#### **COMPACTION NOTE**

STA. 10+57.00 BEGIN

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEETING THE COMPACTION REQUIREMENTS ON ALL TRENCH BACKFILL AND PAYING FOR THE TESTS PERFORMED BY A THIRD PARTY. COMPACTION TESTS WILL BE DONE AT ONE LOCATION POINT RANDOMLY SELECTED, OR AS INDICATED BY THE SAWS INSPECTOR AND/OR TEST ADMINISTRATOR, PER EACH 12-INCH LOOSE LIFT PER 400 LINEAR FEET AT A MINIMUM. THIS PROJECT WILL NOT BE ACCEPTED AND FINALIZED BY SAWS WITHOUT THIS REQUIREMENT BEING MET AND VERIFIED BY PROVIDING ALL NECESSARY DOCUMENTED TEST

> UNPLATTED REMAINING PORTION OF

30.084 ACRE TRACT

SAMA DEVELOPERS, LLC

DOC. #20210071093, O.P.R.B.C.T.

718.9P × 12+00 720.8P

14

22' WIDE T ASPHALT PAVEMENT

√720.1P

13\_

#### **LEGEND**

APPROPRIATE SÚBSTITUTE

C.B. 4342

766 LF 6' HIGH WOOD

LOT 2

STA. 18+23.00 END

6' HIGH WOOD FENCE

LOT 900

CL. P.I. STA. 18+59.29

LOT 1

BLOCK

723 16+00

LOT 4

---718---EXISTING CONTOUR PROPOSED CONTOUR EXISTING SPOT ELEVATION PROPOSED SPOT ELEVATION SILT FENCE AND/OR

LT. P.T. STA. 18+77.68

BROOKHAVEN

WOODS

END 22' WIDE DRIVE

END 22' WIDE DRIVE RT. BEGIN CONCRETE APRON RT.

LOT 900

716 718.5E X 708.2P ×

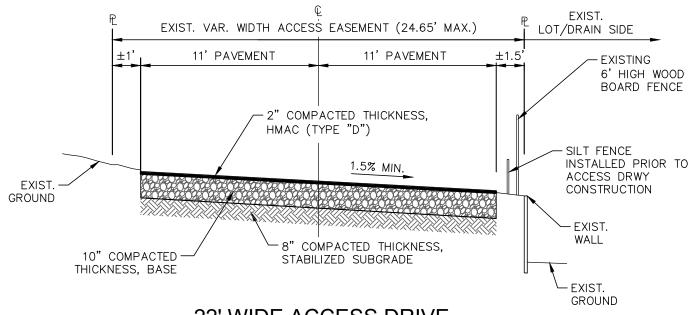
TRENCH EXCAVATION SAFETY PROTECTION CONTRACTOR AND/OR CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL

DESIGN/GEOTECHNICAL/SAFETY/EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITES WITHIN THE PROJECT WORK AREA IN ORDER TO IMPLEMENT CONTRACTOR'S TRENCH EXCAVATION SAFETY PROTECTION SYSTEMS, PROGRAMS AND/OR PROCEDURES. THE CONTRACTOR'S IMPLEMENTATION OF THESE SYSTEMS, PROGRAMS AND/OR PROCEDURES SHALL PROVIDE FOR ADEQUATE TRENCH EXCAVATION SAFETY PROTECTION THAT COMPLIES WITH AS A MINIMUM, OSHA STANDARDS FOR TRENCH EXCAVATIONS. SPECIFICALLY, CONTRACTOR AND/OR CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS GOVERNING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION.

#### PAVING NOTES:

- 1. FOR STREET CONSTRUCTION, THE CONTRACTOR SHALL REFERENCE THE SUBSURFACE EXPLORATION & PAVEMENT ANALYSIS REPORT PROPOSED NEW STREETS, 20 ACRE TRACT GROSENBACHER ROAD, BY INTEC, DATED JULY 11, 2024. ADDENDUM: MODIFIED PAVEMENT SECTION OVER CULVERT, BY INTEC, DATED AUGUST 18, 2025.
- 2. PAVEMENT SUBGRADE SHALL BE LIME STABILIZED IF P.I. IS GREATER
- 3. CONCRETE DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH
- 4. THE LIME STABILIZED SUBGRADE SHALL BE TESTED TO CONFIRM APPLICATION RATE (39 LBS/SY) FOR 8" DEPTH OF TREATMENT.

CITY OF SAN ANTONIO DETAIL AND SPECIFICATIONS.



## 22' WIDE ACCESS DRIVE NOT-TO-SCALE NOTE 1A: -CONTRACTOR TO INSTALL FALL PROTECTION ALONG FULL LIMITS OF VERTICAL WALL/CUT AND REMOVE ONCE 6' HIGH WOOD FENCE IS INSTALLED. (NO EXTRA PAY ITEM)

# 22' ACCESS DRIVE FOR AFV

POTRANCO CREEK – PHASE I

PLAT No. 22-11800149

19.21

WESTWOOD OAKS P.U.D.

PLAT No. 24-11800321

10

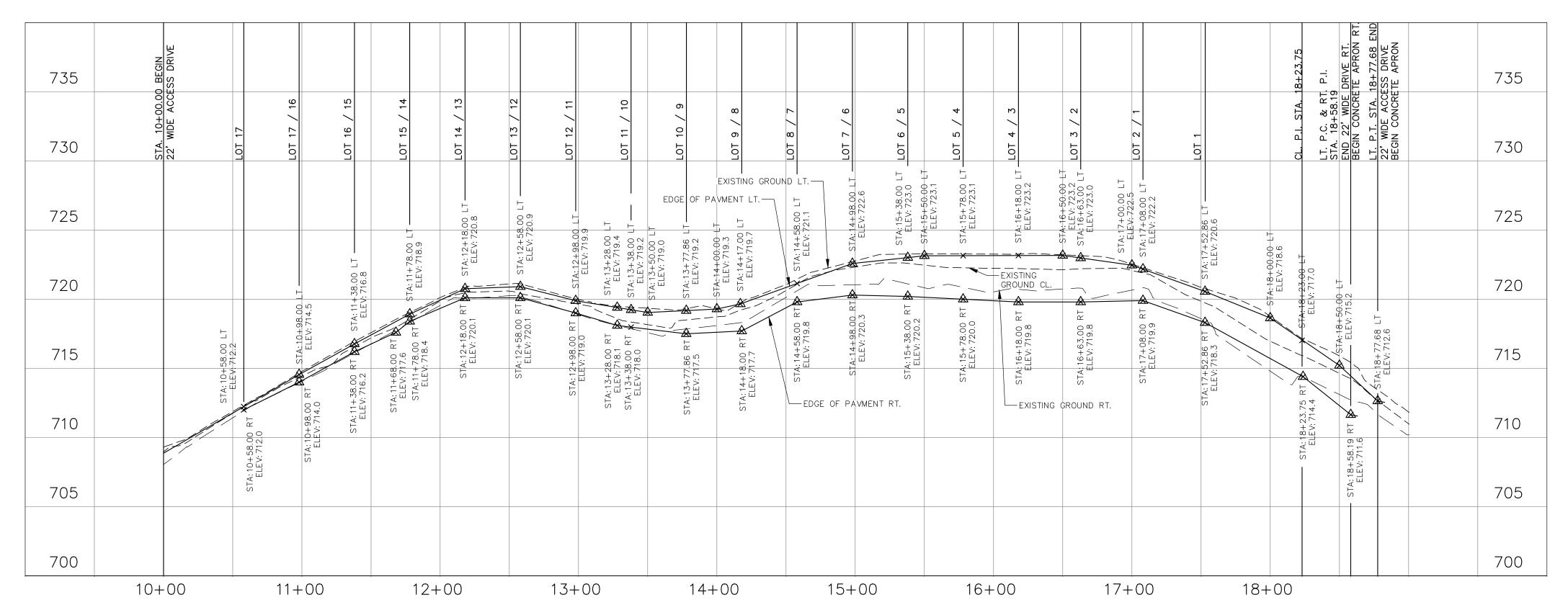
13+00 LOT 901 🐰

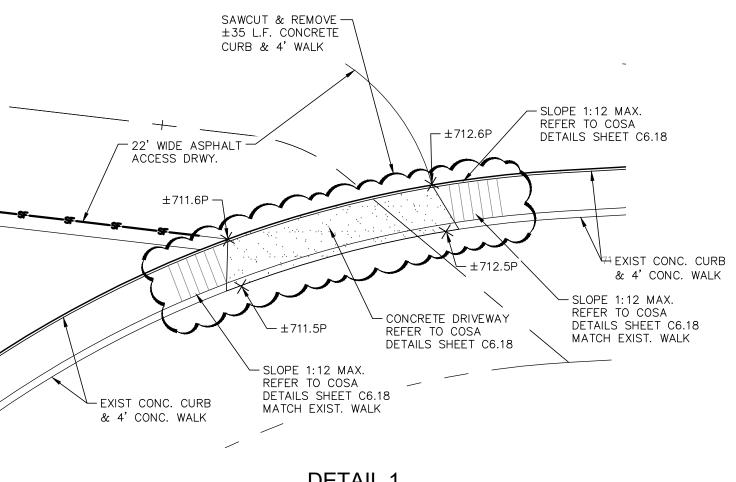
<sup>1</sup>√719.0P — 718.0P

LOT 5

721.1P 722.6P X 721.1P

STA. 10+00.00 TO STA. 18+77.68





DETAIL 1 NOT-TO-SCALE BRIAN A. CROWELL 82619

S

0

PLAT NO.

JOB NO. 124142.00 APRIL 2025 CHECKED BC DESIGN BAC

DRIV

SHEET AD-1

TOP OF ASPHALT PAVEMENT

TOP OF ASPHALT PAVEMENT -

SLOPE (1:12)

MAXIMUM

WHERE RETAINING WALL COMBINATION TYPE IS REQUIRED AT DRIVEWAYS, IT

SHALL BE CONSTRUCTED AS SHOWN

1/2" EXPANSION JOINT

VARIES

OR CYPRESS WOOD JOINT

MATERIAL OR 3 / 4" REDWOOD

4' - 0"

-1' RAD.

WHERE RETAINING WALL COMBINATION

TYPE IS REQUIRED AT DRIVEWAYS, IT

SHALL BE CONSTRUCTED AS SHOWN

PROPERTY LINE

VARIES

VARIES

SEE NOTE 3

② RESIDENTIAL : 2' MAXIMUM; COMMERCIAL: SEE PLAN VIEW

CURB PROFILE AT DRIVEWAY

SEE NOTE 3

CONCRETE

2 450 FOR COMMERCIAL DRIVEWAY

TYPICAL DRIVEWAY PLAN VIEW

VARIES

SEE NOTE 3

② RESIDENTIAL : 2' MAXIMUM; COMMERCIAL: SEE PLAN VIEW

CURB PROFILE AT DRIVEWAY

VARIES

SEE NOTE 3

WITH SIDEWALK SEPARATED FROM CURB

WITH SIDEWALK ABUTTING CURB

WITH SIDEWALK ABUTTING CURB



DRIVEWAY DRIVEWAY APRON LENGTH 4' SIDEWALK AS SHOWN ON PLANS PENETRATION MINIMUM SEE NOTE 1 ON PLANS CURB AND SIDEWALK BEYOND 5" CLASS "A" CONCRETE 5" CLASS "A" CONCRETE LOW CURB 2% MAX. 2" MINIMUM FLEXIBLE BASE MATERIAL, CEMENT TREATED #3 BARS 12" O.C. BOTH WAYS (ITEM 301) OR 6" x 6" W/ D5 x W/ D5 WELDED WIRE FLAT SHEETS (ITEM 303) BASE OR ASPHALTIC CONCRETE  $^{\circlearrowleft}$ 8% max. To the edge of the sidewalk if sidewalk separation

#### TYPICAL RESIDENTIAL DRIVEWAY SECTION

WITH SIDEWALK ABUTTING CURB ITEM 503.1

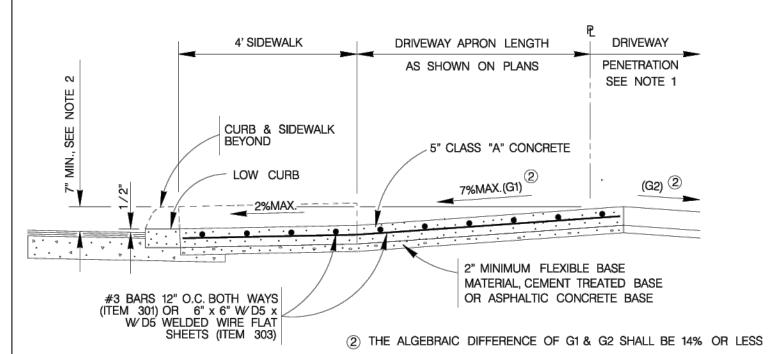
#3 BARS 12" O.C. BOTH WAYS (ITEM 301) OR 6" x 6" W/D5 x

W/D5 WELDED WIRE FLAT SHEETS (ITEM 303)

4' SIDEWALK

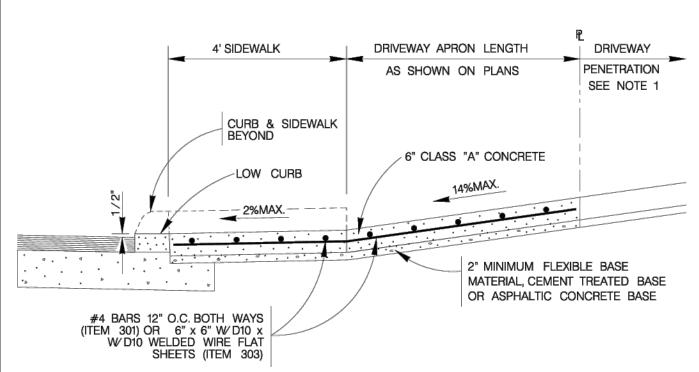
CURB & SIDEWALK BEYOND

\_\_\_2%MAX.\_



#### TYPICAL RESIDENTIAL DRIVEWAY SECTION

WHERE PROPERTY IS LOWER THAN STREET & SIDEWALK IS ABUTTING CURB ITEM 503.1



#### TYPICAL COMMERCIAL DRIVEWAY SECTION

WITH SIDEWALK ABUTTING CURB

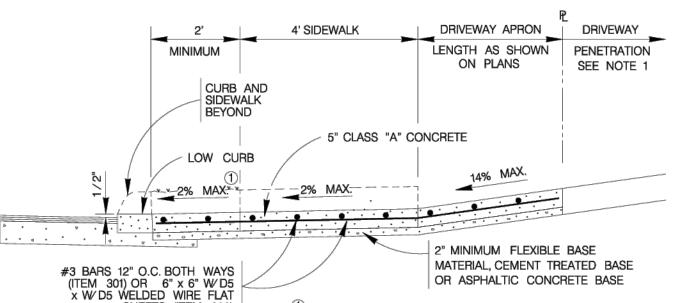
ITEM 503.2

## CONCRETE DRIVEWAY NOTES

- 1. DRIVEWAY PENETRATION REFERS TO A PORTION OF THE DRIVEWAY THAT MAY BE NECESSARY TO RECONSTRUCT WITHIN PRIVATE PROPERTY TO COMPLY WITH A MAXIMUM DRIVEWAY SLOPE. THIS PORTION OF THE DRIVEWAY SHALL BE PAID FOR UNDER THE FOLLOWING ITEMS AS MAY APPLY: A.) CONCRETE DRIVEWAY PAID FOR UNDER ITEM NO. 503.1 OR 503.2.
- B.) ASPHALTIC CONCRETE DRIVEWAY PAID FOR UNDER ITEM NO. 503.4 AND SHALL INCLUDE A MINIMUM OF 1" ASPHALT TYPE 'D' & 6" FLEXIBLE BASE C.) GRAVEL DRIVEWAY PAID FOR UNDER ITEM NO. 503.5 AND SHALL INCLUDE A MINIMUM OF 6" FLEXIBLE BASE
- 2. 7" MINIMUM HEIGHT WILL NOT NECESSARILY OCCUR AT THE PROPERTY LINE. IT MAY OCCUR WITHIN THE RIGHT OF WAY OR WITHIN THE DRIVEWAY PENETRATION ON PRIVATE PROPERTY.
- 3. THE PROPOSED DRIVEWAY SHOULD MATCH THE EXISTING WIDTH AT THE PROPERTY LINE BUT UNLESS AUTHORIZED BY THE CITY TRAFFIC ENGINEER, THE WIDTH SHALL BE WITHIN THE FOLLOWING VALUES:

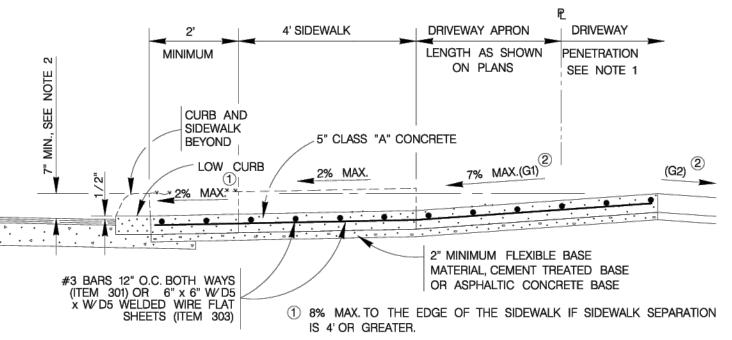
TYPE	MINIMUM	MAXIMUM
RESIDENTIAL	10'	20'
COMMERCIAL - ONE WAY	12'	20'
COMMERCIAL - TWO WAY	/ 24 <sup>'</sup>	30'

- 4. FOR LOCAL TYPE "A" STREETS, SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND IF SEPARATED FROM THE CURB, THE SIDEWALK SHALL BE LOCATED A MINIMUM OF 2' FROM THE BACK OF CURB.
- 5. FOR OTHER THAN LOCAL TYPE "A" STREETS, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND SEPARATED A MINIMUM OF 2' FROM THE BACK OF CURB OR, AS AN OPTION, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 6'WHEN LOCATED AT THE BACK OF CURB.
- 6. DUMMY JOINTS PARALLEL TO THE CURB SHALL BE PLACED WHERE THE SIDEWALK MEETS THE DRIVEWAY. DUMMY JOINTS PERPENDICULAR TO THE CURB, AND WITHIN THE BOUNDARIES OF THE PARALLEL DUMMY JOINTS, SHALL BE PLACED AT INTERVALS EQUAL TO THE WIDTH OF THE SIDEWALK.
- 7. A MINIMUM OF TWO ROUND AND SMOOTH DOWEL BARS 3 /8" IN DIAMETER AND 18" IN LENGTH SHALL BE SPACED 18" APART AT EACH EXPANSION JOINT.
- 8. SIDEWALK RAMP LENGTHS SHALL BE OF SUFFICIENT LENGTH TO MAINTAIN 8.33% (1:12) MAXIMUM SLOPE. WHERE SIDEWALKS CROSS DRIVEWAYS, SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- 9. SIDEWALK RAMP SURFACE SHALL BE BRUSH FINISHED.



#### IS 4' OR GREATER. TYPICAL RESIDENTIAL DRIVEWAY SECTION

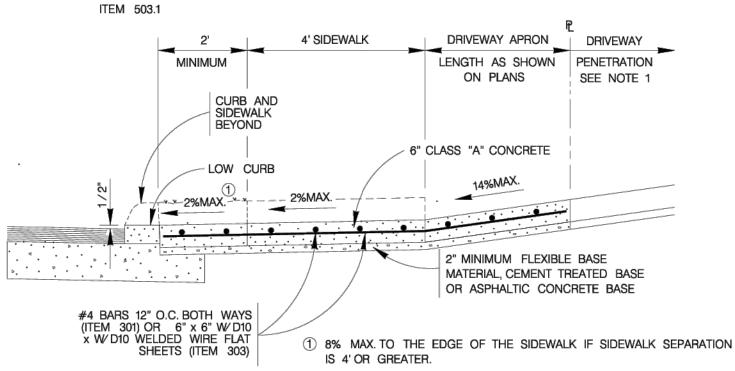
WITH SIDEWALK SEPARATED FROM CURB ITEM 503.1



2 THE ALGEBRAIC DIFFERENCE OF G1 & G2 SHALL BE 14% OR LESS

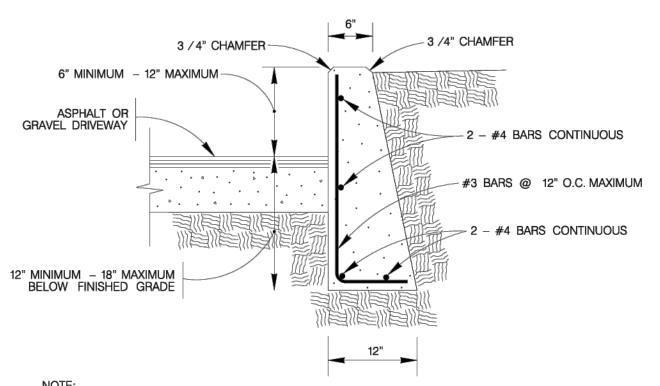
### TYPICAL RESIDENTIAL DRIVEWAY SECTION

WHERE PROPERTY IS LOWER THAN STREET & SIDEWALK IS SEPARATED FROM CURB



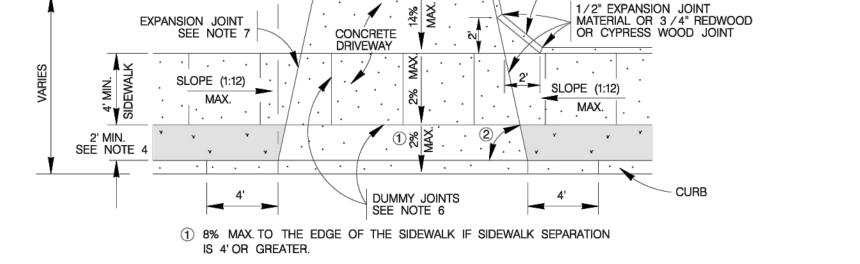
#### TYPICAL COMMERCIAL DRIVEWAY SECTION WITH SIDEWALK SEPARATED FROM CURB

ITEM 503.2



#### DRIVEWAY - CONCRETE RETAINING WALL ON COMPACTED SUBGRADE

1. COST OF REINFORCEMENT TO BE INCLUDED IN UNIT COST OF ITEM 307.1. 2. CONCRETE RETAINING WALL COMBINATION TYPE SHALL BE USED FOR CONCRETE DRIVEWAYS.



2 45 FOR COMMERCIAL DRIVEWAY

TYPICAL DRIVEWAY PLAN VIEW WITH SIDEWALK SEPARATED FROM CURB

SLOPE (1:12)

MAXIMUM

VARIES

2' MAX. 2

EXPANSION JOINT

SEE NOTE 7

SLOPE(1:12 MAX.

VARIES

2' MAX.

RESIDENTIAL

4' - 0"

<del>1</del>' RAD.

D D D D

RESIDENTIAL

MAY 2009

CITY OF SAN ANTONIO CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

CONCRETE DRIVEWAY STANDARDS

% SUBMITTAL PROJECT NO. CHKD. BY: R.S. HOSSEINI, P.E. SHEET NO.: OF DRWN. BY: V. VASQUEZ DSGN. BY:\_\_

SHEET \_\_\_AD-2

2

S

ITEM 307.1