





**REVIEW BY FORT BEND COUNTY**  
**COMMISSIONERS COURT**

**Fort Bend County**  
**Engineering Department**

301 Jackson Suite 401  
Richmond, Texas 77469  
281.633.7500

[Permits@fortbendcountytx.gov](mailto:Permits@fortbendcountytx.gov)

☐

**Right of Way Permit**

☒

**Commercial Driveway Permit**

Permit No: 2022-52425

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:**

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☒  
☒

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

**(2) BOND:**

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County Attorney, approval when applicable.

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Perpetual bond currently posted.

Bond No:



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

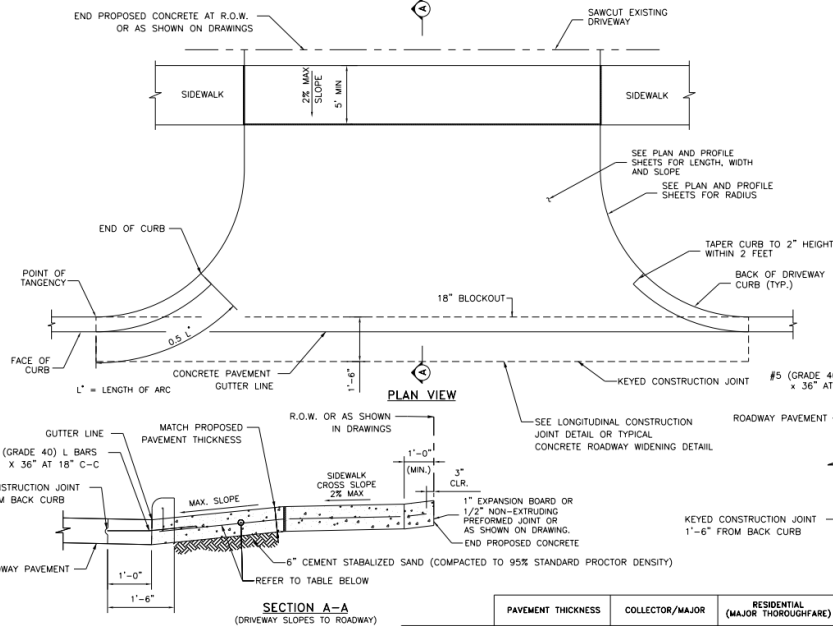
**We have reviewed this project and agree it meets minimum requirements.**

Permit Administrator

2/15/2022

Date

J:\1704\1804\Fort Bend County Standard\Fort Bend County STD\DRIVEWAY CONSTRUCTION\DRIVEWAY DETAILS FOR MAJOR ROADWAY CONSTRUCTION.dwg

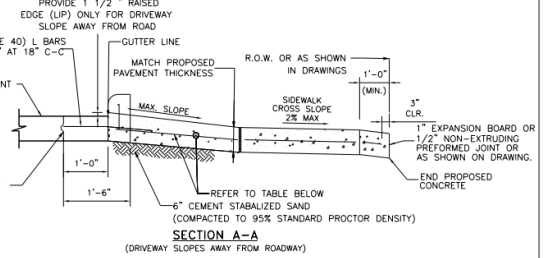


#### NOTES:

1. SAWCUT EXISTING DRIVEWAY AT R.O.W. LINE OR AS SHOWN ON DRAWING AND REMOVE EXISTING DRIVEWAY TO SAWCUT LINE.
2. IF THERE IS EXISTING CURB ON DRIVEWAY, CONNECT PROPOSED CURB TO EXISTING CURB OTHERWISE TAPER CURB HEIGHT AS SHOWN.
3. SEE PAVEMENT DETAIL SHEET FOR CONCRETE CURB REINFORCEMENT.
4. THIS DRIVEWAY INSTALLATION IS GOVERNED BY HARRIS COUNTY ITEM 360.

#### MINIMUM RADII REQUIREMENTS - DRIVEWAYS

|             | LOCAL | COLLECTOR/MAJOR |
|-------------|-------|-----------------|
| RESIDENTIAL | 5'    | -               |
| COMMERCIAL  | 10'   | 25'             |



|                          | PAVEMENT THICKNESS | COLLECTOR/MAJOR           | RESIDENTIAL (MAJOR THOROUGHFARE) | RESIDENTIAL (COLLECTORS AND LOCAL STREETS) |
|--------------------------|--------------------|---------------------------|----------------------------------|--------------------------------------------|
| REINFORCEMENT            | 6"                 | #4 @ 24" O.C.E.W.         | N/A                              | #4 @ 24" O.C.E.W.                          |
|                          | 7"                 | #4 @ 24" O.C.E.W.         | #4 @ 24" O.C.E.W.                | #4 @ 24" O.C.E.W.                          |
|                          | 8"                 | #4 @ 18" O.C.E.W.         | #4 @ 18" O.C.E.W.                | #4 @ 18" O.C.E.W.                          |
|                          | 9"-10"             | #5 @ 18" O.C.E.W.         | #5 @ 18" O.C.E.W.                | #5 @ 18" O.C.E.W.                          |
| EXPANSION DOWEL JOINT    | 6"                 | 3/4" DIA. SMOOTH BAR      | 3/4" DIA. SMOOTH BAR             | 3/4" DIA. SMOOTH BAR                       |
|                          | 7"                 | 1" DIA. SMOOTH BAR        | 1" DIA. SMOOTH BAR               | 1" DIA. SMOOTH BAR                         |
|                          | 8"                 | 1" DIA. SMOOTH BAR        | 1" DIA. SMOOTH BAR               | 1" DIA. SMOOTH BAR                         |
|                          | 9"-10"             | 1 1/2" DIA. SMOOTH BAR    | 1 1/2" DIA. SMOOTH BAR           | 1 1/2" DIA. SMOOTH BAR                     |
| CONSTRUCTION JOINT DOWEL | ALL                | #5 REBAR                  | #5 REBAR                         | #5 REBAR                                   |
| SUBGRADE                 | ALL                | 6" CEMENT-STABILIZED SAND | 2" BANK SAND                     | 2" BANK SAND                               |
| RUNNING SLOPE            | ALL                | 2% TO 4%                  | 2% TO 6%                         | 2% TO 10%*                                 |

\*10% ALLOWABLE ON PRIVATELY CONSTRUCTED PROJECTS  
6% MAX ON PUBLIC PROJECTS

| NO. | REVISIONS                | DATE   | NAME |
|-----|--------------------------|--------|------|
| 1   | ORIGINAL STANDARD ISSUED | 2-1-21 | RWB  |

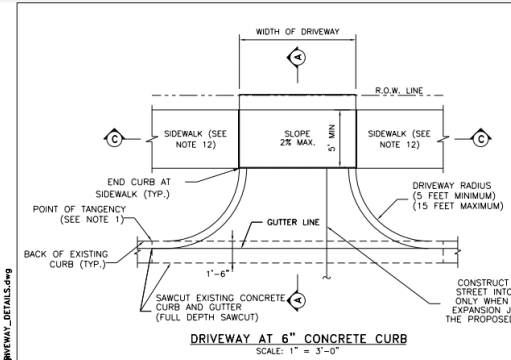
FORT BEND COUNTY  
ENGINEERING DEPARTMENT



CONSULTANT LOGO  
(LAYER "C-NON-PRINT")

FOR INTERIM REVIEW ONLY  
DOCUMENT INCOMPLETE:  
NOT APPROVED FOR CONSTRUCTION.  
REWORK REQUIRED FOR SUBMITTAL.  
(LAYER "C-NON-PRINT")  
P.E. SERIAL NO.  
DATE:

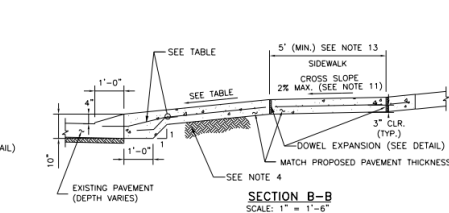
| PROJECT TITLE: | FRCD STANDARD |
|----------------|---------------|
| DRAWN BY:      |               |
| CHECKED BY:    |               |
| SCALE:         |               |
| DATE:          |               |



CONSTRUCT EXPANSION JOINT FROM STREET INTO PROPOSED DRIVEWAY. ONLY WHEN THERE IS AN EXISTING EXPANSION JOINT IN THE STREET AT THE PROPOSED DRIVEWAY INTERSECTION.

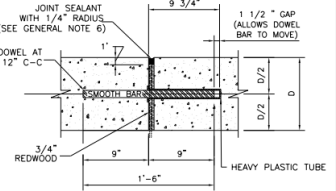
#### DRIVEWAY AT 4"x12" CONCRETE CURB

(IN RESIDENTIAL AREAS)  
SCALE: 1" = 3'-0"



#### NOTES:

1. PROPOSED DRIVEWAY AT 6" CONCRETE CURB SHALL MATCH EXISTING CURB AT POINT OF TANGENCY.
2. PROPOSED DRIVEWAY SHALL BE BUILT WITH PORTLAND CEMENT CONCRETE. 5 1/2" SACK MINIMUM PER CURE YARD. 3,500 PSI STRENGTH AT 28 DAYS. THIS DRIVEWAY INSTALLATION IS GOVERNED BY HARRIS COUNTY ITEM 360.
3. COMPACTION OF SUBGRADE TO 95% OF STANDARD PROCTOR DENSITY (ASTM D698) (A 2% OPTIMUM MOISTURE) FOR PROPOSED DRIVEWAY CONNECTION. THE COUNTY ENGINEER RESERVES THE RIGHT TO INSPECT AND REQUIRE LABORATORY TEST TO BE CONDUCTED.
4. FOR COMMERCIAL DRIVEWAYS, USE 6" OF COMPACTED CEMENT STABILIZED SAND. FOR RESIDENTIAL DRIVEWAYS, USE 2" OF COMPACTED BANK SAND.
5. A PROPOSED DRIVEWAY TO BE BUILT ON A CORNER LOT CANNOT BE LOCATED WITHIN ANY PORTION OF THE PUBLIC STREET CURB RADIUS. THE POINTS OF TANGENCY MAY BE THE SAME POINT ALONG THE STREET CURB LINE.
6. PROPOSED DRIVEWAY REINFORCING STEEL SHALL BE TIED TO EXISTING CONCRETE PAVEMENT WITH A MINIMUM LAP OF 16 INCHES.
7. IF EXISTING STREET REBAR IS CUT OFF, THEN #4 DOWEL BARS (18" LONG) NEED TO BE INSTALLED AT 24" SPACING, EMBEDDED 9 INCHES AND EPOXYED OR MATCH EXISTING SPACING IF TIGHTER.
8. 3" NON-METALLIC CHAIRS ARE REQUIRED.
9. FOR CAPITAL IMPROVEMENT PROJECTS, THE SUBGRADE SHALL BE STABILIZED ACCORDING TO THE GEOTECHNICAL REPORT RECOMMENDATIONS.
10. SAW AND SEAL ALL CONSTRUCTION JOINTS.
11. SIDEWALK SLOPES SHALL COMPLY WITH THE TEXAS ACCESSIBILITY STANDARDS 403.3 "SLOPE".
12. IF SIDEWALK IS EXISTING, SEE SECTION C-C.
13. SIDEWALKS MAY BE REDUCED TO 4" IN FRONT OF SINGLE-FAMILY RESIDENTIAL LOTS WHEN A 5' PASSING AREA IS PROVIDED IN THE DRIVEWAY.
14. FOR SIDEWALK DETAILS SEE SIDEWALK DETAILS SHEET



#### DOWEL TYPE EXPANSION JOINT

SCALE: 1" = 12"

|                          | PAVEMENT THICKNESS | COLLECTOR/MAJOR           | RESIDENTIAL (MAJOR THOROUGHFARE) | RESIDENTIAL (COLLECTORS AND LOCAL STREETS) |
|--------------------------|--------------------|---------------------------|----------------------------------|--------------------------------------------|
| REINFORCEMENT            | 6"                 | #4 @ 24" O.C.E.W.         | N/A                              | #4 @ 24" O.C.E.W.                          |
|                          | 7"                 | #4 @ 24" O.C.E.W.         | #4 @ 24" O.C.E.W.                | #4 @ 24" O.C.E.W.                          |
|                          | 8"                 | #4 @ 18" O.C.E.W.         | #4 @ 18" O.C.E.W.                | #4 @ 18" O.C.E.W.                          |
|                          | 9"-10"             | #5 @ 18" O.C.E.W.         | #5 @ 18" O.C.E.W.                | #5 @ 18" O.C.E.W.                          |
| EXPANSION DOWEL JOINT    | 6"                 | 3/4" DIA. SMOOTH BAR      | 3/4" DIA. SMOOTH BAR             | 3/4" DIA. SMOOTH BAR                       |
|                          | 7"                 | 1" DIA. SMOOTH BAR        | 1" DIA. SMOOTH BAR               | 1" DIA. SMOOTH BAR                         |
|                          | 8"                 | 1" DIA. SMOOTH BAR        | 1" DIA. SMOOTH BAR               | 1" DIA. SMOOTH BAR                         |
|                          | 9"-10"             | 1 1/2" DIA. SMOOTH BAR    | 1 1/2" DIA. SMOOTH BAR           | 1 1/2" DIA. SMOOTH BAR                     |
| CONSTRUCTION JOINT DOWEL | ALL                | #5 REBAR                  | #5 REBAR                         | #5 REBAR                                   |
| SUBGRADE                 | ALL                | 6" CEMENT-STABILIZED SAND | 2" BANK SAND                     | 2" BANK SAND                               |
| RUNNING SLOPE            | ALL                | 2% TO 4%                  | 2% TO 6%                         | 2% TO 10%*                                 |

\*10% ALLOWABLE ON PRIVATELY CONSTRUCTED PROJECTS  
6% MAX ON PUBLIC PROJECTS

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|-----|--------------------------|--------|------|
| 1   | ORIGINAL STANDARD ISSUED | 2-1-21 | RWB  |

FORT BEND COUNTY  
ENGINEERING DEPARTMENT



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DATE:

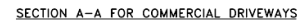
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| SCALE:         |               |
| DATE:          |               |



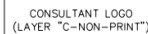
Diagram illustrating the construction detail for an expansion joint at a property line. The diagram shows a cross-section of the road structure. Key components and labels include:

- EXISTING ASPHALT ROAD**: The existing pavement on the left.
- MATCH EXISTING P.V.M.T. AT ROAD**: A label pointing to the joint between the existing and new asphalt.
- NEW ASPHALT**: The new pavement layer on the right.
- EXPANSION JOINT AT PROPERTY LINE REQUIRED. 3/4" REDWOOD BOARD**: A label indicating the joint location and the required board.
- PROPERTY LINE**: A vertical line marking the boundary.
- EXISTING CEMENT STABILIZED BASE**: The base layer on the left.
- BACKFILL WITH C.S.S. AND COMPACT TO 95% DENSITY, MINIMUM.**: The material filling the gap between the existing base and the new structure.
- CEMENT STABILIZED SAND BEDDING, 6" THICK MIN.**: The bedding layer for the new structure.
- 24" MIN\***: A circular detail showing the bedding thickness.
- 6" MIN**: A dimension indicating the thickness of the bedding layer.
- MIN. OF 6" DRIVEWAY AND CULVERT**: A note at the bottom left.
- \*OR AS APPROVED BY FBC ROAD & BRIDGE**: A note at the bottom right.

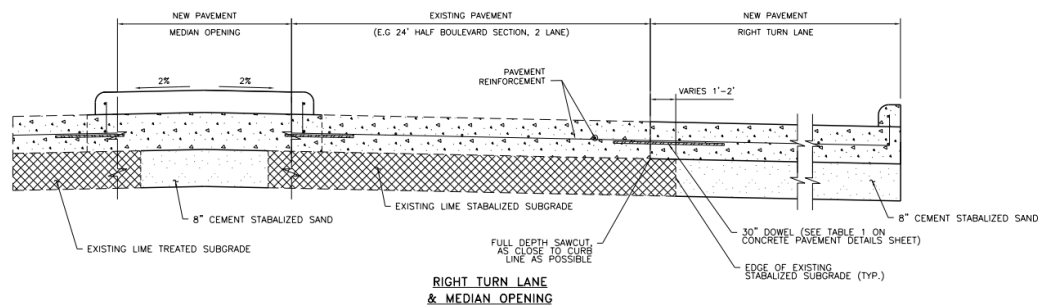
ASPHALT APRON DETAIL – DRIVEWAY PROFILE  
FOR CULVERT DRAINAGE



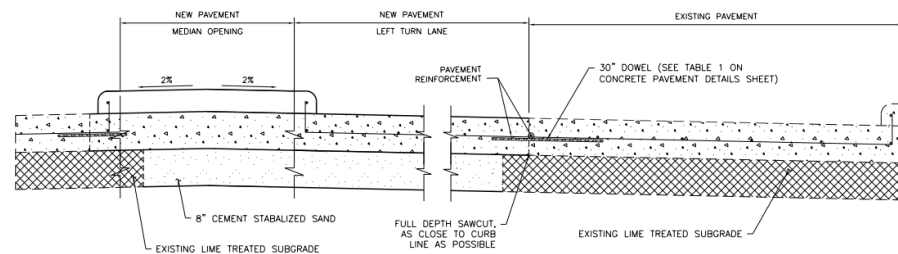
FORT BEND COUNTY  
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|--------------------|------------------------------------------------|------------------|
| PROJECT TITLE:     |                                                |                  |
| DRAWN BY:<br>INIT  |                                                | FBCE<br>STANDARD |
| CKD BY:<br>INIT    | SHEET DESCRIPTION:<br>ASPHALT DRIVEWAY DETAILS |                  |
| SCALE:<br>AS NOTED |                                                | SHEET NO.:       |
| DATE:<br>7-2-21    | APPROVED BY:                                   | # / #            |



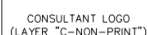
RIGHT TURN LANE  
& MEDIAN OPENING



LEFT TURN LANE  
& MEDIAN OPENING

- | NO. | REVISIONS                | DATE   | NAME |
|-----|--------------------------|--------|------|
| △   | ORIGINAL STANDARD ISSUED | 2-1-21 | RWB  |
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FORT BEND COUNTY  
ENGINEERING DEPARTMENT



|                |                                                                    |                   |
|----------------|--------------------------------------------------------------------|-------------------|
| PROJECT TITLE: |                                                                    |                   |
| DRAWN BY:      | SHEET DESCRIPTION:<br><br>TURN LANE &<br><br>MEDIAN OPENING DETAIL | FIELD<br>STANDARD |
| INIT           |                                                                    |                   |
| CK'D BY:       |                                                                    |                   |
| INIT           |                                                                    |                   |
| SCALE:         |                                                                    |                   |
| AS NOTED       |                                                                    |                   |
| DATE:          | APPROVED BY:                                                       | SHEET NO.:        |

