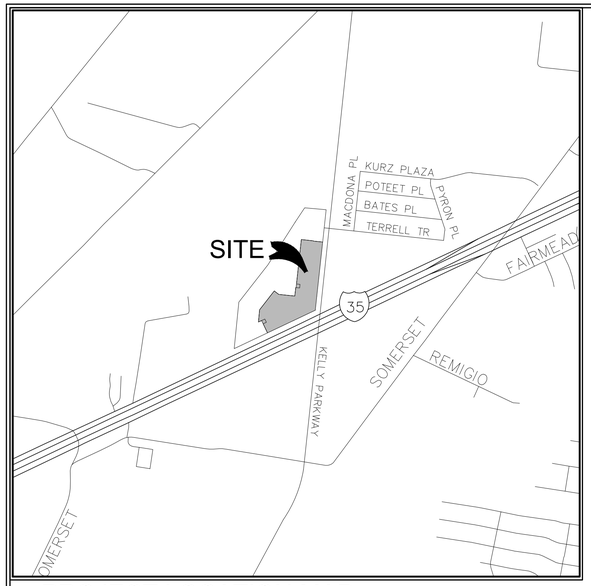
PLAT ID: LAND-PLAT 22-11800345

SOMERSET GROVE
UNIT 4
SAN ANTONIO, TEXAS
CIVIL SITE CONSTRUCTION PLANS



PROJECT LOCATION MAP SCALE: N.T.S.

PROJECT BENCHMARK

TBM #54
16 HMT IN SW
N: 13670885.531
E: 2106886.081
ELEV: 633.37

TBM #56
12 HMTCNTRL
N: 13671302.806
E: 2104066.408
ELEV: 634.21

TBM #55
16 HMT IN BC
N: 13671511.796
E: 2107417.495
ELEV: 634.70

LEGAL DESCRIPTION
SOMERSET GROVE, UNIT 4

BEING A TOTAL OF 11.780 ACRE TRACT OF LAND INCLUSIVE OF A 0.428 ACRE RIGHT OF WAY DEDICATION TO THE CITY OF SAN ANTONIO OUT OF PART OF A 29.68 ACRE TRACT LOCATED IN OLD CITY LOTS (OCL) 19 AND 20, RANGE 4, DISTRICT 6 OF THE CITY TRACT OF SAN ANTONIO DE BEXAR, AS SURVEYED AND DIVIDED IN 1852, BEING A PORTION OF A CALLED 57.21 ACRE TRACT AND A CALLED 20.25 ACRE TRACT, BOTH DESCRIBED IN VOLUME 2631, PAGE 483, DEED RECORDS, BEXAR COUNTY, TEXAS.

LENNAR HOMES OF TEXAS
LAND AND CONSTRUCTION, LTD
100 NE LOOP 410, SUITE 1155
SAN ANTONIO, TEXAS 78216

Sheet List Table	
Sheet Number	Sheet Title
C0.0	COVER SHEET
C0.1	GENERAL NOTES
C1.0	EROSION CONTROL PLAN
C1.1	EROSION CONTROL DETAILS
C2.0	GRADING PLAN (1 OF 2)
C2.1	GRADING PLAN (2 OF 2)
C2.2	GRADING DETAILS
C3.0	TERRELL TRACE PLAN & PROFILE (1 OF 2)
C3.1	TERRELL TRACE PLAN & PROFILE (2 OF 2)
C3.2	HARRISBURG COVE PLAN & PROFILE
C3.3	EXCELSIOR SPRINGS PLAN & PROFILE
C3.4	CUL-DE-SAC PLAN & PROFILE
C3.5	LOWELL LANDING PLAN & PROFILE
C3.6	STREET DETAILS (1 OF 3)
C3.7	STREET DETAILS (2 OF 3)
C3.8	STREET DETAILS (3 OF 3)
C3.9	SIGNAGE PLAN
C4.0	UTILITY LAYOUT (1 OF 2)
C4.1	UTILITY LAYOUT (2 OF 2)

MARCH 2024

03/28/2024
STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

ERIC S. PLY P.E. Registration No. 123317

PREPARED BY:

HMT
ENGINEERING & SURVEYING

8122 DATAPOINT DR, STE. 400
SAN ANTONIO, TX 78230
HMTNB.COM
P(830)625-8555*F(830)625-8556
TBPE FIRM F-10961
TBPLS FIRM 1053600

NOTE TO CONTRACTOR:

BY THE ACT OF SUBMITTING A BID FOR THIS PROPOSED CONTRACT, THE BIDDER WARRANTS THAT THE BIDDER, AND ALL SUBCONTRACTORS AND MATERIAL SUPPLIERS HE INTENDS TO USE HAVE CAREFULLY AND THOROUGHLY REVIEWED THE DRAWINGS, SPECIFICATIONS AND ALL OTHER CONTRACT DOCUMENTS AND HAVE FOUND THEM COMPLETE AND FREE FROM ANY AMBIGUITIES AND SUFFICIENT FOR THE PURPOSE INTENDED. THE BIDDER FURTHER WARRANTS THAT TO THE BEST OF HIS OR HIS SUBCONTRACTORS' AND MATERIAL SUPPLIERS' KNOWLEDGE, ALL MATERIALS AND PRODUCTS SPECIFIED OR INDICATED HEREIN ARE ACCEPTABLE FOR ALL APPLICABLE CODES AND AUTHORITIES.

THE LOCATION OF ALL EXISTING UTILITIES SHOWN ON THESE PLANS HAS BEEN BASED UPON RECORD INFORMATION ONLY AND MAY NOT MATCH LOCATIONS AND/OR DEPTHS AS CONSTRUCTED. THE CONTRACTOR SHALL CONTACT EACH OF THE INDIVIDUAL UTILITIES FOR ASSISTANCE IN DETERMINING EXISTING UTILITY LOCATIONS AND DEPTHS PRIOR TO BEGINNING ANY CONSTRUCTION. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF ALL UTILITY CROSSINGS PRIOR TO BEGINNING ANY CONSTRUCTION.

SOMERSET GROVE, UNIT 4
CIVIL SITE CONSTRUCTION PLANS
HMT # 337.060

LAND-PLAT 22-11800345

CITY OF SAN ANTONIO – GENERAL NOTES:

1. ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF SAN ANTONIO STANDARD SPECIFICATIONS FOR CONSTRUCTION JUNE 2008, OR LATEST.

2. NO EXTRA PAYMENT SHALL BE ALLOWED FOR WORK CALLED FOR ON THE PLANS, BUT NOT INCLUDED IN THE BID PROPOSAL. THIS INCIDENTAL WORK WILL BE REQUIRED AND SHALL BE INCLUDED IN THE PAY ITEM TO WHICH IT RELATES.

3. THE CONTRACTOR SHALL PROVIDE ACCESS FOR THE DELIVERY OF MAIL BY THE U.S. POSTAL SERVICE.

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

5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SEE THAT ALL SIGNS AND BARRICADES ARE PROPERLY INSTALLED AND MAINTAINED. ALL LOCATIONS AND DISTANCES WILL BE DECIDED UPON IN THE FIELD BY THE CONTRACTOR, USING THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". THE CITY'S CONSTRUCTION INSPECTOR AND TRAFFIC ENGINEERING REPRESENTATIVE WILL ONLY BE RESPONSIBLE TO INSPECT BARRICADES AND SIGNS. IF, IN THE OPINION OF THE TRAFFIC ENGINEERING REPRESENTATIVE AND THE CONSTRUCTION INSPECTOR, THE BARRICADES AND SIGNS DO NOT CONFORM TO ESTABLISHED STANDARDS OR ARE INCORRECTLY PLACED OR ARE INSUFFICIENT IN QUANTITY TO PROTECT THE GENERAL PUBLIC, THE CONSTRUCTION INSPECTOR SHALL HAVE THE OPTION TO STOP OPERATIONS UNTIL SUCH TIME AS THE CONDITIONS ARE CORRECTED.

6. IF THE NEED ARISES, ADDITIONAL BARRICADES AND DIRECTIONAL DEVICES MAY BE ORDERED BY THE TRAFFIC ENGINEERING REPRESENTATIVE AT THE CONTRACTOR'S EXPENSE.

7. DUE TO FEDERAL REGULATIONS TITLE 49, PART 192.171 C.P.S. MUST MAINTAIN ACCESS TO GAS VALVES AT ALL TIMES. THE CONTRACTOR MUST PROTECT AND WORK AROUND ANY GAS VALVES THAT ARE IN THE PROJECT AREA.

8. CONTRACTOR SHALL NOTIFY THE CITY INSPECTOR TWENTY FOUR (24) HOURS PRIOR TO BACKFILL OF ANY UTILITY TRENCHES TO SCHEDULE FOR DENSITY TEST AS REQUIRED.

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

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

SAN ANTONIO WATER SYSTEM (SAWS)	233–2010
BEXAR METROPOLITAN WATER DISTRICT (BEXAR MET)	354–6538 / 357–5741
COSA DRAINAGE	207–8048
COSA SIGNAL OPERATIONS	207–7720 / 207–7765
TEXAS STATE WIDE ONE CALL LOCATOR	1–800–344–8377 –

– CITY PUBLIC SERVICE ENERGY
– TIME WARNER
– AT&T
– MCI

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

12. ALL WASTE MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE HIS SOLE REPONSIBILITY TO DISPOSE OF THIS MATERIAL OFF THE LIMITS OF THE PROJECT. NO WASTE MATE–RIAL SHALL BE PLACED IN EXISTING LOWS THAT WILL BLOCK OR ALTER FLOW LIMITS OF EXISTING ARTIFICIAL OR NATURAL DRAINAGE.

13. THE CONTRACTOR SHALL NOT PLACE ANY WASTE MATERIAL IN THE 100–YEAR FLOOD PLAIN WITHOUT FIRST OBTAINING AN APPROVED FLOOD PLAIN DEVELOPMENT PERMIT.

14. THE CONTRACTOR SHALL MAINTAIN ALL ADJOINING STREETS AND TRAVELED ROUTES FREE FROM SPILLED AND / OR TRACKED CONSTRUCTION MATERIALS AND / OR DEBRIS.

15. IF THE CONTRACTOR ENCOUNTERS ANY ARCHAEOLOGICAL DEPOSITS DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR MUST STOP EXCAVATION IMMEDIATELY, CONTACT THE CITY INSPECTOR, AND CALL THE CITY HISTORIC PRESERVATION OFFICE AT 207–7306 OR 207–3327 FOR AN ARCHAEOLOGICAL INVESTIGATION. THE CONTRACTOR CANNOT BEGIN EXCAVATION AGAIN WITHOUT WRITTEN PERMISSION FROM THE CITY.
IF MORE THAN THREE (3) DAYS ARE REQUIRED FOR INVESTIGATION (NOT INCLUDING HOLIDAY AND WEEKENDS) AND IF THE CONTRACTOR IS UNABLE TO WORK IN OTHER AREAS, THEN THE CONTRACTOR WILL BE ALLOWED TO NEGOTIATE FOR ADDITIONAL CONSTRUCTION TIME UPON WRITTEN REQUEST WITHIN TEN (10) DAYS AFTER THE FIRST NOTICE TO THE CITY OF ARCHAEOLOGICAL INVESTIGATION FOR EACH EVENT. IF THE TIME REQUIRED FOR INVESTIGATION IS LESS THAN OR EQUAL TO THREE (3) DAYS FOR EACH EVENT, CONTRACT DURATION WILL NOT BE EXTENDED.

16. IF SUSPECTED CONTAMINATION IS ENCOUNTERED DURING CONSTRUCTION OPERATIONS, C.O.S.A. SHALL BE NOTIFIED IMMEDIATELY WHEN CONTAMINATED SOILS AND / OR GROUNDWATER ARE ENCOUNTERED AT LOCATIONS NOT IDENTIFIED IN THE PLANS. THE NOTIFICATION SHOULD INCLUDE THE STATION NUMBER, TYPE OF CONTAMINATED MEDIA, EVIDENCE OF CONTAMINATION AND MEASURES TAKEN TO CONTAIN THE CONTAMINATED MEDIA AND PREVENT PUBLIC ACCESS. THE CONTAMINATED SOIL AND / OR GROUNDWATER SHALL NOT BE REMOVED FROM THE LOCATION WITHOUT PRIOR C.O.S.A. APPROVAL. THE CONTRACTOR MUST STOP THE EXCAVATION IMMEDIATELY AND CONTACT THE C.O.S.A. INSPECTOR. THE CONTRACTOR CANNOT BEGIN EXCAVATION ACTIVITIES WITHOUT WRITTEN PERMISSION FROM THE CITY.

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

18. CONTRACTOR SHALL NOT REMOVE OR ADJUST ANY VIA FACILITIES. THE CONTRACTOR MUST CONTACT VIA FOURTEEN DAYS PRIOR, FOR THE REMOVAL OF BENCHES, STOP POLES OR ANY OTHER VIA FACILITIES THAT MAY BE PRESENT. PLEASE PROVIDE THIRTY DAYS PRIOR NOTICE FOR SHELTER REMOVAL (TELEPHONE NOS: (210) 362–2155 OR (210) 362–2096). THE CONTRACTOR WILL BE LIABLE FOR ANY DAMAGES TO VIA FACILITIES NOT REMOVED BY VIA. THE CONTRACTOR IS REQUIRED TO REPLACE ALL FLATWORK REMOVED OR DAMAGED IN THE COURSE OF EXECUTING THE CONTRACT UNLESS OTHERWISE NOTED BY VIA. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING VIA FACILITIES IF ADJACENT TO WORK AREA.

ACCESSIBILITY REQUIREMENTS

1. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN VEHICULAR AND PEDESTRIAN ACCESS AT ALL TIMES TO LOCAL RESIDENCES AND BUSINESSES.

2. WHEN THE WORK REQUIRES THE EXCAVATION OF THE STREET AND THE REMOVAL OF THE EXISTING DRIVEWAY APPROACHES AND SIDEWALKS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY ALL–WEATHER ACCESS TO THE BUSINESSES AND RESIDENCES. THE TEMPORARY DRIVEWAY APPROACHES SHALL BE CONSTRUCTED WITH FLEXIBLE BASE OR GRAVEL MATERIAL AT NO SEPARATE COST TO THE CITY.

3. PRIOR TO INITIATING THE CONSTRUCTION OF NEW DRIVEWAY APPROACHES, THE CONTRACTOR SHALL GIVE ADVANCE WARNING IN PERSON, OR IN WRITING, OF AT LEAST 48 HOURS TO EACH RESIDENCE THAT WILL BE IMMEDIATELY AFFECTED, SO THAT ALTERNATE PLANS MAY BE MADE BY THE RESIDENTS.

4. FOR BUSINESSES WITH MORE THAN ONE DRIVEWAY, AT LEAST ONE DRIVEWAY SHALL REMAIN OPEN WHILE THE OTHER NEW DRIVEWAY APPROACHES ARE CONSTRUCTED. FOR BUSINESSES WITH ONLY ONE DRIVEWAY, THE NEW DRIVEWAY APPROACH SHALL BE CONSTRUCTED IN HALF WIDTHS, UNLESS A TEMPORARY ASPHALT DRIVEWAY IS FIRST INSTALLED AT NO SEPARATE COST TO THE CITY.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

03/28/2024

GENERAL NOTES

SOMERSET GROVE, UNIT 4

SAN ANTONIO, TEXAS

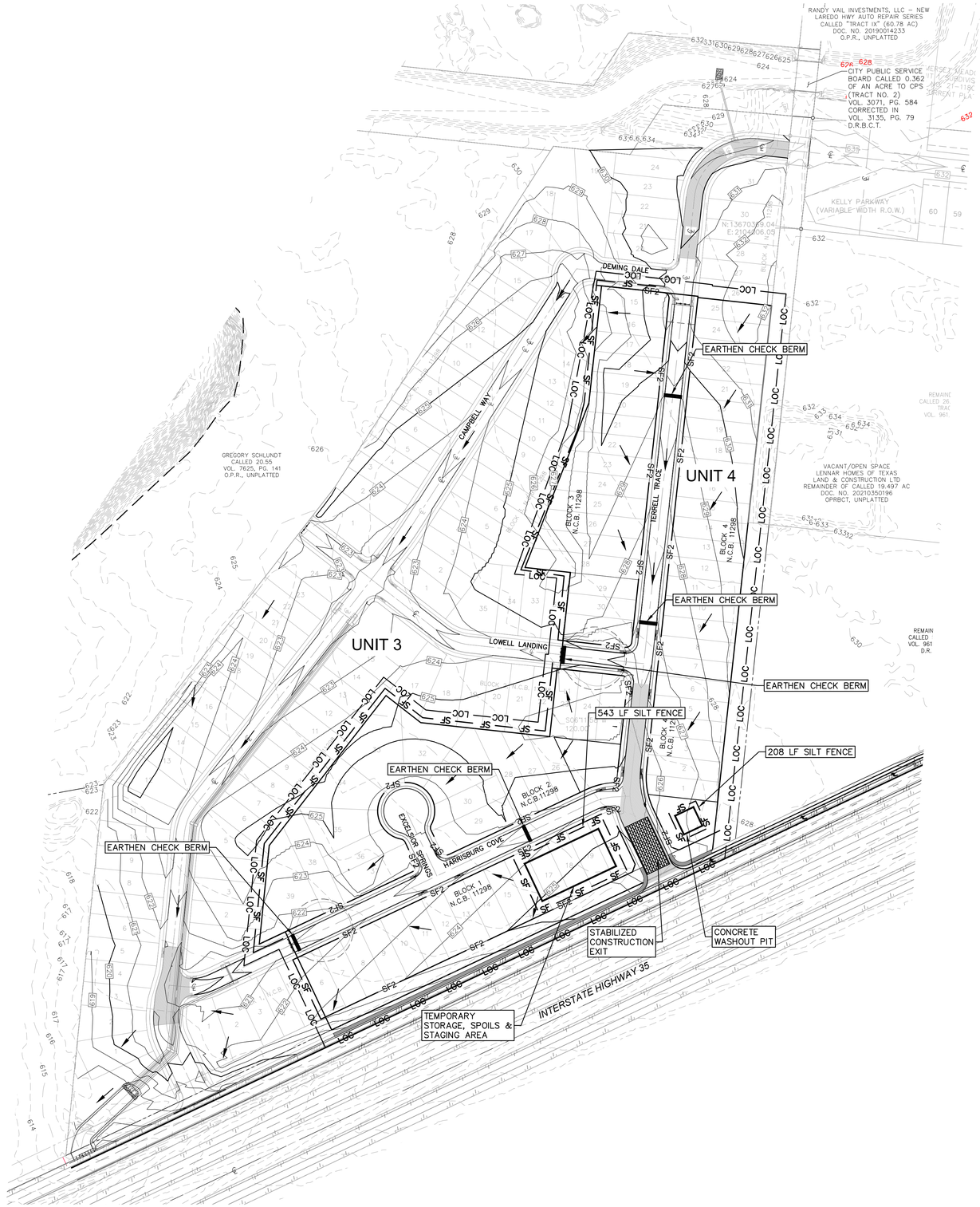
NO.	REVISION DESCRIPTION	REVISION DATE

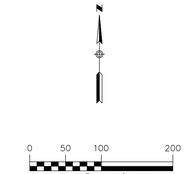
DATE:	MARCH 2024
DRAWN BY:	RR
DESIGNED BY:	MTA
REVIEWED BY:	ESP
HMT PROJECT NO.:	337.060

SHEET

C0.1

LAND-PLAT 22-11800345





LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- B.L. — BUILDING SETBACK LINE
- U.E. — UTILITY EASEMENT
- D.E. — DRAINAGE EASEMENT
- DRAINAGE FLOW DIRECTION
- SF — SF — SILT FENCE INITIAL – PHASE 1
- SF2 — SILT FENCE PHASE 2
- LOC — LOC — LIMIT OF CONSTRUCTION
- STABILIZED CONSTRUCTION ENTRANCE
- FILTER DIKE CURB INLET PROTECTION
- ROCK BERM
- EARTHEN CHECK BEM

NOTE:

PER TPDES REQUIREMENTS, DISTURBED AREAS ON WHICH CONSTRUCTION ACTIVITIES HAVE CEASED (TEMPORARILY OR PERMANENT) SHALL BE STABILIZED WITHIN 14 DAYS UNLESS ACTIVITY RESUMES WITHIN 21 DAYS. SEEDING DOES NOT CONSTITUTE AS STABILIZATION.

SILT FENCE AT PROPERTY LINE MAY BE SHOWN GRAPHICALLY OFFSET FROM PROPERTY LINE TO AVOID OVERLAP OF LINEWORK. CONTRACTOR SHALL NOT INSTALL EROSION CONTROL MEASURES BEYOND LIMITS OF CONSTRUCTION REGARDLESS OF GRAPHIC REPRESENTATION.

NOTE:

CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DISTURBED AREAS ON WHICH CONSTRUCTION ACTIVITIES HAVE CEASED (TEMPORARILY OR PERMANENT) AND SHALL BE STABILIZED WITHIN 14 DAYS UNLESS ACTIVITY RESUMES IN 21 DAYS, PER TPDES REQUIREMENTS.

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24–HOURS PRIOR TO COMMENCING CONSTRUCTION.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT
ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

03/28/2024

EROSION CONTROL PLAN

SOMERSET GROVE, UNIT 4

SAN ANTONIO, TEXAS

NO.	REVISION DESCRIPTION	REVISION DATE

DATE:	MARCH 2024
DRAWN BY:	RR
DESIGNED BY:	MTA
REVIEWED BY:	ESP
HMT PROJECT NO.:	337.060

SHEET

C1.0

CONCRETE WASHOUT AREAS

THE PURPOSE OF CONCRETE WASHOUT AREAS IS TO PREVENT OR REDUCE THE DISCHARGE OF POLLUTANTS TO STORMWATER FROM CONCRETE WASTE BY CONDUCTING WASHOUT OFFSITE, PERFORMING ONSITE WASHOUT IN A DESIGNATED AREA, AND TRAINING EMPLOYEES AND SUBCONTRACTORS.

THE FOLLOWING STEPS WILL HELP REDUCE STORMWATER POLLUTION FROM CONCRETE WASTES:

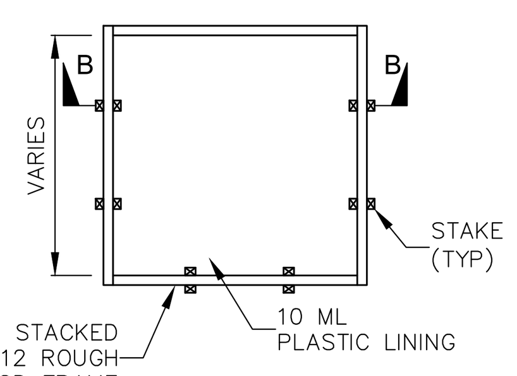
- INCORPORATE REQUIREMENTS FOR CONCRETE WASTE MANAGEMENT INTO MATERIAL SUPPLIER AND SUBCONTRACTOR AGREEMENTS.
- AVOID MIXING EXCESS AMOUNTS OF FRESH CONCRETE.
- PERFORM WASHOUT OF CONCRETE TRUCKS IN DESIGNATED AREAS ONLY.
- DO NOT WASH OUT CONCRETE TRUCKS INTO STORM DRAINS, OPEN DITCHES, STREETS, OR STREAMS.
- DO NOT ALLOW EXCESS CONCRETE TO BE DUMPED ONSITE, EXCEPT IN DESIGNATED AREAS.

FOR ONSITE WASHOUT:

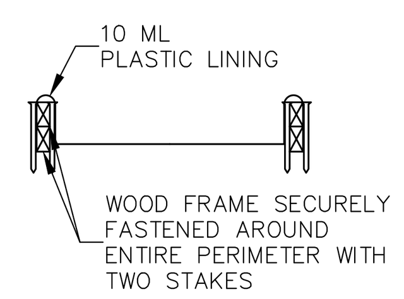
- LOCATE WASHOUT AREA AT LEAST 50 FEET FROM SENSITIVE FEATURES, STORM DRAINS, OPEN DITCHES, OR WATER BODIES. DO NOT ALLOW RUNOFF FROM THIS AREA BY CONSTRUCTING A TEMPORARY PIT OR BERMED AREA LARGE ENOUGH FOR LIQUID AND SOLID WASTE.
- WASH OUT WASTES INTO THE TEMPORARY PIT WHERE THE CONCRETE CAN SET, BE BROKEN UP, AND THEN DISPOSED PROPERLY.

BELOW GRADE CONCRETE WASHOUT FACILITIES ARE TYPICAL. THESE CONSIST OF A LINED EXCAVATION SUFFICIENTLY LARGE TO HOLD EXPECTED VOLUME OF WASHOUT MATERIAL. ABOVE GRADE FACILITIES ARE USED IF EXCAVATION IS NOT PRACTICAL. TEMPORARY CONCRETE WASHOUT FACILITY (TYPE ABOVE GRADE) SHOULD BE CONSTRUCTED AS SHOWN ON THE DETAILS AT THE END OF THIS SECTION, WITH SUFFICIENT QUANTITY AND VOLUME TO CONTAIN ALL LIQUID AND CONCRETE WASTE GENERATED BY WASHOUT OPERATIONS. 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.

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



PLAN



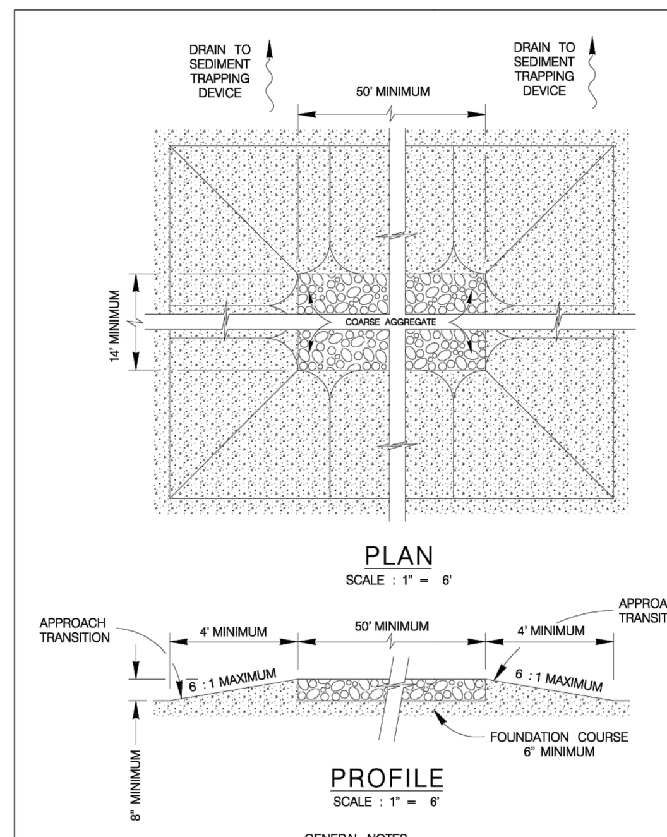
NOTES

1. ACTUAL LAYOUT DETERMINED IN FIELD.

SECTION B–B

CONCRETE WASHOUT PIT DETAIL

TYPE "ABOVE GRADE"
NOT TO SCALE



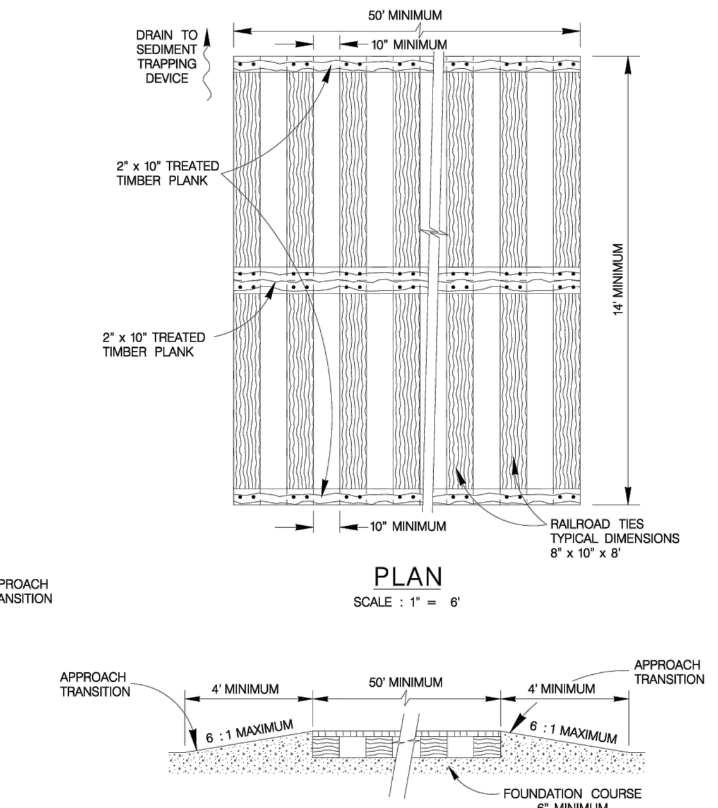
PLAN
SCALE : 1" = 6'

PROFILE
SCALE : 1" = 6'

GENERAL NOTES

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

CONSTRUCTION EXIT – TYPE 1



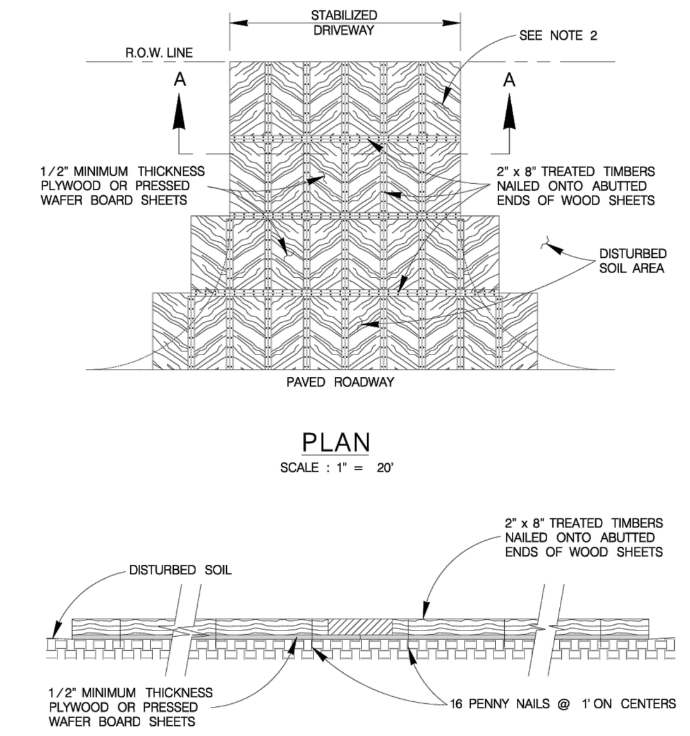
PLAN
SCALE : 1" = 6'

PROFILE
SCALE : 1" = 6'

GENERAL NOTES

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

CONSTRUCTION EXIT – TYPE 2



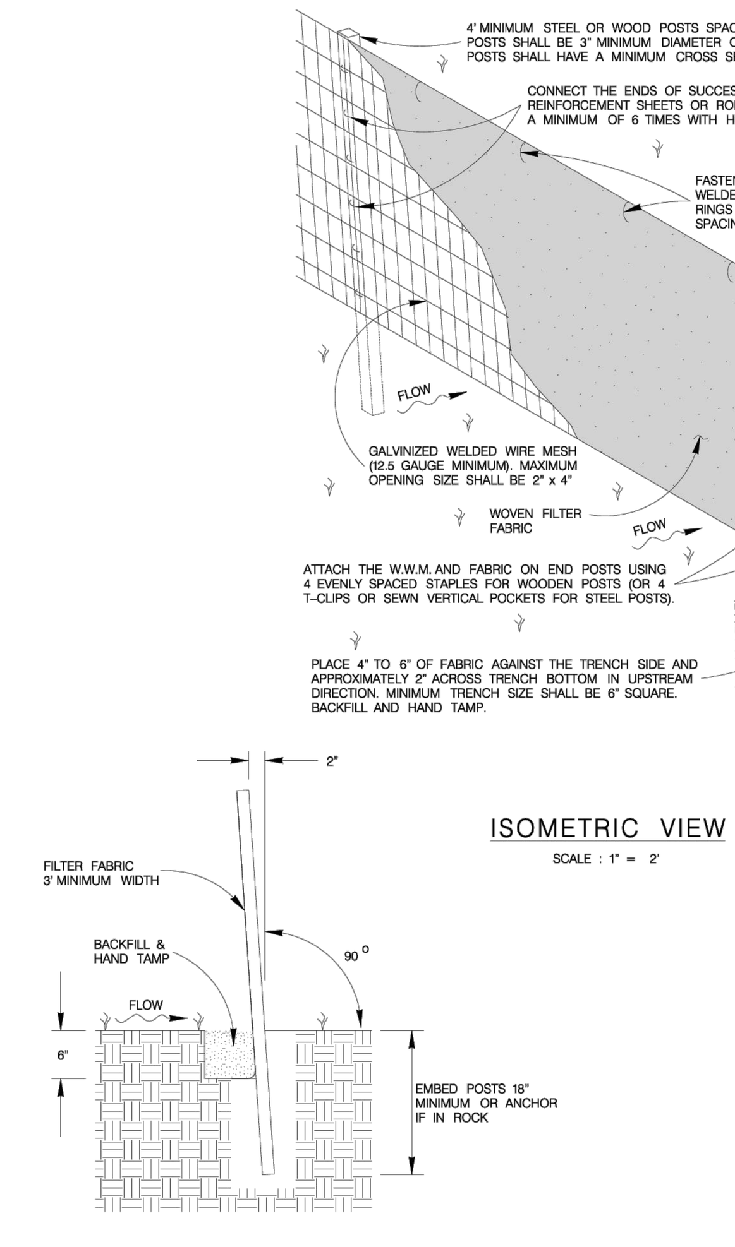
PLAN
SCALE : 1" = 20'

SECTION A–A
SCALE : 1" = 2'

GENERAL NOTES

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

CONSTRUCTION EXIT – TYPE 3



ISOMETRIC VIEW
SCALE : 1" = 2'

SECTION C–C
SCALE : 1" = 2'

SEDIMENT CONTROL FENCE USAGE GUIDELINES

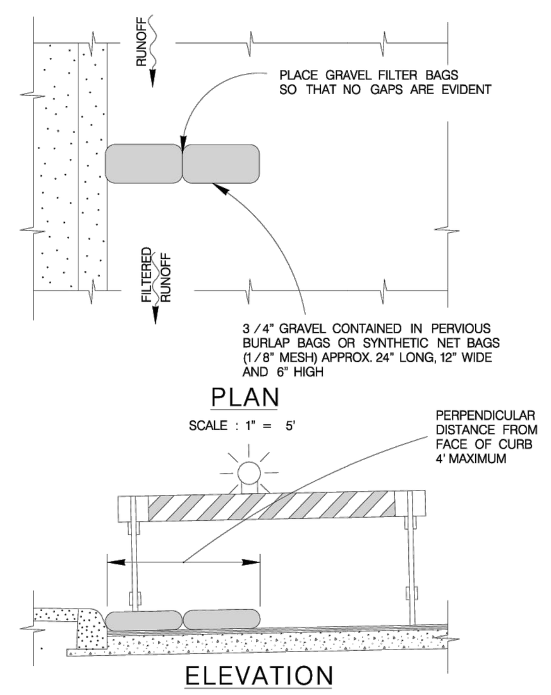
A SEDIMENT CONTROL FENCE MAY BE CONSTRUCTED NEAR THE DOWNSTREAM PERIMETER OF A DISTURBED AREA ALONG A CONTOUR TO INTERCEPT SEDIMENT FROM OVERLAND RUN-OFF. A 2 YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE TO BE FILTERED.

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

GENERAL NOTES

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

TEMPORARY SEDIMENT CONTROL FENCE

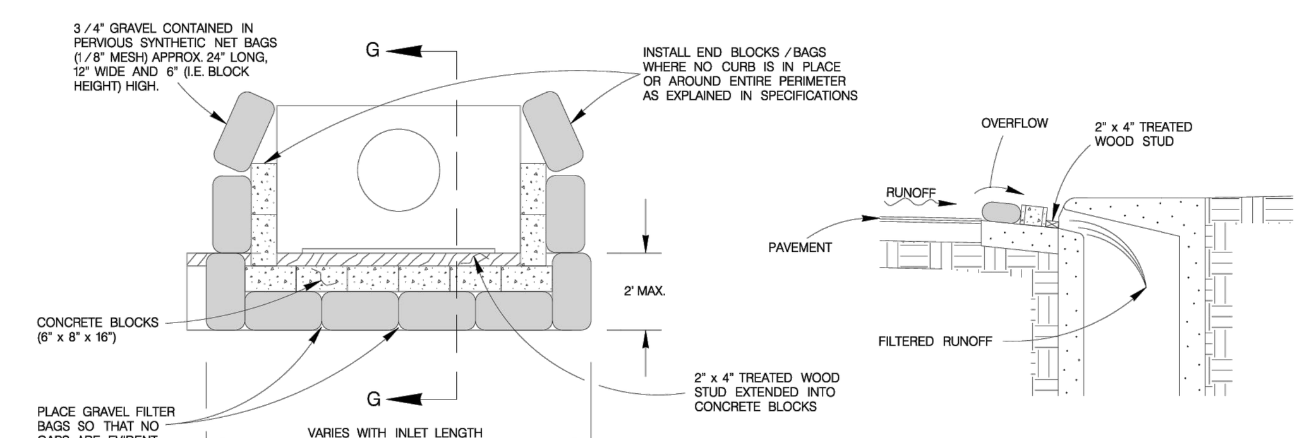


PLAN
SCALE : 1" = 5'

ELEVATION
SCALE : 1" = 5'

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

GRAVEL FILTER BAGS



PLAN
SCALE : 1" = 5'

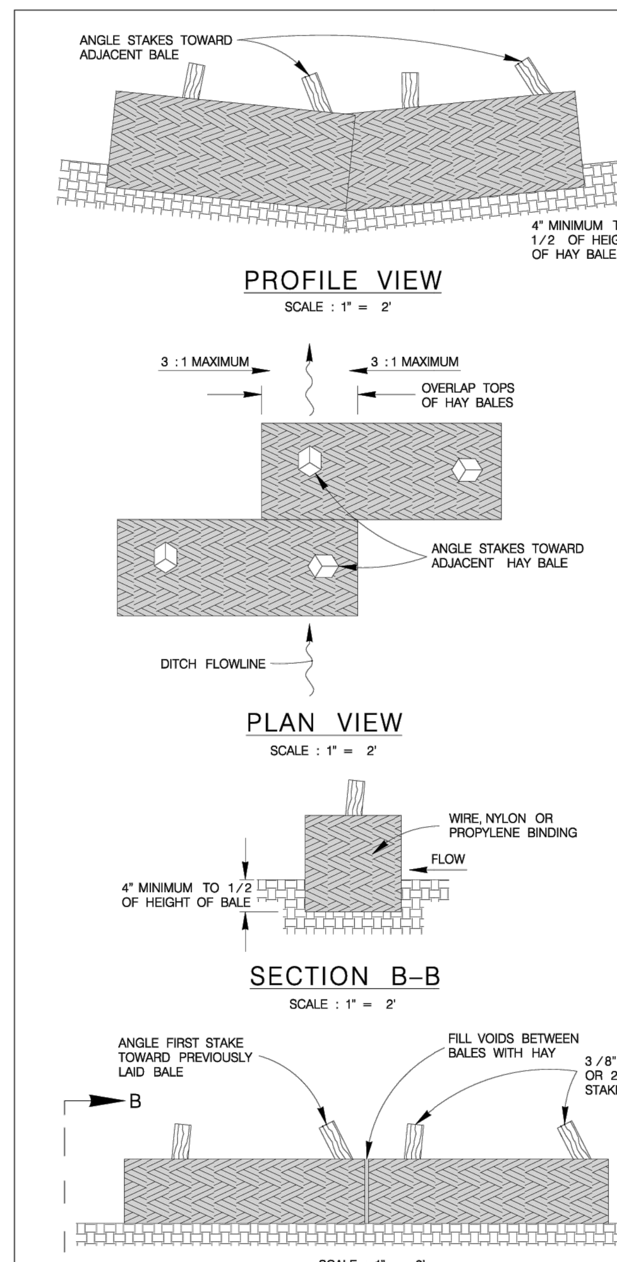
NOTE:
GRAVEL FILTERS CAN BE USED ON PAVEMENT OR BARE GROUND.

SECTION G–G
SCALE : 1" = 5'

CURB INLET GRAVEL FILTER

JANUARY 2005

CITY OF SAN ANTONIO CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT			
TEMPORARY EROSION, SEDIMENT & WATER POLLUTION CONTROL MEASURES STANDARDS 1			
____% SUBMITTAL	PROJECT NO.:____		DATE:____
DRWN. BY: V. VASQUEZ	DSGN. BY:____	CHKD. BY:____	SHEET NO.:____OF____



PROFILE VIEW
SCALE : 1" = 2'

PLAN VIEW
SCALE : 1" = 2'

SECTION B–B
SCALE : 1" = 2'

SCALE : 1" = 2'

BALED HAY USAGE GUIDELINES

A BALED HAY INSTALLATION MAY BE CONSTRUCTED NEAR THE DOWNSTREAM PERIMETER OF A DISTURBED AREA ALONG A CONTOUR TO INTERCEPT SEDIMENT FROM OVERLAND RUNOFF. A TWO YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE TO BE FILTERED. THE INSTALLATION SHOULD BE SIZED TO FILTER A MAXIMUM FLOW THRU RATE OF 5 GPM /FT SQUARED OF CROSS SECTIONAL AREA. BALED HAY MAY BE USED AT THE FOLLOWING LOCATIONS:

1. WHERE THE RUNOFF APPROACHING THE BALED HAY FLOWS OVER DISTURBED SOIL FOR LESS THAN 100'. IF THE SLOPE OF THE DISTURBED SOIL EXCEEDS 10 %, THE LENGTH OF SLOPE UPSTREAM OF THE BAILED HAY SHOULD BE LESS THAN 50'.
2. WHERE THE INSTALLATION WILL BE REQUIRED FOR LESS THAN 3 MONTHS.
3. WHERE THE CONTRIBUTING DRAINAGE AREA IS LESS THAN 1/2 ACRE.

FOR BALED HAY INSTALLATIONS IN SMALL DITCHES, THE FOLLOWING ADDITIONAL CONDI-TIONAL CONSIDERATIONS APPLY:

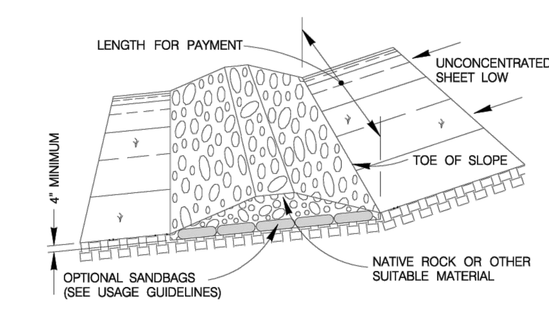
1. THE DITCH SIDESLOPES SHOULD BE GRADED AS FLAT AS POSSIBLE TO MAXIMIZE THE DRAINAGE FLOW RATE THRU THE HAY.
2. THE DITCH SHOULD BE GRADED LARGE ENOUGH TO CONTAIN THE OVERLAPPING DRAINAGE WHEN SEDIMENT HAS FILLED TO THE TOP OF THE BAILED HAY.

BALES SHOULD BE REPLACED USUALLY EVERY 2 MONTHS OR MORE OFTEN DURING WET WEATHER WHEN LOSS OF STRUCTURAL INTERGRITY IS ACCELERATED.

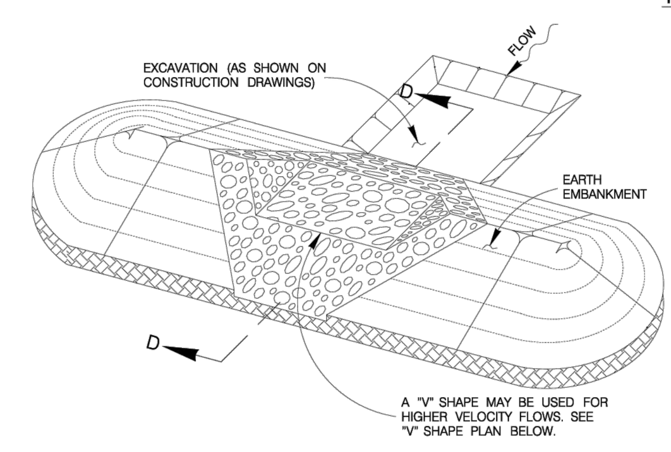
GENERAL NOTES

1. HAY BALES SHALL BE A MINIMUM OF 30" IN LENGTH AND WEIGH A MINIMUM OF 50 LBS.
2. HAY BALES SHALL BE BOUND BY EITHER WIRE OR NYLON OR POLYPROPYLENE STRING. THE BALES SHALL BE COMPOSED ENTIRELY OF VEGETABLE MATTER.
3. HAY BALES SHALL BE EMBEDDED IN THE SOIL A MININMUM OF 4" AND, WHERE POSSIBLE, ONE-HALF THE HEIGHT OF THE BALE.
4. HAY BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES. THE BALES SHALL BE PLACED WITH BINDINGS PARALLEL TO THE GROUND.
5. HAY BALES SHALL BE SECURELY ANCHORED IN PLACE WITH 3/8" DIA. REBAR OR 2" x 2" WOOD STAKES DRIVEN THROUGH THE BALES. THE FIRST STAKE SHALL BE ANGLED TO-WARDS THE PREVIOUSLY LAID BALE TO FORCE THE BALES TOGETHER.
6. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

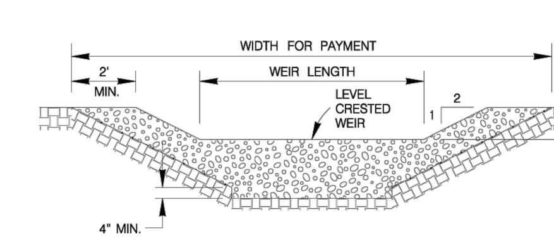
BALED HAY FOR EROSION CONTROL



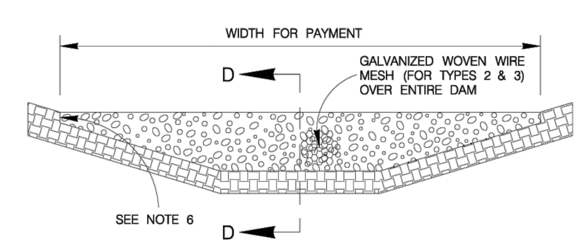
TYPE 1 FILTER DAM AT TOE OF SLOPE
SCALE : 1" = 10'



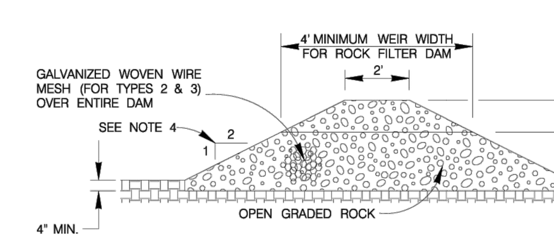
TYPE 1 & 2 FILTER DAM AT SEDIMENT TRAP
SCALE : 1" = 10'



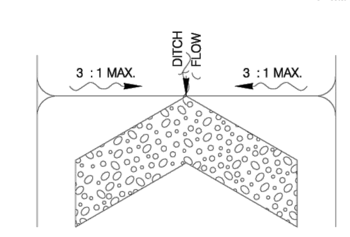
PROFILE OF TYPE 1 & 2 FILTER DAM AT SEDIMENT TRAP
SCALE : 1" = 6'



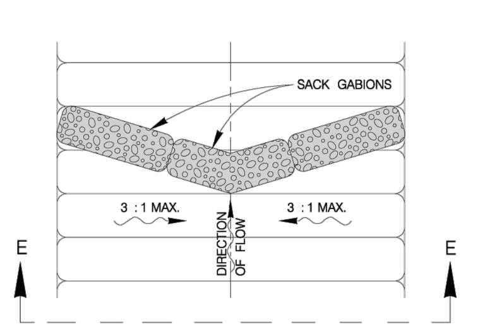
TYPE 1, 2 & 3 FILTER DAM AT CHANNEL SECTIONS
SCALE : 1" = 6'



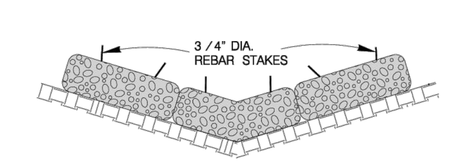
SECTION D–D
SCALE : 1" = 6'



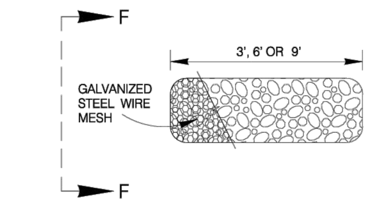
"V" SHAPE PLAN VIEW
NOT TO SCALE



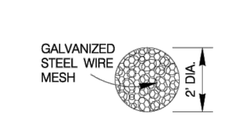
PLAN VIEW
SCALE : 1" = 10'



SECTION E–E
SCALE : 1" = 10'



TYPE 4 SACK GABION DETAIL
SCALE : 1" = 6'



SECTION F–F
SCALE : 1" = 6'

TYPE 4 FILTER DAM AT DITCHES & SMALLER CHANNELS PLAN VIEW

ROCK FILTER DAM USAGE GUIDELINES

ROCK FILTER DAMS SHOULD BE CONSTRUCTED DOWNSTREAM FROM DISTURBED AREAS TO INTERCEPT SEDIMENT FROM OVERLOAD RUNOFF AND /OR CONCENTRATED FLOW. THE DAMS SHOULD BE SIZED TO FILTER A MAXIMUM FLOW THRU RATE OF 60 GPM /FT SQUARED OF CROSS SECTIONAL AREA.. A 2 YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE.

TYPE 1 (18" HIGH WITH NO WIRE MESH) :

TYPE 1 MAY BE USED AT THE TOE OF SLOPES, AROUND INLETS, IN SMALL DITCHES AND AT DIKE OR SWALE OUTLETS. THIS TYPE OF DAM IS RECOMMENDED TO CONTROL EROSION FROM A DRAINAGE AREA OF 5 ACRES OR LESS. TYPE 1 MAY NOT BE USED IN CONCEN-TRATED HIGH VELOCITY FLOWS (APPROXIMATELY 8 FT./SEC. OR MORE) IN WHICH AGGREGATE WASH OUT MAY OCCUR. SANDBAGS MAY BE USED AT THE EMBEDDED FOUNDATION (4" DEEP MIN.) FOR BETTER FILTERING EFFICIENCY OF LOW FLOWS IF CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

TYPE 2 (18" HIGH WITH WIRE MESH) :

TYPE 2 MAY BE USED IN DITCHES AND AT DIKE OR SWALE OUTLETS.

TYPE 3 (36" HIGH WITH WIRE MESH) :

TYPE 3 MAY BE USED IN STREAM FLOW AND SHOULD BE SECURED TO THE STREAM BED.

TYPE 4 (SACK GABIONS) :

TYPE 4 MAY BE USED IN DITCHES AND SMALLER CHANNELS TO FORM AN EROSION CONTROL DAM.

GENERAL NOTES

1. IF SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, FILTER DAMS SHOULD BE PLACED NEAR THE TOE OF SLOPES WHERE EROSION IS ANTICIPATED, UPSTREAM AND / OR DOWNSTREAM AT DRAINAGE STRUCTURES, AND IN ROADWAY DITCHES AND CHANNELS TO COLLECT SEDIMENT.
2. MATERIALS (AGGREGATE, WIRE MESH, SANDBAGS, ETC.) SHALL BE AS INDICATED BY THE SPECIFICATION FOR ROCK FILTER DAMS FOR EROSION AND SEDIMENTATION CONTROL.
3. THE ROCK FILTER DAM DIMENSIONS SHALL BE AS INDICATED ON THE STORM WATER POLLUTION PREVENTION PLANS.
4. SIDE SLOPES SHOULD BE 2 : 1 OR FLATTER. DAMS WITHIN THE SAFETY ZONE SHALL HAVE SIDE SLOPES OF 6 : 1 OR FLATTER.
5. MAINTAIN A MINIMUM OF 1' BETWEEN TOP OF ROCK FILTER DAM WEIR AND TOP OF EMBANKMENT FOR FILTER DAMS AT SEDIMENT TRAPS.
6. FILTER DAMS SHOULD BE EMBEDDED A MINIMUM OF 4" INTO THE EXISTING GROUND.
7. THE SEDIMENT TRAP FOR PONDING OF SEDIMENT LADEN RUNOFF SHALL BE OF THE DIMENSIONS SHOWN ON THE PLANS.
8. ROCK FILTER DAM TYPES 2 & 3 SHALL BE SECURED WITH 20 GAUGE GALVANIZED WOVEN WIRE MESH WITH 1" DIAMETER HEXAGONAL OPENINGS. THE AGGREGATE SHALL BE PLACED ON THE MESH TO THE HEIGHT AND SLOPES SPECIFIED. THE MESH SHALL BE FOLDED AT THE UPSTREAM SIDE OVER THE AGGREGATE AND TIGHTLY SECURED TO ITSELF ON THE DOWNSTREAM SIDE USING WIRE TIES OR HOG RINGS. IN STREAM USE, THE MESH SHOULD BE SECURED OR STAKED TO THE STREAM BED PRIOR TO AGGREGATE PLACEMENT.
9. SACK GABIONS SHOULD BE STAKED DOWN WITH 3/4" DIA. REBAR STAKES.
10. FLOW OUTLET SHOULD BE ONTO A STABILIZED AREA (VEGETATION, ROCK, ETC.).
11. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

ROCK FILTER DAMS

JANUARY 2005

CITY OF SAN ANTONIO CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT			
TEMPORARY EROSION, SEDIMENT & WATER POLLUTION CONTROL MEASURES STANDARDS 2			
____% SUBMITTAL	PROJECT NO.:____		DATE:____
DRWN. BY: V. VASQUEZ	DSGN. BY:____	CHKD. BY:____	SHEET NO.:____OF____

LAND-PLAT 22-11800345

LEGEND

—— 700 ——	EXISTING CONTOURS
——[700]——	PROPOSED CONTOURS
B.L.	BUILDING SETBACK LINE
U.E.	UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
——►	DRAINAGE FLOW DIRECTION
— SF — SF —	SILT FENCE
— LOC — LOC —	LIMIT OF CONSTRUCTION
▦	STABILIZED CONSTRUCTION ENTRANCE
▨	FILTER DIKE CURB INLET PROTECTION
▭	ROCK BERM

SEQUENCE OF CONSTRUCTION

1. INSTALL EROSION CONTROLS PER APPROVED PLAN.
2. TEMPORARY CONTROLS TO BE INSPECTED AND MAINTAINED WEEKLY AND PRIOR TO ANTICIPATED RAINFALL EVENTS, AND AFTER RAINFALL EVENTS, AS NEEDED. CONTRACTOR/OWNER SHALL PROVIDE A CONTACT NAME AND NUMBER FOR EROSION CONTROL ISSUES.
3. CONDUCT DEMOLITION ACTIVITIES, IF APPLICABLE.
4. CONSTRUCT DRAINAGE IMPROVEMENTS, IF APPLICABLE.
5. CONSTRUCT CURB INLET PROTECTION AT THE TIME OF CURB INLET INSTALLATION.
6. CONSTRUCT DEVELOPMENT PER APPROVED PLANS.
7. INSTALL STREETSCAPE AND/OR LANDSCAPING IMPROVEMENTS.
8. CONTRACTOR TO VEGETATE ANY DISTURBED AREAS ONCE FINAL GRADING IS COMPLETE, AND ESTABLISH A MIN OF 70% VEGETATION PRIOR TO COMPLETION. PER TPDES REQUIREMENTS, DISTURBED AREAS ON WHICH CONSTRUCTION ACTIVITIES HAVE CEASED (TEMPORARILY OR PERMANENTLY) SHALL BE STABILIZED WITHIN 14 DAYS UNLESS ACTIVITY RESUMES WITHIN 21 DAYS. SEEDING DOES NOT CONSTITUTE AS STABILIZATION.
9. REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.

NOTE:

CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DISTURBED AREAS ON WHICH CONSTRUCTION ACTIVITIES HAVE CEASED (TEMPORARILY OR PERMANENT) AND SHALL BE STABILIZED WITHIN 14 DAYS UNLESS ACTIVITY RESUMES IN 21 DAYS, PER TPDES REQUIREMENTS.

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24-HOURS PRIOR TO COMMENCING CONSTRUCTION.

HMT
ENGINEERING & SURVEYING
290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

[illegible]

03/28/2024

EROSION CONTROL DETAILS
SOMERSET GROVE, UNIT 4
SAN ANTONIO, TEXAS

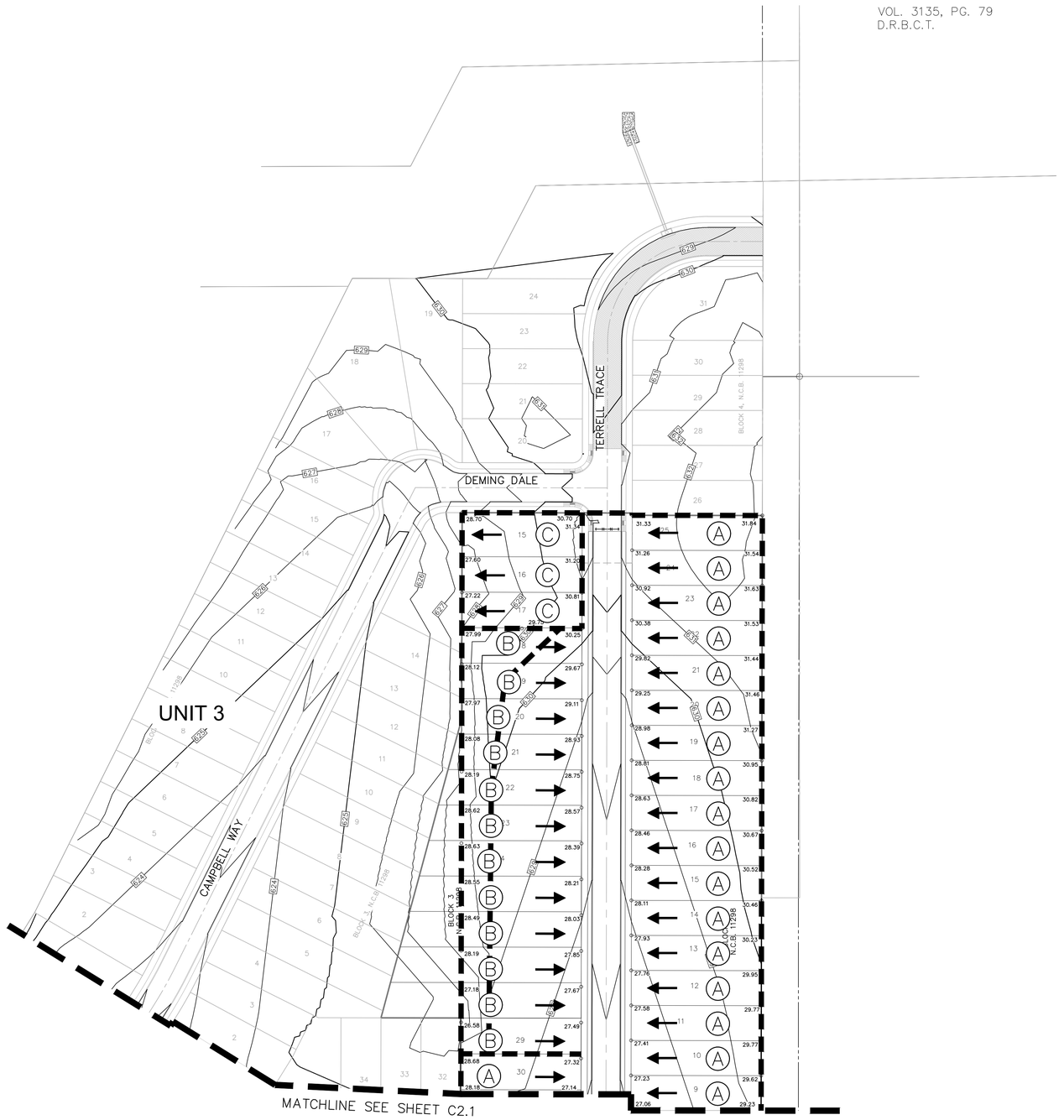
NO.	REVISION DESCRIPTION	REVISION DATE

DATE:	MARCH 2024
DRAWN BY:	RR
DESIGNED BY:	MTA
REVIEWED BY:	ESP
HMT PROJECT NO.:	337.060

SHEET
C1.1

Drawing Name: M:_Projects\337 – Lennar Homes\060 Somerset Grove Unit 4\CDs\337.060 – EROSION CONTROL PLAN.dwg User: matta Mar 28, 2024 – 12:41pm

LAND-PLAT 22-11800345



N

0 30 60 120

SCALE: 1" = 60'

LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- B.L. BUILDING SETBACK LINE
- U.E. UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- (A) LOT GRADING SEE DETAILS SHEET C2.2
- DRAINAGE FLOW DIRECTION
- LOT DRAINAGE AREA BOUNDARY
- RIDGE LINE
- EXISTING TREES TO REMAIN. REFER TO TREE PROTECTION PLAN A/P # 2652010

ADD 600 TO ALL SPOT ELEVATIONS

NOTES:

1. DRAINAGE IMPROVEMENTS SUFFICIENT TO MITIGATE OFFSITE IMPACT OF CONSTRUCTION MUST BE COMPLETED AND IN PLACE PRIOR TO ADDING IMPERVIOUS COVER TO THE SITE.
2. WHEN POSSIBLE, CONTRACTOR SHALL PHASE GRADING SO AS TO EXPOSE THE MINIMUM AMOUNT OF AREA TO SOIL EROSION FOR THE SHORTEST PERIOD OF TIME.

NOTE:

CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DISTURBED AREAS ON WHICH CONSTRUCTION ACTIVITIES HAVE CEASED (TEMPORARILY OR PERMANENT) AND SHALL BE STABILIZED WITHIN 14 DAYS UNLESS ACTIVITY RESUMES IN 21 DAYS, PER TPDES REQUIREMENTS.

REFER TO THE COVER SHEET FOR BENCHMARK INFORMATION.

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24-HOURS PRIOR TO COMMENCING CONSTRUCTION.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

03/28/2024

GRADING PLAN (1 OF 2)
SOMERSET GROVE, UNIT 4
SAN ANTONIO, TEXAS

NO.	REVISION DESCRIPTION	REVISION DATE

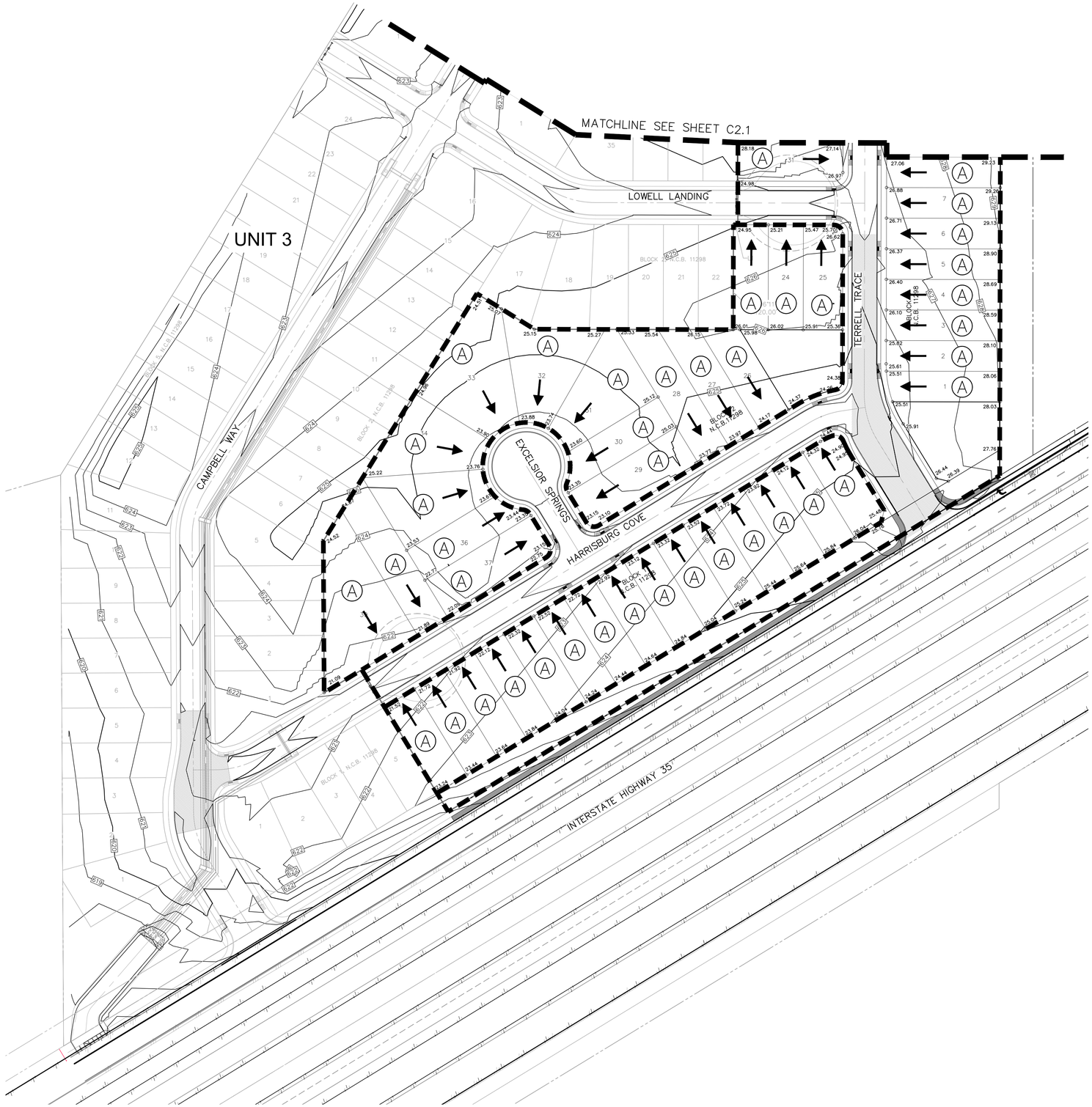
DATE:	MARCH 2024
DRAWN BY:	RR
DESIGNED BY:	MTA
REVIEWED BY:	ESP
HMT PROJECT NO.:	337.060

SHEET

C2.0

Drawing Name: M:_Projects\337 - Lennar Homes\060 Somerset Grove Unit 4\03s\337.060 - GRADING PLAN.dwg User: mattb Mar 28, 2024 - 12:42pm

LAND-PLAT 22-11800345



N

0 30 60 120

SCALE: 1" = 60'

LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- B.L. BUILDING SETBACK LINE
- U.E. UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- (A) LOT GRADING SEE DETAILS SHEET C2.2
- DRAINAGE FLOW DIRECTION
- LOT DRAINAGE AREA BOUNDARY
- RIDGE LINE
- EXISTING TREES TO REMAIN. REFER TO TREE PROTECTION PLAN A/P # 2652010

ADD 600 TO ALL SPOT ELEVATIONS

NOTES:

1. DRAINAGE IMPROVEMENTS SUFFICIENT TO MITIGATE OFFSITE IMPACT OF CONSTRUCTION MUST BE COMPLETED AND IN PLACE PRIOR TO ADDING IMPERVIOUS COVER TO THE SITE.
2. WHEN POSSIBLE, CONTRACTOR SHALL PHASE GRADING SO AS TO EXPOSE THE MINIMUM AMOUNT OF AREA TO SOIL EROSION FOR THE SHORTEST PERIOD OF TIME.

NOTE:

CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DISTURBED AREAS ON WHICH CONSTRUCTION ACTIVITIES HAVE CEASED (TEMPORARILY OR PERMANENT) AND SHALL BE STABILIZED WITHIN 14 DAYS UNLESS ACTIVITY RESUMES IN 21 DAYS, PER TPDES REQUIREMENTS.

REFER TO THE COVER SHEET FOR BENCHMARK INFORMATION.

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24-HOURS PRIOR TO COMMENCING CONSTRUCTION.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

03/28/2024

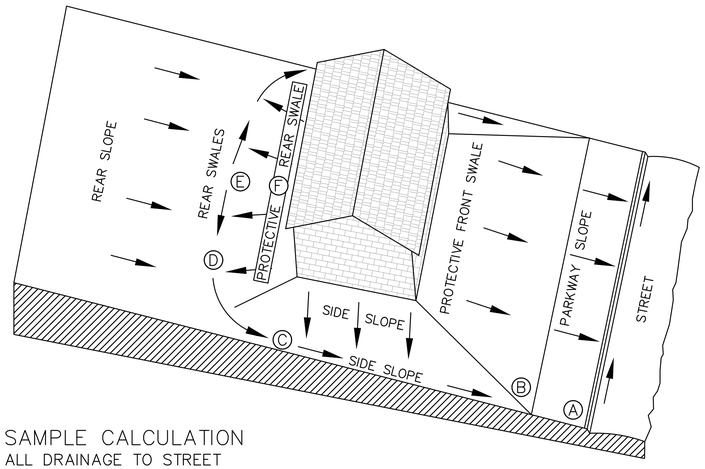
GRADING PLAN (2 OF 2)
SOMERSET GROVE, UNIT 4
SAN ANTONIO, TEXAS

NO.	REVISION DESCRIPTION	REVISION DATE

DATE: MARCH 2024
DRAWN BY: RR
DESIGNED BY: MTA
REVIEWED BY: ESP
HMT PROJECT NO.: 337.060

SHEET
C2.1

LAND-PLAT 22-11800345



SAMPLE CALCULATION
ALL DRAINAGE TO STREET

	SAMPLE COMPUTATION OF GRADING CONTROL LINE AF FOR A 60' WIDE LOT WITH A 25' BUILDING LINE, 0.5% STREET, WITH 60' BUILDING DEPTH AND 2% SWALES.	RESULTS OF 1% SWALES
A	CURB–TOP ON LOT LINE EXTENSION AT HIGH LOT CORNER	
$\overline{AB}$	PARKWAY SLOPE: 15' GRASS AND WALK AT 1/4"/FT. (2%) 4" (0.3')	2" (0.2')
$\overline{BC}$	SIDE SWALE: 85' GRASS AT 1/4"/FT. (2%) 21" (1.8')	11" (0.9')
$\overline{CD}$	SWALE TURN WITH 10' RADIUS:16' GRASS AT 1/4"/FT. (2%) 4" (0.3')	2" (0.2')
$\overline{DE}$**	REAR SWALE: 13' GRASS AT 1/4"/FT. (2%) 3" (0.3')	2" (0.2')
$\overline{EF}$*	PROTECTIVE REAR SLOPE UP FROM HIGH POINT OF SWALES 3" (0.3')	3" (0.3')
	SUB–TOTAL $\overline{AF}$ FROM CURB TOP TO GROUND AT REAL BLDG WALL 35" (3.0')	20" (1.7')
	MINIMUM RISE FROM CURB TOP TO SLAB FLOOR: 35" + 8" 43" (3.6')	28" (2.3')
	MINIMUM RISE FOR WOOD FLOOR USING 8" JOISTS: 35" + 9" 54" (4.5')	39" (3.3')

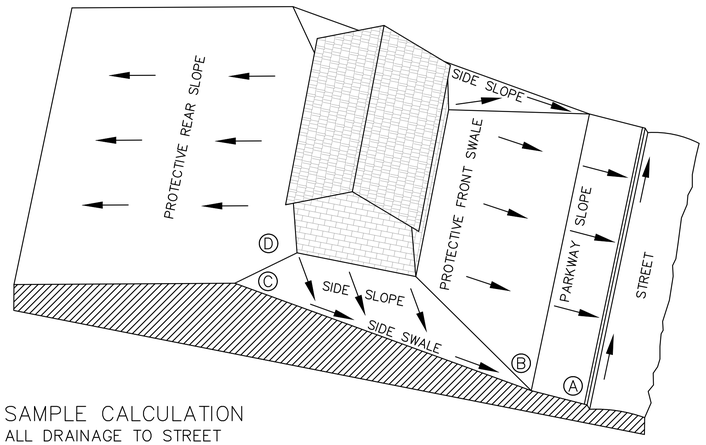
CALCULATIONS FOR 2% SWALES
15 x 0.25' = 3¾"
85 x 0.25' = 21¼"
16 x 0.25' = 4"
13 x 0.25' = 3¼"
10 x 0.25' = 2½"
34¾"

CALCULATIONS USE 0.25" PER FOOT GRADIENT FOR A 2% SWALE.

* WHERE THERE IS A HIGH BANK NEARBY OR A LONG SLOPE TOWARD HOUSE, A MINIMUM 6" PROTECTIVE SLOPE IS REQUIRED.

** LENGTH $\overline{DE}$ = [1/2(LOT WIDTH – (2x SWALE TURN RADIUS))] – [LOT WIDTH x (STREET GRADIENT x SWALE GRADIENT)]

LOT TYPE Ⓐ



SAMPLE CALCULATION
ALL DRAINAGE TO STREET

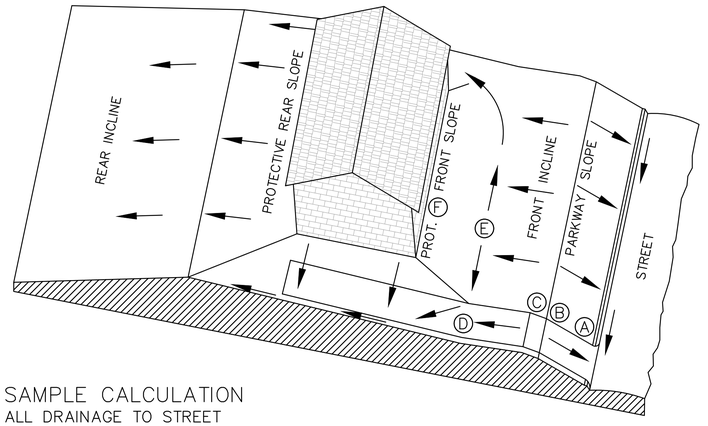
	SAMPLE COMPUTATION OF GRADING CONTROL LINE AF FOR A 60' WIDE LOT WITH A 25' BUILDING LINE, 0.5% STREET, WITH 60' BUILDING DEPTH AND 2% SWALES.	RESULTS OF 1% SWALES
A	CURB–TOP ON LOT LINE EXTENSION AT HIGH LOT CORNER	
$\overline{AB}$	PARKWAY SLOPE: 15' GRASS AND WALK AT 1/4"/FT. (2%) 4" (0.3')	2" (0.2')
$\overline{BC}$	SIDE SWALE: 85' GRASS AT 1/4"/FT. (2%) 21" (1.8')	11" (0.9')
$\overline{CD}$*	PROTECTIVE SIDE SLOPE @ REAR BLDG. WALL EXTENSION 3" (0.3')	3" (0.3')
	SUB–TOTAL $\overline{AD}$ FROM CURB TOP TO GROUND AT REAL BLDG WALL 27" (2.4')	16" (1.4')
	MINIMUM RISE FROM CURB TOP TO SLAB FLOOR: 27" + 8" 35" (2.9')	24" (2.0')
	MINIMUM RISE FOR WOOD FLOOR USING 8" JOISTS: 35" + 9" 46" (3.8')	35" (2.9')

CALCULATIONS FOR 2% SWALES
15 x 0.25' = 3¾"
85 x 0.25' = 21¼"
6 x 0.25' = 1½"
26½"

CALCULATIONS USE 0.25" PER FOOT GRADIENT FOR A 2% SWALE.

* WHERE THERE IS A HIGH BANK NEARBY OR A LONG SLOPE TOWARD HOUSE, A MINIMUM 6" PROTECTIVE SLOPE IS REQUIRED.

LOT TYPE Ⓑ



SAMPLE CALCULATION
ALL DRAINAGE TO STREET

	SAMPLE COMPUTATION OF GRADING CONTROL LINE $\overline{AF}$ FOR A 60' WIDE LOT WITH A 25' BUILDING LINE, 13.5% DRIVEWAY, AND 16' FRONT SWALE $\overline{DE}$ AT 2.0%.	RESULTS OF 1% SWALES
A	CURB–TOP HIGH SIDE OF DRIVE NEAR LOW LOT CORNER	
$\overline{AB}$	PARKWAY SLOPE: 15' GRASS AND WALK AT 1/4"/FT. (2%) 4" (0.3')	2" (0.2')
$\overline{BC}$	DRIVEWAY GRADE CHANGE: 4' VERTICAL CURVE FROM UP–GRADE DRIVE IN STREET TO DOWN–GRADE DRIVE ON LOT 0" (0.0')	0" (0.0')
$\overline{CD}$	DRIVEWAY DOWN–GRADE TO POINT 10 FEET OUT FROM FRONT OF BUILDING: –11' AT 1⅜"/FT (13.5%) –18" (–1.5')	–18" (–1.5')
$\overline{DE}$	FRONT SWALE: 16' GRASS AT 1/4"/FT. (2%) 4" (0.3')	2" (0.2')
$\overline{EF}$*	PROT. FRONT SLOPE UP FROM HIGH POINT OF SWALES 3" (0.3')	3" (0.3')
	SUB–TOTAL $\overline{AF}$ FROM CURB TOP TO GROUND AT FRONT BLDG WALL –7" (–1.0')	–11" (1.3')
	MINIMUM RISE FROM CURB TOP TO SLAB FLOOR: –7" + 8" 1" (–0.3')	–3" (0.7')
	MINIMUM RISE FOR WOOD FLOOR USING 8" JOISTS: –7" + 19" 12" (–0.6')	8" (0.3')

CALCULATIONS FOR SWALES
15 x 0.25' = 3¾"
0 x 0.25' = 0"
–11 x 1.625' = –17⅞"
16 x 0.25' = 4"
10 x 0.25' = 2½"
–7½"

CALCULATION:
USE 0.25" PER FOOT GRADIENT FOR A 2% SWALE.
USE 1.625" PER FOOT GRADIENT FOR A 13.5% SWALE.

* WHERE THERE IS A HIGH BANK NEARBY OR A LONG SLOPE TOWARD HOUSE, A MINIMUM 6" PROTECTIVE SLOPE IS REQUIRED.

LOT TYPE Ⓒ

GENERAL SPECIFICATIONS FOR SITE PREPARATION

GENERAL DESCRIPTION
THIS ITEM SHALL CONSIST OF ALL CLEARING AND PREPARATION OF LAND TO BE FILLED, FILLING OF THE LAND, SPREADING, COMPACTION TESTING AND INSPECTION OF THE FILL, AND ALL SUBSIDIARY WORK NECESSARY TO COMPLETE THE GRADING OF THE CUT AND FILL AREAS TO CONFORM WITH THE LINES, GRADES AND SLOPES AS SHOWN ON THE APPROVED PLANS.

SCARIFYING THE AREA TO BE FILLED
ALL ORGANIC MATTER SHALL BE REMOVED FROM THE SURFACE UPON WHICH THE FILL IS TO BE PLACED, AND SURFACE SHALL BE DISKED OR SCARIFIED TO A MINIMUM DEPTH OF SIX INCHES (6"), ALL SURFACE RUTS OR OTHER UNEVEN FEATURES WILL BE LEVELED PRIOR TO FIELD DENSITY TESTING.

COMPACTING THE AREA TO BE FILLED
FOLLOWING THE CLEARING AND DISKING OR SCARIFYING OF THE FILL AREA, IT SHALL BE BLADED UNTIL IT IS UNIFORM AND FREE FROM LARGE CLODS. THE AREA SHALL BE BROUGHT TO ADEQUATE MOISTURE CONTENT AND COMPACTED (TYPICALLY) TO NOT LESS THAN NINETY PERCENT (90%) OF MAXIMUM DENSITY IN ACCORDANCE WITH THE CURRENT ASTM D 1557 COMPACTION PROCEDURE, OR 95% OF MAXIMUM DENSITY IN ACCORDANCE WITH THE THD–TEX–113–E COMPACTION PROCEDURE. ALL AREAS EXCEEDING (6") SIX INCHES IN DEPTH, MUST MEET WITH FHA/HUD HANDBOOK 4140.30 SPECIFICATIONS FOR LAND DEVELOPMENTS ON CONTROLLED EARTHWORK, DATASHEET 79G.

FILL MATERIALS
THE MATERIALS USED SHALL BE FREE FROM ORGANIC MATTER AND OTHER DELETERIOUS SUBSTANCES, SUCH AS TREES, BRUSH AND RUBBISH.

DEPTH AND MIXING OF FILL LAYERS

THE SELECTED FILL MATERIAL SHALL BE PLACED IN LEVEL, UNIFORM LAYERS WHICH, WHEN COMPACTED, SHALL HAVE A DENSITY CONFORMING TO THE STIPULATED ABOVE.
EACH LAYER SHALL BE THOROUGHLY MIXED DURING THE SPREADING TO ENSURE UNIFORMITY OF MATERIAL IN EACH LAYER. COMPACTED LAYER THICKNESS MAY VARY DEPENDING ON THE COMAPCTION EQUIPMENT OF THE DEMONSTRATED CAPABILITY.

ROCK
WHEN FILL MATERIAL INCLUDES ROCK, THE MAXIMUM ROCK SIZE SHALL BE AS APPROVED BY THE GEOTECHNICAL ENGINEER. NO LARGE ROCKS SHALL BE ALLOWED TO NEST AND ALL VOIDS MUST BE FILLED WITH SMALL STONES OR SOIL AND ADEQUATELY COMPACTED.

COMPACTION OF FILL LAYER
COMPACTION EQUIPMENT SHALL BE CAPABLE OF COMPACTING THE FILL TO THE SPECIFIED DENSITY. COMPACTION SHALL BE ACCOMPLISHED WHILE THE FILL MATERIAL IS AT OR NEAR THE APPROPRIATE MOISTURE CONTENT. COMPACTION OF EACH LAYER SHALL BE CONTINUOUS OVER THE ENTIRE STRUCTURAL AREA (BENEATH PROPOSED STRUCTURES).

COMPACTION OF SLOPES
THE FACES OF FILL SLOPES SHALL BE COMPACTED. COMPACTING OPERATIONS SHALL BE CONTINUED UNTIL THE SLOPE FACES ARE STABLE BUT NOT TO DENSE FOR PLANTING ON THE SLOPES. COMPACTION OF THE SLOPE FACE MAY BE DONE PROGRESSIVELY
IN INCREMENTS OF THREE TO FIVE FEET (3' TO 5') IN FILL HEIGHT AS THIS FILL PROGRESSES OR AFTER THE FILL HAS BEEN BROUGHT TO ITS TOTAL HEIGHT.

DENSITY TEST
FIELD DENSITY TESTS SHALL BE PERFORMED ON ALL LAYERS OF FILL WHEN THE FILL IS BEING PLACED AS DIRECTED BY THE GEOTECHNICAL ENGINEER. THE MAXIMUM FILL HEIGHT BETWEEN DENSITY TESTING SHALL BE TWELVE INCHES (12"). ALL TESTING SHALL BE REQUESTED BY THE CONTRACTOR TO MEET THE CONTRACTOR'S CONSTRUCTION SCHEDULE. NOTIFICATION BY THE CONTRACTOR TO CONDUCT TESTS SHALL BE AT LEAST THE DAY BEFORE. THIS NOTIFICATION SHALL INCLUDE THE FILL AREA LOCATION (LOT AND BLOCK), THE LIFT OR HEIGHT OF FILL AND APPROXIMATED DESIRED TIME OF TESTING. WHEN THESE TEST INDICATE THAT THE DENSITY OF ANY LAYER OF FILL OR PORTION THEREOF IS BELOW THE REQUIRED DENSITY, THE PARTICULAR LAYER OR PORTION SHALL BE REWORKED AND RETESTED AT THE EXPENSE OF THE CONTRACTOR UNLESS THE CONTRACTOR CAN SHOW EVIDENCE THAT CIRCUMSTANCES BEYOND HIS CONTROL REQUIRED THE RETESTING. GENERALLY, THE SPECIFIC TESTING WILL BE AS FOLLOWS AND CONDUCTED BY A GEO–TECHNICAL ENGINEER OR STAFF.

1. THE LAND TO BE FILLED (PREPARED SUBGRADE) SHALL BE PREPARED AND TESTED AT A FREQUENCY AS DETERMINED BY THE GEOTECHNICAL ENGINEER.
2. THE FIRST LIFT OF COMPACTED FILL (GENERALLY 8–12 IN.) SHALL BE TESTED AS DETERMINED BY THE GEOTECHNICAL ENGINEER. ANY AREAS SUPPORTING THE PROPOSED STRUCTURES REQUIRING FILL SHALL BE TESTED FOR DENSITY COMPLIANCE.
3. FILLS SHALL BE TESTED AT A MAXIMUM OF EACH TWELVE INCHES (12") OF FILL.
4. TEST RESULTS WILL BE PROVIDED BY THE FIELD TECHNICIAN TO THE CONTRACTOR WHEN POSSIBLE; HOWEVER, ALL TEST RESULTS ARE TO BE REVIEWED BY THE GEOTECHNICAL ENGINEER FOR COMPLIANCE. THE ENGINEER WILL NOTIFY THE CONTRACTOR OF ALL TEST RESULTS.

CUT/FILL LOTS
AREAS INVOLVING CUT ON THE PORTION AND FILL ON ANOTHER PORTION OF A SPECIFIC LOT SHALL BE PREPARED TO A MINIMUM DEPTH OF 6 IN., AND WILL BE THE SAME MATERIAL CLASSIFICATION AT THE SAME COMPACTION AND MOISTURE CONTENT. FIELD DENSITY TESTS SHALL BE REQUIRED ON EACH CUT/FILL LOT FOR THE PURPOSE OF DETERMINING UNIFORMITY OF THE AREA SUPPORTING THE PROPOSED STRUCTURES.
HUD 79–G
HUD 79–G REQUIREMENT FOR FILL MATERIAL OF 6 INCHES AND MORE WILL BE CONDUCTED. ALL CUT AREAS WILL ALSO MEET THE REQUIREMENTS FOR HUD 79–G COMPACTION TESTING. IN ADDITION, ENGINEERS MUST PROVIDE VERIFICATION OF ALL AREAS WHICH DO NOT REQUIRE HUD 79–G. AFTER SITE GRADING IS COMPLETED, GEO–TECHNICAL ENGINEER SHALL PROVIDE THE CONTRACTOR AND OWNER A 79–G LETTER.

DRAINAGE NOTE
FINISHED FLOOR ELEVATIONS
THE ELEVATION OF THE LOWEST FLOOR SHALL BE AT LEAST 10 INCHES ABOVE THE FINISHED GRADE OF THE SURROUNDING GROUND, WHICH SHALL BE SLOPED IN A FASHION SO AS TO DIRECT STORMWATER AWAY FROM THE STRUCTURE. PROPERTIES ADJACENT TO STORMWATER CONVEYANCE STRUCTURES MUST HAVE FLOOR SLAB ELEVATION OR BOTTOM OF FLOOR JOISTS A MINIMUM OF ONE FOOT ABOVE THE 100–YEAR WATER FLOW ELEVATION IN THE STRUCTURE. DRIVEWAYS SERVING HOUSES ON THE DOWNHILL SIDE OF THE STREET SHALL HAVE A PROPERLY SIZED CROSS SWALE PREVENTING RUNOFF FROM ENTERING THE GARAGE.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600
HMT ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

03/28/2024

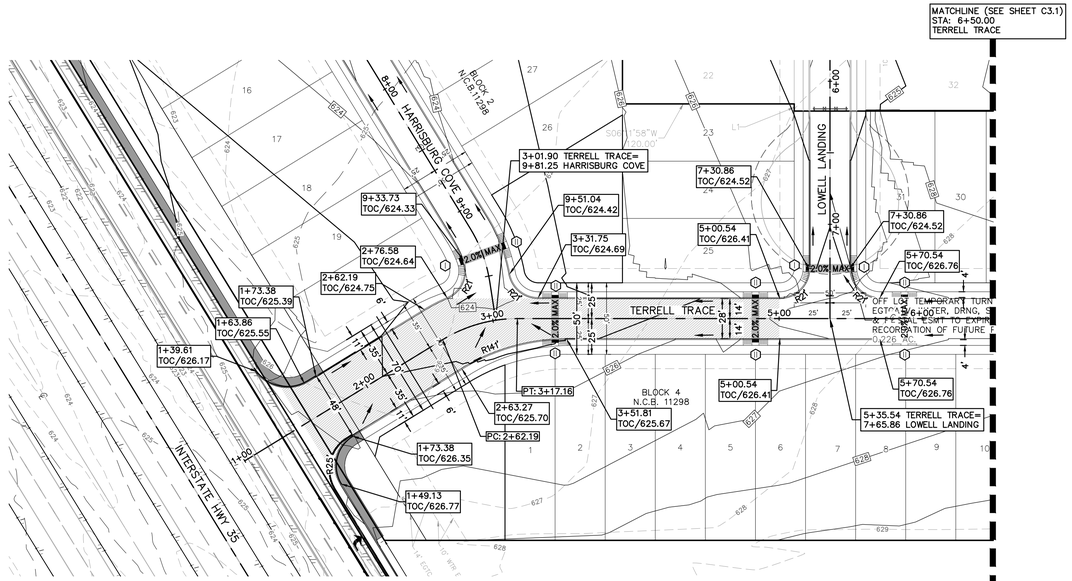
GRADING DETAILS
SOMERSET GROVE, UNIT 4
SAN ANTONIO, TEXAS

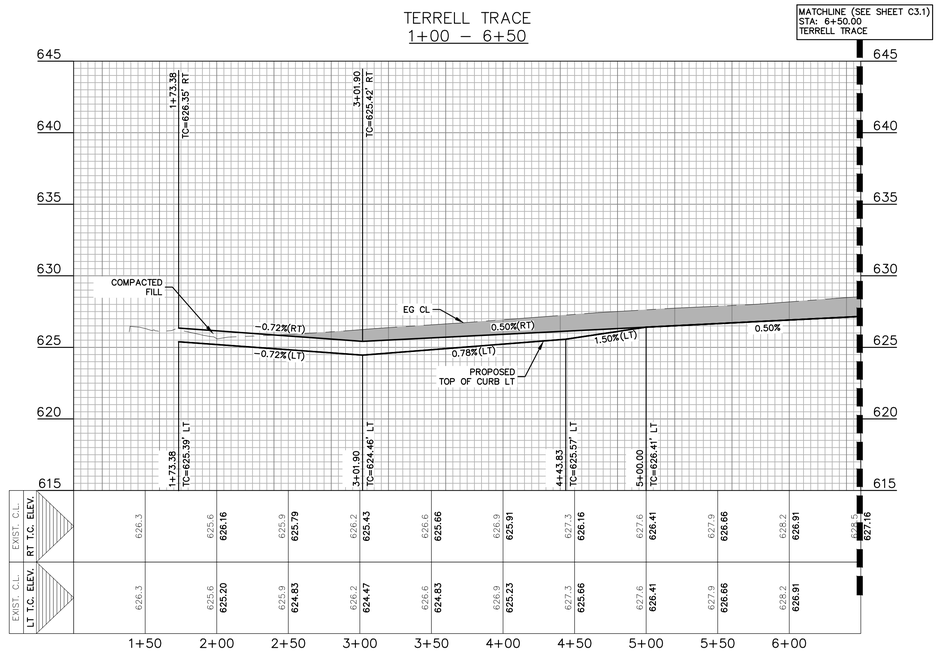
NO.	REVISION DESCRIPTION	REVISION DATE

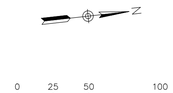
DATE: MARCH 2024
DRAWN BY: RR
DESIGNED BY: MTA
REVIEWED BY: ESP
HMT PROJECT NO.: 337.060

SHEET
C2.2

LAND-PLAT 22-11800345







LEGEND

- 700 — EXISTING CONTOURS
- 700 — PROPOSED CONTOURS
- B.L. — BUILDING SETBACK LINE
- U.E. — UTILITY EASEMENT
- D.E. — DRAINAGE EASEMENT
- A.D.A. RAMP
- FLOW ARROW
- WASHOUT CROWN AREAS
- SPILL CURB
- EXISTING GROUND LEFT (EG LT)
- EXISTING GROUND RIGHT (EG RT)
- EXISTING GROUND CENTER (EG CTR)
- PROPOSED TOP OF CURB (PR TC)
- 2.0% MAX — ACCESSIBLE CROSSING AREA CONTRACTOR TO ENSURE MAX 2% CROSS SLOPE IN THESE AREAS
- SIDEWALK RAMP TYPE TO BE CONSTRUCTED AT TIME OF STREET CONSTRUCTION (SEE DETAIL SHEET **C3.7**)
- SIDEWALK TO BE CONSTRUCTED BY SITE DEVELOPMENT CONTRACTOR

NOTES

1. IN WASHOUT CROWN AREAS, THE CURB ON THE HIGH SIDE OF THE STREET SHOULD BE SPILL CURB AS DESIGNATED ON THE PLANS.
2. CONTRACTOR TO CONSTRUCT SIDEWALK RAMPS WITH STREETS.
3. CONTRACTOR TO ENSURE POSITIVE DRAINAGE AWAY FROM STREET STUB OUT ENDS SO THAT NO "PONDING" OF WATER OCCURS.

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24–HOURS PRIOR TO COMMENCING CONSTRUCTION.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT
ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

03/28/2024

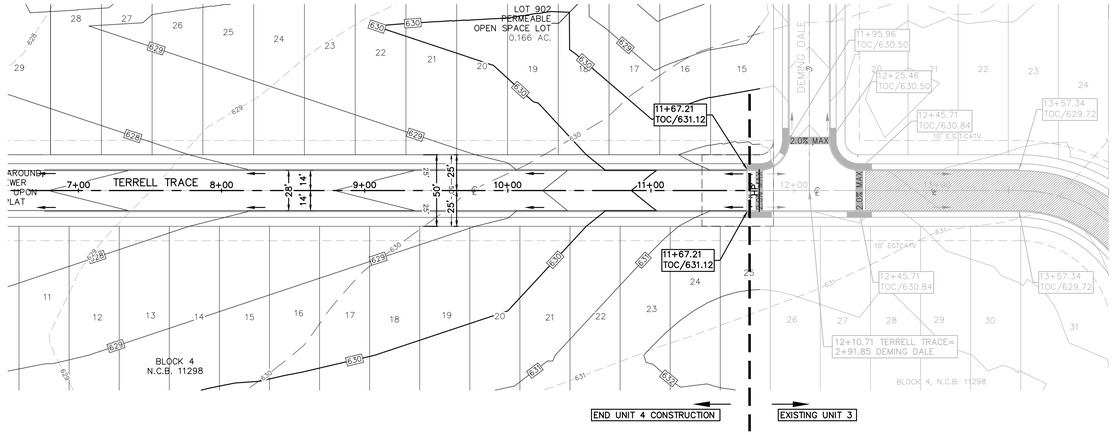
TERRELL TRACE PLAN & PROFILE (1 OF 2)
SOMERSET GROVE, UNIT 4
SAN ANTONIO, TEXAS

NO.	REVISION DESCRIPTION	REVISION DATE

DATE: MARCH 2024
DRAWN BY: RR
DESIGNED BY: MTA
REVIEWED BY: ESP
HMT PROJECT NO.: 337.060

SHEET
C3.0

LAND-PLAT 22-11800345

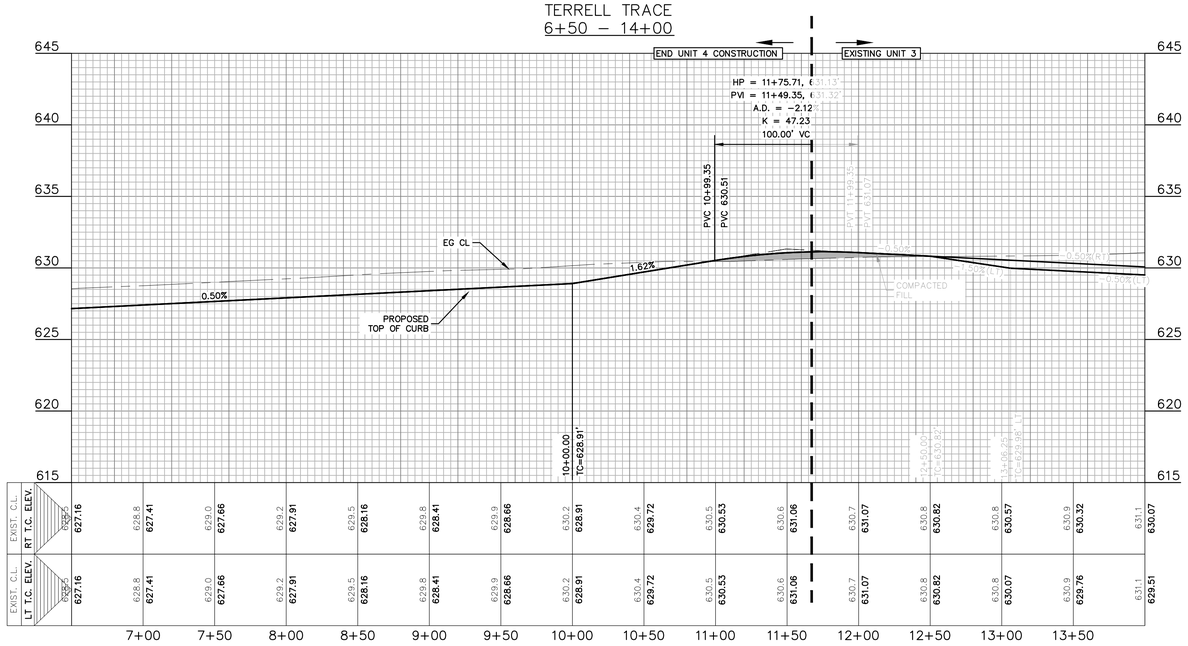


LEGEND

700	EXISTING CONTOURS
700	PROPOSED CONTOURS
B.L.	BUILDING SETBACK LINE
U.E.	UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
	A.D.A. RAMP
	FLOW ARROW
	WASHOUT CROWN AREAS
	SPILL CURB
	EXISTING GROUND LEFT (EG LT)
	EXISTING GROUND RIGHT (EG RT)
	EXISTING GROUND CENTER (EG CTR)
	PROPOSED TOP OF CURB (PR TC)
2.0% MAX	ACCESSIBLE CROSSING AREA CONTRACTOR TO ENSURE MAX 2% CROSS SLOPE IN THESE AREAS
6	SIDEWALK RAMP TYPE TO BE CONSTRUCTED AT TIME OF STREET CONSTRUCTION (SEE DETAIL SHEET **C3.7**)
	SIDEWALK TO BE CONSTRUCTED BY SITE DEVELOPMENT CONTRACTOR

NOTES

1. IN WASHOUT CROWN AREAS, THE CURB ON THE HIGH SIDE OF THE STREET SHOULD BE SPILL CURB AS DESIGNATED ON THE PLANS.
2. CONTRACTOR TO CONSTRUCT SIDEWALK RAMPS WITH STREETS.
3. CONTRACTOR TO ENSURE POSITIVE DRAINAGE AWAY FROM STREET STUB OUT ENDS SO THAT NO "PONDING" OF WATER OCCURS.



THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24-HOURS PRIOR TO COMMENCING CONSTRUCTION.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT
ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

03/28/2024

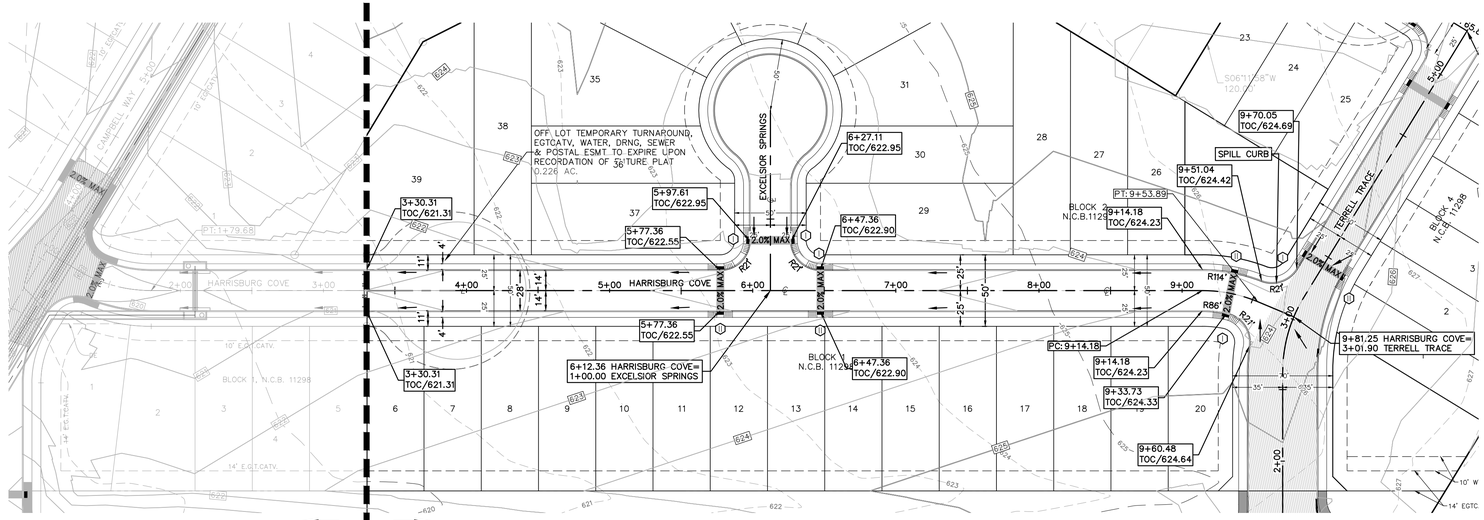
TERRELL TRACE PLAN & PROFILE (2 OF 2)
SOMERSET GROVE, UNIT 4
SAN ANTONIO, TEXAS

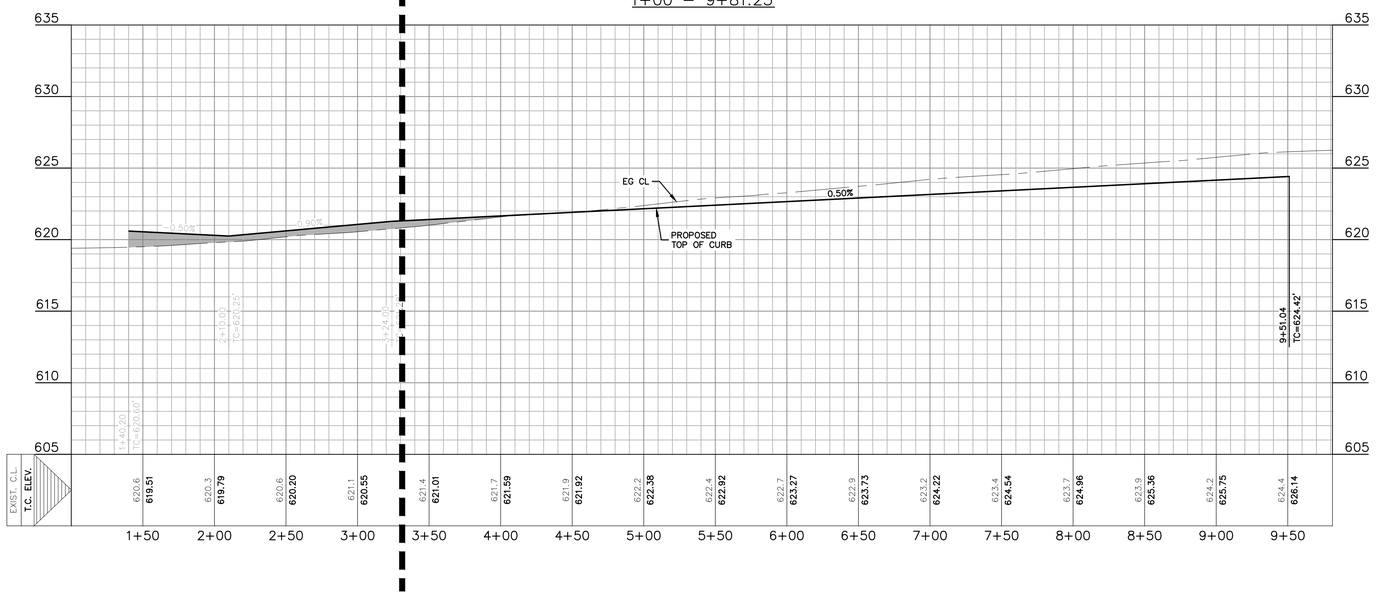
NO.	REVISION DESCRIPTION	REVISION DATE

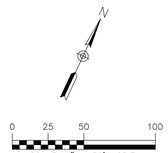
DATE: MARCH 2024
DRAWN BY: RR
DESIGNED BY: MTA
REVIEWED BY: ESP
HMT PROJECT NO.: 337.060

SHEET
C3.1

LAND-PLAT 22-11800345







LEGEND

- 700 — EXISTING CONTOURS
- 700 — PROPOSED CONTOURS
- B.L. — BUILDING SETBACK LINE
- U.E. — UTILITY EASEMENT
- D.E. — DRAINAGE EASEMENT
- A.D.A. RAMP
- FLOW ARROW
- WASHOUT CROWN AREAS
- SPILL CURB
- EXISTING GROUND LEFT (EG LT)
- EXISTING GROUND RIGHT (EG RT)
- EXISTING GROUND CENTER (EG CTR)
- PROPOSED TOP OF CURB (PR TC)
- 2.0% MAX — ACCESSIBLE CROSSING AREA CONTRACTOR TO ENSURE MAX 2% CROSS SLOPE IN THESE AREAS
- SIDEWALK RAMP TYPE TO BE CONSTRUCTED AT TIME OF STREET CONSTRUCTION (SEE DETAIL SHEET **C3.7**)
- SIDEWALK TO BE CONSTRUCTED BY SITE DEVELOPMENT CONTRACTOR

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24–HOURS PRIOR TO COMMENCING CONSTRUCTION.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT
ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

03/28/2024

HARRISBURG COVE PLAN & PROFILE SOMERSET GROVE, UNIT 4

SAN ANTONIO, TEXAS

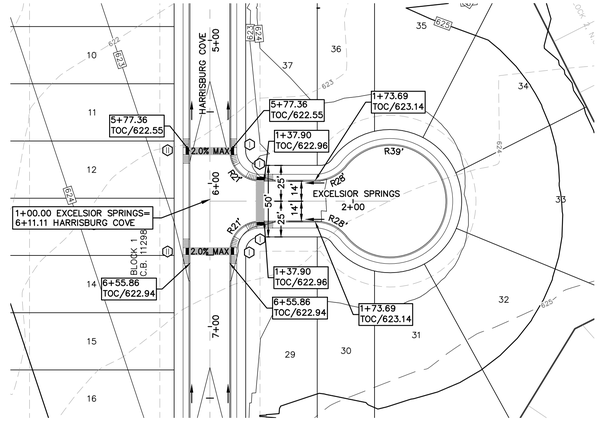
NO.	REVISION DESCRIPTION	REVISION DATE

DATE: MARCH 2024
DRAWN BY: RR
DESIGNED BY: MTA
REVIEWED BY: ESP
HMT PROJECT NO.: 337.060

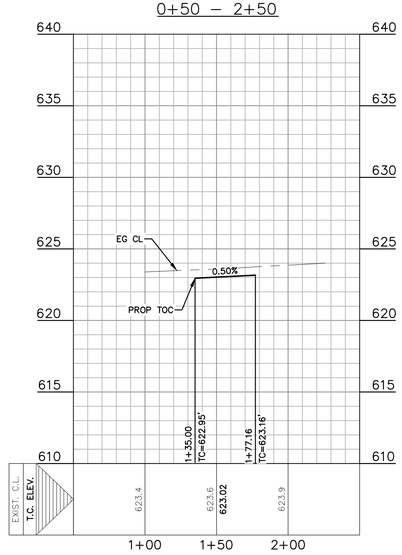
SHEET

C3.2

LAND-PLAT 22-11800345



EXCELSIOR SPRINGS
0+50 – 2+50



LEGEND

700	EXISTING CONTOURS
700	PROPOSED CONTOURS
B.L.	BUILDING SETBACK LINE
U.E.	UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
	A.D.A. RAMP
	FLOW ARROW
	WASHOUT CROWN AREAS
	SPILL CURB
	EXISTING GROUND LEFT (EG LT)
	EXISTING GROUND RIGHT (EG RT)
	EXISTING GROUND CENTER (EG CTR)
	PROPOSED TOP OF CURB (PR TC)
2.0% MAX	ACCESSIBLE CROSSING AREA CONTRACTOR TO ENSURE MAX 2% CROSS SLOPE IN THESE AREAS
	SIDEWALK RAMP TYPE TO BE CONSTRUCTED AT TIME OF STREET CONSTRUCTION (SEE DETAIL SHEET **C3.7**)
	SIDEWALK TO BE CONSTRUCTED BY SITE DEVELOPMENT CONTRACTOR

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24–HOURS PRIOR TO COMMENCING CONSTRUCTION.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT
ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

03/28/2024

EXCELSIOR SPRINGS
PLAN & PROFILE
SOMERSET GROVE, UNIT 4
SAN ANTONIO, TEXAS

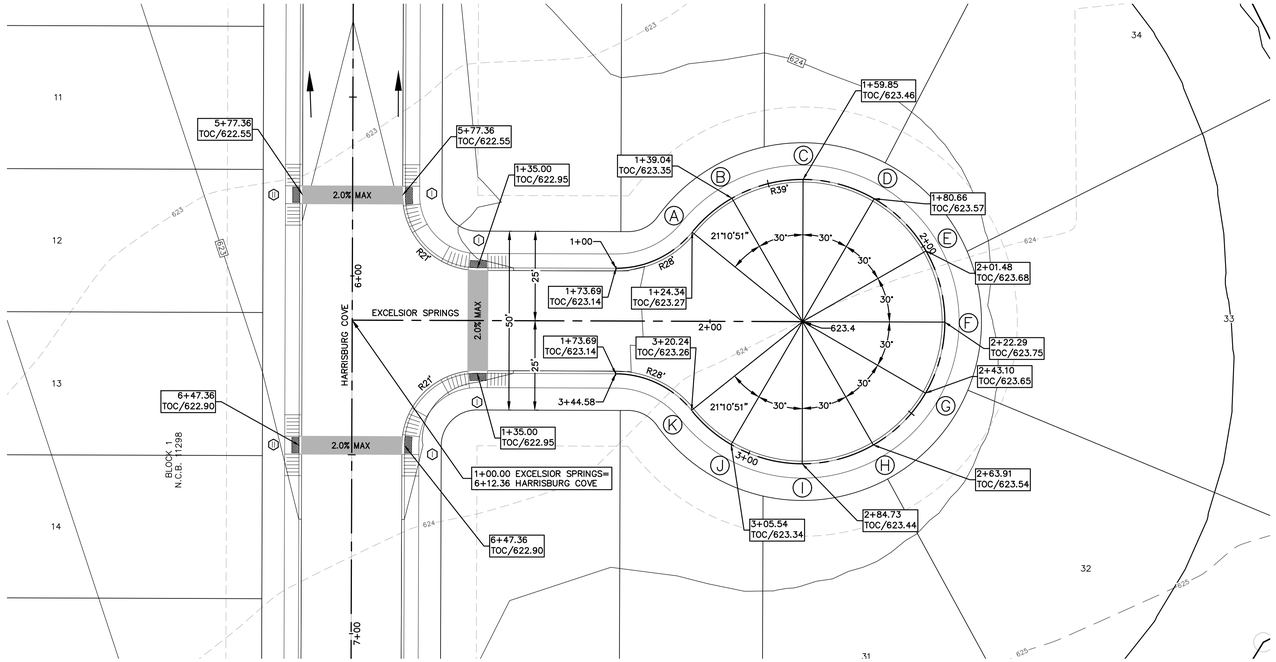
NO.	REVISION DESCRIPTION	REVISION DATE

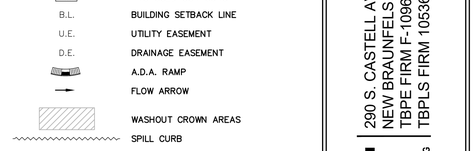
DATE: MARCH 2024
DRAWN BY: RR
DESIGNED BY: MTA
REVIEWED BY: ESP
HMT PROJECT NO.: 337.060

SHEET
C3.3

Drawing Name: M:_Projects\337 – Lennar Homes\060 Somerset Grove Unit 4\02a\337.060 – EXCELSIOR SPGS PAP.dwg User: matta Mar 28, 2024 – 12:45pm

LAND-PLAT 22-11800345

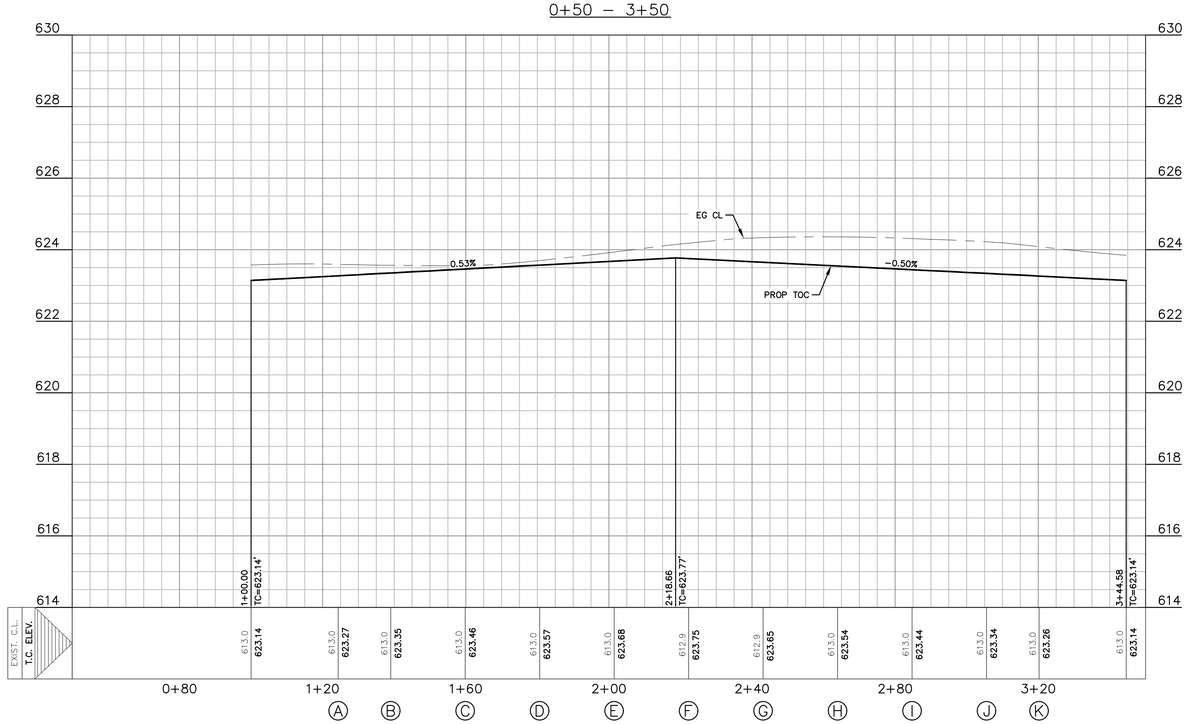




LEGEND

700	EXISTING CONTOURS
700	PROPOSED CONTOURS
B.L.	BUILDING SETBACK LINE
U.E.	UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
	A.D.A. RAMP
	FLOW ARROW
	WASHOUT CROWN AREAS
	SPILL CURB
	EXISTING GROUND LEFT (EG LT)
	EXISTING GROUND RIGHT (EG RT)
	EXISTING GROUND CENTER (EG CTR)
	PROPOSED TOP OF CURB (PR TC)
2.0% MAX	ACCESSIBLE CROSSING AREA CONTRACTOR TO ENSURE MAX 2% CROSS SLOPE IN THESE AREAS
①	SIDEWALK RAMP TYPE TO BE CONSTRUCTED AT TIME OF STREET CONSTRUCTION (SEE DETAIL SHEET **C3.7**)
	SIDEWALK TO BE CONSTRUCTED BY SITE DEVELOPMENT CONTRACTOR

EXCELSIOR SPGS. SAC
0+50 – 3+50



THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24–HOURS PRIOR TO COMMENCING CONSTRUCTION.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT
ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

03/28/2024

CUL-DE-SAC PLAN & PROFILE

SOMERSET GROVE, UNIT 4

SAN ANTONIO, TEXAS

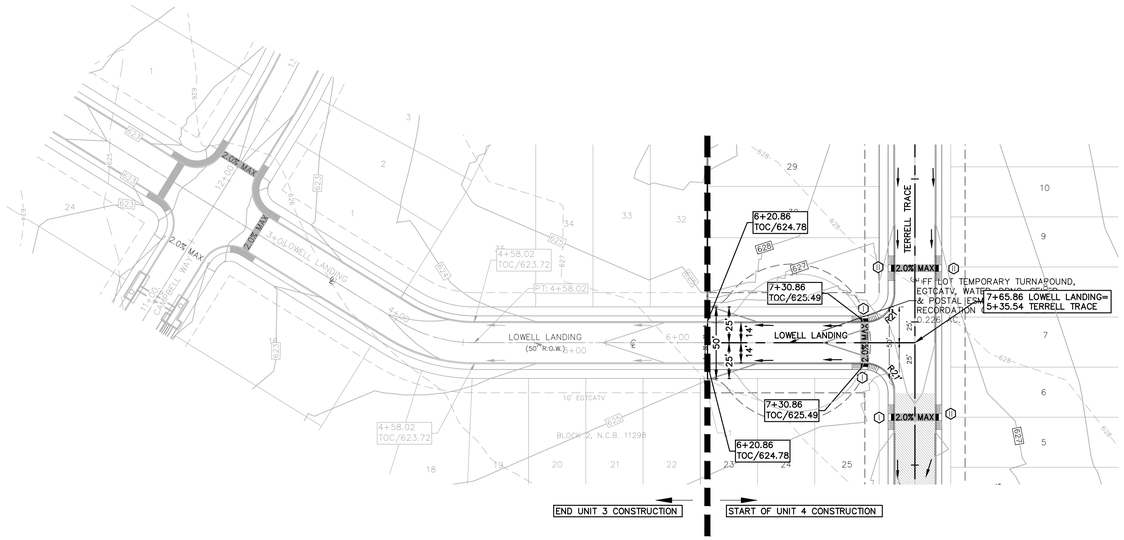
NO.	REVISION DESCRIPTION	REVISION DATE

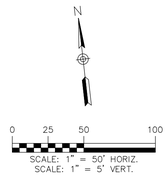
DATE:	MARCH 2024
DRAWN BY:	RR
DESIGNED BY:	MTA
REVIEWED BY:	ESP
HMT PROJECT NO.:	337.060

SHEET

C3.4

LAND-PLAT 22-11800345





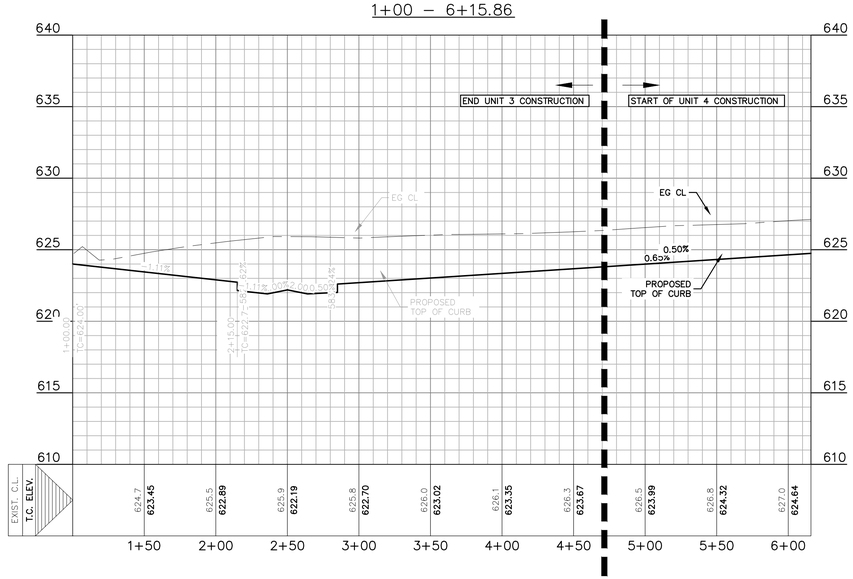
LEGEND

- EXISTING CONTOURS
- PROPOSED CONTOURS
- B.L. BUILDING SETBACK LINE
- U.E. UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- A.D.A. RAMP
- FLOW ARROW
- WASHOUT CROWN AREAS
- SPILL CURB
- EXISTING GROUND LEFT (EG LT)
- EXISTING GROUND RIGHT (EG RT)
- EXISTING GROUND CENTER (EG CTR)
- PROPOSED TOP OF CURB (PR TC)
- 2.0% MAX — ACCESSIBLE CROSSING AREA CONTRACTOR TO ENSURE MAX 2% CROSS SLOPE IN THESE AREAS
- SIDEWALK RAMP TYPE TO BE CONSTRUCTED AT TIME OF STREET CONSTRUCTION (SEE DETAIL SHEET **C3.7**)
- SIDEWALK TO BE CONSTRUCTED BY SITE DEVELOPMENT CONTRACTOR

NOTES

1. IN WASHOUT CROWN AREAS, THE CURB ON THE HIGH SIDE OF THE STREET SHOULD BE SPILL CURB AS DESIGNATED ON THE PLANS.
2. CONTRACTOR TO CONSTRUCT SIDEWALK RAMPS WITH STREETS.
3. CONTRACTOR TO ENSURE POSITIVE DRAINAGE AWAY FROM STREET STUB OUT ENDS SO THAT NO "PONDING" OF WATER OCCURS.

LOWELL LANDING
1+00 – 6+15.86



THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24–HOURS PRIOR TO COMMENCING CONSTRUCTION.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT
ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

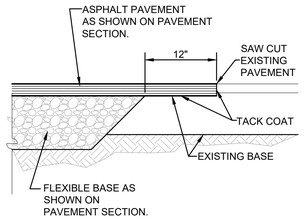
03/28/2024

LOWELL LANDING
PLAN & PROFILE
SOMERSET GROVE, UNIT 4
SAN ANTONIO, TEXAS

NO.	REVISION DESCRIPTION	REVISION DATE

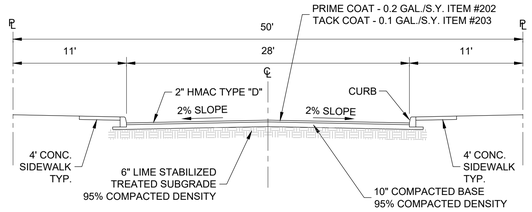
DATE:	MARCH 2024
DRAWN BY:	RR
DESIGNED BY:	MTA
REVIEWED BY:	ESP
HMT PROJECT NO.:	337.060

SHEET
C3.5



NEW PAVEMENT TO EXISTING

NOT TO SCALE



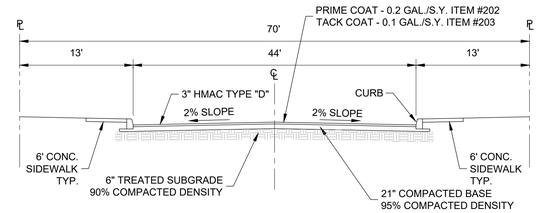
FLEXIBLE PAVEMENTS	
PAVEMENT MATERIAL	
TYPE "D" HMAC	2"
CRUSHED LIMESTONE FLEXIBLE BASE, IN.	10"
COMPACTED SUBGRADE	-
LIME SUBGRADE	6"
ACTUAL STRUCTURAL NUMBER	2.28

FROM PAGES 15-16 OF GEOTECHNICAL STUDY PERFORMED BY AMIT BAKANE DATED MAY 18, 2020

THE GEOTECHINCAL ENGINEER, OR THEIR APPOINTED REPRESENTATIVE, SHALL OBSERVE PROOF-ROLLING OF THE SUBGRADE SOIL. REFER TO GEOTECHNICAL ENGINEERING REPORT WHEN SUBGRADE IS FOUND TO BE NON-COMPRESSIBLE OR WHEN COMPACTION CANNOT BE ACHIEVED.

LOCAL TYPE A WITHOUT BUS TRAFFIC
TYPICAL STREET CROSS SECTION (28' PAVEMENT)

NOT TO SCALE



FLEXIBLE PAVEMENTS	
PAVEMENT MATERIAL	
TYPE "D" HMAC	3"
CRUSHED LIMESTONE FLEXIBLE BASE, IN.	21"
COMPACTED SUBGRADE	-
LIME SUBGRADE	6"
ACTUAL STRUCTURAL NUMBER	4.26

FROM PAGES 15-16 OF GEOTECHNICAL STUDY PERFORMED BY AMIT BAKANE DATED MAY 18, 2020

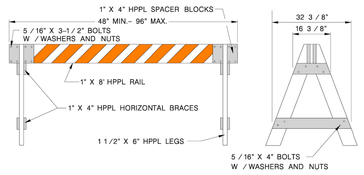
THE GEOTECHINCAL ENGINEER, OR THEIR APPOINTED REPRESENTATIVE, SHALL OBSERVE PROOF-ROLLING OF THE SUBGRADE SOIL. REFER TO GEOTECHNICAL ENGINEERING REPORT WHEN SUBGRADE IS FOUND TO BE NON-COMPRESSIBLE OR WHEN COMPACTION CANNOT BE ACHIEVED.

COLLECTOR
TYPICAL STREET CROSS SECTION (44' PAVEMENT)

NOT TO SCALE

NOTE: PER CODE, THE COLLECTOR PAVEMENT DESIGN REQUIREMENTS ARE ONLY TO MEET THOSE OF A LOCAL A WITH BUS TRAFFIC. THE COLLECTOR SECTION WAS USED TO TRANSITION FROM A MINOR ARTERIAL TO A LOCAL A, BUT WILL NOT HANDLE THE ESAL LOADING OF A TYPICAL COLLECTOR.

TYPE I BARRICADE



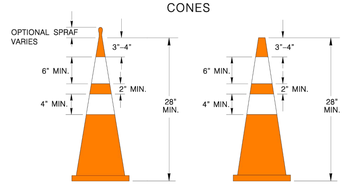
1.) Only the following Type I barricade shall be used in the City of San Antonio Right–Of–Way:
- A. 1" x 8" plastic rail with 2" x 6" wooden legs.
- B. 1" x 8" wooden rail with plastic legs.
- C. 1" x 8" wooden rail with 2" x 6" wood legs.
- D. No screws allowed for assembly of A–legs or rail.
- E. Warning lights will be used as directed by the Traffic Engineer.
- F. All Type I (4') barricades will be a minimum of 36" high and 60" wide. (For Construction Use Only)
- G. All Type I (8') barricades with wooden legs shall be 2" X 6" wood only.
- H. All Type I (4') barricades with wooden legs shall be 1" X 8" wood only.

2.) Type I Barricades shall not be used for partial and total street closures in construction work zones. Only Type III barricades shall be used for this purpose.

3.) Warning lights shall not be mounted on Type I barricades.

(See TxDOT BC–03 Sheets for specific construction information)

CONES

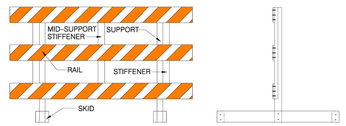


1.) Base for 28" high cones must weigh at least 9.5 lbs.

2.) Night time cones must have reflective collars.

(See TxDOT BC–03 Sheets for specific construction information)

Type III BARRICADE



1.) Only the following Type III barricade shall be used in the City of San Antonio Right–Of–Way.
- A. Hollow polyvinyl or fiberglass tubing post with 1" X 8" wooden rails.
- B. Hollow polyvinyl or fiberglass tubing post with plastic rails.
- C. Skids must be wood or solid plastic only.
- D. Warning lights shall not be mounted on Type III barricades.

(See TxDOT BC–03 Sheets for specific construction information)

TEMPORARY MARKINGS

1.) Solid double yellow painted lines shall be installed for temporary division of traffic or construction duration longer than five (5) days, with repainting to occur once monthly or at the discretion of the Traffic Engineer. (All cost of upkeep will be at the contractor's expense.)

2.) Solid double yellow tabs, or V-P panels shall be installed for temporary division of traffic for construction duration less than five (5) days, with re–tabbing to occur at the discretion of the Traffic Engineer.
NAILS SHALL NOT BE USED TO FIX TABS TO CEMENT OR BASE
(All cost of upkeep will be at the contractor's expense.)

(See TxDOT BC–03 Sheets for specific construction information.)

TEMPORARY CONCRETE BARRIER

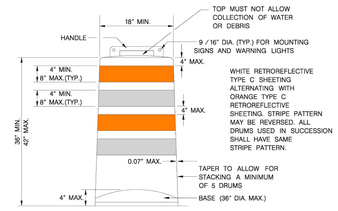
1.) All concrete barriers placed on City R.O.W. shall be low profile.

2.) No high profile barriers will be allowed.

3.) Reflectors will be required on each concrete barrier.

(See TxDOT BC–03 Sheets for specific construction information)

PLASTIC DRUMS



1.) Drums and all related items shall comply with the requirements of the current version of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and the "Compliant Work Zone Traffic Control Devices List" (CWZTCD).

2.) Drums, bases, and related materials shall exhibit good workmanship and shall be free from objectionable marks or defects that would adversely affect their appearance or serviceability.

3.) The Engineer/Inspector shall provide written notice to the Contractor regarding the replacement of drums or other traffic control devices. The Contractor shall have a maximum of 24 hours to replace any plastic drums or other traffic control devices identified for replacement by the Engineer/Inspector. The replacement device must be an approved device.

4.) Each drum must have a 40 lb. rubber or plastic snap on.

5.) No signs larger than 18" X 24" will be allowed to be mounted on plastic drums.

6.) No warning lights will be allowed to be mounted on plastic barrels.

7.) In lieu of a warning light, a yellow reflector will be acceptable.

(See TxDOT BC–03 Sheets for specific construction information)

JUNE 2005

CITY OF SAN ANTONIO
DEPARTMENT OF PUBLIC WORKS

TRAFFIC STANDARDS

BARRICADE AND CONSTRUCTION STANDARDS
SHEET 3 OF 4

THE ORIGINAL OF THIS DRAWING WAS SIGNED AND SEALED BY JOHN D.FREBELE, #48284 ON 08-30-05 AND IS ON FILE WITH THE TRAFFIC ENGINEERING DIVISION OF THE PUBLIC WORKS DEPARTMENT, CITY OF SAN ANTONIO.

℄ SUBMITTAL | PROJECT NO.: | DATE:
DRAWN BY: A.F.G. | DSGN BY: E.N.M. | CHKD BY: J.D.F./E.N.M. | SHEET NO.: | OF:

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

03/28/2024

STREET DETAILS (1 OF 3)
SOMERSET GROVE, UNIT 4

SAN ANTONIO, TEXAS

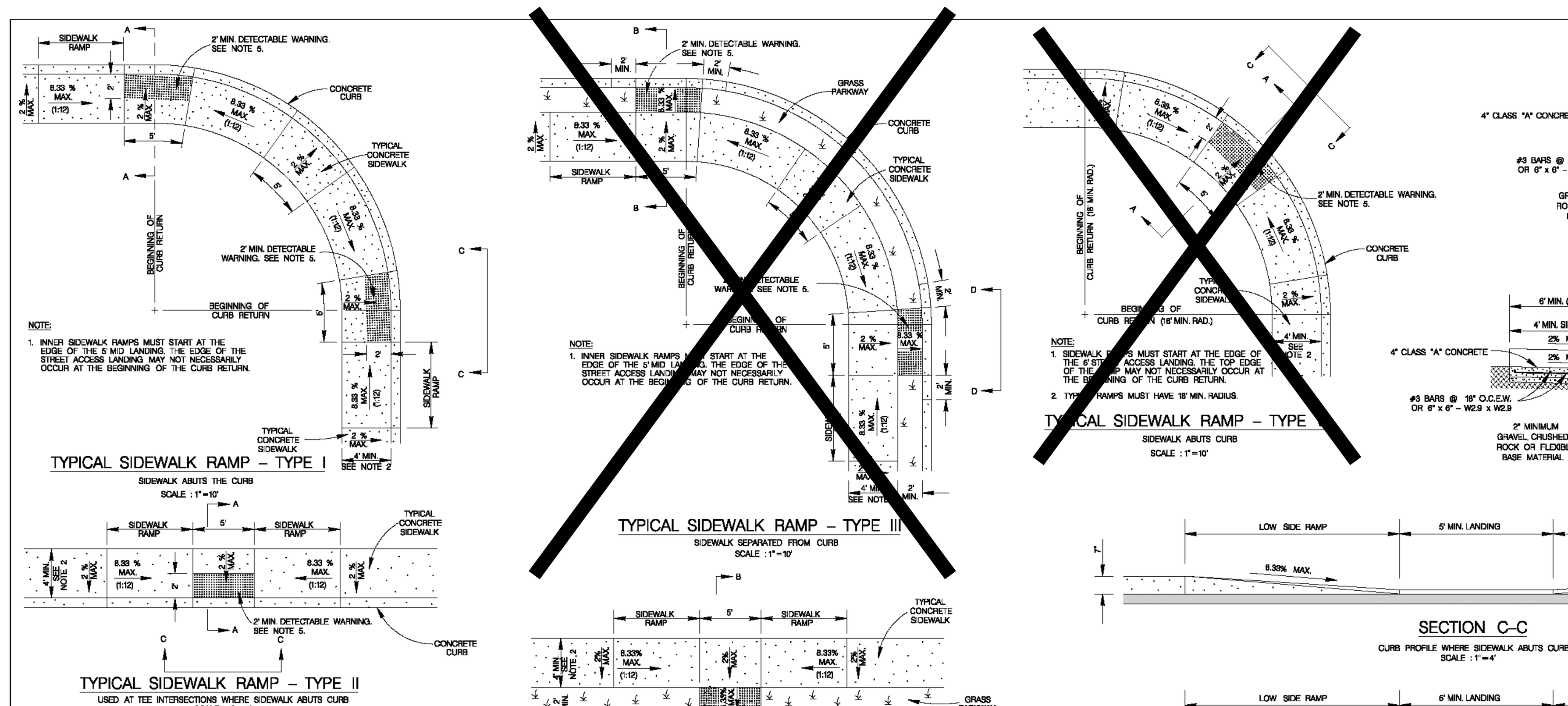
NO.	REVISION DESCRIPTION	REVISION DATE

DATE: MARCH 2024
DRAWN BY: RR
DESIGNED BY: MTA
REVIEWED BY: ESP
HMT PROJECT NO.: 337.060

SHEET
C3.6

Drawing Name: M:_Projects\337 - Lennar Homes\060 Somerset Grove Unit 4\(2dx)\337.060 - STREET DETAILS.dwg User: mstis Mar 28, 2024 - 12:47pm

LAND-PLAT 22-11800345



TYPICAL SIDEWALK RAMP – TYPE I
SIDEWALK ABUTS THE CURB
SCALE : 1"=10'

NOTE:
1. INNER SIDEWALK RAMPS MUST START AT THE EDGE OF THE 5' MID LANDING. THE EDGE OF THE STREET ACCESS LANDING MAY NOT NECESSARILY OCCUR AT THE BEGINNING OF THE CURB RETURN.

TYPICAL SIDEWALK RAMP – TYPE II
USED AT TEE INTERSECTIONS WHERE SIDEWALK ABUTS CURB
SCALE : 1"=10'

TYPICAL SIDEWALK RAMP – TYPE III
SIDEWALK SEPARATED FROM CURB
SCALE : 1"=10'

TYPICAL SIDEWALK RAMP – TYPE V
SIDEWALK ABUTS CURB
SCALE : 1"=10'

TYPICAL SIDEWALK RAMP – TYPE IV
USED AT TEE INTERSECTIONS WHERE SIDEWALK IS SEPARATED FROM CURB
SCALE : 1"=10'

SECTION A–A
SCALE : 1"=4'

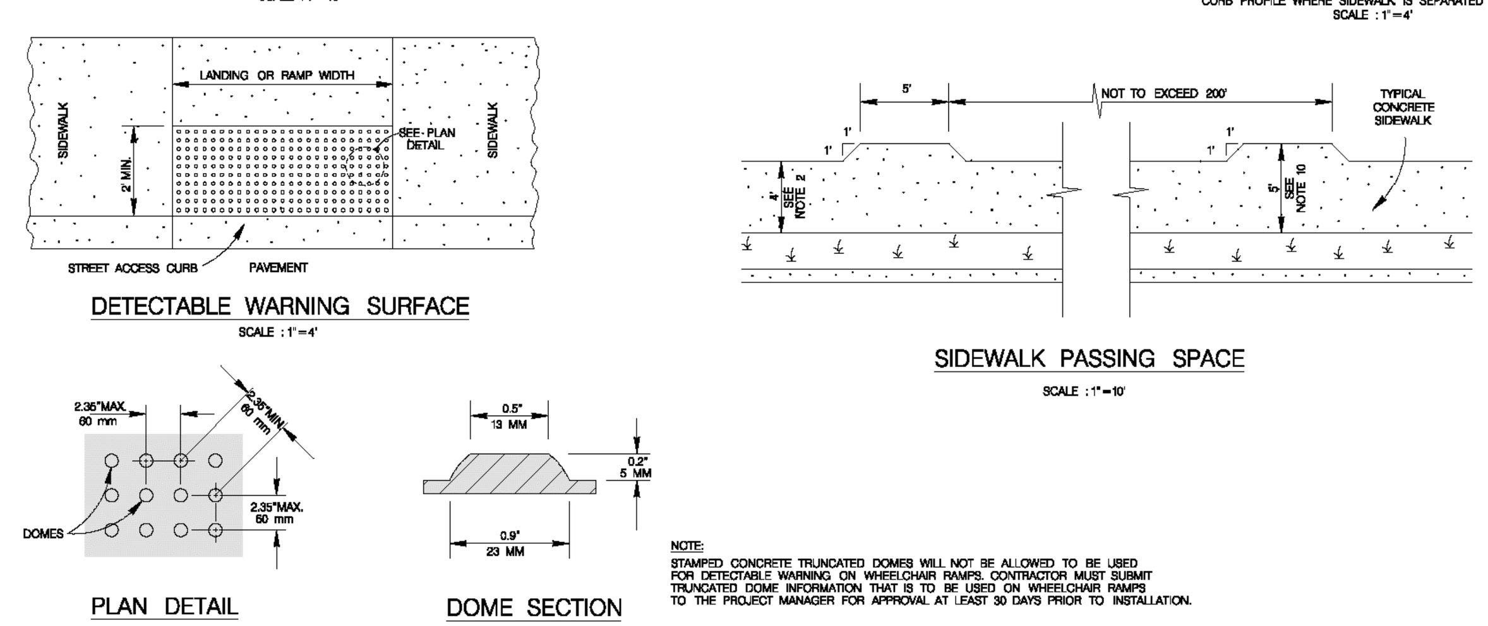
SECTION B–B
SCALE : 1"=4'

SECTION C–C
CURB PROFILE WHERE SIDEWALK ABUTS CURB
SCALE : 1"=4'

SECTION D–D
CURB PROFILE WHERE SIDEWALK IS SEPARATED FROM CURB
SCALE : 1"=4'

GENERAL NOTES

1. WHEN POSSIBLE SIDEWALKS SHOULD BE PLACED NEXT TO THE PROPERTY LINE, ALLOWING A MININMUM OF 1 FOOT BUFFER. DEVIATION OF THE PATHWAY FROM A STRAIGHT LINE IS ENCOURAGED TO AVOID TREES OR OTHER OBSTRUCTIONS.
2. FOR LOCAL TYPE "A" STREETS, SIDEWALKS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4' AND IF SEPARATED FROM THE CURB, THE SIDEWALK SHALL BE LOCATED A MINIMUM OF 2' FROM THE BACK OF CURB.
3. FOR OTHER THAN LOCAL TYPE "A" STREETS, SIDEWALKS SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4' AND SEPARATED A MINIMUM OF 2' FROM THE BACK OF CURB OR AS AN OPTION, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 6' WHEN LOCATED AT THE BACK OF CURB.
4. SIDEWALK RAMP LENGTHS PRESENTED IN TABLE 1 ARE GUIDELINES ONLY. SIDEWALK RAMP LENGTHS SHALL BE OF SUFFICIENT LENGTH TO MAINTAIN 8.33% (1:12) MAXIMUM SLOPE.
5. ALL CURB-RAMPS OR LANDINGS ABUTTING THE CROSSWALK SHALL HAVE A DETECTABLE WARNING 24 INCHES DEEP (IN THE DIRECTION OF PEDESTRIAN TRAVEL) AND EXTENDING THE FULL WIDTH OF THE CURB RAMP OR LANDING. THE DETECTABLE WARNING SHALL CONSIST OF RAISED TRUNCATED DOMES, ALIGNED IN A GRID PATTERN WITH A DIAMETER OF A NOMINAL 0.9 INCHES (23 MM), A HEIGHT OF NOMINAL 0.2 INCHES (5 MM) AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 INCHES (60 MM). THE DETECTABLE WARNING SURFACE SHALL BE A CAST-IN-PLACE TILE CONFORMING TO THE CITY OF SAN ANTONIO STANDARD SPECIFICATIONS OR PAVERS CONFORMING TO TXDOT STANDARD PED-05, PEDESTRIAN FACILITIES.
6. DETECTABLE WARNINGS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE.
7. SIDEWALK RAMP TYPE V SHALL BE USED ONLY WHERE THERE IS SIGNIFICANT RESTRICTION WITHIN THE PARKWAY TO CONSTRUCT TYPE I OR TYPE III RAMPS.
8. CONSTRUCTION OF ALL WHEELCHAIR RAMPS TO BE INCLUDED UNDER ITEMS "500 – CONCRETE CURB, GUTTER, AND CONCRETE CURB AND GUTTER" AND / OR "502 – CONCRETE SIDEWALKS". RAMP SURFACE SHALL BE BRUSH FINISHED.
9. THESE DETAILS ARE FOR REFERENCE ONLY. ACTUAL LOCATIONS OF WHEELCHAIR RAMPS TO BE SHOWN ON CONSTRUCTION PLANS. CITY CONSTRUCTION INSPECTOR CAN ADJUST LOCATIONS FOR SAFETY OR UTILITY CLEARANCE.
10. SIDEWALKS LESS THAN 5 FEET IN WIDTH SHALL BE PROVIDED WITH A PASSING SPACE AT A MAXIMUM SPACING OF 200 FEET.
11. WHEELCHAIR RAMP SHALL BE CONSTRUCTED WITH 4" CLASS "A" CONCRETE AND 2" MINIMUM GRAVEL, CRUSHED ROCK OR FLEXIBLE BASE MATERIAL.
12. REINFORCING STEEL SHALL BE #3 BARS AT 18" O.C.E.W. OR 6" x 6" – W2.9 x W2.9 WIRE MESH.
13. SIDEWALK GRADES SHALL NOT EXCEED THE GRADE ESTABLISHED FOR THE ADJACENT ROADWAY, ANY SIDEWALK CONSTRUCTION THAT DEVIATES FROM THE NATURAL GRADE OF THE ROADWAY TO CREATE A GRADE STEEPER THAN THE EXISTING ROADWAY WILL REQUIRE RAMPS, HANDRAILS AND RESTING PLATFORMS TO BE CONSTRUCTED IN ACCORDANCE WITH ADA AND TAS STANDARDS.
14. SIDEWALK CROSS GRADE SHALL HAVE A MAXIMUM SLOPE OF 2%. LANDINGS SHALL HAVE A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
15. THE CHANGE OF GRADE BETWEEN ADJACENT SURFACES SHALL BE LESS THAN 11%. THE CHANGE OF GRADE SHALL BE DEFINED AS THE ALGEBRAIC DIFFERENCE OF THE ADJACENT SURFACE SLOPES. IN THE CASE OF A STREET ACCESS RAMP DESIGNED AT THE 8.33% MAXIMUM SLOPE, THE ADJACENT PAVEMENT CROSS SLOPE SHALL BE LESS THAN 2.67% (I.E. 8.33-(-2.67)=11). IN ADDITION, THE ADJACENT PAVEMENT CROSS SLOPE SHALL BE LESS THAN OR EQUAL TO 5%.
16. IF THE CHANGE OF GRADE BETWEEN ADJACENT SURFACES IS GREATER THAN OR EQUAL TO 11%, A LEVELING STRIP, 2 FEET IN LENGTH, SHALL BE PROVIDED TO TRANSITION THE ADJACENT SURFACES.
17. ADA COMPLIANCE IN ALTERATIONS INCLUDE ONLY THAT WORK WITHIN THE LIMITS, BOUNDARIES OR SCOPE OF A PLANNED PROJECT.
18. ALL CROSSWALKS SHALL HAVE A MAXIMUM CROSS SLOPE OF 2.0%.



DETECTABLE WARNING SURFACE
SCALE : 1"=4'

PLAN DETAIL
NO SCALE

DOME SECTION
NO SCALE

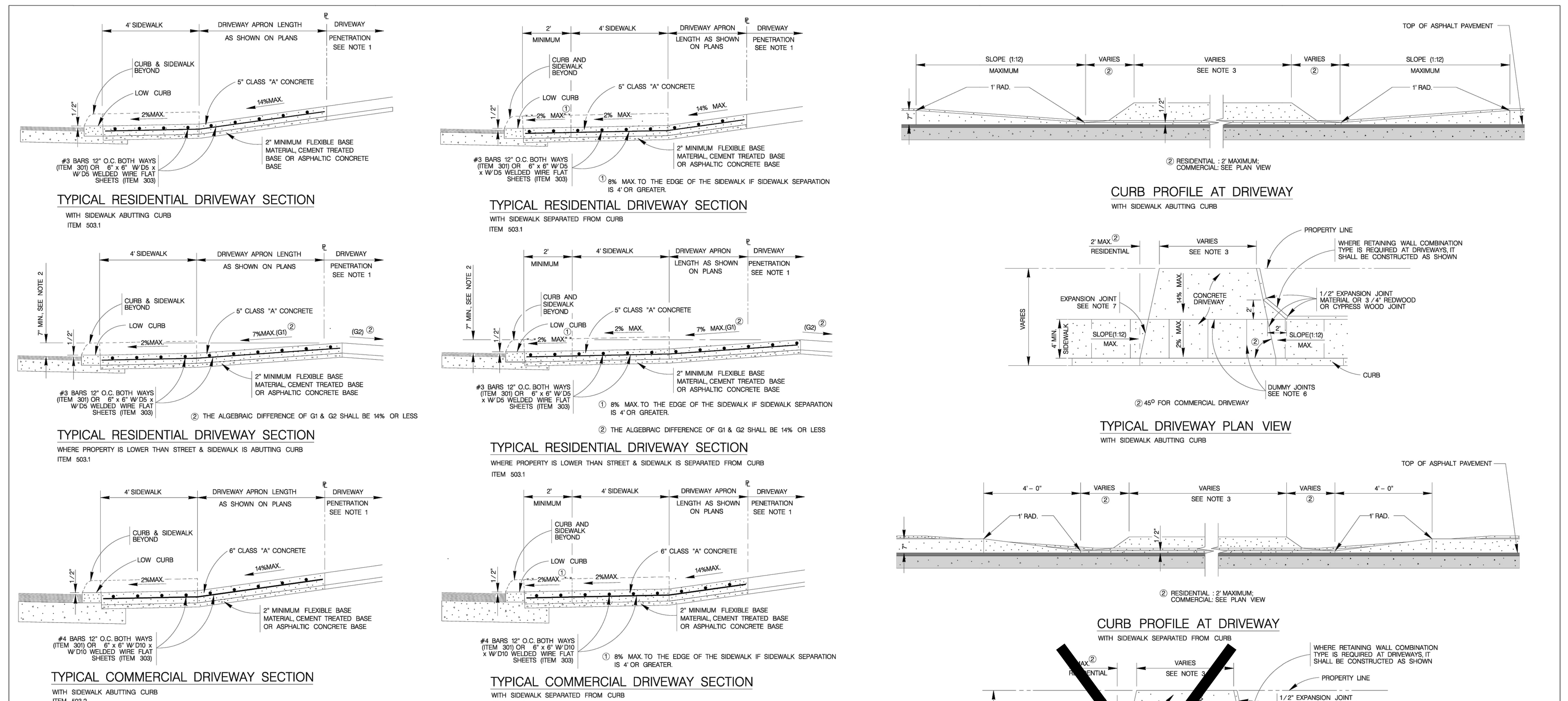
SIDEWALK PASSING SPACE
SCALE : 1"=10'

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

TABLE 1
(SEE NOTE 4)

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

MAY 2009
CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT
WHEELCHAIR RAMP STANDARDS
___% SUBMITTAL | PROJECT NO.:___ | DATE:___
DRWN. BY: V. VASQUEZ | DSGN. BY:___ | CHKD. BY: R.S. HOSSEINI, P.E. | SHEET NO.:___OF___



TYPICAL RESIDENTIAL DRIVEWAY SECTION
WITH SIDEWALK ABUTTING CURB
ITEM 503.1

TYPICAL RESIDENTIAL DRIVEWAY SECTION
WITH SIDEWALK SEPARATED FROM CURB
ITEM 503.1

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

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

TYPICAL COMMERCIAL DRIVEWAY SECTION
WITH SIDEWALK ABUTTING CURB
ITEM 503.2

TYPICAL COMMERCIAL DRIVEWAY SECTION
WITH SIDEWALK SEPARATED FROM CURB
ITEM 503.2

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

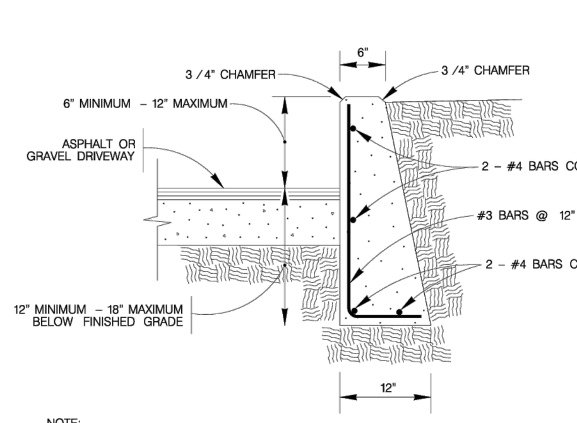
TYPICAL DRIVEWAY PLAN VIEW
WITH SIDEWALK SEPARATED FROM CURB

CONCRETE DRIVEWAY NOTES

1. DRIVEWAY PENETRATION REFERS TO A PORTION OF THE DRIVEWAY THAT MAY BE NECESSARY TO RECONSTRUCT WITHIN PRIVATE PROPERTY TO COMPLY WITH A MAXIMUM DRIVEWAY SLOPE. THIS PORTION OF THE DRIVEWAY SHALL BE PAID FOR UNDER THE FOLLOWING ITEMS AS MAY APPLY:
   A.) CONCRETE DRIVEWAY PAID FOR UNDER ITEM NO. 503.1 OR 503.2.
   B.) ASPHALTIC CONCRETE DRIVEWAY PAID FOR UNDER ITEM NO. 503.4 AND SHALL INCLUDE A MINIMUM OF 1" ASPHALT TYPE 'D' & 6" FLEXIBLE BASE
   C.) GRAVEL DRIVEWAY PAID FOR UNDER ITEM NO. 503.5 AND SHALL INCLUDE A MINIMUM OF 6" FLEXIBLE BASE
2. 7" MINIMUM HEIGHT WILL NOT NECESSARILY OCCUR AT THE PROPERTY LINE. IT MAY OCCUR WITHIN THE RIGHT OF WAY OR WITHIN THE DRIVEWAY PENETRATION ON PRIVATE PROPERTY.
3. THE PROPOSED DRIVEWAY SHOULD MATCH THE EXISTING WIDTH AT THE PROPERTY LINE BUT UNLESS AUTHORIZED BY THE CITY TRAFFIC ENGINEER, THE WIDTH SHALL BE WITHIN THE FOLLOWING VALUES:

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

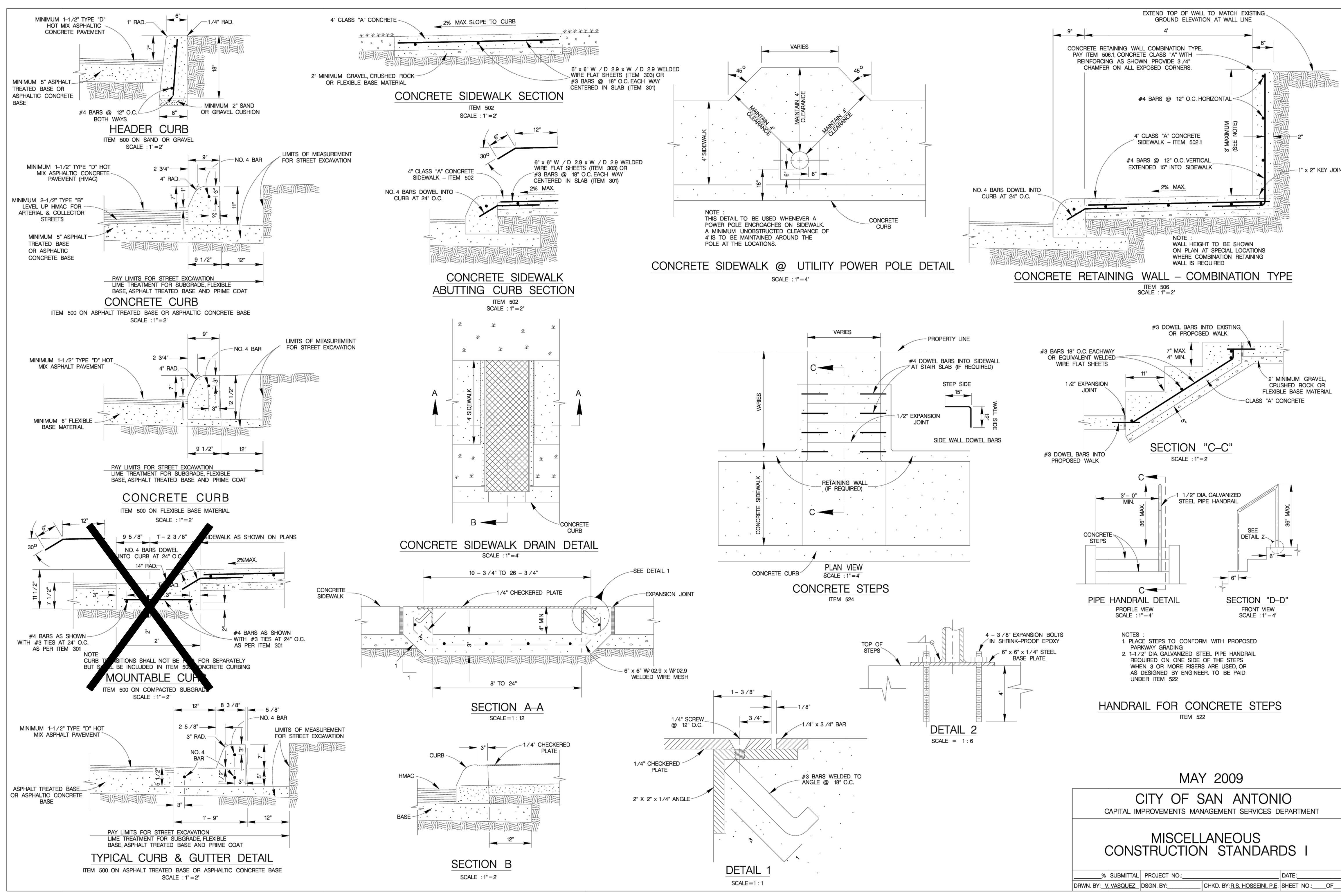
4. FOR LOCAL TYPE "A" STREETS, SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND IF SEPARATED FROM THE CURB, THE SIDEWALK SHALL BE LOCATED A MINIMUM OF 2' FROM THE BACK OF CURB.
5. FOR OTHER THAN LOCAL TYPE "A" STREETS, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND SEPARATED A MINIMUM OF 2' FROM THE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



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

DRIVEWAY – CONCRETE RETAINING WALL
ON COMPACTED SUBGRADE
ITEM 307.1

MAY 2009
CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT
CONCRETE DRIVEWAY STANDARDS
___% SUBMITTAL | PROJECT NO.:___ | DATE:___
DRWN. BY: V. VASQUEZ | DSGN. BY:___ | CHKD. BY: R.S. HOSSEINI, P.E. | SHEET NO.:___OF___



HEADER CURB
ITEM 500 ON SAND OR GRAVEL
SCALE : 1"=2'

CONCRETE CURB
ITEM 500 ON ASPHALT TREATED BASE OR ASPHALTIC CONCRETE BASE
SCALE : 1"=2'

CONCRETE CURB
ITEM 500 ON FLEXIBLE BASE MATERIAL
SCALE : 1"=2'

MOUNTABLE CURB
ITEM 500 ON COMPACTED SUBGRADE
SCALE : 1"=2'

TYPICAL CURB & GUTTER DETAIL
ITEM 500 ON ASPHALT TREATED BASE OR ASPHALTIC CONCRETE BASE
SCALE : 1"=2'

CONCRETE SIDEWALK SECTION
ITEM 502
SCALE : 1"=2'

CONCRETE SIDEWALK ABUTTING CURB SECTION
ITEM 502
SCALE : 1"=2'

CONCRETE SIDEWALK DRAIN DETAIL
SCALE : 1"=4'

SECTION A–A
SCALE=1 : 12

SECTION B
SCALE : 1"=2'

DETAIL 1
SCALE=1 : 1

CONCRETE SIDEWALK @ UTILITY POWER POLE DETAIL
SCALE : 1"=4'

NOTE :
THIS DETAIL TO BE USED WHENEVER A POWER POLE ENCROACHES ON SIDEWALK. A MINIMUM UNOBSTRUCTED CLEARANCE OF 4' IS TO BE MAINTAINED AROUND THE POLE AT THE LOCATIONS.

CONCRETE STEPS
ITEM 524

DETAIL 2
SCALE = 1 : 6

CONCRETE RETAINING WALL – COMBINATION TYPE
ITEM 506
SCALE : 1"=2'

NOTE :
WALL HEIGHT TO BE SHOWN ON PLAN AT SPECIAL LOCATIONS WHERE COMBINATION RETAINING WALL IS REQUIRED

SECTION "C–C"
SCALE : 1"=2'

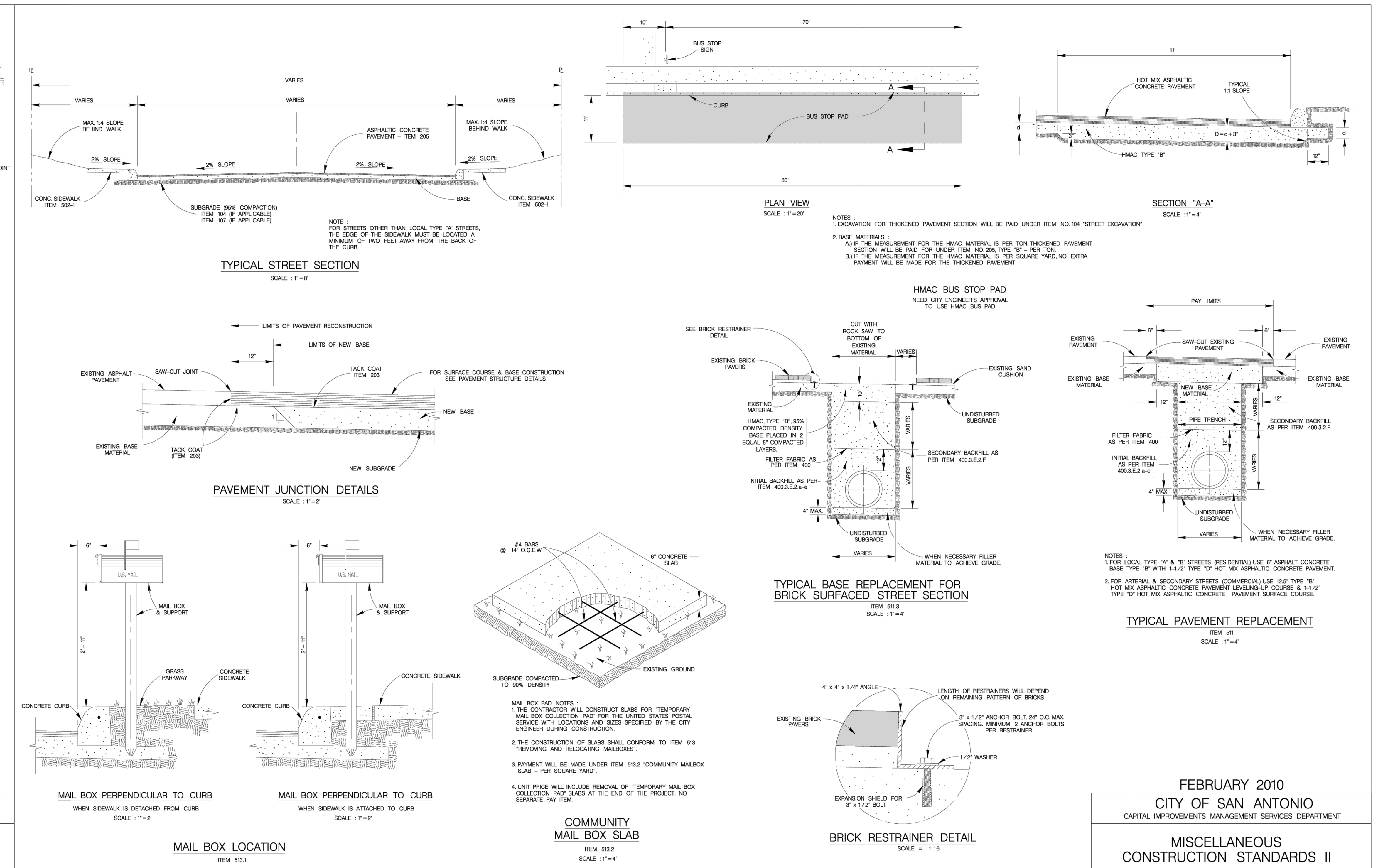
PIPE HANDRAIL DETAIL
PROFILE VIEW
SCALE : 1"=4'

SECTION "D–D"
FRONT VIEW
SCALE : 1"=4'

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

HANDRAIL FOR CONCRETE STEPS
ITEM 522

MAY 2009
CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT
MISCELLANEOUS CONSTRUCTION STANDARDS I
___% SUBMITTAL | PROJECT NO.:___ | DATE:___
DRWN. BY: V. VASQUEZ | DSGN. BY:___ | CHKD. BY: R.S. HOSSEINI, P.E. | SHEET NO.:___OF___



TYPICAL STREET SECTION
SCALE : 1"=8'

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

PAVEMENT JUNCTION DETAILS
SCALE : 1"=2'

MAIL BOX PERPENDICULAR TO CURB
WHEN SIDEWALK IS DETACHED FROM CURB
SCALE : 1"=2'

MAIL BOX PERPENDICULAR TO CURB
WHEN SIDEWALK IS ATTACHED TO CURB
SCALE : 1"=2'

MAIL BOX LOCATION
ITEM 513.1

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

COMMUNITY MAIL BOX SLAB
ITEM 513.2
SCALE : 1"=4'

PLAN VIEW
SCALE : 1"=20'

SECTION "A–A"
SCALE : 1"=4'

NOTES :
1. EXCAVATION FOR THICKENED PAVEMENT SECTION WILL BE PAID UNDER ITEM NO. 104 "STREET EXCAVATION".
2. BASE MATERIALS :
   A.) IF THE MEASUREMENT FOR THE HMAC MATERIAL IS PER TON, THICKENED PAVEMENT SECTION WILL BE PAID FOR UNDER ITEM NO. 205, TYPE "B" – PER TON.
   B.) IF THE MEASUREMENT FOR THE HMAC MATERIAL IS PER SQUARE YARD, NO EXTRA PAYMENT WILL BE MADE FOR THE THICKENED PAVEMENT.

HMAC BUS STOP PAD
NEED CITY ENGINEER'S APPROVAL TO USE HMAC BUS PAD

TYPICAL BASE REPLACEMENT FOR BRICK SURFACED STREET SECTION
ITEM 511.3
SCALE : 1"=4'

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

TYPICAL PAVEMENT REPLACEMENT
ITEM 511
SCALE : 1"=4'

BRICK RESTRAINER DETAIL
SCALE = 1 : 6

FEBRUARY 2010
CITY OF SAN ANTONIO
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT
MISCELLANEOUS CONSTRUCTION STANDARDS II
___% SUBMITTAL | PROJECT NO.:___ | DATE:___
DRWN. BY: V. VASQUEZ | DSGN. BY:___ | CHKD. BY: R.S. HOSSEINI, P.E. | SHEET NO.:___OF___

HMT ENGINEERING & SURVEYING
290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER
03/28/2024

STREET DETAILS (2 OF 3)
SOMERSET GROVE, UNIT 4
SAN ANTONIO, TEXAS

NO.	REVISION DESCRIPTION	REVISION DATE

DATE: MARCH 2024
DRAWN BY: RR
DESIGNED BY: MTA
REVIEWED BY: ESP
HMT PROJECT NO.: 337.060

SHEET
C3.7

Drawing Name: M:_Projects\337 – Lennar Homes\060 Somerset Grove Unit 4\CDs\337.060 – STREET DETAILS.dwg User: matta Mar 28, 2024 – 12:47pm

LAND-PLAT 22-11800345

GENERAL NOTES

1.) THE EXISTING SIGNS LOCATED ON THE JOBSITE ARE THE PROPERTY OF THE CITY OF SAN ANTONIO. THROUGHOUT THE PERIOD OF THE CONTRACT, THE CONTRACTOR SHALL PROTECT THESE SIGNS SUCH THAT THEY ARE NOT DAMAGED IN THE COURSE OF CONSTRUCTION ACTIVITY. SUCH PROTECTION SHALL INCLUDE THE PERIOD AFTER SIGNS ARE REMOVED FROM INSTALLATION AND STORED BY THE CONTRACTOR OR DELIVERED TO TRAFFIC OPERATIONS. THE ASSISTANT TRAFFIC SUPERINTENDENT (207-7765) MUST BE NOTIFIED 48 HOURS IN ADVANCE PRIOR TO DELIVERY.

2.) AFTER SIGNS ARE REMOVED FROM INSTALLATION AND ARE BEING STORED BY THE CONTRACTOR, THE CONTRACTOR SHALL CONTACT THE TRAFFIC OPERATIONS SECTION OF THE PUBLIC WORKS DEPARTMENT (207-7765) AND ARRANGE FOR A CONVENIENT TIME TO DELIVER CITY SIGNS AND POLES.

3.) PRIOR TO THE START OF CONSTRUCTION, ALL EXISTING SIGNS WITHIN THE AREA OF CONSTRUCTION WILL BE INVENTORIED AND DOCUMENTED JOINTLY BY THE TRAFFIC ENGINEERING (207-7720) CONSTRUCTION INSPECTION AND THE CONTRACTOR. THIS DOCUMENT WILL BE JOINTLY SIGNED BY BOTH PARTIES REFLECTING THE SIGN TYPE, SIGN SIZE, SIGN CONDITION, SIGN LOCATION, REFLECTIVITY ADEQUACY, ETC. THE CONTRACTOR IS HELD ACCOUNTABLE FOR THESE SIGNS THROUGHOUT THE PROJECT AND AT THE PROJECTS COMPLETION.

4.) ALL GROUND MOUNTED SIGNS SHALL USE HIGH INTENSITY REFLECTIVE SHEETING.

5.) ALL OVERHEAD SIGNS SHALL USE DIAMOND GRADE REFLECTIVE SHEETING.

6.) ALL BLANKS TO BE ALUMINUM ALLOY NO. 5052-H38.

7.) "T" DENOTES THICKNESS OF SIGN BLANKS.

8.) ALL HOLES SHALL BE 3 /8" DIAMETER DRILLED OR PUNCHED AS SHOWN ON EACH BLANK DETAIL AND SHALL BE FREE OF BURRS AND /OR ROUGH EDGES.

9.) SIGN BLANK CORNERS TO BE ROUNDED AS SHOWN ON EACH DETAIL.

10.) ALL SIGN BLANK TO BE ETCHED, DEGREASED, AND HAVE AN ALODINE FINISH PRIOR TO APPLICATION OF LEGENDS.

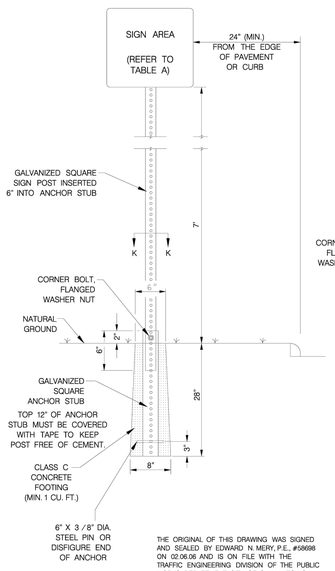
11.) ALL DETAILS ARE NOT TO SCALE.

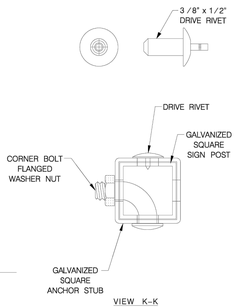
12.) ALL DIMENSIONS ARE IN INCHES.

13.) ALL SIGNS SHALL BE MANUFACTURED AND INSTALLED IN CONFORMANCE TO THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND STANDARD HIGHWAY SIGNS (FHWA) LATEST EDITION.

14.) REINSTALLATION OF PREVIOUSLY EXISTING SIGNS, WHERE REQUIRED BY THE CITY TRAFFIC ENGINEER, SHALL BE AT THE CONTRACTOR'S EXPENSE.

TYPICAL GROUND SIGN INSTALLATION





VIEW K-K

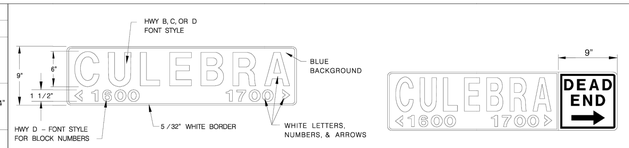
METAL TUBING	SIGN AREA	
	≤ 10 SQ. FT.	> 10 SQ. FT.
GALVANIZED SQUARE SIGN POST (PERFORATED)	1-3 /4" x 1-3 /4" (14 GAUGE)	2" x 2" (12 GAUGE)
GALVANIZED SQUARE ANCHOR STUB (PERFORATED)	2" X 2" (14 GAUGE)	2-1 /4" x 2-1 /4" (14 GAUGE)

TABLE A

THE ORIGINAL OF THIS DRAWING WAS SIGNED AND SEALED BY EDWARD N. MERY, P.E., #58698 ON 02.06.06 AND IS ON FILE WITH THE TRAFFIC ENGINEERING DIVISION OF THE PUBLIC WORKS DEPARTMENT, CITY OF SAN ANTONIO.

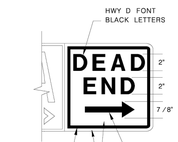
FEBRUARY 2006
CITY OF SAN ANTONIO
DEPARTMENT OF PUBLIC WORKS
TRAFFIC SIGN STANDARDS
GENERAL NOTES AND GROUND SIGN MOUNTING
SHEET 1 OF 4

% SUBMITTAL	PROJECT NO.:	DATE:
DRAWN BY: A.F.G.	DSGN BY: E.N.M.	CHKD BY: J.D.F./E.N.M.	SHEET NO.:	OF



9" D3 – STREET NAME SIGN

NEW 9" D3 W / DEAD END OR NO OUTLET SIGNAGE



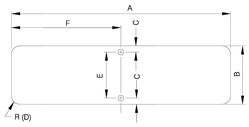
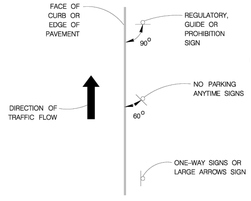


TABLE – D3 SIGNS

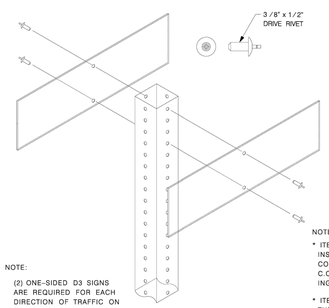
A	B	C	D	E	F	T
24"	9"	1 /2"	3 /4"	8"	12"	0.125"
30"	9"	1 /2"	3 /4"	8"	15"	0.125"
36"	9"	1 /2"	3 /4"	8"	18"	0.125"
42"	9"	1 /2"	3 /4"	8"	21"	0.125"
48"	9"	1 /2"	3 /4"	8"	24"	0.125"
54"	9"	1 /2"	3 /4"	8"	27"	0.125"

NOTE: A 30" LONG OR GREATER PLATE SHALL BE USED WHEN A "DEAD END" OR "NO OUTLET" SUPPLEMENT IS REQUIRED.

HEIGHT	9" (228 mm)
LENGTH	24" (600 MM) MIN. 54 (1350 MM) MAX. 6" (150 MM) INCREMENTS OF LENGTH
THICKNESS	0.125" (3MM)
SUBSTRATE	ALUMINUM ALLOY, 5052-H38 (ASTM B-209) GOLD CHROMATE FINISH
SIGN FACE MATERIALS	BLUE FILM OVER HIGH INTENSITY FP-85, SECTION 718 AND L-S-300C
LEGENDS AND SYMBOLS	SERIES D (USUAL) SERIES C OR B FOR MAXIMUM LENGTH SIGN BLANK, IF NECESSARY
COLOR	WHITE LEGEND ON BLUE BACKGROUND
LETTER TRACKING	10%



TYPICAL GROUND MOUNTED SIGN PLACEMENT



NOTE:
(2) ONE-SIDED D3 SIGNS ARE REQUIRED FOR EACH DIRECTION OF TRAFFIC ON EACH POLE.

D3 SIGN TO POLE INSTALLATION

STREET SIGN ASSEMBLY EXAMPLES	PAY ITEMS			
	ITEM	UNIT	DESCRIPTION	QUANTITY
STOP SIGN WITH 2 STREET NAMES	531.3	EA.	R1-1 STOP	1
	531.57-P	EA.	9-IN STREET NAME PLATE (4 PLATES)	2
YIELD SIGN WITH 1 STREET NAME	531.4	EA.	R1-2 YIELD	1
	531.57-P	EA.	9-IN STREET NAME PLATE (2 PLATES)	1
2 STREET SIGNS	531.57	EA.	9-IN STREET NAME SIGN (2 PLATES)	1
	531.57-P	EA.	9-IN STREET NAME PLATE (2 PLATES)	1

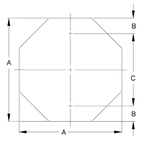
NOTE:
* ITEM 531.57 "9-INCH STREET NAME" SIGN (1-EA.) INCLUDES THE INSTALLATION OF (2) ONE-SIDED D3 SIGNS. THIS SHALL BE FULL COMPENSATION FOR MATERIALS AND LABOR AS DESCRIBED IN C.O.S.A. STANDARD SPECIFICATIONS AND GROUND SIGN MOUNTING STANDARD DETAIL.

* ITEM 531.57-P "9-INCH STREET NAME PLATE" (1-EA.) INCLUDES THE INSTALLATION OF (2) ONE-SIDED D3 SIGNS ON TOP OF EXISTING SIGN (I.E., STOP SIGN OR YIELD SIGN), EXTRA LENGTH POLE AND APPURTENANCES REQUIRED TO MEET SPECIFICATIONS.

THE ORIGINAL OF THIS DRAWING WAS SIGNED AND SEALED BY EDWARD N. MERY, P.E., #58698 ON 02.06.06 AND IS ON FILE WITH THE TRAFFIC ENGINEERING DIVISION OF THE PUBLIC WORKS DEPARTMENT, CITY OF SAN ANTONIO.

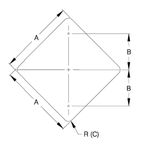
JULY 2010
CITY OF SAN ANTONIO
DEPARTMENT OF PUBLIC WORKS
TRAFFIC SIGN STANDARDS
D3 STREET NAME SIGN AND SIGN MOUNTING
SHEET 2 OF 4

% SUBMITTAL	PROJECT NO.:	DATE:
DRAWN BY: A.F.G.	DSGN BY: E.N.M.	CHKD BY: J.D.F./E.N.M.	SHEET NO.:	OF



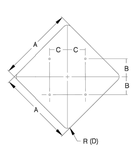
OCTAGONAL

A	B	C	T
24	3	18	0.080
30	3	24	0.080
36	3	30	0.100



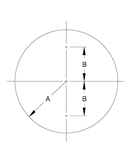
DIAMOND (A)

A	B	C	T
18	9	1 1/2	0.080
24	12	1 1/2	0.080
30	15	1 7 /8	0.080
36	18	2 1/4	0.100



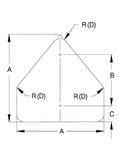
DIAMOND (B)

A	B	C	D	T
48	15	15	3	0.100



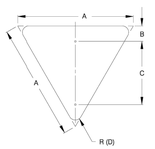
CIRCLE

A	B	T
18	15	0.100



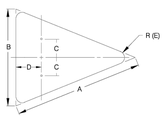
PENTAGON (SCHOOL)

A	B	C	D	T
36	24	3	2 1/4	0.100



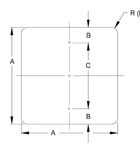
EQUILATERAL TRIANGLE

A	B	C	D	T
36	2	24	2	0.100



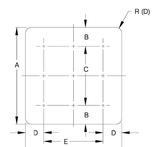
ISOSCELES TRIANGLE

A	B	C	D	E	T
40	30	7 1/2	12	1 7 /8	0.100
48	36	9	15	2 1/4	0.100



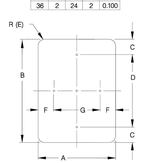
SQUARE (A)

A	B	C	D	T
18	11/2	15	11/2	0.080
24	3	18	1 1/2	0.080
30	3	24	1 7 /8	0.080



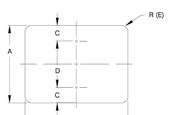
SQUARE (B)

A	B	C	D	E	F	T
48	6	36	9	30	3	0.100



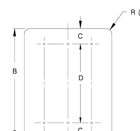
VERTICAL / HORIZONTAL RECTANGLE

A	B	C	D	E	F	G	T
12	18	1 1/2	15	1 1/2	1 1/2	9	0.080
12	36	3	30	1 1/2	1 1/2	9	0.080
18	24	1 1/2	21	1 1/2	1 1/2	15	0.080
24	30	3	24	1 1/2	3	18	0.080
24	36	3	30	1 1/2	3	18	0.080
24	48	6	36	1 7 /8	3	18	0.080
30	36	3	30	1 7 /8	3	24	0.080



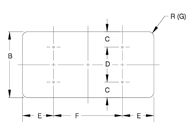
HORIZONTAL RECTANGLE

A	B	C	D	E	T
6	12	1	4	1/4	0.080
6	18	1	4	1/4	0.080
20	36	1 1/2	17	1 1/2	0.080



VERTICAL RECTANGLE

A	B	C	D	E	F	G	T
5	7 3 /4	1 /2	6 3 /4	1 1/2	4	1/4	0.100
48	60	6	48	9	30	3	0.100



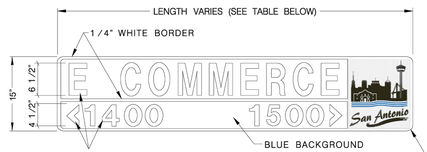
HORIZONTAL RECTANGLE

A	B	C	D	E	F	G	T
48	24	2	20	2	44	1 7 /8	0.100
48	36	3	30	3	42	2 1/4	0.100
60	24	2	20	2	56	1 1/2	0.100
60	36	3	30	3	54	2 1/4	0.100
48	30	3	24	3	42	1 7 /8	0.100
60	30	3	24	3	54	1 7 /8	0.100

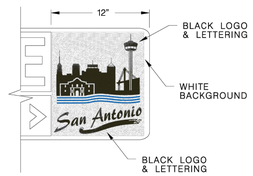
THE ORIGINAL OF THIS DRAWING WAS SIGNED AND SEALED BY EDWARD N. MERY, P.E., #58698 ON 02.06.06 AND IS ON FILE WITH THE TRAFFIC ENGINEERING DIVISION OF THE PUBLIC WORKS DEPARTMENT, CITY OF SAN ANTONIO.

FEBRUARY 2006
CITY OF SAN ANTONIO
DEPARTMENT OF PUBLIC WORKS
TRAFFIC SIGN STANDARDS
GROUND MOUNTED SIGN SIZES
SHEET 3 OF 4

% SUBMITTAL	PROJECT NO.:	DATE:
DRAWN BY: A.F.G.	DSGN BY: E.N.M.	CHKD BY: J.D.F./E.N.M.	SHEET NO.:	OF



15" METRO – STREET NAME SIGNS



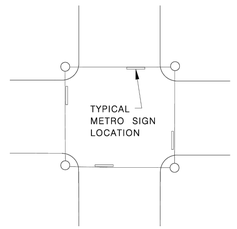
15" METRO w/CITY SKY LINE

HEIGHT	15" (381 MM)
LENGTH	48" (1200 MM) MIN. 72" (1800 MM) MAX.** 1' (300 MM) INCREMENTS OF LENGTH
THICKNESS	0.125" (3 MM)
SUBSTRATE	ALUMINUM ALLOY, 5052-H38 (ASTM B-209) GOLD CHROMATE FINISH
SIGN FACE MATERIALS	BLUE FILM OVER DIAMOND GRADE FP-85, SECTION 718 AND L-S-300C
LEGENDS AND SYMBOLS	SERIES D (USUAL) SERIES C OR B FOR MAXIMUM LENGTH SIGN BLANK, IF NECESSARY
COLOR	WHITE LEGEND ON BLUE BACKGROUND
LETTER TRACKING	17% (USUAL) 10% (MIN.)

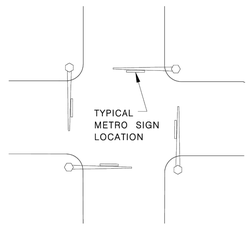
** SIGN PLATE LONGER THAN 72" MUST BE APPROVED BY THE CITY TRAFFIC ENGINEER

* DIAMOND GRADE SHEETING 5052-H38 ALUMINUM SUBSTRATE

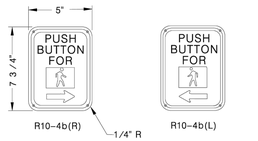
TYPICAL METRO SIGN PLACEMENT



SPAN WIRE INSTALLATION



MAST ARM INSTALLATION



PEDESTRIAN PUSHBUTTON SIGNS

R10-10
*(30" X 36")

R3-5L
*(30" X 36")

R10-9
*(30" X 24")

R10-12
*(30" X 36")

LEFT TURN SIGNS

THE ORIGINAL OF THIS DRAWING WAS SIGNED AND SEALED BY EDWARD N. MERY, P.E., #58698 ON 02.06.06 AND IS ON FILE WITH THE TRAFFIC ENGINEERING DIVISION OF THE PUBLIC WORKS DEPARTMENT, CITY OF SAN ANTONIO.

FEBRUARY 2006
CITY OF SAN ANTONIO
DEPARTMENT OF PUBLIC WORKS
TRAFFIC SIGN STANDARDS
METRO STREET NAME SIGN AND SIGN PLACEMENT
SHEET 4 OF 4

% SUBMITTAL	PROJECT NO.:	DATE:
DRAWN BY: A.F.G.	DSGN BY: E.N.M.	CHKD BY: J.D.F./E.N.M.	SHEET NO.:	OF

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED PROFESSIONAL ENGINEER

03/28/2024

STREET DETAILS (3 OF 3)
SOMERSET GROVE, UNIT 4
SAN ANTONIO, TEXAS

NO.	REVISION DESCRIPTION	REVISION DATE

DATE: MARCH 2024
DRAWN BY: RR
DESIGNED BY: MTA
REVIEWED BY: ESP
HMT PROJECT NO.: 337.060

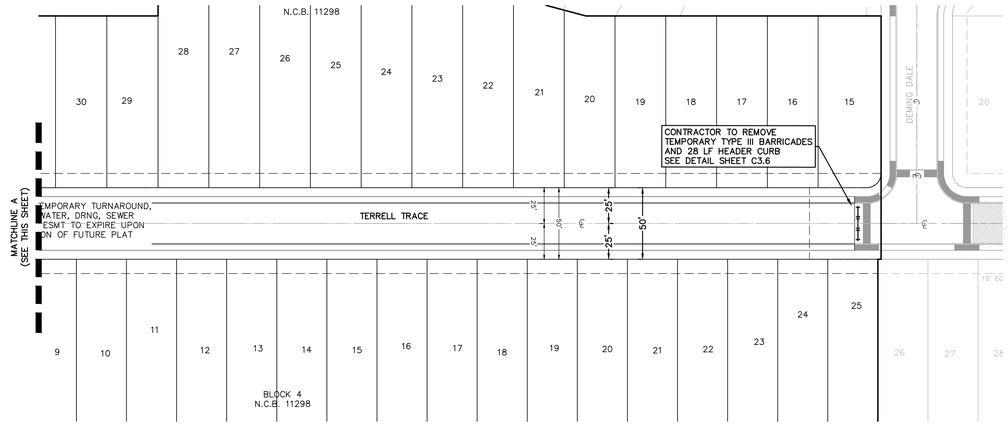
SHEET
C3.8

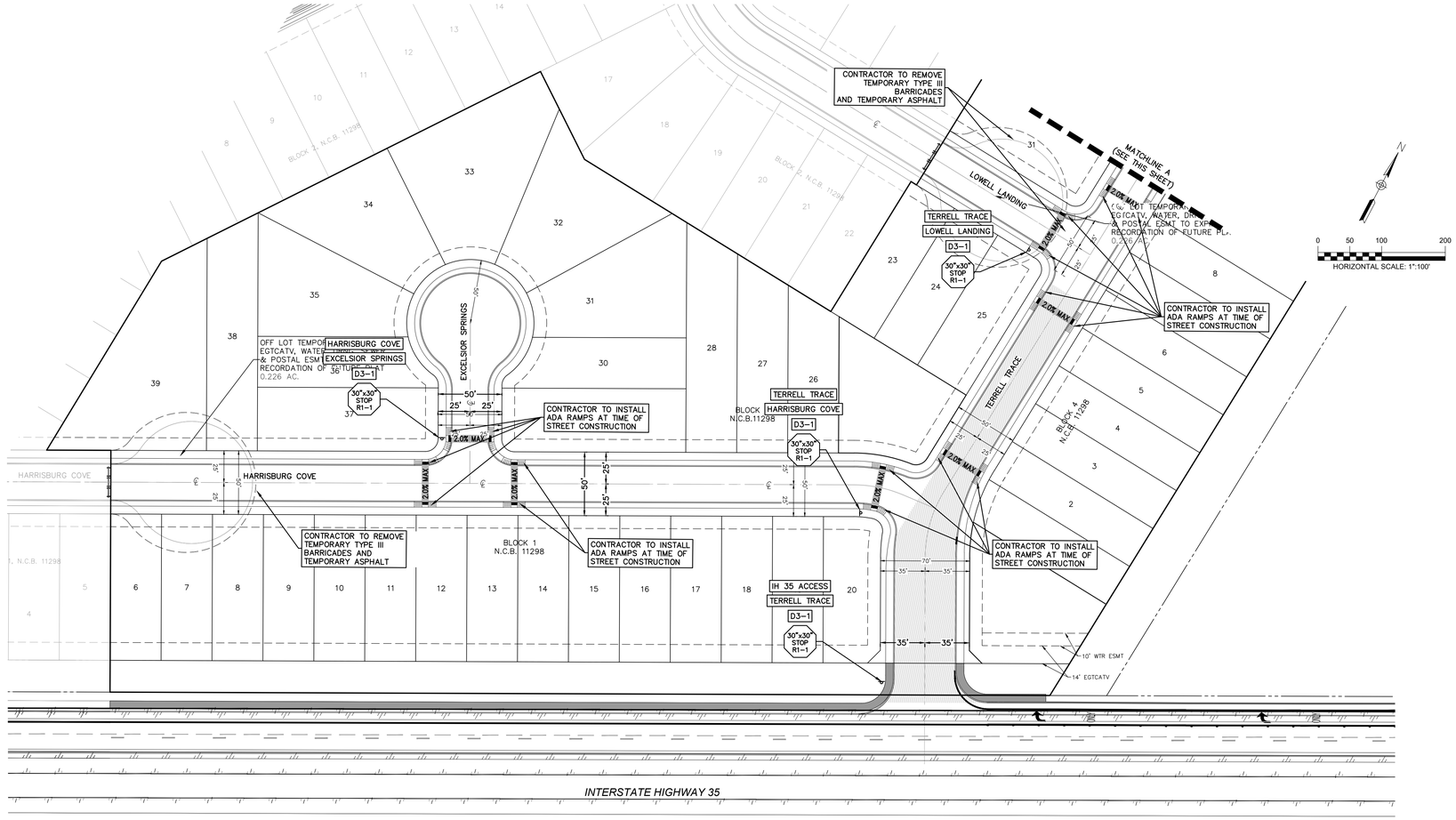
Drawing Name: M:_Projects\337 – Lennar Homes\060 Somerset Grove Unit 4\Dbk\337.060 – STREET DETAILS.dwg User: mattis Mar 28, 2024 – 12:48pm

LAND-PLAT 22-11800345

LEGEND

B.L.	BUILDING SETBACK LINE
U.E.	UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
	A.D.A. RAMP
2.0% MAX	ACCESSIBLE CROSSING AREA CONTRACTOR TO ENSURE MAX 2% CROSS SLOPE IN THESE AREAS
①	SIDEWALK RAMP TYPE TO BE CONSTRUCTED AT TIME OF STREET CONSTRUCTION (SEE DETAIL SHEET C3.7)
	SIDEWALK TO BE CONSTRUCTED BY SITE DEVELOPMENT CONTRACTOR





SIGNAGE NOTES

INSTALLATION

THE CONTRACTOR SHALL FURNISH AND INSTALL ALL REGULATORY, WARNING AND STREET NAME SIGNS AND SIGN MOUNTS IN ACCORDANCE WITH APPROVED ENGINEERING PLANS.

MOUNTING

THE WEDGE ANCHOR STEEL SYSTEM AND THIN-WALLED TUBING POST SHALL BE USED FOR SIGNS WITH UP TO 10 SQUARE FEET OF SIGN AREA. MATERIALS AND INSTALLATION SHOULD FOLLOW THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) TRAFFIC STANDARDS SMD (GEN) – 08 AND SMD (TWT) – 08.

THE TRIANGULAR SLIP BASE SYSTEM AND 10 BWG TUBING POST SHALL BE USED FOR SIGNS THAT HAVE 10 TO 16 SQUARE FEET OF SIGN AREA. MATERIALS AND INSTALLATION SHOULD FOLLOW THE TXDOT TRAFFIC STANDARDS SMD (GEN) – 08 AND SMD (SLIP–1–3)– 08.

OBJECT MARKERS MATERIALS AND INSTALLATION SHOULD FOLLOW THE TXDOT TRAFFIC STANDARDS D & OM (1 – 5) – 10.

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24–HOURS PRIOR TO COMMENCING CONSTRUCTION.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED PROFESSIONAL ENGINEER

03/28/2024

SIGNAGE PLAN

SOMERSET GROVE, UNIT 4

SAN ANTONIO, TEXAS

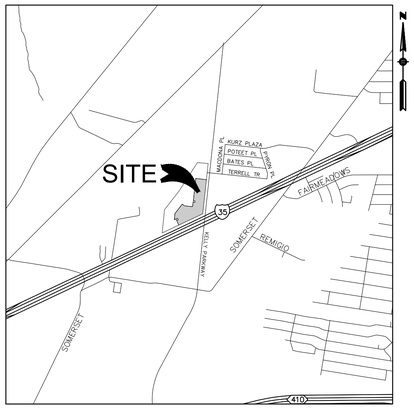
NO.	REVISION DESCRIPTION	REVISION DATE

DATE:	MARCH 2024
DRAWN BY:	RR
DESIGNED BY:	MTA
REVIEWED BY:	ESP
HMT PROJECT NO.:	337.060

SHEET

C3.9

LAND-PLAT 22-11800345



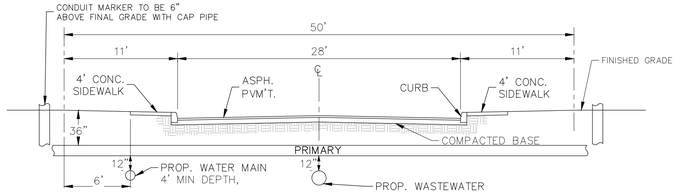
LOCATION MAP

TRENCH EXCAVATION SAFETY PROTECTION

CONTRACTOR AND/OR CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN/GEOTECHNICAL/SAFETY/EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE(S) WITHIN THE PROJECT WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEMS, PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTORS IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS AND/OR PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS. SPECIFICALLY, CONTRACTOR AND/OR CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATIONS.

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24-HOURS PRIOR TO COMMENCING CONSTRUCTION.

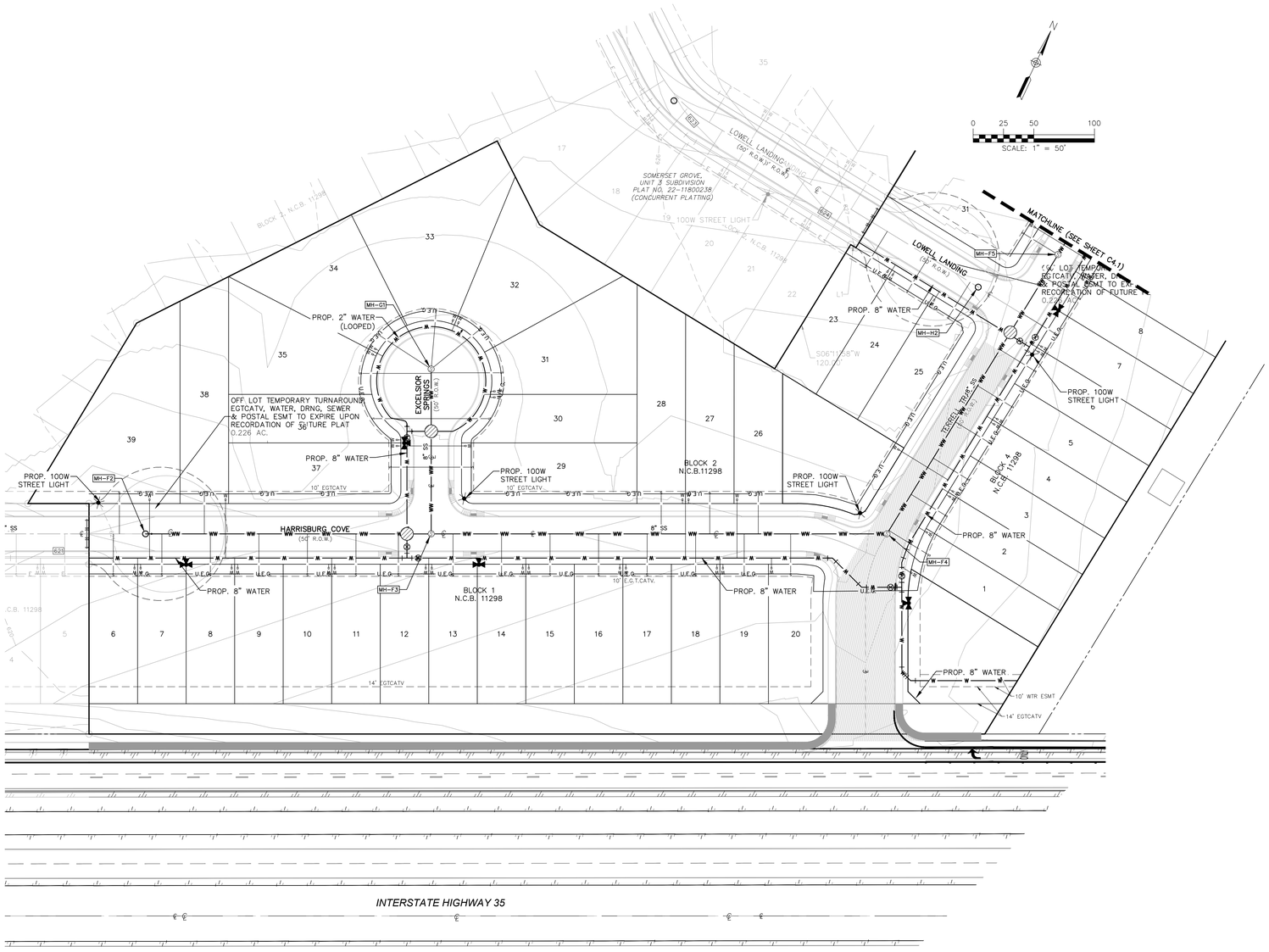
THIS IS NOT A CPS DESIGN. SEE CPS DESIGN PLAN FOR ACTUAL DETAILS



*CONTRACTOR TO REVIEW THE DEPTHS OF ALL UTILITIES AND SHALL PLACE UTILITY CONDUITS ABOVE OR BELOW WATER AS NEEDED. WATER SHALL REMAIN AT 4' DEEP.

LEGEND

700	EXISTING CONTOURS
700	PROPOSED CONTOURS
B.L.	BUILDING SETBACK LINE
E.G.T.TV.E	ELEC., GAS, TELE. & CABLE TV EASEMENT
D.E.	DRAINAGE EASEMENT
WW	EXISTING WASTEWATER LINE
WW	PROPOSED WASTEWATER LINE
	PROPOSED WASTEWATER SERVICE
W	EXISTING WATER LINE
W	PROPOSED WATER LINE
	PROPOSED WATER SERVICE
	EXISTING FIRE HYDRANT
	PROPOSED FIRE HYDRANT
	PROPOSED WATER VALVE
	UTILITY CROSSING
COMM	COMMUNICATION LINE
OE	EXISTING OVERHEAD ELECTRIC
E	PROPOSED UNDERGROUND ELECTRIC EXISTING TRANSFORMER
	PROPOSED TRANSFORMER
	EXISTING POWER POLE W/RISER
	PROPOSED POWER POLE W/RISER
	EXISTING POWER POLE
	PROPOSED POWER POLE
	EXISTING STREET LIGHT
	PROPOSED 100W STREET LIGHT
250W	PROPOSED 250W STREET LIGHT
	EXISTING SECONDARY ENCLOSURE & SERVICE
	PROPOSED SECONDARY ENCLOSURE & SERVICE
	PROPOSED CONDUIT



DRY UTILITY NOTES:

1. OVERALL UTILITY PLAIN IS PROVIDED AS A LOCATION REFERENCE FOR THE PURPOSE OF DRY UTILITY TRENCHING, CONDUIT PLACEMENT AND TRANSFORMER / ENCLOSURE PAD INSTALLATION. CONTRACTOR SHALL REFER TO APPROPRIATE UTILITY PROVIDER CONSTRUCTION PLANS FOR DRY UTILITY CONTRSUCTION.
2. TELEPHONE AND CABLE LINES GO IN JOINT TRENCH WITH CPS ENERGY.
3. CONDUITS WILL BE REQUIRED FOR CPS ENERGY UTILITY CROSSINGS WHEN STREET OR DRAIN CONSTRUCTION PRECEDES UTILITY INSTALLATION. CONDUIT FOR CROSSINGS AS FOLLOWS:
   ELECTRIC CROSSINGS - SCHEDULE 80 "GRAY" *
   GAS CROSSINGS - SCHEDULE 80 "GRAY" *
4. CONDUITS WILL BE REQUIRED FOR UNDERGROUND TELEPHONE AND CABLE T.V. IF ABOVE APPLIES. CONDUIT FOR CROSSINGS AS FOLLOWS:
   PRIMARY - 4" SCHEDULE 40 "GRAY" **
   SECONDARY - 4" SCHEDULE 40 "GRAY" **
5. DRY UTILITY CONDUIT TO EXTEND 2' OUTSIDE OF R.O.W.

* CHANGES TO SCHEDULE AND COLOR MAY BE ALLOWED WITH CPS APPROVAL.

** CHANGES TO SCHEDULE AND COLOR MAY BE ALLOWED WITH AT&T AND SPECTRUM APPROVAL.

PRIVATE CONDUIT NOTES:

1. CONTRACTOR TO COORDINATE WITH OWNER PRIOR TO CONSTRUCTION.
2. PRIVATE CONDUIT SHALL BE "WHITE" SCHEDULE 40 PVC CONDUIT WITH 90° SWEEPS TO 6" ABOVE GRADE WITH CAP PIPE.

REFER TO THE COVER SHEET FOR BENCHMARK INFORMATION.

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24-HOURS PRIOR TO COMMENCING CONSTRUCTION.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED PROFESSIONAL ENGINEER

03/28/2024

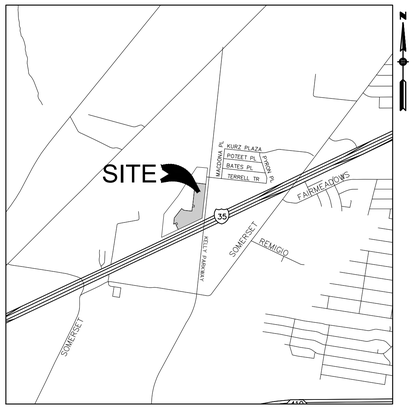
UTILITY LAYOUT (1 OF 2)
SOMERSET GROVE, UNIT 4
SAN ANTONIO, TEXAS

NO.	REVISION DESCRIPTION	REVISION DATE

DATE:	MARCH 2024
DRAWN BY:	RR
DESIGNED BY:	MTA
REVIEWED BY:	ESP
HMT PROJECT NO.:	337.060

SHEET

C4.0



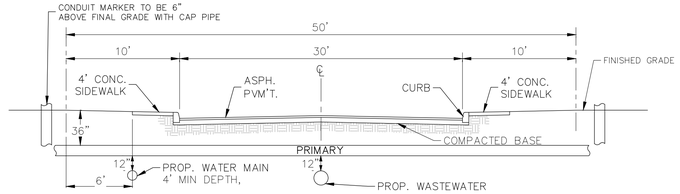
LOCATION MAP

TRENCH EXCAVATION SAFETY PROTECTION

CONTRACTOR AND/OR CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN/GEOTECHNICAL/SAFETY/EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE(S) WITHIN THE PROJECT WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEMS, PROGRAMS AND/OR PROCEDURES FOR THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTORS IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS AND/OR PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLY WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS. SPECIFICALLY, CONTRACTOR AND/OR CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATIONS.

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24-HOURS PRIOR TO COMMENCING CONSTRUCTION.

THIS IS NOT A CPS DESIGN. SEE CPS DESIGN PLAN FOR ACTUAL DETAILS



*CONTRACTOR TO REVIEW THE DEPTHS OF ALL UTILITIES AND SHALL PLACE UTILITY CONDUITS ABOVE OR BELOW WATER AS NEEDED. WATER SHALL REMAIN AT 4' DEEP.

LAND-PLAT 22-11800345

LEGEND

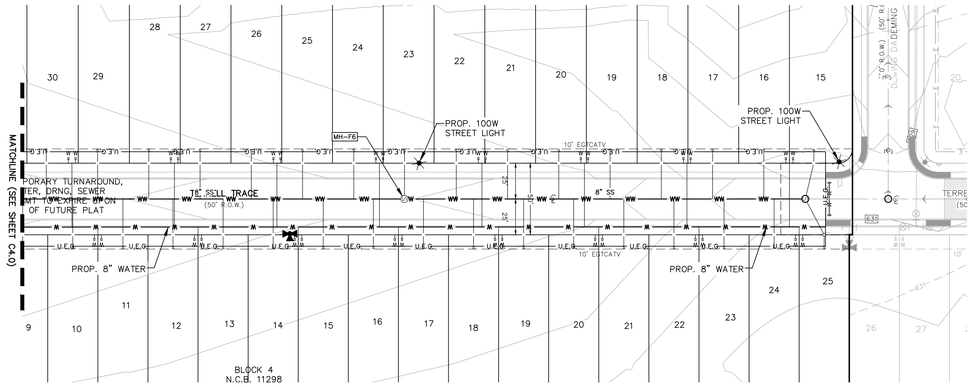
700	EXISTING CONTOURS
700	PROPOSED CONTOURS
B.L.	BUILDING SETBACK LINE
E.G.T.TV.E	ELEC., GAS, TELE. & CABLE TV EASEMENT
D.E.	DRAINAGE EASEMENT
WW	EXISTING WASTEWATER LINE
WW	PROPOSED WASTEWATER LINE
	PROPOSED WASTEWATER SERVICE
W	EXISTING WATER LINE
W	PROPOSED WATER LINE
	PROPOSED WATER SERVICE
	EXISTING FIRE HYDRANT
	PROPOSED FIRE HYDRANT
	PROPOSED WATER VALVE
	UTILITY CROSSING
COMM	COMMUNICATION LINE
OE	EXISTING OVERHEAD ELECTRIC
E	PROPOSED UNDERGROUND ELECTRIC EXISTING TRANSFORMER
	PROPOSED TRANSFORMER
	EXISTING POWER POLE W/RISER
	PROPOSED POWER POLE W/RISER
	EXISTING POWER POLE
	PROPOSED POWER POLE
	EXISTING STREET LIGHT
	PROPOSED 100W STREET LIGHT
250W	PROPOSED 250W STREET LIGHT
	EXISTING SECONDARY ENCLOSURE & SERVICE
	PROPOSED SECONDARY ENCLOSURE & SERVICE
	PROPOSED CONDUIT

N

0 25 50 100

SCALE: 1" = 50'

SOMERSET GROVE, UNIT 3 SUBDIVISION PLAT NO. 22-11800238 (CONCURRENT PLATTING)



DRY UTILITY NOTES:

1. OVERALL UTILITY PLAIN IS PROVIDED AS A LOCATION REFERENCE FOR THE PURPOSE OF DRY UTILITY TRENCHING, CONDUIT PLACEMENT AND TRANSFORMER / ENCLOSURE PAD INSTALLATION. CONTRACTOR SHALL REFER TO APPROPRIATE UTILITY PROVIDER CONSTRUCTION PLANS FOR DRY UTILITY CONTRSUCTION.
2. TELEPHONE AND CABLE LINES GO IN JOINT TRENCH WITH CPS ENERGY.
3. CONDUITS WILL BE REQUIRED FOR CPS ENERGY UTILITY CROSSINGS WHEN STREET OR DRAIN CONSTRUCTION PRECEDES UTILITY INSTALLATION. CONDUIT FOR CROSSINGS AS FOLLOWS:
   ELECTRIC CROSSINGS - SCHEDULE 80 "GRAY" *
   GAS CROSSINGS - SCHEDULE 80 "GRAY" *
4. CONDUITS WILL BE REQUIRED FOR UNDERGROUND TELEPHONE AND CABLE T.V. IF ABOVE APPLIES. CONDUIT FOR CROSSINGS AS FOLLOWS:
   PRIMARY - 4" SCHEDULE 40 "GRAY" **
   SECONDARY - 4" SCHEDULE 40 "GRAY" **
5. DRY UTILITY CONDUIT TO EXTEND 2' OUTSIDE OF R.O.W.

* CHANGES TO SCHEDULE AND COLOR MAY BE ALLOWED WITH CPS APPROVAL.

** CHANGES TO SCHEDULE AND COLOR MAY BE ALLOWED WITH AT&T AND SPECTRUM APPROVAL.

PRIVATE CONDUIT NOTES:

1. CONTRACTOR TO COORDINATE WITH OWNER PRIOR TO CONSTRUCTION.
2. PRIVATE CONDUIT SHALL BE "WHITE" SCHEDULE 40 PVC CONDUIT WITH 90° SWEEPS TO 6" ABOVE GRADE WITH CAP PIPE.

REFER TO THE COVER SHEET FOR BENCHMARK INFORMATION.

THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR WILL AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE INCURRED BY THEIR FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES, STRUCTURES OR FACILITIES. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES 24-HOURS PRIOR TO COMMENCING CONSTRUCTION.

290 S. CASTELL AVE., STE. 100
NEW BRAUNFELS, TX 78130
TBPE FIRM F-10961
TBPLS FIRM 1053600

HMT ENGINEERING & SURVEYING

STATE OF TEXAS
ERIC S. PLY
123317
LICENSED
PROFESSIONAL ENGINEER

03/28/2024

UTILITY LAYOUT (2 OF 2)
SOMERSET GROVE, UNIT 4
SAN ANTONIO, TEXAS

NO.	REVISION DESCRIPTION	REVISION DATE

DATE: MARCH 2024
DRAWN BY: RR
DESIGNED BY: MTA
REVIEWED BY: ESP
HMT PROJECT NO.: 337.060

SHEET
C4.1

Drawing Name: M:_Projects\337 - Lennar Homes\060 Somerset Grove Unit 4\C0s\337.060 - OVERALL UTILITY.dwg User: mottis Mar 28, 2024 - 12:50pm