



2015 Update Proposed Amendment Form

Submittal Number: _____

Amendment Number: _____

Date: May 1, 2015

Name/Organization: TCI

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Signature: _____

Date: April 29, 2015

Reason for Proposed Update

- A. Modify procedures and standards for workability and administrative efficiency.
- B. Eliminate unnecessary development costs.
- C. Update the procedures and standards to reflect changes in the law or the state of the art in land use planning and urban design.
- D. None of the above.

Basis for Update:

- A. Request of the Zoning Commission, Planning Commission, Board of Adjustment, HDRC, City Council or other appropriate city board or council (CCR, Resolution, or signature of the chair of the board/ commission required).
- B. Editing change that does not alter the impact of the provision being addressed including changes such as spelling, grammar correction, formatting, text selection, or addition of text in compliance with existing ordinances, statutes or case law.
- C. Clarification amendments to provide for ease of interpretation and understanding of the existing provisions of the UDC. Clarification amendments should not change or alter the intent or meaning of the existing UDC provisions.
- D. Rule Interpretation Decision (RID)
- E. None of the above.

Summary of Changes:

The current minimum design criteria for residential streets is not adequate for the structural loads to which they are actually subjected. Additional structural strength is needed to prevent the premature failures that are being experienced. The original design criteria accounts for bus loads. This interpretation should include school buses. The school bus routes are usually not known at the time of development but bus traffic should be included the design value for all residential streets. This would also help account for the additional loads endured by the heavy construction traffic loads during construction of the buildings or homes. And this would also help reduce the premature failures that are caused by garbage trucks, sidewalks, which will increase pedestrian safety and access to public amenities.

Suggested Text Changes:

35-506 (p) **Pavement Standards.**

(3) **Traffic Load, Reliability and Pavement Structures.** The traffic load is the cumulative expected 18-Kip equivalent single axle loads (ESAL) for the service life. The following 18-Kip ESAL Reliability Level and Pavement Structure shall be used in the design of streets for each street classification:

**Table 506-6
Pavement Specifications**

Street Classification	18-KIP ESAL	Reliability Level	Minimum Pavement Structure	Maximum Pavement Structure
Primary and Secondary Arterials	3,000,000	R-95	SN = 3.80	SN = 5.76
Collector and Local Type B streets	2,000,000	R-90	SN = 2.92	SN = 5.08
Local Type A street with bus traffic	1,000,000	R-70	SN = 2.58	SN = 4.20
Local Type A street without bus traffic	100,000	R-70	SN = 2.02	SN = 3.18

(5)**Roadbed Soil.** A soil investigation must be performed for the design of pavement structures by a qualified geotechnical engineer in accordance with the City’s Design Guidance manual. The number of borings and locations shall be sufficient to accurately determine the stratum along the route. Any existing soil information that is available either from the city or from private sources

will be evaluated and, if determined to be applicable and valid, will be allowed in place of new soil tests.

Roadbed soil having a plasticity index (P.I.) greater than twenty (20) shall be treated with lime to reduce the P.I. below twenty (20). Application rate of lime shall be determined based on laboratory testing. In no case shall the lime be less than fifteen (15) pounds/S.Y. for six (6) inches of lime treated subgrade. Lime treated subgrade will be included as a "structural layer" within the pavement design calculations. Proposals for stabilization alternatives in place of the use of lime will be considered upon submittal of an engineering report verifying adequate stabilization of the highly plastic soil.

Where the roadbed is in a rock excavation a "structural layer" within the pavement design calculations can be used that is equivalent to a structural layer for lime stabilized subgrade. If a roadbed structural layer is used in the pavement calculation for rock subgrade an engineering report will be provided to public works addressing the consistency of the subgrade prior to base placement.