

HARRIS COUNTY

Public Infrastructure Department
Architecture & Engineering Division

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CHECKLIST FOR ACCEPTANCE SUBMITTAL

Released: December 17, 2008

Plat Review

1. Street Name Change location shall be graphically identified by symbol, aligned with the associated lot line or reserve line, for all street name changes.
2. Consultant will verify the existing recorded plat names of streets when designing street continuations.
3. Consultant will provide recording information, if available, for widening of ROW on all existing County roads adjacent to the plat boundary.
4. Consultant will label the ROW width on each street section where a uniform ROW width exists. Labeling of ROW widths for cul-de-sacs is required. ROW widths shall be defined at the minimum width. "ROW varies" may be labeled beyond the minimum width. Where ROW transitions uniformly, labeling of ROW widths at the minimum width and the maximum width is required and "ROW varies" label may be used.

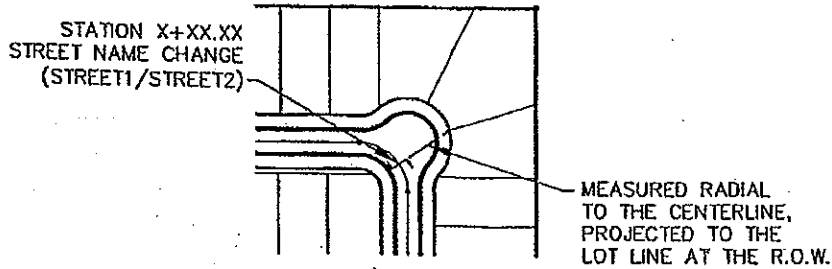
Road Log Worksheet

The road log worksheet is no longer required. However, the consultant **must** ensure that the information on record drawings matches the information on the recorded plat and the requested information listed below is provided on the record drawings.

Record Drawings

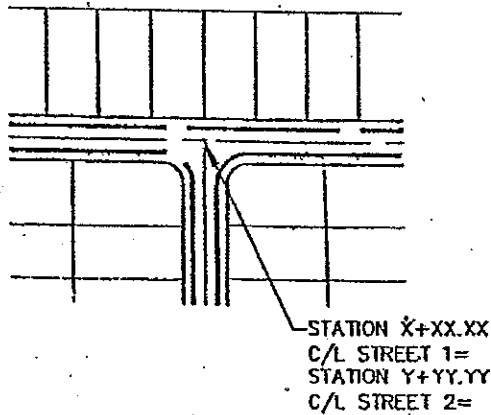
1. Street names will match the recorded plat. Where a street name in the plans has changed on the recorded plat, the Engineer shall note the changed street name on the plan cover sheet and throughout the construction plans.
2. It is not necessary to provide the station limits of each street (or station of street name changes) on the index of sheets on the cover sheet for the purpose of defining street lengths. Sufficient information will be provided on the plan and profiles of the individual streets as described in the following examples for identifying street lengths.
3. Pavement widths will be noted on the construction plans where the width is uniform. Where pavement width is not uniform (transitions, cul-de-sacs, knuckle cul-de-sacs, etc.), information will be labeled as described in the following examples.
4. As with Plat Review, where ROW transitions uniformly, provide ROW and pavement widths at the minimum width and the maximum width.

5. **Street name change locations:** The Consultant will provide the centerline station of the street name change. It is necessary that the station be precise, consistent between the two streets, and radial to the centerline projected to the lot line at the right-of-way where the street name changes.

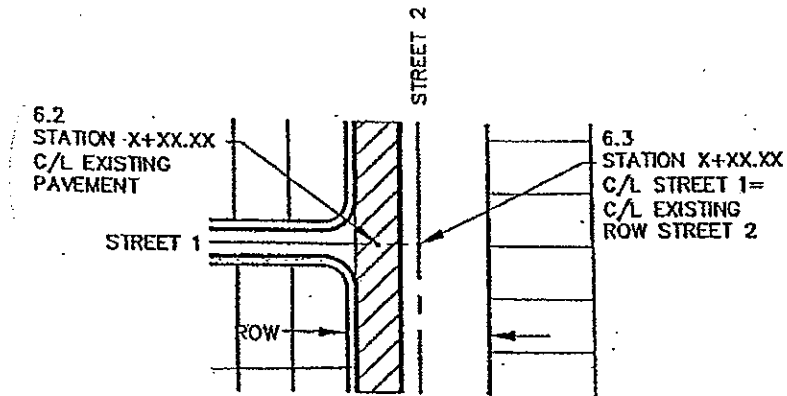


6. **Intersections:**

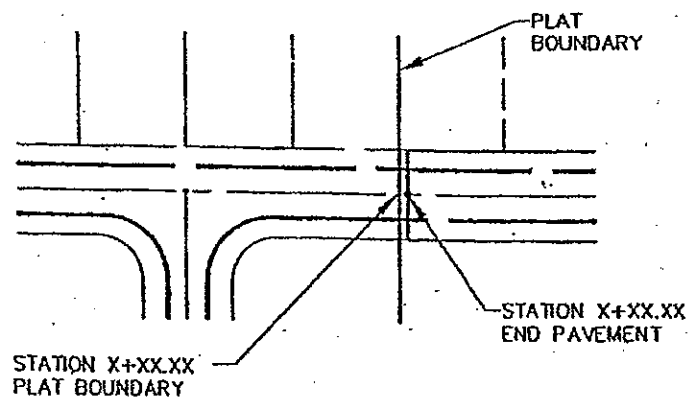
- 6.1. Where two proposed streets intersect, the centerline station of both alignments for the intersection point shall be labeled.



- 6.2. Where a proposed street 1 intersects an existing street 2, the centerline station of the proposed street alignment shall be labeled at the centerline of the existing street right-of-way.
- 6.3. Where a proposed street intersects a future boulevard section, in which only one-half of the boulevard is constructed, the centerline station of the proposed street alignment shall be labeled at the centerline of the existing pavement.

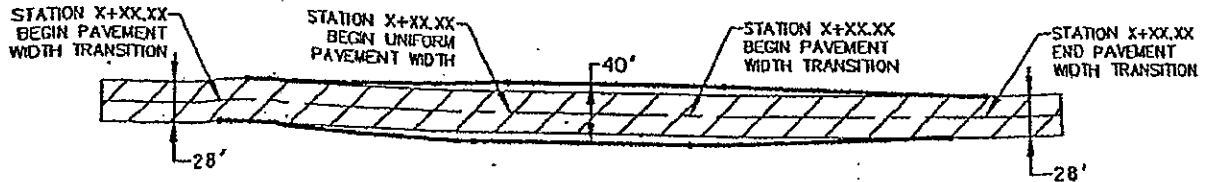


7. **Street Extension:** Where a street extends to the plat boundary forming the continuation of an existing street, the centerline station at the plat boundary shall be labeled. If the existing end of pavement does not match the plat boundary, then an additional label for the centerline station at the existing end of pavement will be provided.

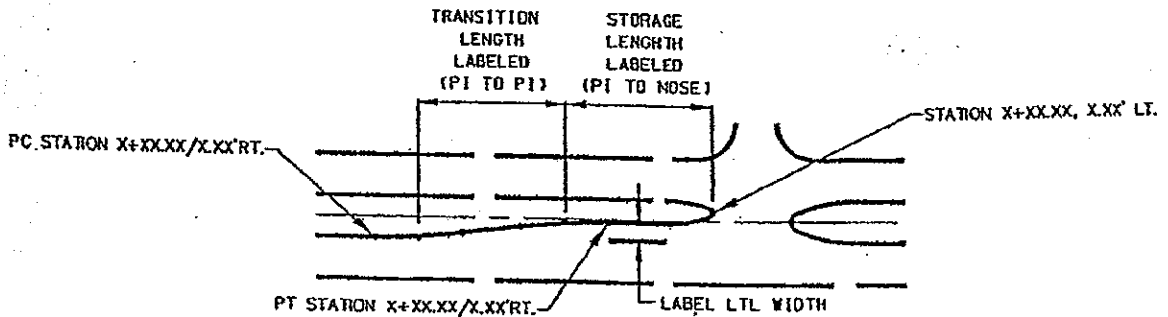


8. **Left Turn Lanes:**

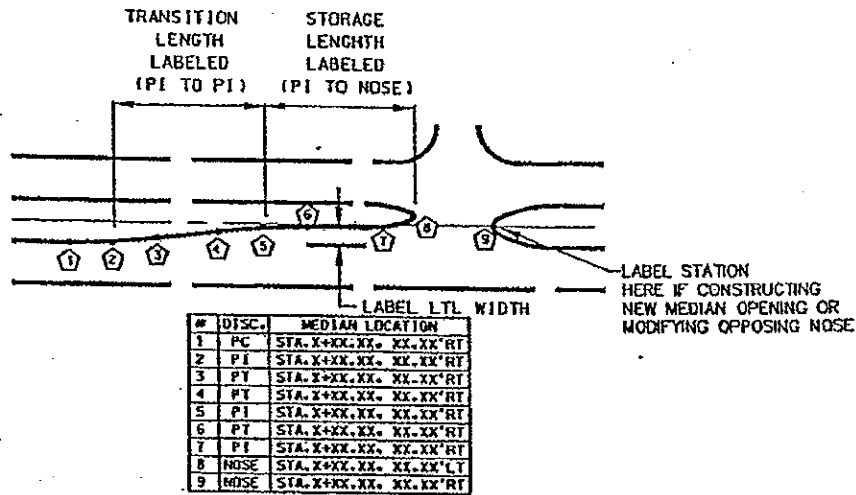
- 8.1. For turn lanes constructed on an existing undivided County roadway, the beginning of pavement width transition, beginning of uniform pavement width, end of uniform pavement width and end of pavement width transition stations shall be labeled. The existing pavement width on each end and the uniform width of the widened area shall also be labeled.



- 8.2. For left turn lanes constructed on an existing or proposed boulevard section, provide the centerline station of the first point of curvature (pc) of the transition in which the pavement width begins to vary, the second point of tangency (pt) in which the left turn lane constant width begins, and the centerline station of the median nose.



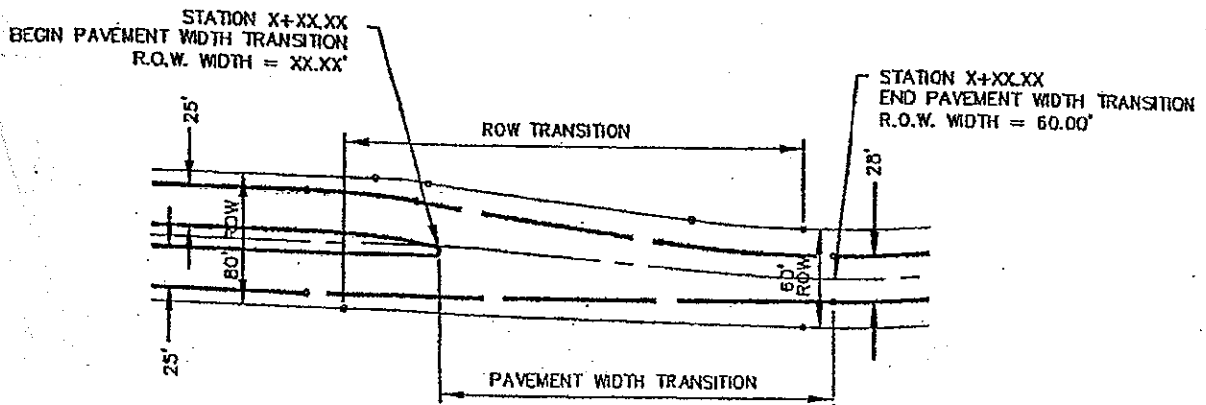
Note (applies to 8.1. and 8.2.): If space for labeling is limited, a point table may be provided.



9. Pavement and ROW widths:

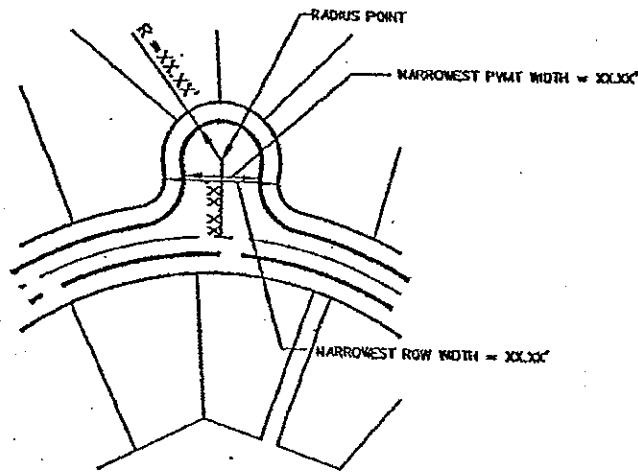
Stationing should be provided where pavement widths or ROW widths vary.

- a. Areas of normal curb returns should not be considered wider pavement or right-of-way. No additional labeling is required.
- b. ROW transitions may occur slightly offset from actual pavement transitions. Where this occurs, label the station and the right-of-way width at the first point in which the total pavement width begins to transition and the last point at which the total pavement width transition ends.

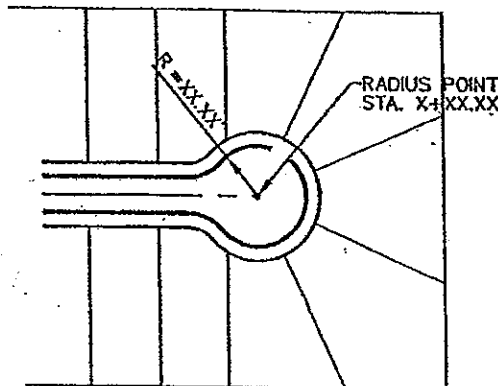


- c. Where a ROW transition occurs without a paving transition, label the station at which the beginning constant right-of-way width ends and the station at which the ending constant right-of-way begins.
- d. Unnamed knuckle cul-de-sacs which are not separate named streets will be labeled as follows:

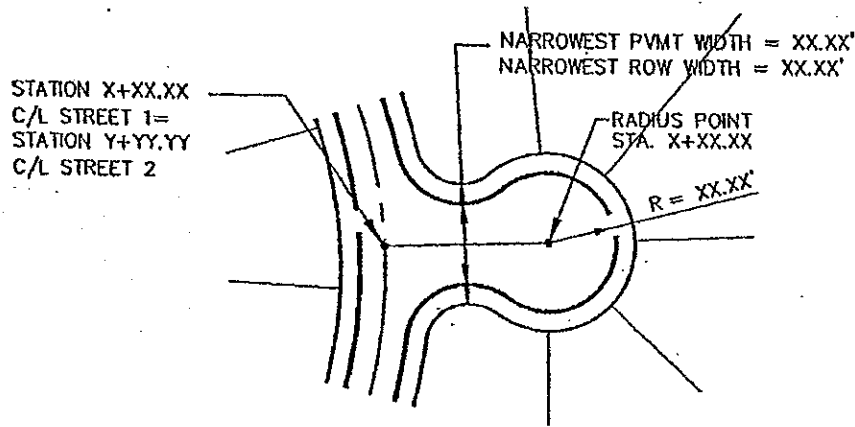
The centerline distance will be required from the centerline of the intersecting street to the radius point of the cul-de-sac. The paving and the right-of-way widths will be shown at the narrowest point.



- e. For named cul-de-sacs label the station at the center of cul-de-sac pavement and provide the pavement radius. The right-of-way radius is provided on the plat.

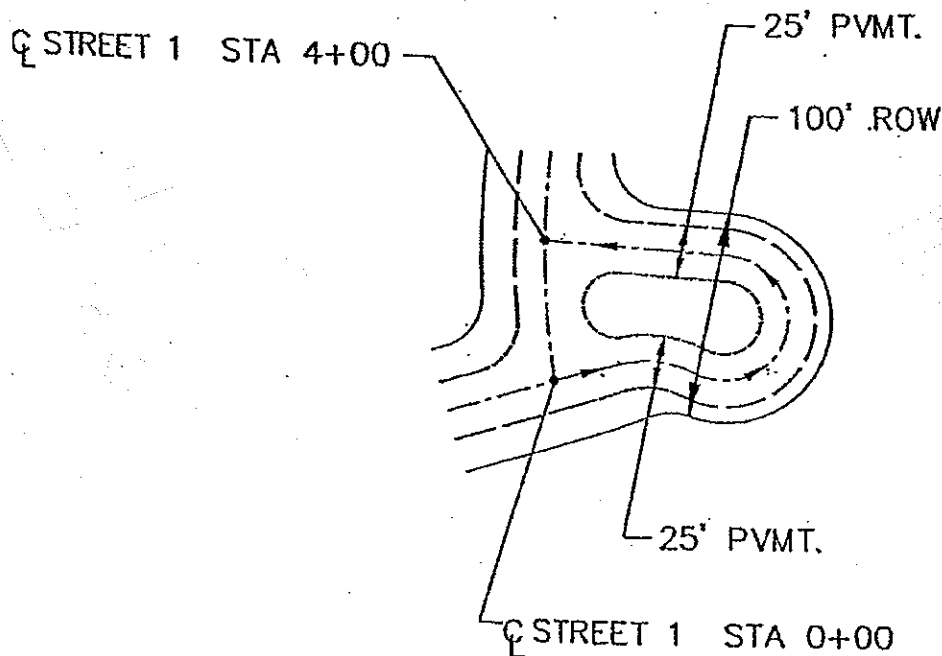


- f. Where a short named cul-de-sac exists (with no significant length of standard pavement) ROW and paving width should be labeled at the minimum width. It is noted that these widths vary through the entire length.



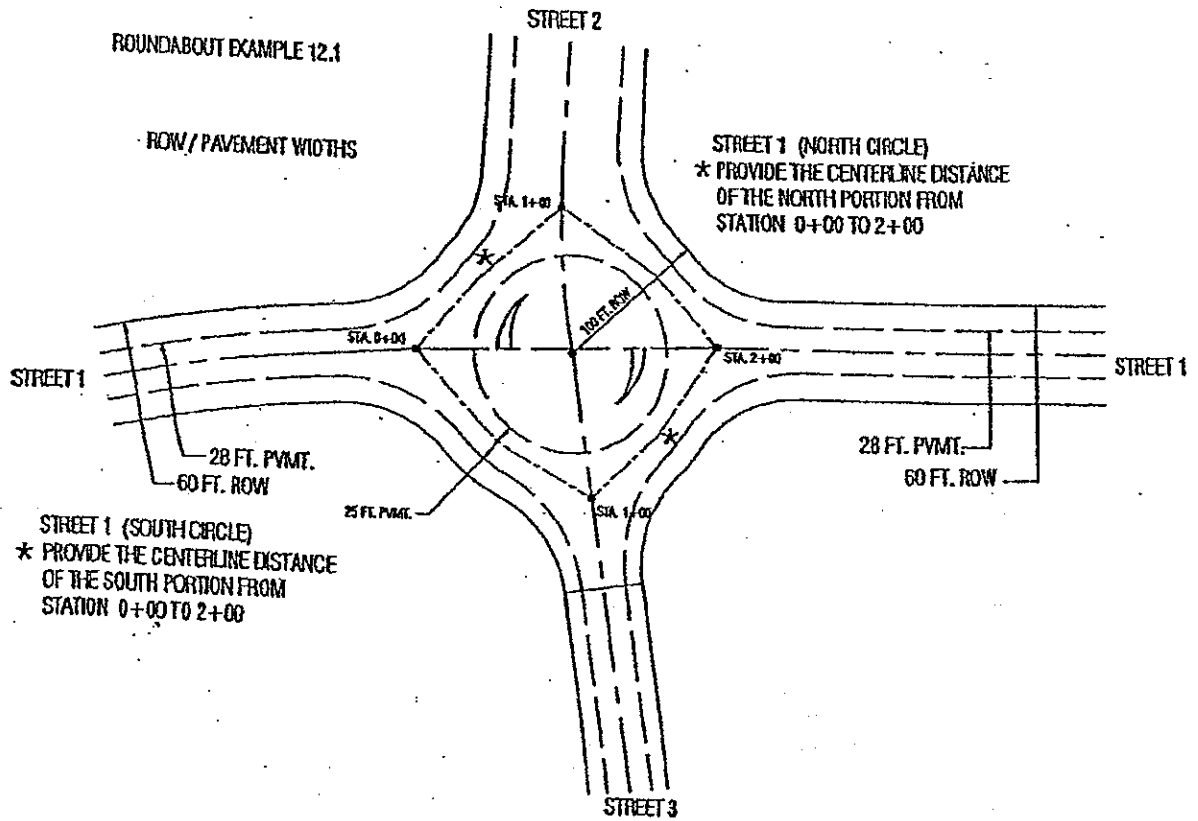
10. **Pavement changes:** Label the station at which pavement thickness or material changes.

11. **Loop streets:** For loop streets, provide the total centerline distance of the street from centerline of the intersecting street to the centerline of the intersecting street. Provide the pavement width and the right-of-way width for the street.



12. Roundabouts:

12.1. For roundabouts without restricted reserves, provide the right-of-way width from the radius point of the circle to the right-of-way boundary.



- 12.2. For roundabouts with restricted reserves, provide the right-of-way width from the outer edge of the reserve to the right-of-way boundary.

