

HISTORIC AND DESIGN REVIEW COMMISSION

March 16, 2022

HDRC CASE NO: 2022-142
COMMON NAME: Fredericksburg Rd (Mary Louise to W Rosewood)
LEGAL DESCRIPTION: NCB 6700 BLK 9 LOT 13, 14 & E 15 FT OF 12
ZONING: UZROW, H
CITY COUNCIL DIST.: 7
DISTRICT: Monticello Park Historic District
APPLICANT: Miranda Garrison/City of San Antonio
OWNER: City of San Antonio
TYPE OF WORK: ROW improvements
APPLICATION RECEIVED: February 22, 2022
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:

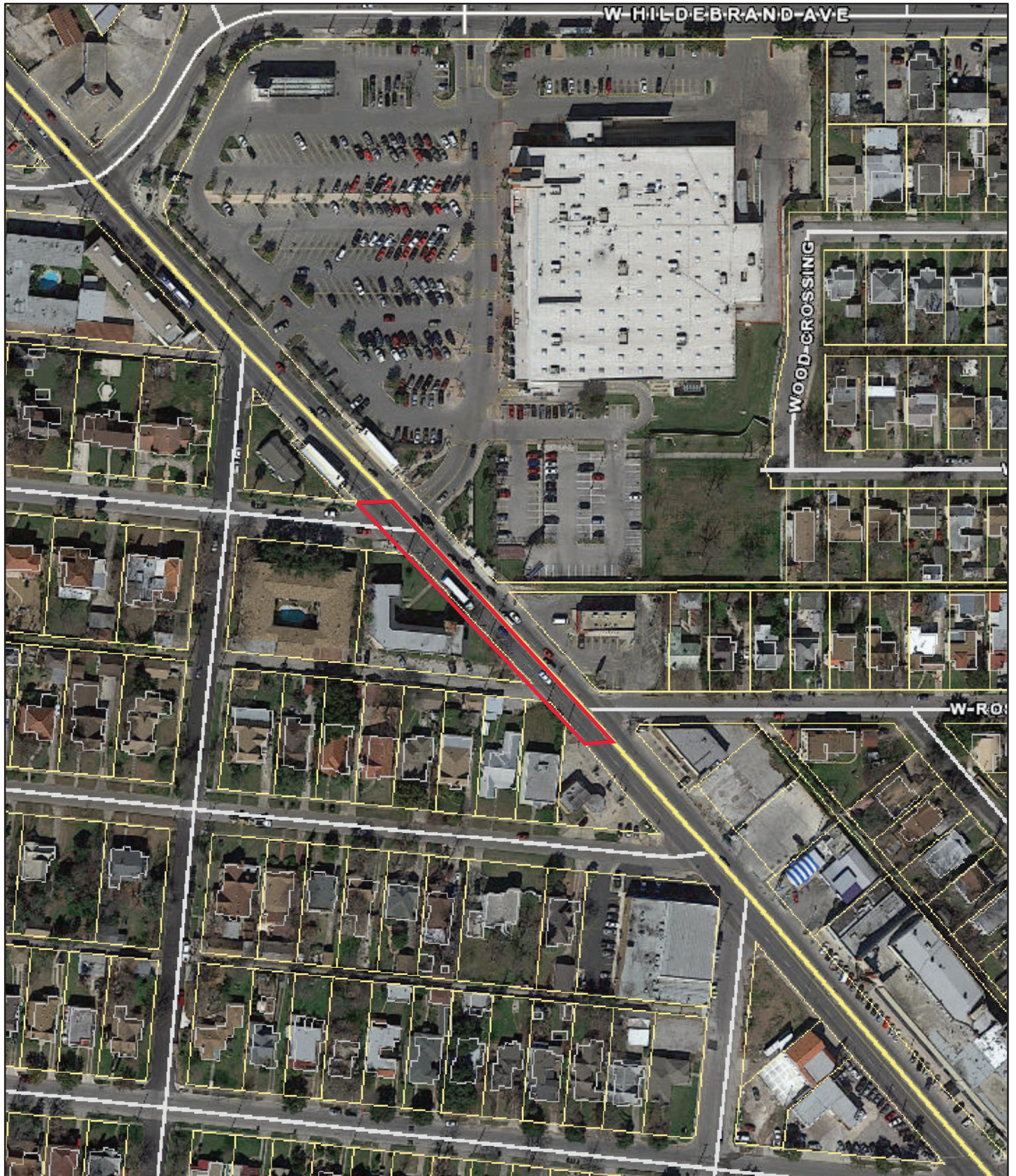
- a. The 2000-2100 block of Fredericksburg Road is located on the eastern boundary of the north side of Monticello Park Historic District. The project is bound by Mary Louise and W Rosewood. The Public Works Department has proposed to install sidewalks and driveway approaches as part of the 2021 Sidewalk 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:

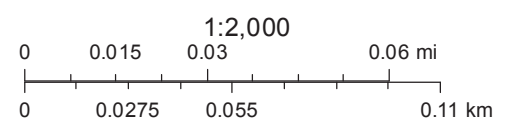
- i. That the historic curbing is retained and any curbing that requires replacement matches the existing in material, width, and profile.
- ii. ARCHAEOLOGY – The project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology, as applicable.

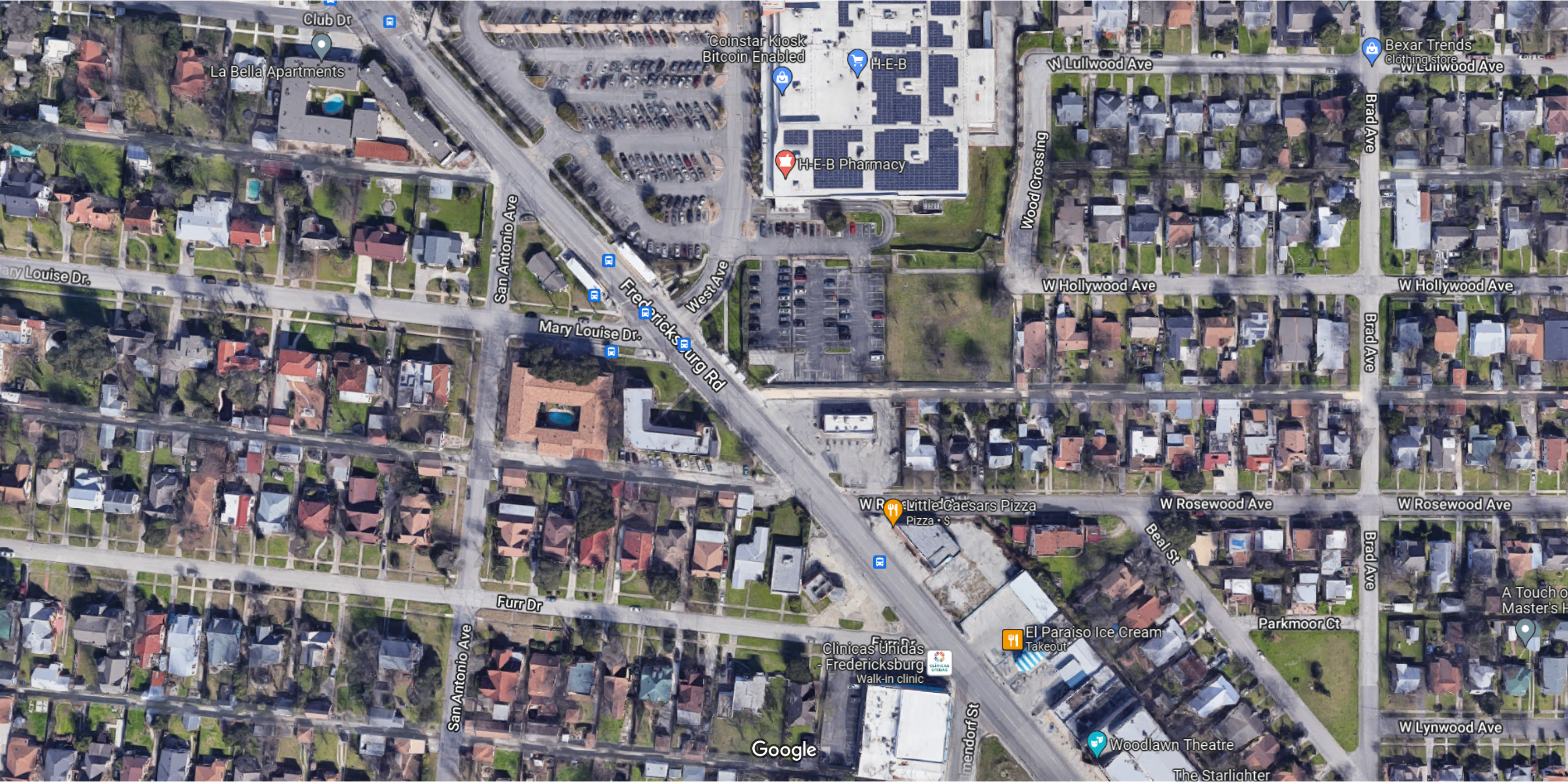
City of San Antonio One Stop



March 11, 2022

— User drawn lines







CITY OF SAN ANTONIO
**PUBLIC WORKS
DEPARTMENT**

February 22, 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.

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,



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

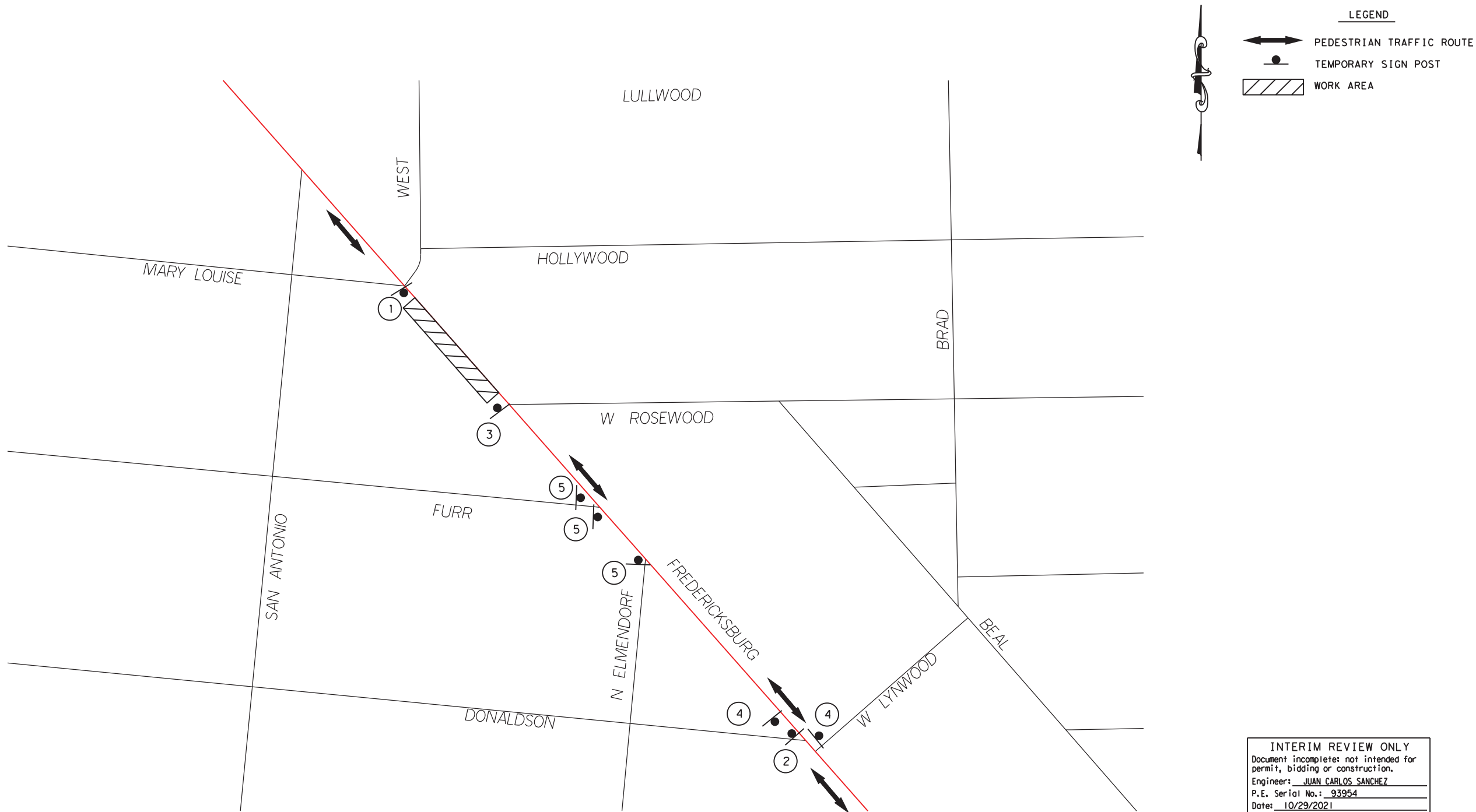


CITY OF SAN ANTONIO
**PUBLIC WORKS
DEPARTMENT**

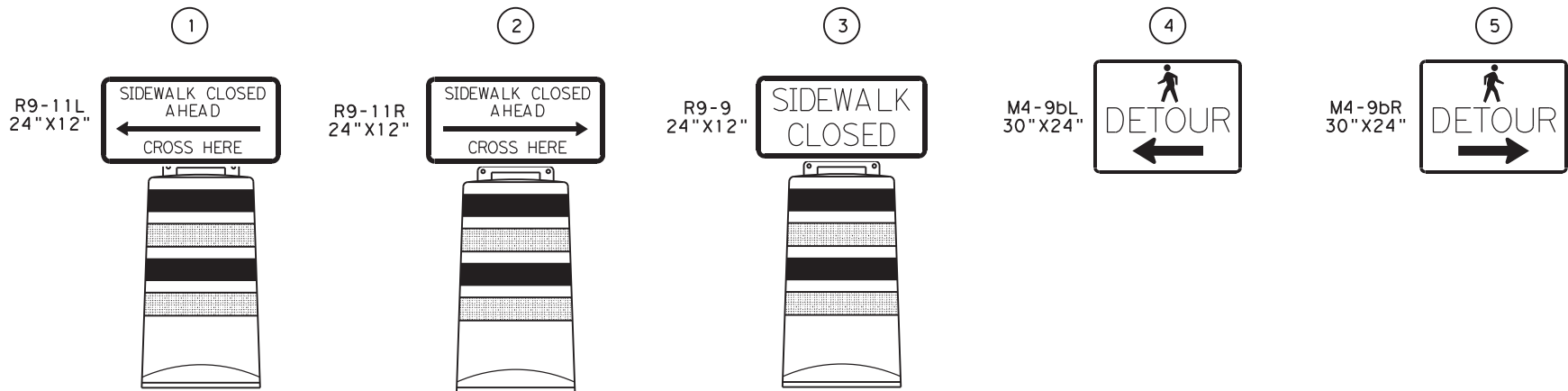
Through innovation and dedication, we build and maintain San Antonio's infrastructure.

75% SUBMITTAL
10/29/2021

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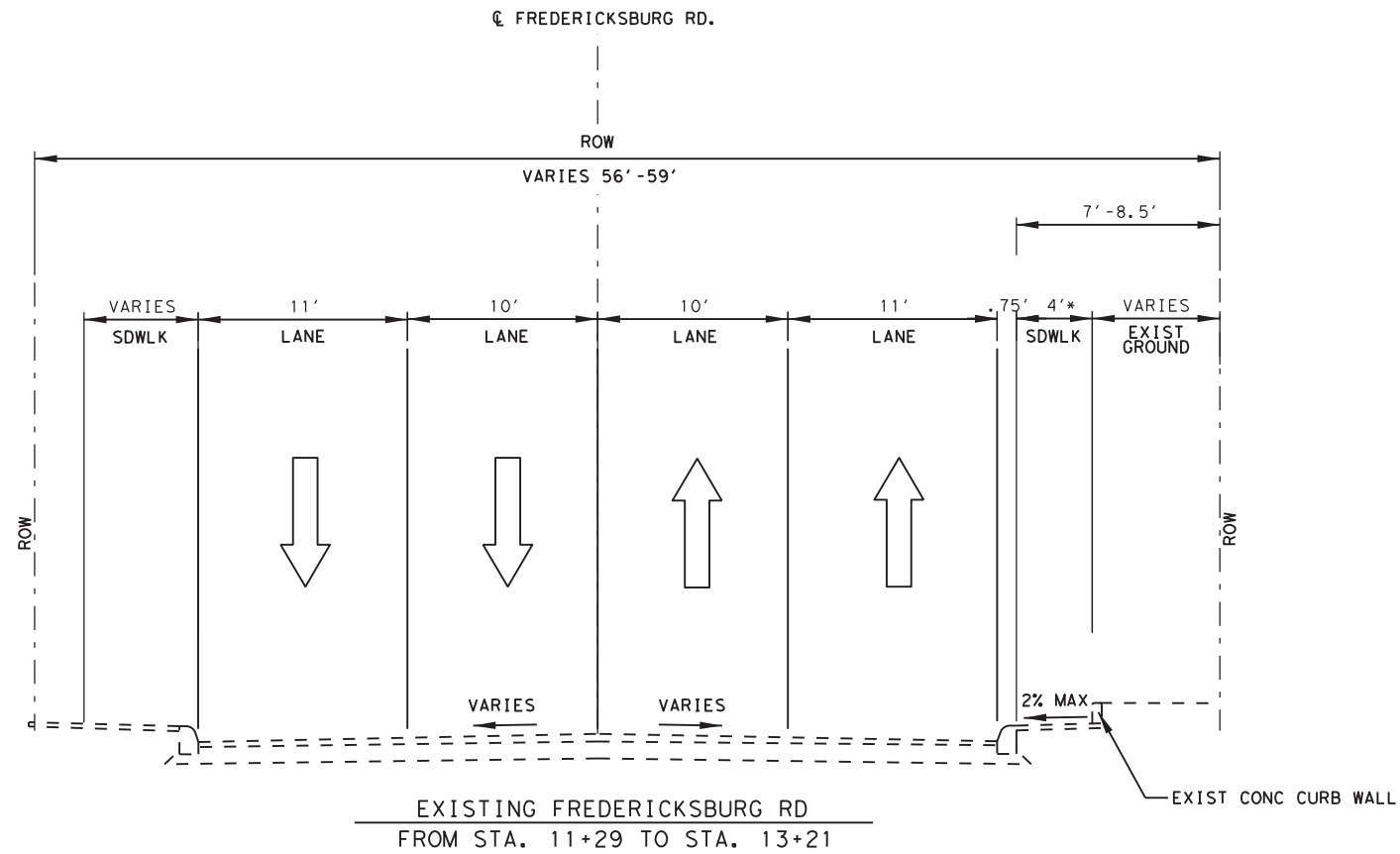


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Engineer: JUAN CARLOS SANCHEZ
P.E. Serial No.: 93954
Date: 10/29/2021



NOT TO SCALE

| REVISIONS | | |
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| DATE | NO. | DESCRIPTION |
| <div><div><div>SANCHEZ-SALAZAR & ASSOCIATES, LLC</div><div>12770 Cimarron Path, Ste. 118 San Antonio, TX 78249 Phone: (210) 314-5458 TSPPE Registration No. 15685</div></div><div><div>CITY OF SAN ANTONIO</div><div>Transportation & Capital Improvements (TCI) Department</div><div>FREDERICKSBURG RD SIDEWALK IMPROVEMENTS</div><div>TCP PEDESTRIAN DETOUR LAYOUT</div></div></div> | | |
| 75 % SUBMITTAL | PROJECT NO.: 23-01577 | DATE: 10/29/2021 |
| DRWN. BY: JB | DSGN. BY: JB | CHKD. BY: JCS |
| SHEET NO.: 3 | | |




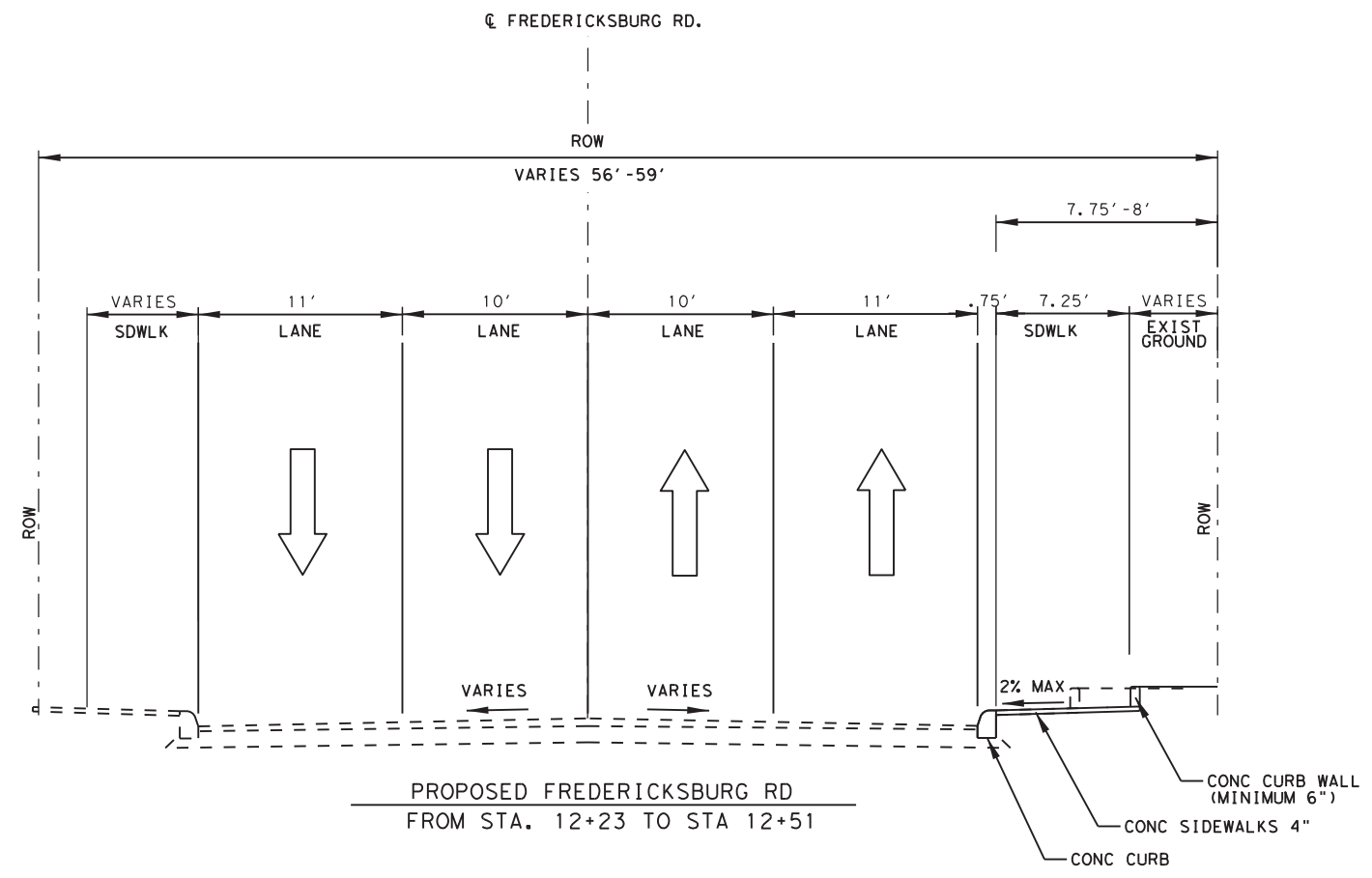
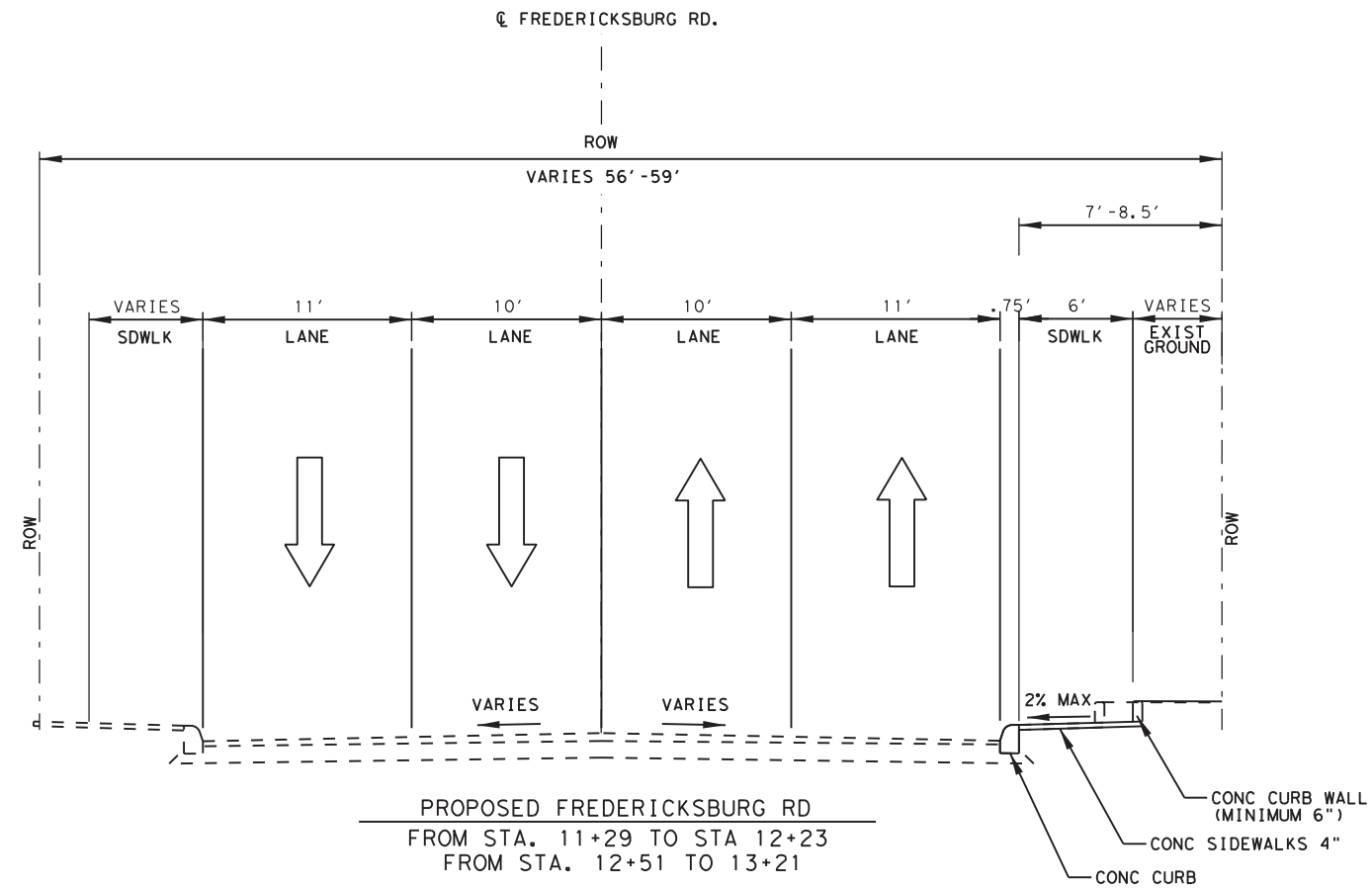
* SIDEWALK TEMPORARILY WIDENS TO APPROXIMATELY 7.25' TO WRAP AROUND POWER POLE AT STA. 12+26

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

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Engineer: JUAN CARLOS SANCHEZ
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| CITY OF SAN ANTONIO Transportation & Capital Improvements (TCI) Department FREDERICKSBURG RD SIDEWALK IMPROVEMENTS | | |
| TYPICAL SECTIONS | | |
| SHEET 1 OF 2 | | |
| 75 % SUBMITTAL | PROJECT NO.: 23-01577 | |
| DATE: | 11/10/2021 | |
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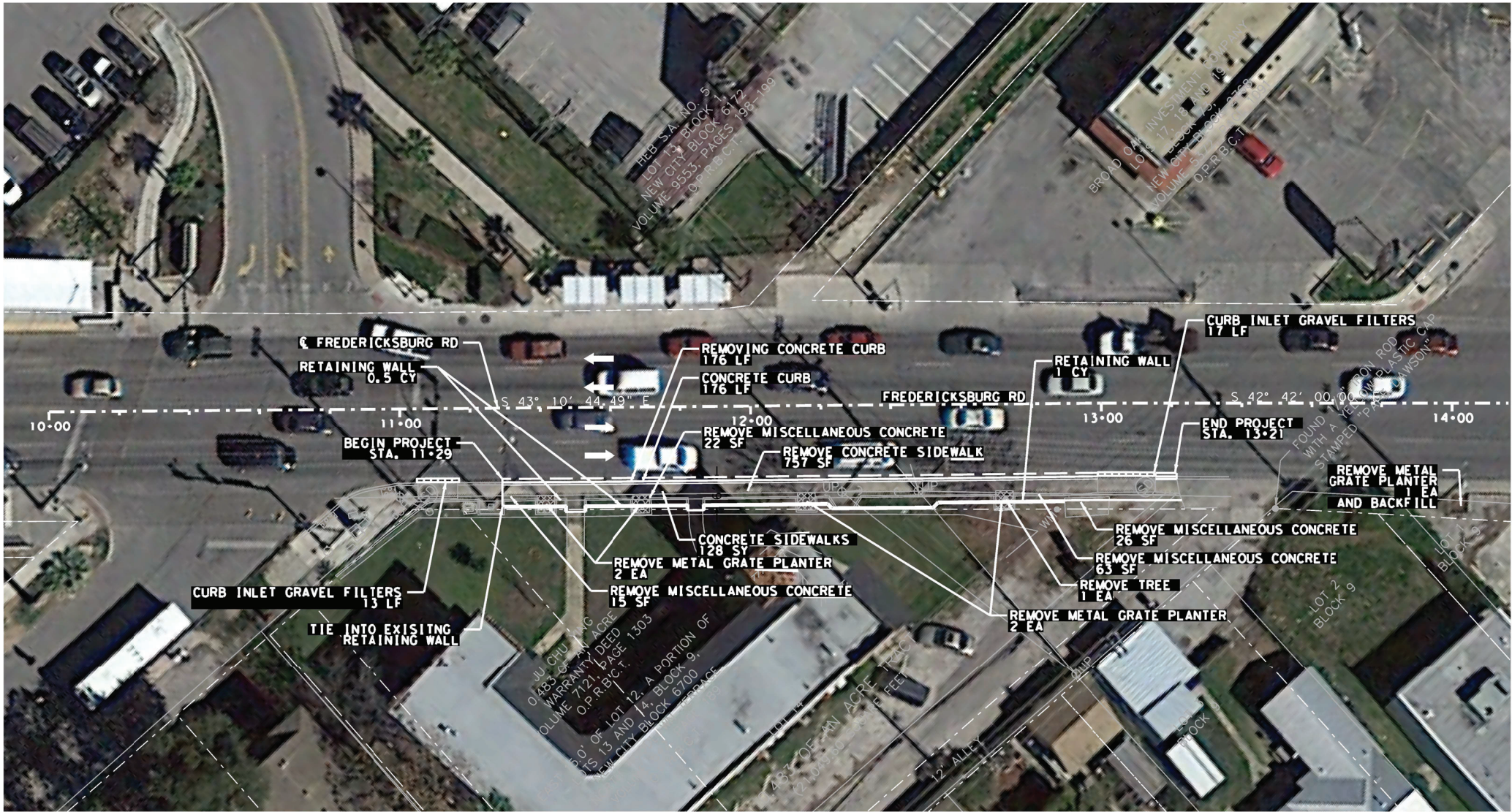
**SANCHEZ-SALAZAR
& ASSOCIATES, LLC**



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| CITY OF SAN ANTONIO | | | |
| Transportation & Capital Improvements (TCI) Department | | | |
| FREDERICKSBURG RD SIDEWALK IMPROVEMENTS | | | |
| TYPICAL SECTIONS | | | |
| SHEET 2 OF 2 | | | |

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| 75 | % SUBMITTAL | PROJECT NO.: 23-01577 | DATE: 11/10/2021 |
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LEGEND

- ROW
→ TRAFFIC FLOW ARROW

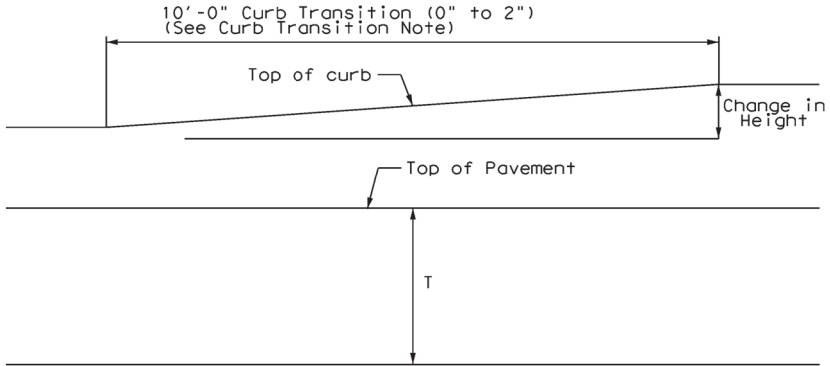
GENERAL NOTES

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 2-50 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 |
| | 55 | 20 | 176 | 128 | 1.5 | 30 |

| ROADWAY 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 | SY | SF | EA | EA |
| | 176 | 757 | 126 | 1 | 5 |

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.



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Engineer: JUAN CARLOS SANCHEZ
P.E. Serial No.:93954
Date: 2/15/2022



SCALE: 1"= 40'

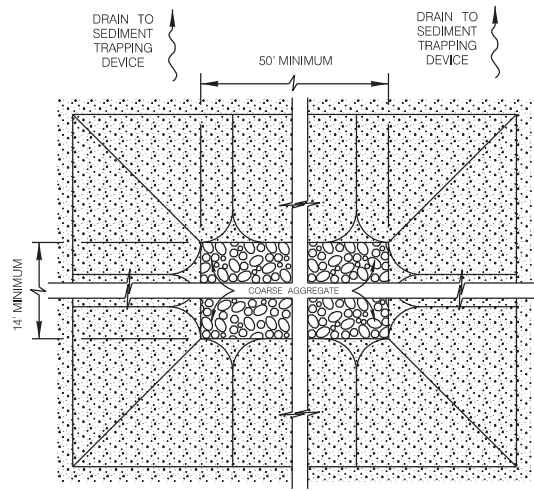
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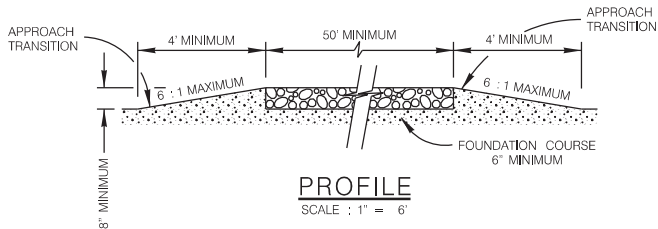
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CITY OF SAN ANTONIO
Transportation & Capital Improvements (TCI) Department
FREDERICKSBURG RD SIDEWALK IMPROVEMENTS
PROPOSED SIDEWALK IMPROVEMENTS

| | | | | | |
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PLAN
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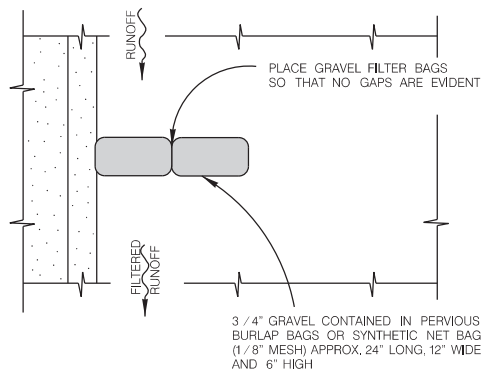


PROFILE
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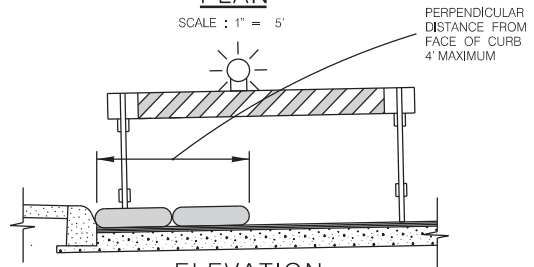
GENERAL NOTES

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



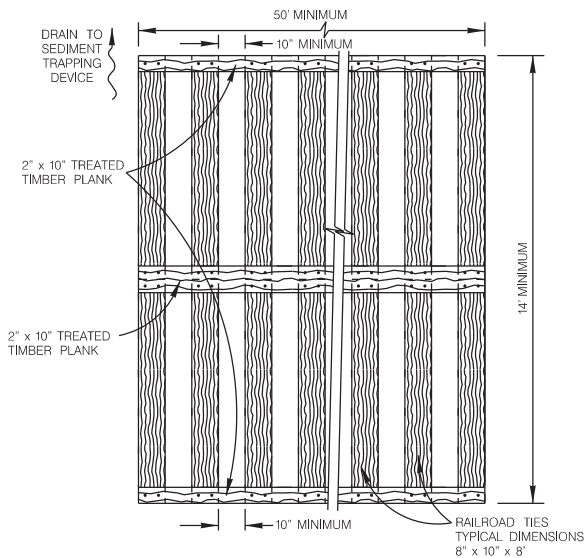
PLAN
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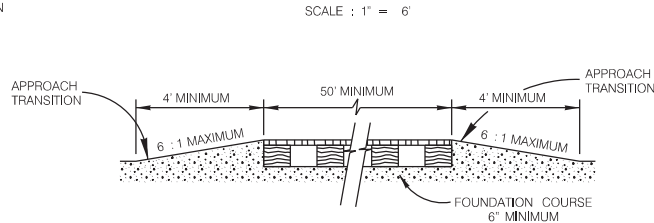
ELEVATION
SCALE : 1" = 5'

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" = 6'

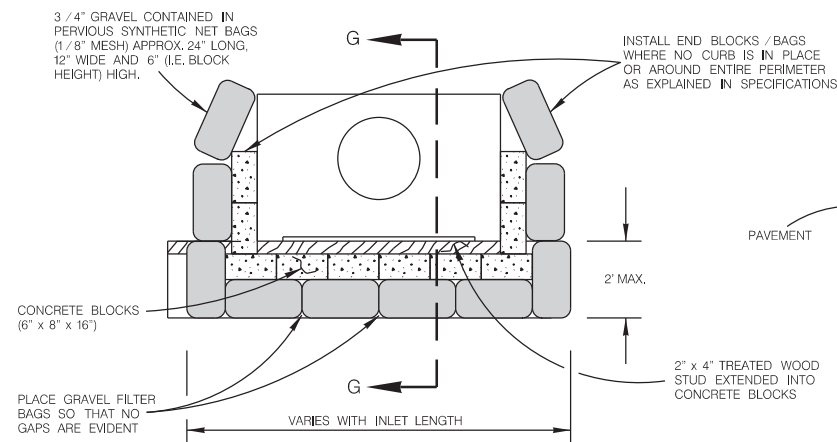


PROFILE
SCALE : 1" = 6'

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.

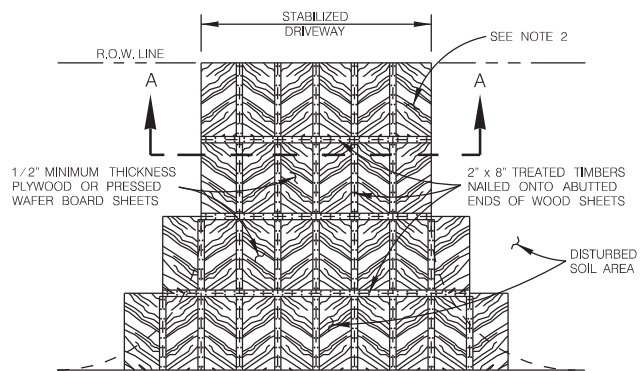
CONSTRUCTION EXIT - TYPE 2



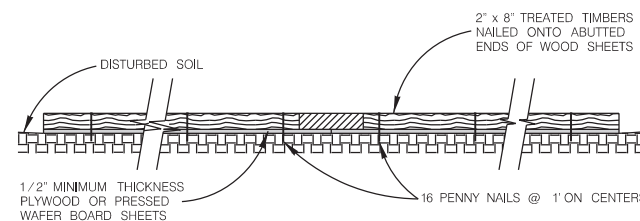
PLAN
SCALE : 1" = 5'

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

CURB INLET GRAVEL FILTER



PLAN
SCALE : 1" = 20'

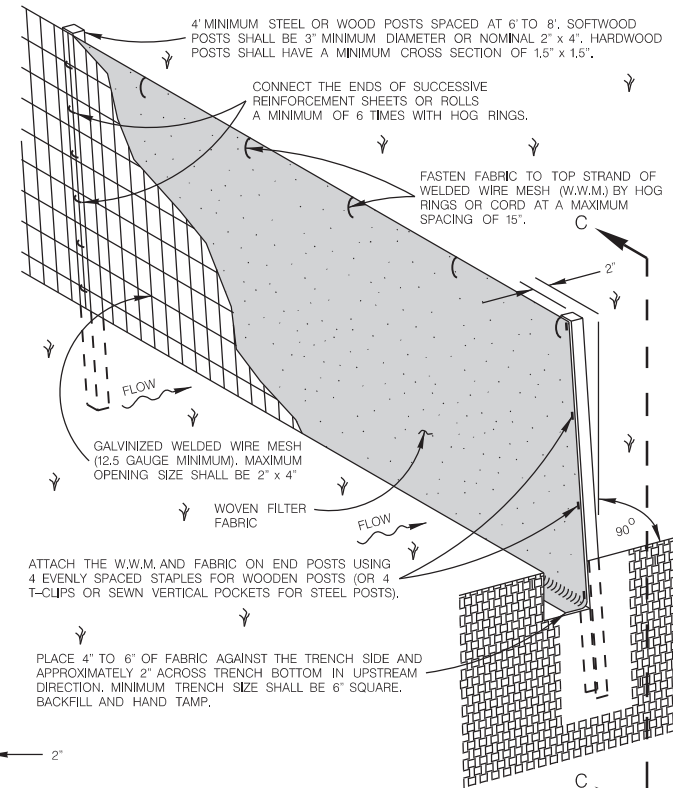


SECTION A-A
SCALE : 1" = 2'

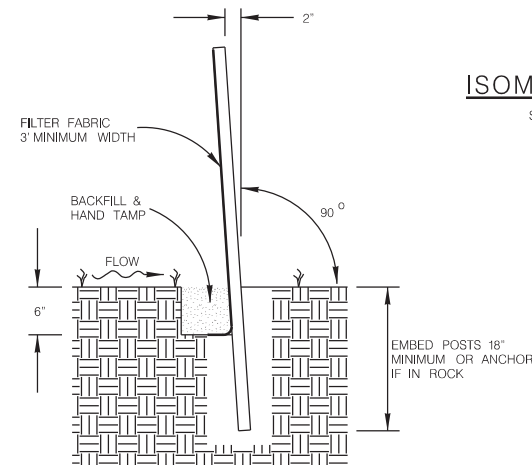
GENERAL NOTES

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

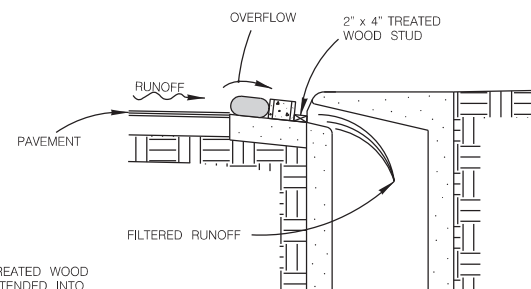
A SEDIMENT CONTROL FENCE MAY BE CONSTRUCTED NEAR THE DOWNSTREAM PERIMETER OF A DISTURBED AREA ALONG A CONTOUR TO INTERCEPT SEDIMENT FROM OVERLAND RUN-OFF. A 2 YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE TO BE FILTERED.

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