

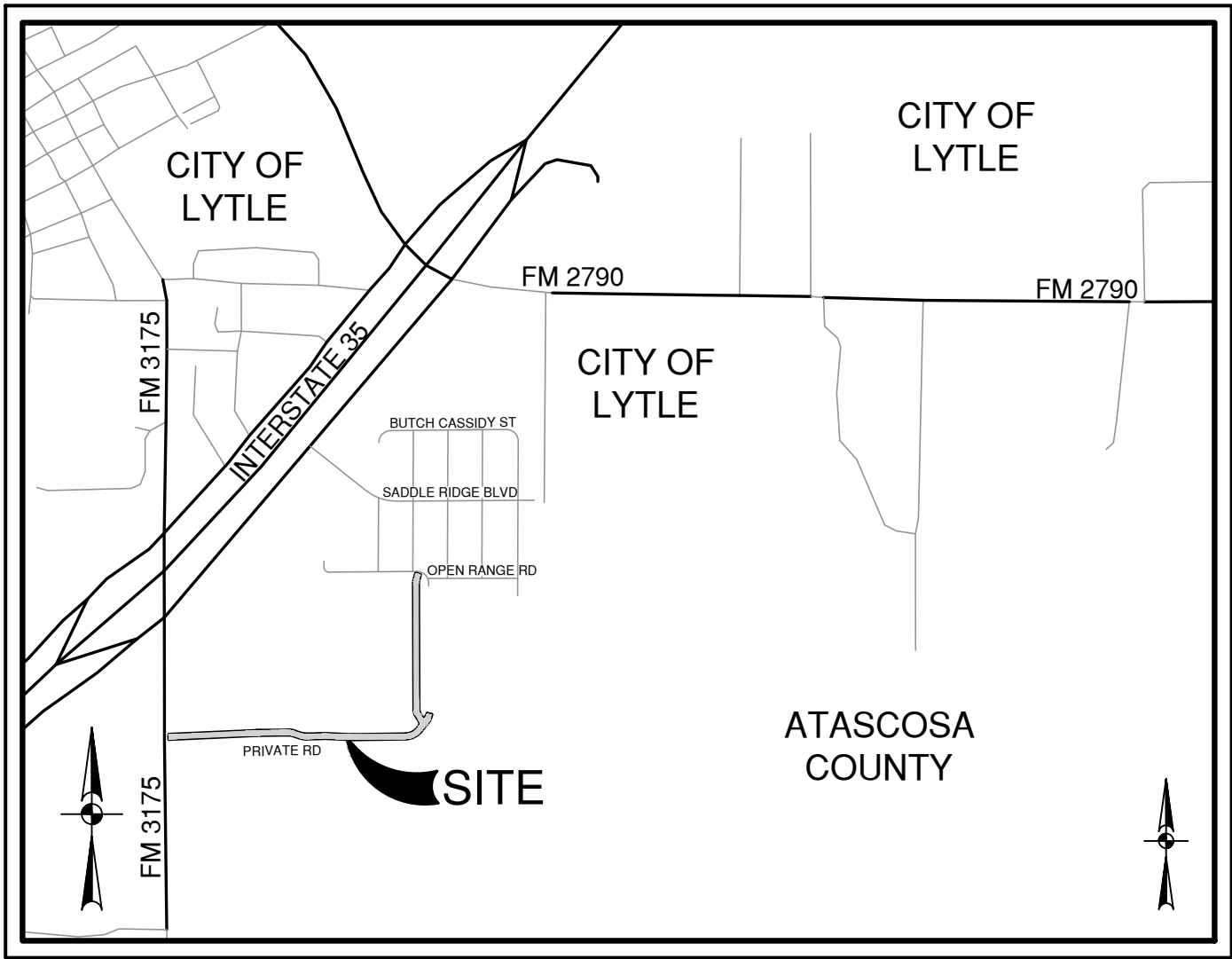
SADDLE RIDGE ESTATES - SECONDARY ACCESS

LYTLE, TEXAS

CIVIL CONSTRUCTION PLANS

SHEET INDEX

Sheet Description	Sheet No.
COVER SHEET	C0.00
SECONDARY ACCESS ROAD ~ STA. 1+00.00 TO STA. 16+50.00	C2.00
SECONDARY ACCESS ROAD ~ STA. 16+50.00 TO STA. 25+50.00	C2.01
INTERIM SECONDARY ACCESS ROAD ~ STA. 23+72.73 TO END	C2.02
STREET DETAILS	C2.10
STREET DETAILS	C2.11
STREET DETAILS	C2.12
STORMWATER POLLUTION PREVENTION PLAN	C8.00
STORMWATER POLLUTION PREVENTION PLAN	C8.01
STORMWATER POLLUTION PREVENTION PLAN	C8.02
STORMWATER POLLUTION PREVENTION DETAILS	C8.10



LOCATION MAP
NOT-TO-SCALE

PREPARED FOR:

THE CALARA GROUP
4058 NORTH COLLEGE AVE. SUITE 300
FAYETTEVILLE, ARKANSAS 72703

CITY OF LYTLE
14916 MAIN ST.
LYTE, TX 78052

NOVEMBER 2025



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



STREET NOTES:

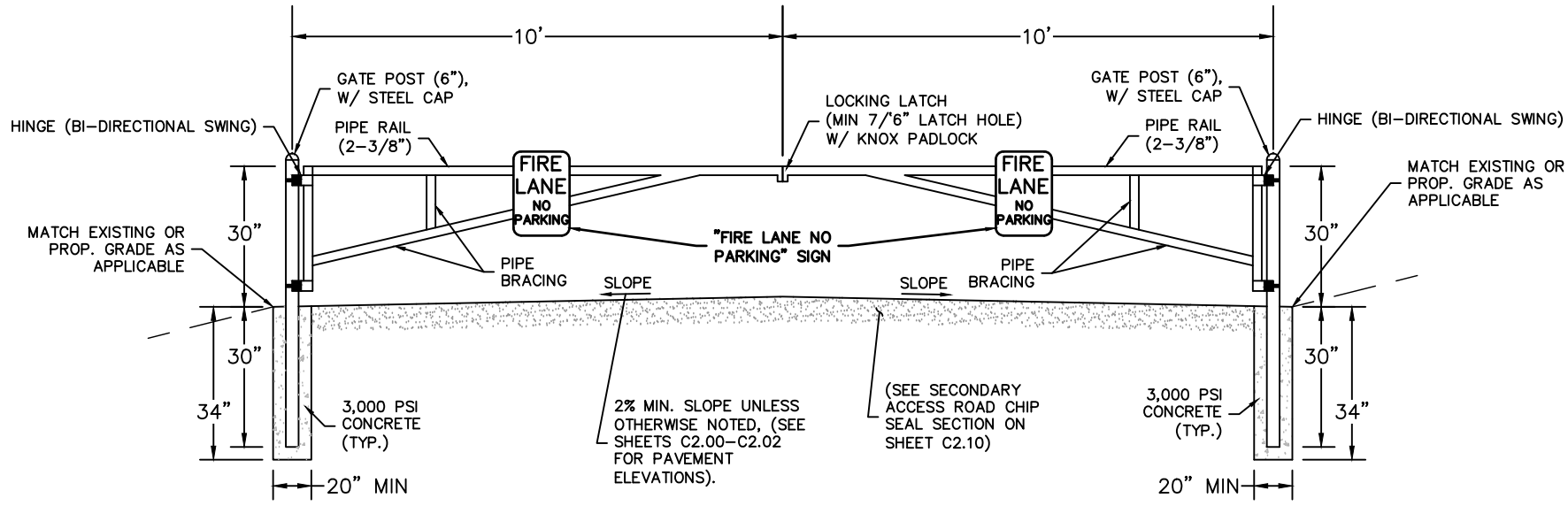
1. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AT TIE-IN. IF EXISTING PAVEMENT ELEVATION DIFFERS SIGNIFICANTLY, CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONTINUING WORK.
2. NO PERMANENT STRUCTURES HIGHER THAN 3 FEET, AND LOWER THAN 8 FEET ABOVE THE PAVEMENT, INCLUDING STRUCTURES, WALLS, FENCES, AND 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.

CAUTION!!

EXISTING UTILITIES ARE LOCATED WITHIN THE LIMITS OF THE CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL EXERCISE EXTRA CARE IN DIGGING ANY TRENCH FOR PROPOSED UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING, VERIFYING THE EXACT LOCATION AND IDENTIFYING ANY AREAS OF CONFLICTS WITH EXISTING UTILITIES AND WILL NOTIFY THE ENGINEER IMMEDIATELY IF CONFLICTS ARE FOUND.

LINE TABLE: SECONDARY ACCESS ROAD				
Line #	Length	Direction	Start Point	End Point
L1	816.73'	N87° 29' 19.29"E	N:13629329.2722 E:2034471.1377	N:13629329.2722 E:2035287.0845
L2	238.17'	N89° 17' 27.28"E	N:13629330.1560 E:2035318.5254	N:13629333.1035 E:2035556.6778
L3	66.55'	S72° 18' 09.35"E	N:13629326.0163 E:2035604.1327	N:13629305.7861 E:2035667.5321
L4	142.00'	N88° 22' 20.30"E	N:13629298.7479 E:2035717.3913	N:13629302.7815 E:2035859.3363
L5	204.38'	S87° 36' 08.90"E	N:13629302.5456 E:2035894.4550	N:13629293.9958 E:2036098.6564
L6	448.69'	N89° 14' 29.45"E	N:13629293.6019 E:2036126.1915	N:13629299.5416 E:2036574.8472
L7	92.91'	N38° 18' 33.99"E	N:13629356.5422 E:2036690.5626	N:13629429.4451 E:2036748.1574
L8	70.00'	N16° 19' 16.81"E	N:13629480.2778 E:2036774.4114	N:13629457.4568 E:2036794.0830

CURVE TABLE: SECONDARY ACCESS ROAD					
Curve #	Radius	Length	Chord Direction	Start Point	End Point
C1	1000.000'	31.455'	N88° 23' 23.28"E	N:13629329.2722 E:2035287.0845	N:13629330.1560 E:2035318.5254
C2	150.000'	48.188'	S81° 30' 21.04"E	N:13629333.1035 E:2035556.6778	N:13629326.0163 E:2035604.1327
C3	150.000'	50.593'	S81° 57' 54.53"E	N:13629305.7861 E:2035667.5321	N:13629298.7479 E:2035717.3913
C4	500.000'	35.127'	S89° 36' 54.30"E	N:13629302.7815 E:2035859.3363	N:13629302.5456 E:2035894.4550
C5	500.000'	27.541'	S89° 10' 49.72"E	N:13629293.9958 E:2036098.6564	N:13629299.5416 E:2036126.1915
C6	150.000'	133.340'	N63° 46' 31.72"E	N:13629299.5416 E:2036574.8472	N:13629356.5422 E:2036690.5626
C7	150.000'	57.565'	N27° 18' 55.40"E	N:13629429.4451 E:2036748.1574	N:13629480.2778 E:2036774.0830

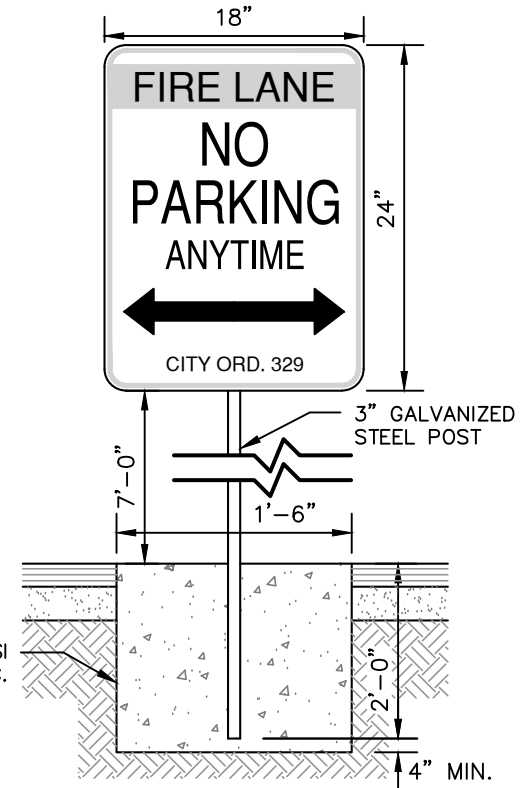


20' DOUBLE-SWING EMERGENCY ACCESS GATE

NOT TO SCALE

SIGNAGE NOTES:

1. ALL MATERIALS SHALL BE SCHEDULE 40, STEEL PIPE.
2. PROTECTIVE FINISH SHALL BE EXTERIOR POLYURETHANE PAINT, DARK BROWN.
3. CONTRACTOR TO INSTALL FIRE LANE, NO PARKING SIGN ON EACH SIDE OF THE GATE, SEE DETAIL THIS SHEET.
4. CONCRETE SHALL BE 3,000 PSI.
5. COORDINATE INSTALLATION OF KNOX PADLOCK WITH CITY OF LYTLE FIRE DEPARTMENT.

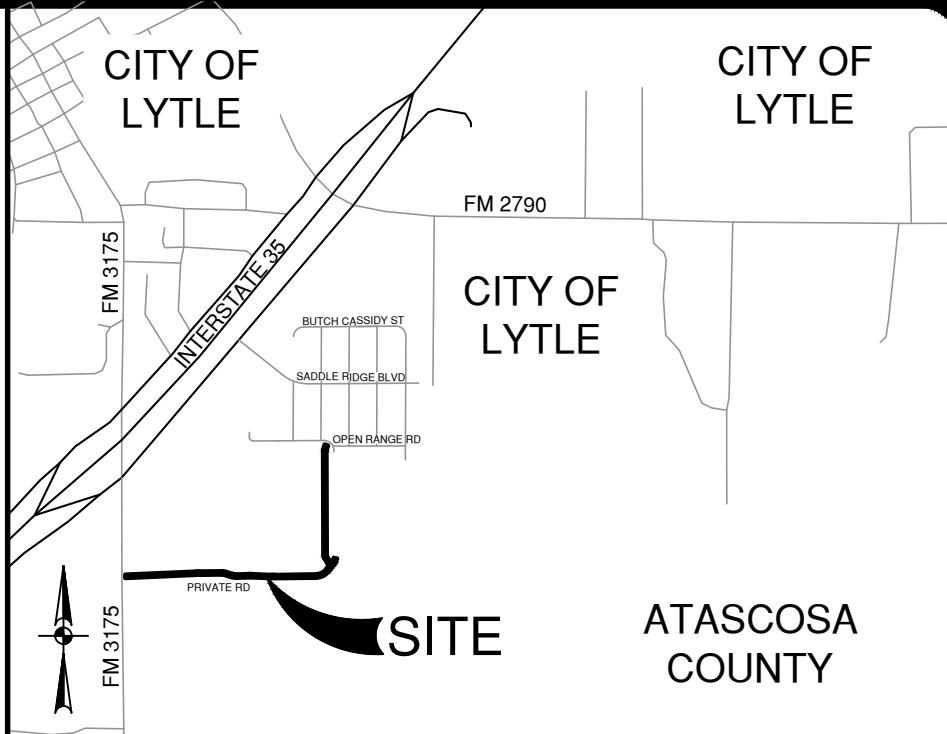


SIGNAGE NOTES:

1. SIGNS SHALL BE STANDARD SIZE 18"x24" AND HAVE RED LETTERS AND BORDER ON A WHITE BACKGROUND.
2. SIGNS SHALL BE MOUNTED WITH THE BOTTOM EDGE OF THE SIGN AT LEAST SEVEN (7) FEET ABOVE GRADE AND AT LEAST TWO (2) FEET FROM CURB EDGE.
3. SIGNS SHALL BE PLACED AS FOLLOWS:
A. LESS THAN FORTY (40) FEET: ONE (1) SIGN WITH A DOUBLE ARROW.
B. FROM FORTY (40) TO NINETY (90) FEET: TWO (2) SIGNS WITH RIGHT AND LEFT ARROWS.
C. FOR ONE HUNDRED (100) FEET OR MORE: THREE (3) SIGNS WITH RIGHT/LEFT AND DOUBLE ARROWS IN THE MIDDLE.
4. SIGNS TO BE PLACED IN ACCORDANCE WITH THE INTERNATIONAL FIRE CODE AND THE CITY OF LYTLE'S FIRE CODE. THE CONTRACTOR SHALL COORDINATE WITH THE FIRE MARSHALL FOR APPROVED SIGN LOCATIONS.

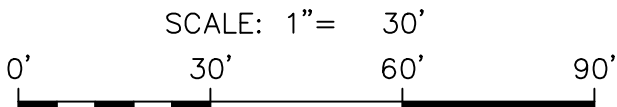
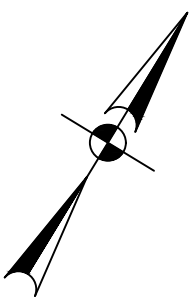
FIRE LANE SIGNAGE DETAIL

NOT-TO-SCALE



LOCATION MAP

NOT-TO-SCALE



STREET LEGEND

PROJECT LIMITS	---
MAINTAIN GUTTER	---
PROPOSED CONTOUR	970
PROPOSED CONTOUR (PHASE 3 & 4)	970
EXISTING CONTOUR	970
POINT OF VERTICAL INTERSECTION	PVI
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 +
WASHOUT CROWN SECTION	
FUTURE SADDLE RIDGE ESTATES PHASE 3	

GENERAL NOTES:

THE PROJECT GENERAL NOTES MAY SPECIFY A PARTICULAR SIGN SUPPORT. SUPPORT AND DESIGN SHALL CONFORM WITH AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS OF HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS WITH A DESIGN WIND SPEED OF 70 MPH. STEEL PIPE SHALL BE GALVANIZED IN ACCORDANCE TO ASTM DESIGNATION A123, WHERE SOLID ROCK IS ENCOUNTERED AT GROUND LEVEL, THE FOUNDATION SHALL BE A MINIMUM DEPTH OF 18 INCHES. WHEN SOLID ROCK IS ENCOUNTERED BELOW GROUND LEVEL, THE FOUNDATION SHALL EXTEND INTO THE SOLID ROCK A MINIMUM DEPTH OF 18 INCHES OR PROVIDE A MINIMUM FOUNDATION DEPTH OF 30 INCHES. ONLY CONCRETE FOUNDATIONS SHALL BE USED IN ROCK.

SIGNAGE NOTES:

1. UNDERGROUND UTILITIES EXIST WITHIN THE PROJECT. CONTRACTOR SHALL HAVE THE UTILITIES MARKED PRIOR TO INSTALLATION OF THE SIGN POST. SIGN LOCATIONS ILLUSTRATED ON THE PLANS ARE APPROXIMATE. CONTRACTOR SHALL LOCATE SIGNS TO AVOID UTILITIES. CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES BEFORE COMMENCING WORK.
2. IN ACCORDANCE WITH THE UNDERGROUND FACILITY DAMAGE PREVENTION ACT THE TELEPHONE NUMBER FOR A UTILITY LOCATOR IS 1-800-545-6005. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAKE ARRANGEMENTS FOR UTILITY LOCATIONS, AS NEEDED.
3. WHEN PREPARING HOLES FOR POSTS, CARE SHALL BE TAKEN SO AS NOT TO RUPTURE EXISTING DRAINAGE STRUCTURES, SPRINKLER SYSTEMS, TELECOMMUNICATIONS FACILITIES, ELECTRICAL CONDUITS AND PUBLIC UTILITIES.
4. ALL SIGNS SHALL COMPLY WITH THE SIGN DESIGNS PRESENTED IN STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS.
5. SIGN LOCATIONS ILLUSTRATED ON THE PLANS ARE APPROXIMATE. SIGNS SHALL BE LOCATED IN THE FIELD TO PROVIDE APPROPRIATE FUNCTIONALITY. SIGN LOCATIONS SHALL COMPLY WITH GUIDELINES AND REQUIREMENTS PRESENTED IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
6. CONTRACTOR SHALL FURNISH AND MAINTAIN ALL TRAFFIC CONTROL DEVICES, LIGHTING, OR WARNING DEVICES REQUIRED TO COMPLETE THE WORK. ALL CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
7. THREE (3) COPIES OF EQUIPMENT SUBMITTALS FOR ALL TRAFFIC SIGN COMPONENTS SHALL BE SENT TO THE ENGINEER. SUBMITTALS SHALL CONSIST OF THE APPROPRIATE COMBINATION OF CATALOG SHEETS, MATERIAL LISTS, MANUFACTURER'S BROCHURES, TECHNICAL BULLETINS, SPECIFICATIONS, DIAGRAMS, OR PRODUCT SAMPLES NECESSARY TO DESCRIBE A SYSTEM, PRODUCT, OR ITEM. SPECIFIC ITEM NUMBERS AND PRODUCT CODES WILL BE CLEARLY IDENTIFIED WHEN MULTIPLE PRODUCTS ARE LISTED ON THE SAME SHEET.
8. ALL MATERIALS AND CONSTRUCTION PROCEDURES WITHIN THE SCOPE OF THIS PROJECT SHALL CONFORM TO APPLICABLE TEXAS DOT STANDARD SPECIFICATIONS, CITY BUILDING CODE AND REGULATIONS AS WELL AS PROVISIONS APPLICABLE TO THE PROJECT AND AS OTHER SAFETY CODES AND INSPECTION REQUIREMENTS OF THE FIRE DEPARTMENT.
9. MATERIALS FURNISHED BY THE CONTRACTOR SHALL BE NEW, UN-DEPRECIATED STOCK. ALL EQUIPMENT SHALL BE NEW, UNLESS NOTED OTHERWISE ON THE PLANS.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING TO ORIGINAL CONDITION, OR BETTER, ANY DAMAGE DONE TO EXISTING BUILDINGS, RETAINING WALLS, UTILITIES, FENCES, PAVEMENT, CURBS OR DRIVEWAYS (NO SEPARATE PAY ITEM). CONTRACTOR SHALL RESTORE THE CONSTRUCTION AREA TO ORIGINAL CONDITION, OR BETTER, PRIOR TO FINAL INSPECTION.
11. ANY CONFLICT BETWEEN ANY DEFINITION, MATERIAL SPECIFICATION, CONSTRUCTION SPECIFICATION, MEASUREMENT AND PAYMENT PROCEDURE, ETC., SHOWN IN THIS PLAN SET AND ANY TEXAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION SHALL BE RESOLVED ONLY BY THE ENGINEER AND THE ENGINEER'S DECISION SHALL BE FINAL AND BINDING.

MICHAEL R. ABBE & LAURA J. ABBE & ALAN G. ABBE
59.5 ACRE TRACT
(VOL. 24, PGS. 126-137 O.P.R.)
856, PGS. 281-289 O.P.R.)

CITY OF LYTLE
61.582 ACRE TRACT
(VOL. 424, PGS. 406-409 D.R.)

MICHAEL R. ABBE & LAURA J. ABBE & ALAN G. ABBE
59.5 ACRE TRACT
(VOL. 24, PGS. 126-137 O.P.R.)
856, PGS. 281-289 O.P.R.)

SECONDARY ACCESS ROAD PLAN

STA. 16+50.00 TO STA. 25+15.36

PAPE-DAWSON
ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 HW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #1008860

SADDLE RIDGE ESTATES - SECONDARY ACCESS
LYTLE, TEXAS

SECONDARY ACCESS ROAD ~ STA. 16+50.00 TO STA. 25+50.00
STREET PLAN

PLAT NO. -
JOB NO. 11100-32
DATE OCTOBER 2025
DESIGNER CB
CHECKED JA DRAWN CB
SHEET C2.01

GENERAL NOTES:

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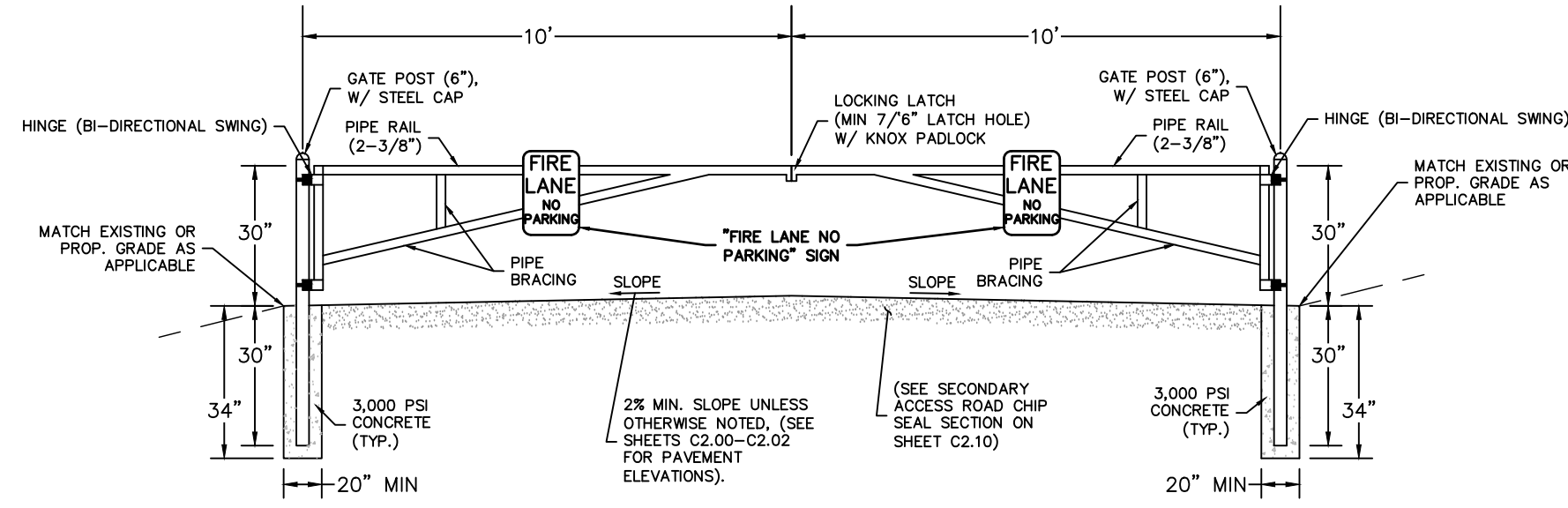
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CAUTION!!

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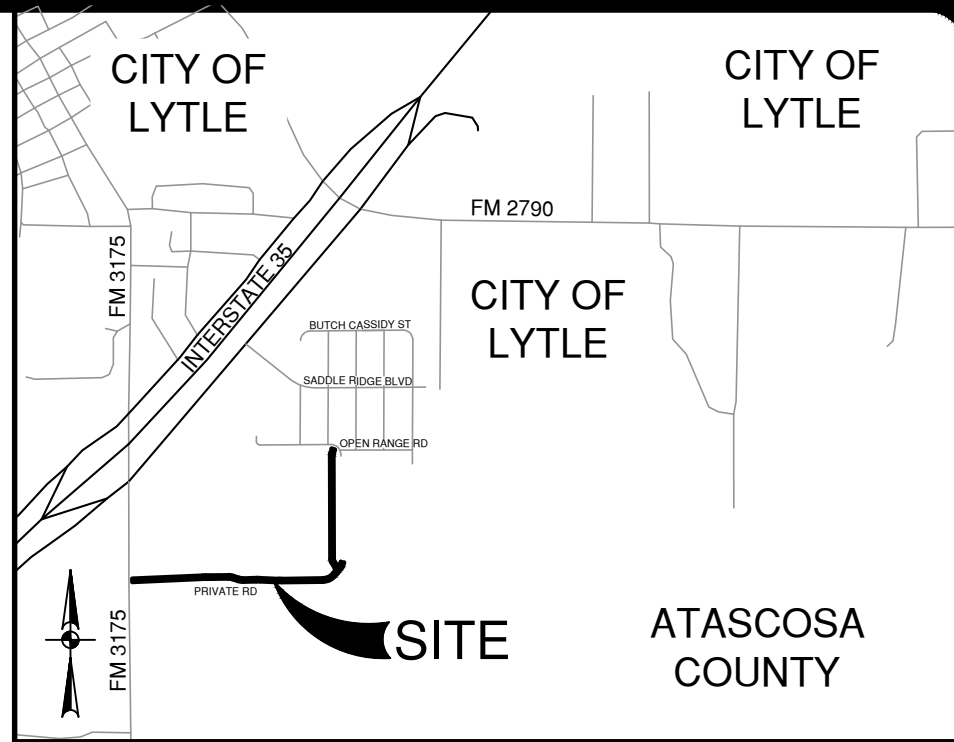
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20' DOUBLE-SWING EMERGENCY ACCESS GATE

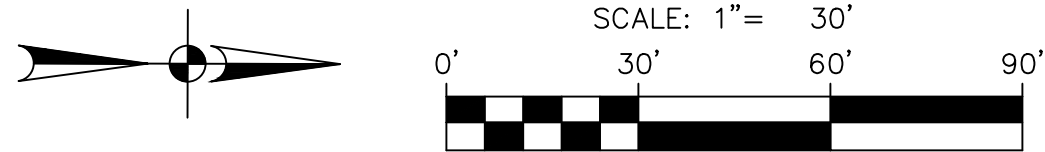
NOTES:

- ALL MATERIALS SHALL BE SCHEDULE 40, STEEL PIPE.
- PROTECTIVE FINISH SHALL BE EXTERIOR POLYURETHANE PAINT, DARK BROWN.
- CONTRACTOR TO INSTALL FIRE LANE, NO PARKING SIGN ON EACH SIDE OF THE GATE, SEE DETAIL THIS SHEET.
- CONCRETE SHALL BE 3,000 PSI.
- COORDINATE INSTALLATION OF KNOX PADLOCK WITH CITY OF LYTLE FIRE DEPARTMENT.



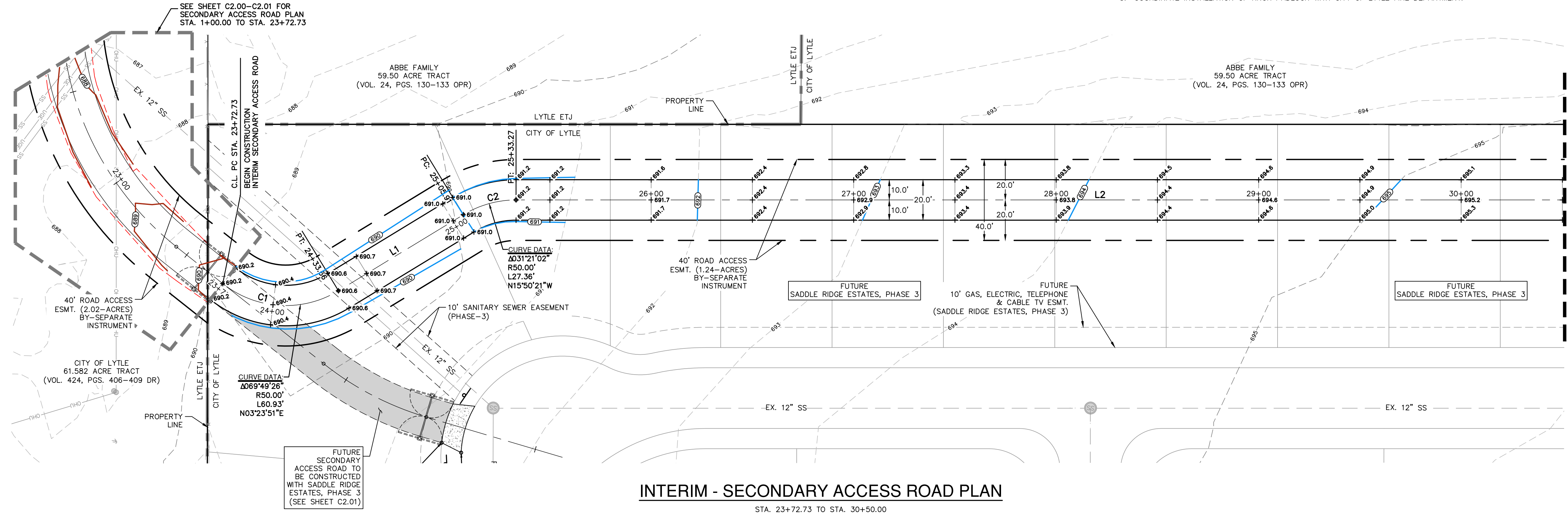
LOCATION MAP

NOT-TO-SCALE



STREET LEGEND

PROJECT LIMITS	---
MAINTAIN GUTTER	---
PROPOSED CONTOUR (INTERIM SECONDARY ACCESS)	970
PROPOSED CONTOUR (SECONDARY ACCESS)	970
EXISTING CONTOUR	970
POINT OF VERTICAL INTERSECTION	PVI
CENTERLINE	CL
RADIUS POINT	PC
POINT OF CURVATURE	RP
POINT OF TANGENCY	PT
RETURN	RET
DRAINAGE FLOW ARROW	→
TOP OF CURB SPOT ELEVATION	857.30
PAVEMENT ELEVATION	857.00 +
WASHOUT CROWN SECTION	857.00 +

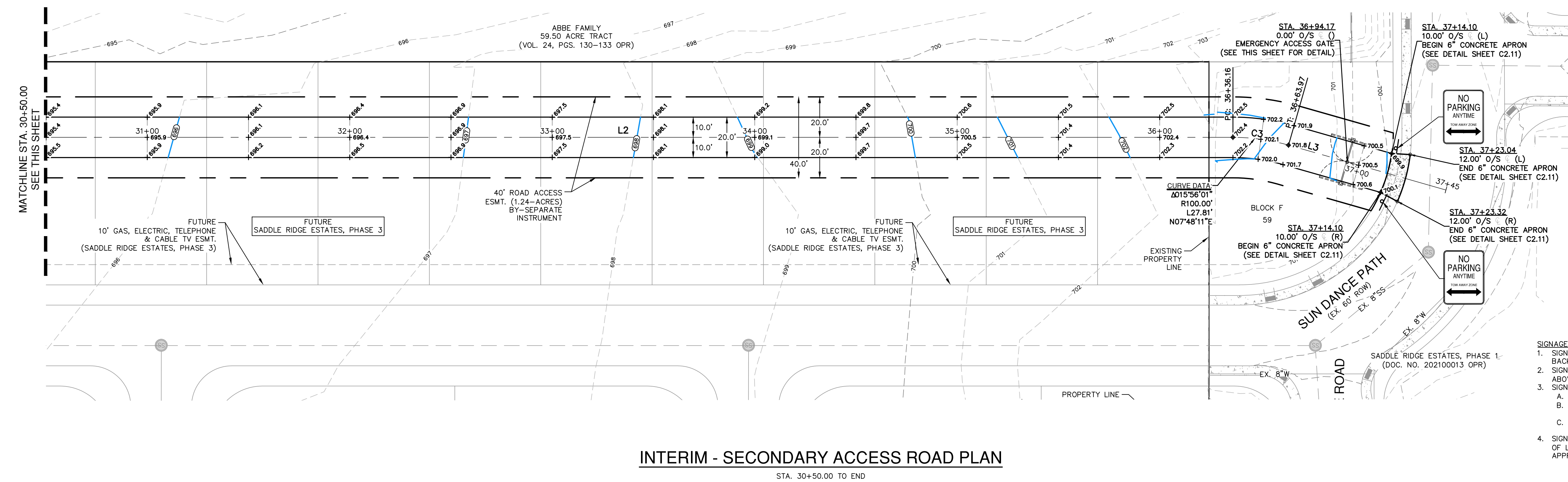


INTERIM - SECONDARY ACCESS ROAD PLAN

STA. 23+72.73 TO STA. 30+50.00

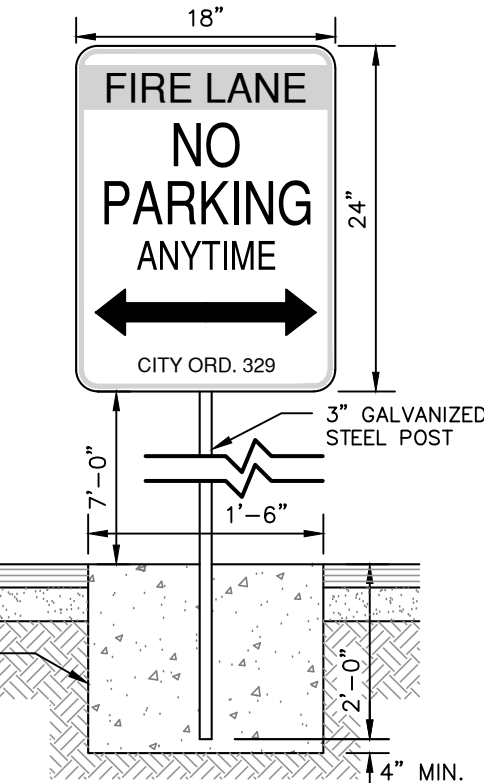
LINE TABLE: SECONDARY ACCESS ROAD				
Line #	Length	Direction	Start Point	End Point
L1	72.25'	N31° 30' 51.75"W	N:13629436.6598 E:2036712.1142	N:13629498.2511 E:2036674.3498
L2	1102.89'	N0° 09' 49.81"W	N:13629524.2437 E:2036666.9755	N:13630627.1266 E:2036663.8218
L3	80.84'	N15° 46' 11.19"E	N:13630654.5899 E:2036667.5852	N:13630732.3874 E:2036689.5554

CURVE TABLE: SECONDARY ACCESS ROAD					
Curve #	Radius	Length	Chord Direction	Start Point	End Point
C1	50,000'	60.933'	N03° 23' 51.12"E	N:13629379.5288 E:2036708.7225	N:13629436.6598 E:2036712.1142
C2	50,000'	27.359'	N15° 50' 20.78"W	N:13629498.2511 E:2036674.3498	N:13629524.2437 E:2036666.9755
C3	100,000'	27.809'	N07° 48' 10.69"E	N:13630627.1266 E:2036663.8218	N:13630654.5899 E:2036667.5852



INTERIM - SECONDARY ACCESS ROAD PLAN

STA. 30+50.00 TO END



FIRE LANE SIGNAGE DETAIL

NOT-TO-SCALE

SIGNAGE NOTES:

- SIGNS SHALL BE STANDARD SIZE 18"x24" AND HAVE RED LETTERS AND BORDER ON A WHITE BACKGROUND.
- SIGNS SHALL BE MOUNTED WITH THE BOTTOM EDGE OF THE SIGN AT LEAST SEVEN (7) FEET ABOVE GRADE AND AT LEAST TWO (2) FEET FROM CURB EDGE.
- SIGNS SHALL BE PLACED AS FOLLOWS:
 - LESS THAN FORTY (40) FEET: ONE (1) SIGN WITH A DOUBLE ARROW.
 - FROM FORTY (40) TO NINETY (90) FEET: TWO (2) SIGNS WITH RIGHT AND LEFT ARROWS.
 - FOR ONE HUNDRED (100) FEET OR MORE: THREE (3) SIGNS WITH RIGHT/LEFT AND DOUBLE ARROWS IN THE MIDDLE.
- SIGNS TO BE PLACED IN ACCORDANCE WITH THE INTERNATIONAL FIRE CODE AND THE CITY OF LYTLE'S FIRE CODE. THE CONTRACTOR SHALL COORDINATE WITH THE FIRE MARSHALL FOR APPROVED SIGN LOCATIONS.

DATE	
NO.	
REVISION	



PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 HW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028860

SADDLE RIDGE ESTATES - SECONDARY ACCESS ROAD
LYTLE, TEXAS

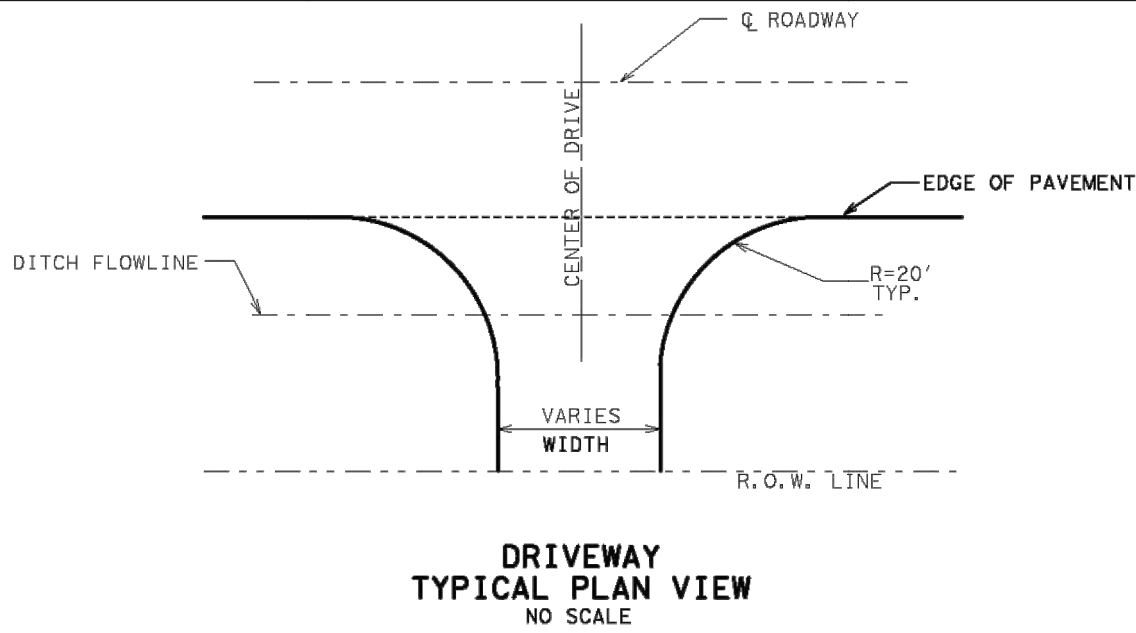
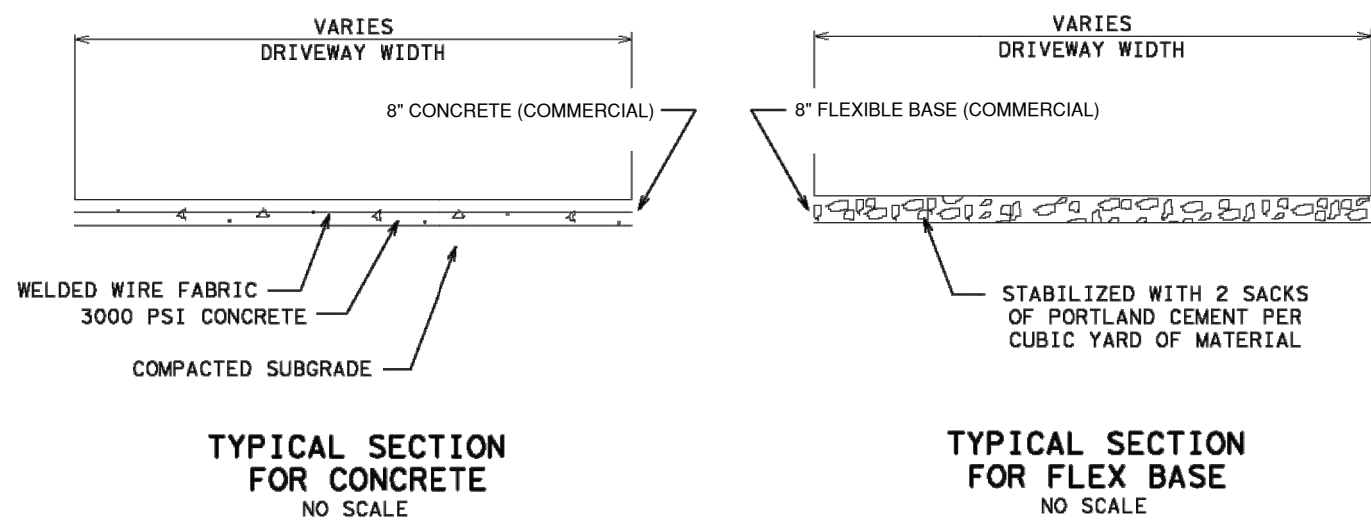
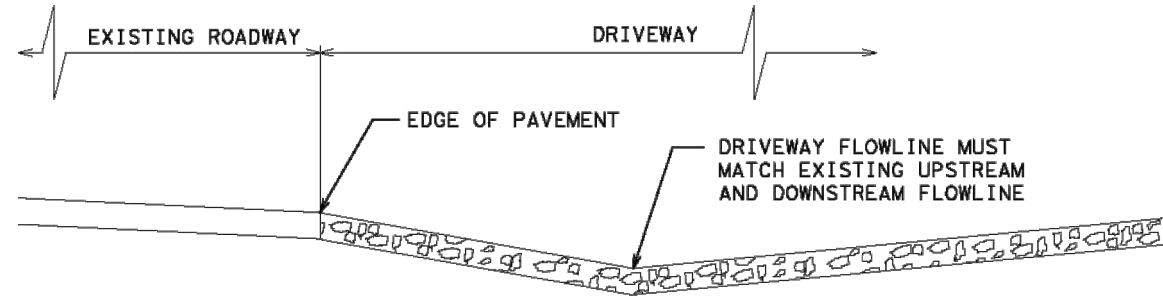
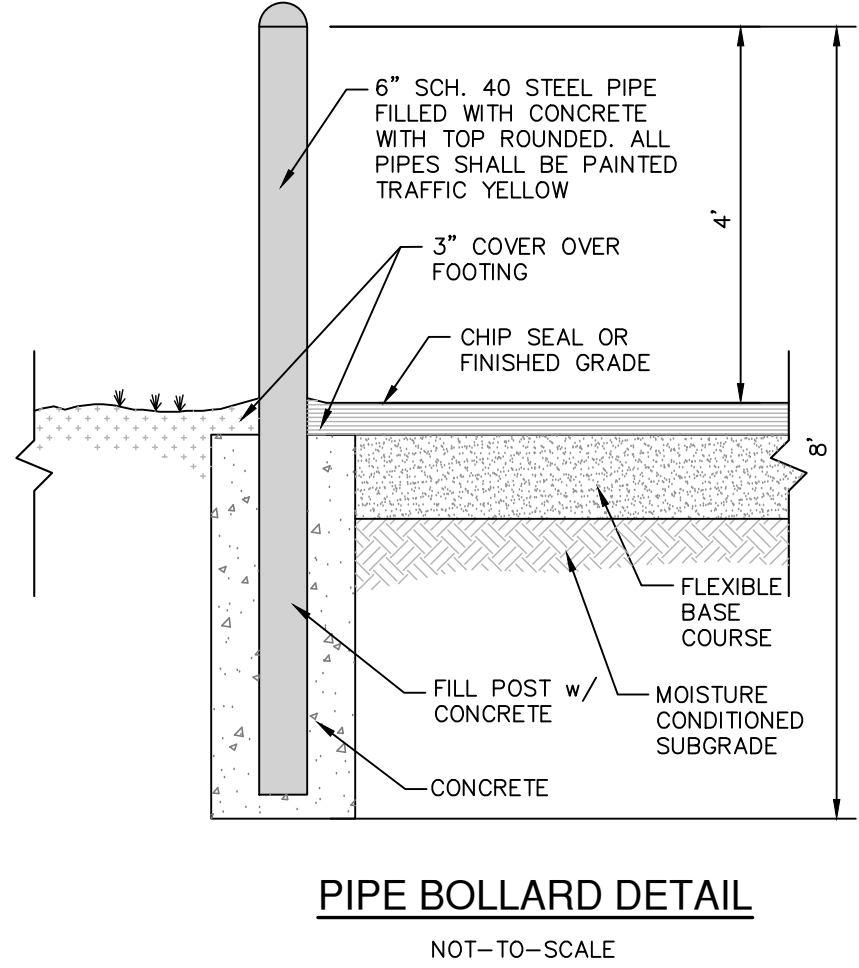
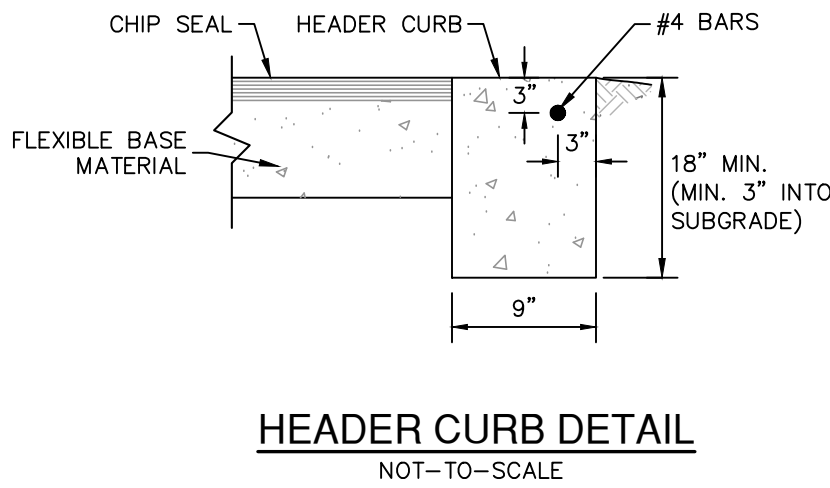
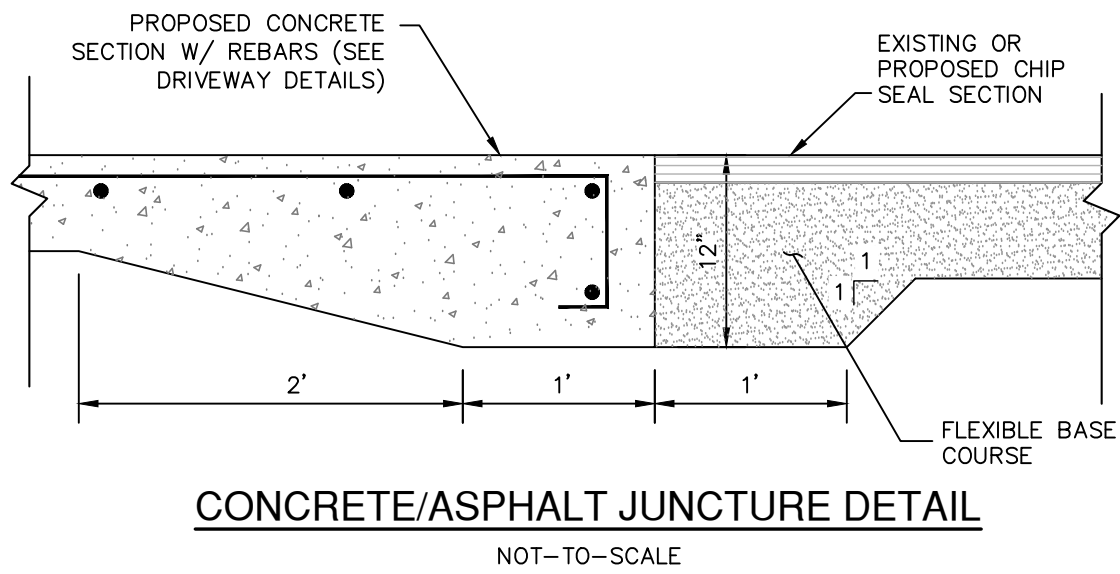
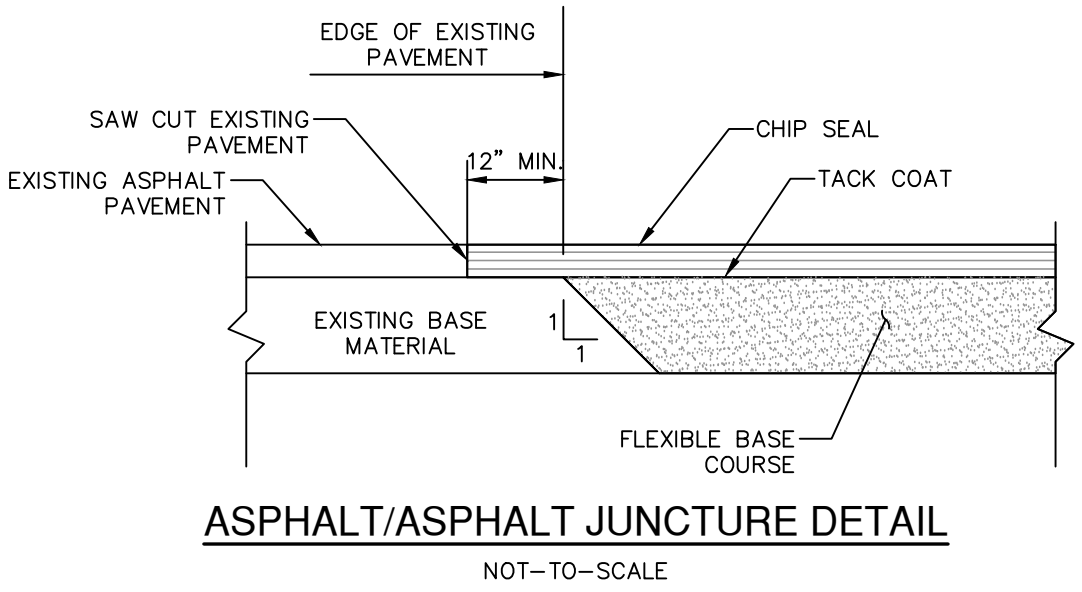
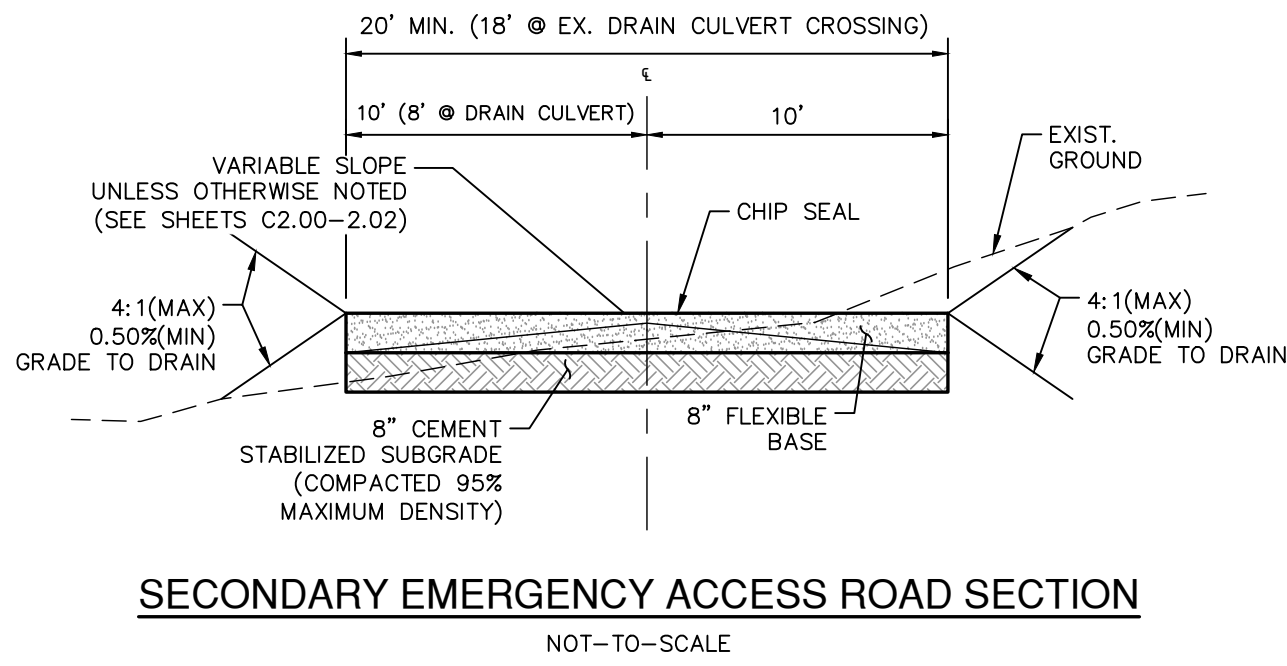
INTERIM SECONDARY ACCESS ROAD
STA. 23+72.73 TO END

PLAT NO.	-
JOB NO.	11100-32
DATE	OCTOBER 2025
DESIGNER	CB
CHECKED	JA
DRAWN	CR
SHEET	C2.02

ROAD SECTION DETAILS						
STREET NAME	STATION	SURFACE COURSE	FLEXIBLE BASE	CEMENT STABILIZED SUBGRADE	GEOGRID (TENSAR TRIAX TX5)	CBR
SECONDARY EMERGENCY ACCESS	1+35.86 TO END	CHIP SEAL	8"	8"	—	3.00
STRUCTURAL NUMBER						2.0

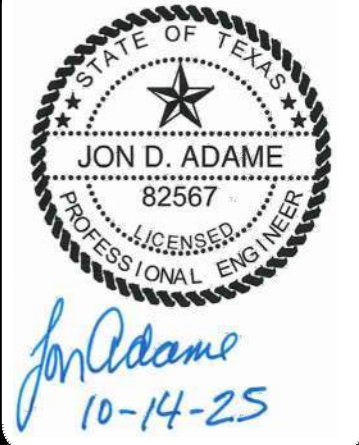
GENERAL NOTES:

- CONTRACTOR SHALL REFERENCE THE PROJECT PAVEMENT DESIGN REPORT, SUBSURFACE EXPLORATION AND PAVEMENT ANALYSIS PROPOSED NEW OFFSITE SECONDARY ACCESS ROAD SADDLE RIDGE ESTATES SUBDIVISION, PREPARED BY INTEC DATED JULY 28, 2023.
- CONTRACTOR SHALL RETAIN A GEOTECHNICAL ENGINEER TO VERIFY THE SUBGRADE CONDITION PRIOR TO PLACING ANY BASE MATERIAL. GEOTECHNICAL ENGINEER SHALL DETERMINE THE SUBGRADE CONDITION AND IF CEMENT STABILIZATION IS REQUIRED.
- SUBGRADE NOTES:**
 - GEOTECHNICAL ENGINEER SHOULD VERIFY THE STREET SUBGRADE AT THE TIME OF CONSTRUCTION PRIOR TO PLACEMENT OF AGGREGATE BASE.
 - THE FLEXIBLE BASE COURSE SHOULD BE CRUSHED LIMESTONE CONFORMING TO 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 3 PERCENTAGE POINTS ABOVE THE OPTIMUM WATER CONTENT UNTIL PERMANENTLY COVERED.
 - 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.
 - WHERE PAVEMENT SUBGRADE IS LOCATED WITHIN 2- FEET OF THE EXISTING GROUND SURFACE (STRATUM 1 CLAYS), MOISTURE CONDITIONED SUBGRADE WILL BE REQUIRED. GEOTECHNICAL ENGINEER SHOULD VERIFY THE STREET SUBGRADE AT THE TIME OF CONSTRUCTION PRIOR TO PLACEMENT OF AGGREGATE BASE TO DETERMINE WHERE THE MOISTURE CONDITIONED SUBGRADE IS NEEDED. REFERENCE GEOTECHNICAL ENGINEERING REPORT FOR MORE INFORMATION.
 - 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 3 AND A MAXIMUM PLASTICITY INDEX VALUE OF 40. CEMENT APPLICATION RATES SHOULD BE RE-EVALUATED AND TESTED FOR SULFATE CONTENT PRIOR TO USE OF THE FILL MATERIAL. THE FILL MATERIAL SHOULD BE APPROVED BY THE GEOTECHNICAL ENGINEER, FREE OF DELETERIOUS MATERIAL, AND THE GRAVEL SIZE SHOULD NOT EXCEED 3 INCHES IN SIZE. THE MATERIAL SHOULD BE PLACED AND COMPACTED AS PER APPLICABLE CITY/COUNTY GUIDELINES.
 - 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 WILL BE NEEDED.
 - SUGGRADE SHOULD BE STABILIZED TO A DEPTH OF 8 INCHES USING 5 PERCENT CEMENT CONTENT. CEMENT APPLICATION RATE OF 36.0 LBS PER SQ YARD FOR 8-INCH DEPTH OF STABILIZATION IS RECOMMENDED.



DRIVEWAY @ BENTON CITY RD (FM 3175)
NOT-TO-SCALE

DATE	
NO.	
REVISION	



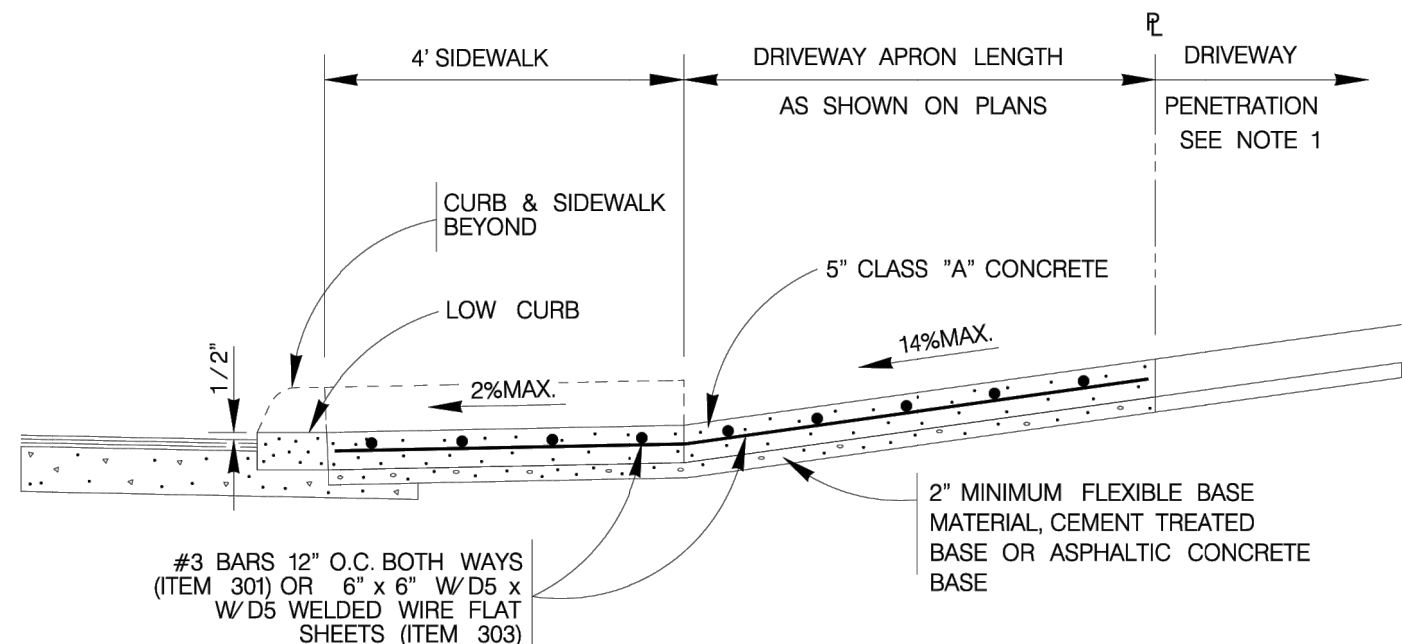
PAPE-DAWSON ENGINEERS
SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 HW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028600

SADDLE RIDGE ESTATES - SECONDARY ACCESS
LYTLE, TEXAS
STREET DETAILS

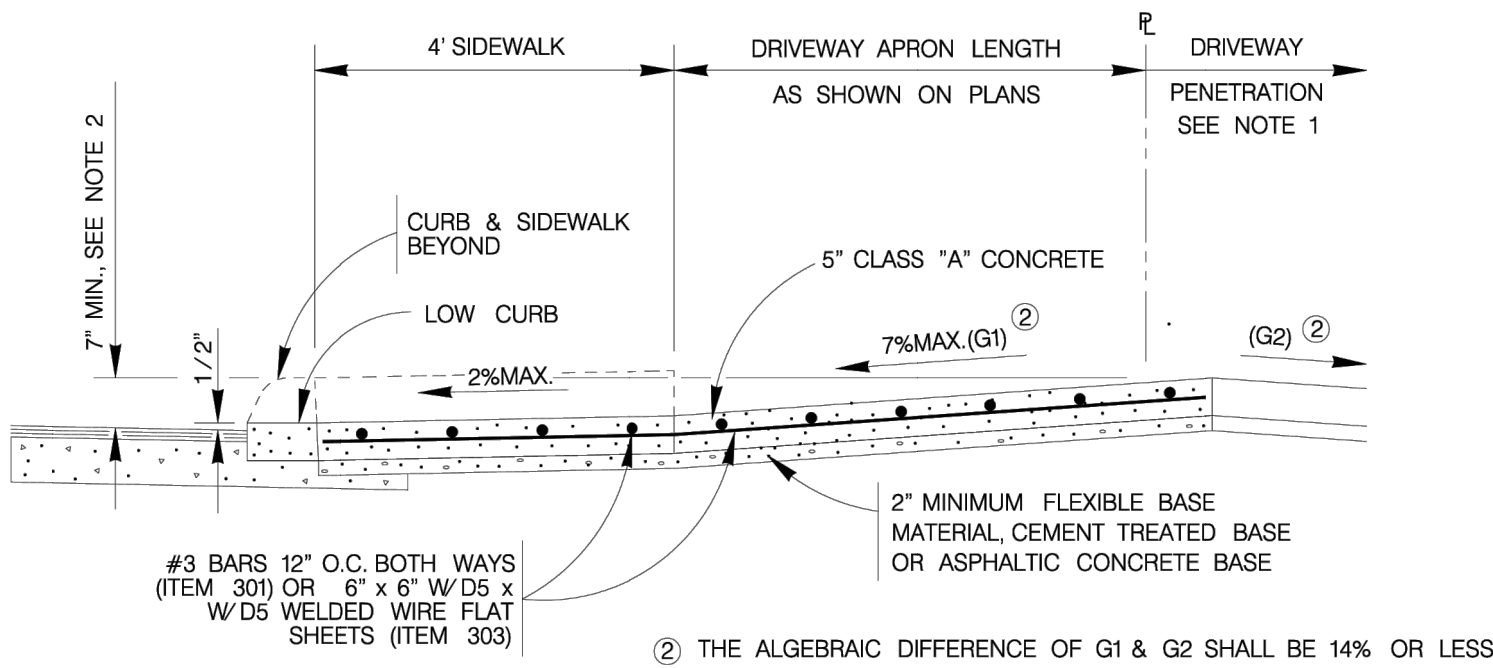
PLAT NO.	—
JOB NO.	11100-32
DATE	OCTOBER 2025
DESIGNER	CB
CHECKED	JA DRAWN CB
SHEET	C2.10

Date: Oct 14, 2025, 3:04pm User ID: ccedb1guz2
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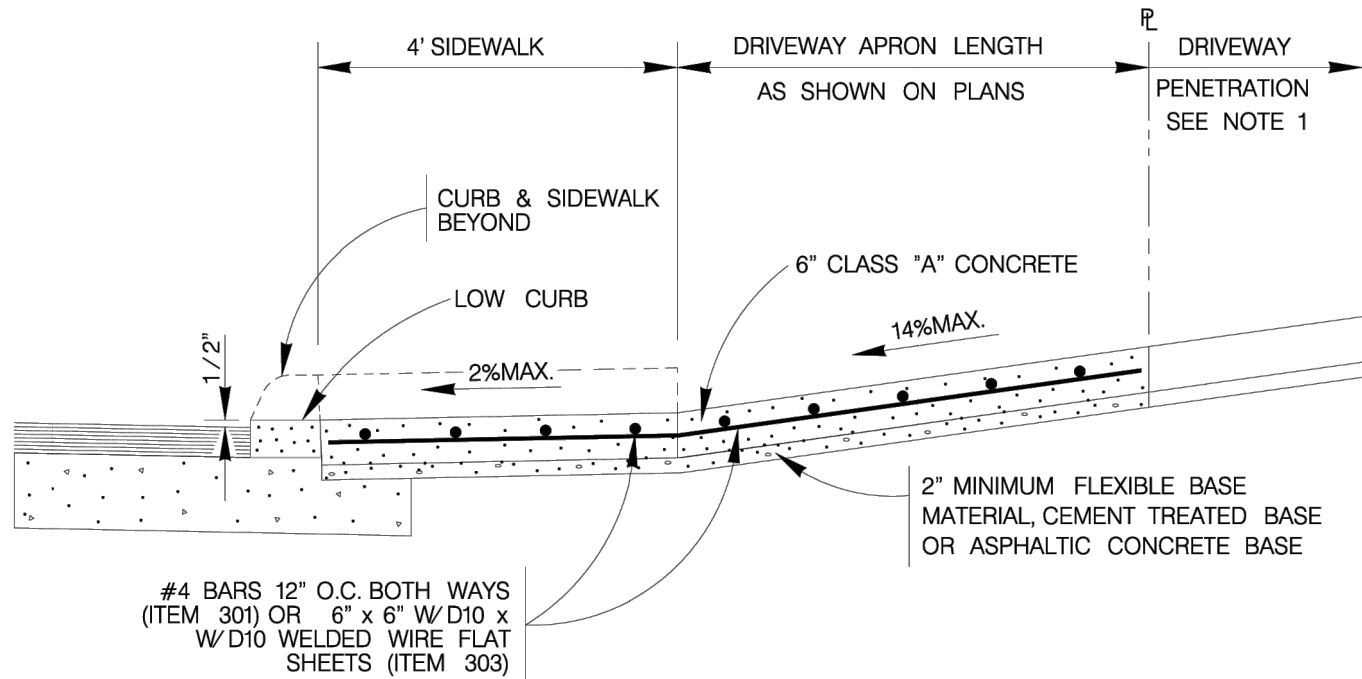
THIS DOCUMENT HAS BEEN PRODUCED FROM MATERIAL THAT WAS STORED AND/OR TRANSMITTED ELECTRONICALLY AND MAY HAVE BEEN INADVERTENTLY ALTERED. RELY ONLY ON FINAL HARDCOPY MATERIALS BEARING THE CONSULTANT'S ORIGINAL SIGNATURE AND SEAL. AERIAL IMAGERY PROVIDED BY GOOGLE® UNLESS OTHERWISE NOTED. Imagery © 2016,CAPCOOLigital Global, Texas Orthomography Program, USDA Farm Service Agency.



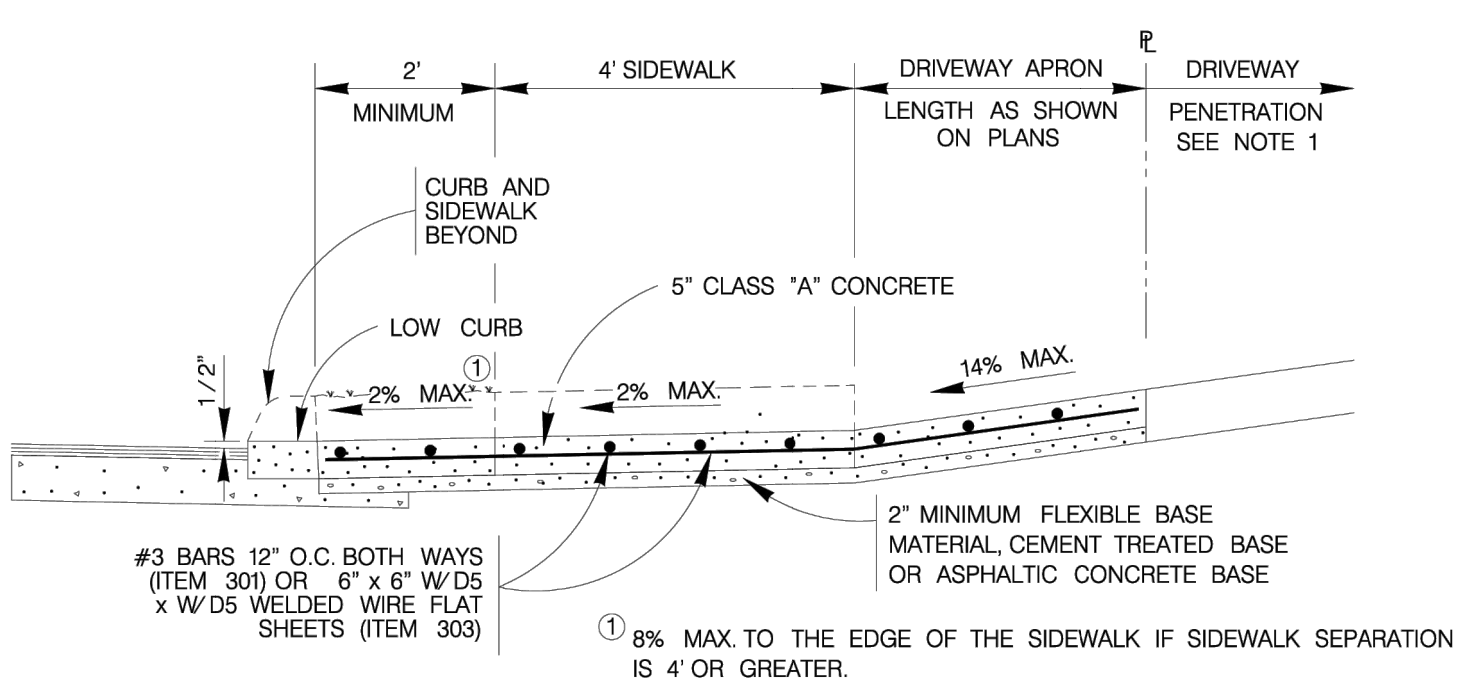
TYPICAL RESIDENTIAL DRIVEWAY SECTION
WITH SIDEWALK ABUTTING CURB
ITEM 503.1



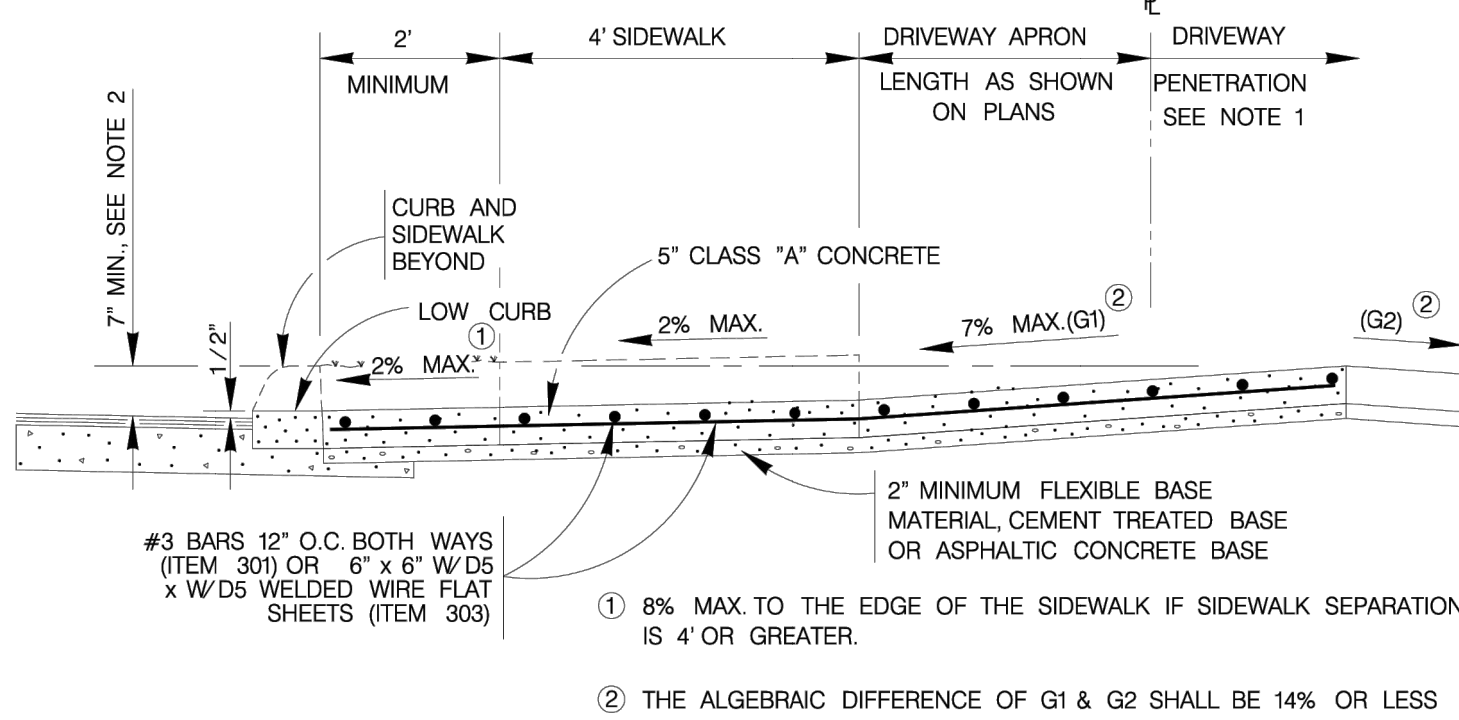
TYPICAL RESIDENTIAL DRIVEWAY SECTION
WHERE PROPERTY IS LOWER THAN STREET & SIDEWALK IS ABUTTING CURB
ITEM 503.1



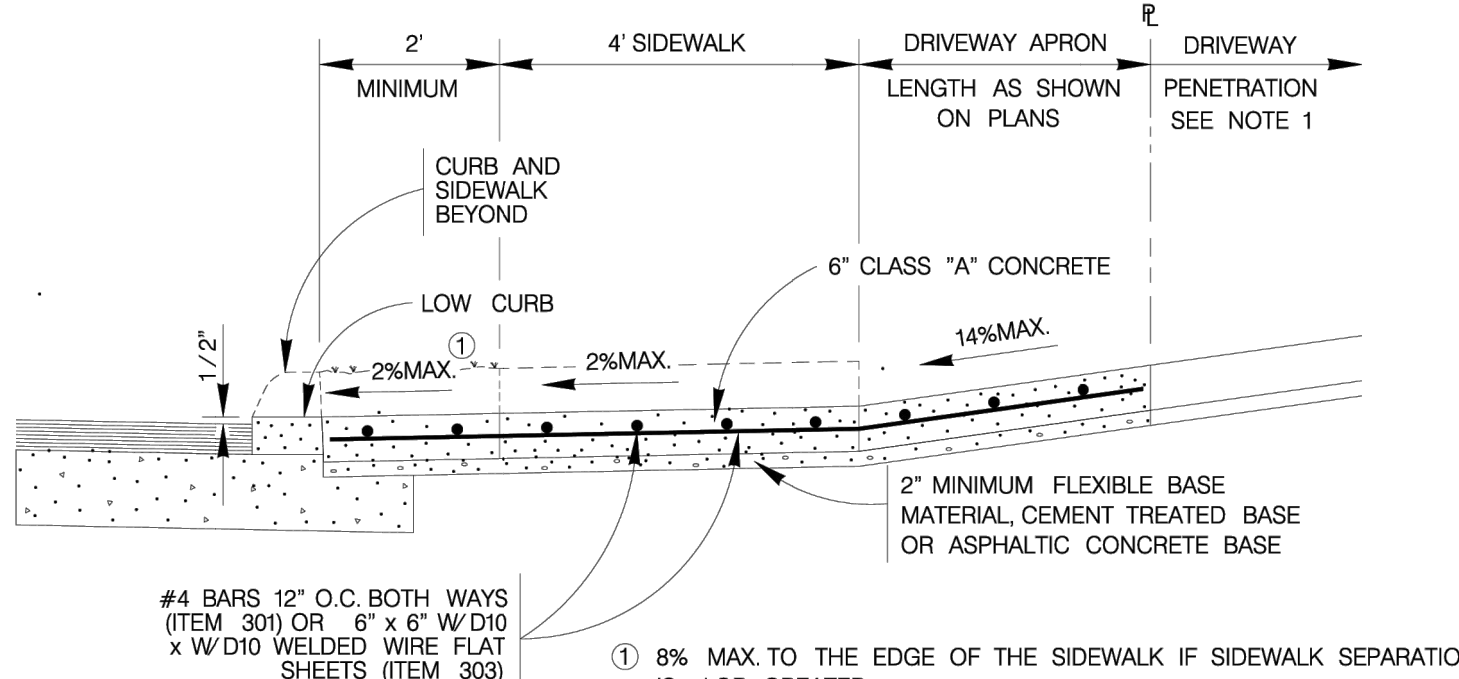
TYPICAL COMMERCIAL DRIVEWAY SECTION
WITH SIDEWALK ABUTTING CURB
ITEM 503.2



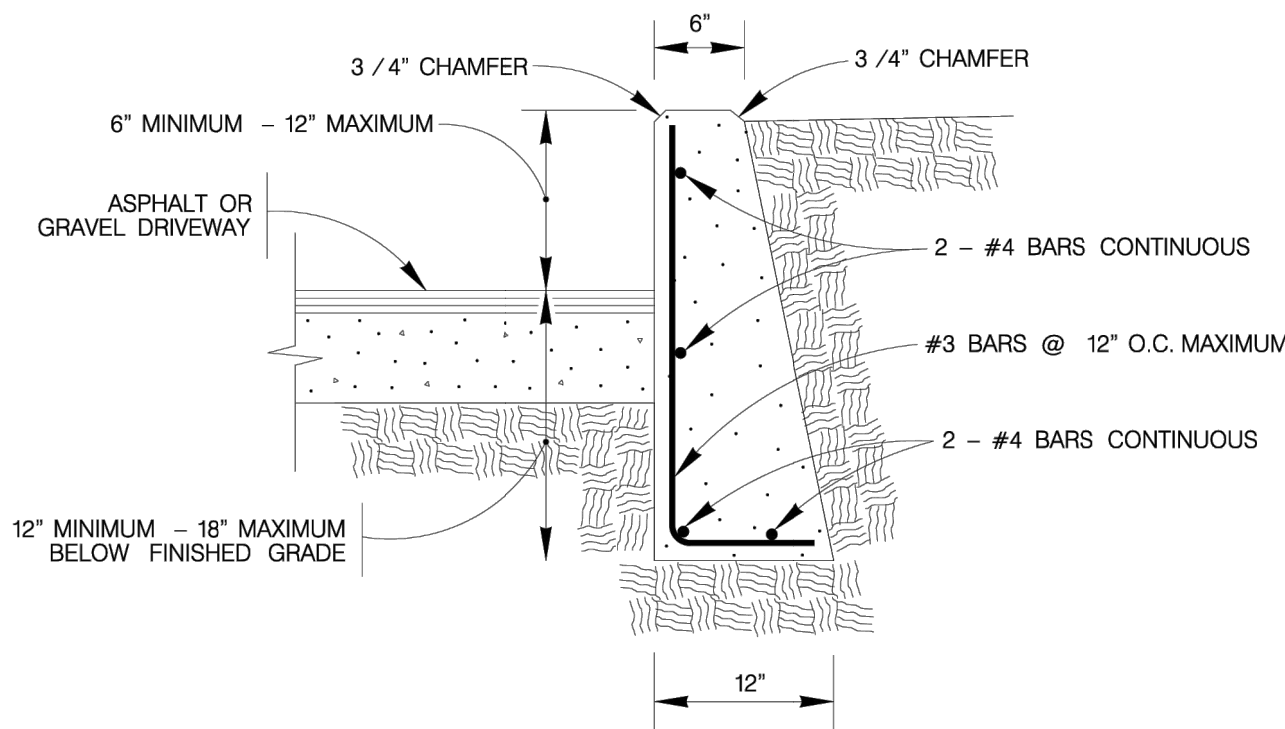
TYPICAL RESIDENTIAL DRIVEWAY SECTION
WITH SIDEWALK SEPARATED FROM CURB
ITEM 503.1



TYPICAL RESIDENTIAL DRIVEWAY SECTION
WHERE PROPERTY IS LOWER THAN STREET & SIDEWALK IS SEPARATED FROM CURB
ITEM 503.1

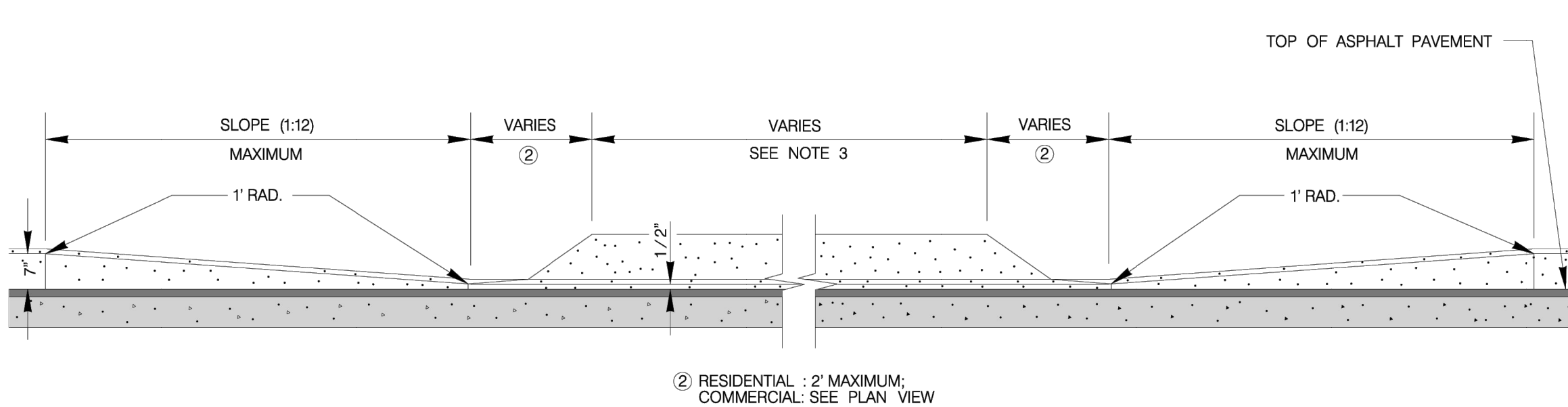


TYPICAL COMMERCIAL DRIVEWAY SECTION
WITH SIDEWALK SEPARATED FROM CURB
ITEM 503.2

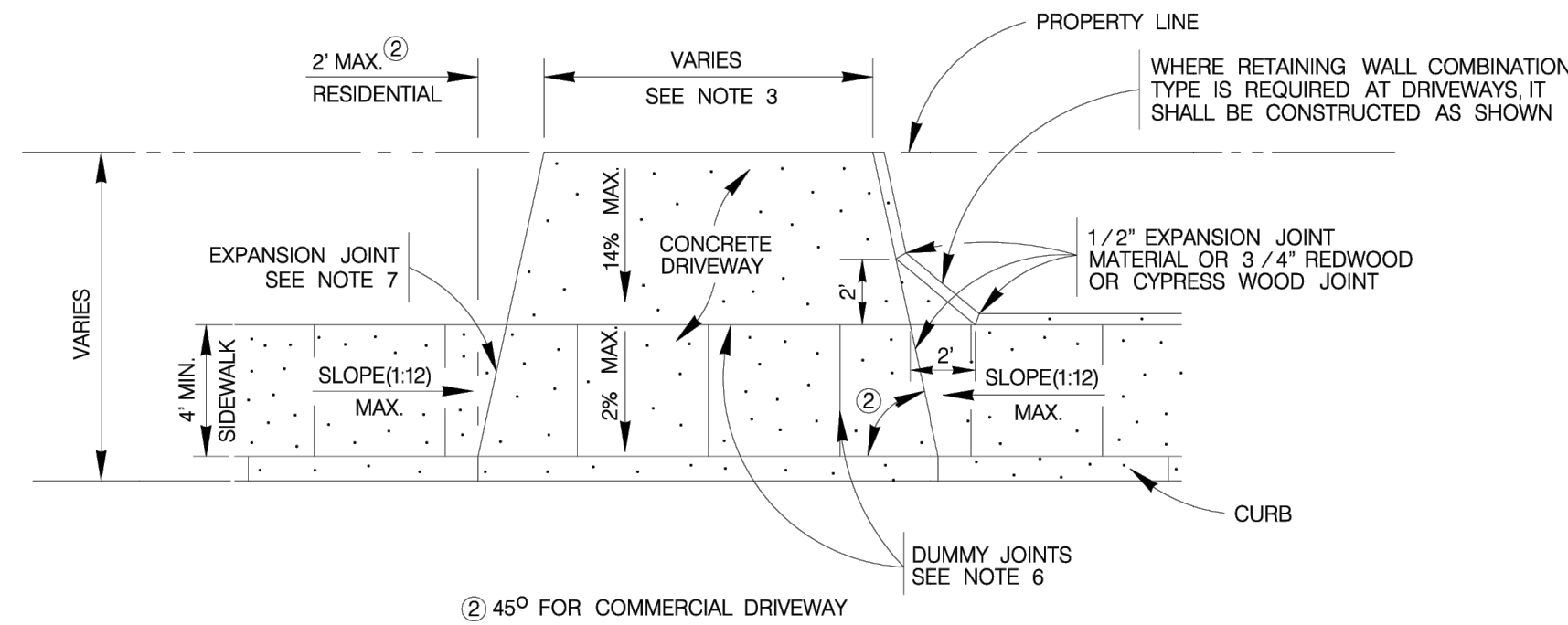


- NOTE:
- COST OF REINFORCEMENT TO BE INCLUDED IN UNIT COST OF ITEM 307.1.
 - CONCRETE RETAINING WALL COMBINATION TYPE SHALL BE USED FOR CONCRETE DRIVEWAYS.

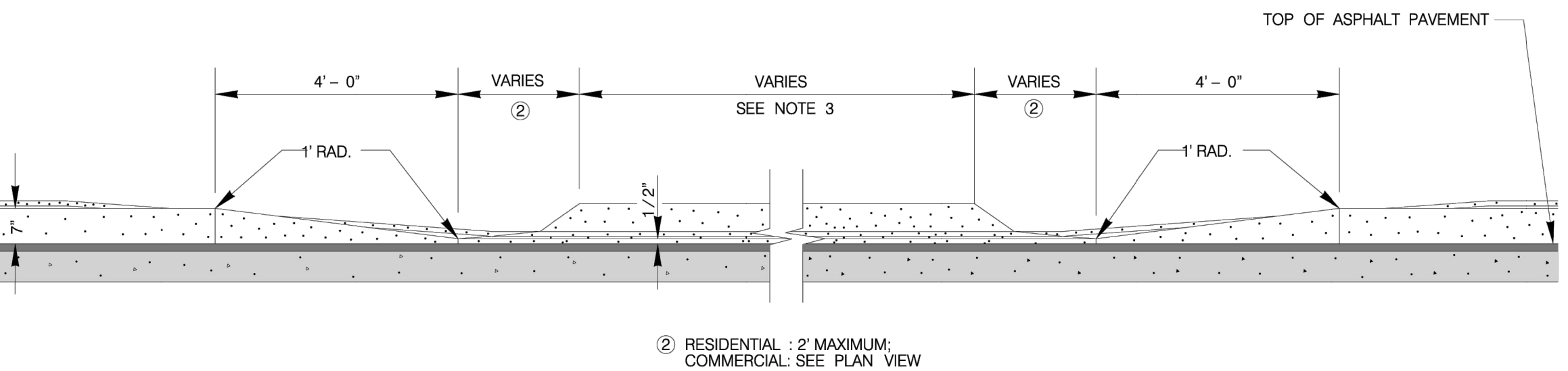
DRIVEWAY - CONCRETE RETAINING WALL
ON COMPACTED SUBGRADE
ITEM 307.1



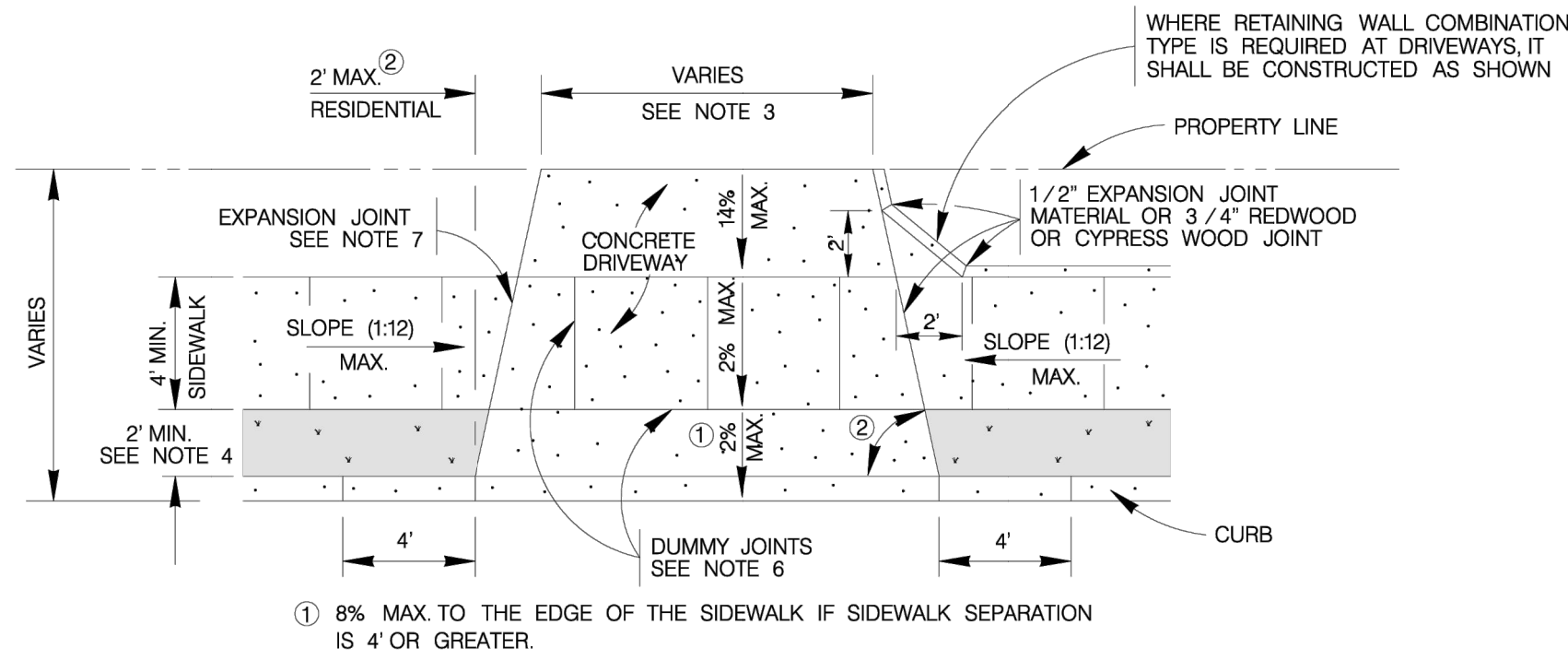
CURB PROFILE AT DRIVEWAY
WITH SIDEWALK ABUTTING CURB



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

CONCRETE DRIVEWAY STANDARDS

% SUBMITTAL	PROJECT NO.:	DATE:
DRWN. BY:	DSGN. BY:	CHKD. BY:
		SHEET NO.: OF

PAPE-DAWSON
ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SADDLE RIDGE ESTATES - SECONDARY ACCESS
LYTLE, TEXAS

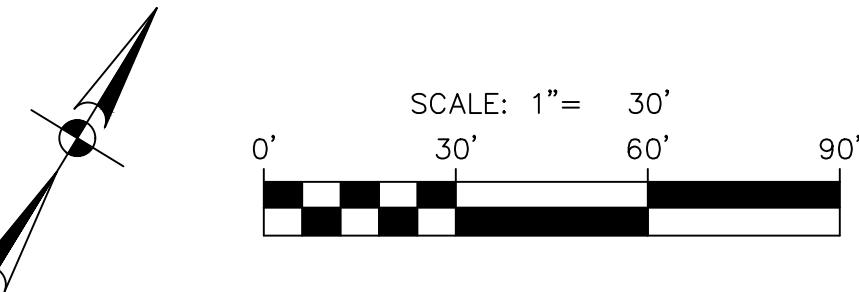
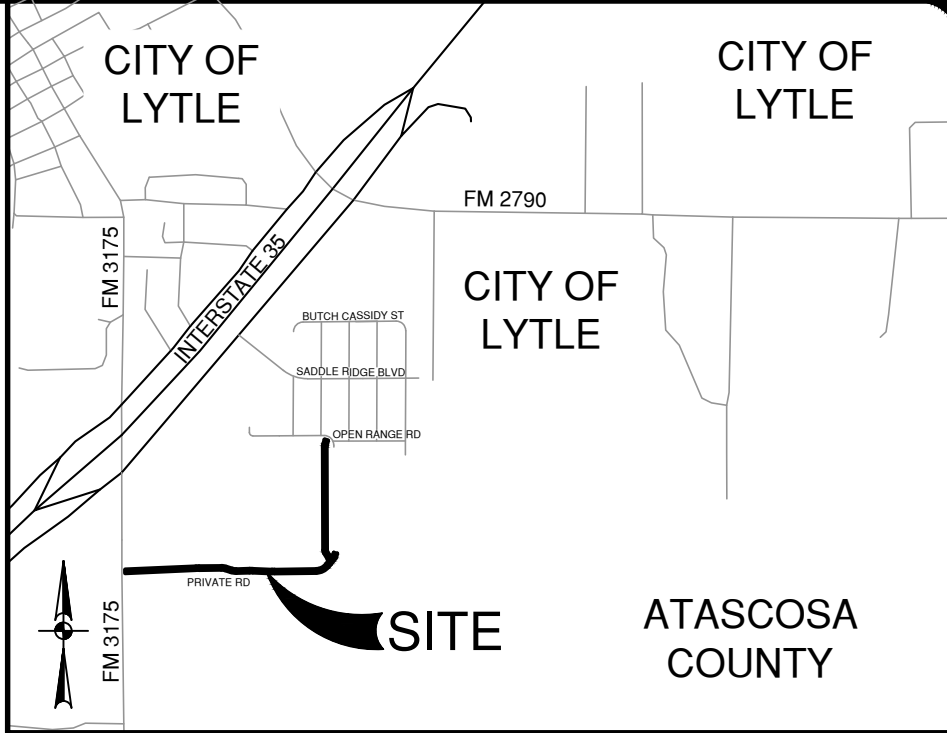
STREET DETAILS

PLAT NO. -
JOB NO. 11100-32
DATE OCTOBER 2025
DESIGNER CB
CHECKED JA DRAWN CB
SHEET C2.11

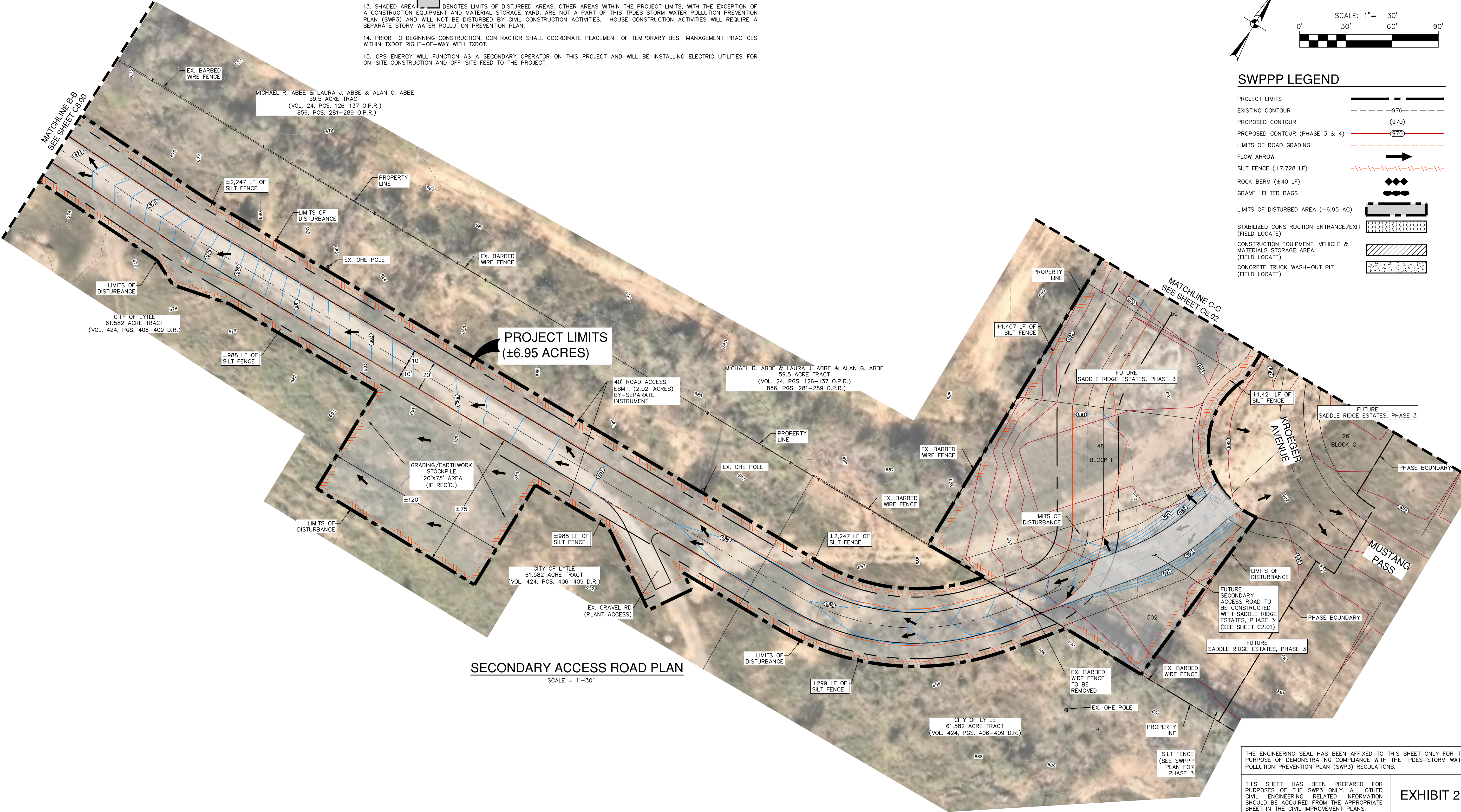
SWP3 MODIFICATIONS		
DATE	SIGNATURE	DESCRIPTION

- GENERAL NOTES**
- DO NOT DISTURB VEGETATED AREAS (TREES, GRASS, WEEDS, BRUSH, ETC.) ANY MORE THAN NECESSARY FOR CONSTRUCTION.
 - CONSTRUCTION ENTRANCE/EXIT LOCATION, CONCRETE WASH-OUT PIT, AND CONSTRUCTION EQUIPMENT AND MATERIAL STORAGE YARD TO BE DETERMINED IN THE FIELD.
 - STORM WATER POLLUTION PREVENTION CONTROLS MAY NEED TO BE MODIFIED IN THE FIELD TO ACCOMPLISH THE DESIRED EFFECT. ALL MODIFICATIONS ARE TO BE NOTED ON THIS EXHIBIT AND SIGNED AND DATED BY THE RESPONSIBLE PARTY.
 - RESTRICT ENTRY/EXIT TO THE PROJECT SITE TO DESIGNATED LOCATIONS BY USE OF ADEQUATE FENCING, IF NECESSARY.
 - ALL STORM WATER POLLUTION PREVENTION CONTROLS ARE TO BE MAINTAINED AND IN WORKING CONDITIONS AT ALL TIMES.
 - FOR A COMPLETE LISTING OF TEMPORARY STORM WATER POLLUTION PREVENTION CONTROLS REFER TO THE TPDES STORM WATER POLLUTION PREVENTION PLAN.
 - STORM WATER POLLUTION PREVENTION STRUCTURES SHOULD BE CONSTRUCTED WITHIN THE SITE BOUNDARIES. SOME OF THESE FEATURES MAY BE SHOWN OUTSIDE THE SITE BOUNDARIES ON THIS PLAN FOR VISUAL CLARITY.
 - AS SOON AS PRACTICAL, ALL DISTURBED SOIL THAT WILL NOT BE COVERED BY IMPERVIOUS COVER SUCH AS PARKWAY AREAS, EASEMENT AREAS, EMBANKMENT SLOPES, ETC. WILL BE STABILIZED PER APPLICABLE PROJECT SPECIFICATIONS.
 - BEST MANAGEMENT PRACTICES MAY BE INSTALLED IN STAGES TO COINCIDE WITH THE DISTURBANCE OF UPGRADE AREAS.
 - BEST MANAGEMENT PRACTICES MAY BE REMOVED IN STAGES ONCE THE WATERSHED FOR THAT PORTION CONTROLLED BY THE BEST MANAGEMENT PRACTICES HAS BEEN STABILIZED IN ACCORDANCE WITH TPDES REQUIREMENTS.
 - UPON COMPLETION OF THE PROJECT, INCLUDING SITE STABILIZATION, AND BEFORE FINAL PAYMENT IS ISSUED, CONTRACTOR SHALL REMOVE ALL SEDIMENT AND EROSION CONTROL MEASURES, PAYING SPECIAL ATTENTION TO ROCK BERMS IN DRAINAGE FEATURES.
 - WHERE VEGETATED FILTER STRIPS ARE INDICATED, CONTRACTOR SHALL VERIFY THAT SUFFICIENT VEGETATION EXISTS, OTHERWISE CONTRACTOR SHALL PLACE SILT FENCING IN LIEU OF VEGETATED FILTER STRIP.
 - SHADED AREA  DENOTES LIMITS OF DISTURBED AREAS, OTHER AREAS WITHIN THE PROJECT LIMITS, WITH THE EXCEPTION OF A CONSTRUCTION EQUIPMENT AND MATERIAL STORAGE YARD, ARE NOT A PART OF THIS TPDES STORM WATER POLLUTION PREVENTION PLAN (SWP3) AND WILL NOT BE DISTURBED BY CIVIL CONSTRUCTION ACTIVITIES. HOUSE CONSTRUCTION ACTIVITIES WILL REQUIRE A SEPARATE STORM WATER POLLUTION PREVENTION PLAN.
 - PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR SHALL COORDINATE PLACEMENT OF TEMPORARY BEST MANAGEMENT PRACTICES WITHIN TXDOT RIGHT-OF-WAY WITH TXDOT.
 - CPS ENERGY WILL FUNCTION AS A SECONDARY OPERATOR ON THIS PROJECT AND WILL BE INSTALLING ELECTRIC UTILITIES FOR ON-SITE CONSTRUCTION AND OFF-SITE FEED TO THE PROJECT.

CAUTION !!!
EXISTING UTILITIES ARE WITHIN THE LIMITS OF CONSTRUCTION. CONTRACTORS SHALL EXERCISE EXTRA CARE IN DIGGING ANY TRENCH OF PROPOSED UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE, VERIFY THE EXACT LOCATION & IDENTIFY AREA OF CONFLICTS WITH EXISTING UTILITIES AND SHALL NOTIFY THE ENGINEER IF CONFLICT IS FOUND.



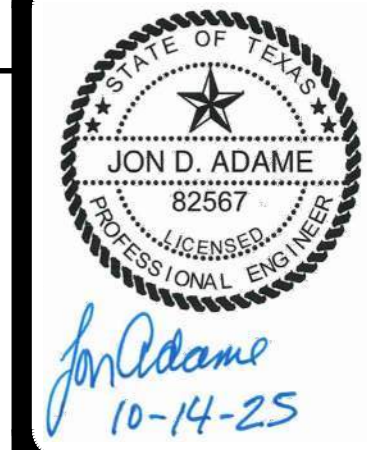
- SWPPP LEGEND**
- PROJECT LIMITS
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - PROPOSED CONTOUR (PHASE 3 & 4)
 - LIMITS OF ROAD GRADING
 - FLOW ARROW
 - SILT FENCE (±7,728 LF)
 - ROCK BERM (±40 LF)
 - GRAVEL FILTER BAGS
 - LIMITS OF DISTURBED AREA (±6.95 AC)
 - STABILIZED CONSTRUCTION ENTRANCE/EXIT (FIELD LOCATE)
 - CONSTRUCTION EQUIPMENT, VEHICLE & MATERIALS STORAGE AREA (FIELD LOCATE)
 - CONCRETE TRUCK WASH-OUT PIT (FIELD LOCATE)



THE ENGINEERING SEAL HAS BEEN AFFIXED TO THIS SHEET ONLY FOR THE PURPOSE OF DEMONSTRATING COMPLIANCE WITH THE TPDES-STORM WATER POLLUTION PREVENTION PLAN (SWP3) REGULATIONS.

THIS SHEET HAS BEEN PREPARED FOR PURPOSES OF THE SWP3 ONLY. ALL OTHER CIVIL ENGINEERING RELATED INFORMATION SHOULD BE ACQUIRED FROM THE APPROPRIATE SHEET IN THE CIVIL IMPROVEMENT PLANS.

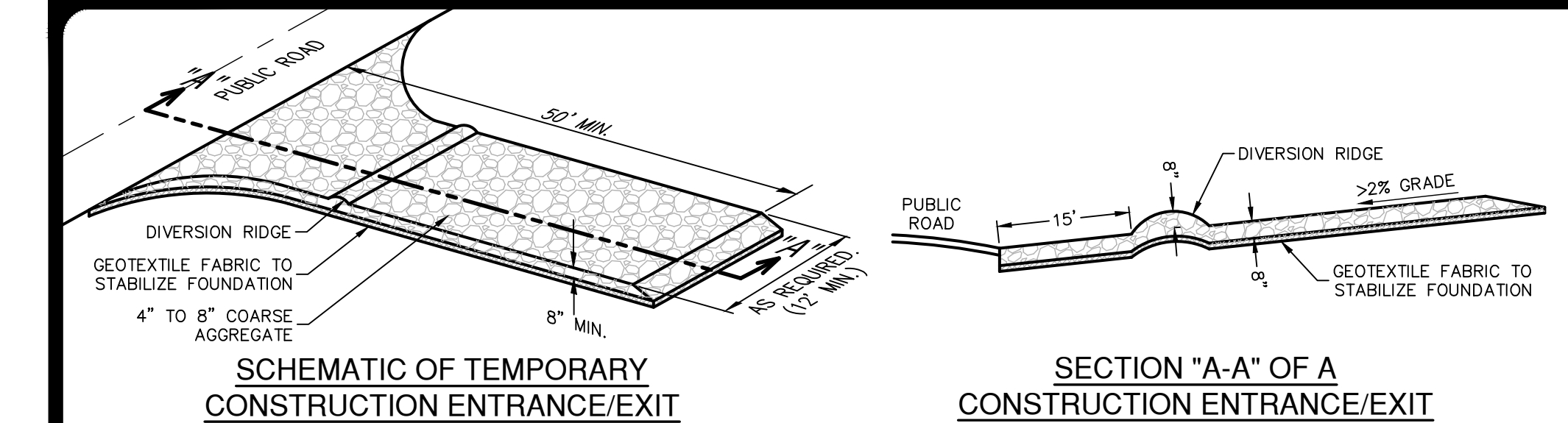
DATE	
NO.	
REVISION	



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TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

SADDLE RIDGE ESTATES - SECONDARY ACCESS
LYTLE, TEXAS
STORM WATER POLLUTION PREVENTION PLAN

PLAT NO.	-
JOB NO.	11100-32
DATE	OCTOBER 2025
DESIGNER	CB
CHECKED	JA
DRAWN	CR
SHEET	C8.01



MATERIALS

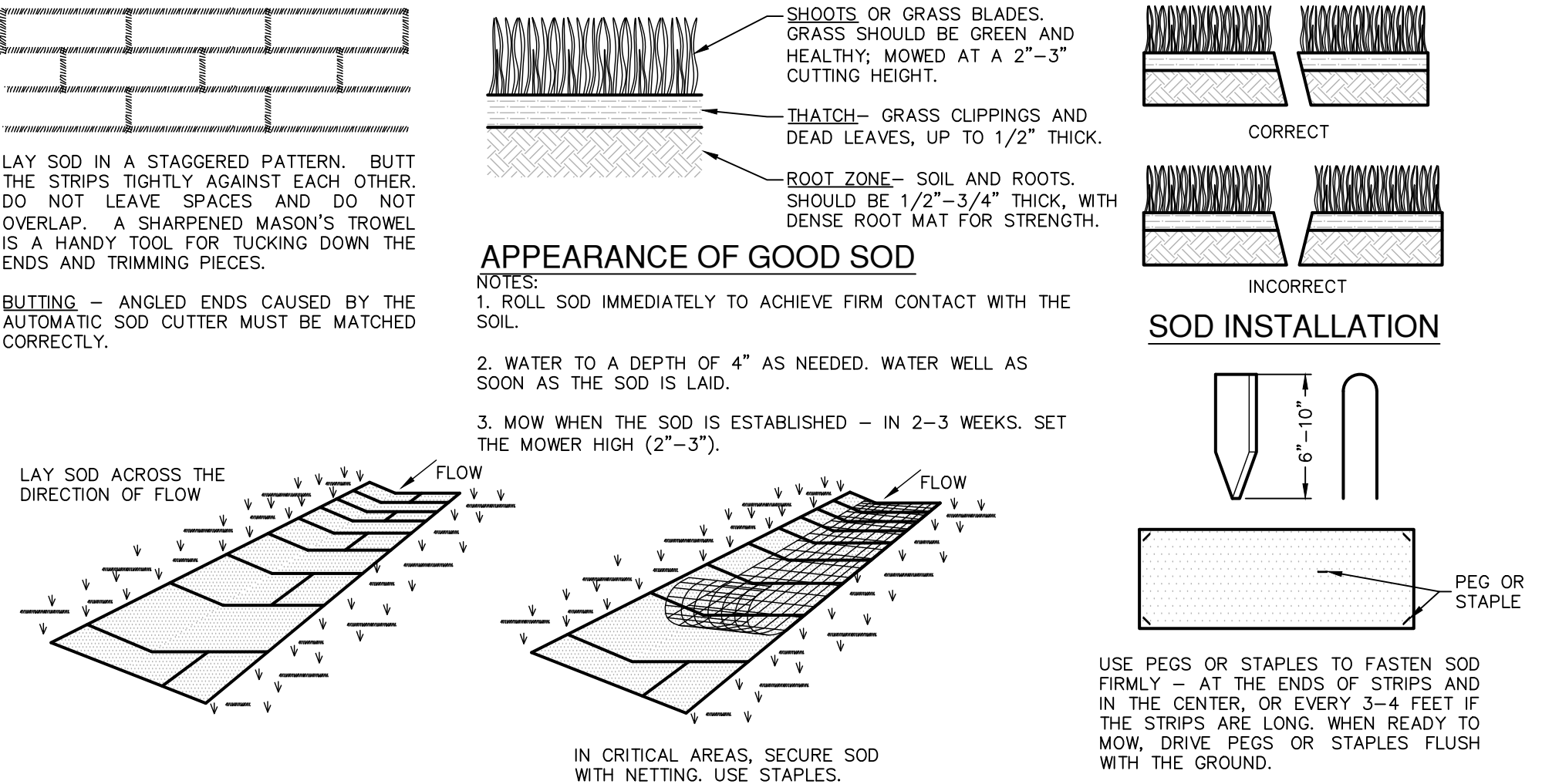
1. THE AGGREGATE SHOULD CONSIST OF 4-INCH TO 8-INCH WASHED STONE OVER A STABLE FOUNDATION AS SPECIFIED IN THE PLAN.
2. THE AGGREGATE SHOULD BE PLACED WITH A MINIMUM THICKNESS OF 8-INCHES.
3. THE GEOTEXTILE FABRIC SHOULD BE DESIGNED SPECIFICALLY FOR USE AS A SOIL FILTRATION MEDIA WITH AN APPROXIMATE WEIGHT OF 6 OZ/YD², A MULLEN BURST RATING OF 140 LB/IN², AND AN EQUIVALENT OPENING SIZE GREATER THAN A NUMBER 50 SIEVE.
4. IF A WASHING FACILITY IS REQUIRED, A LEVEL AREA WITH A MINIMUM OF 4-INCH DIAMETER WASHED STONE OR COMMERCIAL ROCK SHOULD BE INCLUDED IN THE PLANS. DIVERT WASTEWATER TO A SEDIMENT TRAP OR BASIN.

INSTALLATION

1. AVOID CURVES ON PUBLIC ROADS AND STEEP SLOPES. REMOVE VEGETATION AND OTHER OBJECTIONABLE MATERIAL FROM THE FOUNDATION AREA. GRADE CROWN FOUNDATION FOR POSITIVE DRAINAGE.
2. THE MINIMUM WIDTH OF THE ENTRANCE/EXIT SHOULD BE 12 FEET OR THE FULL WIDTH OF EXIT ROADWAY, WHICHEVER IS GREATER.
3. THE CONSTRUCTION ENTRANCE SHOULD BE AT LEAST 50 FEET LONG.
4. IF THE SLOPE TOWARD THE ROAD EXCEEDS 2%, CONSTRUCT A RIDGE, 6-INCHES TO 8-INCHES HIGH WITH 3:1 (H:V) SIDE SLOPES, ACROSS THE FOUNDATION APPROXIMATELY 15 FEET FROM THE ENTRANCE TO DIVERT RUNOFF AWAY FROM THE PUBLIC ROAD.
5. PLACE GEOTEXTILE FABRIC AND GRADE FOUNDATION TO IMPROVE STABILITY, ESPECIALLY WHERE WET CONDITIONS ARE ANTICIPATED.
6. PLACE STONE TO DIMENSIONS AND GRADE SHOWN ON PLANS. LEAVE SURFACE SMOOTH AND SLOPE FOR DRAINAGE.
7. DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE STONE PAD TO A SEDIMENT TRAP OR BASIN.
8. INSTALL PIPE UNDER PAD AS NEEDED TO MAINTAIN PROPER PUBLIC ROAD DRAINAGE.

STABILIZED CONSTRUCTION ENTRANCE/EXIT DETAIL

NOT-TO-SCALE



MATERIALS

1. SOD SHOULD BE MACHINE CUT AT A UNIFORM SOIL THICKNESS OF 3/4" INCH (± 1/4" INCH) AT THE TIME OF CUTTING. THIS THICKNESS SHOULD EXCLUDE SHOOT GROWTH AND THATCH.
2. PIECES OF SOD SHOULD BE CUT TO THE SUPPLIER'S STANDARD WIDTH AND LENGTH, WITH A MAXIMUM ALLOWABLE DEVIATION IN ANY DIMENSION OF 5%. TORN OR UNEVEN PADS SHOULD NOT BE ACCEPTABLE.
3. STANDARD SIZE SECTIONS OF SOD SHOULD BE STRONG ENOUGH TO SUPPORT THEIR OWN WEIGHT AND BE CUT TO A DEPTH OF 3 INCHES WHEN SODDING FROM A FIRM GRASP ON ONE END OF THE SECTION.
4. SOD SHOULD BE HARVESTED, DELIVERED, AND INSTALLED WITHIN A PERIOD OF 36 HOURS.

SITE PREPARATION

1. PRIOR TO SOD PREPARATION, AREAS TO BE SODDED SHOULD BE BROUGHT TO FINAL GRADE IN ACCORDANCE WITH THE APPROVED PLAN.
2. THE SURFACE SHOULD BE CLEARED OF ALL TRASH, DEBRIS AND OF ALL ROOTS, BRUSH, WIRE, GRADE STAKES AND OTHER OBJECTS THAT WOULD INTERFERE WITH PLANTING, FERTILIZING OR MAINTENANCE OPERATIONS.
3. FERTILIZE ACCORDING TO SOIL TESTS. FERTILIZER NEEDS CAN BE DETERMINED BY A SOIL TESTING LABORATORY OR REGIONAL RECOMMENDATIONS CAN BE MADE BY COUNTY AGRICULTURAL EXTENSION AGENTS. FERTILIZER SHOULD BE WORKED INTO THE SOIL TO A DEPTH OF 3 INCHES WITH A DISC, SPRINGTOOTH HARROW OR OTHER SUITABLE EQUIPMENT. ON SLOPING LAND, THE FINAL HARROWING OR DISCING OPERATION SHOULD BE ON THE CONTOUR.

INSTALLATION IN CHANNELS

1. SOD STRIPS IN WATERWAYS SHOULD BE LAID PERPENDICULAR TO THE DIRECTION OF FLOW. CARE SHOULD BE TAKEN TO BUTT ENDS OF STRIPS TIGHTLY (SEE FIGURE ABOVE).
2. AFTER ROLLING OR TAMPING, SOD SHOULD BE PEGGED OR STAPLED TO RESIST WASHOUT DURING THE ESTABLISHMENT PERIOD. MESH OR OTHER NETTING MAY BE PEGGED OVER THE SOD FOR EXTRA PROTECTION IN CRITICAL AREAS.

SOD INSTALLATION DETAIL

NOT-TO-SCALE

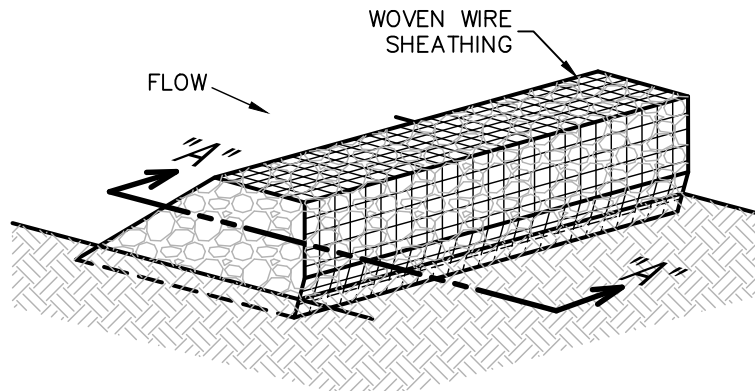
COMMON TROUBLE POINTS

1. INADEQUATE RUNOFF CONTROL-SEDIMENT WASHES ONTO PUBLIC ROAD.
2. STONE TOO SMALL OR GEOTEXTILE FABRIC ABSENT, RESULTS IN MUDDY CONDITION AS STONE IS PRESSED INTO SOIL.
3. PAD TOO SHORT FOR HEAVY CONSTRUCTION TRAFFIC-EXTEND PAD BEYOND THE MINIMUM 50-FOOT LENGTH AS NECESSARY.
4. PAD NOT FLARED SUFFICIENTLY AT ROAD SURFACE, RESULTS IN MUD BEING TRACKED ON TO ROAD AND POSSIBLE DAMAGE TO ROAD.
5. UNSTABLE FOUNDATION - USE GEOTEXTILE FABRIC UNDER PAD AND/OR IMPROVE FOUNDATION DRAINAGE.

INSPECTION AND MAINTENANCE GUIDELINES

1. THE ENTRANCE SHOULD BE MAINTAINED IN A CONDITION, WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY SHOULD BE REMOVED IMMEDIATELY BY CONTRACTOR.
3. WHEN NECESSARY, WHEELS SHOULD BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
4. WHEN WASHING IS REQUIRED, IT SHOULD BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.
5. ALL SEDIMENT SHOULD BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH OR WATER COURSE BY USING APPROVED METHODS.

ISOMETRIC PLAN VIEW



ROCK BERMS

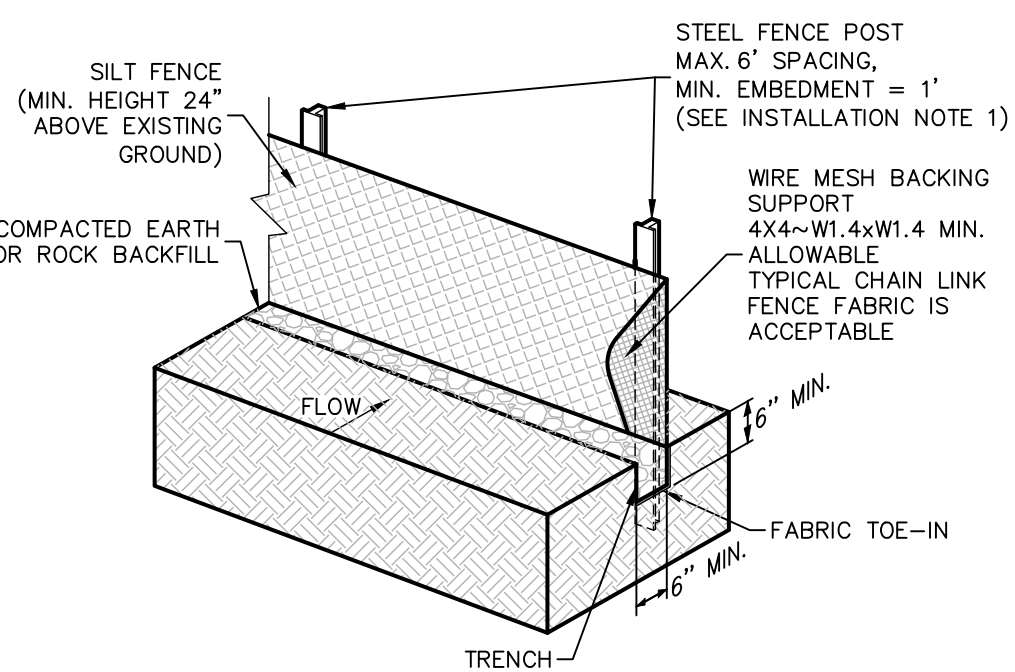
THE PURPOSE OF A ROCK BERM IS TO SERVE AS A CHECK DAM IN AREAS OF CONCENTRATED FLOW, TO INTERCEPT SEDIMENT-LADEN RUNOFF, DETAIN THE SEDIMENT AND RELEASE THE WATER IN SHEET FLOW. THE ROCK BERM SHOULD BE USED WHEN THE CONTRIBUTING DRAINAGE AREA IS LESS THAN 5 ACRES. ROCK BERMS ARE USED IN AREAS WHERE THE VOLUME OF RUNOFF IS TOO GREAT FOR A SILT FENCE TO CONTAIN. THEY ARE LESS EFFECTIVE FOR SEDIMENT REMOVAL THAN SILT FENCES, PARTICULARLY FOR FINE PARTICLES, BUT ARE ABLE TO WITHSTAND HIGHER FLOWS THAN A SILT FENCE. AS SUCH, ROCK BERMS ARE OFTEN USED IN AREAS OF CHANNEL FLOWS (DITCHES, GULLIES, ETC.). ROCK BERMS ARE MOST EFFECTIVE AT REDUCING BED LOAD IN CHANNELS AND SHOULD NOT BE SUBSTITUTED FOR OTHER EROSION AND SEDIMENT CONTROL MEASURES FARTHER UP THE WATERSHED.

INSPECTION AND MAINTENANCE GUIDELINES

1. INSPECTION SHOULD BE MADE WEEKLY AND AFTER EACH RAINFALL BY THE RESPONSIBLE PARTY. FOR INSTALLATIONS IN STREAMBEDS, ADDITIONAL DAILY INSPECTIONS SHOULD BE MADE.
2. REMOVE SEDIMENT AND OTHER DEBRIS WHEN BUILDUP REACHES 6 INCHES AND DISPOSE OF THE ACCUMULATED SILT IN AN APPROVED MANNER THAT WILL NOT CAUSE ANY ADDITIONAL SILTATION.
3. REPAIR ANY LOOSE WIRE SHEATHING.
4. THE BERM SHOULD BE RESHAPED AS NEEDED DURING INSPECTION.
5. THE BERM SHOULD BE REPLACED WHEN THE STRUCTURE CEASES TO FUNCTION AS INTENDED DUE TO SILT ACCUMULATION AMONG THE ROCKS, WASHOUT, CONSTRUCTION TRAFFIC DAMAGE, ETC.
6. THE ROCK BERM SHOULD BE LEFT IN PLACE UNTIL ALL UPSTREAM AREAS ARE STABILIZED AND ACCUMULATED SILT REMOVED.

ROCK BERM DETAIL

NOT-TO-SCALE



ISOMETRIC PLAN VIEW

SILT FENCE

A SILT FENCE IS A BARRIER CONSISTING OF GEOTEXTILE FABRIC SUPPORTED BY METAL POSTS TO PREVENT SOIL AND SEDIMENT LOSS FROM A SITE. WHEN PROPERLY USED, SILT FENCES CAN BE HIGHLY EFFECTIVE AT CONTROLLING SEDIMENT FROM DISTURBED AREAS. THEY CAUSE RUNOFF TO POND, ALLOWING HEAVIER SOLIDS TO SETTLE OUT. IF NOT PROPERLY INSTALLED, SILT FENCES ARE NOT LIKELY TO BE EFFECTIVE.

THE PURPOSE OF A SILT FENCE IS TO INTERCEPT AND DETAIN WATER-BORN SEDIMENT FROM UNPROTECTED AREAS OF A LIMITED EXTENT. SILT FENCE IS USED DURING THE PERIOD OF CONSTRUCTION NEAR THE PERIMETER OF A DISTURBED AREA TO INTERCEPT SEDIMENT WHILE ALLOWING WATER TO PERCOLATE THROUGH. THIS FENCE SHOULD REMAIN IN PLACE UNTIL THE DISTURBED AREA IS PERMANENTLY STABILIZED. SILT FENCE SHOULD NOT BE USED WHERE THERE IS A CONCENTRATION OF WATER IN A CHANNEL OR DRAINAGE WAY. IF CONCENTRATED FLOW OCCURS AFTER INSTALLATION, CORRECTIVE ACTION MUST BE TAKEN SUCH AS PLACING A ROCK BERM IN THE AREAS OF CONCENTRATED FLOW.

SILT FENCING WITHIN THE SITE MAY BE TEMPORARILY MOVED DURING THE DAY TO ALLOW CONSTRUCTION ACTIVITY PROVIDED IT IS REPLACED AND PROPERLY ANCHORED TO THE GROUND AT THE END OF THE DAY. SILT FENCES ON THE PERIMETER OF THE SITE OR AROUND DRAINAGE WAYS SHOULD NOT BE MOVED AT ANY TIME.

MATERIALS

1. SILT FENCE MATERIAL SHOULD BE POLYPROPYLENE, POLYETHYLENE, OR POLYAMIDE WOVEN OR NONWOVEN FABRIC. THE FABRIC SHOULD BE 36 INCHES, WITH A MINIMUM UNIT WEIGHT OF 4.5 OZ/YD, MULLEN BURST STRENGTH EXCEEDING 190 LB/IN², ULTRAVIOLET STABILITY EXCEEDING 70%, AND MINIMUM APPARENT OPENING SIZE OF U.S. SIEVE NUMBER 30.
2. FENCE POSTS SHOULD BE MADE OF HOT ROLLED STEEL, AT LEAST 4 FEET LONG WITH TEE OR Y-BAR CROSS SECTION, SURFACE PAINTED OR GALVANIZED, MINIMUM WEIGHT 1.25 LB/FT, AND BRINDELL HARDNESS EXCEEDING 140.
3. WOVEN WIRE BACKING TO SUPPORT THE FABRIC SHOULD BE GALVANIZED 2" X 4" WELDED WIRE, 12 GAUGE MINIMUM.

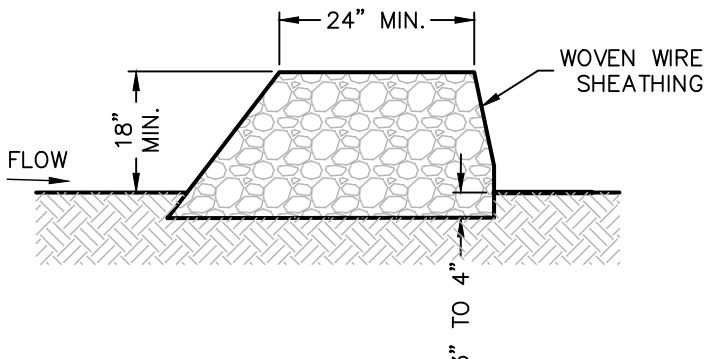
INSTALLATION

1. STEEL POSTS, WHICH SUPPORT THE SILT FENCE, SHOULD BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POSTS MUST BE EMBEDDED A MINIMUM OF 1-FOOT DEEP AND SPACED NOT MORE THAN 8 FEET ON CENTER. WHERE WATER CONCENTRATES, THE MAXIMUM SPACING SHOULD BE 6 FEET.
2. LAY OUT FENCING DOWN-SLOPE OF DISTURBED AREA, FOLLOWING THE CONTOUR AS CLOSELY AS POSSIBLE. THE FENCE SHOULD BE SITED SO THAT THE MAXIMUM DRAINAGE AREA IS ¼ ACRE/100 FEET OF FENCE.

SILT FENCE DETAIL

NOT-TO-SCALE

SECTION "A-A"



MATERIALS

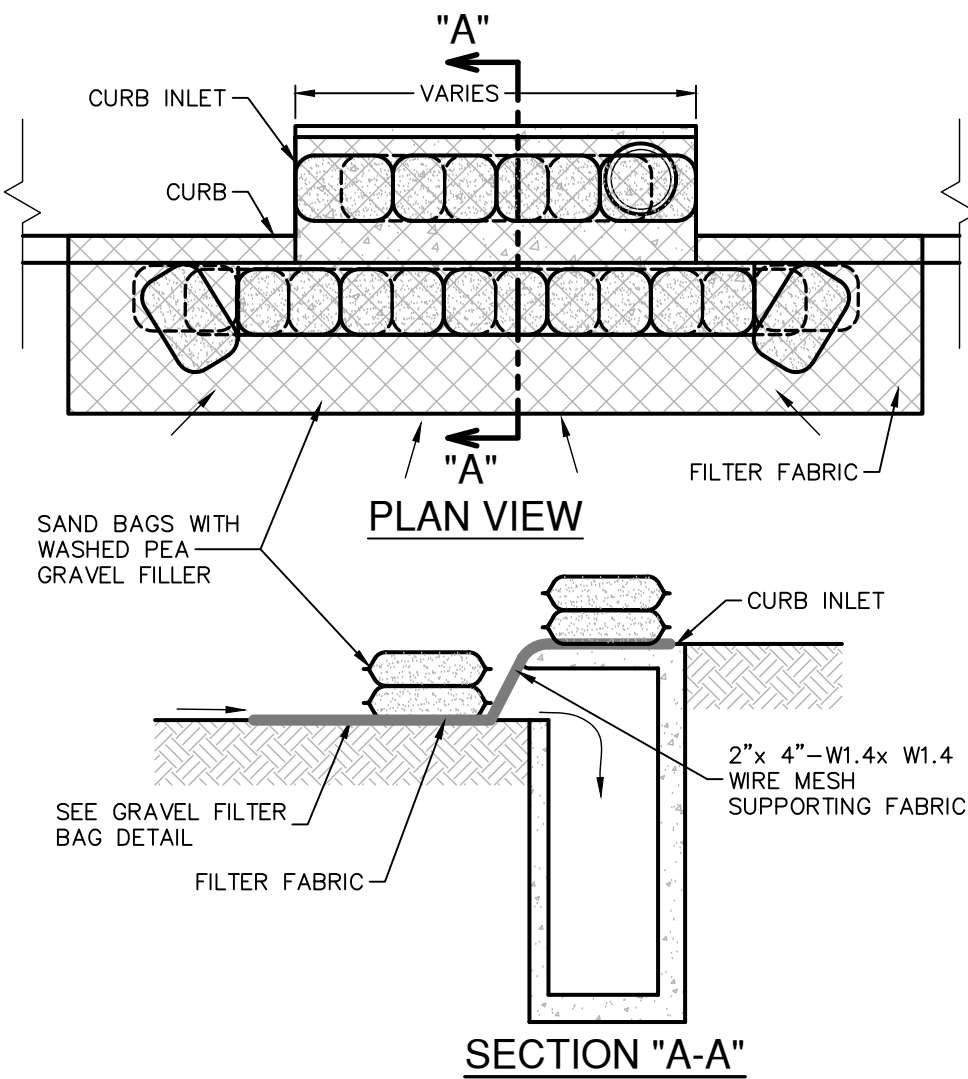
1. THE BERM STRUCTURE SHOULD BE SECURED WITH A WOVEN WIRE SHEATHING HAVING MAXIMUM OPENING OF 1 INCH AND A MINIMUM WIRE DIAMETER OF 20 GAUGE GALVANIZED AND SHOULD BE SECURED WITH SHOAT RINGS.
2. CLEAN, OPEN GRADED 3-INCH TO 5-INCH DIAMETER ROCK SHOULD BE USED, EXCEPT IN AREAS WHERE HIGH VELOCITIES OR LARGE VOLUMES OF FLOW ARE EXPECTED, WHERE 5-INCH TO 8-INCH DIAMETER ROCKS MAY BE USED.

INSTALLATION

1. LAY OUT THE WOVEN WIRE SHEATHING PERPENDICULAR TO THE FLOW LINE. THE SHEATHING SHOULD BE 20 GAUGE WOVEN WIRE MESH WITH 1 INCH OPENINGS.
2. BERM SHOULD HAVE A TOP WIDTH OF 2 FEET MINIMUM WITH SIDE SLOPES BEING 2:1 (H:V) OR FLATTER.
3. PLACE THE ROCK ALONG THE SHEATHING AS SHOWN IN THE DIAGRAM TO A HEIGHT NOT LESS THAN 18".
4. WRAP THE WIRE SHEATHING AROUND THE ROCK AND SECURE WITH TIE WIRE SO THAT THE ENDS OF THE SHEATHING OVERLAP AT LEAST 2 INCHES, AND THE BERM RETAINS ITS SHAPE WHEN WALKED UPON.
5. BERM SHOULD BE BUILT ALONG THE CONTOUR AT ZERO PERCENT GRADE OR AS NEAR AS POSSIBLE.
6. THE ENDS OF THE BERM SHOULD BE TIED INTO EXISTING UPSLOPE GRADE AND THE BERM SHOULD BE BURIED IN A TRENCH APPROXIMATELY 3 TO 4 INCHES DEEP TO PREVENT FAILURE OF THE CONTROL.

COMMON TROUBLE POINTS

1. INSUFFICIENT BERM HEIGHT OR LENGTH (RUNOFF QUICKLY ESCAPES OVER THE TOP OR AROUND THE SIDES OF BERM).
2. BERM NOT INSTALLED PERPENDICULAR TO FLOW LINE (RUNOFF ESCAPING AROUND ONE SIDE).

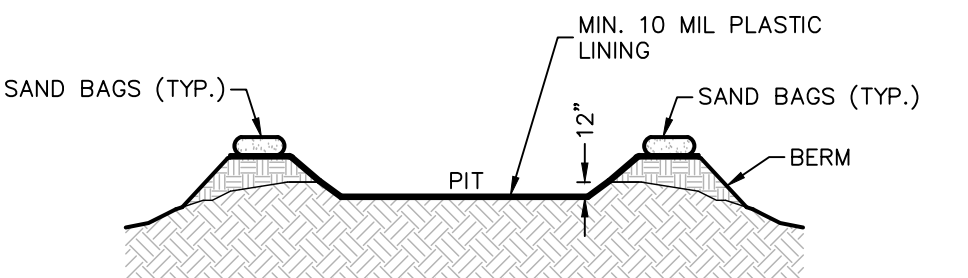
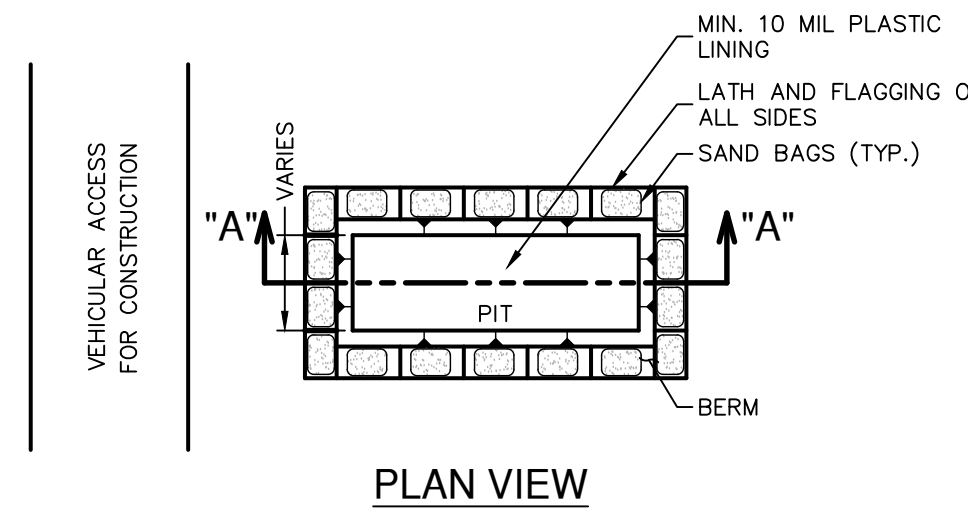


GENERAL NOTES

1. CONTRACTOR TO INSTALL 2"x4"-W1.4xW1.4 WIRE MESH SUPPORTING FILTER FABRIC OVER THE INLET OPENING. FABRIC MUST BE SECURED TO WIRE BACKING WITH CUPS OR WIRE TIES AT THIS LOCATION. SAND BAGS FILLED WITH WASHED PEA GRAVEL SHOULD BE PLACED ON TOP OF WIRE MESH ON TOP OF THE INLET AS SHOWN ON THIS DETAIL TO HOLD WIRE MESH IN PLACE. SANDBAGS FILLED WITH WASHED PEA GRAVEL SHOULD ALSO BE PLACED ALONG THE GUTTER AS SHOWN ON THIS DETAIL TO HOLD WIRE MESH IN PLACE. SAND BAGS TO BE STACKED TO FORM A CONTINUOUS BARRIER AROUND INLETS.
2. THE BAGS SHOULD BE TIGHTLY ABUTTED AGAINST EACH OTHER TO PREVENT RUNOFF FROM FLOWING BETWEEN THE BAGS.
3. CHECK PLACEMENT OF DEVICE TO PREVENT GAPS BETWEEN DEVICE AND CURB.
4. INSPECT FILTER FABRIC AND PATCH OR REPLACE IF TORN OR MISSING.
5. STRUCTURES SHOULD BE REMOVED AND THE AREA STABILIZED ONLY AFTER THE REMAINING DRAINAGE AREA HAS BEEN PROPERLY STABILIZED.

BAGGED GRAVEL CURB INLET PROTECTION DETAIL

NOT-TO-SCALE



SECTION "A-A"

GENERAL NOTES

1. DETAIL ABOVE ILLUSTRATES MINIMUM DIMENSIONS. PIT CAN BE INCREASED IN SIZE DEPENDING ON EXPECTED FREQUENCY OF USE.
2. WASHOUT PIT SHALL BE LOCATED IN AN AREA EASILY ACCESSIBLE TO CONSTRUCTION TRAFFIC.
3. WASHOUT PIT SHALL NOT BE LOCATED IN AREAS SUBJECT TO INUNDATION FROM STORM WATER RUNOFF.
4. LOCATE WASHOUT AREA AT LEAST 50 FEET FROM SENSITIVE FEATURES, STORM DRAINS, OPEN DITCHES OR WATER BODIES.
5. TEMPORARY CONCRETE WASHOUT FACILITY SHOULD BE CONSTRUCTED WITH SUFFICIENT QUANTITY AND VOLUME TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS.

MATERIALS

PLASTIC LINING MATERIAL SHOULD BE A MINIMUM OF 10 MIL IN POLYETHYLENE SHEETING AND SHOULD BE FREE OF HOLES, TEARS, OR OTHER DEFECTS THAT COMPROMISE THE IMPERMEABILITY OF THE MATERIAL.

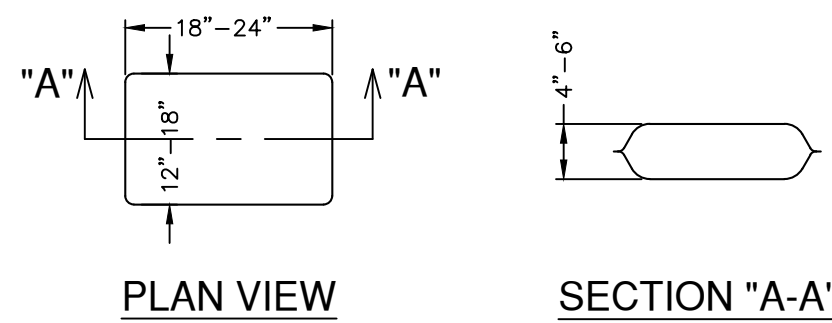
MAINTENANCE

1. WHEN TEMPORARY CONCRETE WASHOUT FACILITIES ARE NO LONGER REQUIRED FOR THE WORK, THE HARDENED CONCRETE SHOULD BE REMOVED AND DISPOSED OF.
2. MATERIALS USED TO CONSTRUCT TEMPORARY CONCRETE WASHOUT FACILITIES SHOULD BE REMOVED FROM THE SITE OF THE WORK AND DISPOSED OF.
3. HOLES, DEPRESSIONS OR OTHER GROUND DISTURBANCES CAUSED BY THE REMOVAL OF THE TEMPORARY CONCRETE WASHOUT FACILITIES SHOULD BE BACKFILLED AND REPAIRED.

CONCRETE TRUCK WASHOUT

PIT DETAIL

NOT-TO-SCALE



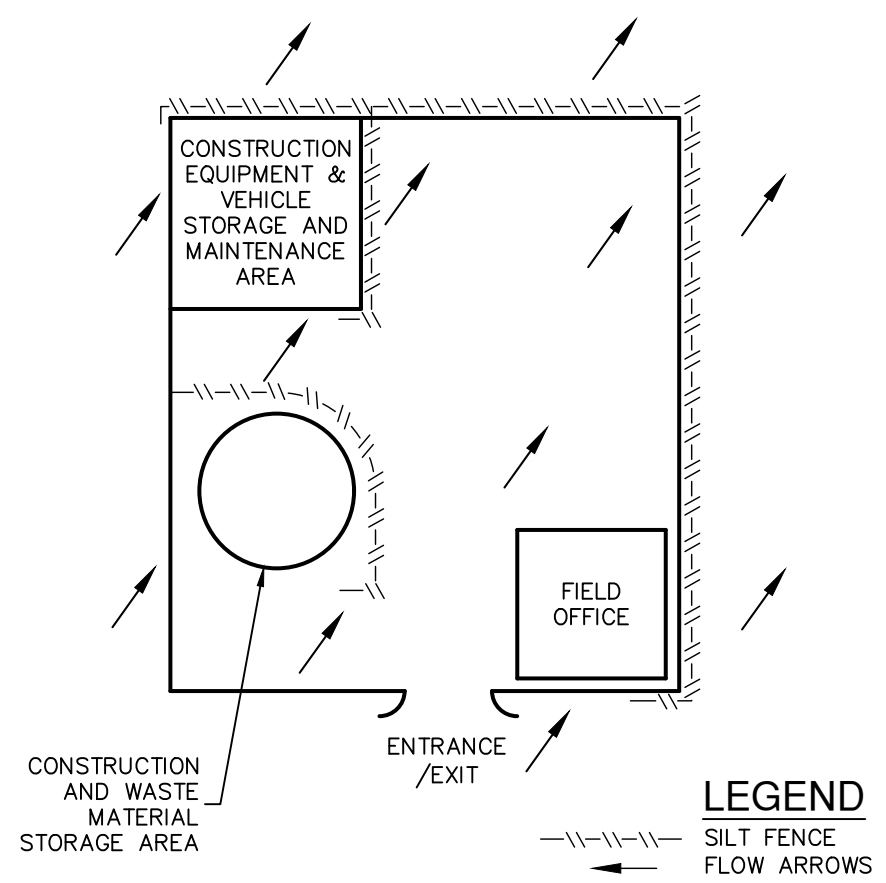
PLAN VIEW

SECTION "A-A"

- NOTES:
1. THE FILTER BAG MATERIAL SHALL BE MADE OF POLYPROPYLENE, POLYETHYLENE OR POLYAMIDE WOVEN FABRIC, MIN. UNIT WEIGHT OF 4 OUNCES/SY, HAVE A MULLEN BURST STRENGTH EXCEEDING 300 PSI AND ULTRAVIOLET STABILITY EXCEEDING 70%.
 2. THE FILTER BAG SHALL BE FILLED WITH CLEAN, MEDIUM WASHED PEA GRAVEL TO COARSE GRAVEL (0.31 TO 0.75 INCH DIAMETER).
 3. SAND SHALL NOT BE USED TO FILL THE FILTER BAGS.

GRAVEL FILTER BAG DETAIL

NOT-TO-SCALE



CONSTRUCTION STAGING AREA

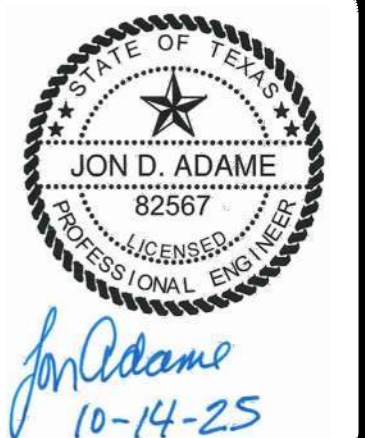
NOT-TO-SCALE

THE ENGINEERING SEAL HAS BEEN AFFIXED TO THIS SHEET ONLY FOR THE PURPOSE OF DEMONSTRATING COMPLIANCE WITH THE TPDES-STORM WATER POLLUTION PREVENTION PLAN (SWP3) REGULATIONS.

THIS SHEET HAS BEEN PREPARED FOR PURPOSES OF THE SWP3 ONLY. ALL OTHER CIVIL ENGINEERING RELATED INFORMATION SHOULD BE ACQUIRED FROM THE APPROPRIATE SHEET IN THE CIVIL IMPROVEMENT PLANS.

EXHIBIT 4

DATE	
NO.	
REVISION	



PAPE-DAWSON ENGINEERS

SAN ANTONIO | AUSTIN | HOUSTON | FORT WORTH | DALLAS
2000 HW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #1002860

SADDLE RIDGE ESTATES - SECONDARY ACCESS
LYTLE, TEXAS

STORM WATER POLLUTION PREVENTION DETAILS

PLAT NO.	-
JOB NO.	11100-32
DATE	OCTOBER 2025
DRAWN	CB
CHECKED	JA
SHEET	C8.10