



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.
- D&S ENGINEERING LABS, LLC (D&S) HAS MADE AN INVESTIGATION OF SUBSURFACE SOIL CONDITIONS OF THE PROJECT SITE IN THEIR REPORT PROJECT NO. G19-2108-10, DATED NOVEMBER 20, 2019, 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 THE 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.

ON-SITE BENCHMARKS:

- CP-105: A 5/8 INCH IRON ROD WITH RED CAP LOCATED AT THE INTERSECTION OF STATE HIGHWAY 158, FM 1213, AND EAST COUNTY ROAD 120, BEING 75 FEET EAST OF THE CENTERLINE OF FM 1213, AND APPROXIMATELY 120 FEET SOUTH OF THE CENTERLINE OF STATE HIGHWAY 158, BEING LOCATABLE BY NAD83 GRID COORDINATES N:10,685,034.26'; E:1,778,783.66'. HAVING AN ELEVATION OF 2737.03'.
- CP-106: A 5/8 INCH IRON ROD WITH RED CAP LOCATED 36 FEET NORTH OF THE CENTERLINE OF EAST COUNTY ROAD 120, APPROXIMATELY 0.8 MILES WEST OF ITS INTERSECTION WITH FM 1213, BEING LOCATABLE BY NAD83 GRID COORDINATES N:10,683,995.02'; E:1,774,399.36'. HAVING AN ELEVATION OF 2753.68'

OFF-SITE BENCHMARKS:

NGS BENCHMARK T1189, A BRASS DISK SET IN CONCRETE STAMPED "T 1189 1967", LOCATED 38 FEET NORTH OF THE CENTERLINE OF WEST COUNTY ROAD 180 AND 150 FEET WEST OF THE CENTERLINE OF STATE HIGHWAY 349. NAD83 GRID COORDINATES: N:10,648,880.14' E:1,765,914.09' NAVD88 ELEVATION = 2765.53'

PLAN LEGEND	
	PROPOSED ROAD CENTERLINE
	PROPOSED MAJOR CONTOUR
	PROPOSED MINOR CONTOUR
	FULL-DEPTH ROADWAY SAWCUT
	FULL-DEPTH DRIVEWAY SAWCUT
	PROPOSED EDGE OF ASPHALT
	PROPOSED DITCH CENTERLINE
	PROPOSED PROFILE LEFT DITCH FLOW LINE
	PROPOSED PROFILE RIGHT DITCH FLOW LINE
	PROPOSED CULVERT
	PROPOSED ROADWAY ASPHALT
	PROPOSED DRIVEWAY ASPHALT 3 INCHES HMAAC OVER 8 INCHES FLEXIBLE BASE
	PROPOSED CONCRETE
	PROPOSED DRIVEWAYS 8 INCHES FLEXIBLE BASE
	CONTROL POINT
	EASTING
	NORTHING
	ELEVATION
	CENTERLINE
	LEFT
	RIGHT
	POINT OF CURVATURE
	POINT OF CONTINUOUS CURVATURE
	POINT OF INTERSECTION
	POINT OF REVERSE CURVATURE
	POINT OF TANGENCY
	RADIUS
	EXISTING GRADE
	FLOWLINE
	MATCH EXISTING
	PROPOSED GRADE LINE
	POINT OF VERTICAL INTERSECTION

EXISTING CONDITIONS	
	RIGHT-OF-WAY
	PROPERTY BOUNDARY
	ADJOINER
	ABSTRACT
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	EXISTING EDGE OF ASPHALT
	EXISTING CURB
	EXISTING FENCE
	EXISTING FLOODPLAIN BOUNDARY
	EXISTING AT&T
	EXISTING CABLE
	EXISTING COMMUNICATION
	EXISTING DRAINAGE PIPE
	EXISTING OVERHEAD ELECTRIC
	EXISTING UNDERGROUND ELECTRIC
	EXISTING FIBER-OPTIC CABLE
	EXISTING FORCE MAIN
	EXISTING GAS LINE
	EXISTING IRRIGATION
	EXISTING OVERHEAD LINES
	EXISTING UNDERGROUND PIPELINE
	EXISTING SANITARY SEWER
	EXISTING STORM DRAIN
	EXISTING TELEPHONE LINE
	EXISTING WATER LINE
	EXISTING SIGN
	EXISTING UTILITY SIGN
	EXISTING FENCE POST
	EXISTING MAILBOX
	EXISTING TREE
	EXISTING CABLE BOX
	EXISTING PEDESTAL CABLE
	EXISTING ELECTRIC BOX
	EXISTING PEDESTAL ELECTRIC
	EXISTING LIGHT POLE
	EXISTING GAS MANHOLE
	EXISTING GAS VALVE
	EXISTING GAS METER
	EXISTING GAS TEST STATION
	EXISTING PEDESTAL GAS
	EXISTING IRRIGATION VALVE
	EXISTING GUY WIRE
	EXISTING UTILITY POLE
	EXISTING SANITARY SEWER MANHOLE
	EXISTING CLEANOUT
	EXISTING STORM DRAIN MANHOLE
	EXISTING FIBER OPTIC VAULT
	EXISTING PEDESTAL TELEPHONE
	EXISTING PEDESTAL UNKNOWN
	EXISTING FIRE HYDRANT
	EXISTING WATER METER
	EXISTING WATER MANHOLE
	EXISTING WATER VALVE
	EXISTING ASPHALT TO BE DEMOLISHED
	EXISTING CONCRETE TO BE DEMOLISHED
	EXISTING GRAVEL TO BE DEMOLISHED

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 PLOTTED DATE: 05/24/2025

NO.	REVISION	BY	DATE	CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ N/A
VERT N/A
DATE
JUNE 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 27, 2025
 DATE

MIDLAND COUNTY PRECINCT 2
EAST COUNTY ROAD 120 - TURN LANE
MIDLAND COUNTY, TEXAS

GENERAL NOTES

DA PROJECT 005664.002
 SHEET **1**



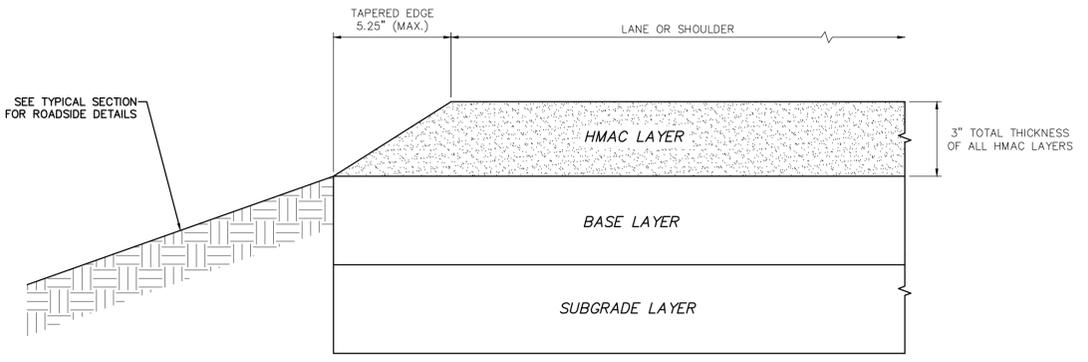
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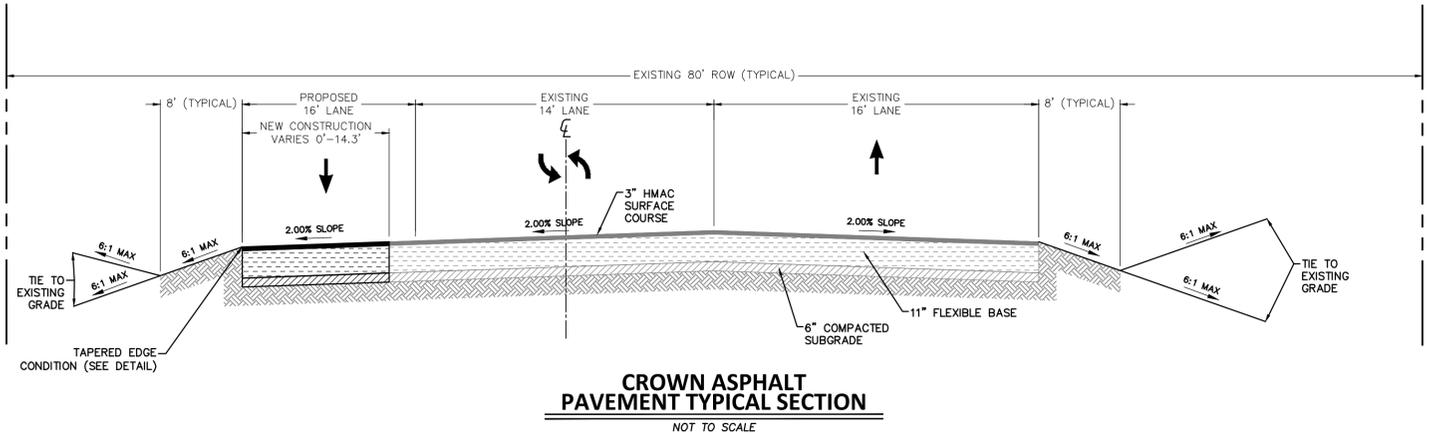
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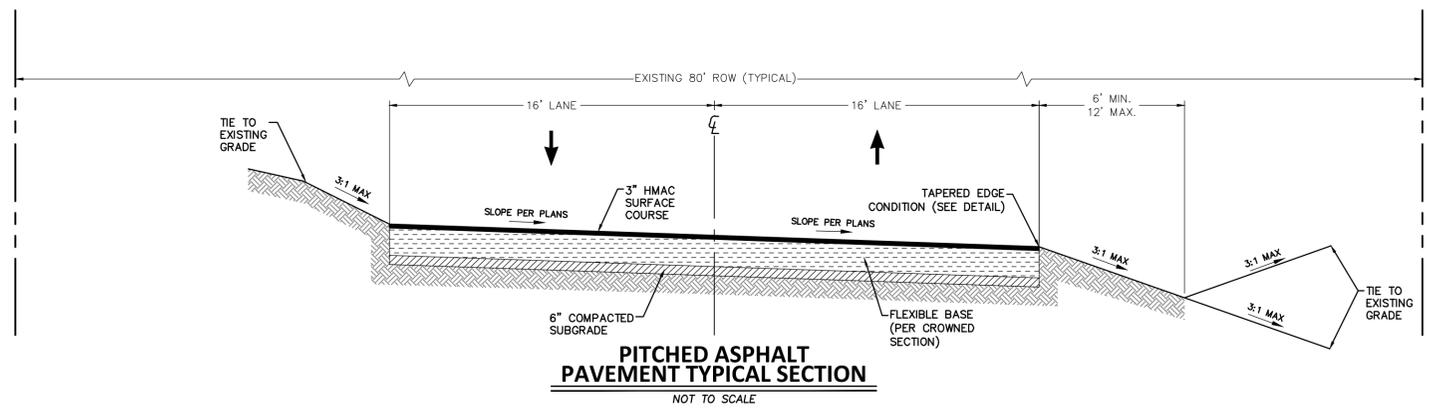
BENCHMARK:
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.



**TAPERED EDGE CONDITION
HMAC PAVEMENT**
NOT TO SCALE



**CROWN ASPHALT
PAVEMENT TYPICAL SECTION**
NOT TO SCALE



**PITCHED ASPHALT
PAVEMENT TYPICAL SECTION**
NOT TO SCALE

- PROPOSED ASPHALT IS A TYPE D HMAC THAT SHALL MEET TXDOT ITEM 341 SPECIFICATIONS.
- NOTES:
- NATIVE SOILS AND IMPORTED FILL MAY BE USED TO LEVEL THE PROJECT. GENERAL FILL SHALL POSSESS A PLASTICITY INDEX, PI, OF NO MORE THAN 30 AND SHALL HAVE NO LESS THAN 35% PASSING A NO. 200 MESH SIEVE. ALL GENERAL FILL SHALL BE PLACED IN 6-INCH MAXIMUM LIFTS AND SHALL BE COMPACTED TO AT LEAST 95% OF ASTM D698 (STANDARD PROCTOR) WITH MOISTURE CONTENT $\pm 2\%$ OF OPTIMUM. TESTING FREQUENCY OF ONE TEST PER 300 LINEAR FEET OF ROADWAY PER LIFT.
 - SUBGRADE SOILS BENEATH PAVEMENTS SHALL BE COMPACTED THEN PROOF-ROLL TESTED WITH A FULLY LOADED WATER TRUCK OR LOADED DUMP TRUCK. THE PROOF-ROLL TEST IS CONSIDERED PASSING IF SOIL DEFLECTIONS ARE LESS THAN 1/2-INCH WHEN TESTED USING A LOADED DUMP TRUCK (OR SIMILAR). WHEN USING THE PROOF-ROLLED METHOD 100% COVERAGE OVER THE ROADWAY WITH A MINIMUM OF 2 PASSES PER AREA IS RECOMMENDED. ALTERNATIVELY, SUBGRADE VERIFICATION MAY BE PERFORMED USING A NUCLEAR DENSITY GAUGE, WHERE SUBGRADE DENSITY SHALL BE GREATER THAN 95% OF ASTM D698 (STANDARD PROCTOR) WITH MOISTURE CONTENT $\pm 2\%$ OF OPTIMUM. WHEN USING THE NUCLEAR DENSITY METHOD, TESTING FREQUENCY OF ONE TEST PER 300 LINEAR FEET OF ROADWAY PER LIFT.
 - PROPOSED FLEXIBLE BASE MATERIAL SHALL BE CRUSHED ROCK CONFORMING TO TXDOT STANDARD SPECIFICATION ITEM NO. 247, GRADE 1-2 OR BETTER. THE FLEXIBLE BASE MATERIAL SHALL BE INSTALLED IN FOUR TO SIX (4"-6") INCH COMPACTED LIFTS. ADDITIONALLY THE FLEXIBLE BASE MATERIAL IN EACH LIFT SHALL BE COMPACTED TO A MINIMUM OF 98 PERCENT OF THE MATERIAL'S DRY DENSITY AS PER ASTM D698 (STANDARD PROCTOR) WITH MINIMUM MOISTURE CONTENT OF $\pm 4\%$. ONE TEST SHALL BE PERFORMED EVERY 300 LINEAR FEET OF ROADWAY, APPROXIMATELY ONE TEST EVERY 10,000-12,000 SQUARE FEET OF AREA PER LIFT.
 - PRIME COAT SHALL BE PER TXDOT ITEM 310 SPECIFICATIONS.
 - PROPOSED ASPHALT IS A TYPE D HMAC THAT SHALL MEET TXDOT ITEM 341 SPECIFICATIONS.
 - THESE NOTES AS SHOWN ABOVE ARE PER THE GEOTECHNICAL ASSESSMENT PREPARED BY D&S, WHICH SHALL BE REFERENCED FOR ADDITIONAL INFORMATION AND SPECIFICATIONS. ANY SUBSEQUENT REVISIONS TO THIS ASSESSMENT SHALL GOVERN.
 - THE PROPOSED FINISHED GRADE OF ROADWAY IN LOW WATER CROSSING AREAS SHALL MATCH THE EXISTING TOP OF PAVEMENT OR CALICHE UNLESS SPECIFIED OTHERWISE ON THE CORRESPONDING PLAN & PROFILE SHEETS.
 - THE TAPERED EDGE CONDITION AT THE EDGE OF PAVEMENT SHALL BE AS SHOWN IN THE TAPERED EDGE CONDITION HMAC PAVEMENT DETAIL. THE SLOPE OF THE TAPERED EDGE SHALL BE 1.75H:1V, WHICH IS 5.25" FOR 3" OF HMAC PAVEMENT. THIS TAPERED EDGE CONDITION SHALL APPLY AT ALL LOCATIONS FOR ALL TYPICAL SECTIONS.

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 PLOTTED DATE: AUGUST 21, 2025

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NO.	REVISION	BY	DATE	CHECKED

**MIDLAND COUNTY
MIDLAND, TEXAS**

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

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

Brian W. Adkins
PROJECT ENGINEER
AUGUST 1, 2025
DATE

MIDLAND COUNTY PRECINCT 2
EAST COUNTY ROAD 120 - TURN LANE
MIDLAND COUNTY, TEXAS

TYPICAL ASPHALT SECTIONS

DA PROJECT
B005664.002

SHEET
2



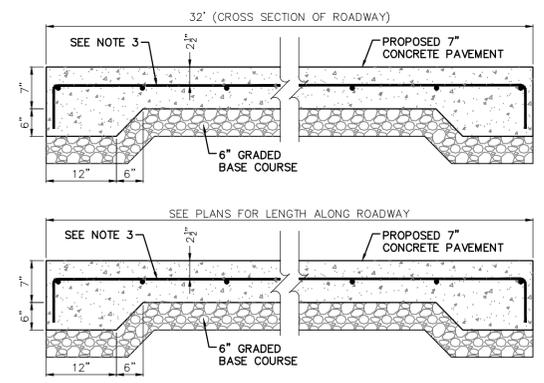
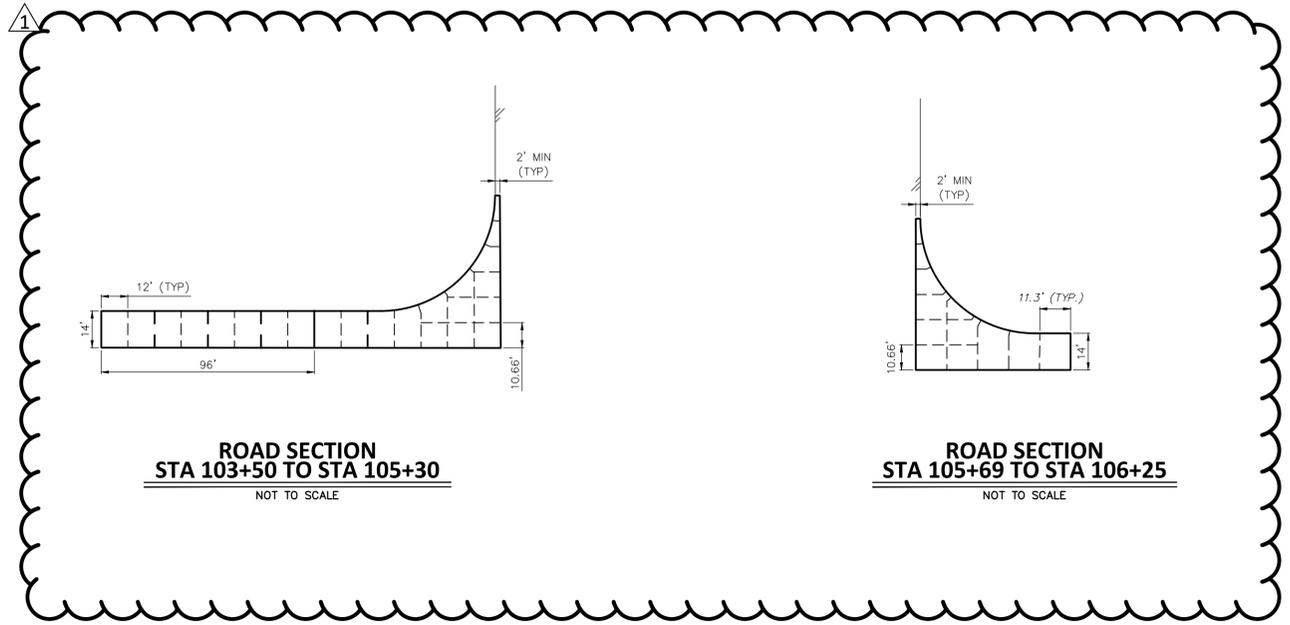
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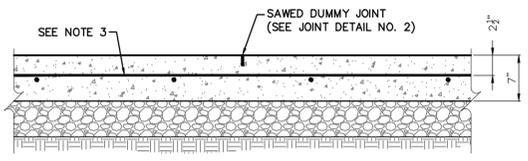
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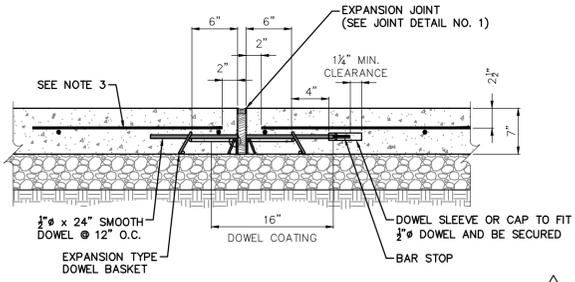
BENCHMARK:
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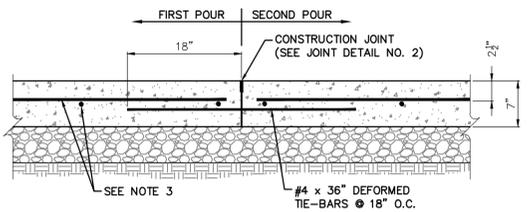
CONCRETE PAVEMENT TYPICAL SECTION
NOT TO SCALE



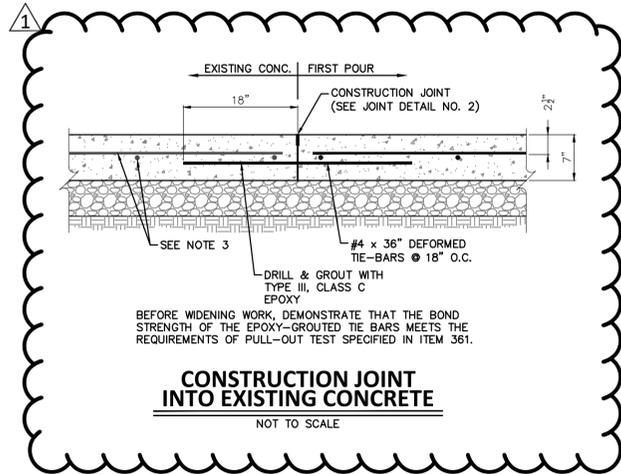
SAWED DUMMY JOINT
NOT TO SCALE



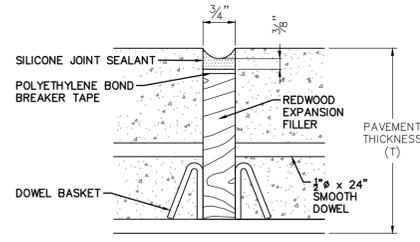
EXPANSION JOINT
NOT TO SCALE



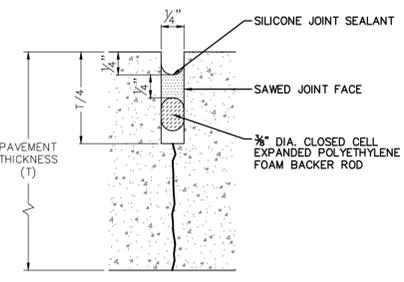
CONSTRUCTION JOINT
NOT TO SCALE



CONSTRUCTION JOINT INTO EXISTING CONCRETE
NOT TO SCALE



JOINT DETAIL NO. 1
NOT TO SCALE



JOINT DETAIL NO. 2
NOT TO SCALE

- PAVEMENT AND JOINT NOTES:**
- CONCRETE SHALL BE CLASS "A" AND SHALL HAVE A MINIMUM OF 5 SACKS OF CEMENT PER CUBIC YARD AND A MINIMUM 28 DAY COMPRESSION STRENGTH OF 3000 P.S.I.
 - REINFORCEMENT SHALL BE #4 BARS AT 18" ON CENTER EACH WAY.
 - FOR DEFORMED BAR SPLICES, LAP BARS 40 DIAMETERS AND TIE.
 - ALL DOWELS TO BE PLACED AT T/2.
 - EXPANSION JOINTS TO BE PLACED AS SHOWN NOT TO EXCEED 100' SPACING.
 - CONSTRUCTION AND SAWED DUMMY JOINTS SHALL ALTERNATE EVERY 12' (MAX.) BETWEEN EXPANSION JOINTS, OR AS SHOWN. ROADWAY CENTERLINE SHALL BE A CONSTRUCTION JOINT.
 - SAWOUT FOR CONSTRUCTION JOINTS SHALL BE DONE WITHIN 8 HOURS OF POUR OR AS SOON AS CONCRETE CAN SUPPORT WEIGHT. PROVIDE A NEAT CUT WHICH IS TRUE IN ALIGNMENT.
 - CONSTRUCTION JOINTS SHALL BE REQUIRED AT THE END OF A DAY'S WORK, UNLESS IT ENDS AT AN EXPANSION JOINT.
 - ALL CONSTRUCTION JOINTS SHALL BE CLEANED OF DEBRIS, BLOWN DRY, AND IMMEDIATELY SEALED.
 - ALL JOINTS ARE TO CONTINUE THROUGH THE CURB.
 - RADIAL JOINTS SHALL BE NO SHORTER THAN 18".
 - ODD SHAPED PANELS SHALL BE REINFORCED WITH #3 BARS AT 18" EACH WAY; AN ODD SHAPED PANEL IS CONSIDERED TO BE ONE IN WHICH THE SLAB TAPERS TO A SHARP ANGLE WHEN THE LENGTH TO WIDTH RATIO EXCEEDS 3 TO 1 OR WHEN A SLAB IS NEITHER SQUARE NOR RECTANGULAR.

JOINT LEGEND

	EXPANSION JOINT
	CONSTRUCTION JOINT
	SAWED DUMMY JOINT

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 PLOTTED DATE: 08/01/2025 10:52:26 AM

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**MIDLAND COUNTY
MIDLAND, TEXAS**

SCALE
HORIZ N/A
VERT N/A
DATE
AUGUST 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
AUGUST 1, 2025
DATE

MIDLAND COUNTY PRECINCT 2
EAST COUNTY ROAD 120 - TURN LANE
MIDLAND COUNTY, TEXAS

TYPICAL CONCRETE SECTIONS

DA PROJECT B005664.002
SHEET 3



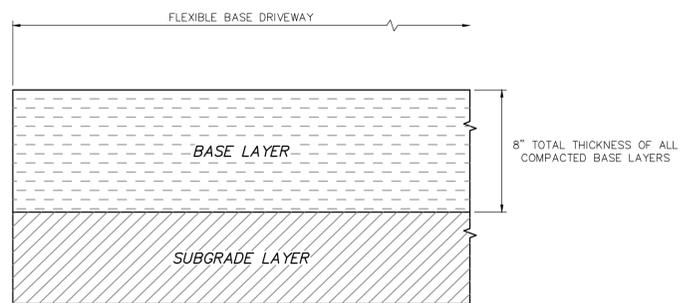
WARNING TO CONTRACTOR:
CALL 811 (TEXAS 811) OR OTHER UTILITY LOCATING SERVICES 48 HOURS PRIOR TO CONSTRUCTION ACTIVITY. DUNAWAY ASSOC., L.P. IS NOT RESPONSIBLE FOR KNOWING ALL EXISTING UTILITIES OR DEPICTING EXACT LOCATIONS OF UTILITIES ON DRAWINGS.

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.

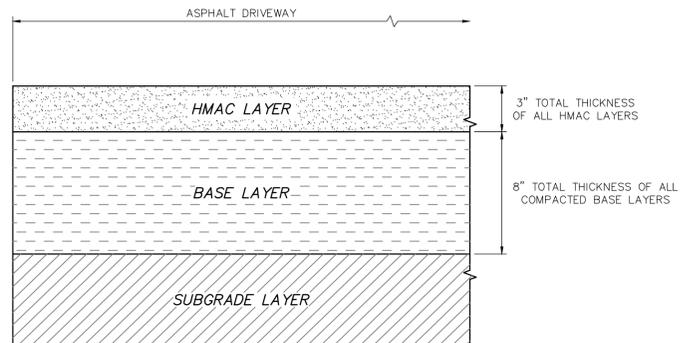
UTILITY RELOCATION NOTE:
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STATE PLANE COORDINATE NOTE:
COORDINATES PROVIDED ARE RELATIVE TO THE TEXAS STATE PLANE COORDINATE SYSTEM (NAD83), CENTRAL ZONE 4203; ALL COORDINATES, BEARINGS, AND DISTANCES ARE NAD83 GRID VALUES.

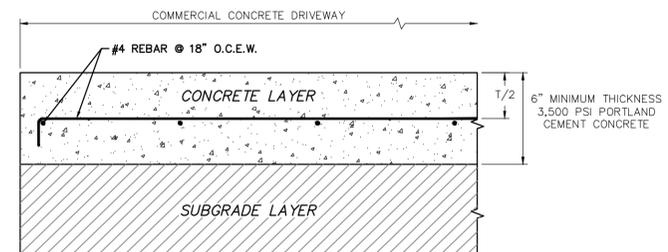
BENCHMARK:
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.



TYPICAL FLEXIBLE BASE DRIVEWAY SECTION
NOT TO SCALE



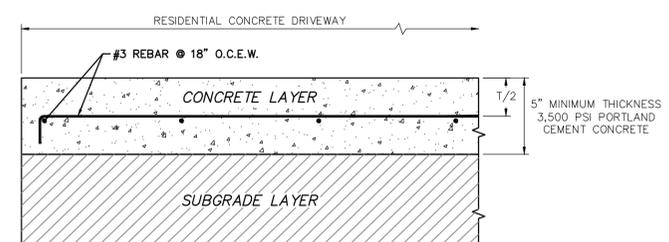
TYPICAL ASPHALT DRIVEWAY SECTION
NOT TO SCALE



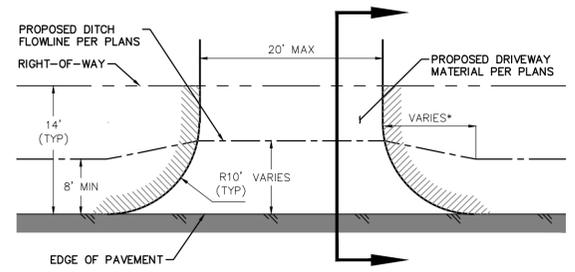
COMMERCIAL

TYPICAL CONCRETE DRIVEWAY SECTIONS
NOT TO SCALE

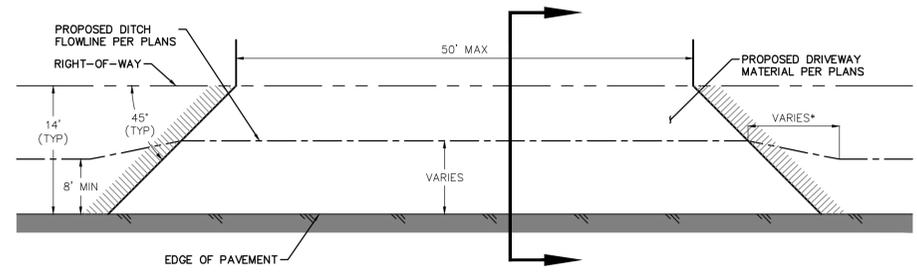
NOTE:
CONTRACTOR TO FOLLOW TYPICAL CONCRETE SECTIONS SHEET FOR JOINTING DETAILS AND NOTES.



RESIDENTIAL



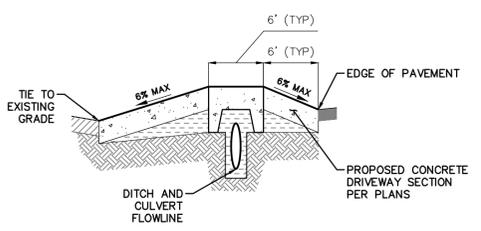
RESIDENTIAL PLAN VIEW



COMMERCIAL PLAN VIEW

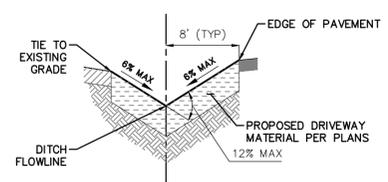
VARIES* - LENGTH TO PROVIDE A SMOOTH TRANSITION IN DITCH CENTERLINE. TYPICAL LENGTH OF 5' FOR EVERY 1' OF HORIZONTAL ADJUSTMENT (5:1).

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	CHECKED

DALLC	DESIGNED	
DALLC	DRAWN	
BWA	CHECKED	

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE	
HORIZ	N/A
VERT	N/A
DATE	JUNE 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 27, 2025
DATE

MIDLAND COUNTY PRECINCT 2 EAST COUNTY ROAD 120 - TURN LANE MIDLAND COUNTY, TEXAS	DA PROJECT B005664.002
TYPICAL DRIVEWAY SECTIONS	SHEET 4

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 PLOTTED DATE: 05/21/2025
 PLOTTED TIME: 4:05:28 PM



WARNING TO CONTRACTOR:
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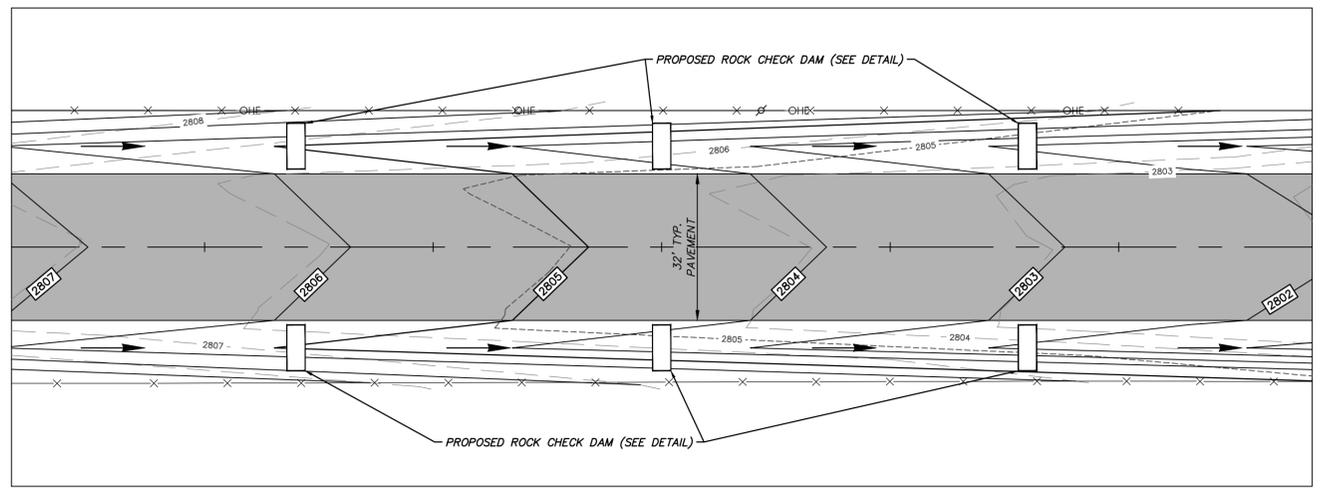
CRITICAL:
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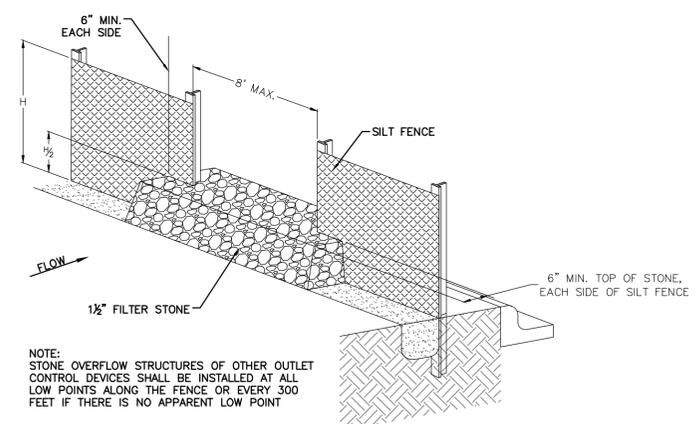
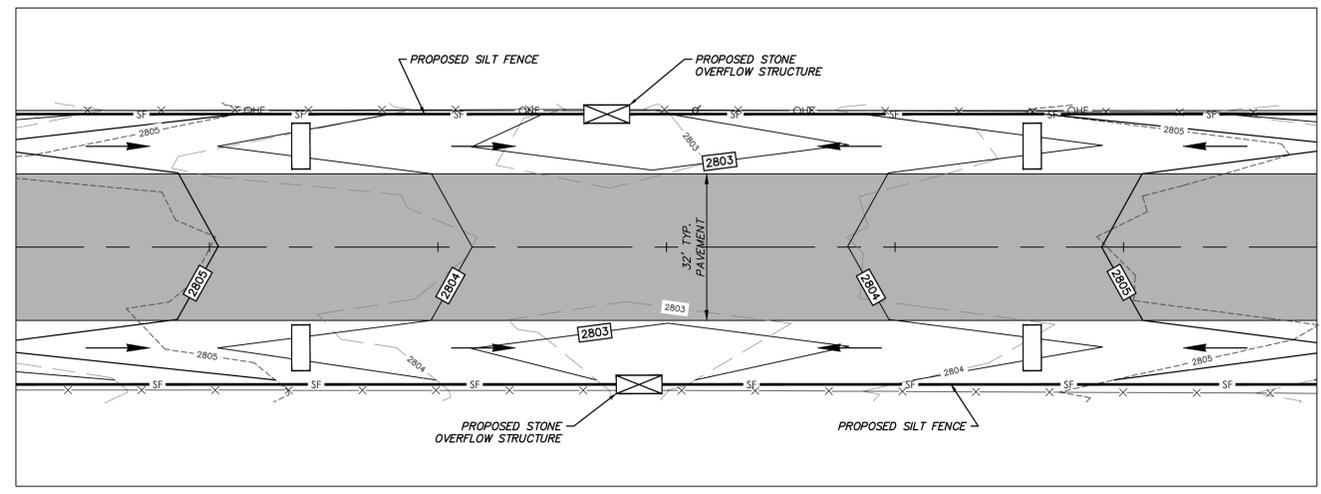
STATE PLANE COORDINATE NOTE:
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BENCHMARK:
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

TYPICAL EROSION CONTROL PLAN WITH ROADWAY DITCHES

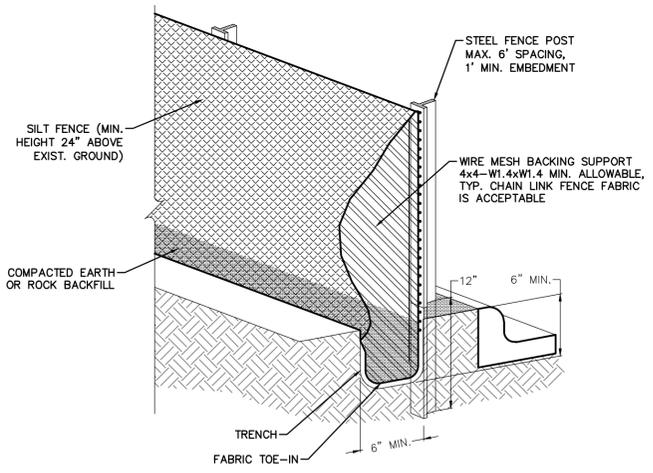


TYPICAL EROSION CONTROL PLAN WITH DRAINAGE EXITING R.O.W.



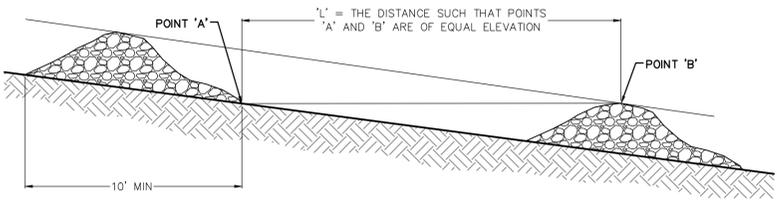
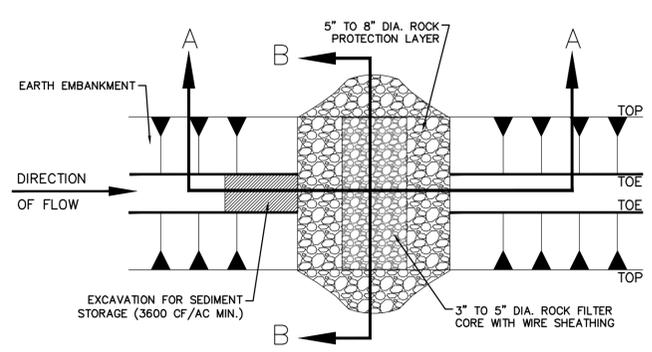
SILT FENCE STONE OVERFLOW STRUCTURE
NOT TO SCALE

- SILT FENCE GENERAL NOTES:**
1. STEEL POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF ONE FOOT.
 2. THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER, SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. WHERE FENCE CANNOT BE TRENCHED IN (e.g. PAVEMENT), WEIGHT FABRIC FLAP WITH ROCK ON UPHILL SIDE TO PREVENT FLOW FROM SEEPING UNDER FENCE.
 3. THE TRENCH MUST BE A MINIMUM OF 6 INCHES DEEP AND 6 INCHES WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
 4. SILT FENCE SHOULD BE SECURELY FASTENED TO EACH STEEL SUPPORT POST OR TO WOVEN WIRE, WHICH IN TURN IS ATTACHED TO THE STEEL FENCE POST. THERE SHALL BE A 3 FOOT OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
 5. INSPECTION SHALL BE MADE EVERY TWO WEEKS AND AFTER EACH 1/2" RAINFALL. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
 6. SILT FENCE SHALL BE REMOVED WHEN THE SITE IS COMPLETELY STABILIZED SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.
 7. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF HALF THE HEIGHT OF THE FENCE. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

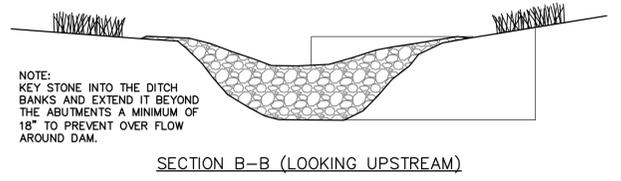


SILT FENCE
NOT TO SCALE

- NOTES:**
1. EROSION CONTROL MEASURES MAY ONLY BE PLACED IN FRONT OF INLETS, IN CHANNELS, DRAINAGEWAYS, OR BORROW DITCHES AT RISK OF CONTRACTOR.
 2. CONTRACTOR SHALL REMAIN LIABLE FOR ANY DAMAGE CAUSED BY THE MEASURES, INCLUDING FLOODING DAMAGE, WHICH MAY OCCUR DUE TO BLOCKED DRAINAGE.
 3. AT THE CONCLUSION OF ANY PROJECT, ALL CHANNELS, DRAINAGEWAYS AND BORROW DITCHES IN THE WORK ZONE SHALL BE DREDGED OF ANY SEDIMENT GENERATED BY THE PROJECT OR DEPOSITED AS A RESULT OF EROSION CONTROL MEASURES.



SECTION A-A
ROCK CHECK DAM
NOT TO SCALE



SECTION B-B (LOOKING UPSTREAM)

EROSION CONTROL LEGEND	
--- 2805 ---	EXISTING MAJOR CONTOUR
--- 2804 ---	EXISTING MINOR CONTOUR
--- 2805 ---	PROPOSED MAJOR CONTOUR
--- 2804 ---	PROPOSED MINOR CONTOUR
→	PROPOSED FLOW ARROW
— SF —	PROPOSED SILT FENCE
□	PROPOSED ROCK CHECK DAM
⊠	PROPOSED OVERFLOW STRUCTURE

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 PLOTTED AT: 1:59:42 PM

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RAR	DRAWN
BWA	CHECKED

**MIDLAND COUNTY
MIDLAND, TEXAS**

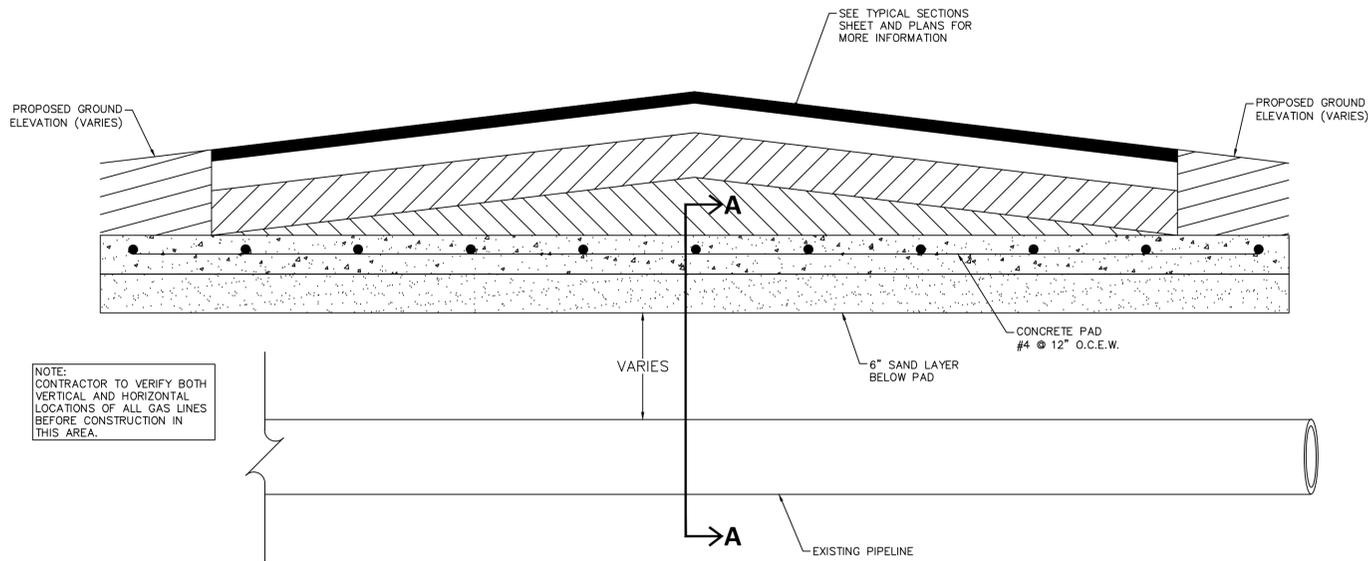
SCALE	
HORIZ	N/A
VERT	N/A
DATE	JUNE 2025

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 27, 2025
 DATE

MIDLAND COUNTY PRECINCT 2
 EAST COUNTY ROAD 120 - TURN LANE
 MIDLAND COUNTY, TEXAS
**TYPICAL EROSION CONTROL
 PLAN AND DETAILS**

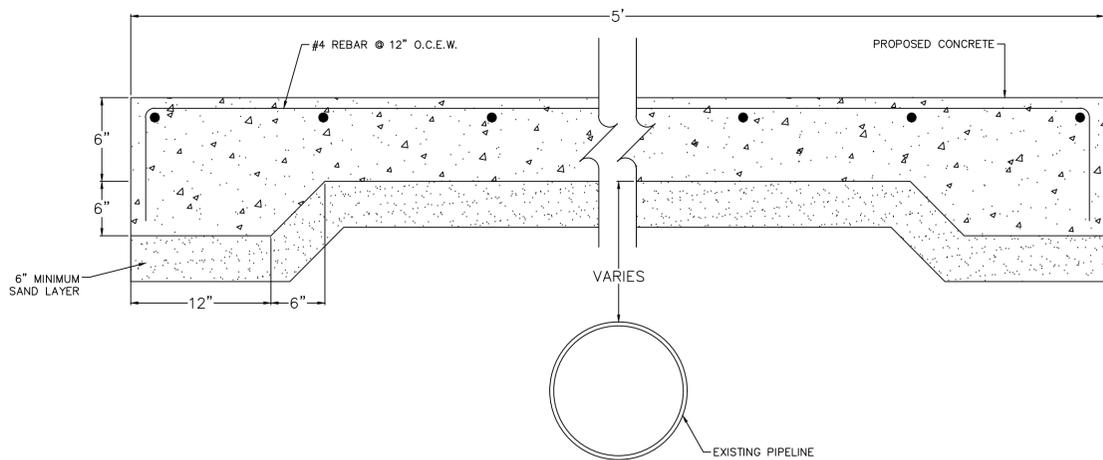
DA PROJECT	B005664.002
SHEET	5



NOTE:
CONTRACTOR TO VERIFY BOTH VERTICAL AND HORIZONTAL LOCATIONS OF ALL GAS LINES BEFORE CONSTRUCTION IN THIS AREA.

NOTES:

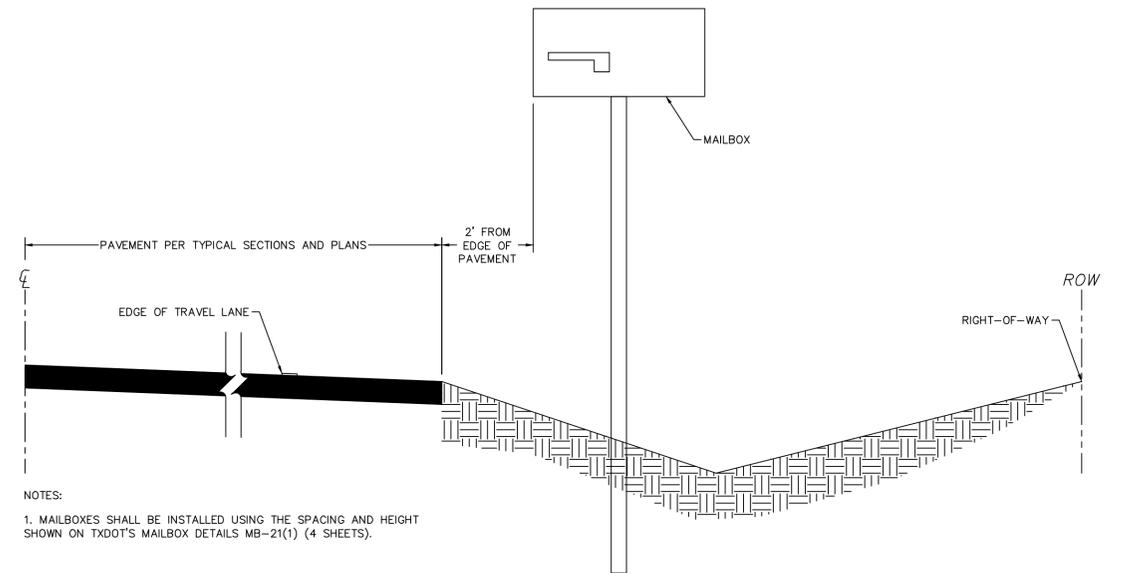
1. CONCRETE SHALL BE CLASS "A" AND SHALL HAVE A MINIMUM OF 5 SACKS OF CEMENT PER CUBIC YARD AND A MINIMUM 28 DAY COMPRESSION STRENGTH OF 3500 P.S.I.
2. MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO TXDOT STANDARD SPECIFICATIONS.
3. REINFORCEMENT SHALL BE #4 BARS AT 12" ON CENTER EACH WAY.
4. CONTRACTOR TO VERIFY BOTH VERTICAL AND HORIZONTAL LOCATIONS OF ALL GAS LINES BEFORE CONSTRUCTION IN THIS AREA.
5. WIDTH AND LOCATION TO BE BASED ON SLAB EXTENDED APPROXIMATELY 2'-6" BEYOND OUTSIDE PIPE ON BOTH SIDES
6. CONTACT PIPELINE OWNER A MINIMUM OF 48 HOURS PRIOR TO WORKING IN THIS AREA.
7. NO LESS THAN SIX INCHES OF SAND OR EQUIVALENT CUSHION BETWEEN THE BOTTOM OF THE SLAB AND TOP OF EXISTING PIPELINE.
8. MINIMUM DEPTH OF COVER IS DETERMINED BY PIPELINE OPERATOR AND MUST BE VERIFIED BY CONTRACTOR. IF NOT ENOUGH COVER IS PROVIDED, CONTACT ENGINEER.



SECTION A-A

STANDARD CONCRETE CAP FOR PIPELINE CROSSINGS

NOT TO SCALE



MAILBOX SPACING FROM EDGE OF PAVEMENT

NOT TO SCALE

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PLOTTER: AMINO ARAYA
PLOTDATE: 05/28/2025

NO.	REVISION	BY	DATE

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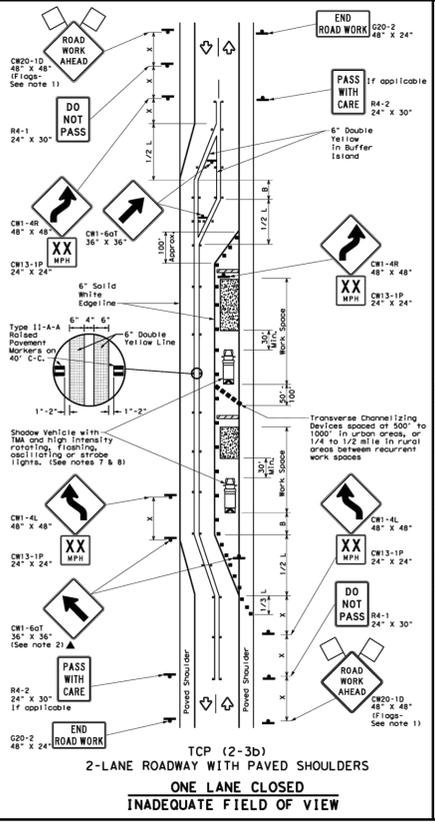
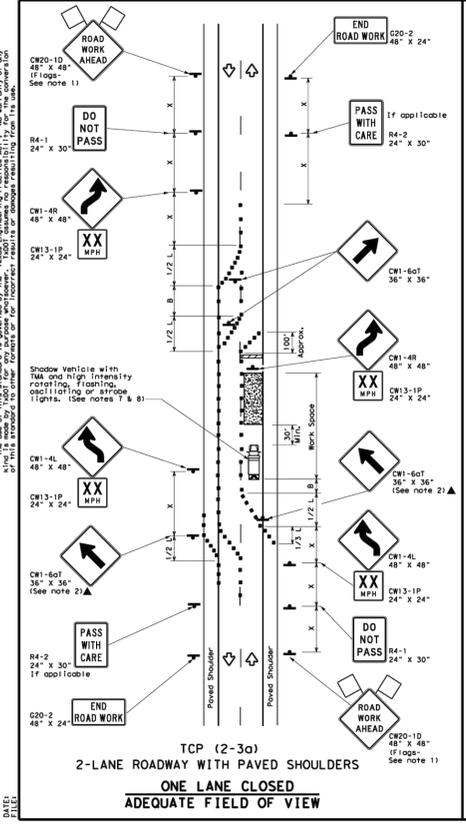
**MIDLAND COUNTY
MIDLAND, TEXAS**

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

DUNAWAY
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705
Tel: 432.699.4889
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STATE OF TEXAS
BRIAN W. ADKINS
100284
LICENSED PROFESSIONAL ENGINEER
Brian W. Adkins
PROJECT ENGINEER
JUNE 27, 2025
DATE

MIDLAND COUNTY PRECINCT 2 EAST COUNTY ROAD 120 - TURN LANE MIDLAND COUNTY, TEXAS	DA PROJECT B005664.002
PIPE ENCASUREMENT AND MAILBOX DETAILS	SHEET 6



LEGEND

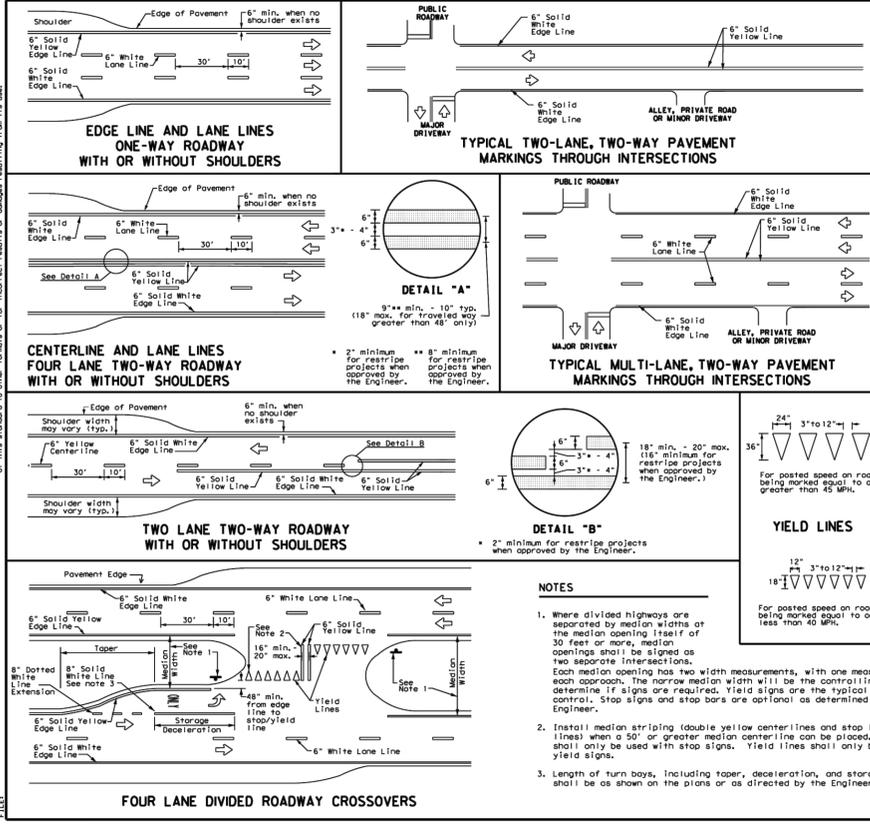
Type 3 Barricade	Channelizing Devices
Heavy Work Vehicle	Truck Mounted Attenuator (TMA)
Trailer Mounted Warning Arrow Board	Roller Mounted Markers by 11-AA
Sign	Traffic Flow
Flag	Flagger

GENERAL NOTES

- Flagger control to signs when shown are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stored elsewhere in the plans, or for routine maintenance work when approved by the Engineer.
- When work space will be in place less than three days existing pavement markings may remain in place. Channelizing devices shall be used to separate traffic.
- Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional measures to safely control traffic. Flagger should be positioned at end of traffic queue.
- The R4-1 "DO NOT PASS", R4-2 "PASS WITH CARE" and R4-3 "PASS WITH CARE" signs shall be maintained.
- Conflicting pavement markings shall be removed for long-term projects.
- Conflicting pavement markings shall be removed for long-term projects.

TCP (2-3)-23

MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
				TOP (2-3) ONLY



GENERAL NOTES

- Edge line striping shall be as shown in the plans or as directed by the Engineer. The edge line should not be placed less than 6 inches from the edge of pavement. This distance may vary due to pavement traveling or other conditions. Edge lines are not required in curb and gutter sections of roadways.
- The traveled way includes only that portion of the roadway used for vehicular travel. It does not include the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the center of edge line to the center of edge line of a two lane roadway.

MATERIAL SPECIFICATIONS

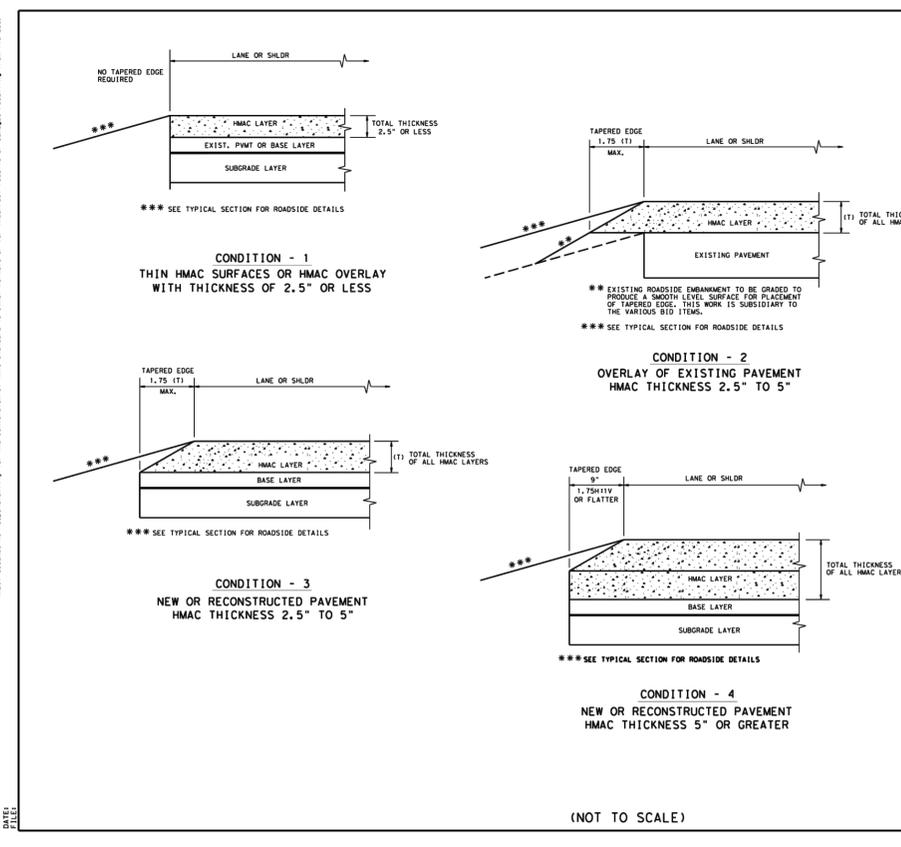
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPoxy AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
NOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE

Based on Traveled Way and Pavement Widths for Undivided Roadways

TYPICAL STANDARD PAVEMENT MARKINGS

PM (1) - 22



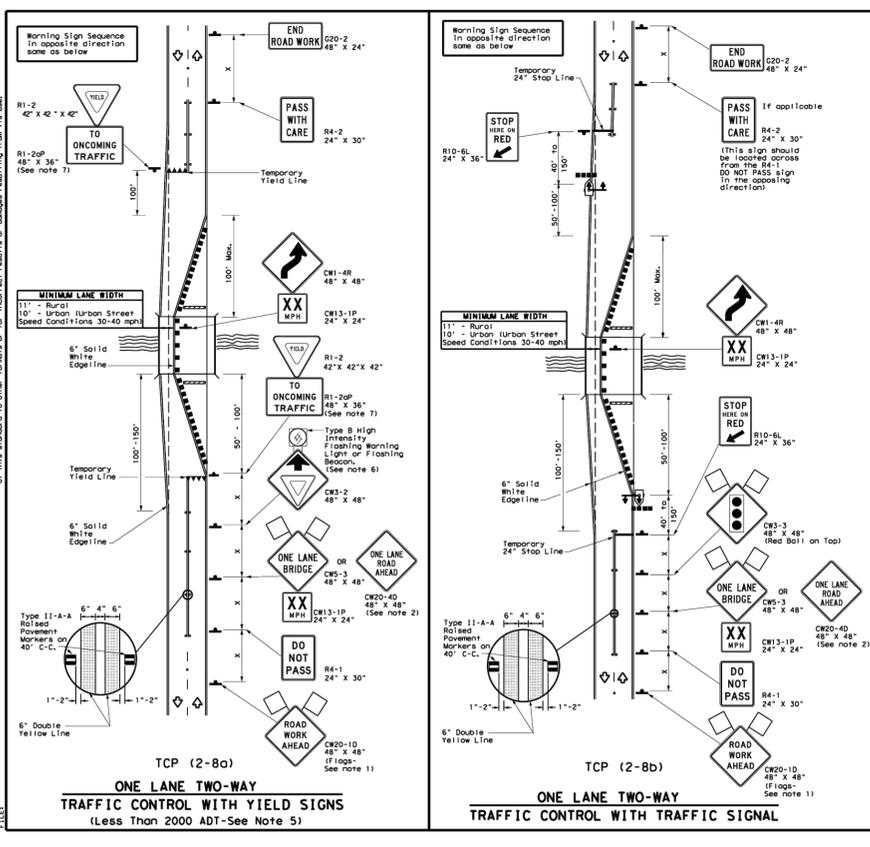
GENERAL NOTES

- UNLESS OTHERWISE SHOWN IN THE PLANS, A VERTICAL EDGE IS PERMISSIBLE FOR HMAc PLACED GREATER THAN 5" BELOW THE EDGE OF PAVEMENT AND FOR THICKNESS OF HMAc LESS THAN 2.5".
- FOR FURTHER INFORMATION REGARDING THE ROADSIDE AND PAVEMENT DETAILS, SEE TYPICAL SECTIONS.
- PAVEMENT FOR TAPERED EDGE WILL BE IN ACCORDANCE WITH APPLICABLE ITEMS IN THE CONTRACT.
- THE SLOPE OF THE TAPERED EDGE SHALL BE 1.75H:1V OR FLATTER.
- THE TAPERED EDGE SHALL BE PRODUCED BY USE OF A SCREED ATTACHMENT CAPABLE OF PRODUCING A SMOOTH COMPACTED SURFACE WITH AN ADDITIONAL COMPACTING EFFORT BEHIND THE SCREED IS NOT REQUIRED.

TAPERED EDGE DETAILS HMAc PAVEMENT

TE (HMAc) - 11

MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY



LEGEND

Type 3 Barricade	Channelizing Devices
Sign	Traffic Flow
Flag	Flagger
Roller Mounted Markers by 11-AA	Temporary or Portable Traffic Signal

GENERAL NOTES

- Flagger control to signs when shown are REQUIRED.
- When this TCP is used at a location which does not involve a bridge, a 48" x 48" CR20-4D "ONE LANE ROAD AHEAD" signs should be used in lieu of the 36" x 48" "ONE LANE ROAD" signs. The CR13-1P Advisory Speed Plaque is required with either warning sign.
- Channelizing devices shall be placed 40 feet on a centerline between DO NOT PASS signs and stop or yield lines.
- For intermediate term situations, when it is not feasible to remove and restore pavement markings, the channelizing devices must be made optional by using a very close spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline. In such locations a maximum channelizing device spacing of 20 feet is recommended. The 20 foot channelizing device spacing recommendation is intended for the area of conflicting information and not the entire work zone.
- Traffic control by CR13-2 "FIELD AHEAD" symbol signs for one lane two-way traffic control operations should be limited to work spaces less than 400 feet long and roadways with less than 2000 ft. Otherwise, portable traffic signals should be used.
- If fewer than available, a flashing beacon should be attached to the CR13-2 "FIELD AHEAD" symbol sign for emphasis.
- The R1-2 "YIELD" and R1-2P "ONCOMING TRAFFIC" signs and other regulatory signs shall be installed at 7 foot minimum mounting height.
- A list of approved Portable Traffic Signals can be found in the "Compliant Work Zone Traffic Control Devices" list.
- Portable traffic signals should be located to provide adequate stopping sight distance for approaching traffic. See table above.

TCP (2-8)-23

MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY

NO.	REVISION	BY	DATE	CHECKED
1	TRAFFIC DETOUR PLAN		7/19/22	

TxDOT	DESIGNED	TxDOT	DRAWN	BWA
MIDLAND COUNTY	MIDLAND, TEXAS			

DUNAWAY

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Tel: 432.699.4889 (TX REG. F-1114)

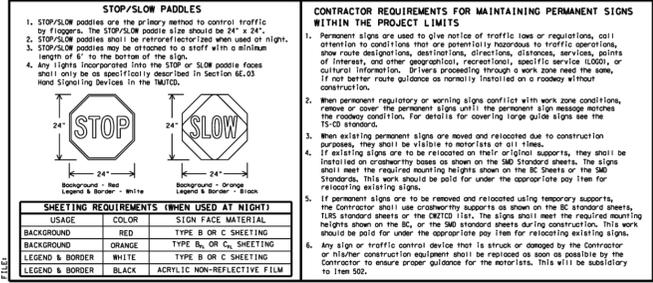
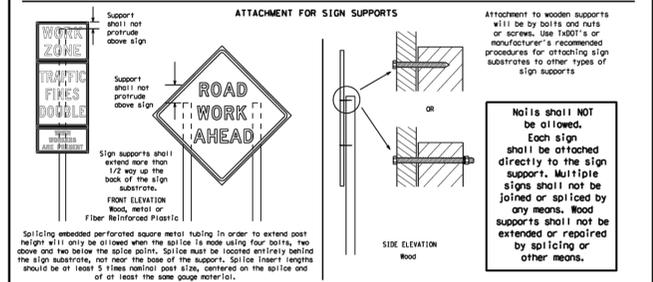
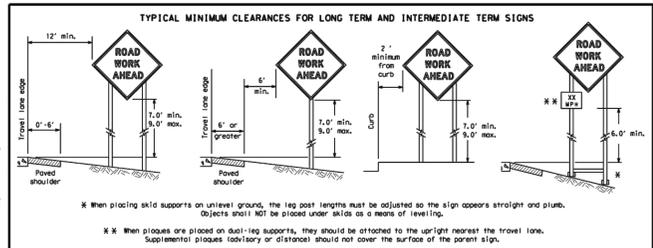
PROFESSIONAL ENGINEER

BRUCE W. BOLLEN
JUNE 27, 2025

MIDLAND COUNTY PRECINCT 2
EAST COUNTY ROAD 120 - TURN LANE
MIDLAND COUNTY, TEXAS

DA PROJECT B005664.002
SHEET 7

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GENERAL NOTES FOR WORK ZONE SIGNS
1. Contractor shall install and maintain signs in a straight and plane condition and/or as directed by the Engineer.

INSTALLATION OF WORK ZONE SIGNS
1. The typical minimum spacing on a crossroad approach should be a "ROAD WORK AHEAD" (R2-1) sign and a "ROAD WORK NEXT 3 MILES" (R2-2) sign.

REFLECTIVE SHEETING
1. Signs shall be retroreflective and constructed of sheeting meeting the color and retro-reflectivity requirements of MS-350 for R2-1 signs and MS-310 for R2-2 signs.

REMOVING OR COVERING
1. When signs are to be removed or covered, they shall be removed or covered in a manner that does not create a hazard to traffic.

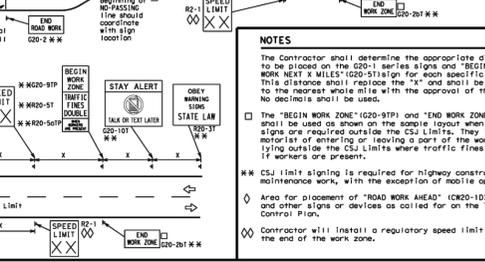
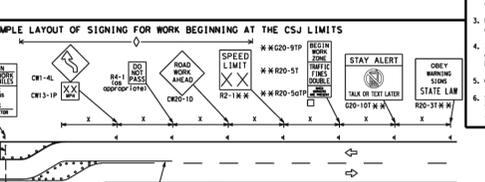
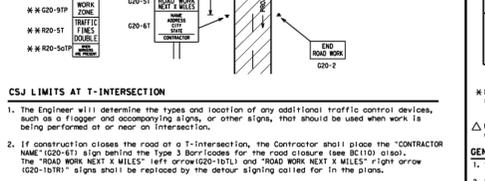
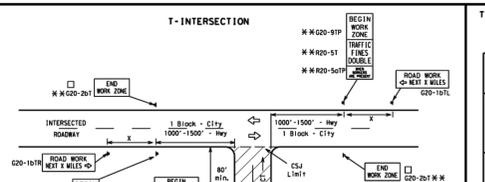
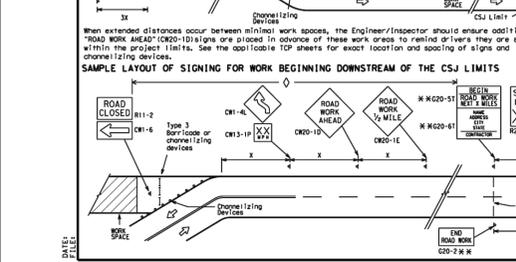
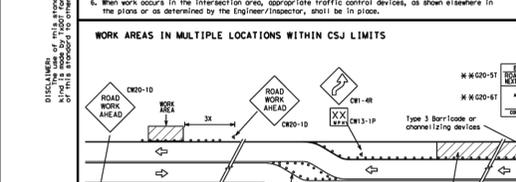
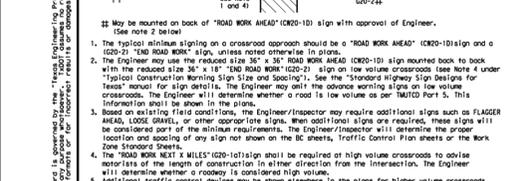
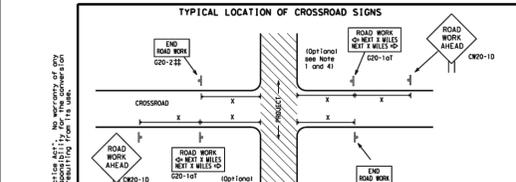
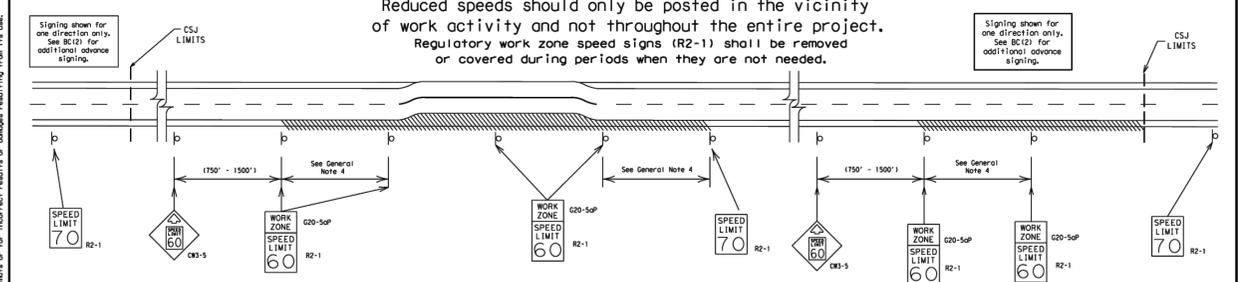


Table with columns for Sign Number or Series, Conventional Road, Expressway/Freeway, Posted Speed, and Sign Spacing. It lists various sign types and their corresponding spacing requirements.

GENERAL NOTES
1. Special or larger size signs may be used as necessary.

LEGEND
Type 3 Barricade
Orange/Reflective Devices
Sign

TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS
Work zone speed limits shall be regulatory, established in accordance with the "Procedures for Establishing Speed Limits," and approved by the Texas Transportation Commission, or by City Ordinance when within Incorporated City Limits.



GUIDANCE FOR USE:
LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS
This type of work zone speed limit should be included on the design of the traffic control plans when restricted geometrics with a lower design speed are present in the work zone and modification of the geometrics to a higher design speed is not feasible.

SHORT TERM WORK ZONE SPEED LIMITS
This type of work zone speed limit should be included on the design of the traffic control plans when workers or equipment are not behind concrete barrier, when work activity is within 10 feet of the traveled way or actually in the traveled way.

Table with columns for SCALE, HORIZ, RAR, DRAWN, BWA, and CHECKED. It includes project details for Midland County, Texas.

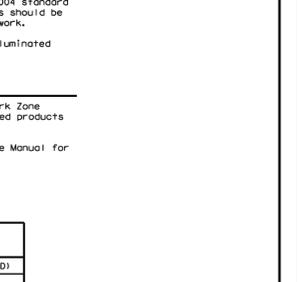
BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

- 1. The Barricade and Construction Standard Sheets (BC sheets) are intended to show typical examples for placement of temporary traffic control devices, construction pavement markings, and typical work zone signs.

WORKER SAFETY NOTES:

- 1. Workers on foot who are exposed to traffic or to construction equipment within the right-of-way shall wear high-visibility safety apparel meeting the requirements of ISEA American National Standard for high-visibility Apparel.

BARRICADE AND CONSTRUCTION PROJECT LIMIT

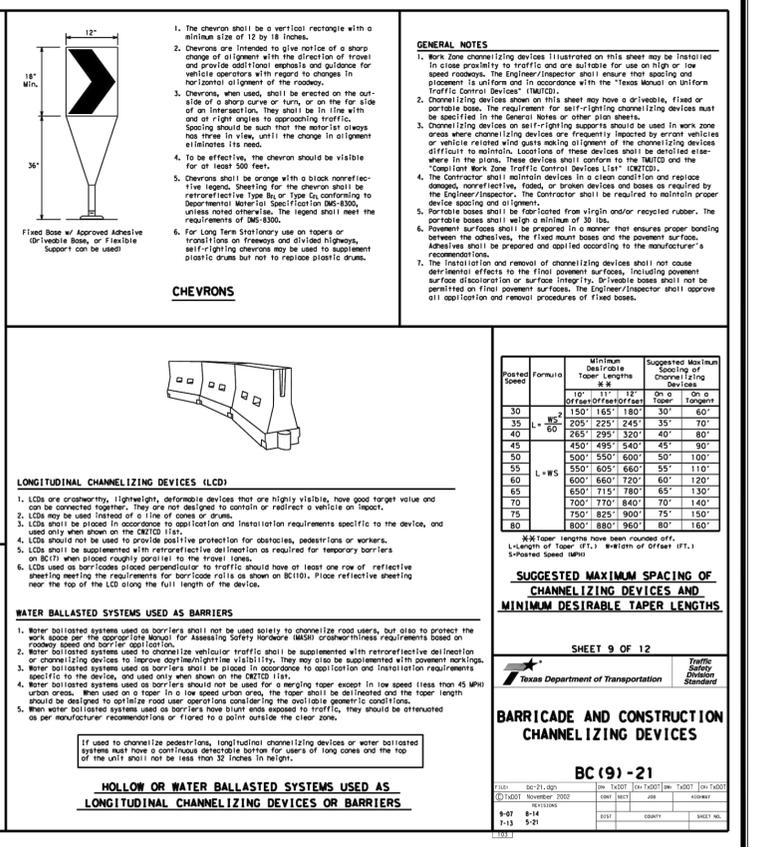
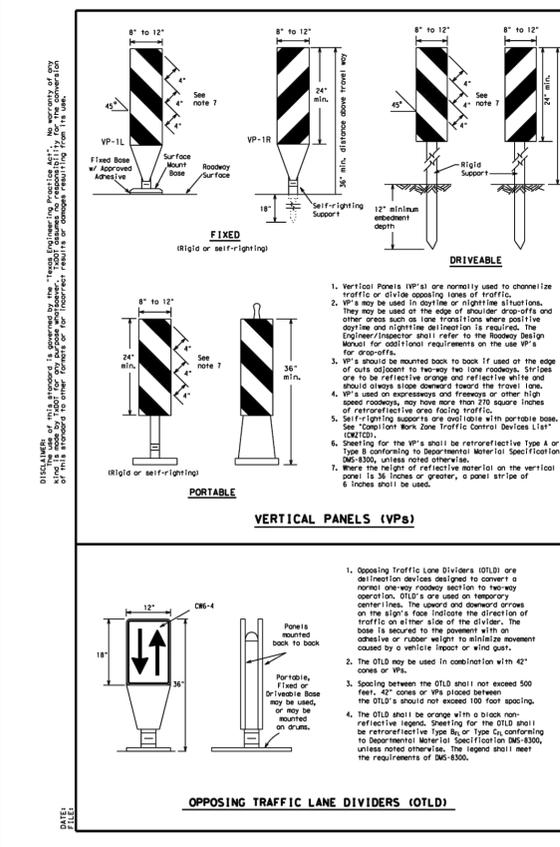
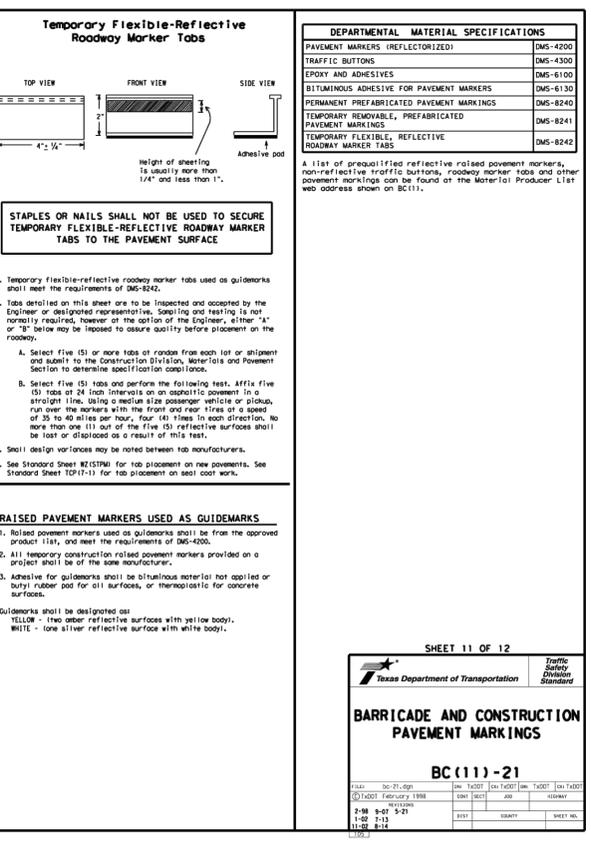
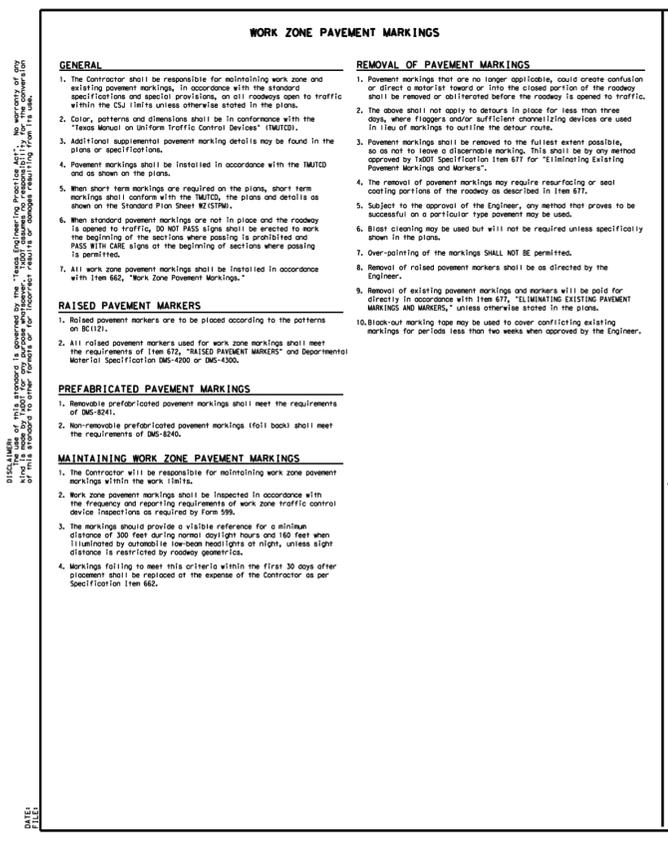
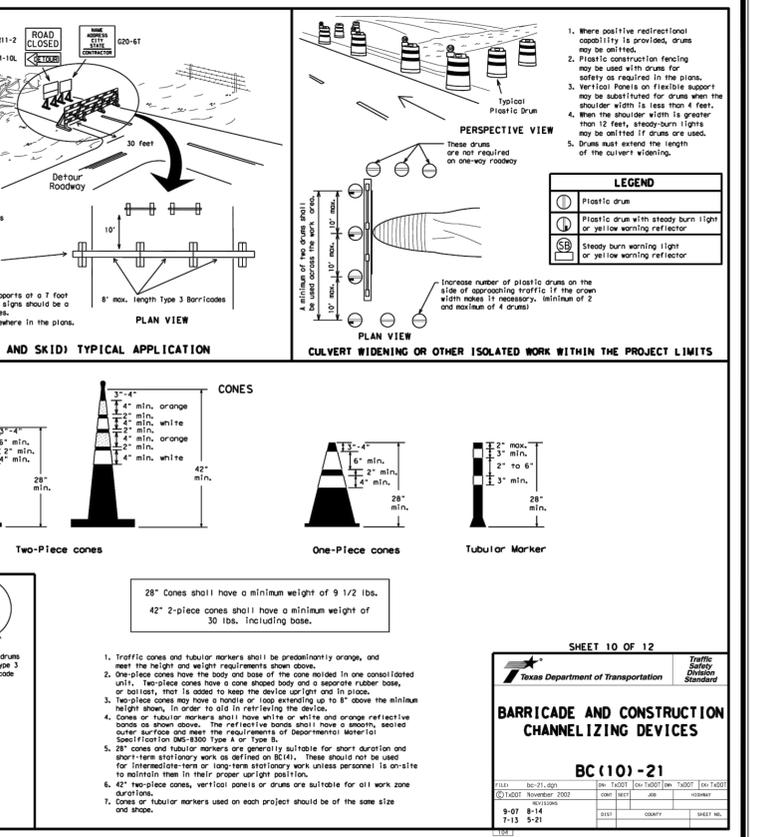
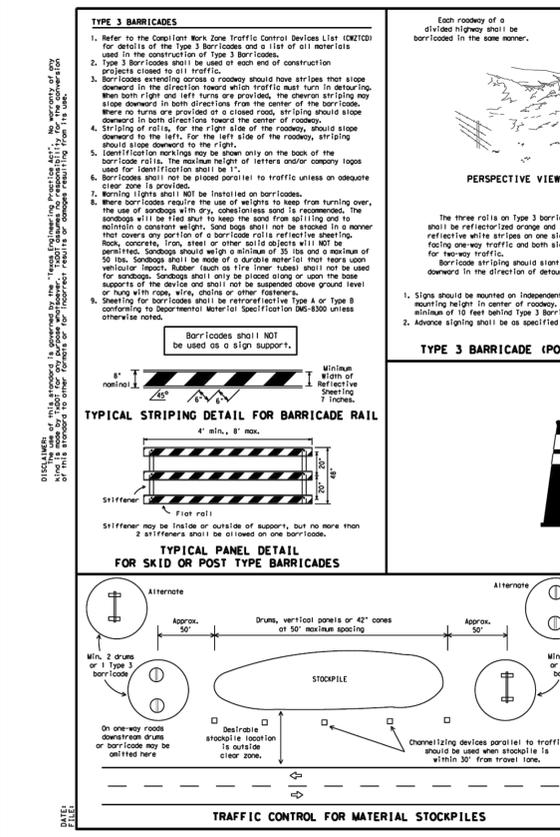
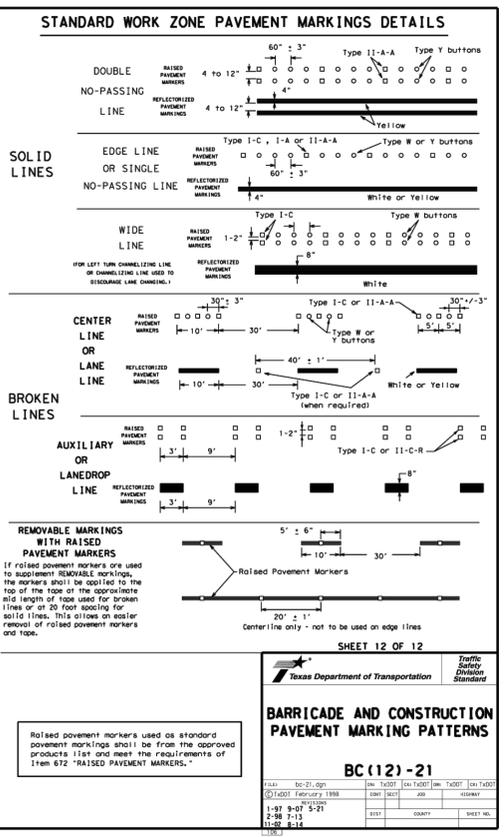
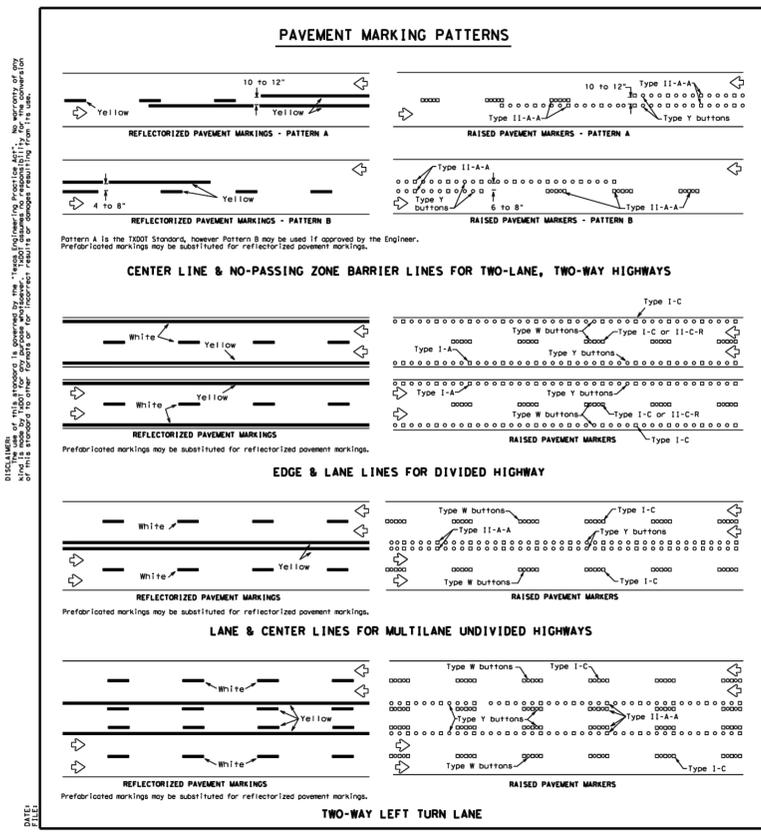


THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT
http://www.txdot.gov
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)

Table with columns for Title, Date, and other project details. It includes information for the Barricade and Construction Project Limit.

Professional Engineer seal for Brian W. Collins, State of Texas, License No. 100284. Includes project name and date.

Project information for Midland County Precinct 2, East County Road 120 - Turn Lane, Midland County, Texas. Includes TxDOT Barricade and Construction Details and sheet number 8.



NO.	REVISION	BY	DATE	CHECKED

TxDOT	DESIGNED	
RAR	DRAWN	
BWA	CHECKED	

**MIDLAND COUNTY
MIDLAND, TEXAS**

SCALE
HORIZ N/A
VERT N/A

DATE
JUNE 2025

DUNAWAY

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

100284
PROFESSIONAL ENGINEER

PROJECT ENGINEER
Brian W. Collins
JUNE 27, 2025
DATE

MIDLAND COUNTY PRECINCT 2
EAST COUNTY ROAD 120 - TURN LANE
MIDLAND COUNTY, TEXAS

TxDOT BARRICADE AND CONSTRUCTION DETAILS
3 OF 3

DA PROJECT
005664.002

SHEET
10



REQUIREMENTS FOR RED BACKGROUND REGULATORY SIGNS (STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)

TYPICAL EXAMPLES

REQUIREMENTS FOR FOUR SPECIFIC SIGNS ONLY

USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	RED	TYPE B OR C SHEETING
BACKGROUND	WHITE	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE B OR C SHEETING
LEGEND	RED	TYPE B OR C SHEETING

REQUIREMENTS FOR WHITE BACKGROUND REGULATORY SIGNS (EXCLUDING STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)

TYPICAL EXAMPLES

REQUIREMENTS FOR SCHOOL SIGNS

USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND, BORDERS AND SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

GENERAL NOTES

- Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign fabrication sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
- Sign legends shall use the Federal Highway Administration (FHWA) Standard Highway Alphabet (B, C, D, E, G, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z).
- Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.
- Black legend and borders shall be applied by screening process or out-cut acrylic non-reflective black film to background sheeting, or combination thereof.
- White legend and borders shall be applied by screening process with transparent colored ink, transparent colored overlay film to white background sheeting or out-cut white sheeting to colored background sheeting, or combination thereof.
- Colored legend shall be applied by screening process with transparent colored ink, transparent colored overlay film or colored sheeting to background sheeting, or combination thereof.
- Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.
- Mounting details for roadside mounted signs are shown in the "SMD series" Standard Plan Sheets.

REQUIREMENTS FOR WARNING SIGNS

TYPICAL EXAMPLES

REQUIREMENTS FOR SCHOOL SIGNS

USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	FLUORESCENT YELLOW GREEN	TYPE B ₁ OR C ₁ SHEETING
BACKGROUND	WHITE	TYPE B ₁ OR C ₁ SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

REQUIREMENTS FOR SCHOOL SIGNS

TYPICAL EXAMPLES

REQUIREMENTS FOR SCHOOL SIGNS

USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	FLUORESCENT YELLOW GREEN	TYPE B ₁ OR C ₁ SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND, BORDERS AND SYMBOLS	RED	TYPE B OR C SHEETING

TYPICAL SIGN REQUIREMENTS

TSR (4) - 13

SIZE	HEIGHT	AREA	TYPE	MARKING
10" DIA	36" MIN	32 SF	1	REFLECTIVE
12" DIA	48" MIN	44 SF	2	REFLECTIVE
18" DIA	72" MIN	108 SF	3	REFLECTIVE
24" DIA	96" MIN	144 SF	4	REFLECTIVE

TRIANGULAR SLIPBASE INSTALLATION GENERAL REQUIREMENTS

NOTE
There are various devices approved for the Triangular Slipbase System. Please reference the Material Producer List for approved slip base systems. The devices shall be installed per manufacturers' recommendations. Installation procedures shall be provided to the Engineer by Contractor.

CONCRETE ANCHOR

Concrete anchor consists of 5/8" diameter stud bolt with one (1) 3/4" x 1/2" nut, lock washer, and 2 flat washers per ASTM A307 galvanized per Item 445, "Galvanizing."

ASSEMBLY PROCEDURE

- Prepare 12-inch diameter by 42-inch deep hole. If solid rock is encountered, the depth of the hole may be reduced such that it is embedding a minimum of 18 inches into the solid rock.
- Engineer may permit batches of concrete less than 2 cubic yards to be mixed with a portable, motor-or-man powered concrete mixer. For small placements, less than 0.5 cubic yards, hand mixing in a suitable container may be permitted by Engineer. Concrete shall be Class B.
- Push the pipe and end of the slip base stub into the center of the concrete. Rotate the stub and bolt until the stub is down into the concrete to ensure good contact between concrete and stub. Continue to work the stub into the concrete until it is between 2 to 4 inches above the ground.
- Place the stub. Allow a minimum of 48 hours to set, unless otherwise directed by the Engineer.
- The triangular slipbase system is multifunctional and is designed to receive any truck from any direction.

FRICION CAP DETAIL

Friction caps may be manufactured from hot rolled or cold rolled steel sheets. The minimum sheet metal thickness shall be 24 gauge for all cap sizes. The rim edges shall be reasonably straight and smooth. Caps shall be sized and formed in such a manner as to produce a drive-on friction fit and have no tendency to rock when seated on the pipe. The depth shall be sufficient to give positive protection against entrance of rainwater. They shall be free of sharp creases or indentations and show no evidence of metal fracture. Caps shall have an electrocoat finish of zinc in accordance with the requirements of ASTM B633 Class FE/2B.

SIGN SUPPORT DESCRIPTIVE CODES

SM RD SGN ASSM TY XXXX(X)XX(X-XXXX)

REQUIRED CLEARANCE FOR BREAKAWAY SUPPORT

LESS THAN 6 FT. WIDE
GREATER THAN 6 FT. WIDE

SIGN LOCATION

PAVED SHOULDERS
T-INTERSECTION
BEHIND BARRIER
BEHIND GUARDRAIL
BEHIND CONCRETE BARRIER

TYPICAL SIGN ATTACHMENT DETAIL

Single Signs, Back-to-Back Signs

SIGNS WITH PLAQUES

CURB & GUTTER OR RAISED ISLAND

NO.	REVISION	BY	DATE	CHECKED

MIDLAND COUNTY PRECINCT 2
EAST COUNTY ROAD 120 - TURN LANE
MIDLAND COUNTY, TEXAS

DA PROJECT B005664.002
SHEET 11

TxDOT SIGNAGE DETAILS

FILE PATH: P:\05060166\05060166\CADD\TxDOT\BIFM\110517.dwg
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 PLOTTED DATE: 2025/06/26

DUNAWAY
100284
PROFESSIONAL ENGINEER

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

BRUCE W. DUNAWAY
PROJECT ENGINEER
JUNE 27, 2025
DATE



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.

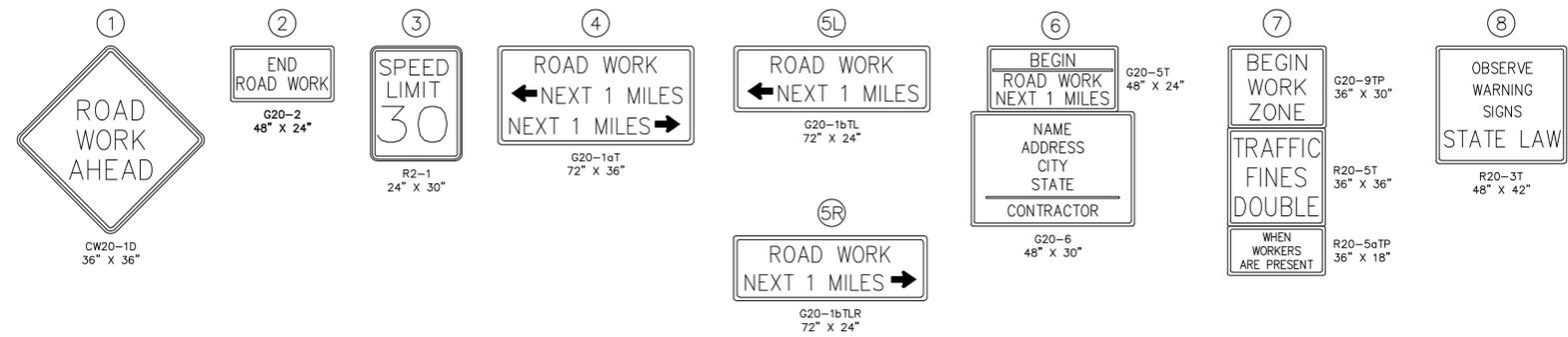
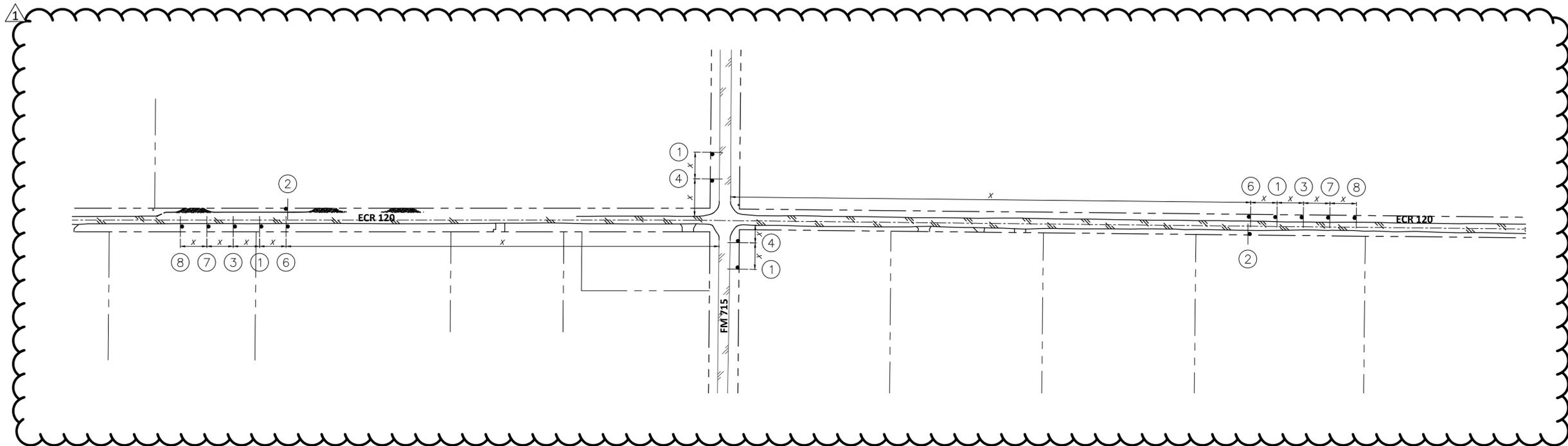
CRITICAL:
LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE AND ARE BASED ON PUBLIC RECORDS. THE CONTRACTOR IS COMPLETELY RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES, BOTH HORIZONTALLY AND VERTICALLY, BEFORE THE COMMENCEMENT OF ANY CONSTRUCTION.

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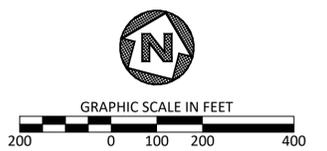
STATE PLANE COORDINATE NOTE:
COORDINATES PROVIDED ARE RELATIVE TO THE TEXAS STATE PLANE COORDINATE SYSTEM (NAD83), CENTRAL ZONE 4203; ALL COORDINATES, BEARINGS, AND DISTANCES ARE NAD83 GRID VALUES.

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

TRAFFIC CONTROL PLAN



- GENERAL TRAFFIC CONTROL NOTES:**
- THE ADVANCE WARNING SIGNS SHALL BE LOCATED IN ADVANCE OF THE PHASING TRAFFIC CONTROL SEQUENCING FOR THE ABOVE LOCATIONS.
 - THE ADVANCE WARNING SIGNS SHALL REMAIN IN PLACE FOR THE DURATION OF THE CONTRACT OR AS DIRECTED BY THE ENGINEER.
 - THE CONTRACTOR SHALL MAINTAIN A MINIMUM 10' CLEAR ZONE (MEASURED FROM THE EDGE OF THE ADJACENT TRAFFIC LANE) DURING NON-WORK HOURS.
 - "X" REFER TO BC(2)-21 FOR SPACING.
 - WORK ALONG ROADWAY SHALL BE DURING DAYLIGHT HOURS ACCORDING TO TXDOT STANDARDS TCP(2-8)-23, LONG TERM ONE-LANE TWO-WAY CONTROL.
 - FOR STA 97+00.00 TO STA 114+35.00 REFER TO TXDOT CONSTRUCTION DETAILS.



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 PLOTTED DATE: 08/01/2025

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				DESIGNED
				RAR
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

**MIDLAND COUNTY
MIDLAND, TEXAS**

SCALE
HORIZ
1" = 200'
VERT
N/A
DATE
AUGUST
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
AUGUST 1, 2025
DATE

MIDLAND COUNTY PRECINCT 2
EAST COUNTY ROAD 120 - TURN LANE
MIDLAND COUNTY, TEXAS
**TRAFFIC CONTROL PLAN
ADVANCED WARNING SIGNS**

DA PROJECT
B005664.002
SHEET
12



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.

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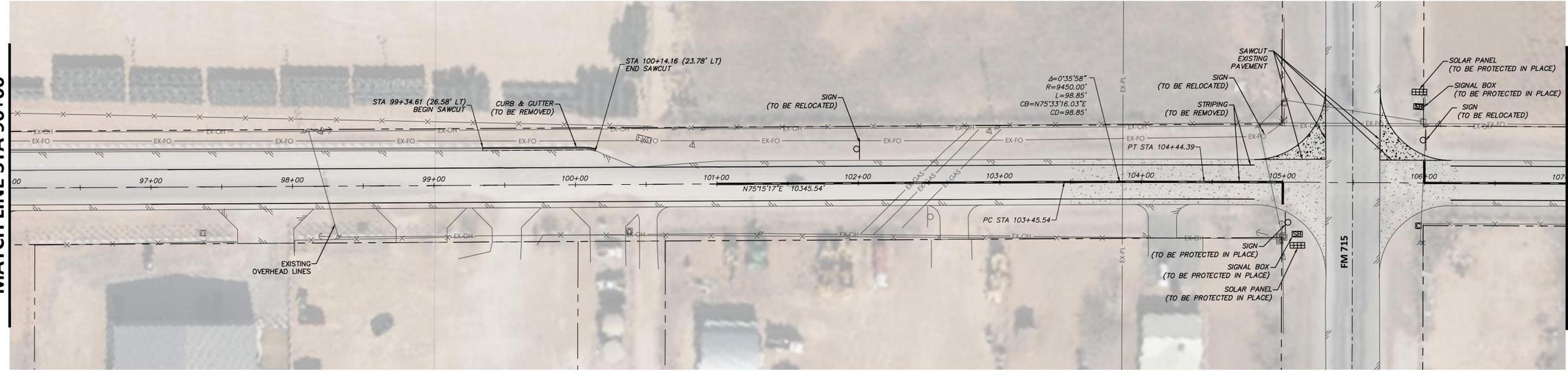
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BENCHMARK:
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EAST COUNTY ROAD 120

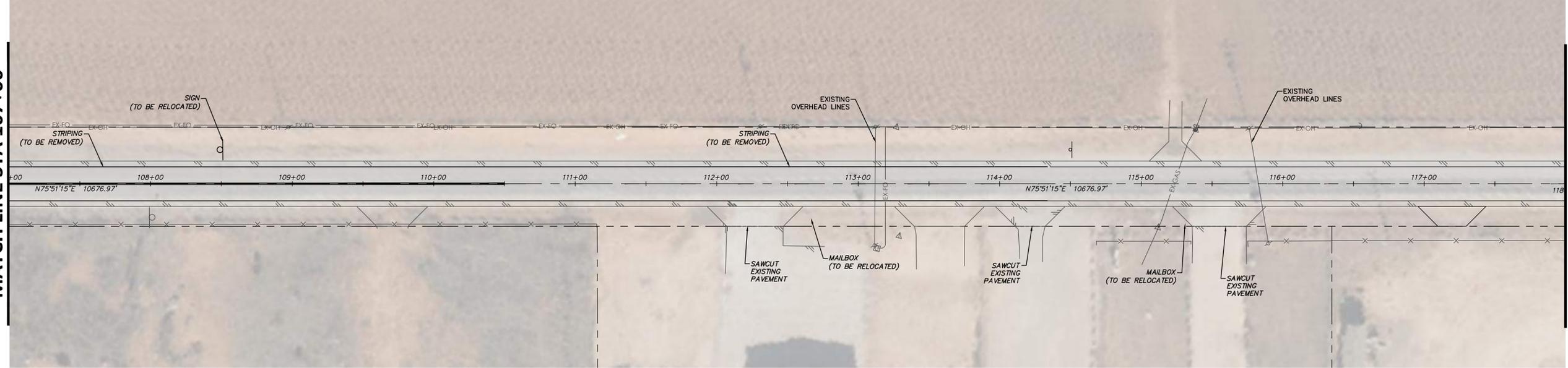
MATCH LINE STA 96+00

MATCH LINE STA 107+00



MATCH LINE STA 107+00

MATCH LINE STA 118+00



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				DESIGNED
				RAR
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

**MIDLAND COUNTY
MIDLAND, TEXAS**

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

MIDLAND COUNTY PRECINCT 2
EAST COUNTY ROAD 120 - TURN LANE
MIDLAND COUNTY, TEXAS
OVERALL ROADWAY STATIONING
ECR 120 & FM 715

DA PROJECT
B005664.002
SHEET
13



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.

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BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

MATCH LINE STA 96+00

MATCH LINE STA 107+00

EAST COUNTY ROAD 120



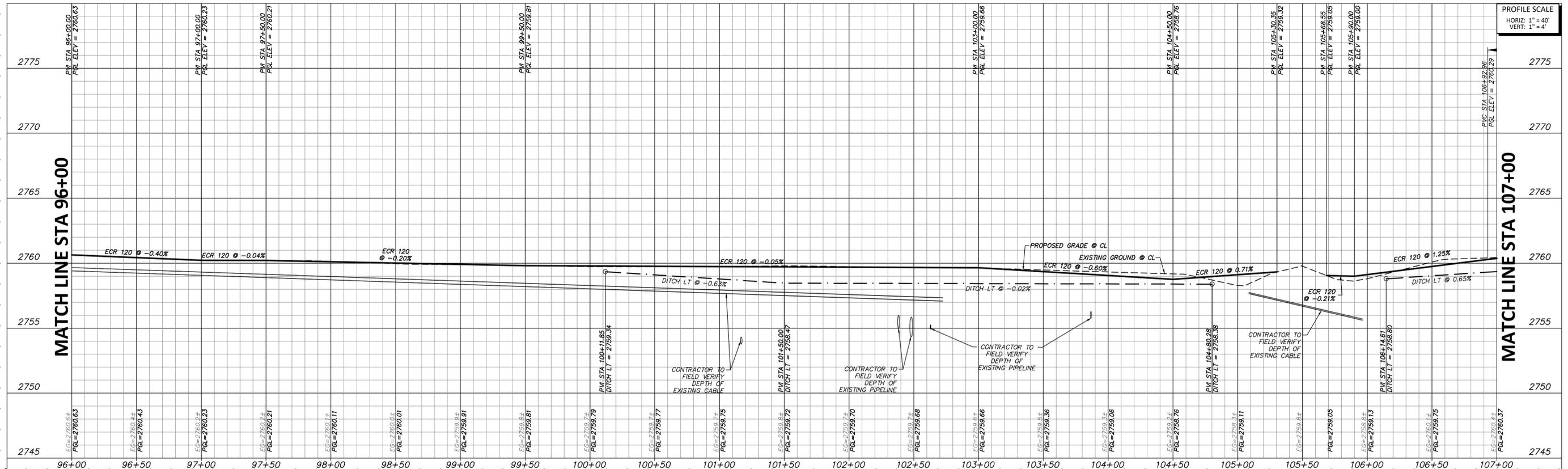
!!!CAUTION!!!
EXISTING OH & UG UTILITIES
IN THIS AREA. CONTRACTOR
SHALL USE EXTREME CAUTION.

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

!!!CAUTION!!!
EXISTING UNDERGROUND 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.



MATCH LINE STA 96+00

MATCH LINE STA 107+00

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

FILE PATH: P:\050601566\050601566.dwg
PLOTTER: HP DesignJet 5000 Series
PLOT DATE: 08/01/2025

1	RESPONSE TO BID QUESTIONS	AJA	08/01/2025	RAR
				DESIGNED
				RAR
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

**MIDLAND COUNTY
MIDLAND, TEXAS**

SCALE
HORIZ 1" = 40'
VERT 1" = 4'
DATE
AUGUST 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
PROFESSIONAL ENGINEER
PROJECT ENGINEER
AUGUST 1, 2025
DATE

MIDLAND COUNTY PRECINCT 2
EAST COUNTY ROAD 120 - TURN LANE
MIDLAND COUNTY, TEXAS
PLAN AND PROFILE
STA 96+00 TO STA 107+00

JA WREC
B005664.002
SHEET
14



Know what's below. Call before you dig.

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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 B.A.M.)

STATE PLANE COORDINATE NOTE:

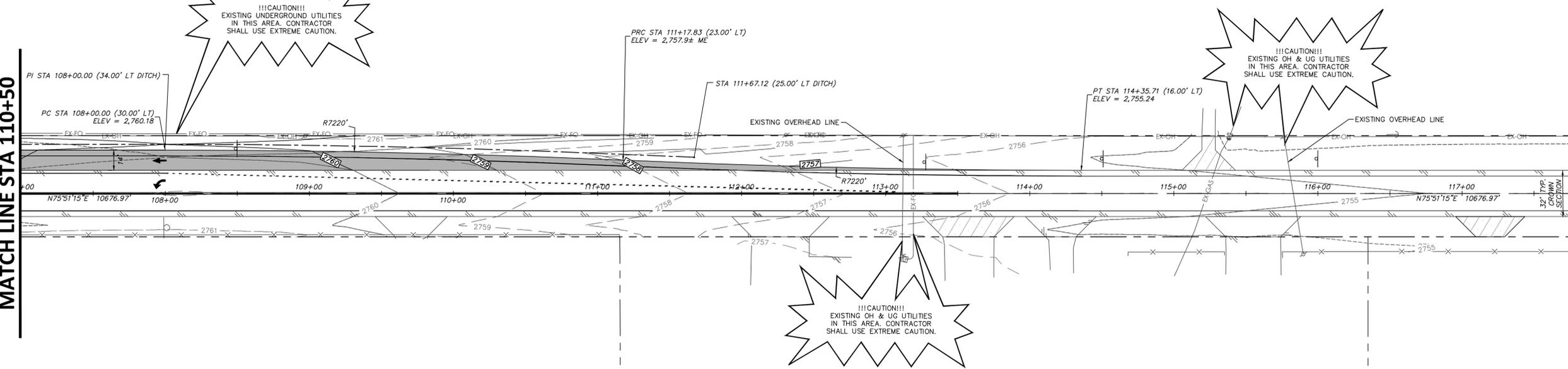
COORDINATES PROVIDED ARE RELATIVE TO THE TEXAS STATE PLANE COORDINATE SYSTEM (NAD83), CENTRAL ZONE 4203; ALL COORDINATES, BEARINGS, AND DISTANCES ARE NAD83 GRID VALUES.

BENCHMARK:

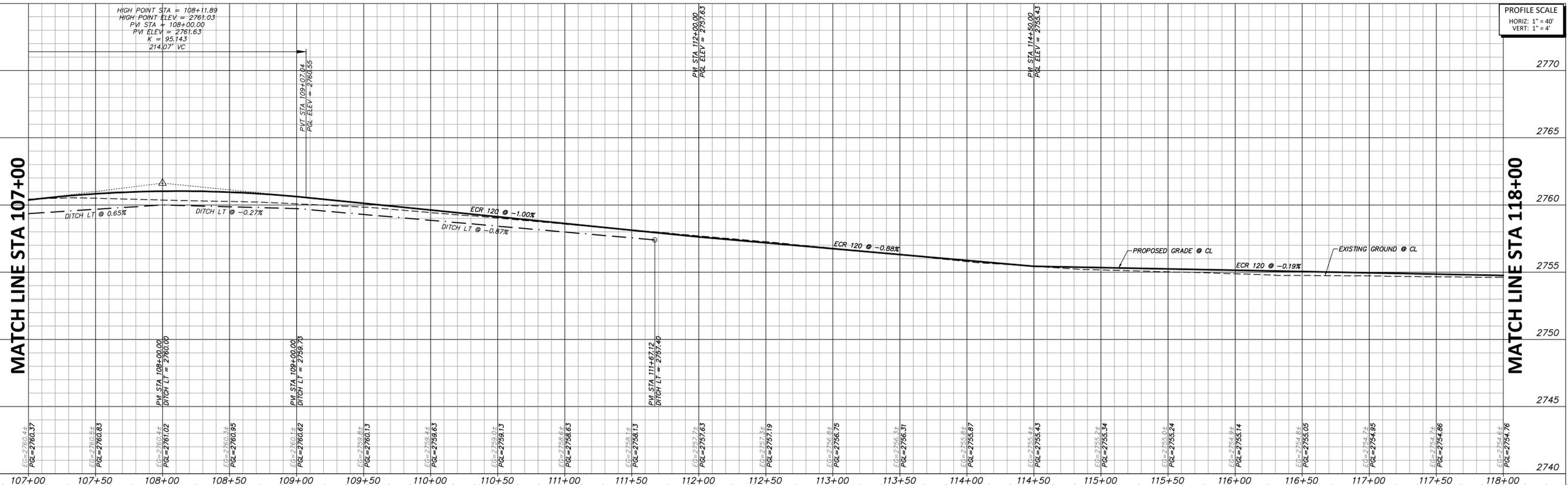
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

MATCH LINE STA 110+50

MATCH LINE STA 118+00



EAST COUNTY ROAD 120



FILE PATH: P:\050601566\050601566.dwg; PLOTTER: HP DesignJet 5000; PLOTTED AT: 08/01/2025 10:58:54 AM

1	RESPONSE TO BID QUESTIONS	AJA	08/01/2025	RAR
				DESIGNED
				RAR
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

**MIDLAND COUNTY
MIDLAND, TEXAS**

SCALE:
HORIZ
1" = 40'
VERT
1" = 4'
DATE
AUGUST
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
AUGUST 1, 2025
DATE

MIDLAND COUNTY PRECINCT 2
EAST COUNTY ROAD 120 - TURN LANE
MIDLAND COUNTY, TEXAS
**PLAN AND PROFILE
STA 107+00 TO STA 118+00**

JA 08/01/2025
B005664.002
SHEET
15



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.

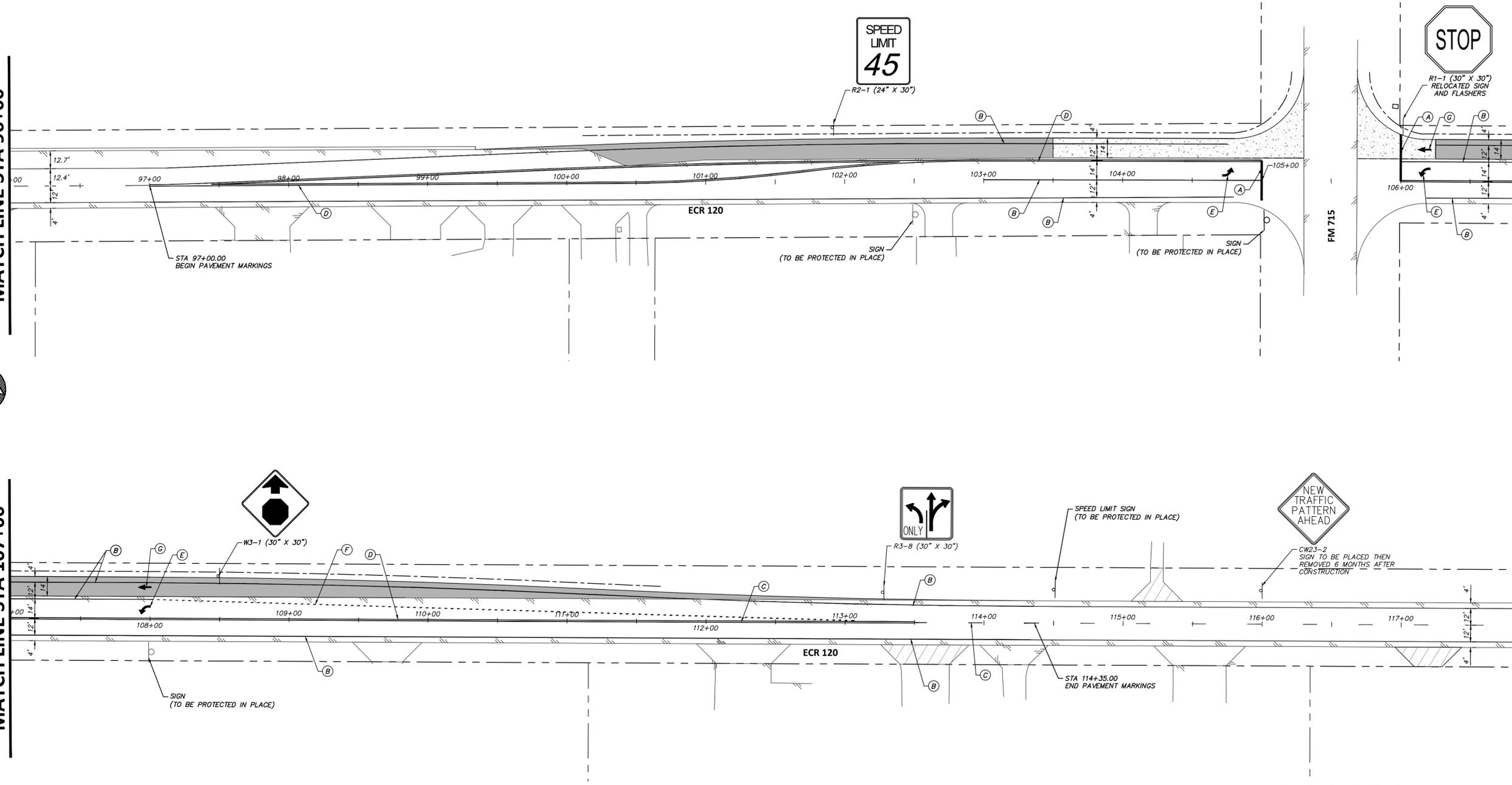
BENCHMARK:
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

MATCH LINE STA 96+00

MATCH LINE STA 107+00

MATCH LINE STA 107+00

MATCH LINE STA 118+00



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 LEFT TURN ARROW
(F)	REFL PAV MRK (W) 8" (DOTTED)(2' LENGTH W/ 2' GAPS)
(G)	REFL PAV MRK THRU ARROW
—	INSTALL ROADSIDE SIGN

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



1	RESPONSE TO BID QUESTIONS	AJA	08/01/2025	RAR
				DESIGNED
				RAR
				DRAWN
				BWA
				CHECKED
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STATE OF TEXAS
BRIAN W. ADKINS
100284
LICENSED PROFESSIONAL ENGINEER

Brian W. Adkins
PROJECT ENGINEER
AUGUST 1, 2025
DATE

MIDLAND COUNTY PRECINCT 2
EAST COUNTY ROAD 120 - TURN LANE
MIDLAND COUNTY, TEXAS

**SIGNAGE AND PAVEMENT MARKINGS
ECR 120 & FM 715**

DA PROJECT
B005664.002

SHEET
16

FILE NAME: SIGNAGE & PAVEMENT MARKINGS.dwg
PLOTTER: HP DesignJet 5000 Plotter
PLOT DATE: 08/01/2025