



**PERMIT APPLICATION REVIEW FORM FOR
CABLE, CONDUIT, AND POLE LINE ACTIVITY
IN FORT BEND COUNTY**

**Fort Bend County
Engineering Department**
301 Jackson Suite 401
Richmond, Texas 77469
281.633.7500
Permits@fortbendcountytx.gov

- ☒ **Right of Way Permit**
☐ **Commercial Driveway Permit**

Permit No: 2017-15490

The following "Notice of Proposed Cable, Conduit, and/or Pole Line activity in Fort Bend County" and accompanying attachments have been reviewed and the notice conforms to appropriate regulations set by Commissioner's Court of Fort Bend County, Texas.

(1) COMPLETE APPLICATION FORM:

- | | |
|-------------------------------------|--|
| ☒ | a. Name of road, street, and/or drainage ditch affected. |
| ☒ | b. Vicinity map showing course of directions |
| ☒ | c. Plans and specifications |

(2) BOND:

- | | | | |
|-------------------------------------|--|---|---------------------|
| ☐ | County Attorney, approval when applicable. | | |
| ☒ | Perpetual bond currently posted. | Bond No: [REDACTED] | Amount: \$50,000.00 |
| ☐ | Performance bond submitted. | Bond No: _____ | Amount: _____ |
| ☐ | Cashier's Check | Check No: _____ | Amount: _____ |

(3) DRAINAGE DISTRICT APPROVAL (WHEN APPLICABLE):

Drainage District Approval

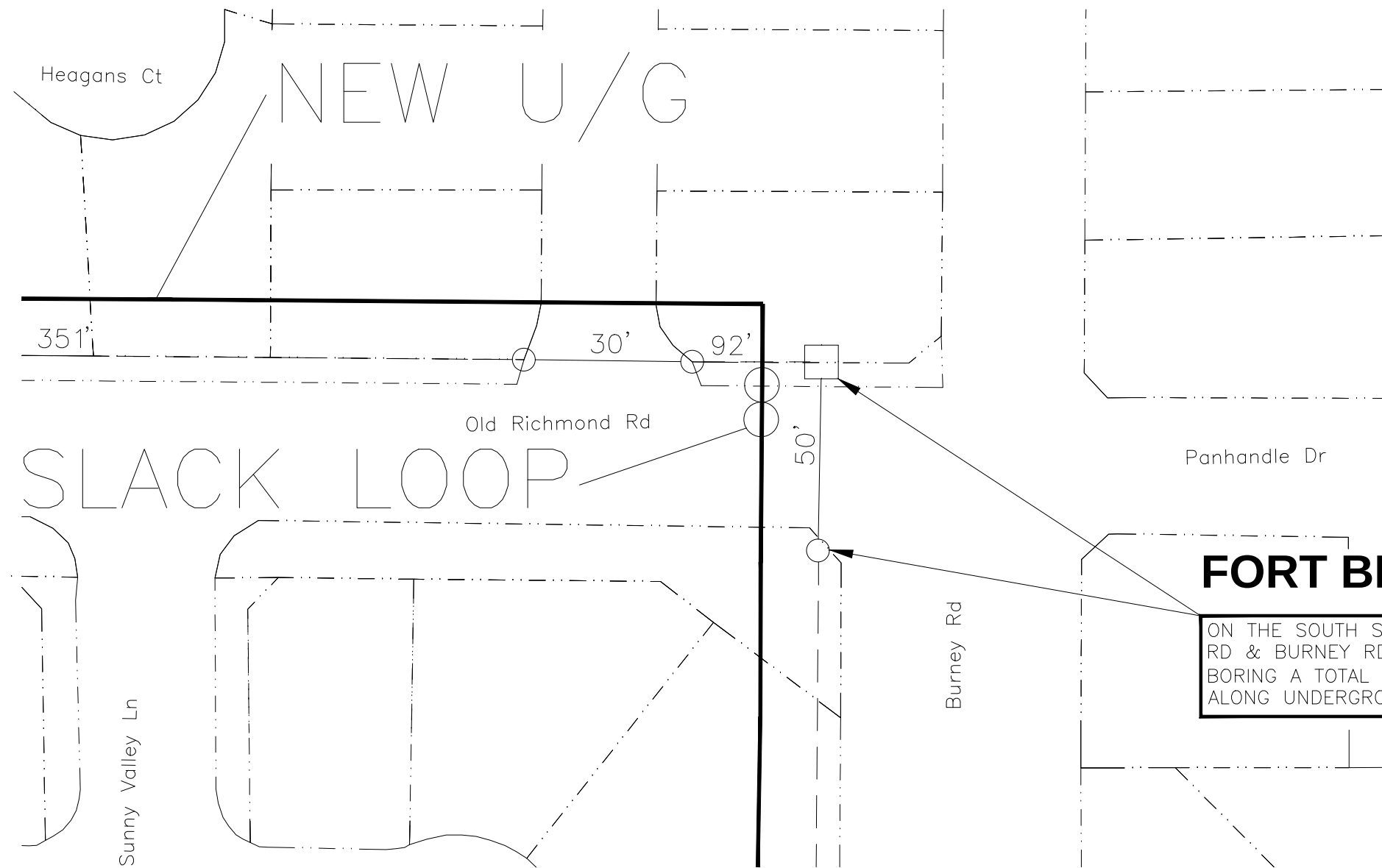
Date

We have reviewed this project and agree it meets minimum requirements.

Charles O. Ay

Permit Administrator

Date



FORT BEND COUNTY

ON THE SOUTH SIDE OF INTERSECTION OLD RICHMOND RD & BURNEY RD PLACE FIBER OPTIC CABLE BY BORING A TOTAL OF 50' TO PEDESTAL AND CONTINUE ALONG UNDERGROUND ROUTE TO TIE IN.



QC BY:
QC DATE:

FACILITIES LEGEND			
STRAND	—	EXISTING	—
CONDUIT/BOC	—	PEDESTAL	□
BORE	—	VAULT	◻
TRENCH	- - -	LOCK BOX	■
FIBER	—	MANHOLE	⊕
		HANDHOLE	⊞
		ATTACH.	●
		POLE	⊗

BLOCK LEGEND	
FIBER SPLICE	⋈
SLACK LOOP	⊖

PERMIT
EnTouch - Job - Aliana - Imperial
GCP TECHNOLOGIES
8/14/2017

SCALE: NTS



5300 Hollister St Ste 440
Houston, Texas 77040
713-462-4730
www.gcpotech.com

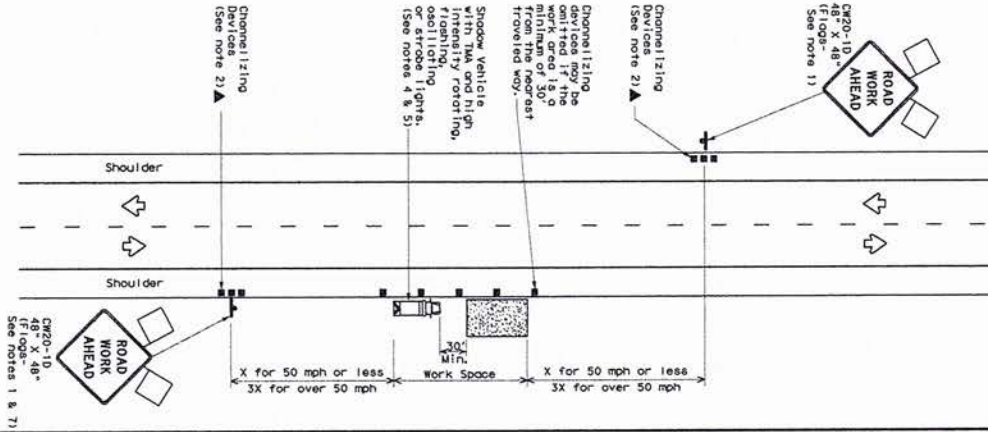
SHEET: 6 OF 9

DATE:
FILE:

WORK SPACE NEAR SHOULDER

Conventional Roads

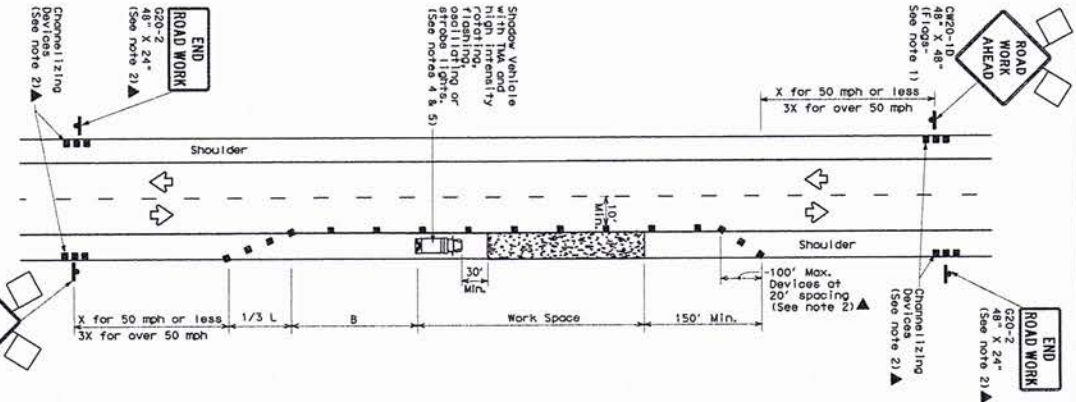
TCP (1-1a)



WORK SPACE ON SHOULDER

Conventional Roads

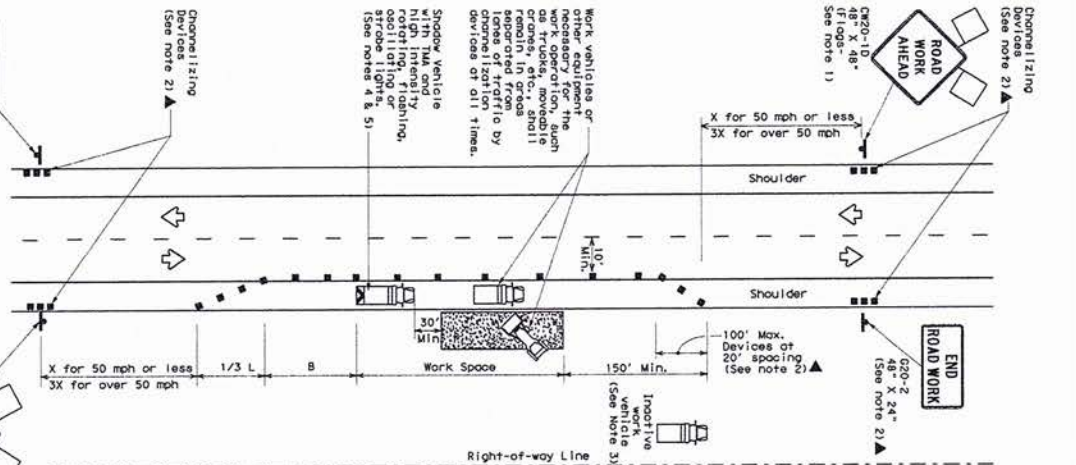
TCP (1-1b)



WORK VEHICLES ON SHOULDER

Conventional Roads

TCP (1-1c)



LEGEND	
	Type 3 Barricade
	Heavy Work Vehicle
	Tractor Mounted Attenuator (TMA)
	Portable Changeable Flashing Arrow Board
	Sign
	Flag
	Floodlight

Posted Speed	Minimum	Desirable	Maximum	Minimum	Maximum
MPH	10'	11'	12'	on a	on a
	10'	11'	12'	distance	distance
30	150'	165'	180'	30'	60'
35	205'	225'	245'	35'	70'
40	265'	295'	320'	40'	80'
45	325'	365'	400'	45'	90'
50	385'	435'	480'	50'	100'
55	445'	505'	560'	55'	110'
60	505'	575'	640'	60'	120'
65	565'	645'	720'	65'	130'
70	625'	715'	800'	70'	140'
75	685'	785'	880'	75'	150'

* Conventional Roads Only
** Taper lengths have been rounded off.
L=Length of Taper (FT), W=Width of Offset (FT), S=Posted Speed (MPH)

TYPICAL USAGE	
MOBILE	STATIONARY
SHORT	INTERMEDIATE
LONG	LONG

GENERAL NOTES

1. Flares attached to signs where shown are REQUIRED.
2. All traffic control devices (TCDs) illustrated are REQUIRED, except those denoted with the "X" triangle symbol may be omitted when stored elsewhere in the plan, or for routine maintenance work, when approved by the project engineer.
3. Inoperative work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
4. A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely longer present but road or work conditions require the traffic control to remain in place. Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
5. Additional Shadow Vehicles with TMAs may be positioned off the paved shoulder to protect workers from passing vehicles.
6. See TCD-11 for shoulder work on divided highways, expressways and freeways.
7. CW21-5 "SHOULDER WORK" signs may be used in place of CW20-10 "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.

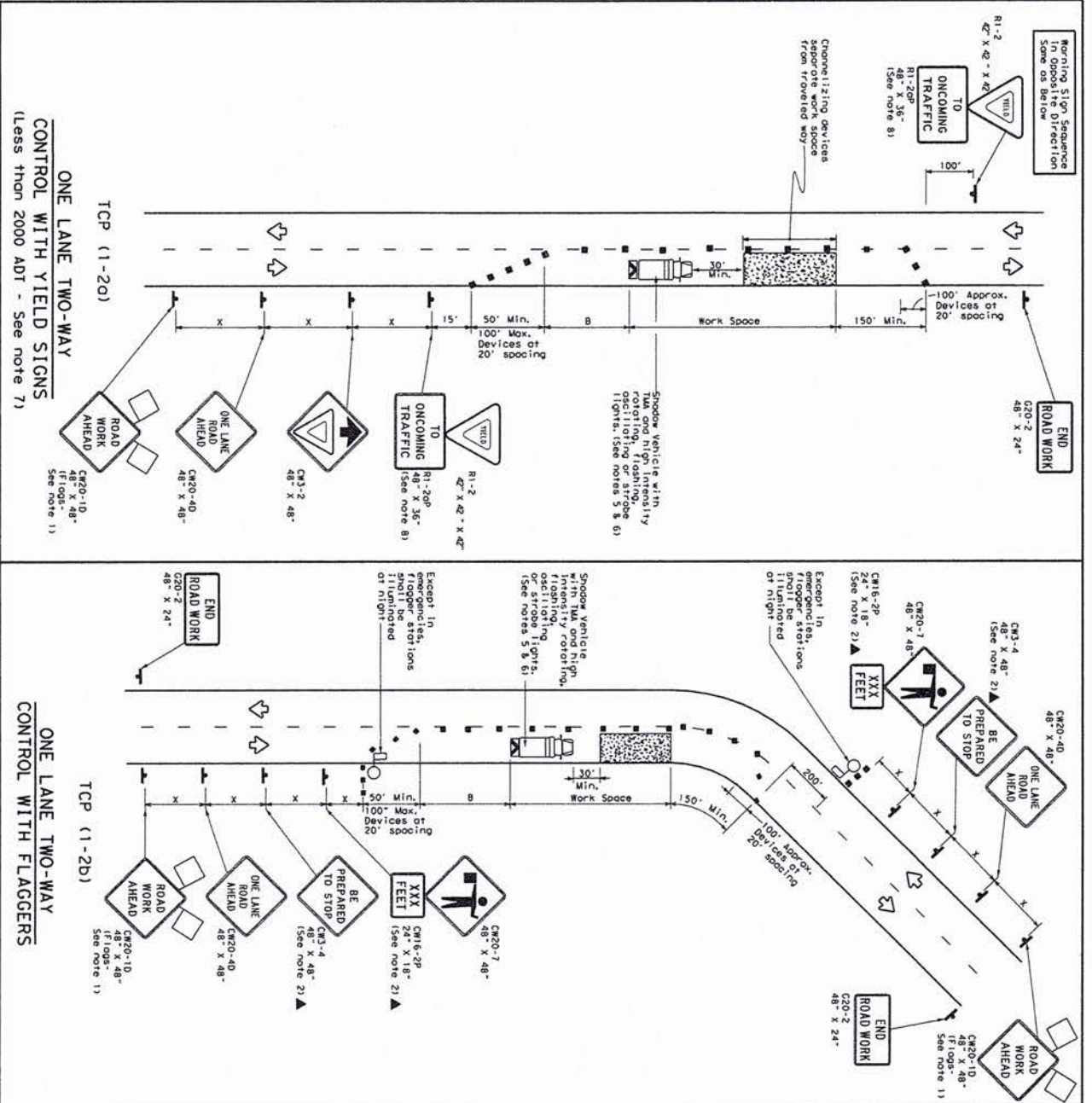
For construction or maintenance contract work, specific project requirements for shadow vehicles can be found in the project manual, Section 502, "Traffic Control Plan" and "Traffic Control Plan" and "Traffic Control Plan".

Texas Department of Transportation
Traffic Operations Division
TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

TCP (1-1)-12

REV	DATE	BY	CHKD	APP'D	REASON
1	2-24-12	W. J. B.	W. J. B.	W. J. B.	Initial Design
2	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
3	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
4	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
5	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
6	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
7	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
8	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
9	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
10	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
11	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
12	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
13	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
14	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design
15	2-24-12	W. J. B.	W. J. B.	W. J. B.	Final Design

DATE:
FILE:



LEGEND

	Type 3 Barricade		Channeled Traffic
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Flashing Arrow Board		Message Sign (CMS)
	Flag		Traffic Flow
	Flagger		

Posted Speed #	Formula	Minimum Clearing # ft		Suggested Max (min) Spacing of Devices		Minimum Spacing of Devices		Suggested Longitudinal Spacing of Devices		Suggested Spacing of Devices	
		10'	11'-12'	On a Tangent	On a Curve	On a Tangent	On a Curve	On a Tangent	On a Curve	On a Tangent	On a Curve
30	$\frac{MS^2}{150}$	150	165	180	30	60	120	90	200	200	200
35	$\frac{MS^2}{165}$	225	225	245	35	70	160	120	250	250	250
40	$\frac{MS^2}{180}$	265	285	320	40	80	240	155	330	330	330
45	$\frac{MS^2}{195}$	450	495	540	45	90	320	195	360	360	360
50	$\frac{MS^2}{210}$	550	550	600	50	100	400	240	425	425	425
55	$\frac{MS^2}{225}$	550	550	605	55	110	500	295	495	495	495
60	$\frac{MS^2}{240}$	600	660	720	60	120	600	350	570	570	570
65	$\frac{MS^2}{255}$	650	715	780	65	130	700	410	645	645	645
70	$\frac{MS^2}{270}$	700	770	840	70	140	800	475	730	730	730
75	$\frac{MS^2}{285}$	825	825	900	75	150	900	540	820	820	820

GENERAL NOTES

1. Flaggers should be trained and certified.
2. All flaggers should be trained and certified.
3. The CH-4-RE PREPARED TO STOP sign may be installed after the CH-20-40 ONE LANE ROAD AHEAD sign, but proper sign spacing should be maintained.
4. The CH-4-RE PREPARED TO STOP sign may be installed after the CH-20-40 ONE LANE ROAD AHEAD sign, but proper sign spacing should be maintained.
5. A shadow vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the work. If workers are no longer present but road or work conditions require the use of the work area, a shadow vehicle with a TMA should be used.
6. Additional shadow vehicles with TMA may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

TCP (1-20)

1. R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distances. For projects in urban areas, work spaces should be no longer than one half city block. In rural areas on roadways with less than 2000 ADT, work spaces should be no longer than 400 feet.
2. R1-2 "YIELD" sign with R1-20P "ONCOMING TRAFFIC" plates should be placed on a support structure.

TCP (1-2b)

1. Flaggers should use two-way radios or other methods of communication to control traffic.
2. Length of work space should be based on the ability of flaggers to communicate.
3. The CH-4-RE PREPARED TO STOP sign should be placed 30 to 100 feet in advance of the work area.
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11. The CH-4-RE PREPARED TO STOP sign should be placed 30 to 100 feet in advance of the work area.
12. The CH-4-RE PREPARED TO STOP sign should be placed 30 to 100 feet in advance of the work area.
13. The CH-4-RE PREPARED TO STOP sign should be placed 30 to 100 feet in advance of the work area.

For construction or maintenance contract work, specific project traffic control plans can be found in the project's traffic control plan. For the project's traffic control plan, see the project's traffic control plan.

Texas Department of Transportation
Traffic Operations Division

TRAFFIC CONTROL PLAN
ONE-LANE TWO-WAY
TRAFFIC CONTROL

TCP (1-2) - 12

4-90	2-12	2-12	2-12	2-12	2-12
4-90	2-12	2-12	2-12	2-12	2-12
4-90	2-12	2-12	2-12	2-12	2-12
4-90	2-12	2-12	2-12	2-12	2-12