

## **Amendments to the Subdivision Rules and Regulations**

### **Section Two, Paragraph II E Maintenance Bond:**

The bonding amount shall be revised as follows:

The bond amount shall be calculated at \$40.00 per linear foot of street or road for the standard roadway cross section and \$80.00 per linear foot for boulevard sections and shall remain in force until the roads are placed into the one-year maintenance period; at which time the bond shall be reduced to \$20.00 and \$40.00 per linear foot respectively. For bridges the bond amount shall be calculated at \$1,500.00 per linear foot of bridge reducing to \$750.00 per linear foot upon placement into the one-year maintenance program. The bond shall remain in force until such time as the roads have been inspected and accepted into the maintenance system. For private roads, the bond shall remain in force until final inspection has been passed and Commissioner's Court releases the bond.

### **Section Three Paragraph II B 1 General:**

This section shall be revised to read as follows:

Streets or roads with an open ditch section shall have a roadway base crown and surface with the following minimum widths:

- a. All non-commercial streets shall have a minimum base width of 24 feet, a minimum paved surface of 22 feet and a minimum cross slope of  $\frac{1}{4}$  inch per foot.
- b. Commercial and heavy industrial streets shall have a minimum base width of 28 feet, a minimum paved surface of 22 feet and a minimum cross slope of  $\frac{1}{4}$  inch per foot.

### **Section Three Paragraph II H Subgrade:**

This section shall be revised to read as follows:

1. Subgrades for all types of roads shall be plowed and grubbed, have all organic material removed, shall be accurately shaped prior to placing base material or pavement thereon, and shall be compacted to provide for uniform density capable of supporting the pavement loads to be imposed thereupon. Subgrades shall be stabilized to a minimum depth of six inches and shall comply with the approved geotechnical report.

2. Subgrade shall be compacted to 95% Standard Proctor density (ASTM D-698) with a moisture content of -2% to +3% of optimum moisture. Compaction shall be accomplished by use of approved and acceptable mixing and rolling equipment and construction methods. The treated subgrade shall meet the following gradation requirements:

100% passing the 1- 3/4 " sieve  
80% passing the 3/4" sieve

**Section Three Paragraph II B 4 Flexible Base:**

This section shall be revised to read as follows:

Flexible base materials shall consist of crushed stone, crushed concrete, black base or iron ore. The base thickness shall be a minimum of 8 inches except for black base which shall have a minimum thickness of 6 inches.

- a. Crushed stone base shall comply with Item 247 of the Standard Specifications for Construction of Highways, Streets, and Bridges, TxDOT, 1993 for Type "A", Grade 1 or 2 material.
- b. Crushed Concrete base shall comply with Item 247 of the Standard Specifications for Construction of Highways, Streets, and Bridges, TxDOT, 1993 and shall meet Grade 1 physical requirements.
- c. Black base shall comply with Item 345 of the Standard Specifications for Construction of Highways, Streets, and Bridges, TxDOT, 1993 and shall meet Grade 1 or 2 Master Grading requirements.
- d. Iron Ore base shall be constructed as herein specified and in conformity with the plans submitted to Montgomery County for approval. The material shall be approved by the County. Material containing gravel or hard pieces of ore exceeding the maximum specified size in their larger dimension shall be broken up and uniformly mixed with the remainder of the material.

When properly slaked and tested by laboratory methods approved by TxDOT, the iron ore flexible base material shall meet the following requirements:

Retained on 2 1/2 in. sieve = 0%

Retained on No. 40 sieve = 50% to 85% or as approved by the Commissioners Court

Material passing the No. 40 sieve shall be known as soil binder and shall meet the following requirements when prepared in accordance with test method Tex-101-E procedure:

The Liquid Limit shall not exceed 35

The Plasticity Index shall not exceed 12

### **Section Three Paragraph II E Compaction of Base**

This section shall be revised to read as follows:

All flexible base shall be compacted to 95% standard proctor density (ASTM D-698) except for black base which shall be compacted to 91% of the maximum theoretical density as determined according to Test Method Tex-227-F and Test Method Tex-207-F.

### **Section Three Paragraph II F Wearing Surfaces:**

This section shall be revised to read as follows:

1. Hot mix asphaltic concrete shall be placed such that the average thickness of all cores on any individual street is two inches or greater with no core measuring less than 1.9 inches in thickness.

### **Section Three Paragraph II G Design and Testing:**

This section shall be revised as follows:

1. The developer shall submit a geotechnical report prepared by a geotechnical engineer licensed in the state of Texas and employed by a company that is accredited by the American Association for Laboratory Accreditation (A2LA). The geotechnical report shall include subgrade treatment recommendations including the type of stabilizer and anticipated application rate (lb/yd<sup>2</sup>) to develop a modulus of subgrade reaction of no less than 200 pci for all roadway classifications. The geotechnical report shall be required for the approval of construction plans. All laboratory testing shall be done by a testing laboratory that is accredited by the American Association for Laboratory Accreditation (A2LA). The laboratory shall submit a copy of all test reports to the County Engineer's Office.
7. Hot-mix asphaltic concrete shall be designed and tested by an accredited laboratory and shall meet the requirements for Type "D" asphalt as indicated

in Item 340 of the Standard Specifications for Construction of Highways, Streets and Bridges, TxDOT, 1993. Asphalt shall be tested every 250 feet alternating lanes for thickness and density with a minimum of one test per street. The asphalt shall have a minimum Hveem stability of 35 and shall have an optimum in-place density of 91% of the maximum theoretical density as determined according to Test Method Tex-227-F and Test Method Tex-207-F.

8. Subgrades shall be tested a minimum of every 250 feet alternating lanes for density and P.I with a minimum of one test per street. All paving subgrade shall be proof-rolled after the roadway has been cut to grade. The geotechnical engineer, testing laboratory, or their designated representative shall monitor proof-rolling operations and shall determine whether remediation of weak areas is required before subgrade treatment. If remediation is required, the geotechnical engineer or testing laboratory shall provide recommendations for remediation.
9. Bases shall be tested a minimum of three tests every 250 feet for density, thickness, and gradation with a minimum of one group of three tests per street. The tests shall be taken at the center line and one foot in from each edge of the base. Gradation shall be tested each day that base material is placed.
10. The laboratory shall identify all test locations based on the stations and offsets established in the approved construction plans.
11. Prior to acceptance of the roads into the one-year maintenance program, the geotechnical engineer or testing laboratory shall submit to the County Engineer's Office a written statement of substantial compliance sealed by a professional engineer licensed in the state of Texas. The written statement of substantial compliance must acknowledge that all construction materials and operations used in the project were tested and inspected by an accredited laboratory and that they comply with all the specifications applicable to the project.