

**MIDLAND COUNTY, TEXAS
2023 MIDLAND PAVEMENT MAINTENANCE PROJECT**

OWNER:
MIDLAND COUNTY,
MIDLAND, TX

ENGINEER:
WTC, INC.
405 SW 1st STREET
ANDREWS, TX. 79714
MAIN: (432) 523-2181

UTILITY RELOCATION NOTICE:

CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY TO COORDINATE THE RELOCATION OF ANY UTILITY THAT IS FOUND TO BE IN CONFLICT WITH THESE CONSTRUCTION DOCUMENTS.



PROJECT LOCATION MAP
NOT TO SCALE

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- C-26.0 SEALCOAT TCP II

PREPARED BY

ENGINEERS | SURVEYORS
WEST TEXAS CONSULTANTS, INC.
 ENGINEERS PLANNERS SURVEYORS
 405 S.W. 1st Street
 Andrews, TX 79714
 (432) 523-2181
 TEXAS REGISTERED ENGINEERING FIRM F-2746
 TEXAS REGISTERED SURVEYOR FIRM #100792-00

MAY 2023



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY JAMES C. TOMPKINS, P. E. 93839 ON JUNE, 05 2023

GENERAL NOTES:

- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH ALL FEDERAL, STATE AND LOCAL REQUIREMENTS BEFORE AND DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO AND THROUGHOUT CONSTRUCTION.
- THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION SCHEDULE WITH THE OWNER. ALL AFFECTED UTILITY COMPANIES AND ALL OTHER ENTITIES HAVING JURISDICTION OVER THE PROJECT.
- DIMENSIONS AND COORDINATES SHOWN ON THE PLANS INDICATE THE INTENT OF THE ENGINEER. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND GRADES PRIOR TO COMMENCING WITH THE WORK. ANY DISCREPANCIES NOTED SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER. ADDITIONALLY, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND COORDINATES DURING CONSTRUCTION LAYOUT PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. OTHERWISE, THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR THEIR CORRECTNESS.
- WARNING! BEFORE EXCAVATING, CONTRACTOR IS RESPONSIBLE TO NOTIFY ONE-CALL UTILITY LOCATOR SERVICE PRIOR TO CONSTRUCTION AND HAVE ALL EXISTING UTILITIES AND PIPELINES WITHIN THE PROJECT LIMITS MARKED/FLAGGED PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL LOCATE AND PROTECT ALL UNDERGROUND UTILITY LINES. CONTRACTOR SHALL REPLACE ANY UTILITIES DAMAGED DURING CONSTRUCTION, AT NO ADDITIONAL COST TO THE OWNER. CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF THE EXISTING UTILITIES AND PIPELINES WHICH MAY INTERFERE WITH PROPOSED WORK PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL PUBLIC UTILITIES DURING THE CONSTRUCTION OF THE PROJECT. ALL MANHOLES, CLEANOUTS, VALVE BOXES, FIRE HYDRANTS, ETC. MUST BE ADJUSTED TO THE PROPER LINE AND GRADE BY THE CONTRACTOR PRIOR TO AND AFTER THE PLACEMENTS OF THE FINAL GRADE AND/OR PAVEMENT. ANY REMOVAL OR DAMAGE TO EXISTING IMPROVEMENTS SHALL BE REPLACED OR REPAIRED BY THE CONTRACTOR AT HIS EXPENSE AND SHALL BE APPROVED BY THE OWNER.
- ALL WORK ON THIS PROJECT SHALL BE PERFORMED IN STRICT CONFORMANCE WITH ALL CURRENT SAFETY CODES AND STANDARDS, INCLUDING BUT NOT LIMITED TO OSHA REQUIREMENTS.
- THE SIZE AND LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IDENTIFIED IN THESE CONSTRUCTION PLANS (INCLUDING SERVICE LATERALS) ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT THE SAME DURING CONSTRUCTION. IT SHALL BE THE DUTY OF THE CONTRACTOR TO ASCERTAIN WHETHER ANY ADDITIONAL FACILITIES OTHER THAN THOSE SHOWN ON THE PLANS MAY BE PRESENT. THE OWNER OR ENGINEER DOES NOT ASSUME RESPONSIBILITY FOR UTILITIES NOT SHOWN OR NOT IN THE LOCATION SHOWN.
- "CAUTION" BURIED GAS LINES; CONTRACTOR SHALL CONTACT GAS COMPANIES BEFORE DIGGING.
- CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING TO ORIGINAL OR BETTER CONDITION ANY DAMAGE DONE TO EXISTING FENCES, LAWNS, CONCRETE ISLANDS, CURBS, DRIVEWAYS, SIGNS, MAILBOXES, POLES, AND OTHER IMPROVEMENTS. NO SEPARATE PAY ITEM.
- CONTRACTOR SHALL PROTECT CONTROL POINTS AND GRADE STAKES. ANY DAMAGED CONTROL POINTS OR GRADE STAKES WILL BE REPLACED AT CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL PROVIDE CLEAR AND ACCURATE CONSTRUCTION RECORDS ("RED-LINED" MARKED PRINTS AND OTHER DOCUMENTS) TO THE ENGINEER PRIOR TO FINAL INSPECTION INDICATING ALL CONSTRUCTION THAT DEVIATED FROM THE PLANS OR WAS IN ADDITION TO THAT INDICATED ON THE PLANS. MARK UPS SHALL SHOW "AS-BUILT" INFORMATION INCLUDING LOCATION, DIMENSION, SIZE, TYPE, AND MATERIALS FURNISHED AND/OR INSTALLED FOR EACH DEVIATION. ONCE THE CONSTRUCTION IS COMPLETE, THE CONTRACTOR SHALL DELIVER FULL-SIZE RECORD DRAWINGS AND OTHER RECORDS TO THE ENGINEER AND MAINTAIN A COPY FOR THEIR OWN RECORDS WHICH FULLY DESCRIBE ANY DIFFERENCES FROM THE PLANS.
- CONTRACTOR IS NOTIFIED THAT 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 NOTIFY MIDLAND COUNTY, IN WRITING, OF ANY PROPOSED DUMP SITE(S) FOR OVERBURDEN AND ANY CONSTRUCTION DEBRIS FOR REVIEW AND APPROVAL.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH ALL STANDARD EMERGENCY CONDITION FOR DISCOVERY OF THREATENED OR ENDANGERED SPECIES.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH ALL STANDARD EMERGENCY CONDITION FOR DISCOVERY OF CULTURAL RESOURCES.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION SURVEYING INCLUDING LOCATING AND VERIFYING PROJECT BENCHMARKS.
- IN THE CASE OF A DISCREPANCY, THE FOLLOWING ORDER OF PRECEDENCE WILL APPLY: 1. THESE PLANS AND SPECIFICATIONS, 2. TEXAS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAY, STREETS AND BRIDGES."
- IF PRIVATE UTILITY SERVICES SUCH AS WATER, GAS, TELEPHONE, ELECTRIC, ETC. ARE DAMAGED OR NEED TO BE RELOCATED TO ACCOMMODATE THE CONSTRUCTION OF THIS PROJECT, THE CONTRACTOR SHALL PROVIDE TEMPORARY UTILITIES TO THE SATISFACTION OF THE OWNER AND THE PERSON/PERSONS IMPACTED.
- THE ENGINEER IS NOT RESPONSIBLE FOR CONSTRUCTION SAFETY.
- THE CONTRACTOR SHALL PROTECT ALL PROPERTY BOUNDARY MARKERS, AND IF DISTURBED, THE CONTRACTOR SHALL HAVE THE BOUNDARY MARKERS RESET AT THE EXPENSE OF THE CONTRACTOR.
- IN THE EVENT THAT OTHER CONTRACTORS, UTILITIES, MUNICIPALITIES, PRIVATE LANDOWNERS, OR OTHERS ARE DOING WORK THAT IMPACTS THIS PROJECT, THE CONTRACTOR SHALL COORDINATE THE PROPOSED CONSTRUCTION ACTIVITIES AND SCHEDULE WITH THAT OF THE OTHER WORK IN THE AREA.
- 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.
- THE CONTRACTOR SHALL SUBMIT A PLAN FOR ALL MATERIAL STAGING SITES, HAUL ROUTES, AND MATERIAL LOADING AREAS PRIOR TO MATERIAL DELIVERY AND PRIOR TO CONSTRUCTION, WHICH SHALL ALL BE SUBJECT TO THE APPROVAL OF THE OWNER.
- CONTRACTOR TO AVOID DAMAGING OR DISTURBING MAILBOXES IF POSSIBLE. WHERE AVOIDANCE IS NOT POSSIBLE, THE CONTRACTOR WILL REMOVE AND REINSTALL MAILBOXES. THE CONTRACTOR SHALL NOTIFY THE LANDOWNER THAT THEIR MAILBOX WILL BE TEMPORARILY REMOVED AND REINSTALLED IN THE SAME LOCATION. 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.

TRAFFIC CONTROL:

- TRAFFIC CONTROL IS REQUIRED ON THIS PROJECT AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. A TRAFFIC CONTROL PLAN SHALL BE SUBMITTED PRIOR TO THE START OF CONSTRUCTION AS REQUIRED BY THE COUNTY AND STATE.
- THE 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.
- THE CONTRACTOR SHALL COORDINATE ROAD AND DRIVEWAY CLOSURES WITH THE OWNERS 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.

GRADING NOTES:

- AREAS SHOWN IN THE PLANS TO BE GRADED SHOULD BE STRIPPED OF VEGETATION, ROOTS, STUMPS, DEBRIS, AND OTHER ORGANIC MATERIALS PRIOR TO FINISHED GRADING OPERATIONS.
- SLOPES ON SITE SHALL NOT EXCEED A 6:1 SLOPE, UNLESS NOTED OTHERWISE.
- 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 THE EXISTING PAVEMENT.

UTILITY NOTES:

- THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES UNLESS NOTED OTHERWISE.
- CONTRACTOR TO COORDINATE WITH UTILITY OWNERS FOR VERTICAL ADJUSTMENTS TO THEIR FACILITIES PRIOR TO CONSTRUCTION. CONTRACTOR TO FIELD VERIFY DEPTH OF ALL EXISTING PIPELINES PRIOR TO CONSTRUCTION.
- CONTRACTOR TO FIELD VERIFY HEIGHT OF ALL OVERHEAD UTILITIES PRIOR TO CONSTRUCTION TO ENSURE PROPER CLEARANCE FOR AVOIDANCE OF DAMAGING POWERLINES AND FOR CONSTRUCTION SAFETY PURPOSES.

SURVEY NOTES:

HORIZONTAL CONTROL:

- BASIS OF BEARING, COORDINATES AND DISTANCES ARE A LAMBERT CONICAL PROJECTION OF THE TEXAS COORDINATE SYSTEM, STATE PLANE GRID, NAD 83, TEXAS CENTRAL (4203), WITH A CONVERGENCE ANGLE OF -02° 54' 36.08" AND A SCALE FACTOR OF 1.115460278, BASED ON VRS NETWORK STATION "WTL5_1012" LOCATED AT COORDINATES: N: 10704733.169, E: 1754359.228.

LEGEND

	OBSERVED RIGHT OF WAY LINE
	EXISTING END OF PAVEMENT
	EXISTING FENCE
	EXISTING WATER LINE
	EXISTING BURIED PIPELINE
	EXISTING OVERHEAD ELECTRIC LINE
	EXISTING FIBER OPTIC/TELEPHONE LINE
	PROPERTY LINE
	EXISTING PAVEMENT ROAD
	AREA TO BE REPAIRED
	EDGE OF PAVEMENT TO BE REPAIRED
	MATCH LINE
	EXISTING WATER METER
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
	FOUND IRON ROAD (PROPERTY CORNER)
	FOUND IRON PIPE (PROPERTY CORNER)
	POTHOLE LOCATION

MIDLAND PAVEMENT PLAN QUANTITIES			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APPROX.)	404,415	SY
2	POTHOLE REPAIR (SEE TABLE D)	1,464	SY
3	PAVEMENT EDGE REPAIR	87,127	LF
4	SHOULDER IMPROVEMENTS	201,771	LF
5	EDGE SEALING	201,771	LF

EDGE REPAIR (ASSUME 2-FOOT WIDE)			
ITEM #	ITEM	QTY.	UNIT
1	SAWCUT	87,127	LF
2	DEMO AND REMOVE UNSUITABLE	9,250	CY
3	SUBGRADE PREPARATION	19,362	SY
4	FLEX BASE	4,791	CY
5	PRIME	8,672	GAL
6	HOT-MIX	5,622	TON

EDGE SEALING			
ITEM #	ITEM	QTY.	UNIT
1	PRIME (MC-30)	5,605	GAL
2	EDGE SEAL (CMS-2P)	6,726	GAL

SHOULDER WORK			
ITEM #	ITEM	QTY.	UNIT
1	DEMO AND REMOVE UNSUITABLE	19,926	CY
2	SUBGRADE PREPARATION	179,352	SY
3	FLEX BASE	29,892	CY
4	TIE TO EXISTING GRADE	89,676	SY

POTHOLE REPAIR			
ITEM #	ITEM	QTY.	UNIT
1	SAWCUT	10,304	LF
2	DEMO AND REMOVE UNSUITABLE MATERIAL	203	CY
3	SUBGRADE PREPARATION	1,464	SY
4	FLEX BASE	488	CY
5	TACK COAT	437	GAL
6	HOT-MIX	256	TON

SEALCOAT			
ITEM #	ITEM	QTY.	UNIT
1	ASPHALT (AC-20-5TR)	161,800	GAL
2	ROCK (GRADE 4)	4,045	CY

- STOCKPILE LOCATION FOR ADDITIONAL AGGREGATE TO BE USED BY OWNER IS 2435 E. HWY 80, MIDLAND TEXAS

WTC, INC.
405 S.W. 1st Street
Andrews, TX 79714
(432) 523-2181
TEXAS REGISTERED ENGINEERING FIRM F-2746
TEXAS REGISTERED SURVEYOR FIRM #100792-00

LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND MAY NOT INCLUDE ALL UNDERGROUND UTILITIES PRESENT. CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITY CROSSINGS BEFORE EXCAVATION OF ROADWAY.

CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AND RESIDENTS A MINIMUM OF 48 HOURS IN ADVANCE OF CONSTRUCTION ACTIVITIES ON OR IN THE VICINITY OF THEIR PROPERTY.

Before You Dig Anywhere In Texas
STOP! CALL 1-800-245-4545

TOLL-FREE OSHA RULE 1926.651
REQUIRES PREVIOUS
NOTIFICATION TEXAS ONE CALL
SYSTEM

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY JAMES C. TOMPKINS, P.E. 93839 ON JUNE, 05 2023

REVISION DESCRIPTION	REVISION	DATE
QUANTITIES UPDATE	▲	08/05/2023
QUANTITIES UPDATE	▲	07/14/2023

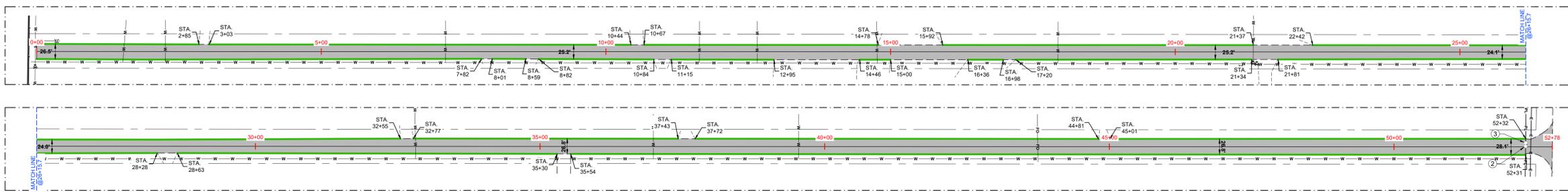
GENERAL NOTES

2023 MIDLAND PAVEMENT MAINTENANCE PROJECT

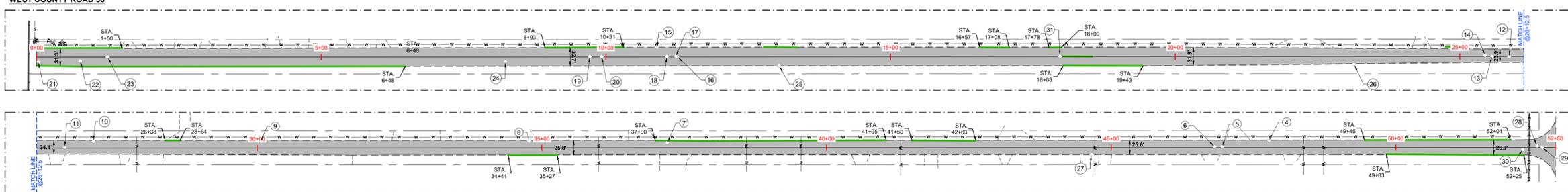
DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	OV	5/24/23	55875	N/A	C-1.0

PLAT: 19/PROJECT/ENGINEERING & SURVEYING/MIDLAND COUNTY PAVING 2023/2023/05/27/2023 TO 29 AND 08/05/2023

WEST COUNTY ROAD 56



WEST COUNTY ROAD 58



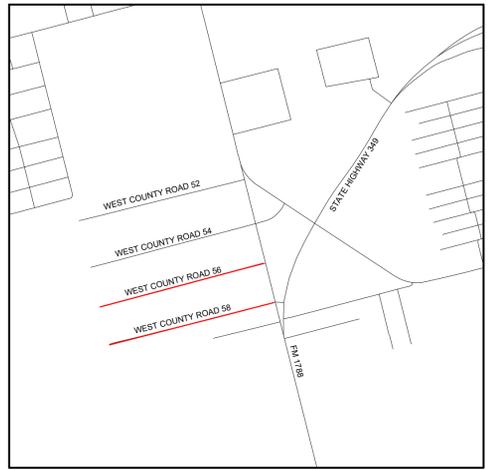
WEST COUNTY ROAD 56 QUANTITIES			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APPROX.)	15,160	SY
2	POTHOLE REPAIR (SEE TABLE D)	2	EACH
3	PAVEMENT EDGE REPAIR	9,650	LF
4	SHOULDER IMPROVEMENTS	10,060	LF

WEST COUNTY ROAD 58 QUANTITIES			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APPROX.)	16,830	SY
2	POTHOLE REPAIR (SEE TABLE D)	28	EACH
3	PAVEMENT EDGE REPAIR	2,420	LF
4	SHOULDER IMPROVEMENTS	9,510	LF

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
2	10698995.98	1698038.92	xPH 2X2
3	10699001.52	1698037.60	xPH 2X2
4	10697672.09	1697903.13	xPH 2X2
5	10697640.81	1697826.38	xPH 1X1
6	10697637.36	1697813.45	xPH 1X1
7	10697406.54	1696880.28	xPH 2X2
8	10697349.66	1696643.65	xPH 30X2
9	10697232.36	1696187.80	xPH 2X2
10	10697159.70	1695902.61	xPH 2X2
11	10697137.32	1695856.45	xPH 2X2

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
12	10697116.85	1695784.03	xPH 2X2
13	10697110.04	1695754.61	xPH 5X2
14	10697108.87	1695742.25	xPH 3X3
15	10696762.78	1694329.10	xPH 10X2
16	10696755.58	1694368.13	xPH 2X2
17	10696755.86	1694365.39	xPH 2X2
18	10696751.20	1694350.58	xPH 1X1
19	10696717.74	1694219.12	xPH 2X2
20	10696722.77	1694239.31	xPH 1X10
21	10696468.99	1693282.77	xPH 3X3

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
22	10696488.84	1693353.86	xPH 3X3
23	10696507.70	1693398.59	xPH 2X2
24	10696672.32	1694077.72	xPH 5X2
25	10696784.64	1694544.91	xPH 5X1
26	10697036.48	1695523.18	xPH 10X15
27	10697570.31	1697606.73	xPH 2X2
28	10697778.82	1698361.81	xPH 1X1
29	10697778.70	1698371.21	xPH 1X1
30	10697766.42	1698339.02	xPH 2X2
31	10696922.29	1695019.33	xPH 60X2



- NOTES:**
- CONTRACTOR TO AVOID DAMAGING EXISTING DRIVEWAYS MAILBOXES AND OTHER IMPROVEMENTS. LOCATIONS SHOWN ABOVE ARE APPROXIMATE AND CONTRACTOR SHOULD VERIFY LOCATIONS PRIOR TO BIDDING AND CONSTRUCTION.
 - CONTRACTOR SHALL REPAIR ANY DAMAGE DONE TO EXISTING DRIVEWAYS OR OTHER IMPROVEMENTS AT NO COST TO OWNER.
 - VIDEO OF EXISTING SITE CONDITION IS REQUIRED PRIOR TO CONSTRUCTION START.
 - SEE SHEET C-23.0 FOR DETAILS
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO MEASURE IN PLACE QUANTITIES OF MATERIAL USED FOR EACH BID ITEM FOR ENGINEER'S APPROVAL.

LEGEND

- Observed Right of Way Line
- Existing End of Pavement
- Existing Fence
- Existing Water Line
- Existing Buried Pipeline
- Existing Overhead Electric Line
- Existing Fiber Optic/Telephone Line
- Property Line
- Existing Water Meter
- Existing Water Valve
- Existing Fire Hydrant
- Existing Pavement Road
- Area to be Repaired
- Edge of Pavement to be Repaired
- Match Line
- Pothole Location

LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND MAY NOT INCLUDE ALL UNDERGROUND UTILITIES PRESENT. CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITY CROSSINGS BEFORE EXCAVATION OF ROADWAY.

CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AND RESIDENTS A MINIMUM OF 48 HOURS IN ADVANCE OF CONSTRUCTION ACTIVITIES ON OR IN THE VICINITY OF THEIR PROPERTY.

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TOLL-FREE OSHA RULE 1926.651 REQUIRES PREVIOUS NOTIFICATION TEXAS ONE CALL SYSTEM



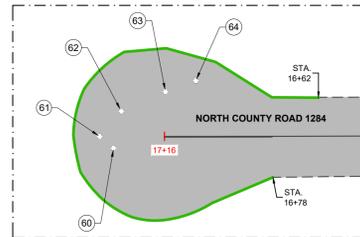
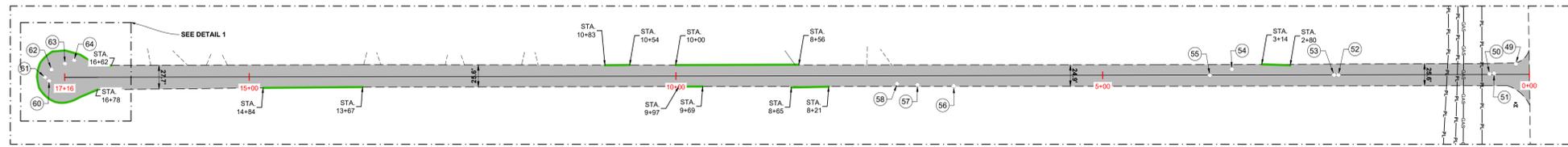
REVISION DESCRIPTION	REVISION	DATE
ADD NOTE 5	△	07/14/2023

WEST COUNTY ROAD 56 AND 58 FROM DEAD END TO 1788

2023 MIDLAND PAVEMENT MAINTENANCE PROJECT

DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	OV	5/24/23	55875	N/A	C-3.0

NORTH COUNTY ROAD 1284



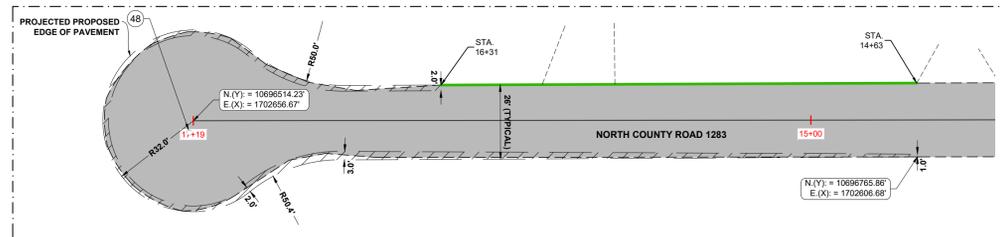
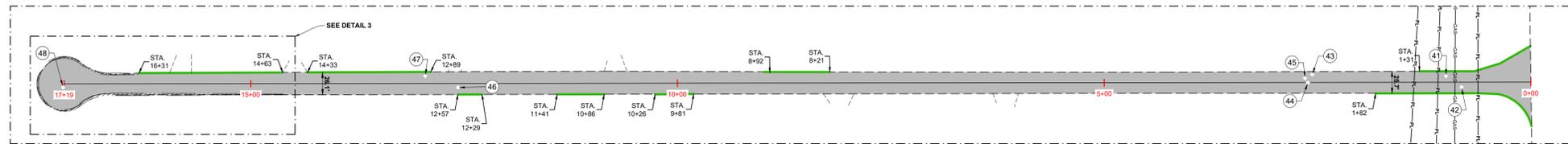
DETAIL 1
N.T.S.
CUL DE SAC TO BE REDEFINED
SEE DETAIL "PAVEMENT EDGE REPAIR"
SEE SHEET C-23.0
FINISHED CUL-DE-SAC SHALL HAVE A DIAMETER
OF 64 FEET.

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
49	10698009.51	1701654.02	xPH 2X2
50	10697982.35	1701672.86	xPH 1X1
51	10697987.51	1701670.93	xPH 1X1
52	10697810.99	1701717.22	xPH 1X1
53	10697805.98	1701718.46	xPH 1X1
54	10697688.21	1701740.95	xPH 1X1
55	10697664.96	1701754.22	xPH 1X1
56	10697376.99	1701839.27	xPH 2X2
57	10697335.40	1701848.21	xPH 1X1
58	10697311.92	1701852.96	xPH 1X1

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
60	10696347.43	1702091.18	xPH 5X2
61	10696341.62	1702088.35	xPH 10X10
62	10696346.92	1702077.84	xPH 1X1
63	10696360.45	1702067.32	xPH 2X2
64	10696369.96	1702060.93	xPH 2X2

WEST COUNTY ROAD 1284 QUANTITIES			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APPROX.)	5,170	SY
2	POTHOLE REPAIR (SEE TABLE D)	15	EACH
3	PAVEMENT EDGE REPAIR	600	LF
4	SHOULDER IMPROVEMENTS	3,340	LF

NORTH COUNTY ROAD 1283

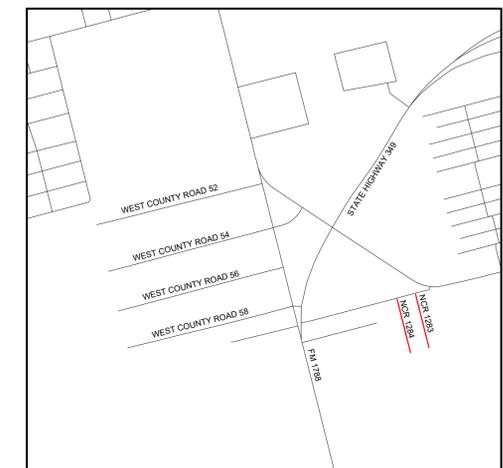


DETAIL 3
N.T.S.
CUL DE SAC TO BE REDEFINED
SEE DETAIL "PAVEMENT EDGE REPAIR"
SEE SHEET C-23.0
APPROX. 934 SQ. FT.
FINALIZED CUL-DE-SAC SHALL HAVE A DIAMETER
OF 64 FEET.
FINALIZED ROAD SHALL BE 26 FEET WIDE.

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
41	10698082.32	1702254.02	xPH 2X2
42	10698103.24	1702262.19	xPH 5X10
43	10697929.91	1702290.36	xPH 1X1
44	10697927.42	1702300.88	xPH 2X2
45	10697922.77	1702296.60	xPH 1X1
46	10696962.87	1702548.57	xPH 1X1
47	10696922.25	1702544.92	xPH 2X1
48	10696513.93	1702661.01	xPH 30X15

WEST COUNTY ROAD 1283 QUANTITIES			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APPROX.)	5,320	SY
2	POTHOLE REPAIR (SEE TABLE D)	8	EACH
3	PAVEMENT EDGE REPAIR	865	LF
4	SHOULDER IMPROVEMENTS	3,425	LF

- NOTES:**
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VICINITY MAP
N.T.S.

WTC, INC.
405 S.W. 1st Street
Andrews, TX 79714
(432) 523-2181
TEXAS REGISTERED ENGINEERING FIRM F-2746
TEXAS REGISTERED SURVEYOR FIRM #100792-00

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TOLL-FREE OSHA RULE 1926.651
REQUIRES PREVIOUS
NOTIFICATION TEXAS ONE CALL
SYSTEM

LEGEND

- OBSERVED RIGHT OF WAY LINE
- - - EXISTING END OF PAVEMENT
- - - EXISTING FENCE
- - - EXISTING WATER LINE
- - - EXISTING BURIED PIPELINE
- - - EXISTING OVERHEAD ELECTRIC LINE
- - - EXISTING FIBER OPTIC/TELEPHONE LINE
- - - PROPERTY LINE
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- ⊞ EXISTING WATER VALVE
- ⊞ EXISTING FIRE HYDRANT
- ▨ EXISTING PAVEMENT ROAD
- ▨ AREA TO BE REPAIRED
- ▨ EDGE OF PAVEMENT TO BE REPAIRED
- MATCH LINE
- POT HOLE LOCATION

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY JAMES C. TOMPKINS, P.E. 93839 ON JUNE, 05 2023

REVISION DESCRIPTION	REVISION	DATE
ADD NOTE 5	Δ	07/14/2023

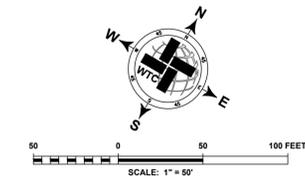
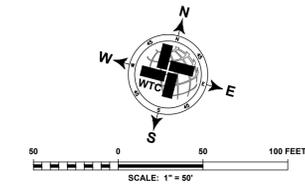
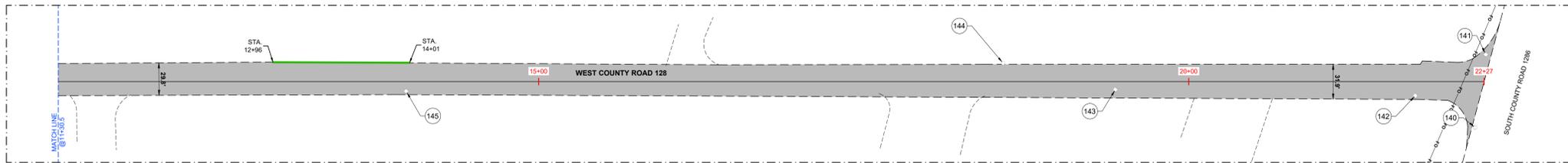
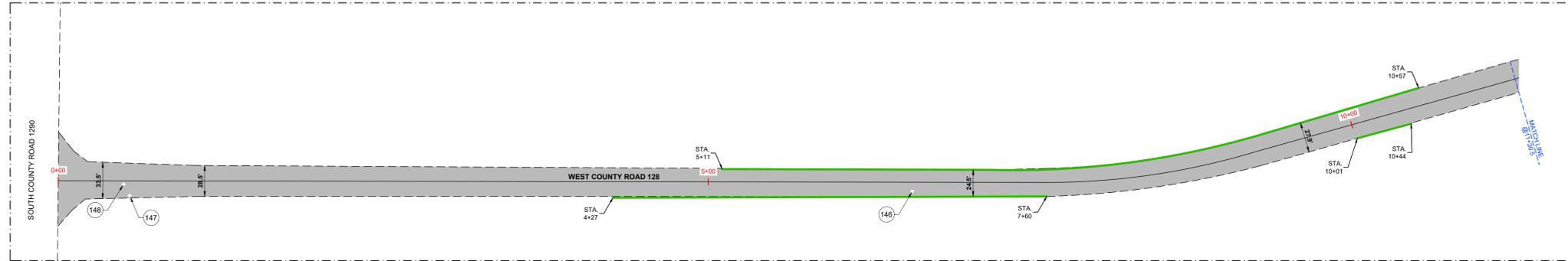
**NORTH COUNTY ROAD 1284 AND 1283
FROM WCR 60 TO CUL-DE-SAC**

**2023 MIDLAND PAVEMENT
MAINTENANCE PROJECT**

DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	OV	5/24/23	55875	N/A	C-4.0

PLANT: 20230523.MIDLAND.PAVEMENT.MAINTENANCE PROJECT FROM WCR 60 TO CUL-DE-SAC AND 1283 FROM WCR 52 TO WCR 60
 DATE: 05/24/23 10:00 AM
 USER: JCT
 PROJECT: 20230523.MIDLAND.PAVEMENT.MAINTENANCE PROJECT FROM WCR 60 TO CUL-DE-SAC AND 1283 FROM WCR 52 TO WCR 60

WEST COUNTY ROAD 128



WEST COUNTY ROAD 128 QUANTITIES			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APPROX.)	6,030	SY
2	POTHOLE REPAIR (SEE TABLE D)	9	EACH
3	PAVEMENT EDGE REPAIR	1,030	LF
4	SHOULDER IMPROVEMENTS	4,300	LF

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
140	10663310.84	1709367.00	xPH 15X5
141	10663363.24	1709345.72	xPH 15X5
142	10663308.54	1709314.93	xPH 10X20
143	10663195.90	1709113.52	xPH 3X3
144	10663169.82	1709028.76	xPH 30X5
145	10662919.14	1708643.48	xPH 2X3
146	10662588.88	1707982.47	xPH 1X1
147	10662432.33	1707401.18	xPH 3X3
148	10662439.54	1707394.44	xPH 2X2

NOTES:

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VICINITY MAP
N.T.S.



W T C, INC.
405 S.W. 1st Street
Andrews, TX 79714
(432) 523-2181
TEXAS REGISTERED ENGINEERING FIRM F-2746
TEXAS REGISTERED SURVEYOR FIRM #100792-00

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LEGEND

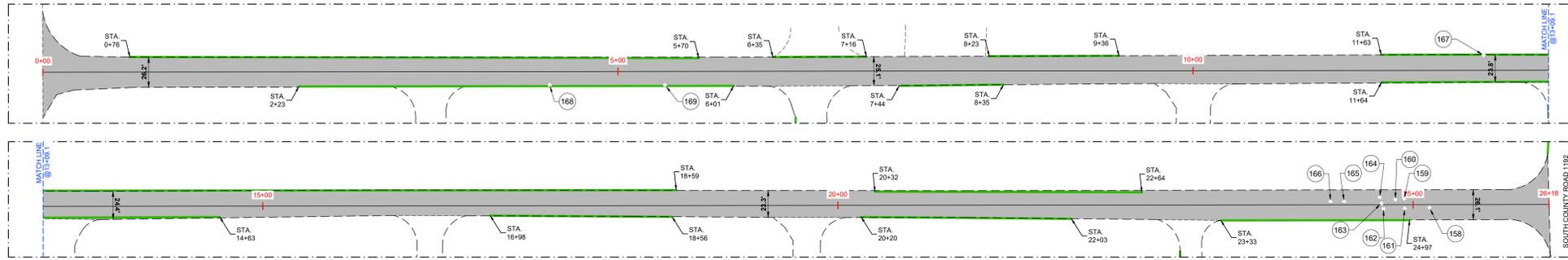
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- POT HOLE LOCATION



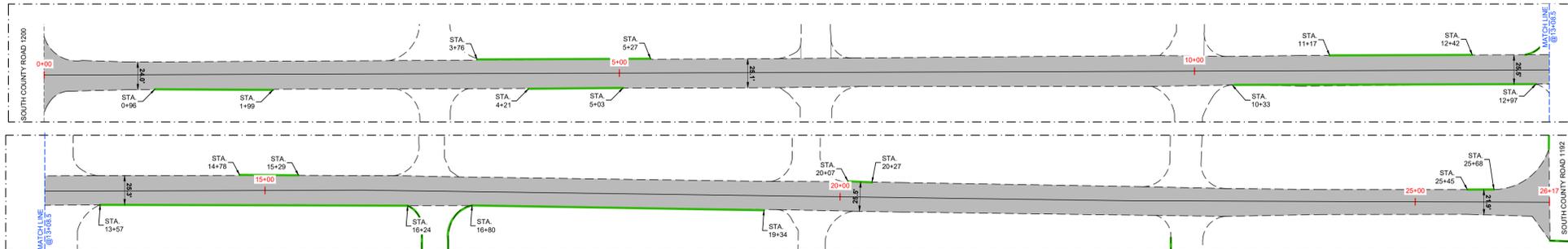
REVISION DESCRIPTION	REVISION	DATE
ADD NOTE 5	△	07/14/2023

WEST COUNTY ROAD 128 FROM SCR 1290 TO SCR 1286					
2023 MIDLAND PAVEMENT MAINTENANCE PROJECT					
DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	OV	5/24/23	55875	N/A	C-8.0

WEST COUNTY ROAD 114



WEST COUNTY ROAD 115



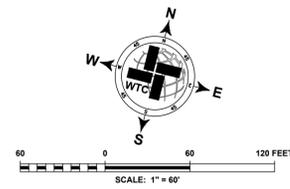
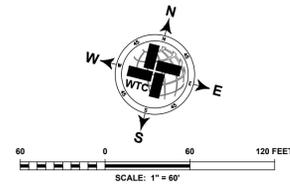
WEST COUNTY ROAD 114 QUANTITIES			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APPROX.)	7,280	SY
2	POTHOLE REPAIR (SEE TABLE D)	12	EACH
3	PAVEMENT EDGE REPAIR	2,825	LF
4	SHOULDER IMPROVEMENTS	4,680	LF

WEST COUNTY ROAD 115 QUANTITIES			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APPROX.)	7,315	SY
2	PAVEMENT EDGE REPAIR	1,330	LF
3	SHOULDER IMPROVEMENTS	4,425	LF

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
158	10682482.71	1754613.69	xPH 2X5
159	10682484.79	1754590.45	xPH 2X2
160	10682482.27	1754583.12	xPH 1X1
161	10682476.81	1754593.02	xPH 2X5
162	10682471.92	1754575.20	xPH 2X2
163	10682476.06	1754572.28	xPH 2X2
164	10682480.78	1754569.51	xPH 2X2
165	10682469.58	1754540.47	xPH 2X2
166	10682466.74	1754528.95	xPH 1X1
167	10682183.72	1753387.80	xPH 2X10

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
168	10681957.55	1752607.70	xEOP xPH 2X2
169	10681982.31	1752704.76	xEOP xPH 10X2

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- EDGE OF PAVEMENT TO BE REPAIRED
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- POTHOLE LOCATION

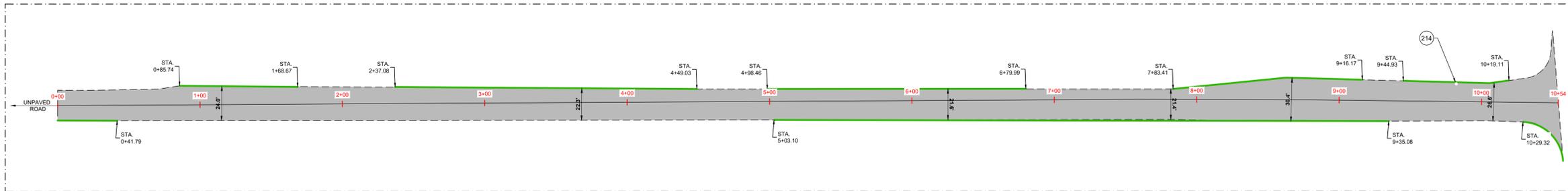
REVISION DESCRIPTION	REVISION	DATE
ADD NOTE 5	△	07/14/2023

WEST COUNTY ROAD 114 AND 115
FROM SCR 1200 TO SCR 1192

2023 MIDLAND PAVEMENT
MAINTENANCE PROJECT

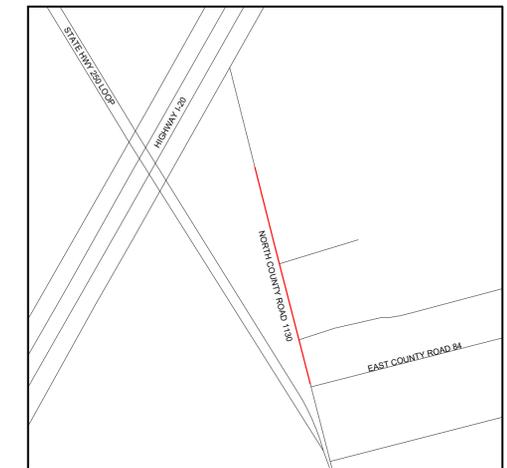
DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	OV	5/24/23	55875	N/A	C-10.0

NORTH COUNTY ROAD 1130



PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
214	10705553.19	1784552.06	xPH 5X5

NORTH COUNTY ROAD 1130			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APROX.)	2,810	SY
2	POT HOLE REPAIR (SEE TABLE D)	1	EACH
3	PAVEMENT EDGE REPAIR	1,210	LF
4	SHOULDER IMPROVEMENTS	2,108	LF



VICINITY MAP
N.T.S.

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THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY JAMES C. TOMPKINS, P.E. 93839 ON JUNE, 05 2023

REVISION DESCRIPTION	REVISION	DATE
ADD NOTE 5	△	07/14/2023

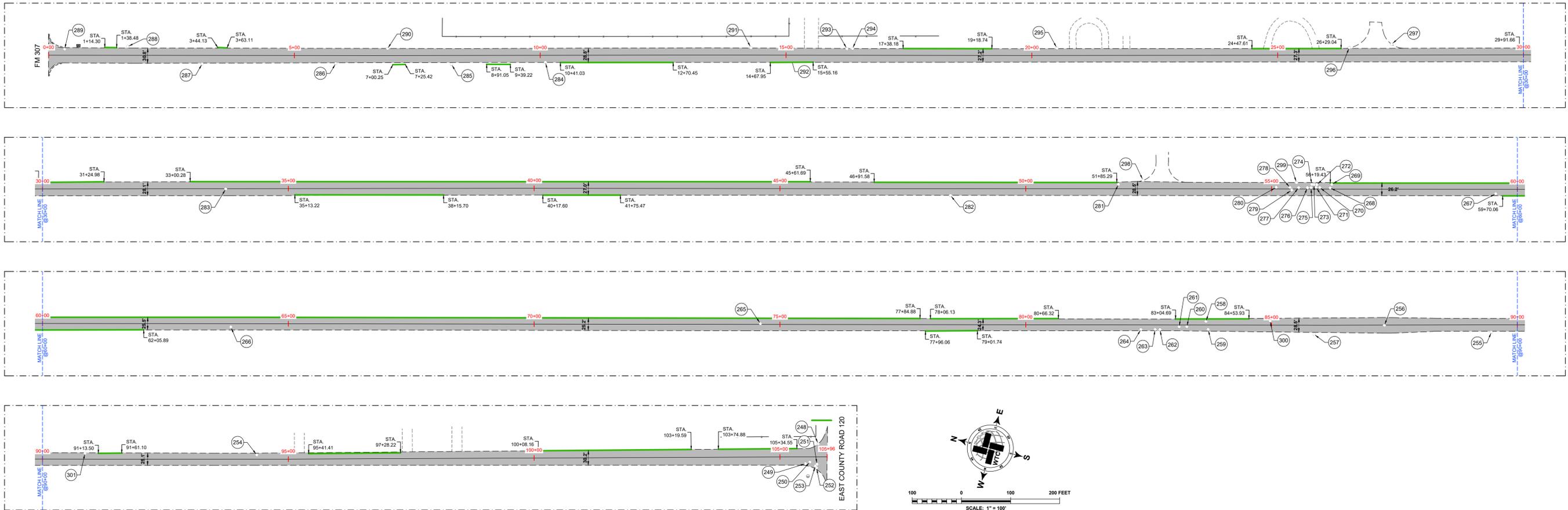
NORTH COUNTY ROAD 1130
FROM DEAD END TO ECR 84

2023 MIDLAND PAVEMENT MAINTENANCE PROJECT

DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	IR	5/24/23	55875	N/A	C-15.0

PLANT: 20230615 10:30 AM; PROJECT: 20230615 10:30 AM; COUNTY: MIDLAND; DRAWING: 2023-06-15; DATE: 2023-06-15; TIME: 10:30 AM; USER: JCD

SOUTH COUNTY ROAD 1130

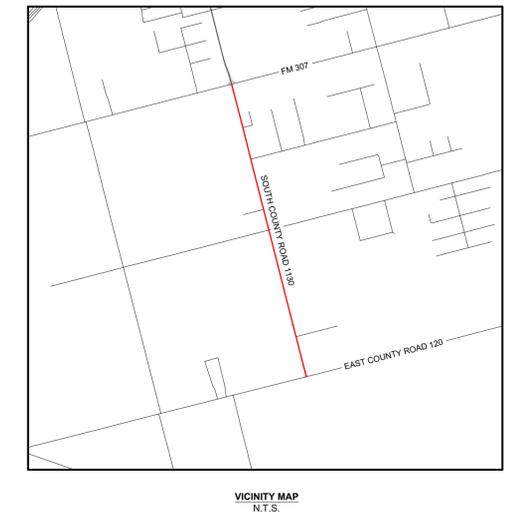


PAVEMENT PATCHING LOCATIONS (D)																															
Point #	Northing	Easting	Description	Point #	Northing	Easting	Description	Point #	Northing	Easting	Description	Point #	Northing	Easting	Description	Point #	Northing	Easting	Description	Point #	Northing	Easting	Description	Point #	Northing	Easting	Description	Point #	Northing	Easting	Description
248	10687716.03	1789193.32	xPH 2X20	258	10689852.16	1788621.10	xPH 25X1	268	10692512.97	1787937.48	xPH 2X2	278	10692592.55	1787918.06	xPH 2X2	288	10697803.88	1786595.39	xPH 3X2	298	10692885.67	1787857.89	xPH 5X2	308	10689725.96	1788654.61	xPH 15X5	318	10689156.04	1788804.27	xPH 5X1
249	10687731.25	1789148.18	xPH 3X3	259	10689843.82	1788606.64	xPH 2X2	269	10692511.55	1787945.03	xPH 1X1	279	10692587.60	1787913.69	xPH 2X2	289	10697926.85	1786558.54	xPH 3X3	299	10692581.97	1787930.70	xPH 10X1	309	10689725.96	1788654.61	xPH 15X5	319	10689156.04	1788804.27	xPH 5X1
250	10687723.31	1789153.66	xPH 3X3	260	10689887.22	1788601.20	xPH 5X5	270	10692533.51	1787932.80	xPH 1X1	280	10692619.63	1787911.34	xPH 1X1	290	10697290.84	1786722.63	xPH 1X1	300	10689725.96	1788654.61	xPH 15X5	310	10689156.04	1788804.27	xPH 5X1				
251	10687708.27	1789153.05	xPH 10X10	261	10689902.28	1788597.08	xPH 1X1	271	10692541.04	1787931.34	xPH 1X1	281	10692932.00	1787837.30	xPH 2X2	291	10696575.29	1786908.04	xPH 1X1	301	10689156.04	1788804.27	xPH 5X1								
252	10687707.40	1789145.52	xPH 2X2	262	10689938.65	1788582.08	xPH 1X1	272	10692540.99	1787936.87	xPH 1X1	282	10693257.32	1787730.82	xPH 2X5	292	10696501.83	1786926.17	xPH 1X1	301	10689156.04	1788804.27	xPH 5X1								
253	10687710.60	1789148.47	xPH 2X2	263	10689948.29	1788579.83	xPH 2X2	273	10692546.62	1787935.55	xPH 1X1	283	10694688.64	1787377.18	xPH 1X1	293	10696385.68	1786954.62	xPH 2X2	301	10689156.04	1788804.27	xPH 5X1								
254	10688816.82	1788888.10	xPH 1X1	264	10689976.35	1788572.44	xPH 5X2	274	10692551.03	1787934.88	xPH 1X1	284	10696972.85	1786775.76	xPH 2X2	294	10696374.74	1786957.76	xPH 1X1	301	10689156.04	1788804.27	xPH 5X1								
255	10689284.36	1788744.22	xPH 1X20	265	10690728.98	1788391.60	xPH 3X3	275	10692550.85	1787928.22	xPH 2X2	285	10697157.17	1786724.60	xPH 2X2	295	10695972.01	1787061.86	xPH 10X2	301	10689156.04	1788804.27	xPH 5X1								
256	10689498.53	1788703.61	xPH 1X1	266	10691770.65	1788117.46	xPH 1X1	276	10692557.84	1787926.16	xPH 2X2	286	10697385.54	1786667.08	xPH 2X2	296	10695396.51	1787210.57	xPH 3X2	301	10689156.04	1788804.27	xPH 5X1								
257	10689632.21	1788650.39	xPH2X2	267	10692183.89	1788009.64	xPH 2X2	277	10692575.23	1787922.01	xPH 2X2	287	10697648.48	1786599.06	xPH 15X5	297	10695314.60	1787238.82	xPH 10X3	301	10689156.04	1788804.27	xPH 5X1								

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SCR 1130 FROM FM 307 TO ECR 120 QUANTITIES

ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APROX.)	32,170	SY
2	POT HOLE REPAIR (SEE TABLE D)	54	EACH
3	PAVEMENT EDGE REPAIR	6,770	LF
4	SHOULDER IMPROVEMENTS	20,655	LF



WTC, INC.
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 Andrews, TX 79714
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REVISION DESCRIPTION	REVISION	DATE
ADD NOTE 5	Δ	07/14/2023

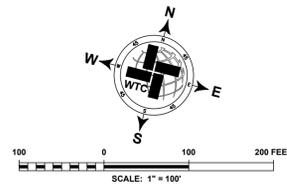
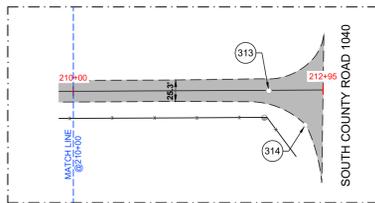
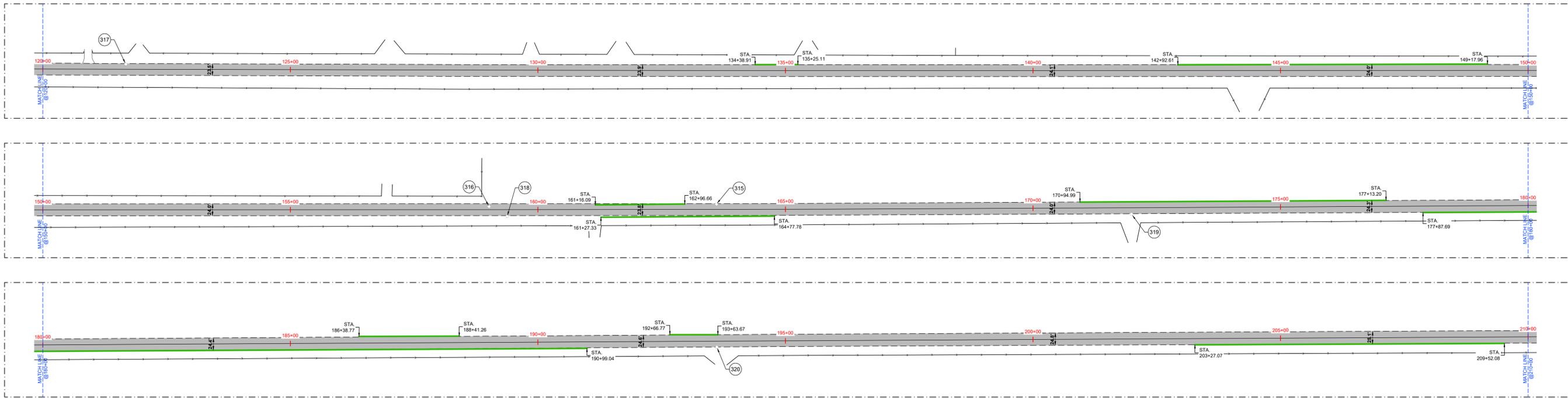
SOUTH COUNTY ROAD 1130
 FROM FM 307 TO ECR 120

2023 MIDLAND PAVEMENT MAINTENANCE PROJECT

DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	IR	5/24/23	55875	N/A	C-17.0

PLAT: 20230528.MIDLAND.PAVEMENT.MAINTENANCE PROJECT.DWG (2023) - 10A - LAYOUT TAB (SCR 1130) 7/20/23 10:57:46 AM ECR 120

EAST COUNTY ROAD 120



PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
313	10699702.41	1835582.90	xPH 1X1
314	10699674.01	1835634.64	xPH 5X2
315	10698466.45	1830872.48	xPH 3X1
316	10698346.25	1830429.07	xPH 15X15
317	10697414.94	1826813.26	xPH 30X2
318	10698336.88	1830469.50	xPH 15X15
319	10698657.37	1831689.07	xPH 30X3
320	10699212.38	1833779.10	xPH 5X3

ECR 120 ROAD QUANTITIES			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APROX.)	59,950	SY
2	POT HOLE REPAIR (SEE TABLE D)	19	EACH
3	PAVEMENT EDGE REPAIR	14,520	LF
4	SHOULDER IMPROVEMENTS	42,200	LF

- NOTES:**
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VICINITY MAP
N.T.S.



W T C, INC.
405 S.W. 1st Street
Andrews, TX 79714
(432) 523-2181
TEXAS REGISTERED ENGINEERING FIRM F-2746
TEXAS REGISTERED SURVEYOR FIRM #100792-00

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LEGEND

- OBSERVED RIGHT OF WAY LINE
- - - - - EXISTING END OF PAVEMENT
- - - - - EXISTING FENCE
- - - - - EXISTING WATER LINE
- - - - - EXISTING BURIED PIPELINE
- - - - - EXISTING OVERHEAD ELECTRIC LINE
- - - - - EXISTING FIBER OPTIC/TELEPHONE LINE
- - - - - PROPERTY LINE
- ◻ EXISTING WATER METER
- ◻ EXISTING WATER VALVE
- ◻ EXISTING FIRE HYDRANT
- ▨ EXISTING PAVEMENT ROAD
- ▨ AREA TO BE REPAIRED
- ▨ EDGE OF PAVEMENT TO BE REPAIRED
- - - - - MATCH LINE
- POT HOLE LOCATION

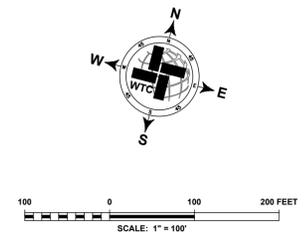
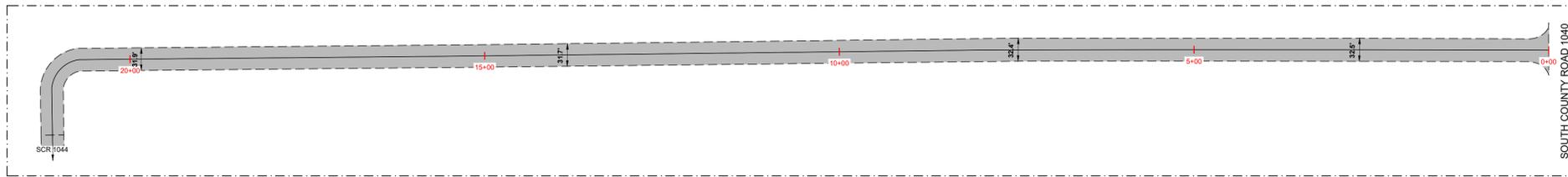


REVISION DESCRIPTION	REVISION	DATE
ADD NOTE 5	△	07/14/2023

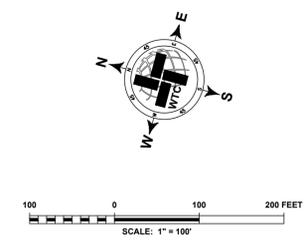
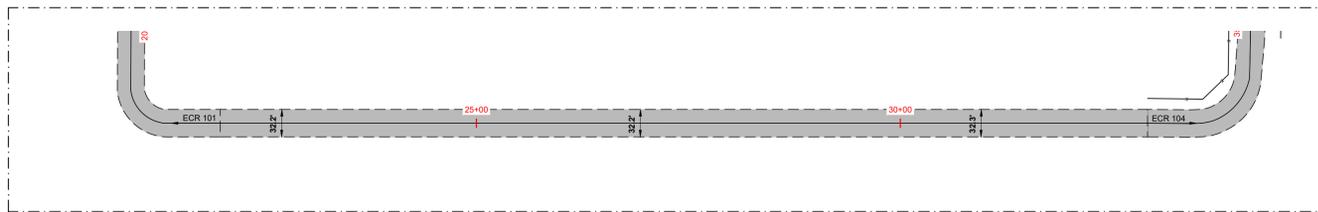
EAST COUNTY ROAD 120 FROM STA 120+00 TO SCR 1040					
2023 MIDLAND PAVEMENT MAINTENANCE PROJECT					
DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	IR	5/24/23	55875	N/A	C-19.0

PLAT: 20230615ENGINEERING & SURVEYING MIDLAND COUNTY FIRM #100792-00 2023.06.15 LAYOUT: 06.15.23 10:30 AM ECG:ADG:003

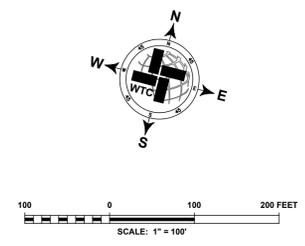
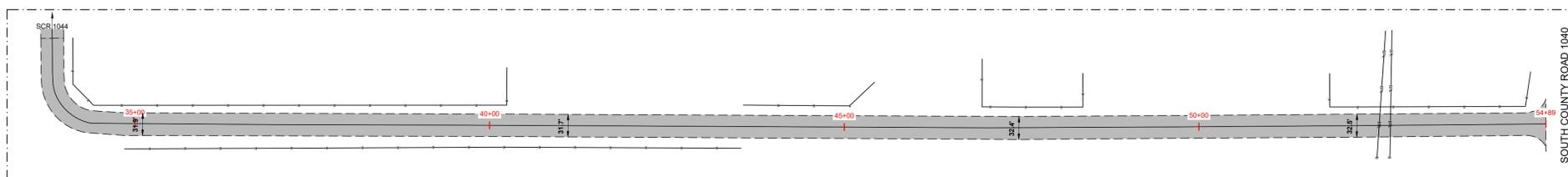
EAST COUNTY ROAD 101



SOUTH COUNTY ROAD 1044



EAST COUNTY ROAD 104

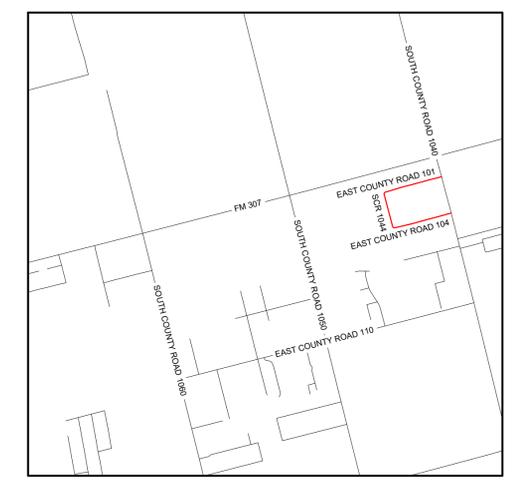


EAST COUNTY ROAD 101 QUANTITIES			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APROX.)	7,850	SY
2	SHOULDER IMPROVEMENT	4,200	LF

SOUTH COUNTY ROAD 1044 QUANTITIES			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APROX.)	3,920	SY
2	SHOULDER IMPROVEMENT	2,190	LF

EAST COUNTY ROAD 104 QUANTITIES			
ITEM #	ITEM	QTY.	UNIT
1	SEAL COAT (APROX.)	7,850	SY
2	SHOULDER IMPROVEMENT	4,420	LF

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LEGEND

—	OBSERVED RIGHT OF WAY LINE	—	EXISTING WATER METER
- - -	EXISTING END OF PAVEMENT	—	EXISTING WATER VALVE
—	EXISTING FENCE	—	EXISTING FIRE HYDRANT
—	EXISTING WATER LINE	—	EXISTING PAVEMENT ROAD
—	EXISTING BURIED PIPELINE	—	AREA TO BE REPAIRED
—	EXISTING OVERHEAD ELECTRIC LINE	—	EDGE OF PAVEMENT TO BE REPAIRED
—	EXISTING FIBER OPTIC/TELEPHONE LINE	—	MATCH LINE
—	PROPERTY LINE	○	POTHOLE LOCATION

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY JAMES C. TOMPKINS, P.E. 93839 ON JUNE, 05 2023

REVISION DESCRIPTION	REVISION	DATE
ADD NOTE 5	△	07/14/2023

EAST COUNTY ROAD 101 FROM SCR 1063 TO SCR 1060
EAST COUNTY ROAD 104 FROM SCR 1044 TO SCR 1040
SOUTH COUNTY ROAD 1044 FROM ECR 104 TO ECR 101

2023 MIDLAND PAVEMENT MAINTENANCE PROJECT

DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	IR	5/24/23	55875	N/A	C-20.0

PLAT: 20230615 ENGINEERING & SURVEYING COUNTY FILING: 2023.06.15 LAYOUT: 0481 ECR 101-104 ECR 104-104 ECR 104-104 ECR 104-104 ECR 104-104

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
489	10701615.28	1813097.56	xPH 3X2
490	10701554.09	1812893.22	xPH 2X15
491	10701474.82	1812589.47	xPH 2X2
492	10701452.06	1812501.07	xPH 2X15
493	10701366.73	1812173.58	xPH 2X2
494	10701330.82	1812055.10	xPH 10X2
495	10701332.40	1812129.56	xPH 1X15

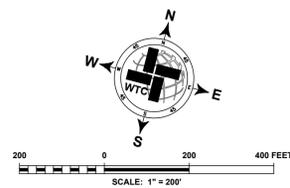
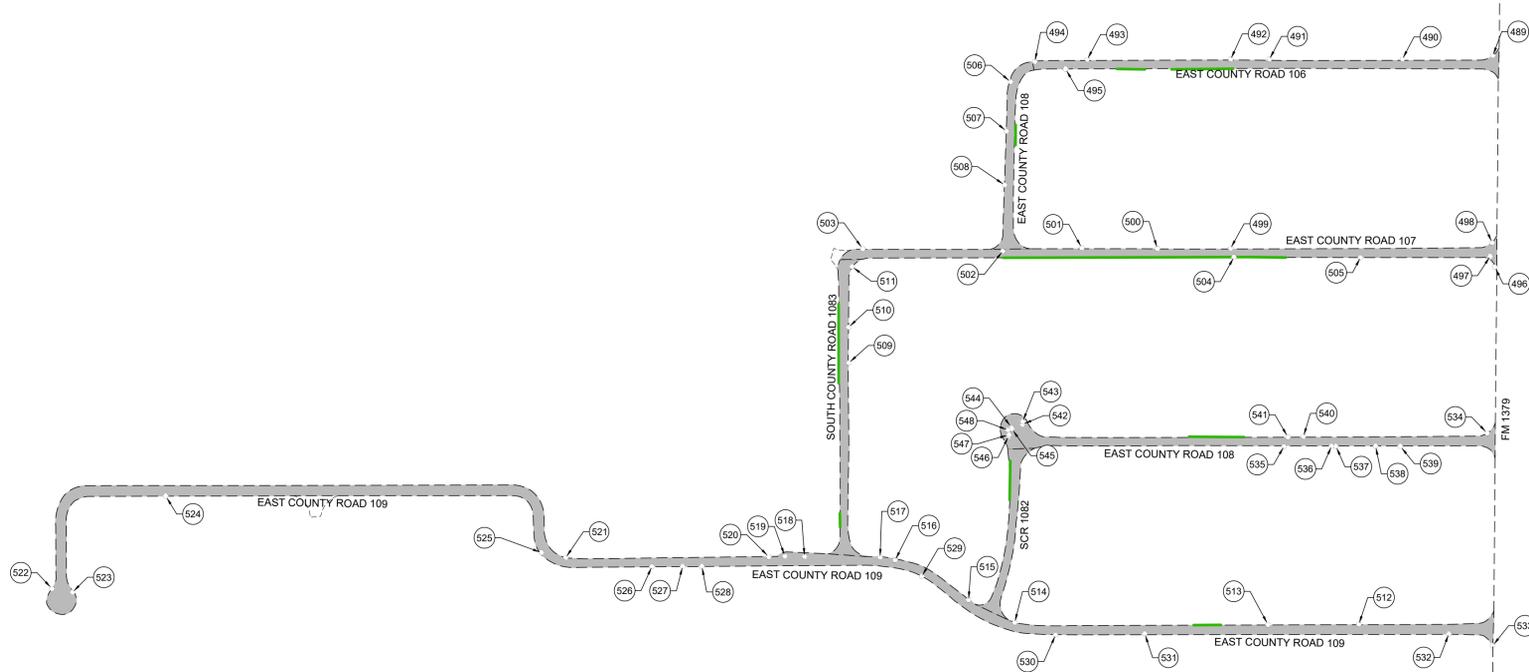
PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
496	10701135.81	1813226.70	xPH 10X2
497	10701157.42	1813209.62	xPH 3X3
498	10701189.36	1813206.20	xPH 5X3
499	10701022.04	1812612.13	xPH 30X1
500	10700977.89	1812445.06	xPH 2X2
501	10700934.63	1812272.19	xPH 2X2
502	10700880.65	1812093.34	xPH 1X1
503	10700803.04	1811772.30	xPH 5X5
504	10701003.85	1812624.98	xPH 3X2
505	10701077.93	1812914.08	xPH 20X2

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
506	10701270.37	1812011.40	xPH 2X2
507	10701155.73	1812031.22	xPH 3X3
508	10701032.32	1812058.60	xPH 1X5

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
509	10700535.69	1811807.73	xPH 3X3
510	10700616.74	1811786.37	xPH 10X3
511	10700756.47	1811758.69	xPH 2X2

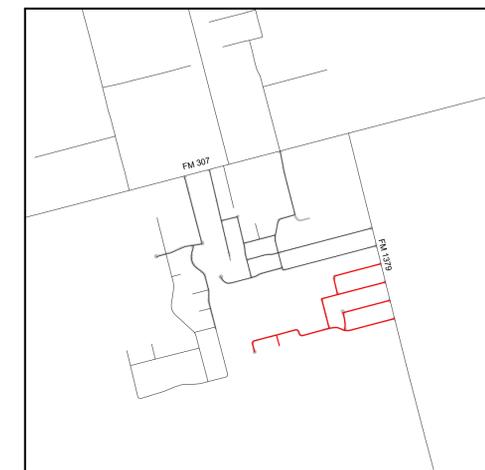
PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
512	10700243.37	1813126.46	xPH 5X2
513	10700188.70	1812919.09	xPH 5X2
514	10700044.09	1812339.43	xPH 2X2
515	10700067.90	1812220.72	xPH 10X2
516	10700115.14	1812029.78	xPH 20X5
517	10700112.28	1811993.56	xPH 5X10
518	10700069.35	1811820.69	xPH 5X2
519	10700058.49	1811775.45	xPH 5X2
520	10700047.85	1811738.91	xPH 10X3
521	10699926.02	1811276.05	xPH 20X1
522	10699551.24	1810120.56	xPH 5X1
523	10699555.28	1810169.95	xPH 15X1
524	10699829.17	1810325.92	xPH 1X20
525	10699922.50	1811217.16	xPH 5X10
526	10699956.05	1811477.89	xPH 3X5
527	10699974.61	1811547.96	xPH 2X2
528	10699986.15	1811592.04	xPH 3X3
529	10700093.99	1812100.07	xPH 2X2
530	10700039.23	1812440.08	xPH 2X20
531	10700095.03	1812643.14	xPH 5X5
532	10700274.57	1813337.45	xPH 2X15
533	10700274.26	1813444.81	xPH 3X3

PAVEMENT PATCHING LOCATIONS (D)			
Point #	Northing	Easting	Description
512	10700243.37	1813126.46	xPH 5X2
513	10700188.70	1812919.09	xPH 5X2
514	10700044.09	1812339.43	xPH 2X2
515	10700067.90	1812220.72	xPH 10X2
516	10700115.14	1812029.78	xPH 20X5
517	10700112.28	1811993.56	xPH 5X10
518	10700069.35	1811820.69	xPH 5X2
519	10700058.49	1811775.45	xPH 5X2
520	10700047.85	1811738.91	xPH 10X3
521	10699926.02	1811276.05	xPH 20X1
522	10699551.24	1810120.56	xPH 5X1
523	10699555.28	1810169.95	xPH 15X1
524	10699829.17	1810325.92	xPH 1X20
525	10699922.50	1811217.16	xPH 5X10
526	10699956.05	1811477.89	xPH 3X5
527	10699974.61	1811547.96	xPH 2X2
528	10699986.15	1811592.04	xPH 3X3
529	10700093.99	1812100.07	xPH 2X2
530	10700039.23	1812440.08	xPH 2X20
531	10700095.03	1812643.14	xPH 5X5
532	10700274.57	1813337.45	xPH 2X15
533	10700274.26	1813444.81	xPH 3X3



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- SHOULDER WORK IS NOT REQUIRED ON THIS SHEET
- SEE SHEET C-22.1 FOR QUANTITIES



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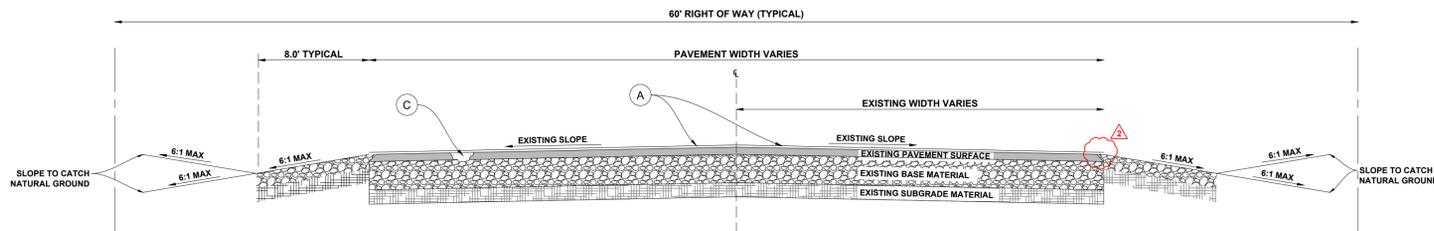
LEGEND

- OBSERVED RIGHT OF WAY LINE
- - - - - EXISTING END OF PAVEMENT
- - - - - EXISTING FENCE
- - - - - EXISTING WATER LINE
- - - - - EXISTING BURIED PIPELINE
- - - - - EXISTING OVERHEAD ELECTRIC LINE
- - - - - EXISTING FIBER OPTIC/TELEPHONE LINE
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- EXISTING WATER METER
- EXISTING WATER VALVE
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- EXISTING PAVEMENT ROAD
- AREA TO BE REPAIRED
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- MATCH LINE
- POT HOLE LOCATION

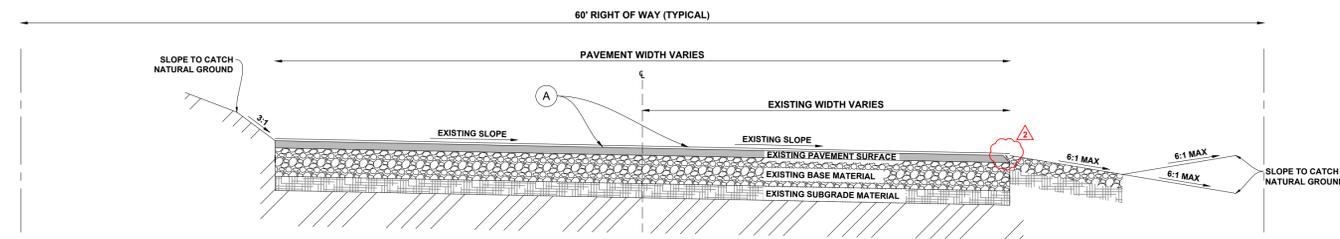


REVISION DESCRIPTION	REVISION	DATE
ADD NOTE 5	△	07/14/2023

GREENWOOD RESIDENTIAL ROADS II					
2023 MIDLAND PAVEMENT MAINTENANCE PROJECT					
DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	IR	5/24/23	55875	N/A	C-22.0



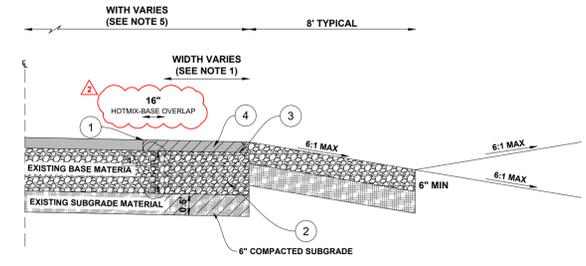
CROWN ASPHALT PAVMT. TYPICAL SECTION
N.T.S.



PITCHED ASPHALT PAVMT. TYPICAL SECTION
N.T.S.

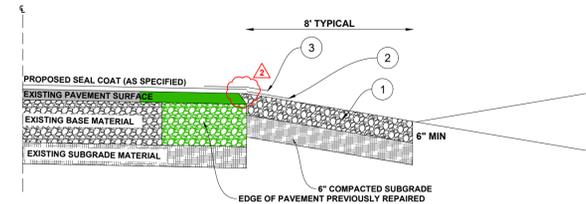
DESCRIPTION OF WORK AND PROPOSED TYPICAL SECTION

- A. SEAL COAT.** AS SPECIFIED, SHOULD BE APPLIED TO THE FULL WIDTH OF THE REPAIRED PAVEMENT SURFACE; ANY OTHER REQUIRED REPAIRS SHOULD BE COMPLETED PRIOR THE SEAL COAT.
- B. ALL EXISTING SIGNS, MAIL BOXES, DRIVEWAYS AND ANY EXISTING FEATURE** SHOULD BE PROTECTED DURING THE PROJECT.
- C. POTHoles** TO BE PATCHED AS SHOWN ON DETAIL C. "PATCHING" ON THIS PAGE. LOCATION AND SIZE SHOWN ON INDIVIDUAL ROAD PLAN SHEET.
- D. GREEN LINE** SHOWN ON EDGE OF PAVEMENT TO BE TREATED AS DAMAGED EDGE OF PAVEMENT, SEE DETAIL A. "PAVEMENT EDGE REPAIR" ON THIS PAGE. THE FINISHED PAVEMENT WIDTH SHALL VARY SHOWN IN EACH ROAD PLAN VIEW, BUT SHALL BE NO LESS THAN 22' IN FINISHED CONDITION.



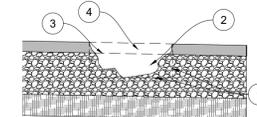
A. PAVEMENT EDGE REPAIR (TYPICAL)
N.T.S.

1. CONTRACTOR TO SAWCUT EXISTING PAVEMENT (AT LEAST 16" INTO STABLE ASPHALT SURFACE) AND REMOVE LOOSE AND DAMAGED PAVEMENT AND UNSUITABLE BASE MATERIAL.
2. EXISTING BASE MATERIAL TO BE SCARIFIED AND RE COMPACTED TO A 98% STANDARD PROCTOR ±2% OF THE OPTIMUM MOISTURE, PROOF ROLLING IS ACCEPTABLE. ADDITIONAL BASE MATERIAL TO BE ADDED, AS NECESSARY.
3. TACK COAT (AS SPECIFIED) TO BE APPLIED ON TOP OF NEW COMPACTED BASE MATERIAL.
4. 3" OF HOT-MIX ASPHALTIC CONCRETE (HMAC), AS SPECIFIED.
5. FINISHED ROAD WIDTH SHALL VARY BUT SHALL MATCH THE ROAD WIDTH ON EITHER END OF REPAIR SECTION AND TRANSITION SMOOTHLY BETWEEN EITHER END.
6. ROADS SHOWN ON SHEETS C-2.0 - C-5.0; C-10.0 - C-13.0; C-20.0 - C-22.0 SHALL HAVE 6 INCHES OF BASE MATERIAL, THE REST OF ROADS SHALL HAVE 12 INCHES OF BASE MATERIAL.



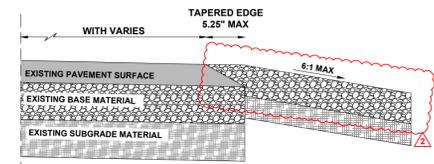
B. SHOULDER WORK (TYPICAL)
N.T.S.

1. BASE MATERIAL ON SHOULDER TO BE COMPACTED TO A 98% STANDARD PROCTOR AND ±2% OF THE OPTIMUM MOISTURE, PROOF ROLLING IS ACCEPTABLE.
2. PRIME COAT (AS SPECIFIED) TO BE 12" WIDE FROM THE EDGE OF ASPHALT SURFACE ON SHOULDER BASE MATERIAL.
3. EDGE SEAL (AS SPECIFIED) TO BE APPLIED 12 INCHES ON THE ASPHALT AND 6 INCHES ON THE SHOULDER.
4. SHOULDER WORK TO BE DONE ON BOTH SIDES OF PAVEMENT ON THE ENTIRE ROAD LENGTH, EXCEPT ALL DRIVEWAYS AND AS SHOWN ON PLANS.



C. PATCHING (TYPICAL)
N.T.S.

1. SQUARE AND VERTICALLY SAWCUT THE SIDES OF THE REPAIR AREA, REMOVE LOOSE AND FOREIGN MATERIAL.
2. IF REQUIRED, BACKFILL AND COMPACT BASE MATERIAL.
3. TACK COAT TO BE APPLIED ON TOP OF COMPACTED BASE MATERIAL.
4. PLACE AND COMPACT NEW PAVEMENT TO MATCH EXISTING PAVEMENT, ENSURE THAT WATER DOES NOT POND ON NEW PATCH.



TAPERED EDGE (TYPICAL)
N.T.S.

1. HOT MIX ASPHALT TO BE FINISHED WITH TAPERED EDGE AND BASE MATERIAL GRADED FLUSH WITH TOP OF HOT MIX ASPHALT SURFACE.

NOTES:

1. 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 ±2% OF OPTIMUM. TESTING FREQUENCY OF ONE TEST PER 300 LINEAR FEET OF ROADWAY 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 1/2 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 ±2% OF OPTIMUM. WHEN USING THE NUCLEAR DENSITY METHOD, TESTING FREQUENCY OF ONE TEST PER 300 LINEAR FEET OF ROADWAY PER LIFT.
3. 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"-8") 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 ±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.
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 D&S, 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.



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SYSTEM



THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY JAMES C. TOMPKINS, P.E. 93839 ON JUNE, 05 2023

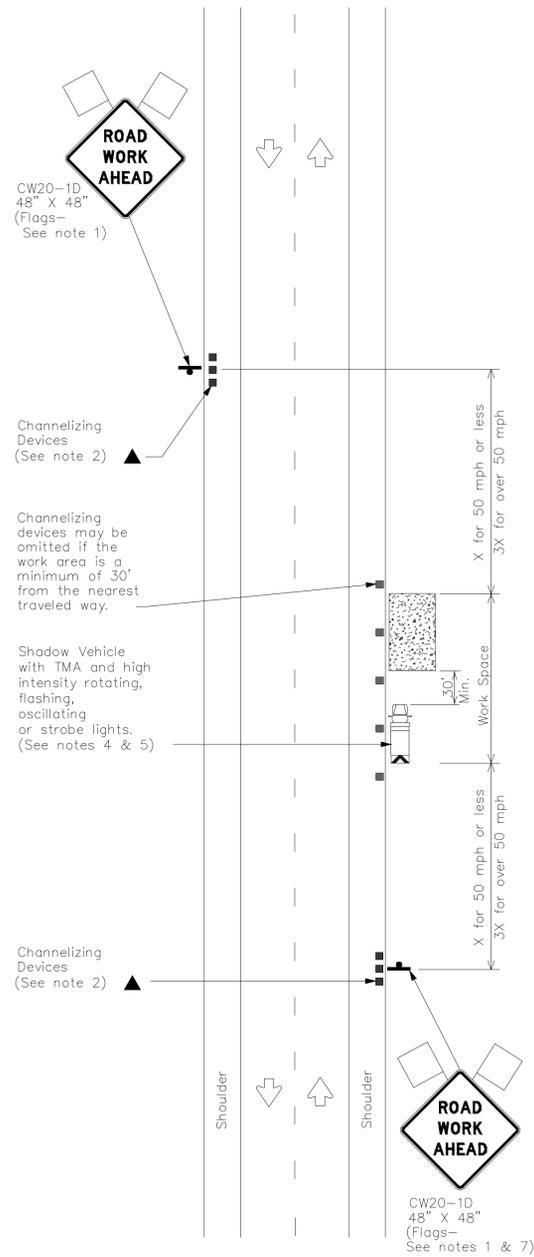
REVISION DESCRIPTION	REVISION	DATE
NOTE 6 ADDED	▲	06/05/2023
HOT MIX BASE OVERLAP	▲	07/12/2023
SHOULDER WORK	▲	07/12/2023
TAPERED EDGE	▲	07/12/2023

TYPICAL SECTION AND DETAILS

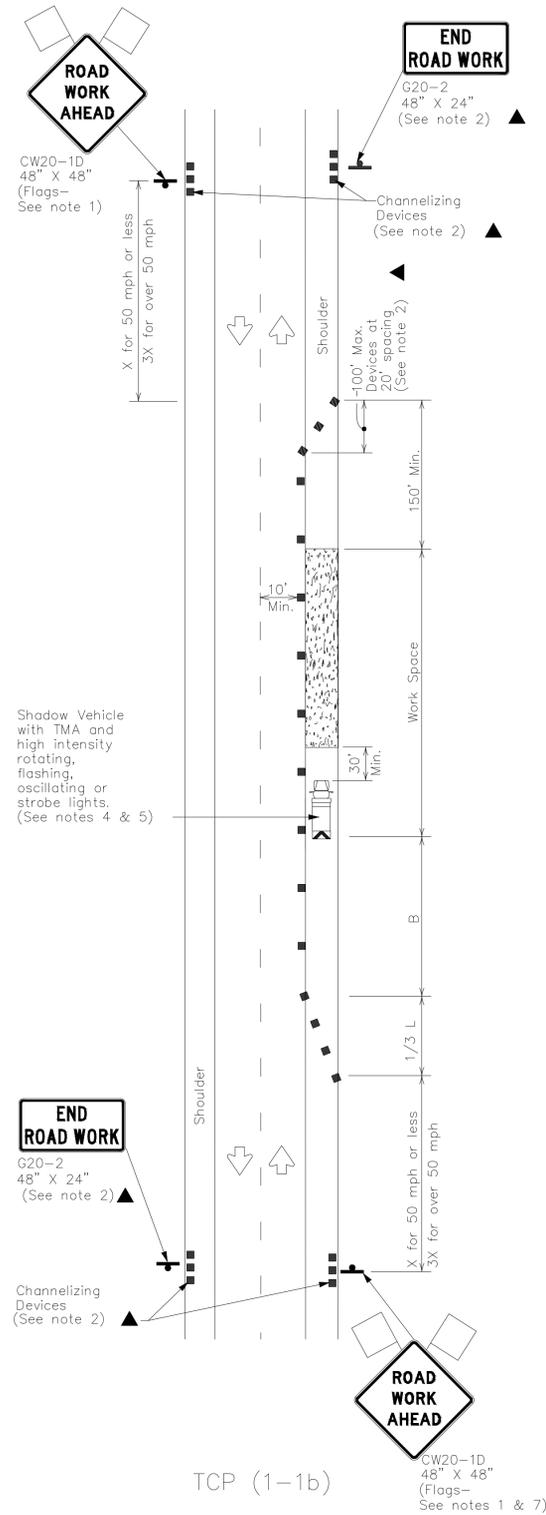
2023 MIDLAND PAVEMENT MAINTENANCE PROJECT

DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	OV	5/24/23	55875	N/A	C-23.0

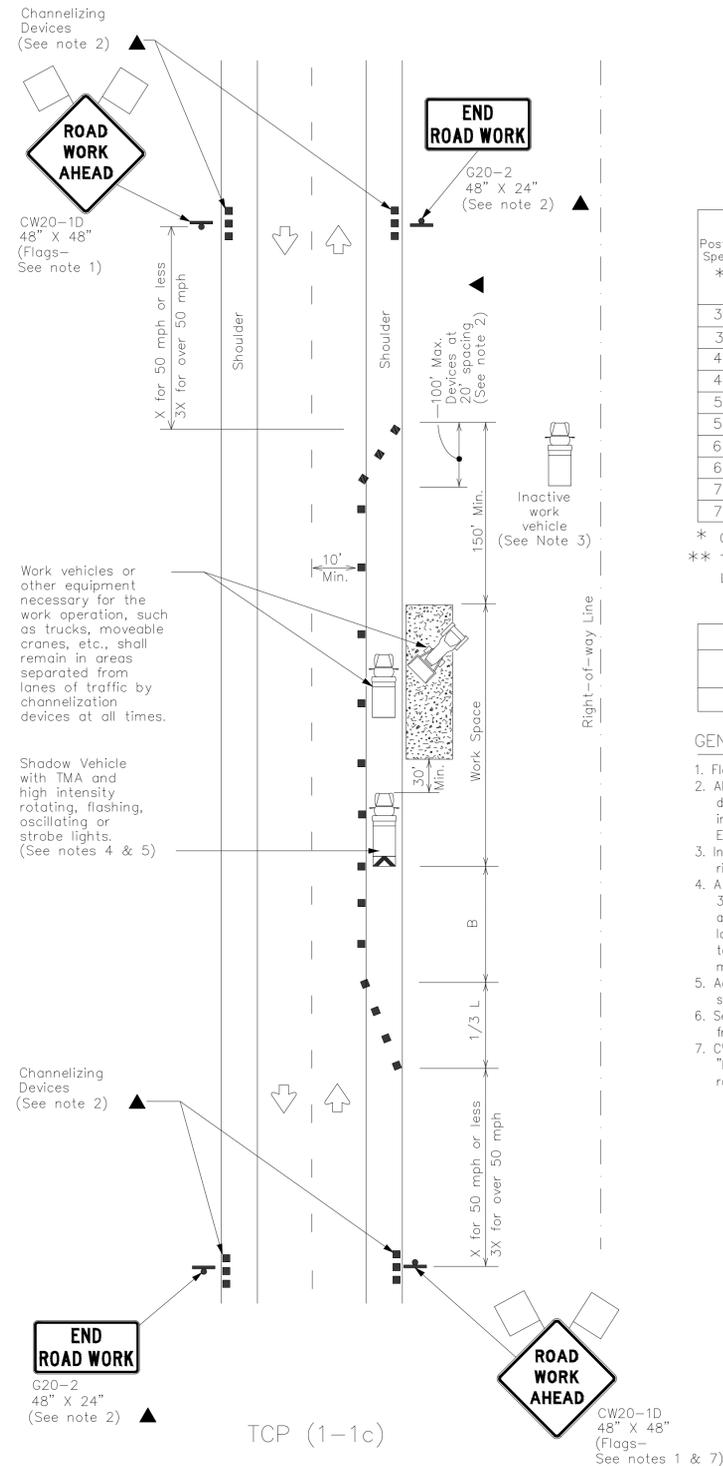
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TCP (1-1a)
WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (1-1b)
WORK SPACE ON SHOULDER
Conventional Roads



TCP (1-1c)
WORK VEHICLES ON SHOULDER
Conventional Roads

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths * *			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	L = WS ² / 60	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L = WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		600'	660'	720'	60'	120'	600'	350'
65		650'	715'	780'	65'	130'	700'	410'
70	700'	770'	840'	70'	140'	800'	475'	
75	750'	825'	900'	75'	150'	900'	540'	

* Conventional Roads Only
** Taper lengths have been rounded off.
L=Length of Taper(FT) W=Width of Offset(FT) S=Posted Speed(MPH)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

- GENERAL NOTES
- Flags attached to signs where shown are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted by the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
 - Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
 - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
 - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
 - See TCP(5-1) for shoulder work on divided highways, expressways and freeways.
 - CW21-5 "SHOULDER WORK" signs may be used in place of CW20-1D "ROAD WORK AHEAD" signs for shoulder work on conventional roadways.



TRAFFIC CONTROL PLAN
CONVENTIONAL ROAD
SHOULDER WORK

TCP(1-1)-18

FILE: tcp1-1-18.dgn	DN:	CK:	DW:	JK:
©TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
2-94 4-98	REVISIONS			
8-95 2-12	DIST	COUNTY	SHEET NO.	
1-97 2-18				

WTC, INC.
405 S.W. 1st Street
Andrews, TX 79714
(432) 523-2181
TEXAS REGISTERED ENGINEERING FIRM F-2746
TEXAS REGISTERED SURVEYOR FIRM #100792-00

LOCATIONS OF UNDERGROUND UTILITIES ARE APPROXIMATE AND MAY NOT INCLUDE ALL UNDERGROUND UTILITIES PRESENT. CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITY CROSSINGS BEFORE EXCAVATION OF ROADWAY.

CONTRACTOR SHALL NOTIFY PROPERTY OWNERS AND RESIDENTS A MINIMUM OF 48 HOURS IN ADVANCE OF CONSTRUCTION ACTIVITIES ON OR IN THE VICINITY OF THEIR PROPERTY.

Before You Dig Anywhere In Texas
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TOLL-FREE OSHA RULE 1926.651
REQUIRES PREVIOUS
NOTIFICATION TEXAS ONE CALL
SYSTEM

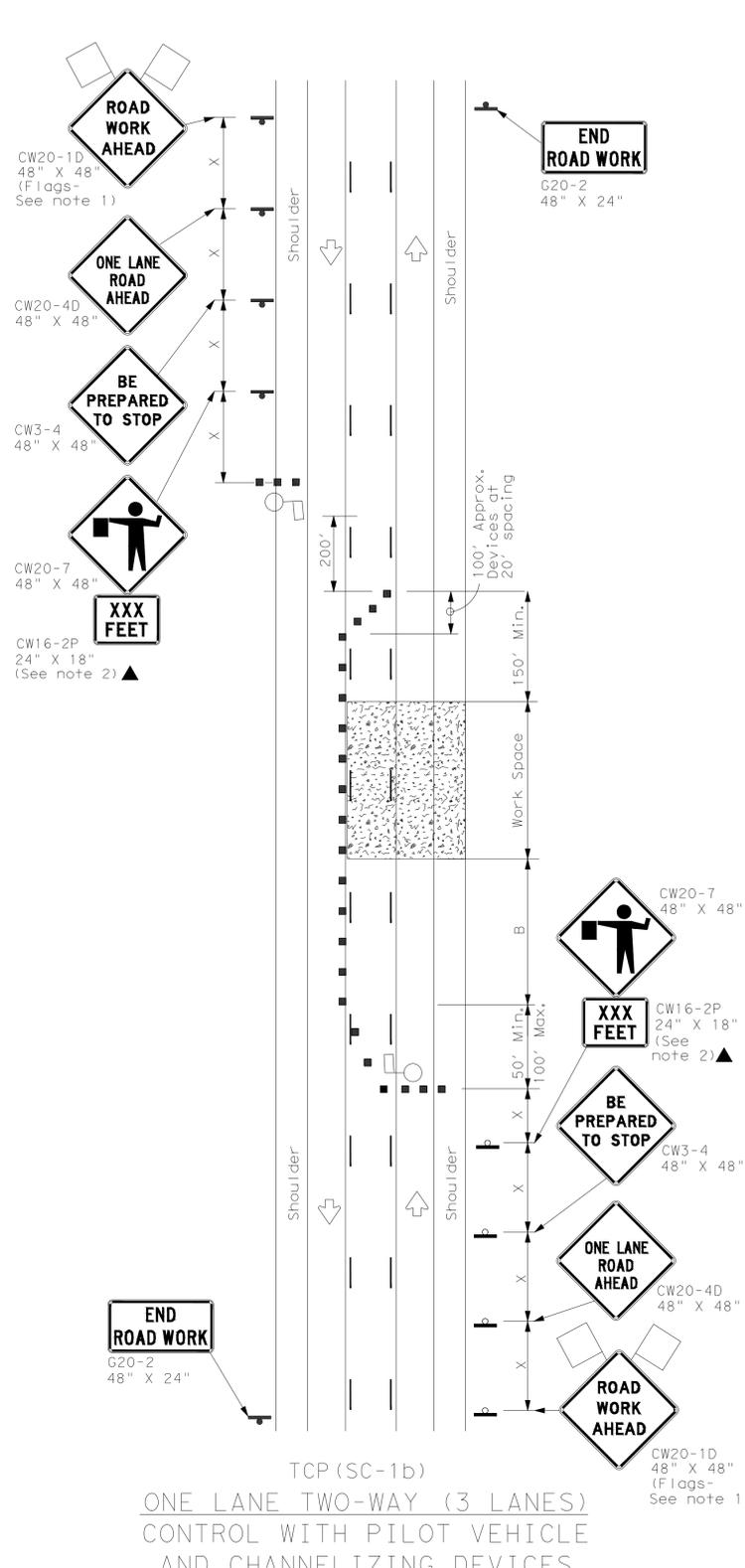
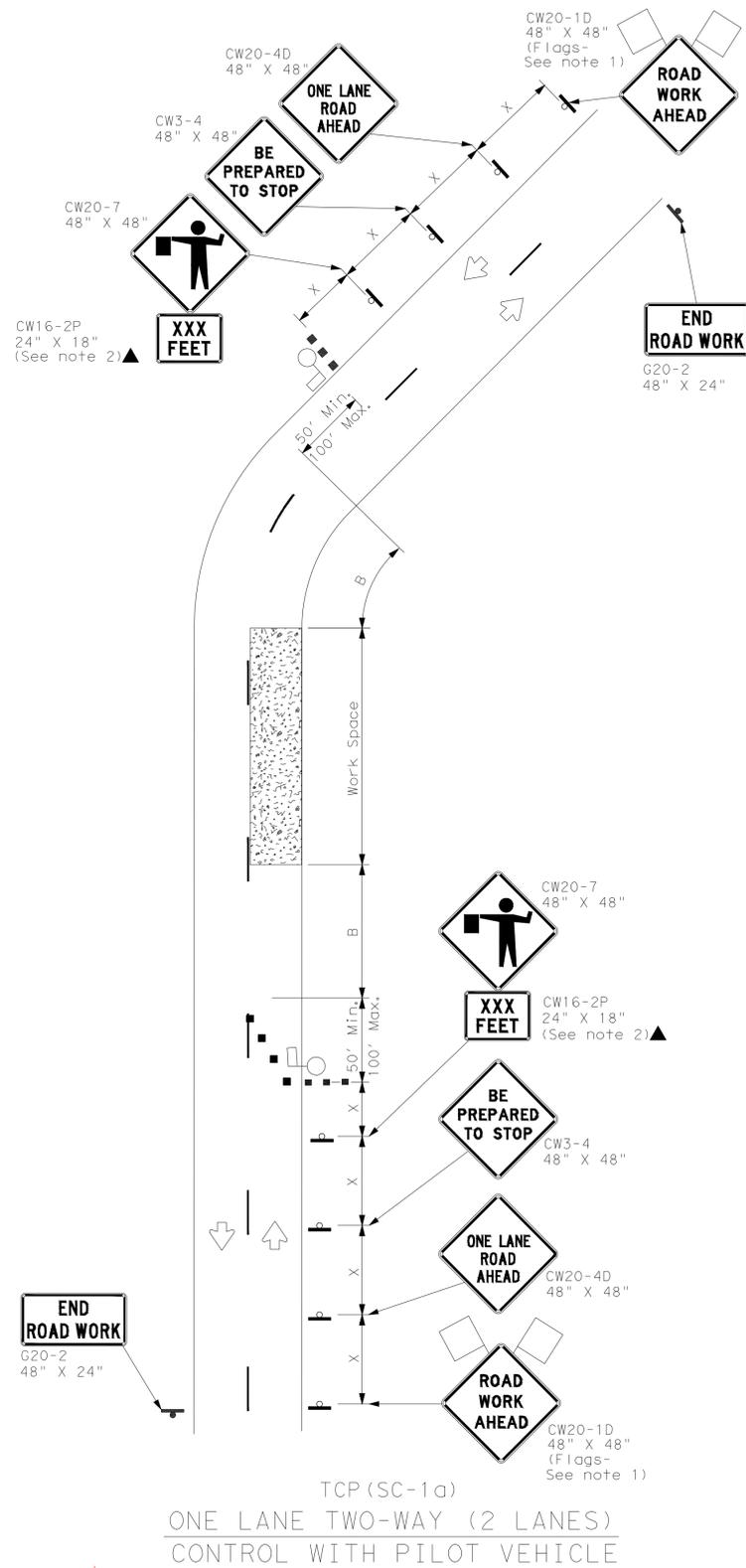
LEGEND	
	OBSERVED RIGHT OF WAY LINE
	EXISTING END OF PAVEMENT
	EXISTING FENCE
	EXISTING WATER LINE
	EXISTING BURIED PIPELINE
	EXISTING OVERHEAD ELECTRIC LINE
	EXISTING FIBER OPTIC/TELEPHONE LINE
	PROPERTY LINE
	EXISTING WATER METER
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
	EXISTING PAVEMENT ROAD
	AREA TO BE REPAIRED
	EDGE OF PAVEMENT TO BE REPAIRED
	MATCH LINE
	POTHOLE LOCATION

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY JAMES C. TOMPKINS, P.E. 93839 ON JUNE, 05 2023

REVISION DESCRIPTION	REVISION	DATE
ADD NOTE 5	▲	07/14/2023

SHOULDER WORK TRAFFIC CONTROL PLAN					
2023 MIDLAND PAVEMENT MAINTENANCE PROJECT					
DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	OV	5/24/23	55875	N/A	C-24.0

PLAN: PROJECTS/ENGINEERING & SURVEYING/MIDLAND COUNTY PAVING 2023/MIDLAND COUNTY PAVING 2023/ADDITIONAL LAYOUT FOR SHOULDER WORK TCP(1-1)2023 DESIGN LOGS



LEGEND

	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths * X			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	L = WS / 60	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70	700'	770'	840'	70'	140'	800'	475'	730'	
75	750'	825'	900'	75'	150'	900'	540'	820'	

* Conventional Roads Only
 ** Taper lengths have been rounded off.
 L=Length of Taper (FT) W=Width of Offset (FT) S=Posted Speed (MPH)

TYPICAL USAGE

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

- GENERAL NOTES**
- Flags attached to signs where shown are REQUIRED.
 - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work when approved by the Engineer.
 - The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4D "ONE LANE ROAD AHEAD" sign, but proper sign spacing shall be maintained.
 - Sign spacing may be increased or an additional CW20-1D "ROAD WORK AHEAD" sign may be used if advance warning ahead of the flagger sign is less than 1500 feet.
 - Flaggers should use two-way radios or other methods of communication at all times to control traffic.
 - Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.
 - If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
 - If the seal coat operation crosses intersections, traffic in these areas must be controlled. Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning other member of the traffic control crew at the intersection.
 - Temporary rumble strips are not required on seal coat operations.
 - Pilot car is used to guide vehicles through traffic control zone, vehicle shall have an identification name displayed and "PILOT CAR, FOLLOW ME" (G20-4) sign or message board mounted in a conspicuous position on rear.

TCP (SC-1a)
 1. Channelizing devices on the center-line may be omitted when a pilot car is leading traffic.

SHEET 1 OF 7

Texas Department of Transportation *TxDOT*

Traffic Safety
Minimum Standard

TRAFFIC CONTROL PLAN
SEAL COAT OPERATIONS
TCP (SC-1) -21

FILE#	tcpsc-1-21.dgn	DN#		CK#	DN#	CK#
© TxDOT	April 2021	CONT	SECT	JOB		HIGHWAY
REVISIONS						
		DIST	COUNTY			SHEET NO.

WTC
ENGINEERS | SURVEYORS

WTC, INC.
 405 S.W. 1st Street
 Andrews, TX 79714
 (432) 523-2181
 TEXAS REGISTERED ENGINEERING FIRM F-2746
 TEXAS REGISTERED SURVEYOR FIRM #100792-00

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 STOP! CALL 1-800-245-4545

TOLL-FREE OSHA RULE 1926.651
 REQUIRES PREVIOUS
 NOTIFICATION TEXAS ONE CALL
 SYSTEM

LEGEND

	OBSERVED RIGHT OF WAY LINE		EXISTING WATER METER
	EXISTING END OF PAVEMENT		EXISTING WATER VALVE
	EXISTING FENCE		EXISTING FIRE HYDRANT
	EXISTING WATER LINE		EXISTING PAVEMENT ROAD
	EXISTING BURIED PIPELINE		AREA TO BE REPAIRED
	EXISTING OVERHEAD ELECTRIC LINE		EDGE OF PAVEMENT TO BE REPAIRED
	EXISTING FIBER OPTIC/TELEPHONE LINE		MATCH LINE
	PROPERTY LINE		POTHOLE LOCATION

STATE OF TEXAS
 JAMES CHAD TOMPKINS
 93839
 LICENSED
 Professional Engineer
 THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY JAMES C. TOMPKINS, P.E. 93839 ON JUNE, 05 2023

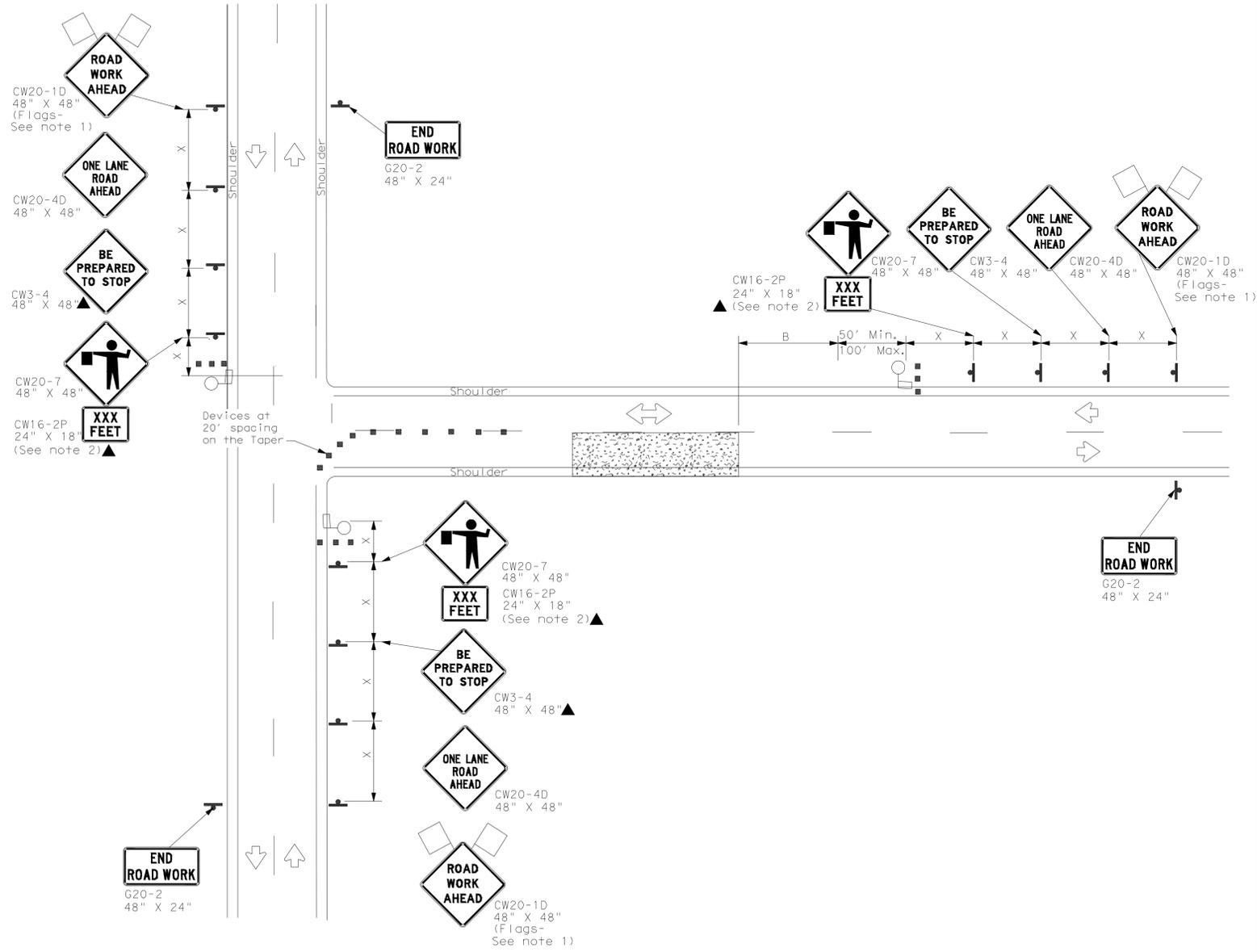
REVISION DESCRIPTION	REVISION	DATE
ADD NOTE 5	▲	07/14/2023

SEALCOAT TRAFFIC CONTROL PLAN I

2023 MIDLAND PAVEMENT MAINTENANCE PROJECT

DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	OV	5/24/23	55875	N/A	C-25.0

PLANT: PROJECTS/ENGINEERING & SURVEYING/MIDLAND PAVING 2023/MIDLAND COUNTY PAVING 2023/MIDLAND COUNTY PAVING 2023/SECTION 1-21/TRAFFIC CONTROL PLAN 1/25.00/2023.05.24



LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed * *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'	200'
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- Temporary rumble strips are not required on seal coat operations.
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SHEET 4 OF 7



TRAFFIC CONTROL PLAN
 SEAL COAT
 OPERATIONS

TCP (SC-4) -21

FILE: tcpso-4-21.dgn	DN:	CK:	DR:	CK:
© TXDOT April 2021	CONT	SECT	JOB	HIGHWAY
REVISIONS	DIST	COUNTY	SHEET NO.	

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 405 S.W. 1st Street
 Andrews, TX 79714
 (432) 523-2181
 TEXAS REGISTERED ENGINEERING FIRM F-2746
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LEGEND	
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	EXISTING END OF PAVEMENT
	EXISTING FENCE
	EXISTING WATER LINE
	EXISTING BURIED PIPELINE
	EXISTING OVERHEAD ELECTRIC LINE
	EXISTING FIBER OPTIC/TELEPHONE LINE
	PROPERTY LINE
	EXISTING WATER METER
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
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	AREA TO BE REPAIRED
	EDGE OF PAVEMENT TO BE REPAIRED
	MATCH LINE
	POTHOLE LOCATION

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REVISION DESCRIPTION	REVISION	DATE
ADD NOTE 5		07/14/2023

SEALCOAT TRAFFIC CONTROL PLAN II					
2023 MIDLAND PAVEMENT MAINTENANCE PROJECT					
DESIGN	DRAWN	DATE	PROJECT NO.	SCALE	PAGE:
J.C.T.	OV	5/24/23	55875	N/A	C-26.0

PLANT: \\PROJECTS\ENGINEERING\2023\MIDLAND COUNTY PAVING\2023\MIDLAND COUNTY PAVING\2023\DRAWINGS\MIDLAND PAVING\2023\ADDENDUM 1\LAYOUT TAB\SEALCOAT TCP (SC-4)-21-26.0-26.00.DWG