



WARNING TO CONTRACTOR:

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CRITICAL:

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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 PAY).

STATE PLANE COORDINATE NOTE:

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

BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

GENERAL NOTES:

- DIMENSIONS AND COORDINATES PROVIDED INDICATE THE DESIGN INTENT OF THE ENGINEER. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY INCONSISTENCIES OR DISCREPANCIES FOUND DURING CONSTRUCTION. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND COORDINATES DURING CONSTRUCTION LAYOUT PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS PRIOR TO AND THROUGHOUT CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION PHASE SURVEYING INCLUDING LOCATING AND VERIFYING PROJECT BENCHMARKS.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN NEAT AND ACCURATE CONSTRUCTION RECORDS. THE CONTRACTOR SHALL PROVIDE CLEAN AND ACCURATE FULL-SIZE RECORD DRAWINGS WHICH CLEARLY DESCRIBE ANY DEVIATIONS FROM THE PLANS.
- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE FOLLOWING, IN ORDER OF PRECEDENCE, (1) DETAILS SHOWN IN THESE PLANS AND SPECIFICATIONS, (2) TEXAS DEPARTMENT OF TRANSPORTATION - "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAY, STREETS AND BRIDGES."
- IN AREAS WHICH ARE TO REMAIN UNDISTURBED, THE CONTRACTOR SHALL PRESERVE, PROTECT AND/OR RESTORE ALL AREAS DISTURBED BY THE CONSTRUCTION TO ORIGINAL CONDITION OR BETTER AT THE EXPENSE OF THE CONTRACTOR.
- IN THE EVENT THAT EXISTING PRIVATE UTILITY SERVICES SUCH AS WATER, GAS, TELEPHONE, ELECTRIC, ETC. MUST BE TAKEN OUT OF SERVICE TO FACILITATE CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE TEMPORARY UTILITIES TO THE SATISFACTION OF THE OWNER.
- THE ENGINEER IS NOT RESPONSIBLE FOR CONSTRUCTION SAFETY.
- THE CONTRACTOR SHALL PROTECT ALL PROPERTY CORNER MARKERS, AND IF DISTURBED, THEY SHALL BE RESET AT THE EXPENSE OF THE CONTRACTOR.
- IN THE EVENT THAT OTHER CONTRACTORS ARE DOING WORK IN THE SAME AREA SIMULTANEOUSLY WITH THIS PROJECT, THE CONTRACTOR SHALL COORDINATE HIS PROPOSED CONSTRUCTION WITH THAT OF THE OTHER CONTRACTORS.
- ALL MATERIALS TO BE REMOVED FROM THE SITE INCLUDING UNSUITABLE SPOIL MATERIAL, REFUSE AND OTHER DEBRIS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE LAWFULLY REMOVED & DISPOSED OF OUTSIDE THE LIMITS OF THE PROJECT.
- THE CONTRACTOR SHALL MAKE A FINAL CLEAN-UP OF ALL PARTS OF THE WORK AND PREPARE THE SITE IN AN ORDERLY MANNER OF APPEARANCE BEFORE ACCEPTANCE BY THE COUNTY.
- HAUL ROADS, ACCESS ROUTES AND THE LOCATION OF ALL STAGING AREAS AND STORAGE AREAS SHALL BE SUBJECT TO THE APPROVAL OF THE COUNTY.
- BEYOND ENGINEERING AND TESTING, LLC (BEYOND) HAS MADE AN INVESTIGATION OF SUBSURFACE SOIL CONDITIONS OF THE PROJECT SITE IN THEIR REPORT PROJECT NO. GT230419, DATED JUNE 13, 2023, AND IS REFERENCED IN THE CONSTRUCTION DOCUMENTS AS "GEOTECHNICAL REPORT".
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE TRAFFIC CONTROL DURING CONSTRUCTION AS REQUIRED BY THE COUNTY AND STATE IN WHICH THE PROJECT IS LOCATED.
- CONTRACTOR SHALL PREPARE, FURNISH, MAINTAIN, AND REMOVE ALL TRAFFIC CONTROL DEVICES THROUGHOUT CONSTRUCTION. ALL DEVICES SHALL BE IN CONFORMANCE WITH THE TEXAS MUTCD, LATEST EDITION AS CURRENTLY AMENDED BY THE TEXAS DEPARTMENT OF TRANSPORTATION.
- CONTRACTOR IS RESPONSIBLE FOR COORDINATING ROAD AND DRIVEWAY CLOSURES WITH THE OWNER AND AUTHORITIES HAVING JURISDICTION.
- CONTRACTOR IS RESPONSIBLE FOR PROVIDING A TRAFFIC CONTROL AND SEQUENCING PLAN WITH SUBMISSION OF THE BID PACKET. THIS PLAN WILL BE REVIEWED FOR APPROVAL AND AS PART OF THE ASSESSMENT FOR AWARD OF BID. ROAD CLOSURES WILL NOT BE PERMITTED WITHOUT WRITTEN PERMISSION FROM THE COUNTY UPON APPROVAL OF SUBMITTED TRAFFIC CONTROL AND SEQUENCING PLAN.
- NO SPECIAL PAY FOR TRAFFIC CONTROL ITEMS NOT INCLUDED IN TRAFFIC CONTROL BID. ANY MATERIALS NEEDED FOR TRAFFIC CONTROL SHALL BE INCLUDED IN THE TRAFFIC CONTROL BID ITEM. COUNTY SHALL NOT PROVIDE ANY ASPECTS OF TRAFFIC CONTROL, SEQUENCING, OR ALTERNATIVE ROUTES.
- CONTRACTOR TO REMOVE AND REINSTALL MAILBOXES, AS NEEDED, TO COMPLY WITH THE DETAIL. FOR DECORATIVE MAILBOXES, THE CONTRACTOR SHALL NOTIFY THE LANDOWNER THAT THEIR MAILBOX WILL BE RELOCATED AND REINSTALLED ON A STANDARD POST, MEETING THE REQUIREMENTS STATED HEREIN. THE CONTRACTOR WILL COORDINATE WITH THE LANDOWNER FOR REMOVAL OF MATERIALS. ANY WORK THE CONTRACTOR COORDINATES TO REINSTALL A MAILBOX WITH DECORATIVE MATERIALS SHALL BE AT THE EXPENSE OF THE CONTRACTOR OR LANDOWNER.

EROSION CONTROL NOTES:

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

DEMOLITION NOTES:

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

GRADING NOTES:

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

UTILITY NOTES:

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

ON-SITE BENCHMARKS:

CP-113: A 5/8 INCH IRON ROD WITH RED CAP LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION OF EAST COUNTY ROAD 126 AND COUNTY ROAD 1180, APPROXIMATELY 30 FEET EAST OF THE CENTERLINE OF COUNTY ROAD 1180 AND 65 FEET SOUTH OF THE CENTERLINE OF EAST COUNTY ROAD 126.
NAD83 GRID COORDINATES: N: 10,678,423.80 E: 1,764,075.59
PUBLISHED ELEVATION: 2784.01' NAVD88 DATUM

CP-114: A 5/8 INCH IRON ROD WITH RED CAP LOCATED APPROXIMATELY 30 FEET WEST OF THE CENTERLINE OF COUNTY ROAD 1180 AND APPROXIMATELY 135 FEET SOUTH OF THE CENTERLINE OF COUNTY ROAD 130.
NAD83 GRID COORDINATES: N: 10,675,839.28 E: 1,764,681.10
PUBLISHED ELEVATION: 2778.14' NAVD88 DATUM

CP-115: A 5/8 INCH IRON ROD WITH RED CAP LOCATED APPROXIMATELY 30 FEET NORTH OF THE CENTERLINE OF COUNTY ROAD 135 AND APPROXIMATELY 75 FEET EAST OF THE CENTERLINE OF COUNTY ROAD 1180.
NAD83 GRID COORDINATES: N: 10,673,426.06 E: 1,765,414.73
PUBLISHED ELEVATION: 2778.14' NAVD88 DATUM

PROPOSED 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 ASPHALT
	PROPOSED CONCRETE
	PROPOSED DRIVEWAY 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 LEGEND

	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 BOLLARD/FENCE POST
	EXISTING MAILBOX
	EXISTING TREE
	EXISTING CABLE BOX
	EXISTING PEDESTAL CABLE
	EXISTING ELECTRICAL BOX
	EXISTING PEDESTAL ELECTRIC
	EXISTING ELECTRIC VAULT
	EXISTING LIGHT POLE
	EXISTING GAS MANHOLE
	EXISTING GAS VALVE
	EXISTING GAS METER
	EXISTING PEDESTAL GAS
	EXISTING GUY WIRE
	EXISTING UTILITY POLE
	EXISTING SANITARY SEWER MANHOLE
	EXISTING CLEANOUT
	EXISTING STORM DRAIN MANHOLE
	EXISTING PEDESTAL TELEPHONE
	EXISTING PEDESTAL UNKNOWN
	EXISTING FIRE HYDRANT
	EXISTING WATER METER
	EXISTING WATER MANHOLE
	EXISTING WATER VALVE
	EXISTING ASPHALT TO BE DEMOLISHED
	EXISTING CONCRETE TO BE DEMOLISHED
	EXISTING GRAVEL TO BE DEMOLISHED

FILE NAME: C:\GIS\DATA\NOTES.dwg
PLOTTER BY: Amorin Alpha
PLOT DATE: 11/26/24 AM

FILE NAME: C:\GIS\DATA\NOTES.dwg
PLOTTER BY: Amorin Alpha
PLOT DATE: 11/26/24 AM

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NO.	REVISION	BY	DATE		

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
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N/A
VERT
N/A
DATE
MAY 2024

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

BRIAN W. ADKINS
PROJECT ENGINEER
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2
SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

GENERAL NOTES

DA PROJECT
B009115.001

SHEET

1

MIDLAND COUNTY PRECINCT 2	DA PROJECT B009115.001
SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS	SHEET
TYPICAL ASPHALT SECTIONS	2



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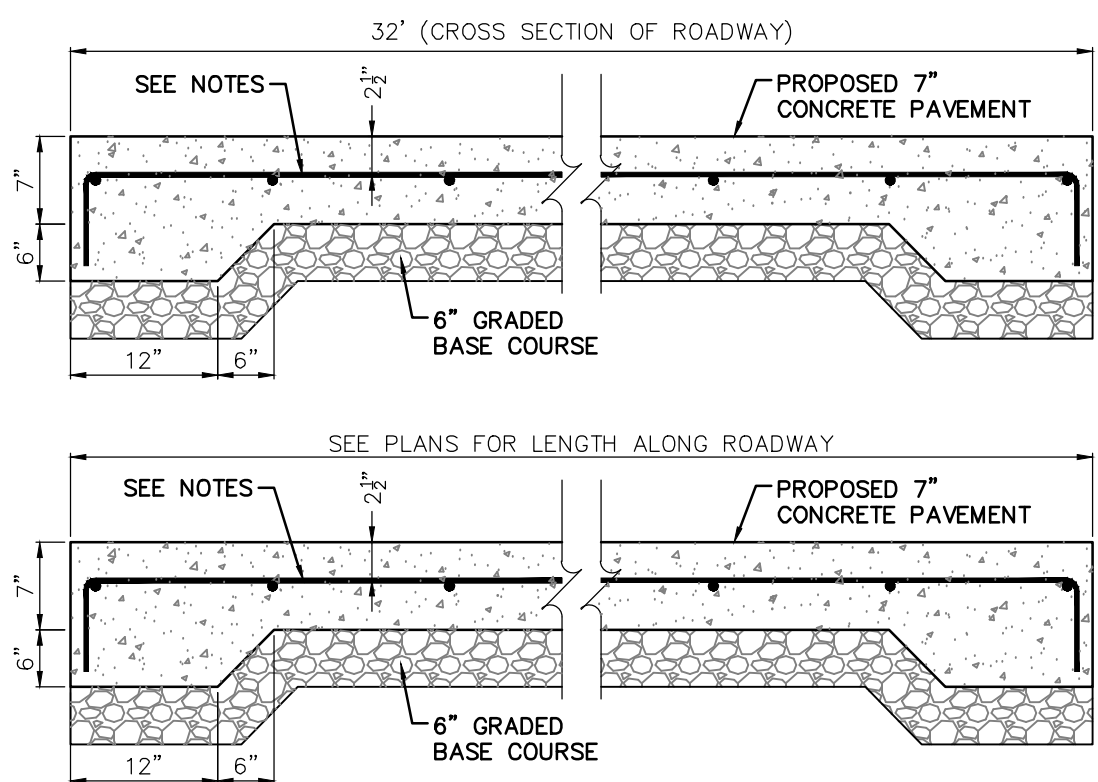
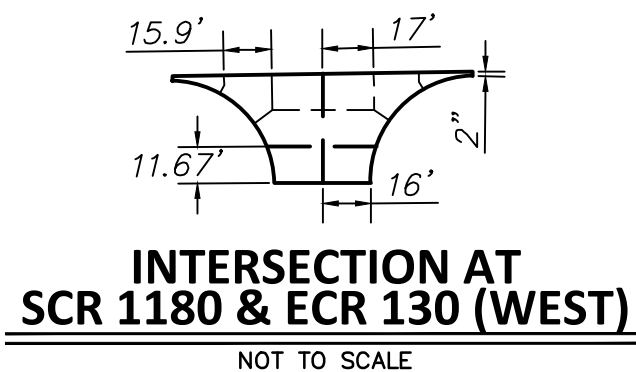
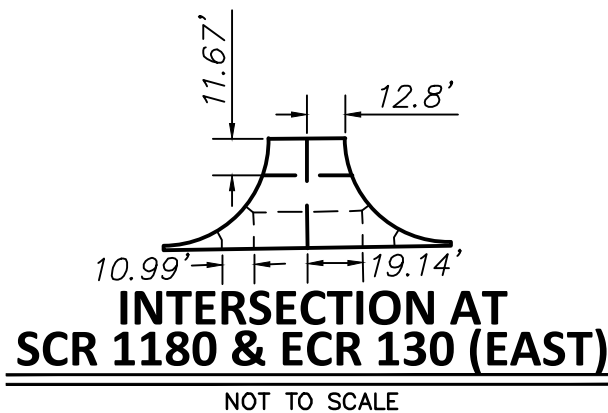
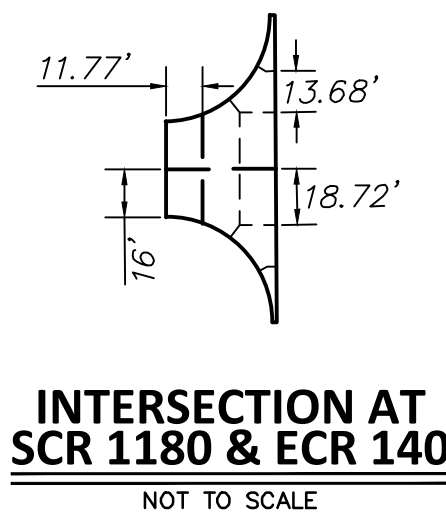
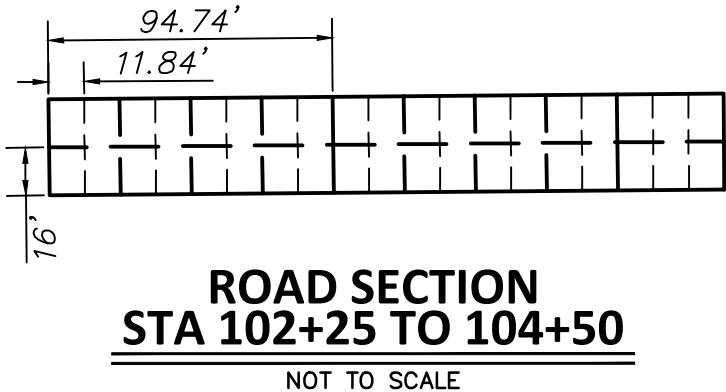
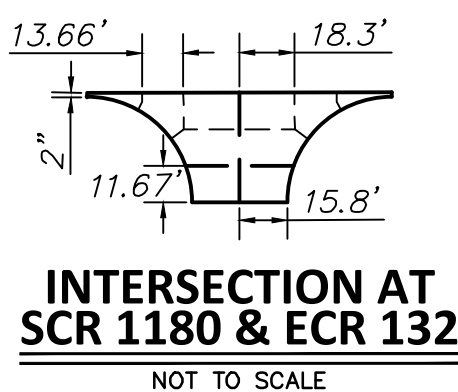
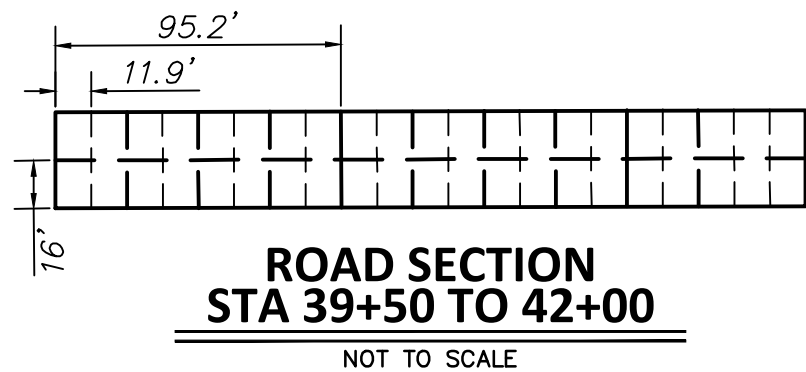
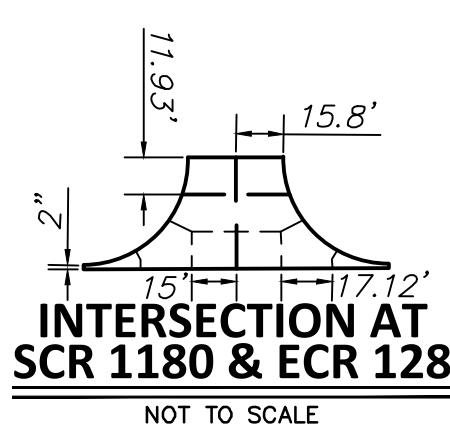
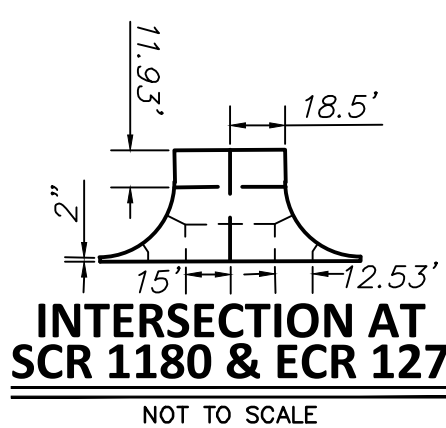
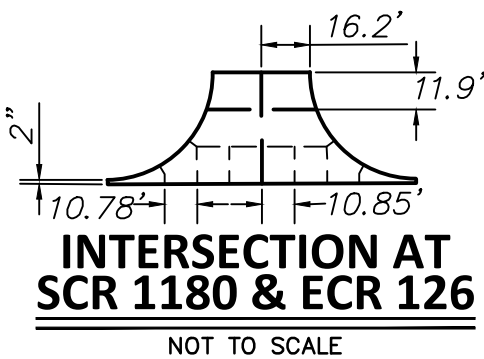
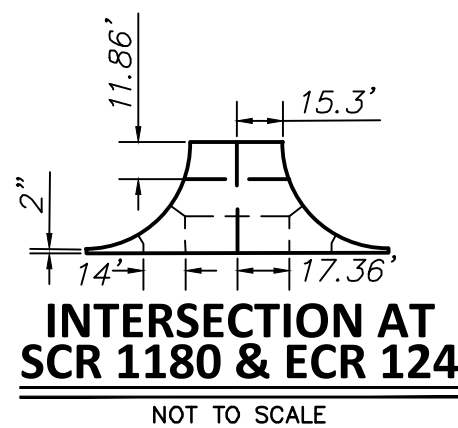
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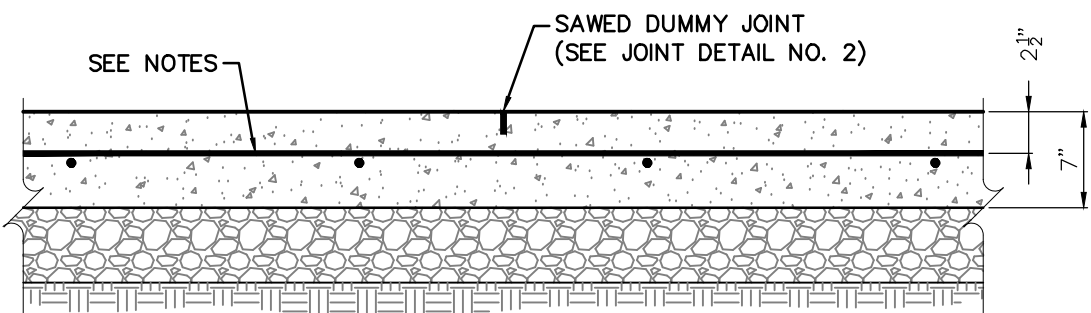
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

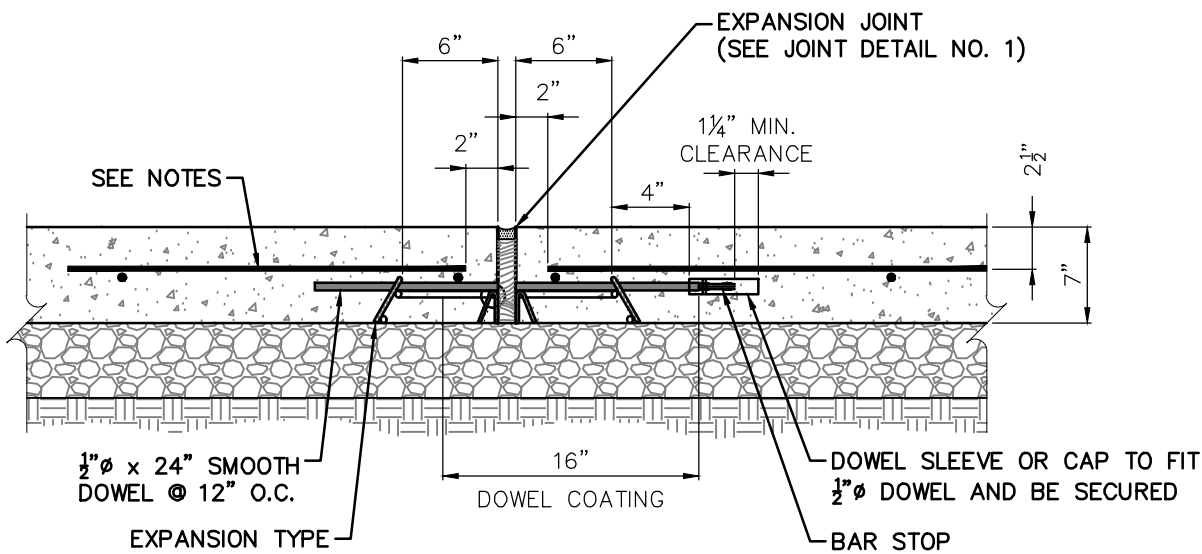


CROSS SLOPE OF CONCRETE PAVEMENT SECTIONS PER PLANS

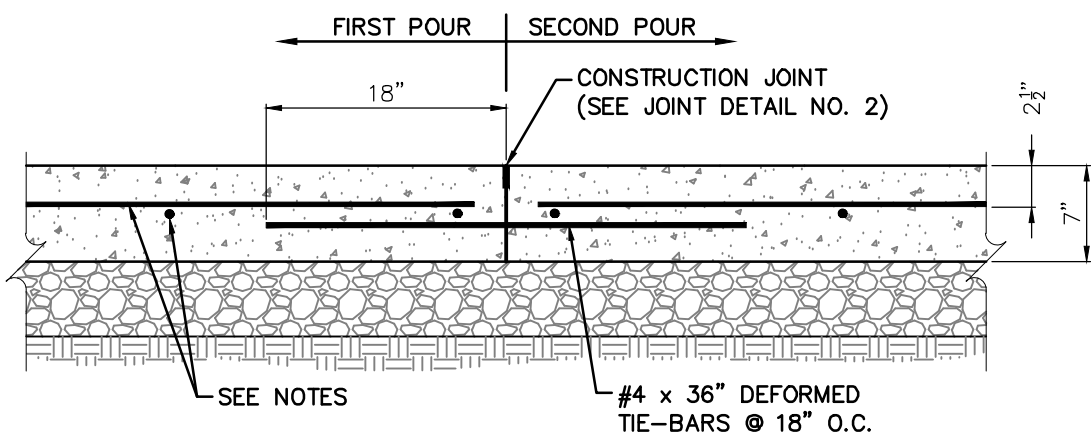
CONCRETE PAVEMENT TYPICAL SECTION
NOT TO SCALE



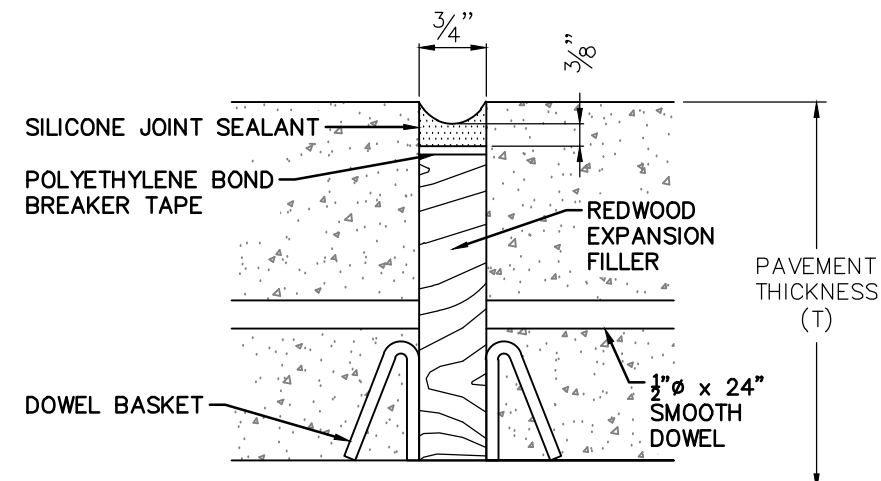
SAWS DUMMY JOINT
NOT TO SCALE



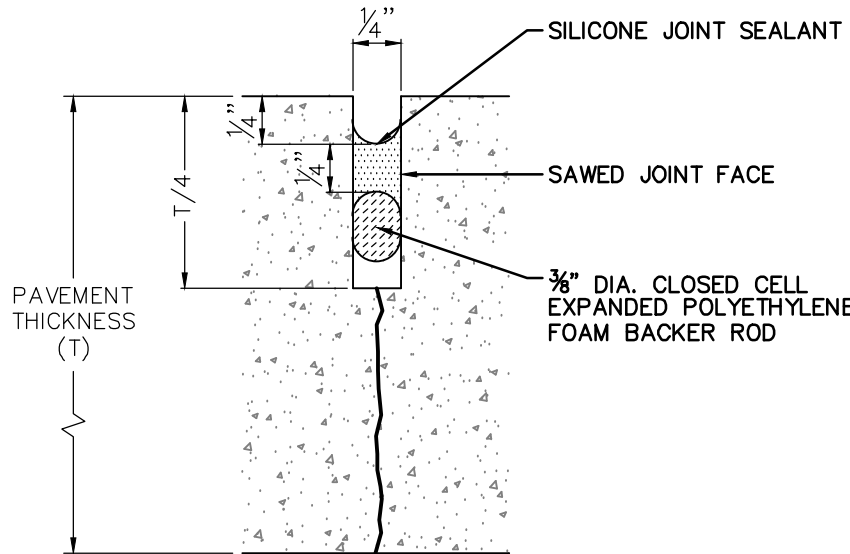
EXPANSION JOINT
NOT TO SCALE



CONSTRUCTION JOINT
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 SAWS DUMMY JOINTS SHALL ALTERNATE EVERY 12' (MAX.) BETWEEN EXPANSION JOINTS, OR AS SHOWN. ROADWAY CENTERLINE SHALL BE A CONSTRUCTION JOINT.
- SAWCUT 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.

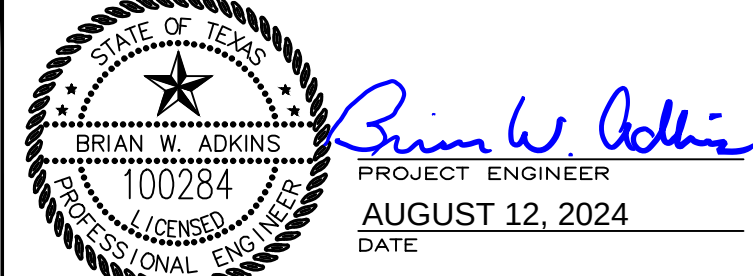
JOINT LEGEND

- EXPANSION JOINT
- - - - - CONSTRUCTION JOINT
- - - - - SAWS DUMMY JOINT

1	REVISED FOR BID QUESTIONS	TKS	08/12/2024	AJA
				DESIGNED
				AJA
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

MIDLAND COUNTY
MIDLAND, TEXAS

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



MIDLAND COUNTY PRECINCT 2

SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

TYPICAL CONCRETE SECTIONS

DA PROJECT
B009115.001

SHEET

3

FILE NAME: TYPICAL SECTIONS.dwg
PLOTTER BY: Almore Adams
PLOT DATE: August 14, 2024
PLOT TIME: 10:25 PM



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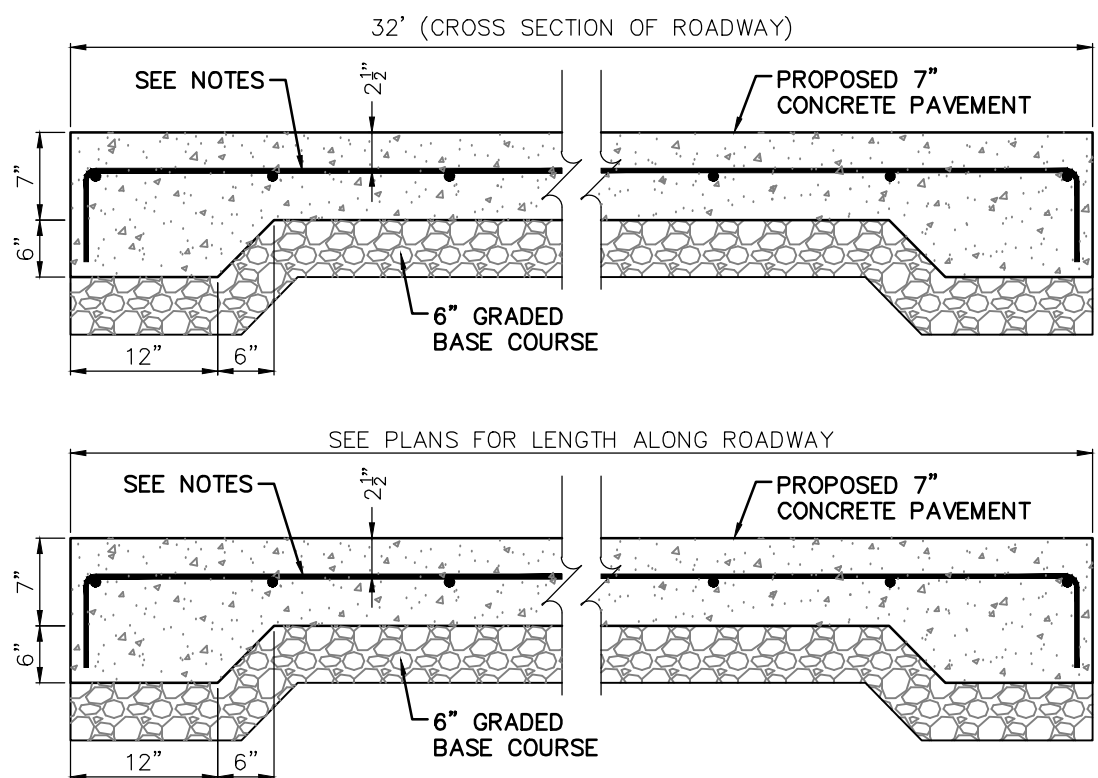
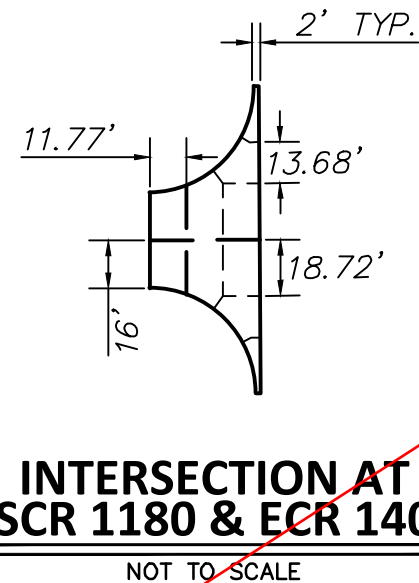
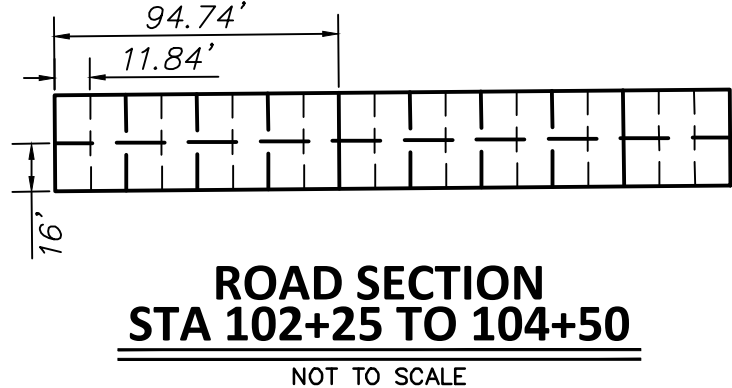
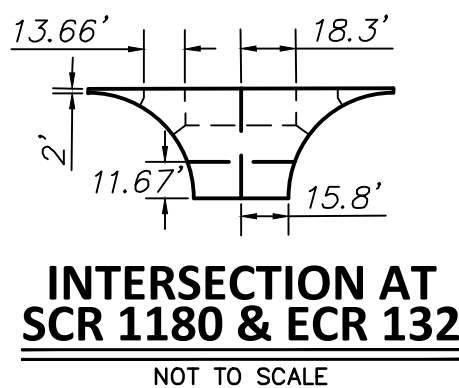
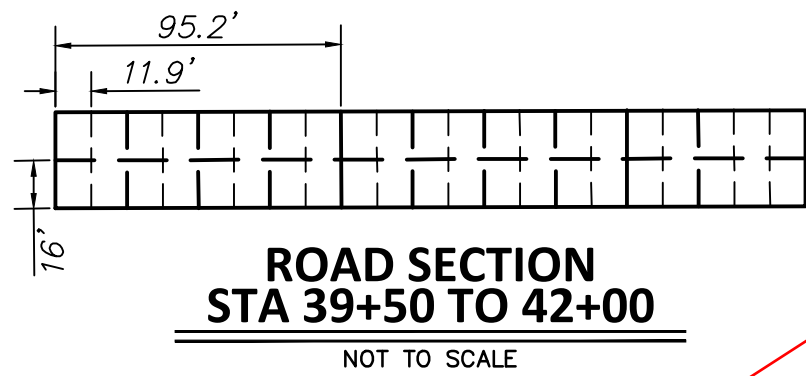
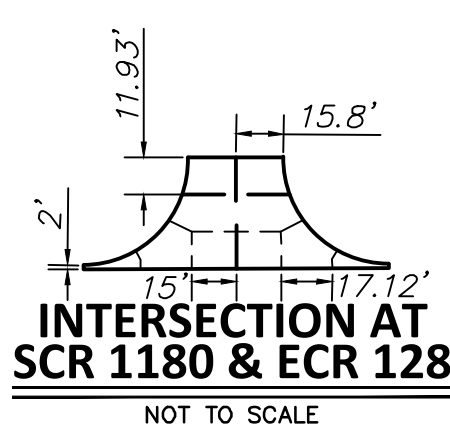
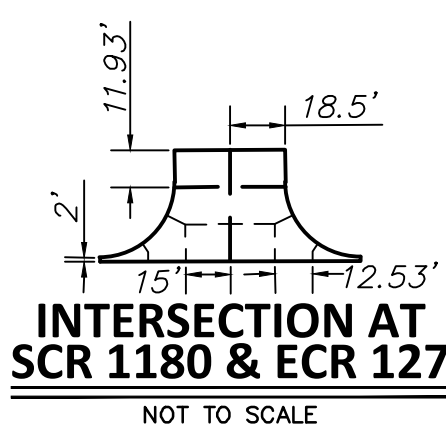
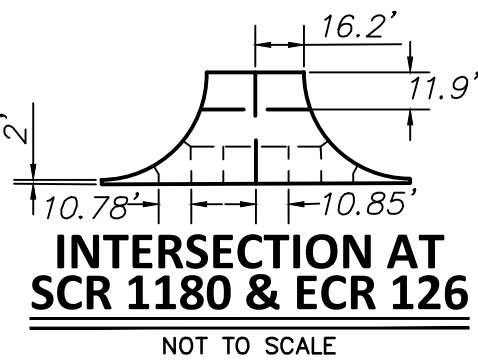
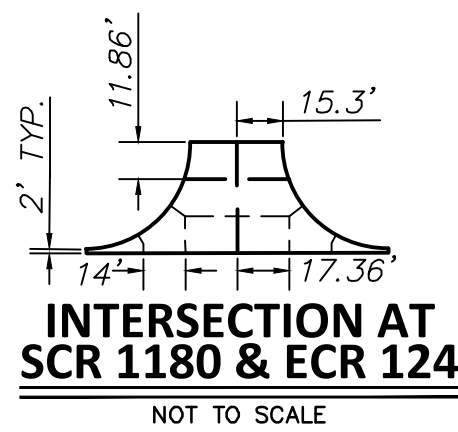
IF ANY EXISTING UTILITY POLES, POWER POLES, GUY WIRES, TELEPHONE UTILITIES, ETC. ARE FOUND TO BE IN CONFLICT WITH THESE CONSTRUCTION PLANS, THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY AND COORDINATE THE RELOCATION OF ANY/OR ALL SUCH UTILITIES (NO SPECIAL PAY).

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.

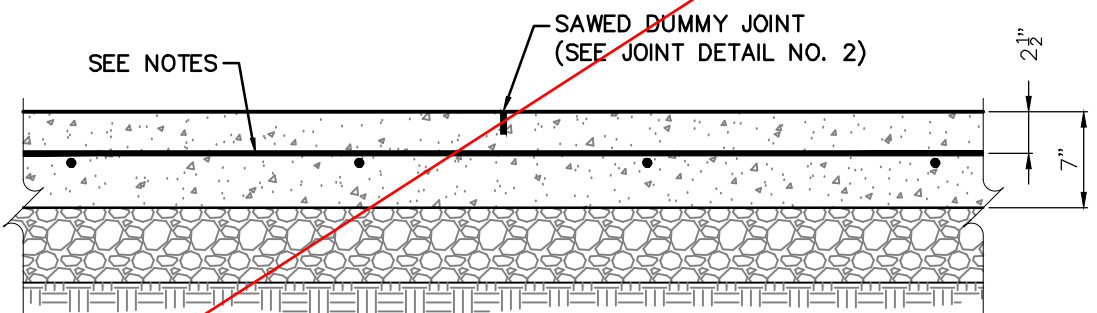
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

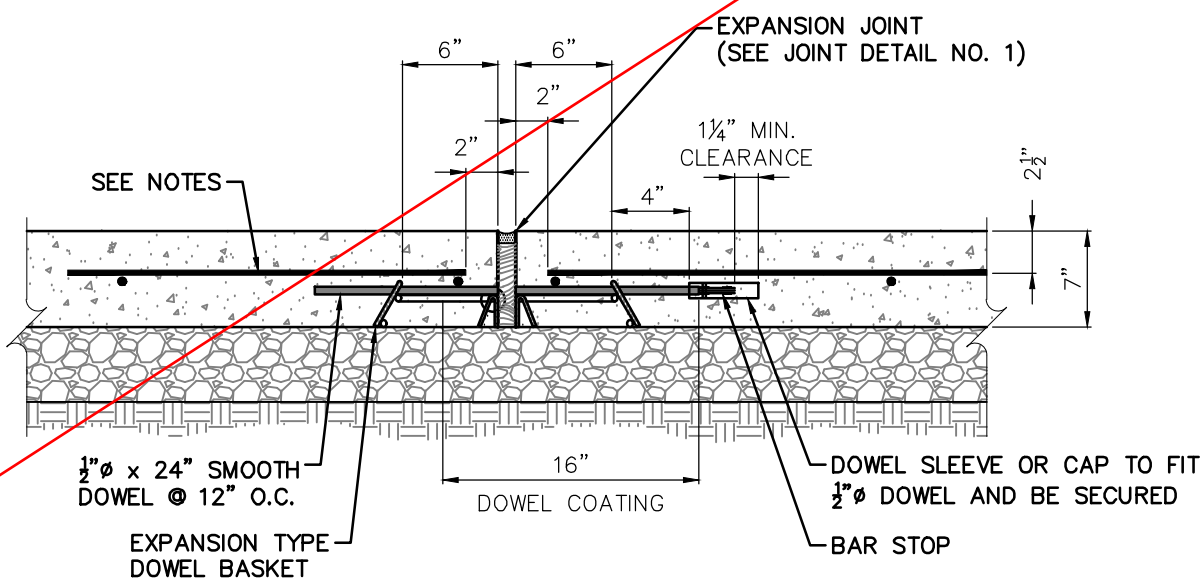


CROSS SLOPE OF CONCRETE PAVEMENT SECTIONS PER PLANS

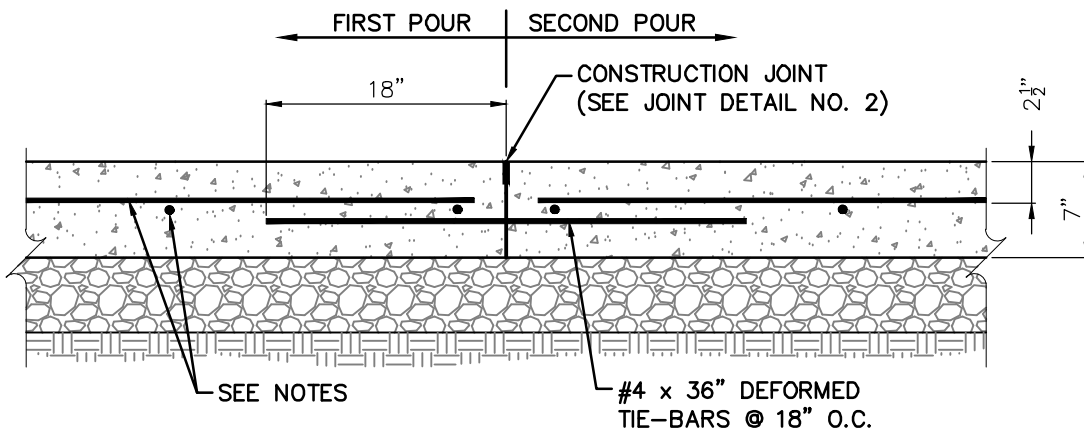
CONCRETE PAVEMENT TYPICAL SECTION



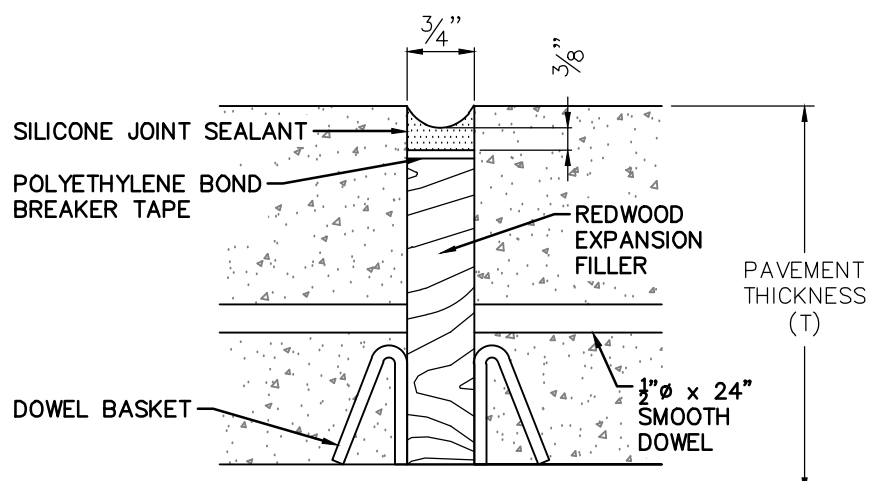
SAWED DUMMY JOINT



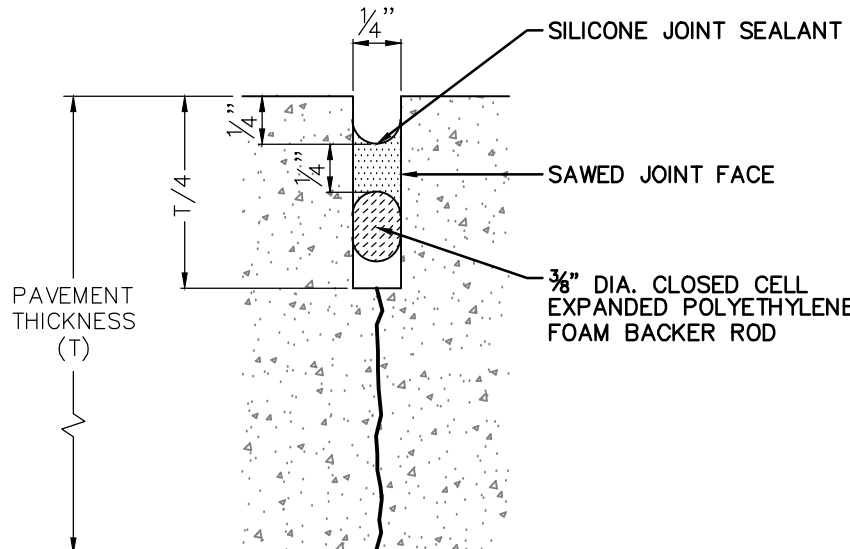
EXPANSION JOINT



CONSTRUCTION JOINT



JOINT DETAIL NO. 1



JOINT DETAIL NO. 2

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.
- SAWCUT 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

NO.	REVISION	BY	DATE	AJA	DESIGNED	AJA	DRAWN	BWA	CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

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
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2
SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

TYPICAL CONCRETE SECTIONS

DA PROJECT
B009115.001
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:

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UTILITY RELOCATION NOTE:

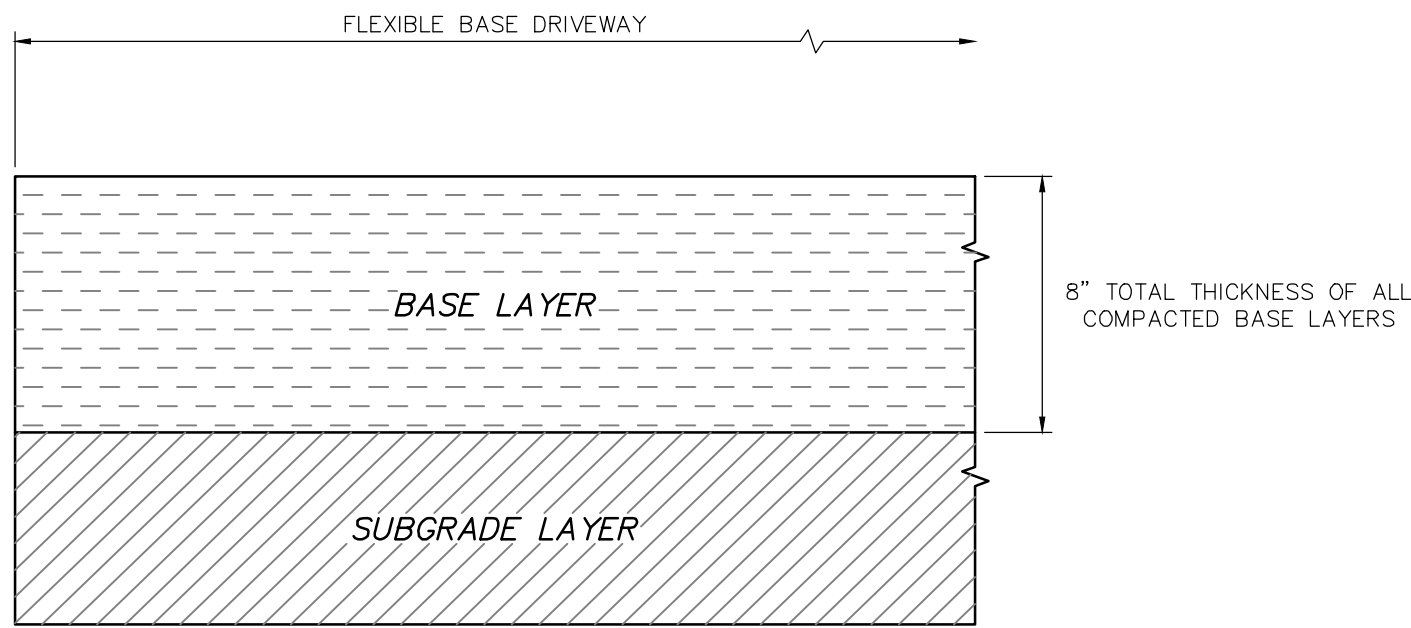
IF ANY EXISTING UTILITY POLES, POWER POLES, GUY WIRES, TELEPHONE UTILITIES, ETC. ARE FOUND TO BE IN CONFLICT WITH THESE CONSTRUCTION PLANS. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY AND COORDINATE THE RELOCATION OF ANY/OR ALL SUCH UTILITIES (NO SPECIAL PAY).

STATE PLANE COORDINATE NOTE:

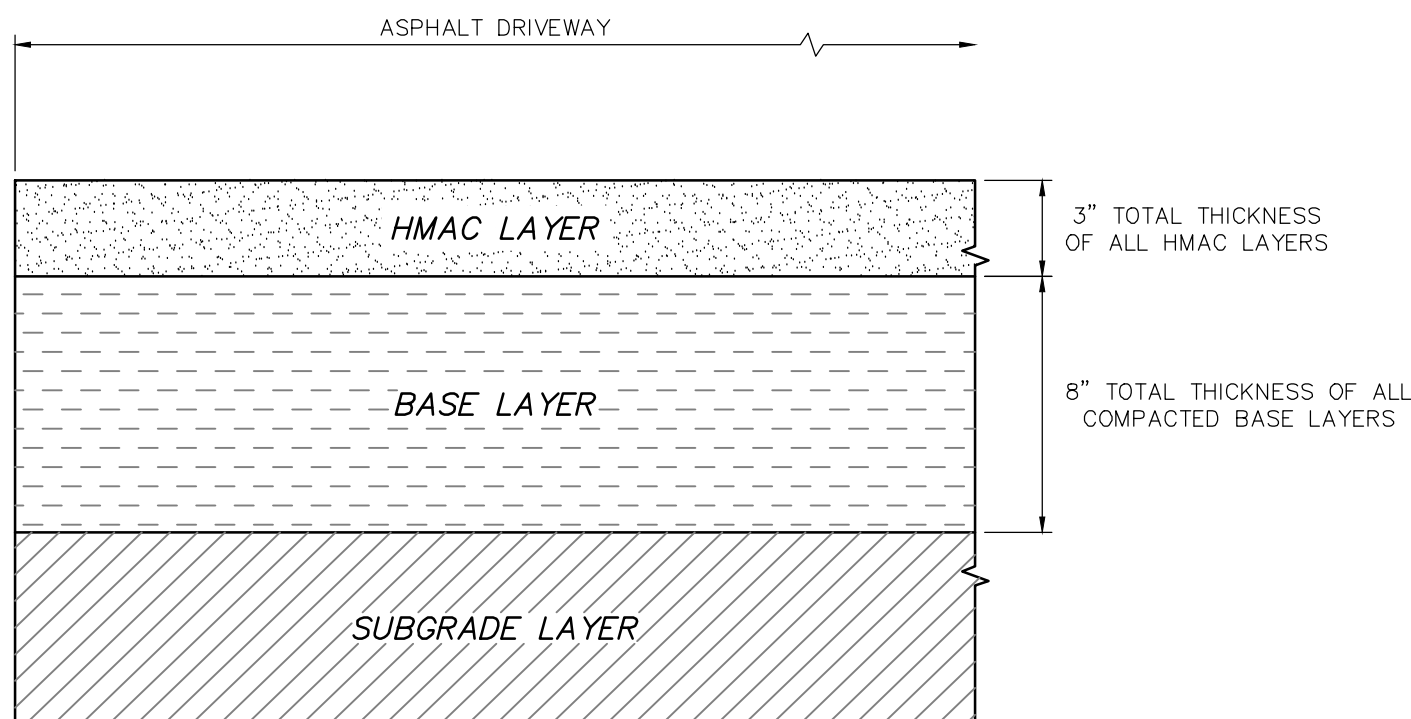
COORDINATES PROVIDED ARE RELATIVE TO THE TEXAS STATE PLANE COORDINATE SYSTEM (NAD83), CENTRAL ZONE 4203; ALL COORDINATES, BEARINGS, AND DISTANCES ARE NAD83 GRID VALUES.

BENCHMARK:

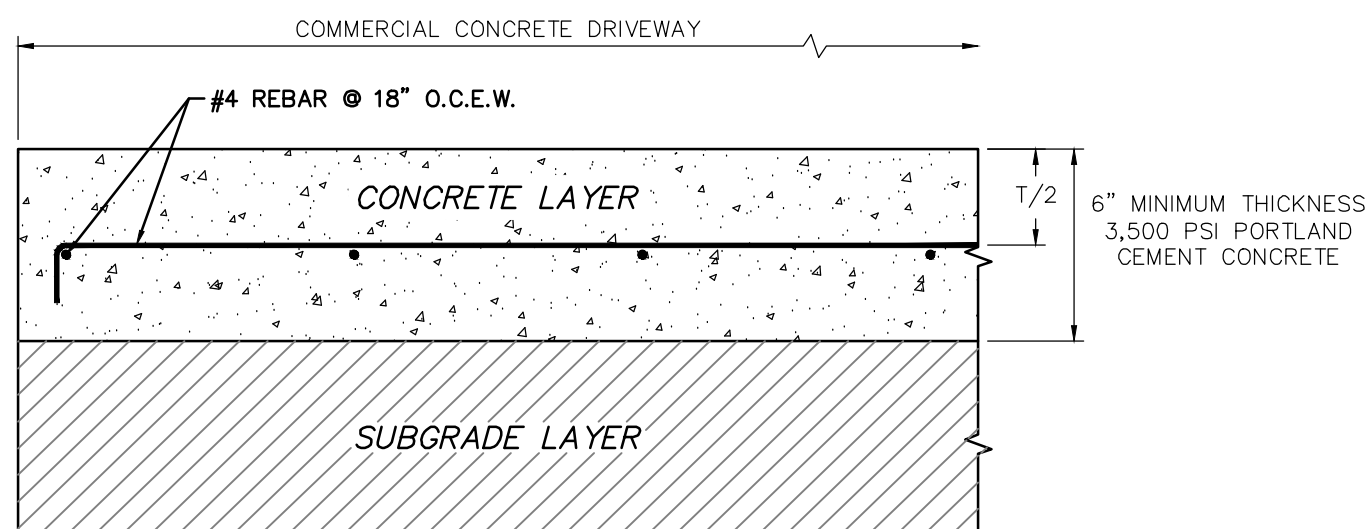
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.



TYPICAL FLEXIBLE BASE DRIVEWAY SECTION
NOT TO SCALE



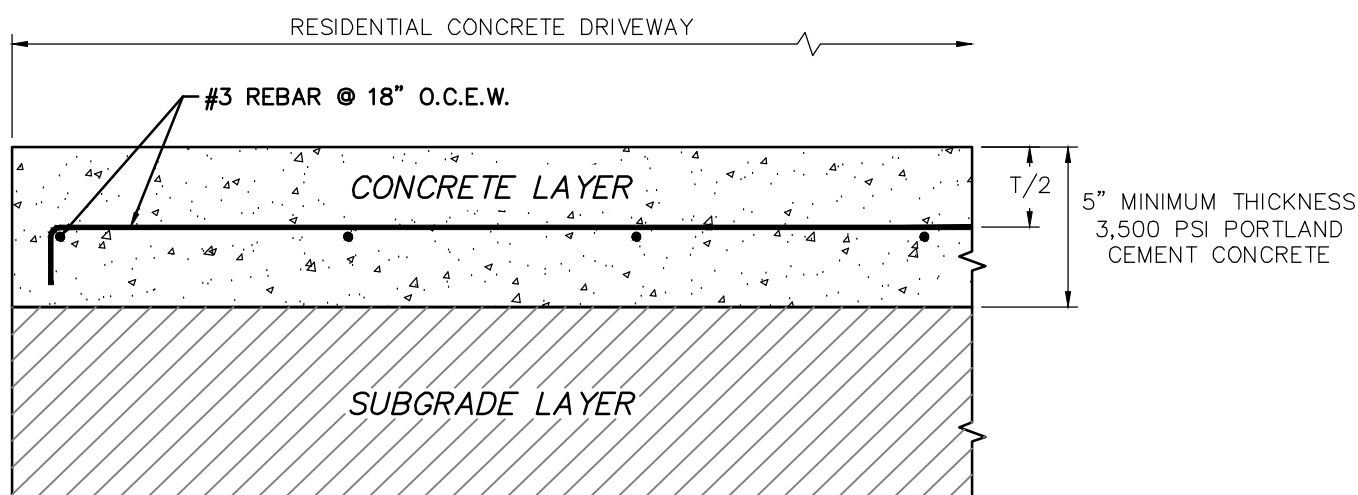
TYPICAL ASPHALT DRIVEWAY SECTION
NOT TO SCALE



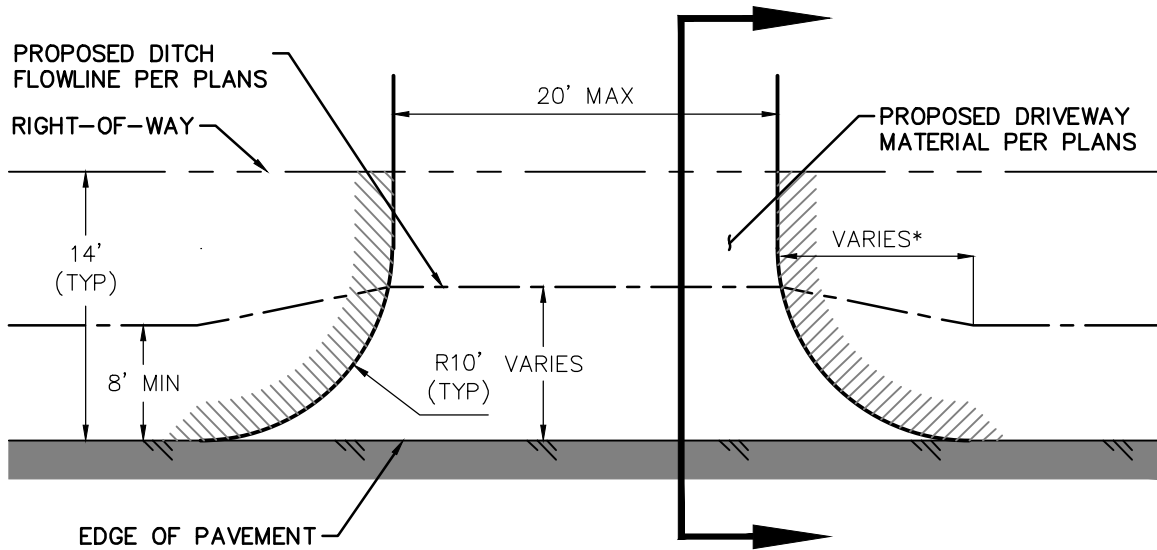
COMMERCIAL

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

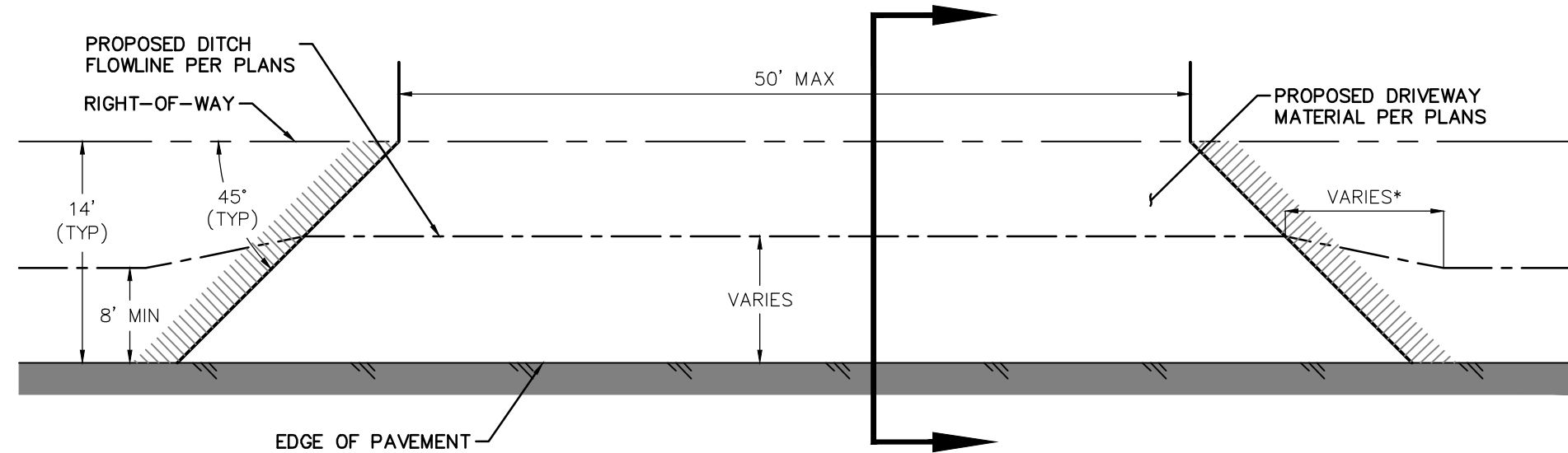
TYPICAL CONCRETE DRIVEWAY SECTIONS
NOT TO SCALE



RESIDENTIAL



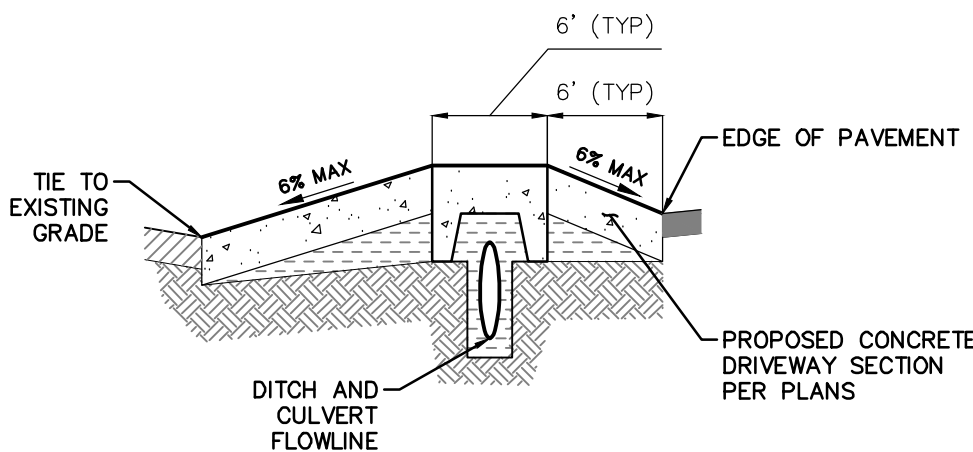
RESIDENTIAL PLAN VIEW



COMMERCIAL PLAN VIEW

TYPICAL DRIVEWAYS
NOT TO SCALE

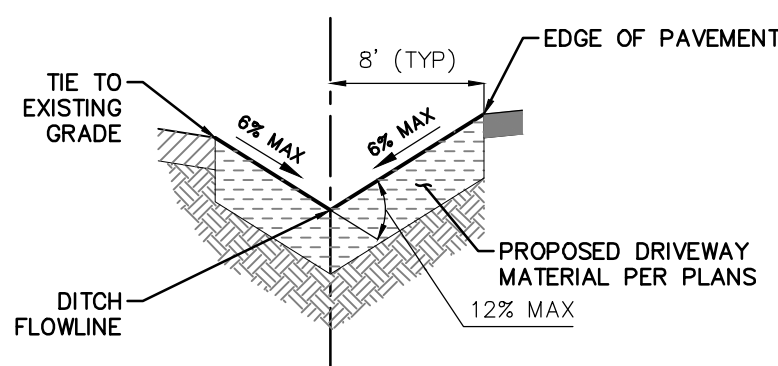
VARIES* -- LENGTH TO PROVIDE A SMOOTH TRANSITION IN DITCH CENTERLINE. TYPICAL LENGTH OF 5' FOR EVERY 1' OF HORIZONTAL ADJUSTMENT (5:1).



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.

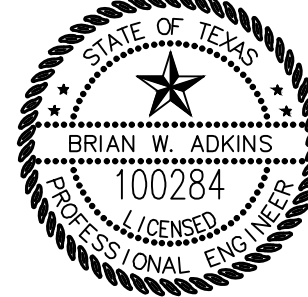
TYPICAL DRIVEWAY CROSS-SECTION
NOT TO SCALE

NO.	REVISION	BY	DATE	DUNAWAY DESIGNED	DUNAWAY DRAWN	BWA CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ N/A
VERT N/A
DATE MAY 2024

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



PROJECT ENGINEER
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2

SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

TYPICAL DRIVEWAY SECTIONS

DA PROJECT
B009115.001

SHEET

4

FILENAME: TYPICAL SECTIONS.dwg
PLOTTER: Allcore Alabama
PLOT DATE: 11/26/24 11:26:44 AM



WARNING TO CONTRACTOR:

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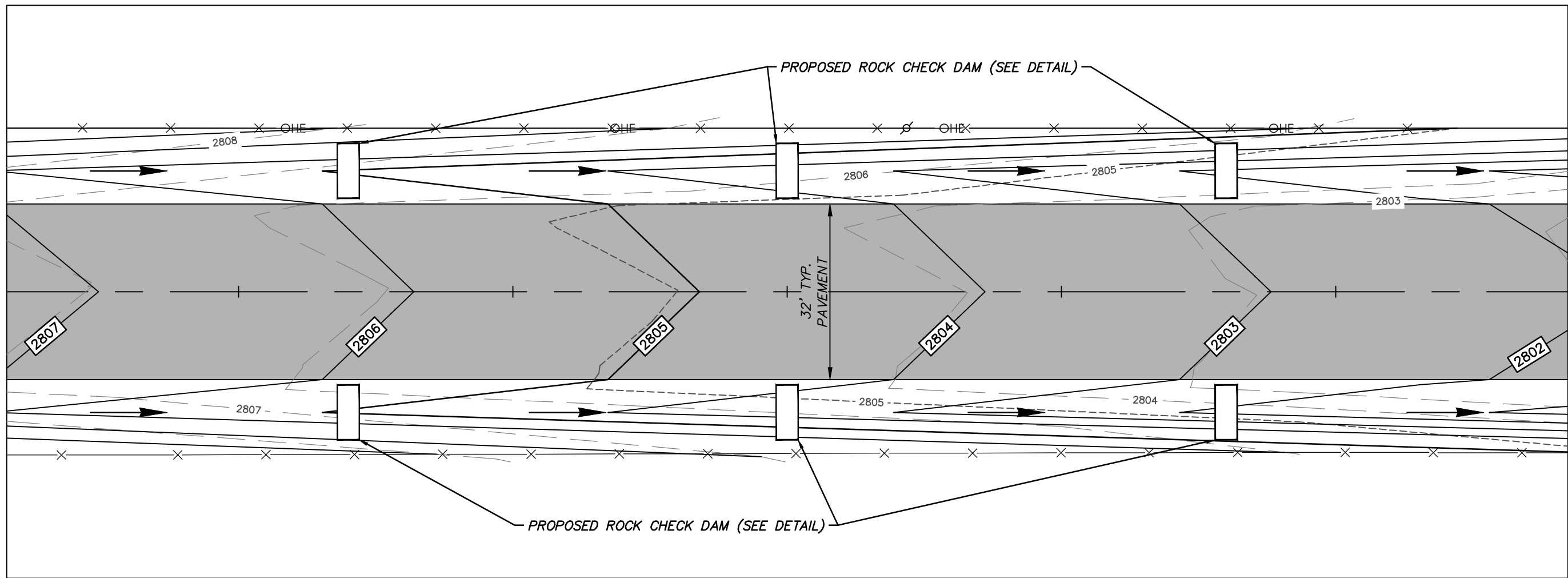
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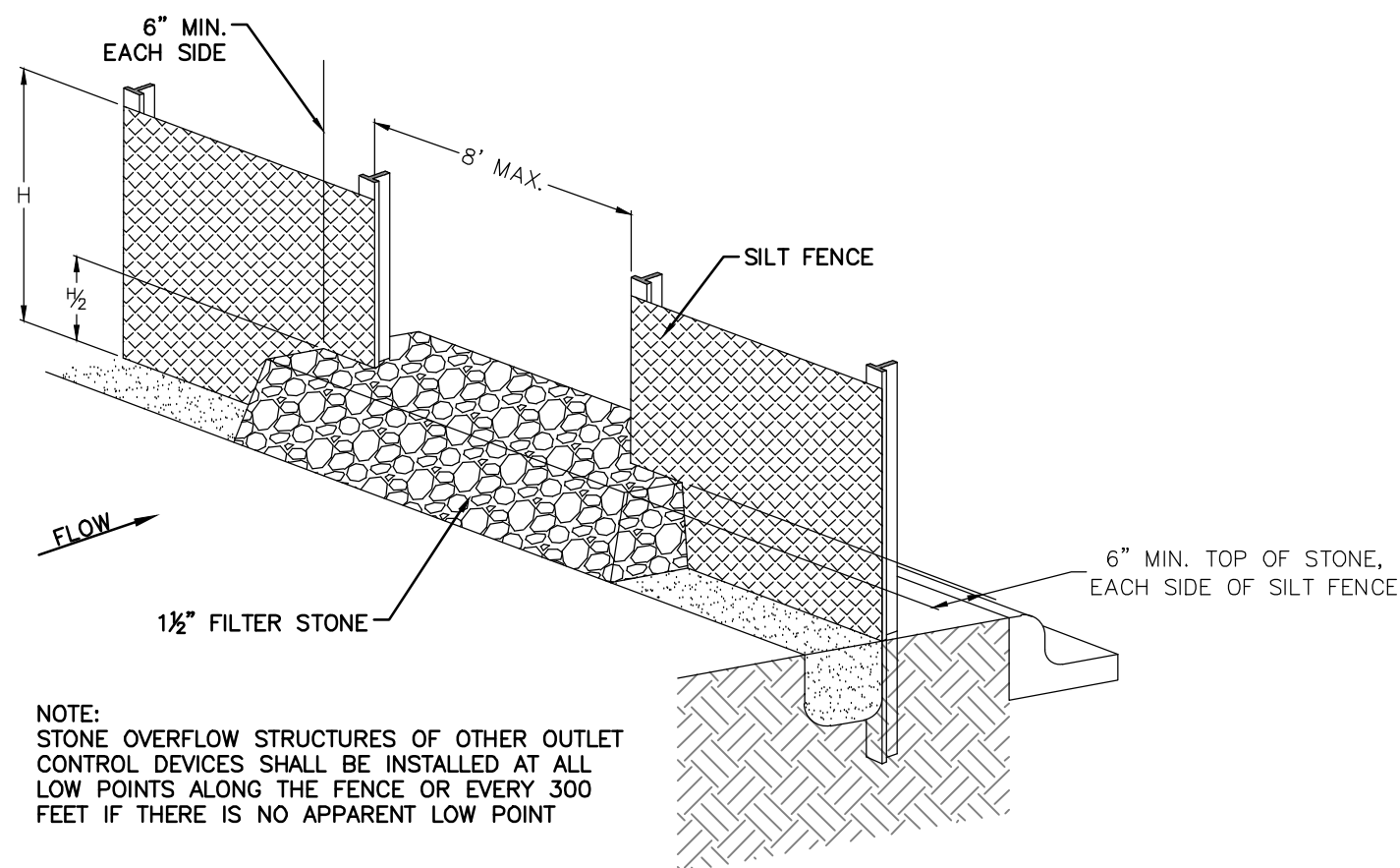
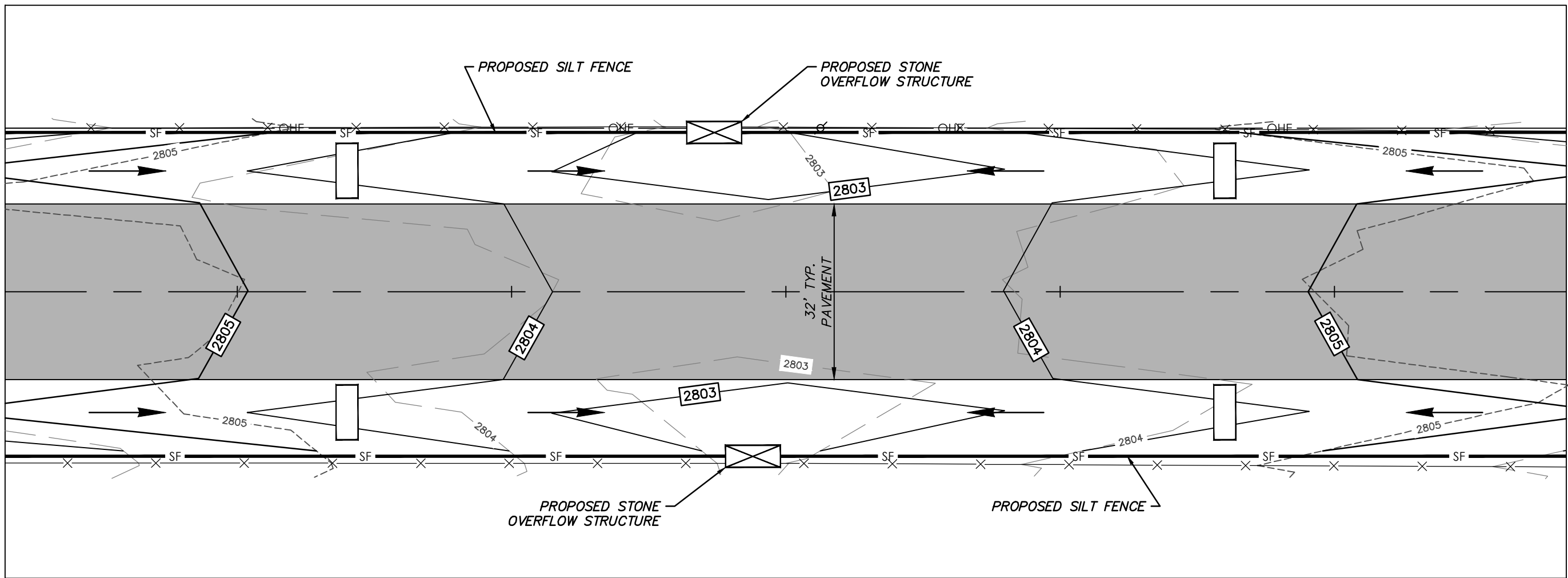
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

TYPICAL EROSION CONTROL PLAN WITH ROADWAY DITCHES



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

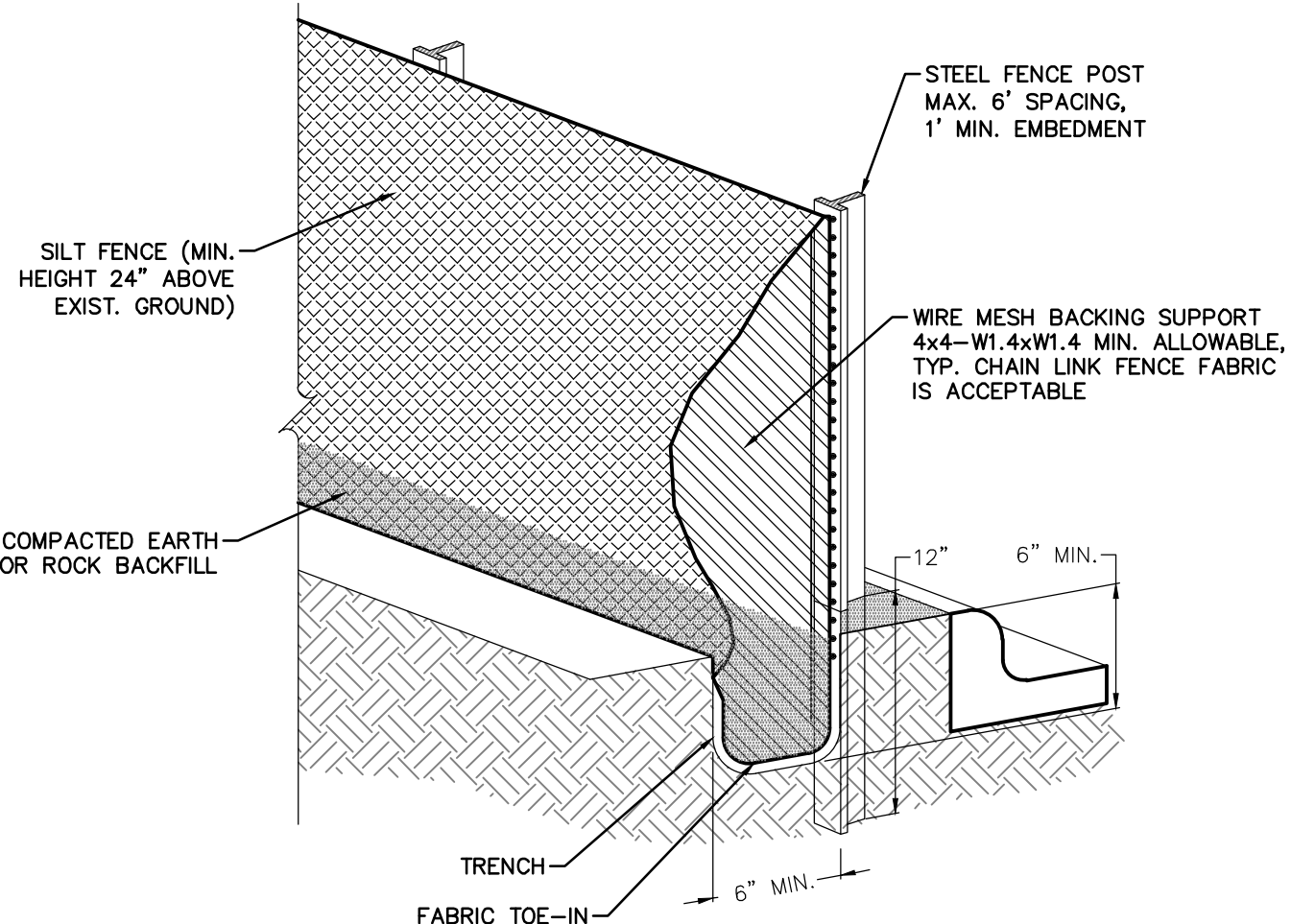


SILT FENCE STONE OVERFLOW STRUCTURE

NOT TO SCALE

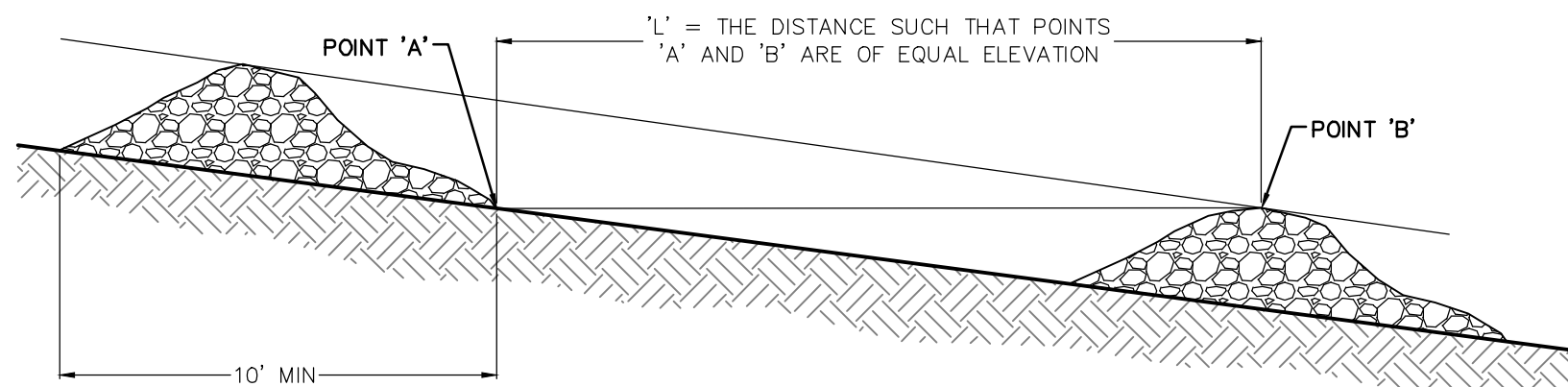
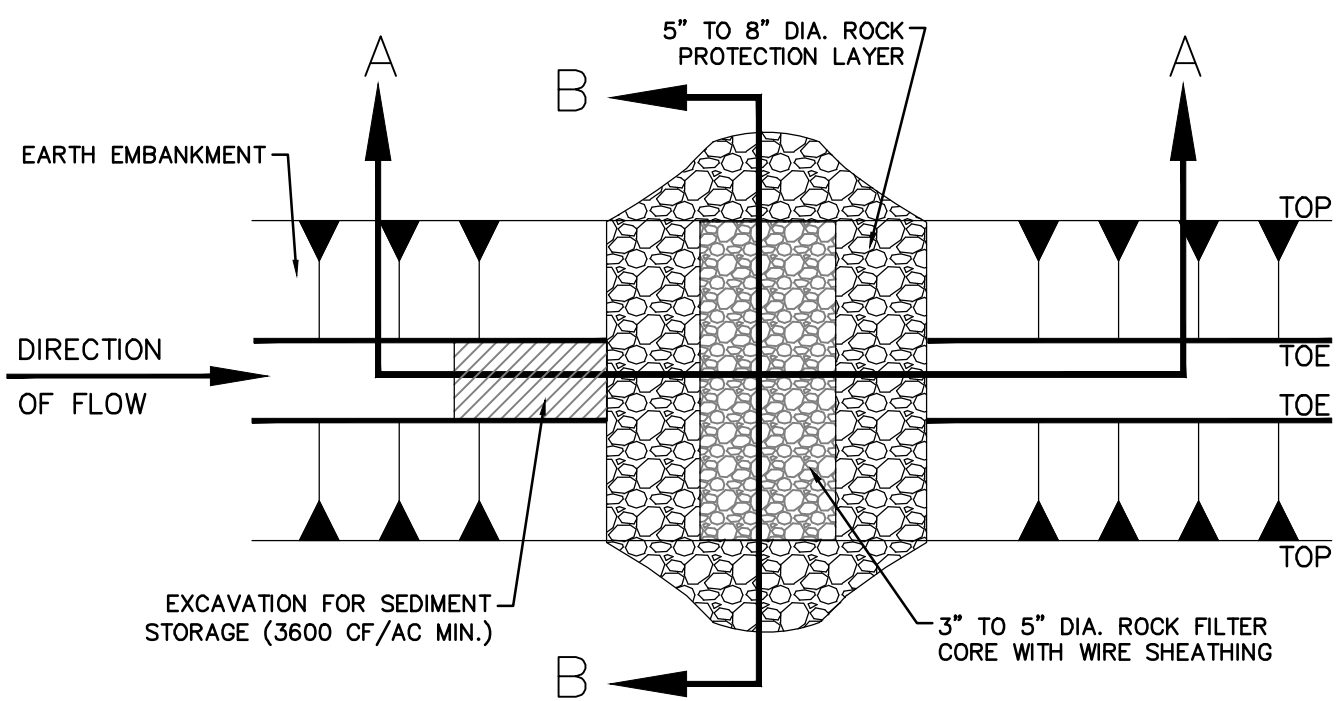
SILT FENCE GENERAL NOTES:

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

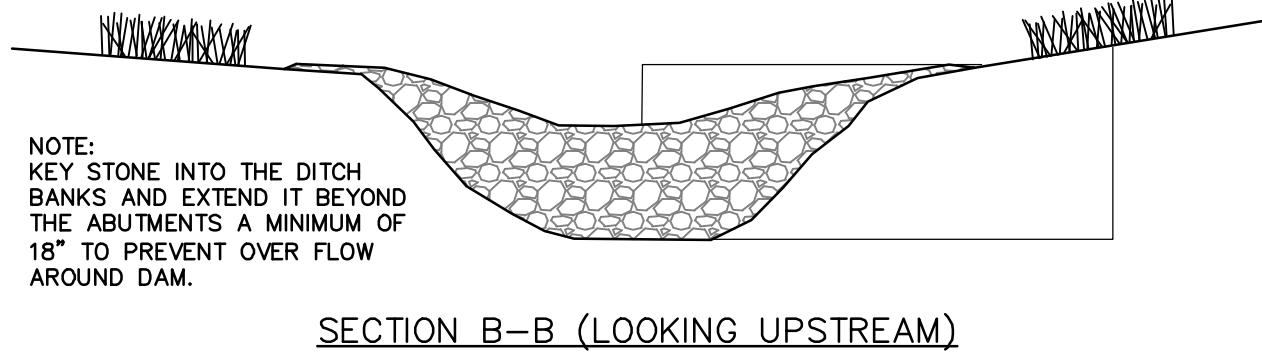
NOT TO SCALE



SECTION A-A

ROCK CHECK DAM

NOT TO SCALE



SECTION B-B (LOOKING UPSTREAM)

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.

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
[X]	PROPOSED OVERFLOW STRUCTURE

FILE NAME: EROSION CONTROL.dwg
PLOTTER BY: Alcorn Adams
PLOT DATE: 11/25/24 AM

FILE NAME: EROSION CONTROL.dwg
PLOTTER BY: Alcorn Adams
PLOT DATE: 11/25/24 AM

NO.	REVISION	BY	DATE	CHECKED

DUNAWAY
DESIGNED
DUNAWAY
DRAWN
BWA
CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
N/A
VERT
N/A
DATE
MAY
2024

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



PROJECT ENGINEER
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2
SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

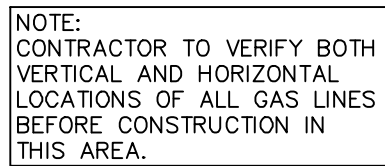
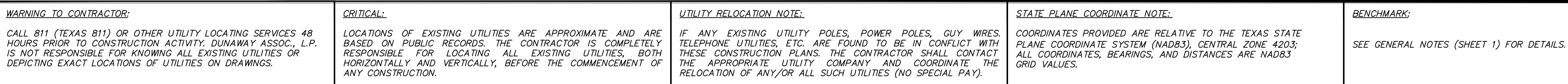
TYPICAL EROSION CONTROL

DA PROJECT

B009115.001

SHEET

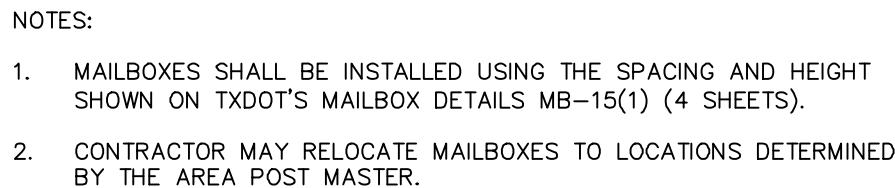
5



- 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.



NOT TO SCALE



NOT TO SCALE

				DUNAWAY	MIDLAND COUNTY MIDLAND, TEXAS	SCALE	 4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705 Tel: 432.699.4889 [TX REG. F-1114]	 <i>Brian W. Adkins</i> PROJECT ENGINEER MAY 9, 2024 DATE	MIDLAND COUNTY PRECINCT 2	DA PROJECT B009115.001	
				DESIGNED						SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS	SHEET
				DUNAWAY							
				DRAWN							
				BWA							
				CHECKED							
NO.	REVISION	BY	DATE						PIPE ENCASEMENT AND MAILBOX DETAILS	6	

FILENAME: COUNTY DETAILS.dwg
 PLOTTED BY: Allison Aldana
 PLOTTED ON: Tuesday, May 07, 2024
 PLOTTED AT: 11:27:04 AM
 FULL PATH: P:\009100\9115\001\Civil\CAD\Plot Sheets\COUNTY DETAILS.dwg

DISCUSSION:

1. This drawing is approved by the Texas Department of Transportation for use on projects for the construction of mailboxes. It is not intended to be used for any other purpose. The user of this drawing is responsible for the proper use of the drawing.

WEDGE

TYPE 1 - SUPPORT/FOUNDATION

Thin Wall Tube w/ V-LOC Anchorage

TYPE 3 - SUPPORT/FOUNDATION

NOTES:

1. Attach Object Marker (OM) facing direction of traffic.
2. OM will also be required on opposite side if installed on a 2-Lane, 2-Way roadway.

TYPE 5 - SUPPORT/FOUNDATION

TYPE 6 - TEMPORARY MAILBOX SUPPORT

NOTES:

1. Place on approved plastic drum as shown in the Compliant Work Zone Traffic Control Devices (CWZTD).
2. Existing attachment hardware shall be used unless damaged. Damaged hardware shall be replaced.

TYPE 2 - SUPPORT/FOUNDATION

Thin Wall Steel Tube w/Wedge Anchor System

MAILBOX POST

WEDGE ANCHOR
NIGP: 80130238407

TYPE 4 - SUPPORT/FOUNDATION

Whitecoated steel post (NIGP: 45057561107)
Multiple post (NIGP: 45027257409)
Recycled Rubber post (RR) NIGP: 45057561057

GENERAL NOTES:

1. Erect post plumb or vertical.
2. When galvanized post is required galvanize in accordance with item 445.
3. Use a concrete footing as shown or when directed. Concrete footing will be required when soils do not hold the support/foundation in a stable condition, only on Type 1, Type 2, and Type 4.

SHEET 3 OF 4

**MAILBOX SUPPORT
AND FOUNDATION**

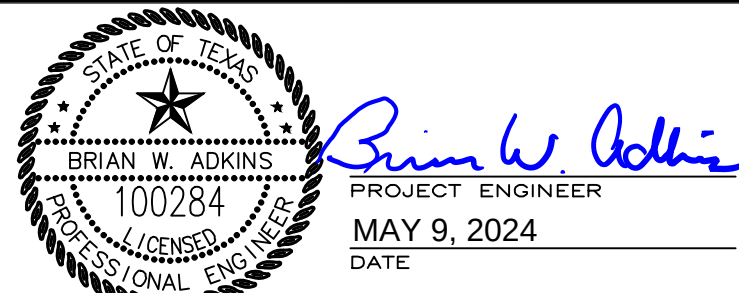
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12	12/2005	12	12/2005	12/2005	12/2005	12/2005

[illegible]

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



MIDLAND COUNTY PRECINCT 2		DA PROJECT B009115.00
SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS		SHEET
DOT SIGNAGE DETAILS		8

	Texas Department of Transportation <i>Traffic Operations Division</i>					sig Bolt 5/16" nylon bolt 1/2" When back- head p washer at right angles, disengag sign co or the
	SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS TRIANGULAR SLPLBASE SYSTEM SMD (SLIP-2) - 08					
(C) TxDOT July 2002 REVISED	NEW TRIGHT DIST	OLD TRIGHT CMT	NEW TRIGHT JCTN	NEW TRIGHT COUNTY	NEW TRIGHT SHEET NO. HIGHWAY	

panels to the clamp are square head all nuts and lock washer. The aluminum.

Nylon washer, flat washer, lock washer, nut

Clamp Bolt

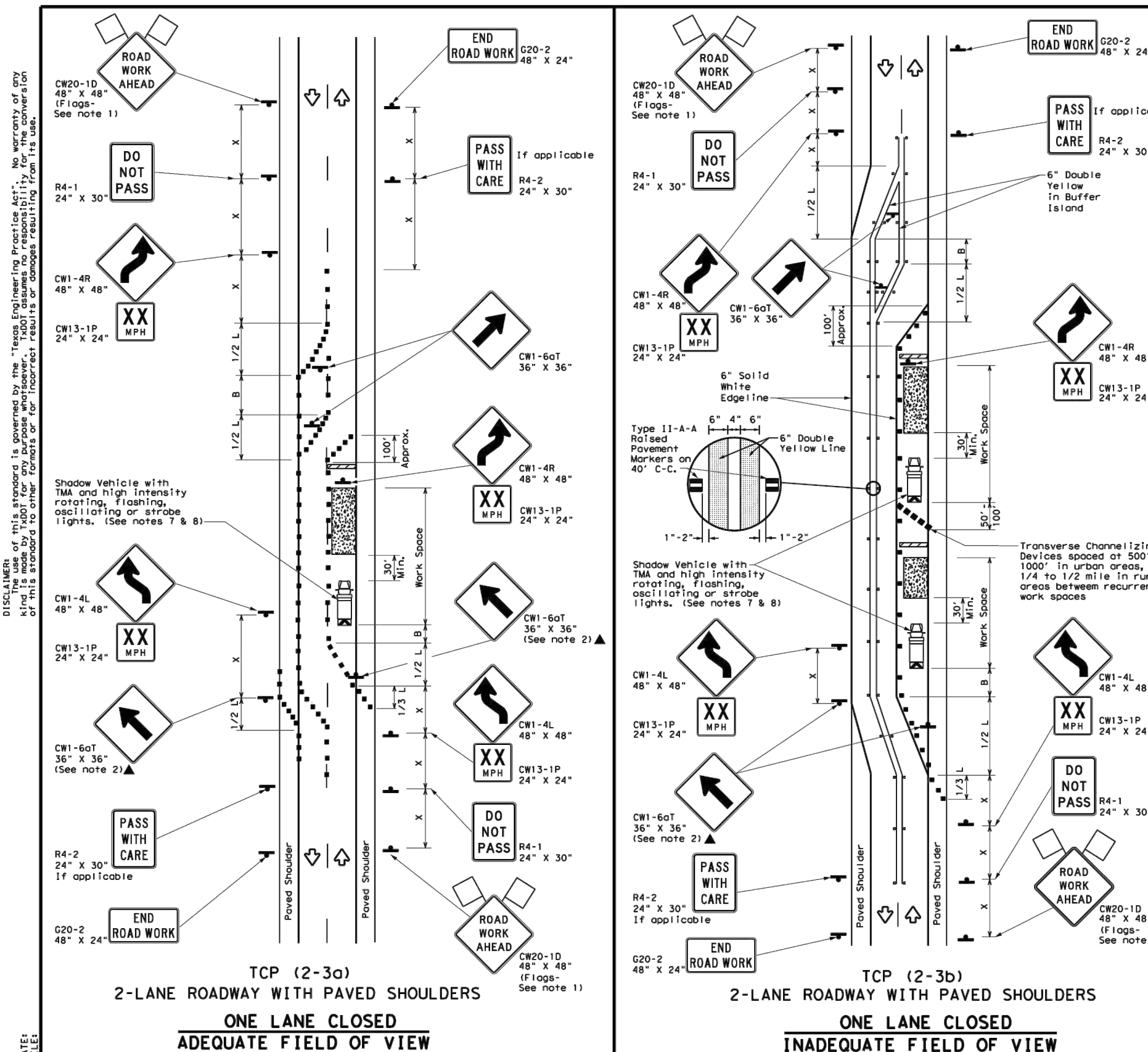
Sign Panel

Nylon washer, flat washer, lock washer, nut

Sign Bolt

used to mount signs to PVC pipe. The universal hex nut and nut-tightening tool are used to adjust the clamp lengths for various pipe sizes. The dimensions are given in the table or may need to be adjusted slightly.

Pipe Diameter	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"



GENERAL NOTES

1. 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 layout or other conditions. Edge lines are not required in curb and gutter sections of roadways.
2. The traveled way includes only that portion of the roadway used for vehicular travel. It does not include the parking lanes, slowdowns, 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-6200	
NOT APPLIED THERMOPLASTIC	DMS-8200	
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240	

All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.

STOP LINES
Solid White
Widths 12' min.
24' max.

EDGE LINE
6" Solid White

CENTERLINE
6" Traffic Paint
or
Longways 10' min.
1500' min.

OPTIONAL:
6" Solid White
on approaches to
intersections
1500' min.

Minimum Requirements for Right of Way

Minimum Requirements for Centerlines without Intersections
Width 12' min.
8' x 20'

NOTE: Traveled way is exclusive of shoulder widths.
Refer to General Note 2 for additional details.

GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE

Based on Traveled Way and Pavement Widths
for Undivided Roadways

DATE	BY	CHKD	APP'D	IN CHARGE	DESIGN	DATE
11-17-82	11-17-82	11-17-82	11-17-82	11-17-82	11-17-82	11-17-82
11-17-82	11-17-82	11-17-82	11-17-82	11-17-82	11-17-82	11-17-82
11-17-82	11-17-82	11-17-82	11-17-82	11-17-82	11-17-82	11-17-82

Texas Department of Transportation

Traffic Safety Standard

TYPICAL STANDARD PAVEMENT MARKINGS

PM(1) - 22

LEGEND											
Type 3 Barricade			Channelizing Devices			Traffic Barrel Attenuator (TMA)					
Heavy Work Vehicle			Truck Mounted Flashing Amber Beas			Revised Pavement Symbols T-1/T-2A					
Sign			Traffic Flow			No Flagger					
Rated Speed Formula * $\frac{V}{L} = \frac{100}{S}$			Minimum Desirable Spacing of Channelizing Devices * $S = \frac{100}{V}$			Suggested Minimum Spacing of Channelizing Devices * $S = \frac{100}{V}$			Minimum Spacing - Lane Changing * $S = \frac{100}{V}$		
30			150' 150' 180'			30' 30' 30'			120' 120' 90'		
35			180' 225' 225'			35' 35' 35'			160' 160' 120'		
40			225' 225' 320'			40' 40' 40'			240' 240' 150'		
45			270' 270' 320'			45' 45' 45'			270' 270' 180'		
50			300' 300' 320'			50' 50' 50'			300' 300' 240'		
L + WS			550' 600' 615'			55' 110' 50'			500' 295'		
60			600' 660' 720'			60' 120' 60'			350'		
65			660' 715' 780'			65' 130' 700'			415'		
70			700' 770' 840'			70' 140' 800'			475'		
75			750' 825' 900'			75' 150' 900'			540'		

* Conventional Roads Only
MK Patrol lengths have been rounded off.
L=Length of Trailer (FT) W=Width of Load (FT) S=Posted Speed (MPH)

TYPICAL USAGE			
MOBILE	SHORT DURATION	SHORT TERM STATION	INTERMEDIATE TERM STATION
✓	✓	✓	✓

GENERAL NOTES

- Flops respond to signs where shown, are REQUIRED.
- All traffic control devices as REQUIRED, except those denoted with the "R" symbol may be omitted when standard elements in the plans, or for routine maintenance work, when appropriate.
- When work space will be in place less than three days existing equipment usage may result in reduced effectiveness. The R symbol is used to denote 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 least 100 feet from the work zone.
- The R-4 "NO PASS" , R-4C "PASS WITH CARE" and construction regulatory speed zone signs may be installed within ORO-10 ROAD WORK AHEAD signs. Proper spacing of signs must be achieved.
- Conflicting pavement marking shall be removed for long term projects. A show vehicle with an MMS may be utilized if 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 project. It can be positioned 30 to 100 feet prior to work conditions requiring the traffic control to remain in place. Flagger control should not be used unless the work is fully substituted, additional show vehicles with MMS may be positioned off the paved surface, near the work zone in order to protect a wider work space.

CIP (12-30)

- Conflicting pavement markings shall be removed for long-term projects. Conflicting pavement markings shall be removed after the project ends. Conflicting signs which separate heavy traffic should be spaced on the shoulder of the road. If the project is short-term, the signs for target sections, at 1/2 mile where S is in sign in mph. This lighter device spacing is intended for the area of the conflicting markings, not the entire work area.

Texas Department of Transportation
 Texas DOT Standard

TRAFFIC CONTROL PLAN

TRAFFIC SHIFTS ON TWO-LANE ROADS

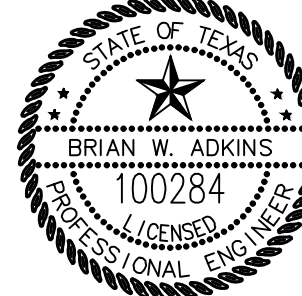
TCP (12-3)-23

Plan	Sheet	Date	By	App'd	Rev	Comments
12-08	4-B	11/23	WJ	JRW		
12-08	4-B	11/23	WJ	JRW		

			TxDOT
			DESIGNED
			TxDOT
			DRAWN
			BWA
NO.	REVISION	BY	DATE
			CHECKED

MIDLAND COUNTY MIDLAND, TEXAS	SCALE
	HORIZ
	N/A
	VERT
	N/A
	DATE
	MAY
	2024

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[TX REG. F-11114]

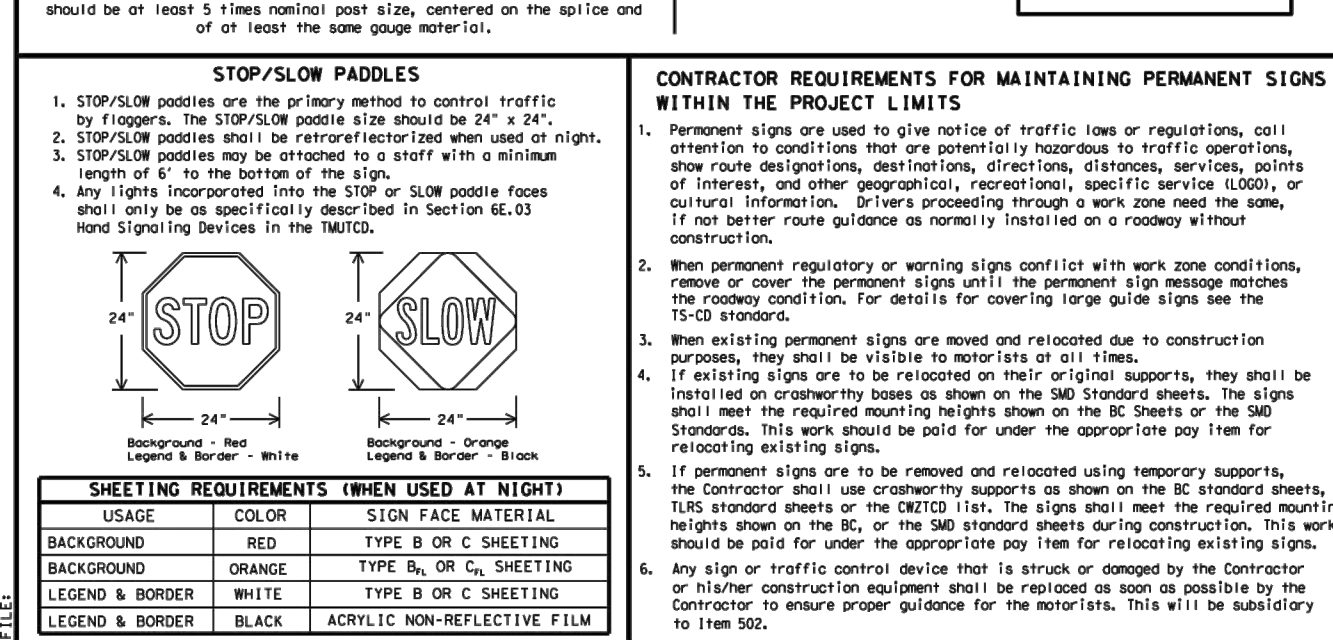



PROJECT ENGINEER
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2
SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

TxDOT MISC DETAILS

DA PROJECT
B009115.001
SHEET



REMOVING OR COVERING

- 1. When signs messages may be confusing or not apply, the signs should be removed or completely covered.
- 2. Long-term or temporary construction signs installed in advance of main traffic may be turned when the sign message is not applicable. This technique may not be used for signs installed in the median of divided highways or near any intersections where the sign may be seen from approaching traffic.
- 3. Signs erected on or adjacent to the roadway shall not be turned or so 90 degrees when the signs should be removed or completely covered when not required.
- 4. When signs are covered, the material used shall be opaque, such as heavy mil black plastic, or other materials which will cover the sign and not permit the driver to administer their course properties under abnormal conditions at night, without changing the sign face. Bar top shall NOT be used to cover signs.
- 5. Dust and other or other adhesive material shall NOT be affixed to a sign face.
- 6. Signs and other shapes shall not be removed and being replaced in the same position of work.

SIGN SUPPORT WEIGHTS		SHEET 4 OF 12	
1. Where sign supports require the use of weights to keep from turning over, the use of sandbags with only sandstone and should be used. 2. The sandbags will be tied shut to keep sand from spilling and to maintain a constant weight. 3. Solid objects must not be permitted for use as sign support weights. 4. Solid objects must not be used as vehicle weights. 5. Sandbags should be made of a durable material that tears upon vehicular contact. 6. Rubber ballasts designed for channelizing devices should be used for ballast on temporary sign supports. 7. Sign supports must be placed with rubber bases may be used when shown on the CDOT list. 8. Signs must be placed on temporary sign supports in accordance with the traffic control device and shall not be suspended above ground level or hung with ropes, wires, chains or other fasteners. 9. Signs must be placed along the length of the road to weigh down the sign support. 10. Sandbags shall be placed under the sign and shall not be used to level sign supports placed on slopes.			
PLACES ON SLOPES 1. Signs may be used to draw attention to warning signs. Then, when the sign should be thrown across the road and be placed on the ground. 2. Signs may not be allowed to cover the sign support or the sign face.			

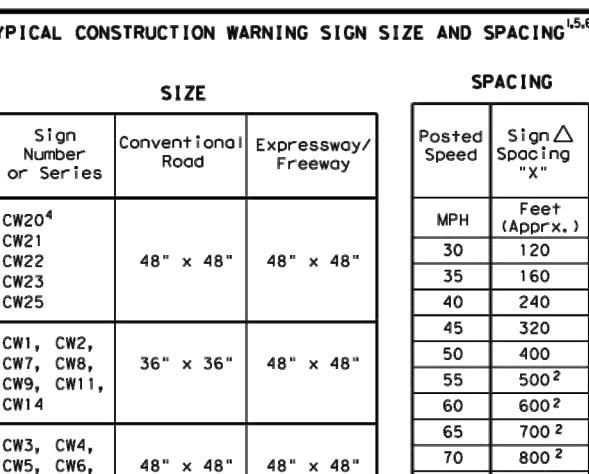


BARRICADE AND CONSTRUCTION

TEMPORARY SIGN NOTICES

BC (4) - 21

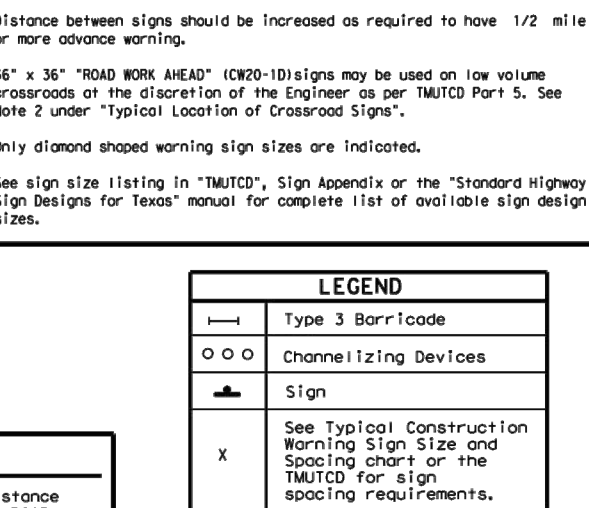
DATE	REV	BY	CHKD	DATE	REV	BY	CHKD
8-07-01	1	WJL	WJL	8-07-01	1	WJL	WJL
7-13-02	2	WJL	WJL	7-13-02	2	WJL	WJL



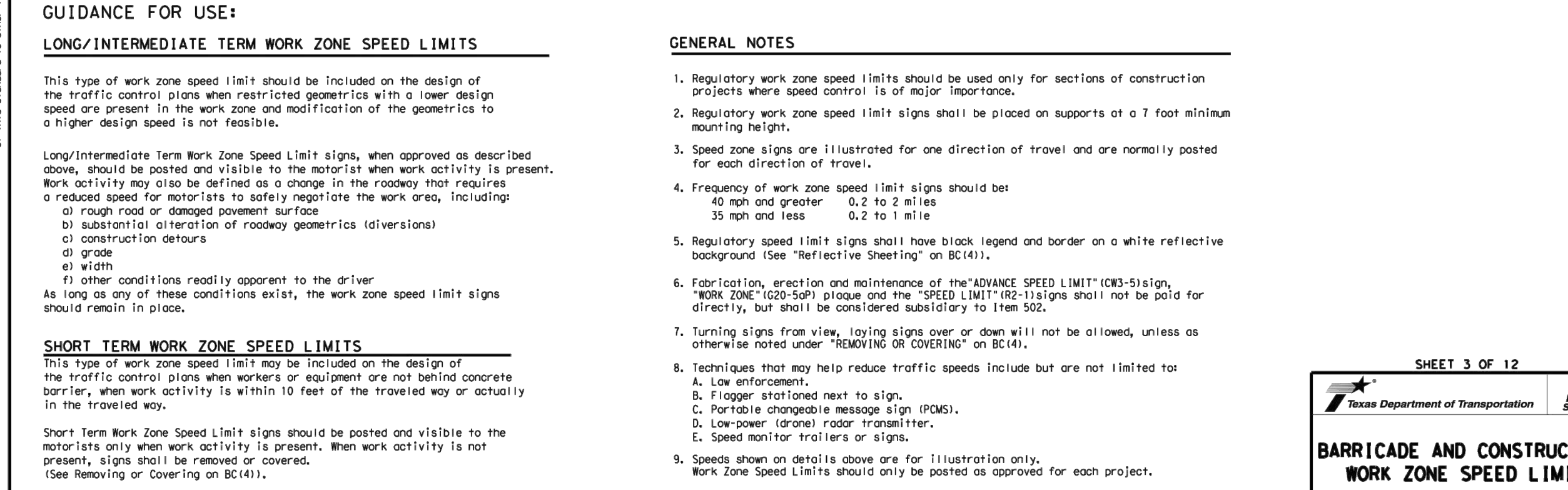
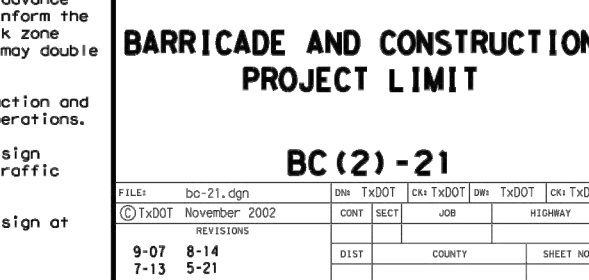
CW8-3, CW10, CW12			75	900 ²
			80	1000 ²
			*	* ³

For typical sign spacings on divided highways, expressways and freeways,

General Notes



ROAD project. rounded Engineer.	SHEET 2 OF 12	
	Traffic Safety Division Standard	



FILED

10. For more specific guidance concerning the type of work, work zone conditions and factors impacting allowable regulatory construction speed zone reduction see 1500T form #204 in the 1500T e-form system.

BC (3) -21
 FILED bc-21.dgn on 1/6/07 on 1/6/07 on 1/6/07
 1500T November 2002 GHD WEST JAB
 9-07 8-14
 7-13 5-21 COUNTY
 1

SHEET 3 OF 12		Traffic Safety Division Standard
 Texas Department of Transportation		
BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT		
BC (3) - 21		
FILE# bc-21_dgn CD 1001 November 2002	CH TxDOT CH TxDOT CH TxDOT CH TxDOT	
REVISIONS 9-07 8-14 7-13 5-21	CORR SUST JOB REVISION SUST COUNTY SHEET NO.	

[illegible]

BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC (3) - 21										
FILE# bc-21.dgn			ENV TxDOT		CRK TxDOT		ENV TxDOT		CRK TxDOT	
TxDOT November 2002			CONT		SHEET		JOB		HOLDING	
REVISED										
9-07 8-14			DIST		COUNTY				SHEET NO.	
7-13 5-21										
91										

DATE: _____
PAGE: _____

		BC (1) - 21							
FILES:	bc-21.dgn	SHH	TXDOT	CHK	TXDOT	SHH	TXDOT	CHK	TXDOT
TXDOT	November 2002	CONT	SECT	JOB		HIGWAY			
REVISIONS									
4-03	7-13								
9-07	8-14	DIST		COUNTY				SHEET NO	
5-10	5-21								
35									



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:

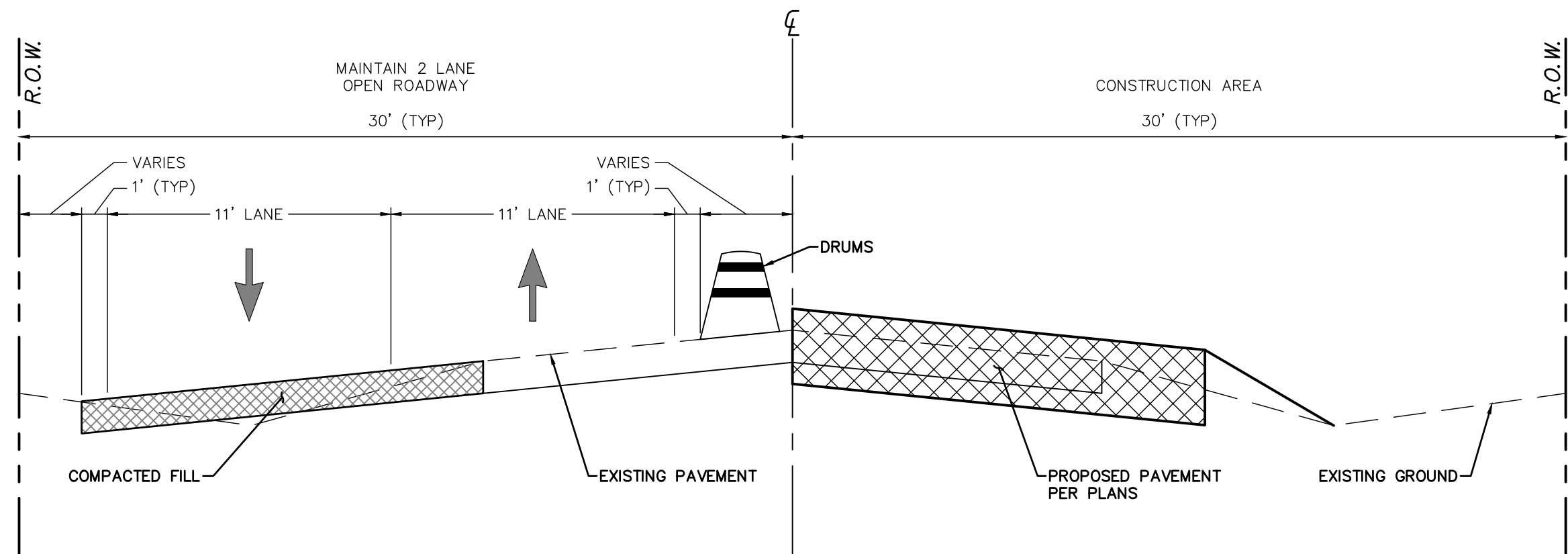
IF ANY EXISTING UTILITY POLES, POWER POLES, GUY WIRES, TELEPHONE UTILITIES, ETC. ARE FOUND TO BE IN CONFLICT WITH THESE CONSTRUCTION PLANS, THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANY AND COORDINATE THE RELOCATION OF ANY/OR ALL SUCH UTILITIES (NO SPECIAL PAY).

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.

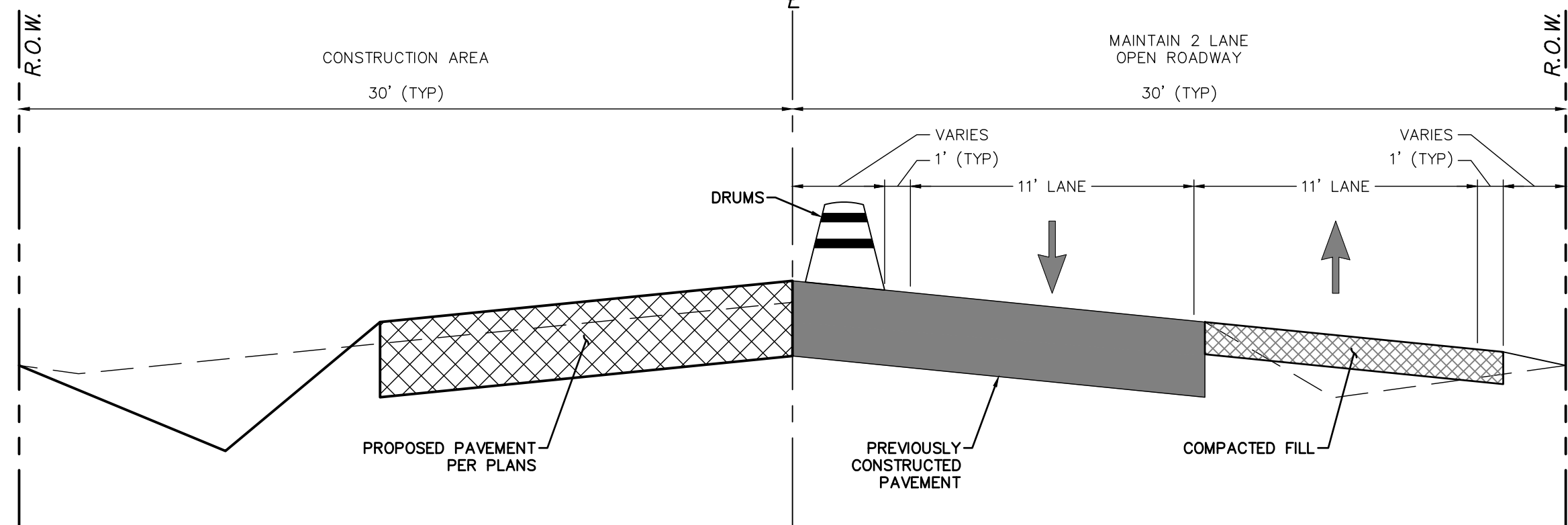
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.



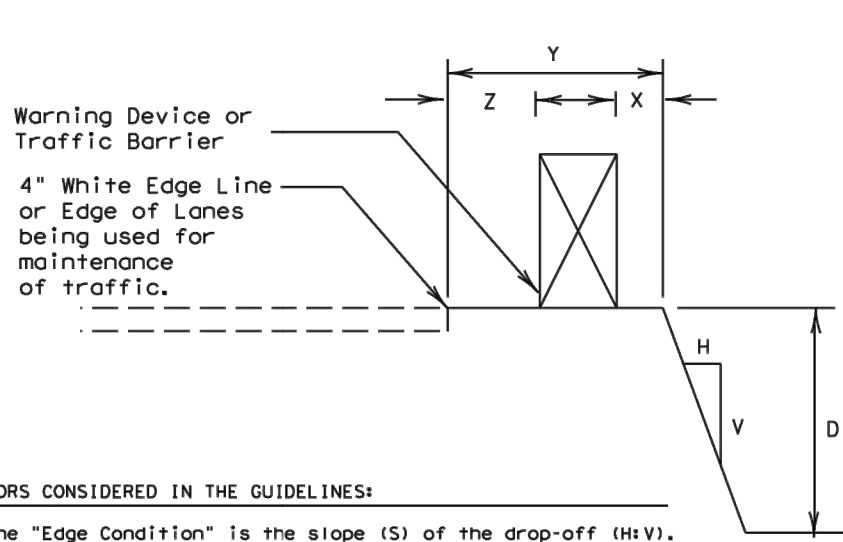
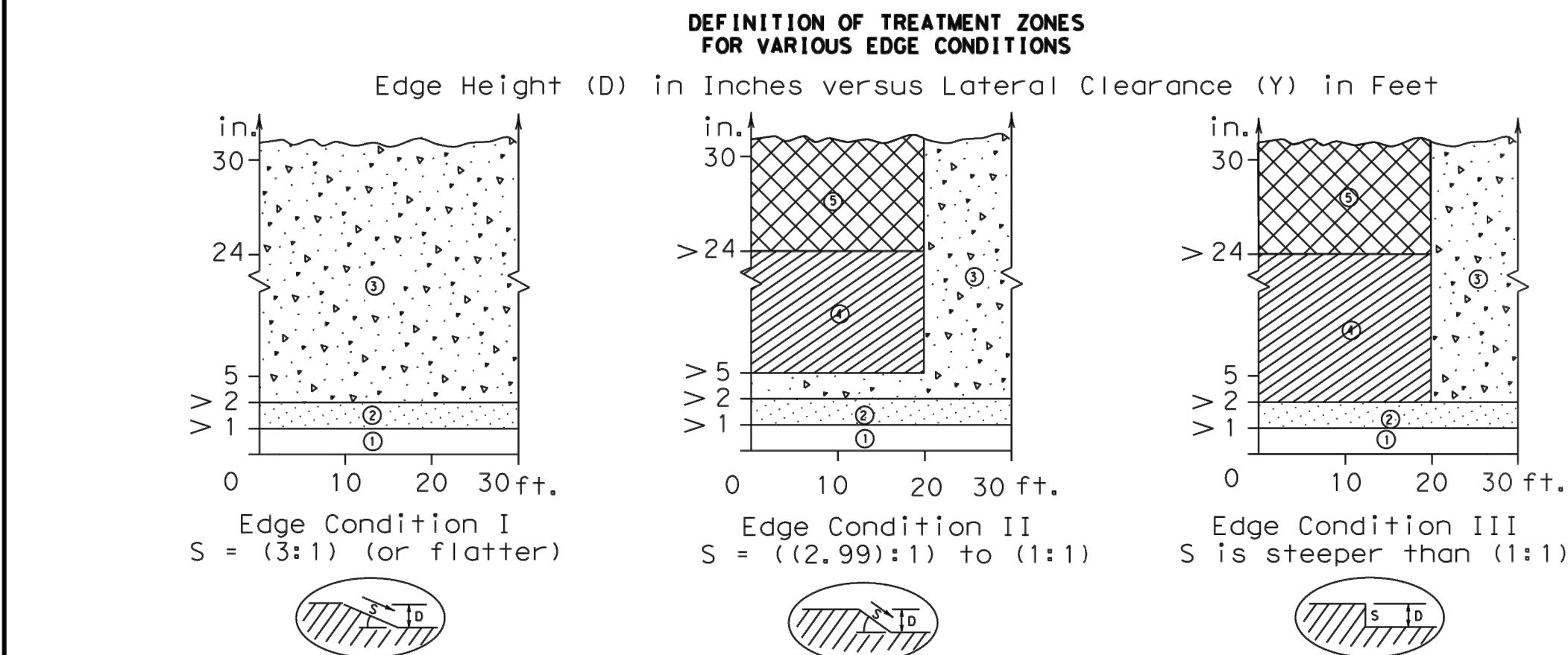
TCP PHASE 1

NOT TO SCALE



TCP PHASE 2

NOT TO SCALE



FACTORS CONSIDERED IN THE GUIDELINES:

- The "Edge Condition" is the slope (S) of the drop-off (H/V). The "Edge Height" is the depth of the drop-off "D".
- Distance "X" is to be the maximum practical under job conditions. Two feet minimum for high speed conditions. Distance "Y" is the lateral clearance from edge of travel lane to edge of dropoff. Distance "Z" does not have a minimum.
- In addition to the factors considered in the guidelines, each construction zone drop-off situation should be analyzed individually, taking into account other variables, such as: traffic mix, posted speed in the construction zone, horizontal curvature, and the practicality of the treatment options.
- The conditions for indicating the use of positive or protective barriers are given by Zone-5 and Figure-1. Traffic barriers are primarily applicable for high speed conditions. Urban areas with speeds of 30 mph or less may have a lesser need for signing, delineation, and barriers. Right-angled edges, however, with "D" greater than 2 inches and located within a lateral offset of 6 feet, may indicate a higher level of treatment.
- If the distance "Y" must be less than 3 feet, the use of a positive barrier may not be feasible. In such a case, consider either: 1) narrowing the lanes to a desired 11 to 12 feet or 10 foot minimum (see CW20-8 sign), or 2) provide an edge slope such as Edge Condition 1.

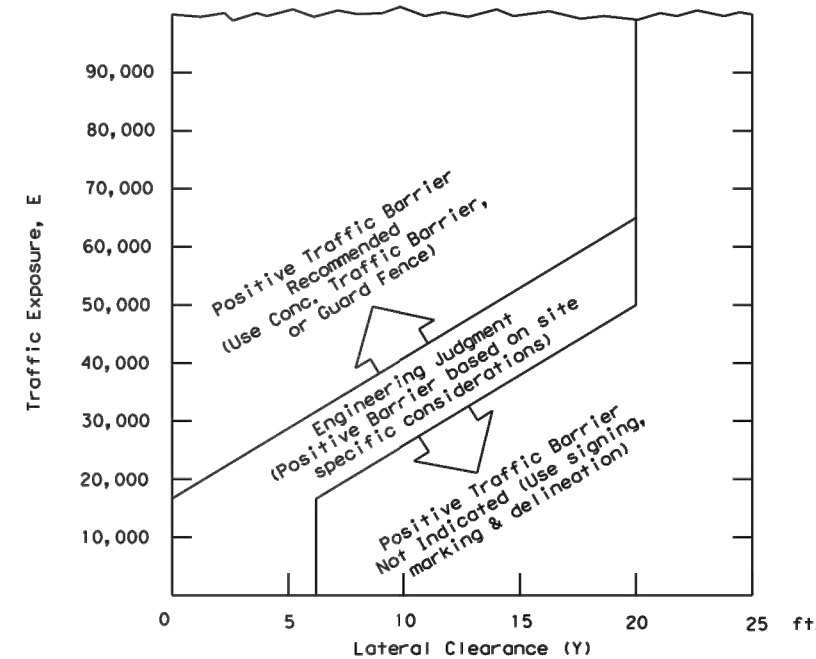
Treatment Types Guidelines:

- No treatment.
- CW 8-11 "Uneven Lanes" signs.
- CW 8-9a "Shoulder Drop-Off" or CW 8-11 signs plus vertical panels.
- CW 8-9a or CW 8-11, signs plus drums. Where restricted space precludes the use of drums, use vertical panels. An edge fill may be provided to change the edge slope to that of the preferable Edge Condition I.
- Check indications (Figure-1) for positive barrier. Where positive barrier is not indicated, the treatment shown above for Zone-4 may be used after consideration of other applicable factors.

Edge Condition Notes:

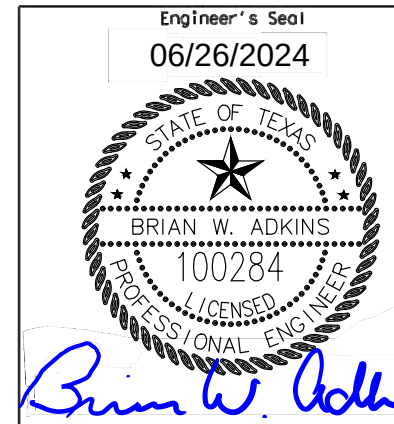
- Edge Condition I: Most vehicles are able to traverse an edge condition with a slope rate of (3 to 1) or flatter. The slope must be constructed with a compacted material capable of supporting vehicles.
- Edge Condition II: Most vehicles are able to traverse an edge condition with a slope between (2.99 to 1) and (1 to 1) so long as "D" does not exceed 5 inches. Under-carriage drag on most automobiles will occur when "D" exceeds 6 inches. As "D" exceeds 24 inches, the possibility for rollover is greater in most vehicles.
- Edge Condition III: When slopes are greater than (1 to 1) and where "D" is greater than 2 inches, a more difficult control factor may exist for some vehicles. If not properly treated, for example, where "D" is greater than 2 inches and up to 24 inches different types of vehicles may experience different steering control at different edge heights. Automobiles might experience more steering control differential when "D" is greater than 2 inches and up to 5 inches. Trucks, particularly those with high loads, have more steering control differential when "D" is greater than 5 inches and up to 24 inches. When "D" exceeds 24 inches, the possibility of rollover is greater for most vehicles.
- Milling or overlay operations that result in Edge Condition III should not be in place without appropriate warning treatments, and these conditions should not be left in place for extended periods of time.

FIGURE-1: CONDITIONS INDICATING USE OF POSITIVE BARRIER FOR ZONE 5 ()



- E = ADT x T
Where ADT is that portion of the average daily traffic volume traveling within 20 feet (generally two adjacent lanes) of the edge dropoff condition and, T is the duration time in years of the dropoff condition.
- Figure-1 provides a practical approach to the use of positive barriers for the protection of vehicles from pavement drop-offs. Other factors, such as the presence of heavy machinery, construction workers, or the mix and volume of traffic may make the use of positive barriers appropriate, even when the edge condition alone may not justify the use of a barrier.
- An approved and treatment should be provided for any positive barrier and located within a lateral offset of 20 feet from the edge of the travel lane.

These guidelines apply to temporary traffic control areas or work zones where continuous pavement edges or drop-offs exists parallel and adjacent to a lane used by traffic. The edge conditions may be present between shoulders and travel lanes, between adjacent or opposing travel lanes, or at intermediate points across the width of the paved surface. Due to the variability in construction operations, tolerances in the variables may be allowed by the engineer. These guidelines do not apply to short term operations. These guidelines do not constitute a rigid standard or policy; rather, they are guidance to be used in conjunction with engineering judgement. These guidelines may be updated on the Design Division's on-line manuals.



Texas Department of Transportation	
Traffic Operations Division	
TREATMENT FOR VARIOUS EDGE CONDITIONS	
DATE: 03-01	REVISIONS:
03-01	08-01 correct types
NO. TYPED	DATE TYPED
CONF. SECT.	JOB
EXIST.	COUNTY
SHEET NO.	

TRAFFIC NARRATIVE

- CONTRACTOR IS TO BEGIN CONSTRUCTION WORK ON THE NORTH SIDE OF THE PROJECT AND CONTINUE WORK TO THE SOUTH SIDE OF THE PROJECT.
- CONTRACTOR WILL BEGIN CONSTRUCTION WORK ON THE EXISTING PAVED SECTION OF ROADWAY, FROM E COUNTY ROAD 120 TO E COUNTY ROAD 135, FIRST (FOLLOWING TCP PHASE 1 & 2), AND THEN PROCEED TO CONSTRUCT THE NEW ROADWAY SECTION, FROM E COUNTY ROAD 135 TO E COUNTY ROAD 140, SECOND.

SUGGESTED SEQUENCE OF WORK

TCP PHASE 1

TRAFFIC:

- REMOVE EXISTING TRAFFIC CONTROL AND LANE MARKINGS AS REQUIRED.
- INSTALL TWO LANE, TWO-WAY TRAFFIC CONTROL. SHIFT TRAFFIC LANES TO LEFT SIDE TO ALLOW FOR CONSTRUCTION OPERATIONS ON RIGHT SIDE.
- MAINTAIN REMAINING EXISTING TRAFFIC CONTROL.

TCP PHASE 2

TRAFFIC:

- REMOVE EXISTING TRAFFIC CONTROL AND LANE MARKINGS AS REQUIRED.
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- MAINTAIN REMAINING EXISTING TRAFFIC CONTROL.

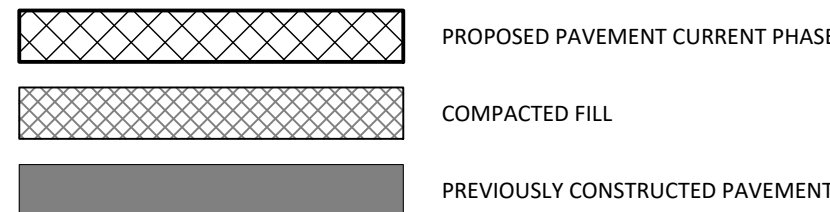
CONSTRUCTION:

- INSTALL TEMPORARY COMPACTED BASE AS REQUIRED. CONTRACTOR TO HAUL IN BASE MATERIAL TO MAINTAIN 12' OF DRIVABLE SURFACE (11' LANE PLUS 1' SHOULDER).
- REMOVE EXISTING HMA/P AVEMENT AND OTHER OBSTRUCTIONS AS REQUIRED ON RIGHT SIDE.
- BEGIN CONSTRUCTION OF PROPOSED PAVEMENT ON RIGHT SIDE.
- INSTALL TEMPORARY SIGNS AND PAVEMENT MARKINGS.

CONSTRUCTION:

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- BEGIN CONSTRUCTION OF PROPOSED PAVEMENT ON LEFT SIDE.
- INSTALL PROPOSED SIGNS AND PAVEMENT MARKINGS.
- COMPLETE CLEAN UP.

LEGEND



1	ADDED TRAFFIC NARRATIVE NOTES.	AJA	6/26/24	AJA
				DESIGNED
				AJA
				DRAWN
				BWA
NO.	REVISION	BY	DATE	CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS



PROJECT ENGINEER
JUNE 26, 2024
DATE

MIDLAND COUNTY PRECINCT 2

SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

TRAFFIC CONTROL PLAN
SEQUENCE OF WORK

DA PROJECT

B009115.001

SHEET

13



WARNING TO CONTRACTOR:

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UTILITY RELOCATION NOTE:

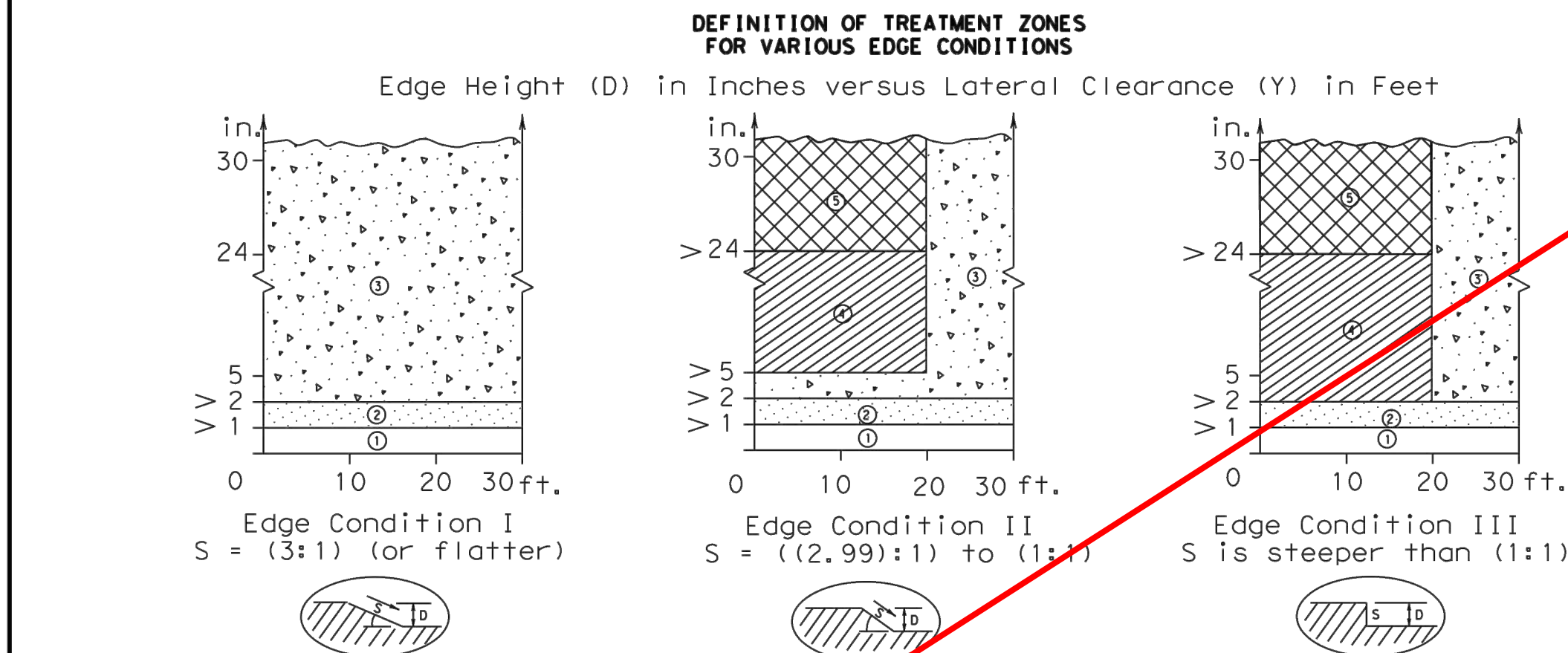
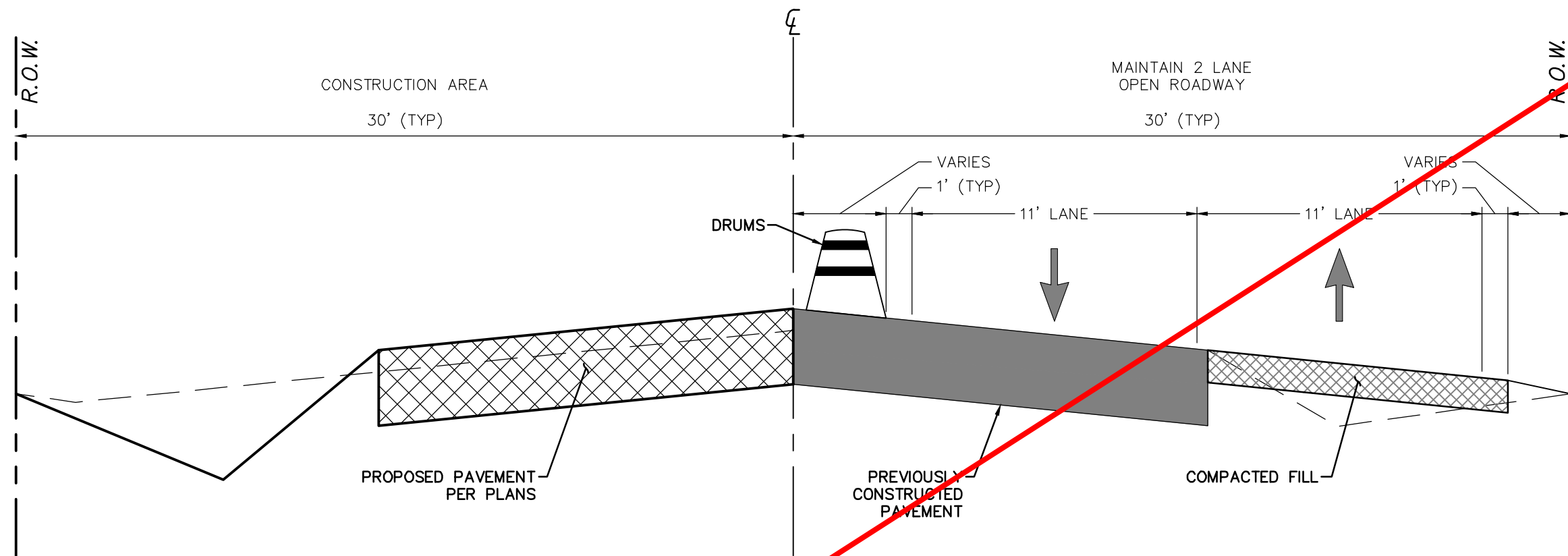
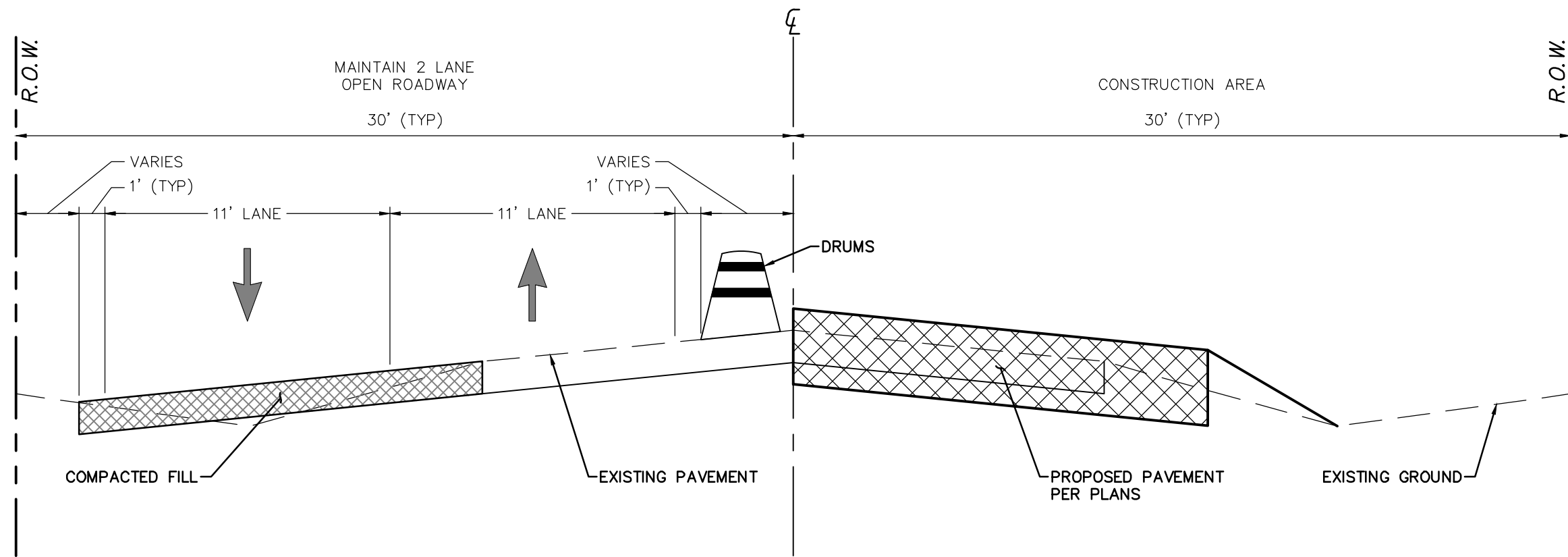
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STATE PLANE COORDINATE NOTE:

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BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.



Zone	Treatment Types Guidelines:
1	No treatment.
2	CW 8-11 "Uneven Lanes" signs.
3	CW 8-9a "Shoulder Drop-Off" or CW 8-11 signs plus vertical panels.
4	CW 8-9a or CW 8-11, signs plus drums, where restricted space precludes the use of drums, use vertical panels. An edge fill may be provided to change the edge slope to that of the preferable Edge Condition I.
5	Check Indications (Figure-1) for positive barrier. Where positive barrier is not indicated, the treatment shown above for Zone-4 may be used after consideration of other applicable factors.

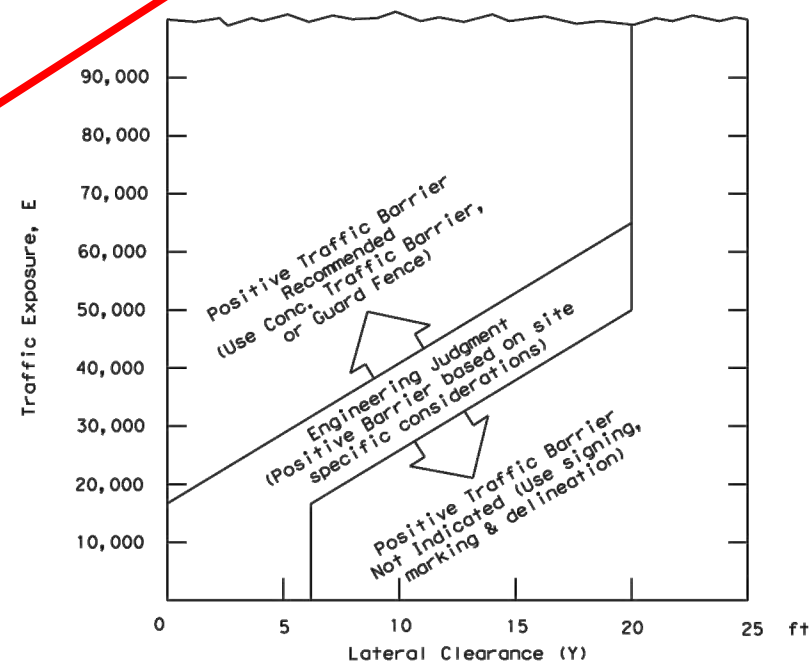
FACTORS CONSIDERED IN THE GUIDELINES:

- The "Edge Condition" is the slope (S) of the drop-off (H/V). The "Edge Height" is the depth of the drop-off "D".
- Distance "X" is to be the maximum practical under job conditions. Two feet minimum for high speed conditions. Distance "Y" is the lateral clearance from edge of travel lane to edge of dropoff. Distance "Z" does not have a minimum.
- In addition to the factors considered in the guidelines, each construction zone drop-off situation should be analyzed individually, taking into account other variables, such as: traffic mix, posted speed in the construction zone, horizontal curvature, and the practicality of the treatment options.
- The conditions for indicating the use of positive or protective barriers are given by Zone-5 and Figure-1. Traffic barriers are primarily applicable for high speed conditions. Urban areas with speeds of 30 mph or less may have a lesser need for signing, delineation, and barriers. Right-angled edges, however, with "D" greater than 2 inches and located within a lateral offset of 6 feet, may indicate a higher level of treatment.
- If the distance "Y" must be less than 3 feet, the use of a positive barrier may not be feasible. In such a case, consider either: 1) narrowing the lanes to a desired 11 to 12 feet or 10 foot minimum (see CW20-8 sign), or 2) provide an edge slope such as Edge Condition I.

Edge Condition Notes:

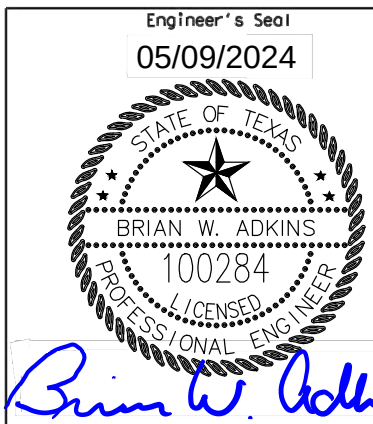
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Texas Department of Transportation
Traffic Operations Division

TREATMENT FOR VARIOUS EDGE CONDITIONS

REVISIONS	DATE	BY	REASON
03-01	08-01	correct types	

SUGGESTED SEQUENCE OF WORK

TCP PHASE 1 TRAFFIC:

- REMOVE EXISTING TRAFFIC CONTROL AND LANE MARKINGS AS REQUIRED.
- INSTALL TWO LANE, TWO-WAY TRAFFIC CONTROL. SHIFT TRAFFIC LANES TO LEFT SIDE TO ALLOW FOR CONSTRUCTION OPERATIONS ON RIGHT SIDE.
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TCP PHASE 2 TRAFFIC:

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LEGEND

	PROPOSED PAVEMENT CURRENT PHASE
	COMPACTED FILL
	PREVIOUSLY CONSTRUCTED PAVEMENT

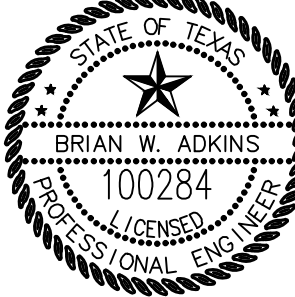
NO.	REVISION	BY	DATE	CHECKED

AJA
DESIGNED
AJA
DRAWN
BWA
CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
N/A
VERT
N/A
DATE
MAY 2024

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



PROJECT ENGINEER
BRIAN W. ADKINS
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2
SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS
**TRAFFIC CONTROL PLAN
SEQUENCE OF WORK**

DA PROJECT
B009115.001
SHEET
13



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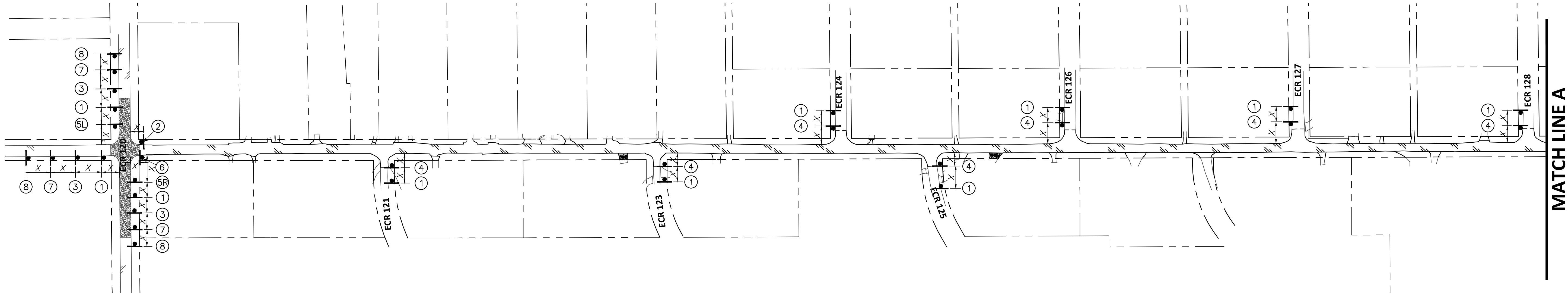
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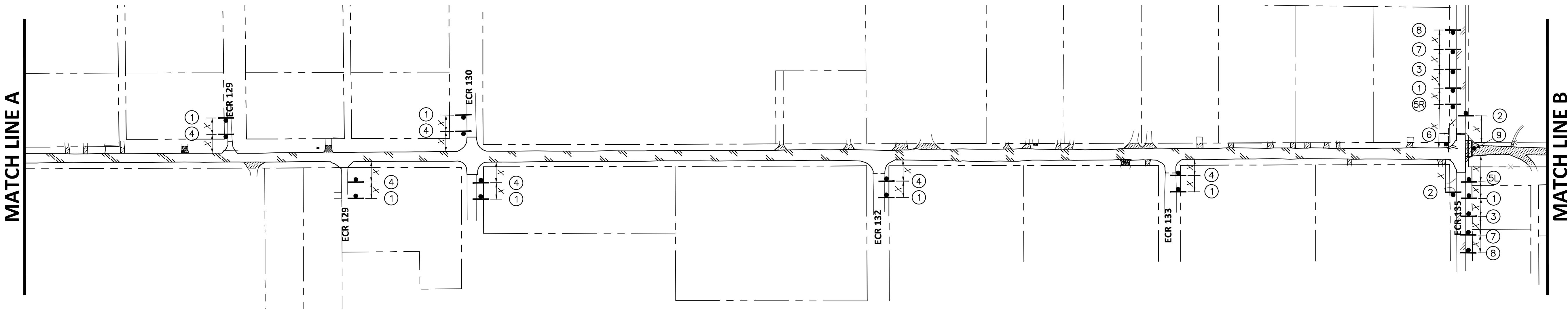
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

SOUTH COUNTY ROAD 1180



SOUTH COUNTY ROAD 1180



①
ROAD WORK
AHEAD
CW20-1D
36" X 36"

②
END
ROAD WORK
G20-2
48" X 24"

③
SPEED
LIMIT
30
R2-1
24" X 30"

④
ROAD WORK
NEXT 1 MILES
NEXT 1 MILES
G20-1aT
72" X 36"

⑤L
ROAD WORK
NEXT 2 MILES
G20-1bTL
72" X 24"

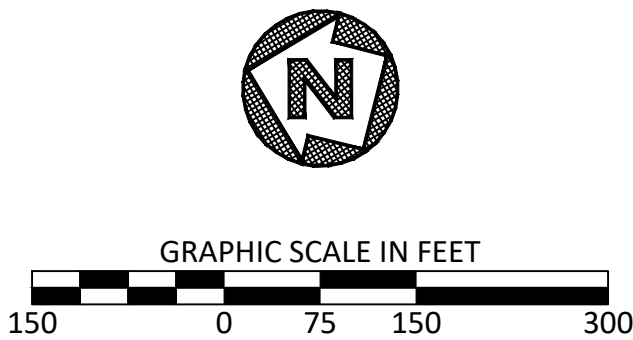
⑤R
ROAD WORK
NEXT 2 MILES
G20-1bTR
72" X 24"

⑥
BEGIN
ROAD WORK
NEXT 2 MILES
NAME
ADDRESS
CITY
STATE
CONTRACTOR
G20-6
48" X 30"

⑦
BEGIN
WORK
ZONE
TRAFFIC
FINES
DOUBLE
WHEN
WORKERS
ARE PRESENT
G20-9TP
36" X 30"
R20-5T
36" X 36"
R20-5aTP
36" X 18"

⑧
OBSERVE
WARNING
SIGNS
STATE LAW
R20-3T
48" X 42"

⑨
ROAD
CLOSED
R11-2
48" X 30"
W/ TYPE III BARRICADES



GENERAL TRAFFIC CONTROL NOTES:

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4. "X" REFER TO BC(2)-21 FOR SPACING.
5. WORK ALONG ROADWAY SHALL BE DURING DAYLIGHT HOURS ACCORDING TO TXDOT STANDARDS TCP(2-3)-23. BOTH LANES OF TRAFFIC WILL REMAIN OPEN DURING CONSTRUCTION.

NO.	REVISION	BY	DATE

AJA	DESIGNED
AJA	DRAWN
BWA	CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ 1" = 150'
VERT N/A
DATE MAY 2024

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

Brian W. Adkins
PROJECT ENGINEER
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2	DA PROJECT B009115.001
SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS	SHEET
TRAFFIC CONTROL PLAN ADVANCED WARNING SIGNS 1 OF 2	14



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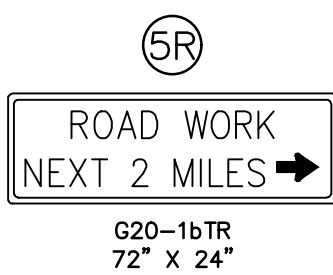
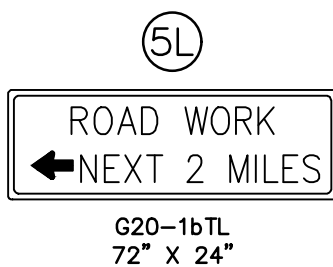
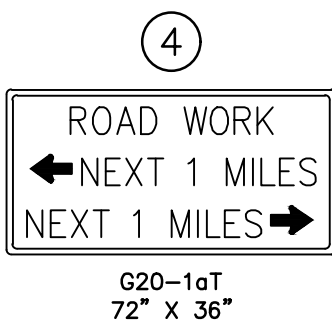
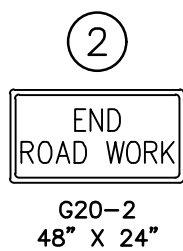
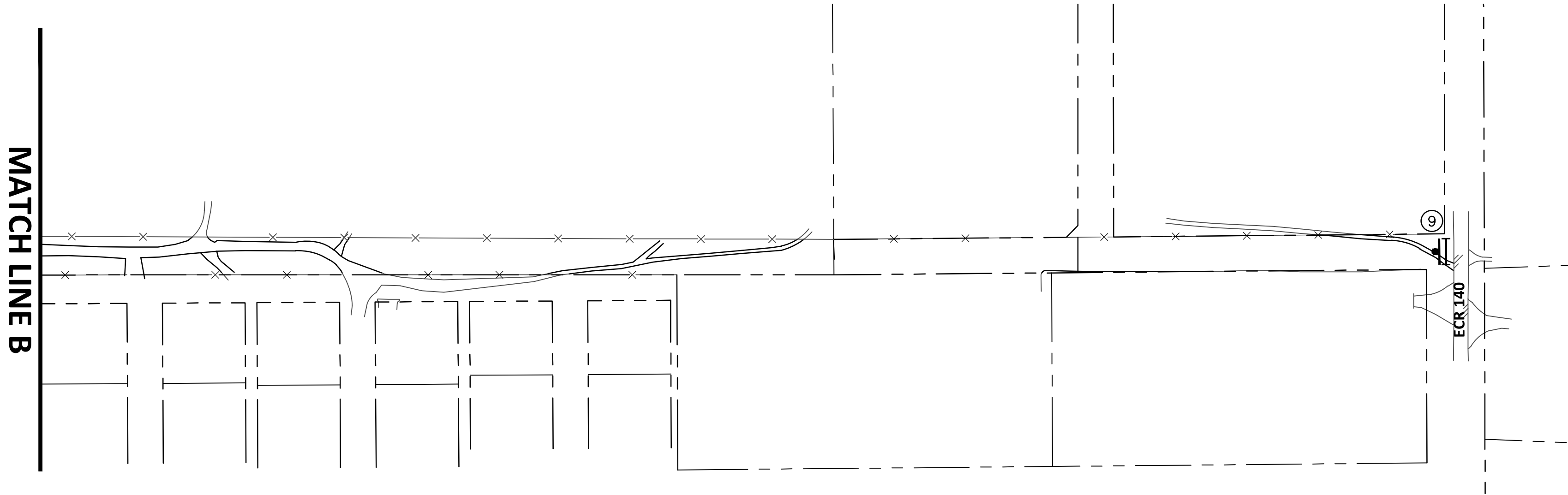
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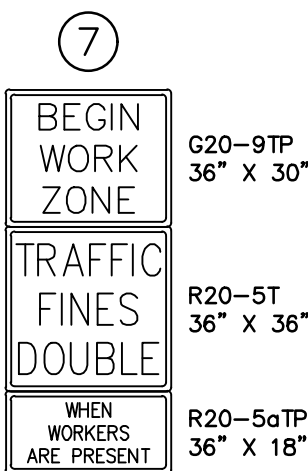
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

SOUTH COUNTY ROAD 1180



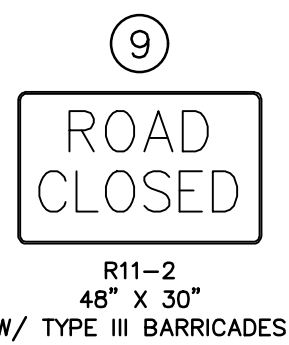
G20-5T
48" X 24"



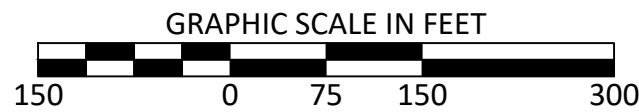
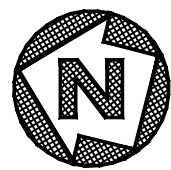
G20-9TP
36" X 30"



R20-3T
48" X 42"



R11-2
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W/ TYPE III BARRICADES



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NO.	REVISION	BY	DATE

AJA
DESIGNED
AJA
DRAWN
BWA
CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 150'
VERT
N/A
DATE
MAY 2024

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
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2	DA PROJECT B009115.001
SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS	SHEET
TRAFFIC CONTROL PLAN ADVANCED WARNING SIGNS 2 OF 2	15



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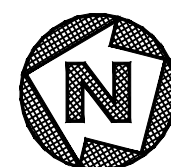
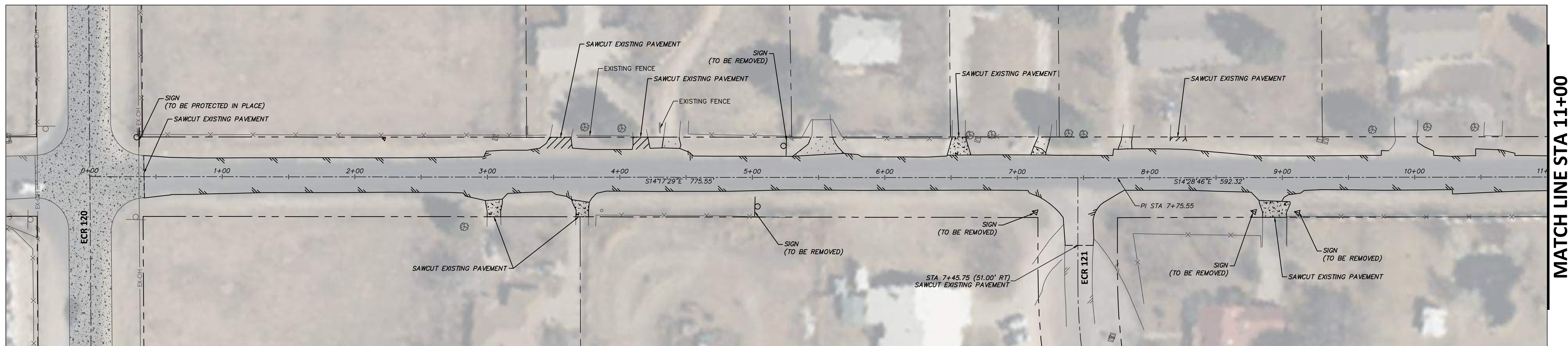
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GRID VALUES.

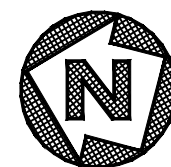
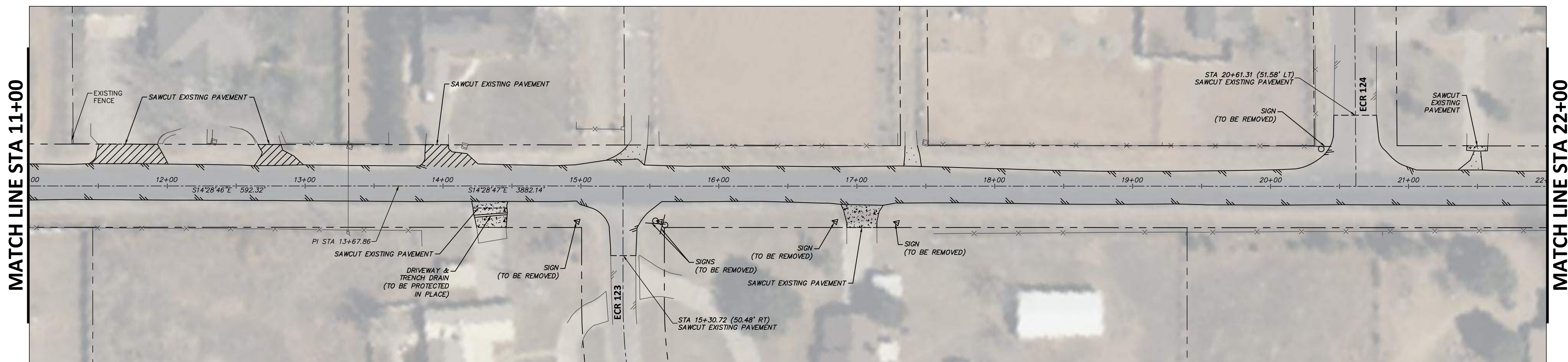
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

SOUTH COUNTY ROAD 1180



SOUTH COUNTY ROAD 1180



GRAPHIC SCALE IN FEET

A horizontal scale bar with alternating black and white segments. Below the bar, numerical values are marked: 40, 0, 20, 40, and 80. The segments represent 10-foot intervals, with the first 40-foot segment being white and the subsequent segments being black.

				AJA	MIDLAND COUNTY MIDLAND, TEXAS	SCALE	 DUNAWAY 4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705 Tel: 432.699.4889 (TX REG. F-1114)	 BRIAN W. ADKINS 100284 LICENSED PROFESSIONAL ENGINEER PROJECT ENGINEER MAY 9, 2024 DATE	MIDLAND COUNTY PRECINCT 2	DA PROJECT 8009115.001
				DESIGNED		HORIZ			SOUTH COUNTY ROAD 1180	SHEET
				AJA		1" = 40'			MIDLAND COUNTY, TEXAS	
				VERT		N/A				16
				DRAWN		DATE				
				BWA		MAY 2024				
NO.	REVISION	BY	DATE	CHECKED					OVERALL ROADWAY STATIONING STA 0+00 TO 22+00	



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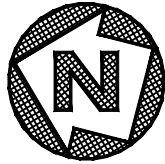
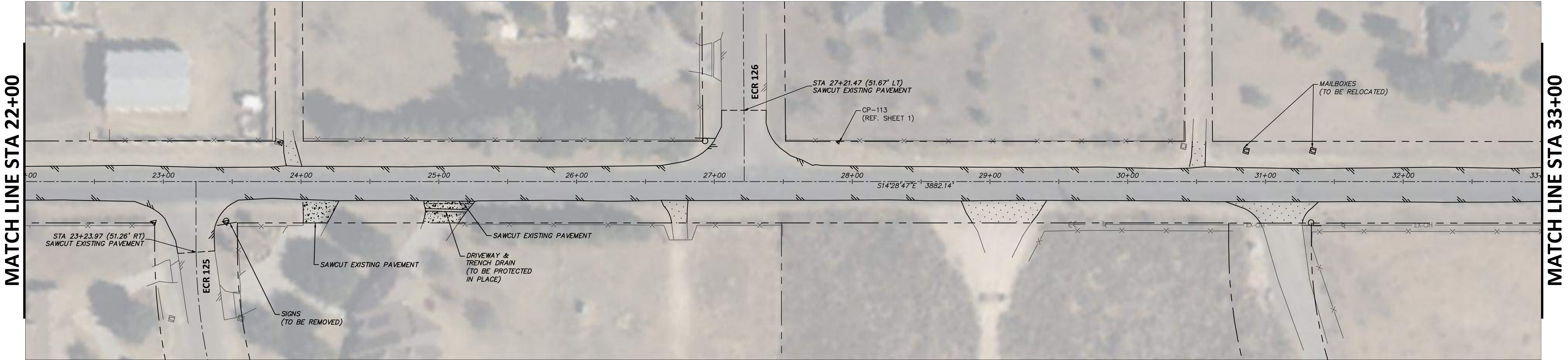
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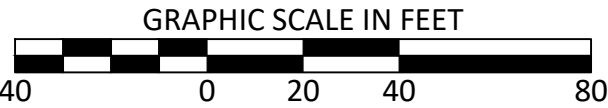
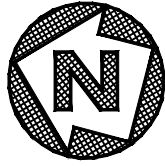
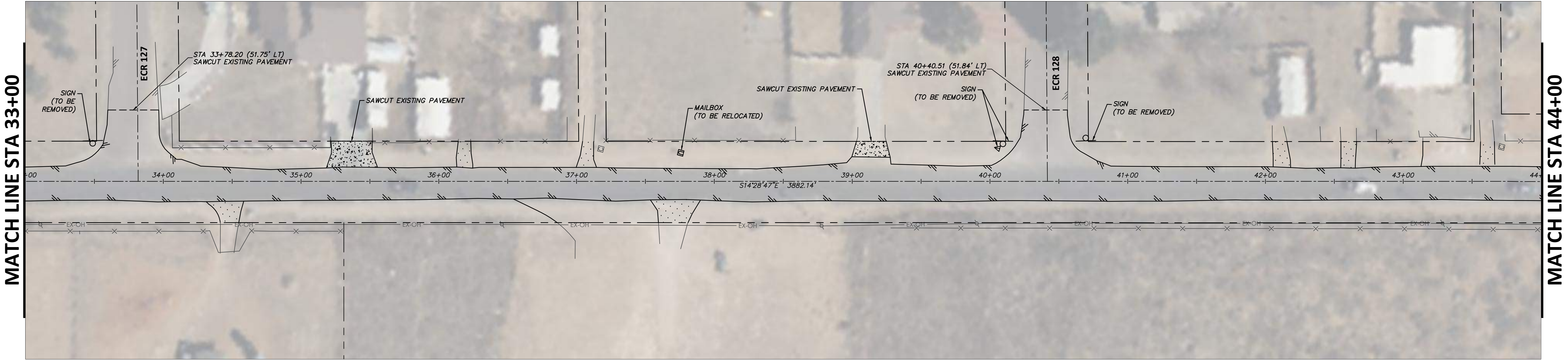
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

SOUTH COUNTY ROAD 1180



SOUTH COUNTY ROAD 1180



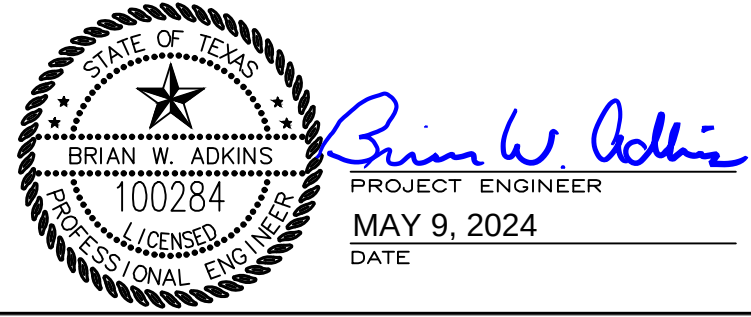
NO.	REVISION	BY	DATE

AJA
DESIGNED
AJA
DRAWN
BWA
CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 40'
VERT
N/A
DATE
MAY 2024

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



MIDLAND COUNTY PRECINCT 2	DA PROJECT B009115.001
SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS	SHEET
OVERALL ROADWAY STATIONING STA 22+00 TO 44+00	17



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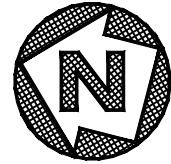
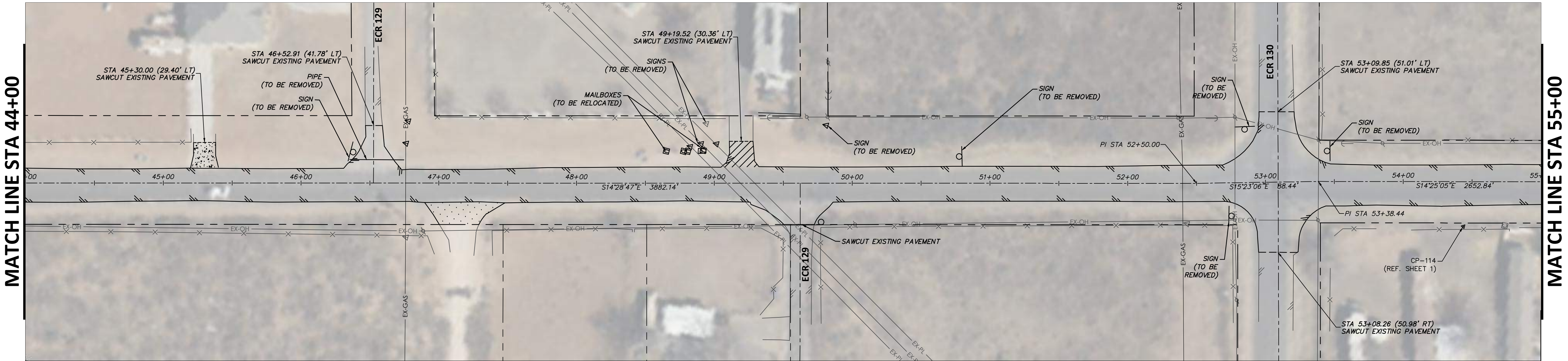
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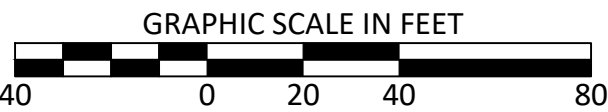
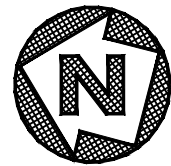
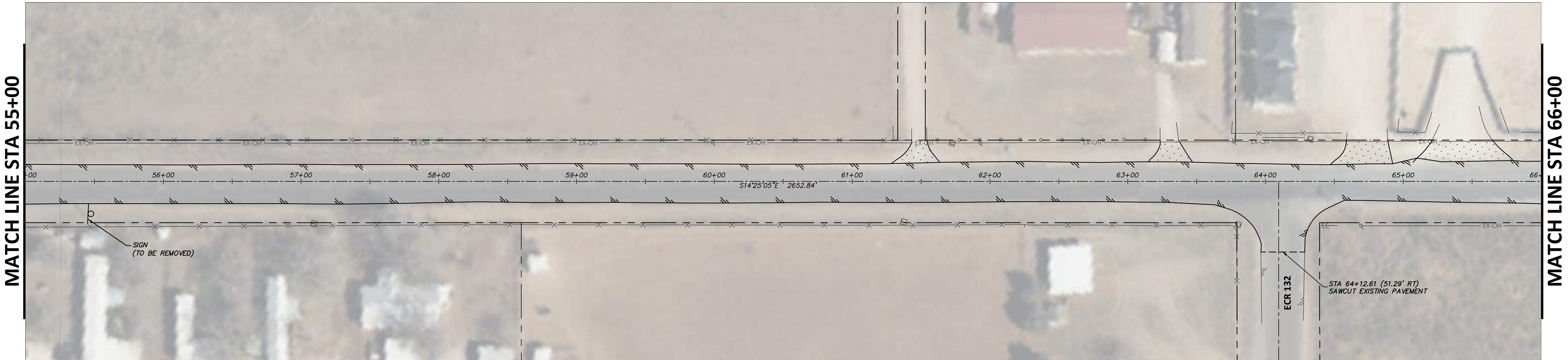
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SOUTH COUNTY ROAD 1180



SOUTH COUNTY ROAD 1180



NO.	REVISION	BY	DATE

AJA	DESIGNED
AJA	DRAWN
BWA	CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 40'
VERT
N/A
DATE
MAY 2024

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
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2	DA PROJECT B009115.001
SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS	SHEET
OVERALL ROADWAY STATIONING STA 44+00 TO 66+00	18



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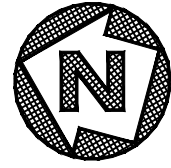
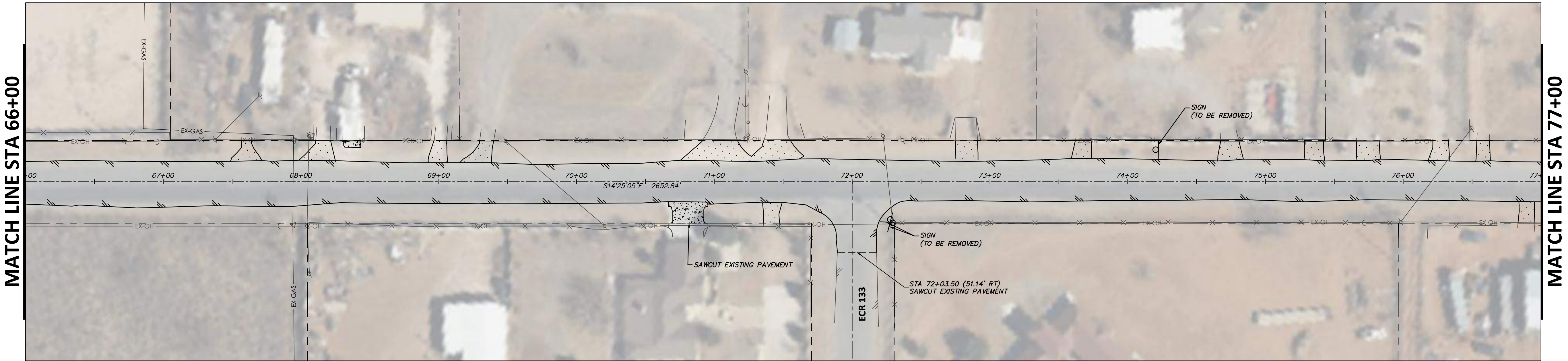
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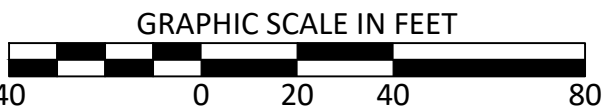
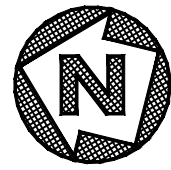
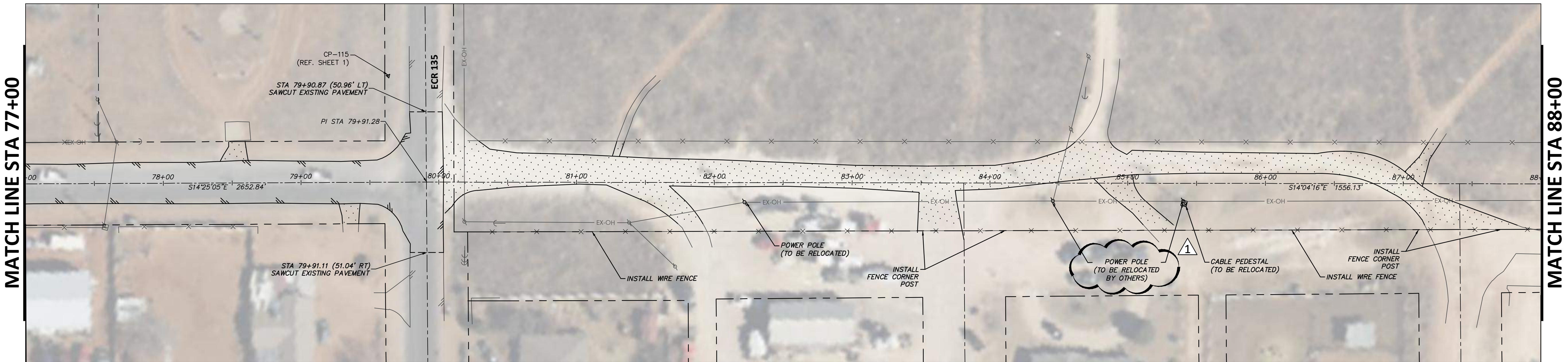
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

SOUTH COUNTY ROAD 1180



SOUTH COUNTY ROAD 1180



1	REVISED FOR BID QUESTIONS	TKS	08/05/2024	AJA
				DESIGNED
				AJA
				DRAWN
				BWA
NO.	REVISION	BY	DATE	CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 40'
VERT
N/A
DATE
MAY 2024

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 5, 2024
DATE

MIDLAND COUNTY PRECINCT 2	DA PROJECT B009115.001
SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS	SHEET
OVERALL ROADWAY STATIONING STA 66+00 TO 88+00	19



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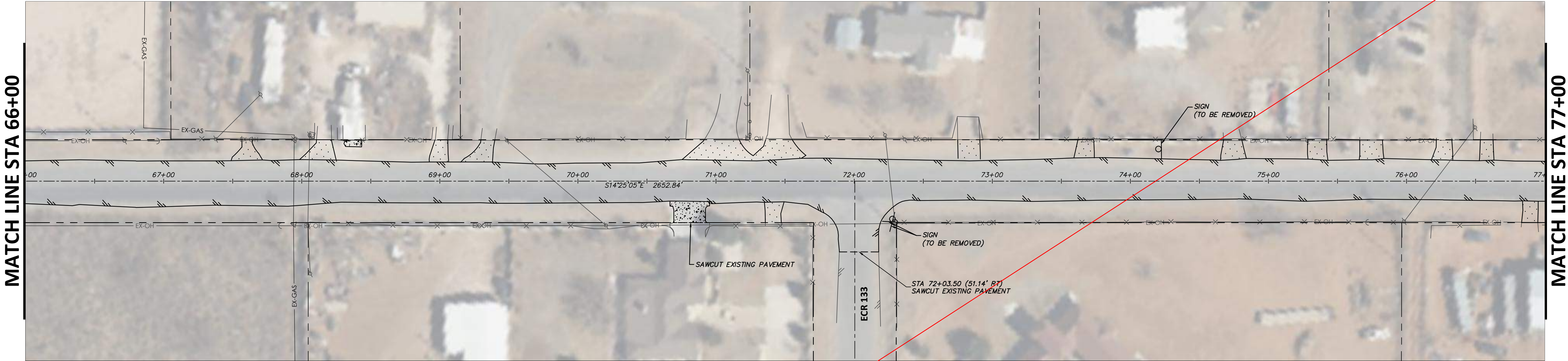
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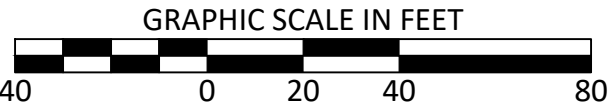
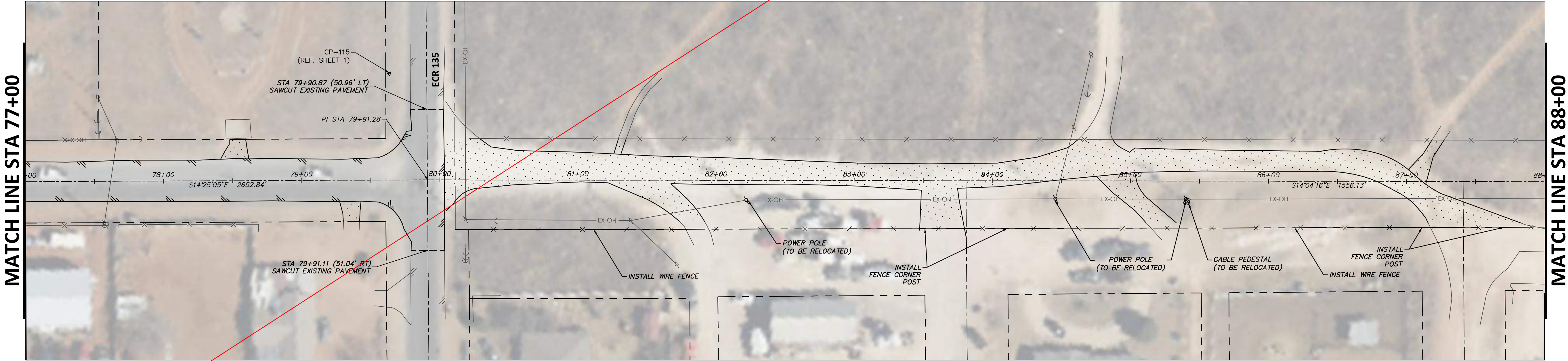
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SOUTH COUNTY ROAD 1180



SOUTH COUNTY ROAD 1180



NO.	REVISION	BY	DATE

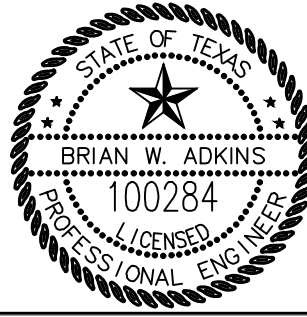
AJA	DESIGNED
AJA	DRAWN
BWA	CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 40'
VERT
N/A
DATE
MAY 2024



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



Brian W. Adkins
PROJECT ENGINEER
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2	DA PROJECT B009115.001
SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS	SHEET
OVERALL ROADWAY STATIONING STA 66+00 TO 88+00	19



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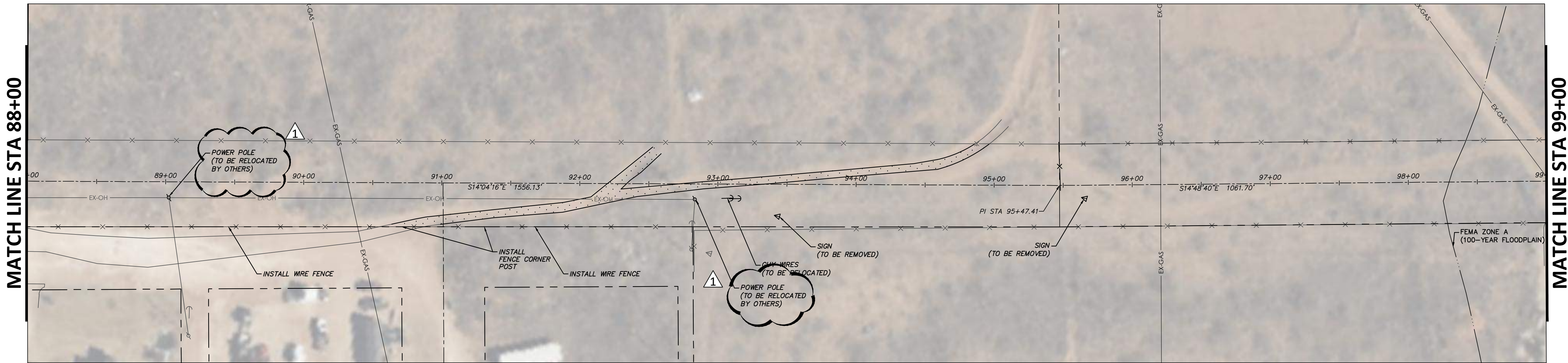
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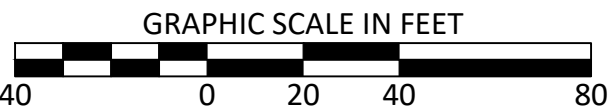
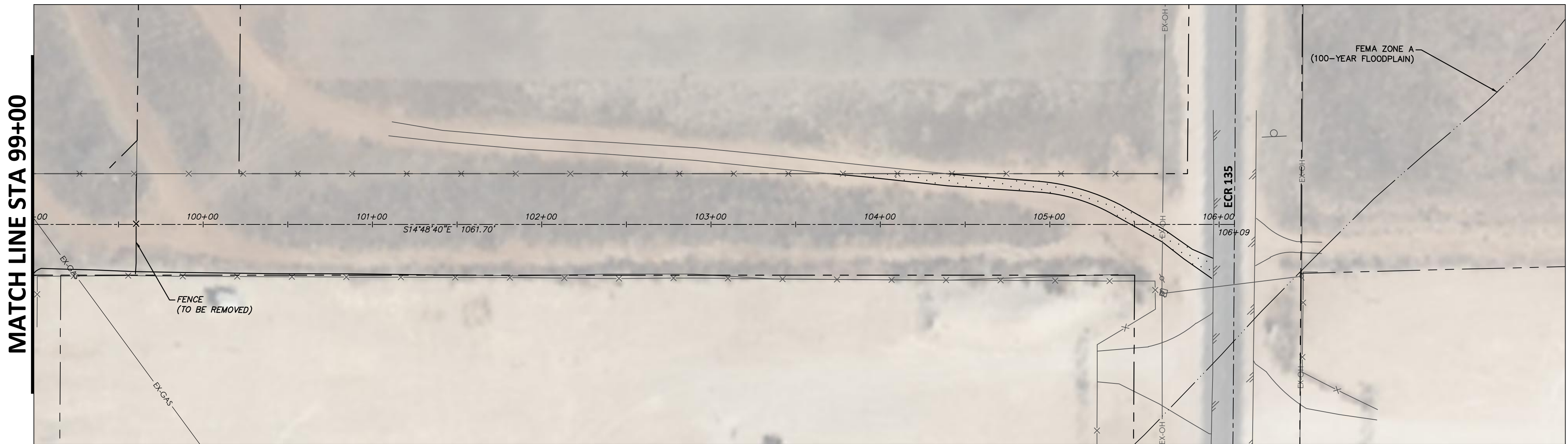
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SOUTH COUNTY ROAD 1180



SOUTH COUNTY ROAD 1180

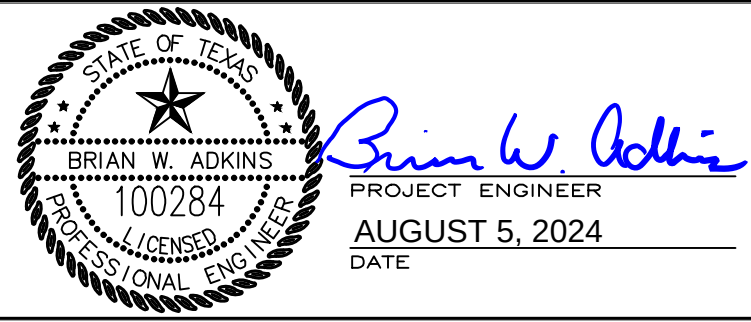


1	PRE BID QUESTIONS	TKS	08/05/2024	AJA
				DESIGNED
				AJA
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 40'
VERT
N/A
DATE
MAY 2024

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



MIDLAND COUNTY PRECINCT 2	DA PROJECT B009115.001
SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS	SHEET
OVERALL ROADWAY STATIONING STA 88+00 TO END	20



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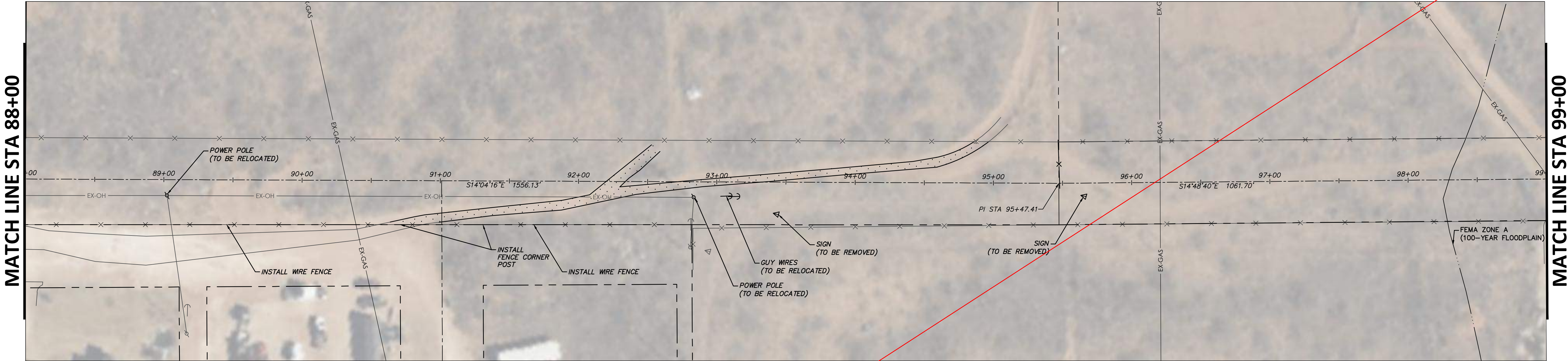
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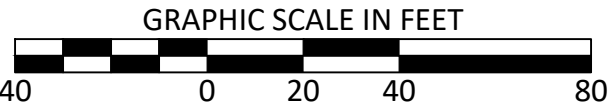
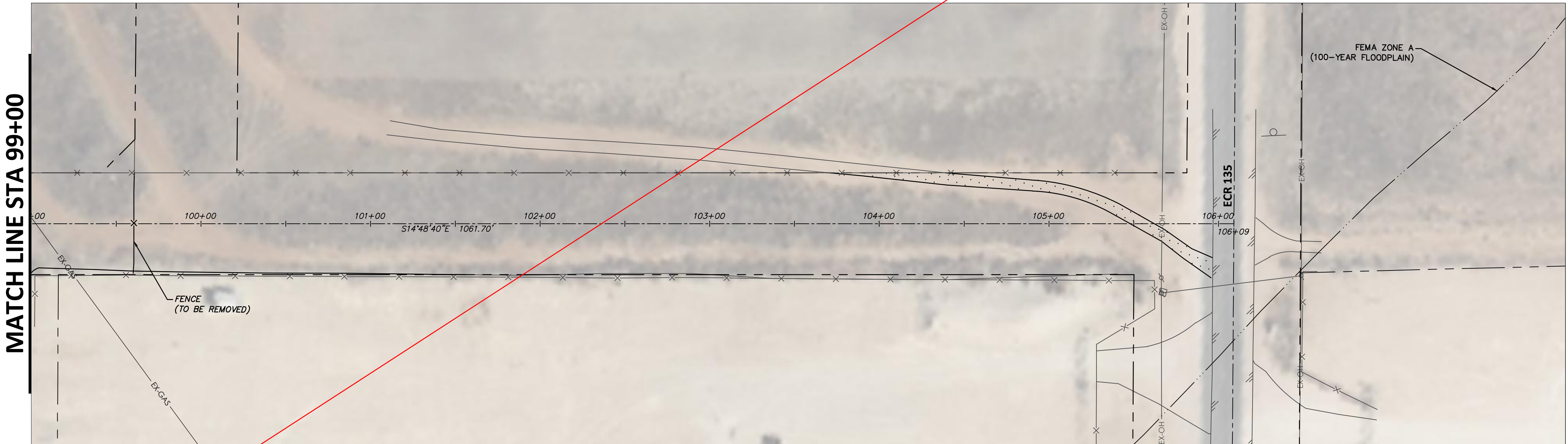
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SOUTH COUNTY ROAD 1180



SOUTH COUNTY ROAD 1180



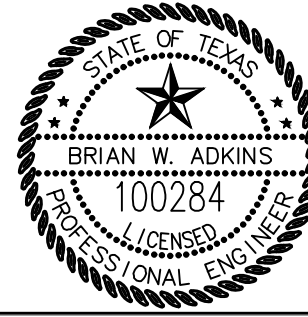
NO.	REVISION	BY	DATE

AJA
DESIGNED
AJA
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BWA
CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 40'
VERT
N/A
DATE
MAY 2024

DUNAWAY
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Tel: 432.699.4889
(TX REG. F-1114)



Brian W. Adkins
PROJECT ENGINEER
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2

SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

OVERALL ROADWAY STATIONING
STA 88+00 TO END

DA PROJECT
B009115.001

SHEET

20

FILENAME: OVERALL ROADWAY STATIONING.dwg
PLOTTER: B. Adkins
PLOT DATE: MAY 09, 2024
PLOT TIME: 5:43:38 PM

FILENAME: OVERALL ROADWAY STATIONING.dwg
PLOTTER: B. Adkins
PLOT DATE: MAY 09, 2024
PLOT TIME: 5:43:38 PM



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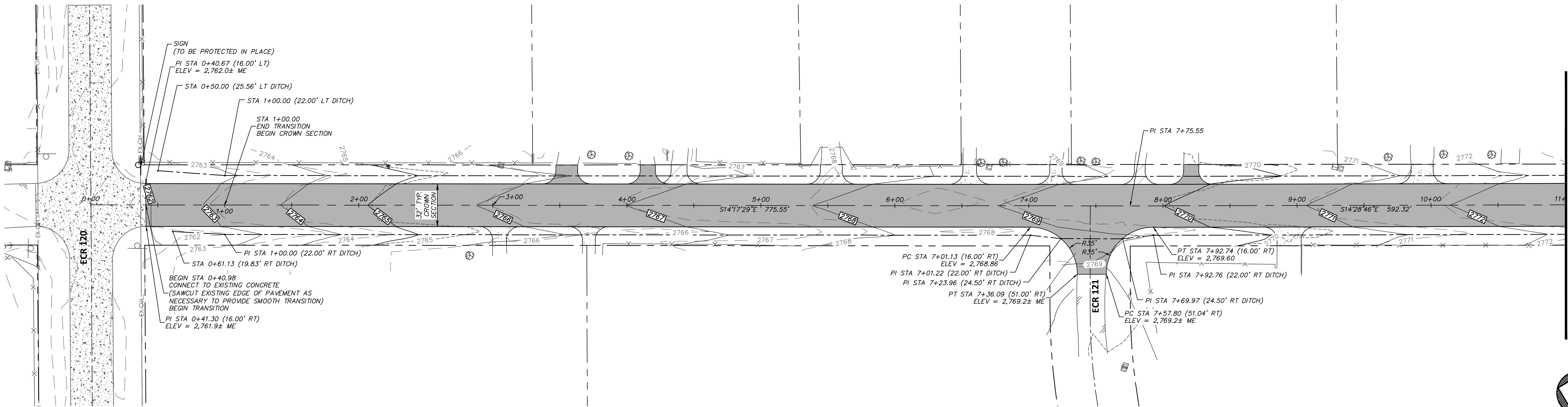
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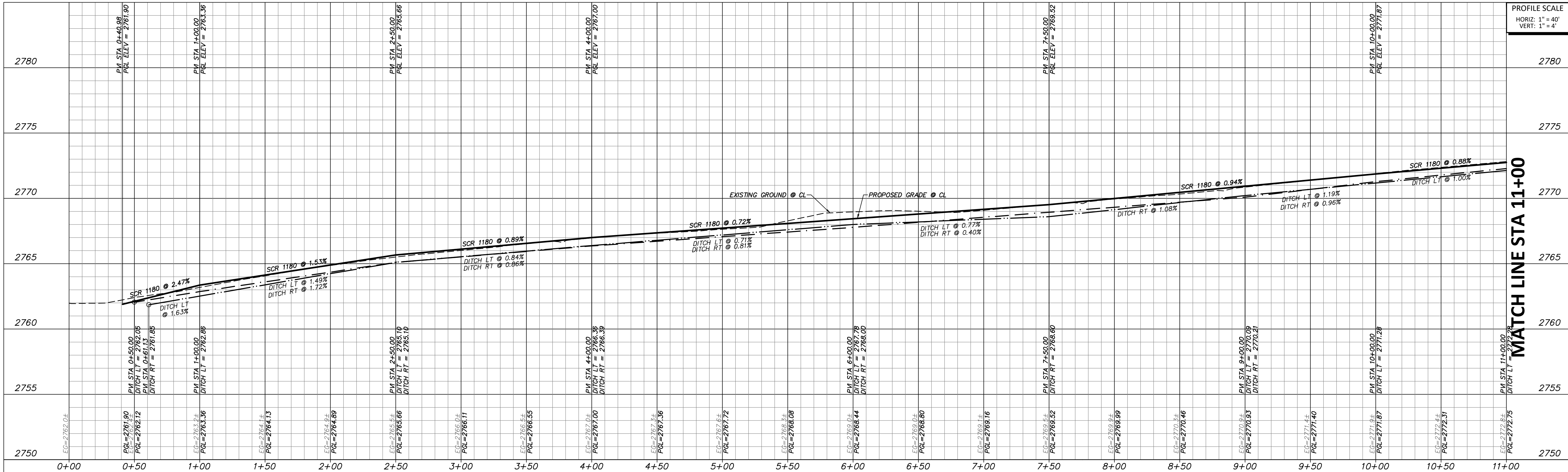
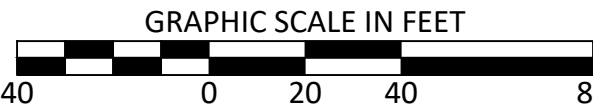
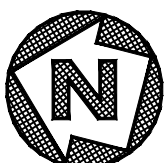
BENCHMARK:

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MATCH LINE STA 11+00

SOUTH COUNTY ROAD 1180



MATCH LINE STA 11+00

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FILE NAME: 1180.dwg
PLOTTER: HP DesignJet 500
PLOT DATE: 05/09/2024
PLOT BY: BWA

NO.	REVISION	BY	DATE

AJA
DESIGNED
AJA
DRAWN
BWA
CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ 1" = 40'
VERT 1" = 4'
DATE MAY 2024

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
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2
SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS
**PLAN AND PROFILE
STA 0+00 TO 11+00**

DA PROJECT
B009115.001
SHEET
21



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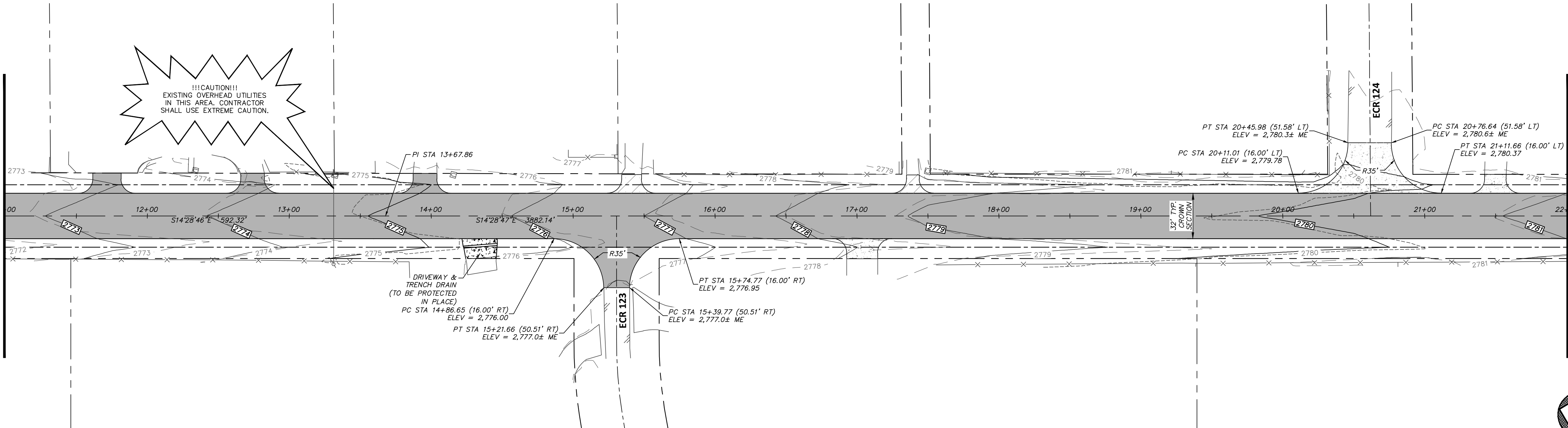
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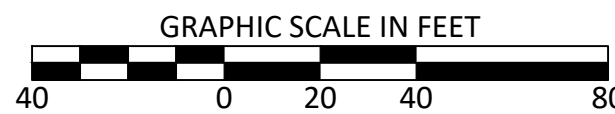
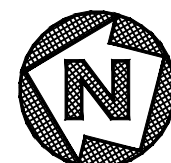
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

MATCH LINE STA 11+00

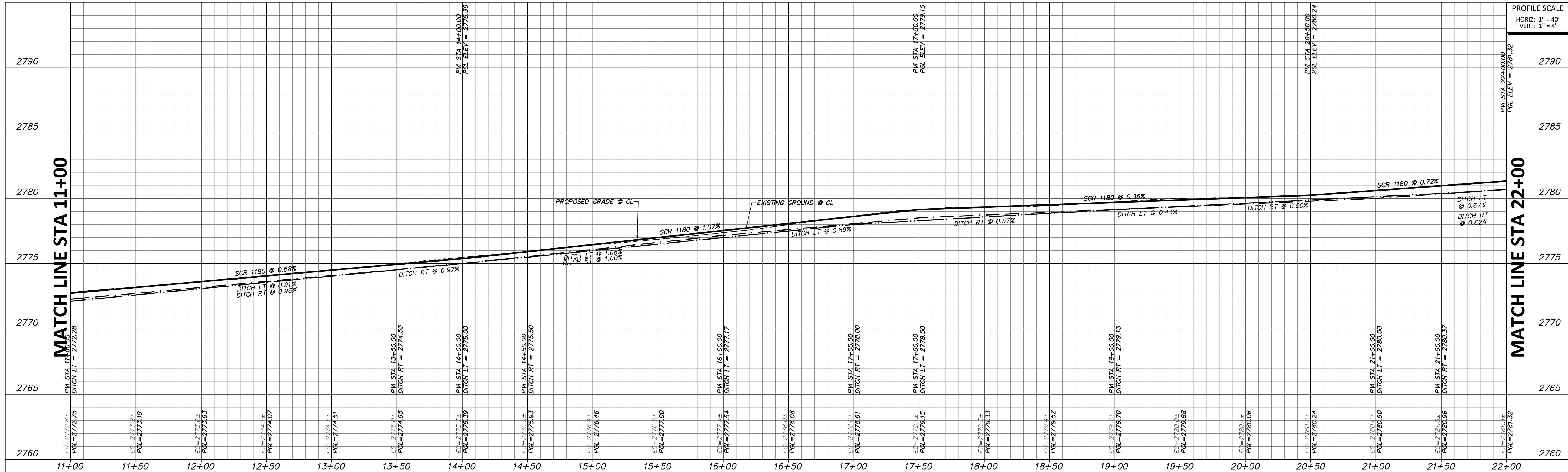


MATCH LINE STA 22+00

SOUTH COUNTY ROAD 1180



MATCH LINE STA 11+00



MATCH LINE STA 22+00

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

FILE PATH: P:\090300\1912\0301\CL\CL\0301\Spec Sheets\ROAD\1903.dwg

FILENAME: 1903.dwg
PLOTTER: AMCA
PLOTTER DATE: 05/09/2024
PLOTTER BY: AMCA
PLOTTER DATE: 05/09/2024

NO.	REVISION	BY	DATE

AJA	DESIGNED
AJA	DRAWN
BWA	CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ 1" = 40'
VERT 1" = 4'
DATE
MAY 2024

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
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2
SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS
**PLAN AND PROFILE
STA 11+00 TO 22+00**

DA PROJECT
B009115.001
SHEET
22



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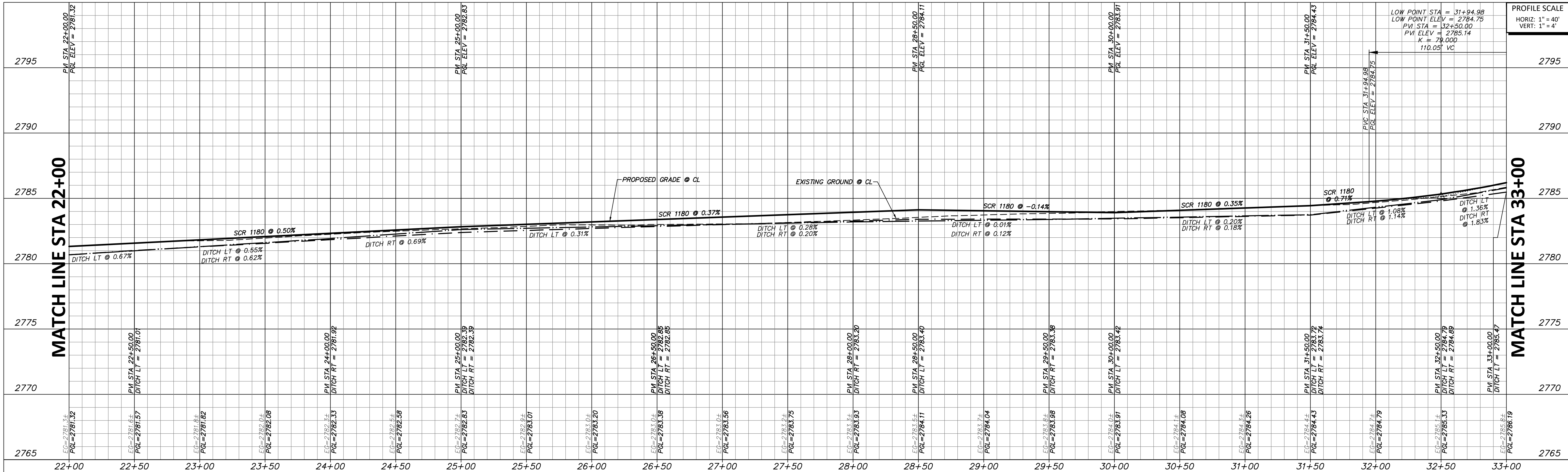
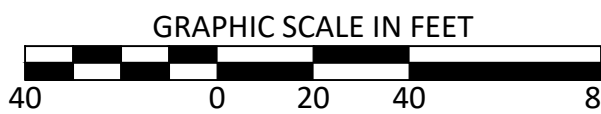
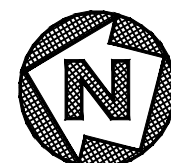
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

MATCH LINE STA 22+00

MATCH LINE STA 33+00

SOUTH COUNTY ROAD 1180



NO.	REVISION	BY	DATE

AJA	DESIGNED
AJA	DRAWN
BWA	CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 40'
VERT
1" = 4'
DATE
MAY 2024

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
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2
SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

PLAN AND PROFILE
STA 22+00 TO 33+00

DA PROJECT

B009115.001

SHEET

23



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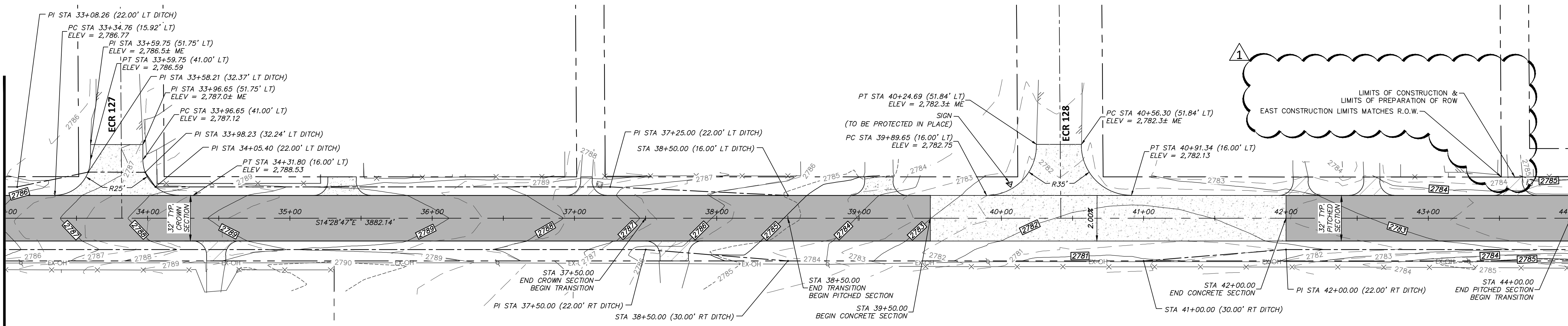
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BENCHMARK:

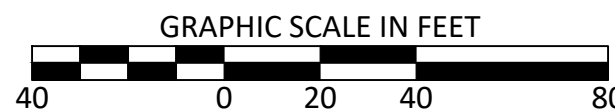
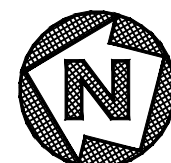
SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

MATCH LINE STA 33+00

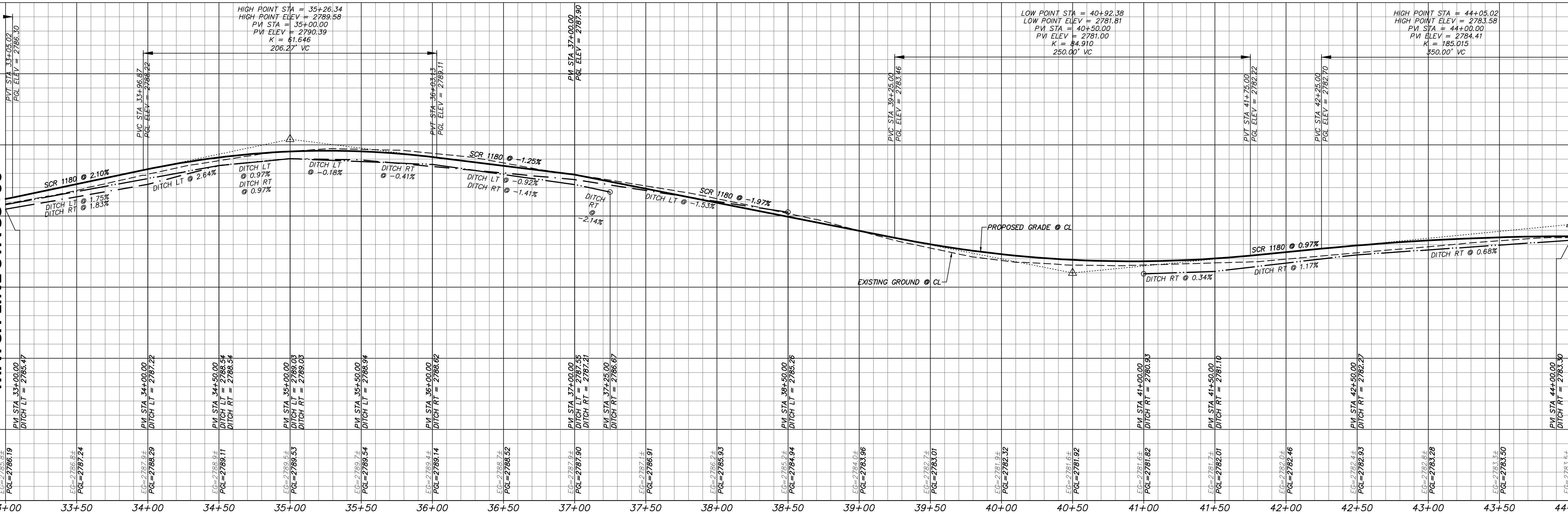


MATCH LINE STA 44+00

SOUTH COUNTY ROAD 1180



MATCH LINE STA 33+00



MATCH LINE STA 44+00

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

1	PRE BID QUESTIONS	TKS	08/05/2024	AJA
				DESIGNED
				AJA
				DRAWN
				BWA
				CHECKED
NO.	REVISION	BY	DATE	

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 40'
VERT
1" = 4'
DATE
MAY
2024

DUNAWAY

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

Brian W. Adkins
PROJECT ENGINEER
AUGUST 5, 2024
DATE

MIDLAND COUNTY PRECINCT 2
SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

PLAN AND PROFILE
STA 33+00 TO 44+00

DA PROJECT
B009115.001
SHEET
24

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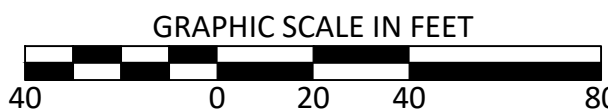
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

MATCH LINE STA 44+00

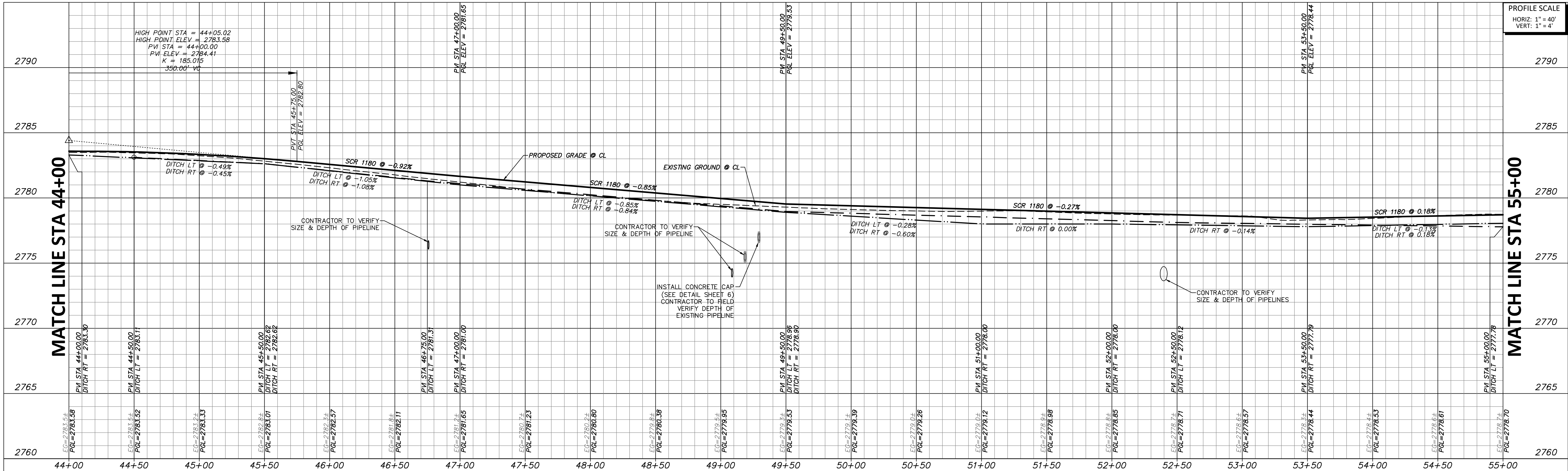
MATCH LINE STA 55+00

SOUTH COUNTY ROAD 1180



MATCH LINE STA 44+00

MATCH LINE STA 55+00



1	PRE BID QUESTIONS	TKS	08/05/2024	AJA	MIDLAND COUNTY MIDLAND, TEXAS	SCALE	 4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705 Tel: 432.699.4889 [TX REG. F-1114]		MIDLAND COUNTY PRECINCT 2		DA PROJECT B009115.001
				DESIGNED		HORIZ 1" = 40'			SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS		SHEET 25
				AJA		VERT 1" = 4'					
				DRAWN		DATE					
				BWA		MAY 2024					
NO.	REVISION	BY	DATE	CHECKED					PLAN AND PROFILE STA 44+00 TO 55+00		



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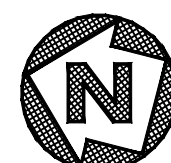
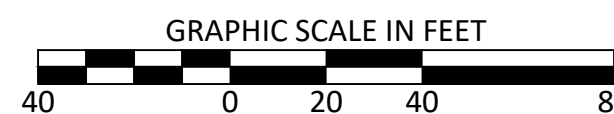
BENCHMARK:

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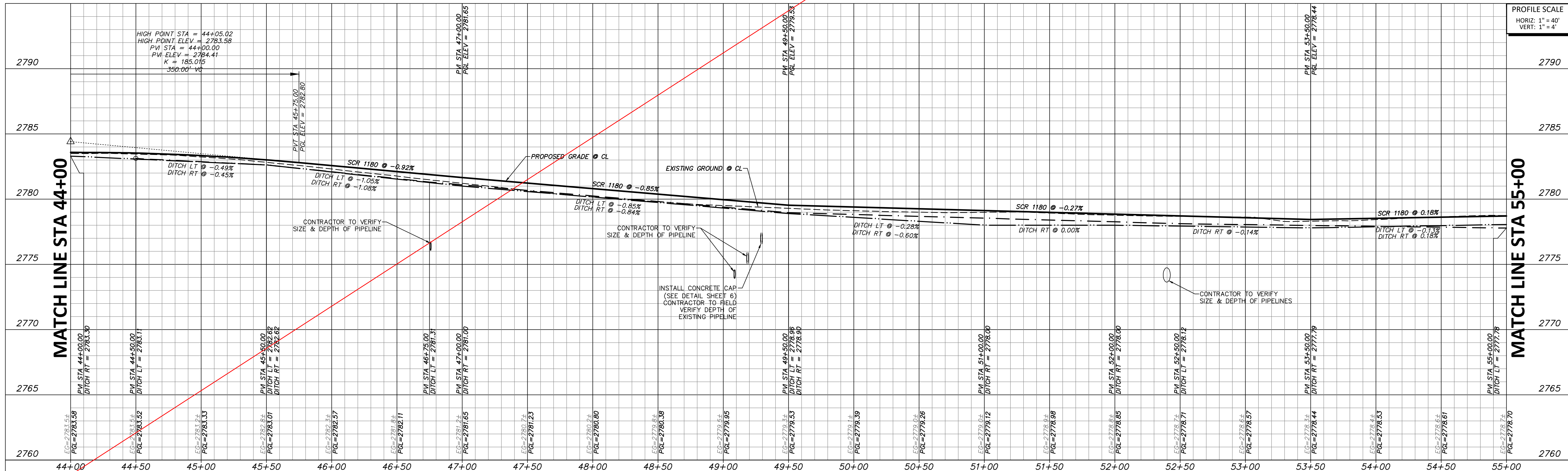
MATCH LINE STA 55+00

SOUTH COUNTY ROAD 1180



MATCH LINE STA 44+00

MATCH LINE STA 55+00



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FILE NAME: 090300.dwg
PLOTTER BY: Allison Adams
PLOT DATE: 11/03/2024

NO.	REVISION	BY	DATE	CHECKED
		AJA		
		DESIGNED		
		AJA		
		DRAWN		
		BWA		

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ 1" = 40'
VERT 1" = 4'
DATE MAY 2024

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
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2
SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

PLAN AND PROFILE
STA 44+00 TO 55+00

DA PROJECT

B009115.001

SHEET

25



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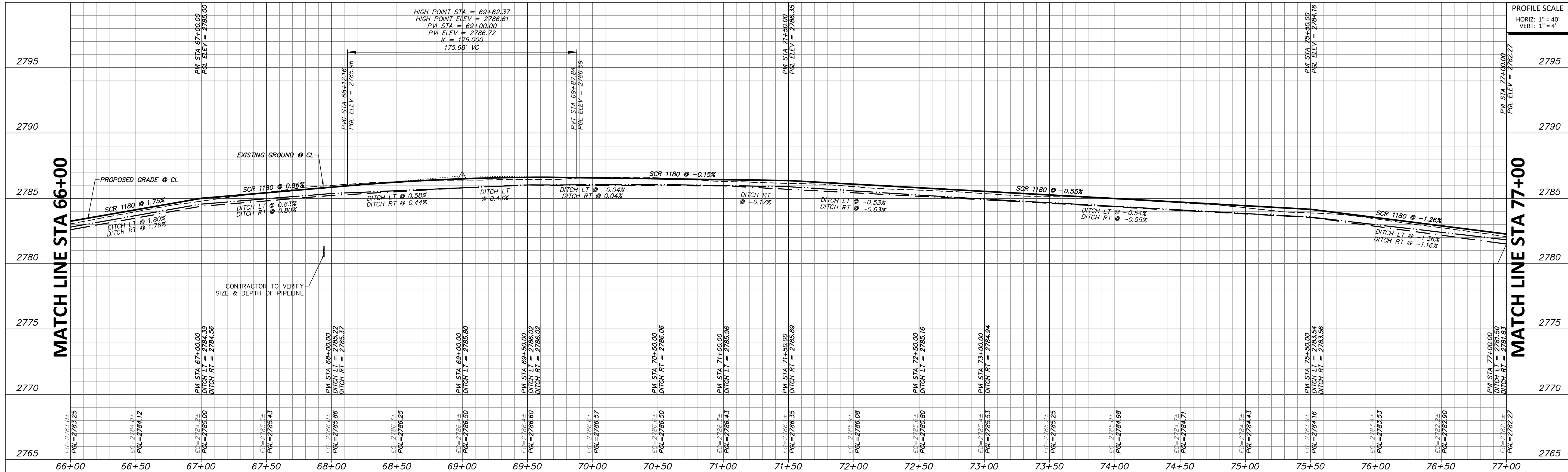
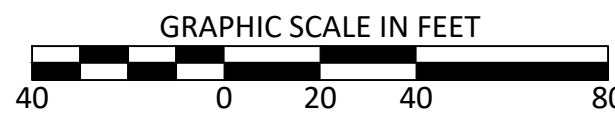
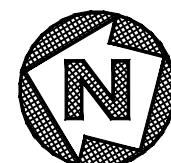
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

MATCH LINE STA 66+00

MATCH LINE STA 77+00

SOUTH COUNTY ROAD 1180



FILE PATH: P:\000000\01150001\Civil\Road\Sheet\ROAD 1180.dwg

FILENAME: ROAD 1180.dwg
PLOTTER BY: Alton Adams
PLOT DATE: MAY 9, 2024
PLOT TIME: 4:55:10 PM

NO.	REVISION	BY	DATE	CHECKED

AJA	DESIGNED
AJA	DRAWN
BWA	CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ 1" = 40'
VERT 1" = 4'
DATE
MAY 2024

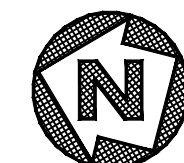
DUNAWAY
4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705
Tel: 432.699.4889
(TX REG. F-1114)

STATE OF TEXAS
BRIAN W. ADKINS
100284
PROFESSIONAL ENGINEER
PROJECT ENGINEER
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2 SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS PLAN AND PROFILE STA 66+00 TO 77+00	DA PROJECT B009115.001 SHEET 27
--	--



SEE GENERAL NOTES (SHEET 1) FOR DETAILS.



MATCH LINE STA 88+00



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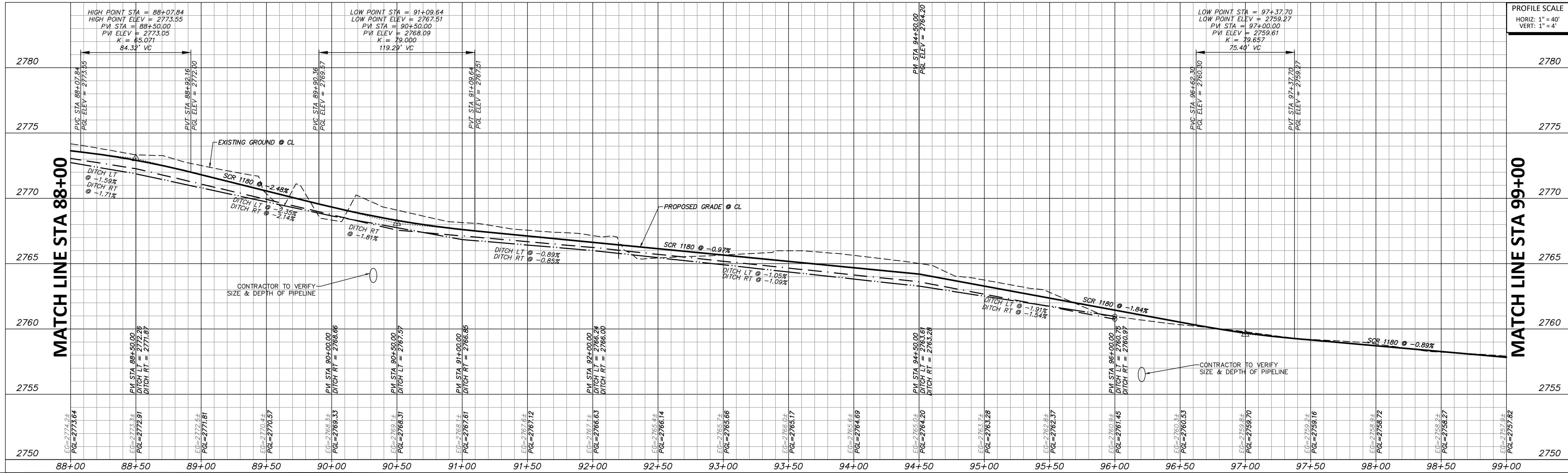
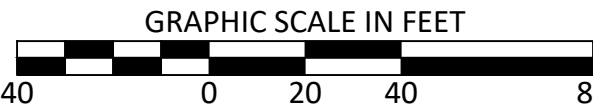
BENCHMARK:

SEE GENERAL NOTES (SHEET 1) FOR DETAILS.

MATCH LINE STA 88+00

MATCH LINE STA 99+00

SOUTH COUNTY ROAD 1180



				AJA	MIDLAND COUNTY MIDLAND, TEXAS	SCALE	 4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705 Tel: 432.699.4889 [TX REG. F-1114]	  PROJECT ENGINEER MAY 9, 2024 DATE	MIDLAND COUNTY PRECINCT 2		DA PROJECT B009115.001
				DESIGNED		HORIZ 1" = 40'			SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS		SHEET
				AJA		VERT 1" = 4'					29
				DRAWN		DATE					
				BWA		MAY 2024					
NO.	REVISION			BY	DATE	CHECKED					





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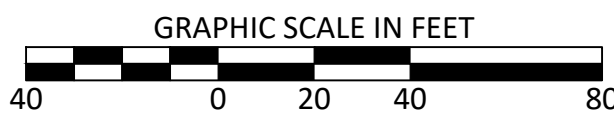
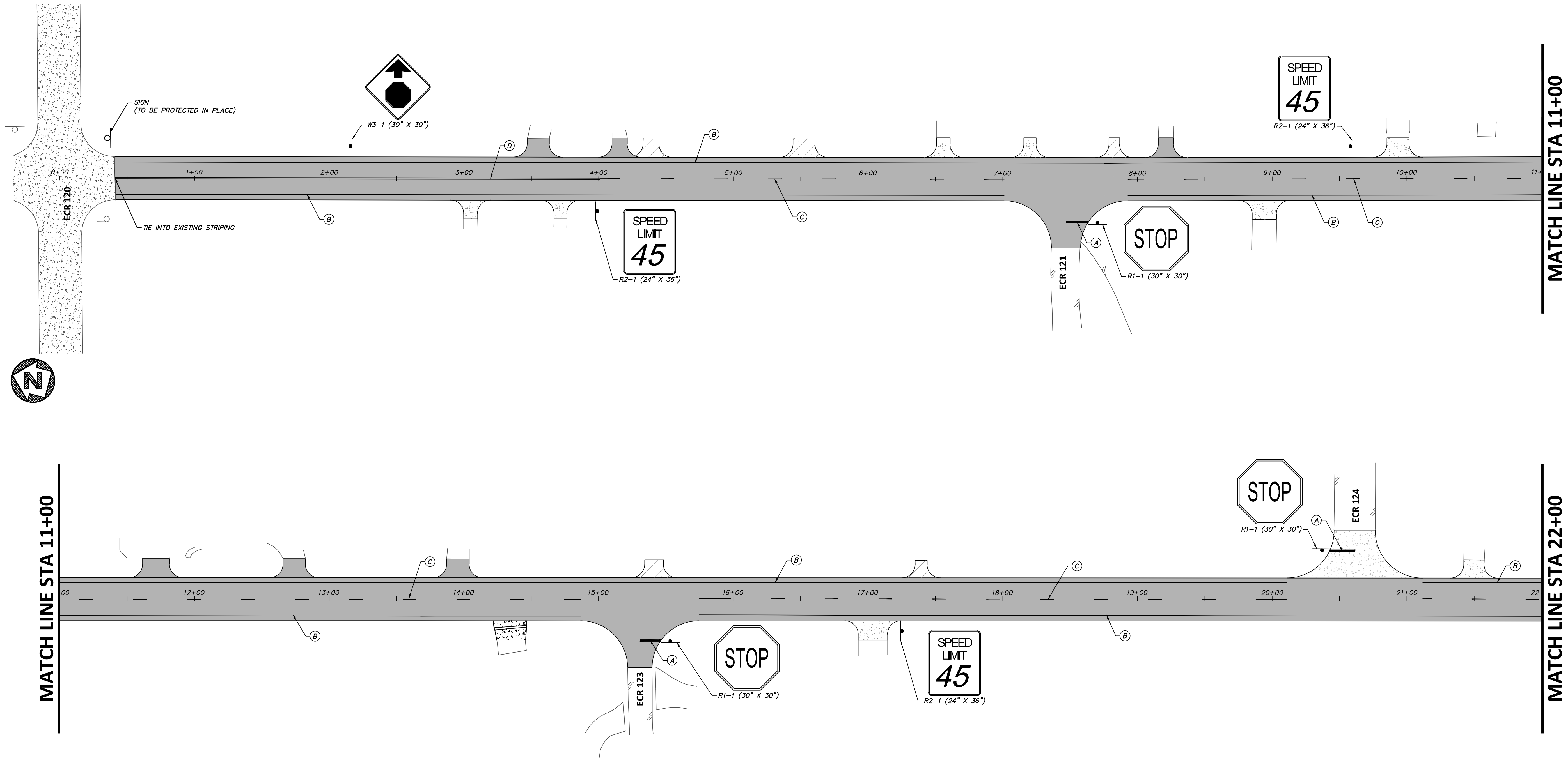
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SOUTH COUNTY ROAD 1180



NOTES:

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- PAVEMENT MARKINGS TO FOLLOW ROADWAY ALIGNMENT STATIONING.
- PAVEMENT MARKING DIMENSIONS MEASURED FROM CENTER OF STRIPING.

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)
- INSTALL ROADSIDE SIGN

NO.	REVISION	BY	DATE	CHECKED
				AJA
				DESIGNED
				AJA
				DRAWN
				BWA
				CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 40'
VERT
N/A
DATE
MAY 2024

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
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2

SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

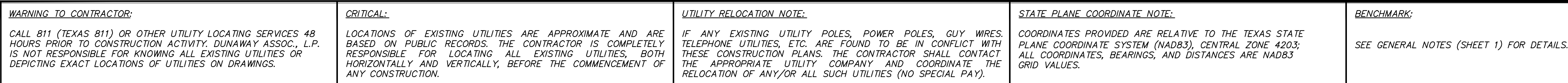
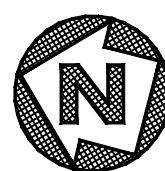
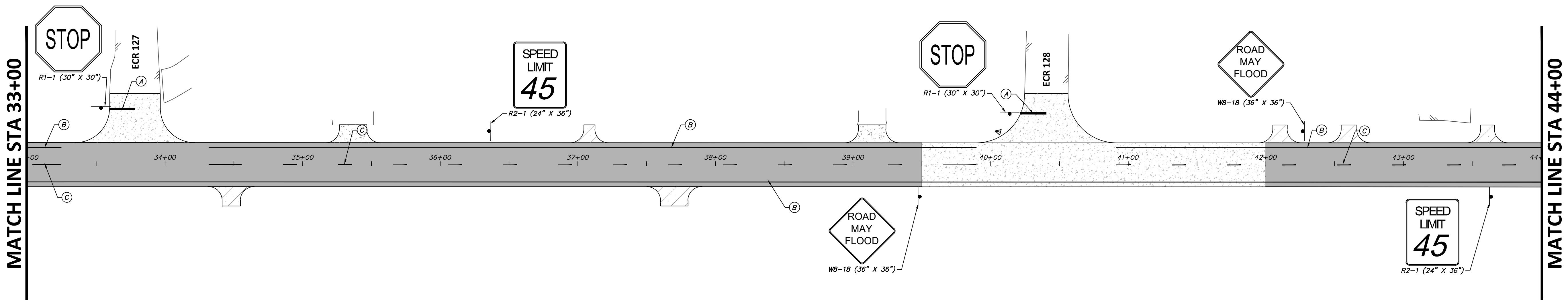
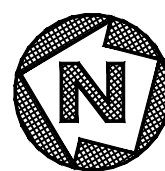
SIGNAGE & PAVEMENT MARKINGS
STA 0+00 TO 22+00

DA PROJECT

B009115.001

SHEET

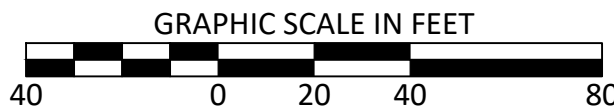
31

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PAVEMENT MARKINGS	
(A)	REFL PAV MKR (W) 18" (SOLID)
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—	INSTALL ROADSIDE SIGN

NOTES:

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3. PAVEMENT MARKING DIMENSIONS MEASURED FROM CENTER OF STRIPING.



				AJA	MIDLAND COUNTY MIDLAND, TEXAS	SCALE	 4000 N. Big Spring Street • Suite 101 • Midland, Texas 79705 Tel: 432.699.4889 [TX REG. F-1114]		MIDLAND COUNTY PRECINCT 2	DA PROJECT B009115.001
				DESIGNED		HORIZ			SOUTH COUNTY ROAD 1180 MIDLAND COUNTY, TEXAS	SHEET
				AJA		1" = 40'				
				DRAWN		VERT				
				N/A						
				BWA	DATE				SIGNAGE & PAVEMENT MARKINGS STA 22+00 TO 44+00	32
				CHECKED	MAY 2024					
NO.	REVISION	BY	DATE							

FULL PATH: P:\009100\9115\001\Civil\CAD\Plot Sheets\SIGNAGE & PAVEMENT MARKINGS.dwg

FILENAME: SIGNAGE & PAVEMENT MARKINGS.dwg
PLOTTED BY: Allison Aldana
PLOTTED ON: Tuesday, May 07, 2024



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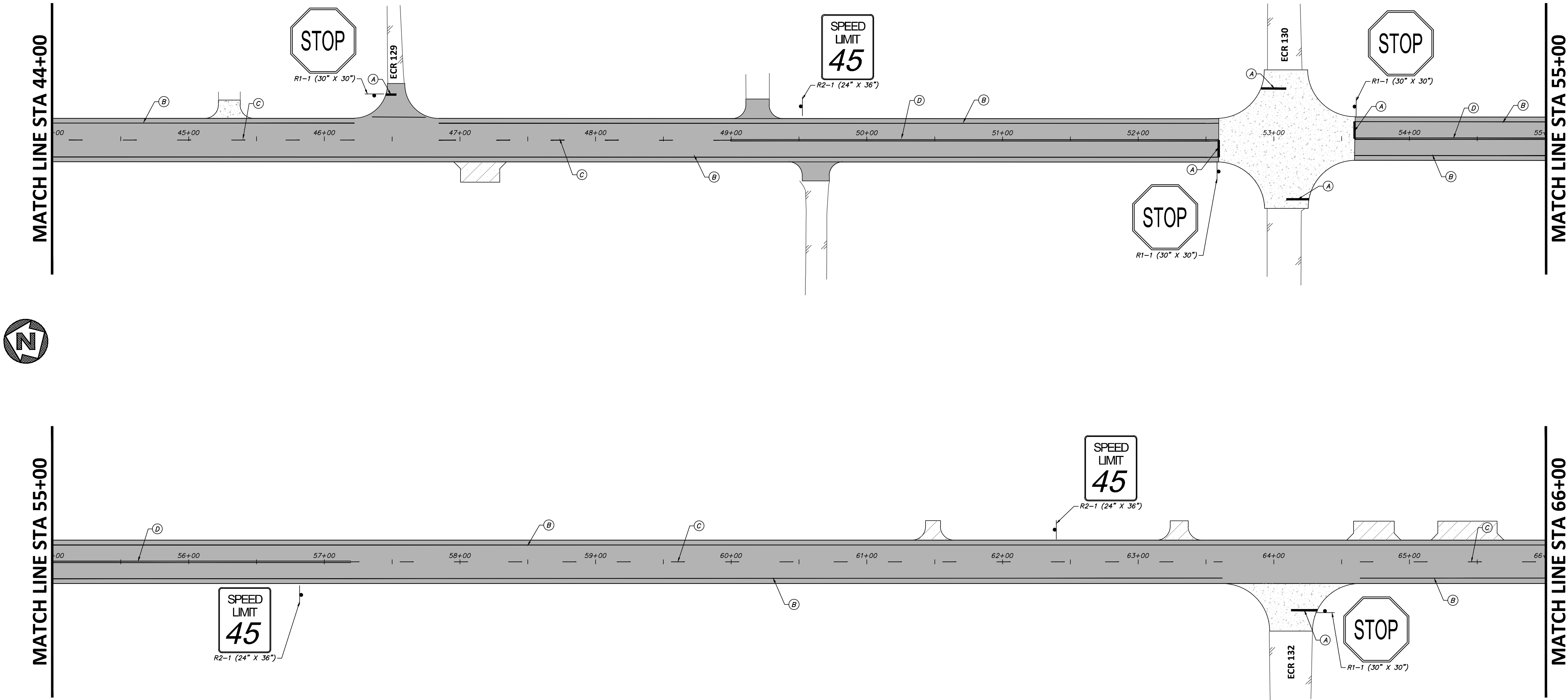
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SOUTH COUNTY ROAD 1180

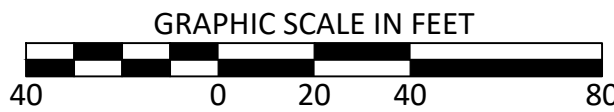


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NO.	REVISION	BY	DATE

AJA
DESIGNED
AJA
DRAWN
BWA
CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 40'
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DATE
MAY 2024

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(TX REG. F-1114)

STATE OF TEXAS
BRIAN W. ADKINS
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LICENSED PROFESSIONAL ENGINEER
PROJECT ENGINEER
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2

SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

SIGNAGE & PAVEMENT MARKINGS
STA 44+00 TO 66+00

DA PROJECT

B009115.001

SHEET

33

FILE NAME: SIGNAGE & PAVEMENT MARKINGS.dwg
PLOTTER: HP DesignJet T1100e
PLOT DATE: 5/9/2024 1:37:08 PM

FILE NAME: SIGNAGE & PAVEMENT MARKINGS.dwg
PLOTTER: HP DesignJet T1100e
PLOT DATE: 5/9/2024 1:37:08 PM



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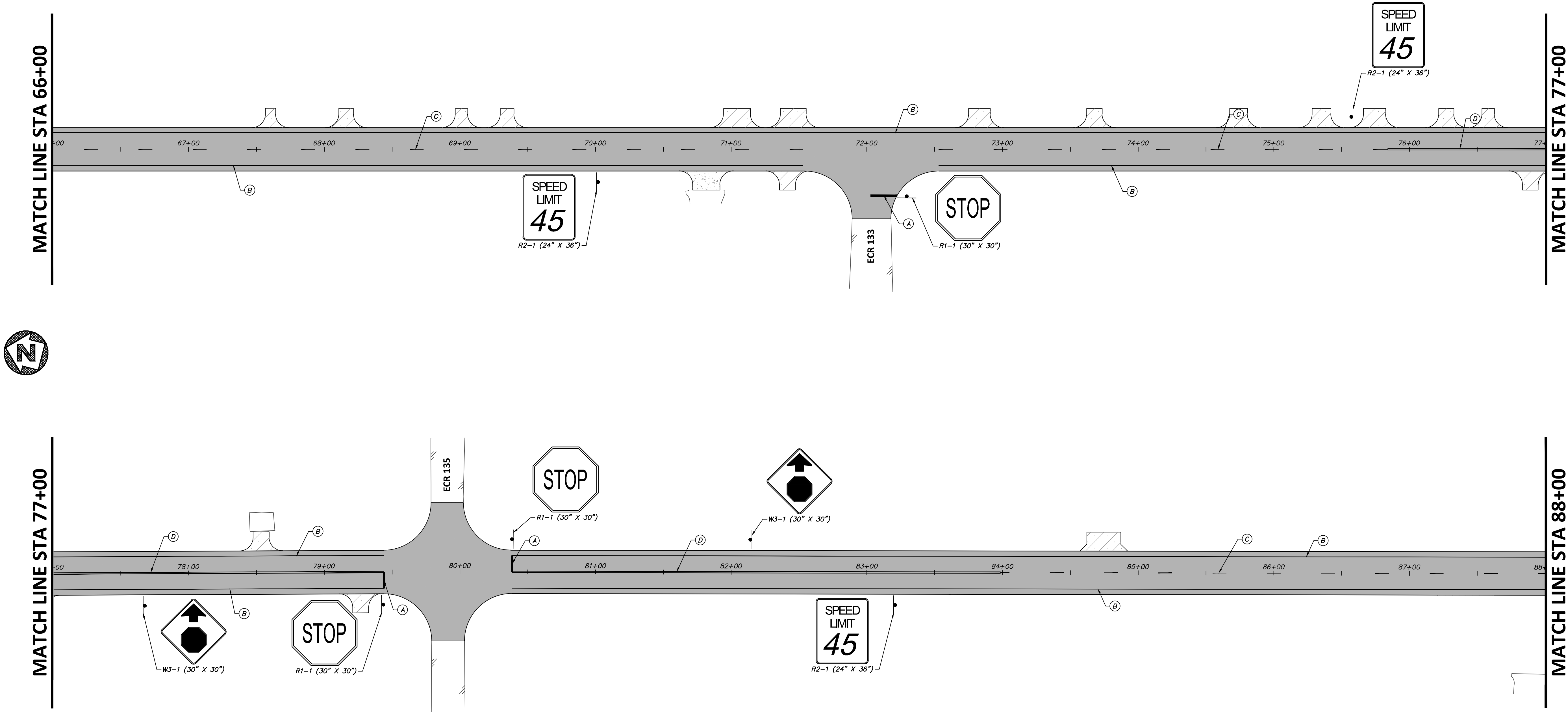
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SOUTH COUNTY ROAD 1180

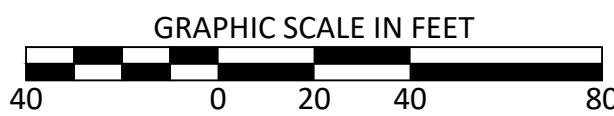


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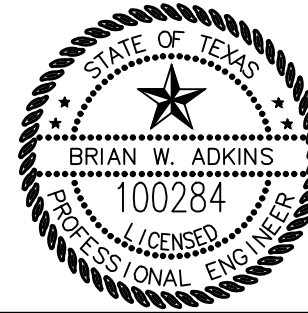


NO.	REVISION	BY	DATE	AJA DESIGNED	AJA DRAWN	BWA CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 40'
VERT
N/A
DATE
MAY
2024

DUNAWAY
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Tel: 432.699.4889
(TX REG. F-1114)



Brian W. Adkins
PROJECT ENGINEER
MAY 9, 2024
DATE

MIDLAND COUNTY PRECINCT 2

SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

SIGNAGE & PAVEMENT MARKINGS
STA 66+00 TO 88+00

DA PROJECT
B009115.001

SHEET

34

FILE NAME: SIGNAGE & PAVEMENT MARKINGS.dwg
PLOTTER: HP DesignJet T1100e
PLOT DATE: 05/07/2024

FILE NAME: SIGNAGE & PAVEMENT MARKINGS.dwg
PLOTTER: HP DesignJet T1100e
PLOT DATE: 05/07/2024



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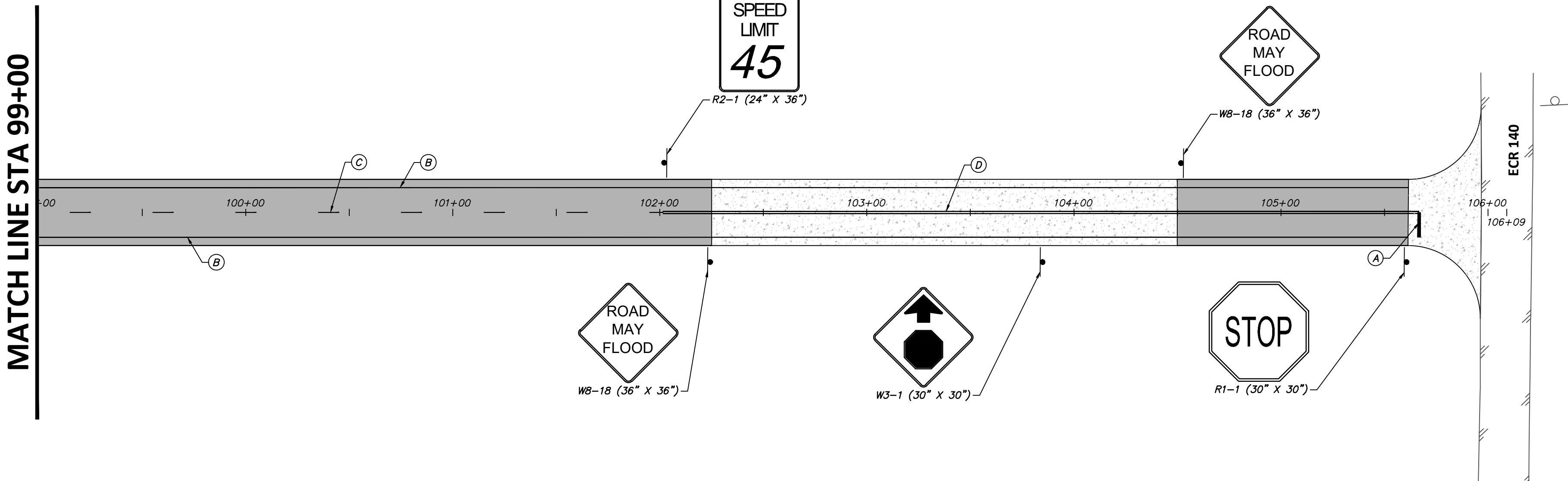
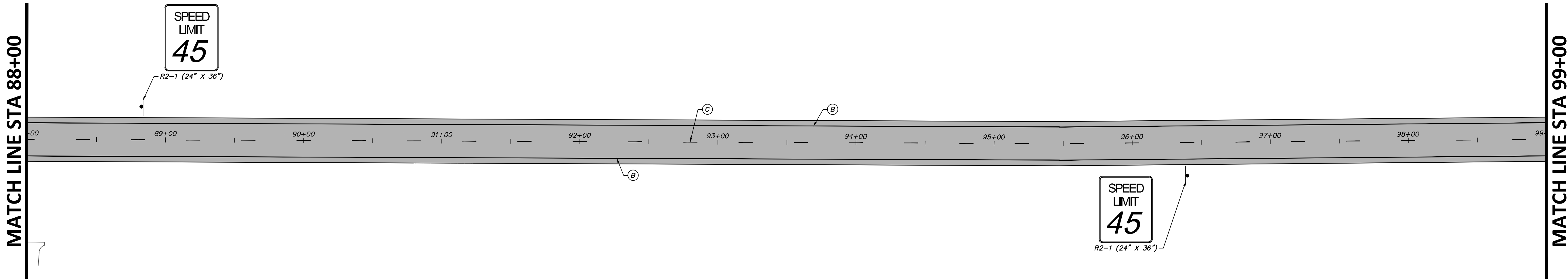
STATE PLANE COORDINATE NOTE:

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.

SOUTH COUNTY ROAD 1180

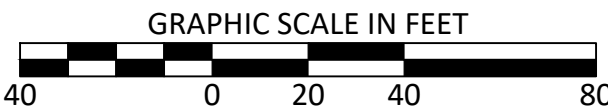


PAVEMENT MARKINGS

- (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)
- INSTALL ROADSIDE SIGN

NOTES:

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

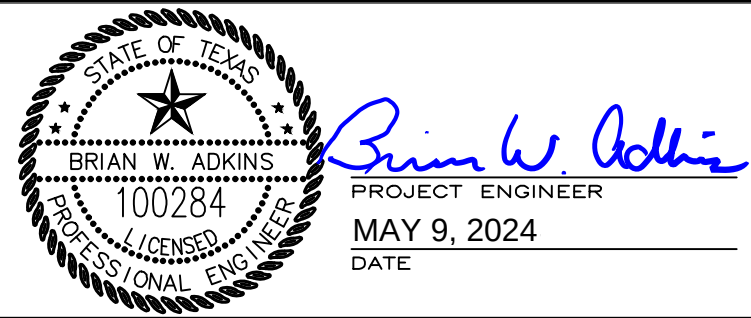


NO.	REVISION	BY	DATE	CHECKED
				AJA
				DESIGNED
				AJA
				DRAWN
				BWA
				CHECKED

MIDLAND COUNTY
MIDLAND, TEXAS

SCALE
HORIZ
1" = 40'
VERT
N/A
DATE
MAY 2024

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



MIDLAND COUNTY PRECINCT 2

SOUTH COUNTY ROAD 1180
MIDLAND COUNTY, TEXAS

SIGNAGE & PAVEMENT MARKINGS
STA 88+00 TO END

DA PROJECT
B009115.001

SHEET

35