

Department Of
Veterans Affairs

SAN ANTONIO NATIONAL CEMETERY
SAN ANTONIO, TEXAS

REPAIR ASPHALT ROAD, CONCRETE
CURBS & SIDEWALKS
(M&R PROJECT)

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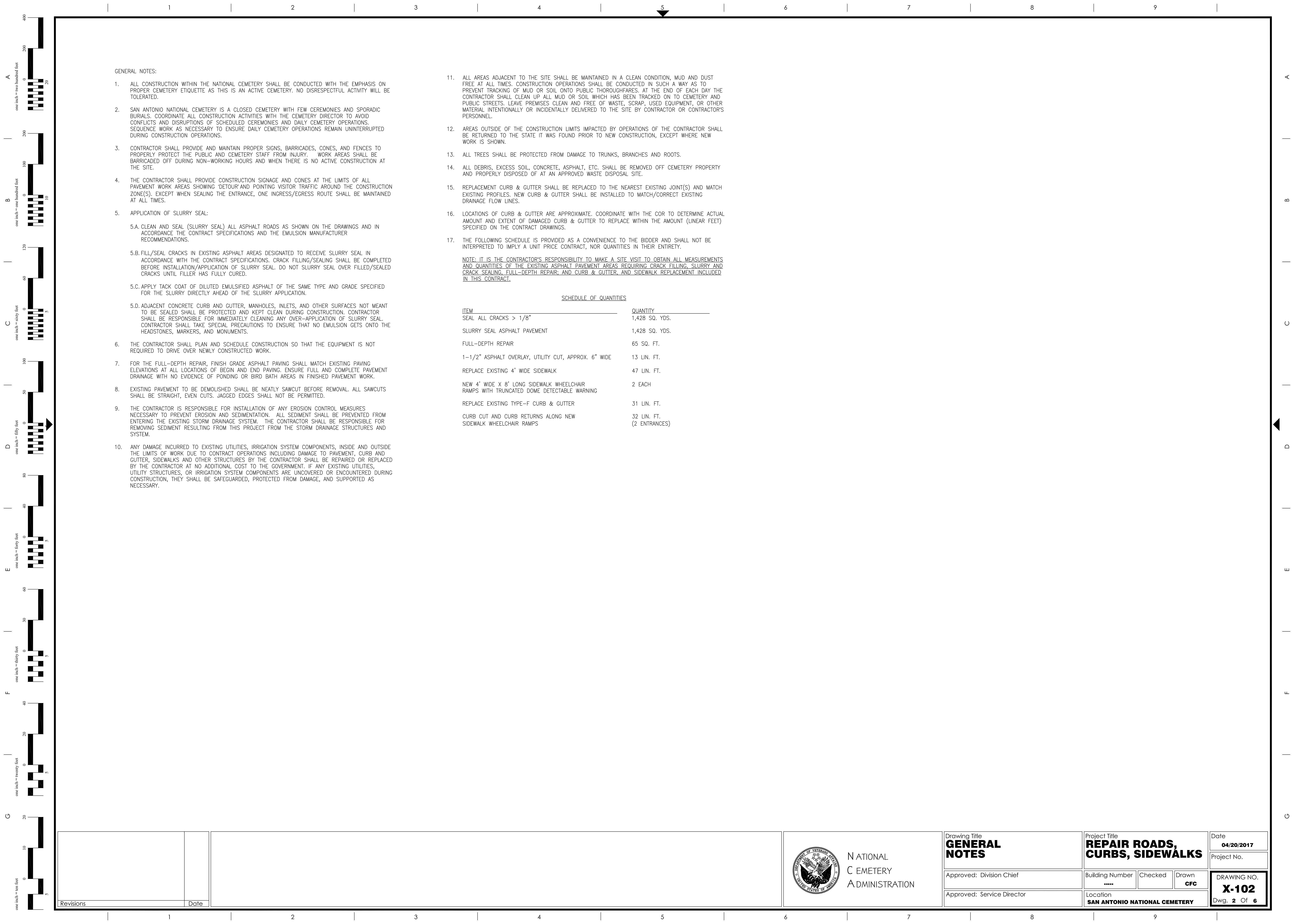
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Drawing Title COVER SHEET & SHEET INDEX	Project Title REPAIR ROADS, CURBS, SIDEWALKS	Date 04/20/2017
Approved: Division Chief	Building Number *****	Checked CFC
Approved: Service Director	Location SAN ANTONIO NATIONAL CEMETERY	DRAWING NO. X-101 Dwg. 1 Of 6



GENERAL NOTES:

- ALL CONSTRUCTION WITHIN THE NATIONAL CEMETERY SHALL BE CONDUCTED WITH THE EMPHASIS ON PROPER CEMETERY ETIQUETTE AS THIS IS AN ACTIVE CEMETERY. NO DISRESPECTFUL ACTIVITY WILL BE TOLERATED.
- SAN ANTONIO NATIONAL CEMETERY IS A CLOSED CEMETERY WITH FEW CEREMONIES AND SPORADIC BURIALS. COORDINATE ALL CONSTRUCTION ACTIVITIES WITH THE CEMETERY DIRECTOR TO AVOID CONFLICTS AND DISRUPTIONS OF SCHEDULED CEREMONIES AND DAILY CEMETERY OPERATIONS. SEQUENCE WORK AS NECESSARY TO ENSURE DAILY CEMETERY OPERATIONS REMAIN UNINTERRUPTED DURING CONSTRUCTION OPERATIONS.
- CONTRACTOR SHALL PROVIDE AND MAINTAIN PROPER SIGNS, BARRICADES, CONES, AND FENCES TO PROPERLY PROTECT THE PUBLIC AND CEMETERY STAFF FROM INJURY. WORK AREAS SHALL BE BARRICADED OFF DURING NON-WORKING HOURS AND WHEN THERE IS NO ACTIVE CONSTRUCTION AT THE SITE.
- THE CONTRACTOR SHALL PROVIDE CONSTRUCTION SIGNAGE AND CONES AT THE LIMITS OF ALL PAVEMENT WORK AREAS SHOWING 'DETOUR' AND POINTING VISITOR TRAFFIC AROUND THE CONSTRUCTION ZONE(S). EXCEPT WHEN SEALING THE ENTRANCE, ONE INGRESS/EGRESS ROUTE SHALL BE MAINTAINED AT ALL TIMES.
- APPLICATION OF SLURRY SEAL:

5.A. CLEAN AND SEAL (SLURRY SEAL) ALL ASPHALT ROADS AS SHOWN ON THE DRAWINGS AND IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS AND THE EMULSION MANUFACTURER RECOMMENDATIONS.

5.B. FILL/SEAL CRACKS IN EXISTING ASPHALT AREAS DESIGNATED TO RECEIVE SLURRY SEAL IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS. CRACK FILLING/SEALING SHALL BE COMPLETED BEFORE INSTALLATION/APPLICATION OF SLURRY SEAL. DO NOT SLURRY SEAL OVER FILLED/SEALED CRACKS UNTIL FILLER HAS FULLY CURED.

5.C. APPLY TACK COAT OF DILUTED EMULSIFIED ASPHALT OF THE SAME TYPE AND GRADE SPECIFIED FOR THE SLURRY DIRECTLY AHEAD OF THE SLURRY APPLICATION.


5.D. ADJACENT CONCRETE CURB AND GUTTER, MANHOLES, INLETS, AND OTHER SURFACES NOT MEANT TO BE SEALED SHALL BE PROTECTED AND KEPT CLEAN DURING CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR IMMEDIATELY CLEANING ANY OVER-APPLICATION OF SLURRY SEAL. CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS TO ENSURE THAT NO EMULSION GETS ONTO THE HEADSTONES, MARKERS, AND MONUMENTS.
- THE CONTRACTOR SHALL PLAN AND SCHEDULE CONSTRUCTION SO THAT THE EQUIPMENT IS NOT REQUIRED TO DRIVE OVER NEWLY CONSTRUCTED WORK.
- FOR THE FULL-DEPTH REPAIR, FINISH GRADE ASPHALT PAVING SHALL MATCH EXISTING PAVING ELEVATIONS AT ALL LOCATIONS OF BEGIN AND END PAVING. ENSURE FULL AND COMPLETE PAVEMENT DRAINAGE WITH NO EVIDENCE OF PONDING OR BIRD BATH AREAS IN FINISHED PAVEMENT WORK.
- EXISTING PAVEMENT TO BE DEMOLISHED SHALL BE NEATLY SAWCUT BEFORE REMOVAL. ALL SAWCUTS SHALL BE STRAIGHT, EVEN CUTS. JAGGED EDGES SHALL NOT BE PERMITTED.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING THE EXISTING STORM DRAINAGE SYSTEM. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT RESULTING FROM THIS PROJECT FROM THE STORM DRAINAGE STRUCTURES AND SYSTEM.
- ANY DAMAGE INCURRED TO EXISTING UTILITIES, IRRIGATION SYSTEM COMPONENTS, INSIDE AND OUTSIDE THE LIMITS OF WORK DUE TO CONTRACT OPERATIONS INCLUDING DAMAGE TO PAVEMENT, CURB AND GUTTER, SIDEWALKS AND OTHER STRUCTURES BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE GOVERNMENT. IF ANY EXISTING UTILITIES, UTILITY STRUCTURES, OR IRRIGATION SYSTEM COMPONENTS ARE UNCOVERED OR ENCOUNTERED DURING CONSTRUCTION, THEY SHALL BE SAFEGUARDED, PROTECTED FROM DAMAGE, AND SUPPORTED AS NECESSARY.

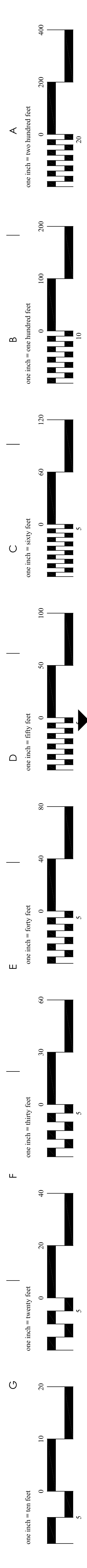
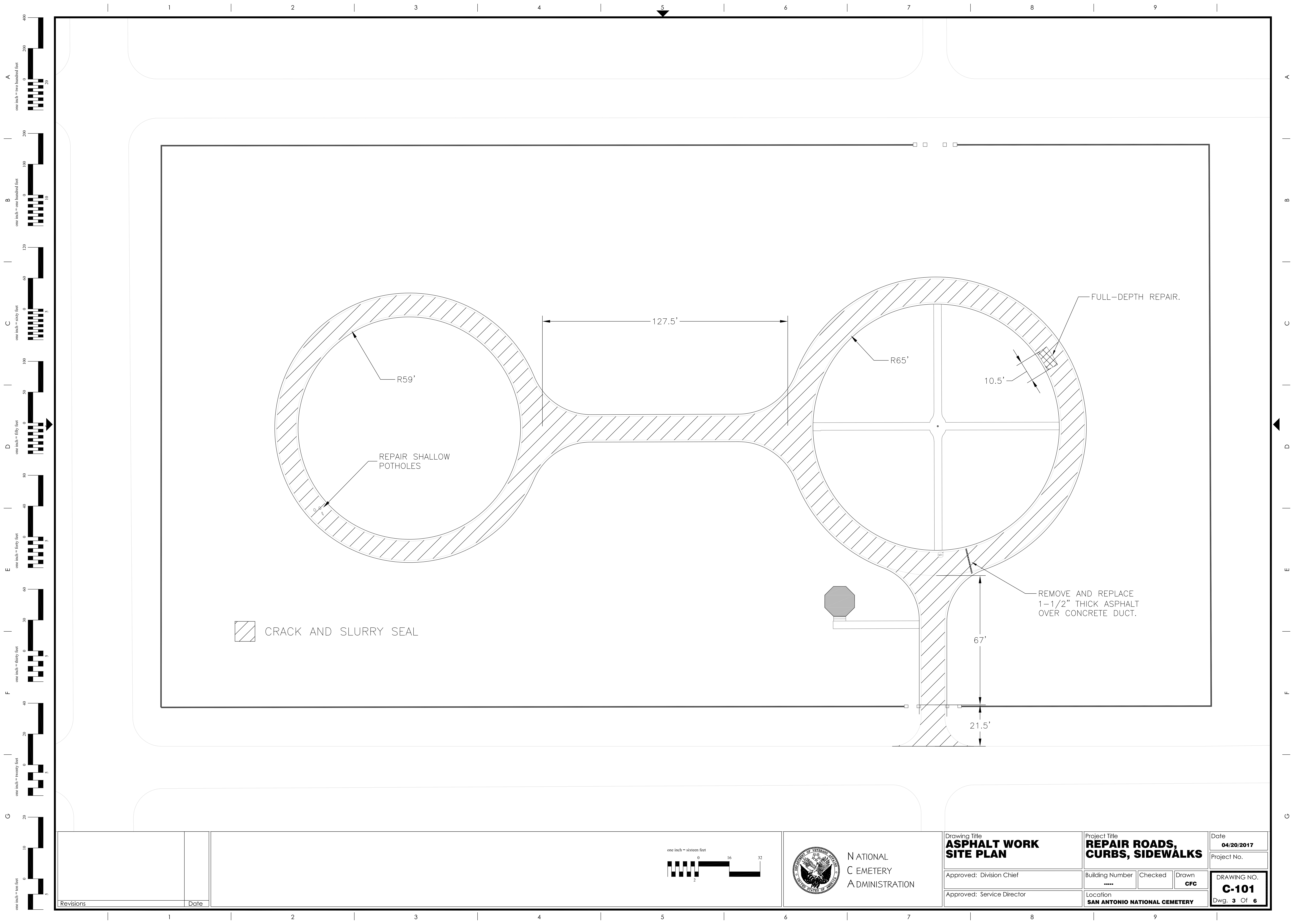
- ALL AREAS ADJACENT TO THE SITE SHALL BE MAINTAINED IN A CLEAN CONDITION, MUD AND DUST FREE AT ALL TIMES. CONSTRUCTION OPERATIONS SHALL BE CONDUCTED IN SUCH A WAY AS TO PREVENT TRACKING OF MUD OR SOIL ONTO PUBLIC THOROUGHFARES. AT THE END OF EACH DAY THE CONTRACTOR SHALL CLEAN UP ALL MUD OR SOIL WHICH HAS BEEN TRACKED ON TO CEMETERY AND PUBLIC STREETS. LEAVE PREMISES CLEAN AND FREE OF WASTE, SCRAP, USED EQUIPMENT, OR OTHER MATERIAL INTENTIONALLY OR INCIDENTALLY DELIVERED TO THE SITE BY CONTRACTOR OR CONTRACTOR'S PERSONNEL.
- AREAS OUTSIDE OF THE CONSTRUCTION LIMITS IMPACTED BY OPERATIONS OF THE CONTRACTOR SHALL BE RETURNED TO THE STATE IT WAS FOUND PRIOR TO NEW CONSTRUCTION, EXCEPT WHERE NEW WORK IS SHOWN.
- ALL TREES SHALL BE PROTECTED FROM DAMAGE TO TRUNKS, BRANCHES AND ROOTS.
- ALL DEBRIS, EXCESS SOIL, CONCRETE, ASPHALT, ETC. SHALL BE REMOVED OFF CEMETERY PROPERTY AND PROPERLY DISPOSED OF AT AN APPROVED WASTE DISPOSAL SITE.
- REPLACEMENT CURB & GUTTER SHALL BE REPLACED TO THE NEAREST EXISTING JOINT(S) AND MATCH EXISTING PROFILES. NEW CURB & GUTTER SHALL BE INSTALLED TO MATCH/CORRECT EXISTING DRAINAGE FLOW LINES.
- LOCATIONS OF CURB & GUTTER ARE APPROXIMATE. COORDINATE WITH THE COR TO DETERMINE ACTUAL AMOUNT AND EXTENT OF DAMAGED CURB & GUTTER TO REPLACE WITHIN THE AMOUNT (LINEAR FEET) SPECIFIED ON THE CONTRACT DRAWINGS.
- THE FOLLOWING SCHEDULE IS PROVIDED AS A CONVENIENCE TO THE BIDDER AND SHALL NOT BE INTERPRETED TO IMPLY A UNIT PRICE CONTRACT, NOR QUANTITIES IN THEIR ENTIRETY.

NOTE: IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAKE A SITE VISIT TO OBTAIN ALL MEASUREMENTS AND QUANTITIES OF THE EXISTING ASPHALT PAVEMENT AREAS REQUIRING CRACK FILLING, SLURRY AND CRACK SEALING, FULL-DEPTH REPAIR, AND CURB & GUTTER, AND SIDEWALK REPLACEMENT INCLUDED IN THIS CONTRACT.

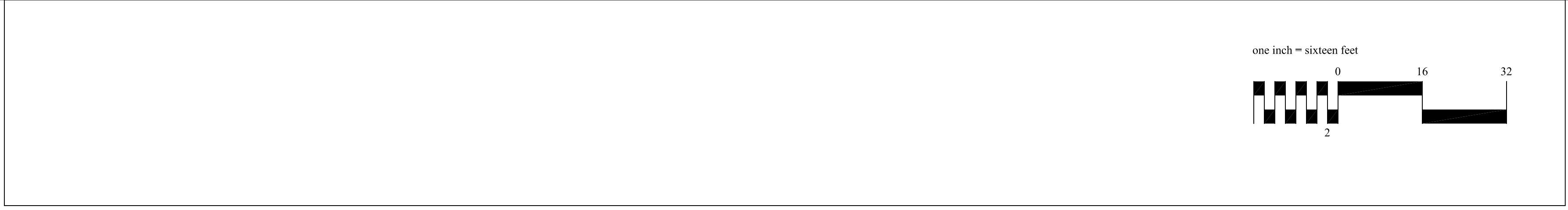
SCHEDULE OF QUANTITIES


ITEM	QUANTITY
SEAL ALL CRACKS > 1/8"	1,428 SQ. YDS.
SLURRY SEAL ASPHALT PAVEMENT	1,428 SQ. YDS.
FULL-DEPTH REPAIR	65 SQ. FT.
1-1/2" ASPHALT OVERLAY, UTILITY CUT, APPROX. 6" WIDE	13 LIN. FT.
REPLACE EXISTING 4' WIDE SIDEWALK	47 LIN. FT.
NEW 4' WIDE X 8' LONG SIDEWALK WHEELCHAIR RAMPS WITH TRUNCATED DOME DETECTABLE WARNING	2 EACH
REPLACE EXISTING TYPE-F CURB & GUTTER	31 LIN. FT.
CURB CUT AND CURB RETURNS ALONG NEW SIDEWALK WHEELCHAIR RAMPS	32 LIN. FT. (2 ENTRANCES)

						NATIONAL CEMETERY ADMINISTRATION		<div>Drawing Title GENERAL NOTES</div> <div>Approved: Division Chief</div> <div>Approved: Service Director</div>		<div>Project Title REPAIR ROADS, CURBS, SIDEWALKS</div> <div>Building Number ****</div> <div>Location SAN ANTONIO NATIONAL CEMETERY</div>		<div>Date 04/20/2017</div> <div>Project No.</div> <div>DRAWING NO. X-102 Dwg. 2 Of 6</div>	
Revisions		Date											



Revisions	Date





NATIONAL
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Drawing Title
**ASPHALT WORK
SITE PLAN**

Approved: Division Chief

Approved: Service Director

Project Title
**REPAIR ROADS,
CURBS, SIDEWALKS**

Building Number

Checked

Drawn
CFC

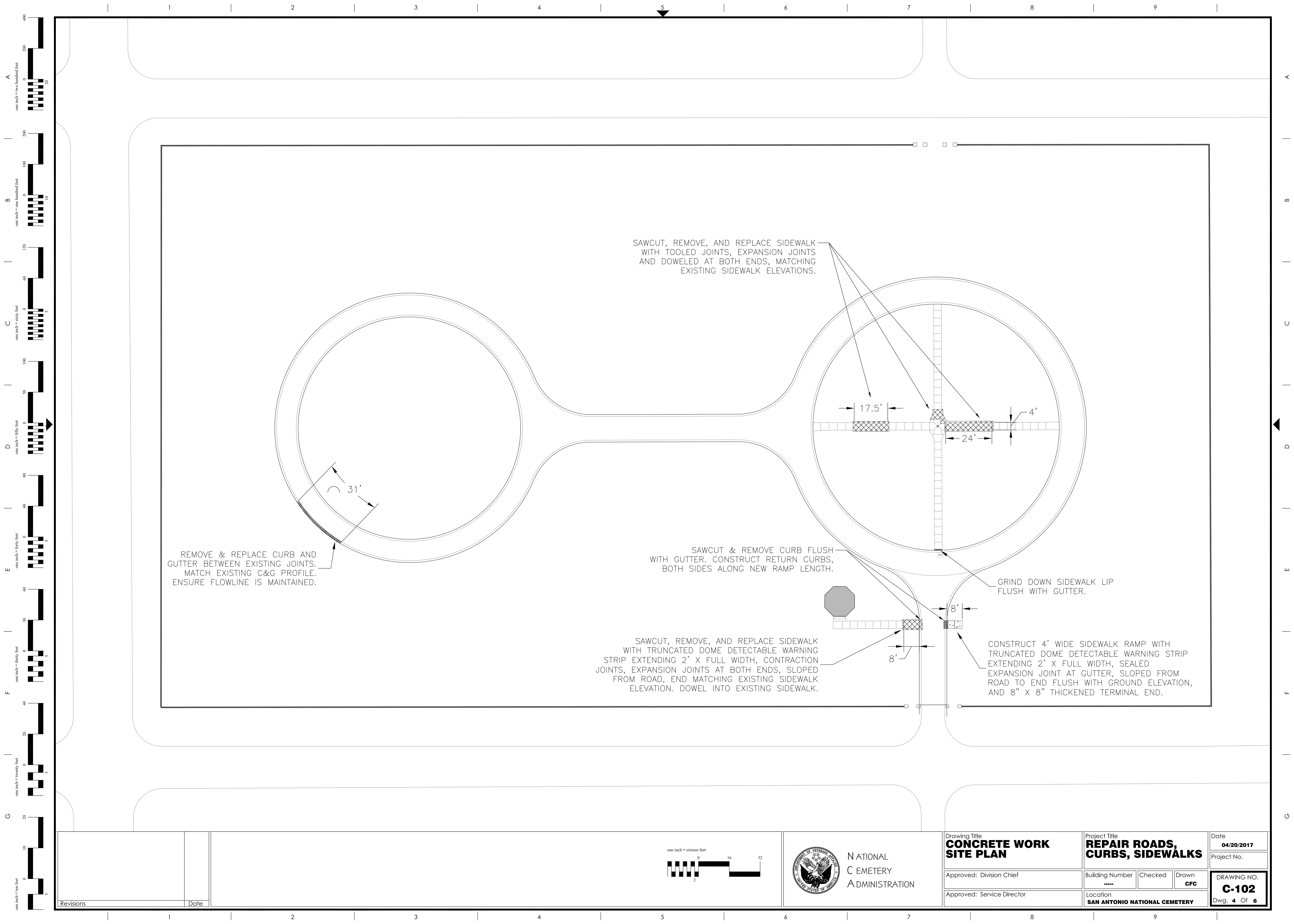
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04/20/2017

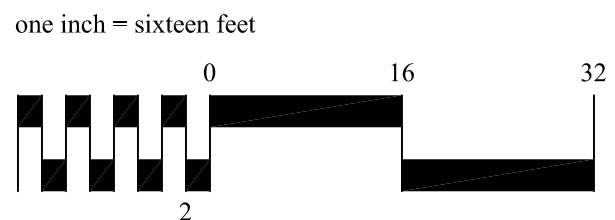
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C-101

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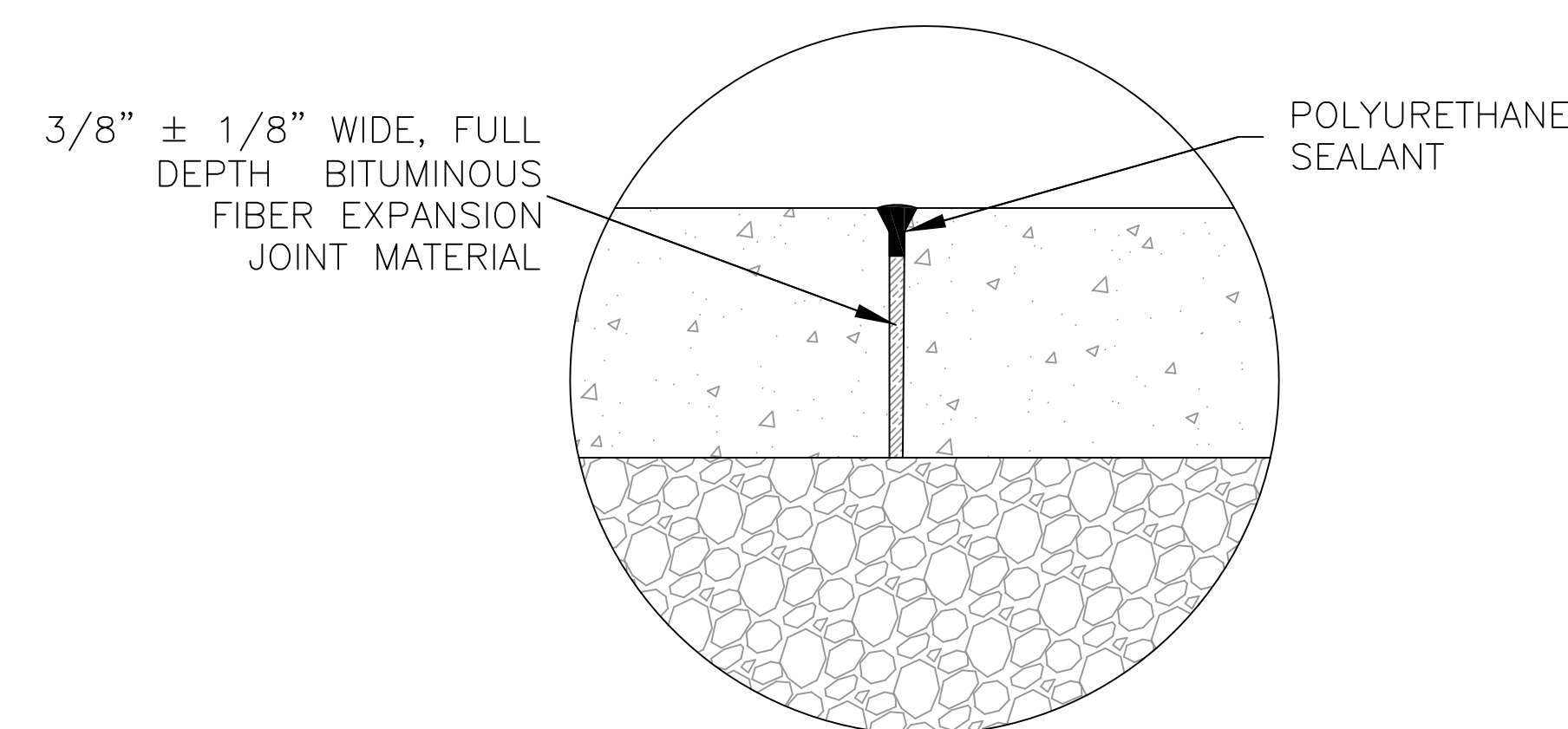
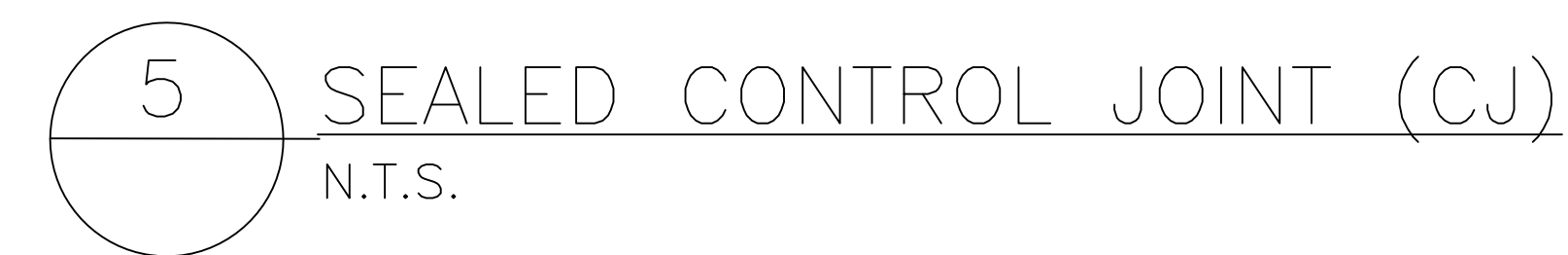
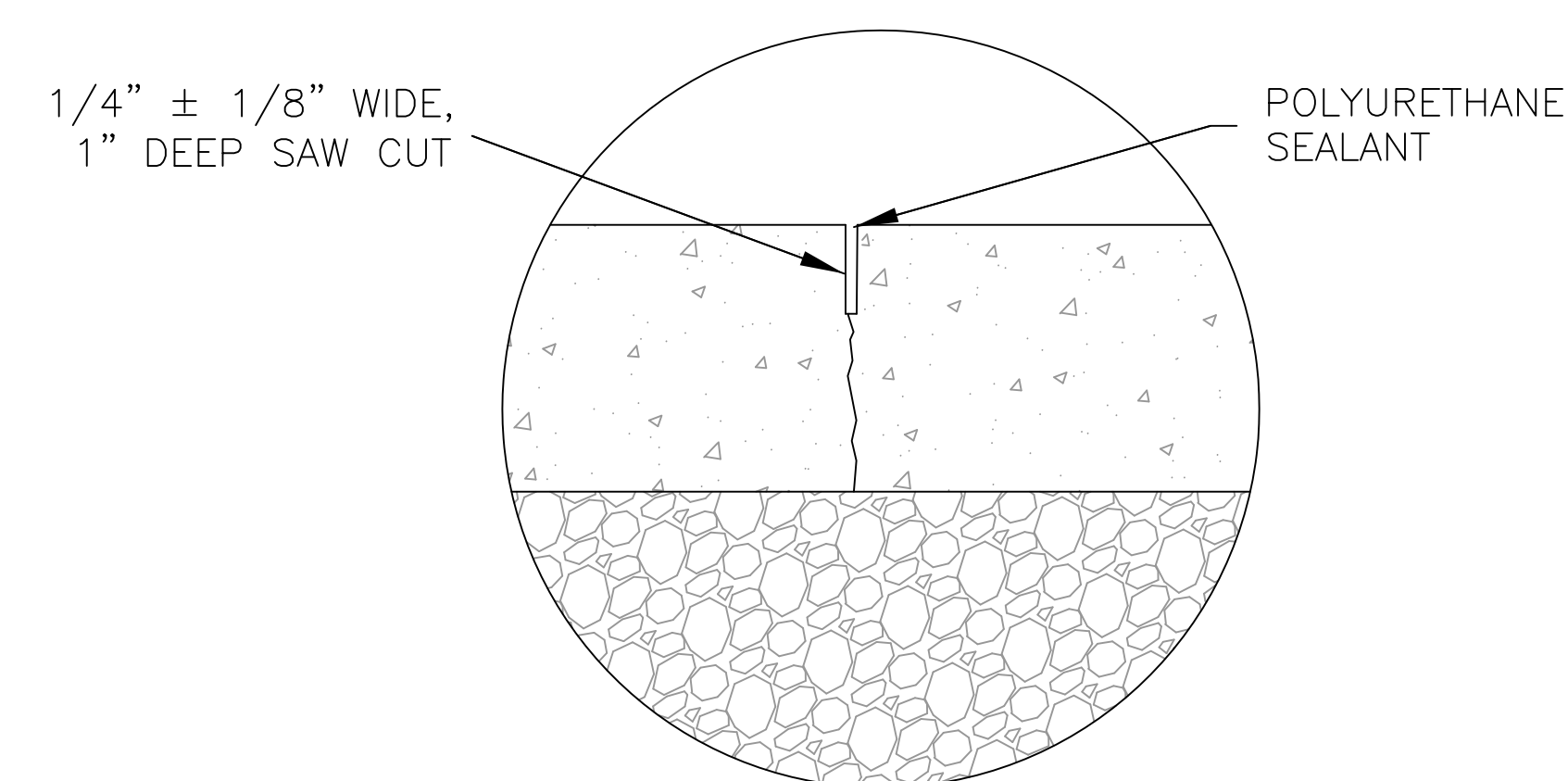
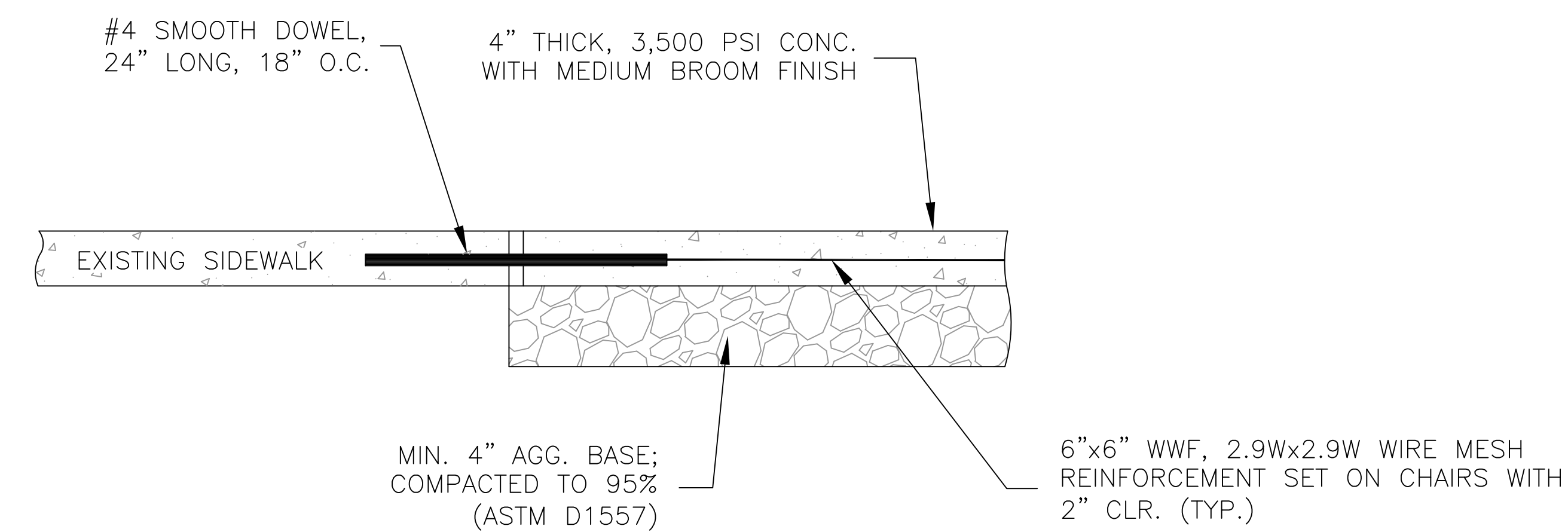
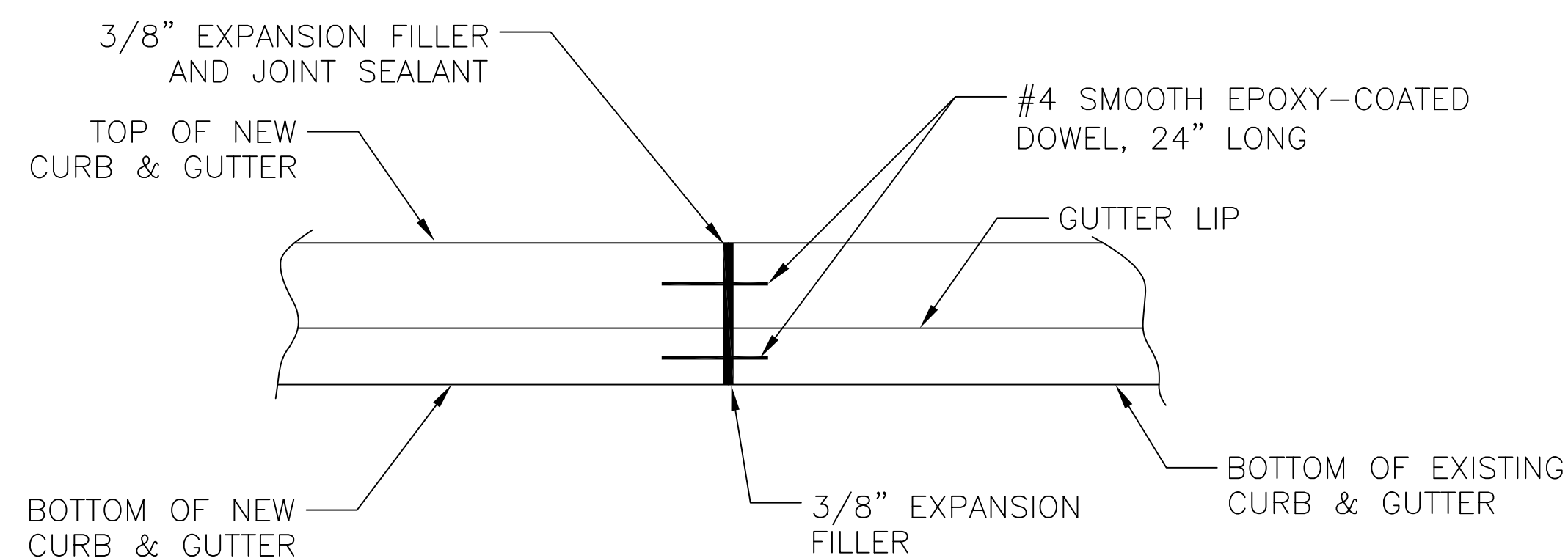
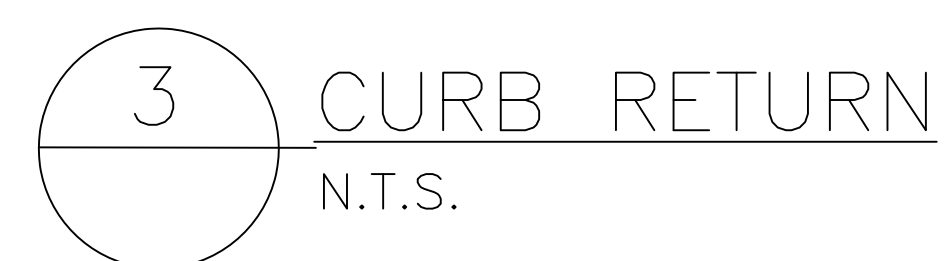
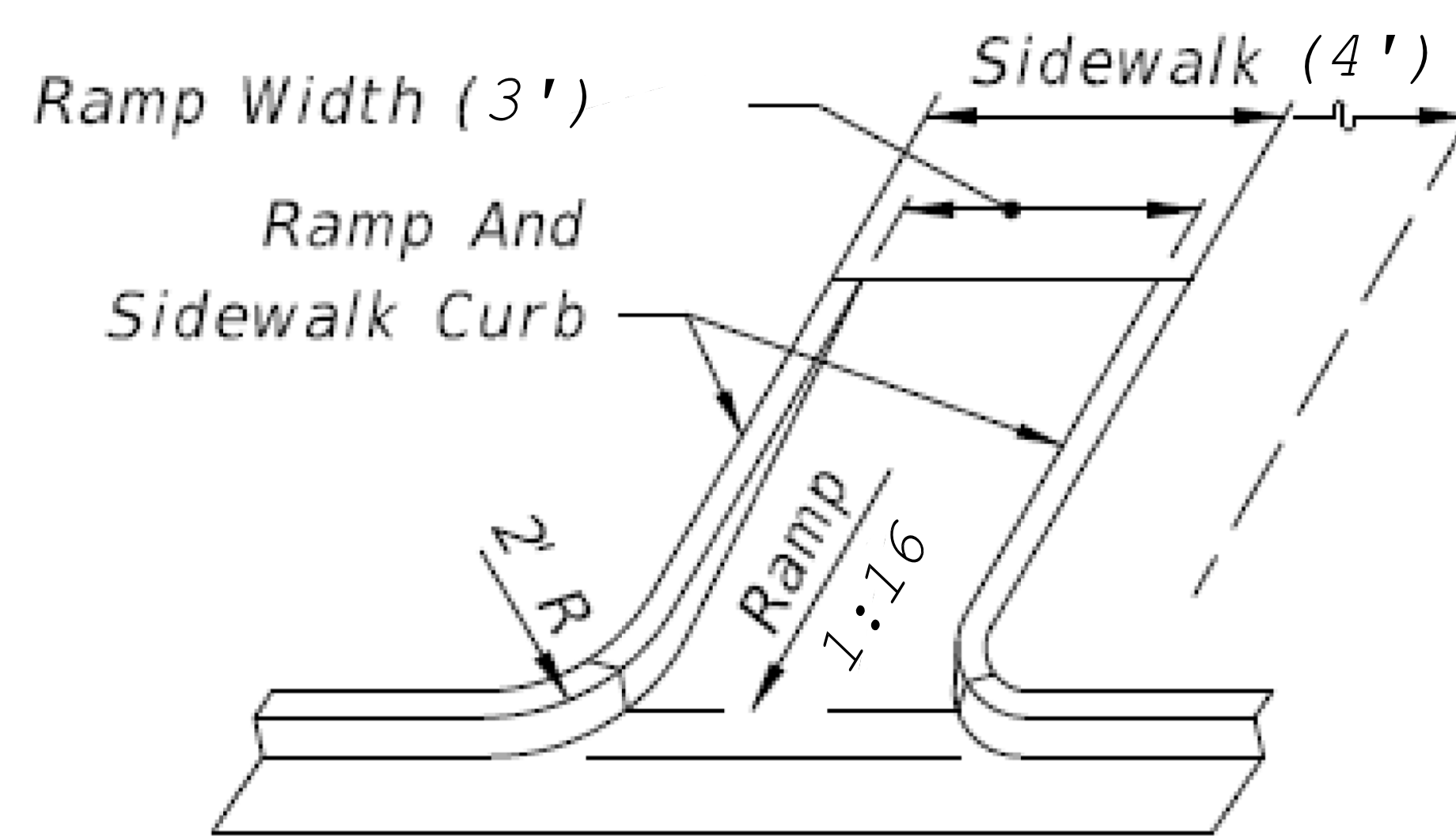
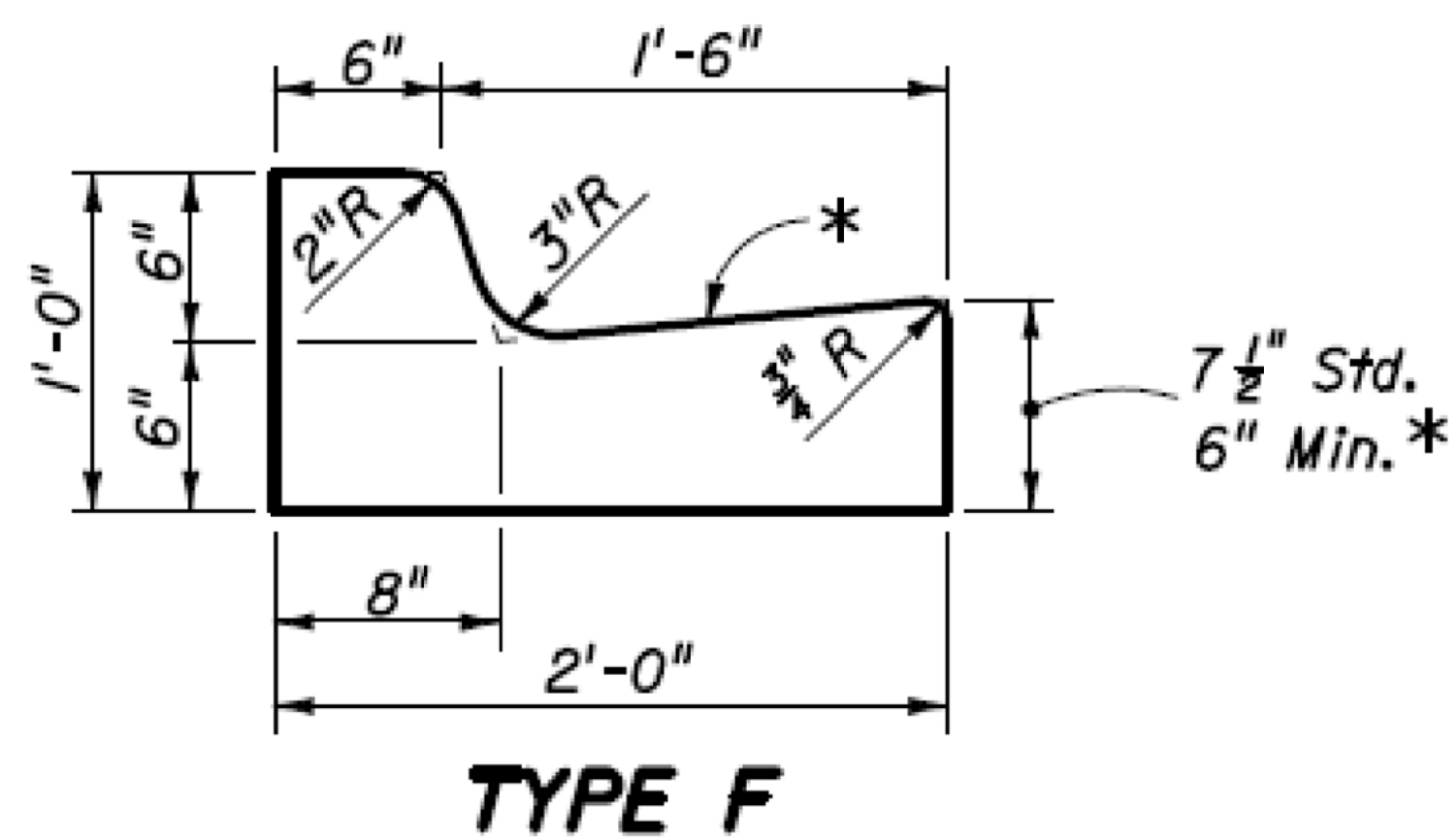


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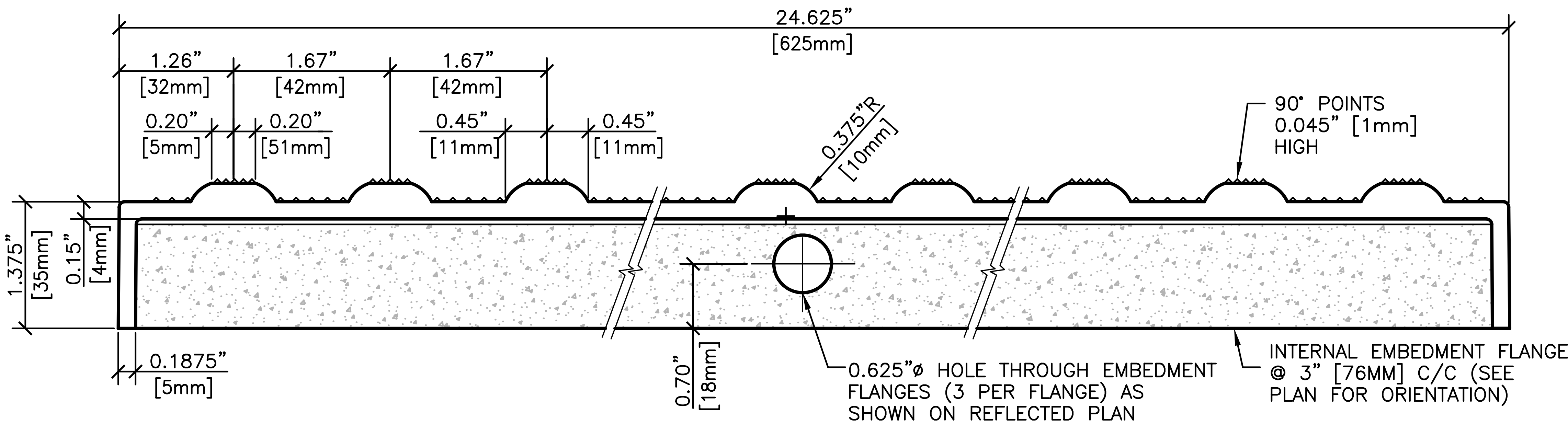


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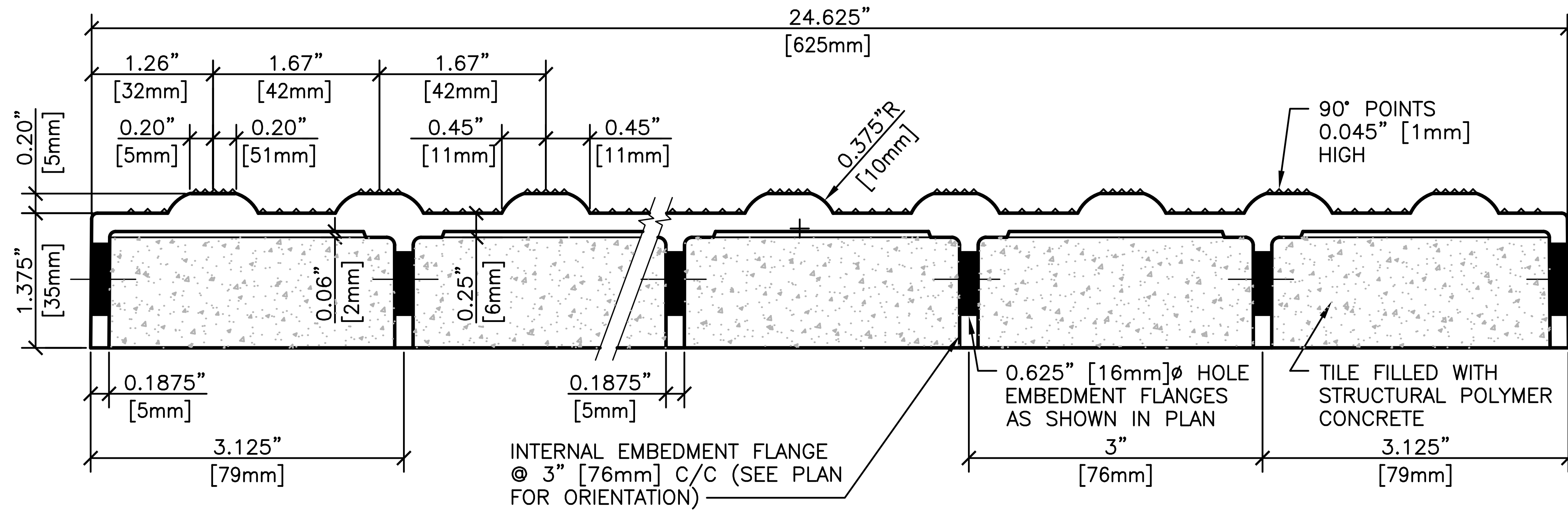
Drawing Title CONCRETE WORK SITE PLAN	Project Title REPAIR ROADS, CURBS, SIDEWALKS	Date 04/20/2017
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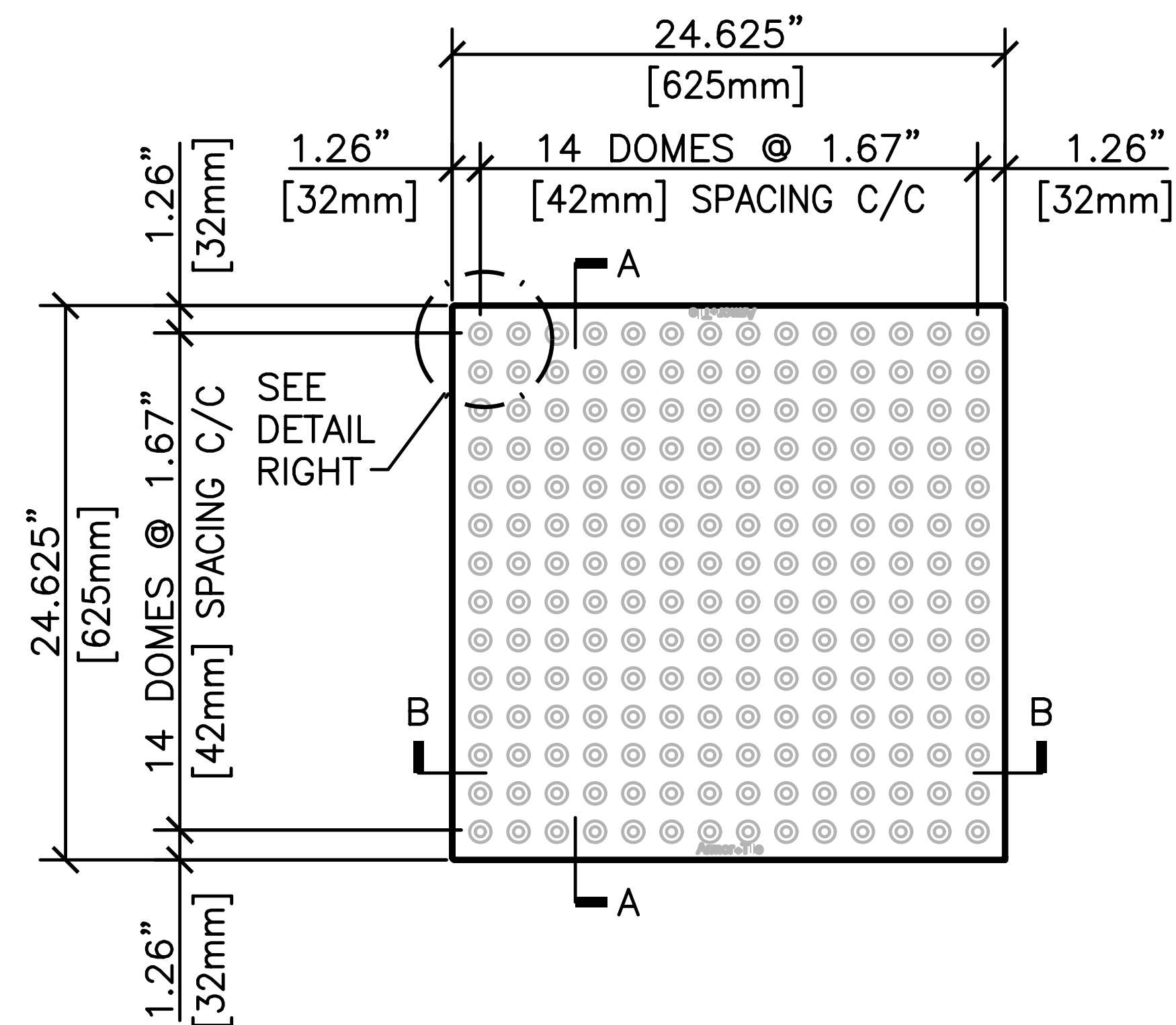
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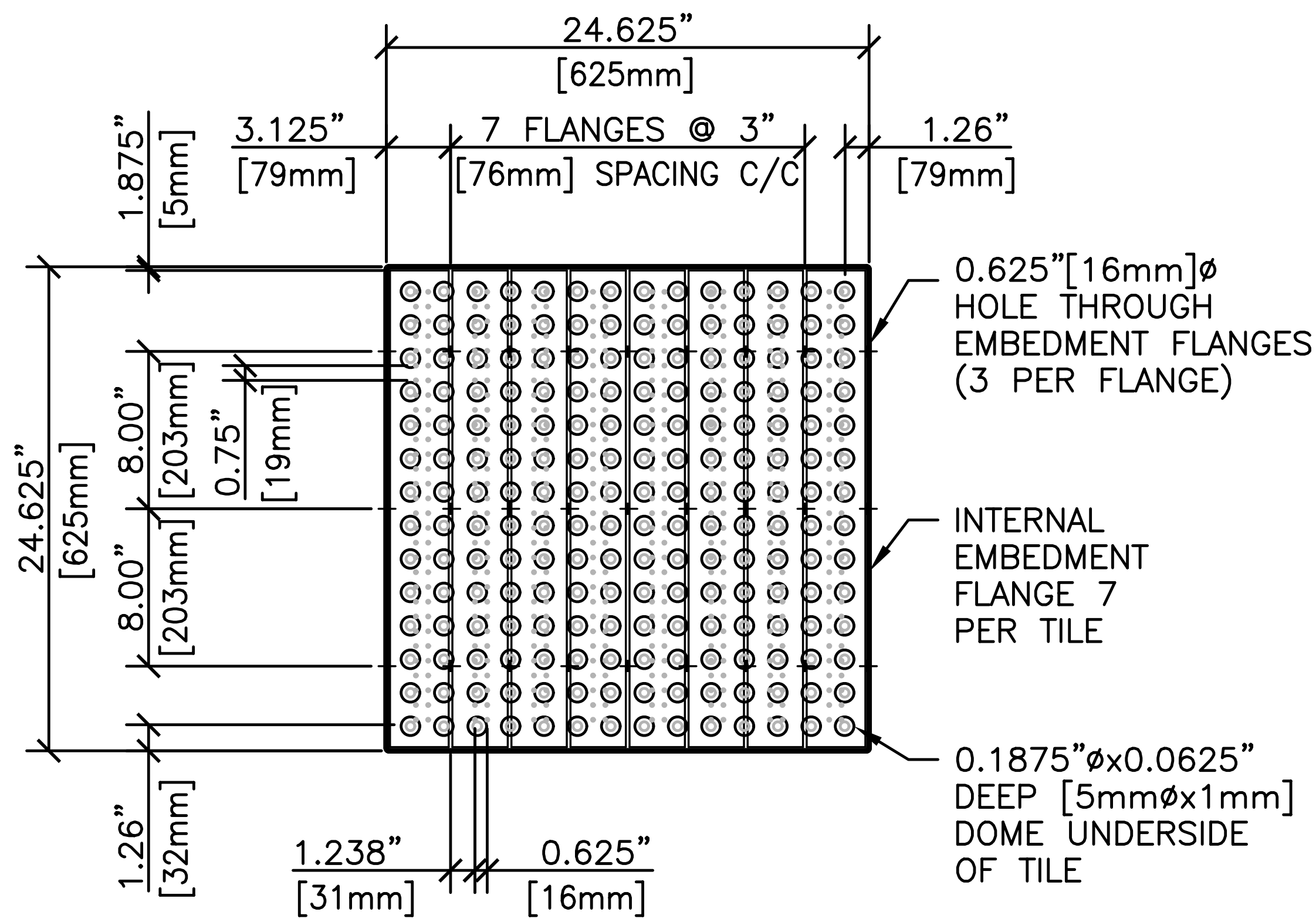
SECTION A-A



SECTION B-B



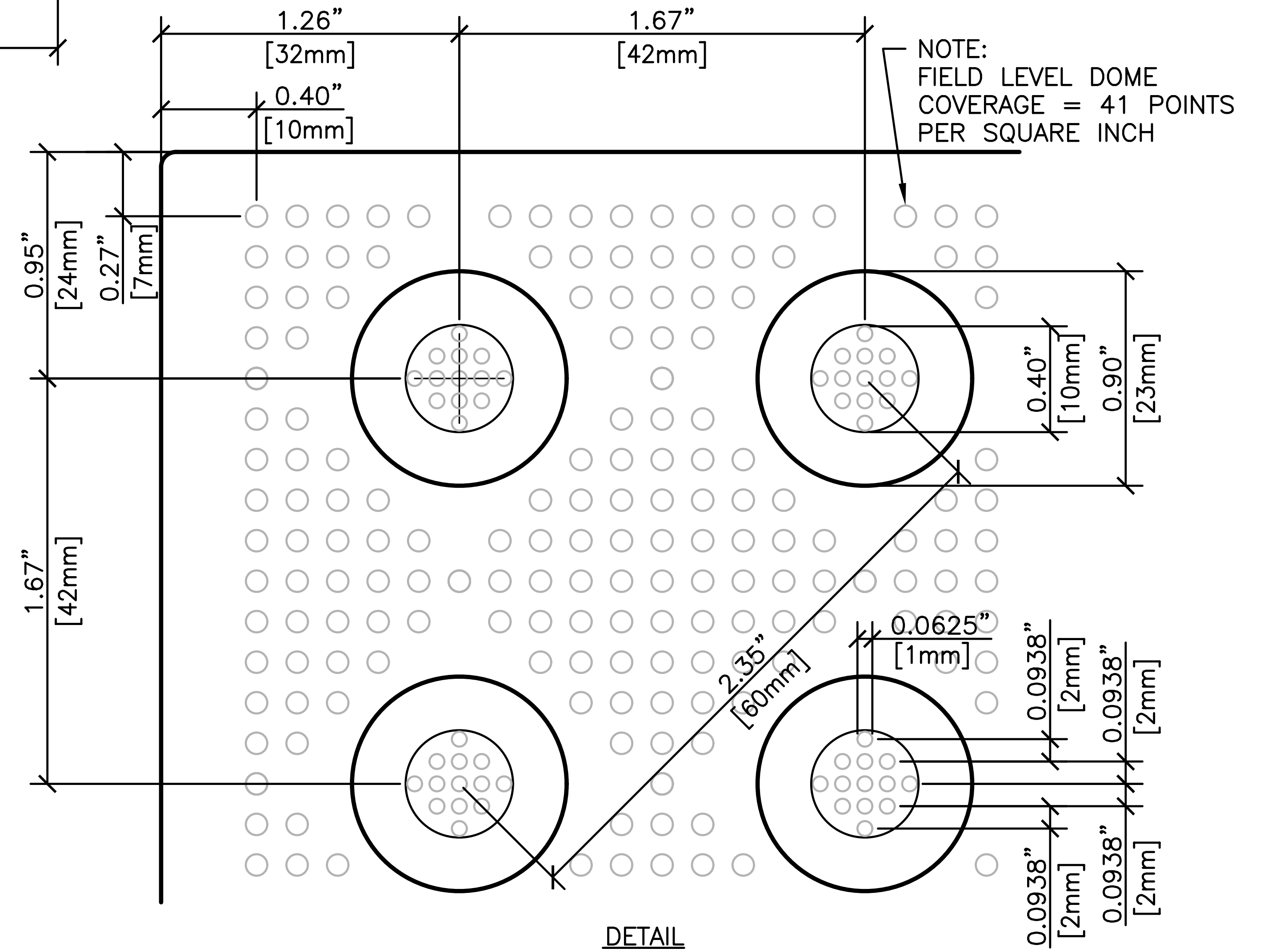
PLAN - TILE



REFLECTED PLAN - TILE

DETECTABLE WARNING NOTES:

THE DETECTABLE WARNING STRIP MUST COVER THE ENTIRE WIDTH OF THE RAMP OPENING, EXCLUDING THE WINGS. ALL DOMES MUST BE ALIGNED IN THE DIRECTION OF TRAVEL. ONE CORNER OF THE LEADING EDGE OF THE DETECTABLE WARNING MAY BE MORE THAN 5 FEET FROM THE BACK OF THE CURB. WHEN LOCATED ALONG A CURB RETURN, THE LEADING EDGE OF THE DETECTABLE WARNING MAY BE DEIGNED BY THE CHORD DRAWN BETWEEN THE LEADING EDGES OF THE RAMP OPENING.



TRUNCATED DOME TACTILE - WARNING STRIP

Revisions		Date	NATIONAL CEMETERY ADMINISTRATION		Drawing Title TRUNCATED DOME DETAILS		Project Title REPAIR ROADS, CURBS, SIDEWALKS		Date 04/20/2017	
					Approved: Division Chief		Building Number *****		Project No.	
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