



Permit Application for Utility Installation Proposal in County Right-of-Way or Easement

Permit No.: Rec'd Date: Decision: Signature: Comments:

Lubbock County Public Works P.O. Box 10536 Lubbock, Texas 79408 PublicWorks@LubbockCounty.gov Phone. 806.775-1664

Pursuant to §251.016 The Commissioners Court may exercise general control over all roads in the county.

Section 1: Application Information

A. Applicant: Southern Light DBA Uniti Fiber B. Contractor: ADB Companies Address: 4001 North Rodney Parham Rd. Address: 18777 US HWY 66 Little Rock, AR 72212 Pacific MO 63069 Contact Name: Scot Vanlandingham Contact Name: Javier Casillas Phone: (478) 365-2617 Phone: 314-737-7032 Email: scot.vanlandingham@uniti.com Email: jcasillas@adb-us.com

Section 2: Proposal Details (Locations, Type, and Timeline of Installation)

A. Location of Installation: (if applicable, length of installation in feet): E County RD 6300 & Kent rd Lubbock County, TX -- 4,304 linear feet (Project ABLU-8 &10)

B. Type of installation: Passing fiber through 1.5 HDPE existing innerduct and New HH where ducts are intercepted. Potential dig up to replace couplers to allow innerduct to pass.

- Yes No Completed Application Does this pipeline fall under the Texas Railroad Commission (flow lines) Will the line transport salt brine?

C. Proposed length of installation activities: 184 (calendar days or working days)

Proposed start date: 6/10/2026 Completion date: 11/20/2026

Applicant will commence actual construction/work in good faith within 60 days from the date this Proposal is approved by the Lubbock County Commissioners Court. If such construction/work is not begun by the 60th day, Applicant will be required to apply for a new proposal.

Section 3: Submittal Checklist

- Completed Application Drawings/plans-Attach the drawings of the type of work, location, a Traffic Control Plan (in accordance with the Texas Manual on Uniform Traffic Control Devices) and description of the proposed line shown. The material specifications, minimum yield strength, and maximum operation pressure must be described on the attached drawings. Check Payment (If the Application is denied, then the amount will be refunded to Applicant)

Table with 3 columns: Type of Installation, Crossing, Longitudinal. Rows: Overhead, Underground.

Scot Vanlandingham Engineer II 5/15/26 Signature of Responsible Party Title Date

## **Section 4: Rules and Guidance**

It is expressly understood that Lubbock County (hereinafter "the County") does not purport, hereby, to grant any right, claim, title, or easement in or upon a County road and it is further understood that should the County, for any reason at the sole discretion of the County, determine a need to work on, improve, relocate, widen, increase, add to, or in any manner change the structure of a right-of-way, the line, if affected, will be moved and relocated at the complete expense of Applicant, or owner of the line, if not the Applicant, to a location designated by the County.

Applicant acknowledges that prior to the submission of the Proposal, Applicant, or the owner of the line, if not the Applicant, has ascertained the location of all existing utilities, both aerial and underground, and the submission of this Proposal is prima facie evidence that the proposed installation will not conflict with any existing utility or other line.

All work on the County right-of-way shall not damage any part of the road way. If any damage does occur, Applicant, or owner of the line, if not the Applicant, is responsible for all expenses related to the repair of the road.

### **A. Pre-Construction Responsibilities**

1. If the Proposal is accepted, the Applicant will assume all risks and hazards incidental to its use of the County's right-of-way under this Proposal and hold harmless, indemnify, and defend Lubbock County, its officers, employees and agents from any and all claims, suits, or actions arising out of Applicant's performance under this Proposal.
2. The Applicant shall provide within 5 business days, upon the written request of the County, proof of Insurance for and maintain, at Applicant's sole cost and expense, the following insurance coverage: (a) Industrial/Workers' Compensation Insurance protecting Applicant and the County from potential employee claims based upon job-related sickness, injury, or accident during performance of this Proposal; and (b) Comprehensive General Liability (including, without limitation, bodily injury and property damage) insurance with respect to Applicant's agents and vehicles assigned to perform the services described by this Proposal with policy limits of not less than \$1,000,000 combined single limit occurrence and \$2,000,000 in the aggregate. Lubbock County shall be named as an additional insured party and such notation shall appear on the certificate of insurance furnished by Applicant's insurance carrier.
3. The Applicant shall secure all other necessary permits, licenses, or approvals before starting work. Applicant will make the appropriate notification to Texas One Call/811 Service, in advance of the commencement of any work arising from this Proposal.
4. Approval of this Proposal is permissive, is subject to the public right of travel on and access to the right-of-way, and may not be assigned.
5. All residents or businesses affected by any scheduled maintenance causing road closure, or interruption of any utility service shall be notified forty-eight hours prior to any work. Emergency situations are exempt.
6. The County's Director of Public Works is to be notified 2 business days prior to the beginning of any work at (806) 775-1661. Failure to notify prior to the beginning of any work will constitute grounds for job shutdown and/or fines as defined in Section D.

### **B. During Construction Responsibilities**

1. Signs and traffic controls shall comply with the current edition of the Manual on Uniform Traffic Control Devices, as approved by the Texas Department of Transportation. When necessary, flagmen shall be provided by Applicant.
2. Restoration of the right-of-way is required and shall be completed within 10 business days of the completed work within the right-of-way, unless otherwise approved by the Director of Public Works.
3. The cost of any repairs to road surface, roadbed, structures or other right-of-way features as a result of this installation will be borne by the owner of the line. Any costs to repair or replace the line will be borne by the owner of the line.
4. Where turf is disturbed by excavation or by backfilling operations, such areas shall be replaced by mulch sodding on all slopes of 2% or less. All slopes over 2% shall be replaced by block sodding.
5. All underground lines are to be installed a minimum of 36 inches below flow line of the adjacent drainage or borrow ditch.
6. All buried lines carrying an electrical current, or electronic or optical signal shall have yellow plastic tape at least two inches in width, buried a minimum of twelve inches above such lines.
7. Lines crossing under improved roads shall be placed by boring. Where right-of-ways widths will permit, boring shall extend for a minimum distance of ten foot on either side of the pavement.
  - a. In the event, where Applicant presents sufficient evidence illustrating the impracticability of boring, the

Commissioners Court may grant permission, on a case by case basis, to cut the surface of the road. In the event a cut is permitted, the work shall be conducted pursuant to the specifications of the Public Works Office and following condition:

- (i). All backfilling of dirt or caliche, within the width of the roadway, shall be done at optimum moisture, in 6" lifts and compacted sufficiently to obtain 95% Modified Standard Proctor density. Density tests from a reliable testing laboratory shall be furnished as required. Applicant is responsible for the costs of these tests.
  - (ii). Instead of utilizing the above procedure to backfill materials, the Applicant, may utilize flowable fill to backfill.
8. All excavations within the right of way and not under the road shall be backfilled by ordinary compaction with moisture added by placing the material in 6 inch layers. If the location of excavated materials is at least 5 feet outside the boundaries of the shoulder of the road, the material may be replaced by backfilling in 1 foot layers, and the material must have moisture added to secure normal density.
  9. Any temporary backfill and the permanent patch on any roadway surface shall be placed and maintained at an elevation equal to the original grade of the roadway.
  10. All lines under roads carrying pressure in excess of 50 psi shall be enclosed in satisfactory casing extending from right-of-way line to right-of-way line. Pipe used for casing may be any type approved by the Director of Public Works and shall be capable of resisting rupture, supporting the roadbed and traffic loads, and road construction, and shall be constructed such that there is no leakage through the casing, carrier pipe, joints or couplings.
  11. Overhead lines will have a minimum clearance of 18 feet above the road surface at point of crossing.
  12. No lines are to be installed under or within 50 feet of either end of a bridge. No lines shall be placed in a culvert or within 10 feet of the closest point of same.
  13. Parallel lines will be installed within 2 feet of the right of way, unless otherwise approved by the Director of Public Works, and no parallel line will be installed in the roadbed or between the drainage ditch and roadbed, unless otherwise approved by the Director of Public Works.
  14. Right-of-way surfaces shall be cleaned before the end of each day's work. All catch basins, culverts or other improvements affected by any deposits of dirt, mud, rock, debris, or other material shall be cleaned daily or as specified by the County.
  15. Any poles or pedestals necessary to underground cable installation within the County's right-of-way shall be placed with 18" of the nearer right-of-way line.

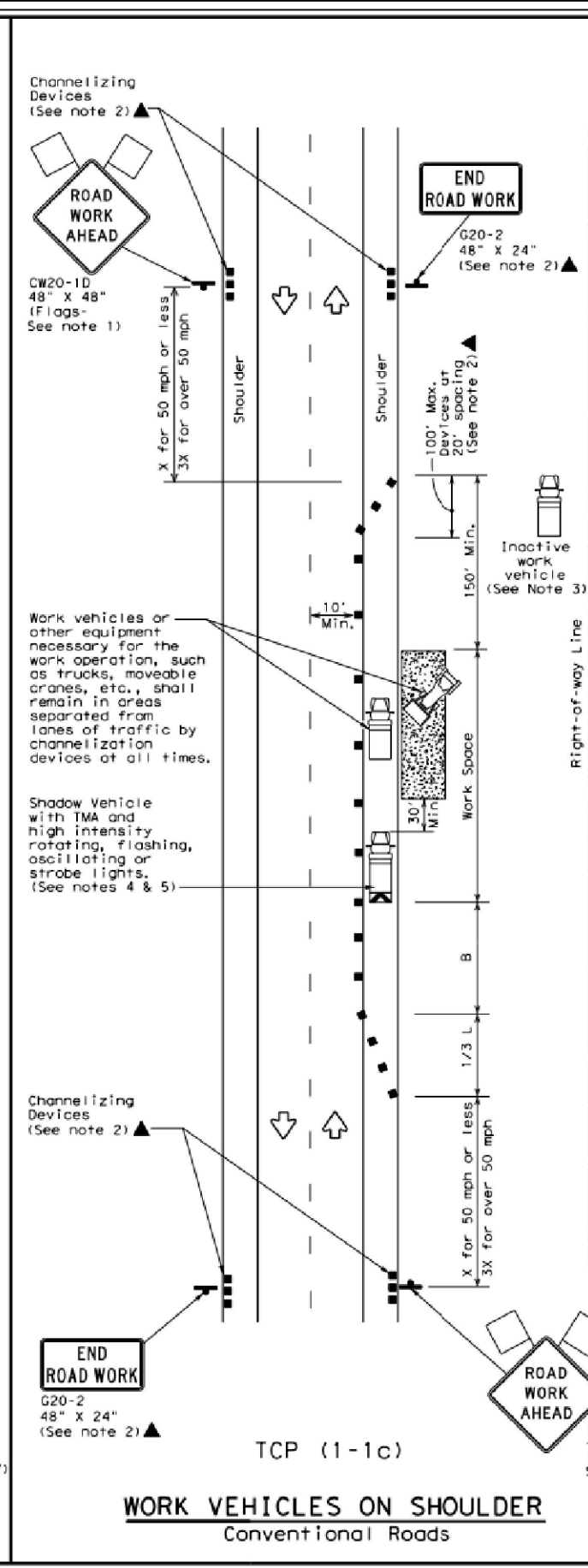
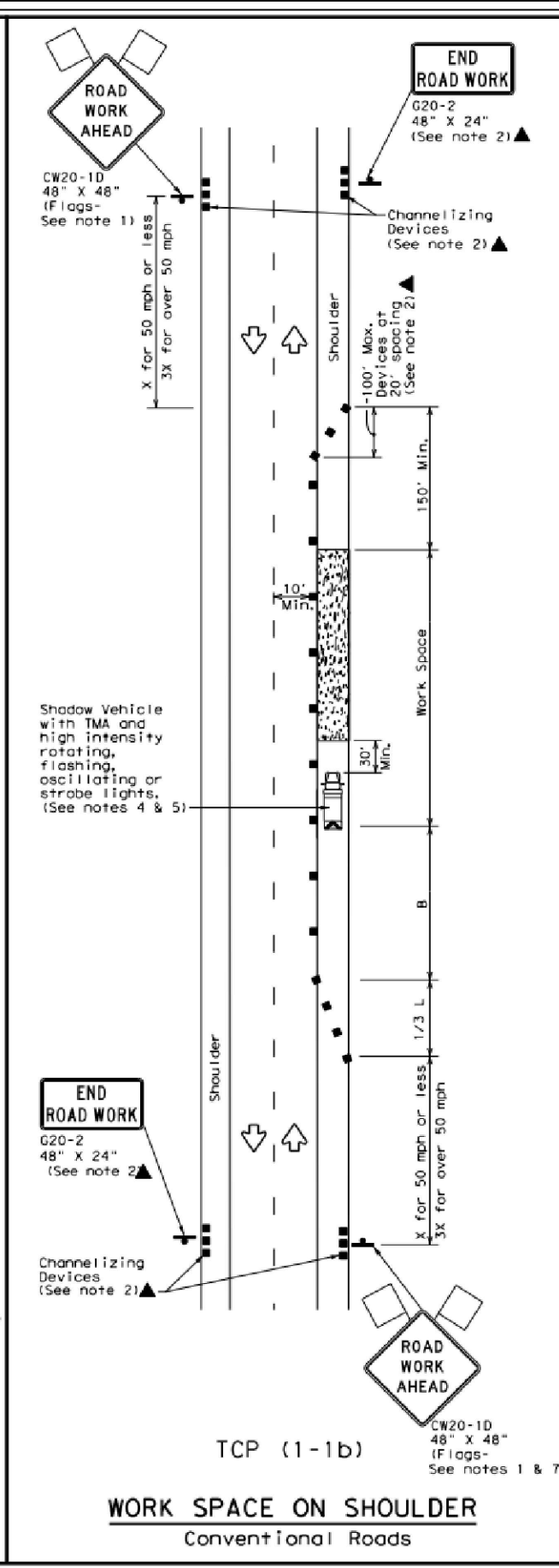
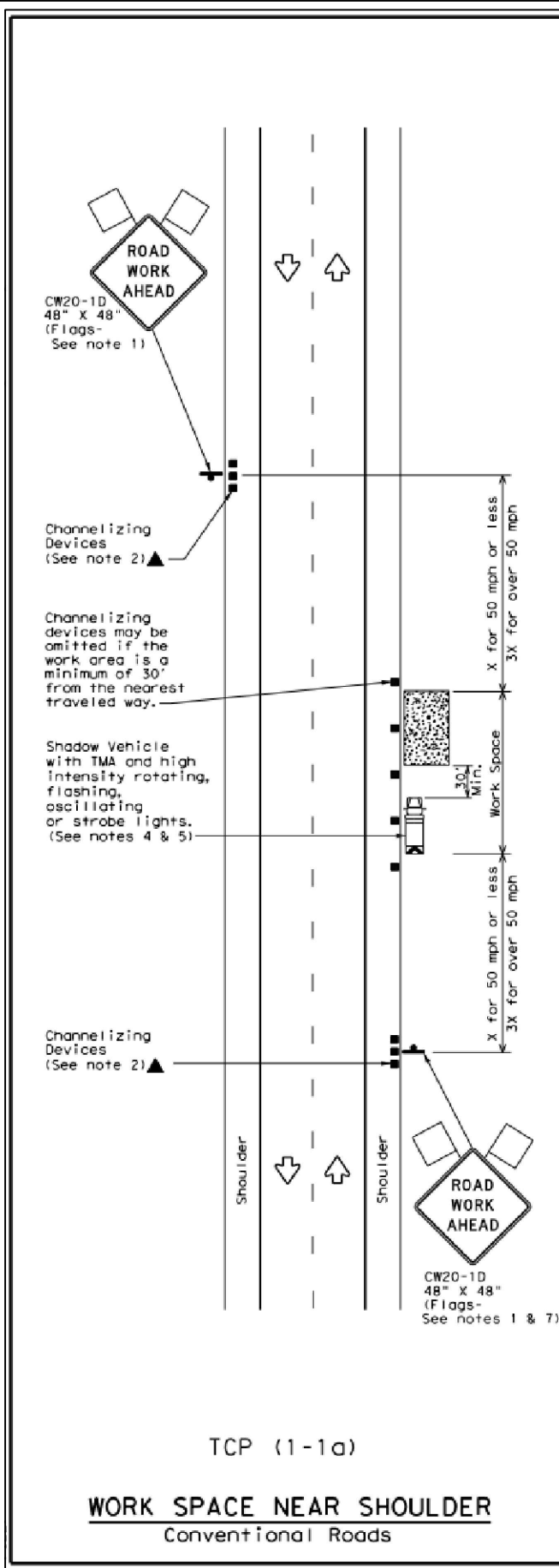
**C. Post Construction Responsibilities**

1. Final Inspection: All Proposals must have a final inspection once work is complete. Please call (806) 775-1661 to schedule a final inspection.
2. In the event Applicant's proposal is not approved prior to the installation of a line or Applicant does not install the line in compliance with the requirements established in this Proposal, Applicant, or owner of the line, if not the Applicant, assumes all financial responsibility for damages and/or destruction of lines, cables, etc. based upon its failure to comply with Lubbock County requirements.
3. This is a revocable Proposal. Lubbock County reserves the right to revoke approval of this Proposal at any time, in the sole discretion of Lubbock County, for interests of public health, safety or welfare, or for failure to repair any damages upon demand, or for any reason deemed sufficient by Lubbock County.

**D. Fines for Non-Compliant Installation**

Fines will be assessed for non-compliant installations as follows:

<b>Type of Installation</b>	<b>Crossings</b>	<b>Longitudinal</b>
Overhead	\$300	\$100 per mile, maximum of \$300
Underground	\$500	\$150 per mile, maximum of \$500



**LEGEND**

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

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

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

**TYPICAL USAGE**

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

**GENERAL NOTES**

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

**Texas Department of Transportation**  
**Traffic Operations Division Standard**

**TRAFFIC CONTROL PLAN**  
**CONVENTIONAL ROAD**  
**SHOULDER WORK**

**TCP (1-1) - 18**

FILES: tcp1-1-18.dgn	DN: December 1985	CR: December 1985	DR: December 1985
© TxDOT	REVISIONS	CONT	SECT
2-94	1-98	JOB	HIGHWAY
8-95	2-12	DIST	COUNTY
1-97	2-18	SHEET NO.	

**SCALE 1" = 60'**

PROJECT ENGINEER: \_\_\_\_\_

**LEGEND**

PROPOSED UNDERGROUND: **UG**

PROPOSED AERIAL: **AE**

EXISTING CONDUIT: **EX**

OVERLASHING AERIAL: **OA**

HANDHOLE:

EXISTING HANDHOLE:

UTILITY POLE:

BORE SLOT LOCATION:

CONTRACTOR: ---

PROJECT NO: ---

DRAWN BY: ADB

CHECKED BY: ADB

APPROVED BY: ---

MARKET: TEXAS

PERMIT: ---

SHEET TITLE: **ABLU-8**

SHEET NUMBER: **TCP1**

DATE: **4/12/26**

SLACK LOOP STANDARDS PER FIBER SIZE: 864- 100', 432 - 75', ALL OTHER FIBER SIZES- 100', ALL AERIAL SLACK LOOPS TO BE 150' AT EVERY 1500'

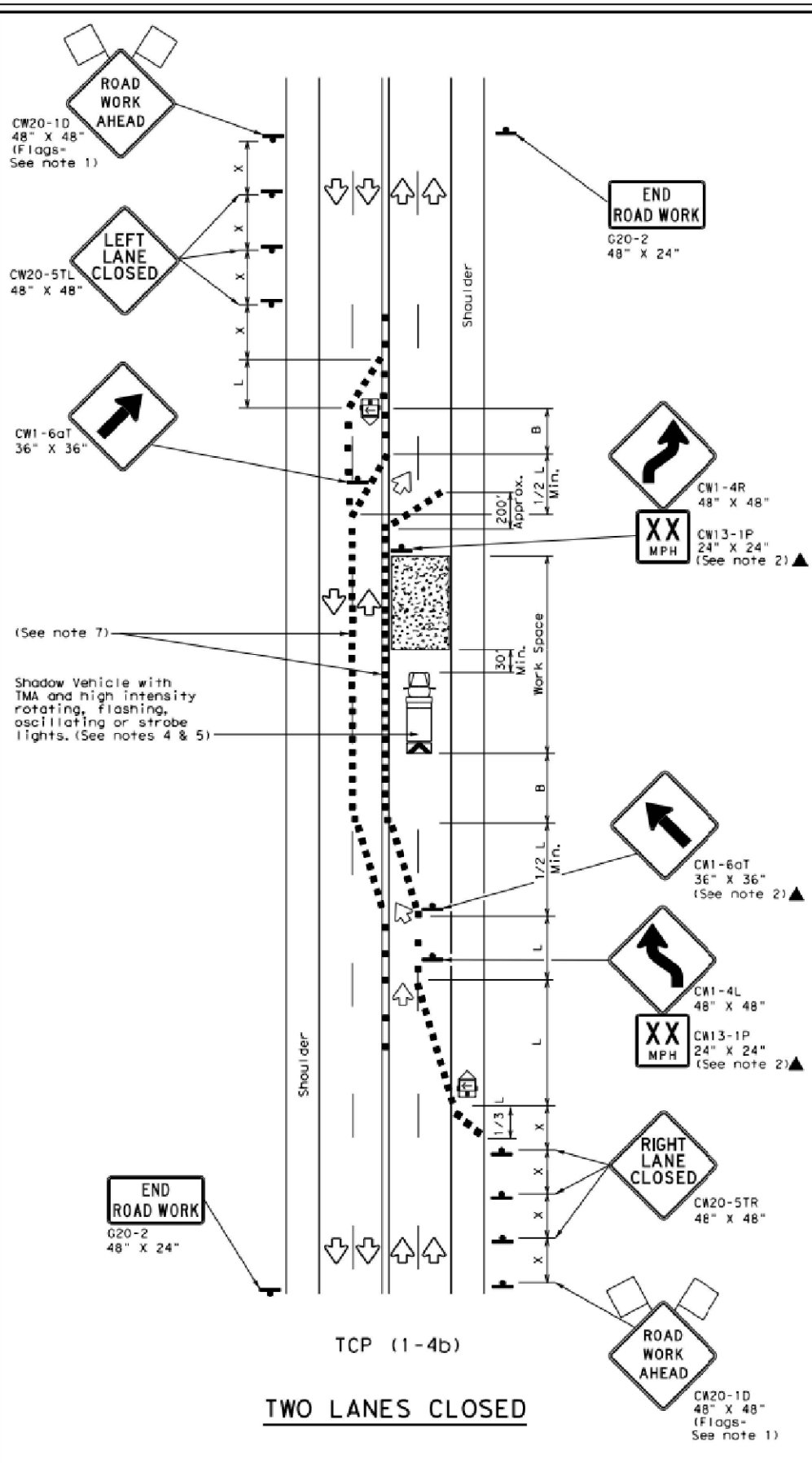
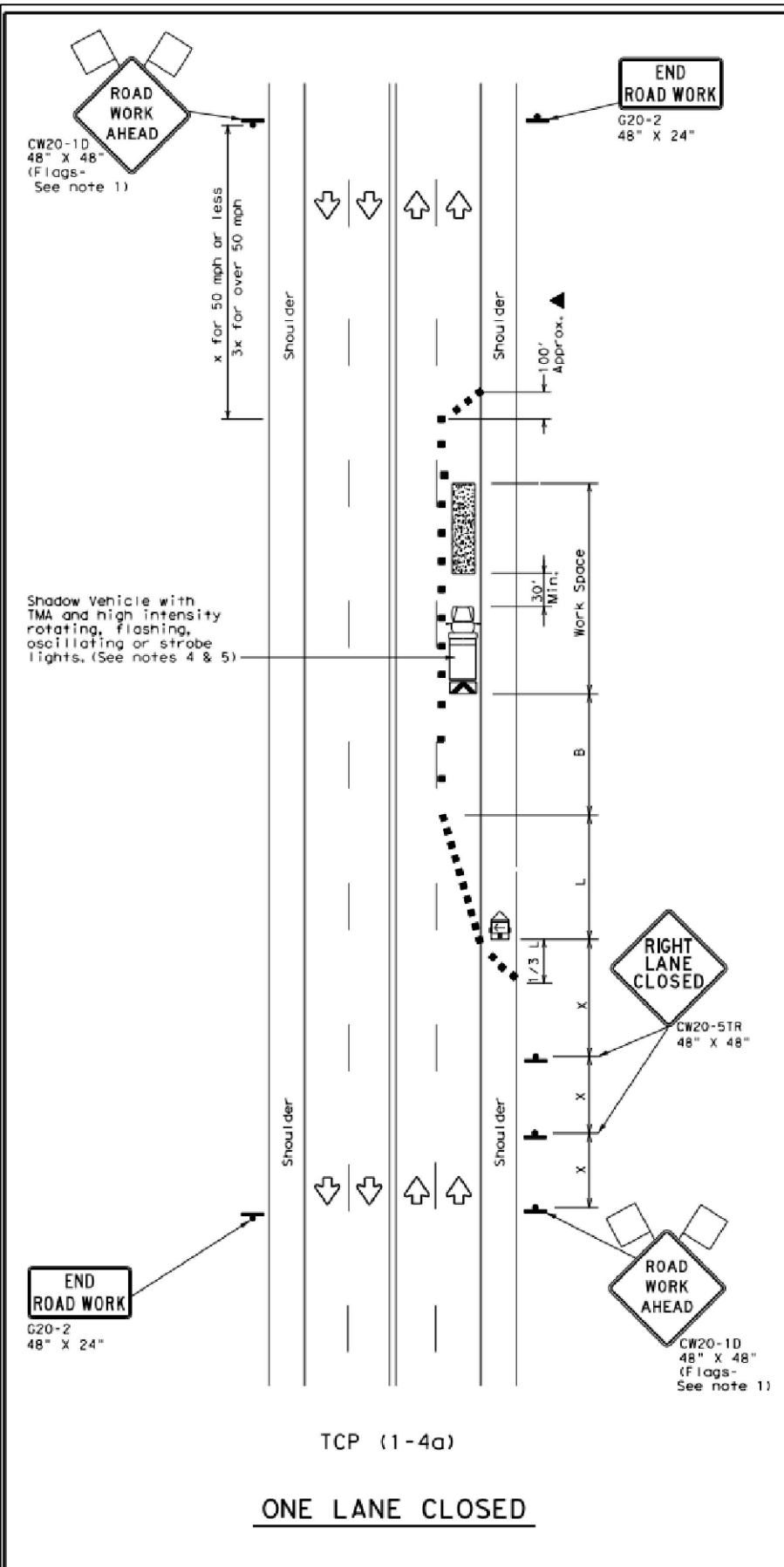
UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE RECORDS AND FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

ALL IMPROVEMENTS, SUCH AS ASPHALT, CONCRETE, PAVEMENT, CURB, GUTTERS, WALKS, DRAINAGE DITCHES, EMBANKMENTS, SHRUBS, TREES, GRASS, SOD, EXT. IF DAMAGED SHALL BE RESTORED TO ORIGINAL STATE OR BETTER CONDITION.

CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT NOTICE REQUIRED 48 HOURS PRIOR TO CONSTRUCTION 811



ENGINEERED BY: **ADB**  
18777 Historic Rte 66  
Pacific, MO 63069  
(314) 426-5200



**LEGEND**

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

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

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

**TYPICAL USAGE**

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

- GENERAL NOTES**
- Flags attached to signs where shown are REQUIRED.
  - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
  - The CW20-1D "ROAD WORK AHEAD" sign may be repeated if the visibility of the work zone is less than 1500 feet.
  - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
  - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

**TCP (1-4a)**  
 6. If this TCP is used for a left lane closure, CW20-5TL "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline where needed to protect the work space from opposing traffic with the arrow panel placed in the closed lane near the end of the merging taper.

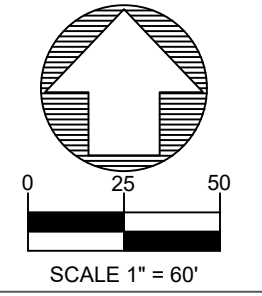
**TCP (1-4b)**  
 7. Where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, at 1/2S where S is the speed in mph. This tighter device spacing is intended for the areas of conflicting markings, not the entire work zone.

Texas Department of Transportation  
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN  
 LANE CLOSURES ON MULTILANE  
 CONVENTIONAL ROADS**

**TCP (1-4) - 18**

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



PROJECT ENGINEER: \_\_\_\_\_

**LEGEND**

PROPOSED UNDERGROUND:

PROPOSED AERIAL:

EXISTING CONDUIT:

OVERLASHING AERIAL:

HANDHOLE:

EXISTING HANDHOLE:

UTILITY POLE:

BORE SLOT LOCATION:

CONTRACTOR: ---  
 PROJECT NO: ---  
 DRAWN BY: ADB  
 CHECKED BY: ADB  
 APPROVED BY: ---  
 MARKET: TEXAS  
 PERMIT: ---

SHEET TITLE:  
**ABLU-8**

SHEET NUMBER:  
**TCP2**

DATE:  
**4/12/26**

SLACK LOOP STANDARDS PER FIBER SIZE: 864- 100', 432 - 75', ALL OTHER FIBER SIZES- 100', ALL AERIAL SLACK LOOPS TO BE 150' AT EVERY 1500'

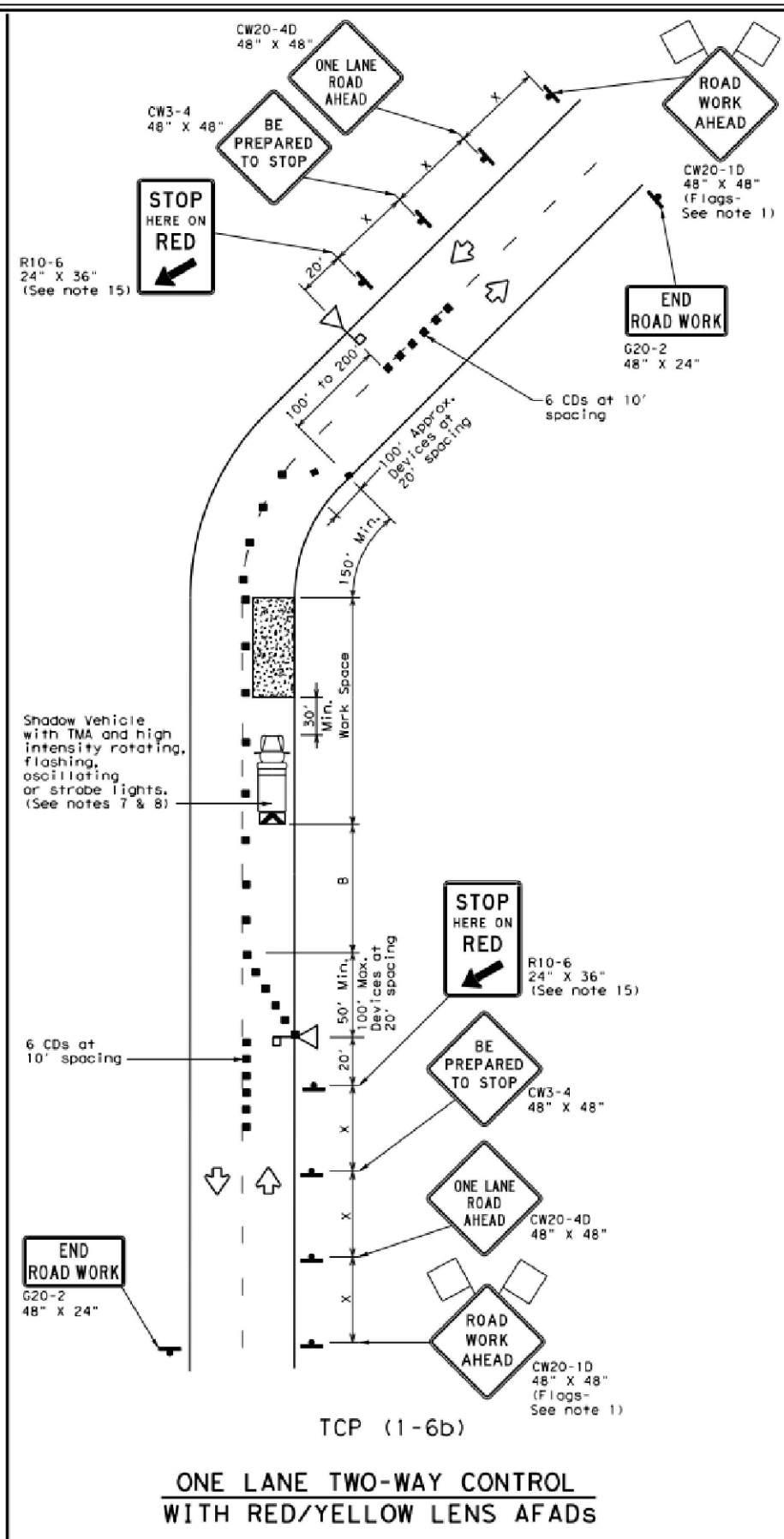
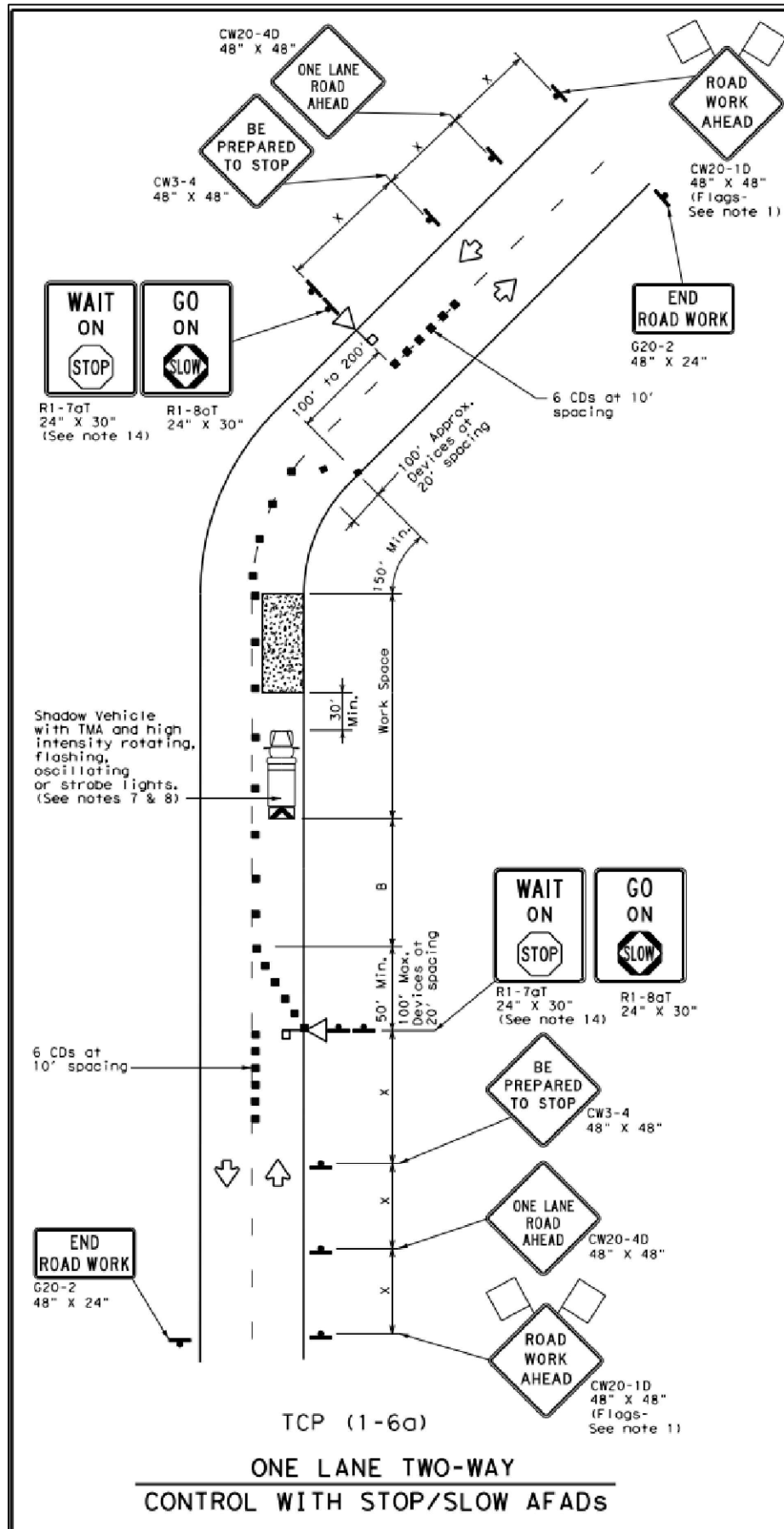
UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE RECORDS AND FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

ALL IMPROVEMENTS, SUCH AS ASPHALT, CONCRETE, PAVEMENT, CURB, GUTTERS, WALKS, DRAINAGE DITCHES, EMBANKMENTS, SHRUBS, TREES, GRASS, SOD, EXT. IF DAMAGED SHALL BE RESTORED TO ORIGINAL STATE OR BETTER CONDITION.

CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT NOTICE REQUIRED 48 HOURS PRIOR TO CONSTRUCTION 811



ENGINEERED BY:  
 18777 Historic Rte 66  
 Pacific, MO 63069  
 (314) 426-5200



**LEGEND**

	Type 3 Barricade		Channelizing Devices (CDs)
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Automated Flagger Assistance Device (AFAD)		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	L = WS <sup>2</sup> / 60	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

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

**TYPICAL USAGE**

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

**GENERAL NOTES**

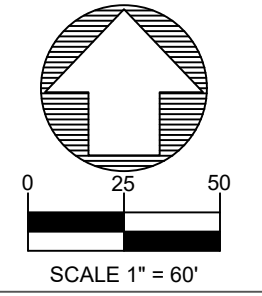
- Flags attached to signs where shown are REQUIRED.
- AFADs shall only be used in situations where there is one lane of approaching traffic in the direction to be controlled.
- Adequate stopping sight distance must be provided to each AFAD location for approaching traffic. (See table above).
- Each AFAD shall be operated by a qualified/certified flagger. Flaggers operating AFADs shall not leave them unattended while they are in use.
- One flagger may operate two AFADs only when the flagger has an unobstructed view of both AFADs and of the approaching traffic in both directions.
- When pilot cars are used, a flagger controlling traffic shall be located on each approach. AFADs shall not be operated by the pilot car operator.
- All AFADs shall be equipped with gate arms with an orange or fluorescent red-orange flag attached to the end of the gate arm. The flag shall be a minimum of 16" square.
- A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
- Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
- Flaggers should use two-way radios or other methods of communication to control traffic.
- Length of work space should be based on the ability of flaggers to communicate.
- If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the AFAD.
- Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
- The R1-7aT "WAIT ON STOP" sign and the R1-8aT "GO ON SLOW" sign shall be installed at the AFAD location on separate supports or they may be fabricated as one 48" x 30" sign. They shall not obscure the face of the STOP/SLOW AFAD.
- The R10-6 "STOP HERE ON RED" arrow sign shall be offset so as not to obscure the lenses of the AFAD.

Texas Department of Transportation  
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN  
 AUTOMATED FLAGGER ASSISTANCE DEVICES (AFADs)**

**TCP (1-6) - 18**

FILE#	tcp1-6-18.dgn	DW	CK	DR	CK
©	TxDOT	February 2012	CONT	SECT	JOB
REVISIONS					
2-18			DIST	COUNTY	SHEET NO.



PROJECT ENGINEER:

**LEGEND**

PROPOSED UNDERGROUND:

PROPOSED AERIAL:

EXISTING CONDUIT:

OVERLASHING AERIAL:

HANDHOLE:

EXISTING HANDHOLE:

UTILITY POLE:

BORE SLOT LOCATION:

CONTRACTOR:	---
PROJECT NO:	
DRAWN BY:	ADB
CHECKED BY:	ADB
APPROVED BY:	
MARKET:	TEXAS
PERMIT:	
SHEET TITLE:	ABLU-8
SHEET NUMBER:	TCP3
DATE:	4/12/26

SLACK LOOP STANDARDS PER FIBER SIZE: 864 - 100', 432 - 75', ALL OTHER FIBER SIZES - 100', ALL AERIAL SLACK LOOPS TO BE 150' AT EVERY 1500'

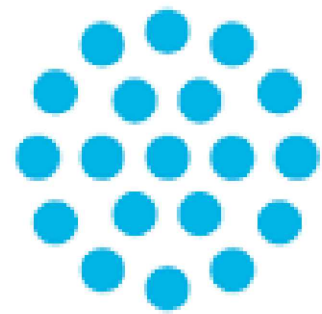
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ALL IMPROVEMENTS, SUCH AS ASPHALT, CONCRETE, PAVEMENT, CURB, GUTTERS, WALKS, DRAINAGE DITCHES, EMBANKMENTS, SHRUBS, TREES, GRASS, SOD, EXT. IF DAMAGED SHALL BE RESTORED TO ORIGINAL STATE OR BETTER CONDITION.

CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT NOTICE REQUIRED 48 HOURS PRIOR TO CONSTRUCTION 811

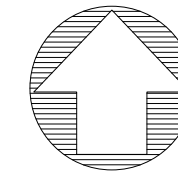
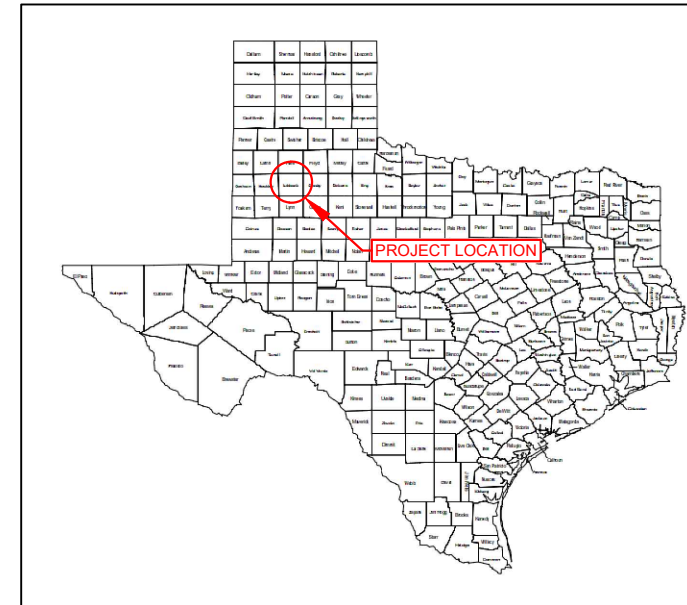


ENGINEERED BY:  
 18777 Historic Rte 66  
 Pacific, MO 63069  
 (314) 426-5200

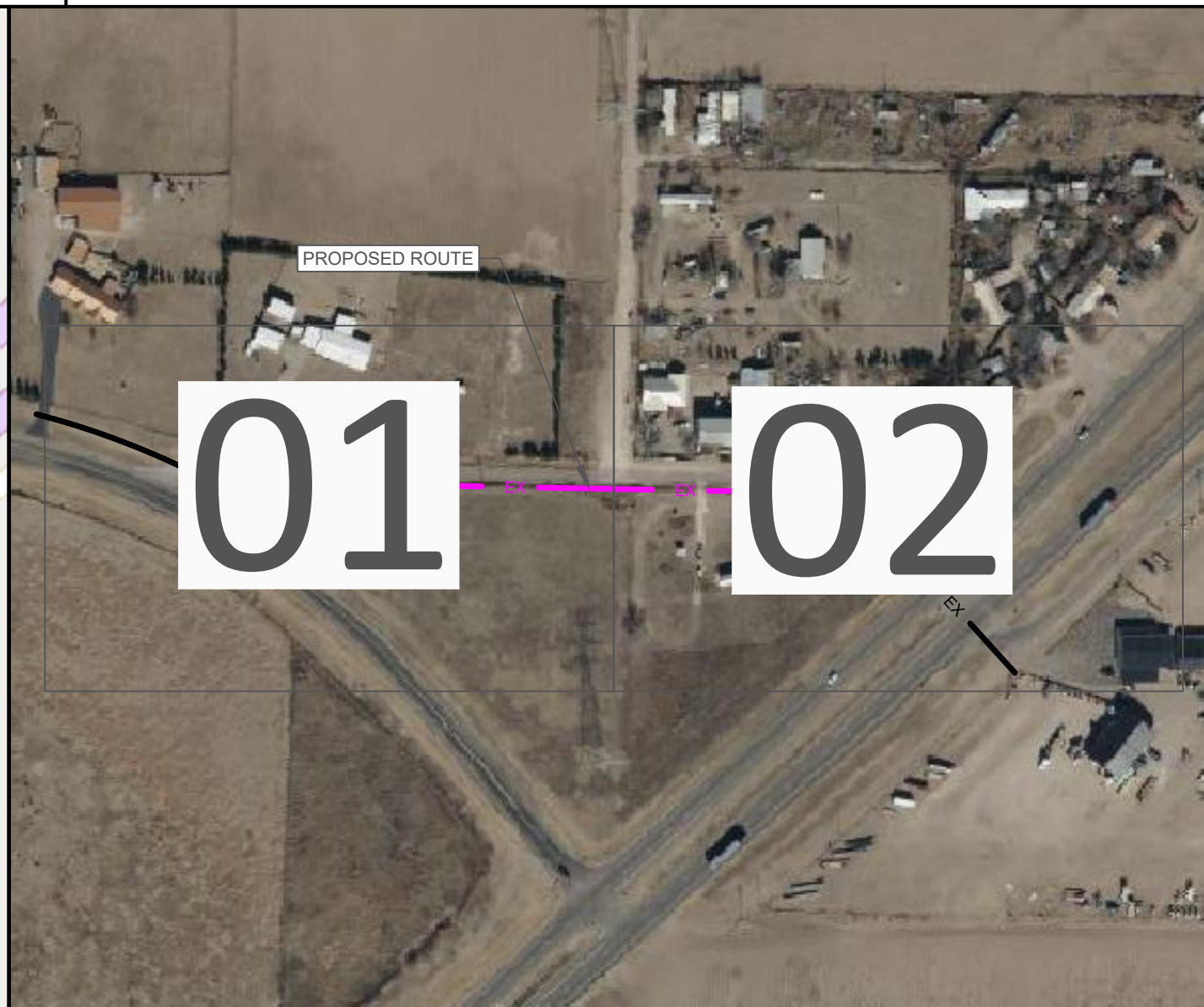
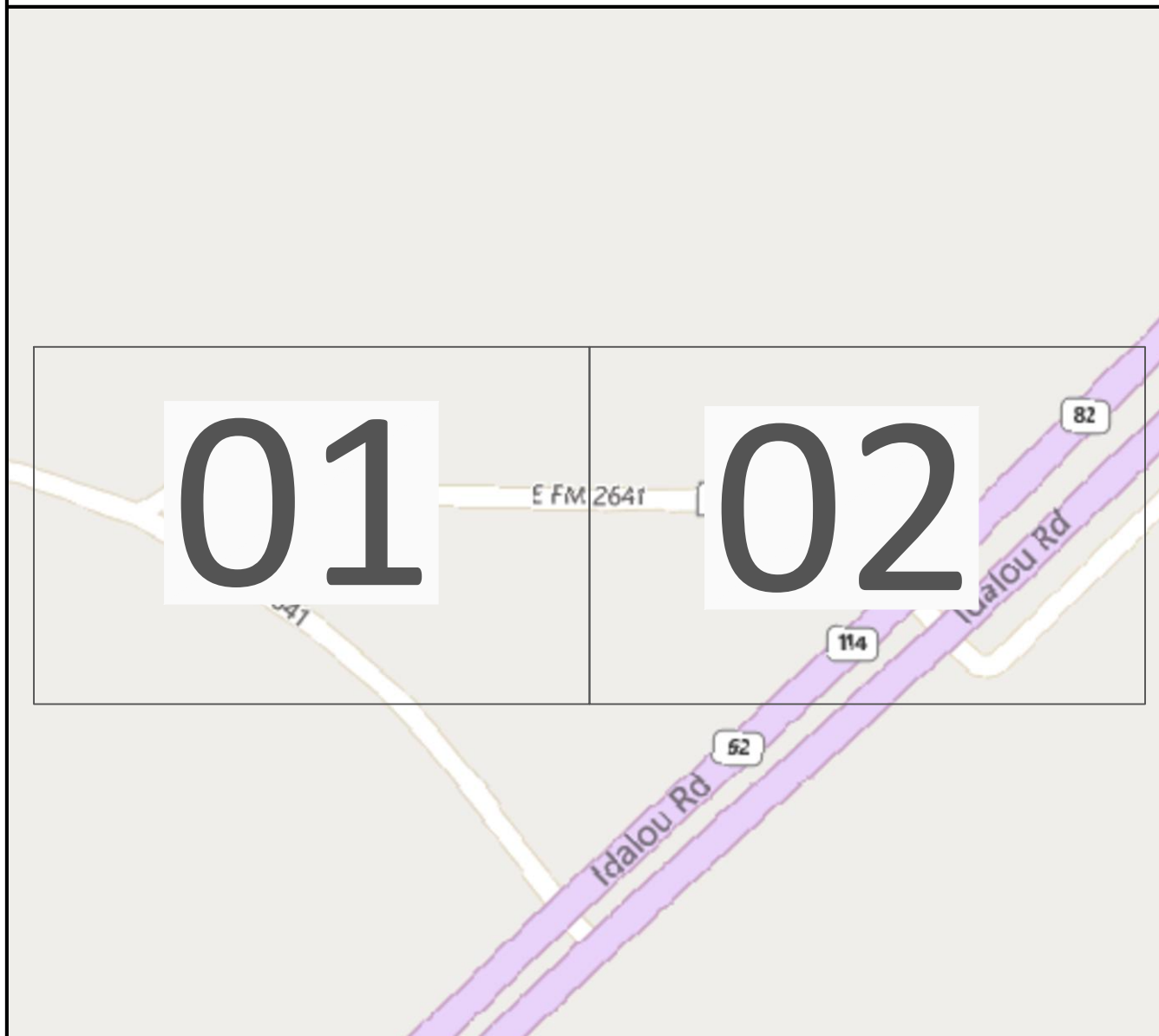


# Uniti

**SITE NAME: ABLU-8**  
CONDUIT TOTAL FOOTAGE: 1032'  
OUTSIDE PLANT CONSTRUCTION  
FIBER OPTIC CABLE ROUTE  
JURISDICTION: LUBBOCK COUNTY



PROJECT ENGINEER:



- LEGEND**
- PROPOSED UNDERGROUND: — UG —
  - PROPOSED AERIAL: — AE —
  - EXISTING CONDUIT: — EX —
  - OVERLASHING AERIAL: — OA —
  - RIGHT OF WAY: — ROW —
  - EDGE OF PAVEMENT: — EOP —
  - EDGE OF SIDEWALK: —
  - PROPOSED HANDHOLE:
  - EXISTING HANDHOLE:
  - BORE SLOT LOCATION:
  - PERMIT AREA:

PROJECT NO:  
DRAWN BY: ADB  
CHECKED BY: ADB  
LOCATION: TEXAS

SHEET TITLE:  
**ABLU-8**

SHEET NUMBER:  
**COVERSHEET**

DATE:  
4/12/26

NOTE:  
THE PLAT, PARCEL AND RIGHT OF WAY DIMENSIONAL INFORMATION HAS BEEN ACQUIRED AND PLOTTED ON THESE PLANS USING THE BEST AVAILABLE DATA AND AERIAL IMAGERY. ANY UTILITY INFORMATION SHOWN ON PLANS WAS ACQUIRED FROM THE BEST AVAILABLE DATA AND AS REASONABLY OBTAINED BY PHYSICAL FIELD SURVEY. IT REMAINS THE RESPONSIBILITY OF OTHERS TO FIELD VERIFY ALL DATA TO PROJECT START. LINE LOCATES ARE THE RESPONSIBILITY OF OTHERS TO VERIFY CONFLICT HORIZONTALLY AND VERTICALLY OF EXISTING FACILITIES.

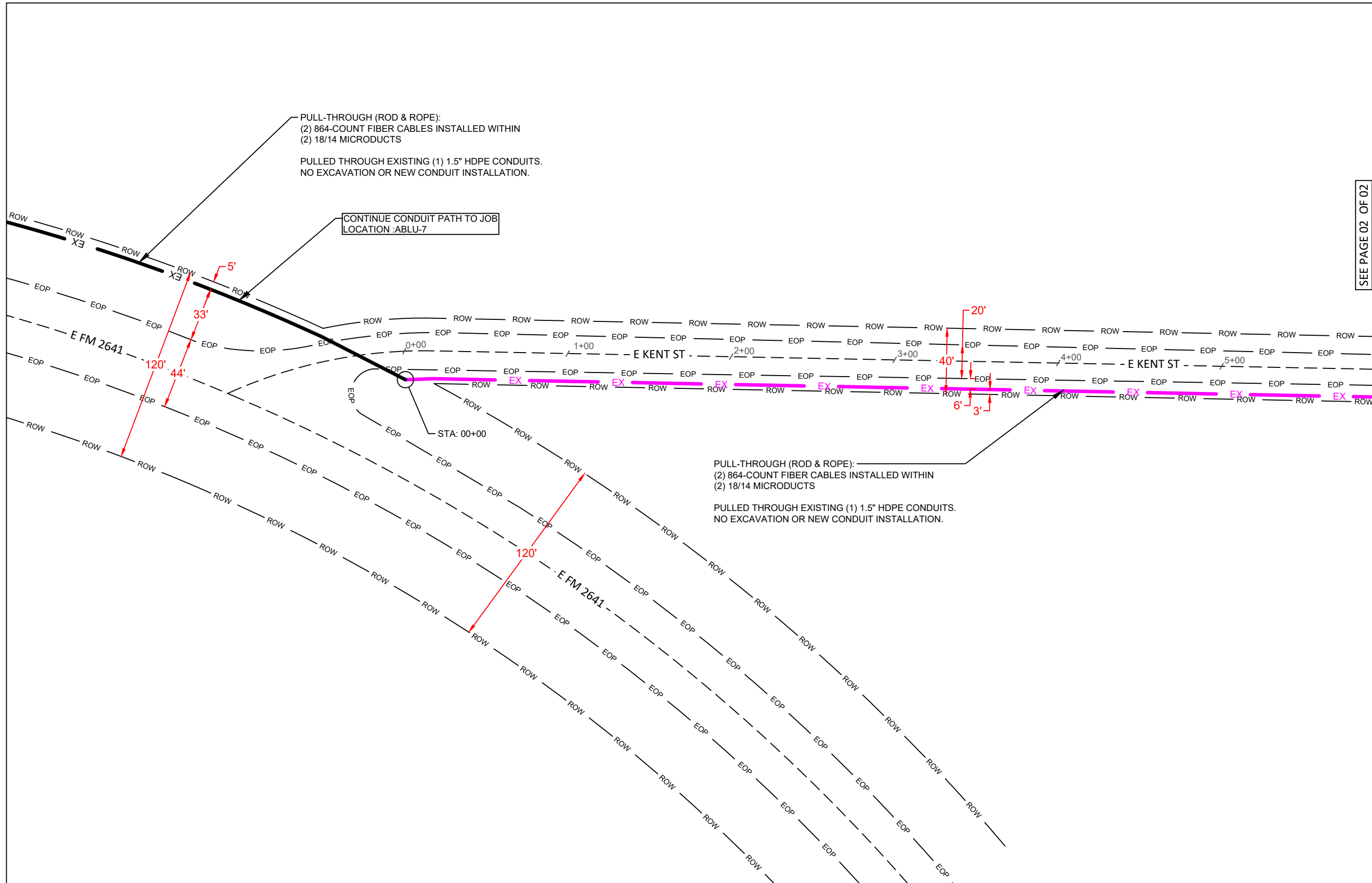
DO NOT SCALE DRAWINGS CONTRACTOR SHALL VERIFY ALL PLANS & EXISTING DIMENSIONS & CONDITIONS ON THE ROUTE BEFORE PROCEEDING WITH THE WORK AND IS RESPONSIBLE FOR SAME

CALL BEFORE YOU DIG  
UNDERGROUND SERVICE  
ALERT NOTICE  
REQUIRED 48  
HOURS PRIOR TO  
CONSTRUCTION  
811

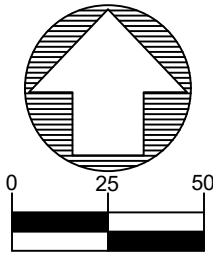


ENGINEERED BY:  
**ADB**  
18777 Historic Pike 66  
Pacific, MO 63069  
(314) 426-5200

ALL PARCEL LINES SHOWN WERE DERIVED FROM COUNTY DATA, RECORDED DOCUMENTS, AND OTHER LAND RECORDS. THIS DATA IS TO BE CONSIDERED APPROXIMATE AND IS NOT WARRANTED FOR CONTENT OR ACCURACY OF ANY KIND.



SEE PAGE 02 OF 02



SCALE 1" = 60'

PROJECT ENGINEER: \_\_\_\_\_

**LEGEND**

PROPOSED UNDERGROUND:	<span style="color: green;">—</span> <b>UG</b> <span style="color: green;">—</span>
PROPOSED AERIAL:	<span style="color: cyan;">—</span> <b>AE</b> <span style="color: cyan;">—</span>
EXISTING CONDUIT:	<span style="color: magenta;">—</span> <b>EX</b> <span style="color: magenta;">—</span>
OVERLASHING AERIAL:	<span style="color: magenta;">—</span> <b>OA</b> <span style="color: magenta;">—</span>
HANDHOLE:	
EXISTING HANDHOLE:	
UTILITY POLE:	
BORE SLOT LOCATION:	

CONTRACTOR:	---
PROJECT NO:	
DRAWN BY:	ADB
CHECKED BY:	ADB
APPROVED BY:	
MARKET:	TEXAS
PERMIT:	

SHEET TITLE:	<b>ABLU-8</b>
SHEET NUMBER:	<b>01 OF 02</b>
DATE:	4/12/26

SLACK LOOP STANDARDS PER FIBER SIZE: 864- 100', 432 - 75' ,ALL OTHER FIBER SIZES- 100', ALL AERIAL SLACK LOOPS TO BE 150' AT EVERY 1500'

UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE RECORDS AND FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

ALL IMPROVEMENTS, SUCH AS ASPHALT, CONCRETE, PAVEMENT, CURB, GUTTERS, WALKS, DRAINAGE DITCHES, EMBANKMENTS, SHRUBS, TREES, GRASS, SOD, EXT. IF DAMAGED SHALL BE RESTORED TO ORIGINAL STATE OR BETTER CONDITION.

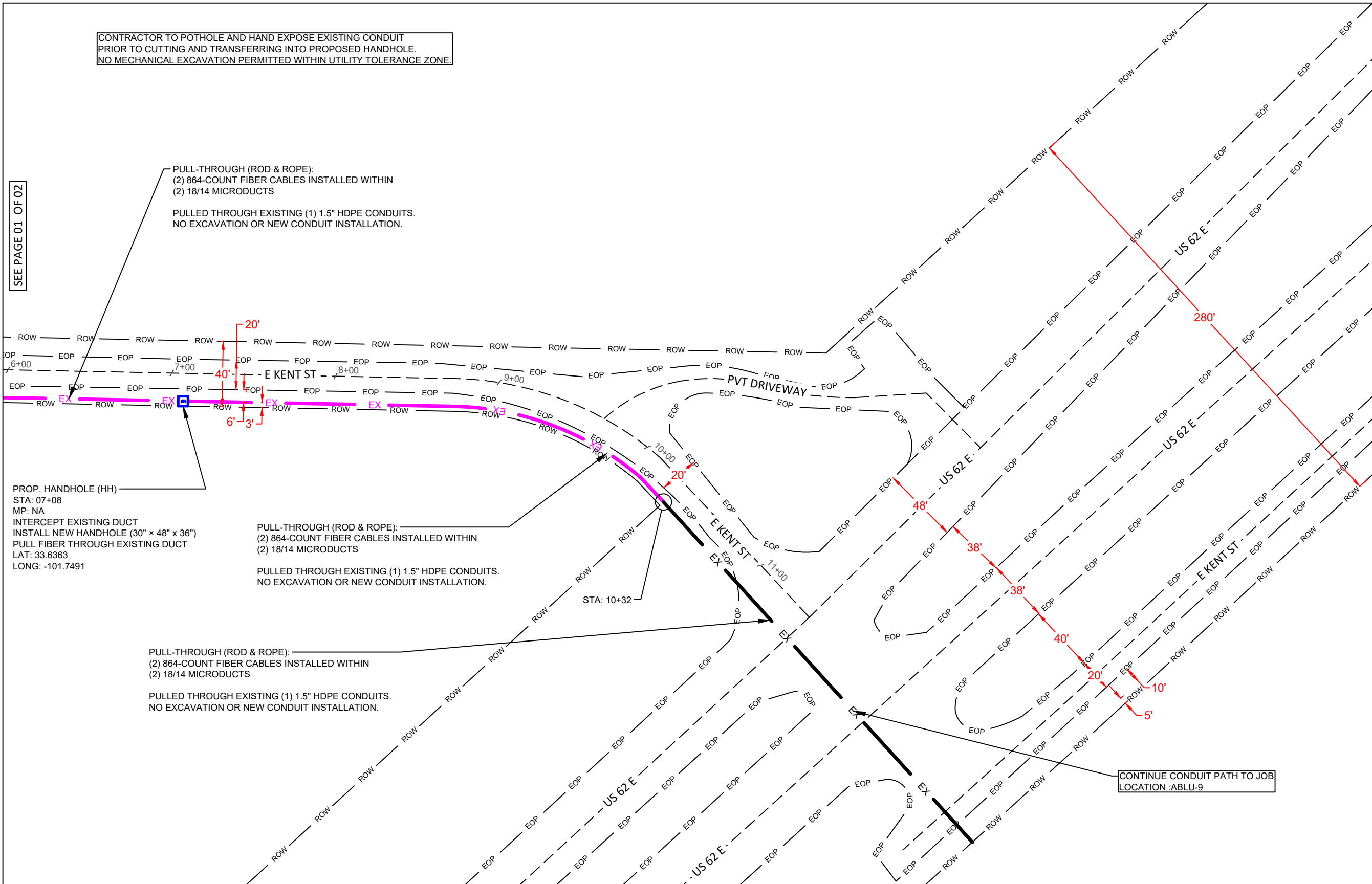
CALL BEFORE YOU DIG  
UNDERGROUND SERVICE ALERT NOTICE  
REQUIRED 48 HOURS PRIOR TO CONSTRUCTION  
811



ALL PARCEL LINES SHOWN WERE DERIVED FROM COUNTY DATA, RECORDED DOCUMENTS, AND OTHER LAND RECORDS. THIS DATA IS TO BE CONSIDERED APPROXIMATE AND IS NOT WARRANTED FOR CONTENT OR ACCURACY OF ANY KIND.

CONTRACTOR TO POTHOLE AND HAND EXPOSE EXISTING CONDUIT PRIOR TO CUTTING AND TRANSFERRING INTO PROPOSED HANDHOLE. NO MECHANICAL EXCAVATION PERMITTED WITHIN UTILITY TOLERANCE ZONE.

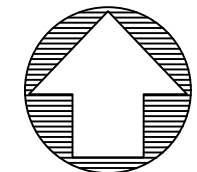
SEE PAGE 01 OF 02



PROP. HANDHOLE (HH)  
 STA: 07+08  
 MP: NA  
 INTERCEPT EXISTING DUCT  
 INSTALL NEW HANDHOLE (30" x 48" x 36")  
 PULL FIBER THROUGH EXISTING DUCT  
 LAT: 33.6363  
 LONG: -101.7491

PULL-THROUGH (ROD & ROPE):  
 (2) 864-COUNT FIBER CABLES INSTALLED WITHIN  
 (2) 18/14 MICRODUCTS  
 PULLED THROUGH EXISTING (1) 1.5" HDPE CONDUITS.  
 NO EXCAVATION OR NEW CONDUIT INSTALLATION.

PULL-THROUGH (ROD & ROPE):  
 (2) 864-COUNT FIBER CABLES INSTALLED WITHIN  
 (2) 18/14 MICRODUCTS  
 PULLED THROUGH EXISTING (1) 1.5" HDPE CONDUITS.  
 NO EXCAVATION OR NEW CONDUIT INSTALLATION.



SCALE 1" = 60'

PROJECT ENGINEER:

**LEGEND**

PROPOSED UNDERGROUND:		<b>UG</b>
PROPOSED AERIAL:		<b>AE</b>
EXISTING CONDUIT:		<b>EX</b>
OVERLASHING AERIAL:		<b>OA</b>
HANDHOLE:		
EXISTING HANDHOLE:		
UTILITY POLE:		<b>P</b>
BORE SLOT LOCATION:		

CONTRACTOR:	---
PROJECT NO:	
DRAWN BY:	ADB
CHECKED BY:	ADB
APPROVED BY:	
MARKET:	TEXAS
PERMIT:	

SHEET TITLE:	<b>ABLU-8</b>
SHEET NUMBER:	<b>02 OF 02</b>
DATE:	4/12/26

SLACK LOOP STANDARDS PER FIBER SIZE: 864- 100', 432 - 75', ALL OTHER FIBER SIZES- 100', ALL AERIAL SLACK LOOPS TO BE 150' AT EVERY 1500'

UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE RECORDS AND FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

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CALL BEFORE YOU DIG  
 UNDERGROUND SERVICE  
 ALERT NOTICE  
 REQUIRED 48  
 HOURS PRIOR TO  
 CONSTRUCTION  
 811



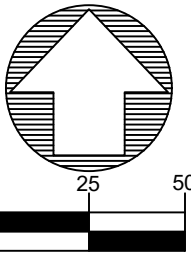
ENGINEERED BY:  
**ADB**  
 18777 Historic Rte 66  
 Pacific, MO 63069  
 (314) 426-5200

## GENERAL NOTES

1. ALL MUNICIPALITIES PERMITS MUST BE OBTAINED FROM THE APPROPRIATE PERSONNEL OF THE SPECIFIC MUNICIPALITY.
2. THE EXISTENCE AND LOCATION OF EXISTING FACILITIES WITHIN THE CONSTRUCTION LIMITS OF WORK, WHICH MAY BE INDICATED ON THE DRAWINGS, ARE BASED ON INFORMATION AND DATA FURNISHED BY THE OWNERS OF SUCH EXISTING FACILITIES. UNITI EXPRESSLY DISCLAIMS ALL RESPONSIBILITY FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION INDICATED. CONTRACTOR SHALL CONDUCT HIS OPERATIONS ON THE BASIS THAT EXISTING FACILITIES MAY EXIST THAT ARE NOT INDICATED ON THE DRAWINGS.
3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR POTHOLING, LOCATING AND IDENTIFYING ALL EXISTING UTILITIES OR STRUCTURES WITHIN THE CONSTRUCTION LIMITS OF WORK AND ELSEWHERE WHERE CONSTRUCTION OPERATIONS MAY SUBJECT THE UTILITIES TO DAMAGE.
4. IN THE EVENT THAT AN EXISTING UTILITY IS DAMAGED WHILE PLACING THE PROPOSED CONDUIT, A FIELD SUPERINTENDENT MUST CONTACT THE OPERATOR OF SAID UTILITY TO NOTIFY THEM.
5. ALL REPAIR AND RESTORATION WORK ON DAMAGED FACILITIES SHALL BE DONE AT THE DIRECTION OF UTILITY OWNER'S REPRESENTATIVE AND TO THE SATISFACTION OF LUBBOCK COUNTY TEXAS.
6. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE VARIOUS PERMITS OBTAINED FOR THE PROJECT AND ON FILE WITH UNITI.
7. THE REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA) APPLY TO ALL EXCAVATION, TRENCHING, AND DITCHING OPERATIONS ON THIS PROJECT. ALL TRENCHES FOUR (4) FEET IN DEPTH SHALL BE SHORED IN COMPLIANCE WITH APPLICABLE FEDERAL AND/OR STATE REGULATIONS.
8. CONTRACTORS SHALL TAKE ADEQUATE PRECAUTIONS TO PROTECT EXISTING LAWNS, TREES, AND SHRUBS OUTSIDE RIGHT-OF-WAY, SIDEWALKS, CURBS, PAVEMENTS, UTILITIES, ADJOINING PROPERTY AND STRUCTURES, AND TO AVOID DAMAGE CAUSED BY CONTRACTOR'S OPERATIONS TO THE SATISFACTION OF UNITI. ANY DAMAGE WILL BE REPLACED OR REPAIR AT CONTRACTOR'S EXPENSE.
9. PROPER SIGNING, FLAGGING AND BARRICADING SHALL BE PROVIDED BY THE CONTRACTOR. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE TMUTCD (TXDOT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES) OR AS DIRECTED BY PERMITTING CITY'S ENGINEERS OFFICE.

## CONSTRUCTION NOTES:

10. THE CONTRACTOR SHALL BE RESPONSIBLE AT ALL TIMES FOR THE MAINTENANCE OF STREETS AND OTHER UTILITIES AFFECTED BY CONSTRUCTION OPERATIONS. DEBRIS AND RUBBISH SHALL NOT BE PERMITTED TO ACCUMULATE AND ALL PREMISES SHALL BE MAINTAINED IN A NEAT AND WORKMANLIKE CONDITION.
11. MISCELLANEOUS STRUCTURES AND OBSTRUCTIONS SUCH AS SIGN POSTS, FENCES, MAIL BOXES, METER BOXES, ETC., SHALL BE AVOIDED OR REMOVED AND REINSTALLED TO ORIGINAL OR BETTER CONDITION.
12. MAIL BOXES THAT MUST BE REMOVED OR RELOCATED BY THE CONTRACTOR'S OPERATION SHALL BE REINSTALLED PRIOR TO THE END OF THE DAY ON WHICH THEY ARE REMOVED. THE CONTRACTOR SHALL NOT DISRUPT THE DELIVERY OF MAIL SERVICE AND SHALL COORDINATE TEMPORARY RELOCATION OF MAIL BOXES WITH PROPERTY OWNERS AND THE U.S. POSTAL SERVICE.
13. THE CONTRACTOR SHALL NOTIFY PROPERTY OCCUPANTS AT LEAST 24 HOURS PRIOR TO ANY DISRUPTION OF THEIR DRIVEWAYS.
14. HOURS OF CONSTRUCTION SHALL BE LIMITED BY PERMITS OBTAINED FOR THE PROJECT.
15. ANY STREETS OR SIDEWALKS DISTURBED BY CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE DIRECTION OF THE CITY ENGINEER.
16. NO TRENCH OR EXCAVATION SHALL BE LEFT OPEN OVERNIGHT OR UNATTENDED.
17. THE FOLLOWING SPECIAL PROVISIONS SHALL APPLY TO TRAFFIC REGULATION DURING THE EXTENT OF THIS CONTRACT.
  - A. THERE SHALL BE AT ALL TIMES ADEQUATE VEHICLE AND PEDESTRIAN ACCESS FOR INGRESS AND EGRESS FROM THE PROPERTIES ADJACENT TO THE PROJECT.
  - B. DURING NON-WORKING HOURS, THE CONTRACTOR SHALL KEEP THE EXISTING TRAFFIC LANES CLEAR FOR TRAFFIC WITHOUT INTERFERENCE FROM HIS OPERATIONS INCLUDING ALL APPROACHES AND INTERSECTIONS. DEPARTMENTS, FIRE DEPARTMENT, POLICE DEPARTMENT, AMBULANCE SERVICE, THE SCHOOL BUS GARAGE, OPERATIONS SO THAT THESE AGENCIES MAY REROUTE THEIR EMERGENCY AND SERVICE VEHICLES AROUND THE CONSTRUCTION ZONE.
  - C. THE CONTRACTOR SHALL NOTIFY THE PERMITTING CITY'S AUTHORITY'S NOT LIMITED TO THE CITY OF WEATHERFORD ENGINEER, FIRE DEPARTMENT, POLICE DEPARTMENT, AMBULANCE SERVICE, THE SCHOOL BUS GARAGE, OPERATIONS SO THAT THESE AGENCIES MAY REROUTE THEIR EMERGENCY AND SERVICE VEHICLES AROUND THE CONSTRUCTION ZONE.



SCALE 1" = 60'

PROJECT ENGINEER:

### LEGEND

- PROPOSED UNDERGROUND: — UG —
- PROPOSED AERIAL: — AE —
- EXISTING CONDUIT: — EX —
- OVERLASHING AERIAL: — OA —
- HANDHOLE:
- EXISTING HANDHOLE:
- UTILITY POLE:
- BORE SLOT LOCATION:

CONTRACTOR: ---  
 PROJECT NO:  
 DRAWN BY: ADB  
 CHECKED BY: ADB  
 APPROVED BY:  
 MARKET: TEXAS  
 PERMIT:

SHEET TITLE:  
**ABLU-8**  
 SHEET NUMBER:  
**GENERAL NOTES**

DATE:  
 4/12/26

SLACK LOOP STANDARDS PER FIBER SIZE: 864- 100', 432 - 75' ,ALL OTHER FIBER SIZES- 100', ALL AERIAL SLACK LOOPS TO BE 150' AT EVERY 1500'

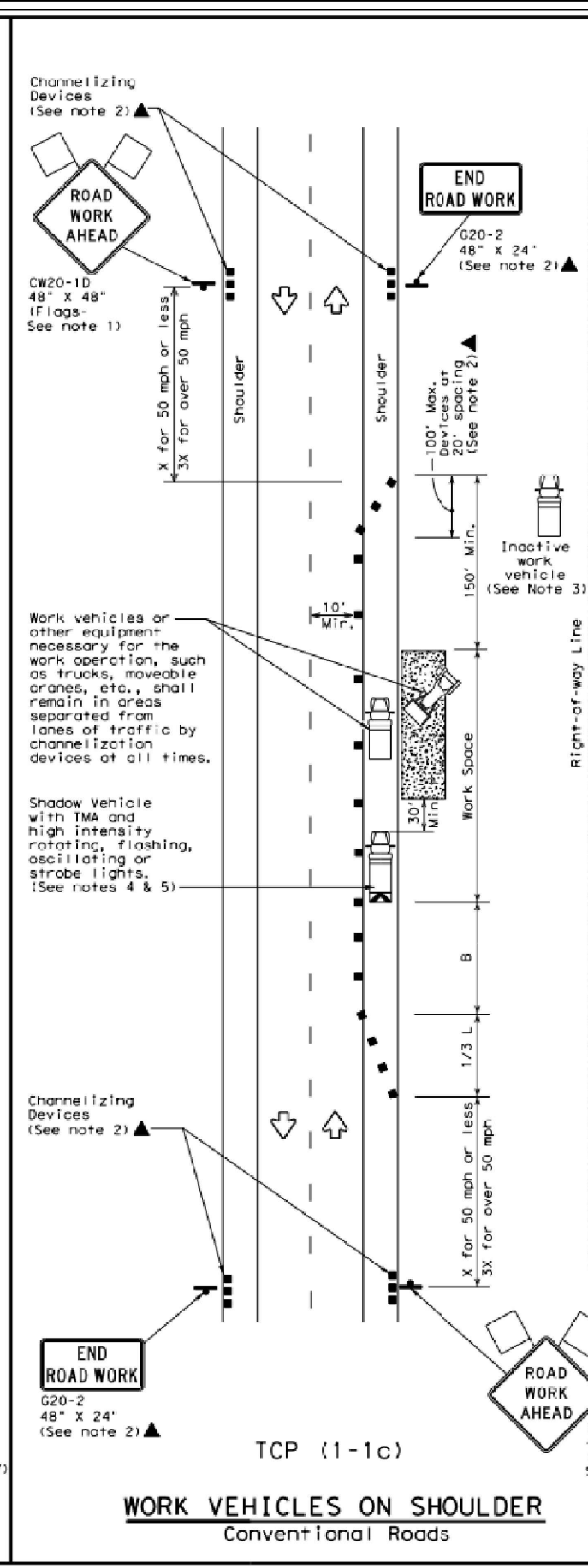
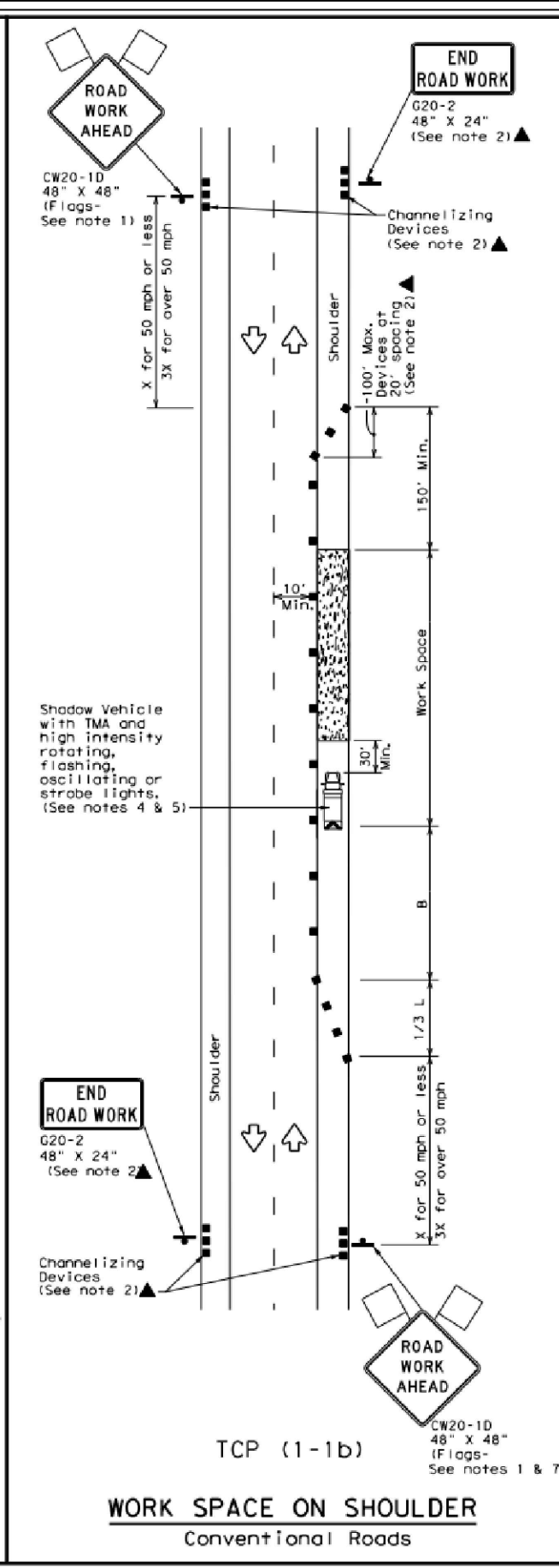
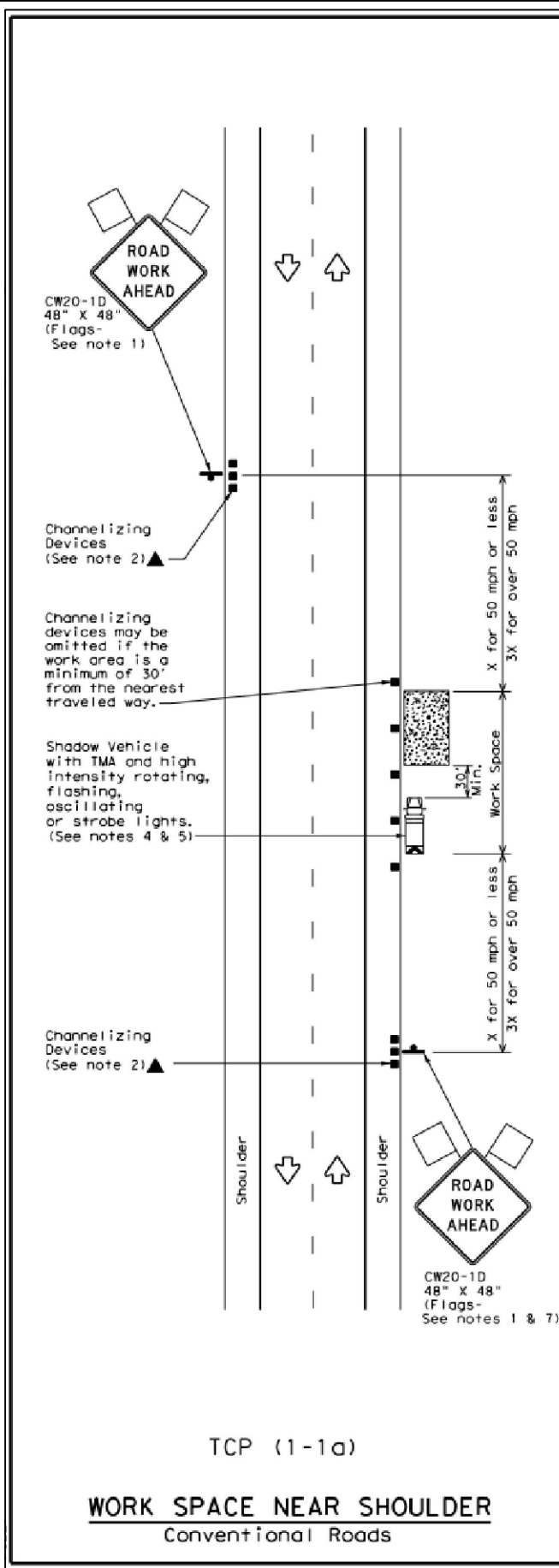
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CALL BEFORE YOU DIG  
 UNDERGROUND SERVICE  
 ALERT NOTICE  
 REQUIRED 48  
 HOURS PRIOR TO  
 CONSTRUCTION  
 811



ENGINEERED BY:  
**ADB**  
18777 Historic Rte 66  
 Pacific, MO 63069  
 (314) 426-5200



**LEGEND**

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

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

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

**TYPICAL USAGE**

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

**GENERAL NOTES**

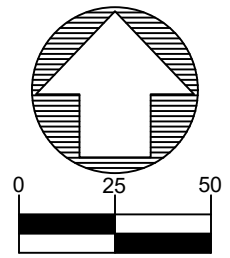
- Flags attached to signs where shown are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
- Inactive work vehicles or other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

**Texas Department of Transportation**  
Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN**  
**CONVENTIONAL ROAD**  
**SHOULDER WORK**

**TCP (1-1) - 18**

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



SCALE 1" = 60'

PROJECT ENGINEER: \_\_\_\_\_

**LEGEND**

PROPOSED UNDERGROUND:

PROPOSED AERIAL:

EXISTING CONDUIT:

OVERLASHING AERIAL:

HANDHOLE:

EXISTING HANDHOLE:

UTILITY POLE:

BORE SLOT LOCATION:

CONTRACTOR:	---
PROJECT NO:	
DRAWN BY:	ADB
CHECKED BY:	ADB
APPROVED BY:	
MARKET:	TEXAS
PERMIT:	

SHEET TITLE:  
**ABLU-10**

SHEET NUMBER:  
**TCP1**

DATE:  
**4/15/26**

SLACK LOOP STANDARDS PER FIBER SIZE: 864- 100', 432 - 75', ALL OTHER FIBER SIZES- 100', ALL AERIAL SLACK LOOPS TO BE 150' AT EVERY 150'

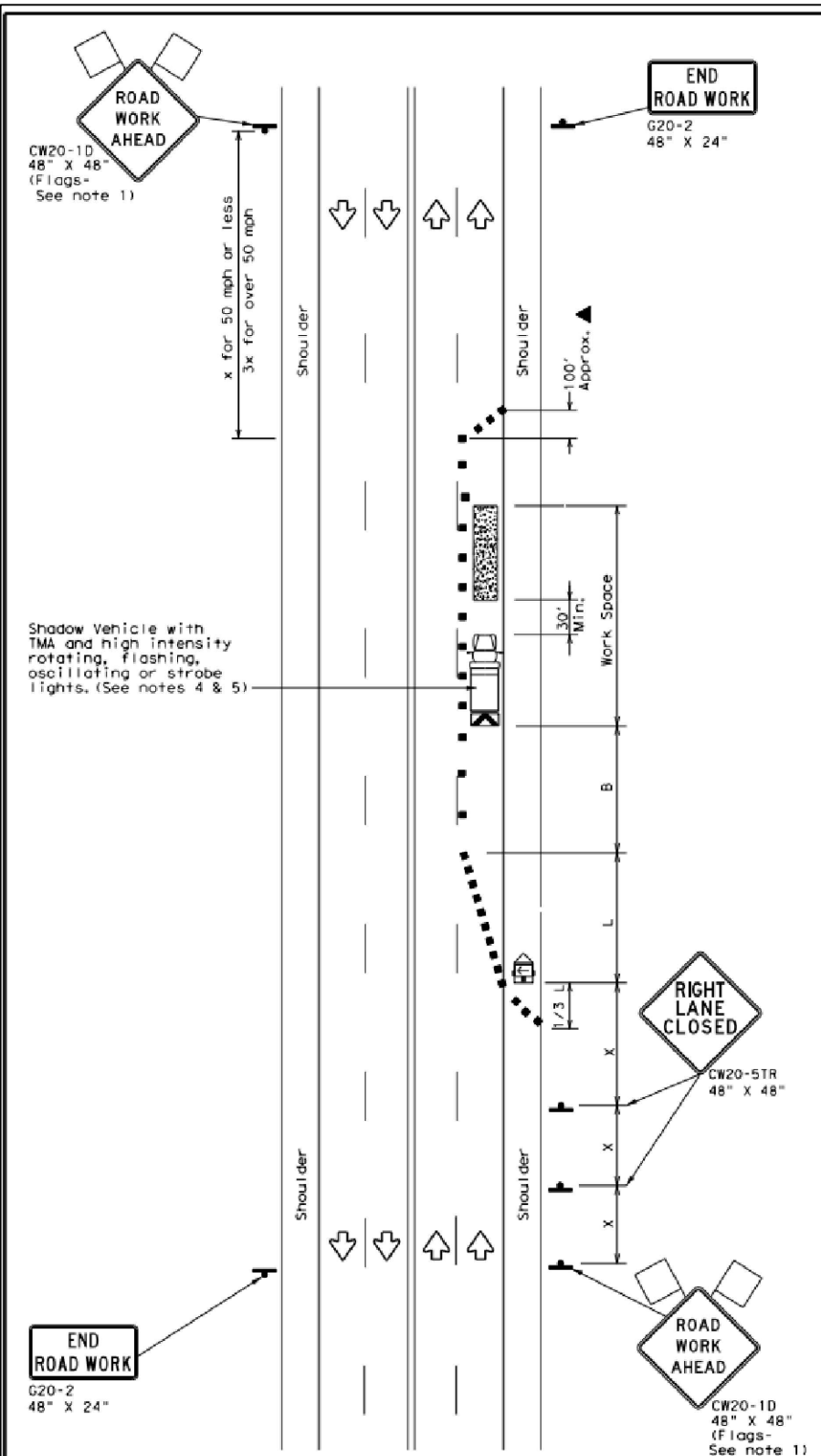
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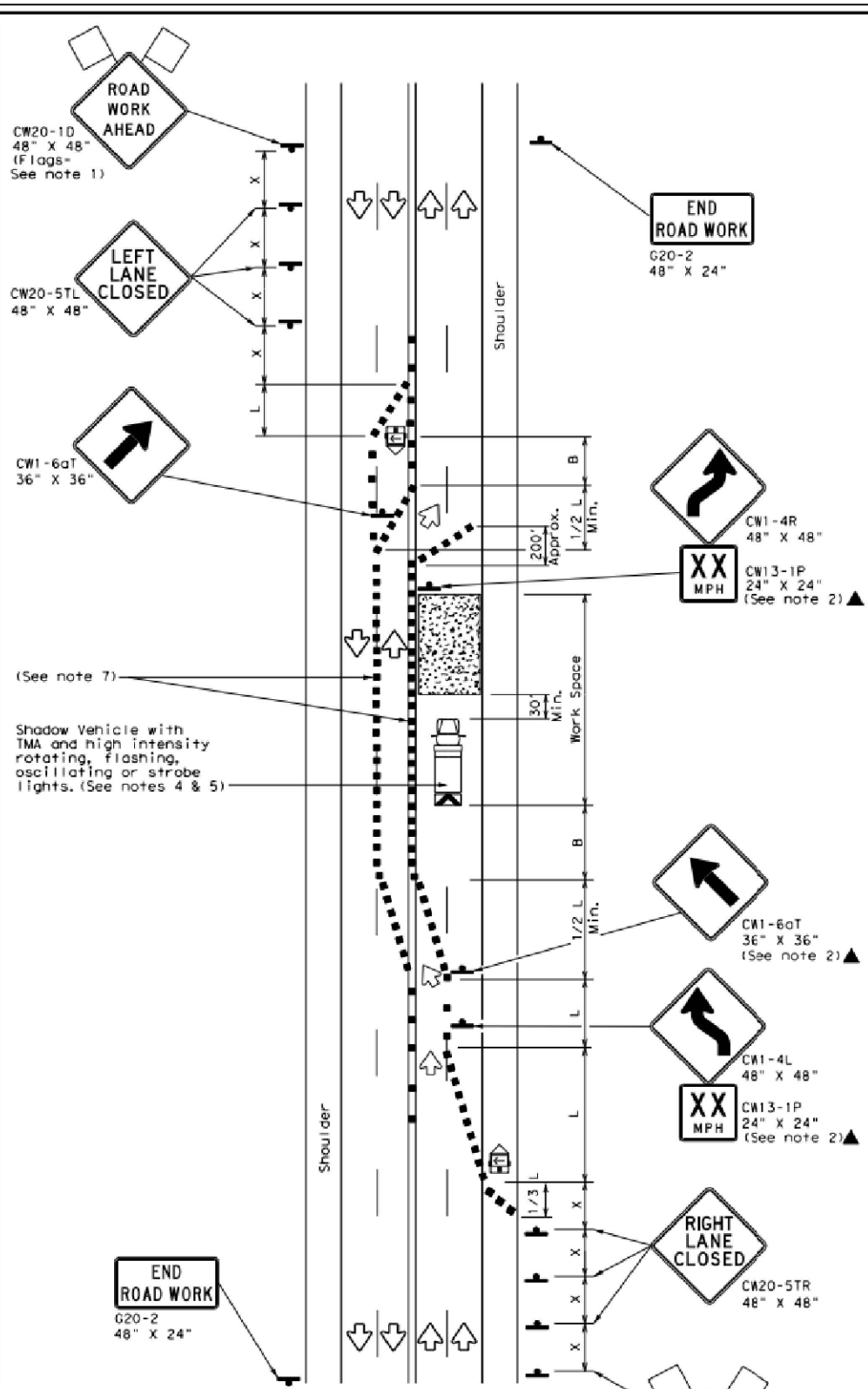
CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT NOTICE REQUIRED 48 HOURS PRIOR TO CONSTRUCTION 811



ENGINEERED BY:  
18777 Historic Rte 66  
Pacific, MO 63069  
(314) 426-5200



TCP (1-4a)  
ONE LANE CLOSED



TCP (1-4b)  
TWO LANES CLOSED

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

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

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

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

- GENERAL NOTES**
- Flags attached to signs where shown are REQUIRED.
  - All traffic control devices illustrated are REQUIRED, except those denoted with the triangle symbol may be omitted when stated elsewhere in the plans, or for routine maintenance work, when approved by the Engineer.
  - The CW20-1D "ROAD WORK AHEAD" sign may be repeated if the visibility of the work zone is less than 1500 feet.
  - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
  - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

**TCP (1-4a)**  
 6. If this TCP is used for a left lane closure, CW20-5TL "LEFT LANE CLOSED" signs shall be used and channelizing devices shall be placed on the centerline where needed to protect the work space from opposing traffic with the arrow panel placed in the closed lane near the end of the merging taper.

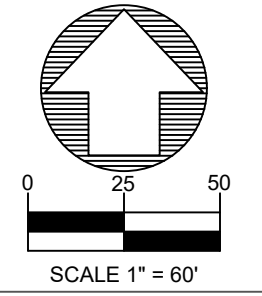
**TCP (1-4b)**  
 7. Where traffic is directed over a yellow centerline, channelizing devices which separate two-way traffic should be spaced on tapers at 20' or 15' if posted speeds are 35 mph or slower, and for tangent sections, at 1/2S where S is the speed in mph. This tighter device spacing is intended for the areas of conflicting markings, not the entire work zone.

Texas Department of Transportation  
 Traffic Operations Division Standard

**TRAFFIC CONTROL PLAN  
 LANE CLOSURES ON MULTILANE  
 CONVENTIONAL ROADS**

**TCP (1-4) - 18**

FILE:	tcp1-4-18.dgn	DWG	CHK	DWG	CHK
© TxDOT	December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS		DIST		COUNTY	
2-94	4-98				
8-95	2-12				
1-97	2-18				



PROJECT ENGINEER: \_\_\_\_\_

- LEGEND**
- PROPOSED UNDERGROUND:
  - PROPOSED AERIAL:
  - EXISTING CONDUIT:
  - OVERLASHING AERIAL:
  - HANDHOLE:
  - EXISTING HANDHOLE:
  - UTILITY POLE:
  - BORE SLOT LOCATION:

CONTRACTOR: ---  
 PROJECT NO: ---  
 DRAWN BY: ADB  
 CHECKED BY: ADB  
 APPROVED BY: ---  
 MARKET: TEXAS  
 PERMIT: ---

SHEET TITLE:  
**ABLU-10**

SHEET NUMBER:  
**TCP2**

DATE:  
**4/15/26**

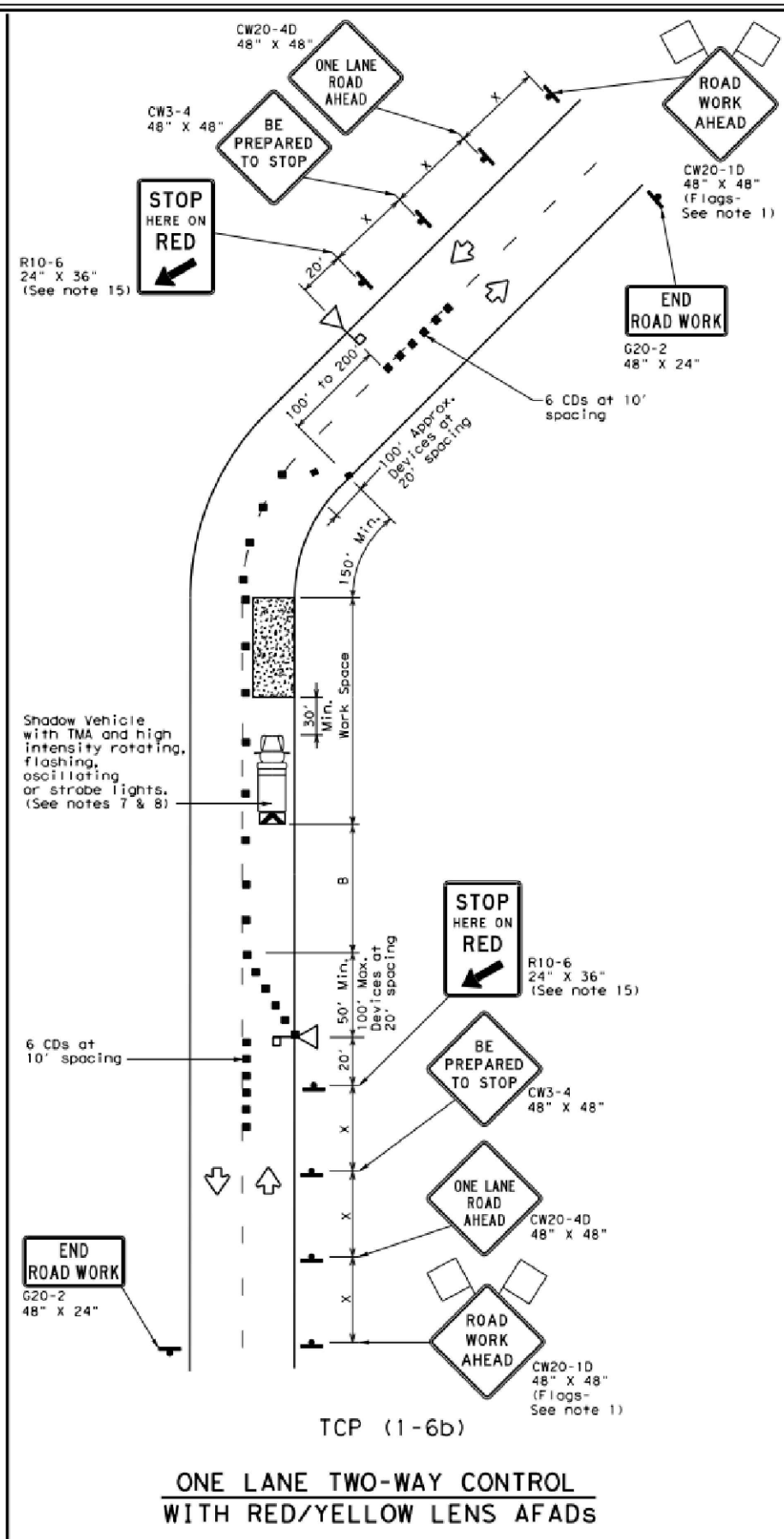
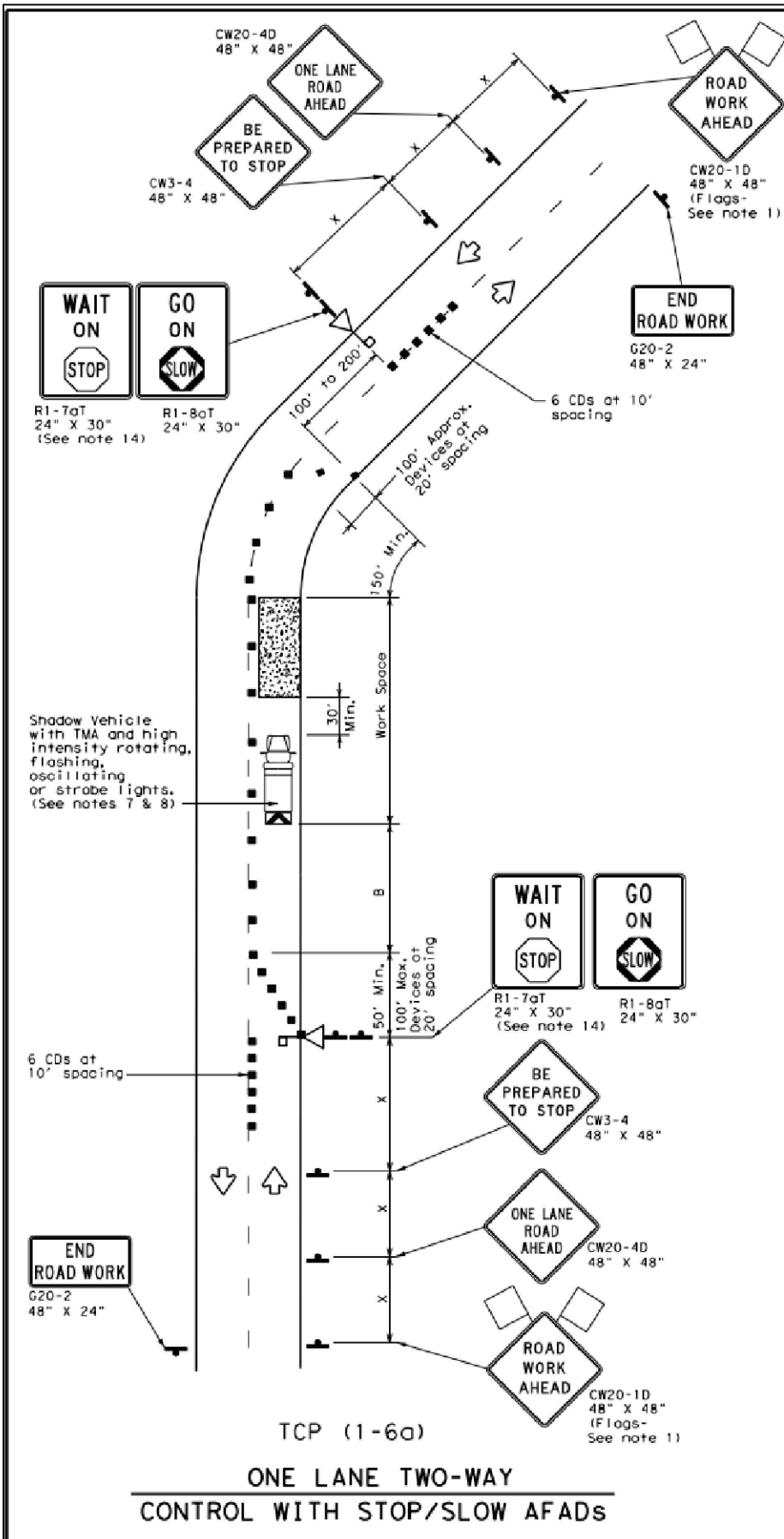
SLACK LOOP STANDARDS PER FIBER SIZE: 864- 100', 432 - 75', ALL OTHER FIBER SIZES- 100', ALL AERIAL SLACK LOOPS TO BE 150' AT EVERY 1500'

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CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT NOTICE REQUIRED 48 HOURS PRIOR TO CONSTRUCTION 811





**LEGEND**

	Type 3 Barricade		Channelizing Devices (CDs)
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Automated Flagger Assistance Device (AFAD)		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing "x" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	L = WS <sup>2</sup> / 60	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	770'	840'	70'	140'	800'	475'	730'
75		750'	825'	900'	75'	150'	900'	540'	820'

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

**TYPICAL USAGE**

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

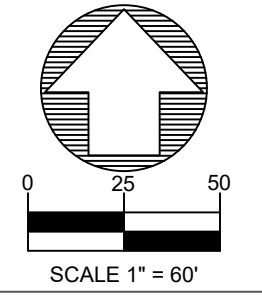
- GENERAL NOTES**
- Flags attached to signs where shown are REQUIRED.
  - AFADs shall only be used in situations where there is one lane of approaching traffic in the direction to be controlled.
  - Adequate stopping sight distance must be provided to each AFAD location for approaching traffic. (See table above).
  - Each AFAD shall be operated by a qualified/certified flagger. Flaggers operating AFADs shall not leave them unattended while they are in use.
  - One flagger may operate two AFADs only when the flagger has an unobstructed view of both AFADs and of the approaching traffic in both directions.
  - When pilot cars are used, a flagger controlling traffic shall be located on each approach. AFADs shall not be operated by the pilot car operator.
  - All AFADs shall be equipped with gate arms with an orange or fluorescent red-orange flag attached to the end of the gate arm. The flag shall be a minimum of 16" square.
  - A Shadow Vehicle with a TMA should be used anytime it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the performance or quality of the work. If workers are no longer present but road or work conditions require the traffic control to remain in place, Type 3 Barricades or other channelizing devices may be substituted for the Shadow Vehicle and TMA.
  - Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
  - Flaggers should use two-way radios or other methods of communication to control traffic.
  - Length of work space should be based on the ability of flaggers to communicate.
  - If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain stopping sight distance to the AFAD.
  - Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
  - The R1-7aT "WAIT ON STOP" sign and the R1-8aT "GO ON SLOW" sign shall be installed at the AFAD location on separate supports or they may be fabricated as one 48" x 30" sign. They shall not obscure the face of the STOP/SLOW AFAD.
  - The R10-6 "STOP HERE ON RED" arrow sign shall be offset so as not to obscure the lenses of the AFAD.

Texas Department of Transportation  
 Traffic Operations Division Standard

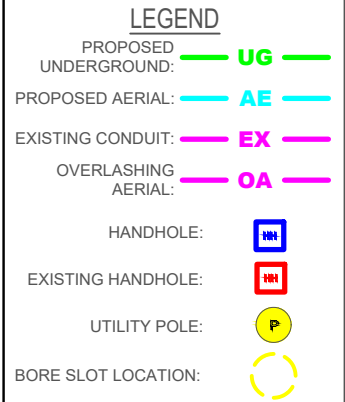
**TRAFFIC CONTROL PLAN  
 AUTOMATED FLAGGER ASSISTANCE DEVICES (AFADs)**

**TCP (1-6) - 18**

FILE: tcp1-6-18.dgn    DATE:    C#:    DR:    CK:  
 © TxDOT February 2012    CONT:    SECT:    JOB:    HIGHWAY:  
 REVISIONS:    DIST:    COUNTY:    SHEET NO.:



PROJECT ENGINEER: \_\_\_\_\_



CONTRACTOR:	---
PROJECT NO:	
DRAWN BY:	ADB
CHECKED BY:	ADB
APPROVED BY:	
MARKET:	TEXAS
PERMIT:	
SHEET TITLE:	ABLU-10
SHEET NUMBER:	TCP3
DATE:	4/15/26

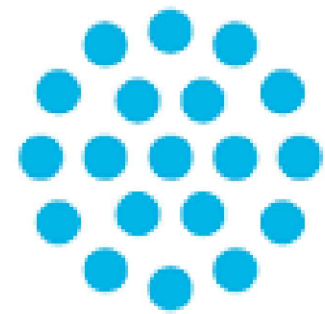
SLACK LOOP STANDARDS PER FIBER SIZE: 864 - 100', 432 - 75', ALL OTHER FIBER SIZES - 100', ALL AERIAL SLACK LOOPS TO BE 150' AT EVERY 150'

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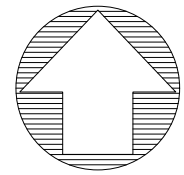
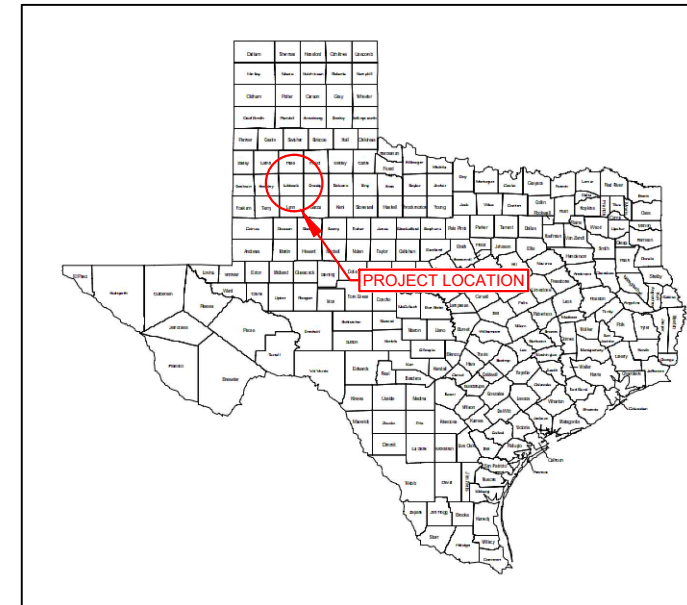
CALL BEFORE YOU DIG UNDERGROUND SERVICE ALERT NOTICE REQUIRED 48 HOURS PRIOR TO CONSTRUCTION 811



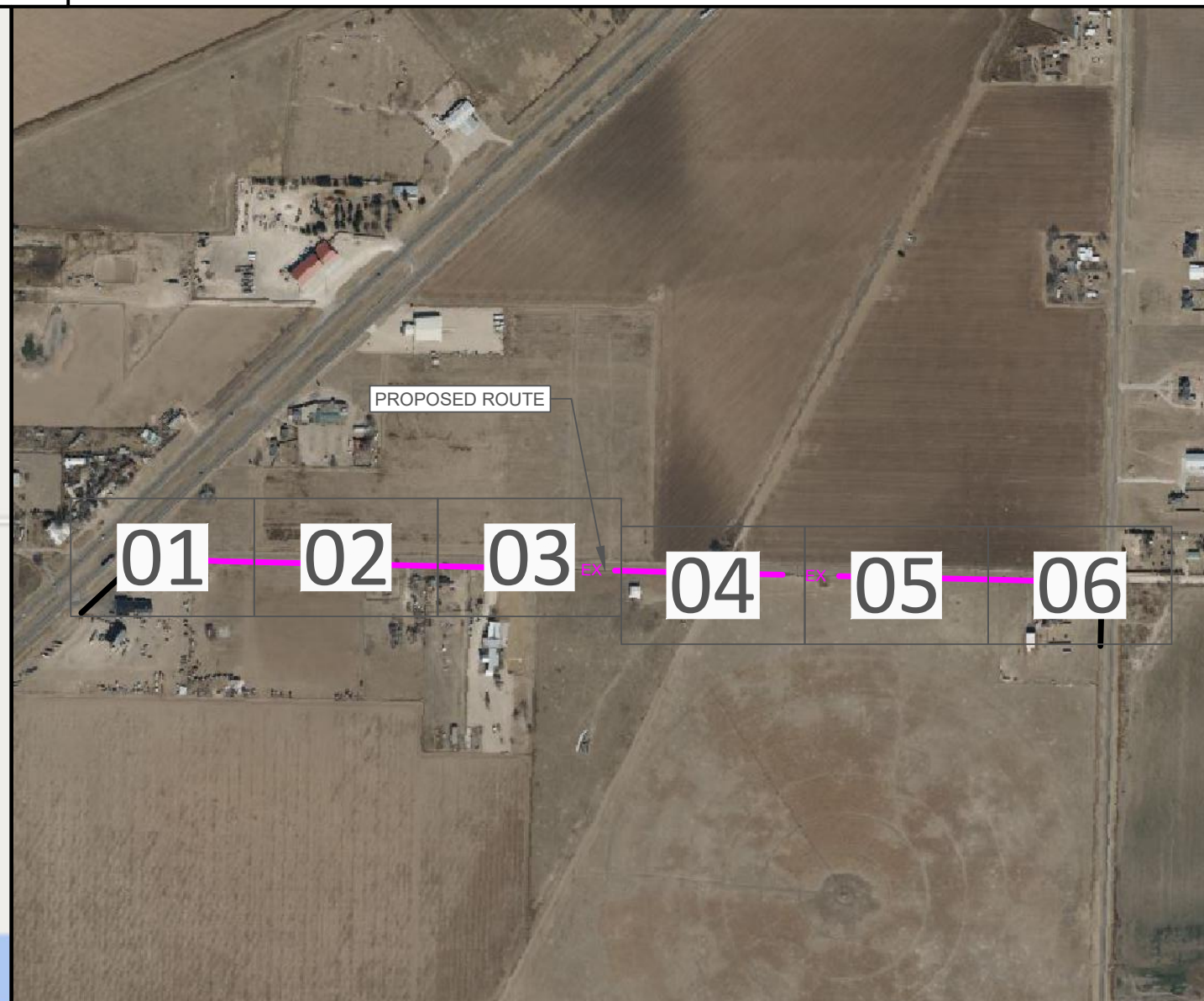
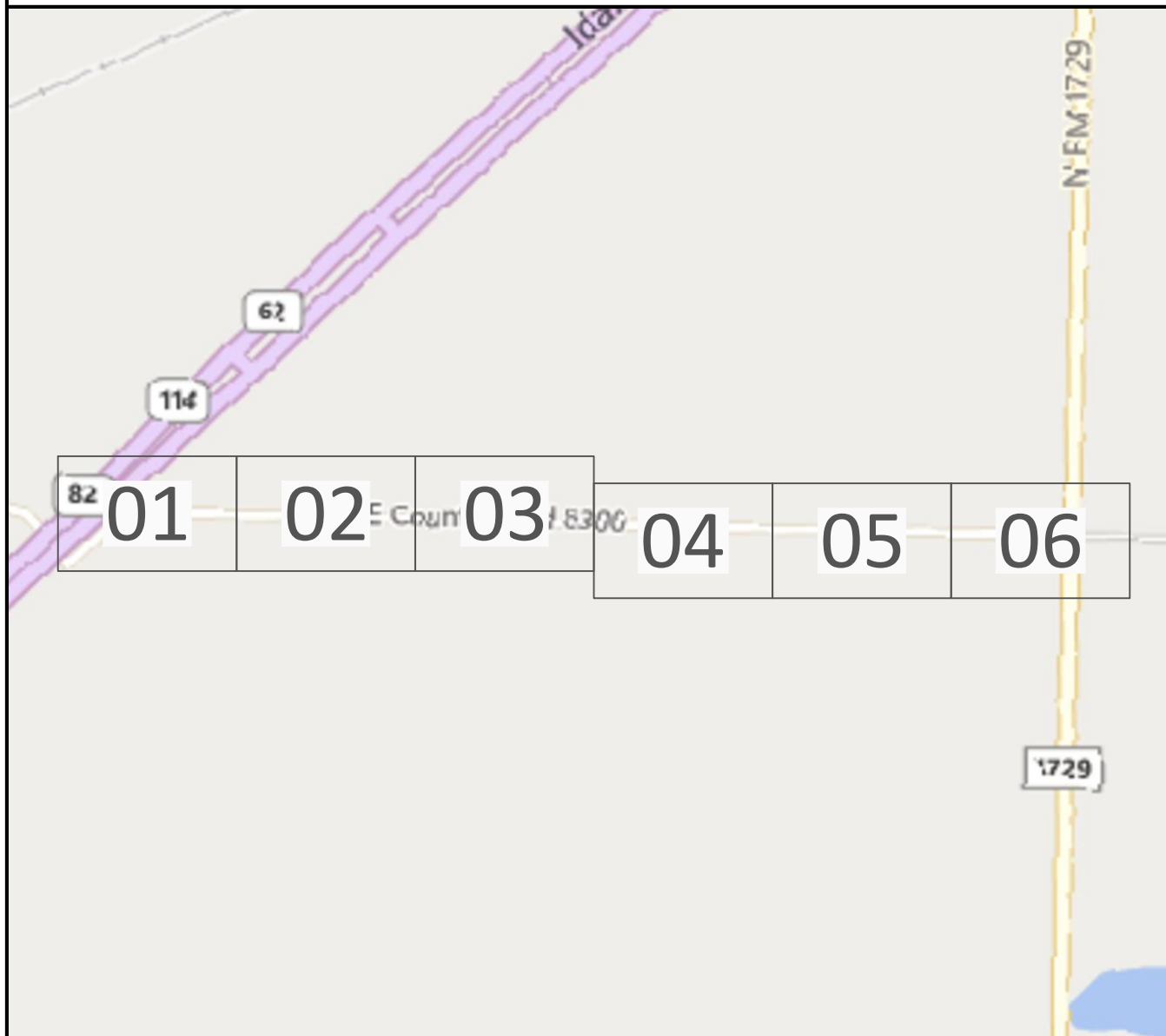


# Uniti

**SITE NAME: ABLU-10**  
 CONDUIT TOTAL FOOTAGE: 4304'  
 OUTSIDE PLANT CONSTRUCTION  
 FIBER OPTIC CABLE ROUTE  
 JURISDICTION: LUBBOCK COUNTY



PROJECT ENGINEER:



**LEGEND**

PROPOSED UNDERGROUND:	
PROPOSED AERIAL:	
EXISTING CONDUIT:	
OVERLASHING AERIAL:	
RIGHT OF WAY:	
EDGE OF PAVEMENT:	
EDGE OF SIDEWALK:	
PROPOSED HANDHOLE:	
EXISTING HANDHOLE:	
BORE SLOT LOCATION:	
PERMIT AREA:	

PROJECT NO:

DRAWN BY: ADB

CHECKED BY: ADB

LOCATION: TEXAS

SHEET TITLE:

**ABLU-10**

SHEET NUMBER:

**COVER SHEET**

DATE:

4/15/26

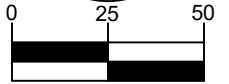
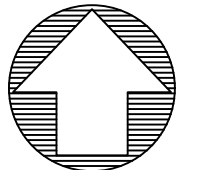
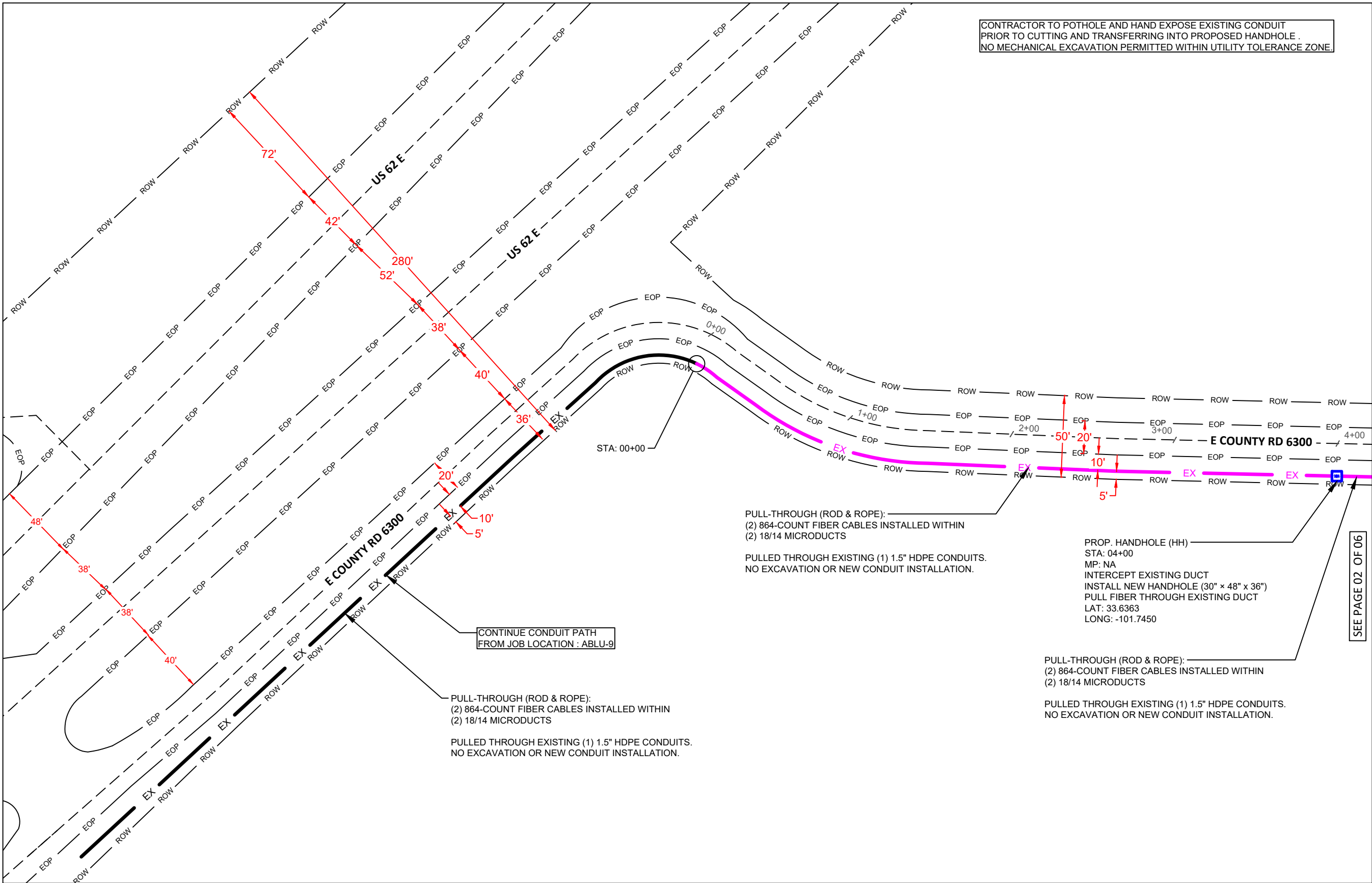
NOTE:  
 THE PLAT, PARCEL AND RIGHT OF WAY DIMENSIONAL INFORMATION HAS BEEN ACQUIRED AND PLOTTED ON THESE PLANS USING THE BEST AVAILABLE DATA AND AERIAL IMAGERY. ANY UTILITY INFORMATION SHOWN ON PLANS WAS ACQUIRED FROM THE BEST AVAILABLE DATA AND AS REASONABLY OBTAINED BY PHYSICAL FIELD SURVEY. IT REMAINS THE RESPONSIBILITY OF OTHERS TO FIELD VERIFY ALL DATA TO PROJECT START. LINE LOCATES ARE THE RESPONSIBILITY OF OTHERS TO VERIFY CONFLICT HORIZONTALLY AND VERTICALLY OF EXISTING FACILITIES.

DO NOT SCALE DRAWINGS CONTRACTOR SHALL VERIFY ALL PLANS & EXISTING DIMENSIONS & CONDITIONS ON THE ROUTE BEFORE PROCEEDING WITH THE WORK AND IS RESPONSIBLE FOR SAME

CALL BEFORE YOU DIG  
 UNDERGROUND SERVICE  
 ALERT NOTICE  
 REQUIRED 48  
 HOURS PRIOR TO  
 CONSTRUCTION  
 811



ALL PARCEL LINES SHOWN WERE DERIVED FROM COUNTY DATA, RECORDED DOCUMENTS, AND OTHER LAND RECORDS. THIS DATA IS TO BE CONSIDERED APPROXIMATE AND IS NOT WARRANTED FOR CONTENT OR ACCURACY OF ANY KIND.



SCALE 1" = 60'

PROJECT ENGINEER: \_\_\_\_\_

**LEGEND**

- PROPOSED UNDERGROUND: — **UG** —
- PROPOSED AERIAL: — **AE** —
- EXISTING CONDUIT: — **EX** —
- OVERLASHING AERIAL: — **OA** —
- HANDHOLE:
- EXISTING HANDHOLE:
- UTILITY POLE:
- BORE SLOT LOCATION:

PULL-THROUGH (ROD & ROPE):  
 (2) 864-COUNT FIBER CABLES INSTALLED WITHIN  
 (2) 18/14 MICRODUCTS  
 PULLED THROUGH EXISTING (1) 1.5" HDPE CONDUITS.  
 NO EXCAVATION OR NEW CONDUIT INSTALLATION.

PROP. HANDHOLE (HH)  
 STA: 04+00  
 MP: NA  
 INTERCEPT EXISTING DUCT  
 INSTALL NEW HANDHOLE (30" x 48" x 36")  
 PULL FIBER THROUGH EXISTING DUCT  
 LAT: 33.6363  
 LONG: -101.7450

PULL-THROUGH (ROD & ROPE):  
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 PULLED THROUGH EXISTING (1) 1.5" HDPE CONDUITS.  
 NO EXCAVATION OR NEW CONDUIT INSTALLATION.

CONTINUE CONDUIT PATH  
 FROM JOB LOCATION : ABLU-9

PULL-THROUGH (ROD & ROPE):  
 (2) 864-COUNT FIBER CABLES INSTALLED WITHIN  
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SEE PAGE 02 OF 06

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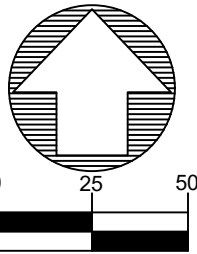


ENGINEERED BY:  
**ADB**  
18777 Historic Rte 66  
 Pacific, MO 63069  
 (314) 426-5200

CONTRACTOR:	---
PROJECT NO:	
DRAWN BY:	ADB
CHECKED BY:	ADB
APPROVED BY:	
MARKET:	TEXAS
PERMIT:	

SHEET TITLE:	<b>ABLU-10</b>
SHEET NUMBER:	<b>01 OF 06</b>
DATE:	4/15/26

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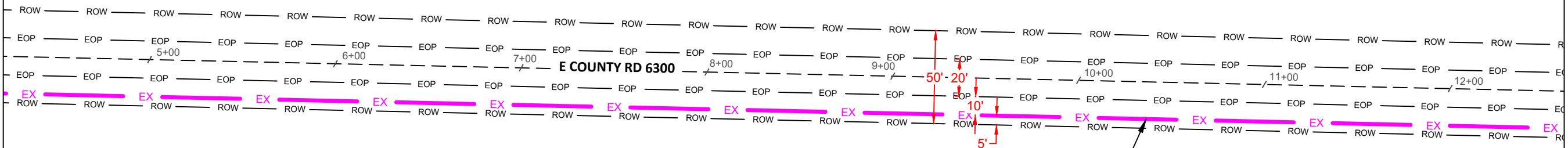


SCALE 1" = 60'

PROJECT ENGINEER:

**LEGEND**

- PROPOSED UNDERGROUND: — **UG** —
- PROPOSED AERIAL: — **AE** —
- EXISTING CONDUIT: — **EX** —
- OVERLASHING AERIAL: — **OA** —
- HANDHOLE:
- EXISTING HANDHOLE:
- UTILITY POLE:
- BORE SLOT LOCATION:



PULL-THROUGH (ROD & ROPE):  
 (2) 864-COUNT FIBER CABLES INSTALLED WITHIN  
 (2) 18/14 MICRODUCTS  
  
 PULLED THROUGH EXISTING (1) 1.5" HDPE CONDUITS.  
 NO EXCAVATION OR NEW CONDUIT INSTALLATION.

SEE PAGE 01 OF 06

SEE PAGE 03 OF 06

CONTRACTOR:	---
PROJECT NO:	
DRAWN BY:	ADB
CHECKED BY:	ADB
APPROVED BY:	
MARKET:	TEXAS
PERMIT:	

SHEET TITLE:	<b>ABLU-10</b>
SHEET NUMBER:	<b>02 OF 06</b>
DATE:	4/15/26

SLACK LOOP STANDARDS PER FIBER SIZE: 864- 100', 432 - 75' ,ALL OTHER FIBER SIZES- 100', ALL AERIAL SLACK LOOPS TO BE 150' AT EVERY 1500'

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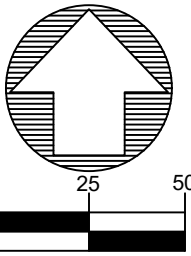
CALL BEFORE YOU DIG  
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 ALERT NOTICE  
 REQUIRED 48  
 HOURS PRIOR TO  
 CONSTRUCTION  
 811



ENGINEERED BY:  
**ADB**  
18777 Historic Rte 66  
 Pacific, MO 63069  
 (314) 426-5200

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CONTRACTOR TO POTHOLE AND HAND EXPOSE EXISTING CONDUIT PRIOR TO CUTTING AND TRANSFERRING INTO PROPOSED HANDHOLE. NO MECHANICAL EXCAVATION PERMITTED WITHIN UTILITY TOLERANCE ZONE.

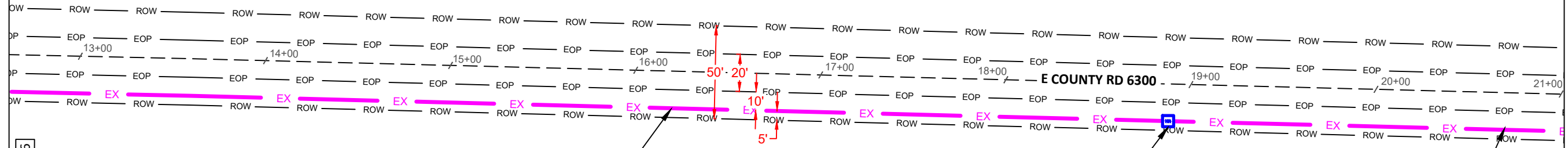


SCALE 1" = 60'

PROJECT ENGINEER:

**LEGEND**

- PROPOSED UNDERGROUND: — **UG** —
- PROPOSED AERIAL: — **AE** —
- EXISTING CONDUIT: — **EX** —
- OVERLASHING AERIAL: — **OA** —
- HANDHOLE:
- EXISTING HANDHOLE:
- UTILITY POLE:
- BORE SLOT LOCATION:



SEE PAGE 02 OF 06

SEE PAGE 04 OF 06

PULL-THROUGH (ROD & ROPE):  
 (2) 864-COUNT FIBER CABLES INSTALLED WITHIN  
 (2) 18/14 MICRODUCTS  
 PULLED THROUGH EXISTING (1) 1.5" HDPE CONDUITS.  
 NO EXCAVATION OR NEW CONDUIT INSTALLATION.

PROP. HANDHOLE (HH)  
 STA: 18+89  
 MP: NA  
 INTERCEPT EXISTING DUCT  
 INSTALL NEW HANDHOLE (30" x 48" x 36")  
 PULL FIBER THROUGH EXISTING DUCT  
 LAT: 33.6364  
 LONG: -101.7401

PULL-THROUGH (ROD & ROPE):  
 (2) 864-COUNT FIBER CABLES INSTALLED WITHIN  
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CALL BEFORE YOU DIG  
 UNDERGROUND SERVICE  
 ALERT NOTICE  
 REQUIRED 48  
 HOURS PRIOR TO  
 CONSTRUCTION  
 811

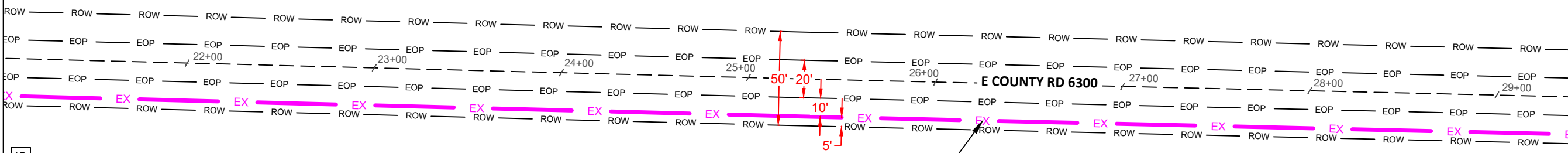


ENGINEERED BY:  
**ADB**  
18777 Historic Rte 66  
 Pacific, MO 63069  
 (314) 426-5200

CONTRACTOR:	---
PROJECT NO:	
DRAWN BY:	ADB
CHECKED BY:	ADB
APPROVED BY:	
MARKET:	TEXAS
PERMIT:	

SHEET TITLE:	<b>ABLU-10</b>
SHEET NUMBER:	<b>03 OF 06</b>
DATE:	4/15/26

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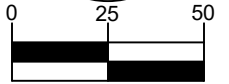
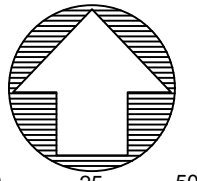


SEE PAGE 03 OF 06

SEE PAGE 05 OF 06

PULL-THROUGH (ROD & ROPE):  
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 (2) 18/14 MICRODUCTS

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SCALE 1" = 60'

PROJECT ENGINEER:

**LEGEND**

- PROPOSED UNDERGROUND: — **UG** —
- PROPOSED AERIAL: — **AE** —
- EXISTING CONDUIT: — **EX** —
- OVERLASHING AERIAL: — **OA** —
- HANDHOLE:
- EXISTING HANDHOLE:
- UTILITY POLE:
- BORE SLOT LOCATION:

CONTRACTOR: ---  
 PROJECT NO:  
 DRAWN BY: **ADB**  
 CHECKED BY: **ADB**  
 APPROVED BY:  
 MARKET: TEXAS  
 PERMIT:

SHEET TITLE:  
**ABLU-10**

SHEET NUMBER:  
**04 OF 06**

DATE:  
**4/15/26**

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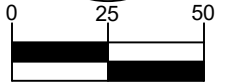
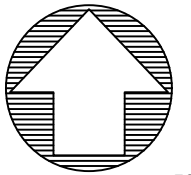
CALL BEFORE YOU DIG  
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 811



ENGINEERED BY:

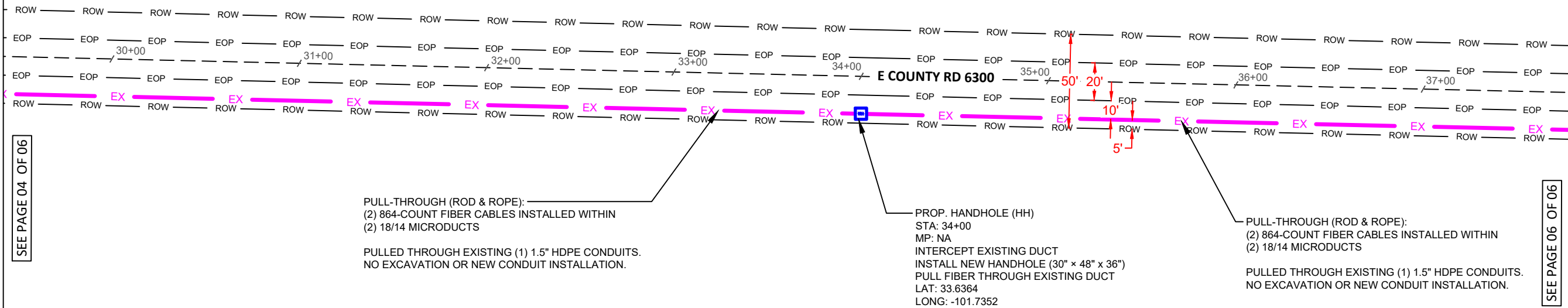
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SCALE 1" = 60'

PROJECT ENGINEER:



SEE PAGE 04 OF 06

SEE PAGE 06 OF 06

PULL-THROUGH (ROD & ROPE):  
(2) 864-COUNT FIBER CABLES INSTALLED WITHIN  
(2) 18/14 MICRODUCTS

PULLED THROUGH EXISTING (1) 1.5" HDPE CONDUITS.  
NO EXCAVATION OR NEW CONDUIT INSTALLATION.

PROP. HANDHOLE (HH)  
STA: 34+00  
MP: NA  
INTERCEPT EXISTING DUCT  
INSTALL NEW HANDHOLE (30" x 48" x 36")  
PULL FIBER THROUGH EXISTING DUCT  
LAT: 33.6364  
LONG: -101.7352

PULL-THROUGH (ROD & ROPE):  
(2) 864-COUNT FIBER CABLES INSTALLED WITHIN  
(2) 18/14 MICRODUCTS

PULLED THROUGH EXISTING (1) 1.5" HDPE CONDUITS.  
NO EXCAVATION OR NEW CONDUIT INSTALLATION.

**LEGEND**

- PROPOSED UNDERGROUND: — **UG** —
- PROPOSED AERIAL: — **AE** —
- EXISTING CONDUIT: — **EX** —
- OVERLASHING AERIAL: — **OA** —
- HANDHOLE:
- EXISTING HANDHOLE:
- UTILITY POLE:
- BORE SLOT LOCATION:

CONTRACTOR:	---
PROJECT NO:	
DRAWN BY:	ADB
CHECKED BY:	ADB
APPROVED BY:	
MARKET:	TEXAS
PERMIT:	

SHEET TITLE:	<b>ABLU-10</b>
SHEET NUMBER:	<b>05 OF 06</b>
DATE:	4/15/26

SLACK LOOP STANDARDS PER FIBER SIZE: 864- 100', 432 - 75', ALL OTHER FIBER SIZES- 100', ALL AERIAL SLACK LOOPS TO BE 150' AT EVERY 1500'

UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE RECORDS AND FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

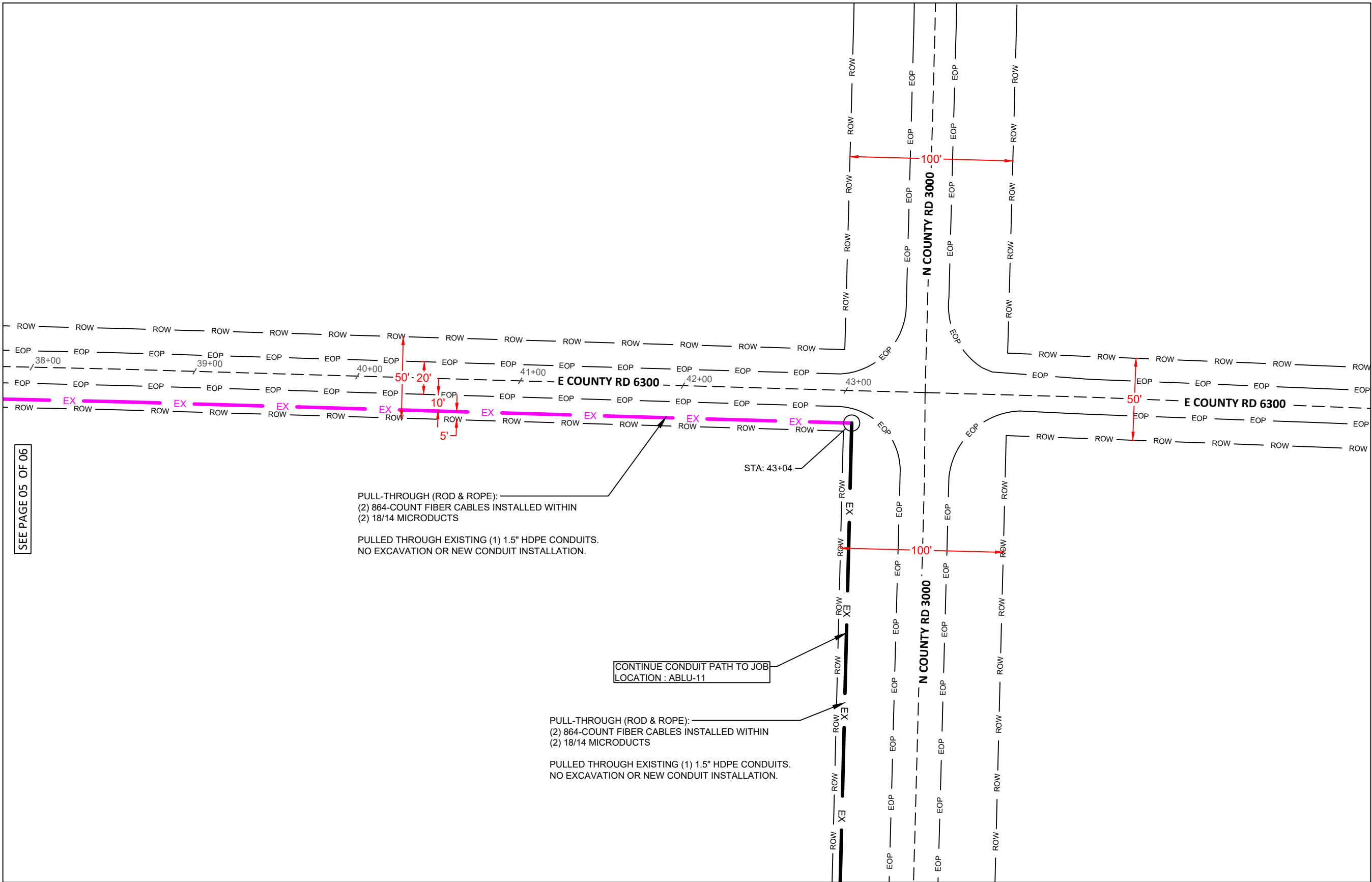
ALL IMPROVEMENTS, SUCH AS ASPHALT, CONCRETE, PAVEMENT, CURB, GUTTERS, WALKS, DRAINAGE DITCHES, EMBANKMENTS, SHRUBS, TREES, GRASS, SOD, EXT. IF DAMAGED SHALL BE RESTORED TO ORIGINAL STATE OR BETTER CONDITION.

CALL BEFORE YOU DIG  
UNDERGROUND SERVICE  
ALERT NOTICE  
REQUIRED 48  
HOURS PRIOR TO  
CONSTRUCTION  
811



ENGINEERED BY:  
**ADB**  
18777 Historic Rte 66  
Pacific, MO 63069  
(314) 426-5200

ALL PARCEL LINES SHOWN WERE DERIVED FROM COUNTY DATA, RECORDED DOCUMENTS, AND OTHER LAND RECORDS. THIS DATA IS TO BE CONSIDERED APPROXIMATE AND IS NOT WARRANTED FOR CONTENT OR ACCURACY OF ANY KIND.



SEE PAGE 05 OF 06

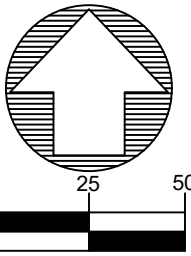
PULL-THROUGH (ROD & ROPE):  
 (2) 864-COUNT FIBER CABLES INSTALLED WITHIN  
 (2) 18/14 MICRODUCTS

PULLED THROUGH EXISTING (1) 1.5" HDPE CONDUITS.  
 NO EXCAVATION OR NEW CONDUIT INSTALLATION.

CONTINUE CONDUIT PATH TO JOB  
 LOCATION : ABLU-11

PULL-THROUGH (ROD & ROPE):  
 (2) 864-COUNT FIBER CABLES INSTALLED WITHIN  
 (2) 18/14 MICRODUCTS

PULLED THROUGH EXISTING (1) 1.5" HDPE CONDUITS.  
 NO EXCAVATION OR NEW CONDUIT INSTALLATION.



SCALE 1" = 60'

PROJECT ENGINEER:

LEGEND

- PROPOSED UNDERGROUND: — UG —
- PROPOSED AERIAL: — AE —
- EXISTING CONDUIT: — EX —
- OVERLASHING AERIAL: — OA —
- HANDHOLE:
- EXISTING HANDHOLE:
- UTILITY POLE:
- BORE SLOT LOCATION:

CONTRACTOR:	---
PROJECT NO:	
DRAWN BY:	ADB
CHECKED BY:	ADB
APPROVED BY:	
MARKET:	TEXAS
PERMIT:	

SHEET TITLE:	ABLU-10
SHEET NUMBER:	06 OF 06
DATE:	4/15/26

SLACK LOOP STANDARDS PER FIBER SIZE: 864- 100', 432 - 75', ALL OTHER FIBER SIZES- 100', ALL AERIAL SLACK LOOPS TO BE 150' AT EVERY 1500'

UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE RECORDS AND FIELD OBSERVATIONS BUT ARE NOT NECESSARILY EXACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FIELD LOCATE ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES PRIOR TO CONSTRUCTION. COMPLETE REPAIR OF ANY AND ALL DAMAGES INCURRED SHALL BE AT THE EXPENSE OF THE CONTRACTOR.

ALL IMPROVEMENTS, SUCH AS ASPHALT, CONCRETE, PAVEMENT, CURB, GUTTERS, WALKS, DRAINAGE DITCHES, EMBANKMENTS, SHRUBS, TREES, GRASS, SOD, EXT. IF DAMAGED SHALL BE RESTORED TO ORIGINAL STATE OR BETTER CONDITION.

CALL BEFORE YOU DIG  
 UNDERGROUND SERVICE  
 ALERT NOTICE  
 REQUIRED 48  
 HOURS PRIOR TO  
 CONSTRUCTION  
 811



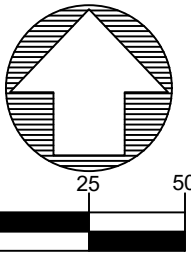
ENGINEERED BY:  
**ADB**  
18777 Historic Rte 66  
 Pacific, MO 63069  
 (314) 426-5200

## GENERAL NOTES

1. ALL MUNICIPALITIES PERMITS MUST BE OBTAINED FROM THE APPROPRIATE PERSONNEL OF THE SPECIFIC MUNICIPALITY.
2. THE EXISTENCE AND LOCATION OF EXISTING FACILITIES WITHIN THE CONSTRUCTION LIMITS OF WORK, WHICH MAY BE INDICATED ON THE DRAWINGS, ARE BASED ON INFORMATION AND DATA FURNISHED BY THE OWNERS OF SUCH EXISTING FACILITIES. UNITI EXPRESSLY DISCLAIMS ALL RESPONSIBILITY FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION INDICATED. CONTRACTOR SHALL CONDUCT HIS OPERATIONS ON THE BASIS THAT EXISTING FACILITIES MAY EXIST THAT ARE NOT INDICATED ON THE DRAWINGS.
3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR POTHOLING, LOCATING AND IDENTIFYING ALL EXISTING UTILITIES OR STRUCTURES WITHIN THE CONSTRUCTION LIMITS OF WORK AND ELSEWHERE WHERE CONSTRUCTION OPERATIONS MAY SUBJECT THE UTILITIES TO DAMAGE.
4. IN THE EVENT THAT AN EXISTING UTILITY IS DAMAGED WHILE PLACING THE PROPOSED CONDUIT, A FIELD SUPERINTENDENT MUST CONTACT THE OPERATOR OF SAID UTILITY TO NOTIFY THEM.
5. ALL REPAIR AND RESTORATION WORK ON DAMAGED FACILITIES SHALL BE DONE AT THE DIRECTION OF UTILITY OWNER'S REPRESENTATIVE AND TO THE SATISFACTION OF LUBBOCK COUNTY TEXAS.
6. THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE VARIOUS PERMITS OBTAINED FOR THE PROJECT AND ON FILE WITH UNITI.
7. THE REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA) APPLY TO ALL EXCAVATION, TRENCHING, AND DITCHING OPERATIONS ON THIS PROJECT. ALL TRENCHES FOUR (4) FEET IN DEPTH SHALL BE SHORED IN COMPLIANCE WITH APPLICABLE FEDERAL AND/OR STATE REGULATIONS.
8. CONTRACTORS SHALL TAKE ADEQUATE PRECAUTIONS TO PROTECT EXISTING LAWNS, TREES, AND SHRUBS OUTSIDE RIGHT-OF-WAY, SIDEWALKS, CURBS, PAVEMENTS, UTILITIES, ADJOINING PROPERTY AND STRUCTURES, AND TO AVOID DAMAGE CAUSED BY CONTRACTOR'S OPERATIONS TO THE SATISFACTION OF UNITI. ANY DAMAGE WILL BE REPLACED OR REPAIR AT CONTRACTOR'S EXPENSE.
9. PROPER SIGNING, FLAGGING AND BARRICADING SHALL BE PROVIDED BY THE CONTRACTOR. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE TMUTCD (TXDOT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES) OR AS DIRECTED BY PERMITTING CITY'S ENGINEERS OFFICE.

## CONSTRUCTION NOTES:

10. THE CONTRACTOR SHALL BE RESPONSIBLE AT ALL TIMES FOR THE MAINTENANCE OF STREETS AND OTHER UTILITIES AFFECTED BY CONSTRUCTION OPERATIONS. DEBRIS AND RUBBISH SHALL NOT BE PERMITTED TO ACCUMULATE AND ALL PREMISES SHALL BE MAINTAINED IN A NEAT AND WORKMANLIKE CONDITION.
11. MISCELLANEOUS STRUCTURES AND OBSTRUCTIONS SUCH AS SIGN POSTS, FENCES, MAIL BOXES, METER BOXES, ETC., SHALL BE AVOIDED OR REMOVED AND REINSTALLED TO ORIGINAL OR BETTER CONDITION.
12. MAIL BOXES THAT MUST BE REMOVED OR RELOCATED BY THE CONTRACTOR'S OPERATION SHALL BE REINSTALLED PRIOR TO THE END OF THE DAY ON WHICH THEY ARE REMOVED. THE CONTRACTOR SHALL NOT DISRUPT THE DELIVERY OF MAIL SERVICE AND SHALL COORDINATE TEMPORARY RELOCATION OF MAIL BOXES WITH PROPERTY OWNERS AND THE U.S. POSTAL SERVICE.
13. THE CONTRACTOR SHALL NOTIFY PROPERTY OCCUPANTS AT LEAST 24 HOURS PRIOR TO ANY DISRUPTION OF THEIR DRIVEWAYS.
14. HOURS OF CONSTRUCTION SHALL BE LIMITED BY PERMITS OBTAINED FOR THE PROJECT.
15. ANY STREETS OR SIDEWALKS DISTURBED BY CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE DIRECTION OF THE CITY ENGINEER.
16. NO TRENCH OR EXCAVATION SHALL BE LEFT OPEN OVERNIGHT OR UNATTENDED.
17. THE FOLLOWING SPECIAL PROVISIONS SHALL APPLY TO TRAFFIC REGULATION DURING THE EXTENT OF THIS CONTRACT.
  - A. THERE SHALL BE AT ALL TIMES ADEQUATE VEHICLE AND PEDESTRIAN ACCESS FOR INGRESS AND EGRESS FROM THE PROPERTIES ADJACENT TO THE PROJECT.
  - B. DURING NON-WORKING HOURS, THE CONTRACTOR SHALL KEEP THE EXISTING TRAFFIC LANES CLEAR FOR TRAFFIC WITHOUT INTERFERENCE FROM HIS OPERATIONS INCLUDING ALL APPROACHES AND INTERSECTIONS. DEPARTMENTS, FIRE DEPARTMENT, POLICE DEPARTMENT, AMBULANCE SERVICE, THE SCHOOL BUS GARAGE, OPERATIONS SO THAT THESE AGENCIES MAY REROUTE THEIR EMERGENCY AND SERVICE VEHICLES AROUND THE CONSTRUCTION ZONE.
  - C. THE CONTRACTOR SHALL NOTIFY THE PERMITTING CITY'S AUTHORITY'S NOT LIMITED TO THE CITY OF WEATHERFORD ENGINEER, FIRE DEPARTMENT, POLICE DEPARTMENT, AMBULANCE SERVICE, THE SCHOOL BUS GARAGE, OPERATIONS SO THAT THESE AGENCIES MAY REROUTE THEIR EMERGENCY AND SERVICE VEHICLES AROUND THE CONSTRUCTION ZONE.



SCALE 1" = 60'

PROJECT ENGINEER:

### LEGEND

- PROPOSED UNDERGROUND: — UG —
- PROPOSED AERIAL: — AE —
- EXISTING CONDUIT: — EX —
- OVERLASHING AERIAL: — OA —
- HANDHOLE:
- EXISTING HANDHOLE:
- UTILITY POLE:
- BORE SLOT LOCATION:

CONTRACTOR: ---  
 PROJECT NO:  
 DRAWN BY: ADB  
 CHECKED BY: ADB  
 APPROVED BY:  
 MARKET: TEXAS  
 PERMIT:

SHEET TITLE:  
**ABLU-10**  
 SHEET NUMBER:  
**GENERAL NOTES**

DATE:  
 4/15/26

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