





**WARNING TO CONTRACTOR:**

CALL 811 (TEXAS 811) OR OTHER UTILITY LOCATING SERVICES 48 HOURS PRIOR TO CONSTRUCTION ACTIVITY. DUNAWAY ASSOC., L.P. IS NOT RESPONSIBLE FOR KNOWING ALL EXISTING UTILITIES OR DEPICTING EXACT LOCATIONS OF UTILITIES ON DRAWINGS.

**CRITICAL:**

LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND ARE BASED ON PUBLIC RECORDS. THE CONTRACTOR IS COMPLETELY RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES, BOTH HORIZONTALLY AND VERTICALLY, BEFORE THE COMMENCEMENT OF ANY CONSTRUCTION.

**UTILITY RELOCATION NOTE:**

IF ANY EXISTING UTILITY POLES, POWER POLES, GUY WIRES, TELEPHONE UTILITIES, ETC. ARE FOUND TO BE IN CONFLICT WITH THESE CONSTRUCTION PLANS, THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY AND COORDINATE THE RELOCATION OF ANY/OR ALL SUCH UTILITIES (NO SPECIAL PAY).

**STATE PLANE COORDINATE NOTE:**

COORDINATES PROVIDED ARE RELATIVE TO THE TEXAS STATE PLANE COORDINATE SYSTEM (NAD83), CENTRAL ZONE 4203; ALL COORDINATES, BEARINGS, AND DISTANCES ARE NAD83 GRID VALUES.

**BENCHMARK:**

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

**GENERAL NOTES:**

- DIMENSIONS AND COORDINATES PROVIDED INDICATE THE DESIGN INTENT OF THE ENGINEER. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY INCONSISTENCIES OR DISCREPANCIES FOUND DURING CONSTRUCTION. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND COORDINATES DURING CONSTRUCTION LAYOUT PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO AND THROUGHOUT CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION PHASE SURVEYING INCLUDING LOCATING AND VERIFYING PROJECT BENCHMARKS.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN NEAT AND ACCURATE CONSTRUCTION RECORDS. THE CONTRACTOR SHALL PROVIDE CLEAN AND ACCURATE FULL-SIZE RECORD DRAWINGS WHICH CLEARLY DESCRIBE ANY DEVIATIONS FROM THE PLANS.
- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE FOLLOWING, IN ORDER OF PRECEDENCE, (1) DETAILS SHOWN IN THESE PLANS AND SPECIFICATIONS, (2) TEXAS DEPARTMENT OF TRANSPORTATION - "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAY, STREETS AND BRIDGES."
- IN AREAS WHICH ARE TO REMAIN UNDISTURBED, THE CONTRACTOR SHALL PRESERVE, PROTECT AND/OR RESTORE ALL AREAS DISTURBED BY THE CONSTRUCTION TO ORIGINAL CONDITION OR BETTER AT THE EXPENSE OF THE CONTRACTOR.
- IN THE EVENT THAT EXISTING PRIVATE UTILITY SERVICES SUCH AS WATER, GAS, TELEPHONE, ELECTRIC, ETC. MUST BE TAKEN OUT OF SERVICE TO FACILITATE CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE TEMPORARY UTILITIES TO THE SATISFACTION OF THE OWNER.
- THE ENGINEER IS NOT RESPONSIBLE FOR CONSTRUCTION SAFETY.
- THE CONTRACTOR SHALL PROTECT ALL PROPERTY CORNER MARKERS, AND IF DISTURBED, THEY SHALL BE RESET AT THE EXPENSE OF THE CONTRACTOR.
- IN THE EVENT THAT OTHER CONTRACTORS ARE DOING WORK IN THE SAME AREA SIMULTANEOUSLY WITH THIS PROJECT, THE CONTRACTOR SHALL COORDINATE HIS PROPOSED CONSTRUCTION WITH THAT OF THE OTHER CONTRACTORS.
- ALL MATERIALS TO BE REMOVED FROM THE SITE INCLUDING UNSUITABLE SPOIL MATERIAL, REFUSE AND OTHER DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE LAWFULLY REMOVED & DISPOSED OF OUTSIDE THE LIMITS OF THE PROJECT.
- THE CONTRACTOR SHALL MAKE A FINAL CLEAN-UP OF ALL PARTS OF THE WORK AND PREPARE THE SITE IN AN ORDERLY MANNER OF APPEARANCE BEFORE ACCEPTANCE BY THE COUNTY.
- HAUL ROADS, ACCESS ROUTES AND THE LOCATION OF ALL STAGING AREAS AND STORAGE AREAS SHALL BE SUBJECT TO THE APPROVAL OF THE COUNTY.
- BEYOND ENGINEERING AND TESTING, LLC (BEYOND) HAS MADE AN INVESTIGATION OF SUBSURFACE SOIL CONDITIONS OF THE PROJECT SITE IN THEIR REPORT PROJECT NO. GT239046, DATED MAY 23, 2024, AND IS REFERENCED IN THE CONSTRUCTION DOCUMENTS AS "GEOTECHNICAL REPORT".
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE TRAFFIC CONTROL DURING CONSTRUCTION AS REQUIRED BY THE COUNTY AND STATE IN WHICH THE PROJECT IS LOCATED.
- CONTRACTOR SHALL PREPARE, FURNISH, MAINTAIN, AND REMOVE ALL TRAFFIC CONTROL DEVICES THROUGHOUT CONSTRUCTION. ALL DEVICES SHALL BE IN CONFORMANCE WITH THE TEXAS MUTCD, LATEST EDITION AS CURRENTLY AMENDED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.
- CONTRACTOR IS RESPONSIBLE FOR COORDINATING ROAD AND DRIVEWAY CLOSURES WITH THE OWNER AND AUTHORITIES HAVING JURISDICTION.
- CONTRACTOR IS RESPONSIBLE FOR PROVIDING A TRAFFIC CONTROL AND SEQUENCING PLAN WITH SUBMISSION OF THE BID PACKET. THIS PLAN WILL BE REVIEWED FOR APPROVAL AND AS PART OF THE ASSESSMENT FOR AWARD OF BID. ROAD CLOSURES WILL NOT BE PERMITTED WITHOUT WRITTEN PERMISSION FROM THE COUNTY UPON APPROVAL OF SUBMITTED TRAFFIC CONTROL AND SEQUENCING PLAN.
- NO SPECIAL PAY FOR TRAFFIC CONTROL ITEMS NOT INCLUDED IN TRAFFIC CONTROL BID. ANY MATERIALS NEEDED FOR TRAFFIC CONTROL SHALL BE INCLUDED IN THE TRAFFIC CONTROL BID ITEM. COUNTY SHALL NOT PROVIDE ANY ASPECTS OF TRAFFIC CONTROL, SEQUENCING, OR ALTERNATIVE ROUTES.
- CONTRACTOR TO REMOVE AND REINSTALL MAILBOXES, AS NEEDED, TO COMPLY WITH THE DETAIL. FOR DECORATIVE MAILBOXES, THE CONTRACTOR SHALL NOTIFY THE LANDOWNER THAT THEIR MAILBOX WILL BE RELOCATED AND REINSTALLED ON A STANDARD POST, MEETING THE REQUIREMENTS STATED HEREIN. THE CONTRACTOR WILL COORDINATE WITH THE LANDOWNER FOR REMOVAL OF MATERIALS. ANY WORK THE CONTRACTOR COORDINATES TO REINSTALL A MAILBOX WITH DECORATIVE MATERIALS SHALL BE AT THE EXPENSE OF THE CONTRACTOR OR LANDOWNER.

**EROSION CONTROL NOTES:**

- CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A SWPPP, ALL NECESSARY PERMITS AND APPROVALS, AND MAINTAINING COMPLIANCE WITH THE GENERAL PERMIT.
- EROSION CONTROL MEASURES SHALL FOLLOW THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IF APPLICABLE. ANY CHANGES TO THE SWPPP SHALL SUPERSEDE THE EROSION CONTROL PLAN. THE SWPPP IS TO BE KEPT ON-SITE AT ALL TIMES WITH THESE CONSTRUCTION DOCUMENTS AS NECESSARY FOR COMPLIANCE WITH THE TEXAS POLLUTANT DISCHARGE ELIMINATION SYSTEM (TPDES) GENERAL PERMIT.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION, ROUTINE INSPECTION AND/OR MAINTENANCE OF EROSION CONTROL DEVICES.
- THE EROSION CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL ACCEPTABLE VEGETATION COVERAGE HAS BEEN ACHIEVED IN ACCORDANCE WITH THE GENERAL PERMIT.
- ANY ADDITIONAL EROSION CONTROL MEASURES REQUIRED TO COMPLY WITH THE SWPPP OR TCEQ STORMWATER POLLUTION REGULATIONS SHALL BE IMPLEMENTED BY THE CONTRACTOR, AT HIS EXPENSE.
- DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE CEASED FOR AT LEAST FOURTEEN DAYS SHALL BE TEMPORARILY SEEDED AND WATERED. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE PERMANENTLY CEASED SHALL BE PERMANENTLY SEEDED/SODDED WITHIN SEVEN DAYS IN ACCORDANCE WITH THE PLANS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR WATERING SEEDED/SODDED AREAS AS NECESSARY UNTIL 70% VEGETATION IS ESTABLISHED IN ACCORDANCE WITH THE PLANS.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EROSION CONTROL MEASURES ONCE FINAL GROUND STABILIZATION IS ACHIEVED AND THE PROJECT IS COMPLETED.

**DEMOLITION NOTES:**

- THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSING OF EXISTING STRUCTURES, UTILITIES, PAVEMENT, TREES, ETC., WITHIN CONSTRUCTION LIMITS AS SHOWN ON PLANS, IN A LOCATION APPROVED BY ALL GOVERNING AUTHORITIES AT CONTRACTOR'S EXPENSE. AREAS WHERE MATERIAL HAS BEEN REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT BACK UP TO GRADE WITH SUITABLE COMPACTED FILL MATERIAL IN ACCORDANCE WITH GEOTECHNICAL REPORT.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION AND DISPOSAL.
- PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED.
- THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES/FLOWLINES.
- CONTINUOUS ACCESS SHALL BE MAINTAINED FOR THE SURROUNDING PROPERTIES AT ALL TIMES DURING DEMOLITION OF THE EXISTING FACILITIES.
- CONTRACTOR MAY LIMIT SAWCUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THESE CONSTRUCTION PLANS, BUT IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPAIR.
- ALL FENCES REMOVED TO FACILITATE CONSTRUCTION SHALL BE REPLACED AT THE EXISTING OR PROPOSED LOCATION AS DIRECTED BY THE COUNTY.

**GRADING NOTES:**

- THE AREA TO BE GRADED SHOULD BE STRIPPED OF VEGETATION, ROOTS, STUMPS, DEBRIS, AND OTHER ORGANIC MATERIALS.
- CONSTRUCTION SHALL BE BASED ON ELEVATIONS SHOWN ON THE ROADWAY PLAN & PROFILE SHEETS PLAN. CONTOURS ARE A VISUAL REPRESENTATION OF FINISHED GRADE ONLY AND ARE NOT INTENDED TO BE USED TO SET GRADE.
- SLOPES ON SITE SHALL NOT EXCEED A 3:1 SLOPE, UNLESS NOTED OTHERWISE.
- ANY COSTS ASSOCIATED WITH DEWATERING THE SITE SHALL BE DONE AT THE EXPENSE OF THE CONTRACTOR.
- THE CONTRACTOR SHALL MATCH EXISTING ELEVATIONS AND CONSTRUCT SMOOTH TRANSITIONS AT CONNECTIONS TO EXISTING PAVEMENT.

**UTILITY NOTES:**

- THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES UNLESS NOTED OTHERWISE.
- CONTRACTOR TO COORDINATE WITH UTILITY OWNERS FOR VERTICAL ADJUSTMENTS TO, AND NEAR, THEIR FACILITIES PRIOR TO CONSTRUCTION.
- CONTRACTOR TO FIELD VERIFY DEPTH OF ALL EXISTING PIPELINES PRIOR TO CONSTRUCTION.
- CONTRACTOR TO FIELD VERIFY HEIGHT CLEARANCE ON ALL OVERHEAD UTILITIES PRIOR TO CONSTRUCTION.

**OFF-SITE BENCHMARKS:**

CP-105: BEING CITY OF MIDLAND BENCHMARK AV-55, A BOX CUT IN TOP OF THE WEST CURB OF THE SOUTHBOUND WEST FRONTAGE ROAD OF LOOP 250, APPROXIMATELY 3,120 FEET SOUTH OF THE INTERSECTION OF LOOP 250 WITH THE CENTER OF THOMASON DRIVE (S. PAPER). BEING LOCATABLE BY NAD83 GRID COORDINATES N:10,686,018.56, E:1,734,353.43, AND HAVING A PUBLISHED NAVD88 ELEVATION OF 2,860.74 FEET.

**ON-SITE BENCHMARKS:**

CP-100: A 5/8 INCH IRON ROD WITH RED CAP LOCATED 37 FEET NORTH OF THE CENTERLINE OF ANETTA DRIVE, APPROXIMATELY 147 FEET EAST OF THE CENTERLINE OF TRADEWINDS BOULEVARD, BEING LOCATABLE BY NAD83 GRID COORDINATES N:10,684,699.60, E:1,733,750.25, AND HAVING AN ELEVATION OF 2,859.33 FEET.

CP-103: A 5/8 INCH IRON ROD WITH RED CAP LOCATED AT THE NORTHEAST CORNER OF A WELL PAD ON THE NORTH SIDE OF AN EXISTING GRAVEL LEASE ROAD, APPROXIMATELY 4,800 FEET WEST-SOUTHWEST OF THE INTERSECTION OF TRADEWINDS BOULEVARD AND ANETTA DRIVE, AND BEING 5,080 FEET WEST-SOUTHWEST OF CP-100, BEING LOCATABLE BY NAD83 GRID COORDINATES N:10,683,574.16, E:1,728,796.36, AND HAVING AN ELEVATION OF 2,865.46 FEET.

CP-102: A 5/8 INCH IRON ROD WITH RED CAP LOCATED NEAR THE SOUTHWEST CORNER OF A WELL PAD ON THE SOUTH SIDE OF AN EXISTING GRAVEL LEASE ROAD, APPROXIMATELY 10,570 FEET WEST-SOUTHWEST OF THE INTERSECTION OF TRADEWINDS BOULEVARD AND ANETTA DRIVE, AND BEING 10,823 FEET WEST-SOUTHWEST OF CP-100, BEING LOCATABLE BY NAD83 GRID COORDINATES N:10,681,440.58, E:1,723,429.75, AND HAVING AN ELEVATION OF 2,866.06 FEET.

PROPOSED PLAN LEGEND		EXISTING CONDITIONS LEGEND	
	PROPOSED ROAD CENTERLINE		RIGHT-OF-WAY
	PROPOSED MAJOR CONTOUR		PROPERTY BOUNDARY
	PROPOSED MINOR CONTOUR		ADJOINER
	FULL-DEPTH ROADWAY SAWCUT		ABSTRACT
	FULL-DEPTH DRIVEWAY SAWCUT		EXISTING MAJOR CONTOUR
	PROPOSED EDGE OF ASPHALT		EXISTING MINOR CONTOUR
	PROPOSED DITCH CENTERLINE		EXISTING EDGE OF ASPHALT
	PROPOSED PROFILE LEFT DITCH FLOW LINE		EXISTING CURB
	PROPOSED PROFILE RIGHT DITCH FLOW LINE		EXISTING FENCE
	PROPOSED CULVERT		EXISTING FLOODPLAIN BOUNDARY
			EXISTING AT&T
	PROPOSED ASPHALT		EXISTING AT&T
	PROPOSED CONCRETE		EXISTING CABLE
	PROPOSED DRIVEWAY BASE		EXISTING COMMUNICATION
			EXISTING DRAINAGE PIPE
	CONTROL POINT		EXISTING OVERHEAD ELECTRIC
	EASTING		EXISTING UNDERGROUND ELECTRIC
	NORTHING		EXISTING FIBER-OPTIC CABLE
	ELEVATION		EXISTING FORCE MAIN
	CENTERLINE		EXISTING GAS LINE
	LEFT		EXISTING IRRIGATION
	RIGHT		EXISTING OVERHEAD LINES
	POINT OF CURVATURE		EXISTING UNDERGROUND PIPELINE
	POINT OF CONTINUOUS CURVATURE		EXISTING SANITARY SEWER
	POINT OF INTERSECTION		EXISTING STORM DRAIN
	POINT OF REVERSE CURVATURE		EXISTING TELEPHONE LINE
	POINT OF TANGENCY		EXISTING WATER LINE
	RADIUS		EXISTING SIGN
	EXISTING GRADE		EXISTING UTILITY SIGN
	FLOWLINE		EXISTING BOLLARD/FENCE POST
	MATCH EXISTING		EXISTING MAILBOX
	PROPOSED GRADE LINE		EXISTING TREE
	POINT OF VERTICAL INTERSECTION		EXISTING CABLE BOX
			EXISTING PEDESTAL CABLE
			EXISTING ELECTRICAL BOX
			EXISTING PEDESTAL ELECTRIC
			EXISTING ELECTRIC VAULT
			EXISTING LIGHT POLE
			EXISTING GAS MANHOLE
			EXISTING GAS VALVE
			EXISTING GAS METER
			EXISTING PEDESTAL GAS
			EXISTING GUY WIRE
			EXISTING UTILITY POLE
			EXISTING SANITARY SEWER MANHOLE
			EXISTING CLEANOUT
			EXISTING STORM DRAIN MANHOLE
			EXISTING PEDESTAL TELEPHONE
			EXISTING PEDESTAL UNKNOWN
			EXISTING FIRE HYDRANT
			EXISTING WATER METER
			EXISTING WATER MANHOLE
			EXISTING WATER VALVE
	EXISTING ASPHALT TO BE DEMOLISHED		EXISTING ASPHALT TO BE DEMOLISHED
	EXISTING CONCRETE TO BE DEMOLISHED		EXISTING CONCRETE TO BE DEMOLISHED
	EXISTING GRAVEL TO BE DEMOLISHED		EXISTING GRAVEL TO BE DEMOLISHED

FILENAME: GENERAL NOTES.dwg  
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 PLOTTED DATE: 2/25/25  
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				 4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705 Tel: 432.699.4889 (TX REG. F-1114)	 Brian W. Adkins PROJECT ENGINEER JUNE 11, 2025 DATE	MIDLAND COUNTY PRECINCT 1 SOUTH COUNTY ROAD 1250 MIDLAND COUNTY, TEXAS  <b>GENERAL NOTES</b>	DA PROJECT B006293.003  SHEET  <b>1</b>														
NO.	REVISION	BY	DATE	<table border="1"> <tr> <td>AJA</td> <td>DESIGNED</td> </tr> <tr> <td>AJA</td> <td>DRAWN</td> </tr> <tr> <td>BWA</td> <td>CHECKED</td> </tr> </table>	AJA	DESIGNED	AJA	DRAWN	BWA	CHECKED	<table border="1"> <tr> <td>SCALE</td> <td></td> </tr> <tr> <td>HORIZ</td> <td>N/A</td> </tr> <tr> <td>VERT</td> <td>N/A</td> </tr> <tr> <td>DATE</td> <td>MAY 2025</td> </tr> </table>	SCALE		HORIZ	N/A	VERT	N/A	DATE	MAY 2025		
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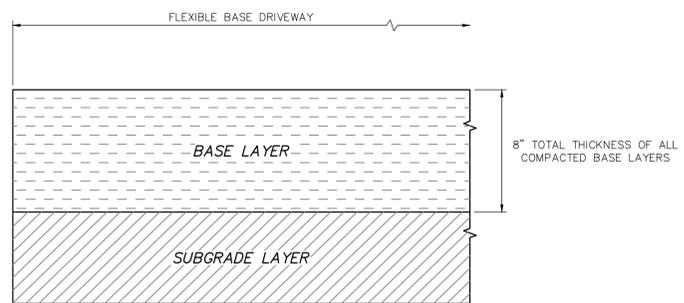
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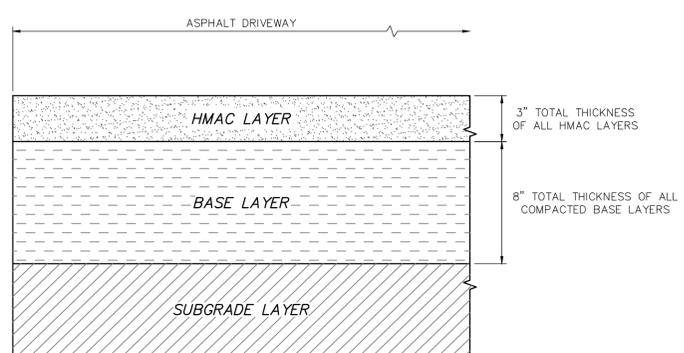
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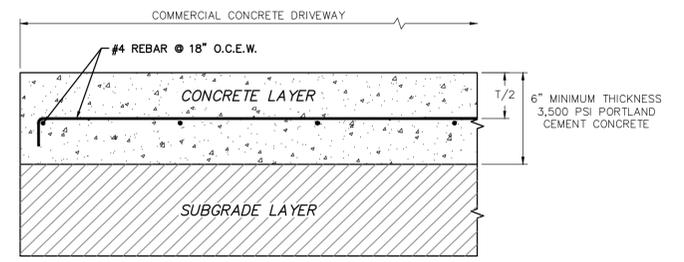
**BENCHMARK:**  
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.



**TYPICAL FLEXIBLE BASE DRIVEWAY SECTION**  
NOT TO SCALE



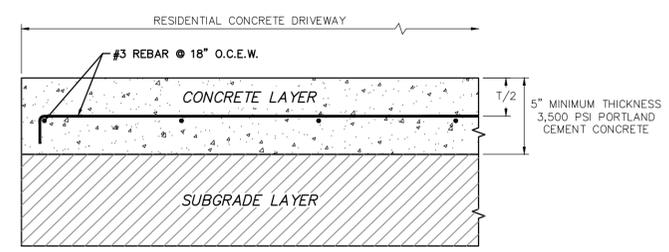
**TYPICAL ASPHALT DRIVEWAY SECTION**  
NOT TO SCALE



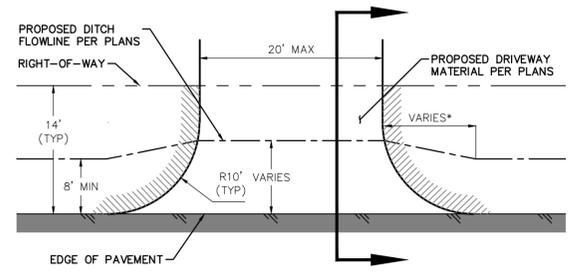
COMMERCIAL

**TYPICAL CONCRETE DRIVEWAY SECTIONS**  
NOT TO SCALE

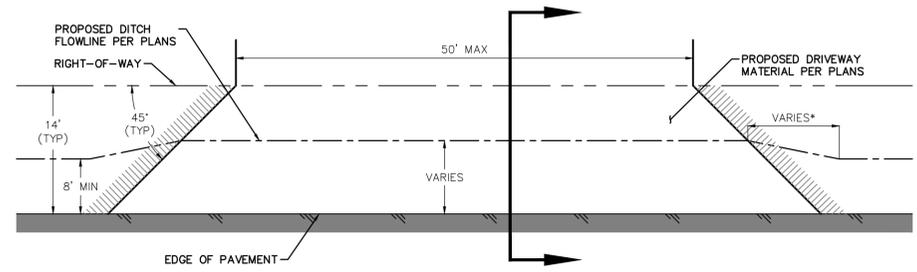
NOTE:  
CONTRACTOR TO FOLLOW TYPICAL CONCRETE SECTIONS SHEET FOR JOINTING DETAILS AND NOTES.



RESIDENTIAL



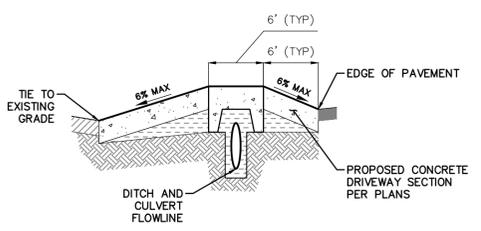
RESIDENTIAL PLAN VIEW



COMMERCIAL PLAN VIEW

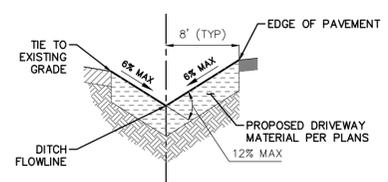
VARIES\* - LENGTH TO PROVIDE A SMOOTH TRANSITION IN DITCH CENTERLINE. TYPICAL LENGTH OF 5' FOR EVERY 1' OF HORIZONTAL ADJUSTMENT (5:1).

**TYPICAL DRIVEWAYS**  
NOT TO SCALE



CULVERT DRIVEWAY SECTION

- NOTES:
1. CONCRETE SECTION TO FOLLOW TYPICAL CONCRETE DRIVEWAY SECTIONS DETAIL, THIS SHEET.
  2. CONCRETE SECTION SHALL USE FOOTERS TO SPAN THE CULVERT(S) DITCH, PLACED ON UNDISTURBED SUB-GRADE OR COMPACTED BASE MATERIALS.
  3. MINIMUM CULVERT SIZE SHALL BE 12" OR EQUIVALENT.
  4. CULVERT MATERIAL SHALL BE REINFORCED CONCRETE, HIGH-DENSITY POLYETHYLENE, OR CORRUGATED METAL.
  5. CULVERT COVER SHALL MEET OR EXCEED MINIMUM PER MATERIAL MANUFACTURER OR 1-FOOT, WHICHEVER IS LESS.
  6. CULVERT COVER MAY BE REDUCED WITH USE OF RCP CLASS IV OR CONCRETE ENCASEMENT A MINIMUM OF 6-INCHES FROM OUTSIDE EDGE OF PIPE TO TRENCH WALLS.
  7. CULVERTS SHALL BE PLACED TO MAINTAIN POSITIVE DRAINAGE ALONG PROPERTY FRONTAGE.
  8. CONTRACTOR TO INSTALL SAFETY END TREATMENTS FOLLOWING TxDOT DETAIL SETP-PD, WHERE PRACTICABLE. IF A SETP-PD IS NOT FEASIBLE, CONTRACTOR TO INSTALL A SAFETY END TREATMENT FOR PIPE CULVERTS FROM TxDOT'S BRIDGE STANDARD DETAILS.
  9. MAXIMUM SLOPES OF THE DRIVEWAY MATERIALS FOR GRADES SHALL BE 8:1 IN ANY DIRECTION.



INVERTED FLOWLINE DRIVEWAY SECTION

- NOTES:
1. FLOW LINE FOR ROAD DITCH SHALL REMAIN WITHIN THE R.O.W.
  2. CONTRACTOR TO FIELD FIT DRIVEWAY FROM FLOW LINE TO CURRENT CONDITIONS ALONG THE R.O.W.
  3. IF DITCH CANNOT BE ACCOMMODATED WITHIN THE R.O.W. AT THE DEPTHS SHOWN ON THE PLAN AND PROFILE SHEETS, CONTRACTOR MAY INSTALL CULVERT(S) FOLLOWING THE CULVERT DRIVEWAY SECTION PER THIS DETAIL.

**TYPICAL DRIVEWAY CROSS-SECTION**  
NOT TO SCALE

NO.	REVISION	BY	DATE

	AJA	DESIGNED
	AJA	DRAWN
	BWA	CHECKED

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE	
HORIZ	N/A
VERT	N/A
DATE	MAY 2025

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
BRIAN W. ADKINS  
100284  
LICENSED PROFESSIONAL ENGINEER  
PROJECT ENGINEER  
Brian W. Adkins  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1	DA PROJECT B006293.003
SOUTH COUNTY ROAD 1250 MIDLAND COUNTY, TEXAS	SHEET 4
<b>TYPICAL DRIVEWAY DETAILS</b>	

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1	ADDED SHEET FOR DETAILS	AJA	4/16/2025	TxDOT
				DESIGNED
				TxDOT
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	CHECKED

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
 HORIZ N/A  
 VERT N/A  
 DATE  
 MAY 2025

**DUNAWAY**  
 4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
 Tel: 432.699.4889  
 (TX REG. F-1114)

STATE OF TEXAS  
 10028  
 LICENSED PROFESSIONAL ENGINEER  
 Brian W. Adkins  
 PROJECT ENGINEER  
 JUNE 11, 2025  
 DATE

MIDLAND COUNTY PRECINCT 1  
 SOUTH COUNTY ROAD 1250  
 MIDLAND COUNTY, TEXAS

TxDOT MISC DETAILS  
 2 OF 3

DA PROJECT B006293.003  
 SHEET 11

**PLAN VIEW**  
 49'-4" overall length, 44' recovery zone, 6" pipes at 10' centers.

**SECTION A-A**  
 Shows 6" pipes supported by 10x30 channels with 1/2" joints.

**SECTION B-B**  
 Shows 3" and 4" pipes with 1/4" typ. beveled washers and 1" dia. x 12" galv. bolts.

**BILL OF MATERIALS**

NO.	OPTIONAL NO.	DESCRIPTION	SIZE	LENGTH	OPTIONAL LENGTH
1		STEEL PIPE	6"	49'-4"	49'-3" 1/2"
2		STEEL PIPE	3"	12'-0"	12'-0"
3		STEEL PIPE	4"	12'-0"	12'-0"
4		STEEL PIPE	6"	4"	4"
5		STEEL PIPE	6"	4"	4"
6		STEEL PIPE	6"	4"	4"
7		STEEL PIPE	6"	4"	4"
8	200	ROOF	3/4"	26'	25'-0"
9	14	CHANNELS	C10 X 30	67'-11"	67'-11"
10		REIN. STEEL	#3	8'-0"	8'-0"
11		REIN. STEEL	#3	8'-0"	8'-0"
12		REIN. STEEL	#3	8'-0"	8'-0"
13		REIN. STEEL	#3	8'-0"	8'-0"
14		REIN. STEEL	#3	8'-0"	8'-0"
15		BOLTS	1" DIA.	12"	12"
16		BOLTS	1" DIA.	12"	12"
17		BOLTS	1" DIA.	12"	12"
18		BOLTS	1" DIA.	12"	12"
19		BOLTS	1" DIA.	12"	12"
20		BOLTS	1" DIA.	12"	12"
21		BOLTS	1" DIA.	12"	12"
22		BOLTS	1" DIA.	12"	12"
23		BOLTS	1" DIA.	12"	12"
24		BOLTS	1" DIA.	12"	12"
25		BOLTS	1" DIA.	12"	12"
26		BOLTS	1" DIA.	12"	12"
27		BOLTS	1" DIA.	12"	12"
28		BOLTS	1" DIA.	12"	12"
29		BOLTS	1" DIA.	12"	12"
30		BOLTS	1" DIA.	12"	12"
31		BOLTS	1" DIA.	12"	12"
32		BOLTS	1" DIA.	12"	12"
33		BOLTS	1" DIA.	12"	12"
34		BOLTS	1" DIA.	12"	12"
35		BOLTS	1" DIA.	12"	12"
36		BOLTS	1" DIA.	12"	12"
37		BOLTS	1" DIA.	12"	12"
38		BOLTS	1" DIA.	12"	12"
39		BOLTS	1" DIA.	12"	12"
40		BOLTS	1" DIA.	12"	12"
41		BOLTS	1" DIA.	12"	12"
42		BOLTS	1" DIA.	12"	12"
43		BOLTS	1" DIA.	12"	12"
44		BOLTS	1" DIA.	12"	12"
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46		BOLTS	1" DIA.	12"	12"
47		BOLTS	1" DIA.	12"	12"
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52		BOLTS	1" DIA.	12"	12"
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54		BOLTS	1" DIA.	12"	12"
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83		BOLTS	1" DIA.	12"	12"
84		BOLTS	1" DIA.	12"	12"
85		BOLTS	1" DIA.	12"	12"
86		BOLTS	1" DIA.	12"	12"
87		BOLTS	1" DIA.	12"	12"
88		BOLTS	1" DIA.	12"	12"
89		BOLTS	1" DIA.	12"	12"
90		BOLTS	1" DIA.	12"	12"
91		BOLTS	1" DIA.	12"	12"
92		BOLTS	1" DIA.	12"	12"
93		BOLTS	1" DIA.	12"	12"
94		BOLTS	1" DIA.	12"	12"
95		BOLTS	1" DIA.	12"	12"
96		BOLTS	1" DIA.	12"	12"
97		BOLTS	1" DIA.	12"	12"
98		BOLTS	1" DIA.	12"	12"
99		BOLTS	1" DIA.	12"	12"
100		BOLTS	1" DIA.	12"	12"

**GENERAL NOTES:**  
 DESIGNED IN ACCORDANCE WITH A.I.S.C. SPECIFICATIONS AND SDHPT ADMINISTRATIVE ORDER 26-87 (35 KIP AXLE LOADING).  
 QUANTITIES SHOWN ARE FOR CONTRACTORS INFORMATION ONLY.  
 ALL DIMENSIONS RELATING TO REINFORCING STEEL ARE TO THE CENTERLINE OF BARS.  
 PROVIDE PIPE IN CONVENIENT LENGTHS (10'-0" MIN.) BUT WELD IN ACCORDANCE WITH ITEM 44B. AS AN ALTERNATIVE, PROVIDE OPTIONAL 1/2" JOINT AS SHOWN.  
 IF ROCK IS ENCOUNTERED, DEPTH OF FOUNDATION MAY BE VARIED AS DIRECTED.  
 PROVIDE NEW PIPE CONFORMING TO ASTM A501 OR ASTM A53 TYPES E OR S, GRADE B, STANDARD WEIGHT.  
 HOT DIP GALVANIZED CATTLE GUARD IN ACCORDANCE WITH ASTM A123 AND A153.

**RAISED EDGE LINE (Rumble Strips)**  
 PROFILE 1, 2, 3, 4, 5, 6, 7, 8

**CONTINUOUS MILLED DEPRESSIONS (Rumble Strips)**  
 PROFILE 1, 2, 3, 4

**PREFORMED THERMOPLASTIC EDGE LINE (Rumble Strips)**  
 OPTION 1, 2, 3, 4, 5, 6, 7, 8

**SHOULDER WIDTH TABLE**

EQUAL TO OR LESS THAN 2 FEET	GREATER THAN 2 FEET AND LESS THAN 4 FEET	EQUAL TO OR GREATER THAN 4 FEET
Option 1, 5, 6 or 8	Option 2, 3, 5, 6 or 7	Option 2, 4, 5, 6 or 7

**GENERAL NOTES:**  
 1. Rumble strips and profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.  
 2. Milled rumble strips are preferred when adequate pavement depth is available. If pavement thickness is less than 2 inches, milled rumble strips shall not be used. Rumble strips shall not be milled or depressed into bridge decks.  
 3. Use Standard Sheet (PM2) and (PM1) for positioning, dimensioning, and spacing of all reflective raised pavement markings, pavement markings, and profile markings.  
 4. See the Shoulder Width Table below for determining what options may be used for edge line rumble strips.  
 5. Breaks in edge line rumble strips shall occur at least 50 feet and no more than 150 feet in advance of bridges, railroad crossings, intersections, or driveways with high usage of large trucks when installed on conventional highways.  
 6. Rumble strips shall not be placed across exit or entrance ramps, acceleration or deceleration lanes, crossovers, gore areas, or intersections with other roadways.  
 7. Consideration should be given to noise levels when edge line rumble strips are to be installed near residential areas, schools, churches, etc. A 3/8 inch deep (minimum) milled rumble strip may be considered in these areas.  
 8. Consideration shall be given to bicyclists. See RS(6).  
**WHEN INSTALLING MILLED DEPRESSION EDGE LINE RUMBLE STRIPS:**  
 9. See dimensions for milled rumble strips. Other shapes and dimensions may be used if approved by the Traffic Safety Division.  
 10. Pavement markings can be applied over milled shoulder rumble strips to create an edge line rumble strip.  
**WHEN INSTALLING RAISED OR PROFILE EDGE LINE RUMBLE STRIPS:**  
 11. Raised rumble strips consisting of non-reflective raised traffic buttons may be used. Non-reflective raised traffic buttons can be affixed to asphalt or concrete with bitumen or adhesives, as per the manufacturer's recommendations.  
 12. Non-reflective traffic buttons shall be placed adjacent to the pavement marking delineating the edge line when used as a rumble strip. The color of the button should match the color of the adjacent edge line marking (white or yellow). The buttons will be paid for under item 672 - "Raised Pavement Markers." Non-reflective traffic buttons must meet the requirements of DMS-4300.  
 13. Non-reflective traffic buttons shall not be placed across exit or entrance ramps, acceleration and deceleration lanes, crossovers, gore areas or intersections with other roadways.  
 14. The minimum distance between the edge line and the buttons should be used if the shoulder is less than 8 feet in width.  
 15. Raised profile thermoplastic markings used as edge lines may substitute for buttons.

**BENT DOWEL DETAIL**  
 (SEE TABLE FOR SIZES AND SPACING)

**FRONT ELEVATION VIEW**  
 N.T.S.

**SIDE ELEVATION VIEW**  
 N.T.S.

**GENERAL NOTES:**  
 1. ALL CONCRETE SHALL BE CLASS "C" EXCEPT AS NOTED.  
 2. ALL REINFORCING STEEL SHALL BE GRADE 60.  
 3. DIMENSIONS RELATING TO REINFORCING ARE TO CENTERS OF BARS.  
 4. FORMATION FORMS MAY BE USED FOR INTERIOR FACE OF CAP.  
 5. WHEN CONSTRUCTED IN CONJUNCTION WITH NEW CULVERT INSTALLATION, END CAP MAY BE FORMED MONOLITHICALLY WITH CULVERT FOR PRECAST END CAPS. USE CLASS "C" CONCRETE MINIMUM DESIGN STRENGTH = 3000 PSI AND SUBMIT SEALED ENGINEERING CALCULATIONS AND DRAWINGS FOR APPROVAL PRIOR TO FABRICATION.

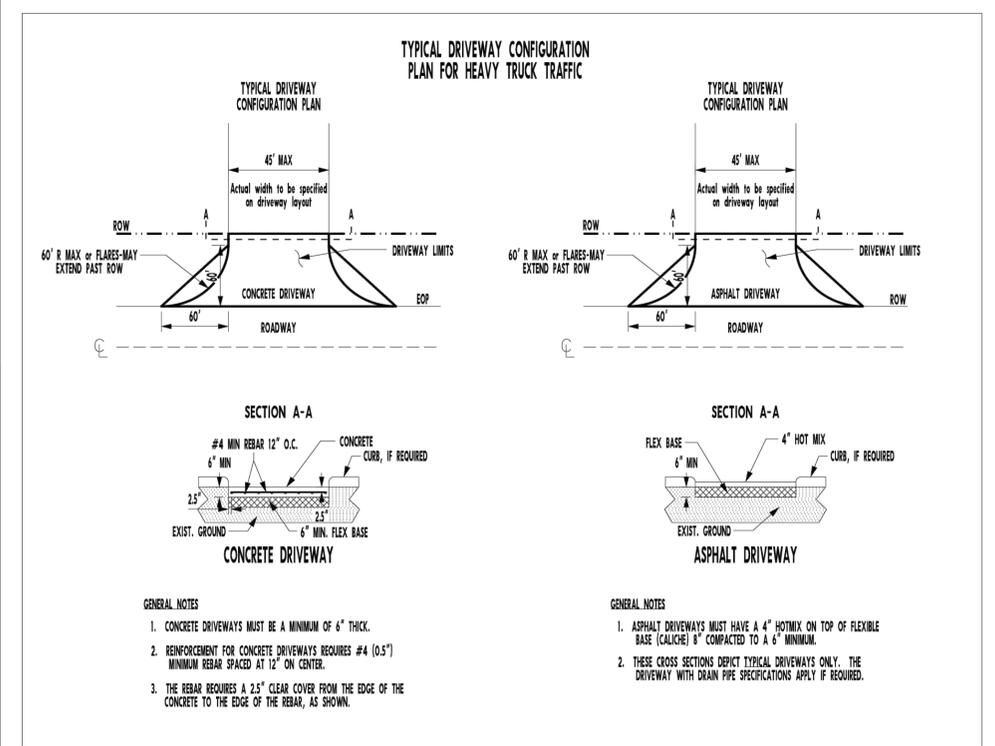
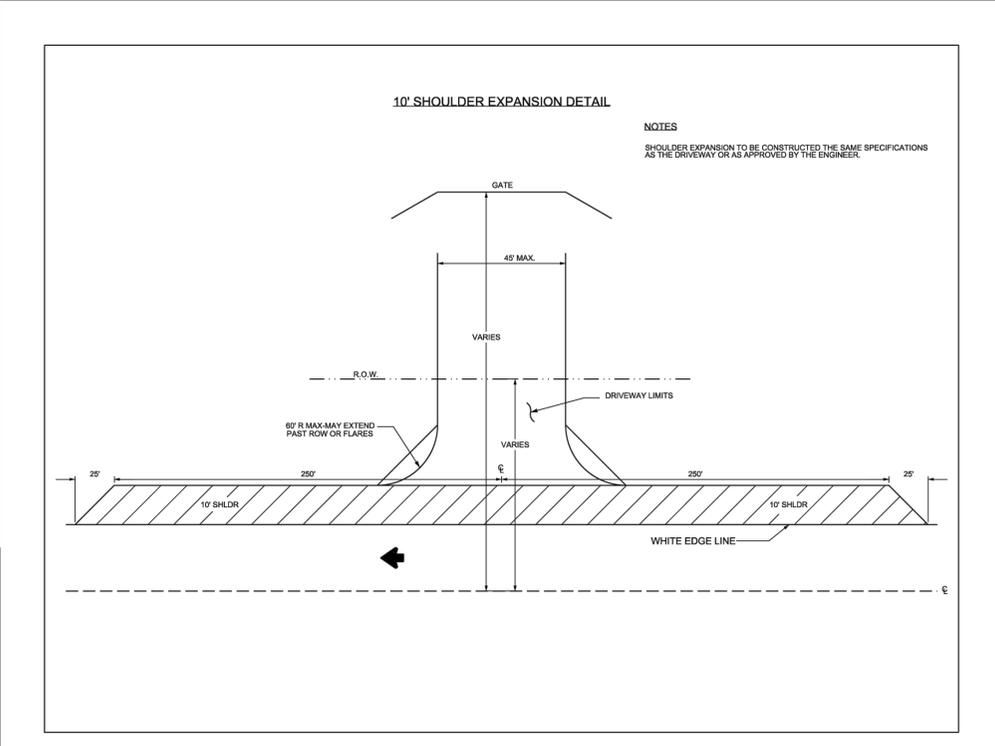
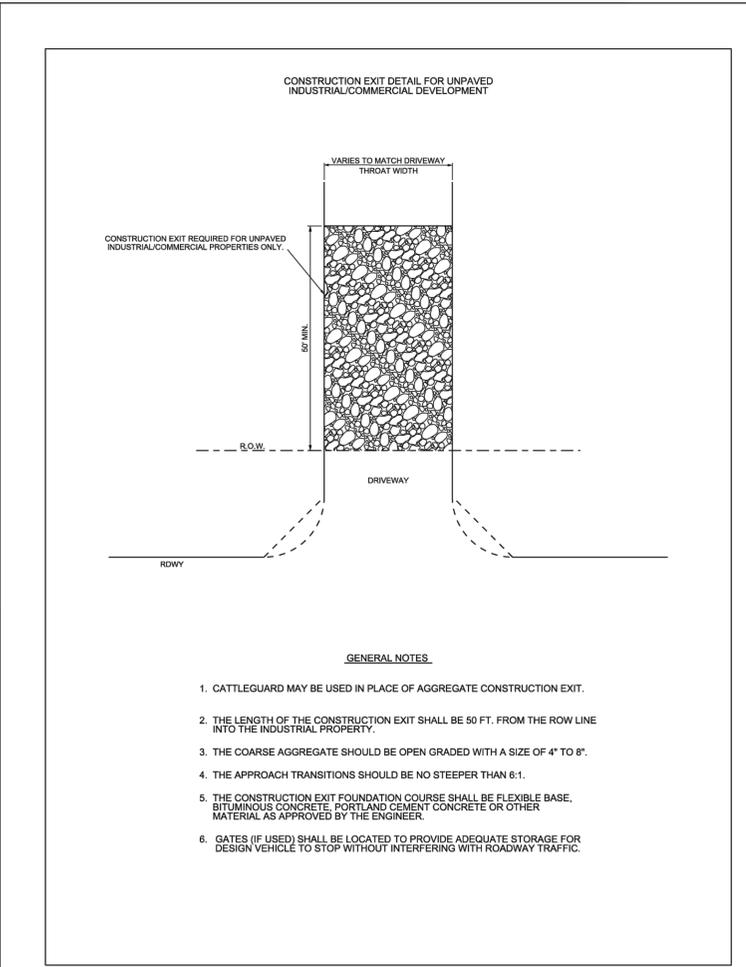
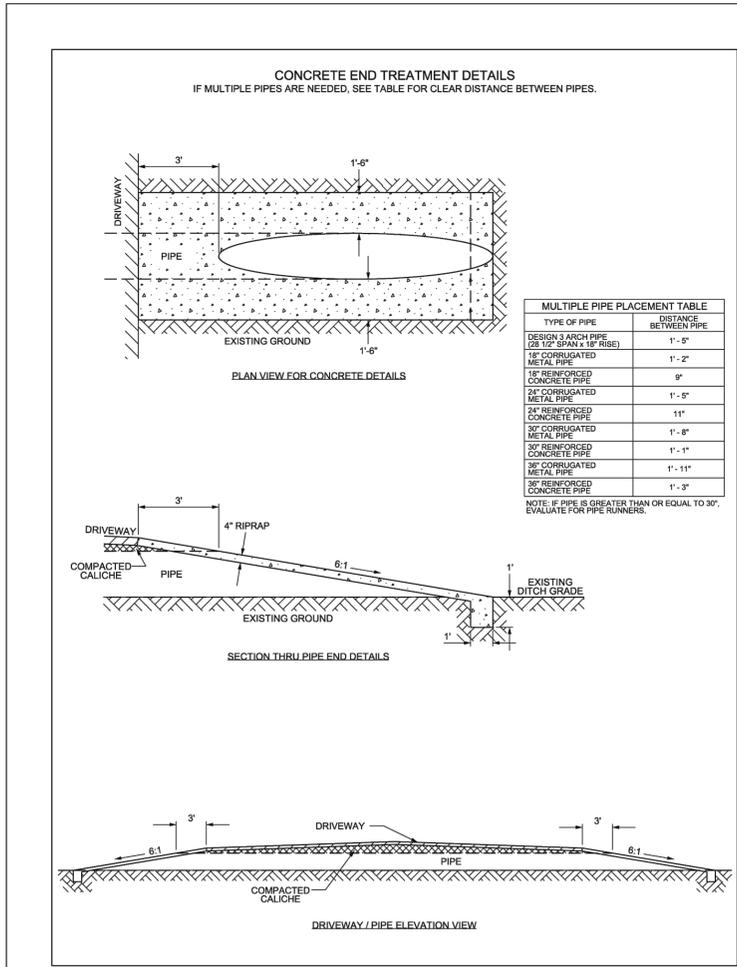
**BOX CULVERT - END CAP REINFORCEMENT**

"1" OR "1/2"	SIZE	SPACING	EMBEDMENT	BOX CULVERT - END CAP REINFORCEMENT			
				INSIDE MAT OF REINFORCING	MAX FILL ≤ 15'	15' < MAX FILL ≤ 30'	MAX FILL > 30'
4"	#3	6"	4"	4"	4"	4"	4"
5"	#4	8"	6"	5"	4"	4"	4"
6"	#4	8"	6"	5"	4"	4"	4"
7"	#5	12"	6"	6"	4"	4"	4"
8"	#5	12"	6"	6"	4"	4"	4"
9"	#5	12"	6"	6"	4"	4"	4"
10"	#5	12"	6"	6"	4"	4"	4"
11"	#5	12"	6"	6"	4"	4"	4"
12"	#5	12"	6"	6"	4"	4"	4"

**OUTSIDE MAT OF REINFORCING = 4 BARS @ 12" C-C EA WAY**

**GENERAL NOTES:**  
 1. ALL CONCRETE SHALL BE CLASS "C" EXCEPT AS NOTED.  
 2. ALL REINFORCING STEEL SHALL BE GRADE 60.  
 3. DIMENSIONS RELATING TO REINFORCING ARE TO CENTERS OF BARS.  
 4. FORMATION FORMS MAY BE USED FOR INTERIOR FACE OF CAP.  
 5. WHEN CONSTRUCTED IN CONJUNCTION WITH NEW CULVERT INSTALLATION, END CAP MAY BE FORMED MONOLITHICALLY WITH CULVERT FOR PRECAST END CAPS. USE CLASS "C" CONCRETE MINIMUM DESIGN STRENGTH = 3000 PSI AND SUBMIT SEALED ENGINEERING CALCULATIONS AND DRAWINGS FOR APPROVAL PRIOR TO FABRICATION.

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NO.	REVISION	BY	DATE	CHECKED
			4/16/2025	

**MIDLAND COUNTY**  
**MIDLAND, TEXAS**

TxDOT  
 DESIGNED  
 TxDOT  
 DRAWN  
 BWA  
 CHECKED

SCALE
HORIZ N/A
VERT N/A
DATE MAY 2025

4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
 Tel: 432.699.4889  
 (TX REG. F-1114)

PROJECT ENGINEER  
 Brian W. Adkins  
 JUNE 11, 2025  
 DATE

**MIDLAND COUNTY PRECINCT 1**  
**SOUTH COUNTY ROAD 1250**  
**MIDLAND COUNTY, TEXAS**

**TxDOT MISC DETAILS**  
**3 OF 3**

DA PROJECT  
 B006293.003  
 SHEET  
**12**

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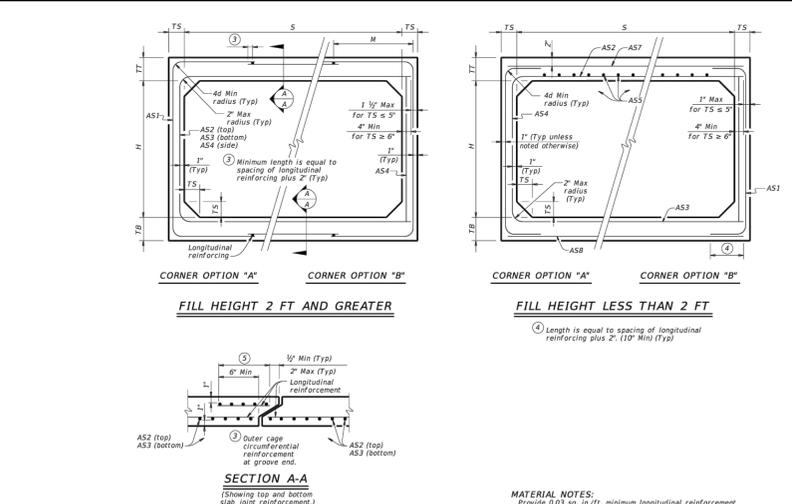
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**BOX DATA**

SECTION DIMENSIONS	Fill Height (ft.)	M (ft.)	REINFORCING (sq. in. / ft.)								Lift Weight (tons)
			AS1	AS2	AS3	AS4	AS5	AS7	AS8	ASB	
3 2 7 6 6 6 2 < 3	4.4	0.22	0.20	0.16	0.14	-	-	-	-	5.1	
3 2 7 6 6 6 3 5	4.4	0.16	0.14	0.14	0.14	-	-	-	-	5.1	
3 2 7 6 6 6 10 36	0.15	0.14	0.14	0.14	0.14	-	-	-	-	5.1	
3 2 7 6 6 6 15 36	0.20	0.16	0.18	0.18	0.14	-	-	-	-	5.1	
3 2 7 6 6 6 20 36	0.26	0.23	0.24	0.14	-	-	-	-	-	5.1	
3 2 7 6 6 6 25 36	0.33	0.29	0.29	0.14	-	-	-	-	-	5.1	
3 2 7 6 6 6 30 36	0.39	0.34	0.35	0.14	-	-	-	-	-	5.1	
3 3 8 7 6 6 < 2	-	0.19	0.31	0.21	0.14	0.19	0.19	0.17	6.6		
3 3 8 7 6 6 2 < 3	4.5	0.18	0.24	0.19	0.14	-	-	-	5.7		
3 3 8 7 6 6 3 5	4.5	0.16	0.17	0.16	0.14	-	-	-	5.7		
3 3 8 7 6 6 10 36	0.14	0.16	0.17	0.14	-	-	-	-	5.7		
3 3 8 7 6 6 15 36	0.21	0.22	0.22	0.14	-	-	-	-	5.7		
3 3 8 7 6 6 20 35	0.27	0.27	0.28	0.14	-	-	-	-	5.7		
3 3 8 7 6 6 25 35	0.35	0.35	0.34	0.14	-	-	-	-	5.7		
3 3 8 7 6 6 30 35	0.41	0.41	0.41	0.14	-	-	-	-	5.7		
3 4 8 7 6 6 < 2	-	0.19	0.33	0.24	0.14	0.19	0.19	0.17	7.2		
3 4 8 7 6 6 2 < 3	4.5	0.16	0.27	0.22	0.14	-	-	-	6.3		
3 4 8 7 6 6 3 5	4.5	0.14	0.19	0.18	0.14	-	-	-	6.3		
3 4 8 7 6 6 10 36	0.14	0.18	0.18	0.14	-	-	-	-	6.3		
3 4 8 7 6 6 15 36	0.21	0.23	0.24	0.14	-	-	-	-	6.3		
3 4 8 7 6 6 20 35	0.27	0.30	0.31	0.14	-	-	-	-	6.3		
3 4 8 7 6 6 25 35	0.33	0.37	0.38	0.14	-	-	-	-	6.3		
3 4 8 7 6 6 30 35	0.44	0.44	0.44	0.14	-	-	-	-	6.3		
3 5 8 7 6 6 < 2	-	0.19	0.35	0.26	0.14	0.19	0.19	0.17	7.8		
3 5 8 7 6 6 2 < 3	4.5	0.14	0.29	0.24	0.14	-	-	-	6.9		
3 5 8 7 6 6 3 5	4.5	0.14	0.21	0.20	0.14	-	-	-	6.9		
3 5 8 7 6 6 10 45	0.14	0.19	0.20	0.14	-	-	-	-	6.9		
3 5 8 7 6 6 15 36	0.14	0.24	0.25	0.14	-	-	-	-	6.9		
3 5 8 7 6 6 20 35	0.15	0.31	0.32	0.14	-	-	-	-	6.9		
3 5 8 7 6 6 25 35	0.19	0.39	0.39	0.14	-	-	-	-	6.9		
3 5 8 7 6 6 30 35	0.27	0.46	0.47	0.14	-	-	-	-	6.9		

① For box length = 8'-0"

② AS1 thru AS4, AS7 and AS8 are minimum required areas of reinforcement per linear foot of box length. AS5 is minimum required area of reinforcement per linear foot of box width.



**HL93 LOADING**

**TEXAS DEPARTMENT OF TRANSPORTATION**  
Bridge Division Standard

**SINGLE BOX CULVERTS**  
PRECAST  
5'-0" SPAN

**SCP-5**

REV. NO.	DATE	BY	CHKD.	APP'D.
1	02/20/20			

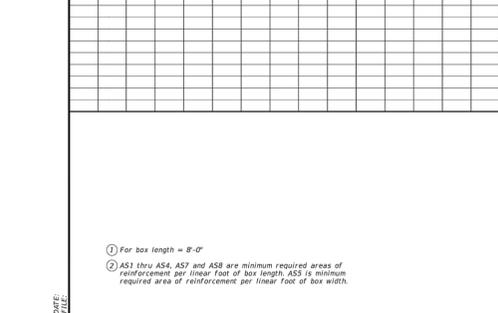
**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889 (TX REG. F-1114)

**PROFESSIONAL ENGINEER**  
BRUCE W. ADKINS  
JUNE 11, 2025  
DATE

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**BOX DATA**

SECTION DIMENSIONS	Fill Height (ft.)	M (ft.)	REINFORCING (sq. in. / ft.)								Lift Weight (tons)
			AS1	AS2	AS3	AS4	AS5	AS7	AS8	ASB	
3 2 4 4 4 4 2 < 3	3.1	0.13	0.19	0.18	0.10	-	-	-	-	2.4	
3 2 4 4 4 4 3 5	3.1	0.10	0.11	0.12	0.10	-	-	-	-	2.4	
3 2 4 4 4 4 10 31	0.10	0.10	0.10	0.10	0.10	-	-	-	-	2.4	
3 2 4 4 4 4 15 31	0.10	0.13	0.13	0.10	-	-	-	-	-	2.4	
3 2 4 4 4 4 20 31	0.11	0.17	0.17	0.10	-	-	-	-	-	2.4	
3 2 4 4 4 4 25 31	0.14	0.21	0.21	0.10	-	-	-	-	-	2.4	
3 2 4 4 4 4 30 31	0.17	0.25	0.25	0.10	-	-	-	-	-	2.4	
3 2 4 4 4 4 35 31	0.20	0.29	0.30	0.10	-	-	-	-	-	2.4	
3 3 7 6 6 4 < 2	-	0.17	0.27	0.17	0.10	0.17	0.17	0.14	3.7		
3 3 7 6 6 4 2 < 3	3.1	0.10	0.22	0.21	0.10	-	-	-	2.8		
3 3 7 6 6 4 3 5	3.1	0.10	0.14	0.14	0.10	-	-	-	2.8		
3 3 7 6 6 4 10 31	0.10	0.11	0.11	0.10	-	-	-	-	2.8		
3 3 7 6 6 4 15 31	0.10	0.14	0.15	0.10	-	-	-	-	2.8		
3 3 7 6 6 4 20 31	0.10	0.18	0.19	0.10	-	-	-	-	2.8		
3 3 7 6 6 4 25 31	0.10	0.23	0.23	0.10	-	-	-	-	2.8		
3 3 7 6 6 4 30 31	0.12	0.27	0.28	0.10	-	-	-	-	2.8		
3 3 7 6 6 4 35 31	0.14	0.32	0.32	0.10	-	-	-	-	2.8		



**HL93 LOADING**

**TEXAS DEPARTMENT OF TRANSPORTATION**  
Bridge Division Standard

**SINGLE BOX CULVERTS**  
PRECAST  
3'-0" SPAN

**SCP-3**

REV. NO.	DATE	BY	CHKD.	APP'D.
1	02/20/20			

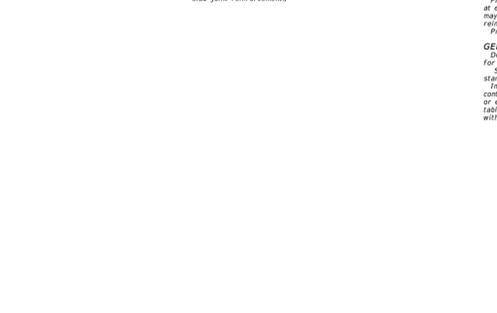
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**BOX DATA**

SECTION DIMENSIONS	Fill Height (ft.)	M (ft.)	REINFORCING (sq. in. / ft.)								Lift Weight (tons)
			AS1	AS2	AS3	AS4	AS5	AS7	AS8	ASB	
4 2 7.5 6 3 < 2	-	0.18	0.27	0.15	0.12	0.18	0.18	0.14	4.3		
4 2 7.5 6 3 2 < 3	3.8	0.18	0.19	0.17	0.12	-	-	-	3.6		
4 2 7.5 6 3 5	3.8	0.13	0.13	0.13	0.12	-	-	-	3.6		
4 2 7.5 6 3 10	3.8	0.12	0.12	0.12	0.12	-	-	-	3.6		
4 2 7.5 6 3 15	3.8	0.14	0.16	0.16	0.12	-	-	-	3.6		
4 2 7.5 6 3 20	3.8	0.18	0.20	0.21	0.12	-	-	-	3.6		
4 2 7.5 6 3 25	3.8	0.23	0.25	0.25	0.12	-	-	-	3.6		
4 2 7.5 6 3 30	3.8	0.28	0.30	0.30	0.12	-	-	-	3.6		
4 3 7.5 6 3 < 2	-	0.18	0.31	0.18	0.12	0.18	0.18	0.14	5.0		
4 3 7.5 6 3 2 < 3	3.8	0.15	0.23	0.20	0.12	-	-	-	4.1		
4 3 7.5 6 3 3 5	3.8	0.12	0.16	0.16	0.12	-	-	-	4.1		
4 3 7.5 6 3 10	3.8	0.12	0.14	0.14	0.12	-	-	-	4.1		
4 3 7.5 6 3 15	3.8	0.12	0.18	0.18	0.12	-	-	-	4.1		
4 3 7.5 6 3 20	3.8	0.14	0.23	0.24	0.12	-	-	-	4.1		
4 3 7.5 6 3 25	3.8	0.17	0.29	0.29	0.12	-	-	-	4.1		
4 3 7.5 6 3 30	3.8	0.21	0.35	0.35	0.12	-	-	-	4.1		
4 4 7.5 6 3 < 2	-	0.18	0.33	0.20	0.12	0.18	0.18	0.14	5.5		
4 4 7.5 6 3 2 < 3	3.8	0.12	0.26	0.23	0.12	-	-	-	4.6		
4 4 7.5 6 3 3 5	3.8	0.12	0.18	0.18	0.12	-	-	-	4.6		
4 4 7.5 6 3 10	3.8	0.12	0.15	0.15	0.12	-	-	-	4.6		
4 4 7.5 6 3 15	3.8	0.12	0.19	0.20	0.12	-	-	-	4.6		
4 4 7.5 6 3 20	3.8	0.12	0.25	0.25	0.12	-	-	-	4.6		
4 4 7.5 6 3 25	3.8	0.14	0.31	0.31	0.12	-	-	-	4.6		
4 4 7.5 6 3 30	3.8	0.17	0.37	0.37	0.12	-	-	-	4.6		



**HL93 LOADING**

**TEXAS DEPARTMENT OF TRANSPORTATION**  
Bridge Division Standard

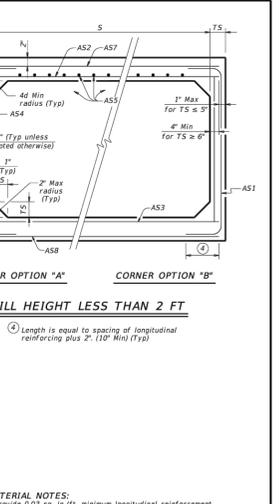
**SINGLE BOX CULVERTS**  
PRECAST  
4'-0" SPAN

**SCP-4**

REV. NO.	DATE	BY	CHKD.	APP'D.
1	02/20/20			

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889 (TX REG. F-1114)

**PROFESSIONAL ENGINEER**  
BRUCE W. ADKINS  
JUNE 11, 2025  
DATE



**HL93 LOADING**

**TEXAS DEPARTMENT OF TRANSPORTATION**  
Bridge Division Standard

**SINGLE BOX CULVERTS**  
PRECAST  
5'-0" SPAN

**SCP-5**

REV. NO.	DATE	BY	CHKD.	APP'D.
1	02/20/20			

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889 (TX REG. F-1114)

**PROFESSIONAL ENGINEER**  
BRUCE W. ADKINS  
JUNE 11, 2025  
DATE

**TEXAS DEPARTMENT OF TRANSPORTATION**  
Bridge Division Standard

**SINGLE BOX CULVERTS**  
PRECAST  
3'-0" SPAN

**SCP-3**

NO.	REVISION	BY	DATE	CHECKED

**TXDOT**  
DESIGNED  
TXDOT  
DRAWN  
BWA  
CHECKED

**MIDLAND COUNTY**  
MIDLAND, TEXAS

SCALE	HORIZ	VERT	DATE
	N/A	N/A	MAY 2025

**STATE OF TEXAS**  
BRUCE W. ADKINS  
PROFESSIONAL ENGINEER  
JUNE 11, 2025  
DATE

**MIDLAND COUNTY PRECINCT 1**  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS

**DA PROJECT**  
B006293.003

**SHEET**  
13









**GENERAL NOTES**

- For temporary stationary work zones on freeways, drums shall be used as the primary channelizing device.
- For intermediate term stationary work zones on freeways, drums shall be used as the primary channelizing device but may be replaced in tangent sections by vertical panels, or "W" two-piece cones. In tangent sections, one-piece cones may be used with the approval of the Engineer but only if personnel are present on the project at all times to maintain the cones in proper position and location.
- For short term stationary work zones on freeways, drums are the preferred channelizing device but may be replaced in tangent sections by vertical panels, two-piece cones, or one-piece cones as approved by the Engineer.
- Drums and all related items shall comply with the requirements of the current version of the "Texas Manual on Uniform Traffic Control Devices" (TMUD) and the "Compliant Work Zone Traffic Control Devices List" (CWDCL).
- Drums, bases, and related materials shall exhibit good workmanship and shall be free from objectionable marks or defects that would adversely affect their appearance or ability to be replaced in tangent sections.
- The Contractor shall have a maximum of 24 hours to replace any plastic drum identified for replacement by the Engineer/Inspector. The replacement device must be an approved device.

**GENERAL DESIGN REQUIREMENTS**

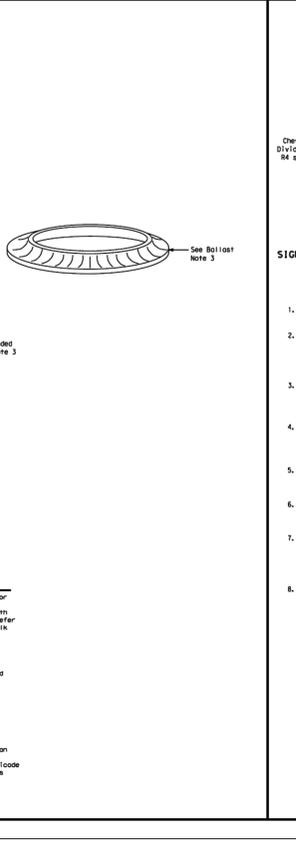
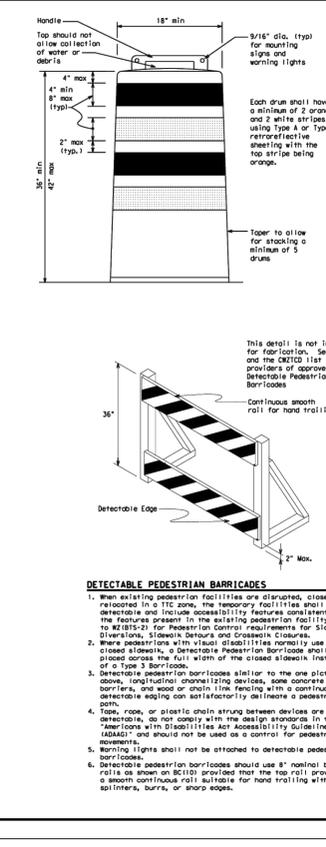
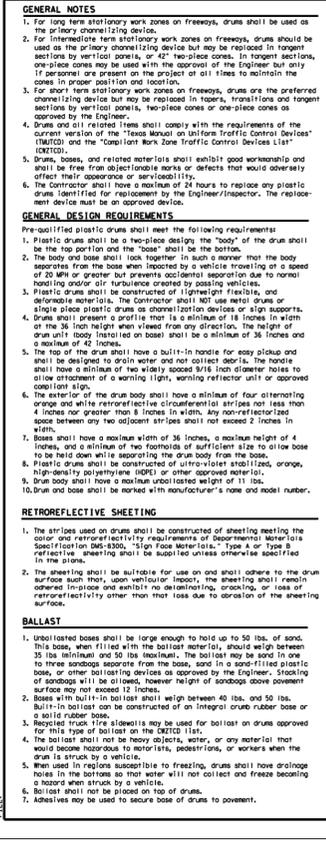
- Plastic drums shall be two-piece designs the "body" of the drum shall be the top portion and the "base" shall be the bottom.
- The body and base shall lock together. In such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but presents optional separation due to normal handling and/or air turbulence created by passing vehicles.
- Plastic drums shall be constructed of lightweight flexible, and deformable material. The Contractor shall NOT use metal drums or single piece plastic drums on construction devices or sign supports.
- Drums shall present a profile that is a minimum of 18 inches in width at the 36 inch height and a minimum of 18 inches in width at the drum unit body installed on base shall be a minimum of 36 inches and a minimum of 12 inches.
- The top of the drum shall have a built-in handle for easy pickup and shall be designed to drain water and not collect debris. The handle shall have a minimum of two wide, 1/2 inch diameter holes to allow attachment of a warning light, warning reflector unit or approved cone sign.
- The exterior of the drum body shall have a minimum of four alternating orange and white retroreflective stripes on vertical panels shall slope down away from the drum top. Any non-reflective tape space between the stripes shall not exceed 2 inches in width.
- Drums shall have a maximum width of 36 inches, a maximum height of 4 inches, and a minimum of two footcandle of sufficient size to allow base to be held open with the drum body from the base.
- Plastic drums shall be constructed of ultra-violet stabilized, orange, high-density polyethylene (HDPE) or other approved material.
- Drum body shall have a maximum total weight of 11 lbs.
- Drum and base shall be marked with manufacturer's name and model number.

**RETROREFLECTIVE SHEETING**

- The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Department Materials Specification 060-8000, "Sign Face Materials", Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
- The sheeting shall be suitable for use on and shall adhere to the drum body and base, upon vertical impact, the sheeting shall remain adhered in-place and exhibit no delamination, cracking, or loss of retroreflective properties other than that loss due to scuffing of the sheeting surface.

**BALLAST**

- Unballasted bases shall be large enough to hold up to 50 lbs. of sand. This sand, when in place, shall be placed in a layer between 35 lbs. minimum and 50 lbs. maximum. The ballast will be used in one to three sandbags separate from the base, sand in a single piece plastic base, or other ballasting device as approved by the Engineer. Sandbags will be placed, however height of sandbags above pavement surface may not exceed 12 inches.
- Bases with built-in ballast shall weigh between 40 lbs. and 50 lbs. Built-in ballast can be constructed of integral concrete rubber base or a solid rubber base.
- Recepted truck tire ballast may be used for ballast on drums approved for this type of ballast on the CWDCL list.
- The ballast shall not be made of gravel, cinders, or any material that would become hazardous to motorists, pedestrians, or workers when the drum is struck by a vehicle.
- When used in regions susceptible to freezing, drums shall have drainage holes in the base to allow water to collect and freeze becoming a hazard when struck by a vehicle.
- Ballast shall not be placed on top of drums.
- Adhesives be used to secure base of drums to pavement.



**SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS**

- Signs used on plastic drums shall be manufactured using substrates listed on the CWDCL.
- Chevrons and other work zone signs with an orange background shall be manufactured with Type III, or Type IV, orange sheeting meeting the color and retroreflectivity requirements of 060-8000, "Sign Face Material", unless otherwise specified in the plans.
- Vertical panels shall be manufactured with orange and white sheeting meeting the requirements of 060-8000 Type A or Type B. Diagonal stripes on vertical panels shall slope down toward the intended traveled lane.
- Other sign messages (text or symbolic) may be used as approved by the Engineer. Sign dimensions shall not exceed 18 inches in width or 24 inches in height, except for the 89 series signs located in notes 1 & 2 below.
- Signs shall be installed using 1/2 inch ballast (each) and nut, two washers, and one locking washer for each connection.
- Mounting bolts and nuts shall be fully engaged and adequately torqued. Bolts shall not extend more than 1/2 inch beyond nuts.
- Chevrons may be placed on drums on the outside of curves, on merging tapers or on splitting tapers. When used in these locations, they may be placed on every drum or spaced more than on every third drum. A minimum of three (3) chevrons should be used on each location for 1/2 mile or more.
- 89-1, 89-10, 89-11 and 89-11S Diagonal Closed signs which are 24 inches wide may be mounted on plastic drums, with approval of the Engineer.

**PHASE 1: CONDITION LISTS**

Road/Lane/Ramp Closure List	Other Condition List
FREEWAY CLOSED X MILE	ROADWORK XXXX FT
ROAD CLOSED AT SH XXX	FLAGGER XXXX FT
ROAD CLOSED AT SH XXXX	LANE NARROWS XXXX FT
ROAD CLSD AT SH XXXX	RIGHT LN CLOSURE XXXX FT
RIGHT X LINES CLOSED	RIGHT LN CLOSURE XXXX FT
RIGHT X LINES CLOSED	MERGING TRAFFIC XXXX FT
RIGHT X LINES CLOSED	CONST TRAFFIC XXXX FT
RIGHT X LINES CLOSED	LOSSE GRAVEL XXXX FT
CENTER LANE CLOSURE	UNEVEN LANE XXXX FT
NIGHT LANE CLOSURE	DETOUR X MILE
VARIOUS LANE CLOSURE	ROADWORK NEAR FRI-SUN
EXIT CLOSED	BUMP XXXX FT
EXIT CLOSED	US XXX EXIT X MILE
MALL DRIVEWAY CLOSED	TRAFFIC SIGNAL XXXX FT
XXXXXXX BLVD CLOSED	LANES SHIFT

**PHASE 2: POSSIBLE COMPONENT LISTS**

Action to Take/Effect on Travel	Location List	Warning List	# Notice Advance
MERGE RIGHT	FM XXXX	SPEED LIMIT XX MPH	TUE-FRI XX PM
FORM X LINES RIGHT	FM XXXX	MAXIMUM SPEED XX MPH	APR XX XX PM-X AM
DETOUR NEXT X EXITS	BEFORE RAILROAD CROSSING	MINIMUM SPEED XX MPH	BEGINS MONDAY
USE EXIT XXX	NEXT X MILES	RIGHT LANE EXIT	MAY X-X XX PM - XX AM
USE EXIT NORTH	PAST US XXX SOUTH TO 1-X-X N	ADVISORY SPEED XX MPH	BEGINS MONDAY
STAY ON US XXX SOUTH	USE US XXX N	RIGHT LANE EXIT	MAY X-X XX PM - XX AM
TRUCKS FOR TRUCKS	WATCH FOR TRUCKS	USE CAUTION	FRI-SUN XX AM
EXPECT DELAYS	PREPARE TO STOP	DRIVE SAFELY	XX AM TO XX PM
REDUCE SPEED XXX FT	END SHOULDER WORKERS	DRIVE WITH CARE	NEXT TUE XX AM
USE OTHER ROUTES	WATCH FOR WORKERS	TONIGHT XX AM	XX AM
STAY IN LANE			

**APPLICATION GUIDELINES**

- Only 1 or 2 phases are to be used on a POMS.
- The 1st phase for both should be selected from the "Road/Lane/Ramp Closure List" and the "Other Condition List".
- A 2nd phase can be selected from the "Action to Take/Effect on Travel", "Location, General Warning, or Advance Notice Phase Lists".
- A Location phase is necessary only if distance or location is not included in the first phase selected.
- If two POMS are used in sequence, the second POMS shall be a minimum of 1000 ft. Each POMS shall be listed in two phases, and the actual work area shall be underrepresented by the message.
- For advance notice, when the current date is within seven days of the actual work date, advance notice should be replaced with days of the week. Advance notification should typically be for no more than one week prior to the work.

**WARNING ALTERNATIVES**

- The words RIGHT, LEFT and ALL can be interchanged as appropriate.
- Roadway designations IH, US, SH, FM and LP can be interchanged as appropriate.
- EAST, WEST, NORTH and SOUTH for abbreviations E, W, N and S can be interchanged as appropriate.
- Highway names and numbers replaced as appropriate.
- 1 FT can be used instead of FEET as appropriate.
- 6 AM to 6 PM can be used instead of 6 AM to 6 PM as appropriate.
- AT, BEFORE and PAST interchanged as needed.
- Distance or 1/2 mile can be eliminated from the message if a location phase is used.

**PORTABLE CHANGEABLE SIGN**

1. The Engineer/Inspector shall approve all messages used on portable changeable message signs (PCMS).

2. Messages on PCMS shall be more than 8 words (about four to eight characters per word, not including simple words such as "TO", "STOP", "LEFT", "RIGHT", "AHEAD", "BEHIND", "STOP", "STOP", "STOP").

3. Messages shall consist of a single phrase, or two phrases that alternate in two-phase messages are not allowed. Each phase of the message should convey a single thought, and must be understood by the driver.

4. Use the word "EXIT" to refer to an exit ramp on a freeway. I.e., "EXIT CLOSED". Do not use the word "RAMP".

5. Always use the route or Interstate designation (IH, US, SH, FM) along with the number when referring to a roadway.

6. The message area "BEHIND" should be used only if the work is to be a minimum 7 feet above the roadway, where possible.

7. The message area "BEHIND" should be used only if the work is to be a minimum 7 feet above the roadway, where possible.

8. The Engineer/Inspector shall approve all messages used on portable changeable message signs (PCMS). Each phase of the message should convey a single thought, and must be understood by the driver.

9. Do not use "ROAD" or "ROADWORK" in a message. The message should be steady hour or continuous while it displays.

10. Do not present redundant information on a two-phase message. I.e., "ROAD CLOSED" and "ROADWORK" in a message.

11. Do not use the word "DANGER" in a message.

12. Do not display messages that are not horizontally or vertically across the face of the sign.

13. Do not display messages that are not horizontally or vertically across the face of the sign.

14. The following table lists abbreviations and two-word phrases that are acceptable for use on a POMS. Both words in a phrase must be displayed, unless shown in the MATED.

15. POMS character height shall be at least 18 inches for trailer mounted signs. They should be visible from at least 1/2 mile past the start of the work area. POMS shall be at least 18 inches high and 36 inches wide. POMS shall be at least 18 inches high and 36 inches wide. POMS shall be at least 18 inches high and 36 inches wide. POMS shall be at least 18 inches high and 36 inches wide.

16. Lane shift messages shall be displayed on a sign that is at least 18 inches high and 36 inches wide. Lane shift messages shall be displayed on a sign that is at least 18 inches high and 36 inches wide. Lane shift messages shall be displayed on a sign that is at least 18 inches high and 36 inches wide.

17. If applicable, POMS should default to a legible display that will not obscure motorists and will only be used to alert workers that the POMS has malfunctioned. A pattern such as a series of horizontal solid bars is appropriate.

**WEDGE ANCHORS**

Both steel and plastic Wedge Anchor Systems as shown on the 360 Standard Sheets may be used as temporary sign supports for signs up to 10 square feet of sign area. They may be set in concrete or in sturdy soils. If approved by the Engineer, see web address for Traffic Engineering Standard Sheets on CWDCL.

**OTHER DESIGNS**

1. Units may be used in the assembly of wooden sign supports, but 3/8" bolts with nuts or 3/8" x 1 1/2" log screws must be used on every joint for final connection.
2. More than 2 sign posts shall be placed within a 7 ft. circle, except for specific materials noted on the CWDCL list.
3. When project is completed, all sign supports and foundations shall be removed from the project site. This will be considered satisfactory to Item 502.
4. See BC(4) for definition of "Work Duration."
5. Wood sign posts MUST be one piece. Splitting will NOT be allowed. Posts shall be painted white.
6. See the CWDCL for the type of sign supports that can be used for each approved sign support.

**GENERAL NOTES**

- Barriers Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of 060-8000. A list of prequalified barrier reflectors can be found at the Material Producer List web address on CWDCL.
- Color of barrier reflectors shall be as specified in the Manual. The color of the reflectors shall be considered additional to Item 512.

**LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES**

LPCB is approved for use in work zone locations, where the posted speed is 45 MPH, or less. See Roadway Standard Sheet L2C4.

Max. spacing of barrier reflectors is 20 feet. Attach the reflectors as per manufacturer's recommendations.

**CONCRETE TRAFFIC BARRIER (CTB)**

Where traffic is on one side of the CTB, two (2) Barrier Reflectors shall be mounted in approximately the midsection of each section of CTB. An alternate spacing location is uniformly spaced on one end of each CTB. This will allow for attachment of a barrier groove without opening the barrier. The Barrier Reflectors mounted on the side of the CTB shall be located directly below the reflector mounted on top of the barrier, as shown in the detail above.

Where CTB separates two-way traffic, three barrier reflectors shall be mounted on each section of the reflector unit (see detail above). Two yellow reflective faces (8" diameter) shall be reflectors on each side of the barrier shall be placed on top of the drum.

When CTB separates traffic traveling in the same direction, no barrier reflectors will be required on top of the CTB.

Barrier reflector units shall be yellow or white in color to match the asphalt being supported.

Maximum spacing of barrier reflectors is forty (40) feet.

Payment markers or temporary flexible reflective roadway marker tabs shall NOT be used on CTB delineation.

Attachment of Barrier Reflectors to CTB shall be per manufacturer's recommendations.

Warning or damaged Barrier Reflectors shall be replaced as directed.

Single slope barriers shall be delineated as shown on the detail above.

**DELINEATION OF END TREATMENTS**

**END TREATMENTS FOR CTB'S USED IN WORK ZONES**

End treatments used on CTB's in work zones shall meet the appropriate conspicuity standards as defined in the Manual for Assessing Signal Hardware (MSH). Refer to the CWDCL list for approved end treatments and manufacturers.

**WARNING LIGHTS**

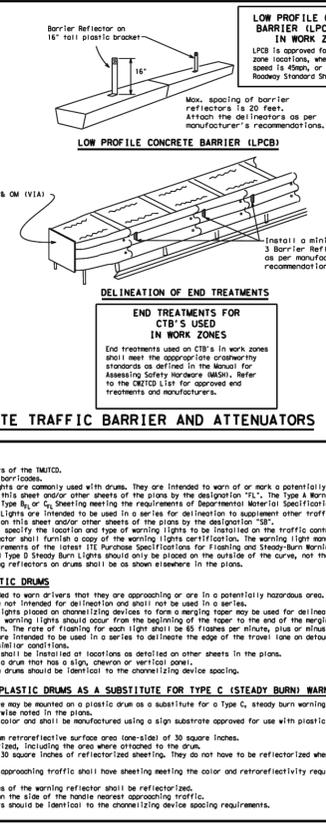
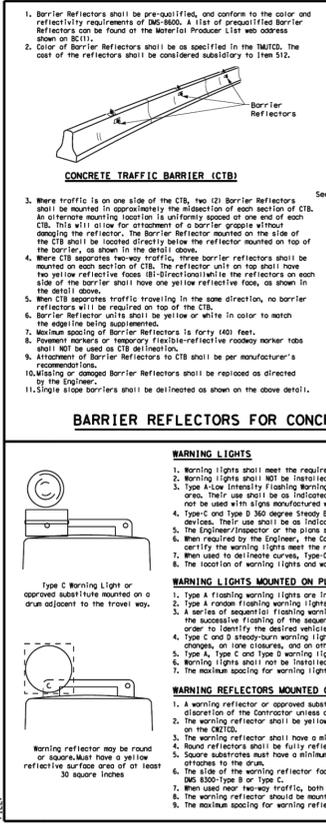
- Warning lights shall meet the requirements of the TMUD.
- Warning lights shall NOT be installed on barricades.
- Type A (intensity flashing) warning lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet and other sheets of the plans by the designation "W". The Type A warning lights shall not be used on CTB delineation.
- Type C and Type D 360 degree Steady Burn Lights are intended to be used in a series for delineation to supplement other traffic control devices. Their use shall be as indicated on this sheet and other sheets of the plans by the designation "W".
- The Engineer/Inspector or the plans shall specify the location and type of warning lights to be installed on the traffic control devices.
- When required by the Engineer, the Contractor shall furnish a copy of the warning lights certification. The warning light manufacturer will certify the warning lights meet the requirements of the latest ITE Purchase Specifications for Flashing and Steady-Burn Warning Lights.
- When used to delineate curves, Type C and Type D Steady Burn Lights should only be placed on the outside of the curve, not the inside.
- The location of warning lights and warning reflectors on drums shall be as shown elsewhere in the plans.

**WARNING LIGHTS MOUNTED ON PLASTIC DRUMS**

- Type A flashing warning lights are intended to warn of areas that are approaching or are in a potentially hazardous area.
- Type A flashing warning lights are not intended for use on drums and shall not be used on drums.
- A series of sequential flashing warning lights placed on channelizing devices to form a merging taper may be used for delineation. If used, the successive flashing lights should occur from the beginning of the taper to the end of the merging taper in the order to identify the desired vehicle path. The rate of flashing for each light shall be 65 flashes per minute, plus or minus 10 flashes.
- Type C and D steady burn warning lights are intended to be used in a series to delineate the edge of the travel lane, detours, on lane changes, on lane closures, and on other similar conditions.
- Type C and D steady burn warning lights are not intended for use on drums and shall not be used on drums.
- Warning lights shall not be installed on a drum that has a sign, chevron or vertical panel.
- The maximum spacing for warning lights on drums should be identical to the channelizing device spacing.

**WARNING REFLECTORS MOUNTED ON PLASTIC DRUMS AS A SUBSTITUTE FOR TYPE C (STEADY BURN) WARNING LIGHTS**

- A warning reflector or approved substitute may be mounted on a plastic drum as a substitute for a Type C, steady burn warning light at the discretion of the Contractor unless otherwise noted in the plans.
- The warning reflector shall be yellow in color and shall be manufactured using a sign substrate approved for use with plastic drums listed on the CWDCL.
- The warning reflector shall have a minimum retroreflective surface area (one side) of 30 square inches.
- Round reflectors shall be fully reflective, indicating the area where attention is to be directed.
- Square substrates must have a minimum of 30 square inches of retroreflective sheeting. They do not have to be retroreflective where it overlaps to the drum.
- The size of the warning reflector facing approaching traffic shall meet sheeting meeting the color and retroreflectivity requirements for 060-8000 Type B or Type C.
- When used near two-way traffic, both sides of the warning reflector shall be retroreflective.
- The warning reflector should be mounted in the line of the roadside nearest approaching traffic.
- The maximum spacing for warning reflectors should be identical to the channelizing device spacing requirements.



**FLASHING ARROW BOARDS**

- The Flashing Arrow Board should be used for all lane closures on multi-lane roadways, or slow moving maintenance or construction activities on the travel lanes.
- Flashing Arrow Boards should not be used on two-way roadways, at roundabouts, or on shoulders unless the "CAUTION" display (see detail below) is used.
- The Engineer/Inspector shall approve all flashing arrow boards and shall be used in conjunction with other traffic control devices that should be used in conjunction with the flashing arrow board.
- The Flashing Arrow Board should be able to display the following symbols:

TYPE	MINIMUM SIZE	MINIMUM NUMBER OF PANEL LAMPS	MINIMUM VISIBILITY DISTANCE
B	30 x 60	13	3/4 mile
C	48 x 96	15	1 mile

**ATTENTION**

Flashing Arrow Boards shall be equipped with automatic dimming devices.

**WHEN NOT IN USE, REMOVE THE ARROW BOARD FROM THE RIGHT-OF-WAY OR PLACE THE ARROW BOARD BEHIND CONCRETE TRAFFIC BARRIER OR GUARDRAIL.**

**TRUCK-MOUNTED ATTENUATORS**

1. Truck-mounted attenuators (TMAs) used on TADOT facilities must meet the requirements outlined in the Manual for Assessing Signal Hardware (MSH).

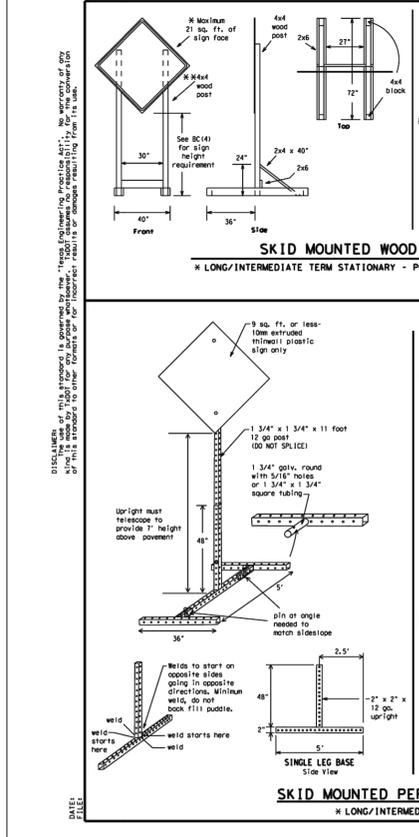
2. Refer to the CWDCL for the requirements of Level 2 or Level 3 TMAs.

3. Refer to the CWDCL for a list of approved TMAs.

4. TMAs are required on freeways unless otherwise noted in the plans.

5. TMAs shall be used on freeways that are posted for 30 to 100 mph in advance of the one or more closures without adversely affecting the work performance.

6. The only reason a TMA should not be installed is when a work area is spread down the roadway and the work area is an extended distance from the TMA.











**WARNING TO CONTRACTOR:**  
CALL 811 (TEXAS 811) OR OTHER UTILITY LOCATING SERVICES 48 HOURS PRIOR TO CONSTRUCTION ACTIVITY. DUNAWAY ASSOC., L.P. IS NOT RESPONSIBLE FOR KNOWING ALL EXISTING UTILITIES OR DEPICTING EXACT LOCATIONS OF UTILITIES ON DRAWINGS.

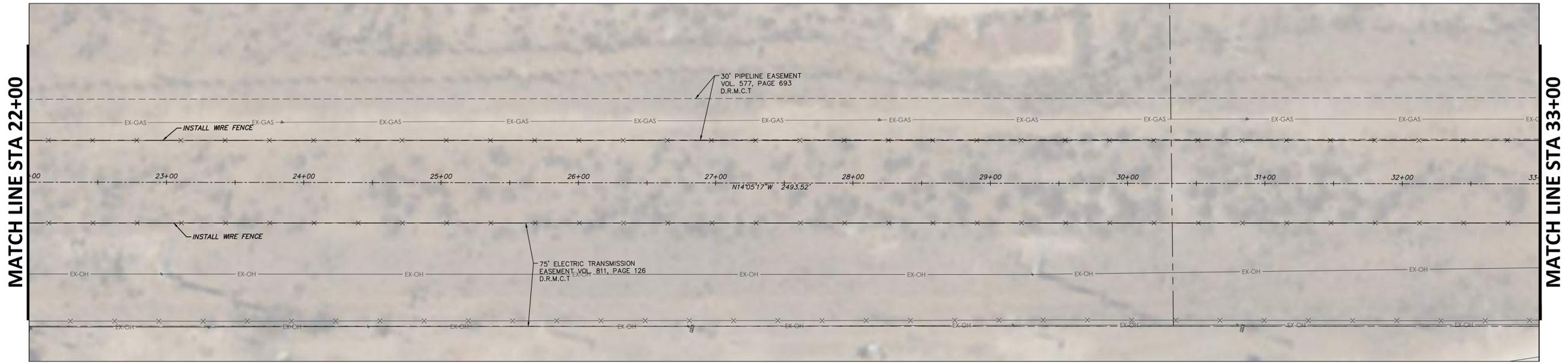
**CRITICAL:**  
LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND ARE BASED ON PUBLIC RECORDS. THE CONTRACTOR IS COMPLETELY RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES, BOTH HORIZONTALLY AND VERTICALLY, BEFORE THE COMMENCEMENT OF ANY CONSTRUCTION.

**UTILITY RELOCATION NOTE:**  
IF ANY EXISTING UTILITY POLES, POWER POLES, GUY WIRES, TELEPHONE UTILITIES, ETC. ARE FOUND TO BE IN CONFLICT WITH THESE CONSTRUCTION PLANS, THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY AND COORDINATE THE RELOCATION OF ANY/OR ALL SUCH UTILITIES (NO SPECIAL PAY).

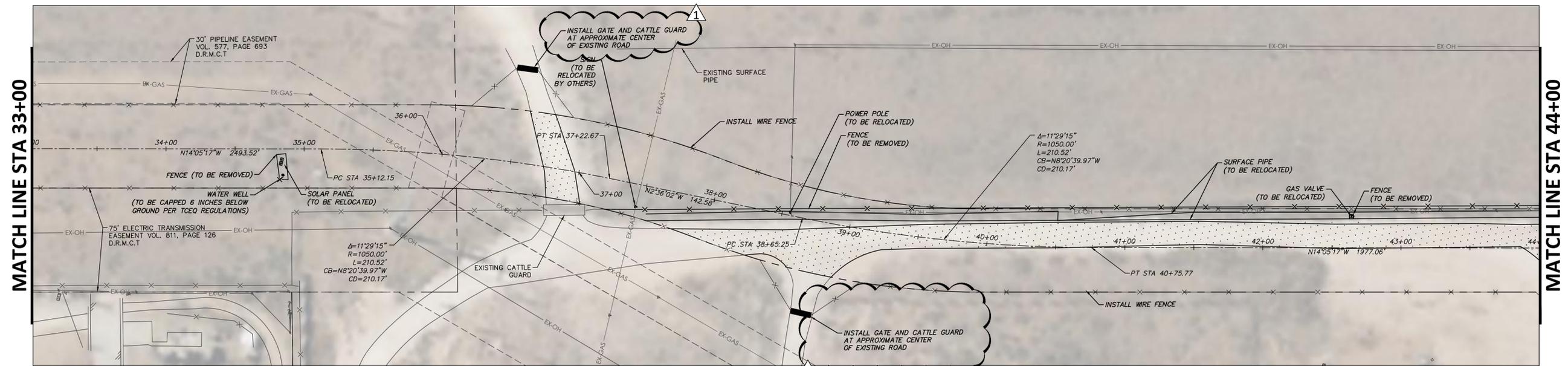
**STATE PLANE COORDINATE NOTE:**  
COORDINATES PROVIDED ARE RELATIVE TO THE TEXAS STATE PLANE COORDINATE SYSTEM (NAD83), CENTRAL ZONE 4203; ALL COORDINATES, BEARINGS, AND DISTANCES ARE NAD83 GRID VALUES.

**BENCHMARK:**  
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

# SOUTH COUNTY ROAD 1250



**NOTE:**  
1. CONTRACTOR TO COORDINATE TYPE AND LOCATION OF CATTLE CROSSING WITH LAND OWNER.



FILENAME: OVERALL ROADWAY STATIONING - SCR 1250.dwg  
 PLOTTED BY: TKS/MS/PLT  
 PLOTTED DATE: 7/26/25 10:00 AM

NO.	REVISION	BY	DATE	CHECKED
1	RESPONSE TO BID QUESTIONS	TKS	06/11/2025	AJA
				DESIGNED
				TKS
				DRAWN
				BWA
				CHECKED

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
HORIZ  
1" = 40'  
VERT  
N/A  
DATE  
MAY  
2025

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

**Brian W. Adkins**  
 PROJECT ENGINEER  
 JUNE 11, 2025  
 DATE

**MIDLAND COUNTY PRECINCT 1**  
**SOUTH COUNTY ROAD 1250**  
**MIDLAND COUNTY, TEXAS**  
**SCR 1250 OVERALL ROADWAY STATIONING**  
**STA 22+00 TO STA 44+00**

DA PROJECT  
 B006293.003  
 SHEET  
**22**



**WARNING TO CONTRACTOR:**

CALL 811 (TEXAS 811) OR OTHER UTILITY LOCATING SERVICES 48 HOURS PRIOR TO CONSTRUCTION ACTIVITY. DUNAWAY ASSOC., L.P. IS NOT RESPONSIBLE FOR KNOWING ALL EXISTING UTILITIES OR DEPICTING EXACT LOCATIONS OF UTILITIES ON DRAWINGS.

**CRITICAL:**

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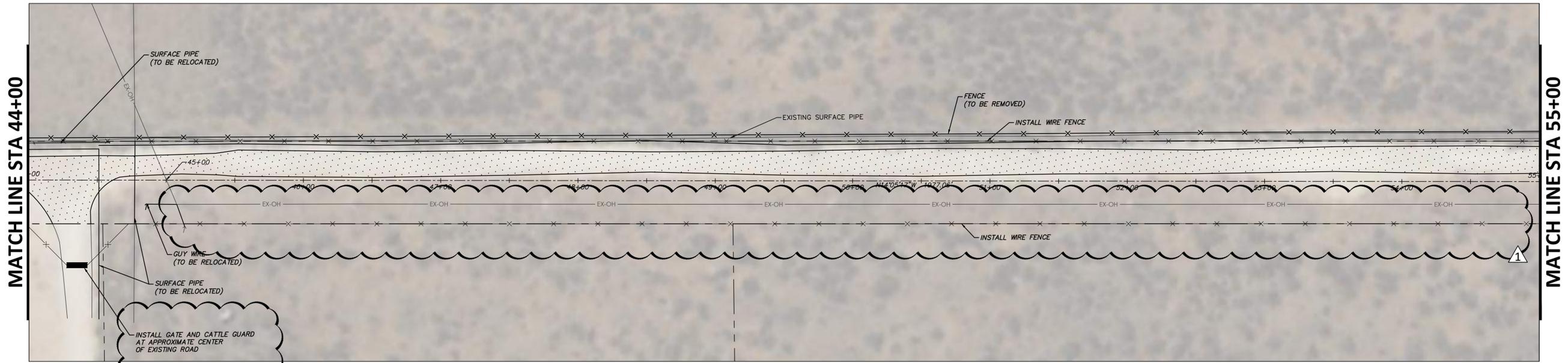
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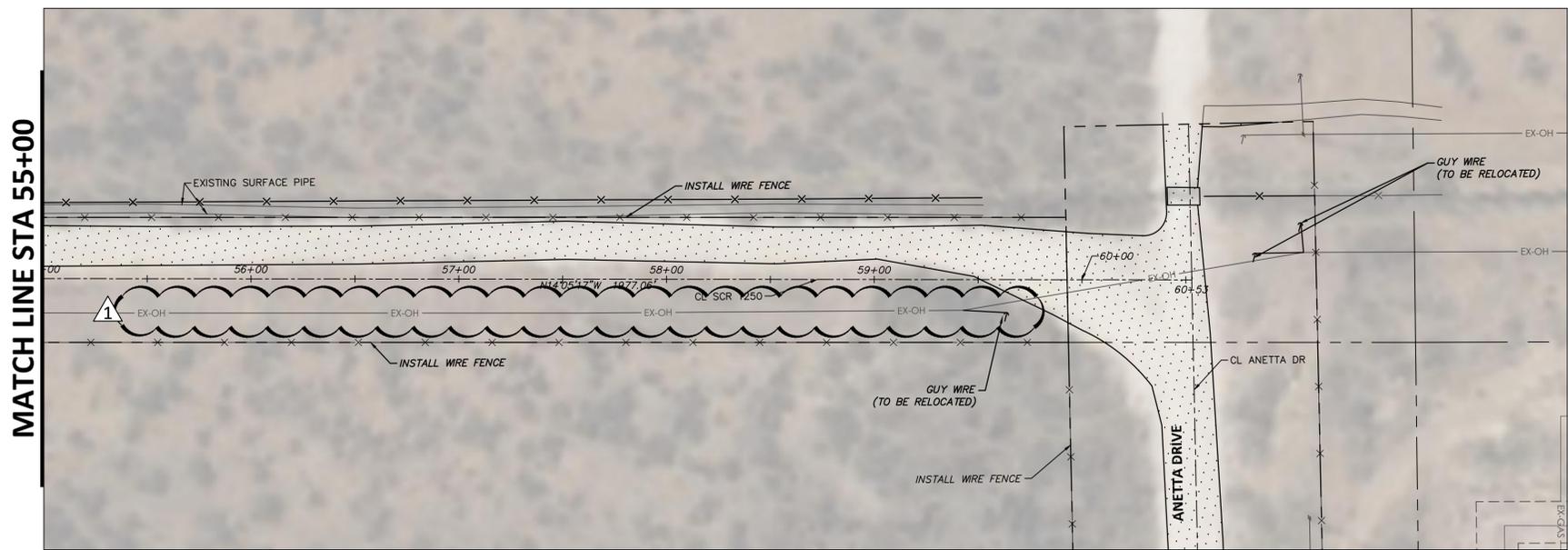
**BENCHMARK:**

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

# SOUTH COUNTY ROAD 1250



NOTE:  
1. CONTRACTOR TO COORDINATE TYPE AND LOCATION OF CATTLE CROSSING WITH LAND OWNER.



FILENAME: OVERALL ROADWAY STATIONING - SCR 1250.dwg  
 PLOTTED BY: TKS/MS  
 PLOTTED AT: 7:56:02 PM  
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1	RESPONSE TO BID QUESTIONS	TKS	06/11/2025	AJA
				DESIGNED
				TKS
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
HORIZ  
1" = 40'  
VERT  
N/A  
DATE  
MAY  
2025

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
BRIAN W. ADKINS  
100284  
LICENSED PROFESSIONAL ENGINEER  
PROJECT ENGINEER  
Brian W. Adkins  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS  
SCR 1250 OVERALL ROADWAY STATIONING  
STA 44+00 TO END

DA PROJECT  
B006293.003  
SHEET  
23













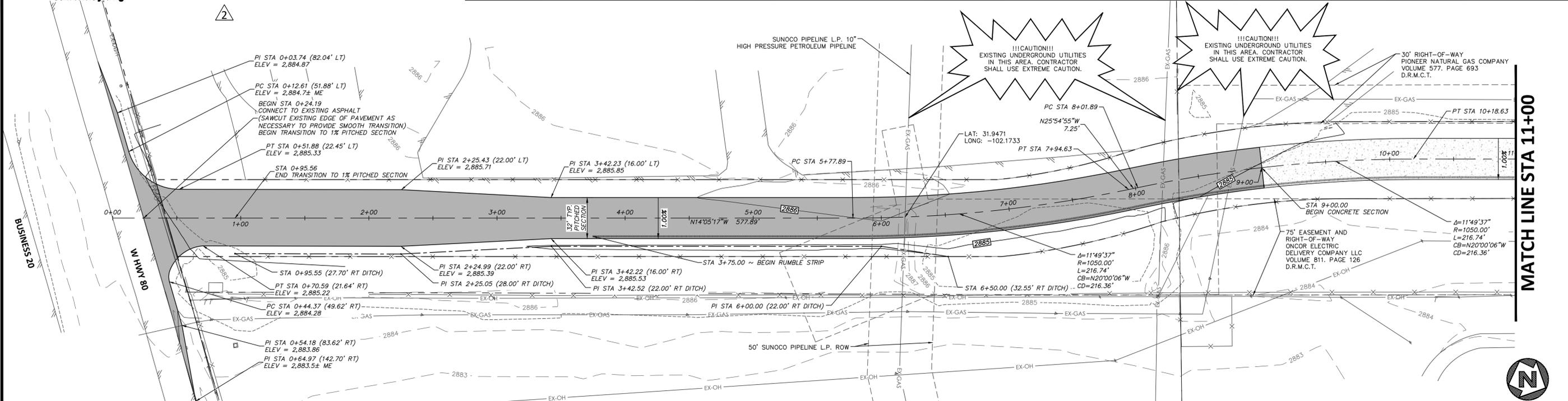
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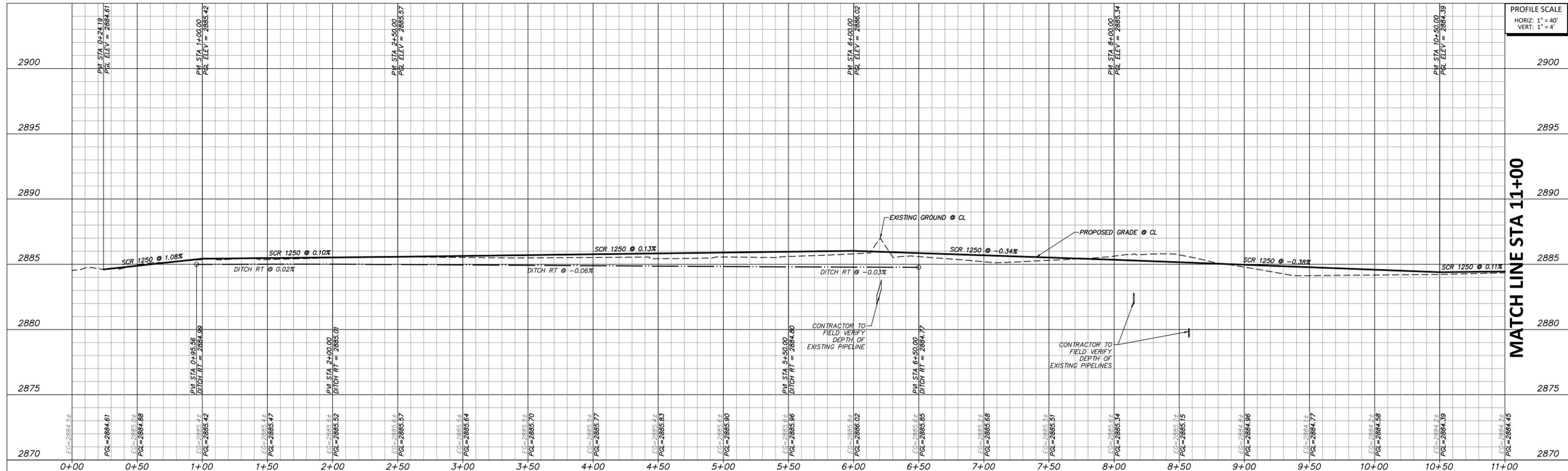
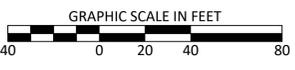
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# SOUTH COUNTY ROAD 1250



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 PLOTTED ON: 06/11/2025  
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				DESIGNED
				TKS
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	CHECKED

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
HORIZ 1"=40'  
VERT 1"=4'  
DATE  
MAY 2025

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
100284  
BRIAN W. ADKINS  
LICENSED PROFESSIONAL ENGINEER  
PROJECT ENGINEER  
BRIAN W. ADKINS  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS  
SCR 1250 PLAN AND PROFILE  
STA 0+00 TO STA 11+00

DA PROJECT B006293.003  
SHEET 29



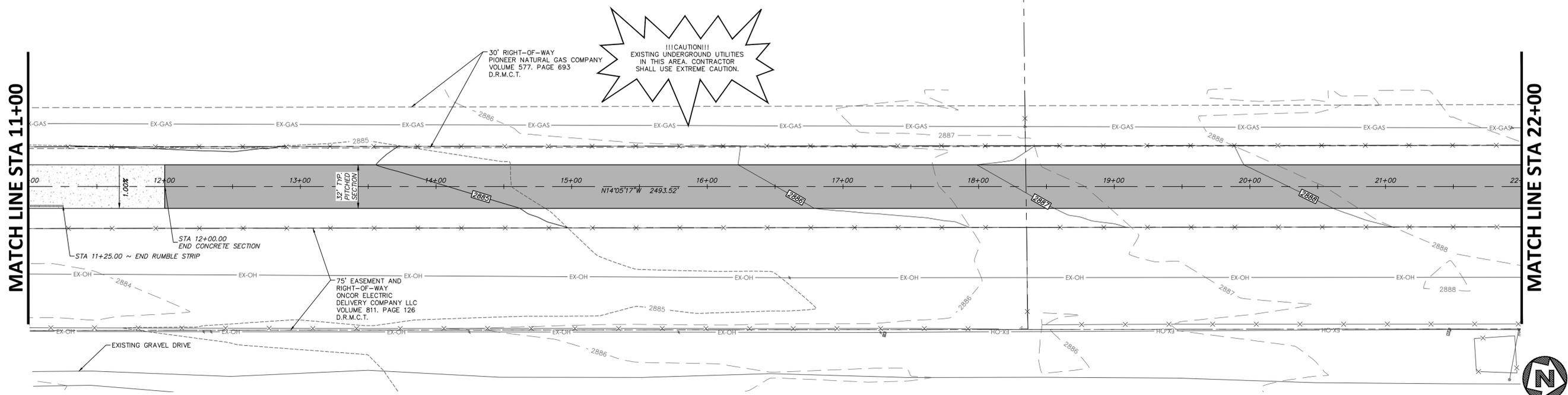
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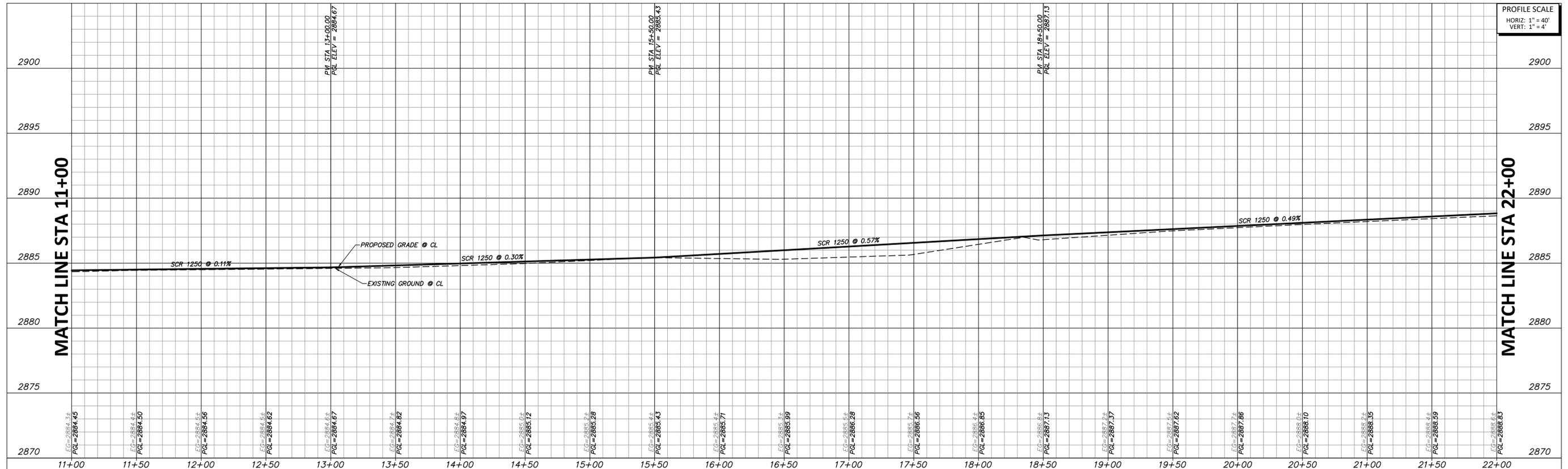
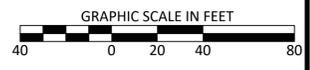
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**BENCHMARK:**  
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.



# SOUTH COUNTY ROAD 1250



FULL PATH: P:\060200\060200\CAD\Drawings\Road\1250.dwg  
 FILENAME: 060200.dwg  
 PLOTTED BY: TKS  
 PLOTTED ON: 06/11/2025

1	RESPONSE TO BID QUESTIONS	TKS	06/11/2025
NO.	REVISION	BY	DATE

AJA	DESIGNED
TKS	DRAWN
BWA	CHECKED

SCALE	HORIZ	1"=40'
	VERT	1"=4'
DATE		MAY 2025

**DUNAWAY**  
 4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
 Tel: 432.699.4889  
 (TX REG. F-1114)

STATE OF TEXAS  
 100284  
 LICENSED PROFESSIONAL ENGINEER  
 Brian W. Adkins  
 PROJECT ENGINEER  
 JUNE 11, 2025  
 DATE

MIDLAND COUNTY PRECINCT 1  
 SOUTH COUNTY ROAD 1250  
 MIDLAND COUNTY, TEXAS  
 SCR 1250 PLAN AND PROFILE  
 STA 11+00 TO STA 22+00

DA PROJECT  
 B006293.003  
 1 SHEET  
 30



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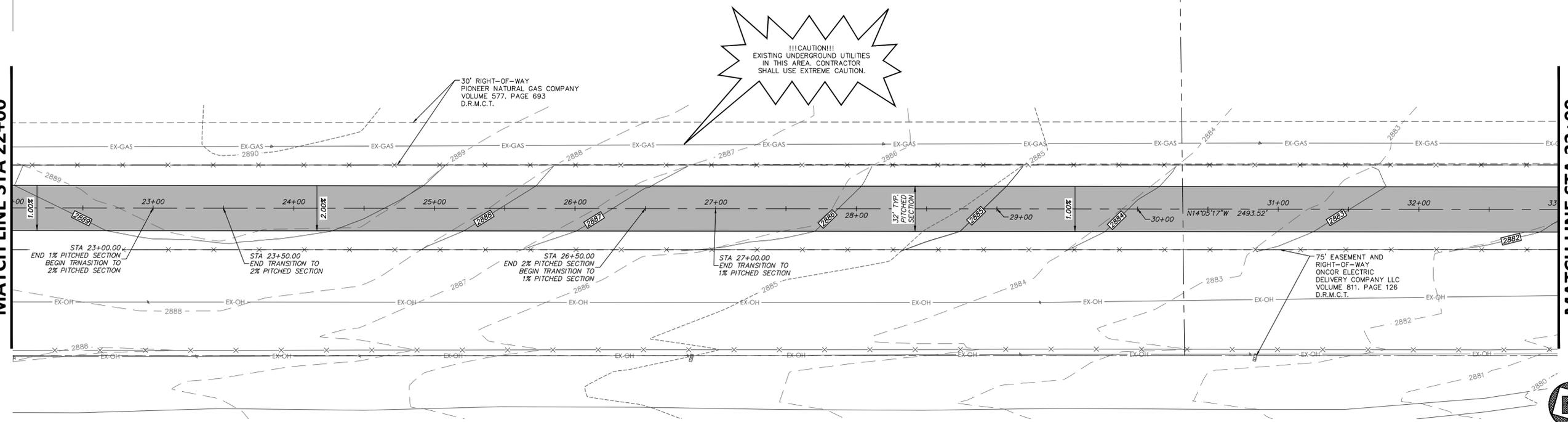
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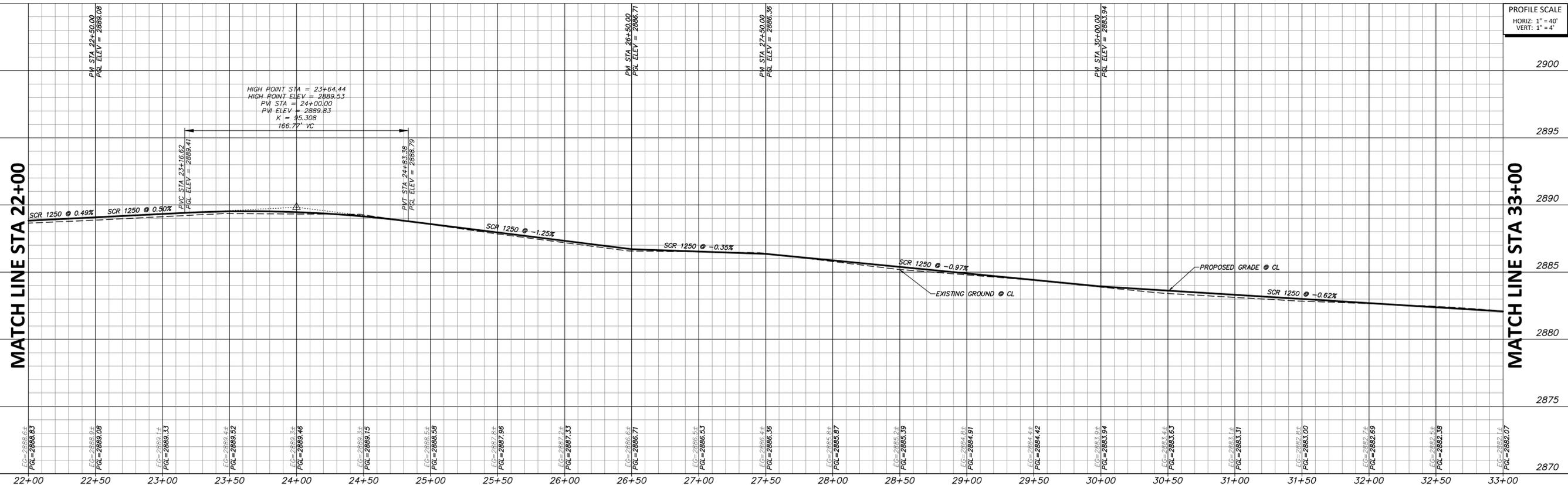
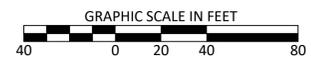
**BENCHMARK:**  
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

MATCH LINE STA 22+00

MATCH LINE STA 33+00



## SOUTH COUNTY ROAD 1250



FULL PATH: P:\062001\062003\CAD\Drawings\Sheet\062003-1250.dwg  
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 PLOTTED BY: TKS  
 PLOTTED DATE: 06/11/2025

1	RESPONSE TO BID QUESTIONS	TKS	06/11/2025
NO.	REVISION	BY	DATE

**MIDLAND COUNTY  
MIDLAND, TEXAS**

DESIGNED	AJA
DRAWN	BWA
CHECKED	

SCALE	HORIZ 1"=40'
	VERT 1"=4'
DATE	MAY 2025

**DUNAWAY**

4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
BRIAN W. ADKINS  
LICENSED PROFESSIONAL ENGINEER  
100284

*Brian W. Adkins*  
PROJECT ENGINEER  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS  
SCR 1250 PLAN AND PROFILE  
STA 22+00 TO STA 33+00

DA PROJECT  
B006293.003  
1 SHEET  
**31**



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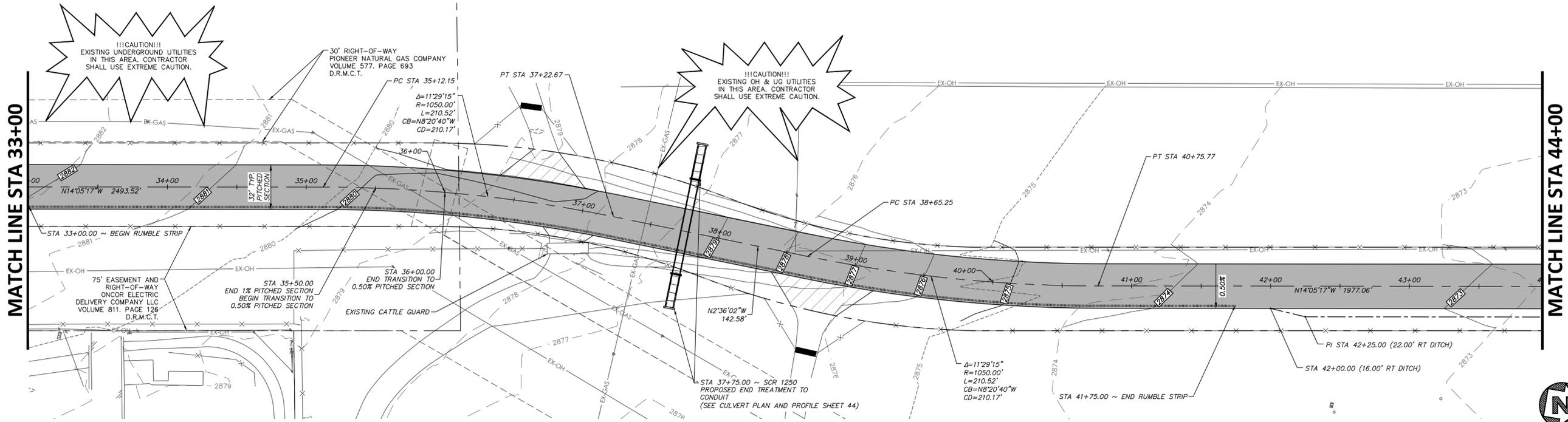
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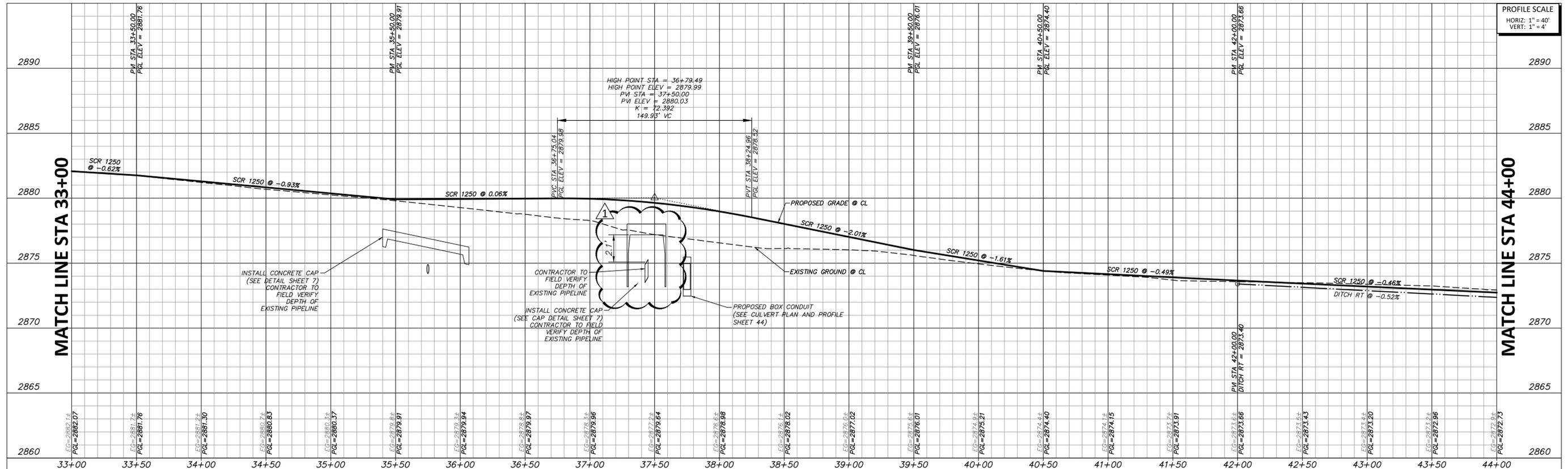
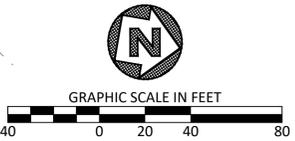
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**BENCHMARK:**

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.



**SOUTH COUNTY ROAD 1250**



FULL PATH: P:\060200\060203\060203\Civil\Plan\Sheet\060203\060203.dwg  
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 PLOTTED BY: TMS  
 PLOTTED DATE: 06/11/2025

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				DESIGNED
				TKS
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
 HORIZ 1"=40'  
 VERT 1"=4'  
 DATE  
 MAY 2025

**DUNAWAY**

4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
 Tel: 432.699.4889  
 (TX REG. F-1114)

STATE OF TEXAS  
 100284  
 LICENSED PROFESSIONAL ENGINEER

*Brian W. Adkins*  
 PROJECT ENGINEER  
 JUNE 11, 2025  
 DATE

MIDLAND COUNTY PRECINCT 1  
 SOUTH COUNTY ROAD 1250  
 MIDLAND COUNTY, TEXAS

**SCR 1250 PLAN AND PROFILE  
 STA 33+00 TO STA 44+00**

DA PROJECT B006293.003  
 1 SHEET  
**32**



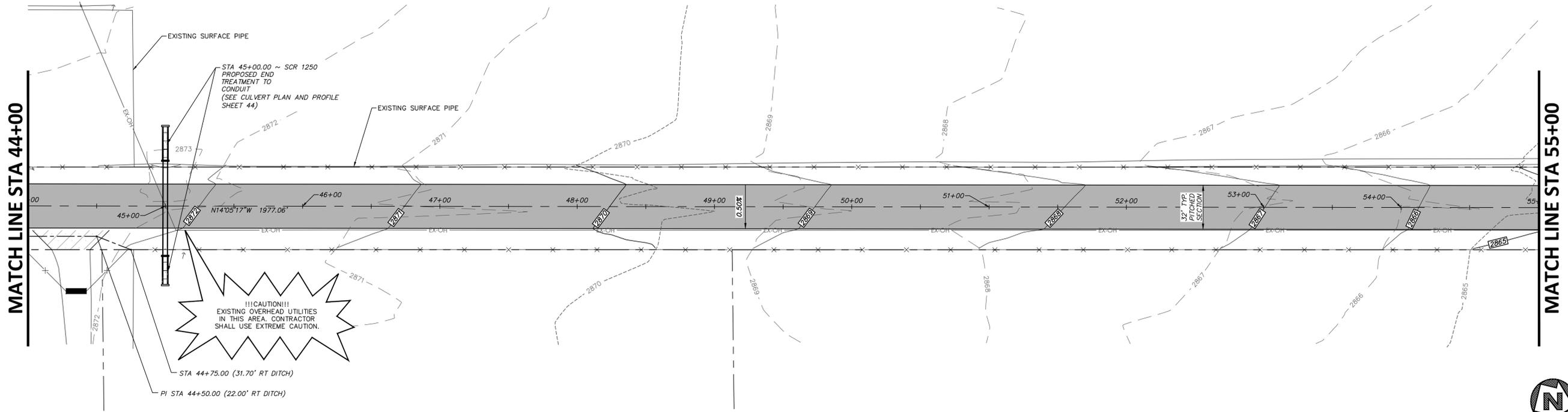
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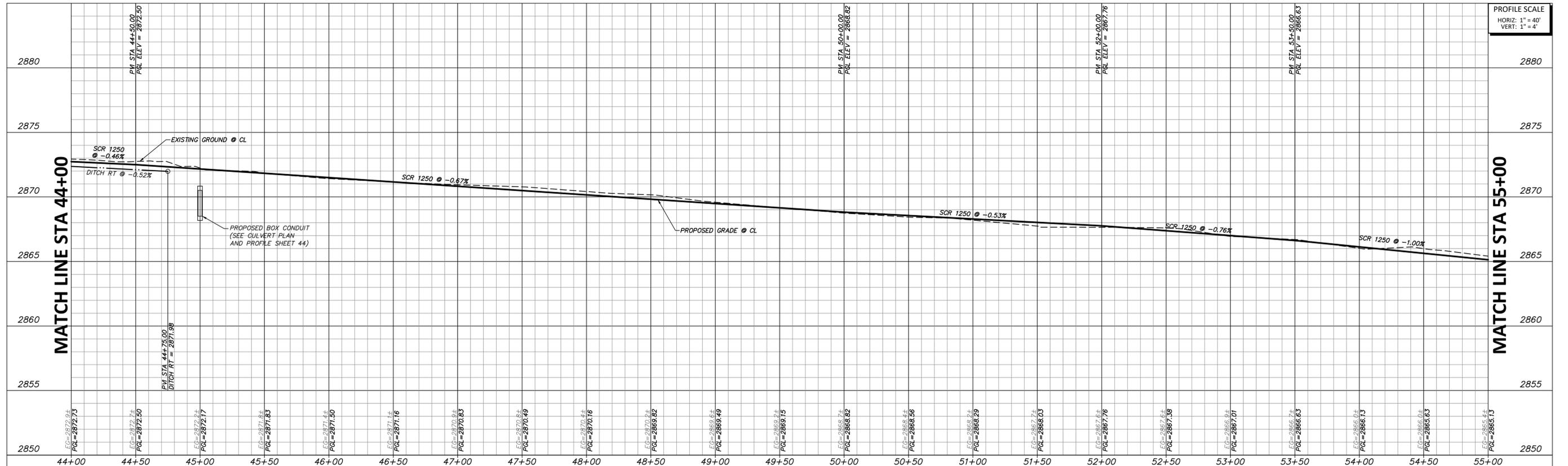
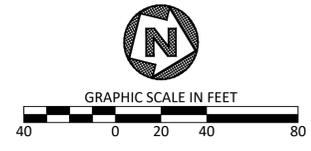
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# SOUTH COUNTY ROAD 1250



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 PLOTTED BY: TKS  
 PLOTTED DATE: 06/11/2025

NO.	REVISION	BY	DATE	CHECKED
1	RESPONSE TO BID QUESTIONS	TKS	06/11/2025	AJA
				DESIGNED
				TKS
				DRAWN
				BWA
				DATE

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
HORIZ  
1"=40'  
VERT  
1"=4'  
DATE  
MAY  
2025

**DUNAWAY**

4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
BRIAN W. ADKINS  
LICENSED PROFESSIONAL ENGINEER  
PROJECT ENGINEER  
Brian W. Adkins  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS  
SCR 1250 PLAN AND PROFILE  
STA 44+00 TO STA 55+00

DA PROJECT  
B006293.003  
1 SHEET  
33



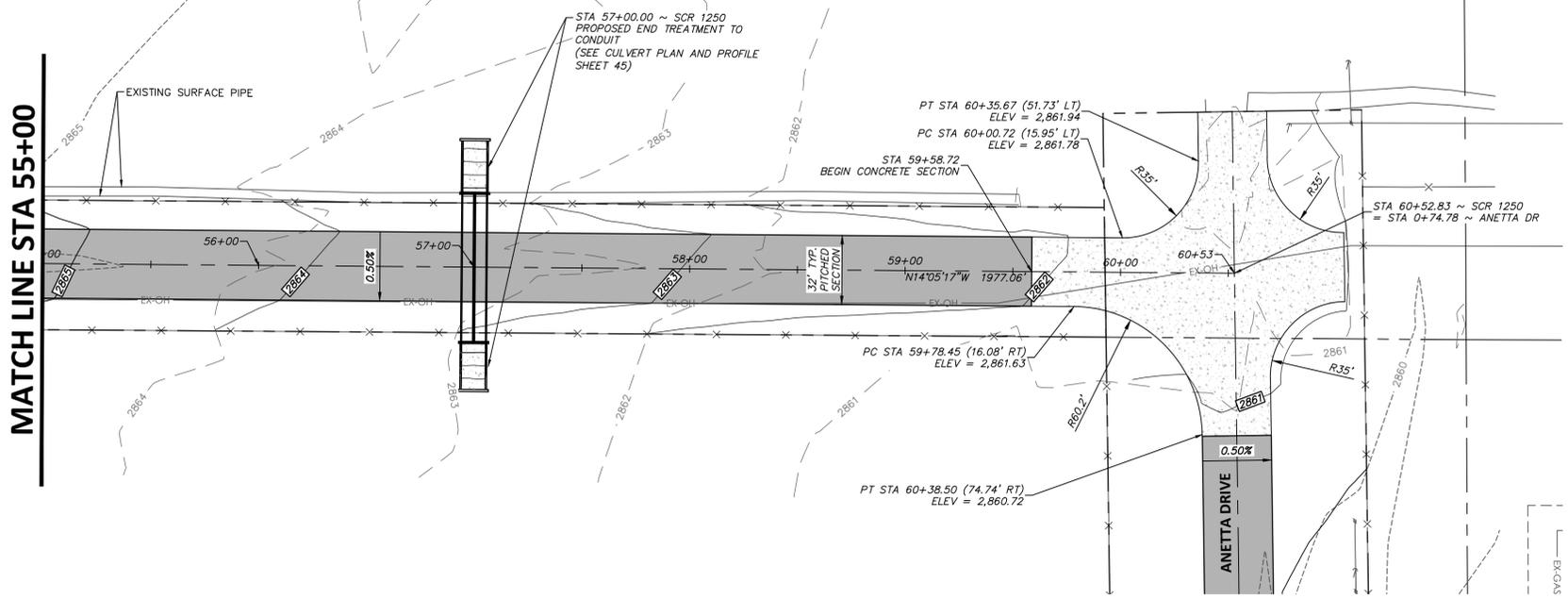
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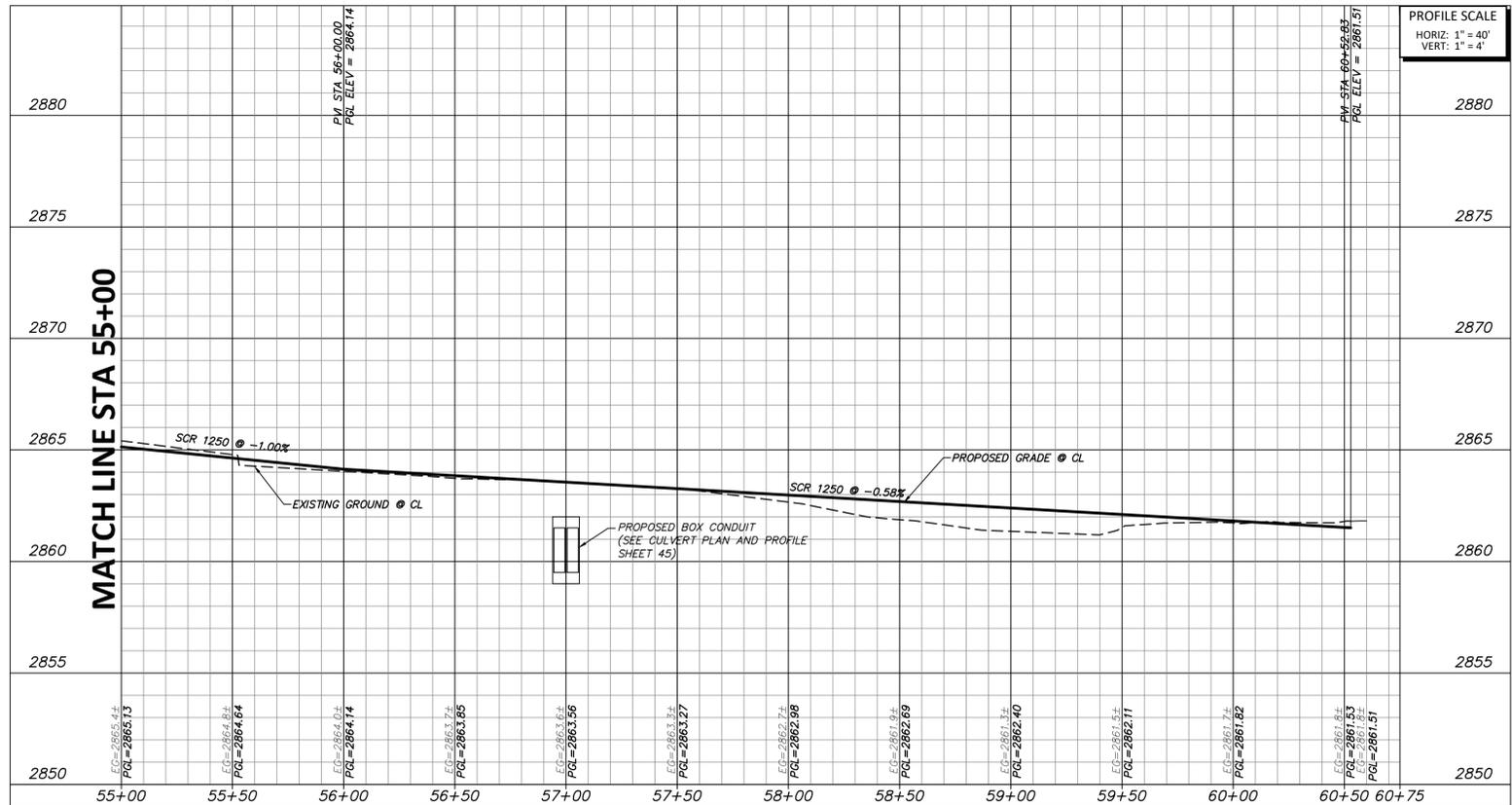
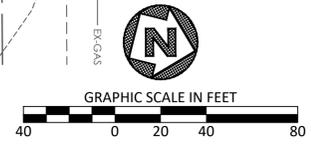
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# SOUTH COUNTY ROAD 1250



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				DESIGNED
				TKS
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
HORIZ  
1"=40'  
VERT  
1"=4'  
DATE  
MAY  
2025

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
BRIAN W. ADKINS  
100284  
LICENSED PROFESSIONAL ENGINEER  
PROJECT ENGINEER  
Brian W. Adkins  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS  
SCR 1250 PLAN AND PROFILE  
STA 55+00 TO END

DA PROJECT  
B006293.003  
SHEET  
34



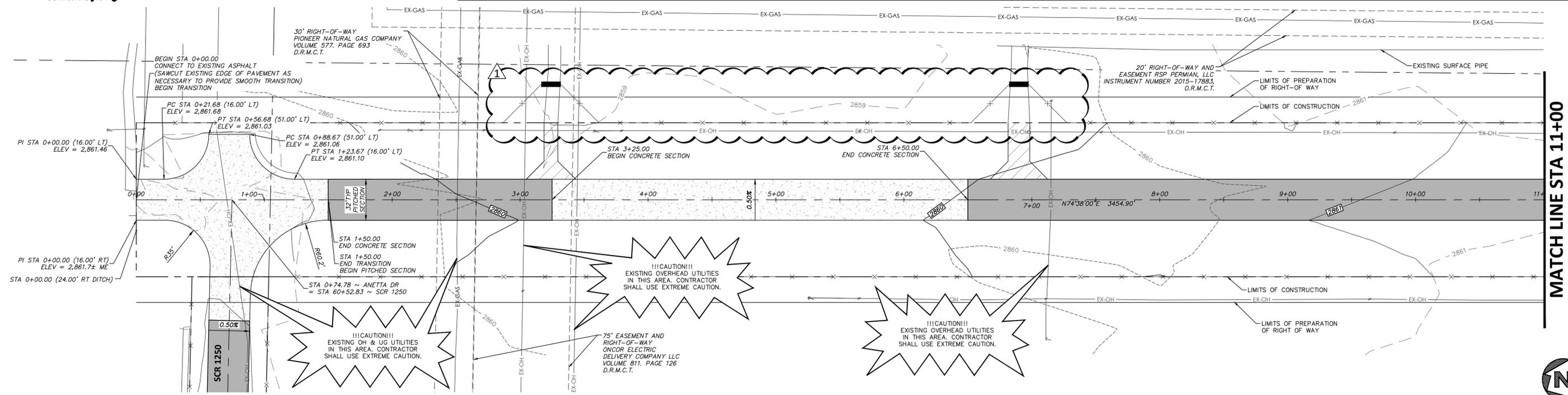
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!!!CAUTION!!!  
EXISTING OH & UG UTILITIES IN THIS AREA. CONTRACTOR SHALL USE EXTREME CAUTION.

!!!CAUTION!!!  
EXISTING OVERHEAD UTILITIES IN THIS AREA. CONTRACTOR SHALL USE EXTREME CAUTION.

!!!CAUTION!!!  
EXISTING OVERHEAD UTILITIES IN THIS AREA. CONTRACTOR SHALL USE EXTREME CAUTION.

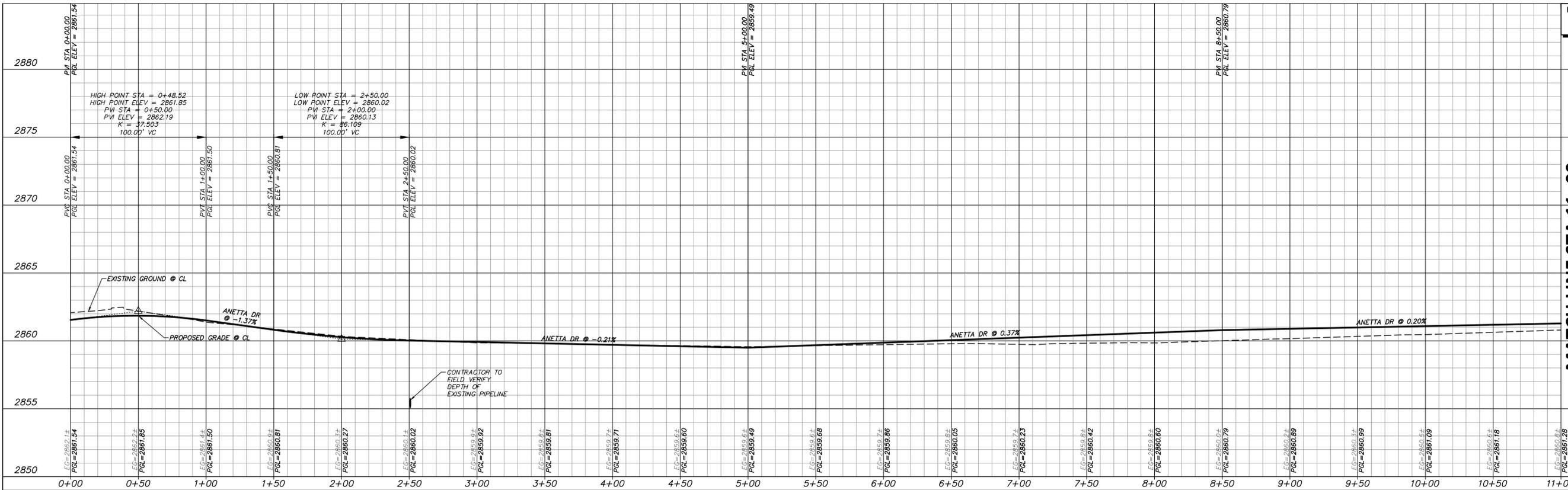
# ANETTA DRIVE



MATCH LINE STA 11+00

MATCH LINE STA 11+00

PROFILE SCALE  
HORIZ: 1" = 40'  
VERT: 1" = 4'



FULL PATH: P:\060200\060200\CAD\Civil\Drawings\060200.dwg - ANETTA.dwg  
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PLOTTER: HP DesignJet 5000  
PLOT DATE: 7/28/2025

1	RESPONSE TO BID QUESTIONS	TKS	06/11/2025	AJA
				DESIGNED
				TKS
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
HORIZ  
1"=40'  
VERT  
1"=4'  
DATE  
MAY  
2025

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
BRIAN W. ADKINS  
LICENSED PROFESSIONAL ENGINEER  
PROJECT ENGINEER  
Brian W. Adkins  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS  
ANETTA DR PLAN AND PROFILE  
STA 0+00 TO STA 11+00

DA PROJECT  
B006293.003  
SHEET  
35



**WARNING TO CONTRACTOR:**

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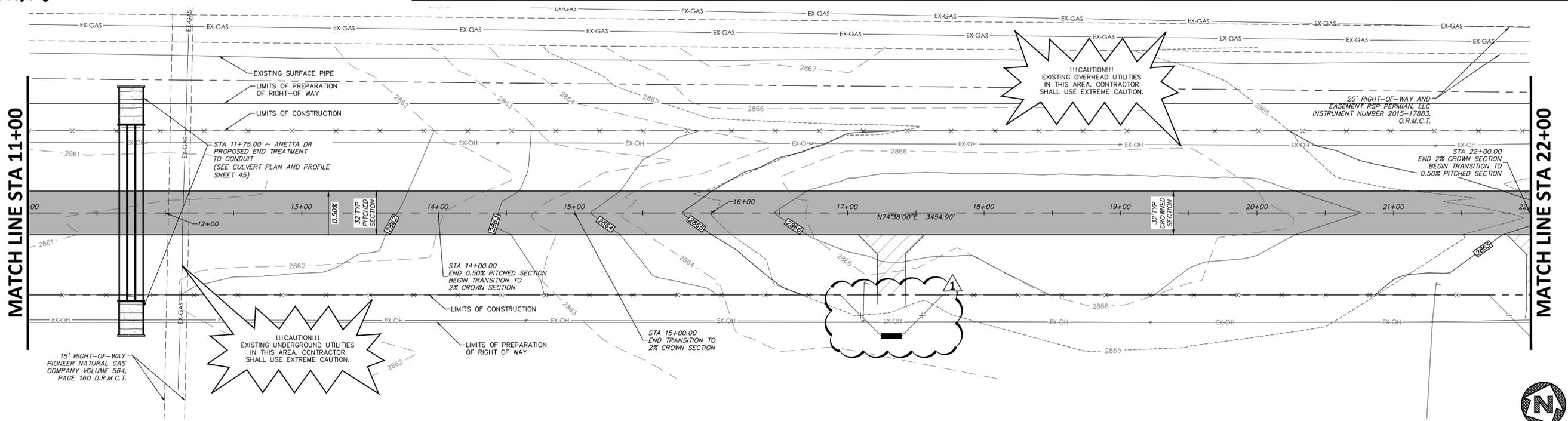
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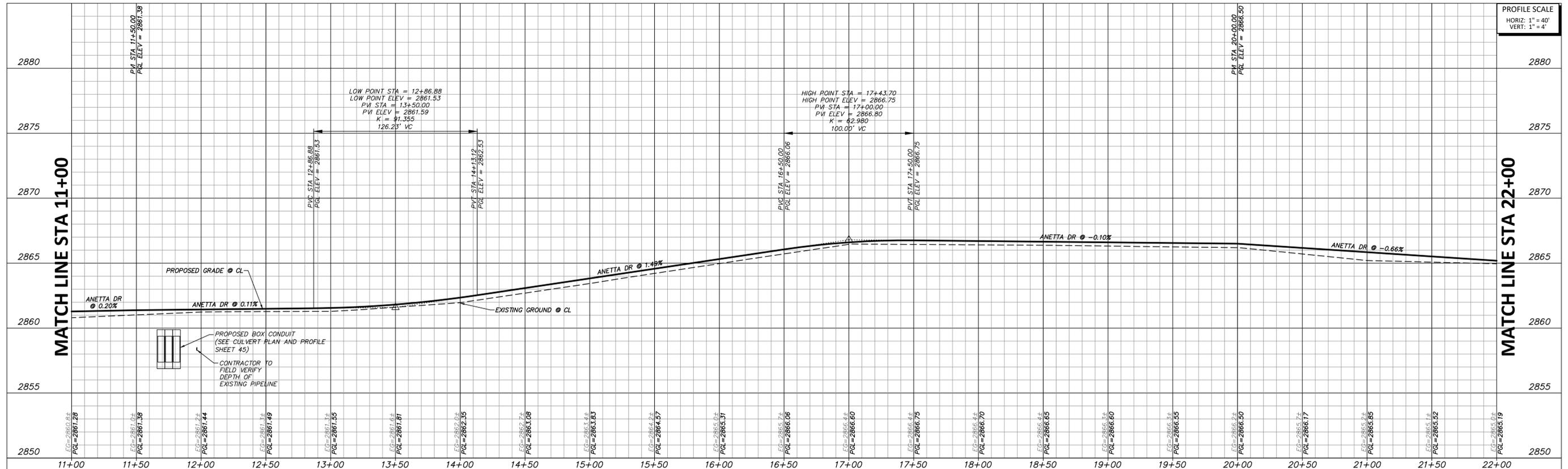
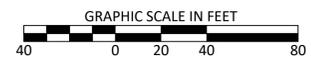
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**BENCHMARK:**

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**ANETTA DRIVE**



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1	RESPONSE TO BID QUESTIONS	TKS	06/11/2025	AJA
				DESIGNED
				TKS
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
HORIZ  
1"=40'  
VERT  
1"=4'  
DATE  
MAY  
2025

**DUNAWAY**

4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
100284  
BRIAN W. ADKINS  
LICENSED PROFESSIONAL ENGINEER

*Brian W. Adkins*  
PROJECT ENGINEER  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS

**ANETTA DR PLAN AND PROFILE  
STA 11+00 TO STA 22+00**

DA PROJECT  
B006293.003

SHEET  
**36**



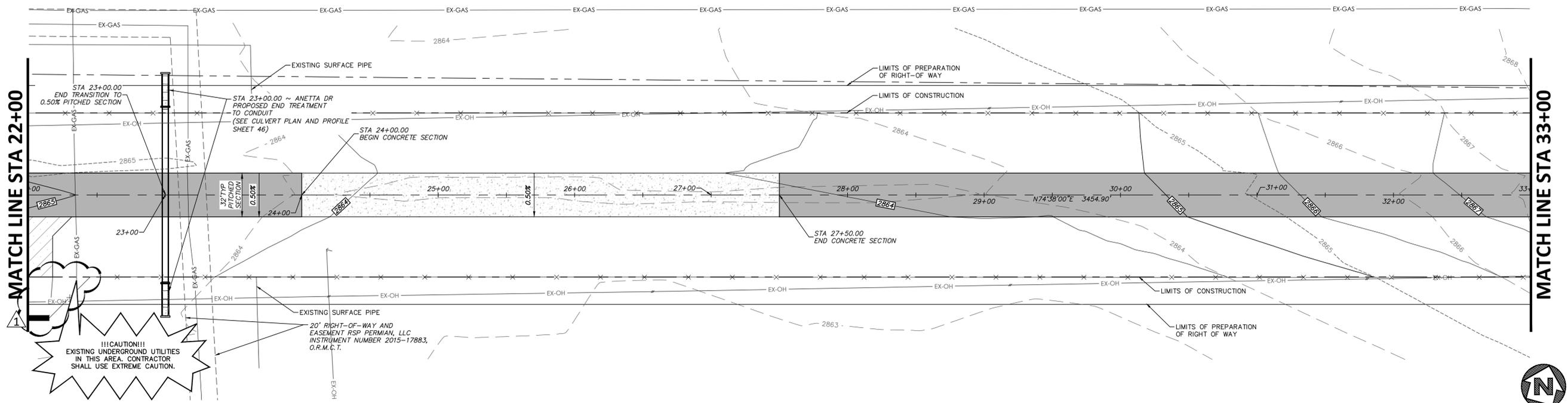
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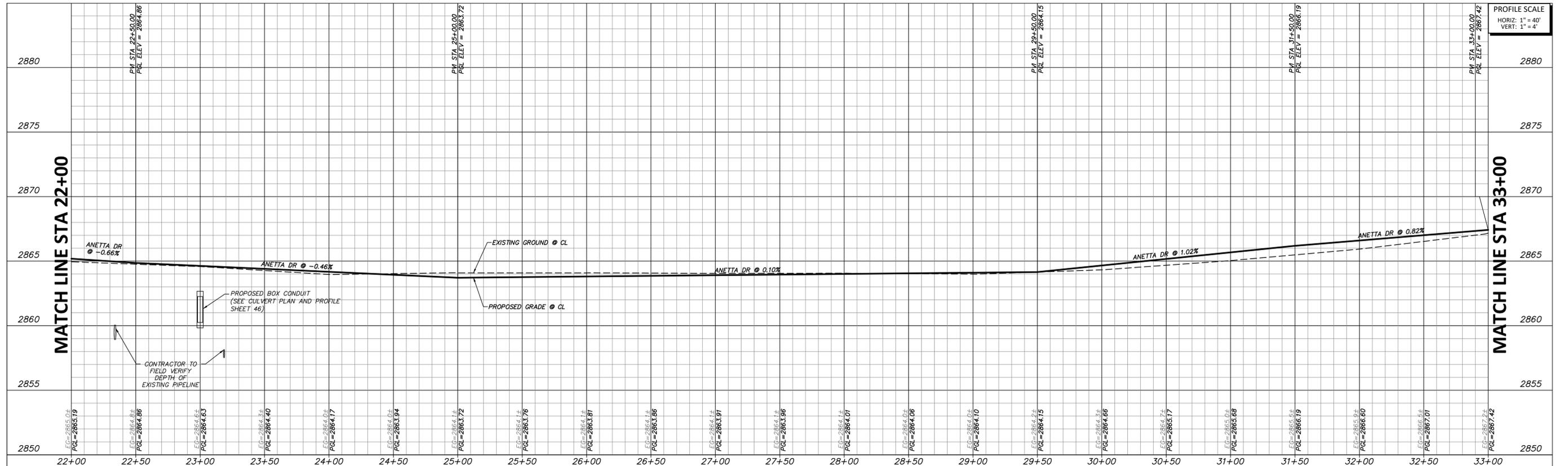
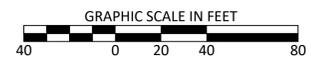
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# ANETTA DRIVE



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 PLOTTED ON: 06/11/2025

NO.	REVISION	BY	DATE
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DESIGNED	DRAWN	CHECKED
AJA	BWA	

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE
HORIZ 1"=40'
VERT 1"=4'
DATE MAY 2025

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
BRIAN W. ADKINS  
100284  
LICENSED PROFESSIONAL ENGINEER  
PROJECT ENGINEER  
Brian W. Adkins  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS  
**ANETTA DR PLAN AND PROFILE  
STA 22+00 TO STA 33+00**

DA PROJECT  
B006293.003  
SHEET  
**37**



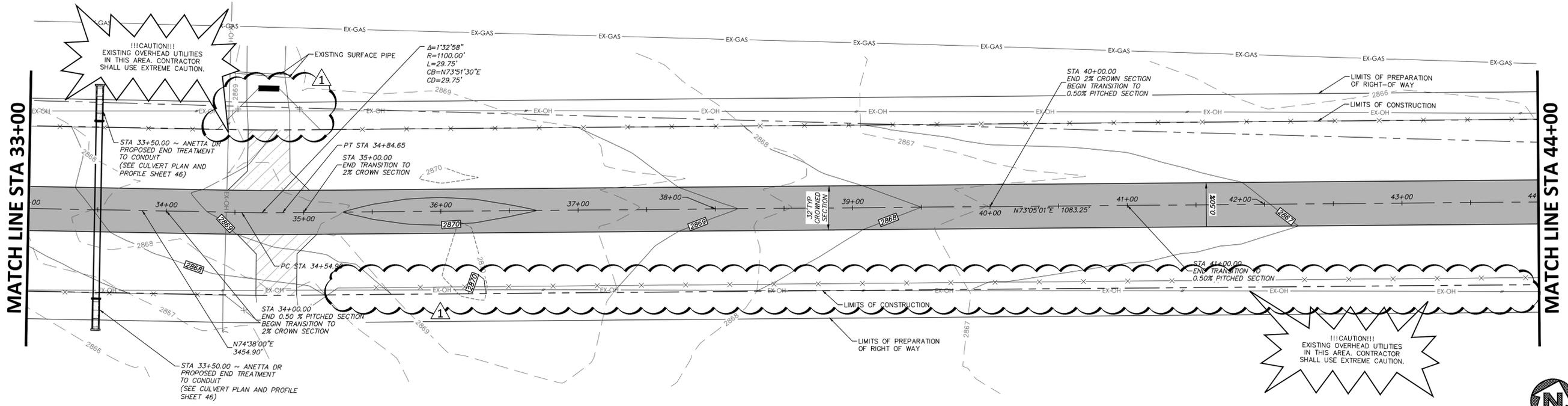
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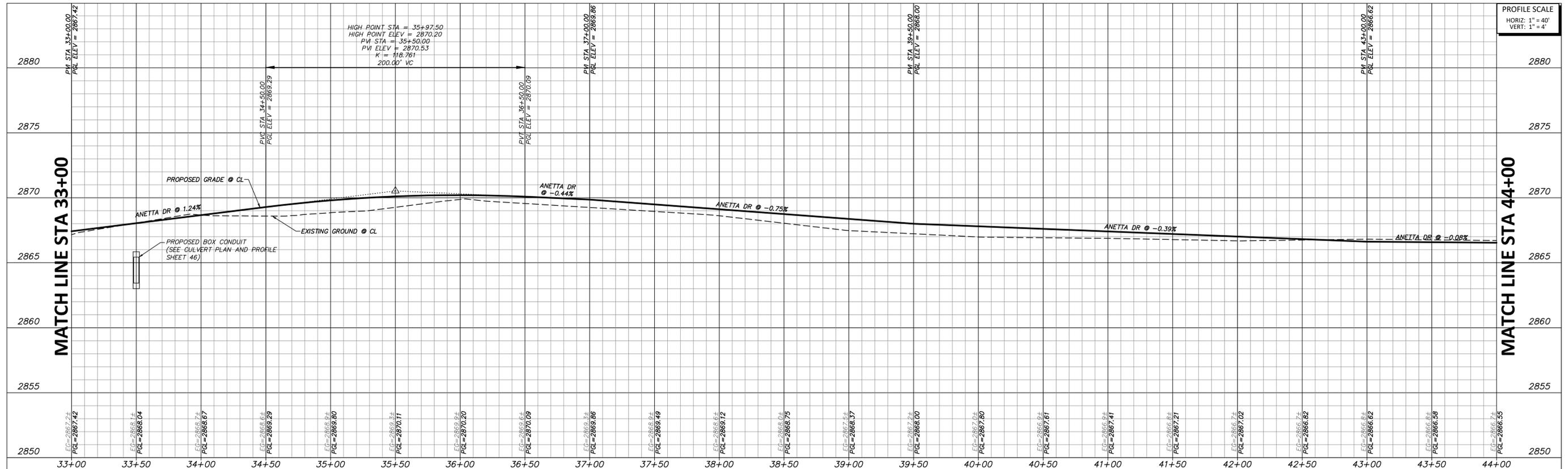
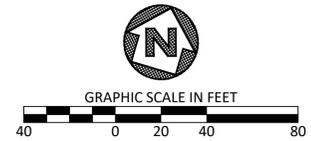
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# ANETTA DRIVE



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1	RESPONSE TO BID QUESTIONS	TKS	06/11/2025
NO.	REVISION	BY	DATE

AJA	DESIGNED
TKS	DRAWN
BWA	CHECKED

SCALE	HORIZ	1"=40'
	VERT	1"=4'
	DATE	MAY 2025

**DUNAWAY**  
 4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
 Tel: 432.699.4889  
 (TX REG. F-1114)

STATE OF TEXAS  
 100284  
 LICENSED PROFESSIONAL ENGINEER  
 Brian W. Adkins  
 PROJECT ENGINEER  
 JUNE 11, 2025  
 DATE

MIDLAND COUNTY PRECINCT 1  
 SOUTH COUNTY ROAD 1250  
 MIDLAND COUNTY, TEXAS  
**ANETTA DR PLAN AND PROFILE**  
 STA 33+00 TO STA 44+00

DA PROJECT  
 B006293.003  
 SHEET  
**38**





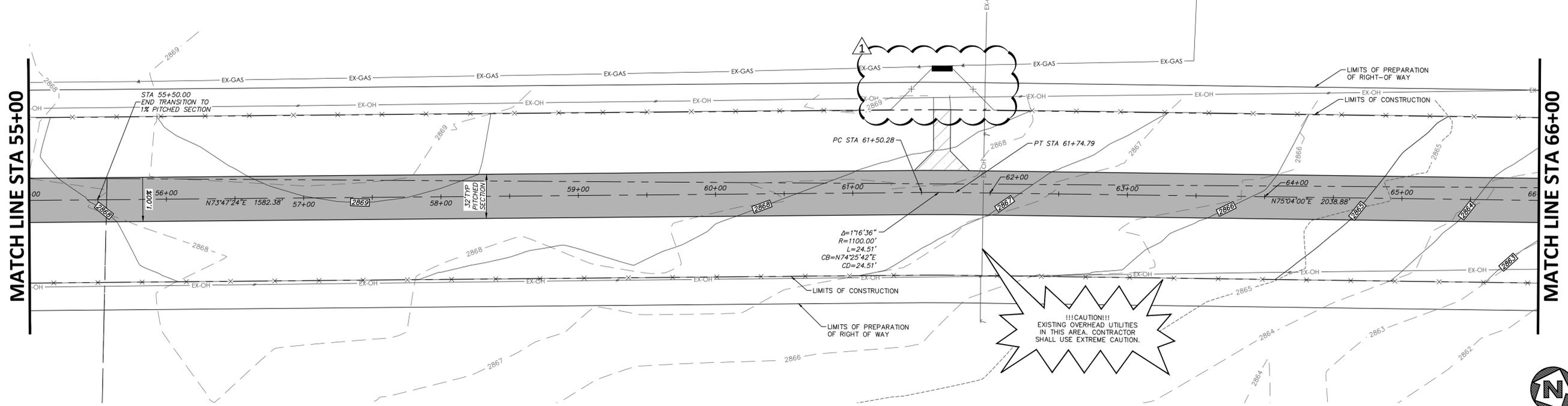
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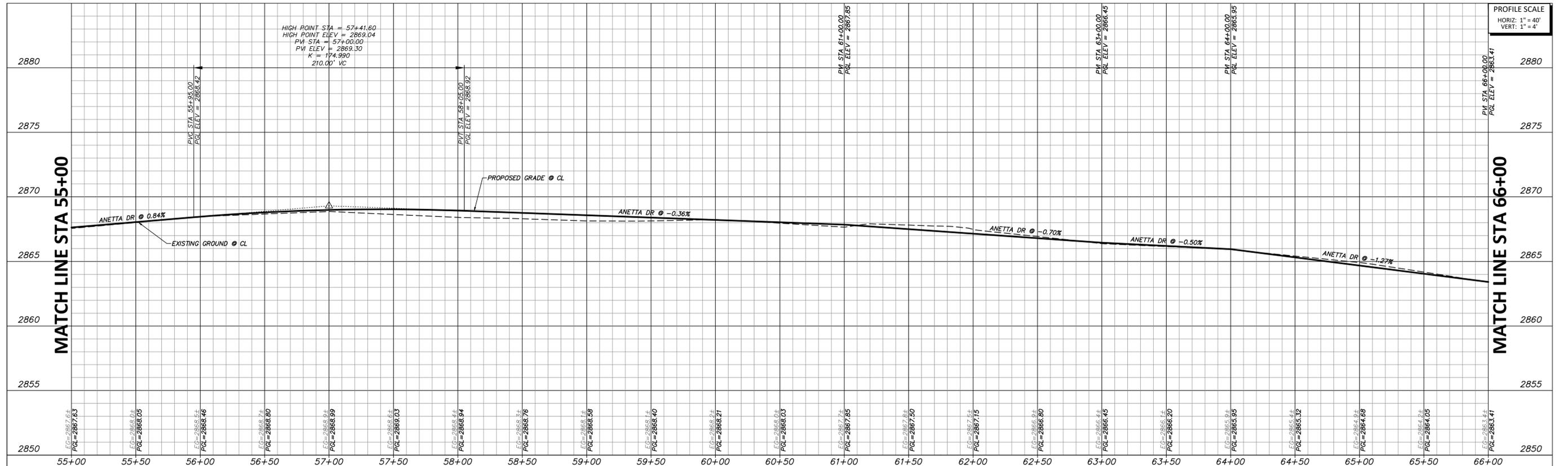
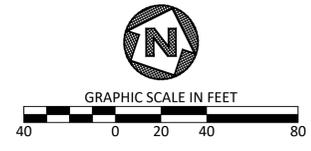
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**!!!CAUTION!!!**  
EXISTING OVERHEAD UTILITIES IN THIS AREA. CONTRACTOR SHALL USE EXTREME CAUTION.

# ANETTA DRIVE



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				DESIGNED
				TKS
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
HORIZ  
1"=40'  
VERT  
1"=4'  
DATE  
MAY  
2025

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
100284  
BRIAN W. ADKINS  
LICENSED PROFESSIONAL ENGINEER  
PROJECT ENGINEER  
Brian W. Adkins  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS  
ANETTA DR PLAN AND PROFILE  
STA 55+00 TO STA 66+00

DA PROJECT  
B006293.003  
SHEET  
40





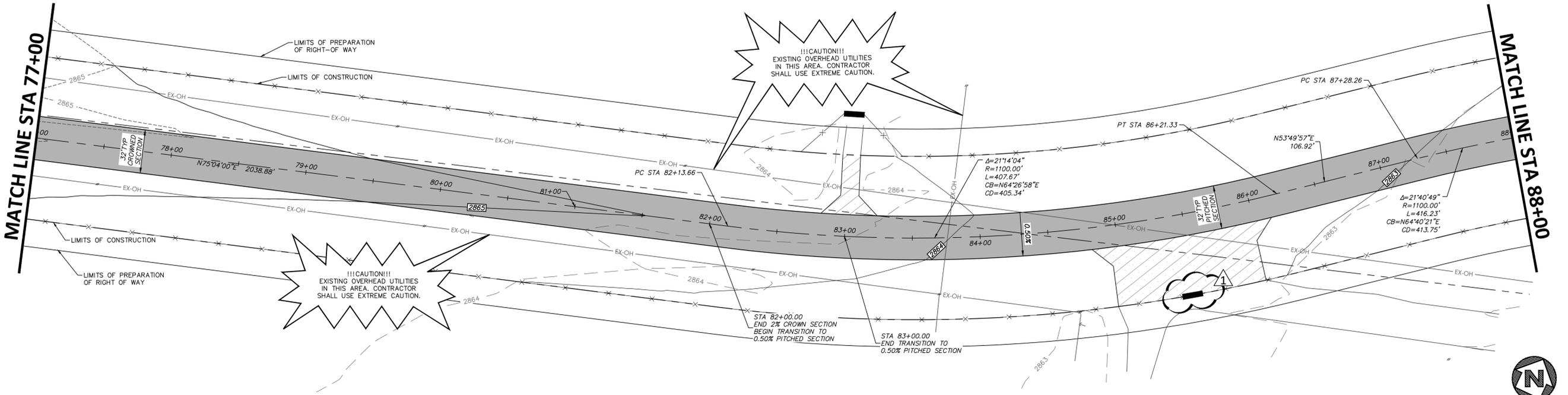
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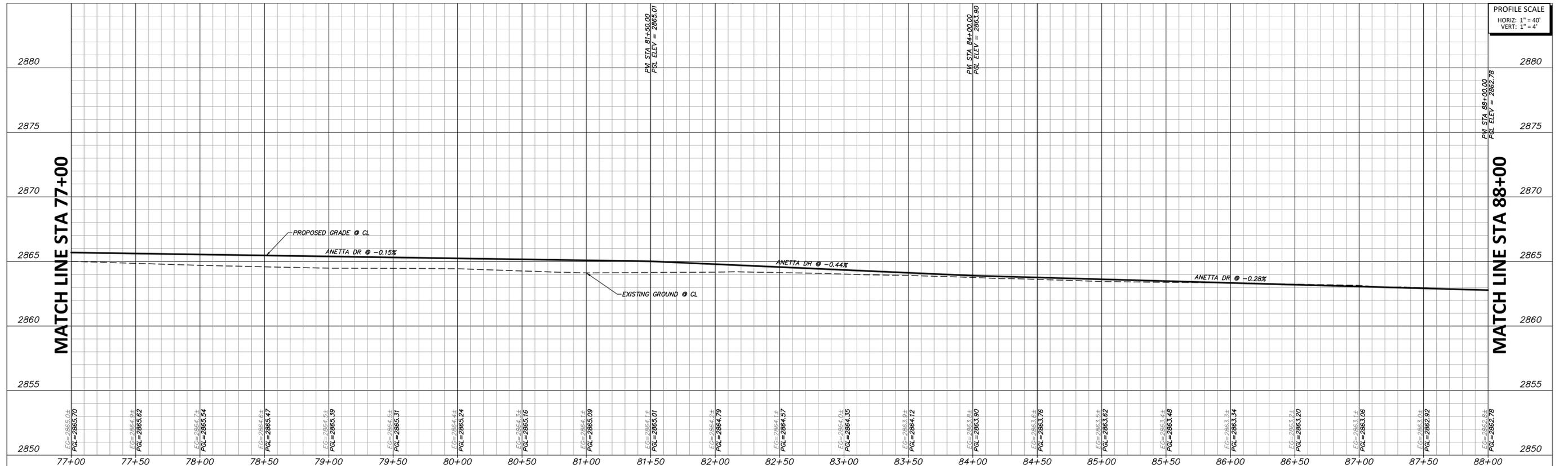
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# ANETTA DRIVE



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				DESIGNED
				TKS
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	CHECKED

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
HORIZ  
1"=40'  
VERT  
1"=4'  
DATE  
MAY  
2025

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
100284  
BRIAN W. ADKINS  
LICENSED PROFESSIONAL ENGINEER  
PROJECT ENGINEER  
Brian W. Adkins  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS  
ANETTA DR PLAN AND PROFILE  
STA 77+00 TO STA 88+00

DA PROJECT  
B006293.003  
SHEET  
42





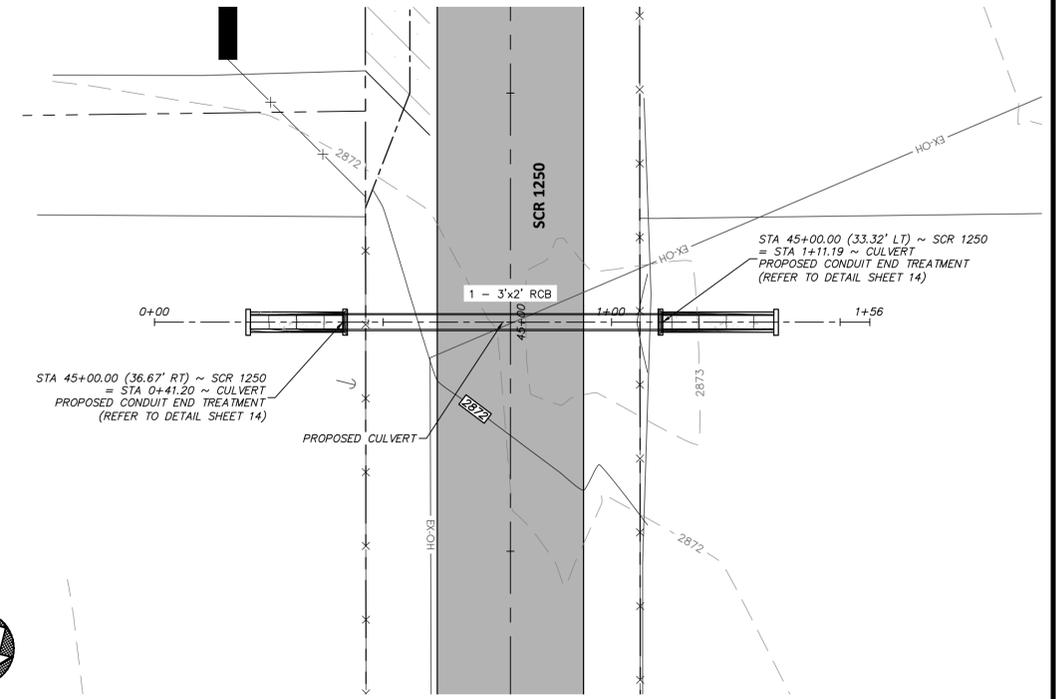
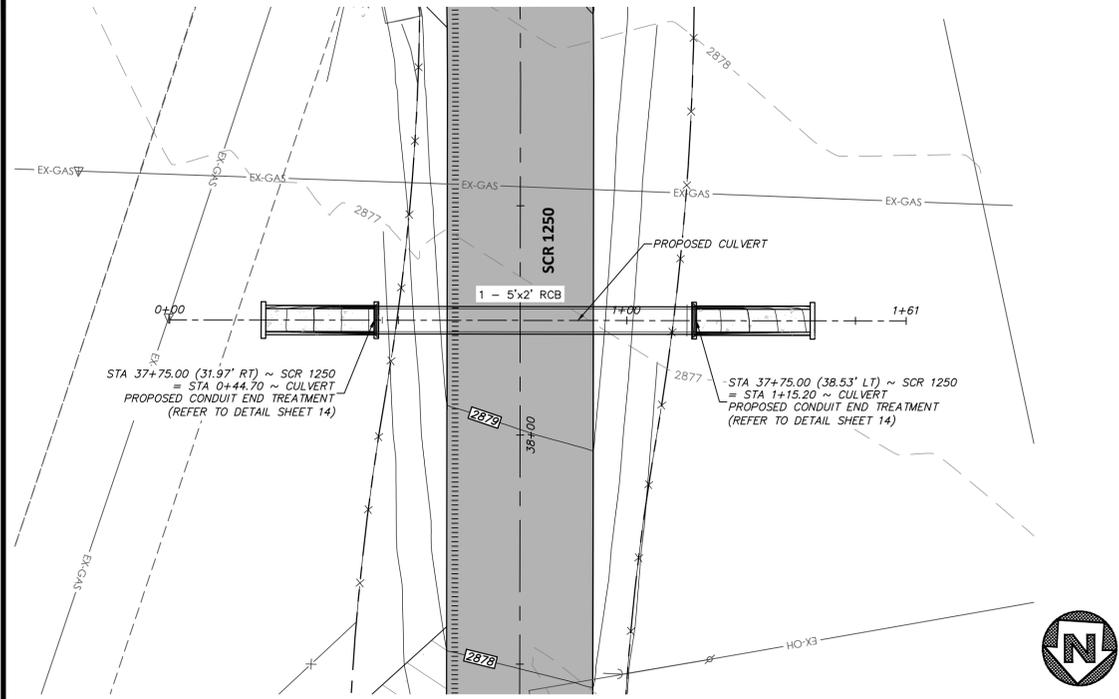
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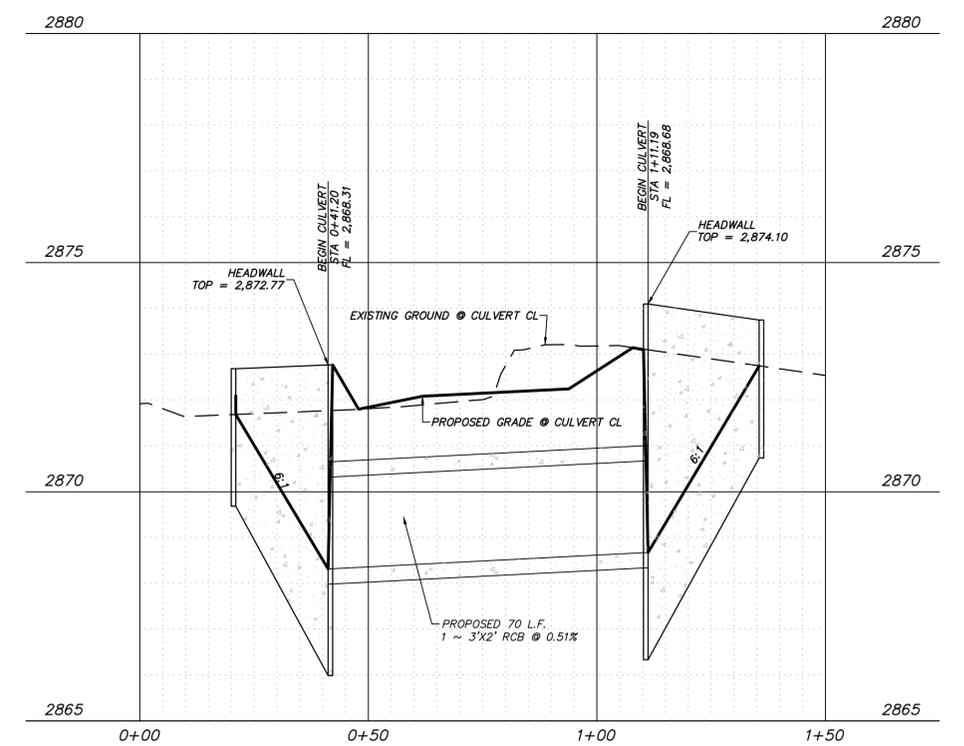
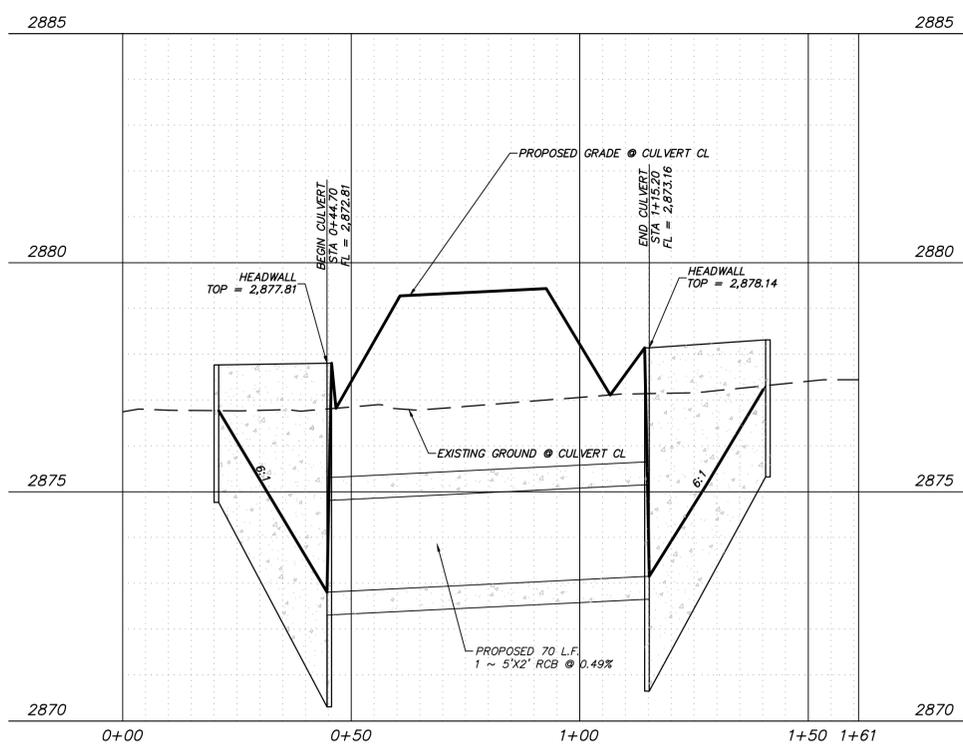
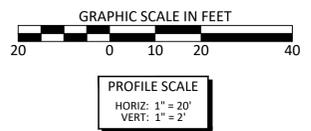
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### SCR 1250 STA 37+75 CULVERT

### SCR 1250 STA 45+00 CULVERT



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				BWA	CHECKED
NO.	REVISION	BY	DATE		

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE	HORIZ: 1" = 20'
	VERT: 1" = 2'
DATE	MAY 2025

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
BRIAN W. ADKINS  
LICENSED PROFESSIONAL ENGINEER  
100284  
PROJECT ENGINEER  
BRIAN W. ADKINS  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS  
**CULVERT PLAN AND PROFILE  
SCR 1250 STA 37+75 AND STA 45+00**

DA PROJECT  
B006293.003  
SHEET  
**44**



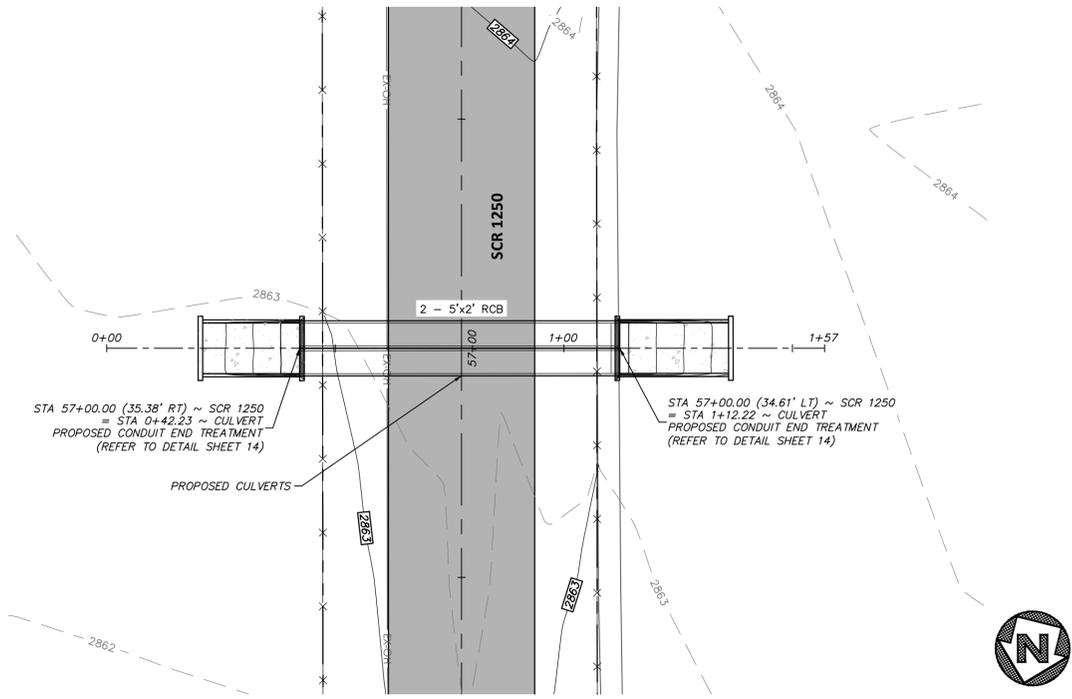
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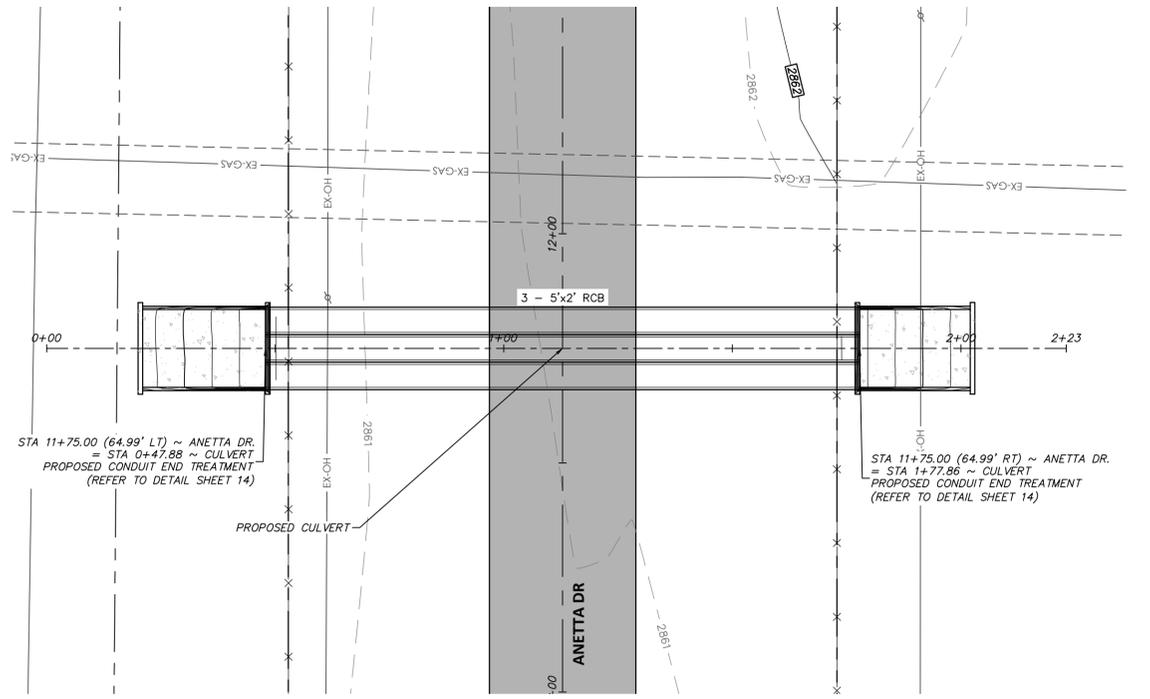
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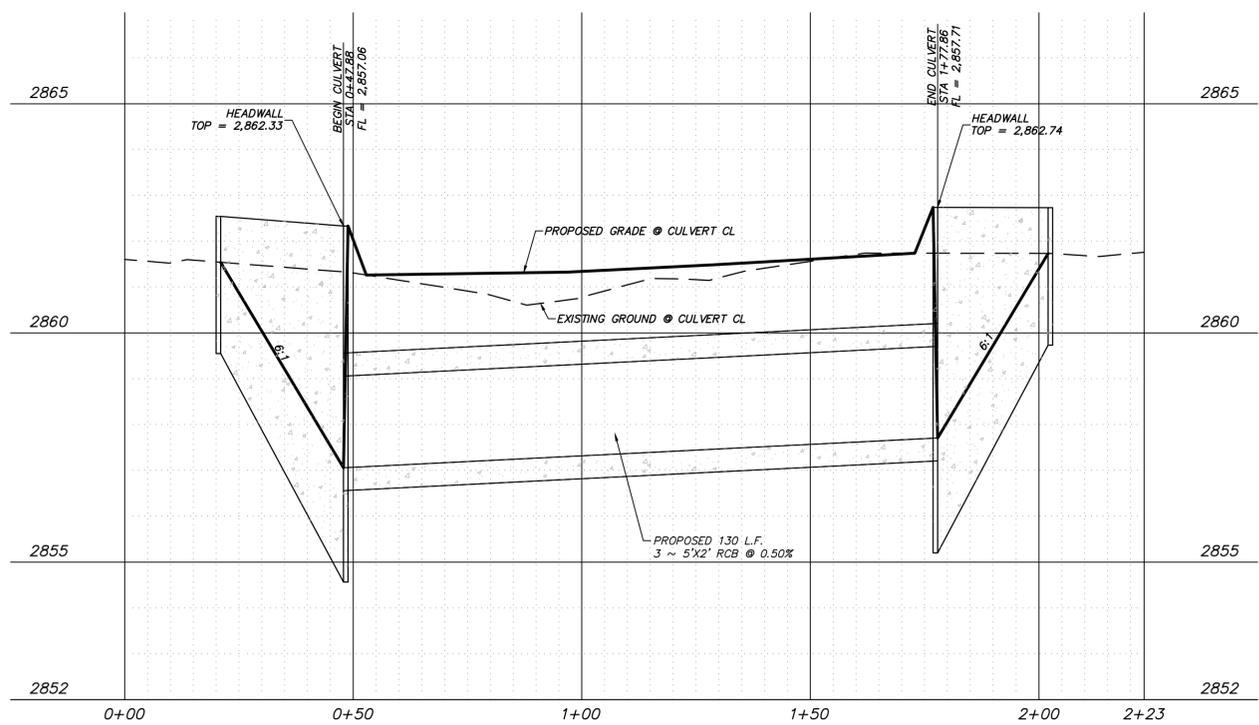
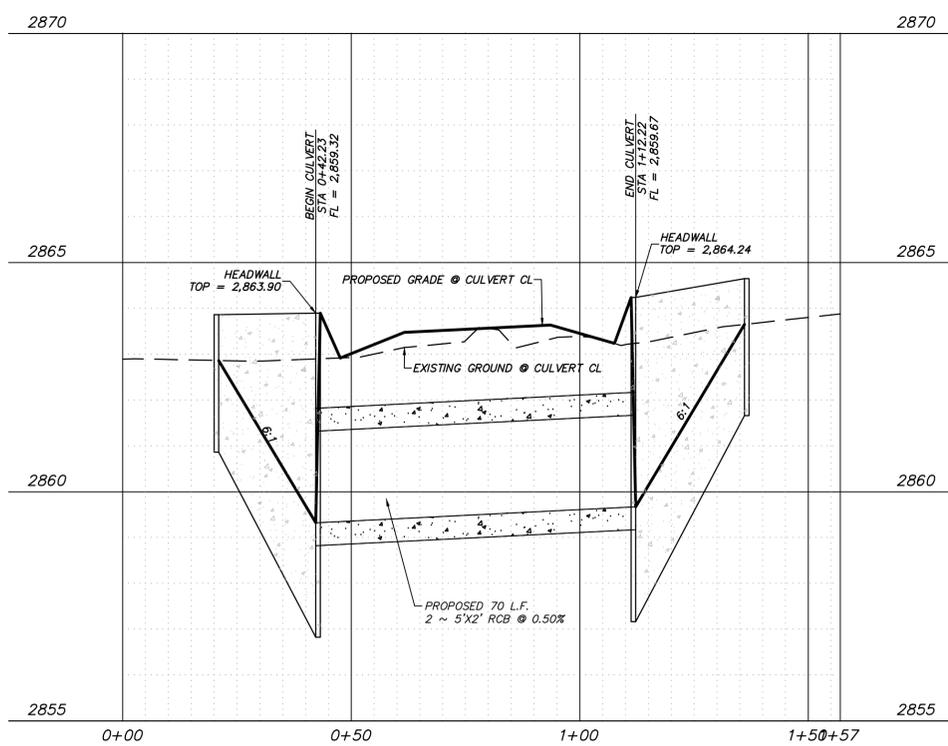
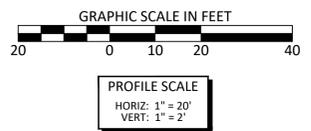
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**SCR 1250 STA 57+00 CULVERT**



**ANETTA DR. STA 11+75 CULVERT**



FULL PATH: P:\060200\060200\Civil\060200\Drawings\CULVERT\989 - SCR 1250.dwg  
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PLOTTED AT: 7:28:00 PM  
DATE: 06/11/2025

1	RESPONSE TO BID QUESTIONS	TKS	06/11/2025	AJA	DESIGNED
				AJA	DRAWN
				BWA	CHECKED
NO.	REVISION	BY	DATE		

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE	HORIZ 1" = 20'	VERT 1" = 2'
DATE	MAY 2025	

**DUNAWAY**  
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
100284  
BRIAN W. ADKINS  
LICENSED PROFESSIONAL ENGINEER  
PROJECT ENGINEER  
Brian W. Adkins  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS  
**CULVERT PLAN AND PROFILE**  
SCR 1250 STA 57+00 AND ANETTA DR STA 11+75

DA PROJECT  
B006293.003  
SHEET  
**45**



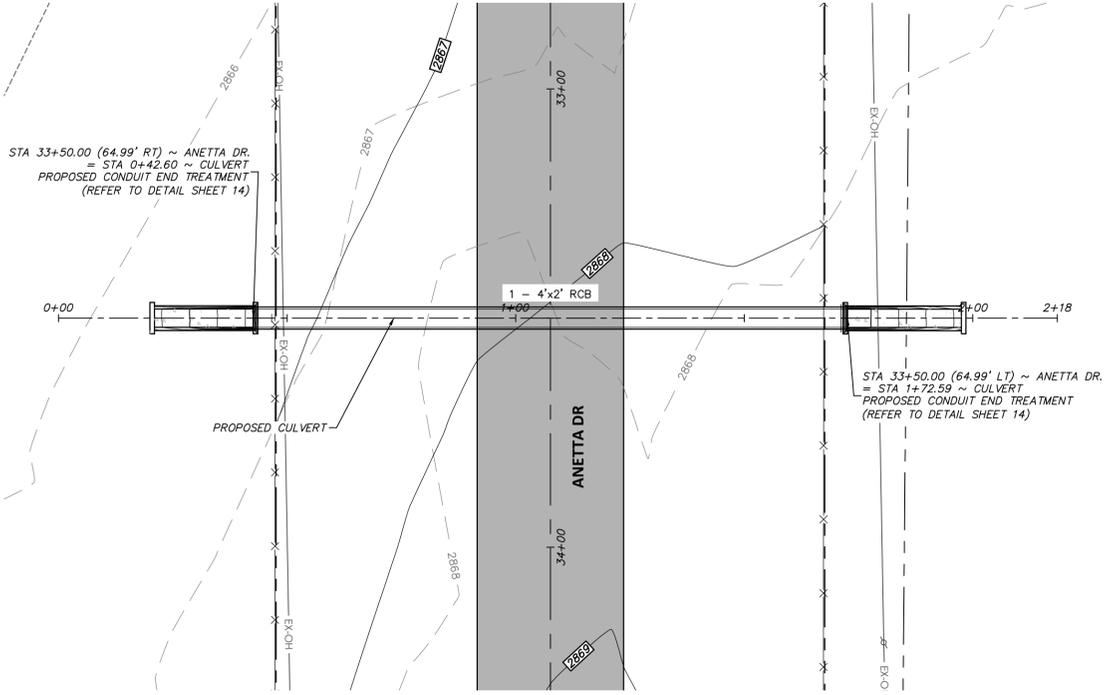
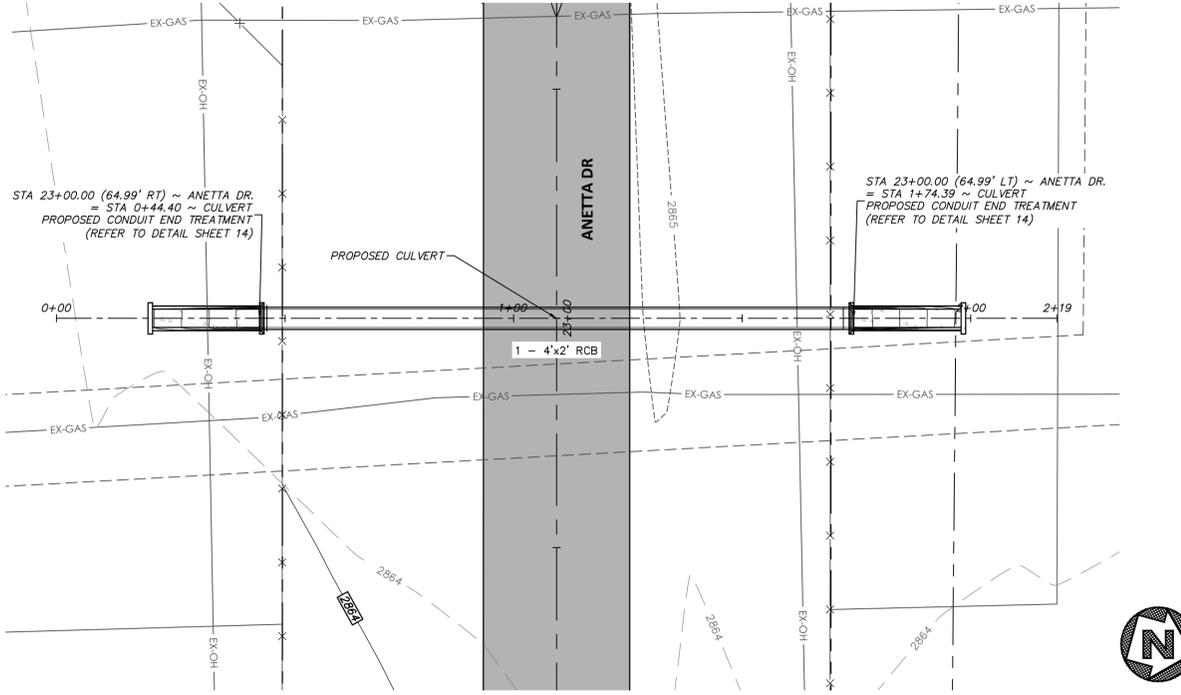
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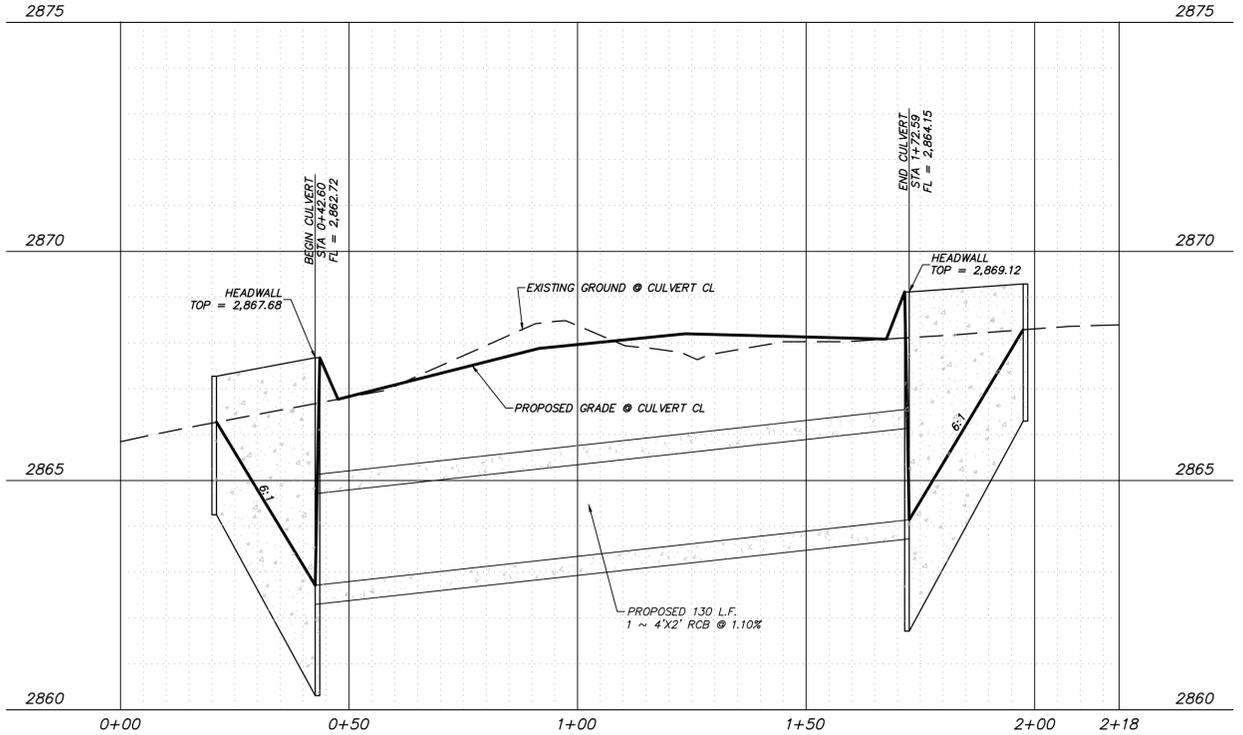
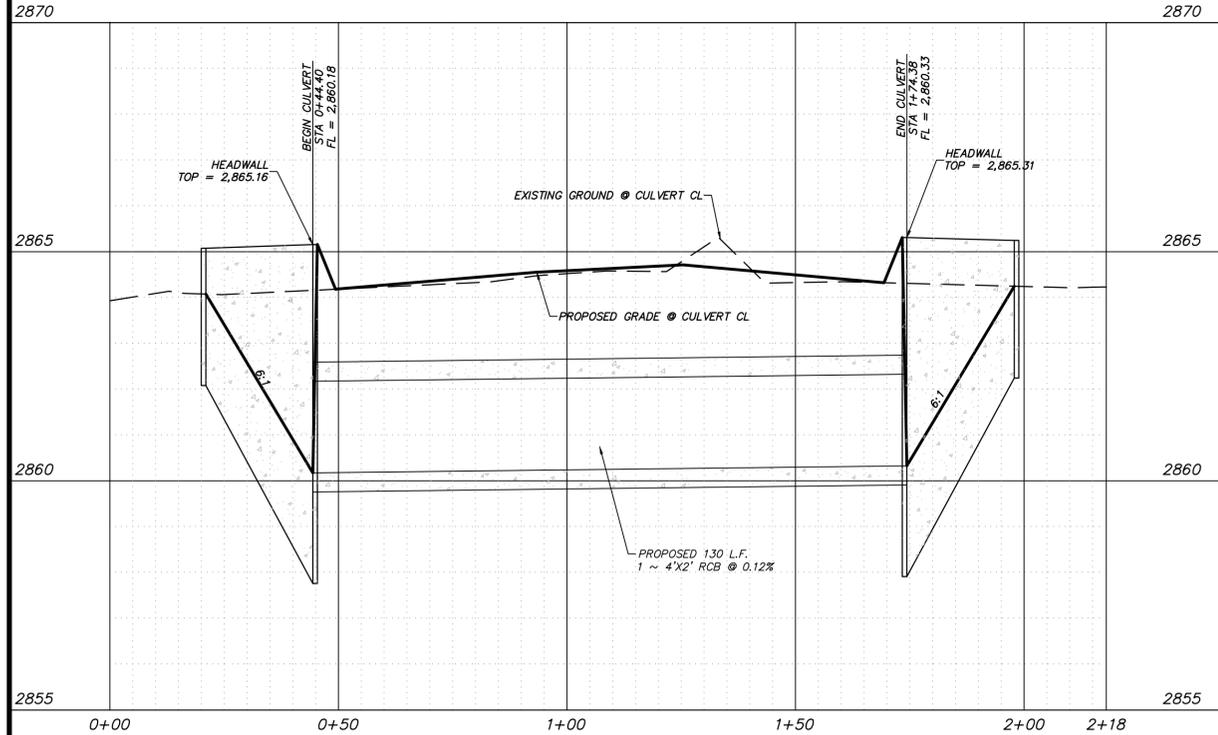
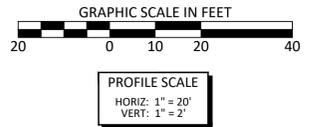
**STATE PLANE COORDINATE NOTE:**  
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**BENCHMARK:**  
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.



### ANETTA DR. STA 23+00 CULVERT

### ANETTA DR. STA 33+50 CULVERT



FULL PATH: P:\060620\060620\Civil\Drawings\Culvert\ANS-STA-2300.dwg  
 FILENAME: CULVERT\_ANS-STA-2300.dwg  
 PLOTTED BY: T. JAMES  
 PLOTTED DATE: 06/11/2025

1	RESPONSE TO BID QUESTIONS	TKS	06/11/2025	AJA
				DESIGNED
				AJA
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE	
HORIZ	1" = 20'
VERT	1" = 2'
DATE	MAY 2025

**DUNAWAY**

4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

**Brian W. Adkins**  
 PROJECT ENGINEER  
 JUNE 11, 2025  
 DATE

**MIDLAND COUNTY PRECINCT 1**  
 SOUTH COUNTY ROAD 1250  
 MIDLAND COUNTY, TEXAS  
**CULVERT PLAN AND PROFILE**  
**ANETTA DR STA 23+00 AND STA 33+50**

DA PROJECT  
 B006293.003  
 SHEET  
**46**



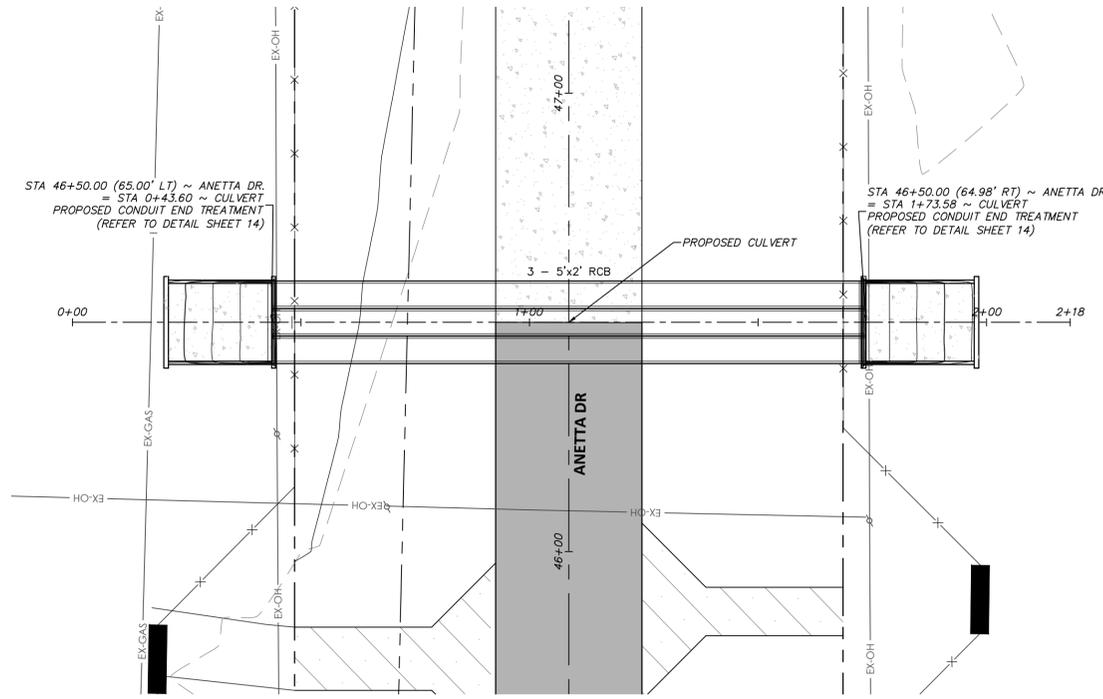
**WARNING TO CONTRACTOR:**  
CALL 811 (TEXAS 811) OR OTHER UTILITY LOCATING SERVICES 48 HOURS PRIOR TO CONSTRUCTION ACTIVITY. DUNAWAY ASSOC., L.P. IS NOT RESPONSIBLE FOR KNOWING ALL EXISTING UTILITIES OR DEPICTING EXACT LOCATIONS OF UTILITIES ON DRAWINGS.

**CRITICAL:**  
LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND ARE BASED ON PUBLIC RECORDS. THE CONTRACTOR IS COMPLETELY RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES, BOTH HORIZONTALLY AND VERTICALLY, BEFORE THE COMMENCEMENT OF ANY CONSTRUCTION.

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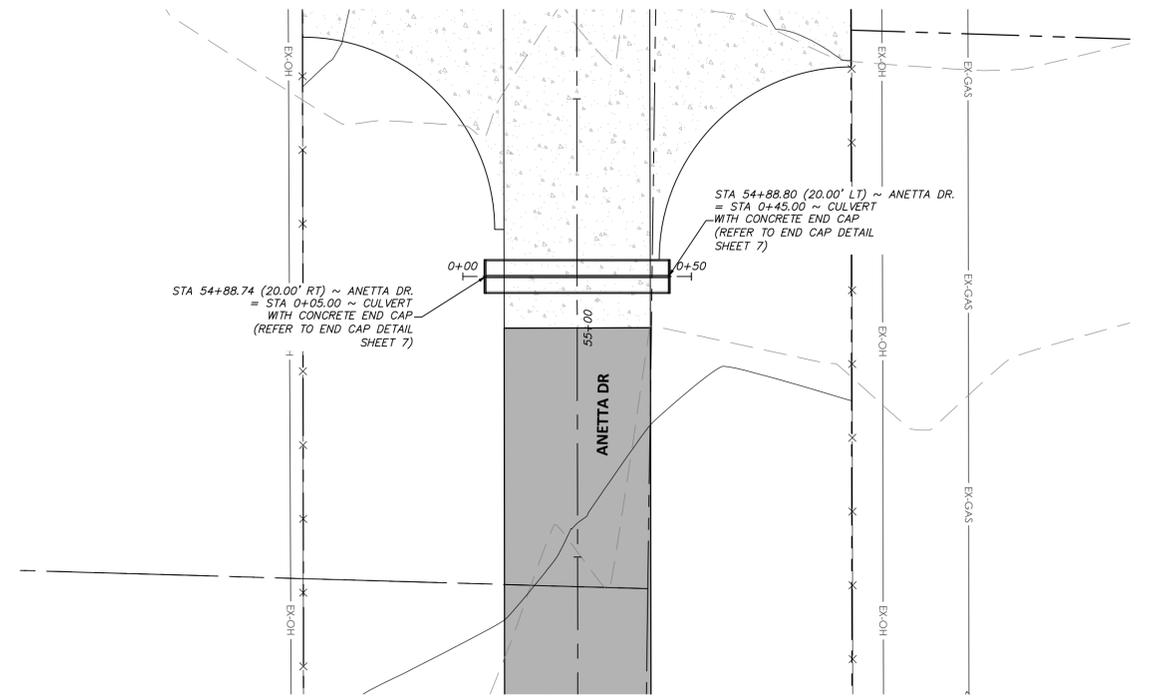
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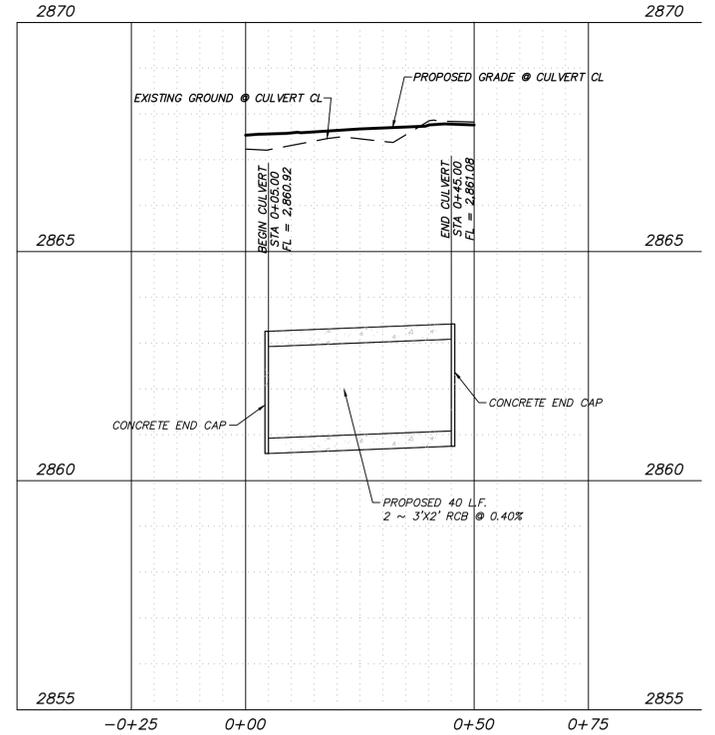
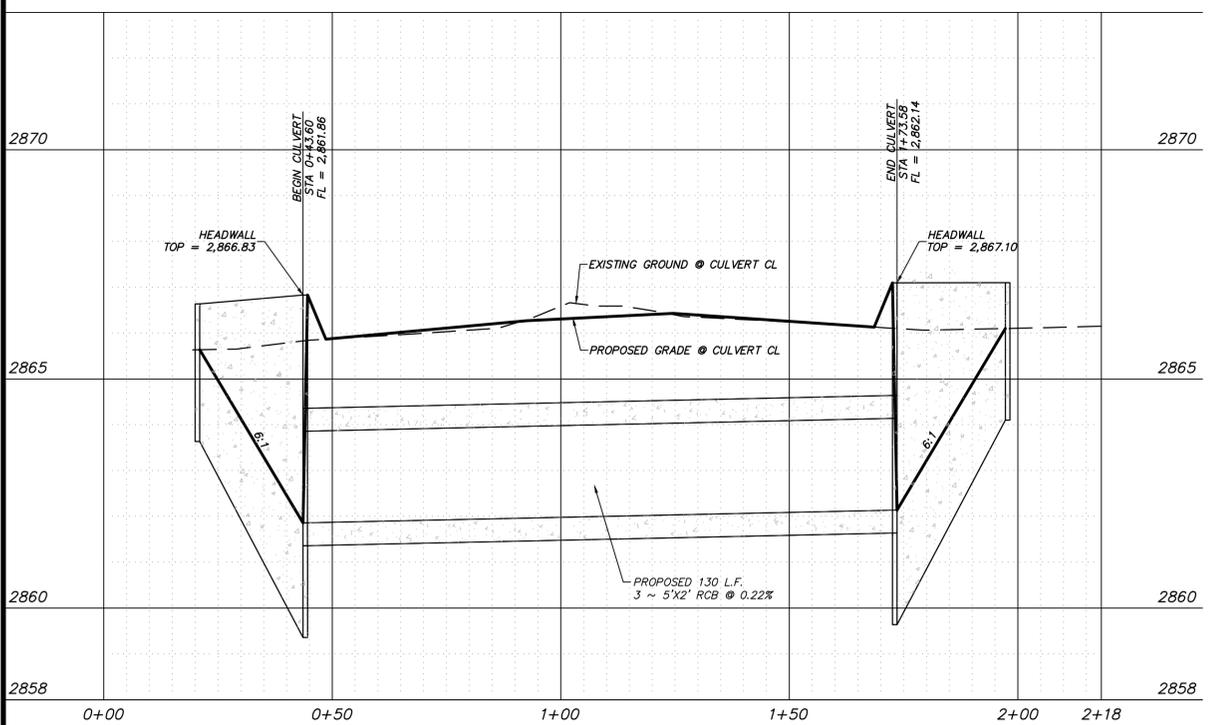
### ANETTA DR. STA 46+50 CULVERT



**PROFILE SCALE**  
HORIZ: 1" = 20'  
VERT: 1" = 2'



### ANETTA DR. STA 54+88 CULVERT



FULL PATH: P:\060200\060200\Civil\Drawings\Culvert\46+50 STA 46+50.dwg  
 FILENAME: CULVERT 46+50 STA 46+50.dwg  
 PLOTTED BY: T. J. ADKINS  
 PLOTTED DATE: 06/11/2025

1	PARKHILL CULVERT	AJA	4/28/2025	AJA
2	RESPONSE TO BID QUESTIONS	TKS	06/11/2025	DESIGNED
				AJA
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
HORIZ  
1" = 20'  
VERT  
1" = 2'  
DATE  
MAY  
2025

**DUNAWAY**

4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705  
Tel: 432.699.4889  
(TX REG. F-1114)

STATE OF TEXAS  
BRIAN W. ADKINS  
100284  
LICENSED PROFESSIONAL ENGINEER

*Brian W. Adkins*  
PROJECT ENGINEER  
JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS

**CULVERT PLAN AND PROFILE  
ANETTA DR STA 46+50 AND STA 54+88**

DA PROJECT  
B006293.003  
SHEET  
**47**



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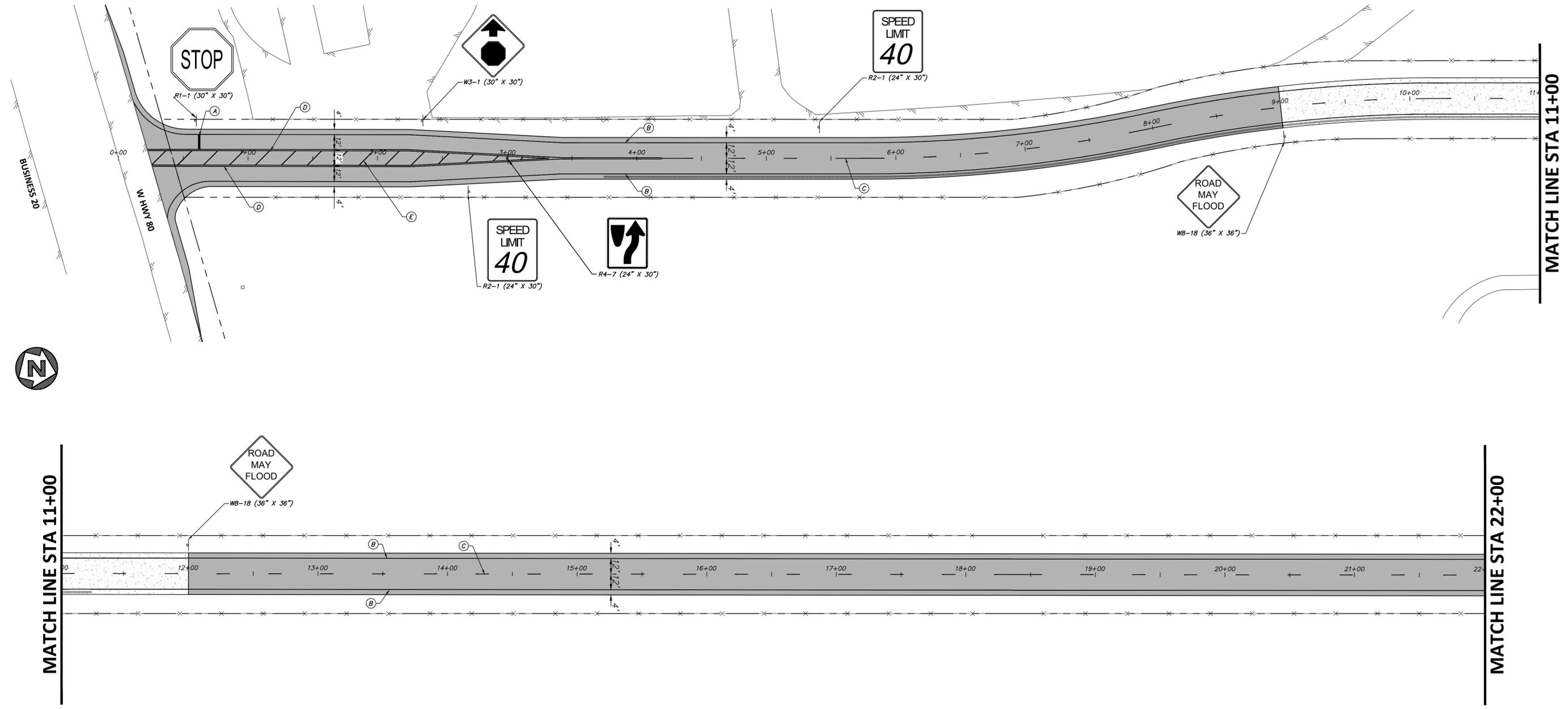
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**BENCHMARK:**  
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# SOUTH COUNTY ROAD 1250



PAVEMENT MARKINGS	
(A)	REFL PAV MRK (W) 18" (SOLID)
(B)	REFL PAV MRK (W) 4" (SOLID)
(C)	REFL PAV MRK (Y) 4" (BRK)
(D)	REFL PAV MRK (Y) 4" DOUBLE (SOLID)
(E)	REFL PAV MRK (Y) 8" (SOLID)
—	INSTALL ROADSIDE SIGN

- NOTES:**
- INSTALL PAVEMENT MARKINGS AND SIGNAGE PER TEXAS MUTCD AND TxDOT STANDARDS AND DETAILS.
  - PAVEMENT MARKINGS TO FOLLOW ROADWAY ALIGNMENT STATIONING.
  - PAVEMENT MARKING DIMENSIONS MEASURED FROM CENTER OF STRIPING.



NO.	REVISION	BY	DATE	CHECKED
1	RESPONSE TO BID QUESTIONS	TKS	06/11/2025	AJA
				DESIGNED
				TKS
				DRAWN
				N/A
				DATE
				MAY
				2025

**MIDLAND COUNTY  
MIDLAND, TEXAS**

SCALE  
HORIZ  
1" = 40'  
VERT  
N/A  
DATE  
MAY  
2025

**DUNAWAY**

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STATE OF TEXAS  
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100284  
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*Brian W. Adkins*  
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JUNE 11, 2025  
DATE

MIDLAND COUNTY PRECINCT 1  
SOUTH COUNTY ROAD 1250  
MIDLAND COUNTY, TEXAS

**SCR 1250 SIGNAGE AND PAVEMENT MARKINGS  
STA 0+00 TO STA 22+00**

DA PROJECT  
B006293.003

SHEET  
**48**

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 PLOTTED BY: TKS  
 PLOTTED DATE: 06/11/2025













