210) 590-4940 www.fordengineering.com		
CITY OF SAN ANTONIO CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT		
WEST LYNWOOD STREET RECONSTRUCTION BOLLARD STANDARD		
100% SUBMITTAL	PROJECT NO.: 1801.21	DATE: 7/28/2016
DRWN. BY: DD	DSGN. BY: MH	CHKD. BY: MH SHEET NO: 36 OF 39

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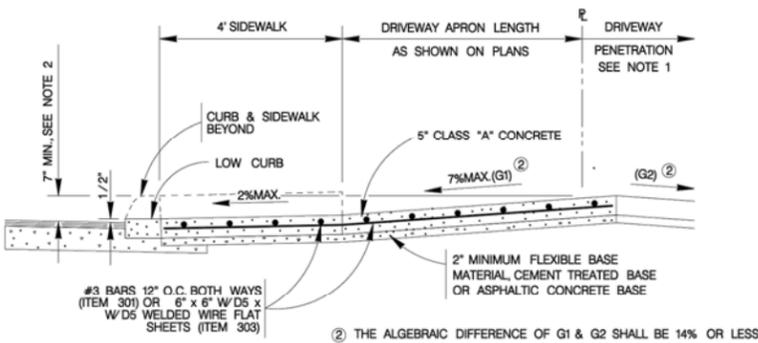
TYPICAL RESIDENTIAL DRIVEWAY SECTION

WITH SIDEWALK ABUTTING CURB
ITEM 503.1



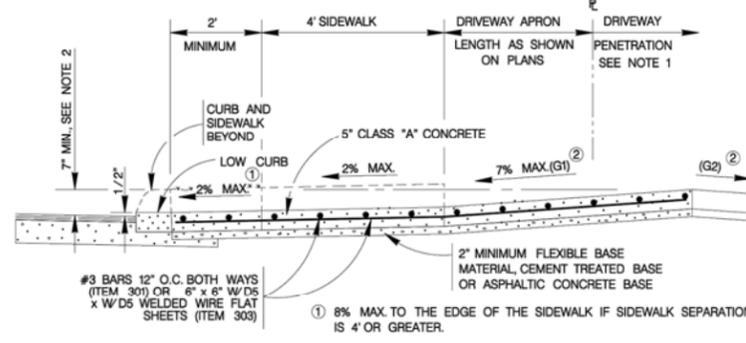
TYPICAL RESIDENTIAL DRIVEWAY SECTION

WITH SIDEWALK SEPARATED FROM CURB
ITEM 503.1



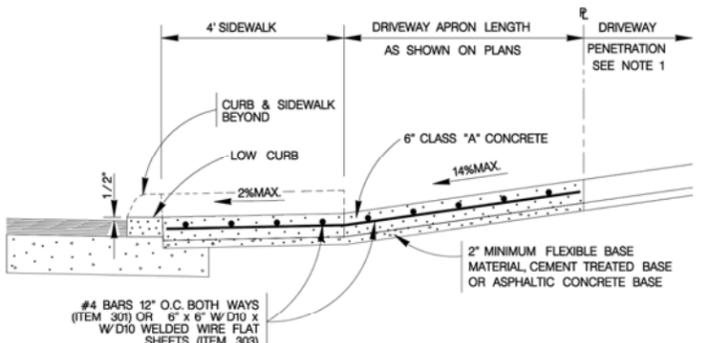
TYPICAL RESIDENTIAL DRIVEWAY SECTION

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



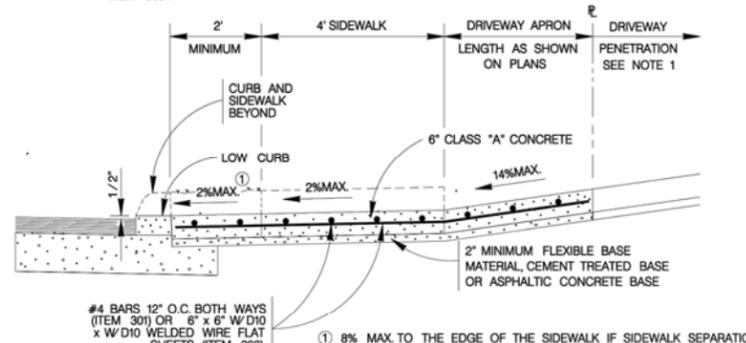
TYPICAL RESIDENTIAL DRIVEWAY SECTION

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.

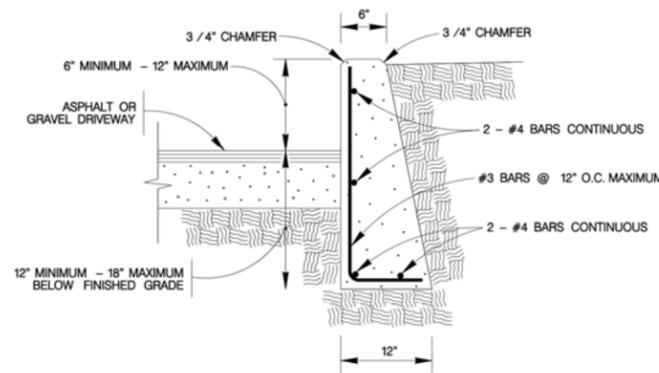
- FOR OTHER THAN LOCAL TYPE "A" STREETS, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND SEPARATED A MINIMUM OF 2' FROM THE BACK OF CURB OR, AS AN OPTION, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 6' WHEN LOCATED AT THE BACK OF CURB.

- 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%.

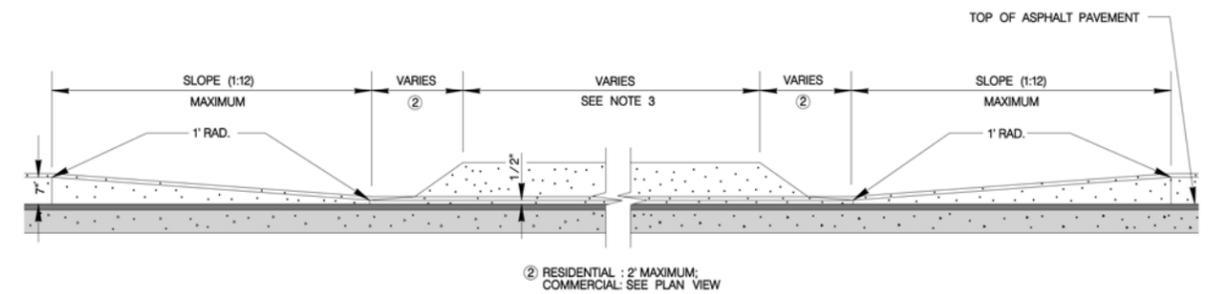
- SIDEWALK RAMP SURFACE SHALL BE BRUSH FINISHED.



- 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.

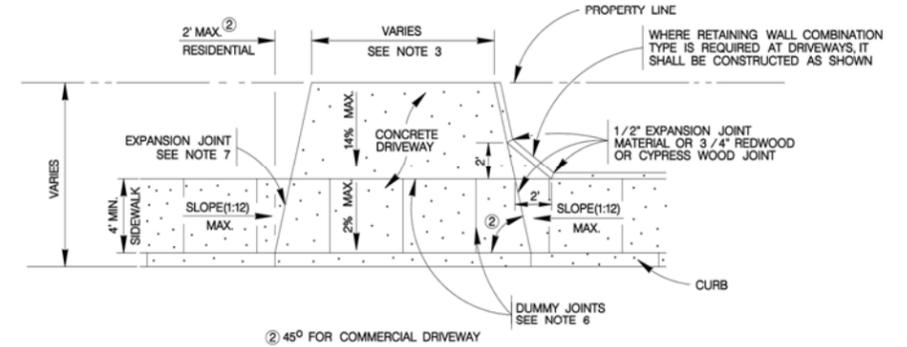
DRIVEWAY - CONCRETE RETAINING WALL

ON COMPACTED SUBGRADE
ITEM 307.1



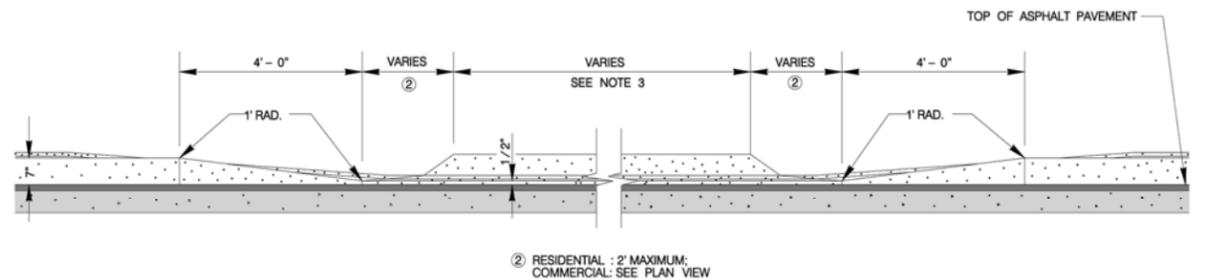
CURB PROFILE AT DRIVEWAY

WITH SIDEWALK ABUTTING CURB



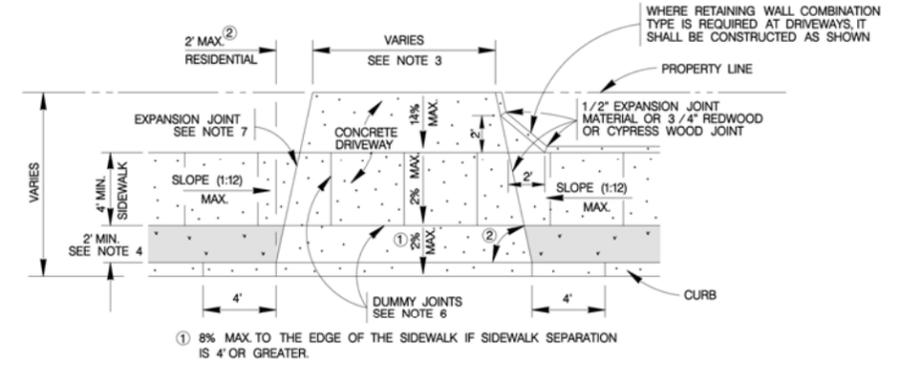
TYPICAL DRIVEWAY PLAN VIEW

WITH SIDEWALK ABUTTING CURB



CURB PROFILE AT DRIVEWAY

WITH SIDEWALK SEPARATED FROM CURB



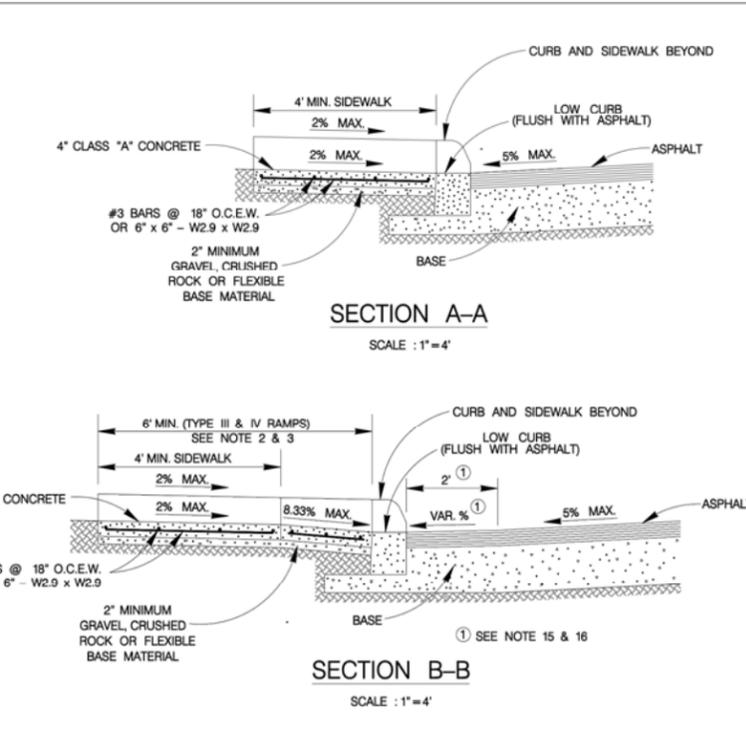
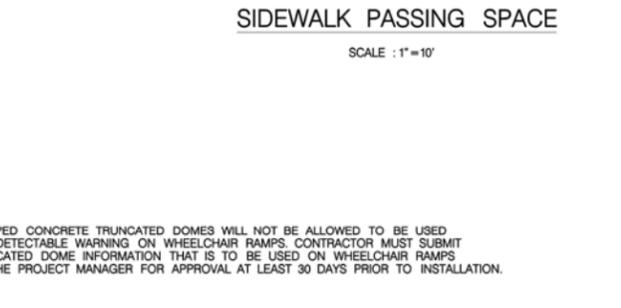
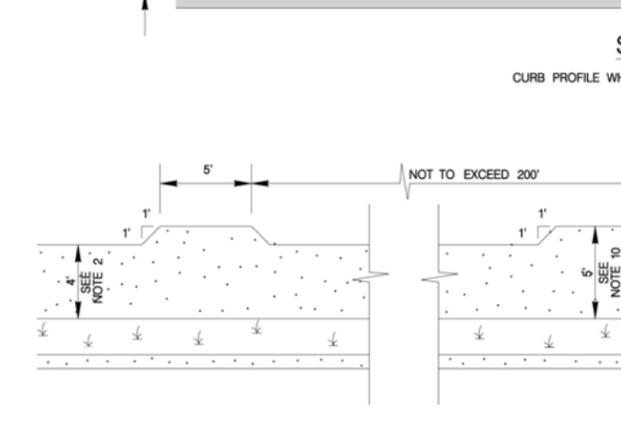
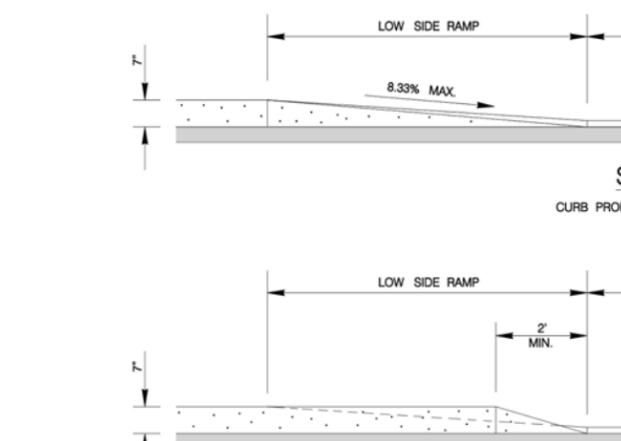
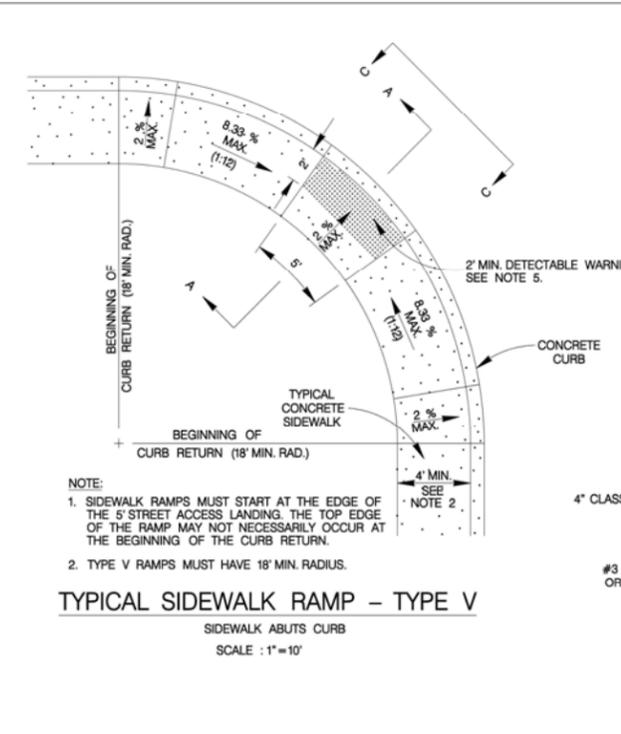
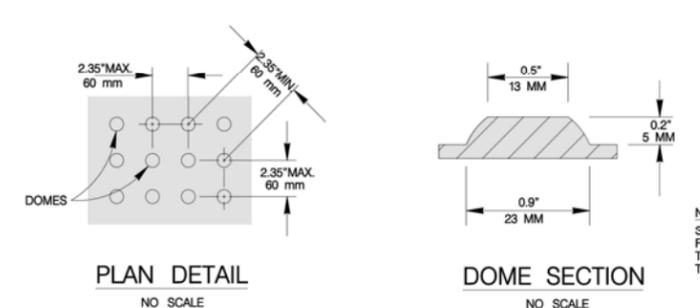
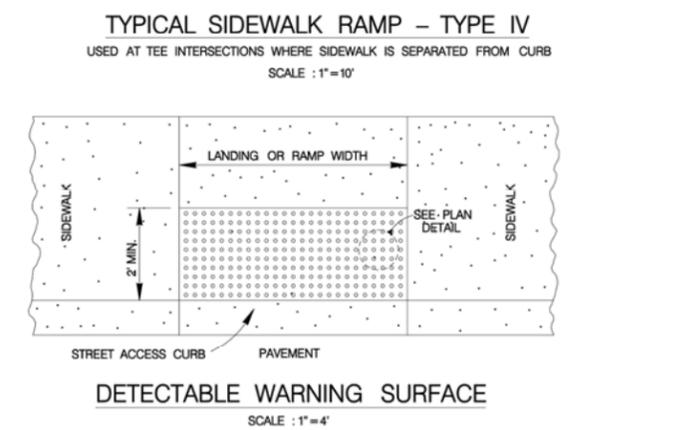
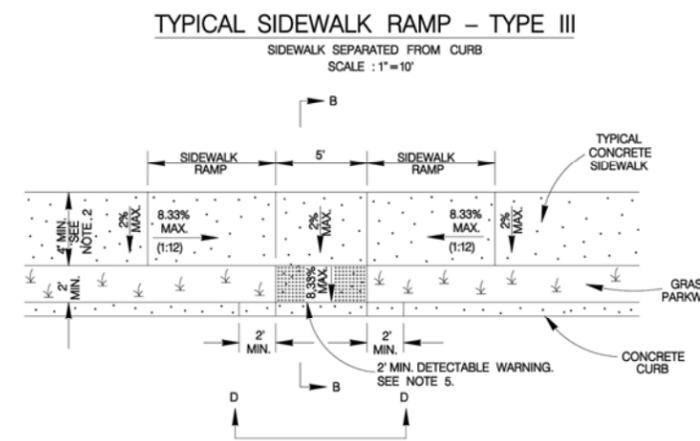
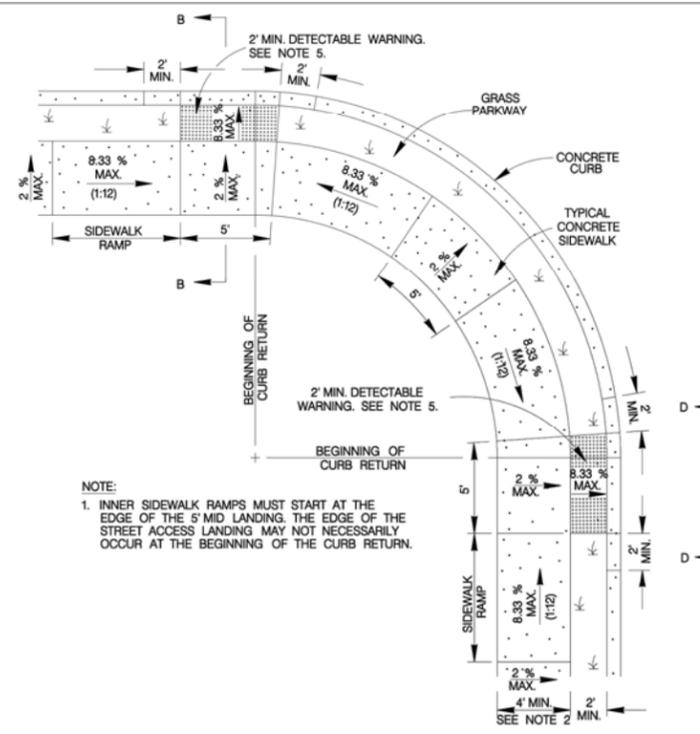
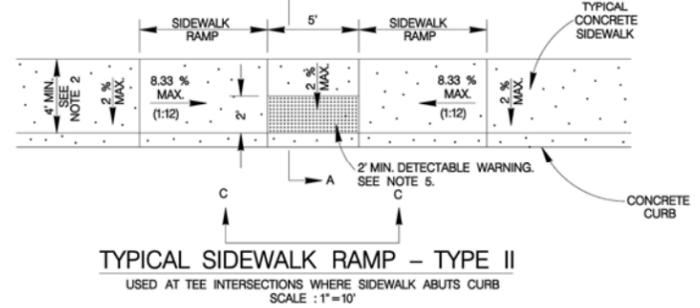
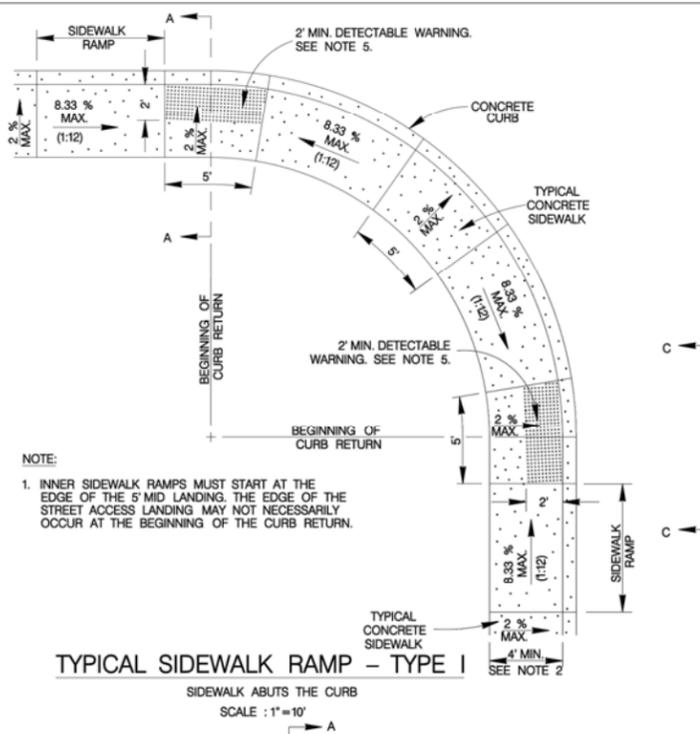
TYPICAL DRIVEWAY PLAN VIEW

WITH SIDEWALK SEPARATED FROM CURB

MAY 2009

CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

CONCRETE DRIVEWAY STANDARDS



- GENERAL NOTES**
- 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 RAMPS.
 - 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) = 5.66). 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 THE ADJACENT SURFACES.
 - ADA COMPLIANCE IN ALTERATIONS INCLUDE ONLY THAT WORK WITHIN THE LIMITS, BOUNDARIES OR SCOPE OF A PLANNED PROJECT.

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"

MAY 2009

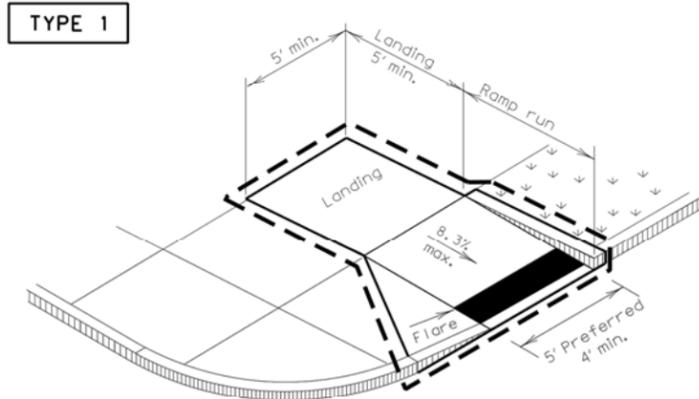
CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

WHEELCHAIR RAMP STANDARDS

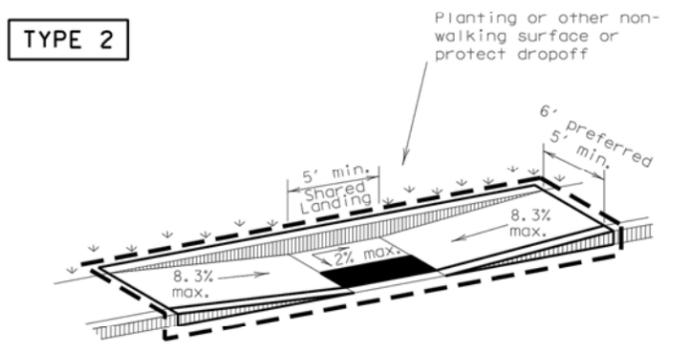
100% SUBMITTAL PROJECT NO.: 180121 DATE: 7/28/2016
DRWN. BY: V. VASQUEZ DSGN. BY: CHKD. BY: R.S. HOSSEINI, P.E. SHEET NO.: 38 OF 39

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.

DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

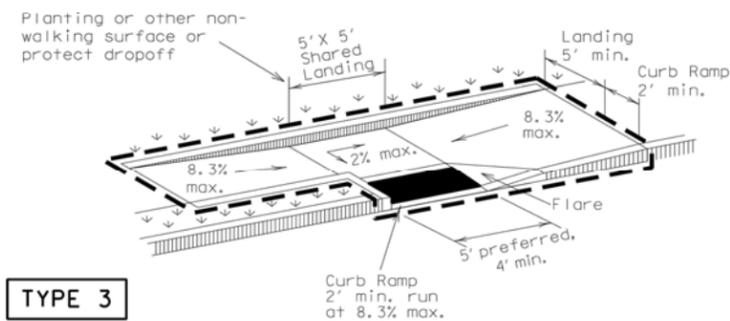


PERPENDICULAR CURB RAMP

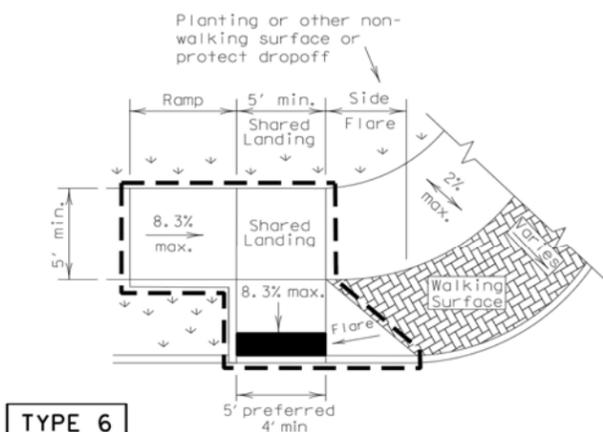


PARALLEL CURB RAMP

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

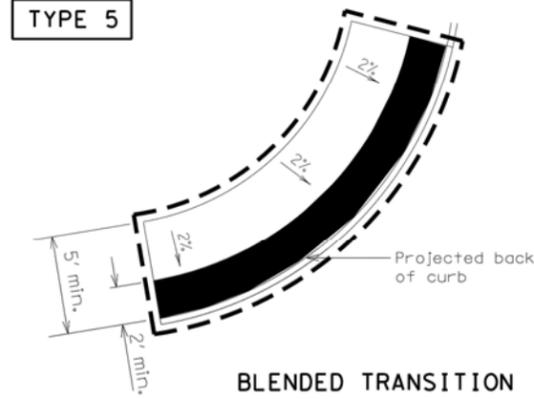


TYPE 3

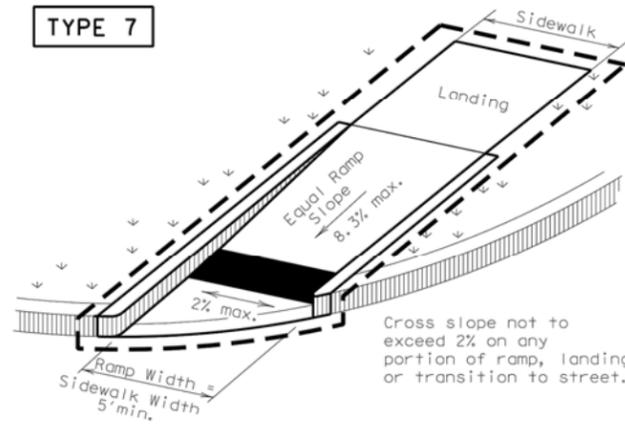


TYPE 6

COMBINATION CURB RAMPS

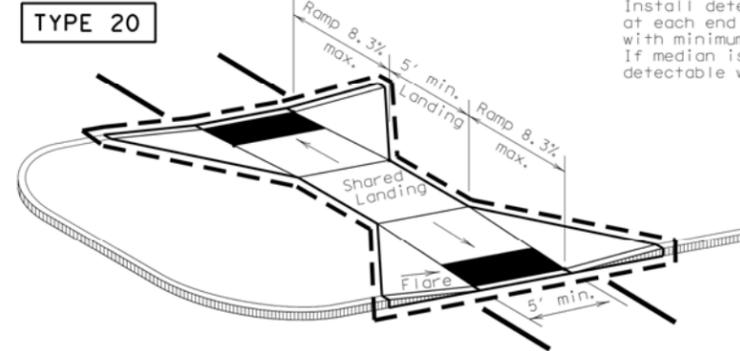


BLENDED TRANSITION

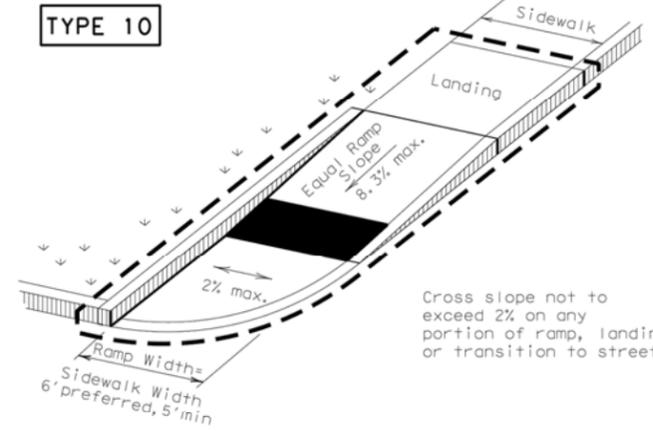


(Sidewalk set back from curb)

DIRECTIONAL RAMPS WITHIN RADIUS



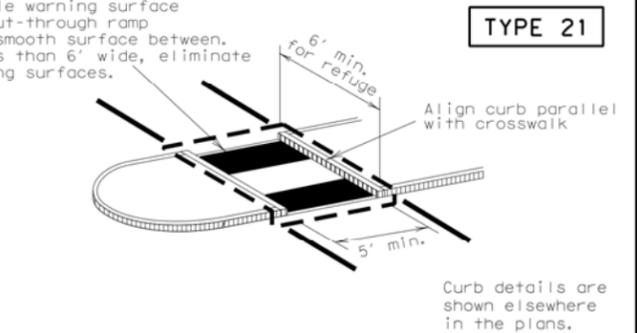
CURB RAMPS AT MEDIAN ISLANDS



(Sidewalk adjacent to curb)

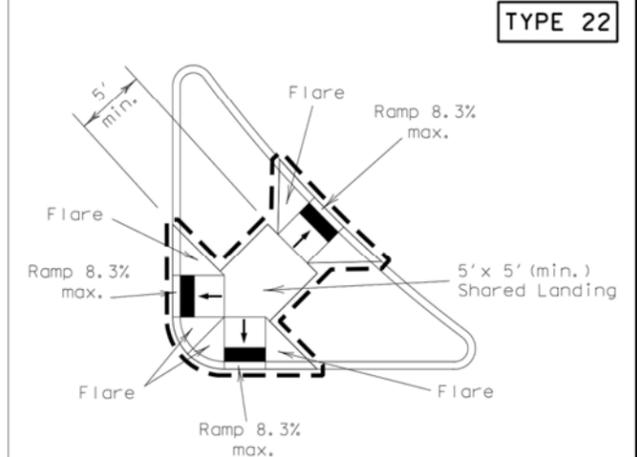
Cross slope not to exceed 2% on any portion of ramp, landing or transition to street.

Install detectable warning surface at each end of cut-through ramp with minimum 2' smooth surface between. If median is less than 6' wide, eliminate detectable warning surfaces.



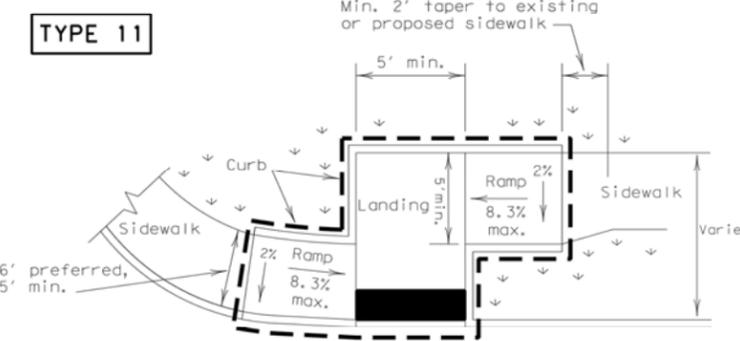
TYPE 21

Curb details are shown elsewhere in the plans.



TYPE 22

COMBINATION ISLAND RAMPS



TYPE 11

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	DW: TxDOT	CK: RM	DW: TxDOT	CK: VP
© TxDOT March 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS	1801.21			
VP June 13, 2012	DIST	COUNTY	SHEET NO.	
				39 OF 39