STORMWATER REPAIR PLANS FOR
HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR, PFLUGERVILLE, TX 78660

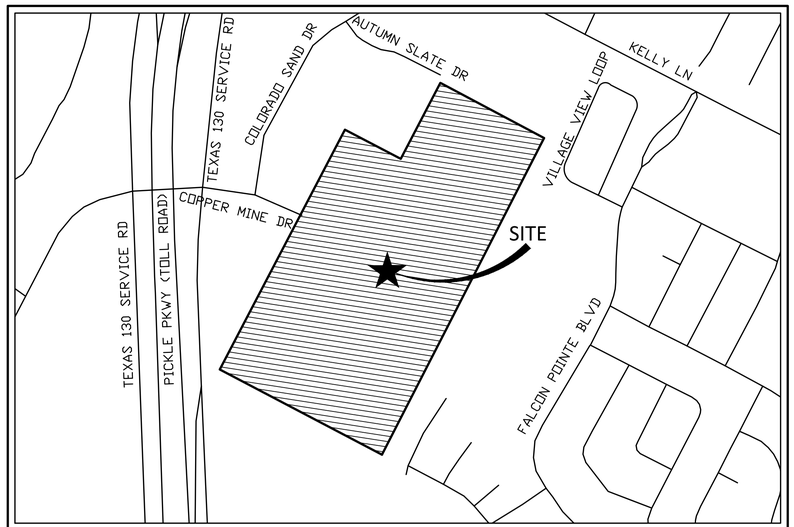
DESIGN TEAM

CIVIL ENGINEER
KYLE MOORE, PE
CIVILITUDE LLC
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LANDSCAPE ARCHITECT
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OWNER

PFLUGERVILLE INDEPENDENT SCHOOL DISTRICT
1401 W PECAN ST.
PFLUGERVILLE, TX 78660
(512) 594-0000



LOCATION MAP

SHEET INDEX

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16	TRAFFIC CONTROL PHASE 4
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SUBMITTED BY



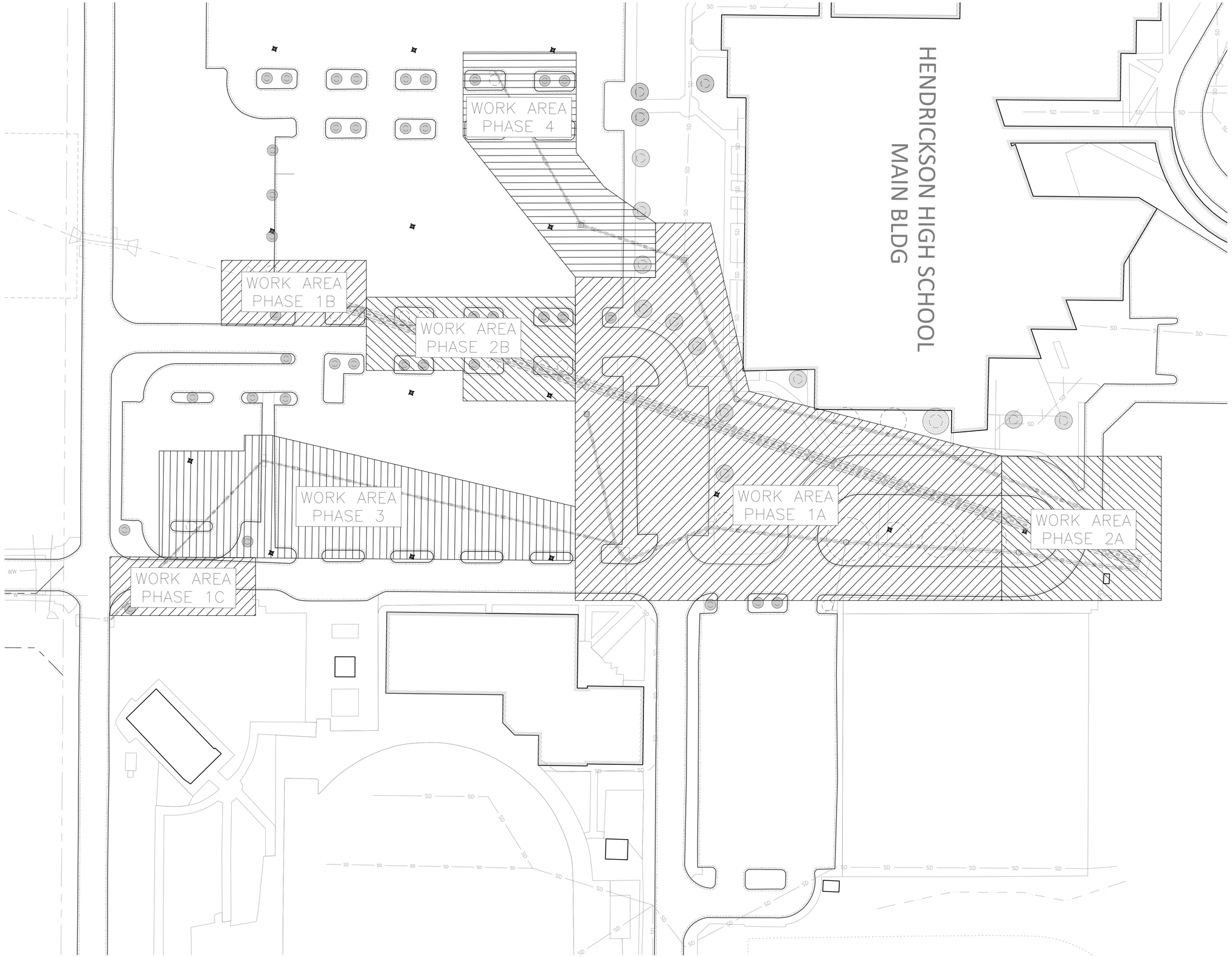
10/17/2025
DATE

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FIRM REG# F-12469 | 503 KENNISTON DR., | AUSTIN, TX 78752
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LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- CURB / EDGE OF PAVEMENT
- ACCESSIBLE ROUTE (ADA)
- FIRE LANE STRIPING
- RETAINING / SCREENING WALL
- BUILDING PAD AREA
- PAVEMENT / ASPHALT
- PAVEMENT / CONCRETE
- STORM DRAIN LINE
- WATER LINE
- WASTEWATER LINE
- PHASES

Texas 811

NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

0' 20' 40' 80'

SCALE:1"=40'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

PHASING PLAN

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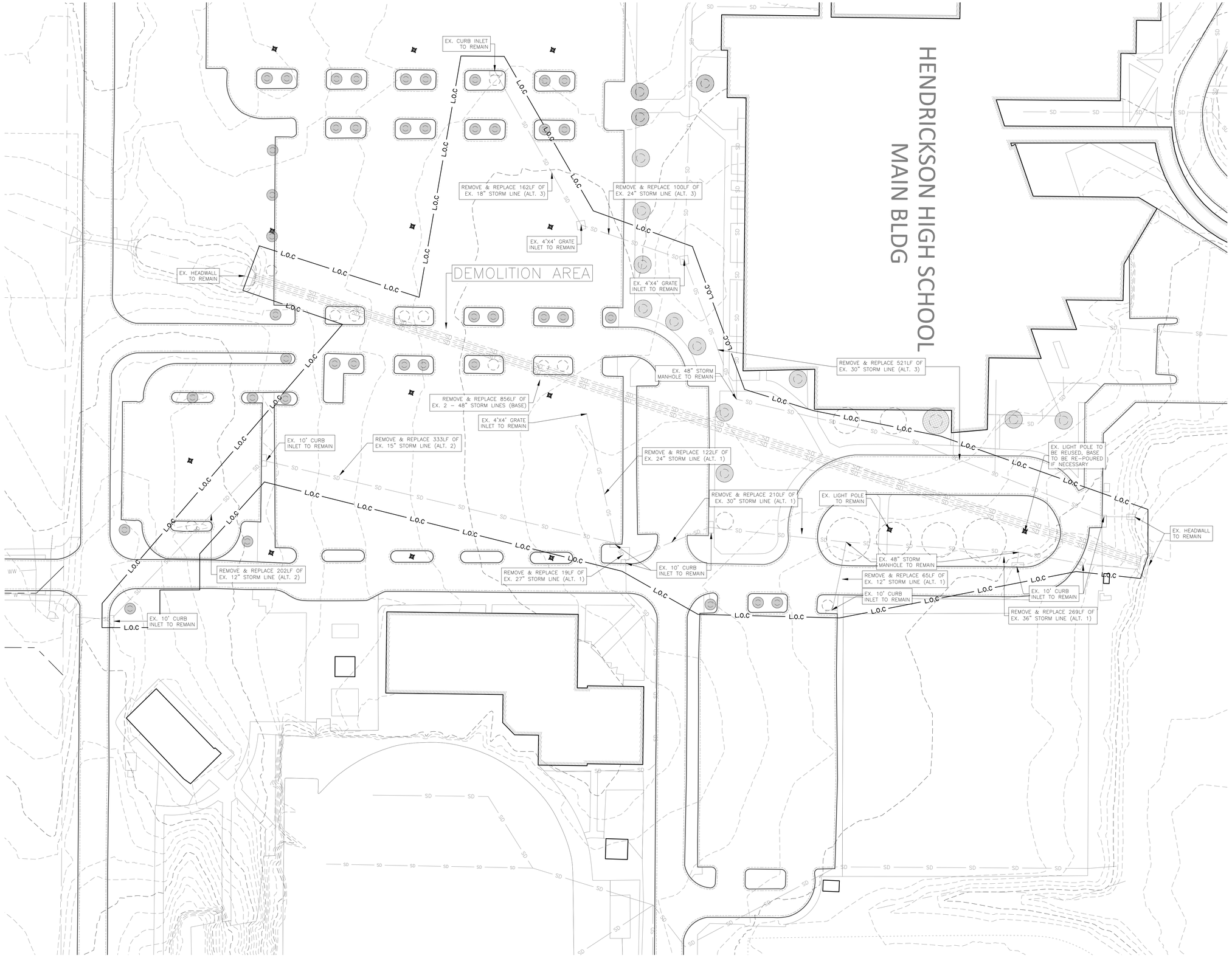
JOB NO: A857
DGN BY: KM
DWN BY: MD
RVW BY: FK

STATE OF TEXAS
KYLE W. MOORE
150732
LICENSED PROFESSIONAL ENGINEER
10/17/2025

SHEET NO. 02 OF 18

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LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- 512 EXISTING CONTOUR LINE
- CURB / EDGE OF PAVEMENT
- EXISTING BUILDING
- SD SD STORM DRAIN LINE
- W WATER LINE
- WW WW WASTEWATER LINE
- OH OVERHEAD ELECTRIC
- L.O.C LIMIT OF CONSTRUCTION
- DEMOLITION AREA
- TREE TO BE REMOVED & REPLACED
- TREE TO REMAIN

Texas 811

NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

0' 20' 40' 80'

SCALE:1"=40'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

DEMOLITION PLAN

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503 KENNISTON DR #4 AUSTIN, TX 78752 FIRM REG # F12469
PHONE 512 761 6161 FAX 512 761 6167 INFO@CIVILITUDE.COM

JOB NO: A857
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DWN BY: MD
RVW BY: FK

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KYLE W. MOORE
150732
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10/17/2025

SHEET NO. 03 OF 18

Plot Date: October 17, 2025 @ 6:50 PM

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HENDRICKSON HIGH SCHOOL
MAIN BLDG

LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- 512 EXISTING CONTOUR LINE
- CURB / EDGE OF PAVEMENT
- EXISTING BUILDING
- SD SD STORM DRAIN LINE
- W WATER LINE
- WW WW WASTEWATER LINE
- SILT FENCE
- MS MULCH SOCK
- FD FD FILTER DIKE
- L.O.C LIMIT OF CONSTRUCTION
- CONCRETE WASHOUT
- STAGING_SPOILS

Texas 811

NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

0' 20' 40' 80'
SCALE:1"=40'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

EROSION & SEDIMENTATION CONTROL PLAN

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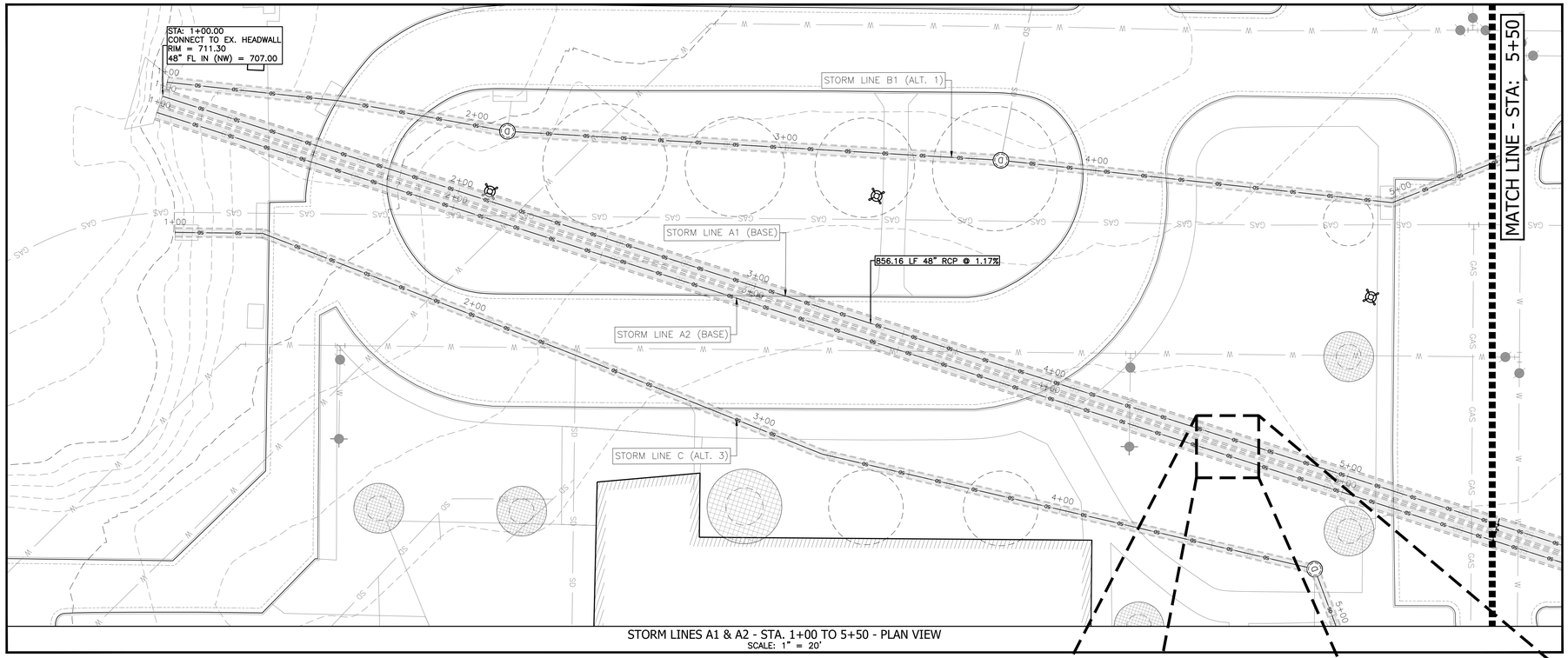
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DWN BY: MD
RVW BY: FK

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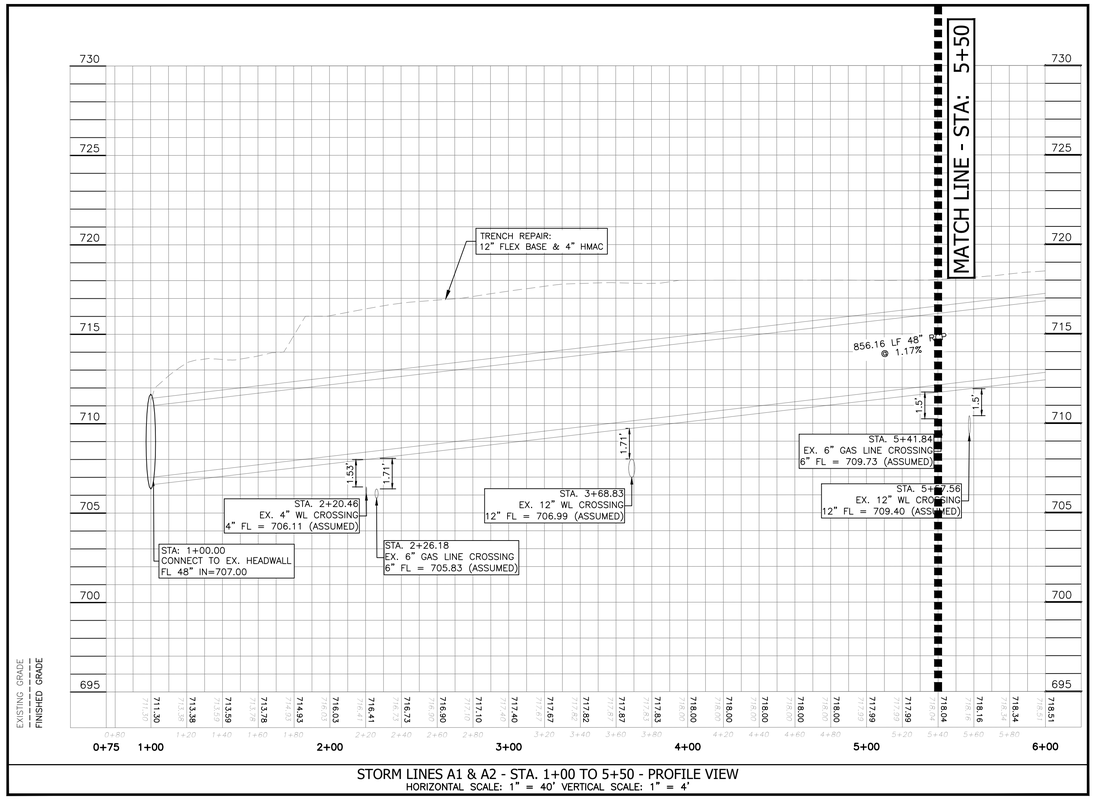
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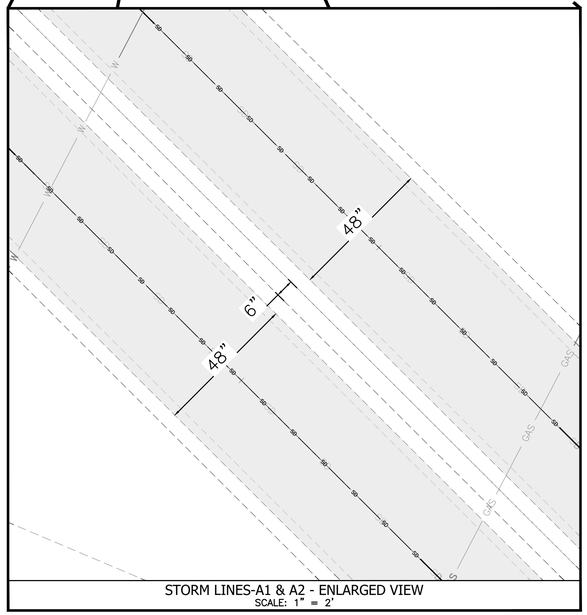
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STORM LINES A1 & A2 - STA. 1+00 TO 5+50 - PLAN VIEW
SCALE: 1" = 20'



STORM LINES A1 & A2 - STA. 1+00 TO 5+50 - PROFILE VIEW
HORIZONTAL SCALE: 1" = 40' VERTICAL SCALE: 1" = 4'

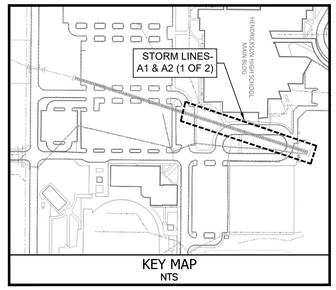


STORM LINES-A1 & A2 - ENLARGED VIEW
SCALE: 1" = 2'

VERT. SCALE
SCALE:1"=40'

LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- 512 EXISTING CONTOUR LINE
- 512 PROPOSED CONTOUR LINE
- CURB / EDGE OF PAVEMENT
- PROPOSED BUILDING PAD AREA
- SD STORM DRAIN LINE
- W WATER LINE
- WW WASTEWATER LINE
- OH OVERHEAD ELECTRIC
- GAS GAS LINE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- WW WASTEWATER MANHOLE
- CO WASTEWATER CLEANOUT
- BFP BACKFLOW PREVENTER
- D STORM DRAIN MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN AREA INLET



KEY MAP
NTS

NOTES:
1. CONTRACTOR TO FIELD VERIFY ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

0' 10' 20' 40'
SCALE:1"=20'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

STORM LINE A1 & A2 PLAN & PROFILE (1 OF 2) – BASE

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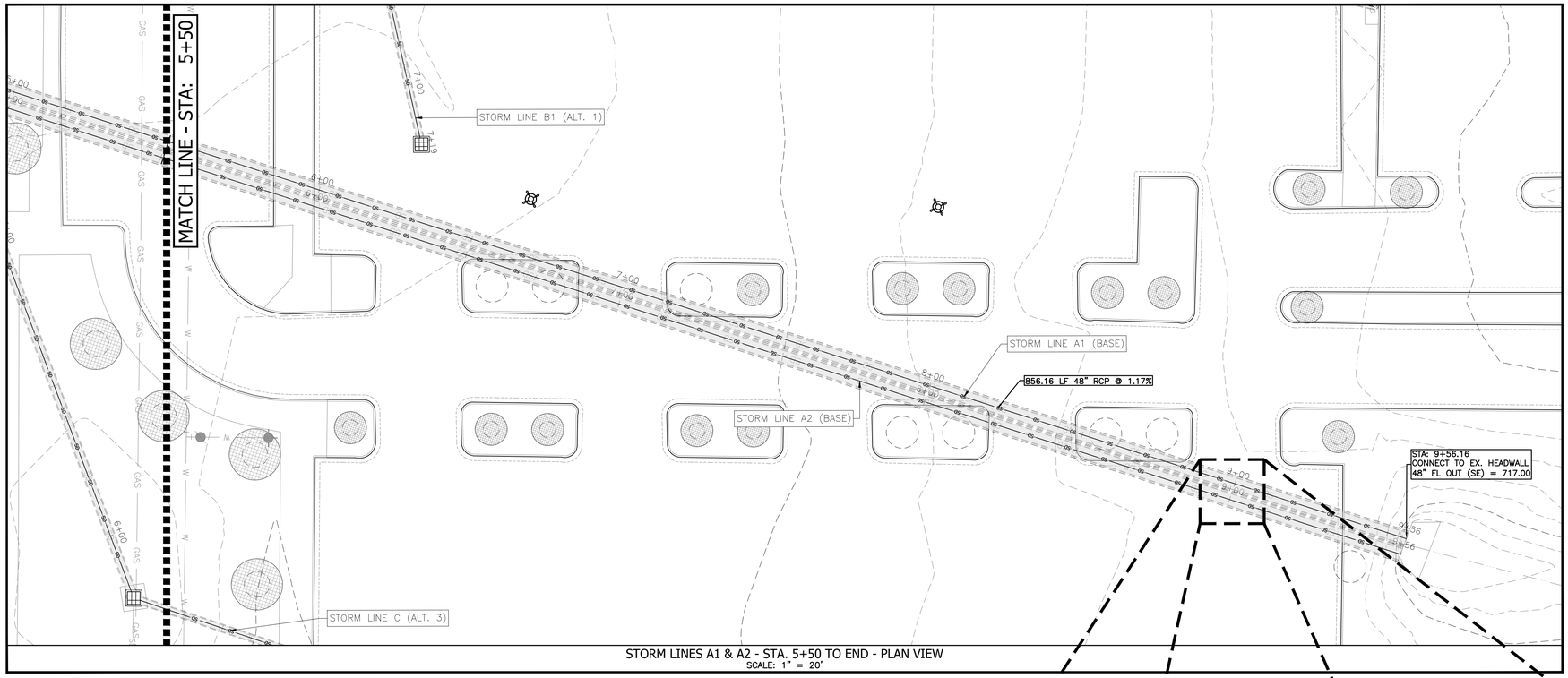
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DGN BY: KM
DWN BY: MD
RVW BY: FK

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KYLE W. MOORE
150732
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10/17/2025

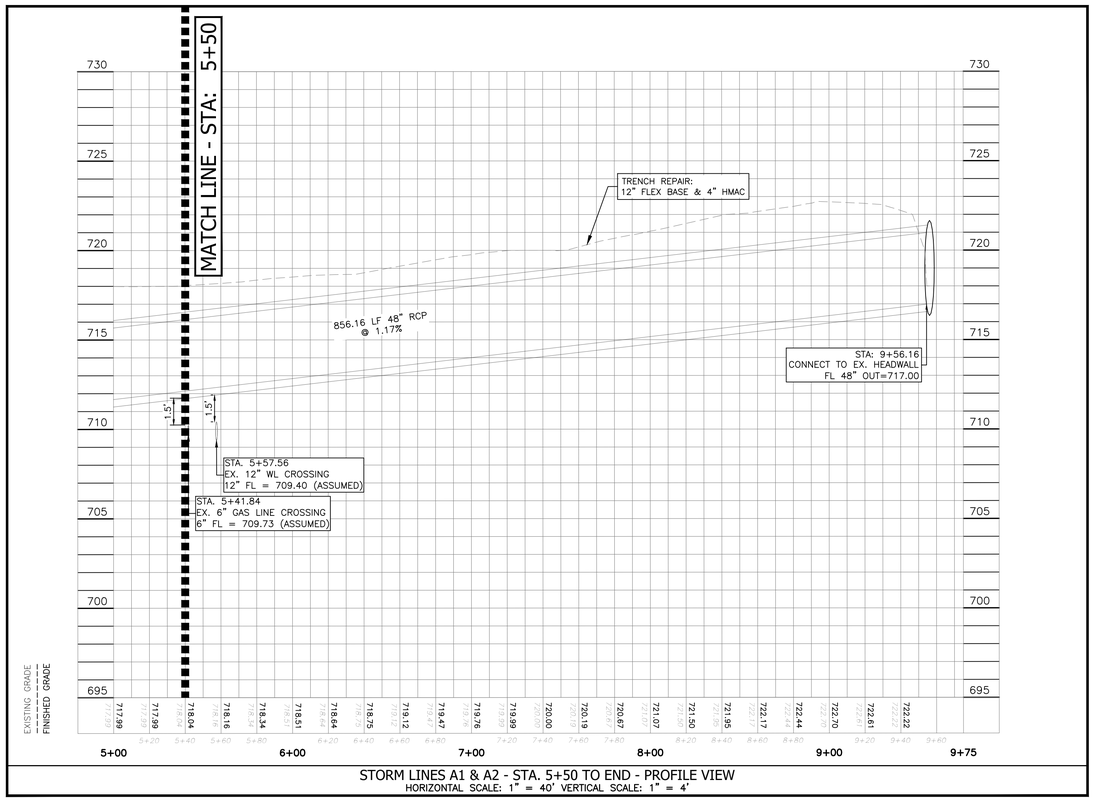
SHEET NO. 05 OF 18

Plot Date: October 17, 2025 @ 6:49 PM

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STORM LINES A1 & A2 - STA. 5+50 TO END - PLAN VIEW
SCALE: 1" = 20'



STORM LINES A1 & A2 - STA. 5+50 TO END - PROFILE VIEW
HORIZONTAL SCALE: 1" = 40' VERTICAL SCALE: 1" = 4'

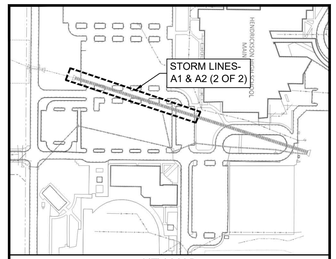
STORM LINES-A1 & A2 - ENLARGED VIEW
SCALE: 1" = 2'

4'
2'
0
VERT. SCALE

0' 20' 40' 80'
SCALE:1"=40'

LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- 512 EXISTING CONTOUR LINE
- 512 PROPOSED CONTOUR LINE
- CURB / EDGE OF PAVEMENT
- PROPOSED BUILDING PAD AREA
- SD STORM DRAIN LINE
- W WATER LINE
- WW WASTEWATER LINE
- OH OVERHEAD ELECTRIC
- GAS GAS LINE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- WW WASTEWATER MANHOLE
- CO WASTEWATER CLEANOUT
- BFP BACKFLOW PREVENTER
- D STORM DRAIN MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN AREA INLET



KEY MAP
NTS

Texas 811

NOTES:
1. CONTRACTOR TO FIELD VERIFY ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

N

0' 10' 20' 40'
SCALE:1"=20'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

STORM LINE A1 & A2 PLAN & PROFILE (2 OF 2) – BASE

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PHONE 512 761 6161 FAX 512 761 6167 INFO@CIVILITUDE.COM

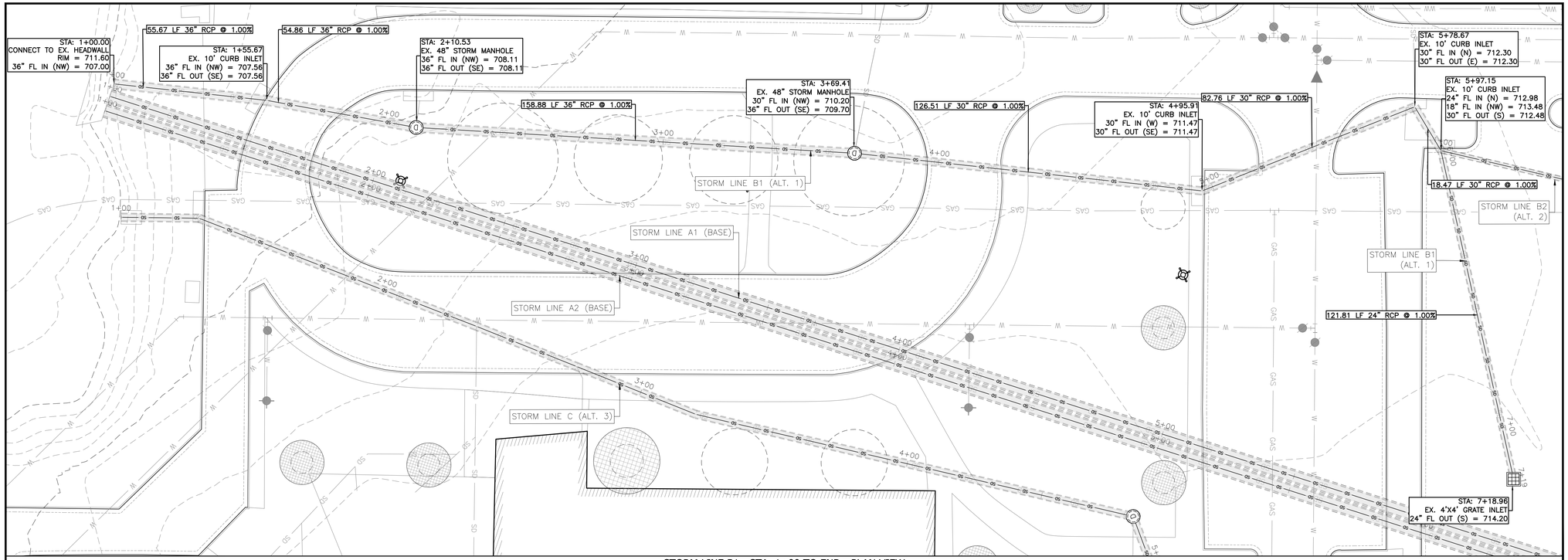
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DGN BY: KM
DWN BY: MD
RVW BY: FK

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KYLE W. MOORE
150732
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10/17/2025

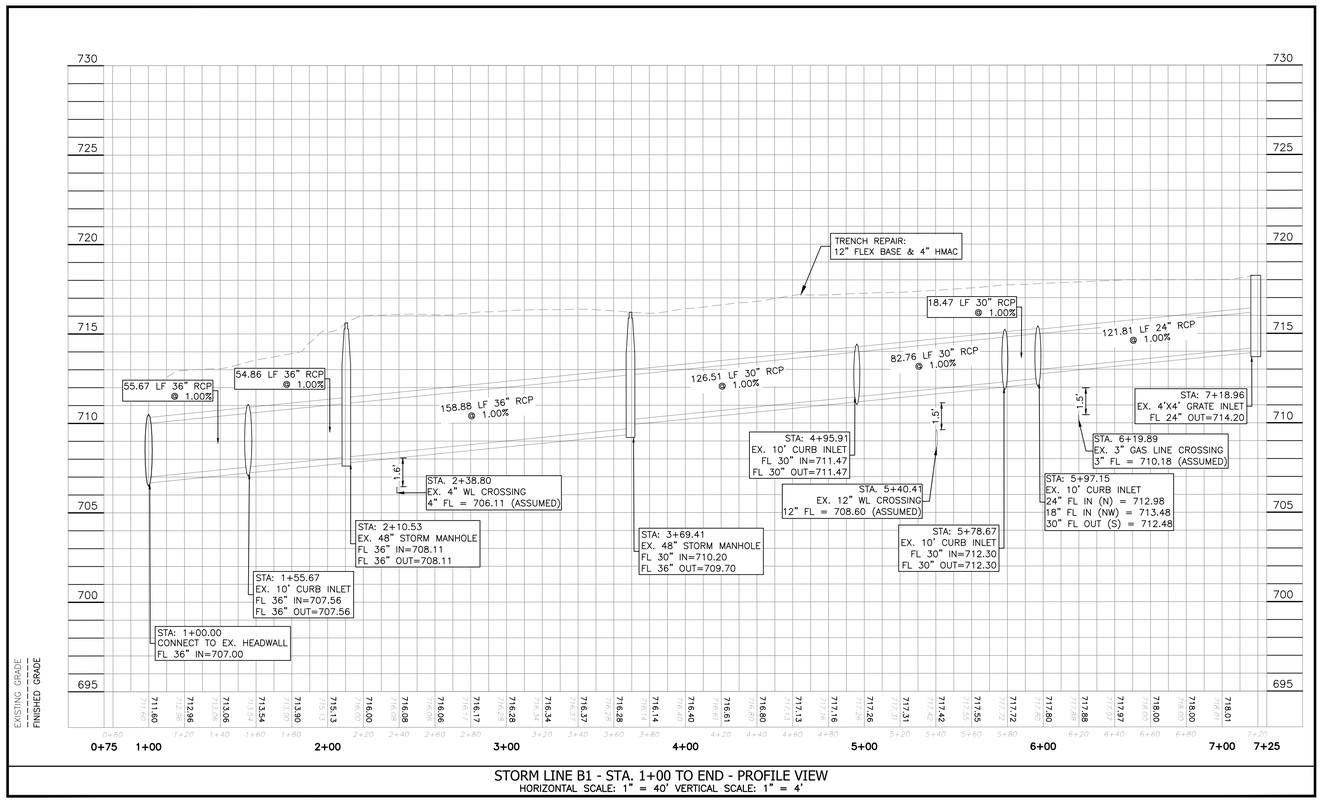
SHEET NO. 06 OF 18

Plot Date: October 17, 2025 @ 6:50 PM

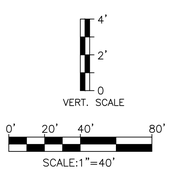
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STORM LINE B1 - STA. 1+00 TO END - PLAN VIEW
SCALE: 1" = 20'

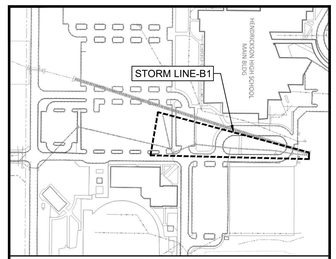


STORM LINE B1 - STA. 1+00 TO END - PROFILE VIEW
HORIZONTAL SCALE: 1" = 40' VERTICAL SCALE: 1" = 4'



LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- 512 EXISTING CONTOUR LINE
- 512 PROPOSED CONTOUR LINE
- CURB / EDGE OF PAVEMENT
- PROPOSED BUILDING PAD AREA
- SD STORM DRAIN LINE
- W WATER LINE
- WW WASTEWATER LINE
- OH OVERHEAD ELECTRIC
- GAS GAS LINE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- WW WASTEWATER MANHOLE
- CO WASTEWATER CLEANOUT
- BFP BACKFLOW PREVENTER
- D STORM DRAIN MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN AREA INLET



KEY MAP
NTS

Texas 811

NOTES:
1. CONTRACTOR TO FIELD VERIFY ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

N

0' 10' 20' 40'
SCALE:1"=20'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

STORM LINE B1 PLAN & PROFILE – ALTERNATE 1

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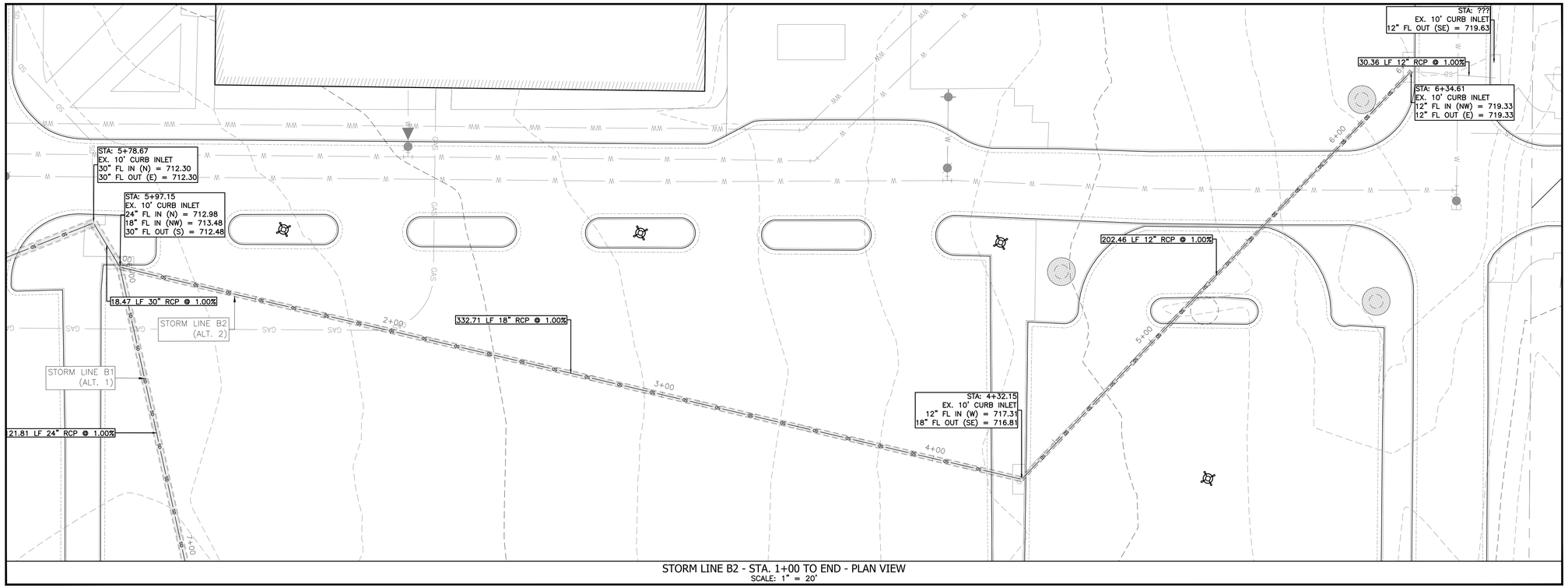
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DGN BY: KM
DWN BY: MD
RVW BY: FK

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10/17/2025

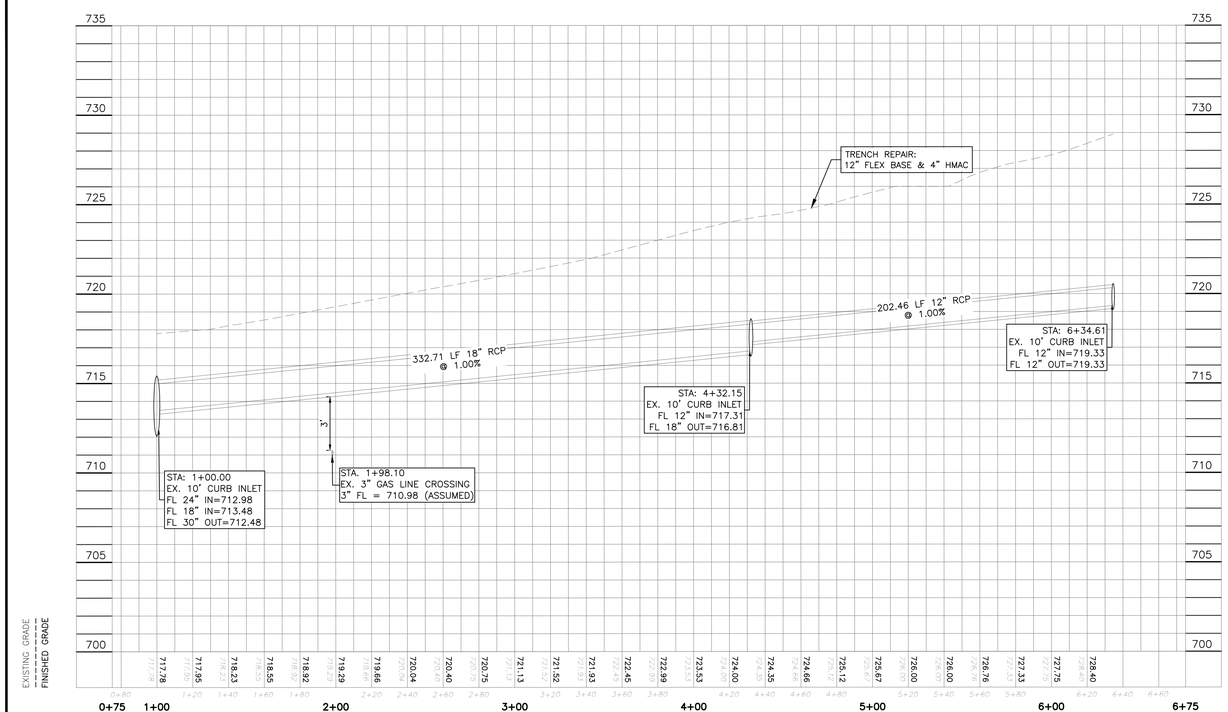
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STORM LINE B2 - STA. 1+00 TO END - PLAN VIEW
SCALE: 1" = 20'



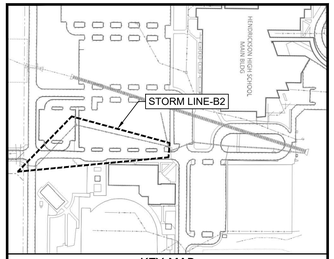
STORM LINE B2 - STA. 1+00 TO END - PROFILE VIEW
HORIZONTAL SCALE: 1" = 40' VERTICAL SCALE: 1" = 4'

4'
2'
0
VERT. SCALE

0' 20' 40' 80'
SCALE:1"=40'

LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- 512 EXISTING CONTOUR LINE
- 512 PROPOSED CONTOUR LINE
- CURB / EDGE OF PAVEMENT
- PROPOSED BUILDING PAD AREA
- SD STORM DRAIN LINE
- W WATER LINE
- WW WASTEWATER LINE
- OH OVERHEAD ELECTRIC
- GAS GAS LINE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- WW WASTEWATER MANHOLE
- CO WASTEWATER CLEANOUT
- BFP BACKFLOW PREVENTER
- D STORM DRAIN MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN AREA INLET



KEY MAP
SCALE: NTS

Texas 811

NOTES:
1. CONTRACTOR TO FIELD VERIFY ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

0' 10' 20' 40'
SCALE:1"=20'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

STORM LINE B2 PLAN & PROFILE – ALTERNATE 2

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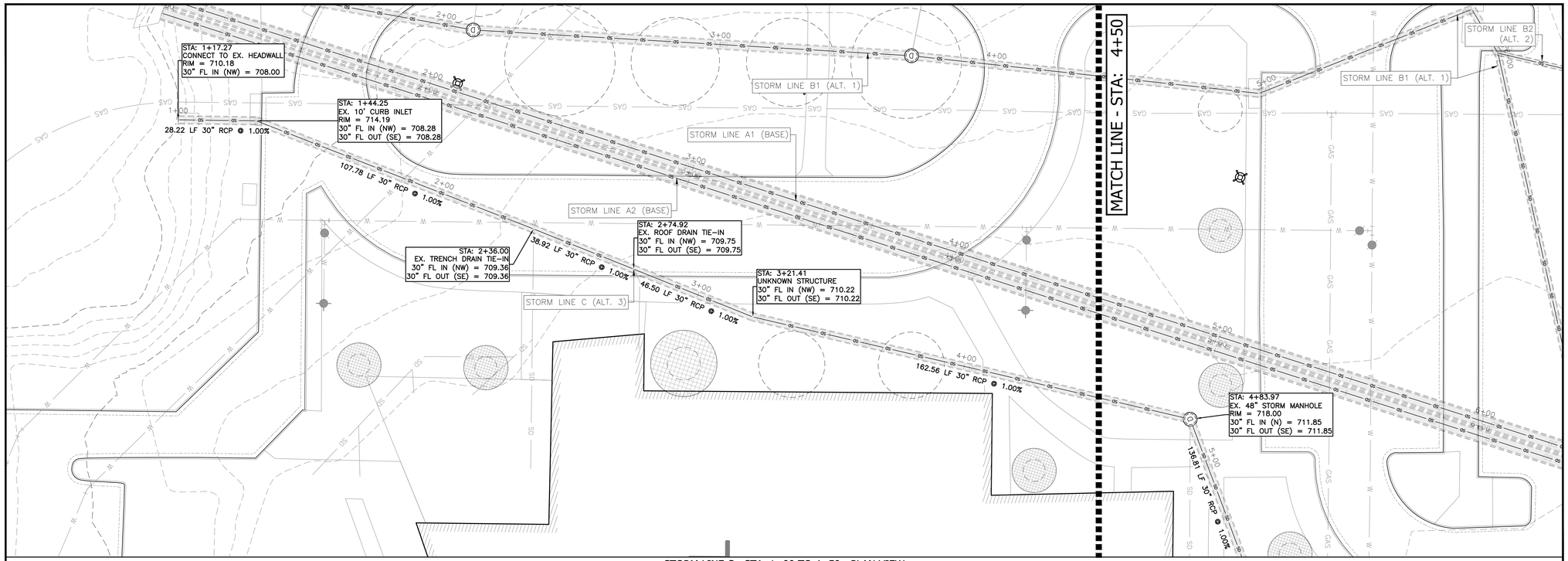
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DGN BY: KM
DWN BY: MD
RVW BY: FK

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150732
LICENSED PROFESSIONAL ENGINEER
10/17/2025

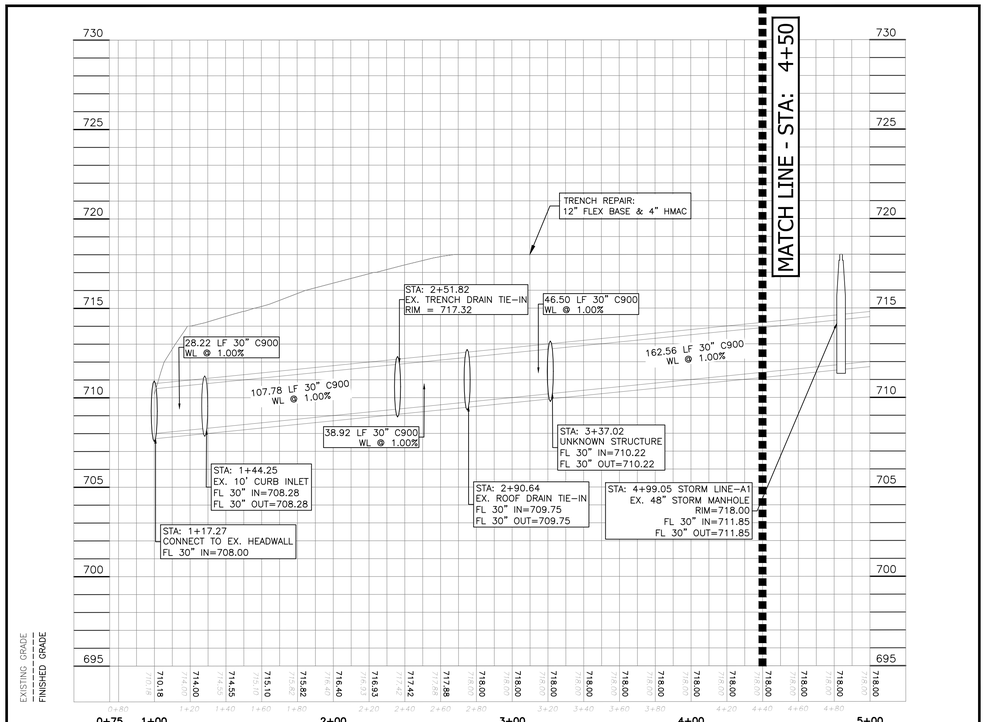
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STORM LINE C - STA. 1+00 TO 4+50 - PLAN VIEW
SCALE: 1" = 20'



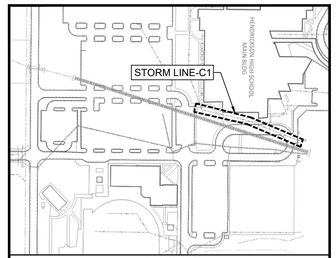
STORM LINE C - STA. 1+00 TO 4+50 - PROFILE VIEW
HORIZONTAL SCALE: 1" = 40' VERTICAL SCALE: 1" = 4'

VERT. SCALE
0' 2' 4'

0' 20' 40' 80'
SCALE:1"=40'

LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- 512 EXISTING CONTOUR LINE
- 512 PROPOSED CONTOUR LINE
- CURB / EDGE OF PAVEMENT
- PROPOSED BUILDING PAD AREA
- SD STORM DRAIN LINE
- W WATER LINE
- WW WASTEWATER LINE
- OH OVERHEAD ELECTRIC
- GAS GAS LINE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- WW WASTEWATER MANHOLE
- CO WASTEWATER CLEANOUT
- BFP BACKFLOW PREVENTER
- D STORM DRAIN MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN AREA INLET



KEY MAP
NTS

Texas 811

NOTES:
1. CONTRACTOR TO FIELD VERIFY ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

0' 10' 20' 40'
SCALE:1"=20'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

STORM LINE C PLAN & PROFILE (1 OF 2) – ALTERNATE 3

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503 KENNISTON DR #4 AUSTIN, TX 78752 FIRM REG # F12469
PHONE 512 761 6161 FAX 512 761 6167 INFO@CIVILITUDE.COM

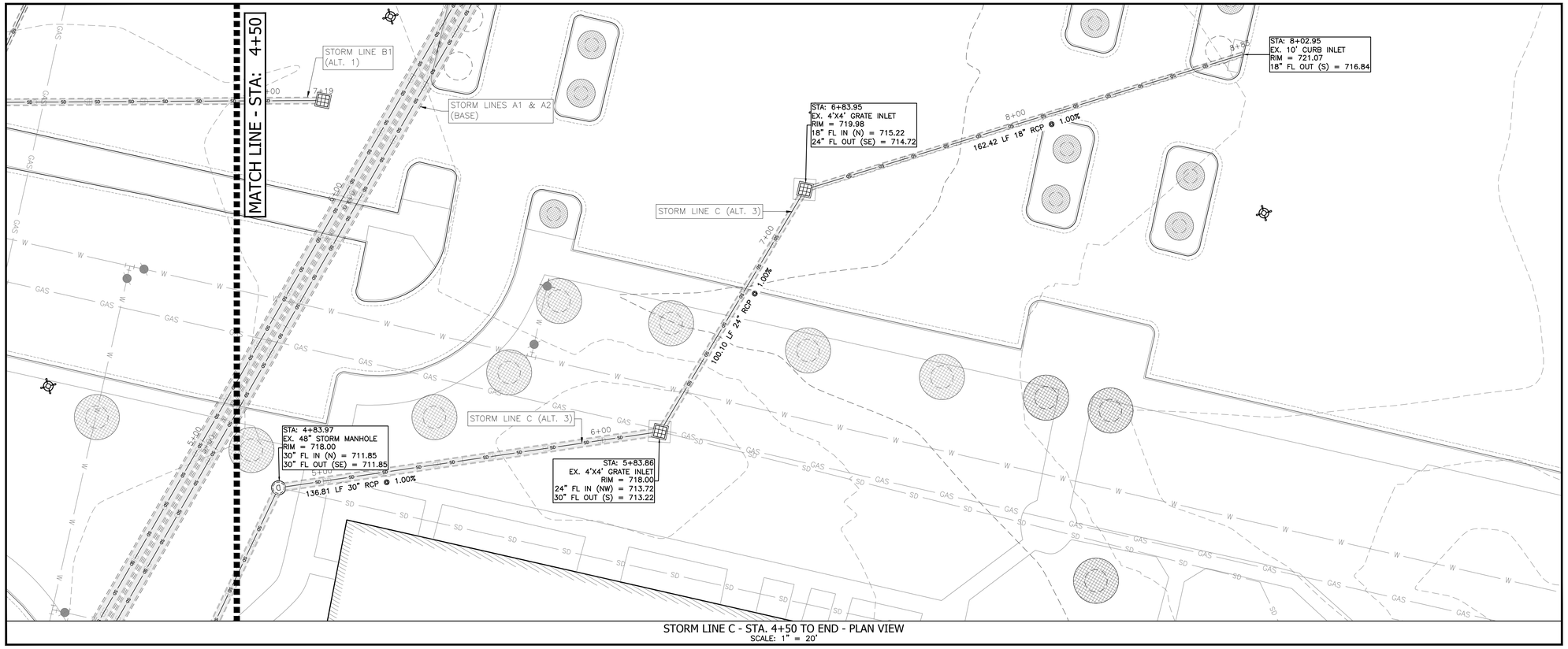
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10/17/2025

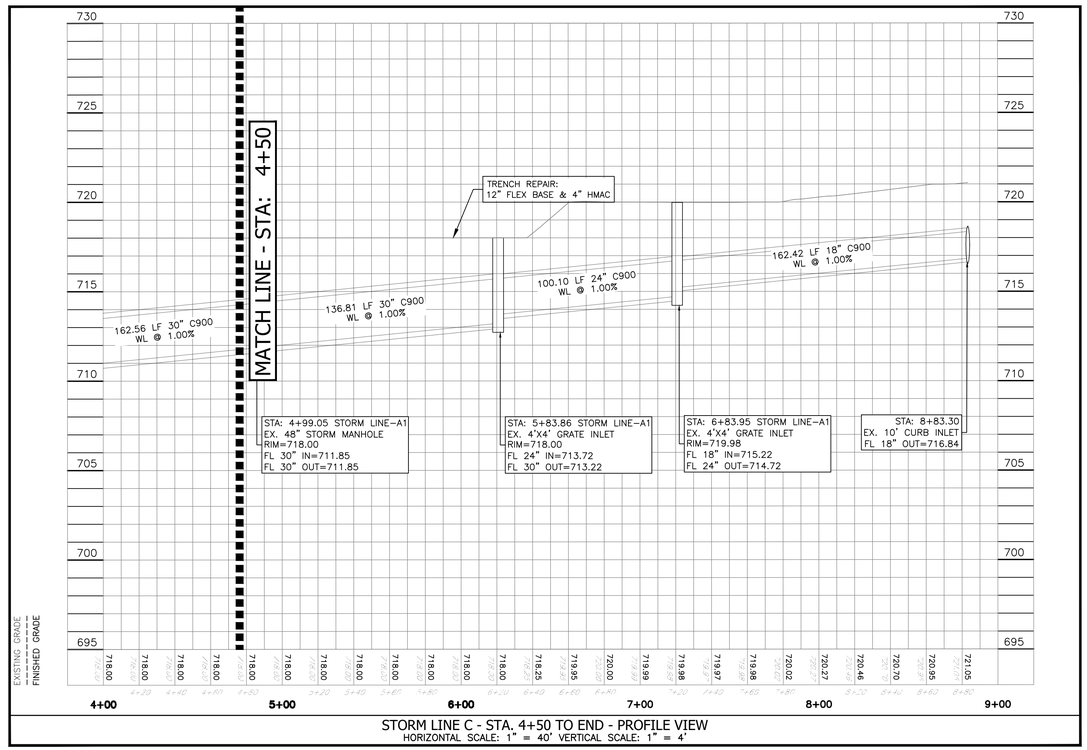
SHEET NO. 09 OF 18

Plot Date: October 17, 2025 @ 6:49 PM

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STORM LINE C - STA. 4+50 TO END - PLAN VIEW
SCALE: 1" = 20'



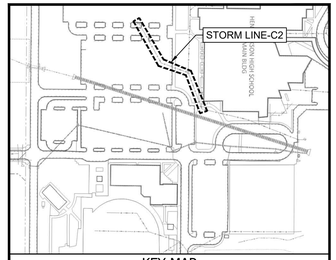
STORM LINE C - STA. 4+50 TO END - PROFILE VIEW
HORIZONTAL SCALE: 1" = 40' VERTICAL SCALE: 1" = 4'

VERT. SCALE
0' 2' 4'

0' 20' 40' 80'
SCALE:1"=40'

LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- 512 EXISTING CONTOUR LINE
- 512 PROPOSED CONTOUR LINE
- CURB / EDGE OF PAVEMENT
- PROPOSED BUILDING PAD AREA
- SD STORM DRAIN LINE
- W WATER LINE
- WW WASTEWATER LINE
- OH OVERHEAD ELECTRIC
- GAS GAS LINE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- WW WASTEWATER MANHOLE
- CO WASTEWATER CLEANOUT
- BFP BACKFLOW PREVENTER
- D STORM DRAIN MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN AREA INLET



KEY MAP
SCALE: NTS

Texas 811

NOTES:
1. CONTRACTOR TO FIELD VERIFY ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

0' 10' 20' 40'
SCALE:1"=20'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

STORM LINE C PLAN & PROFILE (2 OF 2) – ALTERNATE 3

CIVILITUDE
ENGINEERS & PLANNERS
503 KENNISTON DR #4 AUSTIN, TX 78752 FIRM REG # F12469
PHONE 512 761 6161 FAX 512 761 6167 INFO@CIVILITUDE.COM

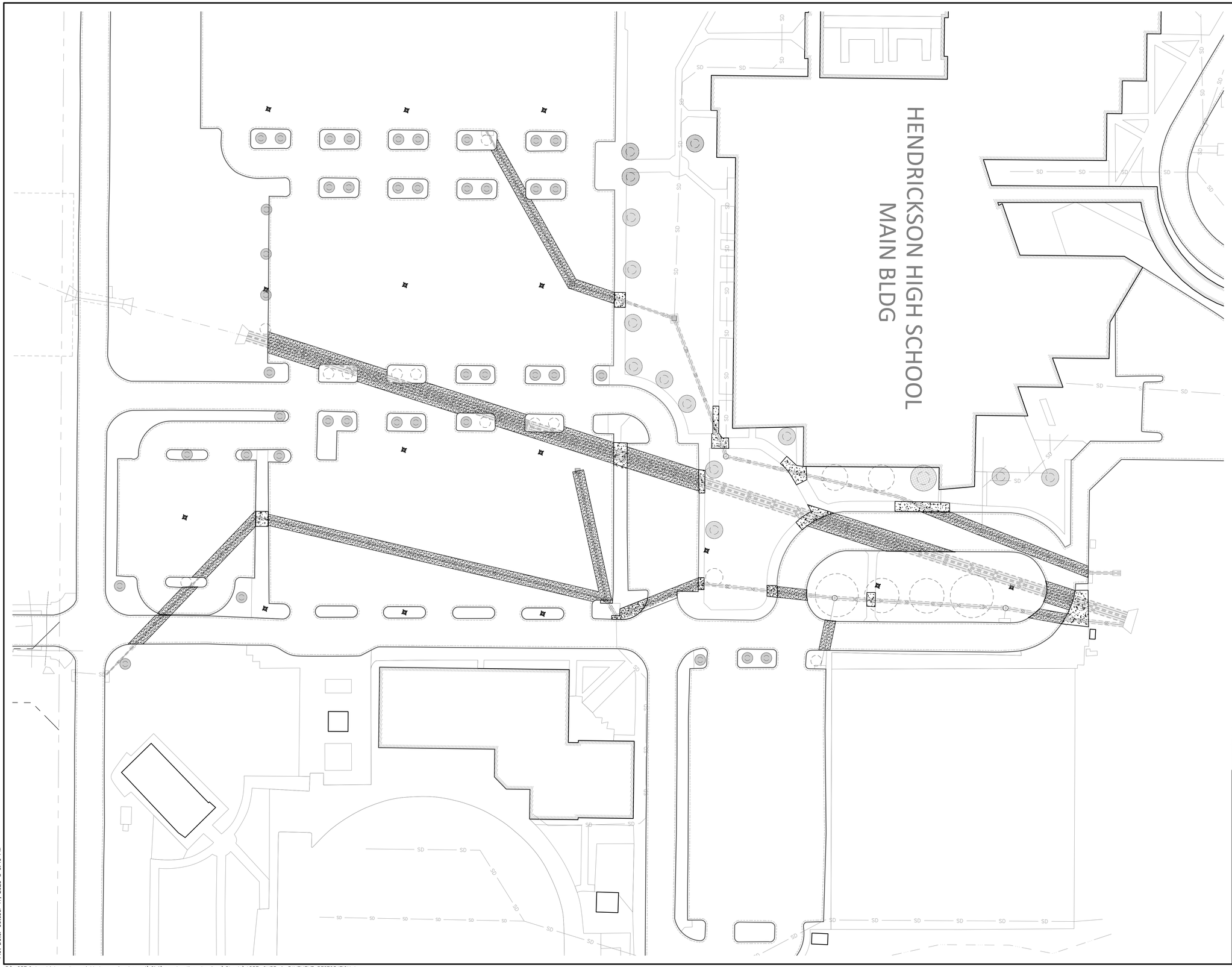
JOB NO: A857
DGN BY: KM
DWN BY: MD
RVW BY: FK

STATE OF TEXAS
KYLE W. MOORE
150732
LICENSED
PROFESSIONAL ENGINEER
10/17/2025

SHEET NO. 10 OF 18

Plot Date: October 17, 2025 @ 7:13 PM

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LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- CURB / EDGE OF PAVEMENT
- ACCESSIBLE ROUTE (ADA)
- FIRE LANE STRIPING
- RETAINING / SCREENING WALL
- BUILDING PAD AREA
- PAVEMENT / ASPHALT
- PAVEMENT / CONCRETE
- SD — SD — STORM DRAIN LINE
- W — WATER LINE
- WW — WW — WASTEWATER LINE

Estimated Hardscape Quantities		
Pavement	19415	SF
Concrete(Sidewalk)	3100	SF
Curb	690	LF

Texas 811

NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

N

0' 20' 40' 80'

SCALE:1"=40'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

CURB & PAVEMENT RESTORATION PLAN

CIVILITUDE
ENGINEERS & PLANNERS
503 KENNISTON DR #4 AUSTIN, TX 78752 FIRM REG # F12469
PHONE 512 761 6161 FAX 512 761 6167 INFO@CIVILITUDE.COM

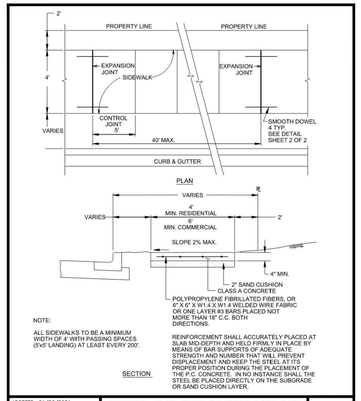
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DGN BY: KM
DWN BY: MD
RVW BY: FK

STATE OF TEXAS
KYLE W. MOORE
150732
LICENSED PROFESSIONAL ENGINEER
10/17/2025

SHEET NO. 11 OF 18

Plot Date: October 17, 2025 @ 6:49 PM

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NOTE:

ALL SIDEWALKS TO BE A MINIMUM WIDTH OF 4' WITH PASSING SPACES (5'x5' LANDING) AT LEAST EVERY 200'.

SECTION

ADOPTED: 01/26/2021
Patricia A. Davis, M.S.C.E., P.E.
Scale: N.T.S.

REVISIONS

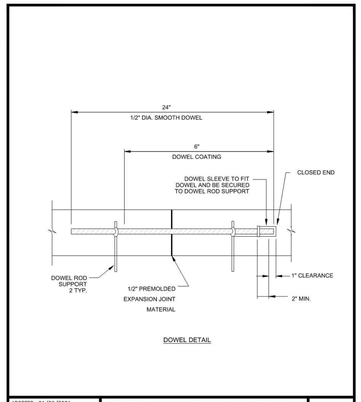
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CITY OF PFLUGERVILLE — 432S-1 1 OF 3

SIDEWALK

CONSTRUCTION STANDARDS AND DETAILS

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.



DOWEL DETAIL

ADOPTED: 01/26/2021
Patricia A. Davis, M.S.C.E., P.E.
Scale: N.T.S.

REVISIONS

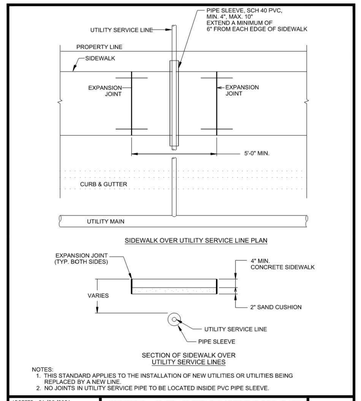
DATE	APPROVED	DRAWN

CITY OF PFLUGERVILLE — 432S-1 2 OF 3

SIDEWALK

CONSTRUCTION STANDARDS AND DETAILS

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.



SIDEWALK OVER UTILITY SERVICE LINE PLAN

SECTION OF SIDEWALK OVER UTILITY SERVICE LINES

NOTES:
1. THIS STANDARD APPLIES TO THE INSTALLATION OF NEW UTILITIES OR UTILITIES BEING REPLACED BY A NEW LINE.
2. NO JOINTS IN UTILITY SERVICE PIPE TO BE LOCATED INSIDE PVC PIPE SLEEVE.

ADOPTED: 01/26/2021
Patricia A. Davis, M.S.C.E., P.E.
Scale: N.T.S.

REVISIONS

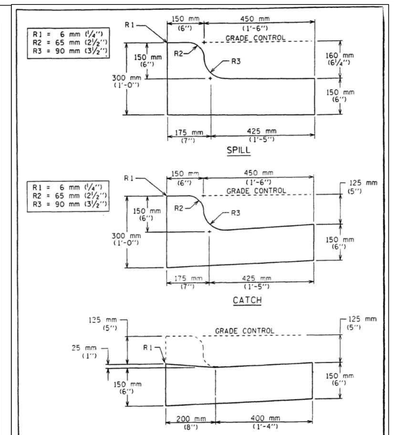
DATE	APPROVED	DRAWN

CITY OF PFLUGERVILLE — 432S-1 3 OF 3

SIDEWALK

CONSTRUCTION STANDARDS AND DETAILS

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.



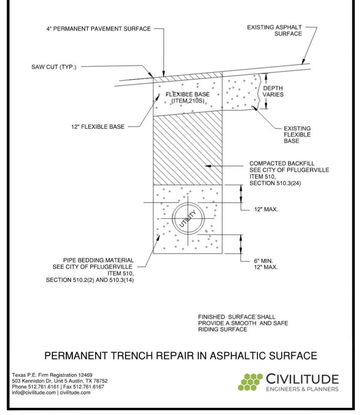
CITY OF AUSTIN
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Luis Rivera 9/29/99
ADOPTED

CURB AND GUTTER SECTION

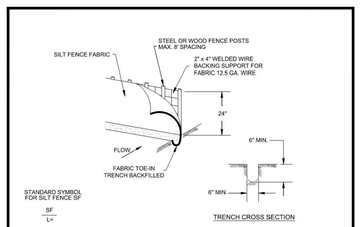
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO. 430S-1



Texas P.E. Firm Registration 10469
503 Kennston Dr. Unit 5 Austin, TX 78752
Phone 512.761.6161 | Fax 512.761.6167
info@civilitude.com | civilitude.com

CIVILITUDE
ENGINEERS & PLANNERS



NOTES:

1. STEEL OR WOOD 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 12 INCHES. IF WOOD POSTS CANNOT ACHIEVE 12 INCHES DEPTH, USE STEEL POSTS.
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.
3. THE TRENCH MUST BE A MINIMUM OF 6" DEEP AND 6" WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
4. SILT FENCE FABRIC SHOULD BE SECURELY FASTENED TO EACH STEEL OR WOOD SUPPORT POST OR TO WOVEN WIRE, WHICH IS IN TURN ATTACHED TO THE STEEL OR WOOD 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". THE SILT SHALL BE DISPOSED OF ON AN APPROVED SITE AND IN SUCH A MANNER THAT WILL NOT CONTRIBUTE TO ADDITIONAL SILTATION.

ADOPTED: 01/26/2021
Patricia A. Davis, M.S.C.E., P.E.
Scale: N.T.S.

REVISIONS

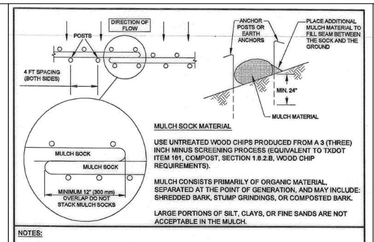
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CITY OF PFLUGERVILLE — 642S-1

SILT FENCE

CONSTRUCTION STANDARDS AND DETAILS

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.



MULCH SOCK MATERIAL

USE UNTREATED WOOD CHIPS PRODUCED FROM A 3 (THREE) INCH MINUS SCREENING PROCESS (EQUIVALENT TO TXDOT ITEM 161, COMPOST, SECTION 1.6.2.B, WOOD CHIP REQUIREMENTS).

MULCH CONSISTS PRIMARILY OF ORGANIC MATERIAL, SEPARATED AT THE POINT OF GENERATION, AND MAY INCLUDE: SHREDDED BARK, STUMP GRINDINGS, OR COMPOSTED BARK.

LARGE PORTIONS OF SILT, CLAYS, OR FINE SANDS ARE NOT ACCEPTABLE IN THE MULCH.

NOTES:

1. STEEL OR WOOD POSTS WHICH SUPPORT THE MULCH SOCK SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF 600mm (24 inches). IF WOOD POSTS CANNOT ACHIEVE 600mm (24 inches) DEPTH, USE STEEL POSTS. EARTH ANCHORS ARE ALSO ACCEPTABLE.
2. THE TOE OF THE MULCH SOCK SHALL BE PLACED SO THAT THE MULCH SOCK IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. IN ORDER TO PREVENT WATER FROM FLOWING BETWEEN THE JOINTS OF ADJACENT ENOS OFMULCH SOCKS, LAP THE ENDS OF ADJACENT MULCH SOCKS A MINIMUM OF 300mm (12 inches).
3. MULCH MATERIAL MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH; IT IS NOT ACCEPTABLE FOR THE MULCH MATERIAL TO CONTAIN GROUND CONSTRUCTION DEBRIS, BIOSOLIDS, OR MANURE.
4. SOCK MATERIAL WILL BE 100% BIODEGRADABLE, PHOTODEGRADABLE, OR RECYCLABLE SUCH AS BURLAP, TWINE, UV PHOTOBIODEGRADABLE PLASTIC, POLYESTER, OR ANY OTHER ACCEPTABLE MATERIAL.
5. MULCH SOCKS SHOULD BE USED AT THE BASE OF SLOPES NO STEEPER THAN 2:1 AND SHOULD NOT EXCEED THE MAXIMUM SPACING CRITERIA PROVIDED IN CITY OF AUSTIN ENVIRONMENTAL CRITERIA MANUAL TABLE 1.4.5.F.1 FOR A GIVEN SLOPE CATEGORY.
6. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF 150mm (6 inches). THE SILT SHALL BE DISPOSED OF ON AN APPROVED SITE AND IN SUCH A MANNER THAT WILL NOT CONTRIBUTE TO ADDITIONAL SILTATION.

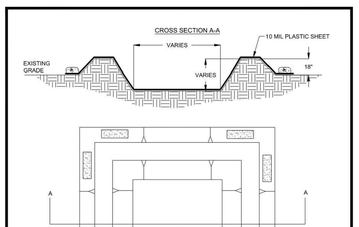
CITY OF AUSTIN
WATERSHED PROTECTION DEPARTMENT

08/24/2010
ADOPTED

MULCH SOCK

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO. 648S-1



NOTES:

1. SET LENGTH AND WIDTH AS NECESSARY TO PROVIDE ADEQUATE SPACE FOR WASHOUT ACTIVITIES.
2. IF RESTRICTED BY DEPTH DUE TO BELOW GRADE APPURTENANCES, PLACE EARTHEN BERMS AT GRADE.
3. USE EXCAVATED MATERIAL TO CREATE EARTHEN BERMS SURROUNDING THE AREA TO BE DESIGNATED AS A CONCRETE WASHOUT.
4. PLACE 10MIL OR GREATER PLASTIC SHEETING.
5. SECURE SHEETING ON OUTSIDE OF BERM AREA USING SAND BAGS OR ROCK EQUIVALENT.

ADOPTED: 01/26/2021
Patricia A. Davis, M.S.C.E., P.E.
Scale: N.T.S.

REVISIONS

DATE	APPROVED	DRAWN

CITY OF PFLUGERVILLE — 650S-3

CONCRETE TRUCK WASHOUT

CONSTRUCTION STANDARDS AND DETAILS

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

DETAILS

CIVILITUDE
ENGINEERS & PLANNERS
503 KENNISTON DR #4 AUSTIN, TX 78752 FIRM REG # F12469
PHONE 512 761 6161 FAX 512 761 6167 INFO@CIVILITUDE.COM

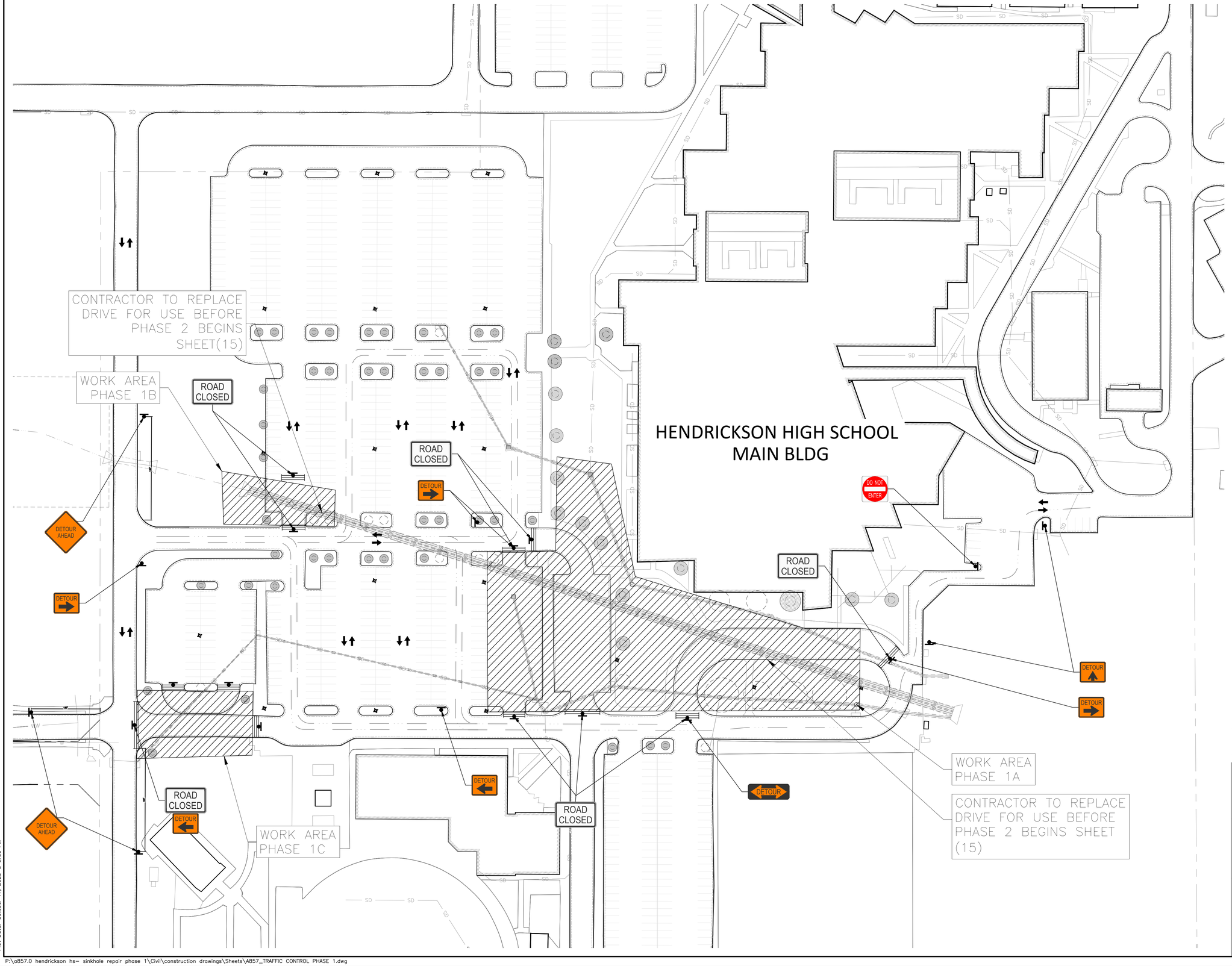
JOB NO: A857
DGN BY: KM
DWN BY: MD
RVW BY: FK

STATE OF TEXAS
KYLE W. MOORE
150732
LICENSED PROFESSIONAL ENGINEER
10/17/2025

SHEET NO. 12 OF 18

Plot Date: October 17, 2025 @ 6:49 PM

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82 PARKING STALLS UNAVAILABLE

0' 25' 50' 100'
SCALE:1"=50'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

TRAFFIC CONTROL PHASE 1

CIVILITUDE
ENGINEERS & PLANNERS
503 KENNISTON DR #4 AUSTIN, TX 78752 FIRM REG # F12469
PHONE 512 761 6161 FAX 512 761 6167 INFO@CIVILITUDE.COM

JOB NO: A857
DGN BY: KM
DWN BY: MD
RVW BY: FK

STATE OF TEXAS
KYLE W. MOORE
150732
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10/17/2025

SHEET NO. 13 OF 18

Plot Date: October 17, 2025 @ 6:50 PM

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HENDRICKSON HIGH SCHOOL
MAIN BLDG

WORK AREA
PHASE 2B

WORK AREA
PHASE 2A

DETOUR

ROAD CLOSED

DETOUR AHEAD

DO NOT ENTER

CONTRACTOR TO REPLACE DRIVE FOR USE BEFORE PHASE 3 BEGINS SHEET(16)

24 PARKING STALLS UNAVAILABLE

LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- CURB / EDGE OF PAVEMENT
- BUILDING PAD AREA
- STORM DRAIN LINE
- WATER LINE
- WASTEWATER LINE
- FIRE HYDRANT
- WASTEWATER MANHOLE
- WASTEWATER CLEANOUT
- STORM DRAIN MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN AREA INLET
- DUMPSTER
- PARKING BUMPER
- ACCESSIBLE PARKING (ADA)
- CROSSWALK
- TRAFFIC CONTROL SIGN
- WORK AREA
- TYPE III BARRICADE
- TRAVEL DIRECTION
- DETOUR PATH

0' 25' 50' 100'
SCALE:1"=50'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

TRAFFIC CONTROL PHASE 2

CIVILITUDE
ENGINEERS & PLANNERS
503 KENNISTON DR #4 AUSTIN, TX 78752 FIRM REG # F12469
PHONE 512 761 6161 FAX 512 761 6167 INFO@CIVILITUDE.COM

JOB NO: A857
DGN BY: KM
DWN BY: MD
RVW BY: FK

STATE OF TEXAS
KYLE W. MOORE
150732
LICENSED PROFESSIONAL ENGINEER
10/17/2025

SHEET NO. 14 OF 18

Plot Date: October 17, 2025 @ 6:50 PM

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HENDRICKSON HIGH SCHOOL
MAIN BLDG

ROAD CLOSED

ROAD CLOSED

DETOUR

WORK AREA
PHASE 3

DO NOT ENTER

DETOUR

LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- CURB / EDGE OF PAVEMENT
- BUILDING PAD AREA
- STORM DRAIN LINE
- WATER LINE
- WASTEWATER LINE
- FIRE HYDRANT
- WASTEWATER MANHOLE
- WASTEWATER CLEANOUT
- STORM DRAIN MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN AREA INLET
- DUMPSTER
- PARKING BUMPER
- ACCESSIBLE PARKING (ADA)
- CROSSWALK
- TRAFFIC CONTROL SIGN
- WORK AREA
- TYPE III BARRICADE
- TRAVEL DIRECTION
- DETOUR PATH

78 PARKING STALLS UNAVAILABLE

0' 25' 50' 100'
SCALE:1"=50'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

TRAFFIC CONTROL PHASE 3

CIVILITUDE
ENGINEERS & PLANNERS
503 KENNISTON DR #4 AUSTIN, TX 78752 FIRM REG # F12469
PHONE 512 761 6161 FAX 512 761 6167 INFO@CIVILITUDE.COM

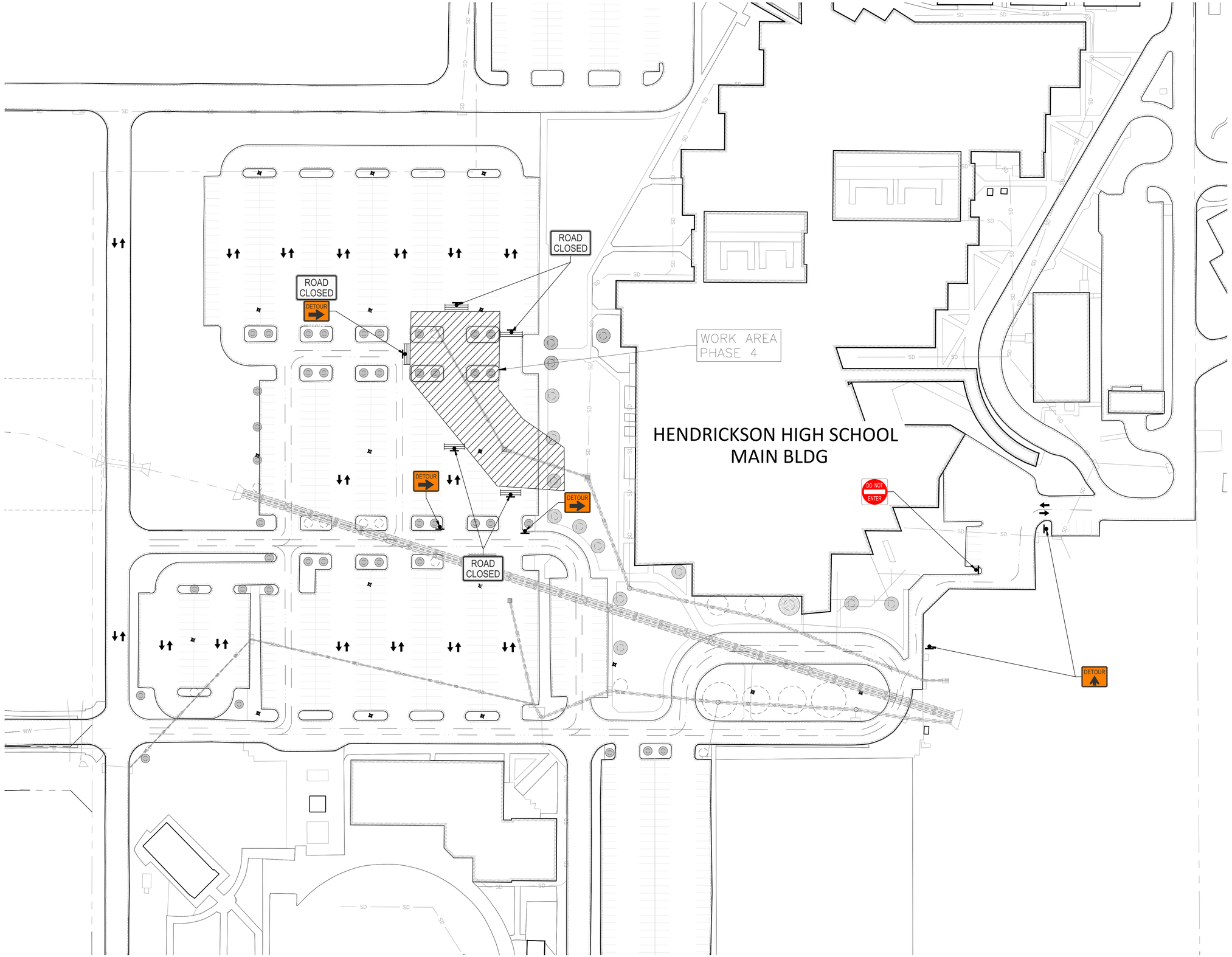
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DGN BY: KM
DWN BY: MD
RVW BY: FK

STATE OF TEXAS
KYLE W. MOORE
150732
LICENSED
PROFESSIONAL ENGINEER
10/17/2025

SHEET NO. 15 OF 18

Plot Date: October 17, 2025 @ 6:49 PM

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LEGEND

- BOUNDARY / RIGHT OF WAY
- EASEMENT / SETBACK
- CURB / EDGE OF PAVEMENT
- BUILDING PAD AREA
- STORM DRAIN LINE
- WATER LINE
- WASTEWATER LINE
- FIRE HYDRANT
- WASTEWATER MANHOLE
- WASTEWATER CLEANOUT
- STORM DRAIN MANHOLE
- STORM DRAIN CURB INLET
- STORM DRAIN AREA INLET
- DUMPSTER
- PARKING BUMPER
- ACCESSIBLE PARKING (ADA)
- CROSSWALK
- TRAFFIC CONTROL SIGN
- WORK AREA
- TYPE III BARRICADE
- TRAVEL DIRECTION
- DETOUR PATH

78 PARKING STALLS UNAVAILABLE

0' 25' 50' 100'
SCALE:1"=50'

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

TRAFFIC CONTROL PHASE 4

CIVILITUDE
ENGINEERS & PLANNERS
503 KENNISTON DR #4 AUSTIN, TX 78752 FIRM REG # F12469
PHONE 512 761 6161 FAX 512 761 6167 INFO@CIVILITUDE.COM

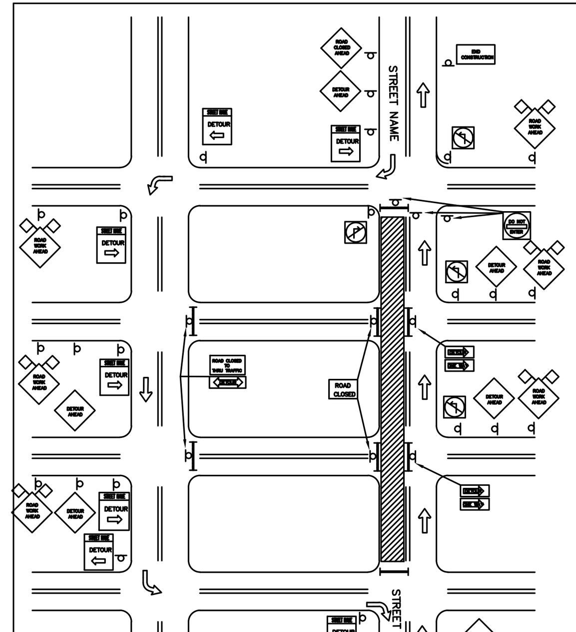
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DGN BY: KM
DWN BY: MD
RVW BY: FK

STATE OF TEXAS
KYLE W. MOORE
150732
LICENSED
PROFESSIONAL ENGINEER
10/17/2025

SHEET NO. 16 OF 18

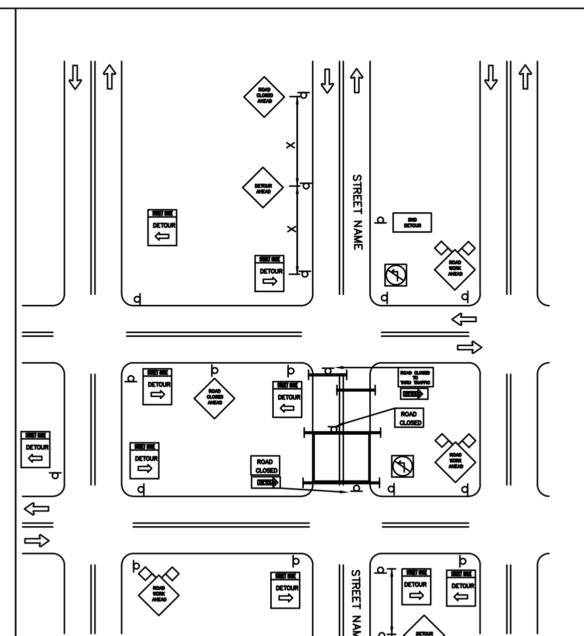
Plot Date: October 17, 2025 @ 6:49 PM

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SHE SHEET 3 OF 8 FOR FLAGGER NOTES AND TAPER LENGTHS. SEE SHEET 8 OF 8 FOR DEVICE SPACING.

DEPARTMENT OF PUBLIC WORKS — STREET DETOUR SINGLE DIRECTION
RECORD COPY SIGNED BY BILL GARDNER 03/13/06 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S–2 5 OF 8



SHE SHEET 3 OF 8 FOR FLAGGER NOTES AND TAPER LENGTHS. SEE SHEET 8 OF 8 FOR DEVICE SPACING.

DEPARTMENT OF PUBLIC WORKS — STREET DETOUR BOTH DIRECTIONS
RECORD COPY SIGNED BY BILL GARDNER 03/13/06 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S–2 6 OF 8

1. ALL SETUPS SHALL BE IN ACCORDANCE WITH THE CURRENT ADDITION OF THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE CITY OF AUSTIN TRANSPORTATION CRITERIA MANUAL.
2. TO DETERMINE APPROPRIATE DEVICES AND SIGN SIZES TO BE USED, REFER TO STANDARD 804S-5. SHEETS 5, 6 AND 7 OF 11.
3. FOR INTERMEDIATE-TERM SITUATIONS, WHEN IT IS NOT FEASIBLE TO REMOVE AND RESTORE PAVEMENT MARKINGS, THE CHANNELIZATION MUST BE MADE DOMINANT BY USING A VERY CLOSE DEVICE SPACING. THIS IS ESPECIALLY IMPORTANT IN LOCATIONS OF CONFLICTING INFORMATION, SUCH AS WHERE TRAFFIC IS DIRECTED OVER A DOUBLE YELLOW CENTERLINE. IN SUCH LOCATIONS, A MAXIMUM CHANNELIZING DEVICE SPACING OF 3 m (10') IS REQUIRED.
4. FOR LONG TERM STATIONARY WORK, ALL CONFLICTING PAVEMENT MARKINGS MUST BE REMOVED AND CENTERLINE STRIPING PROVIDED WHERE TWO WAY TRAFFIC IS IN ADJACENT LANES.
5. FOR TEMPORARY PAVEMENT MARKING REQUIREMENTS SEE STANDARD 804S-3.
6. FOR ONE-WAY AND MULTI-LANE ROADWAYS THE "LANE BLOCKED" SIGN MAY BE USED IN LIEU OF THE "LANE CLOSED AHEAD" SIGN. THE NUMBER OF DIGITS ON THE SIGN SHALL NOT BE GREATER THAN THE NUMBER OF LANES PRESENT ON THE ROADWAY. THE "X" SHALL BE PLACED UNDER THE NUMBER OF LANE(S) BLOCKED.
7. FOR FLAGGING OPERATION REQUIREMENTS SEE STANDARD 804S-2.
8. CONTRACTOR SHALL PROVIDE SIDEWALK CLOSURES, CROSSWALK CLOSURES OR WALKWAY BYPASS WHEREVER PEDESTRIAN MOVEMENTS ARE AFFECTED BY CONSTRUCTION ACTIVITIES. ALL SIDEWALKS AND CROSSWALKS SHALL BE ACCESSIBLE WHEN CONTRACTOR IS NOT WORKING UNLESS APPROVED BY THE TRANSPORTATION DIVISION.
9. FOR EXCAVATION PROTECTION AND SAFETY FENCE REQUIREMENTS SEE STANDARD 804S-4.
10. THE USE OF ARROW DISPLAYS ARE REQUIRED ON ALL LANE CLOSURES. THE CONTRACTOR SHALL PROVIDE ONE (1) STAND-BY UNIT IN GOOD WORKING CONDITION AT THE JOB SITE, READY FOR USE IF THE OPERATION REQUIRES 24-HOUR A DAY LANE CLOSURE SET-UPS.

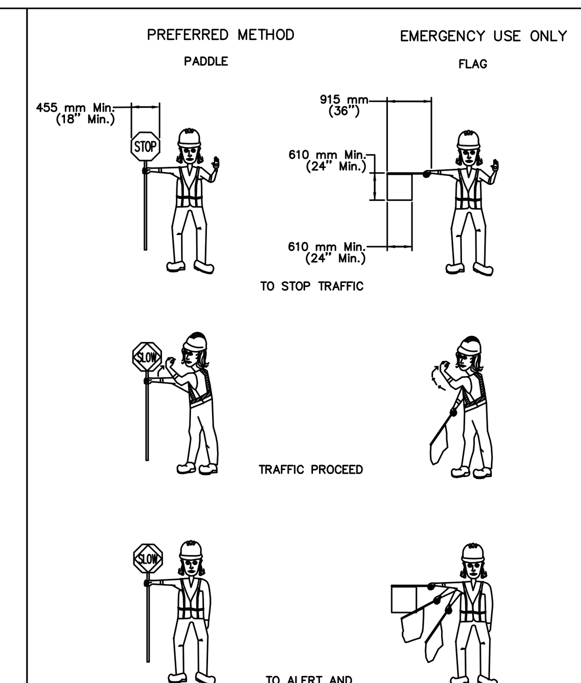
CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — GENERAL NOTES
RECORD COPY SIGNED BY KERI JUAREZ 01/04/11 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S-1 8 OF 9

Typical Transition Lengths and Suggested Maximum Spacing of Devices

Speed KMPH	Posted Speed MPH	Formula	Minimum Desirable Taper Lengths (L) Meters (Feet): 3.0(10) Offset Meters (feet)	3.3(11) Offset Meters (feet)	3.6(12) Offset Meters (feet)	Suggested Max. Device Spacing: On a taper Meters (feet)	On a tangent Meters (feet)	Suggested Sign Spacing Meters (Feet): "X" Dimension
50	30	L=WS²/60	45 (150)	50 (165)	55 (180)	9 (30)	15-20 (60-75)	40 (120)
55	35		65 (205)	70 (225)	75 (245)	10 (35)	25-25 (70-90)	50 (160)
65	40		80 (265)	90 (295)	100 (320)	12 (40)	25-30 (80-100)	75 (240)
70	45	L=WS	135 (450)	150 (495)	165 (540)	13 (45)	25-30 (90-110)	100 (320)
80	50		150 (500)	165 (550)	180 (600)	15 (50)	30-35 (100-125)	120 (400)
90	55		165 (550)	185 (605)	200 (660)	16 (55)	35-40 (110-140)	150 (500)
95	60		180 (600)	200 (660)	220 (720)	18 (60)	40-45 (120-150)	180 (600)
105	65		195 (650)	215 (715)	235 (780)	19 (65)	40-50 (130-165)	210 (700)
115	70		215 (700)	235 (770)	255 (840)	21 (70)	45-55 (140-175)	240 (800)

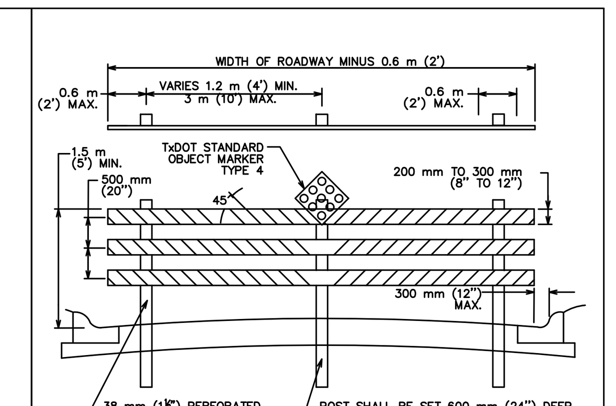
LEGEND
- Channelizing devices
- Trailer mounted flashing arrow board
- Flagger

CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — DEVICE SPACING
RECORD COPY SIGNED BY KERI JUAREZ 01/04/11 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S-1 9 OF 9



SHE SHEET 3 OF 8 FOR FLAGGER NOTES.

DEPARTMENT OF PUBLIC WORKS — USE OF HAND SIGNALING DEVICES
RECORD COPY SIGNED BY BILL GARDNER 03/13/06 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S–2 7 OF 8



NOTES:
1. WIDTH OF RAIL SHALL BE A MINIMUM OF 200 mm (8") AND MAY BE UP TO A MAXIMUM OF 300 mm (12"), 25 mm (1") HOLLOW-PROFILE PLASTIC LUMBER WITH INTERNAL STIFFNERS.
2. RAILS SHALL BE FASTENED TO EACH TUBE WITH 50 mm (2") STEEL BOLTS WITH NUTS AND WASHERS ON EACH SIDE. BOLT THREADS SHALL BE PEENED.
3. THE RAILS SHALL HAVE 150 mm (6") WIDE REFLECTORIZED RED STRIPES OF TAPE PLACED ON 45 DEGREE SLOPES, DOWN AND TOWARD THE CENTER OF THE BARRICADE.
4. BARRICADES MAY BE CONSTRUCTED IN SECTIONS OR MAY BE CONTINUOUS ACROSS ROADWAY WIDTH. SPLICES ON CONTINUOUS RAIL BARRICADES SHALL BE AT POSTS AND SHALL HAVE A 600 mm (2') SPLICE BLOCK ON BACK SIDE OF THE SAME MATERIAL AS RAIL.
5. 450 mm (18") DIAMOND REFLECTORIZED RED PANEL OR 450 mm (18") DIAMOND RED OR BLACK PANEL WITH NINE-75 mm (3") DIAMETER RED REFLECTORS SYMMETRICALLY PLACED AT CENTER POSTS, A MINIMUM OF 1.2 m (4') ABOVE GROUND SHALL BE USED FOR END OF ROAD MARKERS AS PER TEXAS MANUAL on UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD) SECTION 3C.04.

DEPARTMENT OF PUBLIC WORKS — STREET-END BARRICADE
RECORD COPY SIGNED BY BILL GARDNER 03/12/07 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 803S–1

Typical Transition Lengths and Suggested Maximum Spacing of Devices

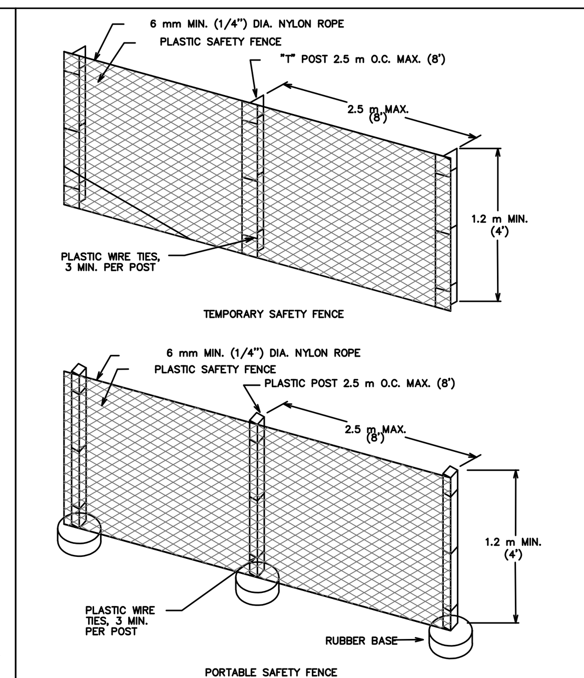
Speed KMPH	Posted Speed MPH	Formula	Minimum Desirable Taper Lengths (L) Meters (Feet): 3.0(10) Offset Meters (feet)	3.3(11) Offset Meters (feet)	3.6(12) Offset Meters (feet)	Suggested Max. Device Spacing: On a taper Meters (feet)	On a tangent Meters (feet)	Suggested Sign Spacing Meters (Feet): "X" Dimension
50	30	L=WS²/60	45 (150)	50 (165)	55 (180)	9 (30)	15–20 (60–75)	40 (120)
55	35		65 (205)	70 (225)	75 (245)	10 (35)	25–25 (70–90)	50 (160)
65	40		80 (265)	90 (295)	100 (320)	12 (40)	25–30 (80–100)	75 (240)
70	45		135 (450)	150 (495)	165 (540)	13 (45)	25–30 (90–110)	100 (320)
80	50		150 (500)	165 (550)	180 (600)	15 (50)	30–35 (100–125)	120 (400)
90	55		165 (550)	185 (605)	200 (660)	16 (55)	35–40 (110–140)	150 (500)
95	60	L=WS	180 (600)	200 (660)	220 (720)	18 (60)	40–45 (120–150)	180 (600)
105	65		195 (650)	215 (715)	235 (780)	19 (65)	40–50 (130–165)	210 (700)
115	70		215 (700)	235 (770)	255 (840)	21 (70)	45–55 (140–175)	240 (800)

LEGEND
- Channelizing devices
- Trailer mounted flashing arrow board
- Flagger

TRAFFIC DETOUR NOTES:
1. "STREET CLOSED" AND "STREET CLOSED TO THRU TRAFFIC" MAY BE USED IN PLACE OF "ROAD CLOSED" AND "ROAD CLOSED TO THRU TRAFFIC".
2. THE USE OF A STREET SIGN NAME NAME MOUNTED WITH THE M4–9 DETOUR SIGN** IS REQUIRED. THE STREET NAME PLATE SHOULD BE PLACED ABOVE THE DETOUR SIGN. THE PLATE MAY HAVE EITHER A WHITE–ON–GREEN OR A BLACK–ON–ORANGE LEGEND.
3. ADDITIONAL "DO NOT ENTER SIGNS" MAY BE DESIRABLE AT INTERSECTIONS WITH INTERVENING STREETS.
4. A M4–9 DETOUR SIGN** WITH AN ADVANCE TURN ARROW MAY BE USED IN ADVANCE OF A TURN. ON MULTI–LANE STREETS, SUCH SIGNS SHOULD BE USED.
5. M4–9 DETOUR SIGNS** MAY BE LOCATED ON THE FAR SIDE OF INTERSECTIONS.

** TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

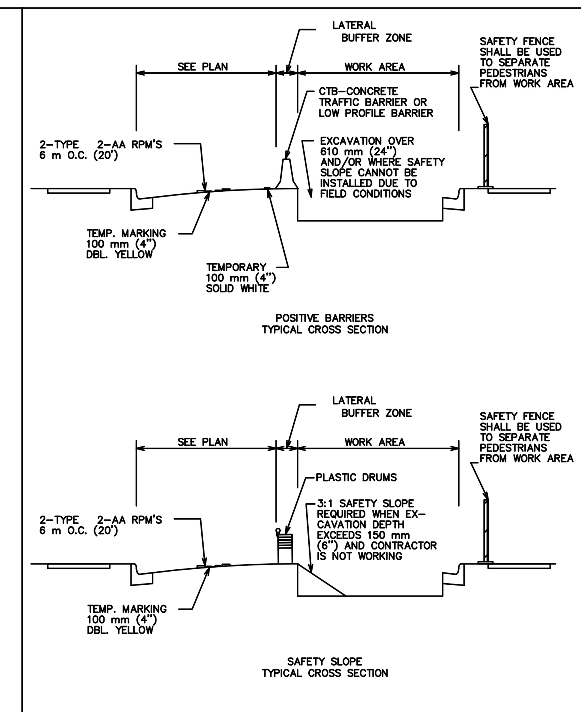
DEPARTMENT OF PUBLIC WORKS — TYPICAL LENGTHS & SPACING OF DEVICES, LEGEND and GENERAL NOTES
RECORD COPY SIGNED BY BILL GARDNER 03/13/06 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S–2 8 OF 8



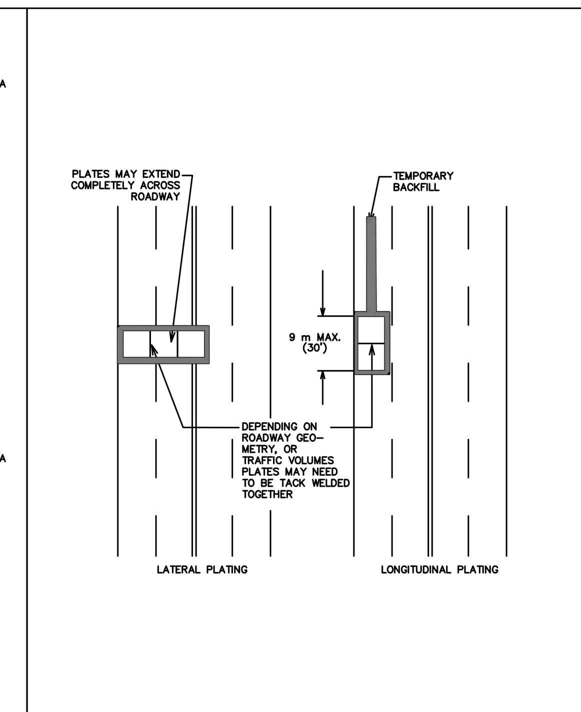
CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — SAFETY FENCE
RECORD COPY SIGNED BY SAM ANGOORI 04/03/09 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S–4 1 OF 9

1. SAFETY FENCE SHALL BE USED TO PROTECT ALL EXCAVATIONS IN THE RIGHT–OF–WAY.
2. SAFETY FENCES SHALL BE USED TO SEPARATE CONSTRUCTION ACTIVITIES FROM PEDESTRIAN.
3. ALL SAFETY FENCING SHALL BE PLASTIC, 1,200 mm (48") MINIMUM HEIGHT AND ORANGE IN COLOR.
4. SAFETY FENCE USED WITHIN THE ROADWAY SHALL BE REFLECTORIZED WITH A MINIMUM OF TWO (2) STRIPS OF RETROREFLECTIVE MATERIAL, A MINIMUM OF 25 mm (1') WIDE, THE LENGTH OF THE FENCE OR DELINEATED BY CHANNELIZING DEVICES.
5. SAFETY FENCE USED TO SEPARATE SIDEWALKS FROM CONSTRUCTION ACTIVITIES SHALL HAVE MINIMUM ENCROACHMENT TO THE SIDEWALK.
6. AS A MINIMUM, SAFETY FENCING IS REQUIRED IN AREAS ADJACENT TO EXCAVATIONS GREATER THAN OR EQUAL TO 150 mm (6").
7. SAFETY FENCING SHALL BE PAID FOR UNDER ITEM 803S, "BARRICADES, SIGNS AND TRAFFIC HANDLING", PAY ITEM NO. 803S–SF.
8. PORTABLE SAFETY FENCE MOUNTS SHALL BE APPROVED BY THE TRANSPORTATION DIVISION PRIOR TO CONSTRUCTION.

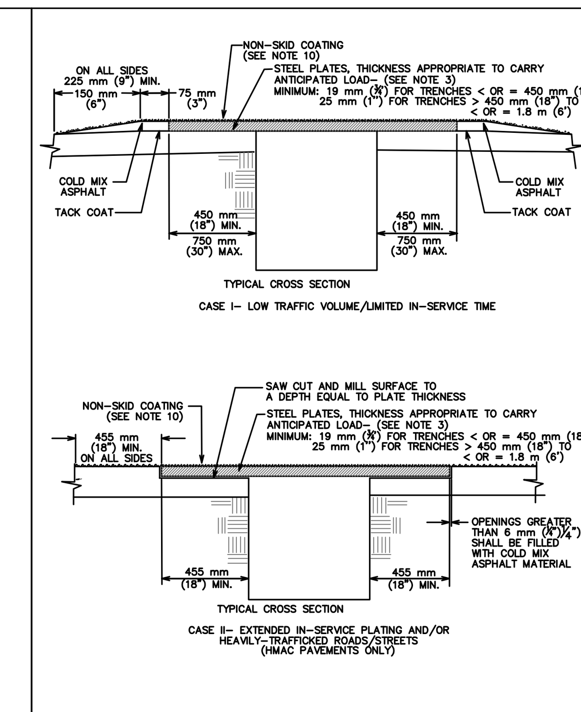
CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — SAFETY FENCE
RECORD COPY SIGNED BY SAM ANGOORI 04/03/09 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S–4 2 OF 9



CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — WORK AREA PROTECTION
RECORD COPY SIGNED BY SAM ANGOORI 04/03/09 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S–4 4 OF 9



CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — STEEL PLATING
RECORD COPY SIGNED BY SAM ANGOORI 04/03/09 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S–4 5 OF 9



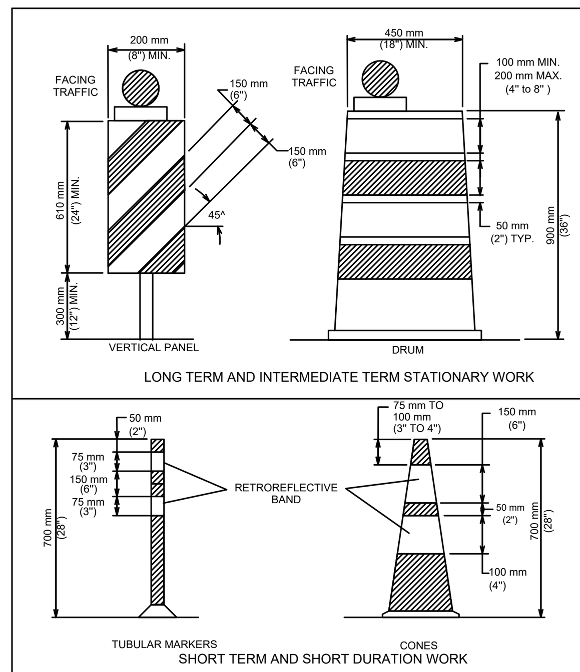
CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — STEEL PLATING
RECORD COPY SIGNED BY SAM ANGOORI 04/03/09 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S–4 6 OF 9

NOTES:
1. WHERE TRAFFIC MUST CROSS TRENCHES, THE CONTRACTOR SHALL PROVIDE SUITABLE BRIDGES.
2. THE USE OF STEEL PLATES SHALL BE APPROVED BY THE RIGHT OF WAY MANAGEMENT DIVISION OF WATERSHED PROTECTION AND DEVLOPMENT DEPARTMENT PRIOR TO INITIATION OF CONSTRUCTION.
3. THE THICKNESS OF PLATES FOR TRENCH WIDTHS EXCEEDING 1.8 m (6') SHALL BE ESTABLISHED IN AN ANALYSIS COMPLETED BY A LICENSED PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF TEXAS. THE ANALYSIS SHALL BE BASED ON HS–20 TRAFFIC LOADING WITH A MAXIMUM PLATE DEFLECTION OF 50 mm (2") WHEN EXPERIENCING SAID LOADING. FOR SITUATIONS WHERE MULTIPLE LAYERS OF PLATES (OR STACKED PLATES) ARE TO BE EMPLOYED, THE SEAMS (IE. THE INTER–FACE BETWEEN PLACED SIDE–BY–SIDE) OF THE UPPER LAYER SHALL BE PLACED PERPENDICULAR TO THE SEAMS OF THE UNDERLYING PLATES.
4. WHEN APPROVED, THE TYPE OF PLATE INSTALLATION SHALL BE BASED ON THE ANTICIPATED LENGTH OF TIME THE PLATE WILL BE IN SERVICE:
CASE I: A CASE I INSTALLATION SHALL APPLY FOR NO LONGER THAN A 2 WEEK PERIOD.
CASE II: A CASE II INSTALLATION SHALL APPLY FOR NO LONGER THAN 2 WEEK PERIOD.
5. THE TOPSIDE OF THE STEEL PLATE SHALL BE FLAT AND FREE OF ANY CLIPS, CHAINS, ATTACHMENTS, WELDMENTS OR SURFACE IRREGULARITIES.
6. PLATES WITH A PERMANENT DISPLACEMENT (I.E. DISPLACEMENT ANYWHERE ON THE SURFACE OF THE PLATE WITH RESPECT TO A PLANE FORMED BY THE OUTSIDE EDGES) THAT EXCEEDS 12 mm (½") SHALL NOT BE USED FOR PLATING PURPOSES. PLATES THAT DEVELOP A PERMANENT DISPLACEMENT EXCEEDING 12 mm (½") DURING SERVICE SHALL BE REMOVED AND REPLACED.
7. THE PLATES SHALL BE PROVIDED WITH APPROPRIATE NUMBER OF KEYHOLE SLOTS OR CIRCULAR HOLES FOR HANDLING, LIFTING, INSTALLATION AND REMOVAL PURPOSES.
8. THE CONTRACTOR SHOULD AVOID USING A LONG SERIES OF PLATES THAT RUN PARALLEL TO VEHICULAR TRAFFIC WHEELS PATHS.
9. ADDITIONAL METHODS OF SECURING PLATES MAY BE REQUIRED DEPENDING ON FIELD CONDITIONS.
10. FOR PLATES 1.8 M (6') OR GREATER IN DIRECTION OF TRAFFIC, A NON–SKID COATING SHOULD BE APPLIED TO THE ENTIRE SURFACE AREA OF ALL PLATES, AS WELL AS ADJACENT AREAS. THE NON–SKID COATING SHALL BE TCA (TEXTURED COATING OF AMERICA, INC.) STRATA–GRIP DECK COATING SYSTEM; SLIPFIX, INC. SPS (SLIP PROTECTION SURFACE) OR AN EQUIVALENT PRODUCT APPROVED BY THE ENGINEER OR DESIGNATED REPRESENTATIVE.

CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — STEEL PLATING
RECORD COPY SIGNED BY SAM ANGOORI 04/03/09 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S–4 7 OF 9

1. STORAGE OF EQUIPMENT AND MATERIALS SHALL BE RESTRICTED TO LOCATIONS WHERE DRIVER SIGHT DISTANCES TO TRAFFIC, PEDESTRIANS, BUSINESSES AND SIDE STREET INTERSECTIONS ARE NOT OBSTRUCTED OR WHERE AN UNSIGHTLY APPEARANCE. AS DETERMINED BY THE ENGINEER, WILL NOT EXIST.
2. EQUIPMENT MUST BE PARKED AS FAR AWAY FROM THE TRAVELWAYS AS PRACTICAL.
3. TOTAL AREA USED FOR EQUIPMENT STORAGE SHALL BE KEPT TO A MINIMUM.
4. ALL MATERIALS STORED IN THE RIGHT–OF–WAY MUST BE MAINTAINED IN A NEAT AND ORGANIZED MANNER.
5. MATERIALS STORED MAY NOT BE MORE THAN 915 mm (36") IN HEIGHT.
6. ALL MATERIALS STORED MUST BE USED WITHIN THREE (3) DAYS.

CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — MATERIAL AND EQUIPMENT STORAGE
RECORD COPY SIGNED BY SAM ANGOORI 04/03/09 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S–4 9 OF 9



SEE STANDARD 804S-5 SHEET 12 OF 13 AND SHEET 13 OF 13 FOR GENERAL NOTES AND DEVICE SPACING.

CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — CHANNELIZING DEVICES
RECORD COPY SIGNED BY SAM ANGOORI 01/04/10 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S-5 1 OF 13

CHANNELIZING DEVICES

1. ALL CHANNELIZING DEVICES SHALL HAVE WARNING LIGHTS OR LARGE REFLECTORS WHEN USED AT NIGHT. FLASHING WARNING LIGHTS MAY BE PLACED ON CHANNELIZING DEVICES USED SINGULARLY OR IN GROUPS TO MARK A SPOT CONDITION. WARNING LIGHTS ON CHANNELIZING DEVICES USED IN A SERIES SHALL BE STEADY-BURN. CHANNELIZING DEVICES IN TAPERS AT NIGHT SHALL HAVE TYPE C WARNING LIGHTS.
2. THE RETROREFLECTIVE MATERIAL USED ON CHANNELIZING DEVICES SHALL HAVE A SMOOTH, SEALED OUTER SURFACE.
3. THE NAME AND TELEPHONE NUMBER OF THE AGENCY, CONTRACTOR OR SUPPLIER SHALL BE SHOWN ON THE NON-RETROREFLECTIVE SURFACE OF ALL CHANNELIZING DEVICES. THE LETTERS AND NUMBERS SHALL BE A NON-RETROREFLECTIVE COLOR AND NOT OVER 50 mm (2") IN HEIGHT.
4. PARTICULAR ATTENTION SHOULD BE GIVEN TO ASSURE THAT CHANNELIZING DEVICES ARE MAINTAINED AND KEPT CLEAN, VISIBLE AND PROPERLY POSTITIONED AT ALL TIMES. DEVICES SHALL BE REPLACED THAT ARE DAMAGED AND HAVE LOST A SIGNIFICANT AMOUNT OF THEIR RETROREFLECTIVITY AND EFFECTIVENESS.

CONES

CONES SHALL PREDOMINANTLY BE ORANGE, FLUORESCENT RED-ORANGE, OR FLUORESCENT YELLOW-ORANGE IN COLOR, NOT LESS THAN 70 mm (28") IN HEIGHT, AND SHALL BE MADE OF A MATERIAL THAT CAN BE STRUCK WITHOUT DAMAGING VEHICLES ON IMPACT. FOR NIGHT TIME USE, CONES SHALL BE RETROREFLECTIVE OR EQUIPPED WITH LIGHTING DEVICES FOR MAXIMUM VISIBLITY. RETROREFLECTION OF CONES SHALL BE PROVIDED BY A WHITE BOND 150 mm (6") WIDE, NO MORE THAN 75 TO 100 mm (3 TO 4") FROM THE TOP OF THE CONE, AND AN ADDITIONAL 100 mm (4") WHITE BAND A MINIMUM OF 50 mm (2") BELOW THE 150 mm (6") BAND. TRAFFIC CONES ARE NORMALLY USED FOR SHORT-TERM STATIONARY AND SHORT DURATION WORK. HOWEVER, CONES MAY BE USED FOR INTERMEDIATE-TERM STATIONARY WORK AT NIGHT, IF THE SITE IS CONTINUOUSLY MANNED.

TUBULAR MARKERS

TUBULAR MARKERS SHALL PREDOMINANTLY BE ORANGE IN COLOR, NOT LESS THAN 700 mm (28") IN HEIGHT , A MINIMUM 50 mm (2") WIDE WHEN FACING TRAFFIC AND MADE OF A MATERIAL THAT CAN BE STRUCK WITHOUT DAMAGING VEHICLES. FOR NIGHT TIME USE, TUBLULAR MARKERS SHALL BE RETROREFLECTIVE PROVIDED BY TWO (2) 75 mm (3") WIDE WHITE BANDS PLACED A MAXIMUM OF 50 mm (2") FROM THE TOP, WITH A MAXIMUM OF 150 mm (6") BETWEEN BANDS. TUBULAR MARKERS ARE NORMALLY USED FOR SHORT-TERM STATIONARY AND SHORT DURATION WORK. HOWEVER, TUBULAR MARKERS MAY BE USED FOR INTERMEDIATE-TERM STATIONARY WORK AT NIGHT, IF THE SITE IS CONTINUOUSLY MANNED.

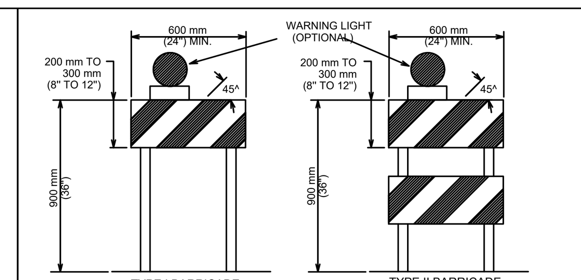
VERTICAL PANELS

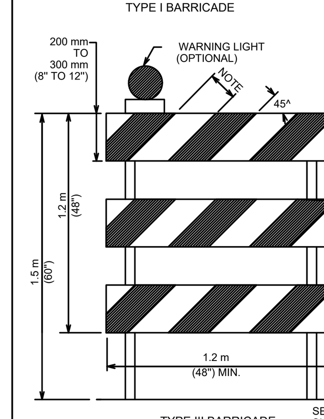
VERTICAL PANELS SHALL BE 200 TO 300 mm (8 TO 12") WIDE AND AT LEAST 600 mm (24") IN HEIGHT. THEY SHALL HAVE ORANGE AND WHITE STRIPES, AND BE RETROREFLECTIVE. PANEL STRIPE WIDTHS SHALL BE 150 mm (6") EXCEPT WHERE PANEL HEIGHTS ARE LESS THAN 900 mm (36"), WHEN 100 mm (4") STRIPES MAY BE USED. IF USED FOR TWO-WAY TRAFFIC, BACK-TO-BACK PANELS SHALL BE USED.

DRUMS

1. DRUMS USED FOR TRAFFIC WARNING OR CHANNELIZATION SHALL BE CONSTRUCTED OF LIGHT-WEIGHT FLEXIBLE AND DEFORMABLE MATERIALS AND BE A MINIMUM OF 900 mm (36") IN HEIGHT, AND HAVE AT LEAST 450 mm (18") MINIMUM WIDTH, REGARDLESS OF OREINTATION. STEEL DRUMS SHALL NOT BE USED. THE MARKINGS ON DRUMS SHALL BE HORIZONTAL, CIRCUNFERENTIAL, ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES 100 TO 200 mm (4 TO 8") WIDE. EACH DRUM SHALL HAVE A MINIMUM OF TWO (2) ORANGE AND TWO (2) WHITE STRIPES. ANY NON-RETROREFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES, SHALL NOT EXCEED 50 mm (2") WIDE. DRUMS SHALL HAVE CLOSED TOPS THAT WILL NOT ALLOW COLLECTION OF ROADWORK OR OTHER DEBRIS.
2. DRUMS SHOULD NOT BE WEIGHTED WITH SAND, WATER OR ANY MATERIAL TO AN EXTENT THAT WOULD MAKE THE HAZARDOUS TO MOTORISTS, PEDESTRIANS OR WORKERS. WHEN THEY ARE USED IN REGIONS SUSCEPTIBLE TO FREEZING, THEY SHOULD HAVE DRAINAGE HOLES IN THE BOTTOM SO WATER WILL NOT ACCUMULATE AND FREEZE,CAUSING A HAZARD IF STRUCK BY A MOTORIST. BALLAST SHALL NOT BE PLACED ON TOP OF THE DRUM.

CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — CHANNELIZING DEVICES
RECORD COPY SIGNED BY SAM ANGOORI 01/04/10 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S-5 2 OF 13





NOTES:
1. NOMINAL LUMBER DIMENSIONS ARE SATISFACTORY FOR BARRICADE RAIL WIDTH DIMENSIONS.
2. RAIL STRIPE WIDTHS SHALL BE 150 mm (6") EXCEPT WHERE RAIL LEGNTHS ARE LESS THAN 900 mm (36"), THEN 100 mm (4") WIDE STRIPES MAY BE USED.
3. THE SIDE OF BARRICADES FACING TRAFFIC SHALL HAVE RETRO-REFLECTIVE RAIL FACES.

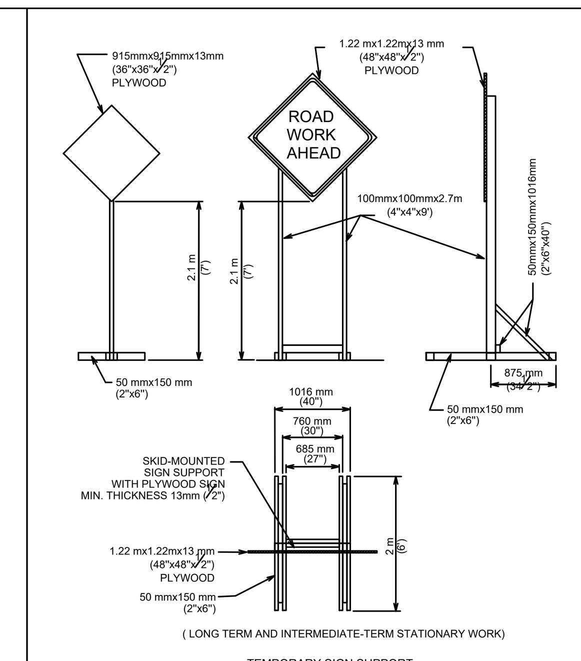
SEE STANDARD 804S-5 SHEET 12 OF 13 AND SHEET 13 OF 13 FOR GENERAL NOTES AND DEVICE SPACING.

CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — BARRICADES
RECORD COPY SIGNED BY SAM ANGOORI 01/04/10 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S-5 3 OF 13

BARRICADES

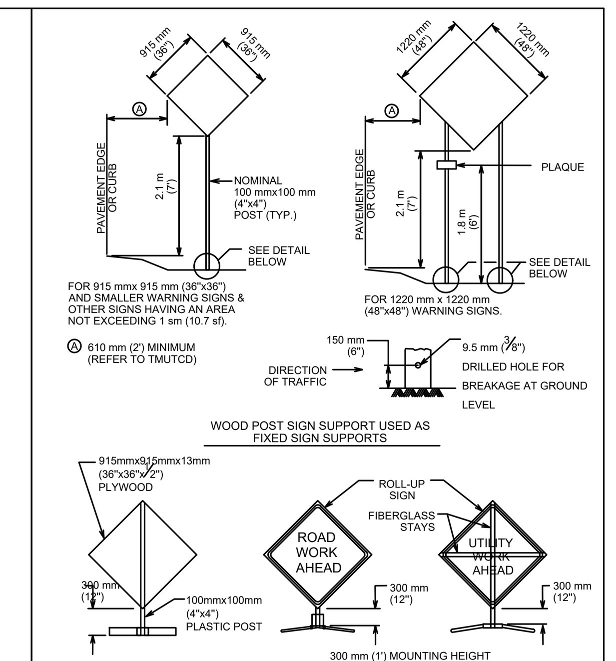
1. BARRICADES SHALL BE OF THREE TYPES: TYPE I, TYPE II OR TYPE III.
2. STRIPES ON BARRICADE RAILS SHALL BE ALTERNATING ORANGE AND WHITE RETRO-REFLECTIVE STRIPES (SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES IN THE DIRECTION TRAFFIC IS TO PASS). THE STRIPES SHALL BE 150 mm (6") WIDE, EXCEPT WHERE RAIL LENGTHS ARE LESS THAN 900 mm (36"), WHEN 100 mm (4") WIDE STRIPES MAY BE USED.
3. WHERE A BARRICADE EXTENDS ENTIRELY ACROSS A ROADWAY, THE SURFACE STRIPES SHOULD SLOPE DOWNWARD IN THE DIRECTION TOWARD WHICH TRAFFIC MUST TURN. WHERE BOTH RIGHT AND LEFT TURNS ARE PROVIDED, THE STRIPES MAY SLOPE DOWN-WARD IN BOTH DIRECTIONS FROM THE CENTER OF THE BARRICADE OR BARRICADES. WHERE NO TURNS ARE INTENDED, THE STRIPES SHOULD SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE OR BARRICADES.
4. BARRICADE RAILS SHOULD BE SUPPORTED IN A MANNER THAT WILL ALLOW THEM TO BE SEEN BY THE MOTORIST AND PROVIDE A STABLE SUPPORT NOT EASILY BLOWN OVER BY THE WIND OR TRAFFIC. FOR TYPE I BARRICADES, THE SUPPORT MAY INCLUDE OTHER UNSTRIPED HORIZONTAL PANELS NECESSARY TO PROVIDE STABILITY.
5. BARRICADES ARE LOCATED ADJACENT TO TRAFFIC AND ARE THEREFORE SUBJECT TO IMPACT WITH ERRANT VEHICLES. BECAUSE OF THEIR VULNERABLE POSITION AND THE HAZARD THEY COULD CREATE, THEY SHOULD BE CONSTRUCTED OF LIGHTWEIGHT MATERIALS AND HAVE NO RIGID STAY BRACING FOR A-FRAME DESIGNS. ALL BARRICADE SYSTEMS SHOULD BE CRASHWORTHY.
6. ON HIGH-SPEED EXPRESSWAYS OR IN OTHER SITUATION WHERE BARRICADES MAY BE SUSCEPTIBLE TO OVERTURNING IN THE WIND, SANDBAGS SHOULD BE USED FOR BALLASTING. SANDBAGS MAY BE PLACED ON PARTS OF THE FRAME OR STAYS TO PROVIDE THE REQUIRED BALLAST BUT SHALL NOT BE PLACED ON TOP OF ANY STRIPED RAIL. BARRICADES SHALL NOT BE BALLASTED BY HEAVY OBJECTS SUCH AS ROCKS OR CHUNKS OF CONCRETE.

CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — BARRICADES
RECORD COPY SIGNED BY SAM ANGOORI 01/04/10 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S-5 4 OF 13



SEE STANDARD 804S-5 SHEET 12 OF 13 AND SHEET 13 OF 13 FOR GENERAL NOTES AND DEVICE SPACING.

CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — TRAFFIC CONTROL SIGNS
RECORD COPY SIGNED BY SAM ANGOORI 01/04/10 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S-5 5 OF 13



SEE STANDARD 804S-5 SHEET 12 OF 13 AND SHEET 13 OF 13 FOR GENERAL NOTES AND DEVICE SPACING.

CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — TRAFFIC CONTROL SIGNS
RECORD COPY SIGNED BY SAM ANGOORI 01/04/10 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S-5 6 OF 13

1. WARNING SIGNS SHALL BE ORANGE, FLUORESCENT RED-ORANGE OR FLUORESCENT YELLOW-ORANGE IN COLOR. THE FLUORESCENT VERSIONS OF ORANGE PROVIDE HIGHER CONSPICUITY THAN STANDARD ORANGE, ESPECIALLY DURING TWILIGHT. ALL SIGNS USED AT NIGHT SHALL BE EITHER RETRORE-FLECTIVE, WITH A MATERIAL THAT HAS A SMOOTH, SEALED OUTER SURFACE, OR ILLUMINATED TO SHOW SIMILAR SHAPE AND COLOR BOTH DAY AND NIGHT. SIGN ILLUMINATION MAY BE EITHER IN-TERNAL OR EXTERNAL. ROADWAY LIGHTING DOES NOT MEET THE REQUIREMENTS FOR SIGN ILLUMINATION.
2. TYPE A FLASHING WARNING LIGHTS MAY BE USED IN CONJUNCTION WITH SIGNS AT NIGHT. STANDARD ORANGE FLAGS MAY BE USED FOR DAY TIME OPERATIONS. HOWEVER, NEITHER LIGHTS NOR FLAGS MAY BLOCK THE SIGN LEGEND.
3. SIGNS SHOULD BE LOCATED ON THE RIGHT-HAND SIDE OF THE ROADWAY. WHEN SPECIAL EMPHASIS IS NEEDED, SIGNS MAY BE PLACE ON BOTH THE LEFT AND RIGHT SIDES OF ROADWAY. SIGNS SHALL BE PLACED ON BOTH THE LEFT AND RIGHT SIDES OF ONE-WAY OR DIVIDED ROADWAYS. SIGNS USED FOR LONG-TERM STATIONARY AND INTERMEDIATE-TERM STATIONARY WORK SHALL BE MOUNTED AT A HEIGHT OF AT LEAST 2.1 m (7'), MEASURED FROM THE BOTTOM OF THE SIGN. THE HEIGHT TO THE BOTTOM OF A SECONDARY SIGN MOUNTED BELOW ANOTHER SIGN MAY BE O.3 m (1') LESS THAN THE APPROPRIATE HEIGHT ABOVE.
4. SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS FOR SHORT-TERM, SHORT DURATION, MOBILE CON-DITIONS AND EMERGENCIES. SIGNS MOUNTED ON PORTABLE SUPPORTS SHALL BE AT A HEIGHT OF AT LEAST 0.3 m (1'), MEASURED FROM THE BOTTOM OF THE SIGN.
5. ALL SIGN SYSTEMS SHOULD BE CRASHWORTHY. NO SIGN MOUNTS SHALL BLOCK OR IMPEDE SIDEALKS UNLESS NO OTHER OPTION IS AVAILABLE. ONLY SANDBAGS SHOULD BE USED FOR BALLASTING SIGN MOUNTS.

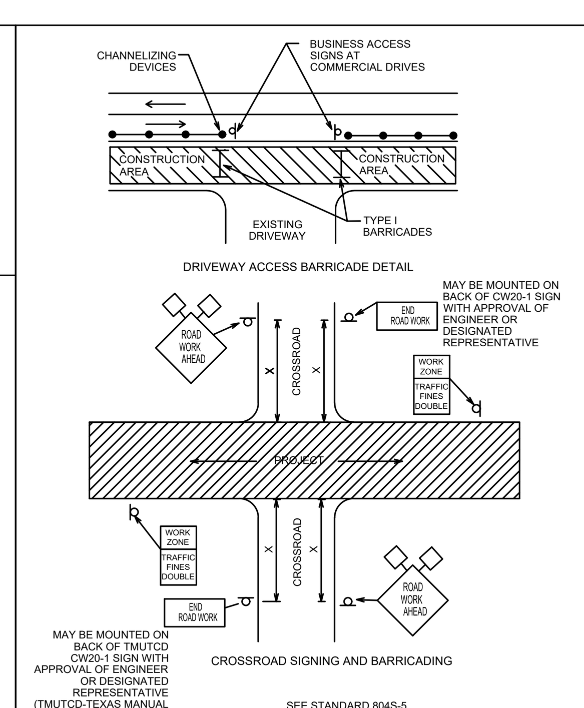
TABLE VI-3 TYPICAL CONSTRUCTION WARNING SIGN SIZE AND SPACING

Roadway Classi fication	Posted Speed	Sign Spacing ★	Long-term Stationary Or Intermediate-term Stationary Approaching Warning Signs CW20 Series And CW22-1 Sign: Standard	Minimum[4]	Short-term Stationary Or Short Duration Approach Warning Signs CW22 Series: Standard	Minimum[4]	Other Warning Signs: Standard
Conven.	KPH (MPH)	meter (feet)	mm (inches)	mm (inches)	mm (inches)	mm (inches)	mm (inches)
	50 (30)	40 (120)	1220x1220 (48x48)	915x915 (36x36)			
	55 (35)	50 (160)			915x915 (36x36)		915x915 (36x36)
	65 (40)	75 (240)					
	70 (45)	100 (320)		Use Standard Size		Use Standard Size	
	80 (50)	120 (400)					
	90 (55)	150 (500) 2					
	100 (60)	180 (600) 2			1220x1220 (48x48)		1220x1220 (48x48)
	105 (65)	210 (700) 2					
	115 (70)	240 (800) 2					
Exp. or Fwy	★★	★★ 3			★★★	★★★	★★★

★ MINIMUM DISTANCE FROM WORK TO 1st ADVANCE WARNING SIGN AND/OR DISTANCE BETWEEN EACH ADDITIONAL SIGN.
★★ FOR TYPICAL SIGN SPACINGS ON EXPRESSWAYS AND FREEWAYS, REFER TO THE CURRENT ADDITION OF TMUTCD.
★★★ SMALLER SIGN SIZES MAY BE USED WHERE SIGN DESIGNS HAVE NOT BEEN INCLUDED IN THE "STANDARD HIGHWAY SIGNS DESIGN MANUAL".

1. SPECIAL OR LARGER SIZE SIGNS MAY BE USED AS NECESSARY.
2. DISTANCE BETWEEN SIGNS SHOULD BE INCREASED AS REQUIRED TO HAVE 450 m (1500') OR MORE ADVANCE WARNING.
3. DISTANCE BETWEEN SIGNS SHOULD BE INCREASED AS REQUIRED TO HAVE A 0.8 km (½ MILE) OR MORE ADVANCE WARNING.
4. FOR USE ONLY ON SECONDARY ROADS OR CITY STREETS WHERE SPEEDS ARE LOW.

CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — TRAFFIC CONTROL SIGNS
RECORD COPY SIGNED BY SAM ANGOORI 01/04/10 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S-5 7 OF 13



SEE STANDARD 804S-5 SHEET 12 OF 13 AND SHEET 13 OF 13 FOR GENERAL NOTES AND DEVICE SPACING.

CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — SIGNING AND BARRICADING CROSSROAD & DRIVEWAY
RECORD COPY SIGNED BY SAM ANGOORI 01/04/10 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S-5 11 OF 13

1. ALL TRAFFIC CONTROL DEVICES, SIGNS, BARRICADES AND WARNING SIGNS SHALL BE FURNISHED, PLACED, CONSTRUCTED AND MAINTAINED IN THE APPROPRIATE TYPES AND SIZES AND FLAGGER OPERATIONS EXECUTED IN ACCORDANCE WITH THE CURRENT EDITION OF THE TEXAS MANUAL ON UNIFORM CONTROL DEVICES (TMUTCD), THE CITY OF AUSTIN STANDARD SPECIFICATIONS SERIES 800 AND THE CITY OF AUSTIN TRANS-PORTATION CRITERIA MANUAL, OR AS DIRECTED BY THE ENGINEER OR DESIGNATED RE-PRESENTATIVE. IF A CONFLICT ARISES THEN THE CITY OF AUSTIN TRANSPORTATION CRITERIA MANUAL SHALL CONTROL UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER OR DESIGNATED REPRESENTATIVE.
2. THE CONTRACTOR SHALL NOTIFY THE TRANSPORTATION DIVISION OF THE DEPARTMENT OF PUBLIC WORKS AT 974-7024 NO LATER THAN THE MONDAY OF THE WEEK DURING WHICH THE CONTRACTOR INTENDS TO SET UP BARRICADES TO START CONSTRUCTION.
3. PROPOSED CONSTRUCTION TRAFFIC MOVEMENTS MAY REQUIRE EXISTING SIGNAL HEADS TO BE RELOCATED. THE CITY OF AUSTIN WILL REVIEW SIGNAL HEAD LOCATIONS DURING CONSTRUCTION AND PERFORM THE REQUIRED ADJUSTMENTS. THE CONTRACTOR SHALL CONTACT THE TRANSPORTATION DIVISION OF THE DEPARTMENT OF PUBLIC WORKS AT 974-7024, THREE (3) DAYS PRIOR TO PLACMENT ANY TRAFFIC CONTROLS WHICH MAY REQUIRE SIGNAL HEAD ADJUSTMENTS/RELOCATION.
4. THE CONTRACTOR SHALL PROVIDE ONE (1) FULL-TIME OFF-DUTY, UNIFORMED AUSTIN POLICE DEPARTMENT CERTIFIED PEACE OFFICER AND ONE (1) VEHICLE OF THE TYPE APPROVED BY THE ENGINEER OR DESIGNATED REPRESENTATIVE FOR TEMPORARY LANE CLOSURES WHEN UNDERSEALING, MILLING, PAVING AND WHEN WORKING IN INTERSECTIONS AS PART OF THE TRAFFIC CONTROL OPERATIONS. THE PEACE OFFICER SHALL BE ABLE TO SHOW PROOF OF CERTIFICATION BY THE TEXAS COMMISSION ON LAW ENFORCEMENT OFFICER STANDARDS.
5. THE CONTRACTOR SHALL NOTIFY ALL OTHER GOVERNMENTAL AGENCIES WHOSE RIGHTS-OF-WAY ARE AFFECTED BY HIS WORK ACTIVITIES. THE CONTRACTOR SHALL PROVIDE ANY ADDITIONAL TRAFFIC CONTROL DEVICES THAT THEY MAY NEED.
6. THE CONTRACTOR SHALL MAINTAIN ONE (1) DUST-FREE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES, UNLESS OTHERWISE NOTED IN THE DRAWINGS OR APPROVED THE ENGINEER OR DESIGNATED REPRESENTATIVE.
7. THERE SHALL BE A MINIMUM OF THREE (3) METERS (10 FEET) CLEAR WIDTH FOR EACH LANE OF TRAFFIC IN CHANNELIZED AREAS, UNLESS OTHERWISE NOTED ON THE DRAWINGS OR APPROVED BY THE ENGINEER OR DESIGNATED REPRESENTATIVE.
8. THE CONTRACTOR SHALL MAINTAIN DRIVEWAY ACCESS AT ALL TIMES. IF ACCESS CANNOT BE MAINTAINED, THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER OR DESIGNATED REPRESENTATIVE SHALL PROVIDE AT LEAST 24 HOUR WRITTEN NOTICE OF LIMITED ACCESS TO AFFECTED PROPERTY OWNERS. THE CONTRACTOR SHALL PROVIDE BUSINESS ACCESS SIGNS AS NEEDED TO NFORM DRIVERS OF THE LOCATIONS OF ALL DRIVEWAYS.
9. TEMPORARY LANE CLOSURES IN THE CENTRAL BUSINESS DISTRICT (CBD) OR ON ARTERIAL STREETS SHALL NOT BE PERMITTED DURING THE HOURS OF 7 AM TO 9 AM AND 4 PM TO 6PM MONDAY THROUGH FRIDAY UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE TRANSPORTATION DIVISION.
10. TRAFFIC CONTROL SHOWN ON STANDARD DETAILS IS TYPICAL. ADDITIONAL SIGNING AND/ OR BARRICADING, AS WELL AS TEMPORARY PAVEMENT MARKINGS AND OBLITERATION/ RESTORATION OF EXISTING PAVEMENT MARKINGS, MAY BE REQUIRED DEPENDING ON FIELD CONDITIONS. FIELD ADJUSTMENTS TO TRAFFIC CONTROLS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM NO. 803S "BARRICADES, SIGNS AND TRAFFIC HANDLING".
11. THE CONTRACTOR SHALL DESIGNATE A COMPETENT PERSON FOR TRAFFIC CONTROL. THE COMPETENT PERSON SHALL MAKE INSPECTIONS OF THE TRAFFIC CONTROL DEVICES AT LEAST TWO (2) TIMES A DAY (ONCE AT THE BEGINNING OF THE DAY AND ONCE AT THE END OF THE DAY), INCLUDING NON-WORKING DAYS, ENSURING THAT ALL DEVICES ARE IN THEIR PROPER PLACE AND ARE IN WORKING ORDER.
12. ALL DEVICES SHALL BE MADE USING MATERIALS LISTED ON THE TxDOT APPROVED PRODUCTS LIST.

CITY OF AUSTIN, DEPARTMENT OF PUBLIC WORKS — GENERAL TRAFFIC CONTROL NOTES
RECORD COPY SIGNED BY SAM ANGOORI 01/04/10 ADOPTED
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.
STANDARD NO. 804S-5 12 OF 13

NO.	DATE	REVISION/CORRECTION/ADDENDUM	SHEET

HENDRICKSON HIGH SCHOOL
19201 COLORADO SAND DR., PFLUGERVILLE, TX 78660

TRAFFIC CONTROL DETAILS

CIVILITUDE ENGINEERS & PLANNERS
503 KENNISTON DR #4 AUSTIN, TX 78752 FIRM REG # F12469
PHONE 512 761 6161 FAX 512 761 6167 INFO@CIVILITUDE.COM

JOB NO: A857
DGN BY: KM
DWN BY: MD
RVW BY: FK

STATE OF TEXAS — KYLE W. MOORE — 150732 — LICENSED PROFESSIONAL ENGINEER
10/17/2025

SHEET NO. 17 OF 18

Plot Date: October 17, 2025 @ 6:49 PM

P:\a857.0 hendrickson hs– sinkhole repair phase 1\Civil\construction drawings\Sheets\A857_TRAFFIC CONTROL DETAILS.dwg

PLANT SCHEDULE

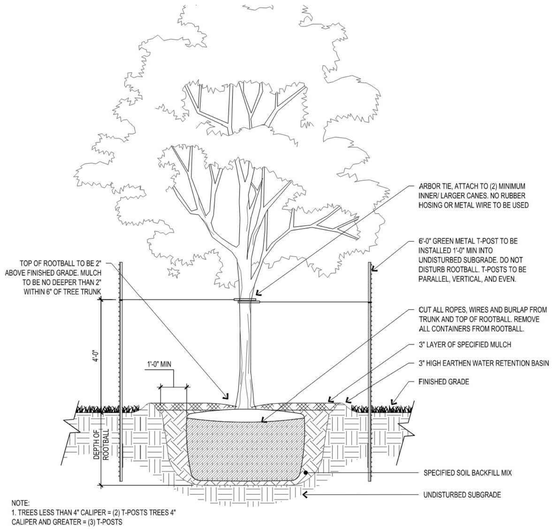
SYMBOL	CODE	COMMON / BOTANICAL NAME	SIZE	QTY	REMARKS
TREES					
	UC	Cedar Elm / Ulmus crassifolia	30 gal.	1	9' Height min.
	QM	Chinkapin Oak / Quercus muehlenbergii	30 gal.	5	9' Height min.
	QV	Southern Live Oak / Quercus virginiana	30 gal.	8	9' Height min.
	QT	Texas Red Oak / Quercus texana	30 gal.	1	9' Height min.
SYMBOL	**CODE**	**COMMON / BOTANICAL NAME**		**QTY**	**REMARKS**
GROUND COVERS					
	ZJ	Zoysia Grass / Zoysia japonica		8,629 sf	Solid sod. Provide temporary irrigation till establishment. Mulch rings are not shown on plans, actual square footage will be less than shown

IRRIGATION NOTES:

1. NEWLY PLANTED TREES SHALL HAVE PERMANENT IRRIGATION CONSISTING OF DRIP OR BUBBLERS. COORDINATE WITH OWNER TO TIE-IN TO EXISTING IRRIGATION SYSTEM
2. TURF GRASS SHALL HAVE TEMPORARY IRRIGATION COVERAGE UNTIL ESTABLISHMENT
3. NEWLY PLANTED TREES SHALL HAVE PERMANENT IRRIGATION CONSISTING OF DRIP OR BUBBLERS.
4. THE IRRIGATION INSTALLER SHALL DEVELOP AND PROVIDE AN AS-BUILT DESIGN PLAN TO THE CLIENT AT THE TIME FINAL IRRIGATION INSPECTION IS PERFORMED;
   A. THE IRRIGATION INSTALLER SHALL ALSO PROVIDE EXHIBITS TO BE PERMANENTLY INSTALLED INSIDE OR ATTACHED TO THE IRRIGATION CONTROLLER, INCLUDING:
   B. A LAMINATED COPY OF THE WATER BUDGET CONTAINING ZONE NUMBERS, PRECIPITATION RATE, GALLONS PER MINUTE AND LOCATION OF THE ISOLATION VALVE; AND AS BUILT PLAN.

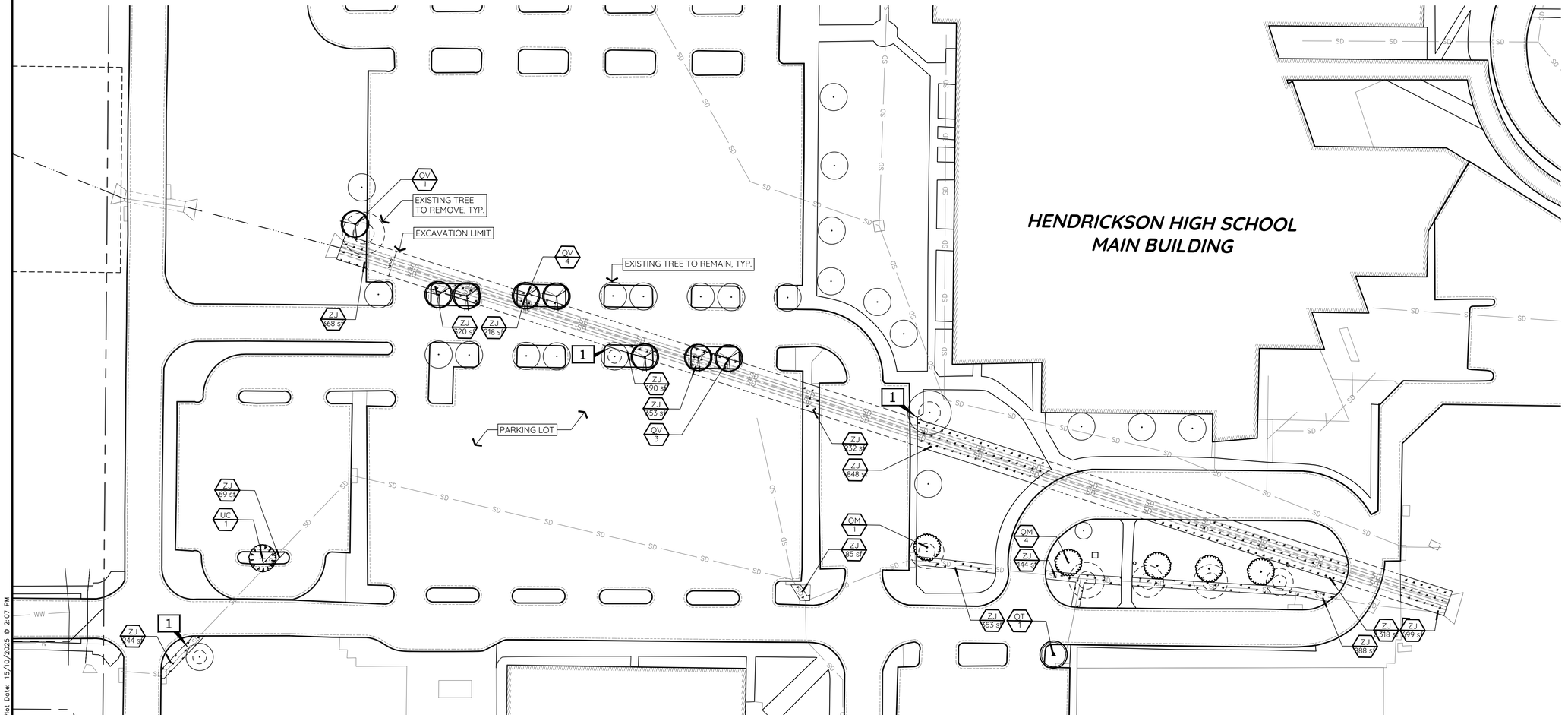
KEY NOTES:

1. EXCAVATE BY HAND IN TREE ROOT ZONE. CAREFULLY PRUNE ALL ROOTS LARGER THAN 1"



NOTE:
1. TREES LESS THAN 4" CALIPER = (2) T-POSTS TREES 4" CALIPER AND GREATER = (3) T-POSTS

TREE PLANTING DETAIL 01
SCALE: 0"-1/2" = 1' - 0"



0' 20' 40' 80'
SCALE: 1"=40'

Plot Date: 15/10/2025 @ 2:07 PM

PFISD HENDRICKSON HS
19201 COLORADO SAND DR
PFLUGERVILLE, TX 78660

Plantiquity
LANDSCAPE ARCHITECTS ARBORISTS
512-919-6872 www.plantiquity.co
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NO.	DATE	DESCRIPTION	BY
		REVISIONS	

CAD	L019
JOB NO.	CD
DRAWN BY	CS
CHECK BY	10/15/2025
DATE	

LANDSCAPE ARCHITECT OF RECORD

REGISTERED LANDSCAPE ARCHITECT
COLTER SONNEVILLE
3239
STATE OF TEXAS

10/15/2025

TREE & REVEGETATION PLAN

SHEET:
L-1
18 OF 18