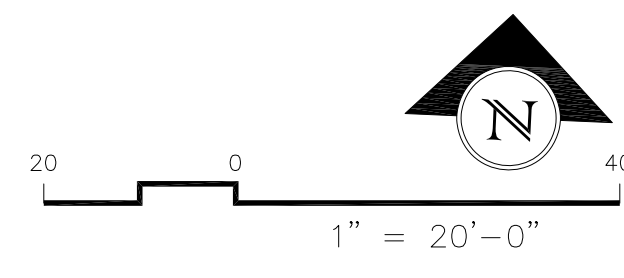


(D.C.L) N 85°40'00" E 317.77'

CALL 1.6845 ACRES
LOT 8, BLOCK 6
FORT BEND M.U.D. NO. 50
FBCCF NO. 2008102639



FORT BEND COUNTY
DRAINAGE DISTRICT
VOL. 1929, PG. 2198 FBCCR

INLET ELEV.=98.64
SW, 18" GALV. PIPE;
F.L.=94.34

PROPOSED (45'x140') 6,300 S.F.
OFFICE WAREHOUSE
HEIGHT: 24'-00"
F.F.=102.40'

FUTURE DEVELOPMENT
(45'x100') 4,500 S.F.
(PHASE II)

FUTURE DEVELOPMENT
(155'x40') 6,200 S.F.
TWO STORY
(PHASE III)

VACANT
CALL 1.2235 ACRES
AMARJIT VERMA AND
WIFE, NEELAM VERMA
VOL. 2209, PG. 1391 FBCCR
(FBCCF NO. 9022779)

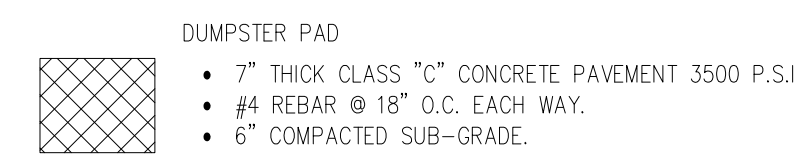
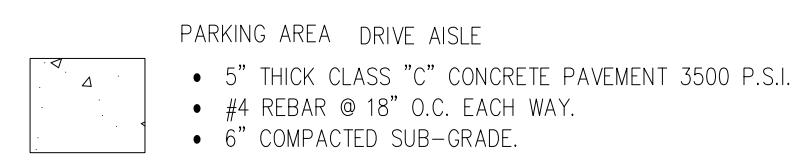
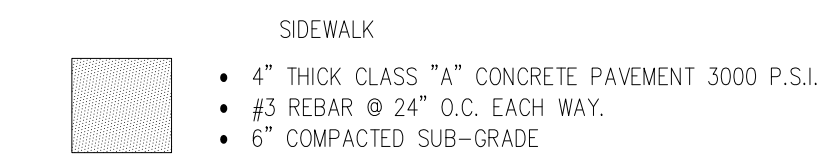
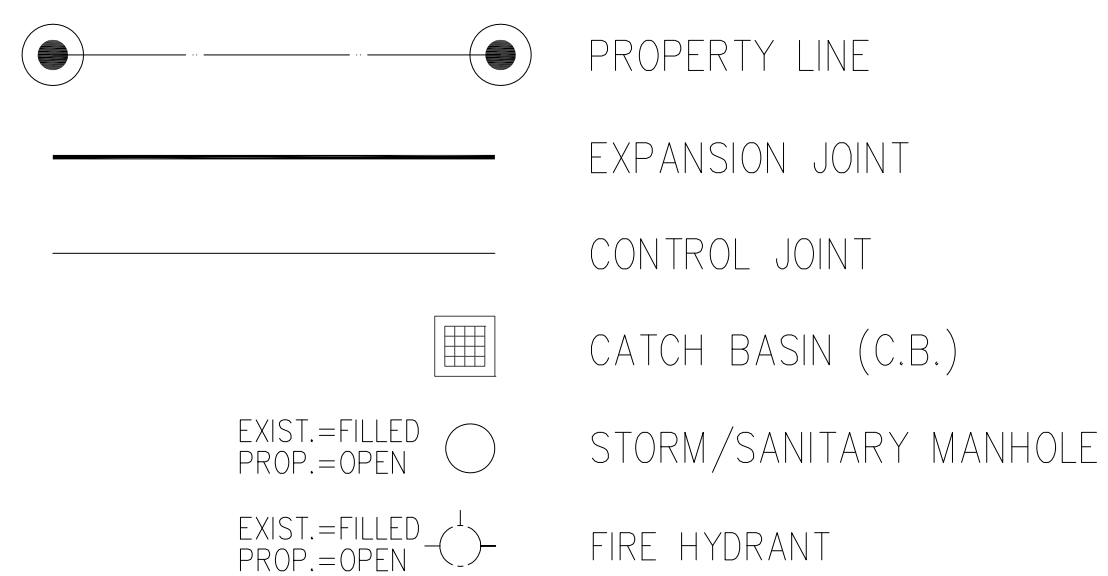
PAVING PLAN

SCALE: 1" = 20'

BELLAIRE BOULEVARD (120' R.O.W.)

"A PERMIT MUST BE OBTAINED PRIOR TO ANY WORK WITHIN THE FORT BEND COUNTY DRAINAGE DISTRICT RIGHT-OF-WAY. CONTACT THE FORT BEND COUNTY ENGINEERING DEPARTMENT, 281-633-7500

PAVEMENT MINIMUM DESIGNATION



- #### GENERAL NOTES:
- (THESE NOTES CONTROL EXCEPT AS NOTED OTHERWISE IN PLANS & DETAILS)
- PAVEMENT DESIGN AND SOIL PREPARATION RECOMMENDATIONS GIVEN IN THE GEOTECHNICAL REPORT PROVIDED BY THE OWNER SHALL BE ADHERED TO FOR BOTH MATERIALS AND PRACTICE OF INSTALLATION.
 - CONTRACTOR SHALL FURNISH ALL PAVEMENT MARKINGS FOR FIRE LANES, ROADWAY LANES, PARKING STALLS, HANDICAPPED PARKING SYMBOLS, ACCESS AISLES, STOP BARS AND SIGNS, AND MISCELLANEOUS STRIPING WITHIN PARKING LOT AS SHOWN ON THE PLANS.
 - THE MATERIALS AND PROPERTIES OF CONCRETE SHALL MEET THE APPLICABLE REQUIREMENTS IN THE A.C.I. (AMERICAN CONCRETE INSTITUTE) MANUAL OF CONCRETE PRACTICE AS WELL AS LOCAL STANDARDS.
 - ANY DAMAGED PAVING, CURBS AND/OR SIDEWALK WILL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND OWNER.
 - BEFORE PLACING PAVEMENT, CONTRACTOR SHALL VERIFY THAT SUITABLE HANDICAPPED ROUTES (PER A.O.A. & T.A.S.) EXIST TO AND FROM EVERY DOOR, IN NO CASE SHALL:
A. HANDICAP RAMP SLOPES EXCEED 1 VERTICAL TO 12 HORIZONTAL.
B. SIDEWALK CROSS SLOPES EXCEED 2.0 PERCENT.
C. LONGITUDINAL SIDEWALK SLOPES EXCEED 5.0 PERCENT.
CONTRACTOR SHALL CONTACT ENGINEER PRIOR TO PAVEMENT CONSTRUCTION IF ANY SLOPES EXCEED THE ABOVE LIMITS.
 - EXCESS SOIL MATERIAL IS THE RESPONSIBILITY OF THE CONTRACTOR & IS TO BE DISPOSED OFFSITE RESPONSIBLY.

- #### PAVING
- SUBGRADE PREPARATION:
A. STRIP PAVEMENT AREAS TO REMOVE ALL TOP SOIL, DEBRIS AND VEGETATION. REMOVE TREE STUMPS AND ROOTS.
B. OVER-EXCAVATE SOFT AREAS AND REPLACE WITH SELECT FILL, FREE OF ORGANIC MATTER, WITH PLASTICITY INDEX OF 7 TO 20 AND A MINIMUM LIQUID LIMIT OF 28 PERCENT. FILL SHALL BE PLACED IN SIX(6) TO EIGHT(8) INCH LOOSE LIFTS AND COMPACTED TO 95% OF STD. PROCTOR (ASTM D698-78) MA DRY DENSITY.
C. PROOF-ROLL TO 95% OF STD. PROCTOR (ASTM D698-78) MAXIMUM DRY DENSITY.
D. STABILIZED SUBGRADE SHALL EXTEND A MINIMUM OF 1 FOOT BEYOND FACE OF ALL PAVEMENT, OR AS DIRECTED IN ENGINEER'S RECOMMENDATION OR PER GEOTECHNICAL REPORT.
E. COMPACT TO 95% OF STD. PROCTOR (ASTM D698-78) MAXIMUM DRY DENSITY.
 - PROVIDE 5 INCHES OR MORE OF ADEQUATELY REINFORCED PAVEMENT FOR AUTOMOBILE PARKING, 6 INCHES OR MORE FOR LIGHT-DUTY AUTOMOBILE TRAFFIC AREAS, DRIVE LANES, FIRE LANES, AND/OR AREAS SUBJECT TO RELATIVELY LIGHT VOLUME TRUCK TRAFFIC, AND 7 INCHES OR MORE FOR DUMPSITE AREAS AND/OR AREAS RECEIVING MODERATE TO HEAVY TRUCK TRAFFIC.
 - CONCRETE COMPRESSIVE STRENGTH = 3,500 PSI @ 28 DAYS.
 - REINFORCEMENT: #4 @ 18" EA. WAY. ASTM A615 GRADE 60.
 - REINFORCEMENT SHALL BE SUPPORTED ON METAL OR PLASTIC CHAIRS, SPACED AT A MAXIMUM OF FOUR (4) FEET EACH WAY.
 - ALL CONCRETE PAVEMENT SHALL BE FLOAT FINISHED MECHANICALLY WITH APPROVED SELF-PROPELLED MACHINES. HANDING FLOATING SHALL BE PERMITTED ONLY IN AREAS INACCESSIBLE TO A FINISHING MACHINE. AFTER FLOATING, CONTRACTOR SHALL PROVIDE A FINE OR MEDIUM-COARSE "BROOM FINISH", UNLESS OTHERWISE INDICATED BY THE OWNER/ENGINEER. FOR ALL EXTERIOR SIDEWALKS, EXTERIOR RAMPS, EQUIPMENT AND TRANSFORMER PADS, AND SITE PAVING, BROOMING SHALL BE DONE TRANSVERSELY TO THE DIRECTION OF MAIN TRAFFIC. ALL FINISHING SHALL CONFORM TO A.C.I.301. CONTRACTOR SHALL DETERMINE THE APPROPRIATE MEANS & METHODS TO PROTECT THE FINISHED CONCRETE FROM PRECIPITATION FOR A MINIMUM OF 24 HOURS.
 - CONTRACTOR SHALL PROTECT THE FINISHED CONCRETE PAVEMENT AGAINST LOSS OF MOISTURE FOR NO LESS THAN 72 HOURS IN CONFORMANCE WITH THE A.C.I. MANUAL OF CONCRETE PRACTICE.

- #### DRIVEWAY
- PROPOSED DRIVEWAY, SIDEWALK, CURB, GUTTER LINE AND GRADE SHALL MATCH EXISTING STREET.
 - PROPOSED DRIVEWAY SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, 5-1/2 SACK CEMENT PER CUBIC YARD, 7 INCHES THICK, FROM PROPOSED SAW CUT TO RIGHT-OF-WAY LINE (PROPERTY LINE).
 - PROPOSED DRIVEWAY REINFORCING STEEL IS TO BE #4 REINFORCING BARS (ASTM A615 GRADE 60), SPACED AT 18 INCHES O.C., EACH WAY, WITH 22 INCHES MINIMUM LAP, FROM PROPOSED SAW CUT TO RIGHT-OF-WAY LINE.
 - PROPOSED DRIVEWAY REINFORCING STEEL IS TO BE TIED TO EXISTING ROADWAY REINFORCING STEEL WITH A MINIMUM LAP OF 8 INCHES.
 - PROPOSED GUTTER LINE IS TO BE MAINTAINED AT FACE OF EXISTING CURB.
 - SAW CUT EXISTING CURB AT EACH END AND KNOCK OUT CURB FROM BEGINNING TO END OF PROPOSED DRIVEWAY.
 - SAW CUT EXISTING PAVEMENT A MINIMUM OF 12 INCHES AWAY FROM FACE OF CURB (GUTTER LINE) AND BREAK OUT TO EXPOSE EXISTING REINFORCEMENT STEEL.
 - COMPACT SUBGRADE FOR PROPOSED DRIVEWAY CONNECTION FROM PROPOSED SAW CUT AT EXISTING PAVEMENT TO RIGHT-OF-WAY LINE. COMPACT TO 95% OF STANDARD PROCTOR DENSITY (4 +/- 2% OPTIMUM MOISTURE). THE ENGINEER RESERVES THE RIGHT TO REQUIRE LABORATORY TESTS TO BE CONDUCTED.
 - IF MORE THAN ONE PROPOSED DRIVEWAY IS BUILT ON THE SAME PROPERTY, SAID DRIVEWAYS SHALL BE SEPARATED BY A MINIMUM DISTANCE OF 20 FEET (ROADWAYS W/ CURBS SIDEWALKS).
 - REINFORCING STEEL SHALL BE ELEVATED A MINIMUM OF 3" ABOVE SUBGRADE. 3 INCH MANUFACTURED CHAIRS ARE REQUIRED WITH MAXIMUM SPACING OF 72 INCHES EACH WAY.
- #### PAVEMENT JOINTS:
- EXPANSION JOINTS, AS DETAILED IN THESE DRAWINGS, SHALL BE INSTALLED AT A MAXIMUM SPACING OF EIGHTY (80) FEET.
 - SAW-CUT JOINTS SHALL BE PLACED AT A MAXIMUM SPACING OF TWENTY (20) FEET.
 - ALL JOINTS SHALL BE SEALED PER CITY/COUNTY SPECIFICATIONS. ALL JOINTS SHALL EXTEND THROUGH THE CURB.

APPROVED: _____
Development Coordinator

DATE: _____

WHEN A COMMERCIAL SIDEWALK, DRIVEWAY, CURB OR GUTTER IS CONSTRUCTED, RECONSTRUCTED, REPAIRED OR REGRADED ON COUNTY RIGHT-OF-WAY. FOR USE WITH CONCRETE OR ASPHALT CURB TYPE STREETS, USE SECTIONS APPLICABLE.

A. USE FOR ALL PROPOSED EXISTING CURB REMOVAL FOR DRIVEWAYS (PLAN VIEW NOT TO SCALE)

B. USE FOR ALL PROPOSED DRIVES ON CURBED TYPE STREETS

GENERAL NOTES:

- COMPACT SUBGRADE FOR PROPOSED DRIVEWAY CONNECTION FROM PROPOSED SAW CUT AT EXISTING PAVEMENT TO R.O.W. LINE. COMPACT TO 95% OF STANDARD PROCTOR DENSITY (4 +/- 2% OPT. MOISTURE). THE COUNTY ENGINEER RESERVES THE RIGHT TO REQUIRE LABORATORY TESTS TO BE CONDUCTED.
- PROPOSED DRIVEWAY REINFORCING STEEL IS TO BE #4 DEFORMED REINFORCING BARS (ASTM A615 GRADE 60) UNLESS NOTED SPACED AT 18" O.C. EACH WAY WITH 12" MINIMUM LAP FROM PROPOSED SAW CUT TO ROAD LINE.
- PROPOSED DRIVEWAY SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE (5 1/2 SACKS (900 LBS) OF CEMENT PER CUBIC YARD OF CONCRETE, CLASS "A" STRUCTURAL (REFER TO SPECIFICATION 0301), 1" THICK, FROM PROPOSED SAW CUT TO R.O.W. LINE.
- PROPOSED SIDEWALK SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE (5 1/2 SACKS (900 LBS) OF CEMENT PER CUBIC YARD OF CONCRETE, CLASS "A" STRUCTURAL (REFER TO SPECIFICATION 0301), 4" THICK.

SIDEWALKS & DRIVEWAYS ON CURB TYPE STREETS COMMERCIAL AREA	DRAWN BY: L. BRDECKA DATE DRAWN: 2-1-94	REVISED BY: J. NETARDUS DATE REVISED: 4-7-09
	APPROVED BY: L. HOOD DATE: 2-1-94	DRAWING NO. FBC-025A

FORT BEND COUNTY ENGINEERING DEPARTMENT

GENERAL NOTES FOR SIDEWALKS AND DRIVEWAYS

- SAW CUT EXISTING CURB AT EACH END AND KNOCK OUT CURB FROM BEGINNING TO END OF PROPOSED DRIVEWAY.
- SAW CUT EXISTING PAVEMENT A MINIMUM OF 18" INCHES AWAY FROM BACK OF CURB (GUTTER LINE) AND BREAK OUT TO EXPOSE EXISTING REINFORCEMENT STEEL.
- COMPACT SUBGRADE FOR PROPOSED DRIVEWAY CONNECTION FROM PROPOSED SAW CUT AT EXISTING PAVEMENT TO RIGHT-OF-WAY LINE. COMPACT TO 95% OF STANDARD PROCTOR DENSITY (4 +/- 2% OPT. MOISTURE). THE COUNTY ENGINEER RESERVES THE RIGHT TO REQUIRE LABORATORY TESTS TO BE CONDUCTED.
- PLACE AND COMPACT 4" CLEAN BANK SAND.
- MAINTAIN GUTTER LINE WITH FACE OF EXISTING CURB.
- PROPOSED DRIVEWAY REINFORCING STEEL IS TO BE TIED TO EXISTING ROADWAY REINFORCING STEEL WITH A MINIMUM LAP OF 12 INCHES.
- PROPOSED DRIVEWAY REINFORCING STEEL IS TO BE #4 DEFORMED REINFORCING BARS (ASTM A615 GRADE 60, UNLESS NOTED) SPACED AT 24 INCHES O.C., EACH WAY, WITH 12 INCHES MINIMUM LAP (6" x 6" W6 x W6 AS ALTERNATE) FROM PROPOSED SAW CUT TO RIGHT-OF-WAY LINE.
- PROPOSED DRIVEWAY, CURB, GUTTER LINE, AND GRADE SHALL MATCH EXISTING STREET.
- PROPOSED DRIVEWAY SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "A" STRUCTURAL (REFER TO SPECIFICATION 0301), 7 INCHES THICK, FROM PROPOSED SAW CUT TO RIGHT-OF-WAY LINE (PROPERTY LINE).
- PROPOSED SIDEWALK SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE, CLASS "A" STRUCTURAL (REFER TO SPECIFICATION 0301), 4 INCHES THICK AND 4 FEET MINIMUM WIDTH. SEE DRAWING NO. FBC 24A FOR ADDITIONAL INFORMATION AND DETAILS.

CONSTRUCTION NOTES FOR SIDEWALKS & DRIVEWAYS WITH CURB TYPE STREETS COMMERCIAL AREA	DRAWN BY: L. BRDECKA DATE DRAWN: 2-1-94	REVISED BY: L. BRDECKA DATE REVISED: 3-10-05
	APPROVED BY: L. HOOD DATE: 2-1-94	DRAWING NO. FBC-025B

FORT BEND COUNTY ENGINEERING DEPARTMENT

Houtex Engineering, LLC.
9111 Katy Freeway, Suite 226
Houston, Texas 77024
E-mail: info@houtexengineering.com
Phone: (713) 973-1400 Fax: (281) 886-9001
Civil Engineering and consultant
FIRM NAME: HOUTEX ENGINEERING
FIRM REGISTRATION NUMBER: F-12522

STATE OF TEXAS
ZIAEDDIN MOHAMMADI
REGISTERED PROFESSIONAL ENGINEER
67639
8/17/2018

#	DATE	REVISION
1	5/25/2018	Revised for LID 12 Comments
2	6/26/2018	Revised for MUD Comments
3	7/05/2018	Revised for LID 12 Comments
4	8/16/2018	Revised for FBC Eng. & Drainage District comments

PROP. OFFICE WAREHOUSE
NORTH PARK
WAREHOUSE(PHASE 1)
7123 NORTH PARK DRIVE
HOUSTON, TX 77407

SITE PAVING PLAN

SCALE: 1" = 20'

CONTROL:
DRAWN BY: SLP 15-May-18
PVD BY: SLP 17-Aug-18
CK'D BY: SLP APRV BY: ZM

PROJECT NO. HT1713901

C.004
SHEET 7 OF 9

8/17/2018 11:44 AM: h001ev_16
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