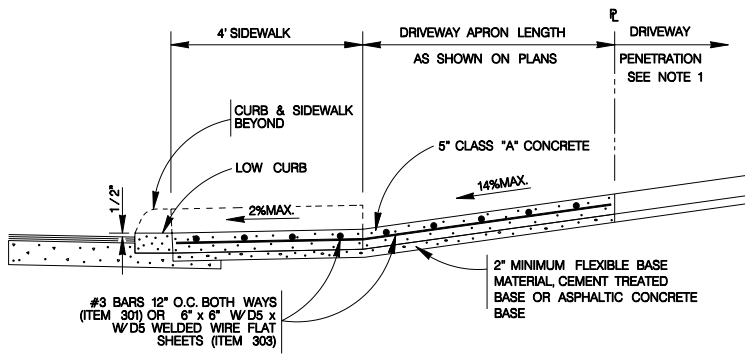
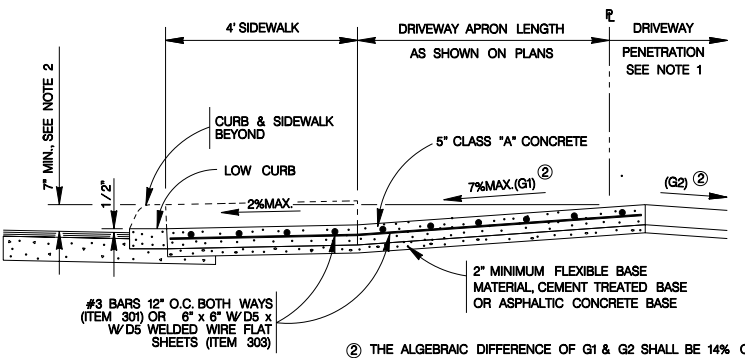




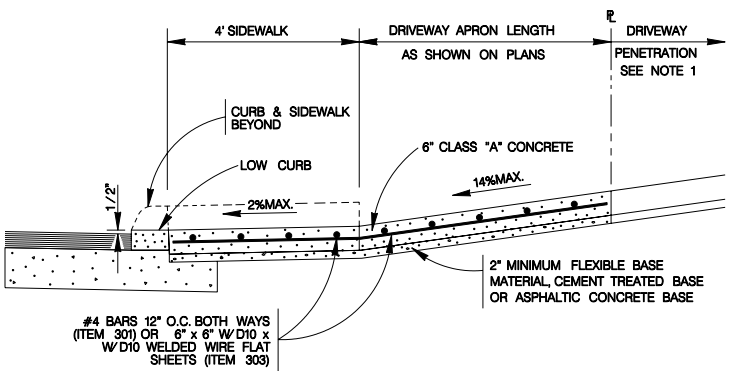
TYPICAL RESIDENTIAL DRIVEWAY SECTION

WITH SIDEWALK ABUTTING CURB
ITEM 503.1



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

- 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

- 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.

- 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'

- 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.

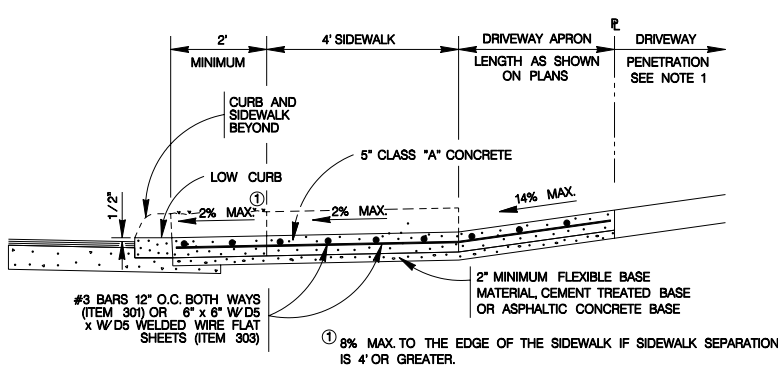
- FOR OTHER THAN LOCAL TYPE "A" STREETS, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 4' AND SEPARATED A MINIMUM OF 2' FROM THE BACK OF CURB OR, AS AN OPTION, THE SIDEWALK SHALL HAVE A MINIMUM WIDTH OF 6' WHEN LOCATED AT THE BACK OF CURB.

- 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.

- 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.

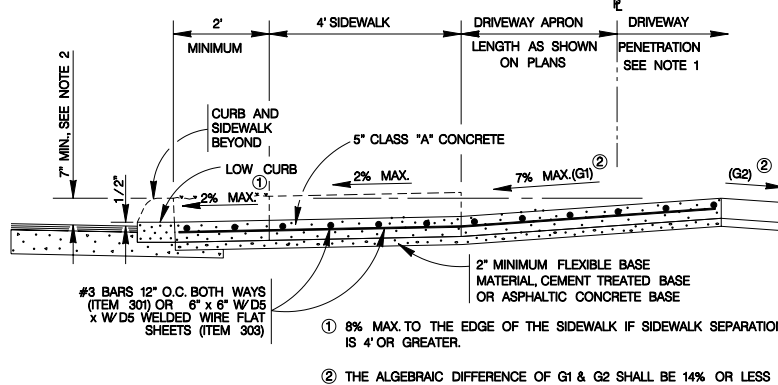
- SIDEWALK RAMP LENGTHS SHALL BE OF SUFFICIENT LENGTH TO MAINTAIN 8.33% (1:12) MAXIMUM SLOPE. WHERE SIDEWALKS CROSS DRIVEWAYS, SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

- SIDEWALK RAMP SURFACE SHALL BE BRUSH FINISHED.



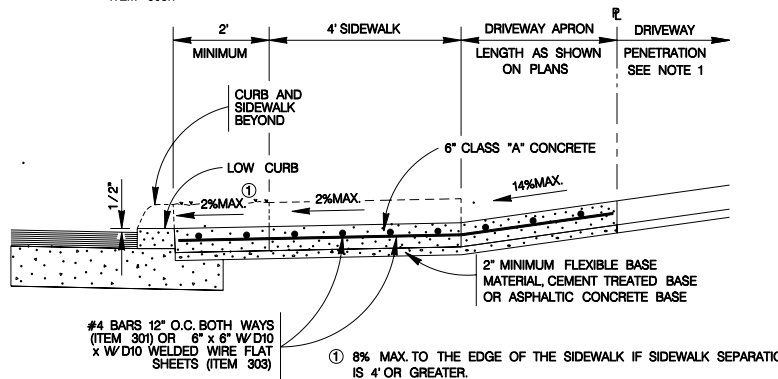
TYPICAL RESIDENTIAL DRIVEWAY SECTION

WITH SIDEWALK SEPARATED FROM CURB
ITEM 503.1



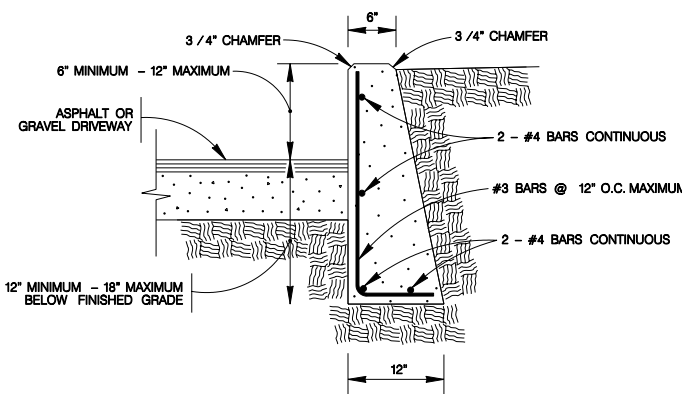
TYPICAL RESIDENTIAL DRIVEWAY SECTION

WHERE PROPERTY IS LOWER THAN STREET & SIDEWALK IS SEPARATED FROM CURB
ITEM 503.1



TYPICAL COMMERCIAL DRIVEWAY SECTION

WITH SIDEWALK SEPARATED FROM CURB
ITEM 503.2

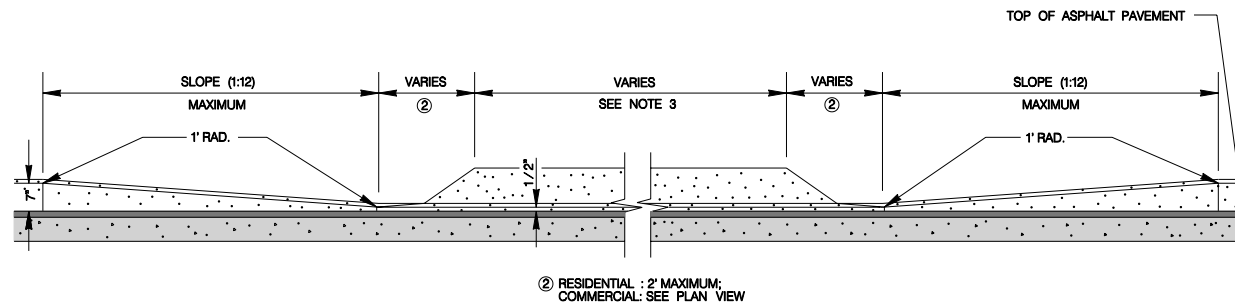


NOTE:

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

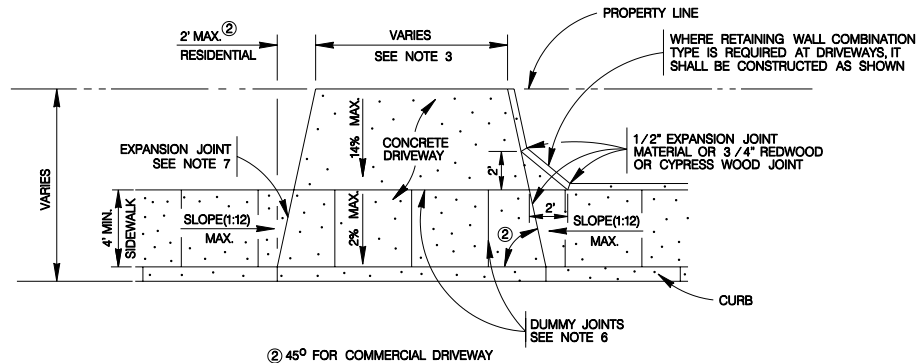
DRIVEWAY - CONCRETE RETAINING WALL

ON COMPACTED SUBGRADE
ITEM 307.1



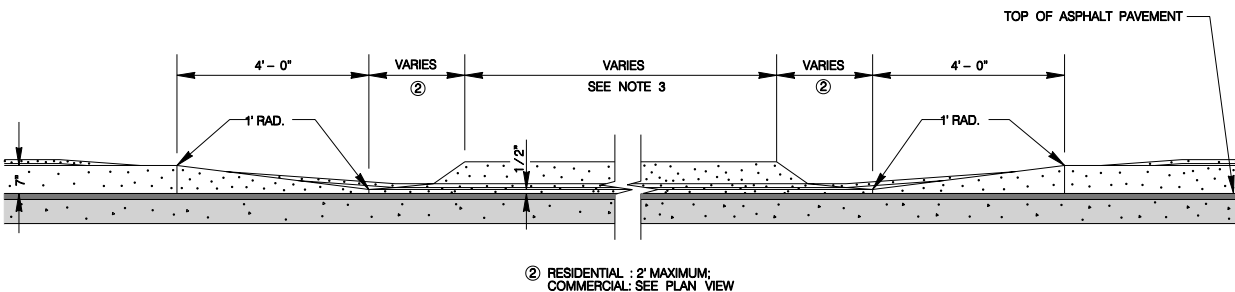
CURB PROFILE AT DRIVEWAY

WITH SIDEWALK ABUTTING CURB



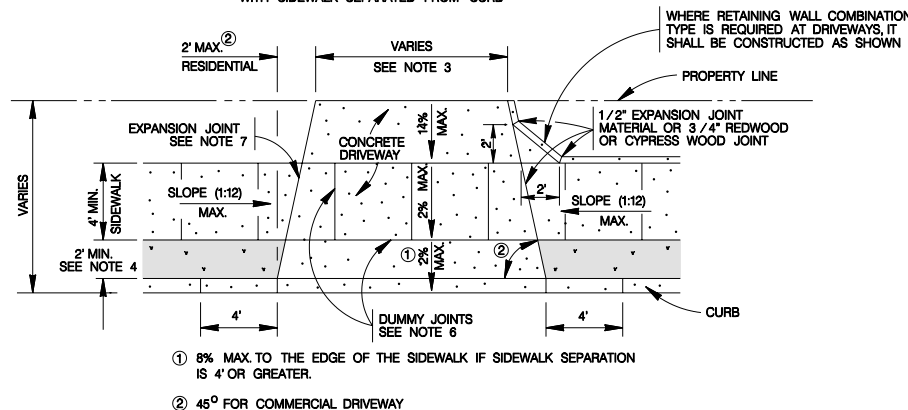
TYPICAL DRIVEWAY PLAN VIEW

WITH SIDEWALK ABUTTING CURB



CURB PROFILE AT DRIVEWAY

WITH SIDEWALK SEPARATED FROM CURB



TYPICAL DRIVEWAY PLAN VIEW

WITH SIDEWALK SEPARATED FROM CURB

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