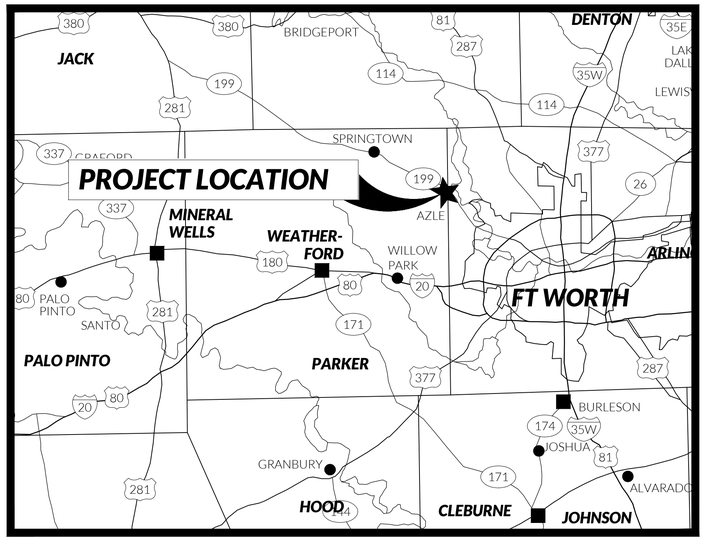
PLANS FOR

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

AUGUST 2026

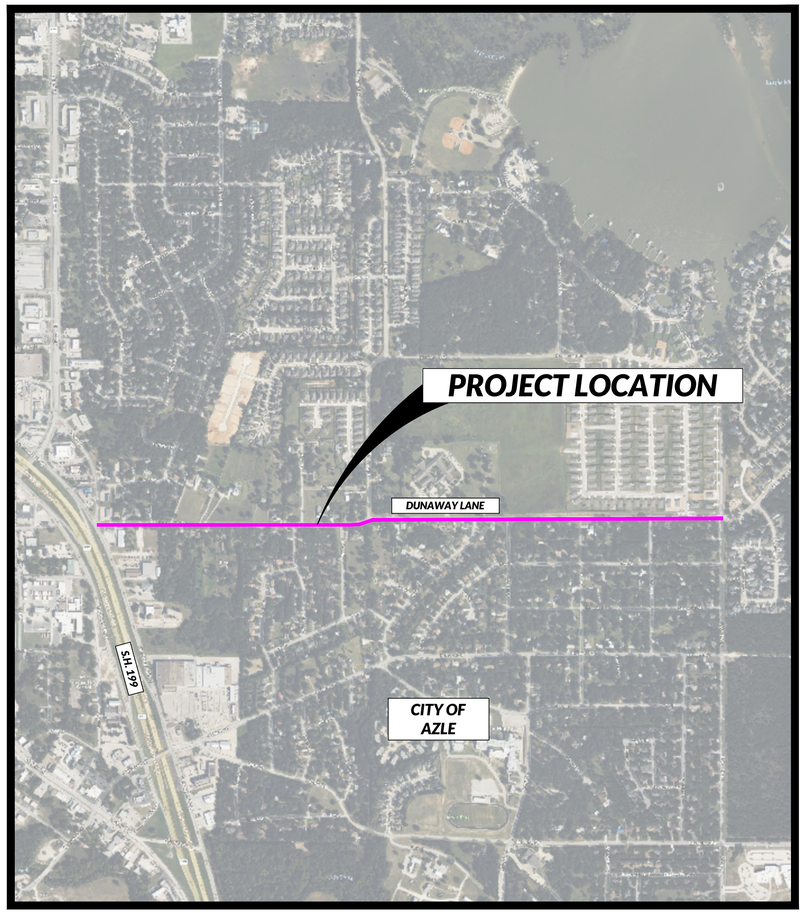
REVISIONS:	
DESCRIPTION	DATE



VICINITY MAP

NTS

NORTH



PROJECT LOCATION MAP

SCALE: 1"=700'

NORTH

COUNCIL MEMBERS

RANDA GOODE ..... MAYOR
STACY PEEK ..... MAYOR PRO TEM
DERRICK NELSON ..... PLACE 1
AMY ESTES ..... PLACE 2
JOSH BERRY ..... PLACE 3
ROUEL ROTHENBERGER ..... PLACE 5
BRIAN CONNER ..... PLACE 6
AMBER BEARD ..... CITY MANAGER
YAEL FORGEY ..... CITY SECRETARY

JACOB MARTIN

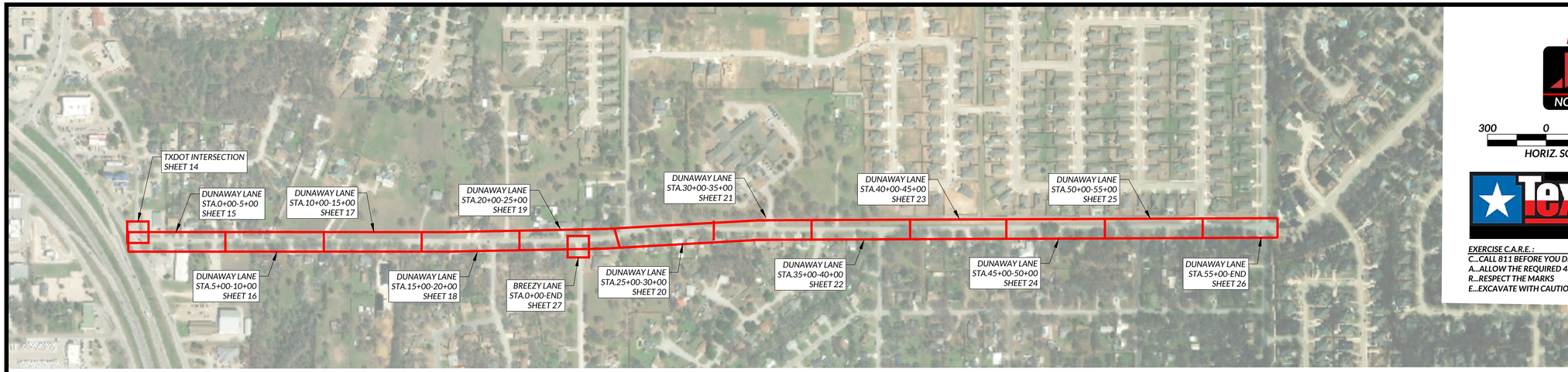
TBPE FIRM # 2448 | TBAE FIRM # BR 2261 | TBPELS FIRM # 10194493

1925 FORT WORTH HIGHWAY
WEATHERFORD, TX 76086
817-594-9880

STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER

08-26-2026

PLOTTED: 8/26/2026 4:42 PM PLOTTED BY: JEFF BURNS
X:\CI AZLE\21256 - DUNAWAY STREET RECONSTRUCTION\DRAFTING_PLANS_C_CIVIL\21256 DUN_COVER.DWG



NORTH

300 0 300 600

HORIZ. SCALE IN FEET

Texas 811

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

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STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

INDEX SHEET

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 300'

SEQ. 02/116 | SHEET 02

Plotted by: jeff burns Plot Date: 8/26/2026 4:42 PM

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Plotted by: jeff burns Plot Date: 8/26/2026 4:42 PM
Save Time: 7/15/2026 11:14 AM Saved By: svanderpool
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GENERAL NOTES

1. ACCESS TO RESIDENCES AND BUSINESS SHALL BE PROVIDED AT ALL TIMES. COST ASSOCIATED WITH THE CONSTRUCTION AND MAINTENANCE OF THIS ACCESS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE SUBSIDIARY TO OTHER BID ITEMS. THE WORK PERFORMED ON THIS CONTRACT WILL BE PERFORMED UNDER TRAFFIC AND IT IS IMPERATIVE THAT THE CONTRACTOR HAVE THE EQUIPMENT AND MANPOWER AVAILABLE AT ALL TIMES TO ENSURE THAT ACCESS IS AVAILABLE. THE CONTRACTOR IS TO MAINTAIN TWO-WAY TRAFFIC AT ALL TIMES.
2. THE CONTRACTOR SHALL APPOINT, IN WRITING, A SUPERINTENDENT FOR THIS PROJECT. SAID SUPERINTENDENT SHALL BE HIRED BY THE CONTRACTOR AND BE FULLY RESPONDENT TO THE ADMINISTRATION OF THE CONTRACT. HE/SHE WILL BE ON THE PROJECT DAILY. SHOULD THIS SUPERINTENDENT LEAVE THE EMPLOYER OR MOVE TO ANOTHER PROJECT, THE CONTRACTOR IS TO APPOINT ANOTHER SUPERINTENDENT IMMEDIATELY. CONTRACTOR SHALL PROVIDE 24HR/7DAY A WEEK PHONE NUMBER FOR SUPERINTENDENT IN CASE OF EMERGENCY.
3. THE CONTRACTOR WILL ENSURE THAT ALL EXISTING DRAINAGE WILL REMAIN UNALTERED UNLESS GRADES ARE SHOWN TO BE ADJUSTED AND OR DRAINAGE STRUCTURES ADDED OR ALTERED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL AND REMOVAL OF SURPLUS MATERIAL OFF-SITE AT HIS OWN EXPENSE.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ALL SURFACES DISTURBED TO A CONDITION THAT IS EQUAL TO OR BETTER THAN THE ORIGINAL CONDITION. THIS INCLUDES (BUT IS NOT LIMITED TO) EXISTING BUILDINGS, MAILBOXES, UTILITIES, PAVEMENT, CURBS, AND LANDSCAPE. ALL RELOCATED MAILBOX STRUCTURES TO MATCH MATERIALS OF EXISTING MAILBOXES.
6. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY QUESTIONS THAT MAY ARISE CONCERNING THE INTENT, PLACEMENT OR LIMITS OF THE DIMENSIONS OR GRADES NECESSARY FOR CONSTRUCTION OF THIS PROJECT. ENGINEER SHALL PROVIDE CONSTRUCTION STAKING FOR THIS PROJECT.
7. CONTRACTOR SHALL BE REQUIRED TO LOCATE ALL PUBLIC OR PRIVATE UTILITIES INCLUDING BUT NOT LIMITED TO; WATER, SEWER, TELEPHONE AND FIBER OPTIC LINES, SITE LIGHTING LINES, SITE LIGHTING ELECTRIC, SECONDARY ELECTRIC, PRIMARY ELECTRIC, DUCT BANKS, LANDSCAPING IRRIGATION FACILITIES AND GAS LINES, ANY UTILITY CONFLICTS THAT ARISE SHOULD BE COMMUNICATED TO THE ENGINEER IMMEDIATELY AND PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT 1-800-DIG-TESS A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION. ANY DAMAGES TO EXISTING UTILITIES SHALL BE AT THE CONTRACTORS SOLE EXPENSE WHETHER THE UTILITY IS SHOWN ON THE PLANS OR NOT.
8. ALL CONSTRUCTION SHALL CONFORM TO THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG) STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION AND STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION (LATEST-EDITIONS) UNLESS OTHERWISE NOTED. THE TECHNICAL SPECIFICATIONS CONTAINED IN THE CONTRACT DOCUMENTS OR OTHER SPECIFIC REFERENCE SHALL TAKE PRECEDENCE OVER NCTCOG STANDARDS.
9. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE AT ALL TIMES A COPY OF ANY REQUIRED CONSTRUCTION PERMITS, EROSION CONTROL PLANS, SW3P WITH INSPECTION REPORTS, AND THE CONTRACT DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, AND SPECIAL CONDITIONS.
10. CONTRACTOR SHALL VERIFY BENCHMARKS AND DATUM PRIOR TO COMMENCING CONSTRUCTION OR STAKING OF IMPROVEMENTS.
11. BARRICADES, SIGNS, AND TRAFFIC HANDLING. THIS PROJECT REQUIRES THE CONTRACTOR TO INSTALL CONSTRUCTION BARRICADES, SIGNS, AND TRAFFIC HANDLING ON THIS PROJECT. THERE MAY BE OTHER MINOR SIGNS AND/OR TRAFFIC MARKINGS THAT ARE DEEMED NECESSARY TO PROTECT THE TRAVELING PUBLIC AND CONSTRUCTION EMPLOYEES. PAYMENT FOR MISCELLANEOUS MINOR SIGNS WILL BE INCLUDED IN THE PRICE BID FOR THIS ITEM.

    ALL MARKERS, TRAFFIC CONTROL PLAN, AND OR OTHER TRAFFIC RELATED INCIDENTALS SHALL BE AS OUTLINED IN THE TEXAS MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THE CONTRACTOR IS REQUIRED TO CONTROL TRAFFIC BY FLAG MEN WHEN PLACING CONCRETE OR USING EQUIPMENT IN THE TRAFFIC AREAS. PAY FOR THIS WILL BE SUBSIDIARY TO THE TRAFFIC HANDLING ITEM. FLAG MEN SHALL HAVE A LEGAL STOP/SLOW PADDLE (STANDARD) OR RED FLAG (ALTERNATE) AND WEAR A REFLECTIVE VEST WHILE PERFORMING THIS WORK. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL BY THE ENGINEER AND OWNER. MESSAGE BOARDS SHALL BE INSTALLED BEFORE BOTH ENDS OF THE WORK ZONE STATING CONSTRUCTION AND CLOSURE TIMES.
12. SIGN LOCATIONS AND INSTALLATIONS SHALL BE IN ACCORDANCE WITH NCTCOG STANDARDS. THE CONTRACTOR SHALL REVIEW LOCATION OF ALL TRAFFIC CONTROL DEVICES WITH THE OWNER PRIOR TO INSTALLATION.
13. CONTRACTOR SHALL SUBMIT A SEQUENCE OF WORK PLAN AND A CONSTRUCTION SCHEDULE FOR APPROVAL AT THE PRE-CONSTRUCTION CONFERENCE. UPDATED CONSTRUCTION SCHEDULES WILL BE REQUIRED MONTHLY PRIOR TO PROGRESS PAYMENTS.
14. ALL EXCAVATION MORE THAN 5 FEET DEEP SHALL COMPLY WITH O.S.H.A. TRENCH SAFETY STANDARDS.
15. ANY WORK THAT WILL BE PERFORMED OUTSIDE THE RIGHT-OF-WAY WILL BE COORDINATED BY THE CONTRACTOR WITH THE PROPERTY OWNER PRIOR TO BEGINNING WORK.

EROSION AND POLLUTION CONTROL NOTES

1. ALL CONTRACTORS SHALL COMPLY WITH THE TEXAS POLLUTANT DISCHARGE ELIMINATION SYSTEM AS FURTHER DESCRIBED IN THE SPECIAL TECHNICAL SPECIFICATIONS.
2. THE CONTRACTOR SHALL INSTALL EROSION AND POLLUTION CONTROL MEASURES AS FIELD CONDITIONS WARRANT TO PREVENT OFF-SITE MIGRATION OF SOILS OR OTHER POLLUTANTS BY VEHICULAR TRACKING OR IN STORM WATER RUNOFF. PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY, INSTALLATION OF CONTROL MEASURES, REPAIRS OR MODIFICATIONS TO THE MEASURES WILL BE MADE BY THE CONTRACTOR IF THE CONTROL MEASURES PROVE INEFFECTIVE OR IF ADDITIONAL CONTROL MEASURES ARE NECESSARY.
3. ALL STOCKPILED SOILS SHALL BE MAINTAINED IN A MANNER TO PROPERLY CONTROL SEDIMENT RUNOFF.
4. THE CONTRACTOR SHALL CONSTRUCT A BERM OR OTHER SPILL PROTECTION MEASURE FOR ANY TEMPORARY FUEL STORAGE TANK(S) ON SITE.
5. IF SUMP PUMPS ARE USED TO REMOVE WATER FROM EXCAVATED AREAS, THE DISCHARGE SHALL BE CONTAINED, FILTERED OR DISCHARGED TO A SETTLING BASIN TO REMOVE SEDIMENT AND OTHER POLLUTANTS BEFORE THE WATER ENTERS A STORM DRAIN OR LEAVES THE SITE.
6. THE CONTRACTOR SHALL STABILIZE, WITH SOME FORM OF GROUND COVER, ANY AREA WHERE CONSTRUCTION ACTIVITY IS TO BE CEASED (TEMPORARILY OR PERMANENTLY) FOR MORE THAN TWENTY-ONE (21) DAYS. RE-VEGETATION OF ALL DISTURBED SOIL SHALL BE INITIATED WITHIN TWENTY-ONE (21) DAYS OF FINAL CONSTRUCTION OPERATIONS.
7. AT THE CONCLUSION OF THE PROJECT, ALL CHANNELS, DRAINAGE WAYS AND BORROW DITCHES IN THE WORK ZONE SHALL BE CLEARED OF ANY SEDIMENT AND DEBRIS GENERATED BY THE PROJECT OR DEPOSITED AS A RESULT OF THE EROSION AND POLLUTION CONTROL MEASURES.
8. CONTRACTOR SHALL INSTALL EROSION CONTROL DEVICES ON UPSTREAM SIDE OF ALL CULVERTS, INLETS AND AT DOWNSTREAM GUTTER FLOW EXIT POINTS. EROSION CONTROL DEVICES WILL BE CONSIDERED SUBSIDIARY TO THE VARIOUS BID ITEMS. LOCATIONS FOR EROSION CONTROL DEVICES ARE THE MINIMUM REQUIRED. CONTRACTOR IS RESPONSIBLE FOR PROVIDING A STORM WATER POLLUTION PREVENTION (SW3P) PLAN FOR THE PROJECT FOR APPROVAL AT THE PRE-CONSTRUCTION CONFERENCE.

CONCRETE PAVING NOTES

1. PORTLAND CEMENT SHALL BE AS PER NCTCOG ITEM 303.2.2 SPECIFICATIONS.
2. AGGREGATES SHALL BE AS PER NCTCOG ITEM 303.2 SPECIFICATIONS.
3. CONCRETE FOR ALL PAVING SHALL HAVE A MINIMUM STRENGTH OF 3,600 PSI WHEN TESTED AT 28 DAYS.
4. FOR HAND FORMED PAVING, ALLEYS, SIDEWALKS, AND DRIVEWAYS SLUMP SHALL BE AN AVERAGE OF FOUR INCHES WITH A MAXIMUM OF FIVE INCHES. REFER TO NCTCOG ITEM 303.3.4.4 SPECIFICATIONS.
5. THE CONTRACTOR SHALL USE A LIQUID MEMBRANE-FORMING COMPOUND AS PER NCTCOG ITEM 303.2.13.1.1 SPECIFICATIONS.
6. CONCRETE PAVEMENT SHALL BE CLASS C (3,600 PSI MIN.) AS SPECIFICIED IN THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG) PUBLIC WORKS CONSTRUCTION STANDARD SPECIFICATIONS ITEM 303. PORTLAND CEMENT CONCRETE PAVEMENT WITH A MAXIMUM WATER/CEMENT RATIO OF 0.53 AND A MAXIMUM COARSE AGGREGATE SIZE OF 1-1/2".
7. SLUMP FOR SLIP FORM PAVING SHALL BE AN AVERAGE OF 3-INCHES WITH A MAXIMUM OF 4-INCHES.
8. ALL REINFORCING STEEL FOR PAVING SHALL BE GRADE 60 BARS PER NCTCOG ITEM 303.2.9 AND SUPPORTED WITH THE APPROPRIATE BAR CHAIRS PER NCTCOG ITEM 303.2.11. WHERE REINFORCING BARS ARE SPLICED, A 30 DIAMETER LAP SHALL BE USED.
9. WITH APPROVAL OF THE OWNER, FLY ASH CONFORMING TO ASTM C618 MAY BE USED IN ALL CLASSES OF CONCRETE TO REPLACE A PORTION OF THE PORTLAND CEMENT IN THE MIX DESIGN UP TO A MAXIMUM OF 25% BY WEIGHT PER CUBIC YARD OF CONCRETE.
10. EXPANSION JOINTS IN PAVEMENT SHALL BE LOCATED AT INTERSECTION P.C.'S AND P.T.'S AND ALL STRUCTURES OR MANHOLES PROTRUDING THROUGH OR ADJACENT TO THE PAVEMENT. EXPANSION JOINTS SHALL BE SPACED AT 500 FEET MAXIMUM.
11. SAWED CONTRACTION JOINTS SHALL BE SPACED BETWEEN 15 AND 20 FEET IN PAVEMENT. JOINTS SHALL SAWED INTO THE COMPLETED PAVEMENT SURFACE AS SOON AFTER INITIAL CONCRETE SET AS POSSIBLE SO THAT SOME RAVELING OF THE GREEN CONCRETE IS OBSERVED IN ORDER FOR THE SAWING PROCESS TO PREVENT UNCONTROLLED SHRINKAGE CRACKING.
12. ALL JOINTS SHALL BE SEALED WITH HOT POURED POLYMER OR READY-MIXED COLD-APPLIED SEALANT CONFORMING TO NCTCOG ITEM 302.2.14.
13. EXISTING ASPHALT SHALL BE REMOVED AND HAULED OFF AS NECESSARY TO MEET THE FINAL PAVEMENT GRADE. EXISTING EXCAVATED BASE SHALL BE USED AS FILL UNDER CONCRETE PAVEMENT AS NECESSARY.
14. INITIAL DENSITY AND CONCRETE TESTING SHALL BE PROVIDED BY THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RETESTING AFTER FAILED TESTS.
15. AN ADDITIVE ALTERNATE WILL BE INCLUDED FOR CEMENT TREATMENT OF THE BASE MATERIAL ACCORDING TO TxDOT SPECIFICATION ITEM 275.

WATER LINE CONSTRUCTION NOTES

1. ALL EXISTING WATER LINES TO REMAIN IN SERVICE AND OPERATIONAL DURING CONSTRUCTION. TEMPORARILY TAKING EXISTING WATER LINES OUT OF SERVICE OR TAPPING EXISTING LINES SHALL BE COORDINATED WITH THE OWNER AT LEAST 48 HOURS IN ADVANCE OF THE WORK.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FLUSHING AND TESTING TO PLACE THE WATER LINES INTO SERVICE.
3. NEW FIRE HYDRANTS SHALL INCLUDE 6" GATE VALVE AND ALL APPURTENANCES AS DETAILED ON SHEET 67 OF THE PLANS FOR BOTH THE BASE BID AND ADDITIVE ALTERNATE BID.
4. MINIMUM SEPARATION BETWEEN WATER LINES AND SEWER LINES AND SEPTIC SYSTEMS SHALL BE MAINTAINED AS PER SPECIFICATION ITEM 01 02 01.
5. BORE AND ENCASEMENT SHALL INCLUDE BORING OPERATIONS, CASING PIPE, PIPE LINE WITHIN THE CASING, AND ALL APPURTENANCES AS DETAILED ON SHEET 67.

SEWER LINE CONSTRUCTION NOTES

1. POST-CONSTRUCTION VIDEO OF THE INSTALLED SYSTEM SHALL BE PROVIDED BY THE CONTRACTOR.
2. DOWNSTREAM SEWER LINES SHALL REMAIN ACTIVE UNTIL NEW SEWER LINES ARE COMPLETE UP TO EACH POINT OF CONNECTION. CONTRACTOR SHALL PROVIDE BY-PASS AS NECESSARY TO MAINTAIN SEWER SERVICE AVAILABILITY AT ALL TIMES.
3. ALL SERVICE LINES SHALL BE REPLACED TO THE PROPERTY LINE AND NEW CLEANOUTS INSTALLED. SERVICE LINES LONGER THAN 10' SHALL BE REPLACED.

TXDOT NOTES:

1. ALL CONSTRUCTION WITHIN THE STATE RIGHT-OF-WAY WILL REQUIRE COMPLIANCE TO TXDOT STANDARD SPECIFICATIONS, STANDARD PLANS, AND TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, SEPTEMBER 1, 2024, AND SPECIFICATION ITEMS LISTED AS FOLLOWS SHALL GOVERN ON THIS PROJECT FOR ALL WORK WITH THE STATE RIGHT-OF-WAY.
3. THE STANDARD SHEETS, SPECIFICALLY IDENTIFIED IN THIS INDEX OF SHEET, HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.
4. BY SEALING AND SIGNING THESE PERMIT PLANS AS A PROFESSIONAL CIVIL ENGINEER LICENSED TO PRACTICE IN THE STATE OF TEXAS, I CERTIFY THAT THE PROPOSED DRIVEWAY OR PUBLIC STREET CONNECTION(S) TO THE STATE ROADWAY MEETS OR EXCEEDS THE MINIMUM STOPPING SIGHT DISTANCE REQUIRED FOR A STATUTORY SPEED LIMIT OF 25MPH ON BOYD CT AND A POSTED SPEED LIMIT OF 25MPH ON DUNAWAY LN, BASED ON THE MOST RECENT TXDOT DESIGN MANUAL REQUIREMENTS.
5. FULL DEPTH SAW CUT ALL JOINTS MADE FOR REMOVAL OF EXISTING STATE FACILITIES.
6. CONTRACTOR SHALL SCHEDULE A PRE-WORK INSPECTION WITH THE TXDOT INSPECTOR, (817) 291-6413, AT LEAST TEN (10) DAYS PRIOR TO BEGINNING WORK.
7. NO LANE CLOSURES ALLOWED DURING PEAK HOURS. OFF-PEAK HOURS ARE 9 AM TO 3 PM AND 9 PM TO 5 AM ON WEEKDAYS.
8. TRAFFIC CONTROL MUST BE MAINTAINED THROUGHOUT THE DURATION OF WORK WITHIN TXDOT ROW.
9. ALL DISTURBED ROW MUST BE RE-VEGETATED WITH SOD AND MAINTAINED UNTIL VEGETATION IS RE-ESTABLISHED.
10. ALL LANE CLOSURES MUST BE COORDINATED WITH TXDOT.
11. NO CONSTRUCTION SHALL BE PERMITTED WITHIN TXDOT ROW PRIOR TO TXDOT APPROVAL AND ISSUANCE OF PERMIT.
12. ANY UTILITY RELOCATION UNDER TXDOT ROW REQUIRES SEPARATE "UIR" PERMIT.
13. DRAINAGE FOR THIS DEVELOPMENT HAS BEEN DESIGNED SUCH THAT THERE WILL BE NO ADVERSE IMPACTS ON THE CAPACITY, FUNCTION, OR INTEGRITY OF TEXAS DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DRAINAGE FACILITIES.
14. ANY WORK WITHIN 500 FEET OF A TXDOT TRAFFIC SIGNAL, ILLUMINATION SYSTEM, AND/OR ITS SYSTEM WILL REQUIRE THE CONTRACTOR TO CONTACT THE FORT WORTH SIGNAL SHOP AT (817) 370-3661.
15. INSTALL AN EXPANSION JOINT (COLD JOINT) FOR ALL DRIVEWAYS AND PUBLIC STREET CONNECTIONS AT THE EXISTING OR PROPOSED STATE RIGHT OF WAY LINE OR THE END OF CURB RADII NEAREST TO SAID RIGHT OF WAY LINE. IT WILL BE THE PERMIT APPLICANT'S RESPONSIBILITY TO SET THE STATE RIGHT-OF-WAY LINE LOCATION IN THE FIELD FOR THE CONTRACTOR INSTALLING THE PROPOSED DRIVEWAY OR PUBLIC STREET CONNECTION.

SITE & GRADING LEGEND

EXISTING		PROPOSED
	PROPERTY LINE	
	LOT LINE	
	RIGHT-OF-WAY LINE	
	EASEMENT / SETBACK	
	CURB	
	SIDEWALK	
	CONCRETE PAVEMENT	
	ASPHALT PAVEMENT	
X	FENCE LINE	
200	MAJOR CONTOUR	200
204	MINOR CONTOUR	204
EG:205.34	SPOT ELEVATION	207.15

UTILTY LEGEND

EXISTING		PROPOSED
	WATER VALVE	
	FIRE HYDRANT	
WM	WATER METER	W
W	WATER LINE	W
SM	SEWER MANHOLE	S
S	SEWER LINE	S
F M	FORCE MAIN SEWER LINE	F M
	STORM DRAIN INLET	
	STORM DRAIN CONCRETE APRON	
	DRAINAGE FLOW ARROW	
	STORM DRAIN LINE	
O E	OVERHEAD ELECTRIC	
U E	UNDERGROUND ELECTRIC	
	POWER POLE	
	GUY WIRE	
E	ELECTRIC METER	
U T	UNDERGROUND TELEPHONE	
G A S	GAS LINE	
G	GAS METER	
UNK	UNKNOWN UTILITY	

ABBREVIATIONS

PC	POINT OF CURVATURE	FF	FINISHED FLOOR
PCC	POINT OF COMPOUND CURVE	FFG	FINISHED FLOOR GARAGE
PRC	POINT OF REVERSE CURVE	FGTW	FINISHED GRADE TOP OF WALL
FL	FLOWLINE	FGBW	FINISHED GRADE BOTTOM OF WALL
VG	VALLEY GUTTER	GFL	GUTTER FLOW LINE
EL	ELEVATION	BOC	BACK OF CURB
ExTP	EXISTING TOP OF PAVEMENT	PT	POINT OF TANGENCY
TP	TOP OF PAVEMENT	PI	POINT OF INTERSECTION

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LICENSED
PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
GENERAL NOTES

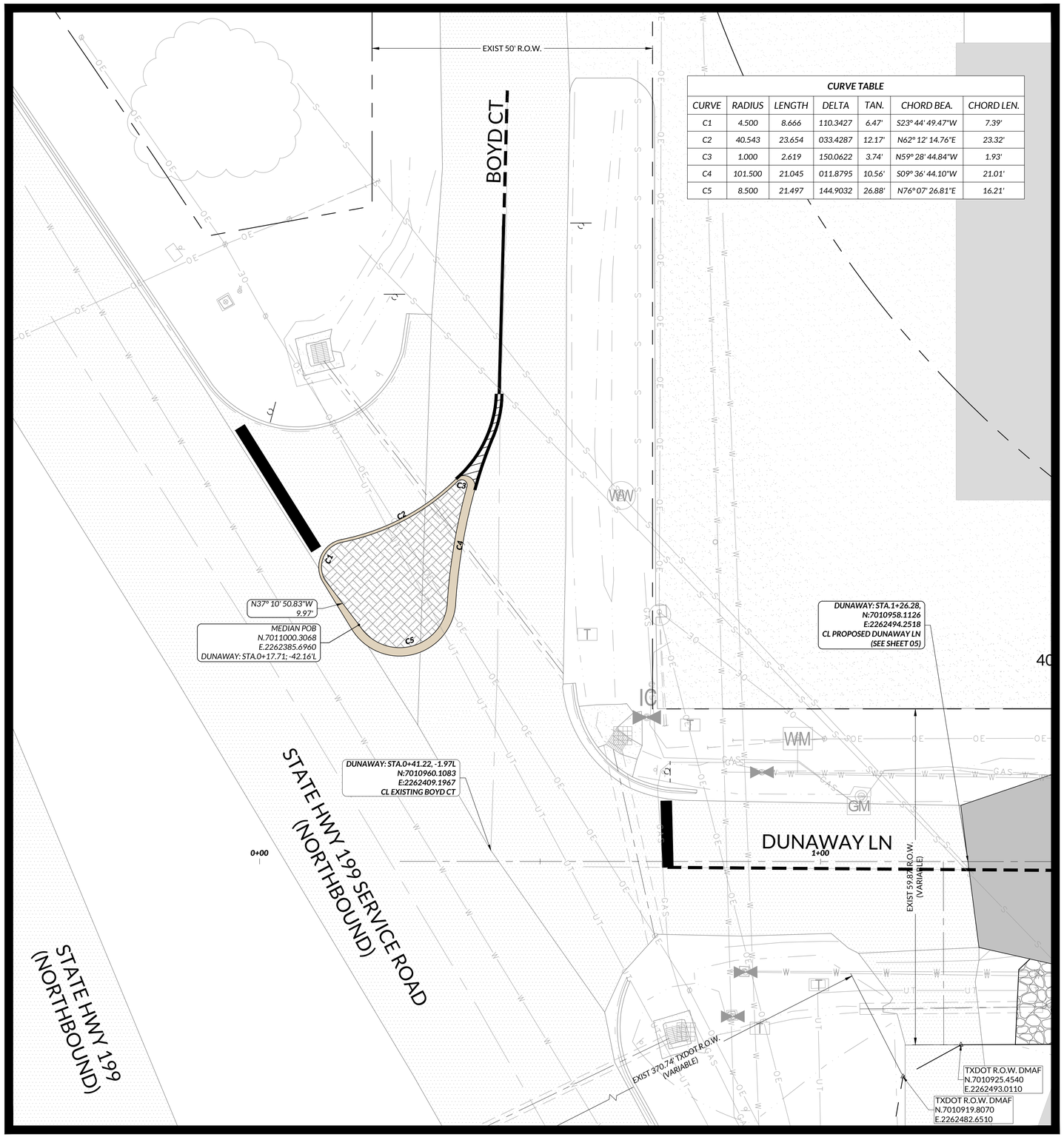
NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

SEQ. 03/116 | SHEET 03

Plot Date: 8/26/2026 4:43 PM
Plotted by: jeff burns
Save Time: 8/26/2026 3:44 PM
Saved By: jburns
X:\CL_Acte\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\48 TXDOT INTERSECTION EROSION CONTROL PLAN.dwg



NORTH

10 0 10 20

HORIZ. SCALE IN FEET

STATE HIGHWAY 199 SERVICE RD
POSTED SPEED LIMIT = 40MPH

DUNAWAY LN POSTED SPEED LIMIT = 25MPH

BOYD CT STATUTORY SPEED LIMIT = 25MPH

STATE OF TEXAS
DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER

08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

CONTROL - TXDOT INTERSECTION

NO.	REVISION	DATE

PROJECT # 21256
SCALE 1" = 10'

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 04 / 116
SHEET 04

Plot Date: 8/26/2026 4:43 PM
Plotted by: jeff burns
Save Time: 8/26/2026 11:00 AM
Saved By: jburns
X:\CL Arch\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_CTRL.dwg

411 DUNAWAY LN:
FENCING REQUIRED AT ALL TIMES PER OWNER'S REQUEST. CONTRACTOR TO INSTALL TEMPORARY SECURITY FENCE & GATE DURING CONSTRUCTION. EXISTING FENCE & GATE TO BE REINSTALLED TO CURRENT OR BETTER CONDITIONS.

DUNAWAY LN

DUNAWAY STA. BEGIN - 8+00

SEE THIS SHEET
MATCHLINE STA. 8+00

SEE SHEET 6
MATCHLINE STA. 16+00

DUNAWAY STA. 8+00 - 16+00

NORTH

30 0 30 60
HORIZ. SCALE IN FEET

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
30 SCALE When Plotted 22"x34" True Fullsize
60 SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

NOTE:
SEE TYPE 1 AND TYPE 2 RESIDENTIAL DRIVEWAY APPROACH DETAILS ON SHEET 58.

STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
CONTROL - STA 0+00 - 16+00

NO.	REVISION	DATE

PROJECT # 21256 | SCALE 1" = 30'

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 05 / 116 | SHEET 05

Texas 811
EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NORTH

30 0 30 60
HORIZ. SCALE IN FEET

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
30 SCALE When Plotted 22"x34" True Fullsize
60 SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

SEE SHEET 5
MATCHLINE STA. 16+00

SEE THIS SHEET
MATCHLINE STA. 24+00

DUNAWAY LN

KONA DR

WOODARD LN

BREEZY LN

EXIST VARIABLE R.O.W.

TEMPORARY CONSTRUCTION EASEMENT
INST. NO. D220291219
T.C.O.P.R.
531 DUNAWAY LN.
CHAPMAN, DANIEL M WAY, J ADDITION
BLOCK1
LOT 1

DUNAWAY:
STA.17+44.52; -18.00'L
N:7010975.6412
E:2264112.5028
CL EXIST DWY

DUNAWAY:
STA.17+83.72; -18.00'L
N:7010975.6298
E:2264151.6970
CL EXIST DWY

535 DUNAWAY LN.
MICHAEL, TIMOTHY ALAN
M E P & RR CO. SURVEY #37
ABSTRACT 1142
TRACT 3A02

TEMPORARY CONSTRUCTION EASEMENT
INST. NO. D225023903
T.C.O.P.R.
535 DUNAWAY LN.

PROPOSED ASPHALT PAVING

DUNAWAY:
STA.21+12.99; -18.00'L
N:7010975.5339
E:2264480.9703
CL EXIST DWY

DUNAWAY:
STA.20+58.04; -18.00'L
N:7010975.5499
E:2264426.0226
CL EXIST DWY

DUNAWAY:
STA.19+40.84; -18.00'L
N:7010975.5840
E:2264308.8234
CL KONA DR.

TEMPORARY CONSTRUCTION EASEMENT
INST. NO. D209327672
T.C.O.P.R.

TEMPORARY CONSTRUCTION EASEMENT
INST. NO. D222170272
T.C.O.P.R.

605 DUNAWAY LN.
WRINKLE, CLIFFORD WILLARD
M E P & RR CO SURVEY #37
ABSTRACT 1142 TRACT 3A02
3A14

DUNAWAY:
STA.22+26.90; -18.00'L
N:7010975.5007
E:2264594.8815
CL EXIST DWY

TEMPORARY CONSTRUCTION EASEMENT
INST. NO. 0012689000
T.C.O.P.R.
609 DUNAWAY LN.
SIGALA, HURIEL
M E P & RR CO SURVEY #37
ABSTRACT 1142 TRACT 3A02A

DUNAWAY:
STA.23+42.96; -18.00'L
N:7010976.4536
E:2264710.0185
CL EXIST DWY

L=225.316
R=800.000
Δ=016.1371
T=113.409

613 DUNAWAY LN.

PROP TYPE 2 DWY
PROP TYPE 1 DWY

DUNAWAY:
STA.16+12.49; 18.00'R
N:7010939.6797
E:2263980.4589
CL EXIST DWY

DUNAWAY:
STA.16+58.87; 18.00'R
N:7010939.6662
E:2264026.8456
CL EXIST DWY

DUNAWAY:
STA.17+01.93; 18.00'R
N:7010939.6536
E:2264069.8985
CL EXIST DWY

DUNAWAY:
STA.17+96.79; 18.00'R
N:7010939.6260
E:2264164.7636
CL EXIST DWY

538 DUNAWAY LN.
RC RESIDENTIAL PROPERTIES LLC
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1K4 & 1K5A

540 DUNAWAY LN.
LOPEZ, JOE
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1K02

DUNAWAY:
STA.18+71.93; 18.00'R
N:7010939.6041
E:2264239.9019
CL WOODARD LN.

324 WOODWARD LN.
HUNTER, JAMES B.
IVY, ROY ADDITION
LOT 1

S89° 58' 59.92"E
L=2302.770'

DUNAWAY:
STA.20+89.11; 18.00'R
N:7010939.5408
E:2264457.0775
CL EXIST DWY

PROPOSED CONCRETE PAVING WITH CURB & GUTTER

PROPOSED SIDEWALK

325 BREEZY LN.
MORRISON, MICHAEL
IVY, ROY ADDITION
LOT 11

DUNAWAY:
STA.23+02.77,
N:7010957.4786
E:2264670.7464
CL DUNAWAY: PC

5/8" CIRF
(TCS RPLS 4277)
N.7010925.4850
E.2264652.3830

PROPOSED ASPHALT PAVING

320 BREEZY LN.

DUNAWAY:
STA.23+09.75; 18.00'R
N:7010939.5076
E:2264677.8756
CL BREEZY LN.

DUNAWAY:
STA.23+21.34; 62.74'R
N:7010894.9627
E:2264690.7516
CL EXIST DWY

NOTE:
SEE TYPE 1 AND TYPE 2 RESIDENTIAL DRIVEWAY APPROACH DETAILS ON SHEET 58.

DUNAWAY STA. 16+00 - 24+00

SEE SHEET 7
MATCHLINE STA. 32+00

SEE THIS SHEET
MATCHLINE STA. 24+00

KIMBROUGH RD

DUNAWAY LN

TEMPORARY CONSTRUCTION EASEMENT
INST. NO. D0112689000
T.C.O.P.R.
617 DUNAWAY LN.
DORAN, DENIS DION
JACKSON, DORA ADDITION
BLOCK 1 LOT 2

DUNAWAY:
STA.25+28.09,
N:7010988.9342
E:2264893.1045
CL DUNAWAY: PRC

PROPOSED ASPHALT PAVING

DUNAWAY:
STA.25+63.39; -18.00'L
N:7011015.4814
E:2264922.9970
CL KIMBROUGH RD.

701 DUNAWAY LN.
AYERS, CHARLES J II
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 6C04

L=222.209
R=800.000
Δ=015.9146
T=111.825

DUNAWAY:
STA.27+50.30,
N:7011020.3847
E:2265112.3561
CL DUNAWAY: PT

DUNAWAY:
STA.27+95.53; -18.00'L
N:7011038.5470
E:2265157.5226
CL EXIST DWY

DUNAWAY:
STA.28+50.67; 18.00'R
N:7011002.7453
E:2265212.7916
CL EXIST DWY

N89° 47' 39.10"E
L=3150.453'

PROP TYPE 2 DWY
PROP TYPE 1 DWY

PROPOSED CONCRETE PAVING WITH CURB & GUTTER

PROPOSED SIDEWALK

DUNAWAY:
STA.26+04.21; 18.00'R
N:7010988.8729
E:2264970.4617
CL EXIST DWY

DUNAWAY:
STA.26+55.33; 18.00'R
N:7010996.5494
E:2265019.8342
CL EXIST DWY

TEMPORARY CONSTRUCTION EASEMENT
INST. NO. D199168532
T.C.O.P.R.

DUNAWAY:
STA.27+00.57; 18.00'R
N:7011000.7000
E:2265063.8483
CL EXIST DWY

DUNAWAY:
STA.28+04.48; 18.00'R
N:7011002.5794
E:2265166.6038
CL EXIST DWY

700 DUNAWAY LN.
CARON, JOYCE A.
WILCOX, JACOB SURVEY #50
ABSTRACT 1710
TRACT 2A

DUNAWAY:
STA.28+70.62; 18.00'R
N:7011002.8170
E:2265232.7455
CL EXIST DWY

TEMPORARY CONSTRUCTION EASEMENT
INST. NO. D182034005
T.C.O.P.R.

DUNAWAY:
STA.29+40.11; 18.00'R
N:7011003.0666
E:2265302.2316
CL EXIST DWY

708 DUNAWAY LN.
SHERLIN, LINDA G
HIGH SCHOOL ADDITION-AZLE
BLOCK 1 LOT A

712 DUNAWAY LN.
MANN, ELAINE N
HIGH SCHOOL ADDITION-AZLE
BLOCK 1 LOT B

714 DUNAWAY LN.
LONGORIA, MICHAEL
HIGH SCHOOL ADDITION-AZLE
BLOCK 1 LOT C

DUNAWAY:
STA.30+10.42; 18.00'R
N:7011003.3192
E:2265372.5480
CL EXIST DWY

720 DUNAWAY LN.
GOOD, JAMES E
HIGH SCHOOL ADDITION-AZLE
BLOCK 1 LOT D

DUNAWAY:
STA.30+81.47; 18.00'R
N:7011003.5744
E:2265443.5933
CL EXIST DWY

724 DUNAWAY LN.
ORTEGO, GLENDA MAE
HIGH SCHOOL ADDITION-AZLE
BLOCK 1 LOT 1

DUNAWAY:
STA.31+53.02; 18.00'R
N:7011003.8314
E:2265515.1400
CL EXIST DWY

728 DUNAWAY LN.
FERGERSON, RALPH M JR.
HIGH SCHOOL ADDITION-AZLE
BLOCK 1 LOT 2

L=225.316
R=800.000
Δ=016.1371
T=113.409

BREEZY LN.
L CHRISTI S
Y ADDITION
OT 12

DUNAWAY STA. 24+00 - 32+00

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
CONTROL - STA 16+00 - 32+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256
SCALE 1" = 30'
SEQ. 06
SHEET 06
116

Plotted by: jeff burns Plot Date: 8/26/2026 4:44 PM
Saved By: jburns Save Time: 8/26/2026 11:00 AM
X:\CI_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_CTRL.dwg

Plotted by: jeff burns Plot Date: 8/26/2026 4:44 PM
Saved By: jburns Save Time: 8/26/2026 11:00 AM
X:\CI_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_CTRL.dwg

Texas 811
EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NORTH
30 0 30 60
HORIZ. SCALE IN FEET

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
30 SCALE When Plotted 22"x34" True Fullsize
60 SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

SEE SHEET 6
MATCHLINE STA. 32+00

SEE THIS SHEET
MATCHLINE STA. 40+00

DUNAWAY LN

DUNAWAY STA. 32+00 - 40+00

DUNAWAY: STA.32+90.60; -18.00'L N:7011040.3253 E:2265652.5890 CL EXIST DWY

DUNAWAY: STA.36+35.66; -18.00'L N:7011041.5648 E:2265997.6532 CL EXIST DWY

N89° 47' 39.10"E L=3150.453'

½" IRF N.7011037.8770 E.2265988.5970

TEMPORARY CONSTRUCTION EASEMENT INST. NO. D209048907 T.C.O.P.R.

EXIST VARIABLE R.O.W.

37' B-B

PROP TYPE 2 DWY

PROP TYPE 1 DWY

DUNAWAY: STA.32+21.16; 18.00'R N:7011004.0761 E:2265583.2782 CL EXIST DWY

DUNAWAY: STA.32+94.48; 18.00'R N:7011004.3395 E:2265656.6002 CL EXIST DWY

DUNAWAY: STA.33+60.38; 18.00'R N:7011004.5762 E:2265722.4989 CL EXIST DWY

DUNAWAY: STA.34+36.77; 18.00'R N:7011004.8506 E:2265798.8911 CL EXIST DWY

PROPOSED ASPHALT PAVING

JAMES ST

DUNAWAY: STA.35+46.32; 18.00'R N:7011005.2441 E:2265908.4405 CL JAMES ST.

DUNAWAY: STA.37+26.14; 18.00'R N:7011005.8900 E:2266088.2610 CL EXIST DWY

WALNUT AVE

DUNAWAY: STA.38+63.59; 18.00'R N:7011006.3837 E:2266225.7049 CL WALNUT AVE.

PROPOSED ASPHALT PAVING

721 DUNAWAY LN. AZLE MANOR INC AZLE MANOR ADDITION BLOCK 1 LOT 1

721 DUNAWAY LN.

732 DUNAWAY LN. TRITTON, MEAGAN HIGH SCHOOL ADDITION-AZLE BLOCK 1 LOT 3

736 DUNAWAY LN. KOCH, PHILIP G HIGH SCHOOL ADDITION-AZLE BLOCK 1 LOT 4

740 DUNAWAY LN. ZURWSKI, TIMOTHY R. HIGH SCHOOL ADDITION-AZLE BLOCK 1 LOT 5

833 JAMES ST. BEDAK, SAMANTHA HIGH SCHOOL ADDITION-AZLE BLOCK 1 LOT 6

844 JAMES ST. MICAH REAL ESTATE SOLUTIONS LL HIGH SCHOOL ADDITION-AZLE BLOCK 3 LOT A8

800 DUNAWAY LN. HOAGLIND OAKS PROPERTIES LLC HIGH SCHOOL ADDITION-AZLE BLOCK 3 LOT A1

333 WALNUT LN.

333 WALNUT AVE. ALEXANDER, PAUL T. HIGH SCHOOL ADDITION-AZLE BLOCK 3 LOT A2

WALNUT AVE. HARDING, STEPHEN L. OLD CORWEB PARK ADDITION BLOCK 2 LOT 1

825 DUNAWAY LN. SCHELLENBERGER, ROY M E P & FRR CO SURVEY #37 ABSTRACT 1142

825 DUNAWAY LN.

401 FALL HORTON CAPITAL STONE EAGL BLOCK A LOT 24

900 GRANITE DR. STONE EAGLE HOLDINGS LP STONE EAGLE ADDITION BLOCK A LOT 25

901 DUNAWAY LN. STONE EAGLE HOLDINGS LP STONE EAGLE ADDITION BLOCK A LOT 26X OPEN SPACE

20' BARNETT GATHERING, LP PIPELINE EASEMENT INST. #D210045358 OPRTCT

SEE SHEET 8
MATCHLINE STA. 48+00

DUNAWAY STA. 40+00 - 48+00

DUNAWAY: STA.41+17.84; 18.00'R N:7011007.2970 E:2266479.9523 CL EXIST DWY

DUNAWAY: STA.42+25.51; 18.00'R N:7011007.6837 E:2266587.6224 CL EXIST DWY

DUNAWAY: STA.43+02.64; 18.00'R N:7011007.9608 E:2266664.7508 CL EXIST DWY

N89° 47' 39.10"E L=3150.453'

DUNAWAY: STA.44+23.55; 18.00'R N:7011008.3951 E:2266785.6624 CL EXIST DWY

DUNAWAY: STA.45+22.31; 18.00'R N:7011008.7498 E:2266884.4270 CL OAK ST.

DUNAWAY: STA.46+67.19; 18.00'R N:7011009.2702 E:2267029.3044 CL EXIST DWY

DUNAWAY: STA.47+31.92; 18.00'R N:7011009.5027 E:2267094.0302 CL EXIST DWY

DUNAWAY: STA.47+76.24; 18.00'R N:7011009.6620 E:2267138.3567 CL EXIST DWY

TEMPORARY CONSTRUCTION EASEMENT INST. NO. D222063435 T.C.O.P.R.

TEMPORARY CONSTRUCTION EASEMENT VOL. 8320, PG. 930 T.C.O.P.R.

TEMPORARY CONSTRUCTION EASEMENT INST. NO. D215215382 T.C.O.P.R.

PROPOSED ASPHALT PAVING

OAK ST

908 GRANITE DR. STONE EAGLE HOLDINGS LP STONE EAGLE ADDITION BLOCK A LOT 27

912 GRANITE DR. STONE EAGLE HOLDINGS LP STONE EAGLE ADDITION BLOCK A LOT 28

916 GRANITE DR. STONE EAGLE HOLDINGS LP STONE EAGLE ADDITION BLOCK A LOT 29

400 BASALT DR. STONE EAGLE HOLDINGS LP STONE EAGLE ADDITION BLOCK A LOT 30

1060 MOORING DR. DAVIS, PHILIP JOSEPH HARBOR PARC BLOCK B LOT 7

1060 MOORING

1064 MOORING DR. SCOTT, HOPE BREANN HARBOR PARC BLOCK B LOT 8

1064 MOORING

1068 MOORING DR. DARCEY, SHAUN HARBOR PARC BLOCK B LOT 9

1068 MOORING

1072 MOORING DR. MAXWELL, SUZAN MARIE HARBOR PARC BLOCK B LOT 10

1072 MOORING

DUNAWAY LN. HARBOR PARC RESIDENTIAL COMMUNITY INC HARBOR PARC BLOCK B LOT 1X OPEN SPACE HOA

908 DUNAWAY LN. WEST, SEAN M OLD CORWEB PARK ADDITION BLOCK 2 LOT 4

912 DUNAWAY LN. WINKLEMEYER, KAREN OLD CORWEB PARK ADDITION BLOCK 2 LOT 5

916 DUNAWAY LN. ARREDONDO, ADAM OLD CORWEB PARK ADDITION BLOCK 2 LOT 6

920 DUNAWAY LN. LANGHORN, CRYSTAL G OLD CORWEB PARK ADDITION BLOCK 2 LOT 7

1000 DUNAWAY LN. CONNER, BRIAN OLD CORWEB PARK ADDITION BLOCK 3 LOT 1

1004 DUNAWAY LN. HALL, JACKIE M. OLD CORWEB PARK ADDITION BLOCK 3 LOT 2

1008 DUNAWAY LN. ROCHA, RAMIRO OLD CORWEB PARK ADDITION BLOCK 3 LOT 3

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
CONTROL - STA 32+00 - 48+00

NO.	REVISION	DATE

PROJECT # 21256 | SCALE 1" = 30'

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 07 | SHEET 07
116

Texas 811
EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NORTH

30 0 30 60
HORIZ. SCALE IN FEET

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
30 SCALE When Plotted 22"x34" True Fullsize
60 SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

SEE SHEET 7
MATCHLINE STA. 48+00

SEE THIS SHEET
MATCHLINE STA. 56+00

DUNAWAY STA. 48+00 - 56+00

DUNAWAY LN

ELM AVE

REGATTA LN

1076 MOORING DR. KIRKHAM, MISTY ELAINE HARBOR PARC BLOCK B LOT 11
1080 MOORING DR. FOREHAND, KASS D. HARBOR PARC BLOCK B LOT 12
1084 MOORING DR. REYES, ROWENA A DELOS HARBOR PARC BLOCK B LOT 13
1088 MOORING DR. GENTRY, CHRISTOPHER R. HARBOR PARC BLOCK B LOT 14
1092 MOORING DR. BEARD, GARY R. HARBOR PARC BLOCK B LOT 15
1096 MOORING DR. BERGER, JESSICA ELIZABETH HARBOR PARC BLOCK B LOT 16
1100 MOORING DR. GRIFFIN, ASHLEY TAYLOR HARBOR PARC BLOCK B LOT 17
1104 MOORING DR. BRANDT, JENNIFER HARBOR PARC BLOCK B LOT 18
1108 MOORING DR. PECKENPAUGH, HAROLD BERNARD HARBOR PARC BLOCK B LOT 19

1076 MOORING
1080 MOORING
1084 MOORING
1088 MOORING
1092 MOORING
1096 MOORING
1100 MOORING
1104 MOORING
1108 MOORING

20' BARNETT GATHERING, LP PIPELINE EASEMENT INST. #D210045358 OPRTCT

5/8" CIRF (KHA) N.7011080.5420 E.2267440.1040

DUNAWAY LN. HARBOR PARC RESIDENTIAL COMMUNITY INC HARBOR PARC BLOCK B LOT 1X OPEN SPACE HOA

N89° 47' 39.10"E L=3150.453'

EXIST VARIABLE R.O.W.

37' B-B

18.5'

PROP TYPE 1 DWY
PROP TYPE 2 DWY

1008 DUNAWAY LN. ROCHA, RAMIRO OLD COBWEB PARK ADDITION BLOCK 3 LOT 3

1012 DUNAWAY LN. MIDKIFF, JOHN C OLD COBWEB PARK ADDITION BLOCK 3 LOT 4

1016 DUNAWAY LN. BONA FIDE INVESTMENTS LLC - SERIES G OLD COBWEB PARK ADDITION BLOCK 3 LOT 5

341 ELM AVE. MEDINA, ELENA XITALALY BELTRAN OLD COBWEB PARK ADDITION BLOCK 3 LOT 6R1

1100 DUNAWAY LN. LUDWIG, THOMAS R. OLD COBWEB PARK ADDITION BLOCK 4 LOT 1

1104 DUNAWAY LN. MCGEE, MICHAEL A. OLD COBWEB PARK ADDITION BLOCK 4 LOT 2

1108 DUNAWAY LN. BURTON, DELORES M. OLD COBWEB PARK ADDITION BLOCK 4 LOT 3

1112 DUNAWAY LN. LAYTON, JENNIFER K. OLD COBWEB PARK ADDITION BLOCK 4 LOT 4

PROPOSED ASPHALT PAVING

DUNAWAY:
STA.48+64.88; 18.00'R
N:7011009.9803
E:2267226.9918
CL EXIST DWY

DUNAWAY:
STA.49+75.45; 18.00'R
N:7011010.3775
E:2267337.5643
CL EXIST DWY

DUNAWAY:
STA.50+61.30; 18.00'R
N:7011010.6859
E:2267423.4147
CL EXIST DWY

DUNAWAY:
STA.51+72.12; 18.50'R
N:7011010.5839
E:2267534.2321
CL ELM AVE.

DUNAWAY:
STA.53+30.56; 18.00'R
N:7011011.6530
E:2267692.6694
CL EXIST DWY

DUNAWAY:
STA.54+20.11; 18.00'R
N:7011011.9747
E:2267782.2155
CL EXIST DWY

DUNAWAY:
STA.54+98.28; -18.00'L
N:7011048.2553
E:2267860.2610
CL REGATTA LN.

DUNAWAY:
STA.54+91.48; 18.00'R
N:7011012.3810
E:2267853.5845
CL EXIST DWY

DUNAWAY:
STA.55+33.22; 18.00'R
N:7011012.3810
E:2267895.3235
CL EXIST DWY

DUNAWAY STA. 56+00 - END

HARBOR DR

N ASH AVE

OAK HARBOR BLVD

401 HARBOR DR. DEPEREZGALVEZ, BERTHA H. HARBOR PARC BLOCK C LOT 50

400 REGATTA

DUNAWAY LN. HARBOR PARC RESIDENTIAL COMMUNITY INC HARBOR PARC BLOCK C LOT 51X OPEN SPACE HOA

N89° 47' 39.10"E L=3150.453'

PROPOSED ASPHALT PAVING

DUNAWAY:
STA.57+84.54; -34.46'L
N:7011065.7418
E:2268146.4538
CL END SIDEWALK

CL DUNAWAY:
STA.58+21.52,
N:7011031.4164
E:2268183.5576
CL ASH AVE.

CL DUNAWAY:
STA.58+14.01,
N:7011031.3895
E:2268176.0518
END ASPHALT
END IMPROVEMENTS

CL DUNAWAY:
STA.58+10.01,
N:7011031.3751
E:2268172.0516
END CONCRETE
BEGIN ASPHALT

DUNAWAY:
STA.57+22.22; 18.00'R
N:7011013.0599
E:2268084.3244
CL EXIST DWY

DUNAWAY:
STA.57+97.17; 52.23'R
N:7010979.0946
E:2268159.3988
CL END SIDEWALK

341 N. ASH AVE. DUKE, KEVIN D. OLD COBWEB PARK ADDITION BLOCK 4 LOT 5R2-1

341 ASH AVE.

337 ASH AVE.

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
CONTROL - STA 48+00 - END

NO.	REVISION	DATE

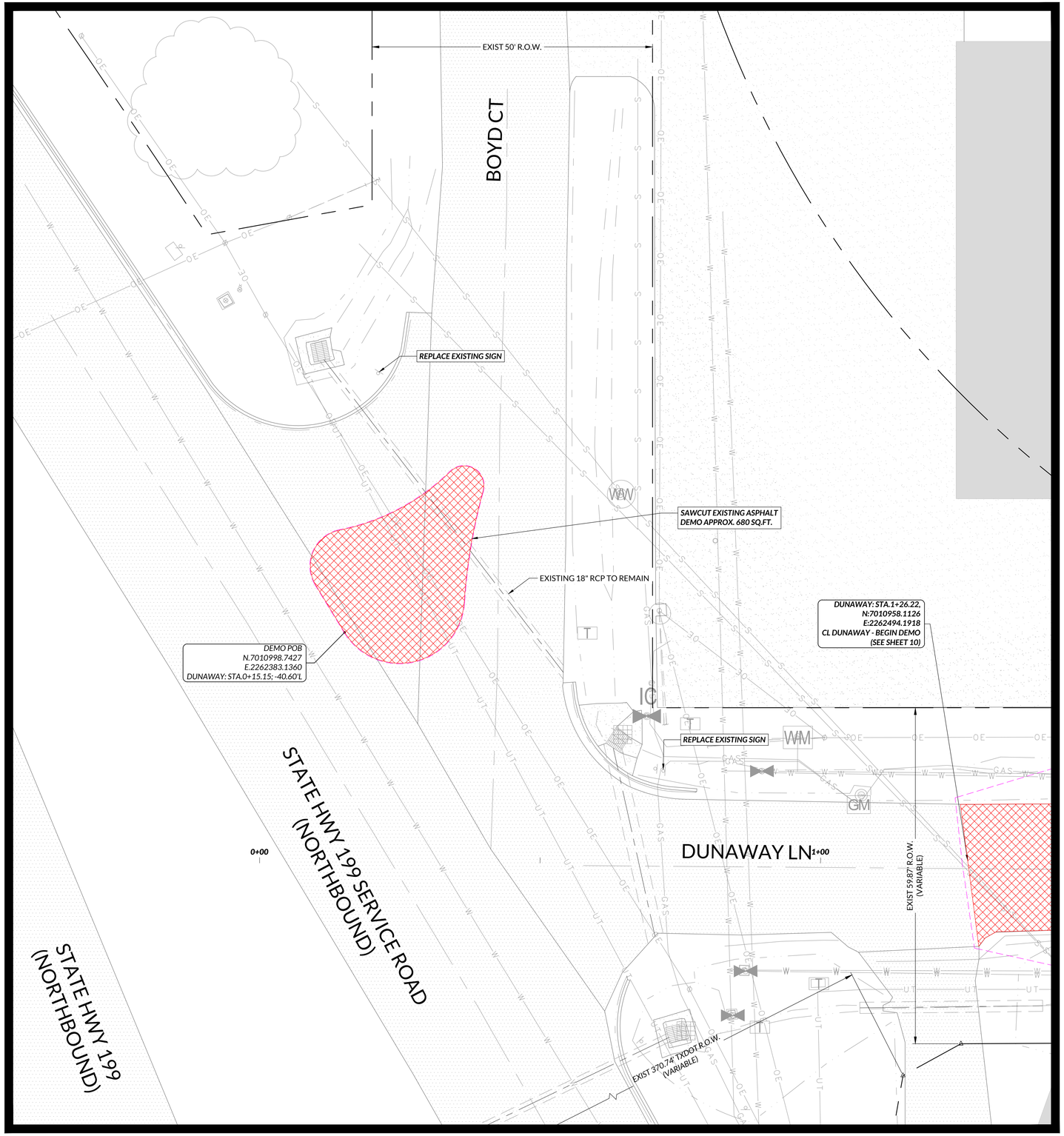
PROJECT # 21256 | SCALE 1" = 30'

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 08 | SHEET 08 / 116

X:\CL_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_CTRL.dwg
Saved By: jburns
Save Time: 8/26/2026 11:00 AM
Plotted by: jeff burns
Plot Date: 8/26/2026 4:44 PM

Plot Date: 8/26/2026 4:44 PM
Plotted by: jeff burns
Save Time: 8/26/2026 3:44 PM
Saved By: jburns
X:\CI_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\48 TXDOT INTERSECTION EROSION CONTROL PLAN.dwg



NORTH

10 0 10 20

HORIZ. SCALE IN FEET

STATE HIGHWAY 199 SERVICE RD
POSTED SPEED LIMIT = 40MPH

DUNAWAY LN POSTED SPEED LIMIT = 25MPH

BOYD CT STATUTORY SPEED LIMIT = 25MPH

LEGEND

- DEMOLISH ASPHALT PAVEMENT
- DEMOLISH CONCRETE PAVEMENT
- REMOVE GRAVEL PAVEMENT
- CONSTRUCTION LIMITS
- REMOVE SANITARY SEWER
- REMOVE WATER LINE

STATE OF TEXAS
DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

DEMOLITION PLAN - TXDOT INTERSECTION

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 10'

SEQ. 09 / 116 | SHEET 09

X:\CI_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_DEMO.dwg Save Time: 6/1/2026 2:06 PM Saved By: svanderpool Plotted by: jeff burns Plot Date: 8/26/2026 4:45 PM

411 DUNAWAY LN:
FENCING REQUIRED AT ALL TIMES PER OWNER'S REQUEST. EXISTING GATE TO BE REINSTALLED TO CURRENT OR BETTER CONDITIONS.

DUNAWAY:
STA.1+26.22;
N:7010958.1126
E:2262494.1972
CL DUNAWAY: BEGIN DEMO

BEGIN REMOVE EXISTING 4" CI WL

REMOVE EXISTING CULVERT & HEADWALL

405 DUNAWAY LN.

407 DUNAWAY LN.

TEMPORARY GATE TO BE INSTALLED AS NECESSARY DURING CONSTRUCTION.

REMOVE EXISTING CULVERT & HEADWALL

411 DUNAWAY LN.

RELOCATE EXISTING MAILBOX

413 DUNAWAY LN.
DELGADILLO, SAMUEL
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 2A06

REMOVE EXISTING CULVERT

RELOCATE EXISTING MAILBOX

REMOVE EXISTING CURBS

REMOVE EXISTING CULVERT

RELOCATE POWER POLE

421 DUNAWAY LN.
GONZALEZ, JUAN CARLOS
GONZALEZ PLACE
BLOCK LOT 1

REMOVE EXISTING CULVERT

421 DUNAWAY LN.

RELOCATE POWER POLE

CONSTRUCTION LIMITS

425 DUNAWAY LN.

425 DUNAWAY LN.
SEMPER AMA LLC - SERIES E
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 2A9 & 2A10

RELOCATE POWER POLE

REMOVE EXISTING CULVERT

501 DUNAWAY LN.

REMOVE EXISTING CULVERT & HEADWALL

REMOVE EXISTING CULVERT & HEADWALL

RELOCATE EXISTING SIGN

BEGIN REMOVE EXISTING 12" AC WL

342 NORTHWEST PKWY
RON STURGEON REAL ESTATE LP
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1L05A

DWY S-2

DWY S-3

RELOCATE EXISTING SIGN

REMOVE EXISTING CULVERT & HEADWALL

REMOVE EXISTING CULVERT & HEADWALL

408 DUNAWAY LN.
AZLE CHURCH OF CHRIST INC.
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1L5 1L5B 1L5C & 1L5D

RELOCATE EXISTING MAILBOX

RELOCATE EXISTING MAILBOX

RELOCATE EXISTING MAILBOX

RELOCATE EXISTING MAILBOX

RELOCATE EXISTING MAILBOX

CONSTRUCTION LIMITS

REMOVE EXISTING CULVERT

500 DUNAWAY LN.

500 DUNAWAY LN.
SMITH, BILLIE RUTH
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1L04

504 DUNAWAY LN.
RODRIGUEZ, FELIPE
WILSON & SCRUGGS SUR
ABSTRACT 1948
TRACT 1L03A

501 DUNAWAY LN.

1+00 2+00 3+00 4+00 5+00 6+00 7+00 8+00

DUNAWAY STA. BEGIN - 8+00

SEE THIS SHEET
MATCHLINE STA. 8+00

SEE SHEET 11
MATCHLINE STA. 16+00

REMOVE EXISTING CULVERT & HEADWALLS

509 DUNAWAY LN.
MAYO, KRISTINA
M E P & P RR CO SURVEY #37
ABSTRACT 1142

RELOCATE EXISTING MAILBOX

RELOCATE POWER POLE

501 DUNAWAY LN.
SEMPER AMA LLC - SERIES E
HENSON & ELAINE DUNN ADDITION
BLOCK LOT 1

509 DUNAWAY LN.

REMOVE EXISTING CULVERT & HEADWALLS

517 DUNAWAY LN.
DUNAWAY, STEPHEN
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 3C

RELOCATE EXISTING MAILBOX

REMOVE EXISTING 4" CI WL

517 DUNAWAY LN.

RELOCATE POWER POLE

RELOCATE POWER POLE

RELOCATE POWER POLE

RELOCATE WATER METER

CONSTRUCTION LIMITS

517 DUNAWAY LN.

REMOVE EXISTING CULVERT

RELOCATE POWER POLE

REMOVE EXISTING CULVERT

517 DUNAWAY LN.
DUNAWAY, STEPHEN
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 3C

RELOCATE POWER POLE

527 DUNAWAY LN.
SONNTAG, MICHAEL A
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 3G

RELOCATE WATER METER

RELOCATE EXISTING MAILBOX

527 DUNAWAY LN.

9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00

RELOCATE EXISTING MAILBOX

REMOVE EXISTING CULVERT

REMOVE EXISTING CULVERT

REMOVE EXISTING CULVERT & HEADWALLS

REMOVE EXISTING CULVERT & HEADWALLS

REMOVE EXISTING CULVERT

REMOVE EXISTING CULVERT

RELOCATE EXISTING MAILBOX

REMOVE EXISTING 12" AC WL

CONSTRUCTION LIMITS

RELOCATE EXISTING MAILBOX

RELOCATE EXISTING MAILBOX

504 DUNAWAY LN.

508 DUNAWAY LN.

512 DUNAWAY LN.

516 DUNAWAY LN.

520 DUNAWAY LN.

524 DUNAWAY LN.

528 DUNAWAY LN.

532 DUNAWAY LN.

534 DUNAWAY LN.

DUNAWAY STA. 8+00 - 16+00

NORTH

30 0 30 60

HORIZ. SCALE IN FEET

Texas 811

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
30 SCALE When Plotted 22"x34" True Fullsize
60 SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

LEGEND

- DEMOLISH ASPHALT PAVEMENT
- DEMOLISH CONCRETE PAVEMENT
- REMOVE GRAVEL PAVEMENT
- CONSTRUCTION LIMITS
- REMOVE SANITARY SEWER
- REMOVE WATER LINE

STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
DEMOLITION PLAN STA. 0+00-16+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256
SCALE 1" = 30'

SEQ. 10 / 116
SHEET 10

X:\CL_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_DEMO.dwg Saved By: svanderpool Save Time: 6/1/2026 2:06 PM Plotted by: jeff burns Plot Date: 8/26/2026 4:45 PM

535 DUNAWAY LN: EXISTING TREES TO REMAIN.

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NORTH

30 0 30 60
HORIZ. SCALE IN FEET

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
30 SCALE When Plotted 22"x34" True Fullsize
60 SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

SEE SHEET 10
MATCHLINE STA. 16+00

SEE THIS SHEET
MATCHLINE STA. 24+00

DUNAWAY STA. 16+00 - 24+00

DUNAWAY: STA.19+41.29; -59.23'L N:7011016.8169 E:2264309.2876 END DEMO

DUNAWAY: STA.18+72.93; 66.21'R N:7010891.3972 E:2264240.8893 END DEMO

DUNAWAY: STA.23+09.75; 81.91'R N:7010875.6004 E:2264678.4144 END DEMO

KONA DR

WOODARD LN

BREEZY LN

535 DUNAWAY LN. MICHAEL, TIMOTHY ALAN M E P & P RR CO SURVEY #37 ABSTRACT 1142 TRACT 6C04

WRINKLE, CLIFFORD WILLARD M E P & RR CO SURVEY #37 ABSTRACT 1142 TRACT 3A02B & 3A2C 3A12 3A13 3A14

324 WOODWARD LN. HUNTER, JAMES B. IVY, ROY ADDITION LOT 1

325 BREEZY LN. MORRISON, MICHAEL IVY, ROY ADDITION LOT 11

RELOCATE POWER POLE
RELOCATE WATER METER
CONSTRUCTION LIMITS
RELOCATE EXISTING SIGN
RELOCATE WATER METER
RELOCATE EXISTING MAILBOX
RELOCATE EXISTING MAILBOX
RELOCATE EXISTING MAILBOX
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING 4" CI WL
REMOVE EXISTING 12" AC WL
REMOVE EXISTING 8" AC WL
REMOVE EXISTING CULVERT AND RIP-RAP
RELOCATE EXISTING SIGN
RELOCATE EXISTING SIGN
RELOCATE EXISTING SIGN
CONSTRUCTION LIMITS
CONSTRUCTION LIMITS

LEGEND
- *DEMOLISH ASPHALT PAVEMENT*
- *DEMOLISH CONCRETE PAVEMENT*
- *REMOVE GRAVEL PAVEMENT*
- *CONSTRUCTION LIMITS*
- *REMOVE SANITARY SEWER*
- *REMOVE WATER LINE*

KIMBROUGH RD

SEE THIS SHEET
MATCHLINE STA. 24+00

SEE SHEET 12
MATCHLINE STA. 32+00

DUNAWAY STA. 24+00 - 32+00

DUNAWAY: STA.25+73.68; -66.00'L N:7011064.6857 E:2264922.5644 END DEMO

701 DUNAWAY LN. AYERS, CHARLES J II M E P & P RR CO SURVEY #37 ABSTRACT 1142 TRACT 6C04

RELOCATE EXISTING SIGN
RELOCATE EXISTING SIGN
RELOCATE EXISTING 16" WL
RELOCATE EXISTING SIGN
RELOCATE EXISTING MONITOR WELL
END REMOVE EXISTING 4" CI WL
REMOVE EXISTING 8" AC WL
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING 8" AC WL
RELOCATE EXISTING MAILBOX
RELOCATE EXISTING MAILBOX
RELOCATE EXISTING MAILBOX
RELOCATE EXISTING MAILBOX
RELOCATE EXISTING MAILBOX
RELOCATE EXISTING MAILBOX
CONSTRUCTION LIMITS
CONSTRUCTION LIMITS
REMOVE EXISTING CULVERT

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
DEMOLITION PLAN STA 16+00-32+00

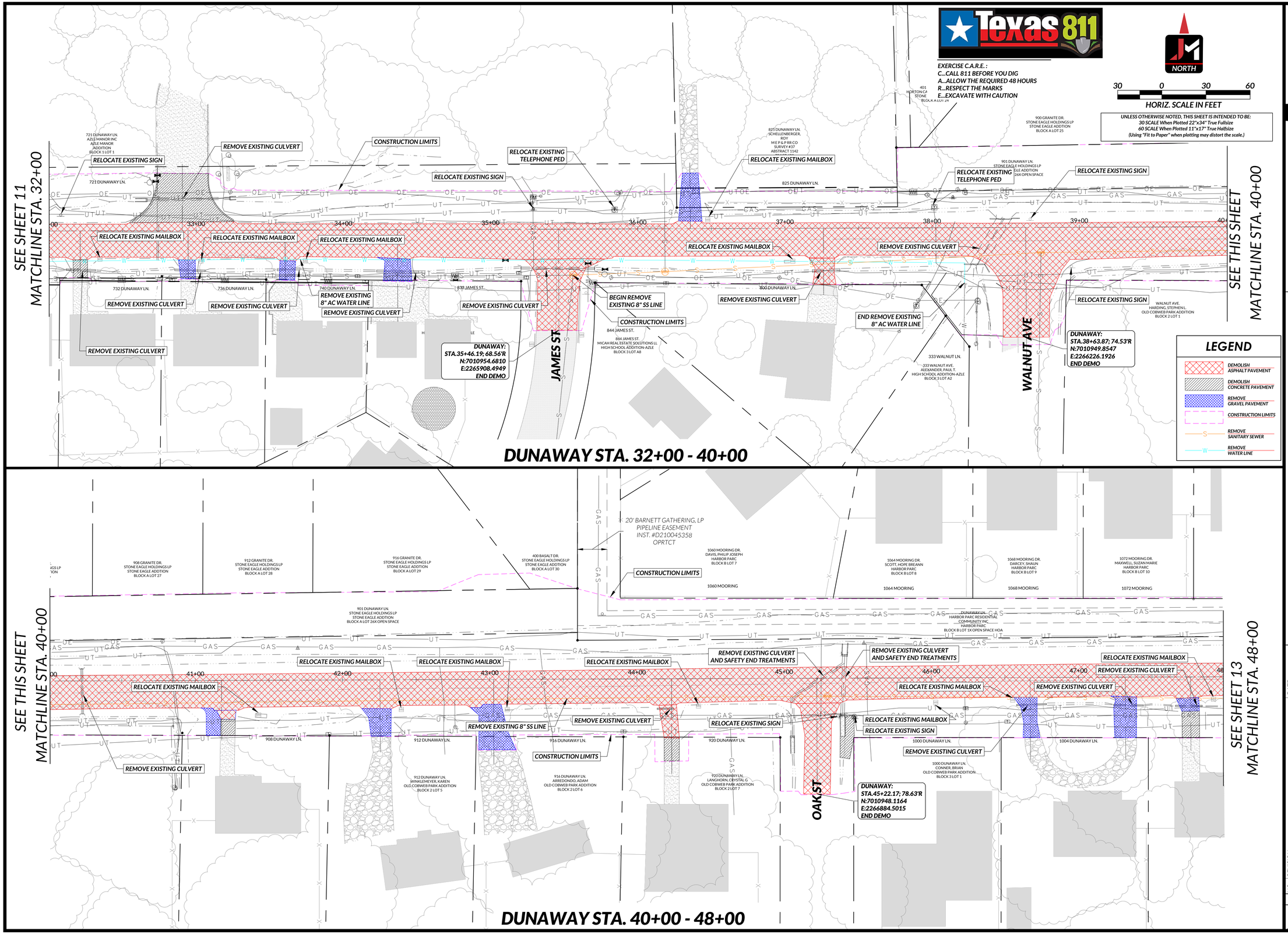
NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 30'

SEQ. 11 / 116 | SHEET 11

X:\CI_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_DEMO.dwg Saved By: svanderpool Plot Date: 8/26/2026 4:46 PM Save Time: 6/1/2026 2:06 PM Plotted by: jeff burns



EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
30 SCALE When Plotted 22"x34" True Fullsize
60 SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

STATE OF TEXAS
DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
DEMOLITION PLAN STA 32+00-48+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256
SCALE 1" = 30'
SEQ. 12
SHEET 12
116

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NORTH

30 0 30 60
HORIZ. SCALE IN FEET

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
30 SCALE When Plotted 22"x34" True Fullsize
60 SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

SEE SHEET 12
MATCHLINE STA. 48+00

1076 MOORING DR, KIRKHAM, MISTY ELAINE, HARBOR PARC, BLOCK 8 LOT 11
1080 MOORING DR, FOREHAND, KASS D, HARBOR PARC, BLOCK 8 LOT 12
1084 MOORING DR, REYES, ROWENA A DELOS, HARBOR PARC, BLOCK 8 LOT 13
1088 MOORING DR, GENTRY, CHRISTOPHER A, HARBOR PARC, BLOCK 8 LOT 14
1092 MOORING DR, BEARD, GARY R, HARBOR PARC, BLOCK 8 LOT 15
1096 MOORING DR, BERGER, JESSICA ELIZABETH, HARBOR PARC, BLOCK 8 LOT 16
1100 MOORING DR, GRIFFIN, ASHLEY TAYLOR, HARBOR PARC, BLOCK 8 LOT 17
1104 MOORING DR, BRANDT, JENNIFER, HARBOR PARC, BLOCK 8 LOT 18
1108 MOORING DR, PECKENPAUGH, HARBOR PARC, BLOCK 8 LOT 19

1076 MOORING
1080 MOORING
1084 MOORING
1088 MOORING
1092 MOORING
1096 MOORING
1100 MOORING
1104 MOORING

20' BARNETT GATHERING, LP PIPELINE EASEMENT INST. #D21004-5358 OPRTCT

DUNAWAY: STA.54+98.37: -45.57'L N:7011075.8259 E:2267860.2545 END DEMO

REMOVE EXISTING CULVERTS, HEADWALLS, AND RIP-RAP
RELOCATE EXISTING SIGN
REGATTA LN
CONSTRUCTION LIMITS
DUNAWAY LN, HARBOR PARC RESIDENTIAL COMMUNITY INC, HARBOR PARC, BLOCK B LOT 1X OPEN SPACE HOA
REMOVE EXISTING CULVERT AND SAFETY END TREATMENTS
REMOVE EXISTING CULVERT
RELOCATE EXISTING SIGN

48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00

RELOCATE EXISTING MAILBOX
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING 8" SS LINE
RELOCATE EXISTING SIGN
ADJUST EXISTING SS LINE
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT

1008 DUNAWAY LN.
1012 DUNAWAY LN.
1016 DUNAWAY LN.
341 ELM AVE.
1100 DUNAWAY LN.
1104 DUNAWAY LN.
1108 DUNAWAY LN.
1112 DUNAWAY LN.

341 ELM AVE.
MEDINA, ELENA XITALALY BELTRAN
OLD CORWEB PARK ADDITION
BLOCK 3 LOT 6R1

1100 DUNAWAY LN.
LUDWIG, THOMAS R.
OLD CORWEB PARK ADDITION
BLOCK 4 LOT 1

1104 DUNAWAY LN.
MCGEE, MICHAEL A.
OLD CORWEB PARK ADDITION
BLOCK 4 LOT 2

1112 DUNAWAY LN.
LAYTON, JENNIFER K.
OLD CORWEB PARK ADDITION
BLOCK 4 LOT 4

DUNAWAY: STA.51+72.21: 63.56'R N:7010965.5237 E:2267534.4840 END DEMO

ELM AVE

CONSTRUCTION LIMITS

SEE THIS SHEET
MATCHLINE STA. 56+00

DUNAWAY STA. 48+00 - 56+00

LEGEND

- DEMOLISH ASPHALT PAVEMENT
- DEMOLISH CONCRETE PAVEMENT
- REMOVE GRAVEL PAVEMENT
- CONSTRUCTION LIMITS
- REMOVE SANITARY SEWER
- REMOVE WATER LINE

SEE THIS SHEET
MATCHLINE STA. 56+00

20' BARNETT GATHERING, LP PIPELINE EASEMENT INST. #D21004-5358 OPRTCT

400 REGATTA
401 HARBOR

CONSTRUCTION LIMITS
HARBOR DR
DUNAWAY LN, HARBOR PARC RESIDENTIAL COMMUNITY INC, HARBOR PARC, BLOCK B LOT 1X OPEN SPACE HOA
RELOCATE EXISTING SIGN
REMOVE EXISTING 8" SS LINE
END REMOVE EXISTING 8" SS LINE

56+00 57+00 58+00 59+00 59+01

OAK HARBOR BLVD

DUNAWAY: STA.58+14.02; N:7011031.3895 E:2268176.0602 CL DUNAWAY: END DEMO

341 ASH AVE
REMOVE EXISTING CULVERT
REMOVE EXISTING CULVERT AND SAFETY END TREATMENT
RELOCATE EXISTING SIGN
REMOVE EXISTING CULVERT AND SAFETY END TREATMENT
CONSTRUCTION LIMITS
N ASH AVE

DUNAWAY STA. 56+00 - END

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

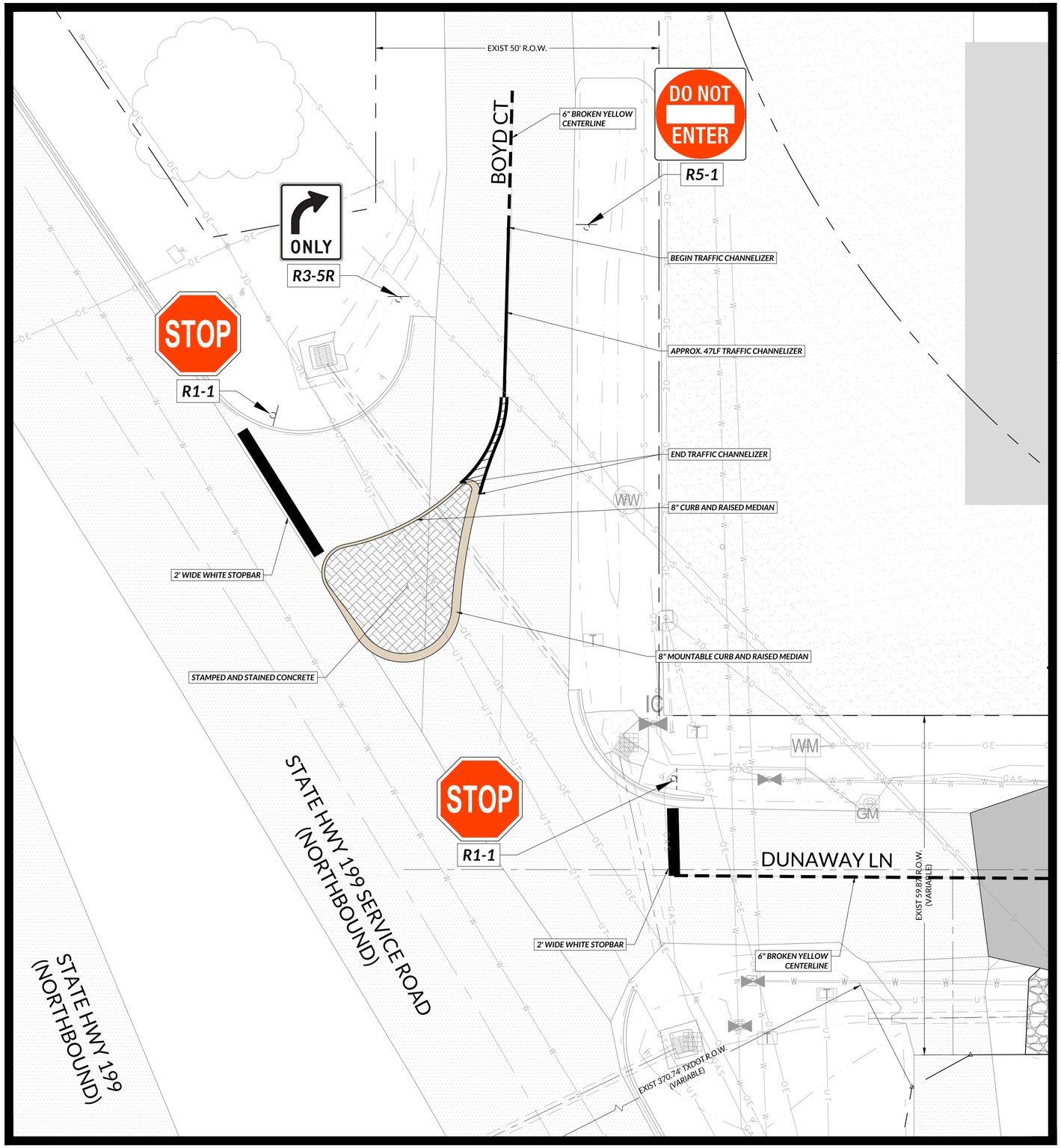
DEMOLITION PLAN STA 48+00-END

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256
SCALE 1" = 30'
SEQ. 13
SHEET 13
13 / 116

Plotted by: jeff burns Plot Date: 8/26/2026 4:46 PM
Saved By: svanderpool Save Time: 6/1/2026 2:06 PM
X:\CI_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_DEMO.dwg



NORTH

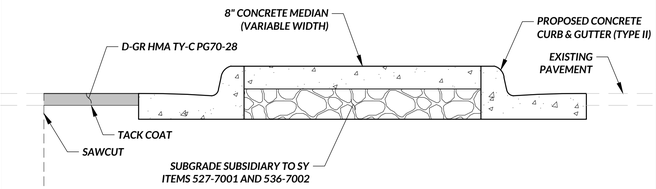
10 0 10 20

HORIZ. SCALE IN FEET

STATE HIGHWAY 199 SERVICE RD
POSTED SPEED LIMIT = 40MPH

DUNAWAY LN POSTED SPEED LIMIT = 25MPH

BOYD CT STATUTORY SPEED LIMIT = 25MPH



MEDIAN CROSS-SECTION DETAIL

N.T.S.

STATE OF TEXAS
DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER

08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN

TBPELS FIRM # 10194493

TBAE FIRM # BR 2261

TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

TXDOT INTERSECTION PROPOSED SITE PLAN

NO.	REVISION	DATE

PROJECT # 21256 | SCALE 1" = 10'

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 14 / 116 | SHEET 14

Plot Date: 8/26/2026 4:46 PM
Plotted by: jeff burns
Save Time: 8/26/2026 3:44 PM
Saved By: jburns
X:\CI_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\48 TXDOT INTERSECTION EROSION CONTROL PLAN.dwg

Plotted by: jeff burns Plot Date: 8/26/2026 4:47 PM
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BOYD

PROPOSED TXDOT INTERSECTION IMPROVEMENTS (SEE SHEET 14)

411 DUNAWAY LN:
FENCING REQUIRED AT ALL TIMES PER OWNER'S REQUEST. EXISTING GATE TO BE REINSTALLED TO CURRENT OR BETTER CONDITIONS.

DUNAWAY STA. 0+23.21=
CL SH 199 SERVICE RD
N. 7010958.1426
E. 2262391.1915
CL EG ELEV:727.98

S.H. 199 (SERVICE ROAD)

DUNAWAY STA. 1+50.00,
N.7010958.1057
E.2262517.9768
BEGIN CONC PVMT
CL TP ELEV:733.03

495 DUNAWAY LN.
407 DUNAWAY LN.
411 DUNAWAY LN.
413 DUNAWAY LN.
DELGADILLO, SAMUEL
M E P & P RR CO. SURVEY #37
ABSTRACT 1142
TRACT 2A06

DUNAWAY LN.

DWY S-2
DWY S-3

342 NORTHWEST PKWY
RON STURGEON REAL ESTATE LP
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1L05A

408 DUNAWAY LN.
AZLE CHURCH OF CHRIST INC.
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1L5 1L5B 1L5C & 1L5D

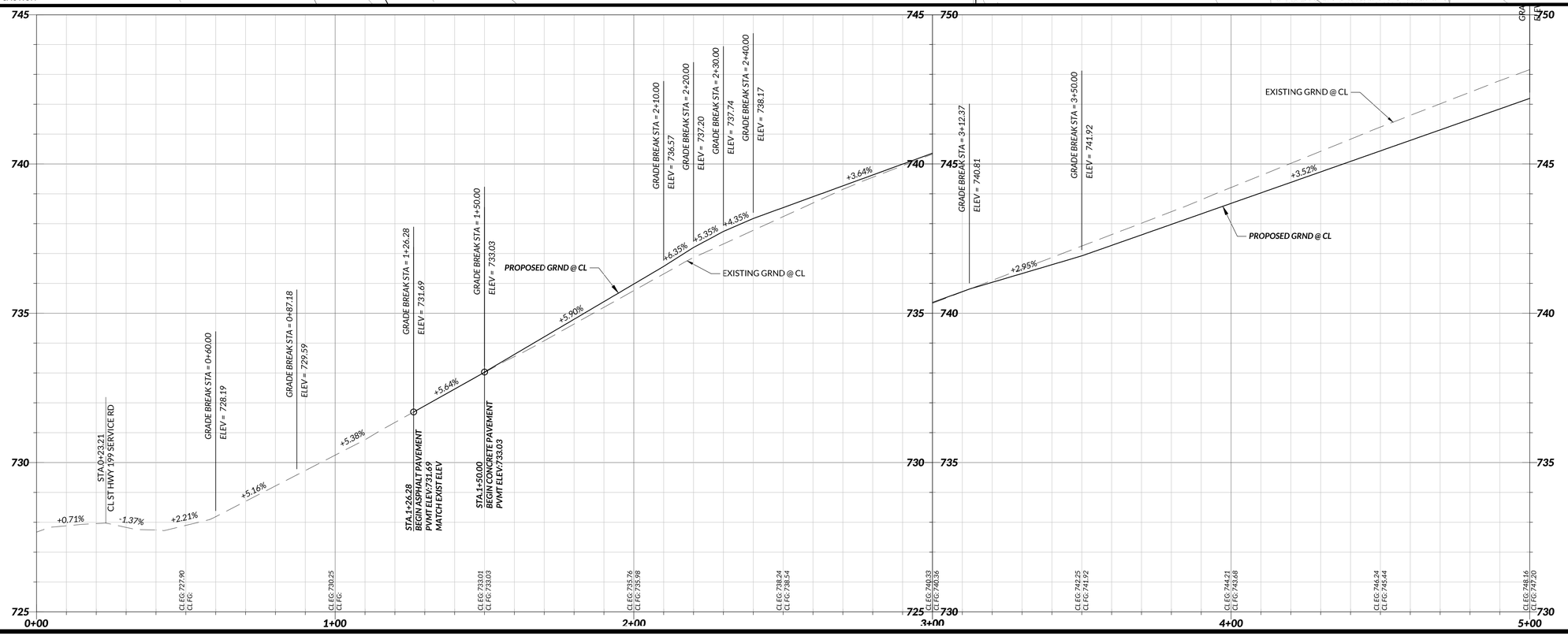
SEE SHEET 16 MATCHLINE STA. 5+00

NORTH
20 0 20 40
HORIZ. SCALE IN FEET

Texas 811

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

DUNAWAY STA. 0+00 - 5+00



DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

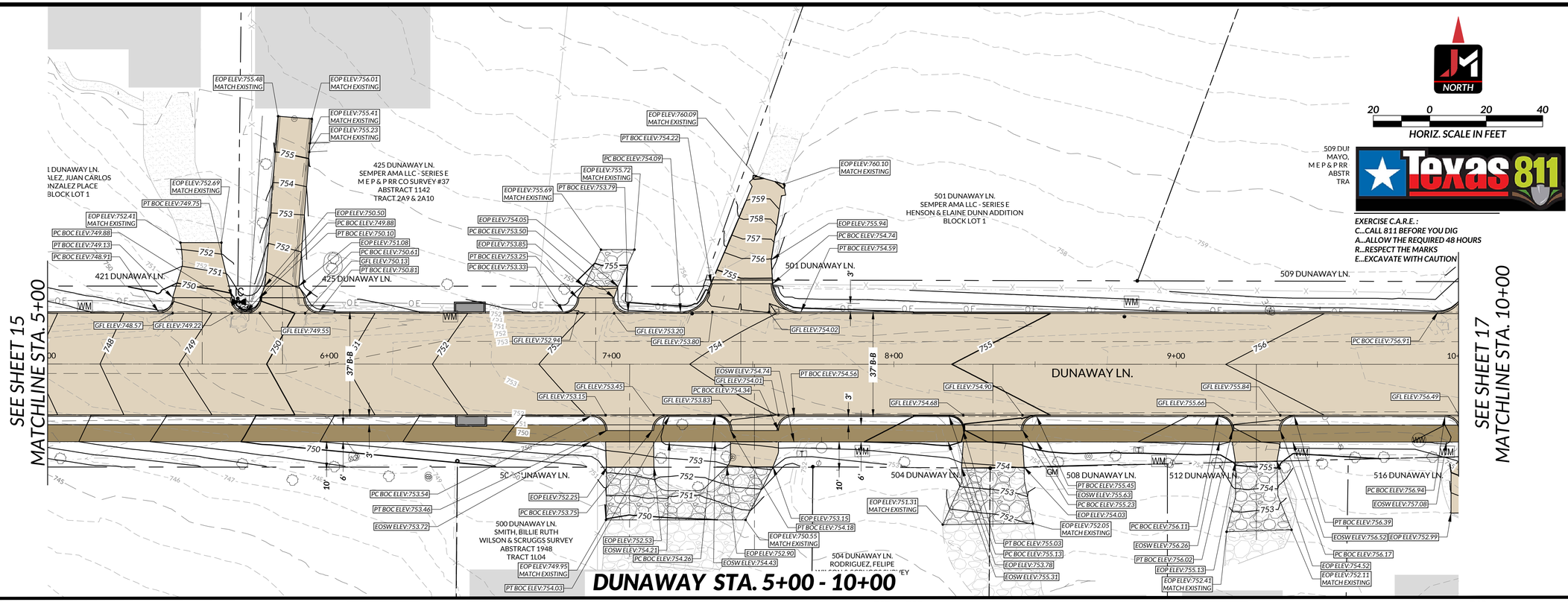
DUNAWAY LANE STA 0+00-5+00

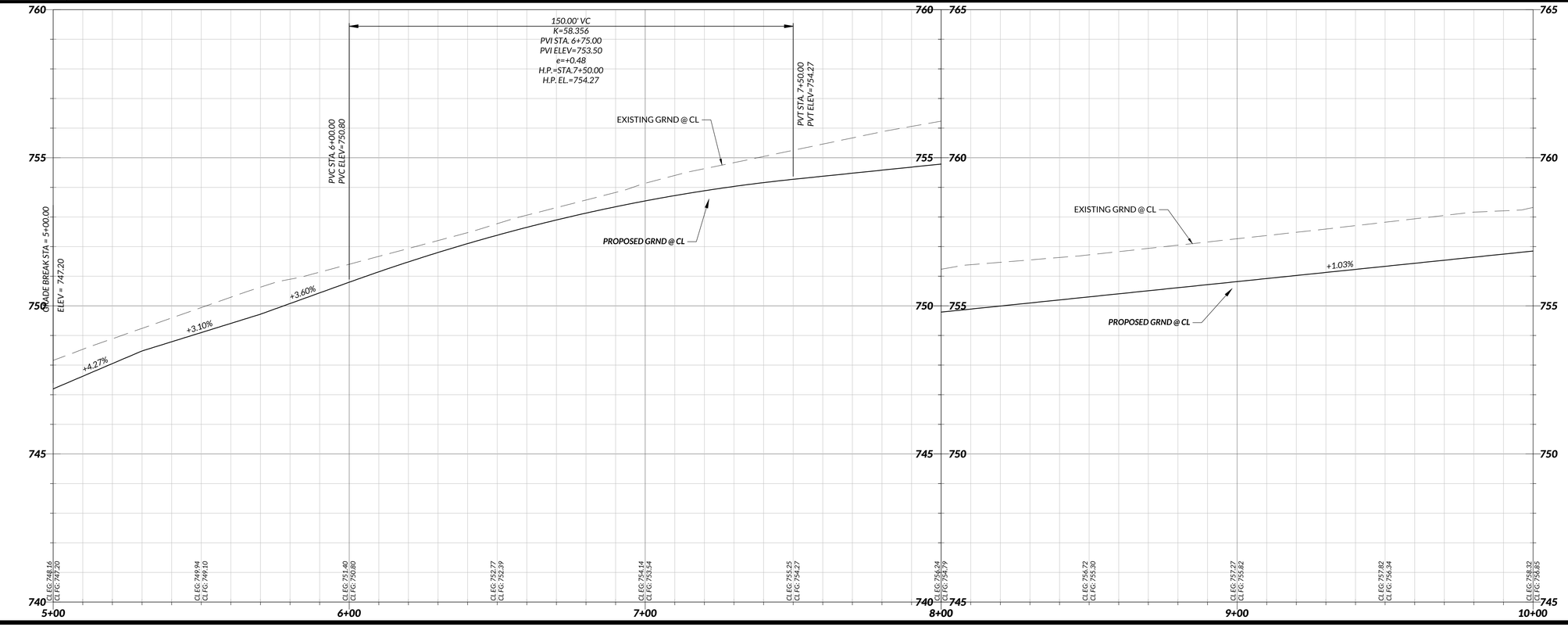
NO.	REVISION	DATE

PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 15 / 116
SHEET 15

Plotted by: jeff burns Plot Date: 8/26/2026 4:48 PM
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Texas 811
EXERCISE C.A.R.E. :
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STATE OF TEXAS
DEREK TURNER
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LICENSED PROFESSIONAL ENGINEER
08-26-2026
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TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

DUNAWAY LANE STA 5+00-10+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'

SEQ. 16 / 116
SHEET 16

Texas 811
EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NORTH

20 0 20 40
HORIZ. SCALE IN FEET

SEE SHEET 16
MATCHLINE STA. 10+00

517 DUNAWAY LN.
DUNAWAY, STEPHEN
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 3C

517 DUNAWAY LN.

DUNAWAY LN.

520 DUNAWAY LN.

524 DUNAWAY LN.

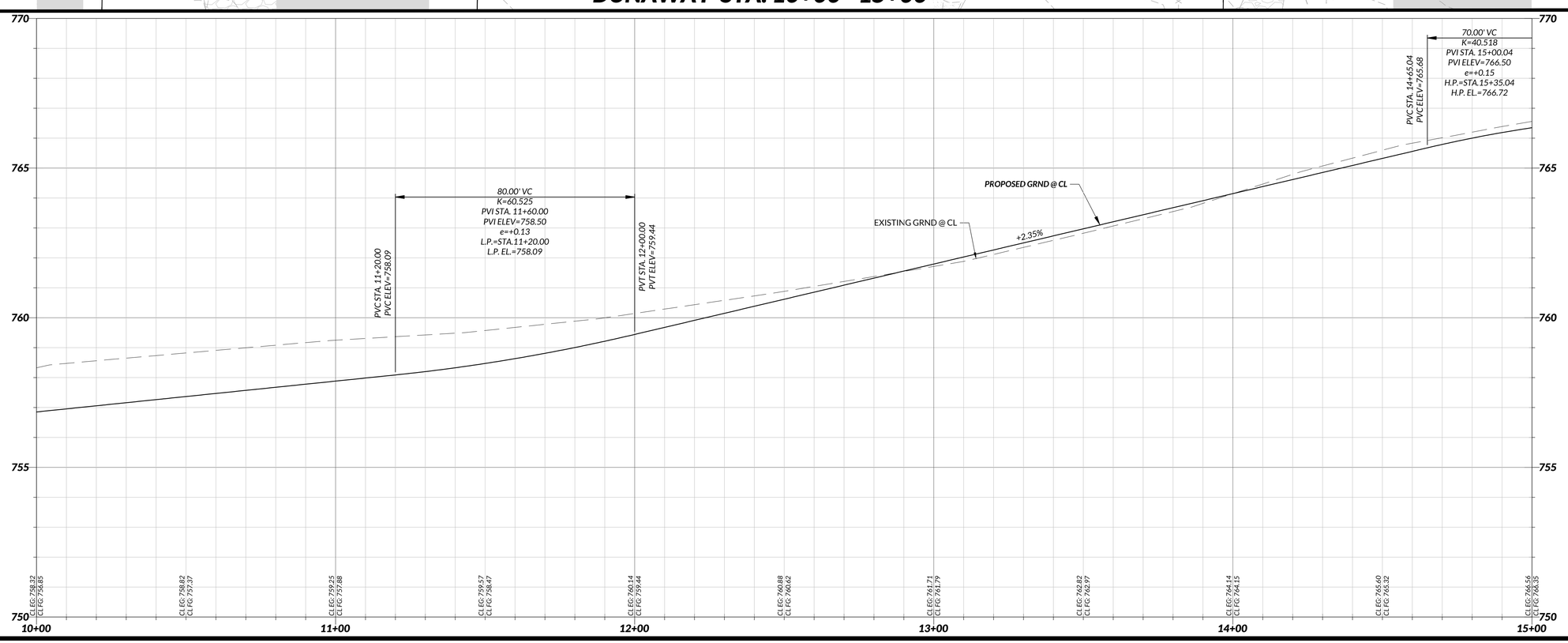
528 DUNAWAY LN.

532 DUNAWAY LN.

SEE SHEET 18
MATCHLINE STA. 15+00

PT BOC ELEV:757.04
EOP ELEV:760.68 MATCH EXISTING
EOP ELEV:761.11 MATCH EXISTING
EOP ELEV:760.52 MATCH EXISTING
PC BOC ELEV:758.29
PT BOC ELEV:757.26
EOP ELEV:761.12 MATCH EXISTING
PC BOC ELEV:759.15
PC BOC ELEV:757.39
PT BOC ELEV:757.81
PT BOC ELEV:758.21
GFL ELEV:756.64
GFL ELEV:757.20
GFL ELEV:757.07
GFL ELEV:756.50
GFL ELEV:756.67
GFL ELEV:757.24
GFL ELEV:757.38
PT BOC ELEV:757.22
EOSW ELEV:757.40
PC BOC ELEV:757.00
PC BOC ELEV:757.69
EOP ELEV:753.19 MATCH EXISTING
EOP ELEV:753.81 MATCH EXISTING
PT BOC ELEV:756.81
EOSW ELEV:757.87
PT BOC ELEV:757.59
EOP ELEV:753.45 MATCH EXISTING
EOP ELEV:755.85
PC BOC ELEV:757.93
EOSW ELEV:758.11
PT BOC ELEV:757.71
EOP ELEV:755.99
EOP ELEV:754.65
37' B-B
3'
6'
5.16'
GFL ELEV:758.93
GFL ELEV:759.23
PC BOC ELEV:759.56
PT BOC ELEV:759.43
PC BOC ELEV:758.90
EOSW ELEV:759.38
EOP ELEV:754.54 MATCH EXISTING
PT BOC ELEV:759.27
EOP ELEV:758.30
EOSW ELEV:759.91
EOP ELEV:758.62
EOP ELEV:755.02 MATCH EXISTING
GFL ELEV:761.48
GFL ELEV:761.97
PC BOC ELEV:761.86
EOSW ELEV:762.04
PT BOC ELEV:761.83
EOP ELEV:760.80
EOP ELEV:760.25
EOP ELEV:758.25 MATCH EXISTING
PT BOC ELEV:762.59
EOSW ELEV:762.77
PC BOC ELEV:762.30
EOP ELEV:761.38
EOP ELEV:760.26
EOP ELEV:758.38 MATCH EXISTING
PC BOC ELEV:765.72
PC BOC ELEV:765.37
PC BOC ELEV:765.18
EOP ELEV:765.93 MATCH EXISTING
GFL ELEV:764.81
GFL ELEV:764.60
PC BOC ELEV:764.98
EOSW ELEV:765.16
PT BOC ELEV:764.95
EOP ELEV:763.99
EOP ELEV:761.84 MATCH EXISTING
EOP ELEV:768.21 MATCH EXISTING
PT BOC ELEV:766.37
PC BOC ELEV:766.22
EOP ELEV:766.07 MATCH EXISTING
PT BOC ELEV:765.72
GFL ELEV:765.83
GFL ELEV:765.11
GFL ELEV:764.93
PT BOC ELEV:765.20
EOSW ELEV:765.65
PC BOC ELEV:765.25
EOP ELEV:764.28
EOP ELEV:762.94 MATCH EXISTING
EOP ELEV:762.69 MATCH EXISTING

DUNAWAY STA. 10+00 - 15+00



STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

DUNAWAY LANE STA 10+00-15+00

NO.	REVISION	DATE

PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 17 / 116
SHEET 17

Plotted by: jeff burns Plot Date: 8/26/2026 4:48 PM
Saved By: jburns Save Time: 8/26/2026 3:37 PM
X:\CL_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PAVE P&P.dwg

Texas 811
EXERCISE C.A.R.E. :
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A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NORTH

20 0 20 40
HORIZ. SCALE IN FEET

SEE SHEET 17
MATCHLINE STA. 15+00

SEE SHEET 19
MATCHLINE STA. 20+00

527 DUNAWAY LN.
SONNTAG, MICHAEL A
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 3G

531 DUNAWAY LN.

535 DUNAWAY LN.
MICHAEL, TIMOTHY ALAN
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 3A02

534 DUNAWAY LN.

538 DUNAWAY LN.

540 DUNAWAY LN.

324 WOODWARD

324 WOODWARD LN.
HUNTER, JAMES B.
IVY, ROY ADDITION
LOT 1

KONA DR.

WOODARD LN.

DUNAWAY LN.

DUNAWAY STA. 15+00 - 20+00

240.00' VC
K=43.526
PVI STA. 18+20.00
PVI ELEV=768.50
e=+1.65
H.P.=STA.17+27.21
H.P. EL.=767.83

PVC STA. 17+00.00
PVC ELEV=767.75

PVT STA. 15+35.04
PVT ELEV=766.72

+0.63%

STA 18+71.93
CL WOODARD

EXISTING GRND @ CL

PROPOSED GRND @ CL

PVT STA. 19+40.00
PVT ELEV=762.63

60.00' VC
K=229.787
PVI STA. 20+00.00
PVI ELEV=759.70
e=+0.02
L.P.=STA.???
L.P. EL.=???

PVC STA. 19+70.00
PVC ELEV=761.17

-4.89%

STA 19+40.84
CL KONA

CL EG: 766.56
CL FG: 764.35
CL EG: 767.18
CL FG: 766.81
CL EG: 767.82
CL FG: 767.12
CL EG: 768.31
CL FG: 767.44
CL EG: 768.61
CL FG: 767.75
CL EG: 768.77
CL FG: 767.78
CL EG: 768.25
CL FG: 767.23
CL EG: 767.03
CL FG: 766.10
CL EG: 765.06
CL FG: 764.41
CL EG: 762.62
CL FG: 762.14
CL EG: 759.99
CL FG: 759.68

15+00 16+00 17+00 18+00 19+00 20+00

775 770 765 760 755

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026

ISSUED FOR REVIEW

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TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
DUNAWAY LANE STA 15+00-20+00

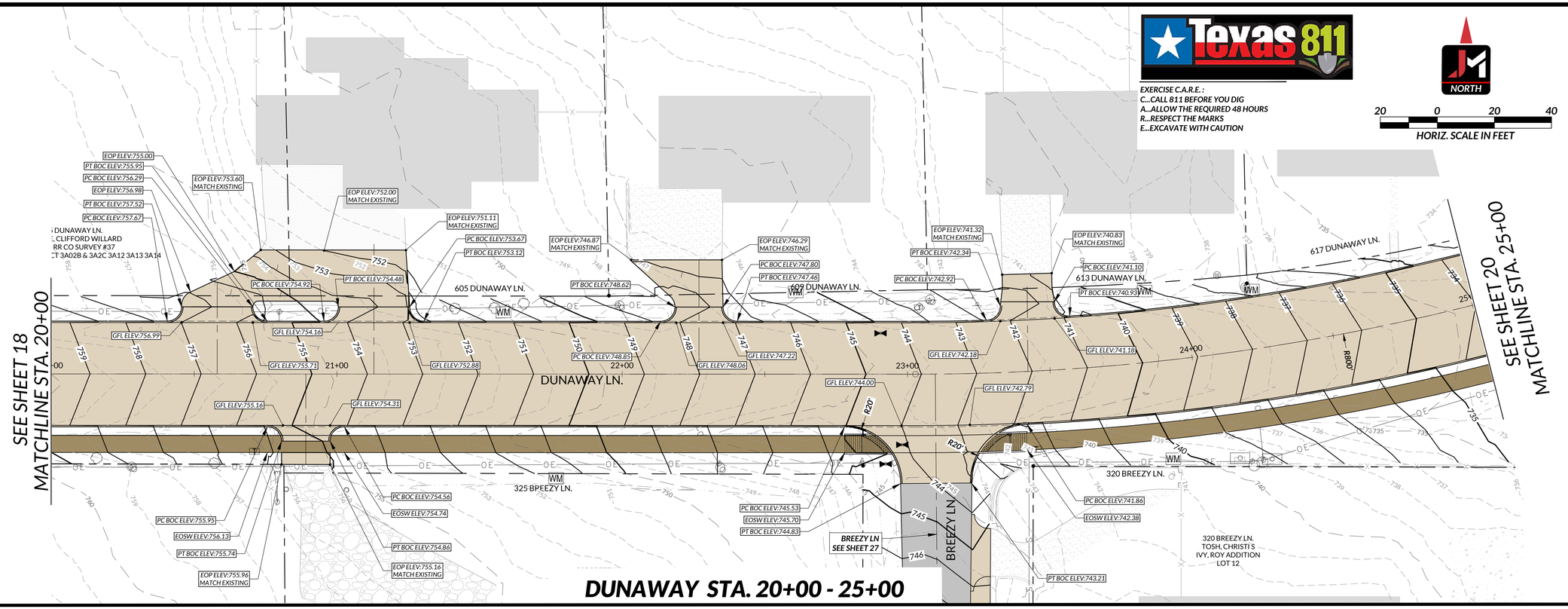
NO.	REVISION	DATE

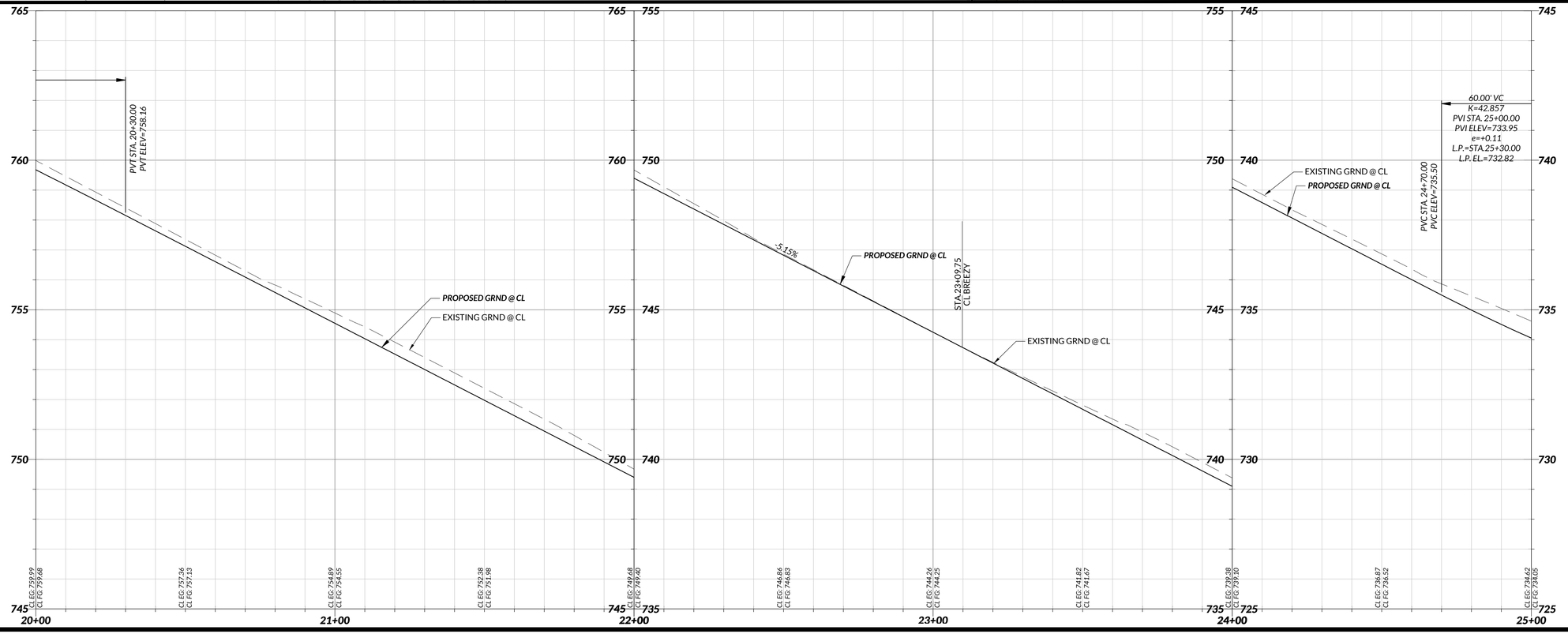
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256
SCALE H: 1"= 20' V: 1" = 2'

SEQ. 18 / 116
SHEET 18

Plotted by: jeff burns Plot Date: 8/26/2026 4:48 PM
Saved By: jburns Save Time: 8/26/2026 3:37 PM
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STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

DUNAWAY LANE STA 20+00-25+00

NO.	REVISION	DATE

PROJECT # 21256

SCALE H: 1" = 20' V: 1" = 2'

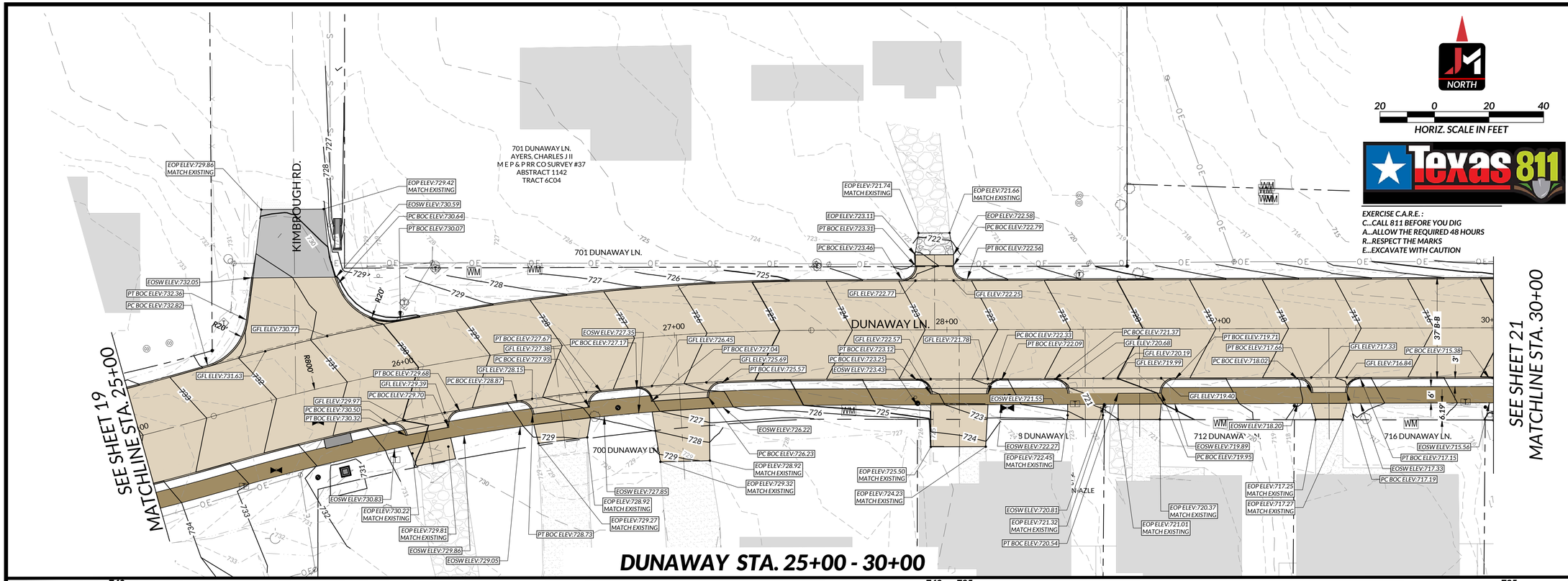
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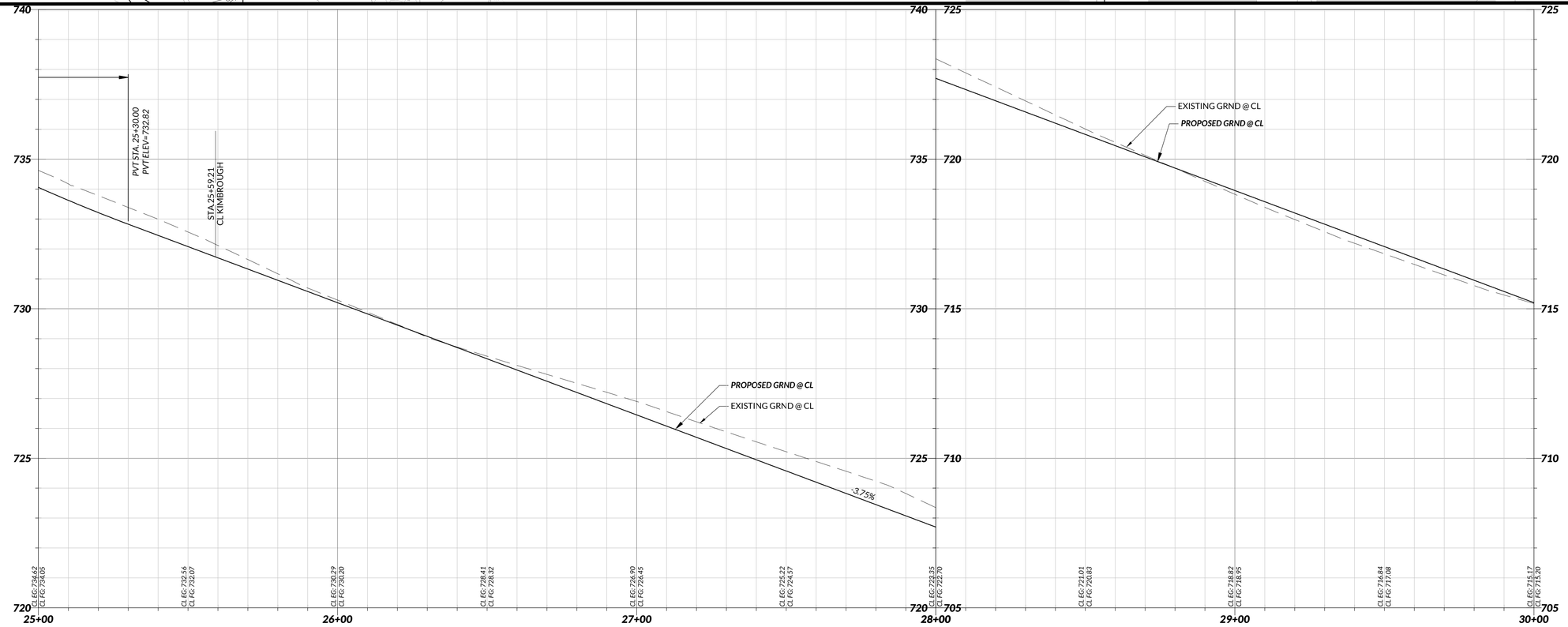
SEQ. 19 / 116

SHEET 19

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Plotted by: jeff burns Plot Date: 8/26/2026 4:49 PM
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DEREK TURNER
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STATE OF TEXAS
08-26-2026
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JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

NORTH

20 0 20 40
HORIZ. SCALE IN FEET

Texas 811
EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

DUNAWAY LANE STA 25+00-30+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

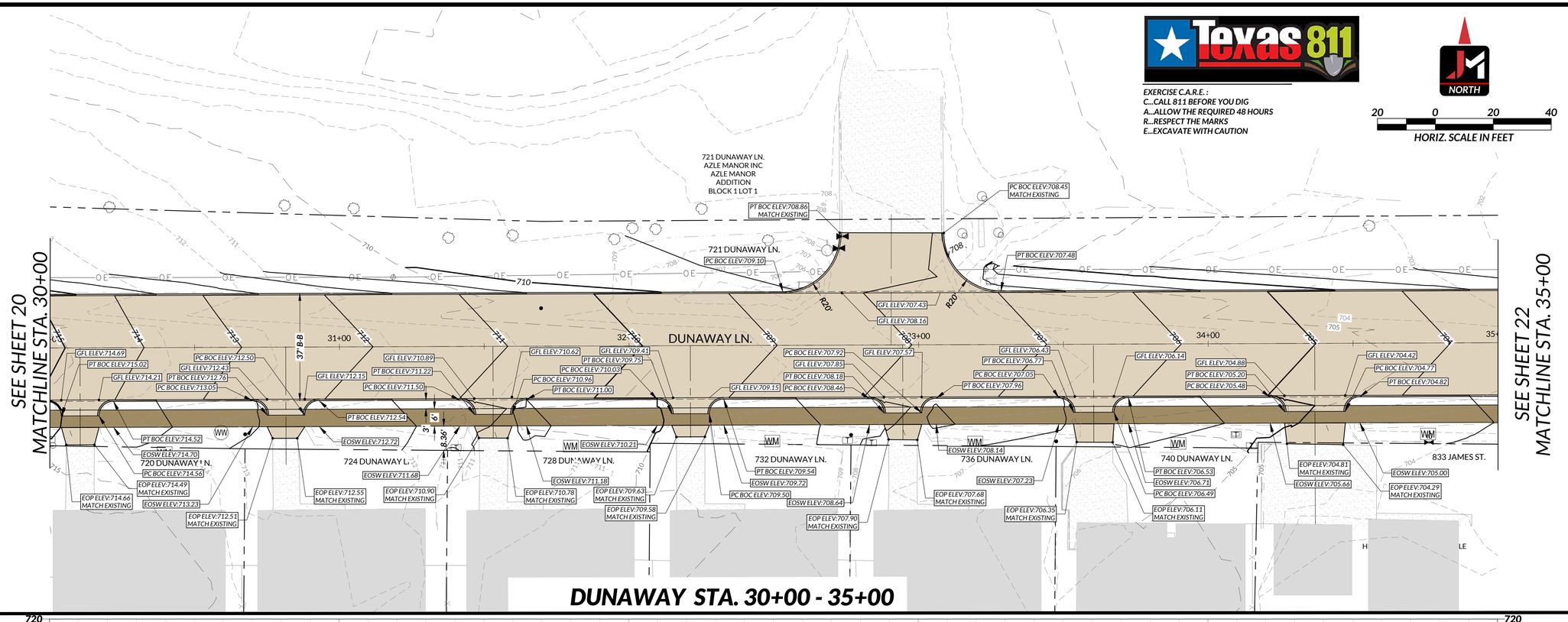
PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'

SEQ. 20 / 116
SHEET 20

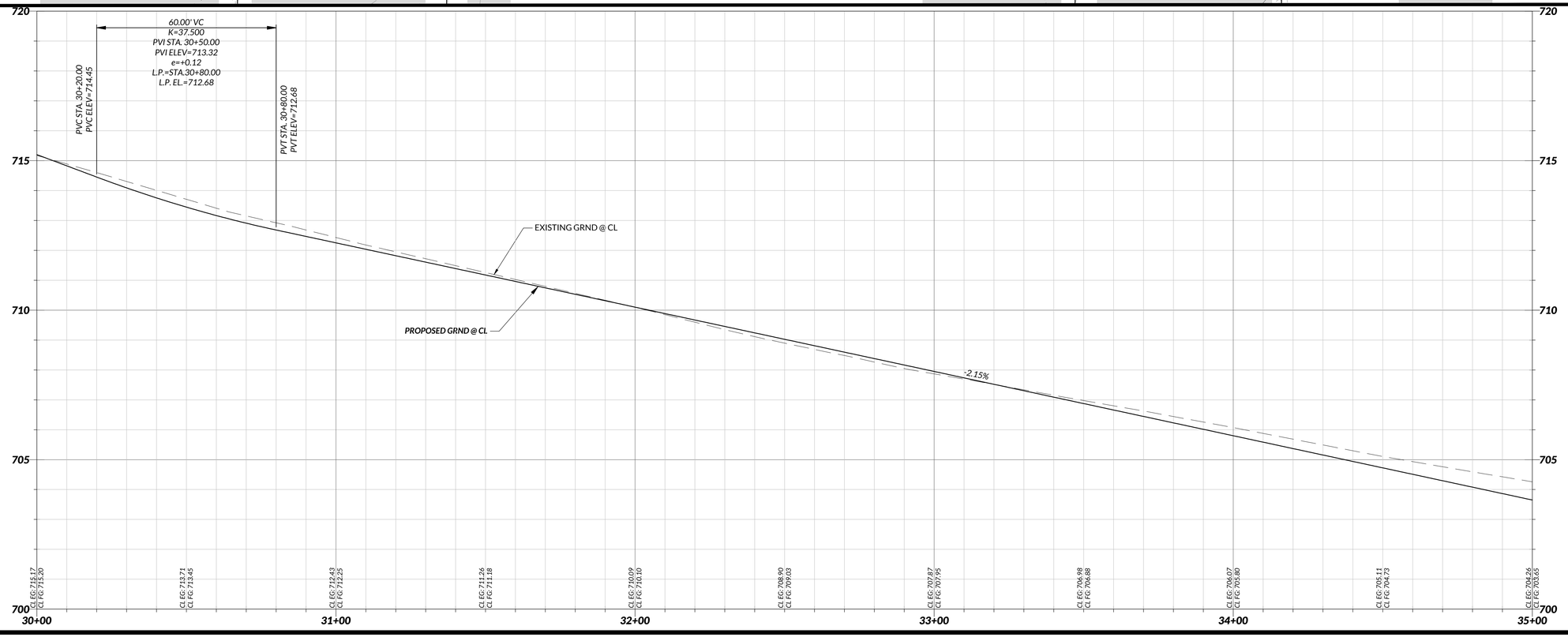
Texas 811
EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NORTH

20 0 20 40
HORIZ. SCALE IN FEET



DUNAWAY STA. 30+00 - 35+00



STATE OF TEXAS
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TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

DUNAWAY LANE STA 30+00-35+00

NO.	REVISION	DATE

PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 21 / 116
SHEET 21

Plotted by: jeff burns Plot Date: 8/26/2026 4:49 PM
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Texas 811
EXERCISE C.A.R.E. :
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E...EXCAVATE WITH CAUTION

NORTH

20 0 20 40
HORIZ. SCALE IN FEET

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TBPE FIRM # 2448

401 FALCON WAY
HORTON CAPITAL PARTNERS, LLC
STONE EAGLE ADDTION
BLOCK A LOT 24

900
STONE EAGLE HOLDINGS LP
STONE EAGLE ADDTION
BLOCK A LOT 25

BLOCK A LOT 2

825 DUNAWAY LN.
SCHELLENBERGER, ROY
M E P & P RR CO
SURVEY #37
ABSTRACT 1142
TRACT 6B2

901 DUNAWAY LN.
STONE EAGLE HOLDINGS LP
STONE EAGLE ADDTION
BLOCK A LOT 26X OPEN SPACE

SEE SHEET 21
MATCHLINE STA. 35+00

SEE SHEET 23
MATCHLINE STA. 40+00

EXISTING GAS VALVE

EOP ELEV:700.44 MATCH EXISTING
EOP ELEV:700.51 MATCH EXISTING
EOP ELEV:701.66
EOP ELEV:701.57
PT BOC ELEV:701.86
PC BOC ELEV:701.77
PC BOC ELEV:701.83
PT BOC ELEV:701.69
825 DUNAWAY LN.
GFL ELEV:701.31
GFL ELEV:701.22

DUNAWAY LN.

PC BOC ELEV:703.53
EOSW ELEV:703.70
GFL ELEV:702.60
GFL ELEV:702.01
PT BOC ELEV:702.17
GFL ELEV:700.82
PC BOC ELEV:701.35
PT BOC ELEV:701.38
GFL ELEV:700.71
PC BOC ELEV:701.26
PT BOC ELEV:701.18
PC BOC ELEV:700.70
GFL ELEV:700.10
GFL ELEV:699.93
PT BOC ELEV:700.32

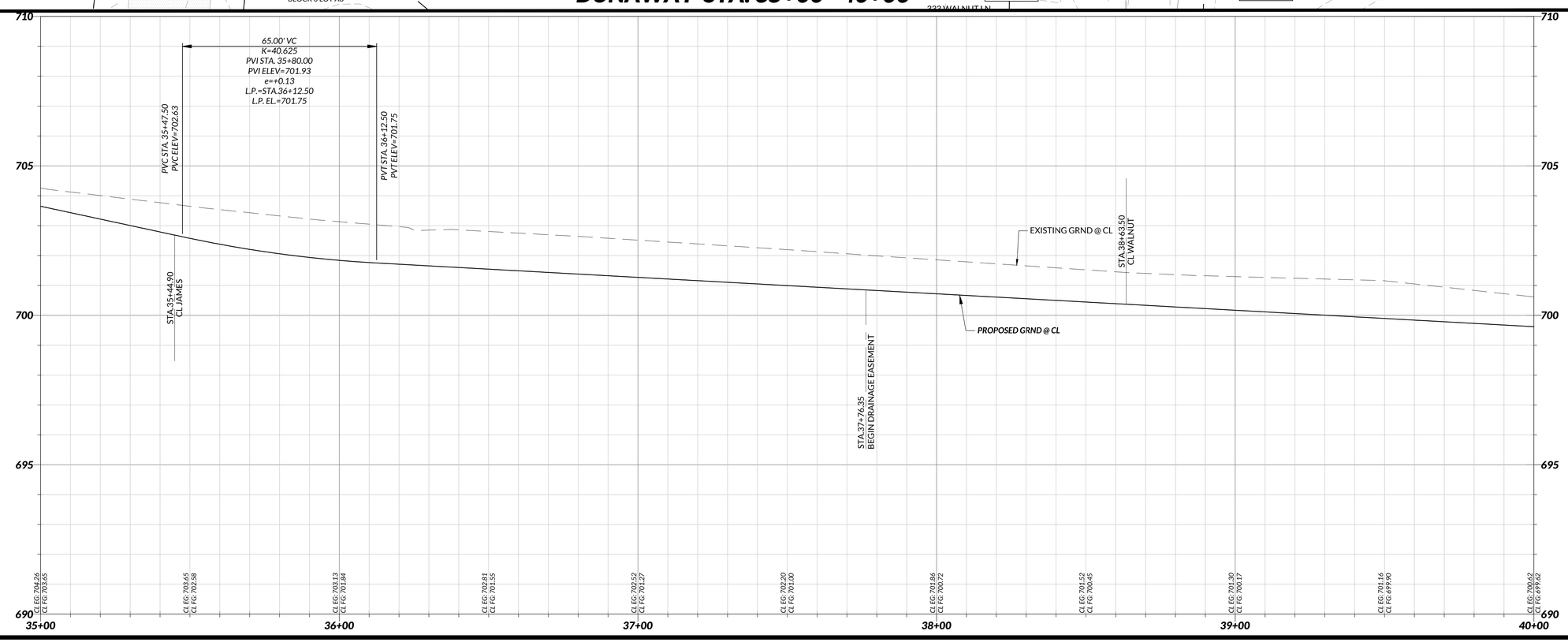
37' B-B
6.28'
3'
6"
11.25'

PT BOC ELEV:703.41
EOSW ELEV:702.36
PC BOC ELEV:702.74
EOP ELEV:701.95 MATCH EXISTING
EOP ELEV:702.76 MATCH EXISTING
JAMES ST.
844 JAMES ST.
844 JAMES ST.
MICAH REAL ESTATE SOLUTIONS LL
HIGH SCHOOL ADDITION-AZLE
BLOCK 3 LOT A8

800 DUNAWAY LN.
EOSW ELEV:701.53
EOP ELEV:702.09 MATCH EXISTING
EOSW ELEV:701.36
EOP ELEV:702.08 MATCH EXISTING

EOSW ELEV:700.88
PT BOC ELEV:700.98
EOSW ELEV:700.49
PC BOC ELEV:700.82
EOP ELEV:702.23 MATCH EXISTING
EOP ELEV:700.98 MATCH EXISTING
WALNUT AVE.
232 WALNUT LN
WALNUT AVE.
HARDING, STEPHEN L.
OLD COBWEB PARK ADDITION
BLOCK 2 LOT 1

DUNAWAY STA. 35+00 - 40+00



CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
DUNAWAY LANE STA 35+00-40+00

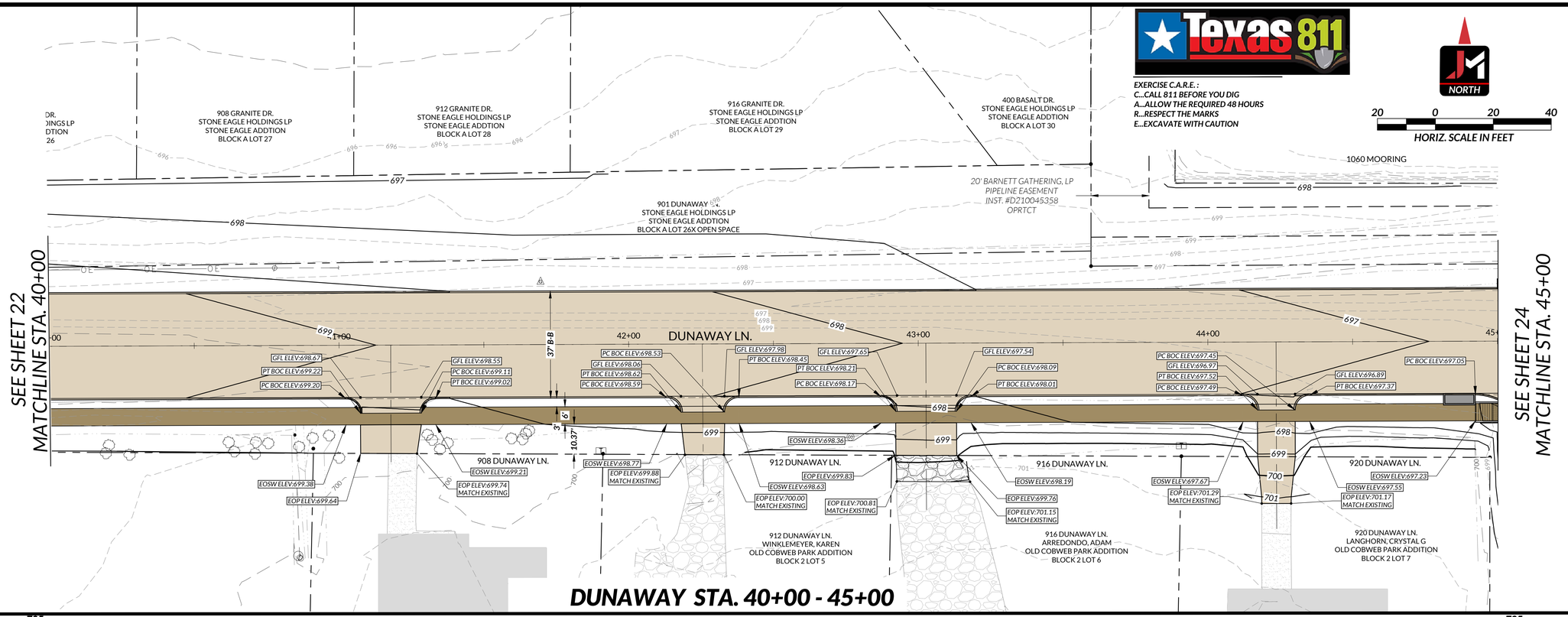
NO.	REVISION	DATE

PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

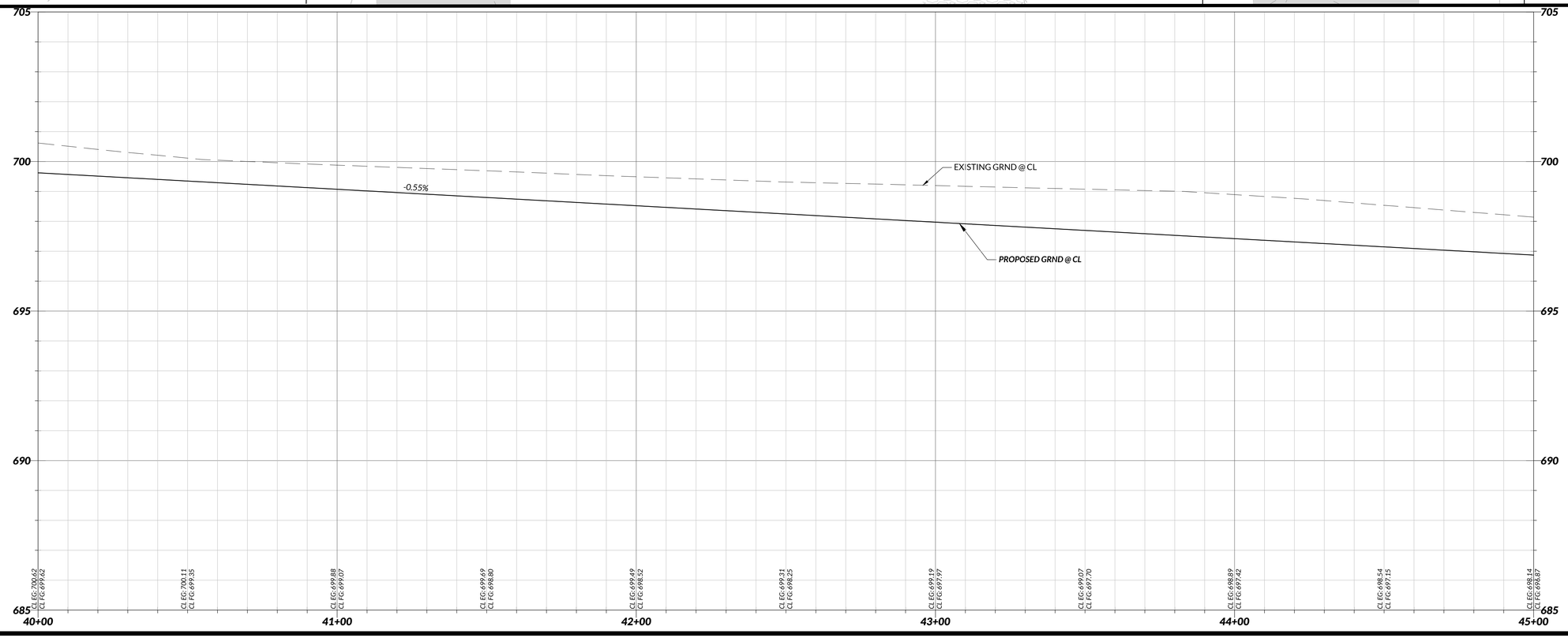
SEQ. 22 / 116
SHEET 22

Plotted by: jeff burns Plot Date: 8/26/2026 4:50 PM
Saved By: jburns Save Time: 8/26/2026 3:37 PM
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Plotted by: jeff burns Plot Date: 8/26/2026 4:50 PM
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DUNAWAY STA. 40+00 - 45+00



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E...EXCAVATE WITH CAUTION

NORTH
20 0 20 40
HORIZ. SCALE IN FEET

STATE OF TEXAS
DEREK TURNER
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08-26-2026
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TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

DUNAWAY LANE STA 40+00-45+00

NO.	REVISION	DATE

PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 23
SHEET 23
116

Texas 811
EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NORTH

20 0 20 40
HORIZ. SCALE IN FEET

1064 MOORING DR.
SCOTT, HOPE BREANN
HARBOR PARC
BLOCK B LOT 8

1068 MOORING DR.
DARCEY, SHAUN
HARBOR PARC
BLOCK B LOT 9

20' BARNETT GATHERING, LP
PIPELINE EASEMENT
INST. #D210045358
OPRTCT

1072 MOORING DR.
MAXWELL, SUZAN MARIE
HARBOR PARC
BLOCK B LOT 10

1076 MOORING DR.
KIRKHAM, MISTY ELAINE
HARBOR PARC
BLOCK B LOT 11

BLOCK B LOT 12

BLOCK B LOT 13

1064 MOORING
1068 MOORING
1072 MOORING
1076 MOORING
1080 MOORING
1084 MOORING

DUNAWAY LN.
HARBOR PARC RESIDENTIAL COMMUNITY INC
HARBOR PARC
BLOCK B LOT 1X OPEN SPACE HOA

DUNAWAY LN.

SEE SHEET 23
MATCHLINE STA. 45+00

SEE SHEET 25
MATCHLINE STA. 50+00

45+00 46+00 47+00 48+00 49+00 50+00

GFL ELEV:696.44
PT BOC ELEV:697.73
GFL ELEV:696.33
R30'
R30'
OAK ST.
PT BOC ELEV:696.72
EOSW ELEV:696.90
PC BOC ELEV:697.60
EOP ELEV:698.66
EOP ELEV:699.75
MATCH EXISTING
EOP ELEV:699.13
MATCH EXISTING
1000 DUNAWAY LN.

GFL ELEV:695.57
PT BOC ELEV:696.13
PC BOC ELEV:696.12
EOSW ELEV:696.30
1000 DUNAWAY LN.
CONNER, BRIAN
OLD COBWEB PARK ADDITION
BLOCK 3 LOT 1
EOP ELEV:698.00
MATCH EXISTING
EOP ELEV:698.30
MATCH EXISTING

GFL ELEV:694.51
PT BOC ELEV:695.06
PC BOC ELEV:695.11
GFL ELEV:695.42
EOSW ELEV:695.29
1004 DUNAWAY LN.
PT BOC ELEV:695.84
EOP ELEV:696.98
MATCH EXISTING
EOSW ELEV:696.03
PC BOC ELEV:695.97

GFL ELEV:694.17
PT BOC ELEV:694.13
EOSW ELEV:694.36
PC BOC ELEV:694.17
GFL ELEV:693.58
PT BOC ELEV:694.57
EOSW ELEV:694.75
PC BOC ELEV:694.72
EOP ELEV:696.09
MATCH EXISTING

GFL ELEV:693.32
PC BOC ELEV:693.87
PT BOC ELEV:693.72
EOSW ELEV:693.90
1008 DUNAWAY LN.
EOP ELEV:694.84
MATCH EXISTING
EOP ELEV:694.75
MATCH EXISTING

GFL ELEV:691.81
PT BOC ELEV:692.36
PC BOC ELEV:692.41
EOSW ELEV:692.59
EOP ELEV:692.22
MATCH EXISTING
1012 DUNAWAY LN.

GFL ELEV:691.55
PC BOC ELEV:692.10
PT BOC ELEV:691.95
EOSW ELEV:692.13
EOP ELEV:692.20
MATCH EXISTING

GFL ELEV:689.32
PC BOC ELEV:689.65
GFL ELEV:689.61
PC BOC ELEV:690.22
PT BOC ELEV:689.72
EOSW ELEV:690.39
PT BOC ELEV:689.97
EOP ELEV:689.32
MATCH EXISTING
EOP ELEV:689.02
MATCH EXISTING
EOSW ELEV:689.90

DUNAWAY STA. 45+00 - 50+00

60.00' VC
K=41.379
PVI STA. 46+70.00
PVI ELEV=695.94
e=+0.11
H.P.=STA.46+40.00
H.P. EL.=696.10

STA.45+22.36
CL OAK

PVC STA. 46+40.00
PVC ELEV=696.10

PVT STA. 47+00.00
PVT ELEV=695.34

EXISTING GRND @ CL
PROPOSED GRND @ CL

-2.00%

GRADE BREAK STA. = 49+30.00
ELEV = 690.74

EXISTING GRND @ CL
PROPOSED GRND @ CL

CL EG: 698.14 CL FG: 696.87
CL EG: 697.75 CL FG: 696.60
CL EG: 697.36 CL FG: 696.32
CL EG: 696.99 CL FG: 696.03
CL EG: 696.24 CL FG: 695.34
CL EG: 695.27 CL FG: 694.34
CL EG: 694.26 CL FG: 693.34
CL EG: 693.18 CL FG: 692.34
CL EG: 692.18 CL FG: 691.34
CL EG: 691.29 CL FG: 690.34
CL EG: 690.50 CL FG: 689.34

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

DUNAWAY LANE STA 45+00-50+00

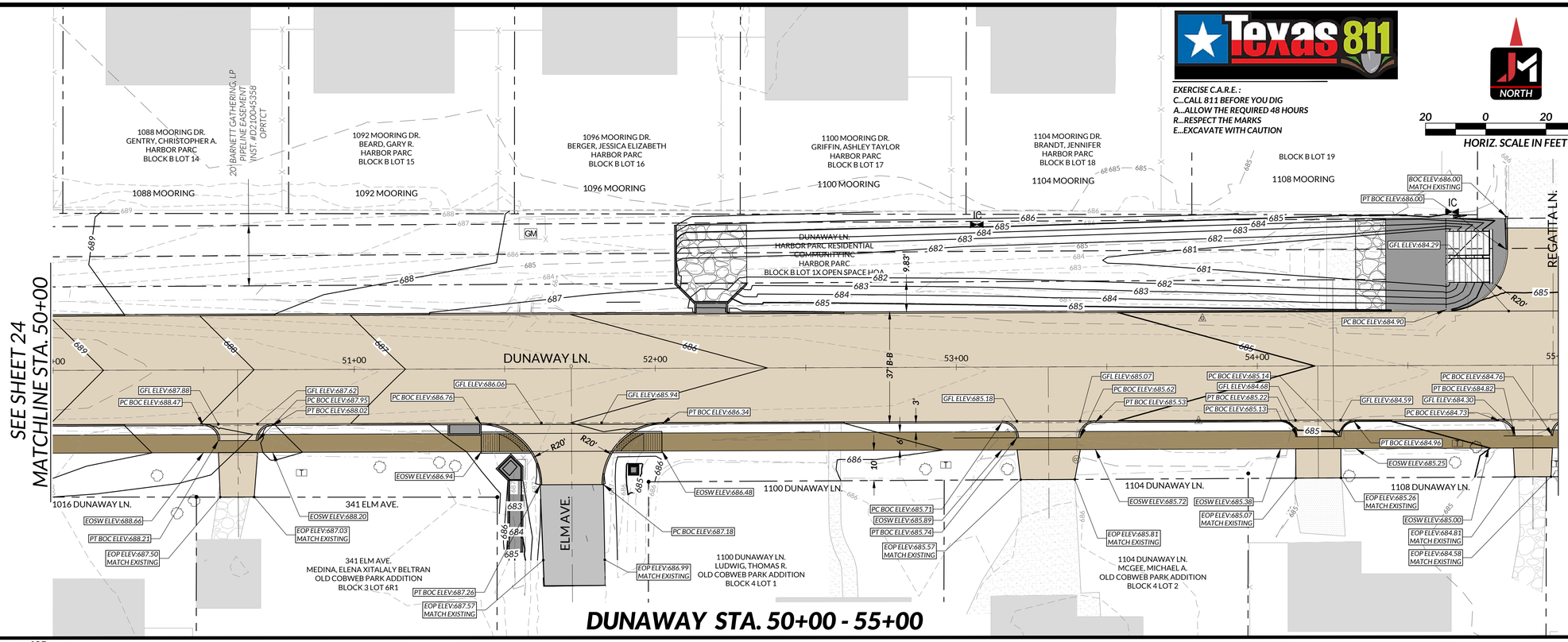
NO.	REVISION	DATE

PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 24 / 116
SHEET 24

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Saved By: jburns
Save Time: 8/26/2026 3:37 PM
Plotted by: jeff burns
Plot Date: 8/26/2026 4:50 PM

Plotted by: jeff burns Plot Date: 8/26/2026 4:51 PM
Saved By: jburns Save Time: 8/26/2026 3:37 PM
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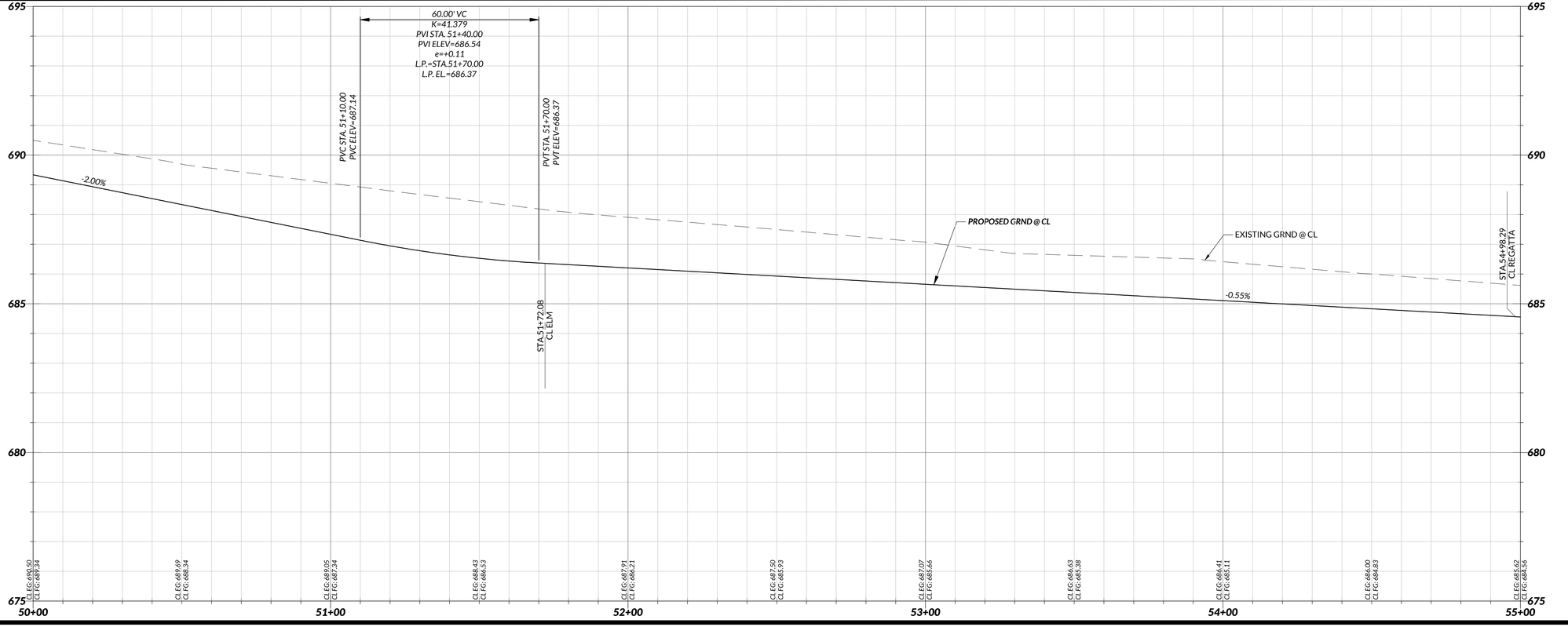


Texas 811

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NORTH

20 0 20 40
HORIZ. SCALE IN FEET



DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

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TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
DUNAWAY LANE STA 50+00-55+00

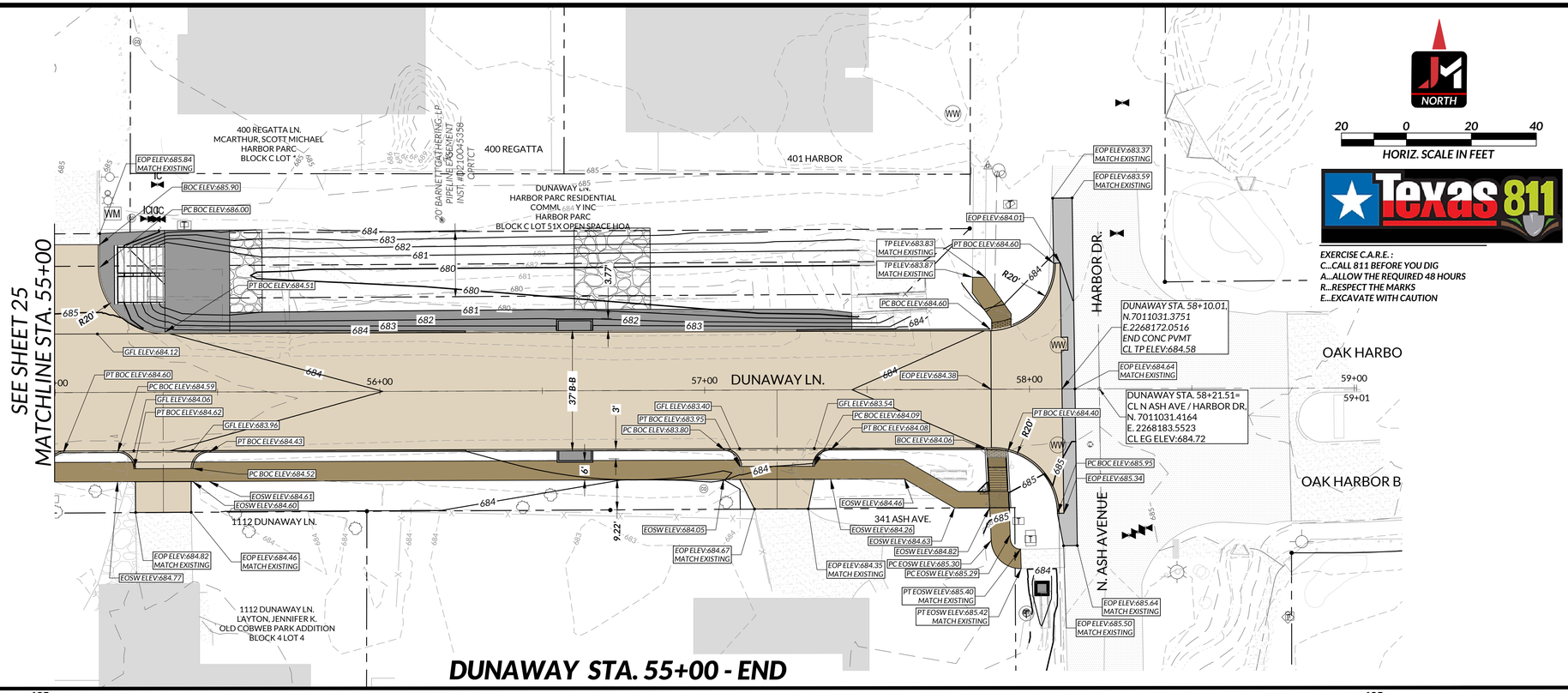
NO.	REVISION	DATE

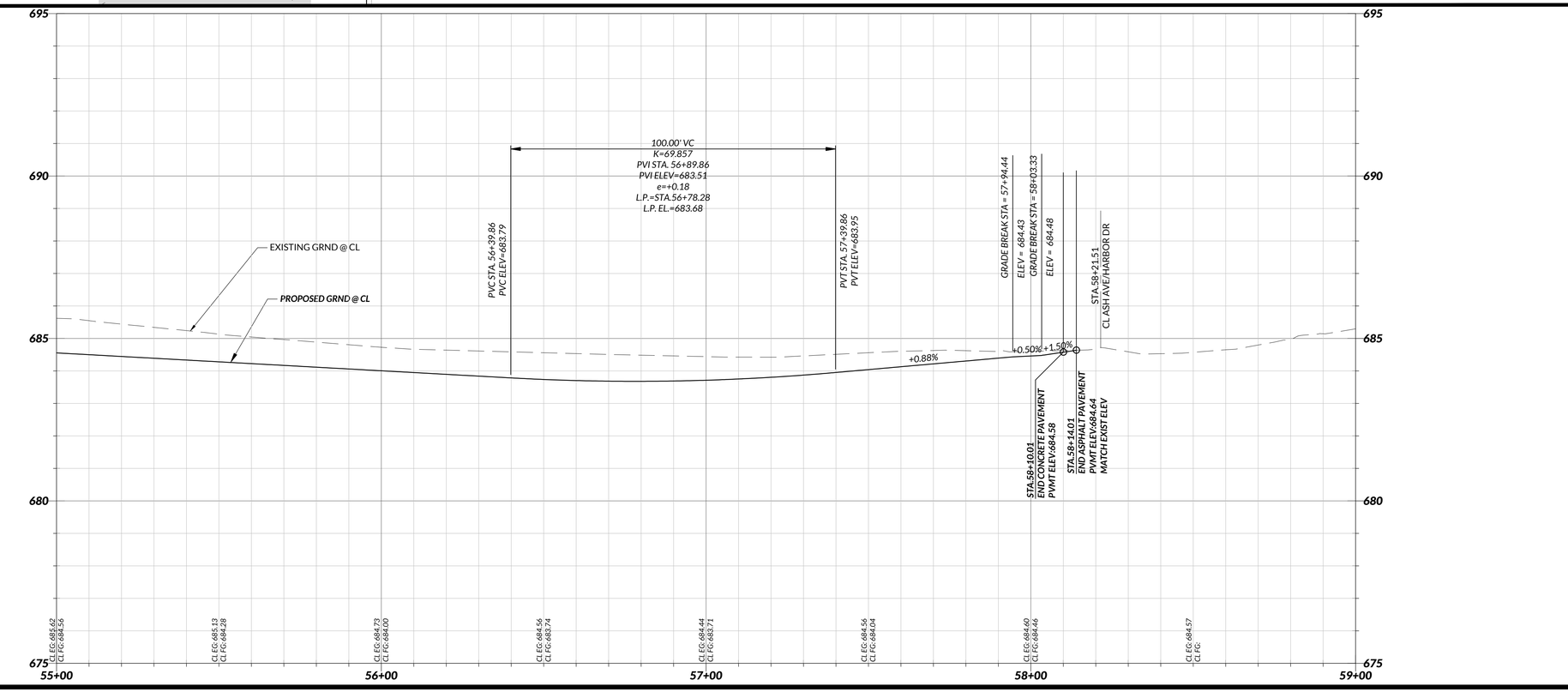
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'

SEQ. 25 / 116
SHEET 25

Plotted by: jeff burns Plot Date: 8/26/2026 4:51 PM
X:\CI_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PAVE P&P.dwg Saved By: jburns Save Time: 8/26/2026 3:37 PM





NORTH

20 0 20 40
HORIZ. SCALE IN FEET

Texas 811

EXERCISE C.A.R.E. :
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R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

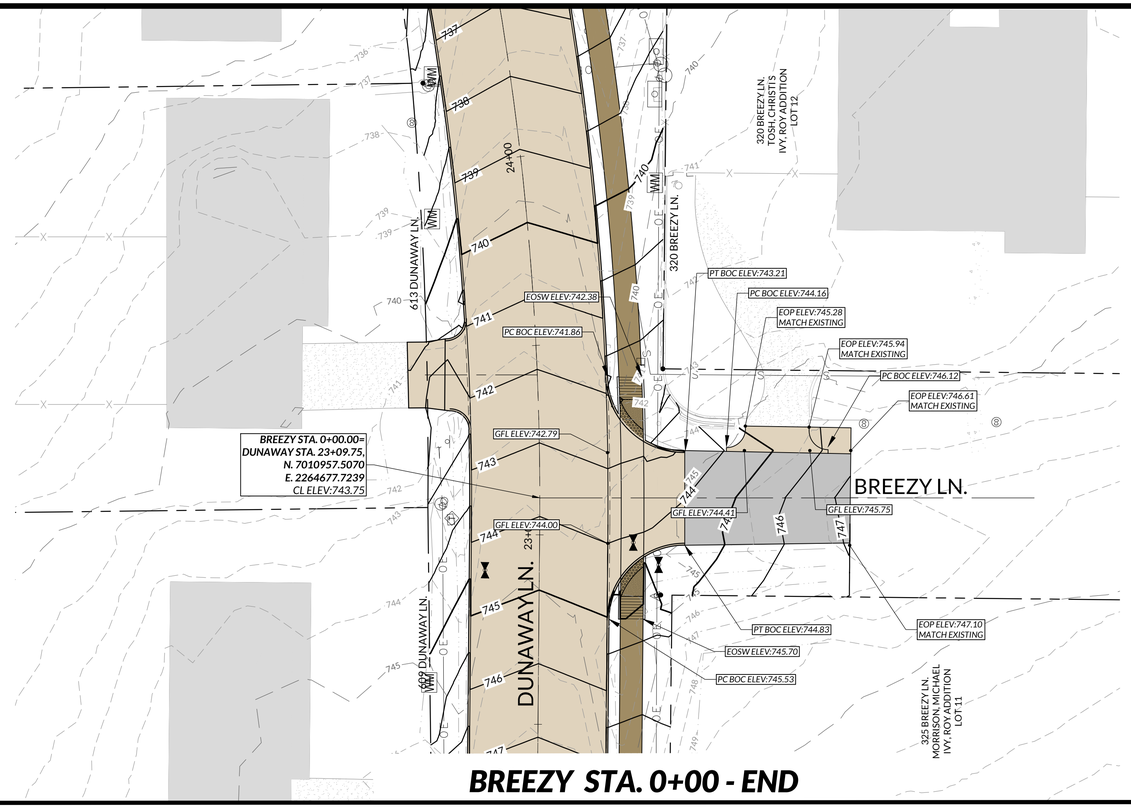
JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
DUNAWAY LANE STA 55+00-END

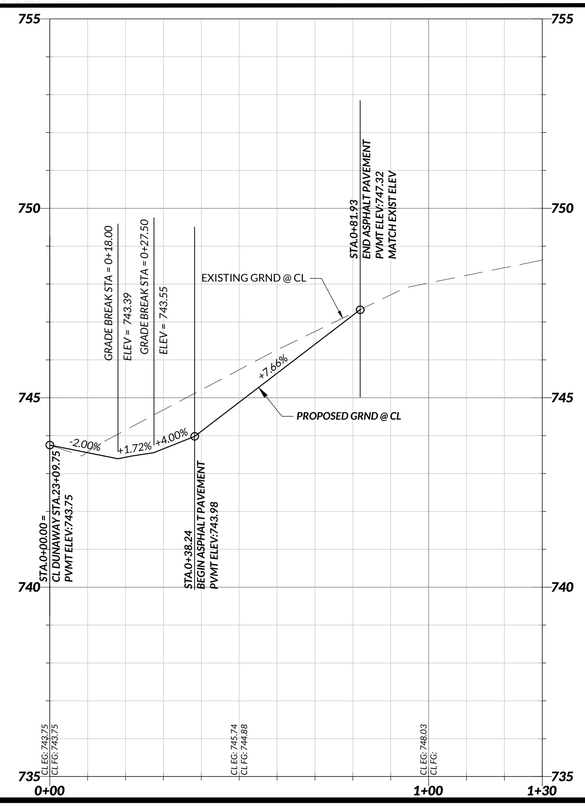
NO.	REVISION	DATE

PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 26/116
SHEET 26



BREEZY STA. 0+00 - END





20 0 20 40

HORIZ. SCALE IN FEET

Texas 811

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STATE OF TEXAS
DEREK TURNER
84843
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PROFESSIONAL ENGINEER

08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN

TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

BREEZY LANE STA. 0+00 - END

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

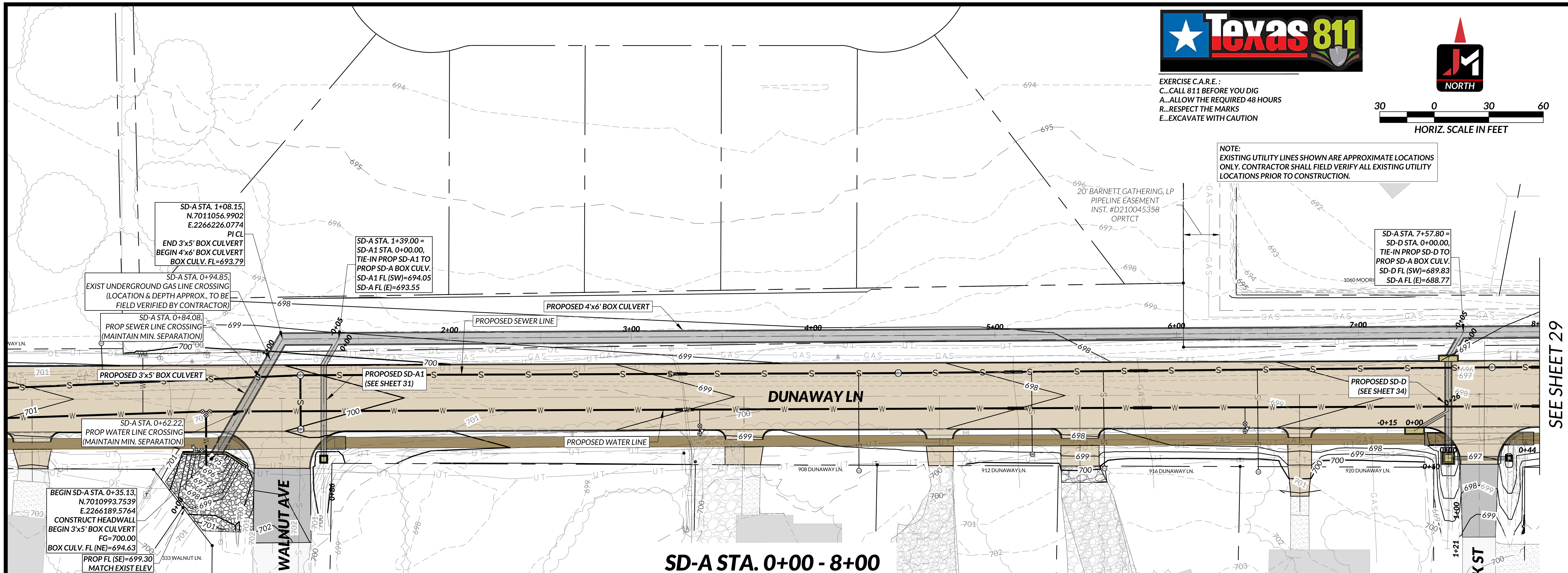
PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'

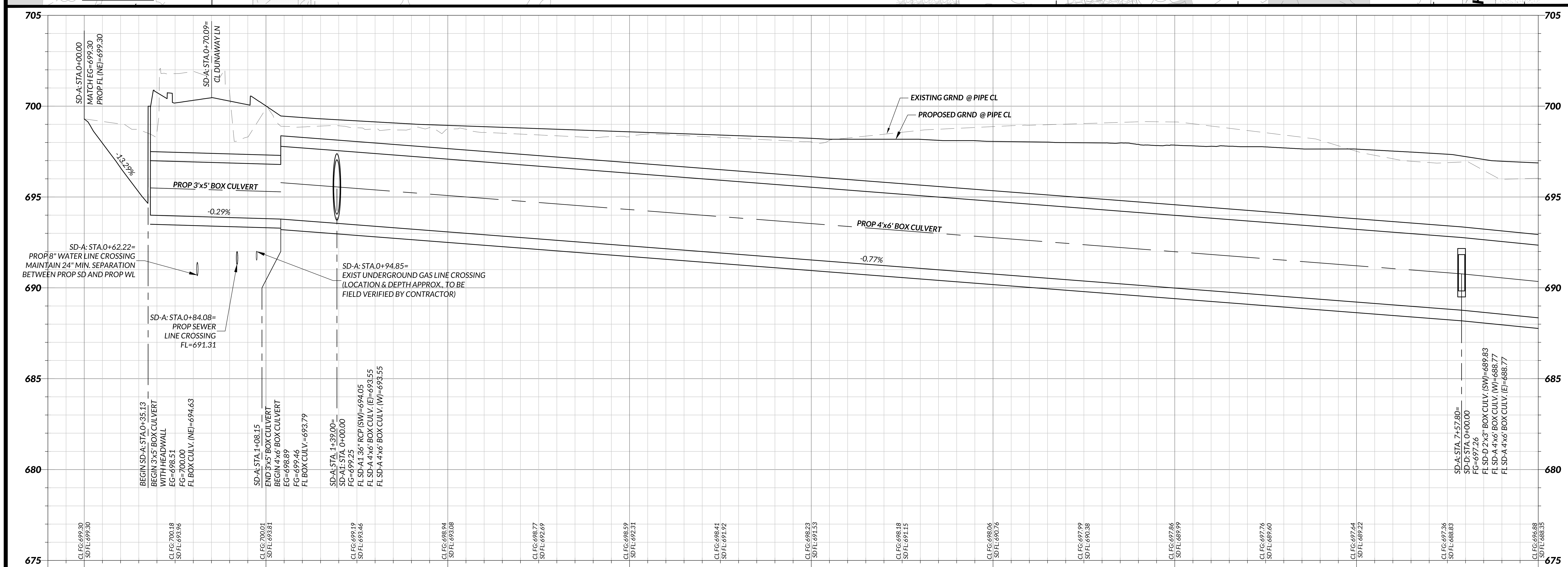
SEQ. 27 / 116
SHEET 27

Plotted by: jeff burns Plot Date: 8/26/2026 4:51 PM

Saved By: jburns Save Time: 8/26/2026 3:37 PM

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DEREK TURNER
STATE OF TEXAS
84843
LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPE FIRM # 2448
TBAE FIRM # BR 2261
TBPELS FIRM # 10194493

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SD-A STA. 0+00 - 8+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256
SCALE H: 1" = 30' V: 1" = 3'

SEQ. 28 / 116
SHEET 28

Plotted by: jeff burns Plot Date: 8/26/2026 4:53 PM
Saved By: jburns Save Time: 8/26/2026 2:49 PM
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Texas 811
EXERCISE C.A.R.E. :
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R...RESPECT THE MARKS
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NORTH

30 0 30 60
HORIZ. SCALE IN FEET

NOTE:
EXISTING UTILITY LINES SHOWN ARE APPROXIMATE LOCATIONS ONLY. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

SEE SHEET 28
MATCHLINE STA. 8+00

SEE SHEET 30
MATCHLINE STA. 16+00

PROPOSED 4'x6' BOX CULVERT

PROPOSED SEWER LINE

PROPOSED WATER LINE

DUNAWAY LN

PROPOSED SD-C
(SEE SHEET 33)

SD-A STA. 14+51.08,
N.7011064.7084
E.2267568.9887
CONSTRUCT HEADWALL
END 4'x6' BOX CULVERT
FG=687.40
BOX CULV. FL (W)=681.88
CHANNEL FL (E)=681.88

SD-A STA. 14+64.35 =
SD-C STA. 0+94.02,
SD-C FL (SW)=681.80
SD-A FL (E)=681.80

PROPOSED
18"D_{50} RIP-RAP
(TYP.)

SD-A STA. 14+62.63, 15.52R
N.7011049.2508
E.2267580.6277
INSTALL: 10' CURB INLET
RIM=686.01
FL OUTLET (S)=681.81

20' BARNETT GATHERING, LP
PIPELINE EASEMENT
INST. #D210045358
OPRTCT

1064 MOORING
1068 MOORING
1072 MOORING
1076 MOORING
1080 MOORING
1084 MOORING
1088 MOORING
1092 MOORING
1096 MOORING
1100 MOORING
1104 MOORING
1000 DUNAWAY LN.
1004 DUNAWAY LN.
1008 DUNAWAY LN.
1012 DUNAWAY LN.
1016 DUNAWAY LN.
341 ELM AVE.
1100 DUNAWAY LN.

SD-A STA. 8+00 - 16+00

EXISTING GRND @ PIPE CL

PROPOSED GRND @ PIPE CL

PROP 4'x6' BOX CULVERT

-0.99%

-0.62%

SD-A STA.14+51.08
END 4'x6' BOX CULVERT
WITH HEADWALL
EG=684.91
FG=687.40
FL BOX CULV. (W)=681.88

SD-A STA.14+62.63, 15.52R
INSTALL: 10' CURB INLET
RIM=686.01
FL OUTLET (S)=681.81

SD-A STA.14+64.35=
SD-C STA. 0+94.02
FL SD-C (SW)=681.80

CL FG:696.88 SD FL:688.35
CL FG:694.45 SD FL:687.85
CL FG:695.89 SD FL:687.36
CL FG:694.88 SD FL:686.86
CL FG:694.00 SD FL:686.36
CL FG:693.04 SD FL:685.86
CL FG:692.05 SD FL:685.37
CL FG:690.74 SD FL:684.87
CL FG:689.82 SD FL:684.37
CL FG:689.09 SD FL:683.88
CL FG:688.67 SD FL:683.38
CL FG:688.31 SD FL:682.88
CL FG:687.91 SD FL:682.38
CL FG:687.41 SD FL:681.89
CL FG:681.58 SD FL:681.58
CL FG:681.27 SD FL:681.27
CL FG:680.94 SD FL:680.94

8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00
700 695 690 685 680 675 670

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SD-A STA. 8+00 - 16+00

NO.	REVISION	DATE

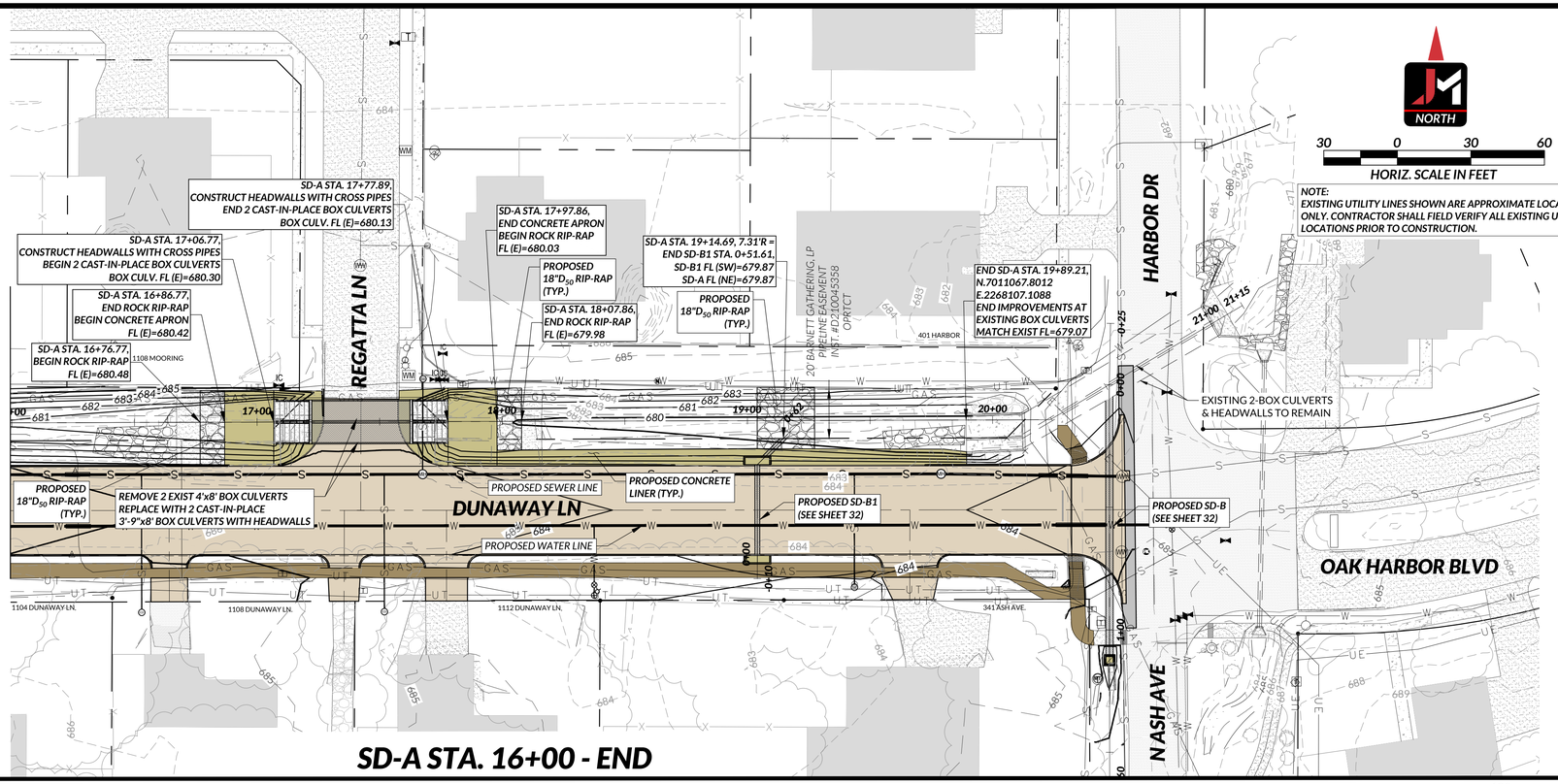
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CHECK SCALE AND ADJUST ACCORDINGLY.

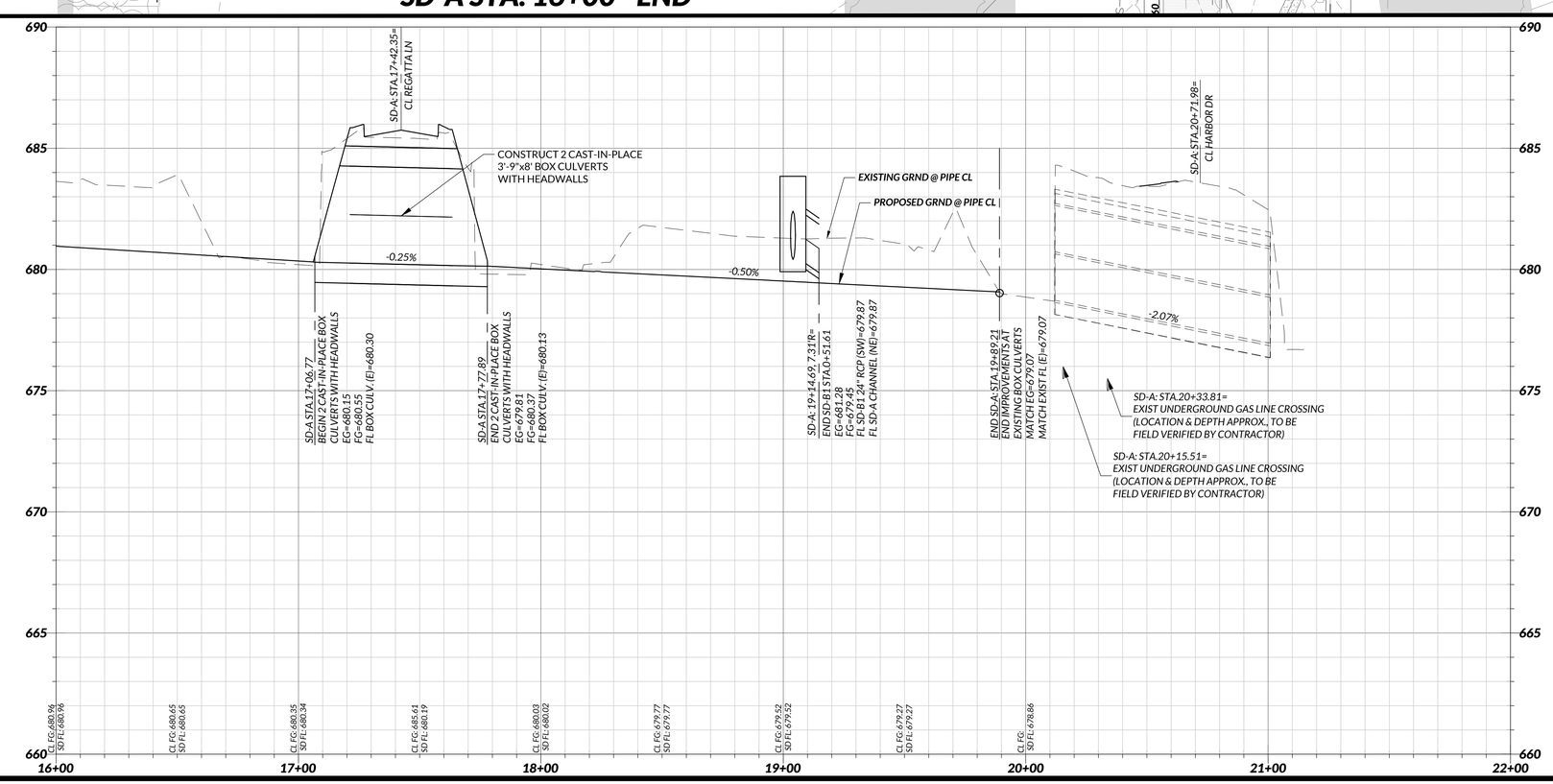
PROJECT # 21256
SCALE H: 1"= 30' V: 1" = 3'
SEQ. 29 / 116
SHEET 29

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Texas 811

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION





STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

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TBPELS FIRM # 10194493
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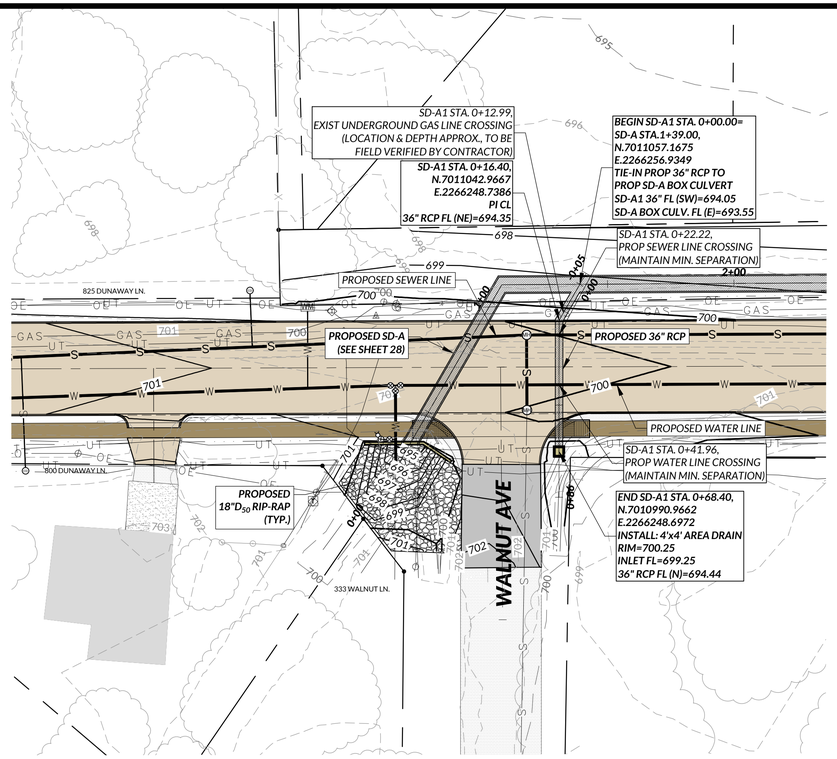
CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SD-A STA. 16+00 - END

NO.	REVISION	DATE

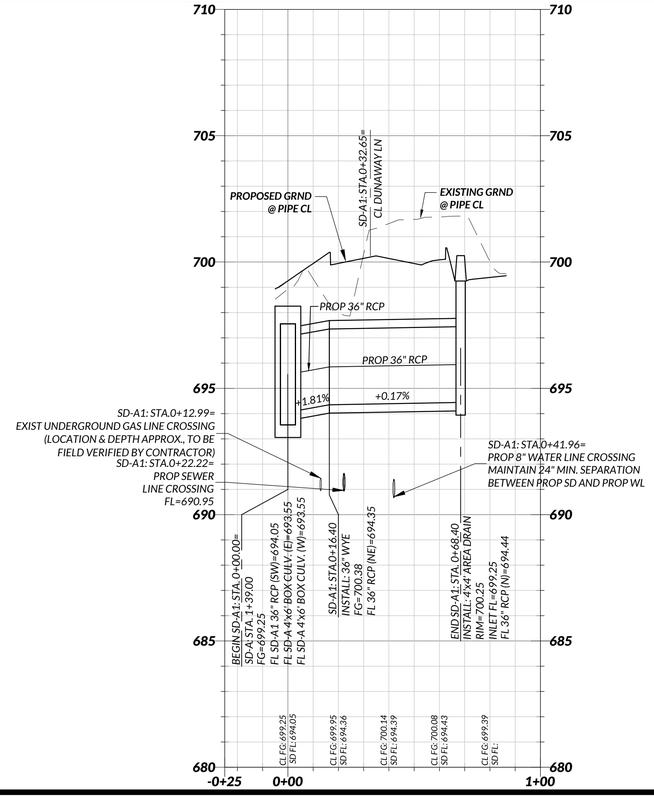
PROJECT # 21256
SCALE H: 1" = 30' V: 1" = 3'
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 30
SHEET 30
116

Plotted by: jeff burns Plot Date: 8/26/2026 4:54 PM
Saved By: jburns Save Time: 8/26/2026 2:49 PM
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SD-A1 STA. 0+00 - END



Plotted by: jeff burns Plot Date: 8/26/2026 4:54 PM
Saved By: jburns Save Time: 8/26/2026 2:49 PM
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NORTH

30 0 30 60

HORIZ. SCALE IN FEET

Texas 811

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STATE OF TEXAS
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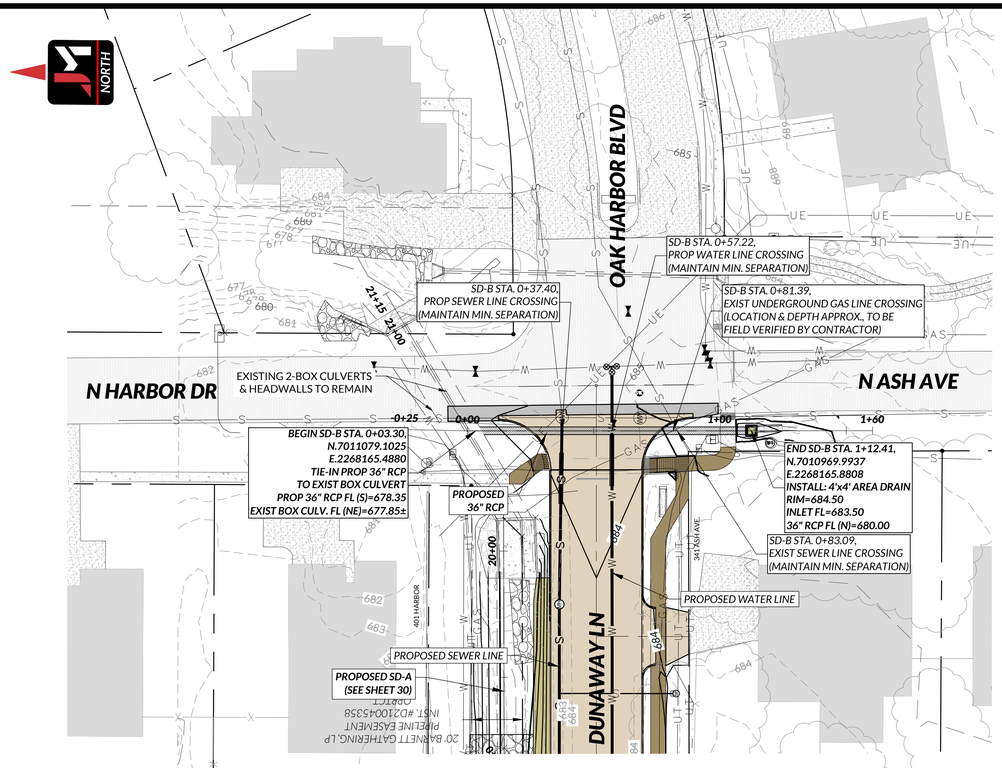
CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SD-A1 STA. 0+00 - END

NO.	REVISION	DATE

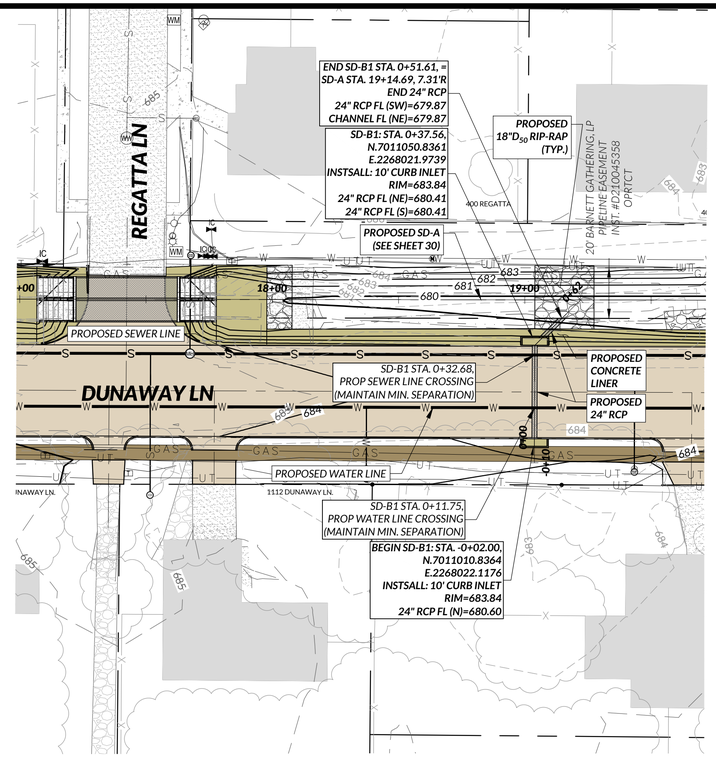
PROJECT # 21256
SCALE H: 1" = 30' V: 1" = 3'
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 31 / 116
SHEET 31

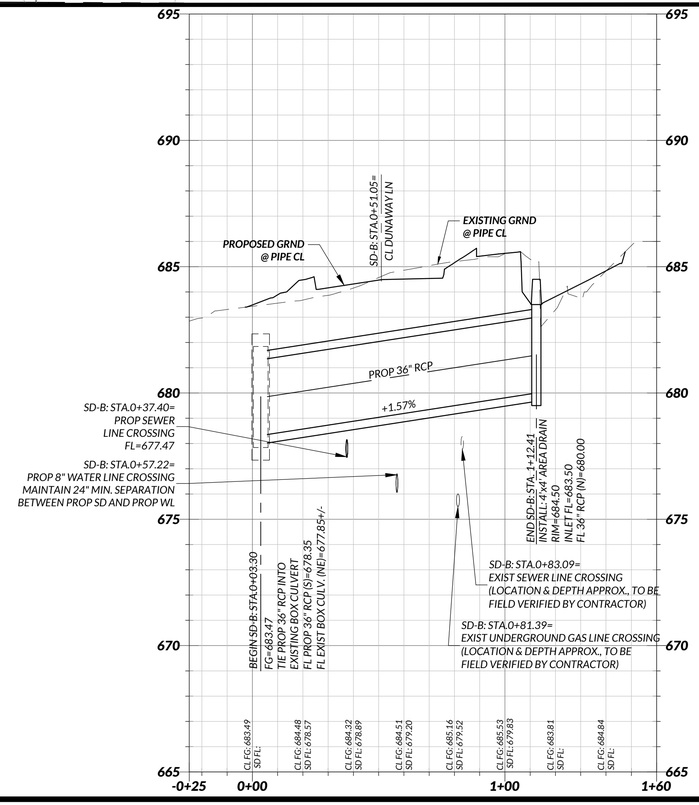
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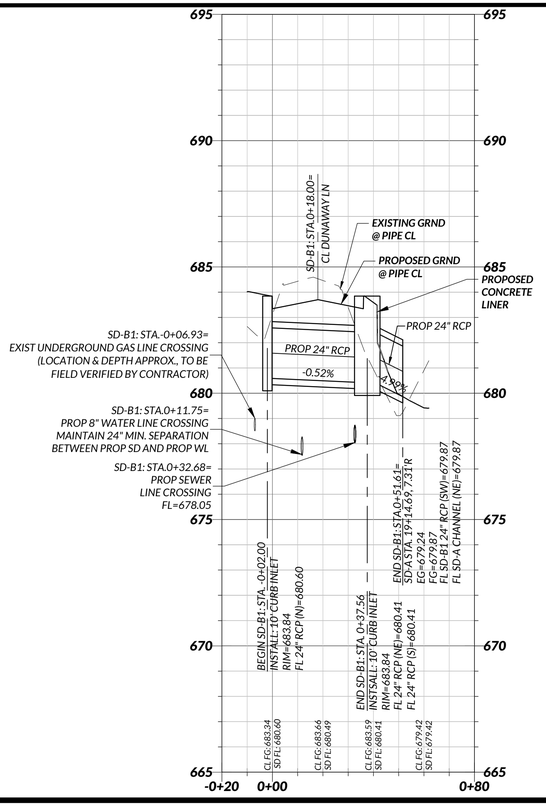


SD-B STA. 0+00 - END



SD-B1 STA. 0+00 - END





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STATE OF TEXAS
08-26-2026
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TBAE FIRM # BR 2261
TBPE FIRM # 2448

30 0 30 60
HORIZ. SCALE IN FEET

Texas 811
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CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

SD-B STA. 0+00 - END SD-B1 STA. 0+00 - END

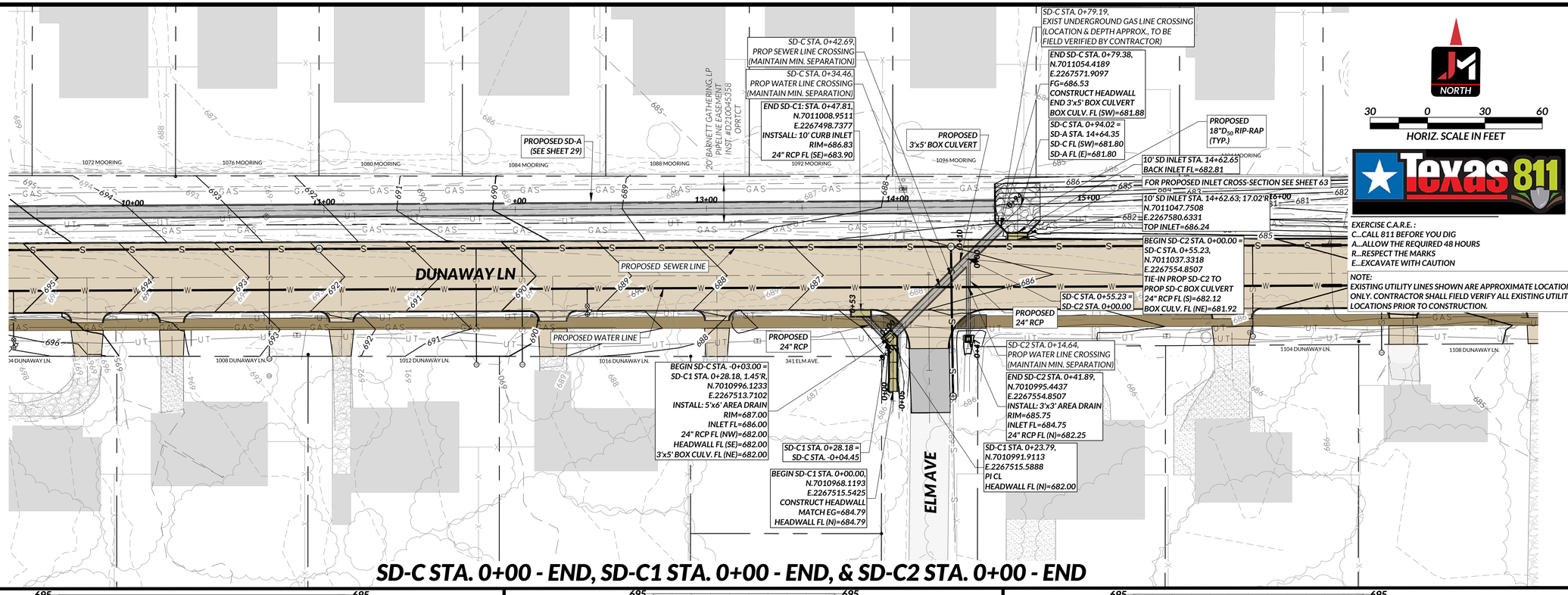
NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

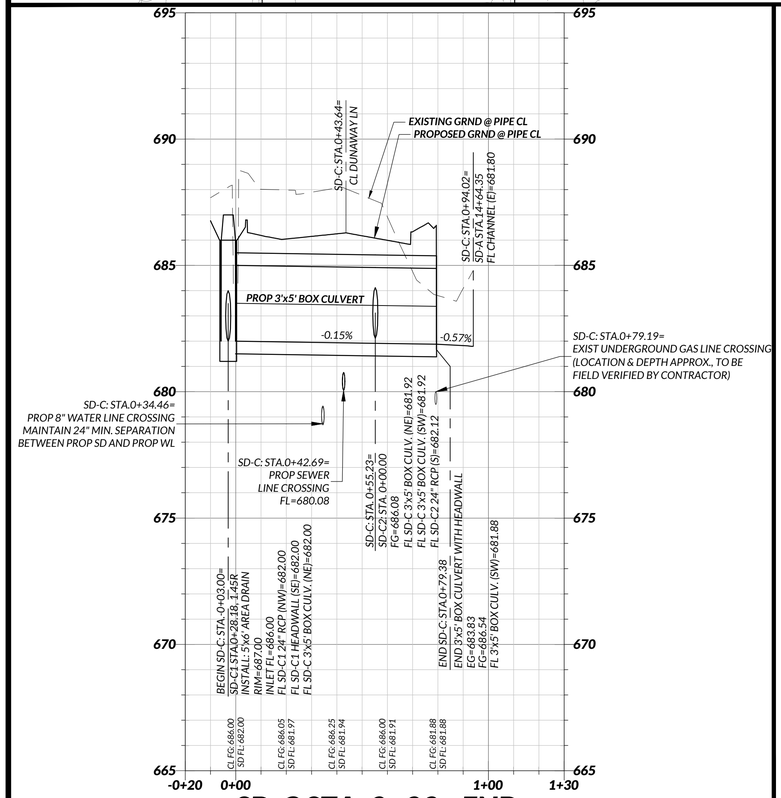
PROJECT # 21256 | SCALE H: 1" = 30' V: 1" = 3'

SEQ. 32 / 116 | SHEET 32

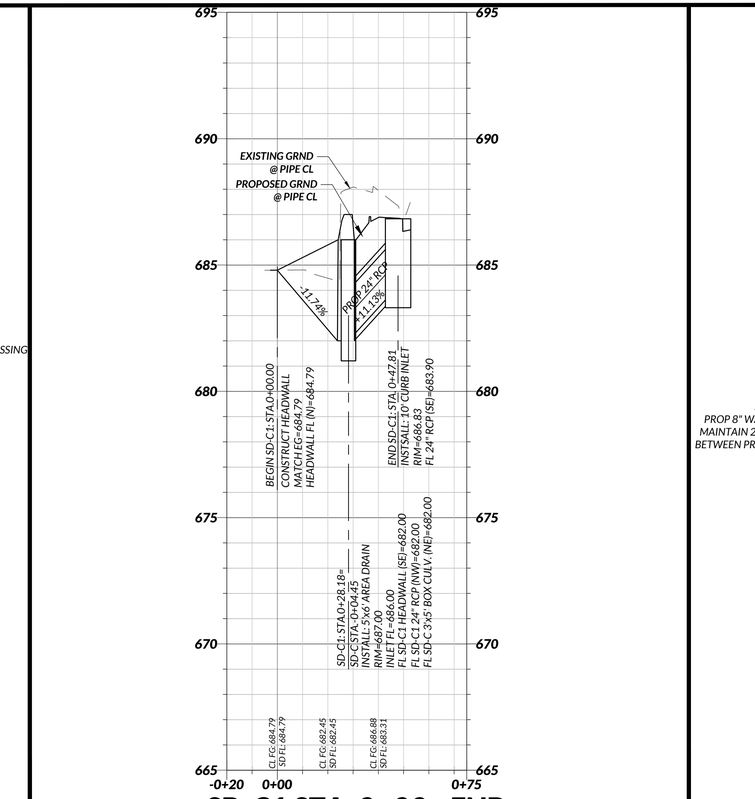
X:\Cl_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SD_PNP.dwg Saved By: jburns Plotted by: jeff burns Plot Date: 8/26/2026 4:56 PM Save Time: 8/26/2026 2:49 PM



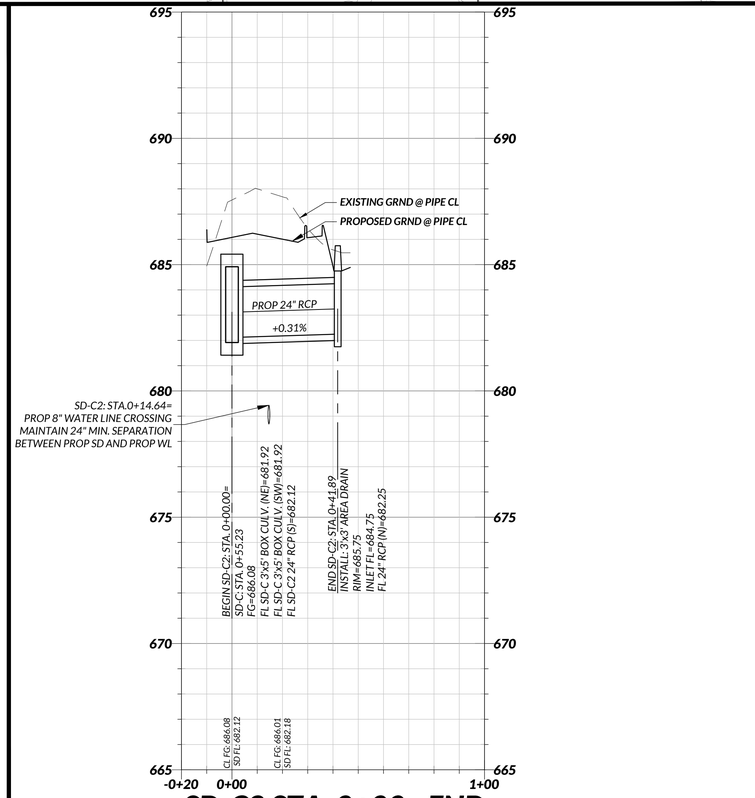
SD-C STA. 0+00 - END, SD-C1 STA. 0+00 - END, & SD-C2 STA. 0+00 - END



SD-C STA. 0+00 - END



SD-C1 STA. 0+00 - END



SD-C2 STA. 0+00 - END

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

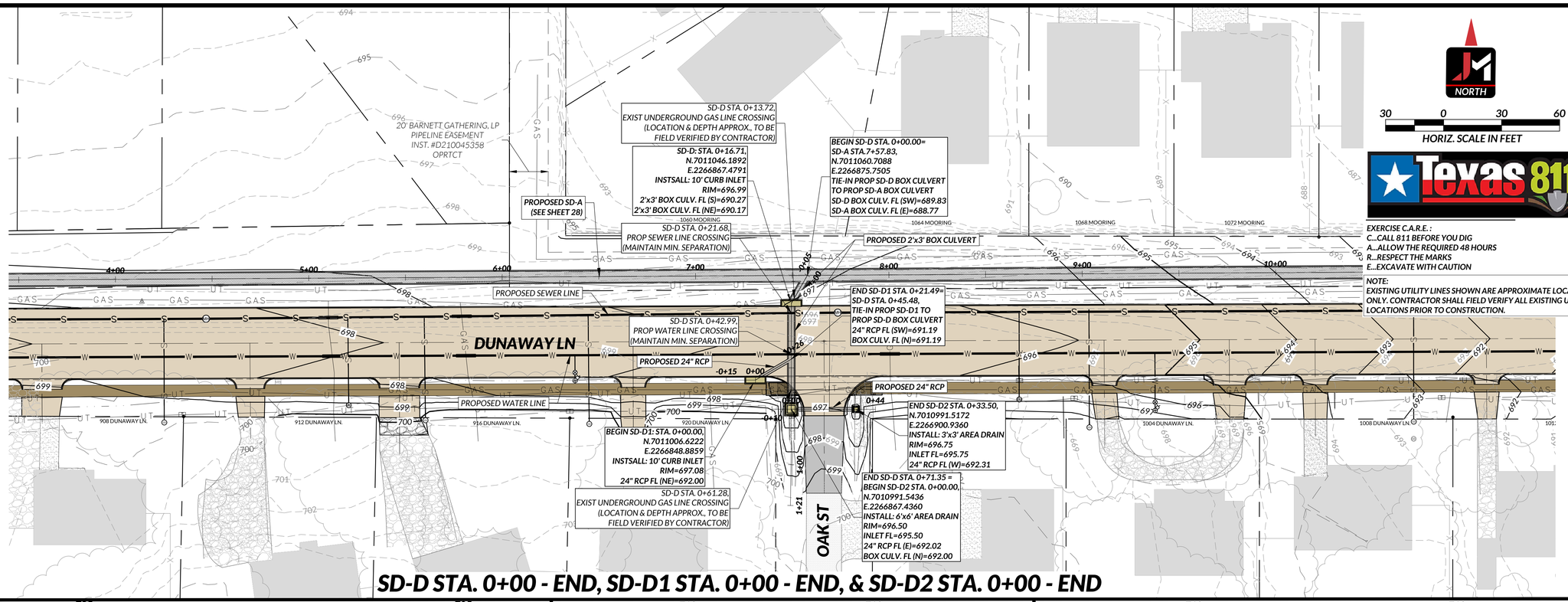
SD-C, SD-C1, & SD-C2 STA. 0+00-END

NO.	REVISION	DATE

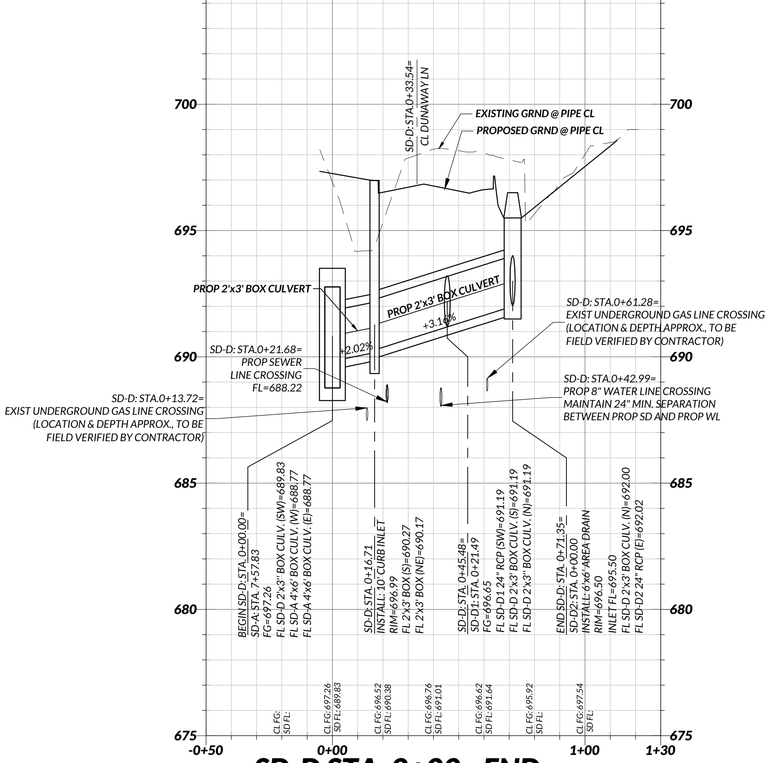
PROJECT # 21256 | SCALE H: 1" = 30' V: 1" = 3' | BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 33 / 116 | SHEET 33

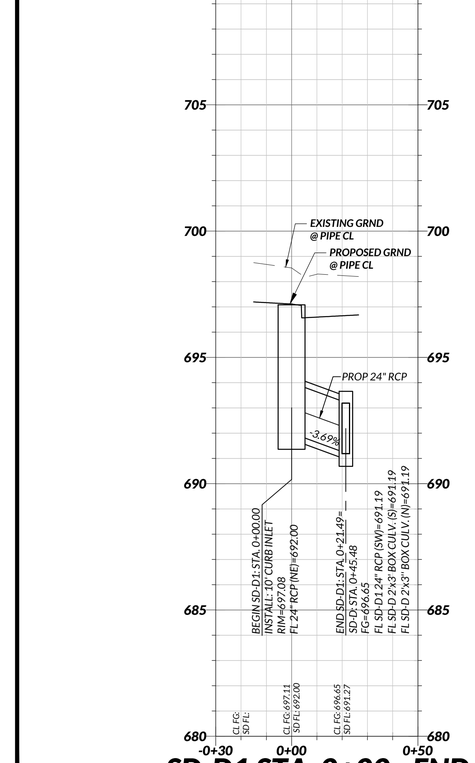
X:\CI_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SD_PNP.dwg Saved By: jburns Save Time: 8/26/2026 2:49 PM
Plotted by: jeff burns Plot Date: 8/26/2026 4:57 PM



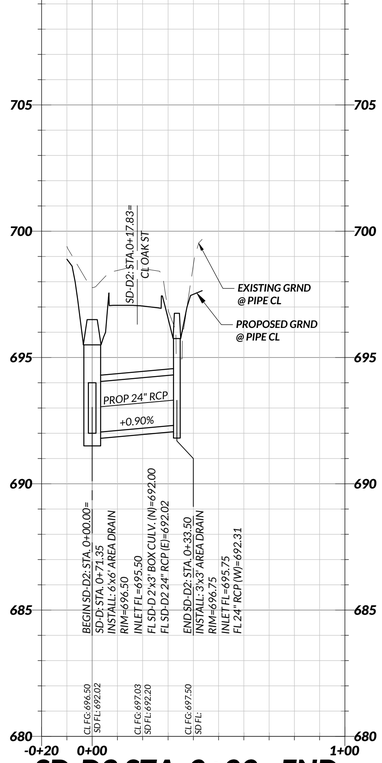
SD-D STA. 0+00 - END, SD-D1 STA. 0+00 - END, & SD-D2 STA. 0+00 - END



SD-D STA. 0+00 - END



SD-D1 STA. 0+00 - END



SD-D2 STA. 0+00 - END

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

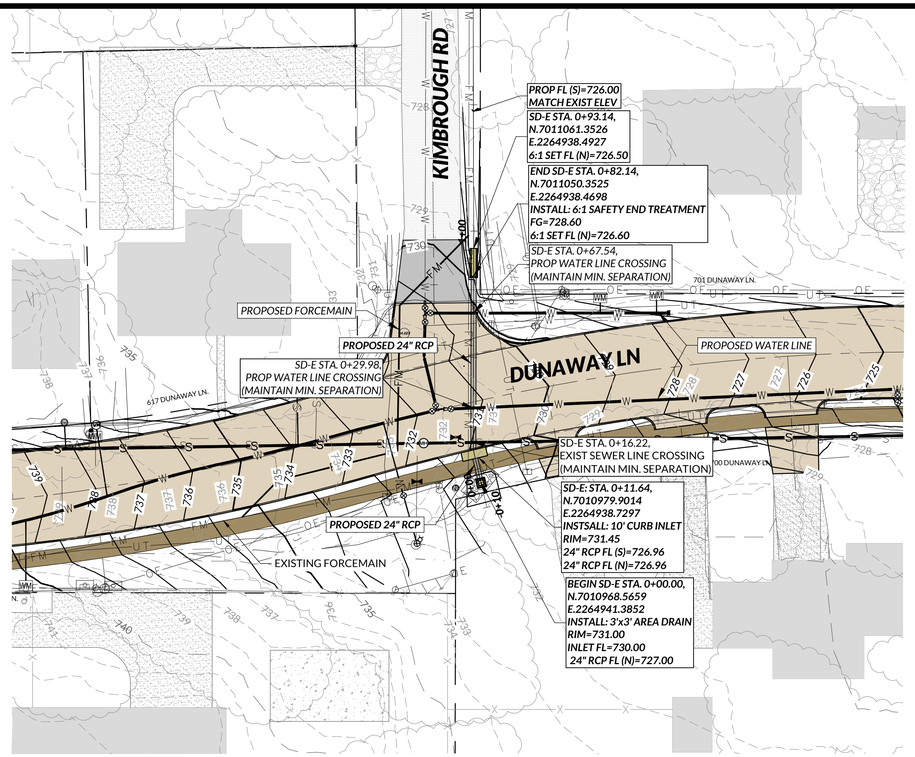
JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SD-D, SD-D1, & SD-D2 STA. 0+00-END

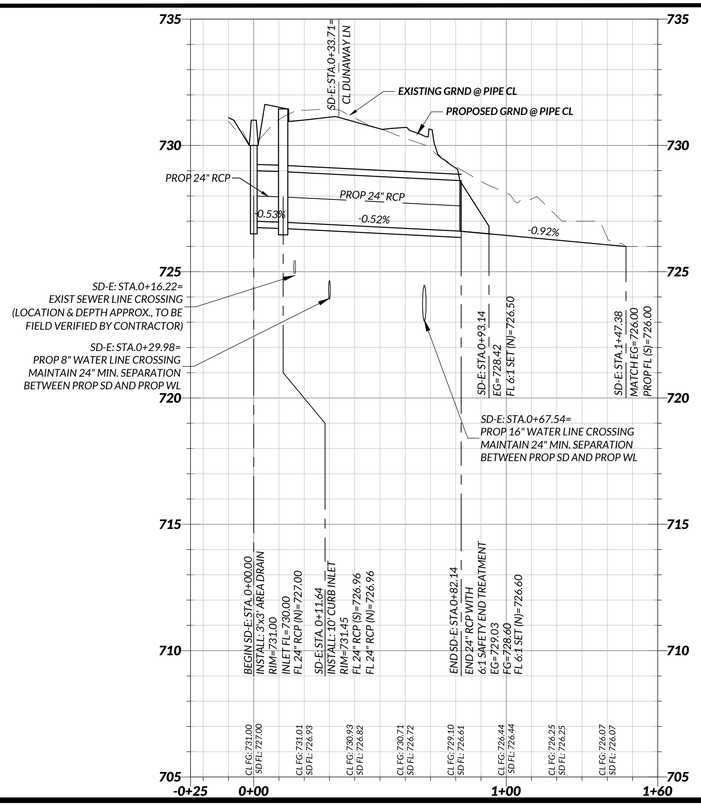
NO.	REVISION	DATE

PROJECT # 21256
SCALE H: 1" = 30' V: 1" = 3'
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

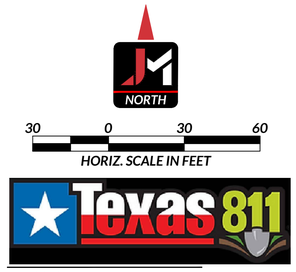
SEQ. 34 / 116
SHEET 34



SD-E STA. 0+00 - END



SD-E STA. 0+00 - END



EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NOTE:
EXISTING UTILITY LINES SHOWN ARE APPROXIMATE LOCATIONS ONLY. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY LOCATIONS PRIOR TO CONSTRUCTION.



08-26-2026

ISSUED FOR REVIEW

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TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

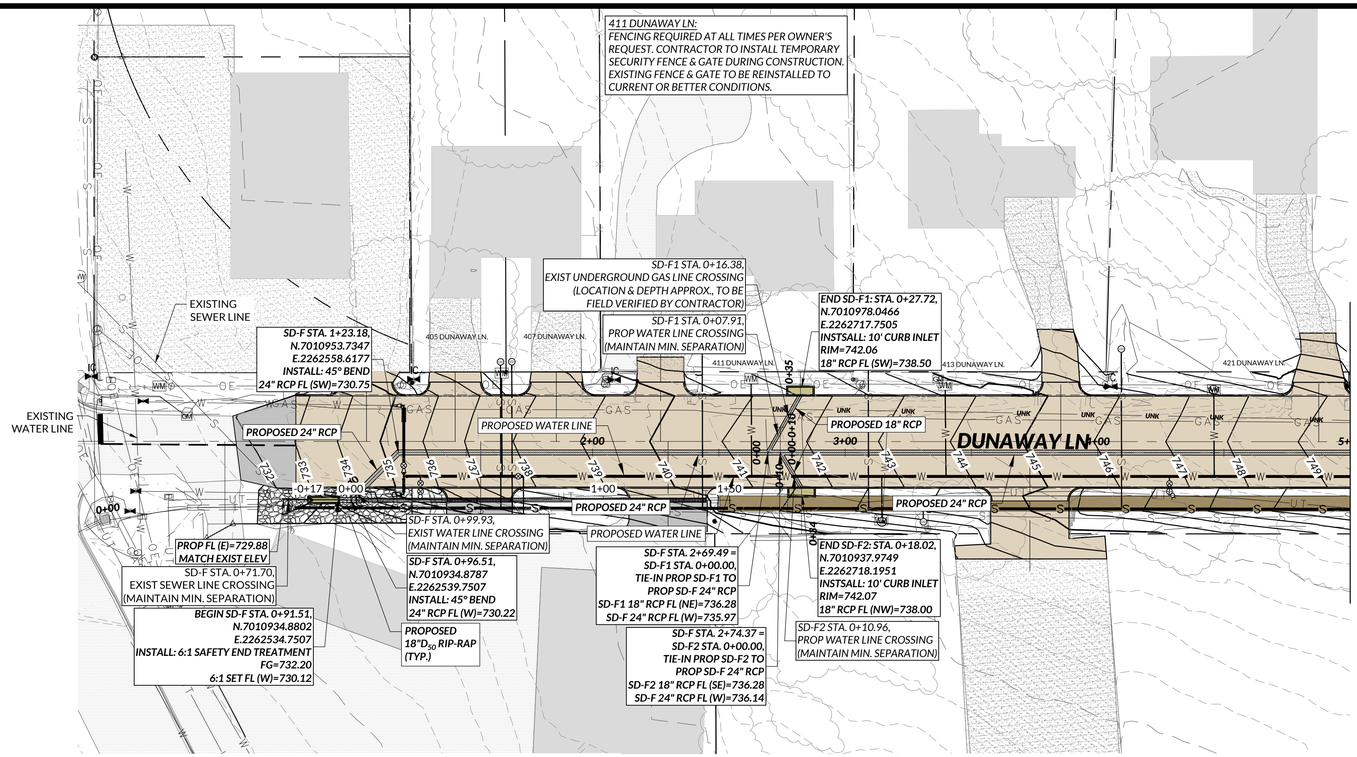
SD-E STA. 0+00 - END

NO.	REVISION	DATE

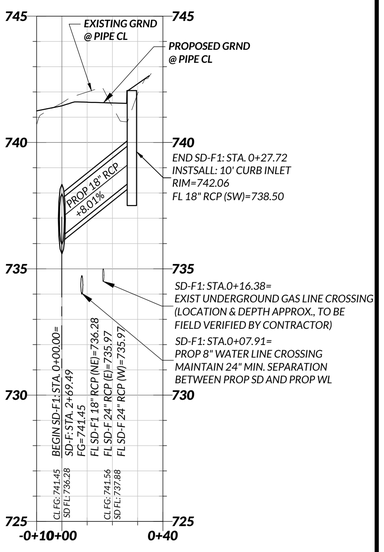
PROJECT # 21256
SCALE H: 1" = 30' V: 1" = 3'
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 35 / 116
SHEET 35

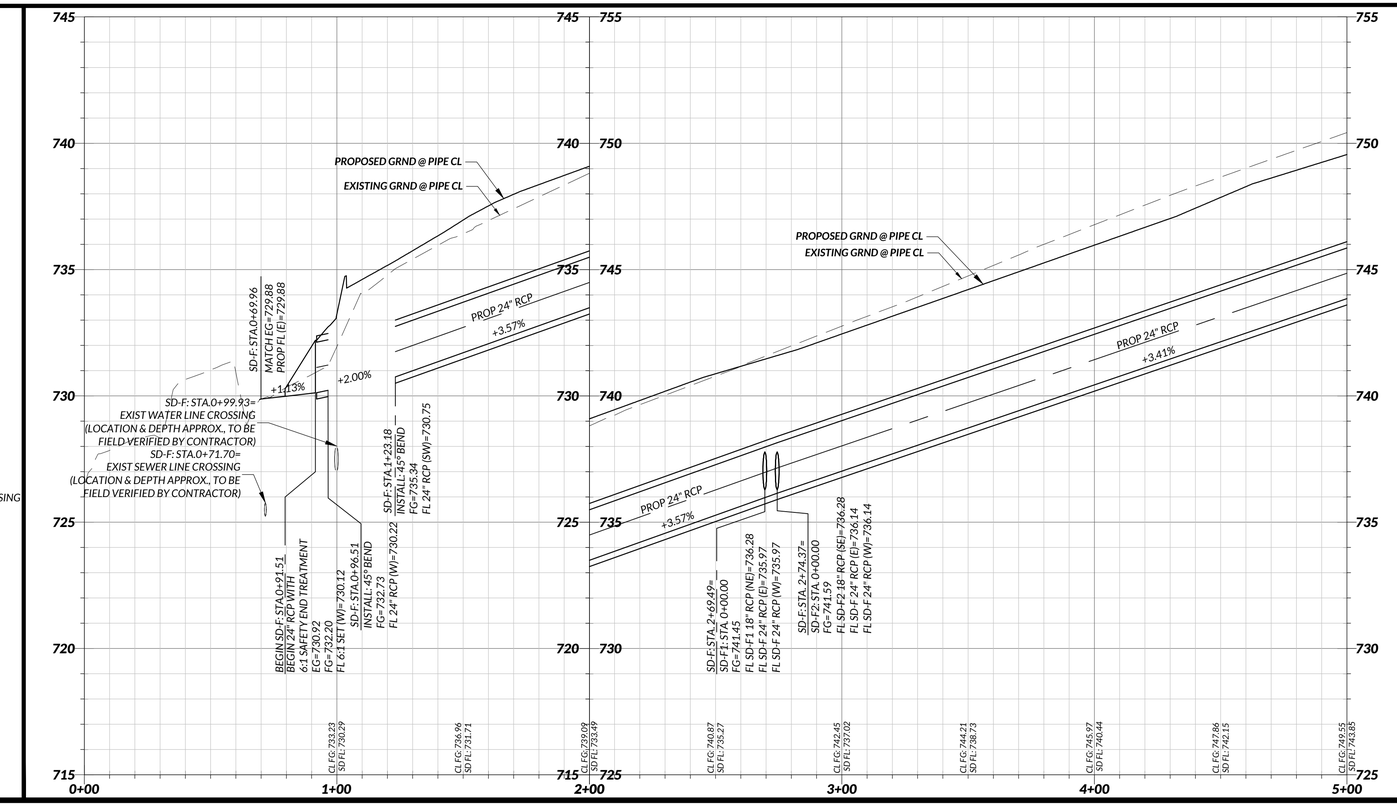
Plotted by: jeff burns Plot Date: 8/26/2026 4:57 PM
Saved By: jburns Save Time: 8/26/2026 2:49 PM
X:\CI_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SD_PNP.dwg

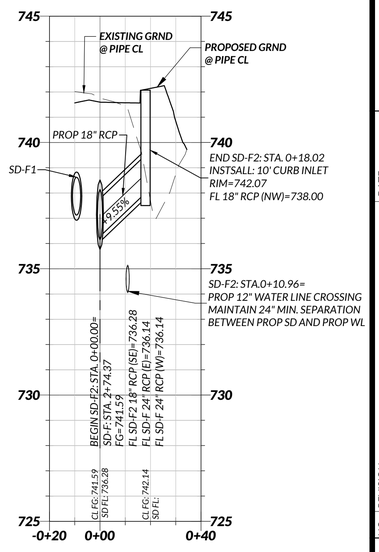


SD-F STA. 0+00 - 5+00, SD-F1 STA. 0+00 - END, & SD-F2 STA. 0+00 - END



SD-F1 STA. 0+00 - END





SD-F2 STA. 0+00 - END

NORTH

30 0 30 60

HORIZ. SCALE IN FEET

Texas 811

EXERCISE C.A.R.E. :
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STATE OF TEXAS
DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

SD-F STA. 0+00-5+00, SD-F1 & SD-F2 STA. 0+00-END

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

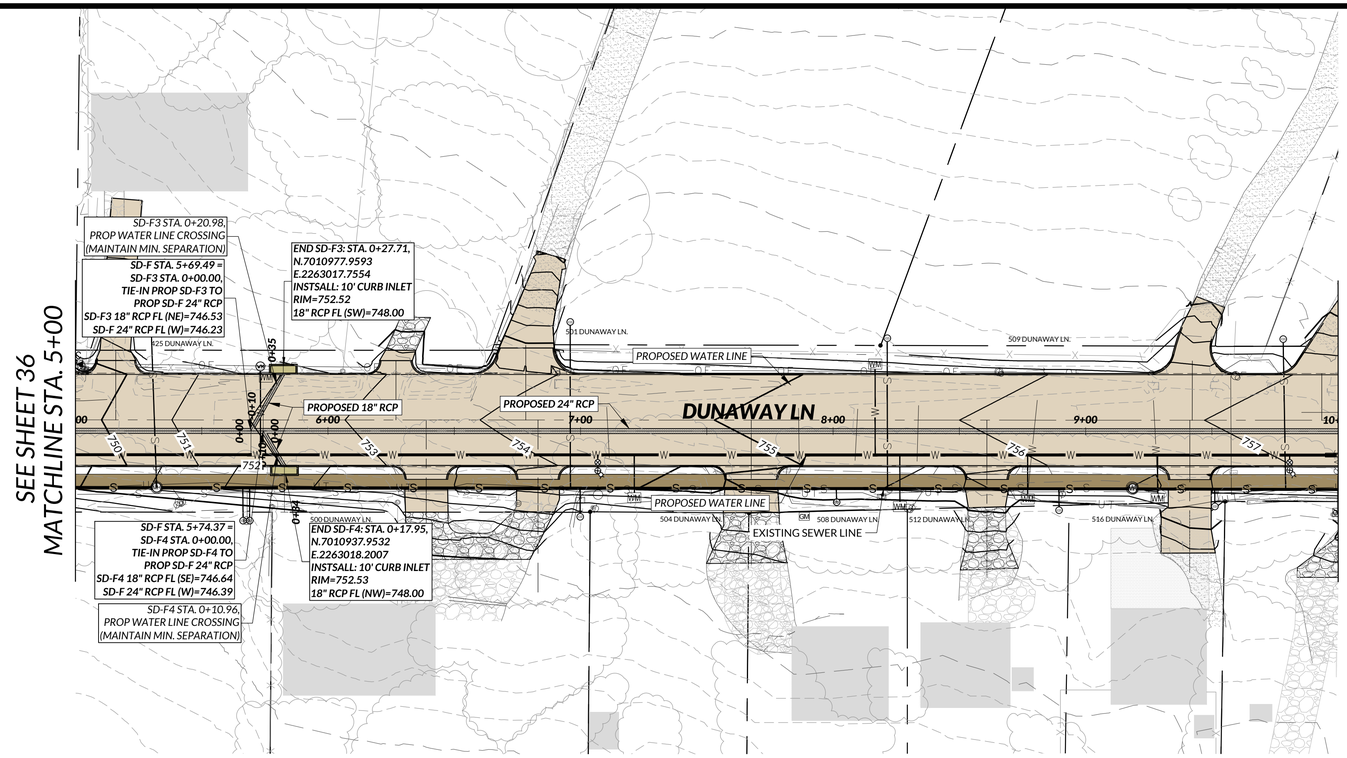
PROJECT # 21256 | SCALE H: 1" = 30' V: 1" = 3'

SEQ. 36 / 116 | SHEET 36

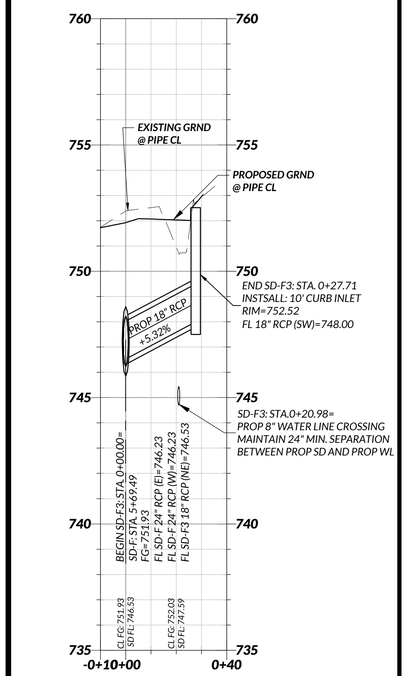
Plotted by: jeff burns Plot Date: 8/26/2026 4:58 PM

Saved By: jburns Save Time: 8/26/2026 2:49 PM

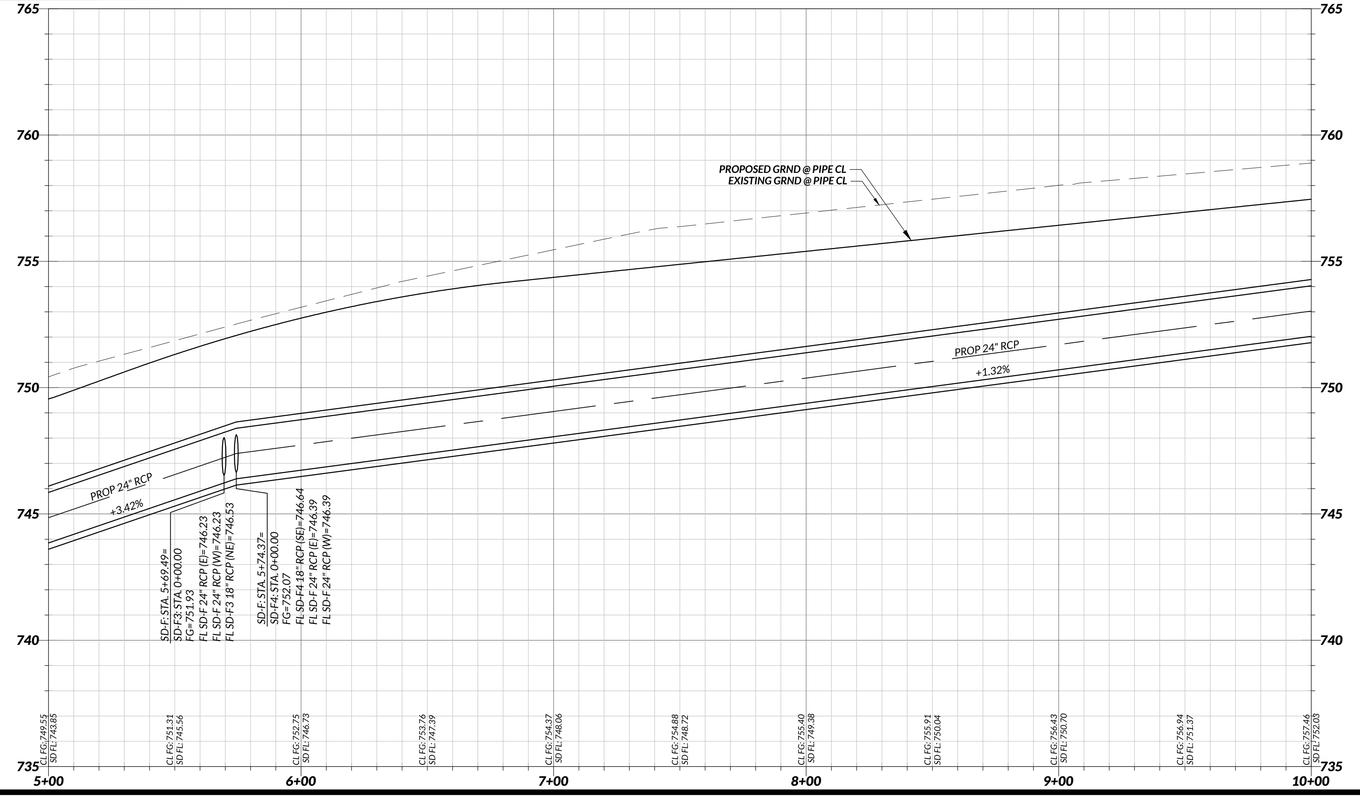
X:\CL_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SD_PNP.dwg

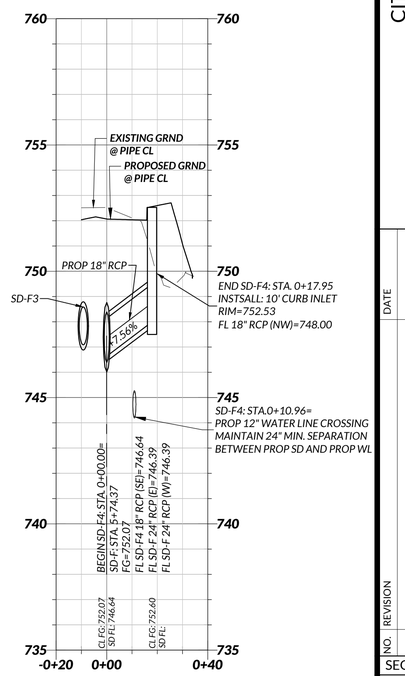


SD-F STA. 5+00 - 10+00, SD-F3 STA. 0+00 - END, & SD-F4 STA. 0+00 - END



SD-F3 STA. 0+00 - END





SD-F4 STA. 0+00 - END

NORTH

30 0 30 60

HORIZ. SCALE IN FEET

Texas 811

EXERCISE C.A.R.E. :
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STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

SD-F STA. 5+00-10+00, SD-F3 & SD-F4 STA. 0+00-END

NO.	REVISION	DATE

PROJECT # 21256

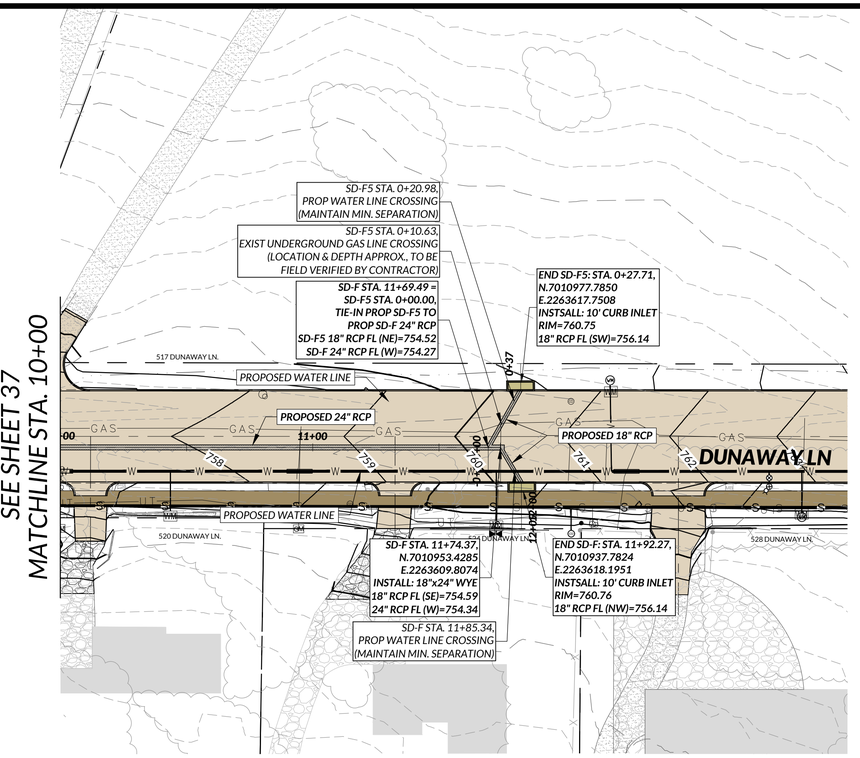
SCALE H: 1" = 30' V: 1" = 3'

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

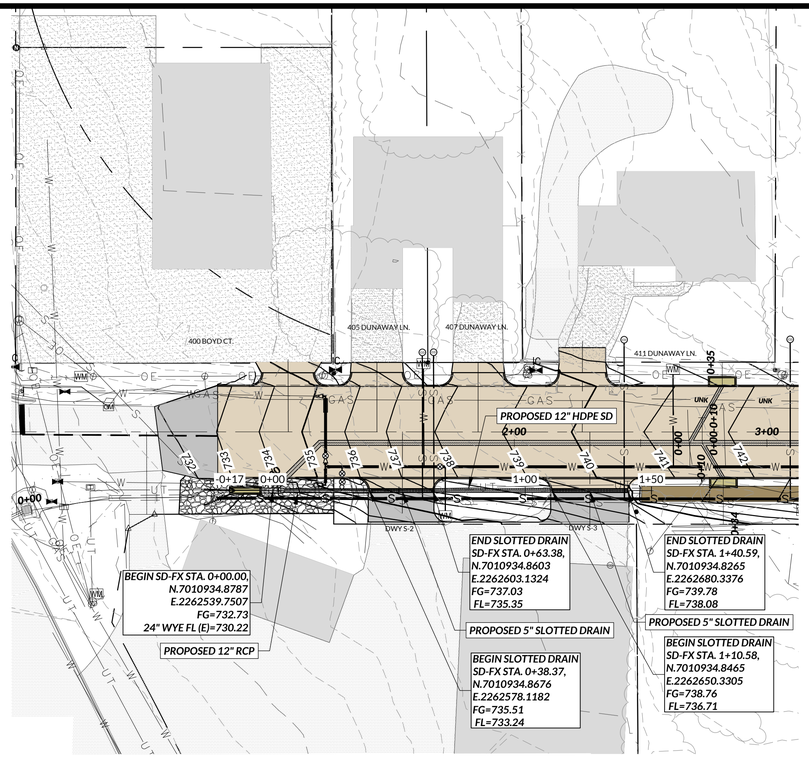
SEQ. 37 / 116

SHEET 37

Plotted by: jeff burns Plot Date: 8/26/2026 4:58 PM
Saved By: jburns Save Time: 8/26/2026 2:49 PM
X:\CL Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SD_PNP.dwg



SD-F STA. 10+00 - END & SD-F5 STA. 0+00 - END



SD-FX STA. 0+00 - END

NORTH

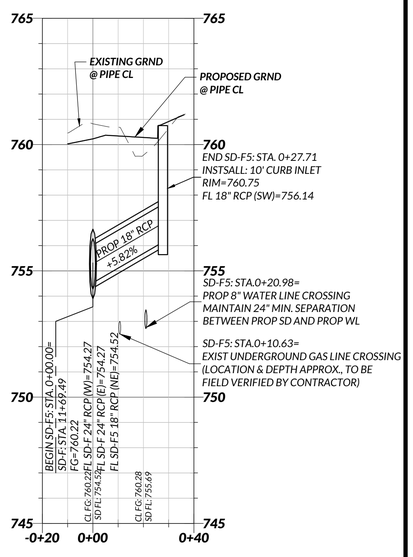
30 0 30 60

HORIZ. SCALE IN FEET

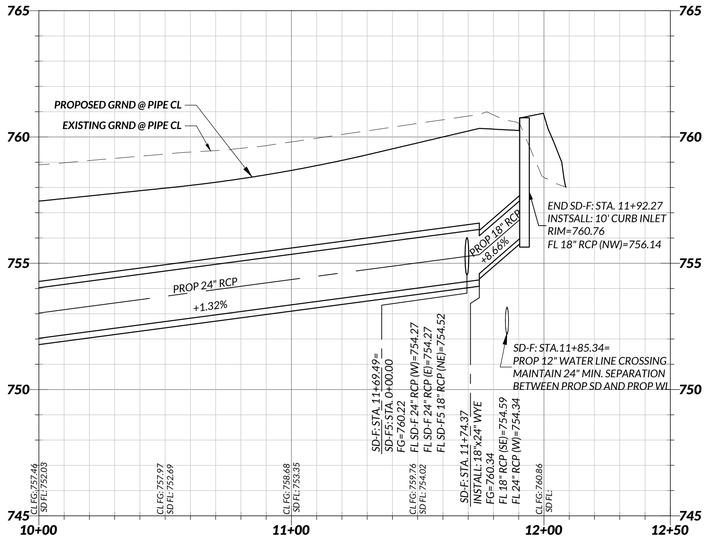
Texas 811

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

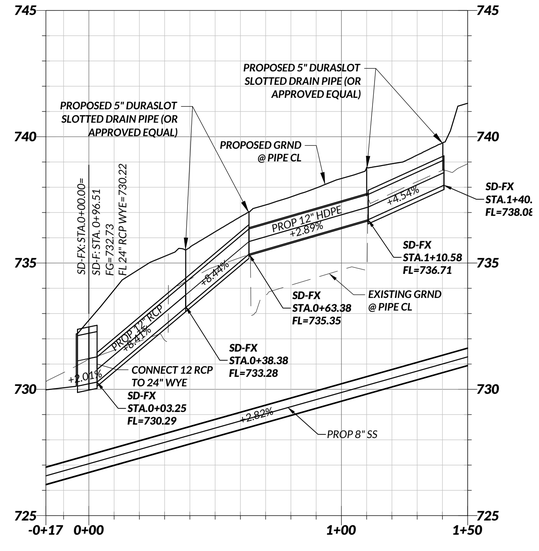
NOTE:
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SD-F5 STA. 0+00 - END



SD-F STA. 10+00 - END



SD-FX STA. 0+00 - END

08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

SD-F STA. 10+00 - END, SD-F5 STA. 0+00 - END & SD-FX

NO. | REVISION | DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE H: 1" = 50' V: 1" = 3'

SEQ. 38 / 116 | SHEET 38

Plotted by: jeff burns Plot Date: 8/26/2026 4:59 PM

Saved By: jburns Save Time: 8/26/2026 2:49 PM

X:\CL Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SD_PNP.dwg

Plotted by: jeff burns Plot Date: 8/28/2026 10:45 AM
Saved By: jburns Save Time: 8/28/2026 10:44 AM
X:\CI_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_WL_PNP.dwg

BEGIN WL-N STA.1+90.11, -14.15'L
N.7010972.2476
E.2262558.0943
FIELD LOCATE EXISTING 4" CI WL
REMOVE EXIST & TIE-IN PROP 8" PVC WL
INSTALL:
1-4" COUPLING
1-8"x4" REDUCER
1-8" 90° BEND

EXISTING SEWER LINE

EXISTING 4" WL

400 BOYD CT.

405 DUNAWAY LN.

4' MIN. (TYP.)

WL-N STA.1+92.72, -12.78'L
EXIST UNDERGROUND
GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN
EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

WL-S STA.3+30.27, -24.85'±L
RECONNECT EXIST WM

WL-S STA.4+07.02, -22.32'±L
RELOCATE & RECONNECT EXIST
WM & ICV AS NECESSARY

WL-S STA.5+13.32, -20.54'±L
RELOCATE &
RECONNECT EXIST WM

WL-S STA.6+40.67, -21.20'±L
RELOCATE &
RECONNECT EXIST WM

411 DUNAWAY LN.

415 DUNAWAY LN.

421 DUNAWAY LN.

425 DUNAWAY LN.

WL-S STA.2+31.48, -27.04'±L
RECONNECT EXIST WM

0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+

PROPOSED 5LF OF BORE &
14" PVC ENCASEMENT

PROPOSED 8" HDPE WL

EXISTING 12" WL

ST HWY 199

PROPOSED STORM DRAIN

DUNAWAY LN

4' MIN. (TYP.)

WL-S STA.1+91.99, 13.78'R
N.7010944.3108
E.2262559.9622
END 8" WL-N
INSTALL:
1-12" TEE
1-8" GV
1-12"x8" REDUCER

10' MIN.

5' (TYP.)

S-2

PROPOSED 12" HDPE WL

8' MIN. (TYP.)

500 DUNAWAY LN.

BEGIN WL-S STA.1+92.72, 21.06'R
N.7010937.0340
E.2262560.6920
FIELD LOCATE EXISTING 12"AC WL
REMOVE EXIST & TIE-IN PROP 12" PVC WL
INSTALL:
1-12" COUPLING
1-12" 90° BEND

WL-S STA.2+38.04, 13.78'R
INSTALL:
1-12" GV

342 NORTHWEST PARKWAY

WL-S STA.2+40.13, 33.18'±R
RECONNECT EXIST WM

WL-S STA.1+99.31, 19.82'R
N.7010938.2689
E.2262567.2847
INSTALL:
1-6" GV
1-FH

WL-S STA.3+82.00, 31.80'±R
RELOCATE &
RECONNECT EXIST WM

EXISTING SEWER LINE

WL-S STA.3+47.48, 13.88'R
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)

WL-S STA.4+95.83, 19.76'R
N.7010938.2402
E.2262863.8030
INSTALL:
1-6" GV
1-FH

WL-S STA.6+47.43, 13.79'R
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)

WL- STA. 0+00 - 7 +00

SEE THIS SHEET
MATCHLINE STA. 7+00

501 DUNAWAY LN.

WL-S STA.8+84.12, -22.19'±L
RECONNECT EXIST WM

509 DUNAWAY LN.

517 DUNAWAY LN.

WL-S STA.12+47.43, 13.79'R
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)

WL-S STA.12+85.20, -22.23'±L
RELOCATE &
RECONNECT EXIST WM

WL-S STA.13+48.22, 19.85'R
N.7010937.9086
E.2263716.1952
INSTALL:
1-6" GV
1-FH

517 DUNAWAY LN.

8+00 9+00 DUNAWAY LN 10+00 11+00 12+00 13+00 14+00 15-

PROPOSED 10LF OF BORE
& 20" PVC ENCASEMENT

5' MIN. (TYP.)

4' MIN. (TYP.)

PROPOSED 12" HDPE WL

PROPOSED STORM DRAIN

10' MIN.

WL-S STA.7+74.25, 20.10'R
N.7010937.8258
E.2263142.2250
INSTALL:
1-6" GV
1-FH

504 DUNAWAY LN.

WL-S STA.7+88.78, 30.78'±R
RECONNECT EXIST WM

508 DUNAWAY LN.

WL-S STA.8+93.91, 34.24'±R
RECONNECT EXIST WM

512 DUNAWAY LN.

WL-S STA.9+44.51, 31.20'±R
RECONNECT EXIST WM

516 DUNAWAY LN.

WL-S STA.9+95.96, 30.97'±R
RECONNECT EXIST WM

WL-S STA.10+48.22, 19.78'R
N.7010938.0607
E.2263416.1955
INSTALL:
1-6" GV
1-FH

WL-S STA.10+67.38, 13.79'R
EXIST UNDERGROUND
GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN
EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

6' MIN. (TYP.)

20 DUNAWAY LN.

WL-S STA.11+11.10, 31.56'±R
RECONNECT EXIST WM

WL-S STA.11+61.37, 13.79'R
EXIST UNDERGROUND
GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN
EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

524 DUNAWAY LN.

PROPOSED 10LF OF BORE
& 20" PVC ENCASEMENT

EXISTING SEWER LINE

WL-S STA.12+40.16, 35.35'±R
RECONNECT EXIST WM

528 DUNAWAY LN.

PROPOSED 10LF OF BORE
& 20" PVC ENCASEMENT

WL-S STA.12+91.50, 15.00'R
EXIST UNDERGROUND
GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN
EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

WL-S STA.13+61.14, 31.90'±R
RELOCATE &
RECONNECT EXIST WM

532 DUNAWAY LN.

WL- STA. 7+00 - 15+00

SEE THIS SHEET
MATCHLINE STA. 15+00

SEE SHEET 40
MATCHLINE STA. 23+00

WL-S STA.18+49.34, -22.42'±L
RELOCATE & RECONNECT EXIST
WM & ICV AS NECESSARY

WL-S STA.18+48.19, 13.79'R
N.7010943.8173
E.2264216.1632
FIELD LOCATE EXIST 8" AC WL
TIE-IN TO PROP 12" HDPE WL
INSTALL:
1-8" GV
1-12"x8" REDUCER
1-12" TEE
2-12" GV

WL-S STA.19+57.87, -12.79'L
EXIST UNDERGROUND
GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN
EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

1+00

KONA DR

0+00

EXISTING 2" WL

WL-S STA.19+57.80, -25.78'L
FIELD LOCATE EXIST 2" GAL WL
TIE-IN PROP 2" PVC WL
INSTALL:
1-2" COUPLING

PROP ±40LF
OF 2" PVC WL

EXISTING SEWER LINE

WL-S STA.21+58.24, -22.97'±L
RELOCATE &
RECONNECT EXIST WM

WL-S STA.22+84.00, 13.79'R
EXIST UNDERGROUND
GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN
EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

WL-S STA.22+60.79, -28.79'±L
RECONNECT EXIST WM

WL-S STA.15+82.96, -22.36'±L
RELOCATE &
RECONNECT EXIST WM

WL-S STA.16+90.48, -22.32'±L
RELOCATE &
RECONNECT EXIST WM

531 DUNAWAY LN.

535 DUNAWAY LN.

605 DUNAWAY LN.

609 DUNAWAY LN.

16+00 17+00 18+00 DUNAWAY LN 19+00 20+00 21+00 22+00 23-

PROPOSED 10LF OF BORE
& 20" PVC ENCASEMENT

PROPOSED 12" HDPE WL

10' MIN.

PROPOSED 10LF OF BORE
& 4" PVC ENCASEMENT

PROPOSED 12" HDPE WL

PROPOSED 10LF OF BORE
& 20" PVC ENCASEMENT

WL-S STA.15+02.87, 36.58'±R
RECONNECT EXIST WM

534 DUNAWAY LN.

WL-S STA.15+89.46, 33.44'±R
RELOCATE &
RECONNECT EXIST WM

EXISTING SEWER LINE

538 DUNAWAY LN.

WL-S STA.17+52.50, 32.36'±R
RECONNECT EXIST WM

PROP ±15LF OF
8" HDPE WL

WAY LN.

WOODARD LN

324 WOODWARD

6' MIN. (TYP.)

WL-S STA.21+76.85, 36.48'±R
RECONNECT EXIST WM

325 BREEZY LN.

WL-S STA.15+94.91, 13.79'R
EXIST UNDERGROUND
GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN
EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

WL-S STA.16+48.22, 20.40'R
N.7010937.2739
E.2264016.1952
INSTALL:
1-6" GV
1-FH

WL-S STA.17+86.33, 33.15'±R
RELOCATE &
RECONNECT EXIST WM

WL-S STA.18+43.81, 29.66'R
INSTALL:
1-6" GV
1-FH
N:7010927.9480
E:2264211.7740

EXISTING 8" WL

WL-S STA.18+48.19, 28.82'R
FIELD LOCATE EXIST 8" AC WL
TIE-IN PROP 8" HDPE WL
INSTALL:
1-8" COUPLING

WL-S STA.19+57.96, 13.79'R
N.7010943.7849
E.2264325.9308
INSTALL:
1-2" GV
1-12"x8" TEE
1-8"x2" REDUCER
2-12" GV

WL-S STA.20+46.02, 28.82'R
N.7010928.7379
E.2264413.9856
INSTALL:
1-6" GV
1-FH

WL-S STA.22+48.22, 20.22'R
N.7010937.2739
E.2264616.1952
INSTALL:
1-6" GV
1-FH

WL-S STA.22+92.67, 13.79'R
N.7010943.6874
E.2264660.6470
FIELD LOCATE EXIST 4" CI WL
TIE-IN PROP 12" HDPE WL
INSTALL:
1-12" TEE
1-12"x4" REDUCER
2-12" GV
1-4" GV
1-4" COUPLING
±11LF OF PROP 4" HDPE WL

EXISTING 4" WL

WL- STA. 15+00 - 23+00

NORTH

30 0 30 60

HORIZ. SCALE IN FEET

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
XX SCALE When Plotted 22"x34" True Fullsize
XX SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

Texas 811

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NOTE:
EXISTING UTILITY LINES SHOWN ARE APPROXIMATE LOCATIONS ONLY. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

411 DUNAWAY LN:
FENCING REQUIRED AT ALL TIMES PER OWNER'S REQUEST. CONTRACTOR TO INSTALL TEMPORARY SECURITY FENCE & GATE DURING CONSTRUCTION. EXISTING FENCE & GATE TO BE REINSTALLED TO CURRENT OR BETTER CONDITIONS.

STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

WL - 0+00 - 23+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 30'

SEQ. 39 | SHEET 39 of 116

Plotted by: jeff burns Plot Date: 8/28/2026 10:46 AM
Saved By: jburns Save Time: 8/28/2026 10:44 AM
X:\CI_Arie\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_WL_PNP.dwg

SEE SHEET 39
MATCHLINE STA. 23+00

EXISTING 16" WL
KIMBROUGH RD
PROPOSED 6" HDPE WL
701 DUNAWAY LN.
PROPOSED 12" HDPE WL
PROPOSED STORM DRAIN
EXISTING SEWER LINE
617 DUNAWAY LN.
613 DUNAWAY LN.
PROPOSED 12" HDPE WL
27+00
PROPOSED 8" HDPE WL
28+00
DUNAWAY LN
EXISTING SEWER LINE
29+00
WL-S STA.28+21.99, 28.46'±R
RELOCATE & RECONNECT EXIST WM & ICV AS NECESSARY
WL-S STA.29+19.20, -47.60'±L
RECONNECT EXIST WM
25+00
26+00
24+00
0+00
700 DUNAWAY LN.
708 DUNAWAY LN.
712 DUNAWAY LN.
716 DUNAWAY LN.
PROPOSED SEWER FORCEMAIN
PROPOSED 12" HDPE WL
EXISTING SEWER FORCEMAIN
320 BREEZY LN.
EXISTING 6" WL
BREEZY LN
WL-S STA.27+43.96, 14.73'R
N.7011005.6097
E.2265106.1865
INSTALL:
1-6" GV
1-FH
WL-S STA.27+63.87, 29.40'±R
RECONNECT EXIST WM
WL-S STA.28+49.77, 14.50'±R
EXIST SEWER LINE CROSSING
(MAINTAIN MIN. SEPARATION)
WL-S STA.29+69.94, 35.51'±R
RELOCATE & RECONNECT EXIST WM
WL-S STA.29+00.22, 36.27'±R
RELOCATE & RECONNECT EXIST WM
10' MIN.
4' MIN. (TYP.)
SEE INSET, SHEET 41

WL- STA. 23+00 - 30+00

SEE THIS SHEET
MATCHLINE STA. 30+00

WL-S STA.32+67.57, -33.41'±L
N.7011055.6480
E.2265629.5030
INSTALL:
1-6"GV
1-FH
EXISTING 8" WL
WL-S STA.32+73.60, -39.47'L
FIELD LOCATE EXIST 8" WL
TIE-IN PROP 8" HDPE WL
INSTALL:
1-8" COUPLING
WL-S STA.33+41.77, 20.43'R
N.7011002.0842
E.2265703.8998
INSTALL:
1-6" GV
1-FH
WL-S STA.35+55.97, 14.50'±R
PROP SEWER LINE CROSSING
(MAINTAIN MIN. SEPARATION)
WL-S STA.30+41.77, 20.45'R
N.7011000.9813
E.2265403.8998
INSTALL:
1-6" GV
1-FH
WL-S STA.32+73.50, -25.51'L
INSTALL:
1-8" GV
WL-S STA.35+29.01, 14.50'R
EXIST UNDERGROUND GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE FIELD VERIFIED BY CONTRACTOR)
PROPOSED 10LF OF BORE & 14" PVC ENCASEMENT
WL-S STA.35+66.15, 14.50'R
N.7011008.8149
E.2265928.2598
INSTALL:
1-8"x6" TEE
2-8" GV
1-6" GV
WL-S STA.36+18.42, 13.05'±R
EXIST SEWER LINE CROSSING
(MAINTAIN MIN. SEPARATION)
WL-S STA.37+87.20, -24.37'±L
RECONNECT EXIST WM
31+00
32+00
33+00
35+00
36+00
37+00
PROP ±54LF OF 8" HDPE WL
PROPOSED 8" HDPE WL
DUNAWAY LN
PROPOSED 8" HDPE WL
PROPOSED SEWER LINE
PROP ±19LF OF 6" HDPE WL
10' MIN.
0+00
720 DUNAWAY LN.
724 DUNAWAY LN.
728 DUNAWAY LN.
732 DUNAWAY LN.
736 DUNAWAY LN.
740 DUNAWAY LN.
838 JAMES ST.
800 DUNAWAY LN.
EXISTING SEWER LINE
WL-S STA.31+79.66, 35.77'±R
RELOCATE & RECONNECT EXIST WM
WL-S STA.32+49.17, 36.01'±R
RELOCATE & RECONNECT EXIST WM
WL-S STA.30+39.51, 36.27'±R
RECONNECT EXIST WM
WL-S STA.32+73.21, 14.49'R
N.7011007.7742
E.2265635.3182
INSTALL:
1-8" TEE
3-8" GV
WL-S STA.33+19.24, 35.01'±R
RELOCATE & RECONNECT EXIST WM
WL-S STA.33+89.60, 34.39'±R
RECONNECT EXIST WM
WL-S STA.34+72.10, 34.23'±R
RELOCATE & RECONNECT EXIST WM
JAMES ST
844 JAMES ST.
EXISTING 6" WL
WL-S STA.35+77.14, 34.41'R
N.7010988.9400
E.2265939.3178
INSTALL:
1-6" GV
1-FH
WL-S STA.35+66.10, 33.82'R
FIELD LOCATE EXIST 6" WL
TIE-IN PROP 6" HDPE WL
INSTALL:
1-6" COUPLING
WL-S STA.37+81.42, 41.13'±R
RELOCATE & RECONNECT EXIST WM

WL- STA. 30+00 - 38+00

SEE THIS SHEET
MATCHLINE STA. 38+00

WL-S STA.38+21.89, 7.07'R
N.7011017.1625
E.2266183.9704
INSTALL:
1-8"x6" TEE
2-8" GV
1-6" GV
PROPOSED STORM DRAIN
WL-S STA.38+86.64, 7.07'R
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)
WL-S STA.40+85.20, 6.98'R
EXIST UNDERGROUND GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE FIELD VERIFIED BY CONTRACTOR)
WL-S STA.42+68.00, 6.89'R
EXIST UNDERGROUND GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE FIELD VERIFIED BY CONTRACTOR)
WL-S STA.43+37.14, 6.86'R
EXIST UNDERGROUND GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE FIELD VERIFIED BY CONTRACTOR)
20' BARNETT GATHERING, LP PIPELINE EASEMENT INST. #D210045358 OPRTCT
WL-S STA.45+56.38, 6.76'R
EXIST UNDERGROUND GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE FIELD VERIFIED BY CONTRACTOR)
PROPOSED 10LF OF BORE & 14" PVC ENCASEMENT
PROPOSED SEWER LINE
PROPOSED 10LF OF BORE & 14" PVC ENCASEMENT
PROPOSED 10LF OF BORE & 14" PVC ENCASEMENT
PROPOSED 10LF OF BORE & 14" PVC ENCASEMENT
39+00
40+00
41+00
42+00
43+00
44+00
45+00
DUNAWAY LN
10' MIN.
12'
0+00
PROP ±30LF OF 6" HDPE WL
PROPOSED 8" HDPE WL
1060 MOORING
1064 MOORING
WL-S STA.38+73.88, 7.07'±R
EXIST SEWER LINE CROSSING
(MAINTAIN MIN. SEPARATION)
WL-S STA.38+41.38, 7.09'R
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)
WL-S STA.38+21.89, 37.43'R
FIELD LOCATE EXIST 6" WL
TIE-IN PROP 6" HDPE WL
INSTALL:
1-6" COUPLING
WL-S STA.38+16.03, 28.34'R
N.7010995.8695
E.2266178.1865
INSTALL:
1-6" GV
1-FH
EXISTING 6" HDPE WL
WALNUT AVE
13 WALNUT LN.
WL-S STA.40+93.49, 20.22'R
N.7011004.9865
E.2266455.6114
INSTALL:
1-6" GV
1-FH
908 DUNAWAY LN.
912 DUNAWAY LN.
916 DUNAWAY LN.
WL-S STA.43+93.49, 20.03'R
N.7011006.2592
E.2266755.6087
INSTALL:
1-6" GV
1-FH
WL-S STA.45+05.38, 6.78'R
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)
OAK ST
1000 DUN
1+00

WL- STA. 38+00 - 46+00

SEE SHEET 41
MATCHLINE STA. 46+00

NORTH
30 0 30 60
HORIZ. SCALE IN FEET

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
XX SCALE When Plotted 22"x34" True Fullsize
XX SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

Texas 811
EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NOTE:
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STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
WL - 23+00 - 46+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 SCALE 1" = 30'
SEQ. 40 SHEET 40 / 116

X:\CL_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_WL_PNP.dwg Saved By: jburns Save Time: 8/28/2026 10:44 AM Plotted by: jeff burns Plot Date: 8/28/2026 10:46 AM

SEE SHEET 40
MATCHLINE STA. 46+00

1068 MOORING | 1072 MOORING | 1076 MOORING | 1080 MOORING | 1084 MOORING | 1088 MOORING | 1092 MOORING | 1096 MOORING

20' BARNETT GATHERING, LP PIPELINE EASEMENT INST. #D210043358 OPRTCT

WL-S STA.51+92.78, 6.46'R
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)

WL-S STA.51+84.00, 6.47'±R
PROP SEWER LINE CROSSING
(MAINTAIN MIN. SEPARATION)

47+00 | 48+00 | PROPOSED SEWER LINE | 49+00 | DUNAWAY LN | PROPOSED 8" HDPE WL | 50+00 | 10' MIN. | 51+00 | 52+00

11.78' | 12' | 12'

1004 DUNAWAY LN. | 1008 DUNAWAY LN. | 1012 DUNAWAY | 1016 DUNAWAY LN. | 341 ELM AVE. | 1100 DUN.

ELM ST

WL-S STA.46+93.43, 36.49'R
N.7010990.8739
E.2267055.6074
INSTALL:
1-6" GV
1-FH

WL-S STA.49+93.49, 20.01'R
N.7011008.4336
E.2267355.6047
INSTALL:
1-6" GV
1-FH

WL-S STA.51+78.11, 6.47'R
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)

SEE THIS SHEET
MATCHLINE STA. 52+50

WL- STA. 46+00 - 52+50

SEE THIS SHEET
MATCHLINE STA. 52+50

1100 MOORING | 1104 MOORING | 1108 MOORING | 400 REGATTA

20' BARNETT GATHERING, LP PIPELINE EASEMENT INST. #D210043358 OPRTCT

WL-S STA.57+92.38, 6.19'R
EXIST UNDERGROUND
GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN
EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

HARBOR DR

EXISTING SEWER LINE
EXISTING 12" WL

END WL-S STA.58+29.01, 6.01'R
N.7011025.4383
E.2268191.0707
FIELD LOCATE EXIST 12" PVC WL
TIE-IN PROP 8" HDPE WL
END PROP 8" WL
INSTALL:
1-12"x8" TEE
1-8"GV
2-12" GV
2-12" COUPLING

53+00 | PROPOSED 10LF OF BORE & 14" PVC ENCASEMENT | 54+00 | PROPOSED SEWER LINE | 55+00 | PROPOSED 8" HDPE WL | 56+00 | DUNAWAY LN | 10' MIN. | 57+00 | 58+00 | 59+01

12.24'

WL-S STA.58+08.71, 6.18'±R
EXIST SEWER LINE CROSSING
(MAINTAIN MIN. SEPARATION)

WL-S STA.58+03.62, 6.18'R
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)

OAK HARBOR BLVD

N ASH AVE

EXISTING 12" WL

WL-S STA.52+93.49, 20.12'R
N.7011009.4040
E.2267655.6031
INSTALL:
1-6" GV
1-FH

WL-S STA.53+83.02, 6.38'R
EXIST UNDERGROUND
GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN
EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

WL-S STA.55+93.43, 34.78'R
N.7010995.8142
E.2267955.6009
INSTALL:
1-6" GV
1-FH

WL-S STA.56+60.00, 6.25'R
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)

WL-S STA.57+87.55, 6.19'R
EXIST UNDERGROUND
GAS LINE CROSSING
MAINTAIN 2' SEPARATION BETWEEN
EXIST GAS LINE & PROP WATERLINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

PROPOSED 20LF OF BORE & 14" PVC ENCASEMENT

WL- STA. 52+50 - END

WL-N STA.25+64.42, -38.64'L
N.7011035.7947
E.2264919.1998
FIELD LOCATE EXIST 16" WL
TIE-INTO PROP 12" HDPE WL
END PROP 12" WL
INSTALL:
1-16" COUPLING
1-16"x12"REDUCER
1-12"x6"TEE
1-6" GV
2-12" GV

EXISTING 16" WL

KIMBROUGH RD

WL-N STA.25+82.35, -34.31'L
PROPOSED STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)

WL-N STA.26+30.77, -31.15'±L
RECONNECT EXIST WM

WL-N STA.26+52.19, -29.00'±L
RECONNECT EXIST WM

END WL-N STA.26+56.77, -21.35'L
N.7011035.7860
E.2265016.4953
REPLACE EXIST 6" WL W/ PROP 6" HDPE WL
END PROP 6" WL
INSTALL:
1-6"GV
1-FH

PROPOSED 6" HDPE WL

701

PROPOSED 12" HDPE WL

WL-N STA.25+60.10, -21.67'L
INSTALL:
1-12" 15° BEND

WL-N STA.25+44.12, -0.35'±L
PROP SEWER FORCE MAIN CROSSING
(MAINTAIN MIN. SEPARATION)

WL-S STA.24+25.29, -24.93'±L
RELOCATE &
RECONNECT EXIST WM

WL-S STA.23+85.81, -25.98'±L
RELOCATE &
RECONNECT EXIST WM

PROPOSED STORM DRAIN

EXISTING SEWER FORCEMAIN

26+00 | 27+00 DUNAWAY LN

PROPOSED 8" HDPE WL

WL-N STA.25+05.46, -0.84'±L
EXIST SEWER LINE CROSSING
(MAINTAIN MIN. SEPARATION)

617 DUNAWAY LN.

WL-S STA.23+10.21, 13.80'R
N.7010943.7136
E.2264678.3107
FIELD LOCATE EXIST 6" AC WL
TIE-IN PROP 12" HDPE WL
INSTALL:
1-12" TEE
1-12" GV
1-12"x6" REDUCER
1-6" GV

613 DUNAWAY LN

EXISTING SEWER LINE

0+00 | 25+00 | 10' MIN.

WL-S STA.25+74.29, 2.34'R
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)

700 DUNAWAY LN

24+00

PROPOSED 12" HDPE WL

PROPOSED 12" HDPE WL

WL-N STA.25+60.01, -0.19'L
N.7010997.3670
E.2264923.8939
TIE-IN PROP 8" HDPE WL
TO PROP 12" HDPE WL
INSTALL:
1-12" TEE
1-12"x8" REDUCER
2-12" GV
1-8" GV

PROP ±9LF OF 6" HDPE WL

WL-S STA.23+10.23, 23.02'R
FIELD LOCATE EXIST 6" WL
TIE-IN PROP 6" HDPE WL
INSTALL:
1-6" COUPLING

EXISTING 6" WL

EXISTING SEWER FORCEMAIN

WL-S STA.23+89.37, 34.51'±R
RECONNECT EXIST WM

320 BREEZY LN.

BREEZY LN

WL-S STA.25+38.35, 48.97'R
INSTALL:
1-6" GV
1-FH
N:7010944.5010
E:2264915.9770

SHEET 40 INSET

SCALE: 1" = 20'

NOTE:
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NORTH

30 0 30 60
HORIZ. SCALE IN FEET

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
XX SCALE When Plotted 22"x34" True Fullsize
XX SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

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TBPELS FIRM # 10194493
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TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

WL - 46+00 - END

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 30'

SEQ. 41 / 116 | SHEET 41

Plot Date: 8/26/2026 5:02 PM
Plotted by: jeff burns
Saved By: jburns
Save Time: 8/26/2026 3:44 PM
X:\CL Acte\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SEWR_PNP.dwg

605 DUNAWAY LN.
WRINKLE, CLIFFORD WILLARD
M E P & RR CO SURVEY #37
ABSTRACT 1142 TRACT 3A02B & 3A2C 3A12 3A13 3A14

609 DUNAWAY LN.
SIGALA, HURIEL
M E P & RR CO SURVEY #37
ABSTRACT 1142 TRACT 3A02A

613 DUNAWAY LN.
PORTER, JULIANNE CLARK
M E P & RR CO SURVEY #37
ABSTRACT 1142 TRACT 3A05

KONA DR

EX WATER LINE

EX SS LINE

3' MIN. (TYP.)

CONSTRUCT SSCO LOCATION TO BE DETERMINED BY THE CITY OF AZLE

SS-A STA. 2+08.87, EXIST UNDERGROUND GAS LINE CROSSING, MAINTAIN 2' MIN. SEPARATION BETWEEN EXIST GAS LINE & PROP SS LINE (LOCATION & DEPTH APPROX. TO BE FIELD VERIFIED BY CONTRACTOR)

SS-A STA. 3+24.98,
N.7010979.9559
E.2264654.7731
CONSTRUCT NEW SSMH
RIM=744.68
8" FL IN (W)=733.50
8" FL OUT (E)=733.40

SS-A STA. 4+66.70, PROP WATER LINE CROSSING (MAINTAIN MIN. SEPARATION)

BEGIN SS-A STA. 0+00.00,
N.7010974.6440
E.2264329.8390
REPLACE SSMH
TIE-IN EXIST SS LINE
RIM=761.22
EXIST 6" FL IN (N)=748.23
PROP 8" FL OUT (E)=748.13

PROPOSED 8" SDR26 PVC SANITARY SEWER LINE

PROPOSED 8" SDR26 PVC SANITARY SEWER LINE

PROPOSED WATER LINE

DUNAWAY LN

RECONNECT: 1-EX SSCO

BREEZY LN

324 WOODWARD LN.
HUNTER, JAMES B.
IVY, ROY ADDITION
LOT 1

325 BREEZY LN.
MORRISON, MICHAEL
IVY, ROY ADDITION
LOT 11

SEE SHEET 43 MATCHLINE STA. 5+00

SS-A STA. 0+00 - 5+00

NORTH

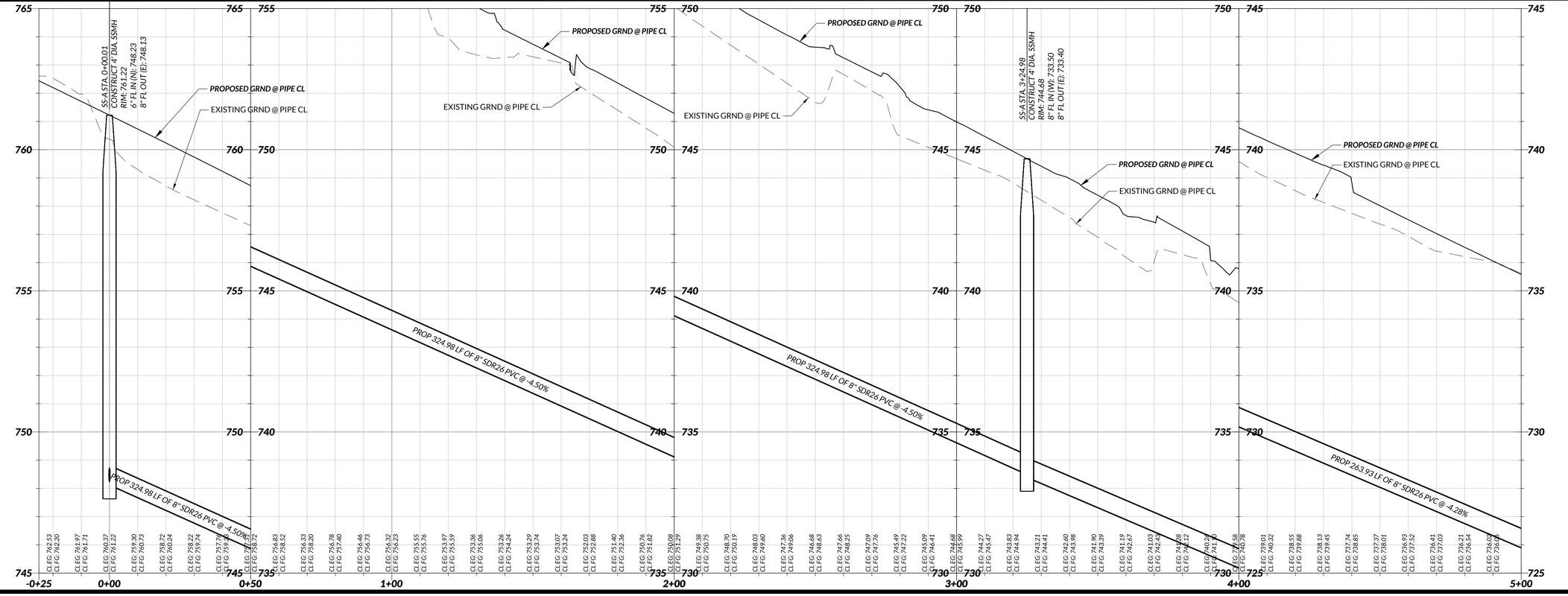
20 0 20 40
HORIZ. SCALE IN FEET

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
20' SCALE When Plotted 22"x34" True Fullsize
40' SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

Texas 811

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NOTE:
EXISTING UTILITY LINES SHOWN ARE APPROXIMATE LOCATIONS ONLY. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY LOCATIONS PRIOR TO CONSTRUCTION.



DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SS-A STA. 0+00 - 5+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

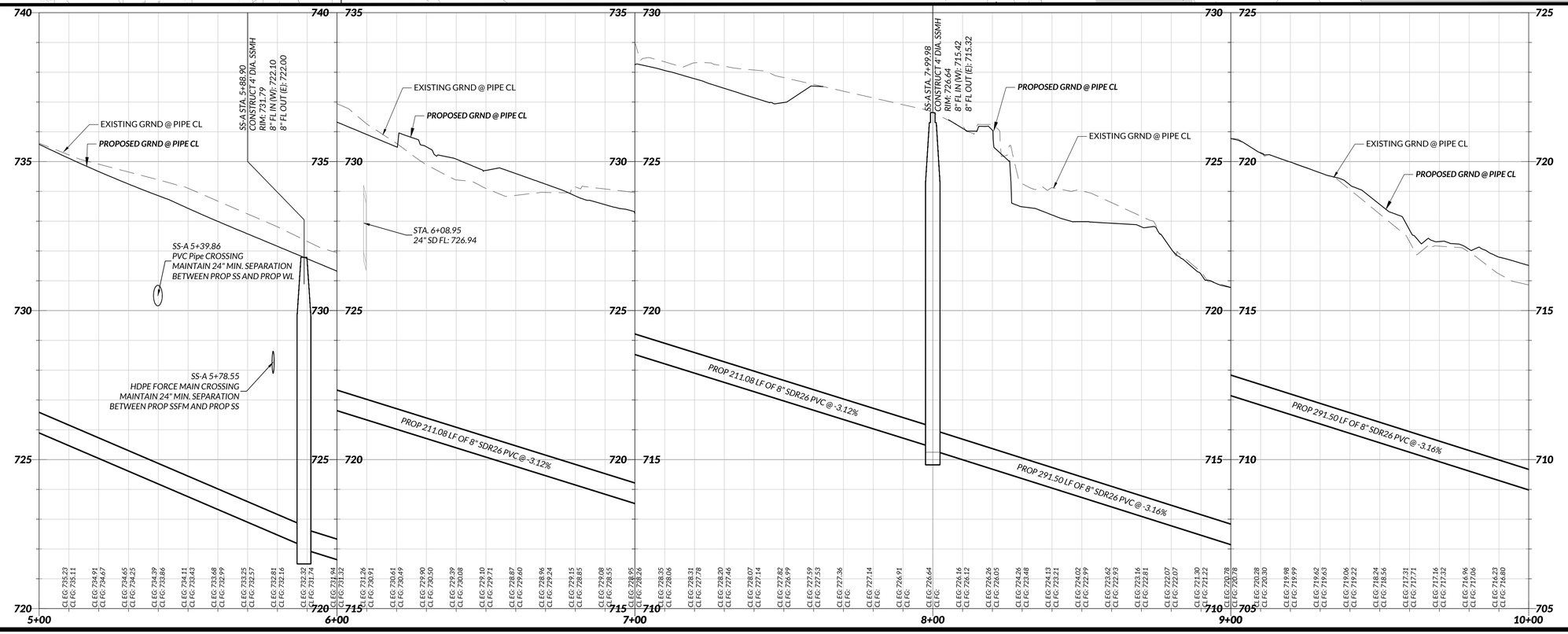
PROJECT # 21256 | SCALE 1" = 20'

SEQ. 42 | SHEET 42

116

Plotted by: jeff burns Plot Date: 8/26/2026 5:02 PM
Saved By: jburns Save Time: 8/26/2026 3:44 PM
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SS-A STA. 5+00 - 10+00



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TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SS-A STA. 5+00 - 10+00

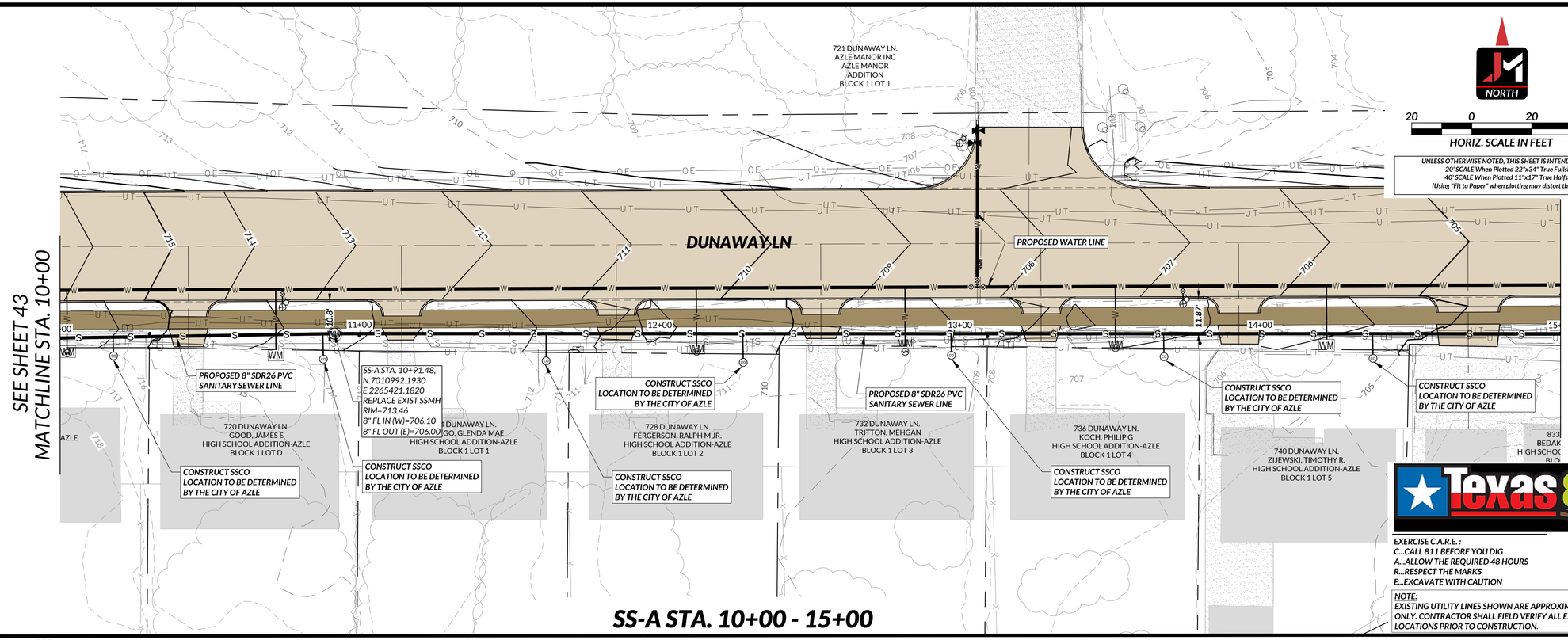
NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. IF NOT ONE INCH, CHECK SCALE AND ADJUST ACCORDINGLY.

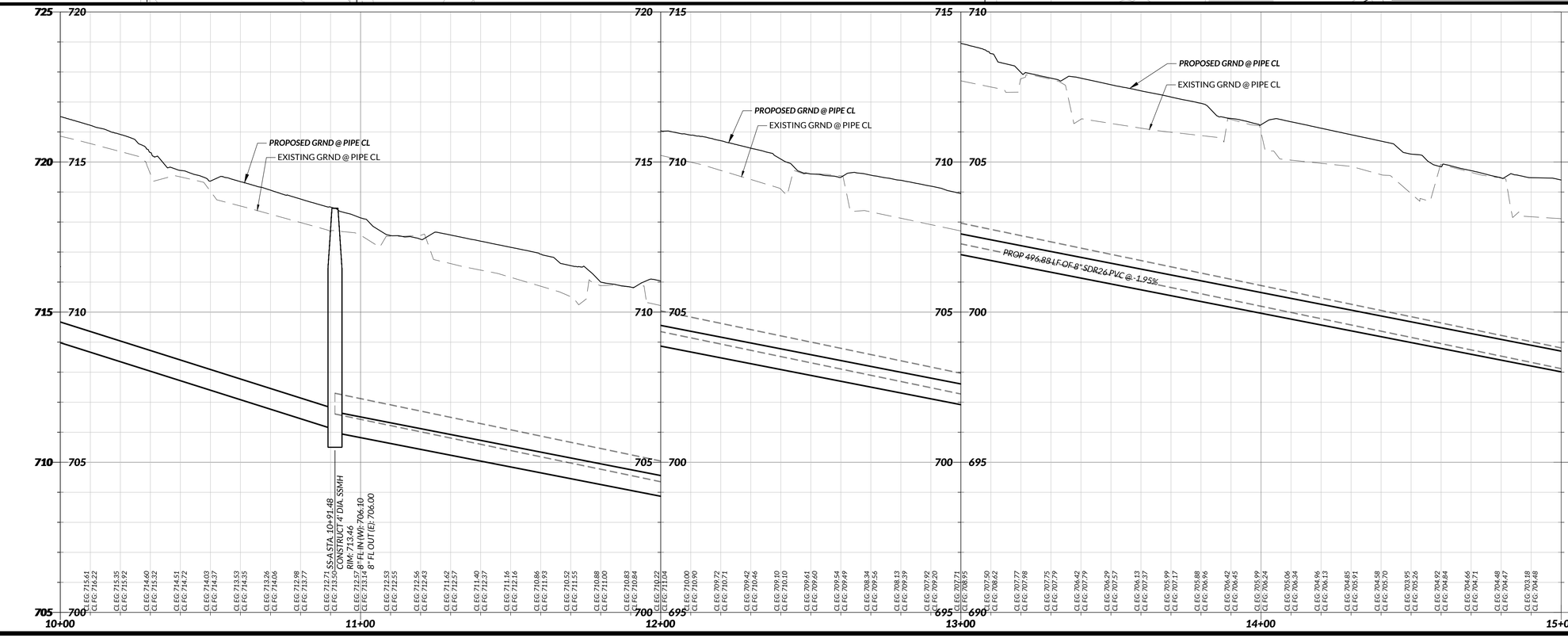
PROJECT # 21256 | SCALE 1" = 20'

SEQ. 43 / 116 | SHEET 43

Plotted by: jeff burns Plot Date: 8/26/2026 5:02 PM
Save Time: 8/26/2026 3:44 PM Saved By: jburns
X:\CL Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SEWR_PNP.dwg



SS-A STA. 10+00 - 15+00



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STATE OF TEXAS
08-26-2026
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TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SS-A STA. 10+00 - 15+00

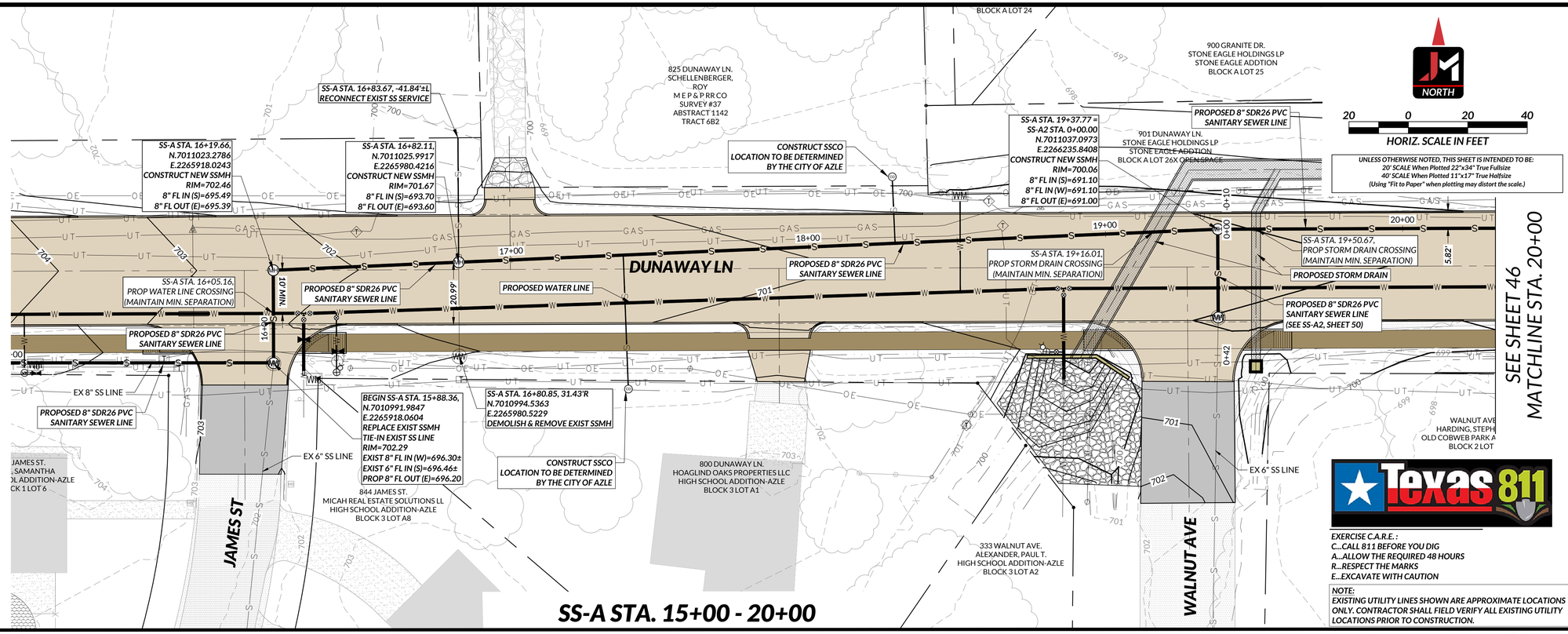
NO.	REVISION	DATE

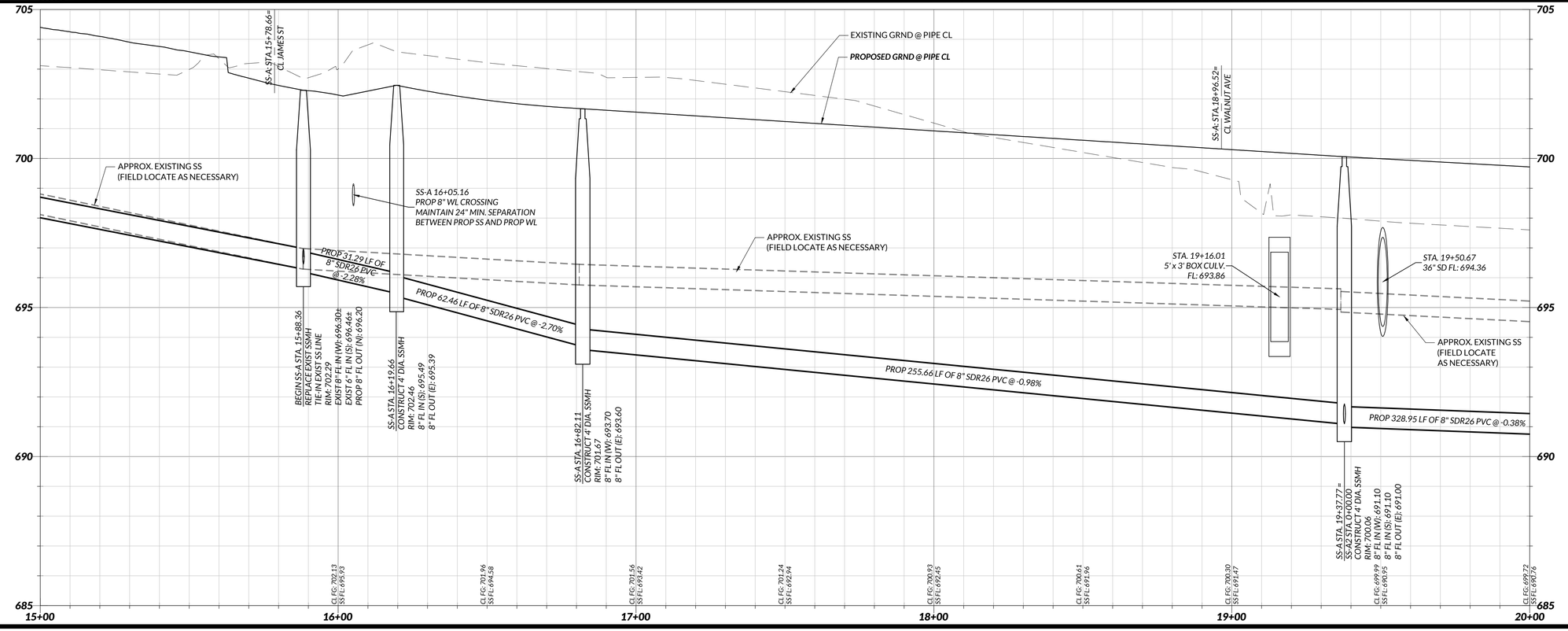
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 20'

SEQ. 44 / 116 | SHEET 44

Plot Date: 8/26/2026 5:03 PM
Plotted by: jeff burns
Save Time: 8/26/2026 3:44 PM
Saved By: jburns
X:\CI_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SEWR_PNP.dwg





DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW
JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

SS-A STA. 15+00 - 20+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE H: 1" = 20' V: 1" = 2'

SEQ. 45 | SHEET 45 / 116

Plotted by: jeff burns Plot Date: 8/26/2026 5:03 PM
Save Time: 8/26/2026 3:44 PM Saved By: jburns
X:\CL Arch\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SEWR_PNP.dwg

904 GRANITE DR.
STONE EAGLE HOLDINGS LP
STONE EAGLE ADDTION
BLOCK A LOT 26

908 GRANITE DR.
STONE EAGLE HOLDINGS LP
STONE EAGLE ADDTION
BLOCK A LOT 27

912 GRANITE DR.
STONE EAGLE HOLDINGS LP
STONE EAGLE ADDTION
BLOCK A LOT 28

916 GRANITE DR.
STONE EAGLE HOLDINGS LP
STONE EAGLE ADDTION
BLOCK A LOT 29

400 BASALT DR.
STONE EAGLE HOLDINGS LP
STONE EAGLE ADDTION
BLOCK A LOT 30

SS-A STA. 21+45.55,
EXIST UNDERGROUND GAS LINE CROSSING
MAINTAIN 2' MIN. SEPARATION
BETWEEN EXIST GAS LINE & PROP SS LINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

SS-A STA. 22+66.72,
N.7011038.2789
E.2266564.7893
CONSTRUCT NEW SSMH
RIM=698.25
8" FL IN (W)=689.75
8" FL OUT (E)=689.65

SS-A STA. 23+30.00,
EXIST UNDERGROUND GAS LINE CROSSING
MAINTAIN 2' MIN. SEPARATION
BETWEEN EXIST GAS LINE & PROP SS LINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

SS-A STA. 23+98.97,
EXIST UNDERGROUND GAS LINE CROSSING
MAINTAIN 2' MIN. SEPARATION
BETWEEN EXIST GAS LINE & PROP SS LINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

20' BARNETT GATHERING, LP
PIPELINE EASEMENT
INST. #D210045358
OPRTCT

PROPOSED 10LF OF BORE & 14" DR11 PVC ENCASEMENT

PROPOSED 8" SDR26 PVC SANITARY SEWER LINE

DUNAWAY LN

PROPOSED WATER LINE

PROPOSED 10LF OF BORE & 14" DR11 PVC ENCASEMENT

PROPOSED 8" SDR26 PVC SANITARY SEWER LINE

PROPOSED 10LF OF BORE & 14" DR11 PVC ENCASEMENT

CONSTRUCT SSCO LOCATION TO BE DETERMINED BY THE CITY OF AZLE

SS-A STA. 23+40.14, 45.42'±R REPLACE & RECONNECT EXIST SSCO

CONSTRUCT SSCO LOCATION TO BE DETERMINED BY THE CITY OF AZLE

SEE SHEET 45
MATCHLINE STA. 20+00

SEE SHEET 47
MATCHLINE STA. 25+00

EN L.
DDITION
1

908 DUNAWAY LN.
WEST, SEAN M
OLD COBWEB PARK ADDITION
BLOCK 2 LOT 4

912 DUNAWAY LN.
WINKLEMEYER, KAREN
OLD COBWEB PARK ADDITION
BLOCK 2 LOT 5

916 DUNAWAY LN.
ARREDONDO, ADAM
OLD COBWEB PARK ADDITION
BLOCK 2 LOT 6

NORTH

20 0 20 40
HORIZ. SCALE IN FEET

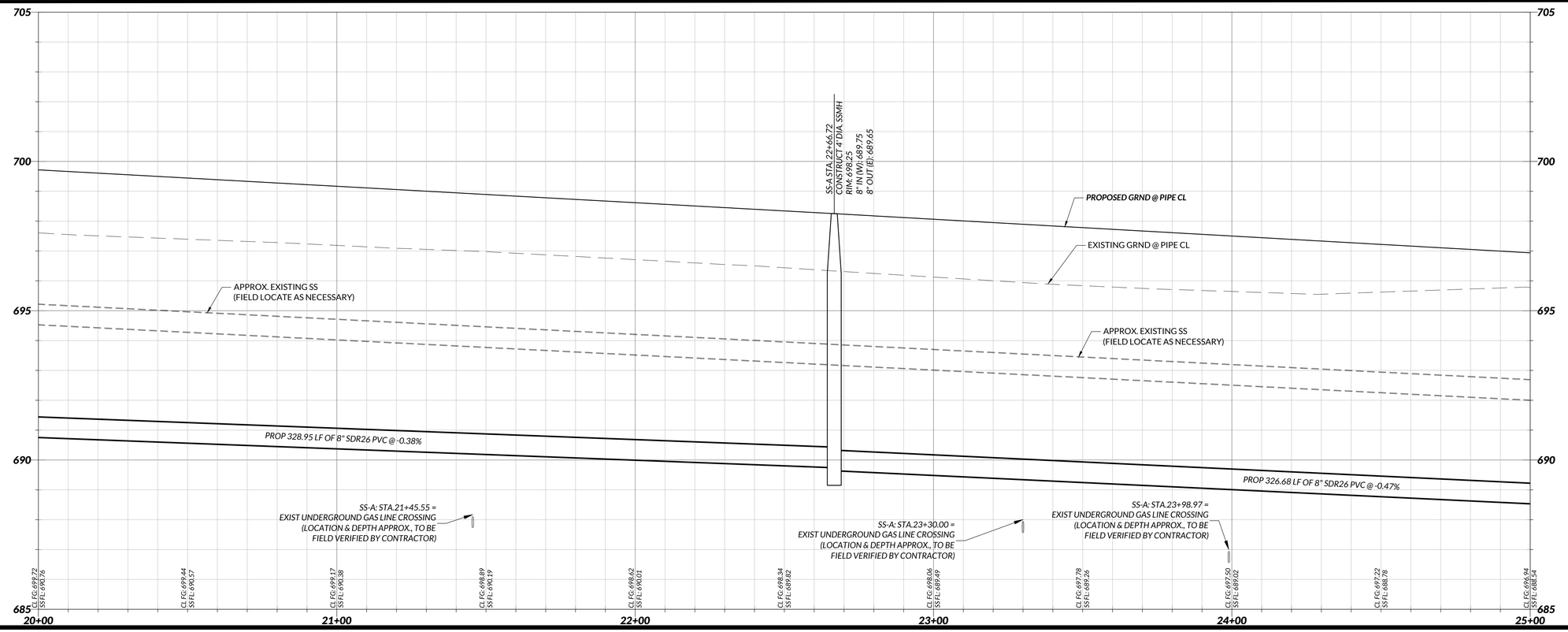
UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
20' SCALE When Plotted 22"x34" True Fullsize
40' SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

Texas 811

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NOTE:
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SS-A STA. 20+00 - 25+00



STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

SS-A STA. 20+00 - 25+00

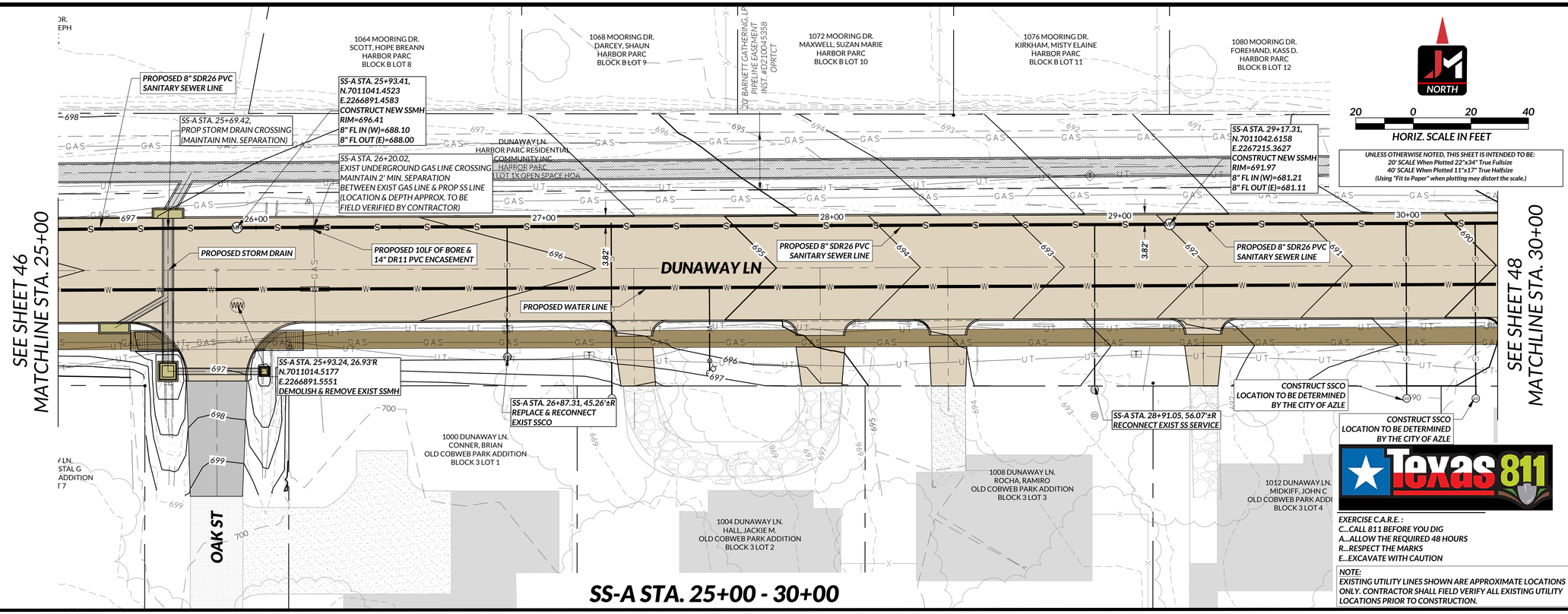
NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

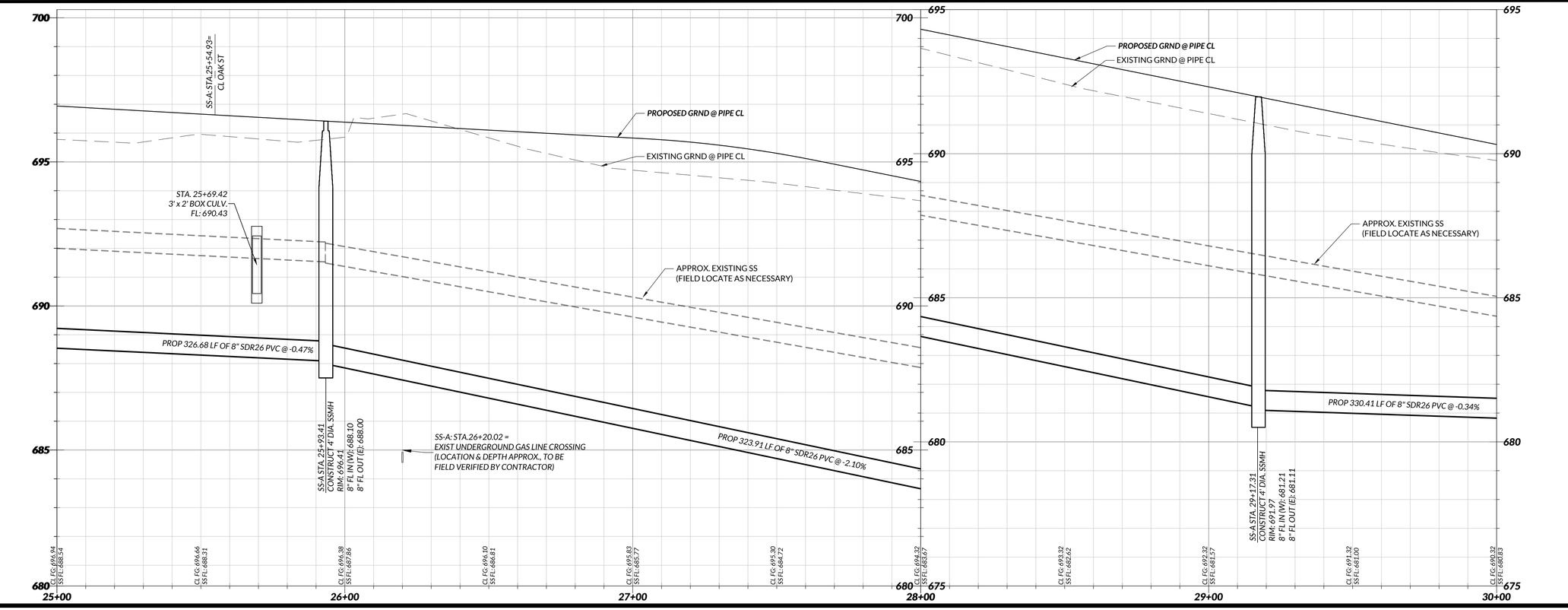
PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'

SEQ. 46 / 116
SHEET 46

Plotted by: jeff burns Plot Date: 8/26/2026 5:03 PM
Save Time: 8/26/2026 3:44 PM Saved By: jburns
X:\CL Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SEWR_PNP.dwg



SS-A STA. 25+00 - 30+00



DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW
JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

SS-A STA. 25+00 - 30+00

NO.	REVISION	DATE

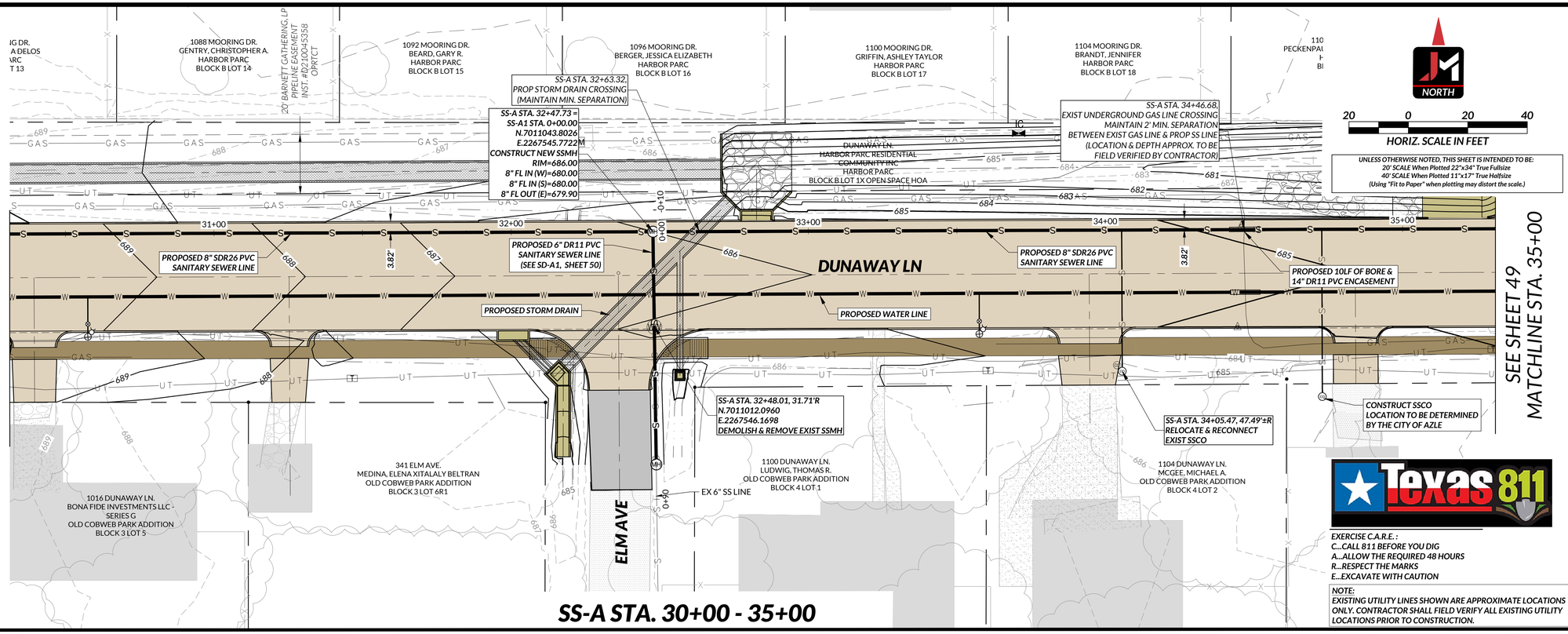
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'

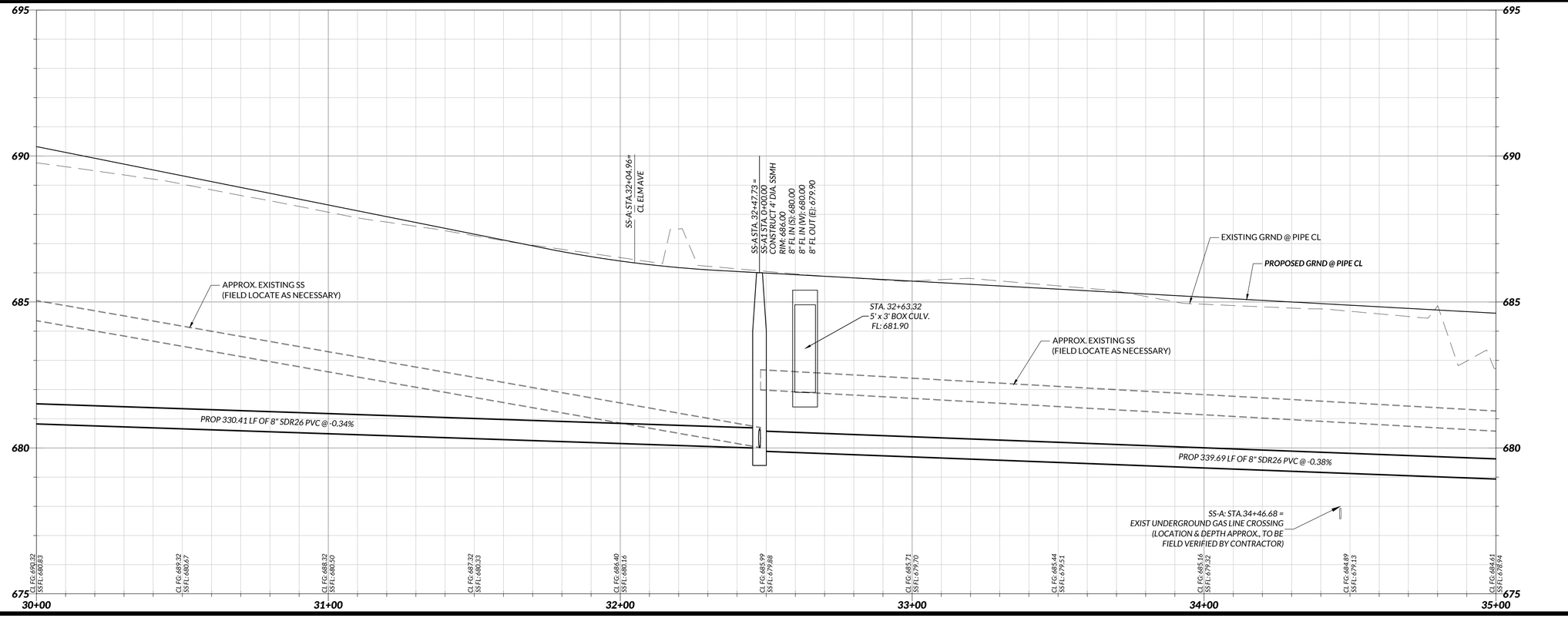
SEQ. 47 / 116

SHEET 47

Plotted by: jeff burns Plot Date: 8/28/2026 11:21 AM
Save Time: 8/26/2026 3:44 PM Saved By: jburns
X:\CL Arch\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_P-LN_SEWR_PNP.dwg



SS-A STA. 30+00 - 35+00



DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SS-A STA. 30+00 - 35+00

NO.	REVISION	DATE

PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 48
SHEET 48
116

X:\CL Arch\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SEWR_PNP.dwg Saved By: jburns Save Time: 8/26/2026 3:44 PM Plotted by: jeff burns Plot Date: 8/28/2026 11:22 AM

SEE SHEET 48
MATCHLINE STA. 35+00

REGATTA LN

400 REGATTA LN.
MCARTHUR, SCOTT MICHAEL
HARBOR PARC
BLOCK C LOT 1

SS-A STA. 35+87.65, -38.89'±L
REPLACE & RECONNECT
EXIST SSCO

PROPOSED 8" SDR26 PVC
SANITARY SEWER LINE

SS-A STA. 35+87.42,
N.7011045.0227
E.2267885.4606
CONSTRUCT NEW SSMH
RIM=684.13
8" FL IN (S)=678.62
8" FL OUT (E)=678.52

PROPOSED 8" SDR26 PVC
SANITARY SEWER LINE

PROPOSED WATER LINE

DUNAWAY LN

PROPOSED STORM DRAIN

SS-A STA. 37+23.95,
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)

20' BARNETT GATHERING, LP
PIPELINE EASEMENT
INST. #D210045338
OPRTCT

DUNAWAY LN.
HARBOR PARC RESIDENTIAL
COMMUNITY INC
HARBOR PARC
BLOCK C LOT 51 X OPEN SPACE HOA

HARBOR PARC
BLOCK C LOT 50

SS-A STA. 38+51.84,
EXIST UNDERGROUND GAS LINE CROSSING
MAINTAIN 2' MIN. SEPARATION
BETWEEN EXIST GAS LINE & PROP SS LINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

SS-A STA. 38+45.65,
EXIST UNDERGROUND GAS LINE CROSSING
MAINTAIN 2' MIN. SEPARATION
BETWEEN EXIST GAS LINE & PROP SS LINE
(LOCATION & DEPTH APPROX. TO BE
FIELD VERIFIED BY CONTRACTOR)

SS-A STA. 37+98.87,
N.7011045.7823
E.2268096.9136
REPLACE EXIST SSMH
RIM=683.62
8" FL IN (S)=677.80
8" FL OUT (E)=677.70

PROPOSED 8" SDR26 PVC
SANITARY SEWER LINE

HARBOR DR

EX 6" SS LINE

SS-A STA. 38+67.57,
PROP STORM DRAIN CROSSING
(MAINTAIN MIN. SEPARATION)

38+96

EX 8" SS LINE

END SS-A STA. 38+72.84,
N.7011044.9453
E.2268170.8764
TIE PROPOSED SS LINE INTO EXIST SSMH
RIM=684.37
PROP 8" FL IN (W)=677.45
EXIST 6" FL IN (N)=678.01
EXIST 6" FL IN (S)=678.01
EXIST 8" FL OUT (E)=677.40

EX 6" SS LINE

PROPOSED STORM DRAIN

PROPOSED 20LF OF BORE &
14" DR11 PVC ENCASEMENT

OAK HARBOR BLVD

N ASH AVE

SS-A STA. 37+63.53, 46.25'±R
RELOCATE & RECONNECT
EXIST SSCO

SS-A STA. 37+96.57, 32.68'R
N.7011013.0982
E.2268094.7340
DEMOLISH & REMOVE EXIST SSMH

CONSTRUCT SSCO
LOCATION TO BE DETERMINED
BY THE CITY OF AZLE

1112 DUNAWAY LN.
LAYTON, JENNIFER K.
OLD COBWEB PARK ADDITION
BLOCK 4 LOT 4

341 N. ASH AVE.
DUKE, KEVIN D.
OLD COBWEB PARK ADDITION
BLOCK 4 LOT 5R2-1

NORTH

20 0 20 40
HORIZ. SCALE IN FEET

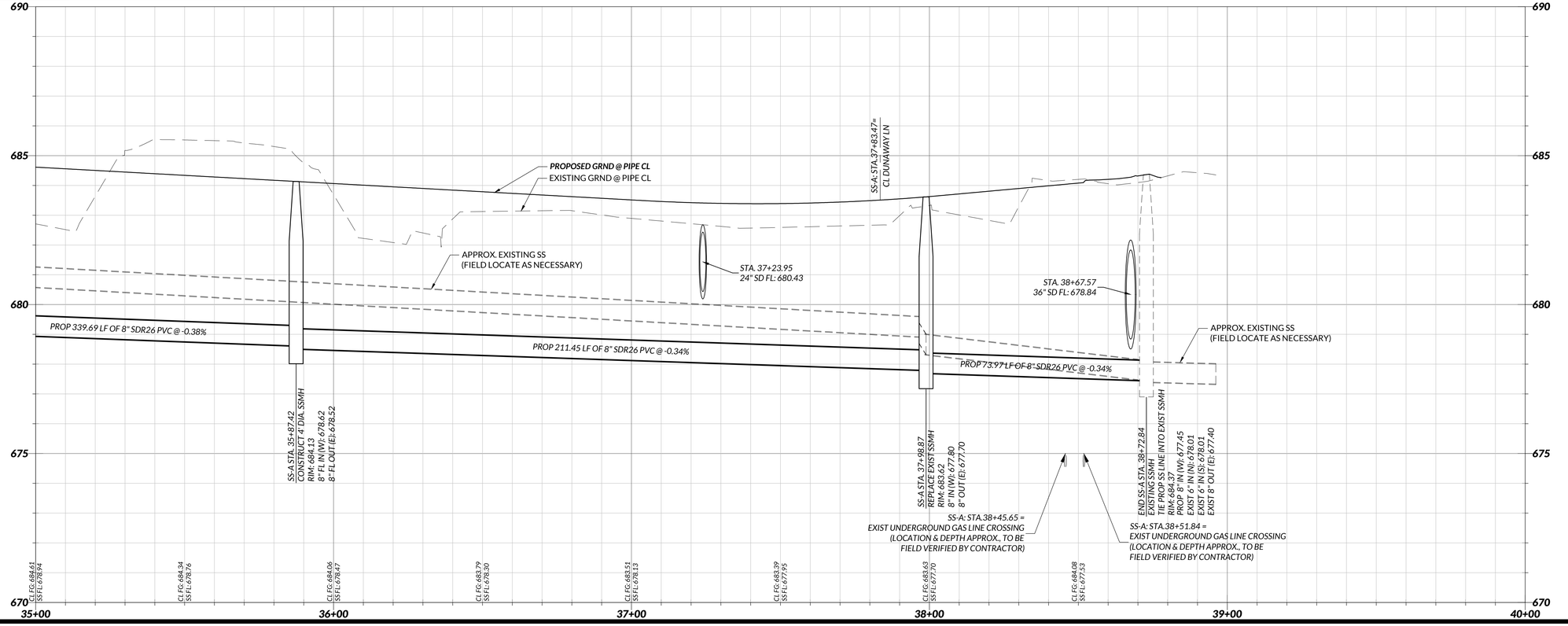
UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
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40' SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

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SS-A STA. 35+00 - END



DEREK TURNER
84843
LICENSED
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STATE OF TEXAS
08-26-2026
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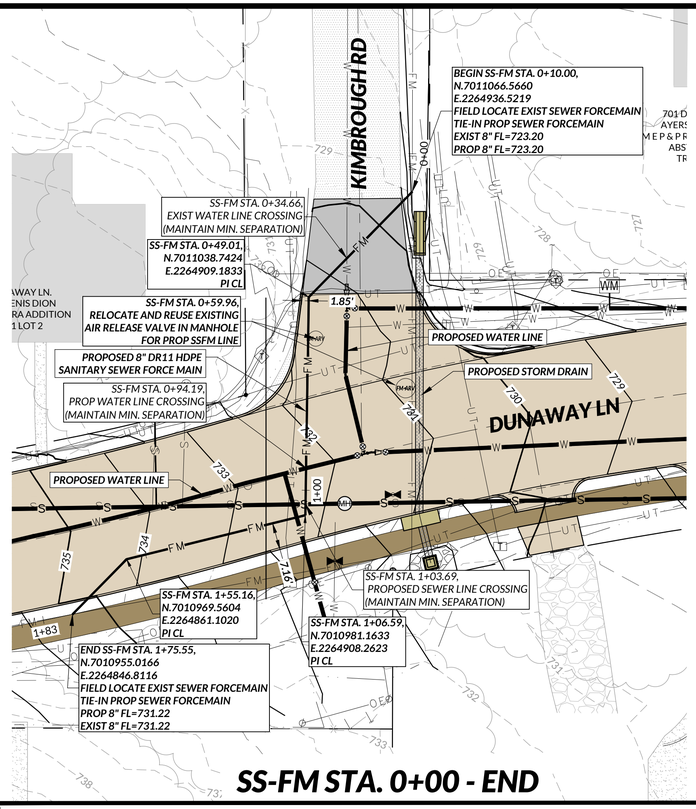
JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SS-A STA. 35+00 - END

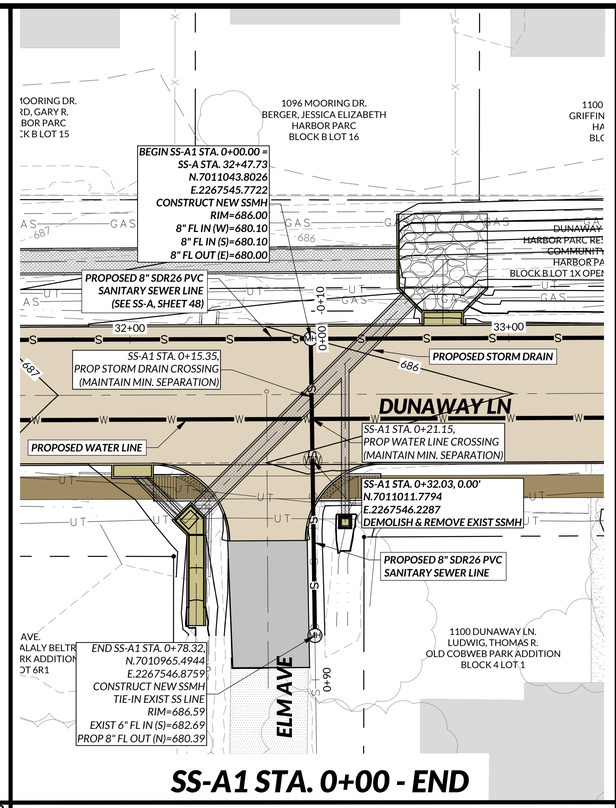
NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

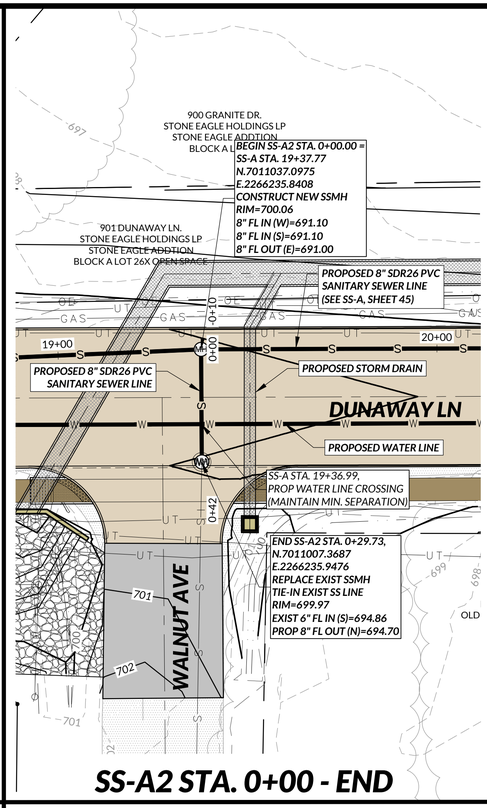
PROJECT # 21256
SCALE H: 1" = 20' V: 1" = 2'
SEQ. 49 / 116
SHEET 49



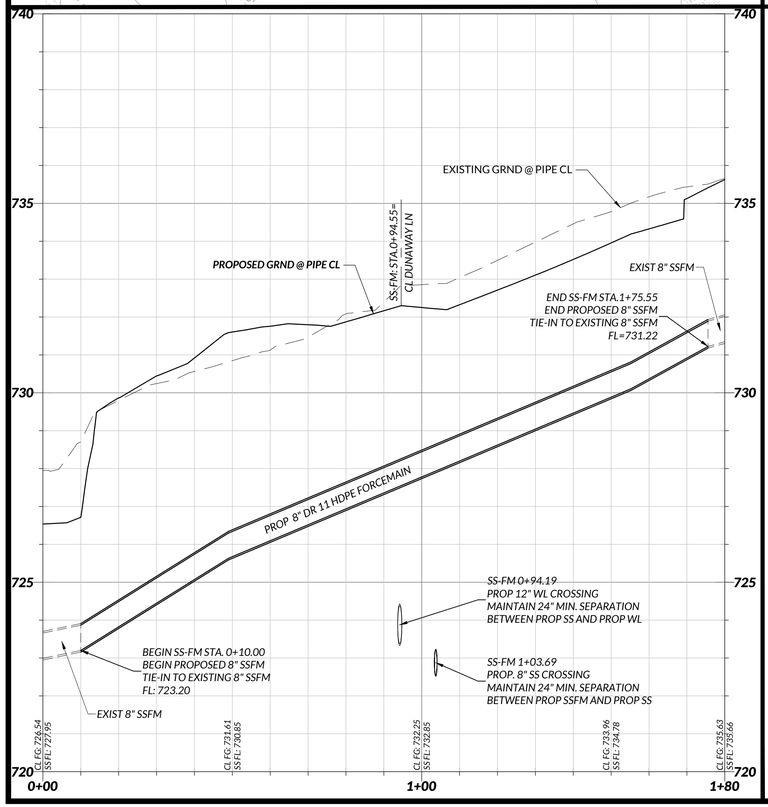
SS-FM STA. 0+00 - END

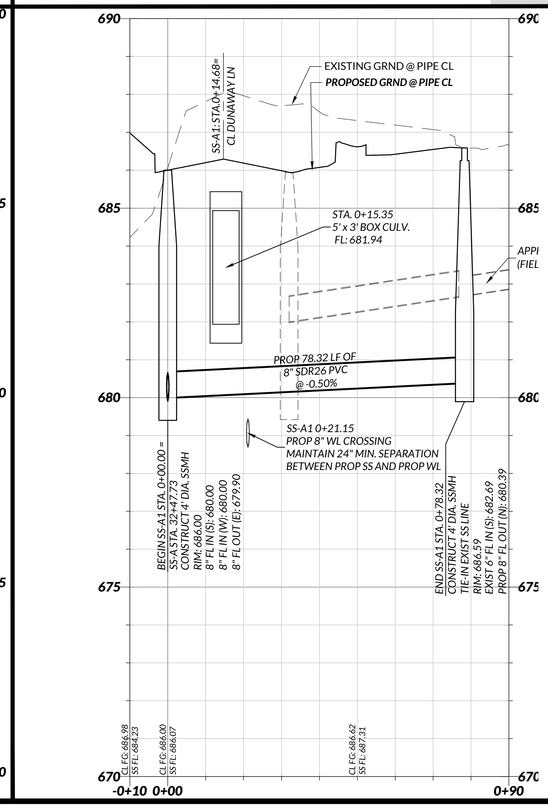


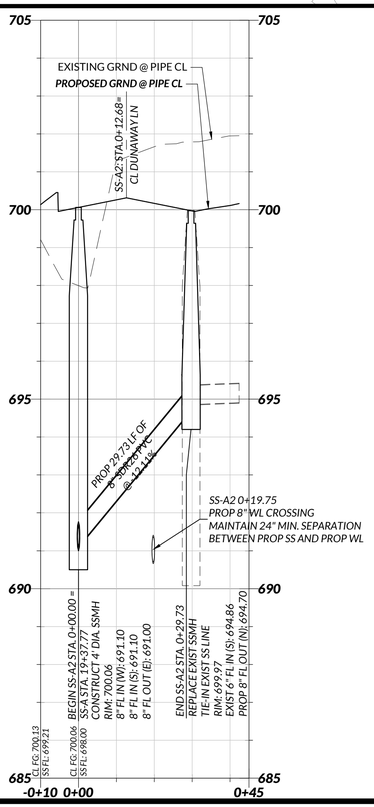
SS-A1 STA. 0+00 - END



SS-A2 STA. 0+00 - END







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TBAE FIRM # BR 2261
TBPE FIRM # 2448

NORTH

20 0 20 40

HORIZ. SCALE IN FEET

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
20' SCALE When Plotted 22"x34" True Fullsize
40' SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

Texas 811

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NOTE:
EXISTING UTILITY LINES SHOWN ARE APPROXIMATE LOCATIONS ONLY. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

SS-A1 SS-A2 SS-FM

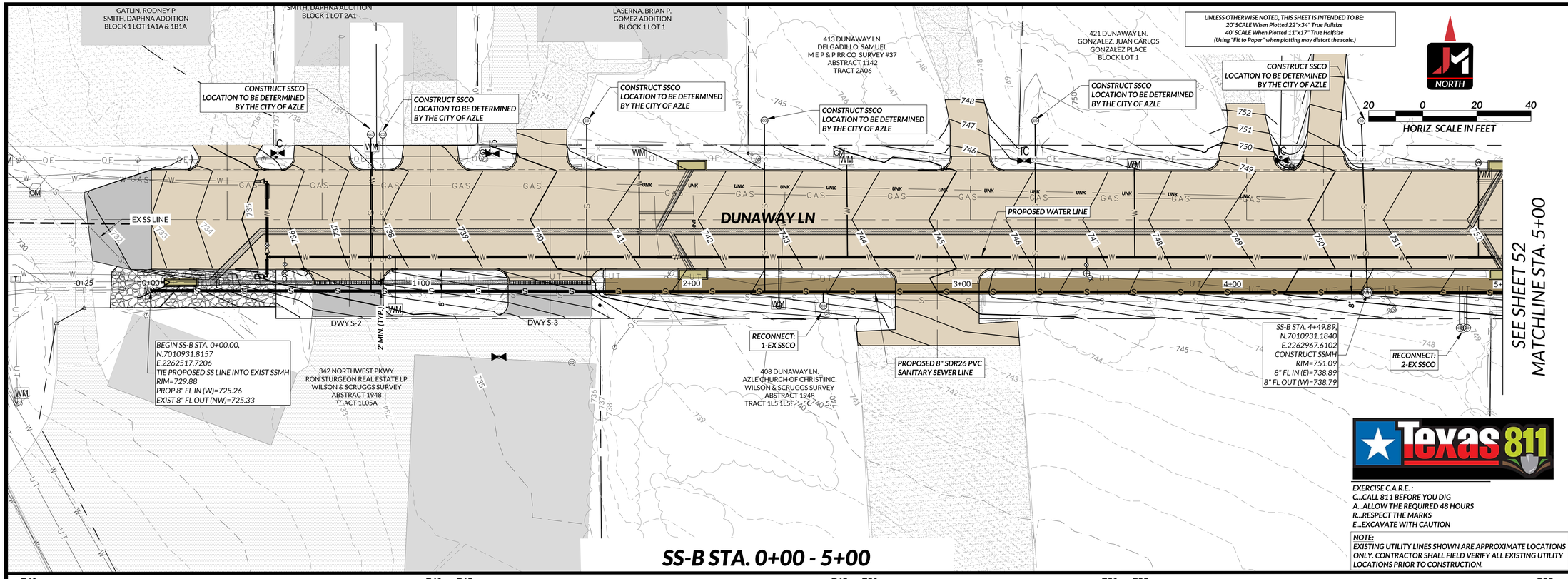
NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 20'

SEQ. 50 | SHEET 50 / 116

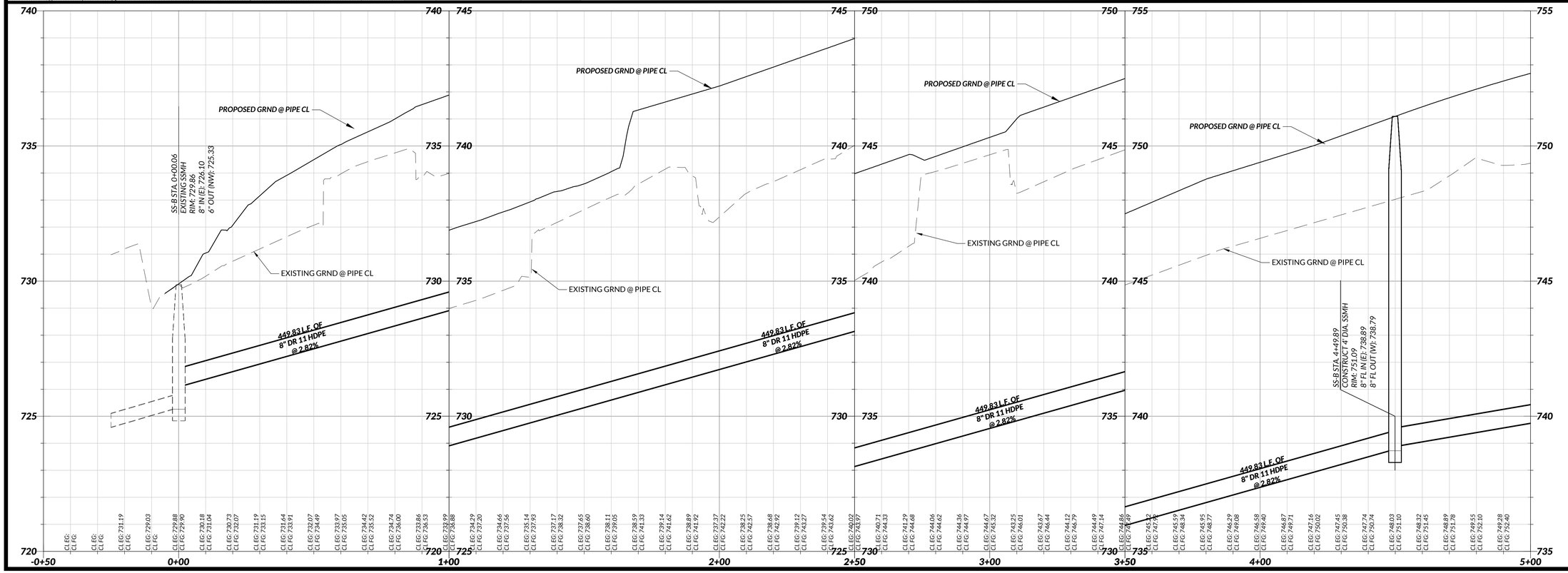
Plotted by: jeff burns Plot Date: 8/28/2026 11:22 AM
Saved By: jburns Save Time: 8/26/2026 3:44 PM
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SS-B STA. 0+00 - 5+00

EXERCISE C.A.R.E. :
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R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

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DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SS-B STA. 0+00 - 5+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 20'

SEQ. 51 | SHEET 51 of 116

Plot Date: 8/26/2026 5:04 PM
Plotted by: jeff burns
Save Time: 8/26/2026 3:44 PM
Saved By: jburns
X:\CL Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SEWR_PNP.dwg

X:\Cl_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SEWR_PNP.dwg Saved By: jburns Save Time: 8/26/2026 3:44 PM
Plotted by: jeff burns Plot Date: 8/26/2026 5:04 PM

SEE SHEET 51
MATCHLINE STA. 5+00

SEE SHEET 53
MATCHLINE STA. 10+00

501 DUNAWAY LN.
SEMPER AMA LLC - SERIES E
HENSON & ELAINE DUNN ADDITION
BLOCK LOT 1

509 DUNAWAY LN.
MAYO, KRISTINA
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 3B1

500 DUNAWAY LN.
SMITH, BILLIE RUTH
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1L04

504 DUNAWAY LN.
RODRIGUEZ, FELIPE
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1L03A

508 DUNAWAY LN.
RC RESIDENTIAL PROPERTIES LLC
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1L03

512 DUNAWAY LN.
GONZALEZ, JUAQUIN EST
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1L02

516 DUNAWAY LN.
RUEDA, LAURA
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1L2A

DUNAWAY LN

PROPOSED WATER LINE

PROPOSED 8" SDR26 PVC SANITARY SEWER LINE

POSSIBLE GAS LINE CONFLICT CONTRACTOR TO FIELD VERIFY

CONSTRUCT SSCO LOCATION TO BE DETERMINED BY THE CITY OF AZLE

SS-B STA. 8+36.28,
N.7010930.7831
E.2263353.9993
REPLACE EXIST SSMH
RIM=757.02
8" FL IN (E)=745.62
8" FL OUT (W)=745.52

2' MIN (TYP.)

2.44'

8.59'

NORTH

20 0 20 40
HORIZ. SCALE IN FEET

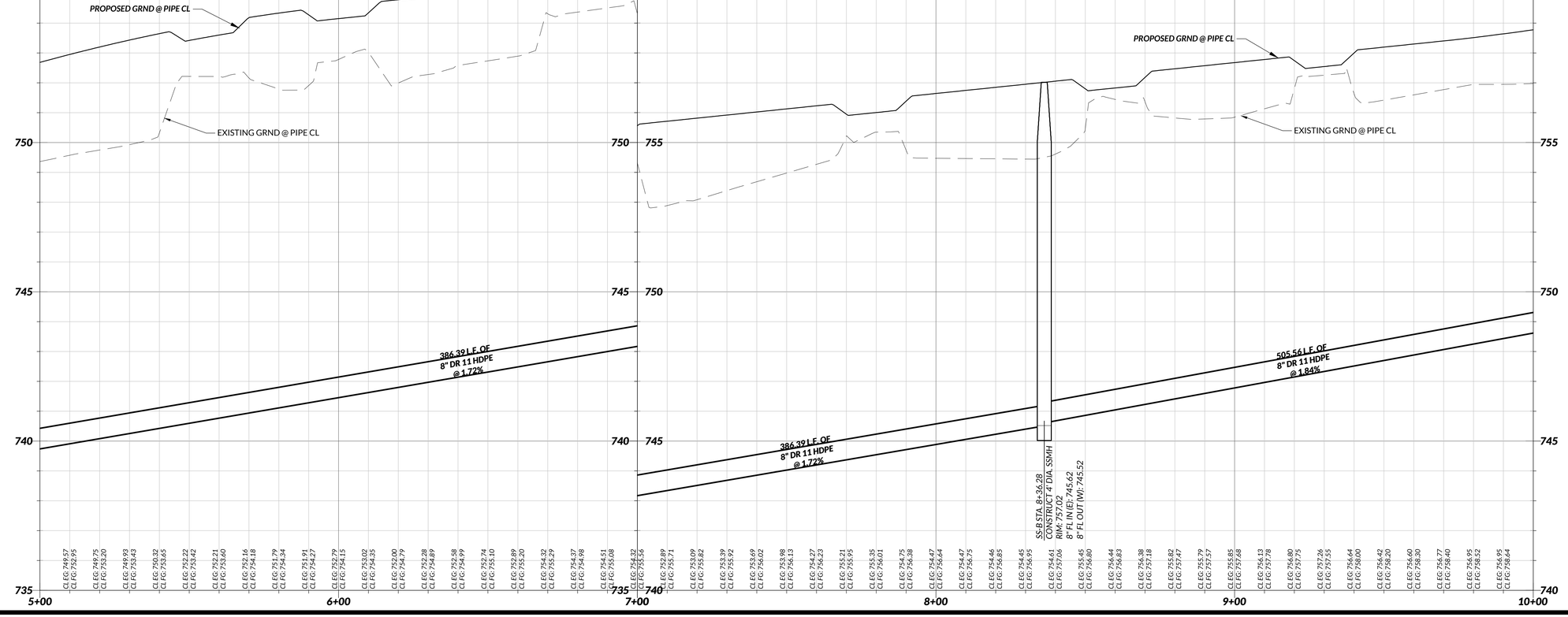
UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
20' SCALE When Plotted 22"x34" True Fullsize
40' SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

Texas 811

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SS-B STA. 5+00 - 10+00



DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SS-B STA. 5+00 - 10+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256
SCALE 1" = 20'

SEQ. 52 / 116
SHEET 52

Plotted by: jeff burns Plot Date: 8/26/2026 5:04 PM
Saved By: jburns Save Time: 8/26/2026 3:44 PM
X:\CL Arch\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SEWR_PNP.dwg

SEE SHEET 52
MATCHLINE STA. 10+00

SEE SHEET 54
MATCHLINE STA. 15+00

517 DUNAWAY LN.
DUNAWAY, STEPHEN
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 3C

527 DUNAWAY LN.
SONNTAG, MICHAEL A
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 3G

524 DUNAWAY LN.
SHORT, LEO
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1L01B

528 DUNAWAY LN.
TODD A CHANDLER REVOCABLE TRUST
WILSON & SCRUGGS SURVEY
ABSTRACT 1948

532 DUNAWAY LN.
PROCTOR, CHRISTOPHER
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1K01

534 DUNAWAY LN.
PACK, JIMMY
WILSON & SCRUGGS SURVEY
ABSTRACT 1948
TRACT 1K05

DUNAWAY LN

PROPOSED WATER LINE

CONSTRUCT SSCO
LOCATION TO BE DETERMINED
BY THE CITY OF AZLE

CONSTRUCT SSCO
LOCATION TO BE DETERMINED
BY THE CITY OF AZLE

CONSTRUCT SSCO
LOCATION TO BE DETERMINED
BY THE CITY OF AZLE

CONSTRUCT SSCO
LOCATION TO BE DETERMINED
BY THE CITY OF AZLE

POSSIBLE GAS LINE CONFLICT
CONTRACTOR TO FIELD VERIFY

PROPOSED 8" SDR26 PVC
SANITARY SEWER LINE

PROPOSED 8" SDR26 PVC
SANITARY SEWER LINE

SS-B STA. 13+41.84,
N.7010929.2333
E.2263859.5588
CONSTRUCT SSMH
RIM=766.32
8" FL IN (E)=755.02
8" FL OUT (W)=754.92

11+00

12+00

13+00

14+00

15+00

9.33'

4.25'

10.09'

NORTH

20 0 20 40
HORIZ. SCALE IN FEET

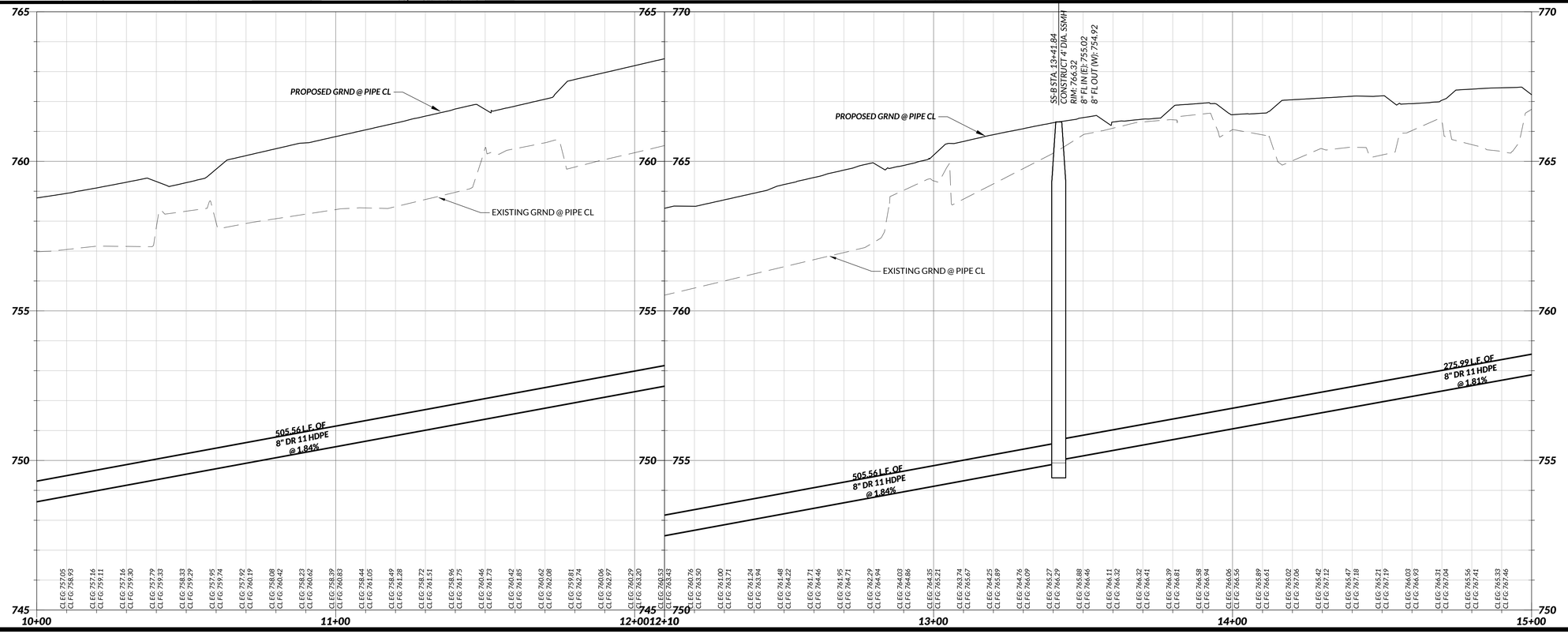
UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
20' SCALE When Plotted 22"x34" True Fullsize
40' SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

Texas 811

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SS-B STA. 10+00 - 15+00



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JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SS-B STA. 10+00 - 15+00

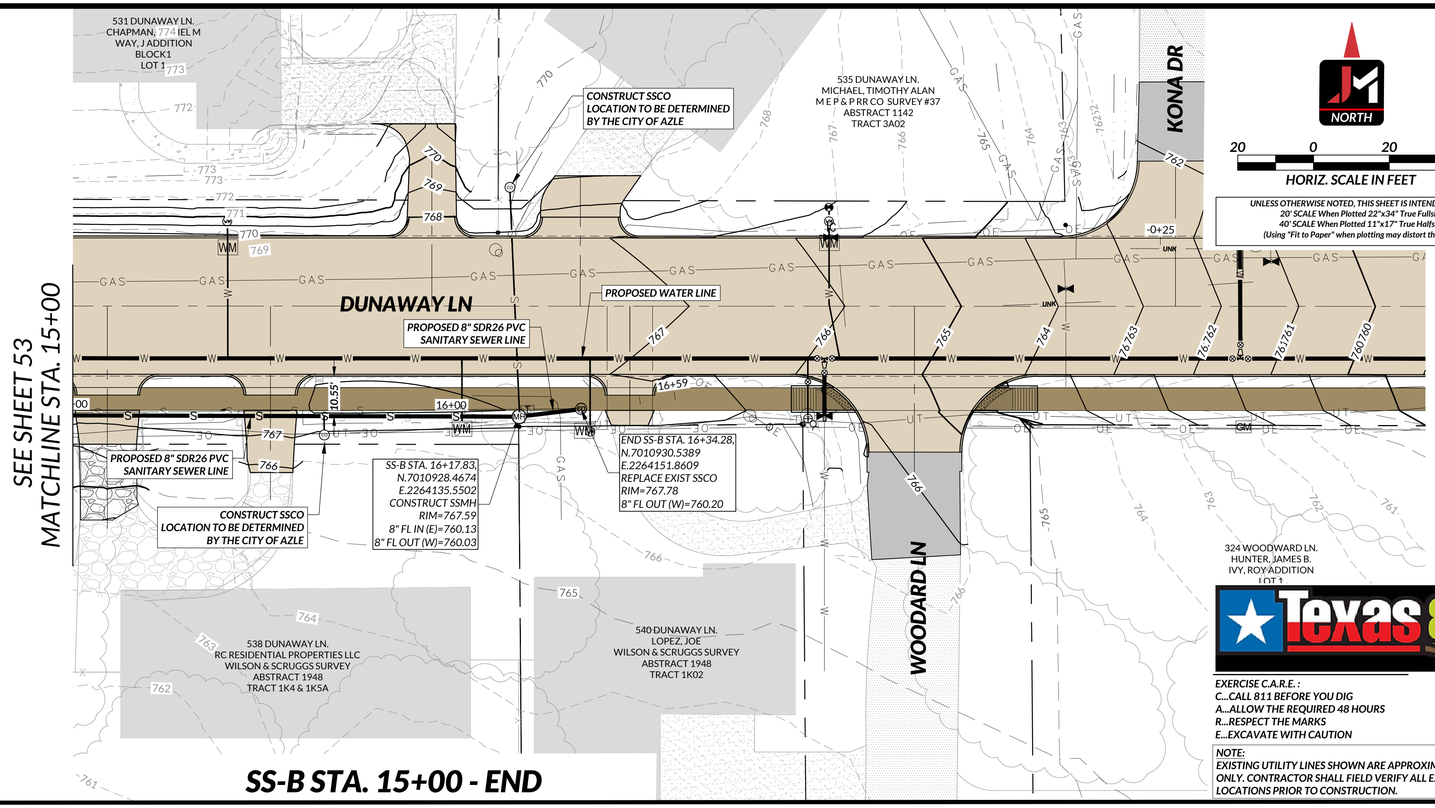
NO.	REVISION	DATE

PROJECT # 21256
SCALE 1" = 20'
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 53 / 116
SHEET 53

Plotted by: jeff burns Plot Date: 8/26/2026 5:04 PM
X:\CL_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\21256_DUN_PLN_SEWR_PNP.dwg Saved By: jburns Save Time: 8/26/2026 3:44 PM

SEE SHEET 53
MATCHLINE STA. 15+00

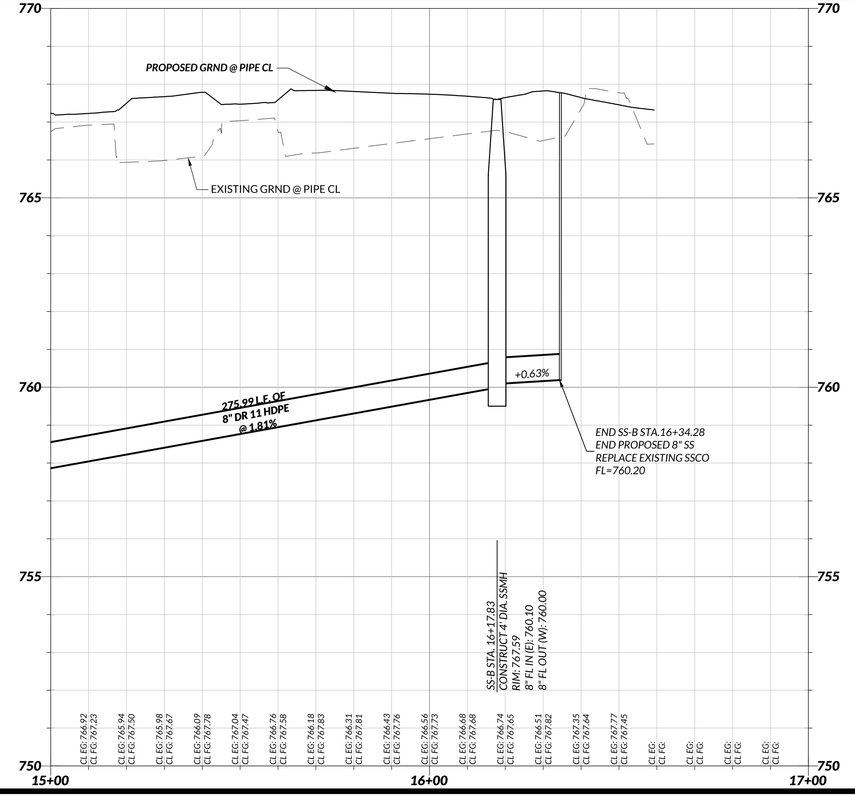


SS-B STA. 15+00 - END

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
20' SCALE When Plotted 22"x34" True Fullsize
40' SCALE When Plotted 11"x17" True Halfsize
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EXERCISE C.A.R.E. :
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TBPE FIRM # 2448

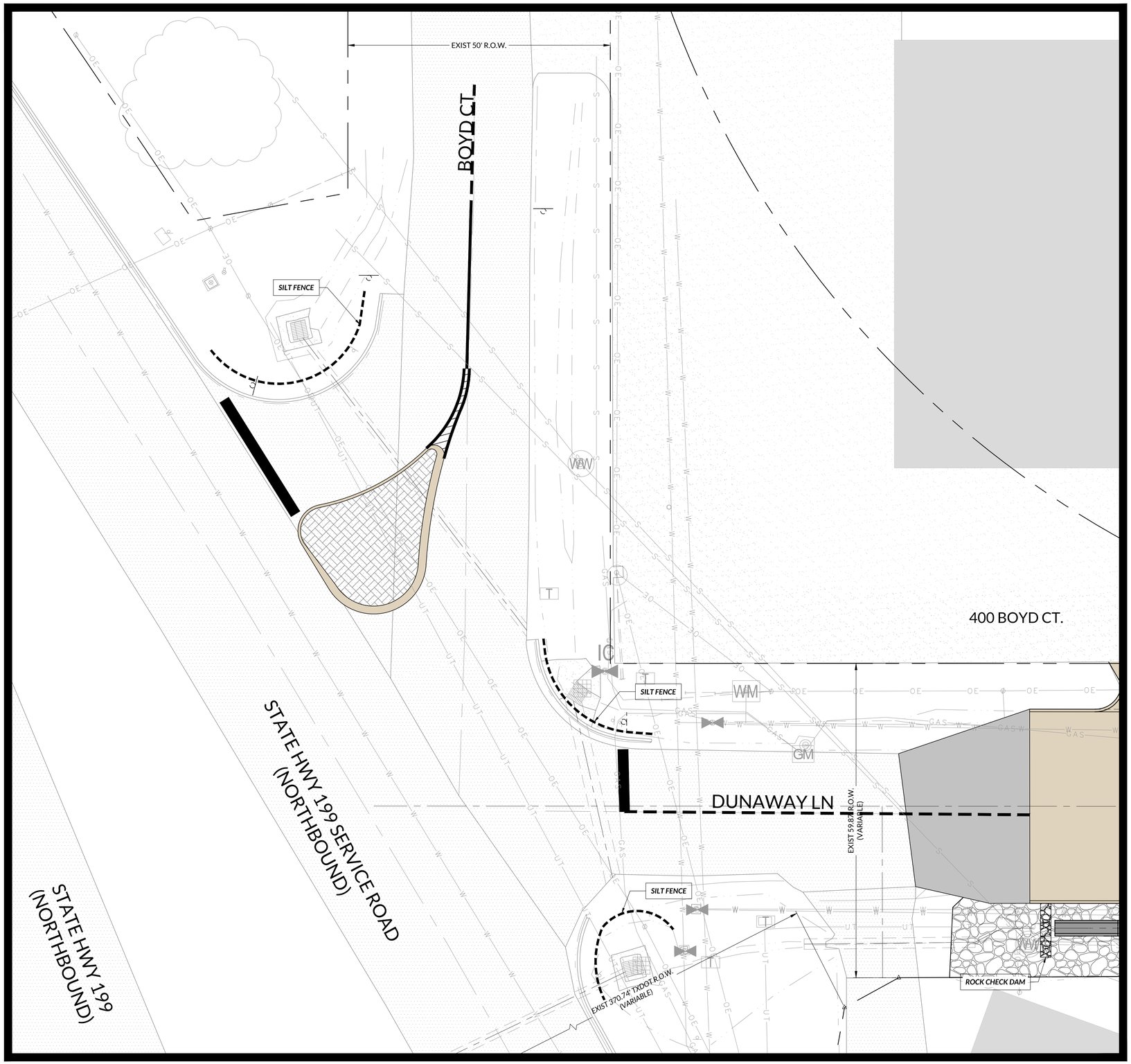
CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SS-B STA.15+00 - END

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 20'

SEQ. 54 / 116 | SHEET 54



NORTH

10 0 10 20

HORIZ. SCALE IN FEET

LEGEND

- SEDIMENT TRAP DEVICE
- SILT FENCE
- EROSION BLANKET

*SEE EROSION CONTROL DETAILS: SHEET XX

STATE OF TEXAS
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08-26-2026

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TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

TXDOT INTERSECTION EROSION CONTROL PLAN

NO.	REVISION	DATE

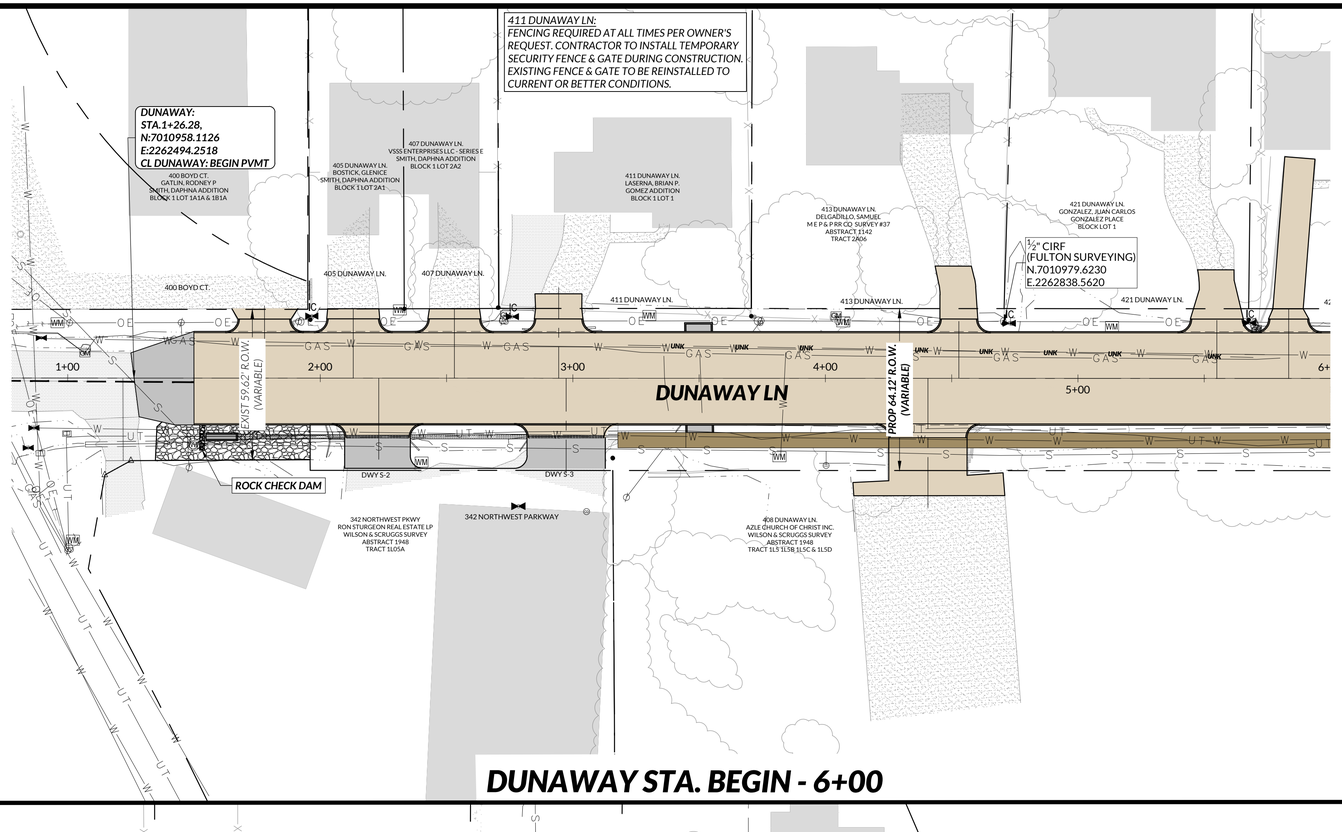
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 10'

SEQ. 55 / 116 | SHEET 55

X:\CL_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\48 TXDOT INTERSECTION EROSION CONTROL PLAN.dwg
Saved By: jburns
Save Time: 8/26/2026 3:44 PM
Plotted by: jeff burns
Plot Date: 8/26/2026 5:05 PM

X:\CI_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\49 DUNAWAY EROSION CONTROL PLAN.dwg Saved By: svanderpool Save Time: 8/20/2026 9:27 AM Plotted by: jeff burns Plot Date: 8/26/2026 5:05 PM



NORTH

30 0 30 60

HORIZ. SCALE IN FEET

Texas 811

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E...EXCAVATE WITH CAUTION

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
30 SCALE When Plotted 22"x34" True Fullsize
60 SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

LEGEND

- SEDIMENT TRAP DEVICE
- SILT FENCE
- EROSION BLANKET

*SEE EROSION CONTROL DETAILS: SHEET XX

STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

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TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

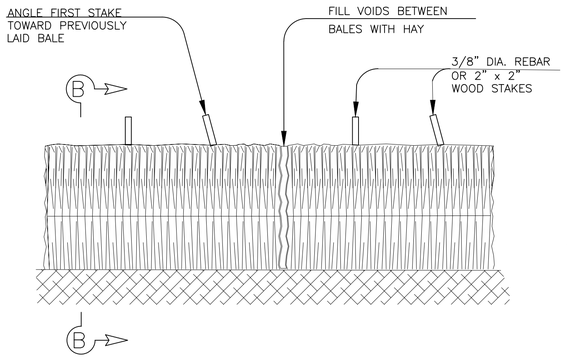
DUNAWAY EROSION CONTROL PLAN

NO.	REVISION	DATE

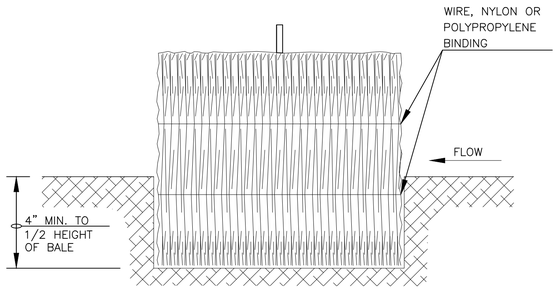
PROJECT # 21256 | SCALE 1" = 30'

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

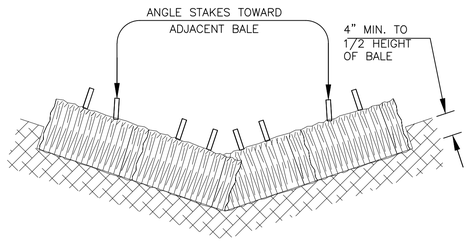
SEQ. 56 | SHEET 56 / 116



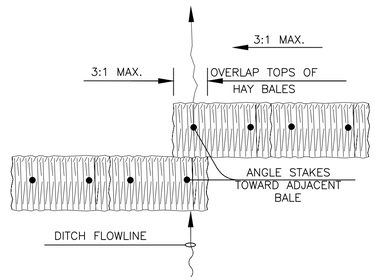
BALED HAY FOR EROSION CONTROL



SECTION B-B



PROFILE VIEW



PLAN VIEW

BALED HAY USAGE GUIDELINES:

A BALED HAY INSTALLATION MAY BE CONSTRUCTED NEAR THE DOWNSTREAM PERIMETER OF A DISTURBED AREA ALONG A CONTOUR TO INTERCEPT SEDIMENT FROM OVERLAND RUNOFF. A TWO YEAR STORM FREQUENCY MAY BE USED TO CALCULATE THE FLOW RATE TO BE FILTERED. THE INSTALLATION SHOULD BE SIZED TO FILTER A MAXIMUM FLOW THRU RATE OF 5 GPM/FT OF CROSS SECTIONAL AREA. BALED HAY MAY BE USED AT THE FOLLOWING LOCATIONS:

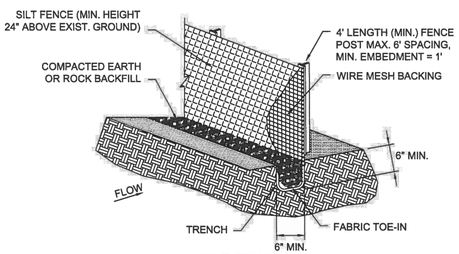
1. WHERE THE RUNOFF APPROACHING THE BALED HAY FLOWS OVER DISTURBED SOIL FOR LESS THAN 100'. IF THE SLOPE OF THE DISTURBED SOIL EXCEEDS 10%, THE LENGTH OF SLOPE UPSTREAM THE BALED HAY SHOULD BE LESS THAN 50'.
2. WHERE THE INSTALLATION WILL BE REQUIRED FOR LESS THAN 3 MONTHS.
3. WHERE THE CONTRIBUTING DRAINAGE AREA IS LESS THAN 1/2 ACRE. FOR BALED HAY INSTALLATIONS IN SMALL DITCHES, THE ADDITIONAL FOLLOWING CONSIDERATIONS APPLY:
4. THE DITCH SIDE SLOPES SHOULD BE GRADED AS FLAT AS POSSIBLE TO MAXIMIZE THE DRAINAGE FLOW RATE THRU THE HAY.
5. THE DITCH SHOULD BE GRADED LARGE ENOUGH TO CONTAIN THE OVERTOPPING DRAINAGE WHEN SEDIMENT HAS FILLED TO THE TOP OF THE BALED HAY. BALES SHOULD BE REPLACED USUALLY EVERY 2 MONTHS OR MORE OFTEN DURING WET WEATHER WHEN LOSS OF STRUCTURAL INTEGRITY IS ACCELERATED.

GENERAL NOTES:

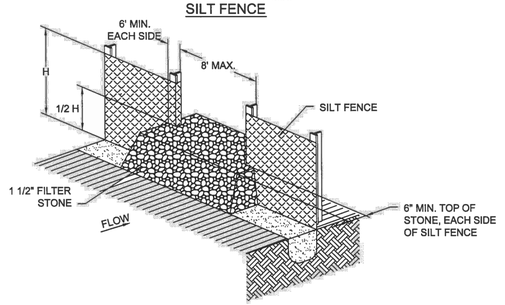
1. HAY BALES SHALL BE A MINIMUM OF 30" IN LENGTH AND WEIGH A MINIMUM OF 50 LBS.
2. HAY BALES SHALL BE BOUND BY EITHER WIRE OR NYLON OR POLYPROPYLENE STRING. THE BALES SHALL BE COMPOSED ENTIRELY OF VEGETATIVE MATTER.
3. HAY BALES SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4" AND WHERE POSSIBLE ½ THE HEIGHT OF THE BALE.
4. HAY BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES. THE BALES SHALL BE PLACED WITH BINDINGS PARALLEL TO THE GROUND.
5. HAY BALES SHALL BE SECURELY ANCHORED IN PLACE WITH 3/8" DIA. REBAR OR 2" X 2" WOOD STAKES, DRIVEN THROUGH THE BALES. THE FIRST STAKE SHALL BE ANGLED TOWARDS THE PREVIOUSLY LAID BALE TO FORCE THE BALES TOGETHER.
6. THE GUIDELINES SHOWN HEREON ARE SUGGESTIONS ONLY AND MAY BE MODIFIED BY THE ENGINEER.

EROSION AND POLLUTION CONTROL NOTES

1. ***ALL CONTRACTORS SHALL COMPLY WITH THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS (NCTCOG) MANUAL FOR BEST MANAGEMENT PRACTICES FOR CONSTRUCTION AS IT RELATES TO PREVENTING POLLUTANTS IN STORM WATER DISCHARGE FROM CONSTRUCTION ACTIVITIES.***
2. ***THE CONTRACTOR SHALL INSTALL EROSION AND POLLUTION CONTROL MEASURES AS INDICATED ON THE PLANS AND AS FIELD CONDITIONS WARRANT TO PREVENT OFFSITE MIGRATION OF SOILS OR OTHER POLLUTANTS BY VEHICULAR TRACKING OR IN STORM WATER RUNOFF. PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY, INSTALLATION OF CONTROL MEASURES, REPAIRS OR MODIFICATIONS TO THE MEASURES WILL BE MADE BY THE CONTRACTOR IF THE CONTROL MEASURES PROVE INEFFECTIVE OR IF ADDITIONAL CONTROL MEASURES ARE NECESSARY.***
3. ***THE CONTRACTOR SHALL INSTALL THE STABILIZED CONSTRUCTION EXIT AND SHALL TAKE APPROPRIATE MEASURES TO PREVENT TRACKING OF MUD AND/OR SOILS TO OFFSITE PAVEMENT. THE CONTRACTOR SHALL IMMEDIATELY REMOVE ANY OFFSITE TRACKING THAT OCCURS.***
4. ***ALL STOCKPILED SOILS WILL BE SURROUNDED BY A SILT FENCE, SEDIMENT CONTROL SWALE OR EQUIVALENT MEASURE TO PROPERLY CONTROL SEDIMENT RUNOFF.***
5. ***THE CONTRACTOR SHALL DESIGNATE A CONCRETE TRUCK WASHOUT AREA. WASTE CONCRETE AND ASSOCIATED WATER AND MATERIAL WILL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH THE APPLICABLE REGULATIONS.***
6. ***THE CONTRACTOR SHALL CONSTRUCT A BERM OR OTHER SPILL PROTECTION MEASURE FOR ANY TEMPORARY FUEL STORAGE TANK(S) ON SITE TO CONTAIN AT LEAST ONE HALF (1/2) OF THE CAPACITY OF EACH TANK.***
7. ***IF SUMP PUMPS ARE USED TO REMOVE WATER FROM EXCAVATED AREAS, THE DISCHARGE SHALL BE FILTERED OR DISCHARGED TO A SETTLING BASIN TO REMOVE SEDIMENT AND OTHER POLLUTANTS BEFORE THE WATER ENTERS A STORM DRAIN OR LEAVES THE SITE.***
8. ***INLET PROTECTION SHALL BE INSTALLED AT ALL ONSITE OR NEW INLETS TO PREVENT SEDIMENT AND SOILS FROM ENTERING THE STORM DRAIN SYSTEM UNTIL PERMANENT VEGETATION IS ESTABLISHED. INLET PROTECTION SHALL BE DESIGNED TO FILTER ALL FLOW FROM A TWO-YEAR STORM EVENT. A MEANS OF OVERFLOW OR BYPASS SHALL BE PROVIDED FOR STORM FLOWS GREATER THAN THE TWO-YEAR STORM.***
9. ***CONTROL MEASURES MAY ONLY BE PLACED IN FRONT OF INLETS OR IN CHANNELS, DRAINAGE WAYS OR BORROW DITCHES AT THE CONTRACTOR'S RISK. CONTRACTOR SHALL REMAIN LIABLE FOR ANY DAMAGE CAUSED BY THE MEASURE INCLUDING FLOOD DAMAGE THAT OCCURS AS A RESULT OF BLOCKED DRAINAGE.***
10. ***AT A MINIMUM, PERIMETER CONTROLS SUCH AS SILT FENCE SHALL BE INSTALLED AT ALL DOWN SLOPE BOUNDARIES OF DISTURBED AREAS AND AS WARRANTED WHERE PAVEMENT REMOVAL, UTILITY CONSTRUCTION, GRADING OR OTHER CONSTRUCTION ACTIVITIES ARE TO BE PERFORMED. THE CONTRACTOR SHALL AT ALL TIMES TAKE SUCH MEASURES AS NECESSARY TO PREVENT OFFSITE MIGRATION OF SEDIMENT AND DEBRIS.***
11. ***IF DISCHARGE OF SOIL OR OTHER POLLUTANTS OCCURS, THE CONTROL MEASURES SHALL BE EVALUATED AND CHANGES OR ADDITIONAL MEASURES IMPLEMENTED WITHIN SEVEN (7) DAYS TO PREVENT FUTURE DISCHARGES.***
12. ***DAMAGE TO ADJACENT PROPERTY AND/OR TO RECEIVING WATER CAUSED BY IMPROPERLY INSTALLED OR POORLY MAINTAINED EROSION AND POLLUTION CONTROL MEASURES WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. THIS RESPONSIBILITY INCLUDES REMOVAL AND DISPOSAL OF ANY SILTATION, DEBRIS OR OTHER POLLUTANTS CAUSED BY HIS/HER OPERATIONS AND/OR FAILURE OF THE CONTROL MEASURES. FAILURE TO ADDRESS THE CAUSES OF DAMAGES WILL RESULT IN A STOP WORK ORDER.***
13. ***THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ACCUMULATED SEDIMENT BEFORE IT REACHES A DEPTH OF SIX (6) INCHES OR IMPAIRS THE EFFECTIVENESS OF THE CONTROL MEASURE.***
14. ***THE OWNER'S REPRESENTATIVE WILL INSPECT THE PROJECT EVERY FOURTEEN (14) DAYS, AT A MINIMUM, AND AFTER EVERY RAIN EVENT OF ONE-HALF INCH OR GREATER TO DETERMINE THE INTEGRITY AND EFFECTIVENESS OF THE EROSION AND POLLUTION CONTROL MEASURES. A WRITTEN INSPECTION REPORT, SIGNED BY THE PERSON MAKING THE INSPECTION, WILL BE FILED WITH ONSITE POLLUTION CONTROL PLAN AND A COPY OF THE REPORT SENT TO THE CITY FOR THEIR RECORDS. THIS INSPECTION DOES NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR INSPECTION AND MAINTENANCE OF THE CONTROL MEASURES. FAILURE TO FILE REPORTS MAY RESULT IN A STOP WORK ORDER.***
15. ***THE CONTRACTOR SHALL STABILIZE, WITH SOME FORM OF GROUND COVER, ANY AREA WHERE CONSTRUCTION ACTIVITY IS TO BE CEASED (TEMPORARILY OR PERMANENTLY) FOR MORE THAN TWENTY-ONE (21) DAYS.***
16. ***AT THE CONCLUSION OF THE PROJECT, ALL CHANNELS, DRAINAGE WAY AND BORROW DITCHES IN THE WORK ZONE SHALL BE CLEARED OF ANY SEDIMENT AND DEBRIS GENERATED BY THE PROJECT OR DEPOSITED AS A RESULT OF THE EROSION AND POLLUTION CONTROL MEASURES.***
17. ***REVEGETATION OF ALL DISTURBED SOIL SHALL BE INITIATED WITHIN TWENTY-ONE (21) DAYS OF FINAL CONSTRUCTION OPERATIONS.***



SILT FENCE



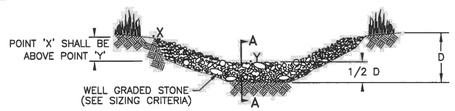
STONE OVERFLOW STRUCTURE

SILT FENCE	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE 201.5	DATE OCT. '04	STANDARD DRAWING NO. 1020A

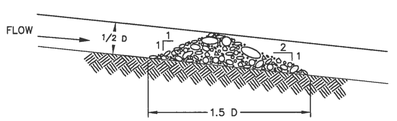
SILT FENCE GENERAL NOTES:

1. POSTS WHICH SUPPORT THE SILT FENCE SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF ONE FOOT.
2. THE TOE OF THE SILT FENCE SHALL BE TRENCHED IN WITH A SPADE OR MECHANICAL TRENCHER, SO THAT THE DOWNSLOPE FACE OF THE TRENCH IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. WHERE FENCE CANNOT BE TRENCHED IN (e.g. PAVEMENT), WEIGHT FABRIC FLAP WITH ROCK ON UPHILL SIDE TO PREVENT FLOW FROM SEEPING UNDER FENCE.
3. THE TRENCH MUST BE A MINIMUM OF 6 INCHES DEEP AND 6 INCHES WIDE TO ALLOW FOR THE SILT FENCE FABRIC TO BE LAID IN THE GROUND AND BACKFILLED WITH COMPACTED MATERIAL.
4. SILT FENCE SHOULD BE SECURELY FASTENED TO EACH SUPPORT POST OR TO WIRE BACKING, WHICH IN TURN IS ATTACHED TO THE FENCE POST. THERE SHALL BE A 3 FOOT OVERLAP, SECURELY FASTENED WHERE ENDS OF FABRIC MEET.
5. INSPECTION SHALL BE AS SPECIFIED IN THE SWPPP. REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
6. SILT FENCE SHALL BE REMOVED WHEN FINAL STABILIZATION IS ACHIEVED OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED.
7. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF HALF THE HEIGHT OF THE FENCE. THE SILT SHALL BE DISPOSED OF AT AN APPROVED SITE AND IN SUCH A MANNER AS TO NOT CONTRIBUTE TO ADDITIONAL SILTATION.

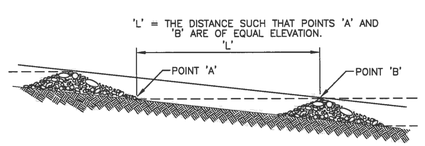
SILT FENCE	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE 201.5	DATE OCT. '04	STANDARD DRAWING NO. 1020B



VIEW LOOKING UPSTREAM



SECTION A – A



SPACING BETWEEN CHECK DAMS

ROCK CHECK DAM	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE 201.9	DATE OCT. '04	STANDARD DRAWING NO. 1060A

ROCK CHECK DAM GENERAL NOTES:

1. STONE SHALL BE WELL GRADED WITH SIZE RANGE FROM 1½ TO 3½ INCHES IN DIAMETER DEPENDING ON EXPECTED FLOWS.
2. THE CHECK DAM SHALL BE INSPECTED AS SPECIFIED IN THE SWPPP AND SHALL BE REPLACED WHEN THE STRUCTURE CEASES TO FUNCTION AS INTENDED DUE TO SILT ACCUMULATION AMONG THE ROCKS, WASHOUT, CONSTRUCTION TRAFFIC DAMAGE, ETC.
3. WHEN SILT REACHES A DEPTH EQUAL TO ONE–THIRD OF THE HEIGHT OF THE CHECK DAM OR ONE FOOT, WHICHEVER IS LESS, THE SILT SHALL BE REMOVED AND DISPOSED OF PROPERLY.
4. WHEN THE SITE HAS ACHIEVED FINAL STABILIZATION OR ANOTHER EROSION OR SEDIMENT CONTROL DEVICE IS EMPLOYED, THE CHECK DAM AND ACCUMULATED SILT SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED MANNER.

ROCK CHECK DAM	North Central Texas Council of Governments	STANDARD SPECIFICATION REFERENCE 201.9	DATE OCT. '04	STANDARD DRAWING NO. 1060B

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
EROSION CONTROL DETAILS

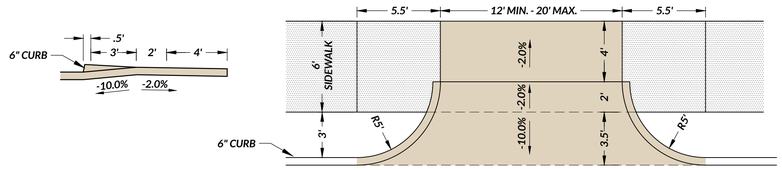
NO.	REVISION	DATE

PROJECT # 21256 | SCALE N.T.S.

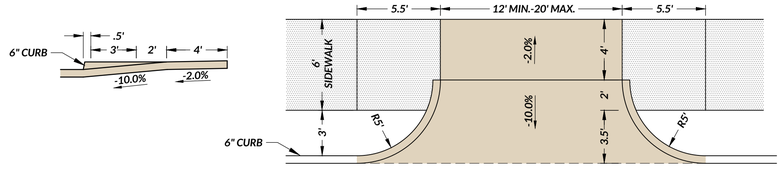
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 57 | SHEET 57
116

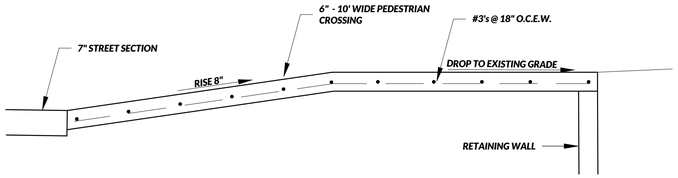
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X:\CL Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\61 SEWER DETAILS.dwg



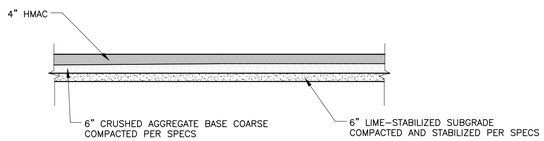
TYPE 2 RESIDENTIAL DRIVEWAY APPROACH
N.T.S.



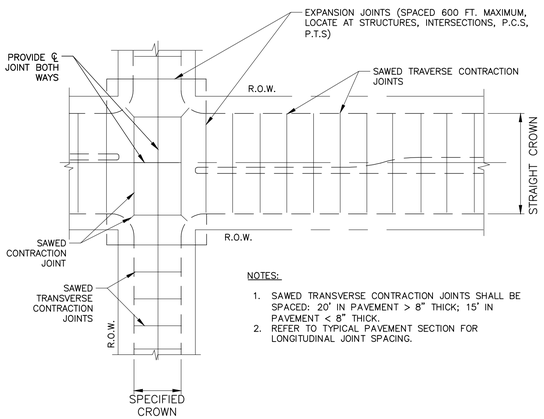
TYPE 1 RESIDENTIAL DRIVEWAY APPROACH
N.T.S.



PEDESTRIAN CROSSING SECTION
NTS

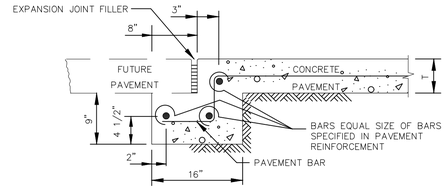


TYPICAL ASPHALT PAVEMENT SECTION
N.T.S.

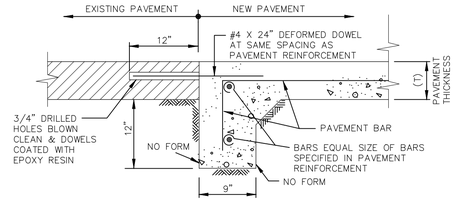


NOTES:
1. SAWED TRANSVERSE CONTRACTION JOINTS SHALL BE SPACED: 20' IN PAVEMENT > 8" THICK; 15' IN PAVEMENT < 8" THICK.
2. REFER TO TYPICAL PAVEMENT SECTION FOR LONGITUDINAL JOINT SPACING.

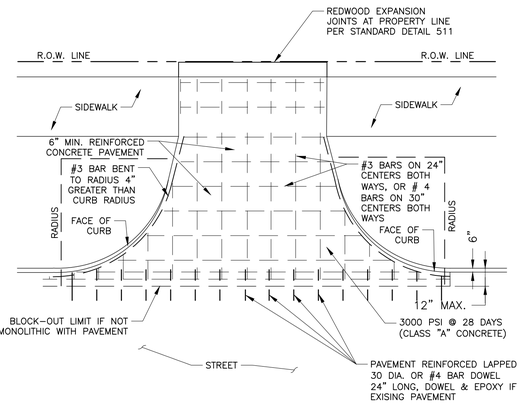
REINFORCED CONCRETE PAVEMENT TRANSVERSE JOINT SPACING
N.T.S.



STREET HEADER FOR FUTURE PAVEMENT
N.T.S.



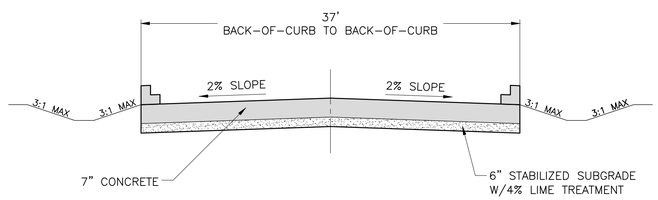
STREET HEADER AT EXISTING PAVEMENT
N.T.S.



PLAN VIEW

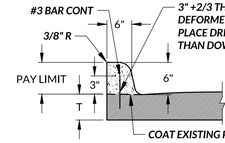
NOTES:
1. DRIVEWAY SHALL NOT HAVE GREATER THAN 12% SLOPE.
2. IF SIDEWALK IS AT THE RADIUS, THE 6" SIDEWALK SHALL BE POURED MONOLITHICALLY WITH THE DRIVEWAY ONE JOINT EITHER SIDE.

DRIVEWAY APPROACH RADIUS RETURN TYPE
N.T.S.

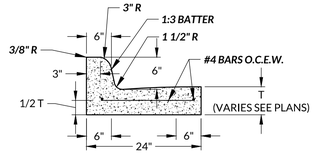


NOTES:
1. ALL REINFORCEMENT SHALL BE #3 BARS @ 18" O.C.E.W.
2. ALTERNATE REINFORCEMENT SHALL BE #4 BARS @ 24" O.C.E.W.
3. PAVEMENT STRENGTH TO CONFORM TO CLASS C CONCRETE.

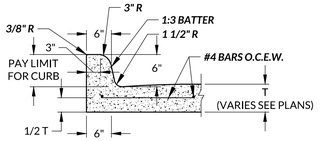
CONCRETE PAVEMENT SECTION
N.T.S.



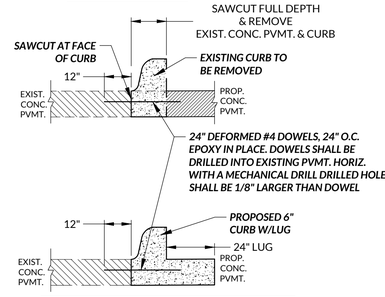
DOWEL ON CURB



SEPARATE CURB AND GUTTER

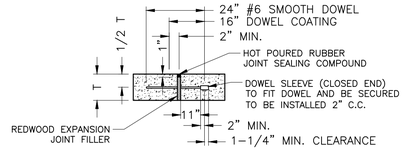


INTEGRAL CURB AND GUTTER



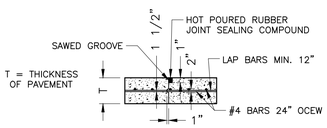
SAWCUT AND REMOVE CURB CONNECTION TO EXISTING PAVEMENT

CONCRETE CURB DETAILS
N.T.S.



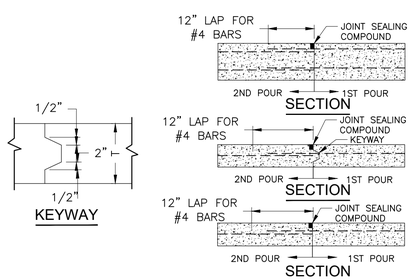
EXPANSION JOINTS TO BE PLACED ON 500' TO 700' INTERVALS AND RADIUS RETURNS, BOTH MEDIAN & INTERSECTION.

TRANSVERSE EXPANSION JOINT



DO NOT INSTALL KEY FOR PAVEMENT LESS THAN 8 INCHES

SAWED DUMMY JOINT



CONSTRUCTION JOINTS

STREET JOINT DETAILS
N.T.S.

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
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TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

PAVING DETAILS

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

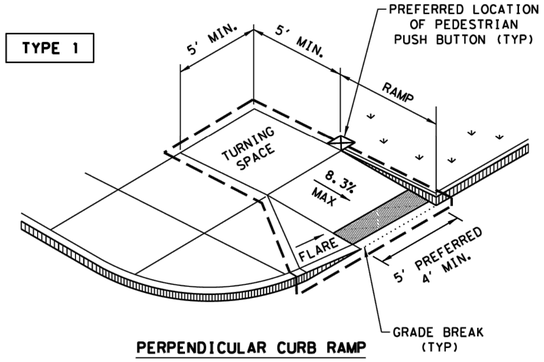
SEQ. 58 | SHEET 58 / 116

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Saved By: jburns Save Time: 8/26/2026 2:35 PM
X:\CI_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\61 SEWER DETAILS.dwg

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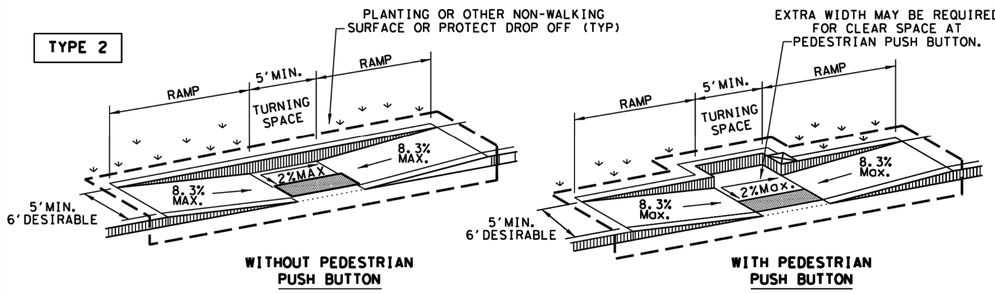
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FILE:

TYPE 1



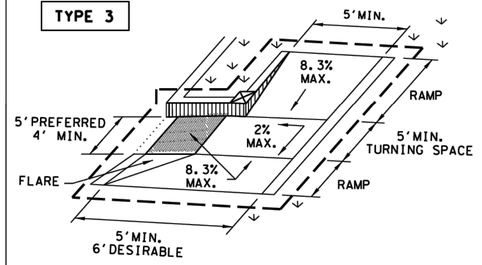
PERPENDICULAR CURB RAMP

TYPE 2

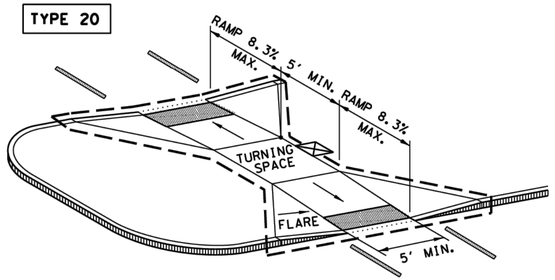


PARALLEL CURB RAMP

TYPE 3

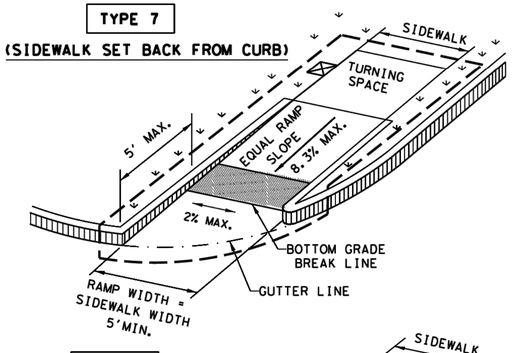


TYPE 20

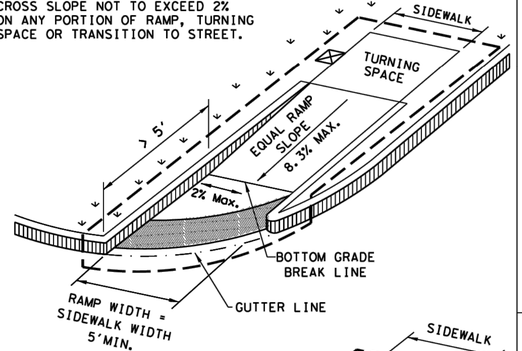


CURB RAMPS AT MEDIAN ISLANDS

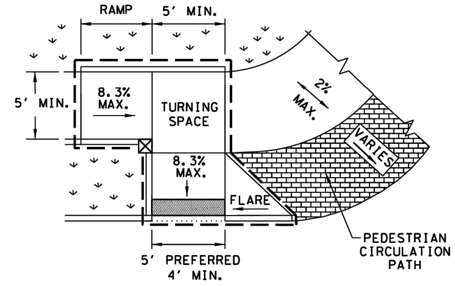
TYPE 7
(SIDEWALK SET BACK FROM CURB)



CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.

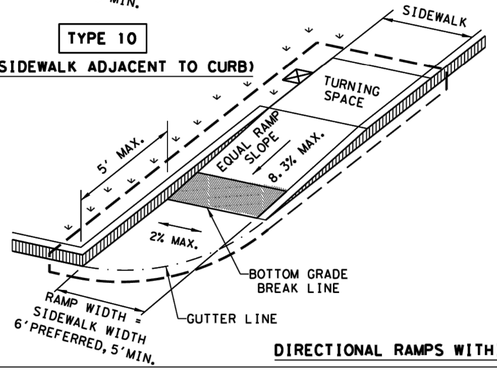


TYPE 6

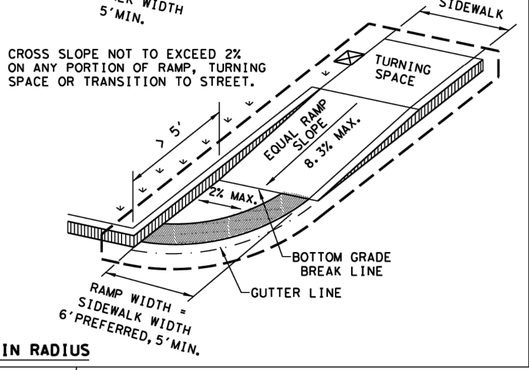


COMBINATION CURB RAMPS

TYPE 10
(SIDEWALK ADJACENT TO CURB)

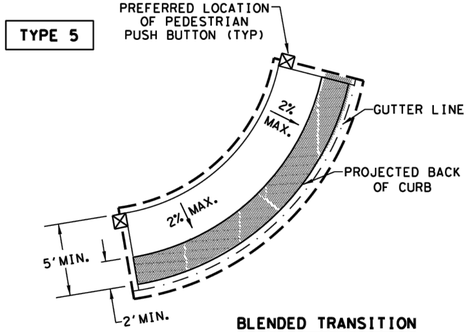


CROSS SLOPE NOT TO EXCEED 2% ON ANY PORTION OF RAMP, TURNING SPACE OR TRANSITION TO STREET.



DIRECTIONAL RAMPS WITHIN RADIUS

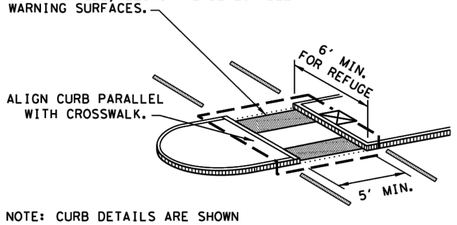
TYPE 5



BLENDED TRANSITION
(FLUSH LANDING)

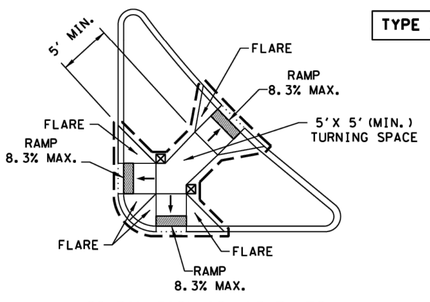
INSTALL DETECTABLE WARNING SURFACE AT EACH END OF THE CUT-THROUGH RAMP WITH A MINIMUM 2' USUAL SIDEWALK SURFACE BETWEEN. IF MEDIAN IS LESS THAN 6' WIDE, ELIMINATE DETECTABLE WARNING SURFACES.

TYPE 21



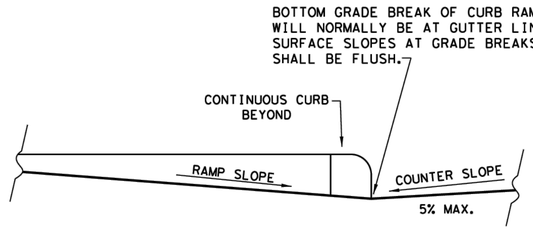
NOTE: CURB DETAILS ARE SHOWN ELSEWHERE IN THE PLANS.

TYPE 22



COMBINATION ISLAND RAMPS

BOTTOM GRADE BREAK OF CURB RAMP WILL NORMALLY BE AT GUTTER LINE. SURFACE SLOPES AT GRADE BREAKS SHALL BE FLUSH.



TYPICAL SECTION OF PERPENDICULAR CURB RAMP AT CONNECTION TO ROADWAY

NOTES / LEGEND:

SEE GENERAL NOTES ON SHEET 2 OF 4 FOR MORE INFORMATION.

DENOTES PLANTING OR NON-WALKING SURFACE NOT PART OF PEDESTRIAN CIRCULATION PATH.

GUTTER LINE — · —

DETECTABLE WARNING SURFACE

GRADE BREAK .....

DENOTES PREFERRED LOCATION OF PEDESTRIAN PUSH BUTTON IF APPLICABLE. ☒

RAMP LIMITS OF PAYMENT — —

SHEET 1 OF 4

Texas Department of Transportation | Design Division Standard

PEDESTRIAN FACILITIES CURB RAMPS

PED-18

FILE: ped18	DN: TxDOT	DW: VP	CK: KM	CK: PK & JG
© TxDOT: MARCH, 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS REVISED 08,2005 REVISED 06,2012 REVISED 01,2018	DIST	COUNTY		SHEET NO.

DESIGNED: DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
PAVING DETAILS CONT.

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

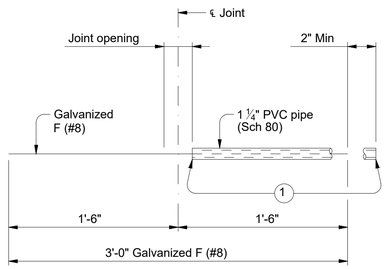
PROJECT # 21256 | SCALE N.T.S.

SEQ. 59 / 116 | SHEET 59

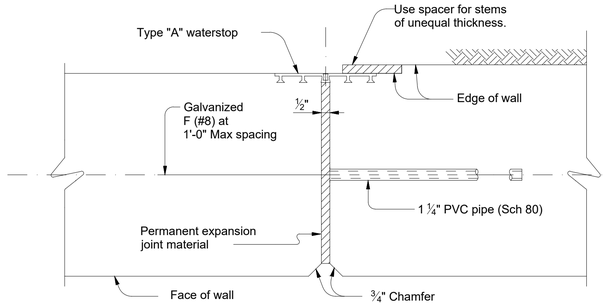
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Saved By: jburns Save Time: 8/26/2026 2:35 PM
X:\CL_Arch\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\61 SEWER DETAILS.dwg

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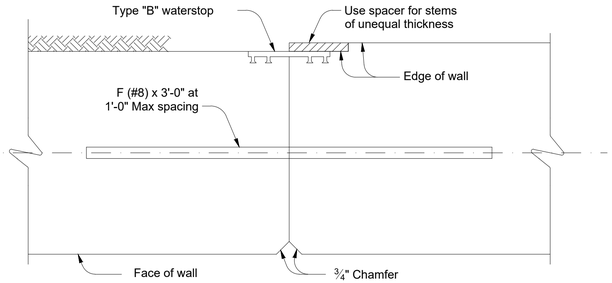
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X:\CI_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\61 SEWER DETAILS.dwg



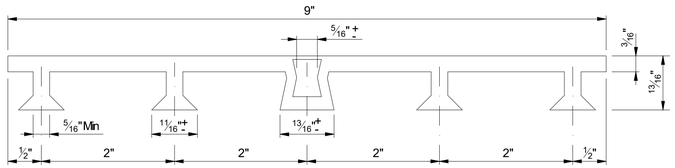
BAR F (#8) ASSEMBLY DETAIL



EXPANSION JOINT

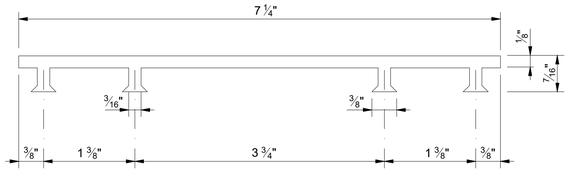


CONSTRUCTION JOINT



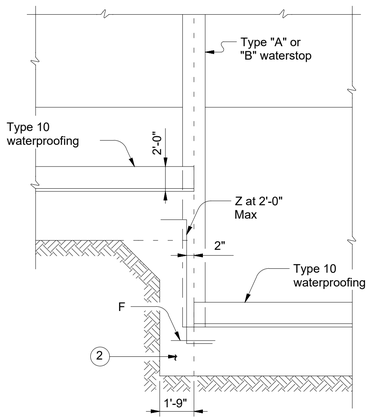
PVC WATERSTOP TYPE "A"

Note: Dimensions and shapes may vary slightly depending on manufacturer.

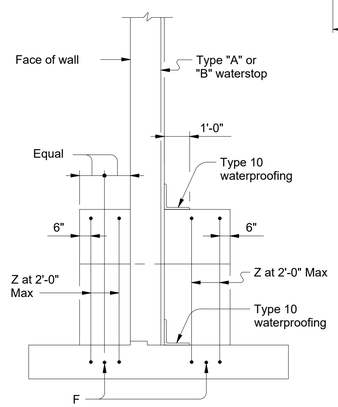


PVC WATERSTOP TYPE "B"

1. Tape ends of 1 ¼" PVC Schedule 80 to prevent concrete or mortar from seeping in.
2. Class C unreinforced concrete when difference in top of footing elevations is less than 2 feet. Omit when Dowel Bars F can be placed between adjacent footings with 4-inch cover top and bottom. Footing elevation difference not to exceed 4 feet.
3. Underdrain pipe to be in accordance with Item 556, "Pipe Underdrains."

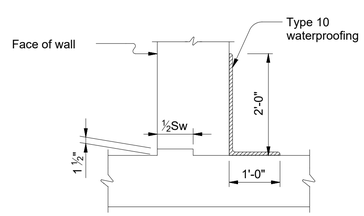


PARTIAL ELEVATION

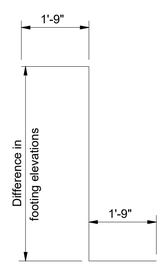


PARTIAL SECTION

SHOWING WATERSTOP AT FOOTING ELEVATION TRANSITION

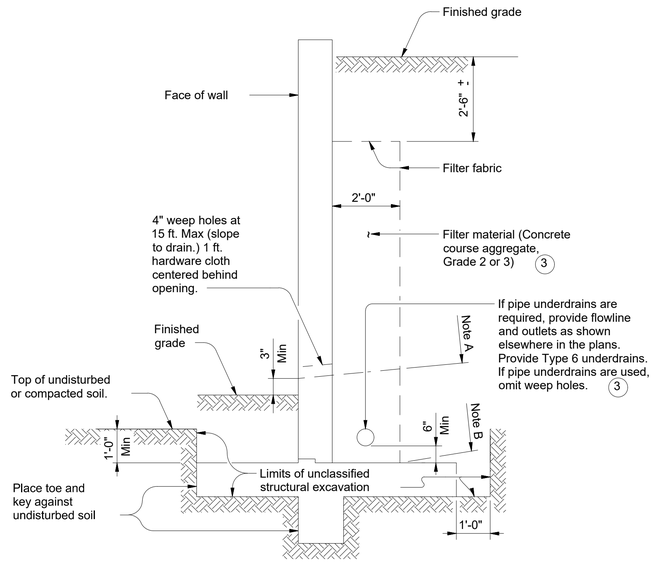


JOINT AND WATERSTOP DETAILS



BARS Z (#5)

(Omit Bars Z when difference in top of footing elevations is less than 2 ft).



DRAINAGE DETAILS AND EXCAVATION DIAGRAM

Note A: Stop coarse aggregate at this level when weep holes are used.

Note B: Use coarse aggregate to here when underdrains are used.

MATERIAL NOTES:

Provide Class C concrete (f'c=3,600 psi.)
Provide Grade 60 reinforcing steel.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.

Walls are designed assuming unit weight of soil = 120 pcf and a friction angle = 30 degrees for foundation and retained soil.

The undisturbed or compacted soil depth in front of walls must not measure less than Kd + Ft + 1 foot as measured upwards from bottom of key.

Retaining walls are detailed to be placed on grades up to 10% with level footing, with no changes in reinforcing steel. Steeper grades can be accommodated by shortening Bars A and Bars B and increasing the length of legs of Bars U by the same amount. No change in quantities will be required.

Retaining walls may be placed on horizontal curves by adjusting lengths of Bars T and Bars H in the footing. Minor revisions to concrete quantities may be required as a result.

Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bar dimensions shown are out-to-out of bar.

Texas Department of Transportation — *Bridge Division Standard*

SPREAD FOOTING RETAINING WALL MISCELLANEOUS DETAILS

RW(SF)

FILE:	DN: TAR	CK: RLE	DW: JER	CK: TAR
©TxDOT June 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS				
8-22: Updated underdrain requirements.	DIST	COUNTY		SHEET NO.

DATE:
FILE:

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
WALL DETAILS

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

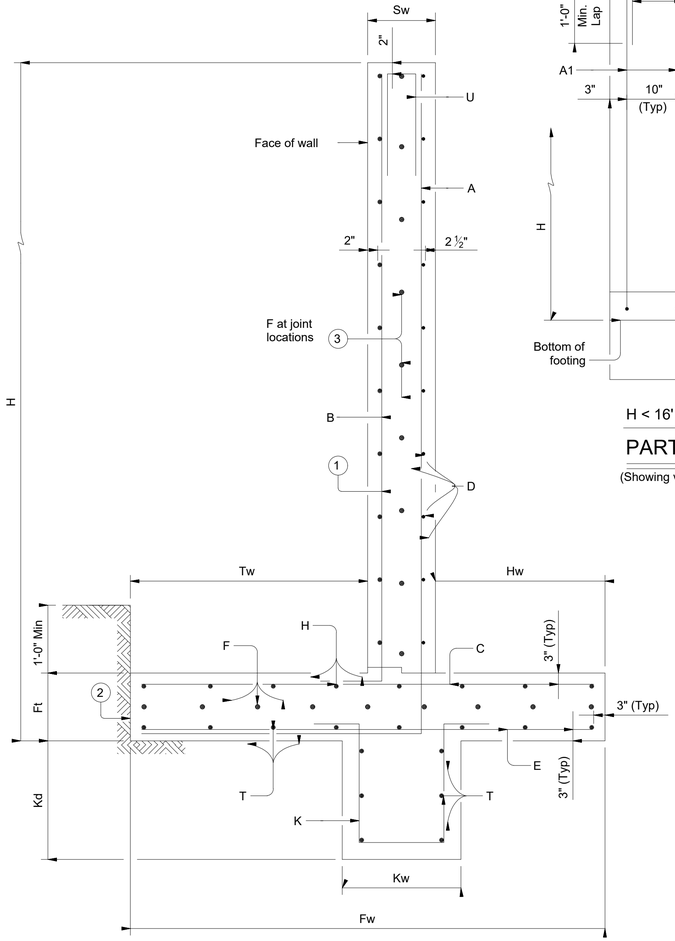
SEQ. 60 / 116 | SHEET 60

Plotted by: jeff burns Plot Date: 8/26/2026 5:06 PM
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X:\CL_Arch\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\61 SEWER DETAILS.dwg
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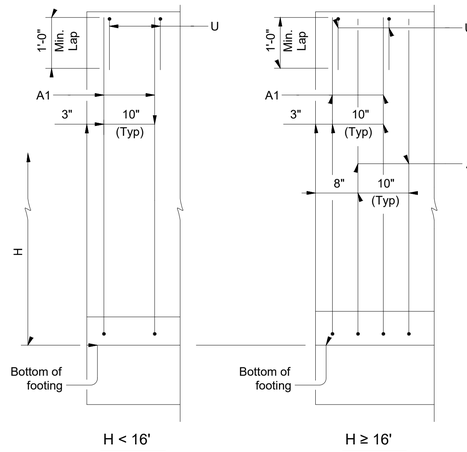
PROPERTIES

REINFORCING STEEL FOR ONE 32' PANEL (DESIGN A)

Wall Height "H"	WALL DIMENSIONS							MAX SOIL PRESS	Bars A1					Bars A2					Bars B					Bars C					Bars E					Bars K					D (#5) at 12" Max.		Dowel F at 12" Max.		H (#5) at 12" Max.		T (#5) at 12" Max.		U ~ 39 #5 at 10" Max.		QUANTITY FOR ONE 32' PANEL		Wall Height "H"
									No.	Size	Spa.	Length	Weight	No.	Size	Spa.	Length	Weight	No.	Size	Spa.	Length	Weight	No.	Size	Spa.	Length	Weight	No.	Size	Spa.	Length	Weight	No.	Size	Spa.	Length	Weight	No.	Weight	No.	Weight	No.	Weight	No.	Weight	No.	Weight	Length	Weight	Conc (CY)	REINF (LB)	
(Ft)	Fw	Tw	Sw	Hw	Ft	Kw	Kd	T/SF																																												(Ft)
2	1' - 4"	0' - 4"	1' - 0"	0' - 0"	0' - 9"	0' - 9"	0' - 9"	0.164	39	#4	10"	2' - 6"	66						39	#4	10"	2' - 2"	57															39	#4	10"	3' - 1"	81	6	198	5	41	2	66	2	66	2' - 5"	99	3.4	674	2
4	2' - 5"	0' - 8"	1' - 0"	0' - 9"	1' - 0"	0' - 9"	0' - 9"	0.287	39	#4	10"	4' - 10"	126						39	#4	10"	3' - 11"	103	39	#4	10"	1' - 11"	50	39	#4	10"	1' - 11"	50	39	#4	10"	3' - 1"	81	8	263	7	57	3	99	3	99	6' - 0"	245	7.1	1173	4
6	3' - 6"	1' - 2"	1' - 0"	1' - 4"	1' - 0"	0' - 9"	0' - 9"	0.373	39	#4	10"	7' - 4"	192						39	#4	10"	5' - 11"	155	39	#4	10"	3' - 0"	79	39	#4	10"	3' - 0"	79	39	#4	10"	3' - 1"	81	12	395	10	81	4	132	4	132	8' - 5"	343	10.8	1669	6
8	5' - 1"	1' - 9"	1' - 0"	2' - 4"	1' - 0"	0' - 9"	0' - 9"	0.425	39	#4	10"	9' - 11"	259						39	#4	10"	7' - 11"	207	39	#4	10"	4' - 7"	120	39	#4	10"	4' - 7"	120	39	#4	10"	3' - 1"	81	16	526	14	113	6	198	6	198	8' - 5"	343	15.0	2165	8
10	6' - 7"	2' - 3"	1' - 0"	3' - 4"	1' - 2"	1' - 0"	1' - 0"	0.513	39	#4	10"	12' - 5"	324						39	#4	10"	9' - 9"	255	39	#4	10"	6' - 1"	159	39	#4	10"	6' - 1"	159	39	#4	10"	3' - 10"	100	20	658	18	145	8	263	8	263	8' - 5"	343	20.8	2669	10
12	8' - 4"	2' - 10"	1' - 1"	4' - 5"	1' - 4"	1' - 3"	1' - 3"	0.589	39	#5	10"	15' - 1"	614						39	#4	10"	11' - 7"	302	39	#5	10"	7' - 10"	319	39	#4	10"	7' - 10"	205	39	#4	10"	4' - 7"	120	24	789	21	169	9	296	9	296	8' - 6"	346	28.8	3456	12
14	9' - 11"	3' - 5"	1' - 2"	5' - 4"	1' - 7"	1' - 6"	1' - 6"	0.674	39	#6	10"	17' - 9"	1040						39	#6	10"	13' - 4"	348	39	#6	10"	9' - 5"	553	39	#4	10"	9' - 5"	246	39	#4	10"	5' - 4"	139	28	920	25	201	11	362	11	362	8' - 7"	350	38.5	4521	14
16	11' - 5"	4' - 0"	1' - 3"	6' - 2"	1' - 9"	1' - 9"	1' - 9"	0.756	39	#6	10"	20' - 5"	1196	39	#4	10"	20' - 5"	532	39	#4	10"	15' - 2"	396	39	#6	10"	10' - 11"	640	39	#4	10"	10' - 11"	285	39	#4	10"	6' - 1"	159	32	1052	28	225	12	395	12	395	8' - 8"	353	48.5	5628	16
18	12' - 8"	4' - 7"	1' - 4"	6' - 9"	1' - 9"	2' - 0"	2' - 0"	0.830	39	#6	10"	23' - 1"	1353	39	#5	10"	23' - 1"	939	39	#4	10"	17' - 2"	448	39	#7	10"	12' - 2"	971	39	#4	10"	12' - 2"	318	39	#4	10"	6' - 10"	179	36	1183	32	257	14	460	14	460	8' - 9"	356	56.7	6924	18
20	14' - 4"	5' - 2"	1' - 6"	7' - 8"	2' - 0"	2' - 0"	2' - 0"	0.910	39	#6	10"	25' - 10"	1514	39	#6	10"	25' - 10"	1514	39	#4	10"	18' - 11"	493	39	#7	10"	13' - 10"	1103	39	#4	10"	13' - 10"	361	39	#4	10"	6' - 10"	179	38	1249	34	273	15	493	15	493	8' - 11"	363	70.8	8035	20



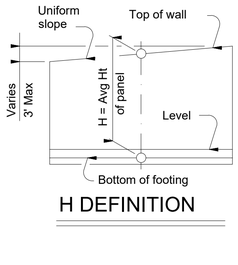
SECTION



H < 16' H ≥ 16'

PARTIAL WALL ELEVATIONS

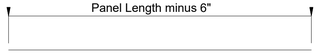
(Showing vertical reinforcing pattern in back face.)



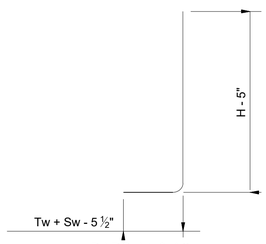
H DEFINITION



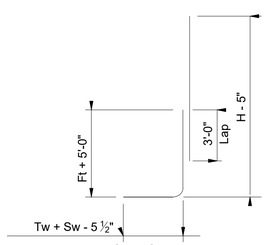
BARS F (3)



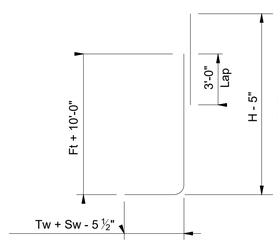
BARS D, H, and T



BARS A1 & A2



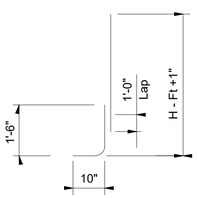
OPTIONAL BARS A1 (4)



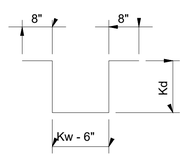
OPTIONAL BARS A2 (4)



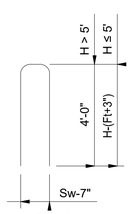
BARS B



OPTIONAL BARS B (4)



BARS K



BARS U

1. Place vertical bars inside of horizontal bars (Typical both faces).
2. Place footing toe against undisturbed soil.
3. See Retaining Wall Miscellaneous Details (RW(SF)) standard for size.
4. Optional bars splices not included in above table.

MATERIAL NOTES:

Provide Class C concrete (f'c=3,600 psi.)
Provide Grade 60 reinforcing steel.

GENERAL NOTES:

Designed according to AASHTO LRFD Bridge Design Specifications.
Walls are designed assuming unit weight of soil = 120 pcf and a friction angle = 30 degrees for foundation and retained soil.
See Retaining Wall Miscellaneous Details (RW(SF)) standard for details and notes not shown.
These details provide designs for wall heights of 2 to 20 feet. For heights not shown, round up "H" to determine wall dimensions and reinforcing. (For example, a 9-foot high wall would use the 10-foot high dimensions and reinforcing.)
Quantities are based on "H" being average height of panel.
Retaining walls are designed to be coded as follows on Retaining Wall Layout Sheets:

A - 15 - 32
Panel length ~ 32 ft. is standard; 28 ft. requires special quantities.

Average height (H) of panel.

Design A = No surcharge or slope above wall.
Design B = No surcharge; slopes to 3:1.
Design C = Traffic surcharge; no slope above wall.

Cover dimensions are clear dimensions, unless noted otherwise.
Reinforcing bar dimensions shown are out-to-out of bar.

Texas Department of Transportation — Bridge Division Standard

SPREAD FOOTING RETAINING WALL

RW(SFA)

FILE:	DN: TAR	CK: RLE	DW: JER	CK: TAR
©TxDOT June 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS				
8-22: Constructability update.	DIST	COUNTY		SHEET NO.

DATE:
FILE:

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

WALL DETAILS CONT.

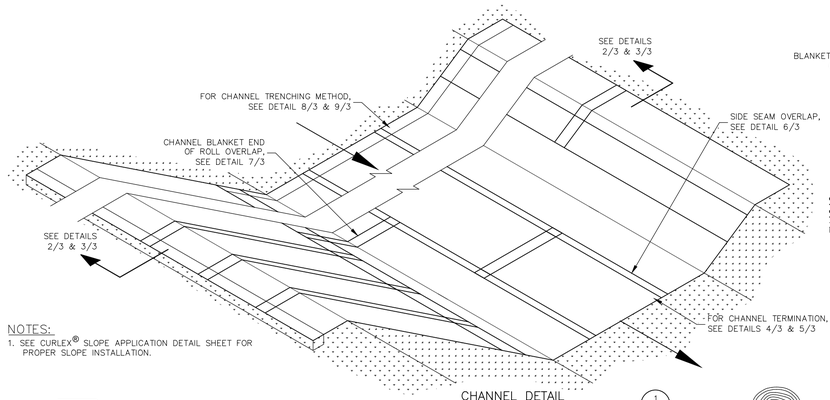
NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

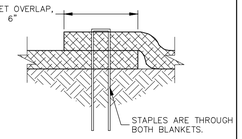
SEQ. 61 / 116 | SHEET 61

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Plotted by: jeff burns
Save Time: 8/26/2026 2:35 PM
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X:\Cl_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\61 SEWER DETAILS.dwg

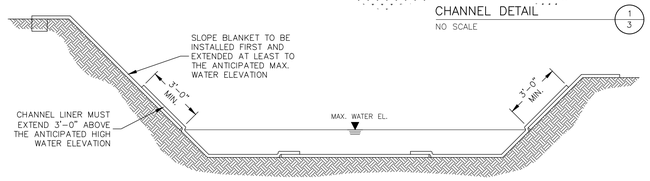


NOTES:
1. SEE CURLEX® SLOPE APPLICATION DETAIL SHEET FOR PROPER SLOPE INSTALLATION.

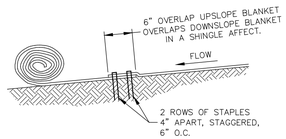
CHANNEL DETAIL 1/3
NO SCALE



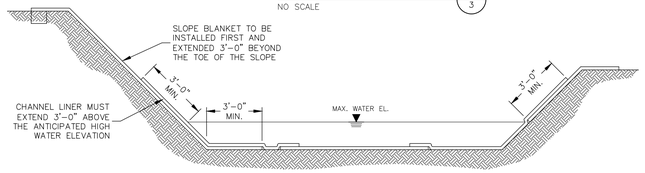
SIDE SEAM OVERLAP STAPLE DETAIL 6/3
NO SCALE



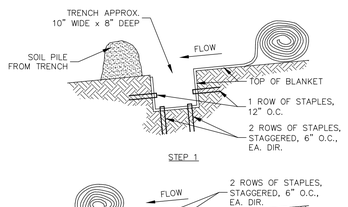
CHANNEL INSTALLATION METHOD "A" 2/3
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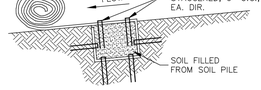


CHANNEL BLANKET END OF ROLL OVERLAP 7/3
NO SCALE

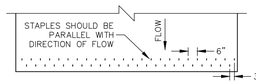


CHANNEL INSTALLATION METHOD "B" 3/3
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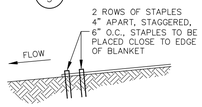




CHANNEL TRENCHING METHOD "A" 8/3
NO SCALE



CHANNEL TERMINATION PLAN 4/3
NO SCALE

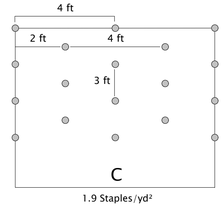


CHANNEL TERMINATION 5/3
NO SCALE

For 8 ft wide Curlex Erosion Control Blankets
Adjust horizontal staple spacing for 4 ft and 16 ft wide Curlex Erosion Control Blankets

	Channel
Application	≤ 10.0 lb/ft² (480 Pa) Shear Stress ≤ 17 ft/sec (5.2 m/sec) Velocity
Staple Pattern	C

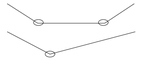
● = Staple Placement



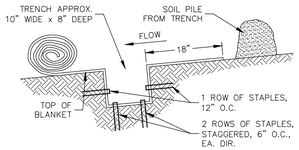
1.9 Staples/yd²

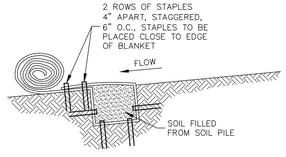
Notes:
1. Recommended staples are minimum 4 in biodegradable E-Staple®, as provided by American Excelsior Company, or 6 in wire for cohesive soils and 6 in biodegradable E-staple®, as provided by American Excelsior Company, or 8 in wire for non-cohesive soils.
2. For best results insert staples so heads are parallel to the flow of water.
3. Adjust staple pattern so staples are placed in critical channel points (e.g. slope interface, channel bottom) as illustrated below.

Critical channel points are circled.



TRINET-RECYCLEX TO BE USED ON AREAS GREATER THAN 3:1 SLOPE.



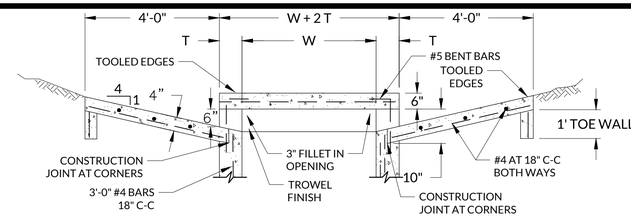


CHANNEL TRENCHING METHOD "B" 9/3
NO SCALE

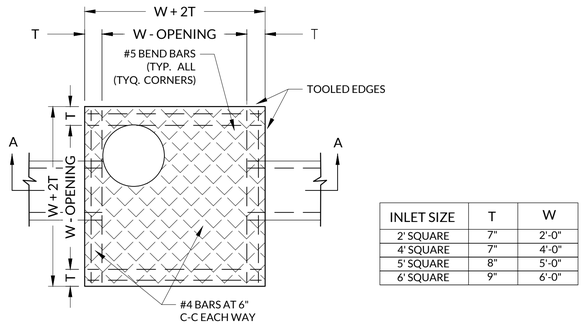
AMERICAN EXCELSIOR COMPANY
ARLINGTON, TEXAS

SHEET DESCRIPTION
CURLEX® CHANNEL APPLICATION DETAIL

DATE 03/01/18	DRAWN BY	
SCALE NONE	PROJECT NO.	SHEET NO. 3



SECTION "A-A"

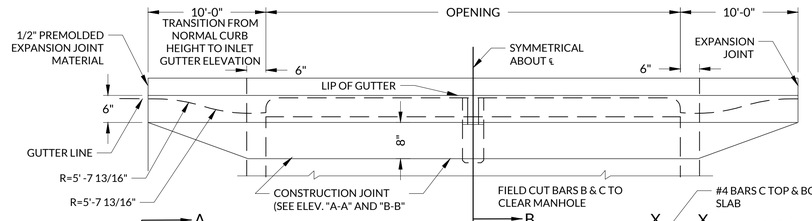


INLET SIZE	T	W
2' SQUARE	7"	2'-0"
4' SQUARE	7"	4'-0"
5' SQUARE	8"	5'-0"
6' SQUARE	9"	6'-0"

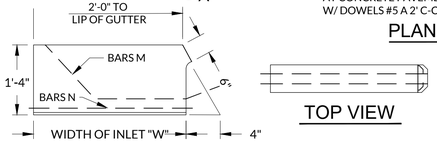
PLAN OF TOP SLAB

NOTES:
1. MATERIAL AND WORKMANSHIP SHALL CONFORM WITH THE REQUIREMENTS OF NCTCOG STANDARD SPECIFICATIONS FOR STANDARD CONCRETE MANHOLES. MINIMUM CLASS "A" CONCRETE.
2. LAYERS OF REINFORCING STEEL NEAREST THE INTERIOR AND EXTERIOR SURFACES SHALL HAVE A COVER OF 2" TO THE CENTER OF BARS, UNLESS OTHERWISE NOTED.
3. FOR DETAILS OF REINFORCING OF LOWER PORTIONS OF INLET SEE APPROPRIATE SQUARE MANHOLE DETAILS.
4. DEPTH OF DROP INLET FROM FINISHED GRADE TO FLOW LINE OF INLET IS VARIABLE. APPROXIMATE DEPTH WILL BE SHOWN ON PLANS AT LOCATION OF INLET.
5. ALL STANDARD DROP INLETS SHALL HAVE ONE OPENING ON EACH SIDE UNLESS OTHERWISE SHOWN ON PLANS.
6. DECK MAY BE REINFORCED SAME AS 4' SQUARE MANHOLE.

AREA DRAIN INLET
2', 4', 5', OR 6' SQUARE
N.T.S.

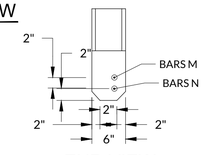


PLAN VIEW



SIDE SECTION
TRANSVERS BEAM DETAIL
(FOR USE WITH 15' & 20' INLETS)

TOP VIEW



END VIEW

NOTES:
1. LOCATION OF MANHOLE OPENING TO BE AT OUTFALL END, UNLESS OTHERWISE DIRECTED BY THE OWNER.
2. INLETS OVER 10' WIDTH SHALL HAVE A MANHOLE OPENING AT EACH END.

CURB INLET
5', 10', 15' OR 20, OPENING
N.T.S.

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

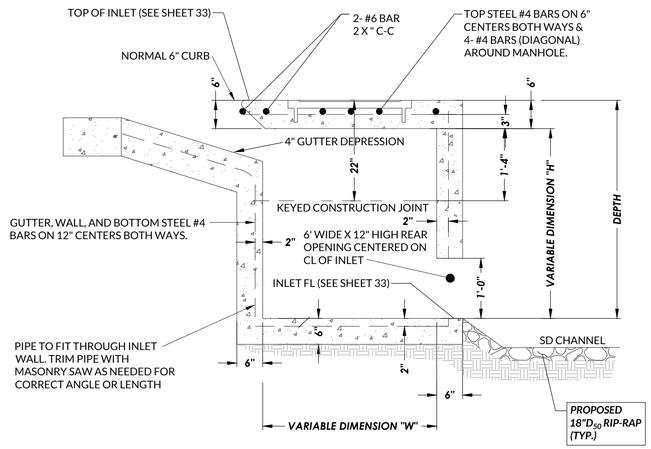
DRAINAGE DETAILS

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

NO.	REVISION	DATE

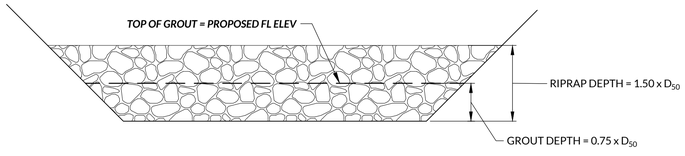
PROJECT # 21256 | SCALE N.T.S.

SEQ. 62 / 116 | SHEET 62



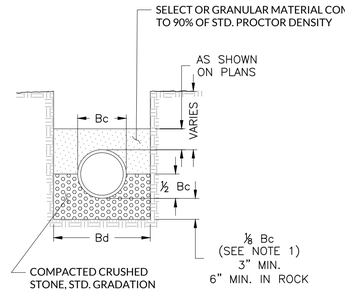
OPEN BACK INLET CROSS SECTION

NTS



GROUT-IN-PLACE RIPRAP DETAIL

N.T.S.



NOTES:

1. FOR MAINS 42" DIAMETER AND LARGER LARGER, 1/8 Bc SHALL BE TAKEN AS 6".
2. Bc = OUTSIDE DIAMETER OF PIPE
3. Bd = TRENCH WIDTH = PIPE DIAMETER + 12" MIN. (24" MAX.)

CLASS "B" DRAINAGE EMBEDMENT

N.T.S.

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STATE OF TEXAS
08-26-2026

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CITY OF AZLE, TEXAS

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DRAINAGE DETAILS CONT.

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

SEQ. 63 / 116 | SHEET 63

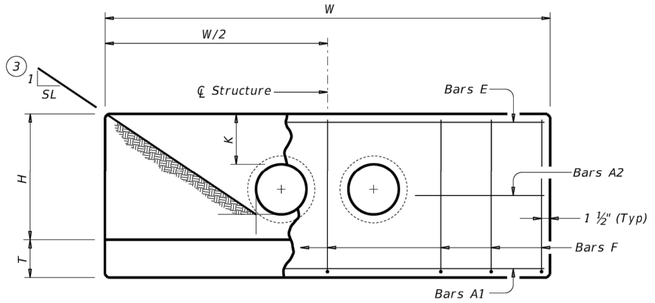
Plotted by: jeff burns Plot Date: 8/26/2026 5:06 PM
Saved By: jburns Save Time: 8/26/2026 2:35 PM
X:\CI_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\61 SEWER DETAILS.dwg

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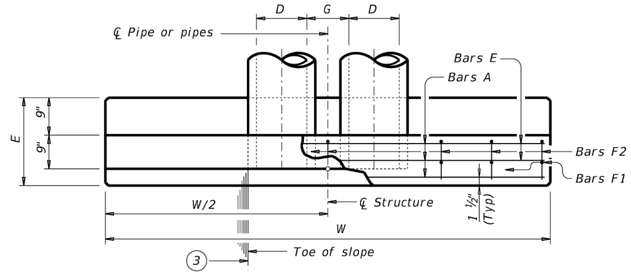
DATE:
FILE:

TABLE OF VARIABLE DIMENSIONS AND QUANTITIES FOR ONE HEADWALL (5)

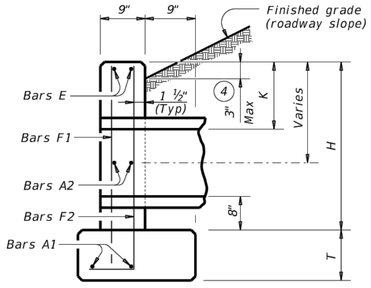
Slope	Dia of Pipe (D)	Values for One Pipe			Values To Be Added for Each Addt'l Pipe		
		W	Reinf (Lbs) (1)	Conc (CY) (2)	W	Reinf (Lbs) (1)	Conc (CY) (2)
2:1	12"	9' – 0"	122	1.1	1' – 9"	15	0.2
	15"	10' – 3"	136	1.3	2' – 2"	16	0.2
	18"	11' – 6"	163	1.5	2' – 8"	19	0.3
	21"	12' – 9"	200	1.8	3' – 1"	31	0.4
	24"	14' – 0"	217	2.1	3' – 7"	34	0.4
	27"	15' – 3"	254	2.4	3' – 11"	37	0.5
	30"	16' – 6"	272	2.7	4' – 4"	40	0.6
	33"	17' – 9"	314	3.1	4' – 8"	43	0.6
	36"	19' – 0"	371	3.9	5' – 1"	46	0.8
	42"	21' – 6"	442	4.9	5' – 10"	52	1.0
	48"	25' – 0"	569	6.4	6' – 7"	59	1.3
	54"	27' – 6"	701	7.5	7' – 6"	82	1.6
	60"	30' – 0"	794	8.8	8' – 3"	90	1.8
	66"	32' – 6"	894	10.2	8' – 9"	96	2.0
	72"	35' – 0"	1,055	11.7	9' – 4"	103	2.3
3:1	12"	13' – 0"	175	1.6	1' – 9"	14	0.2
	15"	14' – 9"	193	1.9	2' – 2"	17	0.2
	18"	16' – 6"	228	2.2	2' – 8"	19	0.3
	21"	18' – 3"	299	2.6	3' – 1"	31	0.4
	24"	20' – 0"	323	3.0	3' – 7"	33	0.4
	27"	21' – 9"	371	3.5	3' – 11"	37	0.5
	30"	23' – 6"	415	4.0	4' – 4"	40	0.5
	33"	25' – 3"	469	4.6	4' – 8"	43	0.6
	36"	27' – 0"	556	5.7	5' – 1"	46	0.8
	42"	30' – 6"	675	7.1	5' – 10"	52	1.0
	48"	35' – 6"	837	9.2	6' – 7"	59	1.3
	54"	39' – 0"	1,015	11.0	7' – 6"	84	1.6
	60"	42' – 6"	1,171	12.9	8' – 3"	91	1.8
	66"	46' – 0"	1,298	14.9	8' – 9"	98	2.0
	72"	49' – 6"	1,561	17.1	9' – 4"	103	2.3
4:1	12"	17' – 0"	229	2.0	1' – 9"	15	0.2
	15"	19' – 3"	266	2.4	2' – 2"	17	0.2
	18"	21' – 6"	308	2.9	2' – 8"	19	0.3
	21"	23' – 9"	382	3.5	3' – 1"	31	0.3
	24"	26' – 0"	430	3.9	3' – 7"	34	0.4
	27"	28' – 3"	486	4.7	3' – 11"	37	0.5
	30"	30' – 6"	539	5.2	4' – 4"	40	0.6
	33"	32' – 9"	603	6.0	4' – 8"	42	0.6
	36"	35' – 0"	738	7.5	5' – 1"	47	0.8
	42"	39' – 6"	881	9.3	5' – 10"	52	1.0
	48"	46' – 0"	1,102	12.1	6' – 7"	61	1.3
	54"	50' – 6"	1,364	14.4	7' – 6"	84	1.6
	60"	55' – 0"	1,547	16.9	8' – 3"	91	1.8
	66"	59' – 6"	1,741	19.5	8' – 9"	98	2.0
	72"	64' – 0"	2,077	22.4	9' – 4"	102	2.3
6:1	12"	25' – 0"	336	3.0	1' – 9"	14	0.2
	15"	28' – 3"	384	3.6	2' – 2"	17	0.2
	18"	31' – 6"	452	4.2	2' – 8"	19	0.3
	21"	34' – 9"	581	5.1	3' – 1"	31	0.4
	24"	38' – 0"	644	5.8	3' – 7"	34	0.4
	27"	41' – 3"	737	6.9	3' – 11"	37	0.5
	30"	44' – 6"	807	7.7	4' – 4"	39	0.6
	33"	47' – 9"	912	8.9	4' – 8"	44	0.6
	36"	51' – 0"	1,108	11.0	5' – 1"	48	0.8
	42"	57' – 6"	1,318	13.7	5' – 10"	54	1.0
	48"	67' – 0"	1,682	17.9	6' – 7"	59	1.3
	54"	73' – 6"	2,072	21.3	7' – 6"	83	1.6
	60"	80' – 0"	2,351	24.9	8' – 3"	89	1.8
	66"	86' – 6"	2,643	28.9	8' – 9"	96	2.0
	72"	93' – 0"	3,121	33.1	9' – 4"	101	2.3



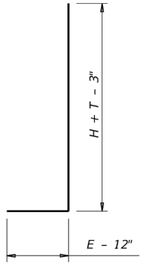
ELEVATION



PLAN OF NON-SKEWED PIPES



SECTION AT CENTER OF PIPE



BARS F2

(1) Total quantities include one 3'–1" lap for bars over 60' in length.

(2) Quantities shown are for concrete pipe and will increase slightly for metal pipe installations.

(3) Indicated slope is perpendicular to centerline pipe or pipes.

(4) For vehicle safety, construct curbs no more than 3" above finished grade. Reduce curb heights, if necessary, to meet these requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

(5) Dimensions shown are usual and maximum.

(6) Quantities shown are for one structure end only (one headwall).

TABLE OF CONSTANT DIMENSIONS

Dia of Pipe (D)	G	K (5)	H	T	E
12"	0' – 9"	1' – 0"	2' – 8"	0' – 9"	1' – 9"
15"	0' – 11"	1' – 0"	2' – 11"	0' – 9"	1' – 9"
18"	1' – 2"	1' – 0"	3' – 2"	0' – 9"	1' – 9"
21"	1' – 4"	1' – 0"	3' – 5"	0' – 9"	2' – 0"
24"	1' – 7"	1' – 0"	3' – 8"	0' – 9"	2' – 0"
27"	1' – 8"	1' – 0"	3' – 11"	0' – 9"	2' – 3"
30"	1' – 10"	1' – 0"	4' – 2"	0' – 9"	2' – 3"
33"	1' – 11"	1' – 0"	4' – 5"	0' – 9"	2' – 6"
36"	2' – 1"	1' – 0"	4' – 8"	1' – 0"	2' – 6"
42"	2' – 4"	1' – 0"	5' – 2"	1' – 0"	2' – 9"
48"	2' – 7"	1' – 3"	5' – 11"	1' – 0"	3' – 0"
54"	3' – 0"	1' – 3"	6' – 5"	1' – 0"	3' – 3"
60"	3' – 3"	1' – 3"	6' – 11"	1' – 0"	3' – 6"
66"	3' – 3"	1' – 3"	7' – 5"	1' – 0"	3' – 9"
72"	3' – 4"	1' – 3"	7' – 11"	1' – 0"	4' – 0"

TABLE OF REINFORCING STEEL (6)

Bar	Size	Spa	No.
A1	#5	~	2
A2	#5	1' – 6"	~
E	#5	~	2
F	#5	1' – 0"	~

MATERIAL NOTES:
Provide Grade 60 reinforcing steel.
Provide Class C concrete ($f'c$ = 3,600 psi).

GENERAL NOTES:
Designed according to AASHTO LRFD Bridge Design Specifications.
Do not mount bridge rails of any type directly to these culvert headwalls.
This standard may not be used for wall heights, H, exceeding the values shown.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing dimensions are out-to-out of bars.

Texas Department of Transportation — Bridge Division Standard

CONCRETE HEADWALLS WITH PARALLEL WINGS FOR NON-SKEWED PIPE CULVERTS

CH-PW-0

FILE: CD-CH-PW0-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	DIST	COUNTY		SHEET NO.

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN — TBPELS FIRM # 10194493 — TBAE FIRM # BR 2261 — TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

CONCRETE HEADWALLS DETAIL CH-PW-0

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

SEQ. 64 | SHEET 64 | 116

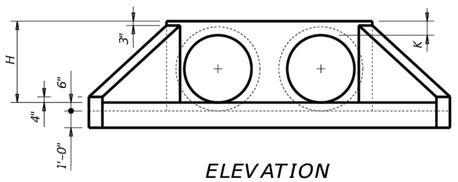
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X:\CI_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\61 SEWER DETAILS.dwg

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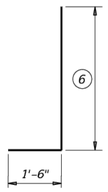
DATE:
FILE:

TABLE OF VARIABLE DIMENSIONS AND QUANTITIES FOR ONE HEADWALL (5)

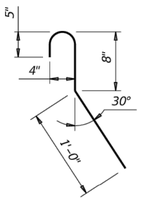
Slope	Dia of Pipe (D)	Values for One Pipe: W	X	Y	L	Reinf (Lbs)	Conc (CY) (1)	Values to be Added for Each Addt'l Pipe: X and W	Reinf (Lbs)	Conc (CY) (1)
2:1	12"	4' – 7 ½"	2' – 6"	2' – 10"	3' – 3 ¼"	88	0.6	1' – 9"	20	0.2
	15"	5' – 5 ¾"	2' – 9 ½"	3' – 4"	3' – 10 ¼"	103	0.7	2' – 2"	24	0.3
	18"	6' – 4 ¼"	3' – 1"	3' – 10"	4' – 5"	124	0.9	2' – 8"	32	0.3
	21"	7' – 2 ¾"	3' – 4 ½"	4' – 4"	5' – 0"	143	1.1	3' – 1"	43	0.4
	24"	8' – 2 ½"	3' – 9 ½"	4' – 10"	5' – 7"	164	1.3	3' – 7"	50	0.5
	27"	9' – 1"	4' – 1"	5' – 4"	6' – 2"	179	1.5	3' – 11"	56	0.6
	30"	9' – 11 ½"	4' – 4 ½"	5' – 10"	6' – 8 ¾"	203	1.7	4' – 4"	65	0.8
	33"	10' – 10"	4' – 8"	6' – 4"	7' – 3 ¾"	224	2.0	4' – 8"	71	0.9
	36"	11' – 8 ¼"	4' – 11 ½"	6' – 10"	7' – 10 ¾"	249	2.2	5' – 1"	81	1.0
	42"	13' – 5 ¼"	5' – 6 ½"	7' – 10"	9' – 0 ½"	298	2.8	5' – 10"	97	1.3
	48"	15' – 9"	6' – 1 ½"	9' – 4"	10' – 9 ¼"	360	3.8	6' – 7"	117	1.7
	54"	17' – 5 ¾"	6' – 8 ½"	10' – 4"	11' – 11 ¼"	427	4.5	7' – 6"	151	2.1
	60"	19' – 2 ¾"	7' – 3 ½"	11' – 4"	13' – 1"	481	5.3	8' – 3"	174	2.5
	66"	20' – 11 ½"	7' – 10 ½"	12' – 4"	14' – 3"	544	6.2	8' – 9"	194	2.9
	72"	22' – 8 ½"	8' – 5 ½"	13' – 4"	15' – 4 ¾"	601	7.1	9' – 4"	213	3.3
3:1	12"	6' – 3"	2' – 6"	4' – 3"	4' – 11"	118	0.8	1' – 9"	22	0.2
	15"	7' – 5"	2' – 9 ½"	5' – 0"	5' – 9 ¼"	137	1.1	2' – 2"	28	0.3
	18"	8' – 6 ¾"	3' – 1"	5' – 9"	6' – 7 ¾"	170	1.3	2' – 8"	37	0.5
	21"	9' – 8 ¾"	3' – 4 ½"	6' – 6"	7' – 6"	195	1.6	3' – 1"	48	0.6
	24"	11' – 0"	3' – 9 ½"	7' – 3"	8' – 4 ½"	227	2.0	3' – 7"	58	0.7
	27"	12' – 2"	4' – 1"	8' – 0"	9' – 2 ¾"	251	2.3	3' – 11"	67	0.8
	30"	13' – 4"	4' – 4 ½"	8' – 9"	10' – 1 ¼"	293	2.7	4' – 4"	77	1.0
	33"	14' – 5 ¾"	4' – 8"	9' – 6"	10' – 11 ¾"	318	3.1	4' – 8"	84	1.2
	36"	15' – 7 ¾"	4' – 11 ½"	10' – 3"	11' – 10"	351	3.5	5' – 1"	96	1.4
	42"	17' – 11 ½"	5' – 6 ½"	11' – 9"	13' – 6 ¾"	432	4.5	5' – 10"	119	1.7
	48"	21' – 1 ¾"	6' – 1 ½"	14' – 0"	16' – 2"	537	6.1	6' – 7"	146	2.3
	54"	23' – 5 ½"	6' – 8 ½"	15' – 6"	17' – 10 ¾"	630	7.3	7' – 6"	186	2.9
	60"	25' – 9 ¼"	7' – 3 ½"	17' – 0"	19' – 7 ½"	719	8.7	8' – 3"	219	3.4
	66"	28' – 1"	7' – 10 ½"	18' – 6"	21' – 4 ¼"	811	10.1	8' – 9"	242	3.9
	72"	30' – 4 ¾"	8' – 5 ½"	20' – 0"	23' – 1 ¼"	924	11.7	9' – 4"	272	4.4
4:1	12"	7' – 10 ¾"	2' – 6"	5' – 8"	6' – 6 ½"	148	1.1	1' – 9"	24	0.3
	15"	9' – 4"	2' – 9 ½"	6' – 8"	7' – 8 ½"	181	1.5	2' – 2"	32	0.4
	18"	10' – 9 ½"	3' – 1"	7' – 8"	8' – 10 ¼"	221	1.9	2' – 8"	42	0.5
	21"	12' – 2 ¾"	3' – 4 ½"	8' – 8"	10' – 0"	260	2.3	3' – 1"	57	0.7
	24"	13' – 9 ½"	3' – 9 ½"	9' – 8"	11' – 2"	301	2.8	3' – 7"	67	0.9
	27"	15' – 3"	4' – 1"	10' – 8"	12' – 3 ¾"	334	3.3	3' – 11"	77	1.0
	30"	16' – 8 ¼"	4' – 4 ½"	11' – 8"	13' – 5 ¾"	385	3.8	4' – 4"	89	1.3
	33"	18' – 1 ¾"	4' – 8"	12' – 8"	14' – 7 ½"	425	4.5	4' – 8"	101	1.4
	36"	19' – 7"	4' – 11 ½"	13' – 8"	15' – 9 ¼"	472	5.1	5' – 1"	115	1.7
	42"	22' – 5 ¾"	5' – 6 ½"	15' – 8"	18' – 1"	583	6.5	5' – 10"	141	2.1
	48"	26' – 6 ¼"	6' – 1 ½"	18' – 8"	21' – 6 ¾"	730	8.9	6' – 7"	175	2.8
	54"	29' – 5"	6' – 8 ½"	20' – 8"	23' – 10 ¼"	875	10.7	7' – 6"	226	3.6
	60"	32' – 3 ¾"	7' – 3 ½"	22' – 8"	26' – 2"	996	12.7	8' – 3"	264	4.3
	66"	35' – 2 ½"	7' – 10 ½"	24' – 8"	28' – 5 ¾"	1,140	14.9	8' – 9"	300	4.9
	72"	38' – 1 ¼"	8' – 5 ½"	26' – 8"	30' – 9 ½"	1,297	17.3	9' – 4"	334	5.6
6:1	12"	11' – 2"	2' – 6"	8' – 6"	9' – 9 ¾"	224	1.9	1' – 9"	28	0.4
	15"	13' – 2 ¼"	2' – 9 ½"	10' – 0"	11' – 6 ½"	268	2.5	2' – 2"	37	0.5
	18"	15' – 2 ½"	3' – 1"	11' – 6"	13' – 3 ¼"	330	3.2	2' – 8"	50	0.7
	21"	17' – 2 ¾"	3' – 4 ½"	13' – 0"	15' – 0 ¼"	387	3.9	3' – 1"	69	0.9
	24"	19' – 4 ½"	3' – 9 ½"	14' – 6"	16' – 9"	453	4.8	3' – 7"	80	1.2
	27"	21' – 4 ¾"	4' – 1"	16' – 0"	18' – 5 ¾"	512	5.7	3' – 11"	96	1.4
	30"	23' – 5 ¼"	4' – 4 ½"	17' – 6"	20' – 2 ½"	593	6.7	4' – 4"	110	1.7
	33"	25' – 5 ½"	4' – 8"	19' – 0"	21' – 11 ¼"	675	7.8	4' – 8"	127	2.0
	36"	27' – 5 ¾"	4' – 11 ½"	20' – 6"	23' – 8"	735	9.0	5' – 1"	144	2.3
	42"	31' – 6 ¼"	5' – 6 ½"	23' – 6"	27' – 1 ½"	922	11.5	5' – 10"	179	3.0
	48"	37' – 3 ½"	6' – 1 ½"	28' – 0"	32' – 4"	1,191	15.9	6' – 7"	231	4.0
	54"	41' – 4 ¼"	6' – 8 ½"	31' – 0"	35' – 9 ½"	1,424	19.2	7' – 6"	300	5.0
	60"	45' – 3 ¾"	7' – 3 ½"	34' – 0"	39' – 3"	1,631	22.9	8' – 3"	353	6.0



ELEVATION
(Showing dimensions.)



BARS V



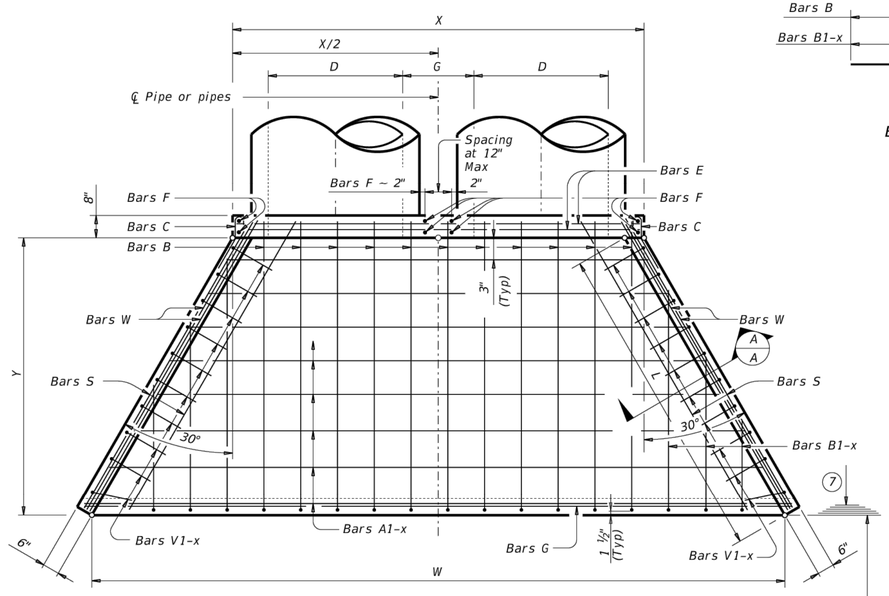
BARS CL
(Length = 2'-5")

TABLE OF (5) REINFORCING STEEL

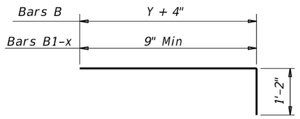
Bar	Size	Spa	No.
A	#4	1' – 0"	~
B	#3	1' – 6"	~
C	#4	1' – 0"	~
D	#3	1' – 0"	~
E	#5	~	4
F	#5	~	~
G	#3	~	2
S	#4	~	6
V	#4	1' – 0"	~
W	#5	~	4

TABLE OF CONSTANT DIMENSIONS

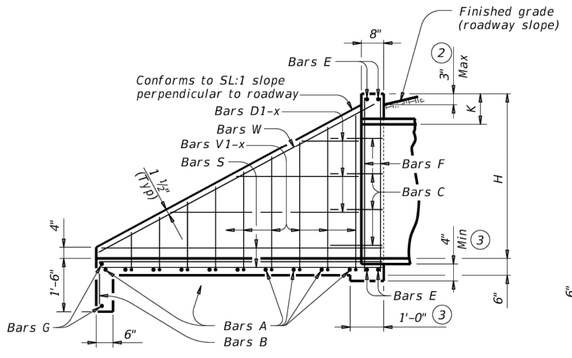
Dia of Pipe (D)	G	K (4)	H
12"	0' – 9"	1' – 0"	2' – 0"
15"	0' – 11"	1' – 0"	2' – 3"
18"	1' – 2"	1' – 0"	2' – 6"
21"	1' – 4"	1' – 0"	2' – 9"
24"	1' – 7"	1' – 0"	3' – 0"
27"	1' – 8"	1' – 0"	3' – 3"
30"	1' – 10"	1' – 0"	3' – 6"
33"	1' – 11"	1' – 0"	3' – 9"
36"	2' – 1"	1' – 0"	4' – 0"
42"	2' – 4"	1' – 0"	4' – 6"
48"	2' – 7"	1' – 3"	5' – 3"
54"	3' – 0"	1' – 3"	5' – 9"
60"	3' – 3"	1' – 3"	6' – 3"
66"	3' – 3"	1' – 3"	6' – 9"
72"	3' – 4"	1' – 3"	7' – 3"



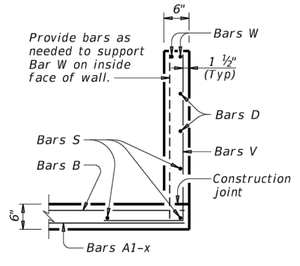
PLAN



BARS B and B1-x



TYPICAL WING ELEVATION



SECTION A-A

(1) Quantities shown are for concrete pipe and will increase slightly for metal pipe installations.

(2) For vehicle safety, construct curbs no more than 3" above finished grade. Reduce curb heights, if necessary, to meet these requirements. No changes will be made in quantities and no additional compensation will be allowed for this work.

(3) Provide a 1'-0" footing as shown where required to maintain 4" minimum cover for pipes.

(4) Dimensions shown are usual and maximum.

(5) Quantities shown are for one structure end only (one headwall).

(6) Min Length = $6" + 3" \times \left(\frac{12 \times H - 7}{12 \times L} \right)$

Max Length = $12 \times H - 3" \times \left(\frac{12 \times H - 7}{12 \times L} \right) - 1"$

(7) Lengths of wings based on SL:1 slope along this line.

MATERIAL NOTES:
Provide Grade 60 reinforcing steel.
Provide Class C concrete (f'c = 3,600 psi).

GENERAL NOTES:
Designed according to AASHTO LRFD Bridge Design Specifications.
Do not mount bridge rails of any type directly to these culvert headwalls.
This standard may not be used for wall heights, H, exceeding the values shown.

Cover dimensions are clear dimensions, unless noted otherwise. Reinforcing dimensions are out-to-out of bars.

Texas Department of Transportation — Bridge Division Standard

CONCRETE HEADWALLS WITH FLARED WINGS FOR 0° SKEW PIPE CULVERTS

CH-FW-0

FILE: CD-CH-FW0-20.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 2020	CONT	SECT	JOB	HIGHWAY
REVISIONS	DIST	COUNTY		SHEET NO.

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN — TBPELS FIRM # 10194493 — TBAE FIRM # BR 2261 — TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

CONCRETE HEADWALLS DETAIL CH-FW-0

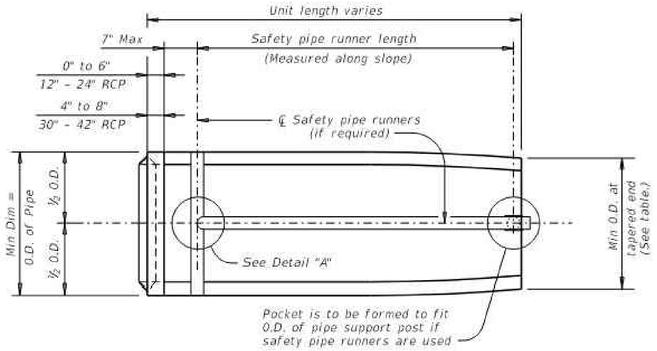
NO. | REVISION | DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

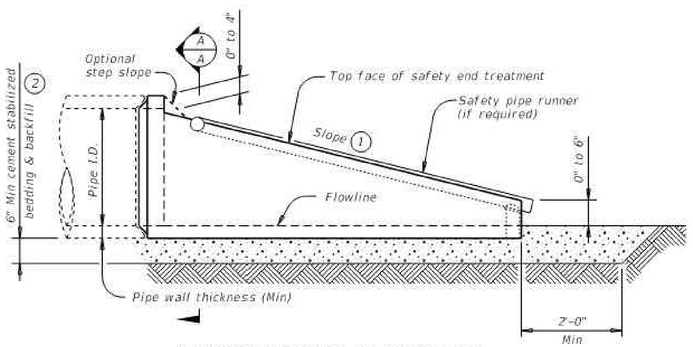
SEQ. 65 | SHEET 65 / 116

X:\CL_Azle\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\61 SEWER DETAILS.dwg Saved By: jburns Save Time: 8/26/2026 2:35 PM Plotted by: jeff burns Plot Date: 8/26/2026 5:06 PM



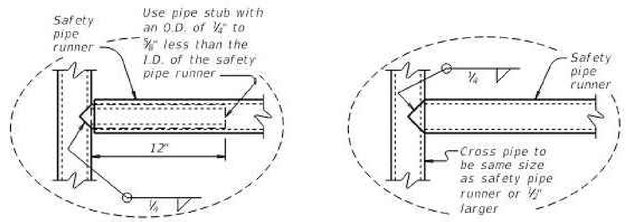
PLAN VIEW

(Showing spigot end connection.)



LONGITUDINAL ELEVATION

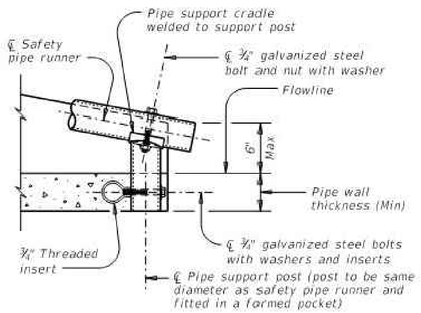
(Showing spigot end connection.)



OPTION A

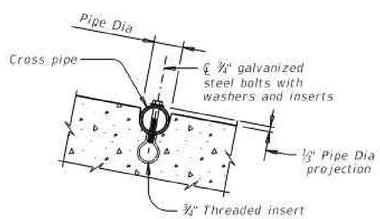
OPTION B

DETAIL A



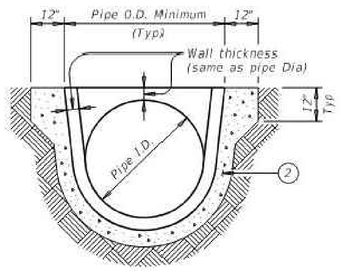
END DETAIL FOR INSTALLATION OF SAFETY PIPE RUNNERS

(If required)

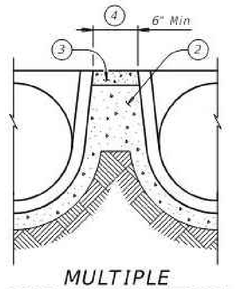


INSTALLATION DETAIL FOR SAFETY PIPE RUNNERS

(If required)



SECTION A-A



MULTIPLE PIPE INSTALLATION

MAX SAFETY PIPE RUNNER LENGTHS AND REQUIRED SAFETY PIPE RUNNER SIZES

Max Safety Pipe Runner Length	Required Pipe Runner Size		
	Pipe Size	Pipe O.D.	Pipe I.D.
11' - 2"	3" STD	3.500"	3.068"
15' - 6"	3 ½" STD	4.000"	3.548"
20' - 10"	4" STD	4.500"	4.026"
35' - 4"	5" STD	5.563"	5.047"

1. Slope as shown elsewhere in the plans. Slope of 3:1 or flatter is required for vehicle safety.
2. Provide cement stabilized bedding and backfill in accordance with the Item, "Excavation and Backfill for Structures". Bedding and backfill is considered subsidiary to the Item "Safety End Treatment". When concrete riprap is specified around the safety end treatment, backfill as directed by Engineer.
3. Fill the top 4" of void between precast end treatments with concrete riprap. Concrete riprap be considered subsidiary to the Item "Safety End Treatment".
4. Adjust clear distance between pipes to provide for the minimum distance between safety end treatments.

REQUIREMENTS FOR CULVERT PIPES AND SAFETY PIPE RUNNERS

Pipe I.D.	Min Wall Thickness	Min O.D.	Min O.D. at Tapered End	Min Reinf Requirements (sq. in. / ft. of pipe)	Slope	Minimum Length of Unit	Single Pipe		Multiple Pipe	
							Skew	Pipe Runners Required	Skew	Pipe Runners Required
12"	2"	16"	16"	0.07 Circ.	3:1	2'-0"	≦ 45°	No	≦ 45°	No
					4:1	2'-8"				
					6:1	4'-0"				
15"	2 ¼"	19 ½"	19"	0.07 Circ.	3:1	2'-10"	≦ 45°	No	≦ 45°	No
					4:1	3'-9"				
					6:1	5'-8"				
18"	2 ½"	23"	21 ½"	0.07 Circ.	3:1	3'-8"	≦ 45°	No	≦ 45°	No
					4:1	4'-10"				
					6:1	7'-3"				
24"	3"	30"	27"	0.07 Circ.	3:1	5'-3"	≦ 45°	No	≦ 30°	No
					4:1	7'-0"			> 30°	Yes
					6:1	10'-6"				
30"	3 ½"	37"	31"	0.18 Circ.	3:1	6'-3"	≦ 15°	No	≦ 15°	No
					4:1	8'-2"	> 15°	Yes	> 15°	Yes
					6:1	12'-1"				
36"	4"	44"	36"	0.19 Ellip.	3:1	7'-10"	= 0°	No	≧ 0°	Yes
					4:1	10'-4"	> 0°	Yes		
					6:1	15'-4"				
42"	4 ½"	51"	41 ½"	0.23 Ellip.	3:1	9'-6"	≧ 0°	Yes	≧ 0°	Yes
					4:1	12'-6"				
					6:1	18'-7"				

MATERIAL NOTES:

Synthetic fibers listed on the "Fibers for Concrete" Material Producer List (MPL) may be used in lieu of steel reinforcing in riprap concrete unless noted otherwise.

Provide safety pipe runners, cross pipes, pipe support posts, and pipe stubs meeting the requirements of ASTM A53 (Type E or S, Gr B), ASTM A500 Gr B, or API 5LX52.

Galvanize all steel components except reinforcing steel after fabrication. Repair galvanizing damaged during transport or construction in accordance with the specifications.

GENERAL NOTES:

Precast safety end treatment for reinforced concrete pipe (CRP) may be used for TYPE II end treatment as specified in Item 467, "Safety End Treatment".

When precast safety end treatment is used as a Contractor's alternate to mitered RCP, riprap will not be required unless noted otherwise on the plans.

Manufacture precast concrete end sections in accordance with Item 464, "Reinforced Concrete Pipe" and in accordance with ASTM Specification C-76, Class III, Wall B for circular pipe.

Provide precast concrete end sections with a spigot or bell end for compatibility to upstream or downstream end conditions with sufficient annular space to allow for grout, mortar, cold applied asphalt joint compound or pre-formed plastic gasket material.

Methods of lifting shall be provided by the manufacturer for ease of loading, unloading, and installation.

Pipe runners are designed for a traversing load of 1,800 Lbs at yield as recommended by Research Report 280-1, "Safety Treatment of Roadside Cross-Drainage Structures", Texas Transportation Institute, March 1981.

Texas Department of Transportation | Bridge Division Standard

PRECAST SAFETY END TREATMENT

TYPE II ~ CROSS DRAINAGE

PSET-RC

FILE: psetrcss-20.dgn | DN: RLW | CK: KLR | DW: JTR | CK: CAF

©TxDOT February 2020 | CONT | SECT | JOB | HIGHWAY

REVISIONS | DIST | COUNTY | SHEET NO.

DATE:
FILE:

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Plotted by: jeff burns Plot Date: 8/26/2026 5:06 PM

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STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

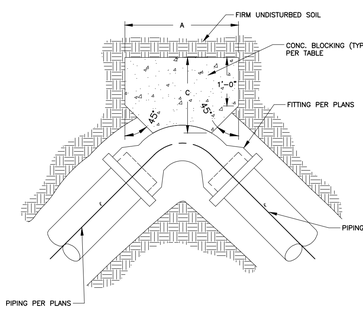
CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
PRECAST S.E.T. DETAIL PSET-RC

NO.	REVISION	DATE

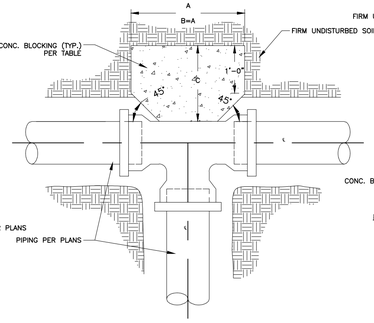
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

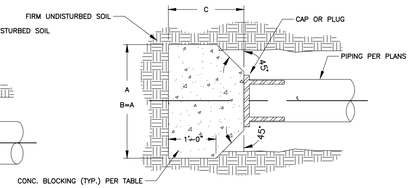
SEQ. 66 / 116 | SHEET 66



PLAN OF BEND THRUST BLOCK



PLAN OF TEE THRUST BLOCK



PLAN OF PLUG/CAP THRUST BLOCK

NOTES:

1. BLOCKING REQ'D. ON ALL FITTINGS 2" & LARGER.
2. ALL REQUIRED BENDS & FITTINGS MAY NOT BE LABELED ON THE PLANS.
3. PIPE MAY BE CURVED UP TO 75% OF MANUFACTURER'S RECOMMENDED MAXIMUM CURVATURE WITHOUT A BEND AS APPROVED BY OWNER & ENGINEER.
4. ALL DUCTILE IRON FITTINGS AND VALVES TO BE PROTECTED FROM CONCRETE WITH A WRAPPING OF 8 MIL POLYETHYLENE PER SPECS. CONCRETE SHALL NOT EXTEND BEYOND JOINTS.
5. CONTRACTOR SHALL USE MEGA LUG RESTRAINTS FOR ALL FITTINGS. PROTECT BOLTS FROM CONCRETE.
6. CONCRETE FOR BLOCKING SHALL BE CLASS "B".
7. POUR CONCRETE FOR BLOCKS AGAINST UNDISTURBED EARTH.
8. DIMENSIONS MAY BE VARIED AS REQUIRED BY FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER. THE VOLUME OF CONCRETE BLOCKING SHALL NOT BE LESS THAN SHOWN HERE.

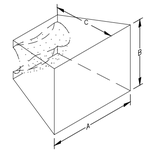
TYPICAL HORIZONTAL BLOCKING DETAILS

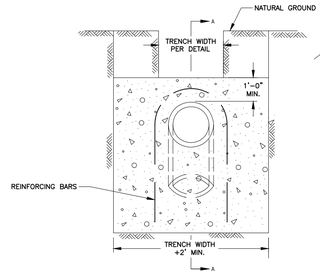
N.T.S.

DIMENSIONS FOR HORIZONTAL CONCRETE THRUST BLOCKS

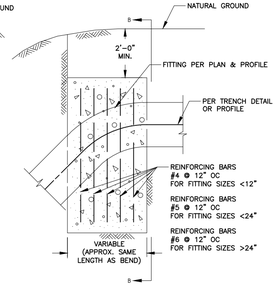
	11.25° BEND			22.5° BEND			45° BEND			90° BEND			TEES, WYES & PLUGS (CAPS)		
FITTING SIZE (INCHES)	MINIMUM DEPTH "C" (FEET)	TYPICAL DIMENSIONS OF BEARING AREA IN FEET ("A" x "B")	MINIMUM VOLUME OF CONC. REQUIRED (CUBIC YARDS)*	MINIMUM DEPTH "C" (FEET)	TYPICAL DIMENSIONS OF BEARING AREA IN FEET ("A" x "B")	MINIMUM VOLUME OF CONC. REQUIRED (CUBIC YARDS)*	MINIMUM DEPTH "C" (FEET)	TYPICAL DIMENSIONS OF BEARING AREA IN FEET ("A" x "B")	MINIMUM VOLUME OF CONC. REQUIRED (CUBIC YARDS)*	MINIMUM DEPTH "C" (FEET)	TYPICAL DIMENSIONS OF BEARING AREA IN FEET ("A" x "B")	MINIMUM VOLUME OF CONC. REQUIRED (CUBIC YARDS)*	MINIMUM DEPTH "C" (FEET)	TYPICAL DIMENSIONS OF BEARING AREA IN FEET ("A" x "B")	MINIMUM VOLUME OF CONC. REQUIRED (CUBIC YARDS)*
2–8	1.5	1 x 1.5	0.1	1.5	1.5 x 1.5	0.1	1.5	2.0 x 2.0	0.1	1.5	5.0 x 1.5	0.2	1.5	2.5 x 2.5	0.3
10, 12	1.5	1.5 x 1.5	0.1	1.5	2.0 x 2.5	0.3	1.5	3.5 x 2.5	0.3	1.5	6.5 x 2.5	0.5	1.5	3.5 x 3.5	0.6
16, 18	1.5	2 x 2.5	0.3	1.5	3.0 x 3.5	0.6	1.5	4.5 x 4.5	0.6	1.5	9.0 x 4.0	1.0	2.0	5.5 x 5.5	1.6
20	1.5	2 x 3.5	0.4	1.5	3.5 x 3.5	0.7	1.5	5.5 x 4.5	0.7	1.5	10.0 x 4.5	1.5	2.0	6.0 x 6.0	1.9
24	1.5	3 x 3.5	0.5	1.5	4.0 x 4.5	1.0	1.5	8.0 x 4.5	1.1	1.5	14.5 x 4.5	2.1	2.5	7.0 x 7.0	3.1
30	1.5	3 x 3.5	0.6	1.9	5.0 x 4.5	1.5	1.9	8.5 x 5.0	1.6	1.9	15.0 x 5.0	3.3	3.0	7.5 x 7.5	4.1
36	1.5	3.5 x 4.5	0.9	2.3	5.5 x 5.5	2.3	2.3	10.0 x 6.0	2.6	2.3	18.0 x 6.0	5.3	4.0	9.0 x 9.0	7.3
42	1.8	4.5 x 5	1.5	2.6	7.0 x 6.0	3.9	2.6	11.5 x 7.0	4.2	2.6	21.0 x 7.0	8.7	4.5	10.5 x 10.5	11.0
48	2.0	4.5 x 6	2.0	3.0	8.0 x 7.0	5.7	3.0	13.0 x 8.0	6.3	3.0	24.0 x 8.0	12.4	5.0	12.0 x 12.0	15.6
54	2.3	6 x 6	3.0	3.4	9.0 x 8.0	8.0	3.4	15.0 x 9.0	8.9	3.4	27.0 x 9.0	18.1	5.5	13.5 x 13.5	21.4
60	2.5	6 x 7	3.8	3.8	9.5 x 9.0	10.6	3.8	16.5 x 10.0	12.0	3.8	30.0 x 10.0	24.0	6.0	15.0 x 15.0	28.4
66	2.8	6.5 x 8	5.1	4.1	10.5 x 10.0	14.1	4.1	18.0 x 11.0	16.2	4.1	33.0 x 11.0	32.5	6.5	16.5 x 16.5	36.8
72	3.0	7.5 x 8	6.3	4.5	11.0 x 11.0	17.6	4.5	19.5 x 12.0	20.7	4.5	36.0 x 12.0	41.0	7.5	17.5 x 17.5	47.2
78	3.3	8 x 9	8.1	4.9	12.0 x 12.0	22.5	4.9	21.5 x 13.0	25.9	4.9	39.0 x 13.0	53.2	8.0	19.0 x 19.0	58.9
84	3.5	8.5 x 10	10.3	5.3	13.0 x 12.5	27.2	5.3	23.0 x 14.0	32.6	5.3	42.0 x 14.0	64.8	8.5	20.5 x 20.5	72.3
90	3.8	9.5 x 10	12.2	5.6	14.0 x 13.5	33.7	5.6	24.5 x 15.0	39.6	5.6	45.0 x 15.0	81.2	9.0	22.0 x 22.0	87.7
96	4.0	10 x 11	15.0	6.0	15.0 x 14.5	41.2	6.0	26.0 x 16.0	48.5	6.0	48.0 x 16.0	95.1	9.5	23.5 x 23.5	104.8

* VARIES CONSIDERABLY W/DISTANCE BETWEEN PIPE AND BEARING POINT





ELEVATION "B-B"



SECTION "A-A"

TYPICAL VERTICAL BLOCKING DETAILS

N.T.S.

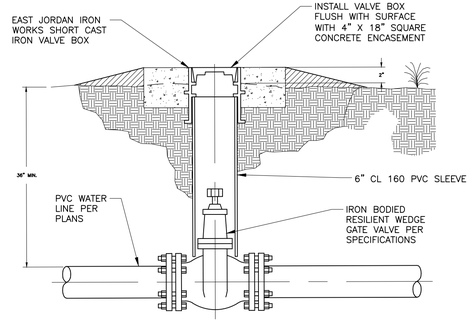
NOTES:

1. BLOCKING REQ'D. ON ALL FITTINGS 2" & LARGER.
2. ALL REQUIRED BENDS & FITTINGS MAY NOT BE LABELED ON THE PLANS.
3. PIPE MAY BE CURVED UP TO 75% OF MANUFACTURER'S RECOMMENDED MAXIMUM CURVATURE WITHOUT A BEND AS APPROVED BY OWNER & ENGINEER.
4. ALL DUCTILE IRON FITTINGS AND VALVES TO BE PROTECTED FROM CONCRETE WITH A WRAPPING OF 8 MIL POLYETHYLENE PER SPECS. CONCRETE SHALL NOT EXTEND BEYOND JOINTS.
5. CONTRACTOR SHALL USE MEGA LUG RESTRAINTS FOR ALL FITTINGS. PROTECT BOLTS FROM CONCRETE.
6. CONCRETE FOR BLOCKING SHALL BE CLASS "B".
7. POUR CONCRETE FOR BLOCKS AGAINST UNDISTURBED EARTH.
8. DIMENSIONS MAY BE VARIED AS REQUIRED BY FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER. THE VOLUME OF CONCRETE BLOCKING SHALL NOT BE LESS THAN SHOWN HERE.

DIMENSIONS FOR VERTICAL CONCRETE THRUST BLOCKS

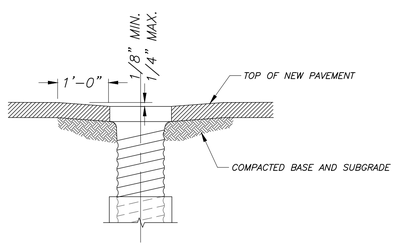
	11.25° BEND	22.5° BEND	45° BEND	90° BEND
FITTING SIZE (INCHES)	MINIMUM VOLUME OF CONC. REQUIRED (CUBIC YARDS)*	MINIMUM VOLUME OF CONC. REQUIRED (CUBIC YARDS)*	MINIMUM VOLUME OF CONC. REQUIRED (CUBIC YARDS)*	MINIMUM VOLUME OF CONC. REQUIRED (CUBIC YARDS)*
2–8	0.5	1.0	1.8	2.5
10, 12	1.1	2.2	4.0	5.7
16, 18	2.5	4.9	9.0	12.7
20	3.1	6.0	11.1	15.7
24	4.4	8.7	16.0	22.6
30	5.2	10.1	18.8	26.5
36	7.5	14.6	27.0	38.2
42	10.1	19.9	36.7	52.0
48	13.2	26.0	48.0	67.9
54	16.8	32.9	60.7	85.9
60	20.7	40.6	75.0	106.0
66	25.0	49.1	90.7	128.0
72	29.8	58.4	108.0	153.0
78	35.0	68.6	127.0	179.0
84	40.5	79.5	147.0	208.0
90	46.5	91.3	169.0	239.0
96	53.0	104.0	192.0	272.0

* VARIES CONSIDERABLY W/DISTANCE BETWEEN PIPE AND BEARING POINT



4" - 12" GATE VALVE & BOXES

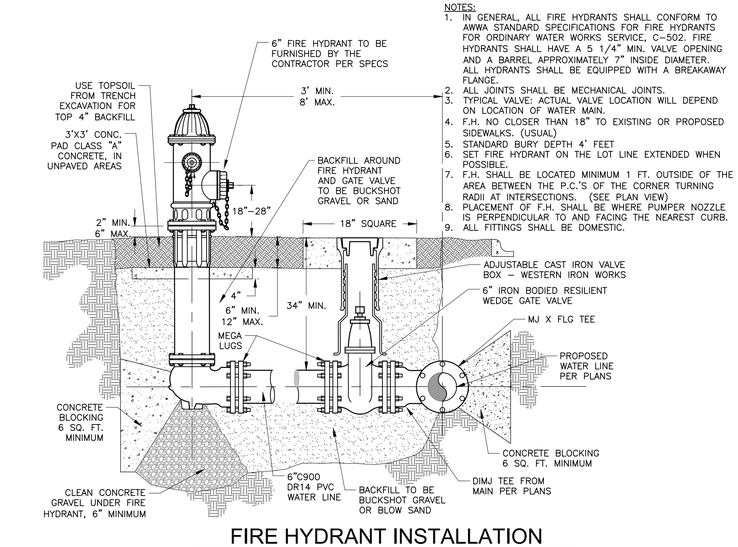
N.T.S.



NOTES:
1. ADJUST WATER VALVES UPWARD OR DOWNWARD AS REQUIRED.
2. MAKE FINAL ADJUSTMENTS BEFORE PAVING

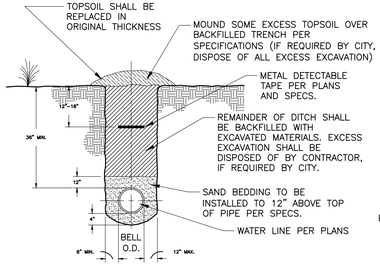
WATER VALVE BOX ADJUSTMENT DETAIL

N.T.S.

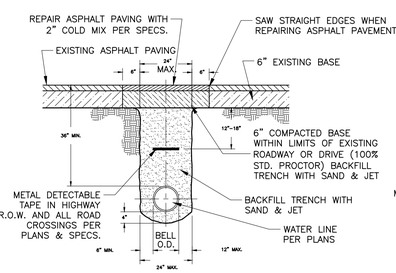


FIRE HYDRANT INSTALLATION

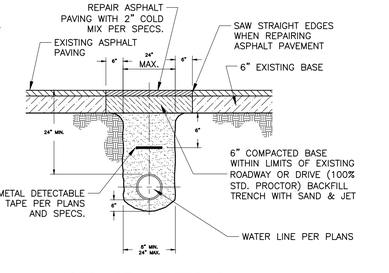
N.T.S.



TRENCH OUTSIDE OF ROADWAY



TRENCH WITHIN ROADWAY OR DRIVEWAY



SERVICE LINE TRENCH

TYPICAL WATER LINE TRENCH SECTIONS

N.T.S.

STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS

DUNAWAY LANE RECONSTRUCTION

WATER DETAILS

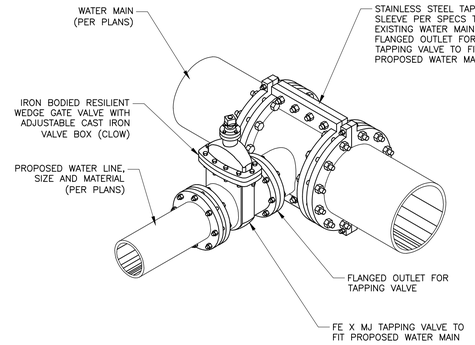
NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

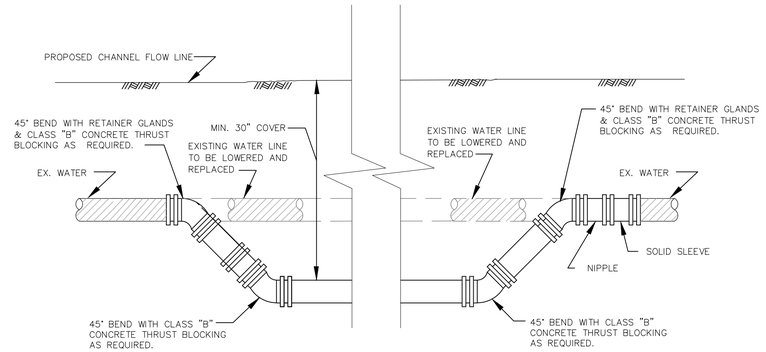
PROJECT # 21256 | SCALE N.T.S.

SEQ. 67 | SHEET 67 / 116

PLOTTED ON: 8/26/2026 5:06 PM PRINTED BY: JEFF BURNS
X:\CI_AZLE\21256 - DUNAWAY STREET RECONSTRUCTION\DRAFTING_PLANS_C_CIVIL\61 SEWER DETAILS.DWG
X:\CI_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\61 SEWER DETAILS.dwg Saved By: jburns Save Time: 8/26/2026 2:35 PM
Plotted by: jeff burns Plot Date: 8/26/2026 5:06 PM



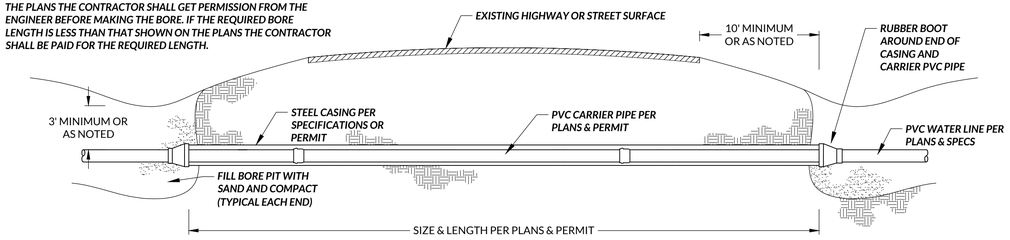
MAIN-LINE TAP CONNECTION
N.T.S.



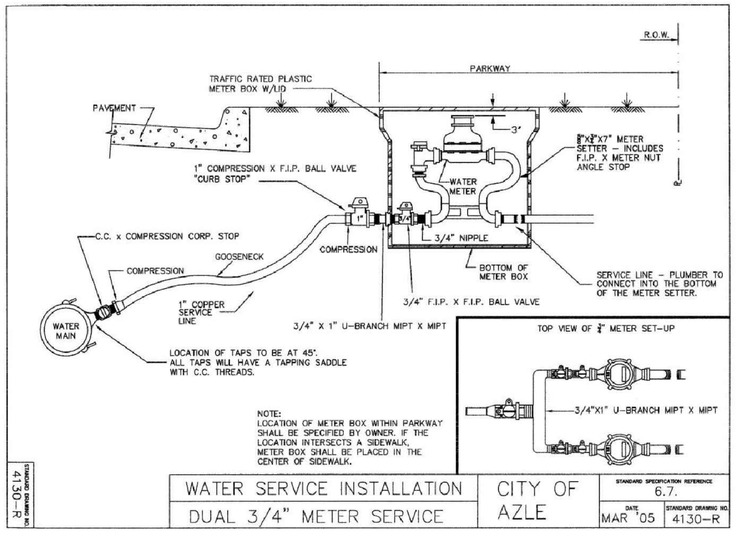
WATER LINE LOWERING DETAIL
N.T.S.

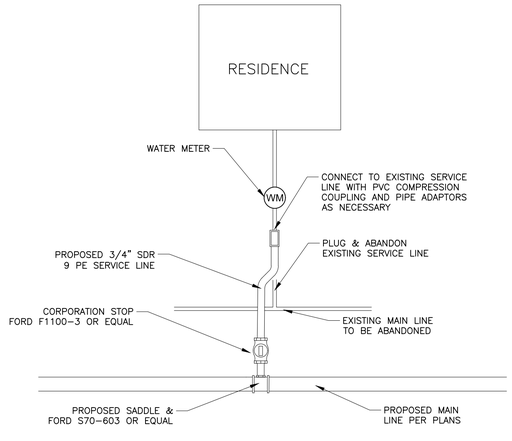
NOTE:

IF THE REQUIRED LENGTH OF THE BORE IS GREATER THAN SHOWN ON THE PLANS THE CONTRACTOR SHALL GET PERMISSION FROM THE ENGINEER BEFORE MAKING THE BORE. IF THE REQUIRED BORE LENGTH IS LESS THAN THAT SHOWN ON THE PLANS THE CONTRACTOR SHALL BE PAID FOR THE REQUIRED LENGTH.



ROAD ENCASEMENT FOR PVC WATERLINE
N.T.S.





TYPICAL DETAIL FOR SERVICE RECONNECTION
N.T.S.

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

WATER DETAILS CONT.

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 30'

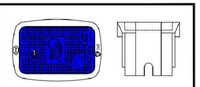
SEQ. 68 / 116 | SHEET 68

Plot Date: 8/27/2026 8:09 AM
Plotted by: jeff burns
Save Time: 8/27/2026 8:08 AM
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Saved By: jburns
X:\CL Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\61 SEWER DETAILS.dwg

DFW PLASTICS, INC.
PO Box 648
Bedford, Texas 76095
Tel: 817.439.3600
Fax: 817.439.3700
www.dfwplasticsinc.com

DFW37C-12-3MBF AZLE

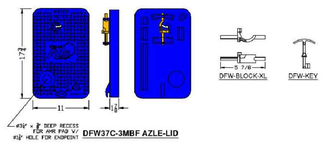


21x14x12 Black Polymer Box w/ Blue Polymer AMR Lid w/ Brass Lock & Knockout

This product is designed to withstand loading in non-deliberate and incidental traffic. Not to be installed in roadway.
Meter box lid shall be BLUE and constructed out of modified polyethylene material for maximum durability and corrosion resistance. The BLUE material is for maximum UV protection. The BLUE material shall be uniform throughout the meter box lid for maximum longevity and **not have** a foaming agent that creates air pockets within the polymer lid.

Vertical and Lateral Load Rating:
- Compliant with AASHTO, Design Load of H-10; ASTM C 857-16, Design Load of A-8, 8,000 lbs, transferred through a 10" x 10" steel plate centered in the cover and body.
- Compliant with AASHTO, Design Load of H-20; ASTM C 857-16, Design Load of A-16, 16,000 lbs, transferred through a 10" x 20" steel plate centered on the cover and body.
- This product is designed to withstand H-10 and H-20 loading in non-deliberate or incidental traffic areas. **NOT INTENDED TO BE INSTALLED IN ROADWAYS.**

Polymer Lid
- The polymer lid shall have a molded key hole and brass lock underneath lid (DFW-BLOCK-XL) - *as illustrated.*
- The polymer lid shall have one (1) MOLDED knockout plugs (Ø1½"), recessed (Ø3⅜" x ¼") deep - *as illustrated.*
- The polymer lid shall have a magnet molded within the lid.
- The polymer lid shall have "CITY OF AZLE" logo molded into the lid - *as illustrated.*
- The polymer lid shall seat securely and evenly inside the meter box and shall not overlap the top edge of the meter box.
- The polymer lid shall have molded **tread-pattern** for skid resistance - **tread dimensions shall be 0.188" x 0.938" x 0.150" deep.**
- The polymer lid shall have "WATER METER" molded into the lid - Font shall be Std Fadal CNC Font with 1" characters x 0.150" deep.
- The polymer lid shall retrofit existing meter boxes with similar dimensions and be able to adjust in the field.
- The polymer lid shall be BLUE and have a molded recycled emblem with a minimum of 50% Post Consumer Recycled and 50% Post Industrial Pre Consumer Recycled Content- Verified with a **Leed Product Documentation.**
- The polymer lid shall be DFW Plastics Inc. **MADE IN USA.** - Domestic Only.

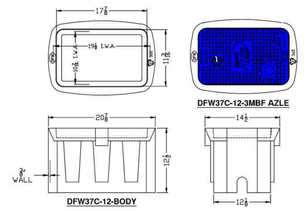


DFW37C-12-3MBF AZLE-LID

This product is designed to withstand loading in non-deliberate and incidental traffic. Not to be installed in roadway.
Meter box shall be BLACK and constructed out of modified polyethylene material for maximum durability and corrosion resistance. The BLACK material is for maximum UV protection. The BLACK material shall be uniform throughout the meter box for maximum longevity and not have a foaming agent that creates air pockets within the polymer wall.

Vertical and Lateral Load Rating:
- Compliant with AASHTO, Design Load of H-10; ASTM C 857-16, Design Load of A-8, 8,000 lbs, transferred through a 10" x 10" steel plate centered in the cover and body.
- Compliant with AASHTO, Design Load of H-20; ASTM C 857-16, Design Load of A-16, 16,000 lbs, transferred through a 10" x 20" steel plate centered on the cover and body.
- This product is designed to withstand H-10 and H-20 loading in non-deliberate or incidental traffic areas. **NOT INTENDED TO BE INSTALLED IN ROADWAYS.**

Polymer Body
- The polymer body shall be BLACK and have a **Minimum** of 3/8" wall thickness - *as illustrated.*
- The polymer body shall have **Minimum** inside working room of (19 ½" x 10 ½") - *as illustrated.*
- The polymer body shall have crush resistant ribbing along the outside of the box.
- The polymer body shall have a flange around the lid opening to help prevent settling and side in the adjustment to grade.
- The polymer body shall have one pipe slot molded on each end of the body that measures (3" x 4").
- The polymer body shall have a molded recycled emblem with a minimum of 35% Post Industrial/ Pre Consumer Recycled Content - Verified with a **Leed Product Documentation.**
- The polymer body shall be DFW Plastics Inc., **MADE IN USA.** - Domestic Only.

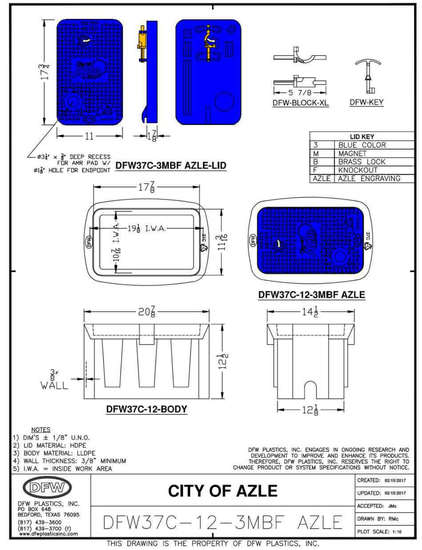


Meter Box shall be C Series by DFW Plastics, Inc. or an approved equal. All Specs are subject to change without notice.

Part No.	Series	Size	Height	Width	Length
DFW37C-12-BODY	37C	21" x 14"	12"	Top – 14-1/2"	Top– 20-7/8"
DFW37C-12-3MBF AZLE	37C	21" x 14"	12"	Base – 12-1/8"	Base– 20-7/8"
DFW37C-3MBF AZLE-LID	37C	21" x 14"	1-7/8"	11"	17-3/4"

Single Service Box for ¾" x ¾" Meters
File: Submittal - DFW37C-12-3MBF AZLE
Rev. A February 2017

Submitted by:



NOTES
1) DIM'S ± 1/8" U.N.O.
2) LID MATERIAL: HDPE
3) BODY MATERIAL: LLDPE
4) WALL THICKNESS: 3/8" MINIMUM
5) I.W.A. = INSIDE WORK AREA

DFW PLASTICS, INC. ENGAGES IN ONGOING RESEARCH AND DEVELOPMENT TO IMPROVE AND ENHANCE ITS PRODUCTS. THEREFORE, DFW PLASTICS, INC. RESERVES THE RIGHT TO CHANGE PRODUCT OR SYSTEM SPECIFICATIONS WITHOUT NOTICE.

DFW PLASTICS, INC.
PO BOX 648
BEDFORD, TEXAS 76095
(817) 439-3600
(817) 439-3700 (f)
www.dfwplasticsinc.com

CITY OF AZLE

DFW37C-12-3MBF AZLE

CREATED:	02/15/2017
UPDATED:	02/15/2017
ACCEPTED:	JMc
DRAWN BY:	RMc
PLOT SCALE:	1:10

THIS DRAWING IS THE PROPERTY OF DFW PLASTICS, INC.

DFW PLASTICS, INC.
PO Box 648
Bedford, Texas 76095
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Fax: 817.439.3700
www.dfwplasticsinc.com

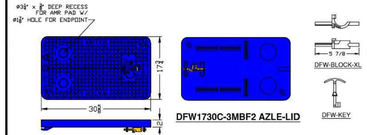
DFW1730C-12-3MBF2 AZLE

17x30x12 Black Polymer Box w/ Blue Polymer AMR Lid w/ Brass Lock & Dual Knockouts

This product is designed to withstand loading in non-deliberate and incidental traffic. Not to be installed in roadway.
Meter box lid shall be BLUE and constructed out of modified polyethylene material for maximum durability and corrosion resistance. The BLUE material is for maximum UV protection. The BLUE material shall be uniform throughout the meter box lid for maximum longevity and **not have** a foaming agent that creates air pockets within the polymer lid.

Vertical and Lateral Load Rating:
- Compliant with AASHTO, Design Load of H-10; ASTM C 857-16, Design Load of A-8, 8,000 lbs, transferred through a 10" x 10" steel plate centered in the cover and body.
- Compliant with AASHTO, Design Load of H-20; ASTM C 857-16, Design Load of A-16, 16,000 lbs, transferred through a 10" x 20" steel plate centered on the cover and body.
- This product is designed to withstand H-10 and H-20 loading in non-deliberate or incidental traffic areas. **NOT INTENDED TO BE INSTALLED IN ROADWAYS.**

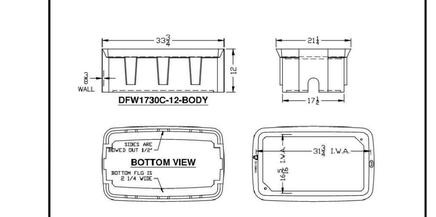
Polymer Lid
- The polymer lid shall have a molded key hole and brass lock underneath lid (DFW-BLOCK-XL) - *as illustrated.*
- The polymer lid shall have two (2) MOLDED knockout plugs (Ø1½"), recessed (Ø3⅜" x ¼") deep - *as illustrated.*
- The polymer lid shall have a magnet molded within the lid.
- The polymer lid shall have "CITY OF AZLE" logo molded into the lid - *as illustrated.*
- The polymer lid shall seat securely and evenly inside the meter box and shall not overlap the top edge of the meter box.
- The polymer lid shall have molded **tread-pattern** for skid resistance - **tread dimensions shall be 0.188" x 0.938" x 0.150" deep.**
- The polymer lid shall have "WATER METER" molded into the lid - Font shall be Std Fadal CNC Font with 1" characters x 0.150" deep.
- The polymer lid shall retrofit existing meter boxes with similar dimensions and be able to adjust in the field.
- The polymer lid shall be BLUE and have a molded recycled emblem with a minimum of 50% Post Consumer Recycled and 50% Post Industrial/ Pre Consumer Recycled Content- Verified with a **Leed Product Documentation.**
- The polymer lid shall be DFW Plastics Inc. **MADE IN USA.** - Domestic Only.



This product is designed to withstand loading in non-deliberate and incidental traffic. Not to be installed in roadway.
Meter box shall be BLACK and constructed out of modified polyethylene material for maximum durability and corrosion resistance. The BLACK material is for maximum UV protection. The BLACK material shall be uniform throughout the meter box for maximum longevity and not have a foaming agent that creates air pockets within the polymer wall.

Vertical and Lateral Load Rating:
- Compliant with AASHTO, Design Load of H-10; ASTM C 857-16, Design Load of A-8, 8,000 lbs, transferred through a 10" x 10" steel plate centered in the cover and body.
- Compliant with AASHTO, Design Load of H-20; ASTM C 857-16, Design Load of A-16, 16,000 lbs, transferred through a 10" x 20" steel plate centered on the cover and body.
- This product is designed to withstand H-10 and H-20 loading in non-deliberate or incidental traffic areas. **NOT INTENDED TO BE INSTALLED IN ROADWAYS.**

Polymer Body
- The polymer body shall be BLACK and have a **minimum** of 3/8" wall thickness - *as illustrated.*
- The polymer body shall have **minimum inside** working room of (19-1/2" x 16-1/2") - *as illustrated.*
- The polymer body shall be have crush resistant ribbing along the outside of the box.
- The polymer body shall have a flange around the lid opening to help prevent settling and aid in the adjustment to grade.
- The polymer body shall have a molded recycled emblem with a minimum of 35% Post Industrial/ Pre Consumer Recycled Content - Verified with a **Leed Product Documentation.**
- The polymer body shall be DFW Plastics Inc., **MADE IN USA.** - Domestic Only.

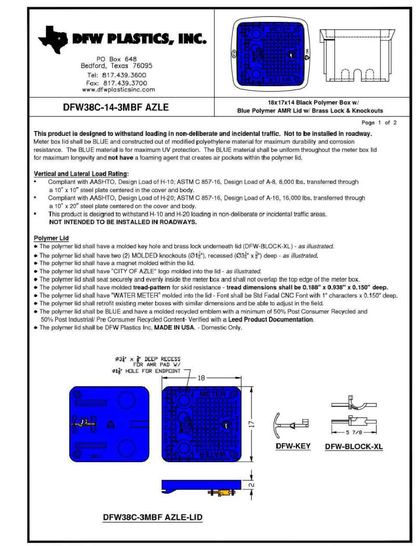


Meter Box shall be C Series by DFW Plastics, Inc. or an approved equal. All Specs are subject to change without notice.

Part No.	Series	Size	Height	Width	Length
DFW1730C-12-BODY	1730C	17" x 30"	12"	Top – 21-1/4"	Top– 34-1/8"
DFW1730C-12-3MBF2 AZLE	1730C	17" x 30"	12"	Base – 17-1/2"	Base– 34-1/8"
DFW1730C-3MBF2 AZLE-LID	1730C	17" x 30"	2"	17-3/4"	30-5/8"

Single/Dual Service Box for 1" up to 2" Meters
File: Submittal - DFW1730C-12-3MBF2 AZLE
Rev. A May 2017

Submitted by:

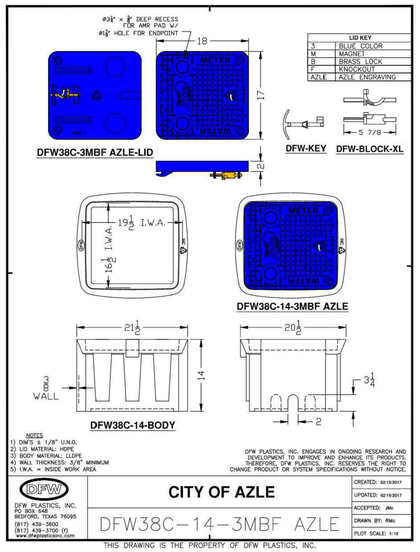


Meter Box shall be C Series by DFW Plastics, Inc. or an approved equal. All Specs are subject to change without notice.

Part No.	Series	Size	Height	Width	Length
DFW38C-14-BODY	38C	18x17	14"	Top – 20-1/2"	Top – 21-1/2"
DFW38C-14-3MBF AZLE	38C	18x17	14"	Base – 17-1/2"	Base – 21-1/2"
DFW38C-3MBF AZLE-LID	38C	18x17	2"	17"	18"

Dual Services Box for ¾" x 3/4" Meter
File: Submittal - DFW38C-14-3MBF AZLE
Rev. A February 2017

Submitted by:



NOTES
1) DIM'S ± 1/8" U.N.O.
2) LID MATERIAL: HDPE
3) BODY MATERIAL: LLDPE
4) WALL THICKNESS: 3/8" MINIMUM
5) I.W.A. = INSIDE WORK AREA

DFW PLASTICS, INC. ENGAGES IN ONGOING RESEARCH AND DEVELOPMENT TO IMPROVE AND ENHANCE ITS PRODUCTS. THEREFORE, DFW PLASTICS, INC. RESERVES THE RIGHT TO CHANGE PRODUCT OR SYSTEM SPECIFICATIONS WITHOUT NOTICE.

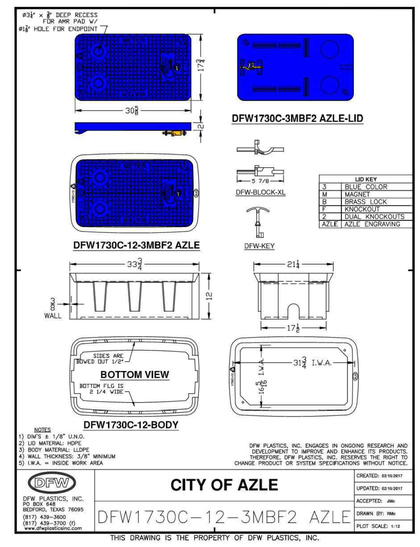
DFW PLASTICS, INC.
PO BOX 648
BEDFORD, TEXAS 76095
(817) 439-3600
(817) 439-3700 (f)
www.dfwplasticsinc.com

CITY OF AZLE

DFW38C-14-3MBF AZLE

CREATED:	02/15/2017
UPDATED:	02/15/2017
ACCEPTED:	JMc
DRAWN BY:	RMc
PLOT SCALE:	1:10

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NOTES
1) DIM'S ± 1/8" U.N.O.
2) LID MATERIAL: HDPE
3) BODY MATERIAL: LLDPE
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BEDFORD, TEXAS 76095
(817) 439-3600
(817) 439-3700 (f)
www.dfwplasticsinc.com

CITY OF AZLE

DFW1730C-12-3MBF2 AZLE

CREATED:	02/15/2017
UPDATED:	02/15/2017
ACCEPTED:	JMc
DRAWN BY:	RMc
PLOT SCALE:	1:10

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STATE OF TEXAS
DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

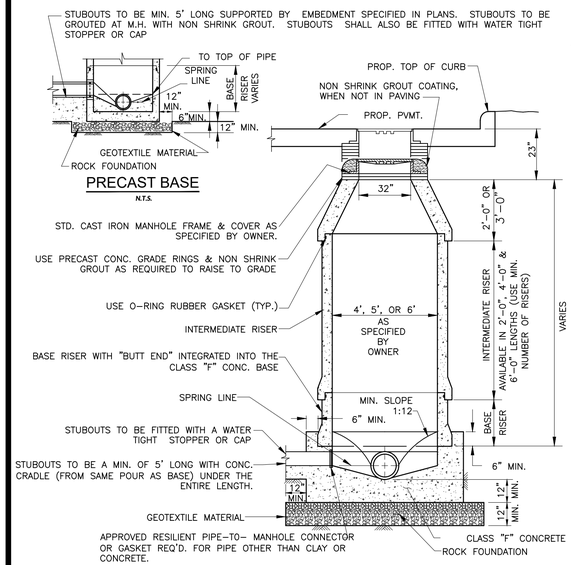
WATER DETAILS CONT. (2)

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

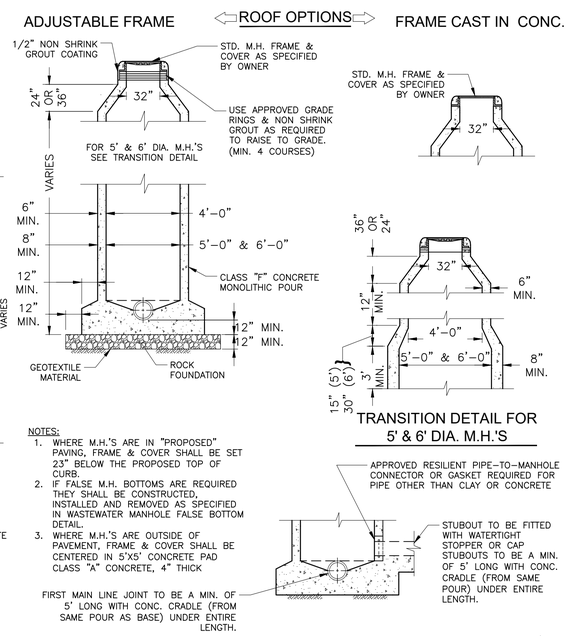
PROJECT # 21256
SCALE 1" = 30'

SEQ. 69/116
SHEET 69



NOTES:
1. FIRST MAIN LINE JOINT TO BE A MIN. OF 5' LONG WITH CONC. CRADLE (FROM SAME POUR AS BASE) UNDER THE ENTIRE LENGTH.
2. IF FALSE M.H. BOTTOMS ARE REQUIRED, THEY SHALL BE CONSTRUCTED, INSTALLED AND REMOVED AS SPECIFIED IN WASTEWATER MANHOLE FALSE BOTTOM DETAIL.
3. WHERE MANHOLES ARE OUTSIDE OF PAVEMENT, FRAME & COVER SHALL BE CENTERED IN 5'x5' CONCRETE PAD CLASS "A" CONCRETE, 4" THICK.

PRECAST

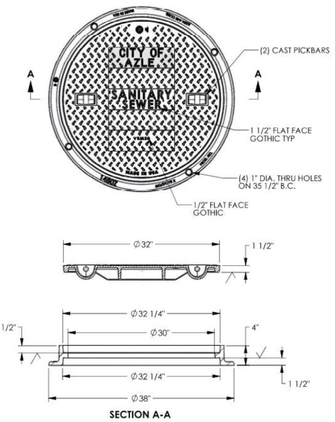


NOTES:
1. WHERE M.H.'S ARE IN "PROPOSED" PAVING, FRAME & COVER SHALL BE SET 23" BELOW THE PROPOSED TOP OF CURB.
2. IF FALSE M.H. BOTTOMS ARE REQUIRED THEY SHALL BE CONSTRUCTED, INSTALLED AND REMOVED AS SPECIFIED IN WASTEWATER MANHOLE FALSE BOTTOM DETAIL.
3. WHERE M.H.'S ARE OUTSIDE OF PAVEMENT, FRAME & COVER SHALL BE CENTERED IN 5'X5' CONCRETE PAD CLASS "A" CONCRETE, 4" THICK

CAST-IN-PLACE

WASTEWATER MANHOLE
N.T.S.

1495A 1480Z Assembly



ej

Product Number
001495018A01

Design Features
-Materials
Cover
Ductile Iron (70-50-05)
Frame
Gray Iron (CL35B)

-Load Rating
Heavy Duty
-Open Area
n/a
-Coating
Undipped
- -/ Designates Machined Surface

Certification
-ASTM A48
-
-Country of Origin: USA

Major Components
001495018
001486015

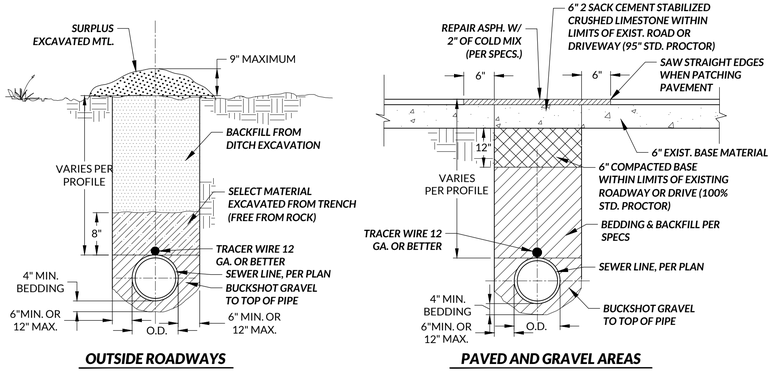
Drawing Revision
4/2/2018 Designer: MAH
6/15/2018 Revised By: MAH

Disclaimer
Weights (lbs/kg), dimensions (inch/metric), and features are provided for your guidance. We reserve the right to modify specifications without prior notice.

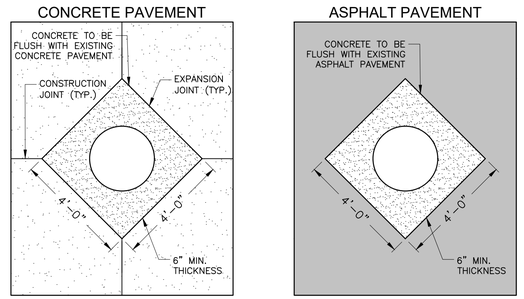
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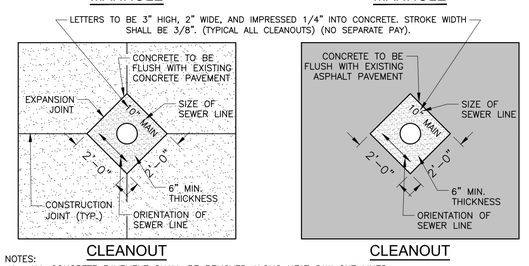
Contact
800 626 4653
ejco.com

32" SEWER MANHOLE LID
N.T.S.



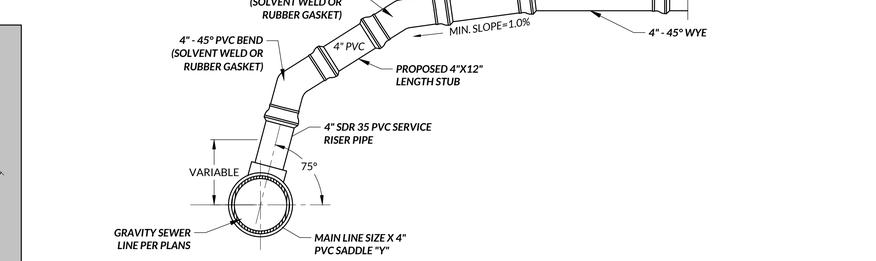
SEWER TRENCH DETAIL
N.T.S.



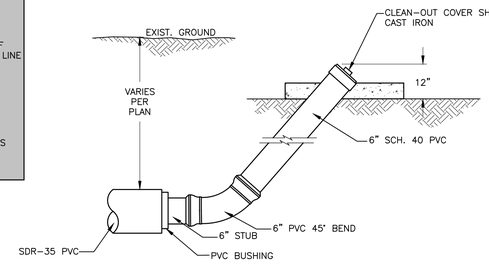


NOTES:
1. ALL CONCRETE PAVEMENT SHALL BE REMOVED ALONG NEAT SAW CUT LINES.
2. MANHOLE BOXOUT REQUIRED FOR ALL MANHOLES (STORM AND SANITARY) AND CLEANOUTS LOCATED IN PAVEMENT.
3. SEE JOINT DETAILS.
4. SEE MANHOLE DETAILS.
5. SEE CLEANOUT DETAILS.

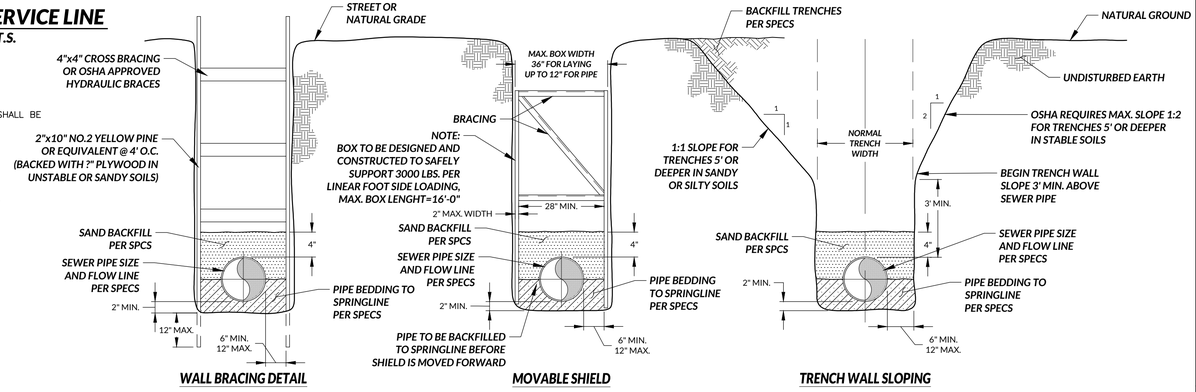
SANITARY SEWER
MANHOLE AND CLEANOUT BLOCKOUT
N.T.S.



TYPICAL SERVICE LINE
N.T.S.



CLEANOUT DETAIL
N.T.S.



TRENCH WALL PROTECTION
N.T.S.

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
SEWER DETAILS

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 30'

SEQ. 70 | SHEET 70 / 116

X:\CI_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\61 SEWER DETAILS.dwg Saved By: jburns Save Time: 8/26/2026 2:35 PM Plotted by: jeff burns Plot Date: 8/26/2026 5:06 PM

SUMMARY OF SMALL SIGNS

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DATE:
FILE:

PLAN SHEET NO.	SIGN NO.	SIGN NOMENCLATURE	SIGN	DIMENSIONS	FLAT ALUMINUM (TYPE A)	EXAL ALUMINUM (TYPE G)	SM RD SGN ASSM TY XXXXX (X) XX (X-XXXX) POST TYPE	POSTS	ANCHOR TYPE	MOUNTING DESIGNATION PREFABRICATED	MOUNTING DESIGNATION	BRIDGE MOUNT CLEARANCE SIGNS (See Note 2) TY = TYPE
							FRP = Fiberglass TWT = Thin-Wall 10BWG = 10 BWG S80 = Sch 80	1 or 2	UA=Universal Conc UB=Universal Bolt SA=Slipbase-Conc SB=Slipbase-Bolt WS=Wedge Steel WP=Wedge Plastic	P = "Plain" T = "T" U = "U"	1EXT or 2EXT = # of Ext BM = Extruded Wind Beam WC = 1.12 #/ft Wing Channel EXAL= Extruded Alum Sign Panels	TY N TY S
14	1	R1-1	STOP SIGN	36x36	X		S80	1	UA	P	BM	N
14	2	R3-5R	RIGHT TURN ONLY	48x60	X		S80	1	UA	P	BM	N
14	3	R5-1	DO NOT ENTER	36x36	X		S80	1	UA	P	BM	N

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080"
7.5 to 15	0.100"
Greater than 15	0.125"

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

http://www.txdot.gov/

NOTE:

1. Sign supports shall be located as shown on the plans, except that the Engineer may shift the sign supports, within design guidelines, where necessary to secure a more desirable location or to avoid conflict with utilities. Unless otherwise shown on the plans, the Contractor shall stake and the Engineer will verify all sign support locations.
2. For installation of bridge mount clearance signs, see Bridge Mounted Clearance Sign Assembly (BMCS)Standard Sheet.
3. For Sign Support Descriptive Codes, see Sign Mounting Details Small Roadside Signs General Notes & Details SMD(GEN).

Texas Department of Transportation | Traffic Operations Division Standard

SUMMARY OF SMALL SIGNS

SOSS

FILE: sums16.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT May 1987	CONT	SECT	JOB	HIGHWAY
REVISIONS				
4-16	DIST	COUNTY		SHEET NO.
8-16				

18

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - SUMMARY OF SMALL SIGNS

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

SEQ. 71 | SHEET 71 / 116

71

Plot Date: 8/26/2026 5:06 PM
Plotted by: jeff burns
Save Time: 8/20/2026 9:29 AM
Saved By: svanderpool
X:\CL_Azle\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\62 TXDOT - SUMMARY OF SMALL SIGNS.dwg

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BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:

1. The Barricade and Construction Standard Sheets (BC sheets) are intended to show typical examples for placement of temporary traffic control devices, construction pavement markings, and typical work zone signs. The information contained in these sheets meet or exceed the requirements shown in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
2. The development and design of the Traffic Control Plan (TCP)is the responsibility of the Engineer.
3. The Contractor may propose changes to the TCP that are signed and sealed by a licensed professional engineer for approval. The Engineer may develop, sign and seal Contractor proposed changes.
4. The Contractor is responsible for installing and maintaining the traffic control devices as shown in the plans. The Contractor may not move or change the approximate location of any device without the approval of the Engineer.
5. Geometric design of lane shifts and detours should, when possible, meet the applicable design criteria contained in manuals such as the American Association of State Highway and Transportation Officials (AASHTO), "A Policy on Geometric Design of Highways and Streets," the TxDOT "Roadway Design Manual" or engineering judgment.
6. When projects abut, the Engineer(s) may omit the END ROAD WORK, TRAFFIC FINES DOUBLE, and other advance warning signs if the signing would be redundant and the work areas appear continuous to the motorists. If the adjacent project is completed first, the Contractor shall erect the necessary warning signs as shown on these sheets, the TCP sheets or as directed by the Engineer. The BEGIN ROAD WORK NEXT X MILES sign shall be revised to show appropriate work zone distance.
7. The Engineer may require duplicate warning signs on the median side of divided highways where median width will permit and traffic volumes justify the signing.
8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.
9. The temporary traffic control devices shown in the illustrations of the BC sheets are examples. As necessary, the Engineer will determine the most appropriate traffic control devices to be used.
10. Where highway construction or maintenance work is being undertaken, other than mobile operations as defined by the Texas Manual on Uniform Traffic Control Devices, CSJ limit signs are required. CSJ limit signs are shown on BC(2). The OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits. For mobile operations, CSJ limit signs are not required.
11. Traffic control devices should be in place only while work is actually in progress or a definite need exists.
12. The Engineer has the final decision on the location of all traffic control devices.
13. Inactive equipment and work vehicles, including workers' private vehicles must be parked away from travel lanes. They should be as close to the right-of-way line as possible, or located behind a barrier or guardrail, or as approved by the Engineer.

WORKER SAFETY NOTES:

1. Workers on foot who are exposed to traffic or to construction equipment within the right-of-way shall wear high-visibility safety apparel meeting the requirements of ISEA "American National Standard for High-Visibility Apparel," or equivalent revisions, and labeled as ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. Class 3 garments should be considered for high traffic volume work areas or night time work.
2. Except in emergency situations, flagger stations shall be illuminated when flagging is used at night.

COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES

1. Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources.
2. Work zone traffic control devices shall be compliant with the Manual for Assessing safety Hardware (MASH).

THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT http://www.txdot.gov
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)
TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD)
TRAFFIC ENGINEERING STANDARD SHEETS

SHEET 1 OF 12

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION GENERAL NOTES AND REQUIREMENTS

BC(1)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT November 2002	CONT	SECT	JOB	HIGHWAY
REVISIONS				
4-03 7-13	DIST	COUNTY		SHEET NO.
9-07 8-14				
5-10 5-21				

95

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - BC-(1)

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

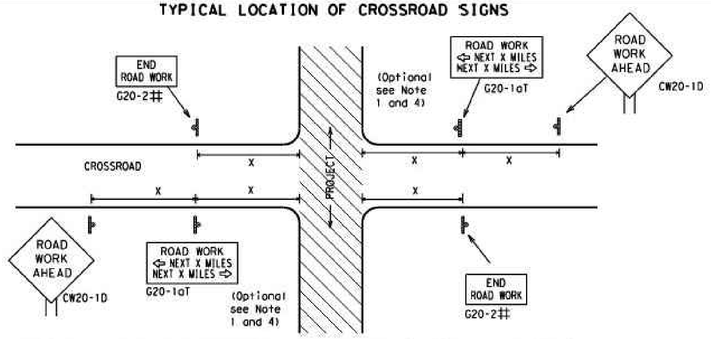
SEQ. 72 | SHEET 72

116

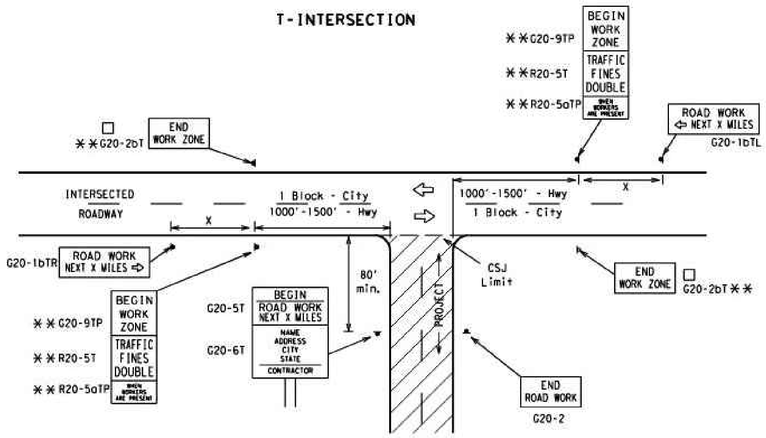
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TYPICAL LOCATION OF CROSSROAD SIGNS



T-INTERSECTION



CSJ LIMITS AT T-INTERSECTION

1. The Engineer will determine the types and location of any additional traffic control devices, such as a flagger and accompanying signs, or other signs, that should be used when work is being performed at or near an intersection.
2. If construction closes the road at a T-intersection, the Contractor shall place the "CONTRACTOR NAME" (G20-6T) sign behind the Type 3 Barricades for the road closure (see BC(10) also). The "ROAD WORK NEXT X MILES" left arrow (G20-1bTL) and "ROAD WORK NEXT X MILES" right arrow (G20-1bTR)" signs shall be replaced by the detour signing called for in the plans.

TYPICAL CONSTRUCTION WARNING SIGN SIZE AND SPACING[1,5,6]

SIZE

Sign Number or Series	Conventional Road	Expressway/ Freeway
CW20[4] CW21 CW22 CW23 CW25	48" x 48"	48" x 48"
CW1, CW2, CW7, CW8, CW9, CW11, CW14	36" x 36"	48" x 48"
CW3, CW4, CW5, CW6, CW8-3, CW10, CW12	48" x 48"	48" x 48"

SPACING

Posted Speed	Sign △ Spacing "X"
MPH	Feet (Apprx.)
30	120
35	160
40	240
45	320
50	400
55	500[2]
60	600[2]
65	700[2]
70	800[2]
75	900[2]
80	1000[2]
*	*[3]

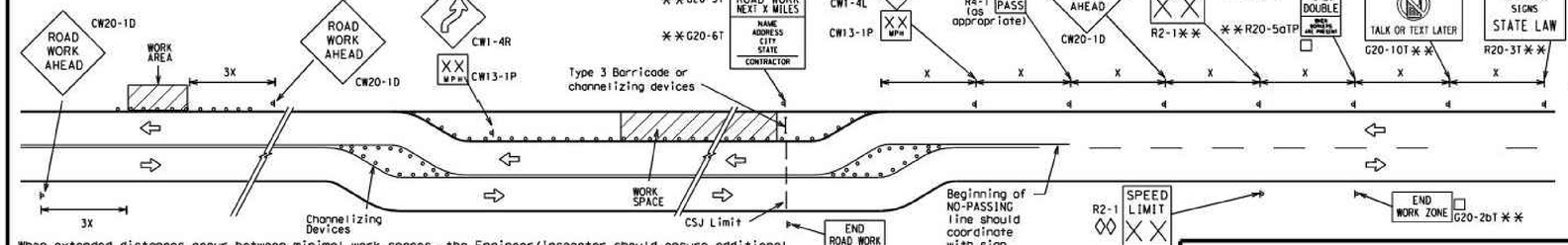
* For typical sign spacings on divided highways, expressways and freeways, see Part 6 of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) typical application diagrams or TCP Standard Sheets.

△ Minimum distance from work area to first Advance Warning sign nearest the work area and/or distance between each additional sign.

GENERAL NOTES

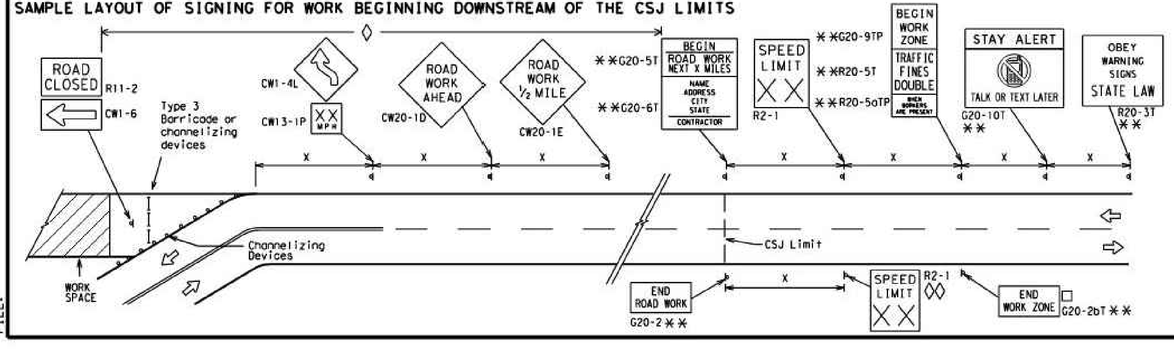
1. Special or larger size signs may be used as necessary.
2. Distance between signs should be increased as required to have 1500 feet advance warning.
3. Distance between signs should be increased as required to have 1/2 mile or more advance warning.
4. 36" x 36" "ROAD WORK AHEAD" (CW20-1D) signs may be used on low volume crossroads at the discretion of the Engineer as per TMUTCD Part 5. See Note 2 under "Typical Location of Crossroad Signs".
5. Only diamond shaped warning sign sizes are indicated.
6. See sign size listing in "TMUTCD", Sign Appendix or the "Standard Highway Sign Designs for Texas" manual for complete list of available sign design sizes.

WORK AREAS IN MULTIPLE LOCATIONS WITHIN CSJ LIMITS

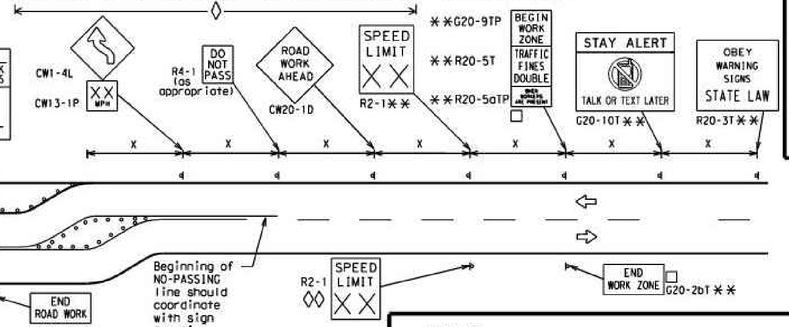


When extended distances occur between minimal work spaces, the Engineer/Inspector should ensure additional "ROAD WORK AHEAD" (CW20-1D) signs are placed in advance of these work areas to remind drivers they are still within the project limits. See the applicable TCP sheets for exact location and spacing of signs and channelizing devices.

SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING DOWNSTREAM OF THE CSJ LIMITS



SAMPLE LAYOUT OF SIGNING FOR WORK BEGINNING AT THE CSJ LIMITS



NOTES

The Contractor shall determine the appropriate distance to be placed on the G20-1 series signs and "BEGIN ROAD WORK NEXT X MILES" (G20-5T) sign for each specific project. This distance shall replace the "X" and shall be rounded to the nearest whole mile with the approval of the Engineer. No decimals shall be used.

□ The "BEGIN WORK ZONE" (G20-9TP) and "END WORK ZONE" (G20-2bT) shall be used as shown on the sample layout when advance signs are required outside the CSJ Limits. They inform the motorist of entering or leaving a part of the work zone lying outside the CSJ Limits where traffic fines may double if workers are present.

** CSJ limit signing is required for highway construction and maintenance work, with the exception of mobile operations.

◊ Area for placement of "ROAD WORK AHEAD" (CW20-1D) sign and other signs or devices as called for on the Traffic Control Plan.

◊◊ Contractor will install a regulatory speed limit sign at the end of the work zone.

LEGEND

⊢	Type 3 Barricade
○ ○ ○	Channelizing Devices
▬	Sign
X	See Typical Construction Warning Sign Size and Spacing chart or the TMUTCD for sign spacing requirements.

SHEET 2 OF 12

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PROJECT LIMIT

BC(2)-21

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STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

TXDOT - BC-(2)

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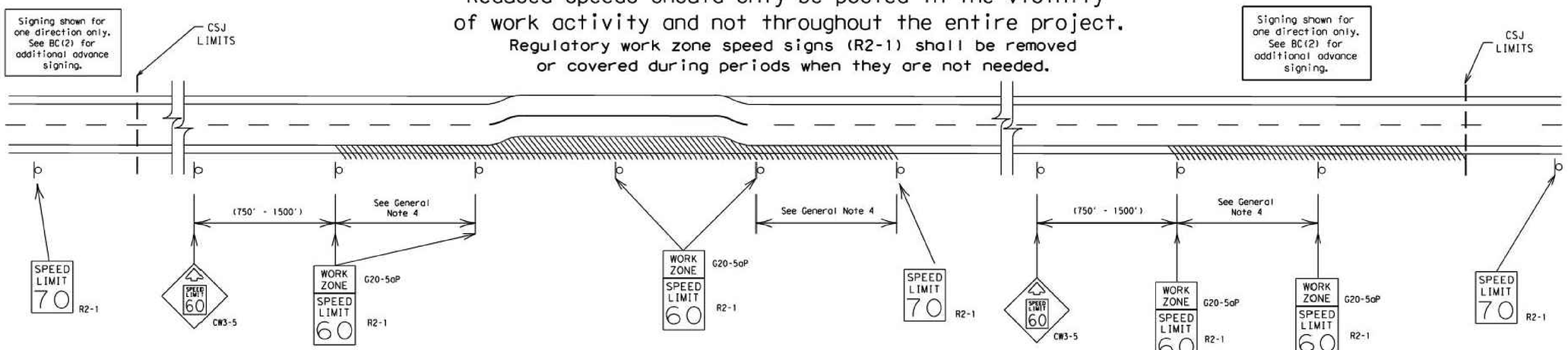
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TYPICAL APPLICATION OF WORK ZONE SPEED LIMIT SIGNS

Work zone speed limits shall be regulatory, established in accordance with the "Procedures for Establishing Speed Zones," and approved by the Texas Transportation Commission, or by City Ordinance when within Incorporated City Limits.

Reduced speeds should only be posted in the vicinity of work activity and not throughout the entire project.

Regulatory work zone speed signs (R2-1) shall be removed or covered during periods when they are not needed.



GUIDANCE FOR USE:

LONG/INTERMEDIATE TERM WORK ZONE SPEED LIMITS

This type of work zone speed limit should be included on the design of the traffic control plans when restricted geometrics with a lower design speed are present in the work zone and modification of the geometrics to a higher design speed is not feasible.

Long/Intermediate Term Work Zone Speed Limit signs, when approved as described above, should be posted and visible to the motorist when work activity is present. Work activity may also be defined as a change in the roadway that requires a reduced speed for motorists to safely negotiate the work area, including:

a) rough road or damaged pavement surface
b) substantial alteration of roadway geometrics (diversions)
c) construction detours
d) grade
e) width
f) other conditions readily apparent to the driver

As long as any of these conditions exist, the work zone speed limit signs should remain in place.

SHORT TERM WORK ZONE SPEED LIMITS

This type of work zone speed limit may be included on the design of the traffic control plans when workers or equipment are not behind concrete barrier, when work activity is within 10 feet of the traveled way or actually in the traveled way.

Short Term Work Zone Speed Limit signs should be posted and visible to the motorists only when work activity is present. When work activity is not present, signs shall be removed or covered.
(See Removing or Covering on BC(4)).

GENERAL NOTES

1. Regulatory work zone speed limits should be used only for sections of construction projects where speed control is of major importance.
2. Regulatory work zone speed limit signs shall be placed on supports at a 7 foot minimum mounting height.
3. Speed zone signs are illustrated for one direction of travel and are normally posted for each direction of travel.
4. Frequency of work zone speed limit signs should be:
   40 mph and greater 0.2 to 2 miles
   35 mph and less 0.2 to 1 mile
5. Regulatory speed limit signs shall have black legend and border on a white reflective background (See "Reflective Sheeting" on BC(4)).
6. Fabrication, erection and maintenance of the"ADVANCE SPEED LIMIT"(CW3-5)sign, "WORK ZONE"(G20-5aP) plaque and the "SPEED LIMIT"(R2-1)signs shall not be paid for directly, but shall be considered subsidiary to Item 502.
7. Turning signs from view, laying signs over or down will not be allowed, unless as otherwise noted under "REMOVING OR COVERING" on BC(4).
8. Techniques that may help reduce traffic speeds include but are not limited to:
   A. Law enforcement.
   B. Flagger stationed next to sign.
   C. Portable changeable message sign (PCMS).
   D. Low-power (drone) radar transmitter.
   E. Speed monitor trailers or signs.
9. Speeds shown on details above are for illustration only. Work Zone Speed Limits should only be posted as approved for each project.
10. For more specific guidance concerning the type of work, work zone conditions and factors impacting allowable regulatory construction speed zone reduction see TxDOT form #1204 in the TxDOT e-form system.

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION WORK ZONE SPEED LIMIT

BC(3)-21

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CITY OF AZLE, TEXAS
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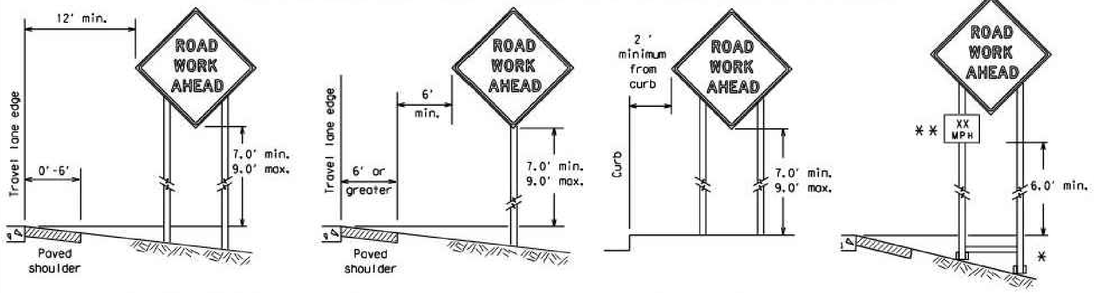
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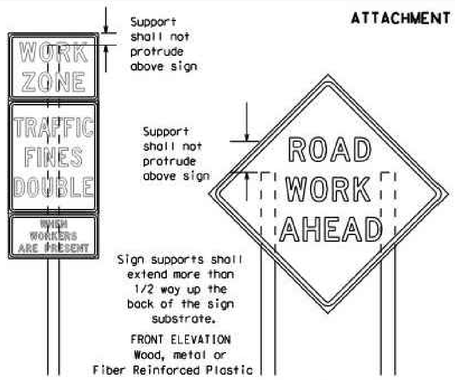
TYPICAL MINIMUM CLEARANCES FOR LONG TERM AND INTERMEDIATE TERM SIGNS



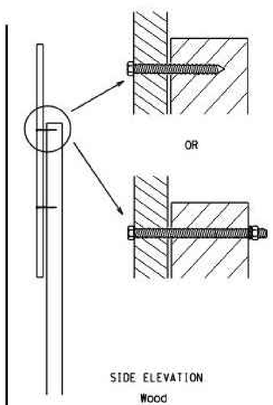
* When placing skid supports on unlevel ground, the leg post lengths must be adjusted so the sign appears straight and plumb. Objects shall NOT be placed under skids as a means of leveling.

** When plaques are placed on dual-leg supports, they should be attached to the upright nearest the travel lane. Supplemental plaques (advisory or distance) should not cover the surface of the parent sign.

ATTACHMENT FOR SIGN SUPPORTS



Splicing embedded perforated square metal tubing in order to extend post height will only be allowed when the splice is made using four bolts, two above and two below the spice point. Splice must be located entirely behind the sign substrate, not near the base of the support. Splice insert lengths should be at least 5 times nominal post size, centered on the splice and of at least the same gauge material.

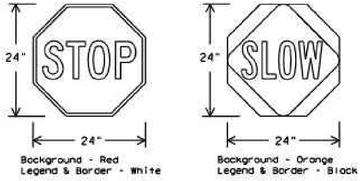


Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports

Nails shall NOT be allowed. Each sign shall be attached directly to the sign support. Multiple signs shall not be joined or spliced by any means. Wood supports shall not be extended or repaired by splicing or other means.

STOP/SLOW PADDLES

1. STOP/SLOW paddles are the primary method to control traffic by flaggers. The STOP/SLOW paddle size should be 24" x 24".
2. STOP/SLOW paddles shall be retroreflectorized when used at night.
3. STOP/SLOW paddles may be attached to a staff with a minimum length of 6' to the bottom of the sign.
4. Any lights incorporated into the STOP or SLOW paddle faces shall only be as specifically described in Section 6E.03 Hand Signaling Devices in the TMUTCD.



SHEETING REQUIREMENTS (WHEN USED AT NIGHT)		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	RED	TYPE B OR C SHEETING
BACKGROUND	ORANGE	TYPE B_{FL} OR C_{FL} SHEETING
LEGEND & BORDER	WHITE	TYPE B OR C SHEETING
LEGEND & BORDER	BLACK	ACRYLIC NON-REFLECTIVE FILM

CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

1. Permanent signs are used to give notice of traffic laws or regulations, call attention to conditions that are potentially hazardous to traffic operations, show route designations, destinations, directions, distances, services, points of interest, and other geographical, recreational, specific service (LOGO), or cultural information. Drivers proceeding through a work zone need the same, if not better route guidance as normally installed on a roadway without construction.
2. When permanent regulatory or warning signs conflict with work zone conditions, remove or cover the permanent signs until the permanent sign message matches the roadway condition. For details for covering large guide signs see the TS-CD standard.
3. When existing permanent signs are moved and relocated due to construction purposes, they shall be visible to motorists at all times.
4. If existing signs are to be relocated on their original supports, they shall be installed on crashworthy bases as shown on the SMD Standard sheets. The signs shall meet the required mounting heights shown on the BC Sheets or the SMD Standards. This work should be paid for under the appropriate pay item for relocating existing signs.
5. If permanent signs are to be removed and relocated using temporary supports, the Contractor shall use crashworthy supports as shown on the BC standard sheets, TLRS standard sheets or the CWZTCD list. The signs shall meet the required mounting heights shown on the BC, or the SMD standard sheets during construction. This work should be paid for under the appropriate pay item for relocating existing signs.
6. Any sign or traffic control device that is struck or damaged by the Contractor or his/her construction equipment shall be replaced as soon as possible by the Contractor to ensure proper guidance for the motorists. This will be subsidiary to Item 502.

GENERAL NOTES FOR WORK ZONE SIGNS

1. Contractor shall install and maintain signs in a straight and plumb condition and/or as directed by the Engineer.
2. Wooden sign posts shall be painted white.
3. Barricades shall NOT be used as sign supports.
4. All signs shall be installed in accordance with the plans or as directed by the Engineer. Signs shall be used to regulate, warn, and guide the traveling public safely through the work zone.
5. The Contractor may furnish either the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD). The Engineer/Inspector may require the Contractor to furnish other work zone signs that are shown in the TMUTCD but may have been omitted from the plans. Any variation in the plans shall be documented by written agreement between the Engineer and the Contractor's Responsible Person. All changes must be documented in writing before being implemented. This can include documenting the changes in the Inspector's TxDOT diary and having both the Inspector and Contractor initial and date the agreed upon changes.
6. The Contractor shall furnish sign supports listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD) for small roadside signs. Supports for temporary large roadside signs shall meet the requirements detailed on the Temporary Large Roadside Signs (TLRS) standard sheets. The Contractor shall install the sign support in accordance with the manufacturer's recommendations. If there is a question regarding installation procedures, the Contractor shall furnish the Engineer a copy of the manufacturer's installation recommendations so the Engineer can verify the correct procedures are being followed.
7. The Contractor is responsible for installing signs on approved supports and replacing signs with damaged or cracked substrates and/or damaged or marred reflective sheeting as directed by the Engineer/Inspector.
8. Identification markings may be shown only on the back of the sign substrate. The maximum height of letters and/or company logos used for identification shall be 1 inch.
9. The Contractor shall replace damaged wood posts. New or damaged wood sign posts shall not be spliced.

DURATION OF WORK (as defined by the "Texas Manual on Uniform Traffic Control Devices" Part 6)

1. The types of sign supports, sign mounting height, the size of signs, and the type of sign substrates can vary based on the type of work being performed. The Engineer is responsible for selecting the appropriate size sign for the type of work being performed. The Contractor is responsible for ensuring the sign support, sign mounting height and substrate meets manufacturer's recommendations in regard to crashworthiness and duration of work requirements.
   a. Long-term stationary - work that occupies a location more than 3 days.
   b. Intermediate-term stationary - work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than one hour.
   c. Short-term stationary - daytime work that occupies a location for more than 1 hour in a single daylight period.
   d. Short, duration - work that occupies a location up to 1 hour.
   e. Mobile - work that moves continuously or intermittently (stopping for up to approximately 15 minutes.)

SIGN MOUNTING HEIGHT

1. The bottom of Long-term/Intermediate-term signs shall be at least 7 feet, but not more than 9 feet, above the paved surface, except as shown for supplemental plaques mounted below other signs.
2. The bottom of Short-term/Short Duration signs shall be a minimum of 1 foot above the pavement surface but no more than 2 feet above the ground.
3. Long-term/Intermediate-term Signs may be used in lieu of Short-term/Short Duration signing.
4. Short-term/Short Duration signs shall be used only during daylight and shall be removed at the end of the workday or raised to appropriate Long-term/Intermediate sign height.
5. Regulatory signs shall be mounted at least 7 feet, but not more than 9 feet, above the paved surface regardless of work duration.

SIZE OF SIGNS

1. The Contractor shall furnish the sign sizes shown on BC (2) unless otherwise shown in the plans or as directed by the Engineer.

SIGN SUBSTRATES

1. The Contractor shall ensure the sign substrate is installed in accordance with the manufacturer's recommendations for the type of sign support that is being used. The CWZTCD lists each substrate that can be used on the different types and models of sign supports.
2. "Mesh" type materials are NOT an approved sign substrate, regardless of the tightness of the weave.
3. All wooden individual sign panels fabricated from 2 or more pieces shall have one or more plywood cleat, 1/2" thick by 6" wide, fastened to the back of the sign and extending fully across the sign. The cleat shall be attached to the back of the sign using wood screws that do not penetrate the face of the sign panel. The screws shall be placed on both sides of the splice and spaced at 6" centers. The Engineer may approve other methods of splicing the sign face.

REFLECTIVE SHEETING

1. All signs shall be retroreflective and constructed of sheeting meeting the color and retro-reflectivity requirements of DMS-8300 for rigid signs or DMS-8310 for roll-up signs. The web address for DMS specifications is shown on BC(1).
2. White sheeting, meeting the requirements of DMS-8300 Type A, shall be used for signs with a white background.
3. Orange sheeting, meeting the requirements of DMS-8300 Type B_{FL} or Type C_{FL}, shall be used for rigid signs with orange backgrounds.

SIGN LETTERS

1. All sign letters and numbers shall be clear, and open rounded type uppercase alphabet letters as approved by the Federal Highway Administration (FHWA) and as published in the "Standard Highway Sign Design for Texas" manual. Signs, letters and numbers shall be of first class workmanship in accordance with Department Standards and Specifications.

REMOVING OR COVERING

1. When sign messages may be confusing or do not apply, the signs shall be removed or completely covered.
2. Long-term stationary or intermediate stationary signs installed on square metal tubing may be turned away from traffic 90 degrees when the sign message is not applicable. This technique may not be used for signs installed in the median of divided highways or near any intersections where the sign may be seen from approaching traffic.
3. Signs installed on wooden skids shall not be turned at 90 degree angles to the roadway. These signs should be removed or completely covered when not required.
4. When signs are covered, the material used shall be opaque, such as heavy mil black plastic, or other materials which will cover the entire sign face and maintain their opaque properties under automobile headlights at night, without damaging the sign sheeting.
5. Burlap shall NOT be used to cover signs.
6. Duct tape or other adhesive material shall NOT be affixed to a sign face.
7. Signs and anchor stubs shall be removed and holes backfilled upon completion of work.

SIGN SUPPORT WEIGHTS

1. Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand should be used.
2. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
3. Rock, concrete, iron, steel or other solid objects shall not be permitted for use as sign support weights.
4. Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs.
5. Sandbags shall be made of a durable material that tears upon vehicular impact. Rubber (such as tire inner tubes) shall NOT be used.
6. Rubber ballasts designed for channelizing devices should not be used for ballast on portable sign supports. Sign supports designed and manufactured with rubber bases may be used when shown on the CWZTCD list.
7. Sandbags shall only be placed along or laid over the base supports of the traffic control device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners. Sandbags shall be placed along the length of the skids to weigh down the sign support.
8. Sandbags shall NOT be placed under the skid and shall not be used to level sign supports placed on slopes.

FLAGS ON SIGNS

1. Flags may be used to draw attention to warning signs. When used, the flag shall be 16 inches square or larger and shall be orange or fluorescent red-orange in color. Flags shall not be allowed to cover any portion of the sign face.

SHEET 4 OF 12

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TEMPORARY SIGN NOTES

BC(4)-21

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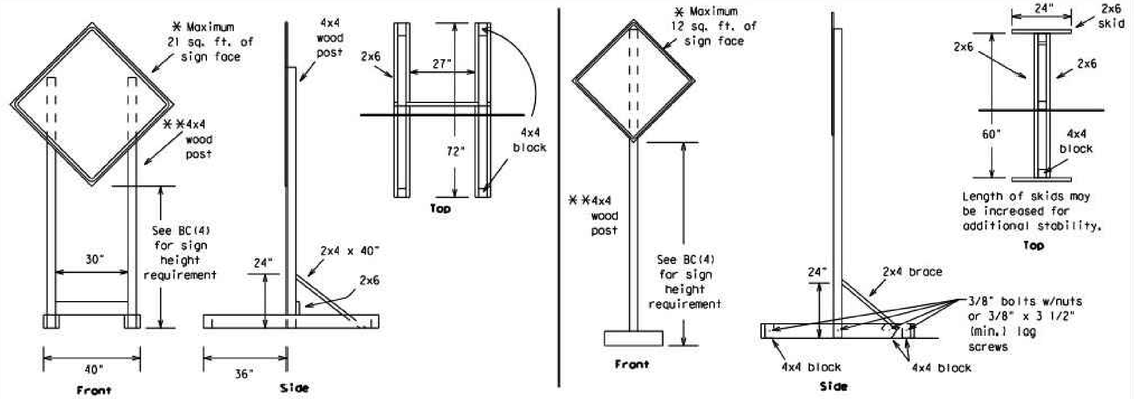
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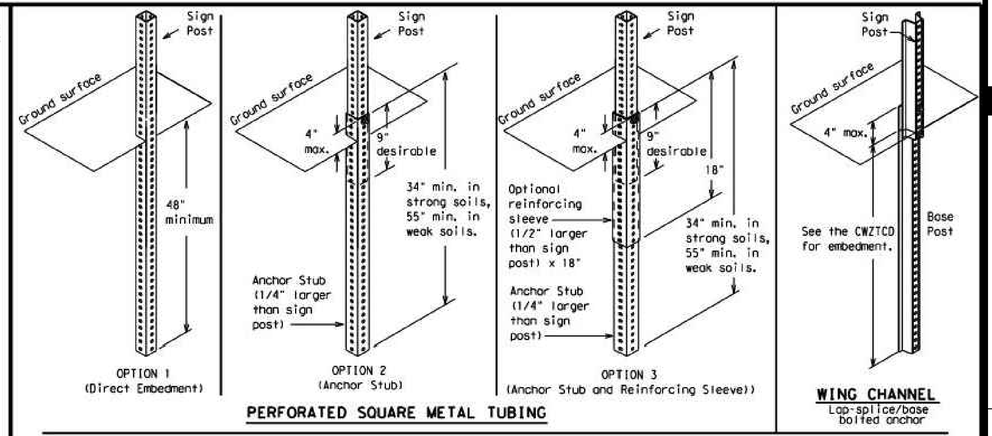
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SKID MOUNTED WOOD SIGN SUPPORTS

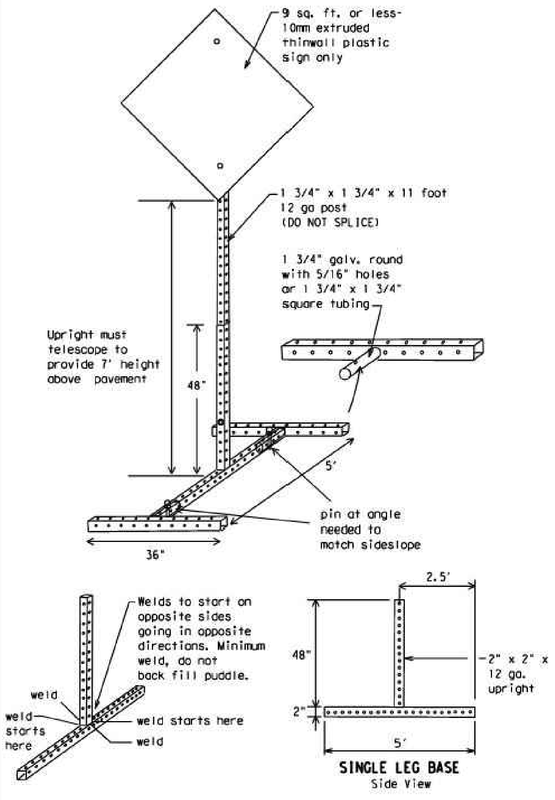
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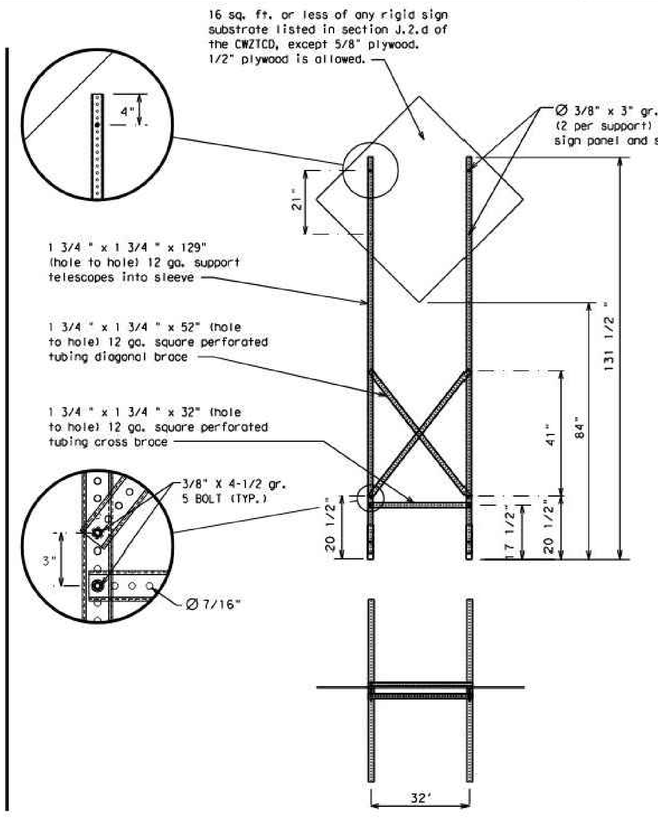


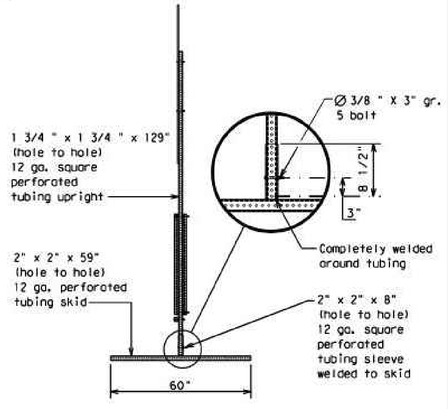
PERFORATED SQUARE METAL TUBING

GROUND MOUNTED SIGN SUPPORTS

Refer to the CWZTCD and the manufacturer's installation procedure for each type sign support.
The maximum sign square footage shall adhere to the manufacturer's recommendation.
Two post installations can be used for larger signs.







SKID MOUNTED PERFORATED SQUARE STEEL TUBING SIGN SUPPORTS

* LONG/INTERMEDIATE TERM STATIONARY - PORTABLE SKID MOUNTED SIGN SUPPORTS

WEDGE ANCHORS

Both steel and plastic Wedge Anchor Systems as shown on the SMD Standard Sheets may be used as temporary sign supports for signs up to 10 square feet of sign face. They may be set in concrete or in sturdy soils if approved by the Engineer. (See web address for "Traffic Engineering Standard Sheets" on BC(1)).

OTHER DESIGNS

MORE DETAILS OF APPROVED LONG/INTERMEDIATE AND SHORT TERM SUPPORTS CAN BE FOUND ON THE CWZTCD LIST. SEE BC(1) FOR WEBSITE LOCATION.

GENERAL NOTES

1. Nails may be used in the assembly of wooden sign supports, but 3/8" bolts with nuts or 3/8" x 3 1/2" lag screws must be used on every joint for final connection.
2. No more than 2 sign posts shall be placed within a 7 ft. circle, except for specific materials noted on the CWZTCD List.
3. When project is completed, all sign supports and foundations shall be removed from the project site. This will be considered subsidiary to Item 502.

* See BC(4) for definition of "Work Duration."

** Wood sign posts MUST be one piece. Splicing will NOT be allowed. Posts shall be painted white.

☐ See the CWZTCD for the type of sign substrate that can be used for each approved sign support.

SHEET 5 OF 12

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION TYPICAL SIGN SUPPORT

BC(5)-21

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DESIGNED BY DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELSFIRM # 10194493
TBAEFIRM # BR 2261
TBPEFIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - BC-(5)

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

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WHEN NOT IN USE, REMOVE THE PCMS FROM THE RIGHT-OF-WAY OR PLACE THE PCMS BEHIND BARRIER OR GUARDRAIL WITH SIGN PANEL TURNED PARALLEL TO TRAFFIC

PORTABLE CHANGEABLE MESSAGE SIGNS

1. The Engineer/Inspector shall approve all messages used on portable changeable message signs (PCMS).
2. Messages on PCMS should contain no more than 8 words (about four to eight characters per word), not including simple words such as "TO," "FOR," "AT," etc.
3. Messages should consist of a single phase, or two phases that alternate. Three-phase messages are not allowed. Each phase of the message should convey a single thought, and must be understood by itself.
4. Use the word "EXIT" to refer to an exit ramp on a freeway; i.e., "EXIT CLOSED." Do not use the term "RAMP."
5. Always use the route or interstate designation (IH, US, SH, FM) along with the number when referring to a roadway.
6. When in use, the bottom of a stationary PCMS message panel should be a minimum 7 feet above the roadway, where possible.
7. The message term "WEEKEND" should be used only if the work is to start on Saturday morning and end by Sunday evening at midnight. Actual days and hours of work should be displayed on the PCMS if work is to begin on Friday evening and/or continue into Monday morning.
8. The Engineer/Inspector may select one of two options which are available for displaying a two-phase message on a PCMS. Each phase may be displayed for either four seconds each or for three seconds each.
9. Do not "flash" messages or words included in a message. The message should be steady burn or continuous while displayed.
10. Do not present redundant information on a two-phase message; i.e., keeping two lines of the message the same and changing the third line.
11. Do not use the word "Danger" in message.
12. Do not display the message "LANES SHIFT LEFT" or "LANES SHIFT RIGHT" on a PCMS. Drivers do not understand the message.
13. Do not display messages that scroll horizontally or vertically across the face of the sign.
14. The following table lists abbreviated words and two-word phrases that are acceptable for use on a PCMS. Both words in a phrase must be displayed together. Words or phrases not on this list should not be abbreviated, unless shown in the TMUTCD.
15. PCMS character height should be at least 18 inches for trailer mounted units. They should be visible from at least 1/2 (.5) mile and the text should be legible from at least 600 feet at night and 800 feet in daylight. Truck mounted units must have a character height of 10 inches and must be legible from at least 400 feet.
16. Each line of text should be centered on the message board rather than left or right justified.
17. If disabled, the PCMS should default to an illegible display that will not alarm motorists and will only be used to alert workers that the PCMS has malfunctioned. A pattern such as a series of horizontal solid bars is appropriate.

WORD OR PHRASE	ABBREVIATION
Access Road	ACCS RD
Alternate	ALT
Avenue	AVE
Best Route	BEST RTE
Boulevard	BLVD
Bridge	BRDG
Cannot	CANT
Center	CTR
Construction Ahead	CONST AHD
CROSSING	XING
Detour Route	DETOUR RTE
Do Not	DONT
East	E
Eastbound	(route) E
Emergency	EMER
Emergency Vehicle	EMER VEH
Entrance, Enter	ENT
Express Lane	EXP LN
Expressway	EXPWY
XXXX Feet	XXXX FT
Fog Ahead	FOG AHD
Freeway	FRWY, FWY
Freeway Blocked	FWY BLKD
Friday	FRI
Hazardous Driving	HAZ DRIVING
Hazardous Material	HAZMAT
High-Occupancy	HOV
Vehicle Highway	HWY
Hour(s)	HR, HRS
Information	INFO
It Is	ITS
Junction	JCT
Left	LFT
Left Lane	LFT LN
Lane Closed	LN CLOSED
Lower Level	LWR LEVEL
Maintenance	MAINT

WORD OR PHRASE	ABBREVIATION
Major	MAJ
Miles	MI
Miles Per Hour	MPH
Minor	MNR
Monday	MON
Normal	NORM
North	N
Northbound	(route) N
Parking	PKING
Road	RD
Right Lane	RT LN
Saturday	SAT
Service Road	SERV RD
Shoulder	SHLDR
Slippery	SLIP
South	S
Southbound	(route) S
Speed	SPD
Street	ST
Sunday	SUN
Telephone	PHONE
Temporary	TEMP
Thursday	THURS
To Downtown	TO DWNTN
Traffic	TRAF
Travelers	TRVLRS
Tuesday	TUES
Time Minutes	TIME MIN
Upper Level	UPR LEVEL
Vehicles (s)	VEH, VEHS
Warning	WARN
Wednesday	WED
Weight Limit	WT LIMIT
West	W
Westbound	(route) W
Wet Pavement	WET PVMT
Will Not	WONT

Roadway designation # IH-number, US-number, SH-number, FM-number

RECOMMENDED PHASES AND FORMATS FOR PCMS MESSAGES DURING ROADWORK ACTIVITIES

(The Engineer may approve other messages not specifically covered here.)

Phase 1: Condition Lists

Road/Lane/Ramp Closure List

FREEWAY CLOSED X MILE	FRONTAGE ROAD CLOSED
ROAD CLOSED AT SH XXX	SHOULDER CLOSED XXX FT
ROAD CLSD AT FM XXXX	RIGHT LN CLOSED XXX FT
RIGHT X LANES CLOSED	RIGHT X LANES OPEN
CENTER LANE CLOSED	DAYTIME LANE CLOSURES
NIGHT LANE CLOSURES	I-XX SOUTH EXIT CLOSED
VARIOUS LANES CLOSED	EXIT XXX CLOSED X MILE
EXIT CLOSED	RIGHT LN TO BE CLOSED
MALL DRIVEWAY CLOSED	X LANES CLOSED TUE - FRI
XXXXXXXX BLVD CLOSED	

Other Condition List

ROADWORK XXX FT	ROAD REPAIRS XXXX FT
FLAGGER XXXX FT	LANE NARROWS XXXX FT
RIGHT LN NARROWS XXXX FT	TWO-WAY TRAFFIC XX MILE
MERGING TRAFFIC XXXX FT	CONST TRAFFIC XXX FT
LOOSE GRAVEL XXXX FT	UNEVEN LANES XXXX FT
DETOUR X MILE	ROUGH ROAD XXXX FT
ROADWORK PAST SH XXXX	ROADWORK NEXT FRI-SUN
BUMP XXXX FT	US XXX EXIT X MILES
TRAFFIC SIGNAL XXXX FT	LANES SHIFT *

* LANES SHIFT in Phase 1 must be used with STAY IN LANE in Phase 2.

Phase 2: Possible Component Lists

Action to Take/Effect on Travel List

MERGE RIGHT	FORM X LINES RIGHT
DETOUR NEXT X EXITS	USE XXXXX RD EXIT
USE EXIT XXX	USE EXIT I-XX NORTH
STAY ON US XXX SOUTH	USE I-XX E TO I-XX N
TRUCKS USE US XXX N	WATCH FOR TRUCKS
WATCH FOR TRUCKS	EXPECT DELAYS
EXPECT DELAYS	PREPARE TO STOP
REDUCE SPEED XXX FT	END SHOULDER USE
USE OTHER ROUTES	WATCH FOR WORKERS
STAY IN LANE *	

Location List

AT FM XXXX
BEFORE RAILROAD CROSSING
NEXT X MILES
PAST US XXX EXIT
XXXXXXX TO XXXXXXX
US XXX TO FM XXXX

Warning List

SPEED LIMIT XX MPH
MAXIMUM SPEED XX MPH
MINIMUM SPEED XX MPH
ADVISORY SPEED XX MPH
RIGHT LANE EXIT
USE CAUTION
DRIVE SAFELY
DRIVE WITH CARE

** Advance Notice List

TUE-FRI XX AM- X PM
APR XX-XX X PM-X AM
BEGINS MONDAY
BEGINS MAY XX
MAY X-X XX PM - XX AM
NEXT FRI-SUN
XX AM TO XX PM
NEXT TUE AUG XX
TONIGHT XX PM- XX AM

* LANES SHIFT in Phase 1 must be used with STAY IN LANE in Phase 2.

** See Application Guidelines Note 6.

APPLICATION GUIDELINES

1. Only 1 or 2 phases are to be used on a PCMS.
2. The 1st phase (or both) should be selected from the "Road/Lane/Ramp Closure List" and the "Other Condition List".
3. A 2nd phase can be selected from the "Action to Take/Effect on Travel, Location, General Warning, or Advance Notice Phase Lists".
4. A Location Phase is necessary only if a distance or location is not included in the first phase selected.
5. If two PCMS are used in sequence, they must be separated by a minimum of 1000 ft. Each PCMS shall be limited to two phases, and should be understandable by themselves.
6. For advance notice, when the current date is within seven days of the actual work date, calendar days should be replaced with days of the week. Advance notification should typically be for no more than one week prior to the work.

WORDING ALTERNATIVES

1. The words RIGHT, LEFT and ALL can be interchanged as appropriate.
2. Roadway designations IH, US, SH, FM and LP can be interchanged as appropriate.
3. EAST, WEST, NORTH and SOUTH (or abbreviations E, W, N and S) can be interchanged as appropriate.
4. Highway names and numbers replaced as appropriate.
5. ROAD, HIGHWAY and FREEWAY can be interchanged as needed.
6. AHEAD may be used instead of distances if necessary.
7. FT and MI, MILE and MILES interchanged as appropriate.
8. AT, BEFORE and PAST interchanged as needed.
9. Distances or AHEAD can be eliminated from the message if a location phase is used.

PCMS SIGNS WITHIN THE R.O.W. SHALL BE BEHIND GUARDRAIL OR CONCRETE BARRIER OR SHALL HAVE A MINIMUM OF FOUR (4) PLASTIC DRUMS PLACED PERPENDICULAR TO TRAFFIC ON THE UPSTREAM SIDE OF THE PCMS, WHEN EXPOSED TO ONE DIRECTION OF TRAFFIC. WHEN EXPOSED TO TWO WAY TRAFFIC, THE FOUR DRUMS SHOULD BE PLACED WITH ONE DRUM AT EACH OF THE FOUR CORNERS OF THE UNIT.

FULL MATRIX PCMS SIGNS

1. When Full Matrix PCMS signs are used, the character height and legibility/visibility requirements shall be maintained as listed in Note 15 under "PORTABLE CHANGEABLE MESSAGE SIGNS" above.
2. When symbol signs, such as the "Flagger Symbol"(CW20-7) are represented graphically on the Full Matrix PCMS sign and, with the approval of the Engineer, it shall maintain the legibility/visibility requirement listed above.
3. When symbol signs are represented graphically on the Full Matrix PCMS, they shall only supplement the use of the static sign represented, and shall not substitute for, or replace that sign.
4. A full matrix PCMS may be used to simulate a flashing arrow board provided it meets the visibility, flash rate and dimming requirements on BC(7), for the same size arrow.

SHEET 6 OF 12

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)

BC(6)-21

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CITY OF AZLE, TEXAS
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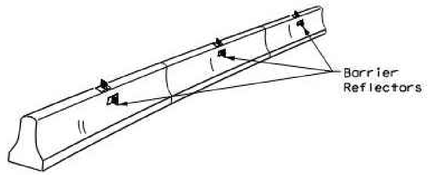
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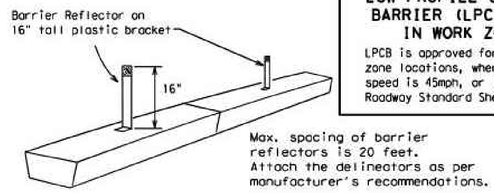
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1. Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
2. Color of Barrier Reflectors shall be as specified in the TMUTCD. The cost of the reflectors shall be considered subsidiary to Item 512.



CONCRETE TRAFFIC BARRIER (CTB)

3. Where traffic is on one side of the CTB, two (2) Barrier Reflectors shall be mounted in approximately the midsection of each section of CTB. An alternate mounting location is uniformly spaced at one end of each CTB. This will allow for attachment of a barrier grapple without damaging the reflector. The Barrier Reflector mounted on the side of the CTB shall be located directly below the reflector mounted on top of the barrier, as shown in the detail above.
4. Where CTB separates two-way traffic, three barrier reflectors shall be mounted on each section of CTB. The reflector unit on top shall have two yellow reflective faces (Bi-Directional)while the reflectors on each side of the barrier shall have one yellow reflective face, as shown in the detail above.
5. When CTB separates traffic travelling in the same direction, no barrier reflectors will be required on top of the CTB.
6. Barrier Reflector units shall be yellow or white in color to match the edgeline being supplemented.
7. Maximum spacing of Barrier Reflectors is forty (40) feet.
8. Pavement markers or temporary flexible-reflective roadway marker tabs shall NOT be used as CTB delineation.
9. Attachment of Barrier Reflectors to CTB shall be per manufacturer's recommendations.
10. Missing or damaged Barrier Reflectors shall be replaced as directed by the Engineer.
11. Single slope barriers shall be delineated as shown on the above detail.

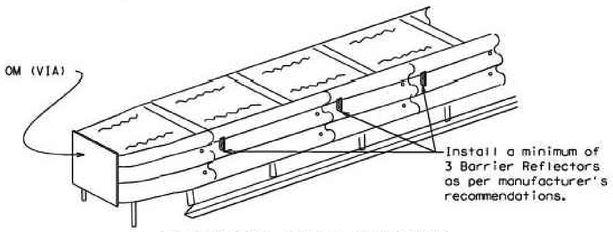


Max. spacing of barrier reflectors is 20 feet.
Attach the delineators as per manufacturer's recommendations.

LOW PROFILE CONCRETE BARRIER (LPCB)

LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES

LPCB is approved for use in work zone locations, where the posted speed is 45mph, or less. See Roadway Standard Sheet LPCB.

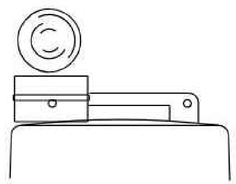


DELINEATION OF END TREATMENTS

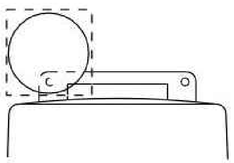
END TREATMENTS FOR CTB'S USED IN WORK ZONES

End treatments used on CTB's in work zones shall meet the apppropriate crashworthy standards as defined in the Manual for Assessing Safety Hardware (MASH). Refer to the CWZTCD List for approved end treatments and manufacturers.

BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS



Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



Warning reflector may be round or square. Must have a yellow reflective surface area of at least 30 square inches

WARNING LIGHTS

1. Warning lights shall meet the requirements of the TMUTCD.
2. Warning lights shall NOT be installed on barricades.
3. Type A-Low Intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "FL". The Type A Warning Lights shall not be used with signs manufactured with Type B_{FL} or C_{FL} Sheeting meeting the requirements of Departmental Material Specification DMS-8300.
4. Type-C and Type D 360 degree Steady Burn Lights are intended to be used in a series for delineation to supplement other traffic control devices. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "SB".
5. The Engineer/Inspector or the plans shall specify the location and type of warning lights to be installed on the traffic control devices.
6. When required by the Engineer, the Contractor shall furnish a copy of the warning lights certification. The warning light manufacturer will certify the warning lights meet the requirements of the latest ITE Purchase Specifications for Flashing and Steady-Burn Warning Lights.
7. When used to delineate curves, Type-C and Type D Steady Burn Lights should only be placed on the outside of the curve, not the inside.
8. The location of warning lights and warning reflectors on drums shall be as shown elsewhere in the plans.

WARNING LIGHTS MOUNTED ON PLASTIC DRUMS

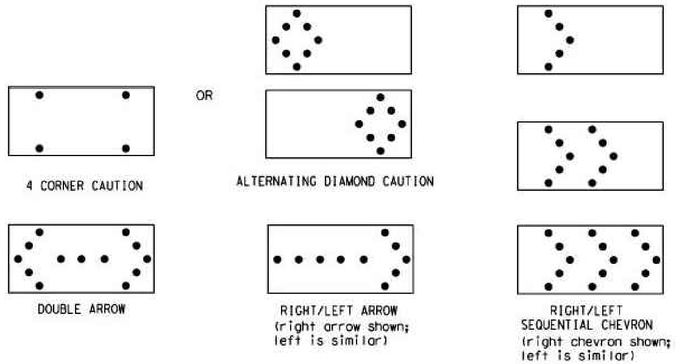
1. Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
2. Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
3. A series of sequential flashing warning lights placed on channelizing devices to form a merging taper may be used for delineation. If used, the successive flashing of the sequential warning lights should occur from the beginning of the taper to the end of the merging taper in order to identify the desired vehicle path. The rate of flashing for each light shall be 65 flashes per minute, plus or minus 10 flashes.
4. Type C and D steady-burn warning lights are intended to be used in a series to delineate the edge of the travel lane on detours, on lane changes, on lane closures, and on other similar conditions.
5. Type A, Type C and Type D warning lights shall be installed at locations as detailed on other sheets in the plans.
6. Warning lights shall not be installed on a drum that has a sign, chevron or vertical panel.
7. The maximum spacing for warning lights on drums should be identical to the channelizing device spacing.

WARNING REFLECTORS MOUNTED ON PLASTIC DRUMS AS A SUBSTITUTE FOR TYPE C (STEADY BURN) WARNING LIGHTS

1. A warning reflector or approved substitute may be mounted on a plastic drum as a substitute for a Type C, steady burn warning light at the discretion of the Contractor unless otherwise noted in the plans.
2. The warning reflector shall be yellow in color and shall be manufactured using a sign substrate approved for use with plastic drums listed on the CWZTCD.
3. The warning reflector shall have a minimum retroreflective surface area (one-side) of 30 square inches.
4. Round reflectors shall be fully reflectorized, including the area where attached to the drum.
5. Square substrates must have a minimum of 30 square inches of reflectorized sheeting. They do not have to be reflectorized where it attaches to the drum.
6. The side of the warning reflector facing approaching traffic shall have sheeting meeting the color and retroreflectivity requirements for DMS 8300-Type B or Type C.
7. When used near two-way traffic, both sides of the warning reflector shall be reflectorized.
8. The warning reflector should be mounted on the side of the handle nearest approaching traffic.
9. The maximum spacing for warning reflectors should be identical to the channelizing device spacing requirements.

Arrow Boards may be located behind channelizing devices in place for a shoulder taper or merging taper, otherwise they shall be delineated with four (4) channelizing devices placed perpendicular to traffic on the upstream side of traffic.

1. The Flashing Arrow Board should be used for all lane closures on multi-lane roadways, or slow moving maintenance or construction activities on the travel lanes.
2. Flashing Arrow Boards should not be used on two-lane, two-way roadways, detours, diversions or work on shoulders unless the "CAUTION" display (see detail below) is used.
3. The Engineer/Inspector shall choose all appropriate signs, barricades and/or other traffic control devices that should be used in conjunction with the Flashing Arrow Board.
4. The Flashing Arrow Board should be able to display the following symbols:



5. The "CAUTION" display consists of four corner lamps flashing simultaneously, or the Alternating Diamond Caution mode as shown.
6. The straight line caution display is NOT ALLOWED.
7. The Flashing Arrow Board shall be capable of minimum 50 percent dimming from rated lamp voltage. The flashing rate of the lamps shall not be less than 25 nor more than 40 flashes per minute.
8. Minimum lamp "on time" shall be approximately 50 percent for the flashing arrow and equal intervals of 25 percent for each sequential phase of the flashing chevron.
9. The sequential arrow display is NOT ALLOWED.
10. The flashing arrow display is the TxDOT standard; however, the sequential chevron display may be used during daylight operations.
11. The Flashing Arrow Board shall be mounted on a vehicle, trailer or other suitable support.
12. A Flashing Arrow Board SHALL NOT BE USED to laterally shift traffic.
13. A full matrix PCMS may be used to simulate a Flashing Arrow Board provided it meets visibility, flash rate and dimming requirements on this sheet for the same size arrow.
14. Minimum mounting height of trailer mounted Arrow Boards should be 7 feet from roadway to bottom of panel.

REQUIREMENTS			
TYPE	MINIMUM SIZE	MINIMUM NUMBER OF PANEL LAMPS	MINIMUM VISIBILITY DISTANCE
B	30 x 60	13	3/4 mile
C	48 x 96	15	1 mile

ATTENTION
Flashing Arrow Boards shall be equipped with automatic dimming devices.

WHEN NOT IN USE, REMOVE THE ARROW BOARD FROM THE RIGHT-OF-WAY OR PLACE THE ARROW BOARD BEHIND CONCRETE TRAFFIC BARRIER OR GUARDRAIL.

FLASHING ARROW BOARDS

TRUCK-MOUNTED ATTENUATORS

1. Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the Manual for Assessing Safety Hardware (MASH).
2. Refer to the CWZTCD for the requirements of Level 2 or Level 3 TMAs.
3. Refer to the CWZTCD for a list of approved TMAs.
4. TMAs are required on freeways unless otherwise noted in the plans.
5. A TMA should be used anytime that it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the work performance.
6. The only reason a TMA should not be required is when a work area is spread down the roadway and the work crew is an extended distance from the TMA.

SHEET 7 OF 12

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION ARROW PANEL, REFLECTORS, WARNING LIGHTS & ATTENUATOR

BC(7)-21

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DERUK TURNER
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GENERAL NOTES

1. For long term stationary work zones on freeways, drums shall be used as the primary channelizing device.
2. For intermediate term stationary work zones on freeways, drums should be used as the primary channelizing device but may be replaced in tangent sections by vertical panels, or 42" two-piece cones. In tangent sections, one-piece cones may be used with the approval of the Engineer but only if personnel are present on the project at all times to maintain the cones in proper position and location.
3. For short term stationary work zones on freeways, drums are the preferred channelizing device but may be replaced in tapers, transitions and tangent sections by vertical panels, two-piece cones or one-piece cones as approved by the Engineer.
4. Drums and all related items shall comply with the requirements of the current version of the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and the "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
5. Drums, bases, and related materials shall exhibit good workmanship and shall be free from objectionable marks or defects that would adversely affect their appearance or serviceability.
6. The Contractor shall have a maximum of 24 hours to replace any plastic drums identified for replacement by the Engineer/Inspector. The replacement device must be an approved device.

GENERAL DESIGN REQUIREMENTS

Pre-qualified plastic drums shall meet the following requirements:

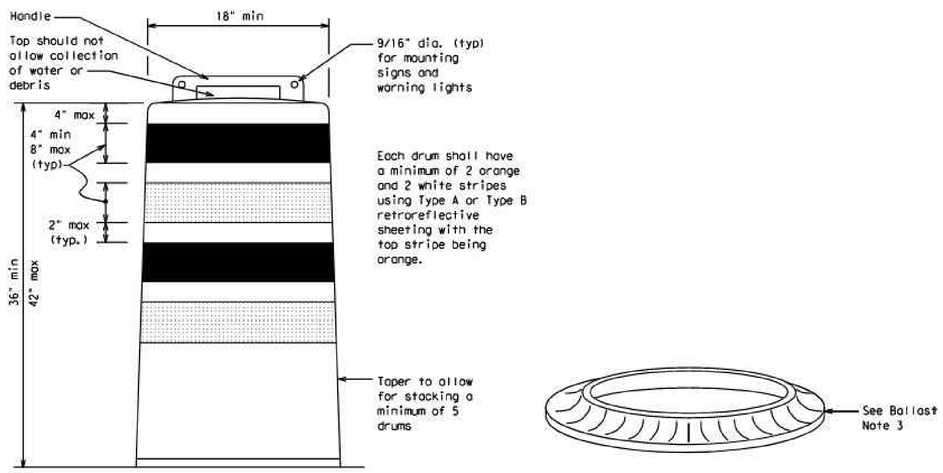
1. Plastic drums shall be a two-piece design; the "body" of the drum shall be the top portion and the "base" shall be the bottom.
2. The body and base shall lock together in such a manner that the body separates from the base when impacted by a vehicle traveling at a speed of 20 MPH or greater but prevents accidental separation due to normal handling and/or air turbulence created by passing vehicles.
3. Plastic drums shall be constructed of lightweight flexible, and deformable materials. The Contractor shall NOT use metal drums or single piece plastic drums as channelization devices or sign supports.
4. Drums shall present a profile that is a minimum of 18 inches in width at the 36 inch height when viewed from any direction. The height of drum unit (body installed on base) shall be a minimum of 36 inches and a maximum of 42 inches.
5. The top of the drum shall have a built-in handle for easy pickup and shall be designed to drain water and not collect debris. The handle shall have a minimum of two widely spaced 9/16 inch diameter holes to allow attachment of a warning light, warning reflector unit or approved compliant sign.
6. The exterior of the drum body shall have a minimum of four alternating orange and white retroreflective circumferential stripes not less than 4 inches nor greater than 8 inches in width. Any non-reflectorized space between any two adjacent stripes shall not exceed 2 inches in width.
7. Bases shall have a maximum width of 36 inches, a maximum height of 4 inches, and a minimum of two footholds of sufficient size to allow base to be held down while separating the drum body from the base.
8. Plastic drums shall be constructed of ultra-violet stabilized, orange, high-density polyethylene (HDPE) or other approved material.
9. Drum body shall have a maximum unballasted weight of 11 lbs.
10. Drum and base shall be marked with manufacturer's name and model number.

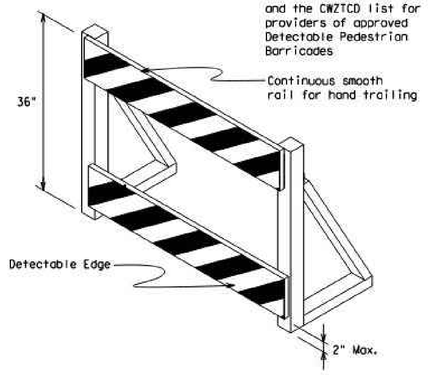
RETROREFLECTIVE SHEETING

1. The stripes used on drums shall be constructed of sheeting meeting the color and retroreflectivity requirements of Departmental Materials Specification DMS-8300, "Sign Face Materials." Type A or Type B reflective sheeting shall be supplied unless otherwise specified in the plans.
2. The sheeting shall be suitable for use on and shall adhere to the drum surface such that, upon vehicular impact, the sheeting shall remain adhered in-place and exhibit no delaminating, cracking, or loss of retroreflectivity other than that loss due to abrasion of the sheeting surface.

BALLAST

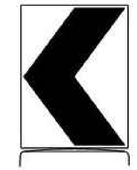
1. Unballasted bases shall be large enough to hold up to 50 lbs. of sand. This base, when filled with the ballast material, should weigh between 35 lbs (minimum) and 50 lbs (maximum). The ballast may be sand in one to three sandbags separate from the base, sand in a sand-filled plastic base, or other ballasting devices as approved by the Engineer. Stacking of sandbags will be allowed, however height of sandbags above pavement surface may not exceed 12 inches.
2. Bases with built-in ballast shall weigh between 40 lbs. and 50 lbs. Built-in ballast can be constructed of an integral crumb rubber base or a solid rubber base.
3. Recycled truck tire sidewalls may be used for ballast on drums approved for this type of ballast on the CWZTCD list.
4. The ballast shall not be heavy objects, water, or any material that would become hazardous to motorists, pedestrians, or workers when the drum is struck by a vehicle.
5. When used in regions susceptible to freezing, drums shall have drainage holes in the bottoms so that water will not collect and freeze becoming a hazard when struck by a vehicle.
6. Ballast shall not be placed on top of drums.
7. Adhesives may be used to secure base of drums to pavement.



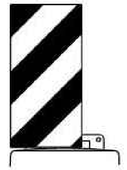


DETECTABLE PEDESTRIAN BARRICADES

1. When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. Refer to WZ(BTS-2) for Pedestrian Control requirements for Sidewalk Diversions, Sidewalk Detours and Crosswalk Closures.
2. Where pedestrians with visual disabilities normally use the closed sidewalk, a Detectable Pedestrian Barricade shall be placed across the full width of the closed sidewalk instead of a Type 3 Barricade.
3. Detectable pedestrian barricades similar to the one pictured above, longitudinal channelizing devices, some concrete barriers, and wood or chain link fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.
4. Tape, rope, or plastic chain strung between devices are not detectable, do not comply with the design standards in the "Americans with Disabilities Act Accessibility Guidelines (ADAAG)" and should not be used as a control for pedestrian movements.
5. Warning lights shall not be attached to detectable pedestrian barricades.
6. Detectable pedestrian barricades should use 8" nominal barricade rails as shown on BC(10) provided that the top rail provides a smooth continuous rail suitable for hand trailing with no splinters, burrs, or sharp edges.



18" x 24" Sign
(Maximum Sign Dimension)
Chevron CW1-8, Opposing Traffic Lane Divider, Driveway sign D70a, Keep Right R4 series or other signs as approved by Engineer



12" x 24" Vertical Panel mount with diagonals sloping down towards travel way

Plywood, Aluminum or Metal sign substrates shall NOT be used on plastic drums

SIGNS, CHEVRONS, AND VERTICAL PANELS MOUNTED ON PLASTIC DRUMS

1. Signs used on plastic drums shall be manufactured using substrates listed on the CWZTCD.
2. Chevrons and other work zone signs with an orange background shall be manufactured with Type B_{FL} or Type C_{FL} Orange sheeting meeting the color and retroreflectivity requirements of DMS-8300, "Sign Face Material," unless otherwise specified in the plans.
3. Vertical Panels shall be manufactured with orange and white sheeting meeting the requirements of DMS-8300 Type A or Type B. Diagonal stripes on Vertical Panels shall slope down toward the intended traveled lane.
4. Other sign messages (text or symbolic) may be used as approved by the Engineer. Sign dimensions shall not exceed 18 inches in width or 24 inches in height, except for the R9 series signs discussed in note 8 below.
5. Signs shall be installed using a 1/2 inch bolt (nominal) and nut, two washers, and one locking washer for each connection.
6. Mounting bolts and nuts shall be fully engaged and adequately torqued. Bolts should not extend more than 1/2 inch beyond nuts.
7. Chevrons may be placed on drums on the outside of curves, on merging tapers or on shifting tapers. When used in these locations, they may be placed on every drum or spaced not more than on every third drum. A minimum of three (3) should be used at each location called for in the plans.
8. R9-9, R9-10, R9-11 and R9-11a Sidewalk Closed signs which are 24 inches wide may be mounted on plastic drums, with approval of the Engineer.

SHEET 8 OF 12

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(8)-21

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DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

TXDOT - BC-(8)

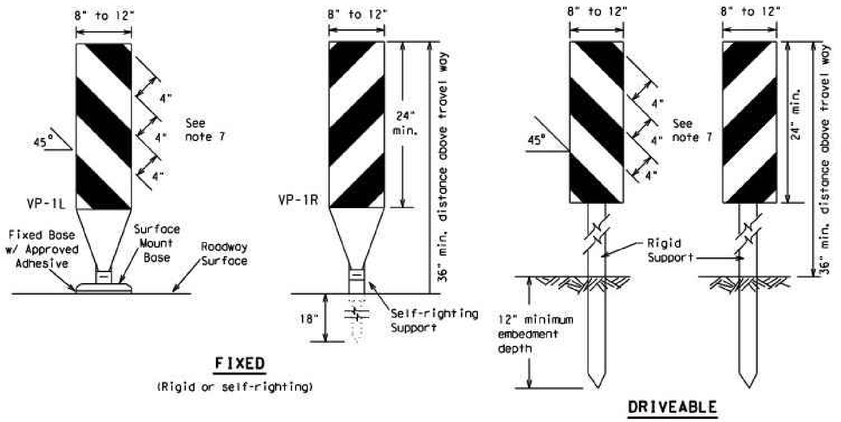
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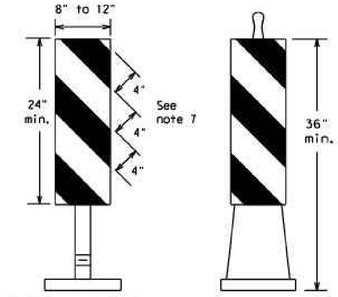
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FIXED
(Rigid or self-righting)

DRIVEABLE

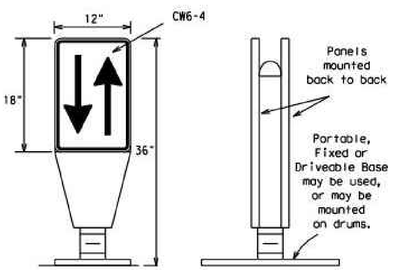


(Rigid or self-righting)

PORTABLE

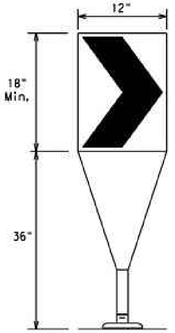
1. Vertical Panels (VP's) are normally used to channelize traffic or divide opposing lanes of traffic.
2. VP's may be used in daytime or nighttime situations. They may be used at the edge of shoulder drop-offs and other areas such as lane transitions where positive daytime and nighttime delineation is required. The Engineer/Inspector shall refer to the Roadway Design Manual for additional requirements on the use VP's for drop-offs.
3. VP's should be mounted back to back if used at the edge of cuts adjacent to two-way two lane roadways. Stripes are to be reflective orange and reflective white and should always slope downward toward the travel lane.
4. VP's used on expressways and freeways or other high speed roadways, may have more than 270 square inches of retroreflective area facing traffic.
5. Self-righting supports are available with portable base. See "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
6. Sheeting for the VP's shall be retroreflective Type A or Type B conforming to Departmental Material Specification DMS-8300, unless noted otherwise.
7. Where the height of reflective material on the vertical panel is 36 inches or greater, a panel stripe of 6 inches shall be used.

VERTICAL PANELS (VPs)



1. Opposing Traffic Lane Dividers (OTLD) are delineation devices designed to convert a normal one-way roadway section to two-way operation. OTLD's are used on temporary centerlines. The upward and downward arrows on the sign's face indicate the direction of traffic on either side of the divider. The base is secured to the pavement with an adhesive or rubber weight to minimize movement caused by a vehicle impact or wind gust.
2. The OTLD may be used in combination with 42" cones or VPs.
3. Spacing between the OTLD shall not exceed 500 feet. 42" cones or VPs placed between the OTLD's should not exceed 100 foot spacing.
4. The OTLD shall be orange with a black non-reflective legend. Sheeting for the OTLD shall be retroreflective Type B_{FL} or Type C_{FL} conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.

OPPOSING TRAFFIC LANE DIVIDERS (OTLD)



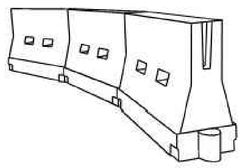
Fixed Base w/ Approved Adhesive (Driveable Base, or Flexible Support can be used)

1. The chevron shall be a vertical rectangle with a minimum size of 12 by 18 inches.
2. Chevrons are intended to give notice of a sharp change of alignment with the direction of travel and provide additional emphasis and guidance for vehicle operators with regard to changes in horizontal alignment of the roadway.
3. Chevrons, when used, shall be erected on the outside of a sharp curve or turn, or on the far side of an intersection. They shall be in line with and at right angles to approaching traffic. Spacing should be such that the motorist always has three in view, until the change in alignment eliminates its need.
4. To be effective, the chevron should be visible for at least 500 feet.
5. Chevrons shall be orange with a black nonreflective legend. Sheeting for the chevron shall be retroreflective Type B_{FL} or Type C_{FL} conforming to Departmental Material Specification DMS-8300, unless noted otherwise. The legend shall meet the requirements of DMS-8300.
6. For Long Term Stationary use on tapers or transitions on freeways and divided highways, self-righting chevrons may be used to supplement plastic drums but not to replace plastic drums.

CHEVRONS

GENERAL NOTES

1. Work Zone channelizing devices illustrated on this sheet may be installed in close proximity to traffic and are suitable for use on high or low speed roadways. The Engineer/Inspector shall ensure that spacing and placement is uniform and in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
2. Channelizing devices shown on this sheet may have a driveable, fixed or portable base. The requirement for self-righting channelizing devices must be specified in the General Notes or other plan sheets.
3. Channelizing devices on self-righting supports should be used in work zone areas where channelizing devices are frequently impacted by errant vehicles or vehicle related wind gusts making alignment of the channelizing devices difficult to maintain. Locations of these devices shall be detailed elsewhere in the plans. These devices shall conform to the TMUTCD and the "Compliant Work Zone Traffic Control Devices List" (CWZTCD).
4. The Contractor shall maintain devices in a clean condition and replace damaged, nonreflective, faded, or broken devices and bases as required by the Engineer/Inspector. The Contractor shall be required to maintain proper device spacing and alignment.
5. Portable bases shall be fabricated from virgin and/or recycled rubber. The portable bases shall weigh a minimum of 30 lbs.
6. Pavement surfaces shall be prepared in a manner that ensures proper bonding between the adhesives, the fixed mount bases and the pavement surface. Adhesives shall be prepared and applied according to the manufacturer's recommendations.
7. The installation and removal of channelizing devices shall not cause detrimental effects to the final pavement surfaces, including pavement surface discoloration or surface integrity. Driveable bases shall not be permitted on final pavement surfaces. The Engineer/Inspector shall approve all application and removal procedures of fixed bases.



LONGITUDINAL CHANNELIZING DEVICES (LCD)

1. LCDs are crashworthy, lightweight, deformable devices that are highly visible, have good target value and can be connected together. They are not designed to contain or redirect a vehicle on impact.
2. LCDs may be used instead of a line of cones or drums.
3. LCDs shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
4. LCDs should not be used to provide positive protection for obstacles, pedestrians or workers.
5. LCDs shall be supplemented with retroreflective delineation as required for temporary barriers on BC(7) when placed roughly parallel to the travel lanes.
6. LCDs used as barricades placed perpendicular to traffic should have at least one row of reflective sheeting meeting the requirements for barricade rails as shown on BC(10). Place reflective sheeting near the top of the LCD along the full length of the device.

WATER BALLASTED SYSTEMS USED AS BARRIERS

1. Water ballasted systems used as barriers shall not be used solely to channelize road users, but also to protect the work space per the appropriate Manual for Assessing Safety Hardware (MASH) crashworthiness requirements based on roadway speed and barrier application.
2. Water ballasted systems used to channelize vehicular traffic shall be supplemented with retroreflective delineation or channelizing devices to improve daytime/nighttime visibility. They may also be supplemented with pavement markings.
3. Water ballasted systems used as barriers shall be placed in accordance to application and installation requirements specific to the device, and used only when shown on the CWZTCD list.
4. Water ballasted systems used as barriers should not be used for a merging taper except in low speed (less than 45 MPH) urban areas. When used on a taper in a low speed urban area, the taper shall be delineated and the taper length should be designed to optimize road user operations considering the available geometric conditions.
5. When water ballasted systems used as barriers have blunt ends exposed to traffic, they should be attenuated as per manufacturer recommendations or flared to a point outside the clear zone.

If used to channelize pedestrians, longitudinal channelizing devices or water ballasted systems must have a continuous detectable bottom for users of long cones and the top of the unit shall not be less than 32 inches in height.

HOLLOW OR WATER BALLASTED SYSTEMS USED AS LONGITUDINAL CHANNELIZING DEVICES OR BARRIERS

Posted Speed	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'
35		205'	225'	245'	35'	70'
40		265'	295'	320'	40'	80'
45	L=WS	450'	495'	540'	45'	90'
50		500'	550'	600'	50'	100'
55		550'	605'	660'	55'	110'
60		600'	660'	720'	60'	120'
65		650'	715'	780'	65'	130'
70		700'	770'	840'	70'	140'
75		750'	825'	900'	75'	150'
80		800'	880'	960'	80'	160'

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

SUGGESTED MAXIMUM SPACING OF CHANNELIZING DEVICES AND MINIMUM DESIRABLE TAPER LENGTHS

SHEET 9 OF 12

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(9)-21

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DESIGNED: DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
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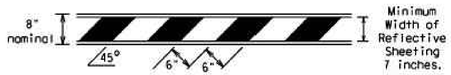
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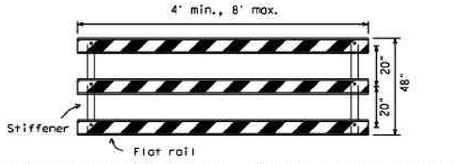
TYPE 3 BARRICADES

1. Refer to the Compliant Work Zone Traffic Control Devices List (CWZTCD) for details of the Type 3 Barricades and a list of all materials used in the construction of Type 3 Barricades.
2. Type 3 Barricades shall be used at each end of construction projects closed to all traffic.
3. Barricades extending across a roadway should have stripes that slope downward in the direction toward which traffic must turn in detouring. When both right and left turns are provided, the chevron striping may slope downward in both directions from the center of the barricade. Where no turns are provided at a closed road, striping should slope downward in both directions toward the center of roadway.
4. Striping of rails, for the right side of the roadway, should slope downward to the left. For the left side of the roadway, striping should slope downward to the right.
5. Identification markings may be shown only on the back of the barricade rails. The maximum height of letters and/or company logos used for identification shall be 1".
6. Barricades shall not be placed parallel to traffic unless an adequate clear zone is provided.
7. Warning lights shall NOT be installed on barricades.
8. Where barricades require the use of weights to keep from turning over, the use of sandbags with dry, cohesionless sand is recommended. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight. Sand bags shall not be stacked in a manner that covers any portion of a barricade rails reflective sheeting. Rock, concrete, iron, steel or other solid objects will NOT be permitted. Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs. Sandbags shall be made of a durable material that tears upon vehicular impact. Rubber (such as tire inner tubes) shall not be used for sandbags. Sandbags shall only be placed along or upon the base supports of the device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners.
9. Sheeting for barricades shall be retroreflective Type A or Type B conforming to Departmental Material Specification DMS-8300 unless otherwise noted.

Barricades shall NOT be used as a sign support.

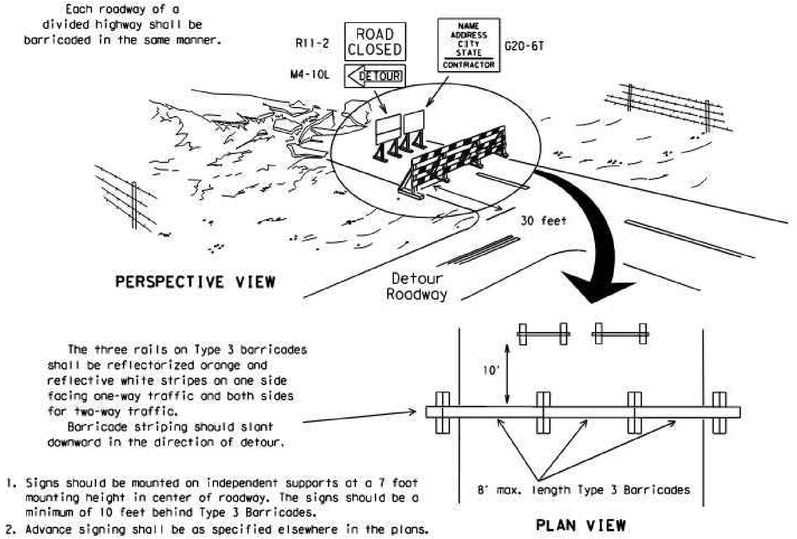


TYPICAL STRIPING DETAIL FOR BARRICADE RAIL



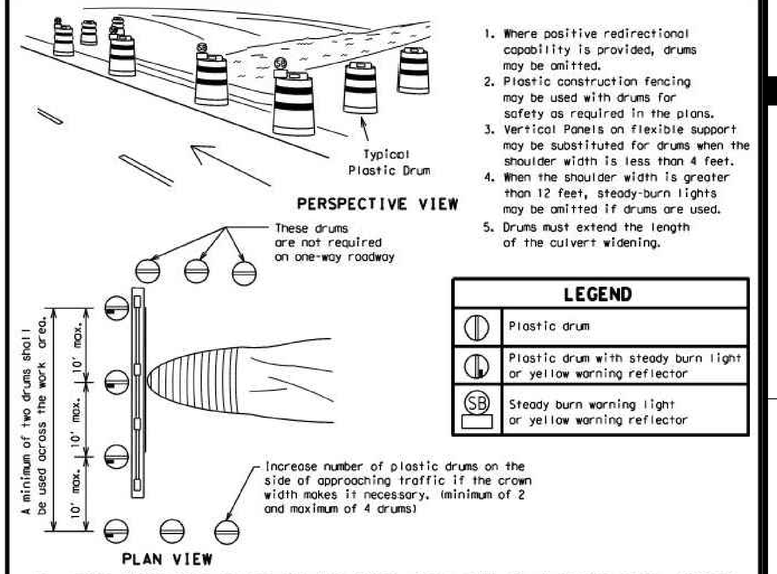
Stiffener may be inside or outside of support, but no more than 2 stiffeners shall be allowed on one barricade.

TYPICAL PANEL DETAIL FOR SKID OR POST TYPE BARRICADES



1. Signs should be mounted on independent supports at a 7 foot mounting height in center of roadway. The signs should be a minimum of 10 feet behind Type 3 Barricades.
2. Advance signing shall be as specified elsewhere in the plans.

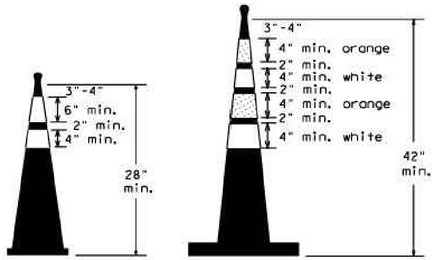
TYPE 3 BARRICADE (POST AND SKID) TYPICAL APPLICATION



1. Where positive redirectional capability is provided, drums may be omitted.
2. Plastic construction fencing may be used with drums for safety as required in the plans.
3. Vertical Panels on flexible support may be substituted for drums when the shoulder width is less than 4 feet.
4. When the shoulder width is greater than 12 feet, steady-burn lights may be omitted if drums are used.
5. Drums must extend the length of the culvert widening.

LEGEND	
	Plastic drum
	Plastic drum with steady burn light or yellow warning reflector
SB	Steady burn warning light or yellow warning reflector

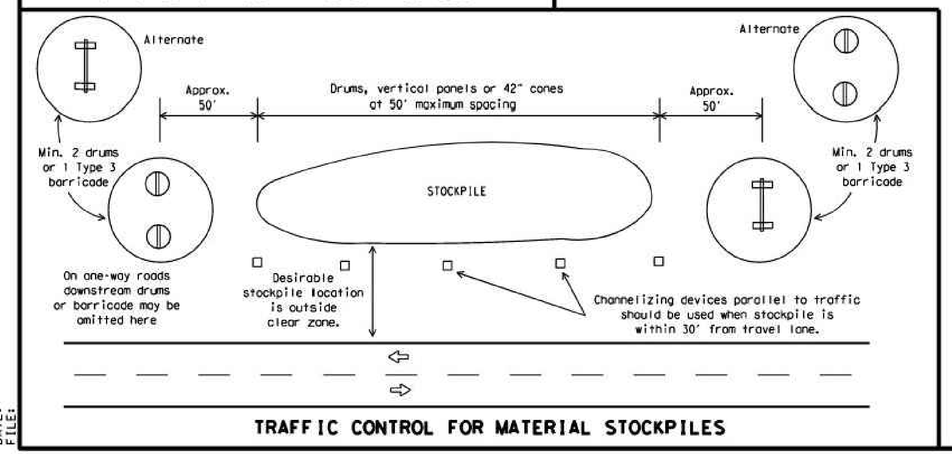
CULVERT WIDENING OR OTHER ISOLATED WORK WITHIN THE PROJECT LIMITS



28" Cones shall have a minimum weight of 9 1/2 lbs.

42" 2-piece cones shall have a minimum weight of 30 lbs. including base.

1. Traffic cones and tubular markers shall be predominantly orange, and meet the height and weight requirements shown above.
2. One-piece cones have the body and base of the cone molded in one consolidated unit. Two-piece cones have a cone shaped body and a separate rubber base, or ballast, that is added to keep the device upright and in place.
3. Two-piece cones may have a handle or loop extending up to 8" above the minimum height shown, in order to aid in retrieving the device.
4. Cones or tubular markers shall have white or white and orange reflective bands as shown above. The reflective bands shall have a smooth, sealed outer surface and meet the requirements of Departmental Material Specification DMS-8300 Type A or Type B.
5. 28" cones and tubular markers are generally suitable for short duration and short-term stationary work as defined on BC(4). These should not be used for intermediate-term or long-term stationary work unless personnel is on-site to maintain them in their proper upright position.
6. 42" two-piece cones, vertical panels or drums are suitable for all work zone durations.
7. Cones or tubular markers used on each project should be of the same size and shape.



TRAFFIC CONTROL FOR MATERIAL STOCKPILES

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SHEET 10 OF 12

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION CHANNELIZING DEVICES

BC(10)-21

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DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

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TBPELS FIRM # 10194493
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WORK ZONE PAVEMENT MARKINGS

GENERAL

1. The Contractor shall be responsible for maintaining work zone and existing pavement markings, in accordance with the standard specifications and special provisions, on all roadways open to traffic within the CSJ limits unless otherwise stated in the plans.
2. Color, patterns and dimensions shall be in conformance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
3. Additional supplemental pavement marking details may be found in the plans or specifications.
4. Pavement markings shall be installed in accordance with the TMUTCD and as shown on the plans.
5. When short term markings are required on the plans, short term markings shall conform with the TMUTCD, the plans and details as shown on the Standard Plan Sheet WZ(STPM).
6. When standard pavement markings are not in place and the roadway is opened to traffic, DO NOT PASS signs shall be erected to mark the beginning of the sections where passing is prohibited and PASS WITH CARE signs at the beginning of sections where passing is permitted.
7. All work zone pavement markings shall be installed in accordance with Item 662, "Work Zone Pavement Markings."

RAISED PAVEMENT MARKERS

1. Raised pavement markers are to be placed according to the patterns on BC(12).
2. All raised pavement markers used for work zone markings shall meet the requirements of Item 672, "RAISED PAVEMENT MARKERS" and Departmental Material Specification DMS-4200 or DMS-4300.

PREFABRICATED PAVEMENT MARKINGS

1. Removable prefabricated pavement markings shall meet the requirements of DMS-8241.
2. Non-removable prefabricated pavement markings (foil back) shall meet the requirements of DMS-8240.

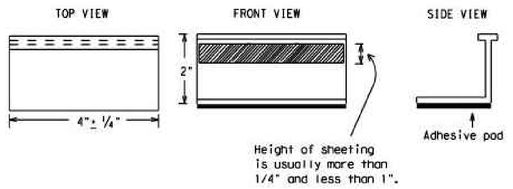
MAINTAINING WORK ZONE PAVEMENT MARKINGS

1. The Contractor will be responsible for maintaining work zone pavement markings within the work limits.
2. Work zone pavement markings shall be inspected in accordance with the frequency and reporting requirements of work zone traffic control device inspections as required by Form 599.
3. The markings should provide a visible reference for a minimum distance of 300 feet during normal daylight hours and 160 feet when illuminated by automobile low-beam headlights at night, unless sight distance is restricted by roadway geometrics.
4. Markings failing to meet this criteria within the first 30 days after placement shall be replaced at the expense of the Contractor as per Specification Item 662.

REMOVAL OF PAVEMENT MARKINGS

1. Pavement markings that are no longer applicable, could create confusion or direct a motorist toward or into the closed portion of the roadway shall be removed or obliterated before the roadway is opened to traffic.
2. The above shall not apply to detours in place for less than three days, where flaggers and/or sufficient channelizing devices are used in lieu of markings to outline the detour route.
3. Pavement markings shall be removed to the fullest extent possible, so as not to leave a discernable marking. This shall be by any method approved by TxDOT Specification Item 677 for "Eliminating Existing Pavement Markings and Markers".
4. The removal of pavement markings may require resurfacing or seal coating portions of the roadway as described in Item 677.
5. Subject to the approval of the Engineer, any method that proves to be successful on a particular type pavement may be used.
6. Blast cleaning may be used but will not be required unless specifically shown in the plans.
7. Over-painting of the markings SHALL NOT BE permitted.
8. Removal of raised pavement markers shall be as directed by the Engineer.
9. Removal of existing pavement markings and markers will be paid for directly in accordance with Item 677, "ELIMINATING EXISTING PAVEMENT MARKINGS AND MARKERS," unless otherwise stated in the plans.
10. Black-out marking tape may be used to cover conflicting existing markings for periods less than two weeks when approved by the Engineer.

Temporary Flexible-Reflective Roadway Marker Tabs



STAPLES OR NAILS SHALL NOT BE USED TO SECURE TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS TO THE PAVEMENT SURFACE

1. Temporary flexible-reflective roadway marker tabs used as guidemarks shall meet the requirements of DMS-8242.
2. Tabs detailed on this sheet are to be inspected and accepted by the Engineer or designated representative. Sampling and testing is not normally required, however at the option of the Engineer, either "A" or "B" below may be imposed to assure quality before placement on the roadway.
   A. Select five (5) or more tabs at random from each lot or shipment and submit to the Construction Division, Materials and Pavement Section to determine specification compliance.
   B. Select five (5) tabs and perform the following test. Affix five (5) tabs at 24 inch intervals on an asphaltic pavement in a straight line. Using a medium size passenger vehicle or pickup, run over the markers with the front and rear tires at a speed of 35 to 40 miles per hour, four (4) times in each direction. No more than one (1) out of the five (5) reflective surfaces shall be lost or displaced as a result of this test.
3. Small design variances may be noted between tab manufacturers.
4. See Standard Sheet WZ(STPM) for tab placement on new pavements. See Standard Sheet TCP(7-1) for tab placement on seal coat work.

RAISED PAVEMENT MARKERS USED AS GUIDEMARKS

1. Raised pavement markers used as guidemarks shall be from the approved product list, and meet the requirements of DMS-4200.
2. All temporary construction raised pavement markers provided on a project shall be of the same manufacturer.
3. Adhesive for guidemarks shall be bituminous material hot applied or butyl rubber pad for all surfaces, or thermoplastic for concrete surfaces.

Guidemarks shall be designated as:
YELLOW - (two amber reflective surfaces with yellow body).
WHITE - (one silver reflective surface with white body).

DEPARTMENTAL MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
TRAFFIC BUTTONS	DMS-4300
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240
TEMPORARY REMOVABLE, PREFABRICATED PAVEMENT MARKINGS	DMS-8241
TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS	DMS-8242

A list of prequalified reflective raised pavement markers, non-reflective traffic buttons, roadway marker tabs and other pavement markings can be found at the Material Producer List web address shown on BC(1).

SHEET 11 OF 12

Texas Department of Transportation | Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKINGS

BC(11)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT February 1998	CONT	SECT	JOB	HIGHWAY
REVISIONS 2-98 9-07 5-21 1-02 7-13 11-02 8-14	DIST	COUNTY		SHEET NO.

105

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - BC-(11)

NO.	REVISION	DATE

PROJECT # 21256 | SCALE N.T.S.
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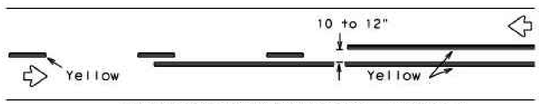
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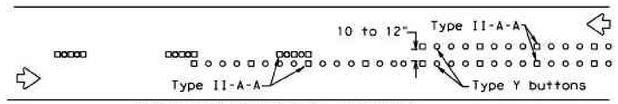
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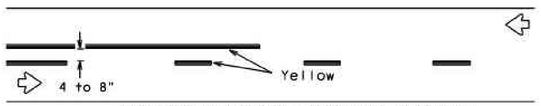
PAVEMENT MARKING PATTERNS



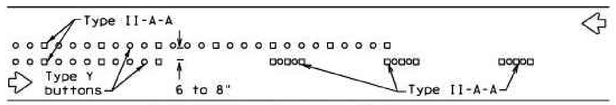
REFLECTORIZED PAVEMENT MARKINGS - PATTERN A



RAISED PAVEMENT MARKERS - PATTERN A



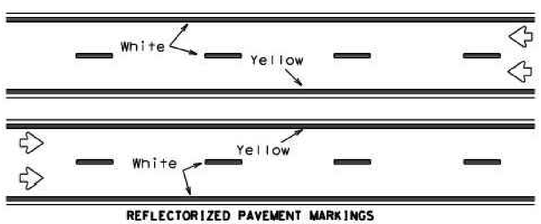
REFLECTORIZED PAVEMENT MARKINGS - PATTERN B



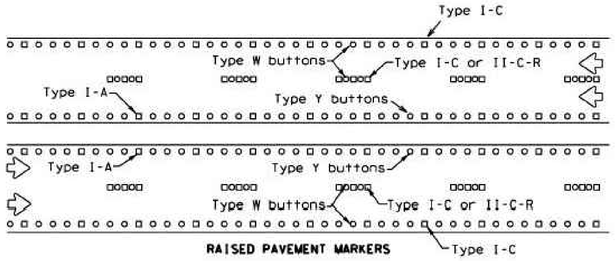
RAISED PAVEMENT MARKERS - PATTERN B

Pattern A is the TXDOT Standard, however Pattern B may be used if approved by the Engineer.
Prefabricated markings may be substituted for reflectorized pavement markings.

CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO-LANE, TWO-WAY HIGHWAYS



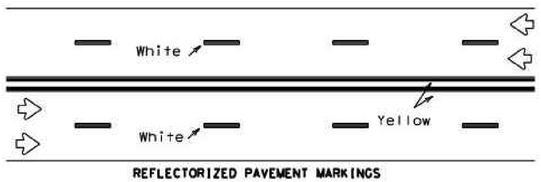
REFLECTORIZED PAVEMENT MARKINGS



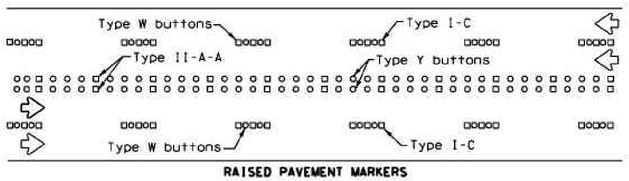
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

EDGE & LANE LINES FOR DIVIDED HIGHWAY



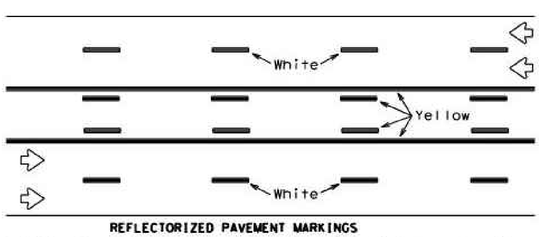
REFLECTORIZED PAVEMENT MARKINGS



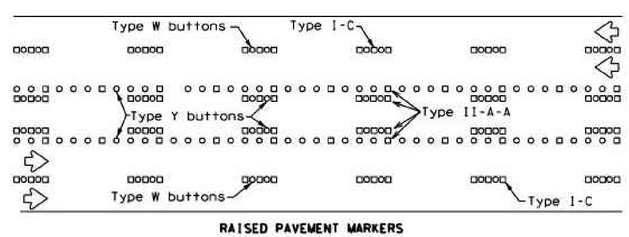
RAISED PAVEMENT MARKERS

Prefabricated markings may be substituted for reflectorized pavement markings.

LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



REFLECTORIZED PAVEMENT MARKINGS



RAISED PAVEMENT MARKERS

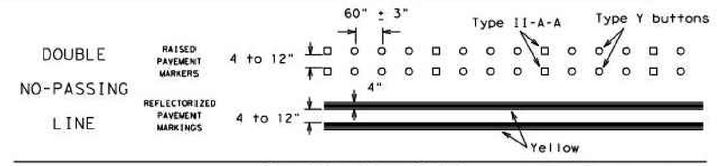
Prefabricated markings may be substituted for reflectorized pavement markings.

TWO-WAY LEFT TURN LANE

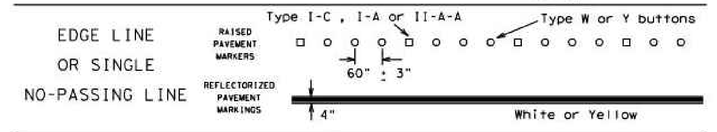
STANDARD WORK ZONE PAVEMENT MARKINGS DETAILS

SOLID LINES

DOUBLE NO-PASSING LINE

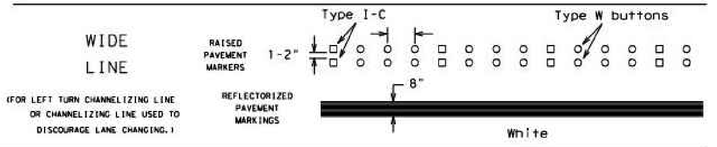


EDGE LINE OR SINGLE NO-PASSING LINE



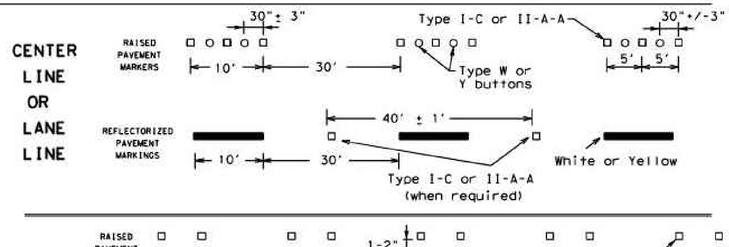
WIDE LINE

(FOR LEFT TURN CHANNELIZING LINE OR CHANNELIZING LINE USED TO DISCOURAGE LANE CHANGING.)

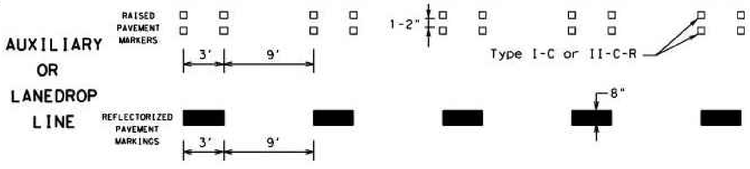


BROKEN LINES

CENTER LINE OR LANE LINE

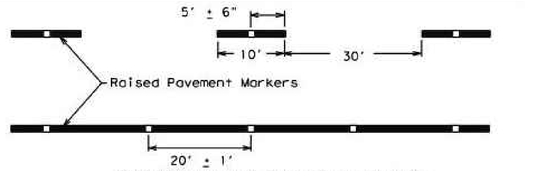


AUXILIARY OR LANEDROP LINE



REMOVABLE MARKINGS WITH RAISED PAVEMENT MARKERS

If raised pavement markers are used to supplement REMOVABLE markings, the markers shall be applied to the top of the tape at the approximate mid length of tape used for broken lines or at 20 foot spacing for solid lines. This allows an easier removal of raised pavement markers and tape.



Centerline only - not to be used on edge lines

Raised pavement markers used as standard pavement markings shall be from the approved products list and meet the requirements of Item 672 "RAISED PAVEMENT MARKERS."

SHEET 12 OF 12

Texas Department of Transportation — Traffic Safety Division Standard

BARRICADE AND CONSTRUCTION PAVEMENT MARKING PATTERNS

BC(12)-21

FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS 1-97 9-07 5-21 2-98 7-13 11-02 8-14	DIST	COUNTY		SHEET NO.

106

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - BC-(12)

NO.	REVISION	DATE

PROJECT # 21256 | SCALE N.T.S.

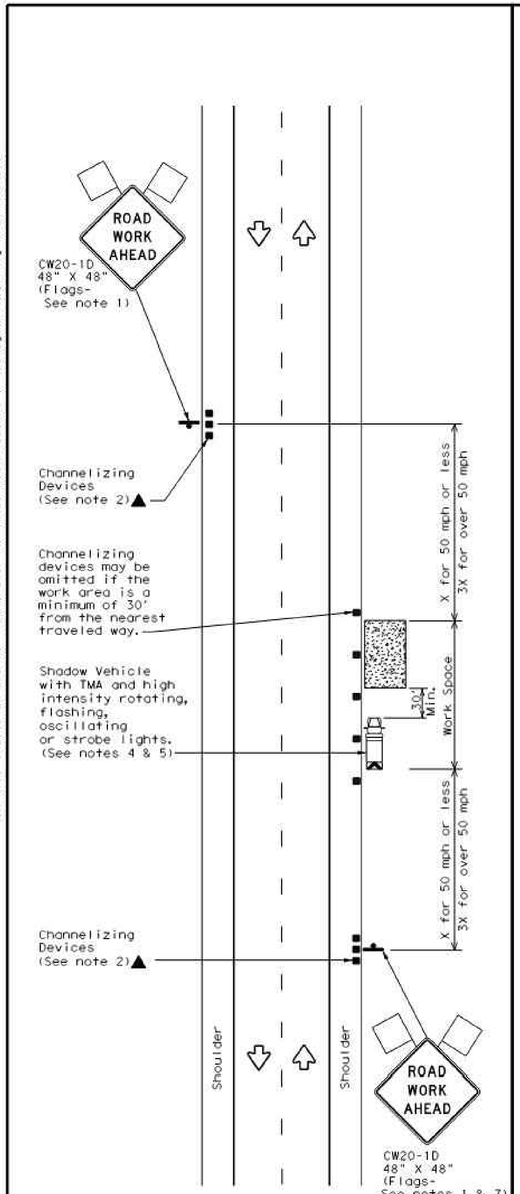
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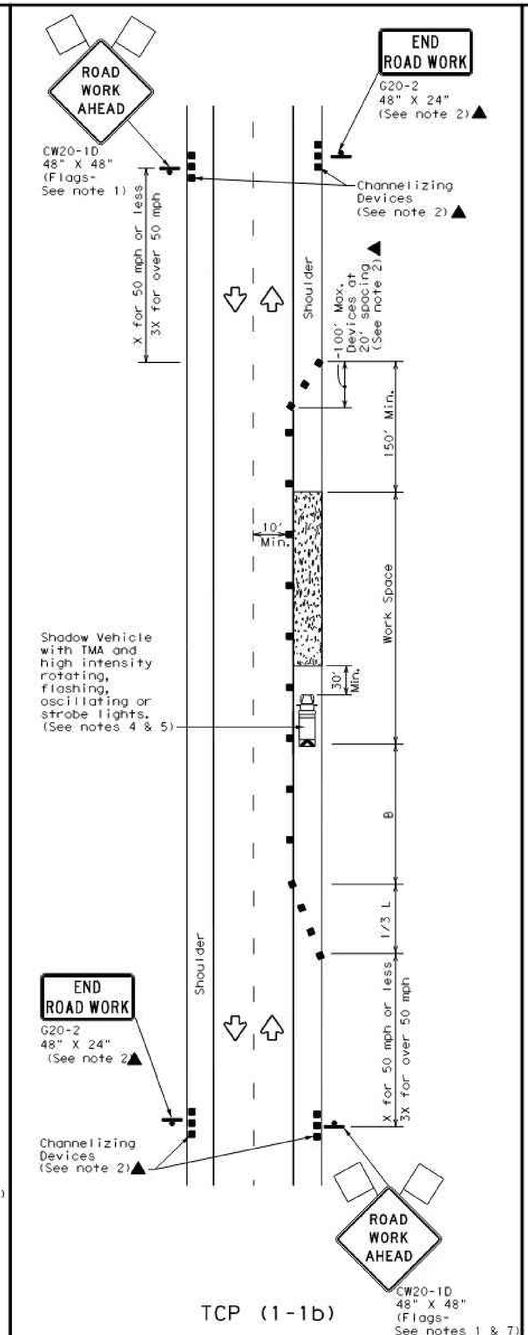
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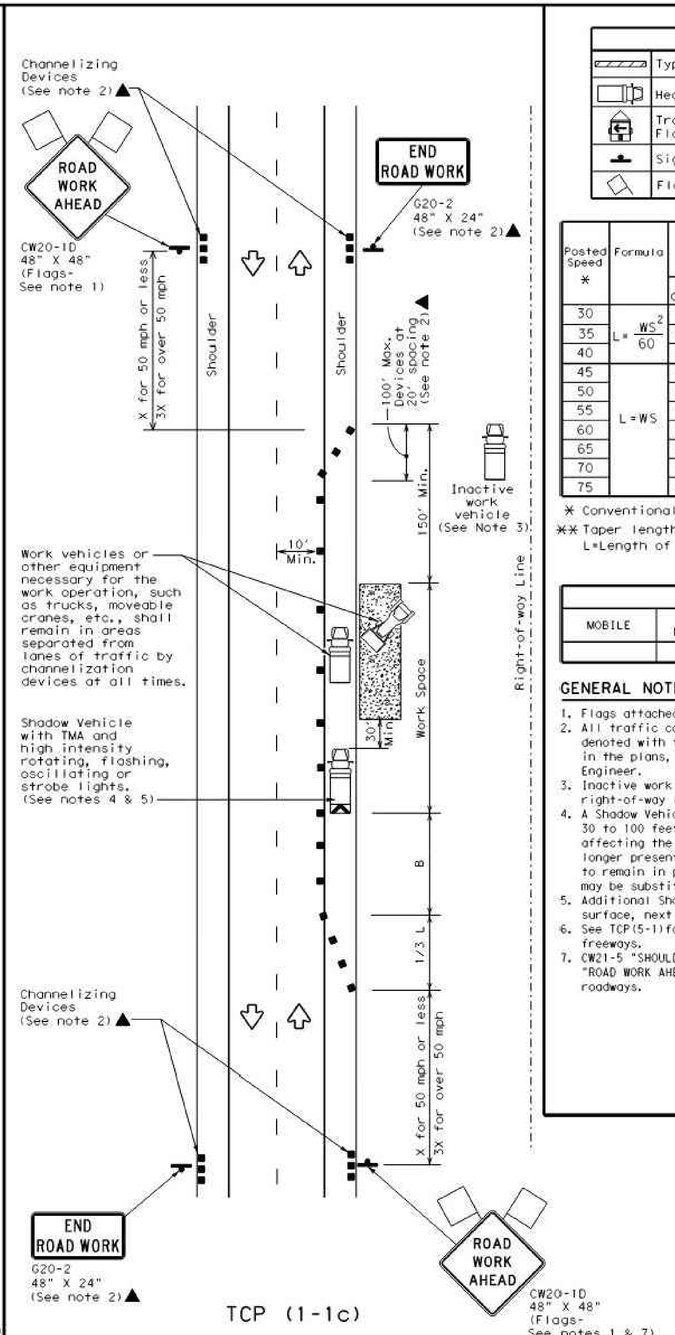
TCP (1-1a)

WORK SPACE NEAR SHOULDER
Conventional Roads



TCP (1-1b)

WORK SPACE ON SHOULDER
Conventional Roads



TCP (1-1c)

WORK VEHICLES ON SHOULDER
Conventional Roads

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices: On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
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

1. Flags attached to signs where shown are REQUIRED.
2. 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.
3. Inactive work vehicles or other equipment should be parked near the right-of-way line and not parked on the paved shoulder.
4. 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.
5. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
6. See TCP(5-1)for shoulder work on divided highways, expressways and freeways.
7. 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

FILE: tcp1-1-18.dgn	DN:	CK:	DW:	CK:
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REVISIONS				
2-94 4-98	DIST	COUNTY		SHEET NO.
8-95 2-12				
1-97 2-18				
151				

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELSFIRM # 10194493
TBAEFIRM # BR 2261
TBPEFIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

TXDOT - TCP-1 (1)

NO.	REVISION	DATE

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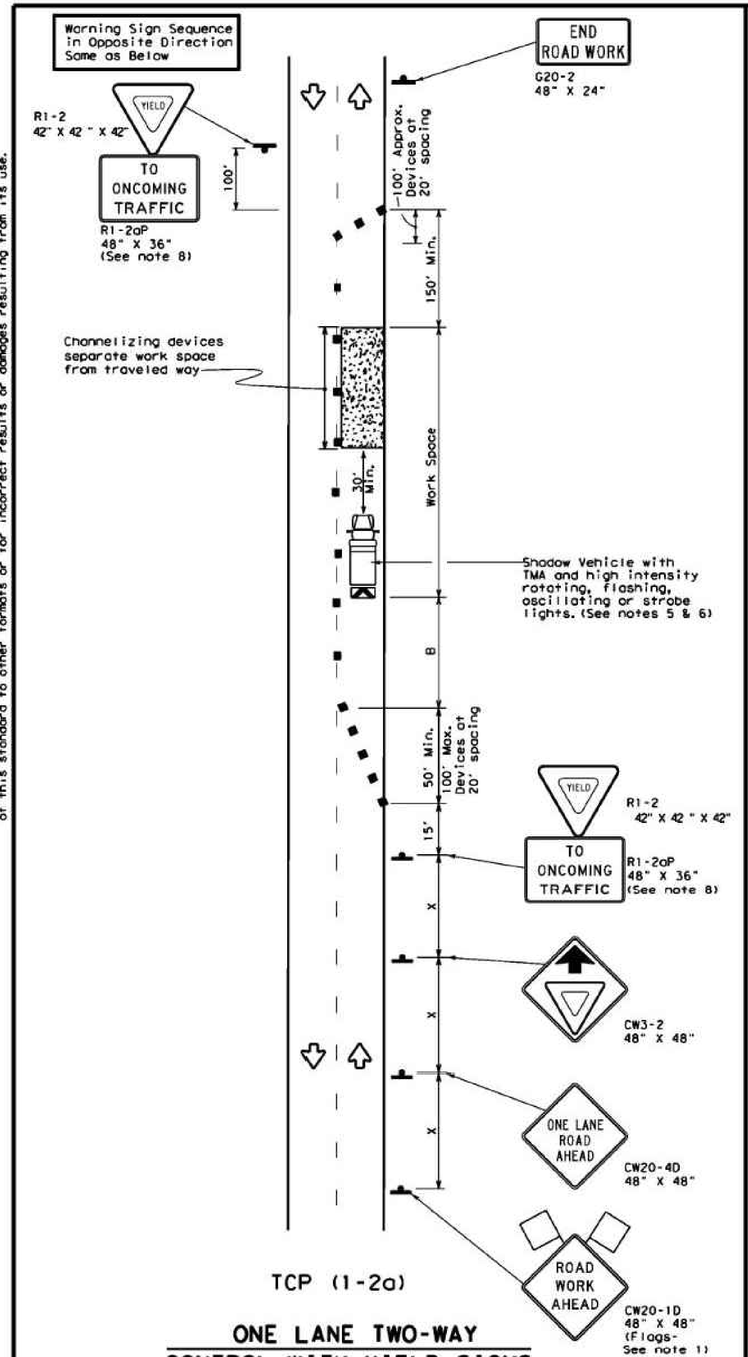
PROJECT # 21256 | SCALE N.T.S.

SEQ. 84/116 | SHEET 84

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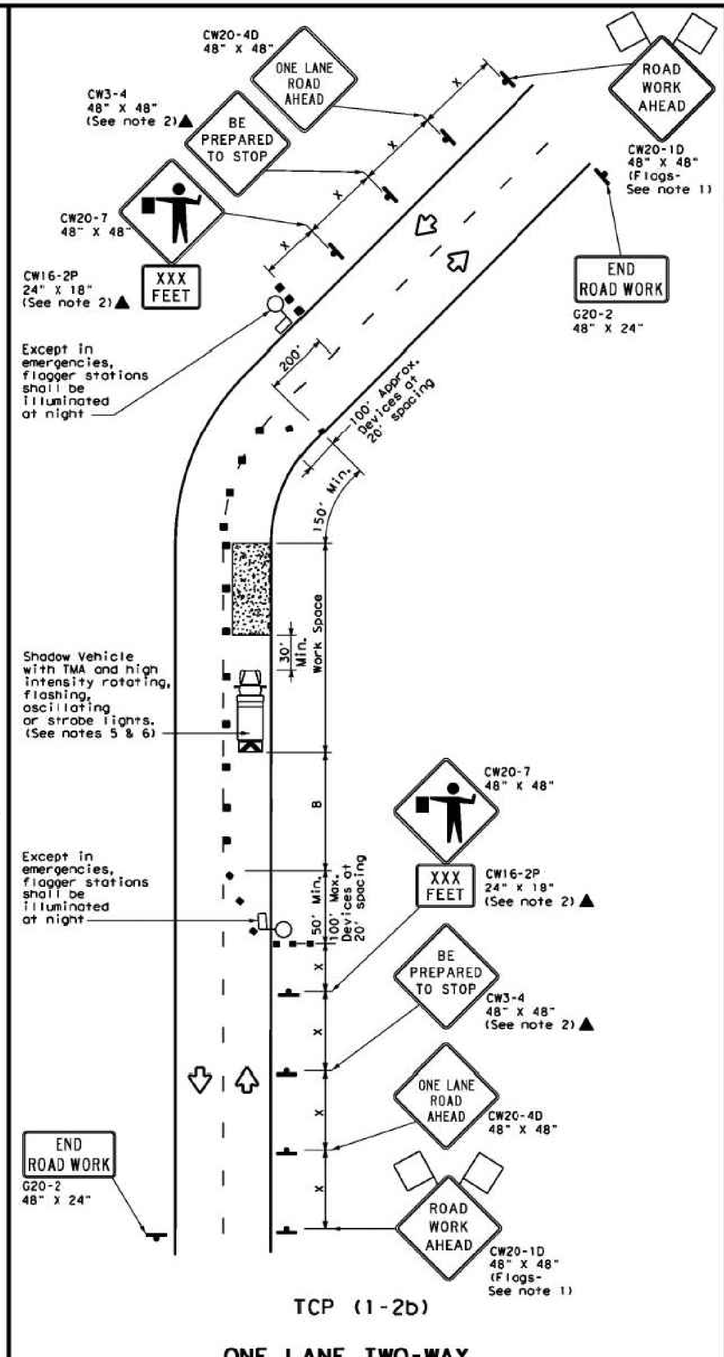
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TCP (1-2a)

ONE LANE TWO-WAY CONTROL WITH YIELD SIGNS
(Less than 2000 ADT - See note 7)



TCP (1-2b)

ONE LANE TWO-WAY CONTROL WITH FLAGGERS

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
30	$L=\frac{WS^2}{60}$	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

1. Flags attached to signs where shown are REQUIRED.
2. 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.
3. The CW3-4 "BE PREPARED TO STOP" sign may be installed after the CW20-4D "ONE LANE ROAD AHEAD" sign, but proper sign spacing shall be maintained.
4. Sign spacing may be increased or an additional CW20-1D "ROAD WORK AHEAD" sign may be used if advance warning ahead of the flagger or R1-2 "YIELD" sign is less than 1500 feet.
5. 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.
6. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.

TCP (1-2a)

7. R1-2 "YIELD" sign traffic control may be used on projects with approaches that have adequate sight distance. For projects in urban areas, work spaces should be no longer than one half city block. In rural areas on roadways with less than 2000 ADT, work spaces should be no longer than 400 feet.
8. R1-2 "YIELD" sign with R1-2aP "TO ONCOMING TRAFFIC" plaque shall be placed on a support at a 7 foot minimum mounting height.

TCP (1-2b)

9. Flaggers should use two-way radios or other methods of communication to control traffic.
10. Length of work space should be based on the ability of flaggers to communicate.
11. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
12. Channelizing devices on the center-line may be omitted when a pilot car is leading traffic and approved by the Engineer.
13. Flaggers should use 24" STOP/SLOW paddles to control traffic. Flags should be limited to emergency situations.

Texas Department of Transportation — Traffic Operations Division Standard

TRAFFIC CONTROL PLAN ONE-LANE TWO-WAY TRAFFIC CONTROL

TCP(1-2)-18

FILE: tcp1-2-18.dgn	DN:	CK:	DW:	CK:
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REVISIONS 4-90 4-98 / 2-94 2-12 / 1-97 2-18	DIST	COUNTY		SHEET NO.
152				

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

TXDOT - TCP-1 (2)

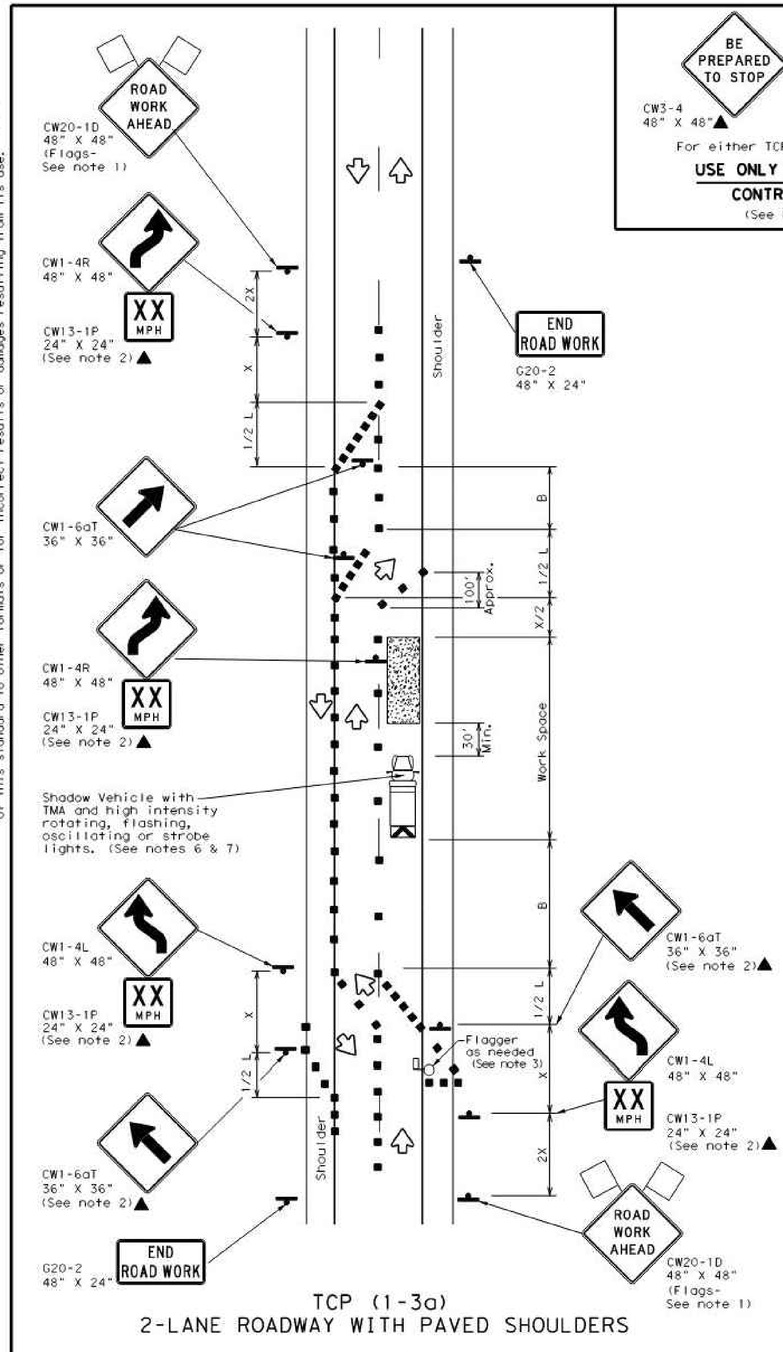
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PROJECT # 21256 | SCALE N.T.S.
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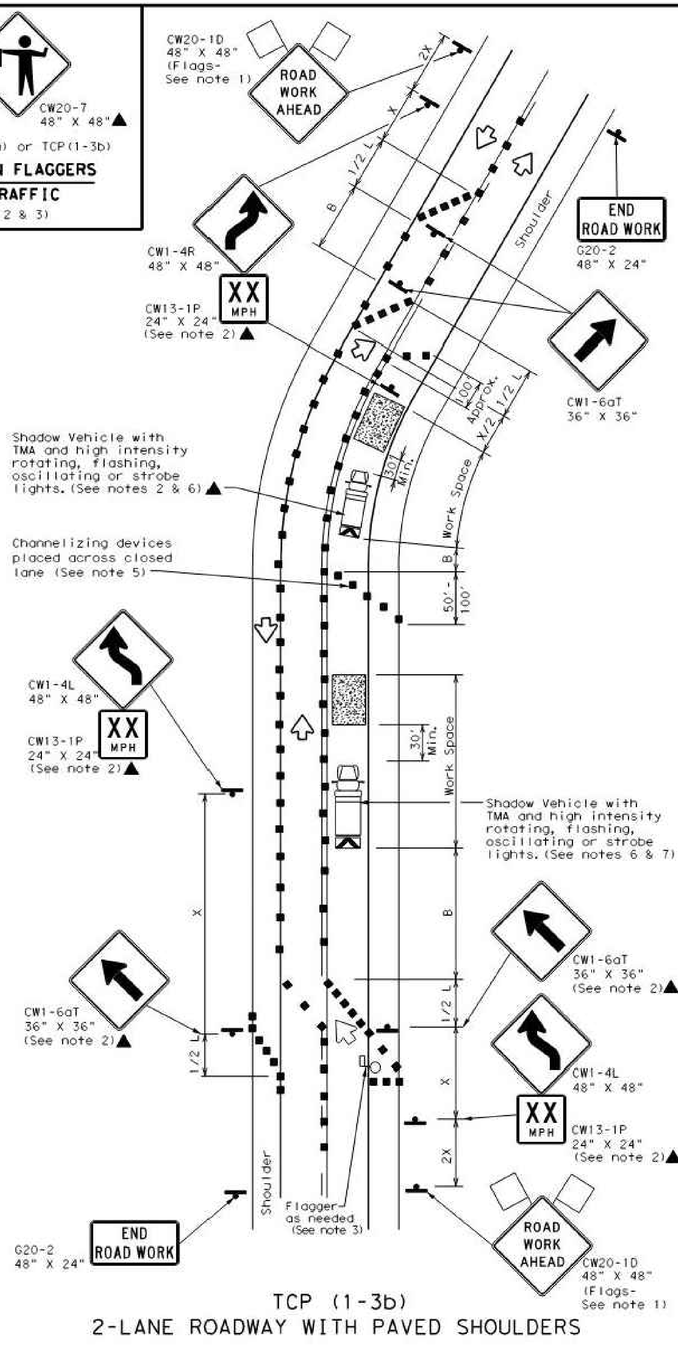
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TCP (1-3a)
2-LANE ROADWAY WITH PAVED SHOULDERS

ONE LANE CLOSED
ADEQUATE FIELD OF VIEW





TCP (1-3b)
2-LANE ROADWAY WITH PAVED SHOULDERS

ONE LANE CLOSED
INADEQUATE FIELD OF VIEW

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
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

1. Flags attached to signs where shown are REQUIRED.
2. 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.
3. Flagger control should NOT be used unless roadway conditions or heavy traffic volume require additional emphasis to safely control traffic. Additional flaggers may be positioned in advance of traffic queues to alert traffic to reduce speed.
4. DO NOT PASS, PASS WITH CARE and construction regulatory speed zone signs may be installed downstream of the ROAD WORK AHEAD signs.
5. When the work zone is made up of several work spaces, channelizing devices should be placed laterally across the closed lane to re-emphasize closure. Laterally placed channelizing devices should be repeated every 500 to 1000 feet in urban areas and every 1/4 to 1/2 mile in rural areas.
6. 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.
7. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
8. 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 speed 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 area of conflicting markings not the entire work zone.

Texas Department of Transportation — Traffic Operations Division Standard

TRAFFIC CONTROL PLAN
TRAFFIC SHIFTS ON TWO LANE ROADS
TCP(1-3)-18

FILE: tcp1-3-18.dgn	DN:	CK:	DW:	CK:
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REVISIONS 2-94 4-98 8-95 2-12 1-97 2-18	DIST	COUNTY		SHEET NO.

153

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DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELSFIRM # 10194493
TBAEFIRM # BR 2261
TBPEFIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - TCP-1 (3)

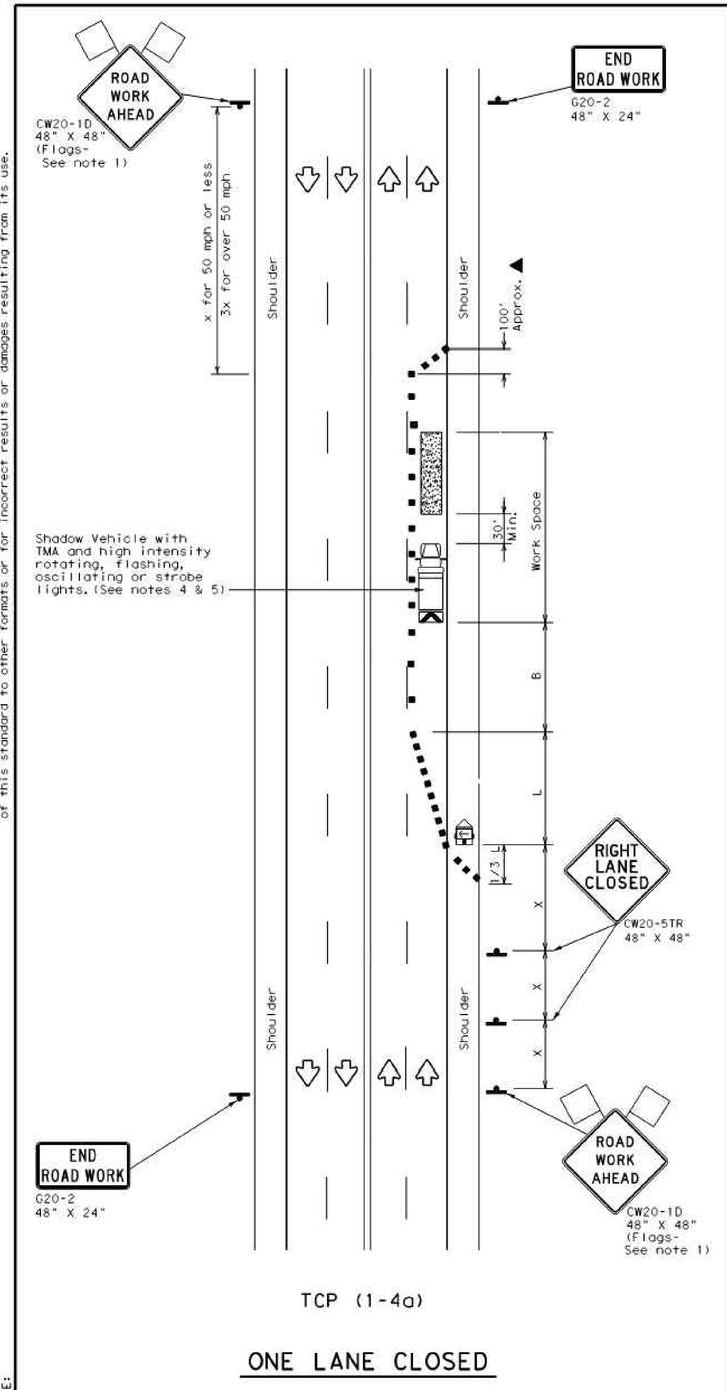
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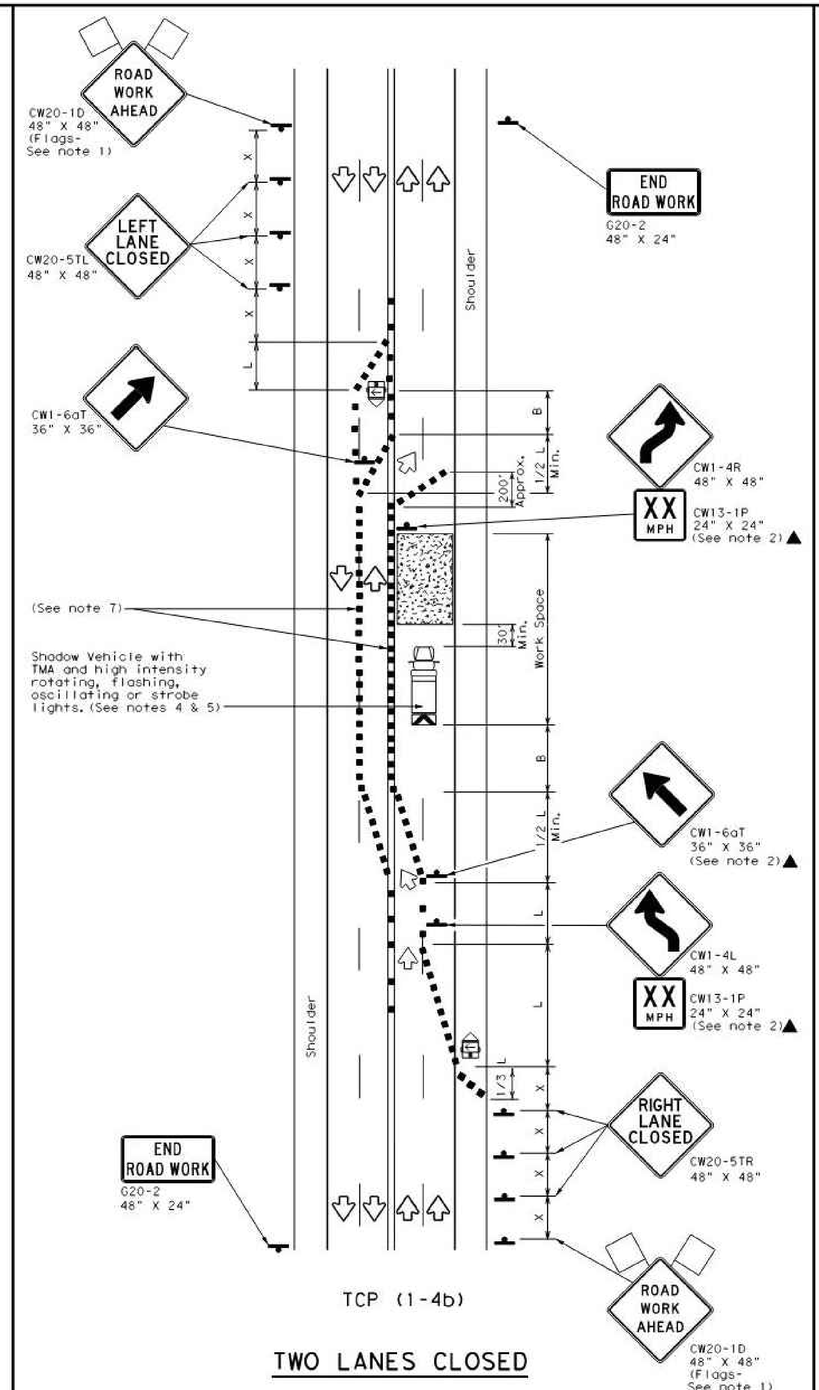
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TCP (1-4a)

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	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
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

1. Flags attached to signs where shown are REQUIRED.
2. 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.
3. The CW20-1D "ROAD WORK AHEAD" sign may be repeated if the visibility of the work zone is less than 1500 feet.
4. 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.
5. 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

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REVISIONS 2-94 4-98 / 8-95 2-12 / 1-97 2-18	DIST	COUNTY		SHEET NO.
15.4				

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DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELSFIRM # 10194493
TBAEFIRM # BR 2261
TBPEFIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - TCP-1 (4)

NO.	REVISION	DATE

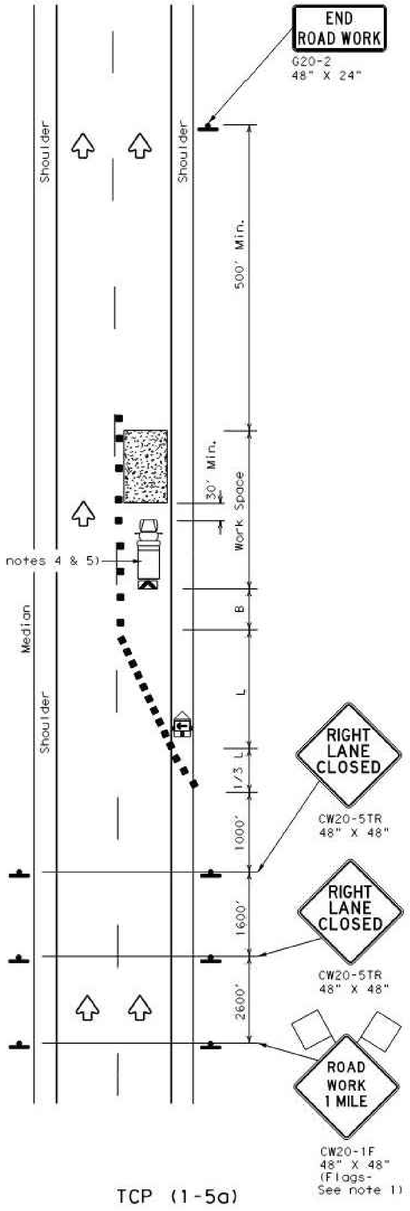
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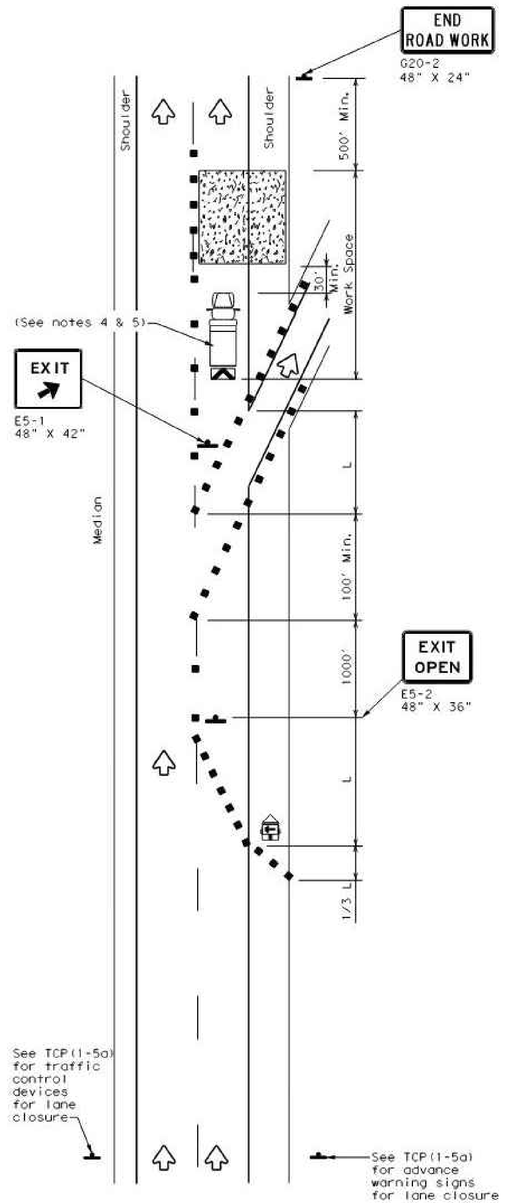
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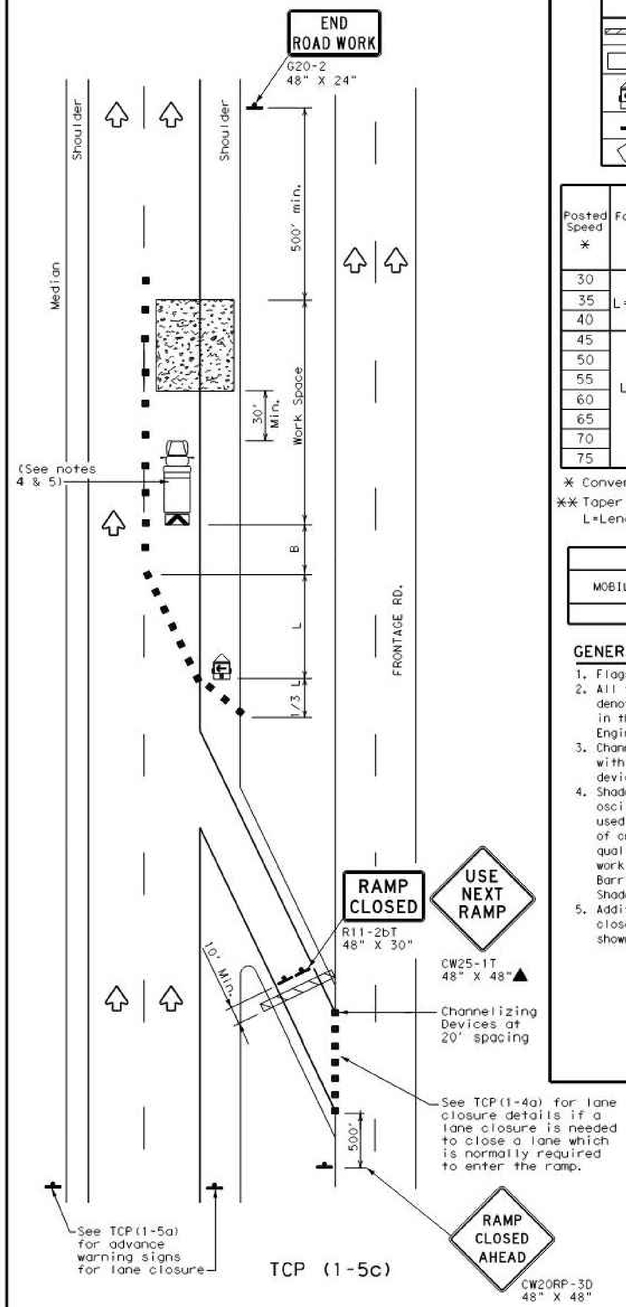
TCP (1-5a)

ONE LANE CLOSURE



TCP (1-5b)

LANE CLOSURE NEAR EXIT RAMPS



TCP (1-5c)

LANE CLOSURE NEAR ENTRANCE RAMPS

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
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

1. Flags attached to signs where shown, are REQUIRED.
2. 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.
3. Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
4. Shadow Vehicle with TMA and high intensity rotating, flashing, oscillating or strobe lights. 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.
5. Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

Texas Department of Transportation — Traffic Operations Division Standard

TRAFFIC CONTROL PLAN LANE CLOSURES FOR DIVIDED HIGHWAYS

TCP(1-5)-18

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STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELSFIRM # 10194493
TBAEFIRM # BR 2261
TBPEFIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - TCP-1 (5)

NO.	REVISION	DATE

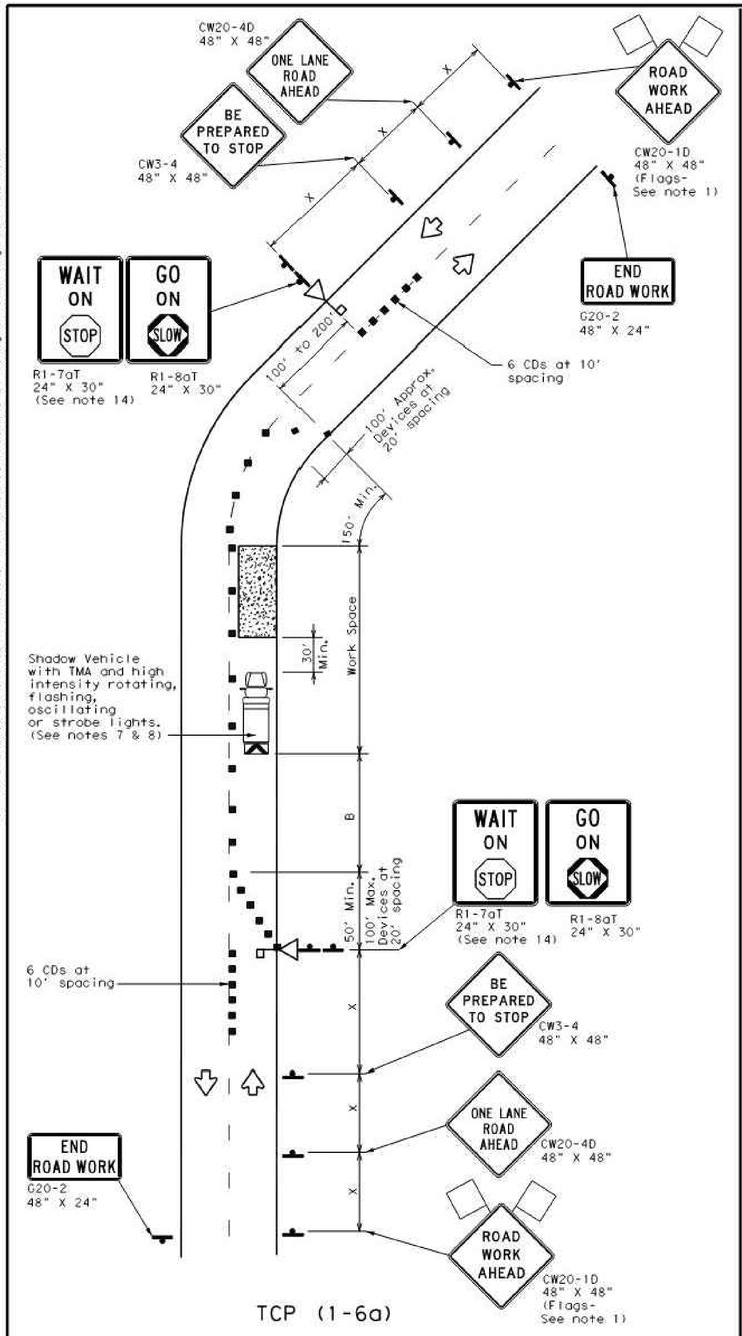
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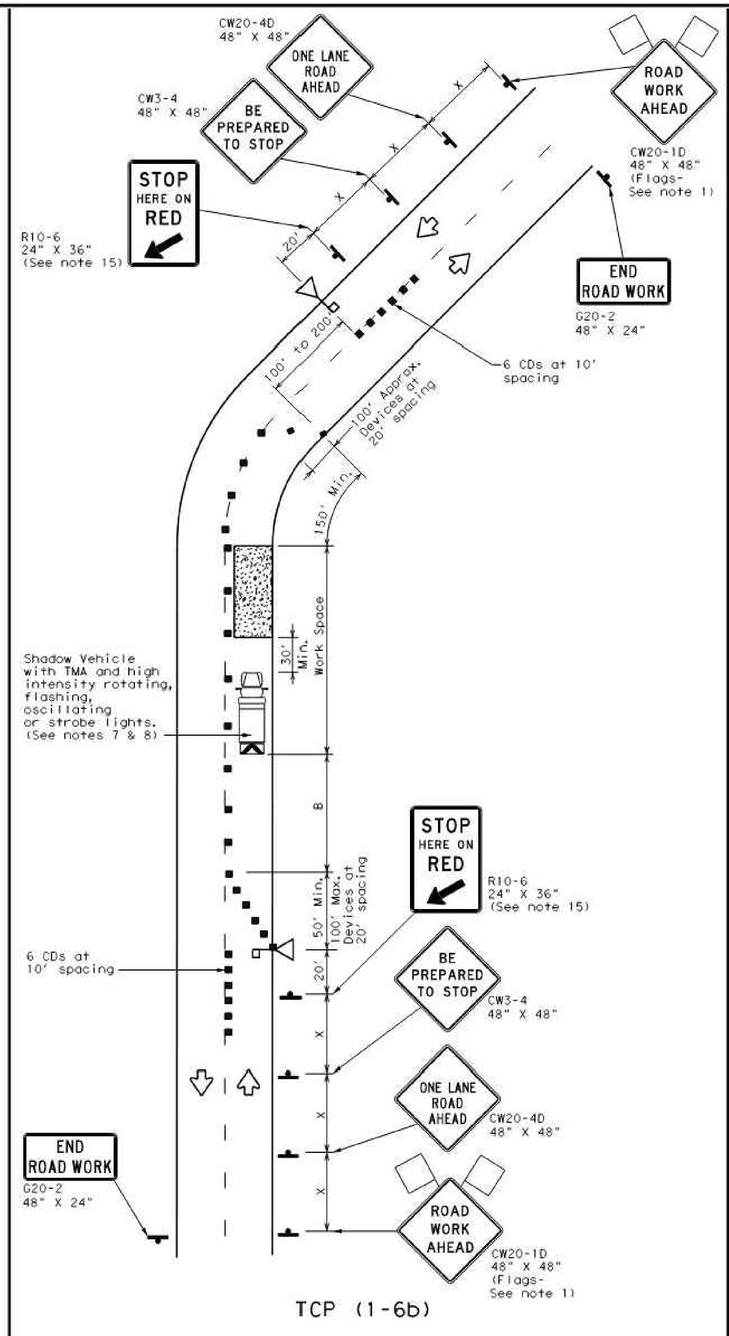
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TCP (1-6a)

ONE LANE TWO-WAY
CONTROL WITH STOP/SLOW AFADs



TCP (1-6b)

ONE LANE TWO-WAY CONTROL
WITH RED/YELLOW LENS AFADs

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
30	$L=\frac{WS^2}{60}$	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

1. Flags attached to signs where shown are REQUIRED.
2. AFADs shall only be used in situations where there is one lane of approaching traffic in the direction to be controlled.
3. Adequate stopping sight distance must be provided to each AFAD location for approaching traffic. (See table above).
4. Each AFAD shall be operated by a qualified/certified flagger. Flaggers operating AFADs shall not leave them unattended while they are in use.
5. 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.
6. 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.
7. 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.
8. 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.
9. Additional Shadow Vehicles with TMAs may be positioned off the paved surface, next to those shown in order to protect wider work spaces.
10. Flaggers should use two-way radios or other methods of communication to control traffic.
11. Length of work space should be based on the ability of flaggers to communicate.
12. 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.
13. Channelizing devices on the center line may be omitted when a pilot car is leading traffic and approved by the Engineer.
14. 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.
15. 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

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REVISIONS 2-18	DIST	COUNTY		SHEET NO.

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STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELSFIRM # 10194493
TBAEFIRM # BR 2261
TBPEFIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - TCP-1 (6)

NO. REVISION | DATE

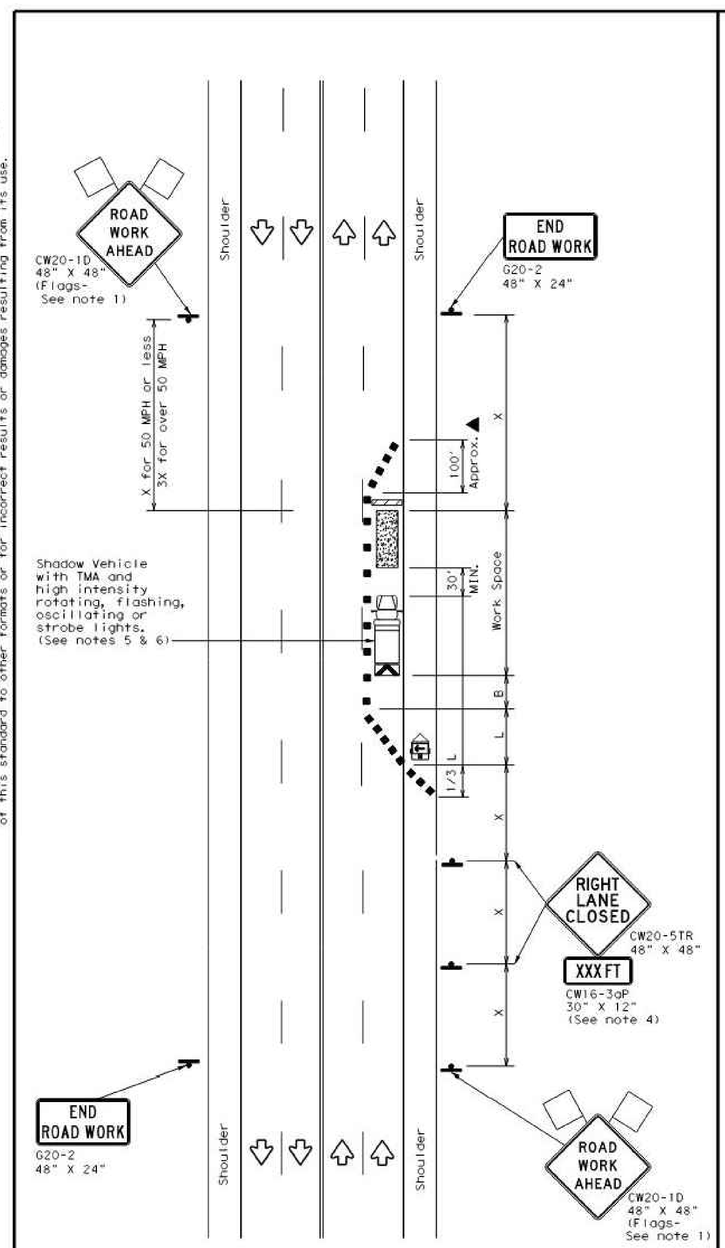
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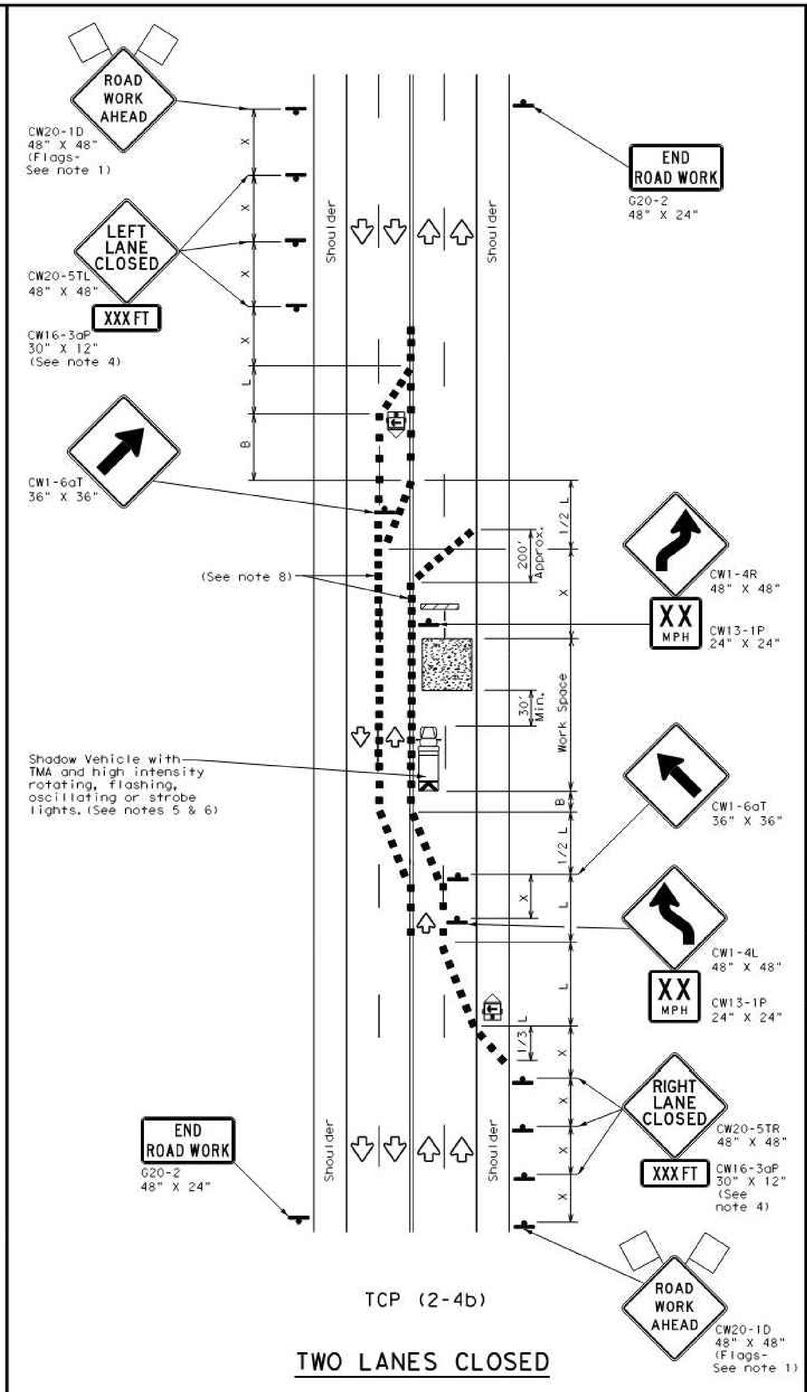
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TCP (2-4a)

ONE LANE CLOSED



TCP (2-4b)

TWO LANES CLOSED

DATE:
FILE:

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

Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
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

1. Flags attached to signs where shown, are REQUIRED.
2. 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.
3. The downstream taper is optional. When used, it should be 100 feet minimum length per lane.
4. For short term applications, when post mounted signs are not used, the distance legend may be shown on the sign face rather than on a CW16-3aP supplemental plaque.
5. 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.
6. Additional Shadow Vehicles with TMAs may be positioned in each closed lane, on the shoulder or off the paved surface, next to those shown in order to protect a wider work space.

TCP (2-4a)

7. 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 to protect the work space from opposing traffic with the arrow board placed in the closed lane near the end of the merging taper.

TCP (2-4b)

8. For shorter durations 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 1/2(S) where S is the speed in mph. This tighter devices spacing is intended for the area 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(2-4)-18

FILE: tcp2-4-18.dgn	DN:	CK:	DW:	CK:
©TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS 8-95 3-03 / 1-97 2-12 / 4-98 2-18	DIST	COUNTY		SHEET NO.
164				

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELSFIRM # 10194493
TBAEFIRM # BR 2261
TBPEFIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - TCP-2 (4)

NO. REVISION | DATE

PROJECT # 21256 | SCALE N.T.S.

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

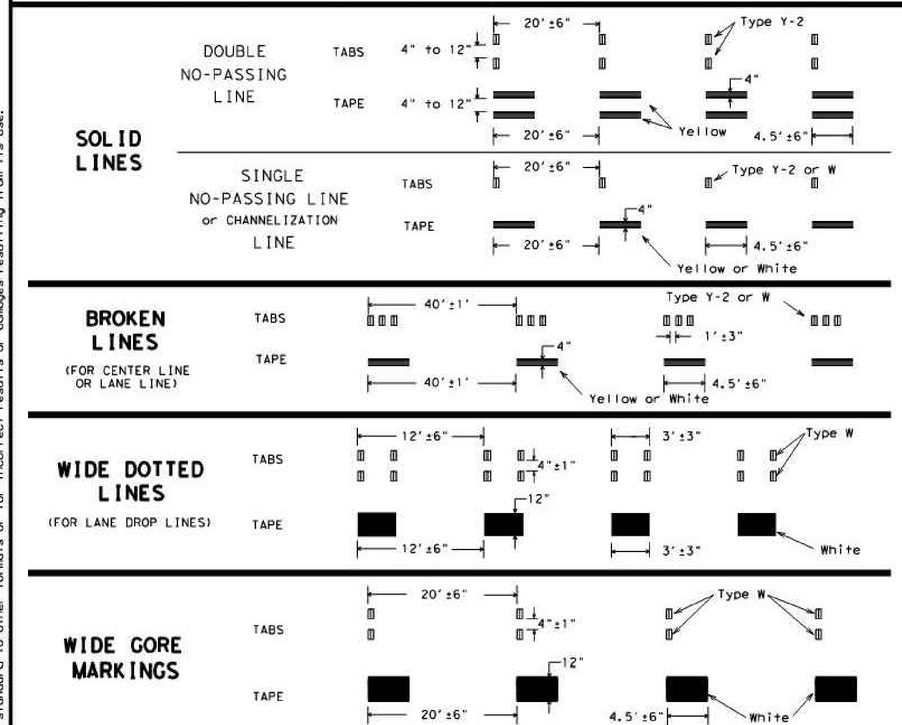
SEQ. 90 | SHEET 90 / 116

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WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS



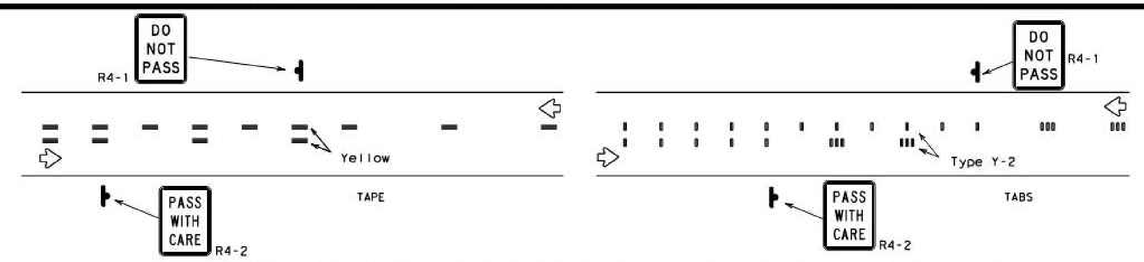
NOTES:

1. Short term pavement markings may be prefabricated markings (stick down tape) or temporary flexible-reflective roadway marker tabs unless otherwise specified elsewhere in plans.
2. Short term pavement markings shall NOT be used to simulate edge lines.
3. Dimensions indicated on this sheet are typical and approximate. Variations in size and height may occur between markers or devices made by manufacturers, by as much as 1/4 inch, unless otherwise noted.
4. Temporary flexible-reflective roadway marker tabs will require normal maintenance replacement when used on roadways with an ADT per lane of up to 7500 vehicles with no more than 10% truck mix. When roadways exceed these values, additional maintenance replacement of devices should be planned.
5. No segment of roadway open to traffic shall remain without permanent pavement markings for a period greater than 14 calendar days. The Contractor will be responsible for maintaining short term pavement markings until permanent pavement markings are in place. When the Contractor is responsible for placement of permanent pavement markings, no segment of roadway shall remain without permanent pavement markings for a period greater than 14 calendar days unless weather conditions prohibit placement. Permanent pavement markings shall be placed as soon as weather permits.
6. For two lane, two-way roadways, DO NOT PASS signs shall be erected to mark the beginning of sections where passing is prohibited and PASS WITH CARE signs shall be erected to mark the beginning of sections where passing is permitted. Signs shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and may be used to indicate the limits of no-passing zones for up to 14 calendar days. Permanent pavement markings should then be placed.
7. For low volume two lane, two-way roadways of 4000 ADT or less, no-passing lines may be omitted when approved by the Engineer. DO NOT PASS and PASS WITH CARE signs shall be erected (see note 6).
8. For exit gores where a lane is being dropped place wide gore markings or retroreflective channelizing devices to guide motorist through the exit. If channelizing devices are to be used it should be noted elsewhere in the plans. One piece cones are not allowed for this purpose.

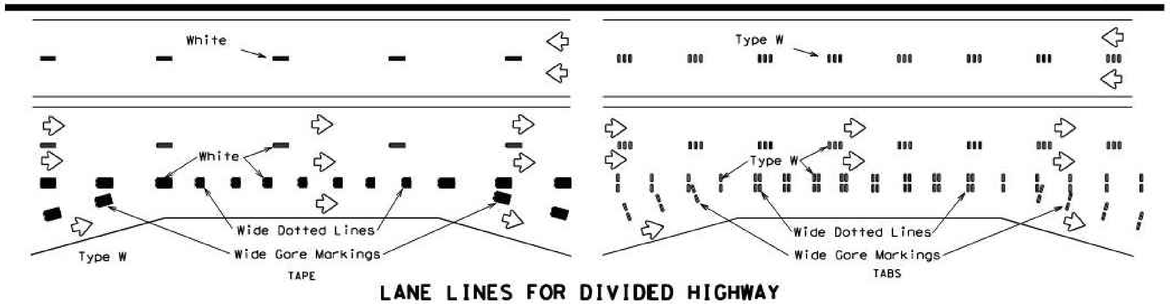
TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS (TABS)

1. Temporary flexible-reflective roadway marker tabs detailed on this sheet will be designated Type Y-2 (two amber reflective surfaces with yellow body); Type Y (one amber reflective surface with yellow body); and Type W (one white or silver reflective surface with white body). Additional details may be found on BC(11).
2. Tabs shall meet requirements of Departmental Material Specification DMS-8242.
3. When dry, tabs shall be visible for a minimum distance of 200 feet during normal daylight hours and when illuminated by automobile low-beam head light at night, unless sight distance is restricted by roadway geometrics.
4. No two consecutive tabs nor four tabs per 1000 feet of line shall be missing or fail to meet the visual performance requirements of Note 3.

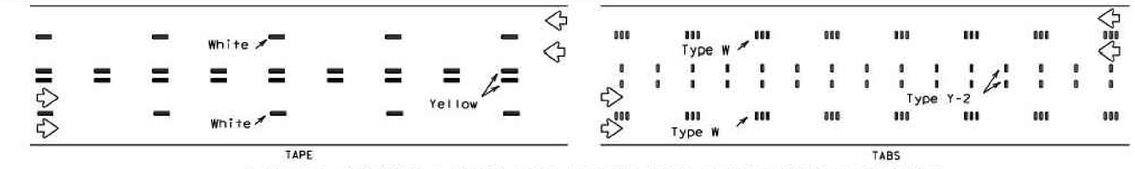
WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS



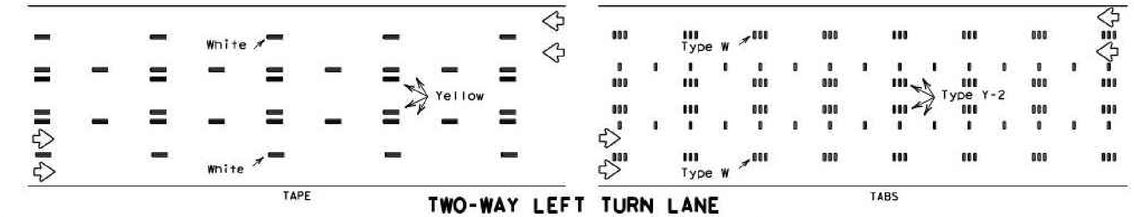
CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO LANE TWO-WAY HIGHWAYS



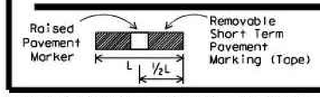
LANE LINES FOR DIVIDED HIGHWAY



LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



TWO-WAY LEFT TURN LANE



If raised pavement markers are used to supplement REMOVABLE short term markings, the markers shall be applied to the top of the tape at the approximate mid length of the tape. This allows an easier removal of raised markers and tape.

PREFABRICATED PAVEMENT MARKINGS

1. Temporary Removable Prefabricated Pavement Markings shall meet the requirements of DMS-8241.
2. Non-removable Prefabricated Pavement Markings shall meet the requirements of either DMS-8240 "Permanent Prefabricated Pavement Markings" or DMS-8243 "Temporary Costruction-Grade Prefabricated Pavement Markings."

RAISED PAVEMENT MARKERS

1. All raised pavement markers used for work zone markings shall meet the requirements of Item 672, "RAISED PAVEMENT MARKERS" and DMS-4200.

DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS) & MATERIAL PRODUCER LISTS (MPL)

1. DMSs referenced above can be found along with embedded links to their respective MPLs at the following website:
   http://www.txdot.gov/business/contractors_consultants/material_specifications/default.htm

Texas Department of Transportation — Traffic Operations Division Standard

WORK ZONE SHORT TERM PAVEMENT MARKINGS

WZ(STPM)-13

FILE:	wzstpm-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS					
1-97		DIST	COUNTY		SHEET NO.
3-03					
7-13					

111

Derek Turner — STATE OF TEXAS — DEREK TURNER — 84843 — LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN — TBPELS FIRM # 10194493 — TBAE FIRM # BR 2261 — TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - WZ STPM

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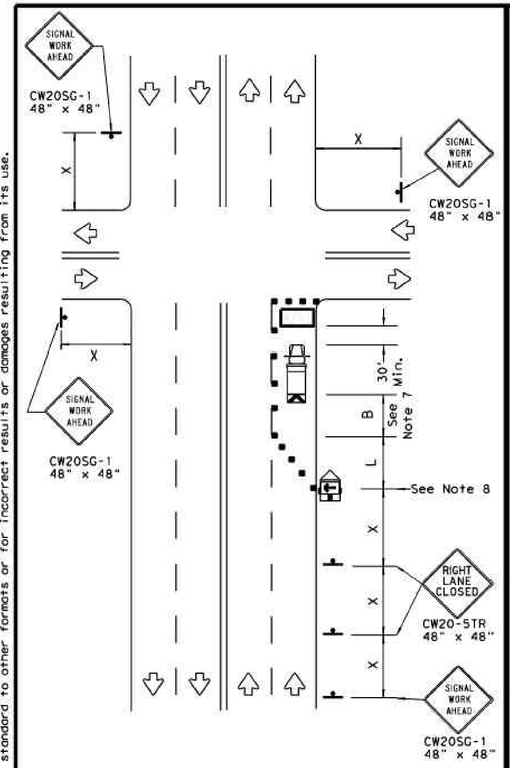
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SEQ. 91/116 | SHEET 91

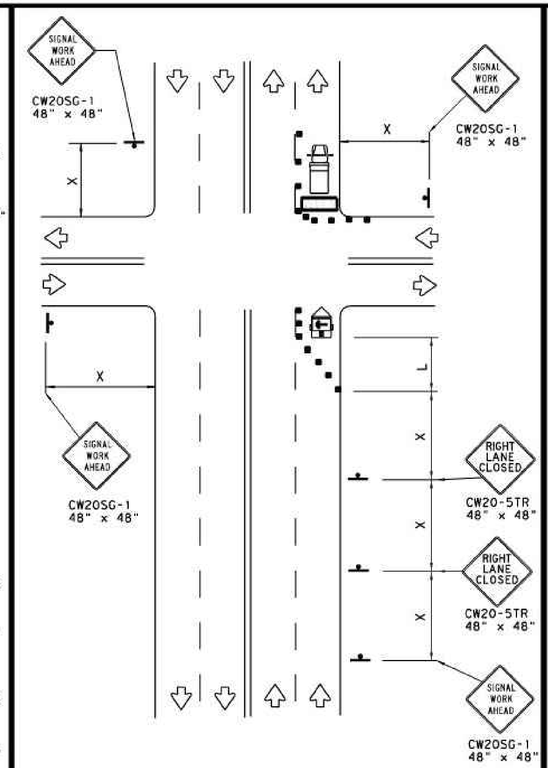
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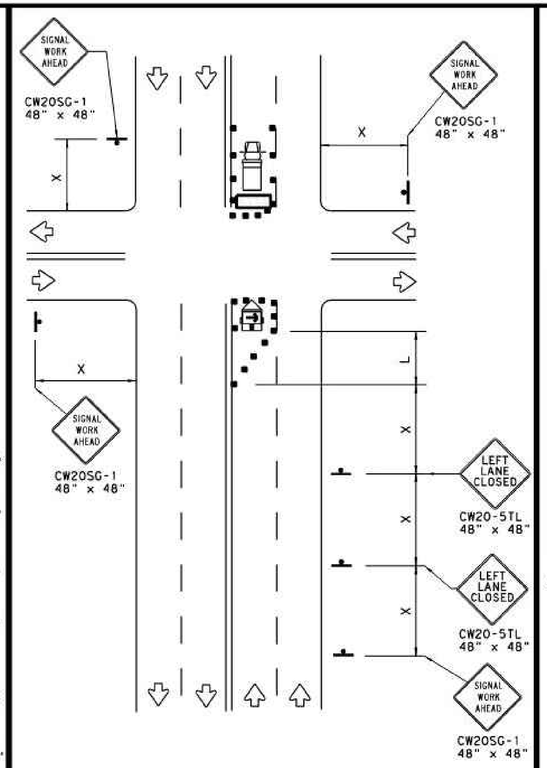
NEAR SIDE LANE CLOSURE

SHORT DURATION OR SHORT TERM STATIONARY



FAR SIDE RIGHT LANE CLOSURE

SHORT DURATION OR SHORT TERM STATIONARY



FAR SIDE LEFT LANE CLOSURE

SHORT DURATION OR SHORT TERM STATIONARY

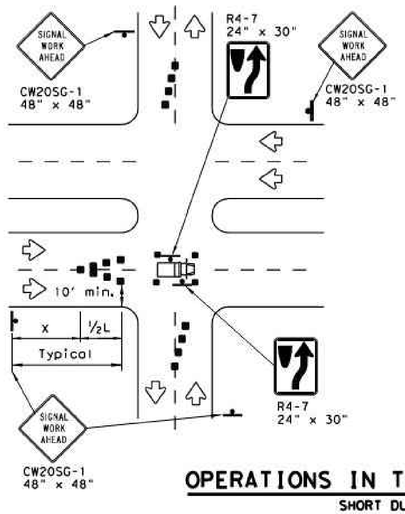
LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board	M	Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

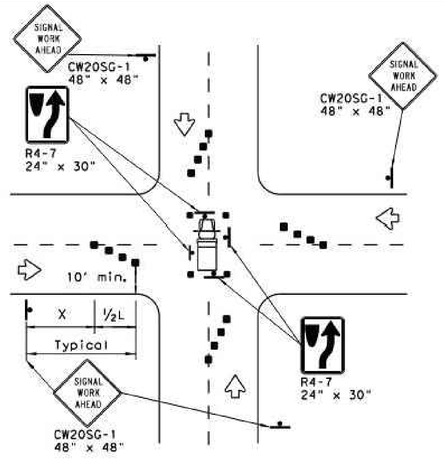
Posted Speed *	Formula	Minimum Desirable Taper Lengths ** 10' Offset	11' Offset	12' Offset	Suggested Maximum Spacing of Channelizing Devices: On a Taper	On a Tangent	Minimum Sign Spacing "X" Distance	Suggested Longitudinal Buffer Space "B"
30	$L=\frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	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)

WORKERS IN BUCKET TRUCKS SHALL NOT WORK ABOVE OPEN LANES OF TRAFFIC.





OPERATIONS IN THE INTERSECTION

SHORT DURATION

GENERAL NOTES

1. The minimum size channelizing device is the 28" cone. 42" Two-piece cones, drums, vertical panels or barricades will be required when the device must be left unattended at night.
2. Obstructions or hazards at the work area shall be clearly marked and delineated at all times.
3. Flaggers and Flagger Symbol (CW20-7) signs may be required according to field conditions.
4. Vehicles parked in roadway shall be equipped with at least two high intensity rotating, flashing, oscillating or strobe type lights.
5. High level warning devices (flag trees) may be used at corners of the vehicle.
6. When work operations are performed on existing signals, the signals may be placed in flashing red mode when approved by the engineer. If existing signals do not have power, All-Way Stop (R1-1 and R1-3P) signs may be implemented when approved by the engineer.
7. For Short-Term Stationary work the buffer space "B" from the above table should be used if field conditions permit. For Short Duration (less than 1 hour) any buffer space provided will enhance the safety of the setup.
8. The arrow board at this location may be omitted for Short Duration work if the work vehicle has an arrow board in operation. As an option, the arrow board may be placed at the end of the taper in the closed lane if space is not available at the beginning of the taper.
9. Signs and devices for the NEAR SIDE LANE CLOSURE may be altered for a left lane closure by using a LEFT LANE CLOSED (CW20-5TL) and adding channelizing devices on the centerline to protect the work space from opposing traffic.

SHEET 1 OF 2

Texas Department of Transportation | Traffic Operations Division Standard

TRAFFIC SIGNAL WORK TYPICAL DETAILS

WZ(BTS-1)-13

FILE: wzbts-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS				
2-98 10-99 7-13	DIST	COUNTY		SHEET NO.
4-98 3-03				

114

DATE:
FILE:

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

TXDOT - WZ (BTS-1)

NO.	REVISION	DATE

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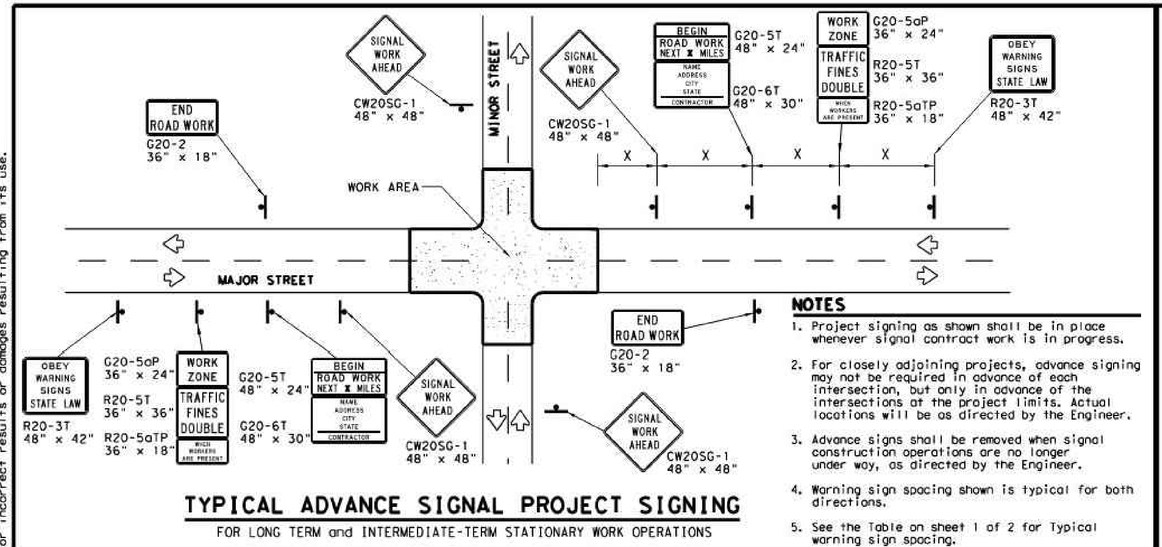
PROJECT # 21256 | SCALE N.T.S.

SEQ. 92/116 | SHEET 92

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TYPICAL ADVANCE SIGNAL PROJECT SIGNING

FOR LONG TERM and INTERMEDIATE-TERM STATIONARY WORK OPERATIONS

NOTES

1. Project signing as shown shall be in place whenever signal contract work is in progress.
2. For closely adjoining projects, advance signing may not be required in advance of each intersection, but only in advance of the intersections at the project limits. Actual locations will be as directed by the Engineer.
3. Advance signs shall be removed when signal construction operations are no longer under way, as directed by the Engineer.
4. Warning sign spacing shown is typical for both directions.
5. See the Table on sheet 1 of 2 for Typical warning sign spacing.

GENERAL NOTES FOR WORK ZONE SIGNS

1. Signs shall be installed and maintained in a straight and plumb condition.
2. Wooden sign posts shall be painted white.
3. Barricades shall NOT be used as sign supports.
4. Nails shall NOT be used to attach signs to any support.
5. All signs shall be installed in accordance with the plans or as directed by the Engineer.
6. The Contractor shall furnish the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD).
7. The Contractor shall furnish sign supports and substrates listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD), installed as per the manufacturer's recommendations.
8. Temporary signs that have damaged or cracked substrates and/or damaged or marred reflective sheeting shall be replaced as directed by the Engineer.
9. Identification markings may be shown only on the back of the sign substrate. The maximum height of letters and/or company logos used for identification shall be 1".
10. Damaged wood posts shall be replaced. Splicing wood posts will not be allowed.

DURATION OF WORK

1. Work zone durations are defined in Part 6, Section 6G.02 of the Texas Manual on Uniform Traffic Control Devices (TMUTCD).

SIGN MOUNTING HEIGHT

1. Sign height of Long-term/Intermediate-term warning signs shall be as shown on Figure 6F-1 of the TMUTCD.
2. Sign height of Short-term/Short Duration warning signs shall be as shown on Figure 6F-2 of the TMUTCD.
3. Regulatory signs shall be mounted at least 7 feet, but not more than 9 feet, above the paved surface regardless of work duration.

REMOVING OR COVERING

1. When sign messages may be confusing or do not apply, the signs shall be removed or completely covered, unless otherwise approved by the Engineer.
2. When signs are covered, the material used shall be opaque, such as heavy mil black plastic, or other materials which will cover the entire sign face and maintain their opaque properties under automobile headlights at night without damaging the sign sheeting. Burlap, or heavy materials such as plywood or aluminum shall not be used to cover signs.
3. Duct tape or other adhesive material shall NOT be affixed to a sign face.
4. Signs and anchor stubs shall be removed and holes back filled upon completion of the work.

REFLECTIVE SHEETING

1. All signs shall be retroreflective and constructed of sheeting meeting the requirements of the DMS and color usage table shown on this sheet.

SIGN SUPPORT WEIGHTS

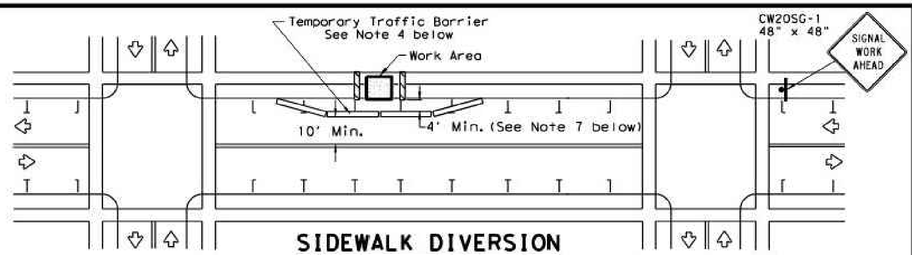
1. Weights used to keep signs from turning over should be sandbags filled with dry, cohesionless material.
2. The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
3. Rock, concrete, iron, steel or other solid objects will not be permitted for use as sign support weights.
4. Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs.
5. Sandbags shall be made of a durable material that tears upon vehicular impact. Rubber, such as tire inner tubes, shall not be used.
6. Rubber ballasts designed for channelizing devices should not be used for ballast on portable sign supports. Sign supports designed and manufactured with rubber bases may be used when shown on the CWZTCD list.
7. Sandbags shall only be placed along or laid over the base supports of the traffic control device and shall not be suspended above ground level or hung with rope, wire, chains or other fastners. Sandbags shall be placed along the length of the skids to weigh down the sign support.
8. Sandbags shall NOT be placed under the skid and shall not be used to level sign supports placed on slopes.

LEGEND	
	Sign
	Channelizing Devices
	Type 3 Barricade

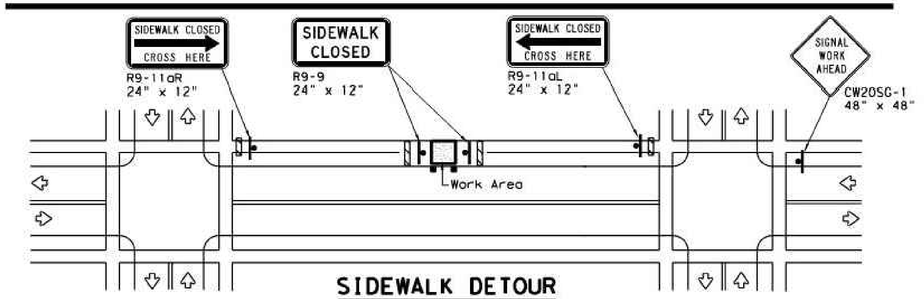
DEPARTMENTAL MATERIAL SPECIFICATIONS	
SIGN FACE MATERIALS	DMS-8300
FLEXIBLE ROLL-UP REFLECTIVE SIGNS	DMS-8310

COLOR	USAGE	SHEETING MATERIAL
ORANGE	BACKGROUND	TYPE B_{FL} OR TYPE C_{FL} SHEETING
WHITE	BACKGROUND	TYPE A SHEETING
BLACK	LEGEND & BORDERS	ACRYLIC NON-REFLECTIVE SHEETING

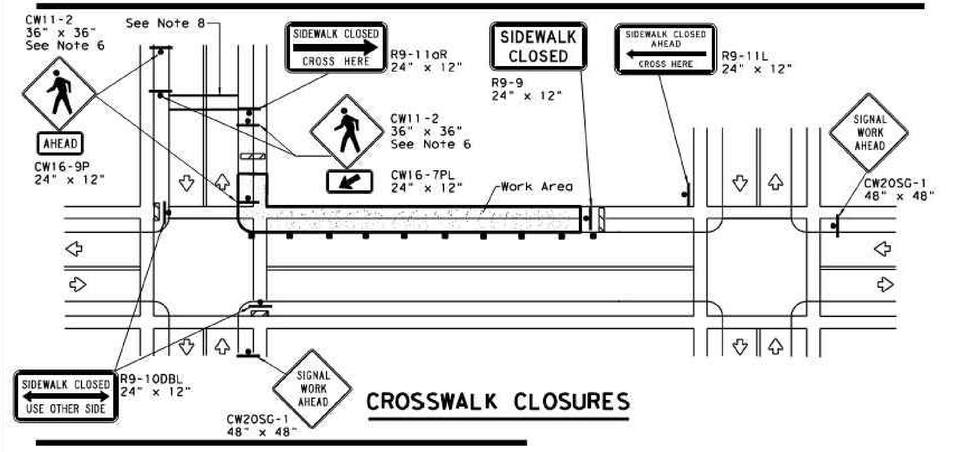
Only pre-qualified products shall be used. A copy of the "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources and may be found at the following web address:
http://www.txdot.gov/txdot_library/publications/construction.htm



SIDEWALK DIVERSION



SIDEWALK DETOUR



CROSSWALK CLOSURES

PEDESTRIAN CONTROL

1. Holes, trenches or other hazards shall be adequately protected by covering, delineating or surrounding the hazard with orange plastic pedestrian fencing or longitudinal channelizing devices, or as directed by the Engineer.
2. "CROSSWALK CLOSURES" as detailed above will require the Engineer's approval prior to installation.
3. R9 series signs shown may be placed on supports detailed on the BC standards or CWZTCD list, or when fabricated from approved lightweight plastic substrates, they may be mounted on top of a plastic drum at or near the location shown.
4. For speeds less than 45 mph longitudinal channelizing devices may be used instead of traffic barriers when approved by the Engineer. Attenuation of blunt ends and installation of water filled devices shall be as per BC(9) and manufacturer's recommendations.
5. Location of devices are for general guidance. Actual device spacing and location must be field adjusted to meet actual conditions.
6. Where pedestrians with visual disabilities normally use the closed sidewalk Detectable Pedestrian Barricades should be used instead of the Type 3 Barricades shown.
7. The width of existing sidewalk should be maintained if practical.
8. Pavement markings for mid-block crosswalks shall be paid for under the appropriate bid items.
9. When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.

SHEET 2 OF 2

Texas Department of Transportation — Traffic Operations Division Standard

TRAFFIC SIGNAL WORK BARRICADES AND SIGNS

WZ(BTS-2)-13

FILE:	wzbts-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT	April 1992	CONT	SECT	JOB	HIGHWAY
REVISIONS		DIST	COUNTY		SHEET NO.
2-98 10-99 7-13					
4-98 3-03					

115

Derek Turner — State of Texas — 84843 — Licensed Professional Engineer
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN — TBPELS FIRM # 10194493 — TBAE FIRM # BR 2261 — TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

TXDOT - WZ (BTS-2)

NO.	REVISION	DATE

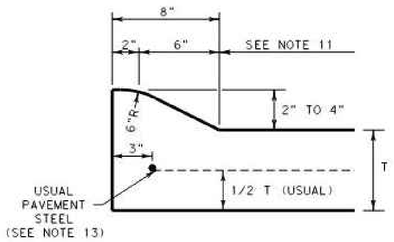
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

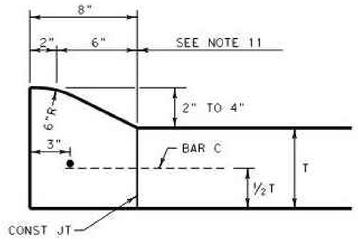
SEQ. 93/116 | SHEET 93

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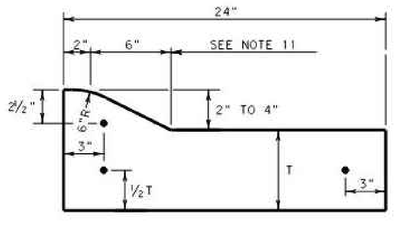
DISCLAIMER:
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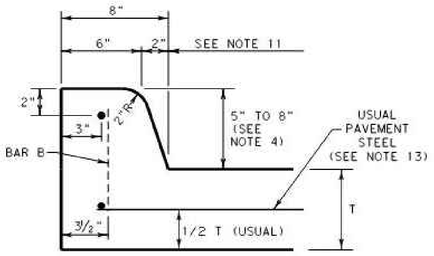
TYPE I CURB (MONOLITHIC)
2" - 4" HEIGHT



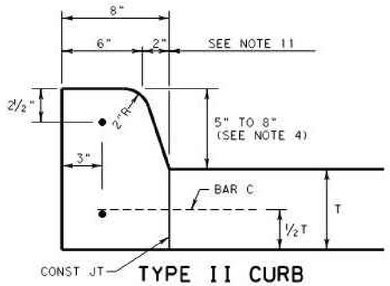
TYPE I CURB
2" - 4" HEIGHT



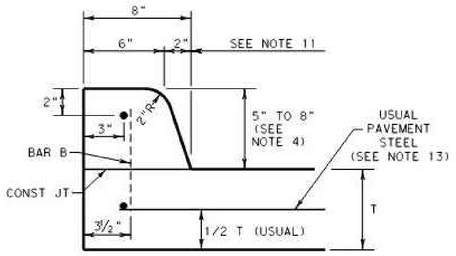
TYPE I CURB AND GUTTER
2" - 4" HEIGHT



TYPE II CURB (MONOLITHIC)
5" - 8" HEIGHT



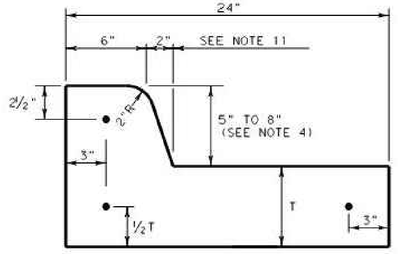
TYPE II CURB
5" - 8" HEIGHT
DOWELED VERTICAL JOINT



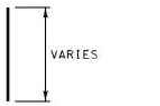
TYPE II CURB
5" - 8" HEIGHT
DOWELED HORIZONTAL JOINT

GENERAL NOTES

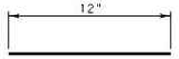
1. ALL MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH ITEM 529, "CONCRETE CURB, GUTTER, AND COMBINED CURB AND GUTTER".
2. ALL CONCRETE SHALL BE CLASS "A".
3. ALL REINFORCING BARS SHALL BE #4, UNLESS OTHERWISE SHOWN.
4. UNLESS OTHERWISE SHOWN, ALL TYPE II CURB SHALL BE 6" HEIGHT .
5. ROUND EXPOSED SHARP EDGES WITH A ROUNDING TOOL, TO A MINIMUM RADIUS OF ¼".
6. ALL EXISTING CURBS AND DRIVEWAYS TO BE REMOVED SHALL BE SAW CUT FULL DEPTH OR REMOVED AT EXISTING JOINTS.
7. WHERE CONCRETE CURB IS PLACED ON EXISTING CONCRETE PAVEMENT, THE PAVEMENT SHALL BE DRILLED AND THE REINFORCING BARS GROUTED OR EPOXIED IN PLACE.
8. EXPANSION AND CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH PAVEMENT JOINTS IN ALL CURBS OR CURB AND GUTTER ADJACENT TO JOINTED CONCRETE PAVEMENT. WHERE PLACEMENT OF CURB OR CURB AND GUTTER IS NOT ADJACENT TO CONCRETE PAVEMENT, EXPANSION JOINTS SHALL BE PROVIDED AT STRUCTURES, CURB RETURNS AT STREETS OR DRIVEWAYS, AND AT LOCATIONS DIRECTED BY THE ENGINEER.
9. VERTICAL AND HORIZONTAL DOWELS BARS AND TRANSVERSE REINFORCING BARS SHALL BE PLACED AT 4' C-C.
10. DIMENSION "T" SHOWN IS THE THICKNESS OF ADJACENT CONCRETE PAVEMENT, OR, WHEN CURB IS INSTALLED ADJACENT TO FLEXIBLE PAVEMENT, "T" IS 6" MINIMUM, 8" MAXIMUM.
11. USUAL PROFILE GRADE LINE. REFER TO TYPICAL SECTIONS AND PLAN-PROFILE SHEETS FOR EXACT LOCATIONS.
12. A SEALED, ½" EXPANSION JOINT SHALL BE PROVIDED WHERE CURB AND GUTTER IS ADJACENT TO SIDEWALK OR RIPRAP.
13. LONGITUDINAL AND TRANSVERSE PAVEMENT STEEL SHALL BE PLACED IN ACCORDANCE WITH PAVEMENT DETAILS SHOWN ELSEWHERE IN THE PLANS.



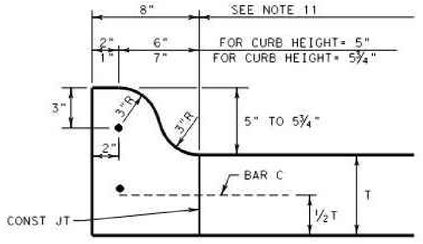
TYPE II CURB AND GUTTER
5" - 8" HEIGHT



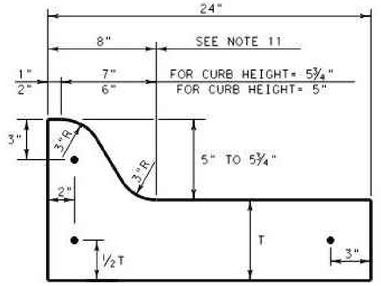
BAR B
L = (T/2) + (H- 1½")
WHERE "H" = CURB HEIGHT
FOR NEW PAVEMENT, EMBED T/2 INTO FRESH CONCRETE.
FOR EXISTING PAVEMENT, DRILL 3/8" DIAM HOLE T/2 + 1/4" INTO PAVEMENT.
SECURE WITH TY III EPOXY, CLASS "E" OR "F".



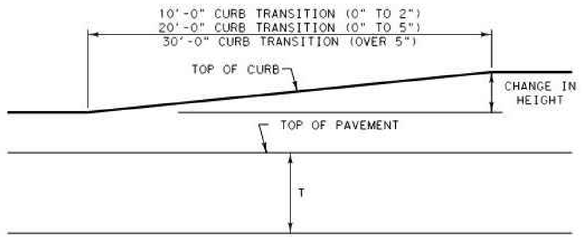
BAR C
EMBED 6" INTO EXISTING CONCRETE PAVEMENT.
DRILL 3/8" X 6 1/4" HOLE SECURE WITH TY III EPOXY, CLASS "E" OR "F".



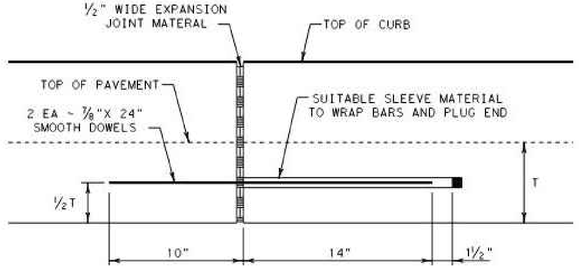
TYPE IIA CURB
5" - 5 3/4" HEIGHT



TYPE IIA CURB AND GUTTER
5" - 5 3/4" HEIGHT



CURB TRANSITION
NOTE: TO BE PAID FOR AS HIGHEST CURB



EXPANSION JOINT DETAIL

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Texas Department of Transportation — Fort Worth District Standard

CONCRETE CURB AND CURB AND GUTTER DETAILS
CCCG (FTW)

ORIGINAL DRAWING: 05/2019	cccg-ftw.dgn	FED.RD. DIV.NO.	PROJECT NO.	SHEET NO.
DATE	REVISIONS	6		
05/2019	NEW STANDARD	STATE	STATE DIST.NO.	COUNTY
07/2022	DESIGNATE USUAL 6" HEIGHT	TEXAS	FTW	
		CONT.	SECT.	JOB / HIGHWAY NO.

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN — TBPELSFIRM # 10194493 — TBAEFIRM # BR 2261 — TBPEFIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - CCCG (FTW)

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 — SCALE N.T.S.

SEQ. 94 — SHEET 94 / 116

http://www.dot.state.tx.us/ftw/specinfo/standard.htm
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DELINEATOR - BID ITEM DESCRIPTIONS

XXXXX DEL ASSM (D-XX)SZ X (XXXX)XXXXX(XX)

PAYMENT
- INSTL = Installation
- REPLC = Replacement

NUMBER OF REFLECTORS
- S = Single
- D = Double

COLOR OF REFLECTORS
- W = White
- Y = Yellow
- R = Red

REFLECTOR UNIT SIZE
- SZ 1 or SZ 2 or SZ 5 or SZ 6

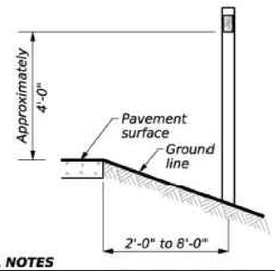
TYPE OF POST OR DELINEATOR
- WC = Wing Channel Post
- YFLX = Yellow Flexible Post
- WFLX = White Flexible Post
- BRF = Barrier Reflector

TYPE OF MOUNT
- GND = Ground Embedded (drivable or set in concrete)
- CAB1 or CAB2 or CAB3 = Cable Barrier
- CTB = Concrete Traffic Barrier
- GF1 or GF2 = Guard Fence
- SRF = Surface Mount

IDENTIFICATION
- LL= Low Speed, Low Impact
- HH = High Speed, High Impact

DIRECTION [if required]
- BI = Bi-Directional
- BR = Bi-Directional with red on back

DELINEATOR - TYPICAL INSTALLATION

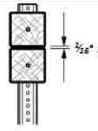
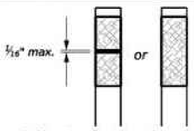


GENERAL NOTES
1. Place delineators on a section of roadway at a consistent distance from the edge of pavement.
2. When delineators are more than 8'-0" from the edge of the pavement, it may not be possible to maintain a height of approximately 4'-0". If this is the case, place the delineator as close to the desired height as possible.
3. Install all delineators and barrier reflectors in accordance with the manufacturer's recommendation.
4. GF1, GF2, and CTB barrier reflectors should be installed a minimum of 18 inches above the edge of the pavement surface.
5. When using yellow delineators with flexible posts to separate opposing direction of travel, such as centerline or median use, the flexible posts shall be yellow.
6. Delineator substrates and sign substrates shall be 0.080" aluminum sign blank and confrom to ASTM B-209 Alloy 6061-T6 or an approved alternative.

DELINEATOR DEFINITION

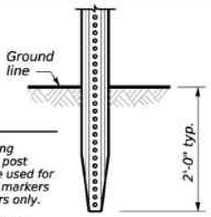
Retroreflective devices mounted on the roadway surface or at the side of the roadway in a series to indicate the alignment of the roadway, especially at night or in adverse weather. (See TMUTCD - Part 3, DELINEATORS.)

SINGLE AND DOUBLE MOUNTED DELINEATORS

	SINGLE		DOUBLE	
DEVICE	 1-Size 2 reflector unit	 1-Size 1 reflector unit	 2-Size 2 reflector units	 2-Size 1 reflector units or 1-Size 5 reflector unit
POST TYPE	WC	YFLX, WFLX	WC	YFLX, WFLX
MOUNT TYPE	GNDLL	GNDLL, GNDHH, SRFLL, SRFHH	GNDLL	GNDLL, GNDHH, SRFLL, SRFHH

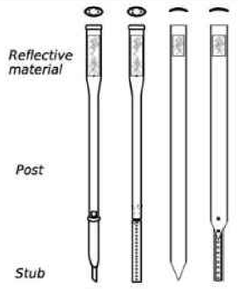
POST TYPE AND SUPPORT FOUNDATION DETAILS

WING CHANNEL (WC) — GND

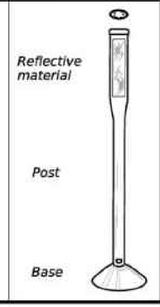


NOTES
1. Embedded Wing Channel (WC) post option may be used for Type 2 object markers and delineators only.
2. 1.12 lbs/ft steel per ASTM A 1011 SS Gr.50, or ASTM A499.

FLEXIBLE POSTS (YFLX, WFLX) — GND



SRF

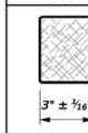


NOTES
1. See "Flexible Delineator and Object Marker Posts" Material Producer List for approved devices.
2. Install per manufacturer's recommendations.
3. Post length may vary to meet field conditions.

DEPARTMENTAL MATERIAL SPECIFICATIONS

FLEXIBLE DELINEATOR & OBJECT MARKER POSTS (EMBEDDED & SURFACE MOUNT TYPES)	DMS-4400
SIGN FACE MATERIALS	DMS-8300
DELINEATORS, OBJECT MARKERS AND BARRIER REFLECTORS	DMS-8600

REFLECTOR UNIT DIMENSIONS FOR DELINEATORS

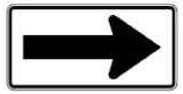
	SIZE 1	SIZE 2	SIZE 5	SIZE 6
DEVICE				 See Note 3
SHEETING	Yellow, White, or Red Type B or C reflective sheeting			

NOTES
1. Size 1 and 5 - Direct applied reflective sheeting for use on flexible post (flx).
2. Size 2 - For use on wing channel (wc) post only. Use approved metal, plastic, or fiberglass backplate with 17/64" mounting holes.
3. Size 6 - For use on cable barrier systems only. Direct applied reflective sheeting. Various dimensions as specified elsewhere in the plans or as defined by the manufacturer.

CHEVRONS

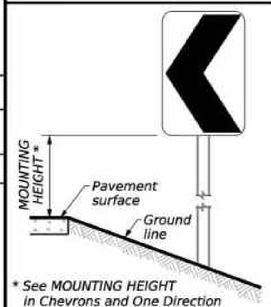
	W1-8			
DEVICE				
SIZE (W x L)	18"x 24" (Conventional)	24"x 30" (Conventional oversize)	30"x 36" (Expressway)	36" x 48" (Freeway)
MOUNTING HEIGHT	4'-0" to 4'-6" or 7'-0" to 7'-6"		7'-0" to 7'-6"	

ONE DIRECTION LARGE ARROW

	W1-6	
DEVICE		
SIZE (W x L)	48"x 24" (Conventional)	60" x 30" (Expressway & Freeway)
MOUNTING HEIGHT	7'-0" to 7'-6"	

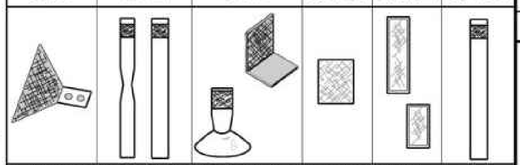
NOTES
1. Chevron Alignment (W1-8) signs and One-Direction Large Arrow (W1-6) signs shall be installed per Sign Mounting Details (SMD) Standard Sheets and paid under Item 644 (Small Roadside Sign Assemblies).
2. When there is a need to increase conspicuity, a larger One-Direction Large Arrow (W1-9T) sign may be used in lieu of the typical W1-6 sign.

CHEVRONS AND ONE DIRECTION LARGE ARROW SIGNS TYPICAL INSTALLATION



* See MOUNTING HEIGHT in Chevrons and One Direction Large Arrow tables.

BARRIER REFLECTORS (BRF)

	GF1	GF2	CTB	CAB1	CAB2	CAB3
DEVICE						

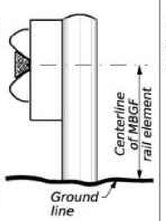
1. Barrier reflectors shall meet the requirements of DMS-8600.
2. Approved barrier reflectors are listed on the "Barrier Reflectors" Material Producer List at: www.txdot.gov.
3. GF2 and CAB3 are coded as "YFLX" or "WFLX" instead of "BRF".
4. CAB1, CAB2, and CAB3 are only to be used as replacements. Per Item 543, original installation is to be considered subsidiary to the Cable Barrier System.

SHEETING	Yellow, White, Red
NOTE	1. Reflective sheeting shall have a minimum dimension of 3 inches by 3 inches and minimum surface area of 9 square inches.

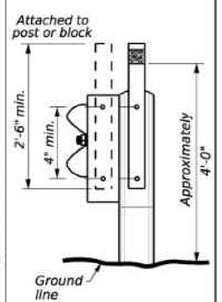
BARRIER MOUNT TYPES

GUARD FENCE

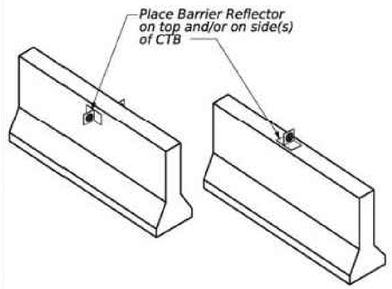
GF1



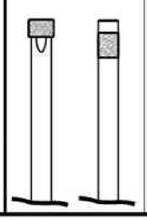
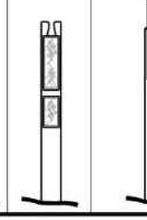
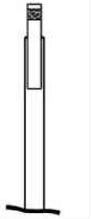
GF2



CONCRETE TRAFFIC BARRIER (CTB)



CABLE BARRIER

CAB1	CAB2	CAB3
		

Texas Department of Transportation — Traffic Safety Division Standard

DELINEATOR MATERIAL DESCRIPTION & INSTALLATION

D & OM(1)-25

FILE: dom1-25.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT May 2025	CONT	SECT	JOB	HIGHWAY
REVISIONS	DIST	COUNTY		SHEET NO.
8-04 3-15				
10-09 7-20				
4-10 4-25				

20A

DATE:
FILE:

STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN — TBPELS FIRM # 10194493 — TBAE FIRM # BR 2261 — TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - D&OM (1)

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 — SCALE N.T.S.

SEQ. 95 — SHEET 95 / 116

Plotted by: jeff burns Plot Date: 8/26/2026 5:07 PM
Save Time: 8/20/2026 9:31 AM Saved By: svanderpool
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OBJECT MARKER - BID ITEM DESCRIPTIONS

XXXXX OM ASSM (OM-XX)(XXXX)XXXXX(XX)

PAYMENT
INSTL = Installation
REPLC = Replacement

TYPE OF OBJECT MARKER
1, 2, 3, or 4

NUMBER OF REFLECTORS OR DIRECTION
X = 3-Size 2 reflector units (Type 2 only)
Y = 1-Size 3 reflector unit (Type 2 only)
Z = 3-Size 1 or 1-Size 4 reflector unit(s) (Type 2 only)
L = Left Side (Type 3 Object Marker only)
R = Right Side (Type 3 Object Marker only)
C = Center (Type 3 Object Marker only)

TYPE OF POST
WC = Wing Channel Post
WFLX = White Flexible Post
YFLX = Yellow Flexible Post
TWT = Thin Walled Tubing

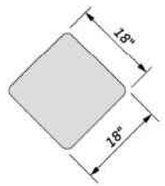
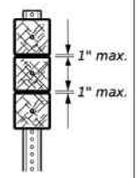
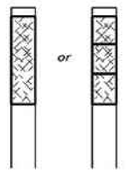
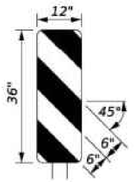
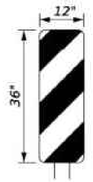
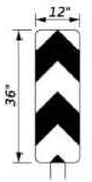
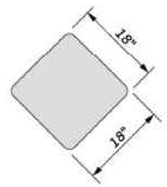
TYPE OF MOUNT
GND = Ground Embedded (drivable or set in concrete)
SRF = Surface Mount
WAS = Wedge Anchor Steel
WAP = Wedge Anchor Plastic

IDENTIFICATION
LL = Low Speed, Low Impact
HH = High Speed, High Impact

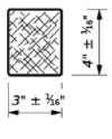
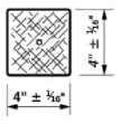
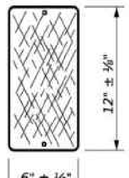
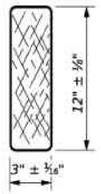
DIRECTION [if required]
BI – Bi-Directional

OBJECT MARKER DEFINITION

Devices used to mark obstructions within or adjacent to the roadway. (See TMUTCD - Chapter 2C, WARNING SIGNS AND OBJECT MARKERS.)

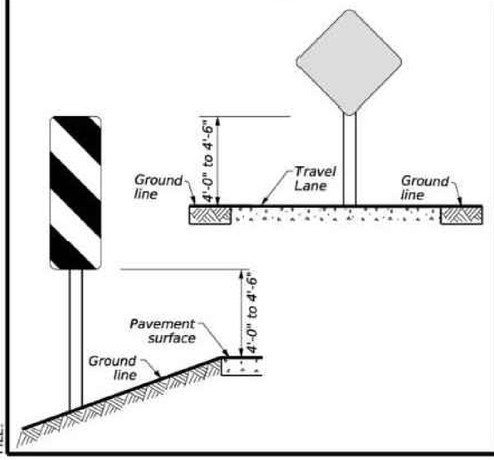
	Type 1 (OM-1)	Type 2 (OM-2)			Type 3 (OM-3)			Type 4 (OM-4)
	OM-1	OM-2X	OM-2Y	OM-2Z	OM-3L	OM-3R	OM-3C	OM-4
DEVICE		 3-Size 2 reflector units	 1-Size 3 reflector unit	 1-Size 4 reflector unit or 3-Size 1 reflector units				
SHEETING	Yellow - Type B_{FL} or C_{FL} sheeting	White and Yellow - Type B or C sheeting			Alternating Acrylic Black and Retroflective Yellow - Type B_{FL} or C_{FL} sheeting			Red - Type B_{FL} or C_{FL} sheeting
POST TYPE	TWT	WC	WC	WFLX, YFLX	TWT, WFLX			TWT
MOUNT TYPE	WAS, WAP	GNDLL	GNDLL	GNDLL, GNDHH, SRFLL, SRFHH	WAS, WAP, GNDLL, GNDHH, SRFLL, SRFHH			WAS, WAP

REFLECTOR UNIT DIMENSIONS FOR OBJECT MARKERS

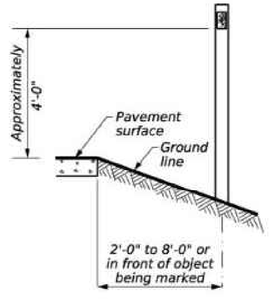
	SIZE 1	SIZE 2	SIZE 3	SIZE 4
DEVICE				

NOTE
1. Size 1 and 4 - Direct applied reflective sheeting for use on flexible post (flx).
2. Size 2 and 3 - For use on wing channel (wc) post only. Use approved metal, plastic, or fiberglass backplate with 17/64" mounting holes.

TYPES 1, 3, AND 4 OBJECT MARKERS TYPICAL INSTALLATION



TYPE 2 OBJECT MARKERS TYPICAL INSTALLATION

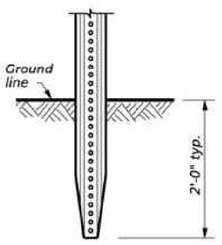


See General Notes 1, 2, and 3

POST TYPE AND SUPPORT FOUNDATION DETAILS

WING CHANNEL (WC)

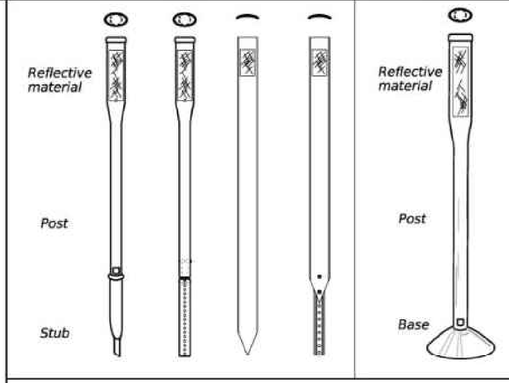
GND



NOTES
1. Embedded Wing Channel (WC) post option may be used for Type 2 object markers and delineators only.
2. 1.12 lbs/ft steel per ASTM A 1011 SS Gr. 50, or ASTM A499.

FLEXIBLE POSTS (YFLX, WFLX)

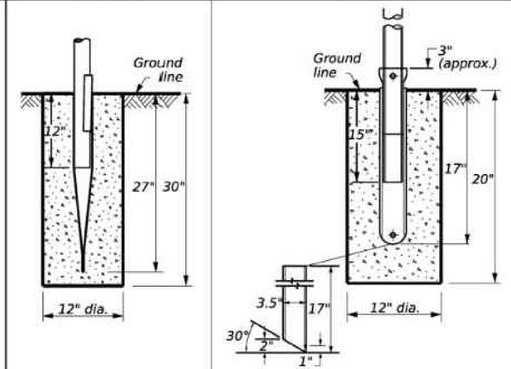
GND | SRF



NOTES
1. See "Flexible Delineator and Object Marker Posts" Material Producer List for approved devices.
2. Install per manufacturer's recommendations.
3. Post length may vary to meet field conditions.

WEDGE ANCHOR SYSTEMS

WAS | WAP



NOTE
1. Install per manufacturer's recommendations.

GENERAL NOTES
1. Where a restriction prevents consistent placement from the pavement edge, place the affected object markers in line with the innermost edge of the obstruction.
2. When Type 2 object markers are more than 8'-0" from the edge of the pavement, it may not be possible to maintain a height of approximately 4'-0". If this is the case, place the object marker as close to the recommended height as possible.
3. Install all object markers in accordance with the manufacturer's recommendation.
4. Diagonal stripes on Type 3 object markers shall slope down toward the intended travel lane.
5. Object marker substrates shall be 0.080" aluminum sign blank and conform to ASTM B-209 Alloy 6061-T6 or an approved alternative.

DEPARTMENTAL MATERIAL SPECIFICATIONS	
FLEXIBLE DELINEATOR & OBJECT MARKER POSTS (EMBEDDED & SURFACE MOUNT TYPES)	DMS-4400
SIGN FACE MATERIALS	DMS-8300
DELINEATORS, OBJECT MARKERS AND BARRIER REFLECTORS	DMS-8600

Texas Department of Transportation — Traffic Safety Division Standard

OBJECT MARKER MATERIAL DESCRIPTION & INSTALLATION

D & OM(2)-25

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REVISIONS 8-04 5-25 3-15 7-20	DIST	COUNTY		SHEET NO.
208				

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - D&OM (2)

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

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SEQ. 96 / 116 | SHEET 96

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DELINEATOR AND OBJECT MARKER APPLICATION AND SPACING

CONDITION	REQUIRED TREATMENT	MINIMUM SPACING
Fwy./Exp. Tangent	RPMs	See PM and FPM standard sheets
Fwy./Exp. Curve	Single delineators on right side	See delineator spacing table
Fwy/Exp.Ramp	Single delineators on at least one side of ramp (should be on outside of curves) (see Detail 4a on D&OM(4))	100 feet on ramp tangents Use delineator spacing table for ramp curves ("straightway spacing" does not apply to ramp curves)
Acceleration/ Deceleration Lane	Double delineators (see Detail 4a on D&OM(4))	100 feet (See Detail 4a on D & OM(4))
Truck Escape Ramp	Single red delineators on both sides	50 feet
Bridge Rail (steel or concrete) and Metal Beam Guard Fence	Bi-Directional Delineators when undivided with one lane each direction Single Delineators when multiple lanes each direction	Equal spacing (100'max) but not less than 3 delineators
Concrete Traffic Barrier (CTB) or Steel Traffic Barrier	Barrier reflectors matching the color of the edge line	Equal spacing 100' max
Cable Barrier	Reflectors matching the color of the edge line Bi-Directional Delineators when within clearzone	Every 5th cable barrier post (up to 100'max)
Cable Barrier Terminus / Impact Head	Object marker on end	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM(6)
Guard Rail Terminus / Impact Head	Divided highway - Object marker on approach end Undivided 2-lane highways - Object marker on approach and departure end	Requires reflective sheeting provided by manufacturer per D & OM (VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM(5) and D & OM(6)
Bridges with no Approach Rail	Type 3 Object Marker (OM-3) at end of rail and 3 single delineators approaching rail	See D & OM(5)
Reduced Width Approaches to Bridge Rail	Type 2 and Type 3 Object Markers (OM-3) and 3 single delineators approaching bridge	Requires reflective sheeting provided by manufacturer per D & OM(VIA) or a Type 3 Object Marker (OM-3) in front of the terminal end See D & OM(5)
Culverts without MBGF	Type 2 Object Markers	See Detail 2 on D & OM(4)
Crossovers	Double yellow delineators and RPMs	See Detail 1 on D & OM(4)
Pavement Narrowing (lane merge) on Freeways/Expressway	Single delineators adjacent to affected lane for full length of transition	100 feet

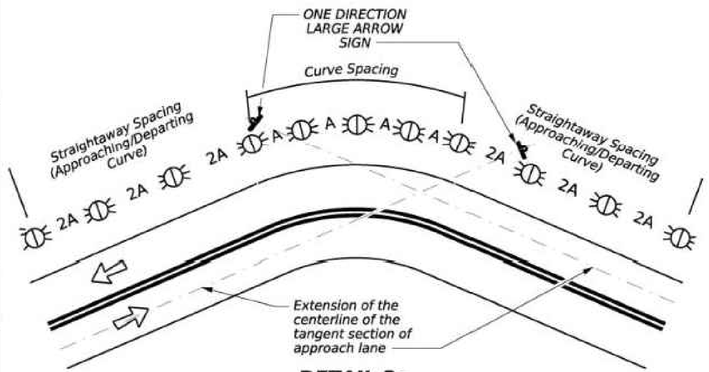
MINIMUM WARNING DEVICES AT CURVES WITH ADVISORY SPEEDS

Amount by which Advisory Speed is less than Posted Speed	Turn/Curve Advisory Speed: Turn (30 MPH or less)	Turn/Curve Advisory Speed: Curve (35 MPH or more)
5 MPH	• RPMs and Pavement Markings	
10 MPH	• Advance Horizontal Alignment Warning Sign with Advisory Speed Plaque; and • RPMs and Pavement Markings	
15 MPH	• Advance Horizontal Alignment Warning Sign with Advisory Speed Plaque; and • RPMs, Pavement Markings, and Delineators; or • RPMs, Pavement Markings, and One Direction Large Arrow sign(s)	• Advance Horizontal Alignment Warning Sign with Advisory Speed Plaque; and • RPMs, Pavement Markings, and Chevrons; or • RPMs, Pavement Markings, and One Direction Large Arrow sign(s) where geometric conditions or roadside obstacles prevent the installation of chevrons
20 MPH	• Advance Horizontal Alignment Warning Sign with Advisory Speed Plaque; and • RPMs, Pavement Markings, and Chevrons; or • RPMs, Pavement Markings, and One Direction Large Arrow sign(s) where geometric conditions or roadside obstacles prevent the installation of chevrons	
25 MPH or more	• Advance Horizontal Alignment Warning Sign with Advisory Speed Plaque; and • RPMs, Pavement Markings, and Chevrons; or • RPMs, Pavement Markings, and One Direction Large Arrow sign(s) where geometric conditions or roadside obstacles prevent the installation of chevrons	• Advance Horizontal Alignment Warning Sign with Advisory Speed Plaque; and • RPMs, Pavement Markings, and Chevrons

NOTE

A roadway is considered to have pavement markings when either a center line, edge lines, or both are present. A roadway is considered to have RPMs when they are used to supplement centerline pavement markings.

SUGGESTED SPACING FOR DELINEATORS ON HORIZONTAL CURVES



DETAIL 3a

NOTE

ONE DIRECTION LARGE ARROW (W1-6) sign should be located at approximately and perpendicular to the extension of the centerline of the tangent section of approach lane.

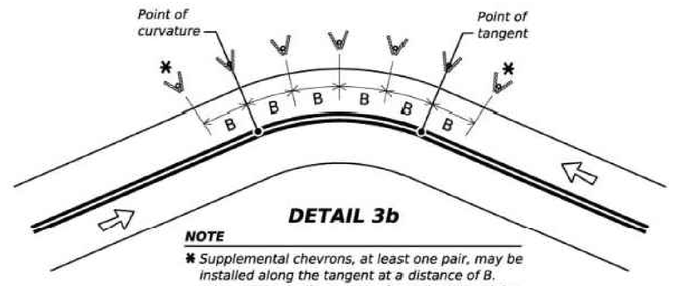
LEGEND

	Delineator
	Bi-directional Delineator
	Sign

GENERAL NOTES

1. Unless otherwise indicated, the delineator or barrier reflector color shall conform to the color of the pavement edge line on the side of the road where the delineators or barrier reflectors are placed.
2. Barrier reflectors may be used to replace required delineators.
3. Single red delineators may be mounted on the back side of delineator posts for wrong way driver applications.

SUGGESTED SPACING FOR CHEVRONS ON HORIZONTAL CURVES



DETAIL 3b

NOTE

✱ Supplemental chevrons, at least one pair, may be installed along the tangent at a distance of B. Adverse curve aligment is a factor in determining if supplemental chevrons are needed.

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS KNOWN

Degree of Curve	Radius of Curve	FEET: Spacing in Curve	FEET: Spacing in Straightaway	FEET: Chevron Spacing in Curve
		A	2A	B
1	5730	225	450	—
2	2865	160	320	—
3	1910	130	260	200
4	1433	110	220	160
5	1146	100	200	160
6	955	90	180	160
7	819	85	170	160
8	716	75	150	160
9	637	75	150	120
10	573	70	140	120
11	521	65	130	120
12	478	60	120	120
13	441	60	120	120
14	409	55	110	80
15	382	55	110	80
16	358	55	110	80
19	302	50	100	80
23	249	40	80	80
29	198	35	70	40
38	151	30	60	40
57	101	20	40	40

Curve delineator approach and departure spacing should include 3 delineators spaced at 2A. This spacing should be used during design preparation or when the degree of curve is known.

DELINEATOR AND CHEVRON SPACING

WHEN DEGREE OF CURVE OR RADIUS IS NOT KNOWN

Advisory Speed (MPH)	FEET: Spacing in Curve	FEET: Spacing in Straightaway	FEET: Chevron Spacing in Curve
	A	2A	B
65	130	260	200
60	110	220	160
55	100	200	160
50	85	170	160
45	75	150	120
40	70	140	120
35	60	120	120
30	55	110	80
25	50	100	80
20	40	80	80
15	35	70	40

If the degree of curve is not known, delineator spacing may be determined based on the Advisory Speed of the curve. Use the delineator curve spacing for each Advisory Speed (MPH).

Texas Department of Transportation — Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS APPLICATION & SPACING D & OM(3)-25

FILE:	dom3-25.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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20C

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
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TXDOT - D&OM (3)

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BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

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SEQ. 97 | SHEET 97

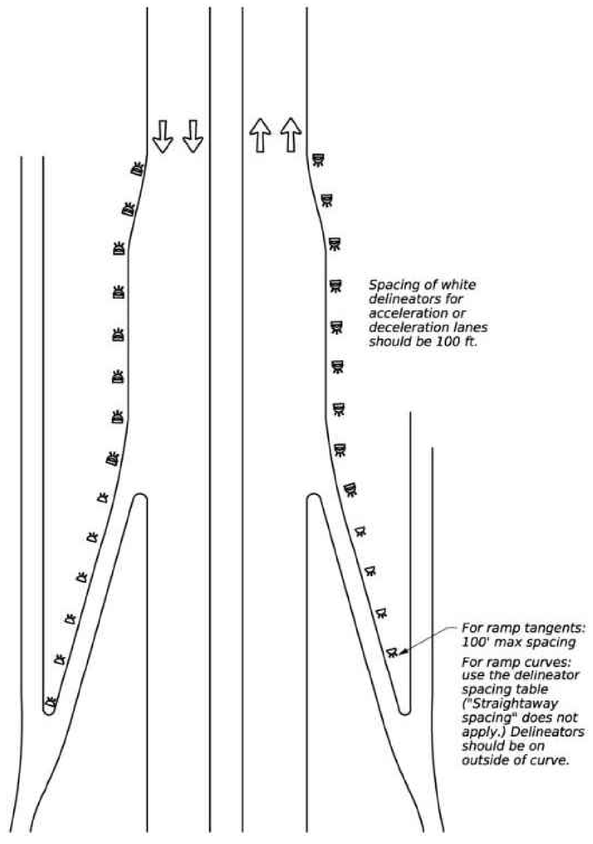
116

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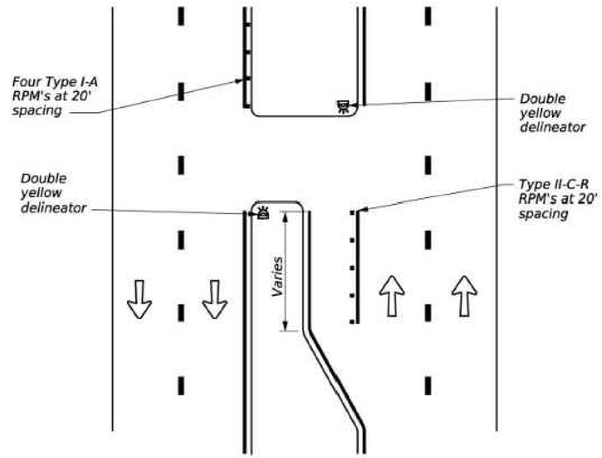
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FREEWAY DELINEATION FOR RAMPS AND ACCELERATION / DECELERATION LANES



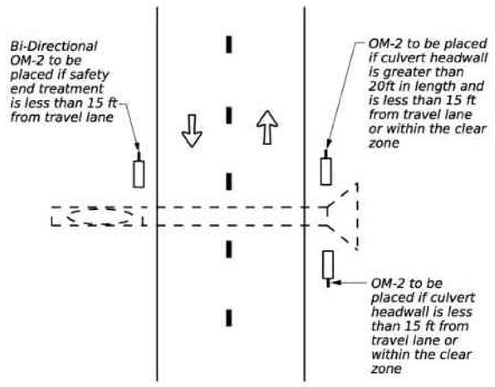
DETAIL 4a

CROSSOVERS



DETAIL 4b

FOR CULVERTS WITHOUT METAL BEAM GUARD FENCE (MBGF)

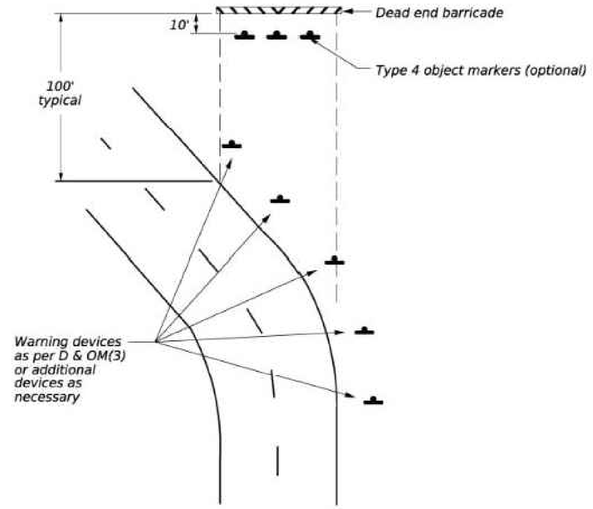


DETAIL 4c

NOTES

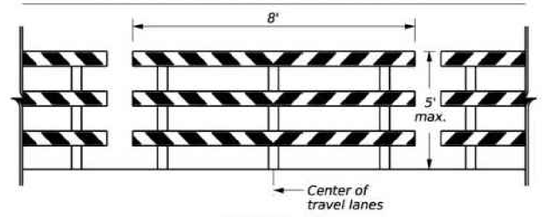
1. This detail applies for all existing culverts without MBGF, for application of OMs. New bridge-class culverts require safety end treatments, MBGF, or bridge railing. See the TxDOT Bridge Railing Manual.
2. For culverts with MBGF, see Sheet 5.

TYPICAL APPLICATION OF DEAD END BARRICADE



DETAIL 4d

TYPICAL DEAD END BARRICADE INSTALLATION



DETAIL 4e

NOTES

1. Barricade striping shall be red and white reflective sheeting for all permanent road closures.
2. Barricade striping is red and white sloping toward the center of the roadway.
3. Type 3 Barricade Supports should be anchored to soil or pavement as described in the Compliant Work Zone Traffic Control Devices list (CWZTCD).

LEGEND

	Delineator
	Double delineator
	OM-2
	Sign
	Raised Pavement Marker (RPM)
	Traffic Flow

Texas Department of Transportation — Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(4)-25

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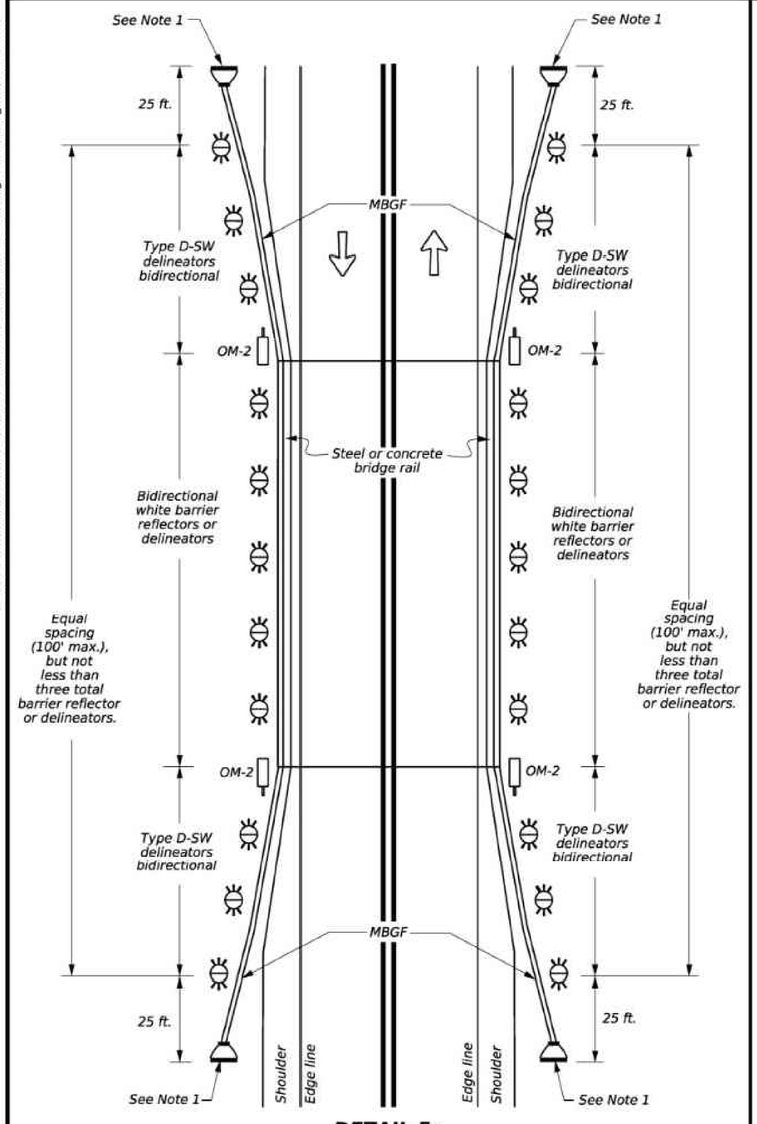
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

SEQ. 98 | SHEET 98 / 116

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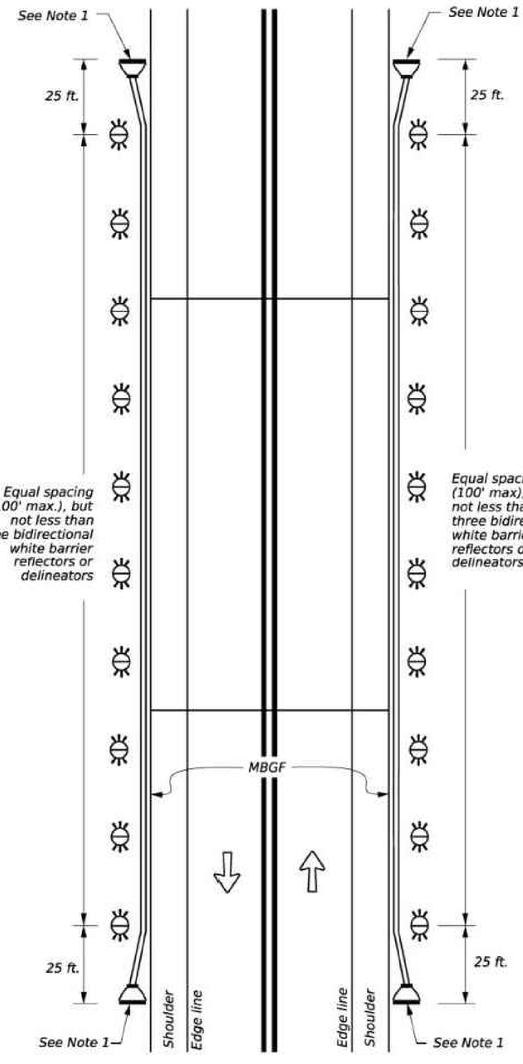
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TWO-WAY, TWO LANE ROADWAY WITH REDUCED WIDTH APPROACH RAIL



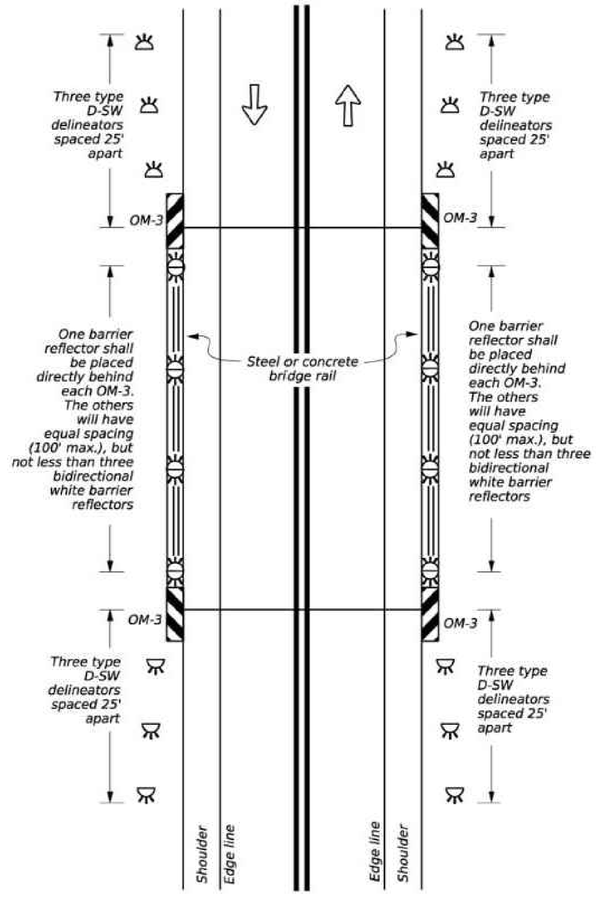
DETAIL 5a

TWO-WAY, TWO LANE ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)



DETAIL 5b

TWO-WAY, TWO LANE ROADWAY BRIDGE WITH NO APPROACH RAIL



DETAIL 5c

NOTES

1. Terminal ends require reflective sheeting provided by manufacturer per D&OM(VIA) or a Type 3 object marker (OM-3) in front of the terminal end.
2. Bridge-class culverts may require OMs on or in advance of culvert headwalls. Refer to the TxDOT Roadway Design Manual and the TMUTCD.

GENERAL NOTE

Delineators (D) indicate roadway alignment. Object Markers (OM) identify obstructions.
See D and OM definitions on D&OM(1) and D&OM(2), respectively.

DATE:
FILE:

LEGEND

	Delineator
	Bidirectional Delineator
	OM-2
	OM-3
	Terminal End
	Traffic Flow

Texas Department of Transportation — Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS (BRIDGE & BRIDGE-CLASS CULVERTS)

D & OM(5)-25

FILE:	dom5-25.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT	May 2025	CONT	SECT	JOB	HIGHWAY
REVISIONS					
8-15		DIST	COUNTY		SHEET NO.
7-20					
5-25					

20E

STATE OF TEXAS — DEREK TURNER — 84843 — LICENSED PROFESSIONAL ENGINEER

08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN — TBPELS FIRM # 10194493 — TBAE FIRM # BR 2261 — TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - D&OM (5)

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

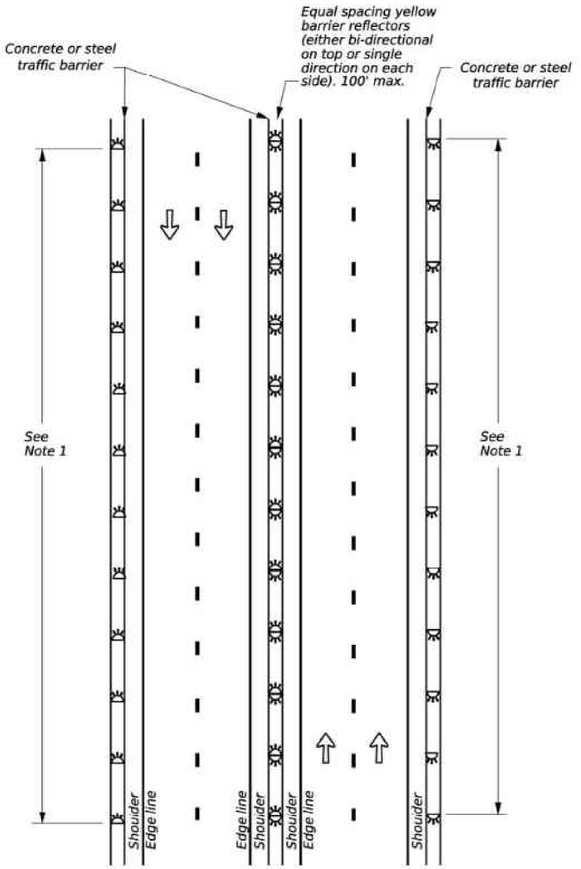
SEQ. 99 | SHEET 99

116

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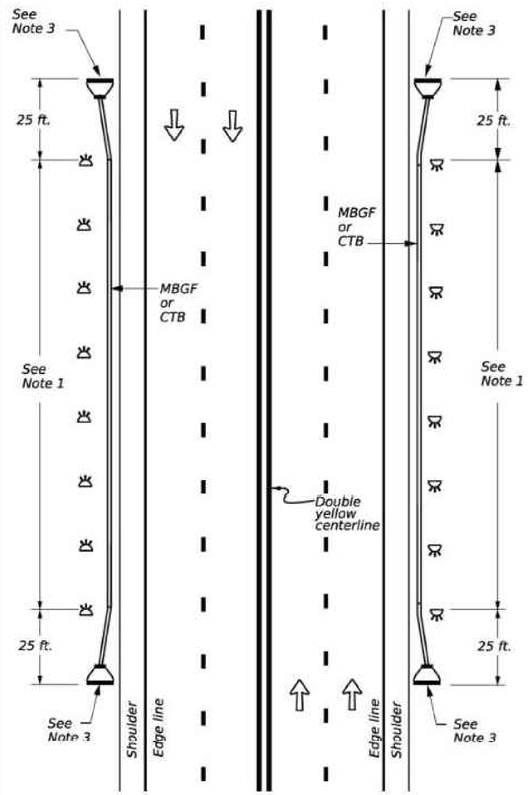
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CONTINUOUS CONCRETE OR STEEL BARRIER



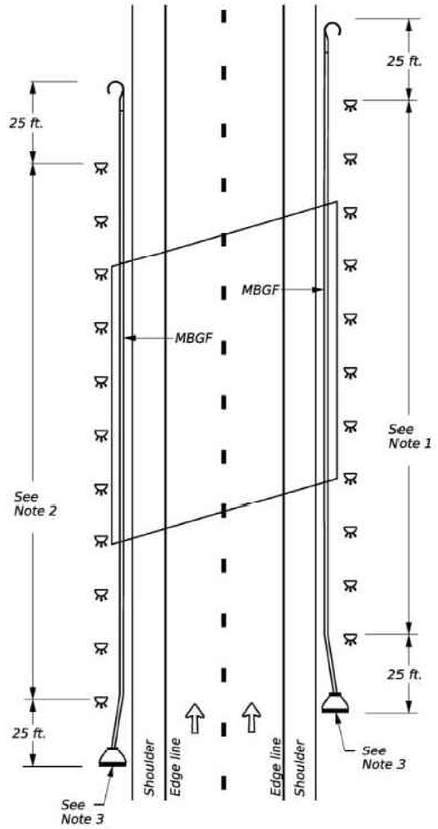
DETAIL 6a

MULTI-LANE UNDIVIDED, TWO-WAY ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)



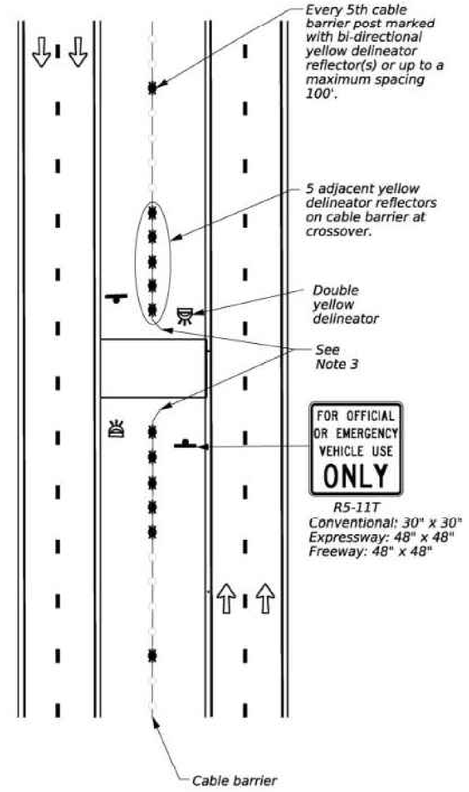
DETAIL 6b

DIVIDED ROADWAY WITH METAL BEAM GUARD FENCE (MBGF)



DETAIL 6c

EMERGENCY CROSSOVER WITH CABLE BARRIER



DETAIL 6d

NOTES

1. Equal spacing (100' max), but not less than three single directional white barrier reflectors or delineators. On Continuous Barrier, equal spacing (100' max.)
2. Equal spacing (100' max), but not less than three single directional yellow barrier reflectors or delineators.
3. Terminal ends require reflective sheeting provided by manufacturer per D&OM(VIA) or a Type 3 object marker (OM-3) in front of the terminal end.
4. Optional bi-directional delineators may be placed on divided roadways to indicate wrong way direction of travel. White or yellow reflector toward normal traffic and red reflector toward wrong way traffic.

GENERAL NOTE

Delineators (D) indicate roadway alignment. Object Markers (OM) identify obstructions.
See D and OM definitions on D&OM(1) and D&OM(2), respectively.

DATE:
FILE:

LEGEND

	Traffic Flow
	Terminal End
	Downstream Anchor Terminal End
	Delineator
	Bidirectional Delineator
	Double Delineator

Texas Department of Transportation — Traffic Safety Division Standard

DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

D & OM(6)-25

FILE:	dom6-25.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
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REVISIONS					
8-15		DIST	COUNTY		SHEET NO.
7-20					
5-25					

20F

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - D&OM (6)

NO.	REVISION	DATE

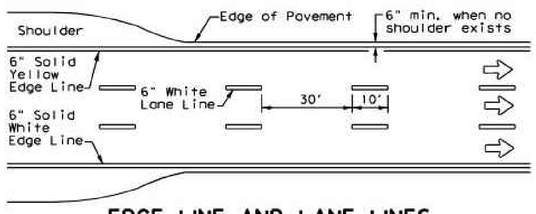
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CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256
SCALE N.T.S.

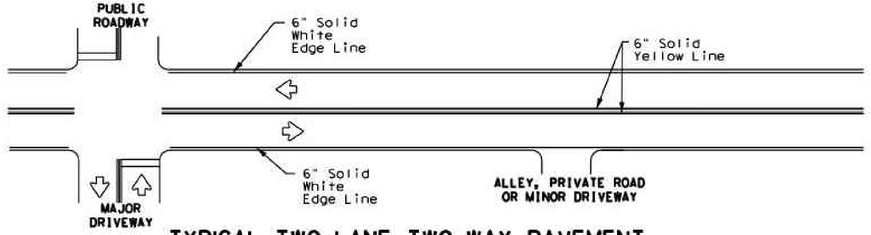
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SHEET 100
116

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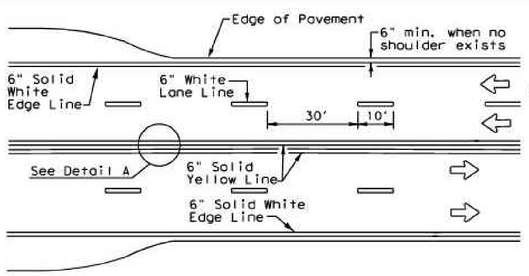
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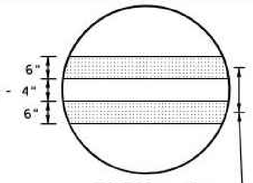


EDGE LINE AND LANE LINES ONE-WAY ROADWAY WITH OR WITHOUT SHOULDERS



TYPICAL TWO-LANE, TWO-WAY PAVEMENT MARKINGS THROUGH INTERSECTIONS

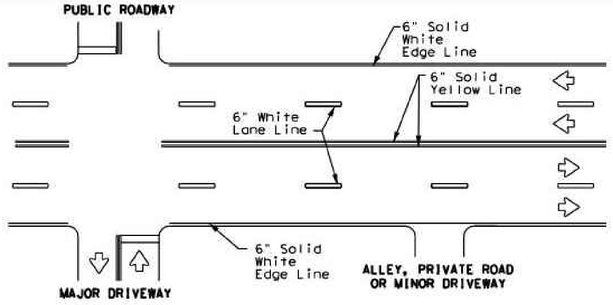




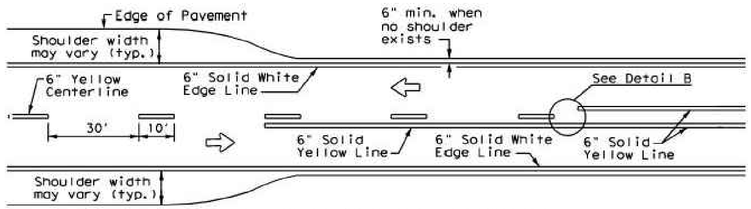
CENTERLINE AND LANE LINES FOUR LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS

* 2" minimum for restripe projects when approved by the Engineer.

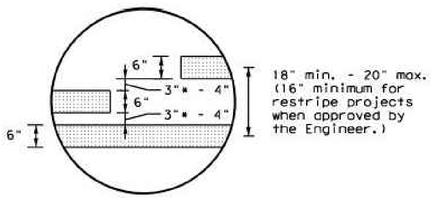
** 8" minimum for restripe projects when approved by the Engineer.



TYPICAL MULTI-LANE, TWO-WAY PAVEMENT MARKINGS THROUGH INTERSECTIONS

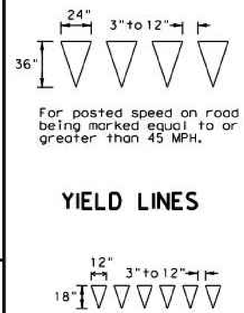


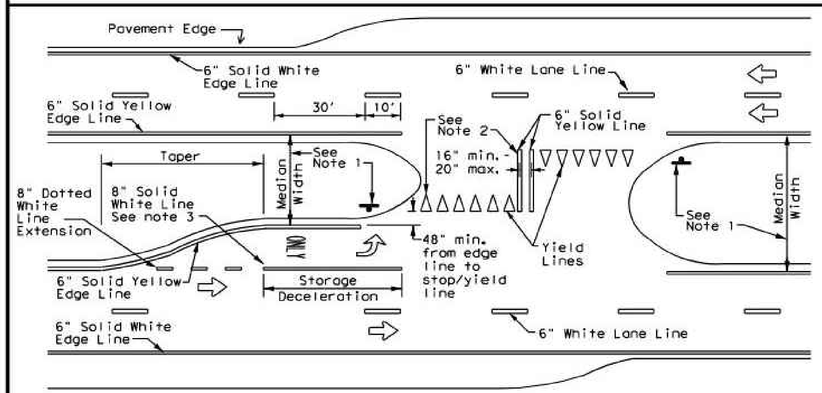
TWO LANE TWO-WAY ROADWAY WITH OR WITHOUT SHOULDERS



DETAIL "B"

* 2" minimum for restripe projects when approved by the Engineer.





FOUR LANE DIVIDED ROADWAY CROSSOVERS

DATE:
FILE:

NOTES

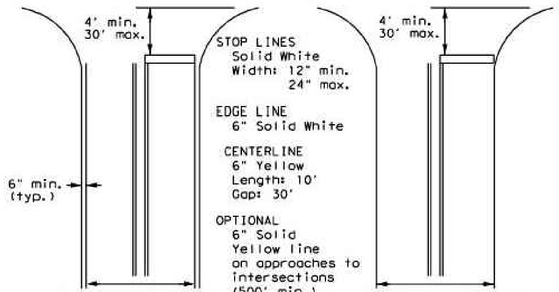
1. Where divided highways are separated by median widths at the median opening itself of 30 feet or more, median openings shall be signed as two separate intersections. Each median opening has two width measurements, with one measurement for each approach. The narrow median width will be the controlling width to determine if signs are required. Yield signs are the typical intersection control. Stop signs and stop bars are optional as determined by the Engineer.
2. Install median striping (double yellow centerlines and stop lines/yield lines) when a 50' or greater median centerline can be placed. Stop lines shall only be used with stop signs. Yield lines shall only be used with yield signs.
3. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer.

GENERAL NOTES

1. Edge line striping shall be as shown in the plans or as directed by the Engineer. The edge line should not be placed less than 6 inches from the edge of pavement. This distance may vary due to pavement raveling or other conditions. Edge lines are not required in curb and gutter sections of roadways.
2. The traveled way includes only that portion of the roadway used for vehicular travel. It does not include the parking lanes, sidewalks, berms and shoulders. The traveled ways shall be measured from the center of edge line to the center of edge line of a two lane roadway.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

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



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

GUIDE FOR PLACEMENT OF STOP LINES, EDGE LINE & CENTERLINE

Based on Traveled Way and Pavement Widths for Undivided Roadways

Texas Department of Transportation — Traffic Safety Division Standard

TYPICAL STANDARD PAVEMENT MARKINGS

PM(1)-22

FILE: pm1-22.dgn	DN:	CK:	DW:	CK:
©TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS 11-78 8-00 6-20 8-95 3-03 12-22 5-00 2-12	DIST	COUNTY		SHEET NO.
22A				

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - PM-(1)

NO.	REVISION	DATE

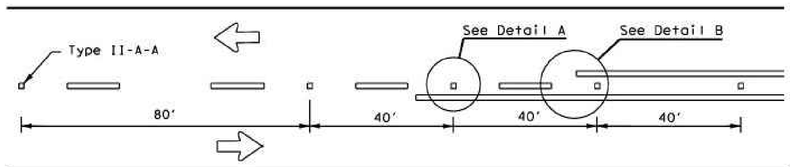
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

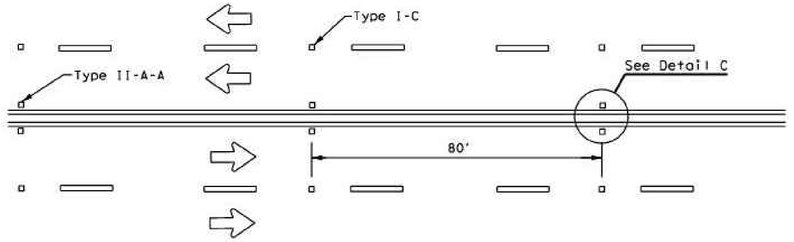
SEQ. 101 | SHEET 101 / 116

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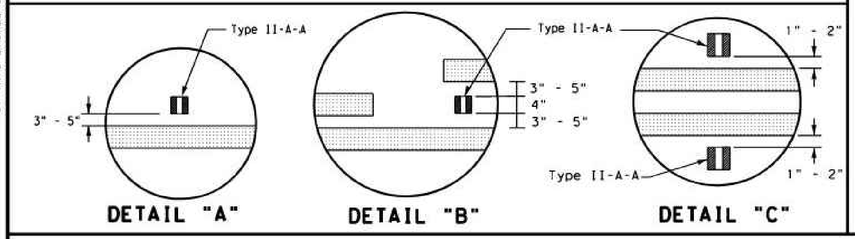
REFLECTIVE RAISED PAVEMENT MARKERS FOR VEHICLE POSITIONING GUIDANCE

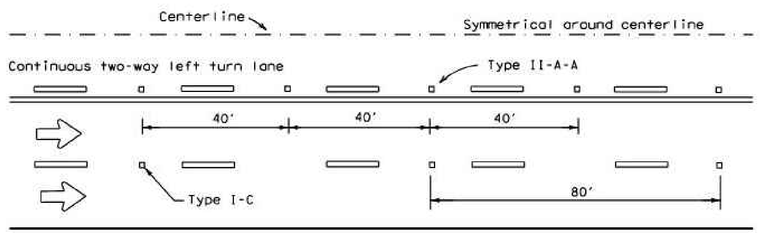


CENTERLINE FOR ALL TWO LANE TWO-WAY ROADWAYS

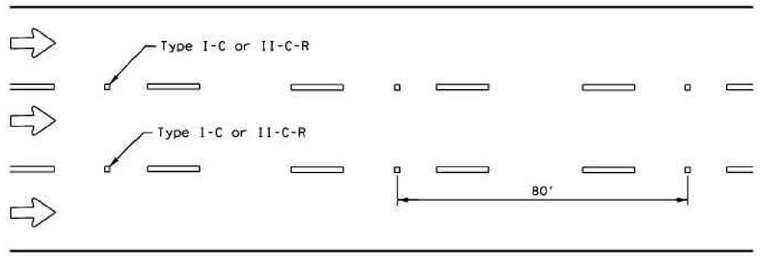


CENTERLINE & LANE LINES FOR FOUR LANE TWO-WAY ROADWAYS





CENTERLINE AND LANE LINES FOR TWO-WAY LEFT TURN LANE



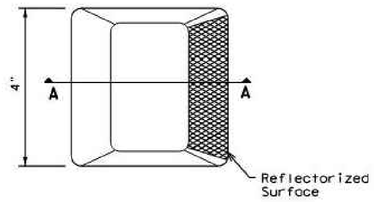
LANE LINES FOR ONE-WAY ROADWAY (NON-FREEWAY FACILITIES)

Raised pavement markers Type II-C-R shall have clear face toward normal traffic and red face toward wrong-way traffic.

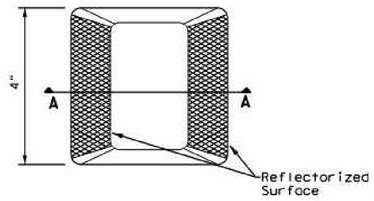
See Note 3.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

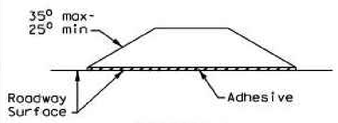
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



Type I (Top View)

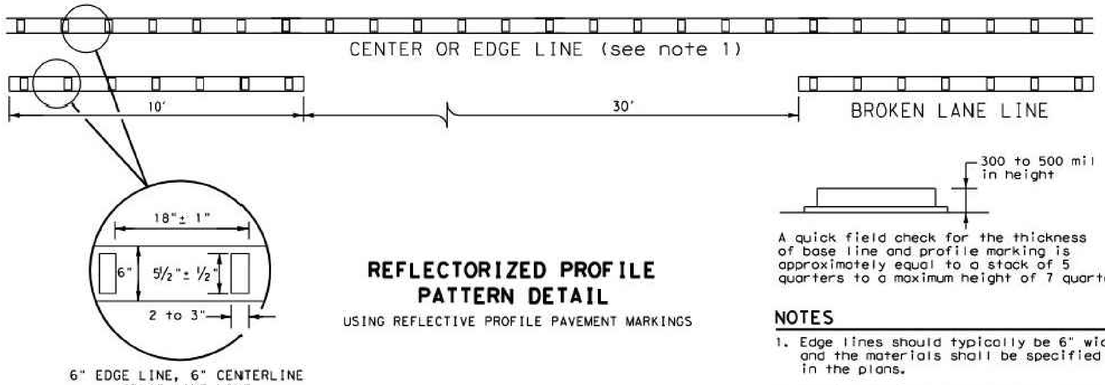


Type II (Top View)



SECTION A

RAISED PAVEMENT MARKERS



REFLECTORIZED PROFILE PATTERN DETAIL

USING REFLECTIVE PROFILE PAVEMENT MARKINGS

A quick field check for the thickness of base line and profile marking is approximately equal to a stack of 5 quarters to a maximum height of 7 quarters.

NOTES

1. Edge lines should typically be 6" wide and the materials shall be specified in the plans.
2. Profile markings shall not be placed on roadways with a posted speed limit of 45 MPH or less.

GENERAL NOTES

1. All raised pavement markers placed along broken lines shall be placed in line with and midway between the stripes.
2. On concrete pavements, the raised pavement markers should be placed to one side of the longitudinal joints.
3. Use raised pavement marker Type I-C with undivided roadways, flush medians, and two way left turn lanes. Use raised pavement marker Type II-C-R with divided highways and raised medians.

Texas Department of Transportation | Traffic Safety Division Standard

POSITION GUIDANCE USING RAISED MARKERS REFLECTORIZED PROFILE MARKINGS PM(2)-22

FILE: pm2-22.dgn	DN:	CK:	DW:	CK:
©TxDOT December 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS 4-77 8-00 6-20				
4-92 2-10 12-22	DIST	COUNTY		SHEET NO.
5-00 2-12				
22B				

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Plotted by: jeff burns Plot Date: 8/26/2026 5:08 PM
Save Time: 8/20/2026 9:31 AM Saved By: svanderpool
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DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELSFIRM # 10194493
TBAEFIRM # BR 2261
TBPEFIRM # 2448

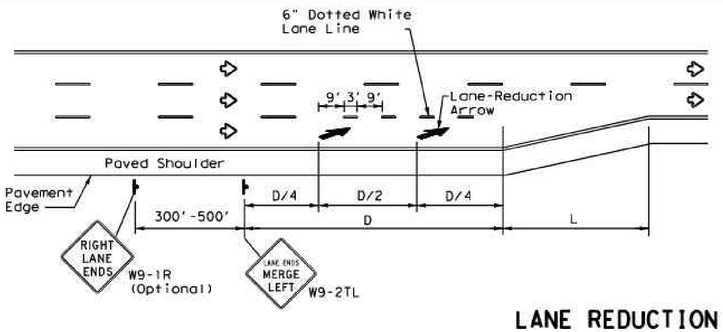
CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - PM-(2)

NO.	REVISION	DATE

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PROJECT # 21256 | SCALE N.T.S.

SEQ. 102 | SHEET 102 / 116

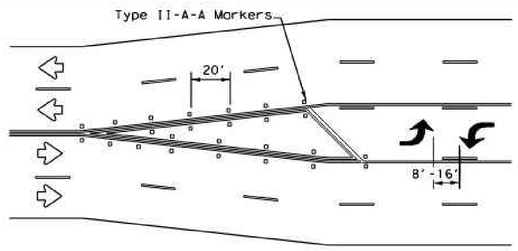


LANE REDUCTION

NOTES

1. Lane reduction pavement markings are used where the number of through lanes is reduced because of narrowing of the roadway or because of a section of on-street parking in what would otherwise be a through lane. For Texas Super 2 Passing Lanes, see TS2(PL) standard sheets.
2. On divided highways, an additional RIGHT LANE ENDS (W9-1R) sign may be installed in the median aligned with the W9-1R sign on the right side of the highway.
3. Lane reduction arrows are required for speeds of 45 mph or greater. An optional third lane reduction arrow may be added based on engineering judgement. If used, the optional third lane reduction arrow should be centered between the first and last lane reduction arrows.
4. For lane reductions on Freeways and Expressways, signing shall conform to the TxDOT Freeway Signing Handbook.

ADVANCED WARNING SIGN DISTANCE (D)		
Posted Speed	D (ft)	L (ft)
30 MPH	460	$L = \frac{WS^2}{60}$
35 MPH	565	
40 MPH	670	
45 MPH	775	L=WS
50 MPH	885	
55 MPH	990	
60 MPH	1,100	
65 MPH	1,200	
70 MPH	1,250	
75 MPH	1,350	



A two-way left-turn (TWLT) lane-use arrow pavement marking should be used at or just downstream from the beginning of a two-way left-turn lane within a corridor. Repeating the marking after each intersection or dedicated turn bay is not required unless stated elsewhere in the plans.

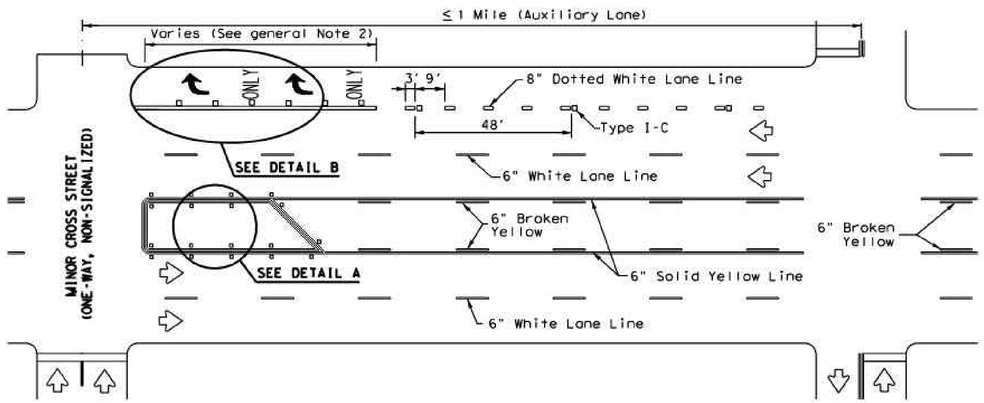
TYPICAL TRANSITION FOR TWLTL AND DIVIDED HIGHWAY

GENERAL NOTES

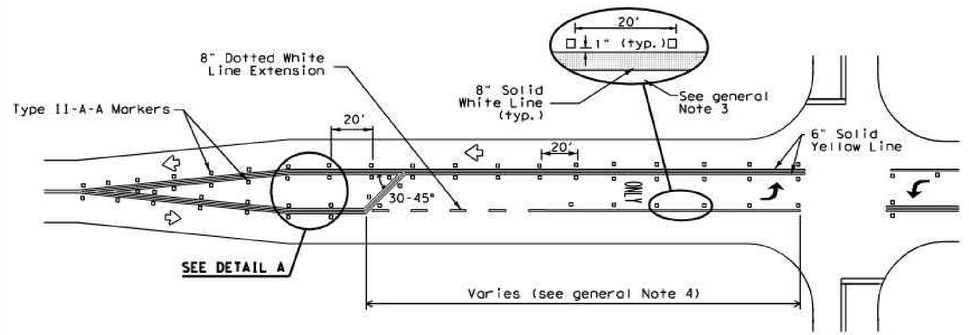
1. Lane use word and arrow markings shall be used where through lanes approaching an intersection become mandatory turn lanes. Lane use word and arrow markings should be used in auxiliary lanes of substantial length. Lane use arrow markings or word and arrow markings may be used in other lanes and turn bays for emphasis. Details for words and arrows are as shown in the Standard Highway Sign Designs for Texas.
2. When lane-use words and arrow markings are used, two sets of arrows should be used if the length of the bay is greater than 180 feet. When a single lane use arrow or word and arrow marking is used for a short turn lane, it should be located at or near the upstream end of the full-width turn lane.
3. Use raised pavement marker Type I-C with undivided highways, flush medians and two way left turn lanes. Use raised pavement marker Type II-C-R with divided highways and raised medians.
4. Length of turn bays, including taper, deceleration, and storage lengths shall be as shown on the plans or as directed by the Engineer. See Chapter 3 of the Roadway Design Manual for additional information on turning lanes or storage lengths.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

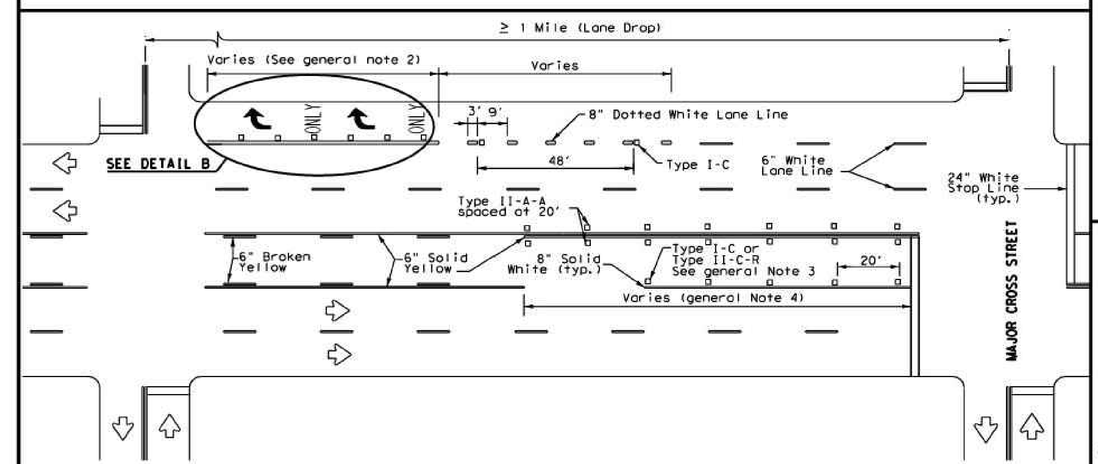
All pavement marking materials shall meet the required Departmental Material Specifications as specified by the plans.



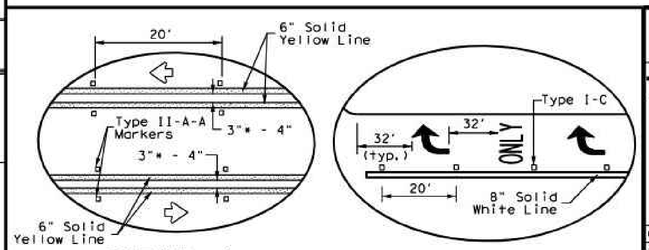
TYPICAL TWLTL AT ONE-WAY STREET AND RIGHT TURN AUXILIARY LANE



TYPICAL TWO-LANE ROADWAY INTERSECTION WITH LEFT TURN BAYS



TYPICAL TWLTL AT TWO-WAY CROSS STREET AND RIGHT TURN LANE DROP



* 2" minimum allowed for restripe projects when approved by the Engineer.

Texas Department of Transportation — Traffic Safety Division Standard

TWO-WAY LEFT TURN LANES, RURAL LEFT TURN BAYS, AND LANE REDUCTION PAVEMENT MARKINGS PM(3)-22

FILE: pm3-22.dgn	DN:	CK:	DW:	CK:
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REVISIONS 4-98 3-03 6-20 / 5-00 2-10 12-22 / 8-00 2-12	DIST	COUNTY		SHEET NO.

22C

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DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN — TBPELS FIRM # 10194493 — TBAE FIRM # BR 2261 — TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - PM-(3)

NO.	REVISION	DATE

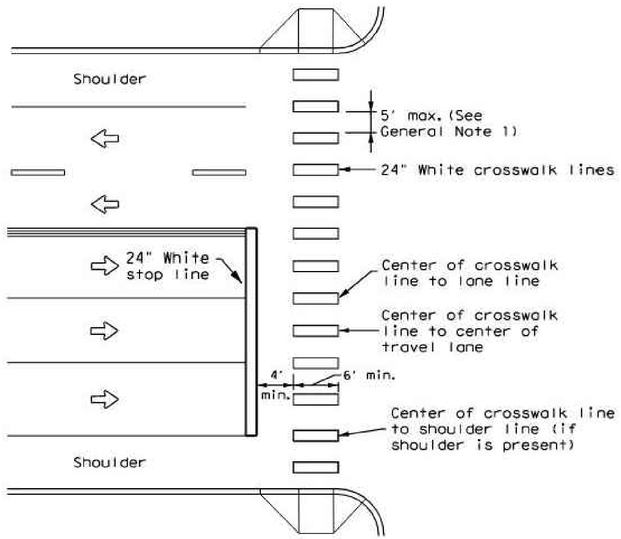
BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

SEQ. 103 | SHEET 103

116

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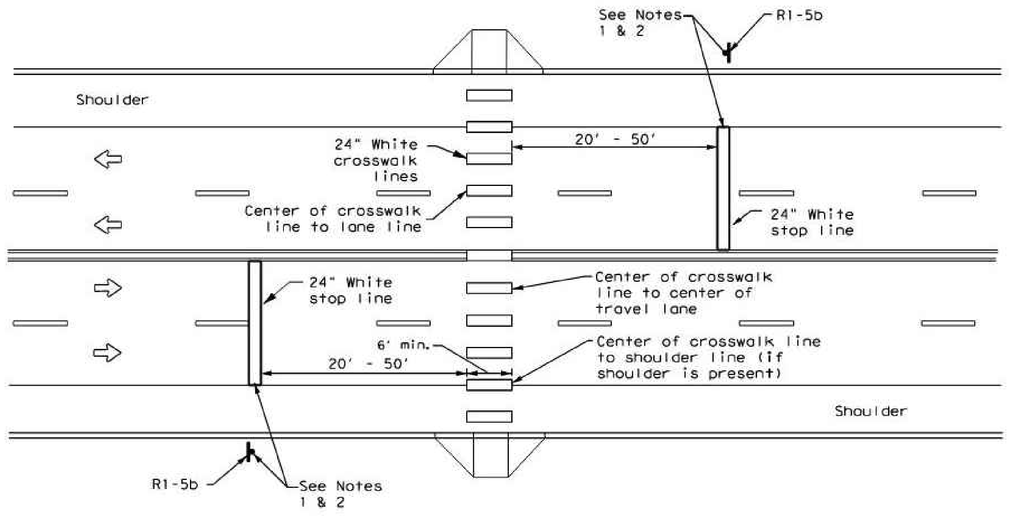
HIGH-VISIBILITY LONGITUDINAL CROSSWALK AT CONTROLLED APPROACH

GENERAL NOTES

1. Longitudinal crosswalk lines should not be placed in the wheel path of vehicles. Center the crosswalk lines on travel lanes, lane lines, and shoulder lines (if present).
2. A minimum 6" clear distance shall be provided to the curb face. If the last crosswalk line falls into this distance it must be omitted.
3. For divided roadways, adjustments in spacing of the crosswalk lines should be made in the median so that the crosswalk lines are maintained in their proper location across the travel portion of the roadway.
4. At skewed crosswalks, the crosswalk lines are to remain parallel to the lane lines.
5. Each crosswalk shall be a minimum of 6' wide.
6. The High-Visibility Longitudinal Crosswalk is the preferred crosswalk pattern on State Highways. Other crosswalk patterns as shown in the "Texas Manual on Uniform Traffic Control Devices" may be used. All crosswalk designs and dimension shall comply with the "Texas Manual on Uniform Traffic Control Devices."
7. Final placement of Stop Bar and Crosswalk shall be approved by the Engineer in the field.

MATERIAL SPECIFICATIONS	
PAVEMENT MARKERS (REFLECTORIZED)	DMS-4200
EPOXY AND ADHESIVES	DMS-6100
BITUMINOUS ADHESIVE FOR PAVEMENT MARKERS	DMS-6130
TRAFFIC PAINT	DMS-8200
HOT APPLIED THERMOPLASTIC	DMS-8220
PERMANENT PREFABRICATED PAVEMENT MARKINGS	DMS-8240

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



UNSIGNALIZED MIDBLOCK HIGH-VISIBILITY LONGITUDINAL CROSSWALK

NOTES:

1. Use stop bars with Stop Here For Pedestrians (R1-5b) signs at unsignalized midblock cross walks.
2. Use stop bars with STOP HERE ON RED (R10-6 or R10-6a) signs at mid block crosswalks controlled by traffic signals or pedestrian hybrid beacons.

Texas Department of Transportation | Traffic Safety Division Standard

CROSSWALK PAVEMENT MARKINGS

PM(4)-22A

FILE: pm4-22a.dgn	DN:	CK:	DW:	CK:
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REVISIONS				
6-20	DIST	COUNTY		SHEET NO.
6-22				
12-22				
22D				

DATE: FILE:

Derek Turner
STATE OF TEXAS
DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - PM-(4)

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING. CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE N.T.S.

SEQ. 104 / 116 | SHEET 104

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DATE:
FILE:

SIGN SUPPORT DESCRIPTIVE CODES

(Descriptive Codes correspond to project estimate and quantities sheets)

SM RD SGN ASSM TY XXXXX(X)XX(X-XXXX)

Post Type

FRP = Fiberglass Reinforced Plastic Pipe (see SMD(FRP))
TWT = Thin-Walled Tubing (see SMD(TWT))
10BWG = 10 BWG Tubing (see SMD(SLIP-1) to (SLIP-3))
S80 = Schedule 80 Pipe (see SMD(SLIP-1) to (SLIP-3))

Number of Posts (1 or 2)

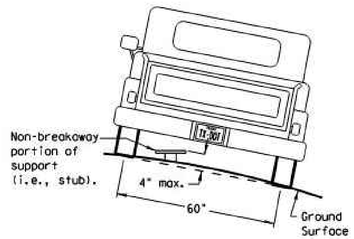
Anchor Type

UA = Universal Anchor - Concreted (see SMD(FRP) and (TWT))
UB = Universal Anchor - Bolted down (see SMD(FRP) and (TWT))
WS = Wedge Anchor Steel - (see SMD(TWT))
WP = Wedge Anchor Plastic (see SMD(TWT))
SA = Slipbase - Concreted (see SMD(SLIP-1) to (SLIP-3))
SB = Slipbase - Bolted Down (see SMD(SLIP-1) to (SLIP-3))

Sign Mounting Designation

P = Prefab. "Plain" (see SMD(SLIP-1) to (SLIP-3), (TWT), (FRP))
T = Prefab. "T" (see SMD(SLIP-1) to (SLIP-3), (TWT))
U = Prefab. "U" (see SMD(SLIP-1) to (SLIP-3))
IF REQUIRED
1EXT or 2EXT = Number of Extensions (see SMD(SLIP-1) to (SLIP-3), (TWT))
BM = Extruded Wind Beam (see SMD(SLIP-1) to (SLIP-3))
WC = 1.12 #/ft Wing Channel (see SMD(SLIP-1) to (SLIP-3))
EXAL = Extruded Aluminum Sign Panels (see SMD(SLIP-3))

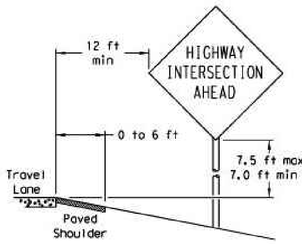
REQUIRED CLEARANCE FOR BREAKAWAY SUPPORT



To avoid vehicle undercarriage snagging, any substantial remains of a breakaway support, when it is broken away, should not project more than 4 inches above a 60-inch chord (i.e., typical space between wheel paths).

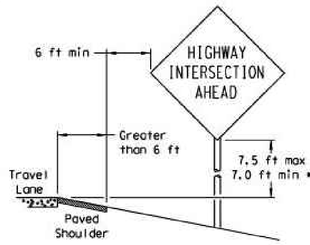
SIGN LOCATION

PAVED SHOULDERS



LESS THAN 6 FT. WIDE

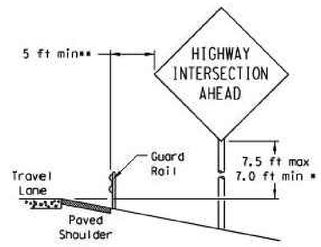
When the shoulder is 6 ft. or less in width, the sign must be placed at least 12 ft. from the edge of the travel lane.



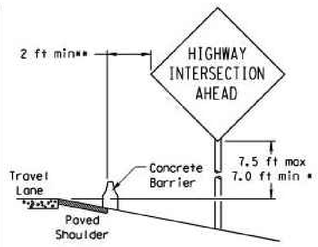
GREATER THAN 6 FT. WIDE

When the shoulder is greater than 6 ft in width, the sign must be placed at least 6 ft. from the edge of the shoulder.

BEHIND BARRIER



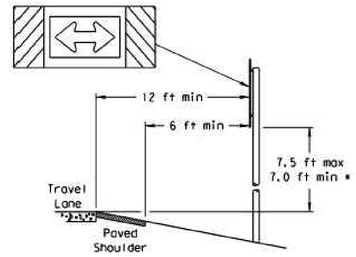
BEHIND GUARDRAIL



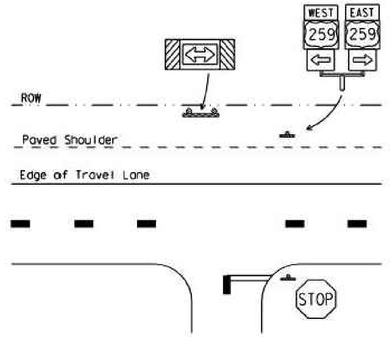
BEHIND CONCRETE BARRIER

**Sign clearance based on distance required for proper guard rail or concrete barrier performance.

T-INTERSECTION



When this sign is needed at the end of a two-lane, two way roadway, the right edge of the sign should be in line with the centerline of the roadway. Place as close to ROW as practical.



* Signs shall be mounted using the following condition that results in the greatest sign elevation:

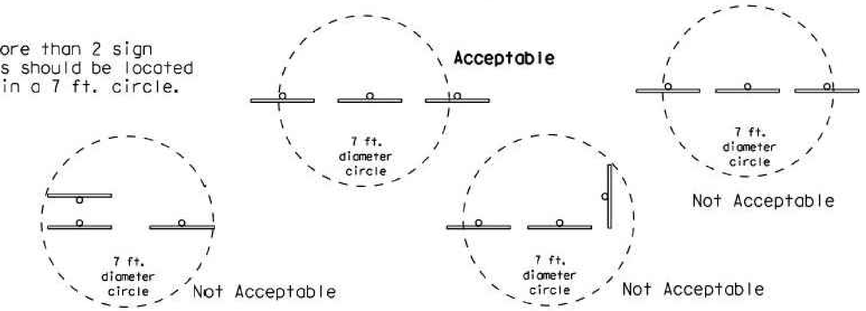
(1) a minimum of 7 to a maximum of 7.5 feet above the edge of the travel lane or

(2) a minimum of 7 to a maximum of 7.5 feet above the grade at the base of the support when sign is installed on the backslope.

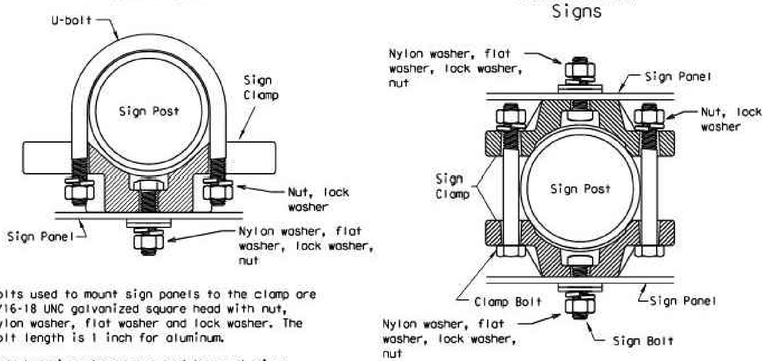
The maximum values may be increased when directed by the Engineer.

See the Traffic Operations Division website for detailed drawings of sign clamps, Triangular Slipbase System components and Wedge Anchor System components.

The website address is:
http://www.txdot.gov/publications/traffic.htm



TYPICAL SIGN ATTACHMENT DETAIL



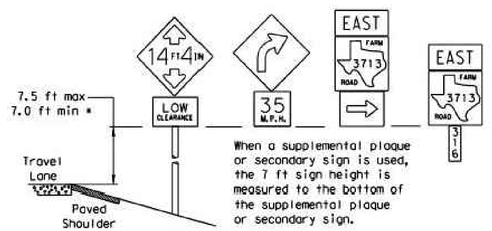
Bolts used to mount sign panels to the clamp are 5/16-18 UNC galvanized square head with nut, nylon washer, flat washer and lock washer. The bolt length is 1 inch for aluminum.

When two sign clamps are used to mount signs back-to-back, use a 5/16-18 UNC galvanized hex head per ASTM A307 with nut and helical-spring lock washer. The approximate bolt lengths for various post sizes and sign clamp types are given in the table at right. The bolt length may need to be adjusted depending upon field conditions.

Sign clamps may be either the specific size clamp or the universal clamp.

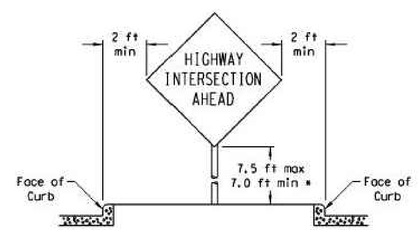
Pipe Diameter	Approximate Bolt Length	
	Specific Clamp	Universal Clamp
2" nominal	3"	3 or 3 1/2"
2 1/2" nominal	3 or 3 1/2"	3 1/2 or 4"
3" nominal	3 1/2 or 4"	4 1/2"

SIGNS WITH PLAQUES



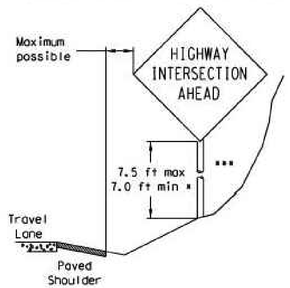
When a supplemental plaque or secondary sign is used, the 7 ft sign height is measured to the bottom of the supplemental plaque or secondary sign.

CURB & GUTTER OR RAISED ISLAND



RESTRICTED RIGHT-OF-WAY

(When 6 ft min. is not possible.)



Right-of-way restrictions may be created by rocks, water, vegetation, forest, buildings, a narrow island, or other factors.

In situations where a lateral restriction prevents the minimum horizontal clearance from the edge of the travel lane, signs should be placed as far from the travel lane as practical.

*** Post may be shorter if protected by guardrail or if Engineer determines the post could not be hit due to extreme slope.

Texas Department of Transportation
Traffic Operations Division

SIGN MOUNTING DETAILS SMALL ROADSIDE SIGNS GENERAL NOTES & DETAILS

SMD(GEN)-08

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9-08 REVISIONS

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CONT	SECT	JOB	HIGHWAY
DIST	COUNTY		SHEET NO.

26A

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - SMD GEN

NO.	REVISION	DATE

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PROJECT # 21256 SCALE N.T.S.

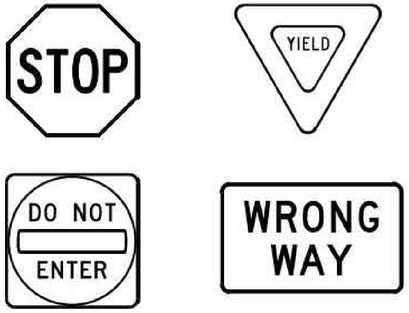
SEQ. 105 / 116 SHEET 105

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REQUIREMENTS FOR RED BACKGROUND REGULATORY SIGNS
(STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)



REQUIREMENTS FOR FOUR SPECIFIC SIGNS ONLY

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	RED	TYPE B OR C SHEETING
BACKGROUND	WHITE	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE B OR C SHEETING
LEGEND	RED	TYPE B OR C SHEETING

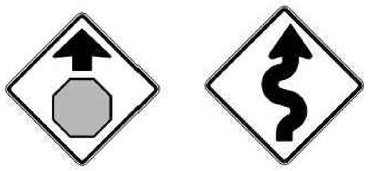
REQUIREMENTS FOR WHITE BACKGROUND REGULATORY SIGNS
(EXCLUDING STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND, BORDERS AND SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

REQUIREMENTS FOR WARNING SIGNS



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	FLOURESCENT YELLOW	TYPE B_{FL} OR C_{FL} SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

REQUIREMENTS FOR SCHOOL SIGNS



TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	FLOURESCENT YELLOW GREEN	TYPE B_{FL} OR C_{FL} SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
SYMBOLS	RED	TYPE B OR C SHEETING

GENERAL NOTES

1. Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign tabulation sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
2. Sign legend shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets (B, C, D, E, Emod or F).
3. Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.
4. Black legend and borders shall be applied by screening process or cut-out acrylic non-reflective black film to background sheeting, or combination thereof.
5. White legend and borders shall be applied by screening process with transparent colored ink, transparent colored overlay film to white background sheeting or cut-out white sheeting to colored background sheeting, or combination thereof.
6. Colored legend shall be applied by screening process with transparent colored ink, transparent colored overlay film or colored sheeting to background sheeting, or combination thereof.
7. Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.
8. Mounting details for roadside mounted signs are shown in the "SMD series" Standard Plan Sheets.

ALUMINUM SIGN BLANKS THICKNESS	
Square Feet	Minimum Thickness
Less than 7.5	0.080
7.5 to 15	0.100
Greater than 15	0.125

DEPARTMENTAL MATERIAL SPECIFICATIONS	
ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.
http://www.txdot.gov/

Texas Department of Transportation — Traffic Operations Division Standard

TYPICAL SIGN REQUIREMENTS

TSR(4)-13

FILE: tsr4-13.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
©TxDOT October 2003	CONT	SECT	JOB	HIGHWAY
REVISIONS 12-03 7-13 9-08	DIST	COUNTY		SHEET NO.

4

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - TSR

NO.	REVISION	DATE

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PROJECT # 21256 | SCALE N.T.S.

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I. STORMWATER POLLUTION PREVENTION-CLEAN WATER ACT SECTION 402

1. ☐ It is not anticipated that any erosion, sedimentation, or environmental control devices will be needed on this project. The Contractor must still implement appropriate practices to prevent pollution from construction activities from reaching waters of the state. If it becomes necessary to implement control devices, payment for that work must be in accordance with Item 506 Article 4.4, "Change in the Work".
2. ☐ The project will disturb less than 1 acre of soil and has EPICs that require the implementation of erosion, sedimentation, or environmental control devices. The SWP3 summary sheet and associated plan information has been developed and included in the plans. Additional documentation must be maintained during construction in accordance with Department policy.
3. ☐ The project will disturb 1 acres or more of soil therefore requires the implementation of erosion, sedimentation, or environmental control devices. The SWP3 summary sheet and associated plan information has been developed and included in the plans. Additional documentation must be maintained during construction in accordance with Department policy and Texas Commission on Environmental Quality Construction General Permit (TXR150000) requirements.

II. WORK IN OR NEAR STREAMS, WATERBODIES AND WETLANDS CLEAN WATER ACT SECTIONS 401 AND 404

1. ☐ No Permit Required
2. ☐ USACE Permit required for filling, dredging, excavating or other work in any water bodies, rivers, creeks, streams, wetlands or wet areas. The Contractor must adhere to all of the terms and conditions associated with the following permit(s):
   - ☐ Nationwide Permit 14 - PCN not Required (less than 1/10th acre waters or wetlands affected)
   - ☐ Nationwide Permit 14 - PCN Required (1/10 to <1/2 acre, 1/3 in tidal waters)
   - ☐ Other Nationwide Permit Required: NWP#
   - ☐ Individual Standard Permit Required

The SWP3 describes the BMPs planned to control erosion, sedimentation and post-project TSS.

The following lists the impacted water, its stationing, planned disturbed acreage, and additional notes:

1.
2.
3.
4.
5.
6.
7.
8.
9.

III. CULTURAL RESOURCES

Refer to TxDOT Standard Specifications in the event historical issues or archeological artifacts are found during construction. Upon discovery of archeological artifacts (bones, burnt rock, flint, pottery, etc.) cease work in the immediate area and contact the Engineer immediately.

☐ Additional Required Actions:

1.
2.
3.
4.

IV. VEGETATION RESOURCES

The Contractor must preserve native vegetation to the extent practical. Follow vegetative buffers defined in the SWP3 for work adjacent to water bodies. Contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

☐ Additional Required Actions:

1.
2.
3.

V. PROTECTED SPECIES AND MIGRATORY BIRDS

The work must not remove active nests from bridges and other structures during nesting season of the birds associated with the nests. If caves or sinkholes are discovered, cease work in the immediate area, and contact the Engineer immediately. Do not disturb or handle bats found under bridges and other structures. Do not harm or kill wildlife that enters the project area, including rattlesnakes. Implement measures to avoid infesting water bodies with zebra mussels, including inspecting equipment prior to placing in water and clean, drain, dry practices.

If any listed species are observed, cease work in the immediate area, do not disturb the species or habitat, and contact the Engineer immediately.

☐ Additional Required Actions:

1.
2.
3.
4.

DATE:
FILE:

LIST OF ABBREVIATIONS

BMP: Best Management Practice
CGP: Construction General Permit
DSHS: Texas Department of State Health Services
FHWA: Federal Highway Administration
MBTA: Migratory Bird Treaty Act
MOA: Memorandum of Agreement
MOU: Memorandum of Understanding
MS4: Municipal Separate Stormwater Sewer System
NOI: Notice of Intent
NOT: Notice of Termination
NWP: Nationwide Permit
OHWM: Ordinary High Water Mark
OSHA: Occupational Safety and Health Administration
PCN: Pre-Construction Notification
PSL: Project Specific Location
SDS: Safety Data Sheet
SPCC: Spill Prevention Control and Countermeasure
SW3P: Stormwater Pollution Prevention Plan
TCEQ: Texas Commission on Environmental Quality
TPDES: Texas Pollutant Discharge Elimination System
TPWD: Texas Parks and Wildlife Department
TxDOT: Texas Department of Transportation
TSS: Total Suspended Solids
USACE: U.S. Army Corps of Engineers
USFWS: U.S. Fish and Wildlife Service

SHEET 1 OF 2

Texas Department of Transportation — Design Division Standard

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

EPIC

FILE: epic.dgn	DN:	CK: KM	DW: CES	CK:
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REVISIONS	DIST	COUNTY		SHEET NO.

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - EPIC

NO.	REVISION	DATE

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PROJECT # 21256 | SCALE N.T.S.

SEQ. 107 / 116 | SHEET 107

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VI. HAZARDOUS MATERIALS OR CONTAMINATION ISSUES

For all projects the Contractor will comply with the OSHA Hazard Communication Standard (29 CFR 1910.1200) for personnel who will be working with hazardous materials by conducting safety meetings prior to beginning construction and making workers aware of potential hazards in the workplace. Ensure that all workers are provided with personal protective equipment appropriate for any hazardous materials used.

Obtain and keep on-site Safety Data Sheets (SDS) for all hazardous products used on the project, which may include, but are not limited to the following categories: paints, acids, solvents, asphalt products, chemical additives, fuels and concrete curing compounds or additives. Provide protected storage, off bareground and covered, for products which may be hazardous. Maintain product labelling as required by the Act. Pollutant housekeeping is also required in accordance with items listed in Section I of this EPIC sheet.

Maintain an adequate supply of on-site spill response materials, as indicated in the SDS. In the event of a spill, take actions to mitigate the spill as indicated in the MSDS, in accordance with safe work practices, and contact the District Spill Coordinator immediately. The Contractor shall be responsible for the proper containment and cleanup of all product spills.

Responsibility for Hazardous Materials: Except in cases where the generation of hazardous materials are introduced by the Contractor on any work done by the Contractor on State-owned or controlled sites, the Contractor is not the generator of hazardous materials indentified in the ROW as shown in the plans or as discovered during construction.

Contact the Engineer if any of the following are detected:

* Dead or distressed vegetation (not identified as normal)
* Trash piles, drums, canister, barrels, etc.
* Undesirable smells or odors
* Evidence of leaching or seepage of substances

The following list identifies non-asbestos/lead contamination or waste issues (location, contamination/waste type, if a soil and groundwater management plan applies, and any additional notes)

1.

2.

3.

Demolition Activities - Does the project involve the demolition of any bridge class structure (not including buried culverts) for the purpose of replacement or permanent removal?

1. ☐ No - no further action required for demolition activities
2. ☐ Yes - the Contractor must provide the dates for demolition to the Engineer at least 30 days in advance, to allow the Department sufficient time to prepare and submit the pre-demolition notification to the DSHS at least 10 working days prior to the scheduled demolition.

Asbestos Concerns:

1. ☐ The project does not involve any bridge rehabilitation or replacements. No further action required for bridge asbestos concerns.
2. ☐ The project involves bridge rehabilitation or replacements. The asbestos inspection results are negative. No abatement action is required.
3. ☐ The project involves bridge rehabilitation or replacements. The asbestos inspection results are positive and asbestos abatement is required.
   The asbestos is located at the following (structure ID and station):

   Location 1.

   Location 2.

   Location 3.

   For positive asbestos results, the following action will apply:

   ☐ The Department has retained a DSHS licensed asbestos abatement contractor under a separate contract to perform the abatement, provide DSHS abatement notification, and perform asbestos management activities. This work must occur prior to the Contractor commencing any work that might disturb asbestos.

   ☐ The Department has included the work to perform the abatement, provide DSHS abatement notification, and perform asbestos management activities in this contract under Item 6.10 and related Special Provision and Special Specification. The Contractor must perform abatement work prior to commencing any work that might disturb asbestos.

Lead Paint Concerns - The project involves demolition or repair work that could require cutting, torch cutting, welding, or abrasive blasting of painted steel.

1. ☐ No - no further action required for lead paint concerns
2. ☐ Yes - the lead paint inspection results are negative. No action required for lead paint concerns.
3. ☐ Yes - the lead paint inspection results are positive. Lead is at the following locations and concentrations:

Location (location/structure ID)	Concentration (ppm)
Location 1.	
Location 2.	
Location 3.	

For positive lead results, the following action will apply:

☐ The work is under Item 446 (Field Cleaning & Painting Steel), management of hazardous materials is addressed in the specification and additional mitigation is not required.

☐ The lead concentration of the coating is known to be less than 90 ppm (Consumer Product Safety Commission threshold for paint to be designated as lead-containing), additional mitigation is not required.

☐ Mitigation for lead hazards is required in accordance with OSHA. The Contractor must provide mitigation as part of this contract. Mitigation may include stripping back of paint from steel at cut points or other areas where paint will be disturbed. The Contractor may select other OSHA-compliant controls or work practices instead of paint stripping to mitigate lead hazards. Manage painted steel in accordance with Standard Specification Item 6.10, Painted Steel Requirements.

☐ Mitigation for lead hazards is required in accordance with OSHA. The Department will provide lead paint removal. The Contractor must notify the Engineer of locations where paint-disturbing activities will occur at least 90 days prior to the work, to allow sufficient time for the Department to remove the paint. Manage painted steel in accordance with Standard Specification Item 6.10, Painted Steel Requirements.

VII. OTHER ENVIRONMENTAL ISSUES

(includes program areas such as Air, Noise, Edwards Aquifer Protection Program, etc.)

☐ Additional Required Actions:

1.

2.

3.

LIST OF ABBREVIATIONS

BMP: Best Management Practice
CGP: Construction General Permit
DSHS: Texas Department of State Health Services
FHWA: Federal Highway Administration
MBTA: Migratory Bird Treaty Act
MOA: Memorandum of Agreement
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USACE: U.S. Army Corps of Engineers
USFWS: U.S. Fish and Wildlife Service

DATE:
FILE:

SHEET 2 OF 2

Texas Department of Transportation — Design Division Standard

ENVIRONMENTAL PERMITS, ISSUES AND COMMITMENTS

EPIC

FILE: epic.dgn | DN: | CK: KM | DW: CES | CK:
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REVISIONS | DIST | COUNTY | SHEET NO.

DEREK TURNER 84843 LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
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JACOB MARTIN
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TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

TXDOT - EPIC (2)

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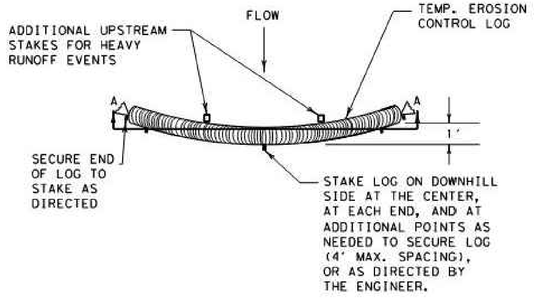
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SEQ. 108 / 116 | SHEET 108

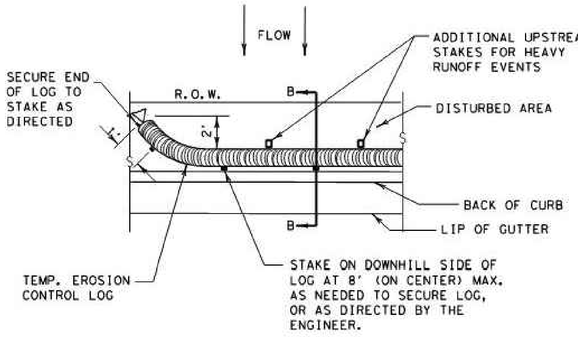
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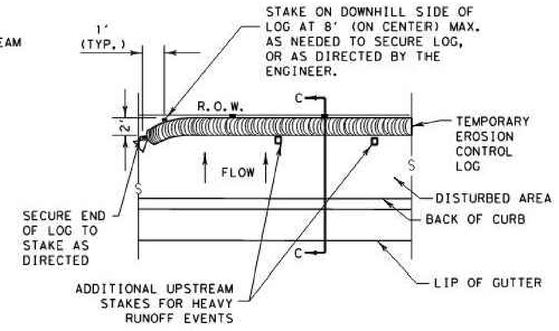
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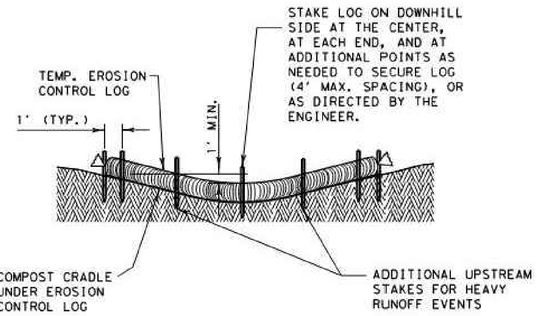
PLAN VIEW



PLAN VIEW



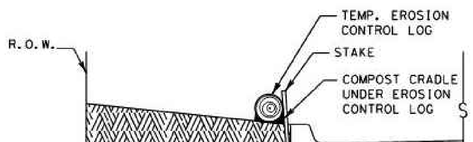
PLAN VIEW



SECTION A-A

EROSION CONTROL LOG DAM

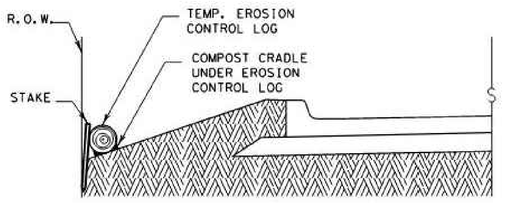
CL-D



SECTION B-B

EROSION CONTROL LOG AT BACK OF CURB

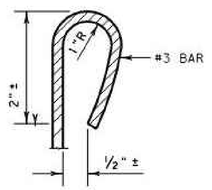
CL-BOC



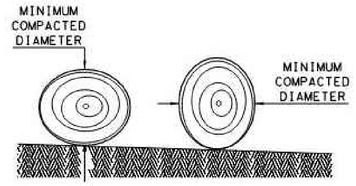
SECTION C-C

EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY

CL-ROW



REBAR STAKE DETAIL



DIAMETER MEASUREMENTS OF EROSION CONTROL LOGS SPECIFIED IN PLANS

LEGEND

- CL-D — EROSION CONTROL LOG DAM
- CL-BOC — EROSION CONTROL LOG AT BACK OF CURB
- CL-ROW — EROSION CONTROL LOG AT EDGE OF RIGHT-OF-WAY
- CL-SST — EROSION CONTROL LOGS ON SLOPES STAKE AND TRENCHING ANCHORING
- CL-SSL — EROSION CONTROL LOGS ON SLOPES STAKE AND LASHING ANCHORING
- CL-DI — EROSION CONTROL LOG AT DROP INLET
- CL-CI — EROSION CONTROL LOG AT CURB INLET
- CL-GI — EROSION CONTROL LOG AT CURB & GRATE INLET

GENERAL NOTES:

1. EROSION CONTROL LOGS SHALL BE INSTALLED IN ACCORDANCE WITH MANFACTURER'S RECOMMENDATIONS, OR AS DIRECTED BY THE ENGINEER.
2. LENGTHS OF EROSION CONTROL LOGS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS REQUIRED FOR THE PURPOSE INTENDED.
3. UNLESS OTHERWISE DIRECTED, USE BIODEGRADABLE OR PHOTODEGRADABLE CONTAINMENT MESH ONLY WHERE LOG WILL REMAIN IN PLACE AS PART OF A VEGETATIVE SYSTEM. FOR TEMPORARY INSTALLATIONS, USE RECYCLABLE CONTAINMENT MESH.
4. FILL LOGS WITH SUFFICIENT FILTER MATERIAL TO ACHIEVE THE MINIMUM COMPACTED DIAMETER SPECIFIED IN THE PLANS WITHOUT EXCESSIVE DEFORMATION.
5. STAKES SHALL BE 2" X 2" WOOD OR #3 REBAR, 2'-4' LONG, EMBEDDED SUCH THAT 2" PROTRUDES ABOVE LOG, OR AS DIRECTED BY THE ENGINEER.
6. DO NOT PLACE STAKES THROUGH CONTAINMENT MESH.
7. COMPOST CRADLE MATERIAL IS INCIDENTAL & WILL NOT BE PAID FOR SEPARATELY.
8. SANDBAGS USED AS ANCHORS SHALL BE PLACED ON TOP OF LOGS & SHALL BE OF SUFFICIENT SIZE TO HOLD LOGS IN PLACE.
9. TURN THE ENDS OF EACH ROW OF LOGS UPSLOPE TO PREVENT RUNOFF FROM FLOWING AROUND THE LOG.
10. FOR HEAVY RUNOFF EVENTS, ADDITIONAL UPSTREAM STAKES MAY BE NECESSARY TO KEEP LOG FROM FOLDING IN ON ITSELF.

SEDIMENT BASIN & TRAP USAGE GUIDELINES

An erosion control log sediment trap may be used to filter sediment out of runoff draining from an unstabilized area.

Log Traps: The drainage area for a sediment trap should not exceed 5 acres. The trap capacity should be 1800 CF/Acre (0.5" over the drainage area).

Control logs should be placed in the following locations:
1. Within drainage ditches spaced as needed or min. 500' on center
2. Immediately preceding ditch inlets or drain inlets
3. Just before the drainage enters a water course
4. Just before the drainage leaves the right of way
5. Just before the drainage leaves the construction limits where drainage flows away from the project.

The logs should be cleaned when the sediment has accumulated to a depth of 1/2 the log diameter.

Cleaning and removal of accumulated sediment deposits is incidental and will not be paid for separately.

SHEET 1 OF 3

Texas Department of Transportation — Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec916	DW: TxDOT	CK: KM	DW: LS/PT	CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	DIST	COUNTY		SHEET NO.

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
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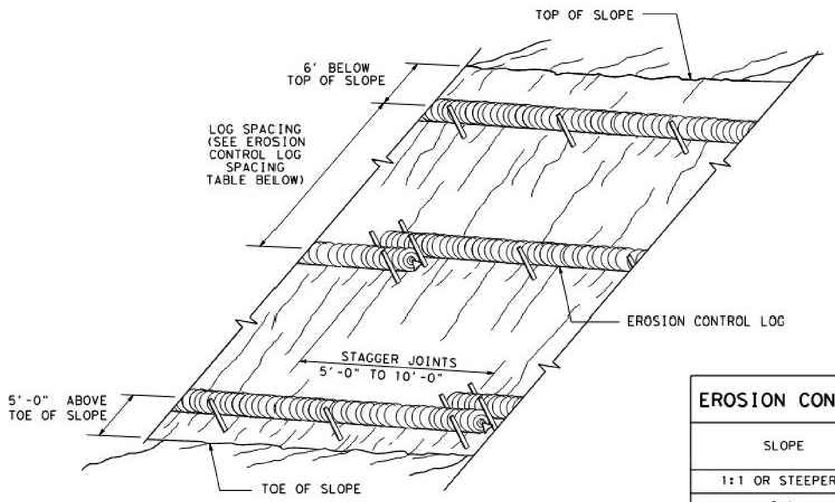
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SEQ. 109 | SHEET 109

116

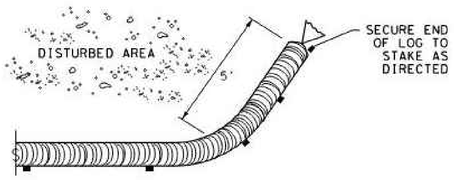
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EROSION CONTROL LOGS ON SLOPES
STAKE AND TRENCHING ANCHORING

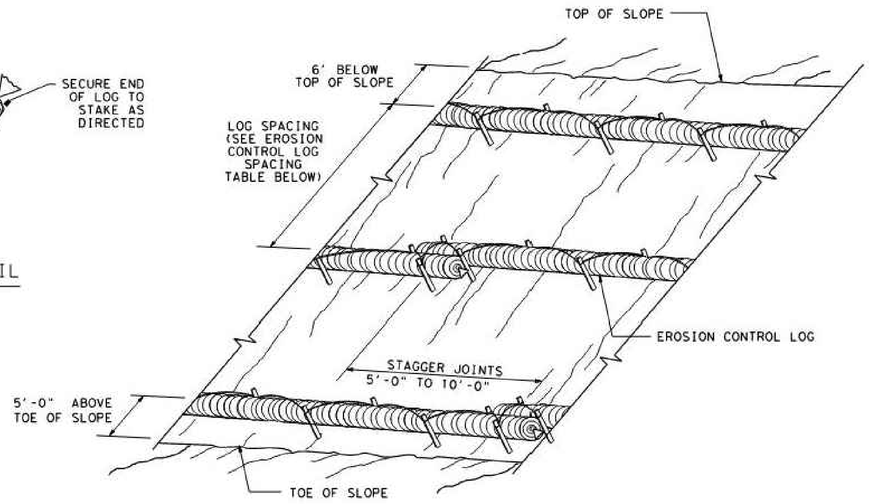
CL-SST



END SECTION RAP DETAIL

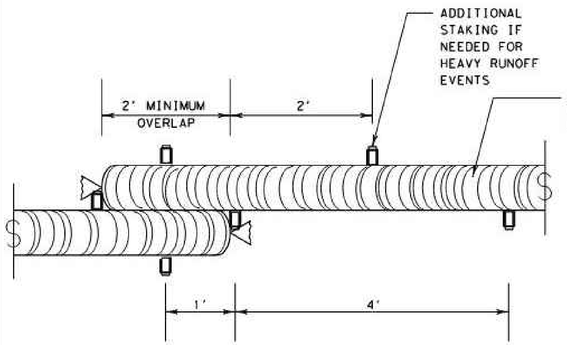
EROSION CONTROL LOG SPACING TABLE				
SLOPE	LOG DIAMETER			
	6"	8"	12"	18"
1:1 OR STEEPER	5'	10'	15'	20'
2:1	10'	20'	30'	40'
3:1	15'	30'	45'	60'
4:1 OR FLATTER	20'	40'	60'	80'

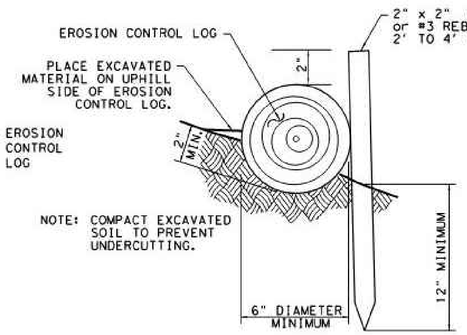
* ADJUSTMENTS CAN BE MADE FOR SOIL TYPE:
SOFT, LOAMY SOILS-ADJUST ROWS CLOSER TOGETHER;
HARD, ROCKY SOILS- ADJUST ROWS FARTHER APART



EROSION CONTROL LOGS ON SLOPES
STAKE AND LASHING ANCHORING

CL-SSL

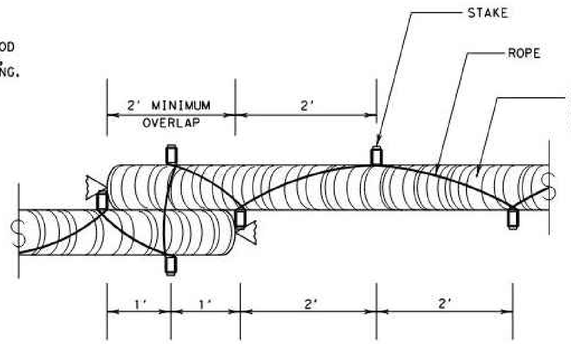


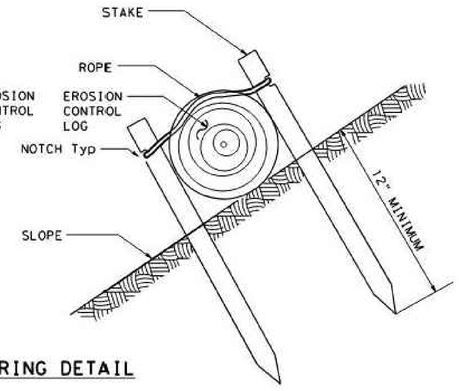


STAKE AND TRENCHING ANCHORING DETAIL

CL-SST

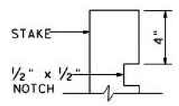
TRENCH DEPTH TABLE	
LOG DIAMETER	DEPTH
6"	2"
8"	3"
12"	4"
18"	5"





STAKE AND LASHING ANCHORING DETAIL

CL-SSL



STAKE NOTCH DETAIL

SHEET 2 OF 3

Texas Department of Transportation — Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec116	DN: TxDOT	CK: KM	DW: LS/PT	CK: LS
© TxDOT: JULY 2016	CONT	SECT	JOB	HIGHWAY
REVISIONS	DIST	COUNTY		SHEET NO.

DATE:
FILE:

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TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

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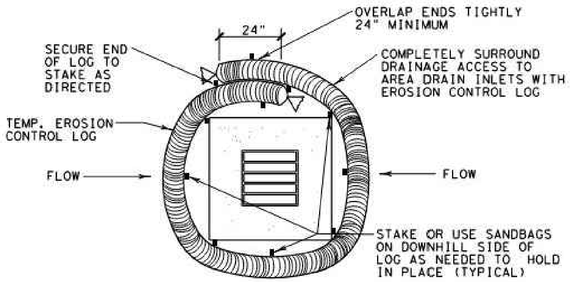
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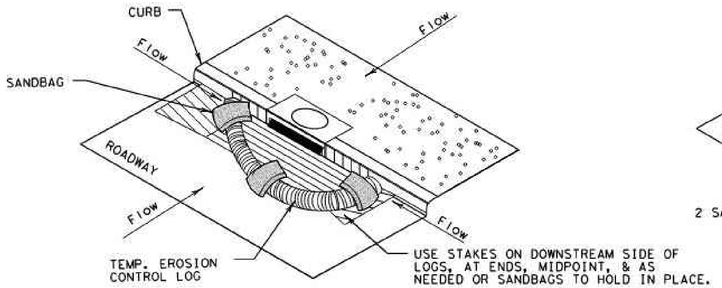
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DATE:
FILE:



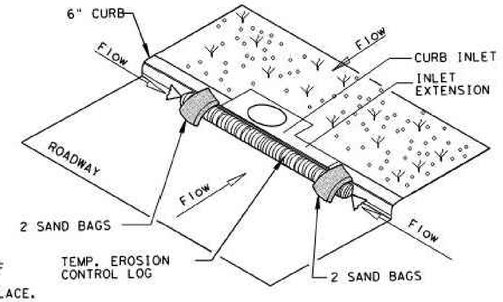
EROSION CONTROL LOG AT DROP INLET

CL-DI



EROSION CONTROL LOG AT CURB INLET

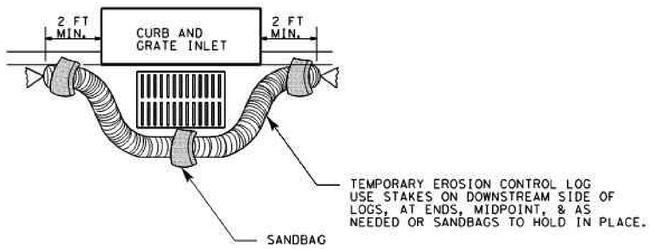
CL-CI



EROSION CONTROL LOG AT CURB INLET

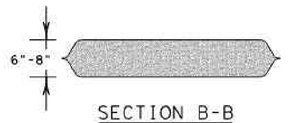
CL-CI

NOTE:
EROSION CONTROL LOGS USED AT CURB INLETS SHOULD ONLY BE USED IF THEY WILL NOT IMPEDE TRAFFIC OR FLOOD THE ROADWAY OR WHEN THE STORM SEWER SYSTEM IS NOT FULLY FUNCTIONAL.

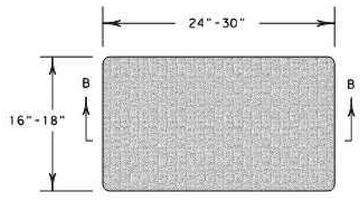


EROSION CONTROL LOG AT CURB & GRADE INLET

CL-GI



SECTION B-B



SANDBAG DETAIL

SHEET 3 OF 3

Texas Department of Transportation | Design Division Standard

TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

EROSION CONTROL LOG

EC(9)-16

FILE: ec916	DN: TxDOT	CK: KM	DW: LS/PT	CK: LS			
© TxDOT: JULY 2016	CONT	SECT	JOB		HIGHWAY		
REVISIONS							
	DIST	COUNTY			SHEET NO.		

DESIGNED BY: DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
TXDOT - EC (9)-16-3

NO.	REVISION	DATE

PROJECT # 21256 | SCALE N.T.S.

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SEQ. 111 / 116 | SHEET 111

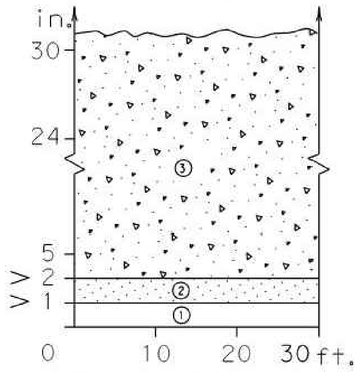
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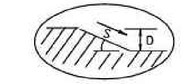
DATE:
FILE:

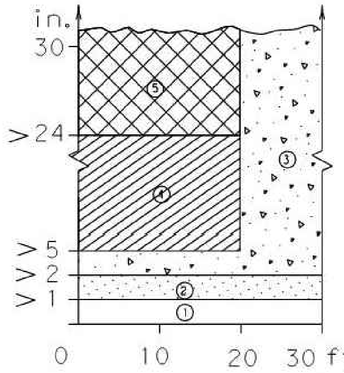
DEFINITION OF TREATMENT ZONES FOR VARIOUS EDGE CONDITIONS

Edge Height (D) in Inches versus Lateral Clearance (Y) in Feet

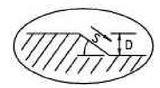


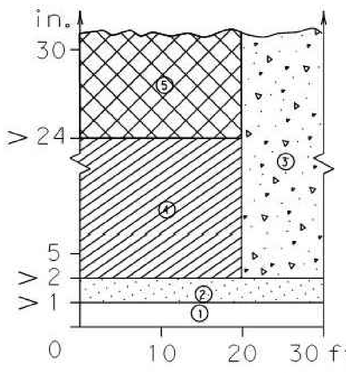
Edge Condition I
S = (3:1) (or flatter)



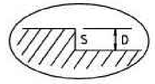


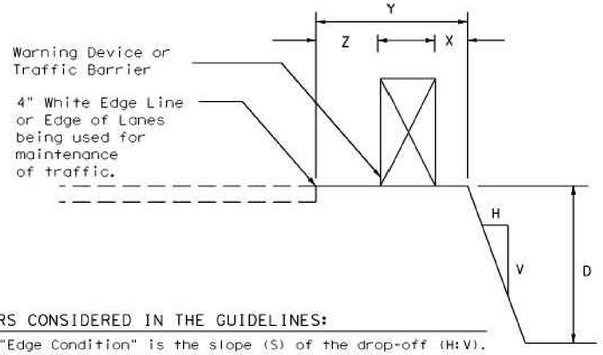
Edge Condition II
S = ((2.99):1) to (1:1)





Edge Condition III
S is steeper than (1:1)





FACTORS CONSIDERED IN THE GUIDELINES:

1. The "Edge Condition" is the slope (S) of the drop-off (H:V). The "Edge Height is the depth of the drop-off "D".

2. Distance "X" is to be the maximum practical under job conditions. Two feet minimum for high speed conditions. Distance "Y" is the lateral clearance from edge of travel lane to edge of dropoff. Distance "Z" does not have a minimum.

3. In addition to the factors considered in the guidelines, each construction zone drop-off situation should be analyzed individually, taking into account other variables, such as: traffic mix, posted speed in the construction zone, horizontal curvature, and the practicality of the treatment options.

4. The conditions for indicating the use of positive or protective barriers are given by Zone-5 and Figure-1. Traffic barriers are primarily applicable for high speed conditions. Urban areas with speeds of 30 mph or less may have a lesser need for signing, delineation, and barriers. Right-angled edges, however, with "D" greater than 2 inches and located within a lateral offset of 6 feet, may indicate a higher level of treatment.

5. If the distance "Y" must be less than 3 feet, the use of a positive barrier may not be feasible. In such a case, consider either: 1) narrowing the lanes to a desired 11 to 12 feet or 10 foot minimum (see CW20-8 sign), or 2) provide an edge slope such as Edge Condition I.

Zone	Treatment Types Guidelines:
①	No treatment
②	CW 8-11 "Uneven Lanes" signs.
③	CW 8-9a Shoulder Drop-Off" or CW 8-11 signs plus vertical panels.
④	CW8-9a or CW 8-11, signs plus drums. Where restricted space precludes the use of drums, use vertical panels. An edge slope to that of the profered Edge Condition I.
⑤	Check indications (Figure-1) for possitive barrier. Where positive barrier is not indicated, the treatment shown above for Zone-4 may be used after consideration of other applicable factors.

Edge Condition Notes:

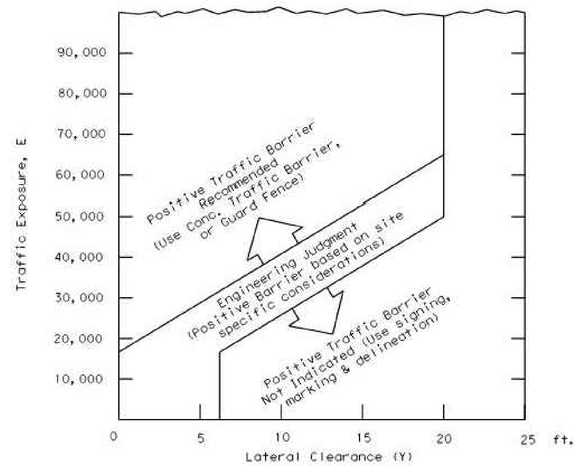
1. Edge Condition I: Most vehicles are able to traverse an edge condition with a slope rate of (3 to 1) or flatter. The slope must be constructed with a compacted material capable of supporting vehicles.

2. Edge Condition II: Most vehicles are able to traverse an edge condition with a slope between (2.99 to 1) and (1 to 1) so long as "D" does not exceed 5 inches. Under-carriage drag on most automobiles will occur when "D" exceeds 6 inches. As "D" exeeds 24 inches, the possibility for rollover is greater in most vehicles.

3. Edge Condition III: When slopes are greater than (1 to 1) and where "D" is greater than 2 inches, a more difficult control factor may exist for some vehicles, if not properly treated. For example, where "D" is greater than 2 inches and up to 24 inches different types of vehicles may experience different steering control at different edge heights. Automobiles might experience more steering control differential when "D" is greater than 2 inches and up to 5 inches. Trucks, particularly those with high loads, have more steering control differential when "D" is greater than 5 inches and up to 24 inches. When "D" exceeds 24 inches, the possibility of rollover is greater for most vehicles.

4. Milling or overlay operations that result in Edge Condition III should not be in place without appropriate warning treatments, and these conditions should not be left in place for extended periods of time.

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



1. E = ADT x T
Where ADT is that portion of the average daily traffic volume traveling within 20 feet (generally two adjacent lanes) of the edge dropoff condition; and, T is the duration time in years of the dropoff condition.

2. Figure-1 provides a practical approach to the use of positive barriers for the protection of vehicles from pavement drop-offs. Other factors, such as the presence of heavy machinery, construction workers, or the mix and volume of traffic may make the use of positive barriers appropriate, even when the edge condition alone may not justify the use of a barrier.

3. An approved end treatment should be provided for any positive barrier end located within the clear zone.

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

Engineer's Seal

STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

Date _____

Texas Department of Transportation — Traffic Safety Division Standard

TREATMENT FOR VARIOUS EDGE CONDITIONS

FILE: edgecon.dgn	DN:	CK:	DW:	CK:
© TxDOT August 2000	CONT	SECT	JOB	HIGHWAY
REVISIONS 03-01 08-01 9-21	DIST	COUNTY		SHEET NO.

STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION

TXDOT - EDGECON

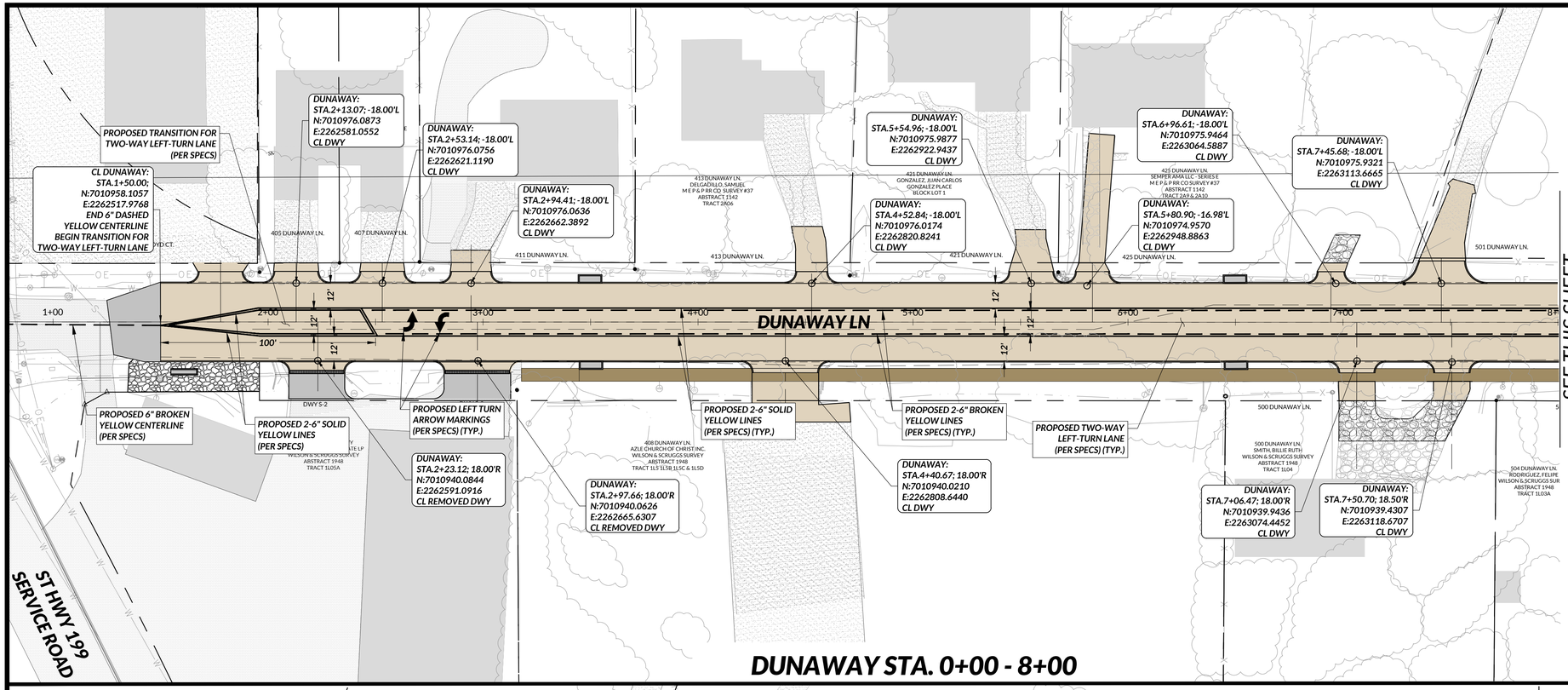
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PROJECT # 21256 | SCALE N.T.S.

SEQ. 112 | SHEET 112 of 116

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STATE OF TEXAS
DEREK TURNER
84843
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08-26-2026
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JACOB MARTIN
TBPELS FIRM # 10194493
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TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
STRIPING PLAN STA. 0+00-16+00

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SHEET 113

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Texas 811

EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NORTH

30 0 30 60
HORIZ. SCALE IN FEET

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60 SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

SEE SHEET 113
MATCHLINE STA. 16+00

SEE THIS SHEET
MATCHLINE STA. 24+00

DUNAWAY:
STA.17+44.52; -18.00'L
N:7010975.6412
E:2264112.5028
CL DWY

PROPOSED TWO-WAY LEFT-TURN LANE (PER SPECS) (TYP.)

DUNAWAY:
STA.17+84.22; -18.00'L
N:7010975.6296
E:2264152.2013
CL DWY

PROPOSED 12" SOLID WHITE LINE (PER SPECS) (TYP.)

KONA DR

DUNAWAY:
STA.21+15.57; -18.00'L
N:7010975.5331
E:2264483.5489
CL DWY

DUNAWAY:
STA.20+53.18; -18.00'L
N:7010975.5513
E:2264421.1622
CL DWY

DUNAWAY:
STA.19+41.15; -18.00'L
N:7010975.5839
E:2264309.1284
CL KONA DR.

PROPOSED LEFT TURN ARROW MARKINGS (PER SPECS) (TYP.)

DUNAWAY:
STA.22+26.90; -18.00'L
N:7010975.5007
E:2264594.8815
CL DWY

DUNAWAY:
STA.23+42.86; -18.00'L
N:7010976.4487
E:2264709.9206
CL DWY

531 DUNAWAY LN.
535 DUNAWAY LN.
605 DUNAWAY LN.
609 DUNAWAY LN.
613 DUNAWAY LN.

16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24

131' DUNAWAY LN. 63.88'

12' 12' 12'

DUNAWAY:
STA.16+12.49; 18.00'R
N:7010939.6797
E:2263980.4589
CL DWY

DUNAWAY:
STA.16+58.87; 18.00'R
N:7010939.6662
E:2264026.8456
CL DWY

DUNAWAY:
STA.17+01.93; 18.00'R
N:7010939.6536
E:2264069.8985
CL DWY

DUNAWAY:
STA.17+96.67; 18.00'R
N:7010939.6260
E:2264164.6407
CL DWY

538 DUNAWAY LN.
540 DUNAWAY LN.

WOODARD LN

PROPOSED 2-6" SOLID WHITE LINES (PER SPECS) (TYP.)

PROPOSED 12" SOLID WHITE LINE (PER SPECS) (TYP.)

DUNAWAY:
STA.18+71.70;18.00'R
N:7010939.6042
E:2264239.6684
CL WOODARD LN.

324 WOODWARD

324 WOODWARD LN.
HUNTER, JAMES B.
IVY, ROY ADDITION
LOT 1

PROPOSED 2-6" SOLID YELLOW LINES (PER SPECS) (TYP.)

DUNAWAY:
STA.20+88.31; 18.00'R
N:7010939.5411
E:2264456.2781
CL DWY

PROPOSED 2-6" BROKEN YELLOW LINES (PER SPECS) (TYP.)

325 BREEZY LN.

PROPOSED TWO-WAY LEFT-TURN LANE (PER SPECS) (TYP.)

325 BREEZY LN.
MORRISON, MICHAEL
IVY, ROY ADDITION
LOT 11

PROPOSED 2-6" SOLID WHITE LINES (PER SPECS) (TYP.)

BREEZY LN

320 BREEZY LN.

PROPOSED 12" SOLID WHITE LINE (PER SPECS) (TYP.)

DUNAWAY:
STA.23+09.75;18.00'R
N:7010939.5076
E:2264677.8756
CL BREEZY LN.

DUNAWAY STA. 16+00 - 24+00

SEE THIS SHEET
MATCHLINE STA. 24+00

SEE SHEET 115
MATCHLINE STA. 32+00

KIMBROUGH RD

DUNAWAY:
STA.25+63.39;-18.00'L
N:7011015.4814
E:2264922.9970
CL KIMBROUGH RD.

701 DUNAWAY LN.
AYERS, CHARLES J II
M E P & P RR CO SURVEY #37
ABSTRACT 1142
TRACT 6C04

PROPOSED 12" SOLID WHITE LINE (PER SPECS) (TYP.)

PROPOSED LEFT TURN ARROW MARKINGS (PER SPECS) (TYP.)

DUNAWAY:
STA.27+95.46; -18.00'L
N:7011038.5468
E:2265157.4608
CL DWY

PROPOSED 2-6" BROKEN YELLOW LINES (PER SPECS) (TYP.)

PROPOSED TWO-WAY LEFT-TURN LANE (PER SPECS) (TYP.)

PROPOSED 2-6" SOLID YELLOW LINES (PER SPECS) (TYP.)

617 DUNAWAY LN.

25+00 26+00 27+00 28+00 29+00 30+00 31+00 32

71.54' DUNAWAY LN.

12' 12'

DUNAWAY:
STA.26+55.33; 18.00'R
N:7010996.5494
E:2265019.8342
CL DWY

DUNAWAY:
STA.26+04.21; 18.00'R
N:7010988.8729
E:2264970.4617
CL DWY

700 DUNAWAY LN.

DUNAWAY:
STA.27+00.57; 18.00'R
N:7011000.7000
E:2265063.8483
CL DWY

DUNAWAY:
STA.28+04.28; 18.00'R
N:7011002.5787
E:2265166.4014
CL DWY

DUNAWAY:
STA.28+69.12; 18.00'R
N:7011002.8116
E:2265231.2401
CL DWY

DUNAWAY:
STA.29+40.11; 18.00'R
N:7011003.0666
E:2265302.2316
CL DWY

DUNAWAY:
STA.30+10.53; 18.00'R
N:7011003.3196
E:2265372.6575
CL DWY

DUNAWAY:
STA.30+81.65; 18.00'R
N:7011003.5750
E:2265443.7729
CL DWY

DUNAWAY:
STA.31+53.26; 18.00'R
N:7011003.8322
E:2265515.3807
CL DWY

708 DUNAWAY LN. 712 DUNAWAY LN. 716 DUNAWAY LN. 720 DUNAWAY LN. 724 DUNAWAY LN. 728 DUNAWAY LN.

DUNAWAY STA. 24+00 - 32+00

DEREK TURNER
84843
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS
08-26-2026
ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
STRIPING PLAN STA. 16+00-32+00

NO.	REVISION	DATE

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PROJECT # 21256
SCALE 1" = 30'

SEQ. 114 / 116
SHEET 114

Texas 811
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TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

SEE SHEET 114
MATCHLINE STA. 32+00

SEE THIS SHEET
MATCHLINE STA. 40+00

DUNAWAY LN

721 DUNAWAY LN. AZLE MANOR INC AZLE MANOR ADDITION BLOCK 1 LOT 1
721 DUNAWAY LN.
732 DUNAWAY LN.
736 DUNAWAY LN.
740 DUNAWAY LN.
833 JAMES ST.
JAMES ST
884 JAMES ST. MICAH REAL ESTATE SOLUTIONS LL HIGH SCHOOL ADDITION-AZLE BLOCK 3 LOT A8
825 DUNAWAY
401 FALL HORTON CAPITAL STONE EAGLE BLOCK A LOT 24
900 GRANITE DR. STONE EAGLE HOLDINGS LP STONE EAGLE ADDITION BLOCK A LOT 25
901 DUNAWAY LN. STONE EAGLE HOLDINGS LP STONE EAGLE ADDTION BLOCK A LOT 26X OPEN SPACE
TRACT 682
333 WALNUT LN. 333 WALNUT AVE. ALEXANDER, PAUL T. HIGH SCHOOL ADDITION-AZLE BLOCK 3 LOT A2
WALNUT AVE
WALNUT AVE. HARDING, STEPHEN L. OLD COBWEB PARK ADDITION BLOCK 2 LOT 1

33+00 34+00 35+00 36+00 37+00 38+00 39+00 40+00
68.37' 69.89'
12' 12' 12'

DUNAWAY STA. 32+00 - 40+00

SEE THIS SHEET
MATCHLINE STA. 40+00

SEE SHEET 116
MATCHLINE STA. 48+00

908 GRANITE DR. STONE EAGLE HOLDINGS LP STONE EAGLE ADDTION BLOCK A LOT 27
912 GRANITE DR. STONE EAGLE HOLDINGS LP STONE EAGLE ADDTION BLOCK A LOT 28
916 GRANITE DR. STONE EAGLE HOLDINGS LP STONE EAGLE ADDTION BLOCK A LOT 29
400 BASALT DR. STONE EAGLE HOLDINGS LP STONE EAGLE ADDTION BLOCK A LOT 30
1060 MOORING DR. DAVIS, PHILIP JOSEPH HARBOR PARC BLOCK B LOT 7
1064 MOORING DR. SCOTT, HOPE BREANN HARBOR PARC BLOCK B LOT 8
1068 MOORING DR. DARCEY, SHAUN HARBOR PARC BLOCK B LOT 9
1072 MOORING DR. MAXWELL, SUZAN MARIE HARBOR PARC BLOCK B LOT 10
1060 MOORING
1064 MOORING
1068 MOORING
1072 MOORING
DUNAWAY LN. HARBOR PARC RESIDENTIAL COMMUNITY INC. HARBOR PARC BLOCK B LOT 1X OPEN SPACE HOA
908 DUNAWAY LN.
912 DUNAWAY LN.
916 DUNAWAY LN.
920 DUNAWAY LN.
912 DUNAWAY LN. WINKLEMEYER, KAREN OLD COBWEB PARK ADDITION BLOCK 2 LOT 5
916 DUNAWAY LN. ARREDONDO, ADAM OLD COBWEB PARK ADDITION BLOCK 2 LOT 6
920 DUNAWAY LN. LANGHORN, CRYSTAL G OLD COBWEB PARK ADDITION BLOCK 2 LOT 7
OAK ST
1000 DUNAWAY LN.
1004 DUNAWAY LN.
1000 DUNAWAY LN. CONNER, BRIAN OLD COBWEB PARK ADDITION BLOCK 3 LOT 1

41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00
59.98'
12' 12' 12'

DUNAWAY STA. 40+00 - 48+00

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
STRIPING PLAN STA. 32+00-48+00

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256 | SCALE 1" = 30'

SEQ. 115 / 116 | SHEET 115

Plotted by: jeff burns Plot Date: 8/28/2026 11:39 AM
Saved By: jburns Save Time: 8/28/2026 11:38 AM
X:\CL_Arch\21256 – Dunaway Street Reconstruction\Drafting_Plans_C_Civil\107 STRIPING PLAN STA. 48+00-END.dwg

Plot Date: 8/28/2026 11:39 AM
Plotted by: jeff burns
Save Time: 8/28/2026 11:38 AM
Saved By: jburns
X:\CL_Arch\21256 - Dunaway Street Reconstruction\Drafting_Plans_C_Civil\107 STRIPING PLAN STA 48+00-END.dwg

Texas 811
EXERCISE C.A.R.E. :
C...CALL 811 BEFORE YOU DIG
A...ALLOW THE REQUIRED 48 HOURS
R...RESPECT THE MARKS
E...EXCAVATE WITH CAUTION

NORTH

30 0 30 60
HORIZ. SCALE IN FEET

UNLESS OTHERWISE NOTED, THIS SHEET IS INTENDED TO BE:
30 SCALE When Plotted 22"x34" True Fullsize
60 SCALE When Plotted 11"x17" True Halfsize
(Using "Fit to Paper" when plotting may distort the scale.)

STATE OF TEXAS
DEREK TURNER
84843
LICENSED
PROFESSIONAL ENGINEER
08-26-2026

ISSUED FOR REVIEW

JACOB MARTIN
TBPELS FIRM # 10194493
TBAE FIRM # BR 2261
TBPE FIRM # 2448

SEE SHEET 115
MATCHLINE STA. 48+00

1076 MOORING DR. KIRKHAM, MISTY ELAINE HARBOR PARC BLOCK 8 LOT 11
1080 MOORING DR. FOREHAND, KASS D. HARBOR PARC BLOCK 8 LOT 12
1084 MOORING DR. REYES, ROWENA A DELOS HARBOR PARC BLOCK 8 LOT 13
1088 MOORING DR. GENTRY, CHRISTOPHER A. HARBOR PARC BLOCK 8 LOT 14
1092 MOORING DR. BEARD, GARY R. HARBOR PARC BLOCK 8 LOT 15
1096 MOORING DR. BERGER, JESSICA ELIZABETH HARBOR PARC BLOCK 8 LOT 16
1100 MOORING DR. GRIFFIN, ASHLEY TAYLOR HARBOR PARC BLOCK 8 LOT 17
1104 MOORING DR. BRANDT, JENNIFER HARBOR PARC BLOCK 8 LOT 18
1108 MOORING DR. PECKENPAUGH, HAROLD BERNARD HARBOR PARC BLOCK 8 LOT 19

1076 MOORING
1080 MOORING
1084 MOORING
1088 MOORING
1092 MOORING
1096 MOORING
1100 MOORING
1104 MOORING
1108 MOORING

REGATTA LN

PROPOSED LEFT TURN ARROW MARKINGS (PER SPECS) (TYP.)
PROPOSED TWO-WAY LEFT-TURN LANE (PER SPECS) (TYP.)
PROPOSED 2-6" SOLID YELLOW LINES (PER SPECS) (TYP.)
PROPOSED 2-6" BROKEN YELLOW LINES (PER SPECS) (TYP.)

DUNAWAY: STA.54+98.28;-18.00'L N:7011048.2553 E:2267860.2610 CL REGATTA LN.

49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00
59.93' 71.11'
12' 12' 12'

DUNAWAY LN

1008 DUNAWAY LN.
1012 DUNAWAY LN.
1016 DUNAWAY LN.
1100 DUNAWAY LN.
1104 DUNAWAY LN.
1108 DUNAWAY LN.
1112 DUNAWAY LN. LAYTON, JENNIFER K. OLD CORNER PARK ADDITION BLOCK 4 LOT 4
1104 DUNAWAY LN. MCGEE, MICHAEL A. OLD CORNER PARK ADDITION BLOCK 4 LOT 2

341 ELM AVE.
ELM AVE

DUNAWAY: STA.48+64.88; 18.00'R N:7011009.9803 E:2267226.9918 CL DWY
DUNAWAY: STA.49+75.45; 18.00'R N:7011010.3775 E:2267337.5643 CL DWY
DUNAWAY: STA.50+61.30; 18.00'R N:7011010.6859 E:2267423.4147 CL DWY
DUNAWAY: STA.51+72.12;18.00'R N:7011011.0839 E:2267534.2293 CL ELM AVE.
PROPOSED 2-6" SOLID WHITE LINES (PER SPECS) (TYP.)
PROPOSED 12" SOLID WHITE LINE (PER SPECS) (TYP.)
DUNAWAY: STA.53+30.56; 18.00'R N:7011011.6530 E:2267692.6694 CL DWY
DUNAWAY: STA.54+20.11; 18.00'R N:7011011.9747 E:2267782.2155 CL DWY
DUNAWAY: STA.54+91.53; 18.00'R N:7011012.2312 E:2267853.6384 CL DWY
DUNAWAY: STA.55+33.22; 18.00'R N:7011012.3810 E:2267895.3235 CL DWY

SEE THIS SHEET
MATCHLINE STA. 56+00

DUNAWAY STA. 48+00 - 56+00

HARBOR DR

PROPOSED 2-6" SOLID YELLOW LINES (PER SPECS) (TYP.)
PROPOSED 2-6" BROKEN YELLOW LINES (PER SPECS) (TYP.)
PROPOSED TWO-WAY LEFT-TURN LANE (PER SPECS) (TYP.)
PROPOSED TRANSITION FOR TWO-WAY LEFT-TURN LANE (PER SPECS)
PROPOSED LEFT TURN ARROW MARKINGS (PER SPECS) (TYP.)
401 HARBOR
WYN RESIDENTIAL CITY INC PARK PENDLETON HOA

PROPOSED HIGH VISIBILITY CROSSWALK (PER SPECS)
PROPOSED 2' WHITE STOP BAR (PER SPECS)
DUNAWAY: STA.58+21.52;0.00' N:7011031.4164 E:2268183.5576 CL ASH AVE.
DUNAWAY: STA.57+88.20;0.00' N:7011031.2967 E:2268150.2417 CL DUNAWAY: END DOUBLE YELLOW CENTERLINE STRIPING
DUNAWAY: STA.57+21.07; 18.00'R N:7011013.0557 E:2268083.1741 CL DWY

56+00 57+00 58+00 59+00 59+01
12' 50' 12' 12' 5' MIN.

DUNAWAY LN
OAK HARBOR BLVD
341 ASH AVE.
N ASH AVE

SEE THIS SHEET
MATCHLINE STA. 56+00

DUNAWAY STA. 56+00 - END

CITY OF AZLE, TEXAS
DUNAWAY LANE RECONSTRUCTION
STRIPING PLAN STA. 48+00-END

NO.	REVISION	DATE

BAR IS ONE INCH IN LENGTH ON ORIGINAL DRAWING.
CHECK SCALE AND ADJUST ACCORDINGLY.

PROJECT # 21256
SCALE 1" = 30'

SEQ. 116 / 116
SHEET 116