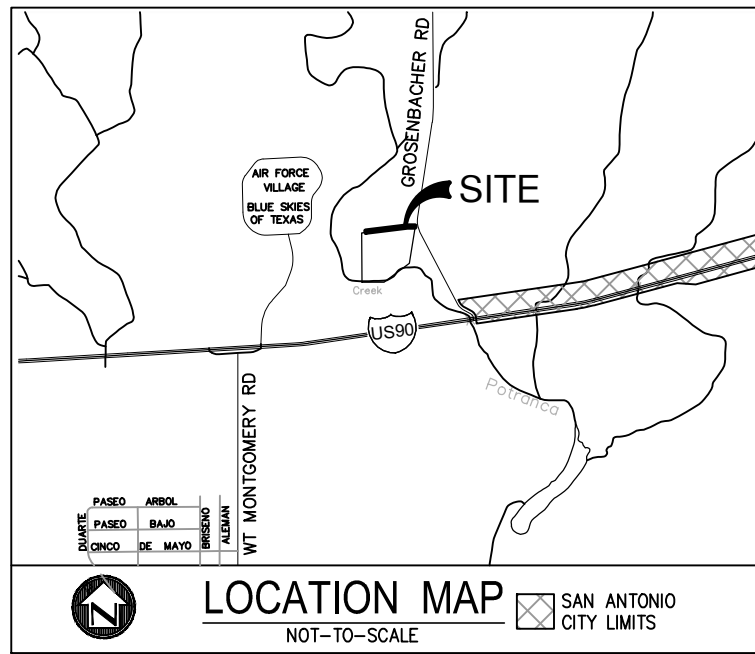


Date: Oct 13, 2025 9:29am User ID: jpramodias
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COMPACTION NOTE
THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEETING THE COMPACTION REQUIREMENTS ON ALL TRENCH BACKFILL AND PAYING FOR THE TESTS PERFORMED BY A THIRD PARTY. COMPACTION TESTS WILL BE DONE AT ONE 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 RESULTS.

LEGEND	
EXISTING CONTOUR	--- 718 ---
PROPOSED CONTOUR	--- 716 ---
EXISTING SPOT ELEVATION	718.56 X
PROPOSED SPOT ELEVATION	708.2P X
SILT FENCE AND/OR APPROPRIATE SUBSTITUTE	--- SF ---

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 COMPLES 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.

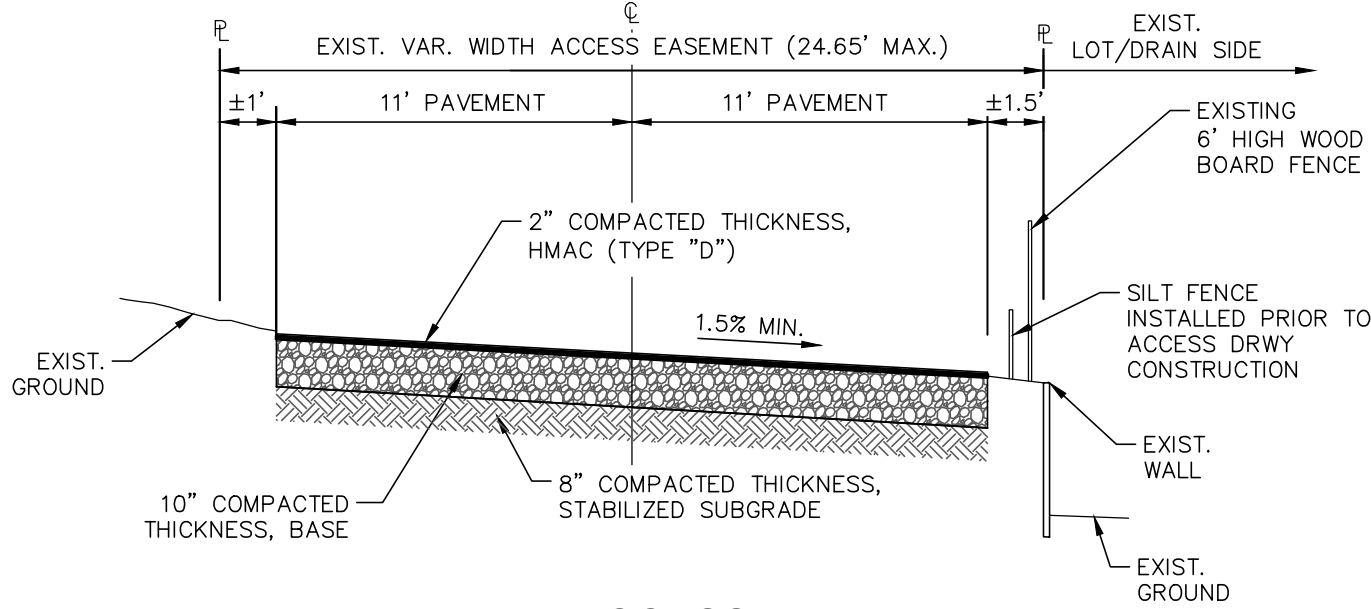
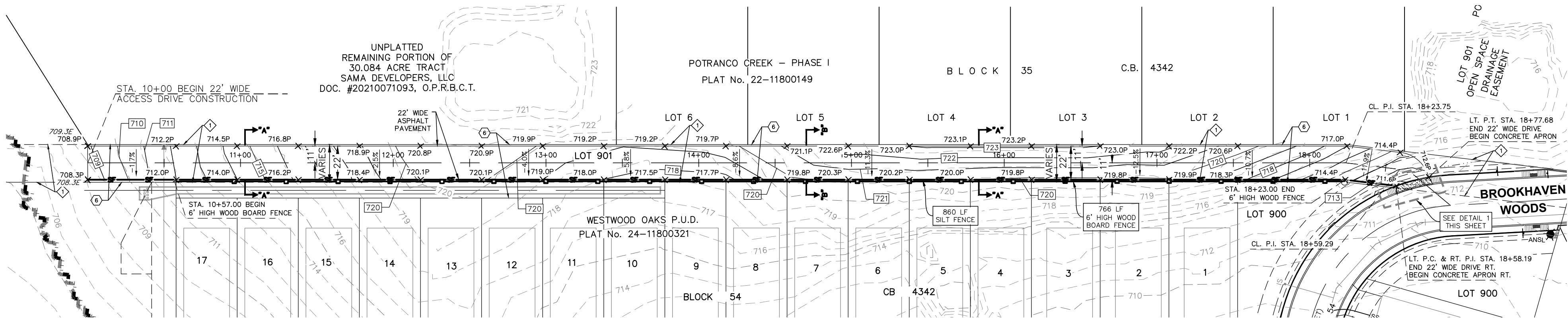
PAVING NOTES:

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

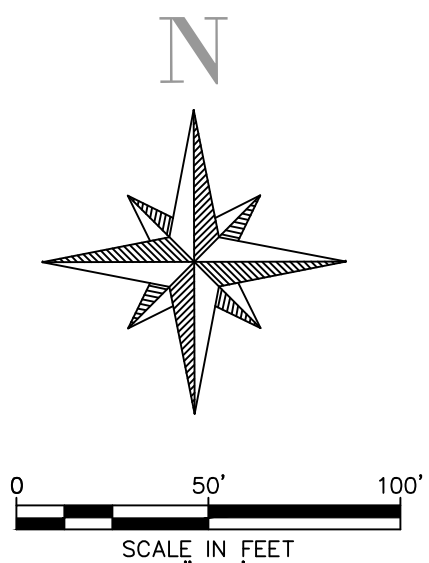
NO.	REVISION	DATE



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100 NE Loop 410, Ste. 300 | San Antonio, Texas 78216
(210) 581-1111 | TBPE No. F-1733 | TBPLS No. 100495-00

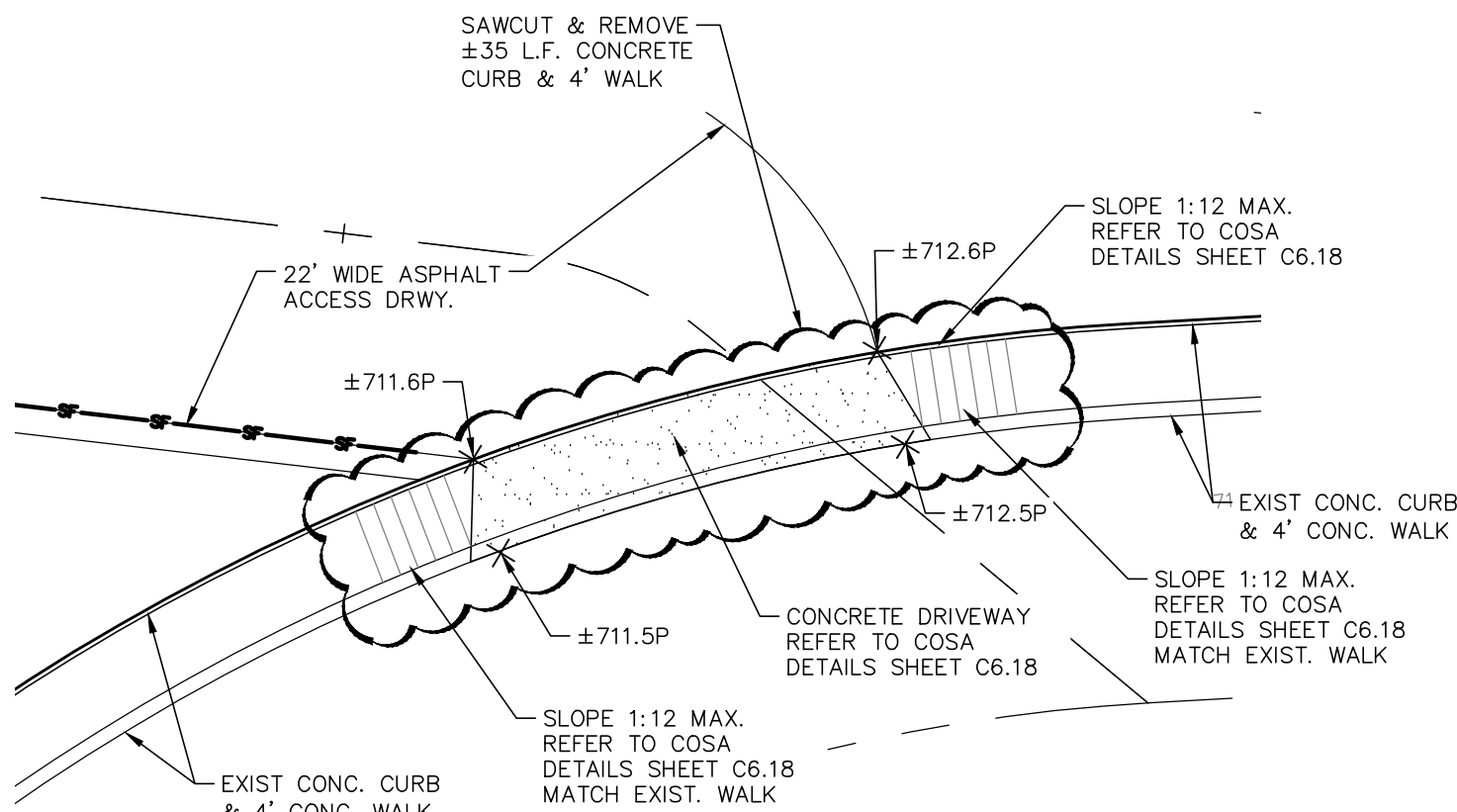
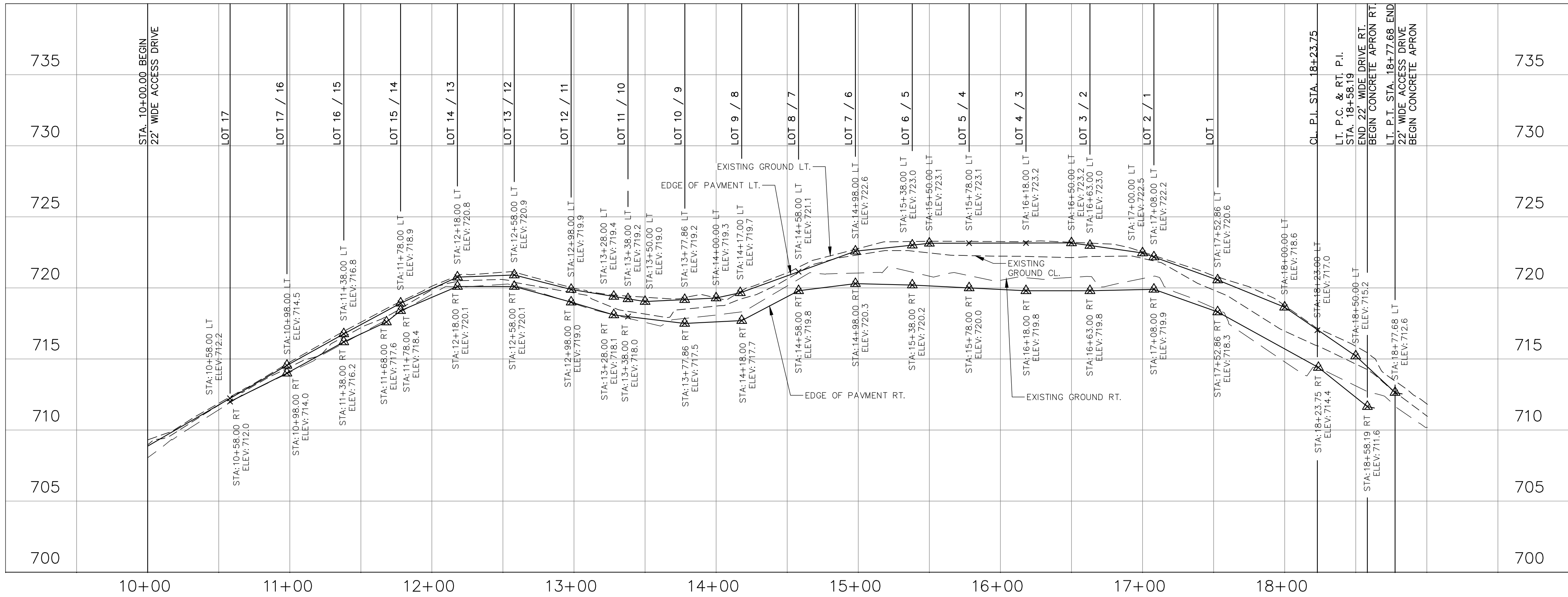


NOTE 1A:
-CONTRACTOR TO INSTALL FALL PROTECTION ALONG FULL LIMITS OF VERTICAL WALL/CUT AND REMOVE ONCE 6' HIGH WOOD FENCE IS INSTALLED. (NO EXTRA PAY ITEM)



22' ACCESS DRIVE FOR AFV

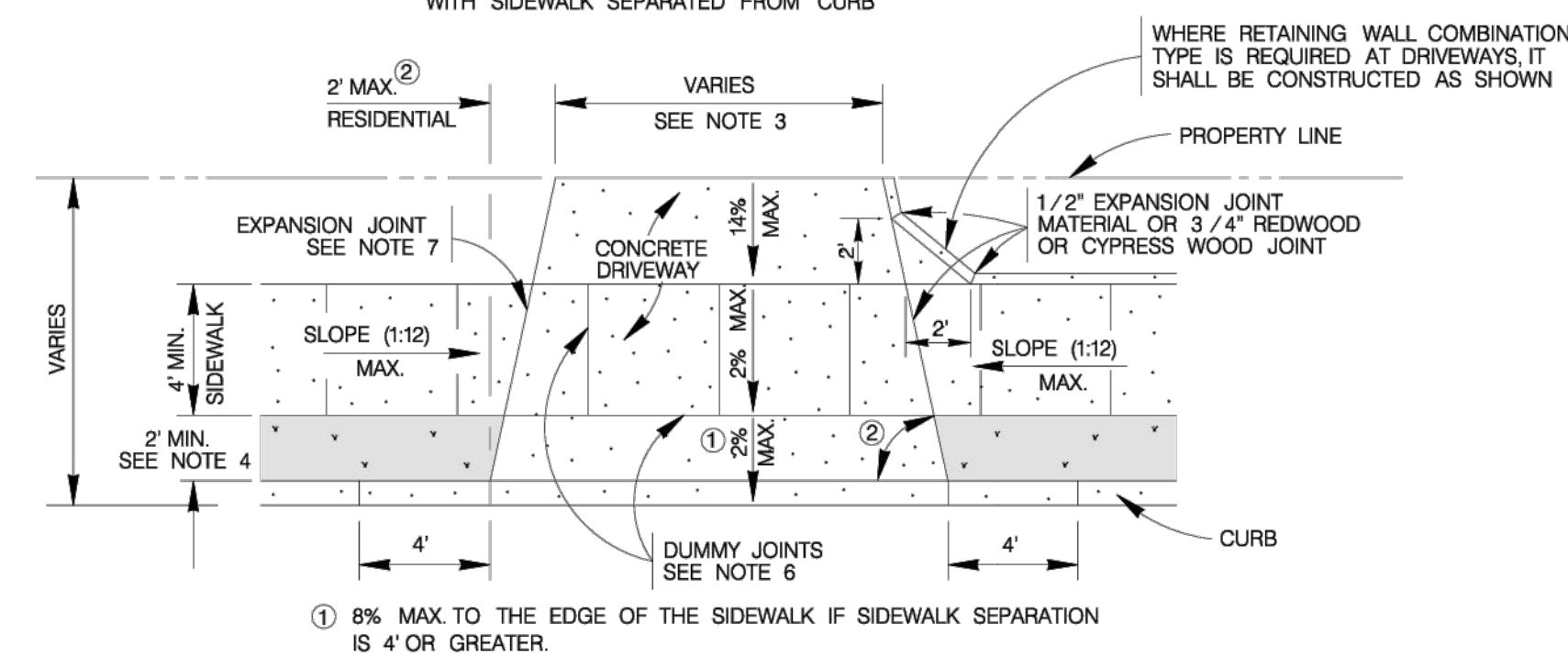
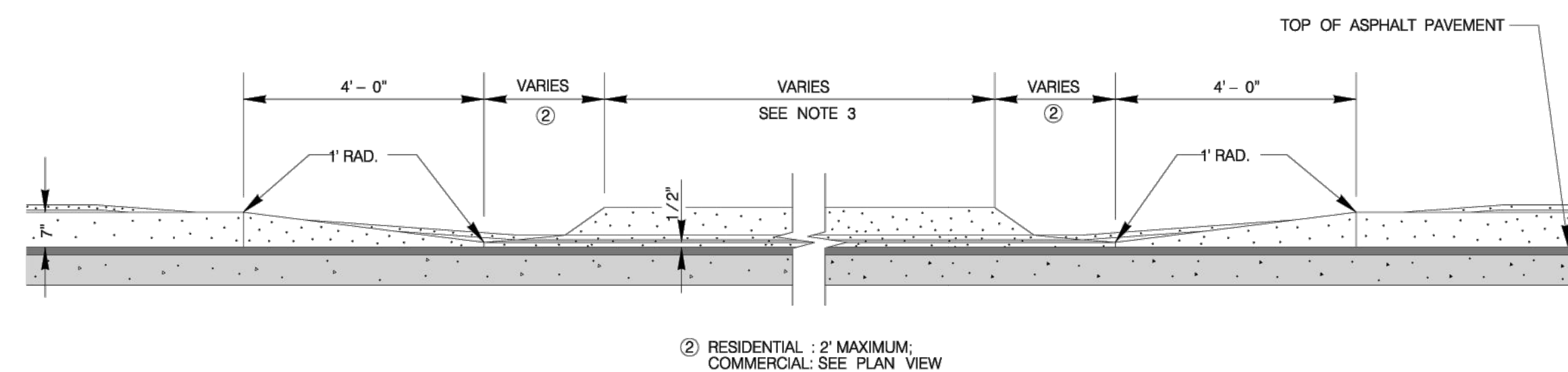
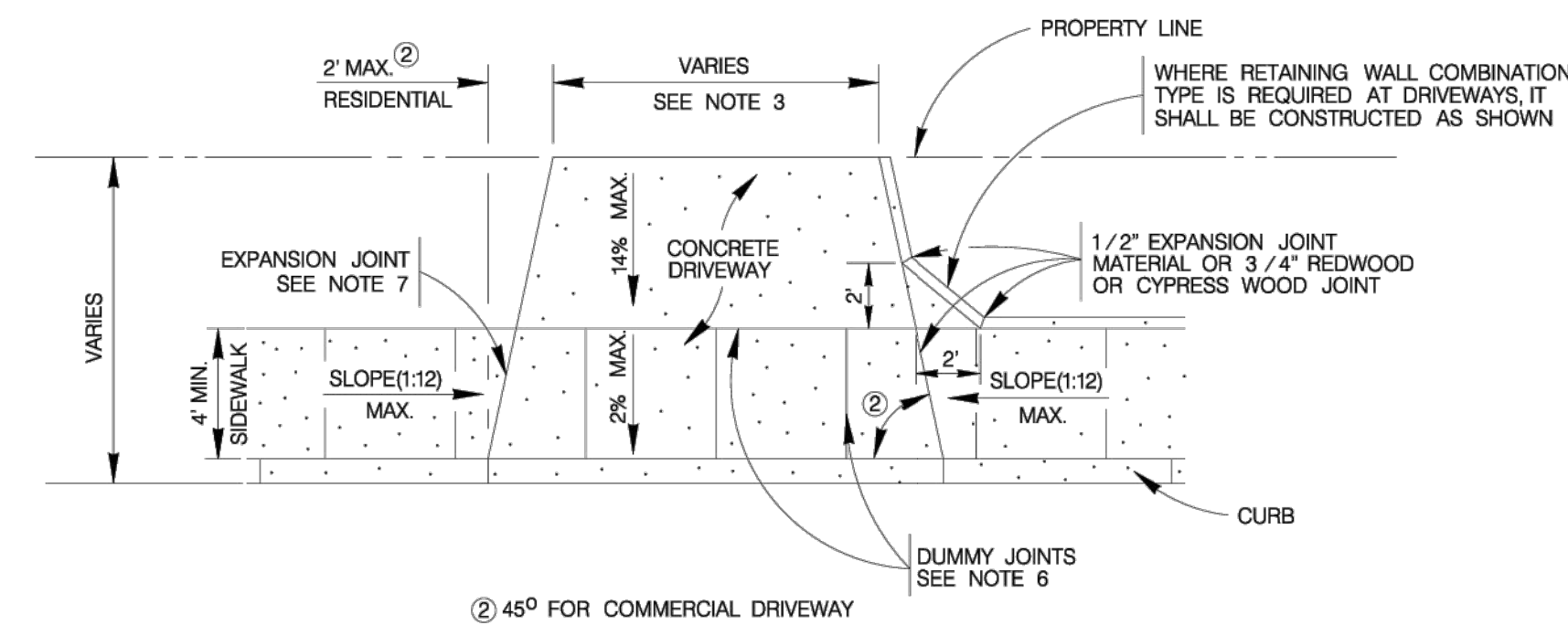
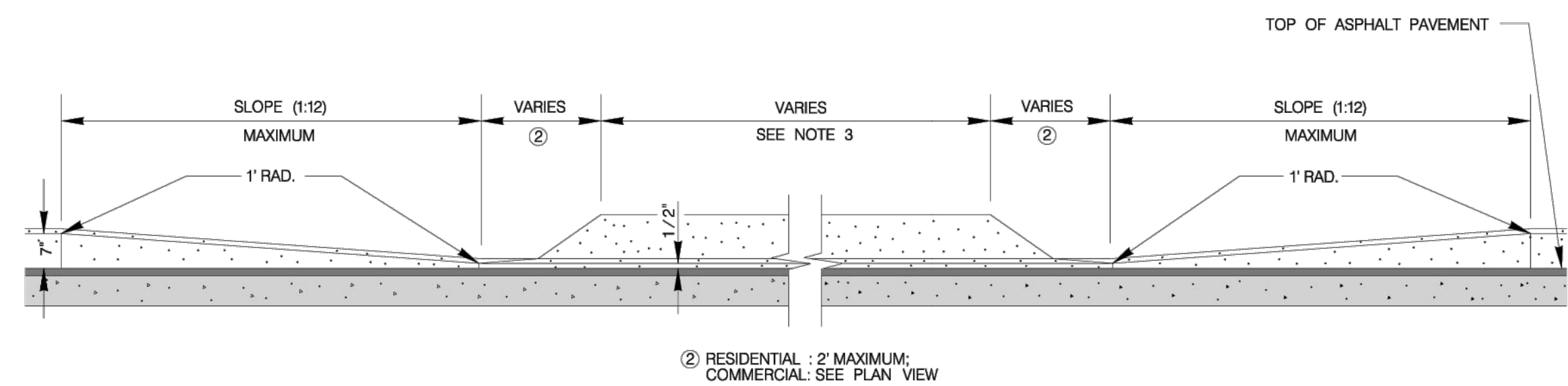
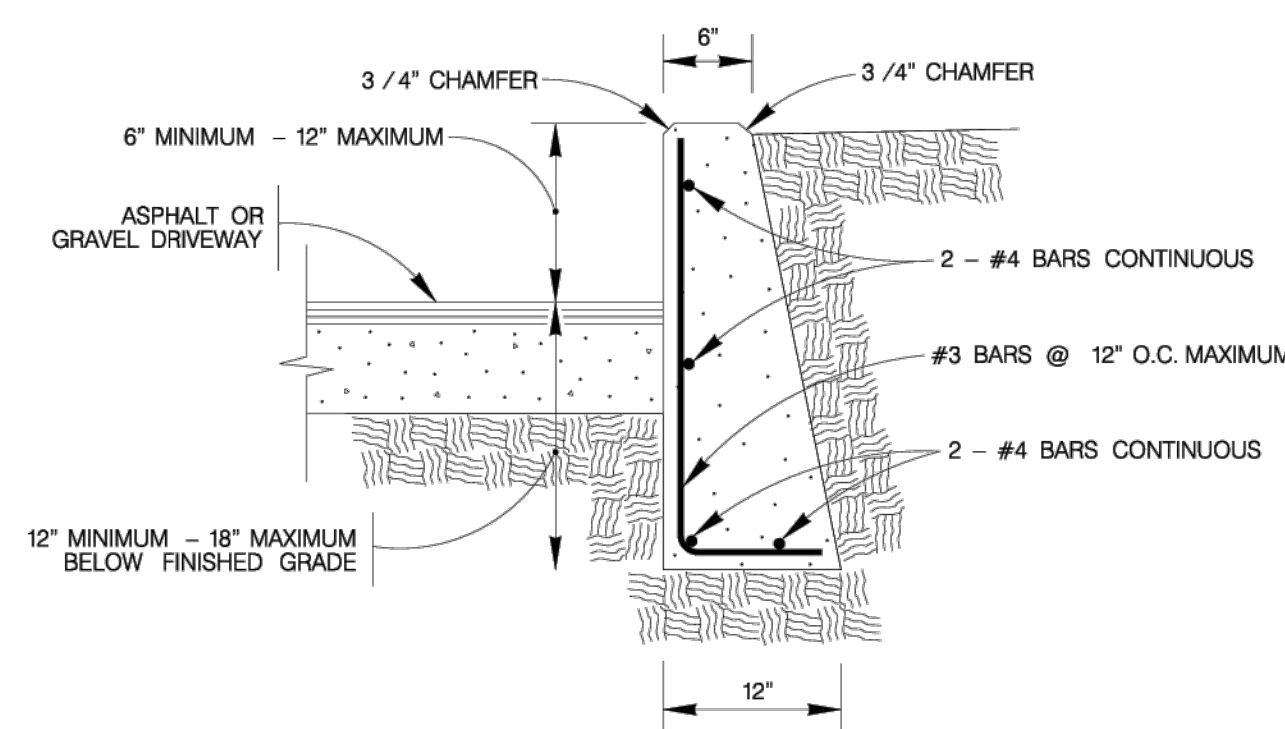
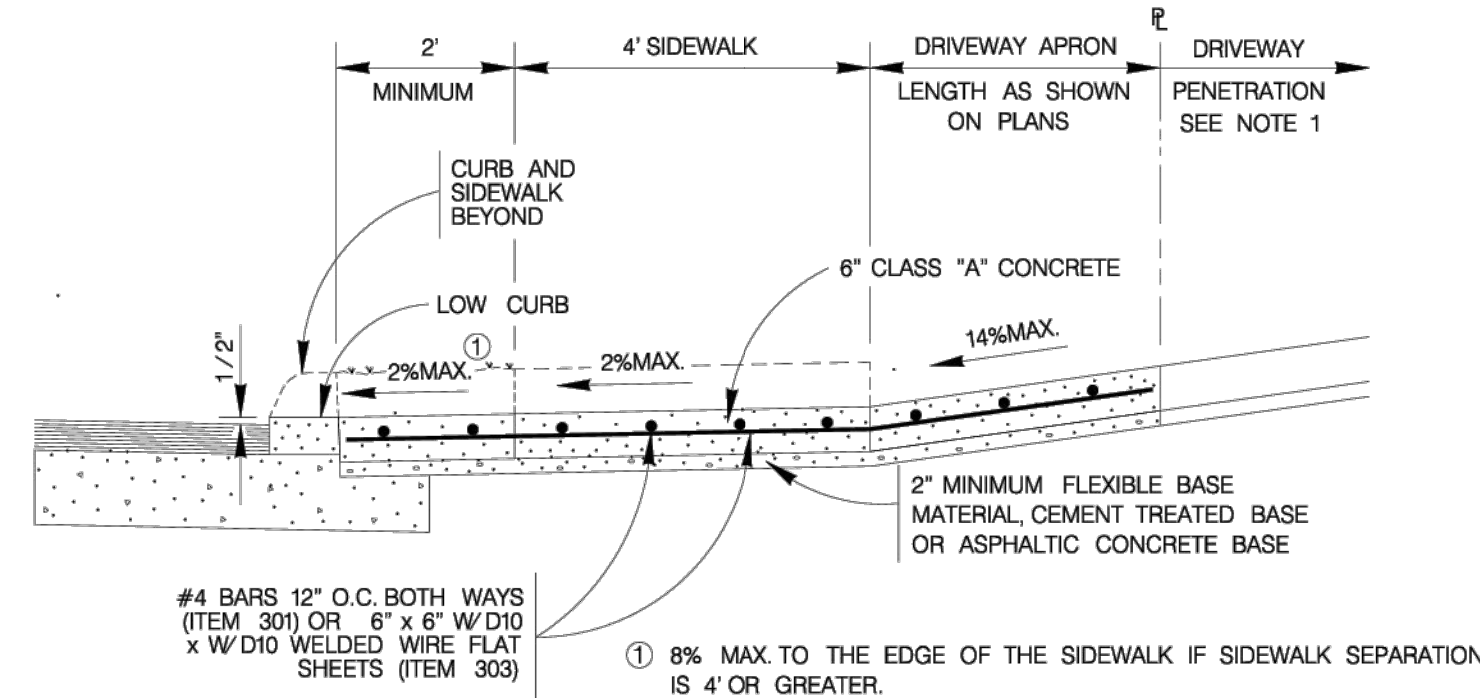
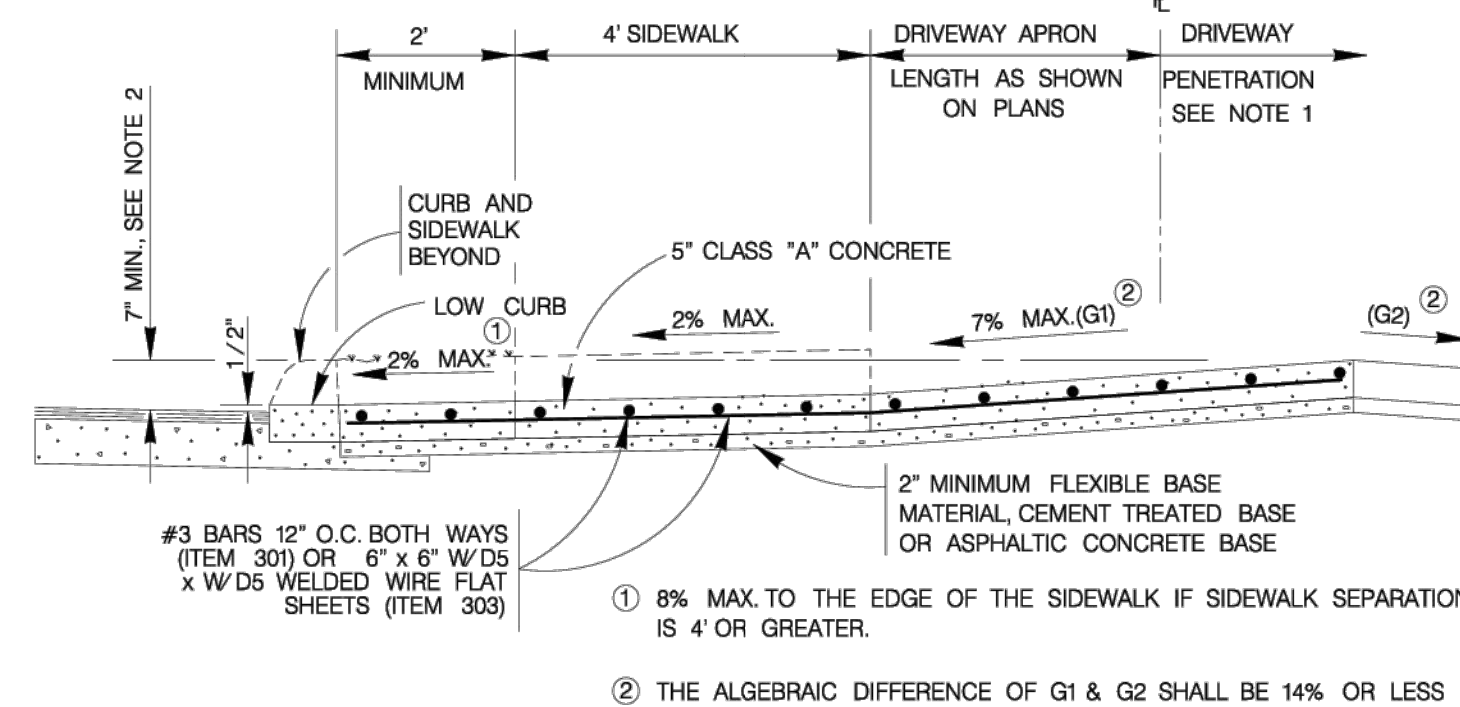
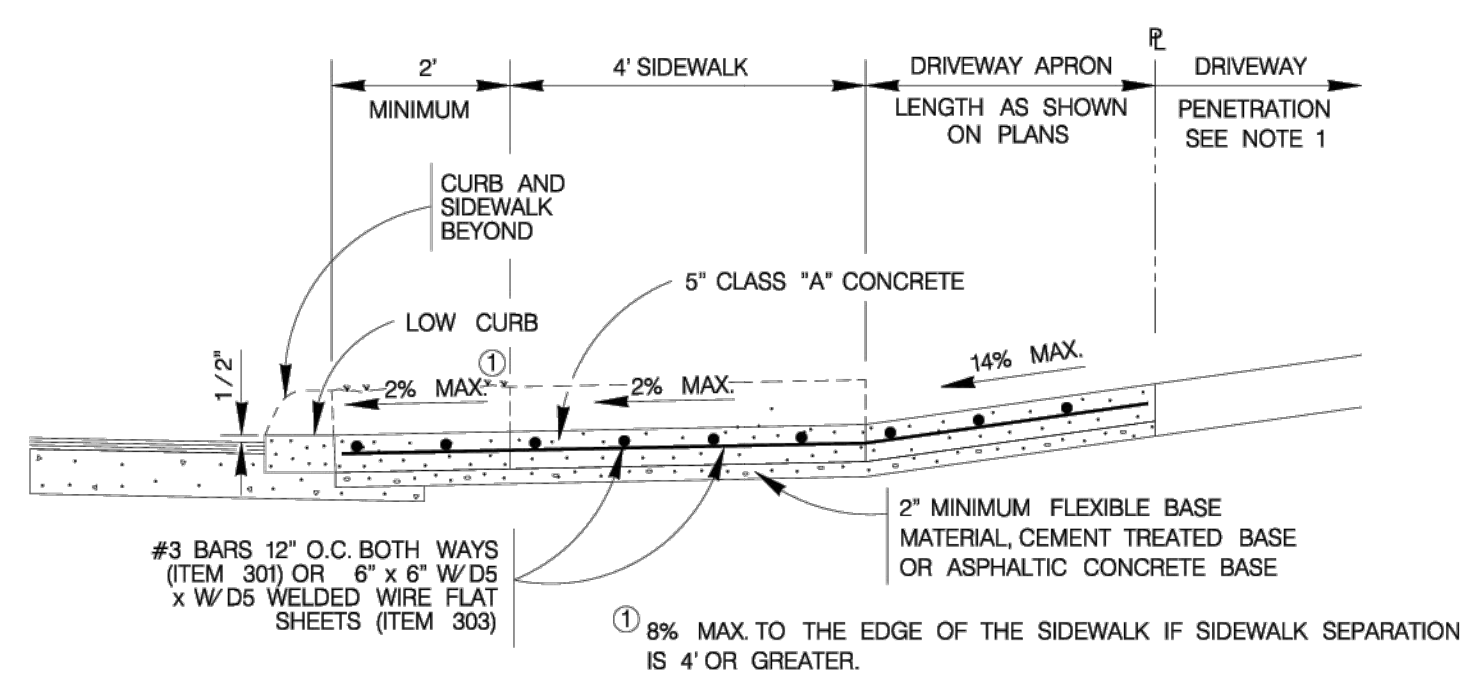
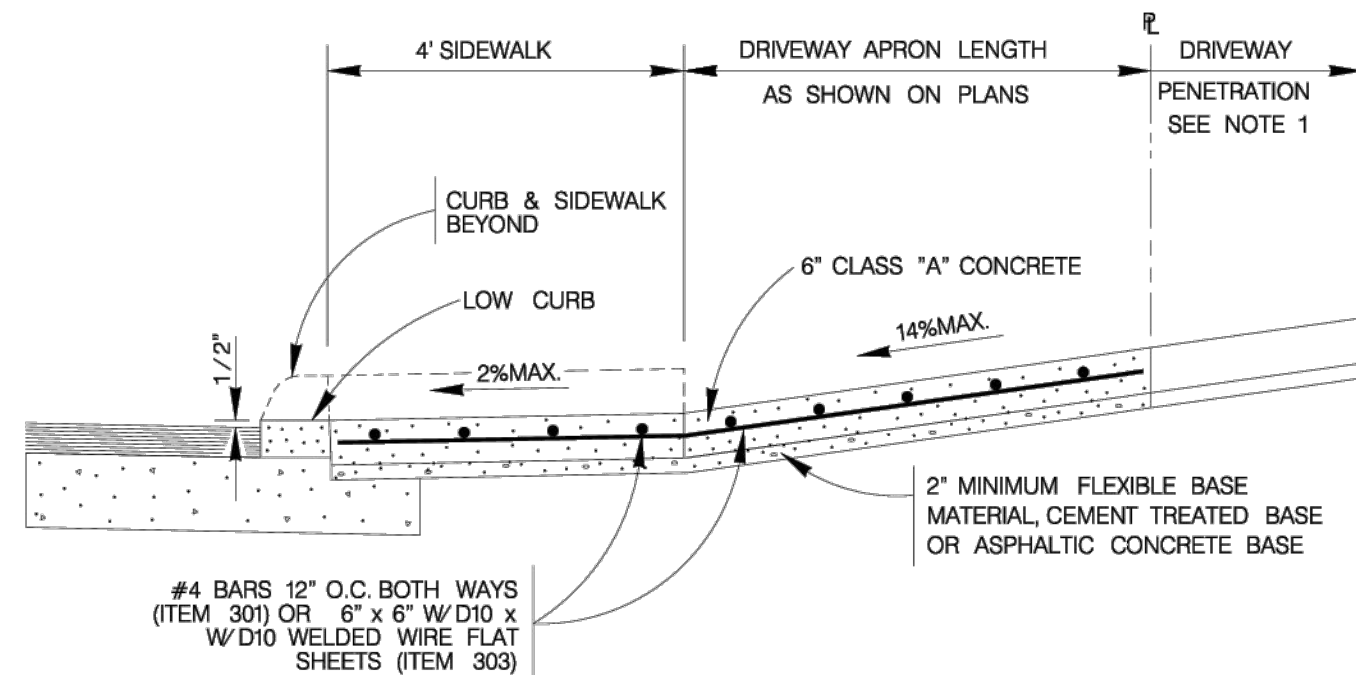
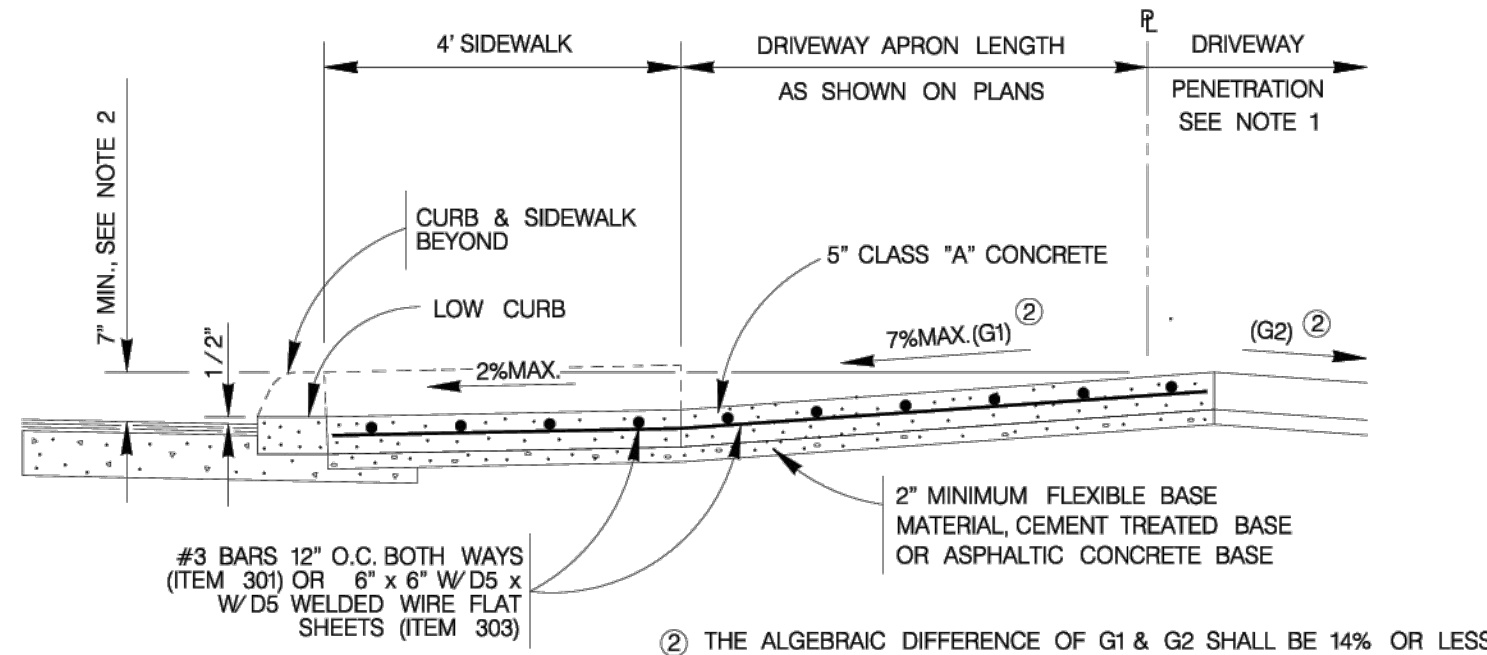
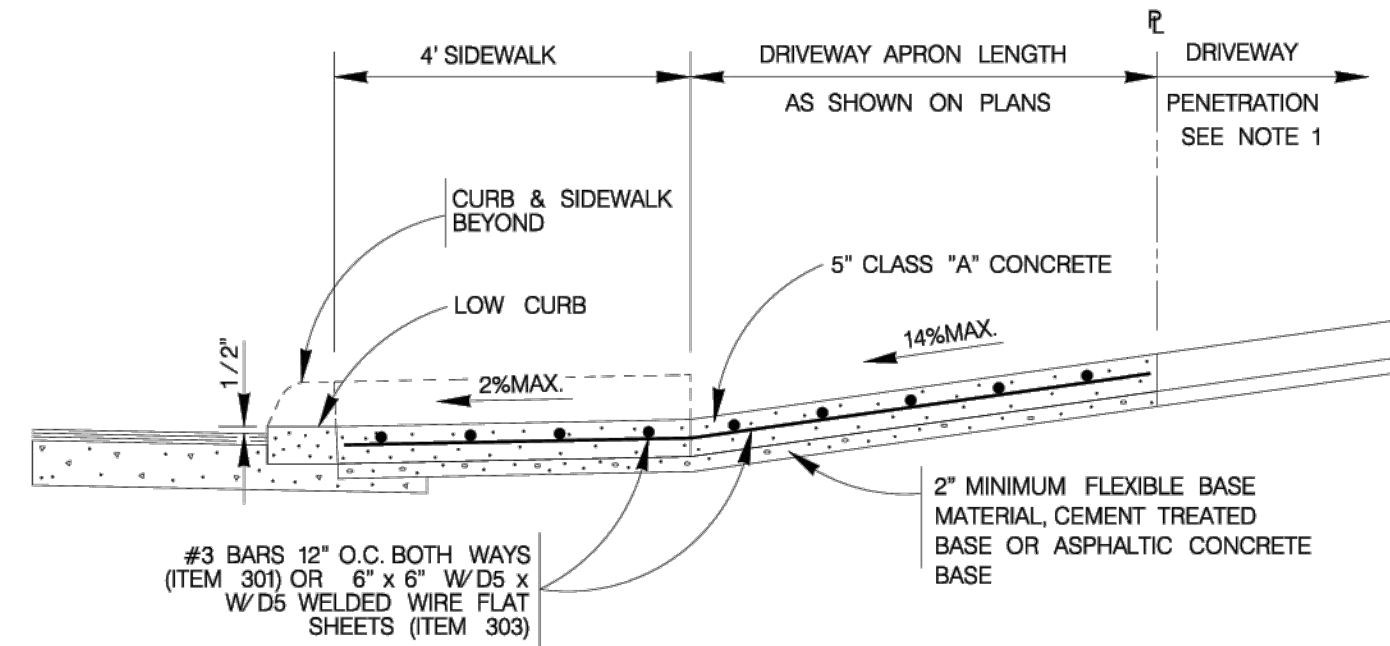
STA. 10+00.00 TO STA. 18+77.68



DETAIL 1
NOT-TO-SCALE

22' ACCESS DRIVE FOR AFV

PLAT NO.	
JOB NO.	124142.00
DATE	APRIL 2025
DRAFTED	J.M.
CHECKED	BC DESIGN_BAC



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 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'	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.

TYPE	MINIMUM	MAXIMUM
RESIDENTIAL	10'	20'
COMMERCIAL – ONE WAY	12'	20'
COMMERCIAL – TWO WAY	24'	30'

MAY 2009

CITY OF SAN ANTONIO

CAPITAL IMPROVEMENTS MANAGEMENT SERVICES DEPARTMENT

CONCRETE DRIVEWAY STANDARDS

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



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DATE APRIL 2025

DRAFTED J.M.

CHECKED BC DESIGN BAC