

# HISTORIC AND DESIGN REVIEW COMMISSION

January 19, 2022

**HDRC CASE NO:** 2021-637  
**COMMON NAME:** Fredericksburg Rd (Mary Louise to W Rosewood)  
**ZONING:** UZROW, H  
**CITY COUNCIL DIST.:** 1  
**DISTRICT:** Monticello Park Historic District  
**APPLICANT:** Miranda Garrison/City of San Antonio  
**OWNER:** City of San Antonio  
**TYPE OF WORK:** ROW improvements  
**APPLICATION RECEIVED:** December 01, 2021  
**60-DAY REVIEW:** Not applicable due to City Council Emergency Orders  
**CASE MANAGER:** Rachel Rettaliata

## REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to install new sidewalks and curbing along the west side of Fredericksburg Road from Mary Louise to W Rosewood.

## APPLICABLE CITATIONS:

*Historic Design Guidelines, Chapter 5, Guidelines for Site Elements*

### 1. Topography

#### A. TOPOGRAPHIC FEATURES

- i. *Historic topography*—Avoid significantly altering the topography of a property (i.e., extensive grading). Do not alter character-defining features such as berms or sloped front lawns that help define the character of the public right-of-way. Maintain the established lawn to help prevent erosion. If turf is replaced over time, new plant materials in these areas should be low-growing and suitable for the prevention of erosion.
- ii. *New construction*—Match the historic topography of adjacent lots prevalent along the block face for new construction. Do not excavate raised lots to accommodate additional building height or an additional story for new construction.
- iii. *New elements*—Minimize changes in topography resulting from new elements, like driveways and walkways, through appropriate siting and design. New site elements should work with, rather than change, character-defining topography when possible.

### 3. Landscape Design

#### A. PLANTINGS

- i. *Historic Gardens*—Maintain front yard gardens when appropriate within a specific historic district.
- ii. *Historic Lawns*—Do not fully remove and replace traditional lawn areas with impervious hardscape. Limit the removal of lawn areas to mulched planting beds or pervious hardscapes in locations where they would historically be found, such as along fences, walkways, or drives. Low-growing plantings should be used in historic lawn areas; invasive or large-scale species should be avoided. Historic lawn areas should never be reduced by more than 50%.
- iii. *Native xeric plant materials*—Select native and/or xeric plants that thrive in local conditions and reduce watering usage. See UDC Appendix E: San Antonio Recommended Plant List—All Suited to Xeriscape Planting Methods, for a list of appropriate materials and planting methods. Select plant materials with a similar character, growth habit, and light requirements as those being replaced.
- iv. *Plant palettes*—If a varied plant palette is used, incorporate species of taller heights, such informal elements should be restrained to small areas of the front yard or to the rear or side yard so as not to obstruct views of or otherwise distract from the historic structure.
- v. *Maintenance*—Maintain existing landscape features. Do not introduce landscape elements that will obscure the historic structure or are located as to retain moisture on walls or foundations (e.g., dense foundation plantings or vines) or as to cause damage.

#### B. ROCKS OR HARDSCAPE

- i. *Impervious surfaces*—Do not introduce large pavers, asphalt, or other impervious surfaces where they were not historically located.
- ii. *Pervious and semi-pervious surfaces*—New pervious hardscapes should be limited to areas that are not highly visible, and should not be used as wholesale replacement for plantings. If used, small plantings should be incorporated into the design.
- iii. *Rock mulch and gravel* - Do not use rock mulch or gravel as a wholesale replacement for lawn area. If used, plantings should be incorporated into the design.

#### C. MULCH

- Organic mulch* – Organic mulch should not be used as a wholesale replacement for plant material. Organic mulch with appropriate plantings should be incorporated in areas where appropriate such as beneath a tree canopy.
- i. *Inorganic mulch* – Inorganic mulch should not be used in highly-visible areas and should never be used as a wholesale replacement for plant material. Inorganic mulch with appropriate plantings should be incorporated in areas where appropriate such as along a foundation wall where moisture retention is discouraged.

#### D. TREES

- i. *Preservation*—Preserve and protect from damage existing mature trees and heritage trees. See UDC Section 35-523 (Tree Preservation) for specific requirements.
- ii. *New Trees* – Select new trees based on site conditions. Avoid planting new trees in locations that could potentially cause damage to a historic structure or other historic elements. Species selection and planting procedure should be done in accordance with guidance from the City Arborist.
- iii. *Maintenance* – Proper pruning encourages healthy growth and can extend the lifespan of trees. Avoid unnecessary or harmful pruning. A certified, licensed arborist is recommended for the pruning of mature trees and heritage trees.

### 4. Residential Streetscapes

#### A. PLANTING STRIPS

- i. *Street trees*—Protect and encourage healthy street trees in planting strips. Replace damaged or dead trees with trees of a similar species, size, and growth habit as recommended by the City Arborist.
- ii. *Lawns*— Maintain the use of traditional lawn in planting strips or low plantings where a consistent pattern has been retained along the block frontage. If mulch or gravel beds are used, low-growing plantings should be incorporated into the design.
- iii. *Alternative materials*—Do not introduce impervious hardscape, raised planting beds, or other materials into planting strips where they were not historically found.

#### B. PARKWAYS AND PLANTED MEDIANS

- i. *Historic plantings*—Maintain the park-like character of historic parkways and planted medians by preserving mature vegetation and retaining historic design elements. Replace damaged or dead plant materials with species of a like size, growth habit, and ornamental characteristics.
- ii. *Hardscape*—Do not introduce new pavers, concrete, or other hardscape materials into parkways and planted medians where they were not historically found.

#### C. STREET ELEMENTS

- i. *Site elements*—Preserve historic street lights, street markers, roundabouts, and other unique site elements found within the public right-of-way as street improvements and other public works projects are completed over time.
- ii. *Historic paving materials*—Retain historic paving materials, such as brick pavers or colored paving, within the public right-of-way and repair in place with like materials.

### 5. Sidewalks, Walkways, Driveways, and Curbing

#### A. SIDEWALKS AND WALKWAYS

- i. *Maintenance*—Repair minor cracking, settling, or jamming along sidewalks to prevent uneven surfaces. Retain and repair historic sidewalk and walkway paving materials—often brick or concrete—in place.
- ii. *Replacement materials*—Replace those portions of sidewalks or walkways that are deteriorated beyond repair. Every effort should be made to match existing sidewalk color and material.
- iii. *Width and alignment*— Follow the historic alignment, configuration, and width of sidewalks and walkways. Alter the historic width or alignment only where absolutely necessary to accommodate the preservation of a significant tree.
- iv. *Stamped concrete*—Preserve stamped street names, business insignias, or other historic elements of sidewalks and walkways when replacement is necessary.
- v. *ADA compliance*—Limit removal of historic sidewalk materials to the immediate intersection when ramps are added to address ADA requirements.

#### B. DRIVEWAYS

- i. *Driveway configuration*—Retain and repair in place historic driveway configurations, such as ribbon drives. Incorporate a similar driveway configuration—materials, width, and design—to that historically found on the site. Historic driveways are typically no wider than 10 feet. Pervious paving surfaces may be considered where replacement is necessary to increase stormwater infiltration.
- ii. *Curb cuts and ramps*—Maintain the width and configuration of original curb cuts when replacing historic driveways. Avoid introducing new curb cuts where not historically found.

#### C. CURBING

- i. *Historic curbing*—Retain historic curbing wherever possible. Historic curbing in San Antonio is typically constructed of concrete with a curved or angular profile.
- ii. *Replacement curbing*—Replace curbing in-kind when deteriorated beyond repair. Where in-kind replacement is not be feasible, use a comparable substitute that duplicates the color, texture, durability, and profile of the original. Retaining walls and curbing should not be added to the sidewalk design unless absolutely necessary.

### 8. Americans with Disabilities Act (ADA) Compliance

#### A. HISTORIC FEATURES

- i. *Avoid damage*—Minimize the damage to the historic character and materials of the building and sidewalk while complying with all aspects of accessibility requirements.
- ii. *Doors and door openings*—Avoid modifying historic doors or door openings that do not conform to the building and/or accessibility codes, particularly on the front façade. Consider using a discretely located addition as a means of providing accessibility.

#### B. ENTRANCES

- i. *Grade changes*—Incorporate minor changes in grade to modify sidewalk or walkway elevation to provide an accessible entry when possible.
- ii. *Residential entrances*—The preferred location of new ramps is at the side or rear of the building when convenient for the user.
- iii. *Non-residential and mixed use entrances*—Provide an accessible entrance located as close to the primary entrance as possible when access to the front door is not feasible.

#### C. DESIGN

- i. *Materials*—Design ramps and lifts to compliment the historic character of the building and be visually unobtrusive as to minimize the visual impact, especially when visible from the public right-of-way.
- ii. *Screening*—Screen ramps, lifts, or other elements related to ADA compliance using appropriate landscape materials. Refer to Guidelines for Site Elements for additional guidance.
- iii. *Curb cuts*—Install new ADA curb cuts on historic sidewalks to be consistent with the existing sidewalk color and texture while minimizing damage to the historical sidewalk.

### FINDINGS:

- a. The 2000-2100 block of Fredericksburg Road is located on the eastern boundary of the north side of Monticello Park Historic District. The project is bound by Mary Louise and W Rosewood. The Public Works Department has proposed to install sidewalks and driveway approaches as part of the 2021 Sidewalk IMP Project.
- b. **SIDEWALK INSTALLATION** – The applicant has proposed to install 6-foot-wide sidewalks and curbing on the west side of Fredericksburg Road between Mary Louise and W Rosewood. Guideline 5.A.iii for Site Elements states that the installation of new sidewalks should follow the historic alignment, configuration, and width of sidewalks and walkways. Alter the historic width or alignment only where absolutely necessary to accommodate the preservation of a significant tree. Additionally, Guideline 5.C.i for Site Elements states that historic curbing should be retained wherever possible. Historic curbing in San Antonio is typically constructed of concrete with a curved or angular profile. Staff finds the proposal generally appropriate, and that the applicant should provide dimensions for the proposed sidewalks.
- c. **TREE WELL REMOVAL** – The applicant has proposed to remove one tree and tree well located to the east of the property at 2031 Fredericksburg. Guideline 3.D.i for Site Elements states that existing mature trees and heritage trees should be preserved and protected from damage. Staff finds the proposal appropriate.
- d. **ADA RAMP INSTALLATION** – The proposal does not include any modifications to existing ADA ramps.
- e. **ARCHAEOLOGY** – The project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology, as applicable.

### RECOMMENDATION:

Staff recommends approval of the proposed sidewalk improvements based on findings a through e with the following stipulations:

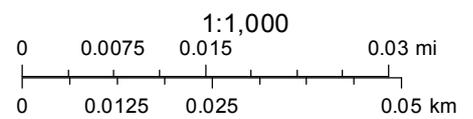
- i. That the historic curbing is retained and any curbing that requires replacement matches the existing in material, width, and profile.
- ii. ARCHAEOLOGY – The project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology, as applicable.

# City of San Antonio One Stop



January 14, 2022

 User drawn lines





CITY OF SAN ANTONIO  
**PUBLIC WORKS  
DEPARTMENT**

December 1, 2021

Office of Historic Preservation  
Development and Business Services Center  
1901 S. Alamo  
San Antonio, TX 78204

**SUBJECT: Request for Certificate of Appropriateness  
D7 Pedestrian Improvements – Fredericksburg Rd. (Mary Louise Dr. to W.  
Rosewood Ave.)  
San Antonio, Bexar County, Texas**

This project requires a Certificate of Appropriateness. The City of San Antonio PWD EMD does hereby request your review of the enclosed documentation and concurrence with the recommendations for the project. Please find the attached historic resource determinations along with plan sheets.

Should you have any questions regarding this project, please do not hesitate to contact me at (210) 207-1454 or by email at [Miranda.Garrison@sanantonio.gov](mailto:Miranda.Garrison@sanantonio.gov).

Sincerely,

Miranda Garrison, Architectural Historian/Environmental Project Manager  
Public Works Department – Environmental Management Division  
City of San Antonio



CITY OF SAN ANTONIO  
**PUBLIC WORKS  
DEPARTMENT**

## Interdepartmental Correspondence

**TO:** Jennifer DiCocco, Environmental Project Manager, PWD, EMD  
**FROM:** Miranda Garrison, Architectural Historian/Environmental Project Manager, PWD, EMD  
**COPIES TO:** Files  
**SUBJECT:** **D7 Pedestrian Improvements – Fredericksburg Rd. (Mary Louise Dr. to W. Rosewood Ave.)**  
**DATE:** December 1, 2021

---

The information included in this submittal for the above-referenced project has been reviewed by an architectural historian with the City of San Antonio (COSA) Public Works Department Environmental Management Division (PWD EMD). This is in accordance with the City's Historic Preservation and Design Section of the Unified Development Code and the requirements mandated by the Antiquities Code of Texas. This review focuses on the possible effects of the proposed project on above ground historic resources only. It is understood that the referenced project is financed solely with city funding. It is further understood that the project will not incorporate TxDOT or railroad ROW and will not require coordination with TxDOT. *However, if a federal agency becomes involved (for example, with funding, licensing, permitting, and/or oversight) in the development or regulation of this project, any historic resources located within the project area and the area of potential effect will be protected under the National Historic Preservation Act (NHPA).*

The proposed project includes installing a new sidewalk and curb along the west side of Fredericksburg Rd. from Mary Louise Dr. to W. Rosewood Ave.

**Architectural Resources:** A review of the Texas Historic Sites Atlas, COSA GIS maps, and other historical research sources reveals that the project is located within the Monticello Park Historic District designated by the City of San Antonio.

**In the opinion of the PWD EMD, the proposed work is anticipated to have no adverse effects to historic resources as long as the proposed plan is maintained. If the project limits expand, further research may be warranted.**

If there are any land easements owned or controlled by the State of Texas or any of its political subdivisions within the project area, or if there is any federal agency involvement or jurisdiction relating to the project or its development, the Texas Historical Commission may require other archeological and cultural resource compliance efforts in addition to those required by the City's Office of Historic Preservation. Particularly for historic resources (standing structures), if NHPA compliance is required on this project a review of these resources and the potential direct and secondary effects of the project on the resources will be required.

Sincerely,

A handwritten signature in blue ink that reads "L. Miranda Garrison". The signature is written in a cursive, flowing style.

Miranda Garrison, Architectural Historian/Environmental Project Manager  
Public Works Department – Environmental Management Division  
City of San Antonio



# CITY OF SAN ANTONIO

## PUBLIC WORKS DEPARTMENT

### FREDERICKSBURG RD SIDEWALK IMPROVEMENTS

BETWEEN MARY LOUISE DR & W ROSEWOOD AVE

### PROJECT NO: 23-01577

#### INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	COSA GENERAL NOTES
3	TCP PEDESTRIAN DETOUR LAYOUT
4-7	BARRICADE AND CONSTRUCTION STANDARDS
8	TCP (2-5)-18
9	PROPOSED SIDEWALK IMPROVEMENTS
10	MISCELLANEOUS CONSTRUCTION STANDARDS I
11	TEMPORARY EROSION, SEDIMENT & WATER POLLUTION CONTROL MEASURES STANDARDS I

BEGIN PROJECT  
STA 11+29



END PROJECT  
STA 13+21

PLANS PREPARED BY:

**SANCHEZ-SALAZAR & ASSOCIATES, LLC**



12770 Cimarron Path, Ste. 118  
San Antonio, TX 78249  
Phone: (210) 314-5458  
TBPELS Registration No. 15685

#### PROJECT INFORMATION:

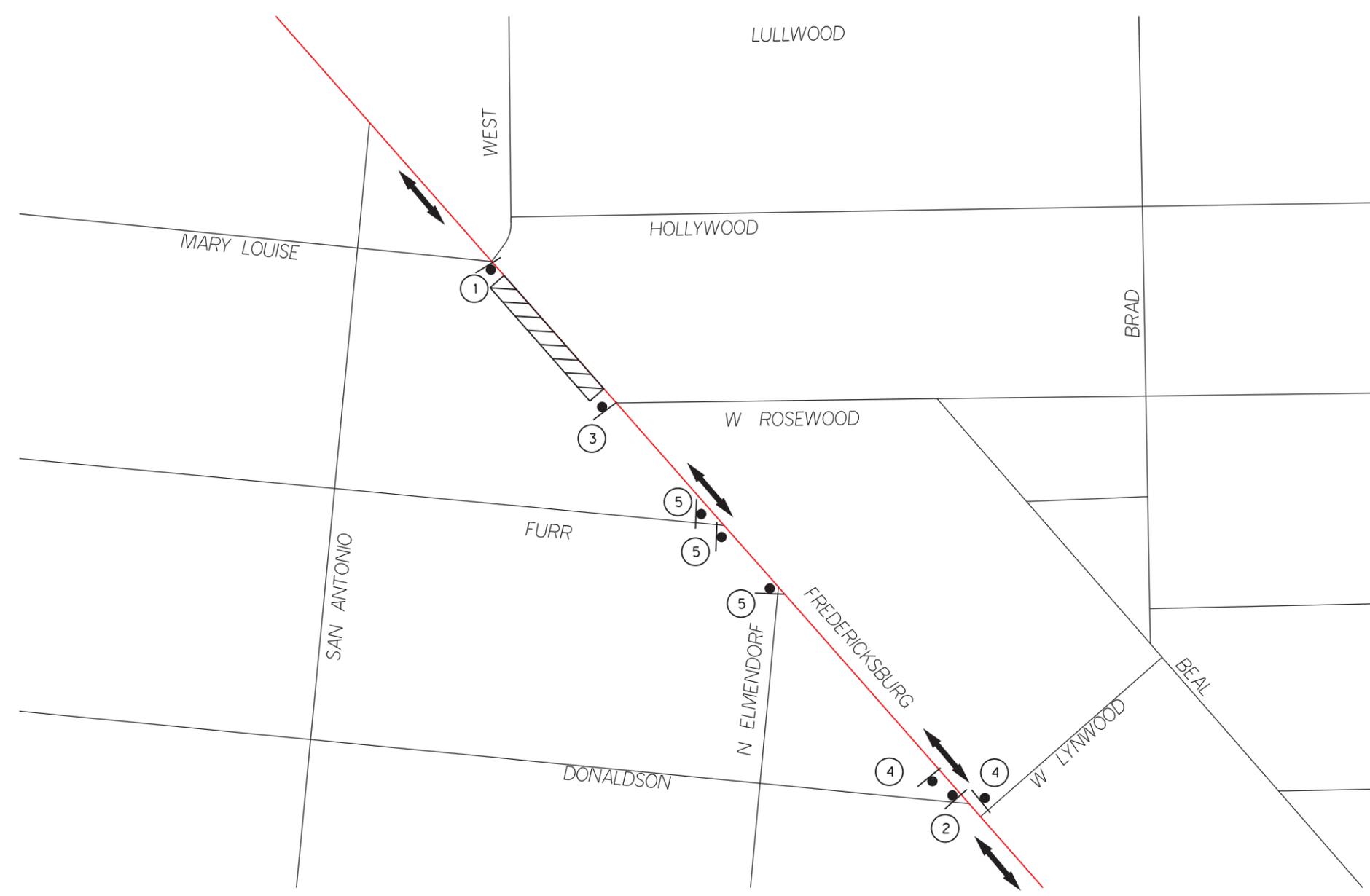
CLASSIFICATION: SECONDARY ARTERIAL TYPE B  
EXIST SPEED LIMIT: 30 MPH  
DESIGN SPEED LIMIT: 30 MPH  
AREA OF DISTURBED SOIL: 0.04 AC  
SIDEWALK LENGTH: 192 FT



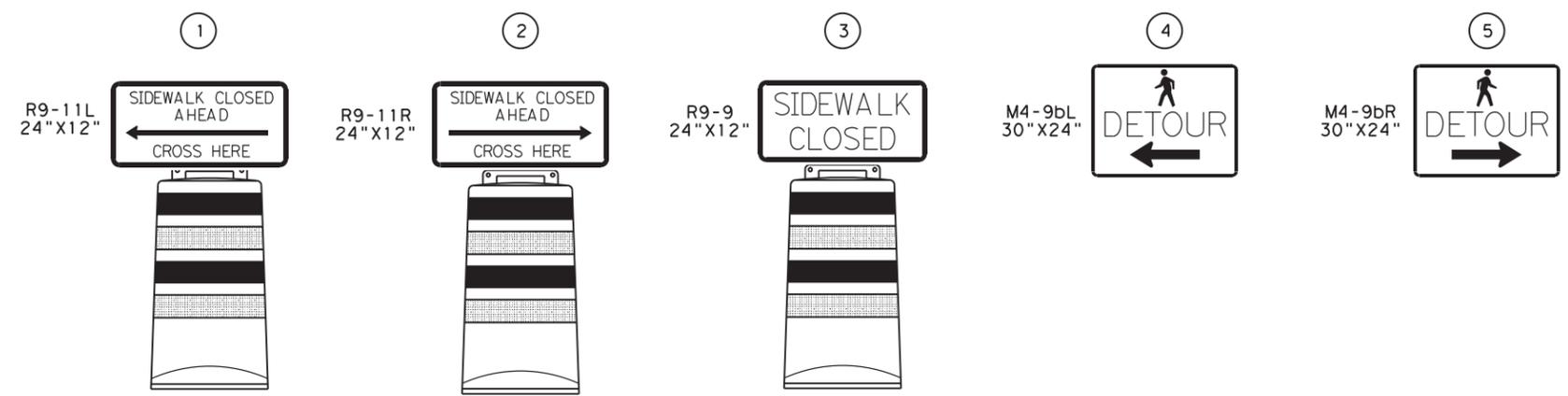
CITY OF SAN ANTONIO  
**PUBLIC WORKS  
DEPARTMENT**

75% SUBMITTAL  
10/29/2021

Through innovation and dedication, we build and maintain San Antonio's infrastructure.



INTERIM REVIEW ONLY  
 Document incomplete: not intended for permit, bidding or construction.  
 Engineer: JUAN CARLOS SANCHEZ  
 P.E. Serial No.: 93954  
 Date: 10/29/2021



NOT TO SCALE

REVISIONS

DATE	NO.	DESCRIPTION

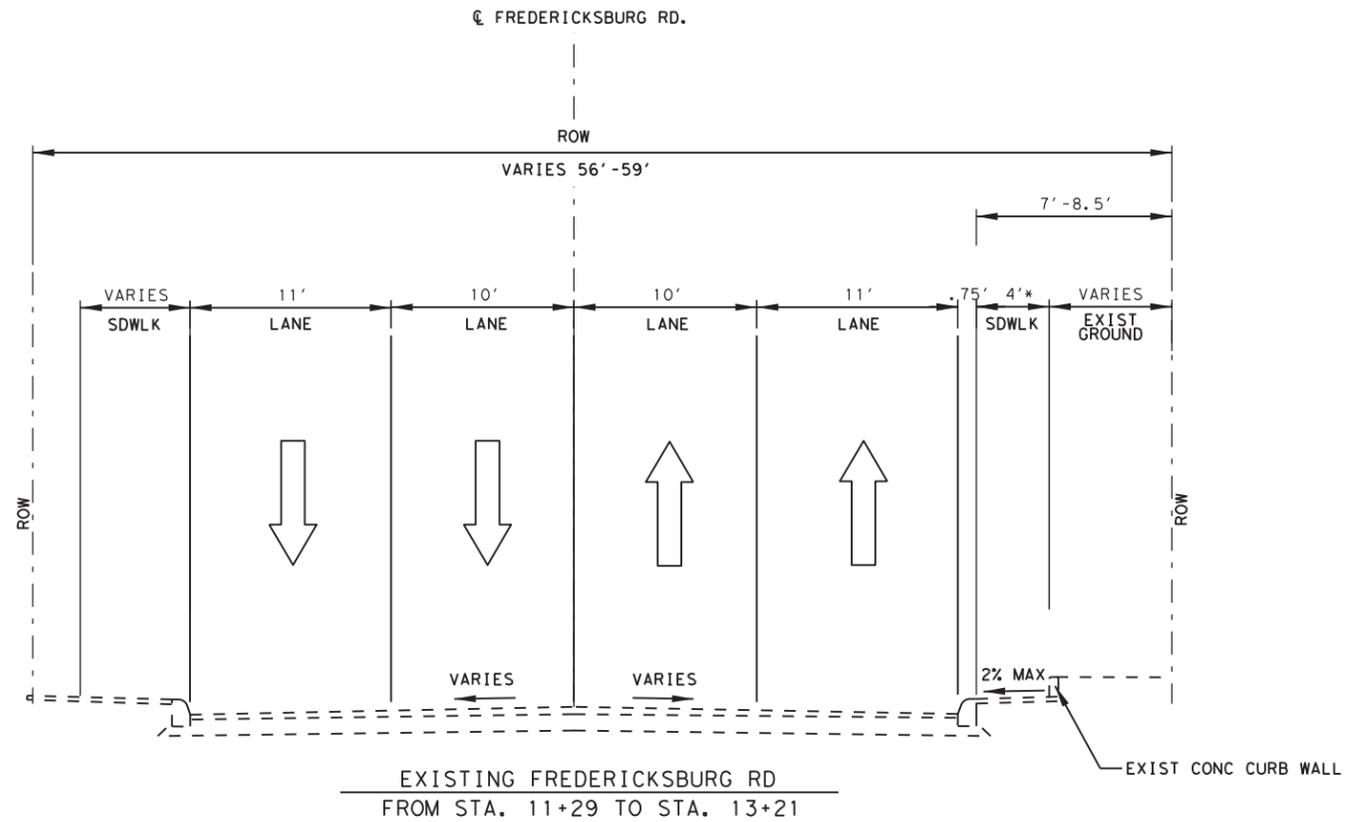
**SANCHEZ-SALAZAR & ASSOCIATES, LLC** 12770 Cimarron Path, Ste. 118  
 San Antonio, TX 78249  
 Phone: (210) 314-5458  
 TBPE Registration No. 15685

**CITY OF SAN ANTONIO**  
 Transportation & Capital Improvements (TCI) Department

**FREDERICKSBURG RD SIDEWALK IMPROVEMENTS**  
**TCP PEDESTRIAN DETOUR LAYOUT**

75 % SUBMITTAL	PROJECT NO.: 23-01577	DATE: 10/29/2021
DRWN. BY: JB	DSGN. BY: JB	CHKD. BY: JCS
SHEET NO.: 3		

I:\GIS\2021-2020-CoSA-Civil-01-CEC\Techprod\WA02-Fredricksburg-Road-Sidewalks\TCP\DCN\FRED-RD-PED-DETOUR.dgn



\* SIDEWALK TEMPORARILY WIDENS TO APPROXIMATELY 7.25' TO WRAP AROUND POWER POLE AT STA. 12+26

GENERAL NOTES:

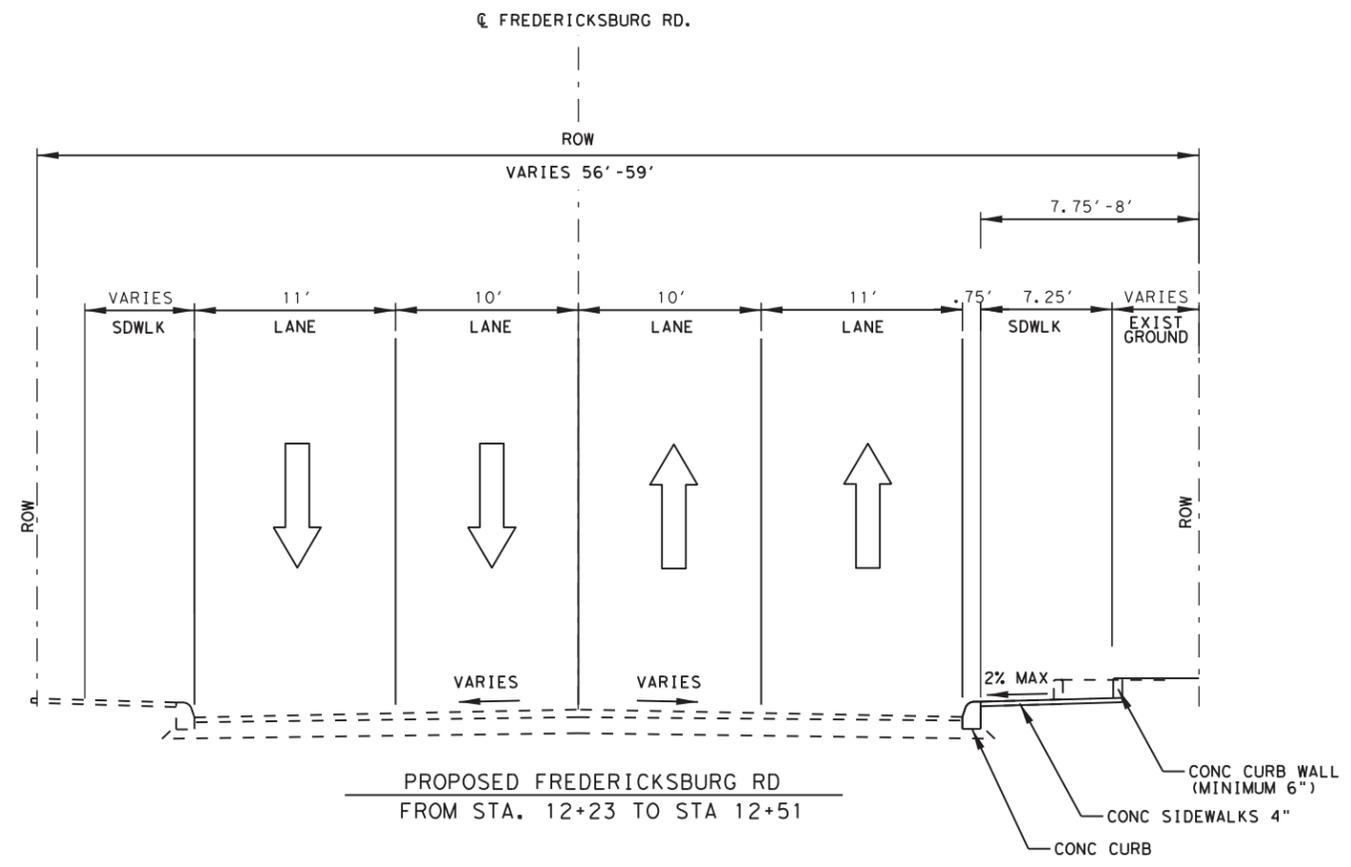
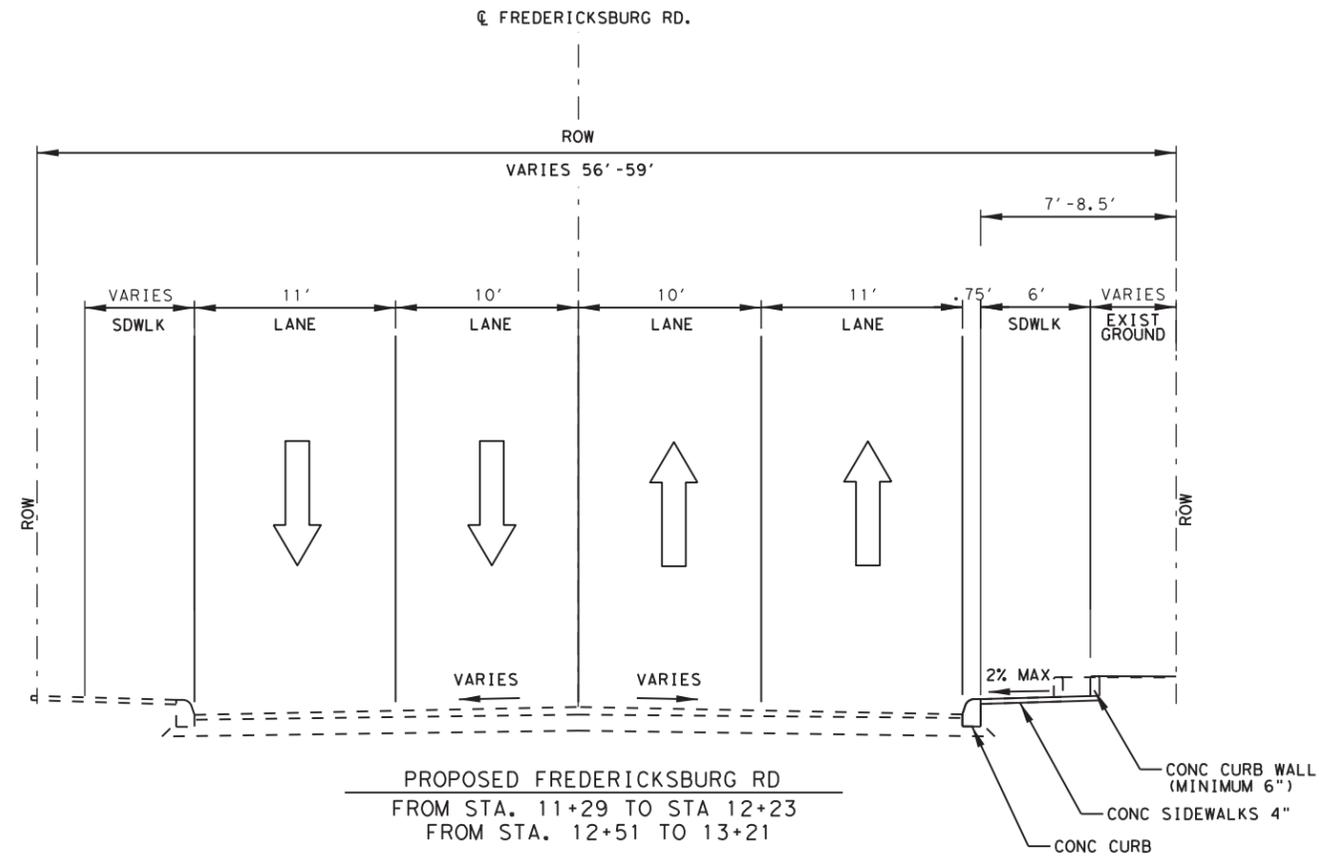
- LANE WIDTHS ARE APPROXIMATIONS TAKEN FROM AERIAL IMAGERY.

INTERIM REVIEW ONLY  
 Document incomplete: not intended for permit, bidding or construction.  
 Engineer: JUAN CARLOS SANCHEZ  
 P.E. Serial No.: 93954  
 Date: 11/10/2021

NOT TO SCALE

REVISIONS

DATE	NO.	DESCRIPTION
<div style="display: inline-block; vertical-align: middle; font-size: 8px; margin-left: 10px;">             12770 Cimarron Path, Ste. 118              San Antonio, TX 78249              Phone: (210) 314-5458              T&amp;PE Registration No. 15685           </div>		
<b>CITY OF SAN ANTONIO</b> Transportation & Capital Improvements (TCI) Department FREDERICKSBURG RD SIDEWALK IMPROVEMENTS		
<b>TYPICAL SECTIONS</b> SHEET 1 OF 2		
75 % SUBMITTAL	PROJECT NO.: 23-01577	DATE: 11/10/2021
DRWN. BY: JB	DSGN. BY: JB	CHKD. BY: JCS
SHEET NO.:		

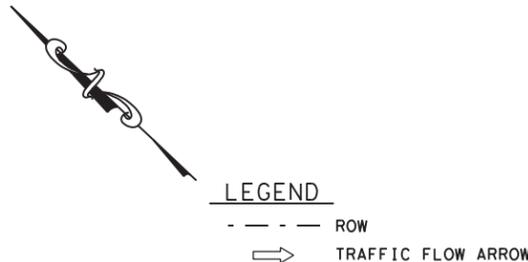


GENERAL NOTES:  
 1. LANE WIDTHS ARE APPROXIMATIONS TAKEN FROM AERIAL IMAGERY.

INTERIM REVIEW ONLY  
 Document incomplete: not intended for permit, bidding or construction.  
 Engineer: JUAN CARLOS SANCHEZ  
 P.E. Serial No.: 93954  
 Date: 11/10/2021

NOT TO SCALE

REVISIONS		
DATE	NO.	DESCRIPTION
<div style="font-size: 8px; margin-left: 10px;">           12770 Cimarron Path, Ste. 118            San Antonio, TX 78249            Phone: (210) 314-5458            T&amp;PE Registration No. 15685         </div>		
<b>CITY OF SAN ANTONIO</b> Transportation & Capital Improvements (TCI) Department FREDERICKSBURG RD SIDEWALK IMPROVEMENTS		
<b>TYPICAL SECTIONS</b>		
SHEET 2 OF 2		
75 % SUBMITTAL	PROJECT NO.: 23-01577	DATE: 11/10/2021
DRWN. BY: JB	DSGN. BY: JB	CHKD. BY: JCS
SHEET NO.:		



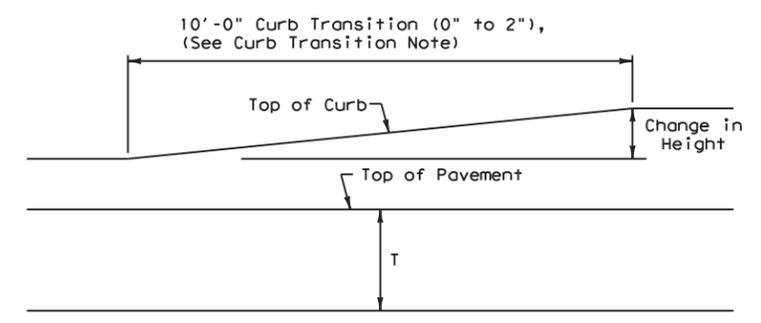
**GENERAL NOTES**

1. THE INFORMATION CONCERNING TYPE AND LOCATION OF UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING DETERMINATIONS AS TO THE TYPE AND LOCATION OF ALL UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERE TO.
2. CONTRACTOR TO UTILIZE COSA BARRICADE AND CONSTRUCTION STANDARDS FOR ANY TYPICAL ADVANCED WARNING SIGNS OR DELINEATOR DETAILS.
3. CONTRACTOR TO UTILIZE TxDOT STANDARD TCP 2-5a FOR LANE CLOSURE DURING CONSTRUCTION.
4. CURB WALL HEIGHT WILL BE 6 INCHES FROM TOP OF SIDEWALK. CONTRACTOR CAN ADJUST TO ACCOMMODATE FIELD CONDITIONS AS NEEDED TO MAINTAIN POSITIVE DRAINAGE.

ROADWAY SUMMARY						
	205.2	205.4	500.1	502.1	506.1	540.1
	HOT MIX ASPHALTIC PAVEMENT, TYPE B (6" COMP. DEPTH)	HOT MIX ASPHALTIC PAVEMENT, TYPE D (1" COMP. DEPTH)	CONCRETE CURB	CONCRETE SIDEWALKS	CONCRETE RETAINING WALLS	CURB INLET GRAVEL FILTERS
	SY	SY	LF	SY	CY	LF
TOTAL	55	20	176	128	1.5	30

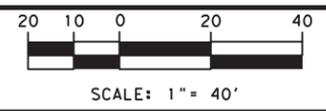
REMOVAL SUMMARY					
	103.1	103.3	103.4	810	XXX.X
	REMOVE CONCRETE CURB	REMOVE SIDEWALKS AND DRIVEWAYS	REMOVE MISCELLANEOUS CONCRETE	TREE REMOVAL	REMOVING METAL GRATE PLANTER
	LF	SF	SF	EA	EA
TOTAL	176	757	126	1	4

**CURB TRANSITION NOTE:**  
Field conditions may require a longer or shorter transition, and shall be shown elsewhere in the plans, or as directed by the Engineer.



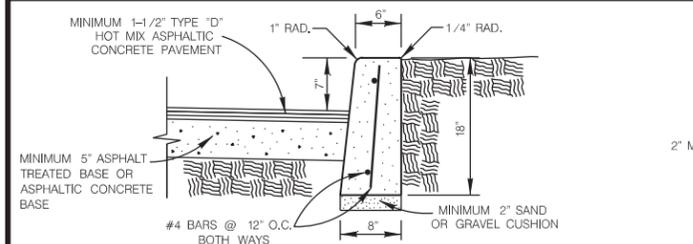
**CURB TRANSITION AT INLET**  
Note: To be paid for as Highest Curb

**INTERIM REVIEW ONLY**  
Document incomplete: not intended for permit, bidding or construction.  
Engineer: JUAN CARLOS SANCHEZ  
P.E. Serial No.: 93954  
Date: 10/29/2021

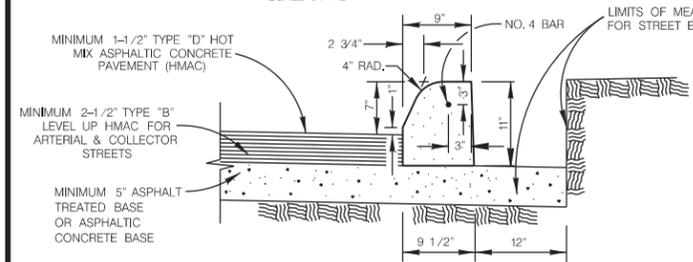


REVISIONS		
DATE	NO.	DESCRIPTION
<b>CITY OF SAN ANTONIO</b> Transportation & Capital Improvements (TCI) Department <b>FREDERICKSBURG RD SIDEWALK IMPROVEMENTS</b> <b>PROPOSED SIDEWALK IMPROVEMENTS</b>		
75 % SUBMITTAL	PROJECT NO.: 23-01577	DATE: 10/29/2021
DRWN. BY: JB	DSGN. BY: JB	CHKD. BY: JCS
		SHEET NO.: 9

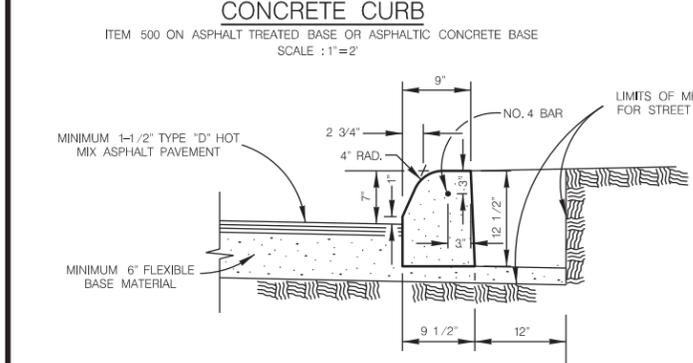
I:\2020\2020-CosA-C1\11-On-Call-CEC\Techprod\WA02-Fredericksburg-Road-S1\Drawings\Roadway\DCN\FRED-SDWK-PRDP-PLN.dgn



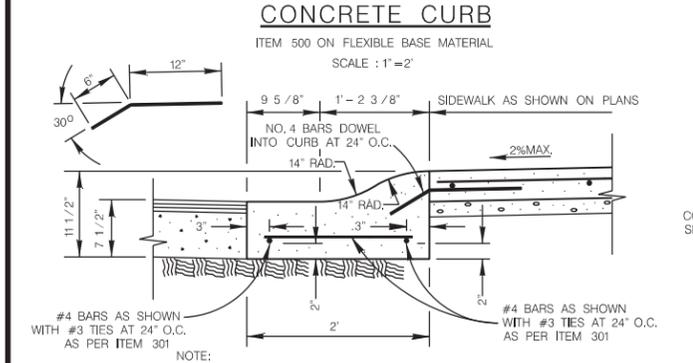
**HEADER CURB**  
ITEM 500 ON SAND OR GRAVEL  
SCALE : 1"=2'



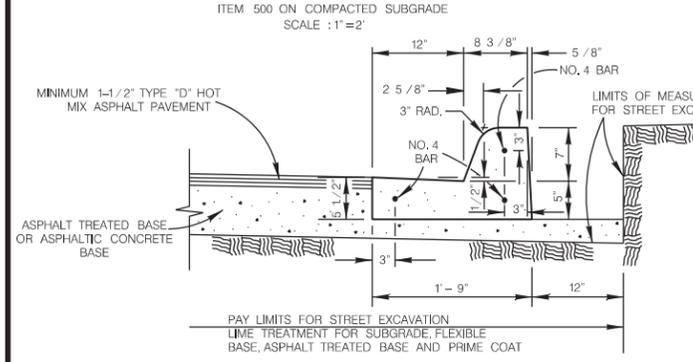
**CONCRETE CURB**  
ITEM 500 ON ASPHALT TREATED BASE OR ASPHALTIC CONCRETE BASE  
SCALE : 1"=2'



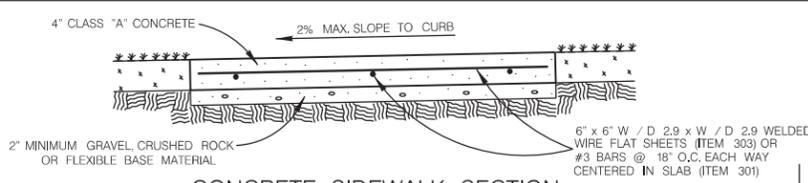
**CONCRETE CURB**  
ITEM 500 ON FLEXIBLE BASE MATERIAL  
SCALE : 1"=2'



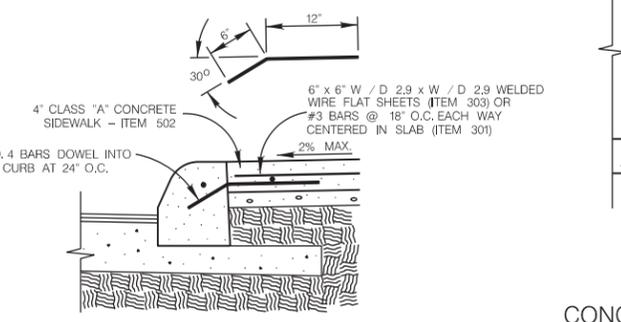
**MOUNTABLE CURB**  
ITEM 500 ON COMPACTED SUBGRADE  
SCALE : 1"=2'



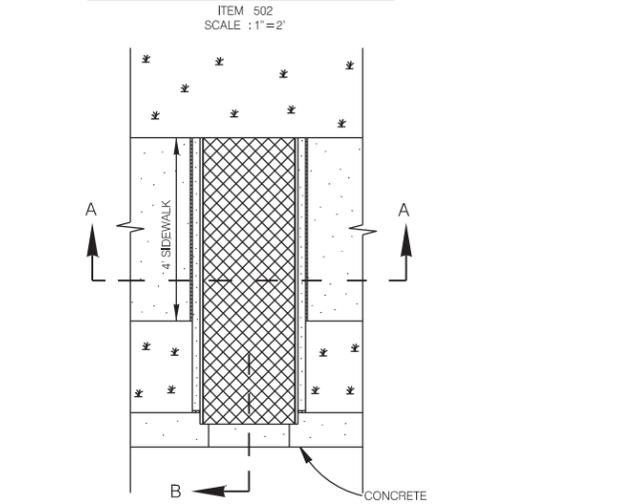
**TYPICAL CURB & GUTTER DETAIL**  
ITEM 500 ON ASPHALT TREATED BASE OR ASPHALTIC CONCRETE BASE  
SCALE : 1"=2'



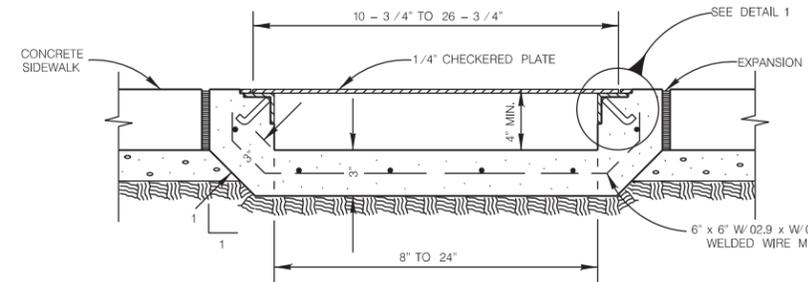
**CONCRETE SIDEWALK SECTION**  
ITEM 502  
SCALE : 1"=2'



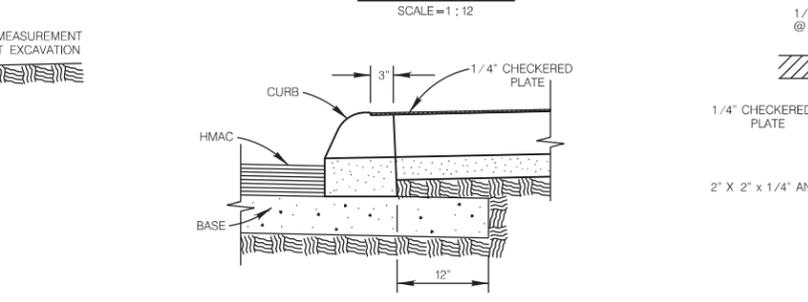
**CONCRETE SIDEWALK ABUTTING CURB SECTION**  
ITEM 502  
SCALE : 1"=2'



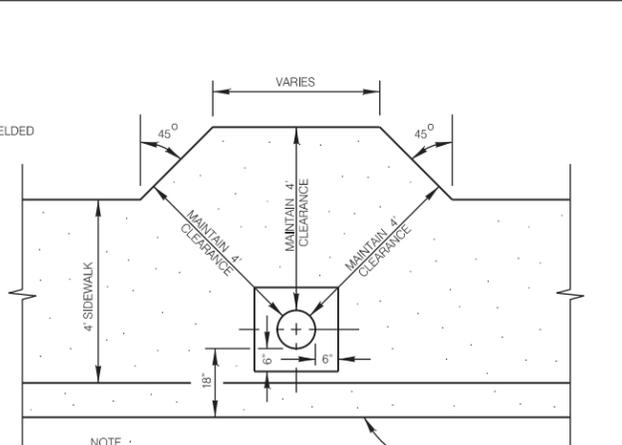
**CONCRETE SIDEWALK DRAIN DETAIL**  
SCALE : 1"=4'



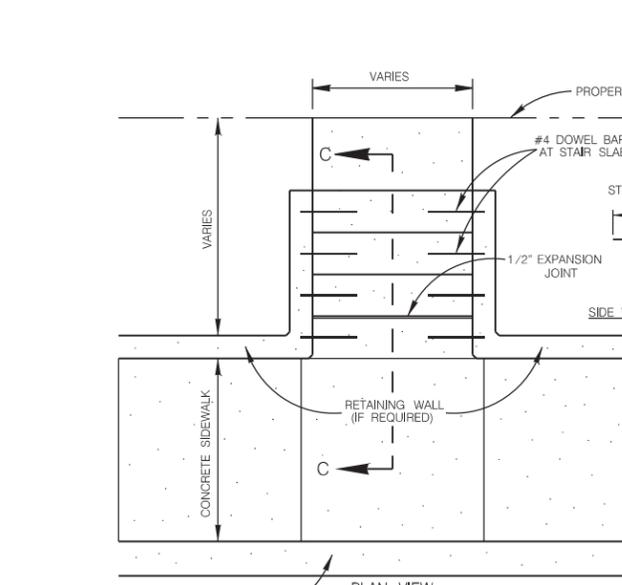
**SECTION A-A**  
SCALE = 1:12



**SECTION B**  
SCALE : 1"=2'



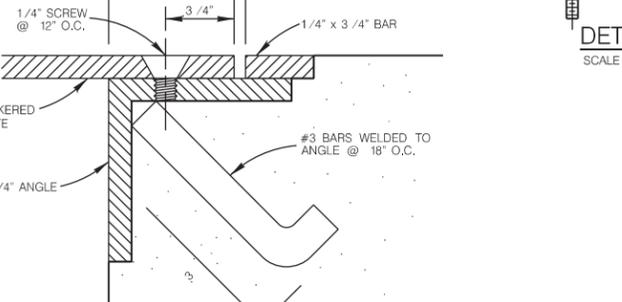
**CONCRETE SIDEWALK @ UTILITY POWER POLE DETAIL**  
SCALE : 1"=4'



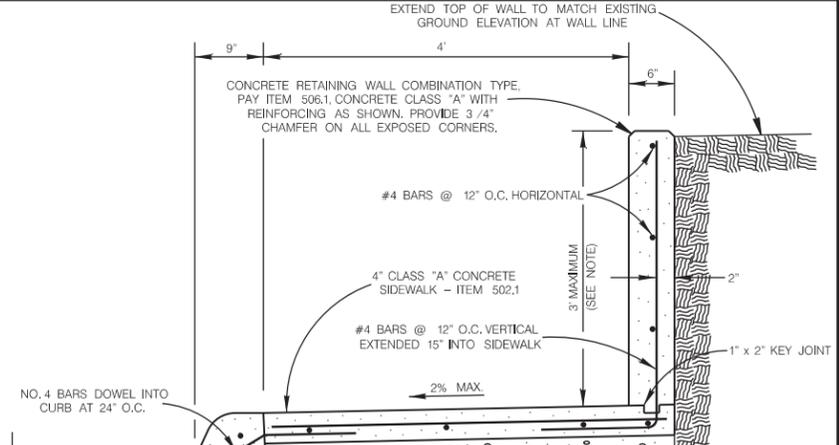
**CONCRETE STEPS**  
ITEM 524



**SECTION A-A**  
SCALE = 1:12



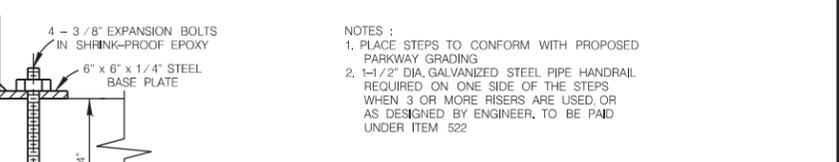
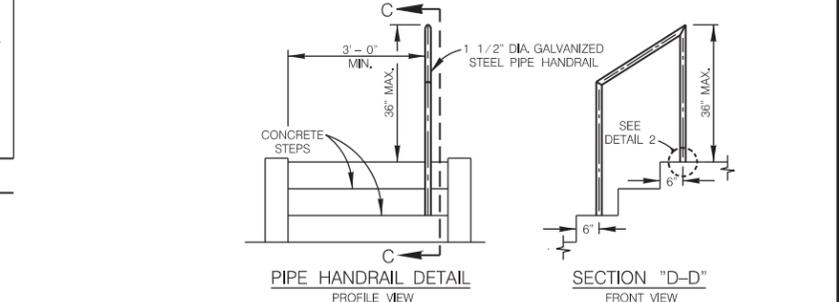
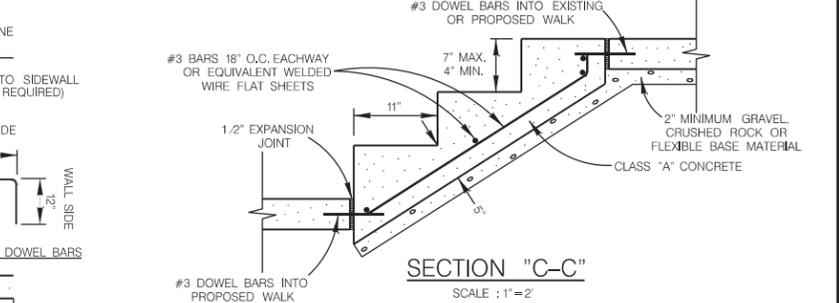
**DETAIL 1**  
SCALE = 1:1



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



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

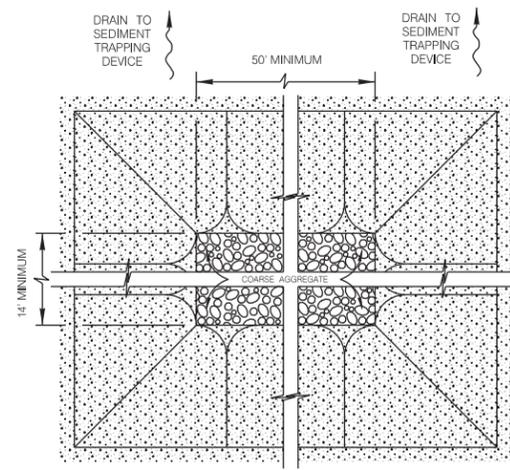


**HANDRAIL FOR CONCRETE STEPS**  
ITEM 522

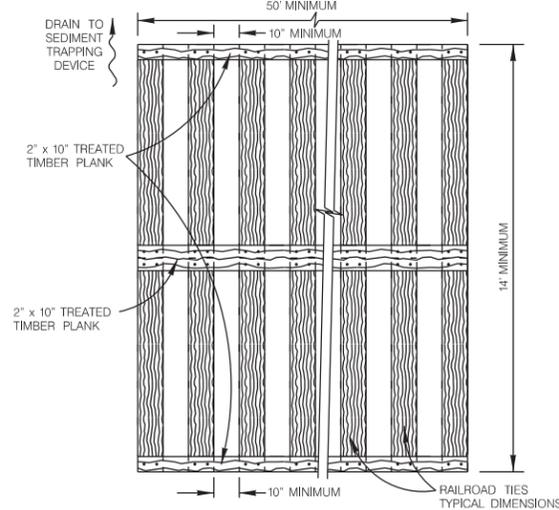
NOTES:  
1. PLACE STEPS TO CONFORM WITH PROPOSED PARKWAY GRADING  
2. 1-1/2" DIA. GALVANIZED STEEL PIPE HANDRAIL REQUIRED ON ONE SIDE OF THE STEPS WHEN 3 OR MORE RISERS ARE USED OR AS DESIGNED BY ENGINEER, TO BE PAID UNDER ITEM 522

MAY 2009  
CITY OF SAN ANTONIO  
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT  
MISCELLANEOUS  
CONSTRUCTION STANDARDS I

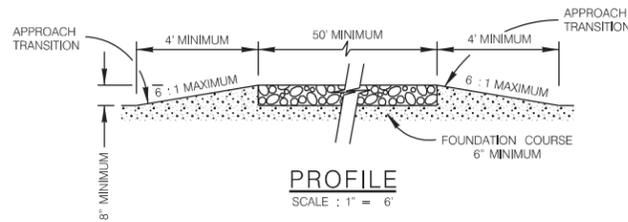
75% SUBMITTAL	PROJECT NO.: 23-01577	DATE: 10/28/2011
DRWN. BY: V. VASQUEZ	DSGN. BY:	CHKD. BY: R.S. HOSSEINI, P.E.
		SHEET NO.: 10



**PLAN**  
SCALE : 1" = 6'



**PLAN**  
SCALE : 1" = 6'

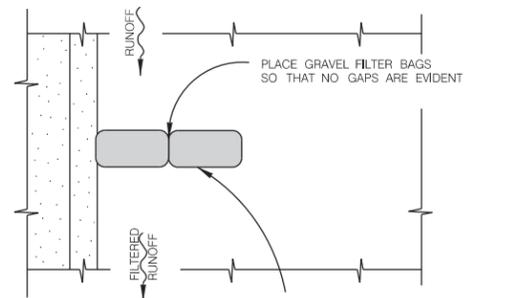


**PROFILE**  
SCALE : 1" = 6'

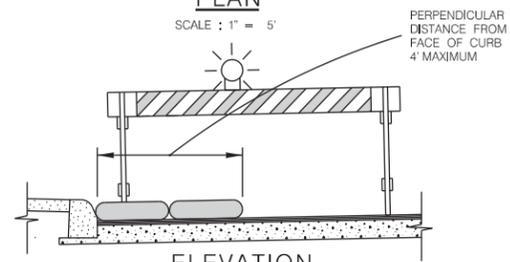
GENERAL NOTES

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

**CONSTRUCTION EXIT - TYPE 1**



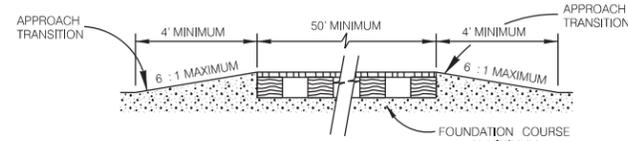
**PLAN**  
SCALE : 1" = 5'



**ELEVATION**  
SCALE : 1" = 5'

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

**GRAVEL FILTER BAGS**

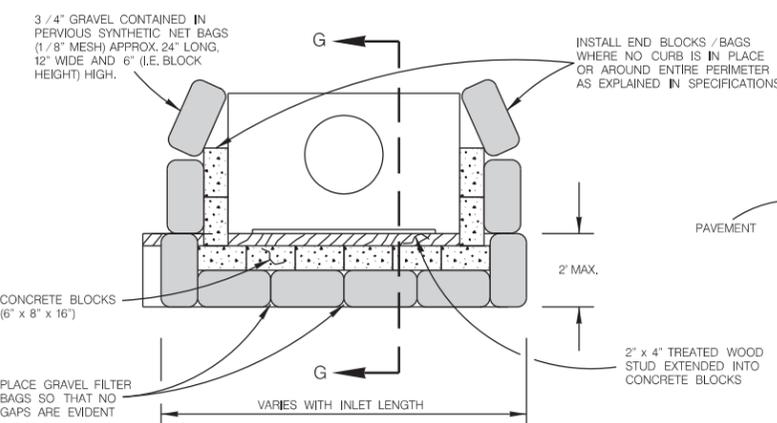


**PROFILE**  
SCALE : 1" = 6'

GENERAL NOTES

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

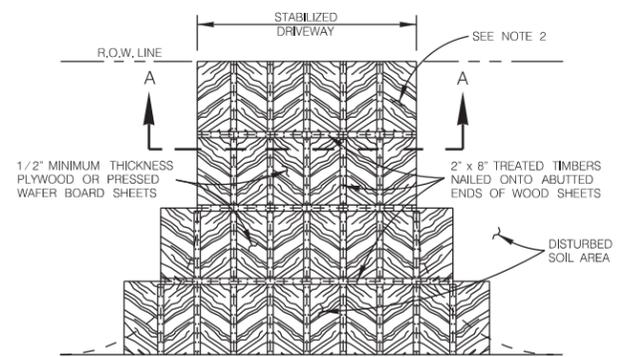
**CONSTRUCTION EXIT - TYPE 2**



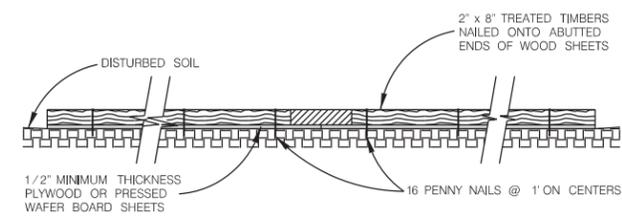
**PLAN**  
SCALE : 1" = 5'

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

**CURB INLET GRAVEL FILTER**



**PLAN**  
SCALE : 1" = 20'

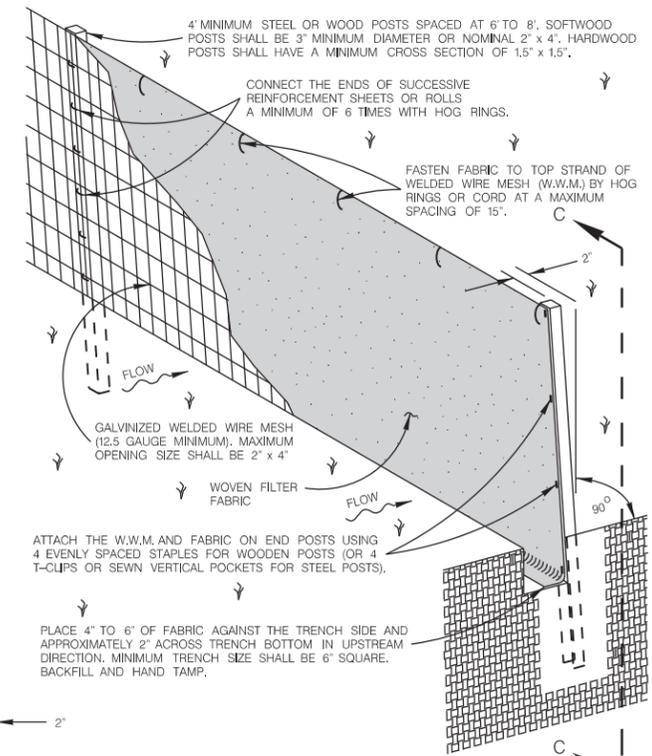


**SECTION A-A**  
SCALE : 1" = 2'

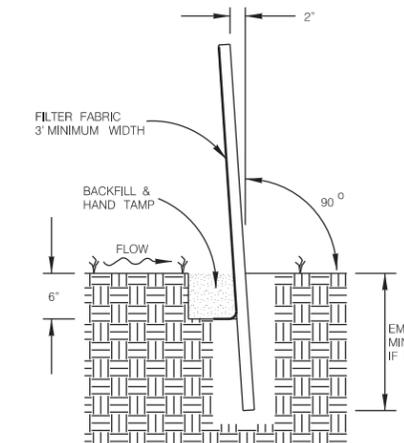
GENERAL NOTES

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

**CONSTRUCTION EXIT - TYPE 3**



**ISOMETRIC VIEW**  
SCALE : 1" = 2'



**SECTION C-C**  
SCALE : 1" = 2'

SEDIMENT CONTROL FENCE USAGE GUIDELINES

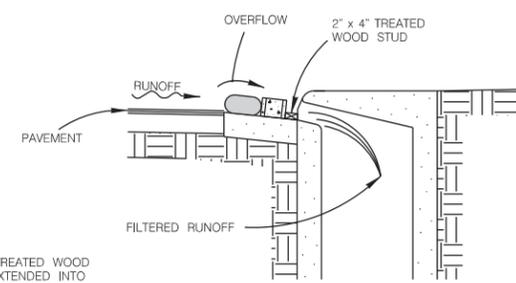
A SEDIMENT CONTROL FENCE MAY BE CONSTRUCTED NEAR THE DOWNSTREAM PERIMETER OF A DISTURBED AREA ALONG A CONTOUR TO INTERCEPT SEDIMENT FROM OVERLAND RUN-OFF. A 2 YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE TO BE FILTERED.

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

GENERAL NOTES

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

**TEMPORARY SEDIMENT CONTROL FENCE**



**SECTION G-G**  
SCALE : 1" = 5'

JANUARY 2005

CITY OF SAN ANTONIO  
CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

**TEMPORARY EROSION, SEDIMENT & WATER POLLUTION CONTROL MEASURES STANDARDS 1**