ADDENDUM 1

SUBJECT: SAPD Academy Track Pavement, (ID No.: 23-04058), Date of Issue: Friday, August 1, 2025 | Scheduled to Close: Tuesday, September 2, 2025

FROM: Jaime E. Contreras, Procurement Manager

DATE: August 27, 2025

THIS NOTICE SHALL SERVE AS ADDENDUM NO. 1 –
TO THE ABOVE REFERENCED INVITATION FOR BIDS

This addendum is separated into sections for convenience; however, all Respondents, and other parties shall be responsible for reading the entire addendum. The failure to list an item or items in all affected sections of this addendum does not relieve any party affected from performing as per instructions, providing that the information is set forth one time any place in this addendum. These documents shall be attached to and become part of the Contract Documents for this project. The Respondent shall be required to acknowledge the receipt of this addendum.

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1. The following changes and/or additions to the Contract Documents, via this addendum, shall apply to submittals made for and to the execution of the various parts of the work affected thereby.
2. Careful note of the addendum shall be taken by all interested parties and all trades affected shall be fully advised in their performance of the work involved.
3. This Addendum is hereby made part of the project requirements and contract documents for the above reference project. Ensure to acknowledge this Addendum in Civcast when downloading this Addendum. Acknowledgement of this Addendum is a requirement in order to submit bid in Civcast. This addendum consists of the items and their associated attachments as listed below:

THE ABOVE-MENTIONED INVITATION FOR BIDS IS HEREBY AMENDED AS FOLLOWS:

GENERAL INFORMATION

1. Reference Attachment: 0) Addendum No. 1 SAPD Academy Track Pavement_8.22.25
2. Reference Attachment: 1) Table of Contents - Addendum No. 1 – 8.22.25
3. Reference Attachment: 2) GSSP - Addendum No. 1 - 8.22.25

ADMINISTRATIVE CHANGES TO SOLICATION DOCUMENTS

1. Invitation for Bids - Deadline for Questions Date
    a. Current: Tuesday, August 19, 2025
    b. Revised: Tuesday, September 2, 2025
2. Invitation for Bids - Bid Opening Date
    a. Current: Tuesday, September 2, 2025
    b. Revised: Tuesday, September 16, 2025

QUESTIONS SUBMITTED IN ACCORDANCE WITH THE 040 STANDARD INSTRUCTIONS TO BIDDER/RESPONDENT:

QUESTIONS SUBMITTED ON CIVCAST

Question 1: Often when bid due dates immediately follow a holiday, subcontractor participation is decreased and the ability for a GC to ensure complete and most competitive bids is affected by limited time. In order to deliver best pricing, is there flexibility on extending the bid date? Even an extension to September 4th could significantly increase bid participation and provide GCs with enough time to ensure a complete and competitive proposal.

Response: COSA:
The Bid Opening date has been extended to Tuesday, September 16, 2025, at 2:00 PM. Refer to the **Administrative Changes to Solicitation Documents** section. This date change is formally documented in this addendum, which includes all responses to bidder questions. No separate addendum will be issued for the date extension.

Question 2: Details 1, 3 and 4 on Sheet C12.0 reference the Terracon Geotechnical Report and Supplemental Letters. Can you post the report and letters?

Response: Slay Architecture:
The Terracon Geotechnical Report and supporting letters have been posted.

Question 3: Sheet S2 on Construction plans detail the retaining wall at 50 lf. Is there a specific pay item for it and if not, where would you like to see it?

Response: Slay Architecture:
Payment for the retaining wall will be made under Pay Item 506 – Concrete Retaining Walls (Combination Type) (20 < x < 50 CY). Please refer to the updated bid form included with Addendum No. 1.

Question 4: Note 11 on C1.0 states the Contractor will be responsible for damaged utilities even if they are not shown on the plans. If unforeseen utilities are damaged, will the Contractor be given additional time to resolve the potential conflict and make the repair/adjustment?

Response: Slay Architecture:
The Contractor remains responsible for repairing any damaged utilities at their expense, including unforeseen utilities not shown on the plans. If unforeseen utilities result in delays beyond the Contractor's control, the Contractor may request a time extension by submitting appropriate documentation for review and approval by the Engineer.

Question 5: Note 1.3 on C1.1 states the Contractor shall secure all permits. Article II.2.5 of the General Conditions states the City will reimburse Contractor for the necessary project related approvals, fees and required permits. Please confirm by securing all permits per Note 1.3, this also means the Contractor will be reimbursed for this cost.

Response: The Contractor is responsible for securing all permits required for construction, including coordination with all applicable agencies.

The City will pay the outstanding permit fees currently due (Fence, Retaining Wall, and Sitework Permits totaling $13,424) directly via the project escrow account.

Any additional permit costs that may arise during the course of the project (e.g., trade or child permits) shall be paid by the Contractor as required to maintain project progress. These costs will be eligible for reimbursement by the City, in accordance with Article II.2.5 of the General Conditions.

Note 1.3 on Sheet C1.1 will be revised to reflect this clarification.

Revised Drawing Note 1.3 (C1.1)
Permits – Contractor shall secure all permits required for construction and shall notify all respective governmental or utility agencies affected by construction. The City will pay the outstanding permit fees currently due (Fence, Retaining Wall, and Sitework Permits) directly. The Contractor shall pay for any additional required permits (e.g., trade or child permits) and may request reimbursement for those costs in accordance with the General Conditions.
Any additional permit costs that may arise during the course of the project (e.g., trade or child permits) shall be paid by the Contractor as required to maintain project progress. These costs will be eligible for reimbursement by the City, in accordance with Article II.2.5 of the General Conditions.
Note 1.3 on Sheet C1.1 will be revised to reflect this clarification.

Question 6: Will the Contractor be allowed to put a trailer on site? If so, can you provide a potential location for this?

Response: Slay Architecture:
Yes, but the location will be determined at the Preconstruction Conference with the successful bidder.

Question 7: Is materials testing to be covered by the Contractor?

Response: COSA/ Slay Architecture:
No, the City will hire a 3rd party Lab.
Materials testing for quality assurance will be provided by the City. The Contractor is responsible for any quality control testing required to ensure compliance with the specifications.

Question 8: Can you provide an existing paving section of the existing various paved areas?

Response: Slay Architecture:
Existing paving section information will not be provided as part of the construction documents. If available, existing as-built drawings may be issued under a future addendum for reference only and shall not be considered part of the contract

documents. The Contractor is responsible for field-verifying all existing paving conditions as necessary to complete the work. Consult Geotech Report for the existing conditions.

Question 9: In reviewing the various paving sections on Sheets C12.0 - C12.2, can you provide the required distance items like 6" Lime Treated Subgrade, 8" CTB and 12" Flex Base should exend past the flush curb at the shoulders?

Response: Slay Architecture:
Use the flush curb as the tie-in/termination for the pavement section. The 6" lime-treated subgrade, 4" ATB and 12" Flex Base do not extend past the curb at the shoulders - each layer stops at the back of curb.

Question 10: Regarding the items extending past the back of the curb, do the current quantities on the bid form include the quantity needed to extend beyond the back of curb?

Response: Slay Architecture:
Quantities for 6" LTS, 4" ATB, 12" FB, and 2" HMAC do not include any extension beyond the back of curb. The curb is the tie-in/termination for the section, so no material is required past the curb. Any grading beyond the curb to match existing is incidental to the work.

Question 11: Can the question deadline date be extended to a couple of days past the date we receive the geotechnical report/information? This way, if there are questions about the report, we still have some time to ask them.

Response: COSA/Slay Architecture:
The Deadline For Questions period has been extended. Refer to **Administrative Changes to Solicitation Documents** section. Contractors should submit all inquiries prior to the posted deadline to allow time for responses and posting of final addendum.

Question 12: Can you provide a drawing that shows the exact limits of the phasing indicated on the bid form (maybe add station numbers)? It is important for us to be able to compare our takeoff by the phases shown on the bid form to be able to compare our takeoff to the Engineer's quantities. This will also be helpful to have in the field for measuring quantities and billing purposes.

Response: Phasing limits for each roadway terminate at the ends of the radius returns at the intersecting street. For example, if a road has a 25' radius at the edge of pavement of the intersecting road.

Question 13: Can you provide elaboration on the extent of the required repairs for the existing concrete surface on plan page C6.0? Although we can see site conditions based on the walk, it would be helpful to have a percentage of repair suggested or sf/sy quantity provided by the owner/engineer, in order to provide the most level bidding field for all GCs and our Subs.

Response: For bidding, assume repairs to 10% of the concrete pad surface area. The bid form includes this as a square-yard (SY) quantity. Repairs may include full-depth panel replacement where structurally failed, partial-depth spall repairs, joint/crack sealing, and localized grinding as needed to restore surface and drainage. Final repair locations will be field-verified with the Owner at pre-con, and payment will be based on measured SY completed (adjusted by change order if actual differs from the 10% allowance).

Question 14: This project bid date conflicts with another City of San Antonio bid for the same date and time (Cassiano Park). It would be advantageous to the City to move one bid date or the other to a later time, in order to receive the most number of bids from the contracting community.
Response: COSA:
See response to question #1 for additional details.

Question 15: Will bid items for both Lime and Cement Material (tons) be added to the bid form?
Response: SlayArchitecture:
Lime treatment is included under Item 108.1 – Lime Treated Subgrade (6") and is paid per SY, including all lime material. The 8" cement treatment has been removed and replaced with 4" Asphalt Treatment under Item 205.1, paid per SY complete in place. No separate bid item for cement material will be added.

Question 16: Since this isn't a typical COSA roadway project, can this project be converted to a lump sum bid instead of unit price bid? This would simplify things dramatically from a takeoff perspective, bidding standpoint as well as measurement and payment standpoint once the project is under construction.
Response: Slay Architecture:
This project will remain a unit price bid as advertised. COSA requires unit pricing to ensure consistency with the standard specifications and to facilitate accurate measurement, payment, and potential change orders. A lump sum bid format will not be considered for this solicitation.
Bids must comply with unit pricing.

Question 17: Can you provide the haul route that will be required to use from each phase to transport the millings to the location shown on Sheet C4.0?
Response: Slay Architecture:
Haul routes will vary by phase due to the site being an active police training driving track. Final routes will be determined at the pre-construction meeting with the Owner and may be revised as needed during construction with Owner approval to keep sections of the track operational.

Question 18: Please confirm if the contractor is required to include in the base bid the cost for five (5) stop-and-start events of up to two weeks each, regardless of whether the SAPD Training Academy Supervisor ultimately exercises the stop.
Response: Slay Architecture:
Yes, the contractor is required to include in the base bid the cost for five (5) stop-and-start events of up to two weeks each, regardless of whether the SAPD Training Academy Supervisor ultimately exercises the stop.

Question 19: What will be the required method for tying the new pavement into the existing pavement, and can you please provide the construction detail for this tie-in?
Response: Yes, please see details on sheet C12.3.

Question 20: Where should the contractor include the cost for line items that are not mentioned in the bid form?
Response: Any costs for work or materials not specifically listed as separate bid items shall be considered incidental and included in the base bid for the applicable pay item(s). Addendum No. 1 provides additional bid items to cover certain scopes of work not

previously included on the bid form. No further bid items will be added unless specifically directed by a future addendum.

QUESTIONS SUBMITTED AT SITE-VISIT

N/A

REVISIONS TO CONSULTANT'S DOCUMENTS (SPECIFICATIONS, PLANS, ETC.)

Consultant's revisions listed below will be issued as an attachment to this addendum.

REVISIONS SUBMITTED TO BID FORM

See **Changes to CivCast Bid Form** document attached herein.

REVISIONS SUBMITTED TO PLANS

Item No. 4: The following sheets are added to the construction documents:

C13.4 – Repair of Concrete Pavement
C13.5 – Repair of Concrete Pavement
C13.6 – Delineator Detail

Item No. 5: Remove the following sheets and replace them with the attached revised sheet:

C0.0 – Cover Sheet
C1.1 – Additional General Notes
C5.1 – Parking Site Plan
C5.2 – Parking Details
C6.0 – Paving Plan
C7.0 – Existing Drainage Conditions
C7.1 – Proposed Drainage Conditions
C8.0 – Overall Grading
C8.1 – Grading Plan - NWQ
C9.0 – Detention Pond
C9.1 – Detention Pond Outfall Detail
C9.2 – Detention Pond Sections
C11.0 – Conduit Sleeves and MBGF Plan
C11.2 – Striping Plan
C12.0 – Cross Sections
C12.1 – Cross Sections
C12.2 – Cross Sections
C12.3 – Pavement Details

REVISIONS SUBMITTED TO SPECIFICATIONS

1. Attachment 0) Slay Engineering Addendum No.1 August 22, 2025, Item No. 1 & 2:

Item No. 1: Remove and Replace "1) Table of Contents" with the attached "1) Table of Contents". The revised Table of Contents replaces item "201 – Cement Treated Base" with item "206 – Asphalt Treated Base"

Item No. 2: Remove and Replace "2) Governing specifications, special specifications, special provisions, and supplemental specifications (GSSP)" with the attached " 2)Governing specifications, special specifications, special provisions, and supplemental specifications (GSSP)". The revised GSSP replaces item "201 – Cement Treated Base" with item "206 – Asphalt Treated Base"

SIGNED AND SEALED BY CONSULTANT (Engineer/Architect of Record). By signing and sealing this addendum, the Engineer/Architect of Record acknowledges that the sign/seal is only for changes/clarifications to the items associated with the Engineer's/Architect's work referenced in this addendum.

Jaime E. Contreras
Procurement Manager
Procurement Division, Finance Department

END OF ADDENDUM 1

SPECIFICATIONS FOR SAN ANTONIO POLICE DEPARTMENT TRAINING ACADEMY PAVEMENT IMPROVEMENTS

TABLE OF CONTENTS

SPECIFICATIONS FOR SAN ANTONIO POLICE DEPARTMENT TRAINING ACADEMY PAVEMENT IMPROVEMENTS

CITY OF SAN ANTONIO, TEXAS

GOVERNING SPECIFICATIONS, SPECIAL SPECIFICATIONS, SPECIAL PROVISIONS, AND SUPPLEMENTAL SPECIFICATIONS

FOR

SAN ANTONIO POLICE DEPARTMENT TRAINING ACADEMY PAVEMENT IMPROVEMENTS

All Standard Specifications and Special Specifications applicable to this project are identified as follows:

CITY OF SAN ANTONIO STANDARD SPECIFICATIONS FOR CONSTRUCTION JUNE, 2008 AND SPECIAL PROVISIONS DATED MAY 2009, FEBRUARY 2010, JUNE 2010 and NOVEMBER 2013.

ITEM - DESCRIPTION

100 - Mobilization
104 - Street Excavation
107 – Embankment
108 – Lime Treated Subgrade
200 – Flex Base
202 – Prime Coat
203 – Tack Coat
205 – Hot Mix Asphaltic Concrete Pavement
206 – Asphalt Treated Base
208 - Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement
210 – Rolling
220 - Blading
230 – Base And Pavement Replacement
236 – Full Depth Reclamation
300 – Concrete
301 – Reinforcing Steel
302 – Metal For Structures
307 – Concrete Structures
400 – Excavation, Trenching, And Backfilling
401 – Reinforced Concrete Pipe
403 – Storm Sewer Junction Boxes And Inlets
500 - Concrete Curb, Gutter, And Concrete Curb And Gutter
506 - Concrete Retaining Wall – Combination Type
507 – Chain Link Wire Fence
509 – Metal Beam Guard Rail
515 – Topsoil
523 – Adjusting of Vehicular & Pedestrian Gates
526 – Field Office
530 – Barricades, Signs, and Traffic Handling

531 – Signs
535 – Hot Applied Thermoplastic Pavement Markings
540 – Temporary Erosion, Sedimentation and Water Pollution Prevention and Control
550 – Trench Excavation Safety Protection
600 – Traffic Signal General Conditions
609 – Programmable Signal Heads
615 – Traffic Signal Controller Cabinet
618 – Conduit
620 – Electrical Conductors
622 – Duct Cable
624 – Ground Boxes
625 – Zinc-Coated Steel Wire Strand
627 – Treated Timber Poles
628 – Electrical Service
633 – Battery Backup System for Traffic Signal
636 – Aluminum Signs
655 – Controller Foundation and Pedestal Posts
656 – Foundations For Traffic Control Devices

TEXAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS, AND BRIDGES NOVEMBER 2024

361 – Repair of Concrete Pavement
432 – Stone Riprap
DMS-6200 – Filter Fabric
618 – Conduit
658 – Delineator and Object Marker Assemblies

CITY OF SAN ANTONIO SPECIAL PROVISIONS FOR CONSTRUCTION

401 – Reinforced Concrete Pipe
403 – Storm Sewer Junction Boxes And Inlets
523 – Adjusting of Vehicular & Pedestrian Gates
526 – Field Office

SPECIAL DETAILS FOR CONSTRUCTION

Metal Beam Guard Fence
Standard Pavement Markings (Arrows)
Standard Pavement Markings (Words)
Pavement Markings For Accessible Parking

All City of San Antonio Specifications & Construction Detail sheets are available on the City's Website at:

https://www.sanantonio.gov/Portals/0/Files/CIMS/StandardSpecifications/CIMSConstructionSpecifications062008.pdf

Slay Engineering Company, Inc.
EST. 1982
TBPE F-1901

SAN ANTONIO	LAREDO
123 Altgelt Ave.	9901 McPherson, Ste. 104
San Antonio, TX 78201	Laredo, TX 78045
210.734.4388 Office	956.791.0405 Office

ADDENDUM NO. 1

Project: SAPD Academy Track Pavement
Bexar, Texas

Engineer: Slay Engineering Co., Inc.
123 Altgelt Ave.
San Antonio, Texas 78201

Date: August 22, 2025

This addendum is hereby made a part of the construction documents to the same extent as though it were originally included therein. This addendum shall take precedence over the original construction documents where its provisions apply. Acknowledgement of Addendum must be submitted in your bid proposal.

ITEM NO.	**DESCRIPTION**
	REPLACE ORIGINAL PAGES WITH THE ATTACHED
No. 1	Remove and Replace "1) Table of Contents" with the attached "1) Table of Contents". The revised Table of Contents replaces item "201 – Cement Treated Base" with item "206 – Asphalt Treated Base"
No. 2	Remove and Replace "2) Governing specifications, special specifications, special provisions, and supplemental specifications (GSSP)" with the attached " 2)Governing specifications, special specifications, special provisions, and supplemental specifications (GSSP)". The revised GSSP replaces item "201 – Cement Treated Base" with item "206 – Asphalt Treated Base"
No. 3	The Geotechnical Engineering Report and Memo letters are issued with this Addendum.
No. 4	The following sheets are added to the construction documents: C13.4 – Repair of Concrete Pavement C13.5 – Repair of Concrete Pavement C13.6 – Delineator Detail
No. 5	Remove the following sheets and replace them with the attached revised sheet: C0.0 – Cover Sheet C1.1 – Additional General Notes C5.1 – Parking Site Plan C5.2 – Parking Details C6.0 – Paving Plan C7.0 – Existing Drainage Conditions C7.1 – Proposed Drainage Conditions C8.0 – Overall Grading

Slay Engineering Company, Inc.
TBPE F-1901

SAN ANTONIO	LAREDO
123 Altgelt Ave.	9901 McPherson, Ste. 104
San Antonio, TX 78201	Laredo, TX 78045
210.734.4388 Office	956.791.0405 Office

	C8.1 – Grading Plan - NWQ C9.0 – Detention Pond C9.1 – Detention Pond Outfall Detail C9.2 – Detention Pond Sections C11.0 – Conduit Sleeves and MBGF Plan C11.2 – Striping Plan C12.0 – Cross Sections C12.1 – Cross Sections C12.2 – Cross Sections C12.3 – Pavement Details

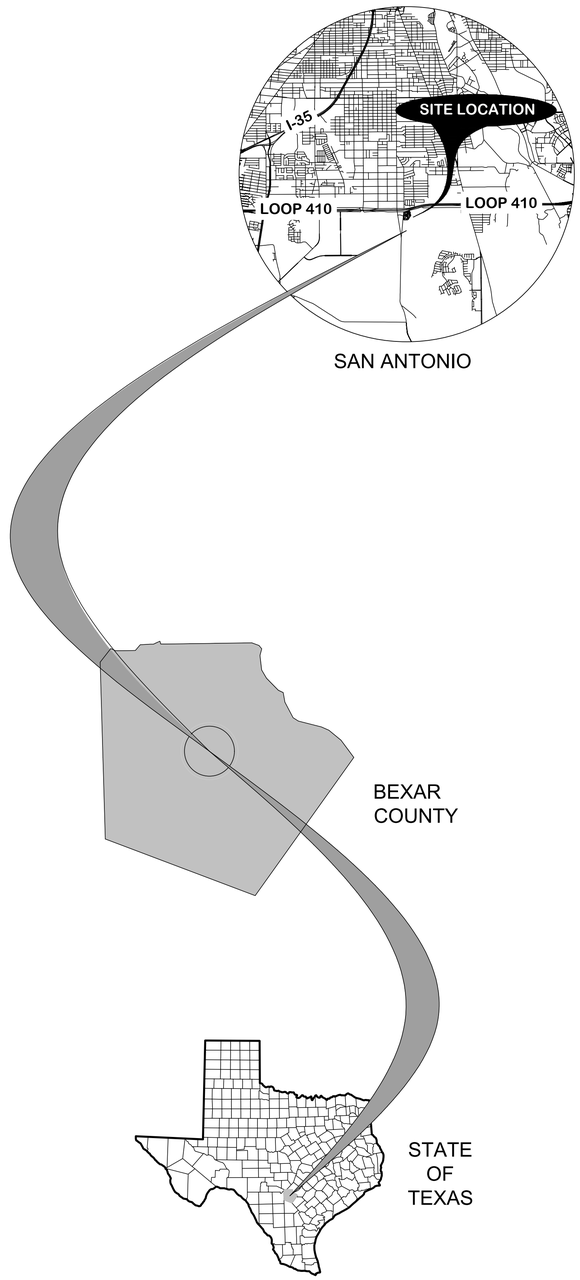
END OF ADDENDUM NO. 1

CONSTRUCTION DOCUMENTS

FOR THE DEVELOPMENT OF

SAPD ACADEMY TRACK PAVEMENT

SITUATED WITHIN THE COUNTY OF BEXAR, TEXAS
OCTOBER 2024



SAPD ACADEMY TRACK
N.T.S.

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Sheet List Table	
Sheet #	Sheet Title
C0.0	COVER SHEET
C1.0	GENERAL NOTES
C1.1	ADDITIONAL GENERAL NOTES
C1.2	COSA EPIC NOTES
C2.0	TOPOGRAPHIC SURVEY
C2.1	TOPOGRAPHIC SURVEY
C2.2	TOPOGRAPHIC SURVEY
C2.3	TOPOGRAPHIC SURVEY
C3.0	DEMOLITION PLAN
C4.0	PHASING PLAN
C5.0	DIMENSIONAL PLAN
C5.1	PARKING SITE PLAN
C5.2	PARKING DETAILS
C6.0	PAVING PLAN
C7.0	EXISTING DRAINAGE CONDITIONS
C7.1	PROPOSED DRAINAGE CONDITIONS
C8.0	OVERALL GRADING
C8.1	GRADING PLAN - NWQ
C8.2	GRADING PLAN - NEQ
C8.3	GRADING PLAN - SWQ
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C8.5	GRADING PLAN - PARKING
C9.0	DETENTION POND
C9.1	DETENTION POND OUTFALL DETAIL
C9.2	DETENTION POND SECTIONS
C10.0	SWPPP OVERALL
C10.1	SWPPP PLAN
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C10.3	SWPPP DETAILS
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C11.0	OVERALL TRAFFIC CONDUIT PLAN
C11.1	TRAFFIC SIGNAL
C11.2	STRIPING PLAN
C12.0	CROSS SECTIONS
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C12.3	PAVEMENT DETAILS
C13.0	METAL BEAM GUARD FENCE
C13.1	STANDARD PAVEMENT MARKINGS (ARROWS)
C13.2	STANDARD PAVEMENT MARKINGS (WORDS)
C13.3	PAVEMENT MARKINGS FOR ACCESSIBLE PARKING
C13.4	REPAIR OF CONCRETE PAVEMENT
C13.5	REPAIR OF CONCRETE PAVEMENT
C13.6	DELINEATOR DETAIL
S1.0	NOTES SECTIONS AND DETAILS
S1.2	SPECIAL INSPECTIONS
S1.3	SPECIAL INSPECTIONS
S2.0	RETAINING WALL PLAN
S3.0	SECTION

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TELEPHONE (210) 734-4388
SLAYENGINEERING.COM
TBPE FIRM REGISTRATION No. F1901
S.E.C. JOB No. 22-069

SLAY ENGINEERING CO., INC. EST. 1982

STATE OF TEXAS
MICHAEL M. SLAY
44379
REGISTERED
PROFESSIONAL ENGINEER
10/18/2024

1 ADDENDUM NO. 1 - 8/22/25 1

C0.0

ADDITIONAL GENERAL NOTES:

1.0 CONTRACTOR REGULATIONS

1.1 **SPECIFICATIONS -** ALL PHASES OF WORK UNDER THIS CONTRACT SHALL BE WITH STRICT ADHERENCE TO THE ACCOMPANYING SPECIFICATIONS AND THE "STANDARD SPECIFICATIONS FOR CONSTRUCTION" PUBLISHED BY THE CITY OF SAN ANTONIO. WHERE DIFFERENCES OCCUR BETWEEN THESE TWO DOCUMENTS, THE MORE STRINGENT REQUIREMENT SHALL APPLY. FINAL DECISIONS OR JUDGMENTS ON INTERPRETATION OF THE SPECIFICATIONS AND/OR ON MATTERS NOT SPECIFICALLY COVERED BY THE ABOVE DOCUMENTS SHALL BE MADE BY THE ENGINEER.

1.2. **CODE COMPLIANCE -** CONTRACTOR SHALL COMPLY WITH CITY OF SAN ANTONIO. BUILDING CODE AND REGULATIONS, AS WELL AS OTHER SAFETY CODES AND INSPECTION PROVISIONS APPLICABLE TO THIS PROJECT.

1.3 **PERMITS -** CONTRACTOR SHALL SECURE ALL PERMITS REQUIRED FOR CONSTRUCTION AND SHALL NOTIFY ALL RESPECTIVE GOVERNMENTAL OR UTILITY AGENCIES AFFECTED BY CONSTRUCTION. THE CITY WILL PAY THE OUTSTANDING PERMIT FEES CURRENTLY DUE (FENCE, RETAINING WALL, AND SITEWORK PERMITS) DIRECTLY. THE CONTRACTOR SHALL PAY FOR ANY ADDITIONAL REQUIRED PERMITS (E.G., TRADE OR CHILD PERMITS) AND MAY REQUEST REIMBURSEMENT FOR THOSE COSTS IN ACCORDANCE WITH THE GENERAL CONDITIONS.

ANY ADDITIONAL PERMIT COSTS THAT MAY ARISE DURING THE COURSE OF THE PROJECT (E.G., TRADE OR CHILD PERMITS) SHALL BE PAID BY THE CONTRACTOR AS REQUIRED TO MAINTAIN PROJECT PROGRESS. THESE COSTS WILL BE ELIGIBLE FOR REIMBURSEMENT BY THE CITY, IN ACCORDANCE WITH ARTICLE II.2.5 OF THE GENERAL CONDITIONS.

1.4 **CONTRACTOR RESPONSIBILITY -** CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNERS AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF THE WORK ON THIS PROJECT, EXCEPTING FROM LIABILITY ARISING FROM SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

1.5 **WASTE MATERIAL -** ALL WASTE MATERIAL, EXCEPT MILLINGS, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND IT SHALL BE HIS SOLE RESPONSIBILITY TO DISPOSE OF THIS MATERIAL OFF THE LIMITS OF THE RIGHT-OF-WAY AND TO PRIVATE PROPERTY WHERE THE CONTRACTOR HAS THE CONSENT OF THE OWNERS. NO WASTE MATERIAL SHALL BE PLACED IN EXISTING NATURAL DRAINAGE COURSES.

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

1.7 **SOIL CONDITIONS -** NO ADDITIONAL PAYMENT SHALL BE MADE FOR ROCK, SAND, GRAVEL, OR OTHER UNSTABLE CONDITIONS ENCOUNTERED IN ANY WORK IMPLIED BY THESE DRAWINGS. THE CONTRACTOR MAY REVIEW THE GEOTECHNICAL REPORT FOR THE PROJECT IN ORDER TO OBTAIN KNOWLEDGE OF THE SUBSURFACE CONDITIONS AS LOCATED IN THE SPECIFICATIONS.

1.8 **EXISTING FEATURES -** PAVEMENTS, CURB, WALK, CONCRETE STRUCTURES THAT ARE WITHIN THE NEW CONSTRUCTION LIMITS THAT ARE TO BE REPLACED SHALL BE REMOVED BY THE CONTRACTOR AT NO ADDITIONAL COST. DEMOLITION OF EXISTING FEATURES AS NECESSARY FOR THE CONSTRUCTION OF NEW WORK SHALL NOT BE CONSIDERED AS EXTRA. DEMOLITION WORK AS REQUIRED SHALL BE SUBSIDIARY TO THE NEW CONSTRUCTION WORK.

1.9. **CONSTRUCTION STAKING -** ALL CONSTRUCTION STAKING AND BENCHMARK TRANSFERS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

2.0. UTILITIES

2.1 **ABOVE GROUND UTILITIES -** EXISTING ABOVE GROUND UTILITIES HAVE BEEN PLOTTED BY DIRECT FIELD INVESTIGATION.

2.2 **RESPONSIBILITY FOR UTILITIES -** CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO EXISTING ABOVE GROUND OR UNDERGROUND UTILITIES, INCLUDING THOSE NOT SHOWN ON DRAWINGS. DEAD UTILITY LINES SHALL BE SUITABLY CAPPED AT THE LIMITS OF THE PROJECT. ANY EXISTING SITE IMPROVEMENT OR UTILITY REMOVED, DAMAGED OR UNDERCUT BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AND APPROVED BY THE CITY OR RESPECTIVE UTILITY AT THE CONTRACTOR'S EXPENSE.

2.3 **ABANDONED UTILITIES -** ALL ABANDONED UTILITIES WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND DISPOSED OF LEGALLY BY THE CONTRACTOR.

2.4 **GAS VALVES -** DUE TO FEDERAL REGULATIONS TITLE 49, PART 192.181, CITY PUBLIC SERVICE MUST MAINTAIN ACCESS TO GAS VALVES AT ALL TIMES. THE CONTRACTOR MUST PROTECT AND WORK AROUND ANY GAS VALVES THAT ARE IN THE PROJECT AREA.

2.5 **UTILITY LOCATES -** CONTRACTOR SHALL CALL FOR UTILITY LOCATES BEFORE BEGINNING ANY EXCAVATION: 1-800-344-8377 OR 811.

3.0 CONSTRUCTION MATERIALS

3.1 **CONCRETE -** CONCRETE SHALL BE CLASS "A" ACCORDING TO ITEM 300 OF THE CITY'S STANDARD SPECIFICATIONS WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI UNLESS OTHERWISE SPECIFIED ON PLANS.

3.2 **REINFORCING STEEL -** REINFORCING STEEL SHALL BE FROM NEW BILLET AND SHALL HAVE DEFORMATIONS CONFORMING TO ASTM A-615 AND SHALL CONFORM TO THE FOLLOWING ASTM SPECIFICATIONS:

A-615.....GRADE 40.....#3 BARS AND DOWELS
A-185.....WELDED WIRE FABRIC
A-615.....GRADE 60.....ALL OTHER REINFORCING

ALL DIMENSIONS RELATING TO REINFORCING STEEL ARE TO CENTER OF BARS.

3.3 **REBAR SIZES -** #3 BARS SHALL NOT BE USED ON THIS PROJECT. WALK SHALL BE REINFORCED WITH #4 BARS @ 18" OCBW. DRIVEWAYS SHALL BE REINFORCED WITH #4 BARS @ 12" OCBW, AS A MINIMUM.

3.4 **WIRE WELDED FABRIC -** WELDED WIRE FABRIC SHALL NOT BE USED ON THIS PROJECT.

3.5 **HMAC -** THE HOT MIX ASPHALTIC CONCRETE SURFACE COURSE SHALL BE PLANT MIXED, HOT LAID TYPE D, MEETING THE MASTER SPECIFICATIONS REQUIREMENTS OF 2014 TXDOT STANDARD SPECIFICATIONS ITEM 341, COMPACTED TO BETWEEN 92 AND 97 PERCENT OF THE MAXIMUM THEORETICAL DENSITY AS MEASURED BY ASTM D 2041.

3.6 **FLEXIBLE BASE -** "FLEXIBLE BASE" SHALL BE TYPE A, GRADE 2, ACCORDING TO TXDOT ITEM 247, COMPACTED TO 95% MODIFIED DENSITY ACCORDING TO ASTM D-1557 (MODIFIED PROCTOR) AND TESTED BY ASTM D-2922 (NUCLEAR METHOD). EXISTING BASE MAY BE REUSED IF MATERIAL MEETS SPECIFICATION REQUIREMENTS.

3.7 **ASPHALT TREATED BASE -** ASPHALT TREATED BASE SHALL MEET THE REQUIREMENTS OF 2014 TXDOT STANDARD SPECIFICATIONS (ITEM 344, GRADE 1 OR 2). THE MATERIAL SHALL BE COMPACTED TO AT LEAST 96 PERCENT OF THE MAXIMUM MOLDED GYRATORY DENSITY DETERMINED IN ACCORDANCE WITH TEX 126 E.

3.8 **6" LIME TREATED SUBGRADE -** 6" LIME TREATED SUBGRADE SHALL BE MODIFIED WITH HYDRATED LIME IN ACCORDANCE WITH 2014 TXDOT STANDARD SPECIFICATIONS (ITEM 2.60), AT 24 POUNDS PER HYDRATED LIME PER SQUARE YARD FOR A 6-INCH TREATMENT DEPTH. HOWEVER, THE ACTUAL PERCENTAGE SHALL BE DETERMINED BY LABORATORY TESTS ON SAMPLES OF CLAY SUBGRADE PRIOR TO CONSTRUCTION. 6" LIME TREATED SUBGRADE SHALL BE COMPACTED TO 95% DENSITY ACCORDING TO ASTM D-698 AT A MOISTURE CONTENT RANGING FROM OPTIMUM AND 4 PERCENTAGE POINTS ABOVE THE OPTIMUM MOISTURE CONTENT, AND TESTED BY ASTM D-2922 (NUCLEAR METHOD).

3.9 **PRIME COAT -** "PRIME COAT" SHALL BE MC-30 APPLIED AT A RATE OF 0.2 GAL. /S.Y. MAXIMUM.

3.10 **TACK COAT -** "TACK COAT" SHALL BE RC-250 APPLIED AT A RATE OF 0.1 GAL./S.Y. MAXIMUM.

4.0 GRADING

4.1. **MATCH EXISTING -** "MATCH EXISTING" SHALL BE UNDERSTOOD TO SIGNIFY VERTICAL AND HORIZONTAL ALIGNMENT.

4.2 **ELEVATION VERIFICATION -** CONTRACTOR IS REQUIRED TO VERIFY PROJECT ELEVATIONS. TEMPORARY BENCHMARKS MIGHT BE MOVED OR DAMAGED DURING CONSTRUCTION; THEREFORE, TWO OR MORE TEMPORARY BENCHMARKS SHALL BE BACK SIGHTED TO VERIFY HEIGHT-OF-INSTRUMENT. THE START OF CONSTRUCTION BY THE CONTRACTOR SIGNIFIES THAT EXISTING SITE CONDITIONS HAVE BEEN VERIFIED AND ACCEPTED. ALL CONSTRUCTION STAKING AND BENCHMARK TRANSFERS SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

4.3 **ELEVATION TOLERANCES -** THE CONTRACTOR SHALL BE RESPONSIBLE FOR SITE GRADING ELEVATIONS ACCORDING TO THE FOLLOWING TOLERANCES:

PAD ELEVATIONS	± 0.10	FOOT
PAVEMENT	± 0.05	FOOT
CURBS, GUTTERS, AND ALL DRAINAGE FACILITIES	± 0.02	FOOT
LANDSCAPING	± 0.10	FOOT

IF ANY ABOVE MENTIONED ELEVATION IS FOUND TO BE OUT OF LEVEL BEYOND THE STATED TOLERANCE AFTER CONTRACTOR'S OPERATIONS, THE CONTRACTOR SHALL RETURN AND CORRECT THE GRADING AT NO COST TO THE OWNER. ALL

EXCESS MATERIALS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT THE CONTRACTOR'S EXPENSE.

4.4 **LIFTS -** ALL STRUCTURAL FILL (FILL THAT PROVIDES LOAD BEARING SUPPORT) SHALL BE PLACED ON PREPARED SURFACES IN LIFTS NOT TO EXCEED EIGHT INCHES (8") LOOSE MEASURE, WITH COMPACTED THICKNESS NOT TO EXCEED SIX INCHES (6").

4.5 **COMPACTION -** ALL SELECT STRUCTURAL FILL SHALL BE MOISTURE CONDITIONED TO BETWEEN MINUS TWO (-2) AND PLUS FOUR (+3) PERCENTAGE POINTS OF OPTIMUM MOISTURE CONTENT, AND THEN COMPACTED TO AT LEAST 95 PERCENT OF MAXIMUM DRY DENSITY DETERMINED IN ACCORDANCE WITH ASTM D 1557.

4.6 **PLASTICITY -** IF SOILS ARE TO BE IMPORTED FOR GRADE ADJUSTMENTS, THE SOILS SHALL NOT HAVE A PLASTICITY INDEX GREATER THAN 20 PERCENT.

4.7 **SOIL QUALITY -** THE SELECT FILL SOILS SHALL BE FREE OF ORGANIC MATERIAL AND DEBRIS AND SHALL NOT CONTAIN STONES LARGER THAN THREE INCHES (3") IN DIAMETER OR WIDTH.

5.0 CONSTRUCTION ITEMS

5.1 **DIMENSIONAL TIES -** DIMENSIONAL TIES TO CURB LINES ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.

5.2 **TYPE A BEDDING -** TYPE A BEDDING SHALL BE USED FOR RIGID PIPE, I.E., CLAY, CONCRETE, DUCTILE IRON, CAST IRON AND PRESTRESSED CYLINDER PIPE UNDER STABLE TRENCH CONDITIONS.

5.3 **EXISTING FEATURES -** DRIVEWAYS, WALKS, RETAINING WALLS AND ASPHALT PAVEMENT OR ANY OTHER EXISTING FEATURE SHALL BE DEMOLISHED AND REMOVED WHERE NECESSARY FOR NEW CONSTRUCTION. VERIFY DEMOLITION WITH ENGINEER PRIOR TO BEGINNING DEMOLITION.

6.0 ALL CONTACTS

6.1 **ENGINEER -** CONTRACTOR SHALL CONTACT THE ENGINEER AT 210-734-4388 AT LEAST 48 HOURS PRIOR TO BEGINNING WORK FOR WHICH THE SITE VISIT IS DESIRED. COORDINATE ALL MATERIAL TESTING WITH THE OWNERS HIRED TESTING COMPANY.

7.0 MISCELLANEOUS

7.1 **CONSTRUCTION SIGNAGE -** BARRICADES AND WARNING SIGNS SHALL CONFORM TO THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND GENERALLY BE LOCATED TO AFFORD MAXIMUM PROTECTION TO THE PUBLIC AS WELL AS CONSTRUCTION PERSONNEL AND EQUIPMENT AND TO ASSURE AN EXPEDITIOUS TRAFFIC FLOW AT ALL TIMES DURING CONSTRUCTION. THE SIGNS SHALL BE COORDINATED WITH SEQUENCE OF CONSTRUCTION AND DETOUR PLAN. DURING THE PROGRESS OF THE WORK THE CONTRACTOR SHALL PROVIDE ACCESS FOR LOCAL TRAFFIC. TRAFFIC SIGNS SHALL BE REMOVED AND REPLACED IN KIND WITH NEW POST AND SIGNS.

7.2 **PAVEMENT MARKINGS -** STRIPING SHALL BE USED TO INDICATE PARKING SPACES, NO-PARKING AREAS, AND CROSSWALKS. PARKING SPACES SHALL BE INDICATED BY FOUR INCH (4") PAINTED WHITE STRIPES, NINE FEET (9') ON CENTER. NO-PARKING AREAS SHALL BE NOTED BY 4 INCH WHITE LINES WITH TWENTY-FOUR INCHES (24") SEPARATION, PAINTED DIAGONALLY ACROSS THE AREA. STOP LIMIT LINES SHALL BE 2 FEET WIDE, WHITE STRIPES, PERPENDICULAR TO TRAFFIC LANES.

8.0 CONSTRUCTION YARD

8.1 **CONSTRUCTION YARD -** CONTRACTOR SHALL VERIFY WITH OWNER ABOUT USE OF SITE AS CONSTRUCTION YARD. SITE MUST BE RETURNED TO PRE-CONSTRUCTION CONDITIONS OR BETTER.

SLAY ARCHITECTURE

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PROFESSIONAL ENGINEER
10/18/2024

100% CONSTRUCTION DOCUMENTS

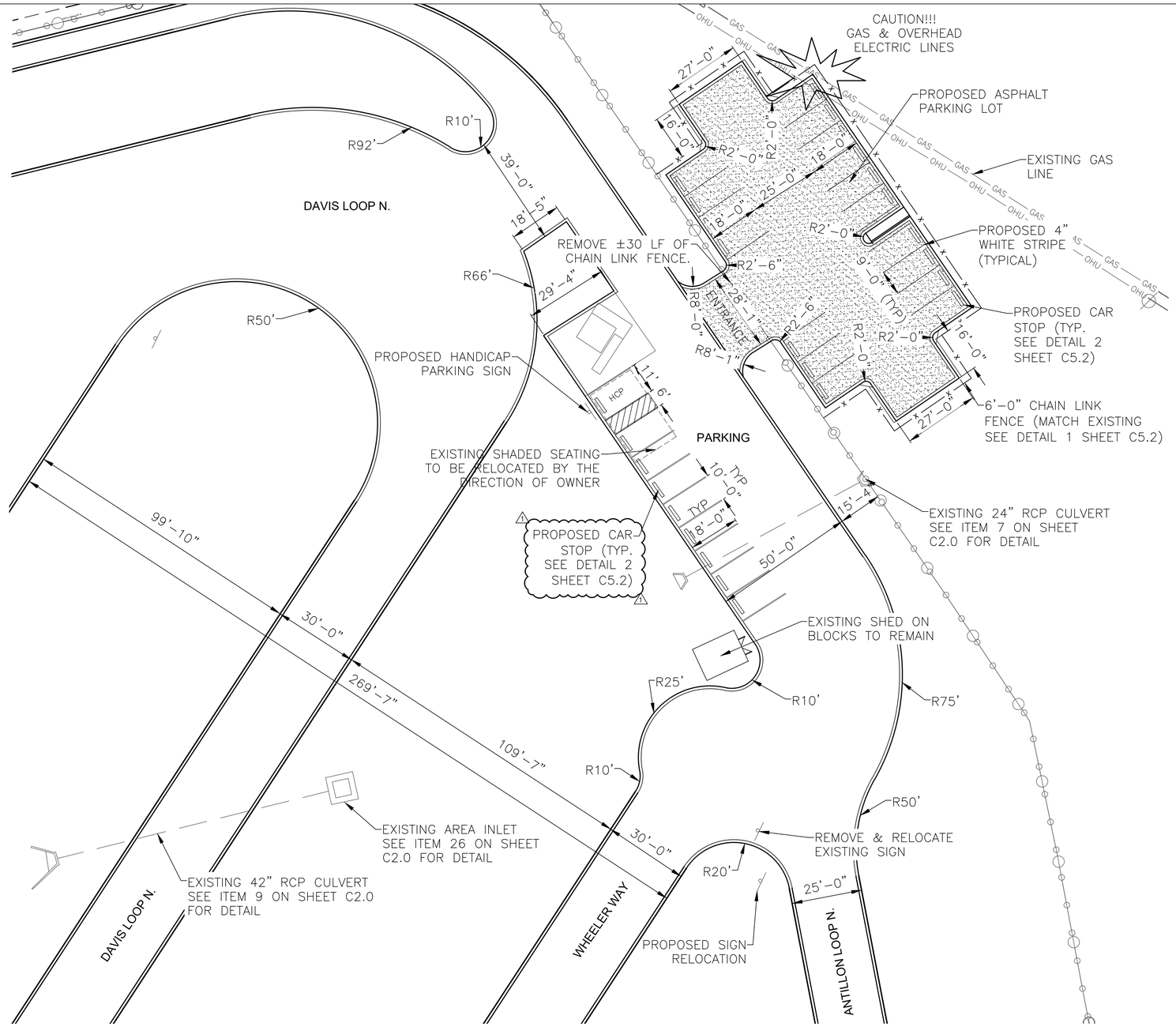
SAPD ACADEMY TRACK PAVEMENT

12200 SE. LOOP 410, SAN ANTONIO, TEXAS 78214

Project NO.: 22028
Date: 8/22/2025
Revisions: "Addenda No. 1" - 8/22/25

C1.1

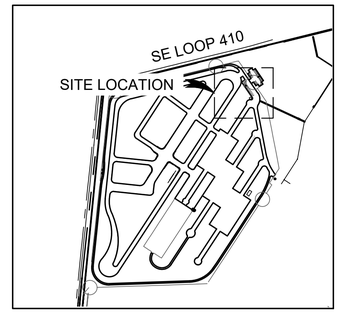
ADDITIONAL GENERAL NOTES



PARKING SITE PLAN

SCALE: 1" =20'

0 20 40 Feet



KEY MAP
1" = 500'

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- EXISTING CHAIN LINK FENCE
- EXISTING EDGE OF ASPHALT
- EXISTING BARBED WIRE FENCE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING GAS LINE
- PROPOSED CHAIN LINK FENCE
- EXISTING CHAIN LINK FENCE
- PROPOSED CONCRETE
- PROPOSED ASPHALT PAVEMENT
- EXISTING UNDERGROUND GAS LINE PROXIMITY USE CAUTION
- HCP — HANDICAP PARKING
- EXISTING SIGN

NOTES:

1. THE INTERNATIONAL SYMBOL OF ACCESSIBILITY SHOULD BE POSTED ON ALL ACCESSIBLE PARKING SPACES MARKING THE RESERVED SPOT.
2. (A) HEAD–IN PARKING PLACES SHALL BE 9' X 18' TO 10' X 20' WITH 4" WIDE WHITE LINE.
3. REFERENCE ACADEMY – "DRIVING TRACK IMPROVEMENTS & PARKING EXPANSION GEOTECHNICAL ENGINEERING REPORT" PREPARED BY TERRACON (TERRACON PROJECT NO. 90235085) DATED OCTOBER 5, 2023 AND THE SUPPLEMENTAL ATTACHMENT FOR ALL GEOTECHNICAL DETAILS.

PARKING SUMMARY	
PROPOSED PARKING SPACES (NOT INCLUDING ADA SPACES)	25
REQUIRED ACCESSIBLE PARKING SPACES	1
PROPOSED ACCESSIBLE PARKING SPACES	1
TOTAL PARKING SPACES (INCLUDING ADA SPACES)	26

SLAY ARCHITECTURE

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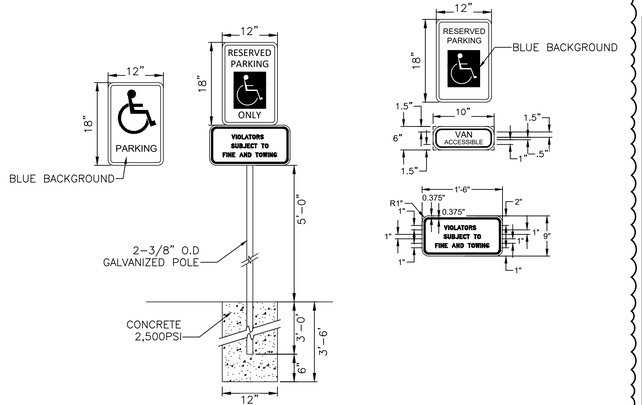
C5.1

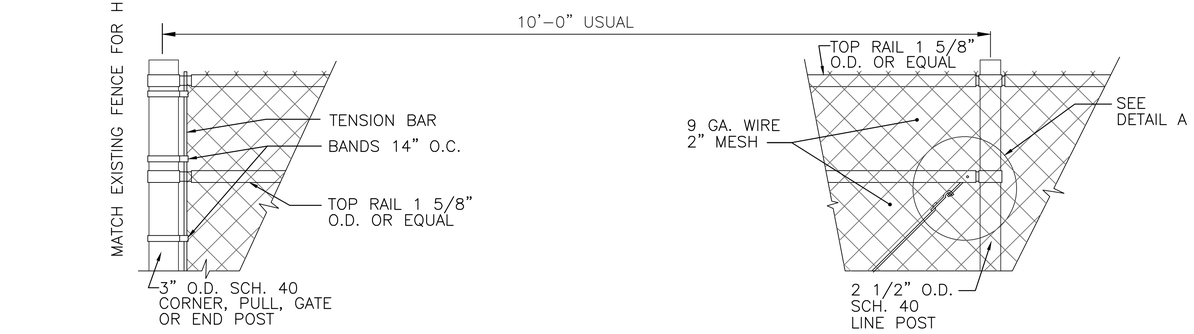
PARKING SITE PLAN

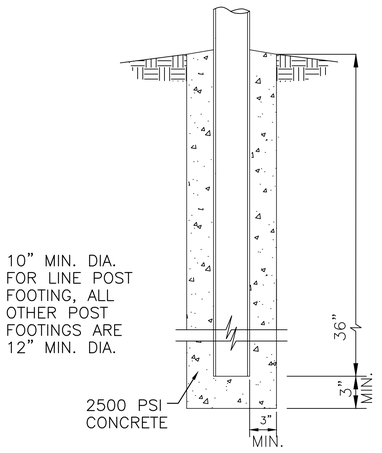
NOTE:

1. ADA ACCESS SIGNS NEED TO BE POSTED AT PROPERLY DESIGNATED ACCESSIBLE PARKING SPACES.
2. VAN–ACCESSIBLE PARKING SPACES TO HAVE ADDITIONAL 'SIGN' BELOW THE ACCESSIBILITY SYMBOL TO SPECIFICALLY MARK THE VAN–ACCESSIBLE AREA.
3. SIGN AND MOUNTING HEIGHT TO BE IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT.
4. SIGNS SHOULD BE PLACED AT SUCH A HEIGHT (AT LEAST 60 INCHES ABOVE SURFACE) THAT THEY DO NOT GET OBSCURED BY ANY PARKED VEHICLES OR OTHER OBSTRUCTIONS. ADA HANDICAP PARKING SIGNS (COMMONLY KNOWN AS ACCESS SIGNS) POSTED MUST BE VISIBLE FROM THE DRIVERS' SEAT OF THE VEHICLE AND LOCATED RIGHT IN VIEW OF PARKING SPACES.

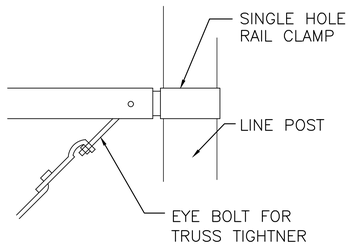


HANDICAP PARKING SIGN
NOT TO SCALE



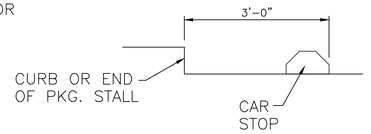


1 C5.2 CHAIN LINK FENCE AND DETAIL
NOT TO SCALE

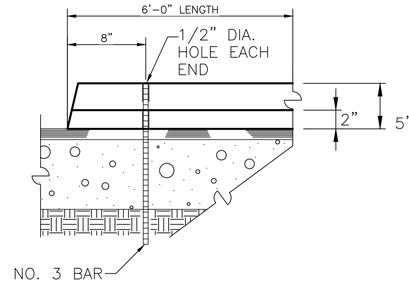


DETAIL A

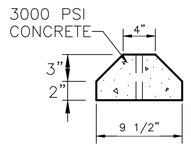
NOTE: PLACE CAR STOP IN CENTER OF STALL 3' FROM CURB OR END OF STALL AS SHOWN.



CAR STOP PLACEMENT



ELEVATION



SECTION

2 C5.2 CAR STOPS
NOT TO SCALE

SLAY ARCHITECTURE

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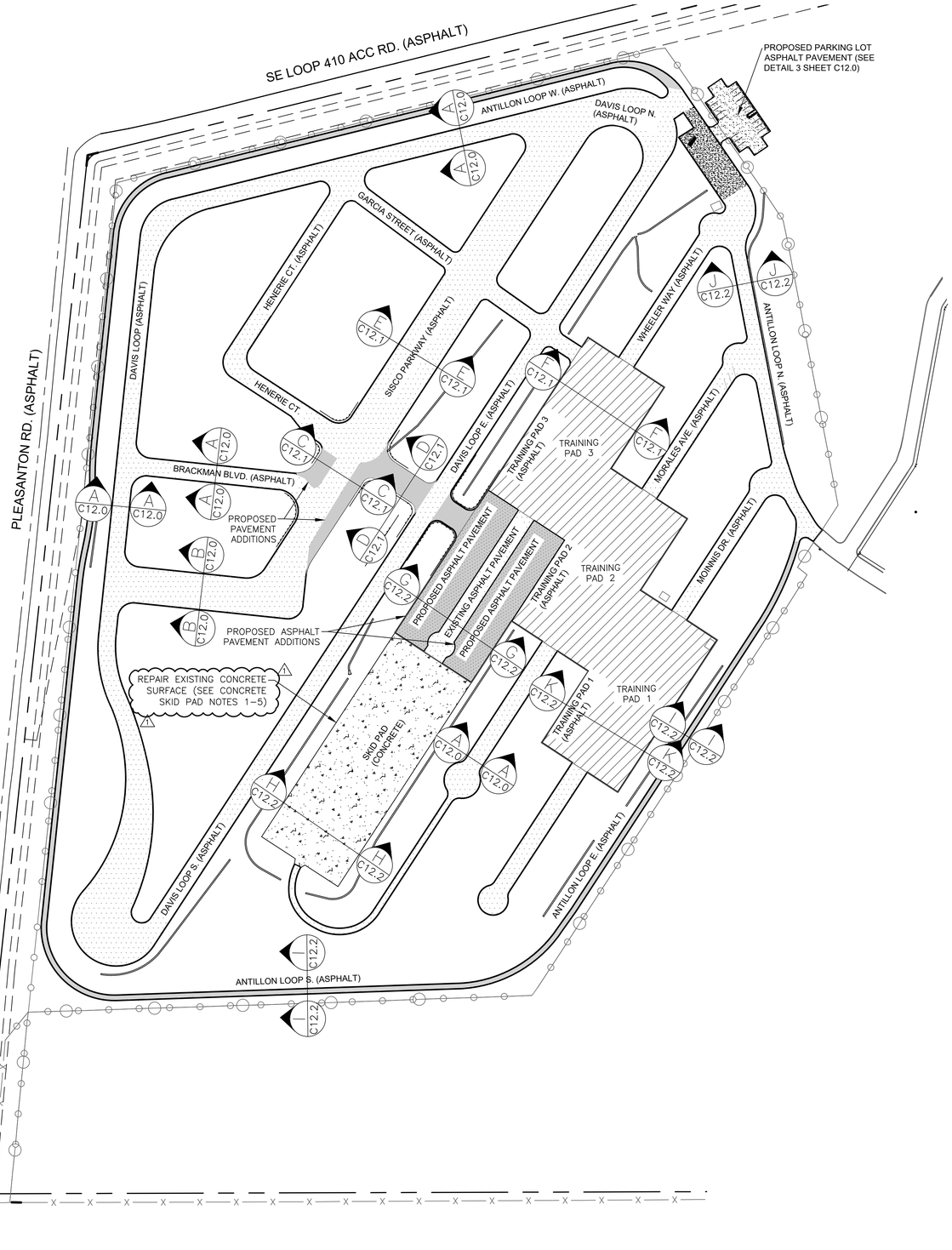
C5.2

PARKING DETAILS

8/22/2025 11:39:37 AM M:\2022\22-069 COSA Training Academy Driving Track Improvements\DWG\C6.0 PAVING PLAN.dwg



PAVING PLAN
SCALE: 1" = 100'
0 100 200 Feet

GENERAL NOTES:

1. PAVEMENT REPAIRS BASED ON 48,056 SY DETAIL 1 ON SHEET C12.0; 833 SY OF DETAIL 3 ON SHEET C12.0, AND 8606 SY OF DETAIL 4 OF SHEET C12.0. UNIT PRICE TO ADD OR DECREASE QUANTITY WILL BE AT THE UNIT PRICE BID.
2. SEE GRADING PLAN SHEETS C8.0–C8.4 FOR PROPOSED 2' CONCRETE SWALE.
3. SEE SHEET C12.0–C12.3 FOR TYPICAL PAVEMENT SECTIONS
4. CONTRACTOR SHALL TEMPORARILY RELOCATE SHADED SEATING TO GRASSED AREA DURING PHASE 2B.

CONCRETE SKID PAD NOTES:

1. FULL–DEPTH CONCRETE PAVEMENT REPAIR (FDCPR), TXDOT ITEM 361: SAWCUT FULL DEPTH ALONG LIMITS SHOWN OR AS DIRECTED; REMOVE EXISTING SLAB; REPAIR BASE/SUBGRADE AS NEEDED; INSTALL LOAD–TRANSFER DOWELS AT TRANSVERSE JOINTS; PLACE HCC TO PLAN THICKNESS/STRENGTH; FINISH/TEXTURE TO MATCH EXISTING; SAW AND SEAL JOINTS; CURE AND OPEN TO TRAFFIC PER ITEM 361.
2. ESTIMATED REPAIR QUANTITY: ASSUME 10% OF TOTAL PAD AREA FOR BIDDING (PLAN QTY: 660 SY). ACTUAL REPAIR LIMITS WILL BE DETERMINED WITH THE OWNER AT THE PRE–CONSTRUCTION MEETING AND VERIFIED BY THE ENGINEER IN THE FIELD. PAYMENT: BY MEASURED SY UNDER ITEM 361. IF THE ACTUAL REPAIR QUANTITIES DIFFER FROM THE ESTIMATED QUANTITY, ADJUSTMENTS WILL BE MADE BY CHANGE ORDER USING THE ORIGINAL UNIT PRICING FROM THE AWARDED BID.
3. BASE/SUBGRADE REPAIRS: UNDERCUT/COMPACTION AND BASE REPLACEMENT AS NEEDED; ADDITIONAL BASE PROVIDED/PAYED UNDER THE APPLICABLE ITEM (E.G., ITEM 247) OR AS DIRECTED.
4. JOINTS & LOAD TRANSFER: MATCH EXISTING JOINT LAYOUT WHERE FEASIBLE. PROVIDE DOWEL LOAD TRANSFER AT NEW TRANSVERSE JOINTS AND DOWEL RETROFIT WHEN TYING INTO EXISTING PANELS, PER ITEM 361 DETAILS.
5. SURFACE & DRAINAGE: MATCH EXISTING PAD GRADES AND CROSS–SLOPE; ENSURE POSITIVE DRAINAGE AT ALL TIE–INS.

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING EDGE OF ASPHALT
- EXISTING BARBED WIRE FENCE
- EXISTING WOOD FENCE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING FIRE HYDRANT
- EXISTING LIGHT POLE
- NEW PAVEMENT/COOL DOWN LOOP FULL DEPTH RECONSTRUCTION (DETAIL 4 SEE SHEET C12.0)
- ASPHALT TRACK PAVEMENT REMOVE EXISTING PAVEMENT, INSTALL 4" ATB + 2" HMAC (DETAIL 1 SEE SHEET C12.0)
- ASPHALT PAD PAVEMENT REMOVE EXISTING PAVEMENT, INSTALL 4" ATB + 2" HMAC (DETAIL 1 SEE SHEET C12.0)
- ASPHALT PAD NEW PAVEMENT (DETAIL 4 SEE SHEET C12.0)
- EXISTING CONCRETE SKID PAD MAINTENANCE (DETAIL 1 & 2 SEE SHEET C12.3)
- NEW PARKING LOT ASPHALT PAVEMENT (DETAIL 3 SEE SHEET C12.0)
- PARKING LOT ASPHALT PAVEMENT REMOVE EXISTING PAVEMENT, INSTALL 4" ATB + 2" HMAC (DETAIL 1 SEE SHEET 12.0)
- PROPOSED 2' CONCRETE SWALE (SEE SHEET C12.3)
- SECTION VIEW WITH REFERENCE SHEET NUMBER

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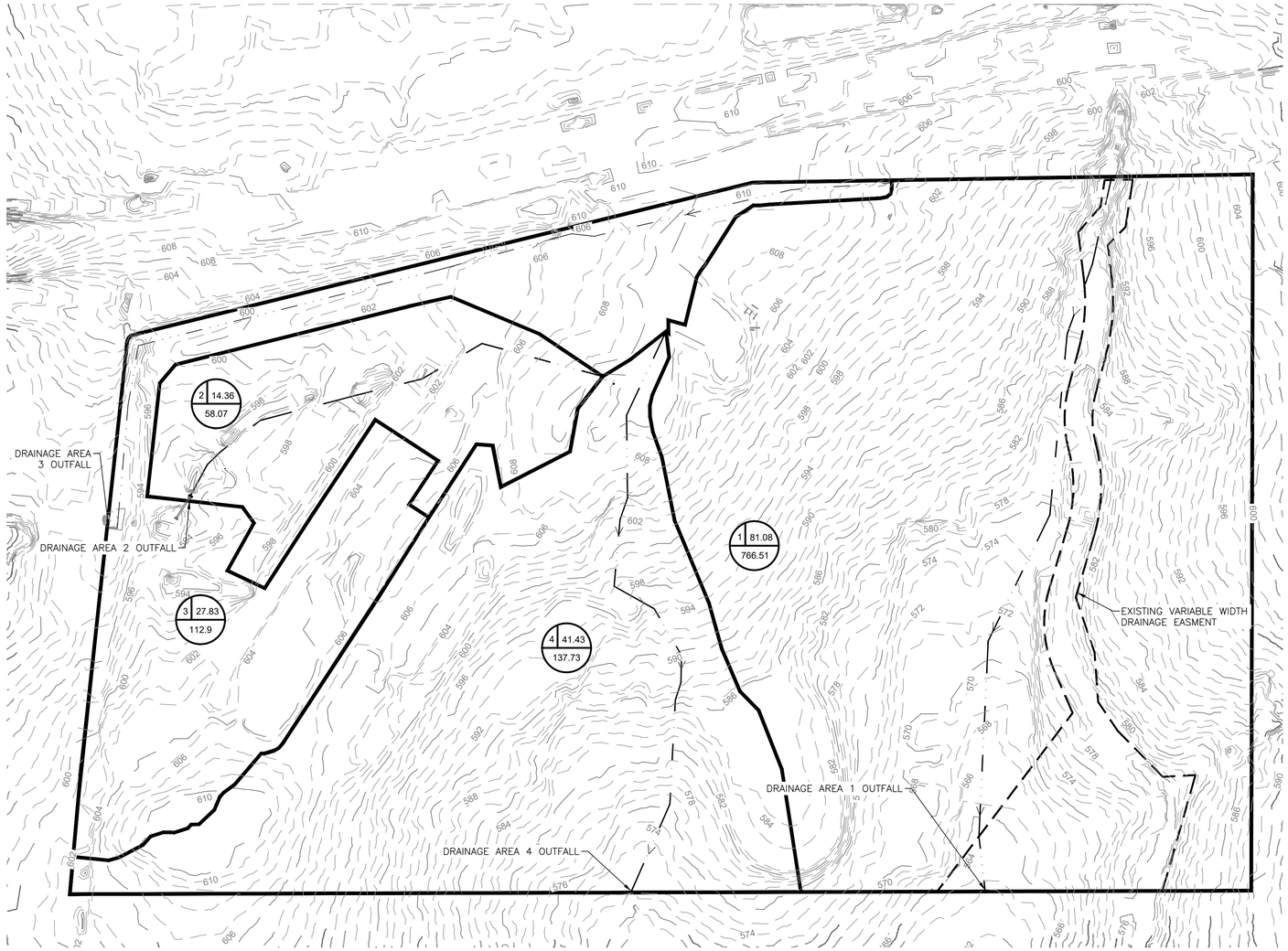
C6.0

PAVING PLAN



LEGEND:

- 1000 — EXISTING MAJOR CONTOUR
- 999 — EXISTING MINOR CONTOUR
- FLOWPATH
- EXISTING DRAINAGE EASEMENT
- DRAINAGE AREA BOUNDARY

DRAINAGE ID # 1 | AREA (AC.) 1.00
100-YR FLOW (CFS) 1.00

DRAINAGE AREA TABLE	
AREA NUMBER	ACRES
1	81.08
2	14.36
3	27.83
4	41.43

HEC–HMS OUTPUT TABLES

1-yr

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)
Slay - DA - 1 Existing	0.126683	247.67
Slay - DA - 2 Existing	0.022439	17.36
Slay - DA - 3 Existing	0.043478	34.54
Slay - DA - 4 Existing	0.064736	43.92

25-yr

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)
Slay - DA - 1 Existing	0.126683	597.49
Slay - DA - 2 Existing	0.022439	45.22
Slay - DA - 3 Existing	0.043478	88.06
Slay - DA - 4 Existing	0.064736	107.28

5-yr

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)
Slay - DA - 1 Existing	0.126683	410.82
Slay - DA - 2 Existing	0.022439	30.28
Slay - DA - 3 Existing	0.043478	59.33
Slay - DA - 4 Existing	0.064736	73.56

100-yr

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)
Slay - DA - 1 Existing	0.126683	766.51
Slay - DA - 2 Existing	0.022439	58.07
Slay - DA - 3 Existing	0.043478	112.9
Slay - DA - 4 Existing	0.064736	137.73

EXISTING DRAINAGE CONDITIONS

SCALE: 1" = 200'

0 200 400 Feet

N

SLAY ARCHITECTURE

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1

C7.0

EXISTING DRAINAGE CONDITIONS

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- 1000 EXISTING MAJOR CONTOUR
- 999 EXISTING MINOR CONTOUR
- PROPOSED CURB
- FLOW LINE
- EXISTING DRAINAGE EASEMENT
- DRAINAGE AREA BOUNDARY

DRAINAGE ID # 1 | 1.00 AREA (AC.)
1.00
100-YR FLOW (CFS)

DRAINAGE AREA TABLE	
AREA NUMBER	ACRES
1	81.08
2	14.36
3	27.83
4	41.43

HEC–HMS OUTPUT TABLES

1-YR STORM

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)
Slay - DA - 1 Proposed W/ Det	0.126683	247.95
Slay - DA - 2 Proposed W/ Det	0.022439	17.63
Slay - DA - 3 Proposed W/ Det	0.043478	35.02
Slay - DA - 4 Proposed W/ Det	0.064736	44.16
Slay - DA - 1 Proposed No Det	0.126683	247.95
Slay - DA - 2 Proposed No Det	0.022439	17.63
Slay - DA - 3 Proposed No Det	0.043478	35.02
Slay - DA - 4 Proposed No Det	0.064736	44.16

5-YR STORM

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)
Slay - DA - 1 Proposed W/ Det	0.126683	410.98
Slay - DA - 2 Proposed W/ Det	0.022439	30.48
Slay - DA - 3 Proposed W/ Det	0.043478	59.68
Slay - DA - 4 Proposed W/ Det	0.064736	73.7
Slay - DA - 1 Proposed No Det	0.126683	410.98
Slay - DA - 2 Proposed No Det	0.022439	30.48
Slay - DA - 3 Proposed No Det	0.043478	59.68
Slay - DA - 4 Proposed No Det	0.064736	73.7

25-YR STORM

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)
Slay - DA - 1 Proposed W/ Det	0.126683	597.6
Slay - DA - 2 Proposed W/ Det	0.022439	45.35
Slay - DA - 3 Proposed W/ Det	0.043478	88.31
Slay - DA - 4 Proposed W/ Det	0.064736	107.38
Slay - DA - 1 Proposed No Det	0.126683	597.6
Slay - DA - 2 Proposed No Det	0.022439	45.35
Slay - DA - 3 Proposed No Det	0.043478	88.31
Slay - DA - 4 Proposed No Det	0.064736	107.38

100-YR STORM

Hydrologic Element	Drainage Area (MI2)	Peak Discharge (CFS)
Slay - DA - 1 Proposed W/ Det	0.126683	766.61
Slay - DA - 2 Proposed W/ Det	0.022439	58.18
Slay - DA - 3 Proposed W/ Det	0.043478	113.11
Slay - DA - 4 Proposed W/ Det	0.064736	137.82
Slay - DA - 1 Proposed No Det	0.126683	766.61
Slay - DA - 2 Proposed No Det	0.022439	58.18
Slay - DA - 3 Proposed No Det	0.043478	113.11
Slay - DA - 4 Proposed No Det	0.064736	137.82

PROPOSED DRAINAGE CONDITIONS

SCALE: 1" = 200'
0 200 400 Feet
N

SLAY ARCHITECTURE

SAN ANTONIO
123 Altgelt Avenue
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LAREDO
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Laredo, Texas 78045
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STATE OF TEXAS
MICHAEL M. SLAY
44379
REGISTERED PROFESSIONAL ENGINEER
10/18/2024

100% CONSTRUCTION DOCUMENTS

SAPD ACADEMY TRACK PAVEMENT

12200 SE. LOOP 410, SAN ANTONIO, TEXAS 78214

Project NO.: 22028
Date:8/22/2025
Revisions: "Addenda No. 1" - 8/22/25

C7.1
PROPOSED DRAINAGE CONDITIONS

8/21/2025 6:00:24 PM M:\2022\22-069 COSA Training Academy Driving Track Improvements\DWG\C9.2 OUTFALL DETAIL.dwg

NWQ SEE
SHEET C8.1

NEQ SEE
SHEET C8.2

SWQ SEE
SHEET C8.3

SEQ SEE
SHEET C8.4

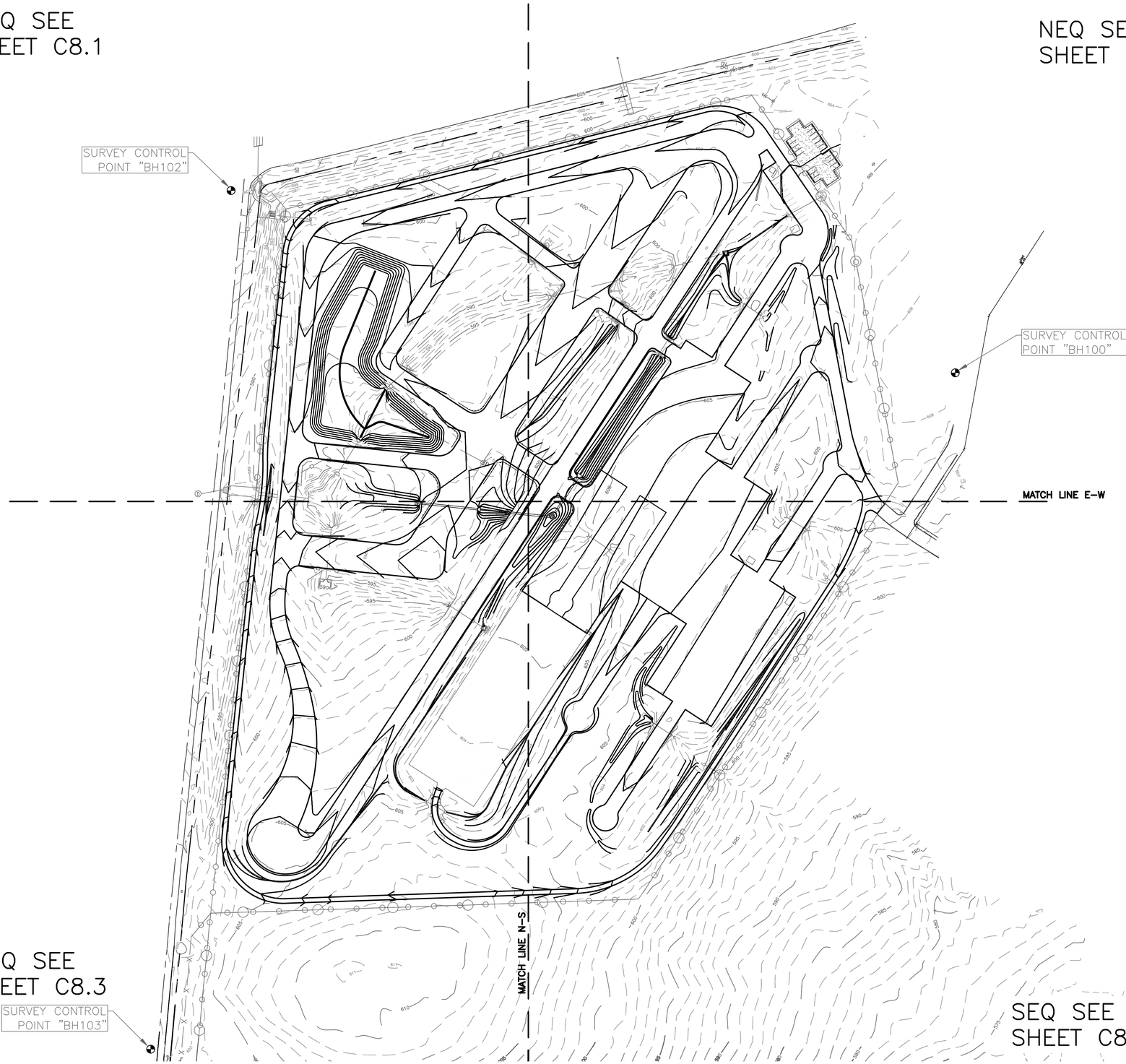
SURVEY CONTROL POINT "BH102"

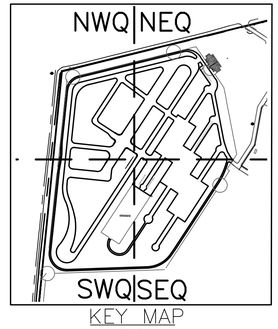
SURVEY CONTROL POINT "BH100"

SURVEY CONTROL POINT "BH103"

MATCH LINE E–W

MATCH LINE N–S





KEY MAP
N.T.S

NOTES:

1. SEE SHEET C2.0 FOR EXISTING STORM INFRASTRUCTURE DETAILS.

BENCHMARKS:

SURVEY CONTROL POINT "BH100"
1/2" IRON ROD WITH CAP
NORTHING: 13,663,689.06
EASTING: 2,128,794.78
ELEV: 609.23'

SURVEY CONTROL POINT "BH102"
MAG NAIL WITH WASHER
NORTHING: 13,664,041.93
EASTING: 2,127,394.46
ELEV: 600.78'

SURVEY CONTROL POINT "BH103"
MAG NAIL WITH WASHER
NORTHING: 13,662,380.92
EASTING: 2,127,237.64
ELEV: 602.12'

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- 1000 EXISTING MAJOR CONTOUR
- 999 EXISTING MINOR CONTOUR
- EXISTING EDGE OF ASPHALT
- EXISTING CHAINLINK FENCE
- E. OHE EXISTING OVERHEAD ELECTRIC LINE
- EXISTING FIRE HYDRANT
- EXISTING POWER POLE
- EXISTING GUY WIRE
- EXISTING WATER VALVE
- EXISTING WATER METER
- EXISTING GAS VALVE
- EXISTING SIGN
- EXISTING SPRINKLER VALVE
- EXISTING TREE
- x 400.00 EXISTING SPOT ELEVATION
- PROPOSED CURB
- BENCHMARK
- MATCH LINE X–X
- FLOW LINE
- ALTERNATE 1 PARKING (SEE DETAIL C8.5)

OVERALL GRADING

SCALE: 1" = 100'
0 100 200 Feet

SLAY ARCHITECTURE

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100% CONSTRUCTION DOCUMENTS

SAPD ACADEMY TRACK PAVEMENT

12200 SE. LOOP 410, SAN ANTONIO, TEXAS 78214

Project NO.: 22028
Date:8/22/2025
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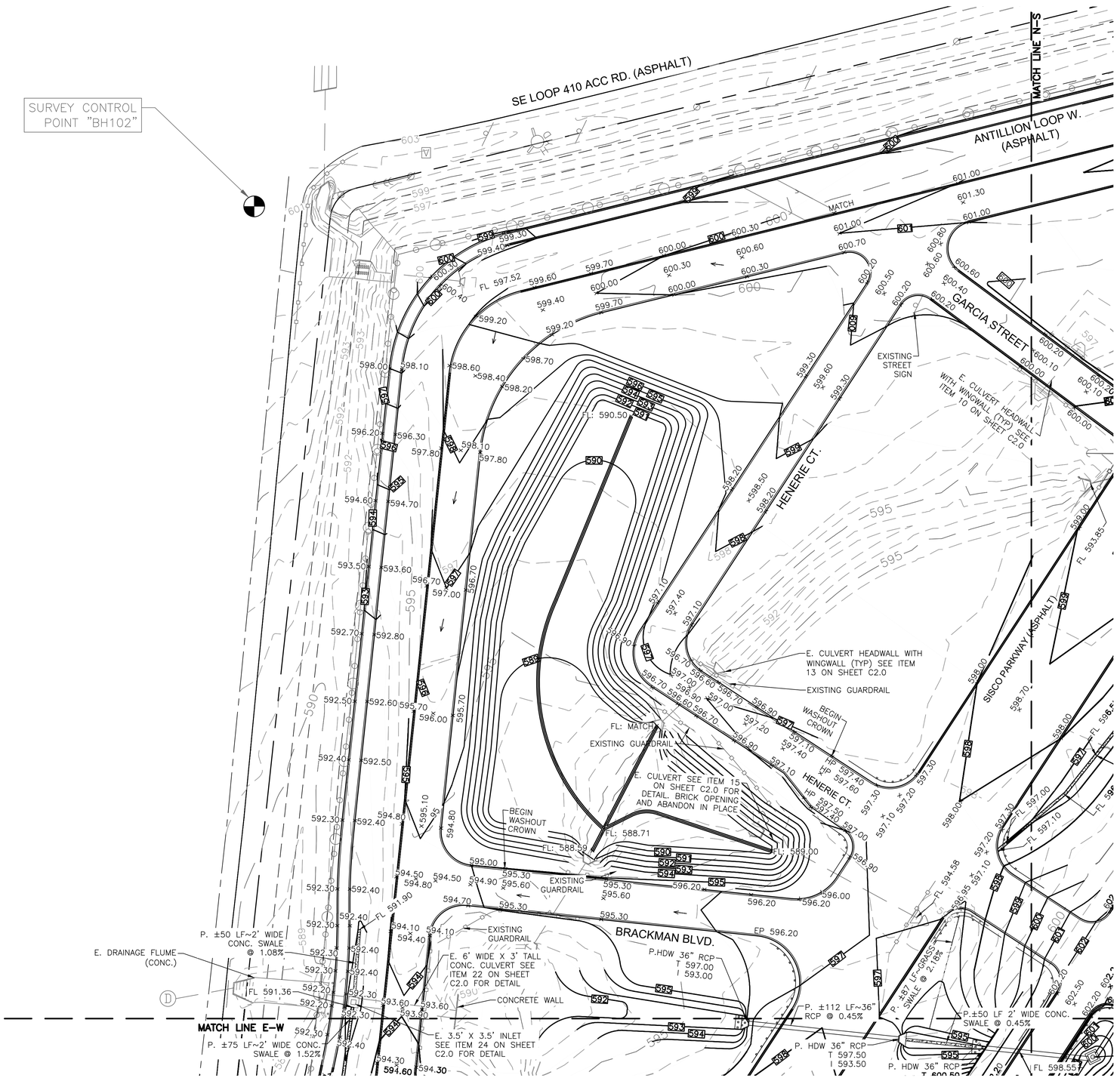
C8.0

OVERALL GRADING

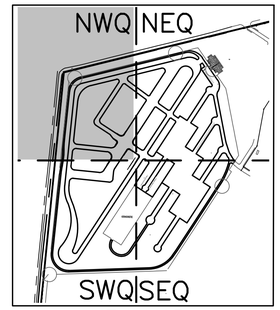


GRADING PLAN - NWQ

SCALE: 1" = 40'

0 40 80 Feet

N



KEY MAP
N.T.S

LEGEND

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- 1000 EXISTING MAJOR CONTOUR
- 999 EXISTING MINOR CONTOUR
- 1000 PROPOSED CONTOUR
- EXISTING EDGE OF ASPHALT
- EXISTING CHAINLINK FENCE
- E. OHE EXISTING OVERHEAD ELECTRIC LINE
- EXISTING FIRE HYDRANT
- EXISTING POWER POLE
- EXISTING GUY WIRE
- EXISTING WATER VALVE
- EXISTING WATER METER
- EXISTING GAS VALVE
- EXISTING SIGN
- EXISTING SPRINKLER VALVE
- EXISTING TREE
- x 400.00 EXISTING SPOT ELEVATION
- PROPOSED CURB
- BENCHMARK
- MATCH LINE X-X
- E. EXISTING
- P. PROPOSED
- FLOW LINE

BENCHMARKS:

SURVEY CONTROL POINT "BH102"
MAG NAIL WITH WASHER
NORTHING: 13,664,041.93
EASTING: 2,127,394.46
ELEV: 600.78'

SLAY ARCHITECTURE

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SAPD ACADEMY TRACK PAVEMENT

12200 SE. LOOP 410, SAN ANTONIO, TEXAS 78214

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Date:8/22/2025
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C8.1

GRADING PLAN - NWQ

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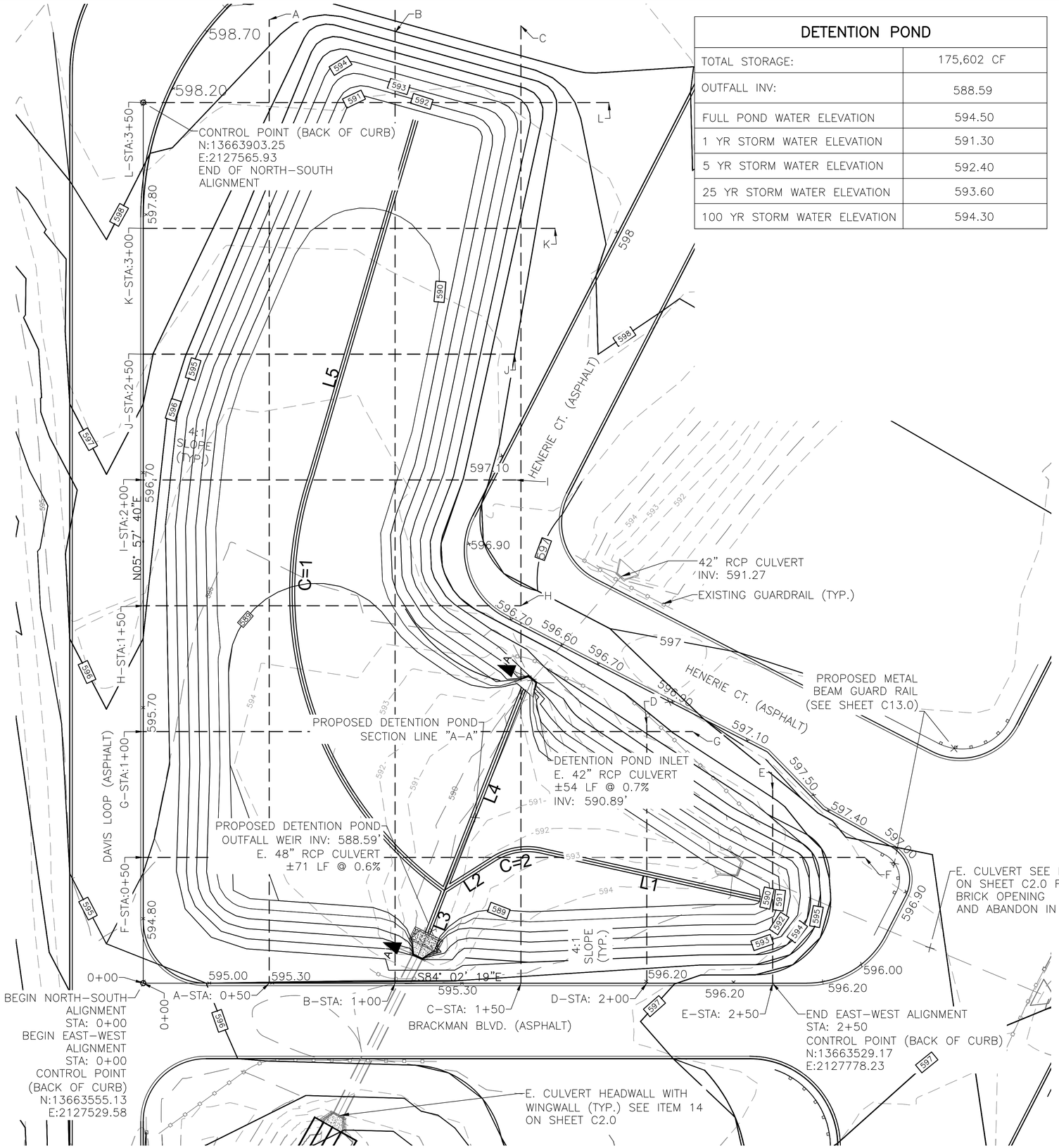


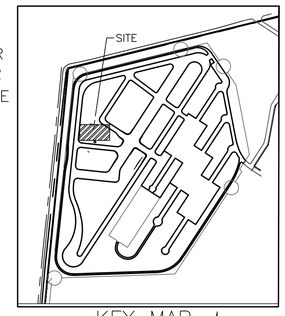
DETENTION POND	
TOTAL STORAGE:	175,602 CF
OUTFALL INV:	588.59
FULL POND WATER ELEVATION	594.50
1 YR STORM WATER ELEVATION	591.30
5 YR STORM WATER ELEVATION	592.40
25 YR STORM WATER ELEVATION	593.60
100 YR STORM WATER ELEVATION	594.30

LEGEND

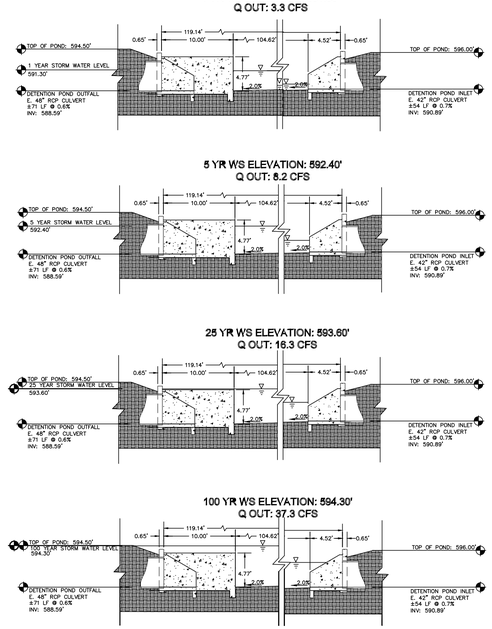
- 1000 — EXISTING MAJOR CONTOUR
- 999 — EXISTING MINOR CONTOUR
- EXISTING CHAINLINK FENCE
- 600 — PROPOSED CONTOUR

Parcel Line Table		
Line #	Length	Direction
L1	89.18	N71° 35' 05.38"W
L2	23.22	S63° 19' 56.54"W
L3	23.12	S27° 22' 14.03"W
L4	85.81	N27° 21' 46.68"E
L5	148.91	N22° 16' 24.45"E

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C=1	186.00	146.24	72.87	S11° 40' 51"E	173.72
C=2	19.63	25.00	44.98	S85° 55' 25"W	19.13



KEY MAP
N.T.S



Section "A-A"

SCALE: 1" = 10'

DETENTION POND

0 20 40 Feet

SCALE: 1" = 20'

NOTE:

1. DETENTION POND EXCAVATION AND/OR EMBANKMENT NECESSARY FOR PROVIDING STORAGE MUST BE SUBSTANTIALLY COMPLETE PRIOR TO CONSTRUCTION OF FLEX BASE, PAVEMENT, POURING BUILDING SLABS, OR CONSTRUCTING OTHER IMPERVIOUS COVER WITHIN THE WATERSHED DRAINING TO THE DETENTION POND(S). CONTACT COSA DEVELOPMENT SERVICES DEPARTMENT FOR A SITE INSPECTION.
2. SEE SHEETS C8.1 AND SHEETS C9.1 FOR DETENTION POND DETAILS.

SLAY ARCHITECTURE

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12200 SE. LOOP 410, SAN ANTONIO, TEXAS 78214

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C9.0
DETENTION POND

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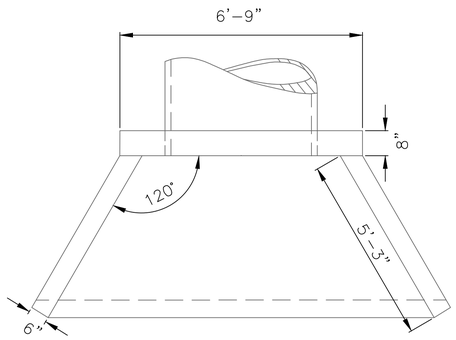
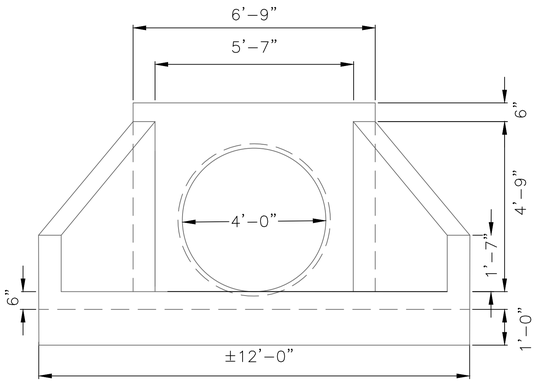


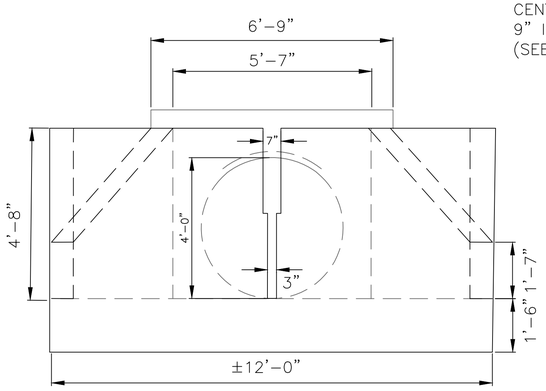
EXISTING CONCRETE HEADWALL

PLAN VIEW

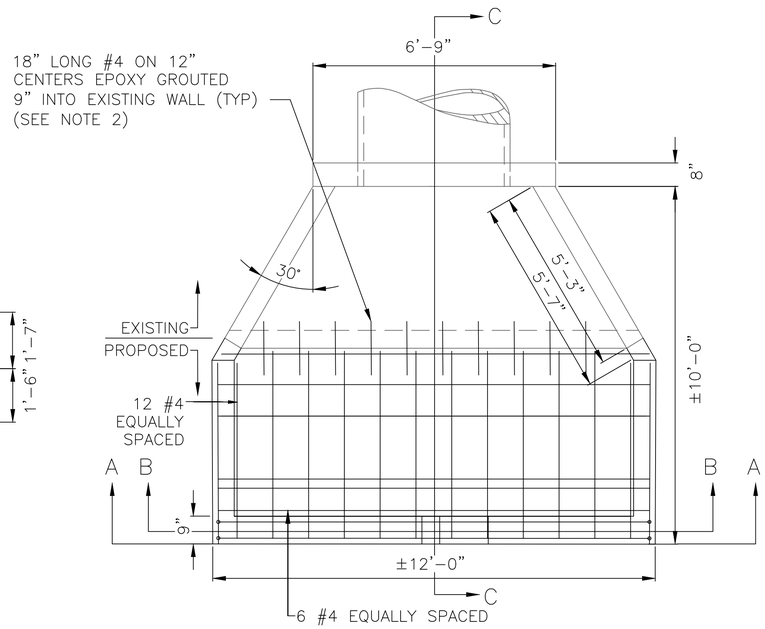


EXISTING CONCRETE HEADWALL

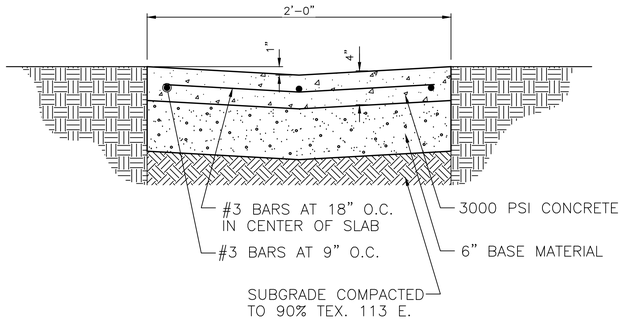
FRONT VIEW



FRONT

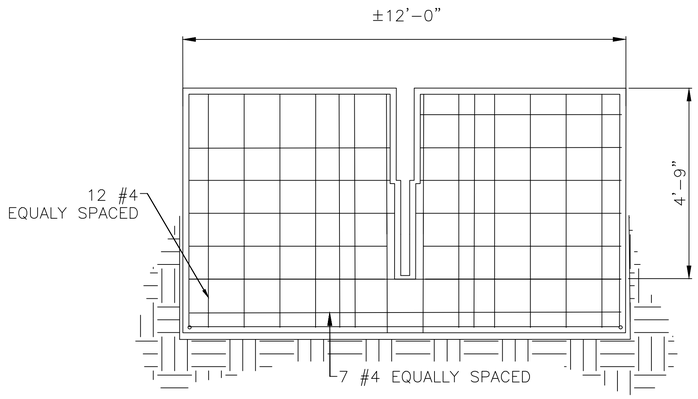


PLAN

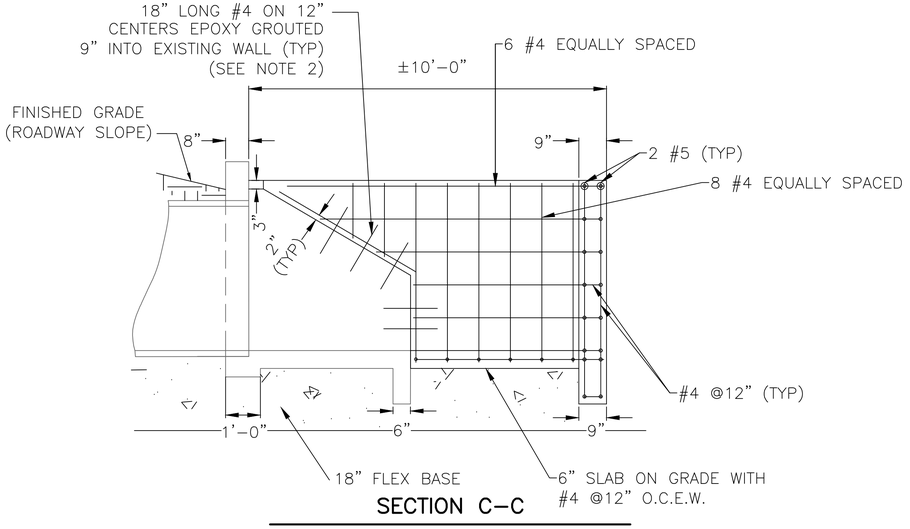


CONCRETE SWALE

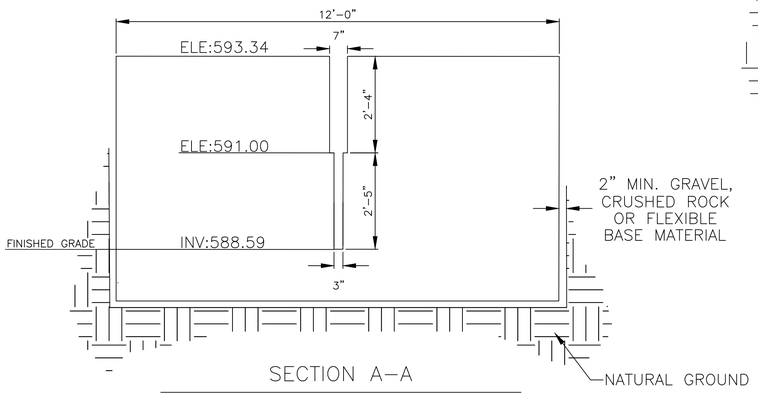
NOT TO SCALE



SECTION B–B



SECTION C–C



SECTION A–A

DETENTION POND OUTFALL DETAIL

NOT TO SCALE

NOTE:

1. DETENTION POND EXCAVATION AND/OR EMBANKMENT NECESSARY FOR PROVIDING STORAGE MUST BE SUBSTANTIALLY COMPLETE PRIOR TO CONSTRUCTION OF FLEX BASE, PAVEMENT, POURING BUILDING SLABS, OR CONSTRUCTING OTHER IMPERVIOUS COVER WITHIN THE WATERSHED DRAINING TO THE DETENTION POND(S). CONTACT COSA DEVELOPMENT SERVICES DEPARTMENT FOR A SITE INSPECTION.
2. DOWELS SHALL BE INSTALLED USING HILTI HIT–HY 200–A WITH V3 ADHESIVE ANCHORS OR AN APPROVED EQUAL IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
3. CONTRACTOR SHALL VERIFY ALL FIELD CONDITIONS PRIOR TO CONSTRUCTION. ANY CONFLICTS OR UNCERTAINTIES SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION FOR RESOLUTION BEFORE PROCEEDING. ALL WORK SHALL CONFORM TO CITY AND PROJECT SPECIFICATIONS AND SHALL BE PERFORMED BY QUALIFIED PERSONNEL.

SLAY ARCHITECTURE

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STATE OF TEXAS
MICHAEL M. SLAY
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10/18/2024

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SAPD ACADEMY TRACK PAVEMENT

12200 SE. LOOP 410, SAN ANTONIO, TEXAS 78214

Project NO.: 22028
Date:8/22/2025
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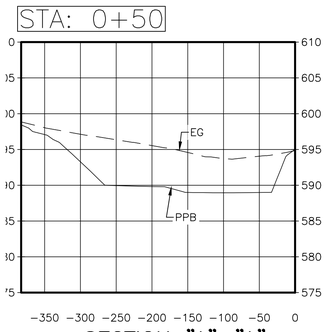
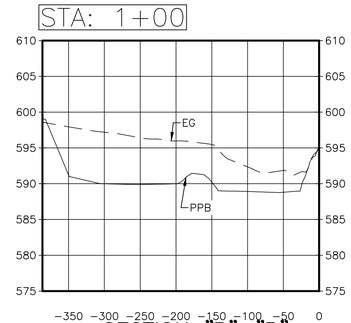
C9.1

DETENTION POND OUTFALL DETAIL



SECTION "A"–"A"



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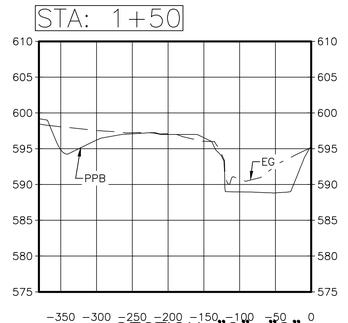

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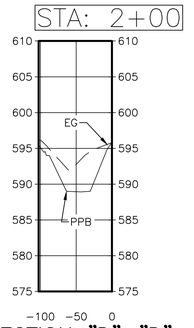

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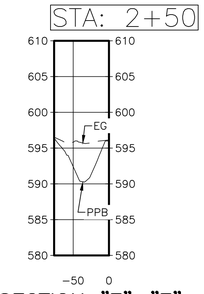

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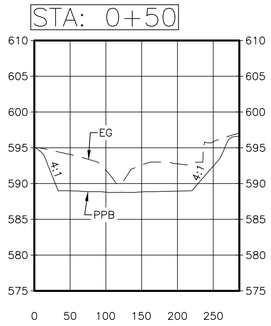

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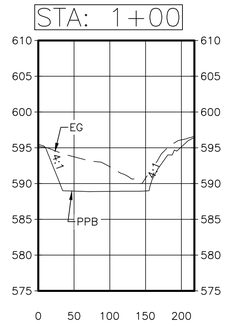

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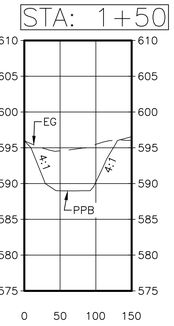

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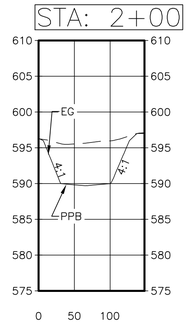

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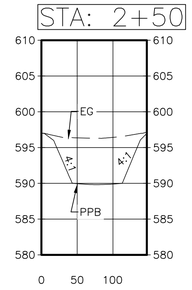

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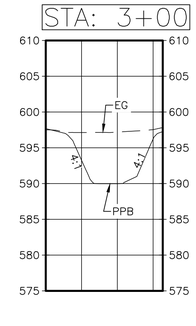

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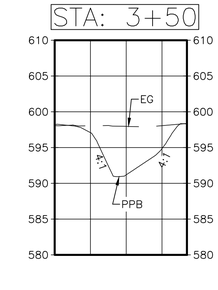
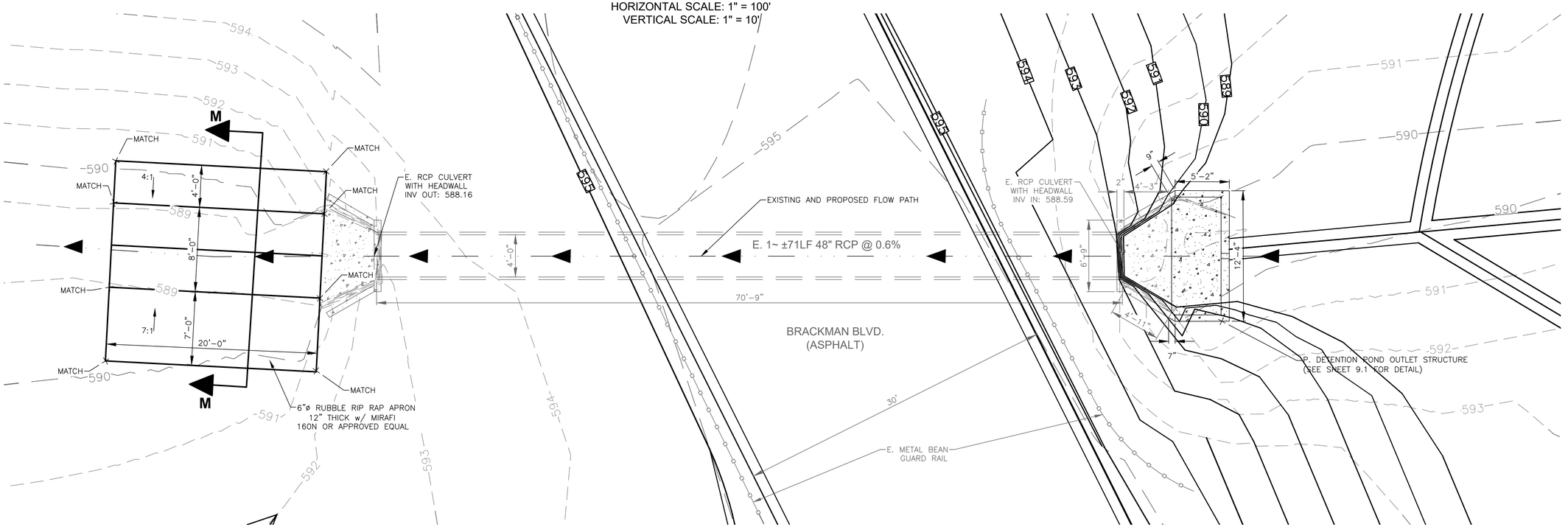


SECTION "L"–"L"

DETENTION POND SECTIONS

HORIZONTAL SCALE: 1" = 100'
VERTICAL SCALE: 1" = 10'



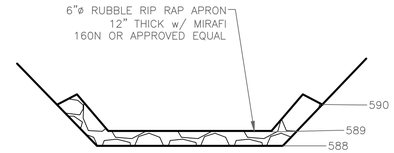
OUTLET STRUCTURE DETAIL PLAN

SCALE: 1" = 5'

LEGEND

E. GROUND

P. POND BOTTOM



OUTLET RUBBLE RIP RAP SECTION "M"-"M"

SCALE: N.T.S.

SLAY ARCHITECTURE

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10/18/2024

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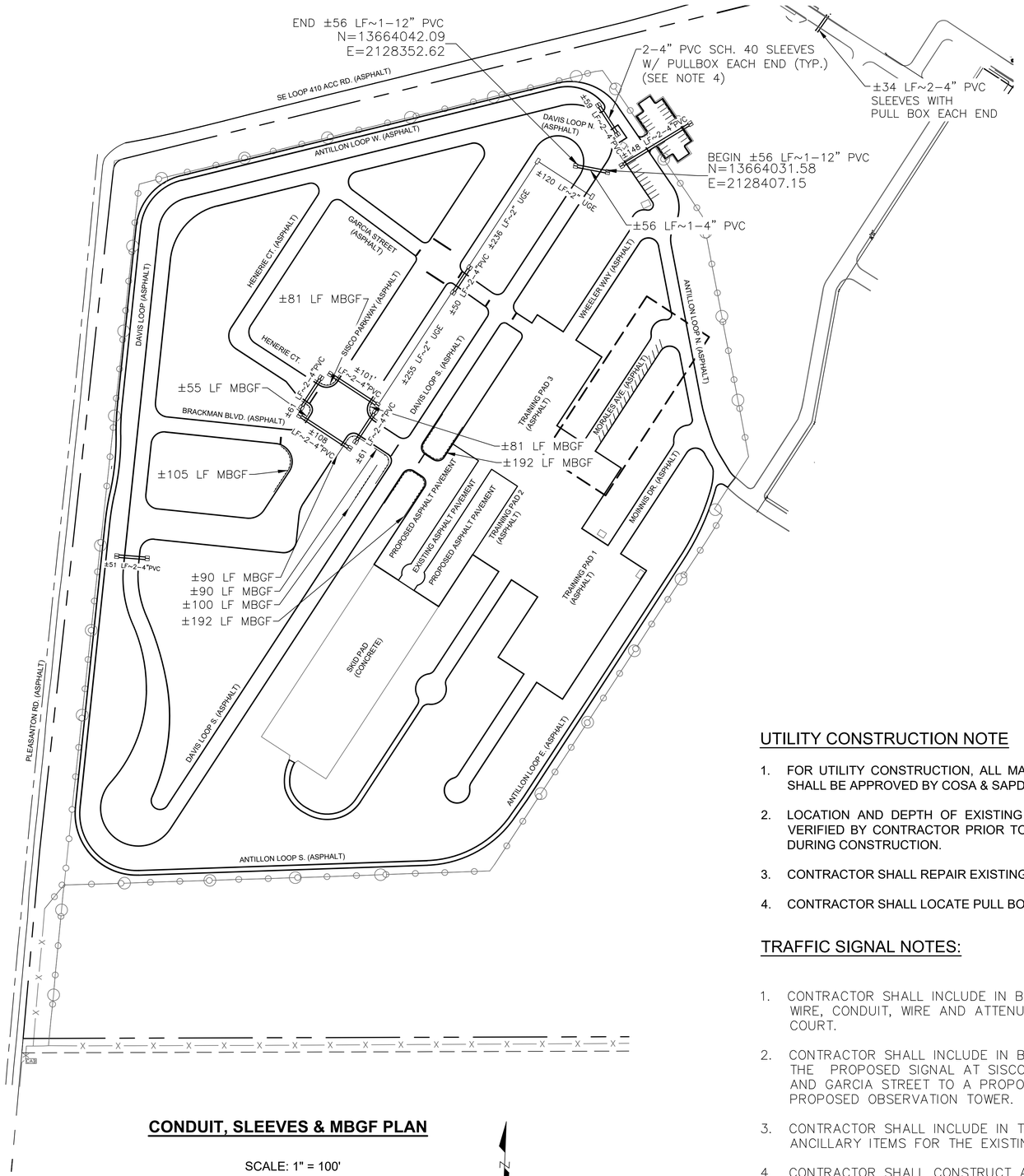
SAPD ACADEMY TRACK PAVEMENT

12200 SE. LOOP 410, SAN ANTONIO, TEXAS 78214

Project NO.: 22028
Date: 8/22/2025
Revisions: "Addenda No. 1" - 8/22/25

C9.2
DETENTION POND SECTIONS



CONDUIT, SLEEVES & MBGF PLAN

SCALE: 1" = 100'

0 100 200 Feet

N

MBGF NOTES:

1. SEE SHEET C13.0 FOR METAL BEAM GUARD FENCE DETAIL.
2. CONTRACTOR SHALL INSTALL GUARD FENCE BI-DIRECTIONAL DELINEATORS ON MBGF, SPACED 20 FT, MINIMUM 3; MOUNT APPROX. 4 FT ABOVE PAVEMENT, 2–8 FT FROM EDGE.

LEGEND:

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- EXISTING WHITE PAINT STRIPE
- EXISTING WHITE PAINT STRIPE DASHED
- EXISTING EDGE OF ASPHALT
- EXISTING CHAINLINK FENCE
- E. GAS — E. GAS — EXISTING GAS LINE
- P. UGE — PROPOSED TRAFFIC SIGNAL CONDUIT
- EXISTING FIRE HYDRANT
- EXISTING GUY WIRE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM DRAIN MANHOLE
- EXISTING SIGN
- EXISTING SPRINKLER VALVE
- EXISTING TREE
- 4" SLEEVE W/ PULL BOX EACH END (UNLESS OTHERWISE SPECIFIED)

BENCHMARKS:

SURVEY CONTROL POINT "BH102"
MAG NAIL WITH WASHER
NORTHING: 13,664,041.93
EASTING: 2,127,394.46
ELEV: 600.78'

SURVEY CONTROL POINT "BH103"
MAG NAIL WITH WASHER
NORTHING: 13,662,380.92
EASTING: 2,127,237.64
ELEV: 602.12'

SURVEY CONTROL POINT "BH100"
1/2" IRON ROD WITH CAP
NORTHING: 13,663,689.06
EASTING: 2,128,794.78
ELEV: 609.23'

UTILITY CONSTRUCTION NOTE

1. FOR UTILITY CONSTRUCTION, ALL MATERIALS AND CONSTRUCTION PROCEDURES WITHIN THE SCOPE OF THIS CONTRACT SHALL BE APPROVED BY COSA & SAPD.
2. LOCATION AND DEPTH OF EXISTING UTILITIES SHOWN ON PLANS ARE APPROXIMATE ONLY. ACTUAL DEPTHS MUST BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF SAME DURING CONSTRUCTION.
3. CONTRACTOR SHALL REPAIR EXISTING PAVEMENT REMOVED FOR 2" UGE.
4. CONTRACTOR SHALL LOCATE PULL BOXES MINIMUM 10' FROM EDGE OF PAVEMENT EACH WAY.

TRAFFIC SIGNAL NOTES:

1. CONTRACTOR SHALL INCLUDE IN BASE BID THE PROPOSED INSTALLATION OF TRAFFIC SIGNALS, POLES, SPAN WIRE, CONDUIT, WIRE AND ATTENUATION BARRELS AROUND EACH POLE AT SISCO PARKWAY AND HENERIE COURT.
2. CONTRACTOR SHALL INCLUDE IN BASE BID THE PROPOSED INSTALLATION OF 2" CONDUIT AND PULL BOX FROM THE PROPOSED SIGNAL AT SISCO PARKWAY AND HENERIE COURT TO THE EXISTING SIGNAL AT SISCO PARKWAY AND GARCIA STREET TO A PROPOSED PULL BOX AND CONTINUING TO A PULL BOX AT THE BASE OF THE PROPOSED OBSERVATION TOWER.
3. CONTRACTOR SHALL INCLUDE IN THE BASE BID THE COST TO REMOVE THE EXISTING CONTROLLER AND ANCILLARY ITEMS FOR THE EXISTING TRAFFIC SIGNAL.
4. CONTRACTOR SHALL CONSTRUCT A TRAFFIC SIGNAL SYSTEM THAT OPERATES BOTH THE PROPOSED SIGNAL AND EXISTING SIGNAL FROM A CONTROLLER LOCATED WITHIN THE OBSERVATION TOWER.
5. THE $160,000 ALLOWANCE PROVIDED IN THE BID SHALL PROVIDE FOR A NEW 2070LX CONTROLLER IN SPECIAL 336 MC CAIN TRAFFIC CONTROL CABINET, SIMULATOR/POLICE PANEL, RELAYS, HARDENED POWER SUPPLY, WIRELESS BRIDGE UNIT AND ALL ANCILLARY ITEMS NECESSARY FOR A FULLY OPERATIONAL TRAFFIC CONTROL SYSTEM THAT OPERATES BOTH TRAFFIC SIGNALS FROM THE OBSERVATION TOWER.
6. CONTRACTOR SHALL INCLUDE IN THE BASE BID 6 ATTENUATION BARRELS AS SPARES FOR SAN ANTONIO POLICE DEPARTMENT (SAPD).

SLAY ARCHITECTURE

SAN ANTONIO
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LAREDO
9901 McPherson Avenue, #104
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STATE OF TEXAS
MICHAEL M. SLAY
44379
REGISTERED PROFESSIONAL ENGINEER
10/18/2024

100% CONSTRUCTION DOCUMENTS

SAPD ACADEMY TRACK PAVEMENT

12200 SE. LOOP 410, SAN ANTONIO, TEXAS 78214

Project NO.: 22028
Date: 8/22/2025
Revisions: "Addenda No. 1" - 8/22/25

C11.0

CONDUIT, SLEEVES & MBGF PLAN

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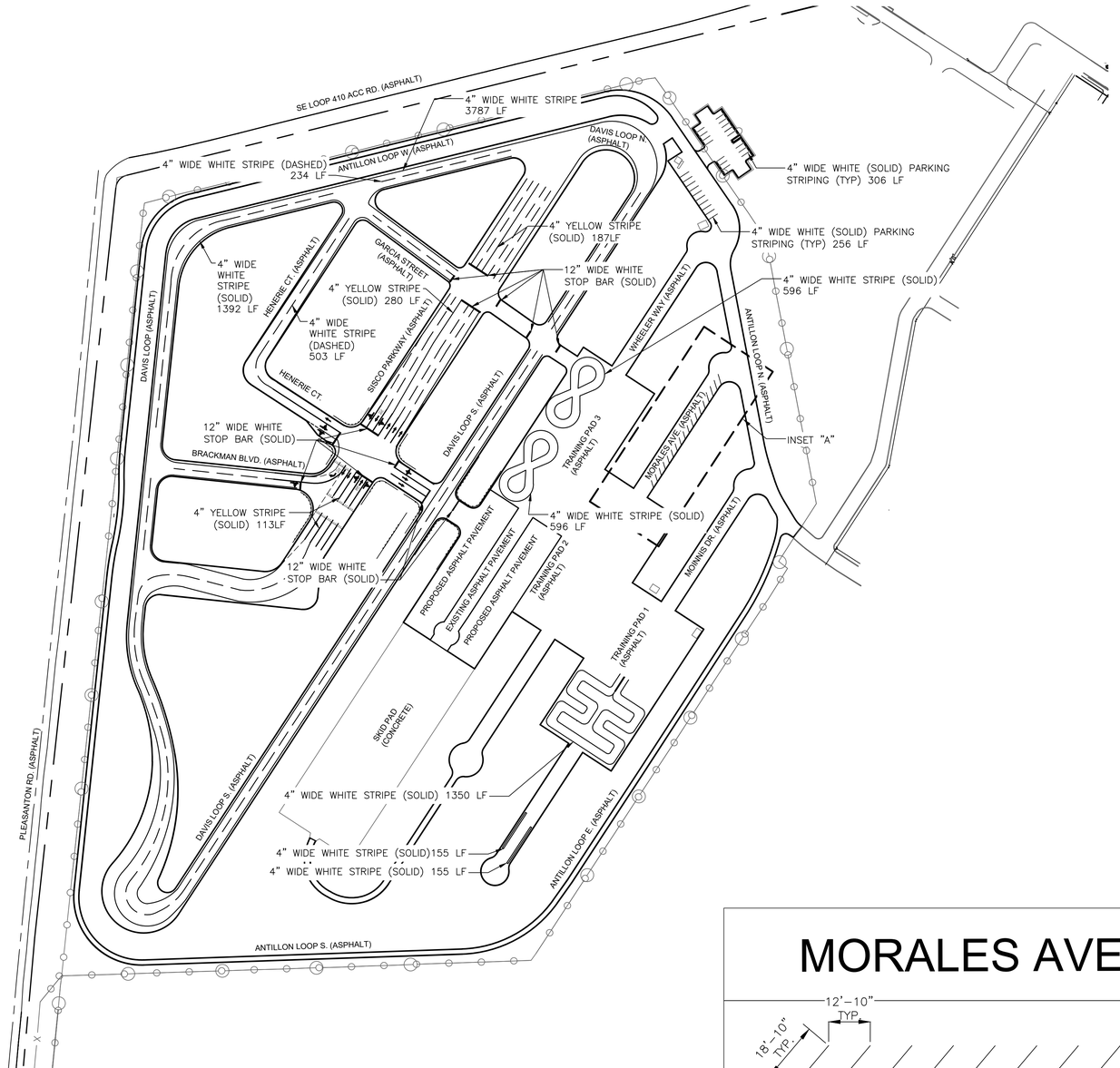


LEGEND:

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- EXISTING WHITE PAINT STRIPE
- EXISTING WHITE PAINT STRIPE DASHED
- EXISTING EDGE OF ASPHALT
- EXISTING CHAINLINK FENCE

STRIPING NOTES:

1. A STRIPING SHALL BE USED TO INDICATE PARKING SPACES, NO PARKING, AND LANE STRIPING AREA. PARKING SPACE SHALL BE INDICATED BY FOUR INCHES (4") PAINTED WHITE STRIPED, NINE FEET TO TEN FEET (9'–10') ON CENTER. NO PARKING AREA SHALL BE NOTED BY 4 INCH WHITE LINES WITH FORTY–EIGHT INCHES (48") SEPARATION, PAINTED DIAGONALLY ACROSS THE AREA. LANE STRIPING SHALL BE FOUR FEET (4') PAINTED WHITE STRIPING. UNLESS OTHERWISE SPECIFIED.
2. ALL 4" STRIPING IS WHITE UNLESS OTHERWISE SPECIFIED.

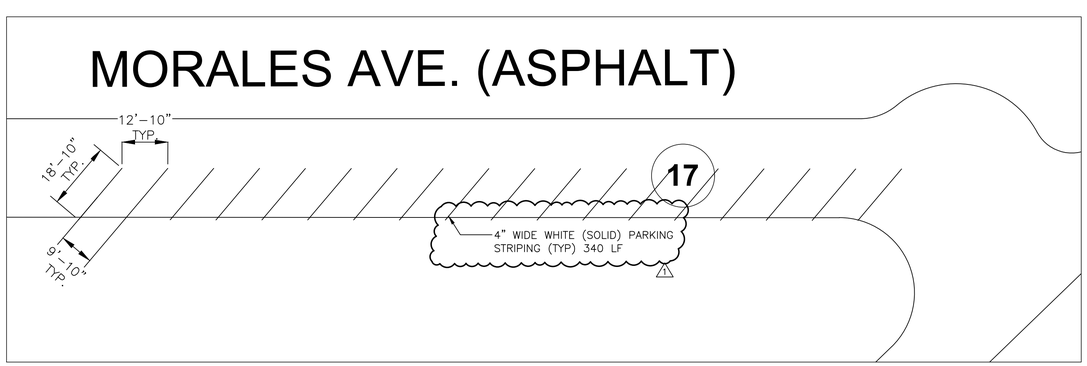
TOTAL STRIPING LENTGTHS:

1. 4" WHITE (SOLID LINE) – 14,268 LF
2. 4" WHITE (DASHED LINE) – 5,582 LF
3. 4" YELLOW (SOLID LINE) – 574 LF
4. 12" WIDE WHITE–STOP BAR– 304 LF
5. 4" WHITE – PARKING (SOLID LINE) – 904 LF

STRIPING PLAN

0 100 200 Feet

SCALE: 1" = 100'



INSET "A"

0 20 40 Feet

SCALE: 1" = 20'

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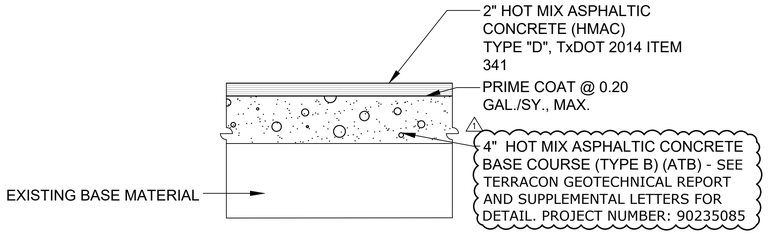
Revisions: 1 "Addenda No. 1" - 8/22/25

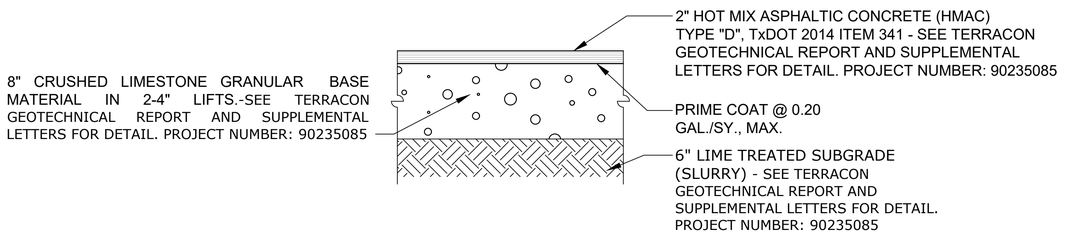
C11.2

STRIPING PLAN



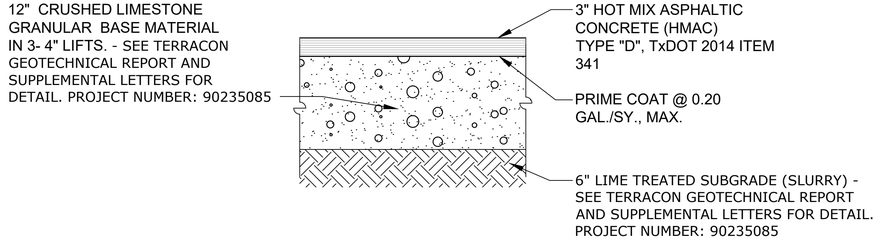
1 C12.0 OPTION 2 PADS AND TRACK AREA ASPHALT PAVEMENT

NOT TO SCALE



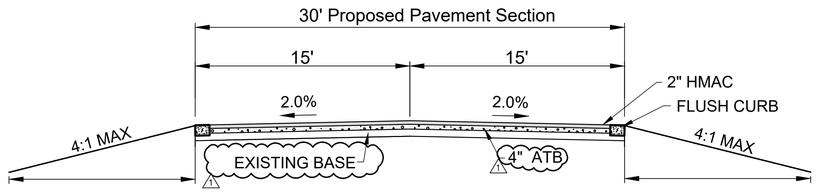
3 C12.0 PARKING AREA ASPHALT PAVEMENT

NOT TO SCALE



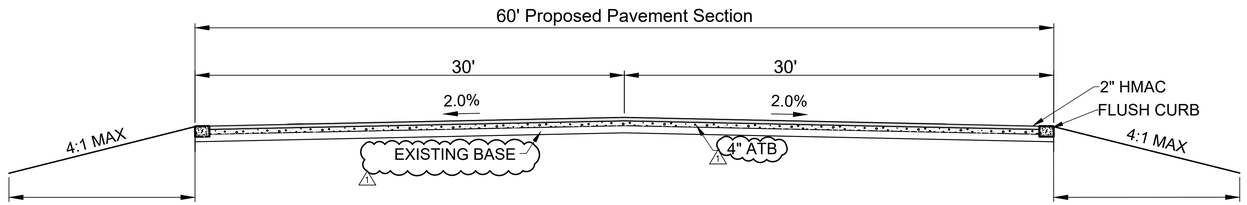
4 C12.0 NEW TRACK/ANTILLON LOOP ASPHALT PAVEMENT FULL DEPTH RECONSTRUCTION

NOT TO SCALE



A C12.0 SECTION "A-A"

SCALE: 1" = 5'



B C12.0 SECTION "B-B"

SCALE: 1" = 5'

SAN ANTONIO
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SAPD ACADEMY TRACK PAVEMENT

12200 SE. LOOP 410, SAN ANTONIO, TEXAS 78214

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Date:8/22/2025
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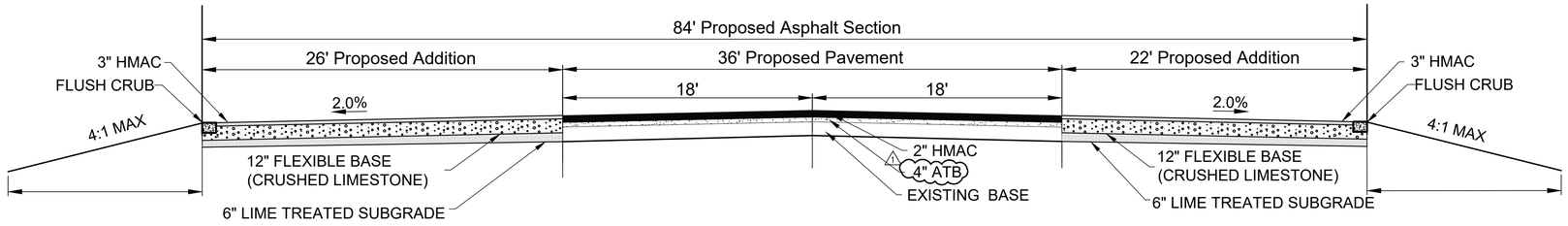
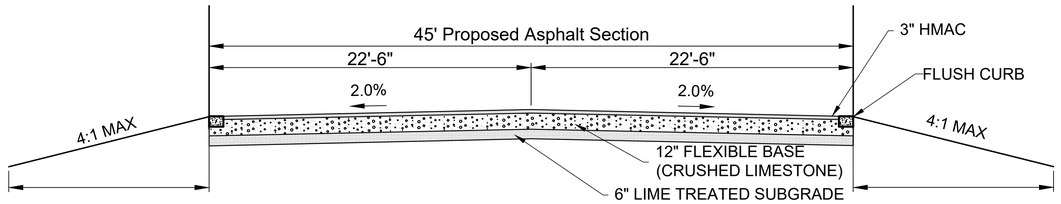
C12.0
CROSS SECTIONS



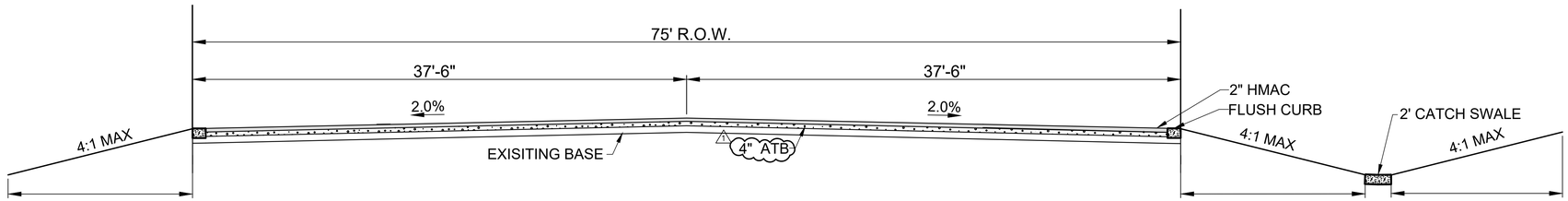
C12.1 — SECTION "C-C"

SCALE: 1" = 5'



C12.1 — SECTION "D-D"

SCALE: 1" = 5'



C12.1 — SECTION "E-E"

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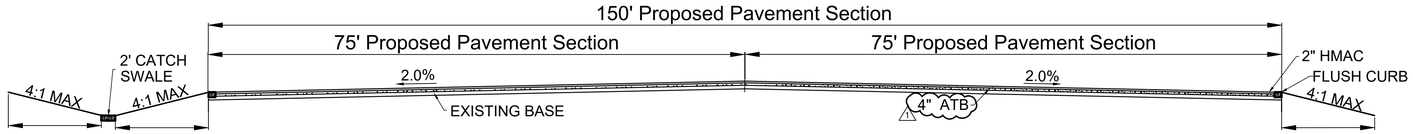

C12.1 — SECTION "F-F"

SCALE: 1" = 10'

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SLAY ARCHITECTURE

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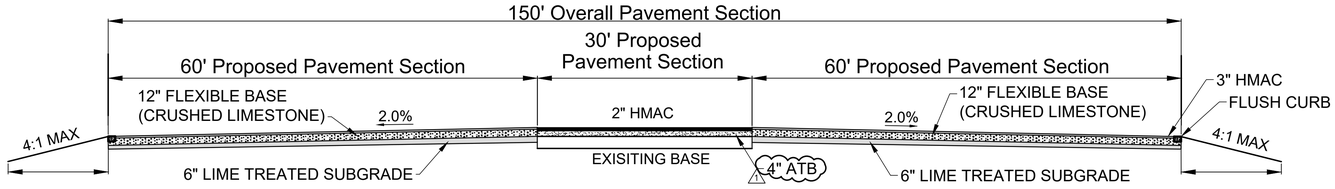
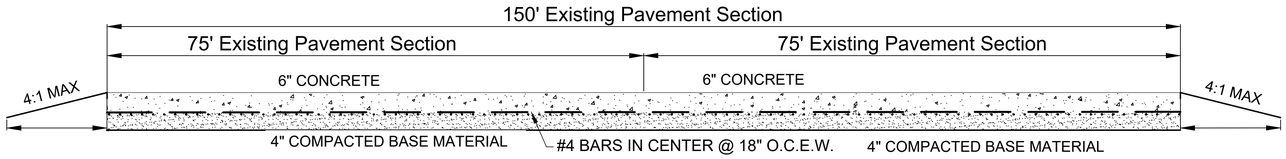
C12.1

CROSS SECTIONS



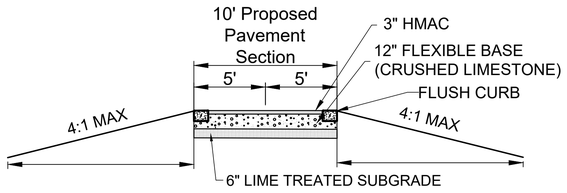
G C12.2 SECTION "G-G"

SCALE: 1" = 10'



H C12.2 SECTION "H-H "

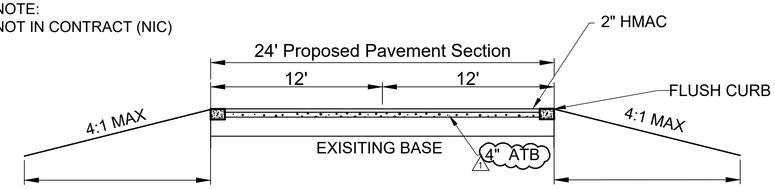
SCALE: 1" = 10'



I C12.2 SECTION "I-I"

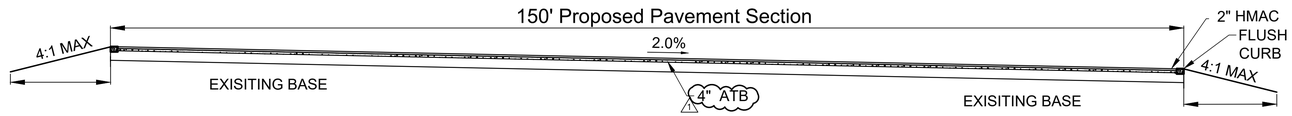
SCALE: 1" = 5'

NOTE:
NOT IN CONTRACT (NIC)



J C12.2 SECTION "J-J"

SCALE: 1" = 5'



K C12.2 SECTION "K-K"

SCALE: 1" = 10'

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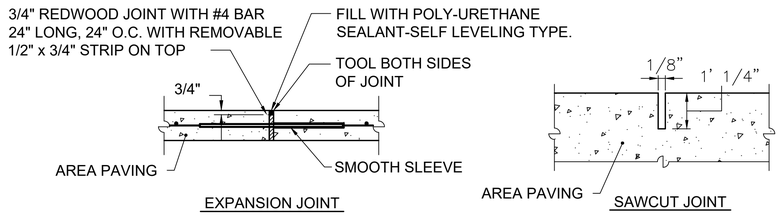
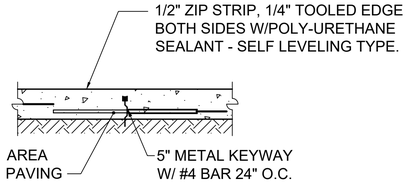
CROSS SECTIONS



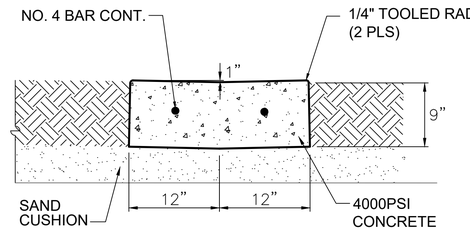
GENERAL NOTES:
SAWCUT JOINTS BETWEEN 18 AND 24 HOURS AFTER CONCRETE POUR.

1 C12.3 CONTROL JOINTS
NOT TO SCALE

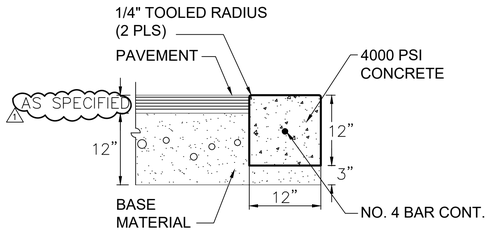


GENERAL NOTES:
CONSTRUCTION JOINTS TO BE USED ON PIPE CHASES AND BETWEEN CONCRETE POURS ONLY.

2 C12.3 CONSTRUCTION JOINT
NOT TO SCALE

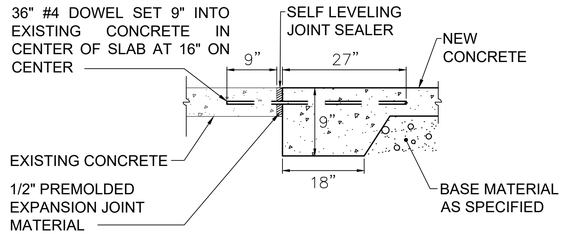


3 C12.3 2' CATCH SWALE
NOT TO SCALE

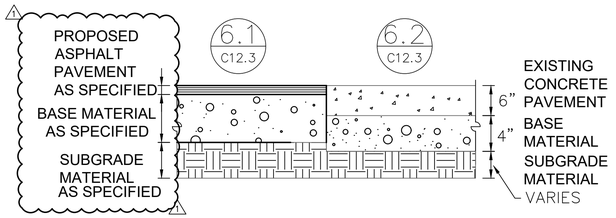


GENERAL NOTES:
SAW JOINTS 10' ON CENTER AND EXPANSION JOINTS AT 40' ON CENTER. WHERE CURB ABUTS SIDEWALKS AND OR CONCRETE PAVEMENT, JOINTS SHALL MATCH UNLESS OTHERWISE SHOWN ON PLANS.

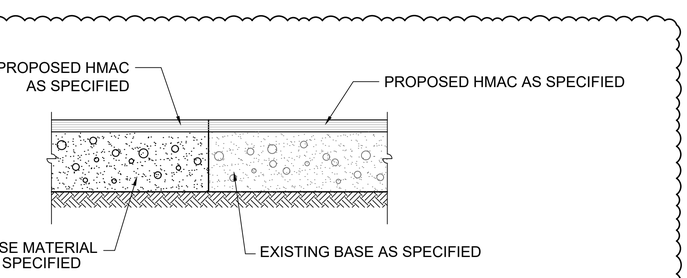
4 C12.3 FLUSH CURB
NOT TO SCALE



5 C12.3 NEW CONCRETE TO EXISTING CONCRETE
NOT TO SCALE



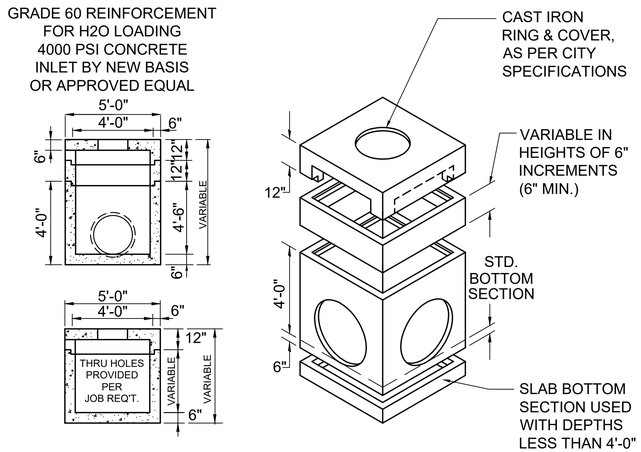
6 C12.3 CONCRETE TO ASPHALT PAVEMENT
NOT TO SCALE



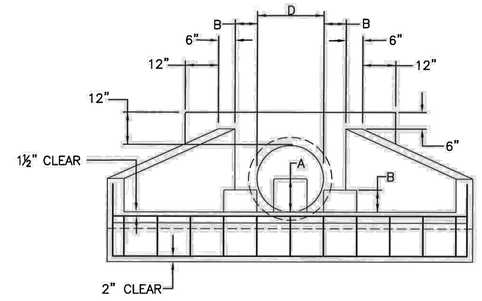
7 C12.3 NEW ASPHALT TO EXISTING ASPHALT
NOT TO SCALE

GENERAL NOTES:
TACK COAT SHALL CONFORM TO COSA ITEM 203 AND BE APPLIED TO ALL EXISTING ASPHALT SURFACES PRIOR TO PLACEMENT OF NEW HMAC.

GRADE 60 REINFORCEMENT
FOR H2O LOADING
4000 PSI CONCRETE
INLET BY NEW BASIS
OR APPROVED EQUAL



8 C12.3 4'-0"x4'-0" VAR. CURB INLET OR "Y"INLET
NOT TO SCALE



SECTION B–B

NOTES:

1. ALL CONCRETE SHALL BE TYPE "C" AS PER SPEC. 403S, CONCRETE FOR STRUCTURES.
2. CHAMFER ALL EXTERNAL VISIBLE CORNERS.
3. DISSIPATOR BLOCKS REQUIRED ON DISCHARGE HEADWALLS ONLY.

D	18"	21"	24"	27"	30"	33"	36"	42"	48"	54"	60"
A	9"	10"	12"	14"	15"	16"	18"	21"	24"	27"	30"
B	6"	7"	8"	9"	10"	11"	12"	14"	16"	18"	20"
C	90"	105"	120"	135"	150"	165"	180"	210"	240"	270"	300"
L	54"	63"	72"	81"	90"	99"	108"	126"	144"	162"	180"
E	12"	14"	16"	18"	20"	22"	24"	28"	32"	36"	40"

DISCHARGE VELOCITIES GREATER THAN 3 METERS/SECOND (10 fps) REQUIRE ROCK OUTLET PROTECTION.

9 C12.3 STANDARD HEADWALL AND ENERGY DISSIPATORS
NOT TO SCALE

PAVEMENT DETAILS

SLAY ARCHITECTURE

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SAPD ACADEMY TRACK PAVEMENT

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C12.3

PAVEMENT DETAILS

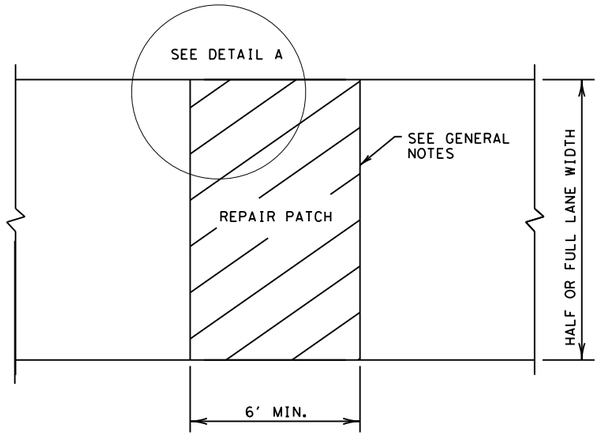
DATE:
FILE:

TABLE NO. 1 STEEL BAR SIZE AND SPACING						
TYPE PAVEMENT	SLAB THICKNESS AND BAR SIZE		LONGITUDINAL*		TRANSVERSE*	
			REGULAR BARS	TIEBARS	BARS	TIEBARS
	T (IN.)	BAR SIZE	SPACING (IN.)	SPACING (IN.)	SPACING (IN.)	SPACING (IN.)
CRCP	6.0	#5	7.5	7.5	24	24
	6.5		7.0	7.0		
	7.0		6.5	6.5		
	7.5		6.0	6.0		
	8.0	#6	9.0	9.0	24	24
	8.5		8.5	8.5		
	9.0		8.0	8.0		
	9.5		7.5	7.5		
	10.0		7.0	7.0		
	10.5		6.75	6.75		
	11.0		6.5	6.5		
	11.5		6.25	6.25		
	≥12.0		6.0	6.0		
JRCP	<8.0	#5	24.0	12.0	24	24
	≥8.0	#6	24.0	12.0	24	24
CPCD	<8.0	#5	NONE	12.0	NONE	24
	≥8.0	#6	NONE	12.0	NONE	24

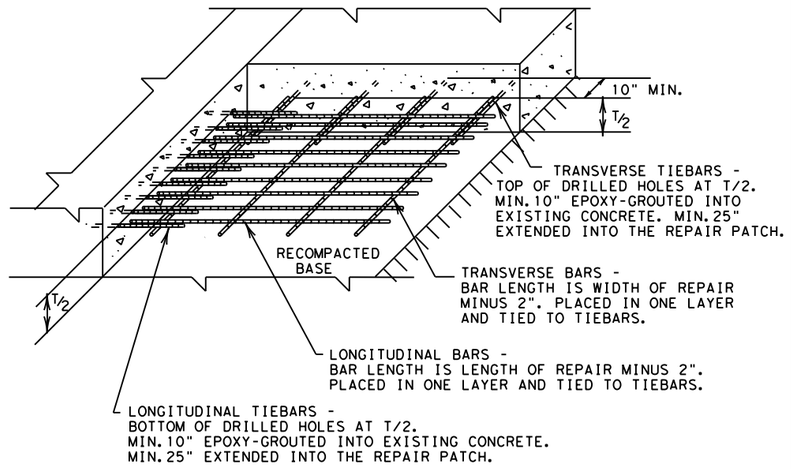
* USE 12" SPACING AS FIRST AND LAST SPACING AT END OR SIDE FOR ALL BARS.

GENERAL NOTES

1. ITEM 361, "REPAIR OF CONCRETE PAVEMENT" SHALL GOVERN FOR THIS WORK.
2. MULTIPLE PIECE TIEBARS SHALL BE USED WHEN THE REPAIR AREA MUST BE PLACED IN TWO STAGES DUE TO SEQUENCE OF CONSTRUCTION.
3. FULL DEPTH SAW CUTS SHALL BE MADE AROUND THE PERIMETER OF THE AREA TO BE REPAIRED. THE CUT SHALL BE MADE AT A RIGHT ANGLE TO THE PAVEMENT EDGE AND TO THE CENTER LINE OF THE PAVEMENT.
4. AT LEAST ONE LONGITUDINAL FULL DEPTH SAW CUT SHALL BE AT AN EXISTING LONGITUDINAL JOINT.
5. ADDITIONAL SAW CUTS MAY BE REQUIRED WITHIN THE AREA OF THE REPAIR TO FACILITATE REMOVAL OF THE CONCRETE OR TO ALLEVIATE BINDING OF THE FULL DEPTH SAW CUT AT THE REPAIR EDGE.
6. THE SAW CUTS WHICH EXTEND OUTSIDE THE AREA OF THE REPAIR WILL BE CLEANED AND FILLED WITH A CEMENTITIOUS GROUT APPROVED BY THE ENGINEER.
7. EXISTING LONGITUDINAL AND TRANSVERSE JOINTS REMOVED DUE TO REPAIR OPERATION SHOULD BE RESTORED IN ACCORDANCE WITH STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."



PLAN VIEW

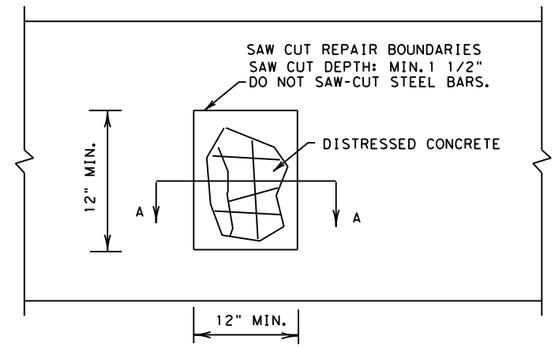


DETAIL A
GROUTED TIEBARS & REINFORCEMENT

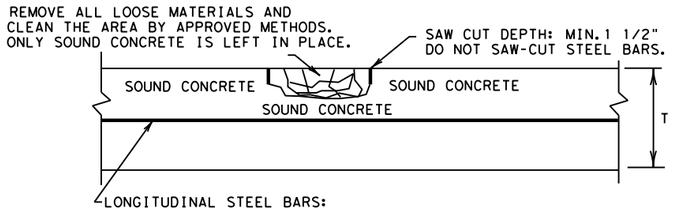
FULL-DEPTH REPAIR OF CRCP, JRCP, AND CPCD

GENERAL NOTES

1. ITEM 361, "REPAIR OF CONCRETE PAVEMENT" SHALL GOVERN FOR THIS WORK.
2. THE SAW CUTS WHICH EXTEND OUTSIDE THE AREA OF THE REPAIR WILL BE CLEANED AND FILLED WITH A CEMENTITIOUS GROUT APPROVED BY THE ENGINEER.
3. EXISTING LONGITUDINAL AND TRANSVERSE JOINTS REMOVED DUE TO REPAIR OPERATION SHOULD BE RESTORED IN ACCORDANCE WITH STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."



PLAN VIEW



LONGITUDINAL STEEL BARS:

*REPAIR AREAS MAY BE ADJUSTED AFTER REMOVING DISTRESSED CONCRETE. SWITCH THE HALF-DEPTH REPAIR TO FULL-DEPTH REPAIR IF EXPOSED EXISTING LONGITUDINAL BARS ARE DEFICIENT, AS APPROVED. COMPENSATION WILL BE MADE FOR UNEXPECTED VOLUMES OF REPAIR AREAS OR CHANGES IN SCOPE OF WORK.

*INCREASE THE REPAIR AREA AND PERFORM A FULL-DEPTH REPAIR AS DIRECTED IF LONGITUDINAL STEEL BARS WERE DAMAGED BY THE REMOVAL OPERATIONS. NO ADDITIONAL COMPENSATION WILL BE MADE.

SECTION A-A

HALF-DEPTH REPAIR

ADDENDUM No. 1 - 8/22/25

SHEET 1 OF 2

Texas Department of Transportation

Design Division Standard

REPAIR OF CONCRETE PAVEMENT

REPCP-14

FILE: repcp14.dgn	DN: TxDOT	DN: HC	DW: HC	CK: AN
© TxDOT: DECEMBER 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.
				C13.4

DATE:
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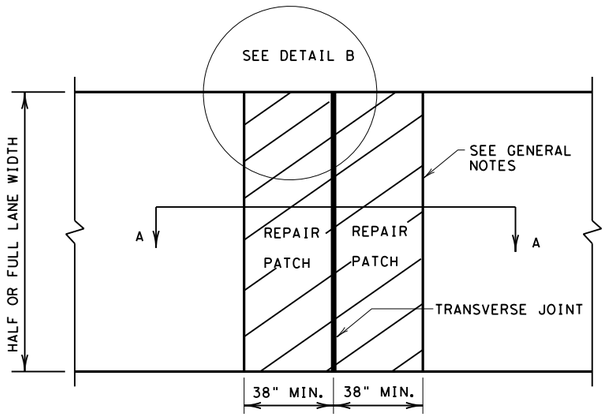
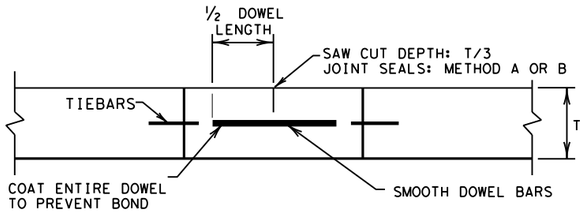
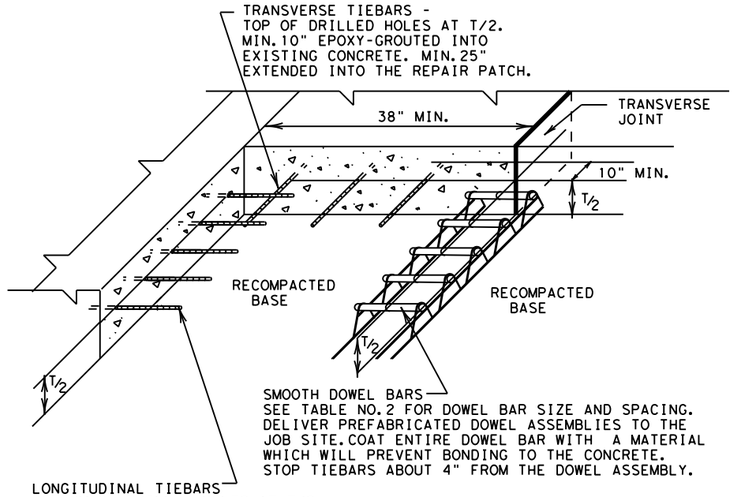


PLAN VIEW



SECTION A-A



DETAIL B
GROUTED TIEBARS & DOWELS

GENERAL NOTES

1. ITEM 361, "REPAIR OF CONCRETE PAVEMENT" SHALL GOVERN FOR THIS WORK.
2. MULTIPLE PIECE TIEBARS SHALL BE USED WHEN THE REPAIR AREA MUST BE PLACED IN TWO STAGES DUE TO SEQUENCE OF CONSTRUCTION.
3. FULL DEPTH SAW CUTS SHALL BE MADE AROUND THE PERIMETER OF THE AREA TO BE REPAIRED. THE CUT SHALL BE MADE AT A RIGHT ANGLE TO THE PAVEMENT EDGE AND TO THE CENTER LINE OF THE PAVEMENT.
4. AT LEAST ONE LONGITUDINAL FULL DEPTH SAW CUT SHALL BE AT AN EXISTING LONGITUDINAL JOINT.
5. ADDITIONAL SAW CUTS MAY BE REQUIRED WITHIN THE AREA OF THE REPAIR TO FACILITATE REMOVAL OF THE CONCRETE OR TO ALLEVIATE BINDING OF THE FULL DEPTH SAW CUT AT THE REPAIR EDGE.
6. THE SAW CUTS WHICH EXTEND OUTSIDE THE AREA OF THE REPAIR WILL BE CLEANED AND FILLED WITH A CEMENTITIOUS GROUT APPROVED BY THE ENGINEER.
7. EXISTING LONGITUDINAL AND TRANSVERSE JOINTS REMOVED DUE TO REPAIR OPERATION SHOULD BE RESTORED IN ACCORDANCE WITH STANDARD SHEET "CONCRETE PAVING DETAILS, JOINT SEALS."
8. DOWEL BAR PLACEMENT TOLERANCE SHALL BE +/- 1/4 IN. HORIZONTALLY AND VERTICALLY UNLESS OTHERWISE SPECIFIED. WHERE DOWEL BAR BASKETS ARE USED, REMOVE THE SHIPPING WIRES.

TABLE NO. 2 DOWELS (SMOOTH BARS)			
PAVEMENT THICKNESS (INCHES)	SIZE AND DIA.	LENGTH (IN.)	SPACING (IN.)
<10	#8 (1 IN.)	18.0	12.0
≥10	#10 (1 1/4 IN.)		

REPAIR OF TRANSVERSE JOINT OF CPCD

SHEET 2 OF 2

Texas Department of Transportation | Design Division Standard

REPAIR OF CONCRETE PAVEMENT

REPCP-14

FILE: repcp14.dgn	DN: TxDOT	DN: HC	DW: HC	CK: AN
©TxDOT: DECEMBER 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS				
	DIST	COUNTY		SHEET NO.
				C13.5

ADDENDUM No. 1 - 8/22/25

DATE:
FILE:

DELINEATOR AND OBJECT MARKER APPLICATION AND SPACING

CONDITION	REQUIRED TREATMENT	MINIMUM SPACING
Fwy./Exp. Tangent	RPMs	See PM and FPM standard sheets
Fwy./Exp. Curve	Single delineators on right side	See delineator spacing table
Fwy/Exp.Ramp	Single delineators on at least one side of ramp (should be on outside of curves) (see Detail 4a on D&OM(4))	100 feet on ramp tangents Use delineator spacing table for ramp curves ("straightway spacing" does not apply to ramp curves)
Acceleration/ Deceleration Lane	Double delineators (see Detail 4a on D&OM(4))	100 feet (See Detail 4a on D & OM(4))
Truck Escape Ramp	Single red delineators on both sides	50 feet
Bridge Rail (steel or concrete) and Metal Beam Guard Fence	Bi-Directional Delineators when undivided with one lane each direction Single Delineators when multiple lanes each direction	Equal spacing (100'max) but not less than 3 delineators
Concrete Traffic Barrier (CTB) or Steel Traffic Barrier	Barrier reflectors matching the color of the edge line	Equal spacing 100' max
Cable Barrier	Reflectors matching the color of the edge line Bi-Directional Delineators when within clearzone	Every 5th cable barrier post (up to 100'max)
Cable Barrier Terminus / Impact Head	Object marker on end	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM(6)
Guard Rail Terminus / Impact Head	Divided highway - Object marker on approach end Undivided 2-lane highways - Object marker on approach and departure end	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM(5) and D & OM(6)
Bridges with no Approach Rail	Type 3 Object Marker (OM-3) at end of rail and 3 single delineators approaching rail	See D & OM(5)
Reduced Width Approaches to Bridge Rail	Type 2 and Type 3 Object Markers (OM-3) and 3 single delineators approaching bridge	Requires reflective sheeting provided by manufacturer per D & OM(VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM(5)
Culverts without MBGF	Type 2 Object Markers	See Detail 2 on D & OM(4)
Crossovers	Double yellow delineators and RPMs	See Detail 1 on D & OM(4)
Pavement Narrowing (lane merge) on Freeways/Expressway	Single delineators adjacent to affected lane for full length of transition	100 feet

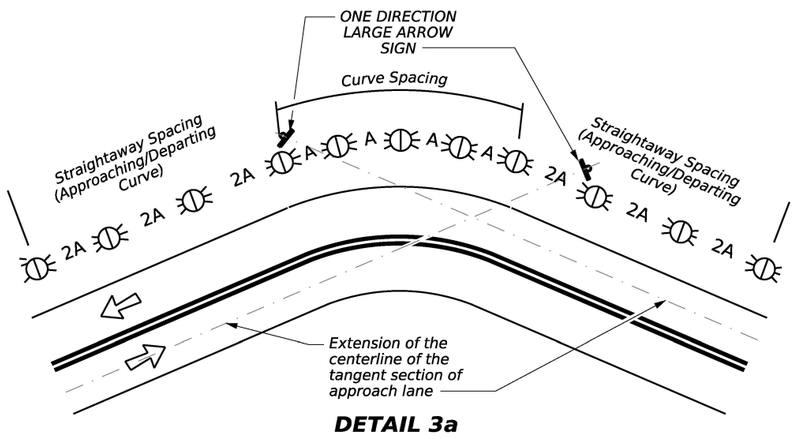
MINIMUM WARNING DEVICES AT CURVES WITH ADVISORY SPEEDS

Amount by which Advisory Speed is less than Posted Speed	Turn/Curve Advisory Speed: Turn (30 MPH or less)	Turn/Curve Advisory Speed: Curve (35 MPH or more)
5 MPH	• RPMs and Pavement Markings	
10 MPH	• Advance Horizontal Alignment Warning Sign with Advisory Speed Plaque; and • RPMs and Pavement Markings	
15 MPH	• Advance Horizontal Alignment Warning Sign with Advisory Speed Plaque; and • RPMs, Pavement Markings, and Delineators; or • RPMs, Pavement Markings, and One Direction Large Arrow sign(s)	• Advance Horizontal Alignment Warning Sign with Advisory Speed Plaque; and • RPMs, Pavement Markings, and Chevrons; or • RPMs, Pavement Markings, and One Direction Large Arrow sign(s) where geometric conditions or roadside obstacles prevent the installation of chevrons
20 MPH	• Advance Horizontal Alignment Warning Sign with Advisory Speed Plaque; and • RPMs, Pavement Markings, and Chevrons; or • RPMs, Pavement Markings, and One Direction Large Arrow sign(s) where geometric conditions or roadside obstacles prevent the installation of chevrons	
25 MPH or more	• Advance Horizontal Alignment Warning Sign with Advisory Speed Plaque; and • RPMs, Pavement Markings, and Chevrons; or • RPMs, Pavement Markings, and One Direction Large Arrow sign(s) where geometric conditions or roadside obstacles prevent the installation of chevrons	• Advance Horizontal Alignment Warning Sign with Advisory Speed Plaque; and • RPMs, Pavement Markings, and Chevrons

NOTE

A roadway is considered to have pavement markings when either a center line, edge lines, or both are present. A roadway is considered to have RPMs when they are used to supplement centerline pavement markings.

SUGGESTED SPACING FOR DELINEATORS ON HORIZONTAL CURVES



DETAIL 3a

NOTE

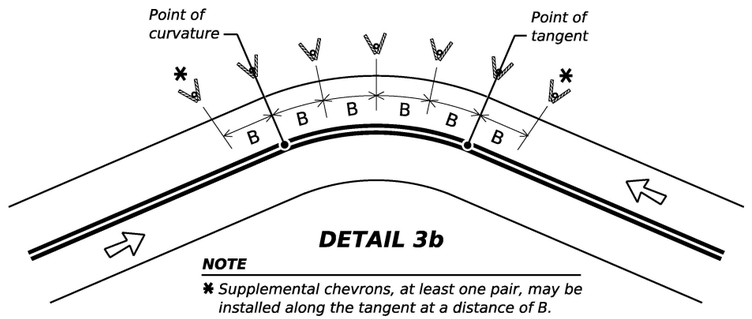
ONE DIRECTION LARGE ARROW (W1-6) sign should be located at approximately and perpendicular to the extension of the centerline of the tangent section of approach lane.

LEGEND	
	Delineator
	Bi-directional Delineator
	Sign

GENERAL NOTES

1. Unless otherwise indicated, the delineator or barrier reflector color shall conform to the color of the pavement edge line on the side of the road where the delineators or barrier reflectors are placed.
2. Barrier reflectors may be used to replace required delineators.
3. Single red delineators may be mounted on the back side of delineator posts for wrong way driver applications.

SUGGESTED SPACING FOR CHEVRONS ON HORIZONTAL CURVES



DETAIL 3b

NOTE

✱ Supplemental chevrons, at least one pair, may be installed along the tangent at a distance of B. Adverse curve aligment is a factor in determining if supplemental chevrons are needed.

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS KNOWN

Degree of Curve	FEET: Radius of Curve	Spacing in Curve	Spacing in Straightaway	Chevron Spacing in Curve
		A	2A	B
1	5730	225	450	—
2	2865	160	320	—
3	1910	130	260	200
4	1433	110	220	160
5	1146	100	200	160
6	955	90	180	160
7	819	85	170	160
8	716	75	150	160
9	637	75	150	120
10	573	70	140	120
11	521	65	130	120
12	478	60	120	120
13	441	60	120	120
14	409	55	110	80
15	382	55	110	80
16	358	55	110	80
19	302	50	100	80
23	249	40	80	80
29	198	35	70	40
38	151	30	60	40
57	101	20	40	40

Curve delineator approach and departure spacing should include 3 delineators spaced at 2A. This spacing should be used during design preparation or when the degree of curve is known.

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS NOT KNOWN

Advisory Speed (MPH)	FEET: Spacing in Curve	Spacing in Straightaway	Chevron Spacing in Curve
	A	2A	B
65	130	260	200
60	110	220	160
55	100	200	160
50	85	170	160
45	75	150	120
40	70	140	120
35	60	120	120
30	55	110	80
25	50	100	80
20	40	80	80
15	35	70	40

If the degree of curve is not known, delineator spacing may be determined based on the Advisory Speed of the curve. Use the delineator curve spacing for each Advisory Speed (MPH).

Texas Department of Transportation

Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS APPLICATION & SPACING D & OM(3)-25

FILE:	dom3-25.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT	May 2025	CONT	SECT	JOB	HIGHWAY
REVISIONS		DIST	COUNTY		SHEET NO.
8-04 7-20 3-15 5-25 8-15					

20C

Changes to CivCast Bid Form

SECTION TITLE	ITEM NO.	DESCRIPTION	UNIT	QTY
Construction Phase 1 - Davis Loop - Phase 1C	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	14,259
Construction Phase 1 - Davis Loop - Phase 1C	**201.1**	**Cement Treatment (Existing Material) 8"**	**SY**	**14,259**
Construction Phase 1 - Davis Loop - Phase 1C	203.1	**Tack Coat**	GAL	1,426
Construction Phase 1 - Davis Loop - Phase 1C	206.1	**Asphalt Treated Base 4"**	SY	14,259
Sisco Parkway - Phase 1B	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	8,604
Sisco Parkway - Phase 1B	**201.1**	**Cement Treatment (Existing Material) 8"**	**SY**	**8,604**
Sisco Parkway - Phase 1B	203.1	**Tack Coat**	GAL	861
Sisco Parkway - Phase 1B	206.1	**Asphalt Treated Base 4"**	SY	8,604
Brackman BLVD - Phase 1A	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	885
Brackman BLVD - Phase 1A	**201.1**	**Cement Treatment (Existing Material) 8"**	**SY**	**885**
Brackman BLVD - Phase 1A	203.1	**Tack Coat**	GAL	89
Brackman BLVD - Phase 1A	206.1	**Asphalt Treated Base 4"**	SY	885
Henerie CT - Phase 1A	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	1,871
Henerie CT - Phase 1A	**201.1**	**Cement Treatment (Existing Material) 8"**	**SY**	**1,871**
Henerie CT - Phase 1A	203.1	**Tack Coat**	GAL	187
Henerie CT - Phase 1A	206.1	**Asphalt Treated Base 4"**	SY	1,871
Garcia Street - Phase 1A	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	629
Garcia Street - Phase 1A	**201.1**	**Cement Treatment (Existing Material) 8"**	**SY**	**629**
Garcia Street - Phase 1A	203.1	**Tack Coat**	GAL	63
Garcia Street - Phase 1A	206.1	**Asphalt Treated Base 4"**	SY	629
Antillion Loop (South, West, & East) - Construction Phase 2A	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	3,680
Antillion Loop (South, West, & East) - Construction Phase 2A	203.1	**Tack Coat**	GAL	368
Antillion Loop (South, West, & East) - Construction Phase 2A	108.1	Lime Treated Subgrade (Slurry) (6" Comp Depth)	SY	3,680
Antillion Loop (North) - Construction Phase 2B	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	1,767
Antillion Loop (North) - Construction Phase 2B	**201.1**	**Cement Treatment (Existing Material) 8"**	SY	**1,767**
Antillion Loop (North) - Construction Phase 2B	203.1	**Tack Coat**	GAL	177
Antillion Loop (North) - Construction Phase 2B	206.1	**Asphalt Treated Base 4"**	SY	1,767
New Pavement Areas - Construction Phase 2B	108.1	Lime Treated Subgrade (Slurry) (6" Comp Depth)	SY	4,926
New Pavement Areas - Construction Phase 2B	203.1	**Tack Coat**	GAL	493
Parking Area - Construction Phase 2B	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	733

Parking Area - Construction Phase 2B	**201.1**	**Cement Treatment (Existing Material) 8"**	SY	**733**
Parking Area - Construction Phase 2B	203.1	**Tack Coat**	GAL	74
Parking Area - Construction Phase 2B	206.1	**Asphalt Treated Base 4"**	SY	733
New Parking Area - Construction Phase 2B	108.1	Lime Treated Subgrade (Slurry) (6" Comp Depth)	SY	833
New Parking Area - Construction Phase 2B	203.1	**Tack Coat**	GAL	84
Training Pad 1 - Construction Phase 3C	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	4,895
Training Pad 1 - Construction Phase 3C	**201.1**	**Cement Treatment (Existing Material) 8"**	SY	**4,895**
Training Pad 1 - Construction Phase 3C	203.1	**Tack Coat**	GAL	490
Training Pad 1 - Construction Phase 3C	206.1	**Asphalt Treated Base 4"**	SY	4,895
Training Pad 2 - Construction Phase 3B	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	4,947
Training Pad 2 - Construction Phase 3B	**201.1**	**Cement Treatment (Existing Material) 8"**	SY	**4947**
Training Pad 2 - Construction Phase 3B	203.1	**Tack Coat**	GAL	495
Training Pad 2 - Construction Phase 3B	206.1	**Asphalt Treated Base 4"**	SY	4,947
Training Pad 3 - Construction Phase 3A	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	4,936
Training Pad 3 - Construction Phase 3A	**201.1**	**Cement Treatment (Existing Material) 8"**	SY	**4936**
Training Pad 3 - Construction Phase 3A	203.1	**Tack Coat**	GAL	494
Training Pad 3 - Construction Phase 3A	206.1	**Asphalt Treated Base 4"**	SY	4,947
Concrete Skid Pad - Phase 3A	230	Repair of Concrete Pavement	SY	660
Construction Phase 3 (Not Including Training Pads) - Wheeler Way - Construction Phase 3A	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	1,918
Construction Phase 3 (Not Including Training Pads) - Wheeler Way - Construction Phase 3A	**201.1**	**Cement Treatment (Existing Material) 8"**	SY	**1918**
Construction Phase 3 (Not Including Training Pads) - Wheeler Way - Construction Phase 3A	203.1	**Tack Coat**	GAL	174
Construction Phase 3 (Not Including Training Pads) - Wheeler Way - Construction Phase 3A	206.1	**Asphalt Treated Base 4"**	SY	1,918
Morales Ave. - Construction Phase 3B	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	2,475
Morales Ave. - Construction Phase 3B	**201.1**	**Cement Treatment (Existing Material) 8"**	SY	**2475**
Morales Ave. - Construction Phase 3B	203.1	**Tack Coat**	GAL	248
Morales Ave. - Construction Phase 3B	206.1	**Asphalt Treated Base 4"**	SY	2,475
Moinnis Dr. - Construction Phase 3C	208.1	Salvaging, Hauling, & Stockpiling Reclaimable Asphaltic Pavement (+/-2" Depth)	SY	1,904
Moinnis Dr. - Construction Phase 3C	**201.1**	**Cement Treatment (Existing Material) 8"**	SY	**1904**
Moinnis Dr. - Construction Phase 3C	203.1	**Tack Coat**	GAL	248
Moinnis Dr. - Construction Phase 3C	206.1	**Asphalt Treated Base 4"**	SY	1,904
New Intersection - Construction Phase 1C	618.1	UGE Conduit	LF	706
New Intersection - Construction Phase 1C	**550**	**Trench Excavation Saftey Protection**	**LF**	**1,191**
New Intersection - Construction Phase 1C	618.1	**2" Electrical Conduit**	LF	692

New Intersection - Construction Phase 1C	618.2	**3" Electrical Conduit**	LF	427
New Intersection - Construction Phase 1C	684.1	**IMSA Cable #14 7-Cond.**	LF	654
New Intersection - Construction Phase 1C	620	**#8 Solid Bare Wire**	LF	437
New Intersection - Construction Phase 1C	627	**Treated Timber Poles**	EA	4
New Intersection - Construction Phase 1C	615	**2070 Linux Controller and Type 336 Cabinet**	EA	1
New Intersection - Construction Phase 1C	625	**Zinc-Coated Steel Wire Strand**	LF	8
New Intersection - Construction Phase 1C	625	**Guy Anchor**	EA	8
New Intersection - Construction Phase 1C	620	**#6 THWN**	LF	40
New Intersection - Construction Phase 1C	609	**Programable Signal Heads - 1**	EA	3
New Intersection - Construction Phase 1C	609	**Programable Signal Heads - 4**	EA	2
New Intersection - Construction Phase 1C	609	**Programable Signal Heads - 54**	EA	4
New Intersection - Construction Phase 1C	615.1	**#7 Pullbox**	EA	5
New Intersection - Construction Phase 1C	636	**Aluminum Signs (D3-1)**	EA	4
New Intersection - Construction Phase 1C	636	**Aluminum Signs (R3-6L)**	EA	2
New Intersection - Construction Phase 1C	600-656	Signalized Intersection	LS	1
Detention Pond - Construction Phase 1A	307.1	**2' Concrete Swale**	**SY**	**150**
Detention Pond - Construction Phase 1A	107	**Embankment**	**LF**	**1168**
Detention Pond - Construction Phase 1A	DMS-6200	160N Mirafi Geotextile Fabric	SY	44
Detention Pond - Construction Phase 1A	432	**6" Dia. Rubble Rip Rap Apron 12" Thick**	**CY**	**14**
Storm Drainage Improvements - Construction Phase 1A	302.1	**Area "Y" Inlet (Complete) 4'x4'x4'**	EA	1
Storm Drainage Improvements - Construction Phase 1A	403.1	Junction Box (Complete) 4'x4'x4'	EA	1
SW3P - Construction Phase 1	540.9	**Silt Fence**	**LF**	**3387**
Additional Parking - Construction Phase 2B	307.1	**Concrete Structure (Car Stops)**	**EA**	**26**
Demolition	103.4	**Remove Misc. Concrete (Bollard, Headwall, & Apron Removal)**	**EA**	**15**
Demolition	507	**Chain Link Fence Removal**	LF	28
Misc.	9003.1	Bollards	EA	24
Misc.	525.1	2'x12' Jersey Barriers	LF	24
Misc.	520.1	**Hydromulching (Residential or Commercial)**	**SY**	**21552**
Misc.	535	**4-inch Wide Thermoplastic White Line (DASHED)**	LF	5,582
Misc.	535	**4-inch Wide Thermoplastic White Line (SOLID)**	LF	15,172
Misc.	535	**4-inch Wide Thermoplastic Yellow Line (SOLID)**	LF	574
Misc.	535	**12-inch Wide Thermoplastic White Stop Bar**	LF	304
Misc.		**2" Mexican Sycamore**	EA	5
Misc.	515	**Topsoil**	CY	5

Misc.		**Install Quick Coupler**	EA	1
Misc.	658	**MBGR Install Delineator Assemblies**	EA	55
Misc.	531	**Existing Sign Relocation**	EA	1
Misc.	506	**Concrete Retaining Wall (Combination Type) (20 < x < 50 CY)**	CY	31
Misc.	507.5	**Temporary Access Gate (Vehicular Opening)**	LS	1

LEGEND OF CHANGES:

GREEN = Deleted item (entirely)

YELLOW = NEW LINE ITEM

LITE BLUE = Modified Description, no change to QTY or UNIT

GRAY w/RED TEXT = QTY Change or UNITS