

AN ORDER OF THE COMMISSIONERS COURT OF MASON COUNTY, TEXAS  
REGULATING THE SUBDIVISION OF LANDS IN THE COUNTY;  
ESTABLISHING REQUIREMENTS FOR ACCEPTANCE OF PLATS OR MAPS  
FOR FILING IN COUNTY RECORDS;  
SETTING FORTH MINIMUM STANDARDS FOR CONSTRUCTION OF STREETS  
AND ROADS;  
REQUIRING BOND AS GUARANTY OF CONFORMITY WITH SUCH  
STANDARDS;  
REQUIRING TESTING OF MATERIALS ENTERING CONSTRUCTION;  
STATING POLICY IN MATTER OF ACCEPTANCE OF ROADS FOR  
INCORPORATION IN THE COUNTY SYSTEM OF ROADS, and  
REPEALING THAT ORDER OF THE COMMISSIONERS COURT DATED MAY 8,  
1978, AND ALL LATER AMENDMENTS THERETO.

### I. COMPLIANCE REQUIRED

No person shall create a subdivision of land either by sale, or lease, or otherwise, within Mason County without complying with the provisions of these regulations. All plats and subdivisions of any such land shall conform to the rules and regulations set forth. All plats and subdivisions of any such land shall conform to Chapter 232, (County Regulation of Subdivisions) Texas Local Government Code.

### II. PURPOSE

These regulations have been prepared in general to aid in the orderly development of the rural areas of Mason County, Texas, and to provide standards which will lead to a desirable environment. Specifically they have been prepared for the following purposes:

1. To furnish the developer with guidance and assistance in the expedient preparation and approval of his plat.
2. To protect the citizens of Mason County, the potential buyer, by insuring minimum standards in a subdivision where they may want a home.
3. To provide for the welfare of the public by controlling the location and design of intersections and other features which promote safety.
4. To prevent the Mason County Road and Bridge Department from being burdened with substandard streets or roads in the future.

### III. PROCEDURE

1. Preapplication Conference
  - a. A preapplication conference shall be required for all subdivisions. The owner or agent shall provide a sketch of the proposed layout showing general road patterns and lot configurations at which time the County Inspector shall review the layout for compliance with the general subdivision requirements and procedures.
  - b. The preapplication conference shall be for information purposes and shall not be construed as a formal approval or commitment.
2. Preliminary Plat
  - a. A preliminary plat of any proposed subdivision located outside an incorporated city shall be submitted to the County Inspector for approval. The County Inspector shall respond within thirty (30) days reporting any noncompliance to the developer.
  - b. Such preliminary plat must be approved by the Commissioners Court before any work is begun in a subdivision.
  - c. A drainage plan shall be submitted with the preliminary. The drainage plan shall be accompanied by a copy to a topographical drawing at the same scale as the preliminary plan, showing the location, type, and



size of all required drainage structures, and shall indicate the route of proposed drainage. Where a lot is located adjacent to a major drainage course or overflow channel, such that a part or all of the lot lies within the regulatory 100-year flood boundary, or where building sites are proposed to be located within the proposed regulatory 100-year flood boundary, the drainage plan shall show proposed building sites and elevations required to put finish floor a minimum of one foot (1 ft.) above the 100-year flood level of drainage course or overflow channel.

- d. The Commissioners Court approval of a preliminary plat shall expire one (1) year after the date of approval unless a final plat is submitted for all or part of the area covered by the preliminary plat. The Commissioners Court may grant a six month extension of time to submit a final plat, provided the subdivider request such extension in writing showing good cause and prior to the one (1) year expiration date.

3. Final Plat

- a. After preliminary plat has been approved, the final plat shall be submitted for approval by the Commissioners Court following the requirements of a filing plat set forth in these regulations.

#### IV. FEES

A base fee of \$250.00 will be charged for the filing of the Preliminary Plat plus an additional charge of \$35.00 per hour for each additional hour needed in excess of six hours for the County Inspector to examine such plat and site to determine that the herein subdivision requirements have been met.

A base fee of \$250.00 will be charged for the filing of the Final Plat plus an additional charge of \$35.00 per hour for each additional hour in excess of six hours needed for the County Inspector to examine such plat and site to determine that the herein subdivision requirements have been met.

#### V. DEFINITIONS

1. A SUBDIVISION is a tract of land located outside the limits of a municipality that is divided into two or more parts to lay out a subdivision of the tract, including an addition, or to lay out suburban lots or building lots, AND to lay out streets, alleys, squares, parks, or other parts of the tract intended to be dedicated to public use. A division of a tract under this subsection includes a division regardless of whether it is made by using a metes and bounds description in a deed of conveyance or in a contract for a deed, by using a contract of sale or other executory contract to convey, or by using any other method.
2. A PRELIMINARY PLAT is a map drawn to convenient scale which indicates:
  - a. The boundaries of the entire tract to be subdivided.
  - b. The approximate proposed location of all streets, roads, parks, open spaces, natural or proposed drainage courses, and the probable outline of blocks, lots, outlots or parcels with the approximate area indicated for each.
  - c. Certificate of the developer or owner of record that it is intended to subdivide the property essentially as indicated and that all roads, streets, parks and open spaces will be dedicated to the Public for its use and convenience.
  - d. Certificate of the Engineer and/or Surveyor concerning the adequacy and accuracy of the survey and plat.  
(NOTE: Certificates may be attached to the plat as submitted in order that the original may be used in development of the "FILING PLAT").
3. A FINAL PLAT is a plat or map drawn to scale of not less



than two hundred (200) feet per inch (1" = 200') and including the following:

- a. Metes and bounds notation of the outline of the property to be subdivided, with reference tie to an original survey corner.
  - b. Metes and bounds designation of areas of streets, roads, parks and open spaces.
  - c. Sufficient dimensions to define each parcel or lot.
  - d. Natural watercourses and courses to be developed accompanied by applicable easements.
  - e. Existing easements, including location and limits of existing utility and other easements and proposed utility lines and services.
  - f. Certificate of dedication of streets, roads, alleys, parks and open spaces.
  - g. Notation of any unexpired oil, gas or mineral leases.
  - h. Certificate of Engineer and/or Surveyor stating accuracy of survey and actually performed on the ground.
  - i. If area to be subdivided is within one mile of the City Limits of the City of Mason, certification of approval by the Planning and Zoning Commission of the City.
  - j. Certificate of acceptance for filing to be executed by order of the Commissioners Court of Mason County.
  - k. Any changes or alterations in the final plat must be approved by the Commissioners Court.
4. A PRIMARY ROAD OR STREET is one which, in the opinion of the Commissioners Court has a traffic potential of more than fifty (50) vehicles per day.
  5. A SECONDARY ROAD OR STREET is one which, in the opinion of the Commissioners Court has a traffic potential of less than fifty (50) vehicles per day.
  6. RIGHT-OF-WAY is the area within the outermost boundaries of a street or road or the easement area for a constructed watercourse or drainage ditch.
  7. SUBGRADE is the graded earth area upon which the base is to be placed.
  8. ROADWAY DITCHES are those gutters or depressions designed and constructed to transport runoff water along the road or street and within the established right-of-way.
  9. A CULVERT is a structure of less than twenty (20) foot span intended for transport of runoff across a road or street.
  10. A SIDEROAD OR ENTRANCE CULVERT is a structure which provides a crossing of the roadway ditch at entrance to abutting property or at an intersection with a second road or street.
  11. A BRIDGE is a drainage structure of more than twenty (20) foot span.
  12. BASE OR BASE COURSE is the completed foundation of surface courses, pavements or other base courses.
  13. SURFACE OR SURFACE COURSE is the, generally asphaltic, for completed base and serves as a wearing course under traffic cover.
  14. SHOULDERS are that portion of the completed base not covered by the surface.
  15. CROWN  
SUBGRADE CROWN is the area between the intersection of the completed subgrade and the slopes of the roadway ditches.  
BASE CROWN is the area between the intersection of the finished surface of the base with the continued slope of the roadway ditches.
  16. ENGINEER, a Professional Engineer registered in the State of Texas.
  17. SURVEYOR, a Registered Public or State Land Surveyor of the State of Texas.
  18. INSPECTOR, the designee of the Commissioners Court for inspection of construction in progress and of materials entering such construction.
  19. TESTS, the examination by standard laboratory methods of materials used or proposed for use in construction, as performed by an approved commercial laboratory, a registered



- Professional Engineer or by a qualified technician.
20. BOND, the surety in form and amount approved by the Commissioners Court, deposited as guaranty that streets and roads will be completed in accordance with the requirements set forth herein, and within a period of one year following filing of the plat.
  21. TRAFFIC CONTROL DEVICES, those signs, markers, delineators, and protective features required for regulation of traffic, as determined necessary after engineering analysis.
  22. CATTLE GUARD, a fabricated arrangement of pipes, rails, angles or other metal shapes arranged and installed as to prevent passage of livestock along the road or street. Cattleguards may be designed and located to serve as a drainage structure.

## VI. SPECIFICATIONS

1. CLEARING AND GRUBBING: The entire area of the right-of-way shall be selectively cleared and grubbed to a depth of not less than one foot below natural ground in fill areas and one foot below subgrade elevation in excavated areas. Brush and other detritus shall be removed from the right-of-way and disposed of as elected by the developer. In selection of areas to be cleared and grubbed consideration will be accorded by the developer to retainage of trees which, in the opinion of the representative of the Commissioners Court, will enhance beautification of said roads by preserving the natural environment and, in his opinion will present no hazard to traffic moving at the legal rate of speed. Such small vegetation as will assist in control of erosion shall also be undisturbed and if absent and considered needed shall be planted by the developer and maintained by him until final acceptance of the road.
2. GRADING: The roadway area, (Subgrade, ditches and slopes), shall be constructed substantially in accord with the typical sections attached hereto and made a part hereof and with the following requirements:
  - a. Embankments shall be placed in lifts of not more than eight (8) inches loose depth and each lift shall be thoroughly compacted by sprinkling and rolling before placement of succeeding lifts.
  - b. Unstable material encountered in either excavated section or beneath embankments shall be removed to a depth of not less than one foot below natural ground or finished subgrade and replaced by satisfactory material. Material so removed shall be removed from the right-of-way.
  - c. Prior to final finishing subgrade shall be rerolled to assure uniformity of both cuts and fills and any unstable material shown shall be removed and replaced with satisfactory material.
3. ROADWAY DITCHES: Ditches intended for parallel drainage shall be designed to accommodate runoff to be expected at ten year frequency. On grades of more than three (3) percent, in friable soils, erosion control by sodding and/or seeding or by properly designed checks of concrete, stone or sod blocks shall be included.
4. CULVERTS: Cross drainage culverts shall be designed for runoff to be expected at ten (10) year frequency; may be either standard reinforced concrete pipe, corrugated galvanized metal pipes or reinforced concrete boxes; and shall be capable of sustaining "H-15-Highway Loading". No box culvert shall be smaller than two (2) feet in either waterway height or depth. No pipe structure shall have waterway area of less than one and six tenths (1.6) square feet.
5. SIDEROAD OR ENTRANCE CULVERTS: No culvert shall be installed at any entrance to private property except by individual permit issued by authority of the Commissioners Court or their designee within which the installation is



- proposed, except that entrances from a State maintained road or highway shall be as directed by the proper State authority. Entrance culverts from roads in a subdivision will be installed by county forces after deposit of the estimated cost of the structure, its placement and the grading involved. Base and surface comparable to that on the road or street shall be placed between the right-of-way line and the edge of pavement by the owner or developer. No entrance culvert shall be less than twenty-two (22) feet in length with waterway of not less than one and six tenths (1.6) square feet and shall be designed for runoff of ten year frequency. Headwalls, if placed, shall be of reinforced concrete or course laid masonry, and shall be not higher than six (6) inches above the base crown elevation.
6. BRIDGES: All bridges shall be designed by a Registered Professional Engineer for ten year frequency of storm and with not less than one foot six inches (1'-6") freeboard for drift. The load capacity shall be not less than "H-15". Bridges shall be founded and protected by riprap to withstand floods of twenty-five (25) year frequency.
  7. OVERFLOW SECTIONS: In general the Commissioners Court will, on individual economic consideration, approve the installation of overflow sections. Such consideration will adjudge the probable frequency and depth of overflow, the traffic potential and the nature of the tributary area. The following conditions are considered suitable for the installation of overflow sections:
    - a. Drainage courses having no defined channel where channel construction would possibly develop liability for diversion or concentration of runoff.
    - b. Streams having a defined channel for normal flow and usual runoff with a wide flood plain covered by infrequent storms.
    - c. Stream crossings where traffic potential does not economically warrant bridge construction.

Under condition (a) the roadway gradient should conform as nearly as feasible with natural ground slopes and no culvert should be installed nor should roadway ditches be constructed. For conditions (b) and (c) the overflow facility shall be designed by a Registered Professional Engineer within the following limitations:

    1. The section shall be of reinforced concrete, not less than five (5) inches in thickness and containing not less than four (4) sacks of portland cement per cubic yard of finished concrete; shall extend horizontally between high water elevation calculated for five (5) year frequency; and shall extend downward to stable foundation.
    2. Drainage waterway adequate for storms of two (2) year frequency shall be provided, with the additional requirement that the finished grade at low point of roadway shall be no higher than three feet above flow line of stream or one half the depth of the ravine section, whichever is lower.
    3. Reinforcement shall be not less than No. 4 bars placed fourteen (14) inches on centers, both longitudinally and transversely. Laps if required, shall be not less than fifteen (15) inches and shall be staggered in position. Laps or splices at the crown line will not be acceptable.
    4. The crown width of overflow sections shall be not less than two (2) feet wider than the approach pavement or surface.
  8. BASE OR BASE COURSES:
    - a. Material for base courses may be either crushed limestone or caliche or bankrun caliche or calcareous gravel that, when laid, constitutes a good stabilized base material or the applicant demonstrates that the road design will meet the purposes of this section based on accepted engineering practices and standards



or when tested from the source and/or road bed shall meet the following physical requirements:

Liquid Limit of Soil Binder	40 Maximum
Plasticity Index	12 Maximum 4 Minimum
Linear Shrinkage, percent	7 1/2 Maximum

When sampled from the roadway after processing the material in place shall meet the following grading requirements:

Retained on 2 1/2 inch sieve	0 to 3 percent
Retained on 1 3/4 inch sieve	0 to 10 percent
Retained on No. 4 sieve	45 to 70 percent
Retained on No. 40 sieve	60 to 85 percent

Minor variation from the above requirements may be permitted by the Commissioners Court provided the thickness of the course or courses is increased as directed by the County Inspector.

- b. Each course of base material shall be manipulated by blading, sprinkling and rolling as required to thoroughly mix and compact the course throughout its entire depth and to produce a firm and unyielding foundation for surface courses or other base courses. The final course of base, upon which pavement is to be placed, shall be accurately finished to typical section and allowed to "cure" for seven (7) days before application of the prime coat.
  - c. The County will accept a road (s) that meets the standards set out above, however should the applicant elect to pave the road(s) paving shall meet the specifications set out in 9 (Prime Coat) and 10 (Surface Treatment) cited below.
9. PRIME COAT: After final finishing, curing and correction of any irregularities developed during the curing period have been corrected the area of the base which is to receive surfacing shall be primed with an application of approximately two tenths (0.2) gallons of MC-30 cutback asphalt per square yard of surface covered. Generally traffic shall be diverted from the primed area until placement of the surface. Should diversion of traffic be not feasible, the prime coat shall be blanket rolled with a pneumatic roller immediately following application. Prime coat shall be permitted to cure for not less than forty-eight hours following application and before application of surface courses or pavement.
10. SURFACE TREATMENT: All streets and roads in subdivisions, and providing access thereto shall be provided with a wearing surface, the minimum acceptable standards for which are as follows:
- a. A two course asphalt surface treatment composed of asphalt and aggregates of the grades and rates of distribution shown below:  
Asphalt shall be Grade AC-5 except that Grade AC-10 may be placed on roads having sharp curves and steep grades during the period April 1st to June 15th.  
Aggregates may be crushed limestone, crushed gravel, gravel or limestone rock asphalt, grading as established by the Texas Department of Highways and Public Transportation Standard Specifications.

#### GRADING AND RATES OF DISTRIBUTION

First Course:

Asphalt	Grade AC-5 (or AC-10)	0.3 to 0.35 gallon per sq yd
Aggregate	Not finer than Grade 4	1 cu yd per 85 to 95 sq yds

Second Course:

Asphalt	Grade AC-5 (or AC-10)	0.25 to 0.35 gallon per sq yd
Aggregate	Not finer than Grade 6	1 cu yd per 110 to 125 sq yds
Total Asphalt both courses not less than 0.6 gallons per square yard.		

- b. Should the Developer elect, a bituminous concrete pavement may be placed in lieu of the minimum surface treatment described. Such pavement may be either Hot



Mix Asphaltic Concrete Pavement, Hot Mix Cold Laid Asphaltic Concrete Pavement or Limestone Rock Asphalt Pavement, either proportioned, mixed and laid as required by the pertinent specifications of the Texas Department of Highways and Public Transportation, with the following exception:

"Limestone Rock Asphalt Pavement may be place with an approved spreading and finishing machine provided rolling is delayed for a period sufficient for evaporation of moisture and volatiles."

- c. Bituminous Concrete Pavement shall be placed in such quantity and spread at such rate as to provide a minimum compacted depth of mat of one (1) inch.
  - d. Surface treatment and/or bituminous concrete pavement shall be blanket rolled at least once each day during three days following placement.
  - e. NEITHER SURFACE TREATMENT FOR ASPHALTIC CONCRETE PAVEMENT SHALL BE PLACED WITHIN THE PERIOD OCTOBER 1ST TO APRIL 1ST OR AT ANY TIME WHEN THE AIR TEMPERATURE IS BELOW FIFTY DEGREES FAHRENHEIT.
11. CURBED STREETS: Where streets or roads are proposed to be provided with curbs or curbs and gutters, design and construction details shall be in conformity with the attached typical section. The curbed section shall be centered with and shall occupy eighty (80) percent of the width of available right-of-way.
12. SHOULDERS: Untreated shoulders shall be bladed and dragged for uniformity after placement of the surface and shall be smooth, stable and will compacted for the entire width. The thickness of base shall not vary from the prescribed thickness by more than one half (1/2) inch at any point tested.
13. SCHEDULE OF MINIMUM DIMENSIONS
- | <u>INCREMENT</u>                 | <u>PRIMARY ROAD</u> | <u>SECONDARY ROAD</u> |
|----------------------------------|---------------------|-----------------------|
| Right-of-Way Width               | 60 ft               | 50 ft                 |
| Maximum Grade                    | 10%                 | 12%                   |
| Subgrade Crown Width             | 37 ft               | 28 ft                 |
| Base Crown Width                 | 32 ft               | 24 ft                 |
| First Course Base Thickness      | 4 in                | 5 in                  |
| Second Course Base Thickness     | 4 in                | None                  |
| Prime Coat Width                 | 21 ft               | 19 ft                 |
| Surface Width                    | 20 ft               | 18 ft                 |
| Shoulder Width                   | 6 ft                | 3 ft                  |
| Culvert Length (Square Crossing) | 38 ft               | 30 ft                 |
| Bridge Roadway Width             | 24 ft               | 22 ft                 |
| Overflow Section Roadway Width   | 24 ft               | 22 ft                 |
| Cattle Guards (If Permitted)     | 21 ft               | 19 ft                 |
14. CATTLE GUARDS: The Commissioner for the precinct within which the subdivision is located will authorize the installation of cattle guards when considered essential to public safety. When permitted a cattle guard shall be not less than six (6) feet in length, measured along the center of the road and of width not less than one foot greater than the width of pavement.
- Deck members shall be either weldable upset carbon steel tubing two and three eights (2-3/8) inches outside diameter or relayer rails weighing not less than seventy (70) pounds per yard.
- Support members shall be structural steel shapes of size and section adequate for H-15 loading with twenty-five (25) percent impact allowance.
- Support sections shall be spaced not more than thirty-one (31) inches for tubing decks or forty-eight (48) inches for rail decks. Units may be prefabricated or welded in place provided fastenings to masonry foundation are arranged for ready removal for cleanout. Supporting masonry shall extend to firm foundation or shall be designed as an open flume with ends closed except where structure serves as a drainage structure. Pit drainage shall be provided closed end structures.



## VII. INSPECTION

Streets and roads proposed and under construction will be inspected by an authorized representative of the Commissioners Court at the following stages in development:

- a. On receipt of formal notice that subdivision of lands is proposed an inspection of the site will be ordered, at which time, if sufficient data be available, the routing and classification, (Primary or Secondary), of roads will be established.
- b. When right-of-way has been cleared for grading, at which time location and size of drainage structures will be reviewed and any special grading section established.
- c. When grading is complete and finished for receipt of base.
- d. During placement of base material when the material being delivered will be sampled and tested for conformity with quality and grading requirements.
- e. After base has been completed and finished for prime coat.
- f. When prime coat has cured and before placement of the final surface.
- g. Such other inspections during the progress of the work as might be considered necessary for unforeseen conditions.
- h. A final in depth inspection of the completed work as prerequisite to recommendation for tentative acceptance of the work and release of the surety.
- i. Interim maintenance and condition inspections during a period of one year following tentative acceptance of the work.
- j. Inspection will be done at \$35.00 per hour. Any lab fees will be done on cost basis.

The owner/developer shall notify the Commissioners Court or the authorized representative of the Commissioners Court of near completion of each phase of work in order that entry into the following phase may not be delayed.

## VIII. TESTS

1. PRELIMINARY TESTS: Material proposed for use as base material and for aggregates for surface treatment shall be tested for conformity with specification requirements prior to delivery to the project. Such tests shall be performed and reported by an approved commercial laboratory, a Registered Professional Engineer or a competent laboratory technician. Materials to be tested shall be sampled by the developer or his contractor as directed by the County representative; delivered to the testing agency; and reported to the County representative. All charges and costs for preliminary testing shall be borne by the owner/developer.
  - a. Material proposed for use as base shall be tested for determination of the following physical constants:
    - Liquid Limit
    - Plasticity Index
    - Linear Shrinkage
  - b. Aggregates for Surface Treatment shall be tested for:
    - Screen Analysis
    - Percent of Wear (Tex. 410-A)
  - c. Materials other than Base Material and Aggregates for Surface Treatment obtained from commercial sources will be acceptable with certification of conformity by the producer/supplier.
2. PROGRESS TESTS: Base material will be tested during construction by county forces to assure uniformity of quality as determined by preliminary tests. Material found to be not in accord with specification requirements shall be removed and replaced by satisfactory material. Progress



tests will be made at county expense.

#### IX. TRAFFIC CONTROL

The control and direction of traffic within, entering and leaving a subdivision is essential to safe and orderly movement upon roads of the county system. Plans for each subdivision shall include those signs, markers, and delineators required by an engineering and traffic survey of the roads. Such signs, markers and delineators as determined necessary by survey shall be secured, fabricated, erected and installed by the developer in accord with the Texas Manual of Uniform Traffic Control Devices as required by VCS 6701 d, at no expense to Mason County.

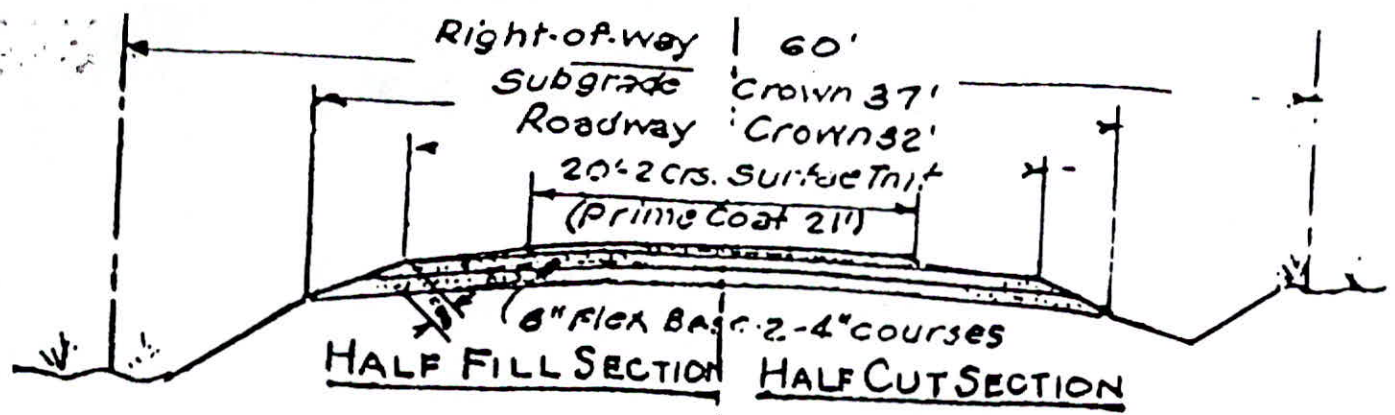
#### X. GENERAL

1. BOND: Should the developer begin selling lots prior to approval of the plat, then the application for approval of a "Filing Plat" shall be accompanied by a bond or other surety acceptable to the Commissioners Court in amount not less than the estimated or contract cost of the proposed work. This surety is to guarantee that the roads, streets and other facilities to become the responsibility of the County will be completed in accordance with the requirements set forth herein, and within the period of one (1) calendar year. Should there be any deficiency or variance from the requirements herein or should the work not be completed within the stated time, the County will notify the developer of such departure by certified mail. Should the condition be not corrected within thirty (30) days following receipt of notice the County may declare the surety forfeited and order construction operations suspended. The County reserves the right to complete the work by means most advantageous to its organization and citizens, utilizing such portion of the surety as may be necessary to such completion. In the event progress and final inspections indicate no departure from the requirements herein, the designated representative of the County will certify completion in accord with requirements to the Commissioners Court and the Court will consider release of the surety.
2. ACCEPTANCE:
  - a. TENTATIVE ACCEPTANCE: On certification by the designated representative of the Commissioners Court that the work has been completed in accordance with the terms of this order, and after satisfying itself that the certification is correct, the Court will declare the work complete and will release the surety to the developer, but will defer final acceptance, inclusion in the county system of roads and assumption of maintenance for a period of one year following each release. During this one year maintenance of the facilities will be the responsibility of the developer and necessary operations shall be performed without cost to Mason County.
  - b. FINAL ACCEPTANCE AND ASSUMPTION OF MAINTENANCE: Approximately one year following tentative acceptance by designee of the Commissioners Court will inspect all public facilities within the subdivision and if all are found to be in condition equal to that obtaining at the time of tentative acceptance will recommend to the entire Court that the facilities be finally accepted and the roads or streets included in the County system of roads and maintained by the county forces. Should unsatisfactory conditions be observed, the developer will be notified of such deficiency and allowed a period of ninety days to repair or correct the condition or conditions. Should correction not be made within this ninety day period, County maintenance will be refused or indefinitely suspended. All owners of lots or parcels within the subdivision will be notified

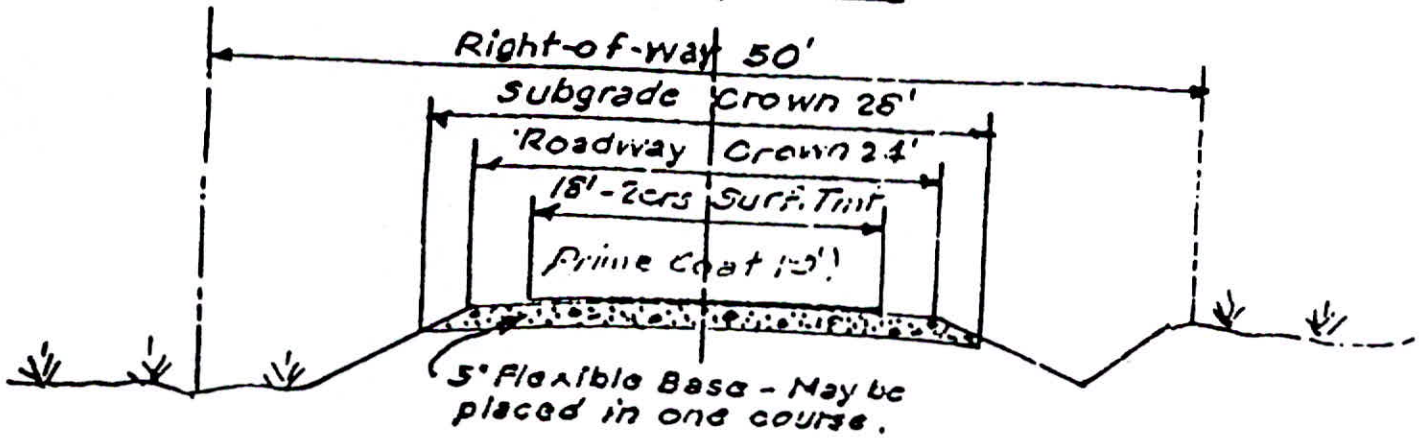


- of the action by notice posted at the Courthouse Door.
3. APPEAL: Any owner of property affected by this order who considers that a specific requirement of the order is extremely harsh or creates a condition requiring relief from such requirement may apply to the Commissioners Court for modification or suspension of such requirement. After consideration of all factors involved, the Court may order such modification of this order as may be determined as in the public interest, either in the individual instance or as a general policy, but without prejudice to any unaffected requirement.
  4. CONTINUING RESPONSIBILITY: Neither the prescribed tests and inspections nor tentative acceptance of the work shall release the owner/developer from responsibility for correction of deficiencies which may become evident prior to final acceptance and assumption of maintenance by county forces.
  5. SAVING CLAUSE: Should any provision of this order be invalidated by a Court of competent jurisdiction, such provision is hereby appealed, no other clause or requirement will be affected thereby, but shall remain in full force and effect.

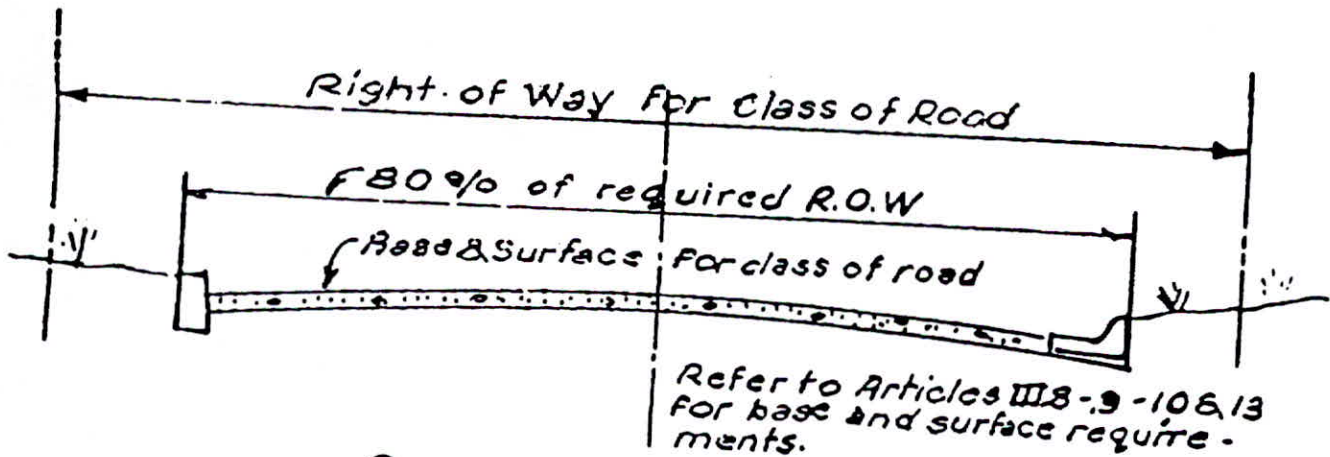




### PRIMARY ROAD



### SECONDARY ROAD



### CURBED STREET SECTION

## MASON COUNTY MINIMUM ROADWAY SECTIONS

Attachment to Subdivision Order  
April 10, 1995