



DRIVE WAY PERMIT

E-MAIL gbarnhill@cityofliberty.org

936-336-3684

APPLICANT INFORMATION

NAME: _____ APPLICANT IS: OWNER: _____ CONTRACTOR: _____

EMAIL: _____ PHONE: _____

ADDRESS OF PROPOSED DRIVEWAY:

STREET SECTION: ___ OPEN DITCH ___ CURB AND GUTTER CLASSIFICATION: ___ COMMERCIAL ___ RESIDENTIAL

PROPOSED WIDTH: _____ FT. (RESIDENTIAL: 12' MIN, 30' MAX / COMMERCIAL: 20' FT. MIN, 45' MAX.) MATERIAL ___ CONCRETE ___ ASPHALT

___ NEW DRIVEWAY ___ REPLACEMENT OF EXISTING DRIVE ___ ADDITION TO EXISTING DRIVE ___ OTHER: _____

STREET NAME THAT THE PROPOSED DRIVEWAY WILL FACE:

1. PLEASE PROVIDE A SITE PLAN THAT SHOWS THE PROPOSED IMPROVEMENTS IN RELATION TO PROPERTY BOUNDARIES
2. DRIVEWAYS TO BE PER TX DOT AND THE CITY OF LIBERTY ORDINANCE AND SPECIFICATIONS, AND IN COMPLIANCE WITH APPROVED PLANS
3. FOR ALL DRIVEWAYS WITH OPEN DITCH DRAINAGE, THE MINIMUM CULVERTY SIZE WILL BE DETERMINED BY THE PUBLIC WORKS DEPARTMENT
4. PUBLIC WORKS WILL SET THE CULVERTS FOR RESIDENTIAL HOMEOWNERS. BUILDERS AND DEVELOPERS WILL SET THEIR OWN CULVERTS.
5. ONCE THE HOMEOWNER HAS PURCHASED THE PROPER SIZE CULVERTS, AMD MARKED THE DRIVEWAY LOCATION, THEY MUST CONTACT PUBLIC WORKS AT 936-336-5770 TO SCHEDULE A TIME FOR THE INSTALLATION.
6. OPEN DITCH CONFIGURATIONS WILL REQUIRE 2 SEPARATE INSPECTIONS.
 - A. THE FIRST INSPECTION WILL OCCUR AFTER THE CULVERTS ARE SET IN PLACE TO CHECK THE PROPER ELEVATION OF THE FLOW LINE
 - B. THE SECOND INSPECTION WILL OCCUR AFTER THE REBAR IS INSTALLED FOR A CONCRETE DRIVEWAY, OR AFTER THE BASE MATERIAL IS INSTALLED FOR AND ASPHALT DRIVEWAY.
7. CURB AND GUTTER CONFIGURATIONS WILL ONLY REQUIRE ONE INSPECTION. THIS WILL OCCUR AFTER THE REBAR IS INSTALLED FOR A CONCRETE DRIVEWAY OR AFTER THE BASE MATERIAL IS INSTALLED FOR AN ASPHALT DRIVEWAY. ALL DRIVEWAYS MUST BE CONSTRUCTED PER CITY OF LIBERTY'S SPECIFICATIONS.
8. ALL INSPECTIONS MUST BE SCHEDULED 24 HOURS IN ADVANCE BY CALLING THE BUILDING DEPARTMENT AT 936-336-3684.
9. FOR AN EXISTING CONCRETE STREET WITH 6" CONCRETE STAND-UP CURB AND GUTTER, SAW CUT A MINIMUM OF 1 1/2" DEEP AND REMOVE EXISTING CURB AND 18" OF PAVEMENT THE WIDTH OF THE PROPOSED DRIVEWAY FROM END OF RADIUS TO END OF RADIUS AND EXPOSE 12" OF EXISTING STEEL AND TIE TO NEW STEEL. RE-POUR GUTTER WITH PROPOSED DRIVEWAY.
10. ALL DRIVEWAYS ARE TO BE CONSTRUCTED ON COMPACTED BASE MATERIAL.
11. FOR EXISTING ASPHALT PAVEMENT WITH 6" MONOLITHIC STANDUP CURB AND GUTTER, SAW CUT CURB AND GUTTER A MINIMUM OF 1 1/2" DEEP AND REMOVE IT THE WIDTH OF THE PROPOSED DRIVEWAY FROM END OF RADIUS TO END OF RADIUS. EPOXY 3 DOWELS A MINIMUM OF 6" INTO EXISTING CURB AND GUTTER AT SAW CUT IF 6" OF REINFORCING STEEL IS NOT EXPOSED. RE-POUR GUTTER WITH PROPOSED DRIVEWAY.
12. PROVIDE EXPANSION JOIN T BETWEEN EXISTING AND PROPOSED CONCRETE CURB AND GUTTER AND AT THE RIGHT OF WAY LINE AND CONTINUE ANY STREET EXPANSION JOINTS THAT ARE IN LINE WITH THE DRIVEWAY.
13. FOR EXISTING CONCRETE STREETS WITH ROLLOVER CURBING, INSTALL AN EXPANSION JOINT AT BACK OF EXISTING CURB AND AT RIGHT OF WAY, AND POUR A 10:X10" COCRETE PAVING HEADER DIRECTLY BEHIND CURB.
14. IF A SIDEWALK IS TO BE PLACED, THE FORMS AND STEEL MUST BE READY FOR INSPECTION AT THE SAME TIME AS THE APPROACH
15. EXPANSION JOINT MATERIAL SHALL BE IN ACCORDANCE WITH THE CITY OF LIBERTY'S ORDINANCES AND SPECIFICATIONS, AND ANY AMENDMENTS.

OFFICE USE ONLY

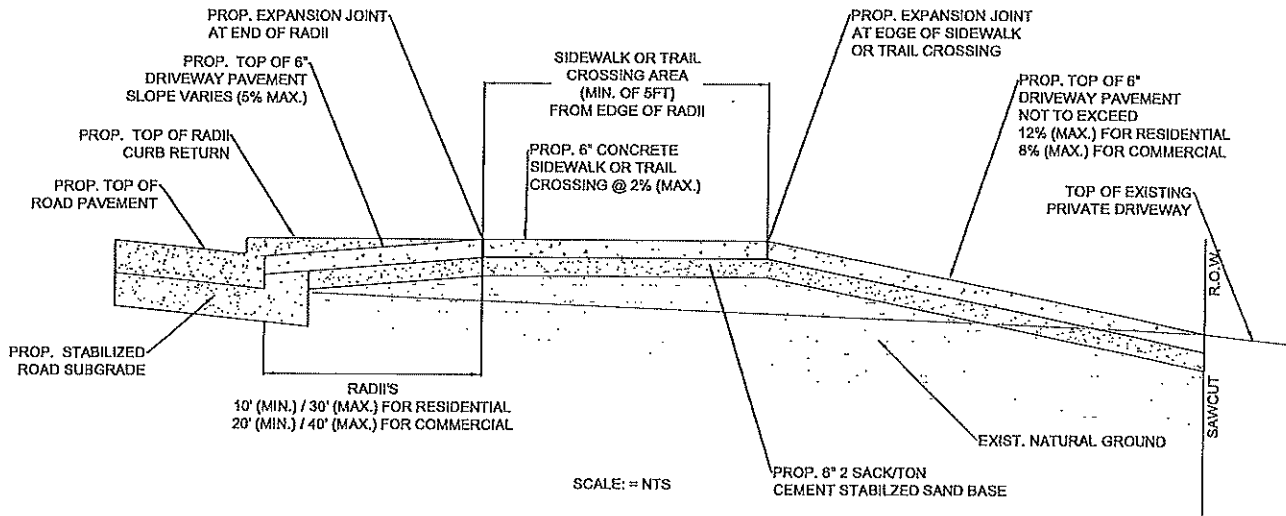
MINIMUM CULVERT SIZE REQUIRED _____

PREPARED BY: _____ DATE: _____ APPROVED BY: _____ DATE: _____

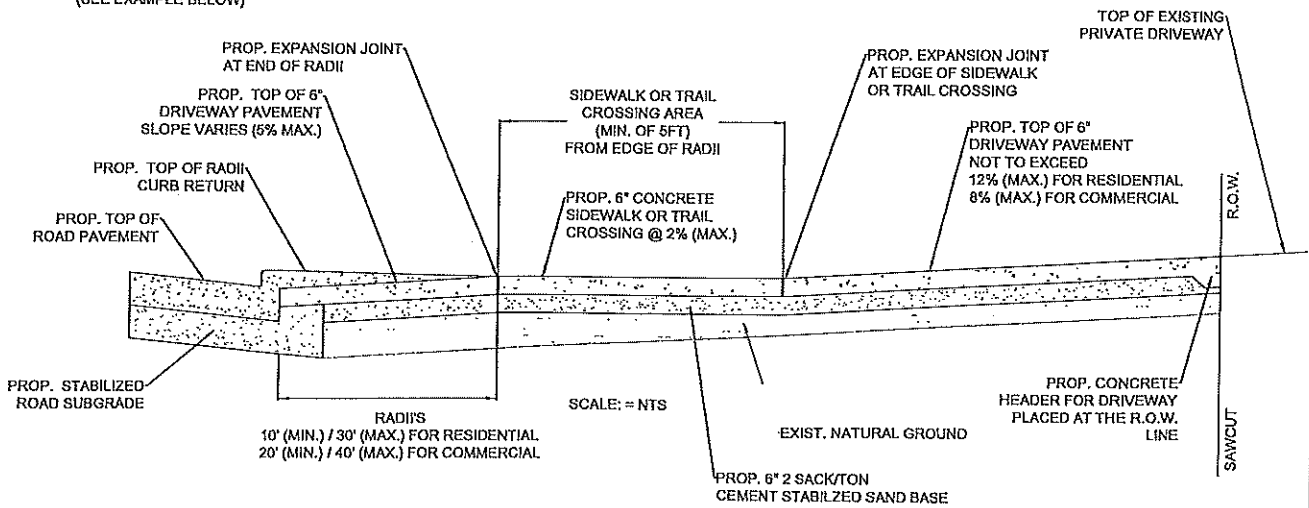
ADDITIONAL NOTES:

NOTES:

- 1.) ALL DRIVEWAY IMPROVEMENTS SHALL TERMINATE AT THE R.O.W., UNLESS APPROVAL FROM THE ENGINEER, WHO'S SEAL AND SIGNATURE ARE ATTACHED HAS BEEN GRANTED.
- 2.) RESIDENTIAL DRIVEWAYS ARE TO BE 18' (MIN.) OPENING BETWEEN FACE OF RADII CURB ON ONE SIDE TO FACE OF RADII CURB ON THE OTHER, WITH A 10' (MIN.) RADIUS FOR EACH.
- 3.) COMMERCIAL DRIVEWAYS ARE TO BE 25' (MIN.) OPENING BETWEEN FACE OF RADII CURB ON ONE SIDE TO FACE OF RADII CURB ON THE OTHER, WITH A 20' (MIN.) RADIUS FOR EACH.
- 4.) NON-RESIDENTIAL AND NON-COMMERCIAL DRIVEWAYS ARE TO BE 18' (MIN.) OPENING BETWEEN FACE OF RADII CURB ON ONE SIDE TO FACE OF RADII CURB ON THE OTHER, WITH A 10' (MIN.) RADIUS FOR EACH.
- 5.) FROM END OF RADII RETURNS TO RIGHT-OF-WAY AND EXISTING DRIVEWAY INTERSECTIONS A 6" CONCRETE DRIVEWAY SLAB WITH A MINIMUM 6" CEMENT STABILIZED SAND BASE SHALL BE BUILT BY THE CONTRACTOR, UNLESS OTHERWISE NOTED BY THE ENGINEER.
- 6a.) WHEN THE ELEVATION OF AN EXISTING DRIVEWAY AT THE RIGHT-OF-WAY LINE ARE LOWER THAN THE PROPOSED PAVEMENT AT THE DRIVEWAY TIE-IN, THE DRIVEWAY SHALL HAVE A RISE OF 6" INCHES UP TO END OF THE RADII THEN HAVE A RISE OF 2% (MAX.) SLOPE FOR PROPOSED SIDEWALK AND TRAIL CROSSINGS, THEN FALL AT A SLOPE OF 12% (MAX.) FOR RESIDENTIAL AND 8% (MAX.) FOR COMMERCIAL DOWN TO MEET THE EXISTING DRIVEWAY AT THE R.O.W. LINE. (SEE EXAMPLE BELOW)

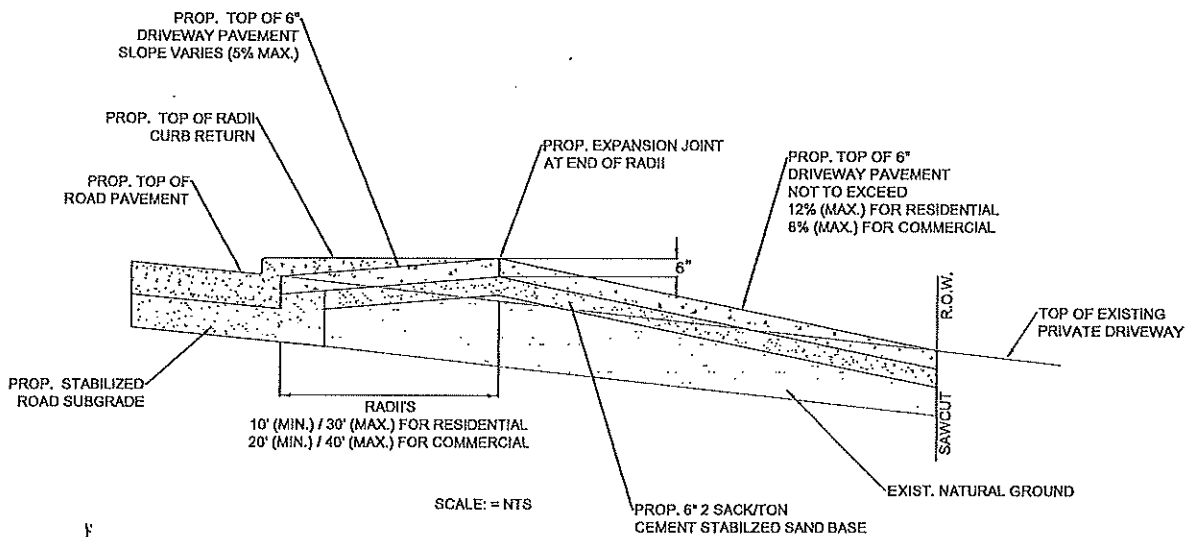


- 6b.) WHEN THE ELEVATION OF AN EXISTING DRIVEWAY AT THE RIGHT-OF-WAY LINE ARE HIGHER THAN THE PROPOSED PAVEMENT AT THE DRIVEWAY TIE-IN, THE DRIVEWAY SHALL HAVE A RISE OF 6" INCHES UP TO THE END OF THE RADII THEN HAVE A RISE OF 2% (MAX.) SLOPE FOR PROPOSED SIDEWALK AND TRAIL CROSSINGS, THEN RISE AT A SLOPE NOT TO EXCEED 8% (MAX.) FOR RESIDENTIAL AND A 12% (MAX.) FOR COMMERCIAL UP TO MEET THE EXISTING DRIVEWAY AT THE R.O.W. LINE. (SEE EXAMPLE BELOW)

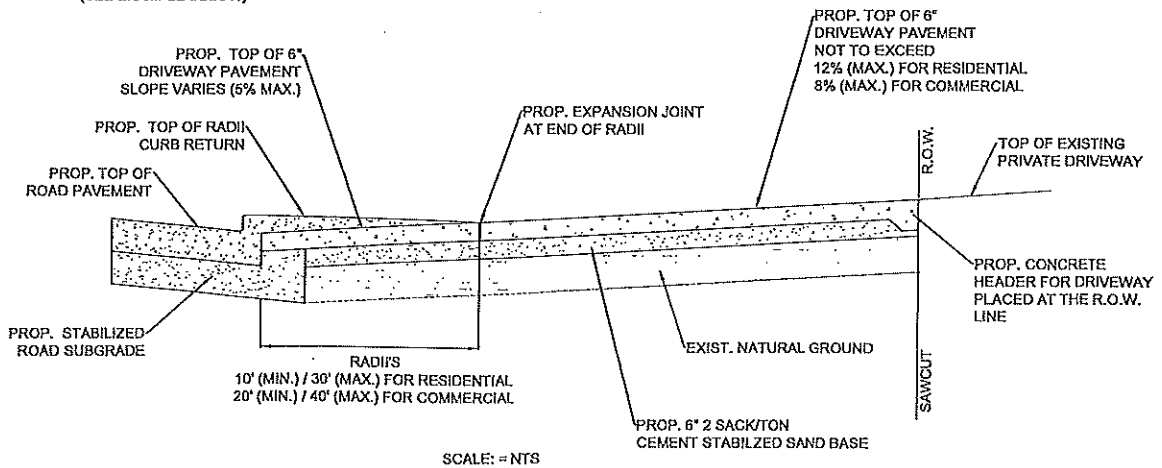


NOTES:

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- 6a.) WHEN THE ELEVATION OF AN EXISTING DRIVEWAY AT THE RIGHT-OF-WAY LINE IS LOWER THAN THE PROPOSED PAVEMENT AT THE DRIVEWAY TIE-IN, THE DRIVEWAY SHALL HAVE A RISE OF 6" INCHES UP TO THE END OF THE RADII, THEN FALL AT A SLOPE OF 12% (MAX.) FOR RESIDENTIAL AND 8% (MAX.) FOR COMMERCIAL DOWN TO MEET THE EXISTING DRIVEWAY AT THE R.O.W. LINE. (SEE EXAMPLE BELOW)

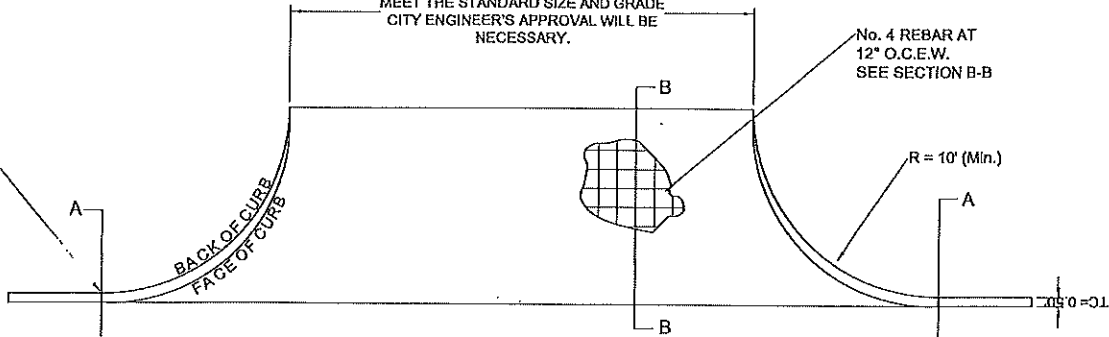


- 6b.) WHEN THE ELEVATION OF EXISTING DRIVEWAY AT THE RIGHT-OF-WAY LINE IS HIGHER THAN THE PROPOSED PAVEMENT AT THE DRIVEWAY TIE-IN, THE DRIVEWAY SHALL HAVE A RISE OF 6" INCHES UP TO THE END OF THE RADII, THEN CONTINUE WITH A SLOPE OF 8% (MAX.) FOR RESIDENTIAL AND 12% (MAX.) FOR COMMERCIAL UP TO MEET THE EXISTING DRIVEWAY AT THE RIGHT-OF-WAY LINE. (SEE EXAMPLE BELOW)

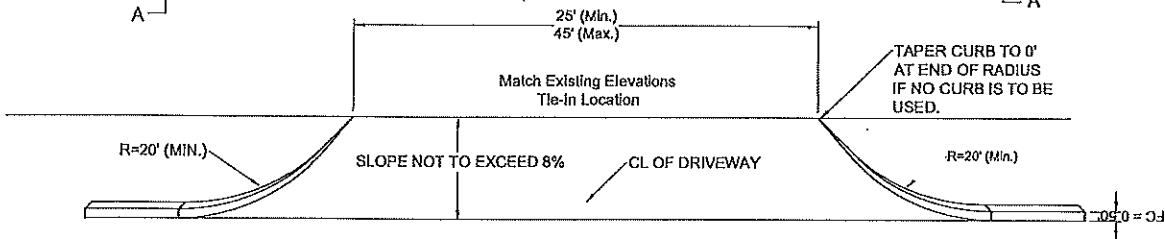


DRIVEWAY WIDTH MAY VARY BETWEEN 25' (MIN.) AND 45' (MAX.) MATCH EXISTING GRADE AND SIZE FOR DRIVEWAYS THAT DO NOT MEET THE STANDARD SIZE AND GRADE CITY ENGINEER'S APPROVAL WILL BE NECESSARY.

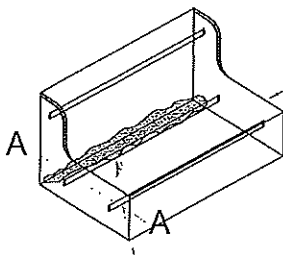
CURB TO BE SAWED OR REMOVED AT NEAREST CONSTRUCTION JOINT FOR DRIVEWAY TIE-IN



PLAN VIEW

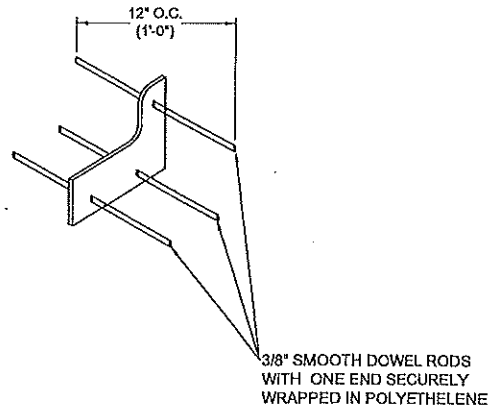


ELEVATION VIEW

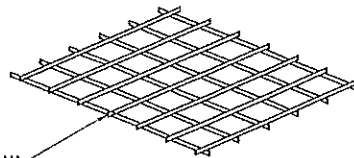


3/4" EXPANSION JOINT TO BE PLACED AT EACH START OF THE RADIUS

SECTION A-A



3/8" SMOOTH DOWEL RODS WITH ONE END SECURELY WRAPPED IN POLYETHYLENE

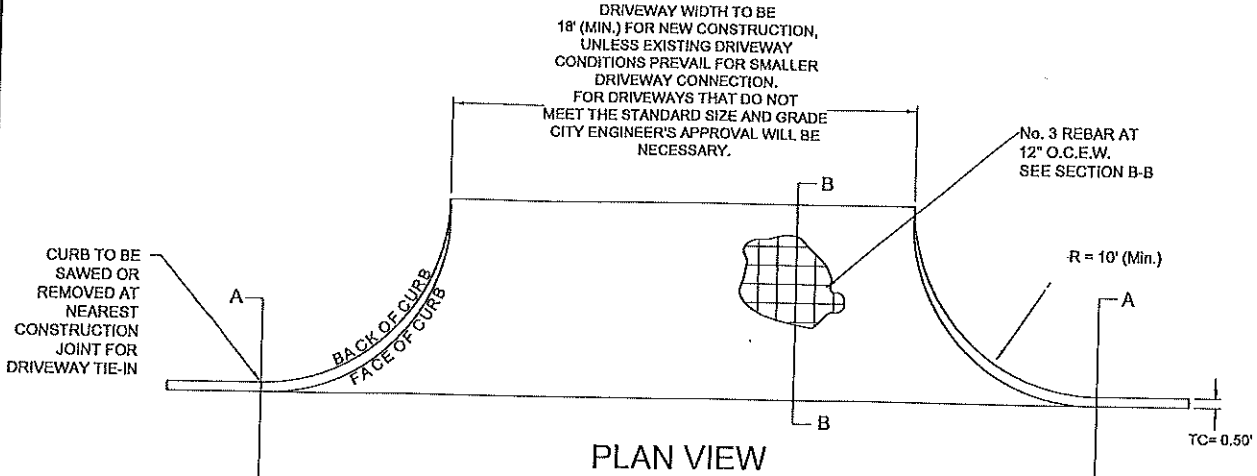


No. 4 REBAR AT 12" O.C.E.W. WITH 100% TIE

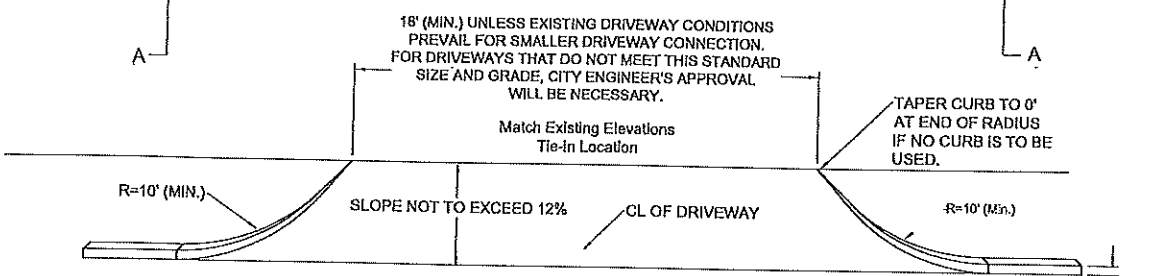
SECTION B-B

NOTE:

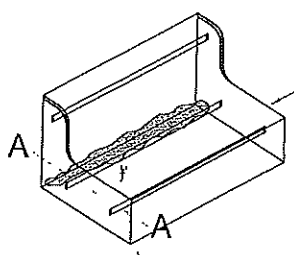
1. IF NO STEEL IN CURB OR GUTTER, PLACE DOWELS AS SHOWN IN SECTION A-A.
2. WHEN BEGINNING OR ENDING OF DRIVEWAY IS NOT LOCATED AT CONSTRUCTION JOINT, ETCH WITH SAW BEFORE BREAKING AND REMOVING.
3. SURFACE SHALL BE ROUGH TO ALLOW EPOXY BONDING AGENT TO ADHERE TO CURB.
4. PROPER CONSTRUCTION METHODS SHALL BE MAINTAINED.
5. CONCRETE SHALL HAVE A MINIMUM 4,000 PSI COMP. STRENGTH IN 28 DAYS.
6. REINFORCING STEEL SHALL BE NO. 4 GRADE 60 STEEL, 100% TIED.



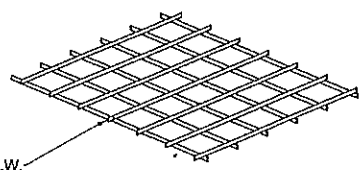
PLAN VIEW



ELEVATION VIEW



SECTION A-A

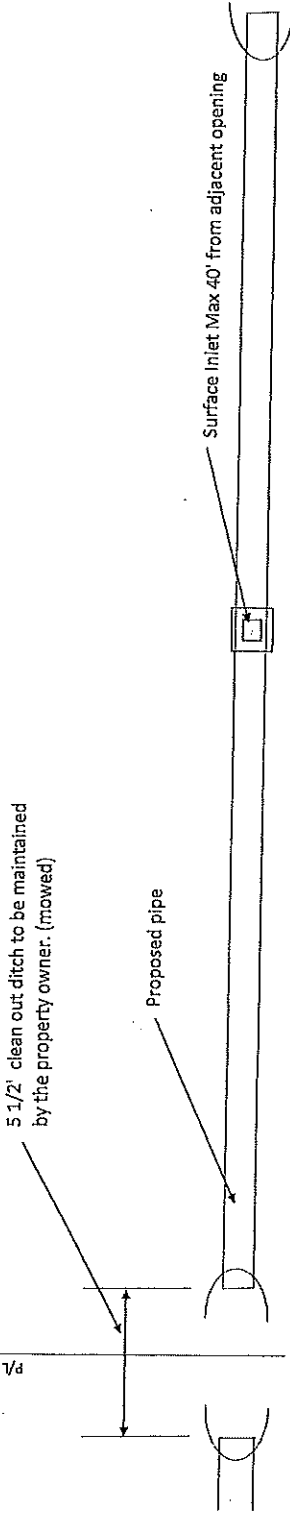


SECTION B-B

NOTE:

1. IF NO STEEL IN CURB OR GUTTER, PLACE DOWELS AS SHOWN IN SECTION A-A.
2. WHEN BEGINNING OR ENDING OF DRIVEWAY IS NOT LOCATED AT CONSTRUCTION JOINT, ETCH WITH SAW BEFORE BREAKING AND REMOVING.
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5. CONCRETE SHALL HAVE A MINIMUM 4,000 PSI COMP. STRENGTH IN 28 DAYS.
6. REINFORCING STEEL SHALL BE NO. 3 GRADE 60 STEEL, 100% TIED.

DRIVEWAY PERMIT - INSTALLING PIPE ALONG PROPERTY FRONTAGE



Note:

1. Pipe shall be HDPE or Concrete (class III) supplied by the property owner and installed by the City of Liberty Forces
2. The City of Liberty will be responsible for sizing the pipe, placing it on the proper grade and backfilling the pipe
3. The Property owner shall be responsible for purchasing and delivering the size of pipe determined by the City Engineer. The property owner will purchase and deliver the proper backfill and the material for the quantity of surfaced inlets determined by the City Engineer.
4. The property owner shall not alter in any way the installation after it has been completed by the City of Liberty Forces. Any alteration will be removed by the City of Liberty at the owners expense if not approved by the City Engineer prior to the alteration.
5. The material installed shall be maintained by the property owner. The City will only be responsible for clearing the pipe if it gets stopped up with debris.
6. The material installed shall be maintained by the property owner. The City will only be responsible for clearing the pipe if it gets
7. In the case that a pipe exist at the property line, the 5 1/2' ditch would be on the installation side of the property line.

Effective Date: 7/30/2019

Approved By: Damon Jones
 City Engineer / Public Works Director Liberty, Texas

Signature: 