

Deputy



**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: 2018-19134

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:

X
X
X

- 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: _____

Amount: _____

☒

Performance bond submitted.

Bond No: XXXXXXXXXX

Amount: \$15,000.00

☐

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.

Rick J. Staigle, PE, PTOE
Permit Administrator

3/23/2018

Date

Effective Date: March 12, 2018

**PERFORMANCE BOND COVERING ALL CABLE, CONDUIT AND/OR POLE LINE
ACTIVITY IN, UNDER, ACROSS OR ALONG FORT BEND COUNTY ROAD,
COMMERCIAL DRIVEWAY AND MEDIAN OPENINGS OR MODIFICATIONS
(AUTHORIZED)**

BOND NO. [REDACTED]

THE STATE OF TEXAS §

COUNTY OF FORT BEND §

KNOW ALL MEN BY THESE PRESENTS:

THAT WE, Budget Builders, LLC
whose (address, phone) is 20830 Windrose Bend Dr., Spring, TX 77379

Texas,
hereinafter called the Principal, and WESTERN SURETY COMPANY, a Corporation existing under and
by virtue of the laws of the state of South Dakota and authorized to do an indemnifying business in the state of
Texas, and whose principal office is located at (name/address/phone) P. O. Box 5077, Sioux Falls, SD
57117-5077 (605) 336-0850, whose officer residing in the State of Texas, authorized to accept service in all
suits and actions brought whining said state is David Longhouse
and whose address is 700 Pearl St., Ste. 400, Dallas, TX 75201,
hereinafter called the Surety, and held and firmly bound unto, Robert E. Hebert, County Judge of Fort Bend County, Texas,
or his successors in office, in the full sum of Fifteen Thousand and no/100
Dollars (\$ 15,000.00) current, lawful money of the United States of America, to be paid to said Robert E. Hebert,
County Judge of Fort Bend County, Texas, or his successors in office, to which payment well and truly to be made and done,
we, the undersigned, bind ourselves and each of us, our heirs, executors, administrators, successors, assigns, and legal
representatives, jointly and severally, by these presents.

THE CONDITION OF THIS BOND IS SUCH THAT, WHEREAS, the above bounden principal contemplates laying,
constructing, maintaining and/or repairing one or more cables, conduits, and/or pole lines in, under, across and/or along
roads, streets and highways, commercial driveway and median openings or modifications in the County of Fort Bend, and the
State of Texas, under the jurisdiction of the Commissioners' Court of Fort Bend County, Texas, pursuant to the
Commissioners' Court order adopted on the 1st day of December, A.D. 1980, recorded in Volume 13, of the Commissioners'
Court Minutes of Fort Bend County, Texas, regulating same, which Commissioners' Court order is hereby referred to and
made a part hereof for all purposes as though fully set out herein;

AND WHEREAS, the principal desires to provide Fort Bend County with a performance bond covering all such cable,
conduit and/or pole line activity, commercial driveway and median openings or modifications;

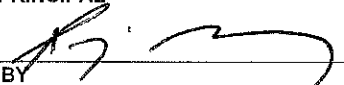
NOW, THEREFORE, if the above bounden principal shall faithfully perform all its cable, conduit and/or pole line
activity (including, but not limited to the laying, construction, maintenance and/or repair of cables, conduits and/or pole lines)
in, under, across and/or along roads, streets and highways, commercial driveway and median openings or modifications in
the County of Fort Bend and State of Texas, under the jurisdiction of the Commissioners Court of Fort Bend County, Texas,
pursuant to and in accordance with minimum requirements and conditions of the above mentioned Commissioners' Court
order set forth and specified to be by said principal done and performed, at the time and in the manner therein specified, and
shall pay over and make good and reimburse Fort Bend County, all loss and damages which Fort Bend County may sustain
by reason of any failure or default on the part of said principal, then this obligation shall be null and void, otherwise to remain
in full force and effect.

This bond is payable at the County Courthouse in the County of Fort Bend and State of Texas.

It is understood that at any time Fort Bend County deems itself insecure under this bond, it may require further
and/or additional bonds of the principal.

EXECUTED this 14th day of March, 2018.

BUDGET BUILDERS
PRINCIPAL

BY 

WESTERN SURETY COMPANY
SURETY

BY 

M. Bent, Ass't. Sec.

Western Surety Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That WESTERN SURETY COMPANY, a corporation organized and existing under the laws of the State of South Dakota, and authorized and licensed to do business in the States of Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, Wyoming, and the United States of America, does hereby make, constitute and appoint

M. Bent of Sioux Falls,
State of South Dakota, with limited authority, its true and lawful Attorney-in-Fact, with full power and authority hereby conferred to sign, execute, acknowledge and deliver for and on its behalf as Surety and as its act and deed, the following bond:

One HIGHWAY PERMIT COUNTY OF FORT BEND

bond with bond number [REDACTED]

for BUDGET BUILDERS, LLC

as Principal in the penalty amount not to exceed: \$15,000.00.

Western Surety Company further certifies that the following is a true and exact copy of Section 7 of the by-laws of Western Surety Company duly adopted and now in force, to-wit:

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys-in-Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.

In Witness Whereof, the said WESTERN SURETY COMPANY has caused these presents to be executed by its
Vice President with the corporate seal affixed this 14th day of March,
2018.

ATTEST

A. Vietor

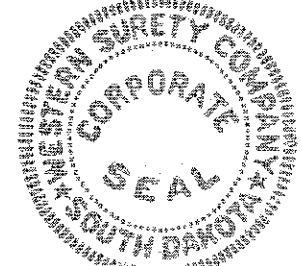
A. Vietor, Assistant Secretary

WESTERN SURETY COMPANY

By Paul T. Bruflat

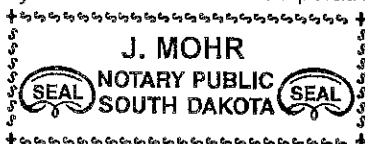
Paul T. Bruflat, Vice President

STATE OF SOUTH DAKOTA }
COUNTY OF MINNEHAHA } ss



On this 14th day of March, 2018, before me, a Notary Public, personally appeared
Paul T. Bruflat and A. Vietor

who, being by me duly sworn, acknowledged that they signed the above Power of Attorney as Vice President and Assistant Secretary, respectively, of the said WESTERN SURETY COMPANY, and acknowledged said instrument to be the voluntary act and deed of said Corporation.



My Commission Expires June 23, 2021

J. Mohr

Notary Public

To validate bond authenticity, go to www.cnasurety.com > Owner/Obligee Services > Validate Bond Coverage.

IMPORTANT NOTICE

1 To obtain information or make a complaint:

2 You may contact Western Surety Company, Surety Bonding Company of America or Universal Surety of America at 605-336-0850.

3 You may call Western Surety Company's, Surety Bonding Company of America's or Universal Surety of America's toll-free telephone number for information or to make a complaint at:

1-800-331-6053

4 You may also write to Western Surety Company, Surety Bonding Company of America or Universal Surety of America at:

P.O. Box 5077
Sioux Falls, SD 57117-5077

5 You may contact the Texas Department of Insurance to obtain information on companies, coverages, rights or complaints at:

1-800-252-3439

6 You may write the Texas Department of Insurance:

P.O. Box 149104
Austin, TX 78714-9104
Fax: (512) 490-1007
Web: www.tdi.texas.gov
E-Mail: ConsumerProtection@tdi.texas.gov

7 PREMIUM OR CLAIM DISPUTES:

Should you have a dispute concerning your premium or about a claim, you should contact Western Surety Company, Surety Bonding Company of America or Universal Surety of America first. If the dispute is not resolved, you may contact the Texas Department of Insurance.

8 ATTACH THIS NOTICE TO YOUR POLICY:

This notice is for information only and does not become a part or condition of the attached document.

AVISO IMPORTANTE

Para obtener informacion o para someter una queja:

Puede comunicarse con Western Surety Company, Surety Bonding Company of America o Universal Surety of America al 605-336-0850.

Usted puede llamar al numero de telefono gratis de Western Surety Company's, Surety Bonding Company of America's o Universal Surety of America's para informacion o para someter una queja al:

1-800-331-6053

Usted tambien puede escribir a Western Surety Company, Surety Bonding Company of America o Universal Surety of America:

P.O. Box 5077
Sioux Falls, SD 57117-5077

Puede comunicarse con el Departamento de Seguros de Texas para obtener informacion acerca de companias, coberturas, derechos o quejas al:

1-800-252-3439

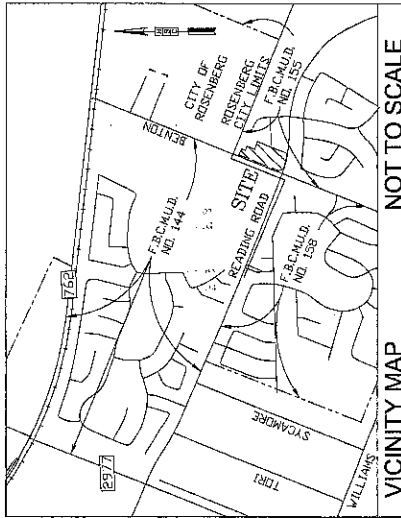
Puede escribir al Departamento de Seguros de Texas:

P.O. Box 149104
Austin, TX 78714-9104
Fax: (512) 490-1007
Web: www.tdi.texas.gov
E-Mail: ConsumerProtection@tdi.texas.gov

DISPUTAS SOBRE PRIMAS O RECLAMOS:

Si tiene una disputa concerniente a su prima o a un reclamo, debe comunicarse con el Western Surety Company, Surety Bonding Company of America o Universal Surety of America primero. Si no se resuelve la disputa, puede entonces comunicarse con el departamento (TDI).

UNA ESTE AVISO A SU POLIZA: Este aviso es solo para proposito de informacion y no se convierte en parte o condicion del documento adjunto.



VICINITY MAP NOT TO SCALE

KEY MAP PAGE: 606Y

CONSTRUCTION DRAWINGS

READING ALLIANCE, LLC

CONVENIENCE STORE

8603 READING ROAD.

ROSENBERG, TX 77469

DRAWINGS BY:

TAYLOR MADE DESIGNS
4253 FISHER RANCH LANE
BELLVILLE, TEXAS 77418
713-557-2537

CIVIL-STRUCTURAL ENGINEERING BY:

SARAB STRUCTURAL & CIVIL, LLC

KARIM S. DADELAHI
FIRM NUMBER: F-10808
6503 Costa Sierra Ln.
HOUSTON, TEXAS 77041
PH/FAX 713-896-6365

DRAWING LEGEND

- COVER SHEET
- PRELIMINARY PLAT
- TOPOGRAPHICAL SURVEY
- DRAINAGE PLAN AND DETAILS
- STORM SEWER NOTES CALC & DETAILS
- DRAINAGE MAP
- CSWPPP - PLAN & DETAILS
- PLAN AND PROFILE EXON PIPELINE
- WATER MAIN PLAN AND PROFILE
- WATER MAIN DETAILS
- ROSENBERG WATER STANDARD DETAILS (SHT. 1)
- ROSENBERG WATER STANDARD DETAILS (SHT. 2)
- ROSENBERG STORM SEWER STANDARD DETAILS
- ROSENBERG SANITARY SEWER STANDARD DETAILS
- ROSENBERG PAVING STANDARD DETAILS (SHT. 1)
- ROSENBERG PAVING STANDARD DETAILS (SHT. 2)
- ROSENBERG MISCELLANEOUS STANDARDS
- TCP-1 TRAFFIC CONTROL PLAN
- TCP-1-1 TCP1_1-1-98
- TCP-1-2 TCP1_1-2-98
- TCP-1-3 TCP1_1-3-98
- TCP-1-4 TCP1_1-4-98
- A1.0 MASTER SITE PLAN
- A1.1 ARCHITECTURAL DEVELOPMENT SITE PLAN
- E6 PHOTOMETRIC ANALYSIS SITE PLAN
- PED-12A TXDOT PEDESTRIAN FACILITIES CURB RAMPS

FORT BEND COUNTY ENGINEER

ENGINEER: *Richard W. Smith, P.E.*
FOR: *Richard W. Smith, P.E.*

DATE: 5/26/17

THESE SIGNATURES ARE VOID IF CONSTRUCTION HAS NOT COMMENCED IN (1) YEAR
FROM DATE OF APPROVAL

APPROVED: *Richard W. Smith*
Designated Coordinator

DATE: 5/26/17



GENERAL NOTES

A- ALL DIMENSIONS IN INCH UNITS
SIZES OF MEMBER MUST SPECIFICALLY CALL OUT ON PLANS

B- 2" TO 4" MAX. GAP- OFF JOINT CONSTRUCTION
SEE DRAWING, MEMBERSHIP, PART 101

C- THE DESIGNER CERTIFY THAT THERE WILL BE NO HAZARD
TO THE NEIGHBORHOOD PROPERTY DUE TO THE NEW INSTALLMENT
AND DRAINAGE SYSTEM.

05-03-2017

READING ALLIANCE LLC
CONVENIENCE STORE
READING ROAD AT BENTON ROAD
ROSENBERG, TX

DATE	12-4-2015
SCALE	1"=30'
DATE	1-30
REVISION	Rev. E
SITE DRAINAGE & GRADING PLAN	

SITE DRAINAGE & GRADING PLAN
(C-1)

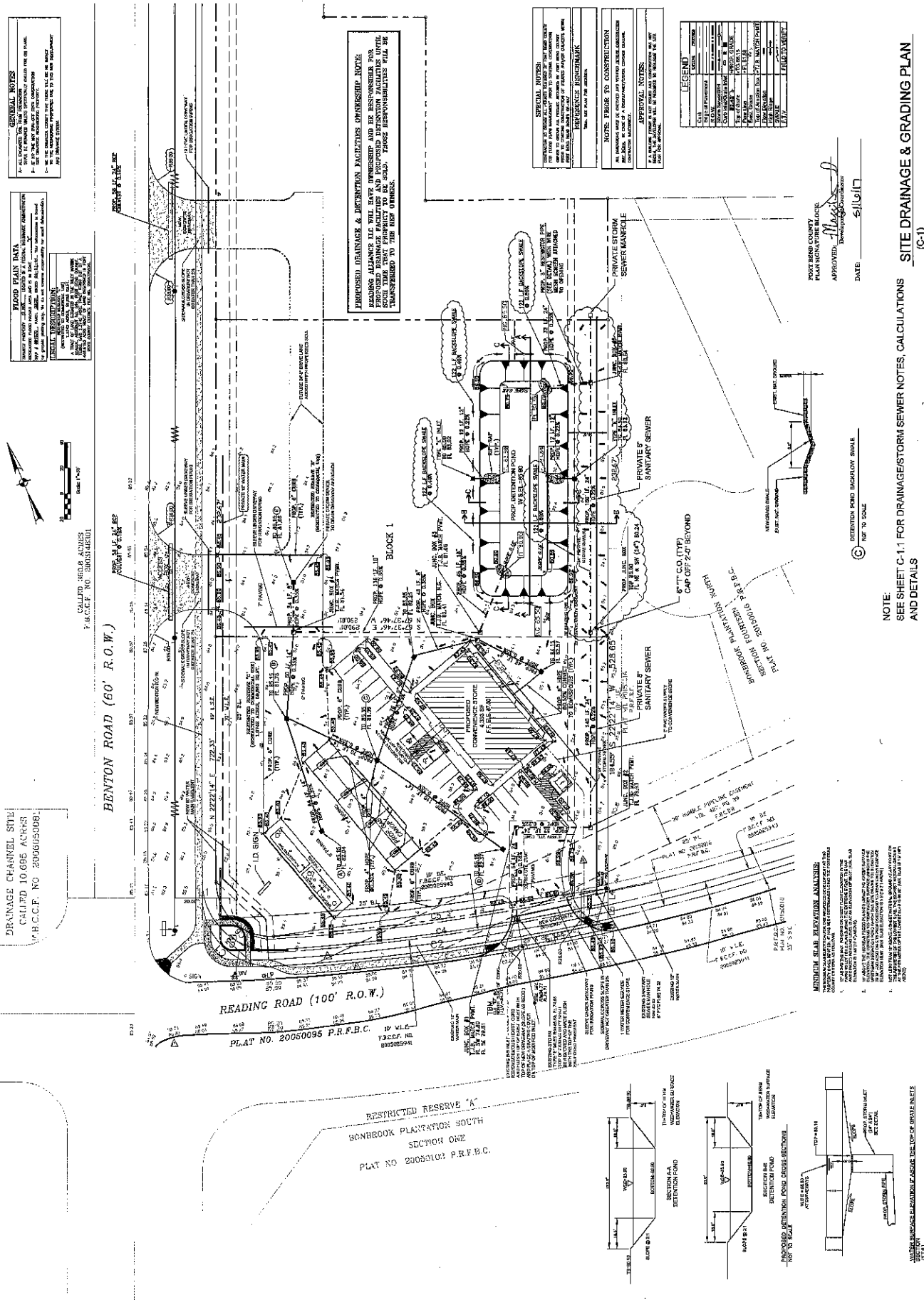
NOTE:
SEE SHEET C-1.1 FOR DRAINAGE/STORM SEWER NOTES, CALCULATIONS
AND DETAILS

MINIMUM SLAB ELEVATION ANALYSIS:

THE MINIMUM SLAB ELEVATION ANALYSIS OF THE REINFORCED DEVELOPMENT OF THE FOURTH FLOOR CONCRETE STRUCTURE IS AS FOLLOWS:

1. TO FIND THE MIN. POSITIVE MOMENT OF THE SLAB, CONSIDER THE SUPPORT TO LEFT SUPPORT AND RIGHT SUPPORT. THE MAX. ELEVATION IS 1.071 (FEET) AND MIN. ELEVATION IS 1.071 (FEET) (AS SHOWN).
2. TO FIND THE MIN. NEGATIVE MOMENT OF THE SLAB, CONSIDER THE SUPPORT TO RIGHT SUPPORT AND LEFT SUPPORT. THE MAX. ELEVATION IS 1.071 (FEET) AND MIN. ELEVATION IS 1.071 (FEET) (AS SHOWN).
3. TO FIND THE MIN. POSITIVE MOMENT OF THE SLAB, CONSIDER THE SUPPORT TO LEFT SUPPORT AND RIGHT SUPPORT. THE MAX. ELEVATION IS 1.071 (FEET) AND MIN. ELEVATION IS 1.071 (FEET) (AS SHOWN).
4. TO FIND THE MIN. NEGATIVE MOMENT OF THE SLAB, CONSIDER THE SUPPORT TO RIGHT SUPPORT AND LEFT SUPPORT. THE MAX. ELEVATION IS 1.071 (FEET) AND MIN. ELEVATION IS 1.071 (FEET) (AS SHOWN).

**WATER SURFACE ELEVATION 7' ABOVE THE TOP OF GRAVE INLETS
SECTION
(N/TA)**

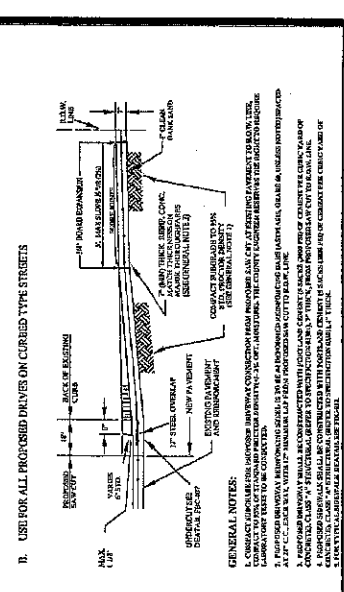
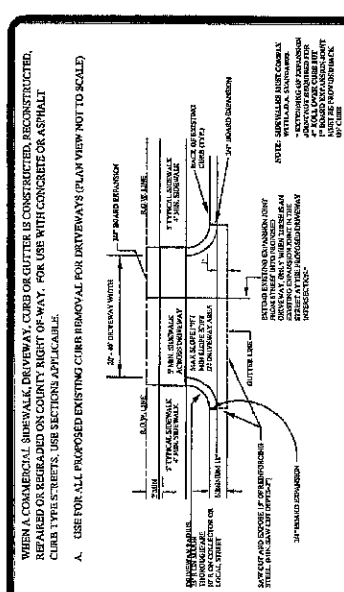




No.	Date	Revision

READING ALLIANCE LLC
CONVENIENCE STORE
READING ROAD AT BENTON ROAD
ROSENBERG, TX

Sheet	C-1.1
Drawn	12-4-2015
Scale	1"=30'
Time	1:30
Project	STORM SEWER, DRAINAGE NOTES, CALCULATIONS AND DETAILS (C-1.1)



GENERAL NOTES:
1. CURB AND GUTTER SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).
2. CURB AND GUTTER SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).
3. CURB AND GUTTER SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).
4. CURB AND GUTTER SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).
5. CURB AND GUTTER SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).

REVISIONS:
DATE: 12-4-2015
BY: J. HENRICH
REASON: REVISED BY J. HENRICH
DATE: 12-4-2015
BY: J. HENRICH
REASON: REVISED BY J. HENRICH

STORM SEWER, DRAINAGE NOTES, CALCULATIONS AND DETAILS
(C-1.1)

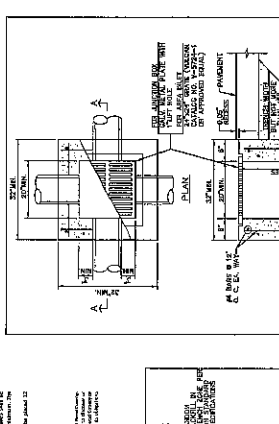
STORM SEWER, DRAINAGE NOTES, CALCULATIONS AND DETAILS
(C-1.1)

GENERAL NOTES FOR SIDEWALKS AND DRIVEWAYS:
1. SIDEWALKS SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).
2. DRIVEWAYS SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).
3. SIDEWALKS SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).
4. DRIVEWAYS SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).
5. SIDEWALKS SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).

CONSTRUCTION NOTES FOR SIDEWALKS AND DRIVEWAYS WITH CURB TYPE STREETS:
1. SIDEWALKS SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).
2. DRIVEWAYS SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).
3. SIDEWALKS SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).
4. DRIVEWAYS SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).
5. SIDEWALKS SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "B" STRUCTURAL (REFER TO SPECIFICATION 03201).

REVISIONS:
DATE: 12-4-2015
BY: J. HENRICH
REASON: REVISED BY J. HENRICH
DATE: 12-4-2015
BY: J. HENRICH
REASON: REVISED BY J. HENRICH

STORM SEWER, DRAINAGE NOTES, CALCULATIONS AND DETAILS
(C-1.1)



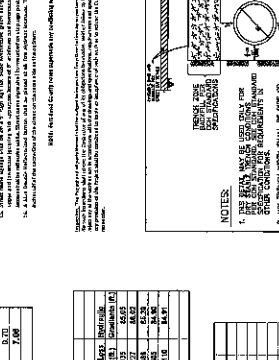
STORM SEWER, DRAINAGE NOTES, CALCULATIONS AND DETAILS
(C-1.1)

MINIMUM DETENTION RATE FOR DRAINAGE AREAS LESS THAN 50 ACRES:
1. DETENTION RATE SHALL BE 1.0 MINUTE.
2. DETENTION RATE SHALL BE 1.0 MINUTE.
3. DETENTION RATE SHALL BE 1.0 MINUTE.
4. DETENTION RATE SHALL BE 1.0 MINUTE.
5. DETENTION RATE SHALL BE 1.0 MINUTE.

RESTRICTION CALCULATIONS:
1. RESTRICTION CALCULATIONS SHALL BE PERFORMED FOR ALL DRAINAGE AREAS.
2. RESTRICTION CALCULATIONS SHALL BE PERFORMED FOR ALL DRAINAGE AREAS.
3. RESTRICTION CALCULATIONS SHALL BE PERFORMED FOR ALL DRAINAGE AREAS.
4. RESTRICTION CALCULATIONS SHALL BE PERFORMED FOR ALL DRAINAGE AREAS.
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REVISIONS:
DATE: 12-4-2015
BY: J. HENRICH
REASON: REVISED BY J. HENRICH
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REASON: REVISED BY J. HENRICH

STORM SEWER, DRAINAGE NOTES, CALCULATIONS AND DETAILS
(C-1.1)



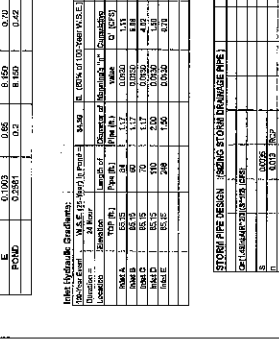
STORM SEWER, DRAINAGE NOTES, CALCULATIONS AND DETAILS
(C-1.1)

STORM SEWER, DRAINAGE NOTES, CALCULATIONS AND DETAILS
(C-1.1)

STORM SEWER, DRAINAGE NOTES, CALCULATIONS AND DETAILS
(C-1.1)

REVISIONS:
DATE: 12-4-2015
BY: J. HENRICH
REASON: REVISED BY J. HENRICH
DATE: 12-4-2015
BY: J. HENRICH
REASON: REVISED BY J. HENRICH

STORM SEWER, DRAINAGE NOTES, CALCULATIONS AND DETAILS
(C-1.1)



STORM SEWER, DRAINAGE NOTES, CALCULATIONS AND DETAILS
(C-1.1)

DATE: 5/16/17

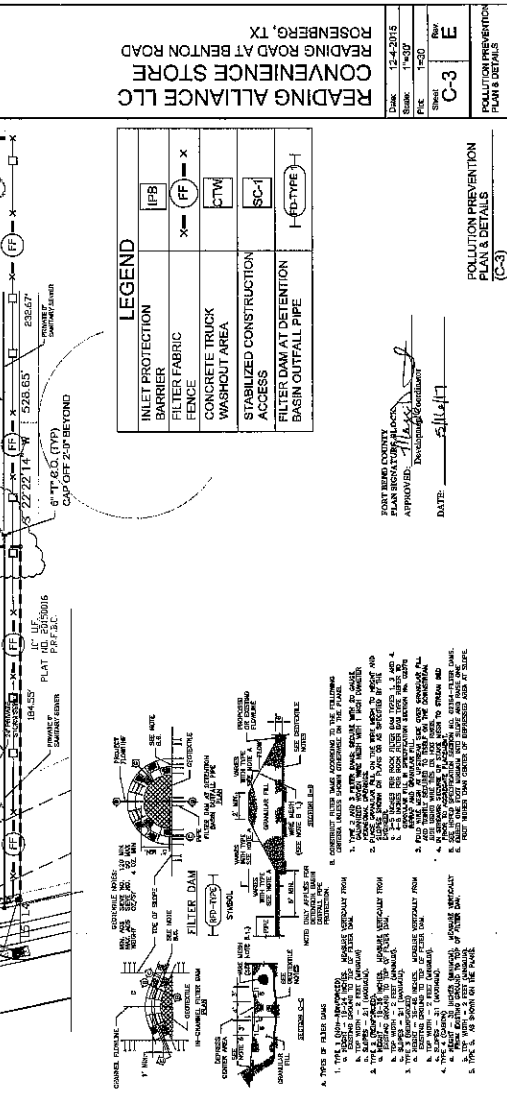
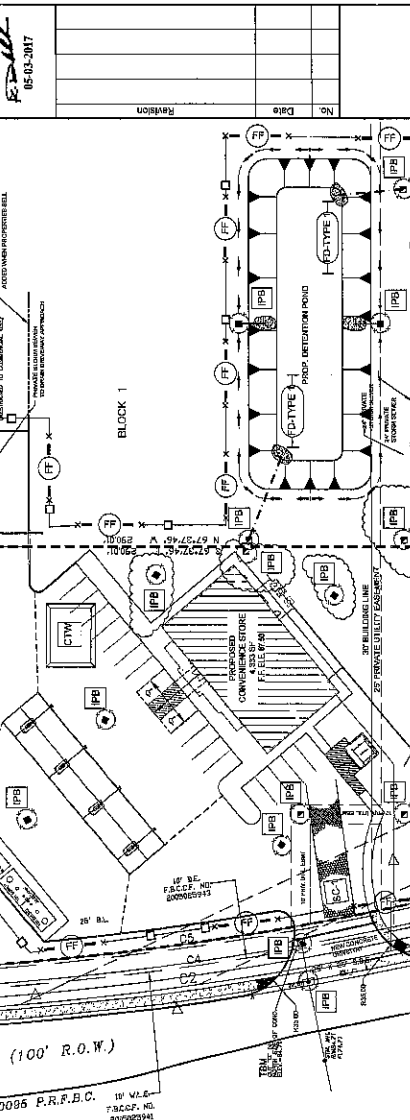
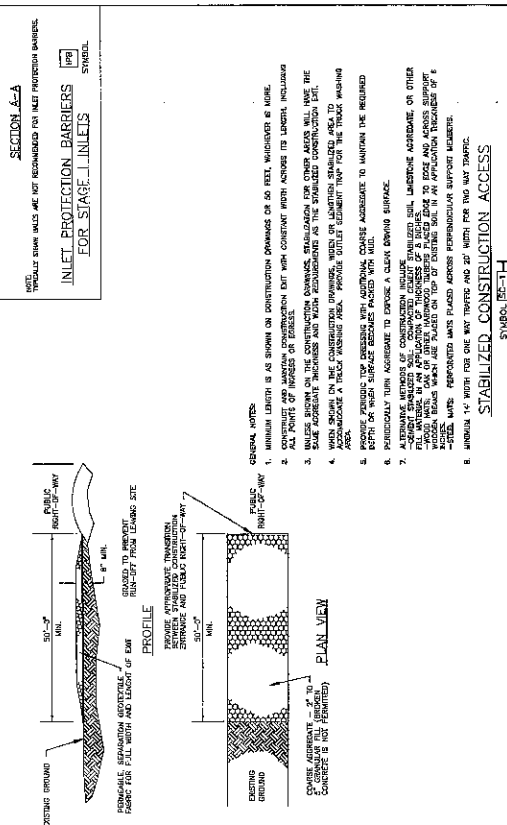
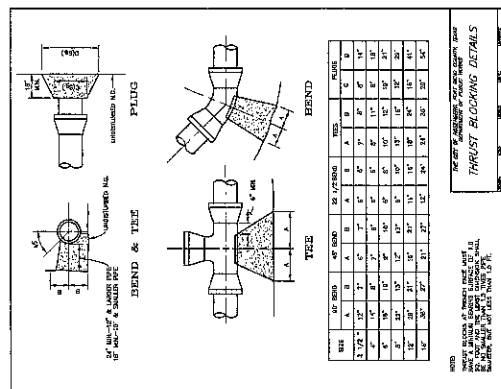
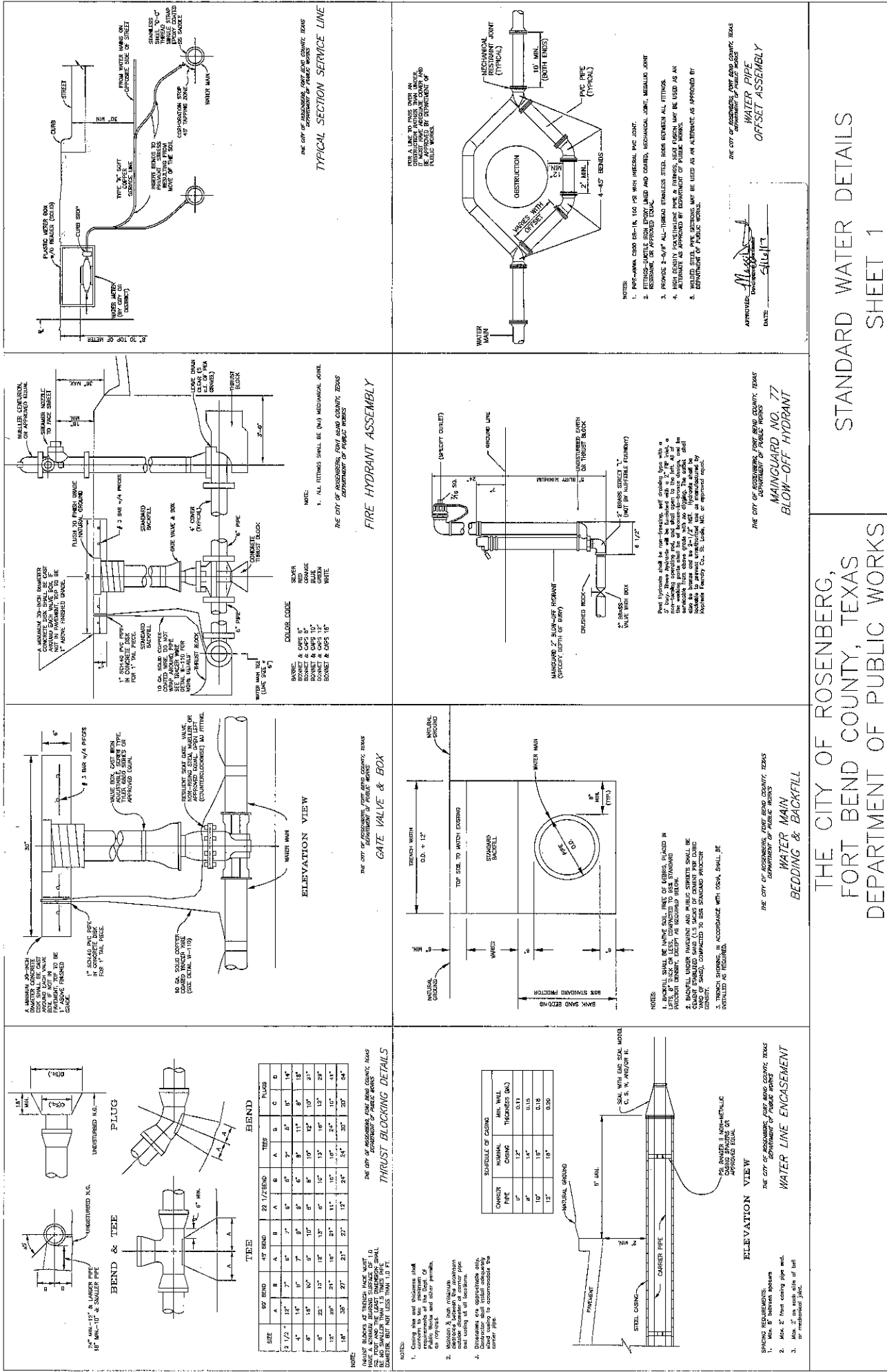
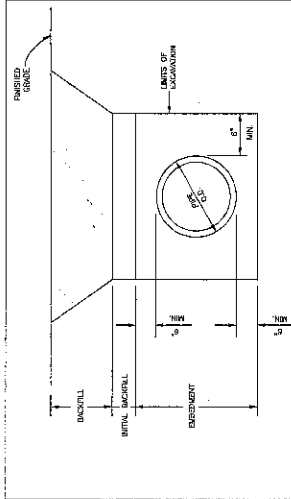


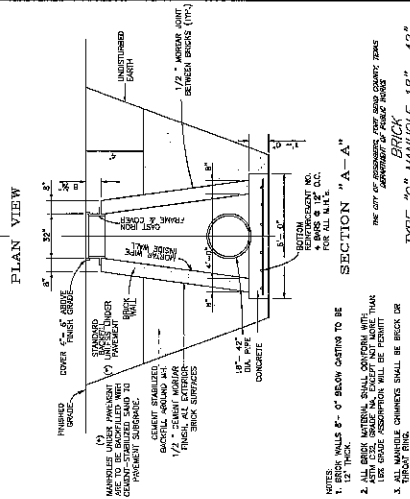
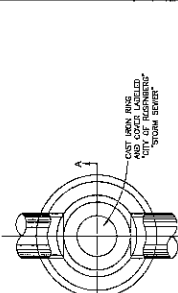
Figure 1: A plot of the function $f(x)$ versus x . The x-axis ranges from 0 to 10, and the y-axis ranges from 0 to 1. The function is a step function that is 0 for $x < 1$ and 1 for $x \geq 1$.



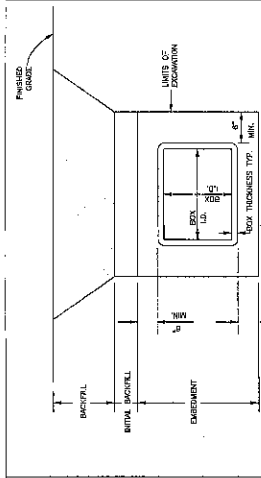




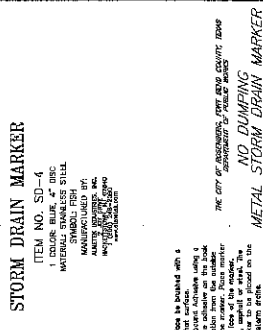
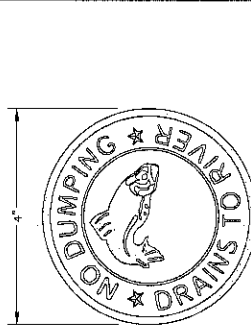
- NOTES:
1. BEDDING SHALL BE MAINTAINED WITHIN 1/2\"/>



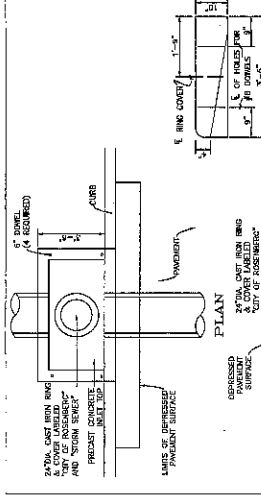
THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS
DEPARTMENT OF PUBLIC WORKS



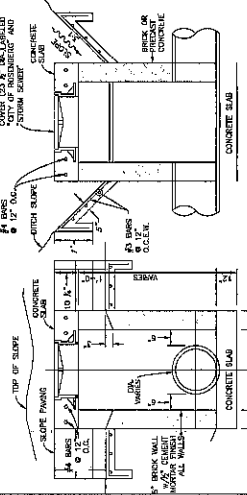
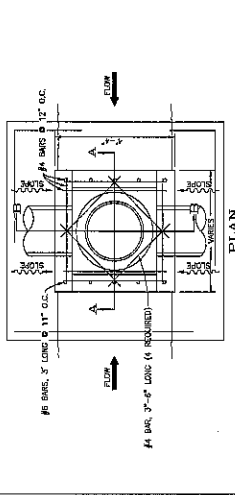
- NOTES:
1. BEDDING SHALL BE MAINTAINED WITHIN 1/2\"/>



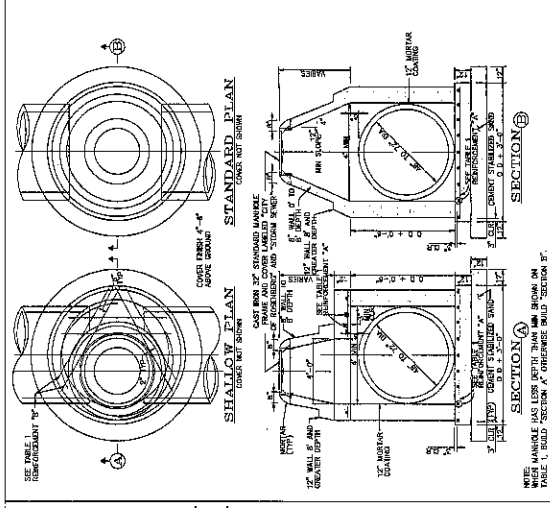
THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS
DEPARTMENT OF PUBLIC WORKS



- NOTES:
1. BEDDING SHALL BE MAINTAINED WITHIN 1/2\"/>

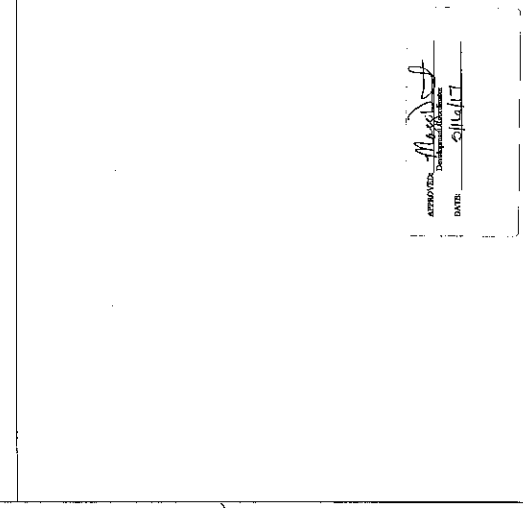


THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS
DEPARTMENT OF PUBLIC WORKS



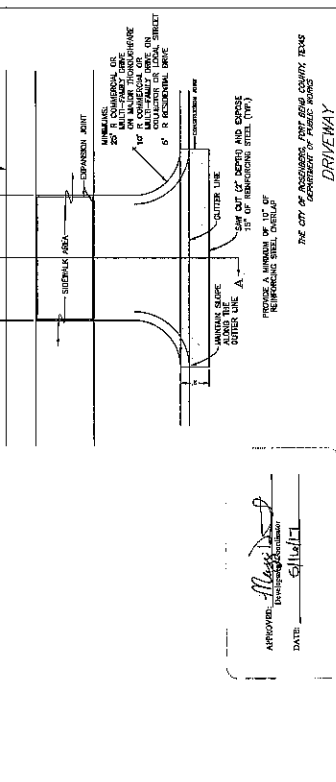
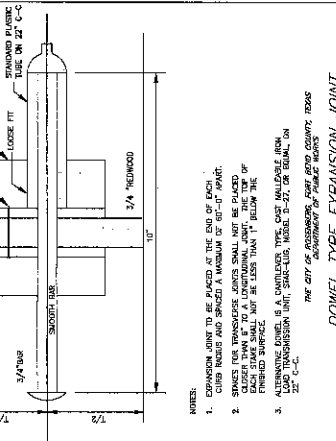
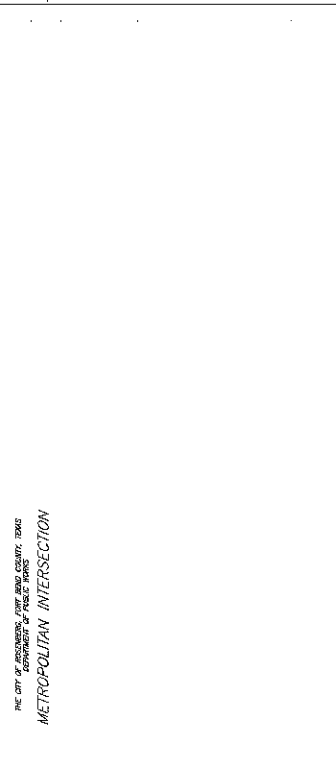
THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS
DEPARTMENT OF PUBLIC WORKS

STORM SEWER
MANHOLE TYPE 'C' FOR 48\"/>

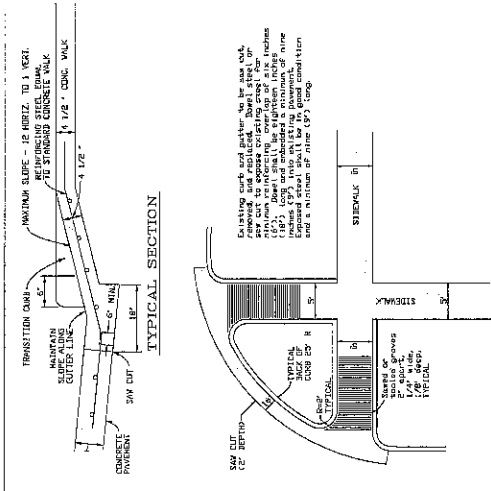


THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS
DEPARTMENT OF PUBLIC WORKS

STANDARD STORM SEWER DETAILS



THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS DEPARTMENT OF PUBLIC WORKS	STANDARD PAVING DETIAL SHEET 1
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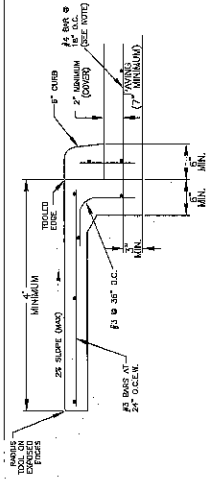
THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS
DEPARTMENT OF PUBLIC WORKS
SIDEWALK RAMP

CURB, STRENGTHENED SAND	
RESIDENTIAL	COMMERCIAL
MINIMUM 4" MINIMUM	MINIMUM 6" MINIMUM
REINFORCED CONCRETE	
RESIDENTIAL	COMMERCIAL
MINIMUM 4" MINIMUM	MINIMUM 6" MINIMUM

DRIVEWAY PAVEMENT
CONSTRUCTION TABLE

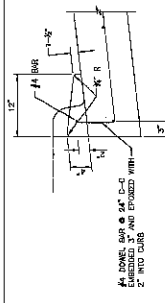
- NOTES:
1. SAW CUT & BREAKOUT NO MORE THAN 72 HOURS PRIOR TO PROPOSED CONCRETE PLACEMENT. NOTIFY CITY OF ROSENBERG PRIOR TO CUT.
 2. UNDESIRABLE SURFACES SHALL BE EXCAVATED & REPLACED WITH CONCRETE.
 3. IT IS CONTRACTOR'S RESPONSIBILITY TO NOTIFY CITY OF ROSENBERG OF ANY BIRD BATH PROBLEMS.
 4. USE 1" X 4" UNPAVED STABLE FOR SAND.
 5. EXIST ALL SIZES WITH EXISTING TOL AND BROW PAVEMENT.
 6. FOR INDUSTRIAL DRIVEWAY, PAVEMENT SHALL HAVE A DEPTH OF 8" (4").
 7. EXPANSION JOINT AT PROPERTY LINE REQUIRED. 3/4" REINFORCED BROW WITH NO. 4 BOWELS MINIMUM.
 8. MINIMUM ALLOWABLE DRIVEWAY GRADE IN PUBLIC RIGHT-OF-WAY IS 2%.
 9. MATCH ALIGNED WITH EXISTING DRIVEWAY GRADE. MATCH SHALL BE GRADUALLY TO EXISTING DRIVEWAY GRADE. MATCH SHALL BE GRADUALLY TO EXISTING DRIVEWAY GRADE.
 10. REFER TO GENERAL C.S.S., ASPHALT, AND CONCRETE PAVEMENT NOTES.

THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS
DEPARTMENT OF PUBLIC WORKS
STANDARD DRIVEWAY
CONSTRUCTION TABLE & NOTES

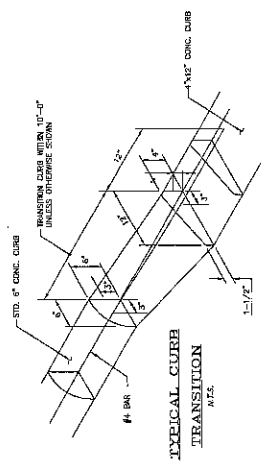


- NOTES:
1. EXISTING PAVEMENT EXCAVATION JOINTS THROUGH SIDEWALK.
 2. ALLOW KEYWAY WITH L-BAR OR DRILL & CORE #4 IN PAVEMENT. MINIMUM EMBEDMENT 8" INTO PAVEMENT.
 3. FOR EXISTING SIDEWALK PAVEMENT SHEET P-1000, FOR FURTHER SIDEWALK DETAILS.
 4. SEE ROSENBERG STANDARD PAVING SHEET P-1001 FOR FURTHER SIDEWALK DETAILS.
 5. FOR EXISTING SIDEWALK PAVEMENT SHEET P-1000 FOR FURTHER SIDEWALK DETAILS.

THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS
DEPARTMENT OF PUBLIC WORKS
SIDEWALK CONNECTION
TO CURB

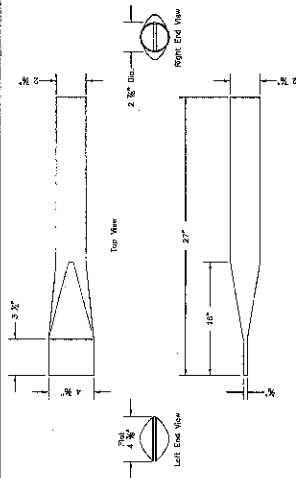


TYPICAL DETAIL
4" X 12" TRANSITION CURB
N.T.S.



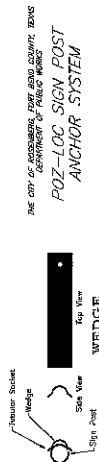
THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS
DEPARTMENT OF PUBLIC WORKS
CONCRETE CURB
TRANSITION DETAIL

APPROVED: 
DATE: 5/14/17



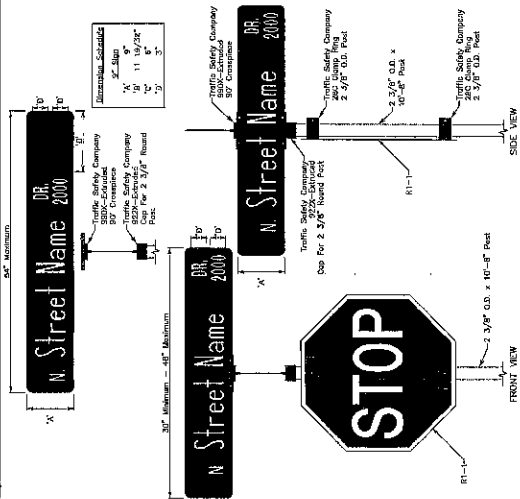
TUBULAR SOCKET

- NOTE:
1. POZ-LOC Sign Post Anchor System consists of a Cast-in-place Traffic Post (2 3/8" O.D.) Socket (2 3/8" O.D. x 27" Long) and a Wedge (Lined Traffic Post) into the concrete.
 2. POZ-LOC Sign Post Anchor System. Traffic Post needed to install or remove any Street Sign, Drive Sign, or other traffic sign.
 3. To install POZ-LOC Anchor System, with Drive Cap is placed on end of Drive Socket, and the Traffic Post is inserted into the Drive Socket. The Traffic Post is then driven into the concrete with a rubber mallet. The Traffic Post is then driven into the concrete with a rubber mallet. The Traffic Post is then driven into the concrete with a rubber mallet.



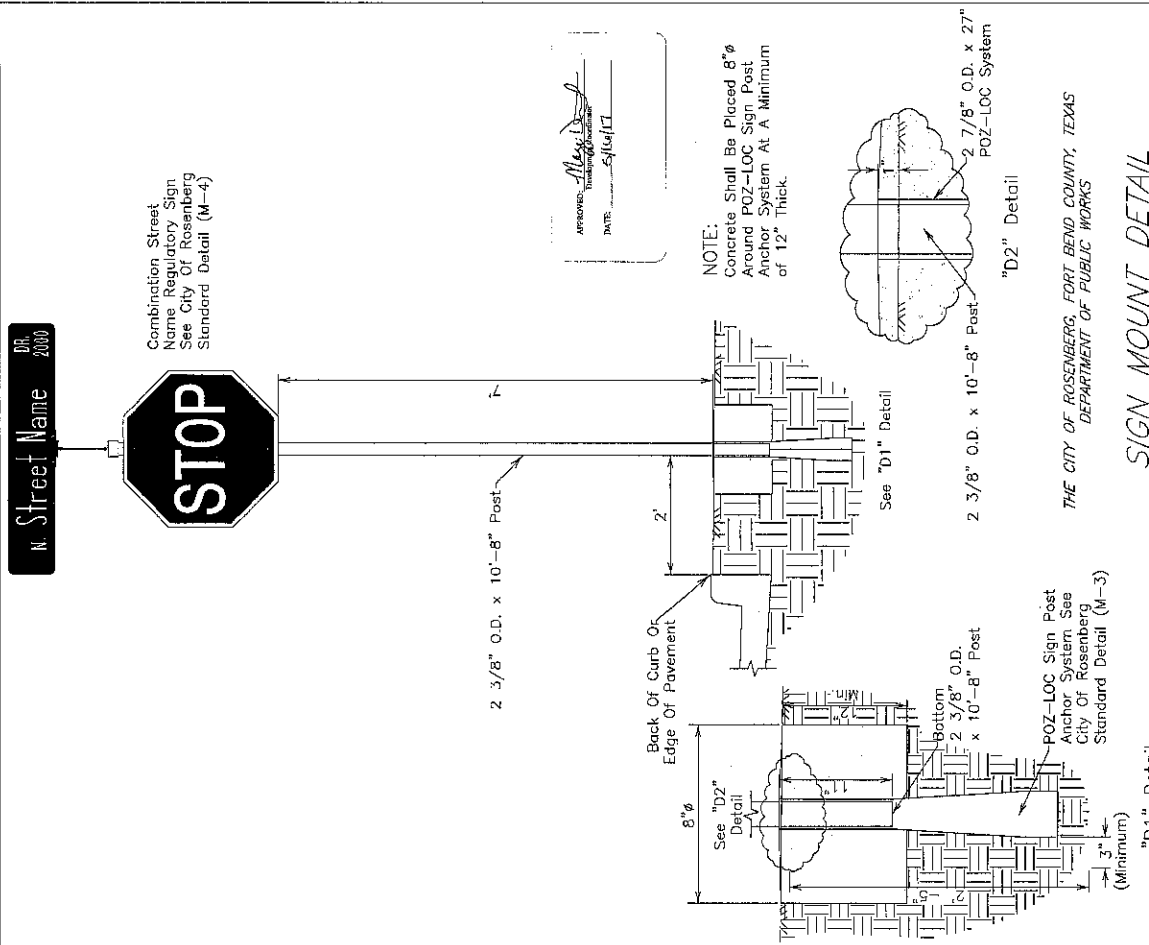
WEDGE

THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS
DEPARTMENT OF PUBLIC WORKS
POZ-LOC SIGN POST
ANCHOR SYSTEM



- NOTE:
1. POZ-LOC Sign Post Anchor System consists of a Cast-in-place Traffic Post (2 3/8" O.D.) Socket (2 3/8" O.D. x 27" Long) and a Wedge (Lined Traffic Post) into the concrete.
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THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS
DEPARTMENT OF PUBLIC WORKS
COMBINATION STREET NAME
REGULATORY SIGN DETAIL



"D1" Detail

"D2" Detail

THE CITY OF ROSENBERG,
FORT BEND COUNTY, TEXAS
DEPARTMENT OF PUBLIC WORKS

STANDARD MISCELLANEOUS DETAILS
SIGN MOUNT DETAIL

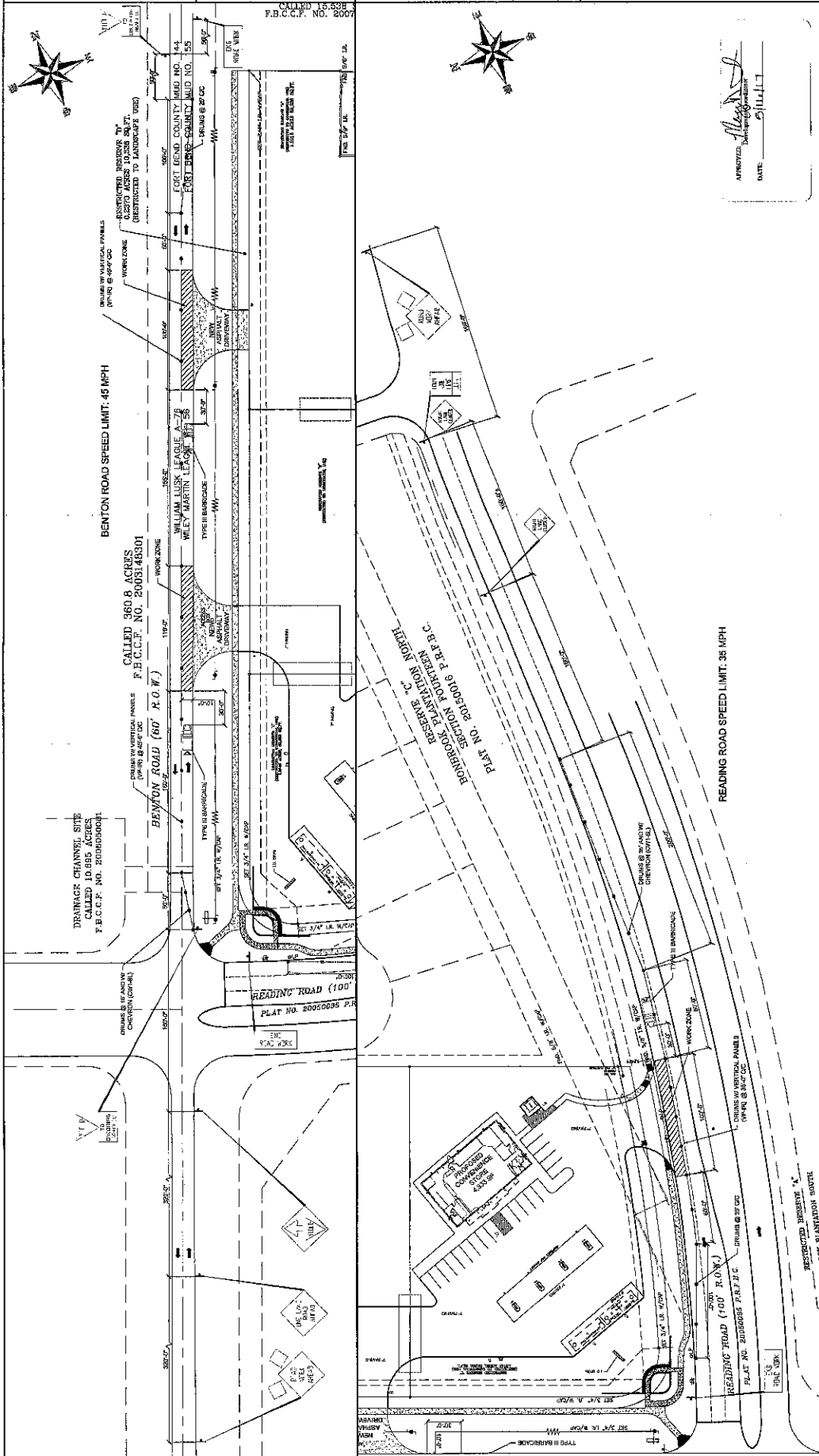
TAYLOR MADE DESIGNS
 4505 FARMERS MARKET LANE, SUITE 100
 FORT BEND COUNTY, TEXAS 77419
 OFFICE: 713-413-8888
 FAX: 713-413-8889
 EMAIL: TAYLORMADEDESIGNS@GMAIL.COM
 TAYLOR MADE DESIGNS
 4505 FARMERS MARKET LANE, SUITE 100
 FORT BEND COUNTY, TEXAS 77419
 OFFICE: 713-413-8888
 FAX: 713-413-8889
 EMAIL: TAYLORMADEDESIGNS@GMAIL.COM



TAYLOR MADE DESIGNS
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 FORT BEND COUNTY, TEXAS 77419
 OFFICE: 713-413-8888
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READING ALLIANCE LLC MASTER PLAN READING ROAD AT BENTON ROAD ROSENBERG, TX

DATE: 10/03/2016
 SCALE: 1/8" = 1'-0"
 SHEET: 1 OF 1
 DRAWN: TAYLOR MADE DESIGNS
 CHECKED: TAYLOR MADE DESIGNS
 APPROVED: TAYLOR MADE DESIGNS
 TAYLOR MADE DESIGNS



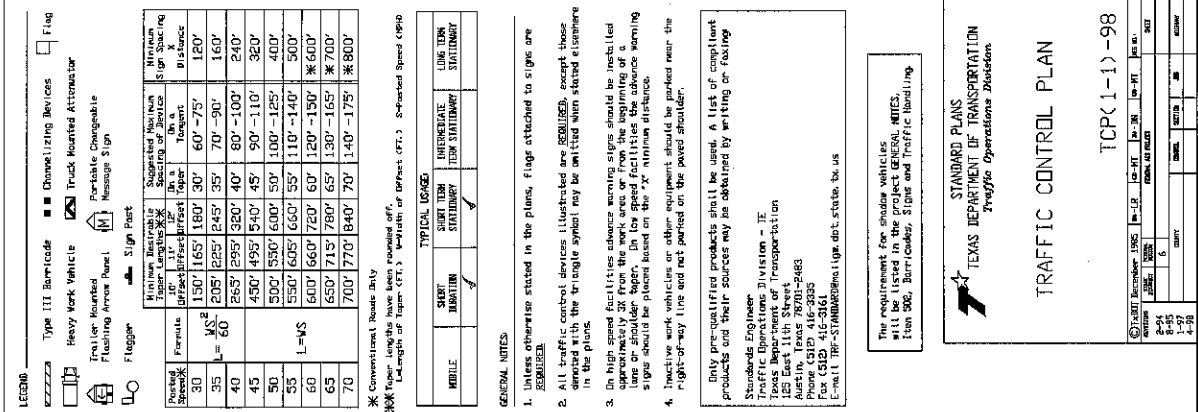
LEGEND

	RIGHT LANE CLOSED	18" X 48"
	ROAD WORK AHEAD	48" X 48"
	YIELD	48" X 48"
	ONE LANE ROAD AHEAD	48" X 48"
	CHEVRON	18" X 24"
	END ROAD WORK	48" X 24"
	8-12	18" X 24"
	FLASHING ARROW PANEL	48" X 24"
	WORK AREA	48" X 24"
	BARRELS	48" X 24"
	DIRECTION OF TRAFFIC	48" X 24"

NOTES

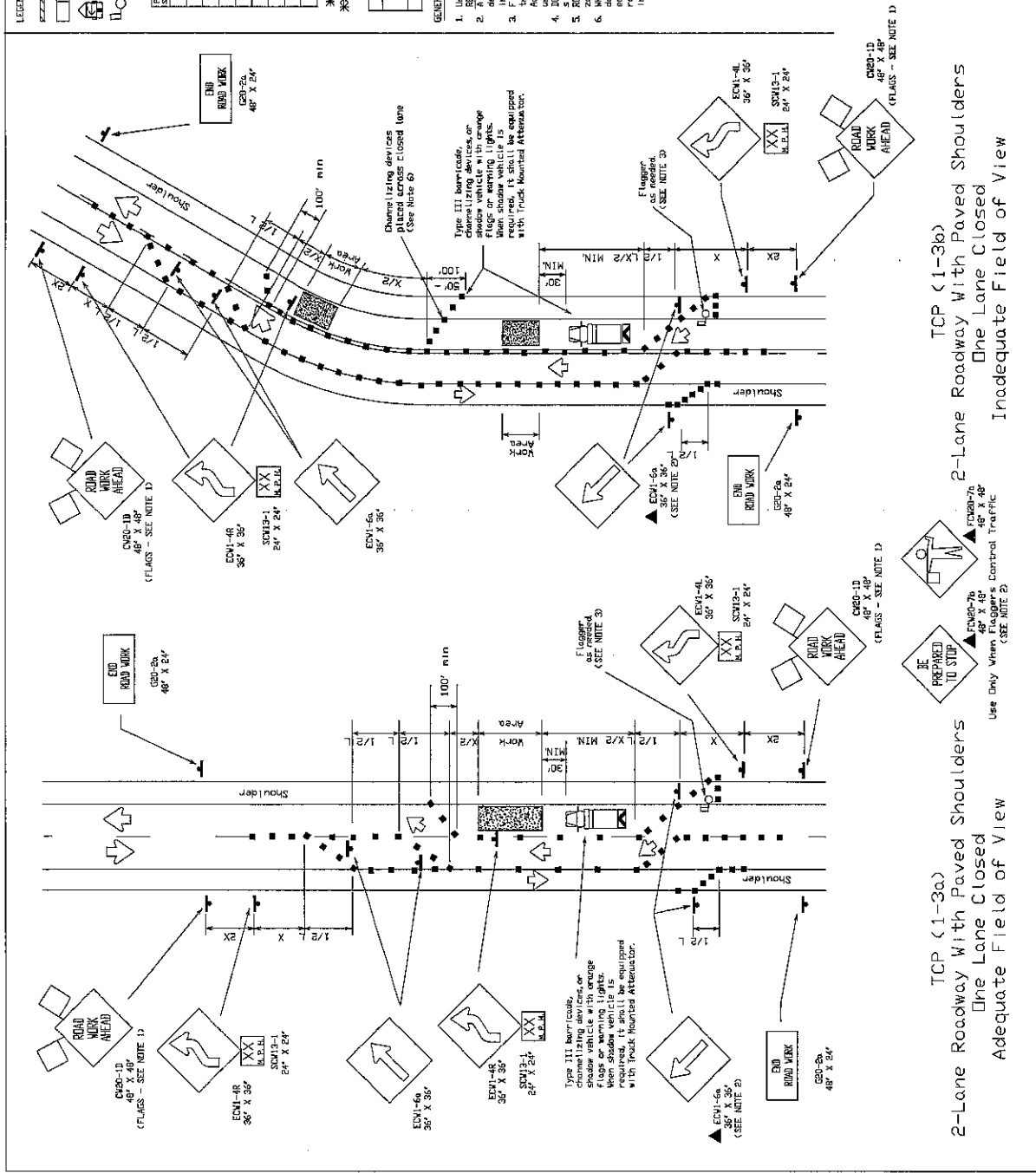
- RIGHT LANE CLOSED SIGN: 18" X 48"
- ROAD WORK AHEAD SIGN: 48" X 48"
- YIELD SIGN: 48" X 48"
- ONE LANE ROAD AHEAD SIGN: 48" X 48"
- CHEVRON SIGN: 18" X 24"
- END ROAD WORK SIGN: 48" X 24"
- 8-12 SIGN: 18" X 24"
- FLASHING ARROW PANEL SIGN: 48" X 24"
- WORK AREA SIGN: 48" X 24"
- BARRELS SIGN: 48" X 24"
- DIRECTION OF TRAFFIC SIGN: 48" X 24"





[illegible][illegible]

May 15 5/16/15

[illegible][illegible]

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES:

1. Unless otherwise stated in the plans, flags attached to signs are to be of the following colors:
2. All traffic control devices illustrated are RSD/JED, except those identified with the triangle symbol may be modified when stated designs are in the plans.
3. Traffic volume should NOT be used as a roadway condition or heavy traffic volume requires additional emphasis to safety control. Specific traffic volume should be placed on the sign at end of traffic queues unless 24" x 36" STOP/SLIP paddle is used.
4. All signs should be installed downwind from the main road. Speed zone signs should be installed downwind from the main road. AHEAD sign may be repeated if the visibility of the work zone is less than 1300'.
5. When the work zone is made up of several work areas, channelizing equipment should be placed at the beginning and end of each work area, repeated every 500' to 1000'. In urban areas and every 1/4 to 1/2 a mile.

Only pre-qualified products shall be used. A list of compliant products and their sources may be obtained by writing or faxing

Standards Engineer
Traffic Operations Division - TE
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483
Phone (512) 416-3335
Fax (512) 416-3161

The requirement for shadow vehicles will be listed in the project GENERAL NOTES, Item 502, Barricades, Signs and Traffic Handling.

 STANDARD PLANS
TEXAS DEPARTMENT OF TRANSPORTATION
Traffic Operations Division

TRAFFIC CONTROL PLAN

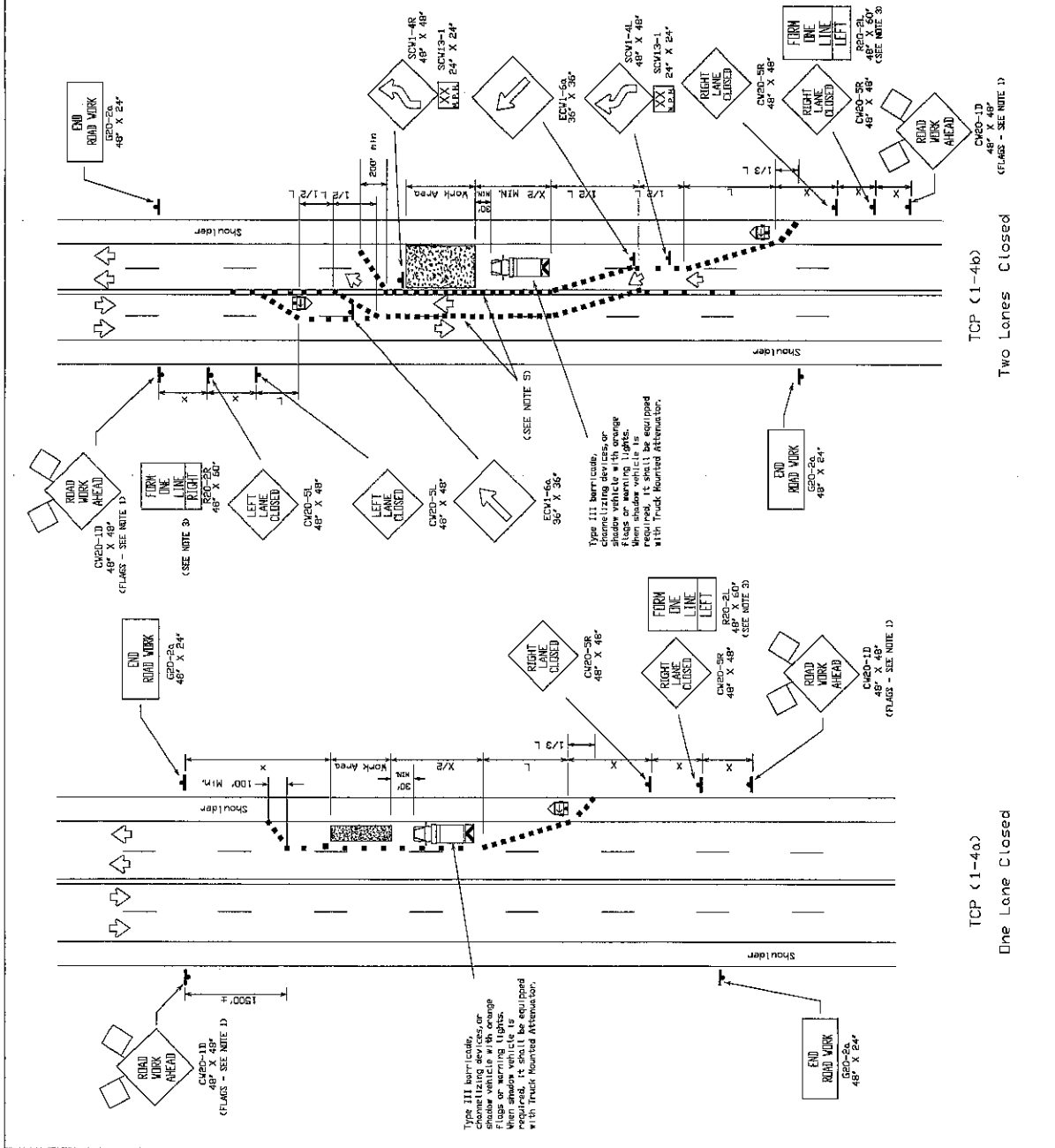
Diagram	Notes
	TCP (1-3a) 2-Lane Roadway With Paved Shoulders One Lane Closed Adequate Field of View
	TCP (1-3b) 2-Lane Roadway With Paved Shoulders One Lane Closed Inadequate Field of View

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Maxi 5/16/11

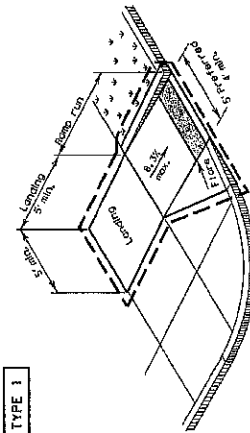
DISCLAIMER: This standard is governed by the Texas Engineering Practice Act. No warranty of any kind is made by TETP for any purpose whatsoever. TETP assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

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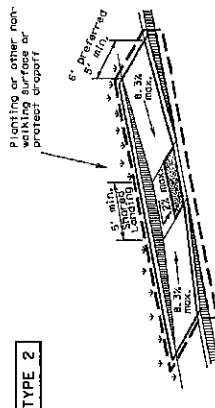


May 17 2007

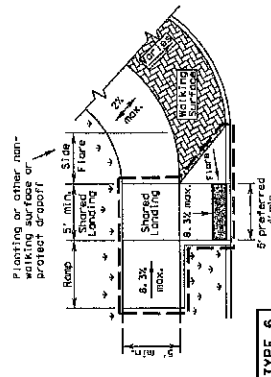
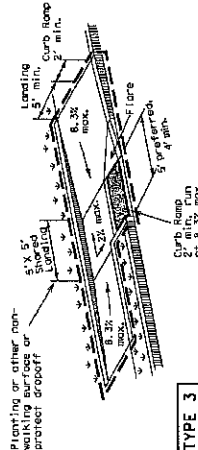
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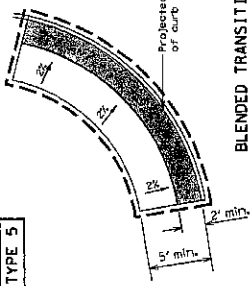
PERPENDICULAR CURB RAMP



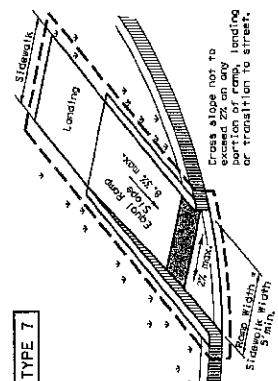
PARALLEL CURB RAMP
(Use only where water will not pond in the landing.)



COMBINATION CURB RAMP

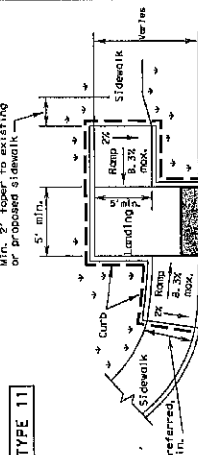


BLENDED TRANSITION

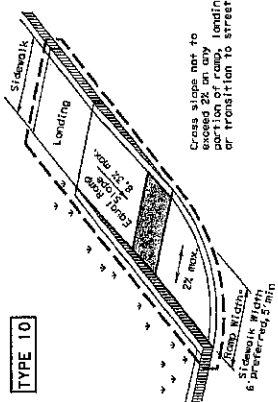


(Sidewalk set back from curb)

DIRECTIONAL RAMP WITHIN RADIUS

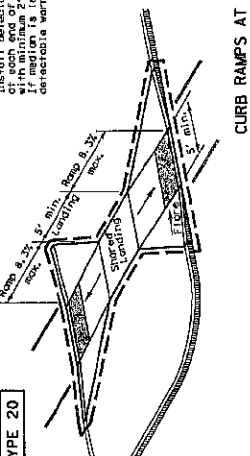


OFFSET PARALLEL CURB RAMP

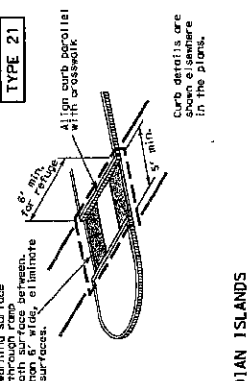
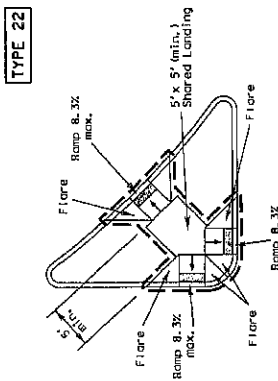


(Sidewalk adjacent to curb)

COMBINATION ISLAND RAMP



CURB RAMP AT MEDIAN ISLANDS



CURB RAMP AT MEDIAN ISLANDS

NOTES / LEGEND:
See General Notes on sheet 2 of 4 for more information.
v.v. denotes planting or non-walking surface
v.v. not part of pedestrian circulation path.
--- Ramp Limits of Payment
--- Detectable Warning Surface

SHEET 1 OF 4
Texas Department of Transportation
Design Division Standard
PEDESTRIAN FACILITIES
CURB RAMP
PED-12A

FILED	PROJECT	DATE	BY	CHECKED	DATE
10/20/07	10/20/07	10/20/07	10/20/07	10/20/07	10/20/07
10/20/07	10/20/07	10/20/07	10/20/07	10/20/07	10/20/07
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10/20/07

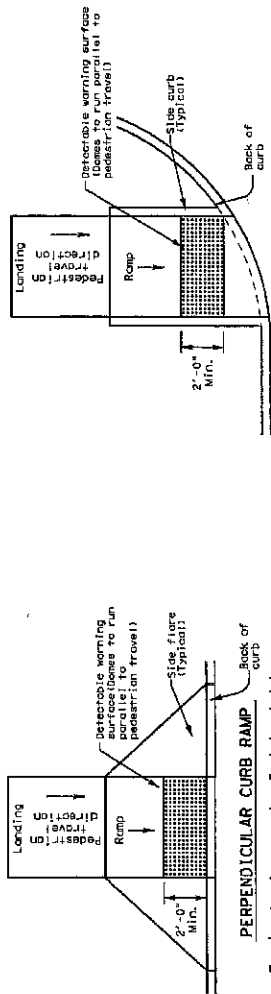
General Notes

Curb Ramps

1. Install a curb ramp or blended transition at each pedestrian street crossing.
2. All slopes shown are maximum allowable. Lesser slopes that will still drain properly should be used. Adjust curb ramp length or grade of approach sidewalks as directed.
3. The minimum sidewalk width is 5'. Where the sidewalk is adjacent to the back of curb, a 6" sidewalk flare is required. A 4" sidewalk flare may be provided due to site conditions. 5' x 5' passing areas at intervals not to exceed 200' are required.
4. Landings shall be 5' x 5' minimum with a maximum 2% slope in any direction.
5. Wherever the space at the bottom of curb ramps shall be a minimum of 4' x 4' fully contained within the sidewalk and fully outside the parallel vehicular travel path.
6. Maximum allowable cross slope on sidewalk and curb ramp surfaces is 2%.
7. Provide flared sides where the pedestrian circulation path crosses the curb ramp. Flared sides shall be sloped at 10% maximum, measured parallel to the curb. Returned curbs may be used only where pedestrians would not normally walk across the ramp, either because the adjacent surface is planted, substantially obstructed, or otherwise protected.
8. Additional information on curb ramp location, design, light reflective value and texture may be found in the current edition of the Texas Accessibility Standards (TAS) and 16 TAC 66.102.
9. To serve as a pedestrian refuge area, the median should be a minimum of 6' wide, measured from back of curbs. Medians should be designed to provide accessible passage over or through them.
10. Small channelization islands, which do not provide a minimum 5' x 5' landing at the top of curb ramps, shall be cut through level with the surface of the street.
11. Crosswalk dimensions, crosswalk markings and stop bar locations shall be as shown elsewhere in the plans. At intersections where crosswalk markings are not required, curb ramps shall align with theoretical crosswalks unless otherwise directed.
12. Handrails are not required on curb ramps. Provide curb ramps wherever an accessible route crosses (penetrates) a curb.
13. Curb ramps and landings shall be constructed and paid for in accordance with Item 531 "Sidewalks".
14. Place concrete of a minimum depth of 5" for ramps, flares and landings, unless otherwise directed.
15. Provide a smooth transition where the curb ramps connect to the street.
16. Curb shown on sheet 1 within the limits of pavement are considered part of the curb ramp for payment, whether it is concrete curb, gutter, or combined curb and gutter.
17. Existing features that comply with TAS may remain in place unless otherwise shown on the plans.

Detectable Warning Material

18. Curb ramps must contain a detectable warning surface that consists of raised truncated domes complying with Section 705 of the TAS. The surface must contrast visually with adjoining surfaces, including side flares. Furnish and install an approved cast-in-place dark brown or dark red detectable warning surface material adjacent to unadorned concrete, unless specified elsewhere in the plans.
19. Detectable Warning Materials must meet TxDOT Departmental Materials Specification DMS 4350 and be listed on the Material Producer List. Install products in accordance with manufacturer's specifications.
20. Detectable warning surfaces must be slip resistant and not allow water to accumulate.
21. Detectable warning surfaces shall be a minimum of 24" in depth in the direction of pedestrian travel, and extend the full width of the curb ramp or landing where the pedestrian access route enters the street.
22. Detectable warning surfaces shall be located so that the edge nearest the curb line is at the back of curb. Align the rows of domes to be perpendicular to the grade break between the ramp run and the street. Detectable warning surfaces may be curved along the corner radius.
23. Shaded areas on Sheet 1 of 4 indicate the approximate location for the detectable warning surface for each curb ramp type.

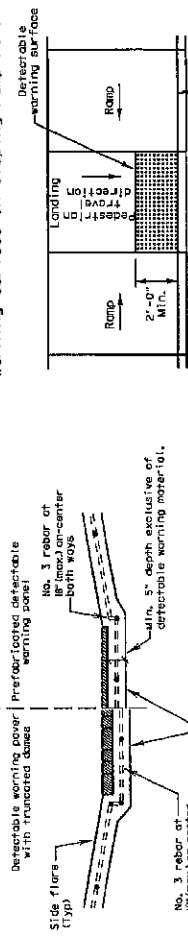


PERPENDICULAR CURB RAMP

Typical placement of detectable warning surface on sloping ramp run.

DIRECTIONAL CURB RAMP

Typical placement of detectable warning surface on sloping ramp run.



PARALLEL CURB RAMP

Typical placement of detectable warning surface on landing at street edge.

DETECTABLE WARNINGS

SECTION: CURB RAMP AT DETECTABLE WARNING

Detectable Warning Powers

24. Furnish detectable warning power units meeting all requirements of ASTM C-936, C-33. Lay in a two by two unit basket weave pattern or as directed.
25. Lay full-size units first followed by closure units consisting of at least 25 percent of a full unit. Cut detectable warning power units using a power saw.

Sidewalks

26. Provide clear ground space at operable parts, including pedestrian push buttons.
27. Operable parts shall be placed within one or more reach ranges specified in TAS 308. Place traffic signal or illumination poles, ground boxes, controller boxes, signs, drainage facilities and other items so as not to obstruct the pedestrian access route or clear ground space.
28. Street grades and cross slopes shall be as shown elsewhere in the plans.
29. Changes in level greater than 1/4 inch are not permitted.
30. The least possible grade should be used to maximize accessibility. The running slope of the sidewalk shall be such that the public right of way may follow the grade of the parallel roadway. Where a continuous grade greater than 3% must be provided, handrails may be desirable to improve accessibility. Handrails may also be needed to protect pedestrians from potentially hazardous conditions, if provided, handrails shall comply with TAS 505.
31. Handrail extensions shall not protrude into the usable landing area or into intersecting pedestrian routes.
32. Driveways and turnouts shall be constructed and paid for in accordance with Item "Intersections, Driveways and Turnouts". Sidewalks shall be constructed and paid for in accordance with Item, "Sidewalks".
33. Sidewalk details are shown elsewhere in the plans.



TEXAS Department of Transportation
Design Division Standard

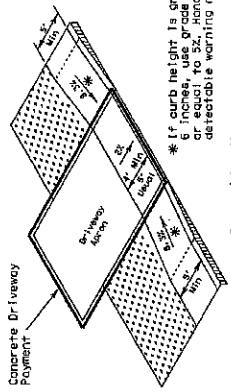
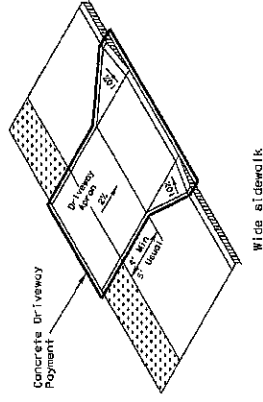
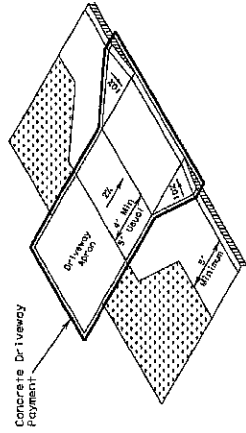
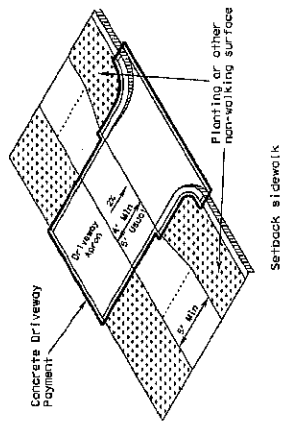
PEDESTRIAN FACILITIES CURB RAMP

PED-12A

DATE	BY	CHKD	APP'D	DATE	BY	CHKD	APP'D
10/1/2011	MDP			10/1/2011	MDP		
10/1/2011	MDP			10/1/2011	MDP		
10/1/2011	MDP			10/1/2011	MDP		

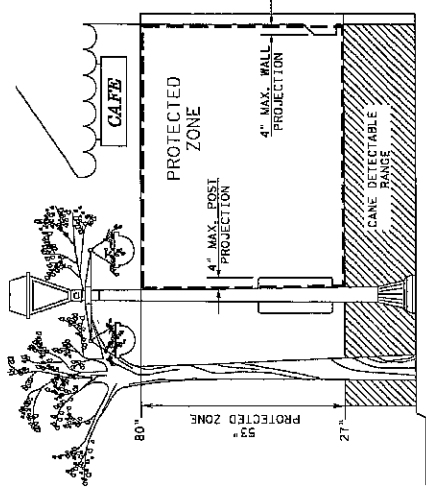
MDP 5/16/11

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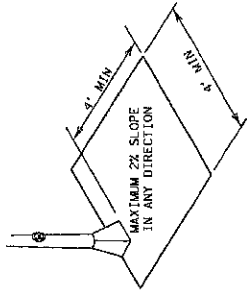


* If curb height is greater than 6 inches, use grade less than 2% to provide detectable warning not required.

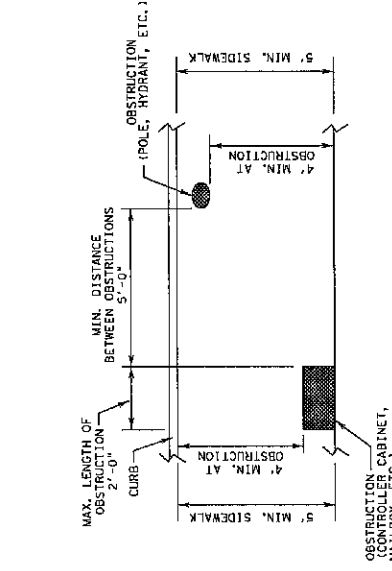
SIDEWALK TREATMENT AT DRIVEWAYS



PROTECTED ZONE
In pedestrian circulation area, maximum 4" projection for post or wall mounted objects between 27" and 80" above the surface.

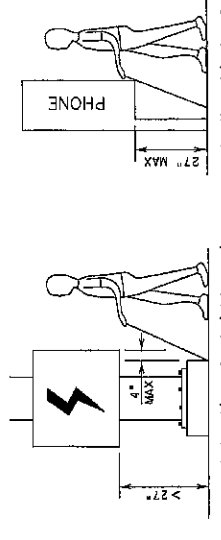


CLEAR GROUND SPACE ADJACENT TO PEDESTRIAN PUSH BUTTON



PLAN VIEW PLACEMENT OF STREET FIXTURES

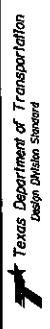
(ITEMS NOT INTENDED FOR PUBLIC USE. INTENDED FOR PUBLIC USE. REQUIRED AT PUBLIC USE FIXTURES.)



When an obstruction of a height greater than 27" from the surface would create a protrusion of more than 4" into the pedestrian circulation area, an additional curb or foundation on the bottom to provide a maximum 4" overhang.

DETECTION BARRIER FOR VERTICAL CLEARANCE < 80"

SHEET 3 OF 4



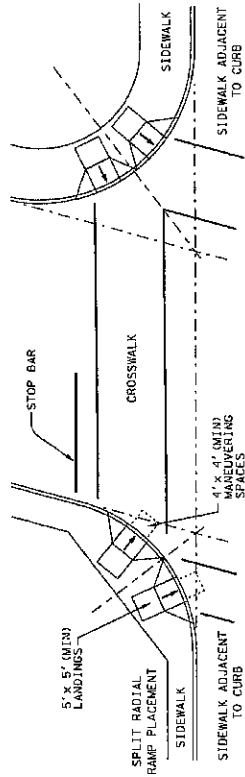
PEDESTRIAN FACILITIES CURB RAMPS

PED-12A

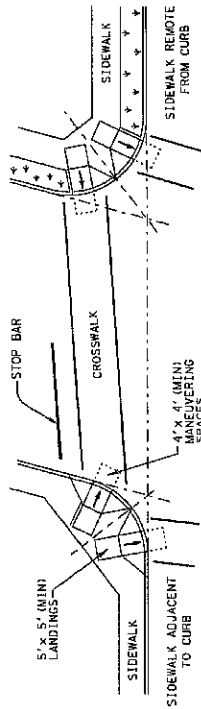
DATE	DESCRIPTION	BY	CHKD	APP'D	REV	DATE
10/20/01	Initial Design	J. D. Smith	J. D. Smith	J. D. Smith	1	10/20/01
03/01/02	Revised Design	J. D. Smith	J. D. Smith	J. D. Smith	2	03/01/02
06/13/02	Final Design	J. D. Smith	J. D. Smith	J. D. Smith	3	06/13/02

5/16/07

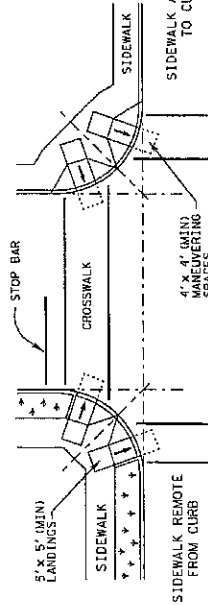
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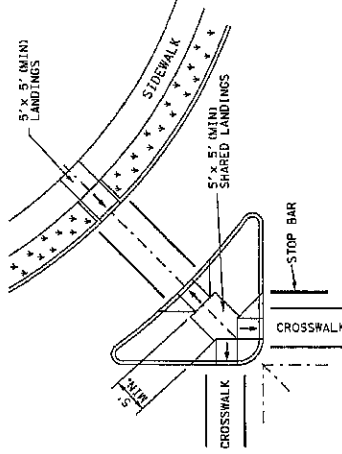
SKewed INTERSECTION WITH "LARGE" RADIUS



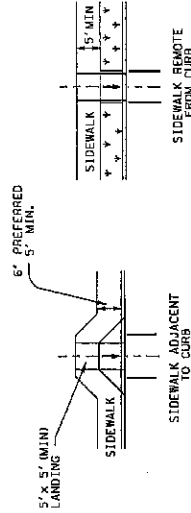
SKewed INTERSECTION WITH "SMALL" RADIUS



NORMAL INTERSECTION WITH "SMALL" RADIUS

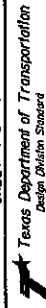


AT INTERSECTION
W/FREE RIGHT TURN & ISLAND



MID-BLOCK PLACEMENT
PERPENDICULAR RAMP'S

SHEET 4 OF 4



PEDESTRIAN FACILITIES
CURB RAMPS

PED-12A

DATE	06/13/12	BY	06/13/12	CHK	06/13/12	APP	06/13/12
PROJECT	00000000	DATE	06/13/12	BY	06/13/12	CHK	06/13/12
PROJECT	00000000	DATE	06/13/12	BY	06/13/12	CHK	06/13/12
PROJECT	00000000	DATE	06/13/12	BY	06/13/12	CHK	06/13/12

May 13, 2012

TYPICAL CROSSING LAYOUTS