

CIVIL CONSTRUCTION PLANS

FOR

KENEDY JUNCTION- LOT 1-A

CITY OF KENEDY, KARNES COUNTY, TX



VICINITY MAP

SCALE: NTS

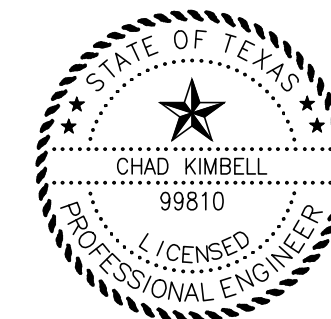
PERMIT NUMBER:

ORIGINAL SUBMITTAL DATE: 09/09/12

SUBMITTED BY:

Chad Kimbell

CHAD KIMBELL, PE
KIMBELL | BRUEHL
1301 S. MOPAC, STE 100
AUSTIN, TEXAS 78746
(512) 439-0400



12/11/12
DATE

NOTE: ALL RESPONSIBILITY FOR THE ACCURACY OF THESE PLANS REMAINS WITH THE ENGINEER WHO PREPARED THEM. IN REVIEWING THESE PLANS, THE CITY MUST REPLY ON THE ADEQUACY OF THE WORK OF THE DESIGN ENGINEER.

ARCHITECT:
GARY SHAW ARCHITECTS
1821 MARGARET STREET
AUSTIN, TX 78704
PHONE: (512) 416-8471

SURVEYOR:
PFEIFFER LAND SURVEYING
918 ADLER STREET
BOERNE, TEXAS 78006
PHONE: 830-249-3385

FIRE FLOW DEMAND

= 1500 GPM
*FIRE FLOW REDUCTION DUE TO 2 HOUR FIREWALL TO BE CONSTRUCTED IN BUILDING INTERIOR.

DOMESTIC DEMAND

= 80 GPM

FLOOD STATEMENT:

PORTIONS OF THIS SITE ARE LOCATED IN ZONE A AS SHOWN BY GRAPHIC SCALING FROM THE FLOOD INSURANCE RATE MAP PANEL NO. 485482 0001B FOR THE CITY OF KENEDY AND 481175 0006A FOR KARNES COUNTY. THE PROPERTY IS ACTUALLY ONLY LOCATED ON THE KARNES COUNTY FIRM, HOWEVER SINCE THE EFFECTIVE DATE OF KARNES COUNTY FIRM OF APRIL 1, 2004 THE SITE WAS ANNEXED BY THE CITY OF KENEDY

BOTH FIRMS HAVE SINCE BEEN UPDATED BY CLOMR # 07-09-0039R APPROVED BY FEMA ON DECEMBER 19, 2006 AND AMENDED BY A NEW CLOMR PREPARED BY YODENBAUM ENGINEERING, INC. JULY OF 2007.

BENCHMARK DATA:

REFERENCE THE KENEDY JUNCTION SUBDIVISION FOR BENCHMARK INFORMATION

OWNERS:

KENEDY RETAIL LLC
524 NORTH LAMAR, SUITE 203
AUSTIN, TEXAS 78703
CONTACT: EVAN WILLIAMS, JUSTIN DAY
PHONE: (512) 225-1400

ACREAGE:

1.79 ACRES

IMPERVIOUS COVER:

1.34 ACRES (74.9%)

LEGAL DESCRIPTION: LOT 1-A OF THE KENEDY JUNCTION SUBDIVISION IN THE CITY OF KENEDY COMPRISED OF 1.79 ACRES SITUATED IN THE J. W. LOONEY SURVEY, ABSTRACT NO. 187, KARNES COUNTY, TEXAS.

ADDRESS: 131 BUSINESS PARK DRIVE, KENEDY, TEXAS 78119

LAND USE SUMMARY: RETAIL USE
ZONING: "C" COMMERCIAL DISTRICT

DATE: 12/11/12

ENGINEER:

CHAD KIMBELL, PE
KIMBELL | BRUEHL
1801 S. MOPAC, ST. 100
AUSTIN, TX 78746
PHONE: 512.439.0400

NOTE: ASSIGNED CITY ADDRESS NUMBERS SHALL BE PERMANENTLY AFFIXED TO ALL STRUCTURES IN SUCH POSITIONS AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET.

APPROVED BY:

SIGNATURE REQUIRED FROM ALL DEPARTMENTS

PLANNING AND ZONING COMMISSION

DATE

11-027-25

SITE PERMIT NUMBER

AVOID CUTTING UNDERGROUND
UTILITY LINES. IT'S COSTLY.

Call
before you
Dig.

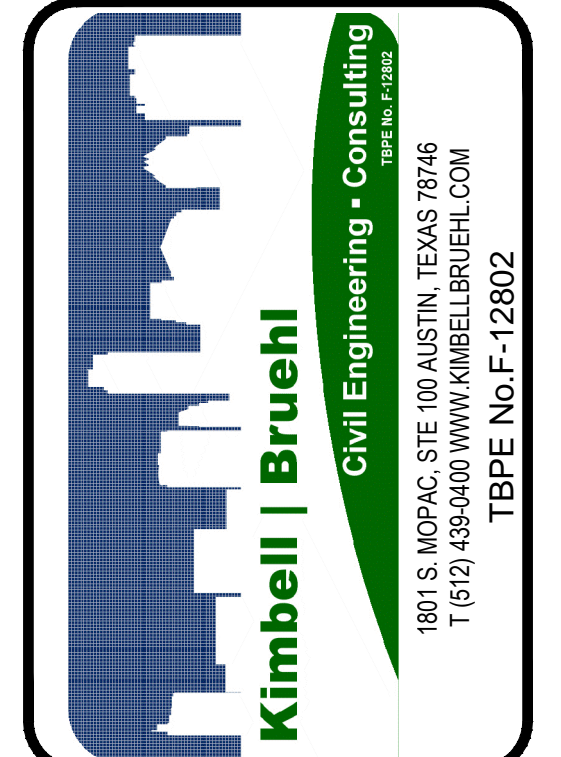
1-800-245-4545
TEXAS ONE CALL SYSTEM

CHECKED BY:
CHAD KIMBELL, PE
Kimbell | Bruehl JOB No.
129-003
ISSUE DATE:
09/09/12
SHEET

01 of 13

KENEDY JUNCTION- LOT 1-A
CIVIL CONSTRUCTION PLANS
CITY OF KENEDY, KARNES COUNTY, TX

COVER SHEET



CLIENT INFORMATION
KENEDY RETAIL LLC
524 NORTH LAMAR,
SUITE 203
AUSTIN, TEXAS 78703
CONTACTS:
EVAN WILLIAMS
JUSTIN DAY

No.	REVISION / ISSUE	DATE

GENERAL CONSTRUCTION NOTES

1. ALL RESPONSIBILITY FOR THE ADEQUACY OF THESE PLANS REMAINS WITH THE ENGINEER WHO PREPARED THEM. IN REVIEWING THESE PLANS, THE CITY OF KENEDY MUST RELY ON THE ADEQUACY OF THE WORK OF THE DESIGN ENGINEER.
2. CONTRACTOR SHALL CALL THE ONE CALL CENTER FOR UTILITY LOCATIONS PRIOR TO ANY WORK IN CITY EASEMENTS OR STREET R.O.W.
3. CONTRACTOR SHALL NOTIFY THE CONSTRUCTION INSPECTION DIVISION OF THE CITY AT LEAST 24 HOURS PRIOR TO THE INSTALLATION OF ANY DRAINAGE FACILITY WITHIN A DRAINAGE EASEMENT OR STREET R.O.W. THE METHOD OF PLACEMENT AND COMPACTION OF BACKFILL IN THE CITY'S R.O.W. MUST BE APPROVED PRIOR TO THE START OF BACKFILL OPERATIONS.
4. FOR SLOES OR TRENCHES GREATER THAN FIVE FEET IN DEPTH, A NOTE MUST BE ADDED STATING: "ALL CONSTRUCTION OPERATIONS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH APPLICABLE REGULATIONS OF THE U.S. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION." (OSHA STANDARDS MAY BE PURCHASED FROM THE GOVERNMENT PRINTING OFFICE; INFORMATION AND RELATED REFERENCE MATERIALS MAY BE PURCHASED FROM OSHA.)
5. ALL SITE WORK MUST ALSO COMPLY WITH ENVIRONMENTAL REQUIREMENTS.

FIRE NOTES:

1. THE KENEDY FIRE DEPARTMENT REQUIRES ASPHALT OR CONCRETE PAVEMENT PRIOR TO CONSTRUCTION AS AN "ALL-WEATHER DRIVING SURFACE."
2. HYDRANTS MUST BE INSTALLED WITH THE CENTER OF THE FOUR-INCH OPENING AT LEAST 18 INCHES ABOVE FINISHED GRADE. THE FOUR INCH OPENING MUST FACE THE DRIVEWAY OR STREET WITH THREE- TO SIX-FOOT SETBACKS FROM THE CURBLINE(S). NO OBSTRUCTION IS ALLOWED WITHIN THREE FEET OF ANY HYDRANT AND THE FOUR-INCH OPENING MUST BE TOTALLY UNOBSTRUCTED FROM THE STREET.
3. TIMING OF INSTALLATION: WHEN FIRE PROTECTION FACILITIES ARE INSTALLED BY THE DEVELOPER, SUCH FACILITIES SHALL INCLUDE ALL SURFACE ACCESS ROADS WHICH SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING THE TIME OF CONSTRUCTION.
4. ALL PVIOUS/DECORATIVE PAVING SHALL BE ENGINEERED AND INSTALLED FOR 80,000 LB. LIVE-VEHICLE LOADS. ANY PVIOUS/DECORATIVE PAVING WITHIN 100 FEET OF ANY BUILDING MUST BE APPROVED BY THE FIRE DEPARTMENT.
5. COMMERCIAL DUMPSTERS AND CONTAINERS WITH AN INDIVIDUAL CAPACITY OF 1.5 CUBIC YARDS OR GREATER SHALL NOT BE STORED OR PLACED WITHIN TEN FEET OF OPENINGS, COMBUSTIBLE WALLS, OR COMBUSTIBLE EAVE LINES.
6. FIRE LANES DESIGNATED ON SITE PLAN SHALL BE REGISTERED WITH CITY OF KENEDY FIRE MARSHAL'S OFFICE AND INSPECTED FOR FINAL APPROVAL.
7. VERTICAL CLEARANCE REQUIRED FOR FIRE APPARATUS IS 14 FEET FOR FULL WITH OF ACCESS DRIVE.

ZONING ORDINANCE REQUIREMENTS

1. THE SITE DEVELOPMENT IS WITHIN THE "C" COMMERCIAL DISTRICT AND IS TO COMPLY WITH THE CITY OF KENEDY ZONING ORDINANCE, SECTION 10, "C" COMMERCIAL DISTRICT. ALL SIGNS MUST COMPLY WITH THE REQUIREMENTS OF THE LAND DEVELOPMENT CODE.
2. THE HEIGHT OF BUILDINGS, MINIMUM DIMENSIONS OF LOTS AND YARDS, MINIMUM LOT AREA, AND MINIMUM FLOOR SPACE ARE TO COMPLY WITH CITY OF KENEDY ZONING ORDINANCE, SECTION 10.
3. ANY OWNER, BUILDER OR DEVELOPER OF A COMMERCIAL COMPLEX SHALL SUBMIT TO THE PLANNING AND ZONING COMMISSION THE SITE AND BUILDING PLAN FOR THE PROPOSED DEVELOPMENT FOR REVIEW.
4. ANY LIGHTING VISIBLE FROM OUTSIDE THE SITE SHALL BE DESIGNED TO REFLECT AWAY FROM ADJACENT RESIDENTIAL DISTRICTS AND SHALL NOT INTERFERE WITH TRAFFIC SAFETY. NO NOISE, ODOR OR VIBRATION SHALL BE EMITTED SUCH THAT IT CONSTITUTES A NUISANCE BY SUBSTANTIALLY EXCEEDING THE GENERAL LEVEL OF NOISE, ODOR OR VIBRATION EMITTED BY USES ADJACENT TO OR IMMEDIATELY SURROUNDING THE SITE. SUCH COMPARISONS SHALL BE MADE AT THE BOUNDARIES OF THE SITE.
5. OUTDOOR STORAGE OF TRASH RECEPTACLES SHALL BE AT THE SIDE OR REAR OF THE SITE AND SHALL BE TOTALLY ENCRICLED OR SCREENED BY A FENCE, PLANTING OR OTHER SUITABLE VISUAL BARRIER.

SILT FENCE NOTES

1. STEEL POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF ONE FOOT.
2. THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER, SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. WHERE FENCE CAN NOT BE TREATED IN (E.G. PAVEMENT) WEIGHT FABRIC FLAP WITH WASHED GRAVEL ON UPHILL SIDE TO PREVENT FLOW UNDER FENCE.
3. THE TRENCH MUST BE A MINIMUM OF 6 INCHES DEEP AND 6 INCHES WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
4. SILT FENCE SHOULD BE SECURELY FASTENED TO EACH STEEL SUPPORT POSTS OR TO WOVEN WIRE, WHICH IS IN TURN ATTACHED TO THE STEEL FENCE POST.
5. INSPECTION SHALL BE MADE WEEKLY OR AFTER EACH RAINFALL EVENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
6. SILT FENCE SHALL BE REMOVED WHEN THE SITE IS COMPLETELY STABILIZED SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.
7. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF 6 INCHES. THE SILT SHALL BE DISPOSED OF IN AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

SEQUENCE OF CONSTRUCTION

1. TEMPORARY EROSION AND SEDIMENTATION CONTROLS ARE TO BE INSTALLED AS INDICATED ON THE APPROVED SITE PLAN OR SUBDIVISION CONSTRUCTION PLAN AND IN ACCORDANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) THAT IS REQUIRED TO BE POSTED ON THE SITE. INSTALL TREE PROTECTION AND INITIATE TREE MITIGATION MEASURES.
2. THE ENVIRONMENTAL PROJECT MANAGER, AND/OR SITE SUPERVISOR, AND/OR DESIGNATED RESPONSIBLE PARTY, AND THE GENERAL CONTRACTOR WILL FOLLOW THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP) POSTED ON THE SITE. TEMPORARY EROSION AND SEDIMENTATION CONTROLS WILL BE REVISED, IF NEEDED, TO COMPLY WITH CITY INSPECTORS' DIRECTIVES.
3. TEMPORARY EROSION AND SEDIMENTATION CONTROLS WILL BE INSPECTED AND MAINTAINED IN ACCORDANCE WITH THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) POSTED ON THE SITE.
4. BEGIN SITE CLEARING/CONSTRUCTION (OR DEMOLITION) ACTIVITIES.
5. BEGIN ROUGH GRADING AND INSTALLATION OF UTILITIES.
6. COMPLETE CONSTRUCTION AND START REVEGETATION OF THE SITE AND INSTALLATION OF LANDSCAPING.
7. UPON COMPLETION OF THE SITE CONSTRUCTION AND REVEGETATION OF A PROJECT SITE, THE DESIGN ENGINEER SHALL SUBMIT AN ENGINEER'S LETTER OF CONCURRENCE TO THE CITY OF KENEDY INDICATING THAT CONSTRUCTION, INCLUDING REVEGETATION, IS COMPLETE AND IN SUBSTANTIAL CONFORMITY WITH THE APPROVED PLANS. AFTER RECEIVING THIS LETTER, A FINAL INSPECTION WILL BE SCHEDULED BY THE APPROPRIATE CITY INSPECTOR.
8. AFTER A FINAL INSPECTION HAS BEEN CONDUCTED BY THE CITY INSPECTOR AND WITH APPROVAL FROM THE CITY INSPECTOR, REMOVE THE TEMPORARY EROSION AND SEDIMENTATION CONTROLS AND COMPLETE ANY NECESSARY FINAL REVEGETATION RESULTING FROM REMOVAL OF THE CONTROLS. CONSTRUCT BUILDING SLAB AND FOUNDATION.

EROSION CONTROL NOTES

10. THE CONTRACTOR SHALL INSTALL EROSION/SEDIMENTATION CONTROLS AND TREE/NATURAL AREA PROTECTIVE FENCING PRIOR TO ANY SITE PREPARATION WORK (CLEARING, GRUBBING OR EXCAVATION).
11. THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS SHALL BE IN ACCORDANCE WITH THE ENVIRONMENTAL CRITERIA MANUAL AND THE APPROVED EROSION AND SEDIMENTATION CONTROL PLAN.
12. THE PLACEMENT OF TREE/NATURAL AREA PROTECTIVE FENCING SHALL BE IN ACCORDANCE WITH THE CITY OF KENEDY STANDARD NOTES FOR TREE AND NATURAL AREA PROTECTION AND THE APPROVED GRADING/TREE AND NATURAL AREA PLAN.
13. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD ON-SITE WITH THE

- CONTRACTOR, DESIGN ENGINEER/PERMIT APPLICANT AND ENVIRONMENTAL INSPECTOR AFTER INSTALLATION OF THE EROSION/SEDIMENTATION CONTROLS AND TREE/NATURAL AREA PROTECTION MEASURES AND PRIOR TO BEGINNING ANY SITE PREPARATION WORK. THE CONTRACTOR SHALL NOTIFY THE PLANNING AND DEVELOPMENT REVIEW DEPARTMENT, 974-2278, AT LEAST THREE DAYS PRIOR TO THE MEETING DATE.
14. ANY MAJOR VARIATION IN MATERIALS OR LOCATIONS OF CONTROLS OR FENCES FROM THOSE SHOWN ON THE APPROVED PLANS WILL REQUIRE A REVISION AND MUST BE APPROVED BY THE REVIEWING ENGINEER, ENVIRONMENTAL SPECIALIST OR CITY ARBORIST AS APPROPRIATE. MAJOR REVISIONS MUST BE APPROVED BY THE PLANNING AND DEVELOPMENT REVIEW DEPARTMENT. MINOR CHANGES TO BE MADE AS FIELD REVISIONS TO THE EROSION AND SEDIMENTATION CONTROL PLAN MAY BE REQUIRED BY THE ENVIRONMENTAL INSPECTOR DURING THE COURSE OF CONSTRUCTION TO CORRECT CONTROL INADEQUACIES.
 15. THE CONTRACTOR IS REQUIRED TO INSPECT THE CONTROLS AND FENCES AT WEEKLY INTERVALS AND AFTER SIGNIFICANT RAINFALL EVENTS TO INSURE THAT THEY ARE FUNCTIONING PROPERLY. THE PERSON(S) RESPONSIBLE FOR MAINTENANCE OF CONTROLS AND FENCES SHALL IMMEDIATELY MAKE ANY NECESSARY REPAIRS TO DAMAGED AREAS. SILT ACCUMULATION AT CONTROLS MUST BE REMOVED WHEN THE DEPTH REACHES SIX (6) INCHES.
 16. PRIOR TO FINAL ACCEPTANCE BY THE CITY, HAUL ROADS AND WATERWAY CROSSINGS CONSTRUCTED FOR TEMPORARY CONTRACTOR ACCESS MUST BE REMOVED, ACCUMULATED SEDIMENT REMOVED FROM THE WATERWAY AND THE AREA RESTORED TO THE ORIGINAL GRADE AND REVEGETATED. ALL LAND CLEARING DEBRIS SHALL BE DISPOSED OF IN APPROVED SPOIL DISPOSAL SITES.
 17. ALL WORK MUST STOP IF A VOID IN THE ROCK SUBSTRATE IS DISCOVERED WHICH IS: ONE SQUARE FOOT IN TOTAL AREA; BLOWS AIR FROM WITHIN THE SUBSTRATE AND/OR CONSISTENTLY RECEIVES WATER DURING ANY RAIN EVENT. AT THIS TIME IT IS THE RESPONSIBILITY OF THE PROJECT MANAGER TO IMMEDIATELY CONTACT A CITY OF KENEDY ENVIRONMENTAL INSPECTOR FOR FURTHER INVESTIGATION.
 18. TEMPORARY AND PERMANENT EROSION CONTROL: ALL DISTURBED AREAS SHALL BE RESTORED AS NOTED BELOW.
 - A. ALL DISTURBED AREAS TO BE REVEGETATED ARE REQUIRED TO PLACE A MINIMUM OF SIX (6) INCHES OF TOPSOIL [SEE STANDARD SPECIFICATION ITEM NO. 601S.3(A)]. DO NOT ADD TOPSOIL WITHIN THE CRITICAL ROOT ZONE OF EXISTING TREES. THE TOPSOIL SHALL BE COMPOSED OF 3 PARTS OF SOIL MIXED WITH 1 PART COMPOST, BY VOLUME. THE COMPOST SHALL BE DILLO DIRT OR AN EQUAL APPROVED BY THE ENGINEER, OR DECEMBER 2010 SUPPLEMENT. THE APPROVED EQUAL, IF USED, SHALL MEET THE DEFINITION OF COMPOST (AS DEFINED BY TxDOT SPECIFICATION ITEM 161). THE SOIL SHALL BE LOCALLY AVAILABLE NATIVE SOIL THAT MEETS THE FOLLOWING SPECIFICATIONS:

§ SHALL BE FREE OF TRASH, WEEDS, DELETERIOUS MATERIALS, ROCKS, AND DEBRIS.

§ 100% SHALL PASS THROUGH A 0.375-INCH (3/8") SCREEN.

§ SOIL TEXTURE CLASS TO BE LOAM, SANDY CLAY LOAM, OR SANDY LOAM IN ACCORDANCE WITH THE USDA TEXTURE TRIANGLE. SOIL KNOWN LOCALLY AS "RED DEATH" OR KENEDY SANDY LOAM IS NOT AN ALLOWABLE SOIL. TEXTURAL COMPOSITION SHALL MEET THE FOLLOWING CRITERIA:

TEXTURE CLASS	MINIMUM	MAXIMUM
CLAY	5%	25%
SILT	10%	50%
SAND	80%	90%

TOPSOIL SALVAGED FROM THE EXISTING SITE MAY BE USED, BUT IT SHOULD MEET THE SAME STANDARDS AS SET FORTH IN THESE STANDARDS.

THE VEGETATIVE STABILIZATION OF AREAS DISTURBED BY CONSTRUCTION SHALL BE AS FOLLOWS:

TEMPORARY VEGETATIVE STABILIZATION:

1. FROM SEPTEMBER 15 TO MARCH 1, SEEDING SHALL BE WITH COOL SEASON COVER CROPS (WHEAT AT 0.5 POUNDS PER 1000 SF, OATS AT 0.5 POUNDS PER 1000 SF, CEREAL RYE GRAIN AT 0.5 POUNDS PER 1000 SF) WITH A TOTAL RATE OF 1.5 POUND PER 1000 SF. COOL SEASON COVER CROPS ARE NOT PERMANENT EROSION CONTROL.
2. FROM MARCH 2 TO SEPTEMBER 14, SEEDING SHALL BE WITH HULLED BERMUDA AT A RATE OF 1 POUNDS PER 1000 SF.
 - A. FERTILIZER SHALL BE WATER SOLUBLE WITH AN ANALYSIS OF 15-15-15 TO BE APPLIED ONCE AT PLANTING AND ONCE DURING THE PERIOD OF ESTABLISHMENT AT A RATE OF 1/2 POUND PER 1000 SF.
 - B. HYDROMULCH SHALL COMPLY WITH TABLE1, BELOW.
 - C. TEMPORARY EROSION CONTROL SHALL BE ACCEPTABLE WHEN THE GRASS HAS GROWN AT LEAST 1 1/2 INCHES HIGH WITH 95% COVERAGE, PROVIDED NO BARE SPOTS LARGER THAN 16 SQUARE FEET EXIST.

Table 1: Hydromulching for Temporary Vegetative Stabilization				
	Material	Description	Longevity	Typical Applications
PERMANENT	100% or any blend of wood, cellulose, straw, and/or cotton plant material	70% or greater Wood/Straw: 30% or less Paper or Natural Fibers	6-3 months	Moderate slopes; from flat to 3:1

- WHEN PERMANENT VEGETATIVE STABILIZATION IS REQUIRED, THE GRASSES SHALL BE MOVED TO A HEIGHT OF LESS THAN ONE-HALF (1/2) INCH AND THE AREA SHALL BE RE-SEEDD IN ACCORDANCE WITH 2. BELOW.
2. FROM MARCH 2 TO SEPTEMBER 14, SEEDING SHALL BE WITH HULLED BERMUDA AT A RATE OF 1 POUND PER 1000 SF WITH A PURITY OF 95% WITH 85% GERMINATION. BERMUDA GRASS IS A WARM SEASON GRASS AND IS CONSIDERED PERMANENT EROSION CONTROL.
 - A. FERTILIZER SHALL BE A WATER SOLUBLE WITH AN ANALYSIS OF 15-15-15 TO BE APPLIED ONCE AT PLANTING AND ONCE DURING THE PERIOD OF ESTABLISHMENT AT A RATE OF 1/2 POUND PER 1000 SF.
 - B. HYDROMULCH SHALL COMPLY WITH TABLE 2, BELOW.
 - C. THE PLANTED AREA SHALL BE IRRIGATED OR SPRINKLED IN AMANNER THAT WILL NOT ERODE THE TOPSOIL, BUT WILL SUFFICIENTLY SOAK THE SOIL TO A DEPTH OF SIX INCHES. THE IRRIGATION SHALL OCCUR AT DAILY INTERVALS (MINIMUM) DURING THE FIRST TWO MONTHS. RAINFALL OCCURRENCES OF ½ INCH OR MORE SHALL POSTPONE THE WATERING SCHEDULE FOR ONE WEEK.
 - D. PERMANENT EROSION CONTROL SHALL BE ACCEPTABLE WHEN THE GRASS HAS GROWN AT LEAST 1½ INCHES HIGH WITH 95% COVERAGE, PROVIDED NO BARE SPOTS LARGER THAN 16 SQUARE FEET EXIST.

DEVELOPER INFORMATION:

OWNER		PHONE #		
Table 2: Hydromulching for Permanent Vegetative Stabilization				
Material	Description	Longevity	Typical Applications	Application Rates
Bonded Fiber Matrix (BFM)	80% Organic 10% Tackifier	6 months	On slopes up to 2:1 and erosive soil conditions	2500 to 4000 lbs per acre (see manufacturers recommendations)
Fiber Reinforced Matrix (FRM)	65% Organic 25% Reinforcing 10% Tackifier	Up to 12 months	On slopes up to 1:1 and erosive soil conditions	3000 to 4500 lbs per acre (see manufacturers recommendations)

CONTRACTOR	PHONE #
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TREE & NATURAL AREA PROTECTION NOTES:

1. ALL TREES AND NATURAL AREAS SHOWN ON PLAN TO BE PRESERVED SHALL BE PROTECTED DURING CONSTRUCTION WITH TEMPORARY FENCING.
 2. PROTECTIVE FENCES SHALL BE ERECTED ACCORDING TO CITY OF KENEDY STANDARDS FOR TREE PROTECTION.
 3. PROTECTIVE FENCES SHALL BE INSTALLED PRIOR TO THE START OF ANY SITE PREPARATION WORK (CLEARING, GRUBBING OR GRADING), AND SHALL BE MAINTAINED THROUGHOUT ALL PHASES OF THE CONSTRUCTION PROJECT.
 4. EROSION AND SEDIMENTATION CONTROL BARRIERS SHALL BE INSTALLED OR MAINTAINED IN A MANNER WHICH DOES NOT RESULT IN SOIL BUILD-UP WITHIN TREE DRIP LINES.
 5. PROTECTIVE FENCES SHALL SURROUND THE TREES OR GROUP OF TREES, AND WILL BE LOCATED AT THE OUTERMOST LIMIT OF BRANCHES (DRIP LINE). FOR NATURAL AREAS, PROTECTIVE FENCES SHALL FOLLOW THE LIMIT OF CONSTRUCTION LINE, IN ORDER TO PREVENT THE FOLLOWING:
 - A. SOIL COMPACTION IN THE ROOT ZONE AREA RESULTING FROM VEHICULAR TRAFFIC OR STORAGE OF EQUIPMENT OR MATERIALS;
 - B. ROOT ZONE DISTURBANCES DUE TO GRADE CHANGES (GREATER THAN 6 INCHES CUT OR FILL), OR TRENCHING NOT REVIEWED AND AUTHORIZED BY THE CITY ARBORIST;
 - C. WOUNDS TO EXPOSED ROOTS, TRUNK OR LIMBS BY MECHANICAL EQUIPMENT;
 - D. OTHER ACTIVITIES DETRIMENTAL TO TREES SUCH AS CHEMICAL STORAGE, CEMENT TRUCK CLEANING, AND FIRES.
 6. EXCEPTIONS TO INSTALLING FENCES AT TREE DRIP LINES MAY BE PERMITTED IN THE FOLLOWING CASES:
 - A. WHERE THERE IS TO BE AN APPROVED GRADE CHANGE, IMPERMEABLE PAVING SURFACE, TREE WELL, OR OTHER SUCH SITE DEVELOPMENT, ERECT THE FENCE APPROXIMATELY 2 TO 4 FEET BEYOND THE AREA DISTURBED;
 - B. WHERE PERMEABLE PAVING IS TO BE INSTALLED WITHIN A TREE'S DRIP LINE, ERECT THE FENCE AT THE OUTER LIMITS OF THE PERMEABLE PAVING AREA (PRIOR TO SITE GRADING SO THAT THIS AREA IS GRADED SEPARATELY PRIOR TO PAVING INSTALLATION TO MINIMIZED ROOT DAMAGE);
 - C. WHERE TREES ARE CLOSE TO PROPOSED BUILDINGS, ERECT THE FENCE TO ALLOW 6 TO 10 FEET OF WORK SPACE BETWEEN THE FENCE AND THE BUILDING;
 - D. WHERE THERE ARE SEVERE SPACE CONSTRAINTS DUE TO TRACT SIZE, OR OTHER SPECIAL REQUIREMENTS, CONTACT THE CITY ARBORIST AT 974-1876 TO DISCUSS ALTERNATIVES.
- SPECIAL NOTE: FOR THE PROTECTION OF NATURAL AREAS, NO EXCEPTIONS TO INSTALLING FENCES AT THE LIMIT OF CONSTRUCTION LINE WILL BE PERMITTED.
7. WHERE ANY OF THE ABOVE EXCEPTIONS RESULT IN A FENCE BEING CLOSER THAN 4 FEET TO A TREE TRUNK, PROTECT THE TRUNK WITH STRAPPED-ON PLANKING TO A HEIGHT OF 8 FT (OR TO THE LIMITS OF LOWER BRANCHING) IN ADDITION TO THE REDUCED FENCING PROVIDED.
 8. TREES APPROVED FOR REMOVAL SHALL BE REMOVED IN A MANNER WHICH DOES NOT IMPACT TREES TO BE PRESERVED.
 9. ANY ROOTS EXPOSED BY CONSTRUCTION ACTIVITY SHALL BE PRUNED FLUSH WITH THE SOIL. BACKFILL ROOT AREAS WITH GOOD QUALITY TOP SOIL AS SOON AS POSSIBLE. IF EXPOSED ROOT AREAS ARE NOT BACKFILLED WITHIN 2 DAYS, COVER THEM WITH ORGANIC MATERIAL IN A MANNER WHICH REDUCES SOIL TEMPERATURE AND MINIMIZES WATER LOSS DUE TO EVAPORATION.
 10. ANY TRENCHING REQUIRED FOR THE INSTALLATION OF LANDSCAPE IRRIGATION SHALL BE PLACED AS FAR FROM EXISTING TREE TRUNKS AS POSSIBLE.
 11. NO LANDSCAPE TOPSOIL DRESSING GREATER THAN 4 INCHES SHALL BE PERMITTED WITHIN THE DRIP LINE OF TREES. NO SOIL IS PERMITTED ON THE ROOT FLARE OF ANY TREE.
 12. PRUNING TO PROVIDE CLEARANCE FOR STRUCTURES, VEHICULAR TRAFFIC AND EQUIPMENT SHALL TAKE PLACE BEFORE DAMAGE OCCURS (RIPPING OF BRANCHES, ETC.).
 13. ALL FINISHED PRUNING SHALL BE DONE ACCORDING TO RECOGNIZED, APPROVED STANDARDS OF THE INDUSTRY (REFERENCE THE NATIONAL ARBORIST ASSOCIATION PRUNING STANDARDS FOR SHADE TREES AVAILABLE ON REQUEST FROM THE CITY ARBORIST).
 14. DEVIATIONS FROM THE ABOVE NOTES MAY BE CONSIDERED ORDINANCE VIOLATIONS IF THERE IS SUBSTANTIAL NON-COMPLIANCE OR IF A TREE SUSTAINS DAMAGE AS A RESULT.

AS A COMPONENT OF AN EFFECTIVE REMEDIAL TREE CARE PROGRAM PER ENVIRONMENTAL CRITERIA MANUAL SECTION 3.5.4, PRESERVED TREES WITHIN THE LIMITS OF CONSTRUCTION MAY REQUIRE SOIL AERATION AND SUPPLEMENTAL NUTRIENTS. SOIL AND/OR FOLIAR ANALYSIS SHOULD BE USED TO DETERMINE THE NEED FOR SUPPLEMENTAL NUTRIENTS. THE CITY ARBORIST MAY REQUIRE THESE ANALYSES AS PART OF A COMPREHENSIVE TREE CARE PLAN. SOIL PH SHALL BE CONSIDERED WHEN DETERMINING THE FERTILIZATION COMPOSITION AS SOIL PH INFLUENCES THE TREE'S ABILITY TO UPTAKE NUTRIENTS FROM THE SOIL. IF ANALYSES INDICATE THE NEED FOR SUPPLEMENTAL NUTRIENTS, THEN HUMATE/NUTRIENT SOLUTIONS WITH MYCORRHIZAE COMPONENTS ARE HIGHLY RECOMMENDED. IN ADDITION, SOIL ANALYSIS MAY BE NEEDED TO DETERMINE IF ORGANIC MATERIAL OR BENEFICIAL MICROORGANISMS ARE NEEDED TO IMPROVE SOIL HEALTH. MATERIALS AND METHODS ARE TO BE APPROVED BY THE CITY ARBORIST (512-974-1876) PRIOR TO APPLICATION. THE OWNER OR GENERAL CONTRACTOR SHALL SELECT A FERTILIZATION CONTRACTOR AND IENSURE COORDINATION WITH THE CITY ARBORIST.

PRE-CONSTRUCTION TREATMENT SHOULD BE APPLIED IN THE APPROPRIATE SEASON, IDEALLY THE SEASON PRECEDING THE PROPOSED CONSTRUCTION. MINIMALLY, AREAS TO BE TREATED INCLUDE THE ENTIRE CRITICAL ROOT ZONE OF TREES AS DEPICTED ON THE CITY APPROVED PLANS. TREATMENT SHOULD INCLUDE, BUT NOT LIMITED TO, FERTILIZATION, SOIL TREATMENT, MULCHING, AND PROPER PRUNING.

POST-CONSTRUCTION TREATMENT SHOULD OCCUR DURING FINAL REVEGETATION OR AS DETERMINED BY A QUALIFIED ARBORIST AFTER CONSTRUCTION. CONSTRUCTION ACTIVITIES OFTEN RESULT IN A REDUCTION IN SOIL MACRO AND MICRO PORES AND AN INCREASE IN SOIL BULK DENSITY. TO AMELIORATE THE DEGRADED SOIL CONDITIONS, AERATION VIA WATER AND/OR AIR INJECTED INTO THE SOIL IS NEEDED OR BY OTHER METHODS AS APPROVED BY THE CITY ARBORIST. THE PROPOSED NUTRIENT MIX SPECIFICATIONS AND SOIL AND/OR FOLIAR ANALYSIS RESULTS NEED TO BE PROVIDED TO AND APPROVED BY THE CITY ARBORIST PRIOR TO APPLICATION (FAX # 512-974-3010). CONSTRUCTION WHICH WILL BE COMPLETED IN LESS THAN 90 DAYS MAY USE MATERIALS AT ½ RECOMMENDED RATES. ALTERNATIVE ORGANIC FERTILIZER MATERIALS ARE ACCEPTABLE WHEN APPROVED BY THE CITY ARBORIST. WITHIN 7 DAYS AFTER FERTILIZATION IS PERFORMED, THE CONTRACTOR SHALL PROVIDE DOCUMENTATION OF THE WORK PERFORMED TO THE CITY ARBORIST, PLANNING AND DEVELOPMENT REVIEW DEPARTMENT. P.O. BOX 1088, KENEDY, TX 78767. THIS NOTE SHOULD BE REFERENCED AS ITEM #1 IN THE SEQUENCE OF CONSTRUCTION.

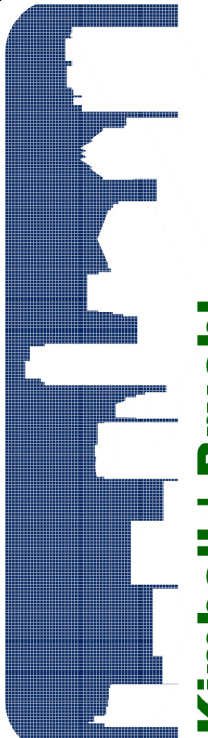
ACCESSIBILITY NOTES:

1. SLOPES ON ACCESSIBLE ROUTES MAY NOT EXCEED 1:20 UNLESS DESIGNED AS A RAMP. [TAS 4.3.7]
2. THE MAXIMUM SLOPE OF A RAMP IN NEW CONSTRUCTION IS 1:12. THE MAXIMUM RISE FOR ANY RAMP RUN IS 30 IN. [TAS 4.8.2]
3. ACCESSIBLE ROUTES MUST HAVE A CROSS-SLOPE NO GREATER THAN 1:50. [TAS 4.3.7]
4. GROUND SURFACES ALONG ACCESSIBLE ROUTES MUST BE STABLE, FIRM AND SLIP RESISTANT. [TAS 4.5.1]

CLIENT INFORMATION	REVISION / ISSUE	DATE				
			No.			

KENEDY RETAIL LLC
524 NORTH LAMAR,
SUITE 203
AUSTIN, TEXAS 78703

CONTACTS:
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TBPE No. F-12802

KENEDY JUNCTION- LOT 1-A
CIVIL CONSTRUCTION PLANS
CITY OF KENEDY, KARNES COUNTY, TX

GENERAL NOTES



December 11, 2012

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CHAD KIMBELL, PE

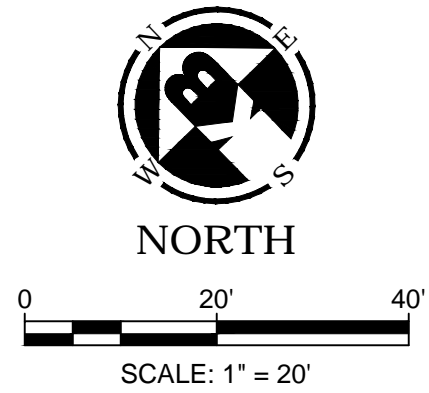
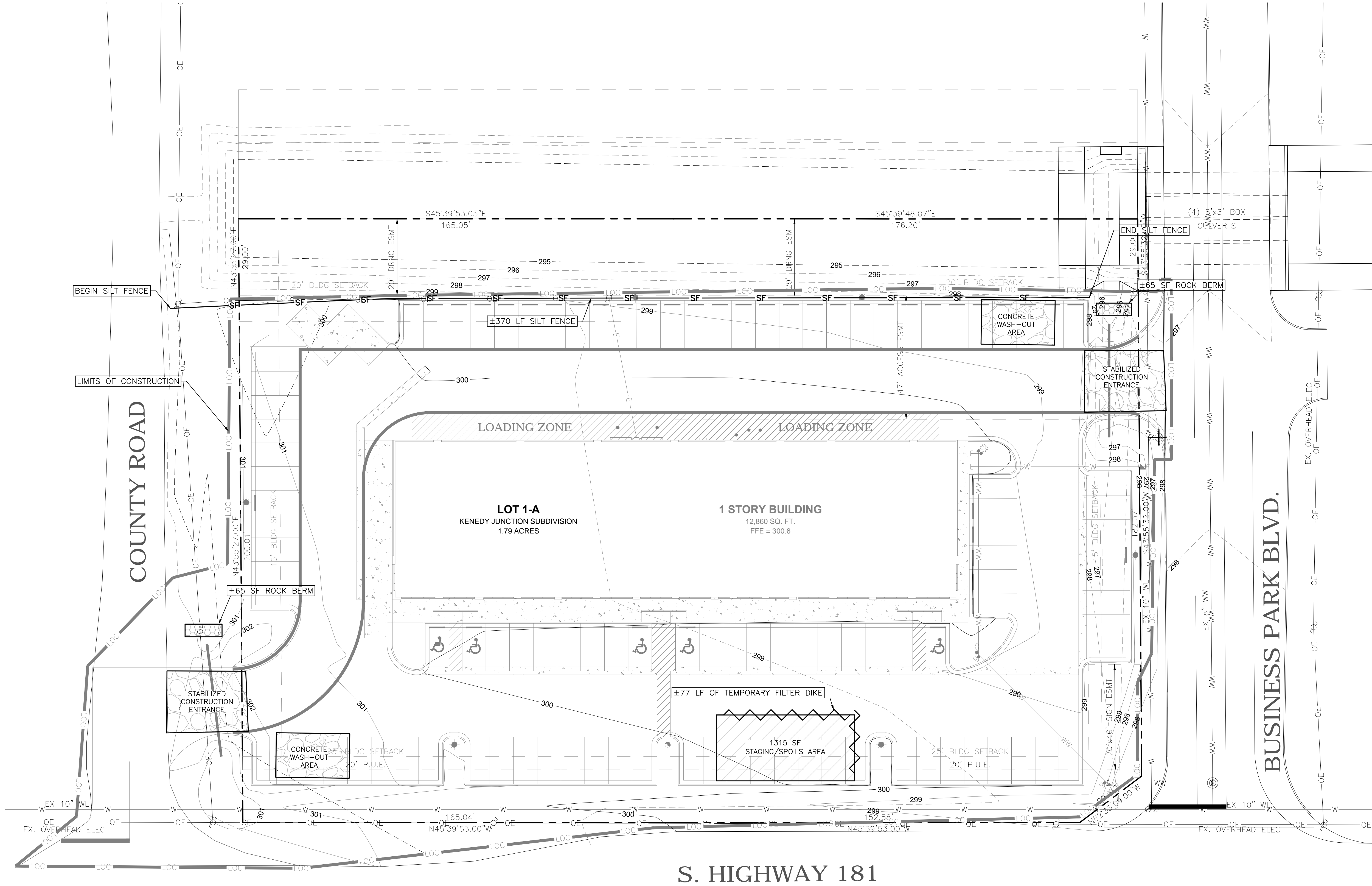
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129-003

ISSUE DATE:
09/09/12

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BLOCK LEGEND

EXISTING	PROPOSED	
		BENCHMARK
		CUT IN CONCRETE
		CONTROL POINT
		IRON PIPE
		IRON ROD
		PIPE BREAK
		PIPE CAP
		REDUCER
		UTILITY VALVE
		UTILITY METER
		FIRE HYDRANT
		(MONITORING) WELL
		CLEANOUT
		CURB INLET
		HEADWALL
		SAFETY END TREATMENT
		DRAINAGE FLOW
		ELEC./TELE. POLE
		GUY WIRE
		LIGHT FIXTURE
		UTILITY (PULL) BOX
		SIGN
		TREE
		REMOVED TREE

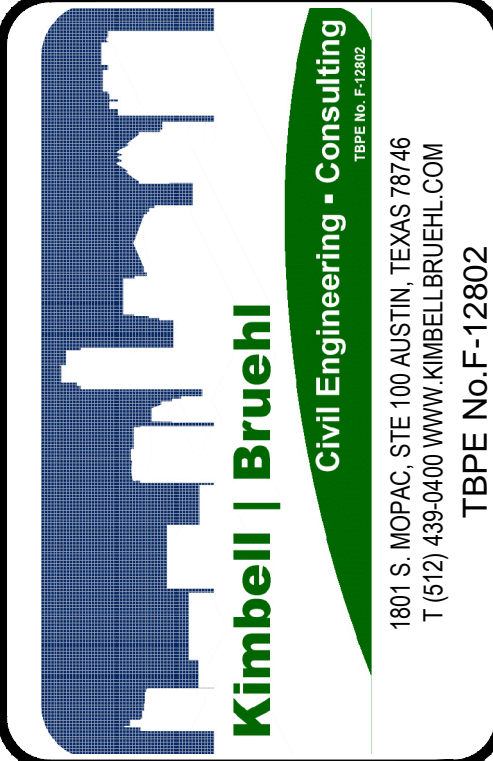
LINETYPE LEGEND

EXISTING	PROPOSED	
		ROAD CENTERLINE
		LOT BOUNDARY
		EASEMENT
		RIGHT OF WAY
		MAJOR CONTOUR
		MINOR CONTOUR
		EDGE OF PAVEMENT
		FENCE: BARBED
		GAS LINE
		ELECTRIC LINE
		WATER LINE
		WASTE WATER LINE
		STORM SEWER (Ø 12\"/>
		H.C. ACCESSIBLE ROUTE
		LIMITS OF CONSTRUCTION
		FIRE LANE STRIPING
		SILT FENCE
		FILTER DIKE

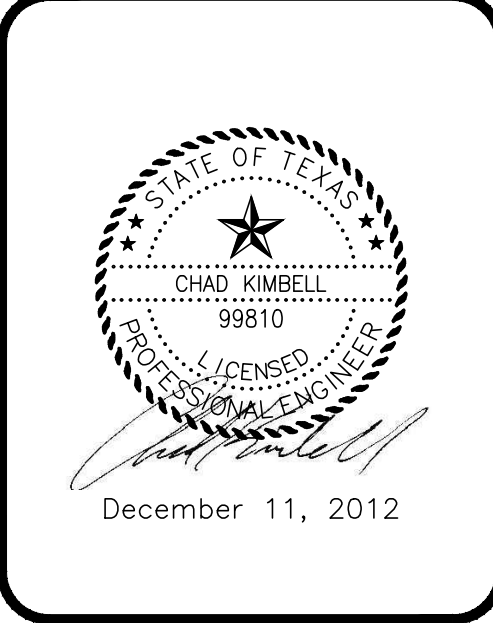
NOTE:
1. THERE ARE NO EXISTING TREES ONSITE.
2. BOUNDARY INFORMATION SHOWN IS FROM THE KENEDY JUNCTION SUBDIVISION DATED AUGUST 13, 2008 BY CHARLES DIGGS OF THE GUADALUPE SURVEY COMPANY.

No.	REVISION / ISSUE	DATE

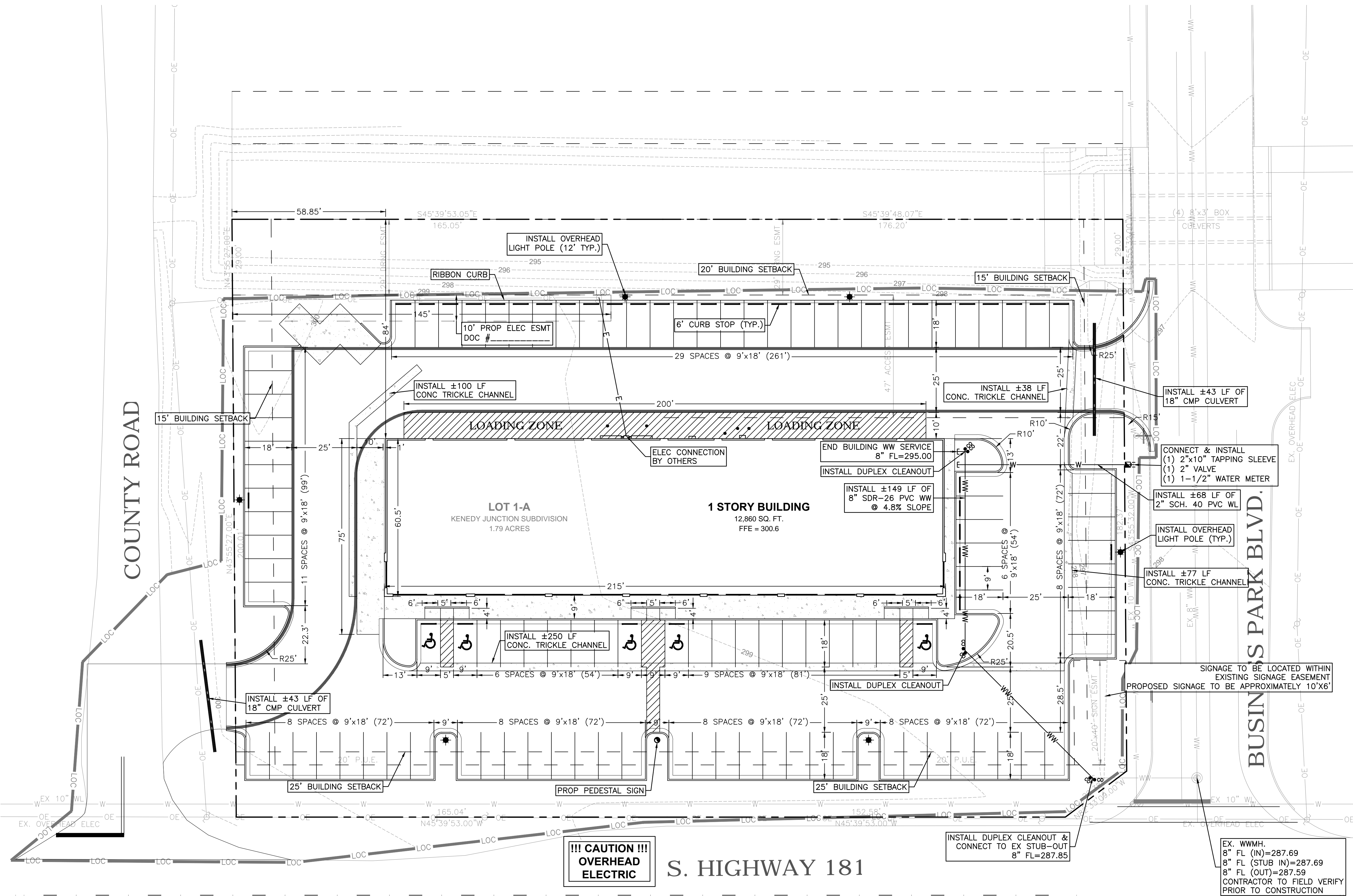
CLIENT INFORMATION
KENEDY RETAIL LLC
524 NORTH LAMAR,
SUITE 203
AUSTIN, TEXAS 78703
CONTACTS:
EVAN WILLIAMS
JUSTIN DAY



KENEDY JUNCTION- LOT 1-A
CIVIL CONSTRUCTION PLANS
CITY OF KENEDY, KARNES COUNTY, TX
EXISTING SITE, DEMOLITION &
EROSION CONTROL PLAN



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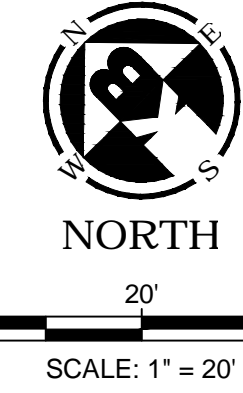
BLOCK LEGEND

- EXISTING PROPOSED
- BENCHMARK
 - CUT IN CONCRETE
 - CONTROL POINT
 - IRON PIPE
 - IRON ROD
 - NAIL
 - PIPE BREAK
 - PIPE CAP
 - REDUCER
 - UTILITY VALVE
 - UTILITY METER
 - FIRE HYDRANT (MONITORING) WELL
 - CLEANOUT
 - CURB INLET
 - HEADWALL
 - SAFETY END TREATMENT
 - DRAINAGE FLOW
 - ELEC./TELE. POLE
 - GUY WIRE
 - LIGHT FIXTURE
 - UTILITY (PULL) BOX
 - SIGN
 - TREE
 - REMOVED TREE
 - PROPOSED SPOT
 - GRADE ELEVATION
 - FFE FINISH FLOOR ELEVATION
 - GU GUTTER ELEV.
 - SW SIDEWALK
 - TC TOP OF CURB
 - TP TOP OF PAVEMENT
 - BW BOTTOM OF WALL
 - TW TOP OF WALL
 - FL FLOWLINE
 - EG EXISTING GRADE
 - FG FINISH GRADE
 - EXISTING CONTOURS
 - PROPOSED CONTOURS
 - Limits of Construction (LOC)
 - CONCRETE PAVING
 - ASPHALT PAVING

NOTE:
1. ALL NON-IMPERVIOUS AREAS WITHIN THE PROPOSED DEVELOPMENT ARE TO BE LANDSCAPED WITH CRUSHED GRANITE AND NATIVE GRASSES.

PARKING TABLE

ITEM	QTY.
EXISTING ZONING	GR/LR
PROPOSED ZONING	GR/LR
LAND USE DESIGNATION	GENERAL RETAIL/ LOCAL RETAIL
SITE ACREAGE	1.79 AC
IMPERVIOUS COVERAGE: AREA	58,422.51 SF
IMPERVIOUS COVERAGE: PERCENTAGE	74.93%
BUILDING SQUARE FOOTAGE	12,860 SF
BUILDING FINISHED FLOOR ELEVATION	300.6
NUMBER OF STORIES	1
MAXIMUM BUILDING HEIGHT	PER CITY ORDINANCE
REQUIRED PARKING (9'x17.5' SP)	1 SP/200 SF = 65
SPACES PROVIDED: STANDARD	101
SPACES PROVIDED: HANDICAP	3
SPACES PROVIDED: VAN ACCESSIBLE	2
SPACES PROVIDED: LOADING	3



KENEDY JUNCTION- LOT 1-A
CIVIL CONSTRUCTION PLANS
CITY OF KENEDY, KARNES COUNTY, TX

PROPOSED SITE & UTILITY PLAN

CLIENT INFORMATION
KENEDY RETAIL LLC
524 NORTH LAMAR,
SUITE 203
AUSTIN, TEXAS 78703
CONTACTS:
EVAN WILLIAMS
JUSTIN DAY



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* OFFSITE DRAINAGE AREAS A AND B ARE SHOWN IN THE ENGINEERING REPORT DATED DECEMBER 11, 2012.

RATIONAL METHOD

Q = CIA

DA1 = 1.79 AC OFFSITE A = 218 AC OFFSITE B = 2.25 AC OFFSITE C = 0.39 AC
Tc (LAG) = 37.39 MIN Tc (LAG) = 53.02 MIN Tc (LAG) = 32.44 MIN Tc (LAG) = 24.0 MIN

i = A/(T+B)^C				
	100'	25'	10'	2'
A	118.30	82.94	70.82	54.77
B	13.19	10.75	10.40	11.05
C	0.77	0.76	0.77	0.81

DA1	c	i	A	Q
100	0.41	5.69	1.79	4.17
25	0.34	4.31	1.79	2.62
10	0.30	3.57	1.79	1.92
2	0.25	2.35	1.79	1.05

OFFSITE A	c	i	A	Q
100	0.41	4.62	218	412.65
25	0.34	3.48	218	257.66
10	0.30	2.87	218	187.73
2	0.25	1.87	218	102.01

OFFSITE B	c	i	A	Q
100	0.41	6.16	2.25	5.68
25	0.34	4.68	2.25	3.58
10	0.30	3.89	2.25	2.62
2	0.25	2.56	2.25	1.44

OFFSITE C	c	i	A	Q
100	0.41	7.21	0.39	1.15
25	0.34	5.53	0.39	0.73
10	0.30	4.60	0.39	0.54
2	0.25	3.05	0.39	0.30

EXISTING CONDITIONS PEAK FLOW				
	100 YR (CFS)	25 YR (CFS)	10 YR (CFS)	2 YR (CFS)
DA1	4.17	2.62	1.92	1.05
OFFSITE C	1.15	0.73	0.54	0.30
EX OUTFALL 1	5.32	3.35	2.46	1.35
OFFSITE A	412.65	257.66	187.73	102.01
OFFSITE B	5.68	3.58	2.62	1.44

BLOCK LEGEND

- EXISTING
- PROPOSED



NORTH

0 20' 40'
SCALE: 1" = 20'

KENEDY JUNCTION- LOT 1-A
CIVIL CONSTRUCTION PLANS
CITY OF KENEDY, KARNES COUNTY, TX

EXISTING DRAINAGE AREA MAP

CLIENT INFORMATION
KENEDY RETAIL LLC
524 NORTH LAMAR,
SUITE 203
AUSTIN, TEXAS 78703

CONTACTS:
EVAN WILLIAMS
JUSTIN DAY



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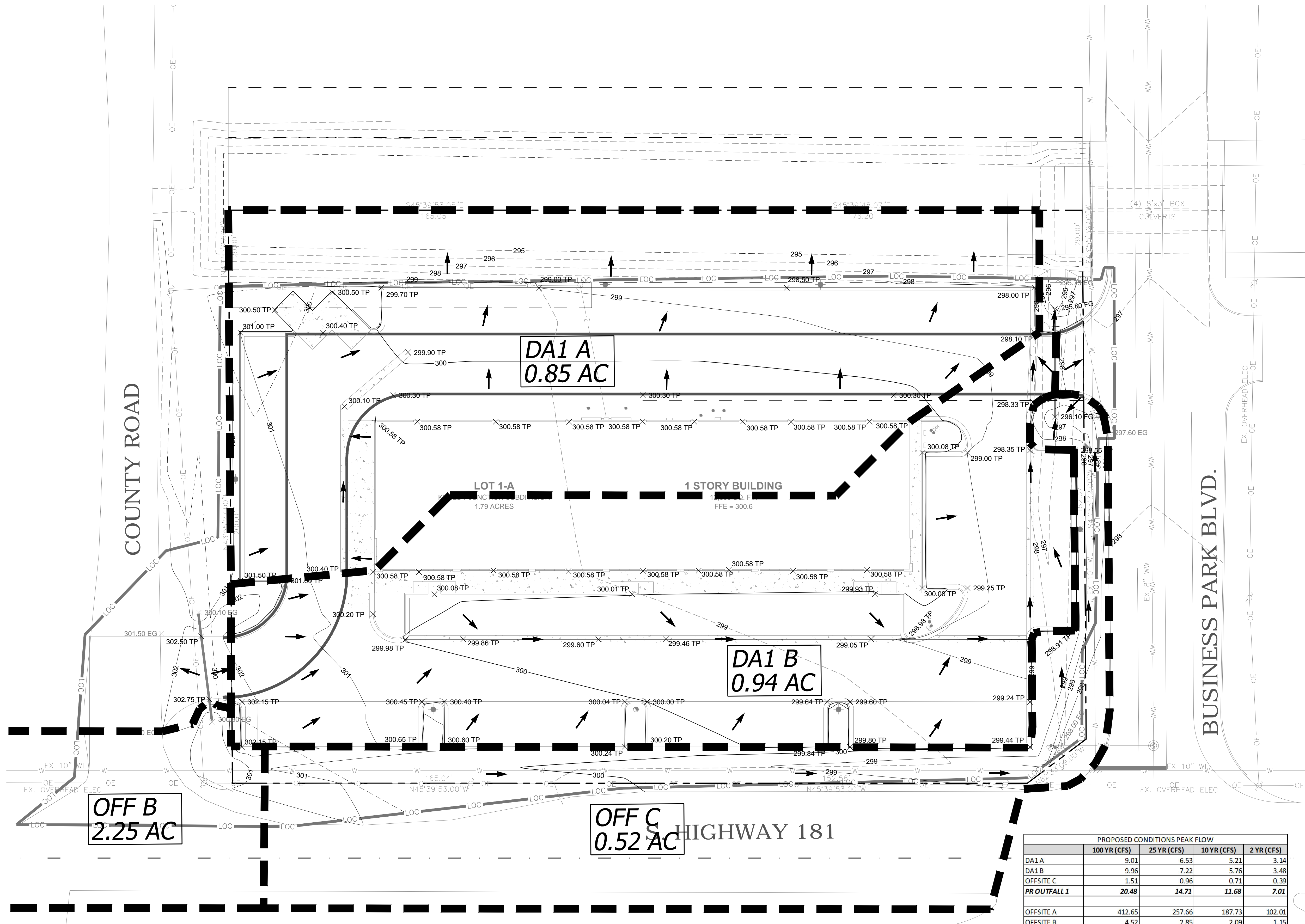
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* OFFSITE DRAINAGE AREAS A AND B ARE SHOWN IN THE
ENGINEERING REPORT DATED DECEMBER 11, 2012.

RATIONAL METHOD

$$Q = C_i A$$

DA1 A = 0.85 AC
Tc (LAG) = 5 MIN

DA1 B = 0.52 AC
Tc (LAG) = 5 MIN

OFFSITE A = 218 AC
Tc (LAG) = 53.02 MIN

OFFSITE B = 2.25 AC
T_c (LAG) = 32.44 MIN

OFFSITE C = 0.52 AC
T_c (LAG) = 24.8 MIN

	$i = A/(T+B)^{AC}$			
	100	25	10	2
A	118.30	82.94	70.82	54.77
B	13.19	10.75	10.40	11.05
C	0.77	0.76	0.77	0.81

DA1A	c	i	A	Q
100	0.85	12.54	0.85	9.01
25	0.76	10.11	0.85	6.53
10	0.72	8.57	0.85	5.21
2	0.64	5.76	0.85	3.14

DA1 B	c	i	A	Q
100	0.85	12.54	0.94	9.96
25	0.76	10.11	0.94	7.22
10	0.72	8.57	0.94	5.76
2	0.64	5.76	0.94	3.48

OFFSITE A	c	l	A	Q
100	0.41	4.62	218	412.65
25	0.34	3.48	218	257.66
10	0.30	2.87	218	187.73
2	0.25	1.87	218	102.01

OFFSITE B	c	i	A	Q
100	0.41	6.16	2.25	5.68
25	0.34	4.68	2.25	3.58
10	0.30	3.89	2.25	2.62
2	0.25	2.56	2.25	1.44

OFFSITE C	c	i	A	Q
100	0.41	7.10	0.52	1.51
25	0.34	5.43	0.52	0.96
10	0.30	4.52	0.52	0.71
2	0.25	3.00	0.52	0.39

PROPOSED CONDITIONS PEAK FLOW					
	100 YR (CFS)	25 YR (CFS)	10 YR (CFS)	2 YR (CFS)	
DA1 A	9.01	6.53	5.21	3.14	
DA1 B	9.96	7.22	5.76	3.48	
OFFSITE C	1.51	0.96	0.71	0.39	
PROUTFAILL	20.48	14.71	11.68	7.01	
OFFSITE A	412.65	257.66	187.73	102.01	
OFFSITE B	4.52	2.85	2.09	1.15	

NOTE:

1. ACCORDING TO MT-2 CLOMR FLOODSTUDY
PREPARED BY VORDENBAUM ENGINEERING, INC. FOR
8.52 ACRES SITUATED ON AN UNNAMED TRIBUTARY TO
ESCONDIDO CREEK AT U.S. HIGHWAY 181 AND COUNTY
ROAD 368 KENEDY, KARNES COUNTY, TEXAS, AND
AMENDING CLOMR CASE #07-09-0039R, THE FULLY
DEVELOPED BASE FLOOD ELEVATIONS WITH THE
CONSTRUCTION OF THE VEGETATIVE LINED CHANNEL
CONNECTING TO A CONCRETE BOX CULVERT AND
CONCRETE LINED CHANNEL, AS PROPOSED IN THE
CLOMR, WILL BE LESS THAN EXISTING.

THIS 1.79 ACRE SITE IS A PORTION OF THE 8.52 ACRE UNNAMED TRIBUTARY. DETENTION HAS NOT BEEN PROVIDED BASED UPON THE ASSUMPTIONS OF A LESSER BASE FLOOD ELEVATION AT FULLY DEVELOPED CONDITIONS THAN EXISTING. THE CHANNEL IMPROVEMENTS AS PROPOSED BY THE JULY 1997 CLOMR HAVE BEEN CONSTRUCTED.

BLOCK LEGEND

EXISTING	PROPOSED
----------	----------

- | | |
|--|----------------------------------|
| | BENCHMARK |
| | CUT IN CONCRETE |
| | CONTROL POINT |
| | IRON PIPE |
| | IRON ROD |
| | NAIL |
| | PIPE BREAK |
| | PIPE CAP |
| | REDUCER |
| | UTILITY VALVE |
| | UTILITY METER |
| | FIRE HYDRANT |
| | (MONITORING) WELL |
| | CLEANOUT |
| | CURB INLET |
| | HEADWALL |
| | SAFETY END TREATMENT |
| | DRAINAGE FLOW |
| | ELEC./TELE. POLE |
| | GUY WIRE |
| | LIGHT FIXTURE |
| | UTILITY (PULL) BOX |
| | SIGN |
| | TREE |
| | REMOVED TREE |
| | PROPOSED SPOT
GRADE ELEVATION |
| | FFE FINISH FLOOR ELEVATION |
| | GU GUTTER ELEV. |
| | SW SIDEWALK |
| | TC TOP OF CURB |
| | TP TOP OF PAVEMENT |
| | BW BOTTOM OF WALL |
| | TW TOP OF WALL |
| | FL FLOWLINE |
| | EG EXISTING GRADE |
| | FG FINISH GRADE |
| | EXISTING CONTOURS |
| | PROPOSED CONTOURS |
| | LIMITS OF CONSTRUCTION (LOC) |
| | CONCRETE PAVING |
| | ASPHALT PAVING |
| | DRAINAGE AREA |
| | FLOW ARROW |

**KENEDY JUNCTION- LOT 1-A
CIVIL CONSTRUCTION PLANS**
CITY OF KENEDY, KARNES COUNTY, TX

PROPOSED DRAINAGE AREA MAP

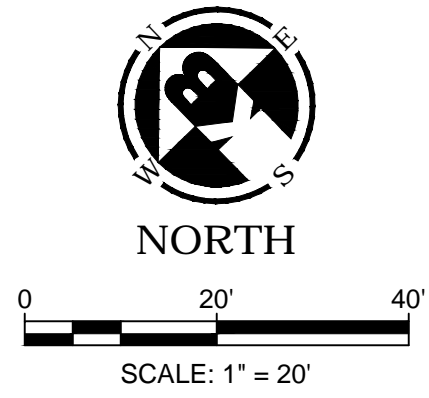
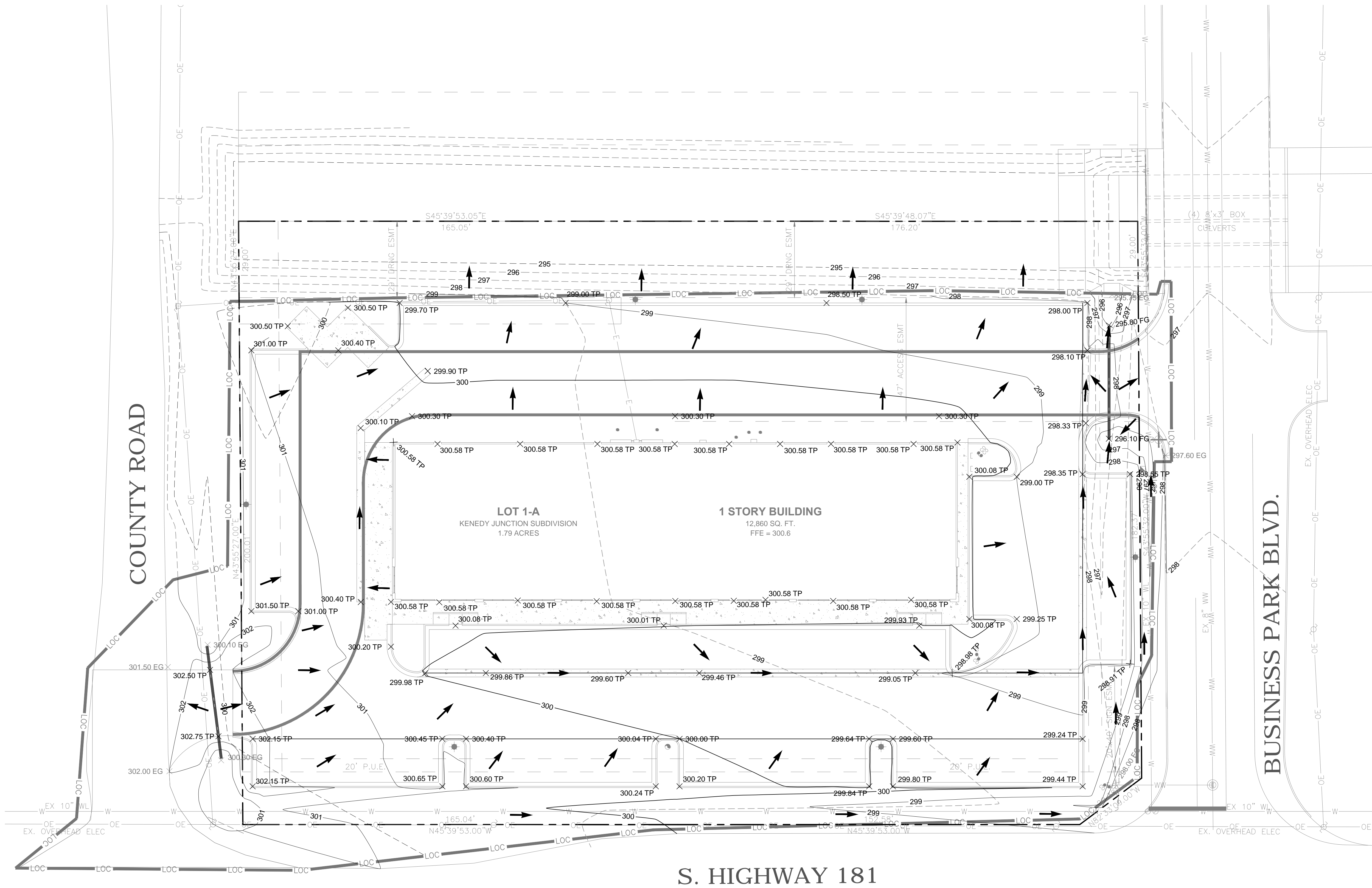


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Kimbell | Bruehl JOB No. _____

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BLOCK LEGEND

- | EXISTING | PROPOSED | |
|----------|----------|-------------------------------|
| | | BENCHMARK |
| | | CUT IN CONCRETE |
| | | CONTROL POINT |
| | | IRON PIPE |
| | | IRON ROD |
| | | NAIL |
| | | PIPE BREAK |
| | | PIPE CAP |
| | | REDUCER |
| | | UTILITY VALVE |
| | | UTILITY METER |
| | | FIRE HYDRANT |
| | | (MONITORING) WELL |
| | | CLEANOUT |
| | | CURB INLET |
| | | HEADWALL |
| | | SAFETY END TREATMENT |
| | | DRAINAGE FLOW |
| | | ELEC./TELE. POLE |
| | | GUY WIRE |
| | | LIGHT FIXTURE |
| | | UTILITY (PULL) BOX |
| | | SIGN |
| | | TREE |
| | | REMOVED TREE |
| | | PROPOSED SPOT GRADE ELEVATION |
| | | FFE FINISH FLOOR ELEVATION |
| | | GU GUTTER ELEV. |
| | | SW SIDEWALK |
| | | TC TOP OF CURB |
| | | TP TOP OF PAVEMENT |
| | | BW BOTTOM OF WALL |
| | | TW TOP OF WALL |
| | | FL FLOWLINE |
| | | EG EXISTING GRADE |
| | | FG FINISH GRADE |
| | | EXISTING CONTOURS |
| | | PROPOSED CONTOURS |
| | | LIMITS OF CONSTRUCTION (LOC) |
| | | CONCRETE PAVING |
| | | ASPHALT PAVING |
| | | FLOW ARROW |

CLIENT INFORMATION	
KENEDY RETAIL LLC	
524 NORTH LAMAR,	
SUITE 203	
AUSTIN, TEXAS 78703	
CONTACTS:	
EVAN WILLIAMS	
JUSTIN DAY	

REVISION / ISSUE	
No.	DATE

Civil Engineering • Consulting
1801 S. MOPAC, STE. 100 AUSTIN, TEXAS 78746
T (512) 498-4400 WWW.KIMBELLBUEHL.COM

TBPE No. F-12802

KENEDY JUNCTION- LOT 1-A

CIVIL CONSTRUCTION PLANS

CITY OF KENEDY, KARNES COUNTY, TX

GRADING & DRAINAGE PLAN

December 11, 2012

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CHAD KIMBELL, PE

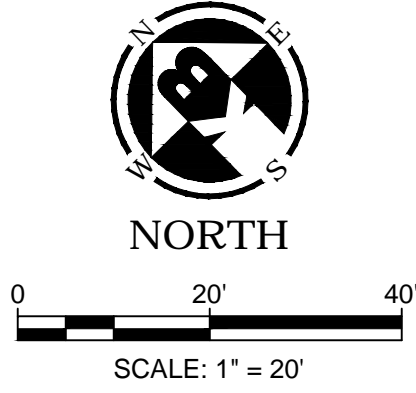
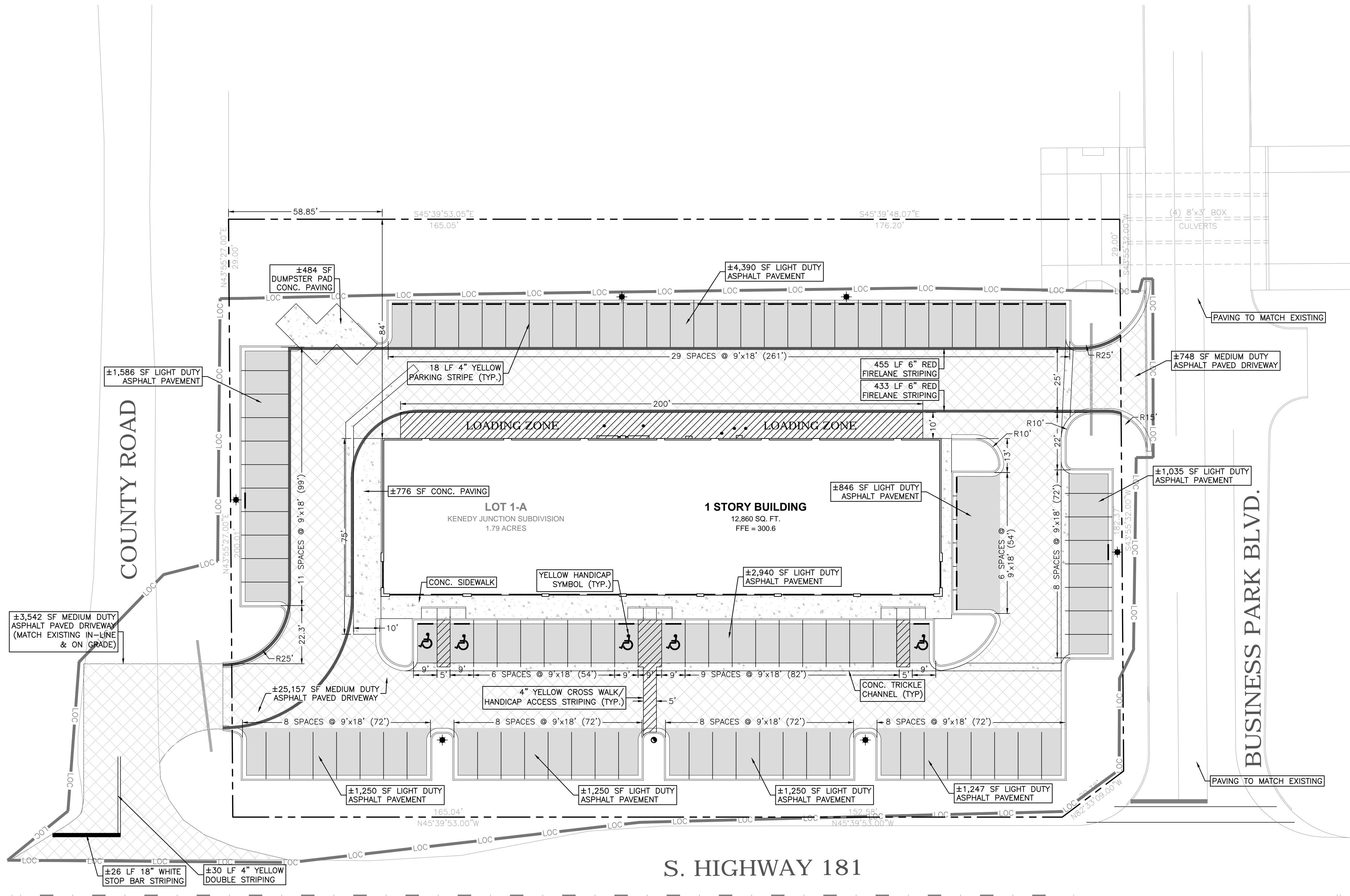
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BLOCK LEGEND

- | EXISTING | PROPOSED | |
|----------|----------|-------------------------------|
| | | BENCHMARK |
| | | CUT IN CONCRETE |
| | | CONTROL POINT |
| | | IRON PIPE |
| | | IRON ROD |
| | | NAIL |
| | | PIPE BREAK |
| | | PIPE CAP |
| | | REDUCER |
| | | UTILITY VALVE |
| | | UTILITY METER |
| | | FIRE HYDRANT |
| | | (MONITORING) WELL |
| | | CLEANOUT |
| | | CURB INLET |
| | | HEADWALL |
| | | SAFETY END TREATMENT |
| | | DRAINAGE FLOW |
| | | ELEC./TELE. POLE |
| | | GUY WIRE |
| | | LIGHT FIXTURE |
| | | UTILITY (PULL) BOX |
| | | SIGN |
| | | TREE |
| | | REMOVED TREE |
| | | PROPOSED SPOT GRADE ELEVATION |
| | | FFE FINISH FLOOR ELEVATION |
| | | GU GUTTER ELEV. |
| | | SW SIDEWALK |
| | | TC TOP OF CURB |
| | | TP TOP OF PAVEMENT |
| | | BW BOTTOM OF WALL |
| | | TW TOP OF WALL |
| | | FL FLOWLINE |
| | | EG EXISTING GRADE |
| | | FG FINISH GRADE |
| | | EXISTING CONTOURS |
| | | PROPOSED CONTOURS |
| | | LIMITS OF CONSTRUCTION (LOC) |
| | | CONCRETE PAVING |
| | | LIGHT DUTY ASPHALT PAVING |
| | | MEDIUM DUTY ASPHALT PAVING |

NOTE:
PAVING SECTIONS PER ATTACHED GEOTECH REPORT.

CLIENT INFORMATION	
KENEDY RETAIL LLC	DATE
524 NORTH LAMAR,	REVISION / ISSUE
SUITE 203	
AUSTIN, TEXAS 78703	
CONTACTS:	
EVAN WILLIAMS	
JUSTIN DAY	

KENEDY RETAIL LLC
524 NORTH LAMAR,
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TBP# No. F-12802

KENEDY JUNCTION- LOT 1-A
CIVIL CONSTRUCTION PLANS
CITY OF KENEDY, KARNES COUNTY, TX

PAVING & STRIPING PLAN

STATE OF TEXAS
CHAD KIMBELL
99810
LICENSED PROFESSIONAL ENGINEER
December 11, 2012

CHECKED BY
CHAD KIMBELL, PE

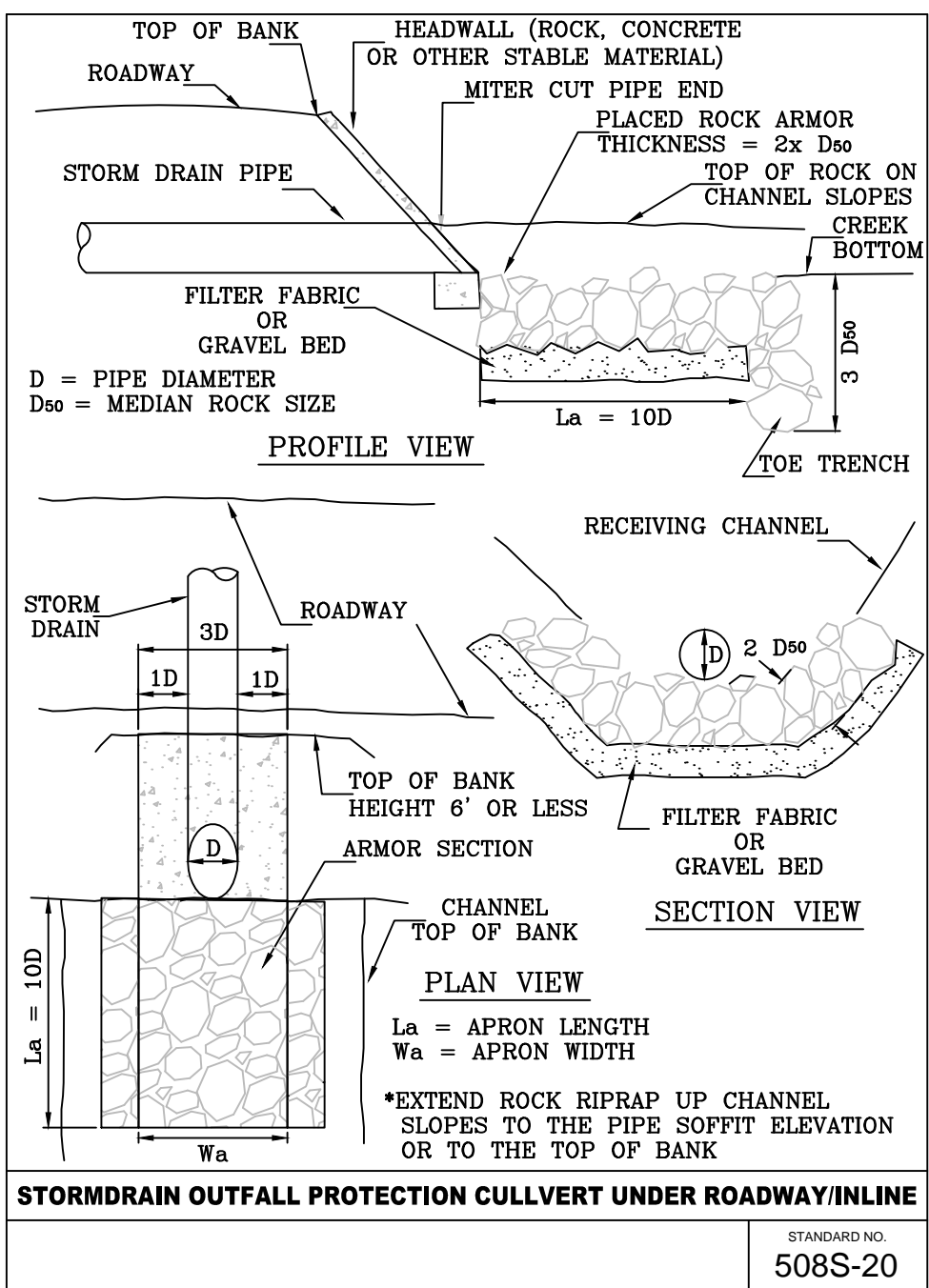
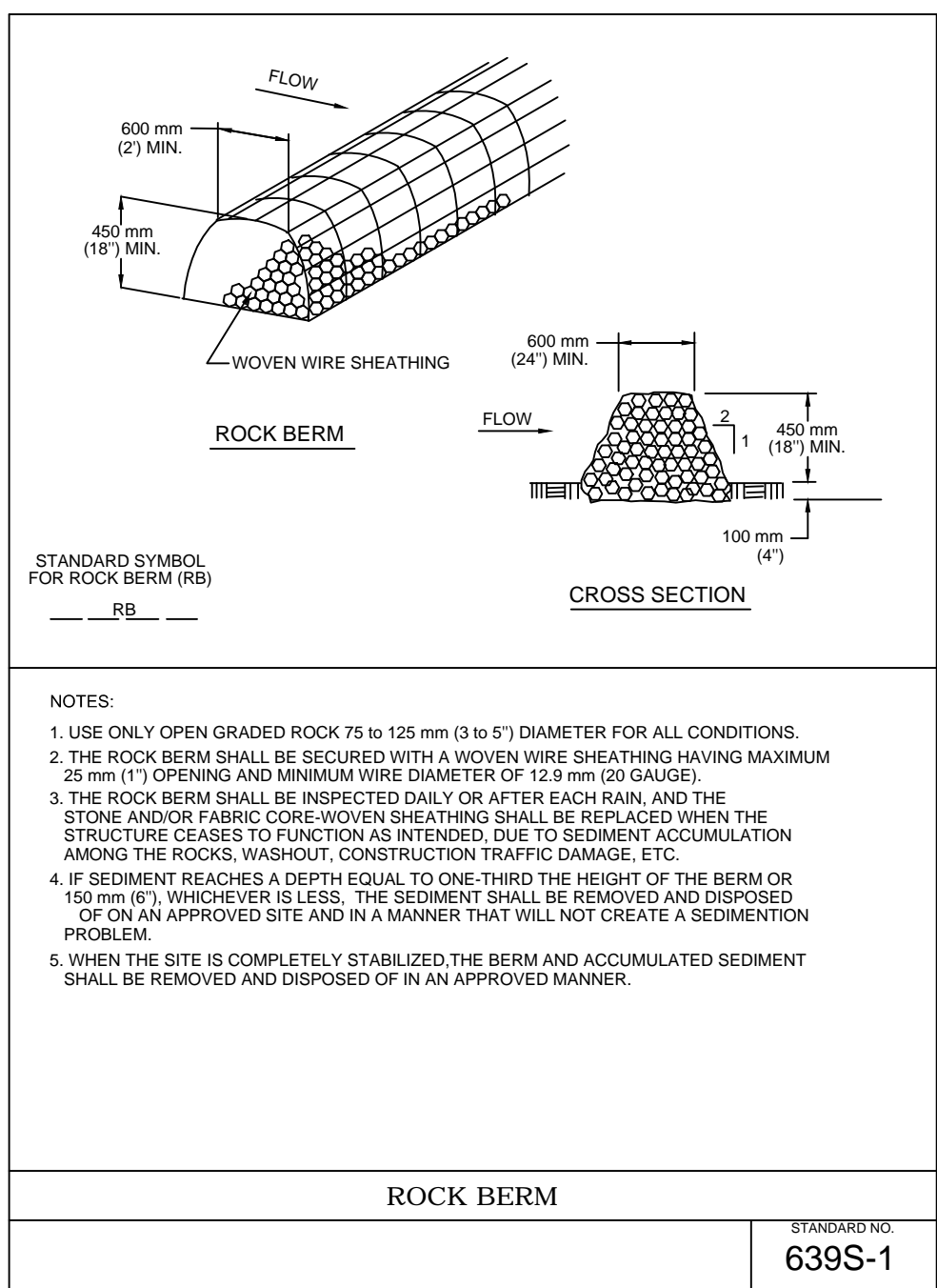
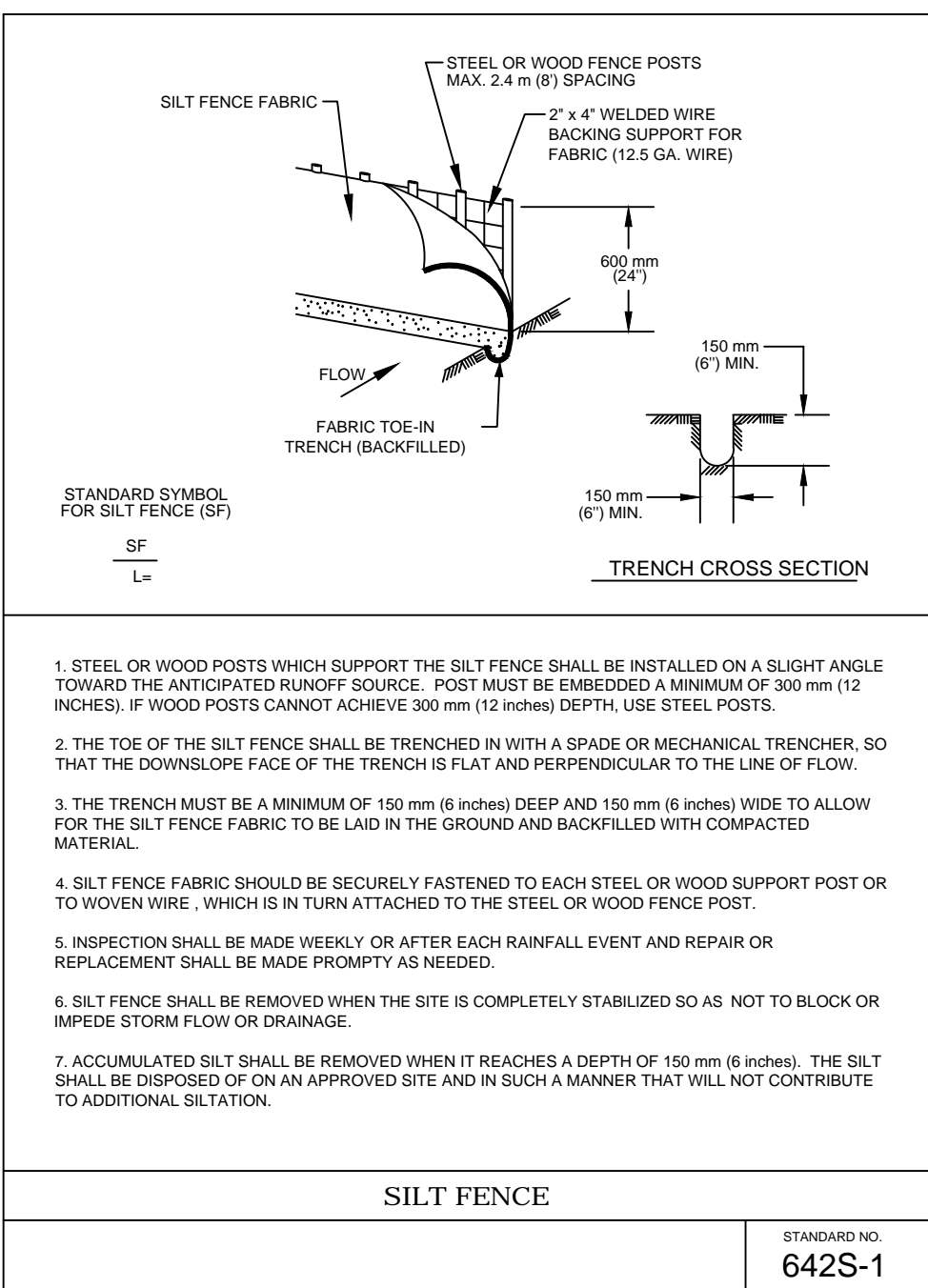
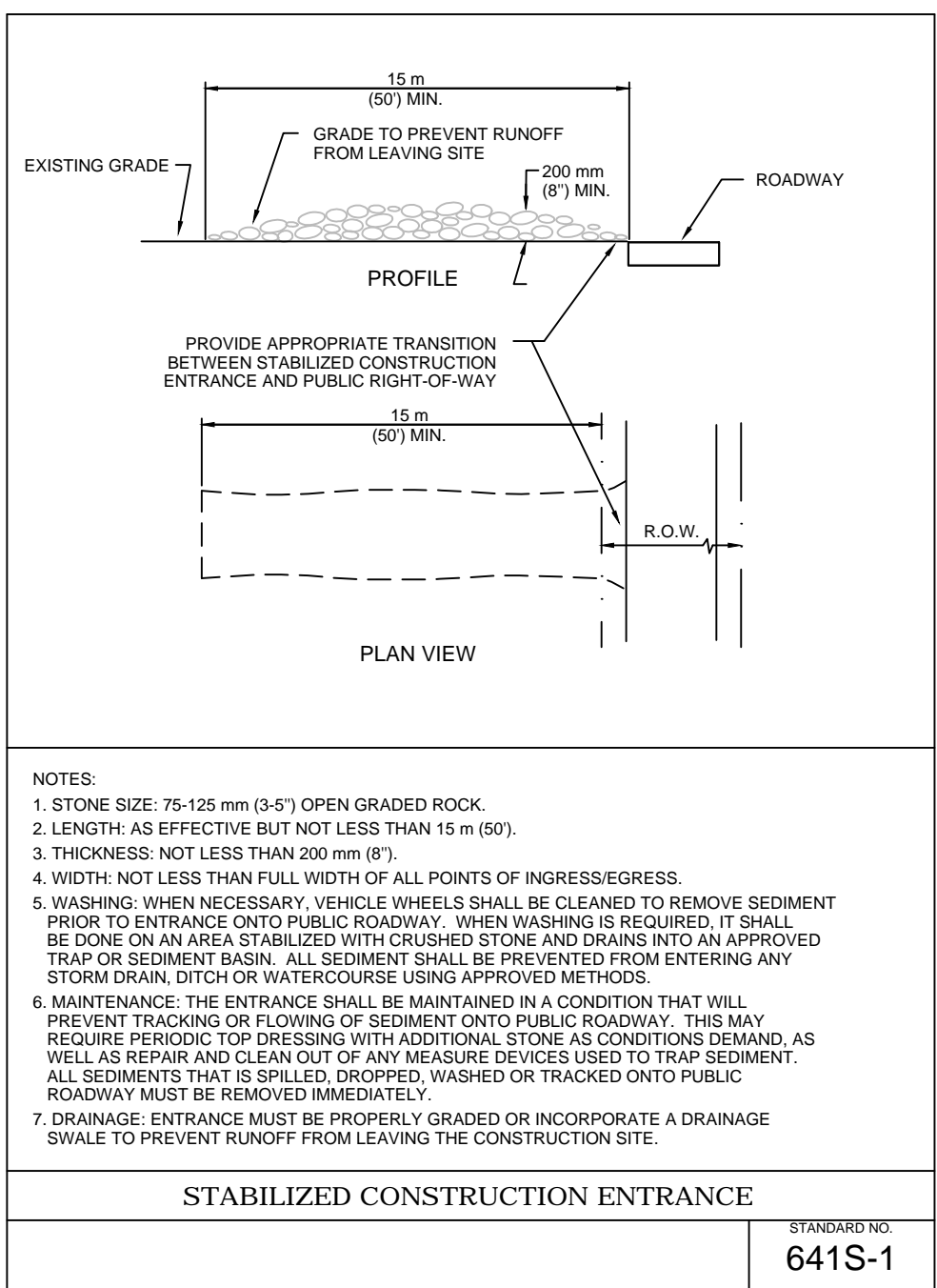
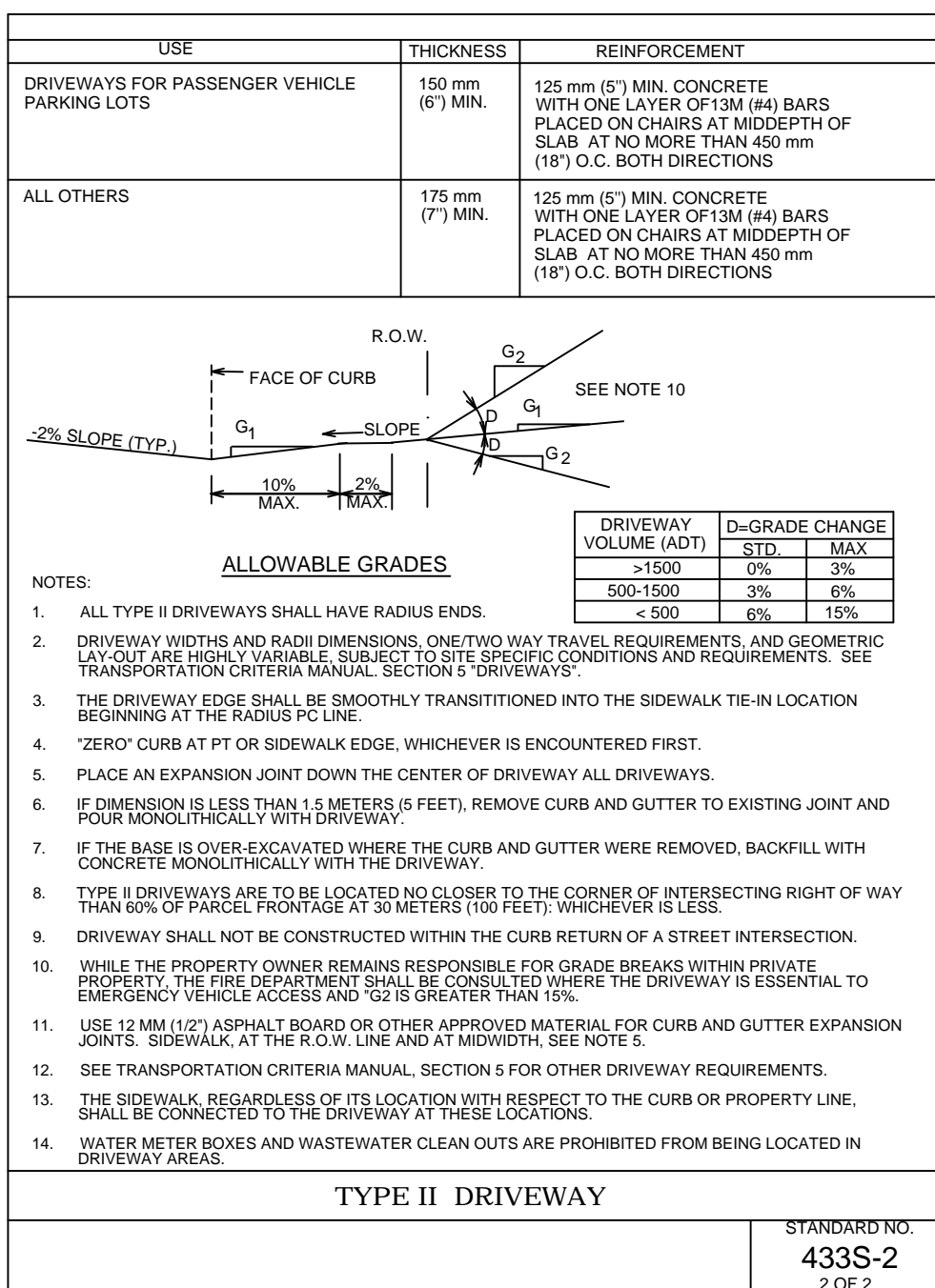
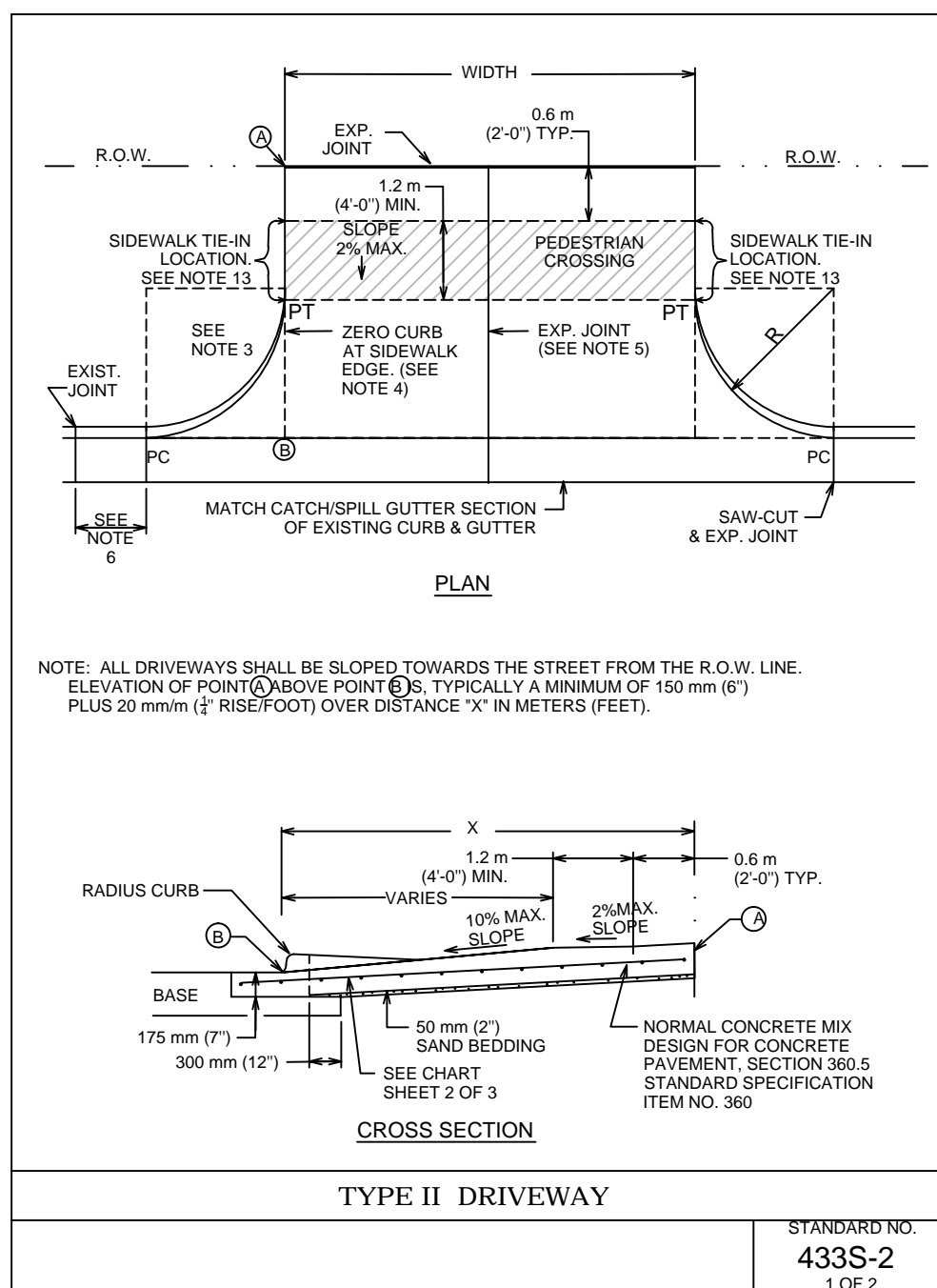
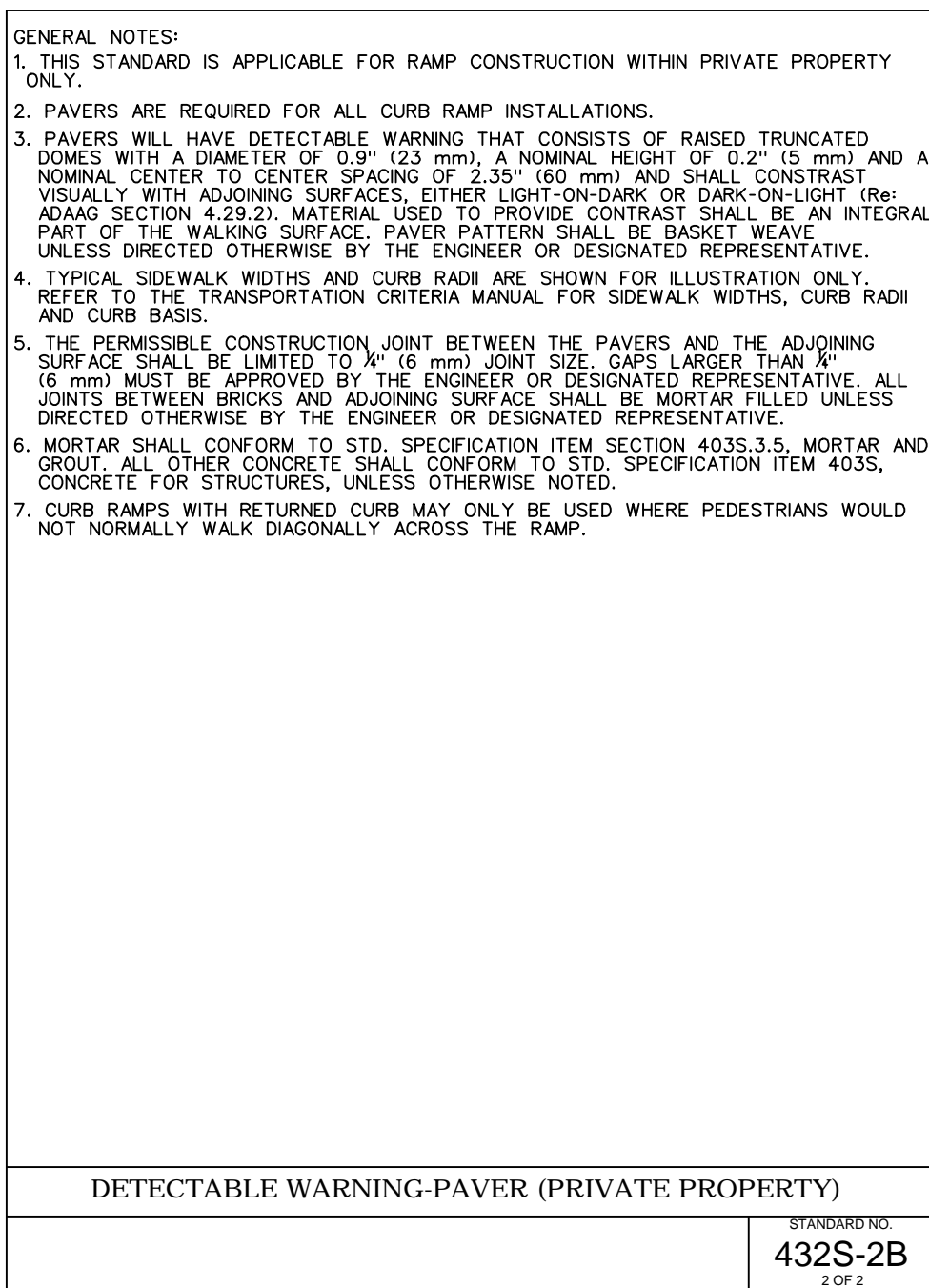
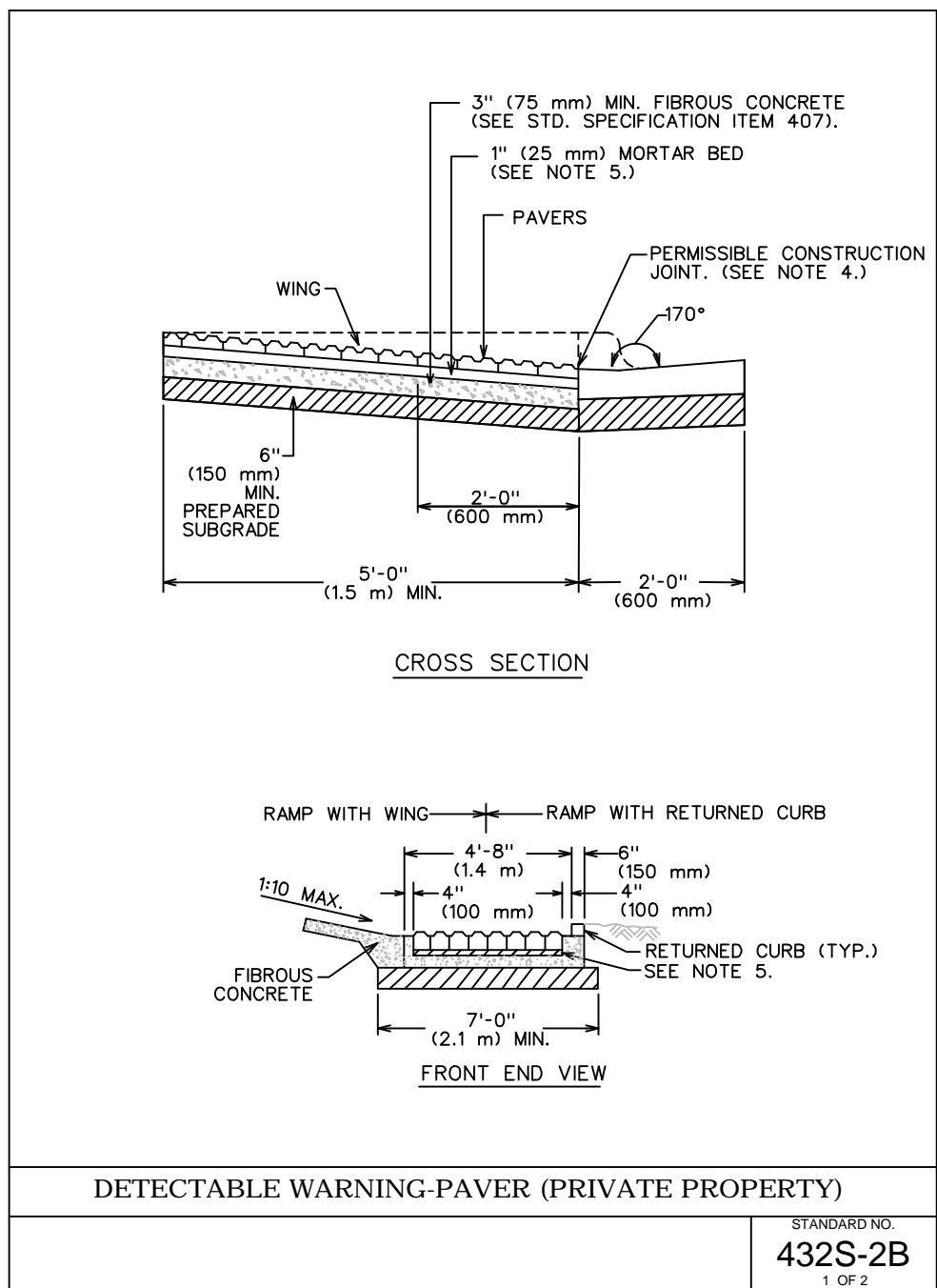
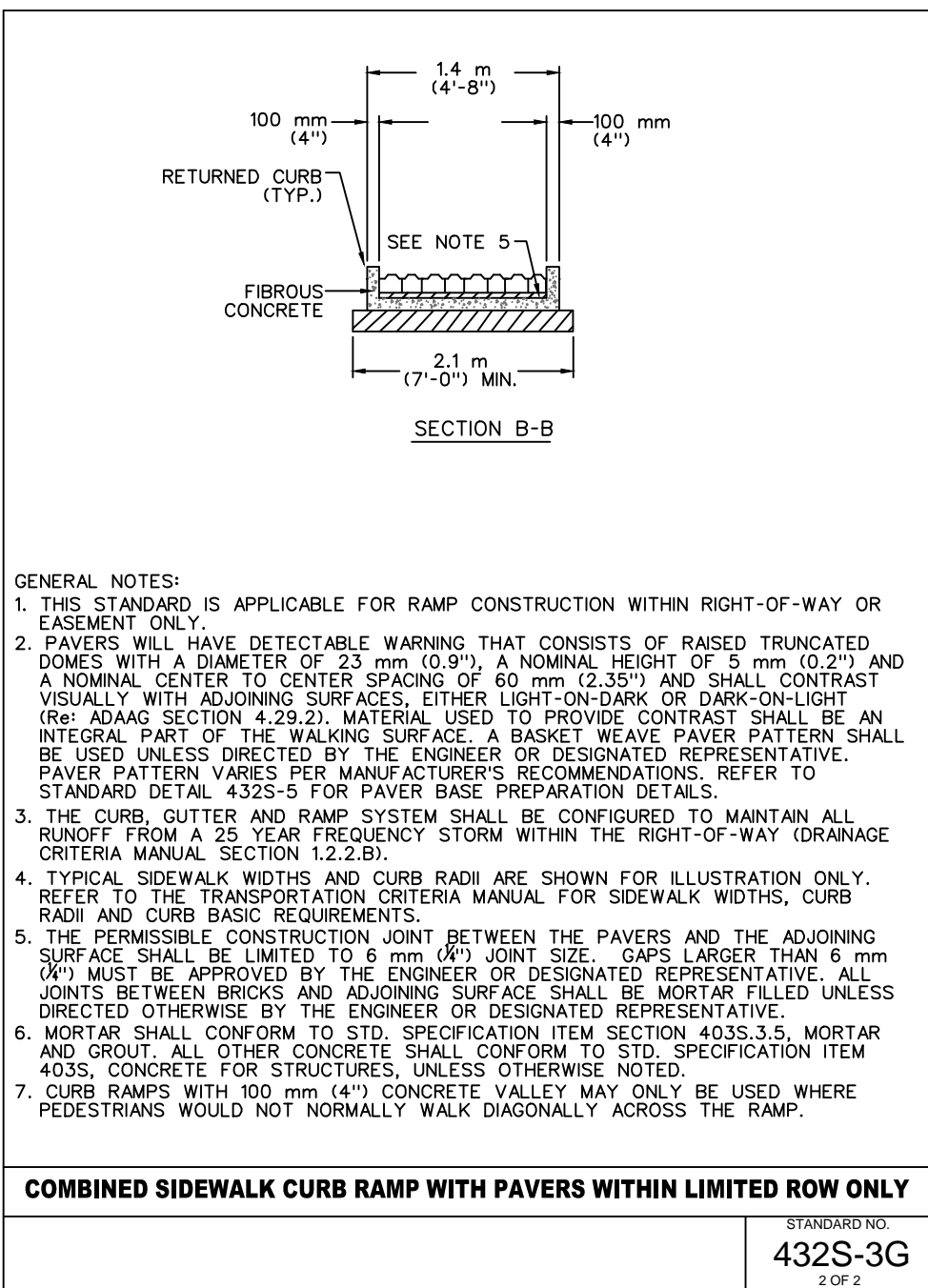
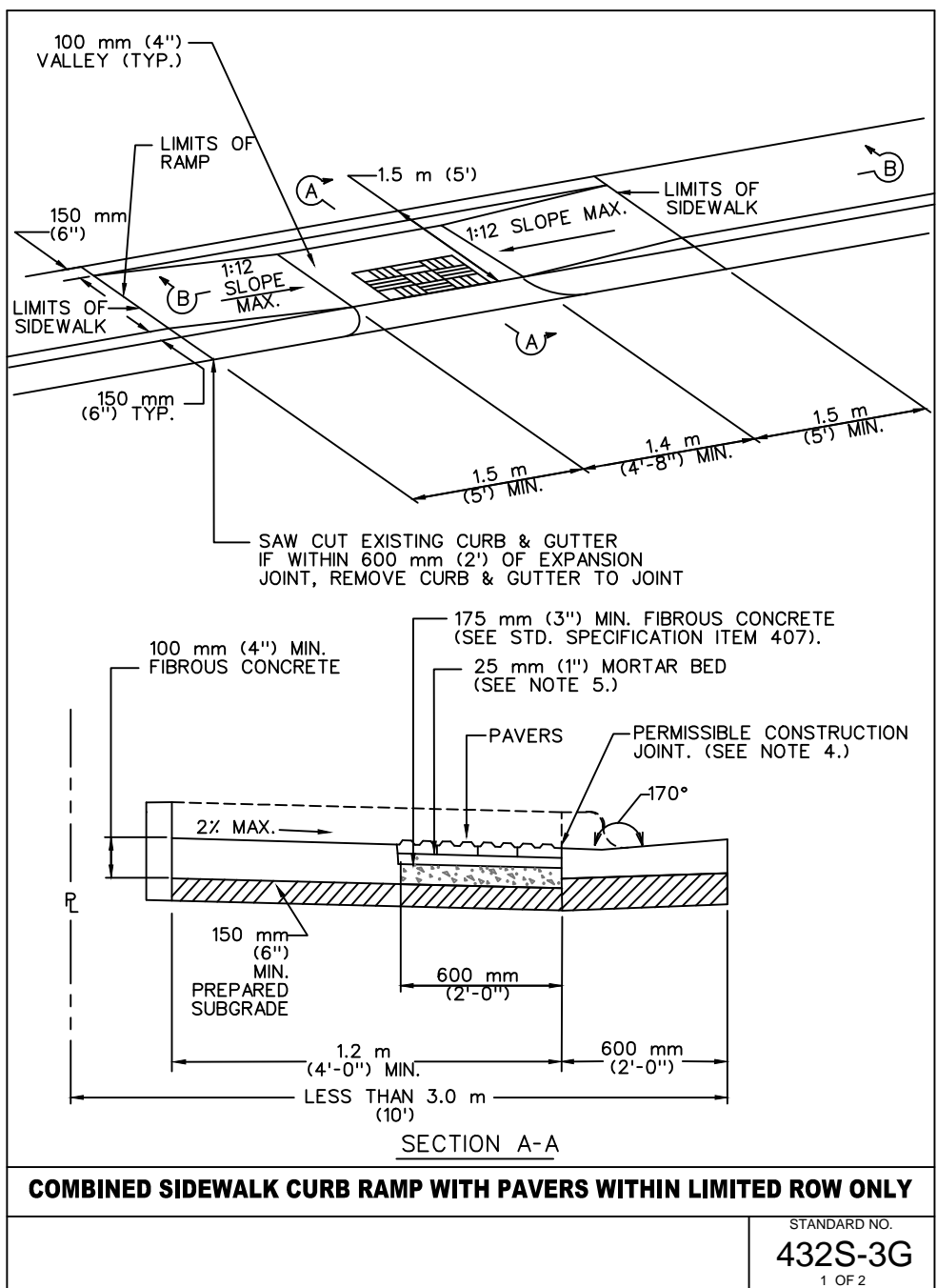
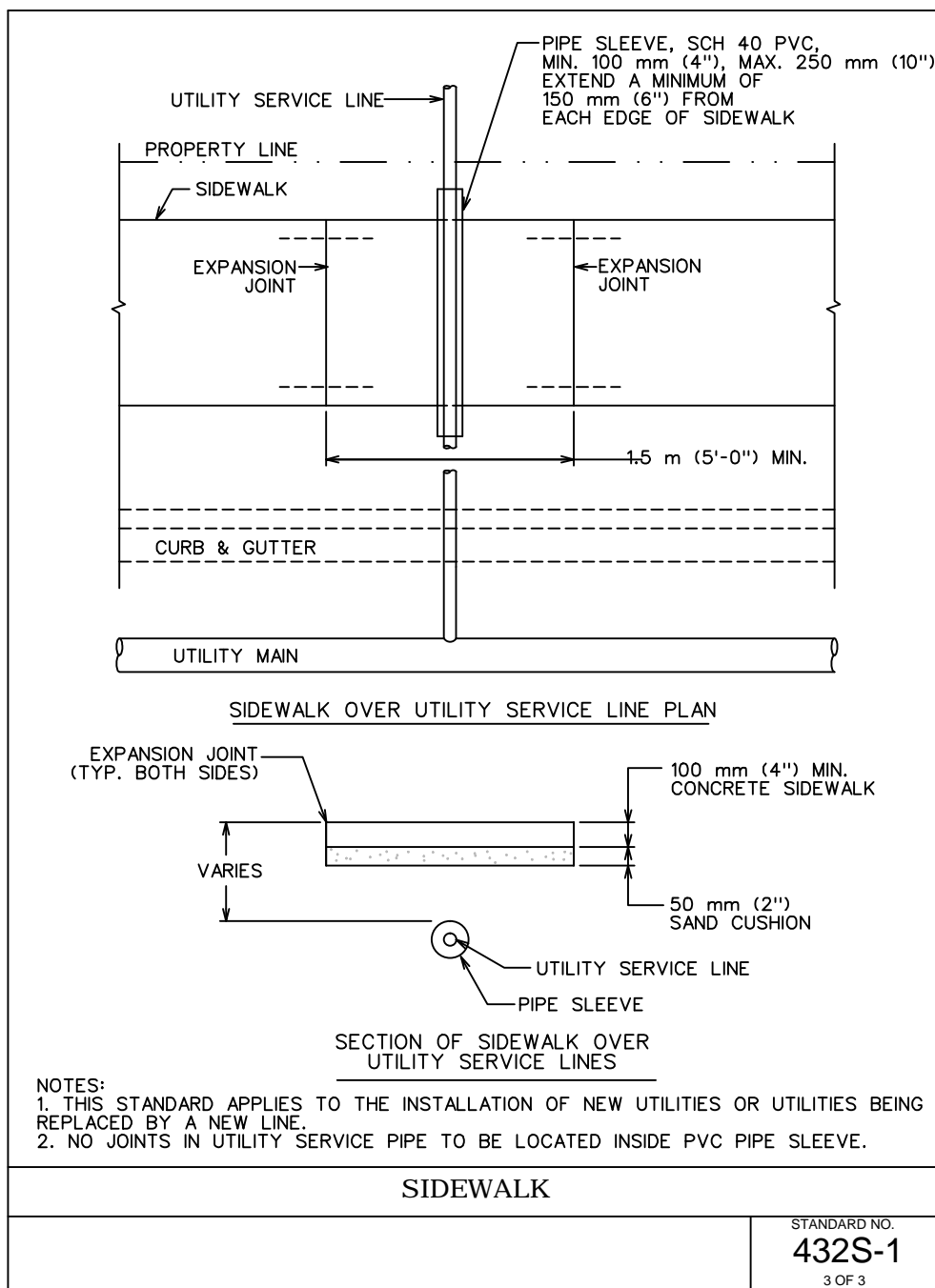
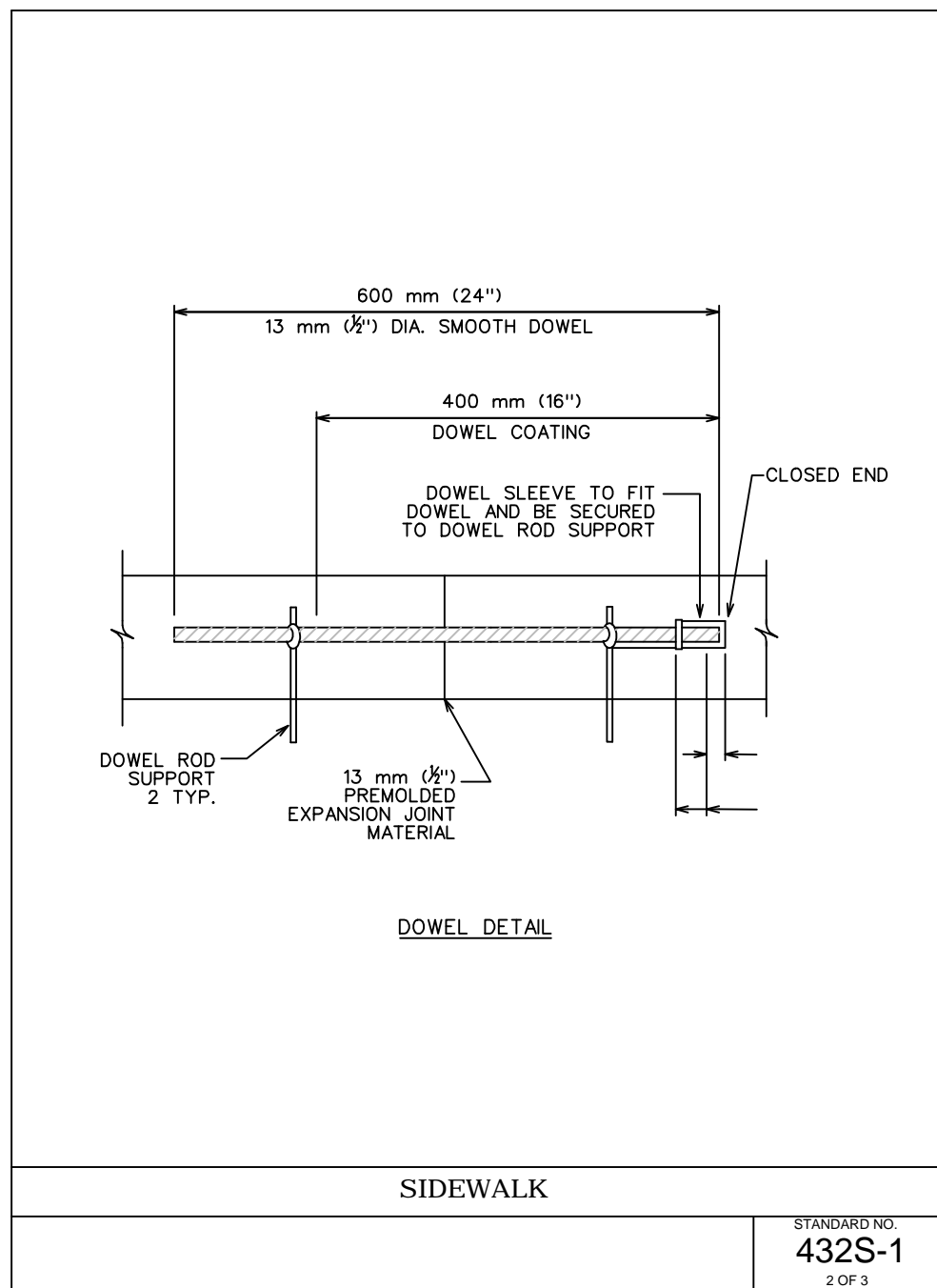
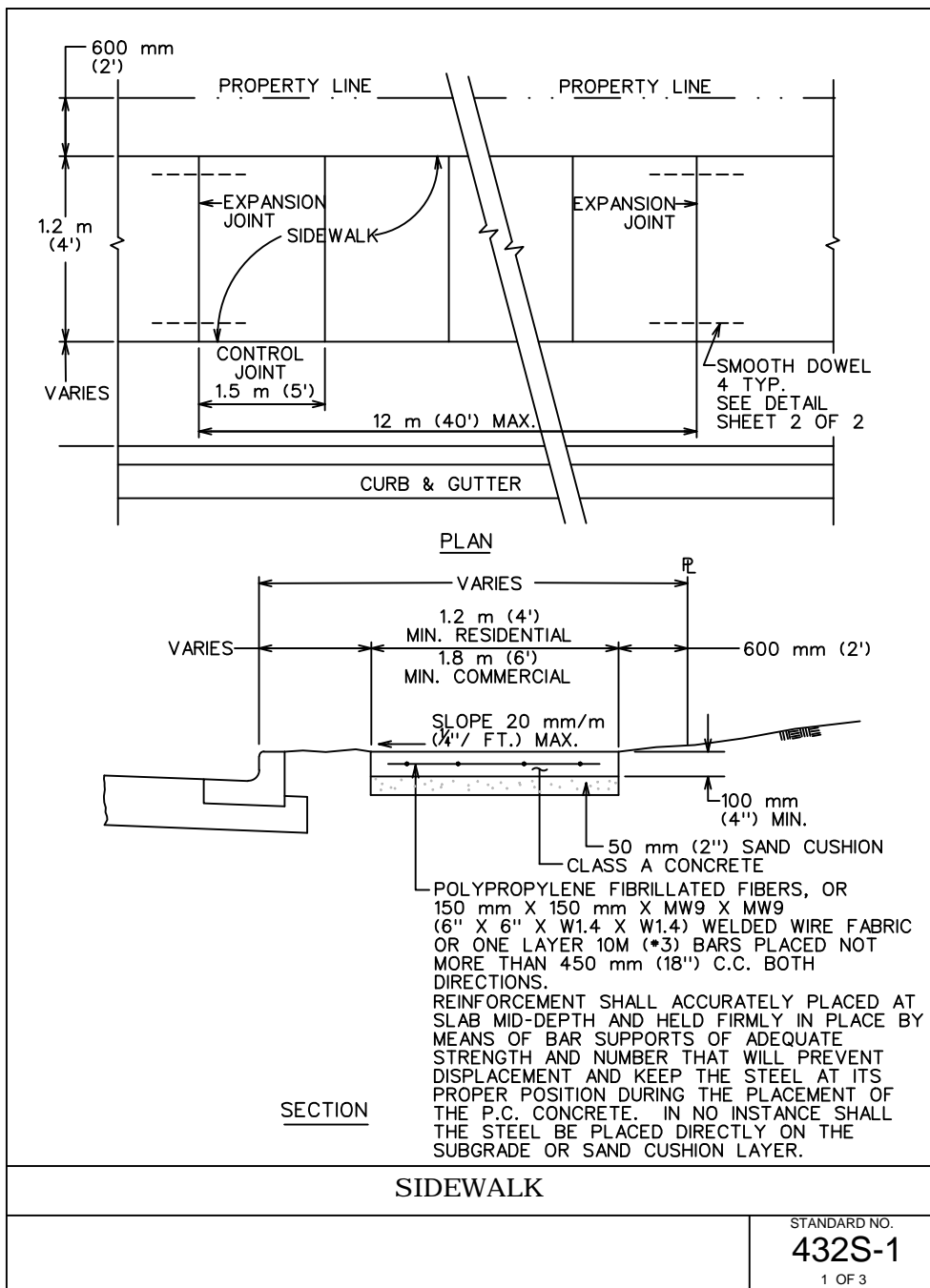
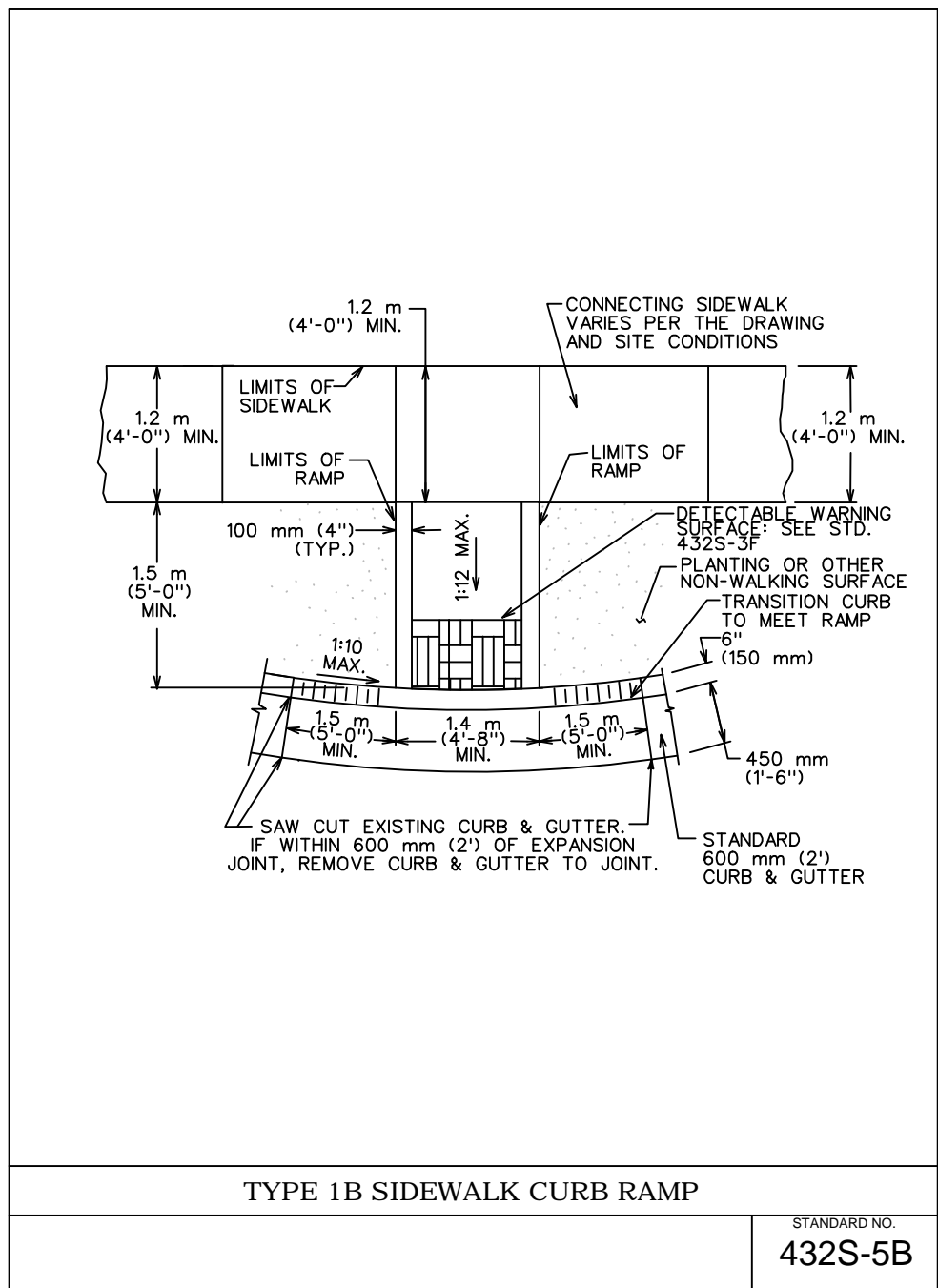
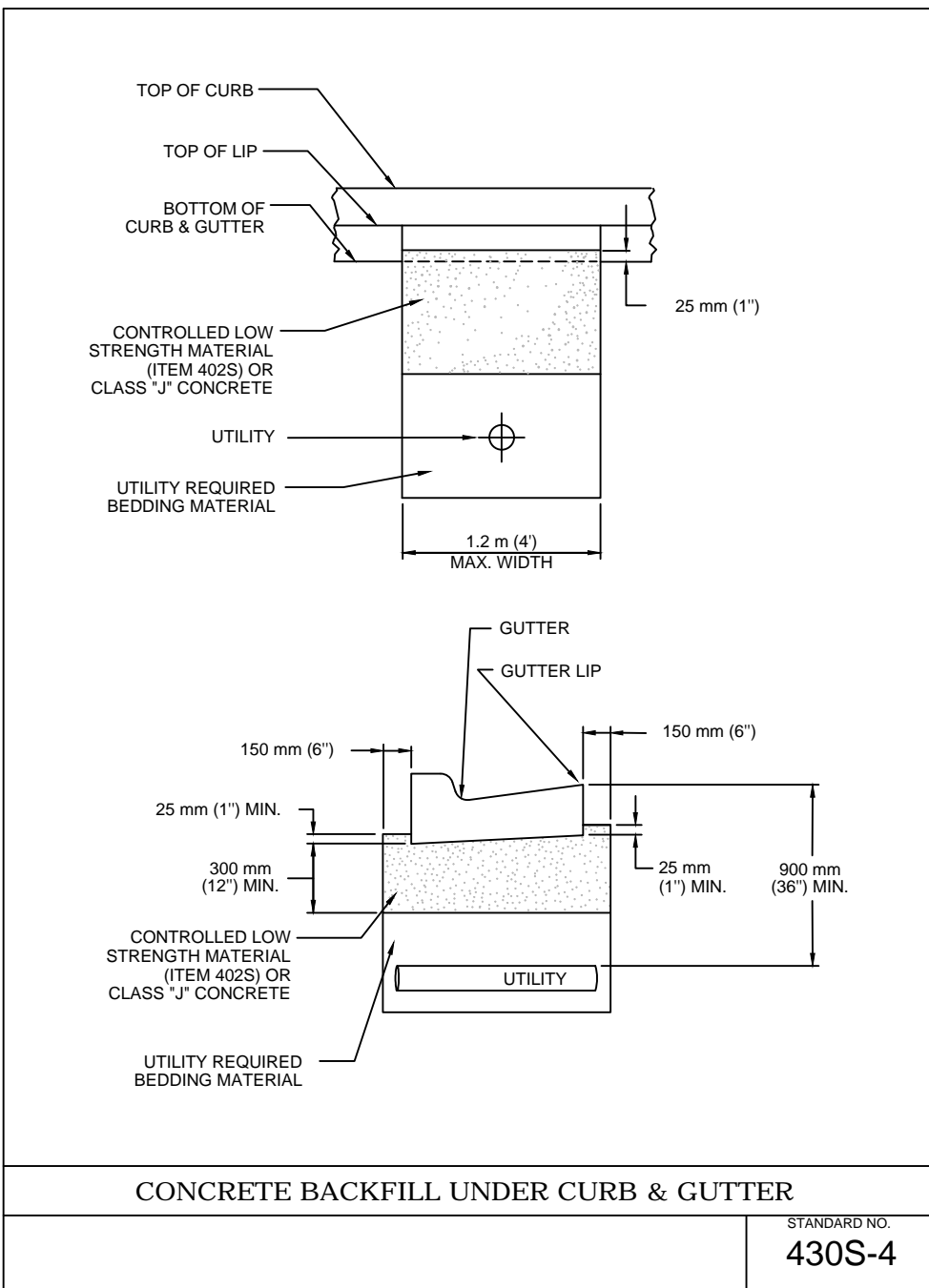
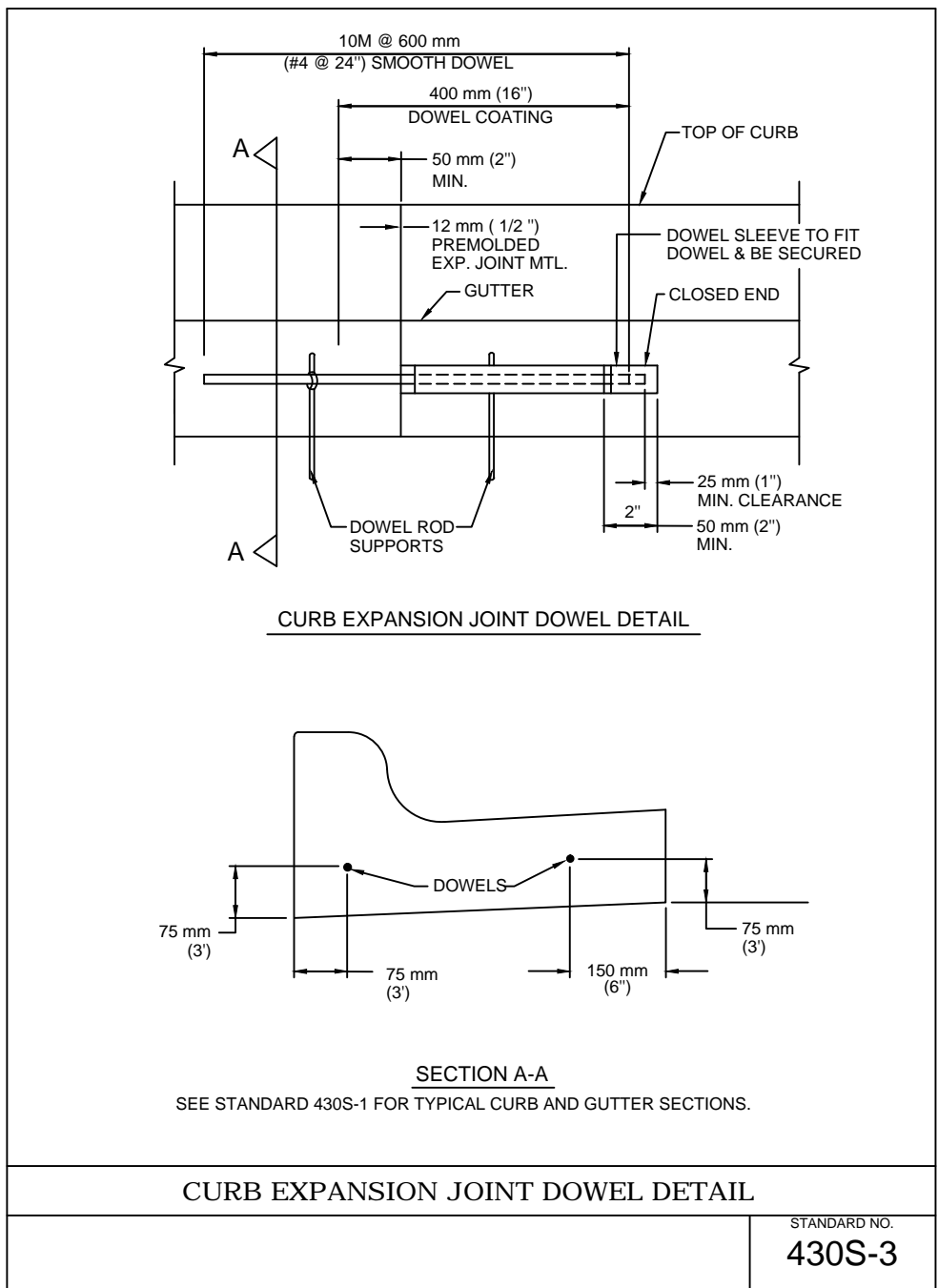
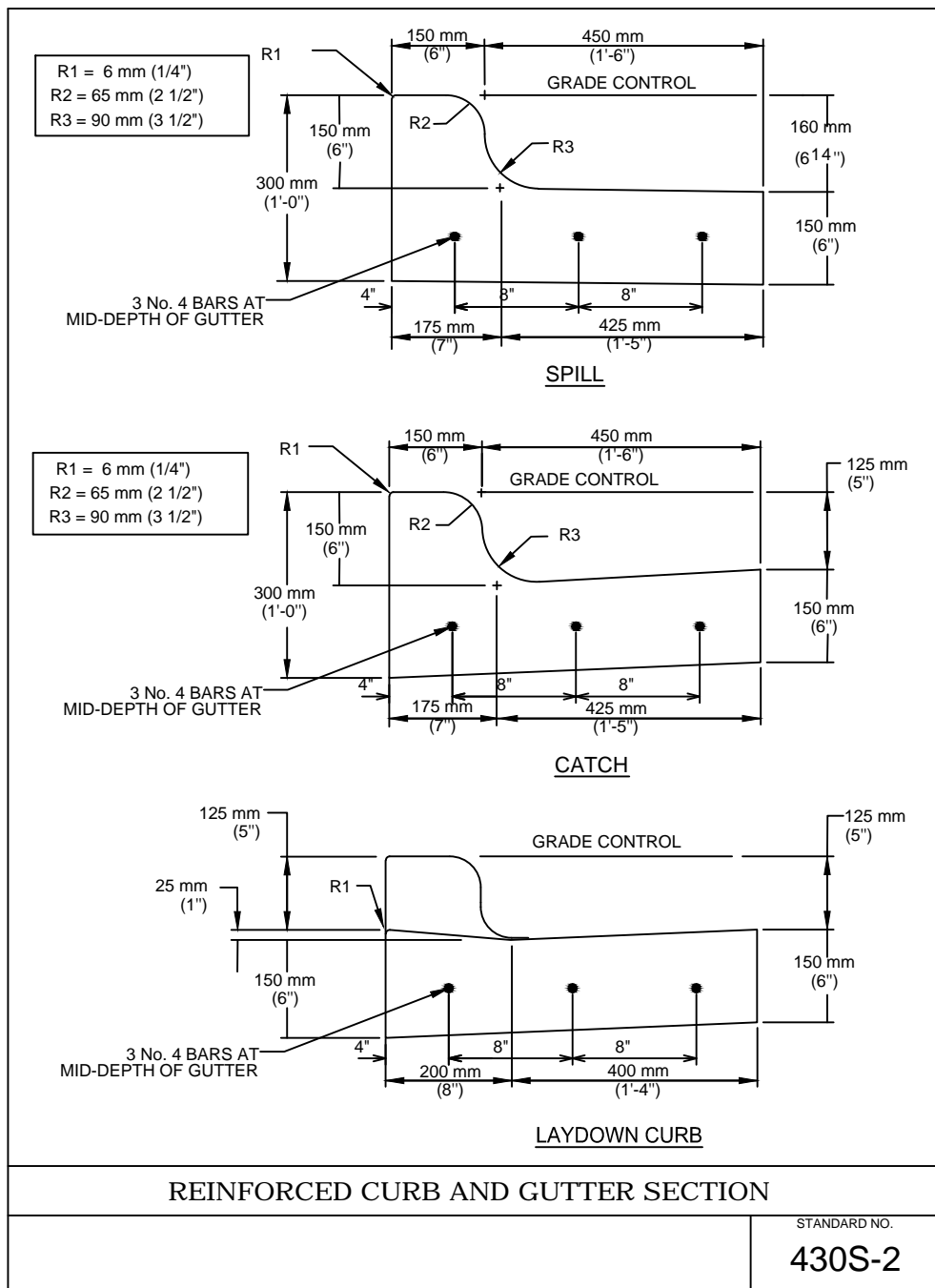
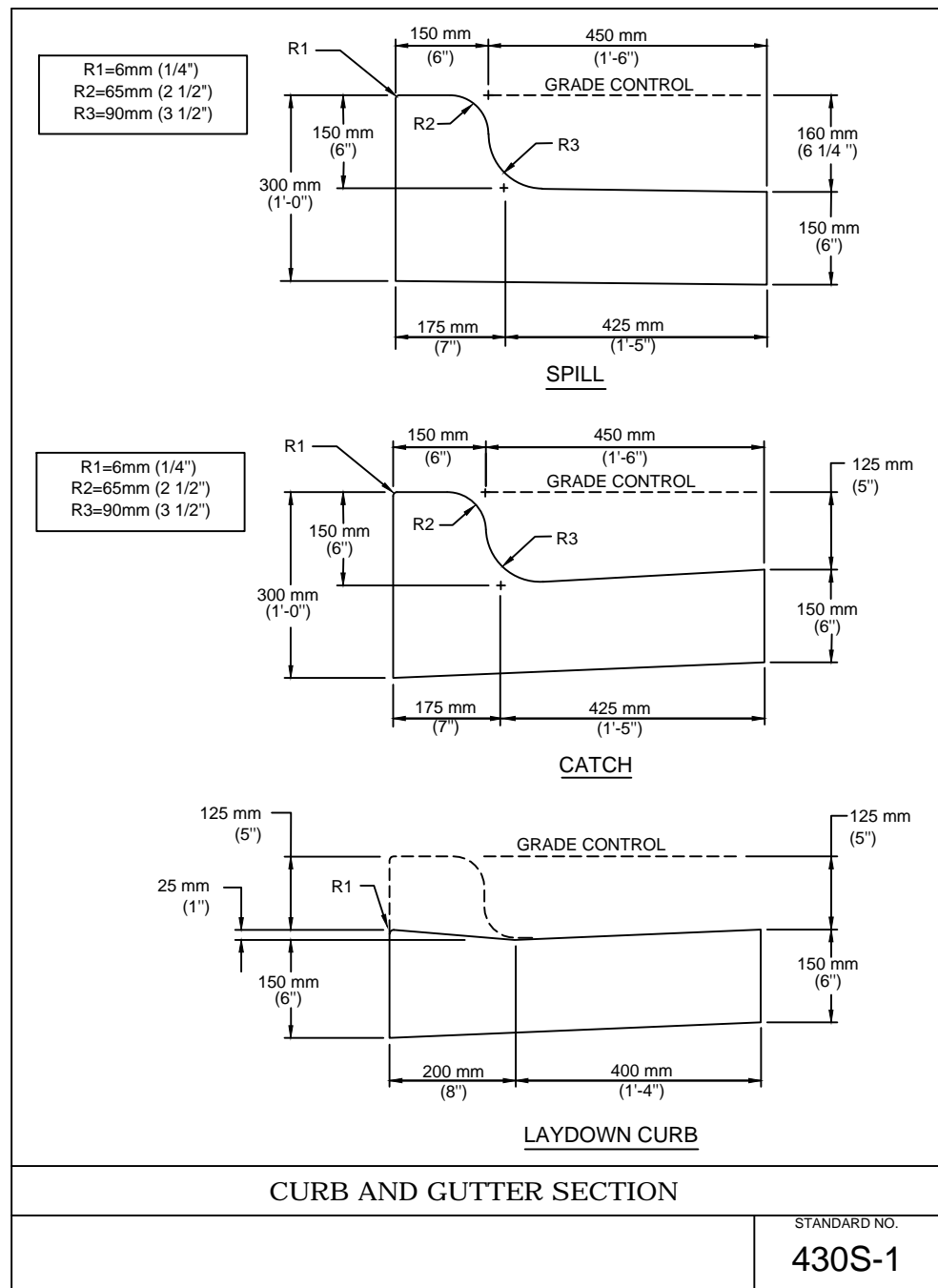
Kimbell | Bruehl JOB No.

129-003

ISSUE DATE:
09/09/12

SHEET

08 of 13



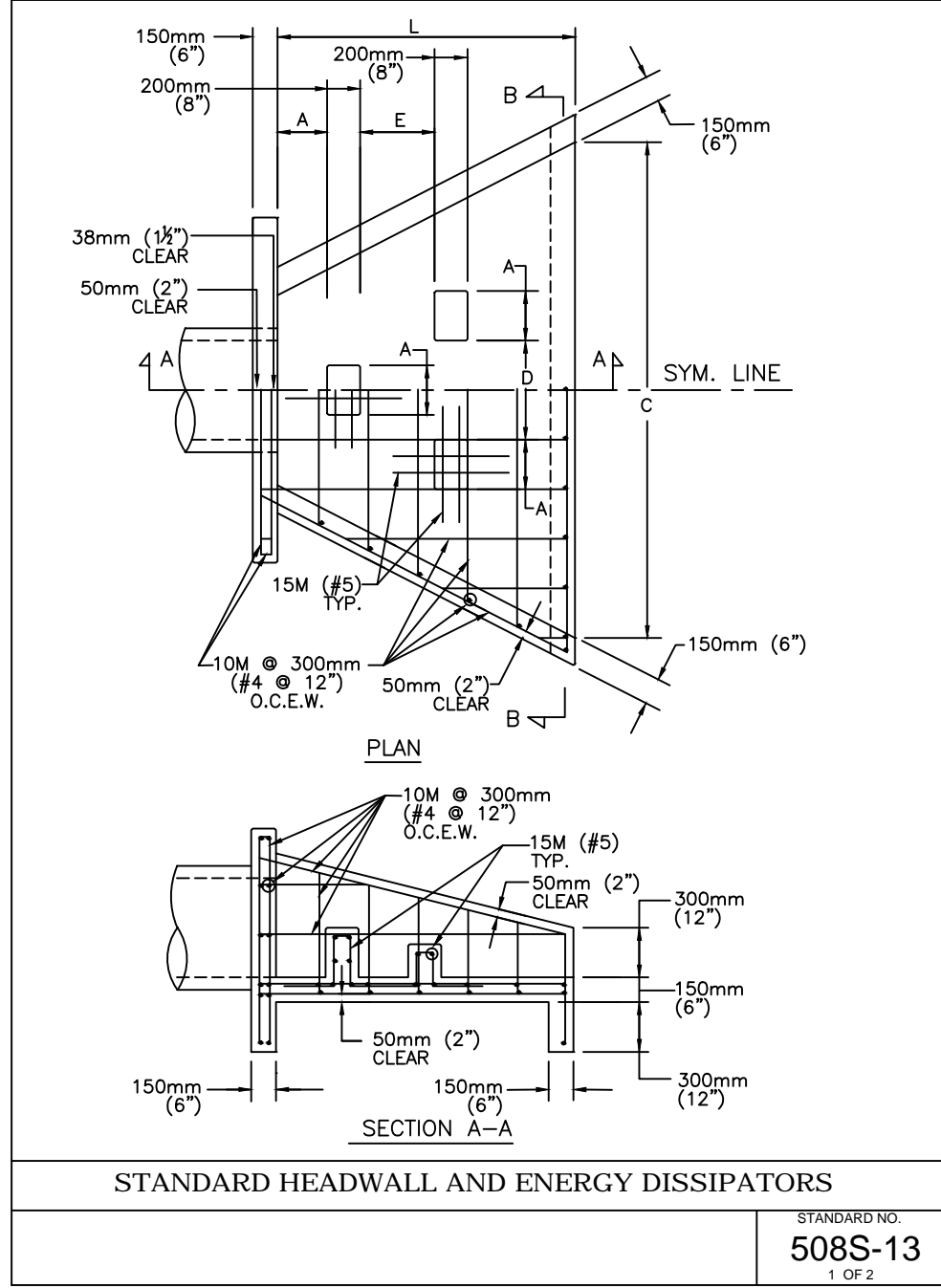
REVISION / ISSUE	DATE
No.	

CLIENT INFORMATION
 KENEDY RETAIL LLC
 524 NORTH LAMAR,
 SUITE 203
 AUSTIN, TEXAS 78703
CONTACTS:
 EVAN WILLIAMS
 JUSTIN DAY

Civil Engineering • Consulting
Kimbell | Bruehl
 1801 S. MOPAC, STE 100 AUSTIN, TEXAS 78746
 T (512) 499-4400 WWW.KIMBELLBUEHL.COM
 TBP# No. F-12802

KENEDY JUNCTION- LOT 1-A
CIVIL CONSTRUCTION PLANS
 CITY OF KENEDY, KARNES COUNTY, TX
GENERAL DETAILS

December 11, 2012
 CHECKED BY
 CHAD KIMBELL, PE
 KIMBELL | BRUEHL JOB NO.
 129-003
 ISSUE DATE:
 09/09/12
 SHEET
09 of 13



NOTES:

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

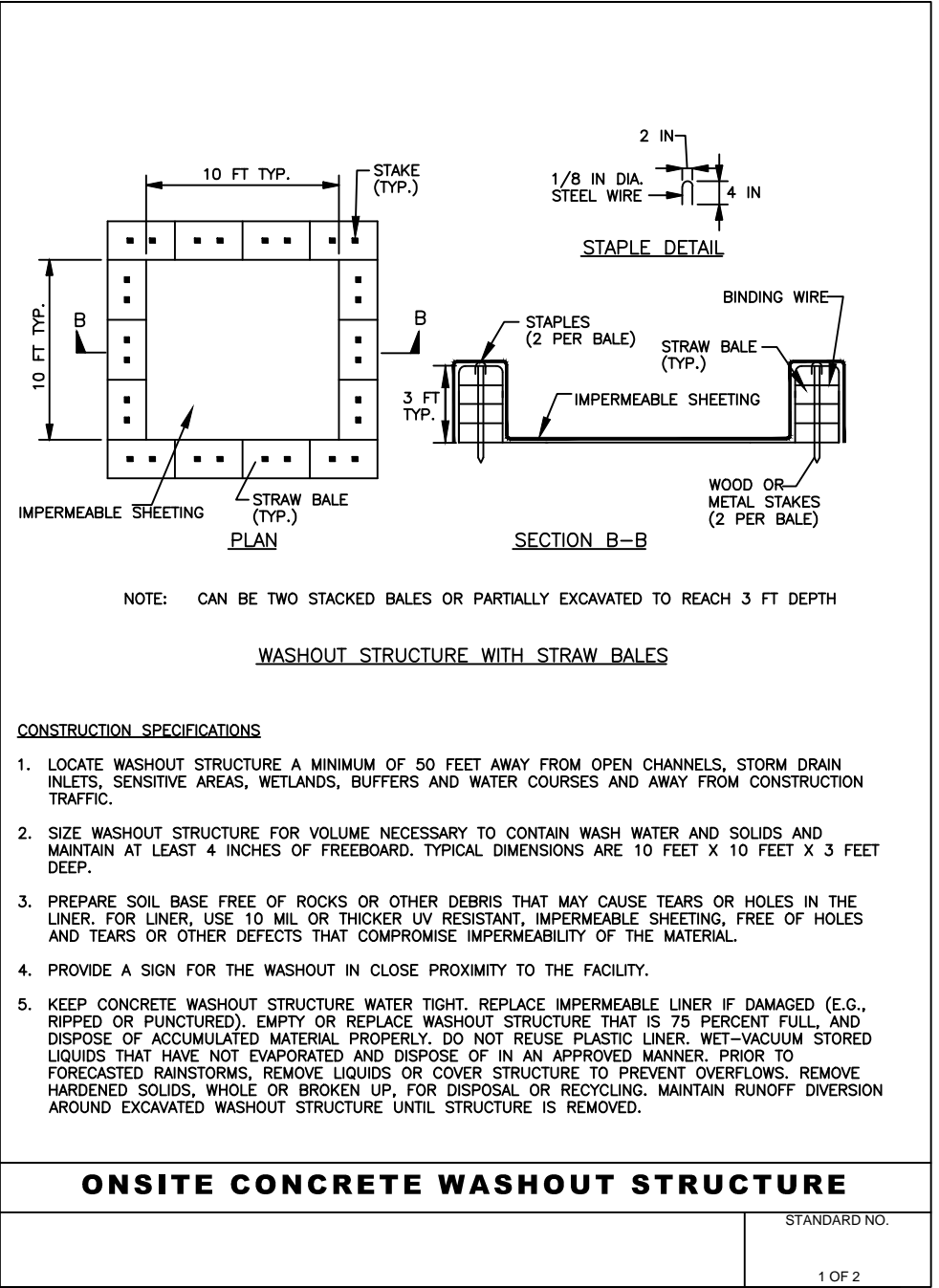
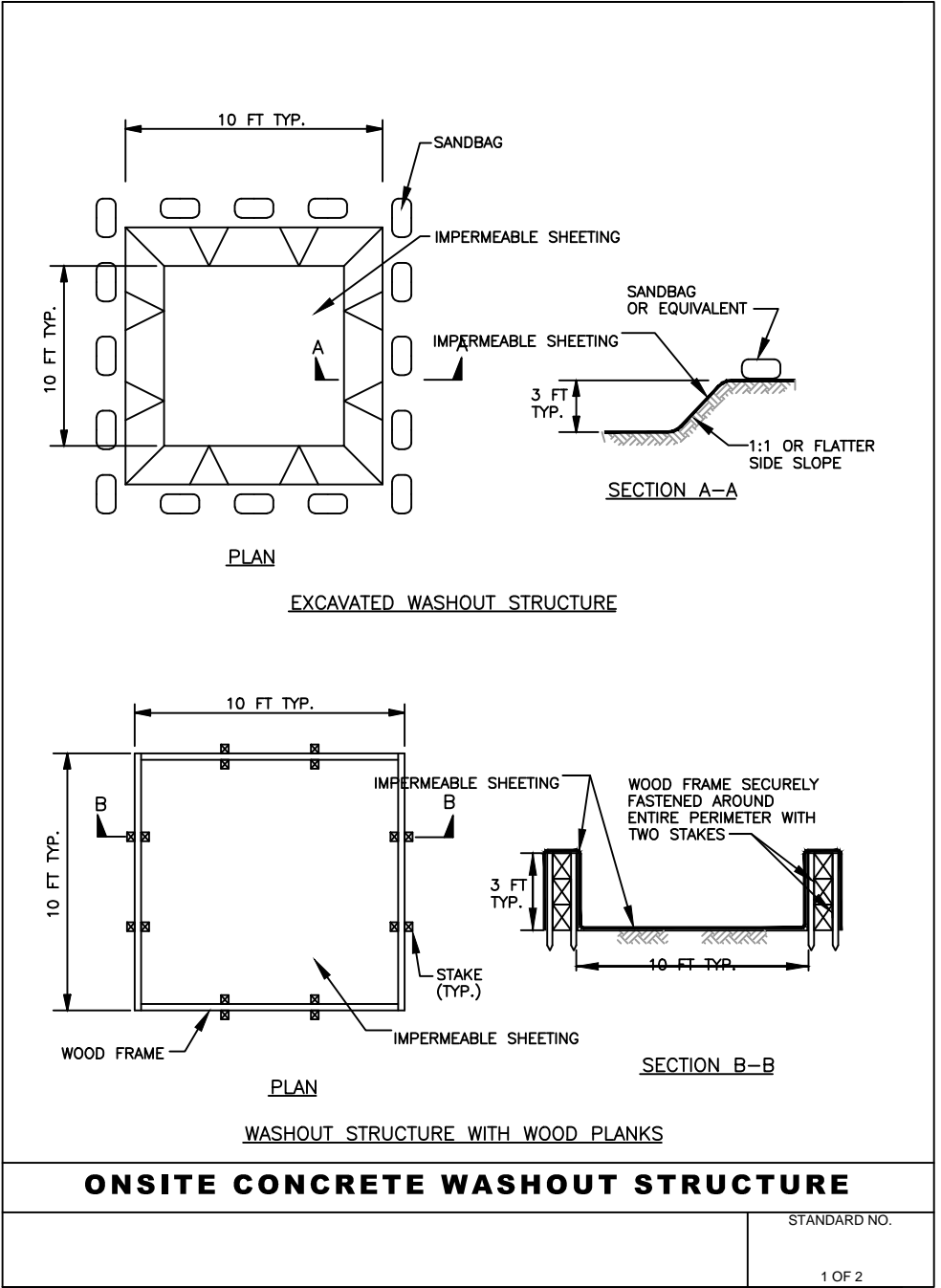
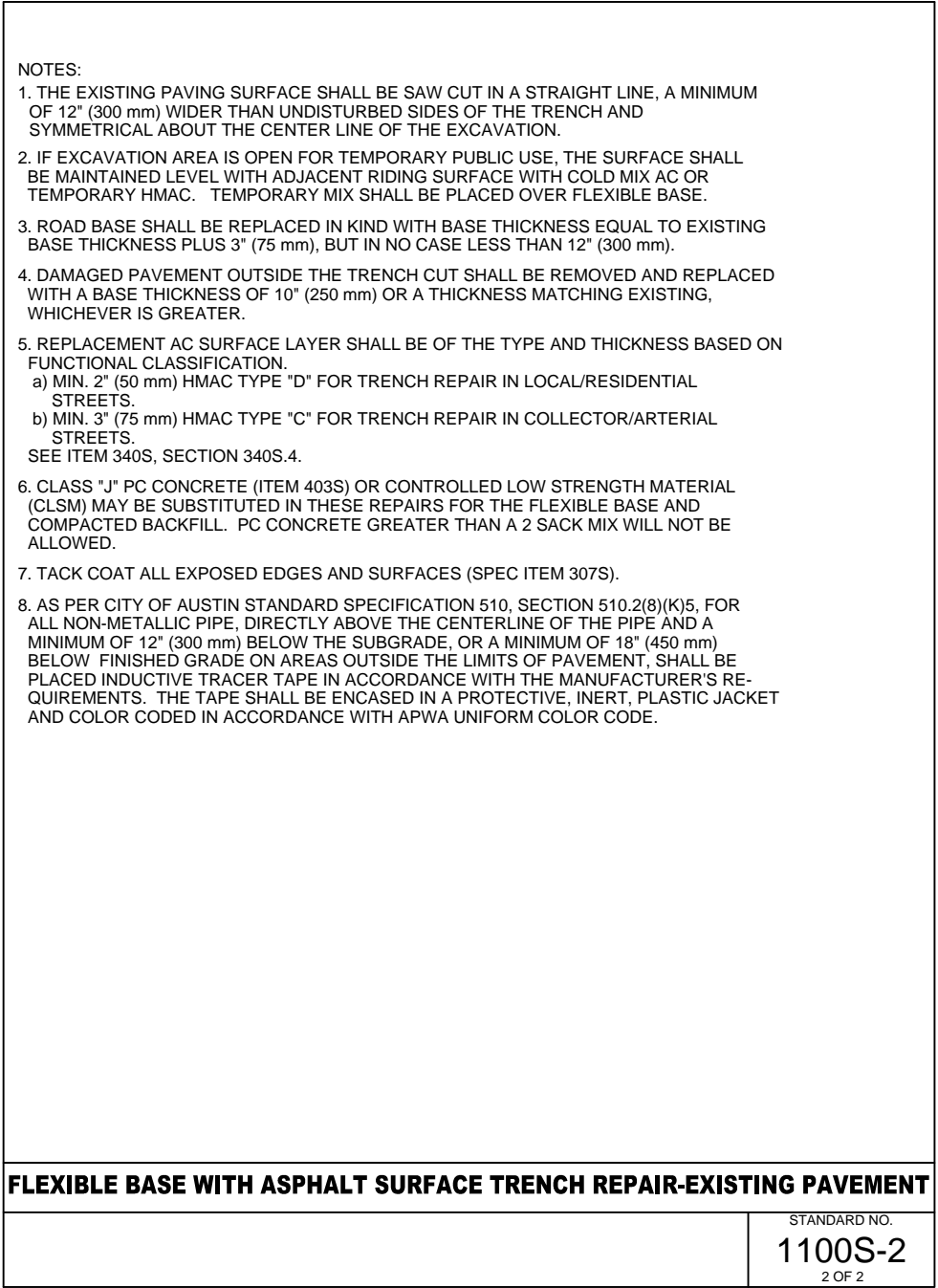
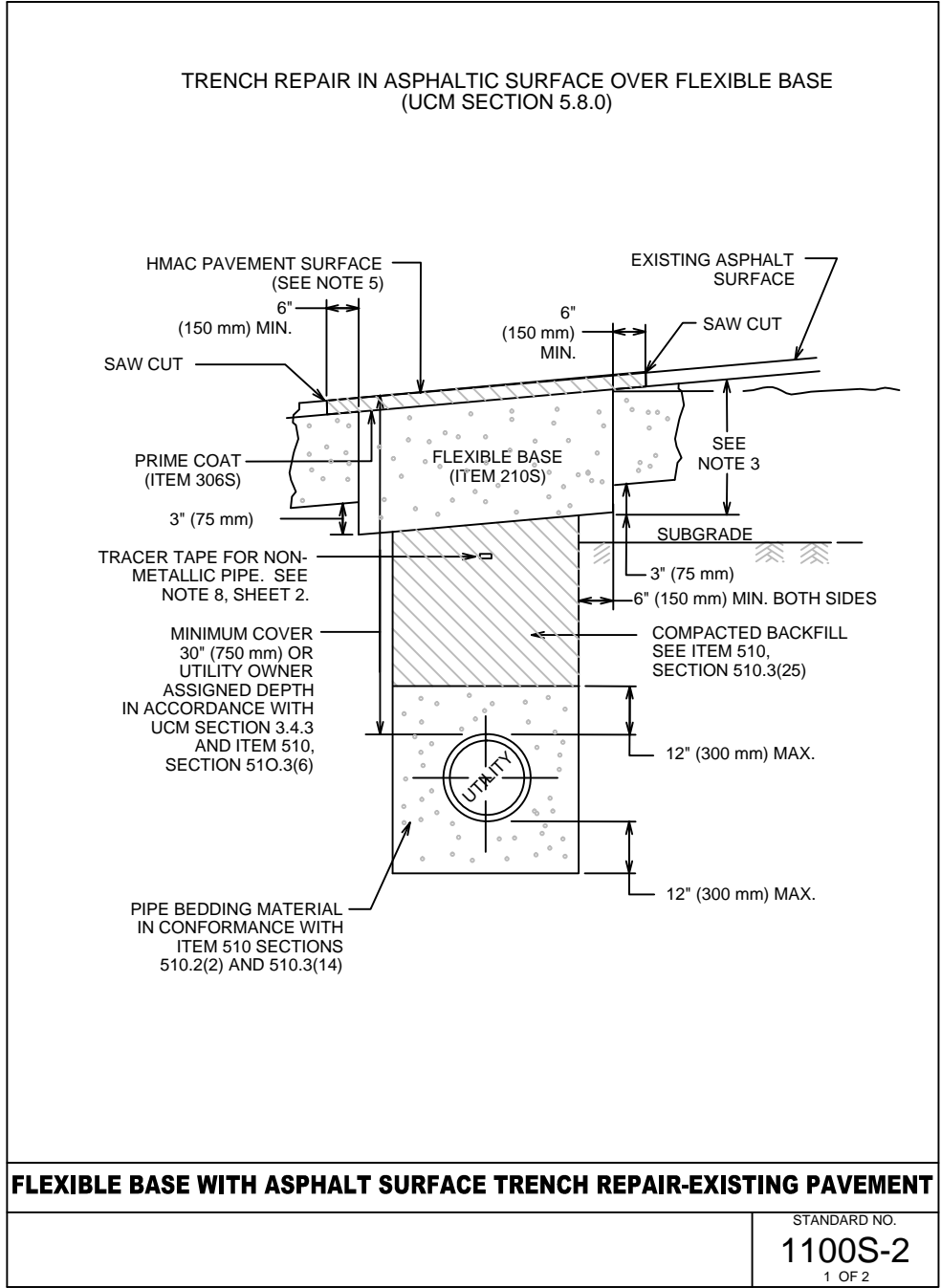
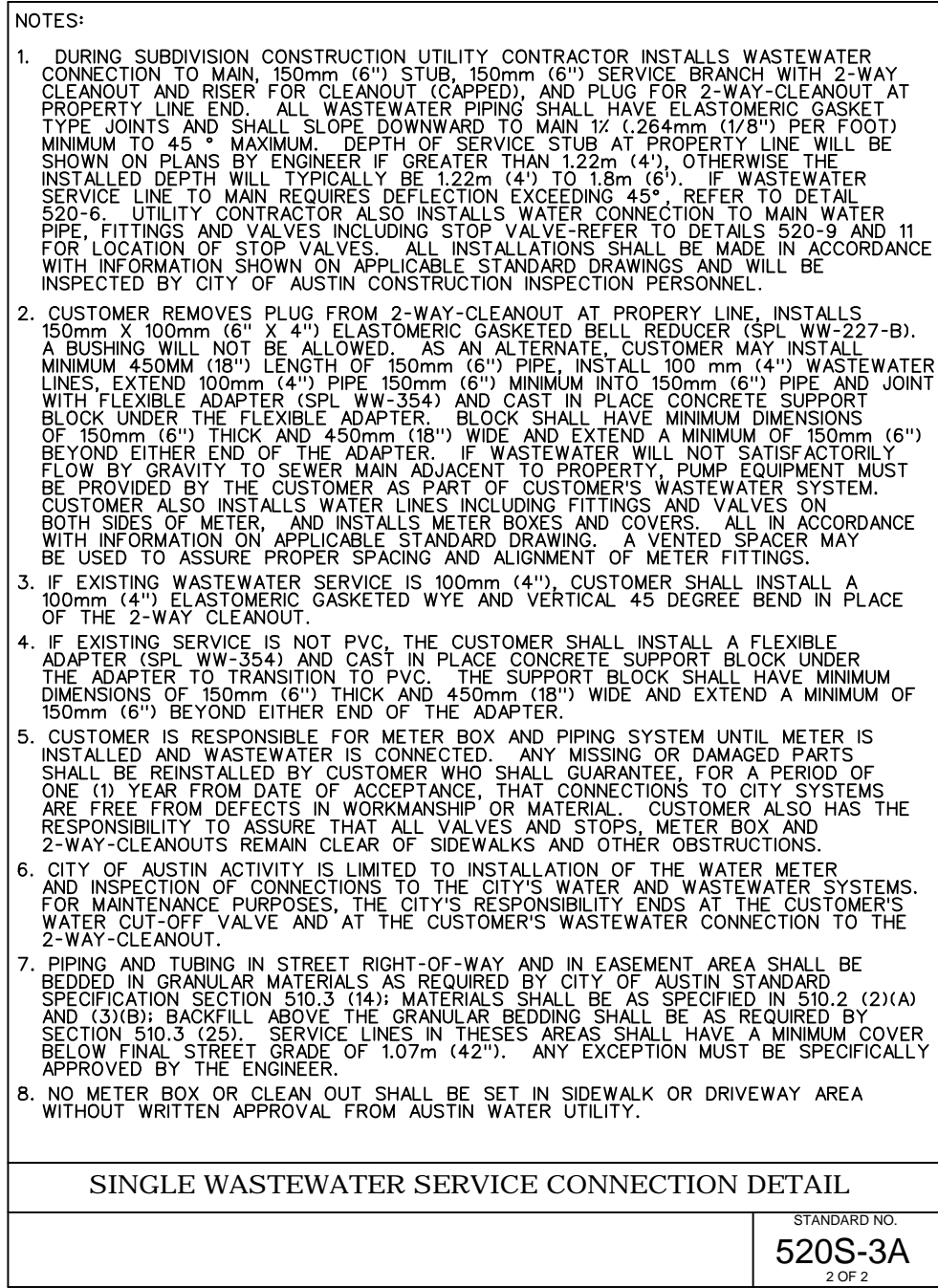
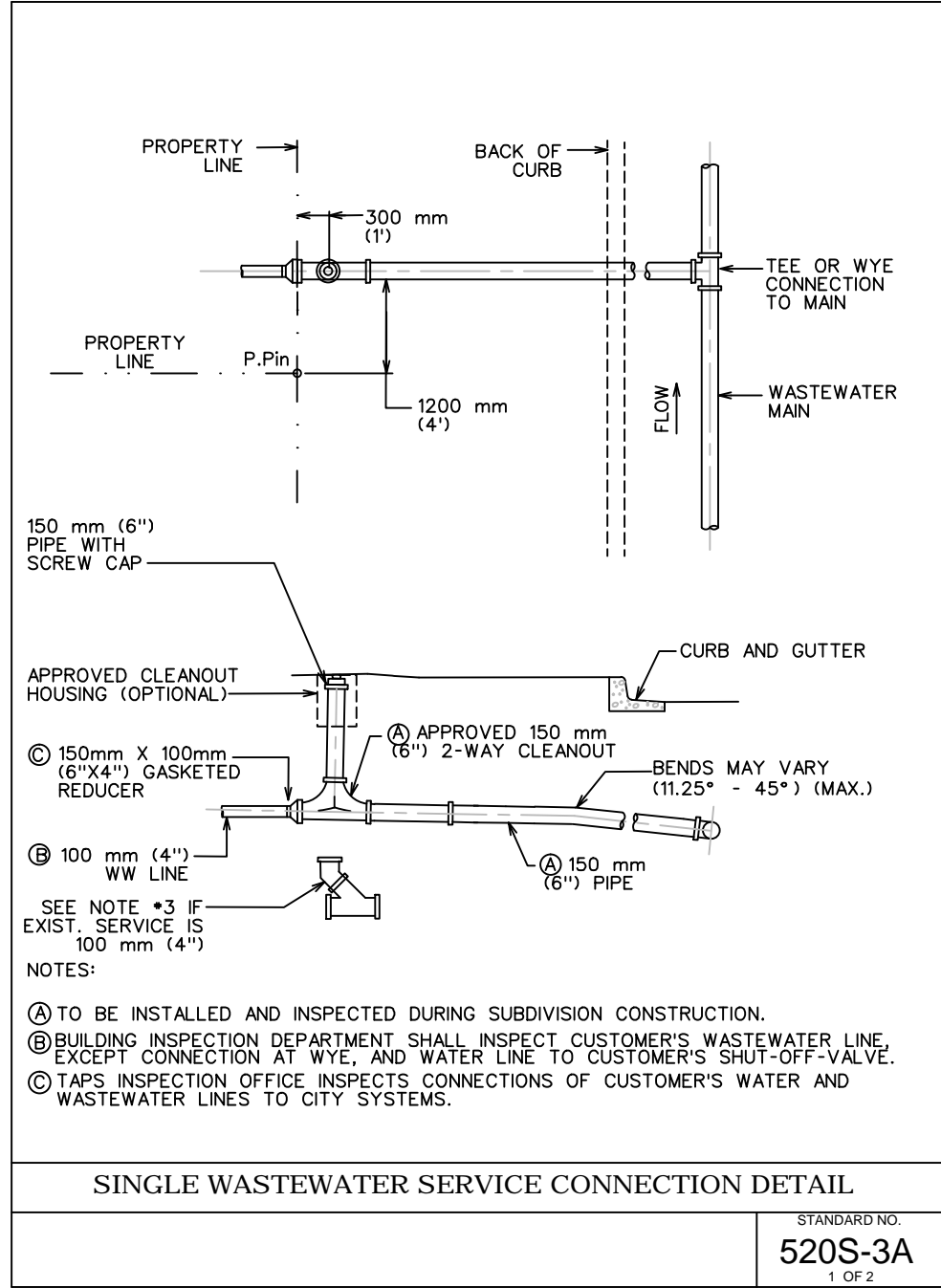
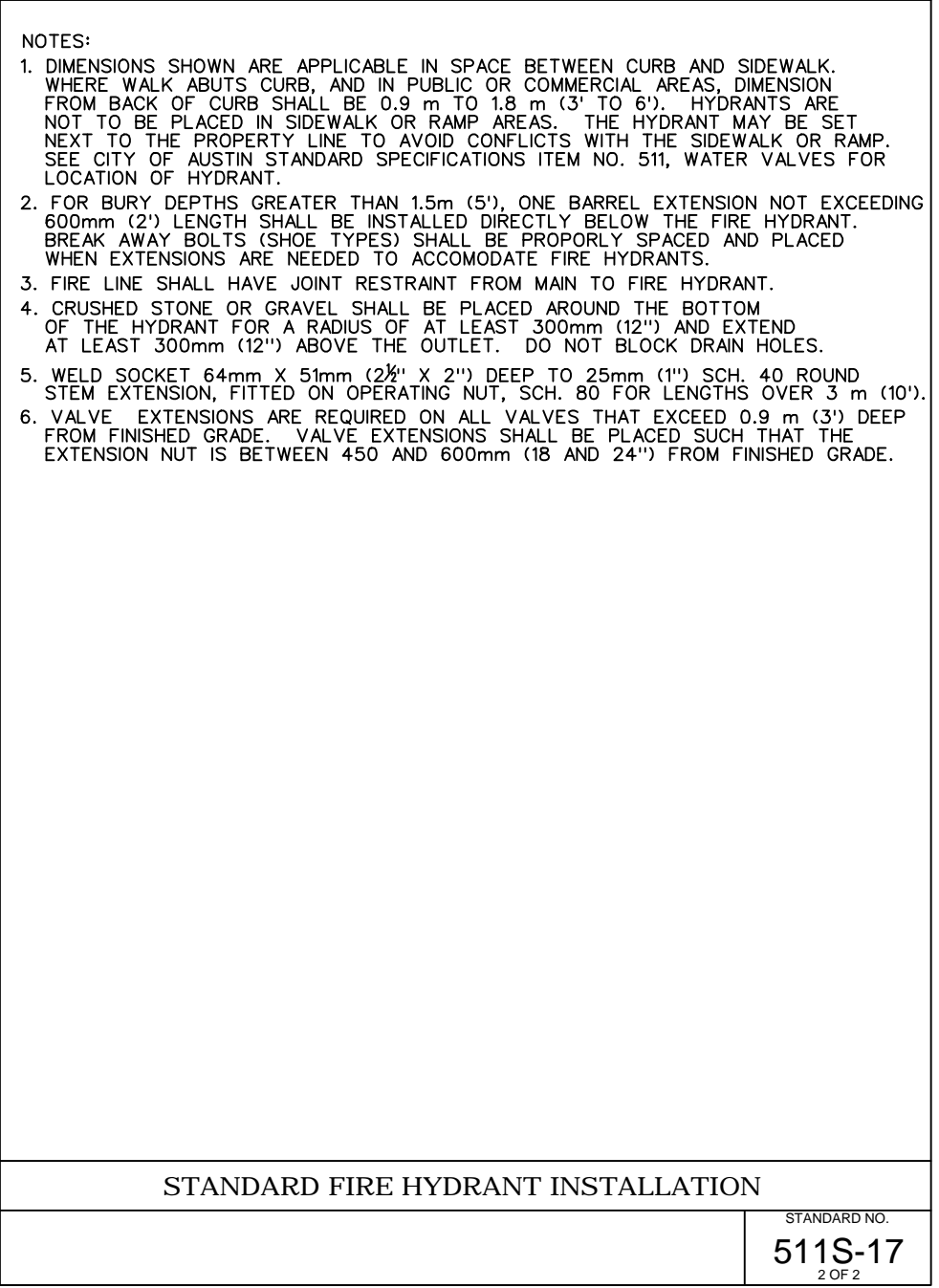
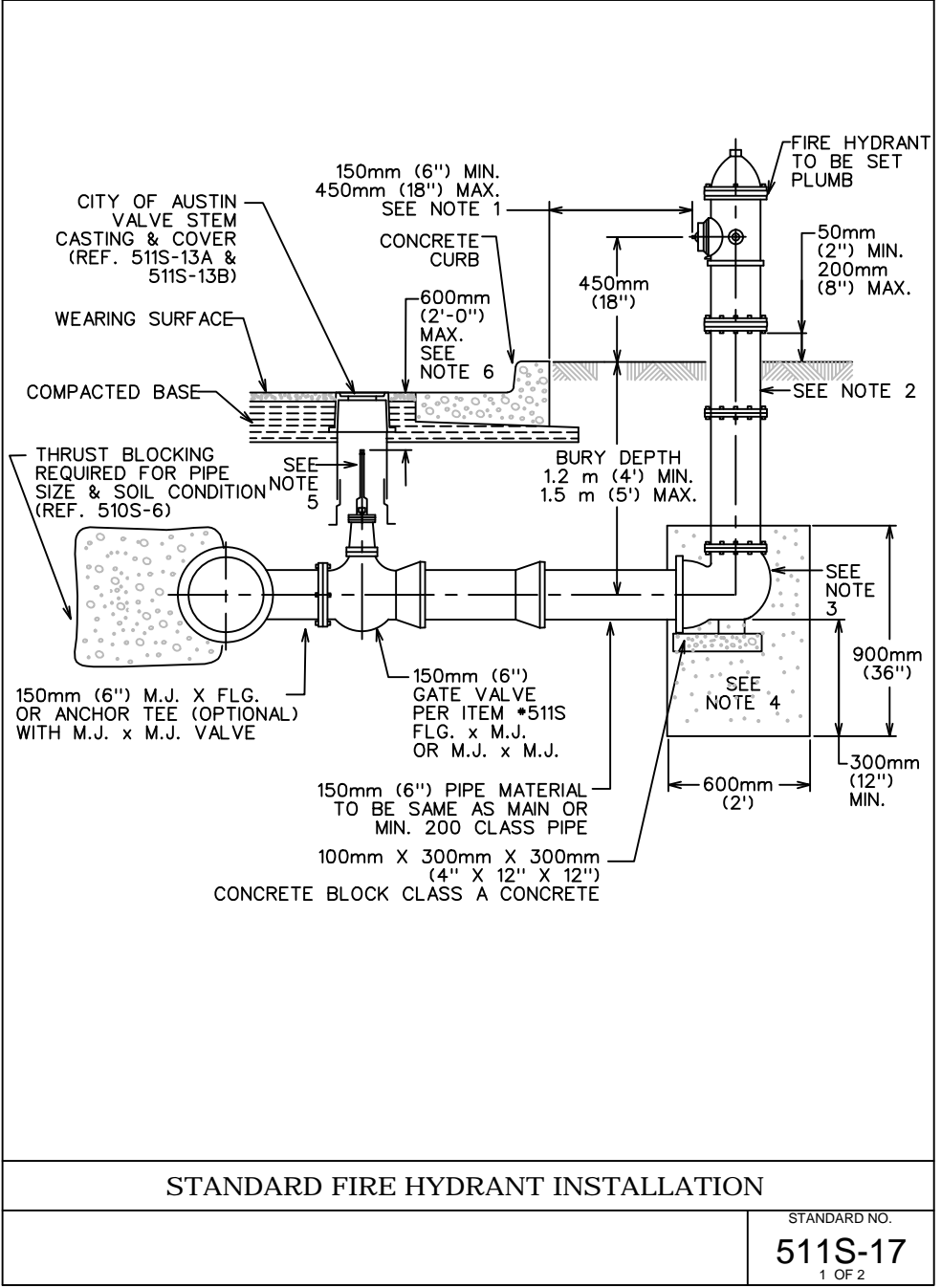
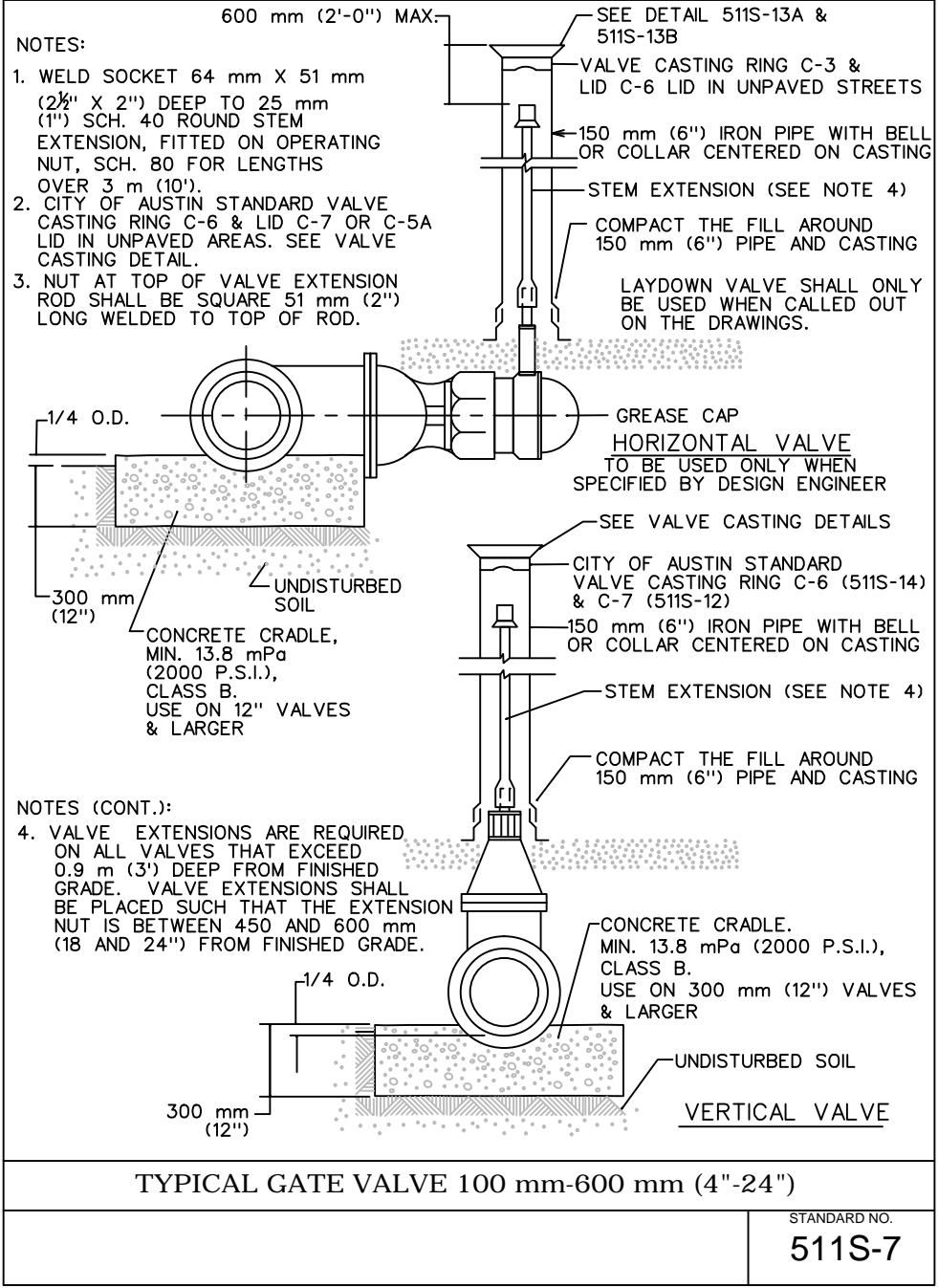
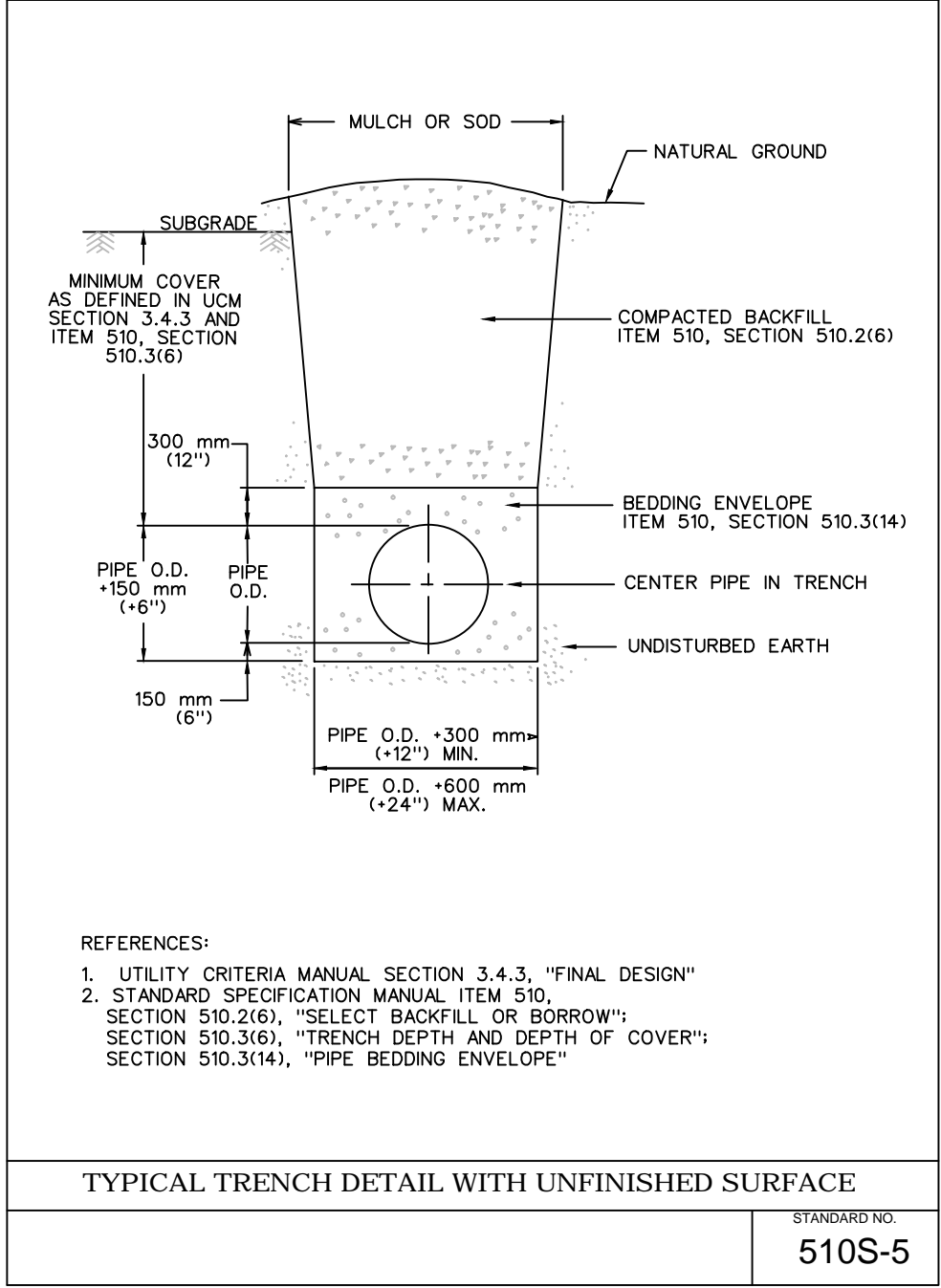
D	453mm (18")	533mm (21")	610mm (24")	685mm (27")	765mm (30")	839mm (33")	914mm (36")	1067mm (42")	1219mm (48")	1372mm (54")	1524mm (60")
A	225mm (9")	250mm (10")	300mm (12")	350mm (14")	375mm (15")	400mm (16")	450mm (18")	525mm (21")	600mm (24")	675mm (27")	750mm (30")
B	150mm (6")	175mm (7")	200mm (8")	225mm (9")	250mm (10")	275mm (11")	300mm (12")	350mm (14")	400mm (16")	450mm (18")	500mm (20")
C	228mm (9")	267mm (10")	305mm (12")	343mm (13")	381mm (15")	419mm (16")	457mm (18")	533mm (21")	610mm (24")	686mm (27")	762mm (30")
L	127mm (5")	160mm (6")	183mm (7")	208mm (8")	229mm (9")	251mm (10")	274mm (11")	320mm (13")	368mm (15")	411mm (16")	457mm (18")
E	300mm (12")	350mm (14")	400mm (16")	450mm (18")	500mm (20")	550mm (22")	600mm (24")	700mm (28")	800mm (32")	900mm (36")	1000mm (40")

DIMENSIONS IN MILLIMETERS, METERS AND (INCHES).

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

STANDARD HEADWALL AND ENERGY DISSIPATORS

STANDARD NO. 508S-13
2 OF 2



CLIENT INFORMATION

KENEDY RETAIL LLC
524 NORTH LAMAR,
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AUSTIN, TEXAS 78703

CONTACTS:
EVAN WILLIAMS
JUSTIN DAY

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T (512) 459-4400 WWW.KIMBELLBUEHL.COM

TBPE No. E-12802

KENEDY JUNCTION- LOT 1-A
CIVIL CONSTRUCTION PLANS
CITY OF KENEDY, KARNES COUNTY, TX

GENERAL DETAILS

CHECKED BY
CHAD KIMBELL, PE

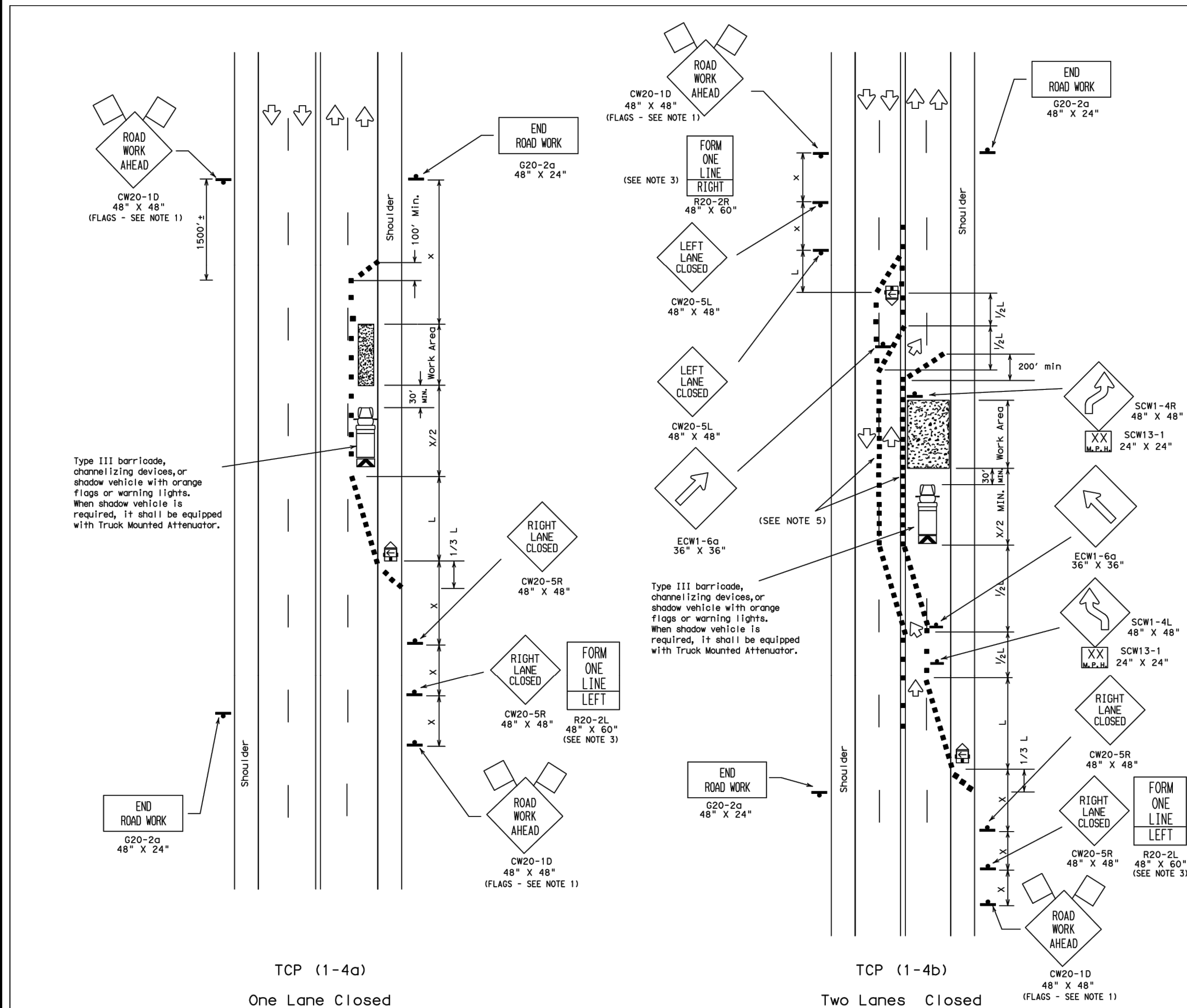
Kimbell | Bruehl JOB No.
129-003

ISSUE DATE:
09/09/12

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10 of 13

STATE OF TEXAS
CHAD KIMBELL
99810
LICENSED PROFESSIONAL ENGINEER

December 11, 2012



LEGEND

- Type III Barricade
- Channelizing Devices
- Flag
- Heavy Work Vehicle
- Truck Mounted Attenuator
- Trailer Mounted Flashing Arrow Panel
- Portable Changeable Message Sign
- Flagger
- Sign Post

Typical Transition Lengths and Suggested Maximum Spacing of Devices

Posted Speed (kmph)	Formula	Minimum Desirable Taper Lengths (m)	Suggested Maximum Spacing of Devices (m)	Minimum Sign Spacing (m)
30	$L = WS^2/60$	150' 165' 180' 30'	60' 75' 120'	120'
35		205' 225' 245' 35'	70' 90' 160'	160'
40		265' 295' 320' 40'	80' 100' 240'	240'
45		450' 495' 540' 45'	90' 110' 320'	320'
50		500' 550' 600' 50'	100' 125' 400'	400'
55		550' 605' 660' 55'	110' 140' 500'	500'
60		600' 660' 720' 60'	120' 150' 600'	600'
65		650' 715' 780' 65'	130' 165' 700'	700'
70		700' 770' 840' 70'	140' 175' 800'	800'

GENERAL NOTES:

- Unless otherwise stated in the plans, flags attached to signs are required.
- All traffic control devices illustrated are required, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans.
- On high speed facilities advance warning signs should be installed approximately 3X from the work and/or from the beginning of a lane or shoulder taper. On low speed facilities the advance warning signs should be placed based on the "X" minimum distance.
- Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.

Standards Engineer:
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161
E-mail: TRF-STANDARD@tqi.gov, state.tx.us

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing:

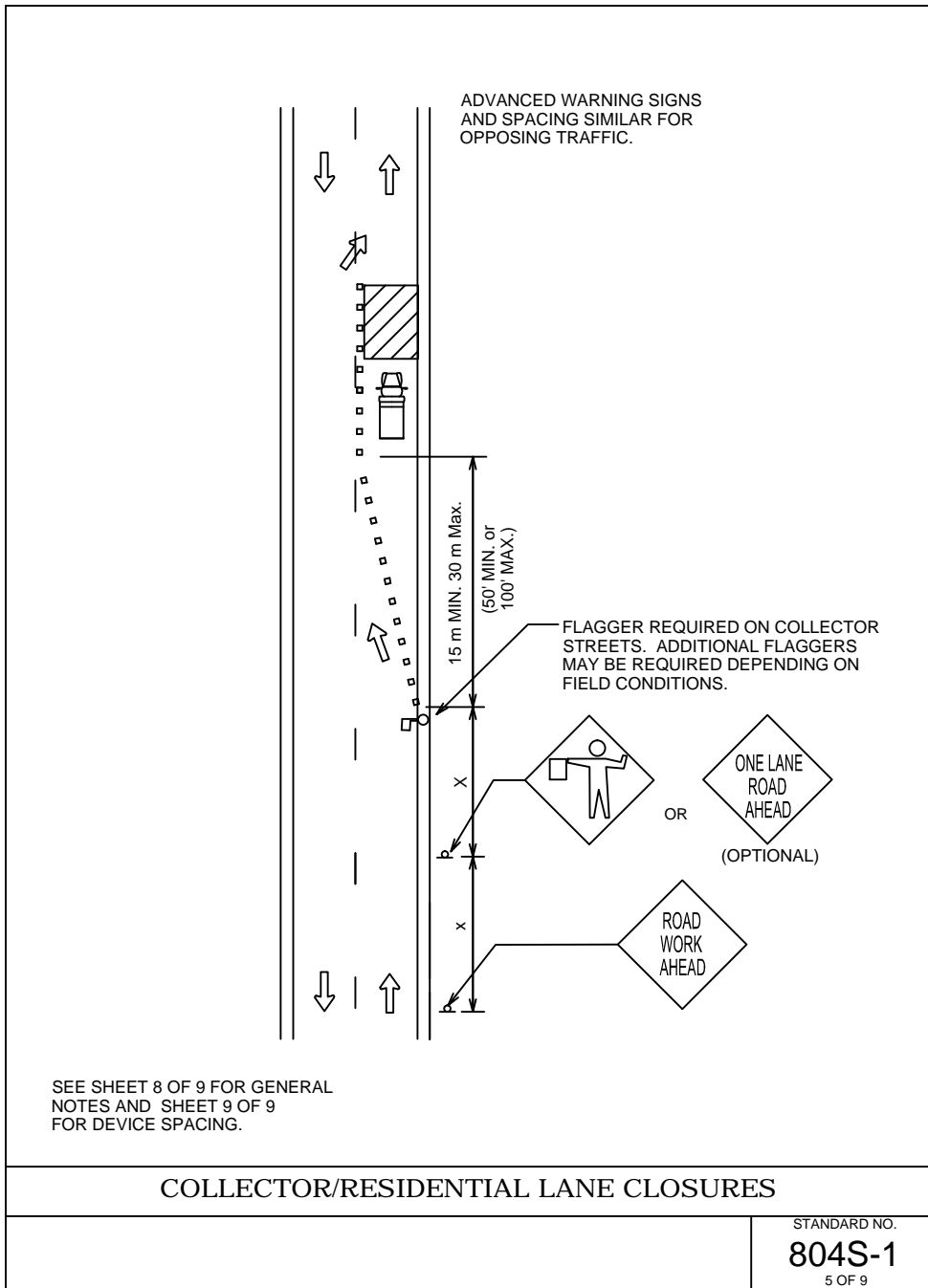
The requirement for shadow vehicles will be listed in the project GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.

Texas Department of Transportation
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP (1-4) -98

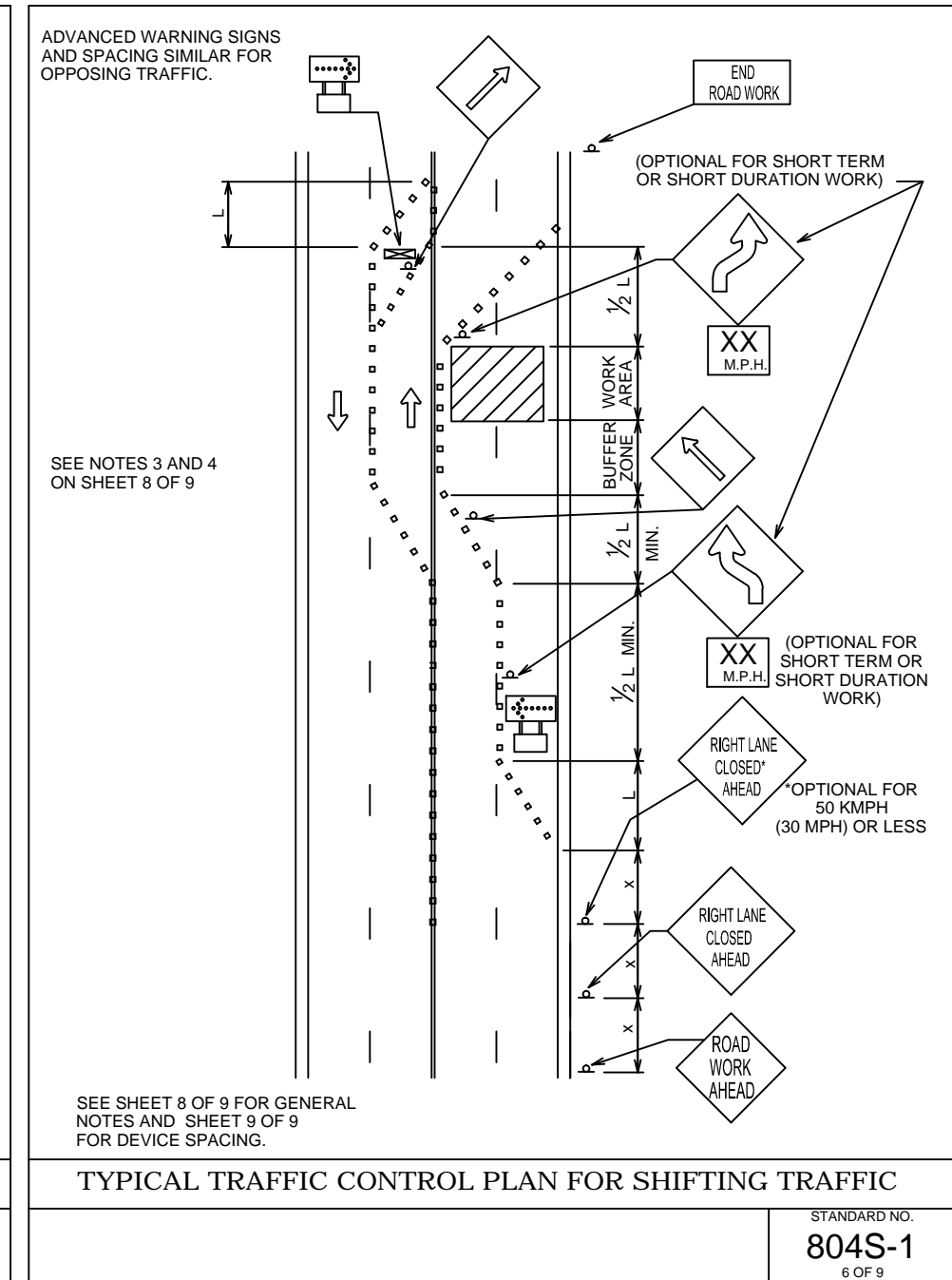
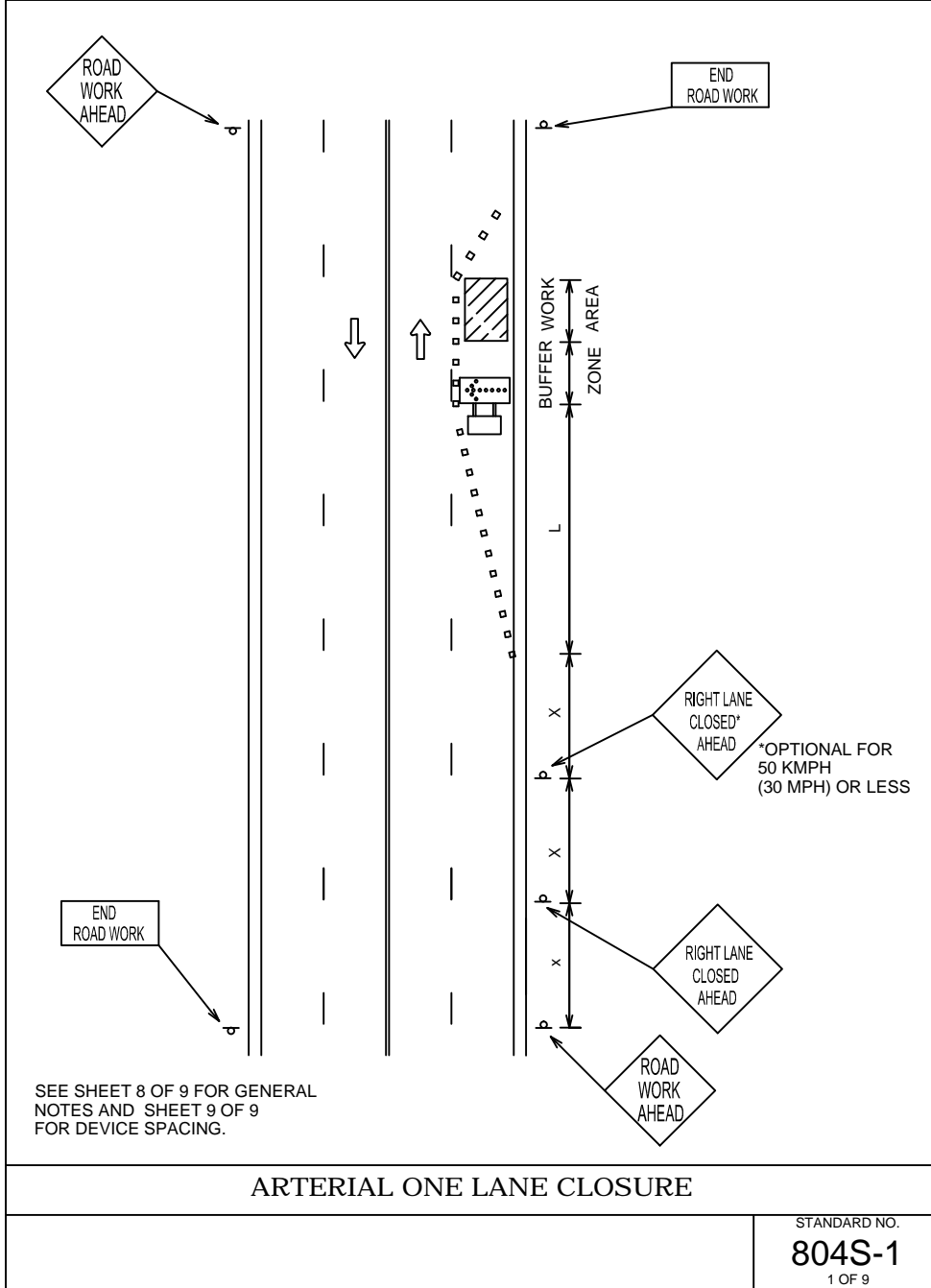
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3-97					
4-98					



TRAFFIC CONTROL GENERAL NOTES

STANDARD NO. 804S-1

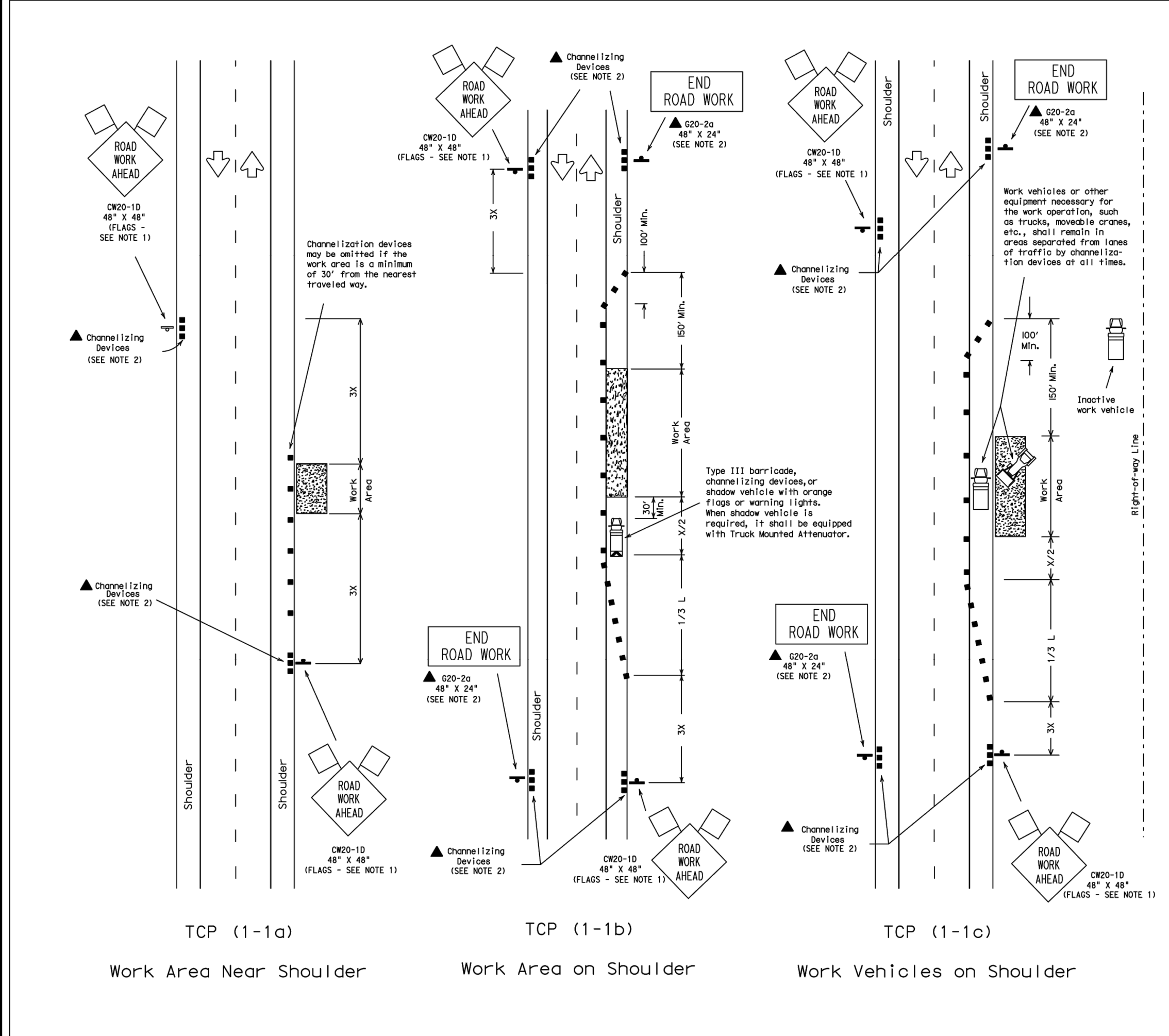
8 OF 9



DEVICES SPACING

STANDARD NO. 804S-1

9 OF 9



LEGEND

- Type III Barricade
- Channelizing Devices
- Flag
- Heavy Work Vehicle
- Truck Mounted Attenuator
- Trailer Mounted Flashing Arrow Panel
- Portable Changeable Message Sign
- Flagger
- Sign Post

Typical Transition Lengths and Suggested Maximum Spacing of Devices

Posted Speed (kmph)	Formula	Minimum Desirable Taper Lengths (m)	Suggested Maximum Spacing of Devices (m)	Minimum Sign Spacing (m)
30	$L = WS^2/60$	150' 165' 180' 30'	60' 75' 120'	120'
35		205' 225' 245' 35'	70' 90' 160'	160'
40		265' 295' 320' 40'	80' 100' 240'	240'
45		450' 495' 540' 45'	90' 110' 320'	320'
50		500' 550' 600' 50'	100' 125' 400'	400'
55		550' 605' 660' 55'	110' 140' 500'	500'
60		600' 660' 720' 60'	120' 150' 600'	600'
65		650' 715' 780' 65'	130' 165' 700'	700'
70		700' 770' 840' 70'	140' 175' 800'	800'

GENERAL NOTES:

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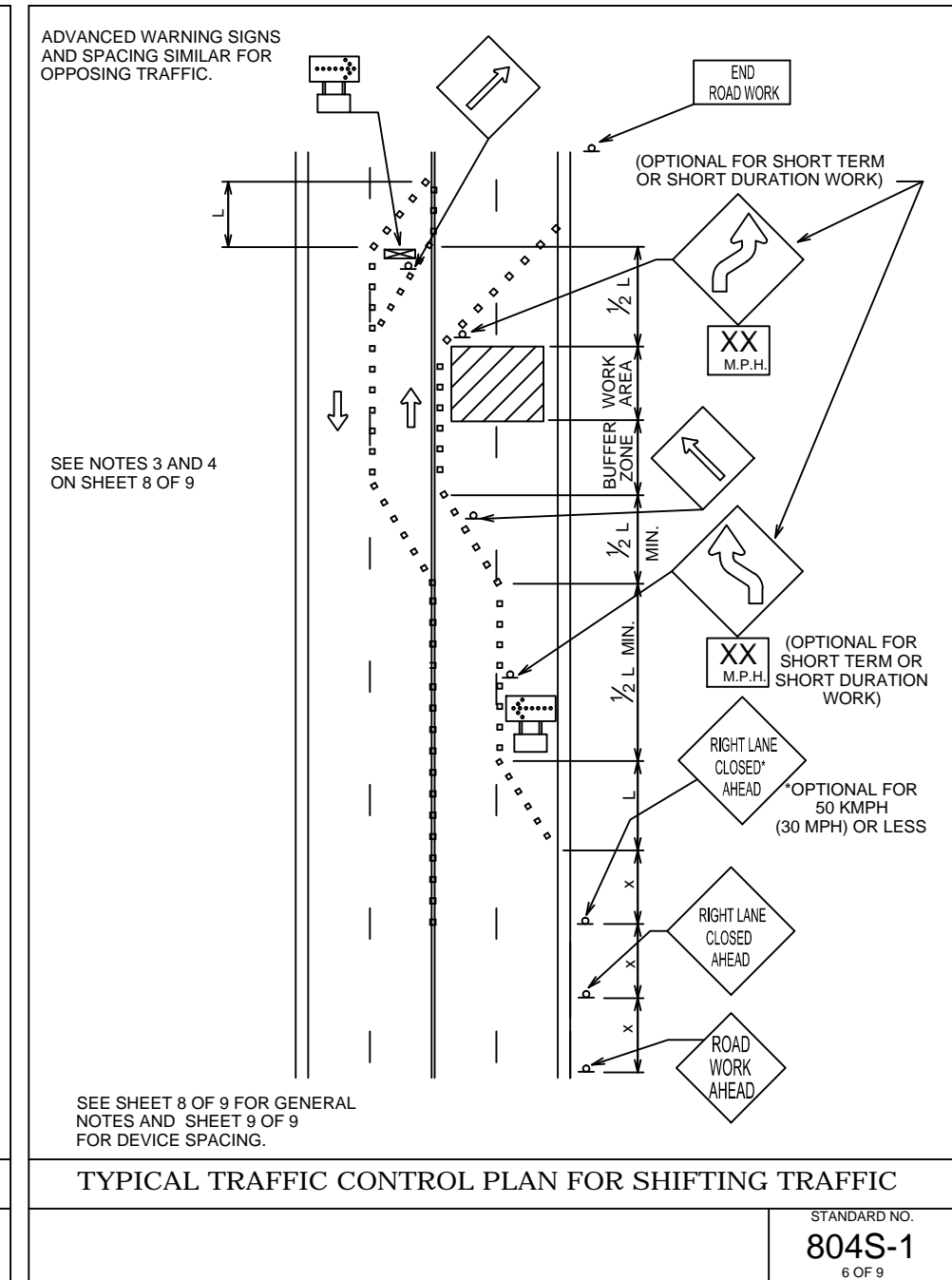
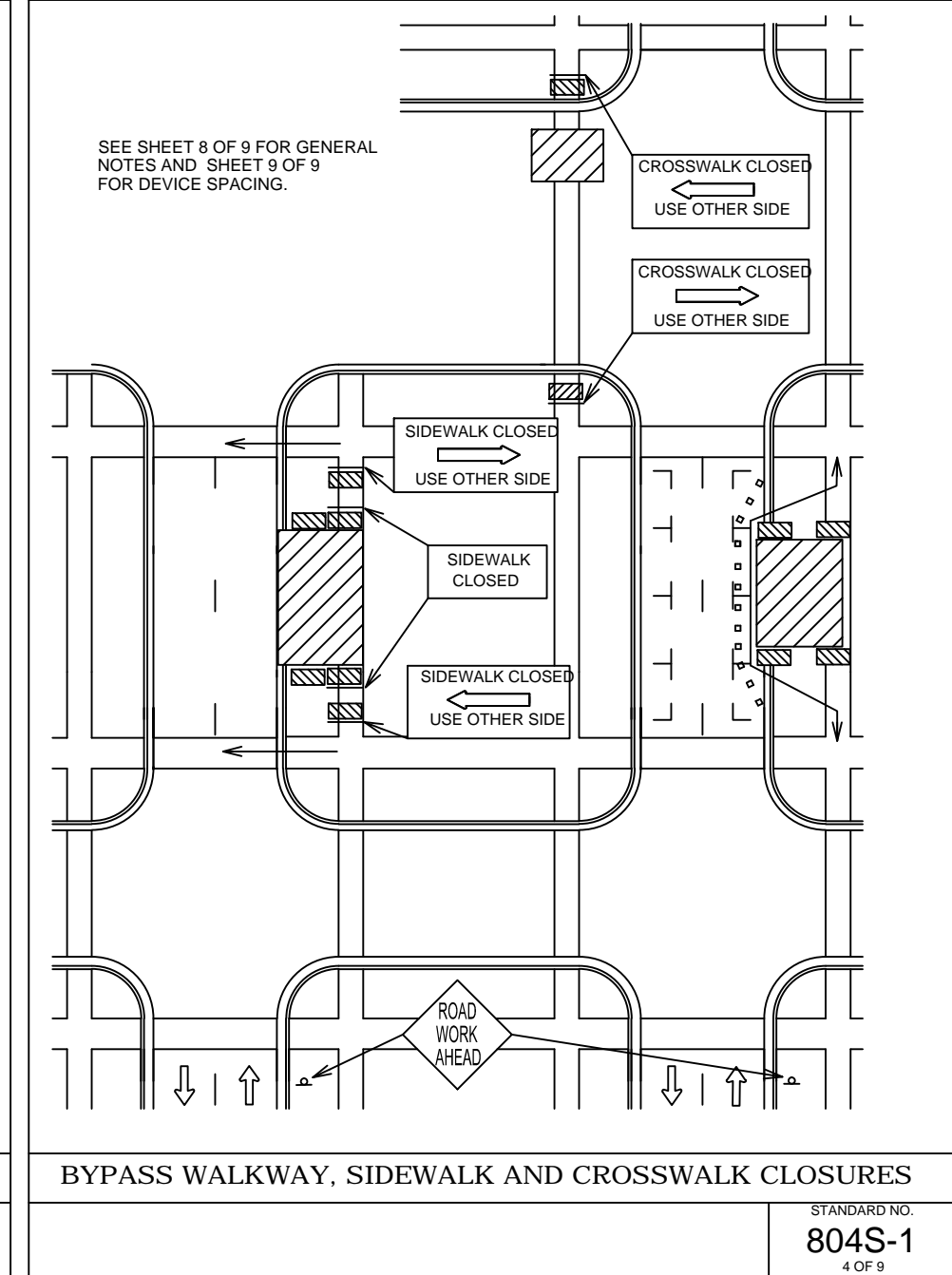
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Texas Department of Transportation
Traffic Operations Division

TRAFFIC CONTROL PLAN

TCP (1-1) -98

REVISIONS	DATE	BY	CHK	APP	DESCRIPTION
2-94	8-95				
3-97					
4-98					



DEVICES SPACING

STANDARD NO. 804S-1

9 OF 9

KIMBELL | BRUEHL
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1801 S. MOPAC, STE. 100 AUSTIN, TEXAS 78746
T (512) 498-4400 WWW.KIMBELLBRUEHL.COM
TBP# No. F-12802

KENEDY JUNCTION- LOT 1-A
CIVIL CONSTRUCTION PLANS
CITY OF KENEDY, KARNES COUNTY, TX

CIVIL CONSTRUCTION PLANS

CLIENT INFORMATION

KENEDY RETAIL LLC
524 NORTH LAMAR,
SUITE 203
AUSTIN, TEXAS 78703

CONTACTS:
EVAN WILLIAMS
JUSTIN DAY

DATE

REVISION / ISSUE

No.

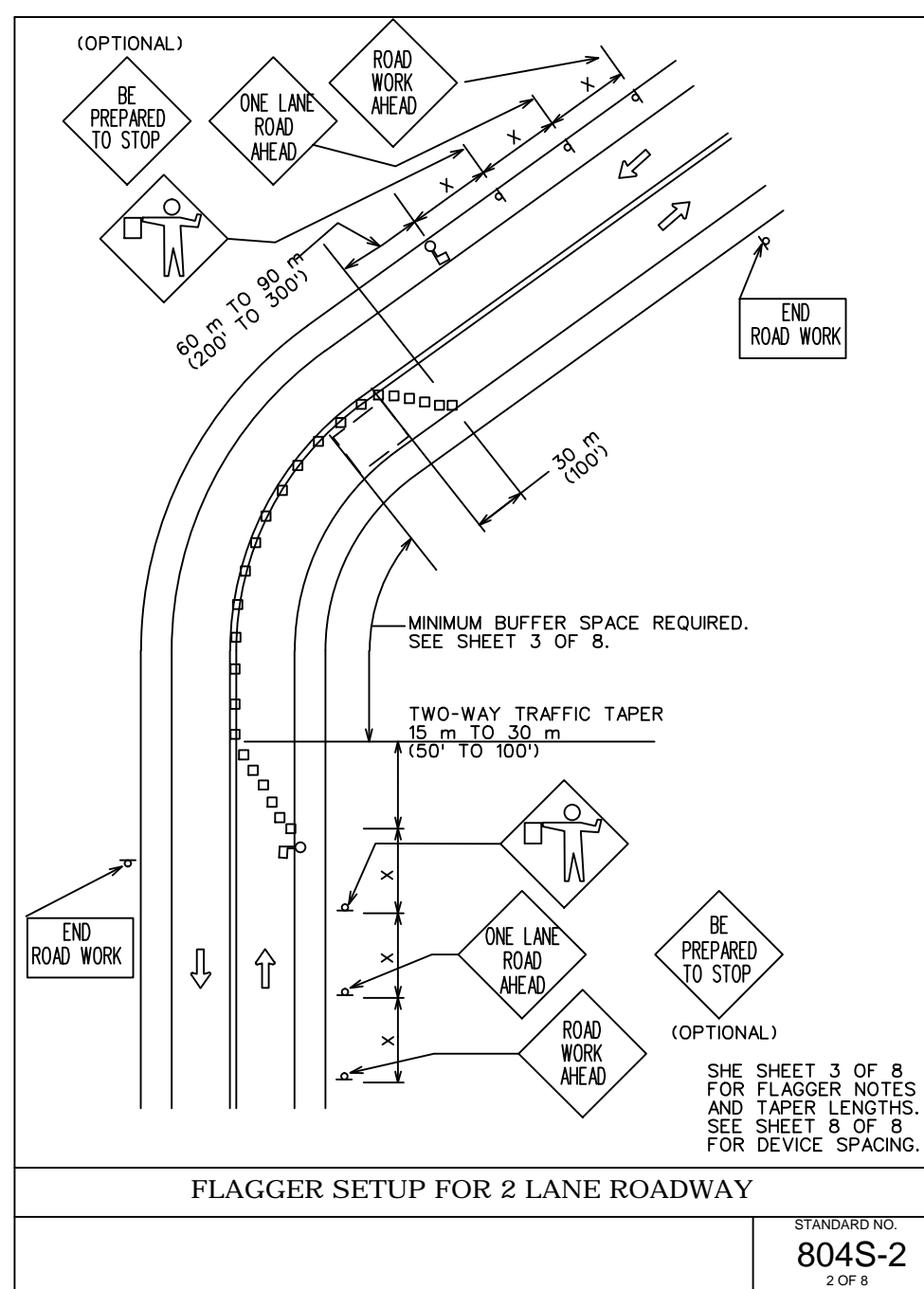
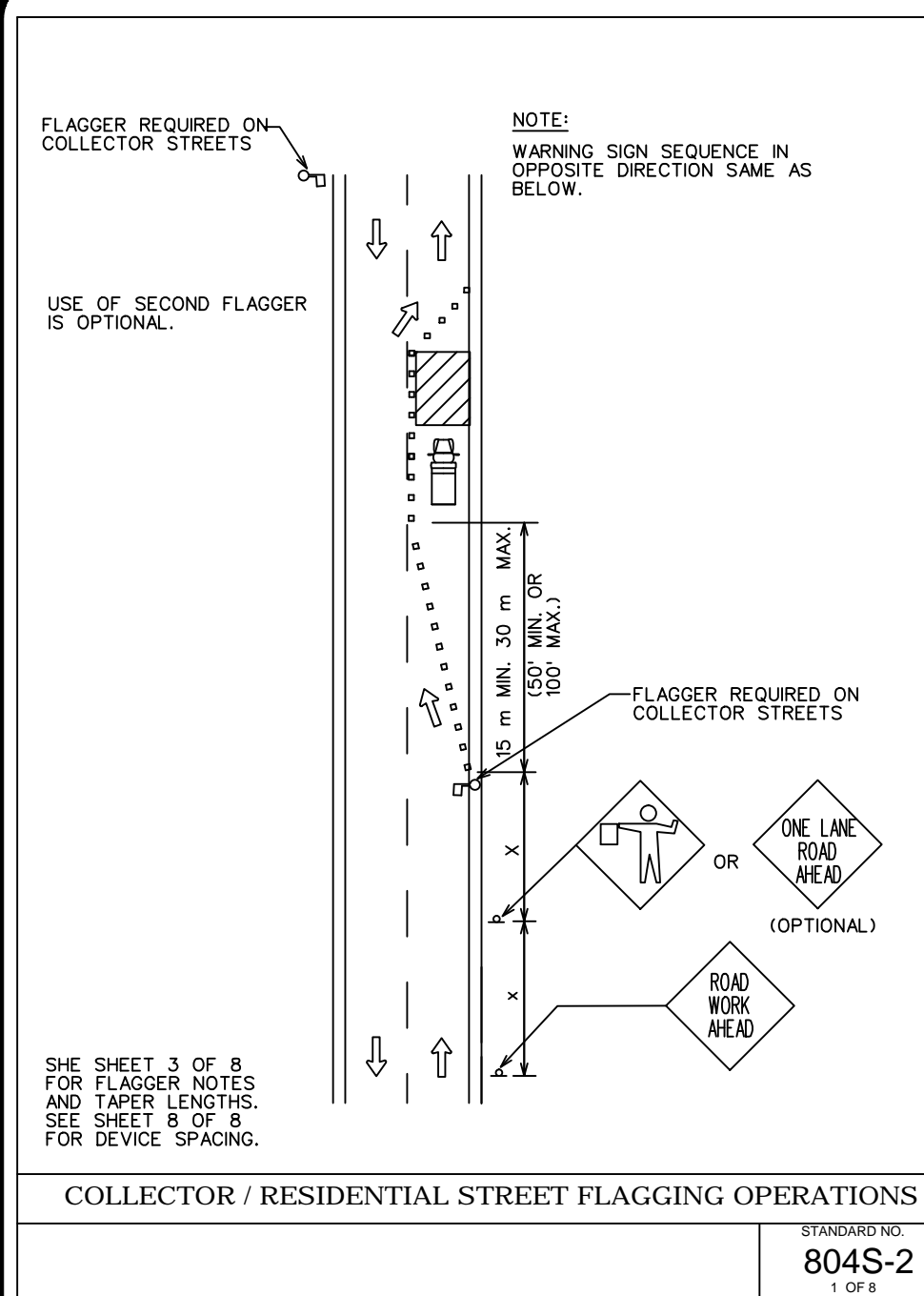
December 11, 2012

CHECKED BY
CHAD KIMBELL, PE

Kimbell | Bruehl JOB No.
129-003

ISSUE DATE:
09/09/12

SHEET
11 of 13



1. FOR DAYTIME WORK, THE FLAGGER SHALL WEAR AN APPROVED BRIGHTLY COLORED VEST. FOR NIGHTTIME WORK, THE VEST SHALL BE RETROREFLECTIVE. THE RETROREFLECTIVE MATERIAL SHALL BE ORANGE, YELLOW, WHITE, SILVER, STRONG YELLOW-GREEN OR A FLUORESCENT VERSION OF THESE COLORS AND SHALL BE VISIBLE AT A MINIMUM DISTANCE OF 305 m (1,000').

2. FOR LOW-VOLUME APPLICATIONS, A SINGLE FLAGGER MAY BE ADEQUATE. WHERE ONE FLAGGER CAN BE USED, SUCH AS FOR SHORT WORK AREAS ON STRAIGHT ROADWAYS, THE FLAGGER MUST BE VISIBLE TO APPROACHING TRAFFIC FROM BOTH DIRECTIONS.

3. FLAGGERS SHALL USE ONLY STOP/SLOW PADDLE TO DIRECT TRAFFIC UNLESS WORKING IN A SIGNALIZED INTERSECTION WHERE DRIVERS MAY BE CONFUSED BY THE SIGN PADDLE. HAND SIGNAL MAY BE USED IN THESE SITUATIONS.

4. FLAGGERS SHALL ENSURE THAT ALL REQUIRED SIGNING IS IN PLACE PRIOR TO BEGINNING FLAGGING OPERATIONS.

5. FLAGGERS SHALL NOT PERFORM WORK THAT IS NOT RELATED TO FLAGGING WHILE ON DUTY.

6. FLAGGERS MAY CARRY AIR HORNS OR WHISTLES TO WARN WORKERS OF AN EMERGENCY CONDITION.

7. FLAGGERS SHALL BE REQUIRED TO USE TWO-WAY RADIOS WHEN OUT OF CLEAR VIEW OF EACH OTHER.

8. FLOODLIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.

TAPER LENGTHS

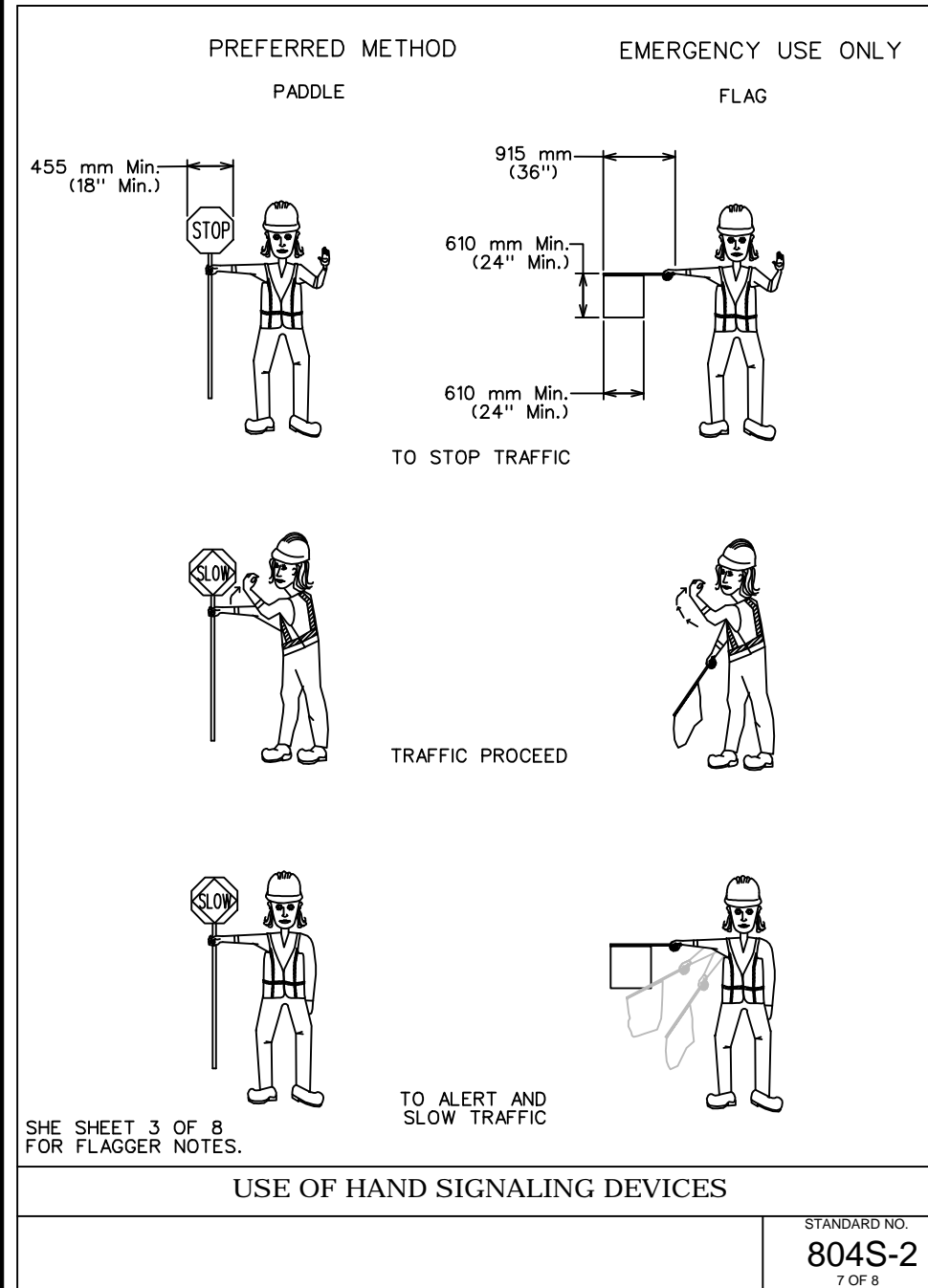
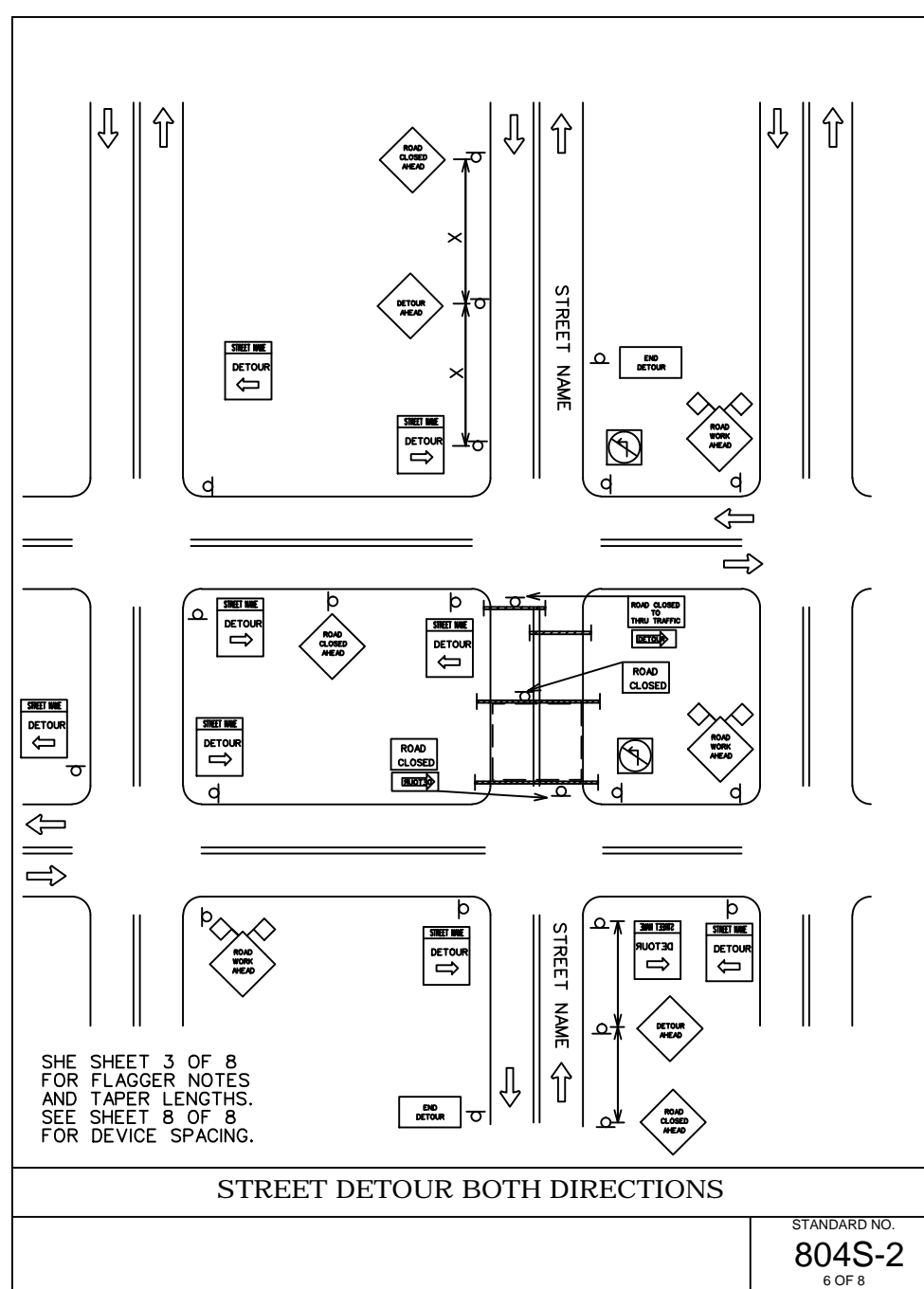
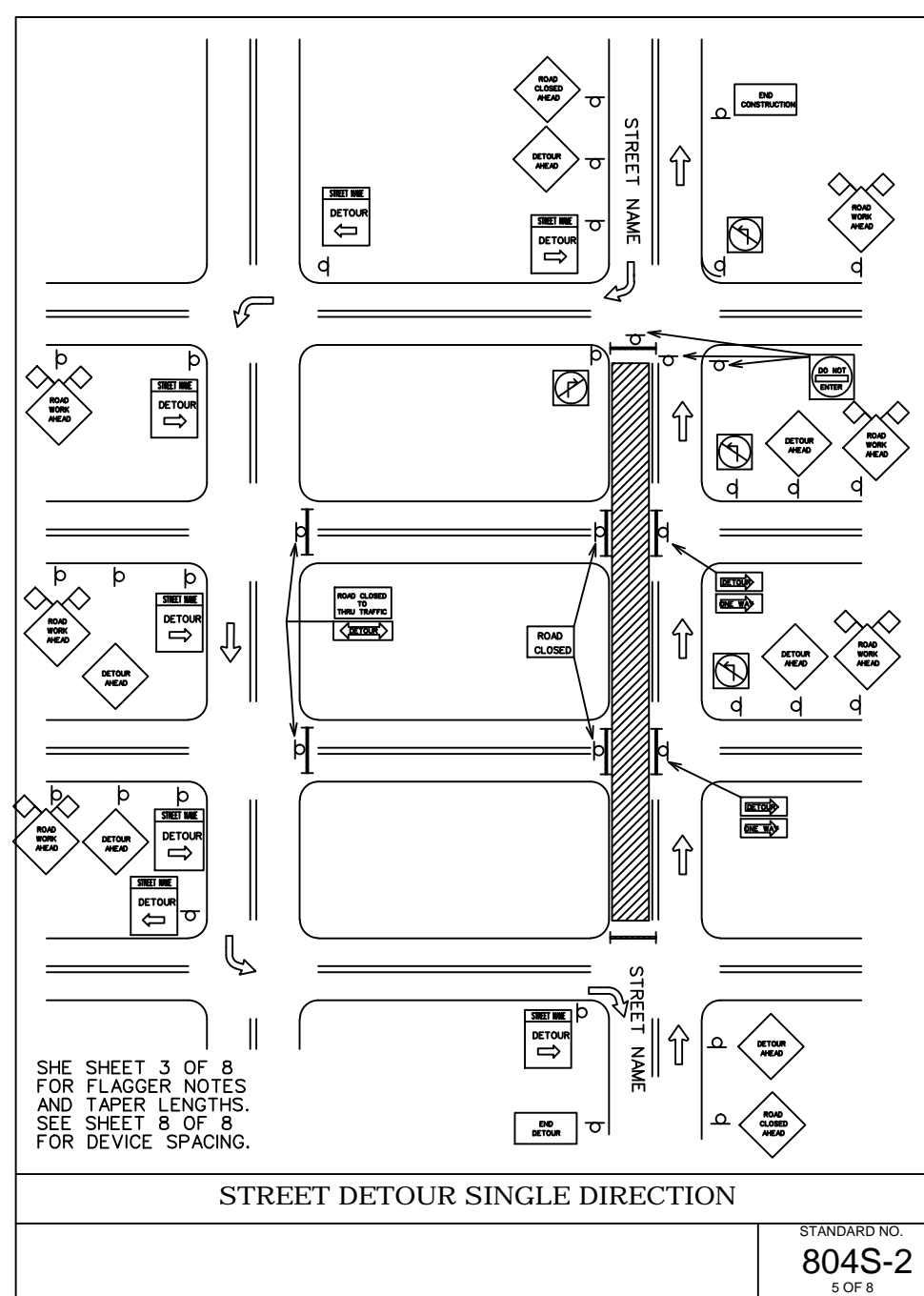
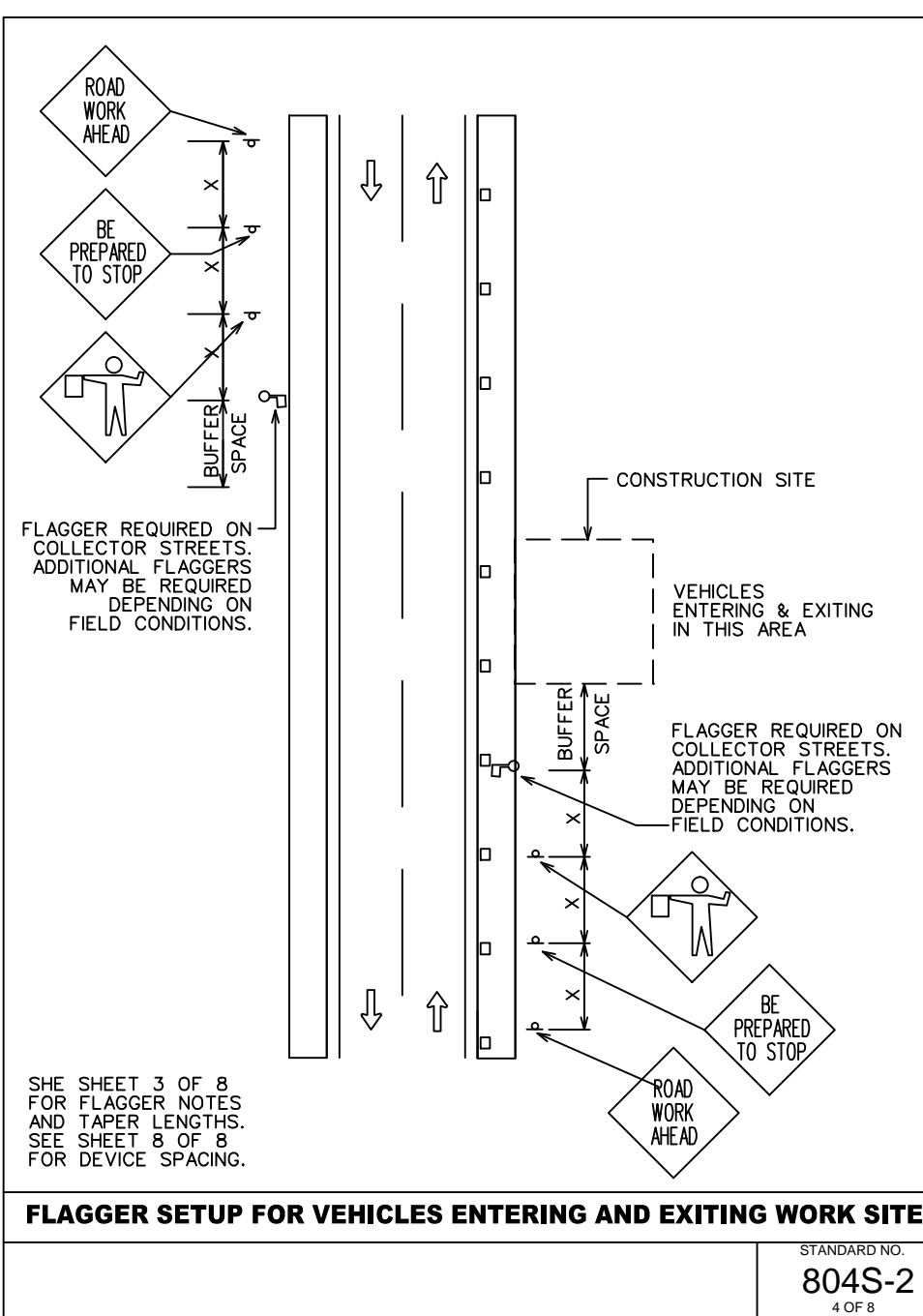
SPEED (kmph)	SPEED (mph)	LENGTH (meters)	LENGTH (feet)
30	20	11	35
40	25	17	55
50	30	26	85
55	35	36	120
65	40	51	170
70	45	66	220
80	50	84	280
90	55	101	335
95	60	125	415
105	65	146	485

*POSTED SPEED

FLAGGER SETUP FOR 2 LANE ROADWAY

STANDARD NO. 804S-2

3 OF 8



Typical Transition Lengths and Suggested Maximum Spacing of Devices

Speed KMPH	Posted Speed MPH	Formula	Minimum Desirable Taper Length (L) Meters (feet)	Offset Meters (feet)	On a tangent Meters (feet)	On a taper Meters (feet)	"X" Dimension Meters (feet)
50	30	L=WS ² /60	45 (150)	50 (165)	55 (180)	9 (30)	15-20 (50-75)
55	35		65 (205)	75 (225)	100 (320)	12 (40)	25-30 (80-100)
65	40		135 (450)	165 (540)	225 (750)	13 (45)	40-50 (120-150)
70	45		150 (500)	185 (610)	270 (900)	16 (55)	50-60 (150-180)
80	50		185 (610)	225 (750)	335 (1100)	20 (65)	60-75 (180-225)
90	55		225 (750)	270 (900)	405 (1350)	25 (85)	75-90 (225-270)
95	60		270 (900)	315 (1050)	495 (1650)	30 (100)	90-110 (270-330)
105	65		315 (1050)	360 (1200)	585 (1950)	35 (115)	110-135 (330-405)
115	70		360 (1200)	405 (1350)	675 (2250)	40 (135)	130-160 (400-485)

LEGEND

- Channelizing devices
- Trailer mounted flashing arrow board
- Flagger

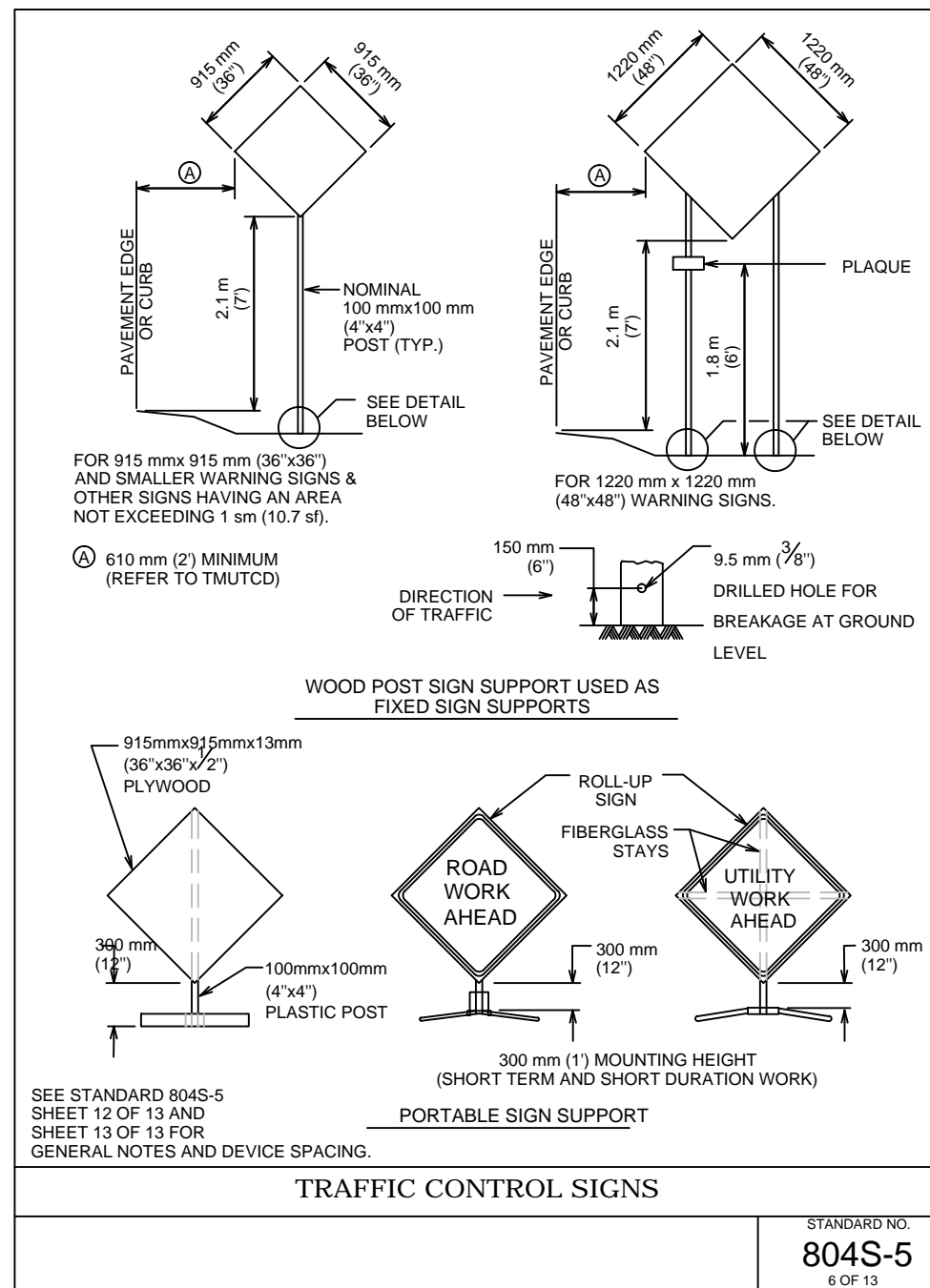
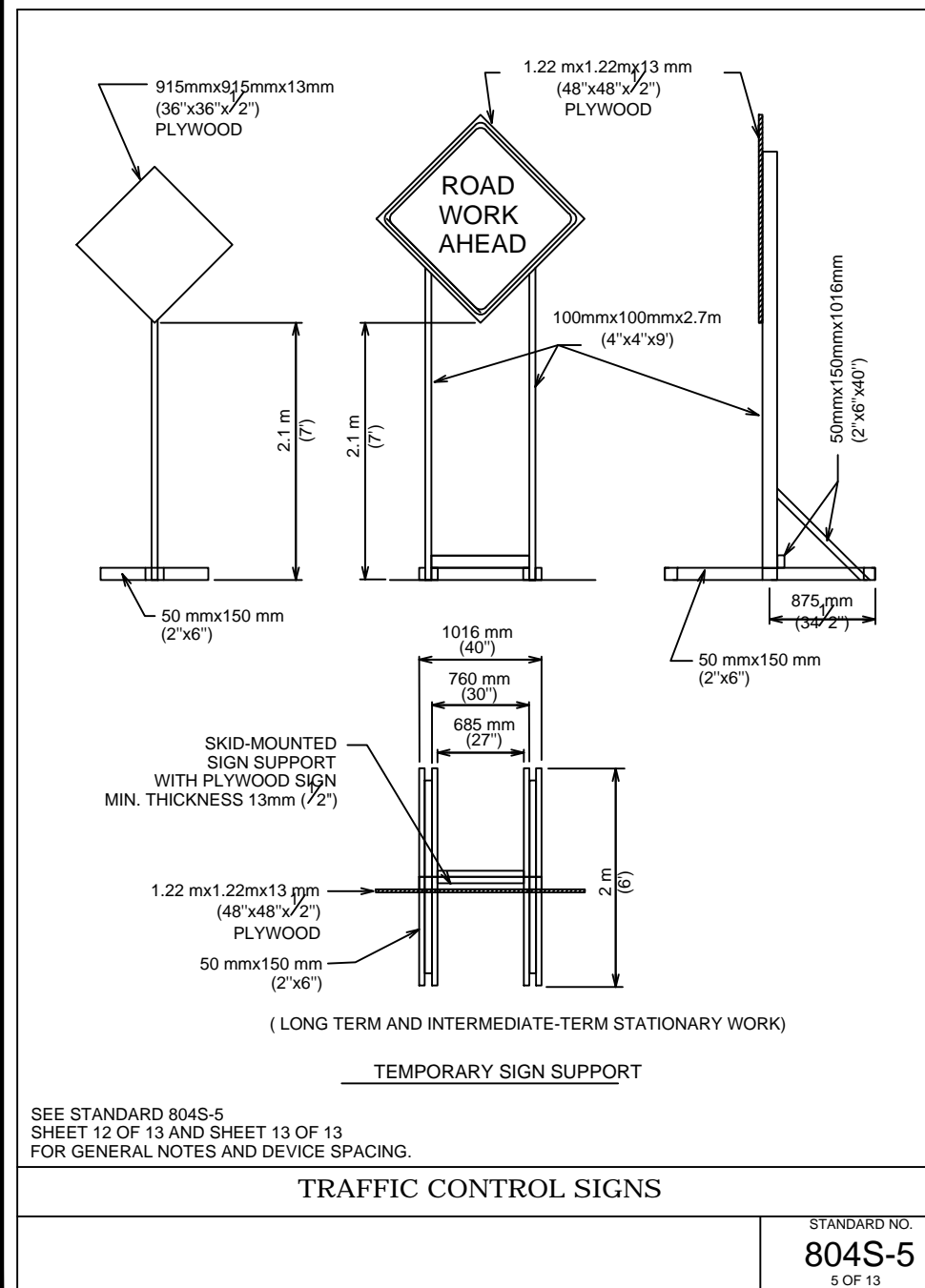
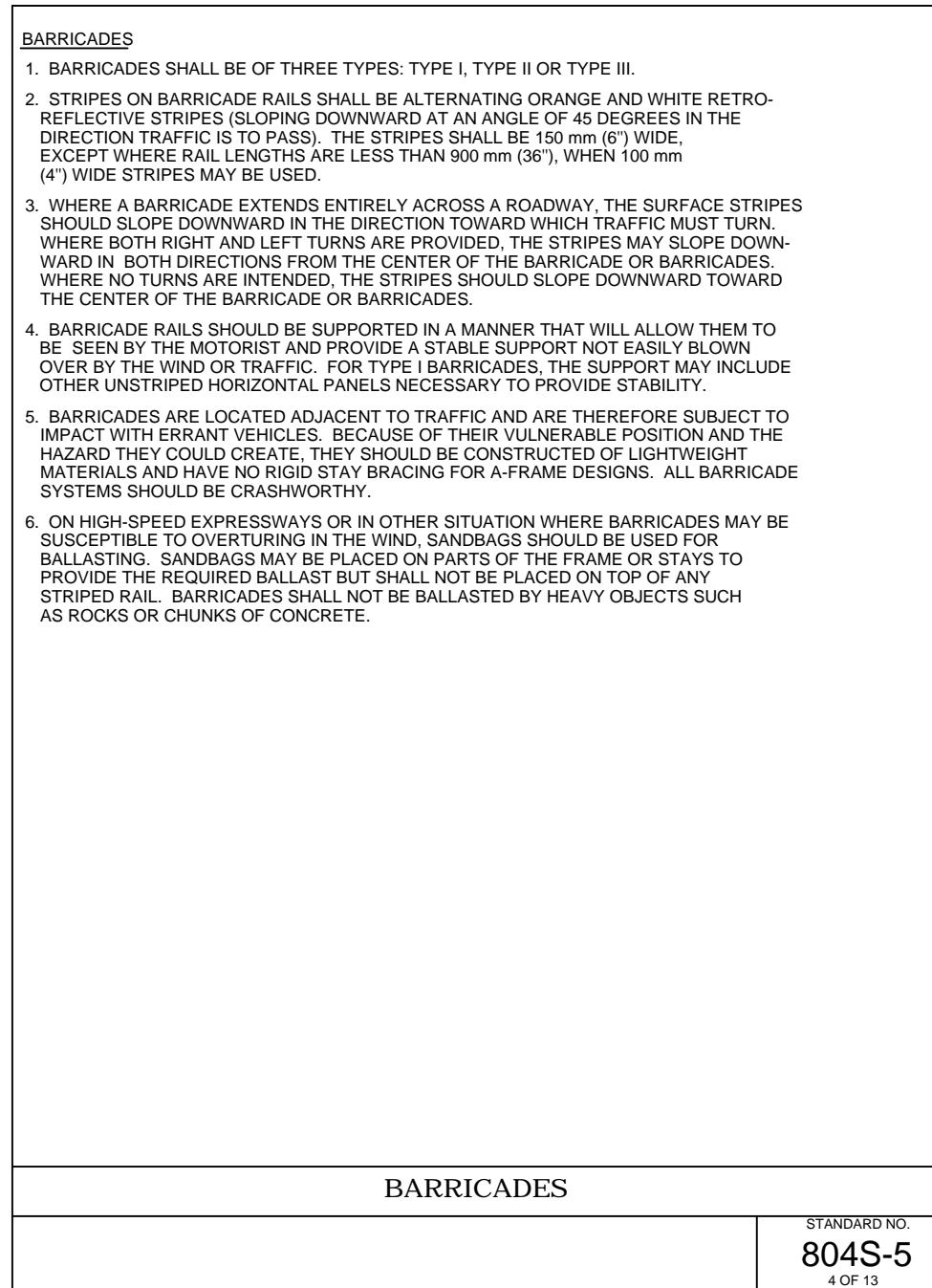
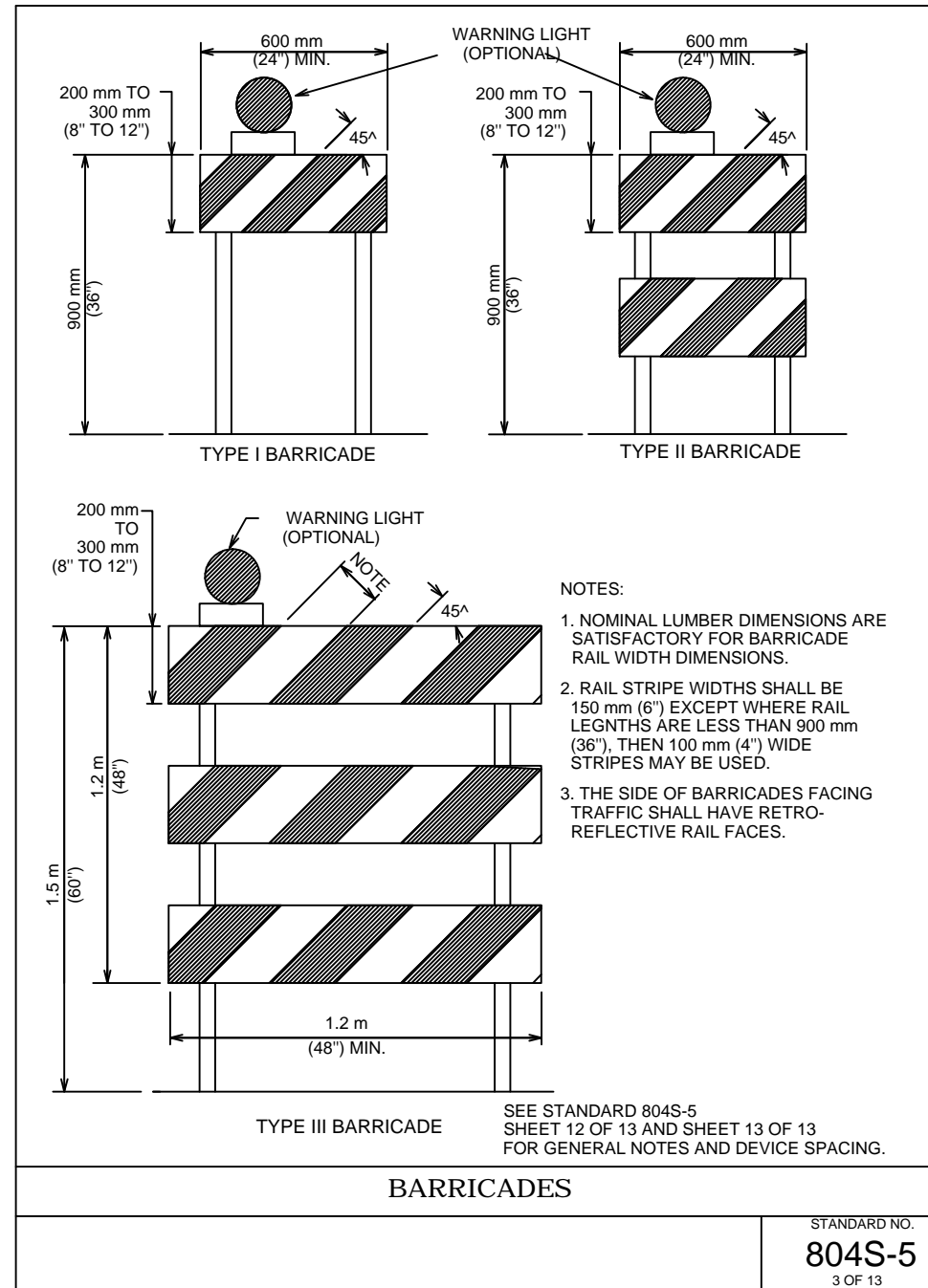
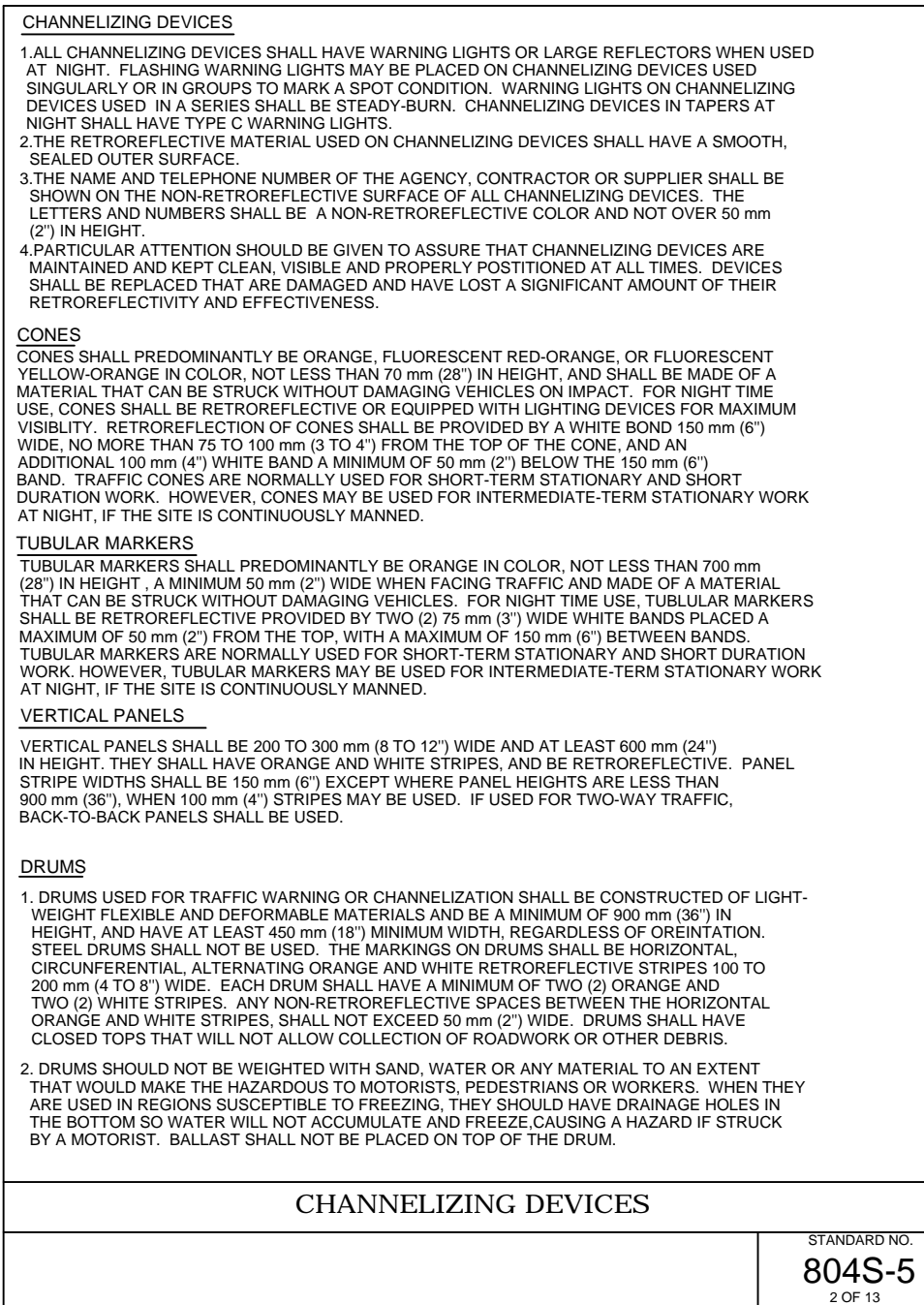
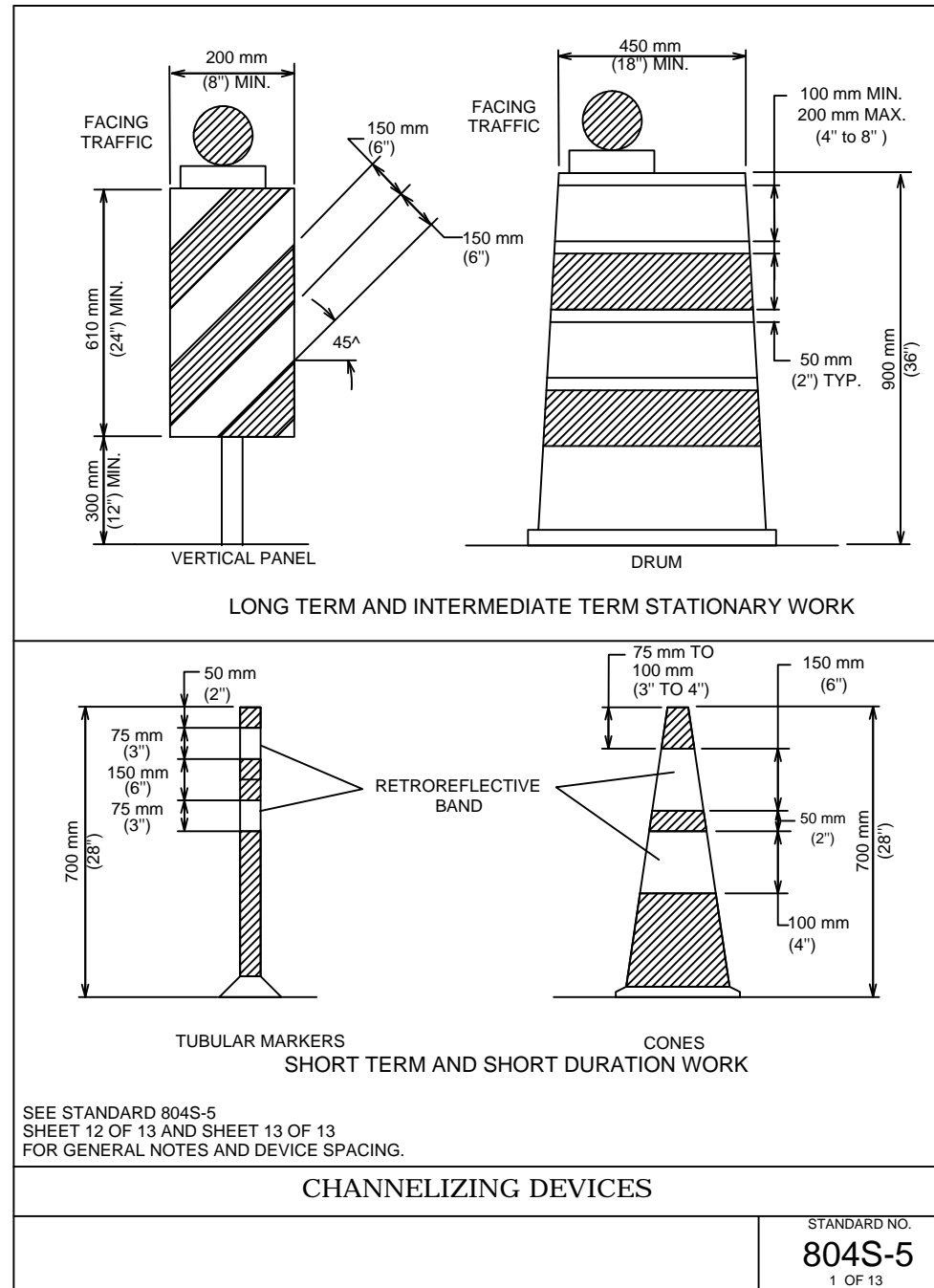
TRAFFIC DETOUR NOTES:

- "STREET CLOSED" AND "STREET CLOSED TO THRU TRAFFIC" MAY BE USED IN PLACE OF "ROAD CLOSED" AND "ROAD CLOSED TO THRU TRAFFIC".
- THE USE OF A STREET SIGN NAME NAME MOUNTED WITH THE M-4-9 DETOUR SIGN IS REQUIRED. THE STREET NAME PLATE SHOULD BE PLACED ABOVE THE DETOUR SIGN. THE PLATE MAY HAVE EITHER A WHITE-ON-ORANGE OR A BLACK-ON-ORANGE LEGEND.
- ADDITIONAL "DO NOT ENTER SIGNS" MAY BE DESIRABLE AT INTERSECTIONS WITH INTERVENING STREETS.
- A M-4-9 DETOUR SIGN WITH AN ADVANCE TURN ARROW MAY BE USED IN ADVANCE OF A TURN. ON MULTI-LANE STREETS, SUCH SIGNS SHOULD BE USED.
- M-4-9 DETOUR SIGNS MAY BE LOCATED ON THE FAR SIDE OF INTERSECTIONS.
- TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

Typical Lengths & Spacing of Devices, Legend & General Notes

STANDARD NO. 804S-2

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<p>WARNING SIGNS SHALL BE COLOR-FLUORESCENT RED-ORANGE OR FLUORESCENT YELLOW-ORANGE. SIGNS THAT FLUORESCENT YELLOW-ORANGE OR FLUORESCENT RED-ORANGE HAVE BEEN IDENTIFIED AS BEING UNAVAILABLE OR, ESPECIALLY DURING TRAVEL, ALL SIGNS USED AT NIGHT SHALL BE EITHER RETROREFLECTIVE WITH A MATERIAL THAT PROVIDES A MINIMUM REFLECTANCE OF 0.40 PERCENT OR UNPAVED TO SHOW SMOOTH SHAPE AND COLOR BOTH DAY AND NIGHT; SIGN ILLUMINATION MAY BE EITHER IN-LEAD OR EXTERNAL. ROADWAY LIGHTING IS AVAILABLE. ONLY SIGNAGES SHOULD BE USED FOR BALLASTING SIGN ILLUMINATION.</p> <p>TYPE 1 PLASING WARNING SIGNS MAY BE USED IN CONJUNCTION WITH SIGNS AT NIGHT. STANDARD ORANGE FLAAGE MAY BE USED FOR DAY-TIME OPERATIONS. HOWEVER, NEITHER LIGHTS NOR FLAAGE IS REQUIRED TO MARK THE SIGN LEGS.</p> <p>SIGNS SHOULD BE LOCATED ON THE RIGHT-HAND SIDE OF THE ROADWAY, WHEN SPECIAL NON-EMERGENCY SIGNS MAY BE PLACED BOTH THE LEFT AND RIGHT SIDES OF ROADWAY. SIGNS SHALL BE PLACED BOTH ON THE LEFT AND RIGHT SIDES OF ONE-WAY OR DIVIDED ROADWAYS. SIGNS USED FOR TRUCKS OR INTERMEDIATE-TIME STOPWAY SIGNS SHALL BE PLACED AT THE END OF AT LEAST 21 IN (7 FT) MEASURED FROM THE BOTTOM OF THE SIGN. THE HEIGHT TO THE BOTTOM OF A SECONDARY STOPWAY SIGN SHALL BE 21 IN (7 FT) MEASURED FROM THE BOTTOM OF THE APPROPRIATE HEIGHT ABOVE.</p> <p>SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, MOBILE CONDITIONS AND EMERGENCIES. SIGNS MOUNTED ON PORTABLE SUPPORTS SHALL BE AT A HEIGHT OF AT LEAST 15 FT (4.57 M) MEASURED FROM THE BOTTOM OF THE SIGN.</p> <p>ALL SIGN SYSTEMS SHOULD BE CRAWBWOOTHY. NO SIGN MOUNTS SHALL BLOCK OR IMPERE SIDEWALKS OR OTHER FEATURES OF THE ROADWAY. OTHER OPTION IS AVAILABLE. ONLY SIGNAGES SHOULD BE USED FOR BALLASTING SIGN MOUNTS.</p>									
<p>TABLE V-3. TYPICAL CONSTRUCTION WARNING SIGN SIZE AND SPACING</p>									
Roadway Classification	Posted Speed	Sign Spacing	Long-term Stationary		Short-term Stationary		Other		
			Standard	Minimum	Standard	Minimum	Standard	Minimum	
Urban	30	100	300	150	300	150	300	300	
	40	150	450	225	450	225	450	450	
	50	200	600	300	600	300	600	600	
	60	250	750	375	750	375	750	750	
	70	300	900	450	900	450	900	900	
	80	350	1050	525	1050	525	1050	1050	
	90	400	1200	600	1200	600	1200	1200	
	100	450	1350	675	1350	675	1350	1350	
	110	500	1500	750	1500	750	1500	1500	
	120	550	1650	825	1650	825	1650	1650	
Rural	30	100	300	150	300	150	300	300	
	40	150	450	225	450	225	450	450	
	50	200	600	300	600	300	600	600	
	60	250	750	375	750	375	750	750	
	70	300	900	450	900	450	900	900	
	80	350	1050	525	1050	525	1050	1050	
	90	400	1200	600	1200	600	1200	1200	
	100	450	1350	675	1350	675	1350	1350	
	110	500	1500	750	1500	750	1500	1500	
	120	550	1650	825	1650	825	1650	1650	
Expressway	30	100	300	150	300	150	300	300	
	40	150	450	225	450	225	450	450	
	50	200	600	300	600	300	600	600	
	60	250	750	375	750	375	750	750	
	70	300	900	450	900	450	900	900	
	80	350	1050	525	1050	525	1050	1050	
	90	400	1200	600	1200	600	1200	1200	
	100	450	1350	675	1350	675	1350	1350	
	110	500	1500	750	1500	750	1500	1500	
	120	550	1650	825	1650	825	1650	1650	
Interstate	30	100	300	150	300	150	300	300	
	40	150	450	225	450	225	450	450	
	50	200	600	300	600	300	600	600	
	60	250	750	375	750	375	750	750	
	70	300	900	450	900	450	900	900	
	80	350	1050	525	1050	525	1050	1050	
	90	400	1200	600	1200	600	1200	1200	
	100	450	1350	675	1350	675	1350	1350	
	110	500	1500	750	1500	750	1500	1500	
	120	550	1650	825	1650	825	1650	1650	

*** **FOR TYPICAL SIGN SPACING ON EXPRESSWAYS AND INTERSTATES, REFER TO THE CURRENT ADDITION OF TAPCO.**

*** **SPECIAL OR LARGER SIZE SIGNS MAY BE USED WHERE NECESSARY.**

*** **SMALLER SIGN SIZES MAY BE USED WHERE SIGN DESIGNS HAVE NOT BEEN INCLUDED IN THE STANDARD**

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13. ALL PERSONS WORKING WITHIN THE RIGHT-OF-WAY SHALL WEAR A BRIGHTLY COLORED SAFETY VEST. FOR NIGHTTIME WORK THE VEST SHALL BE RETROREFLECTIVE.				
14. WHEN AN INTERSECTION IS CLOSED FOR CONSTRUCTION, THE CONTRACTOR SHALL PROCEED WITH CONSTRUCTION IN SUCH A MANNER THAT THE CLOSURE TIME IS MINIMIZED.				
15. THE CONTRACTOR SHALL NOTIFY THE CAPITAL METRO DISPATCHER AT 385-4285 ONE (1) WEEK PRIOR TO LANE CLOSURES ADJACENT TO BUS STOPS.				
DURATION OF WORK				
WORK DURATION IS A MAJOR FACTOR IN DETERMINING THE NUMBER AND TYPES OF DEVICES USED IN TEMPORARY TRAFFIC ZONES. THE FIVE (5) CATEGORIES OF WORK DURATION AND THEIR TIME AT A LOCATION ARE AS FOLLOWS:				
- LONG-TERM STATIONARY-WORK THAT OCCUPIES A LOCATION FOR MORE THAN 3 DAYS				
- INTERMEDIATE-TERM STATIONARY-WORK THAT OCCUPIES A LOCATION FROM OVERNIGHT TO 3 DAYS.				
- SHORT-TERM STATIONARY-DAYTIME WORK THAT OCCUPIES A LOCATION FROM 1 TO 12 HOURS.				
- SHORT-DURATION WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.				
- MOBILE-WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.				
Typical Transition Lengths and Suggested Maximum Spacing of Devices				
Posted Speed KPH (MPH)	Formula	Minimum Desirable Taper Lengths (L) Meters (Feet)	Suggested Max. Device Spacing Meters (Feet)	Suggested Sign Spacing Meters (Feet)
50 (30)	L=WS ² 60	45 (150)	3.3(11) Offset Meters (feet)	On a tangent Meters (feet)
55 (35)		65 (205)	50 (165)	8 (26)
65 (40)		80 (265)	70 (225)	10 (30)
70 (45)		135 (450)	90 (295)	12 (39)
80 (50)	L=WS	150 (500)	100 (320)	15 (49)
90 (55)		165 (550)	125 (410)	20 (66)
100 (60)		180 (600)	150 (495)	25 (82)
105 (65)		195 (650)	165 (540)	30 (98)
115 (70)		215 (700)	180 (600)	35 (115)

GENERAL TRAFFIC CONTROL NOTES	
STANDARD NO. 804S-5	13 OF 13

SAFETY FENCE	
STANDARD NO. 804S-4	1 OF 9

SAFETY FENCE	
STANDARD NO. 804S-4	2 OF 9

LARGE EXCAVATION	
STANDARD NO. 804S-4	3 OF 9

WORK AREA PROTECTION	
STANDARD NO. 804S-4	4 OF 9

STEEL PLATING	
STANDARD NO. 804S-4	5 OF 9

STEEL PLATING	
STANDARD NO. 804S-4	6 OF 9

STEEL PLATING	
STANDARD NO. 804S-4	7 OF 9

MATERIAL AND EQUIPMENT STORAGE	
STANDARD NO. 804S-4	8 OF 9

MATERIAL AND EQUIPMENT STORAGE	
STANDARD NO. 804S-4	9 OF 9

CLIENT INFORMATION	
REVISION / ISSUE	DATE
No.	

KENEY RETAIL LLC 524 NORTH LAMAR, SUITE 203 AUSTIN, TEXAS 78703	
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TBP# No.F-12802	

KENEY JUNCTION- LOT 1-A CIVIL CONSTRUCTION PLANS CITY OF KENEY, KARNES COUNTY, TX	
CIVIL CONSTRUCTION PLANS	

STATE OF TEXAS CHAD KIMBELL 99810 LICENSED PROFESSIONAL ENGINEER December 11, 2012	
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CHECKED BY CHAD KIMBELL, PE Kimbrell Bruehl JOB NO. 129-003 ISSUE DATE: 09/09/12 SHEET 13 of 13	
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