HISTORIC AND DESIGN REVIEW COMMISSION October 05, 2016 Agenda Item No: 7

HDRC CASE NO: COMMON NAME: CITY COUNCIL DIST.: APPLICANT: OWNER: TYPE OF WORK: 2016-388

VIA Metropolitan Transit - Next Gen Plus 4 John Seymore/VIA Metropolitan Transit Christine Vina/VIA Metropolitan Transit Installation of bus shelters at various locations; Next Gen Plus design

REQUEST:

The applicant is requesting a Certificate of Appropriateness for approval to place 'Next Gen Plus' bus shelters, a new prototype, at 46 various locations along Zarzamora and Military Drive, and future locations.

APPLICABLE CITATIONS:

UDC Section 35-646 - Construction in Public Rights-of-Way

a. General Provisions. All construction in the public right-of-way shall conform to all city codes. In considering an application, the historic and design review commission shall be guided by the following:

1. Sidewalk Zones. Pedestrian movement should be pleasant, allowing for store browsing, comfortable transit waiting and easy accessibility for disabled people. Where possible, sidewalks should at least five (5) feet in width. Existing sidewalks should not be narrowed when replaced.

3. Street Features and Arrangements. Historic districts and the downtown, as well as other distinct areas of the city have diverse character and any street furniture selected for these areas should complement these differences. In addition, the clustering of street furniture in one (1) place is recommended. Trash receptacles, seating, telephones and other street furniture should be grouped together.

A. Circulation. A clear path-of-travel of thirty-six (36) inches wide shall be maintained in and around street features and arrangement.

B. Seating. Seating should be physically comfortable and inviting, durable and attractive. Plaza and open space seating should also be socially comfortable by offering a variety of choices such as in the sun or shade, near traffic and activity or not, and alone or in groups.

FINDINGS:

- a. This proposal was reviewed by the Design Review Committee on September 13, 2016. The members present had no major concerns about the design, but had concerns about maintenance. The members also supported the absence of advertisement space on the structure.
- b. The applicant is proposing approval of the "Next Gen Plus" shelter. The proposed prototype is minimal and light in terms of design and construction. Therefore, their installation will not significantly impact views of existing historic buildings. The proposed prototype design is also flexible, in that there are several variations to accommodate to narrow right-of-ways. The installation of these shelters will create more uniformity among VIA stops, helping to reduce the amount of visual clutter, consistent with the UDC Section 35-646(a).
- c. The applicant at this time is proposing to install 46 "Next Gen Plus" shelters at existing stops along Zarzamora and Military Drive. These are not located in any Historic Districts and do not impact any historic structures. Staff finds the proposal appropriate and consistent with the UDC Section 35-646.
- d. ARCHAEOLOGY- The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.

RECOMMENDATION:

Staff recommends approval of the design as submitted based on findings a through d with the following stipulations:

- 1. ARCHAEOLOGY- The development project shall comply with all federal, state, and local laws, rules, and regulations regarding archaeology.
- 2. The applicant is responsible for submitting future requests for installations at specific locations to staff for review

and issuance of a Certificate of Appropriateness.

CASE MANAGER:

Lauren Sage

South/West Corridor Transit Improvements

ZARZAMORA AND MILITARY PRIMO BRT PROJECTS

REVISED BRT SHELTER DESIGN

Historic & Design Review Commission Design Review Committee



COMED IT STA





HDRC FINAL APPROVAL APPLICATION

NARRATIVE



Background

San Antonio's South/West corridor was identified during VIA's 2035 Long-Range Transportation Planning process as a key part of the city's transportation network, due to high current ridership and potential for future growth. The corridor is responsible for 20 percent of transit trips in the VIA Metropolitan Transit service area and links four major transit centers: Medical Center, Kel-Lac, Madla, and Brooks City-Base. A needs assessment of the area's transit network identified existing needs for improvement in the areas of service quality, safety, pedestrian access, efficiency, integration with land use, connection to affordable housing, and environmental and social impacts. The assessment identified the need for high-quality transit service along the L-shaped corridor that could be met by expansion of VIA's high-capacity Primo bus service that currently serves the Fredericksburg Road corridor. VIA's Primo service is differentiated from standard bus service by the use of more frequent and reliable service; high quality, accessible stations; and special, visually distinctive buses.

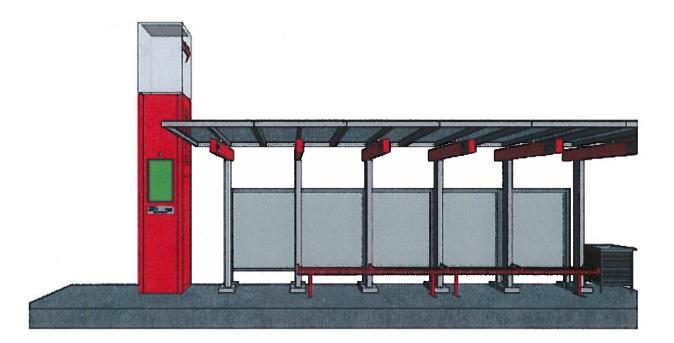
Southwest Corridor – Primo Service

The new Southwest Corridor Primo routes along Zarzamora Street and Military Drive will have peak-hour headways of 15 minutes, with the underlying local service arriving approximately every 20-30 minutes. The routes will utilize Transit Signal Priority (TSP) technology to allow transit vehicles to minimize time spent stopped at traffic signals and to improve reliability; use of TSP will allow for peak-hour travel time savings of up to 16% on SW Military Drive, and 8% on Zarzamora Street, with minimal disruption to other vehicles on the road network. New Primo stations will enhance access to the routes by minimizing boarding times and providing 'real time' information on vehicle arrival. Associated improvements to pedestrian infrastructure, including coordinated projects with the City of San Antonio's REnewSA initiative, will ensure safe access to the system. Improvements to transit centers at the termini of the two routes will enhance the convenience and multimodal connectivity of the system, allowing transfers to other parts of the network. The vehicle mix will include 40and 60-foot vehicles in the same style as those in use on the current Primo 100 (Fredericksburg Rd) route; both the new Primo stops and vehicles will be equipped with Wi-Fi connectivity.

Primo Shelter Design Concept

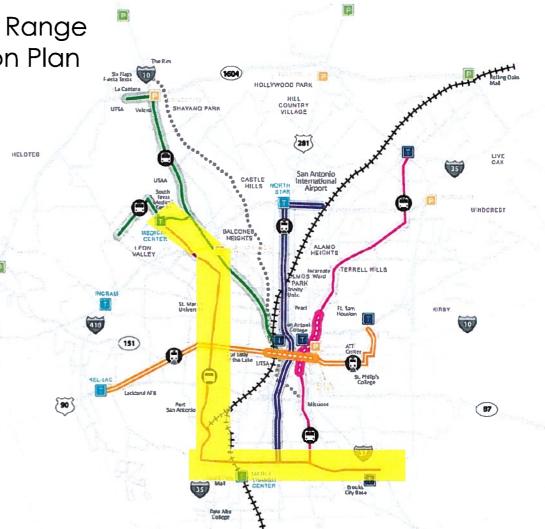
As part of the development of the Primo shelter design concept, it was determined that with 15 minute service, and narrow right of way conditions, large shelters - like those used along the Fredericksburg Road corridor - were not conducive for the Southwest Corridor. However, the enhanced passenger amenities such as real time signage, wifi connectivity, lighting, and security were determined as important feature to be maintained. To address budget issues and enhance the ability to provide additional Primo service and amenities on other corridors in the service area, VIA developed a Primo stop concept referred to as the 'Next Gen Plus,' which utilized the current VIA 'Next Gen' local bus stop program.

The Next Gen Plus shelter is a six (6) module prefabricated shelter, approximately 30 feet in length and 8'-6" in depth. It also includes a 2'6" x 2'6" red 'wayfinding' pylon, that is 15'-6" in height (with an integral 4' tall signage lantern), that will replicate those found along the Fredericksburg Road Primo shelters. The pylon will incorporate the real time signage monitor component, as well as contain the required electrical, communications and camera equipment.



Project Background

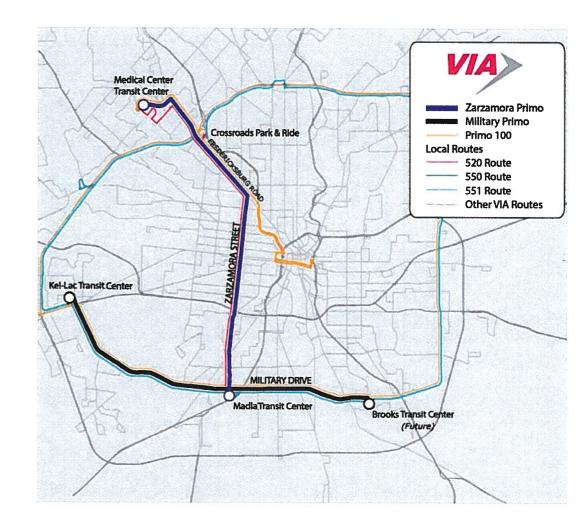
- Recommended in 2011 Long Range Comprehensive Transportation Plan
- Primo service launched on Fredericksburg Rd: December 2012
- Alternatives Analysis: Spring-Summer 2014
- Implementation Plan:
 Fall 2014-Fall 2015
- Environmental Process: Initiated Fall 2015





Primo Service Plans

- CONNECTS to Primo 100 on Fredericksburg Road:
 - » **Military Drive**: overlays Route 550/551
 - » Zarzamora Street: overlays Route 520
- FREQUENCY Primo: 15 min Local: 20 min (Military) 30 min (Zarzamora)
- MAJOR TRANSIT CENTERS Madla, Kel-Lac, South Texas Medical Center Transit Center, and the new Brooks





Bus Stop Accessibility & Amenities

 Sidewalk rehab and replacement
 » Approx. 1 mile of enhanced sidewalk







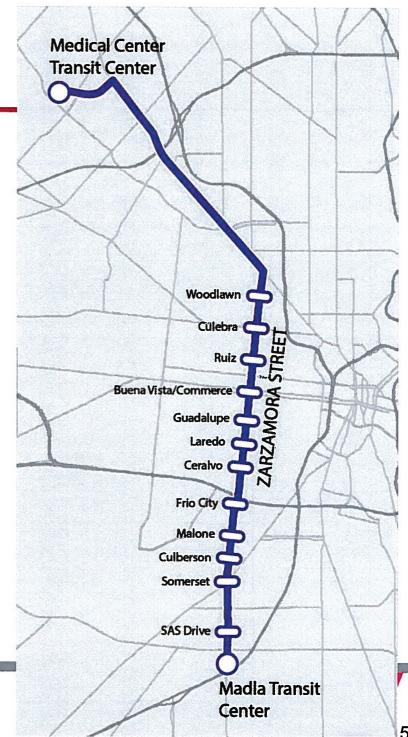




Zarzamora Primo

Project elements

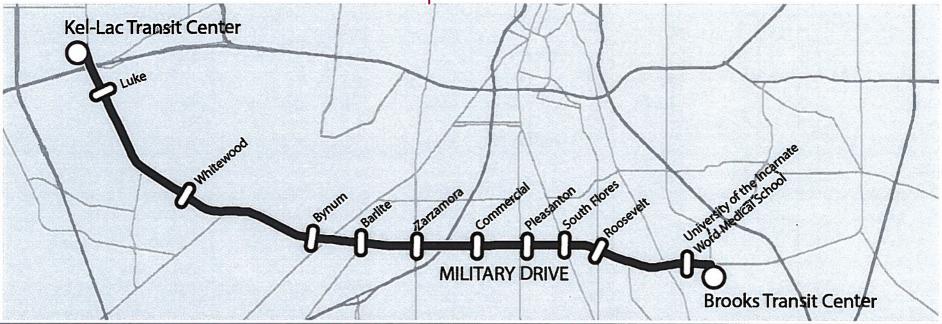
- » Frequent & limited stop service from Fredericksburg Rd. to Madla Transit Center
- » Connects with east-west proposed Military Primo BRT project and all local service
- » Primo Shelters: Public art, Wi-Fi, Cameras





Military Primo

- Top performing route today improvements needed for:
 - » Service quality
 - » Faster travel times
 - » Connections to economic opportunity
 - » Pedestrian access and safety
 - » Support reinvestment and redevelopment
 - » Minimize environmental impact





Environmental Review & Potential Impacts

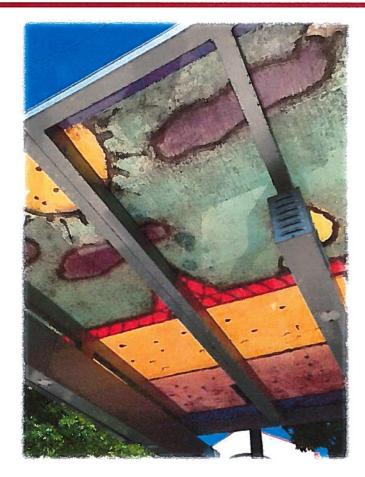
- Historic & Cultural Resources review underway
- Zarzamora: Protected karst spider caves at two stops at Ruiz Street will be monitored during construction
- Compatible with Community Character
 - » Provide access to opportunities for south/west communities
 - » No impacts to low-income and minority residents
 - » Consideration of Military culture and history for shelter design







Local Bus Stop Improvements



New NextGen

 Zarzamora
 Military

 Solar Lighting
 Static Info Signage
 Art specific to neighborhood





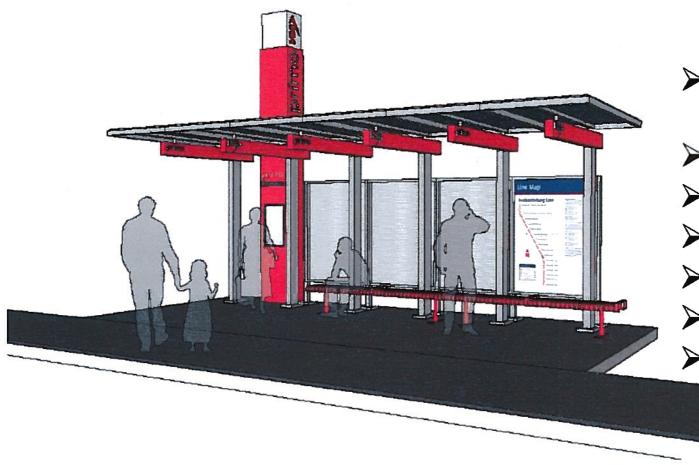
Primo Shelter Design (Former Design)



DRAFT CONCEPT DESIGN



NextGen+ (REVISED Shelter Design)

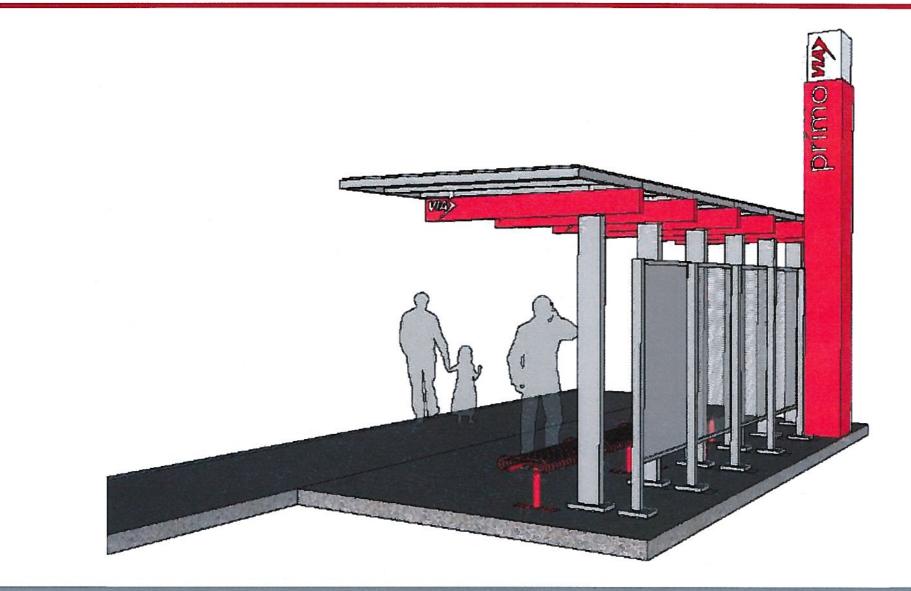


NG+

≻Lighted Beacon w/ Digital Message Board
>Wi-Fi
>Cameras
>Public Art
>Lighting
>Branding
>24' x 8'

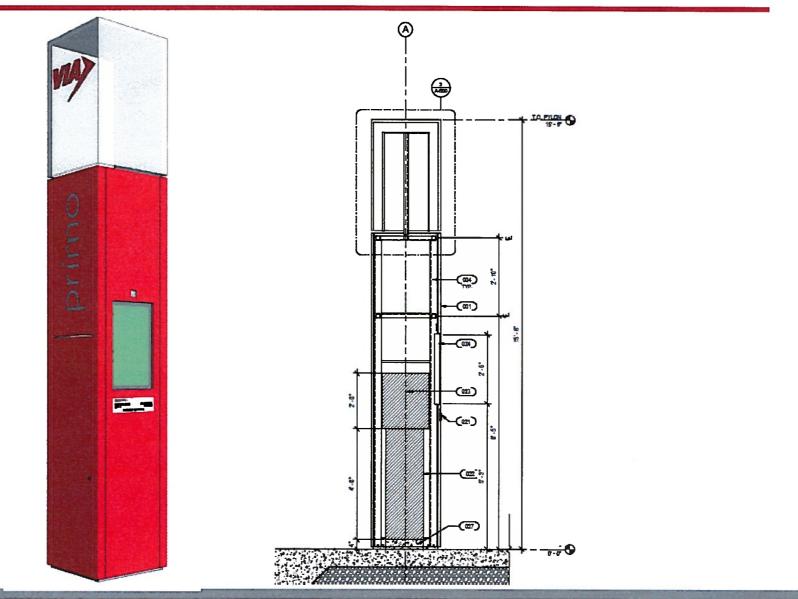


NextGen+





NextGen+



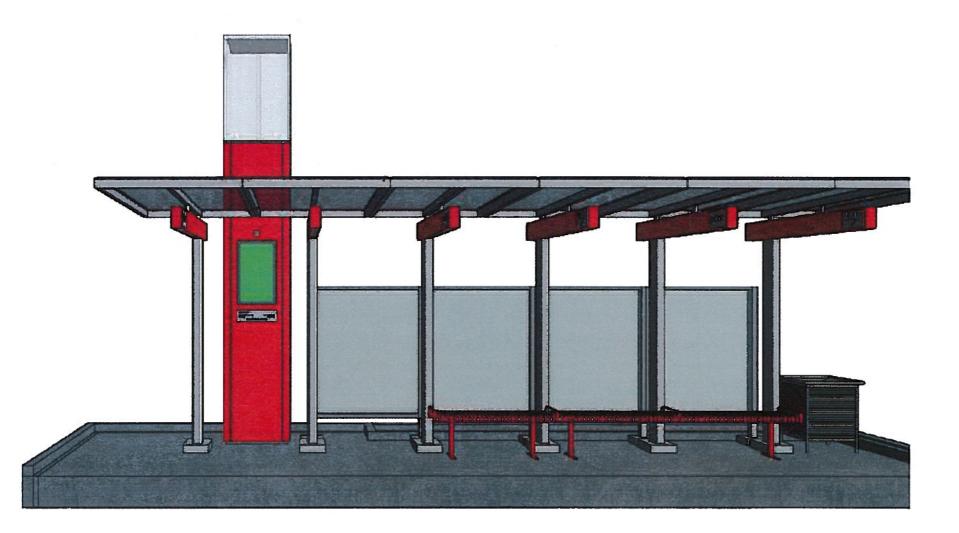


NextGen+ (Standard)





NextGen+ (Standard)



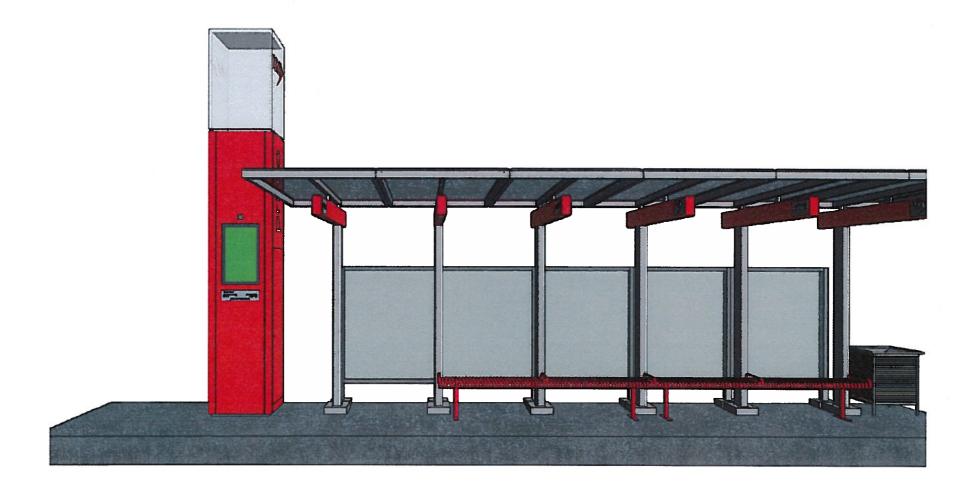


NextGen+ (Narrow)



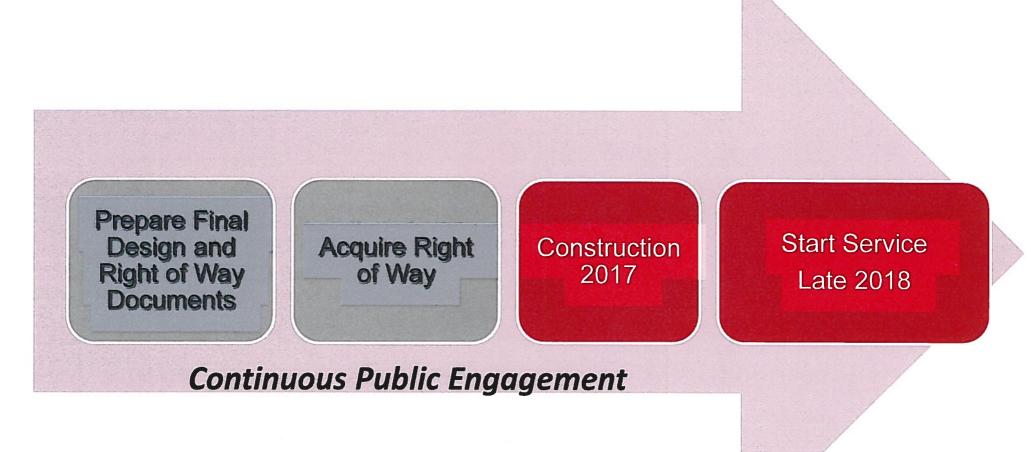


NextGen+ (Narrow)













Military Drive

- LUKE BLVD STATION WB: Located on SW Military Dr., between Luke Blvd. and Bergquist Dr., approximately 149 feet west of the centerline of SW Military Dr./ Luke Blvd. intersection. The proposed bus stop will be located behind the north side sidewalk, approx. 35 feet east of the existing VIA bus stop (Stop ID: 69536 / SW Military Dr. & Luke Blvd.).
- LUKE BLVD STATION EB: Located on Military Dr., between Luke Blvd. and Truemper St., approximately 177 feet east of the centerline of SW Military Dr. / Luke Blvd. intersection. The proposed bus stop will be located behind the south side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 69537 / SW Military Dr. & Luke Blvd).
- 3. WHITEWOOD ST STATION WB: Located on Military Dr., between Whitewood St. and Old Pearsall Rd., approximately 80 feet east of the centerline of SW Military Dr. / Whitewood St. intersection. The proposed bus stop will be located behind the north side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 26569 / SW Military Dr. & Whitewood).
- 4. WHITEWOOD ST STATION EB: Located on Military Dr., between Whitewood St. and Old Pearsall Rd., approximately 110 feet east of the centerline of SW Military Dr. / Whitewood St. intersection. The proposed bus stop will be located behind the south side sidewalk. Note that this future bus stop will be at approx. 175 feet east of the existing VIA bus stop (Stop ID: 26563 / SW Military Dr. & Whitewood).
- 5. BYNUM AVE STATION EB: Located on Military Dr., between Bynum Ave. and Holder Ave., approximately 3010 feet west of the centerline of SW Military Dr. / Bynum Ave. intersection. The proposed bus stop will be located behind the south side sidewalk, at approx. 205 feet west of the existing VIA bus stop (Stop ID: 48723 / SW Military Dr. & Bynum).
- BYNUM AVE STATION WB: Located on Military Dr., between Bynum Ave. and Holder Ave., approximately 220 feet west of the centerline of SW Military Dr. / Bynum Ave. intersection. The proposed bus stop will be located behind the north side sidewalk, at approx. 310 feet west of the existing VIA bus stop (Stop ID: 48729 / SW Military Dr. & Bynum).

- 7. BARLITE BLVD STATION EB: Located on Military Dr., between Barlite Ave. and Somerset Rd., approximately 140 feet west of the centerline of SW Military Dr. / Barlite Ave. intersection. The proposed bus stop will be located behind the south side sidewalk, at approx. 40 feet west of the existing VIA bus stop (Stop ID: 53153 / SW Military Dr. & Barlite).
- BARLITE BLVD STATION WB: Located on Military Dr., between Barlite Ave. and Otto St., approximately 110 feet east of the centerline of SW Military Dr. / Barlite Ave. intersection. The proposed bus stop will be located behind the north side sidewalk, at approx. 50 feet east of the existing VIA bus stop (Stop ID: 43979 / SW Military Dr. & Barlite).
- ZARZAMORA ST STATION WB: Located on Military Dr., at the northwest quadrant of Military Dr /Zarzamora Street intersection., at the same location of the existing VIA bus stop (Stop ID: 56187 / S. Zarzamora & SW Military Dr.).
- ZARZAMORA ST STATION EB: Located on Military Dr., at the southeast quadrant of Military Dr /Zarzamora Street intersection, at the same location of an existing VIA bus stop, in front of Firestone parking lot.
- 11. COMMERCIAL AVE STATION WB: Located on Military Dr., between Commercial Ave. and Tacoma Ave., approximately 220 feet west of the centerline of SW Military Dr. / Commercial Ave. intersection. The proposed bus stop will be located behind the north side sidewalk, at approx. 275 feet west of the existing VIA bus stop (Stop ID: 42989 / SW Military Dr. & Commercial Ave).
- COMMERCIAL AVE STATION EB: Located on Military Dr., between Commercial Ave. and Burton Ave., approximately 145 feet east of the centerline of SW Military Dr. / Commercial Ave. intersection. The proposed bus stop will be located behind the south side sidewalk, in front of "Bud Jones" restaurant).
- 13. PLEASANTON RD STATION WB: Located on Military Dr., between Pleasanton Rd. and Boswell St., approximately 120 feet east of the centerline of SW Military Dr. / Pleasanton Rd. intersection. The proposed bus stop will be located behind the north side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 46949 / SW Military Dr. & Pleasanton).

- 4. PLEASANTON RD STATION EB: Located at the outheast corner of SW Military Dr. / Pleasanton Rd. Intersection. The proposed bus stop will be located pprox. 10 feet northeast of the existing VIA bus stop (Stop ID: 56136 / Pleasanton Rd. & SW Military Dr.).
- 15. SFLORES ST STATION WB: Located on Military Dr., between S Flores St. and Briar Pl., approximately 210 feet west of the centerline of SW Military Dr. / S Flores St. intersection. The proposed bus stop will be located behind the north side sidewalk, in front of CVS pharmacy parking lot.
- 16. SFLORES ST STATION EB: Located on Military Dr., between S Flores St. and Snyder St., approximately 190 feet east of the centerline of SE Military Dr. / S Flores St. intersection. The proposed bus stop will be located behind the south side sidewalk, and approx. 290 feet east of the existing VIA bus stop (Stop ID: 59173/SW Military Dr. & S Flores).
- 17. ROOSEVELT AVE STATION WB: Located on Military Dr., between Roosevelt Ave. and Quintard St., a pproximately 280 feet west of the centerline of Military Dr. / Roosevelt Ave. intersection. The proposed bus stop will be located behind the north side sidewalk, in front of Exxon gas station.
- 18. ROOSEVELT AVE STATION EB: Located on Military Dr., between Roosevelt Ave. and Mission Rd., approximately 235 feet east of the centerline of Military Dr. / Roosevelt Ave. intersection. The proposed bus stop will be located behind the south side sidewalk, in front of McDonald's parking lot.
- 19. **KENNEDY CIR STATION WB:** Located on Military Dr., between Kennedy Cir. and Corpus Christi Hwy., approximately 260 feet west of the centerline of Military Dr. / Kennedy Cir. intersection. The proposed bus stop will be located behind the north side sidewalk, at approx. 150 feet west of the existing VIA bus stop (S.E. Military Dr. Opposite Kennedy Hill).
- 20. **KENNEDY CIR STATION EB:** Located on Military Dr., between Kennedy Cir. and S. New Braunfels Ave., approximately 260 feet east of the centerline of Military Dr. / Kennedy Cir. intersection. The proposed bus stop will be located behind the south side sidewalk.

Zarzamora Street

- SB SAS DR STATION: Located on Zarzamora Street, between Sas Dr. and W Mayfield Blvd., approximately 450 feet south of Zarzamora Street/W Mayfield Blvd. intersection; the bus stop will be located behind the west side sidewalk, just north of a pedestrian crossing (approx. 35 feet), in front of a concrete median, and across the street from HEB grocery store.
- NB SAS DR STATION: Located on Zarzamora Street, between Sas Dr. and W Mayfield Blvd, approximately 450 feet south of the centerline of Zarzamora Street/W Mayfield Blvd. intersection; the bus stop will be located behind the east side sidewalk, just north of a pedestrian crossing (approx. 35 feet), in front of a concrete median, and just in front of an HEB grocery store. Currently there is a VIA bus stop at this location (Stop ID: 46386/S. Zarzamora Opposite 6815).
- SB SOUTHCROSS STATION: Located on Zarzamora Street, between W Southcross Blvd. and Linden Ave., approximately 175 feet south of the centerline of Zarzamora Street/W Southcross Blvd. intersection; the bus stop will be located behind the west side sidewalk.
- NB SOUTHCROSS STATION: Located on Zarzamora Street, between Berlin Ave. and W Southcross Blvd., approximately 125 feet north of the centerline of Zarzamora Street/W Southcross Blvd. intersection; the bus stop will be located behind the east side sidewalk.
- 5. SB NOGALITOS ST STATION: Located on Zarzamora Street, between Stonewall St. and Somerset Rd., approximately 200 feet north of the centerline of Zarzamora Street/ Stonewall St. intersection, and approx. 120 feet south of an existing VIA bus stop (Stop ID: 16487 / S. Zarzamora & Somerset) located behind the west side sidewalk . The proposed bus stop will be located behind the west side sidewalk.
- NB NOGALITOS ST STATION: Located on Zarzamora Street, between Elks Dr. and Flanders Ave., approximately 55 feet north of the centerline of Zarzamora Street/ Elks Dr. intersection. The proposed bus stop will be located behind the east side sidewalk. Note that there is an existing VIA bus stop between Stonewall St and Elks Dr. (Stop ID: 16496 / S. Zarzamora & Elks). This proposed bus stop will be located approx. 90 feet north of the existing one.

- 7. SB CULBERSON AVE. STATION: Located on Zarzamora Street, between Burke Ave. and Culberson Ave., approximately 50 feet north of the centerline of Zarzamora Street/ Culberson Ave. intersection. The proposed bus stop will be located behind the west side sidewalk, approx. 40 feet south of the existing VIA bus stop (stop ID: 87817 S. Zarzamora & Culberson).
- NB CULBERSON AVE. STATION: Located on Zarzamora Street, between Burke Ave. and Culberson Ave., approximately 125 feet north of the centerline of Zarzamora Street/ Culberson Ave. intersection. The proposed bus stop will be located behind the east side sidewalk, approx. 220 feet north of the existing VIA bus stop (Stop ID: 87816 /S. Zarzamora & Culberson).
- 9. SB MALONE AVE. STATION: Located on Zarzamora Street, between W Malone Ave. and Royston Ave., approximately 75 feet north of the centerline of Zarzamora Street/ Royston Ave. intersection. The proposed bus stop will be located behind the west side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 77727 /S. Zarzamora & Royston).
- 10. NB MALONE AVE. STATION: Located on Zarzamora Street, between W Malone Ave. and Royston Ave., approximately 210 feet north of the centerline of Zarzamora Street/ Royston Ave. intersection. The proposed bus stop will be located behind the east side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 77536 /S. Zarzamora & Malone).
- 11. SB FRIO CITY RD. STATION: Located on Zarzamora Street, at the intersection between Zarzamora Street and Barret PI. The proposed bus stop will be located behind the west side sidewalk, approx. 75 feet south of the existing VIA bus stop (Stop ID: 57957 /S. Zarzamora Opposite Barrett).
- 12. NB HARIMAN PL STATION: Located on Zarzamora Street, between Frio City Rd. and Harriman Pl. approximately 275 feet north of the centerline of Zarzamora Street/ Frio City Rd. intersection. The proposed bus stop will be located behind the east side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 57476 /S. Zarzamora Opposite Harriman), and in front of a gas station.

- 13. SB CERALVO ST. STATION: Located on Zarzamora Street, between Ceralvo St. and Silverman Way, approximately 120 feet south of the centerline of Zarzamora Street/ Ceralvo St. intersection. The proposed bus stop will be located behind the west side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 38517 /S. Zarzamora & Ceralvo).
- 14. NB CERALVO ST. STATION: Located on Zarzamora Street, between Ceralvo St. and Silverman Way, approximately 60 feet south of the centerline of Zarzamora Street/ Ceralvo St. intersection. The proposed bus stop will be located behind the east side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 38516 /S. Zarzamora & Ceralvo).
- 15. **SB LAREDO ST. STATION:** Located on Zarzamora Street, between S Laredo St. and Potosi St. approximately 160 feet south of the centerline of Zarzamora Street/ Potosi St. intersection. The proposed bus stop will be located behind the west side sidewalk, in front of a swimming pool.
- 16. NB LAREDO ST. STATION: Located on Zarzamora Street, between S Laredo St. and Potosi St. approximately 170 feet south of the centerline of Zarzamora Street/ Potosi St. intersection. The proposed bus stop will be located behind the east side sidewalk, between a parking lot and a walkway.
- 17. SB GUADALUPE ST. STATION: Located on Zarzamora Street, between Montezuma St. and Colima St. approximately 50 feet south of the centerline of Zarzamora Street/ Montezuma St. intersection. The proposed bus stop will be located behind the west side sidewalk.
- 18. NB GUADALUPE ST. STATION: Located on Zarzamora Street, between Guadalupe St. and Montezuma St. approximately 75 feet south of the centerline of Zarzamora Street/ Guadalupe St. intersection. The proposed bus stop will be located behind the east side sidewalk, approx. 35 feet north of the existing VIA bus stop (Stop ID: 98956 /S. Zarzamora & Guadalupe).
- 19. SB BUENA VISTA ST. STATION: Located on Zarzamora Street, between W Commerce St. and Buena Vista St., approximately 60 feet north of the centerline of Zarzamora Street/ Buena Vista St. intersection. The proposed bus stop will be located behind the west side sidewalk, in front of a parking lot.

- 20. NB COMMERCE ST. STATION: Located on Zarzamora Street, between W Commerce St. and Buena Vista St., approximately 60 feet south of the centerline of Zarzamora Street/ W Commerce St. intersection. The proposed bus stop will be located behind the east side sidewalk, approx. 20 feet north of the existing VIA bus stop (Stop ID: 88286 /N. Zarzamora & W. Commerce).
- 21. SB RUIZ ST. STATION: Located on Zarzamora Street, between Ruiz St. and Leal St., approximately 135 feet south of the centerline of Zarzamora Street/ Ruiz St. intersection. The proposed bus stop will be located behind the west side sidewalk, just north of a driveway.
- 22. NB RUIZ ST. STATION: Located on Zarzamora Street, between Ruiz St. and Camada St., approximately 80 feet north of the centerline of Zarzamora Street/ Ruiz St. intersection. The proposed bus stop will be located behind the east side sidewalk.
- 23. **SB CULEBRA RD. STATION:** Located on Zarzamora Street, between Culebra Rd. and Carter St., approximately 85 feet north of the centerline of Zarzamora Street/ Carter St. intersection. The proposed bus stop will be located behind the west side sidewalk, in front of a Walgreens pharmacy.
- 24. NB CULEBRA RD. STATION: Located on Zarzamora Street, between Culebra Rd. and Carter St., approximately 125 feet south of the centerline of Zarzamora Street/ Culebra Rd. intersection. The proposed bus stop will be located behind the east side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 49646 /N. Zarzamora & Culebra).
- 25. **SB WOODLAWN AVE. STATION:** Located on Zarzamora Street, between W Woodlawn Ave. and W Mistletoe Ave., approximately 60 feet north of the centerline of Zarzamora Street/ W Woodlawn Ave. intersection. The proposed bus stop will be located behind the west side sidewalk, in front of a church.
- 26. NB WOODLAWN AVE STATION: Located on Zarzamora Street, between W Woodlawn Ave. and W Craig Pl., approximately 60 feet south of the centerline of Zarzamora Street/ W Woodlawn Ave. intersection. The proposed bus stop will be located behind the east side sidewalk, at the same location as the existing VIA bus stop (Stop ID: 29766 /N. Zarzamora & Woodlawn).

LIST OF ABBREVIATIONS

		DDITEVIATION			
A	A.F.F. A.D.	ABOVE FINISHED FLOOR ACCESS DOOR	J	л.	JOINT
	a.p. Adj.	ACCESS PANEL ADJUSTABLE	К	K.O.	KNOCK OUT
	alt. Alum.	ALTERNATE ALUMINUM	L	LAM.	LAMINATE
	APPROX.	APPROXIMATE		LAV. L.H.	LAVATORY LEFT HAND (ED)
	anod. Arch.	ANODIZED ARCHITECTURAL		LT.	LIGHT
	ASPH.	ASPHALT		L.F. L. PT.	LINEAR FEET LOW POINT
	ASSY. ATT.	ASSEMBLY ATTENUATION		LB.	POINT
	@	AT			
в	BM.	BEAM	М	MACH. MAN.	MACHINE MANUAL
	BET. BLK.	BETWEEN BLOCK		MFR.	MANUFACTURER
	BD.	BOARD		MAT. MAX.	MATERIAL MAXIMUM
	BRKT, BLDG.	BRACKET BUILDING		MET. MM.	METAL MILLIMETER
•				MIN.	MINIMUM
С	CAB. C.I.P.	CABINET CAST IN PLACE		MISC. MOD.	MISCELLANEOUS MODIFIED
	C.I. CLG.	CAST IRON CEILING		MLD'G.	MOLDING
	CEM.	CEMENT		MTD, MNT'G,	MOUNTED
	CTR. C.L.	CENTER CENTERLINE			
	CHAN.	CHANNEL	N	NAT.	
	COL. COMP.	Column Composite	14	NOM.	NATURAL NOMINAL
	CONC. CONN.	CONCRETE CONNECTION		N. NB.	North North Bound
	CONST.	CONSTRUCTION		N/A	NOT APPLICABLE
	C.J. CONT.	CONTROL JOINT CONTINUOUS		N.I.C. N.T.S.	NOT IN CONTRACT NOT TO SCALE
	CSK.	COUNTERSUNK		NO. OR #	NUMBER
	CU.	CUBIC	ο	O.C.	ON CENTER
D	DEG. OR	DEGREE(S)		opn'g. Opp.	OPENING OPPOSITE
	det. Diag.	DETAIL DIAGONAL		OPP. H.	OPPOSITE HAND
	dia. Or o Dim.	DIAMETER DIMENSION		0a. 0.d.	OVERALL OUTSIDE DIAMETER
	DMS	DYNAMIC MESSAGE SIGN		0.H.	OVERHEAD
	DBL. DN.	DOUBLE DOWN		0.F.C.I.	OWNER FURNISHED, CONTRACTOR INSTALLED
	DWG.	DRAWING		0.F.O.I	OWNER FURNISHED AND INSTALLED
Е	EA.	EACH	D	PC	DDECAST
E	E.	EAST	Ρ	PC. PNT.	PRECAST PAINT
E	E. EB. ELECT.	EAST EAST BOUND ELECTRIC	Ρ	pnt. Pnl	PAINT PANEL
E	E. EB.	EAST EAST BOUND	P	pnt. Pnl Pr. Part.	PAINT PANEL PAIR PARTITION
E	E. EB. ELECT. E.P. ELEV. ENCL	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE	Ρ	PNT. PNL PR. PART. PL PT.	PAINT PANEL PAIR PARTITION PLATE POINT
E	e. Eb. Elect. E.p. Elev. Encl. Eq. Equip.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT	Ρ	PNT. PNL PR. PART. PL	PAINT PANEL PAIR PARTITION PLATE
E	e. Eb. Elect. E.p. Elev. Encl. Eq.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL	Ρ	PNT. PNL PR. PART. PL PT. POL P.S.F. P.S.I.	PAINT PANEL PART PARTITION PLATE POINT POISHED LB, PER SQ. FOOT LB, PER SQ. INCH
E	e. EB. Elect. E.P. Elev. Encl. Eq. Equip. Exp.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION		PNT. PNL PR. PL PL PT. POL P.S.F. P.S.I. PROP.	PAINT PANEL PAIR PARTITION PLATE POINT POLISHED LB, PER SQ, FOOT LB, PER SQ, INCH PROPERTY
	E. EB. ELECT. E.P. ELEV. ENCL EQ. EQUIP. EXP. E.J. EXT.	EAST EAST BOUND ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION EXPANSION JOINT EXTERIOR	P Q	PNT. PNL PR. PART. PL PT. POL P.S.F. P.S.I.	PAINT PANEL PART PARTITION PLATE POINT POISHED LB, PER SQ. FOOT LB, PER SQ. INCH
E F.	E. EB. ELECT. E.P. ELEV. ENCL EQUIP. EXP. E.J. EXT. F.O.C. F.O.F.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION DOINT EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING		PNT. PNL PR. PART. PL PT. POL. P.S.F. P.S.I. PROP. QTY. RAD.	PAINT PANEL PAIR PARTITION PLATE POINT POLISHED LB, PER SQ, FOOT LB, PER SQ, FOOT LB, PER SQ, INCH PROPERTY QUANTITY RADIUS
	E. EB. ELECT. E.P. ELEV. ENCL EQUIP. EXP. E.J. EXT. F.O.C.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION EXPANSION EXPANSION JOINT EXTERIOR FACE OF CONCRETE	Q	PNT. PNL PR PART. PL PT. POL P.S.F. P.S.F. P.S.I. PROP. QTY. RAD. REFL	PAINT PANEL PART PART PARTITION PLATE POINT POLISHED LB, PER SQ, FOOT LB, PER SQ, FOOT LB, PER SQ, INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED
	E. EB. ELECT. ELECT. E.P. ELEV. ENCL EQ. EQUIP. EXP. EXP. EXT. F.O.C. F.O.F. FI. FL	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FINISH FLOORING FLOOR	Q	PNT. PNL PR. PART. PL PT. POL P.S.F. P.S.I. PROP. QTY. RAD. RE:	PAINT PANEL PAR PARTITION PLATE POINT POLISHED LB, PER SQ, INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE
	E. EB. ELECT. E.P. ELEV. ENCL EQ. EQUIP. EXP. E.J. EXT. F.O.C. F.O.F. FIN. FL'G FL F.D. FL.MTD	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELECATION ENCLOSURE EQUAL EQUIPMENT EXPANSION EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FLOORING FLOOR DRAIN FLOOR DRAIN FLOOR MOUNTED	Q	PNT. PNL PR PART. PL POL P.S.F. P.S.I. PROP. QTY. RAD. REFL. REINF. REINF. REQD REV.	PAINT PAINT PARTITION PARTITION PLATE POINT POLISHED LB, PER SQ, FOOT LB, PER SQ, INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REINFORCED REINFORCED REVISED OR REVISION
	E. EB. ELECT. E.P. ELEV. ENCL EQUIP. EXP. E.J. EXT. F.O.C. F.O.F. F.O.F. F.N. FL. F.D.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELECTRIC PANEL ELECTRIC PANEL ECUAL EQUIPMENT EXPANSION JOINT EXPANSION JOINT EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FINISH FLOOR DRAIN	Q	PNT. PNL PR PART. PL PT. POL P.S.I. PROP. QTY. RAD. RE: REFIL REFINF. REQD REV. R.O.W. R.H.	PAINT PAINT PARE PARTITION PLATE POINT POINT POILSHED LB, PER SQ, INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REINFORCED REVISED OR REVISION RIGHT OF WAY RIGHT HAND(ED)
	E. EB. ELECT. E.P. ELEV. ENCL EQ. EQUIP. EXP. E.J. EXT. F.O.C. F.O.F. FIN. FL'G FL. MTD FT. FTG. FND	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FLOORING FLOOR MOUNTED FLOOR MOUNTED FLOOR MOUNTED FOOT OR FEET FOOTING FOUNDATION	Q	PNT. PNL PR PART. PL POL P.S.F. P.S.I. PROP. QTY. RAD. REFL REINF. REFL REINF. REV. RO.W. R.H. R.D.	PAINT PAINT PARTITION PAR PARTITION PLATE POINT POINT POLISHED LB, PER SQ. FOOT LB, PER SQ. INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REFLECTED REVISED OR REVISION RIGHT OF WAY RIGHT HAND(ED) ROOF DRAIN
	E. EB. ELECT. E.P. ELEV. ENCL EQ. EQUIP. EXP. E.J. EXT. F.O.C. F.O.F. FIN. FLG. FL. F.D. FL. F.D. FL. FT.G.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELECTRIC PANEL ELECTRIC PANEL ECUAL EQUAL EQUIPMENT EXPANSION JOINT EXPANSION JOINT EXPANSION JOINT EXPANSION JOINT EXPANSION JOINT EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FINISH FLOOR FRAMING FLOOR DRAIN FLOOR DRAIN FLOOR MOUNTED FOOT OR FEET FOOTING	Q	PNT. PNL PR PART. PL PT. POL P.S.I. PROP. QTY. RAD. RE: REFIL REFINF. REQD REV. R.O.W. R.H.	PAINT PAINT PARE PARTITION PLATE POINT POINT POILSHED LB, PER SQ, INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REINFORCED REVISED OR REVISION RIGHT OF WAY RIGHT HAND(ED)
	E. EB. ELECT. ELECT. ELEV. ENCL EQ. EQUIP. EQUIP. EXP. E.J. EXT. F.O.C. F.O.F. FI. FL. FL. FL. FL. FL. FT. FT. FT. FT. FR.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FLOORING FLOORING FLOOR DRAIN FLOOR MOUNTED FOOT OR FEET FOOTING FOUNDATION FRAME	Q	PNT. PNL PR. PART. PL. PT. POL. P.S.I. PROP. QTY. RAD. REFL. REFL. REFL. REFL. REQD REV. R.O.W. R.O. R.D. R.D. R.D. R.D. R.D. R.D. R.D	PAINT PAINT PANEL PAIR PAIR PAIR POLISHED LB, PER SQ, FOOT LB, PER SQ, FOOT LB, PER SQ, INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REFLECTED REFLECTED REFLECTED REVISED OR REVISION RIGHT OF WAY RIGHT HAND/ED) ROOF DRAIN ROUGH OPENING
F.	E. EB. ELECT. E.P. ELEV. ENCL. EQUIP. EXT. EXT. F.O.C. FI. F.O.F. FI. F.D. FL F.D. FL F.D. FT. FTG. FTG. FR FURR. GALV. GALV.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION JOINT EXPANSION JOINT FACE OF FRAMING FLOOR MOUNTED FOOT OR FEET FOOTING FOUNDATION FRAME FURRING GALVANIZED GALVANIZED IRON	QR	PNT. PNL PR PART. PL POL P.S.F. PROP. QTY. RAD. REFL REINF. REFL. REINF. REV. RO.W. R.D. R.D. R.D.	PAINT PAINT PARTITION PART PARTITION PLATE POINT POLISHED LB, PER SQ, FOOT LB, PER SQ, INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REINFORCED REGUIRED REVISED OR REVISION RIGHT OF WAY RIGHT HAND(ED) ROOF DRAIN ROUGH OPENING
F.	E. EB. EB. ELECT. E.P. ELEV. ENCL EQ. EQUIP. EQ. EQUIP. EXP. E.J. EXT. F.O.C. F.O.F. FIN. F.D. F.L. MTD FT. FT. FND FR. FURR. GALV. GAL GEN.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION JOINT EXPANSION JOINT EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FLOOR NOUNTED FLOOR MOUNTED FOOT OR FEET FOOT OR FEET FOUNDATION FRAME FURRING GALVANIZED IRON GAUGE GAUGE	QR	PNT. PNL PR. PART. PL. PT. POL. P.S.F. P.S.I. PROP. QTY. RAD. RE: REFL. REFL. REQD REV. R.O.W. R.O. R.O. R.D. R.D. R.D. R.D. SCHED. SECT. SERV. SHT.	PAINT PAINT PARE PARE PARE PARTITION PLATE POINT POLISHED LB, PER SQ. FOOT LB, PER SQ. INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REINFORCED REVISED OR REVISION RIGHT OF WAY RIGHT HAND(ED) ROOF DRAIN ROUGH OPENING SCHEDULE SECTION SERVICE SHEET
F.	E. EB. EB. ELECT. E.P. ELEV. ENCL. EQUIP. EXP. EJ. EXT. F.O.C. F.O.F. FIN. FL. F.O.F. FL. F.D. FL. F.D. FL. F.D. FL. F.C. F. F.C. F. F.C. F. F. F. G. EQUIP. EXT. EXT. EXT. EXT. EXT. EXT. EXT. EXT	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION JOINT EXPANSION JOINT FACE OF FRAMING FLOOR MOUNTED FOOT OR FEET FOOTING FOUNDATION FRAME FURRING GALVANIZED GALVANIZED IRON GAUGE GENERAL GENERAL GENERAL CONTRACTOR	QR	PNT. PNL PR PART. PL PT. POL P.S.F. P.S.I. PROP. QTY. RAD. REFL REINF. REFL. REINF. REV. RO.W. R.D. R.D. R.D. SCHED. SECT. SERV. SHT. SIM. OH	PAINT PAINT PAINT PAIR PAIR PAIR PAIR PAIR POINT POLISHED LB, PER SQ, FOOT LB, PER SQ, INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REINFORCED REVISED OR REVISION RIGHT OF WAY RIGHT HANQ(ED) ROUG DPAIN ROUGH OPENING SCHEDULE SECTION SERVICE SHEET SIMILAR, OPPOSITE HAND
F.	E. EB. EB. ELECT. E.P. ELEV. ENCL EQ. EQUIP. EQ. EQUIP. EXP. E.J. EXT. F.O.C. F.O.F. FIN. F.L. MTD FT. F.D. FL. FT. GALV. GAL GALV. GL. GR.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION JOINT EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FLOOR FRAMING FLOOR NOUNTED FOOT OR FEET FOOT OR FEET FOOT OR FEET FOOT OR FEET FOOT OR FEET FOOT OR FEET FOUNDATION FRAME FURRING GALVANIZED IRON GALVANIZED IRON GAUGE GENERAL GENERAL CONTRACTOR GRADE	QR	PNT. PNL PR PR PART. PL PJ. POL P.S.F. P.S.I. PROP. QTY. RAD. RE: REFN. REFN. REFN. REQD REV. RO.W. R.H. R.D. R.D. R.D. SCHED. SERV. SHT. SIM.	PAINT PAINT PANEL PAIR PAIR PAIR PAIR POINT POINT POINT POINT POINT POINT POINT POINT POOPERTY QUANTITY RADIUS REFER OR REFERENCE REFILECTED REVISED OR REVISION RIGHT HAND(ED) ROOF DRAIN ROUGH OPENING SCHEDULE SECTION SERVICE SHEET SIMILAR
F.	E. EB. EB. ELECT. E.P. ELEV. EQ. EQ. EQUIP. EXP. E.J. EXT. F.O.C. F.O.F. FIN. F.D. FL. MTD FT. FLO. FL. MTD FR. FLO. GA. GA. GEN. G.C. GL.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION JOINT EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FLOORNG FLOOR MOUNTED FLOOR MOUNTED FLOOR MOUNTED FOOT OR FEET FOOTING FOOT OR FEET FOOTING FUOR TEET FOOTING FUNDATION FRAME FURING GALVANIZED IRON GAUGE GENERAL GENERAL CONTRACTOR GLASS	QR	PNT. PNL PR PART. PL PT. POL P.S.F. P.S.I. PROP. QTY. RAD. REFL REINF. REFL. REV. RO.W. RH. R.D. R.D. SCHED. SECT. SETV. SHM. OH S.C. S.S. SB.	PAINT PAINT PAINT PAIR PAIR PAIR PAIR PAIR POINT POLISHED LB, PER SO, FOOT LB, PER SO, INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REFLECTED REVISED OR REVISION RIGHT HAND(ED) REVISED OR REVISION RIGHT HAND(ED) ROUGH OPENING SCHEDULE SECTION SERVICE SHILLAR SIMILAR OPPOSITE HAND SOLID CORE SOUTH BOUND
F.	E. EB. EB. ELECT. E.P. ELEV. EQ. EQUIP. EQ. EQUIP. EXP. EXT. F.O.C. F.O.F. FI. F.O.C. F.O.F. FI. F.D. FL. MTD FT. FTG. FR. GALV. G.A. GALV. G.A. GEN. GALV. G.C. GND. HCP.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION JOINT EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FLOORING FLOOR MOUNTED FLOOR MOUNTED FLOOR MOUNTED FLOOR MOUNTED FOOT OR FEET FOOT OR FEET FOOT OR FEET FOOT OR FEET FOOT OR FEET FOOT OR FEET FOOT OR FEET FOUNDATION FRAME FURRING GALVANIZED IRON GALVANIZED IRON GAUSA GAUSA GENERAL GENERAL CONTRACTOR GLASS GRADE GROUND HANDICAP	QR	PNT. PNL PR PR PART. PL PT. POL P.S.F. P.S.I. PROP. QTY. RAD. RE: REFINF. REQD REV. RO.W. REFINF. REQD REV. R.D. R.D. R.D. R.D. R.D. SCHED. SECT. SERV. SIM. OH S.C. S.S. SB. SPEC. SQ.	PAINT PAINT PAINT PAIR PAIR PAIR PAIR PAIR PAIR PAIR PAIR
F.	E. EB. EB. ELECT. E.P. ELEV. EQ. EQ. EQ. EQ. EQ. EV. EX. EX. EX. EX. F.O.C. F.O.F. FIN. FI. F.D. FL. MTD FT. F.D. FL. MTD FT. GALV. GA. GEN. G.C. F.O.F. HD. HT. HD. HT.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FLOORNIG FLOOR DRAIN FLOOR MOUNTED FLOOR MOUNTED FLOOR MOUNTED FOOT OR FEET FOOT OR FLOOR GALVANIZED GALVANIZED IRON GAUGE GENERAL GENERAL GENERAL GROUND HANDICAP HEAD HEIGHT	QR	PNT. PNL PR PART. PL PT. POL P.S.F. P.S.I. PROP. QTY. RAD. REFL REINF. REFL REINF. REV. RO.W. R.H. R.D. R.O. SCHED. SECT. SERV. SHT. SIM OH S.C. S.S. SB. SPEC. SQ. S.S.	PAINT PAINT PAINT PAIR PAIR PAIR PAIR PAIR POINT POLISHED LB, PER SO, FOOT LB, PER SO, INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REVISED OR REVISION RIGHT HAND(ED) REVISED OR REVISION RIGHT HAND(ED) ROUGH OPENING SCHEDULE SECTION SERVICE SHEET SIMILAR SIMILAR, OPPOSITE HAND SOLID CORE SOUTH SOUTH BOUND SPECIFICATION SQUARE STAINLESS STEEL
F.	E. EB. EB. ELECT. E.P. ELEV. EQ. EQUIP. EQ. EQUIP. EXP. EXT. F.O.C. F.O.F. FI. F.O.C. F.O.F. FI. F.D. FL. MTD FT. F.D. FR. GALV. G.A. GEN. GALV. G.A. GEN. HCP. HD. HT. H. PT.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION JOINT EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FLOORING FLOOR MOUNTED FLOOR MOUNTED FLOOR MOUNTED FLOOR MOUNTED FOOT OR FEET FOOT OR FEET FOUNDATION FRAME FURRING GALVANIZED IRON GALVANIZED IRON GAUSE GENERAL GENERAL CONTRACTOR GLASS GRADE GROUND HANDICAP HEIGHT HIGH POINT	QR	PNT. PNL PR. PR. PART. PL. PT. POL. P.S.F. P.S.I. PROP. QTY. RAD. RE: REFINF. REQD REV. R.O. SCHED. SCHED. SCHED. SCHED. SIM. OH S.S. SIM. OH S.S. SS. SS. SS. STL.	PAINT PAINT PANEL PAIR PAIR PAIR PAIR POINT POINT POINT POINT POINT POINT POINT POINT POINT POINT POPERTY QUANTITY RADIUS REFER OR REFERENCE REFILCTED REVISEO OR REVISION RIGHT HANDED REVISEO OR REVISION RIGHT HANDED REVISEO OR REVISION RIGHT HANDED ROOF DRAIN ROUGH OPENING SCHEDULE SECTION SERVICE SHEET SIMILAR SIMILAR SIMILAR SUUTH BOUND SOUTH BOUND SPECIFICATION SQUARE STANDARD STEEL
F.	E. EB. EB. ELECT. E.P. ELEV. EQ. EQ. EQ. EQ. EQ. EQ. EQ. EXP. E.J. EXT. F.O.C. F.O.F. FIN. FI. F.D. FL. MTD FT. FL. MTD FT. GALV. GA. GEN. G.C. F.O.F. HD. FL. MTD FT. H. MTD FT. H. H. H. H. H. H. H. H. H. H. H. H. H.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELECTRIC PANEL ELECATION ENCLOSURE EQUAL EQUIPMENT EXPANSION EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FLOORNG FLOOR MOUNTED FLOOR MOUNTED FLOOR MOUNTED FOOT OR FEET FOOT OR FLOO	QR	PNT. PNL PR. PART. PL PT. POL. P.S.F. P.S.I. PROP. QTY. RAD. RE: REFL. REFL. REFL. REQD REV. RO.W. R.H. R.D. R.D. SCHED. SECT. SERV. SHT. SIM. OH S.C. S. S. S. S. S. S. S. S. S. S. S. S. S.	PAINT PAINT PAINT PAIR PAIR PAIR PAIR PAIR POINT POLISHED LB, PER SQ. FOOT LB, PER SQ. INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REVISED OR REVISION RIGHT OF WAY RIGHT OF WAY RIGHT OF WAY RIGHT HAND(ED) ROOF DRAIN ROUGH OPENING SCHEDULE SECTION SCHEDULE SECTION SOLID CORE SOUTH SOLID CORE SOUTH BOUND SPECIFICATION SQUARE STANDARD
F.	E. EB. EB. ELECT. E.P. ELEV. ENCL EQ. EQUIP. EXP. EJ. EXT. F.O.C. F.O.F. FIN. FL. F.O.F. FL. F.C. FL. FT. FT. FT. FT. GALV. G.L. GALV. G.L. G.C. F. C. F. C. F. C. F. F. C. F. F. C. F. F. C. F. F. F. F. C. F. F. F. F. F. F. F. F. F. F. F. F. F.	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION JOINT EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FINISH FLOOR ING FLOOR MOUNTED FOOT OR FEET FOOT O	QR	PNT. PNL PR PART. PL PT. POL. P.S.F. P.S.I. PROP. QTY. RAD. REFL. REFL. REFL. REFL. REFL. REFL. REFL. REO. SCHED. SECT. SET. SET. SIM OH S.C. S.S. SIM. OH S.S. SI. STL.	PAINT PAINT PANEL PAIR PAIR PAIR PAIR PAIR PAIR POINT POLISHED LB, PER SO, FOOT LB, PER SO, INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REVISED OR REVISION RIGHT CHAND(ED) REVISED OR REVISION RIGHT CHAND(ED) ROUGH OPENING SCHEDULE SECTION SERVICE SHEET SIMILAR, OPPOSITE HAND SOUTH BOUND SPECIFICATION SOUTH BOUND SPECIFICATION SOUTH BOUND SPECIFICATION SOUTH BOUND SPECIFICATION SOURE STAINLESS STEEL STAINLESS STEEL STAINLESS STEEL STAINLESS STEEL STAINLESS STEEL STAINLESS STEEL STAINLESS STEEL STRUCTURAL
F.	E. EB. EB. ELECT. E.P. ELEV. EQ. EQ. EQ. EQ. EQ. EQ. EQ. EXP. E.J. EXT. F.O.C. F.O.F. FIN. FL. F.D. FL. F.D. FL. F.D. FL. F.D. FL. FNC FNC FL. FNC FNC FL. FNC FNC FNC FNC FNC FNC FNC FNC FNC FNC	EAST EAST BOUND ELECTRIC ELECTRIC PANEL ELEVATION ENCLOSURE EQUAL EQUIPMENT EXPANSION EXPANSION JOINT EXTERIOR FACE OF CONCRETE FACE OF FRAMING FLOORNIG FLOOR DRAIN FLOOR MOUNTED FLOOR MOUNTED FOOT OR FEET FOOT OR FANDE GALVANIZED GALVANIZED IRON GAUGE GENERAL GENERAL GENERAL GENERAL GROUND HANDICAP HEAD HEIGHT HIGH POINT HOLLOW CORE HOURZONTAL INCH	QR	PNT. PNL PR PART. PL PT. POL. P.S.F. P.S.I. PROP. QTY. RAD. REFL. REFL. REFL. REFL. REFL. REFL. REFL. REO. SCHED. SECT. SET. SET. SIM OH S.C. S.S. SIM. OH S.S. SI. STL.	PAINT PAINT PANEL PAIR PAIR PAIR PAIR PAIR PAIR POINT POLISHED LB, PER SO, FOOT LB, PER SO, INCH PROPERTY QUANTITY RADIUS REFER OR REFERENCE REFLECTED REVISED OR REVISION RIGHT CHAND(ED) REVISED OR REVISION RIGHT CHAND(ED) ROUGH OPENING SCHEDULE SECTION SERVICE SHEET SIMILAR, OPPOSITE HAND SOUTH BOUND SPECIFICATION SOUTH BOUND SPECIFICATION SOUTH BOUND SPECIFICATION SOUTH BOUND SPECIFICATION SOURE STAINLESS STEEL STAINLESS STEEL STAINLESS STEEL STAINLESS STEEL STAINLESS STEEL STAINLESS STEEL STAINLESS STEEL STRUCTURAL
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GENERAL NOTES

THK.

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WD.

NOTE

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W

THRESH

Thick Threshhold

TOP OF BEAM

TOP OF CURB

TOP OF SLAB

TOP OF STEEL

UNFINISHED

UNLESS OTHERWISE NOTED

TREATED

TYPICAL

VARIES

WEIGHT

WINDOW WIRE GLASS

WITH

WOOD

BY THE OTHER DISCIPLINES.

WEST

VERTICAL

WALL HUNG WATER RESISTANT

WATER PROOF(ING)

WOVEN WIRE FABRIC

NOTE: NOT ALL OF THESE ARCHITECTURAL ABBREVIATIONS MAY BE USED, AND MAY NOT BE THE SAME AS USED

WEST BOUND WHEEL CHAIR

TOP OF PAVING

1. PERFORM ALL WORK IN COMPLIANCE WITH APPLICABLE CODES, REGULATIONS, ORDINANCES AND STANDARDS OF THE LOCAL BUILDING CODE AUTHORITY, COMPLY WITH THE TEXAS ACCESSIBILITY STANDARDS (TAS). DIRECT ALL QUESTIONS REGARDING SUCH COMPLIANCE TO THE ARCHITECT FOR RESOLUTION PRIOR TO PROCEEDING WITH THE WORK IN QUESTION, NOTIFY ARCHITECT OF ANY VARIANCE WITH CODES IN FORCE. COMPLY WITH ORDERS OF ANY PUBLIC AUTHORITY BEARING ON THE PERFORMANCE OF THE WORK.

2. ALL DRAWINGS HEREIN ARE PREPARED WITH THE BEST INFORMATION AVAILABLE AT THE TIME OF PROJECT DOCUMENTATION, VERIFY THE EXACT LOCATIONS OF UTILITIES BEFORE STARTING CONSTRUCTION. REFER TO CIVIL FOR UTILITY DEMOLITION WORK.

3. REVIEW THE CONTRACT DOCUMENTS AND BRING OMISSIONS OR CONFLICTS TO THE ATTENTION OF THE ARCHITECT FOR RESOLUTION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. IN THE CASE OF CONFLICTS, ASSUME THAT THE STRICTEST CONDITION OR REQUIREMENT HAS BEEN INCLUDED IN THE COST AND SCOPE OF WORK AND APPLY TO THE QUESTIONED CONDITION.

4. VERIFY ALL FIELD CONDITIONS. IMMEDIATELY NOTIFY ARCHITECT OF ANY QUESTIONS OR DISCREPANCIES PRIOR TO BEGINNING THE WORK IN OUESTION.

5. ALL WORK SHALL BE PERFORMED BY THE GENERAL CONTRACTOR UNLESS OTHERWISE NOTED. ALL REFERENCES TO THE "CONTRACTOR" INCLUDE THE GENERAL CONTRACTOR AND ITS SUBCONTRACTORS. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND HAVE CONTROL OVER ALL CONSTRUCTION MEANS, TECHNIQUES, SEQUENCES, SAFETY MEASURES, AND PROCEDURES, AND FOR COORDINATING ALL PORTIONS OF THE WORK REQUIRED BY THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACTS AND OMISSIONS OF THE CONTRACTOR'S EMPLOYEES, SUBCONTRACTORS, SUBCONTRACTORS' AGENTS AND EMPLOYEES, AND ANY OTHER PERSONS PERFORMING ANY OF THE WORK UNDER A CONTRACT WITH THE GENERAL CONTRACTOR. THE ARCHITECT SHALL NOT BE HELD RESPONSIBLE FOR ERRORS, OMISSIONS OR DELAYS CAUSED BY THE CONTRACTOR.

6. OBTAIN AND PAY FEES FOR ALL NECESSARY PERMITS, LICENSES, CERTIFICATES, AND TESTING.

7. ISSUE COMPLETE SETS OF DOCUMENTS TO EACH SUBCONTRACTOR FOR DESCRIPTION OF SCOPE AND COORDINATION OF WORK.

8. KEEP THE WORK AREA CLEAN AND ORDERLY AT ALL TIMES. REMOVE REFUSE AND DEBRIS ON A DAILY BASIS

9. INSTALL ALL MANUFACTURED ITEMS, MATERIALS AND EQUIPMENT IN STRICT ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

10. NOTIFY ARCHITECT OF ANY DISCREPANCY IN DIMENSIONS PRIOR TO BEGINNING CONSTRUCTION

11. CALL FOR LOCATION OF UNDERGROUND UTILITIES THROUGH THE ONE CALL'UTILITY LOCATE SERVICE (1-800-344-877) 48 HOURS PRIOR TO CONSTRUCTIONEXCAVATION WORK, PROTECT AND SUPPORT TELEPHONE COMPANY SERVICES DURING CONSTRUCTION.

12. REFERENCE CV-SERIES SHEETS FOR SITE PLAN INFORMATION SPECIFIC TO EACH STATION LOCATION.

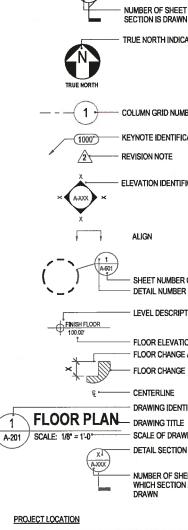
13. REFERENCE CG-SERIES SHEETS FOR GRADING INFORMATION SPECIFIC TO EACH STATION LOCATION.



SYMBOLS LEGEND

XIN

AXXX





SECTION IDENTIFICATION NUMBER

NUMBER OF SHEET IN WHICH SECTION IS DRAWN

TRUE NORTH INDICATOR

COLUMN GRID NUMBER

- KEYNOTE IDENTIFICATION NUMBER

ELEVATION IDENTIFICATION

SHEET NUMBER OF DETAIL DETAIL NUMBER

LEVEL DESCRIPTION

FLOOR ELEVATION FLOOR CHANGE AMOUNT FLOOR CHANGE

DRAWING IDENTIFICATION NUMBER

SCALE OF DRAWING

DETAIL SECTION IDENTIFICATION NUMBER

NUMBER OF SHEET IN WHICH SECTION IS DRAWN

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ACCESSIBILITY GENERAL NOTES:

1. MINIMUM CLEAR WIDTH OF ACCESSIBLE ROUTE SHALL BE 36" WIDE. . RUNNING SLOPE NOT TO EXCEED 120, CROSS SLOPE SHALL NOT EXCEED 150 3. 144 TO 1/2" CHANGES IN LEVEL REQUIRE EDGE SHALL BE BEVELED WITH A SLOPE NO GREATER THAN 1.2. 4. PROVIDE SOLID BLOCKING AT ALL WALL MOUNTED ACCESSORES.

SPACE ALLOWANCES AND REACH RANGES

1. MINIMUM CLEAR WIDTH FOR SINGLE WHEEL CHAIR PASSAGE SHALL BE 32' AT A POINT AND 35' CONTINUOUSLY. 2. MINIMUM WIDTH FOR TIMO WHEEL CHAIRS TO PASS SHALL BE 60'. 3. MINIMUM SPACE RECOURED FOR A STANDARD WHEEL CHAIR TO MAKE A 180-DEGREE TURN SHALL BE A CLEAR SPACE OF 60' IN DIAMETER OR A T-SHAPED SPACE.

CLEAR FLOOR OR GROUND SPACE FOR WHEELCHAIRS

THE UNINUM CLEAR FLOOR OR GROUND SPACE REQUIRED TO ACCOUNT A SINGLE, STATIONARY WHEEL CHAIR AND OCCUPANT SHALL BE 307447. 2. IF THE CLEAR FLOOR SPACE ONLY ALLOWS FORWARD APPROACH TO AN OBJECT, THE MAXIMUM HIGH FORWARD REACH ALLOWED SHALL BE 49°. THE MINIMUM LOW FORWARD REACH SHALL BE 15°. 3. IF THE CLEAR FLOOR SPACE CLUWS FORWARD REACH SHALL BE 15°. 3. IF THE CLEAR FLOOR SPACE LLOWS FORWARD REACH SHALL BE 15°.

PROTRUDING OBJECTS

1. OBJECTS PROCEEDING OVER THE CONTRACT OF EXAMPLE, TELEPHONES) WITH THEIR LEADING EDGES BETWIEIN 27 AND 80° ABOVE THE FINISHED FLOOR SHALL PROTRUDE NO MORE THAN 4" INTO WALKS, HALLS, CORRIDORS, PASSAGEWAYS, OR ASSLES. OBJECTS MOUNTED WITH THEIR LEADING EDGES AT OR BELOW 27' ABOVE THE RINSHED FLOOR MAY PROTRUDE ANY AMOUNT. FREE STANDING OBJECTS MOUNTED ON POSTS OR PHOTINOS MAY CORFWANG 12' MAXUMM FROM 27' TO BOY ABOVE THE GROUND OR FINISHED FLOOR. PHOTINUONS OBJECTS SHALL NOT REDUCE THE CLEAR WIDTH OF AN ACCESSBELE ROUTE OR MANELYJERING SPACI 2 WALKS, HALLS, CORRIDORS, PASSAGEWAYS, ASLES, OR OTHER CIRCULATION SPACES SHALL HAVE 80' MINIMUM CLEAR HEAD ROOM. G SPACE

GROUND AND FLOOR SURFACES

L. GROURD AND FLOOR SURFACES ALONG ACCESSIBLE ROUTES AND IN ACCESSIBLE ROOMS AND SPACES INCLUDING FLOORS. WALKS, RAMPS, STARS, AND CLRB RAMPS, SHALL BE STABLE, FRM, & SURFACESSIAT, SOFT OR LOOSE MATERIALS SUCH AS SAND GRAVEL, BARK, MUCH OR WOOD CHIPS MAY NOT BE USED. COBELESTONE AND OTHER IRREGULAR SURFACES HAVING A TDATURE THAT CONSTITUTES AN OBSTRACE OF HAZARD, SUCH AS IMPORENCY LAD FLAGSTONE, SHALL NOT BE A PART OF ACCESSIBLE

ROUTES SPACES AND LEAVENTS. 2. CHANGES IN LEVEL UP TO 14' MAY BE VERTICAL AND WITHOUT EDGE TREATMENT. CHANGES IN LEVEL BETWEEN 14' AND 12' SWALL BE BEVELED WITH A SUCH A BY GEVENT THAN 1.2. CHANGES IN LEVEL GREATER THAN 12' SHALL BE ACCOMPLISHED BY

MEANS OF A RAMP THAT COMPLES. 3. IF GRATINGS ARE LOCATED IN WALKING SURFACES OR ALONG ACCESSIBLE ROUTES, THEY SHALL HAVE SPACES NO GREATER THAN 12" WIDE IN ONE DRECTION, IF GRATINGS HAVE ELONGATED OPENINGS, THEY SHALL BE PLACED SO THAT THE LONG DIMENSION IS PERPENDICULAR TO THE DOMINANT DIRECTION OF TRAVEL.

RAMPS

- INVALUES IN A CLEAR WIDTH OF A RAMP IN NEW CONSTRUCTION SHALL BE 1 12. THE MAXIMUM RISE FOR ANY RUN SHALL BE 30". 2. MINIMAM CLEAR WIDTH OF A RAMP 30 FEET OR LESS IN LENGTH SHALL BE 30". RAMPS MORE THAN 30 FEET IN LENGTH SHALL HAVE A MINIMAM CLEAR WIDTH OF A". 3. RAMPS SHALL HAVE LEVEL LAVIDINGS AT THE BOTTOM AND TOP OF EACH RAMP AND EACH RAMP RUN. LANDINGS SHALL HAVE THE FOLLOWING FEATURES: A. THE LANDING SHALL BE AT LEAST AS WIDE AS THE WIDTH OF THE RAMP RUN LEADING TO IT. B. THE LANDING SHALL BE AT LEAST AS WIDE AS THE WIDTH OF THE RAMP RUN LEADING TO IT. C. IF RAMPS CHANGE DIRECTION AT LANDINGS. THE MINIMAN LANDING SIZE SHALL BE 60" BY 60". D. IF A DOORWAY IS LOCATED AT A LANDING. THE AREA IN FRONT OF THE DOORWAY SHALL COMPLY WITH REQUIREMENTS LINDER THE DOOR SECTION. 4. IF A RAMP RUN HAS A RISE GREATER THAN 40" OR A HORIZONTAL PROJECTION GREATER THAN 72", IT SHALL HAVE HANDRALLS ON BOTH SIDES, NANDRALS ARE NOT RECURRED ON CURBINARYS OR ADJACENT TO SEATING IN ASSEMBLY AREAS. HANDRALS SHALL HAVE THE FOLLOWING FEATURES:
- HAVE THE FOLLOWING FEATURES A. HANDRAILS SHALL BE PROVIDED ALONG BOTH SIDES OF RAMP SEGMENTS. THE INSIDE HANDRAIL ON SWITCHBACK OR DOGLEG RAMPS SHALL BE CONTINUOUS.
- RAMA'S SHALL BE COMINMOUS. B. IF HANDRAILS ARE NOT CONTINUOUS, THEY SHALL EXTEND AT LEAST 12" BEYOND THE TOP AND BOTTOM OF THE RAMP SEGMENT AND SHALL BE PARALLEL WITH THE FLOOR OR GROUND SURFACE.
- C. CLEAR SPACE BETWEEN THE HANDRAIL AND THE WALL SHALL BE 1-1/2".
- C. UCDAY STALE BETTER THE INFORMATION THE INFL BETTER 2. CORPERSION STALE STALE CONTINUOUS. E TOP OF HANDRAL CREPTING SURFACES SHALL BE MOUNDED DETWEEN 34" TO 38" ABOVE RAMP SURFACES. F. ENDS OF HANDRALLS SHALL BE ETHER ROUNDED DOR RETURNED SMOOTHLY TO FLOOR, WALL, OR POST. G. NANDRALS SHALL NOT ROTATE WITHIN THER FITTINGS.

CURB RAMPS

. CURB RAMPS SHALL BE PROVIDED WHEREVER AN ACCESSIBLE ROUTE CROSSES A CURB. 2. SLOPE OF CURB RAMP SHALL COMPLY WITH ACCESSIBLITY RECURRENTS FOR RAMPS. 3. MINIULAW MONTO FA CURB RAMP SHALL BE STECLISIVE OF FLARED SDES. 4. SURFACES OF CURB RAMP SHALL BE STABLE, FRM, AND SLP RESISTANT.

HANDRAILS AND GRAB BARS

HANDRAILS AND CHARLEDARS I. NORMAL DAMETER OR WIDON OF THE GRAPPING SURFACES OF A HANDRAIL OR GRAB BAR SHALL BE 1-14*TO 1-12C, OR THE SHAPE SHALL PROVIDE AN ECUIVALENT GRIPPING SURFACE. IF HANDRAILS OR GRAB BARS ARE MOUNTED ADJACENT TO A WALL THE SPACE BETWEEN THE WALL AND THE GRAB BAR SHALL BE 1-12" AT RAMPS AND 2-14* AT STARS. HANDRAILS MY BELCARTED IN A RECESS IF THE RECESS IS A MAXUMAN OF 10" OF 20EP AND OTENDO AT LAST 16" ADDOL 14* AT STARS. HANDRAILS MY BELCARTED IN A RECESS IF THE RECESS IS A MAXUMAN OF 3" DEP AND OTENDO AT LAST 16" ADDOL THE OP OF THE RAL. 2. STRUCTURAL STRENGTH OF GRAB BARS, FASTENERS, AND MOUNTING DEVICES SHALL MEET THE FOLLOWING SPECIFICATIONS. A BENDRO'S TRESS IN A CARE BAR OR SEAT INDUCED BY THE MAXIMUM BENDRONG MOMENT FROM THE APPLICATION OF 20 LBF SHALL BE LESS THAN THE ALLOWABLE STRESS FOR THE MATERIAL OF THE GRAB BAR OR SEAT. B. SHEAR STRESS IN ACCED IN A GRAB BAR OR SEAT INTO HE MY EAVILIAND FOR 20 LBF SHALL BE LESS THAN THE ALLOWABLE SHEAR STRESS TO THE MATERIAL OF THE GRAB BAR OR SEAT. IT THE CONNECTION BETWEEN THE GRAB BAR OR SEAT B. SHEAR STRESS INCLUED IN A GRAB BAR OR SEAT INTO THE MATERIAL OF THE GRAB BAR OR SEAT. B. SHEAR STRESS INCLUED IN A GRAB BAR OR SEAT INTO THE MAXIMUM BETTERS IN DUCED THE ALLOWABLE SHEAR STRESS STRUCED AND AND SHEAR STRESS, WHICH SHEAL NOT THE CONNECTION OF SIDAL BE LESS THAN THE ALLOWABLE SHEAR STRESS INCLUE OF OTHER SUPPORT IS CONSIDERED TO BE FULLY RESTANDED, DRECENT THE MARBAR OR SEAT IN MOUNTING BRUCKET OR OTHER SUPPORT IS CONSIDERED TO BE FULLY RESTANDED. THE GRAB BAR OR SEAT AND THE SHEAR STRESS STRUCED AN FASTENER ON THE COMBINED SHEAR STRESS. SHEAL BE TOTALED FOR THE SUPPORT.

- SHEAR FORCE INDUCED IN A FASTENER OR MOUNTING DEVICE FROM THE APPLICATION OF 250 LIBE SHALL BE LESS THAN THE
- LLOWABLE LATERAL LOAD OF EITHER THE FASTENER OR MOUNTING DEVICE OR THE SUPPORTING STRUCTURE, WHICHEVER IS
- ALCONDELLON LEVEL DAVID OF EINER I HE FASIBLE AV MADMIND DEVICE OF THE SUFFYCHING SINC I AVE, HITCHESKI S THE SANLER ALLONARELE LOAD D. TENSIBLE FORCE NOUCED IN A FASTEINER BY A DRECT TENSION FORCE OF 250 LBF PLUS THE MAXIMUM MOMENT FROM THE APPLICATION OF 20 LBF SANLE BLESS THAN THE ALLOWABLE WITHORAWAL LOAD BETWEEN THE FASTEINER AND THE
- A PLOATING TO DUE OF STALL BE USS THAT THE ALL TINGS. SUPPORTING STRUCTURE E. CRAB BARS SHALL NOT ROTATE WITHIN THER FITTINGS. 3. HAWDRALL NOT RORAD BAR AND ANY WALL OR OTHER SURFACE ADJACENT TO IT SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS. EDGES SHALL HAVE A MINIMAM RADIUS OF 18".

LEANING RAIL

LEADING FRAIL 1. NOMINAL DIAMETER OR WIDTH OF THE GRIPPING SURFACES OF A LEANING RAL. SHALL BE 1-14" TO 1-1/2". OR THE SHAPE SHALL PROVIDE AN EDUIVALENT GRIPPING SURFACE. IF LEANING RALS ARE MOUNTIED ADJACENT TO A WALL, THE SPACE BETWEEN THE WALL AND THE LEANING RAL. SHALL BE 1-1/2" AT FAMPS AND 2-14" AT STARS. 2. STRUCTURAL STRENGTH OF LEANING RALE, SATETMERS, AND MOUNTING DEVICES SHALL MEET THE FOLLOWING SPECIFICATIONS A BENDING STRESS IN A LEANING RAL OR SEAT NDUCED BY THE WAXIMUM BENDING MOMENT FROM THE APPLICATION OF 250 LEP SHALL BE LESS THAN THE ALLOWABLE STRESS FOR THE MATERIAL OF THE LEANING RAL OR SEAT. B. SHEAR STRESS IN DUCED IN A LEANING RAL OR SEAT BY THE APPLICATION OF 250 LEP SHALL BE LESS THAN THE ALLOWABLE SHEAR STRESS SINDUCED IN A LEANING RAL OR SEAT BY THE APPLICATION OF 250 LEP SHALL BE LESS THAN THE LEANING RAL OR SEAT BY THE APPLICATION OF 250 LEP SHALL BE LESS THAN THE LEANING RAL OR SEAT BY THE APPLICATION OF 250 LEP SHALL BE LESS THAN THE LEANING RAL OR SEAT BY THE APPLICATION OF 250 LEP SHALL BE LESS THAN THE LEANING RAL OR SEAT BY THE APPLICATION OF 250 LEP SHALL BE LESS THAN THE LEANING RAL OR SEAT BY THE APPLICATION OF 250 LEP SHALL BE LESS THAN THE ALLOWABLE SHEAR STRESS SO THE LEANING RAL OR SEAT BY THE APPLICATION OF 250 LEP SHALL BE LESS THAN THE ALLOWABLE SHEAR STRESS SO THE CLANNING RAL OR SEAT BY THE APPLICATION OF 250 LEP SHALL BE LESS THAN THE ALLOWABLE SHEAR STRESS SO THE CONTENT OR OTHER SUPPORT IS CONSIDERED TO BE FULLY RESTRAINED, DRECT AND TORSIONAL SHEAR STRESSES SO THE CONTINUE ON A FASTINEE OR MOUNTING DEVICE FROM THE APPLICATION OF 250 LEP SHALL BE LESS THAN THE ALLOWABLE LATERAL LOAD OF EITHER THE FASTENEE OR MOUNTING DEVICE OR THE SUPPORTING STRUCTURE, WHICHEVER IS THE SHALLER ALLOWABLE LOAD.

- ALLOWAGE DREDGE LOW OF BITTEEN THE PASIENEES WINDOWN DE ENCE ON THE SUPPORTING THE MALE AND A TH
- SUPPORTING STRUCTURE

SUPPORTING STRUCTURE. E. LEANING RAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS. 3. A. LEANING RAIL AND ANY WALL OR OTHER SURFACE ADJACENT TO IT SHALL BE FREE OF ANY SHARP OR ABRASIVE ELEMENTS. EDGES SHALL HAVE A MINIMUM RADIUS OF 18".

ENTRANCES

1 ENTRANCES SHALL BE CONNECTED BY AN ACCESSIBLE ROLITE TO PLIRUC TRANSPORTATION STOPS. TO ACCESSIBLE ARKING AND PASSENGER LOADING ZONES AND TO PURI IC STREETS OR SIDEWALKS IF AVAILARIE. THEY SHALL ALSO BE CONNECTED BY AN ACCESSIBLE ROUTE TO ALL ACCESSIBLE SPACES OR FLEMENTS WITHIN THE BUILDING OR FACILITY

DETECTABLE WARNINGS

1. DETECTABLE WARNINGS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK, OR

DARK CHURGHT. 2. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. DETECTABLE WARNINGS USED ON INTERIOR SURFACES SHALL DIFFER FROM ADJOINING WALKING SURFACES IN RESILIENCY OR SOUND-ON-CANE CONTACT.

SIGNAGE

SILSTANSE I. LETTERS AND NUMBERS ON SIGNS SHALL HAVE A WIDTH-TO-HEIGHT RATIO BETWEEN 35 AND 11 AND A STROKE-WIDTH-TO-HEIGHT RATIO BETWEEN 15 AND 110 USING AN UPPER-CASE "X" FOR MEASUREMENT. LOWER CASE LETTERS ARE PERMITTED. MINIMUM CHRARCITER HORTH IS 3 NO-KENE Z. CHRARCITER HORTH IS MEASURED USING SHALL BE SIZED ACCORDING TO THE VEWING DISTANCE FROM WHICH THEY ARE TO BE FRAD, THE MINIMUM HEIGHT IS MEASURED USING AN UPPER CASE, SAMS SERIE OR SIMPLE SERIE FYPE AND SHALL BE ACCOMPANIED WITH GRADE Z RHANLE RASED CHRACTERS SHALL BE ALLERST BY MINISHING HEIGHT OF THE VEWING DISTANCE FROM WHICH THEY ARE TO BE FRAD, THE MINIMUM HEIGHT IS MEASURED USING AN UPPER CASE, SAMS SERIE OR SIMPLE SERIE FYPE AND SHALL BE ACCOMPANIED WITH FRADE Z RHANLE RASED CHRACTERS SHALL BE ALLERST BY MINISH, BUT NO THE PERTORGAMINA SHALL BE ACCOMPANIED WITH BY THE SOLIVALENT WHITTEN DESCRIPTION PLACED DIRECTLY BELOW THE PICTOGRAM. BORDER DIMENSION OF THE PICTOGRAM SHALL BE MINIMAN HEIGHT.

BE 6" MINIMUM IN HEIGHT. I, CHARACTERS AND BACKGROUND OF SIGNS SHALL BE EGGSHELL, MATTE, OR OTHER NON-GUARE FINISH. CHARACTERS AND SYMBOLS SHALL CONTRAST WITH THEIR BACKGROUND --EITHER LIGHT CHARACTERS ON A DARK BACKGROUND OR DARK CHAR

ACKGROUND. WHERE PERMANENT IDENTIFICATION IS PROVIDED FOR ROOMS AND SPACES. SIGNS SHALL BE INSTALLED ON THE WALL ADJACENT TO 5. INTELE POWINTERI IDENTIFICATION FOR THE POWINE IN A LESSAGE TO THE LATCH SEE OF THE DOOR, INCLUDING AT DOUBLE LEAF THE LATCH SEE OF THE DOOR, WHERE THERE IS NO WALL SPACE TO THE LATCH SEE OF THE DOOR, INCLUDING AT DOUBLE LEAF DOORS, SIGNS SIGNLE BE PLACED ON THE MARAEST ADJACED TO THE LATCH SEE OF THAT DOOR, INCLUDING AT DOUBLE LEAF THE CENTERLING OF THE SIGNL MOUNTING LOCATION FOR SUCH SCANGES SHALL BE SO THAT A THE FINAL SHE OF LOOR TO SIGNAGE WITHOUT ENCOUNTERING PROTRUDING OBJECTS OR STANDING WITHIN THE SWING OF A DOOR. 6. SYMBOLS OF ACCESSIBILITY

INBOUS OF ACCESSIBILITY. A. FACILITIES SHALL USE THE INTERNATIONAL SYMBOL OF ACCESSIBILITY. THE SYMBOL SHALL BE DISPLAYED AS SHOWN IN DRAWING 2/A-020

BUS STOPS AND TERMINALS

1. WHERE LIFT OR RAWP IS TO BE DEPLOYED, BUS STOP PADS SHALL HAVE A FIRM, STABLE SURFACE, A MINIMUM CLEAR LENGTH OF 56' (MESAURED FROM CURB TO VEHICLE OR ROADWAYE DOGE AND A MINIMUM CLEAR WIDTH OF 60' (MESAURED PRAALLEL TO THE VEHICLE ROADWAY), AND SHALL BE CONNECTED TO STREETS, SUBPONALL, OR PEDETIAN PARTS BY AN ACCESSIBLE ROUTE. 2. NEW BUS SHELTENS SHALL BE CONNECTED TO STREETS, SUBPONALL, OR PEDETIAN PARTS BY AN ACCESSIBLE ROUTE. 3. NEW BUS SHELTENS SHALL BE CONNECTED TO STREETS, SUBPONAL OR WOBLITY AD USER TO ENTER FROM THE PUBLIC WAY AND TO REACH AL OCATION HAVING A MINIMUM CLEAR FLOOR ARGO SO 50' 94' 84' STIRELY WITHIN THE PERMETER OF THE SHELTER, SUCH SHELTENS SHALL BE CONNECTED BY AN ACCESSIBLE ROUTE TO THE BOARDING AREA. 3. ELEMENTS SCH AS RAWPS FLOOR ON THE TO ROTHER TO KETING AND FARE COLLECTING AREAS SHALL BE PLACED TO MINIMIZE THE DISTANCE WHICH WHEELCHARE USERS AND OTHER USERS WHO CANNOT NEGOTIATE STEPS MAY HAVE TO TRAVEL COMPARED TO THE GARANCE HINGEL WHEELCHARE USERS AND OTHER USERS WHO CANNOT NEGOTIATE STEPS MAY HAVE TO THE ROAD TO REACH AND THE ADD AREA COLLECTING AREAS SHALL BE CONTROL TO THE ROAD FOR COLLECTING AREAS SHALL DE TO MINIMIZE THE DISTANCE WHICH WHEELCHARE USERS AND OTHER USERS WHO CANNOT NEGOTIATE STEPS MAY HAVE TO THE ROAD TO READ COLLECTING AREAS SHALL DE TO THE ROAD FOR THE TO THE ROAD THE ROAD TO THE TO THE SHALL TO THE MAVEL COMPARED THE DISTANCE WHICH WHEELCHARE USERS AND OTHER WHERE MINIMENT TO THE MAVEL TO THE ROAD FOR THE TO THE ROAD THE ROAD FOR THE TO THE ROAD FOR THE TO THE TO THE ROAD FOR THE TO THE ROAD FOR THE TO THE ROAD FOR THE TO THE TO THE ROAD FOR THE TO THE ROAD FOR THE TO THE TO THE ROAD FOR TH

TO THE GENERAL PUBLIC, CIRCULATION PATH FOR PERSONS WITH DISABILITIES SHALL, TO THE MAXIMUM EXTENT PRACTICABLE, COINCIDE WITH THE CIRCULATION PATH FOR THE GENERAL PUBLIC. WHERE THE CIRCULATION PATH IS DIFFERENT, ADA COMPLIAN

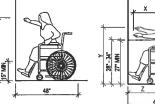
SIGNAGE SHALL BE PROVIDED TO INDICATE THE ROUTE. 4. PLATFORM EDGES BORDERING A DROP-OFF AND NOT PROTECTED BY PLATFORM SCREENS OR GUARD RALLS SHALL HAVE A DETECTABLE WARNING, SUCH DETECTABLE WARNINGS SHALL BE 24 "WIDE RUNNING THE PULL LENGTH OF THE PLATFORM DROP-

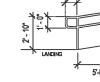
OFF. 5. STATION IDENTIFICATION SIGNS SHALL BE PLACED AT FREQUENT INTERVALS AND SHALL BE CLEARLY VISIBLE FROM WITHIN THE VEHICLE ON BOTH SIDES WHEN NOT ORSTRUCTED BY ANOTHER VEHICLE. WHEN STATION IDENTIFICATION SIGNS ARE PLACED CLOSE TO VEHICLE WHO DOWNS (LE, ON THE SIDE OPPOSITE FROM BOARDING) EACH SHALL HAVE THE TOP OF THE HIGHEST LETTER OR SYNBOL BELOW THE TOP OF THE VEHICLE WINDOW AND THE BOTTOM OF THE LOWEST LETTER OR SYNBOL ABOVE THE HORIZONTAL MID-LINE OF THE VEHICLE WINDOW. 6. ANIMAWAND O'NE ADA COMPLIANT SIGN IDENTIFYING THE SPECIFIC STATION SHALL BE PROVIDED ON EACH PLATFORM OR BOARDING AREA.

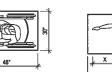
CONTROLS AND OPERATING SYSTEMS

L CLEAR FLOOR SPACE THAT ALLOWS A FORWARD OR A PARALLEL APPROACH BY A PERSON USING A WHEELCHAIR SHALL BE PROVIDED AT CONTROLS, DISPRISERS, RECEPTACLES, AND OTHER OPERABLE GOUPKENT, PROVIDE ADDITIONAL, MANEURENG AREA AT CONTROLS, NO DEFRATING ENCHANISMS LOCATED IN ALCOVES DEPER THAN'L 4. 2. HIGHEST OPERABLE PART OF CONTROLS, DISPRISERS, RECEPTACLES, AND OTHER OPERABLE EQUIPMENT SHALL BE PLACED WITHIN AT LASTONE OF THE REACH RANGES SPECIFIED ELECTRICAL AND COMMUNICATIONS SYSTEM RECEPTACLES ON WALLS SHALL BE MOUNTED NO LESS THAN 157 ABOVE THE FLOOR. EXCEPTION: THESE REQUIREMENTS DO NOT APPLY WHERE THE USE OF SPECIAL EDUIPMENT DICTATES OTHERWISE OR WHERE ELECTRICAL AND COMMUNICATIONS SYSTEMS RECEPTACLES ARE NOT NORMALLY INTENDED FOR USE BY BUILDING CONTIGUES AND COMMUNICATIONS SYSTEMS RECEPTACLES ARE NOT NORMALLY INTENDED FOR USE BY BUILDING

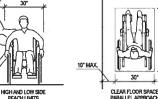
OCCUPANTS. 3. CONTROLS AND OPERATING MECHANISMS SHALL BE OPERABLE WITH ONE HAND AND SHALL NOT REQUIRE TIGHT GRAPPING, PINCHING, OR TWISTING OF THE WRIST. FORCE REQUIRED TO ACTIVATE CONTROLS SHALL BE NO GREATER THAN 5 LBF.

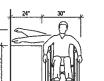










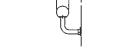


MAX SIDE REACH









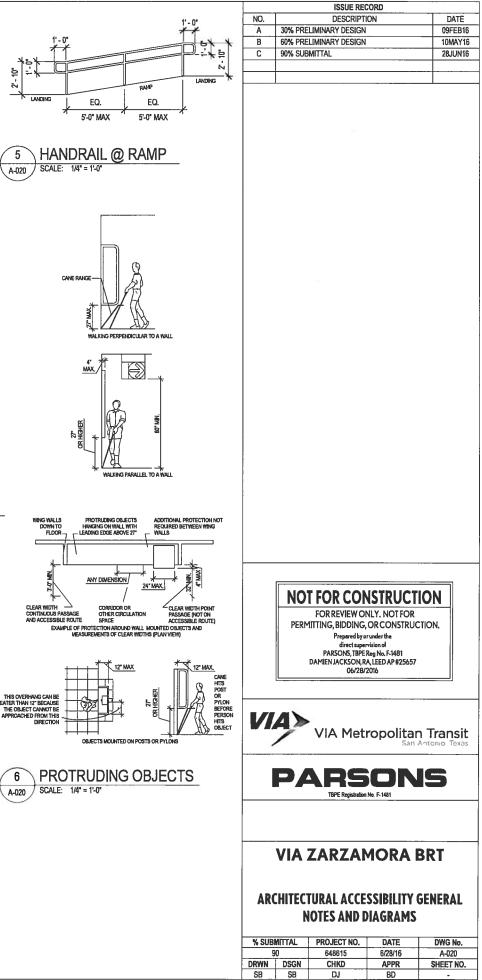
11°TO 11°



SCALE: 1/4" = 1'-0"

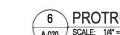
A-020 /

3 LEANING RAIL SCALE: 1/4" = 1'-0" A-020



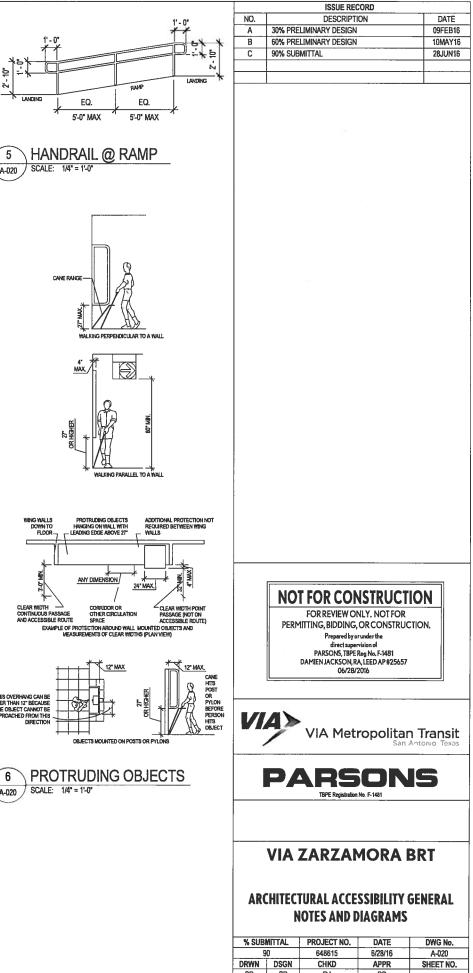


LONG DIMENSION PERPENDICULAR TO ROUTE OF TRAVEL















GROUND AND FLOOR SURFACES 4 SCALE: 1/4" = 1'-0" A-020





BE 48 IN MAXIMUM. WHEN X IS 20 TO 25 IN, THEN Y

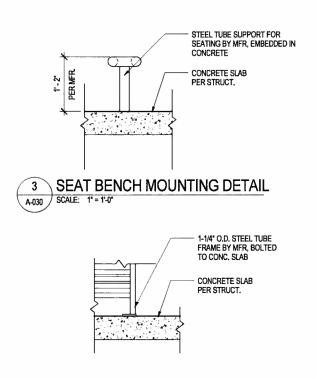
	ROODLAWIANE	WOODLA NB WOOD SB WOOD
CL.	LEFLARD	CULEBRA NB CULEB SB CULEB
RLZ	π ()	RUIZ STATIC NB RUIZ ST I SB RUIZ ST I
CON MERIC REPORTS		BUENA VISTA NB BUENA VIS SB BUENA VIS
GUON	. N	UADALUPE STA B GUADALUPE B GUADALUPE
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Samonasava	NB SOUTHCR	STATION - STA DSS BLVD REFI DSS BLVD REFI
SAS DR.		- Standard Reference (Reference (
	-	

1 VICINITY PLAN

A-030 SCALE: N.T.S.

	PRIMO RIDERSH	IP PROJECTIONS CA	LCULATION	
BUSIEST STATION (NB & SB COMBINED)	TOTAL BOARDINGS PE	PEAK HOUR PERCENTAGE	PEAK HOURS	BUS TIMES
GUADALUPE ST	154 PEOPLE	30%	AM - 3 HRS	12 MINUTES
		CALCULATION		
	154 / 2 =	77 PEOPLE AT ONE	STATION	
	77 ° 0.3 =	23.1 = 24 PEOPLE O	ER 3-HR PEAK PERIO	D
	24 / 3 HRS =	8 PEOPLE PER HR		
	8/5=	1.6 = 2 PEOPLE EVE	RY 12 MINUTES	

DIRECTION	STATION NAME	STATION TYPE
NB	WOODLAWN STATION	NARROW STATIC
SB	WOODLAWN STATION	NARROW STATIC
NB	CULEBRA STATION	NARROW STATIC
SB	CULEBRA STATION	NARROW STATIC
NB	RUIZ STATION	STANDARD STAT
SB	RUIZ STATION	STANDARD STAT
NB	COMMERCE STATION	STANDARD STAT
SB	BUENA VISTA STATION	STANDARD STAT
NB	GUADALUPE STATION	STANDARD STAT
SB	GUADALUPE STATION	STANDARD STATI
NB	LAREDO STATION	STANDARD STATI
SB	LAREDO STATION	STANDARD STAT
NB	CERALVO STATION	STANDARD STATI
SB	CERALVO STATION	STANDARD STAT
NB	FRIO CITY STATION	STANDARD STAT
SB	FRIO CITY STATION	STANDARD STAT
NB	MALONE STATION	STANDARD STAT
SB	MALONE STATION	STANDARD STATI
NB	CULBERSON STATION	STANDARD STAT
SB	CULBERSON STATION	STANDARD STAT
NB	NOGALITOS STATION	STANDARD STAT
SB	NOGALITOS STATION	STANDARD STAT
NB	SOUTHCROSS STATION	STANDARD STAT
SB	SOUTHCROSS STATION	STANDARD STATI
NB	SAS STATION	STANDARD STATI
SB	SAS STATION	STANDARD STAT



2 TRASH RECEPTACLE MOUNTING DETAIL A030 SCALE: 1"= 1"-0"

\$PLOT_INFO\$

	ISSUE RECORD	
NO.	DESCRIPTION	DATE
A	30% PRELIMINARY DESIGN	09FEB16
В	60% PRELIMINARY DESIGN	10MAY16
С	90% SUBMITTAL	28JUN16

AWN STATION - NARROW ODLAWN AVE REFERENCE CV-137 ODLAWN AVE REFERENCE CV-137

1

A STATION - NARROW BRA RD REFERENCE CV-135 BRA RD REFERENCE CV-135

10N - STANDARD T REFERENCE CV-133 T REFERENCE CV-133

TA & COMMERCE STATION - STANDARD VISTA REFERENCE CV-131 VISTA REFERENCE CV-131

TATION - STANDARD E ST REFERENCE CV-129 E ST REFERENCE CV-129

N - Standard Reference CV-127 Reference CV-127

DN - STANDARD REFERENCE CV-125 REFERENCE CV-125

Standard Erence CV-123 Erence CV-121

ANDARD RENCE CV-119 RENCE CV-119

TANDARD ERENCE CV-117 ERENCE CV-117

TANDARD NCE CV-115 NCE CV-115

TANDARD FERENCE CV-113 FERENCE CV-113

E CV-111 E CV-111



NOT FOR CONSTRUCTION

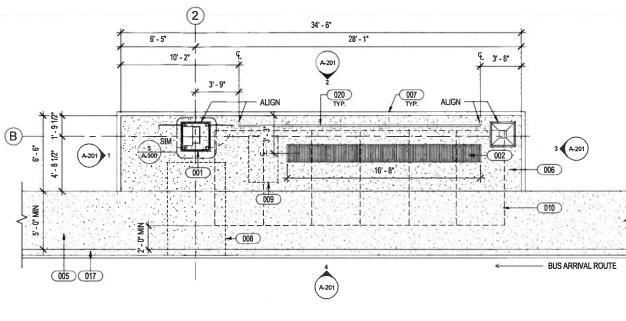
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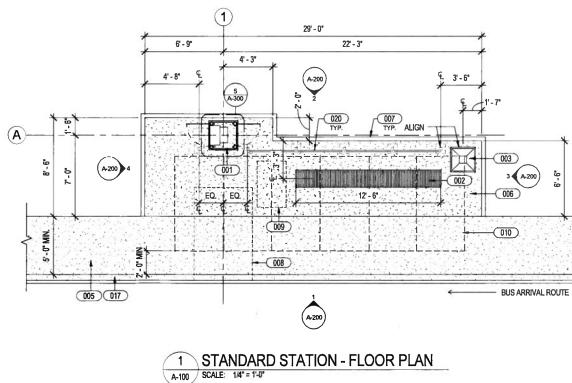
VIA ZARZAMORA BRT

ARCHITECTURAL VICINITY PLAN AND SITE INFORMATION/DETAILS

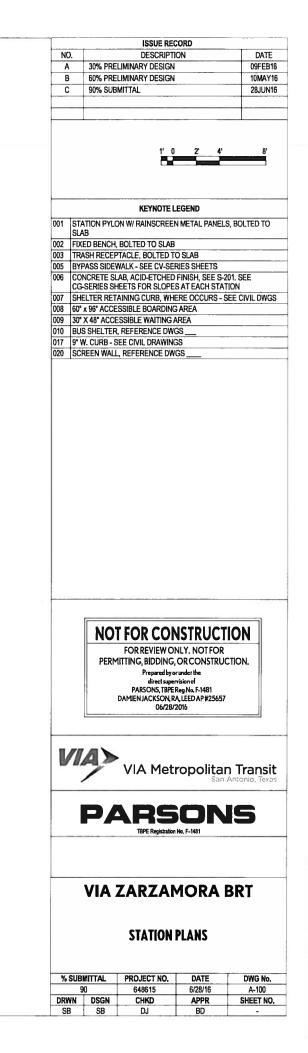
% SUB	% SUBMITTAL PROJECT NO. D/		DATE	DWG No.
9	0	648615	6/28/16	A-030
DRWN	DSGN	CHKD	APPR	SHEET NO.
SB	SB	DJ	BD	-



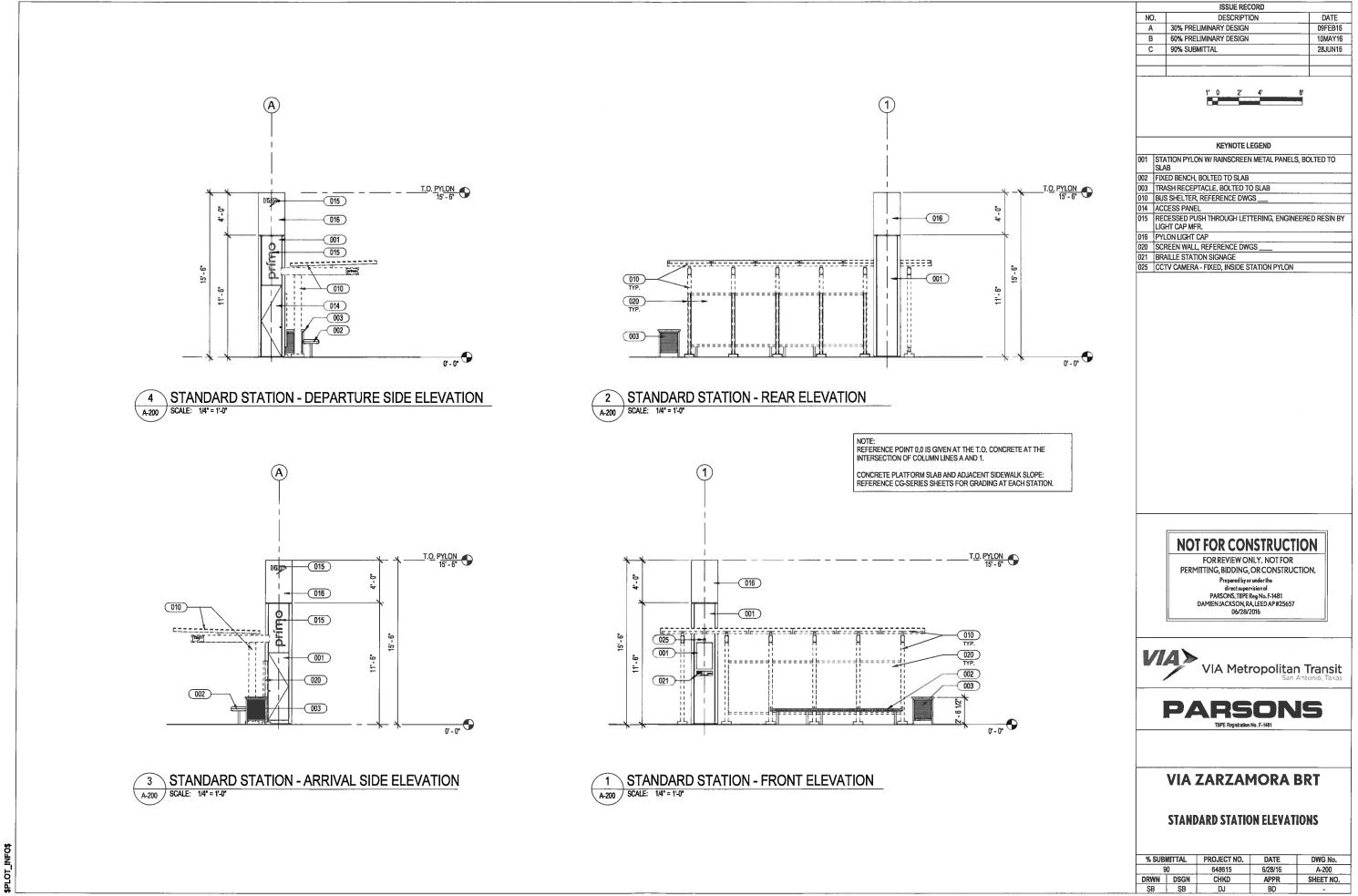


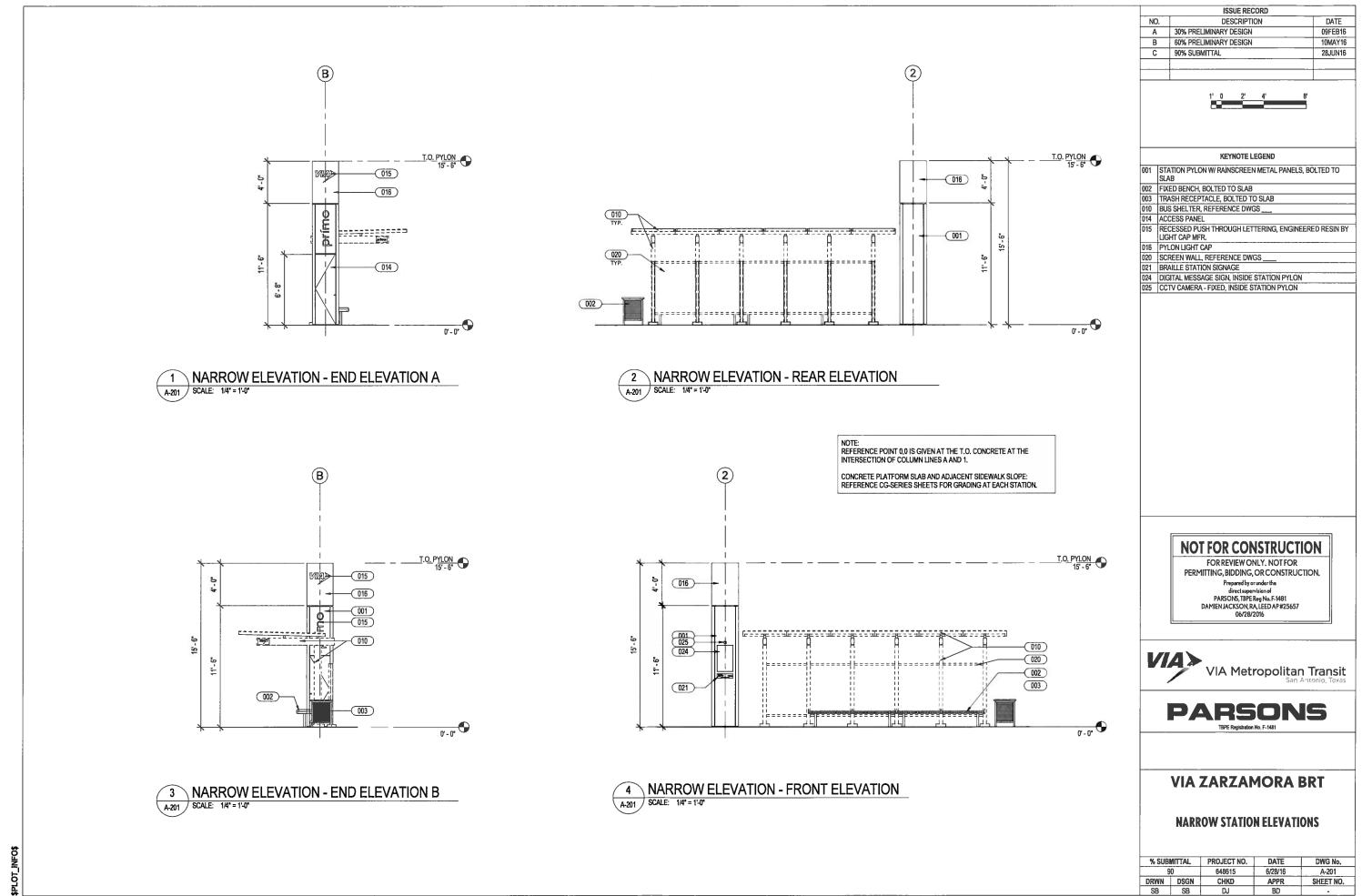


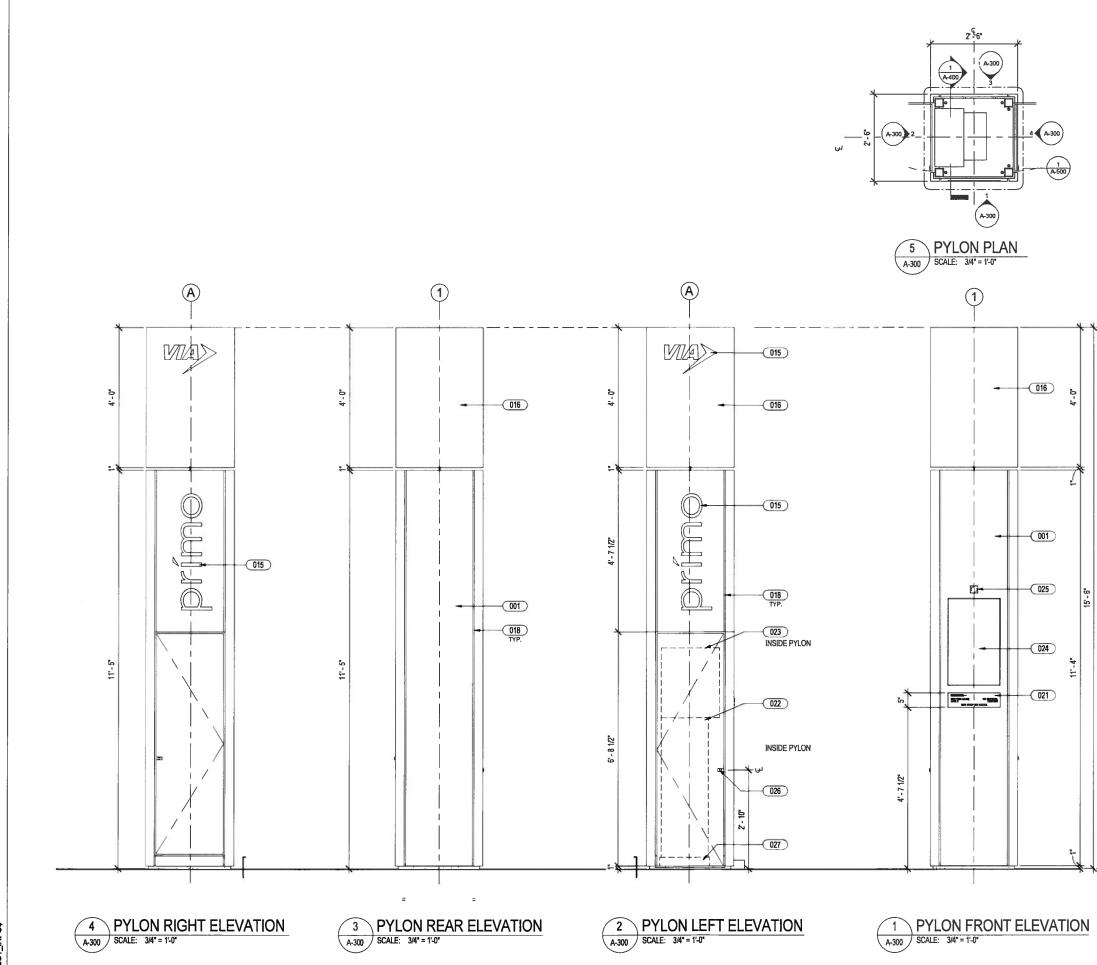
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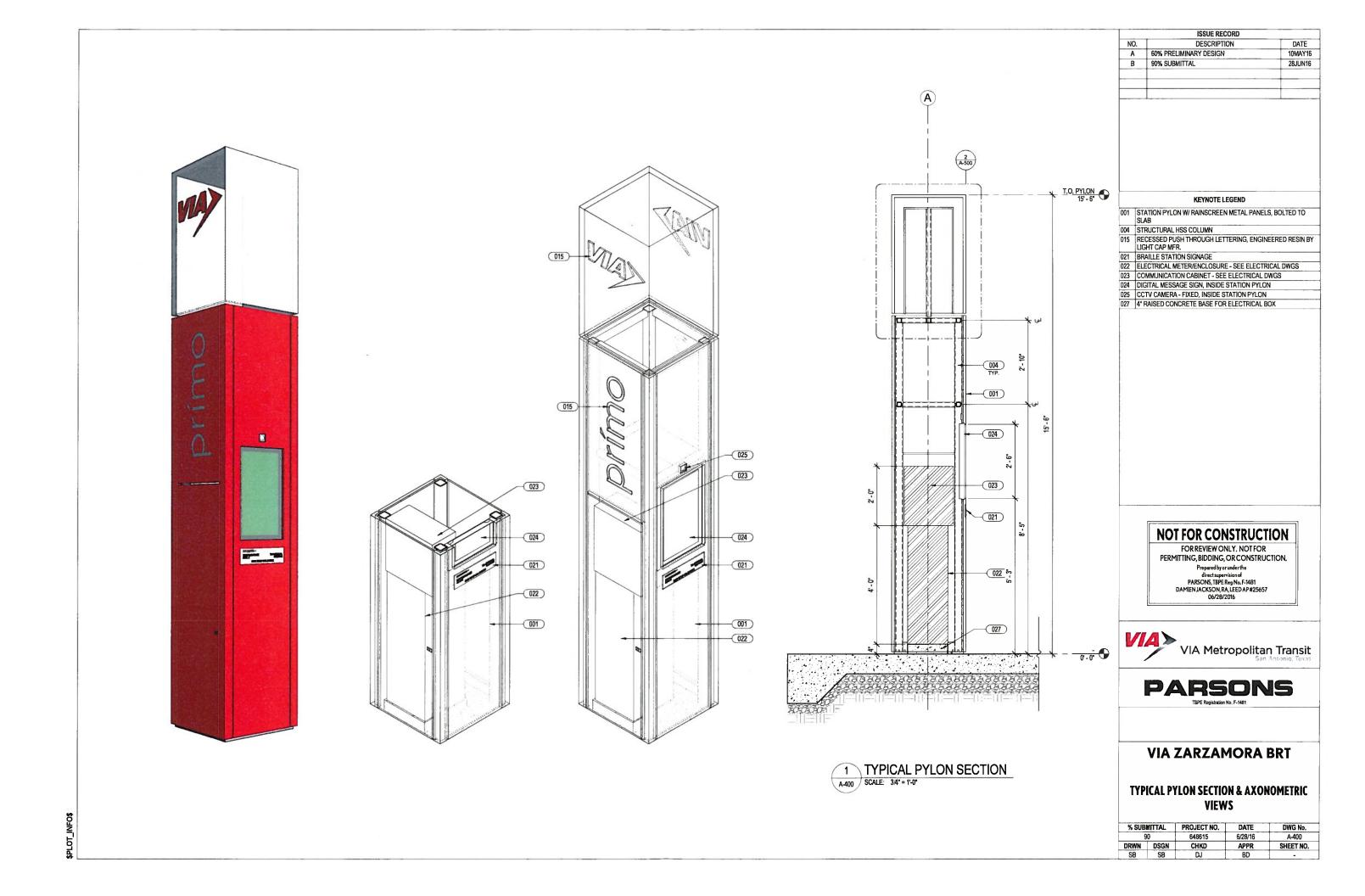


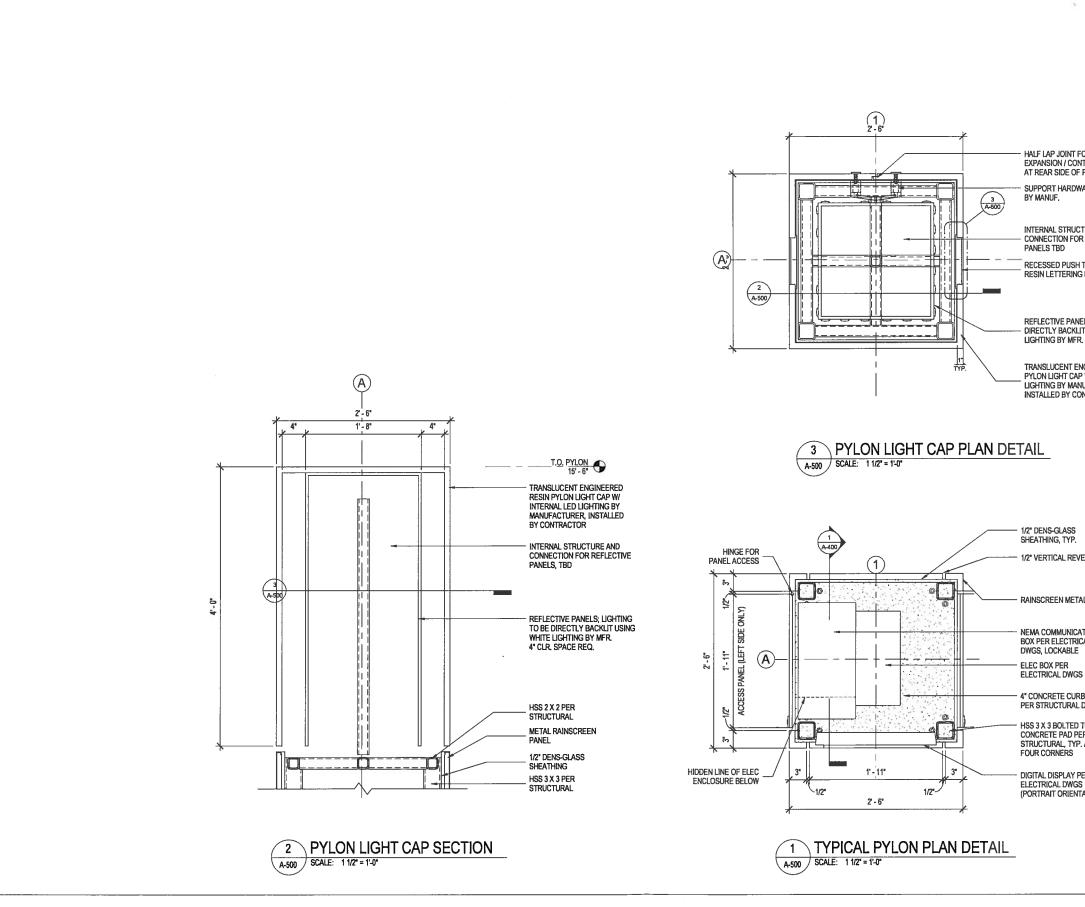
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,				
-	1	ISSUE REC		DATE
NO.	100/ 005	DESCRIPTI		DATE
<u>A</u>		LIMINARY DESIGN		09FEB16
B		LIMINARY DESIGN		10MAY16
C	90% SUB	MITTAL		28JUN16
	l			
		KEYNOTE L	EGEND	
004 074				
001 ST/		XN W/ RAINSCREE!	N METAL PANEL	S, BOLIED TO
015 RE0	CESSED PL	ISH THROUGH LET	TERING, ENGIN	EERED RESIN BY
	HT CAP MF			
	ON LIGHT			
	RTICAL REV	ION SIGNAGE		
		METER/ENCLOSUR	E - SEE ELECTR	ICAL DWGS
1		ION CABINET - SEE		
		AGE SIGN, INSIDE		N
		- FIXED, INSIDE S	TATION PYLON	
		L KEYED LOCK		
<i>uzt</i> [41]	MIDED CO	NUTCIC DAGE FUR	CELEO INICAL B	UA
			ICTOLICE	
	NO	FOR CON	VSTRUCT	ION
		FOR REVIEW O		
	PERM	IITTING, BIDDING,	ORCONSTRUC	CTION.
	1	Prepared by o direct super		
		PARSONS, TBPE	Reg No. F-1481	
1		DAMIEN JACKSON, R	A, LEED AP #25657	
		06/2B/	2010	
1//				
	H	VIA Met	ropolite	Trancit
			San	Antonio Texas
	<u></u>			
1				
	P/	7H2	DN	
		TBPE Registration	No. F-1481	
		740744		DDT
	VIA.	ZARZAN		DKI
	STA	TION PYLON	ELEVATIO	NS
W. CI ID	MITTAL	PROJECT NO.	DATE	DWG No.
	MILLAL 10	648615	6/28/16	A-300
DRWN	DSGN	CHKD	APPR	SHEET NO.
 SB	SB	DJ	BD	

T.O. PYLON 15'-6"







SPLOT_INFOS

NO.	DESCRIPTION	DATE
Α	60% PRELIMINARY DESIGN	10MAY16
В	90% SUBMITTAL	28JUN16

- HALF LAP JOINT FOR Expansion / Contraction At rear side of Pylon

SUPPORT HARDWARE

INTERNAL STRUCTURE AND CONNECTION FOR REFLECTIVE

RECESSED PUSH THROUGH ENGINEERED RESIN LETTERING BY MANUF.

REFLECTIVE PANELS; LIGHTING TO BE - DIRECTLY BACKLIT USING WHITE LIGHTING BY MFR. 4" CLR. SPACE REQ.

TRANSLUCENT ENGINEERED RESIN PYLON LIGHT CAP W/ INTERNAL LED LIGHTING BY MANUFACTURER, INSTALLED BY CONTRACTOR

1/2" DENS-GLASS SHEATHING, TYP.

1/2" VERTICAL REVEAL, TYP.

RAINSCREEN METAL PANEL

NEMA COMMUNICATION BOX PER ELECTRICAL DWGS, LOCKABLE

4" CONCRETE CURB BELOW PER STRUCTURAL DWGS

- HSS 3 X 3 BOLTED TO CONCRETE PAD PER STRUCTURAL, TYP. ALL FOUR CORNERS

DIGITAL DISPLAY PER ELECTRICAL DWGS (PORTRAIT ORIENTATION)

NOT FOR CONSTRUCTION

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VIA ZARZAMORA BRT

TYPICAL DETAILS

% SUB	MITTAL	PROJECT NO.	DATE	DWG No.
9	10	648615	6/28/16	A-500
DRWN	DSGN	CHKD	APPR	SHEET NO.
SB	SB	DJ	BD	-

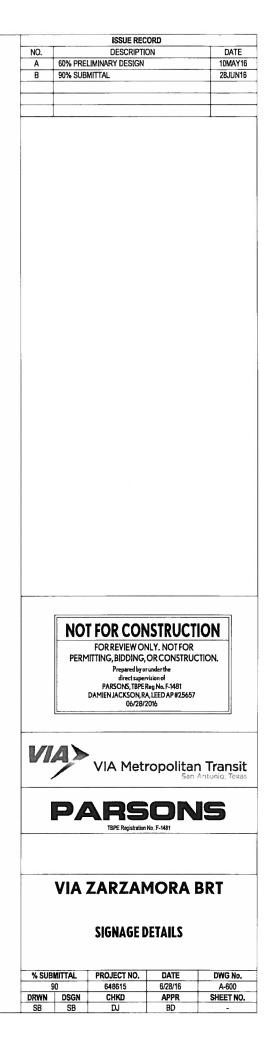


			SIGN S	CHEDULE	
ITEM	SIGN TYPE	DESCRIPTION	SIZE	MOUNTING LOCATION	GRAPHICS APPLICATION
1	A1	BRAILLE IDENTIFICATION SIGN	1' - 6" W X 5" H	PYLON - FRONT	CUTOUT IN METAL PANEL, RAISED LETTERING FLUSH
2	A2	PRIMO LOGO	3' - 4" H	PYLON - FRONT	PUSH THROUGH LETTERING, ENGINEERED RESIN - WHITE
3	A3	VIA LOGO	2' - 0" H	PYLON LIGHT CAP - LFT/RT, SIDES	PUSH THROUGH LETTERING, ENGINEERED RESIN - RED

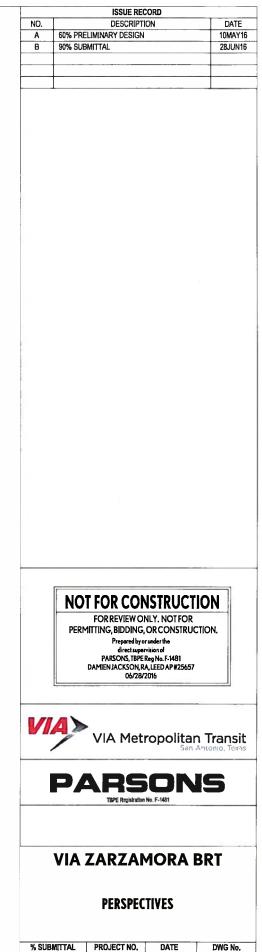
STATION MESSAGING SCHEDULE INFORMATION TO BE PROVIDED BY VIA
--

		074700 NE00405		
IRECTION TRAVELING	BUS STOP NUMBER	STATION MESSAGE	DIRECTION OF TRAVEL MESSAGE	
NB		WOODLAWN STATION		
SB		WOODLAWN STATION		
NB		CULEBRA STATION		
SB		CULEBRA STATION		
NB		RUIZ STATION		
SB		RUIZ STATION		
NB	60029	COMMERCE STATION	TO MEDICAL CENTER	
SB		BUENA VISTA STATION		
NB		GUADALUPE STATION		
SB		GUADALUPE STATION		
NB		LAREDO STATION		
SB		LAREDO STATION		
NB		CERALVO STATION		
SB		CERALVO STATION		
NB		FRIO CITY STATION		
SB		FRIO CITY STATION		
NB		MALONE STATION		
SB		MALONE STATION		
NB		CULBERSON STATION		
SB		CULBERSON STATION		
NB		NOGALITOS STATION		
SB		NOGALITOS STATION		
NB		SOUTHCROSS STATION		
SB		SOUTHCROSS STATION		
NB		SAS STATION		
SB		SAS STATION		

\$PLOT_INFO\$







	% SUBMITTAL 90		PROJECT NO. 648615	DATE 6/28/16	DWG No. A-900
	DRWN	DSGN	CHKD	APPR	SHEET NO.
	SB	SB	DJ	BD	

