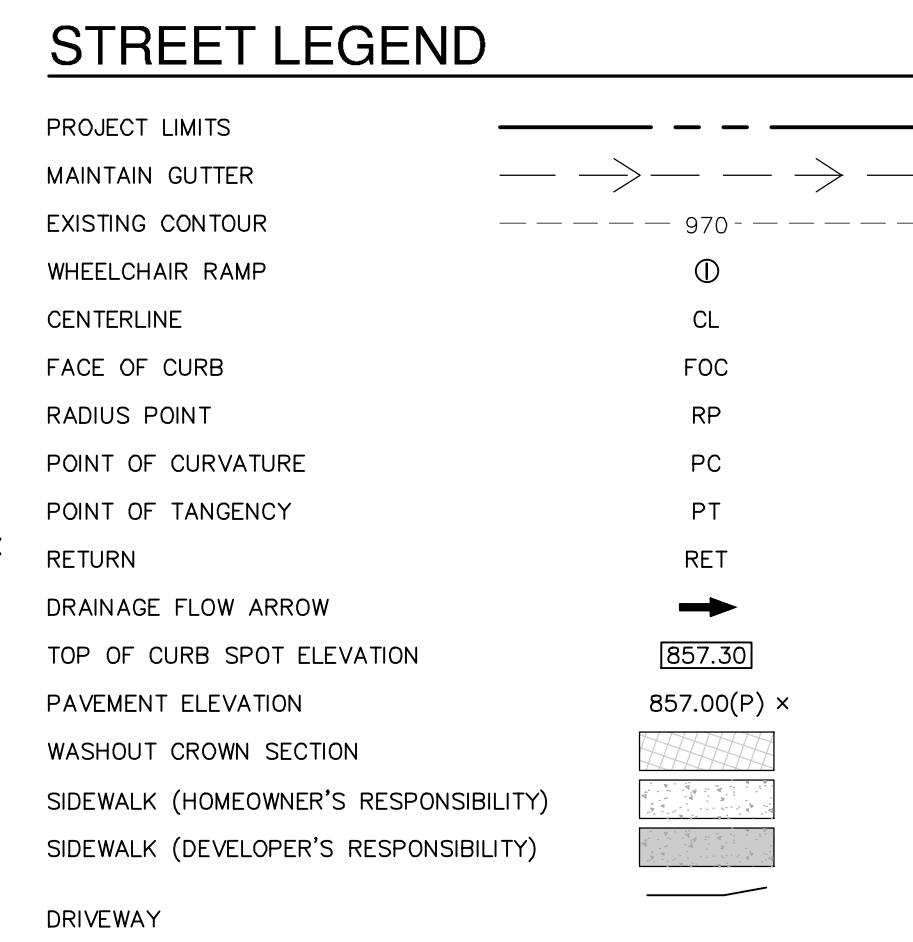
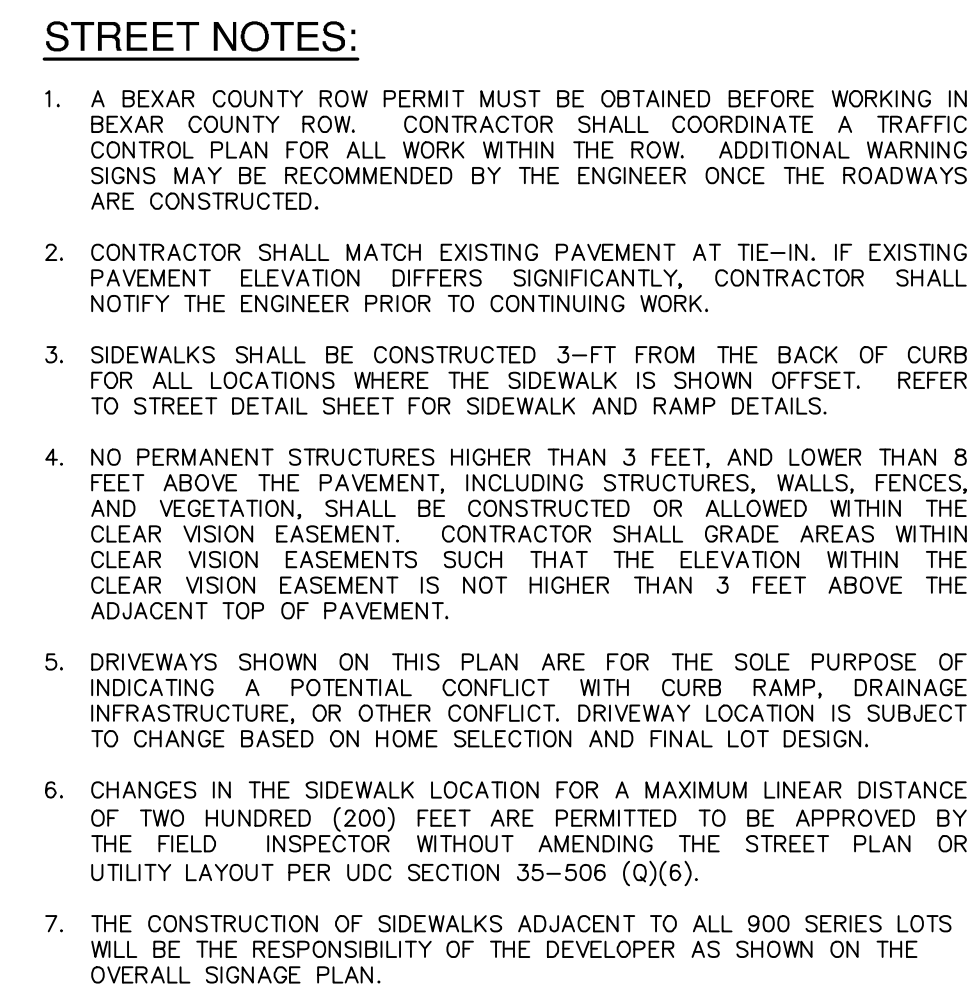


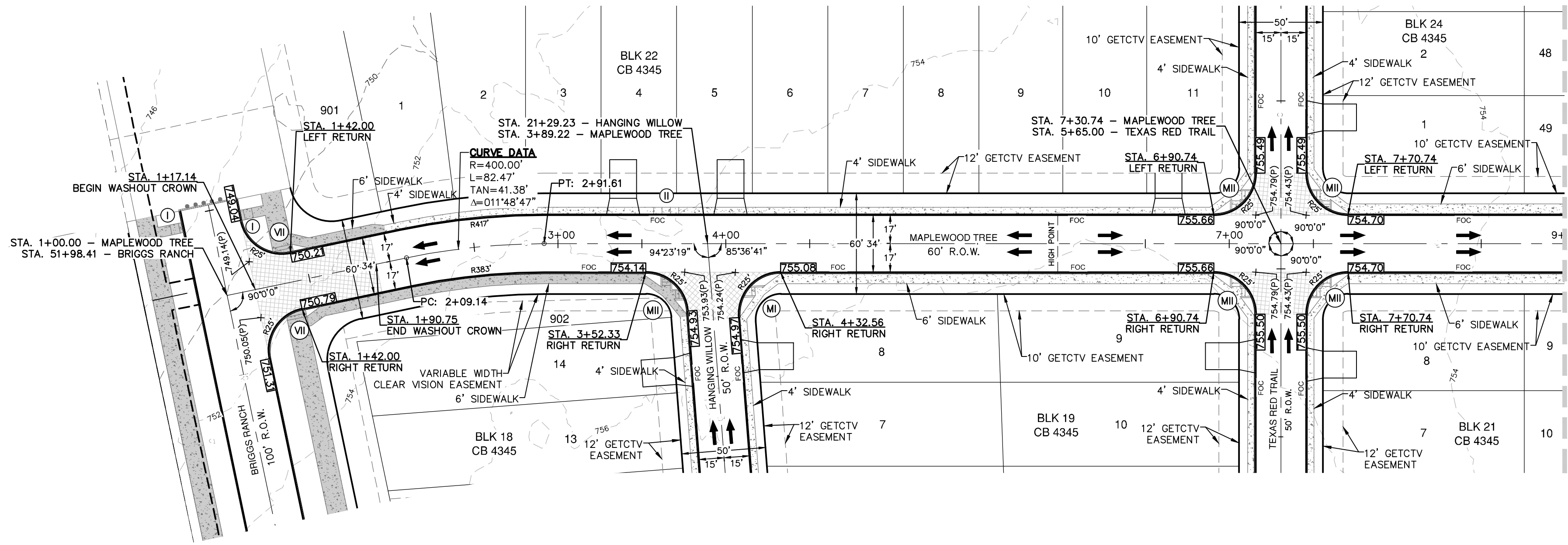


VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



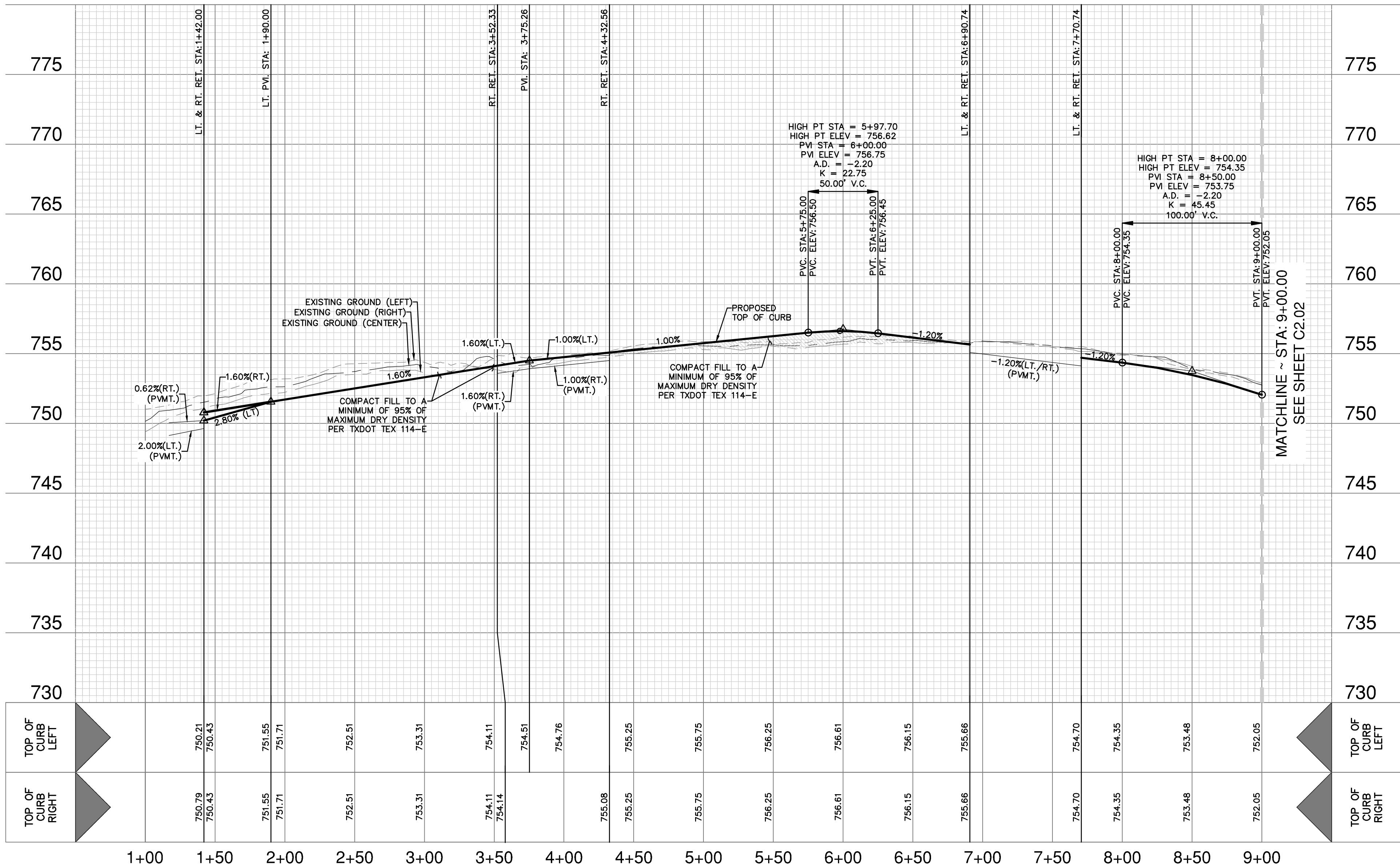
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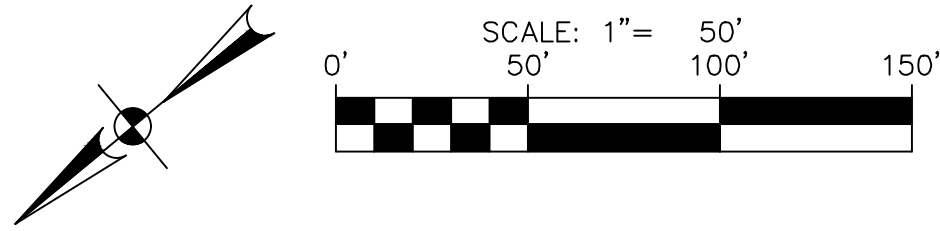
MAPLEWOOD TREE
PLAN & PROFILE (STA. 1+42.00 TO 9+00.00)

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



STREET LEGEND

PROJECT LIMITS	---
MAINTAIN GUTTER	→
EXISTING CONTOUR	---
WHEELCHAIR RAMP	⊕
CENTERLINE	CL
FACE OF CURB	FOC
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	→
TOP OF CURB SPOT ELEVATION	857.00(P) x
PAVEMENT ELEVATION	857.00(P) x
WASHOUT CROWN SECTION	857.00(P) x
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	857.00(P) x
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	857.00(P) x
DRIVEWAY	---



PAPE-DAWSON
ENGINEERS

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TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #1008800

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS

MAPLEWOOD TREE
PLAN & PROFILE (STA. 1+42.00 TO 9+00.00)

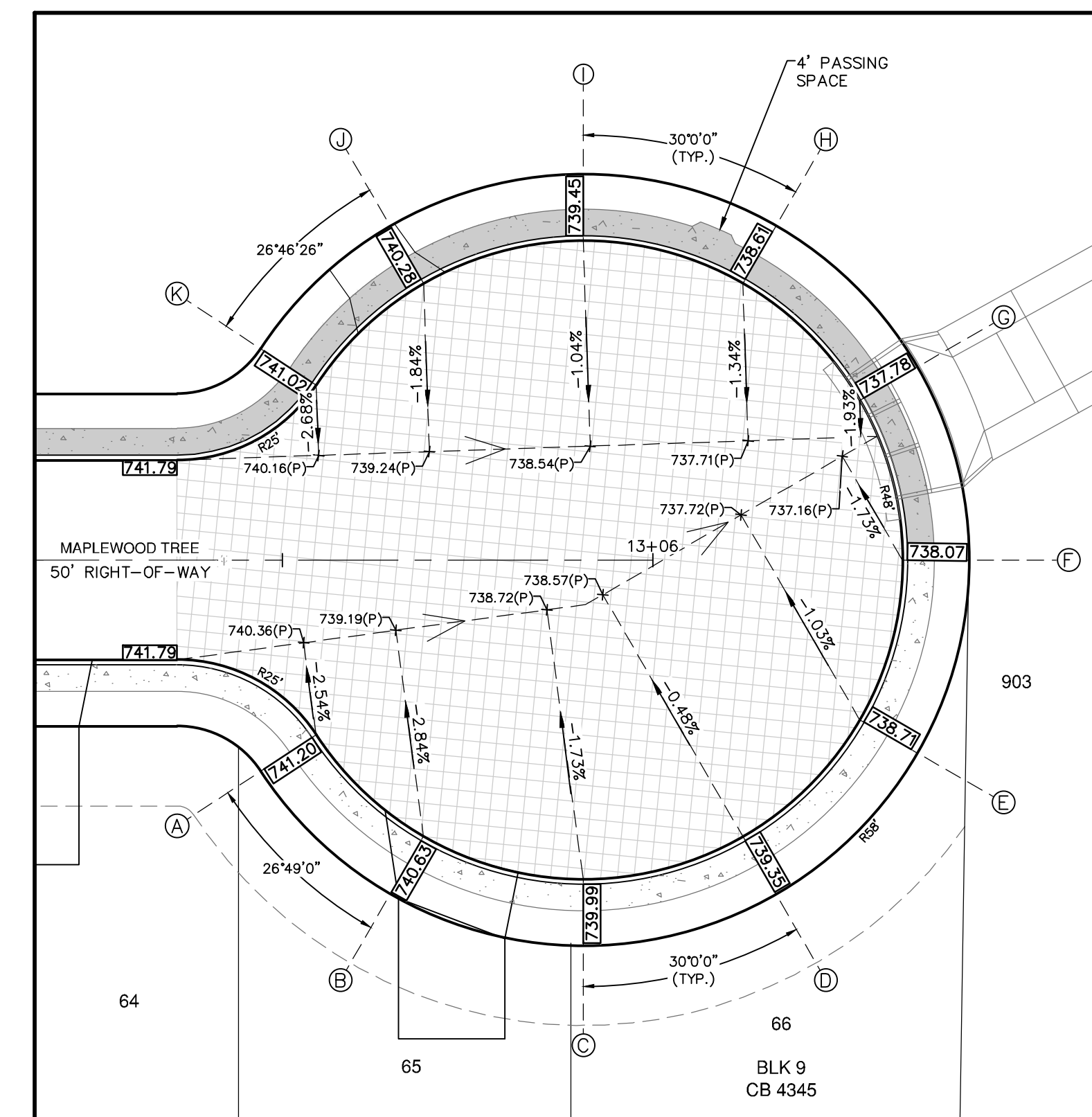
STREET NOTES:

- A BEXAR COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEXAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
- CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
- SIDEWALKS SHALL BE CONSTRUCTED 3'-FT FROM THE BACK OF CURB FOR ALL LOCATIONS WHERE THE SIDEWALK IS SHOWN OFFSET. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
- NO PERMANENT STRUCTURES HIGHER THAN 3 FEET, AND LOWER THAN 8 FEET ABOVE THE PAVEMENT, INCLUDING STRUCTURES, WALLS, FENCES, AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. CONTRACTOR SHALL GRADE AREAS WITHIN THE CLEAR VISION EASEMENTS SUCH THAT THE ELEVATION WITHIN THE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FEET ABOVE THE ADJACENT TOP OF PAVEMENT.
- DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATING A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.
- CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET ARE PERMITTED TO BE APPROVED BY THE FIELD INSPECTOR WITHOUT AMENDING THE STREET PLAN OR UTILITY LAYOUT PER UDC SECTION 35-506 (O)(6).
- THE CONSTRUCTION OF SIDEWALKS ADJACENT TO ALL 900 SERIES LOTS WILL BE THE RESPONSIBILITY OF THE DEVELOPER AS SHOWN ON THE OVERALL SIGNAGE PLAN.

PLAT NO. **25-11800095**
JOB NO. 11412-16
DATE JUNE 2025
DESIGNER NA
CHECKED JH DRAWN NA
SHEET **C2.01**

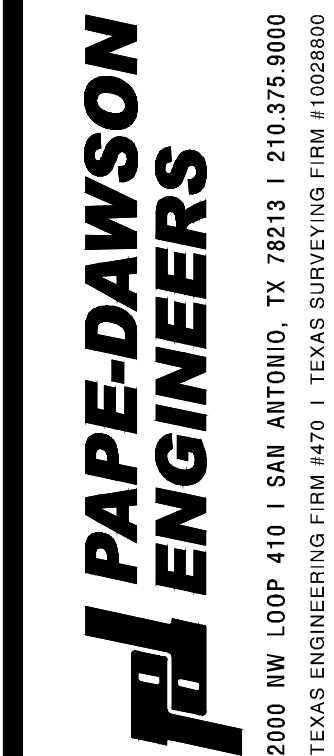


PROJECT LIMITS	— — — — —
MAINTAIN GUTTER	— — — — — → — — — — —
EXISTING CONTOUR	- - - - - 970 - - - - -
WHEELCHAIR RAMP	Ⓢ
CENTERLINE	CL
FACE OF CURB	FOC
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	→
TOP OF CURB SPOT ELEVATION	<u>857.30</u>
PAVEMENT ELEVATION	857.00(P) ×
WASHOUT CROWN SECTION	
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	
DRIVEWAY	



DETAIL "A"
SCALE: 1" = 20'

1. A BEYAR COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEYAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS SHALL BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
2. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
3. SIDEWALKS SHALL BE CONSTRUCTED 3-FT FROM THE BACK OF CURB FOR ALL LOCATIONS WHERE THE SIDEWALK IS SHOWN OFFSET. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
4. NO PERMANENT STRUCTURES HIGHER THAN 3 FEET, AND LOWER THAN 8 FEET ABOVE THE PAVEMENT, INCLUDING STRUCTURES, WALLS, FENCES AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. CONTRACTOR SHALL GRADE AREAS WITHIN CLEAR VISION EASEMENT TO MATCH EXISTING ELEVATION WITHIN THE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FEET ABOVE THE ADJACENT TOP OF PAVEMENT.
5. DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATING A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.
6. CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET ARE PERMITTED TO BE APPROVED BY THE ENGINEER. ANY CHANGES TO THE SIDEWALK LOCATIONS ON THE STREET PLAN OR UTILITY LAYOUT PER UDC SECTION 35-506 (Q)(6).
7. THE CONSTRUCTION OF SIDEWALKS ADJACENT TO ALL 900 SERIES LOTS WILL BE THE RESPONSIBILITY OF THE DEVELOPER AS SHOWN ON THE OVERALL SIGNAGE PLAN.

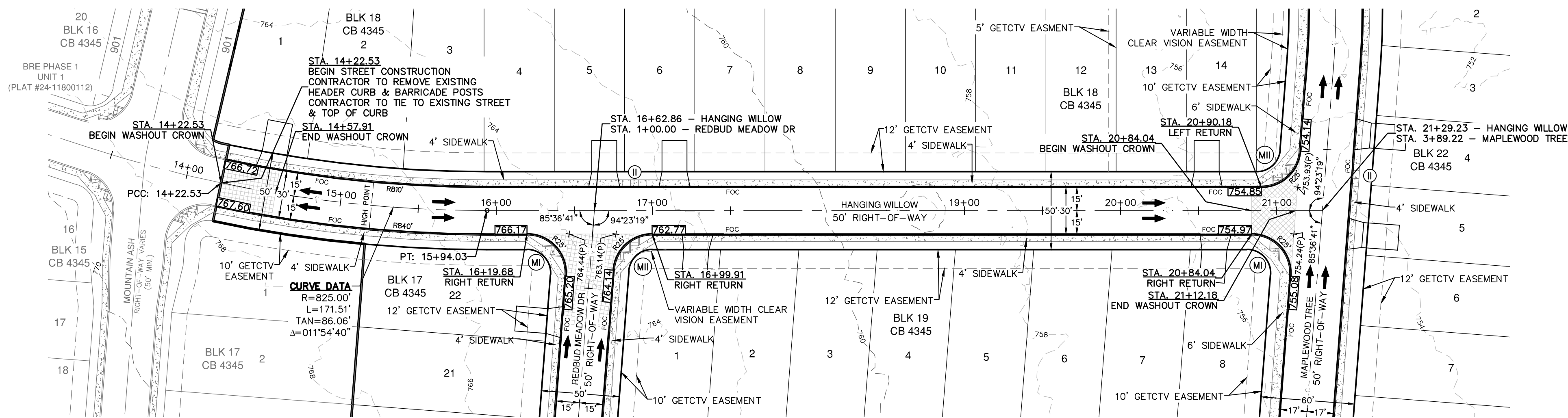


BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS

PLAT NO. 25-11800095
 JOB NO. 11412-16
 DATE JUNE 2025
 DESIGNER NA
 CHECKED JH DRAWN NA
 SHEET C2.02

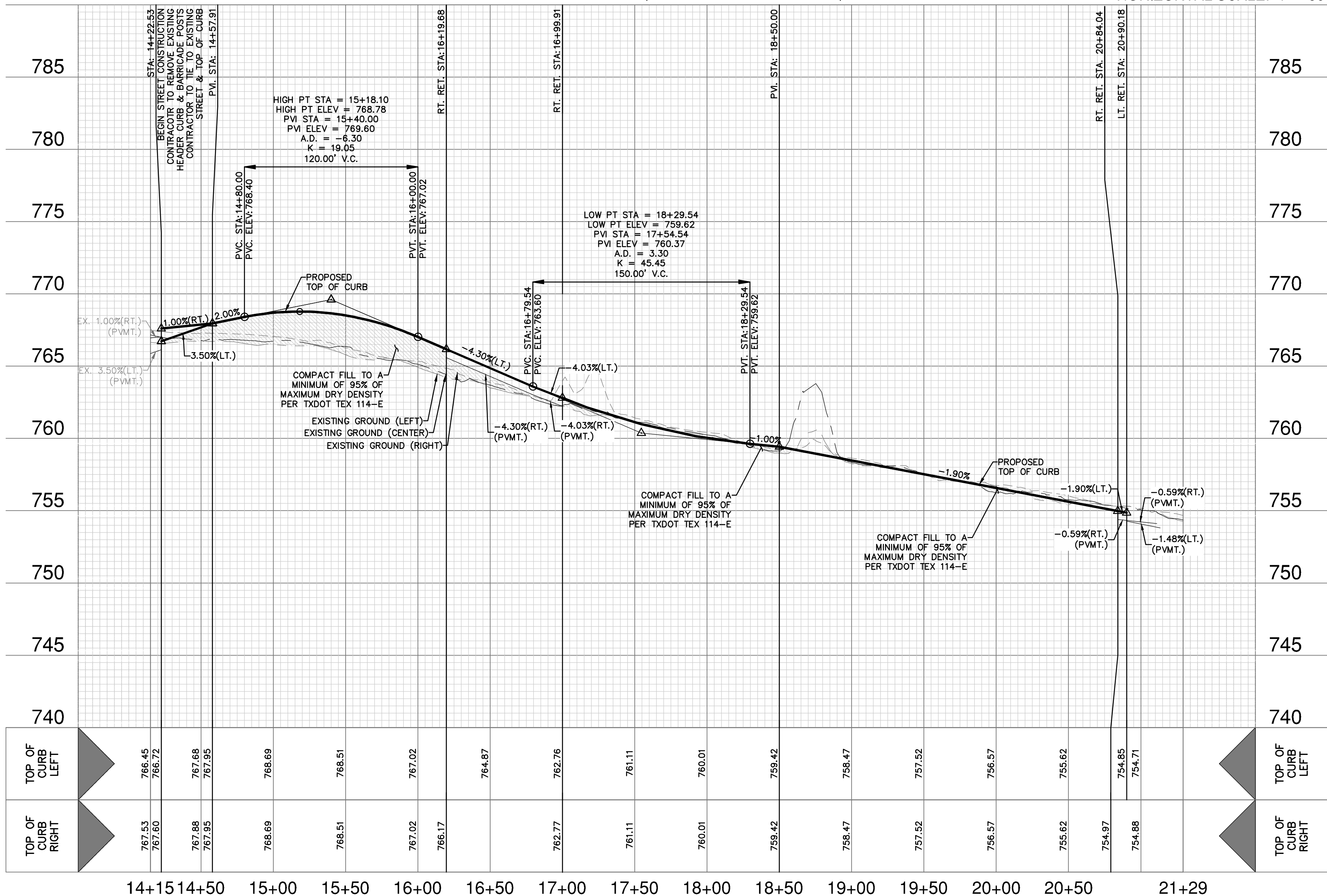
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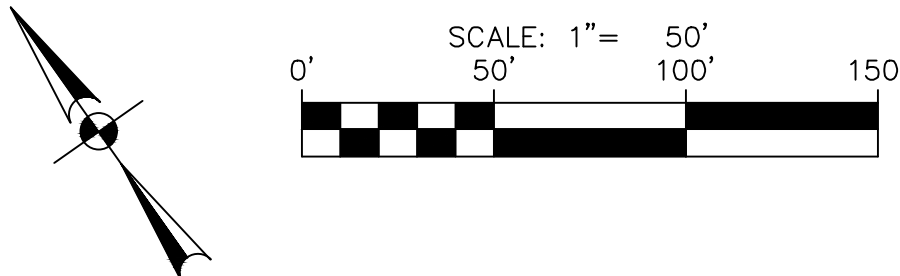
HANGING WILLOW
PLAN & PROFILE (STA. 14+22.53 TO 20+90.18)

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



STREET LEGEND

PROJECT LIMITS	---
MAINTAIN GUTTER	→
EXISTING CONTOUR	---
WHEELCHAIR RAMP	①
CENTERLINE	CL
FACE OF CURB	FOC
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	→
TOP OF CURB SPOT ELEVATION	857.00
PAVEMENT ELEVATION	857.00(P) x
WASHOUT CROWN SECTION	---
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	---
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	---
DRIVEWAY	---



PAPE-DAWSON
ENGINEERS

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TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028900

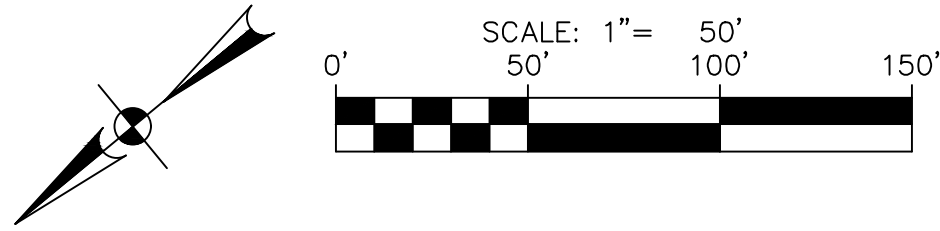
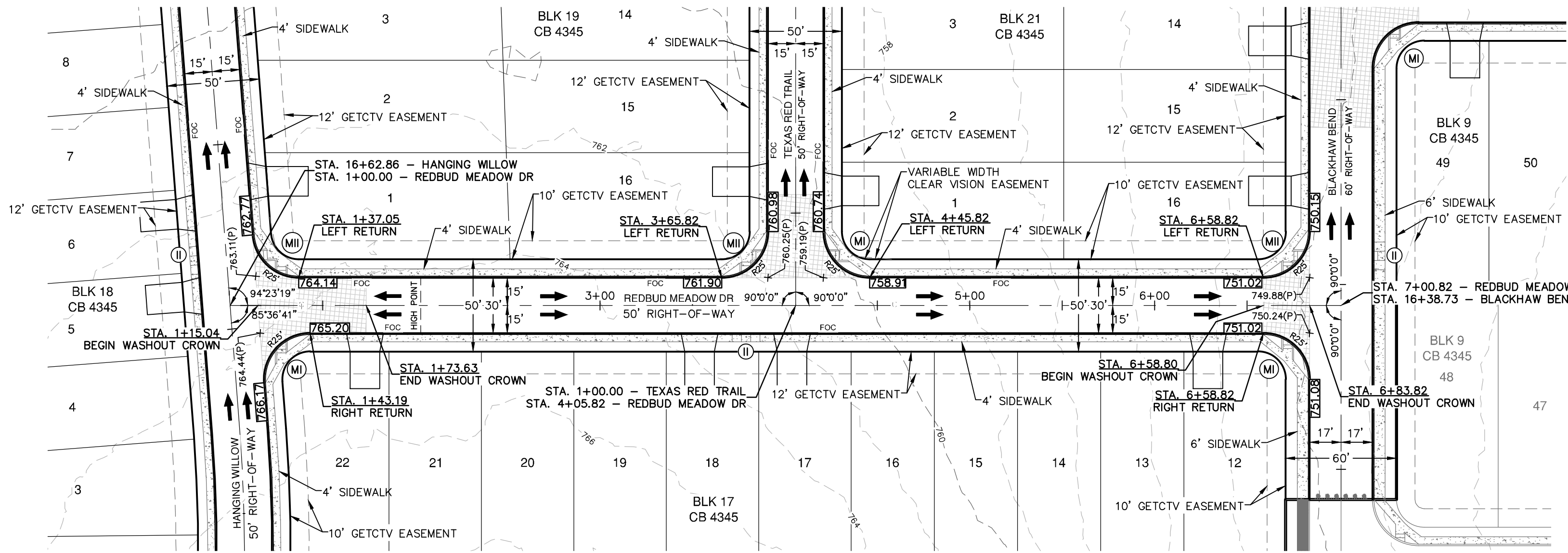
BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS

HANGING WILLOW
PLAN & PROFILE (STA. 14+22.53 TO 20+90.18)

STREET NOTES:

- A BEXAR COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEXAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
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- THE CONSTRUCTION OF SIDEWALKS ADJACENT TO ALL 900 SERIES LOTS WILL BE THE RESPONSIBILITY OF THE DEVELOPER AS SHOWN ON THE OVERALL SIGNAGE PLAN.

PLAT NO. **25-11800095**
JOB NO. 11412-16
DATE JUNE 2025
DESIGNER NA
CHECKED JH DRAWN NA
SHEET **C2.03**

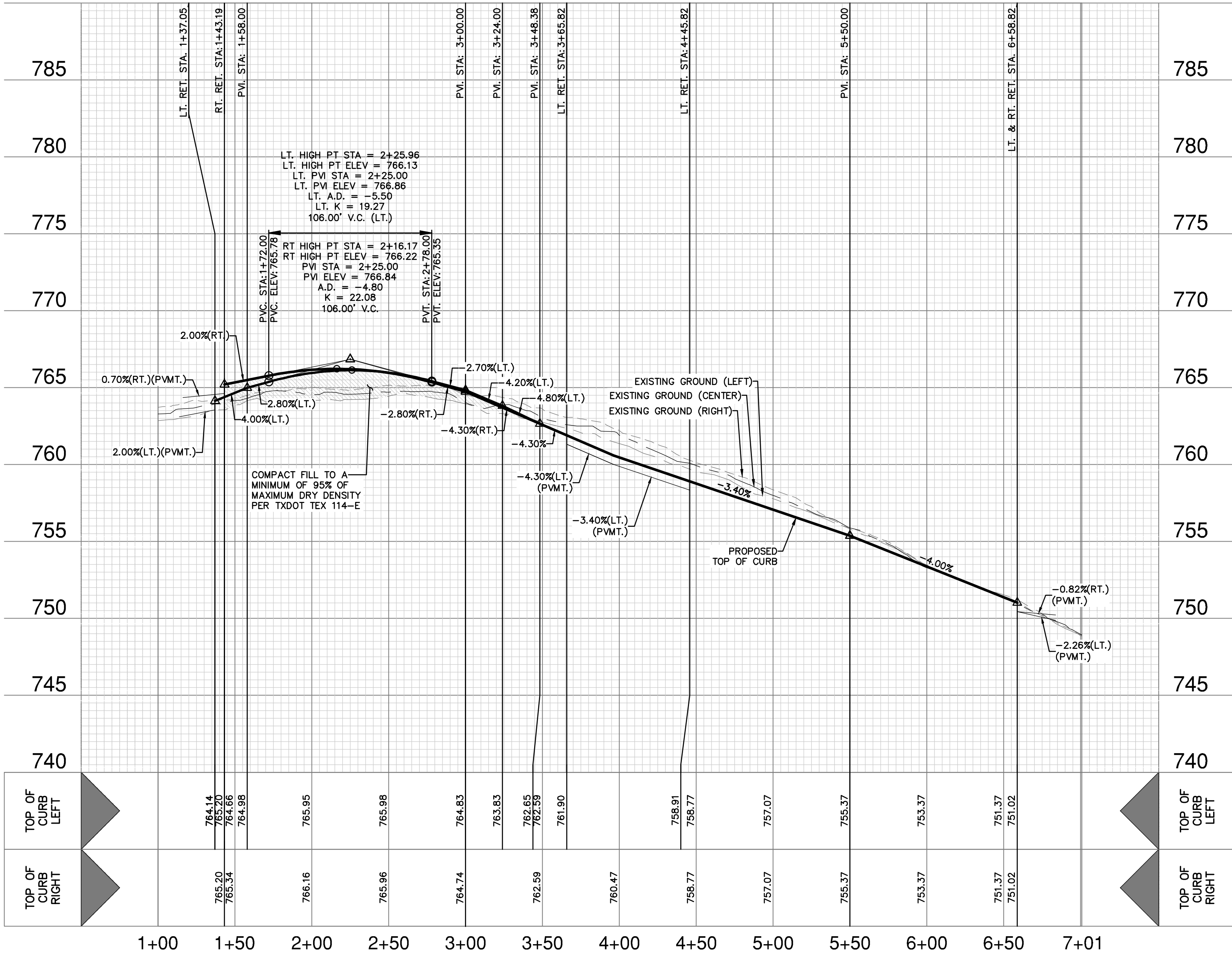


STREET LEGEND

PROJECT LIMITS	---
MAINTAIN GUTTER	→
EXISTING CONTOUR	--- 970 ---
WHEELCHAIR RAMP	⊕
CENTERLINE	CL
FACE OF CURB	FOC
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	→
TOP OF CURB SPOT ELEVATION	857.00(P) x
PAVEMENT ELEVATION	857.00(P) x
WASHOUT CROWN SECTION	857.00(P) x
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	857.00(P) x
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	857.00(P) x
DRIVEWAY	---

REDBUD MEADOW DR
PLAN & PROFILE (STA. 1+37.05 TO 6+58.80)

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



STREET NOTES:

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PAPE-DAWSON
ENGINEERS

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TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS

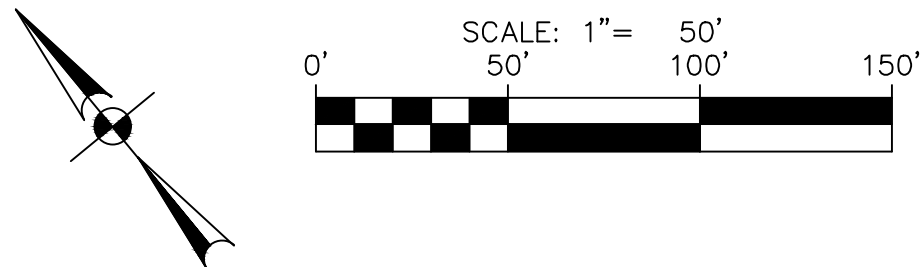
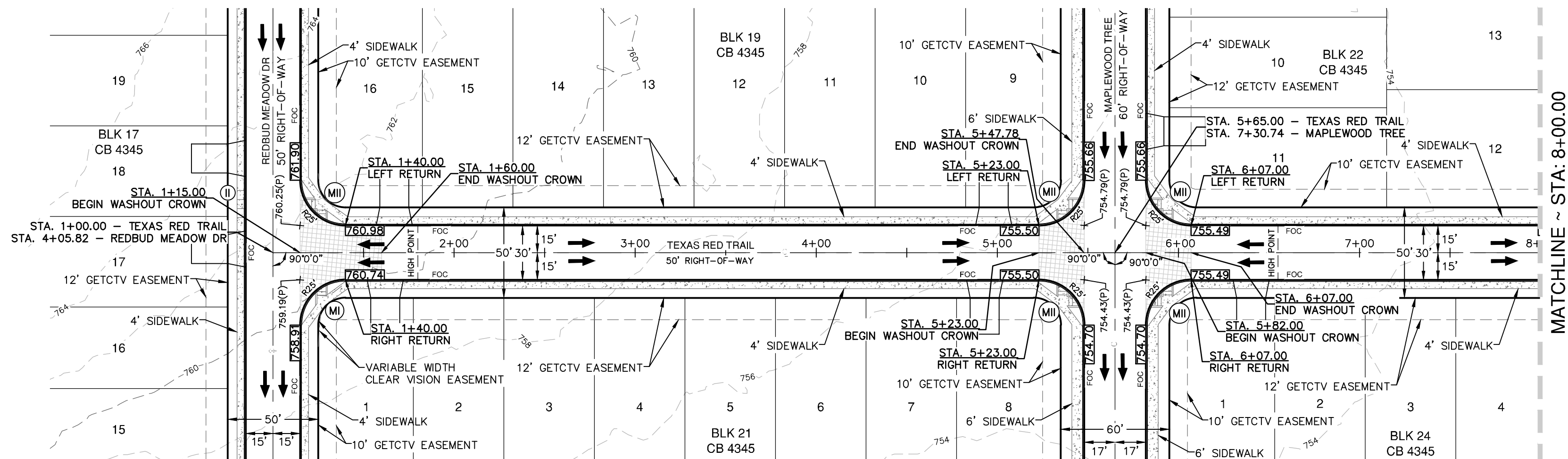
REDBUD MEADOW DR

PLAN & PROFILE (STA. 1+37.05 TO 6+58.80)

PLAT NO. **25-11800095**
JOB NO. **11412-16**
DATE **JUNE 2025**
DESIGNER **NA**
CHECKED **JH** DRAWN **NA**
SHEET **C2.04**

Date: July 28, 2025, 9:22 AM - User ID: uvlarrreal
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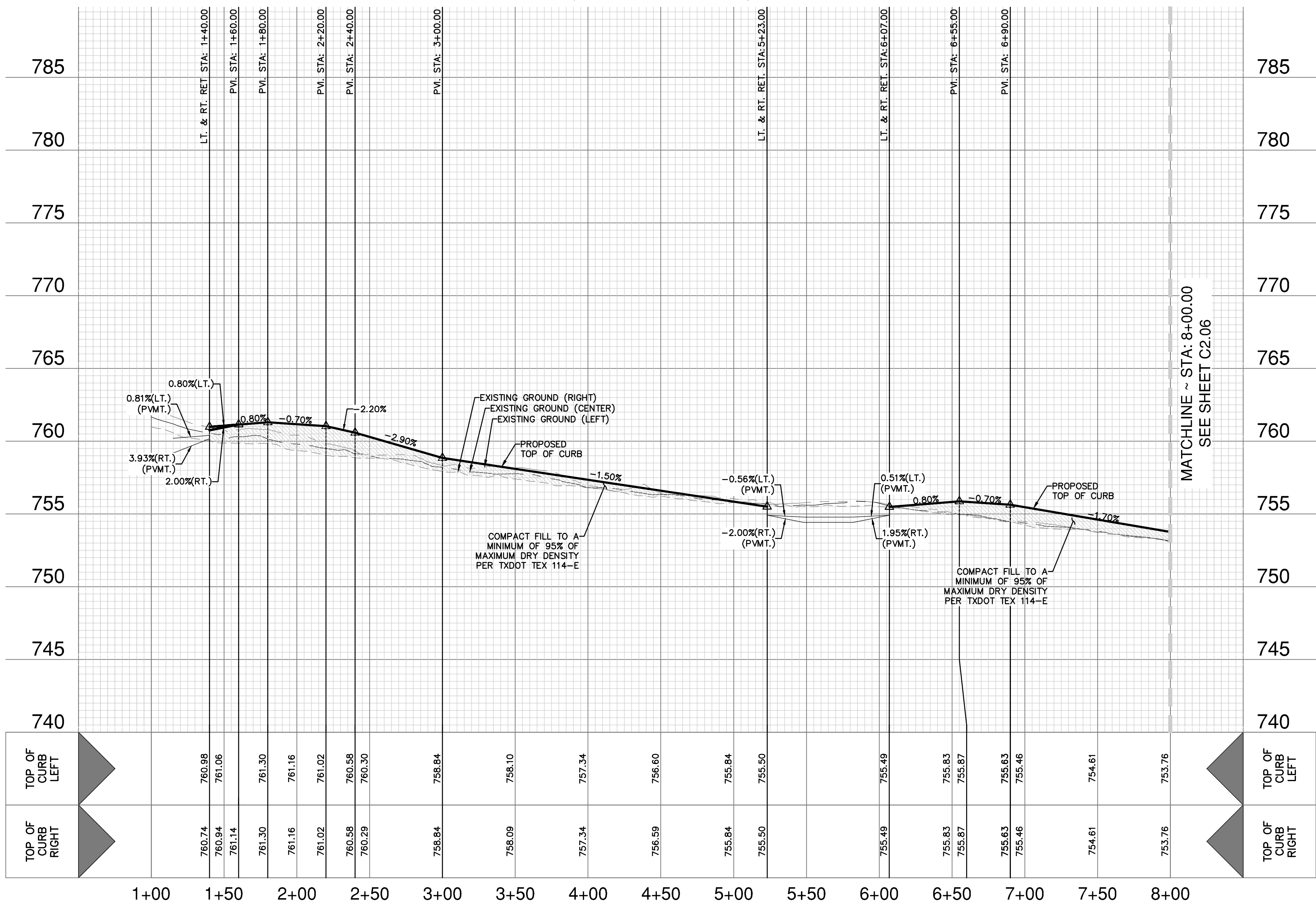


STREET LEGEND

PROJECT LIMITS	---
MAINTAIN GUTTER	→
EXISTING CONTOUR	---
WHEELCHAIR RAMP	⊕
CENTERLINE	CL
FACE OF CURB	FOC
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	→
TOP OF CURB SPOT ELEVATION	[857.30]
PAVEMENT ELEVATION	857.00(P) x
WASHOUT CROWN SECTION	[Pattern]
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	[Pattern]
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	[Pattern]
DRIVEWAY	[Pattern]

TEXAS RED TRAIL
PLAN & PROFILE (STA. 1+40.00 TO 8+00.00)

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



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PAPE-DAWSON
ENGINEERS

2000 HW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028900

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS

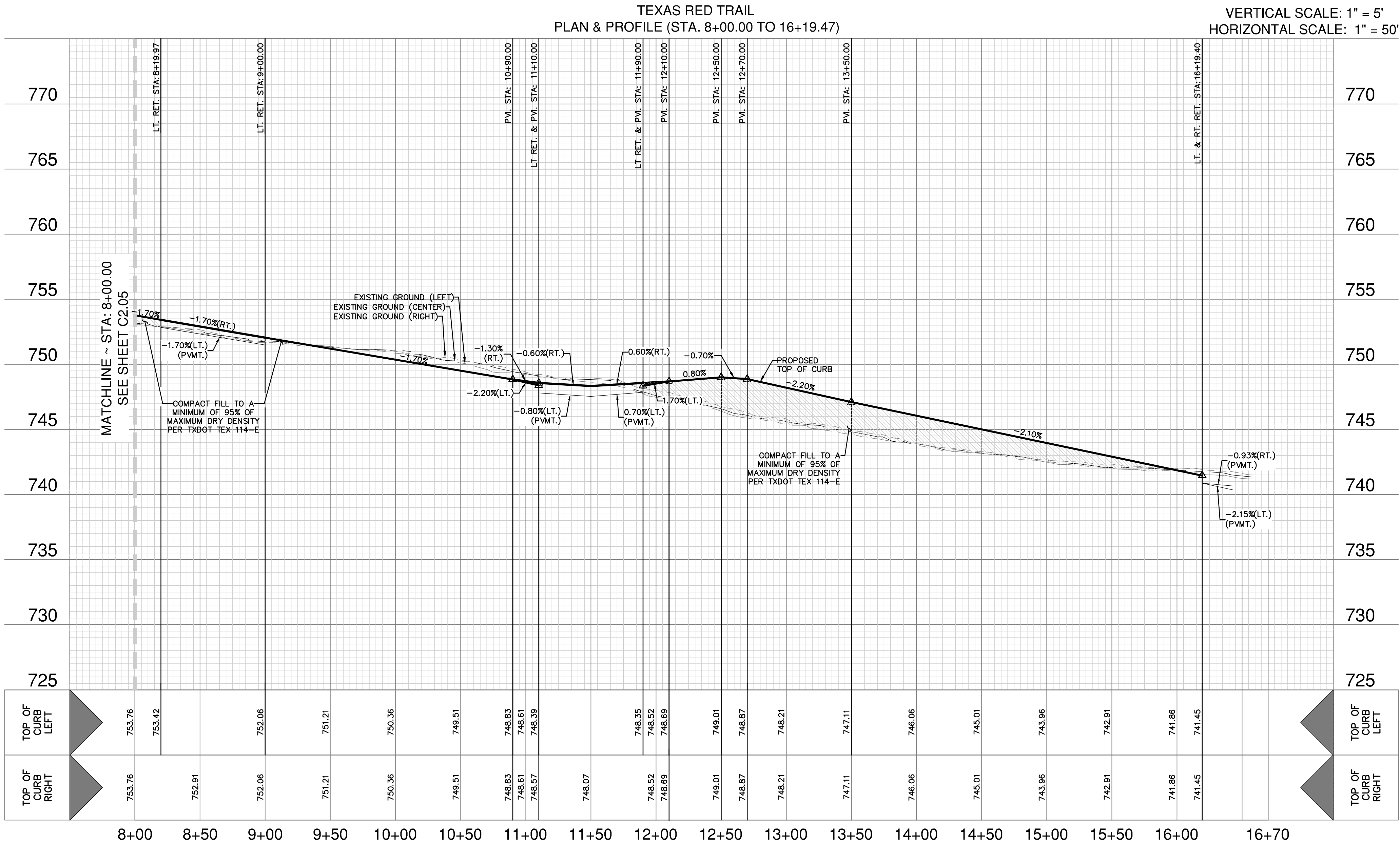
TEXAS RED TRAIL

PLAN & PROFILE (STA. 1+40.00 TO 8+00.00)

PLAT NO. **25-11800095**
JOB NO. 11412-16
DATE JUNE 2025
DESIGNER NA
CHECKED JH DRAWN NA
SHEET **C2.05**

Date: July 28, 2025, 9:22 AM - User ID: uvlarrreal
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PLAT NO. 25-11800095
JOB NO. 11412-16
DATE JUNE 2025
DESIGNER NA
CHECKED JH DRAWN NA
SHEET C2.06

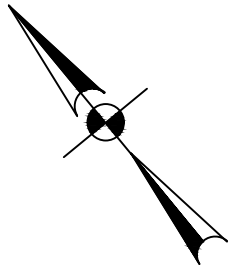
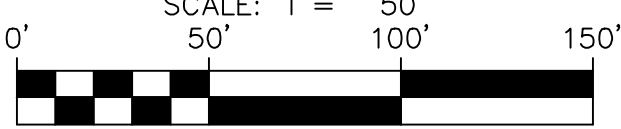
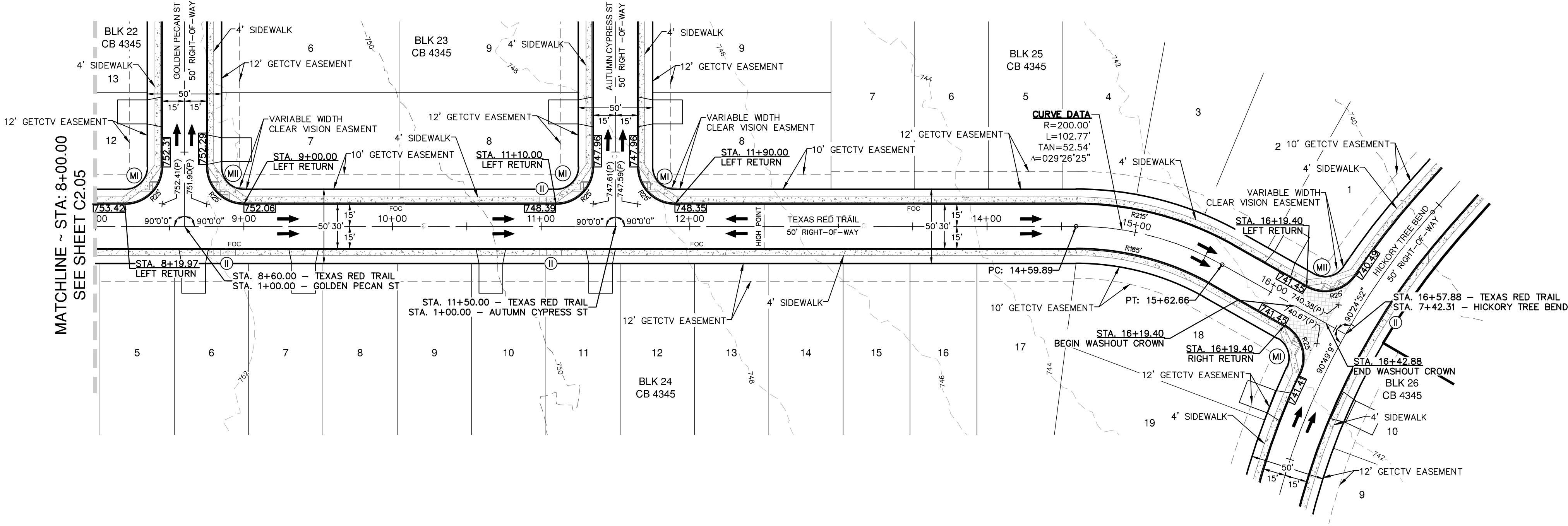
BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS
TEXAS RED TRAIL
PLAN & PROFILE (STA. 8+00.00 TO 16+19.47)

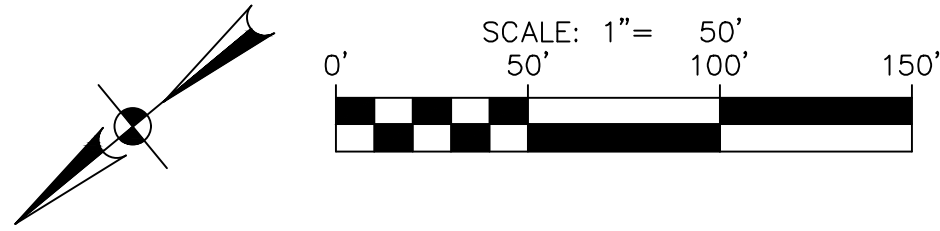
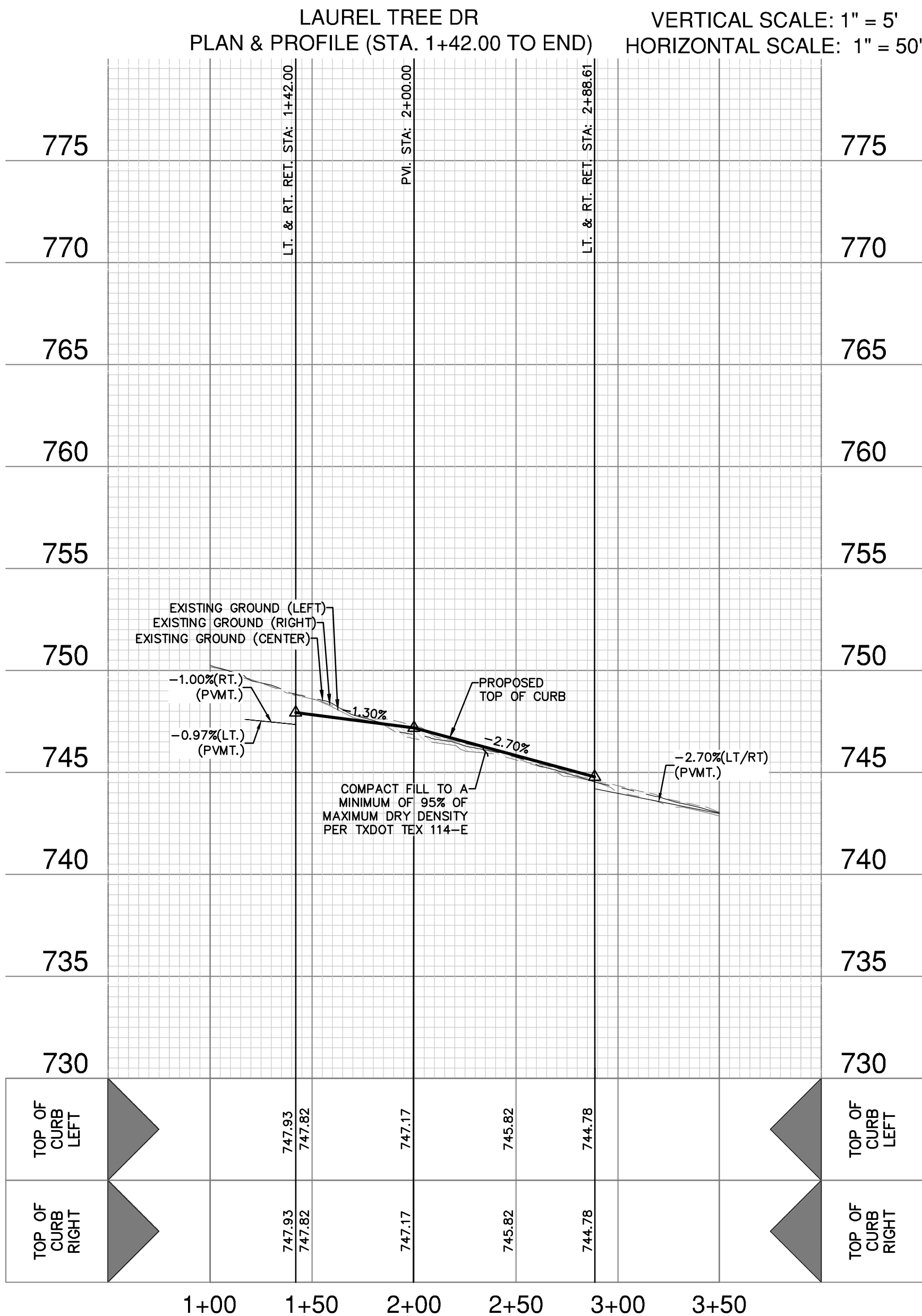
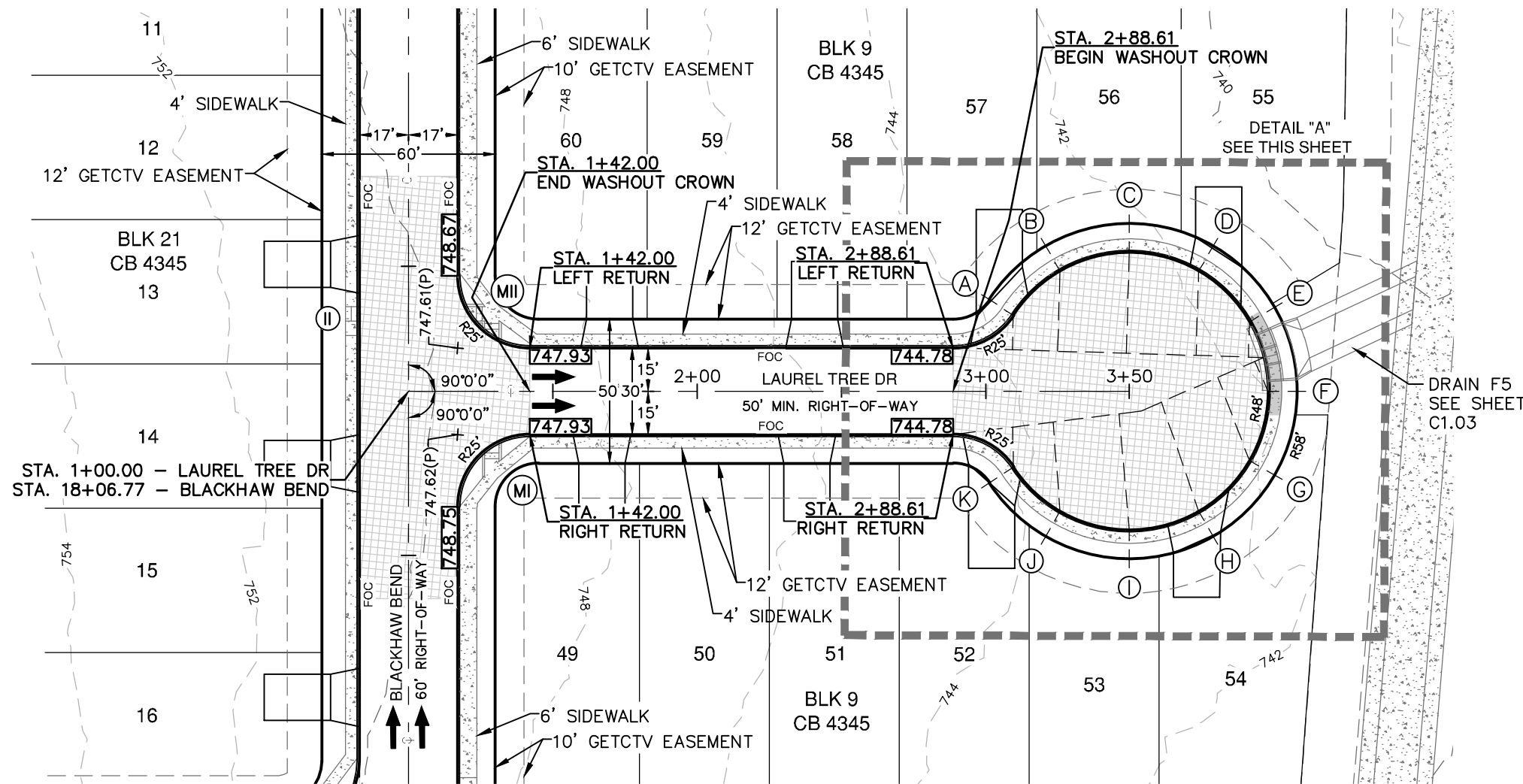
PAPE-DAWSON
ENGINEERS
2000 HW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800



STREET LEGEND

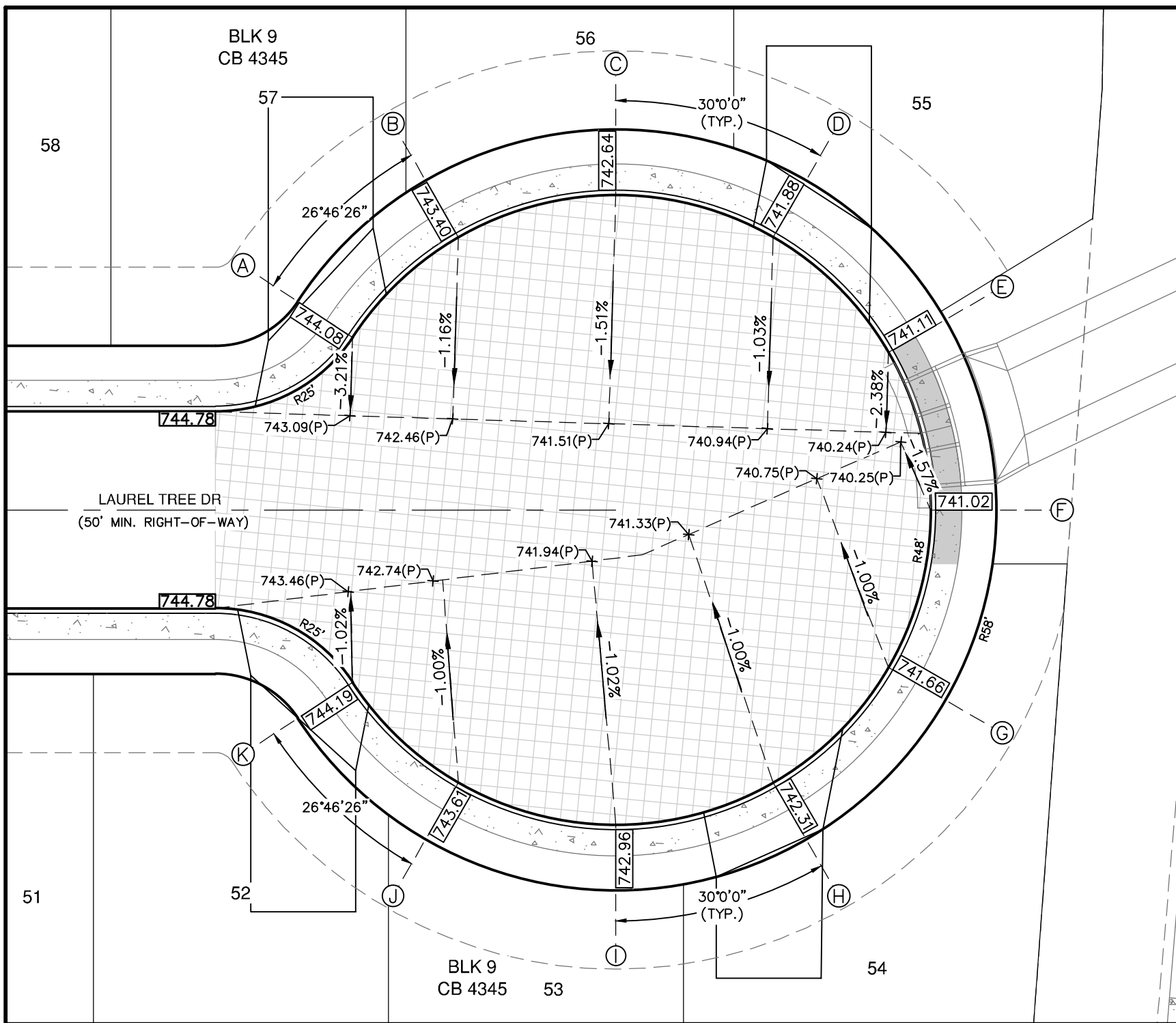
- PROJECT LIMITS
MAINTAIN GUTTER
EXISTING CONTOUR
WHEELCHAIR RAMP
CENTERLINE
FACE OF CURB
RADIUS POINT
POINT OF CURVATURE
POINT OF TANGENCY
RETURN
DRAINAGE FLOW ARROW
TOP OF CURB SPOT ELEVATION
PAVEMENT ELEVATION
WASHOUT CROWN SECTION
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)
SIDEWALK (DEVELOPER'S RESPONSIBILITY)
DRIVEWAY





STREET LEGEND

PROJECT LIMITS	---
MAINTAIN GUTTER	→
EXISTING CONTOUR	---
WHEELCHAIR RAMP	①
CENTERLINE	CL
FACE OF CURB	FOC
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	→
TOP OF CURB SPOT ELEVATION	857.30
PAVEMENT ELEVATION	857.00(P) x
WASHOUT CROWN SECTION	
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	
DRIVEWAY	



DETAIL "A"
SCALE: 1" = 20'

STREET NOTES:

- A BEXAR COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEXAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
- CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
- SIDEWALKS SHALL BE CONSTRUCTED 3'-FT FROM THE BACK OF CURB FOR ALL LOCATIONS WHERE THE SIDEWALK IS SHOWN OFFSET. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
- NO PERMANENT STRUCTURES HIGHER THAN 3 FEET, AND LOWER THAN 8 FEET ABOVE THE PAVEMENT, INCLUDING STRUCTURES, WALLS, FENCES, AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. CONTRACTOR SHALL GRADE AREAS WITHIN CLEAR VISION EASEMENTS SUCH THAT THE ELEVATION WITHIN THE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FEET ABOVE THE ADJACENT TOP OF PAVEMENT.
- DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATING A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.
- CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET ARE PERMITTED TO BE APPROVED BY THE FIELD INSPECTOR WITHOUT AMENDING THE STREET PLAN OR UTILITY LAYOUT PER UDC SECTION 35-506 (O)(6).
- THE CONSTRUCTION OF SIDEWALKS ADJACENT TO ALL 900 SERIES LOTS WILL BE THE RESPONSIBILITY OF THE DEVELOPER AS SHOWN ON THE OVERALL SIGNAGE PLAN.

PAPE-DAWSON
ENGINEERS

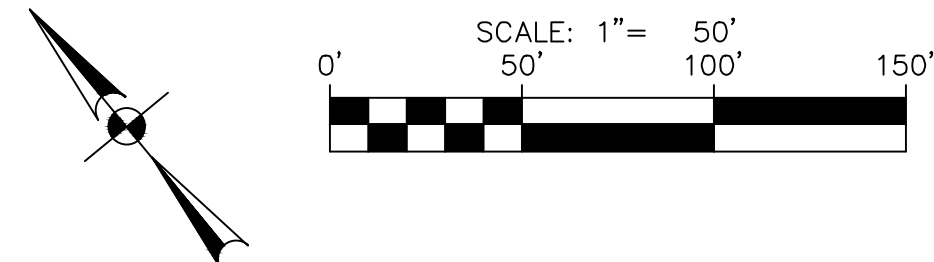
2000 HW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS

LAUREL TREE DR

PLAN & PROFILE (STA. 1+42.00 TO END)

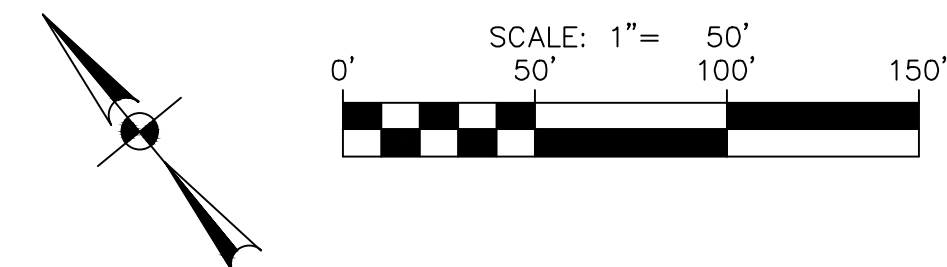
PLAT NO. **25-11800095**
JOB NO. **11412-16**
DATE **JUNE 2025**
DESIGNER **NA**
CHECKED **JH** DRAWN **NA**
SHEET **C2.07**



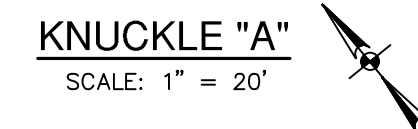
PROJECT LIMITS	— — — — —
MAINTAIN GUTTER	→ — — — — —
EXISTING CONTOUR	— — — — — 970 — — — — —
WHEELCHAIR RAMP	⓪
CENTERLINE	CL
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	➔
TOP OF CURB SPOT ELEVATION	857.30
PAVEMENT ELEVATION	857.00(P) ×
WASHOUT CROWN SECTION	
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	
DRIVEWAY	



1. A BEAR COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
2. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TE-IN, IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
3. SIDEWALKS SHALL BE CONSTRUCTED 3-FT FROM THE BACK OF CURB FOR ALL LOCATIONS WHERE THE SIDEWALK IS SHOWN OFFSET. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
4. NO PERMANENT STRUCTURES HIGHER THAN 3 FEET, AND LOWER THAN 8 FEET ABOVE THE PAVEMENT, INCLUDING STRUCTURES, WALLS, FENCES, AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. CONTRACTOR SHALL GRADE AREAS WITHIN CLEAR VISION EASEMENTS SUCH THAT THE ELEVATION WITHIN THE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FEET ABOVE THE ADJACENT TOP OF PAVEMENT.
5. DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATING A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.
6. CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET WILL BE PERMITTED TO BE APPROVED BY THE COUNTY INSPECTOR WITHOUT ADJUDICATING THE STREET PLAN OF UTILITY LAYOUT PER UDC SECTIONS 35-506 (d)(6).
7. THE CONSTRUCTION OF SIDEWALKS ACCORDING TO ALL 900 SERIES LOTS WILL BE THE RESPONSIBILITY OF THE DEVELOPER AS SHOWN ON THE OVERALL SIGNAGE PLAN.



PROJECT LIMITS	— — — — —
MAINTAIN GUTTER	— — — — — →
EXISTING CONTOUR	- - - - - 970 - - - - -
WHEELCHAIR RAMP	Ⓐ
CENTERLINE	CL
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	→
TOP OF CURB SPOT ELEVATION	857.30
PAVEMENT ELEVATION	857.00(P) x
WASHOUT CROWN SECTION	
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	
DRIVEWAY	



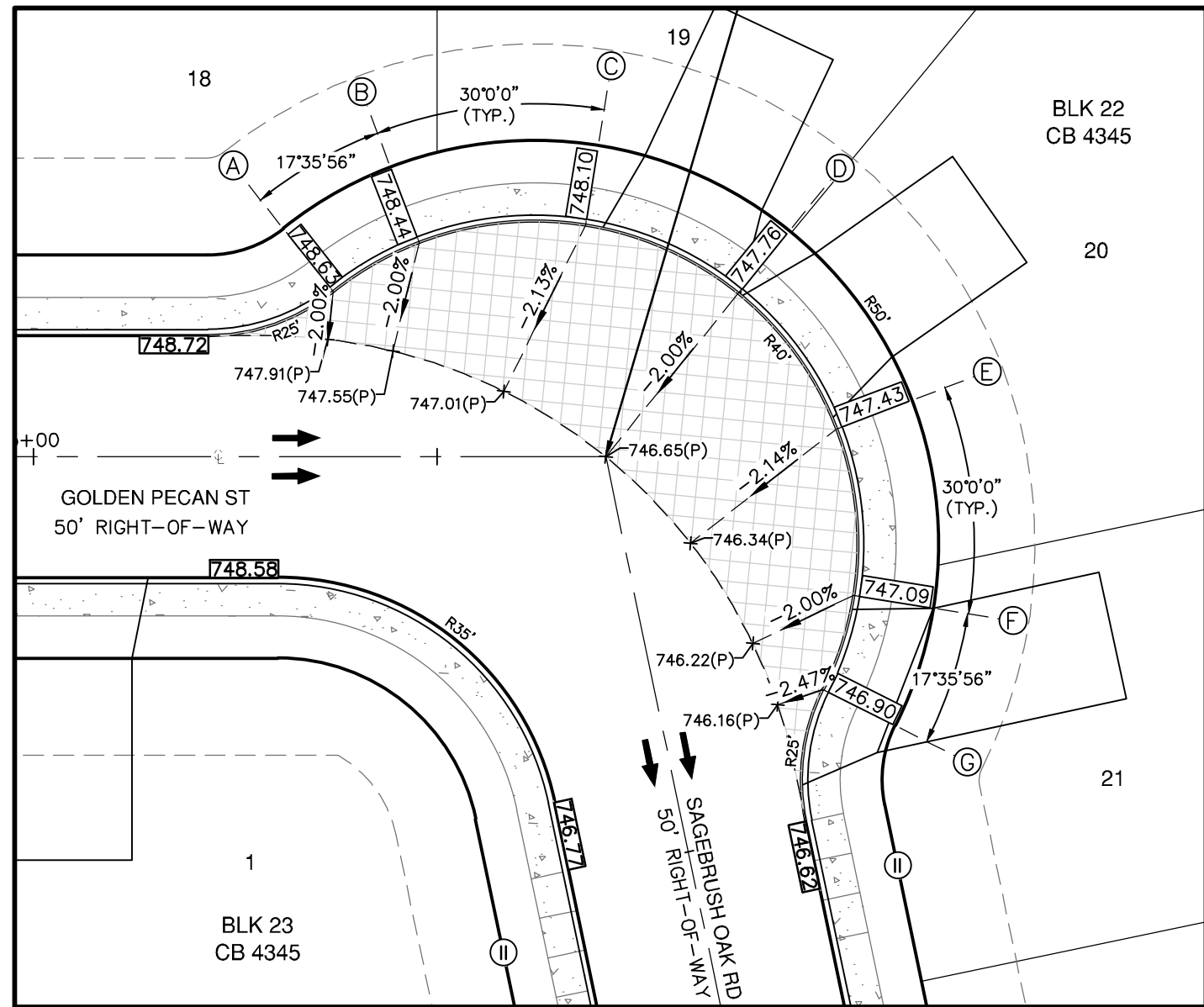
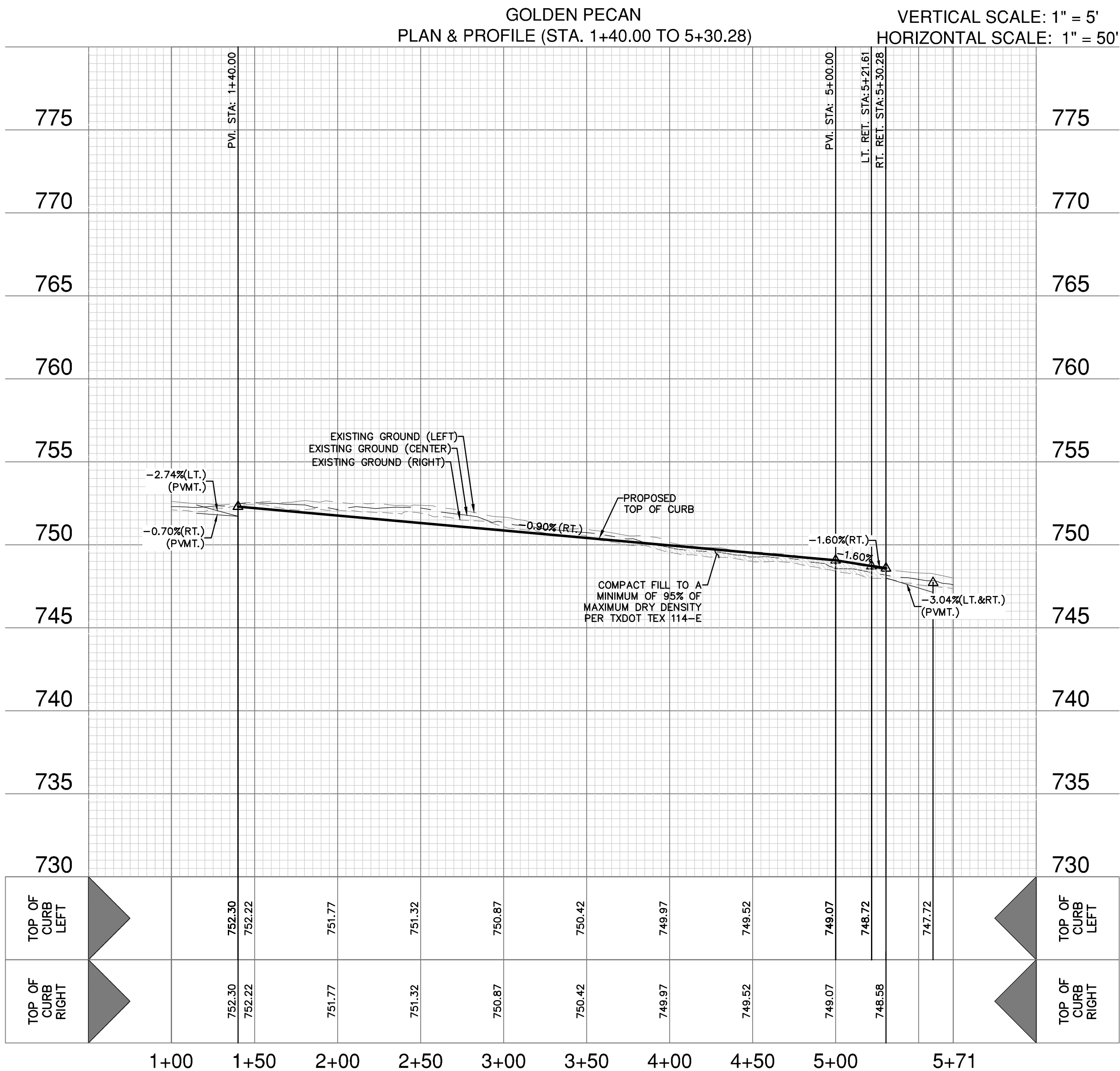
1. A BEARX COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEARX COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
2. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
3. SIDEWALKS SHALL BE CONSTRUCTED 3'-FT FROM THE BACK OF CURB FOR ALL LOCATIONS WHERE THE SIDEWALK IS SHOWN OFFSET. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
4. NO PERMANENT STRUCTURES HIGHER THAN 3 FEET, AND LOWER THAN 4 FEET ABOVE THE PAVEMENT, INCLUDING STRUCTURES, WALLS, FENCES AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. CONTRACTOR SHALL GRADE AREAS WITHIN CLEAR VISION EASEMENT TO SUCH AN ELEVATION WITHIN THE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FEET ABOVE THE ADJACENT TOP OF PAVEMENT.
5. DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATING A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.
6. CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET ARE PERMITTED TO BE APPROVED BY THE INSURANCE COMPANY. SUCH AN ADJUSTMENT TO THE STREET PLAN OR UTILITY LAYOUT PER UDC SECTION 35-506 (Q)(6).
7. THE CONSTRUCTION OF SIDEWALKS ADJACENT TO ALL 900 SERIES LOTS WILL BE THE RESPONSIBILITY OF THE DEVELOPER AS SHOWN ON THE OVERALL SIGNAGE PLAN.

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS
BLACKHAW BEND
PLAN & PROFILE (STA: 23+00.00 TO 27+00.00)

PLAT NO. 25-11800095
JOB NO. 11412-16
DATE JUNE 2025
DESIGNER NA
CHECKED JH DRAWN NA
SHEET C2.09

Date: July 28, 2025, 9:25 AM - User ID: uvillarreal
File: P:\114\12\16\Design\Civil\ST1141216 BLACKHAW BEND.dwg

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STREET NOTES:

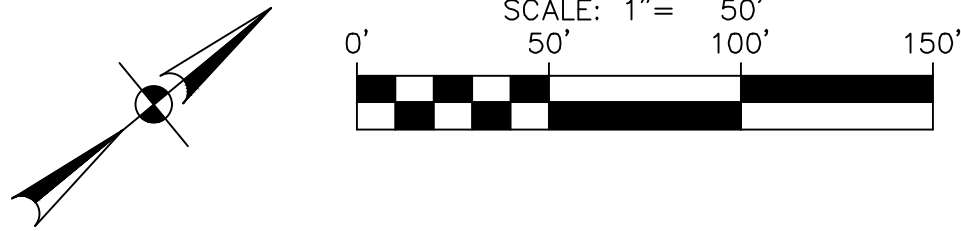
1. A BEXAR COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEXAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
2. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
3. SIDEWALKS SHALL BE CONSTRUCTED 3'-FT FROM THE BACK OF CURB FOR ALL LOCATIONS WHERE THE SIDEWALK IS SHOWN OFFSET. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
4. NO PERMANENT STRUCTURES HIGHER THAN 3 FEET, AND LOWER THAN 8 FEET ABOVE THE PAVEMENT, INCLUDING STRUCTURES, WALLS, FENCES, AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. CONTRACTOR SHALL GRADE AREAS WITHIN CLEAR VISION EASEMENTS SUCH THAT THE ELEVATION WITHIN THE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FEET ABOVE THE ADJACENT TOP OF PAVEMENT.
5. DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATING A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.
6. CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET ARE PERMITTED TO BE APPROVED BY THE FIELD INSPECTOR WITHOUT AMENDING THE STREET PLAN OR UTILITY LAYOUT PER UDC SECTION 35-506 (O)(6).
7. THE CONSTRUCTION OF SIDEWALKS ADJACENT TO ALL 900 SERIES LOTS WILL BE THE RESPONSIBILITY OF THE DEVELOPER AS SHOWN ON THE OVERALL SIGNAGE PLAN.

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS
GOLDEN PECAN
PLAN & PROFILE (STA. 1+40.00 TO 5+30.28)

PLAT NO. **25-11800095**
JOB NO. **11412-16**
DATE **JUNE 2025**
DESIGNER **NA**
CHECKED **JH** DRAWN **NA**
SHEET **C2.10**

PAPE-DAWSON
ENGINEERS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028900

STATE OF TEXAS
MATTHEW GEISTWEID
118861
PROFESSIONAL ENGINEER
7/25/2025



STREET LEGEND

- PROJECT LIMITS
MAINTAIN GUTTER
EXISTING CONTOUR
WHEELCHAIR RAMP
CENTERLINE
RADIUS POINT
POINT OF CURVATURE
POINT OF TANGENCY
RETURN
DRAINAGE FLOW ARROW
TOP OF CURB SPOT ELEVATION
PAVEMENT ELEVATION
WASHOUT CROWN SECTION
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)
SIDEWALK (DEVELOPER'S RESPONSIBILITY)
DRIVEWAY



PROJECT LIMITS	_____
MAINTAIN GUTTER	_____ → _____ →
EXISTING CONTOUR	----- 970
WHEELCHAIR RAMP	⓪
CENTERLINE	CL
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	➡
TOP OF CURB SPOT ELEVATION	857.30
PAVEMENT ELEVATION	857.00(P) ×
WASHOUT CROWN SECTION	
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	
DRIVEWAY	_____



1. A BEAR COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN WITH THE BEAR COUNTY ROAD DEPARTMENT. WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
2. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
3. SIDEWALKS SHALL BE CONSTRUCTED 3-FT FROM THE BACK OF CURB FOR ALL CURBS. WHEN THE SIDEWALK SHOWS UP, REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
4. NO PERMANENT STRUCTURES HIGHER THAN 3 FEET, AND LOWER THAN 8 FEET ABOVE THE PAVEMENT, INCLUDING STRUCTURES, WALLS, FENCES, AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENTS. THE ELEVATION WITHIN THE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FEET ABOVE THE ADJACENT TOP OF PAVEMENT.
5. DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF PROVIDING ACCESS TO THE DRIVEWAY. DRIVEWAY CONSTRUCTION INFRASTRUCTURE, OR OTHER CONFLICT, DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.
6. CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET ARE PERMITTED TO BE APPROVED BY THE FIELD INSPECTOR WITHOUT AMENDING THE STREET PLAN OR UTILITY LAYOUT PER IJC-SECTION 35-608 (O)(6).
7. THE CONSTRUCTION OF SIDEWALKS ADJACENT TO ALL 800 SERIES LOTS IS THE RESPONSIBILITY OF THE DEVELOPER AS SHOWN ON THE OVERALL SIGNAGE PLAN.

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS

SAGEBRUSH OAK
PLAN & PROFILE (STA. 1+40.62 TO END)

PLAT NO. 25-1180009
 JOB NO. 11412-16
 DATE JUNE 2025
 DESIGNER NA
 CHECKED JH DRAWN NA
 SHEET C2.11

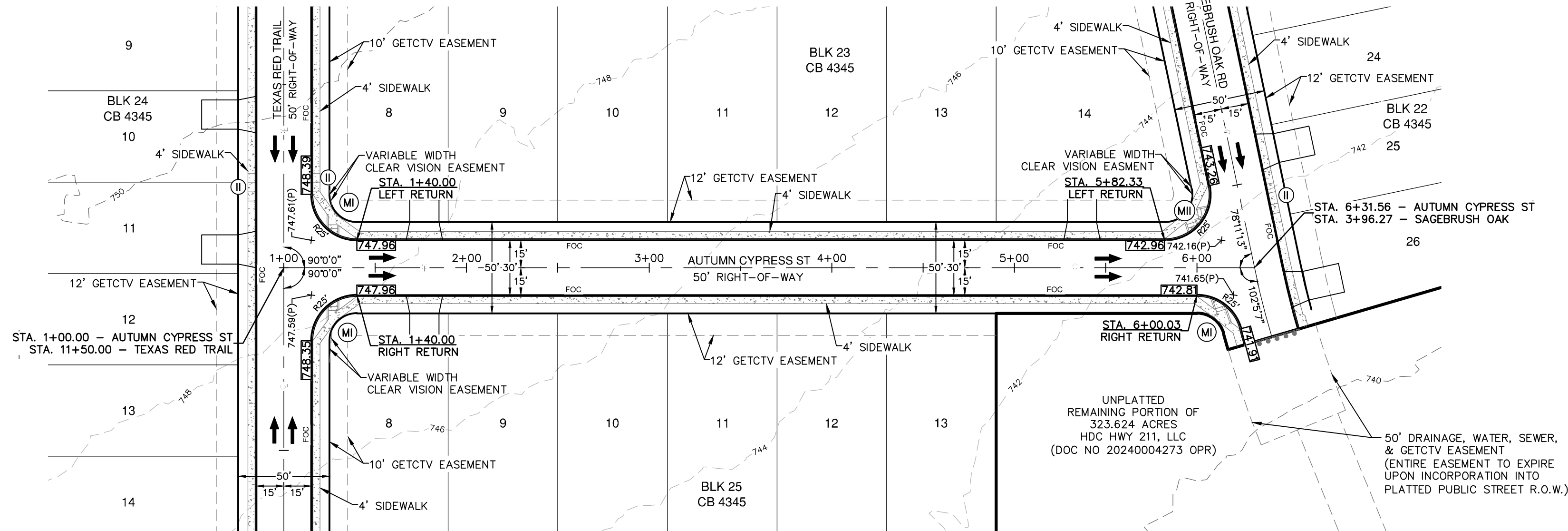


**PAPE-DAWSON
ENGINEERS**

22000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #1470 | TEXAS SURVEYING FIRM #10028600

Date: July 28, 2025, 9:28 AM - User ID: uvlarrreal
File: P:\14\12\16\Design\GWA\ST1141216 AUTUMN_CYPRESS.dwg

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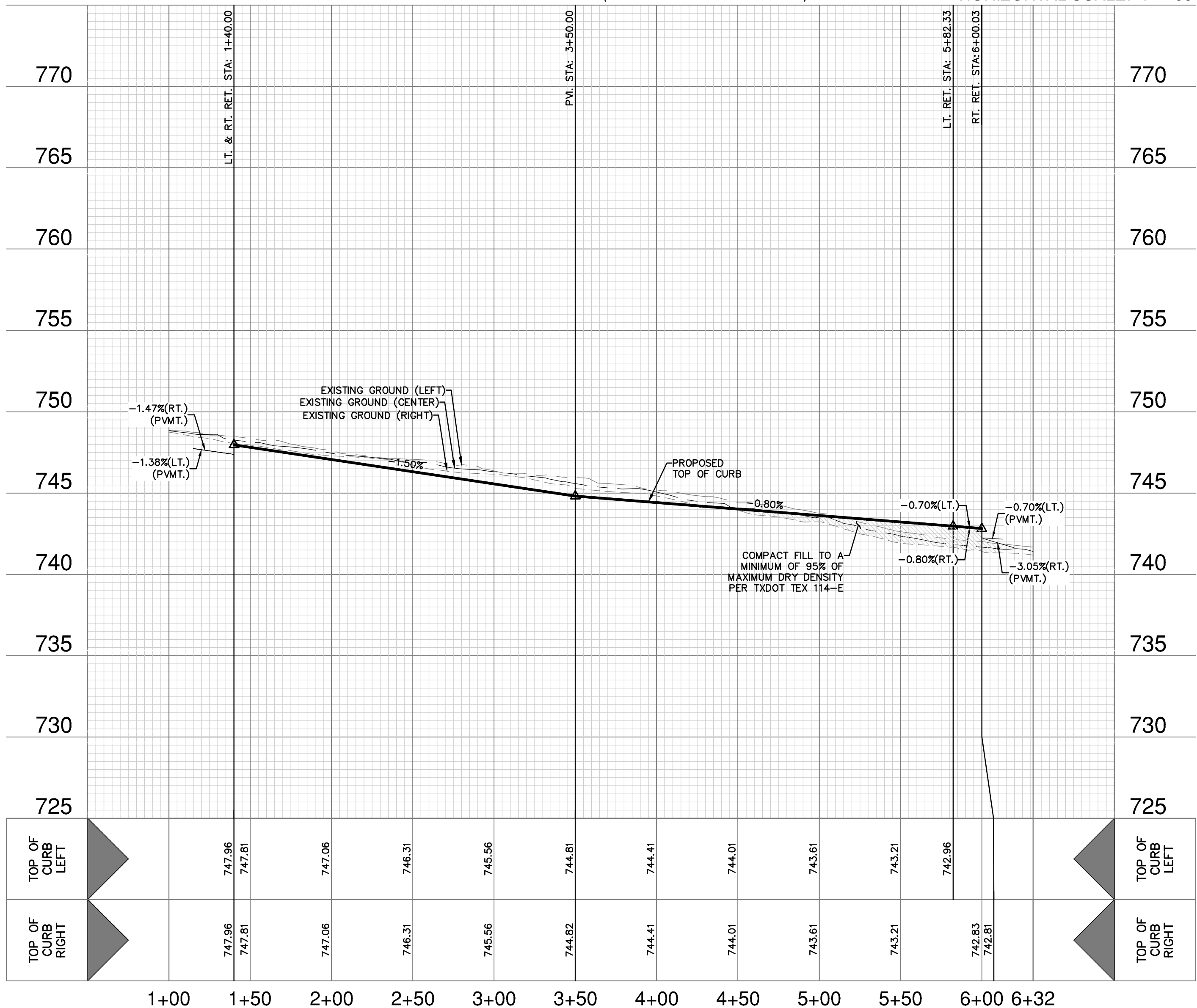


STREET LEGEND

PROJECT LIMITS	---
MAINTAIN GUTTER	→
EXISTING CONTOUR	---
WHEELCHAIR RAMP	⓪
CENTERLINE	CL
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	→
TOP OF CURB SPOT ELEVATION	(857.30)
PAVEMENT ELEVATION	857.00(P) x
WASHOUT CROWN SECTION	857.00(P) x
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	857.00(P) x
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	857.00(P) x
DRIVEWAY	---

AUTUMN CYPRESS
PLAN & PROFILE (STA. 1+40.00 TO 6+00.03)

VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



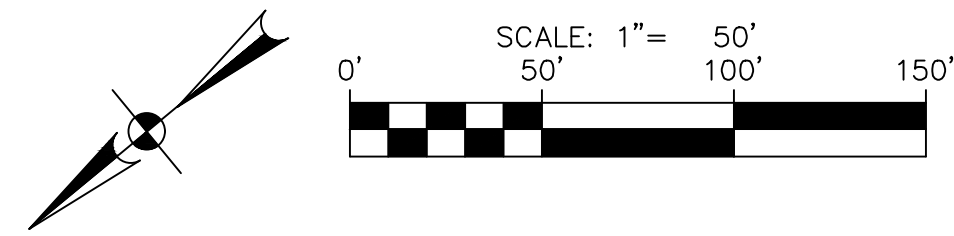
STREET NOTES:

- A BEXAR COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEXAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
- CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
- SIDEWALKS SHALL BE CONSTRUCTED 3'-FT FROM THE BACK OF CURB FOR ALL LOCATIONS WHERE THE SIDEWALK IS SHOWN OFFSET. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
- NO PERMANENT STRUCTURES HIGHER THAN 3 FEET, AND LOWER THAN 8 FEET ABOVE THE PAVEMENT, INCLUDING STRUCTURES, WALLS, FENCES, AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. CONTRACTOR SHALL GRADE AREAS WITHIN CLEAR VISION EASEMENTS SUCH THAT THE ELEVATION WITHIN THE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FEET ABOVE THE ADJACENT TOP OF PAVEMENT.
- DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATING A POTENTIAL CONFLICT WITH CURB RAMP, DRAINAGE INFRASTRUCTURE, OR OTHER CONFLICT. DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.
- CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET ARE PERMITTED TO BE APPROVED BY THE FIELD INSPECTOR WITHOUT AMENDING THE STREET PLAN OR UTILITY LAYOUT PER UDC SECTION 35-506 (O)(6).
- THE CONSTRUCTION OF SIDEWALKS ADJACENT TO ALL 900 SERIES LOTS WILL BE THE RESPONSIBILITY OF THE DEVELOPER AS SHOWN ON THE OVERALL SIGNAGE PLAN.

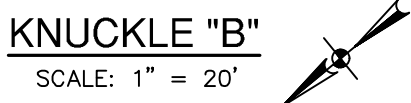
PAPE-DAWSON
ENGINEERS
2000 HW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028900

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS
AUTUMN CYPRESS
PLAN & PROFILE (STA. 1+40.00 TO 6+00.03)

PLAT NO. **25-11800095**
JOB NO. 11412-16
DATE JUNE 2025
DESIGNER NA
CHECKED JH DRAWN NA
SHEET **C2.12**



PROJECT LIMITS	
MAINTAIN GUTTER	
EXISTING CONTOUR	970
WHEELCHAIR RAMP	
CENTERLINE	CL
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	
TOP OF CURB SPOT ELEVATION	
PAVEMENT ELEVATION	857.00(P) ×
WASHOUT CROWN SECTION	
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	
DRIVEWAY	



1. A BEAR COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN WITH BEAR COUNTY ENGINEER. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
2. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
3. SIDEWALKS SHALL BE CONSTRUCTED 3'-FT FROM THE BACK OF CURB AT ALL LOCATIONS WHERE SIDEWALKS ARE SHOWN OFF-PLAN. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
4. NO PERMANENT STRUCTURES HIGHER THAN 3 FEET, AND LOWER THAN 8 FEET ABOVE THE PAVEMENT, INCLUDING STRUCTURES, WALLS, FENCES, AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. STRUCTURES SHALL BE LOCATED WITHIN THE CLEAR VISION EASEMENTS SUCH THAT THE ELEVATION WITHIN THE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FEET ABOVE THE ADJACENT TOP OF PAVEMENT.
5. DRIVEWAYS SHOWN ON THIS PLAN ARE FOR THE SOLE PURPOSE OF INDICATING A POTENTIAL CONFLICT. THE EXISTING RAILROAD RIGHT-OF-WAY STRUCTURE, WHETHER OR NOT, DRIVEWAY LOCATION IS SUBJECT TO CHANGE BASED ON HOME SELECTION AND FINAL LOT DESIGN.
6. CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET ARE PERMITTED TO BE APPROVED BY THE FIELD INSPECTOR WITHOUT AMENDING THE STREET PLAN OR UTILITY LAYOUT PER UDC SECTION 35-506 (O)(6).
7. THE CONSTRUCTION OF SIDEWALKS ADJACENT TO ALL 900 SERIES LOTS IS THE SOLE RESPONSIBILITY OF THE DEVELOPER AS SHOWN ON THE OVERALL SIGNAGE PLAN.

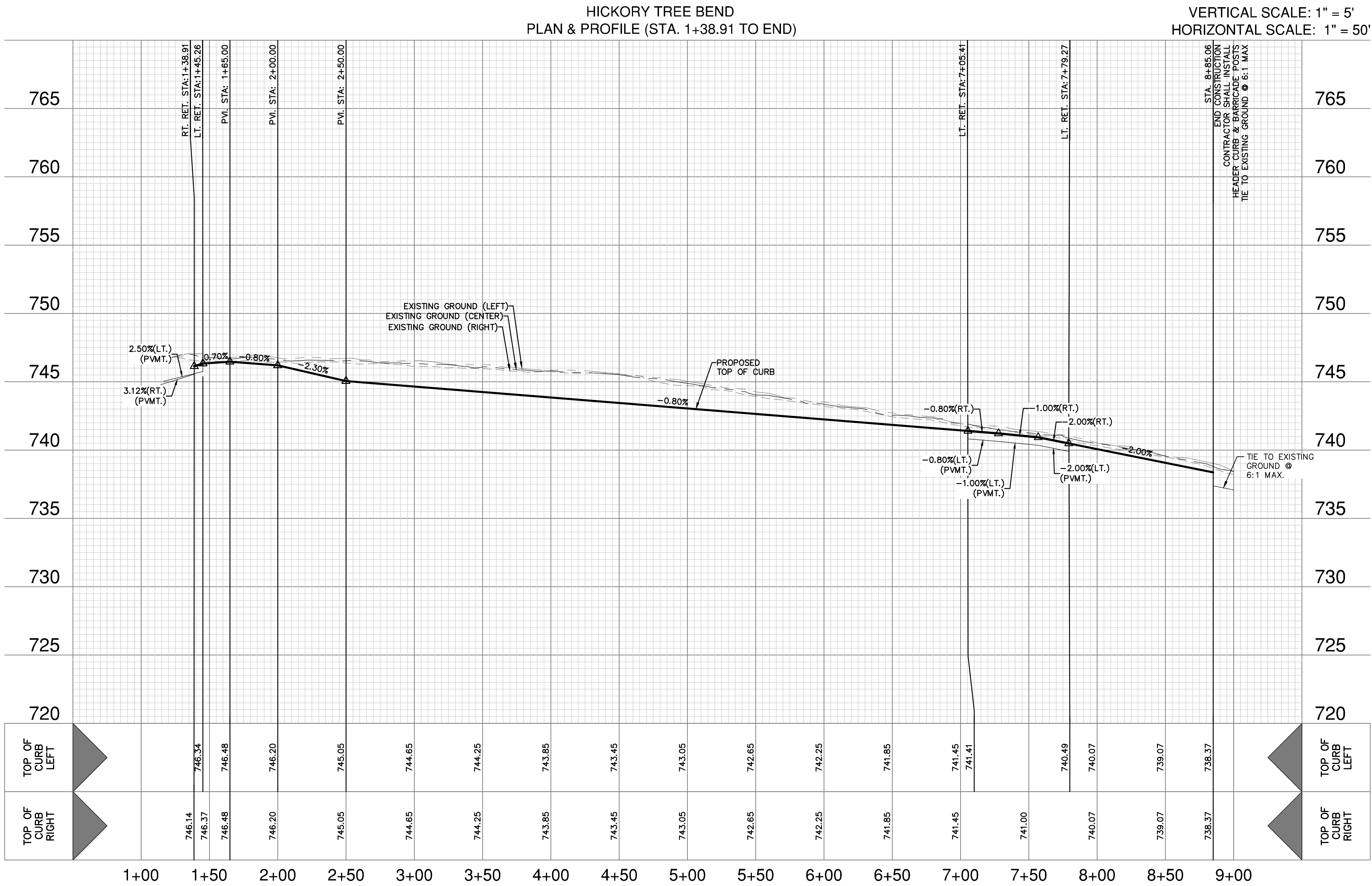
BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS

PINE NEEDLE WAY
PLAN & PROFILE (STA. 1+53.10 TO 4+00)

PLAT NO. 25-11800095
 JOB NO. 11412-16
 DATE JUNE 2025
 DESIGNER NA
 CHECKED JH DRAWN NA
 SHEET **C2.13**

Date: July 28, 2025, 9:30 AM - User ID: uvlarrreal
File: P:\14\12\16\Design\GWA\ST1141216 HICKORY TREE BEND.dwg

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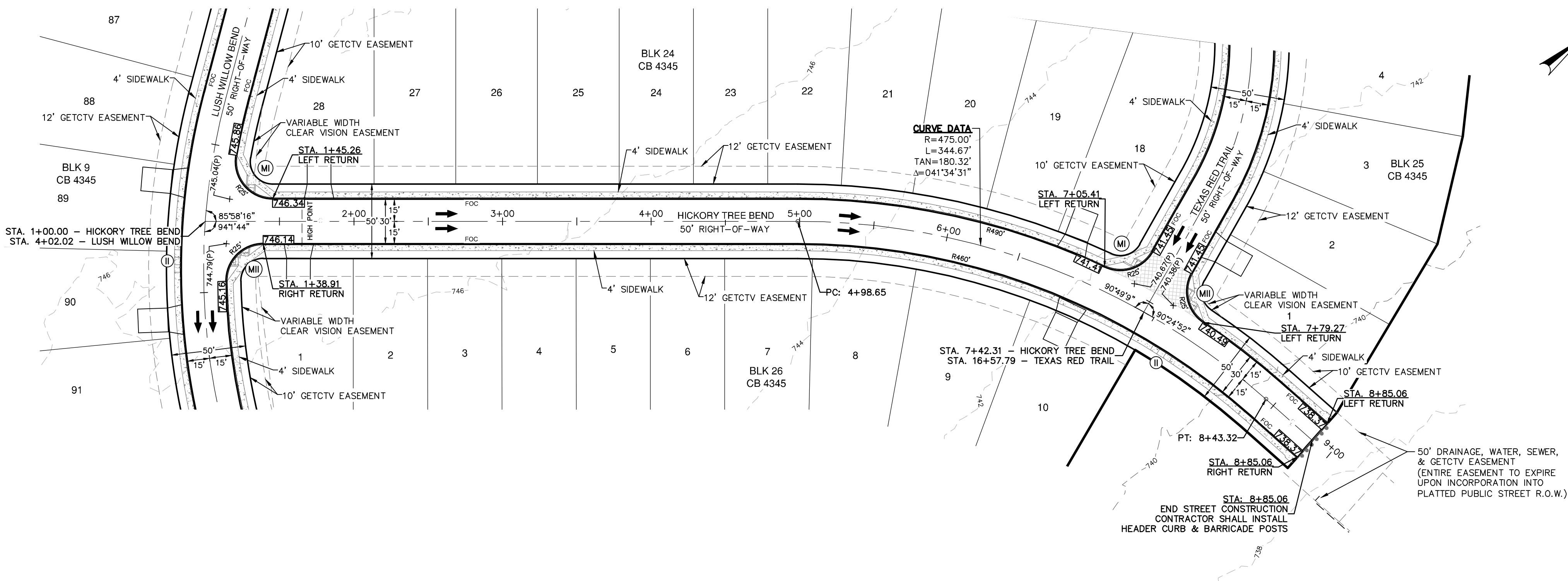


STREET NOTES:

- A BEXAR COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEXAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
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- SIDEWALKS SHALL BE CONSTRUCTED 3'-FT FROM THE BACK OF CURB FOR ALL LOCATIONS WHERE THE SIDEWALK IS SHOWN OFFSET. REFER TO STREET DETAIL SHEET FOR SIDEWALK AND RAMP DETAILS.
- NO PERMANENT STRUCTURES HIGHER THAN 3 FEET, AND LOWER THAN 8 FEET ABOVE THE PAVEMENT, INCLUDING STRUCTURES, WALLS, FENCES, AND VEGETATION, SHALL BE CONSTRUCTED OR ALLOWED WITHIN THE CLEAR VISION EASEMENT. CONTRACTOR SHALL GRADE AREAS WITHIN CLEAR VISION EASEMENTS SUCH THAT THE ELEVATION WITHIN THE CLEAR VISION EASEMENT IS NOT HIGHER THAN 3 FEET ABOVE THE ADJACENT TOP OF PAVEMENT.
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- THE CONSTRUCTION OF SIDEWALKS ADJACENT TO ALL 900 SERIES LOTS WILL BE THE RESPONSIBILITY OF THE DEVELOPER AS SHOWN ON THE OVERALL SIGNAGE PLAN.

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS
HICKORY TREE BEND
PLAN & PROFILE (STA. 1+38.91 TO END)

PLAT NO. 25-11800095
JOB NO. 11412-16
DATE JUNE 2025
DESIGNER NA
CHECKED JH DRAWN NA
SHEET C2.14

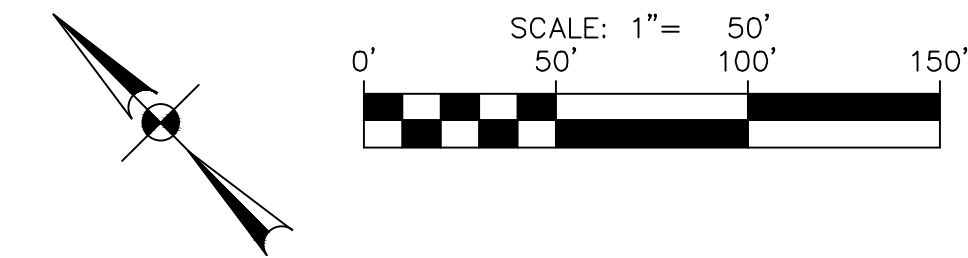


STREET LEGEND

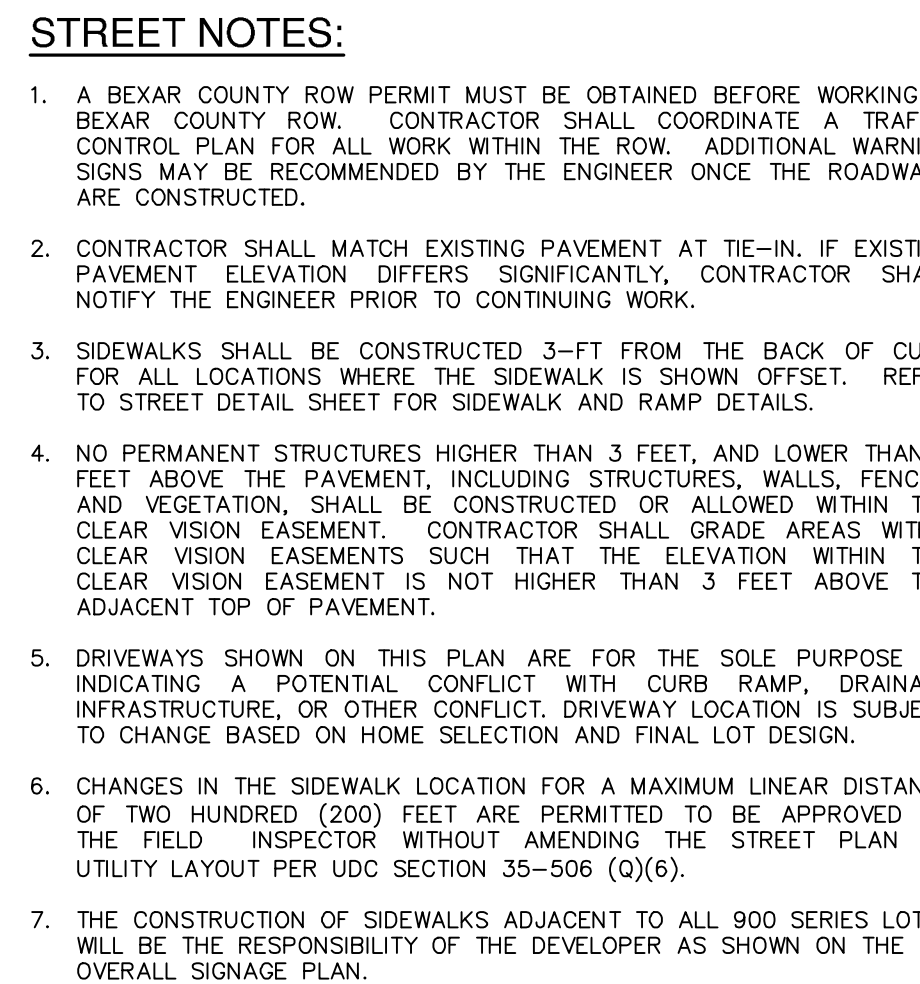
- PROJECT LIMITS
MAINTAIN GUTTER
EXISTING CONTOUR
WHEELCHAIR RAMP
CENTERLINE
RADIUS POINT
POINT OF CURVATURE
POINT OF TANGENCY
RETURN
DRAINAGE FLOW ARROW
TOP OF CURB SPOT ELEVATION
PAVEMENT ELEVATION
WASHOUT CROWN SECTION
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)
SIDEWALK (DEVELOPER'S RESPONSIBILITY)
DRIVEWAY



PAPE-DAWSON
ENGINEERS
2000 HW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

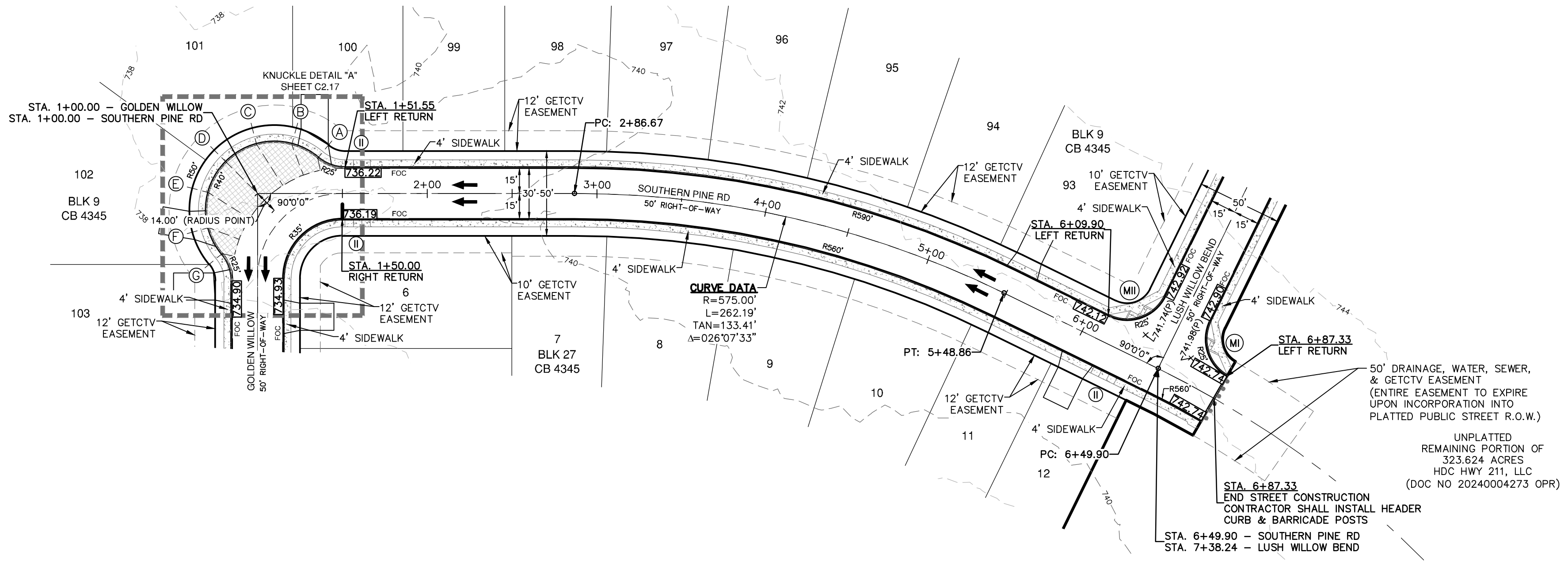


PROJECT LIMITS	— — — — —
MAINTAIN GUTTER	— — — — — — — — — — — — — — —
EXISTING CONTOUR	— — — — — 970 — — — — —
WHEELCHAIR RAMP	①
CENTERLINE	CL
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	
TOP OF CURB SPOT ELEVATION	857.50
PAVEMENT ELEVATION	857.00(P) x
WASHOUT CROWN SECTION	
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	
DRIVEWAY	

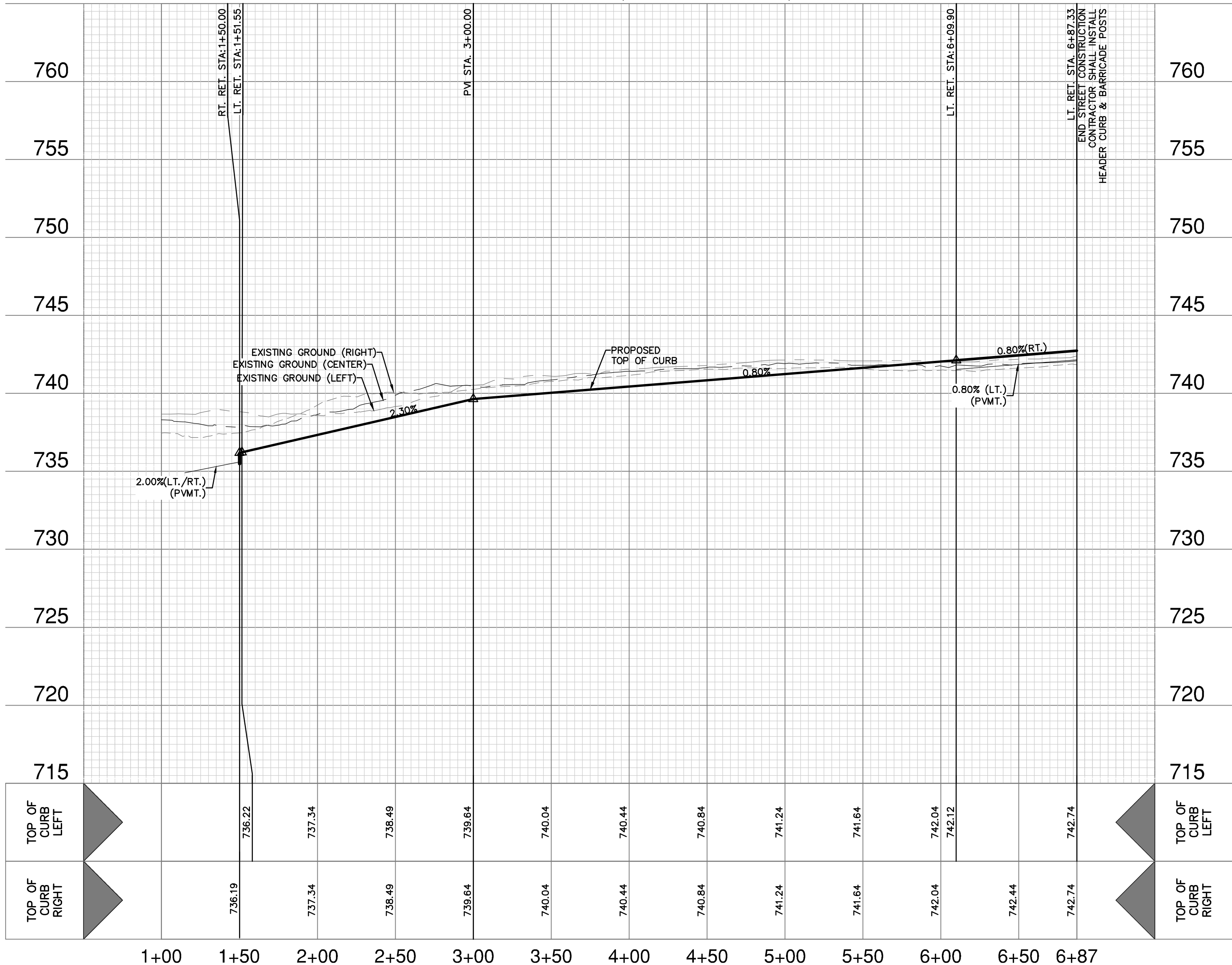


BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS
LUSH WILLOW BEND
PLAN & PROFILE (STA. 1+38.46 TO 6+9.99)

PLAT NO. 25-1180009
JOB NO. 11412-16
DATE JUNE 2025
DESIGNER NA
CHECKED JH DRAWN NA
SHEET C2.15



SOUTHERN PINE RD
PLAN & PROFILE (STA. 1+50.00 TO END)
VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



STREET LEGEND

PROJECT LIMITS	---
MAINTAIN GUTTER	→
EXISTING CONTOUR	---
WHEELCHAIR RAMP	①
CENTERLINE	CL
FACE OF CURB	FOC
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	→
TOP OF CURB SPOT ELEVATION	857.30
PAVEMENT ELEVATION	857.00(P) x
WASHOUT CROWN SECTION	857.00(P) x
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	857.00(P) x
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	857.00(P) x
DRIVEWAY	---

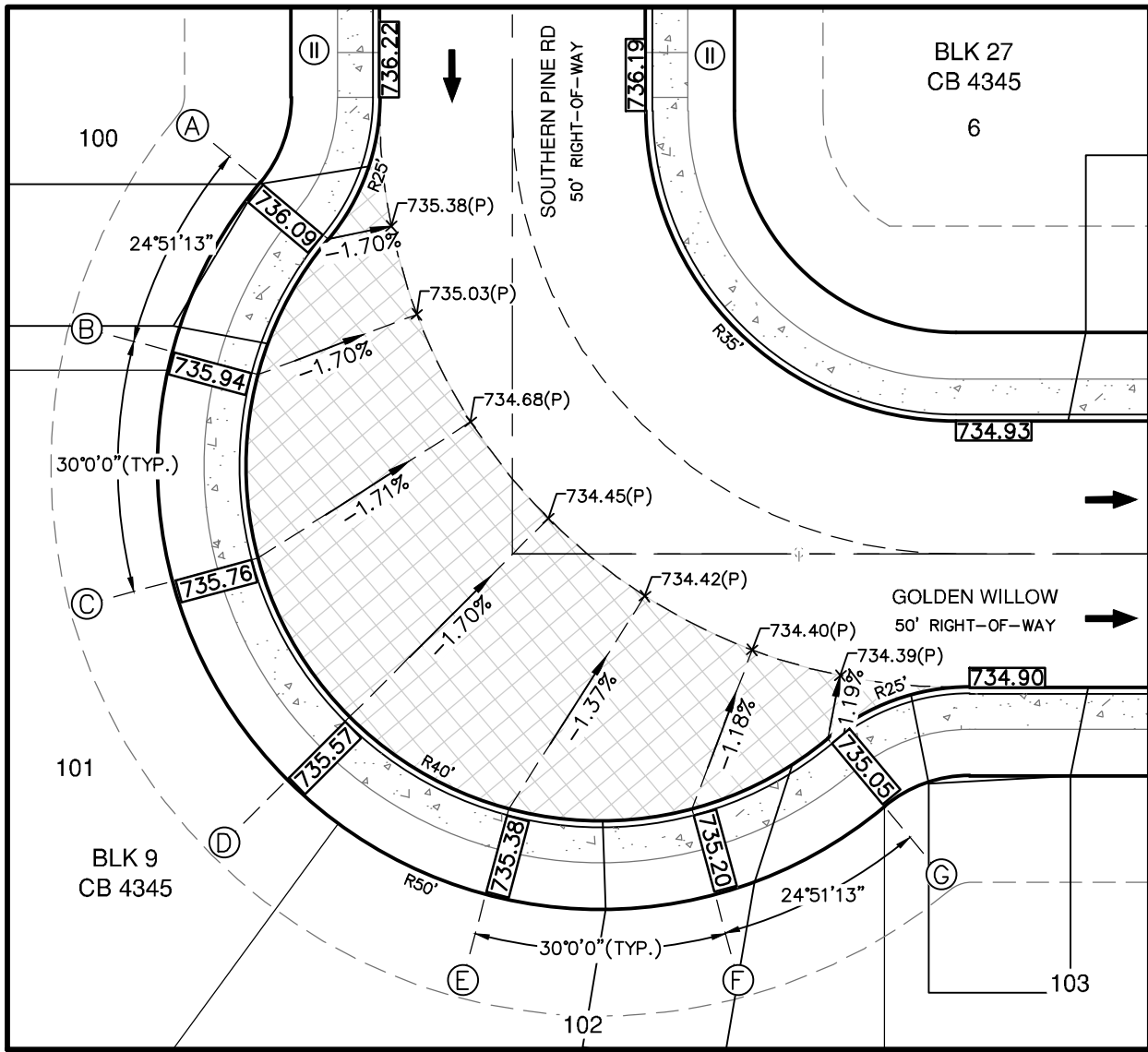
STREET NOTES:

- A BEXAR COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEXAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
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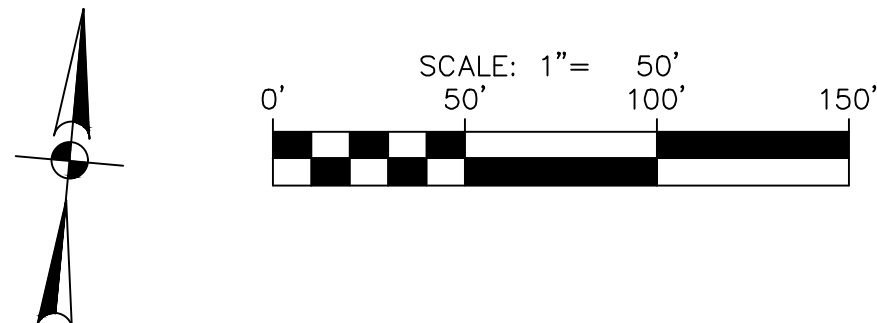
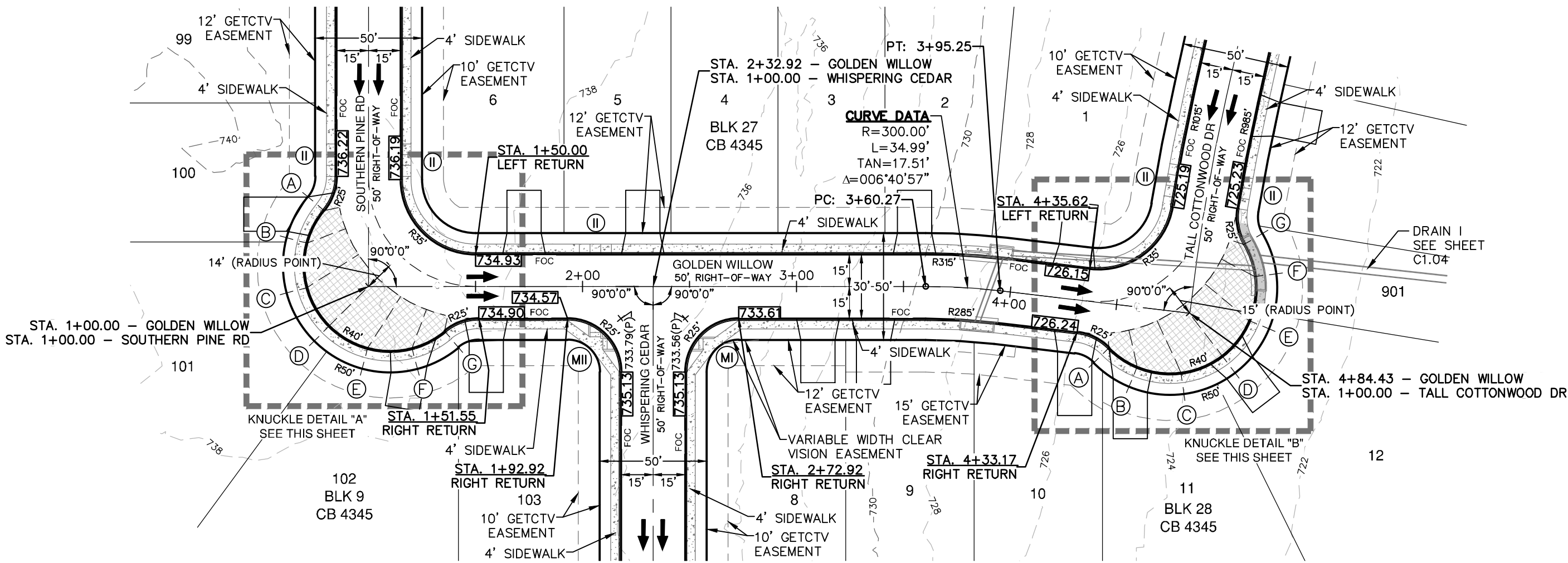
**PAPE-DAWSON
ENGINEERS**
2000 HW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS
SOUTHERN PINE RD
PLAN & PROFILE (STA. 1+50.00 TO END)

PLAT NO. **25-11800095**
JOB NO. 11412-16
DATE JUNE 2025
DESIGNER NA
CHECKED JH DRAWN NA
SHEET **C2.16**

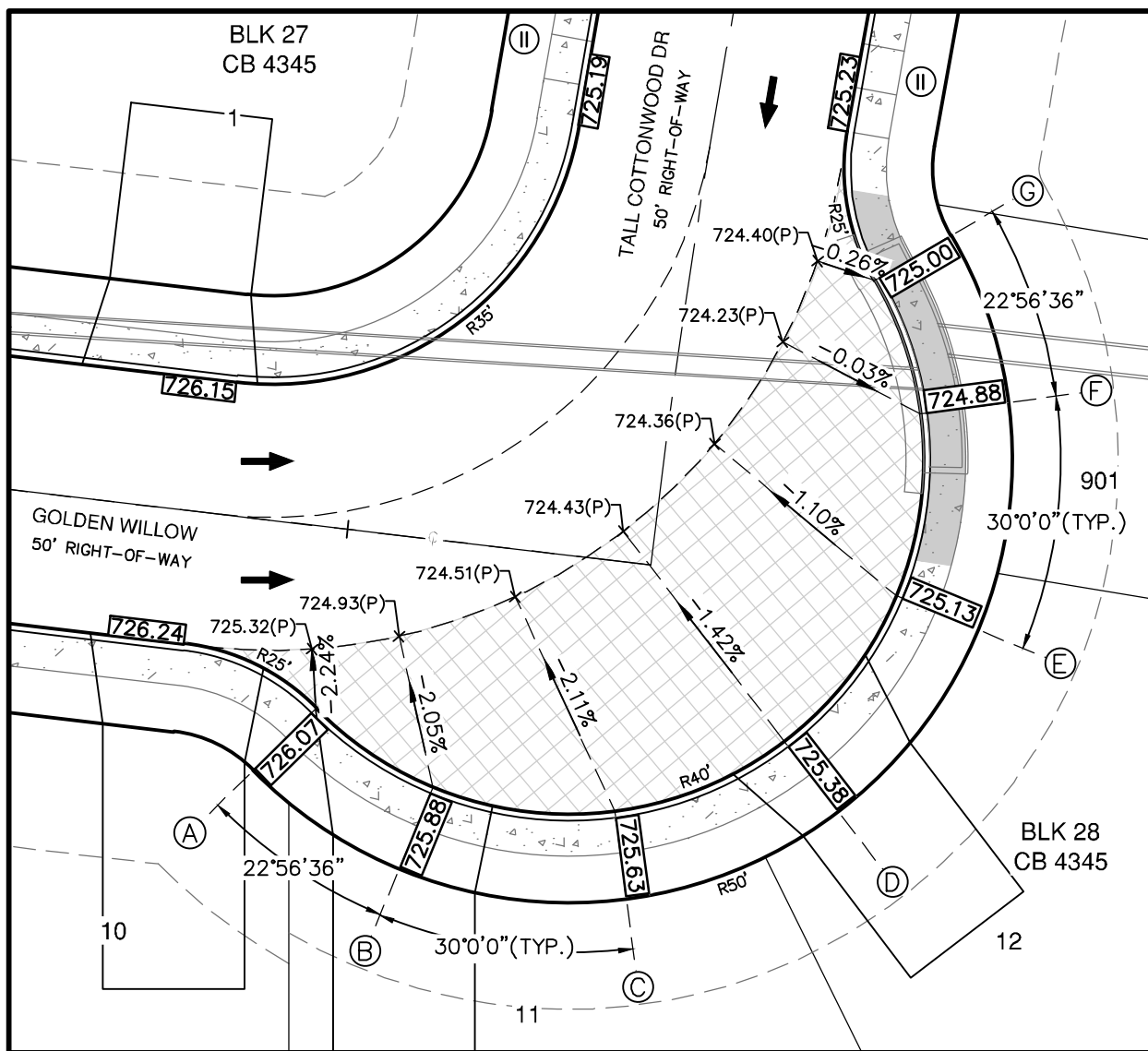


KNUCKLE DETAIL "A"
SCALE: 1" = 20'

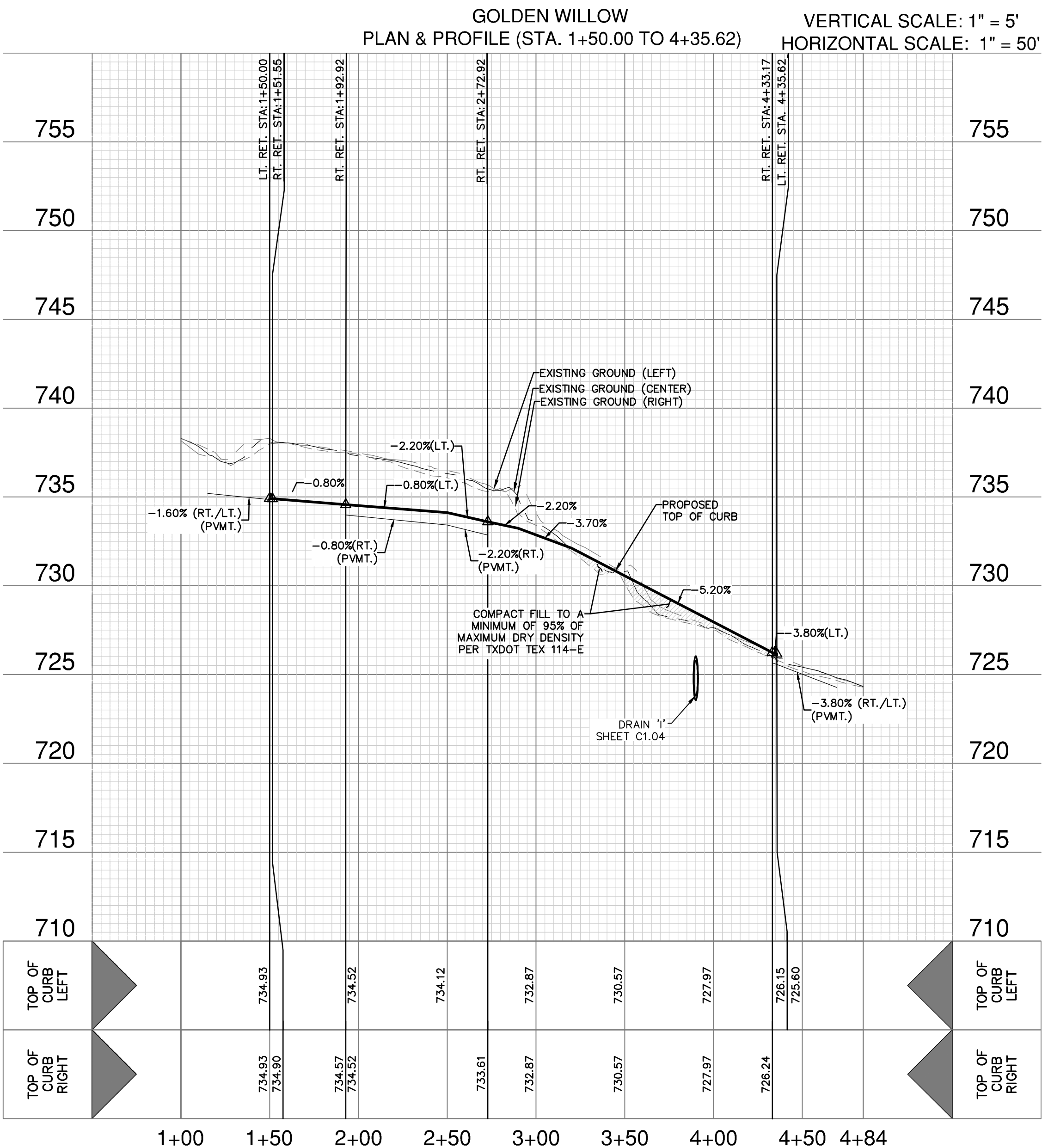


STREET LEGEND

- PROJECT LIMITS
MAINTAIN GUTTER
EXISTING CONTOUR
WHEELCHAIR RAMP
CENTERLINE
FACE OF CURB
RADIUS POINT
POINT OF CURVATURE
POINT OF TANGENCY
RETURN
DRAINAGE FLOW ARROW
TOP OF CURB SPOT ELEVATION
PAVEMENT ELEVATION
WASHOUT CROWN SECTION
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)
SIDEWALK (DEVELOPER'S RESPONSIBILITY)
DRIVEWAY



KNUCKLE DETAIL "B"
SCALE: 1" = 20'



STREET NOTES:

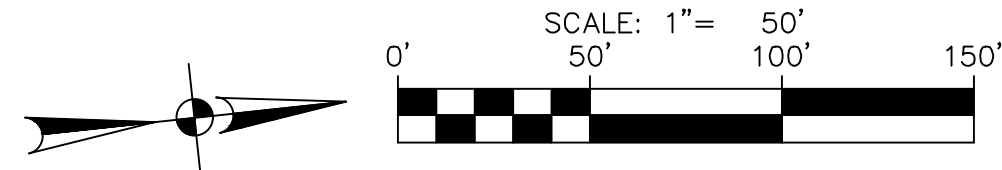
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PAPE-DAWSON
ENGINEERS
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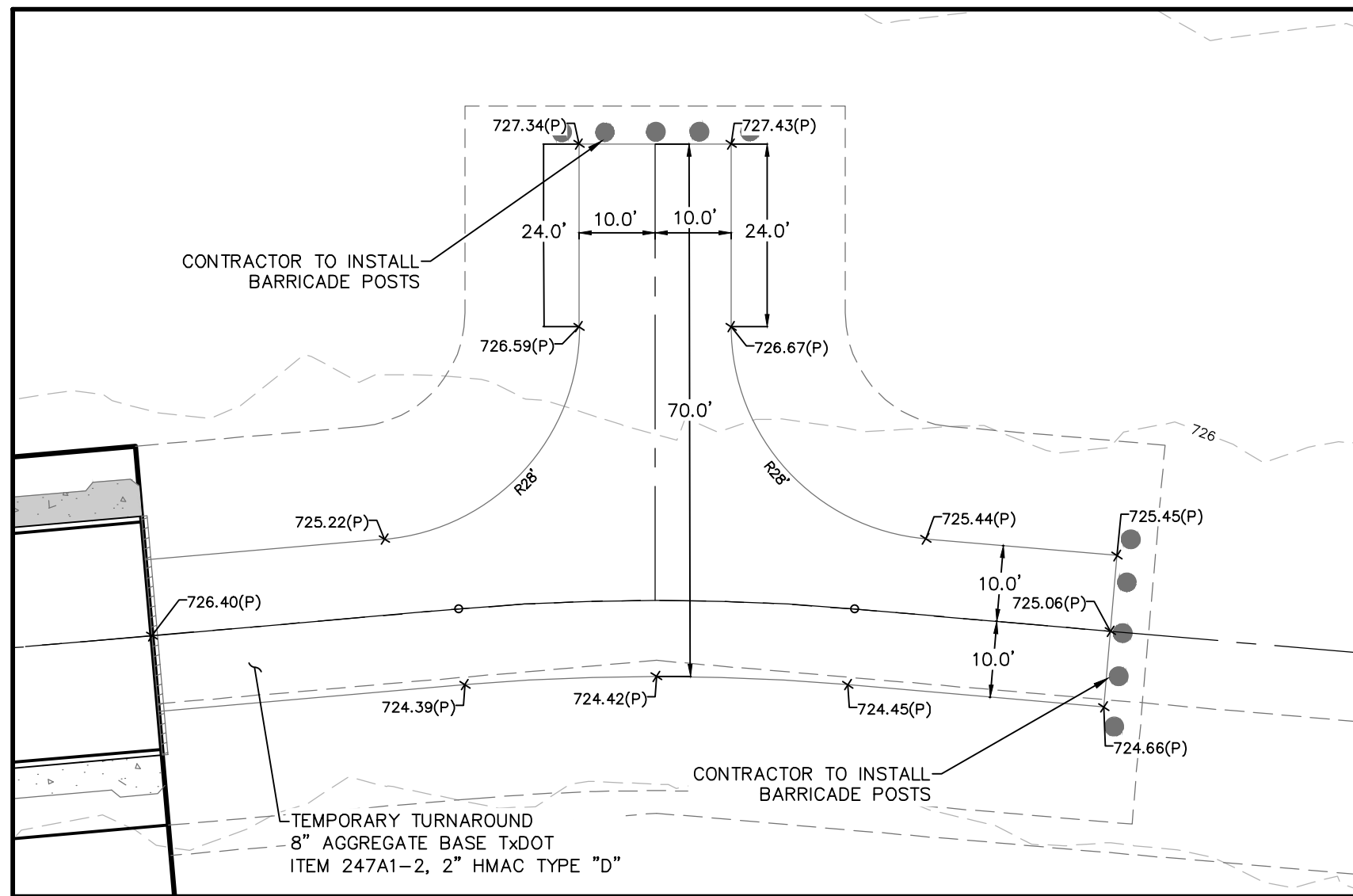
BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS

GOLDEN WILLOW
PLAN & PROFILE (STA. 1+50.00 TO 4+35.62)

PLAT NO. **25-11800095**
JOB NO. **11412-16**
DATE **JUNE 2025**
DESIGNER **NA**
CHECKED **JH** DRAWN **NA**
SHEET **C2.17**



PROJECT LIMITS	— — — — —	— — — — —
MAINTAIN GUTTER	— — — — —	— — — — —
EXISTING CONTOUR	— — — — —	970
WHEELCHAIR RAMP		⊕
CENTERLINE		CL
FACE OF CURB		FOC
RADIUS POINT		RP
POINT OF CURVATURE		PC
POINT OF TANGENCY		PT
RETURN		RET
DRAINAGE FLOW ARROW		➡
TOP OF CURB SPOT ELEVATION		<u>857.30</u>
PAVEMENT ELEVATION		857.00(P) ×
WASHOUT CROWN SECTION		
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)		
SIDEWALK (DEVELOPER'S RESPONSIBILITY)		
DRIVEWAY		



HAMMERHEAD DETAIL

SCALE: 1" = 20'

- ## STREET NOTES:
1. A BEAR COUNTY ROW PERMIT MUST BE OBTAINED BEFORE WORKING IN BEAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.
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 6. CHANGES IN THE SIDEWALK LOCATION FOR A MAXIMUM LINEAR DISTANCE OF TWO HUNDRED (200) FEET ARE PERMITTED TO BE APPROVED BY THE ENGINEER. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE STREET PLAN OR UTILITY LAYOUT PER UDC SECTION 35-506 (Q)(6).
 7. THE CONSTRUCTION OF SIDEWALKS ADJACENT TO ALL 800 SERIES LOTS SHALL BE THE RESPONSIBILITY OF THE DEVELOPER AS SHOWN ON THE OVERALL SIGNAGE PLAN.

**PAPE-DAWSON
ENGINEERS**

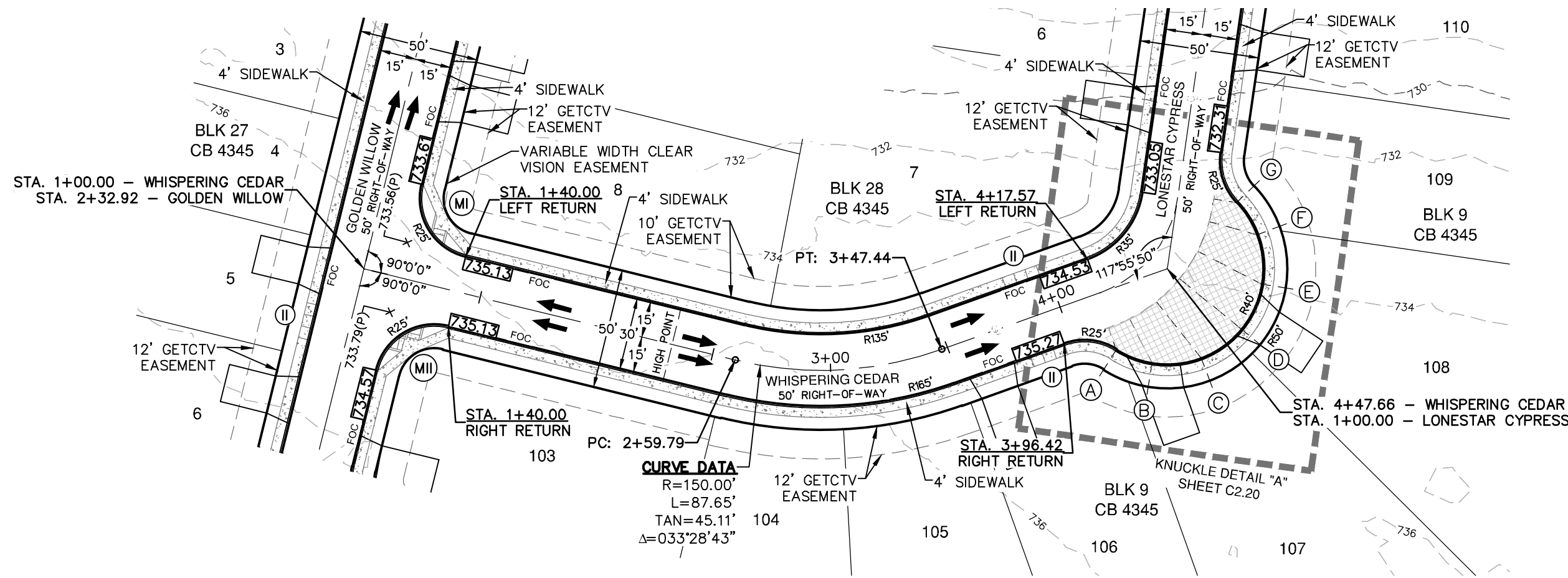
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028600

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS

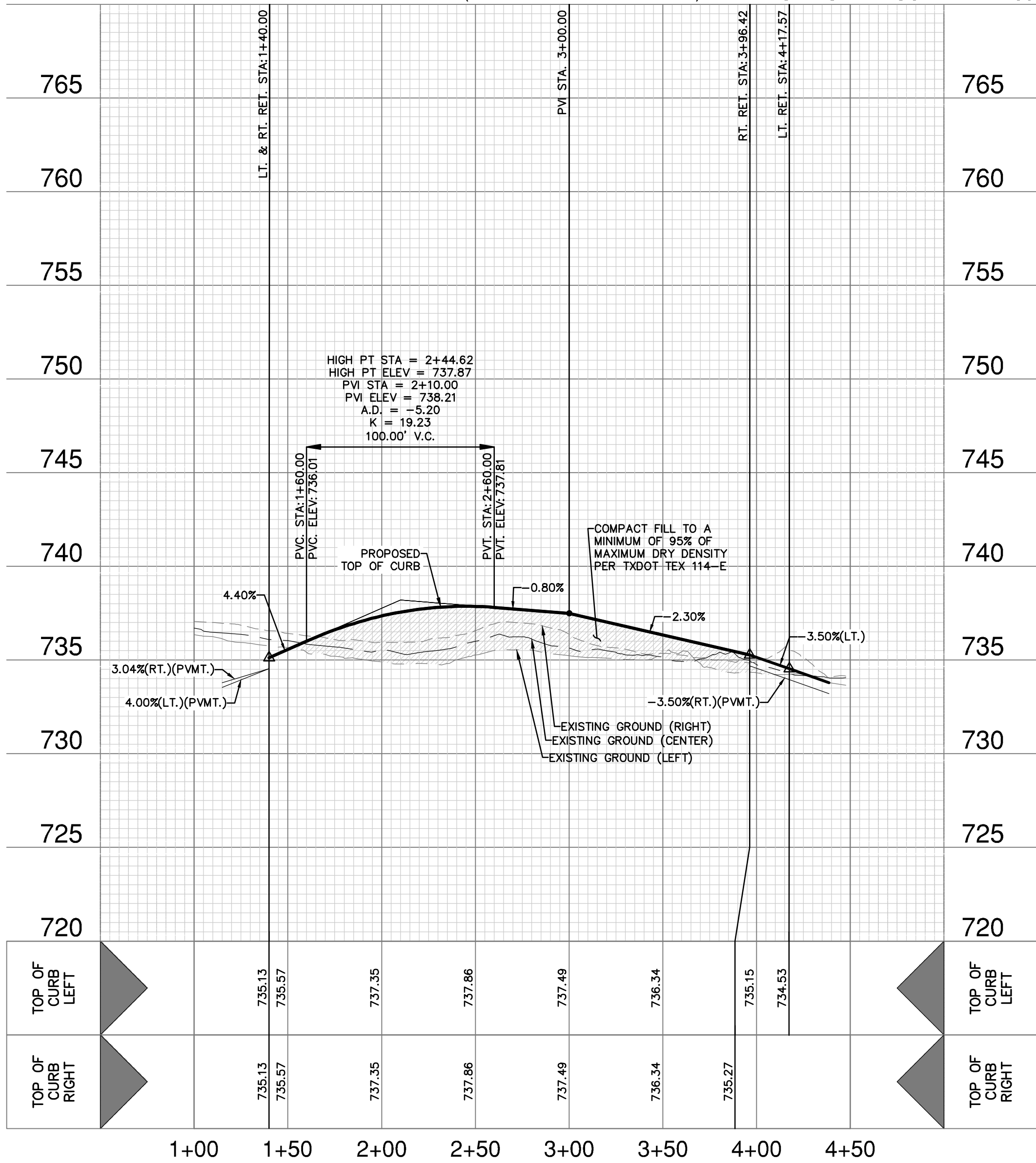
PLAT NO. 25-11800095
JOB NO. 11412-16
DATE JUNE 2025
DESIGNER NA
CHECKED JH DRAWN NA
SHEET C2.18

Date: July 28, 2025, 9:48 AM - User ID: uvlarrreal
File: P:\14\12\Design\GWA\ST1141216 WHISPERING CEDAR.dwg

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WHISPERING CEDAR
PLAN & PROFILE (STA. 1+40.00 TO 4+17.57)
VERTICAL SCALE: 1" = 5'
HORIZONTAL SCALE: 1" = 50'



STREET LEGEND

PROJECT LIMITS	---
MAINTAIN GUTTER	→
EXISTING CONTOUR	970
WHEELCHAIR RAMP	⊕
CENTERLINE	CL
FACE OF CURB	FOC
RADIUS POINT	RP
POINT OF CURVATURE	PC
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	→
TOP OF CURB SPOT ELEVATION	857.30
PAVEMENT ELEVATION	857.00(P) x
WASHOUT CROWN SECTION	
SIDEWALK (HOMEOWNER'S RESPONSIBILITY)	
SIDEWALK (DEVELOPER'S RESPONSIBILITY)	
DRIVEWAY	

STREET NOTES:

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PAPE-DAWSON
ENGINEERS

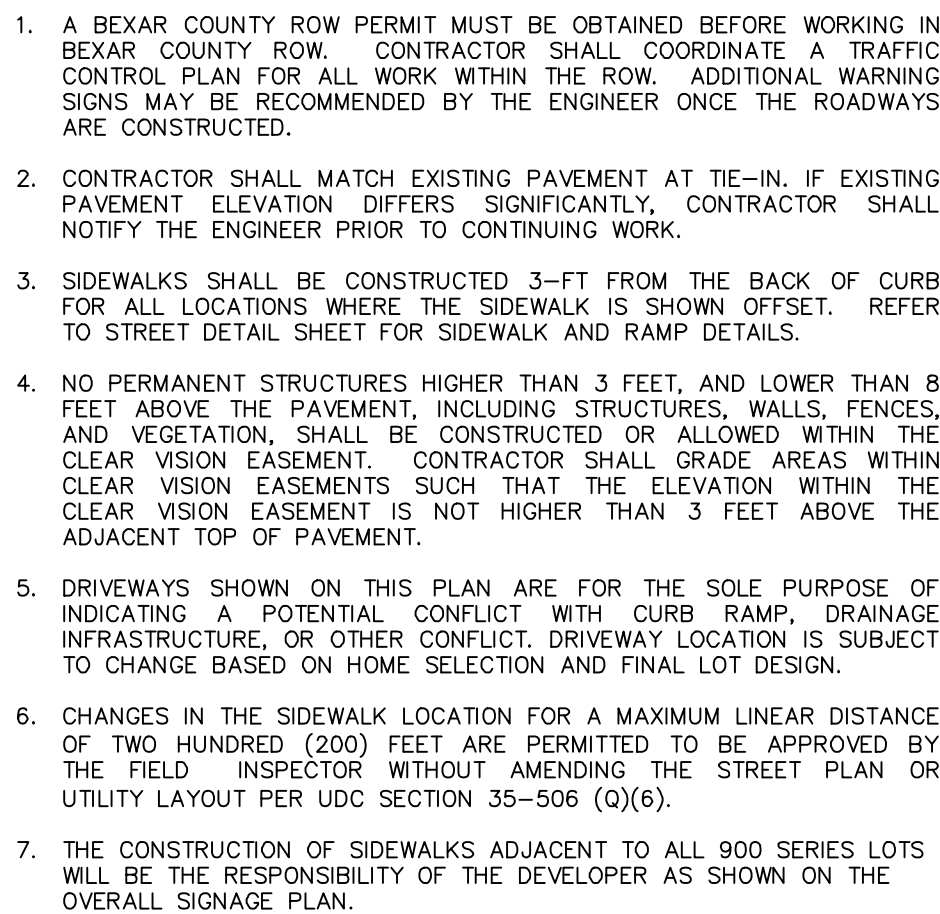
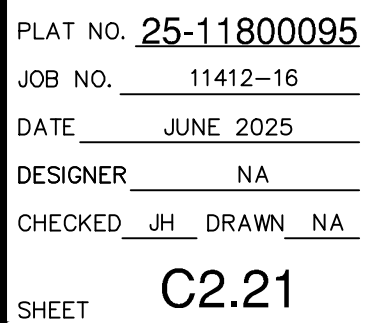
2000 HW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028900

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS

WHISPERING CEDAR

PLAN & PROFILE (STA. 1+40.00 TO 4+17.57)

PLAT NO. **25-11800095**
JOB NO. **11412-16**
DATE **JUNE 2025**
DESIGNER **NA**
CHECKED **JH** DRAWN **NA**
SHEET **C2.19**



Date: July 28, 2025, 9:50 AM - User ID: uvl1arreal
File: P:\14\12\16\Design\GWA\STD1141216.dwg

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PAVEMENT SECTION DETAIL								
STREET NAME	STATION	TYPE "D" HMA	TYPE "C" HMA	TYPE "B" HMA	AGGREGATE BASE	STABILIZED SUBGRADE*	GEOGRID (INTEC)	STRUCTURAL NUMBER
BRIGGS RANCH (100' COLLECTOR B)	45+45.52 TO 52+53.41	1.5"	2.5"	—	21"	8"	NO	5.34
MAPLEWOOD TREE (60' LOCAL B)	1+00.00 TO 11+08.41	1.5"	2.5"	—	18.5"	8"	NO	4.99
MAPLEWOOD TREE (50' LOCAL A)	11+08.41 TO 13+06.00	2.0"	—	—	10"	8"	NO	2.92
HANGING WILLOW (50' LOCAL A)	14+22.53 TO 21+29.23	2.0"	—	—	10"	8"	NO	2.92
REDBUD MEADOW (50' LOCAL A)	1+00.00 TO 7+00.82	2.0"	—	—	10"	8"	NO	2.92
TEXAS RED TRAIL (50' LOCAL A)	1+00.00 TO 5+45.00 5+80.00 TO 16+42.87	2.0"	—	—	10"	8"	NO	2.92
LAUREL TREE DR (50' LOCAL A)	1+00.00 TO 3+50.00	2.0"	—	—	10"	8"	NO	2.92
BLACKHAWK BEND (60' LOCAL B)	15+33.73 TO 20+88.73 21+18.73 TO 27+77.41	1.5"	2.5"	—	18.5"	8"	NO	4.99
GOLDEN PECAN (50' LOCAL A)	1+00.00 TO 5+70.90	2.0"	—	—	10"	8"	NO	2.92
SAGEBRUSH OAK (50' LOCAL A)	1+00.00 TO 4+35.31	2.0"	—	—	10"	8"	NO	2.92
AUTUMN CYPRESS (50' LOCAL A)	1+00.00 TO 6+31.56	2.0"	—	—	10"	8"	NO	2.92
PINE NEEDLE WAY (50' LOCAL A)	1+00.00 TO 4+39.67	2.0"	—	—	10"	8"	NO	2.92
HICKORY TREE BEND (50' LOCAL A)	1+00.00 TO 8+85.06	2.0"	—	—	10"	8"	NO	2.92
LUSH WILLOW BEND (50' LOCAL A)	1+00.00 TO 7+38.24	2.0"	—	—	10"	8"	NO	2.92
SOUTHERN PINE RD (50' LOCAL A)	1+00.00 TO 6+87.33	2.0"	—	—	10"	8"	NO	2.92
GOLDEN WILLOW (50' LOCAL A)	1+00.00 TO 4+84.43	2.0"	—	—	10"	8"	NO	2.92
TALL COTTONWOOD DR (50' LOCAL A)	1+00.00 TO 3+34.02	2.0"	—	—	10"	8"	NO	2.92
WHISPERING CEDAR (50' LOCAL A)	1+00.00 TO 4+47.66	2.0"	—	—	10"	8"	NO	2.92
LONESTAR CYPRESS (50' LOCAL A)	1+00.00 TO 2+27.49	2.0"	—	—	10"	8"	NO	2.92
TWISTED WILLOW (50' LOCAL A)	1+00.00 TO 2+86.24	2.0"	—	—	10"	8"	NO	2.92

*STRUCTURAL NUMBER FOR LIME STABILIZED SUBGRADE WAS NOT USED IN THE PAVEMENT SECTION CALCULATIONS

GENERAL NOTES:

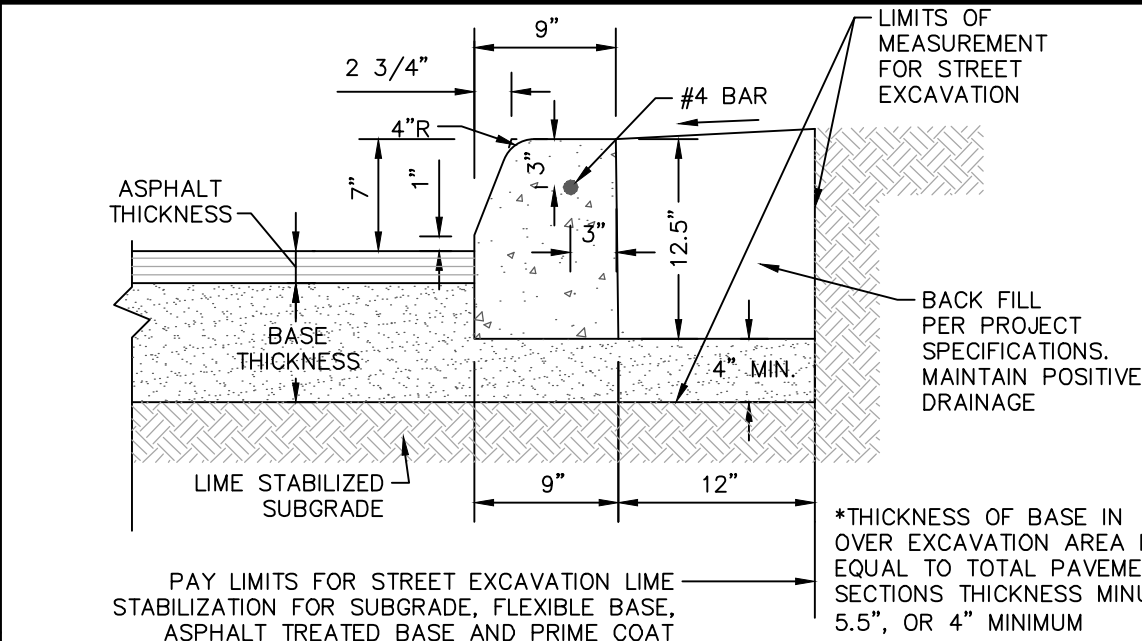
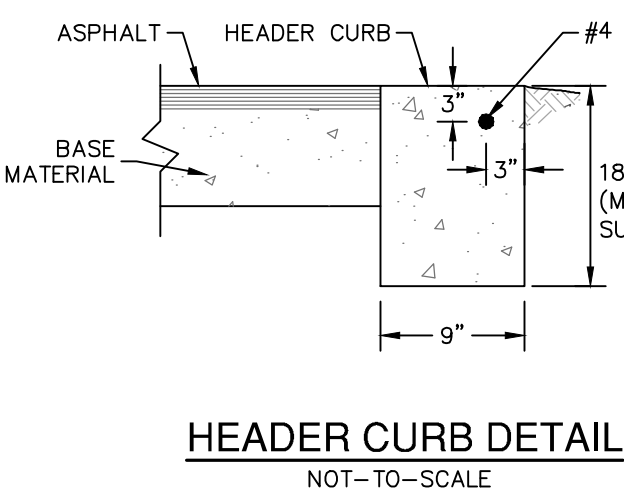
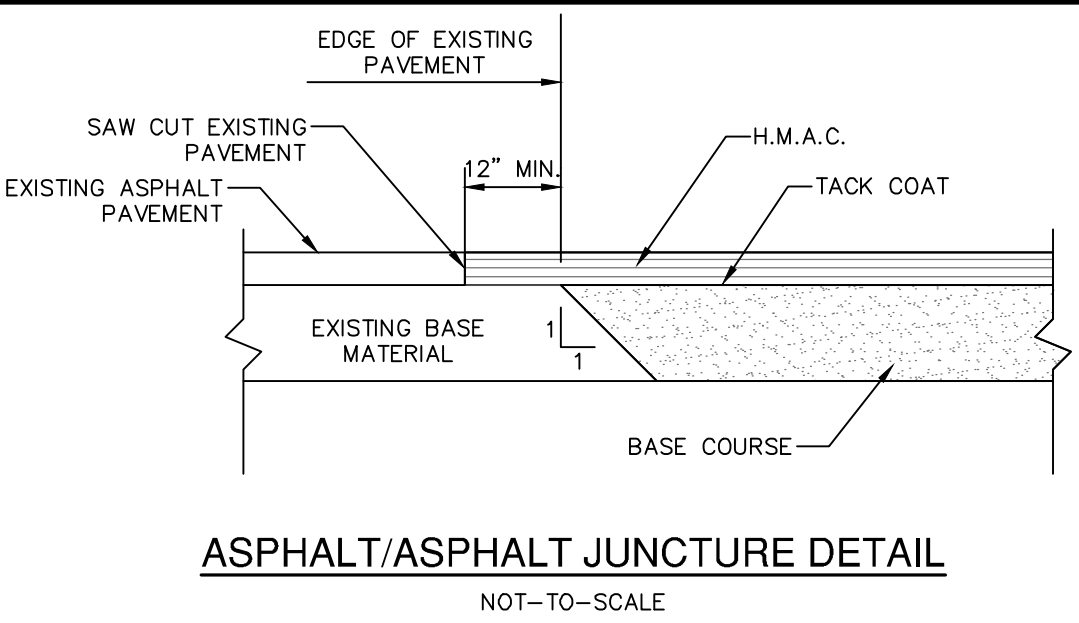
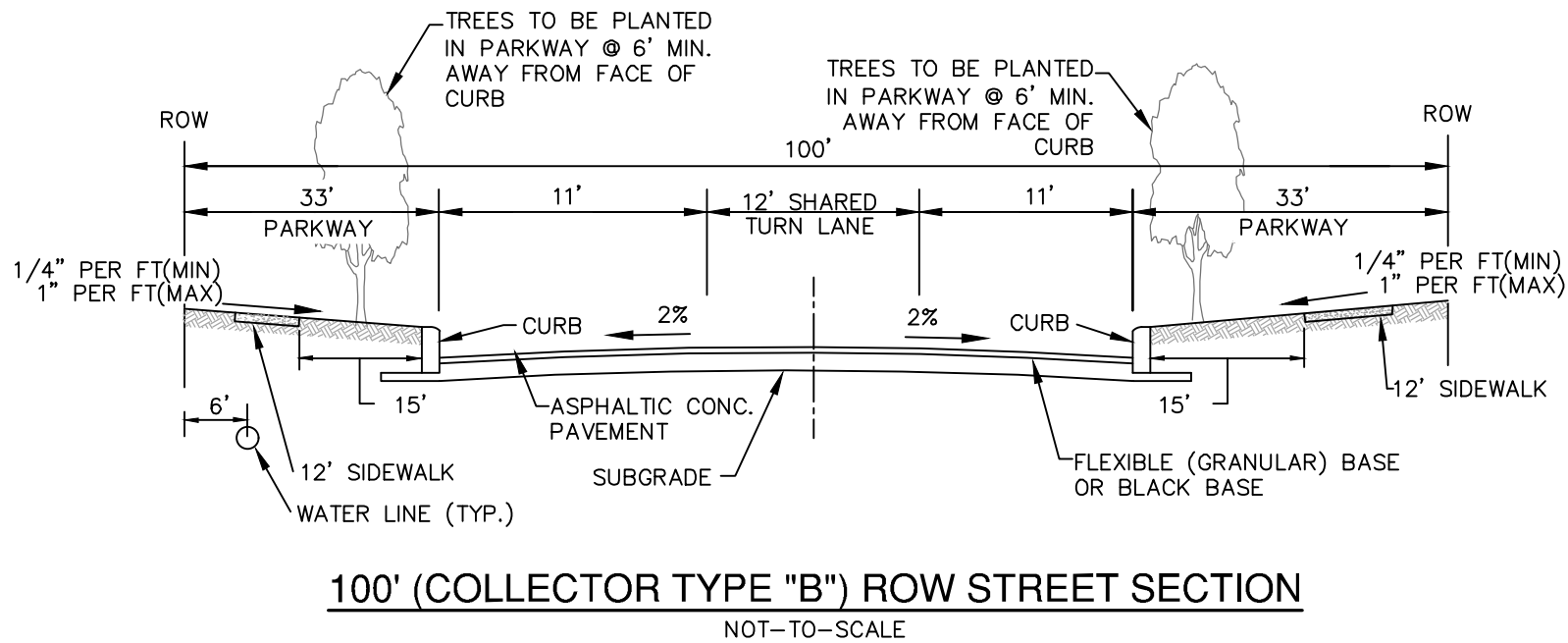
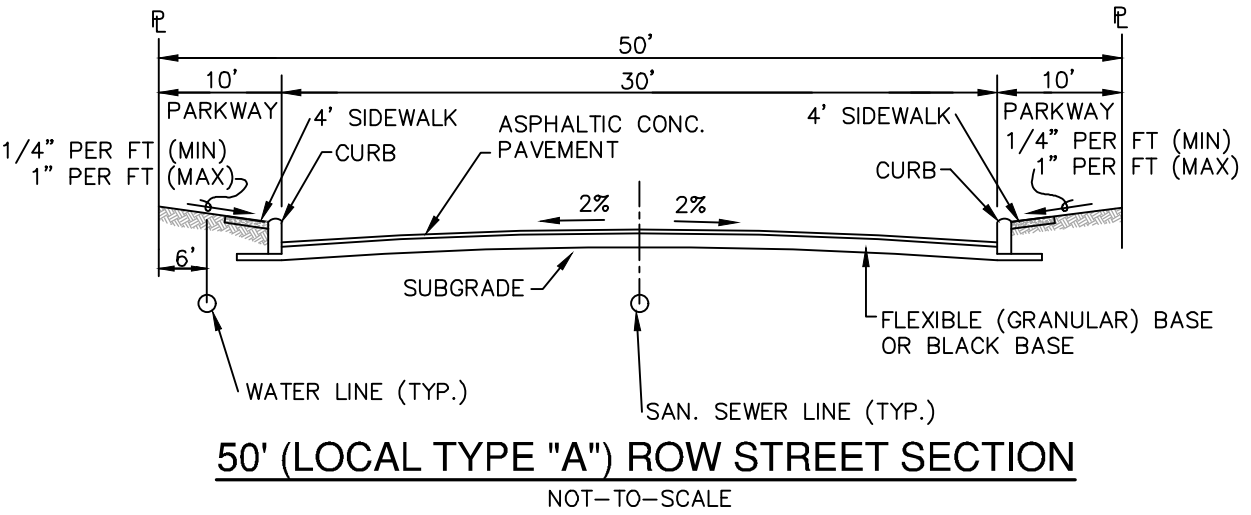
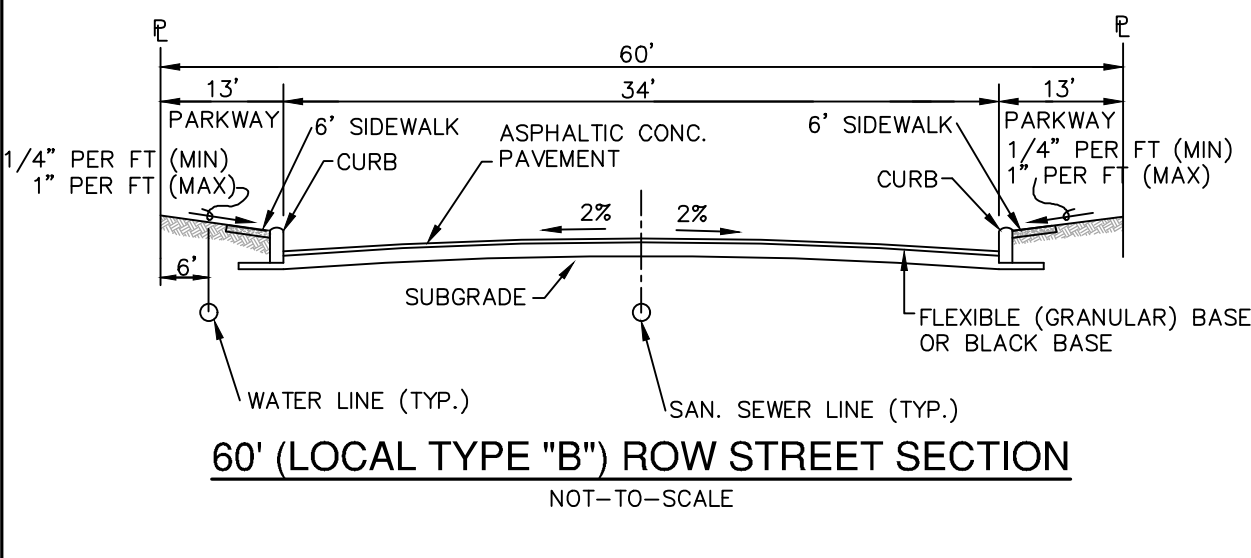
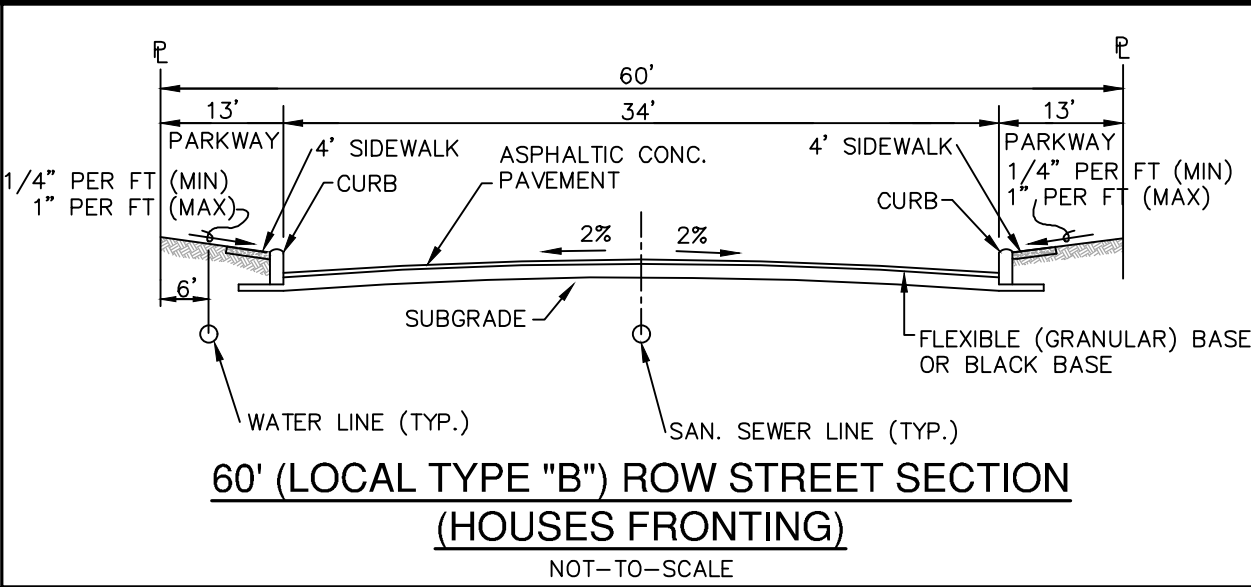
- CONTRACTOR SHALL REFERENCE THE PROJECT PAVEMENT DESIGN REPORT PREPARED BY INTEC L.P. PROJECT NO. S251075 DATED MARCH 29, 2025 AND S251075-RI DATED APRIL 22, 2025.
- CONTRACTOR SHALL RETAIN A GEOTECHNICAL ENGINEER TO VERIFY THE SUB GRADE CONDITION PRIOR TO PLACING ANY BASE MATERIAL. GEOTECHNICAL ENGINEER SHALL DETERMINE THE SUB GRADE CONDITION AND IF LIME TREATMENT IS REQUIRED.
- GEOTECHNICAL ENGINEER SHOULD VERIFY THE STREET SUBGRADE AT THE TIME OF CONSTRUCTION PRIOR TO PLACEMENT OF AGGREGATE BASE.
- EARTHWORK ACTIVITIES ON THE PROJECT SHOULD BE OBSERVED AND EVALUATED BY TTL PERSONNEL. THE EVALUATION SHOULD INCLUDE OBSERVATION AND TESTING OF ALL FILL AND BACKFILL SOILS PLACED AT THE SITE.
- THE FLEXIBLE BASE COURSE SHOULD BE CRUSHED LESTONE CONFORMING TO 2014 TXDOT STANDARD SPECIFICATIONS, ITEM 247, TYPE A, GRADES 1 OR 2.
- THE MOISTURE CONTENT OF THE FILL SHOULD BE MAINTAINED WITHIN THE RANGE OF OPTIMUM WATER CONTENT TO 2 PERCENTAGE POINTS BELOW THE OPTIMUM MOISTURE CONTENT AND 3 PERCENTAGE POINTS ABOVE THE OPTIMUM MOISTURE CONTENT AND COMPACTED TO 95 PERCENT OF THE MAXIMUM DRY DENSITY DETERMINED IN ACCORDANCE WITH THE STANDARD COMPACTION EFFORT (ASTM D 698).
- IN THE EVENT THAT THE CLAY FILL USED IS DIFFERENT THAN THE EXISTING SUBGRADE, THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT COULD BE INVALIDATED AND THE DESIGN ENGINEER MUST BE CONSULTED TO DETERMINE IF ADDITIONAL CBR TESTING AND THICKER PAVEMENT SECTIONS ARE REQUIRED.
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL MATERIAL TESTING WITH THE PROJECT GEOTECHNICAL ENGINEER. TESTING SHALL BE PAID FOR BY THE OWNER.
- FILL MATERIAL SHOULD BE NATIVE ON-SITE MATERIAL, FREE OF DELETERIOUS MATERIAL WITH A MINIMUM CBR VALUE OF 2.0 AND A PI MAXIMUM OF 50. THE GRAVEL SIZE SHOULD NOT EXCEED 3 INCHES IN DIAMETER. LIME APPLICATION RATE SHOULD BE RE-EVALUATED FOR THE FILL MATERIAL. THE MATERIAL SHOULD BE PLACED AS PER APPLICABLE CITY OR COUNTY GUIDELINES.
- A BEXAR COUNTY PERMIT MUST BE OBTAINED BEFORE WORKING IN THE BEXAR COUNTY ROW. CONTRACTOR SHALL COORDINATE A TRAFFIC CONTROL PLAN FOR ALL WORK WITHIN THE ROW. ADDITIONAL WARNING SIGNS MAY BE RECOMMENDED BY THE ENGINEER ONCE THE ROADWAYS ARE CONSTRUCTED.

STREET SUBGRADE NOTES:

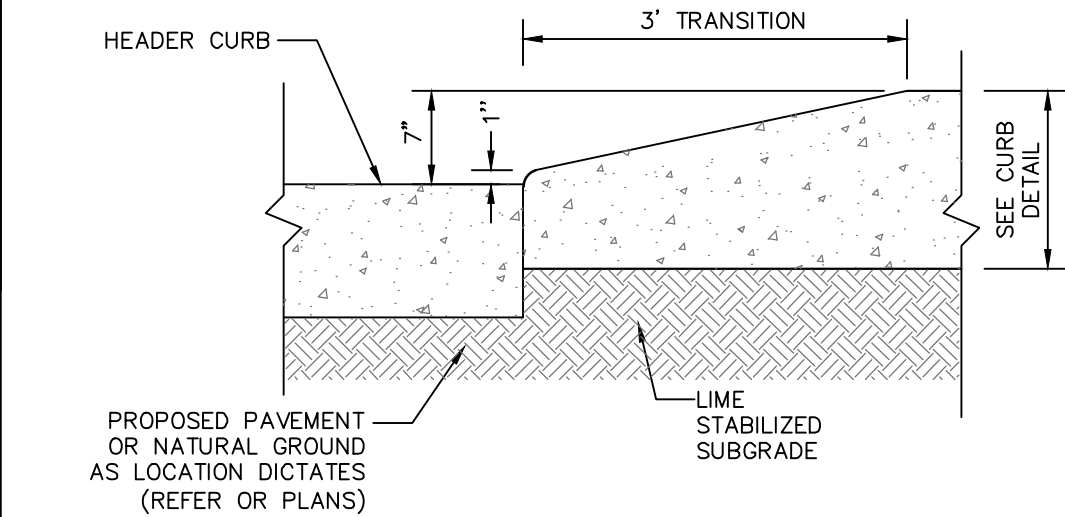
- IF THE STREET SUBGRADE PLASTICITY INDEX VALUE IS GREATER THAN 20, SUBGRADE STABILIZATION IS NEEDED AS PER BEXAR COUNTY REQUIREMENTS.
- IF THE SUBGRADE PLASTICITY INDEX VALUE IS 20 OR LESS, SUBGRADE STABILIZATION IS NOT NEEDED. THE SUBGRADE SHOULD BE MOISTURE CONDITIONED (COMPACTED TO A MINIMUM OF 95 PERCENT OF THE MAXIMUM DRY DENSITY AT A MINIMUM MOISTURE CONTENT OF OPTIMUM PLUS 2 PERCENT (TEX114E)).
- LIME APPLICATION RATE OF 43.5 LBS PER SQ YARD FOR 8-INCH DEPTH OF STABILIZATION IS RECOMMENDED.
- THE SUBGRADE SOILS SHOULD BE TESTED FOR SOIL SULFATE CONTENT PRIOR TO STABILIZATION. IF THE SOIL SULFATE CONTENT IS HIGHER THAN 3000 PPM, AN ALTERNATE PROCEDURE / RECOMMENDATION WILL BE NEEDED
- LIME STABILIZATION SHOULD MEET BEXAR COUNTY STABILIZATION GUIDELINES (SUCH AS UNCONFINED COMPRESSIVE STRENGTH VALUE OF 160 PSI)
- APPROVED FILL MATERIAL SHOULD BE USED TO RAISE THE GRADE. THE FILL SHOULD BE FREE OF DELETERIOUS MATERIAL WITH A MINIMUM CBR VALUE OF 2.0 AND A MAXIMUM PLASTICITY INDEX VALUE OF 50. LIME APPLICATION RATES SHOULD BE RE-EVALUATED FOR SULFATE CONTENT PRIOR TO USE OF THE FILL MATERIAL. THE MATERIAL SHOULD BE PLACED AS PER APPLICABLE CITY OR COUNTY GUIDELINES.
- THE SUBGRADE SHOULD BE PROOF ROLLED TO IDENTIFY SOFT AREAS BEFORE TREATMENT.

LIME NOTES:

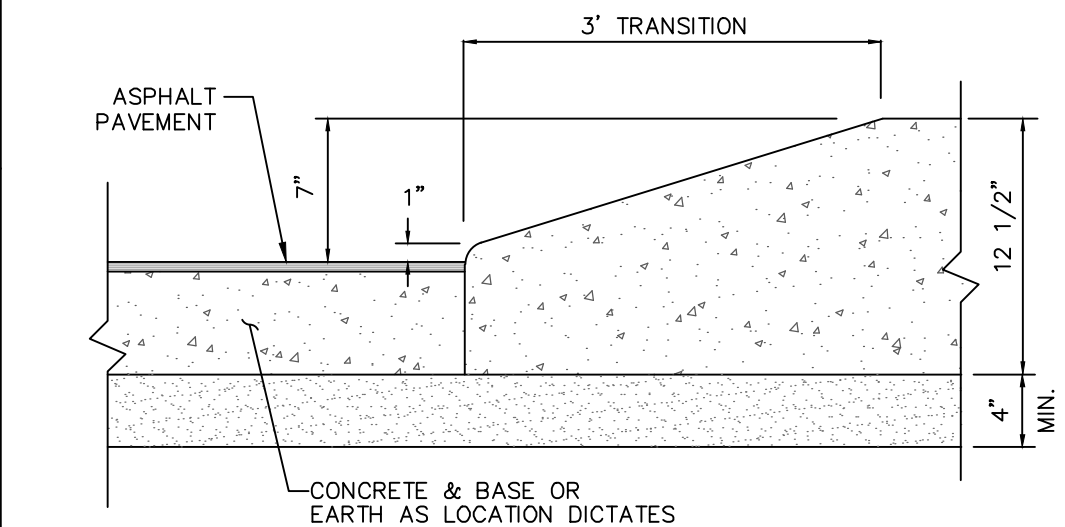
- FOR LIME STABILIZATION CONSTRUCTION VERIFICATION THE FOLLOWING SHALL BE CONDUCTED ON THE FIELD:
- AFTER INITIAL MIXING THE SOIL-LIME MIXTURE SHALL MELLOW FOR A PERIOD OF TWO TO THREE (2-3) DAYS. MAINTAIN MOISTURE DURING MELLOWING.
 - AFTER MELLOWING AND FINAL MIXING, THE PULVERIZATION SHALL BE CHECKED USING THE FOLLOWING CRITERIA (REMOVE NON-SLAKING AGGREGATES RETAINED ON THE 3/4 INCH SIEVE FROM THE SAMPLE):
 - MINIMUM PASSING 1/2" SIEVE 100
 - MINIMUM PASSING 3/8" SIEVE 85
 - MINIMUM PASSING NO. 4 SIEVE 60
 - SAMPLE SOIL-LIME MIXTURE FOR DETERMINATION OF MAXIMUM DRY DENSITY (MDD). IN THE LABORATORY, MOLD SPECIMENS TO 95% OF MDD AT OPTIMUM MOISTURE CONTENT AND VERIFY UCS TO BE AT LEAST 160 PSI IN ACCORDANCE WITH PROCEDURE OUTLINED IN THE BEXAR COUNTY FLEXIBLE PAVEMENT DESIGN CRITERIA GUIDE FOR MIXTURE DESIGN.
 - COMPACT AND CHECK FIELD DENSITY (MINIMUM OF 95% OF MDD REQUIRED).
 - CURE FOR AN ADDITIONAL 2 TO 5 DAYS (TOTAL MELLOWING AND CURING TIME SHOULD TOTAL AT LEAST 5 DAYS).
 - VERIFY DEPTH OF LIME STABILIZED LAYER TO DEPTH AS NOTED ON PLAN TO WITHIN +/- 1.0 INCH.



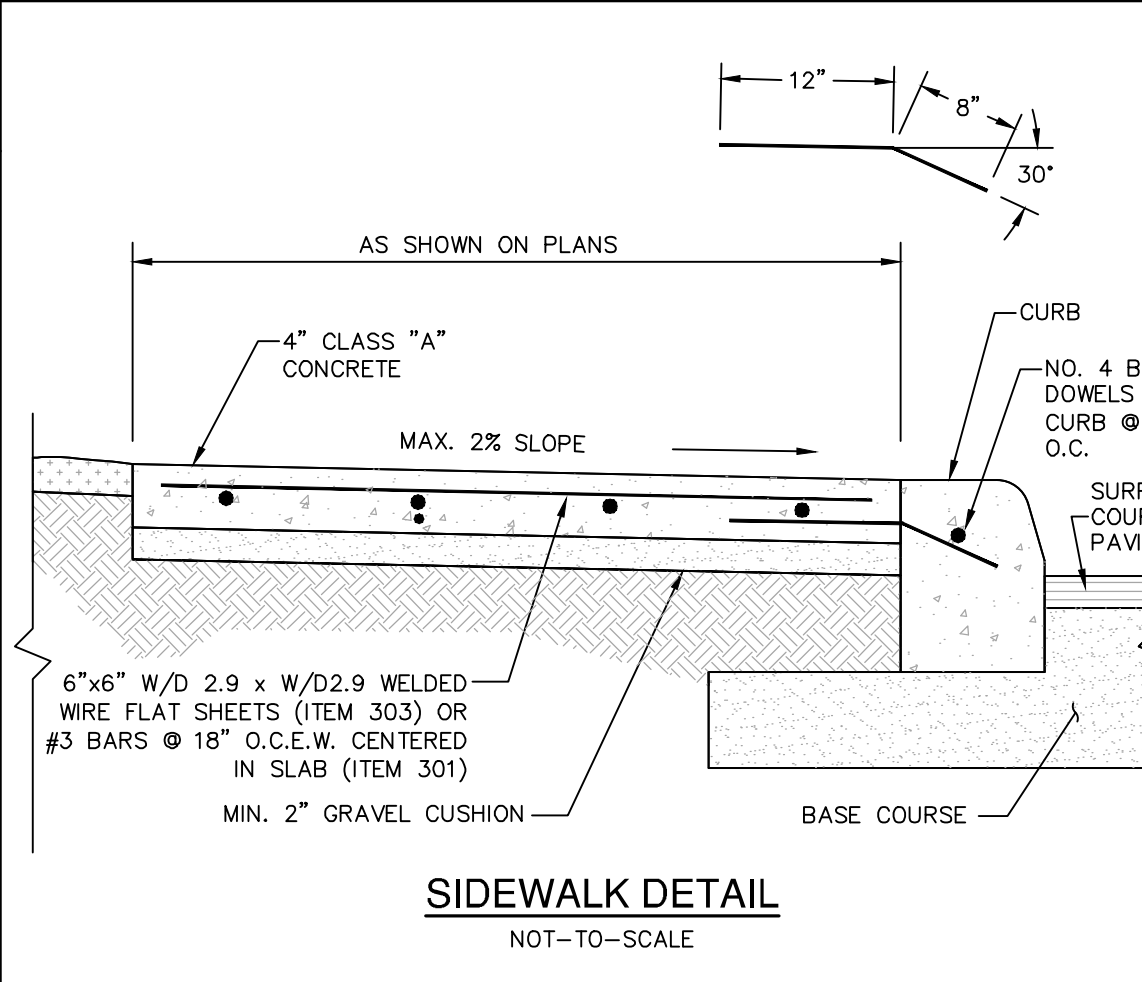
CONCRETE CURB DETAIL



CURB TRANSITION DETAIL (FROM HEADER CURB TO STANDARD CURB)



CURB TRANSITION DETAIL (FROM PAVEMENT TO STANDARD CURB)



DATE	
NO.	
REVISION	



PAPE-DAWSON ENGINEERS
2000 HW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028900

BRE PHASE 1, UNIT 2
SAN ANTONIO, TEXAS
STREET DETAILS
(SHEET 1 OF 3)

PLAT NO.	25-11800095
JOB NO.	11412-16
DATE	JUNE 2025
DESIGNER	NA
CHECKED	JH
DRAWN	NA
SHEET	C2.22