

**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:**

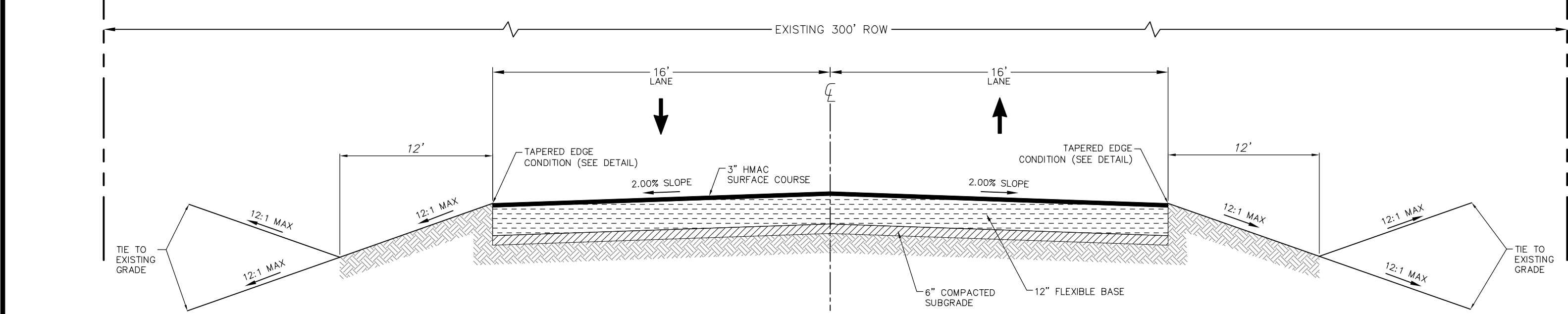
COORDINATES PROVIDED ARE RELATIVE TO THE TEXAS STATE PLANE COORDINATE SYSTEM (NAD83), CENTRAL ZONE 4203, WITH ALL COORDINATES BEING NAD83 GRID VALUES. ALL DISTANCES ARE SURFACE VALUES.

**OFF-SITE BENCHMARK INFORMATION:**

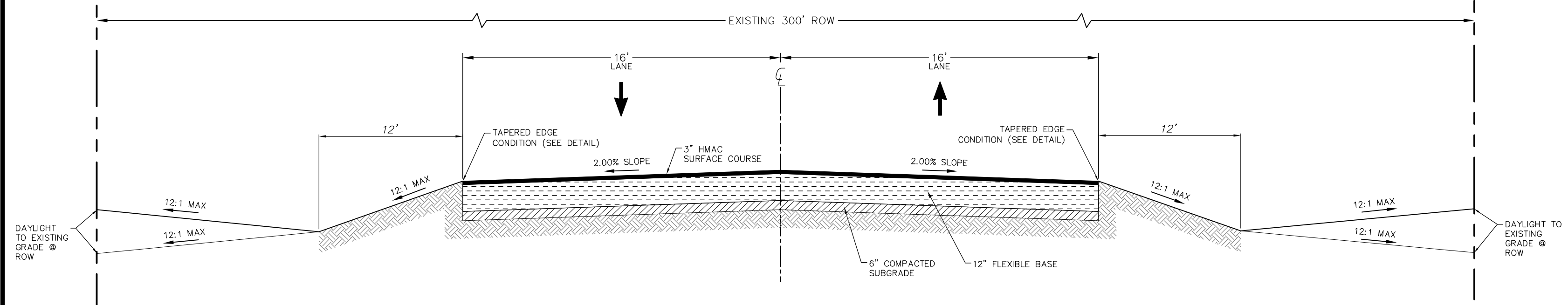
FOUND TxDOT MONUMENT "CD41" SET IN CONCRETE HEADWALL AT THE WEST END OF CANAL STREET ON THE EAST SIDE OF LOOP 250. NAD83 GRID COORDINATES: N: 10,679,932.73 E: 1,735,723.30 PUBLISHED ELEVATION: 2837.09' NAVD88 DATUM

**BENCHMARK:**

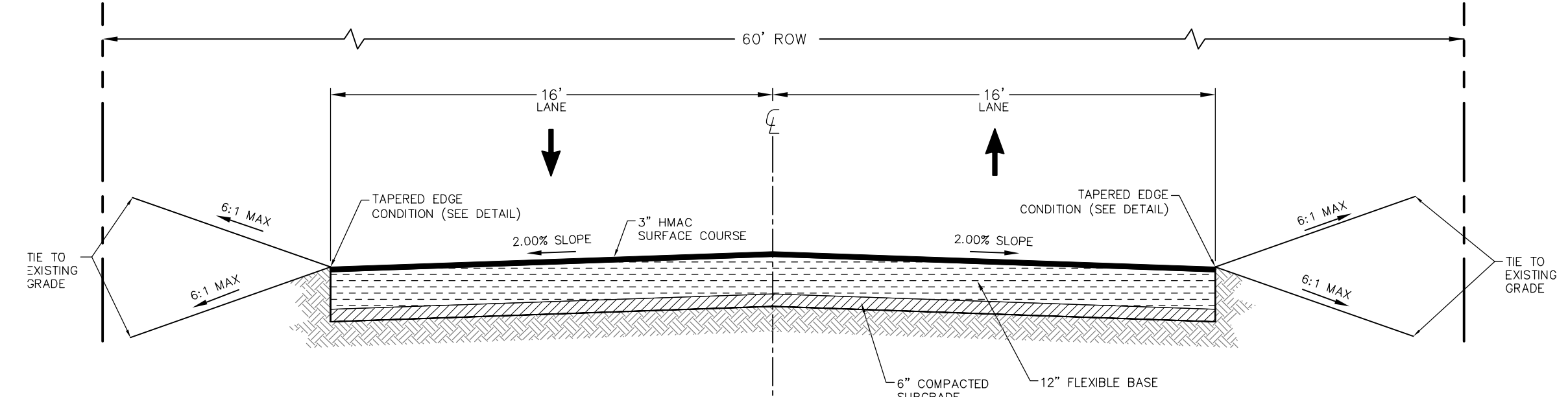
CUT "X" WITH BOX IN TOP OF CURB AT SOUTHWEST SIDE OF MEDIAN LOCATED SOUTH OF THE LOOP 250 & I-20 INTERSECTION. NAD83 GRID COORDINATES: N: 10,676,534.05 E: 1,735,456.92 NAVD88 ELEVATION = 2836.96'



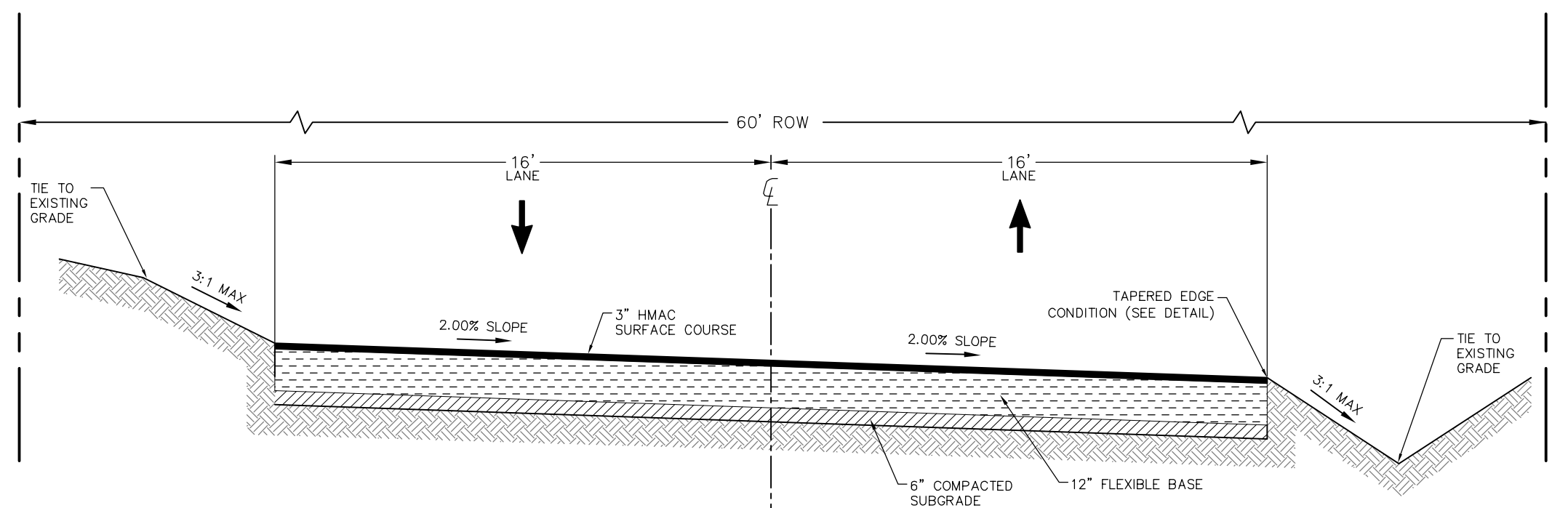
**CROWN PAVEMENT  
300' R.O.W. TYPICAL SECTION**  
NOT TO SCALE



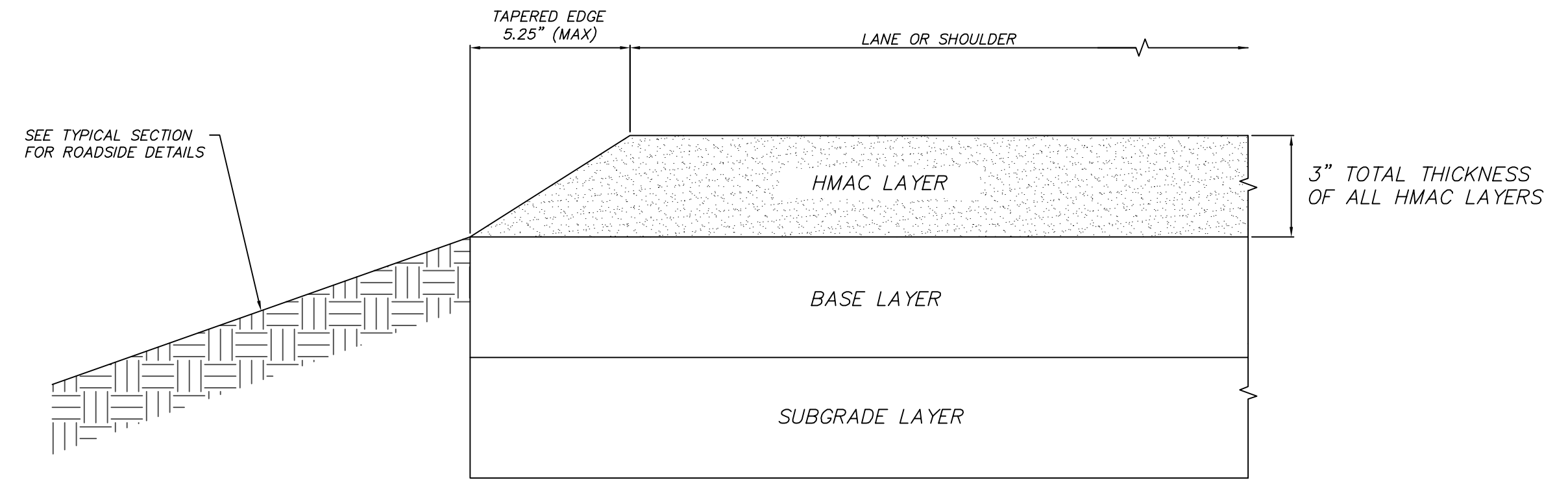
**CROWN PAVEMENT GRADE TO ROW  
300' R.O.W. TYPICAL SECTION**  
NOT TO SCALE



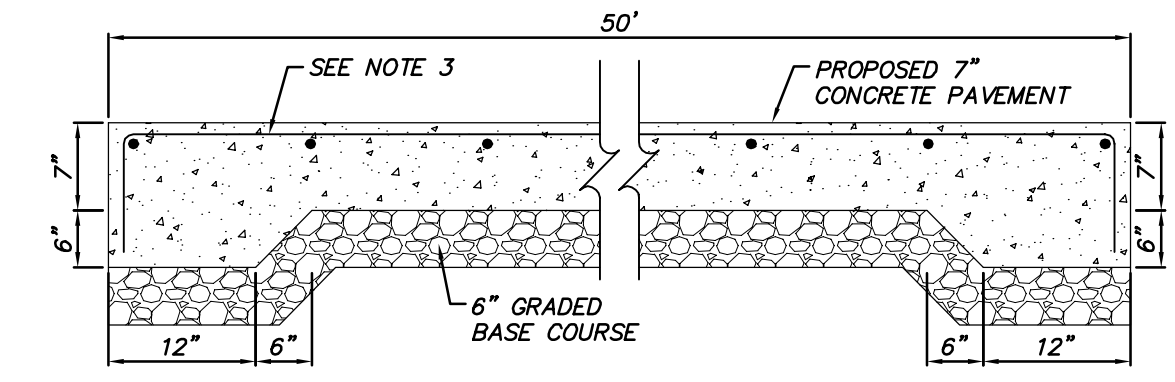
**CROWN PAVEMENT  
60' R.O.W. TYPICAL SECTION**  
NOT TO SCALE



**PITCHED PAVEMENT  
60' R.O.W. TYPICAL SECTION**  
NOT TO SCALE



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



**CONCRETE LOW-WATER CROSSING DETAIL**  
NOT TO SCALE

- 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 3000 P.S.I.
  2. MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO TxDOT STANDARD SPECIFICATIONS.
  3. REINFORCEMENT SHALL BE #4 BARS AT 18" ON CENTER EACH WAY.

- NOTES:
1. NATIVE SOILS AND IMPORTED FILL MAY BE USED TO LEVEL THE PROJECT. GENERAL FILL SHALL CONSIST OF SC-SM, SC, CL, GC, OR CW-CC SOIL CLASSIFICATION TYPES. IN ADDITION, SELECT FILL SHALL POSSESS A PLASTICITY INDEX, PI, FROM 3 TO 15 AND SHALL NOT POSSESS PARTICLE SIZES GREATER THAN 3-INCHES. ALTERNATIVELY, CRUSHED STONE MATERIALS USED AS FILL SHALL MEET TxDOT ITEM 247 GRADE 3 SPECIFICATIONS (OR BETTER). ALL GENERAL FILL SHALL BE PLACED IN 9-INCH MAXIMUM LIFTS AND SHALL BE COMPACTED TO AT LEAST 95% OF ASTM D1557 WITH NEAR OPTIMUM MOISTURE CONTENT. TESTING FREQUENCY OF ONE TEST PER 500 LINEAR FEET OF ROADWAY PER LIFT. FOR SMALLER AREAS ONE TEST PER 7,500 SQUARE FEET OF AREA PER LIFT.
  2. 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 1/4-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% COMPACTION PER ASTM D1557 WITH NEAR OPTIMUM MOISTURE CONTENT. WHEN USING THE NUCLEAR DENSITY METHOD TESTING FREQUENCY WILL BE ONE TEST PER 500 LINEAR FEET OF ROADWAY.
  3. PROPOSED FLEXIBLE BASE MATERIAL SHALL BE CRUSHED ROCK CONFORMING TO TxDOT STANDARD SPECIFICATION ITEM NO. 247, GRADE 3 OR BETTER. THE FLEXIBLE BASE MATERIAL SHALL BE INSTALLED IN TWO (2) SIX INCH (6") COMPACTED LIFTS. ADDITIONALLY THE FLEXIBLE BASE MATERIAL SHALL POSSESS A WET BALL MILL % MAX OF 45 AND A WET BALL MILL % MAX INCREASE PASSING THE #40 SIEVE OF 25. EACH LIFT SHALL BE COMPACTED TO A MINIMUM OF 95 PERCENT OF THE MATERIAL'S OPTIMUM DENSITY AS PER ASTM D1557 WITH MOISTURE CONTENT ±2% OF OPTIMUM.
  4. PRIME COAT SHALL BE PER TxDOT ITEM 310 SPECIFICATIONS.
  5. PROPOSED ASPHALT IS A TYPE D HMAC THAT SHALL MEET TxDOT ITEM 340 SPECIFICATIONS.
  6. THESE NOTES AS SHOWN ABOVE ARE PER THE GEOTECHNICAL ASSESSMENT PREPARED BY RRC, WHICH SHALL BE REFERENCED FOR ADDITIONAL INFORMATION AND SPECIFICATIONS. ANY SUBSEQUENT REVISIONS TO THIS ASSESSMENT SHALL GOVERN.
  7. 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.
  8. 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.

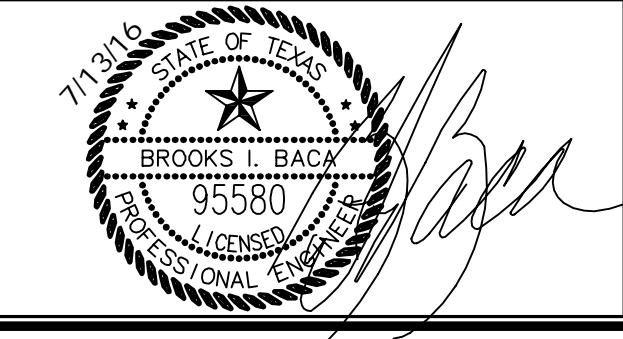
FILENAME: TYPICAL SECTIONS.dwg  
PLOTTED BY: BMS  
PLOTTED DATE: 08/17/2016

NO.	REVISION	BY	DATE

BMS DESIGNED	MIDLAND COUNTY MIDLAND, TEXAS	SCALE HORIZ 1" = N/A	DATE JULY 2016
BMS DRAWN		VERT 1" = N/A	COUNTY NUMBER N/A
BIB CHECKED		DOE NUMBER N/A	SEWER NUMBER N/A

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(TX REG. F-1114)



MIDLAND COUNTY COUNTY ROAD 1230 EXTENSION & COUNTY ROAD 140 IMPROVEMENTS	DA PROJECT B001484.001
TYPICAL SECTIONS	SHEET 2