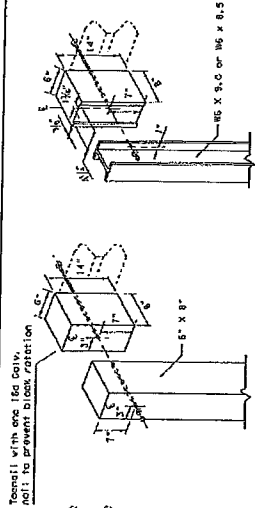
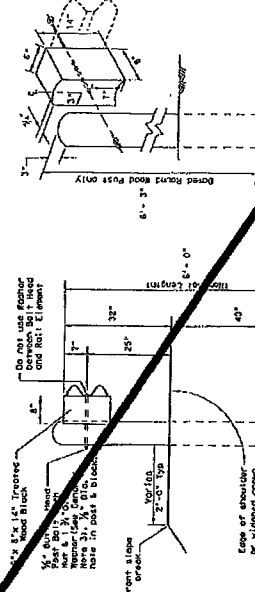


GENERAL NOTES

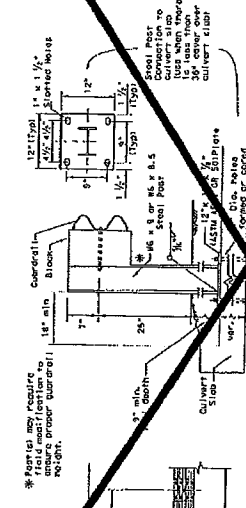
- The type of post (round wood post, rectangular wood post, or steel post) will be as shown on the drawings. The post shall be galvanized in accordance with Item 445, "Galvanizing."
- Rail element shall meet the requirements of Item 510, "Metal Beam Guard Fence" except as modified in the plans. The rail element may be of any length, but shall be 25'-0" or 12'-6" (nom.) lengths. Rail elements shall be manufactured to comply with the following requirements: a. A special length of 12'-6" may be manufactured to comply with the downstream and/or transition sections of guardrail.
- Bottom head "post" bolts (ASTM A307) shall be of sufficient length to extend through the rail element and into the post. The bolts shall be 1/2" x 1 1/4" (nom.) and shall be spaced at 12" on center. The bolts shall be 1/2" x 1 1/4" (nom.) and shall be spaced at 12" on center. The bolts shall be 1/2" x 1 1/4" (nom.) and shall be spaced at 12" on center.
- Fittings (bolts, nuts, and washers) shall be galvanized in accordance with Item 445, "Galvanizing." Fittings shall be subsidiary to the big item.
- Crown shall be welded to accommodate the Metal Beam Guard Fence.
- The lateral approach to the guard fence, shall have a maximum slope of 1V:10H. If shown elsewhere in the plans or as directed by the Engineer, the guard fence may be flared at a rate of 25:1 or flatter.
- Unless otherwise shown in the plans, guard fence placed in the vicinity of curves shall be positioned so that the face of curb is located at the center of the curve. The face of the rail, if placed over curbs shall be installed so that the post bolt is located approximately 25 inches above the gutter pan or edge of shoulder.
- If bolted rock is encountered within 0 to 18" of the finished grade, drill a 2" dia. hole, or drill two 1 1/2" dia. holes, front to back overlapping holes, 24" into the rock or to the standard minimum depth, 18", drill a 1 1/2" dia. hole, 12" into the length, after meeting these depths, may be field cut to show proper guardrail mounting height. Backfill with a cast-in-place concrete.
- Posts shall not be set in concrete, of any depth.
- Special fabrication will be required on installations having a curvature of less than 150 ft. radius.
- Unless otherwise shown in the plans, a composite material post and/or block that meets the requirements of Item 510, "Metal Beam Guard Fence" and Block of similar dimensions, may be substituted for posts and/or blocks of similar dimensions. The posts and/or blocks shall conform to the requirements of the Product List (PL) for products of material conforming to Item 510. Only products on the PL may furnish composite material posts and/or blocks.
- For posts located partially or wholly between present box culvert units, the use of a cast-in-place concrete closure between boxes is required. See Detail "A" on Bridge Standard SPC-10.



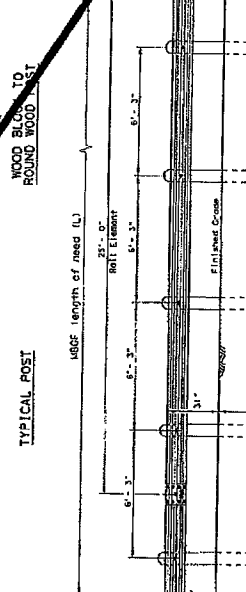
WOOD BLOCK TO RECTANGULAR WOOD POST



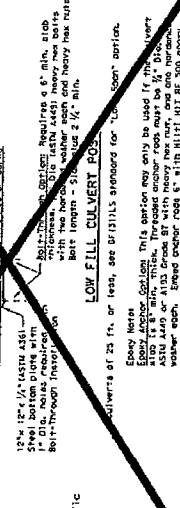
WOOD BLOCK TO ROUND WOOD POST



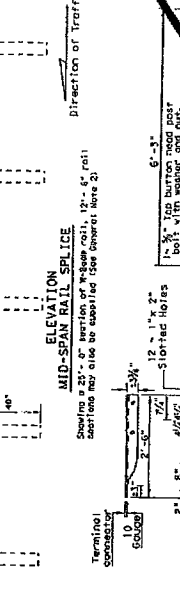
WOOD BLOCK TO STEEL POST



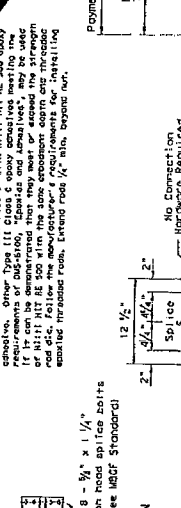
WOOD BLOCK TO STEEL POST



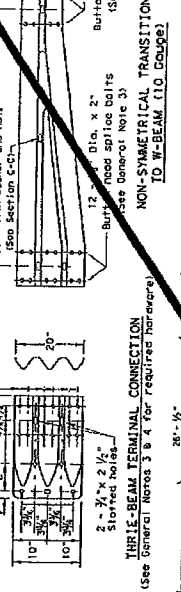
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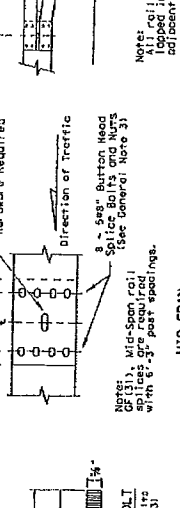
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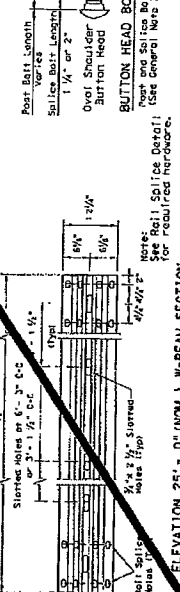
WOOD BLOCK TO STEEL POST



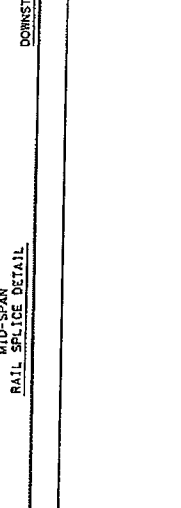
WOOD BLOCK TO STEEL POST



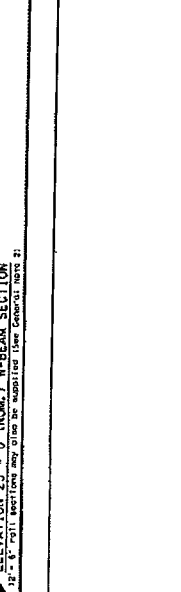
WOOD BLOCK TO STEEL POST



WOOD BLOCK TO STEEL POST



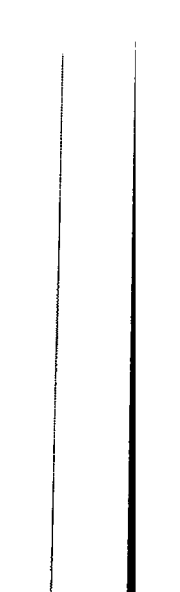
WOOD BLOCK TO STEEL POST



WOOD BLOCK TO STEEL POST

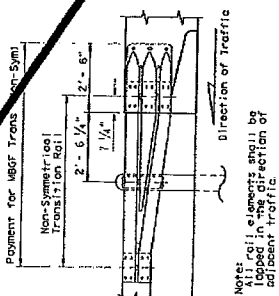


WOOD BLOCK TO STEEL POST

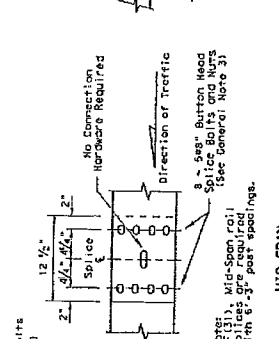


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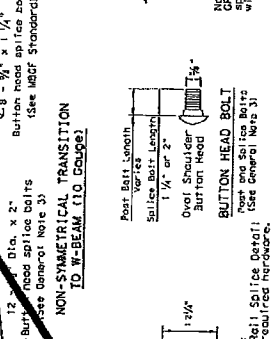
Texas Department of Transportation	
Design Division	
Standard	
METAL BEAM GUARD FENCE	
GF (31)-14	
Drawn by	10/14/00
Checked by	10/14/00
Reviewed by	10/14/00
Approved by	10/14/00
Quantity	1
Sheet	1 of 1



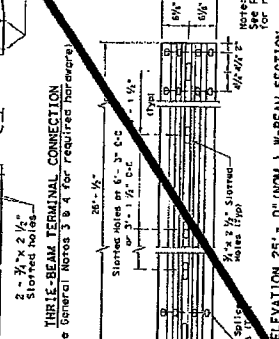
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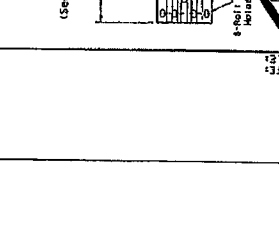
WOOD BLOCK TO STEEL POST



WOOD BLOCK TO STEEL POST



WOOD BLOCK TO STEEL POST



WOOD BLOCK TO STEEL POST

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

WHITE WING SUBDIVISION - PHASE 2

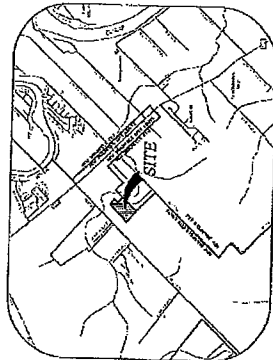
NEW BRAUNFELS, TEXAS

STREET & DRAINAGE WATER & WASTEWATER IMPROVEMENTS NEW BRAUNFELS, TEXAS

CIVIL CONSTRUCTION PLANS

SEQUENCE OF CONSTRUCTION

1. EXISTING UTILITIES TO BE REMOVED OR RELOCATED SHALL BE IDENTIFIED FIRST.
2. EXISTING UTILITIES TO BE REMOVED OR RELOCATED SHALL BE IDENTIFIED FIRST.
3. EXISTING UTILITIES TO BE REMOVED OR RELOCATED SHALL BE IDENTIFIED FIRST.
4. EXISTING UTILITIES TO BE REMOVED OR RELOCATED SHALL BE IDENTIFIED FIRST.
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6. EXISTING UTILITIES TO BE REMOVED OR RELOCATED SHALL BE IDENTIFIED FIRST.
7. EXISTING UTILITIES TO BE REMOVED OR RELOCATED SHALL BE IDENTIFIED FIRST.
8. EXISTING UTILITIES TO BE REMOVED OR RELOCATED SHALL BE IDENTIFIED FIRST.
9. EXISTING UTILITIES TO BE REMOVED OR RELOCATED SHALL BE IDENTIFIED FIRST.



LOCATION MAP
NOT TO SCALE

ELEVATION ADJUSTMENT NOTE
1" IN FEET FROM 8' NAVD TO SITE ELEVATION IS
7.27' BASED ON AS BUILT CONSTRUCTION OF
PHASE 1.

NOTES

1. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THE PHASE 1 CONSTRUCTION PLANS. THE LOCATION OF ALL NEW UTILITIES SHALL BE IDENTIFIED BY THE OWNER OR ITS REPRESENTATIVE PRIOR TO CONSTRUCTION. THE LOCATION OF ALL EXISTING UTILITIES SHALL BE IDENTIFIED BY THE OWNER OR ITS REPRESENTATIVE PRIOR TO CONSTRUCTION. THE LOCATION OF ALL EXISTING UTILITIES SHALL BE IDENTIFIED BY THE OWNER OR ITS REPRESENTATIVE PRIOR TO CONSTRUCTION.
2. A PORTION OF LOT 10, BLOCK 1, ON THE PHASE 1 WITHIN A SPECIAL SURVEY OF THE CITY OF NEW BRAUNFELS, TEXAS, IS RESERVED FOR THE CITY OF NEW BRAUNFELS, TEXAS. THE CITY OF NEW BRAUNFELS, TEXAS, IS RESERVED FOR THE CITY OF NEW BRAUNFELS, TEXAS. THE CITY OF NEW BRAUNFELS, TEXAS, IS RESERVED FOR THE CITY OF NEW BRAUNFELS, TEXAS.
3. NO PART OF THIS PROJECT IS IN THE SHOWN ACQUIRED JURISDICTION OF THE CITY OF NEW BRAUNFELS, TEXAS.
4. MANUAL FOR THE CITY OF NEW BRAUNFELS, TEXAS.

Sheet Number	Sheet Title
1	COVER SHEET
2	FINAL PLAN
3	CONSTRUCTION NOTES
4	SEWERAGE PLAN
5	STORMWATER CONTROL MEASURES
6	SEWERAGE AREA MAP
7	DRAINAGE PLAN
8	SEWERAGE PLAN
9	SEWERAGE PLAN
10	SEWERAGE PLAN
11	SEWERAGE PLAN
12	SEWERAGE PLAN
13	SEWERAGE PLAN
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32	SEWERAGE PLAN
33	SEWERAGE PLAN
34	SEWERAGE PLAN
35	SEWERAGE PLAN
36	SEWERAGE PLAN
37	SEWERAGE PLAN

OWNER:

WHITE WING SUBDIVISION, LLC
10000 W. 10TH STREET, SUITE 300
NEW BRAUNFELS, TEXAS 77803
PHONE: 361-333-0000
FAX: 361-333-0000

ENGINEER:

PAPE-DAWSON ENGINEERS, INC.
10000 W. 10TH STREET, SUITE 300
NEW BRAUNFELS, TEXAS 77803
PHONE: 361-333-0000
FAX: 361-333-0000

REVIEWED BY:

DATE:

10/10/2013

DATE:

10/10/2013

DATE:

10/10/2013

PRELIMINARY SUBMITTAL DATE: SEPTEMBER 08, 2014

PAPE-DAWSON ENGINEERS, INC.	10000 W. 10TH STREET, SUITE 300	NEW BRAUNFELS, TEXAS 77803
PAPE-DAWSON ENGINEERS, INC.	10000 W. 10TH STREET, SUITE 300	NEW BRAUNFELS, TEXAS 77803
PAPE-DAWSON ENGINEERS, INC.	10000 W. 10TH STREET, SUITE 300	NEW BRAUNFELS, TEXAS 77803
PAPE-DAWSON ENGINEERS, INC.	10000 W. 10TH STREET, SUITE 300	NEW BRAUNFELS, TEXAS 77803



PAPE-DAWSON
ENGINEERS

10000 W. 10TH STREET, SUITE 300
NEW BRAUNFELS, TEXAS 77803
PHONE: 361-333-0000
FAX: 361-333-0000

WINDMILL IS DRINK



SHEET 2

INDEX

[illegible]

WHITE PAPER 2018, LLC
4024 N. COLLEGE, SUITE 300, BOX 9
FAIRFAXVILLE, ARKANSAS 72703
(479) 438-3350
PLAT PREPARED MARCH 12, 2018

**PAPE-DAWSON
ENGINEERS**

SHEET 1 OF 2

SCALE 1" = 100'

LEGEND

W/L = WIDEWAY
P/R = PARKING
R/W = RIGHT-OF-WAY
M/R = MAP AND PLOT RECORDS
C/L = CHALK LINE, CROWN, TYP.
G.P. = OFFICIAL PUBLIC RECORDS
C/L = CHALK LINE, CROWN, TYP.
B.L. = BUILDING SURVEY LINE
H.A. = HIGH ACCESS EASEMENT
H.L. = HIGH ACCIDENT LOT
P.R. = POINT OF BEGINNING
P.U. = PUBLIC UTILITY EASEMENT
E.C. = ELECTRIC EASEMENT
C.D. = CLOSING DOCUMENT
C.S. = CLOSING SPOT SURVEY
F.P. = FOUND FROM PCD (FAR)
T.P. = TOTAL PCD

1276, A.

LES EAP
CCTOP
PES
10-000000

COPIES DESTROYED BY
OFFICE OF THE ATTORNEY GENERAL
1957
FEB 1961

SUBDIVISION PLAT
OF
WHITE WING SUBDIVISION
PHASE 2

SHEET 2 OF 3

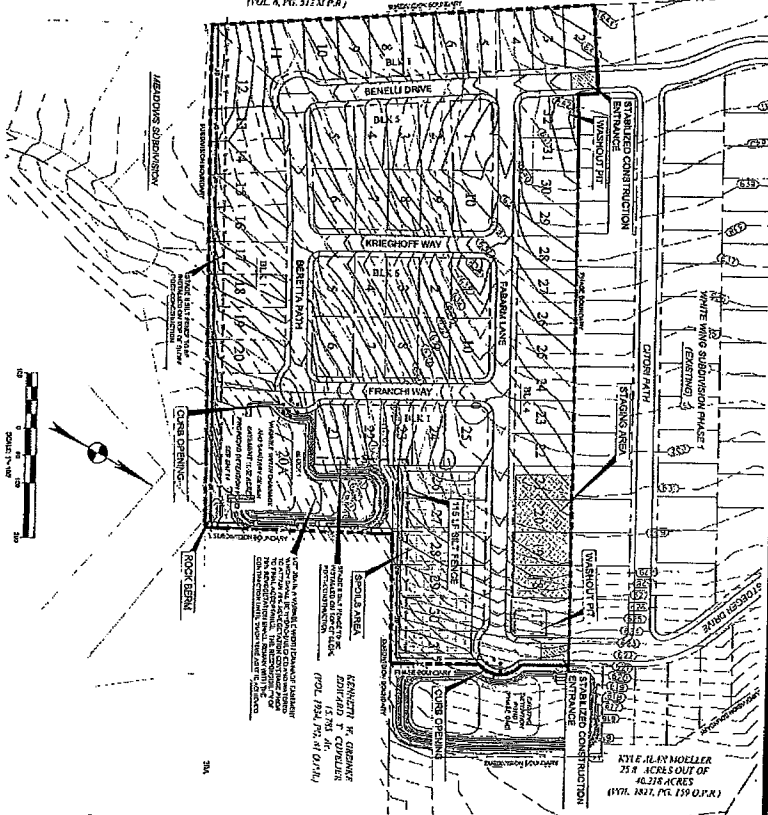
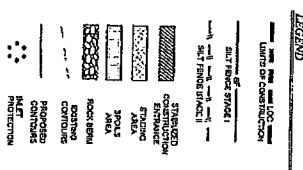
102

Page: 2 OF 27

**PAPE-DAWSON
ENGINEERS**

Page 1 of 1

Date: Apr 08 2016, 17:55:00 User: dr chd
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ADDITIONAL EROSION CONTROL AND REVEGETATION NOTES

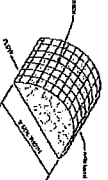
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EROSION / SEDIMENTATION CONTROL

Physical Property	Refractories
Drug Toxicity Summary	220 mg (ACUTX 04052)
Reaction Phase	60% (ACUTX 04052)
Median Drug Strength	420 mg (ACUTX 04052)
Predicted Drug Effect	125 mg (ACUTX 04052)
Expected Outcome	100 mg (ACUTX 04052)

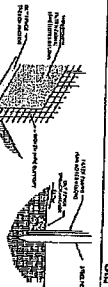
- PCAT Verbal Ability**

ROCK BERM

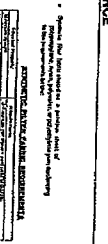


- The use of the input forms should be given due priority

SILT FENCE

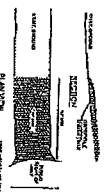


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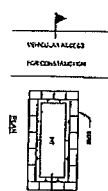


- | | |
|-------------|----------|
| Project No. | SA 15567 |
|-------------|----------|

STABILIZED CONSTRUCTION ENTRANCE/EXIT/CONCRETE TRUCK WASHOUT PIT



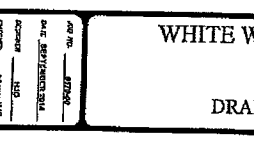
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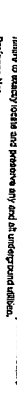


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WHITE WING SUBDIVISION
PHASE 2
EROSION SEDIMENTATION CONTROL







**PAPE-DAWS
ENGINEERS**

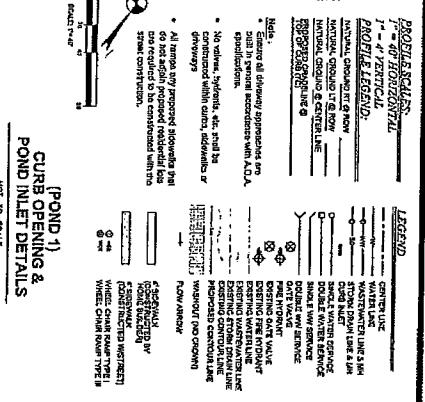
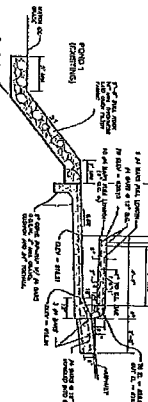
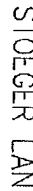
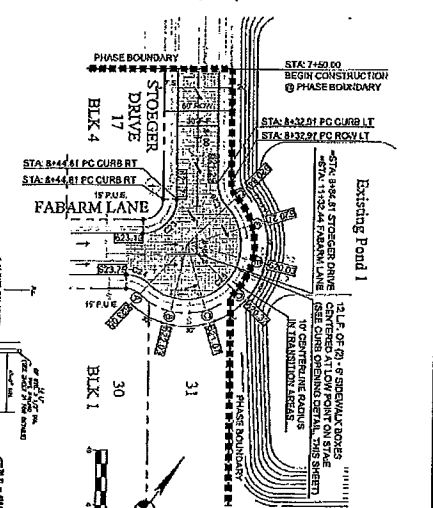
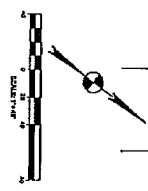
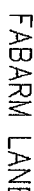
OGG 410 | SAN ANTONIO, TX 78213 | PH
BOARD OF PROFESSIONAL ENGINEERS, FIRM MEMBERSHIP

REVISIONS:

- 127255-3 DE WALK RELOCATION FROM ROW TO B OF
- 35618- TRENCH DITCHING GREATER THAN 3 FEET IN DEPTH
- 37218- DELAYED GRAND JURY

WHITE WING SUBDIVISION
PHASE 2
FABARM LANE


 100-442111
 JAN 1964
 REVISION:
 1. REMOVE ALL INFORMATION FROM ROUTING SLIP
 2. 35614 - THERON VISITING GUARDIAN
 3. 35614 - THERON VISITING GUARDIAN
 4. 35614 - THERON VISITING GUARDIAN

[illegible]

WHITE WING SUBDIVISION
PHASE 2
FABARM LANE(2) AND STOEGER DRIVE

**PAPE-DAWSON
ENGINEERS**

3000 AVE LOOP 410 | SAN ANTONIO, TX 78213 | PHONE: 210.375.2050
FAX: 210.375.3700

SEALS BOARD OF PROFESSIONAL ENGINEERS FROM SEPTEMBER 1994 TO 2000

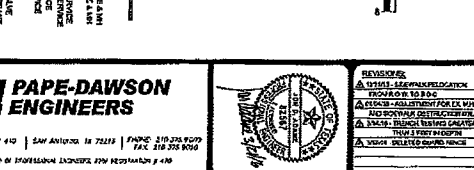
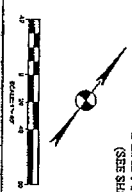
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5-21-14

REVISIONS:

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FROM 100.000 TO 0.000

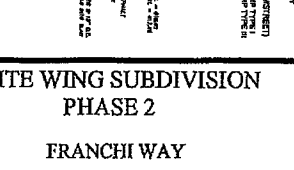
2. 3444 - FRENCH TESTING LOCATION
TRANSFERRING TO 100.000

3. 3715 - EXTERNAL RELOCATION
FROM 100.000 TO 0.000



LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	10.54	1860-0023.197


 GATE VALVE
 HANDWHEEL
 FLOW ARROW



CURB OPENING &
 POND INLET DETAILS

RD-10-504C

(POND 1)
 TYPICAL CALCULATION

$Q_p = 0.7 \times L \times (H/2)$
 $Q_p = 225.4 \text{ cfs}$
 $H = 4.25 \text{ ft}$
 $L = 150 \text{ ft}$

USE THE REMAINING POND

TOTAL APPROXIMATE SPILLWAY CONSTRUCTION
 DETAILS PER SECTION "C" AND POND DETAILS SHEET

WJ

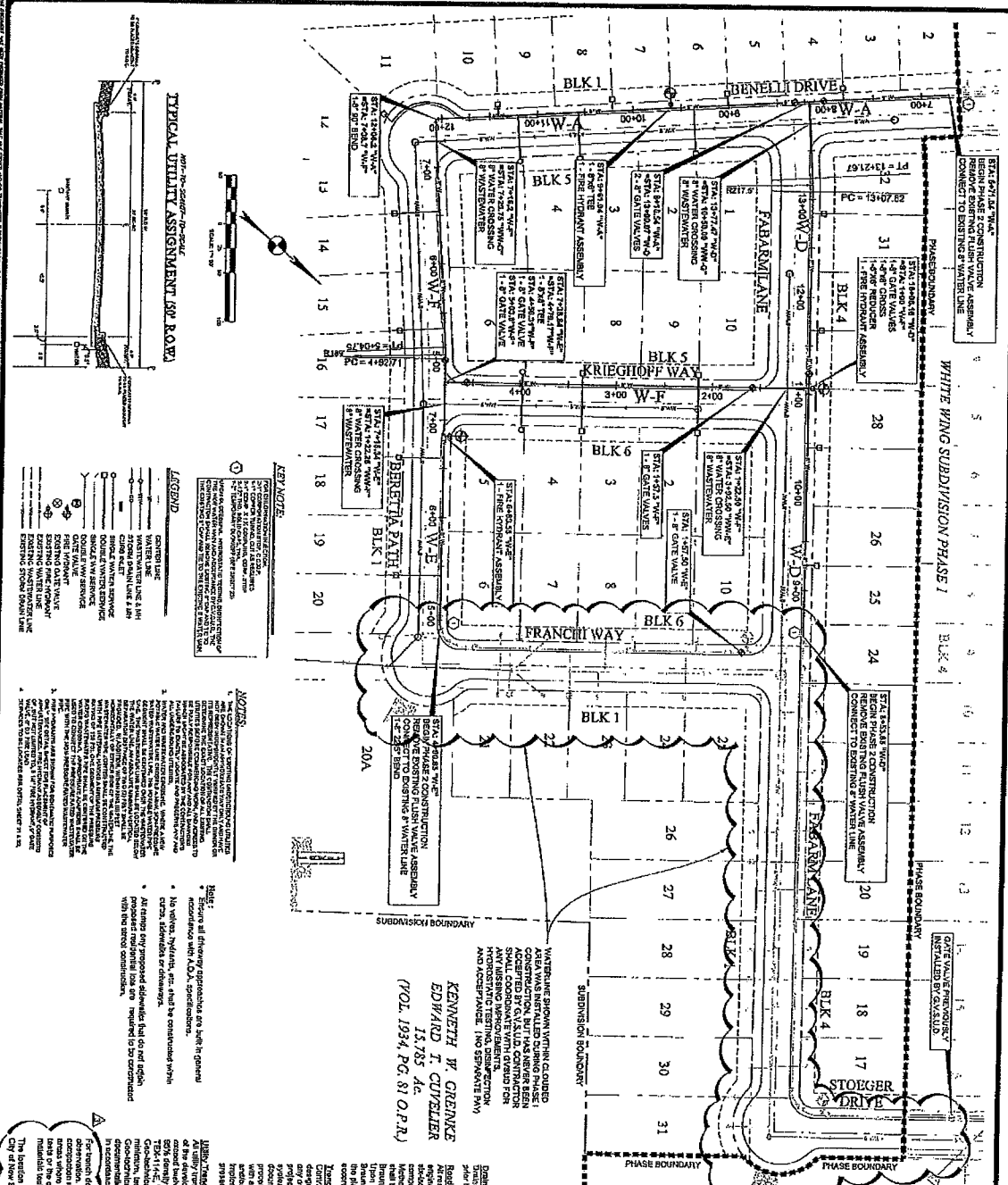
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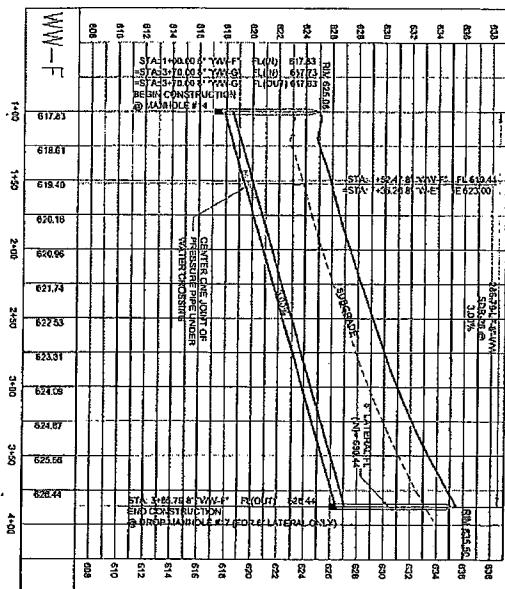
DATE NOVEMBER 2014

RECORD NO. NNO

DECD M. POLYUJO

DATE 10 of 27

[illegible]

[illegible]

GOODACRE, LLOYD R. ILLINOIS AUTHORITY STANDARD NOTES

4. All water and wastewater

- [illegible]

Driningo Kolg

Lifanago improvements sufficient prior to adding impervious cover

Biocompatibility

An intensive compatibility tests shall be the responsibility of the developer's Good-manufacturing-practice (GMP) facilities. The test shall be conducted in medium before and to control microorganisms. Each layer of the membrane shall be tested. The membrane shall be connected as composed and tested for density and modulus in accordance with Test Methods TDC-1-19, TDC-1-21, TDC-1-22, TDC-1-23, TDC-1-24, TDC-1-25, TDC-1-26, TDC-1-27, TDC-1-28, TDC-1-29, TDC-1-30, TDC-1-31, TDC-1-32, TDC-1-33, TDC-1-34, TDC-1-35, TDC-1-36, TDC-1-37, TDC-1-38, TDC-1-39, TDC-1-40, TDC-1-41, TDC-1-42, TDC-1-43, TDC-1-44, TDC-1-45, TDC-1-46, TDC-1-47, TDC-1-48, TDC-1-49, TDC-1-50, TDC-1-51, TDC-1-52, TDC-1-53, TDC-1-54, TDC-1-55, TDC-1-56, TDC-1-57, TDC-1-58, TDC-1-59, TDC-1-60, TDC-1-61, TDC-1-62, TDC-1-63, TDC-1-64, TDC-1-65, TDC-1-66, TDC-1-67, TDC-1-68, TDC-1-69, TDC-1-70, TDC-1-71, TDC-1-72, TDC-1-73, TDC-1-74, TDC-1-75, TDC-1-76, TDC-1-77, TDC-1-78, TDC-1-79, TDC-1-80, TDC-1-81, TDC-1-82, TDC-1-83, TDC-1-84, TDC-1-85, TDC-1-86, TDC-1-87, TDC-1-88, TDC-1-89, TDC-1-90, TDC-1-91, TDC-1-92, TDC-1-93, TDC-1-94, TDC-1-95, TDC-1-96, TDC-1-97, TDC-1-98, TDC-1-99, TDC-1-100, TDC-1-101, TDC-1-102, TDC-1-103, TDC-1-104, TDC-1-105, TDC-1-106, TDC-1-107, 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TDC-1-472, TDC-1-473, TDC-1-474, TDC-1

[illegible][illegible]

The location of tests shall be determined by the testing job personnel and approved by T. City of New Brunswick.

Notes:

- Ensure all driveway approaches are built in general accordance with A.D.A. specifications.
- No vehicle, hydraulic, etc. shall be constructed within curbs, sidewalks or driveways.
- All ramps in proposed sidewalks that do not begin proposed residential lots are not to be constructed with the street construction.

PROFILE SCALES:
1" = 40' HORIZONTAL
1" = 4' VERTICAL
PROFILE LEGEND:
SILVER: CROWN
BROWN: TRUNK
RED: BRANCHES
GREEN: FOLIAGE
BLACK: WASTEWATER LINE

REVISOR 37.12.
 37.12. TRENCHES DEEPER
 THAN 6 FEET IN DEPTH



**PAPE-DAWSON
ENGINEERS**

WHITE WING SUBDIVISION
PHASE 2
WASTEWATER PROFILE 1

DATE NOVEMBER 2014

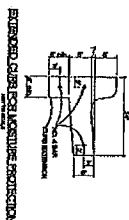
DATE 17 JUL 27



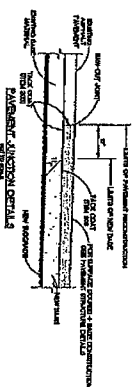
The City of New Brunswick will not accept the use of Recycled Asphalt/Pavement (RAP) or Recycled Asphalt Shingles (RAS) in asphalt mixtures as new materials. Any future mixtures using new asphalt must be a minimum of 95% new asphalt. Replacement material and replacement from stock is valid for trials to be determined by the City of New Brunswick.

PAVEMENT SECTIONS (LOCAL "A")	
WALL (TYPE B)	2'-0"
ACCOMMODATION SLAB	18"
BASECOURSE	6"
GRD-GRD	THIRTEEN INCHES
STRUCTURAL RAILROAD	3' 10"

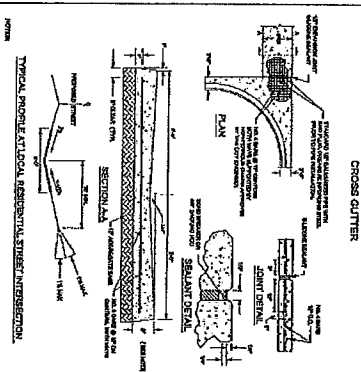
2. IN USE OF TRADING THE SPREAD: BETTER CLIENTS ARE TO BE OFFERED A MAXIMUM OF 6 MONTHS INTO THE CONTRACTS PERIOD. (ALL CONTRACTS HAVE 6 MONTHS INTO THE CONTRACTS PERIOD.)

[illegible][illegible]

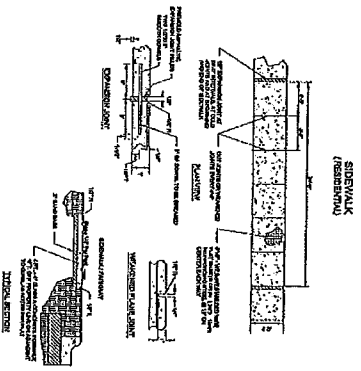
EXTENDED CARE FOR INJURY PROTECTION



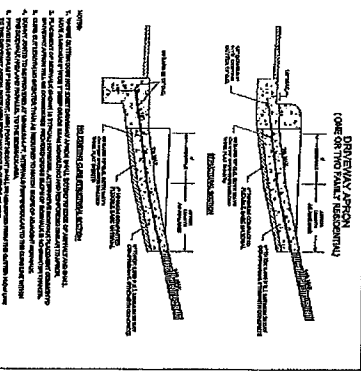
PAVEMENT JUNCTION DETAILS



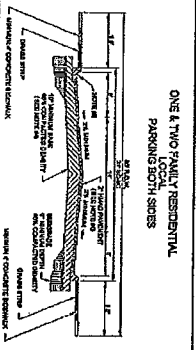
CROSS CUTTER



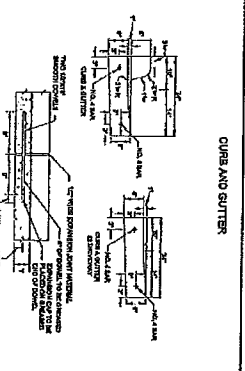
SIDEWALK (RESIDENTIAL)



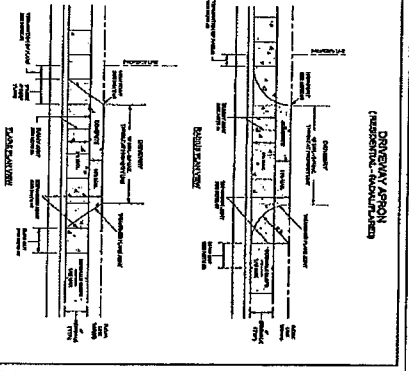
DRIVEWAY APRON
(ONE OR TWO FAMILY RESIDENTIAL)



ONE & TWO FAMILY RESIDENTIAL



CURE AND GUTTER



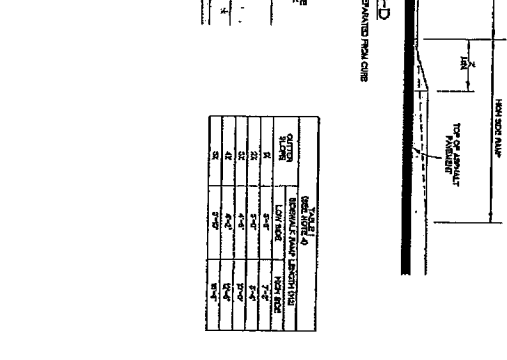
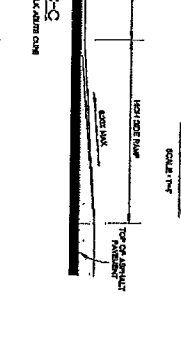
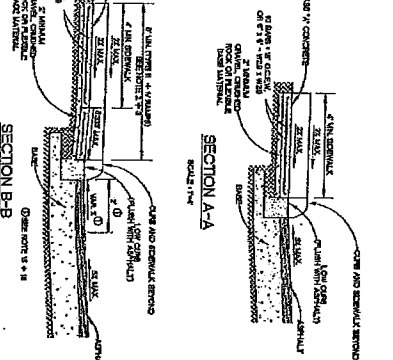
DRIVEWAY APRON

WHITE WING SUBDIVISION
PHASE 2
STREET DETAILS 1

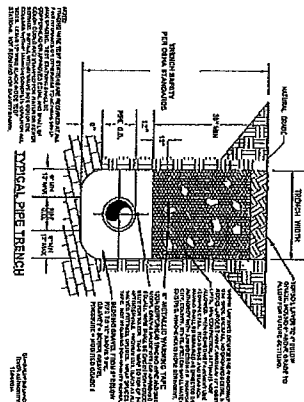
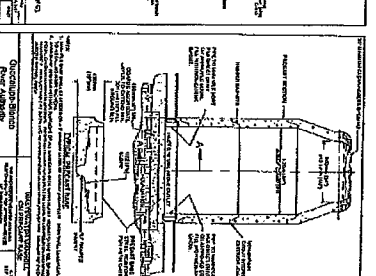
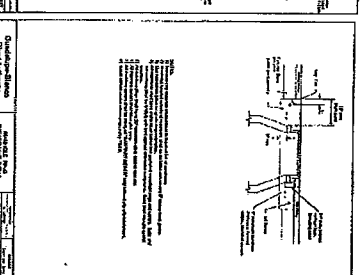
**PAPE-DAWSON
ENGINEERS**
500 NW LOOP 410 | SAN ANTONIO, TX 78213 | PHONE: 210.311.
FAX: 210.317.
TEXAS BOARD OF PROFESSIONAL ENGINEERS, LICENSE #10174 AND #110



REASONS:



7-14-14 0000 H01E 40		
OUTLET SLUG	REMARKS: RAMP LANDING (RD)	
	LOW SIDE	HIGH SIDE
51	2-4"	7-4"
52	2-4"	5-4"
53	4-4"	5-4"
54	4-4"	5-4"
55	5-4"	5-4"



EXERCISE	100
Pushing 1-2 inch above	
Pushing 1 inch above	05 to 10
Pushing 3/8 inch above	15 to 40
Pushing 2 1/4 inch above	0 to 30
Pushing 1/2 inch above	0 to 5

**PAPE-DAWSON
ENGINEERS**
1000 HWY 102P 410 | SAN ANTONIO, TX 78213 | PHONE: 210.325.5000
FAX: 210.373.8016
TEXAS BOARD OF PROFESSIONAL ENGINEERS, FIRM REGISTRATION # 470



REVISIONS:

For copying, cutting, or pasting of _____

NON-EDWARD'S AQUIFER
RECHARGE ZONE
SANITARY SEWER SYSTEM
CERTIFICATES

GENERAL NOTES

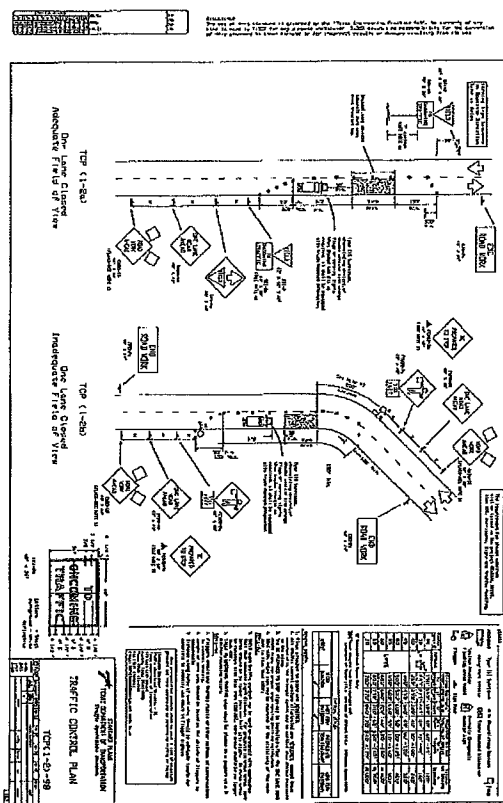
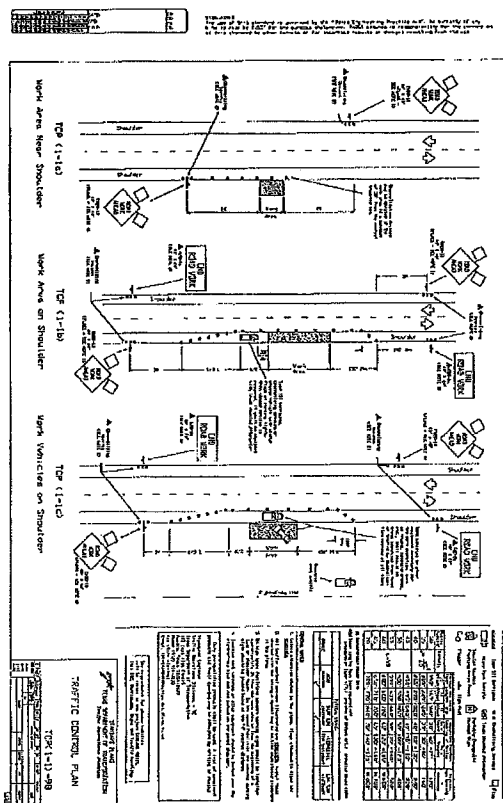
**CONSTRUCTION IN THE VICINITY OF
WATER MAINS**

[illegible][illegible][illegible]

§ 2

WING SUBDIVISION
PHASE 2
STEWATER DETAILS

WHITE
WA



1. The type of post (round wood post, rectangular wood post, or steel post) will be as shown in the plans. The exact position of MBFC shall be shown on the plans or as directed by the Engineer. Steel posts to be galvanized in accordance with Item 445, "Galvanizing."

1. The type of post (round wood post, rectangular wood post, or steel post) will be as shown in the plans. The exact position of NGR post shall be shown in accordance with Item 445, "Galvanizing".
2. Rail elements shall meet the requirements of Item 540, "Metal Beam Guard Fence" except as modified in the plans. The Contractor may attach rail elements of 1 1/2", 2", or 12" (or 2" inch) lengths. Rail elements may have slotted holes at 36" or 48" on center. The Contractor may use any material that may be manufactured to accommodate the downstream anchor terminal post, and the transition sections of guardrail.
3. Button head "tee" bolts (ASTM A307) shall be of sufficient length to extend through the full thickness of the rail (ASTM A36) and the post (ASTM A36) and not more than 1" beyond the transition head "splice" bolts (ASTM A307) of 3/4" x 1 1/2" (or 2" long at the rail "splice") with 3/4" double recessed washers. The Contractor shall use a minimum connection 1/2" dia. (ASTM A325) hex bolts shall be of sufficient length to extend through the full thickness of the rail, washers, and nuts.
4. Flirtops (bolts, nuts, and washers) shall be galvanized in accordance with Item 405, "Galvanizing". Pippings shall be galvanized in the bid item.
5. Crown guardrail will be welded to accommodate the Metal Beam Guard Fence.
6. The lateral approach to the guard fence, shall have a maximum slope of 1V:10H. If shown elsewhere in the plans or as directed by the Engineer, the guard fence may be flared at a rate of 25:1 or flatter.
7. Unless otherwise shown in the plans, Guard fence placed in the vicinity of culverts shall be positioned so that the face of curb is located directly below or behind the face of the rail. Rail placed over culverts shall be installed so that the post bolt is located approximately 25' inboard above the gutter pan or edge of shoulder.
8. If solid rock is encountered within 0 to 18" of the finished grade, drill a 32" dia. hole, or drill two 12" dia. holes, front to back over-lapping holes, 24" into the rock or to the bottom of the hole. The Contractor shall use any material that meets post length, after meeting these depths, may be field cut to ensure proper guardrail mounting height. Backfill with a chisel-point material.
9. Posts shall not be set in concrete, or any depth.
10. Special fabrication will be required at installations having a curvature of less than 150 ft. radius.
11. Unless otherwise shown in the plans, a composite material post and/or black top rail meets the requirements of MS-7210. Composite Material Posts and Blocks for Metal Beam Guard Fence may be substituted for posts and/or blocks of Producer Lateral Wall Guard Fence. The Construction Division, TADOT maintains a Material Producer List which may be used by the Contractor. The Contractor may only producers on the list may furnish composite material posts and/or black blocks.
12. For posts located partially or wholly between precast box culvert inlets, the use of a post-to-post closure between boxes is required. See Detail "A" on Bridge Standard Sp4-100.

